PROPOSED LEGEND

(1) ITEM 442 - (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN

(2A) ITEM 442 - (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), PG64-28

(2B) ITEM 442 - (VAR DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN (0" MIN, 4" MAX)

(3) ITEM 302 - 11" ASPHALT CONCRETE BASE, PG64-22 (PLACED IN TWO 5.5" LIFTS WITH 6" EDGE COURSE)

(4) ITEM 407 - NON-TRACKING TACK COAT (APPLIED @ AVG 0.055 GAL/SY FOR NEW ASPHALT) (APPLIED @ AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE

(5) ITEM 304 - (8") AGGREGATE BASE

(6) CHEMICALLY STABILIZED SUBGRADE:
ITEM 204 - PROOF ROLLING
(APPLIED @ 1 HR/2000 SY FOR RECONSTRUCTION)
(APPLIED @ 1 HR/3000 SY FOR NEW CONSTRUCTION)
ITEM 206 - CEMENT
(APPLIED @ 5% PER 115 LB/CF SOIL)
ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
ITEM 206 - CURING COAT
ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS
(SPECIFIED ON PROJECTS > 40,000 SY, SEE SUPPLEMENT 1120)

(7) ITEM 442 - (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)

(8A) ITEM 442 - (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), PG64-28

(8B) ITEM 442 - (VAR. DEPTH, 2" AVG) 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN (0" MIN, 4" MAX)

(9A) ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 (10" SHARON ROAD (PLACED IN TWO 5" LIFTS), 6" CHESTER ROAD)

(9B) ITEM 301 - (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN (4" MIN, SHARON ROAD & CHESTER ROAD)

(10) ITEM 204 - SUBGRADE COMPACTION
ITEM 204 - PROOF ROLLING
(APPLIED @ 1 HR/2000 SY FOR RECONSTRUCTION)
(APPLIED @ 1 HR/3000 SY FOR NEW CONSTRUCTION)

(11) ITEM 605 - 6" BASE PIPE UNDERDRAINS (18" DEPTH)

(12) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS (24" OR 30" DEPTH)

(13) ITEM 659 - SEEDING AND MULCHING

(14) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D

(15) UNDERCUT AND REPLACE:
ITEM 204 - EXCAVATION OF SUBGRADE, 18 INCHES DEEP
ITEM 204 - GRANULAR MATERIAL, TYPE C
ITEM 204 - GEOTEXTILE FABRIC

(16) ITEM 606 - GUARDRAIL, TYPE MGS

(17) ITEM 452 - 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1

(18) ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2

(19) ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN (13.25" THICK)

(20) ITEM 608 - 4" CONCRETE WALK

(21) ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=17")

(23) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1"-3.25") (1" MIN, 3.25" MAX)

(24) ITEM 252 - FULL DEPTH PAVEMENT SAWING

(25) ITEM 601 - PAVED GUTTER, TYPE 4

NOTES

1. STATION EQUATION FOR I-75 MAINLINE SPLIT
   STA. 358+82.52 ℄ CONST. I-75 SB BK.=
   STA. 359+17.48 ℄ CONST. I-75 NB BK.=
   STA. 359+00.00 ℄ CONST. I-75 AH.

2. THE PAVED SHOULDER WIDTHS IDENTIFIED WITH "#" INDICATES THE PAVED WIDTH IS EQUAL TO THE GRADED SHOULDER WIDTH.

3. THE EXISTING PAVEMENT BUILDUP (COMPOSITION AND DEPTHS) ARE BASED ON EXISTING PLAN INFORMATION AND AVERAGE RESULTS OF BORING LOCATIONS PER SUBSURFACE INVESTIGATION REPORT BY RESOURCE INTERNATIONAL DATED OCTOBER 2016

EXISTING LEGEND

(A) EXISTING ASPHALT CONCRETE (3"± I-75 MAINLINE, 3"± RAMPS, 4" SHARON ROAD, 3" CHESTER ROAD)

(B) EXISTING REINFORCED CONCRETE PAVEMENT (9" RAMPS, 9" SHARON ROAD, 10" I-75 MAINLINE)

(C) EXISTING SUBBASE (VARIES 6-8", 6" TYP.)

(D) EXISTING 3" WATERPROOFED BITUMINOUS BASE COURSE, TYPE B

(E) EXISTING 5" STABILIZED CRUSHED AGGREGATE SHOULDERS

(F) EXISTING CONCRETE CURB AND GUTTER

(G) EXISTING CONCRETE WALK

(H) 6"-10" ASPHALT CONCRETE BASE

(I) EXISTING 12" BITUMINOUS 301 BASE

(J) EXISTING 6" BITUMINOUS 301 BASE

(K) EXISTING 5" BITUMINOUS 301 BASE

(L) FUTURE EXISTING ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (SEE HAM-75-12.60, PID 82288)

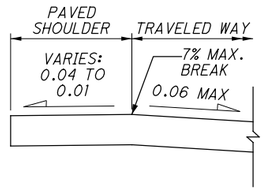
(M) FUTURE EXISTING ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) (SEE HAM-75-12.60, PID 82288)

(N) FUTURE EXISTING ITEM 302 - 13" ASPHALT CONCRETE BASE, PG64-22 (SEE HAM-75-12.60, PID 82288)

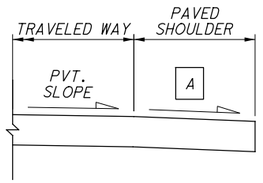
(O) FUTURE EXISTING ITEM 304 - 6" AGGREGATE BASE (SEE HAM-75-12.60, PID 82288)

(P) FUTURE EXISTING ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 (STA. 324+00 TO STA. 327+00 ℄ CONST. I-75 SB) OR TYPE C1 (STA. 327+00 TO STA. 329+34.11 ℄ CONST. I-75 SB) (SEE HAM-75-12.60, PID 82288)

(Q) EXISTING NON-REINFORCED CONCRETE PAVEMENT (13.5" RAMP C, RAMP G)

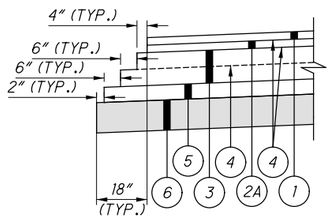


PAVED SHOULDER (3' TO 10' WIDTH) CROSS SLOPE DETAILS FOR HIGH SIDE OF SUPERELEVATED SECTION

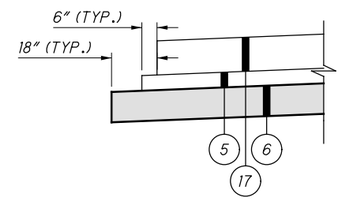


PAVED SHOULDER CROSS SLOPE DETAILS FOR LOW SIDE OF SUPERELEVATED SECTION

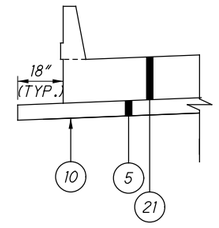
[A] 0.040 OR SAME SLOPE AS RATE OF SUPERELEVATION, WHICHEVER IS GREATER



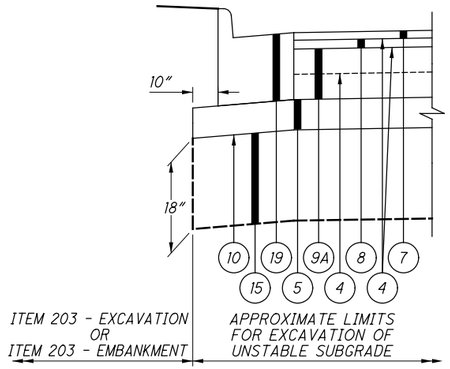
PAVED SHOULDER EDGE COURSE DETAIL (FLEXIBLE PAVEMENT)



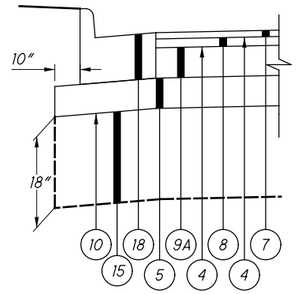
PAVED SHOULDER EDGE COURSE DETAIL (RIGID PAVEMENT)



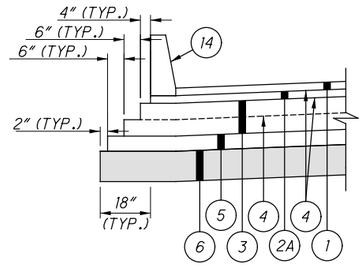
APPROACH SLAB EDGE COURSE DETAIL



CURB AND GUTTER - SHARON ROAD EDGE COURSE DETAIL

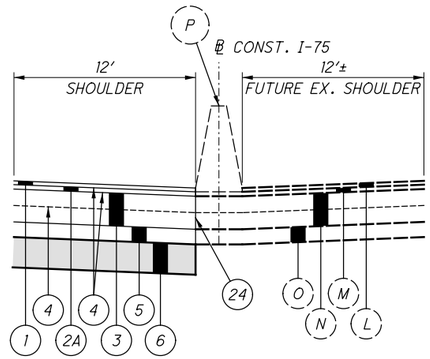


CURB AND GUTTER - CHESTER ROAD EDGE COURSE DETAIL



PAVED SHOULDER AND SINGLE SLOPE BARRIER, TYPE D EDGE COURSE DETAIL

DETAIL APPLIES:
STA. 325+00, LT. TO STA. 342+00, LT. (I-75 SB)

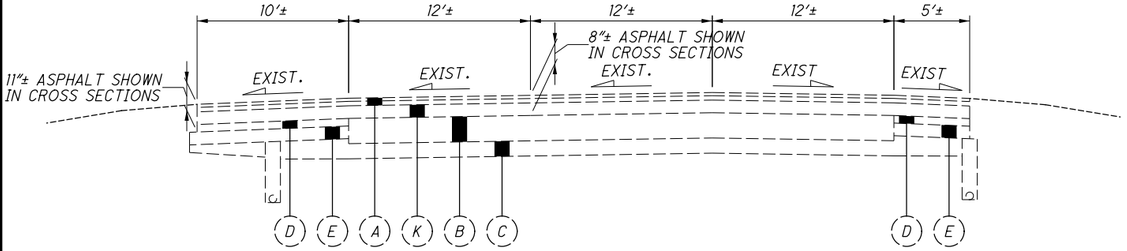


FUTURE EXISTING MEDIAN CONCRETE BARRIER DETAIL

DETAIL APPLIES:
STA. 324+00 TO STA. 329+34.11

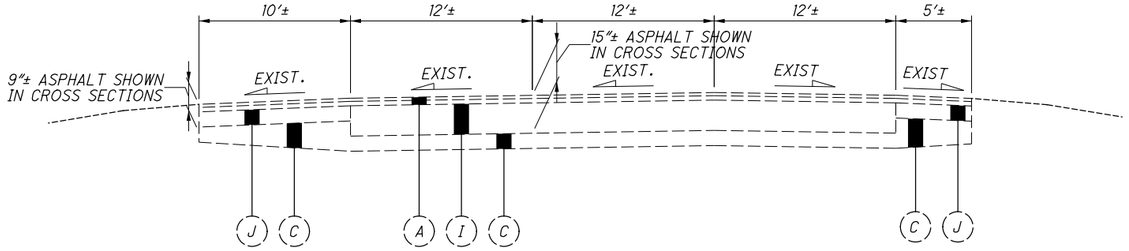
TYPICAL SECTIONS

HAM-75-14.61



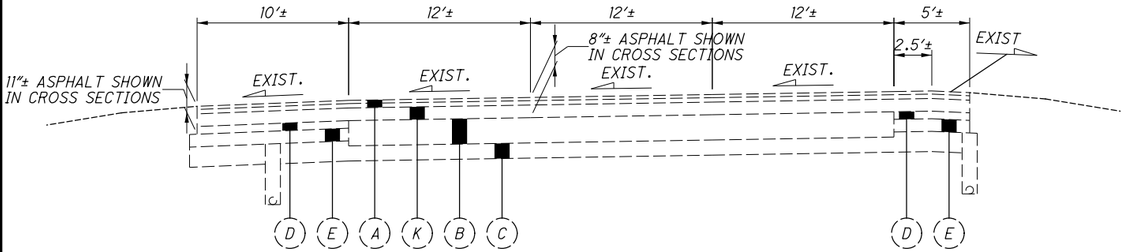
EXISTING NORMAL SECTION - I-75

SOUTHBOUND SHOWN, NORTHBOUND OPPOSITE HAND
SECTION APPLIES BETWEEN GLENDALE-MILFORD ROAD
AND I-275 INTERCHANGES



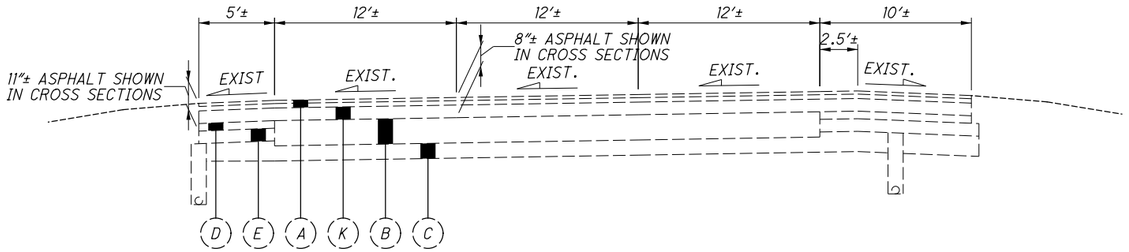
EXISTING NORMAL SECTION - I-75

SOUTHBOUND SHOWN, NORTHBOUND OPPOSITE HAND
SECTION APPLIES APPROX. 400' IN ADVANCE OF
AND PAST EXISTING STRUCTURES HAM-75-15.39 L&R



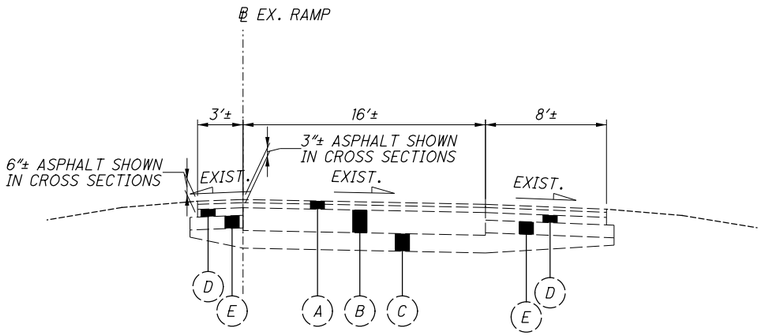
EXISTING SUPERELEVATED SECTION - I-75 SOUTHBOUND

SECTION APPLIES BETWEEN GLENDALE-MILFORD ROAD
AND I-275 INTERCHANGES



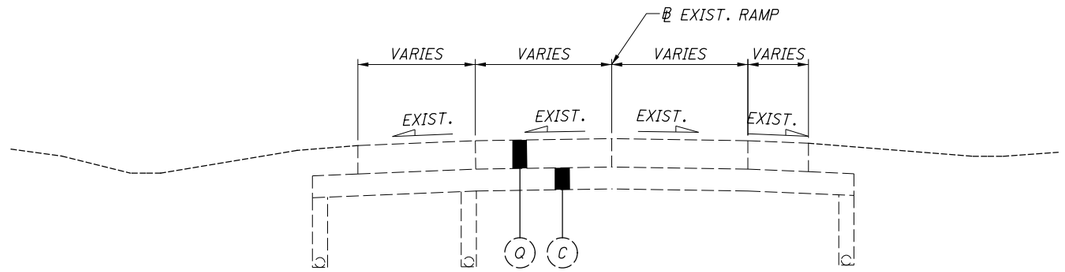
EXISTING SUPERELEVATED SECTION - I-75 NORTHBOUND

SECTION APPLIES BETWEEN GLENDALE-MILFORD ROAD
AND I-275 INTERCHANGES



EXISTING NORMAL/SUPERELEVATED SECTION - I-75 RAMPS

RAMP G AND RAMP E SHOWN,
RAMP A AND RAMP C OPPOSITE HAND



EXISTING NORMALSECTION - RAMP C AND RAMP G

RAMP C SECTION APPLIES 140.18' IN ADVANCE OF SHARON ROAD
RAMP G SECTION APPLIES 151.71 IN ADVANCE OF SHARON ROAD

TYPICAL SECTIONS - I-75

HAM-75-14.61

ITEM 201-CLEARING AND GRUBBING:
ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201-CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201-CLEARING AND GRUBBING.

ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT
THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULK-HEADS IN AN EXISTING 12" DIAMETER CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

BULKHEADS SHALL BE LOCATED AT THE LIMITS OF THE AREA TO BE FILLED AS INDICATED ON THE PLANS. THE BULKHEADS SHALL CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS- SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

ITEM 204- EMBANKMENT, AS PER PLAN:
THE REQUIREMENTS OF ITEM 204 WILL APPLY; DEVIATIONS FROM THESE ARE AS FOLLOWS:

THE CONTRACTOR SHALL REPLACE UNSUITABLE SUBGRADE WITH NEW EMBANKMENT WITH A PLASTICITY INDEX OF 20 OR LESS. APPROXIMATE LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE ALONG I-75 SOUTHBOUND FROM APPROXIMATELY STA. 325+00 TO STA. 351+00. THE USE OF EXISTING SHALE BEDROCK AS A REPLACEMENT MATERIAL FOR UNSUITABLE SUBGRADE IS NOT PERMITTED.

ITEM 606-ANCHOR ASSEMBLY, MGS TYPE B:
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606- ANCHOR ASSEMBLY, MGS TYPE E:
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606-IMPACT ATTENUATOR, TYPE 3 (UNIDIRECTIONAL) (DS=70 MPH, W=90 INCHES)
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 3 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI- DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. THE FACE OF THE IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 3 [(SPEED (IN MPH), HAZARD WIDTH (IN INCHES)), (UNIDIRECTIONAL OR BIDIRECTIONAL)], EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 607-FENCE MISC.: TEMPORARY CONSTRUCTION FENCE
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING TEMPORARY CONSTRUCTION FENCE ALONG THE PRINCETON CITY SCHOOL DISTRICT PROPERTY TO IMPROVE SAFETY DURING CONSTRUCTION ALONG I-75 AT LOCATIONS IN WHICH LIMITED ACCESS FENCE IS TO BE REMOVED. BEFORE ANY FENCE WORK, THE CONTRACTOR SHALL CONTACT THE SCHOOL DISTRICT FOR PERMISSION TO ACCESS THE PROPERTY AND TO MUTUALLY DETERMINE APPROPRIATE LOCATION TO CONSTRUCT TEMPORARY CONSTRUCTION FENCE ON PRIVATE PROPERTY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 607 - FENCE MISC.: TEMPORARY CONSTRUCTION FENCE 2000 FT

ITEM 622-CONCRETE BARRIER, END SECTION, TYPE D, AS PER PLAN
IN ADDITION TO THE REQUIREMENTS OF CMS 622, THE CONCRETE BARRIER SHALL BE CONSTRUCTED AS SHOWN ON SHEET 444 OF 708. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH FOR ITEM 622 - CONCRETE BARRIER, END SECTION, TYPE D.

ITEM 622-CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D AS PER PLAN
IN ADDITION TO THE REQUIREMENTS OF CMS 622, THE CONCRETE BARRIER SHALL BE CONSTRUCTED AS SHOWN ON SHEET 444 OF 708. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH FOR ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN.

ITEM 623-MONUMENT ASSEMBLY, ITEM 623-RIGHT OF WAY ASSEMBLY
CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE ODOT SCD RM-1.1 AND AT THE LOCATIONS SHOWN IN THE RIGHT OF WAY PLANS ON SHEETS 692-693.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 623 - MONUMENT ASSEMBLY	4 EACH
ITEM 623 - RIGHT OF WAY MONUMENT	2 EACH

ITEM SPECIAL, MISC.: BOLLARD REMOVED AND RESET
IN ADDITION TO THE REQUIREMENTS OF SCD RM-5.1, THE EXISTING BOLLARDS SHALL BE REMOVED AND RESET AT LOCATIONS SHOWN IN THE PLANS. THE BOLLARDS SHALL BE RESET INTO THE EXISTING ASPHALT CONCRETE DRIVEWAY PAVEMENT AT A DISTANCE OF 1-FOOT BEYOND THE LIMITS OF PROPOSED ASPHALT CONCRETE DRIVEWAY PAVEMENT. THE CENTER BOLLARD SHALL BE CONSTRUCTED AT CENTER OF EXISTING DRIVEWAY. THE OUTER BOLLARDS SHALL BE CONSTRUCTED AT 6-FOOT SPACING FROM CENTER BOLLARD. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH FOR ITEM SPECIAL, MISC.: BOLLARD REMOVED AND RESET.

CALCULATED WLC CHECKED JDH

GENERAL NOTES (2 OF 4)

HAM-75-14.61

22
708

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS:
THIS ITEM SHALL CONSIST OF RESTORATION OF ASPHALT PAVEMENT AREAS FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES OUTSIDE OF PAVEMENT LIMITS ALREADY ITEMIZED IN THE ROADWAY PLANS.

AREAS INCLUDED IN THIS ESTIMATION ARE AS FOLLOWS:

SHARON RD.: 11 SY
CHESTER RD.: 27 SY

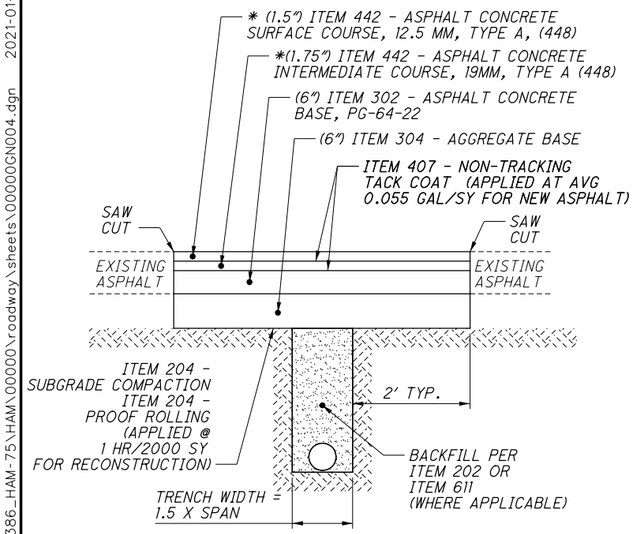
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 204-SUBGRADE COMPACTION	38 SY
ITEM 204-PROOF ROLLING	1 HR
(38 SY) X (1/3000) = 0.13 HR	
ITEM 302-ASPHALT CONCRETE BASE, PG64-22	7 CY
(38 SY) X (6") X (1/12) X (1/3) = 6.3 CY	
ITEM 304-AGGREGATE BASE	7 CY
(38 SY) X (6") X (1/12) X (1/3) = 6.3 CY	
ITEM 407-NON-TRACKING TACK COAT	5 GAL
(38 SY) X 0.055 (2) = 4.18 GAL	
*ITEM 442-ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (448)	2 CY
(38 SY) X (1.5") X (1/12) X (1/3) = 1.6 CY	
*ITEM 442-ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	2 CY
(38 SY) X (1.75") X (1/12) X (1/3) = 1.8 CY	

* FOR AREAS WITHIN PAVEMENT PLANING & RESURFACING AREAS, ITEM 302 MAY BE INSTALLED TO EXISTING SURFACE IN PLACE OF ITEM 442 ITEMS.

THE ABOVE QUANTITIES ARE BASED ON THE PAVEMENT REPLACEMENT DETAIL BELOW AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.



PAVEMENT REPLACEMENT DETAIL (NOT TO SCALE)

CONTRACTION AND/OR EXPANSION JOINTS:
ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING:
WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE, PROVIDE CONTRACTION JOINTS IN THE NEW CONCRETE TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE.

THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE ARE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2, IF NECESSARY, ADDITIONAL JOINTS MAY BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

PART-WIDTH CONSTRUCTION:
BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN
THIS ITEM SHALL CONSIST OF A VARIABLE DEPTH ASPHALT CONCRETE BASE WEDGE COURSE (4" MIN) IN BETWEEN THE SALVAGED PLANED PAVEMENT SURFACE COURSE (1" MIN) AND STANDARD DEPTH INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/ PROPOSED PAVEMENT CROSS SLOPES AND TO MEET THE PROPOSED PROFILE GRADE ELEVATIONS WITHIN THE PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE SECTIONS BASED ON A 1-INCH MINIMUM PLANING DEPTH AS SPECIFIED IN THE PLANS. AN AVERAGE DEPTH OF 2-INCHES SHALL BE USED FOR PAVEMENT CALCULATIONS BASED ON ACTUAL CROSS SECTIONS.

ALL REQUIREMENTS OF ITEM 301 ARE APPLICABLE.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN
PLACE THE MAINLINE PAVEMENT SURFACE COURSE WITH A SINGLE COLD LONGITUDINAL JOINT LOCATED BETWEEN LANES 2 AND 3. WHERE THE NUMBER OF MAININE LANES EXCEEDS FOUR (4) LANES, AN ADDITIONAL COLD JOINT IS PERMITTED.

PLEASE NOTE: SHOULDERS ARE NOT MAINLINE LANES AND SHALL HAVE A HOT JOINT TO THE ADJOINING LANE PER SPECIFICATION. NO OTHER COLD JOINTS ARE PERMITTED IN THE SURFACE COURSE OF MAINLINE PAVEMENT UNLESS APPROVED BY THE ENGINEER.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG64-28
THIS ITEM SHALL CONSIST OF A VARIABLE DEPTH INTERMEDIATE WEDGE COURSE (0" MIN, 4" MAX) IN BETWEEN THE SALVAGED PLANED PAVEMENT SURFACE COURSE (1" MIN) AND STANDARD DEPTH INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/ PROFILE GRADE ELEVATIONS WITHIN THE PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE SECTIONS BASED ON A 1-INCH MINIMUM PLANING DEPTH AS SPECIFIED IN THE PLANS. AN AVERAGE DEPTH OF 2-INCHES SHALL BE USED FOR PAVEMENT CALCULATIONS BASED ON ACTUAL CROSS SECTIONS.

ALL REQUIREMENTS OF ITEM 442 ARE APPLICABLE.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN, PG64-28
THIS ITEM SHALL CONSIST OF A VARIABLE DEPTH INTERMEDIATE WEDGE COURSE (0" MIN, 4" MAX) IN BETWEEN THE SALVAGED PLANED PAVEMENT SURFACE COURSE (1" MIN) AND STANDARD DEPTH INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/ PROFILE GRADE ELEVATIONS WITHIN THE PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE SECTIONS BASED ON A 1-INCH MINIMUM PLANING DEPTH AS SPECIFIED IN THE PLANS. AN AVERAGE DEPTH OF 2-INCHES SHALL BE USED FOR PAVEMENT CALCULATIONS BASED ON ACTUAL CROSS SECTIONS.

ALL REQUIREMENTS OF ITEM 442 ARE APPLICABLE.

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN
THE REQUIREMENTS OF ITEM 609 AND STANDARD CONSTRUCTION DRAWING BP-5.1 WILL APPLY; DEVIATIONS FROM THESE ARE AS FOLLOWS:

THE GUTTER PLATE THICKNESS SHALL BE 13.25 INCHES TO MATCH PROPOSED ASPHALT BUILDUP DEPTH OF ITEM 442 AND ITEM 301 ALONG SHARON RD.

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) AS PER PLAN
RUMBLE STRIPS SHALL BE PLACED ALONG I-75 PER SCD BP-9.1; HOWEVER, THEY SHALL BE PLACED 5' FROM THE EDGE OF PAVEMENT FOR BOTH THE INSIDE AND OUTSIDE SHOULDERS. WHEN TRANSITIONING FROM A NORMAL SHOULDER WIDTH TO AN EXISTING SHOULDER WIDTH, THE OFFSET DISTANCE SHALL VARY FROM 5' TO THE MIDPOINT OF THE EXISTING SHOULDER WIDTH.

ITEM SPECIAL - SANITARY SEWER, MSD SANITARY SEWER PROTECTION
THE CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL MSD SANITARY SEWER FACILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS. SPECIAL CARE MUST BE TAKEN TO ASSURE NO HARM TO THE MSD SEWER SYSTEM OCCURS DURING CONSTRUCTION ACTIVITES INCLUDING EXCAVATION, DRILLING, OR EXCESSIVE WEIGHTS OVER THE SYSTEM.

IN ADDITION, THE CONTRACTOR SHALL BE REQUIRED TO VIDEO INSPECT ALL SANITARY SEWER FACILITIES BOTH PRE AND POST CONSTRUCTION. THE CONTRACTOR SHALL CONTACT WASTEWATER COLLECTION (WWC) DIVISION OF MSD (513-352-4204) AND REQUEST ADVANCE NOTIFICATION/COORDINATION OF AT LEAST 7 DAYS PRIOR TO ANY VIDEO WORK. ONE (1) COPY OF THE VIDEO INSPECTION SHALL BE PROVIDED TO THE PROJECT ENGINEER AND MSD FOR REVIEW. IF DAMAGE IS FOUND IN THE PRE-CONSTRUCTION VIDEO, THE CONTRACTOR SHALL DOCUMENT THE DAMAGE AND PROVIDE THE DOCUMENTATION TO THE PROJECT ENGINEER. IF DAMAGE IS FOUND IN THE POST-CONSTRUCTION VIDEO, THEN REPAIRS TO THE SATISFACTION OF THE DEPARTMENT AND MSD SHALL BE PERFORMED BY THE CONTRACTOR AT CONTRACTOR EXPENSE.

ALL LABOR, MATERIAL AND INCIDENTALS FOR THE ABOVE WORK SHALL BE PAID FOR BY LUMP SUM, ITEM SPECIAL - SANITARY SEWER, MSD SANITARY SEWER PROTECTION.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL-SANITARY SEWER, MSD SANITARY SEWER PROTECTION	LS

WATERWAY PERMITS:
ALL NECESSARY 404/401 WATERWAY PERMITS WILL BE ACQUIRED PRIOR TO ANY CONSTRUCTION ACTIVITY. PER THE NOVEMBER 9, 2007 COMMENTS RECEIVED FROM ODNR, NO IN-STREAM WORK WILL OCCUR BETWEEN APRIL 15 AND JUNE 30.

ENDANGERED BAT HABITAT REMOVAL:
THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT.

WETLANDS
WETLANDS AVOIDANCE - UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT THE WETLANDS (WETLANDS ID A AND B) INDICATED ON THE SCHEMATIC PLAN. NO EXCAVATION, GRADING OR FILLING OPERATIONS SHALL BE PERFORMED IN THESE WETLANDS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE CONSTRUCTION EQUIPMENT AND/OR MATERIALS IN THESE WETLANDS. TEMPORARY CONSTRUCTION FENCE AND FILTER FABRIC FENCE SHALL BE INSTALLED BY THE CONTRACTOR TO PROTECT THE BOUNDARY OF THESE WETLAND PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES WITHIN THESE LIMITS AND ADJACENT AREA AND MAINTAINED BY THE CONTRACTOR THROUGHOUT PROJECT CONSTRUCTION. BEST MANAGEMENT PRACTICES AND PRACTICES FOR SOIL EROSION CONTROL SHALL BE FULLY COMPLIED WITH, AS WELL AS, ALL OF THE REGULATIONS AND CONDITIONS ASSOCIATED WITH THE REQUIRED SWPPP AND NPDES PERMIT.

CALCULATED WLC CHECKED JDH

GENERAL NOTES (4 OF 4)

HAM-75-14.61

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ITEM 614 - MAINTAINING TRAFFIC

IR-75 AND RAMPS
MAINTAIN THE SAME NUMBER OF LANES AS CURRENTLY EXISTS IN EACH DIRECTION AND RAMPS AT ALL TIMES, EXCEPT IN ACCORDANCE WITH THE UNAUTHORIZED LANE USE TABLE (SEE SHEET 34), BY USE OF THE EXISTING PAVEMENT, COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC AND ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

SHARON RD
A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY UTILIZING A COMBINATION OF EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410, AND 614.

CHESTER RD
A MINIMUM OF 1 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD WHEN TRAFFIC MAY BE MAINTAINED USING A FLAGGER OPERATION AS DETAILED IN SCD MT-97.10.

NO WORK SHALL BE PERFORMED ON I-75 AND A MINIMUM OF THREE LANES OF TRAFFIC IN EACH DIRECTION ON I-75 SHALL BE OPEN TO TRAFFIC ALONG WITH NO WORK ON THE RAMPS, SHARON ROAD, AND CHESTER ROAD DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
EASTER	

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

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	6:00 AM FRIDAY THROUGH 9:00 PM MONDAY
MONDAY	6:00 AM FRIDAY THROUGH 9:00 PM TUESDAY
TUESDAY	6:00 AM MONDAY THROUGH 9:00 PM WEDNESDAY
WEDNESDAY	6:00 AM TUESDAY THROUGH 9:00 PM THURSDAY
THURSDAY	6:00 AM WEDNESDAY THROUGH 9:00 PM FRIDAY (THANKSGIVING ONLY)
	6:00 AM WEDNESDAY THROUGH 9:00 PM MONDAY
FRIDAY	6:00 AM THURSDAY THROUGH 9:00 PM MONDAY
SATURDAY	6:00 AM FRIDAY THROUGH 9:00 PM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT SHOWN IN THE UNAUTHORIZED LANE USE TABLE ON SHEET 34 WHEN THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

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	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS 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 DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

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.

SHARON ROAD AT CURB RETURN TO I-75 SB EXIT RAMP
SHARON ROAD AT CURB RETURN TO I-75 SB ENTRANCE RAMP
SHARON ROAD AT CURB RETURN TO I-75 NB EXIT RAMP
SHARON ROAD AT CURB RETURN TO I-75 SB ENTRANCE RAMP
CHESTER ROAD STA. 95+00 AND STA. 96+50

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B — 100 CU YD

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC — 100 CU YD

ITEM 616, WATER — 50 M GAL

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UN-COMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, SHALL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER — 2,500 M GAL

ITEM 614 - REPLACEMENT DRUM

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

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

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

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

EXCAVATION FOR MAINTAINING TRAFFIC — 5,000 CU YD

EMBANKMENT FOR MAINTAINING TRAFFIC — 5,000 CU YD

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS.

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

ITEM 614 - REPLACEMENT SIGN

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

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

AN ESTIMATED QUANTITY OF 20 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN

THE CONTRACTOR SHALL MILL 2" DEEP BY 4' WIDE OF THE EXISTING ASPHALT SHOULDER IN ORDER TO ELIMINATE THE EXISTING EDGE LINE AND RUMBLE STRIPS ALONG I-75 IN THE AREA WHERE TRAFFIC IS SHIFTED. NEXT THE CONTRACTOR SHALL PLACE ITEM 407, TACK COAT, APPLIED AT 0.1 GAL/SY, AND 2" OF ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-28. ALL COST ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE OF ITEM 618, RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN.

AN ESTIMATED QUANTITY OF 2.65 MILE HAS BEEN CARRIED TO THE GENERAL SUMMARY.

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

THE TEMPORARY PAVEMENT BUILD-UP SHALL BE CONSTRUCTED AS SPECIFIED PER CMS 615 FOR CLASS A FLEXIBLE PAVEMENT WITH THE EXCEPTION THAT A SINGLE LAYER OF 2" OF ITEM 448, TYPE 2, PG64-22 PLACED ABOVE 8" ITEM 302 AND 6" ITEM 304.

CALCULATED STC CHECKED JDH

MAINTENANCE OF TRAFFIC GENERAL NOTES

HAM-75-14.61

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE (OFFICE OF MATERIALS MANAGEMENT WEB PAGE). THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FEET AND 475 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. The PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY
OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS ARE LISTED BELOW:

NORTHBOUND - I-75 1000 FT ADVANCE OF NORTHBOUND OFF RAMPS TO RONALD REAGAN HIGHWAY.
SOUTHBOUND - 1000 FT IN ADVANCE OF I-275 SOUTHBOUND OF RAMPS
DMS LOCATION - I-75 300 FT IN ADVANCE OF SHARON RD OVERPASS.

TWO 'CLASS A' PCMS AT THE SHARON ROAD OVERPASS SHALL HAVE THE ABILITY FOR THE ODOT TRAFFIC MANAGEMENT CENTER (TMC) TO ACCESS REMOTELY AND UPDATE THE MESSAGE WHILE THE EXISTING DMS IS REMOVED AND REPLACED. THESE PCMS SHALL BE SETUP AND OPERATIONAL THRU THE TMC IN PRE-PHASE 1 AS SHOWN ON SHEET 32 PRIOR TO DEACTIVATION AND REMOVAL OF THE EXISTING DMS. THE PCMS WILL BE ACTIVE UNTIL THE PROPOSED DMS IS INSTALLED AND OPERATIONAL, HOWEVER, THE USE OF THESE PCMS SHALL NOT EXCEED 6 MONTHS.

IF THE CONTRACTOR DEACTIVATES THE EXISTING DMS PRIOR TO BOTH PCMS BEING OPERATIONAL, THEN A DISINCENTIVE OF $500 PER DAY PER PCMS SIGN SHALL BE APPLIED UNTIL BOTH SIGNS ARE OPERATIONAL. IN ADDITION, THIS DISINCENTIVE PER SIGN SHALL ALSO APPLY FOR EACH DAY THAT THE PCMS ARE IN USE PAST 6 MONTHS.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 4 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS

SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 54 SIGN MONTH

SHORT DURATION CLOSING OF THE HIGHWAY

THE FOLLOWING NOTES SHALL APPLY TO ALL WORK ON I-75.

1. FIVE CALENDAR DAYS PRIOR TO IMPLEMENTING THE SHORT DURATION CLOSING OF THE HIGHWAY THE CONTRACTOR SHALL PLACE A PORTABLE CHANGEABLE MESSAGE SIGN AT THE STRUCTURE IN THE DIRECTION THE ROAD IS TO BE CLOSED WITH THE MESSAGE:

I-75 12M
CLOSES TO
DATE 4AM

2. CLOSURES WILL ONLY BE PERMITTED FOR REMOVAL AND ERECTION OF THE STRUCTURAL BEAMS AND SIGN TRUSSES, TO PROTECT TRAFFIC DURING DEMOLITION OPERATIONS AS CALLED FOR IN C&MS 501.05, FOR OVERHEAD UTILITY WIRE CROSSING, AND FOR TRAFFIC SWITCHES. CLOSURES WILL BE PERMITTED DURING THE HOURS SPECIFIED IN THE PERMITTED LANE CLOSURE AND UNAUTHORIZED LANE USE TABLE, ON SHEET 34. THE MAXIMUM DURATION OF THE CLOSURE SHALL NOT EXCEED 15 MINUTES SUBJECT TO A DISINCENTIVE IN THE AMOUNT SPECIFIED IN THE PERMITTED LANE CLOSURE AND UNAUTHORIZED LANE USE TABLE, ON SHEET 34. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ONLY ONE (1) BEAM SHALL BE REMOVED OR SET PER CLOSING. TRAFFIC SHALL BE COMPLETELY CLEARED BEFORE THE NEXT CLOSING.

3. THE CONTRACTOR SHALL IMPLEMENT THE TRAFFIC CONTROL CONTAINED IN STANDARD CONSTRUCTION DRAWING MT-99.60. IN THE EVENT THE CLOSURE OCCURS IN CLOSE PROXIMITY TO SYSTEM-SYSTEM INTERCHANGE, TRAFFIC CONTROL SHALL EXTEND ONTO ANY ENTERING DIVIDED HIGHWAY ACCORDING TO THE LIMITS PROVIDED IN MT-99.60.

4. THE CONTRACTOR SHALL FURNISH AND INSTALL TWO (2) WATCH FOR STOPPED TRAFFIC SIGNS (W3-H7-48) 1500 FEET UPSTREAM FROM THE ANTICIPATED BACKUP ON I-75. THE CONTRACTOR SHALL INSTALL ADDITIONAL WATCH FOR STOPPED TRAFFIC SIGNS EVERY 2000 FEET UPSTREAM FROM THE WATCH FOR STOPPED TRAFFIC SIGNS ON I-75 IF TRAFFIC BACKUPS REACH THE FIRST SET OF SIGNS. THE NEED FOR THESE SIGNS SHALL BE CONSTANTLY MONITORED BY THE CONTRACTOR. ALL WATCH FOR STOPPED TRAFFIC AND PREPARE TO STOP SIGNS SHALL BE EQUIPPED WITH TYPE B WARNING LIGHTS.

6. IN THE EVENT OF AN INCLEMENT WEATHER FORECAST (RAIN OR SNOW FORECAST AT 50% OR GREATER THE DAY THE EVENT WILL OCCUR IS DEFINED AS AN INCLEMENT FORECAST) THE CLOSURE SHALL NOT TAKE PLACE. THE CONTRACTOR WILL MAKE THE DETERMINATION BASED UPON THE WEATHER FORECAST PREDICTED BY THE NATIONAL WEATHER SERVICE.

SPECIAL - WORK ZONE GUARDRAIL

THIS WORK AND MATERIALS SHALL COMPLY WITH ITEM 606 FOR PERMANENT GUARDRAIL, EXCEPT THAT USED TYPE 5 RAILS AND POSTS MAY BE USED IF IN GOOD CONDITION AND APPROVED BY THE ENGINEER. FOR EXISTING GUARDRAIL RUNS WHICH REQUIRE AN EXTENSION, THE EXISTING END TERMINAL ASSEMBLY SHALL BE REMOVED AND RESET TO THE NEW LOCATION, AS SHOWN ON THE PLANS. NEW RUNS, FOR BRIDGE PARAPET PROTECTION, SHALL HAVE THE APPROPRIATE BRIDGE TERMINAL ASSEMBLIES INSTALLED. UPON COMPLETION OF THE PHASE WHICH REQUIRES THE TEMPORARY GUARDRAIL, ALL WORK ZONE GUARDRAIL SHALL BE REMOVED AND THE POST HOLES BACKFILLED (UNLESS PERMANENT GRADING TO BE PERFORMED LATER WOULD REPAIR THE HOLES), ALL TERMINAL ASSEMBLIES REMOVED, AND END TERMINAL ASSEMBLIES RESET TO THEIR ORIGINAL LOCATIONS.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS. THE APPROVED LIST IS AVAILABLE AT THE "ROADWAY STANDARDS: PROPRIETARY ROADSIDE SAFETY DEVICES" WEB PAGE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614 - MAINTAINING TRAFFIC, MISC.: MAINTENANCE OF MAJOR GUIDE SIGNS

THE CONTRACTOR SHALL MAINTAIN THE SAME NUMBER OF GUIDE SIGNS AS CURRENTLY EXIST FOR EACH FREEWAY EXIT/ENTRANCE WHICH IS TO REMAIN OPEN DURING EACH PHASE OF CONSTRUCTION IN ORDER TO ALLOW MOTORIST TO FIND THEIR DESTINATIONS SAFELY. ERECTION/DISMANTLING OF THE OVERHEAD SIGN SUPPORTS WHICH WILL BE AFFECTED BY THE PROPOSED CONSTRUCTION SHALL BE COMPLETED PRIOR TO THAT PHASE OF CONSTRUCTION.
NO MORE THAN ONE SIGN FOR ANY EXIT OR ENTRANCE RAMP MAY BE REMOVED AT ANY TIME. IN INSTANCES WHERE THE COPY ON THE REPLACEMENT SIGN IS SUBSTANTIALLY DIFFERENT FROM THE COPY ON THE EXISTING SIGNS FOR A PARTICULAR EXIT OR ENTRANCE RAMP, ALL OF THE SIGNS IN THE SEQUENCE FOR THAT RAMP SHALL BE CHANGED WITHIN ONE CALENDAR DAY. IN SOME CASES IT SHALL BE NECESSARY TO SUPPLY AND INSTALL TEMPORARY SUPPORTS. THE CONTRACTOR SHALL BE RESPONSIBLE TO DESIGN, INSTALL, PROVIDE POSITIVE PROTECTION, AND REMOVE THE TEMPORARY SUPPORTS AS NEEDED IN ACCORDANCE WITH MT-105.10.

PAYMENT FOR ALL THE MATERIALS, INSTALLATION AND WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE PER EACH FOR ITEM 614, MAINTAINING TRAFFIC, MISC.; MAINTENANCE OF MAJOR GUIDE SIGNS.

CALCULATED STC CHECKED JDH

GENERAL NOTES

MAINTENANCE OF TRAFFIC

HAM-75-14.61

MAINTENANCE OF TRAFFIC SEQUENCE

A MINIMUM OF THREE LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON I-75 BOTH NORTHBOUND AND SOUTHBOUND. ALL LANES WILL BE 11' TYPICAL WITH 2' SHOULDERS, 2' PORTABLE CONCRETE BARRIERS AND 1' BUFFERS UNLESS OTHERWISE NOTED ON THE PLANS. 11' MINIMUM LANE WIDTH WILL BE MAINTAINED ON THE RAMPS AT ALL TIMES, EXCEPT AS NOTED ON THE PLANS. BELOW IS THE CONSTRUCTION SEQUENCE FOR THE PROJECT:

PRE-PHASE 1

TEMPORARY PAVEMENT PLACEMENT

PCMS SHALL BE SET UP 300 FT IN ADVANCE OF SHARON RD OVERPASS TO PREPARE FOR THE REMOVAL OF THE DMS SIGN AND TRUSS SUPPORT. THE CONTRACTOR SHALL COORDINATE WITH CENTRAL OFFICE (BRYAN COMER AT (614) 378-1253) TO OBTAIN A MODEM TO USE WITH THE PORTABLE CHANGEABLE MESSAGE SIGN.

PLACE TEMPORARY PAVEMENT ALONG THE WEST SIDE OF I-75 SOUTHBOUND FROM STA. 350+60 TO STA. 366+63 AND STA. 368+55 TO STA. 375+71 CLOSING THE SHOULDER.

PLACE TEMPORARY PAVEMENT ALONG THE EAST SIDE OF I-75 NORTHBOUND FROM STA. 352+85 TO STA. 366+12 AND STA. 367+90 TO STA. 375+95 CLOSING THE SHOULDER.

TWO LANES OF TRAFFIC ON I-75 SB OR NB SHALL BE MAINTAINED AS PER THE UNAUTHORIZED LANE USE TABLE DURING THE PLACEMENT OF TEMPORARY PAVEMENT.

PLACE TEMPORARY PAVEMENT ALONG THE EAST SIDE OF THE EXISTING RAMP G PAVEMENT FROM STA. 360+42 AND STA. 366+50.

ONE LANE OF TRAFFIC ON RAMP G SHALL BE MAINTAINED AS PER THE UNAUTHORIZED LANE USE TABLE DURING THE PLACEMENT OF TEMPORARY PAVEMENT.

PLACE TEMPORARY PAVEMENT ALONG THE EAST SIDE OF THE EXISTING RAMP C PAVEMENT FROM STA. 368+50 AND STA. 373+34.

ONE LANE OF TRAFFIC ON RAMP C SHALL BE MAINTAINED AS PER THE UNAUTHORIZED LANE USE TABLE DURING THE PLACEMENT OF TEMPORARY PAVEMENT.

PHASE 1

TEMPORARY PAVEMENT PLACEMENT
I-75 NORTHBOUND AND SOUTHBOUND BRIDGE OVER SHARON ROAD PARTIAL DEMOLITION
I-75 NORTHBOUND AND SOUTHBOUND BRIDGE OVER SHARON ROAD PARTIAL CONSTRUCTION
RAMP G CONSTRUCTION
RAMP C CONSTRUCTION
SHARON ROAD WIDENING
CHESTER ROAD WIDENING (COMPLETED IN PHASE 1)

RESTRIPE THE I-75 NORTHBOUND AND SOUTHBOUND LANES TO SHIFT TRAFFIC TO THE OUTSIDE OF THE NORTHBOUND AND SOUTHBOUND BRIDGES OVER SHARON ROAD.

REMOVE THE EXISTING BRIDGE DECK ON THE MEDIAN PORTION OF THE I-75 NORTHBOUND AND SOUTHBOUND BRIDGES OVER SHARON ROAD.

USING SHORT TERM CLOSURES OF SHARON ROAD, REMOVE THE MEDIAN EXISTING BEAMS OF THE I-75 NORTHBOUND AND SOUTHBOUND BRIDGES OVER SHARON ROAD (THE EXISTING BRIDGE PIERS AND CAPS WILL REMAIN INTACT AT THIS TIME).

INSTALL TEMPORARY SHEETING, SHOWN IN THE PLANS, ALONG THE MEDIAN EDGE OF THE I-75 NORTHBOUND AND SOUTHBOUND TEMPORARY ALIGNMENT.

BASED ON CONDITION III OF STANDARD CONSTRUCTION DRAWING (SCD) MT-101.90, PLACE DRUMS ALONG THE TOP OF THE CURB ALONG THE SOUTH SIDE OF SHARON ROAD FROM RAMP A TO RAMP G AND DEMOLISH THE MEDIAN PORTION OF THE EXISTING APPROACH SLAB AND CONCRETE APRON OF THE I-75 NORTHBOUND AND SOUTHBOUND BRIDGES.

CLOSE THE OUTSIDE LANE OF EASTBOUND SHARON ROAD AND CONSTRUCT THE TEMPORARY SIDEWALK ALONG THE SOUTHERN EDGE OF SHARON ROAD, DEMOLISH ENOUGH OF THE EXISTING BRIDGE PIERS AND CAPS TO ACCOMMODATE THE INSTALLATION OF THE PROPOSED BRIDGE BEAMS (THE REMAINING PORTION OF THE EXISTING BRIDGE PIERS CAN REMAIN IN PLACE) AND PLACE THE REMAINING PORTION OF TEMPORARY PAVEMENT FOR RAMP G FROM STA. 366+50 TO SHARON ROAD.

DETOUR PEDESTRIAN TRAFFIC TO THE TEMPORARY SIDEWALK CONSTRUCTED ON THE SOUTH SIDE OF SHARON ROAD.

BASED ON CONDITION III OF SCD 101.90, PLACE DRUMS ON THE TOP OF THE CURB ALONG THE NORTH SIDE OF SHARON ROAD FROM RAMP C TO RAMP E AND DEMOLISH THE MEDIAN PORTION OF THE EXISTING APPROACH SLAB AND CONCRETE APRON OF THE I-75 NORTHBOUND AND SOUTHBOUND BRIDGES.

CLOSE THE OUTSIDE LANE OF WESTBOUND SHARON ROAD AND DEMOLISH ENOUGH OF THE EXISTING BRIDGE PIERS AND CAPS TO ACCOMMODATE THE INSTALLATION OF THE PROPOSED BRIDGE BEAMS (THE REMAINING PORTION OF THE EXISTING BRIDGE PIERS CAN REMAIN IN PLACE) AND PLACE THE REMAINING PORTION OF TEMPORARY PAVEMENT FOR RAMP C FROM STA. 368+50 TO SHARON ROAD.

RESTRIPE RAMP G TRAFFIC TO SHIFT TRAFFIC ONTO THE TEMPORARY PAVEMENT AT SHARON ROAD AND ADJUST SIGNAL HEADS.

RESTRIPE RAMP C TRAFFIC TO SHIFT TRAFFIC ONTO THE TEMPORARY PAVEMENT AT SHARON ROAD AND INSTALL TEMPORARY SIGNALS AT THE FAR SIDE OF THE INTERSECTION.

BASED ON CONDITION III OF SCD 101.90, PLACE DRUMS ON THE TOP OF THE CURB ALONG THE NORTH SIDE OF SHARON ROAD FROM RAMP C TO RAMP E AND CONSTRUCT THE MEDIAN BRIDGE PIERS AND THE MEDIAN PORTIONS ABUTMENT WALLS ALONG THE NORTH SIDE OF SHARON ROAD OF THE I-75 NORTHBOUND AND SOUTHBOUND STRUCTURES (HAM-75-1539 LT AND RT), CONTINUE DETOURING PEDESTRIAN TRAFFIC TO THE SOUTH SIDE OF SHARON ROAD.

BASED ON CONDITION III OF SCD 101.90, PLACE DRUMS ON THE TOP OF THE CURB ALONG THE SOUTH SIDE OF SHARON ROAD FROM RAMP A TO RAMP G AND CONSTRUCT THE MEDIAN BRIDGE PIERS AND THE MEDIAN PORTIONS ABUTMENT WALLS ALONG THE NORTH SIDE OF SHARON ROAD OF THE I-75 NORTHBOUND AND SOUTHBOUND STRUCTURES (HAM-75-1539 LT AND RT). PEDESTRIAN TRAFFIC WILL BE SHIFTED BACK TO THE NORTH SIDE OF SHARON ROAD.

USING SHORT TERM CLOSURES OF SHARON ROAD, PLACE THE PROPOSED BRIDGE BEAMS FOR THE HAM-75-1539 LT AND RT STRUCTURES.

CONSTRUCT THE PROPOSED MEDIAN LANES OF I-75 NORTHBOUND AND SOUTHBOUND OVER SHARON ROAD, HAM-75-1539 LT AND RT, INCLUDING THE APPROACH SLABS AND THE BRIDGE DECKS.

PLACE TEMPORARY PAVEMENT ALONG THE MEDIAN SIDE OF THE I-75 SOUTHBOUND PAVEMENT FROM STA. 325+00 TO STA. 344+19 AND ON THE MEDIAN SIDE OF I-75 NORTHBOUND PAVEMENT FROM STA. 337+05 TO STA. 350+71.

PLACE TEMPORARY PAVEMENT ALONG THE WEST SIDE OF RAMP A FROM STA. 346+16 TO STA. 366+76.

CONSTRUCT A PARTIAL SEGMENT OF RAMP G FROM STA. 353+00 TO STA. 366+71, INCLUDING TEMPORARY PAVEMENT ALONG THE INSIDE EDGE OF PAVEMENT FROM STA. 362+00 TO STA. 366+68, AND INSTALL DRAINAGE PIPE AT STA. 358+10 USING JACK AND BORE TO INSTALL PIPE UNDER THE EXISTING RAMP G PAVEMENT.

CONSTRUCT DRAINAGE DITCH ALONG THE WEST SIDE OF RAMP G FROM STA. 359+00 TO STA. 365+00.

CONSTRUCT A PARTIAL SEGMENT OF RAMP C FROM STA. 368+13 TO STA. 381+00.

CONSTRUCT/INSTALL DRAINAGE DITCHES AND COMPONENTS ALONG THE WEST SIDE OF RAMP C FROM STA. 369+00 TO STA. 384+00.

PLACE TEMPORARY PAVEMENT ALONG THE EAST SIDE OF RAMP E FROM STA. 367+65 TO STA. 380+20.

PLACE TEMPORARY PAVEMENT ALONG THE WEST SIDE OF I-75 SOUTHBOUND PAVEMENT FROM STA. 381+00 TO STA. 409+50.

PLACE TEMPORARY PAVEMENT ALONG THE EAST SIDE OF I-75 NORTHBOUND PAVEMENT FROM STA. 384+50 TO STA. 414+61.

WIDEN THE NORTH SIDE OF SHARON ROAD PAVEMENT FROM STA. 10+75 TO STA. 16+00.

RESTRIPE SHARON ROAD WEST OF CHESTER ROAD TO SHIFT TRAFFIC TO THE NORTH SIDE OF SHARON ROAD.

RESTRIPE CHESTER ROAD TO THE EAST SIDE OF CHESTER ROAD.

PLACE TEMPORARY CONCRETE BARRIER AT THE SOUTHWEST CORNER OF THE SHARON ROAD AND CHESTER ROAD INTERSECTION AND DRUMS ALONG THE WESTERN TRAVEL LANE OF CHESTER ROAD.

WIDEN THE WEST EDGE OF THE CHESTER ROAD, CONSTRUCT ASSOCIATED DRAINAGE AND COMPLETE RECONSTRUCTION OF THE CURB ALONG SHARON ROAD.

DUE TO LACK OF PAVEMENT WIDTH, CHESTER ROAD WIDENING FROM STA. 94+94.95 TO STA. 96+50 SHALL BE COMPLETED WITH A FLAGGER OPERATION FOLLOWING STANDARD CONSTRUCTION DRAWING MT-97.10.

THE REALIGNMENT AND LENGTHENING OF THE STORM SEWER PIPE AT STA. 99+36 SHALL BE COMPLETED WITH A FLAGGER OPERATION FOLLOWING STANDARD CONSTRUCTION DRAWING MT-97.10.

PHASE 2

I-75 NORTHBOUND AND SOUTHBOUND MEDIAN PAVEMENT CONSTRUCTION
RAMP A, G, C, & E CONSTRUCTION

RESTRIPE THE I-75 NORTHBOUND AND SOUTHBOUND LANES TO SHIFT TRAFFIC TO THE OUTSIDE PAVEMENT AND INSTALL PORTABLE CONCRETE BARRIER ALONG THE I-75 MAINLINE.

PERFORM REPAIRS ON THE EAST PARAPET OF THE HAM-75-1642 L STRUCTURE USING OVERNIGHT LANE CLOSURES ON KEMPER ROAD.

RESTRIPE RAMP A TO THE OUTSIDE PAVEMENT AND INSTALL PORTABLE CONCRETE BARRIER ALONG THE TEMPORARY RAMP A ALIGNMENT.

RESTRIPE RAMP G TO THE PROPOSED PAVEMENT AND INSTALL PORTABLE CONCRETE BARRIER ALONG THE TEMPORARY RAMP G ALIGNMENT.

RESTRIPE RAMP C TO THE PROPOSED PAVEMENT AND INSTALL PORTABLE CONCRETE BARRIER ALONG THE TEMPORARY RAMP C ALIGNMENT.

CONSTRUCT THE INSIDE LANES OF I-75 NORTHBOUND FROM STA. 337+06 TO STA. 420+00.

CONSTRUCT THE INSIDE LANES OF I-75 SOUTHBOUND FROM STA. 325+00 TO STA. 420+00.

CONSTRUCT TURNAROUNDS IN THE MEDIAN OF I-75 AT STA. 336+50 AND STA. 392+75.

CONSTRUCT TEMPORARY PAVEMENT ALONG THE NEWLY CONSTRUCTED I-75 NORTHBOUND PAVEMENT FROM STA. 390+00 TO STA. 392+23 AND STA. 392+75 TO STA. 417+00.

CONSTRUCT DRAINAGE ALONG THE MEDIAN OF I-75, INCLUDING DRAINAGE DITCH, STRUCTURES AND PIPES. USE JACK AND BORE TO PLACE DRAINAGE PIPE UNDER THE I-75 SOUTHBOUND PAVEMENT AT STA. 392+90 AND STA. 400+00.

PLACE TEMPORARY PAVEMENT AT TRAFFIC ISLAND AT RAMP A AND SHARON ROAD INTERSECTION.

CONSTRUCT EAST SIDE OF RAMP A FROM STA. 352+25 TO STA. 366+50.

CONSTRUCT DRAINAGE DITCH ALONG THE EAST SHOULDER OF RAMP A FROM STA. 364+15 TO STA. 367+02.

CONSTRUCT REMAINING SECTION OF RAMP G FROM STA. 362+00 TO STA. 366+71 AND REMOVE THE EXISTING AND TEMPORARY RAMP G PAVEMENT AND CONSTRUCT TEMPORARY PAVEMENT FOR RIGHT TURN MOVEMENT.

CONSTRUCT DRAINAGE DITCH ALONG THE EAST SIDE OF RAMP G FROM STA. 363+00 TO STA. 365+22 AND DRAINAGE PIPES.

SHIFT RAMP G RIGHT TURN MOVEMENT TO TEMPORARY PAVEMENT AND CONSTRUCT THE REMAINING SECTION OF THE RAMP G/ SHARON ROAD INTERSECTION.

SHIFT THE RAMP G RIGHT TURN MOVEMENT ONTO THE PROPOSED RAMP PAVEMENT, REMOVE THE TEMPORARY PAVEMENT AND CONSTRUCT TEMPORARY ASPHALT WALK ALONG THE SOUTH SIDE OF SHARON RD EAST OF RAMP G.

SHIFT PEDESTRIAN TRAFFIC TO THE SOUTH SIDE OF SHARON ROAD.

PLACE TEMPORARY PAVEMENT AT TRAFFIC ISLAND AT RAMP E AND SHARON ROAD INTERSECTION.

RESTRIPE RAMP E TO THE OUTSIDE PAVEMENT AND INSTALL PORTABLE CONCRETE BARRIER ALONG THE TEMPORARY RAMP E ALIGNMENT.

CONSTRUCT THE WEST SIDE OF RAMP E FROM STA. 366+66 TO STA. 376+32.

CONSTRUCT THE EAST SIDE OF RAMP C FROM STA. 368+34 TO STA. 372+00.

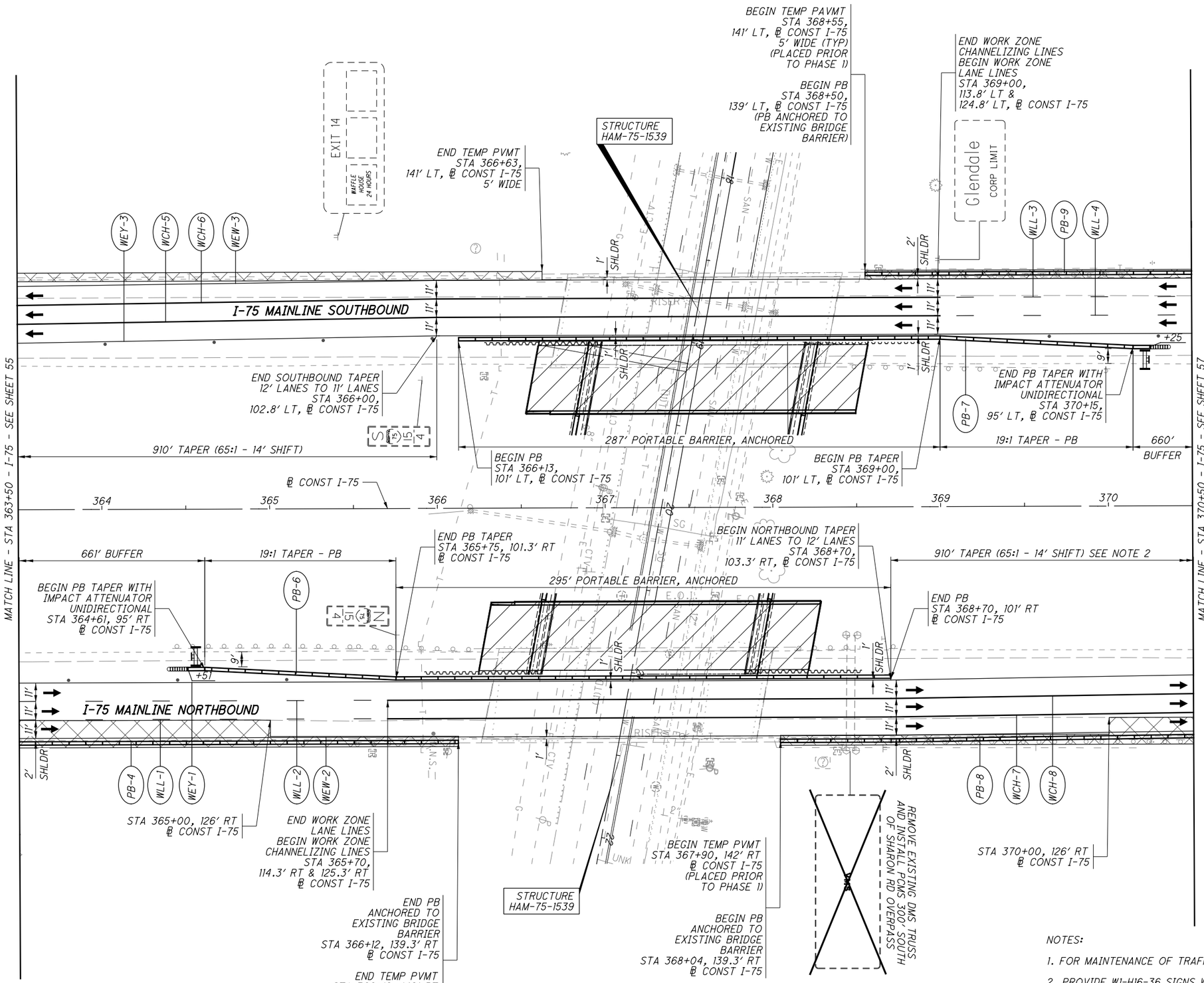
REMOVE EXISTING RAMP C PAVEMENT AND TEMPORARY PAVEMENT.

CONSTRUCT DRAINAGE ALONG THE EAST SIDE OF RAMP C FROM STA. 369+00 TO STA. 375+00, INCLUDING DRAINAGE DITCH, STRUCTURES AND PIPES.

CALCULATED STC CHECKED JDH

MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION

HAM-75-14.61



NOTES:

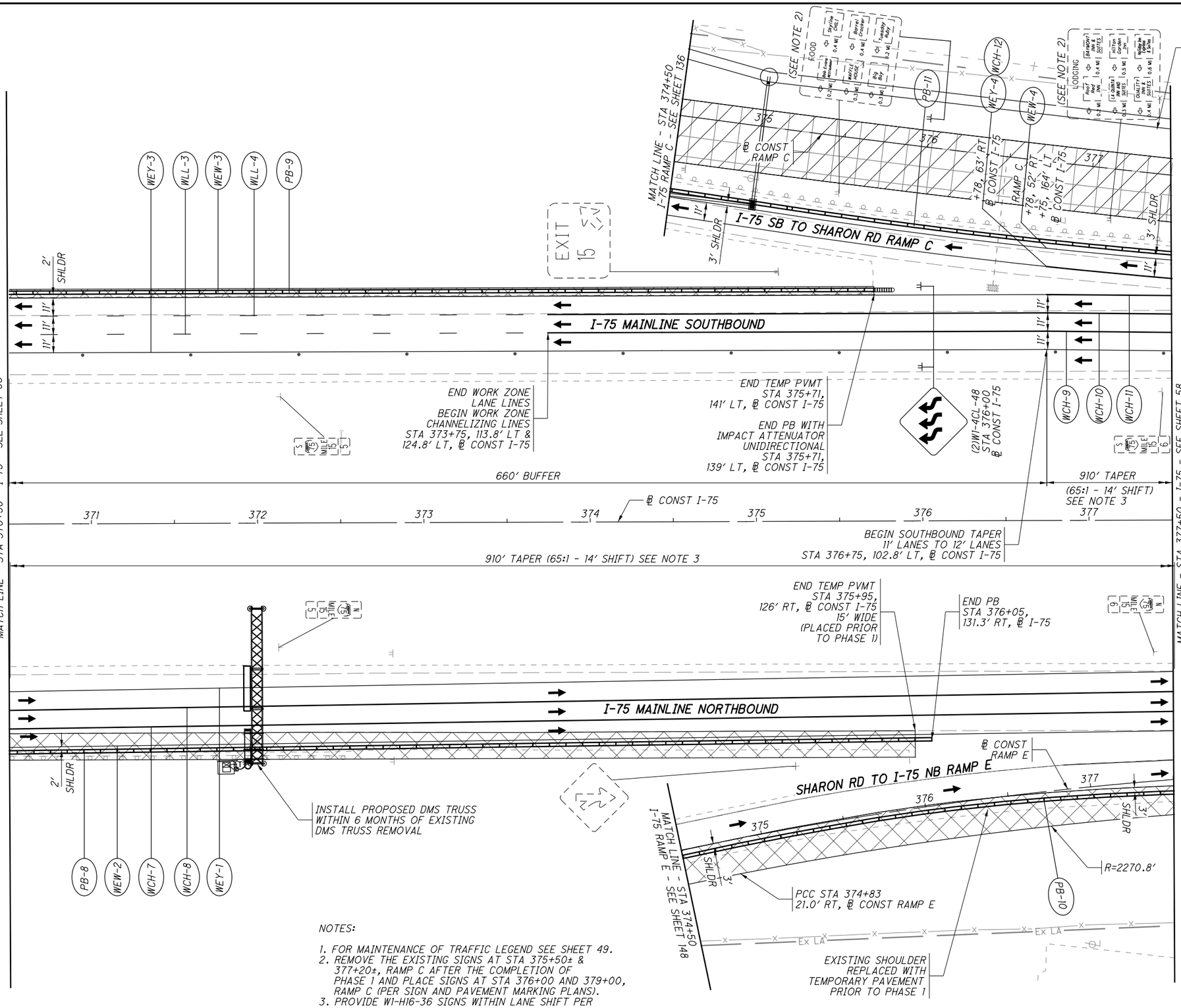
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 49.
2. PROVIDE W1-H16-36 SIGNS WITHIN LANE SHIFT PER MT-102.10 & MT-102.20.
3. THE CONTRACTOR SHALL ANCHOR THE PORTABLE BARRIER TO THE BRIDGE PARAPET PER STANDARD CONSTRUCTION DRAWING MT-101.80.

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED MAM
CHECKED STC

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA 363+50 TO STA 370+50

HAM-75-14.61



NOTES:

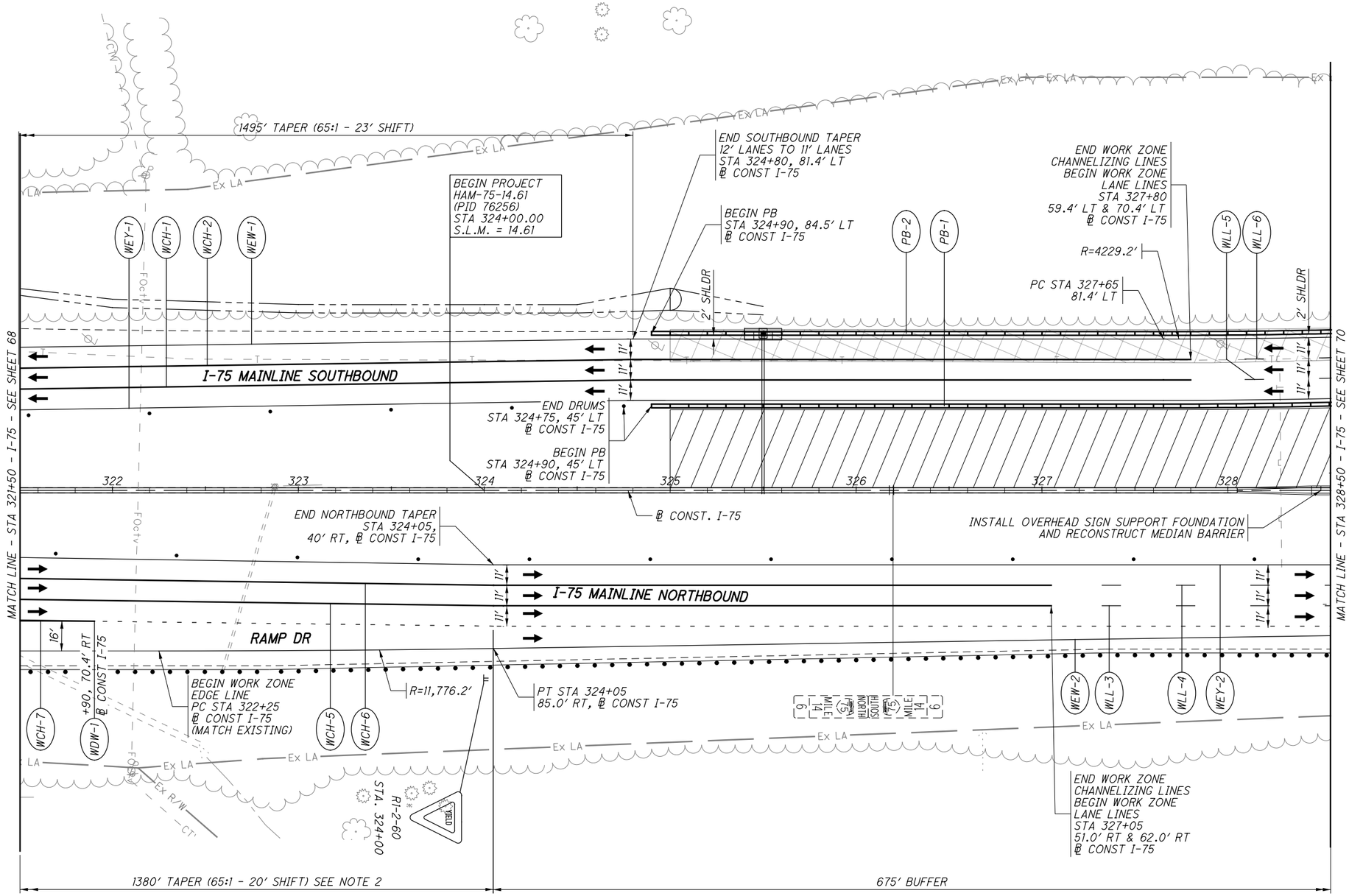
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 49.
2. REMOVE THE EXISTING SIGNS AT STA 375+50± & 377+20±, RAMP C AFTER THE COMPLETION OF PHASE 1 AND PLACE SIGNS AT STA 376+00 AND 379+00, RAMP C (PER SIGN AND PAVEMENT MARKING PLANS).
3. PROVIDE W1-H16-36 SIGNS WITHIN LANE SHIFT PER MT-102.10 & MT-102.20.

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED MAM
CHECKED STC

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
STA 370+50 TO STA 377+50

HAM-75-14.61



NOTES:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 49.
2. PROVIDE W1-H16-36 SIGNS WITHIN LANE SHIFT PER MT-102.10 & MT-102.20.

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED MAM
CHECKED STC

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
STA 321+50 TO STA 328+50

HAM-75-14.61

69
708

SHEET NUM.											PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
22	23	24	202	203	204	206	212	445	450C	450D	01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
																				ROADWAY	
LS												LS				201	11000	LS		CLEARING AND GRUBBING	
						3					1	2				202	20010	3	EACH	HEADWALL REMOVED	
							88,203	201			50,937	37,467				202	23000	88,404	SY	PAVEMENT REMOVED	
							39,444				19,254	20,190				202	23010	39,444	SY	PAVEMENT REMOVED, ASPHALT	
							127,644				70,189	57,455				202	23500	127,644	SY	WEARING COURSE REMOVED	
			10,228									10,228				202	30000	10,228	SF	WALK REMOVED	
			315								212	103				202	30700	315	FT	CONCRETE BARRIER REMOVED	
			1,307									1,307				202	32000	1,307	FT	CURB REMOVED	
			1,391									1,391				202	32500	1,391	FT	CURB AND GUTTER REMOVED	
			1,419			75					345	1,149				202	35100	1,494	FT	PIPE REMOVED, 24" AND UNDER	
						68					30	38				202	35200	68	FT	PIPE REMOVED, OVER 24"	
			10,069								5,684.5	4,384.5				202	38000	10,069	FT	GUARDRAIL REMOVED	
					5							5				202	53100	5	EACH	MAILBOX REMOVED	
			3								1	2				202	58000	3	EACH	MANHOLE REMOVED	
			29								2	27				202	58100	29	EACH	CATCH BASIN REMOVED	
			3									3				202	58500	3	EACH	CATCH BASIN ABANDONED	
			341								341					SPECIAL	20270000	341	FT	FILL AND PLUG EXISTING CONDUIT	23
			2,306								536	1,770				202	75000	2,306	FT	FENCE REMOVED	
				114,258						4,459	63,495	50,763	4,459			203	10000	118,717	CY	EXCAVATION	
									2,430				2,430			203	10001	2,430	CY	EXCAVATION, AS PER PLAN	450C
				156,142						275	91,274	64,868	275			203	20000	156,417	CY	EMBANKMENT	
		38					11,120	114			819	10,453				204	10000	11,272	SY	SUBGRADE COMPACTION	
				17,915							9,170	8,745				204	13000	17,915	CY	EXCAVATION OF SUBGRADE, 18 INCHES DEEP	
				13,866							9,845	4,021				204	20001	13,866	CY	EMBANKMENT, AS PER PLAN	22
				5,041								5,041				204	30020	5,041	CY	GRANULAR MATERIAL, TYPE C	
		1					74	1			42	34				204	45000	76	HOUR	PROOF ROLLING	
							9,966					9,966				204	50000	9,966	SY	GEOTEXTILE FABRIC	
							5,783				3,588	2,195				206	10500	5,783	TON	CEMENT	
							191,498				118,822	72,676				206	11000	191,498	SY	CURING COAT	
							191,498				118,822	72,676				206	15020	191,498	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
							LS				LS	LS				206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
					12,037.5						9,237.5	2,800				606	15050	12,037.5	FT	GUARDRAIL, TYPE MGS	
					9							9				606	26050	9	EACH	ANCHOR ASSEMBLY, MGS TYPE B	
					11						4	7				606	26150	11	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
					16						4	12				606	26550	16	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
					6						2	4				606	35002	6	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
					3						3					606	35102	3	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
					1							1				606	60040	1	EACH	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL ,(DS=70 MPH, W=90 INCHES)	
					2,017						451	1,566				607	23000	2,017	FT	FENCE, TYPE CLT	
					2,017						451	1,566				607	70000	2,017	FT	FENCELINE SEEDING AND MULCHING	
2,000												2,000				607	98000	2,000	FT	FENCE, MISC.:TEMPORARY CONSTRUCTION FENCE	22
					13,636							13,636				608	10000	13,636	SF	4" CONCRETE WALK	
					390							390				608	15000	390	SF	8" CONCRETE WALK	
					761							761				608	52000	761	SF	CURB RAMP	
					80							80				622	10140	80	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
					1,590							1,590				622	10160	1,590	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
					1							1				622	25000	1	EACH	CONCRETE BARRIER END SECTION, TYPE D	
					3							3				622	25001	3	EACH	CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN	22
					2							2				622	25014	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
					5							5				622	25050	5	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
					5							5				622	25051	5	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	22
4												4				623	38500	4	EACH	MONUMENT ASSEMBLY	
2												2				623	40520	2	EACH	RIGHT-OF-WAY MONUMENT	
					3							3				SPECIAL	69098000	3	EACH	BOLLARD REMOVED AND RESET	22
	LS										LS	LS				SPECIAL	69098400	LS		CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION	23
					LS						LS	LS				878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	

CALCULATED WLC
CHECKED JDH

GENERAL SUMMARY (1 OF 10)

HAM-75-14.61

SHEET NUM.											PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION (*=WATER WORKS CONTINGENCY)	SEE SHEET NO.
23	24	25	29	31	204	206	212	445	458	473B	01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
																				DRAINAGE (CONT.)	
						25					25					611	13400	25	FT	30" CONDUIT, TYPE B, 706.02	
						45					10	35				611	13600	45	FT	30" CONDUIT, TYPE C, 706.02	
						15						15				611	16600	15	FT	36" CONDUIT, TYPE C, 706.02	
						17						17				611	24000	17	FT	60" CONDUIT, TYPE C, 706.02	
						956						956				611	26400	956	FT	72" CONDUIT, TYPE C	
						50						50				611	96600	50	FT	CONDUIT, BORED OR JACKED, 18" CONDUIT, TYPE B, 748.06	
						280					280					611	96600	280	FT	CONDUIT, BORED OR JACKED, 24" CONDUIT, TYPE B, 748.06	
						7						7				611	98150	7	EACH	CATCH BASIN, NO. 3	
						5						5				611	98180	5	EACH	CATCH BASIN, NO. 3A	
						9						9				611	98230	9	EACH	CATCH BASIN, NO. 4	
						2						2				611	98300	2	EACH	CATCH BASIN, NO. 5	
						1						1				611	98341	1	EACH	CATCH BASIN, NO. 5A	
						2						2				611	98390	2	EACH	CATCH BASIN, NO. 7	
						1						1				611	98410	1	EACH	CATCH BASIN, NO. 8	
						1						1				611	99114	1	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	
						4					2	2				611	99115	4	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN	23
						8						8				611	99574	8	EACH	MANHOLE, NO. 3	
						8					6	2				611	99654	8	EACH	MANHOLE ADJUSTED TO GRADE	
5									19		14	10				611	99710	24	EACH	PRECAST REINFORCED CONCRETE OUTLET	
1,000												1,000				SPECIAL	61199820	1,000	LB	MISCELLANEOUS METAL	23
																				WATER WORK	
										5		5				203	10001	5	CY	EXCAVATION, AS PER PLAN (ADDITIONAL EXCAVATION (CIN. 1119)) *	473A
										5		5				203	10001	5	CY	EXCAVATION, AS PER PLAN (EXPLORATORY EXCAVATION (CIN. 1120)) *	473A
										120		120				509	25000	120	LB	UNCOATED REINFORCING STEEL	
										1		1				602	98200	1	CY	MASONRY, MISC.: CONCRETE, CLASS QC (CIN. 1110)	473A
										1		1				602	98200	1	CY	MASONRY, MISC.: BRICK MASONRY *	473A
										1		1				638	11500	1	MBF	SHEETING AND BRACING ORDERED LEFT IN PLACE *	473A
										2		2				638	98000	2	EACH	WATER WORK, MISC.: FURNISHING AND INSTALLING VALVE BOX, COMPLETE (CIN. 1116)	473A
										2		2				638	98000	2	EACH	WATER WORK, MISC.: REMOVING EXISTING VALVE BOX (CIN. 1122)	473A
										3		3				638	98000	3	EACH	WATER WORK, MISC.: RESETTING EXISTING VALVE BOXES COMPLETE (CIN. 1125)	473A
										4		4				638	98000	4	EACH	WATER WORK, MISC.: ADJUST EXISTING VALVE CHAMBER TO GRADE (CIN. 604)	473A
										2		2				638	98000	2	EACH	WATER WORK, MISC.: FURNISHING AND INSTALLING FIRE HYDRANT (CIN. 1112)	473A
										2		2				638	98000	2	EACH	WATER WORK, MISC.: REMOVING FIRE HYDRANT (CIN. 1114)	473A
										2		2				638	98000	2	EACH	WATER WORK, MISC.: FURNISHING AND INSTALLING 6" FIRE HYDRANT EXTENSION (CIN. 1115)	473A
										1		1				638	98000	1	EACH	WATER WORK, MISC.: DISCONNECTING EXISTING 5/8-INCH THRU 2-INCH SERVICE BRANCHES (CIN. 1138)	473A
										1		1				638	98000	1	EACH	WATER WORK, MISC.: REMOVING CURB AND ROADWAY BOXES (CIN. 1138)	473A
										82		82				638	98600	82	FT	WATER WORK, MISC.: FURNISHING AND LAYING 6" DUCTILE IRON PIPE AND FITTINGS (CIN. 1101)	473A
										24		24				638	98600	24	FT	WATER WORK, MISC.: FURNISHING AND LAYING 12" DUCTILE IRON PIPE AND FITTINGS (CIN. 1101)	473A
																				PAVEMENT	
			1,000									1,000				251	98000	1,000	CY	PARTIAL DEPTH REPAIR, MISC.:PERFORMED IN 2021	29
			1,000									1,000				251	98000	1,000	CY	PARTIAL DEPTH REPAIR, MISC.:PERFORMED IN 2022	29
			300									300				251	98000	300	CY	PARTIAL DEPTH REPAIR, MISC.:PERFORMED IN 2023	29
							19,447				5,299	14,148				254	01000	19,447	SY	PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	
			500	116,324								116,824				254	01000	116,824	SY	PAVEMENT PLANING, ASPHALT CONCRETE, (1.5")	
							2,273	5				2,278				301	46000	2,278	CY	ASPHALT CONCRETE BASE, PG64-22	
							667					667				301	46001	667	CY	ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	24
	7						50,032				35,523	14,509				302	46000	50,039	CY	ASPHALT CONCRETE BASE, PG64-22	
	7						44,653	11			26,484	18,187				304	20000	44,671	CY	AGGREGATE BASE	
	5			9,888			32,556	8			20,000	22,457				407	20000	42,457	GAL	NON-TRACKING TACK COAT	
								2				2				441	50400	2	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), (DRIVEWAYS)	
								3				3				441	50600	3	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), (DRIVEWAYS)	
							8,212				5,831	2,381				442	10100	8,212	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
							415				295	120				442	10101	415	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG64-28	24
				4,468			6,992				4,964	6,496				442	10301	11,460	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	24
	2			379			851					1,232				442	20000	1,232	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	
	2						993					995				442	20200	995	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448)	
							667					667				442	20201	667	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN, PG64-28	24
								67				67				452	10010	67	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
							22,594					22,594				452	16050	22,594	SY	13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
					555							555				609	12000	555	FT	COMBINATION CURB AND GUTTER, TYPE 2	
					3,272							3,272				609	12001	3,272	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	24
					419							419				609	14000	419	FT	CURB, TYPE 2-A	
					76						38	38				609	24510	76	FT	CURB, TYPE 4-C	
		2.65					6.58				6.55	2.68				618	40601	9.23	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	24/25

CALCULATED WLC CHECKED JDH

GENERAL SUMMARY (3 OF 10)

HAM-75-14.61

SHEET NUM.							PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
24	202	582	586				01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
																SANITARY SEWER	
LS							LS					SPECIAL	61197910	LS		SANITARY SEWER, MSD SANITARY SEWER PROTECTION	24
	9						9					611	99654	9	EACH	MANHOLE ADJUSTED TO GRADE	
																LIGHTING	
			268					268				625	00450	268	EACH	CONNECTION, FUSED PULL APART	
			48					48				625	00480	48	EACH	CONNECTION, UNFUSED PERMANENT	
			4					4				625	10490	4	EACH	LIGHT POLE, CONVENTIONAL, AT20B40	
			115					115				625	10494	115	EACH	LIGHT POLE, LOW MAST, ATLM50	
			3					3				625	10495	3	EACH	LIGHT POLE, LOW MAST, ATLM50, AS PER PLAN	582
			124					124				625	14200	124	EACH	LIGHT POLE FOUNDATION, 24" X 10' DEEP	
			9,978					9,978				625	23200	9,978	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
			18,370					18,370				625	23400	18,370	FT	NO. 10 AWG POLE AND BRACKET CABLE	
			22,018					22,018				625	24320	22,018	FT	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES	
			1,676					1,676				625	25400	1,676	FT	CONDUIT, 2", 725.04	
			149					149				625	25500	149	FT	CONDUIT, 3", 725.04	
			1,399					1,399				625	25900	1,399	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"	
			2					2				625	26253	2	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, 250 W HPS EQUIVALENT, 480V, ASSYMETRIC	582
			117					117				625	26273	117	EACH	LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN, 400 W, 480V, SYMMETRIC	582
			8					8				625	27503	8	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 150 W HPS EQUIVALENT, 480V, ASSYMMETRIC	582
			21,969					21,969				625	29000	21,969	FT	TRENCH	
			549					549				625	29500	549	FT	TRENCH IN PAVED AREA, TYPE A	
			8					8				625	29900	8	EACH	JUNCTION BOX	
			4					4				625	30510	4	EACH	PULL BOX, 725.06, SIZE 4	
			17					17				625	30700	17	EACH	PULL BOX, 725.08, 18"	
			20					20				625	31510	20	EACH	PULL BOX REMOVED	
			127					127				625	32000	127	EACH	GROUND ROD	
		2						2				625	33000	2	EACH	STRUCTURE GROUNDING SYSTEM	
			2					2				625	34001	2	EACH	POWER SERVICE, AS PER PLAN	582
			21,969					21,969				625	36000	21,969	FT	PLASTIC CAUTION TAPE	
			4					4				625	37100	4	EACH	SERVICE TO UNDERPASS LIGHTING	
			LS					LS				625	38000	LS		HIGH VOLTAGE TEST	
			LS					LS				SPECIAL	62540000	LS		MAINTAIN EXISTING LIGHTING	582
			12					12				625	75350	12	EACH	LIGHT TOWER REMOVED	
			41					41				625	75400	41	EACH	LIGHT POLE REMOVED	
			41					41				625	75500	41	EACH	LIGHT POLE FOUNDATION REMOVED	
			1					1				625	75510	1	EACH	POWER SERVICE REMOVED	
			6					6				625	75520	6	EACH	LUMINAIRE SUPPORT REMOVED	
			12					12				625	75540	12	EACH	LIGHT TOWER FOUNDATION REMOVED	
		100						100				625	75801	100	EACH	DISCONNECT CIRCUIT, AS PER PLAN	582

CALCULATED WLC
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GENERAL SUMMARY (4 OF 10)

HAM-75-14.61

SHEET NUM.							PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
565	566						01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
																TRAFFIC SURVEILLANCE	
345								345				625	25400	345	FT	CONDUIT, 2", 725.04	
	726							726				625	25408	726	FT	CONDUIT, 2", 725.051	
676	437							1,113				625	25500	1,113	FT	CONDUIT, 3", 725.04	
	1,271							1,271				625	25504	1,271	FT	CONDUIT, 3", 725.051	
16,846	3,992							20,838				625	25750	20,838	FT	CONDUIT, 4", MULTICELL, 725.20 , EPC-40	562
1,098	100							1,198				625	25752	1,198	FT	CONDUIT, 4", MULTICELL, 725.20 , EPC-80	562
1,196	145							1,341				625	25901	1,341	FT	CONDUIT, JACKED OR DRILLED, AS PER PLAN ,3" OR 4"	562
8,578	4,343							12,921				625	29010	12,921	FT	TRENCH, 30" DEEP	
1	9							10				625	30700	10	EACH	PULL BOX, 725.08, 18"	
29	9							38				625	30710	38	EACH	PULL BOX, 725.08, 32"	
6								6				625	31510	6	EACH	PULL BOX REMOVED	
	6							6				625	32000	6	EACH	GROUND ROD	
5								5				625	32001	5	EACH	GROUND ROD, AS PER PLAN	563
4	2							6				625	34001	6	EACH	POWER SERVICE, AS PER PLAN	563
8,578	4,343							12,921				625	36000	12,921	FT	PLASTIC CAUTION TAPE	
1								1				630	70021	1	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 115', AS PER PLAN	563
1								1				630	70051	1	EACH	CATWALK, DMS TRUSS, AS PER PLAN	563
2								2				630	70080	2	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS	
	8							8				632	04905	8	EACH	VEHICULAR SIGNAL HEAD, (LED), 2-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	564
	8							8				632	25000	8	EACH	COVERING OF VEHICULAR SIGNAL HEAD	
	8							8				632	26500	8	EACH	DETECTOR LOOP	
	8							8				632	27004	8	EACH	LOOP DETECTOR UNIT	
	2,625							2,625				632	40500	2,625	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
	2							2				632	64010	2	EACH	SIGNAL SUPPORT FOUNDATION	
	2,751							2,751				632	65300	2,751	FT	LOOP DETECTOR LEAD-IN CABLE, 2 CONDUCTOR, NO. 14 AWG	
594	2,559							3,153				632	68200	3,153	FT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	
LS	LS							LS				632	90300	LS		SIGNALIZATION, MISC.: REMOVAL OF ITS EQUIPMENT	564
	2							2				632	90400	2	EACH	SIGNALIZATION, MISC.: RAMP METER SIGN	564
	2							2				632	90400	2	EACH	SIGNALIZATION, MISC.: SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 12	564
	2							2				632	90400	2	EACH	SIGNALIZATION, MISC.: SIGNAL SUPPORT, MECHANICAL DAMPER FOR TC-81.22 MAST ARM (GREATER THAN 39' IN LENGTH)	564
2	2							4				633	67100	4	EACH	CABINET FOUNDATION	
	2							2				633	67200	2	EACH	CONTROLLER WORK PAD	
3								3				633	67201	3	EACH	CONTROLLER WORK PAD, AS PER PLAN	563
2	2							4				633	74000	4	EACH	UNINTERRUPTIBLE POWER SUPPLY (UPS)	
12,449	909							13,358				804	15010	13,358	FT	FIBER OPTIC CABLE, 24 FIBER	
5	2							7				804	34022	7	EACH	FIBER TERMINATION PANEL, 24 FIBER	
1								1				809	60000	1	EACH	CCTV IP-CAMERA SYSTEM, DOME-TYPE	
1								1				809	61000	1	EACH	CCTV CONCRETE POLE WITH LOWERING UNIT, 70 FEET	
1								1				809	63000	1	EACH	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN	
2								2				809	65000	2	EACH	ITS CABINET - GROUND MOUNTED	
	2							2				809	65030	2	EACH	ITS CABINET - RAMP METER	
3								3				809	65990	3	EACH	ITS DEVICE, MISC.: EX. CABINET WORK	563
	2							2				809	67000	2	EACH	RAMP METER SYSTEM	
	2							2				809	68900	2	EACH	SIDE-FIRED RADAR DETECTOR	
2	2							4				809	69123	4	EACH	ATC V6.24 CONTROLLER, AS PER PLAN	561
LS								LS				809	70000	LS		MAINTAINING ITS DURING CONSTRUCTION	

CALCULATED WLC
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GENERAL SUMMARY (5 OF 10)

HAM-75-14.61

SHEET NUM.							PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
204	476	479	480	484	548		01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
																TRAFFIC CONTROL	
				1,693				1,693				621	00100	1,693	EACH	RPM	
				1,524				1,524				621	54000	1,524	EACH	RAISED PAVEMENT MARKER REMOVED	
		8	22					30				625	32000	30	EACH	GROUND ROD	
28								28				626	00102	28	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
8								8				626	00102	8	EACH	BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL	
139								139				626	00110	139	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY	
27								27				626	00110	27	EACH	BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL	
		1,374			45			1,419				630	03100	1,419	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
		99.9						99.9				630	06400	99.9	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7	
		348.7						348.7				630	07500	348.7	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22	
		172.6						172.6				630	07600	172.6	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12	
		120						120				630	08004	120	FT	ONE WAY SUPPORT, NO. 3 POST	
		18						18				630	08600	18	EACH	SIGN POST REFLECTOR	
		14						14				630	09000	14	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
			2					2				630	20800	2	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 8	
		2						2				630	74500	2	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-16.22 DESIGN 13	512
		2						2				630	74500	2	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-17.11 DESIGN 8	496
		1						1				630	74500	1	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-17.11 DESIGN 10	512
			2					2				630	74500	2	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-12.31 DESIGN 6	512
			4					4				630	74500	4	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-12.31 DESIGN 12	496
			6					6				630	74500	6	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-15.116 DESIGN 2	496
			1					1				630	74500	1	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-15.116 DESIGN 3	496
		3			11			14				630	79100	14	EACH	SIGN HANGER ASSEMBLY, MAST ARM	
					2			2				630	79500	2	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
		1,087.7			115			1,202.7				630	80100	1,202.7	SF	SIGN, FLAT SHEET	
		549						549				630	80200	549	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
			3,429.5					3,429.5				630	80224	3,429.5	SF	SIGN, OVERHEAD EXTRUSHEET	
		1						1				630	81020	1	EACH	CONCRETE MEDIAN BARRIER SIGN BRACKET	
			1					1				630	84010	1	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50	
		28						28				630	84500	28	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
		2	19					21				630	84510	21	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
		6						6				630	84520	6	EACH	SPAN WIRE SIGN SUPPORT FOUNDATION	
	130							130				630	84900	130	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
	6							6				630	85400	6	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
	7							7				630	85600	7	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION	
	112							112				630	86002	112	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
	43							43				630	86102	43	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
	2							2				630	86310	2	EACH	REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL	
					1			1				630	87100	1	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	
	41				1			42				630	87400	42	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
	4							4				630	87500	4	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
	5							5				630	89706	5	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	
	5							5				630	89802	5	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-7.65	
	4							4				630	89810	4	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-17.10	
	1							1				630	89812	1	EACH	REMOVAL OF WOOD POLE AND DISPOSAL	
	1							1				631	94406	1	EACH	REMOVAL OF SIGNS WIRED	
					2			2				631	97700	2	EACH	SIGN LIGHTING MISC.: REMOVE AND REERECT ILLUMINATED SIGN	545
				0.1				0.1				644	00100	0.1	MILE	EDGE LINE, 4"	
				12.74				12.74				644	00104	12.74	MILE	EDGE LINE, 6"	
				0.71				0.71				644	00200	0.71	MILE	LANE LINE, 4"	
				17				17				644	00204	17	MILE	LANE LINE, 6"	
				1				1				644	00300	1	MILE	CENTER LINE	
				6,531				6,531				644	00400	6,531	FT	CHANNELIZING LINE, 8"	
				18,756				18,756				644	00404	18,756	FT	CHANNELIZING LINE, 12"	
				392				392				644	00500	392	FT	STOP LINE	
				630				630				644	00600	630	FT	CROSSWALK LINE	
				735				735				644	00700	735	FT	TRANSVERSE/DIAGONAL LINE	
				887				887				644	00720	887	FT	CHEVRON MARKING	
				640				640				644	00900	640	SF	ISLAND MARKING	
				2				2				644	01120	2	EACH	SCHOOL SYMBOL MARKING, 120"	
				86				86				644	01300	86	EACH	LANE ARROW	
				620				620				644	01500	620	FT	DOTTED LINE, 4"	
				9,705				9,705				644	01510	9,705	FT	DOTTED LINE, 6"	
				3.72				3.72				644	30030	3.72	MILE	REMOVAL OF PAVEMENT MARKING	

CALCULATED WLC
CHECKED JDH

GENERAL SUMMARY (6 OF 10)

HAM-75-14.61

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SHEET NUM.							PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
647	680	684B					01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
																STRUCTURE OVER 20 FOOT SPAN (HAM-75-15.39R,SFN 3110966)	
LS										LS	LS	202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	645
288										84	204	202	22900	288	SY	APPROACH SLAB REMOVED	
4										1	3	SPECIAL	20365000	4	EACH	SETTLEMENT PLATFORM	646
LS										LS	LS	503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	645
LS										LS	LS	505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
4,680										1,357	3,323	507	00600	4,680	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	
5,040										1,462	3,578	507	00650	5,040	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	
135,203										39,209	95,994	509	10000	135,203	LB	EPOXY COATED REINFORCING STEEL	
648										188	460	509	30040	648	FT	NO. 6 GFRP DEFORMED BARS	
2										1	1	511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	
78										23	55	511	34462	78	CY	CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)	
252										73	179	511	43512	252	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	
546										158	388	511	53014	546	CY	CLASS QC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK	645
1,222										354	868	512	10100	1,222	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
61										18	43	512	10300	61	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
13										4	9	512	33000	13	SY	TYPE 2 WATERPROOFING	
8										2	6	515	15130	8	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF72-49 (134'-8" LONG)	
21										6	15	515	20000	21	EACH	INTERMEDIATE DIAPHRAGMS	
163										47	116	516	13600	163	SF	1" PREFORMED EXPANSION JOINT FILLER	
85										25	60	516	13900	85	SF	2" PREFORMED EXPANSION JOINT FILLER	
203										59	144	516	14020	203	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
16										5	11	516	44201	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN:	659
																16"X24"X 3.398" WITH 17"X25"X1.5" LOAD PLATES	
131										38	93	518	21200	131	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
252										73	179	518	40000	252	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
51										15	36	518	40012	51	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE	
4										1	3	523	20000	4	EACH	DYNAMIC LOAD TESTING	
4										1	3	523	20500	4	EACH	RESTRIKE	
558										162	396	526	30000	558	SY	REINFORCED CONCRETE APPROACH SLABS (T=17")	
164										48	116	526	90010	164	FT	TYPE A INSTALLATION	
9										3	6	601	21050	9	SY	TIED CONCRETE BLOCK MAT, TYPE 1	
467										135	332	625	25604	467	FT	CONDUIT, 4", 725.051	
2										1	1	625	29921	2	EACH	STRUCTURE JUNCTION BOX, AS PER PLAN	646
2										1	1	625	30700	2	EACH	PULL BOX, 725.08, 18"	
LS										LS	LS	SPECIAL	69098400	LS		TEMPORARY SURCHARGE	646
68										20	48	846	00110	68	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
																STRUCTURE 20 FOOT SPAN AND UNDER (HAM-75-15.57,SFN 3110982)	
	LS							LS				202	11200	LS		PORTIONS OF STRUCTURE REMOVED	
	48							48				202	35200	48	FT	PIPE REMOVED, OVER 24"	
	LS							LS				503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
	LS							LS				503	21300	LS		UNCLASSIFIED EXCAVATION	
	10,553							10,553				509	10000	10,553	LB	EPOXY COATED REINFORCING STEEL	
	113							113				511	46210	113	CY	CLASS QC1 CONCRETE, RETAINING/WINGWALL INCLUDING FOOTING	
	120							120				512	10100	120	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
	LS							LS				518	21230	LS		POROUS BACKFILL WITH GEOTEXTILE FABRIC	
	75							75				601	11000	75	SY	RIPRAP, TYPE D	
	106							106				601	32104	106	CY	ROCK CHANNEL PROTECTION, TYPE B WITH GEOTEXTILE FABRIC	
	48							48				611	30000	48	FT	96" CONDUIT, TYPE A, 706.02	
	40							40				843	50001	40	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR, AS PER PLAN	680
																STRUCTURE REPAIR (HAM-75-16.42L,SFN 3111040)	
		28					28					202	30701	28	FT	CONCRETE BARRIER REMOVED, AS PER PLAN	684B
		368					368					509	10000	368	LB	EPOXY COATED REINFORCING STEEL	
		16					16					510	10000	16	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
		3					3					511	53014	3	CY	CLASS QC3 CONCRETE, MISC.:QC3 CONCRETE, SUPERSTRUCTURE, AS PER PLAN	684B
		30					30					512	10100	30	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	

CALCULATED WLC
CHECKED JDH

GENERAL SUMMARY (9 OF 10)

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SHEET NUM.							PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
25	26	27	28	29	31	48	01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
																MAINTENANCE OF TRAFFIC	
100								100				410	12000	100	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
			3,000					3,000				614	11110	3,000	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
			11,680					11,680				614	11630	11,680	FT	INCREASED BARRIER DELINEATION	
						40		40				614	12380	40	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
		20						20				614	12484	20	EACH	WORK ZONE INCREASED PENALTIES SIGN	
20								20				614	12500	20	EACH	REPLACEMENT SIGN	
100								100				614	12600	100	EACH	REPLACEMENT DRUM	
				12,500				12,500				614	12801	12,500	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	29
100								100				614	13000	100	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			2,720			2,233		4,953				614	13310	4,953	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
			50					50				614	13312	50	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY	
			2,770			2,233		5,003				614	13350	5,003	EACH	OBJECT MARKER, ONE WAY	
						13		13				614	18000	13	EACH	MAINTAINING TRAFFIC, MISC.: MAINTENANCE OF MAJOR GUIDE SIGNS	26
		LS						LS				614	18002	LS		MAINTAINING TRAFFIC, MISC.:TEMPORARY TRAFFIC SIGNAL	27
	54							54				614	18601	54	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	26
				7.75				7.75				614	20011	7.75	MILE	WORK ZONE LANE LINE, CLASS I, 6", SPRAY THERMOPLASTIC, AS PER PLAN	29
				2		1.29		3.29				614	20100	3.29	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
				24.75		15.62		40.37				614	20110	40.37	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
				0.71				0.71				614	20550	0.71	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
				17				17				614	20560	17	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
				2.25		1.25		3.5				614	21100	3.5	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
				1				1				614	21550	1	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
				22.06				22.06				614	22011	22.06	MILE	WORK ZONE EDGE LINE, CLASS I, 6", SPRAY THERMOPLASTIC, AS PER PLAN	29
				1.62		1.52		3.14				614	22100	3.14	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	
				34.8		39.47		74.27				614	22110	74.27	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
				0.1				0.1				614	22350	0.1	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
				12.74				12.74				614	22360	12.74	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
				60,114				60,114				614	23011	60,114	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", SPRAY THERMOPLASTIC, AS PER PLAN	29
				12,042		5,511		17,553				614	23200	17,553	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
				78,870		113,522		192,392				614	23210	192,392	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
				6,531				6,531				614	23680	6,531	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
				18,756				18,756				614	23690	18,756	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
				15,842				15,842				614	24001	15,842	FT	WORK ZONE DOTTED LINE, CLASS I, 6", SPRAY THERMOPLASTIC, AS PER PLAN	29
				2,093		1,374		3,467				614	24200	3,467	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
				25,547		27,159		52,706				614	24202	52,706	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
				620				620				614	24610	620	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT	
				9,705				9,705				614	24612	9,705	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
				890		498		1,388				614	26200	1,388	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
				392				392				614	26610	392	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
						1,071		1,071				614	27200	1,071	FT	WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT	
						1,112		1,112				614	28200	1,112	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	
				163		77		240				614	30200	240	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
				86				86				614	30650	86	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
		2						2				614	40051	2	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	27
						LS		LS				615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
						38,914		38,914				615	20001	38,914	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	25
2,550								2,550				616	10000	2,550	MGAL	WATER	
						106,690		106,690				622	41100	106,690	FT	PORTABLE BARRIER, UNANCHORED	
						1,528		1,528				622	41110	1,528	FT	PORTABLE BARRIER, ANCHORED	
						6		6				622	41050	6	EACH	PORTABLE BARRIER, "Y" CONNECTOR	
					162			162				808	18700	162	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																INCIDENTALS	
								LS				103	05000	LS		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
								LS				108	10000	LS		CPM PROGRESS SCHEDULE	
								LS				614	11000	LS		MAINTAINING TRAFFIC	
								24				619	16021	24	MNTH	FIELD OFFICE, TYPE C, AS PER PLAN	34
								LS				623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
								LS				623	11000	LS		PROVIDING ELECTRONIC INSTRUMENTATION	
								LS				624	10000	LS		MOBILIZATION	

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SHEET NO.	REF. NO.	STATION FROM	STATION TO	ROUTE	SIDE	202 WALK REMOVED SF	202 CONCRETE BARRIER REMOVED FT	202 CURB REMOVED FT	202 CURB AND GUTTER REMOVED FT	202 PIPE REMOVED, 24" AND UNDER FT	202 GUARDRAIL REMOVED FT	202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH	202 CATCH BASIN ABANDONED EACH	202 SPECIAL - FILL AND PLUG EXISTING CONDUIT FT	202 FENCE REMOVED FT	611 MANHOLE ADJUSTED TO GRADE (SANITARY) EACH
216	R-1	332+22.20	333+99.10	I-75 SB	LT						177						
218	R-2	340+87.92	344+70.50	I-75 NB	RT						390						
218	R-3	342+41.61	345+78.99	I-75 SB	LT/RT										341		
218	R-4	345+78.99		I-75 SB	LT								1				
218	R-5	345+78.99	346+28.19	I-75 SB	LT					44							
218	R-6	346+28.19		I-75 SB	LT								1				
218 - 220	R-7	348+11.36	349+99.56	I-75 NB	LT/RT						189						
220	R-8	358+16.45	358+16.23	I-75 NB	LT								1				
222	R-9	359+71.27	361+61.05	I-75	LT						190						
222	R-10	364+41.77	366+23.80	I-75	RT						183						
222	R-11	366+19.83	367+04.50	I-75	RT					86			1				
222	R-12	365+49.13	366+15.35	I-75	RT						67						
222	R-13	368+55.74	370+10.46	I-75	LT						155						
222	R-14	368+45.47	370+01.37	I-75	LT						156						
222	R-15	368+12.52	368+75.93	I-75	RT						64						
222 - 223	R-16	368+01.64	372+52.40	I-75	RT						452						
223	R-17	371+93.71		I-75	LT								1				
223	R-18	376+42.50	376+51.63	I-75	LT					80			1				
223	R-19	377+98.18		I-75	RT								1				
223	R-20	378+20.55	379+95.89	I-75	LT						178						
223	R-21	378+85.30	380+85.19	I-75	RT					198			1				
223 - 225	R-22	378+49.25	387+71.73	I-75	RT						926						
223	R-23	380+85.19	381+35.18	I-75	RT					48			1				
223	R-24	381+35.18	381+36.22	I-75	RT					67			1				
225	R-25	384+18.18	385+26.19	I-75	RT											119	
225	R-26	392+52.64	392+96.47	I-75	RT					137							
225	R-27	391+78.93	393+74.21	I-75	RT											259	
225	R-28	394+75.19	396+26.18	I-75	RT						152						
226	R-29	399+56.61	400+06.96	I-75	RT											97	
226	R-30	399+87.24	399+87.28	I-75	RT					164							
226	R-31	402+22.89	403+77.26	I-75	LT						155						
226	R-32	401+66.61	403+42.53	I-75	LT						177						
226	R-33	402+82.47	405+74.47	I-75	RT						293						
226	R-34	404+32.66	405+74.64	I-75	RT						144						
226 - 228	R-35	406+20.96	414+60.85	I-75	RT						841						
228	R-36	409+60.66	409+48.42	I-75	RT					12			1				
228	R-37	408+92.31	409+37.72	I-75	RT											61	
228	R-38	409+52.59	420+17.34	I-75	LT						1066						
228	R-39	413+32.77	414+76.10	I-75	RT						145						
228	R-40	415+07.27	418+00.00	RAMP D	RT						292						
228	R-41	418+00.29	420+29.21	I-75	RT						229						
222 - 225	R-42	371+21.06	388+30.06	RAMP C	RT						1718						
223 - 225	R-43	368+91.94	385+05.29	RAMP C	LT											1654	
232	R-44	374+69.42	374+94.90	RAMP C	LT											26	
234	R-45	350+41.10	351+81.61	RAMP A	LT						140						
220 - 222	R-46	348+28.35	360+39.24	RAMP G	RT						1201						
244 - 245	R-47	09+10.00	13+48.91	SHARON RD	RT				439								
244 - 245	R-48	10+45.08	12+80.12	SHARON RD	RT					238		1					
244 - 245	R-49	09+10.00	13+48.10	SHARON RD	RT	1710											
244	R-50	10+75.00	11+67.27	SHARON RD	LT			9	111								
244	R-51	10+75.00	11+56.60	SHARON RD	LT	426											
244	R-52	11+53.89		SHARON RD	LT								1				
245	R-53	12+94.07		SHARON RD	RT								1				
245	R-54	14+08.64	14+60.92	SHARON RD	LT											90	
245	R-55	12+80.12		SHARON RD	RT							1					
245	R-56	14+34.76		SHARON RD	LT								1				
245	R-57	14+37.59		SHARON RD	RT								1				
244 - 245	R-58	11+93.25	16+25.31	SHARON RD	LT			103	412								
245	R-59	16+57.68		SHARON RD	RT							1					
245	R-60	16+58.05		SHARON RD	RT								1				
SUBTOTAL #1 CARRIED TO THIS SHEET						2136	0	112	962	1074	9680	3	16	0	341	2306	0

SHEET NO.	REF. NO.	STATION FROM	STATION TO	ROUTE	SIDE	202 WALK REMOVED SF	202 CONCRETE BARRIER REMOVED FT	202 CURB REMOVED FT	202 CURB AND GUTTER REMOVED FT	202 PIPE REMOVED, 24" AND UNDER FT	202 GUARDRAIL REMOVED FT	202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH	202 CATCH BASIN ABANDONED EACH	202 SPECIAL - FILL AND PLUG EXISTING CONDUIT FT	202 FENCE REMOVED FT	611 MANHOLE ADJUSTED TO GRADE (SANITARY) EACH
245 - 247	R-61	16+57.80	23+35.77	SHARON RD	LT	3227											
245 - 246	R-62	16+62.89	21+96.54	SHARON RD	LT			608									
246	R-63	17+99.60	17+99.67	SHARON RD	LT					7			1				
246	R-64	18+00.19	18+00.18	SHARON RD	RT					7			1				
246	R-65	17+96.59	21+96.82	SHARON RD	RT			401									
246	R-66	18+73.25	18+73.25	SHARON RD	LT					18			1				
246	R-67	18+73.25	18+73.53	SHARON RD	LT					7			1				
246	R-68	18+72.79	18+73.41	SHARON RD	RT					7			1				
246	R-69	18+72.79	18+72.79	SHARON RD	RT					19			1				
246	R-70	20+18.50	20+18.75	SHARON RD	LT					7			1				
246	R-71	20+19.27	20+19.55	SHARON RD	RT					7			1				
247	R-72	23+52.16	23+55.46	SHARON RD	RT	88											
247	R-73	366+11.08	366+80.21	RAMP G	LT			77									
247	R-74	23+64.71	24+17.72	SHARON RD	LT	241											
247	R-75	24+18.35	24+32.23	SHARON RD	RT	87											
247	R-76	24+05.65	24+49.46	SHARON RD	RT			109									
247 - 248	R-77	24+27.68	28+47.43	SHARON RD	LT	2050											
248	R-77A	28+86.87	29+00.40	SHARON RD	LT	66											
250	R-78	97+12.33	97+42.10	CHESTER RD	LT					37			1				
250	R-79	97+42.10	98+48.75	CHESTER RD	LT					107			1				
250	R-80	97+64.72	97+68.47	CHESTER RD	LT	42											
250	R-81	98+48.75	99+36.29	CHESTER RD	LT					88			1				
250	R-82	96+39.09	99+94.23	CHESTER RD	LT				429								
250	R-83	99+36.29	99+35.96	CHESTER RD	LT					21			1				
250	R-84	99+51.79	99+90.58	CHESTER RD	LT	385											
250	R-87	97+05.04	97+08.90	CHESTER RD	LT	9											
216	R-85	330+49.30		I-75 SB	RT								1				
216	R-86	330+49.30	330+48.85	I-75 SB	RT					13							
243	R-88	11+95.85	16+15.87	SHARON ROAD	LT	1897											
216	R-89	327+50.54	327+63.04	I-75 NB	RT						12.5						
216	R-89A	327+90.00	329+10.00	I-75	CL		120										
216	R-90	331+15.50	331+76.99	I-75 NB	RT						63						
226	R-91	401+88.25	402+22.89	I-75	LT		35										
226	R-92	405+74.64	406+08.23	I-75	RT		34										
228	R-93	405+74.47	406+20.96	I-75	RT		47										
228	R-94	414+76.10	415+08.23	I-75	RT		33										
228	R-95	414+61.66	415+07.27	RAMP D	RT		46										
218	R-96	337+77.89	339+94.01	I-75 SB	LT						213						
228	R-97	418+05.43	418+55.43	I-75 SB	RT						50						
228	R-98	418+00.08	418+50.90	RAMP D	LT						50						
245	SAN-3	14+55.48															1
246	SAN-4	17+68.60															1
246	SAN-5	20+84.93															1
247	SAN-6	23+88.69															1
247	SAN-7	26+02.48															1
248	SAN-8	27+17.39															1
250	SAN-9	99+85.83															1
244	SAN-10	10+45.08															1
250	SAN-11	97.10.20															1
218	AB-1	342+41.61												1			
218	AB-2	342+68.43												1			
244	AB-3	10+40.02												1			
NOTE: SAN-1, SAN-2 NOT USED																	
SUBTOTAL #2						8092	315	1195	429	345	388.5	0	13	3	0	0	9
SUBTOTAL #1 CARRIED FROM THIS SHEET						2136	0	112	962	1074	9680	3	16	0	341	2306	0
TOTALS CARRIED TO GEN SUM						10228	315	1307	1391	1419	10069	3	29	3	341	2306	9

CALCULATED WLC
CHECKED JDH

- ITEM 202 REMOVALS & SANITARY

SUBSUMMARY

HAM-75-14.61

202
708

SHEET NO.	203 EXCAVATION CY	203 EMBANKMENT CY	204 EXCAVATION OF SUBGRADE, 18 INCHES DEEP CY	204 EMBANKMENT, AS PER PLAN CY	659 SEEDING AND MULCHING SY
I-75 SB					
251	0	0	0	0	0
252	296	2	243	243	39
253	341	15	723	729	217
254	367	7	715	730	267
255	338	4	738	756	201
256	302	39	716	753	389
257	129	68	457	498	223
258	82	70	328	345	209
259	81	107	378	398	296
260	187	81	485	499	438
261	219	72	479	509	489
262	225	90	455	532	584
263	251	83	432	541	677
264	275	96	377	543	712
265	293	52	251	382	697
266	345	74	337	449	833
267	374	100	500	556	783
268	613	169	771	826	1145
269	835	90	818	835	1299
270	940	67	843	852	1366
271	1055	118	826	835	1621
272	1070	172	864	872	1662
273	1720	160	1180	1183	2154
274	1619	17			1394
275	1453	133			2065
276	1049	408			2443
277	609	329			1187
278	740	1079			1840
279	612	2052			1971
280	579	6010			2495
281	767	4561			1309
282	1057	6044			1954
283	646	3507			3084
284	3485	1324			3850
285	1972	568			2205
286	887	856			1796
287	766	1270			1767
288	453	1963			988
289	898	4050			2361
290	1100	2738			2400
291	1340	2071			2133
292	528	860			1346
293	617	356			1940
294	507	913			1749
295	977	723			1911
296	1214	321			1880
297	1417	502			2484
298	898	997			2195
299	701	1380			2321
300	633	1310			2423
301	570	1329			2378
302	620	1260			2423
303	358	531			1222
304	493	651			1528
305	404	613			1278
306	489	862			1367
307	491	954			1406
308	325	949			1439
309	193	918			1457
310	188	845			1548
311	92	402			1033
I-75 SB SUBTOTAL	42,085	57,392	12,916	13,866	88,871

SHEET NO.	203 EXCAVATION CY	203 EMBANKMENT CY	659 SEEDING AND MULCHING SY
I-75 NB			
312	825	6	803
313	2187	9	1733
314	1947	20	1828
315	1552	210	2561
316	1168	129	1445
317	972	110	1250
318	1047	118	1431
319	1371	80	1877
320	1731	380	3977
321	1077	1431	3093
322	837	520	1795
323	357	145	780
324	759	803	2143
325	265	1850	2005
326	232	5953	2238
327	859	4784	1513
328	1216	7186	2373
329	832	4479	2240
330	890	1352	2555
331	671	735	1407
332	1344	1053	2355
333	1798	1346	2778
334	526	817	1363
335	1552	2193	2782
336	1865	3214	2699
337	1333	1635	2346
338	859	1160	1652
339	877	1127	2654
340	738	1524	1994
341	1010	1269	2455
342	909	1047	2220
343	1226	1481	2972
344	1061	1545	3271
345	1137	1824	2645
346	1380	1773	3138
347	1373	2617	3388
348	1574	2677	2594
349	799	1420	1317
350	1373	1763	2018
351	1052	1353	1312
352	787	1672	1689
353	778	1880	1788
354	621	1599	1638
355	248	1304	1421
356	226	1107	1659
357	104	463	2300
I-75 NB SUBTOTAL	47,345	71,163	97,495

SHEET NO.	203 EXCAVATION CY	203 EMBANKMENT CY	659 SEEDING AND MULCHING SY
RAMP C			
358	599	17	328
359	2418	30	1049
360	2694	207	850
361	1280	651	689
362	894	1286	778
363	572	1960	689
364	368	2074	690
365	221	2200	672
366	104	2188	533
367	73	2230	523
368	48	1626	354
RAMP A			
369	177	36	495
370	142	133	815
371	332	363	1400
372	509	354	1534
373	649	211	1172
374	982	125	1145
375	1408	68	1305
376	1588	45	1455
RAMP G			
377	39	409	536
378	47	1390	1165
379	10	1478	845
380	39	2247	1389
381	168	1533	1528
382	386	1206	1332
383	774	617	1279
RAMP E			
384	356	134	211
385	47	220	728
386	151	353	1217
387	267	277	1156
388	151	144	494
389	186	165	459
RAMPS SUBTOTAL	17,679	25,977	28,815

SHEET NO.	203 EXCAVATION CY	203 EMBANKMENT CY	204 EXCAVATION OF SUBGRADE, 18 INCHES DEEP CY	204 EMBANKMENT, AS PER PLAN CY	204 GRANULAR MATERIAL, TYPE C CY	659 SEEDING AND MULCHING SY
SHARON ROAD						
390	29	23	30	30	30	165
391	166	26	120	120	120	198
392	582	30	270	270	270	361
393	1194	14	321	321	321	435
394	985	70	477	478	478	456
395	212	555	278	299	299	562
396	326	209	341	343	343	515
397	363	25	350	350	350	317
398	630	19	349	351	351	340
399	703	12	351	351	351	0
400	624	119	351	351	351	98
401	316	248	333	333	333	550
402	365	67	474	474	474	211
403	205	65	291	293	293	295
404	108	30	140	140	140	161
405	111	27	119	119	119	188
406	0	0	0	0	0	0
SHARON ROAD SUBTOTAL	6,919	1,539	4,595	4,623	4,623	4,852
CHESTER ROAD						
407	35	27	60	63	63	151
408	22	4	48	51	51	30
409	48	26	97	102	102	122
410	125	14	199	202	202	109
CHESTER ROAD SUBTOTAL	230	71	404	418	418	412

GRAND TOTAL

	203 EXCAVATION CY	203 EMBANKMENT CY	204 EXCAVATION OF SUBGRADE, 18 INCHES DEEP CY	204 EMBANKMENT, AS PER PLAN CY	204 GRANULAR MATERIAL, TYPE C CY	659 SEEDING AND MULCHING SY
I-75 SB	42,085	57,392	12,916	13,866		88,871
I-75 NB	47,345	71,163				97,495
RAMPS	17,679	25,977				28,815
SHARON ROAD	6,919	1,539	4,595		4,623	4,852
CHESTER ROAD	230	71	404		418	412
TOTALS CARRIED TO GEN SUM	114,258	156,142	17,915	13,866	5,041	220,445

CALCULATED WLC
CHECKED JDH

SUBSUMMARY - EARTHWORK

HAM-75-14.61

203
708

SHEET NO.	REF. NO.	STATION FROM	STATION TO	ROUTE	SIDE	202 MAILBOX REMOVED	606 GUARDRAIL, TYPE MGS	606 (37.5') ANCHOR ASSEMBLY, MGS TYPE B	606 (50') ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	606 (12.5') ANCHOR ASSEMBLY, MGS TYPE T	606 (25') MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	606 (2') MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	606 IMPACT ATTENUATOR, TYPE 3 (UNIDIRECTIONAL) (DS=70 MPH, W=90 INCHES)	607 FENCE, TYPE CLT	607 FENCELINE SEEDING AND MULCHING	608 4" CONCRETE WALK	608 8" CONCRETE WALK	608 CURB RAMP	609 COMBINATION CURB AND GUTTER, TYPE 2	609 COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	609 CURB, TYPE 2-A	609 CURB, TYPE 4-C	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D	622 (14') CONCRETE BARRIER END SECTION, TYPE D	622 (14') CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN	622 (15') CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	622 (15') CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	622 (15') CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	626 BARRIER REFLECTOR, TYPE 1, ONE-WAY	626 BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL	626 BARRIER REFLECTOR, TYPE 2, ONE-WAY	626 BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL	SPECIAL - BOLLARD REMOVED AND RESET	878 INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS
		ENTIRE PROJECT				EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	SF	SF	SF	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LS
216 - 218	LB-1	325+00.00	343+19.00	I-75 SB/RAMP A	LT		25.00		1		1													1590	1			5		17		3			
216	LB-1A	327+90	328+10.00	I-75	CL																		80				2			3					
216	LB-2	327+50.54	331+77.00	I-75 NB	RT		425.00																									5			
216	LB-3	333+81.07	335+17.44	I-75 SB	RT		87.50	1		1																							3		
218 - 220	LB-4	341+01.23	353+40.41	I-75 NB/RAMP G	RT		1187.50		1	1																						13			
220	LB-5	351+96.19	353+33.27	I-75 NB	LT		87.50	1		1																							3		
222	LB-6	363+32.72	366+70.22	I-75	LT		325.00			1		1																				4			
222	LB-7	365+08.39	366+32.51	I-75	RT		62.50	1			1											19											3		
222	LB-8	359+55.14	366+17.64	I-75	RT		587.50		1		1											19										7			
222-223, 444	#LB-9	3686+64.53	372+43.42	I-75	LT		250.00		1		1											19					1			1	4	4			
222, 444	#LB-10	368+49.66	370+28.28	I-75	LT		62.50	1			1											19					1			1		4	3		
222, 444	#LB-11	368+28.21	368+83.71	I-75	RT																									2		4			
222-223, 444	#LB-12	368+65.84	375+40.84	I-75	RT		662.50			1		1															1			1	4		7		
222 - 223	LB-13	370+78.17	372+15.25	I-75	RT		87.50	1		1																							3		
223 - 228	LB-14	373+23.28	418+00.00	RAMP E/I-75	RT		4425.00		1																							45			
225	LB-15	386+78.71	388+15.79	I-75	RT		87.50	1		1																							3		
225	LB-16	392+51.50	394+01.50	I-75	LT		87.50		1	1																						3			
225	LB-17	394+75.42	396+12.50	I-75	RT		87.50	1		1																							3		
226	LB-18	399+01.50	400+51.50	I-75	LT		87.50		1	1																						3			
226	LB-19	404+75.42	406+12.50	I-75	RT		87.50	1		1																							3		
226 - 228	LB-20	408+93.63	420+55.89	I-75	LT		1150.00			1		1																				13			
228	LB-21	418+31.23	420+30.95	I-75	RT		125.00		1		1																						3		
228	LB-22	416+90.93	418+55.43	I-75	RT		137.50						1																			3			
228	LB-23	416+90.93	418+50.90	RAMP D	LT		137.50																									3			
223 - 225	LB-24	371+51.34	388+01.75	RAMP C/I-75	LT		1587.50		1	1																						17			
223 - 225	LB-25	352+64.68	354+40.01	RAMP A	LT		112.50		1	1																						3			
237	LB-26	365+69.61	366+68.33	RAMP A	LT		50.00	1		1																						3			
241	LB-27	367+99.79	368+87.89	RAMP E	RT		25.00		1	1																						3			
225	F-1	384+18.18	385+26.19	I-75	RT									105	105																				
225	F-3	391+78.93	393+74.21	I-75	RT									201	201																				
226	F-4	399+56.61	400+06.96	I-75	RT									80	80																				
226 - 228	F-6	408+92.31	409+37.72	I-75	RT									65	65																				
222 - 225	F-7	368+92.02	385+05.29	RAMP C	LT									1566	1566																				
244 - 245	W-1	10+75.00	15+93.20	SHARON ROAD	LT											3743	390	90																	
245 - 247	W-2	16+85.32	23+15.32	SHARON ROAD	LT											6261		155																	
247 - 248	W-3	23+64.17	28+47.87	SHARON ROAD	LT											3515		127																	
250	W-4	99+48.55	99+86.55	CHESTER ROAD	LT											117		250																	
250	W-5	28+86.87	29+00.40	CHESTER ROAD	LT													139																	
244 - 245	C-1	09+10.00	16+02.98	SHARON ROAD	RT															696															
244 - 245	C-2	10+75.00	15+78.63	SHARON ROAD	LT															506															
245	C-3	15+78.63	16+19.00	SHARON ROAD	LT																70														
245	C-4	16+02.98	16+47.90	SHARON ROAD	RT																68														
245 - 246	C-5	16+81.27	17+01.27	SHARON ROAD	LT																32														
245 - 246	C-6	16+86.45	17+06.39	SHARON ROAD	RT																38														
246 - 247	C-7	17+01.27	22+98.52	SHARON ROAD	LT															598															
246 - 247	C-8	17+06.39	23+40.10	SHARON ROAD	RT															634															
247	C-9	22+98.52	23+14.54	SHARON ROAD	LT																56														
247	C-10	23+40.10	23+60.08	SHARON ROAD	RT																31														
247	C-11	23+61.56	24+00.04	SHARON ROAD	LT																51														
247	C-12	24+11.65	24+53.40	SHARON ROAD	RT																73														
247 - 248	C-13	24+00.04	28+49.87	SHARON ROAD	LT															468															
247 - 248	C-14	24+53.40	28+23.03	SHARON ROAD	RT															370															
249 - 250	C-15	94+94.95	99+95.24	CHESTER ROAD	LT														555																
244	MB-1	10+54.49		SHARON ROAD	RT	1																													
244	MB-2	10+92.62		SHARON ROAD	RT	1																													
244	MB-3	11+61.75		SHARON ROAD	RT	1																													
245	MB-4	12+31.65		SHARON ROAD	RT	1																													
245	MB-5	13+00.14		SHARON ROAD	RT	1																													
244	BOL-1	11+74.00	11+86.00	SHARON ROAD	LT																													3	
TOTALS CARRIED TO GEN SUM						5	12037.50	9	11	16	6	3	1	2017	2017	13636	390	761	555	###	419	76	80	1590	1	3	2	5	5	28	8	139	27	3	LS

CALCULATED WLC
CHECKED JDH

SUBSUMMARY - ROADWAY

HAM-75-14.61

204
708

SUBSUMMARY - PAVEMENT (1 OF 6)

CALCULATED WLC
CHECKED JDH

STATION RANGE			ROUTE	SIDE	L=LENGTH (FT)	W=WIDTH (FT)	A=LxW=AREA (SF)	202 PAVEMENT REMOVED	202 PAVEMENT REMOVED, ASPHALT	202 WEARING COURSE REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)	204 PROOF ROLLING (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)	204 GEOTEXTILE FABRIC	206 CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	254 PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	301 (6") ASPHALT CONCRETE BASE, PG64-22	301 (10") ASPHALT CONCRETE BASE, PG64-22	301 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	302 (11") ASPHALT CONCRETE BASE, PG64-22	304 (8") AGGREGATE BASE	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.055 GAL/SY FOR NEW ASPHALT)	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	452 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN
								SY	SY	SY	SY	HOUR	HOUR	SY	TON	SY	SY	LS	SY	CY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	MILE
			I-75 SB																																
324+30.61	TO	366+72.56	MAIN FD	LT			160915.43	17879.49		17879.49																									
368+35.50	TO	416+00.00	MAIN FD	LT			191866.73	21318.53		21318.53																									
324+30.61	TO	343+29.07	OUT SHLDR FD	LT			20064.67		2229.41	2229.41																									
350+44.25	TO	366+77.26	OUT SHLDR FD	LT			18072.02		2008.00	2008.00																									
368+39.73	TO	375+69.67	OUT SHLDR FD	LT			8109.06		901.01	901.01																									
379+38.59	TO	416+00.00	OUT SHLDR FD	LT			41055.62		4561.74	4561.74																									
324+30.61	TO	366+68.54	INS SHLDR FD	LT			21437.42		2381.94	2381.94																									
368+31.91	TO	416+00.00	INS SHLDR FD	LT			25521.53		2835.73	2835.73																									
324+00.00	TO	324+30.61	MAIN P&R	LT			2572.00													285.78						31.44	24.29	13.89	15.88	11.91				
324+30.61	TO	358+82.52	MAIN FD	LT	3451.91	48.00	165691.68						6.14		555.76	18410.19	18410.19	LS						5625.33	4091.15	3037.68		894.94		767.09				
359+00.00	TO	366+61.17	MAIN FD	LT	761.17	48.00	36536.16						1.35		122.55	4059.57	4059.57	LS						1240.43	902.13	669.83		197.34		169.15				
368+57.40	TO	416+00.00	MAIN FD	LT	4742.60	48.00	227644.80						8.43		763.56	25293.87	25293.87	LS						7728.68	5620.86	4173.49		1229.56		1053.91				
416+00.00	TO	420+00.00	MAIN P&R	LT			23476													2608.44						286.93	221.72	126.80	144.91	108.69				
324+30.61	TO	333+19.29	AUX. LANE FD	LT	888.68	12.00	10664.16						0.39		35.77	1184.91	1184.91	LS						362.05	263.31	195.51		57.60		49.37				
333+19.29	TO	339+69.29	ACCEL/GORE FD	LT	650.00	18.50	12025.00						0.45		40.33	1336.11	1336.11	LS						408.26	296.91	220.46		64.95		55.67				
339+69.29	TO	347+47.03	ACCEL/GORE FD	LT	777.74	25.00	19443.50						0.72		65.22	2160.39	2160.39	LS						660.12	480.09	356.46		105.02		90.02				
347+47.03	TO	352+39.60	ACCEL/GORE FD	LT			15104						0.56		50.66	1678.22	1678.22	LS						512.79	372.94	276.91		81.58		69.93				
380+22.10	TO	390+26.39	ACCEL/GORE FD	LT			26776						0.99		89.81	2975.11	2975.11	LS						909.06	661.14	490.89		144.62		123.96				
390+26.39	TO	416+00.00	ACCEL/GORE FD	LT	2573.61	12.00	30883.32						1.14		103.59	3431.48	3431.48	LS						1048.51	762.55	566.19		166.81		142.98				
366+42.63	TO	366+72.63	REAR APP SL FD	LT	30.00	85.00	2550.00				283.33		0.09												62.96									
366+42.63	TO	366+72.63	INS SHLDR 18" EC	LT	30.00	1.50	45.00				5.00		0.00												1.11									
368+08.85	TO	368+38.85	FWD APP SL FD	LT	30.00	85.00	2550.00				283.33		0.09												62.96									
368+08.85	TO	368+38.85	OUT SHLDR 18" EC	LT	30.00	1.50	45.00				5.00		0.00												1.11									
324+30.61	TO	327+65.31	INS SHLDR FD	LT	334.70	12.00	4016.40						0.15		13.47	446.27	446.27	LS						136.36	99.17	73.63		21.69		18.59				
327+65.31	TO	330+00.00	INS SHLDR FD	LT	234.69	15.22	3570.81						0.13		11.98	396.76	396.76	LS						121.23	88.17	65.46		19.29		16.53				
330+00.00	TO	336+46.07	INS SHLDR FD	LT	646.07	12.00	7752.84						0.29		26.00	861.43	861.43	LS						263.21	191.43	142.14		41.87		35.89				
324+30.61	TO	336+46.07	INS SHLDR FD 4" EC	LT	1215.46	0.33	405.15																	6.88		2.48								
324+30.61	TO	336+46.07	INS SHLDR FD 10" EC	LT	1215.46	0.83	1012.88																	17.19										
324+30.61	TO	336+46.07	INS SHLDR FD 16" EC	LT	1215.46	1.33	1620.61																		40.02									
324+30.61	TO	336+46.07	INS SHLDR FD 18" EC	LT	1215.46	1.50	1823.19						0.07		6.12	202.58	202.58	LS						265.56	193.14	143.40		42.25		36.21				
337+23.16	TO	343+75.00	INS SHLDR FD	LT	651.84	12.00	7822.08						0.29		26.24	869.12	869.12	LS						818.90	595.56	442.21		130.28		111.67				
343+75.00	TO	358+82.52	INS SHLDR FD	LT	1507.52	16.00	24120.32						0.89		80.90	2680.04	2680.04	LS						12.22		4.40								
337+23.16	TO	358+82.52	INS SHLDR FD 4" EC	LT	2159.36	0.33	719.79																	30.55										
337+23.16	TO	358+82.52	INS SHLDR FD 10" EC	LT	2159.36	0.83	1799.47																		71.09									
337+23.16	TO	358+82.52	INS SHLDR FD 16" EC	LT	2159.36	1.33	2879.15																											
337+23.16	TO	358+82.52	INS SHLDR FD 18" EC	LT	2159.36	1.50	3239.04						0.12		10.86	359.89	359.89	LS						255.76	186.01	138.11		40.69		34.88				
359+00.00	TO	363+70.83	INS SHLDR FD	LT	470.83	16.00	7533.28						0.28		25.27	837.03	837.03	LS						31.42	22.85	16.97		5.00		4.28				
363+70.83	TO	364+25.00	INS SHLDR FD	LT	54.17	17.09	925.49						0.03		3.10	102.83	102.83	LS						141.91	103.21	76.63		22.58		19.35				
364+25.00	TO	366+55.04	INS SHLDR FD	LT	230.04	18.17	4179.83						0.15		14.02	464.43	464.43	LS						4.27		1.54								
359+00.00	TO	366+55.04	INS SHLDR FD 4" EC	LT	755.04	0.33	251.68																	10.68										
359+00.00	TO	366+55.04	INS SHLDR FD 10" EC	LT	755.04	0.83	629.20																		24.86									
359+00.00	TO	366+55.04	INS SHLDR FD 16" EC	LT	755.04	1.33	1006.72																											
359+00.00	TO	366+55.04	INS SHLDR FD 18" EC	LT	755.04	1.50	1132.56						0.04		3.80	125.84	125.84	LS						122.60	89.16	66.20		19.50		16.72				
368+51.26	TO	370+50.00	INS SHLDR FD	LT	198.74	18.17	3611.11						0.13		12.11	401.23	401.23	LS						6.33	4.61	3.42		1.01		0.86				
370+50.00	TO	370+60.92	INS SHLDR FD	LT	10.92	17.09	186.57						0.01		0.63	20.73	20.73	LS						713.82	519.14	385.46		113.56		97.34				
370+60.92	TO	383+75.00	INS SHLDR FD	LT	1314.08	16.00	21025.28						0.78		70.52	2336.14	2336.14	LS						358.91	261.03	193.81		57.10		48.94				
383+75.00	TO	392+55.97	INS SHLDR FD	LT	880.97	12.00	10571.64						0.39		35.46	1174.63	1174.63	LS						13.61		4.90								
368+51.26	TO	392+55.97	INS SHLDR FD 4" EC	LT	2404.71	0.33	801.57																	34.02										
368+51.26	TO	392+55.97	INS SHLDR FD 10" EC	LT	2404.71	0.83	2003.93																		79.17									
368+51.26	TO	392+55.97	INS SHLDR FD 16" EC	LT	2404.71	1.33	3206.28																											
368+51.26	TO	392+55.97	INS SHLDR FD 18" EC	LT	2404.71	1.50	3607.07						0.13		12.10	400.79	400.79	LS						917.64	667.37	495.53		145.99		125.13				
393+47.61	TO	416+00.00	INS SHLDR FD	LT	2252.39	12.00	27028.68						1.00		90.66	3003.19	3003.19	LS						197.55	143.68	106.68		31.43		26.94				
416+00.00	TO	420+00.00	INS SHLDR FD WID	LT			5818.89						0.22		19.52	646.54	646.54	LS						15.01		5.40								
393+47.61	TO	420+00.00	INS SHLDR FD 4" EC	LT	2652.39	0.33	884.13																	37.52										
393+47.61	TO	420+00.00	INS SHLDR FD 10" EC	LT	2652.39	0.83	2210.33																		87.32									
393+47.61	TO	420+00.00	INS SHLDR FD 16" EC	LT	2652.39	1.33	3536.52																											
393+47.61	TO	420+00.00	INS SHLDR FD 18" EC	LT	2652.39	1.50	3978.59						0.15		13.34	442.07	442.07	LS						362.05	263.31	195.51		57.60		49.37				
324+30.61	TO	333+19.29	OUT SHLDR FD	LT	888.68	12.00	10664.16						0.39		35.77	1184.91	1184.91	LS						37.35	27.16	20.17		5.94		5.09				
333+19.29	TO	334+19.29	OUT SHLDR FD	LT	100.00	11.00	1100.00						0.04		3.69	122.22	122.22	LS																	
SUBTOTALS CARRIED TO SHEET 208								39,199	14,918	54,116	577	0	27	0	2,343	77,609	77,609	LS	2,895	0	0	0	23,428	17,337	12,890	247	3,839	161	3,291	0	0	0	0	0.00

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SUBSUMMARY - PAVEMENT (2 OF 6)

CALCULATED WLC
CHECKED JDH

STATION RANGE			ROUTE	SIDE	L=LENGTH (FT)	W=WIDTH (FT)	A=LxW=AREA (SF)	202 PAVEMENT REMOVED	202 PAVEMENT REMOVED, ASPHALT	202 WEARING COURSE REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)	204 PROOF ROLLING (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)	204 GEOTEXTILE FABRIC	206 CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	254 PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	301 (6") ASPHALT CONCRETE BASE, PG64-22	301 (10") ASPHALT CONCRETE BASE, PG64-22	301 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	302 (11") ASPHALT CONCRETE BASE, PG64-22	304 (8") AGGREGATE BASE	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.055 GAL/SY FOR NEW ASPHALT)	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	452 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN
								SY	SY	SY	SY	HOUR	HOUR	SY	TON	SY	SY	LS	SY	CY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	MILE
			I-75 SB																																
334+19.29	TO	351+06.10	OUT SHLDR FD	LT	1686.81	10.00	16868.10						0.62		56.58	1874.23	1874.23	LS					572.68	416.50	309.25		91.11		78.09					
351+06.10	TO	351+80.28	OUT SHLDR FD	LT	74.18	12.50	927.25						0.03		3.11	103.03	103.03	LS					31.48	22.90	17.00		5.01		4.29					
351+80.28	TO	352+39.60	OUT SHLDR FD	LT	59.32	15.00	889.80						0.03		2.98	98.87	98.87	LS					30.21	21.97	16.31		4.81		4.12					
352+39.60	TO	358+82.52	OUT SHLDR FD	LT	642.92	12.00	7715.04						0.29		25.88	857.23	857.23	LS					261.93	190.49	141.44		41.67		35.72					
324+30.61	TO	358+82.52	OUT SHLDR FD 4" EC	LT	3451.91	0.33	1150.64																19.53		7.03									
324+30.61	TO	358+82.52	OUT SHLDR FD 10" EC	LT	3451.91	0.83	2876.59																48.83											
324+30.61	TO	358+82.52	OUT SHLDR FD 16" EC	LT	3451.91	1.33	4602.55																	113.64										
324+30.61	TO	358+82.52	OUT SHLDR FD 18" EC	LT	3451.91	1.50	5177.86						0.19		17.37	575.32	575.32	LS																
359+00.00	TO	365+93.83	OUT SHLDR FD	LT	693.83	12.00	8325.96						0.31		27.93	925.11	925.11	LS					282.67	205.58	152.64		44.97		38.55					
365+93.83	TO	366+43.83	OUT SHLDR FD	LT	50.00	13.00	650.00						0.02		2.18	72.22	72.22	LS					22.07	16.05	11.92		3.51		3.01					
366+43.83	TO	366+66.92	OUT SHLDR FD	LT	23.09	14.00	323.26						0.01		1.08	35.92	35.92	LS					10.97	7.98	5.93		1.75		1.50					
359+00.00	TO	366+66.92	OUT SHLDR FD 4" EC	LT	766.92	0.33	255.64																4.34		1.56									
359+00.00	TO	366+66.92	OUT SHLDR FD 10" EC	LT	766.92	0.83	639.10																10.85											
359+00.00	TO	366+66.92	OUT SHLDR FD 16" EC	LT	766.92	1.33	1022.56																	25.25										
359+00.00	TO	366+66.92	OUT SHLDR FD 18" EC	LT	766.92	1.50	1150.38						0.04		3.86	127.82	127.82	LS																
368+63.14	TO	369+43.42	OUT SHLDR FD	LT	80.28	14.00	1123.92						0.04		3.77	124.88	124.88	LS					38.16	27.75	20.61		6.07		5.20					
369+43.42	TO	369+53.42	OUT SHLDR FD	LT	10.00	13.00	130.00						0.00		0.44	14.44	14.44	LS					4.41	3.21	2.38		0.70		0.60					
369+53.42	TO	380+22.10	OUT SHLDR FD	LT	1068.68	12.00	12824.16						0.47		43.01	1424.91	1424.91	LS					435.39	316.65	235.11		69.27		59.37					
380+22.10	TO	389+76.39	OUT SHLDR FD WID	LT	954.29	10.00	9542.90						0.35		32.01	1060.32	1060.32	LS					323.99	235.63	174.95		51.54		44.18					
389+76.39	TO	390+26.39	OUT SHLDR FD WID	LT	50.00	11.00	550.00						0.02		1.84	61.11	61.11	LS					18.67	13.58	10.08		2.97		2.55					
390+26.39	TO	409+85.00	OUT SHLDR FD	LT	1958.61	12.00	23503.32						0.87		78.83	2611.48	2611.48	LS					797.95	580.33	430.89		126.95		108.81					
409+85.00	TO	411+25.00	OUT SHLDR FD	LT	140.00	11.00	1540.00						0.06		5.17	171.11	171.11	LS					52.28	38.02	28.23		8.32		7.13					
411+25.00	TO	416+00.00	OUT SHLDR FD	LT	475.00	10.00	4750.00						0.18		15.93	527.78	527.78	LS					161.27	117.28	87.08		25.66		21.99					
416+00.00	TO	420+00.00	OUT SHLDR FD WID	LT			3561.45						0.13		11.95	395.72	395.72	LS					120.91	87.94	65.29		19.24		16.49					
368+63.14	TO	420+00.00	OUT SHLDR FD 4" EC	LT	5136.86	0.33	1712.29																29.07		10.46									
368+63.14	TO	420+00.00	OUT SHLDR FD 10" EC	LT	5136.86	0.83	4280.72																72.67											
368+63.14	TO	420+00.00	OUT SHLDR FD 16" EC	LT	5136.86	1.33	6849.15																	169.11										
368+63.14	TO	420+00.00	OUT SHLDR FD 18" EC	LT	5136.86	1.50	7705.29						0.29		25.84	856.14	856.14	LS																
324+00.00	TO	358+82.52	OUT SHLDR FD	LT	3482.52																												0.66
359+00.00	TO	366+42.63	OUT SHLDR FD	LT	742.63																												0.14
368+38.85	TO	420+00.00	OUT SHLDR FD	LT	5161.15																												0.98
324+00.00	TO	336+46.07	INS SHLDR FD	LT	1246.07																												0.24
337+23.16	TO	366+42.63	INS SHLDR FD	LT	2919.47																												0.55
368+38.85	TO	392+55.97	INS SHLDR FD	LT	2417.12																												0.46
393+47.61	TO	420+00.00	INS SHLDR FD	LT	2652.39																												0.50
336+50.59	TO	337+28.46	U-TURN FD	LT			1800.00						0.07		6.04	200.00	200.00	LS					61.11	44.44	33.00		9.72		8.33					
336+50.59	TO	337+28.46	U-TURN FD 4" EC	LT	92.00	0.33	30.67																0.52		0.19									
336+50.59	TO	337+28.46	U-TURN FD 10" EC	LT	92.00	0.83	76.67																1.30											
336+50.59	TO	337+28.46	U-TURN FD 16" EC	LT	92.00	1.33	122.67																	3.03										
336+50.59	TO	337+28.46	U-TURN FD 18" EC	LT	92.00	1.50	138.00						0.01		0.46	15.33	15.33	LS																
392+55.97	TO	393+47.61	U-TURN FD	LT			1801.00						0.07		6.04	200.11	200.11	LS					61.15	44.47	33.02		9.73		8.34					
392+55.97	TO	393+47.61	U-TURN FD 4" EC	LT	180.00	0.33	60.00																1.02		1.10									
392+55.97	TO	393+47.61	U-TURN FD 10" EC	LT	180.00	0.83	150.00																2.55											
392+55.97	TO	393+47.61	U-TURN FD 16" EC	LT	180.00	1.33	240.00																	5.93										
392+55.97	TO	393+47.61	U-TURN FD 18" EC	LT	180.00	1.50	270.00						0.01		0.91	30.00	30.00	LS																
P&R=PLANING & RESURFACING, FD=FULL DEPTH, WID=WIDENING, EC=EDGE COURSE																																		
SUBTOTALS THIS SHEET								0	0	0	0	0	5	0	374	12,364	12,364	LS	0	0	0	0	3,478	2,708	1,796	0	523	0	449	0	0	0	0	3.53
TOTALS CARRIED FROM 207								39,199	14,918	54,116	577	0	27	0	2,343	77,609	77,609	LS	2,895	0	0	0	23,428	17,337	12,890	247	3,839	161	3,291	0	0	0	0	0.00
TOTALS CARRIED TO SHEET 212								39,199	14,918	54,116	577	0	32	0	2,717	89,973	89,973	LS	2,895	0	0	0	26,906	20,045	14,686	247	4,362	161	3,740	0	0	0	0	3.53

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SUBSUMMARY - PAVEMENT (3 OF 6)

CALCULATED WLC
CHECKED JDH

STATION RANGE			ROUTE	SIDE	L=LENGTH (FT)	W=WIDTH (FT)	A=LxW=AREA (SF)	202 PAVEMENT REMOVED	202 PAVEMENT REMOVED, ASPHALT	202 WEARING COURSE REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)	204 PROOF ROLLING (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)	204 GEOTEXTILE FABRIC	206 CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	254 PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	301 (6") ASPHALT CONCRETE BASE, PG64-22	301 (10") ASPHALT CONCRETE BASE, PG64-22	301 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	302 (11") ASPHALT CONCRETE BASE, PG64-22	304 (8") AGGREGATE BASE	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.055 GAL/SY FOR NEW ASPHALT)	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	452 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN
								SY	SY	SY	SY	HOUR	HOUR	SY	TON	SY	SY	LS	SY	CY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	MILE
			I-75 NB																																
337+12.25	TO	366+32.20	MAIN FD	RT			116405.75	12933.97		12933.97																									
367+95.36	TO	412+00.00	MAIN FD	RT			176473.36	19608.15		19608.15																									
337+12.25	TO	366+36.18	INS SHLDR FD	RT			15464.50		1718.28	1718.28																									
367+99.13	TO	412+00.00	INS SHLDR FD	RT			25094.34		2788.26	2788.26																									
337+12.25	TO	349+84.11	OUT SHLDR FD	RT			14211.36		1579.04	1579.04																									
353+02.66	TO	366+27.51	OUT SHLDR FD	RT			15141.22		1682.36	1682.36																									
367+91.00	TO	375+90.95	OUT SHLDR FD	RT			8882.35		986.93	986.93																									
383+17.52	TO	412+00.00	OUT SHLDR FD	RT			30999.27		3444.36	3444.36																									
337+12.25	TO	359+17.48	MAIN FD	RT	2205.23	48.00	105851.04						3.92		355.04	11761.23	11761.23	LS						3593.71	2613.61	1940.60		571.73		490.05					
359+00.00	TO	366+24.08	MAIN FD	RT	724.08	48.00	34755.84						1.29		116.58	3861.76	3861.76	LS						1179.98	858.17	637.19		187.72		160.91					
368+20.31	TO	409+85.00	MAIN FD	RT	4164.69	48.00	199905.12						7.40		670.52	22211.68	22211.68	LS						6786.90	4935.93	3664.93		1079.73		925.49					
409+85.00	TO	412+00.00	MAIN FD	RT	215.00	48.00	10320.00						0.38		34.62	1146.67	1146.67	LS						350.37	254.81	189.20		55.74							
412+00.00	TO	420+00.00	MAIN P&R	RT			41107.00													4567.44						502.42	388.23	222.03	253.75	190.31				
337+12.25	TO	347+62.45	AUX. LANE FD	RT	1050.20	12.00	12602.40						0.47		42.27	1400.27	1400.27	LS						427.86	311.17	231.04		68.07		58.34					
394+39.26	TO	408+22.55	AUX. LANE FD	RT	1383.29	12.00	16599.48						0.61		55.68	1844.39	1844.39	LS						563.56	409.86	304.32		89.66		76.85					
347+62.45	TO	356+71.18	DECEL/GORE FD	RT			21807.00						0.81		73.14	2423.00	2423.00	LS						740.36	538.44	399.80		117.78		100.96					
408+22.55	TO	412+00.00	DECEL/GORE FD	RT			4981.00						0.18		16.71	553.44	553.44	LS						169.11	122.99	91.32		26.90		23.06					
376+27.58	TO	380+19.26	ACCEL/GORE FD	RT			17785.00						0.66		59.65	1976.11	1976.11	LS						603.81	439.14	326.06		96.06		82.34					
380+19.26	TO	387+89.26	ACCEL/GORE FD	RT	770.00	25.00	19250.00						0.71		64.57	2138.89	2138.89	LS						653.55	475.31	352.92		103.97		89.12					
387+89.26	TO	394+39.26	ACCEL/GORE FD	RT	650.00	18.50	12025.00						0.45		40.33	1336.11	1336.11	LS						408.26	296.91	220.46		64.95		55.67					
366+42.63	TO	366+72.63	REAR APP SL FD	RT	30.00	85.00	2550.00				283.33		0.09												62.96										
366+42.63	TO	366+72.63	INS SHLDR 18" EC	RT	30.00	1.50	45.00				5.00		0.00												1.11										
368+08.85	TO	368+38.85	FWD APP SL FD	RT	30.00	85.00	2550.00				283.33		0.09												62.96										
368+08.85	TO	368+38.85	OUT SHLDR 18" EC	RT	30.00	1.50	45.00				5.00		0.00												1.11										
337+12.25	TO	345+50.00	INS SHLDR FD	RT	837.75	12.00	10053.00						0.37		33.72	1117.00	1117.00	LS						341.31	248.22	184.31		54.30		46.54					
345+50.00	TO	359+17.48	INS SHLDR FD	RT	1367.48	16.00	21879.68						0.81		73.39	2431.08	2431.08	LS						742.83	540.24	401.13		118.18		101.29					
337+12.25	TO	359+17.48	INS SHLDR FD 4" EC	RT	2205.23	0.33	735.08																	12.48		4.49									
337+12.25	TO	359+17.48	INS SHLDR FD 10" EC	RT	2205.23	0.83	1837.69																	31.20											
337+12.25	TO	359+17.48	INS SHLDR FD 16" EC	RT	2205.23	1.33	2940.31																		72.60										
337+12.25	TO	359+17.48	INS SHLDR FD 18" EC	RT	2205.23	1.50	3307.85						0.12		11.10	367.54	367.54	LS																	
359+00.00	TO	364+15.00	INS SHLDR FD	RT	515.00	16.00	8240.00						0.31		27.64	915.56	915.56	LS						279.75	203.46	151.07		44.51		38.15					
364+15.00	TO	364+25.00	INS SHLDR FD	RT	10.00	17.09	170.85						0.01		0.57	18.98	18.98	LS						5.80	4.22	3.13		0.92		0.79					
364+25.00	TO	366+30.22	INS SHLDR FD	RT	205.22	18.17	3728.85						0.14		12.51	414.32	414.32	LS						126.60	92.07	68.36		20.14		17.26					
359+00.00	TO	366+30.22	INS SHLDR FD 4" EC	RT	730.22	0.33	243.41																	4.13		1.49									
359+00.00	TO	366+30.22	INS SHLDR FD 10" EC	RT	730.22	0.83	608.52																	10.33											
359+00.00	TO	366+30.22	INS SHLDR FD 16" EC	RT	730.22	1.33	973.63																		24.04										
359+00.00	TO	366+30.22	INS SHLDR FD 18" EC	RT	730.22	1.50	1095.33						0.04		3.67	121.70	121.70	LS																	
368+26.44	TO	370+50.00	INS SHLDR FD	RT	223.56	18.17	4062.09						0.15		13.62	451.34	451.34	LS						137.91	100.30	74.47		21.94		18.81					
370+50.00	TO	371+04.65	INS SHLDR FD	RT	54.65	17.09	933.70						0.03		3.13	103.74	103.74	LS						31.70	23.05	17.12		5.04		4.32					
371+04.65	TO	383+75.00	INS SHLDR FD	RT	1270.35	16.00	20325.60						0.75		68.18	2258.40	2258.40	LS						690.07	501.87	372.64		109.78		94.10					
383+75.00	TO	392+02.39	INS SHLDR FD	RT	827.39	12.00	9928.68						0.37		33.30	1103.19	1103.19	LS						337.08	245.15	182.03		53.63		45.97					
392+94.03	TO	412+00.00	INS SHLDR FD	RT	1905.97	12.00	22871.64						0.85		76.72	2541.29	2541.29	LS						776.51	564.73	419.31		123.54		105.89					
368+26.44	TO	412+00.00	INS SHLDR FD 4" EC	RT	4373.56	0.33	1457.85																	24.75		8.91									
368+26.44	TO	412+00.00	INS SHLDR FD 10" EC	RT	4373.56	0.83	3644.63																	61.87											
368+26.44	TO	412+00.00	INS SHLDR FD 16" EC	RT	4373.56	1.33	5831.41																		143.99										
368+26.44	TO	412+00.00	INS SHLDR FD 18" EC	RT	4373.56	1.50	6560.34						0.24		22.00	728.93	728.93	LS																	
412+00.00	TO	420+00.00	INS SHLDR FD WID	RT			14517.00						0.54		48.69	1613.00	1613.00	LS						492.86	358.44	266.15		78.41		67.21					
412+00.00	TO	420+00.00	INS SHLDR FD 4" EC	RT	800.00	0.33	266.67																	4.53		1.63									
412+00.00	TO	420+00.00	INS SHLDR FD 10" EC	RT	800.00	0.83	666.67																	11.32											
412+00.00	TO	420+00.00	INS SHLDR FD 16" EC	RT	800.00	1.33	1066.67																		26.34										
412+00.00	TO	420+00.00	INS SHLDR FD 18" EC	RT	800.00	1.50	1200.00						0.04		4.03	133.33	133.33	LS																	
337+12.25	TO	347+62.45	OUT SHLDR FD	RT	1050.20	12.00	12602.40						0.47		42.27	1400.27	1400.27	LS						427.86	311.17	231.04		68.07		58.34					
347+62.45	TO	348+12.42	OUT SHLDR FD	RT	49.97	11.00	549.67						0.02		1.84	61.07	61.07	LS						18.66	13.57	10.08		2.97		2.54					
348+12.42	TO	356+71.18	OUT SHLDR FD	RT	858.76	10.00	8587.60						0.32		28.80	954.18	954.18	LS						291.55	212.04	157.44		46.38		39.76					
356+71.18	TO	359+17.48	OUT SHLDR FD	RT	246.30	12.00	2955.60						0.11		9.91	328.40	328.40	LS						100.34	72.98	54.19		15.96		13.68					
337+12.25	TO	359+17.48	OUT SHLDR FD 4" EC	RT	2205.23	0.33	735.08																	12.48		4.49									
337+12.25	TO	359+17.48	OUT SHLDRFD 10" EC	RT	2205.23	0.83	1837.69																	31.20											
337+12.25	TO	359+17.48	OUT SHLDR FD 16" EC	RT	2205.23	1.33	2940.31																		72.60										
337+12.25	TO	359+17.48	OUT SHLDR FD 18" EC	RT	2205.23	1.50	3307.85						0.12		11.10	367.54	367.54	LS																	
SUBTOTALS CARRIED TO SHEET 210								32,543	12,200	44,742	577	0	23	0	2,056	68,085	68,085	LS	4,568	0	0	0	20,483	15,216	11,474	389	3,449	254	2,908	0	0	0	0	0.00

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STATION RANGE			ROUTE	SIDE	L=LENGTH (FT)	W=WIDTH (FT)	A=LxW=AREA (SF)	202 PAVEMENT REMOVED	202 PAVEMENT REMOVED, ASPHALT	202 WEARING COURSE REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)	204 PROOF ROLLING (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)	204 GEOTEXTILE FABRIC	206 CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	254 PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	301 (6") ASPHALT CONCRETE BASE, PG64-22	301 (10") ASPHALT CONCRETE BASE, PG64-22	301 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	302 (11") ASPHALT CONCRETE BASE, PG64-22	304 (8") AGGREGATE BASE	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.055 GAL/SY FOR NEW ASPHALT)	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	452 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN
								SY	SY	SY	SY	HOUR	HOUR	SY	TON	SY	SY	LS	SY	CY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	MILE
			I-75 NB																																	
359+00.00	TO	365+82.64	OUT SHLDR FD	RT	682.64	12.00	8191.68						0.30		27.48	910.19	910.19	LS						278.11	202.26	150.18		44.25		37.92					
365+82.64	TO	365+92.64	OUT SHLDR FD	RT	10.00	13.00	130.00						0.00		0.44	14.44	14.44	LS						4.41	3.21	2.38		0.70		0.60					
365+92.64	TO	366+18.34	OUT SHLDR FD	RT	25.70	14.00	359.80						0.01		1.21	39.98	39.98	LS						12.22	8.88	6.60		1.94		1.67					
359+00.00	TO	366+18.34	OUT SHLDR FD 4" EC	RT	718.34	0.33	239.45																	4.06		1.46									
359+00.00	TO	366+18.34	OUT SHLDRFD 10" EC	RT	718.34	0.83	598.62																	10.16											
359+00.00	TO	366+18.34	OUT SHLDR FD 16" EC	RT	718.34	1.33	957.79																		23.65										
359+00.00	TO	366+18.34	OUT SHLDR FD 18" EC	RT	718.34	1.50	1077.51						0.04		3.61	119.72	119.72	LS																	
368+14.56	TO	369+00.00	OUT SHLDR FD	RT	85.44	14.00	1196.16						0.04		4.01	132.91	132.91	LS						40.61	29.53	21.93		6.46		5.54					
369+00.00	TO	369+50.00	OUT SHLDR FD	RT	50.00	13.00	650.00						0.02		2.18	72.22	72.22	LS						22.07	16.05	11.92		3.51		3.01					
369+50.00	TO	376+27.58	OUT SHLDR FD	RT	677.58	12.00	8130.96						0.30		27.27	903.44	903.44	LS						276.05	200.76	149.07		43.92		37.64					
376+27.58	TO	376+71.41	OUT SHLDR FD	RT	43.83	15.00	657.45						0.02		2.21	73.05	73.05	LS						22.32	16.23	12.05		3.55		3.04					
376+71.41	TO	377+45.63	OUT SHLDR FD	RT	74.22	12.50	927.75						0.03		3.11	103.08	103.08	LS						31.50	22.91	17.01		5.01		4.30					
377+45.63	TO	393+39.26	OUT SHLDR FD	RT	1593.63	10.00	15936.30						0.59		53.45	1770.70	1770.70	LS						541.05	393.49	292.17		86.08		73.78					
393+39.26	TO	394+39.26	OUT SHLDR FD	RT	100.00	11.00	1100.00						0.04		3.69	122.22	122.22	LS						37.35	27.16	20.17		5.94		5.09					
394+39.26	TO	408+22.55	OUT SHLDR FD	RT	1383.29	12.00	16599.48						0.61		55.68	1844.39	1844.39	LS						563.56	409.86	304.32		89.66		76.85					
408+22.55	TO	408+72.52	OUT SHLDR FD	RT	49.97	11.00	549.67						0.02		1.84	61.07	61.07	LS						18.66	13.57	10.08		2.97		2.54					
408+72.52	TO	412+00.00	OUT SHLDR FD	RT	327.48	10.00	3274.80						0.12		10.98	363.87	363.87	LS						111.18	80.86	60.04		17.69		15.16					
368+14.56	TO	412+00.00	OUT SHLDR FD 4" EC	RT	4385.44	0.33	1461.81																	24.81		8.93									
368+14.56	TO	412+00.00	OUT SHLDRFD 10" EC	RT	4385.44	0.83	3654.53																	62.04											
368+14.56	TO	412+00.00	OUT SHLDR FD 16" EC	RT	4385.44	1.33	5847.25																		144.38										
368+14.56	TO	412+00.00	OUT SHLDR FD 18" EC	RT	4385.44	1.50	6578.16						0.24		22.06	730.91	730.91	LS						238.06	173.14	128.55		37.87		32.46					
412+00.00	TO	416+98.59	OUT SHLDR FD WID	RT			7012.00						0.26		23.52	779.11	779.11	LS																	
412+00.00	TO	416+98.59	OUT SHLDR FD 4" EC	RT	498.59	0.33	166.20																	2.82		1.02									
412+00.00	TO	416+98.59	OUT SHLDRFD 10" EC	RT	498.59	0.83	415.49																	7.05											
412+00.00	TO	416+98.59	OUT SHLDR FD 16" EC	RT	498.59	1.33	664.79																		16.41										
412+00.00	TO	416+98.59	OUT SHLDR FD 18" EC	RT	498.59	1.50	747.88						0.03		2.51	83.10	83.10	LS																	
417+00.00	TO	420+00.00	GORE FD WID	RT			4812.00						0.18		16.14	534.67	534.67	LS						163.37	118.81	88.22		25.99		22.28					
412+00.00	TO	416+98.59	OUT SHLDR FD 4" EC	RT	498.59	0.33	166.20																	2.82		1.02									
412+00.00	TO	416+98.59	OUT SHLDRFD 10" EC	RT	498.59	0.83	415.49																	7.05											
412+00.00	TO	416+98.59	OUT SHLDR FD 16" EC	RT	498.59	1.33	664.79																		16.41										
412+00.00	TO	416+98.59	OUT SHLDR FD 18" EC	RT	498.59	1.50	747.88						0.03		2.51	83.10	83.10	LS																	
337+12.25	TO	359+17.48	OUT SHLDR FD	RT	2205.23																													0.42
359+00.00	TO	366+42.63	OUT SHLDR FD	RT	742.63																													0.14
368+38.85	TO	420+00.00	OUT SHLDR FD	RT	5161.15																													0.98
337+12.25	TO	359+17.48	INS SHLDR FD	RT	2205.23																													0.42
359+00.00	TO	366+42.63	INS SHLDR FD	RT	742.63																													0.14
368+38.85	TO	392+02.39	INS SHLDR FD	RT	2363.54																													0.45
392+94.03	TO	420+00.00	INS SHLDR FD	RT	2705.97																													0.51
336+33.32	TO	337+12.25	U-TURN FD	RT			1800.00						0.07		6.04	200.00	200.00	LS						61.11	44.44	33.00		9.72		8.33					
336+33.32	TO	337+12.25	U-TURN FD 4" EC	RT	92.00	0.33	30.67																	0.52		0.19									
336+33.32	TO	337+12.25	U-TURN FD 10" EC	RT	92.00	0.83	76.67																	1.30											
336+33.32	TO	337+12.25	U-TURN FD 16" EC	RT	92.00	1.33	122.67																		3.03										
336+33.32	TO	337+12.25	U-TURN FD 18" EC	RT	92.00	1.50	138.00						0.01		0.46	15.33	15.33	LS																	
392+02.39	TO	392+94.03	U-TURN FD	RT			2779.00						0.10		9.32	308.78	308.78	LS						94.35	68.62	50.95		15.01		12.87					
392+02.39	TO	392+94.03	U-TURN FD 4" EC	RT	180.00	0.33	60.00																	1.02		1.10									
392+02.39	TO	392+94.03	U-TURN FD 10" EC	RT	180.00	0.83	150.00																	2.55											
392+02.39	TO	392+94.03	U-TURN FD 16" EC	RT	180.00	1.33	240.00																		5.93										
392+02.39	TO	392+94.03	U-TURN FD 18" EC	RT	180.00	1.50	270.00						0.01		0.91	30.00	30.00	LS																	
P&R=PLANING & RESURFACING, FD=FULL DEPTH, WID=WIDENING, EC=EDGE COURSE																																				
SUBTOTALS THIS SHEET								0	0	0	0	0	4	0	281	9,297	9,297	LS	0	0	0	0	2,643	2,040	1,373	0	401	0	344	0	0	0	0	3.05
TOTALS CARRIED FROM 209								32,543	12,200	44,742	577	0	23	0	2,056	68,085	68,085	LS	4,568	0	0	0	20,483	15,216	11,474	389	3,449	254	2,908	0	0	0	0	0.00
TOTALS CARRIED TO SHEET 212								32,543	12,200	44,742	577	0	27	0	2,337	77,382	77,382	LS	4,568	0	0	0	23,126	17,256	12,847	389	3,850	254	3,252	0	0	0	0	3.05

CALCULATED WLC
CHECKED JDH

SUBSUMMARY - PAVEMENT (4 OF 6)

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SUBSUMMARY - PAVEMENT (5 OF 6)

CALCULATED WLC
CHECKED JDH

STATION RANGE			ROUTE	SIDE	L=LENGTH (FT)	W=WIDTH (FT)	A=LxW=AREA (SF)	202 PAVEMENT REMOVED	202 PAVEMENT REMOVED, ASPHALT	202 WEARING COURSE REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)	204 PROOF ROLLING (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)	204 GEOTEXTILE FABRIC	206 CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	254 PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	301 (6") ASPHALT CONCRETE BASE, PG64-22	301 (10") ASPHALT CONCRETE BASE, PG64-22	301 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	302 (11") ASPHALT CONCRETE BASE, PG64-22	304 (8") AGGREGATE BASE	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.055 GAL/SY FOR NEW ASPHALT)	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	452 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN
								SY	SY	SY	SY	HOUR	HOUR	SY	TON	SY	SY	LS	SY	CY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	MILE
			RAMP A																																
343+23.26	TO	367+57.83	MAIN	LT/RT			44695.05	4966.12		4966.12																								
343+22.75	TO	367+49.13	INS SHLDR	RT			14448.93		1605.44	1605.44																								
343+22.96	TO	367+72.87	OUT SHLDR	LT/RT			25039.86		2782.21	2782.21																								
366+30.31	TO	367+57.86	MEDIAN SHLDR	LT/RT			1006.60		111.84	111.84																								
352+30.24	TO	367+51.17	MAIN/SHLDR FD	LT/RT			59870.00						2.22		200.81	6652.22	6652.22	LS							1478.27								6652.22	
352+30.24	TO	367+51.17	INS SHLDR 6" EC	RT	1520.93	0.50	760.47																		18.78									
352+30.24	TO	367+51.17	OUT SHLDR 6"EC	LT	1520.93	0.50	760.47																		18.78									
352+30.24	TO	367+51.17	INS SHLDR 18" EC	RT	1520.93	1.50	2281.40						0.08		7.65	253.49	253.49	LS																
352+30.24	TO	367+51.17	OUT SHLDR 18"EC	LT	1520.93	1.50	2281.40						0.08		7.65	253.49	253.49	LS																
			RAMP C																																
368+11.82	TO	379+41.35	MAIN	LT/RT			20790.61	2310.07		2310.07																								
368+13.62	TO	379+41.72	INS SHLDR	RT			8076.01		897.33	897.33																								
368+15.05	TO	379+40.88	OUT SHLDR	LT/RT			10980.47		1220.05	1220.05																								
368+34.09	TO	380+22.92	MAIN/SHLDR FD	LT/RT			54305.00						2.01		182.15	6033.89	6033.89	LS							1340.86								6033.89	
368+34.09	TO	380+22.92	INS SHLDR 6" EC	RT	1188.83	0.50	594.42																		14.68									
368+34.09	TO	380+22.92	OUT SHLDR 6"EC	LT	1188.83	0.50	594.42																		14.68									
368+34.09	TO	380+22.92	INS SHLDR 18" EC	RT	1188.83	1.50	1783.25						0.07		5.98	198.14	198.14	LS																
368+34.09	TO	380+22.92	OUT SHLDR 18"EC	LT	1188.83	1.50	1783.25						0.07		5.98	198.14	198.14	LS																
			RAMP E																																
366+72.45	TO	383+17.33	MAIN	LT/RT			30014.08	3334.90		3334.90																								
366+71.64	TO	383+17.00	INS SHLDR	LT			13115.14		1457.24	1457.24																								
367+11.17	TO	383+17.52	OUT SHLDR	LT/RT			14247.02		1583.00	1583.00																								
366+72.51	TO	367+44.44	MEDIAN SHLDR	RT			760.85		84.54	84.54																								
366+93.35	TO	376+29.48	MAIN/SHLDR FD	LT/RT			44585.00						1.65		149.55	4953.89	4953.89	LS							1100.86								4953.89	
366+93.35	TO	376+29.48	INS SHLDR 6" EC	RT	936.13	0.50	468.07																		11.56									
366+93.35	TO	376+29.48	OUT SHLDR 6"EC	LT	936.13	0.50	468.07																		11.56									
366+93.35	TO	376+29.48	INS SHLDR 18" EC	RT	936.13	1.50	1404.20						0.05		4.71	156.02	156.02	LS																
366+93.35	TO	376+29.48	OUT SHLDR 18"EC	LT	936.13	1.50	1404.20						0.05		4.71	156.02	156.02	LS																
			RAMP G																																
349+84.59	TO	366+80.08	MAIN	LT/RT			36983.83	4109.31		4109.31																								
349+84.96	TO	366+80.21	INS SHLDR	LT/RT			8373.01		930.33	930.33																								
349+84.31	TO	366+70.34	OUT SHLDR	RT			14879.29		1653.25	1653.25																								
356+70.22	TO	366+71.35	MAIN/SHLDR FD	LT/RT			44585.00						1.65		149.55	4953.89	4953.89	LS							1100.86								4953.89	
356+70.22	TO	366+71.35	INS SHLDR 6" EC	RT	1001.13	0.50	500.56																		12.36									
356+70.22	TO	366+71.35	OUT SHLDR 6"EC	LT	1001.13	0.50	500.56																		12.36									
356+70.22	TO	366+71.35	INS SHLDR 18" EC	RT	1001.13	1.50	1501.70						0.06		5.04	166.86	166.86	LS																
356+70.22	TO	366+71.35	OUT SHLDR 18"EC	LT	1001.13	1.50	1501.70						0.06		5.04	166.86	166.86	LS																
P&R=PLANING & RESURFACING, FD=FULL DEPTH, WID=WIDENING, EC=EDGE COURSE																																		
TOTALS CARRIED TO SHEET 212								14,721	12,326	27,046	0	0	9	0	729	24,143	24,143	LS	0	0	0	0	0	5,136	0	0	0	0	0	0	0	22,594	0.00

HAM-75-14.61

STATION RANGE			ROUTE	SIDE	L=LENGTH (FT)	W=WIDTH (FT)	A=LxW=AREA (SF)	202 PAVEMENT REMOVED	202 PAVEMENT REMOVED, ASPHALT	202 WEARING COURSE REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)	204 PROOF ROLLING (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)	204 GEOTEXTILE FABRIC	206 CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	254 PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	301 (6") ASPHALT CONCRETE BASE, PG64-22	301 (10") ASPHALT CONCRETE BASE, PG64-22	301 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	302 (11") ASPHALT CONCRETE BASE, PG64-22	304 (8") AGGREGATE BASE	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.055 GAL/SY FOR NEW ASPHALT)	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	452 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN
								SY	SY	SY	SY	HOUR	HOUR	SY	TON	SY	SY	LS	SY	CY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	MILE
SHARON ROAD																																		
10+75.00	TO	28+51.86	MAIN	LT			8631.09	959.01		959.01																								
9+10.00	TO	28+24.63	MAIN	RT			7023.18	780.35		780.35																								
10+75.00	TO	14+00.00	MAIN P&R	LT	325.00	30.00	9750.00												1083.33			60.19			178.75	92.08				45.14	52.66	60.19		
14+00.00	TO	15+00.00	MAIN P&R	LT	100.00	24.00	2400.00												266.67			14.81			44.00	22.67				11.11	12.96	14.81		
15+00.00	TO	28+22.95	MAIN P&R	LT	1322.95	25.00	33073.75												3674.86			204.16			606.35	312.36				153.12	178.64	204.16		
28+22.95	TO	29+16.67	MAIN P&R	LT			2348.00												260.89			14.49			43.05	22.18				10.87	12.68	14.49		
9+10.00	TO	13+00.00	MAIN P&R	RT	390.00	21.50	8385.00												931.67			51.76			153.73	79.19				38.82	45.29	51.76		
13+00.00	TO	16+75.00	MAIN P&R	RT	375.00	22.75	8531.25												947.92			52.66			156.41	80.57				39.50	46.08	52.66		
16+75.00	TO	24+50.00	MAIN P&R	RT	775.00	24.00	18600.00												2066.67			114.81			341.00	175.67				86.11	100.46	114.81		
24+50.00	TO	28+00.00	MAIN P&R	RT	350.00	28.00	9800.00												1088.89			60.49			179.67	92.56				45.37	52.93	60.49		
10+75.00	TO	15+79.22	MAIN FD WID	LT			10813.00				1201.44	0.60		1201.44							333.73			266.99	198.24				50.06	58.40			
10+75.00	TO	15+79.22	C&G 40" EC	LT	504.22	3.33	1680.73				186.75	0.09		186.75										41.50										
15+79.22	TO	23+97.11	MAIN FD WID	LT	817.89	24.00	19629.36				2181.04	1.09		2181.04							605.84			484.68	359.87				90.88	106.02			
15+79.22	TO	23+97.11	C&G 40" EC	LT	817.89	3.33	2726.30				302.92	0.15		302.92										67.32										
23+97.11	TO	28+51.86	MAIN FD WID	LT			10011.00				1112.33	0.56		1112.33							308.98			247.19	183.54				46.35	54.07			
23+97.11	TO	28+51.86	C&G 40" EC	LT	454.75	3.33	1515.83				168.43	0.08		168.43										37.43										
9+10.00	TO	16+75.00	MAIN FD WID	RT			18861.00				2095.67	1.05		2095.67							582.13			465.70	345.79				87.32	101.87			
9+10.00	TO	16+75.00	C&G 40" EC	RT	765.00	3.33	2550.00				283.33	0.14		283.33										62.96										
16+75.00	TO	24+50.00	MAIN FD WID	RT	775.00	11.00	8525.00				947.22	0.47		947.22							263.12			210.49	156.29				39.47	46.05			
16+75.00	TO	24+50.00	C&G 40" EC	RT	775.00	3.33	2583.33				287.04	0.14		287.04										63.79										
24+50.00	TO	28+24.63	MAIN FD WID	RT			2655.00				295.00	0.15		295.00							81.94			65.56	48.68				12.29	14.34			
24+50.00	TO	28+24.63	C&G 40" EC	RT	374.63	3.33	1248.77				138.75	0.07		138.75										30.83										
TOTALS CARRIED TO SHEET 212								1,740	0	1,740	9,200	5	0	9,200	0	0	0	LS	10,321	0	2,176	574	0	2,045	2,996	878	0	0	0	757	883	574	0	0.00
CHESTER ROAD																																		
94+94.95	TO	99+90.70	MAIN P&R	LT/RT			14965.00												1662.78			92.38			274.36	141.34				69.28	80.83	92.38		
94+94.95	TO	99+90.70	MAIN FD	LT			5233.00				581.44	0.29		581.44						96.91				129.21	95.94				24.23	28.26			
94+94.95	TO	99+90.70	C&G 40" EC	LT	495.75	3.33	1652.50				183.61	0.09		183.61										40.80										
P&R=PLANING & RESURFACING, FD=FULL DEPTH, WID=WIDENING, EC=EDGE COURSE																																		
TOTALS CARRIED TO SHEET 212								0	0	0	766	1	0	766	0	0	0	LS	1,663	97	0	93	0	171	371	142	0	0	0	94	110	93	0	0.00

SHEET NO.	DESCRIPTION	202 PAVEMENT REMOVED	202 PAVEMENT REMOVED, ASPHALT	202 WEARING COURSE REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)	204 PROOF ROLLING (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)	204 GEOTEXTILE FABRIC	206 CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	254 PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	301 (6") ASPHALT CONCRETE BASE, PG64-22	301 (10") ASPHALT CONCRETE BASE, PG64-22	301 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	302 (11") ASPHALT CONCRETE BASE, PG64-22	304 (8") AGGREGATE BASE	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.055 GAL/SY FOR NEW ASPHALT)	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	452 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN
		SY	SY	SY	SY	HOUR	HOUR	SY	TON	SY	SY	LS	SY	CY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	MILE
208	I-75 SB	39,199	14,918	54,116	577	0	32	0	2,717	89,973	89,973	LS	2,895	0	0	0	26,906	20,045	14,686	247	4,362	161	3,740	0	0	0	0	3.53
210	I-75 NB	32,543	12,200	44,742	577	0	27	0	2,337	77,382	77,382	LS	4,568	0	0	0	23,126	17,256	12,847	389	3,850	254	3,252	0	0	0	0	3.05
211	RAMPS	14,721	12,326	27,046	0	0	9	0	729	24,143	24,143	LS	0	0	0	0	0	5,136	0	0	0	0	0	0	0	0	22,594	0.00
212	SHARON ROAD	1,740	0	1,740	9,200	5	0	9,200	0	0	0	LS	10,321	0	2,176	574	0	2,045	2,996	878	0	0	0	757	883	574	0	0.00
212	CHESTER ROAD	0	0	0	766	1	0	766	0	0	0	LS	1,663	97	0	93	0	171	371	142	0	0	0	94	110	93	0	0.00
TOTALS CARRIED TO GENERAL SUMMARY		88,203	39,444	127,644	11,120	74		9,966	5,783	191,498	191,498	LS	19,447	2,273		667	50,032	44,653	32,556		8,212	415	6,992	851	993	667	22,594	6.58
FUNDING SPLITS																												
01/IMS/PV:																												
I-75 MAINLINE MULTI-LANE 71%		50937	19254	70189	819	42		0	3588	118822	118822	LS	5299	0		0	35523	26484	20000		5831	295	4964	0	0	0	0	4.67
02/NHS/OT:																												
I-75 MAINLINE MAJOR NEW 29%		20805	7864	28669	335	17		0	1466	48533	48533	LS	2164	0		0	14509	10817	8169		2381	120	2028	0	0	0	0	1.91
ALL OTHERS MAJOR NEW FUNDING		16,461	12,326	28,786	9,966	15		9,966	729	24,143	24,143	LS	11,984	2,273		667	0	7,352	4,387		0	0	0	851	993	667	22,594	0.00
SUBOTOTAL		37,266	20,190	57,455	10,301	32		9,966	2,195	72,676	72,676	LS	14,148	2,273		667	14,509	18,169	12,556		2,381	120	2,028	851	993	667	22,594	1.91

CALCULATED WLC
CHECKED JDH

SUBSUMMARY - PAVEMENT (6 OF 6)

HAM-75-14.61

212
708

HAM-75-12.60 (PID 82288)
ORIGINAL HAM-75
** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

SEE ADJACENT HAM-75-12.60 (PID 82288)

BEGIN PROJECT HAM-75-14.61 (PID 76256) STA 324+00.00 SLM=14.61

E040(822)

BEGIN WORK ℄ CONST. I-75 SB STA 316+00.00

STA. 323+39.12 BEGIN SPEED CHANGE LANE FOR RAMP Q

STA. 324+00, ℄ CONST. I-75 SB MATCH INTO HAM-75-12.60 (PID 82288)

STA. 324+30.61, ℄ CONST. I-75 SB BEGIN PLANING AND RESURFACING

END PLANING AND RESURFACING BEGIN FULL DEPTH PAVEMENT

BEGIN CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D STA. 325+00.00, 72.00' LT ℄ CONST. I-75 SB

END CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D
BEGIN CONCRETE BARRIER, SINGLE SLOPE, TYPE D STA. 325+15.00, 72.00' LT ℄ CONST. I-75 SB

CONCRETE BARRIER, SINGLE SLOPE, TYPE D (10')

END CONCRETE BARRIER, SINGLE SLOPE, TYPE D
BEGIN CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D STA. 325+25.00, 72.00' LT ℄ CONST. I-75 SB

END CONCRETE BARRIER, SINGLE SLOPE, TYPE D
END ANCHORAGE, REINFORCED, TYPE D STA. 325+40.00, 72.00' LT ℄ CONST. I-75 SB

BEGIN PAVED GUTTER, TYPE 4 STA. 325+50.00, 81.00' LT ℄ CONST. I-75 SB

BEGIN END ANCHORAGE, REINFORCED, TYPE D STA. 325+60.00, 72.00' LT ℄ CONST. I-75 SB

END END ANCHORAGE, REINFORCED, TYPE D
BEGIN CONCRETE BARRIER, SINGLE SLOPE, TYPE D STA. 325+75.00, 72.00' LT ℄ CONST. I-75 SB

CONCRETE BARRIER, SINGLE SLOPE, TYPE D (760')

VILLAGE OF GLENDALE
VILLAGE OF EVENDALE
SYCAMORE TWP.

BEGIN CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D STA. 333+45.00, 72.00' LT ℄ CONST. I-75 SB

END/BEGIN CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D EXPANSION JOINT PER SCD RM-4.5 STA. 333+60.00, 72.00' LT ℄ CONST. I-75 SB

BEGIN CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D STA. 333+75.00, 72.00' LT ℄ CONST. I-75 SB

CONCRETE BARRIER, SINGLE SLOPE, TYPE D (820')

END GUARDRAIL, TYPE MGS BEGIN AA, MGS TYPE B STA. 334+80.30, 18.55' RT. ℄ CONST. I-75 SB

END AA, MGS TYPE B STA. 335+17.44, 23.50' RT. ℄ CONST. I-75 SB

MATCHLINE - STA 335+50 - I-75 - SEE SHEET 218

**EX. FENCE (DND)
EX. FENCE (TBR 82288)
**EX. DITCH (DND)
** EX. CONCRETE BARRIER, TYPE B1 (DND)
**EX. DITCH (TBR)
** EX. CONCRETE BARRIER, TYPE C1 (DND)
PC STA 327+65.31
PC STA 329+34.11
PC STA 331+02.91
PAVED GUTTER, TYPE 4
CONST LIMITS
ITS
** EX. CATCH BASIN (TBR)
** EX. CATCH BASIN (DND)
EX. GUARDRAIL (TBR)
℄ CONST. I-75 SB
EX. OVERHEAD CANTILEVER SIGN (TBR)
EX. MANHOLE ** (DND)
STA 333+19.29, 60.00' LT. ℄ CONST. I-75 SB END SPEED CHANGE LANE FOR RAMP A END 100' SPEED CHANGE TAPER LANE FOR RAMP A END 650' TAPER (62.5:1) BEGIN AUXILIARY LANE FOR MAINLINE
STA 334+19.29, 72.01' LT. ℄ CONST. I-75 SB BEGIN 100' SHOULDER TAPER (50:1)
** EX. DITCH (DND)
** EX. CONCRETE BARRIER (TBR)
** EX. GUARDRAIL (DND)
** EX. INLET (DND)
** EX. HEADWALL (DND)
EX. FENCE ** (DND)
** EX. GUARDRAIL (TBR)
**EX. OVERHEAD CANTILEVER SIGN (TBR)
EX. GUARDRAIL ** (DND)
EX. IMPACT ATTENUATOR ** (DND)
BEGIN GUARDRAIL, TYPE MGS MATCH EXISTING STA. 327+50.54, 74.00' RT. ℄ CONST. I-75 NB
120' CONCRETE BARRIER REPLACEMENT FOR NEW OVERHEAD SIGN SUPPORT FOUNDATION
END GUARDRAIL, TYPE MGS MATCH EXISTING STA. 331+77.00, 74' RT. ℄ CONST. I-75 NB
I-STY METAL BLDG.
BEGIN GUARDRAIL, TYPE MGS STA. 333+81.07, 14.00' RT. ℄ CONST. I-75 SB
** EX. CONCRETE BARRIER, TYPE B1 (DND)
BEGIN WORK ℄ CONST. I-75 NB STA 325+50.00
15' TYPE B (DND)
15' END ANCHORAGE
40' TRANSITION
ITS +10
+90
℄ CONST. I-75
℄ CONST. I-75 NB
CONST LIMITS
EX. INLET ** (DND)
N 20° 32' 25" E
Ex LA
Ex R/W
CURVE 2
CURVE 3
CURVE 4
D-67
D-68
G-1
LB-1
LB-2
LB-3
R-1
R-85
R-86
R-89
R-89A
R-90
EC-1

NOTES:
1.) SEE CROSS SECTION SHEETS FOR ADDITIONAL UTILITY INFORMATION.

2.) SEE SHEETS 450A-450D FOR BMP DETAILS.

PR. FULL DEPTH CONCRETE PAVEMENT
PR. CONCRETE WALK
PR. CURB RAMP
PR. FULL DEPTH ASPHALT PAVEMENT
PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)
PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

$=CONCRETE BARRIER AND INLET (20' LENGTH) INCLUDED WITH ITEM 611

ITEM 670-SLOPE EROSION PROTECTION
ITEM 659-TOPSOIL
ITEM 670-DITCH EROSION PROTECTION
ITEM 836-SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1 OR TYPE 2

CURVE 2	CURVE 3	CURVE 4
℄ CONST. I-75 SB	℄ CONST. I-75	℄ CONST. I-75 NB
P.I. STA 336+05.55	P.I. STA 337+74.35	P.I. STA 339+43.15
Δ = 22° 07' 38" (LT)	Δ = 22° 07' 38" (LT)	Δ = 22° 07' 38" (LT)
Dc = 1° 20' 00"	Dc = 1° 20' 00"	Dc = 1° 20' 00"
R = 4,297.18'	R = 4,297.18'	R = 4,297.18'
T = 840.24'	T = 840.24'	T = 840.24'
L = 1,659.54'	L = 1,659.54'	L = 1,659.54'
E = 81.38'	E = 81.38'	E = 81.38'
C = 1,649.25'	C = 1,649.25'	C = 1,649.25'
C.B. = N 9° 28' 36" E	C.B. = N 9° 28' 36" E	C.B. = N 9° 28' 36" E
emax = 0.043	emax = N.C.	emax = 0.043

HORIZONTAL SCALE IN FEET
0 25 50 100
CALCULATED WLC
CHECKED JDH

PLAN - I-75 SB/NB
STA 323+00 TO STA 335+50

HAM-75-14.61

216
708

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SEEDING	
END WIDTH	SQ. YDS.
0	
0	

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

——— HAM-75-12.60 (PID 82288) - - - - - - ORIGINAL HAM-75

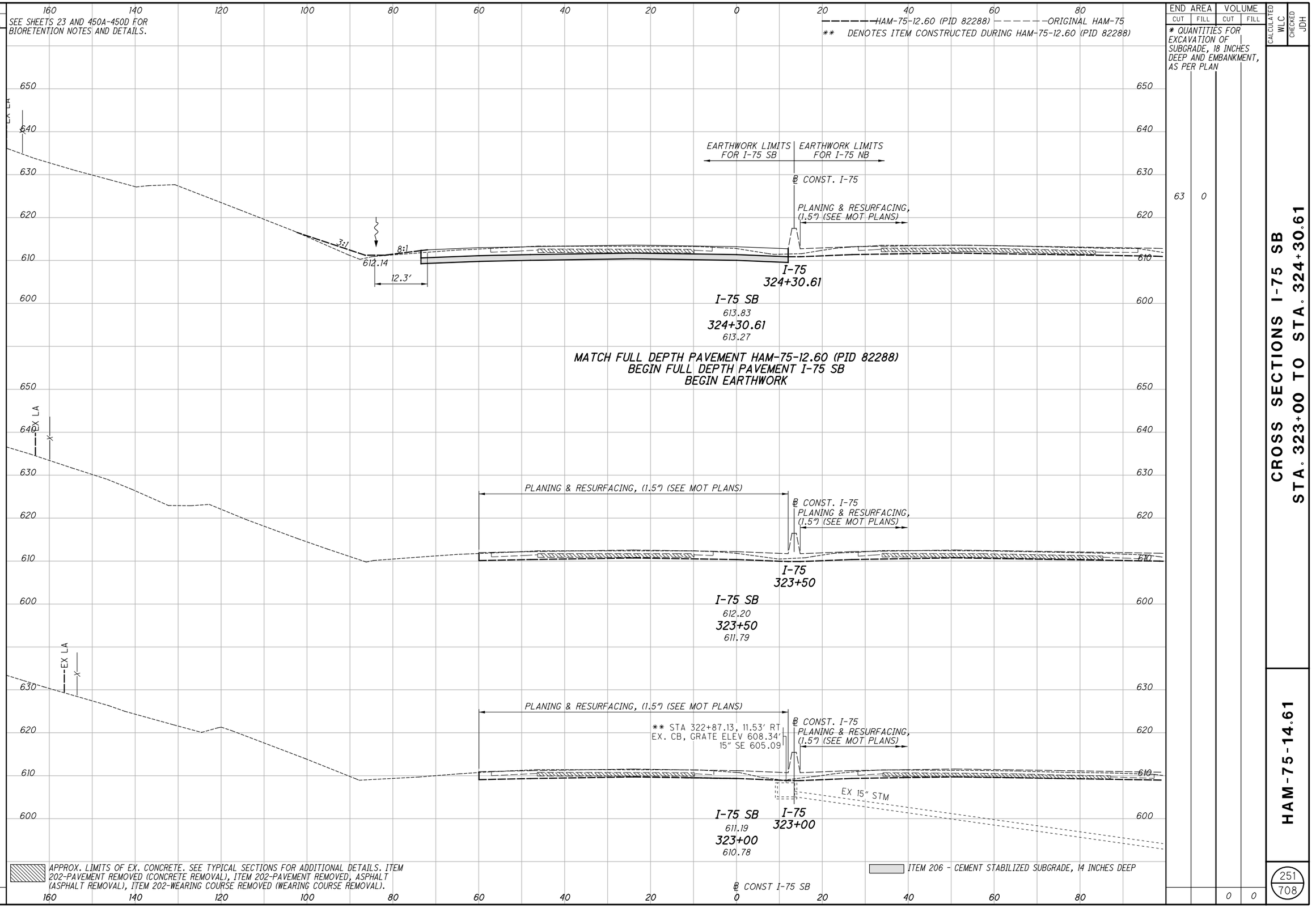
** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

END AREA		VOLUME	
CUT	FILL	CUT	FILL
63	0		
0	0		

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC

CHECKED JDH



CROSS SECTIONS I-75 SB
STA. 323+00 TO STA. 324+30.61

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
10	33
2	6
0	0
	39

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

160 140 120 100 80 60 40 20 0 20 40 60 80

650 640 630 620 610 600

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75 PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

D-67, STA 325+50.00, 70.42' LT
I-3-D, GRATE ELEV 614.97
15" (E) 609.64
6" UD (NW,NE) 611.00

4.5'
1.5%
8:1
613.6
12'

86'-15" TYPE B @ 1.09%

122'-15" TYPE B @ 6.76% **

I-75 SB
616.24
325+50
615.56

I-75
325+50

STA 325+50.00, 3.17' RT **
I-3-C1, GRATE ELEV 615.70
15" (E) 608.70
6" UD (NW,NE) 611.40

2:1
613.3
17.4'
8:1
VARIES

MOT-TEMP PVMT CONSTRUCTED PHASE 1 TO STA 337+53

I-75 SB
615.23
325+00
614.74

I-75
325+00

BEGIN CONCRETE BARRIER, SINGLE SLOPE, TYPE D
BEGIN PAVED GUTTER, TYPE I-2
BEGIN SEEDING

3:1
8:1
612.69
12.3'

I-75
324+50

I-75 SB
614.22
324+50
613.63

℄ CONST I-75 SB

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN			
63 131*	2 131*		
		126 243*	2 243*
73 131*	0 131*		
		125	0
61	0		
		45	0
		296 243*	2 243*

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB STA. 324+50 TO STA. 325+50

HAM-75-14.61

252
708

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SEEDING	
END WIDTH	SQ. YDS.
19	83
11	67
13	67
	217

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

160 140 120 100 80 60 40 20 0 20 40 60 80

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

650 640 630 620 610 600

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

4.5′ 1.25:1 8:1 12′

616.0

I-75 SB 619.27 327+00 618.37

I-75 327+00

615.3

I-75 SB 618.26 326+50 617.28

I-75 326+50

614.4

I-75 SB 617.25 326+00 616.51

I-75 326+00

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

℄ CONST I-75 SB

END AREA		VOLUME	
CUT	FILL	CUT	FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN			
66 129*	3 131*		
		115 240*	5 243*
58 130*	2 131*		
		111 241*	5 243*
61 130*	3 131*		
		115 242*	5 243*
		341 723*	15 729*

CALCULATED WLC CHECKED JDH

CROSS SECTIONS I-75 SB STA. 326+00 TO STA. 327+00

HAM-75-14.61

253 708

SEEDING	
END WIDTH	SQ. YDS.
21	83
8	106
19	267

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

160 140 120 100 80 60 40 20 0 20 40 60 80

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

650 640 630 620 610 600

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75 PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

4.5′ 1.25:1 8:1 12′

617.9

I-75 328+50.28

I-75 SB 622.30 328+50 620.93

617.3

I-75 328+00.10

I-75 SB 621.29 328+00 620.17

616.6

I-75 327+50

I-75 SB 620.28 327+50 619.34

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

℄ CONST I-75 SB

END AREA		VOLUME	
CUT	FILL	CUT	FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN			
70 129*	0 132*		
		123 238*	1 244*
62 128*	1 131*		
		120 238*	2 243*
67 129*	1 131*		
		124 239*	4 243*
		367 715*	7 730*

CALCULATED WLC CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 327+50 TO STA. 328+50

HAM-75-14.61

254
708

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SEEDING	
END WIDTH	SQ. YDS.
10	56
9	56
11	
	89
	201

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

160 140 120 100 80 60 40 20 0 20 40 60 80

660 650 640 630 620 610 600

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

4.5′ 1.25% 8:1 620.7 12′

I-75
330+00.94

I-75 SB
625.33
330+00
624.02

4.5′ 1.75% 8:1 619.7 12′

I-75
329+50.69

I-75 SB
624.32
329+50
623.04

4.5′ 1.25% 8:1 618.7 12′

I-75
329+00.46

I-75 SB
623.31
329+00
622.05

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

℄ CONST I-75 SB

END AREA		VOLUME	
CUT	FILL	CUT	FILL
50	2		
139*	141*		
		92	3
		253*	258*
49	1		
134*	137*		
		113	1
		245*	251*
73	0		
130*	134*		
		133	0
		240*	247*
		338	4
		738*	756*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 329+00 TO STA. 330+00

HAM-75-14.61

255
708

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SEEDING	
END WIDTH	SQ. YDS.
19	127
27	156
27	106
	389

SEE SHEETS 23 AND 450A-450Q FOR BIORETENTION NOTES AND DETAILS.

160 140 120 100 80 60 40 20 0 20 40 60 80

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

650 640 630 620 610 660

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

** STA 331+53.00, .00' LT
MH-3, RIM ELEV 627.70
18" (N) 616.26
15" (S) 619.01
30" (W,E) 615.26

℄ CONST. I-75
PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

4.5' 4:1 8:1 623.7 12' 8:1 6:1 627.6

EX 30" CONC (TO REMAIN) EX 30" CONC

I-75 SB
628.36
331+50
627.03

I-75
331+51.83

D-68, STA 331+19.53, 83.25' LT
CB-5A, GRATE ELEV 623.50
30" (W) 616.80
30" (E) 616.80
6" UD (N) 620.80
6" UD (S) 620.20

STA 331+13.73, 102.59' LT
30" E 617.12

4.5' 1.5:1 8:1 622.7 12' 8:1 6:1 626.2

EX 30" CONC (TO REMAIN)

MASONRY COLLAR PER DM-1.1

MASONRY COLLAR PER DM-1.1

10'-30" TYPE C, 706.02 @ 1.35%

10'-30" TYPE B, 706.02 @ 1.35%

15" TYPE C

I-75 SB
627.35
331+00
626.04

I-75
331+01.51

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

** STA 330+48.85, 19.63' RT
I-3-C1, GRATE ELEV 625.36
15" (W) 620.04
15" (N) 620.04

℄ CONST. I-75
PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

** STA 330+49.30, 8.16' RT
CB-8, GRATE ELEV 623.75
15" (E) 620.25

4.5' 1.5:1 8:1 621.7 12' 8:1 6:1 626.3 **

I-75 SB
626.34
330+50
625.26

I-75
330+51.22

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

℄ CONST I-75 SB

END AREA		VOLUME	
CUT	FILL	CUT	FILL
34 120*	12 134*		
		82 229*	18 249*
54 127*	7 134*		
		112 238*	13 249*
66 129*	6 134*		
		108 249*	8 255*
		302 716*	39 753*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 330+50 TO STA. 331+50

HAM-75-14.61

256
708

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SEEDING	
END WIDTH	SQ. YDS.
24	117
18	106
	223

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

160 140 120 100 80 60 40 20 0 20 40 60 80

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

670 660 650 640 630 620 610

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

4.5′ 4:1 8:1 625.1 12′

8:1 6:1 628.4

I-75 SB
630.38
332+50
628.87

I-75
332+52.54
18" TYPE C

4.5′ 4:1 8:1 624.7 12′

8:1 6:1 627.7

I-75 SB
629.37
332+00
627.79

I-75
332+02.18
18" TYPE C

℄ CONST I-75 SB

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

END AREA		VOLUME	
CUT	FILL	CUT	FILL
33	23		
128*	134*		
36	19		
122*	134*		
		64	39
		232*	249*
		65	29
		225*	249*
		129	68
		457*	498*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 332+00 TO STA. 332+50

HAM-75-14.61

257 / 708

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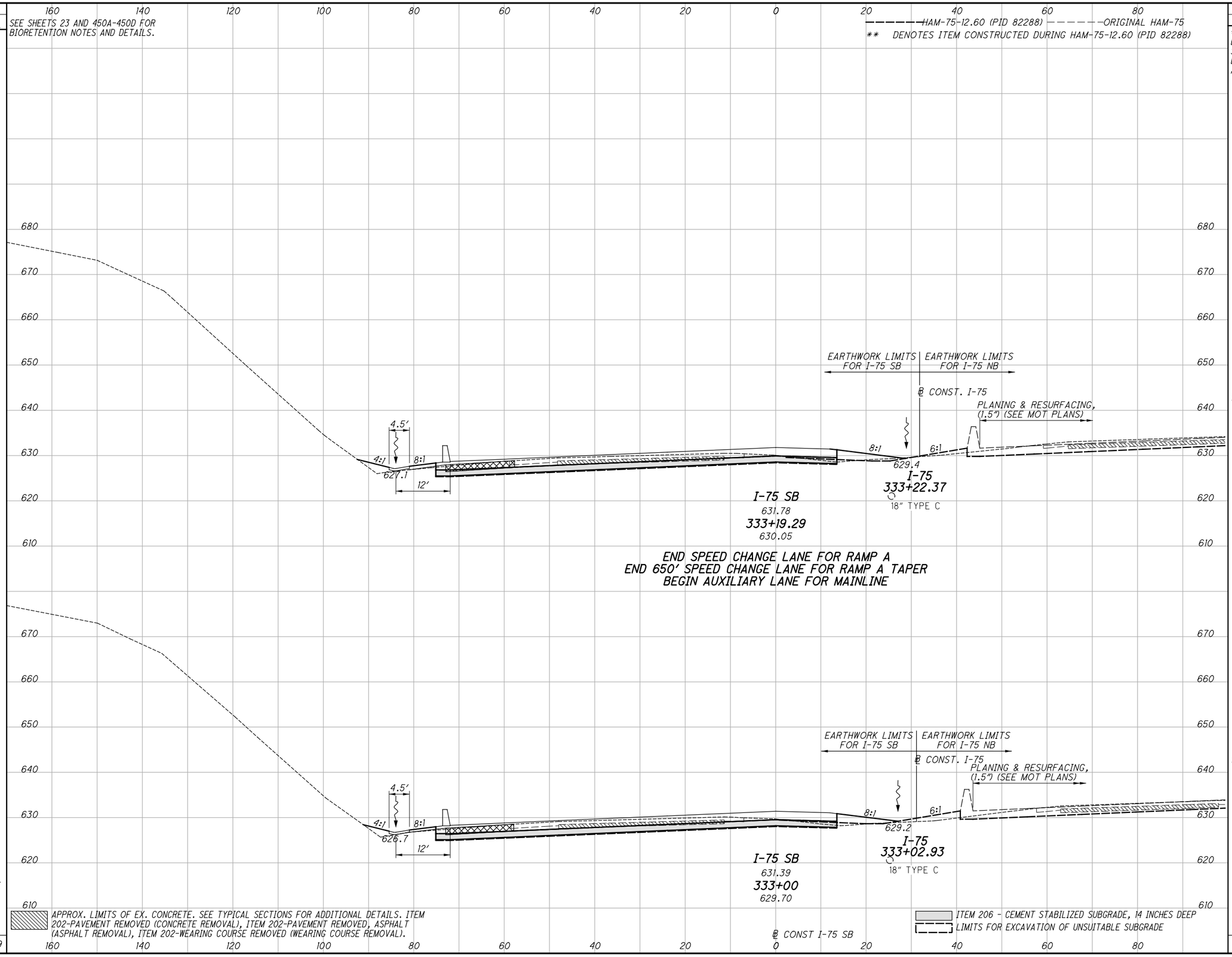
SEEDING	
END WIDTH	SQ. YDS.
32	64
28	145
	209

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)



END AREA		VOLUME	
CUT	FILL	CUT	FILL
28 125*	35 134*		
31 127*	27 134*		
		22 91*	23 96*
		60 237*	47 249*
		82 328*	70 345*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC

CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 333+00 TO STA. 333+19.29

HAM-75-14.61

258
708

SEEDING	
END WIDTH	SQ. YDS.
33	184
32	112
	296

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

——— HAM-75-12.60 (PID 82288) - - - - - - ORIGINAL HAM-75

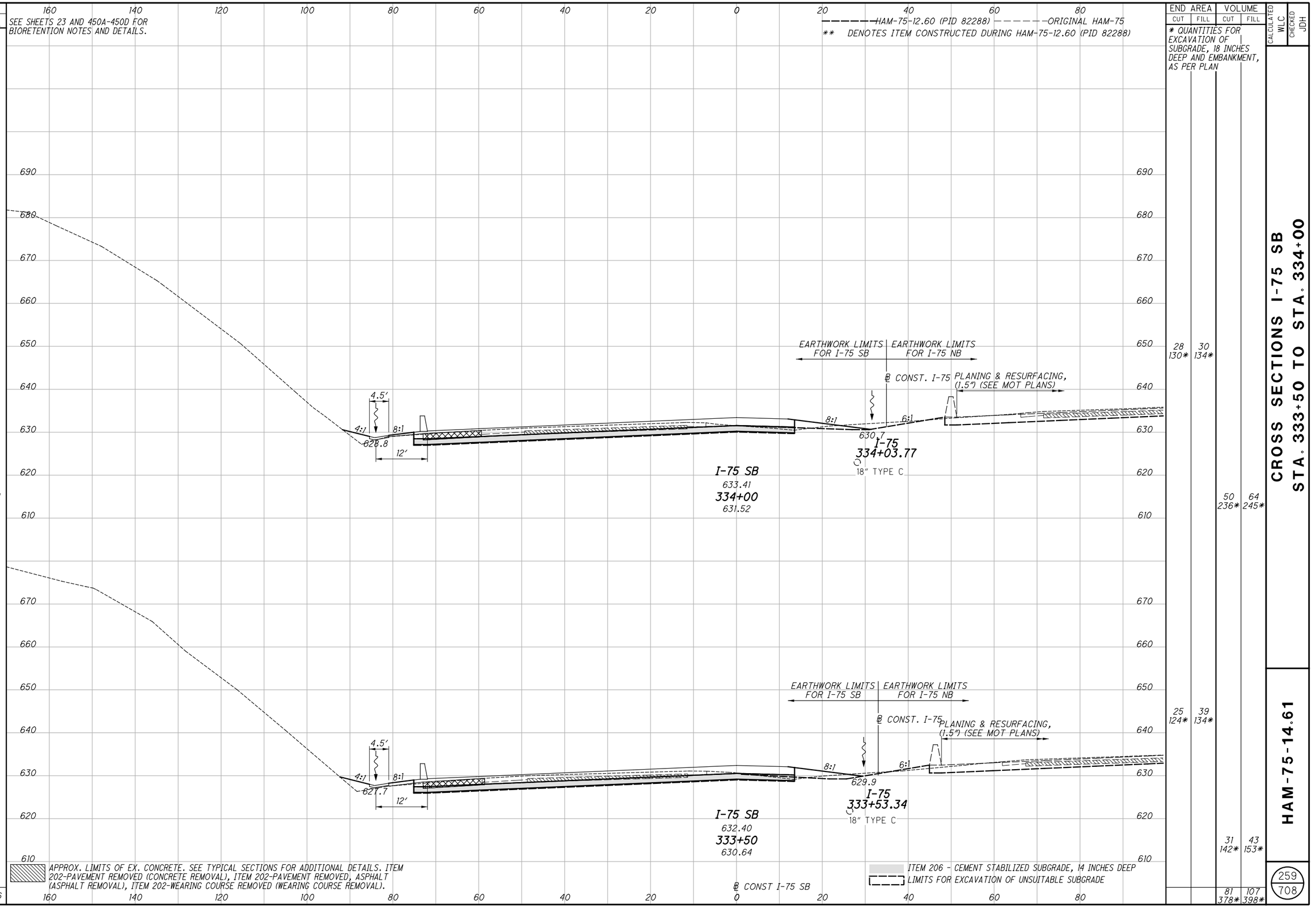
** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

END AREA		VOLUME	
CUT	FILL	CUT	FILL
28 130*	30 134*	50 236*	64 245*
25 124*	39 134*	31 142*	43 153*
		81 378*	107 398*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC

CHECKED JDH



CROSS SECTIONS I-75 SB
STA. 333+50 TO STA. 334+00

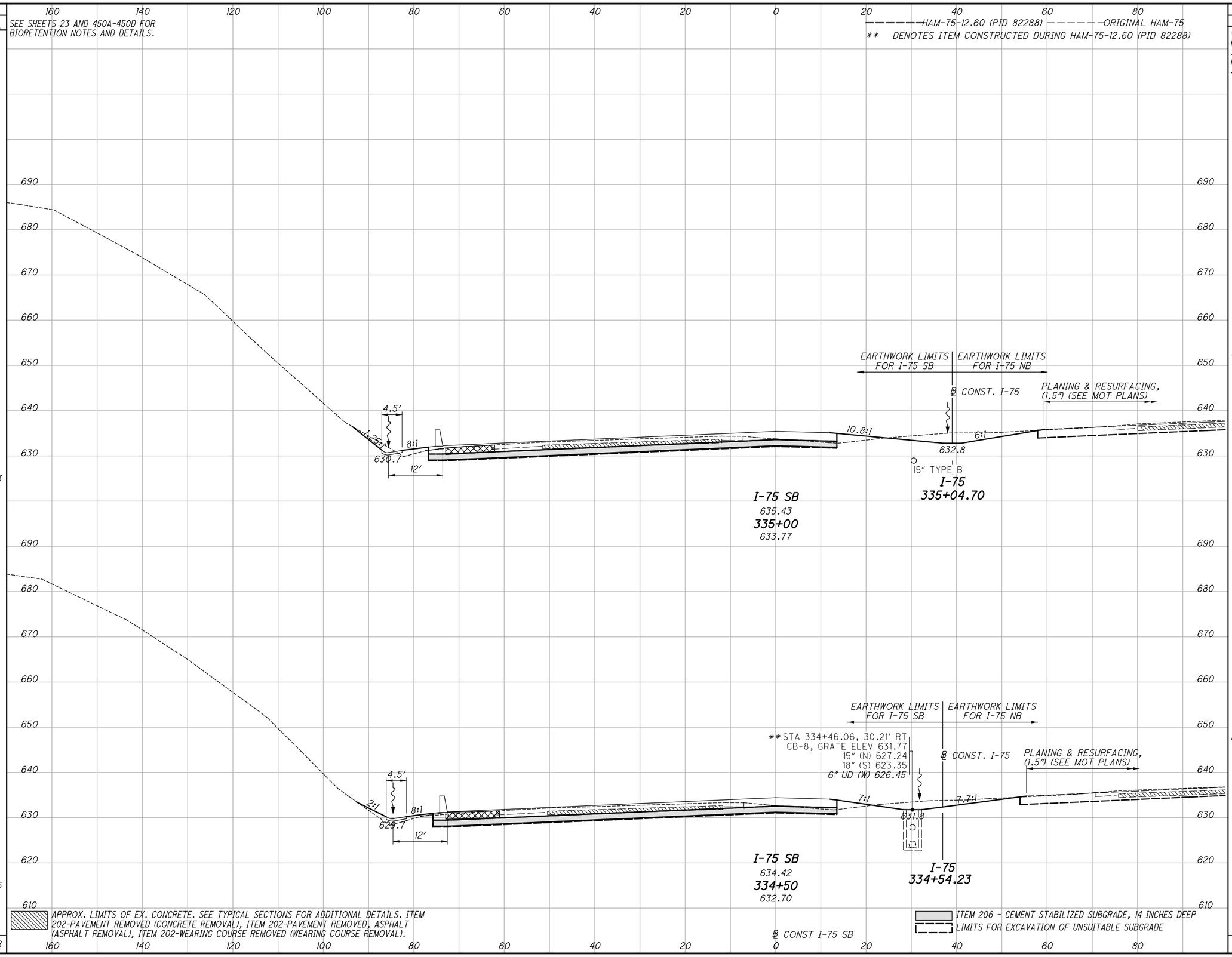
HAM-75-14.61

SEEDING	
END WIDTH	SQ. YDS.
	43
	233
	40
	205
	438

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

END AREA		VOLUME	
CUT	FILL	CUT	FILL
61 133*	18 136*		
56 130*	19 134*		
		109 244*	35 250*
		78 241*	46 249*
		187 485*	81 499*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC

CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 334+50 TO STA. 335+00

HAM-75-14.61

260
708

SEEDING	
END WIDTH	SQ. YDS.
	46
	250
	43
	239
	489

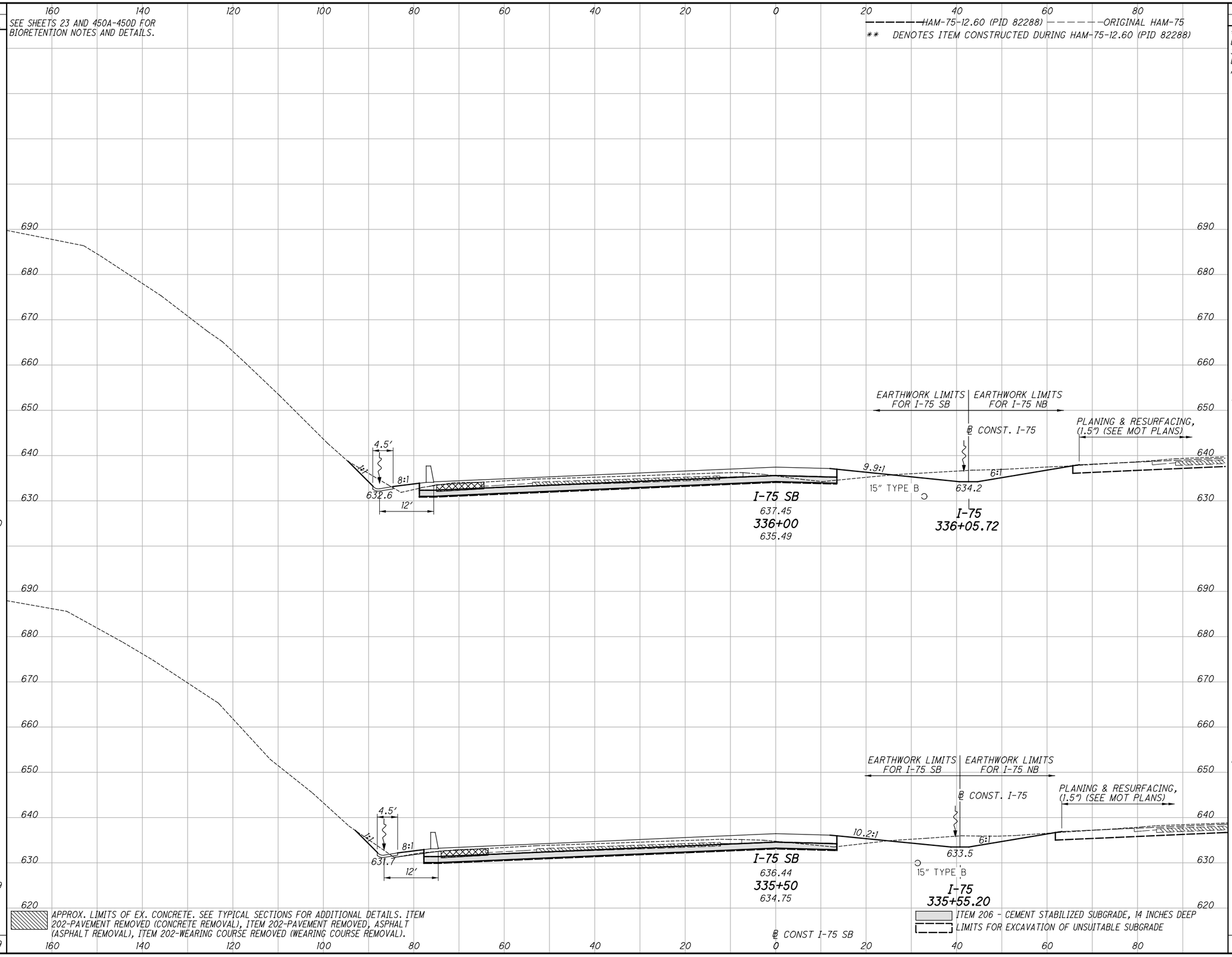
SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

END AREA		VOLUME	
CUT	FILL	CUT	FILL
62	22		
125*	139*		
		110	38
		236*	256*
56	18		
129*	137*		
		109	34
		243*	253*
		219	72
		479*	509*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

CALCULATED WLC

CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 335+50 TO STA. 336+00

HAM-75-14.61

261
708

SEEDING	
END WIDTH	SQ. YDS.
	65
	317
	48
	267
	584

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

160 140 120 100 80 60 40 20 0 20 40 60 80

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

700 690 680 670 660 650 640 630 620

1:1 4.5′ 8:1 634.6 12′

18.5′ PART OF U-TURN MEDIAN OPENING

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

13.8:1 8:1 637.1

15" TYPE B

PLANING & R (1.5") (SEE M

I-75 SB
639.47
337+00
637.24

I-75
337+06.83

1:1 4.5′ 8:1 633.6 12′

12.4′ PART OF U-TURN MEDIAN OPENING

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

9.8:1 6:1 635.1

15" TYPE B

PLANING & RESU (1.5") (SEE MOT I

I-75 SB
638.46
336+50
636.48

I-75
336+56.27

℄ CONST I-75 SB

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

END AREA		VOLUME	
CUT	FILL	CUT	FILL
52 119*	20 152*		
64 123*	27 141*		
		108 225*	44 272*
		117 230*	46 260*
		225 455*	90 532*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC | CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 336+50 TO STA. 337+00

HAM-75-14.61

SEEDING	
END WIDTH	SQ. YDS.
76	355
50	322
	677

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

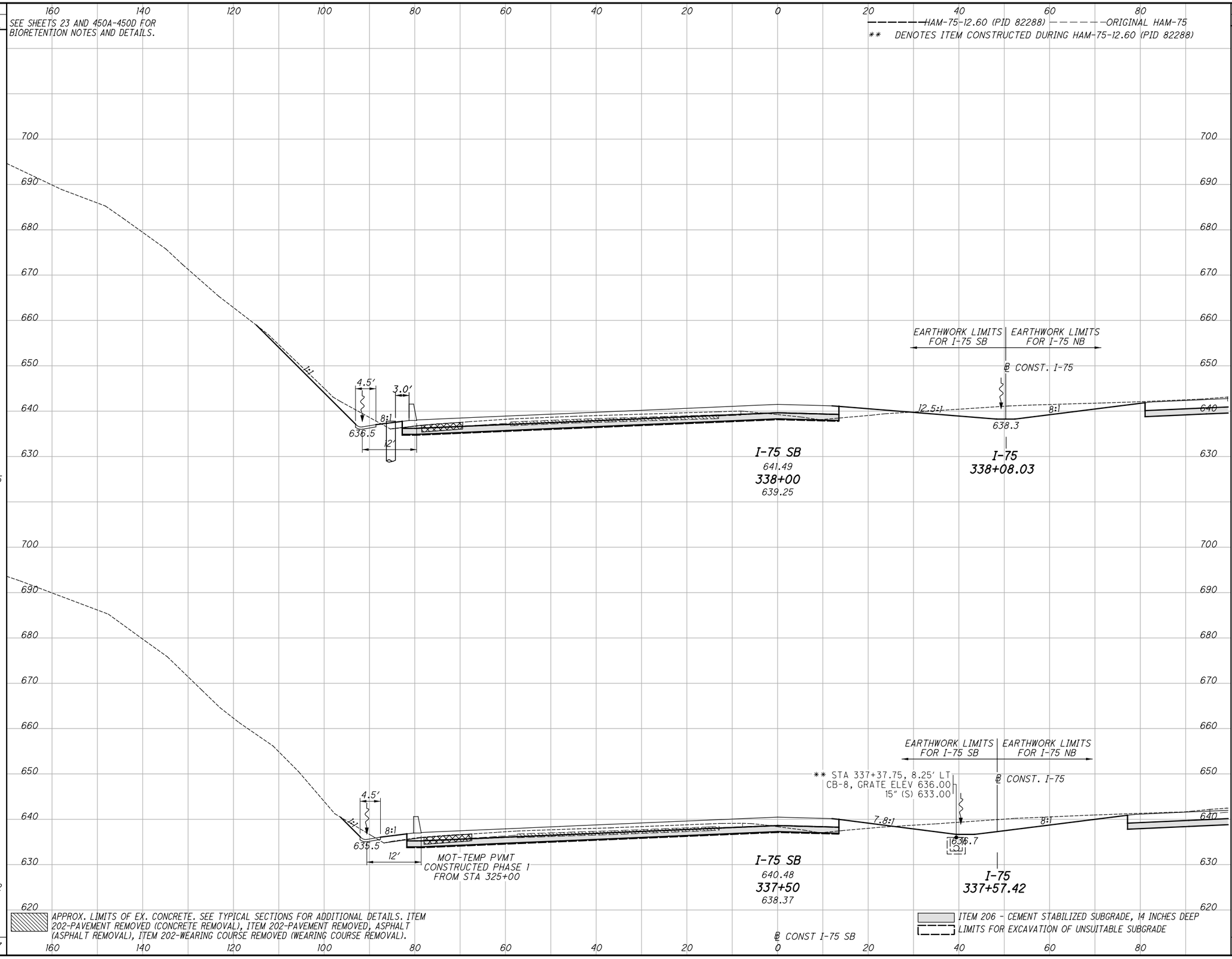
** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

END AREA		VOLUME	
CUT	FILL	CUT	FILL
78	25		
113*	145*		
70	22		
117*	143*		
138	44		
213*	267*		
113	39		
219*	274*		
251	83		
432*	541*		

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC

CHECKED JDH

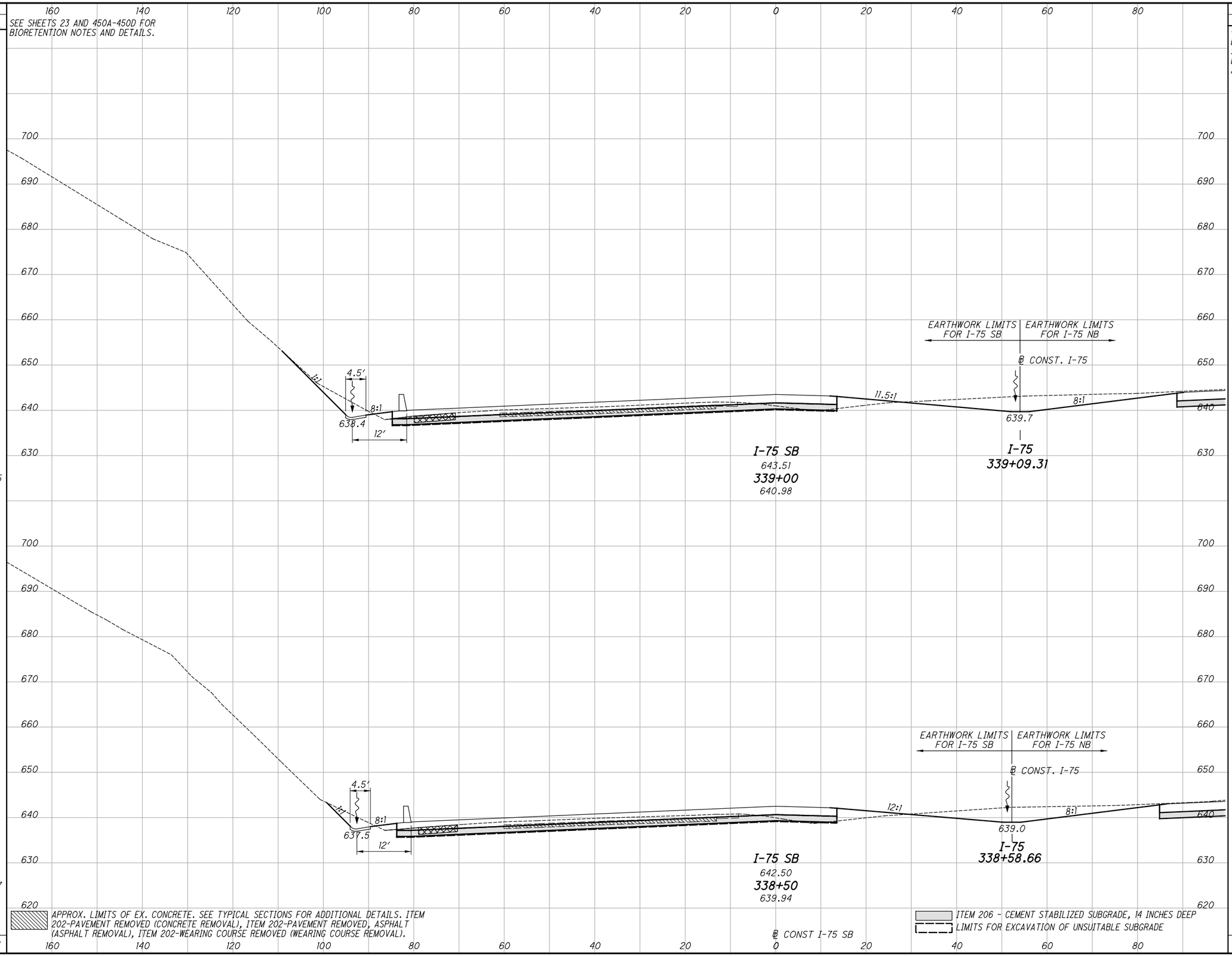


CROSS SECTIONS I-75 SB
STA. 337+50 TO STA. 338+00

HAM-75-14.61

SEEDING	
END WIDTH	SQ. YDS.
69	345
55	367
	712

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

END AREA		VOLUME	
CUT	FILL	CUT	FILL
84	23		
99*	148*		
		140	47
		182*	273*
67	27		
97*	146*		
		135	49
		195*	270
		275	96
		377*	543*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC

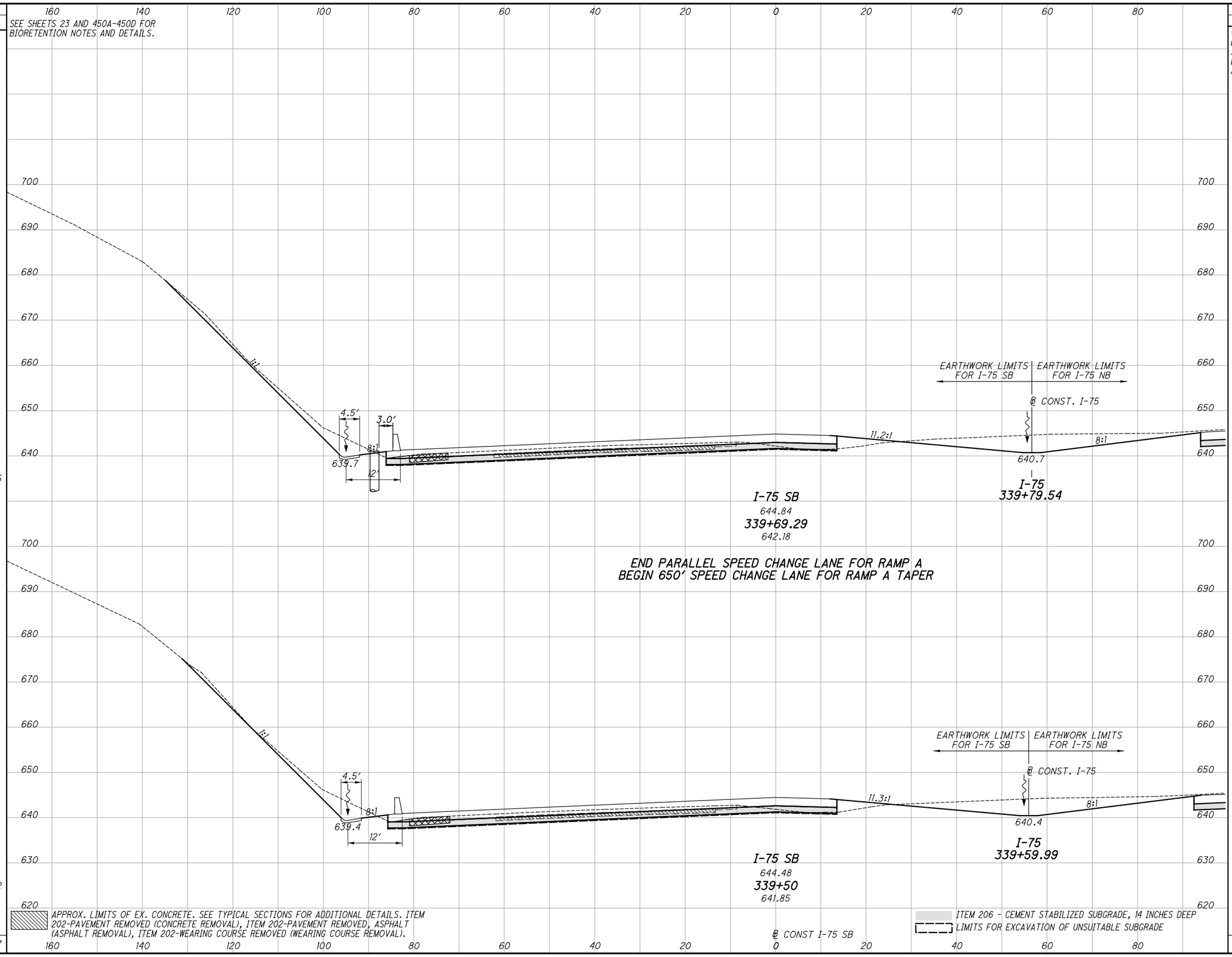
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 338+50 TO STA. 339+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
107	225
101	472
	697

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
142 95*	21 150*		
127 97*	18 149*		
		97 69*	14 107*
		196 182*	38 275*
		293 251*	52 382*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC
CHECKED JDH

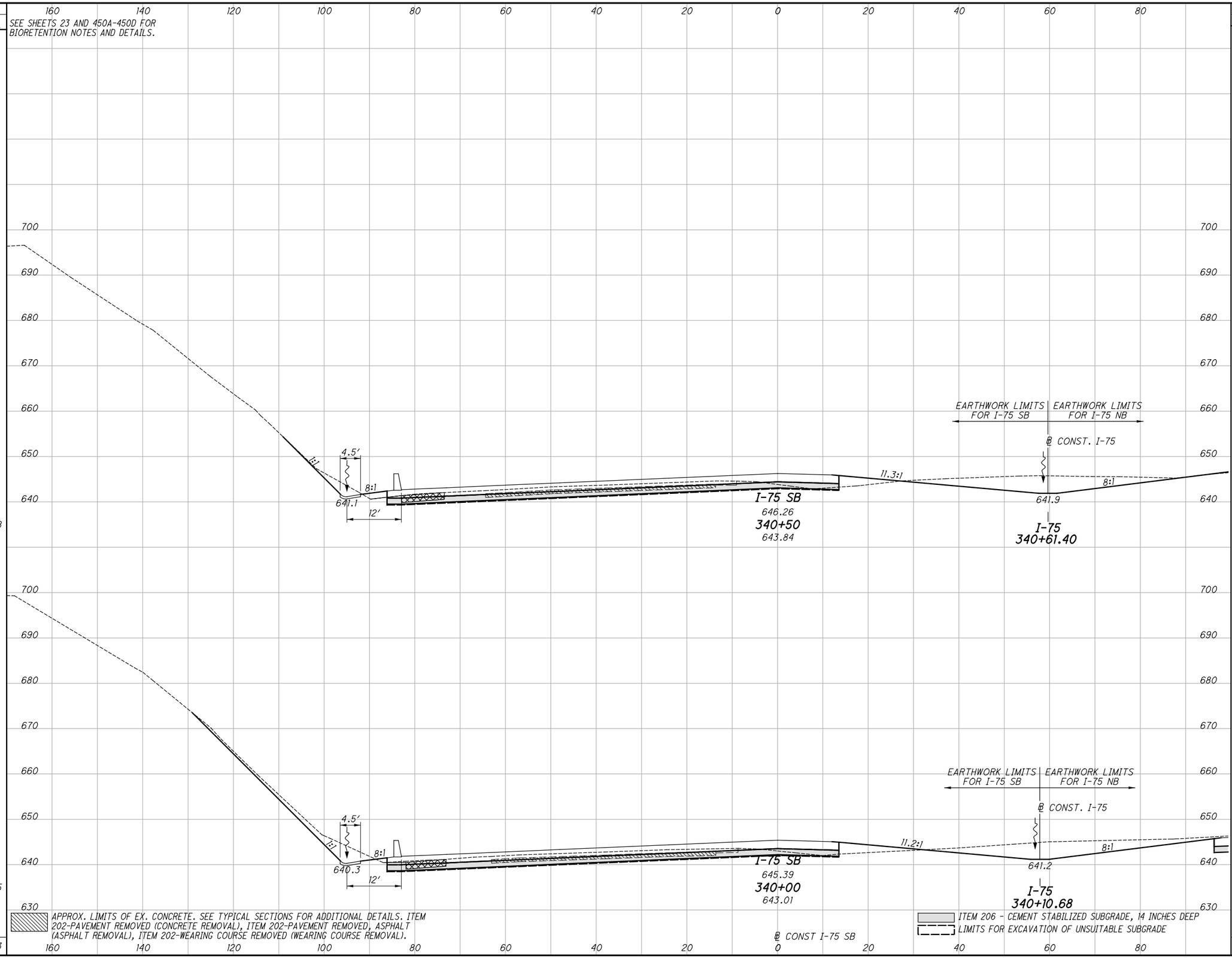
CROSS SECTIONS I-75 SB
STA. 339+50 TO STA. 339+69.29

HAM-75-14.61

265
708

SEEDING	
END WIDTH	SQ. YDS.
	73
	478
	99
	355
	833

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
98	24		
135*	150*		
198	47		
223*	278*		
115	26		
105*	150*		
147	27		
114*	171*		
345	74		
337*	449*		

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 340+00 TO STA. 340+50

HAM-75-14.61

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

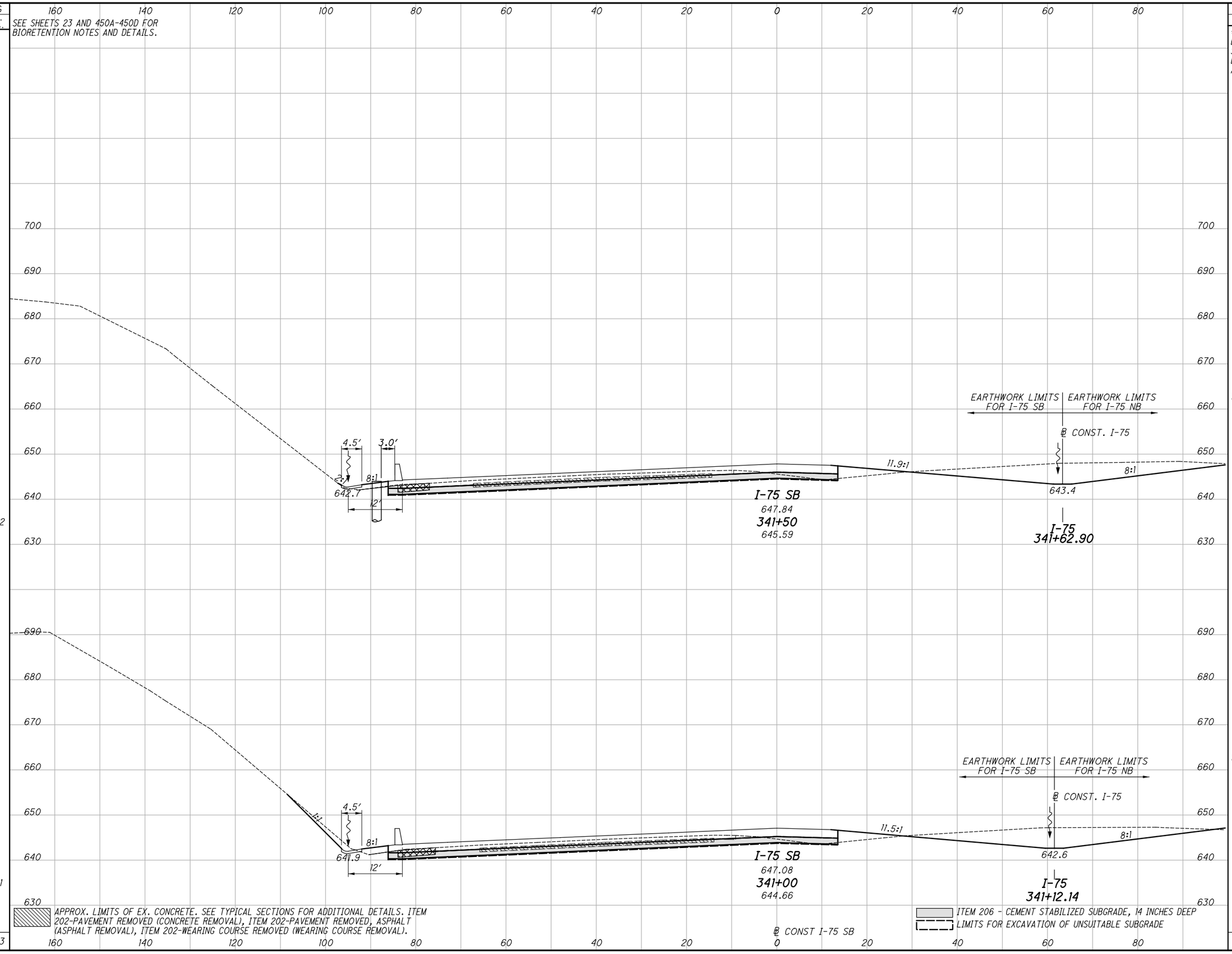
SEEDING END WIDTH	SEEDING SQ. YDS.
59	372
74	411
	783

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
93	29	185	52
136*	150*	250*	278*
106	27	189	48
134*	150*	250*	278*
		374	100
		500*	556*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC

CHECKED JDH

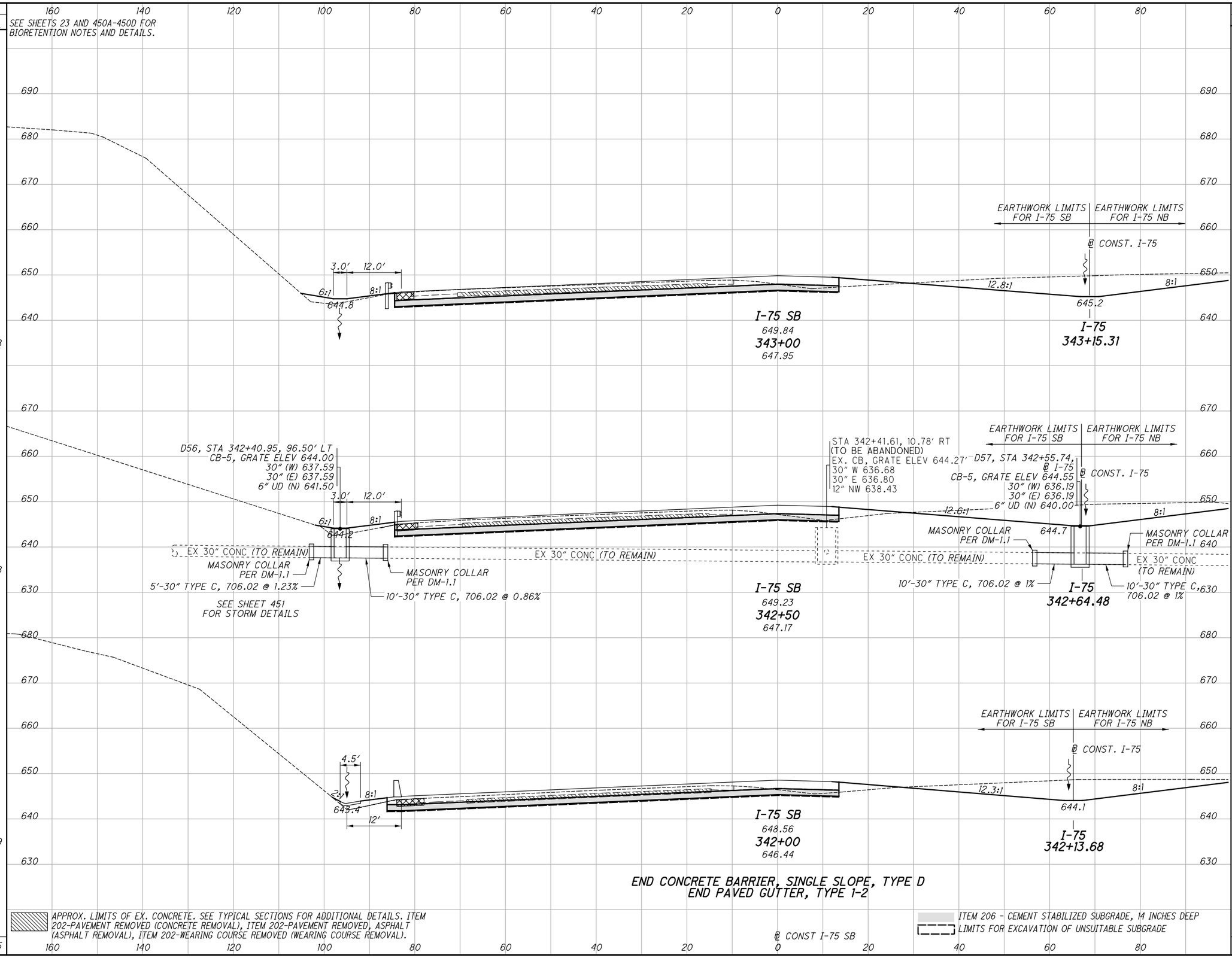


CROSS SECTIONS I-75 SB
STA. 341+00 TO STA. 341+50

HAM-75-14.61

SEEDING	
END WIDTH	SQ. YDS.
79	428
74	378
62	339
	1145

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN			
134 141*	30 147*		
		227 257*	61 273*
111 136*	35 147*		
		201 257*	57 275*
106 141*	26 150*		
		185 257*	51 278*
		613 771*	169 826*

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 342+00 TO STA. 343+00

HAM-75-14.61

268
708

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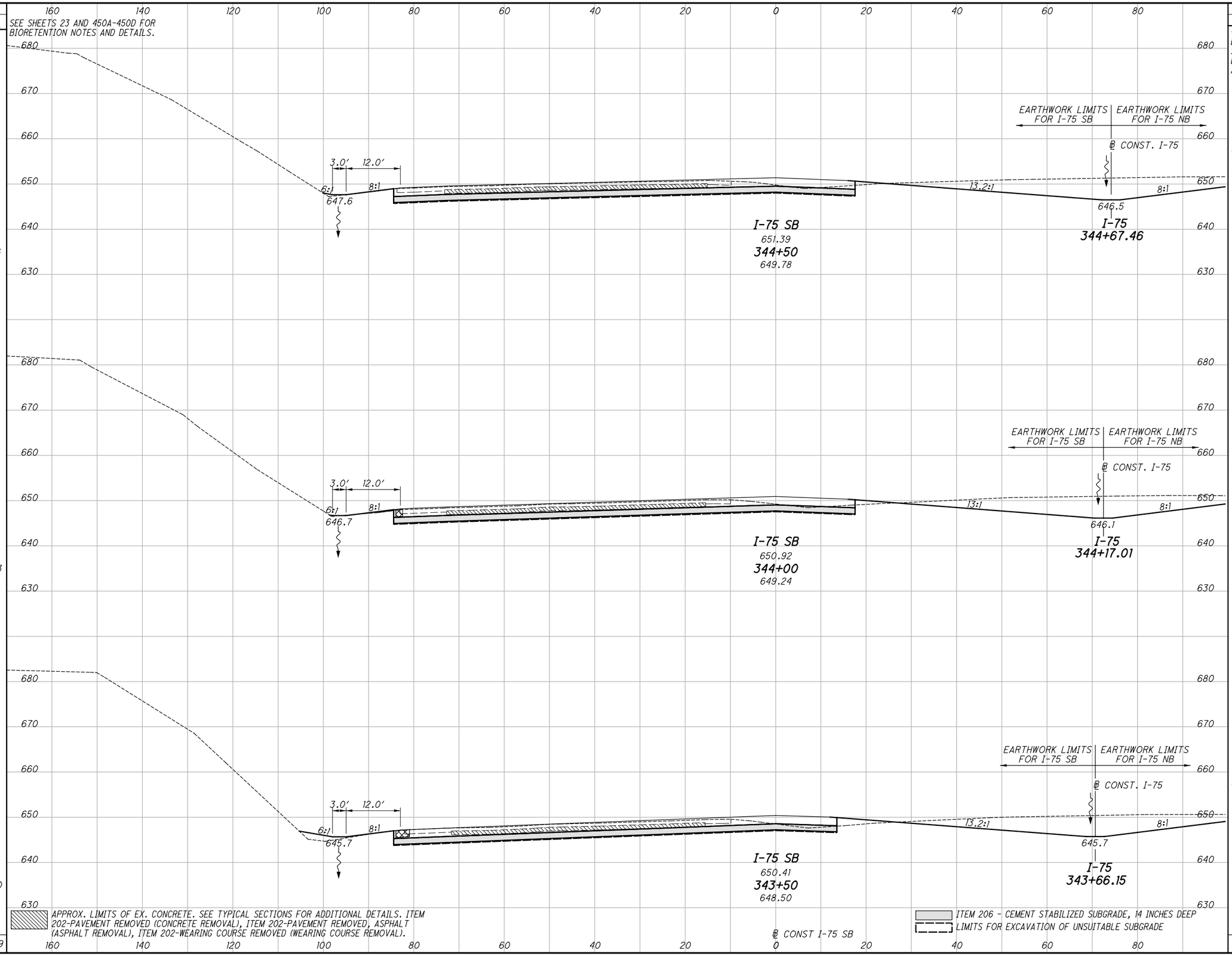
SEEDING END WIDTH	SEEDING SQ. YDS.
75	416
73	433
82	450
	1299

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN			
166	5		
152*	153*		
		297	12
		282*	284*
154	7		
152*	153*		
		278	28
		2732*	278*
146	23		
142*	147*		
		260	50
		263*	273*
		835	90
		818*	835*

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB STA. 343+50 TO STA. 344+50

HAM-75-14.61

269
708

SEEDING END WIDTH	SEEDING SQ. YDS.
88	477
84	455
79	434
	1366

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

STA 345+78.99, 59.70' LT
(TO BE REMOVED)
EX. CB-4
GRATE ELEV 650.27'
12" SE 646.70
12" N 646.70

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

6:1 8:1 649.6 12.8:1 8:1 647.5

I-75 SB
652.48
346+00
650.98

I-75
346+17.48

3.0' 12.0'
6:1 8:1 649.1 13.8:1 8:1 647.3

I-75 SB
652.16
345+50
650.53

I-75
345+67.48

3.0' 12.0'
6:1 8:1 648.5 13.1:1 8:1 646.8

I-75 SB
651.80
345+00
650.11

I-75
345+17.48

℄ CONST I-75 SB

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN			
182	19		
153*	153*		
		328	32
		282*	284*
172	15		
151*	153*		
		309	22
		280*	284*
161	8		
151*	153*		
		303	13
		281*	284*
		940	67
		843*	852*

CALCULATED WLC | CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 345+00 TO STA. 346+00

HAM-75-14.61

270
708

SEEDING END WIDTH	SEEDING SQ. YDS.
153	638
90	494
88	489
	1621

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

160 140 120 100 80 60 40 20 0 20 40 60 80

690 680 670 660 650 640

6:1 8:1 650.7 13:1 8:1 648.0

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

I-75 SB
653.11
347+47.03
651.86

I-75
347+64.51

END 600' OUTSIDE SPEED CHANGE LANE FOR RAMP A TAPER
BEGIN PARALLEL SPEED CHANGE LANE FOR RAMP A

6:1 8:1 650.4 13:1 8:1 647.9

I-75 SB
652.96
347+00
651.59

I-75
347+17.48

STA 346+28.19, 60.92' LT
(TO BE REMOVED)
EX. CB-4
GRATE ELEV 650.61'
12" S 647.61

VARIES

6:1 8:1 650.0 13.2:1 8:1 647.7

MOT-TEMP PVMT
CONSTRUCTED PHASE 1
RAMP A
TO STA 367+46

I-75 SB
652.74
346+50
651.42

I-75
346+67.48

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

℄ CONST I-75 SB

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN			
195	26		
149*	153*		
		342	43
		262*	267*
197	23		
151*	153*		
		363	39
		281*	284*
195	19		
152*	153*		
		350	36
		283*	284*
		1055	118
		826*	835*

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 346+50 TO STA. 347+47.03

HAM-75-14.61

271
708

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SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
101	555	188 154*	35 154*	347 285*	62 286*
99	544	186 153*	31 154*	346 283*	56 285*
96	522	187 152*	29 153*	355 279*	51 284*
92	41	196 149*	26 153*	22 17*	3 17*
	1662			1070 864*	172 872*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC

CHECKED JDH

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

I-75 SB 653.31 **349+00** 652.12

I-75 **349+17.48**

I-75 SB 653.30 **348+50** 652.05

I-75 **348+67.48**

I-75 SB 653.23 **348+00** 651.88

I-75 **348+17.48**

I-75 SB 653.12 **347+50** 651.87

I-75 **347+67.48**

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

℄ CONST I-75 SB

CROSS SECTIONS I-75 SB STA. 347+50 TO STA. 349+00

HAM-75-14.61

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

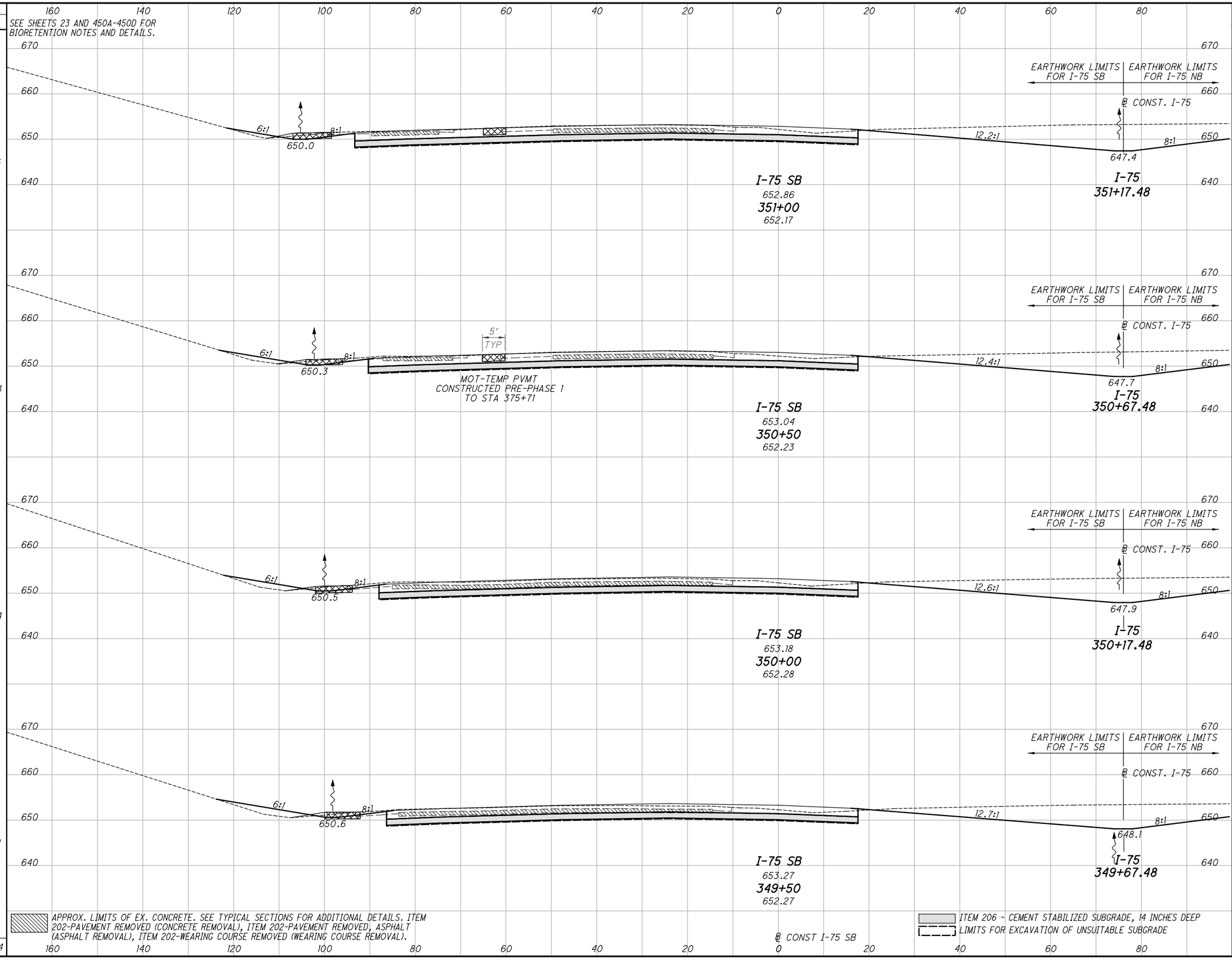
SEEDING END WIDTH	SEEDING SQ. YDS.
90	516
95	533
96	544
100	561
	2154

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
285	9		
166*	167*		
		508	23
		304*	305*
263	15		
162*	162*		
		446	33
		297*	298*
218	20		
158*	159*		
		397	45
		291*	292*
210	28		
156*	156*		
		369	59
		288*	288*
		1720	160
		1180*	1183*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

CALCULATED WLC

CHECKED JDH



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

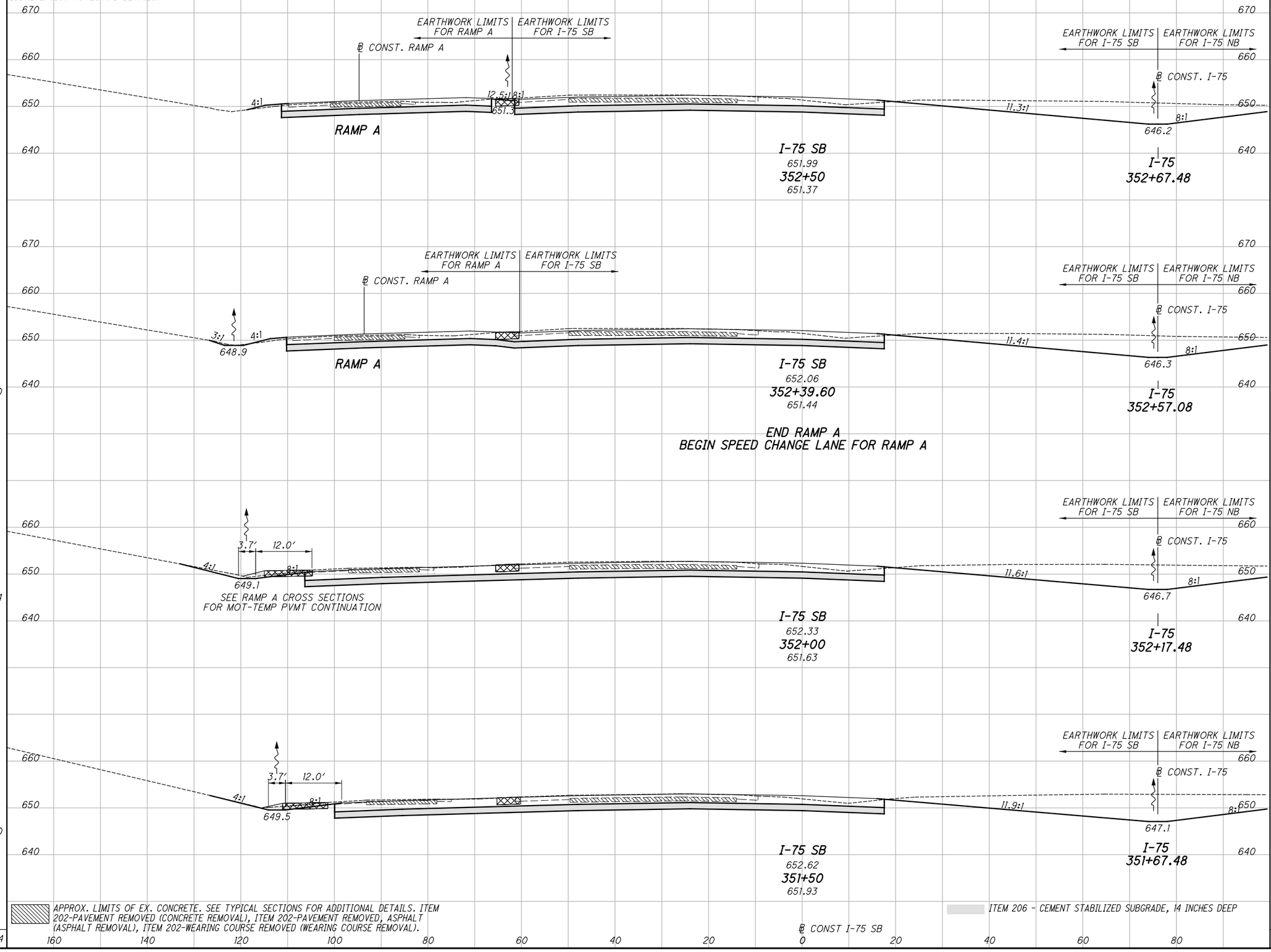
LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE

CROSS SECTIONS I-75 SB STA. 349+50 TO STA. 351+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
62	70
60	330
89	494
89	500
	1394

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
220	1	86	1
222	1	391	2
311	1	583	3
318	2	559	11
		1619	17

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 351+50 TO STA. 352+50

HAM-75-14.61

274
708

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

SEEDING END WIDTH	SEEDING SQ. YDS.
87	472
82	444
77	411
71	383
66	355
	2065

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
105	39	212	65
123	31	244	44
140	16	277	18
159	3	332	4
199	1	388	2
		1453	133

CALCULATED WLC
CHECKED JDH

RAMP A

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB

℄ CONST. RAMP A

4:1 4:1 4:1 4:1 645.2

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND EMBANKMENT, AS PER PLAN

I-75 SB

649.54
355+00
649.03

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

9.7:1 8:1 642.9

I-75
355+17.48

RAMP A

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB

℄ CONST. RAMP A

4:1 4:1 4:1 8:1 646.5

I-75 SB

650.13
354+50
649.77

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

10:1 8:1 643.7

I-75
354+67.48

RAMP A

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB

℄ CONST. RAMP A

4:1 4:1 8:1 648.1

I-75 SB

650.67
354+00
650.33

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

10.3:1 8:1 644.4

I-75
354+17.48

RAMP A

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB

℄ CONST. RAMP A

4:1 4:1 8:1 649.4

I-75 SB

651.16
353+50
650.58

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

10.7:1 8:1 645.1

I-75
353+67.48

RAMP A

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB

℄ CONST. RAMP A

4:1 4:1 8:1 650.4

I-75 SB

651.60
353+00
651.07

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

11:1 8:1 645.7

I-75
353+17.48

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75 SB

160 140 120 100 80 60 40 20 0 20 40 60 80

CROSS SECTIONS I-75 SB
STA. 353+00 TO STA. 355+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
81	455	118	27	236	41
83	461	136	17	230	37
83	500	112	22	202	89
97	527	106	74	191	137
92	500	100	73	190	104
	2443			1049	408

CALCULATED WLC
CHECKED JDH

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

160 140 120 100 80 60 40 20 0 20 40 60 80

RAMP A

℄ CONST. RAMP A

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

650 640 630

4:1 4:1 635.8 8:1 8:1 I-75 SB 645.83 357+50 645.52 8.2:1 8:1 638.1 I-75 357+67.48

4:1 4:1 637.8 8:1 8:1 I-75 SB 646.68 357+00 646.53 8.4:1 8:1 639.1 I-75 357+17.48

4:1 4:1 639.8 8:1 8:1 I-75 SB 647.47 356+50 647.13 8.6:1 8:1 640.1 I-75 356+67.48

4:1 4:1 641.3 8:1 8:1 I-75 SB 648.21 356+00 647.57 9:1 8:1 641.1 I-75 356+17.48

3:1 4:1 4:1 4:1 643.3 8:1 8:1 I-75 SB 648.90 355+50 648.29 9.3:1 8:1 642.0 I-75 355+67.48

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75 SB

CROSS SECTIONS I-75 SB STA. 355+50 TO STA. 357+50

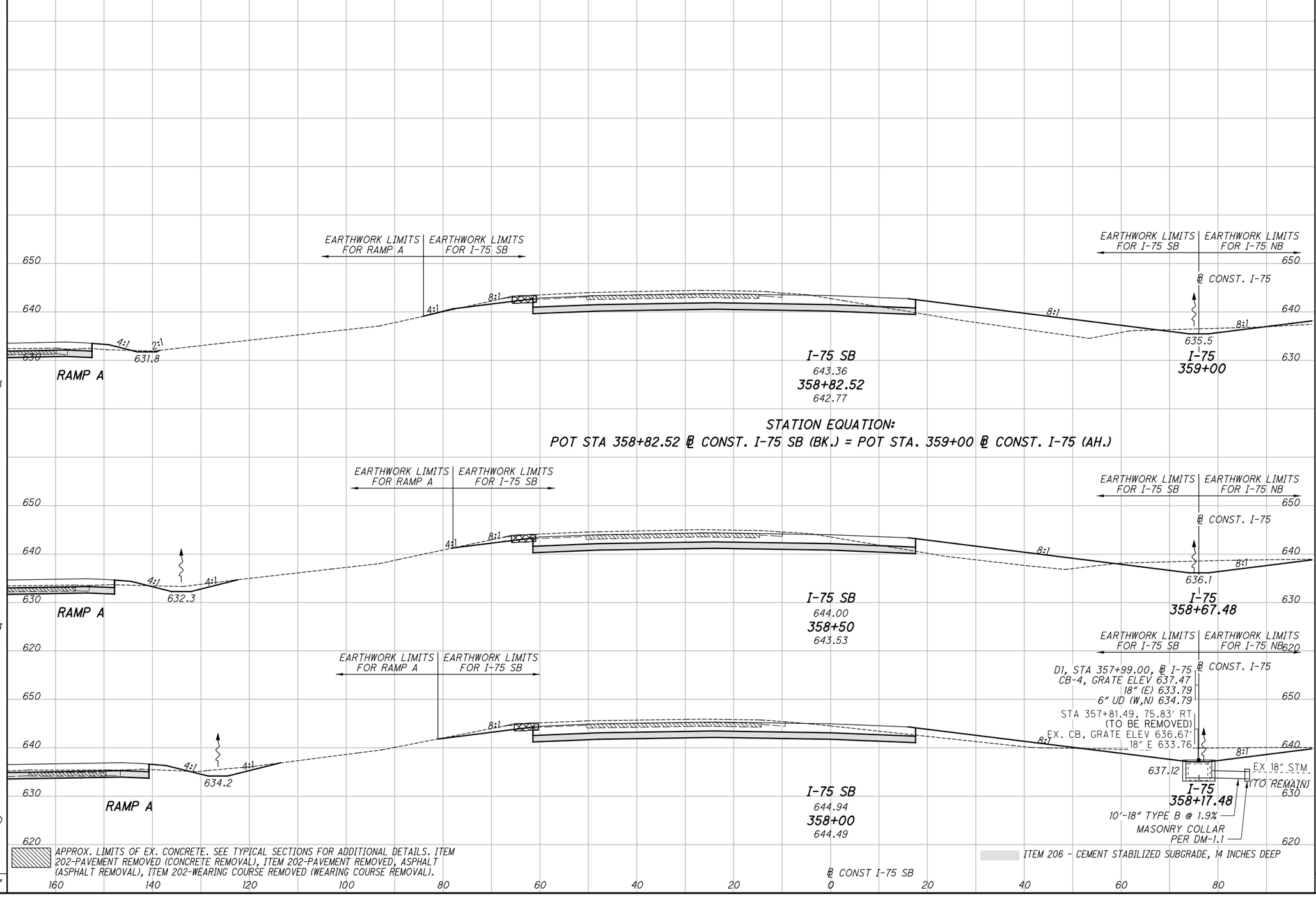
HAM-75-14.61

276
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS100_SB.dgn 2021-01-20 10:19:11 AM william.croxton ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.
84	293
78	444
81	450
	1187

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



STATION EQUATION:
POT STA 358+82.52 ℄ CONST. I-75 SB (BK.) = POT STA. 359+00 ℄ CONST. I-75 (AH.)

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
102	140	134	144
120	98	238	125
137	37	237	60
		609	329

CALCULATED WLC
CHECKED JDH

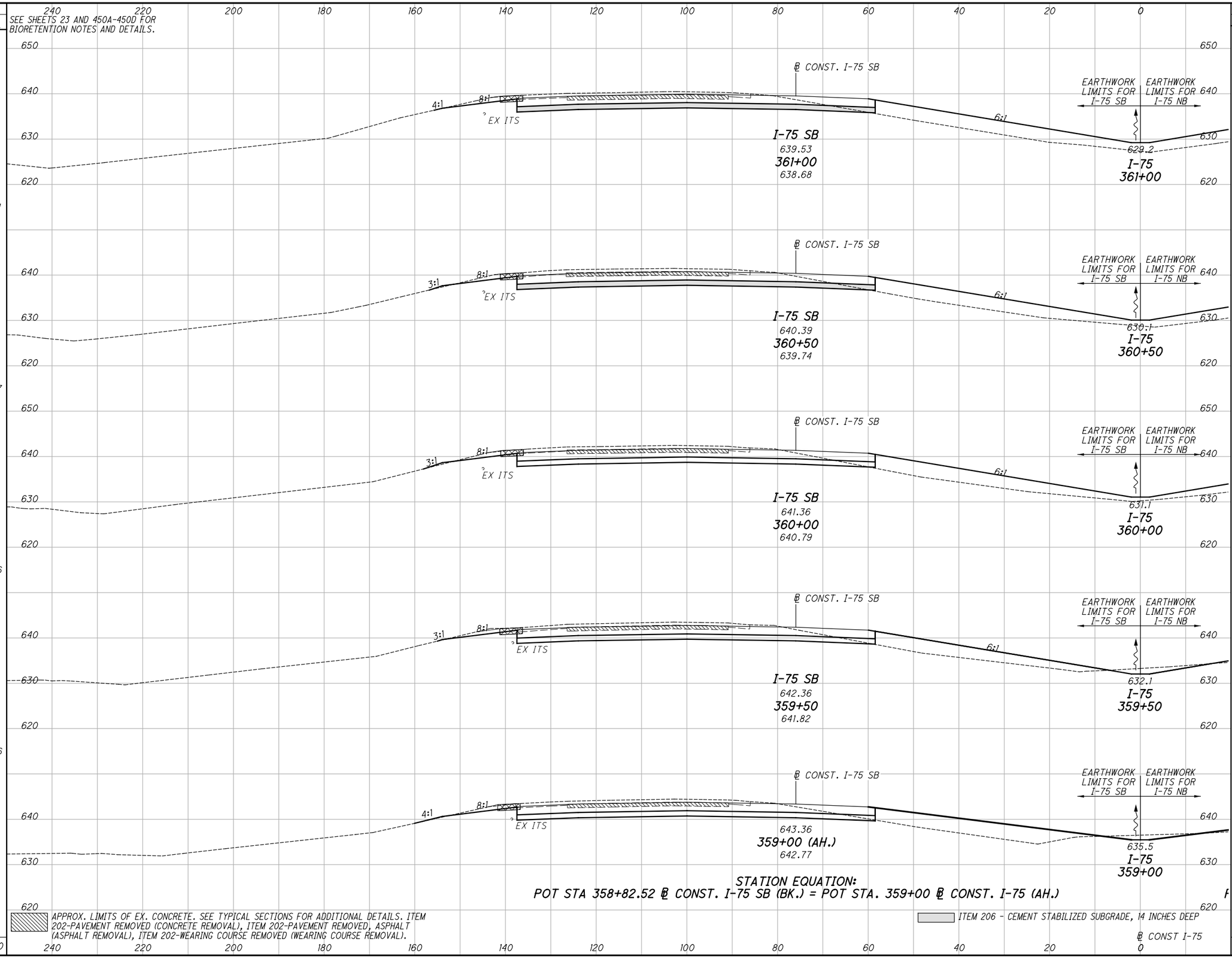
CROSS SECTIONS I-75 SB
STA. 358+00 TO STA. 358+82.52 (BK.)

HAM-75-14.61

277
708

SEEDING END WIDTH	SEEDING SQ. YDS.
82	461
83	467
84	456
80	456
84	
	1840

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
89	167	175	302
199	159	185	287
100	150	189	250
104	119	191	240
102	140		
		740	1079

CALCULATED WLC
CHECKED JDH

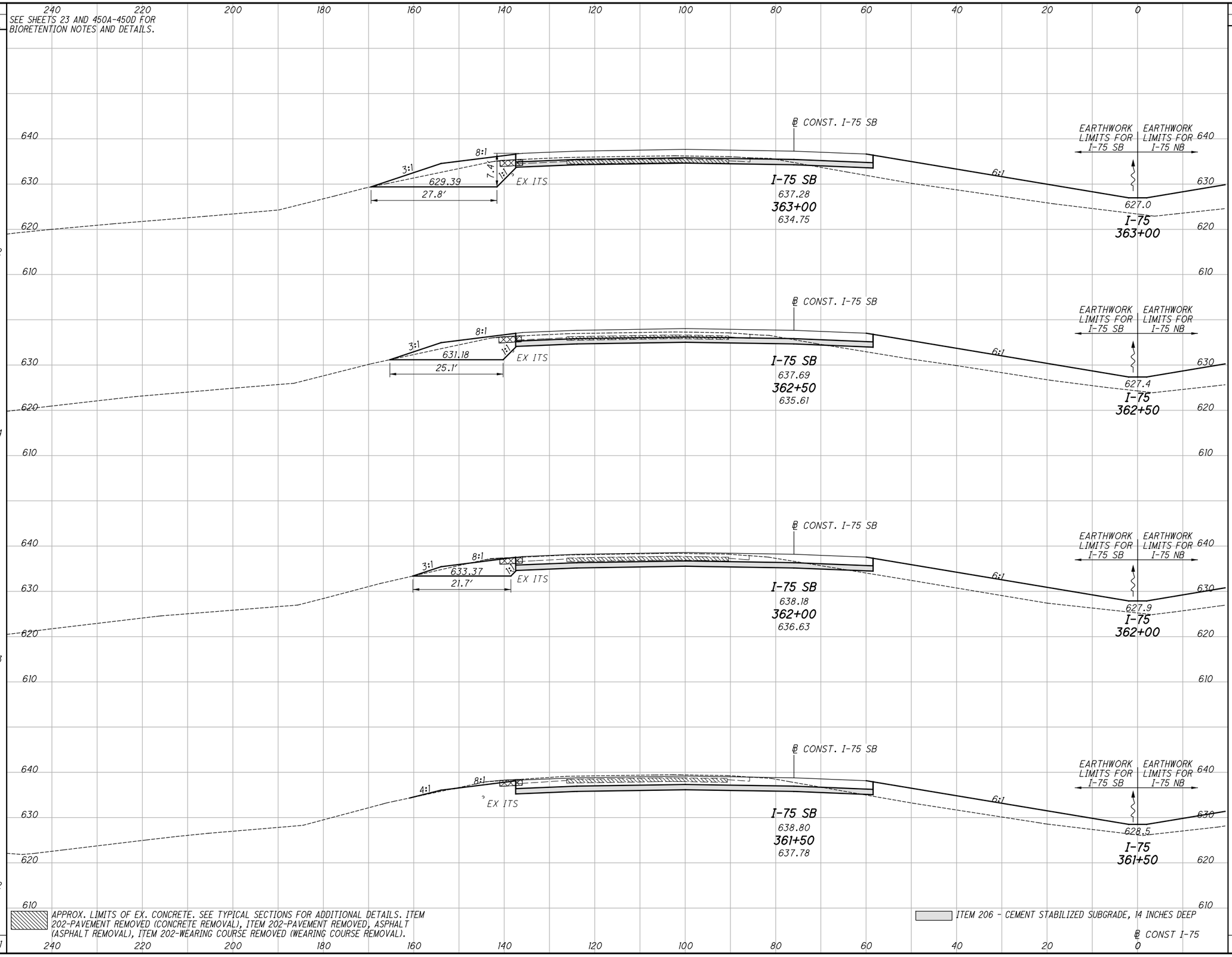
CROSS SECTIONS I-75 SB
STA. 359+00 (AH.) TO STA. 361+00

HAM-75-14.61

278
708

SEEDING END WIDTH	SEEDING SQ. YDS.
96	522
92	494
86	483
87	472
	1971

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
96	461	168	750
85	349	159	568
86	264	141	412
66	180	144	322
		612	2052

CALCULATED WLC
CHECKED JDH

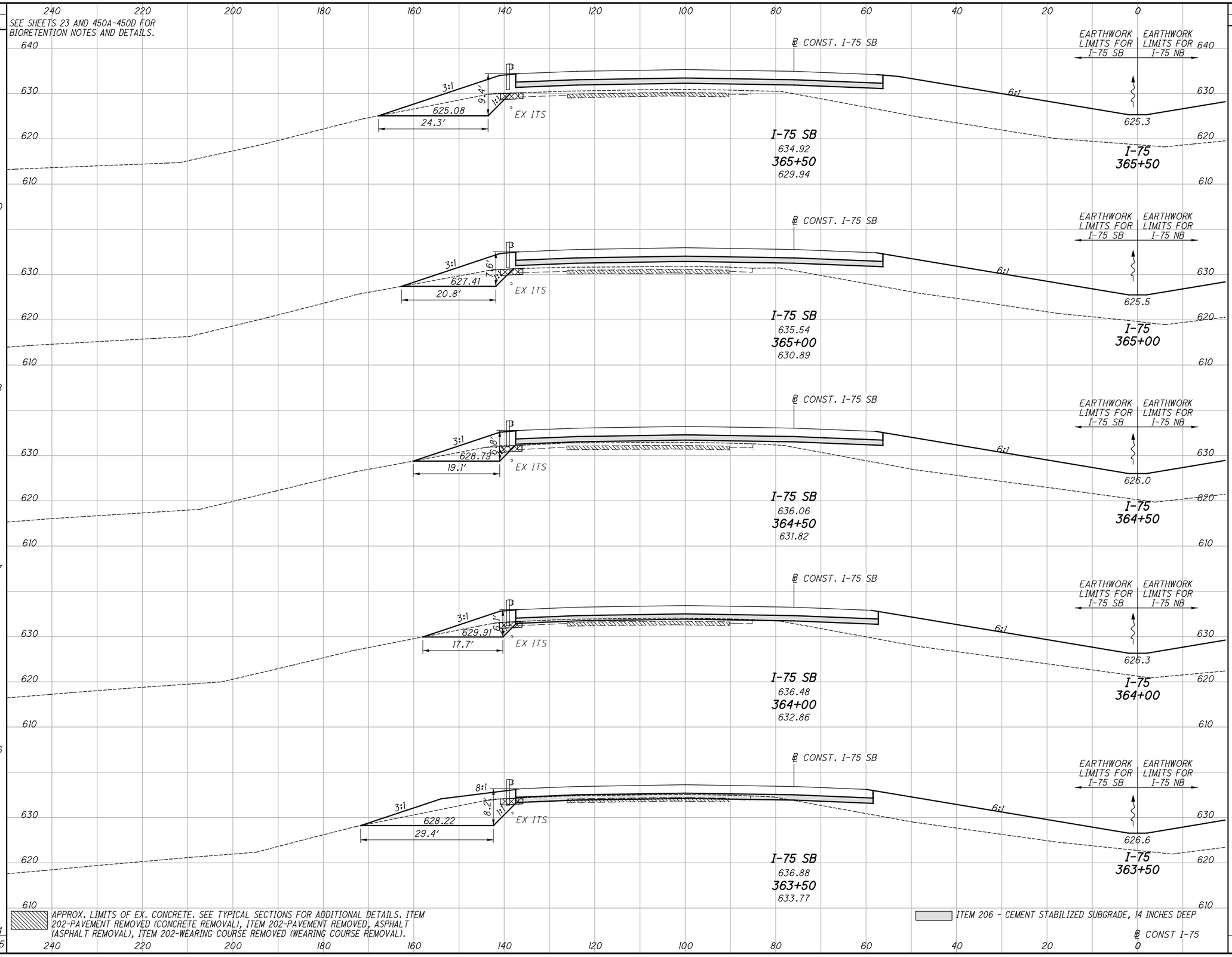
CROSS SECTIONS I-75 SB
STA. 361+50 TO STA. 363+00

HAM-75-14.61

279
708

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

SEEDING END WIDTH	SEEDING SQ. YDS.	STA.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
		365+50	70	884		
93	500				109	1523
		365+00	47	760		
87	478				81	1330
		364+50	40	676		
85	467				71	1152
		364+00	36	568		
83	506				131	1052
		363+50	105	568		
99	544				187	953
	2495				579	6010



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

240 220 200 180 160 140 120 100 80 60 40 20 0

CALCULATED WLC CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 363+50 TO STA. 365+50

HAM-75-14.61

280
708

SEEDING END WIDTH	SEEDING SQ. YDS.
106	1309
113	347
94	440
94	522

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

240 220 200 180 160 140 120 100 80 60 40 20 0

EARTHWORK QUANTITIES UNDER APPROACH SLAB TO BE INCLUDED WITH STRUCTURE ESTIMATED QUANTITIES

℄ CONST. I-75 SB

2.5:1 2.4:1 2.2:1 2.1:1

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

LIMITS OF FORWARD ABUTMENT

EX ITS

I-75 SB
629.76
368+09.36 SKEWED (AH.)
617.66

608.1

I-75
368+09.36

LIMITS OF FORWARD MSE WALL

BEGIN FORWARD APPROACH SLAB, RESUME EARTHWORK & SEEDING

APPROACH SLAB TO BE INCLUDED WITH STRUCTURE ESTIMATED QUANTITIES

℄ CONST. I-75 SB

2.5:1 2.6:1 2.0:1 2.2:1

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

LIMITS OF REAR ABUTMENT

EX ITS

I-75 SB
632.72
366+72.12 SKEWED (BK.)
614.27

608.3

I-75
366+72.12

LIMITS OF REAR MSE WALL

END REAR APPROACH SLAB, SUSPEND EARTHWORK & SEEDING

EARTHWORK QUANTITIES UNDER APPROACH SLAB TO BE INCLUDED WITH STRUCTURE ESTIMATED QUANTITIES

℄ CONST. I-75 SB

9.2′ 8.0′ 2:1 10.0′ 1:1 5.7′ 617.51 622.70 13.4′

10:1

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

EX ITS

I-75 SB
633.27
366+42.12 SKEWED
626.10

627.0

I-75
366+42.12

BEGIN REAR APPROACH SLAB

18″ TYPE C

D51, STA 366+20.00, ℄
CB-4, GRATE ELEV 622.70
18″ (N) 604.97
6″ UD (NW,NE) 620.15

℄ CONST. I-75 SB

14.3′ 3:1 9.7′ 1:1 624.00 25.0′

6:1

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

EX ITS

I-75 SB
634.20
366+00
628.59

624.6

STA 366+19.83, 1.51′ RT
(TO BE REMOVED)
EX. CB, GRATE ELEV 616.09′
18″ NE 613.32

I-75
366+00

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

240 220 200 180 160 140 120 100 80 60 40 20 0

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
894	1369		
897	1749		
531	1428		
58	821		
103	1406		
73	981		
133	1727		
		767	4561

CALCULATED WLC CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 366+00 TO STA. 368+09.36

HAM-75-14.61

281
708

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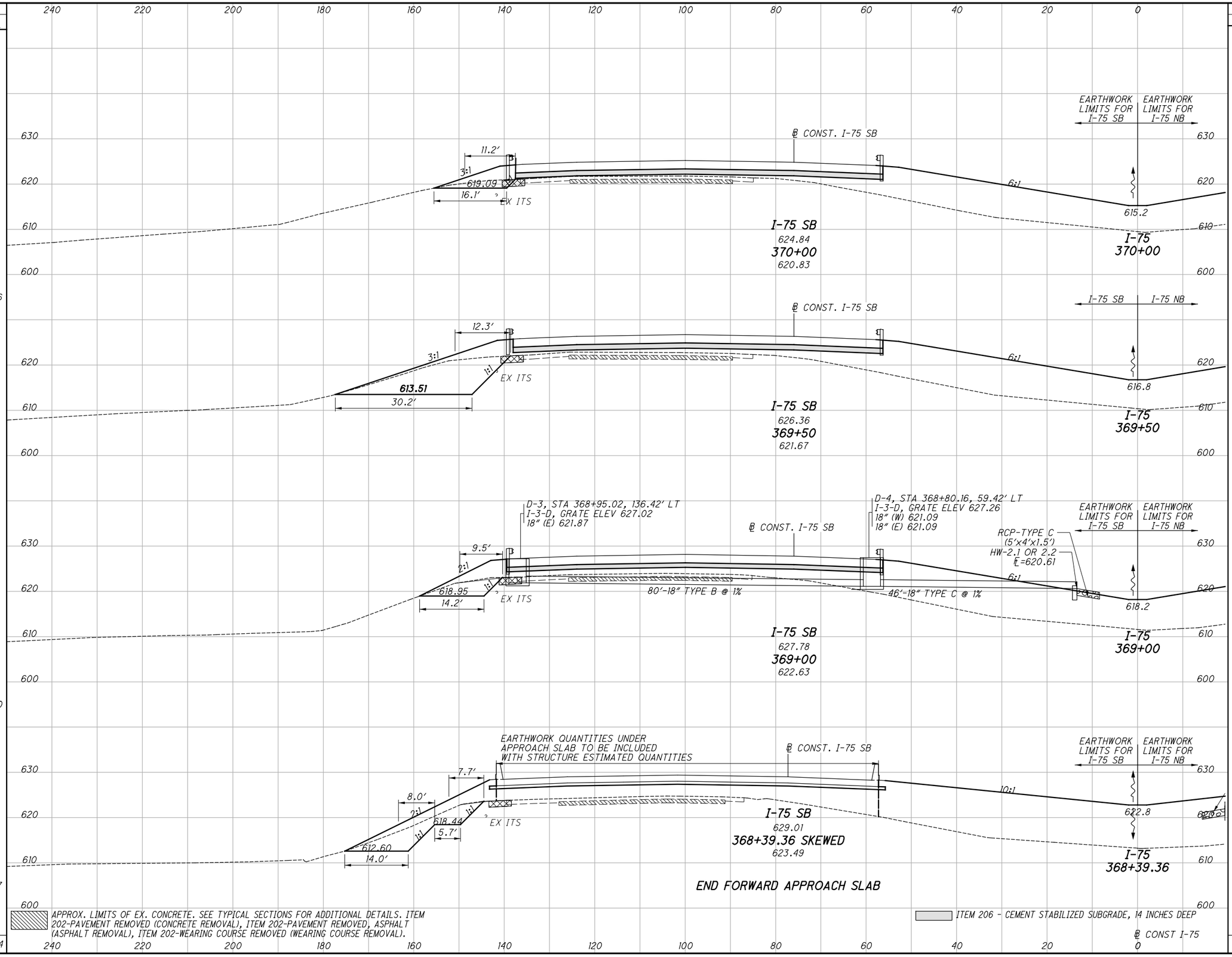
SEEDING END WIDTH	SEEDING SQ. YDS.
80	506
102	511
82	600
96	337
	1954

240 220 200 180 160 140 120 100 80 60 40 20 0



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
21	659	175	1455
168	912	194	1611
41	827	143	1791
86	767	545	1187
		1057	6044

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 368+39.36 TO STA. 370+00

HAM-75-14.61

282
708

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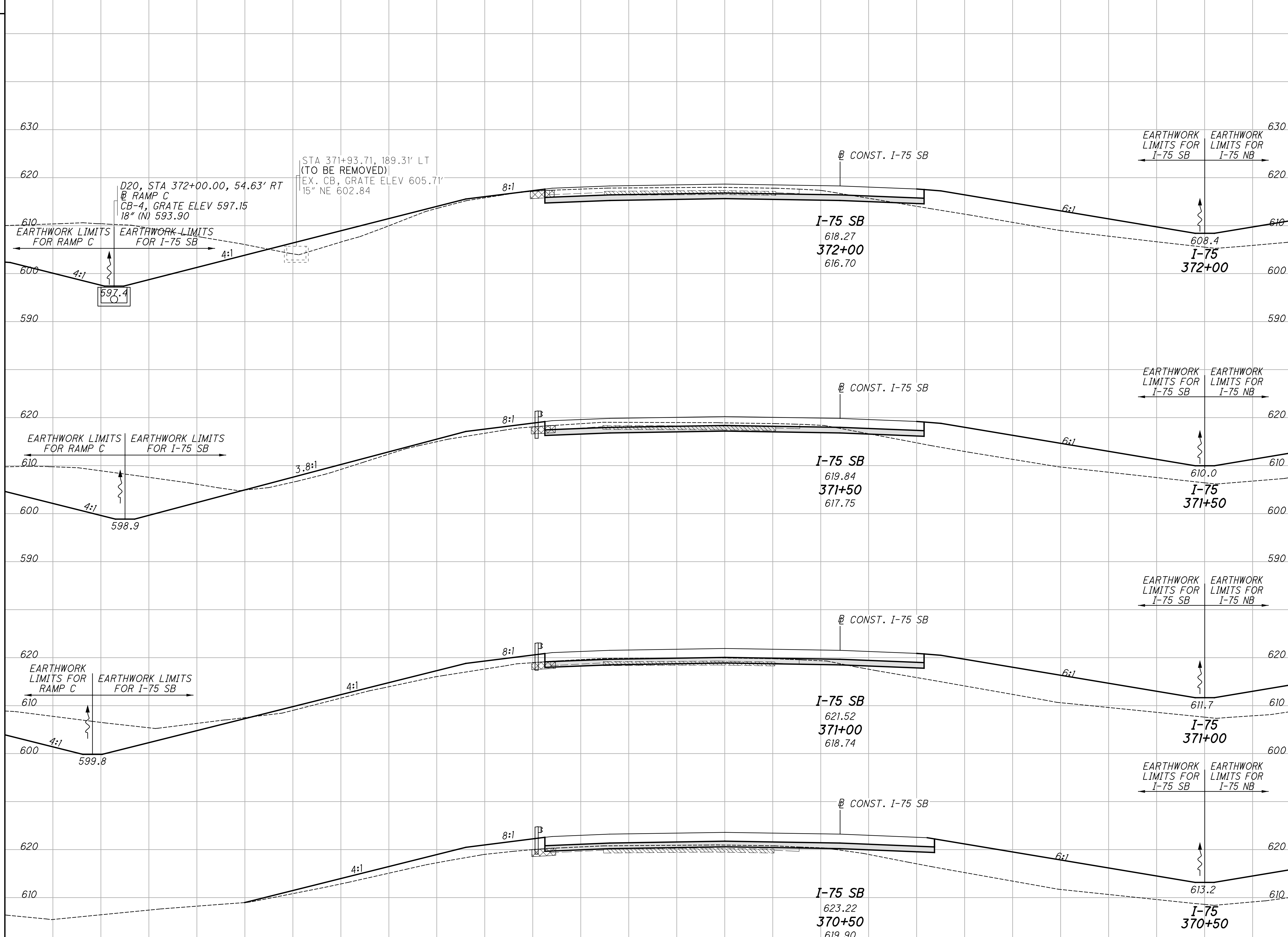
CROSS SECTIONS I-75 SB
STA. 370+50 TO STA. 372+00

HAM-75-14.61

CALCULATED WLC | CHECKED JDH

SEEDING END WIDTH	SEEDING SQ. YDS.	STA.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
155		372+00	238	304		
	856				336	622
153		371+50	124	367		
	867				200	781
159		371+00	92	476		
	789				88	967
125		370+50	2	568		
	572				22	1137
	3084				646	3507

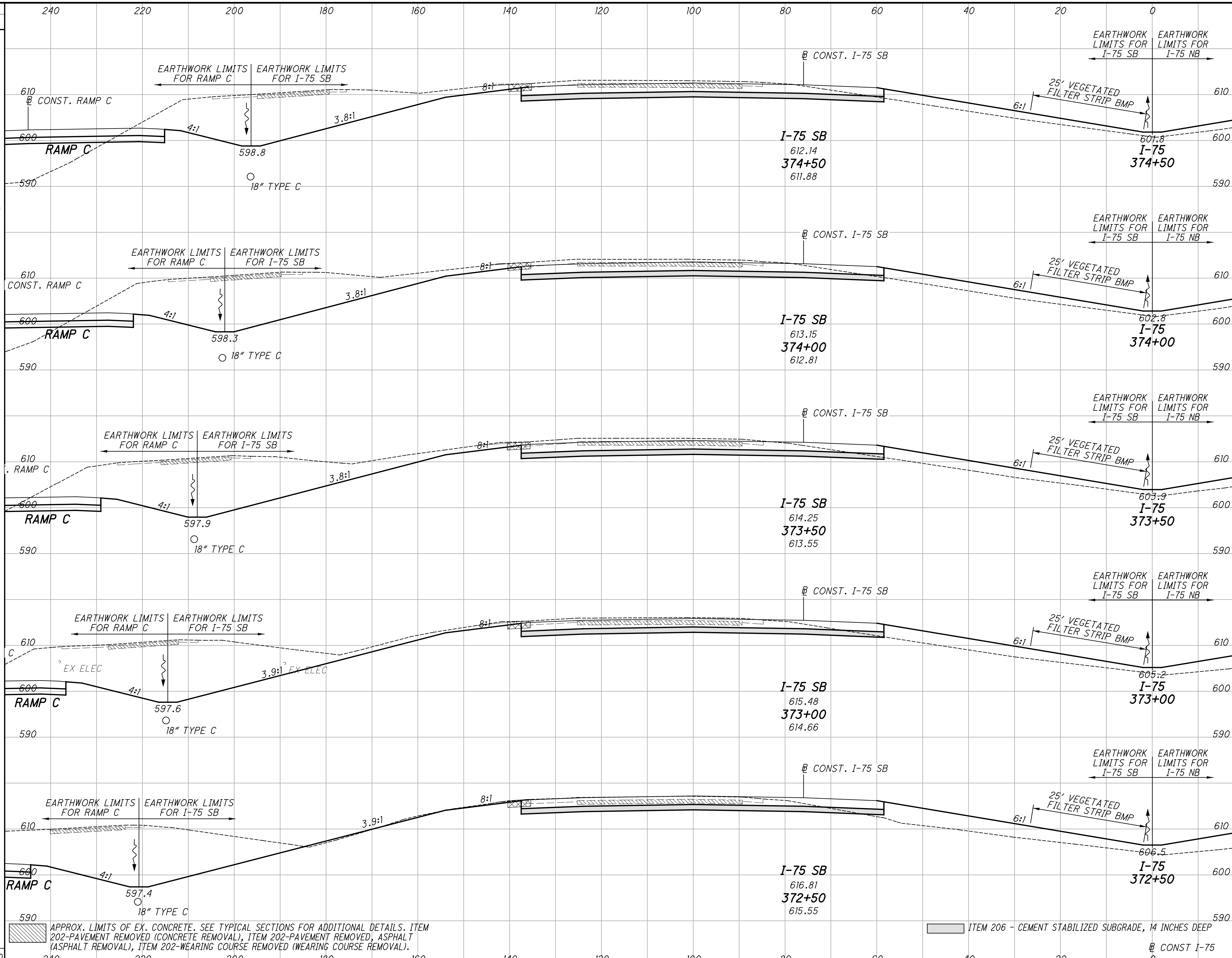


APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

240 220 200 180 160 140 120 100 80 60 40 20 0



Station	Seeding End Width	Seeding Sq. Yds.	End Area Cut	End Area Fill	Volume Cut	Volume Fill
374+50	123		389	90		
		700			759	175
374+00	129		430	99		
		733			802	193
373+50	135		436	109		
		767			770	219
373+00	141		395	127		
		806			650	287
372+50	148		306	182		
		844			504	450
Total		3850			3485	1324

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 372+50 TO STA. 374+50

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
316	102
316	104
316	110
316	116
316	667
316	2205

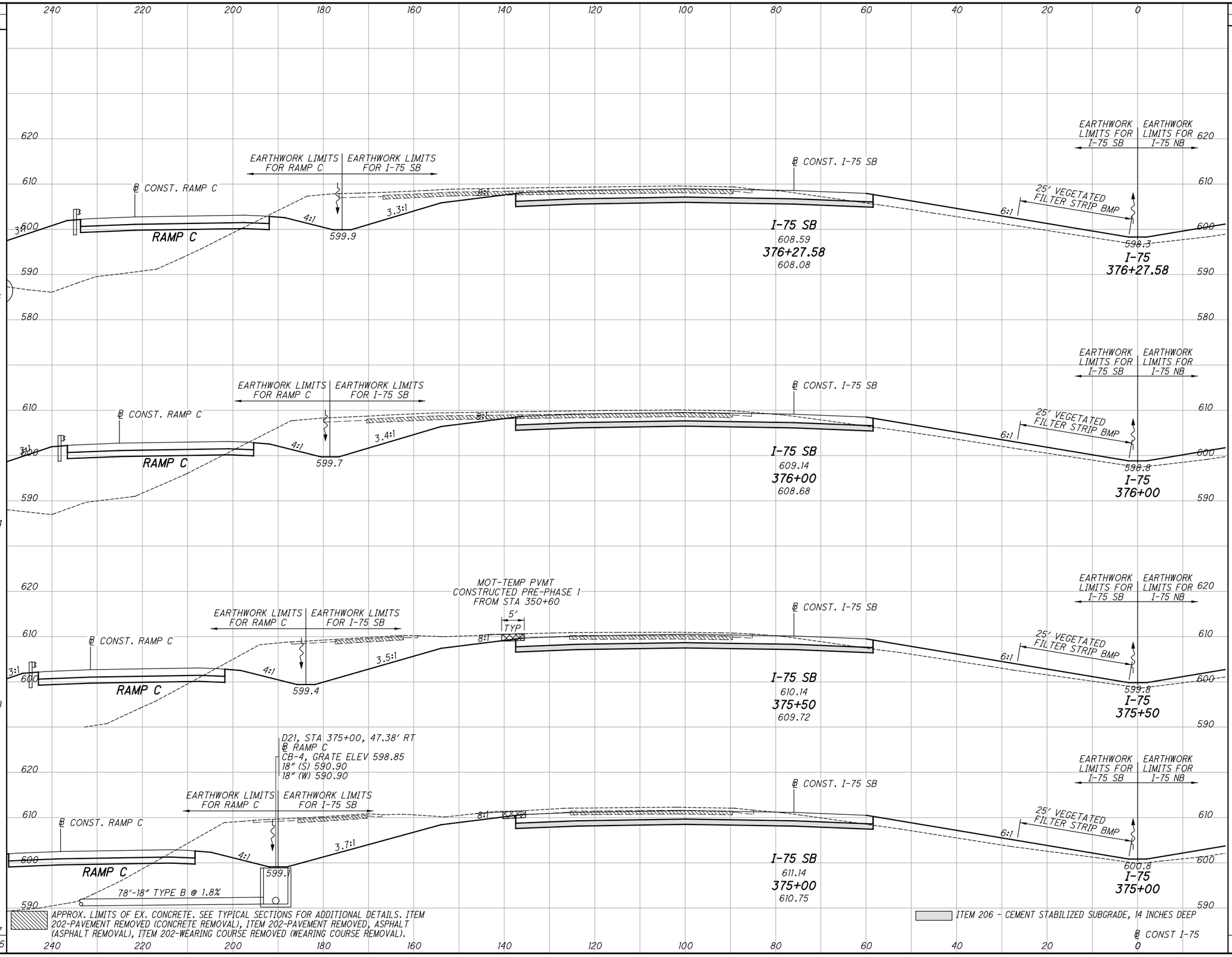
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
189	100	206	95
213	85	474	157
298	84	604	155
354	83	688	161
1972	568		

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 375+00 TO STA. 376+27.58

HAM-75-14.61

285
708



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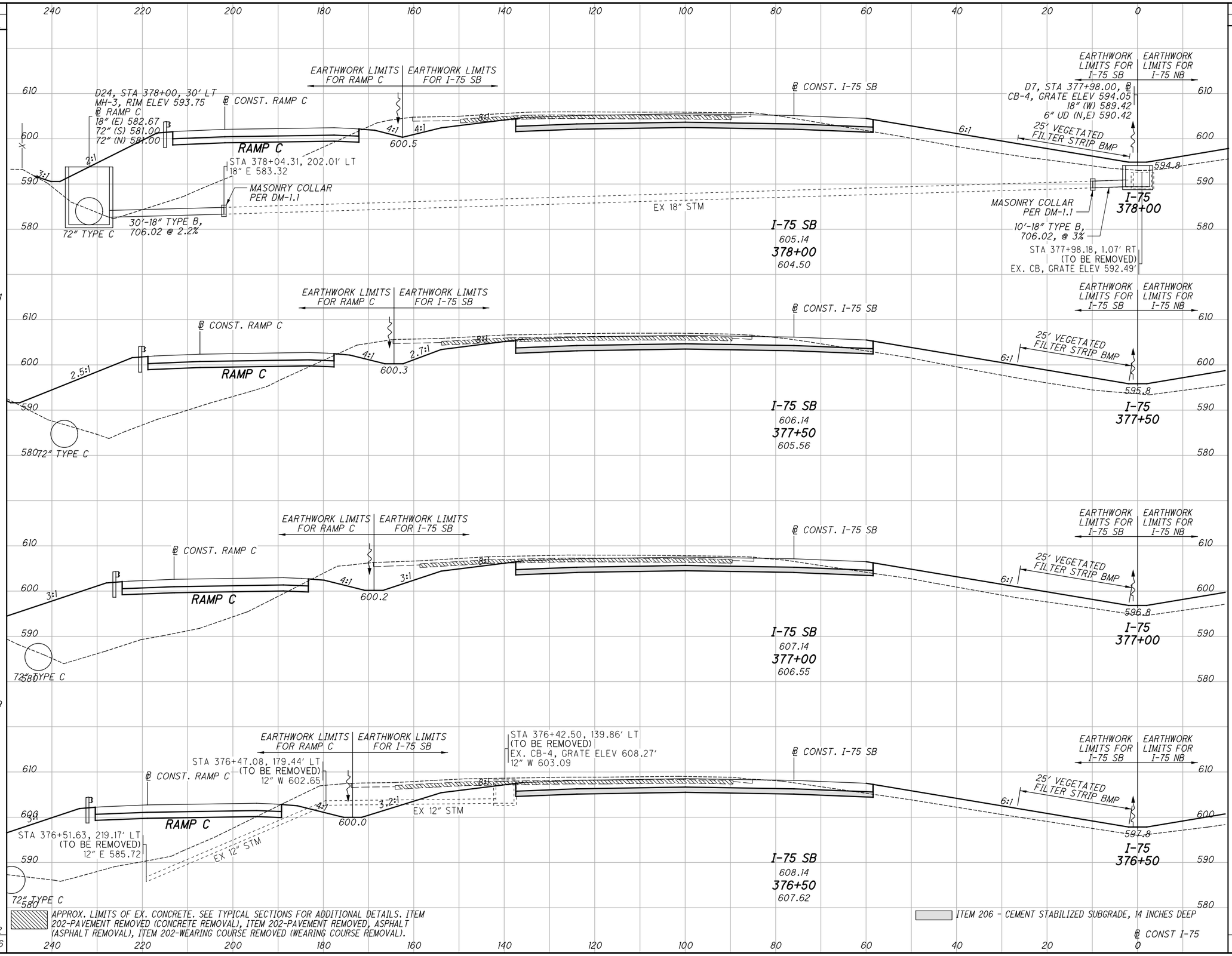
SEEDING END WIDTH	SEEDING SQ. YDS.
88	494
90	511
94	539
99	252
	1796



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
109	153		
		213	284
121	153		
		239	263
137	130		
		285	222
170	109		
		150	87
		887	856

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 376+50 TO STA. 378+00

HAM-75-14.61

286
708

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SEEDING END WIDTH	SEEDING SQ. YDS.
73	417
77	428
77	444
83	478
	1767

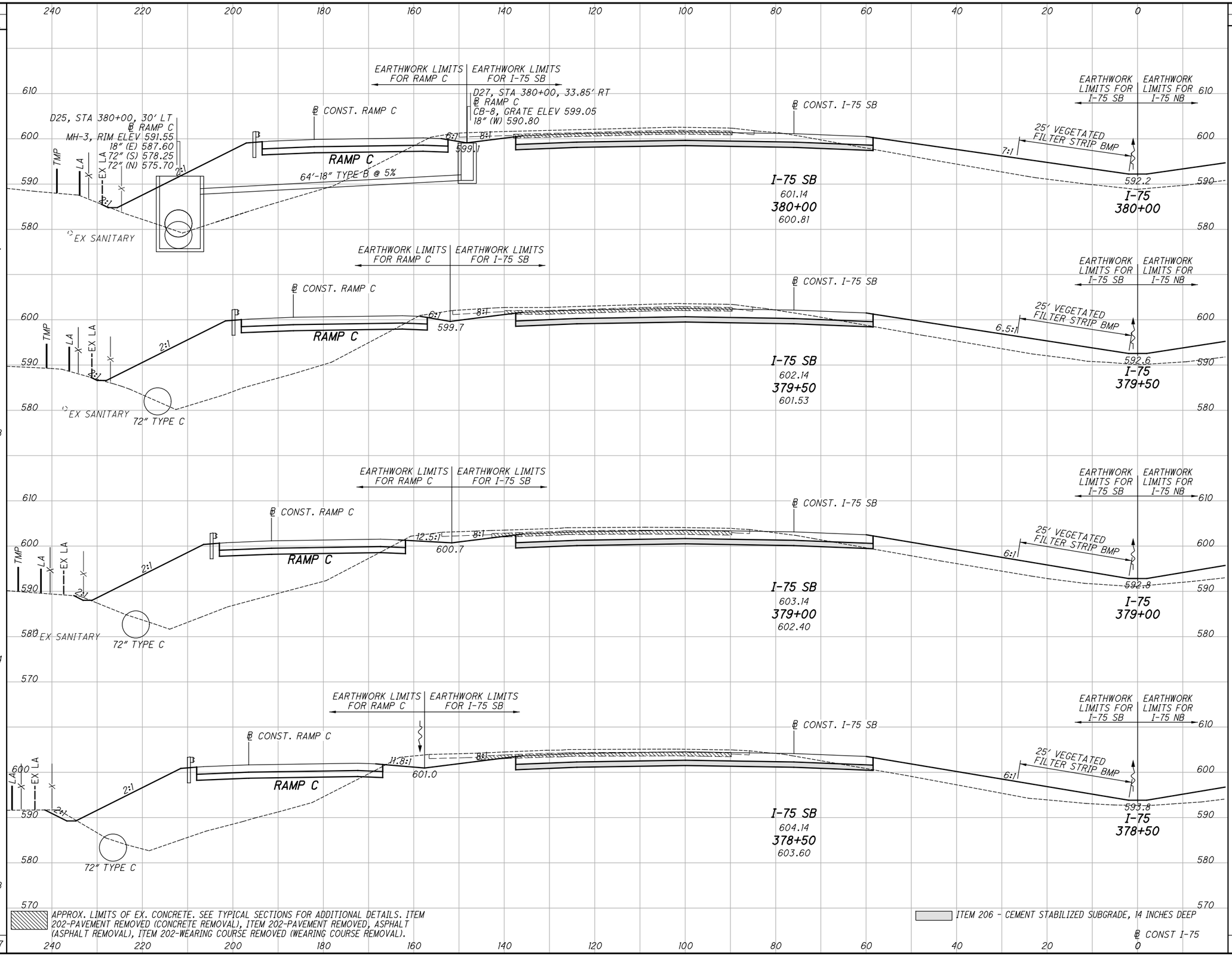
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
108	198	200	352
108	182	186	326
92	170	182	304
104	158	198	288
		766	1270

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 378+50 TO STA. 380+00

HAM-75-14.61

287
708



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SEEDING END WIDTH	SEEDING SQ. YDS.
104	572
102	254
61	19
61	143
	988

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
120	690	227	1320
125	735	129	481
124	195	14	21
124	195	83	141
		453	1963

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 380+19.26 TO STA. 381+00

HAM-75-14.61

288
708

240 220 200 180 160 140 120 100 80 60 40 20 0

610 600 590 580 570

MOT-TEMP PVMT CONSTRUCTED PHASE 1 TO STA 409+50
20'
TYP

TMP LA EX LA 2:1 581.3 EX SANITARY 72" TYPE C

℄ CONST. I-75 SB

I-75 SB
599.14
381+00
598.62

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

25' VEGETATED FILTER STRIP BMP
7:1
590.2
I-75
381+00

TMP LA EX LA 2:1 583.0 EX SANITARY 72" TYPE C

℄ CONST. I-75 SB

I-75 SB
600.14
380+50
599.74

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

25' VEGETATED FILTER STRIP BMP
7:1
591.2
I-75
380+50

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

TMP LA EX LA 2:1 584.2 EX SANITARY 72" TYPE C

RAMP C

℄ CONST. I-75 SB

I-75 SB
600.70
380+22.10
600.43

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

25' VEGETATED FILTER STRIP BMP
7:1
591.8
I-75
380+22.10

END SPEED CHANGE LANE FOR RAMP C
BEGIN RAMP C

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

TMP LA EX LA 2:1 584.3 EX SANITARY 72" TYPE C

RAMP C

℄ CONST. I-75 SB

I-75 SB
600.75
380+19.26
600.51

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

25' VEGETATED FILTER STRIP BMP
7:1
591.8
I-75
380+19.26

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

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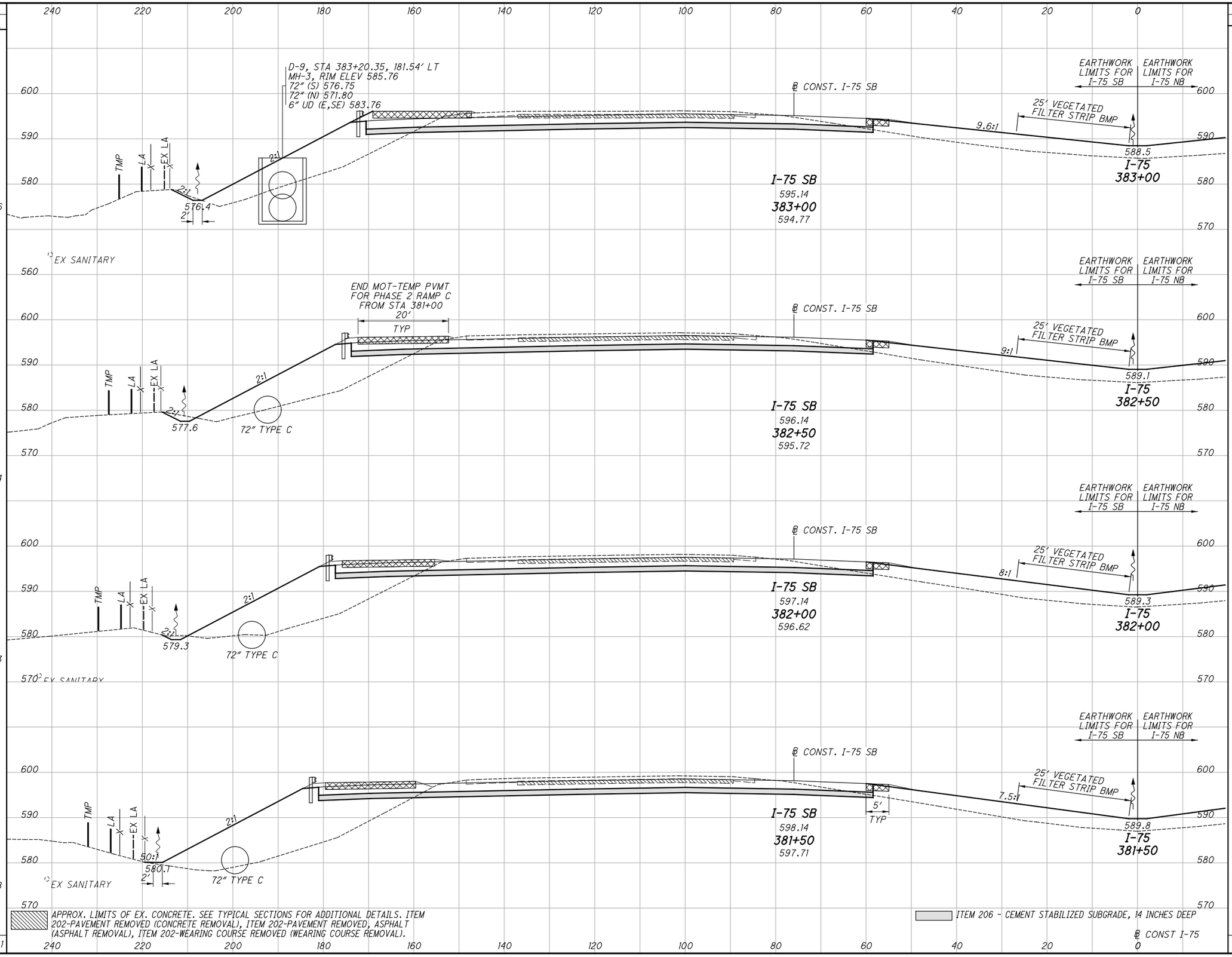
SEEDING END WIDTH	SEEDING SQ. YDS.
110	606
108	594
105	583
104	578
	2361



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
133	438	237	849
122	478	221	925
116	521	218	1060
119	623	222	1216
		898	4050

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 381+50 TO STA. 383+00

HAM-75-14.61

289
708

SEEDING END WIDTH	SEEDING SQ. YDS.
113	611
106	567
98	594
116	628
	2400

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
196	327	344	627
175	350	272	610
118	308	235	690
135	437	249	811
		1100	2738

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 383+50 TO STA. 385+00

HAM-75-14.61

290
708

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75 SB

25' VEGETATED FILTER STRIP BMP

EX LA

EX SANITARY

EX CH

EX TWIN 96" CULVERT (TO REMAIN)

STA 383+93.12, 196.93' LT
96" NE 571.34

STA 383+83.53, 195.33' LT
96" NE 571.34

RCP, TYPE B
(2'-6" THICK)

MASONRY COLLAR PER DM-1.1
SEE SHEET 679 FOR
CULVERT DETAILS

REMOVE AND
REUSE EX. CONDUIT

72" TYPE C

TYP

I-75 SB
592.06
385+00
591.80

587.2
I-75
385+00

I-75 SB
592.68
384+50
592.44

587.5
I-75
384+50

I-75 SB
593.40
384+00
593.12

587.8
I-75
384+00

I-75 SB
594.22
383+50
593.91

588.3
I-75
383+50

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

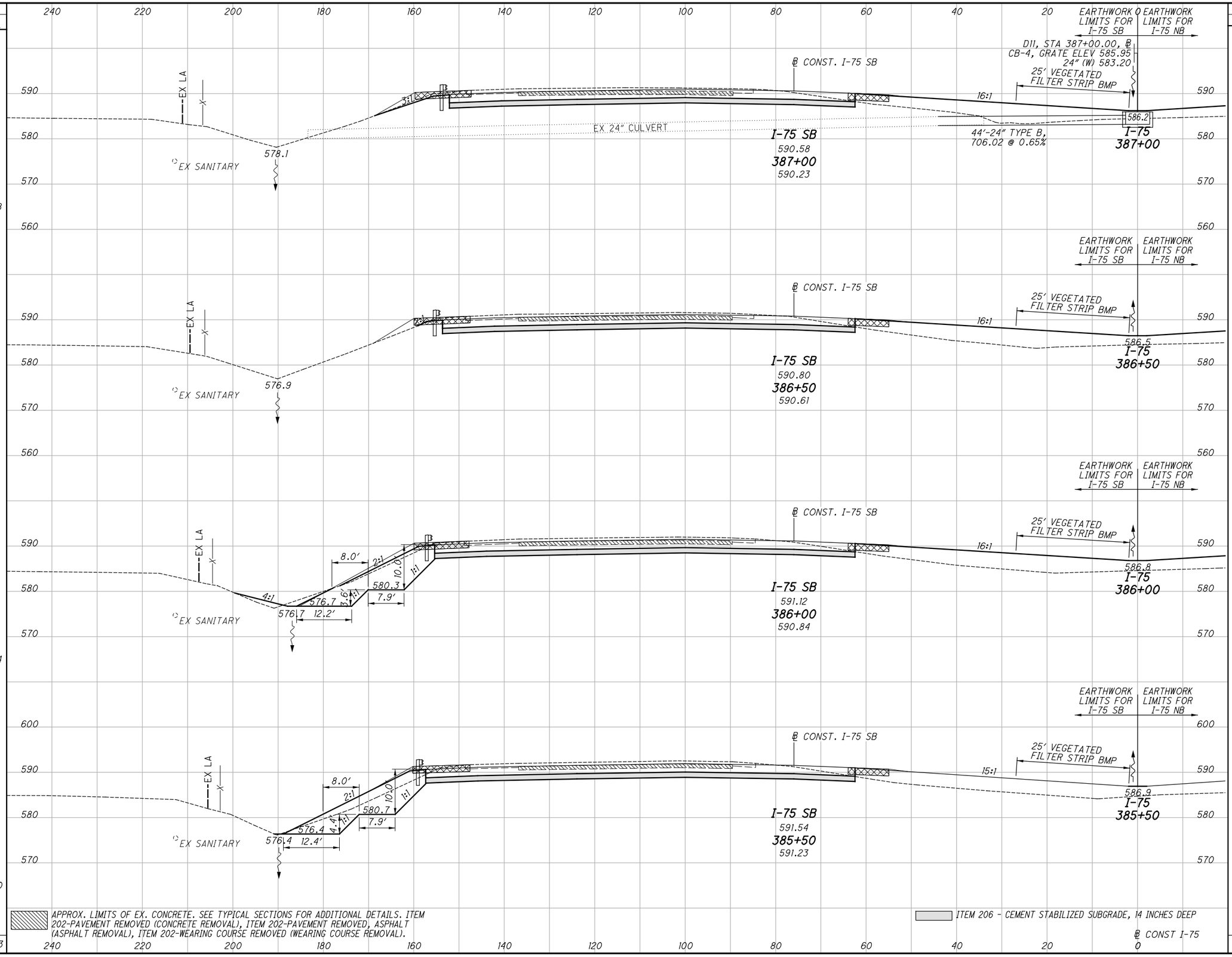
CROSS SECTIONS I-75 SB
STA. 385+50 TO STA. 387+00

HAM-75-14.61

291
708

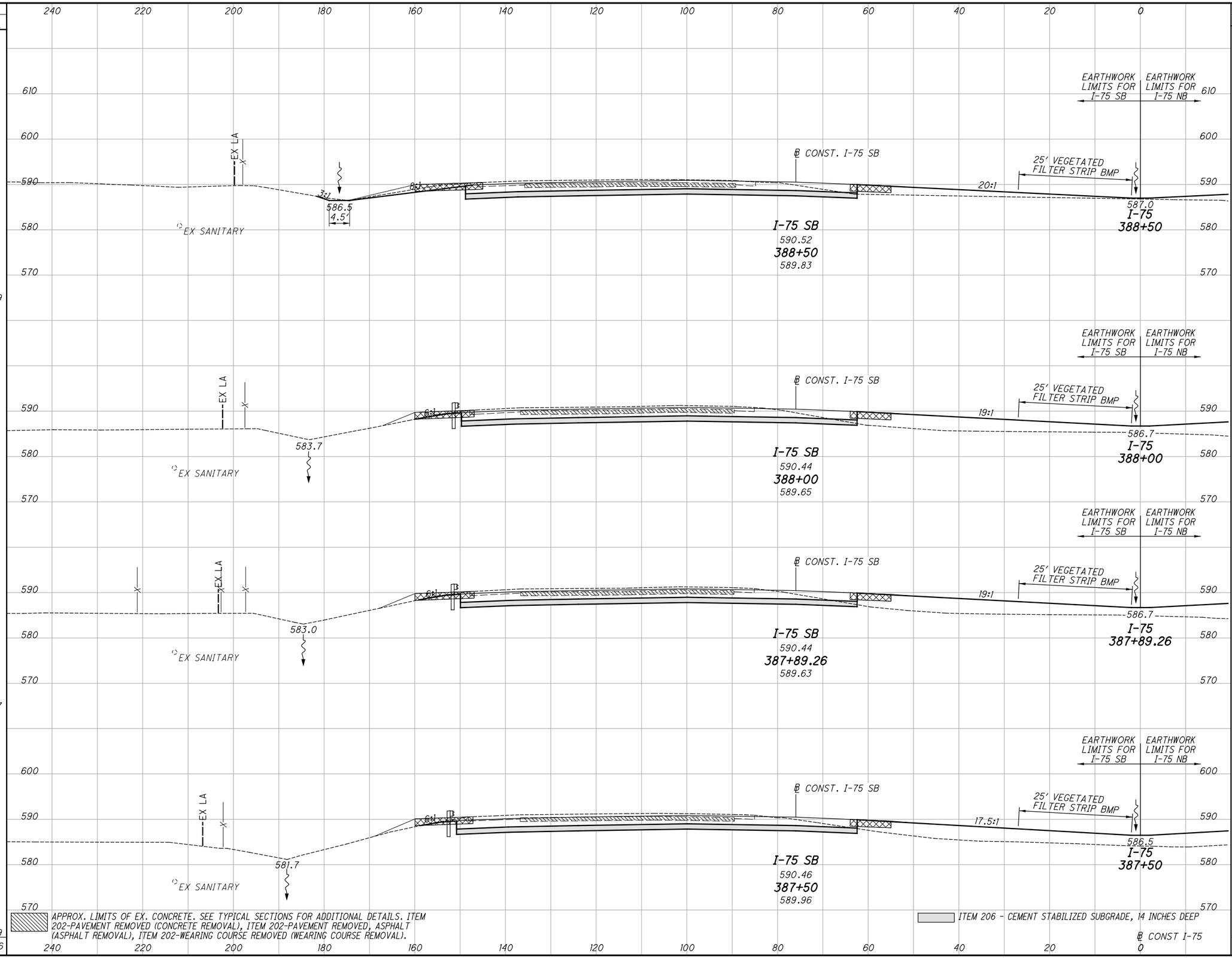
CALCULATED WLC
CHECKED JDH

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
83	428	107	183	198	349
71	511	106	193	328	494
112	594	248	340	431	620
102	600	217	329	383	608
	2133			1340	2071



SEEDING END WIDTH	SEEDING SQ. YDS.
99	489
76	91
75	327
74	439
	1346

240 220 200 180 160 140 120 100 80 60 40 20 0



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
91	70	163	213
84	159	34	67
86	173	137	251
102	172	194	329
		528	860

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

CALCULATED WLC

CHECKED JDH

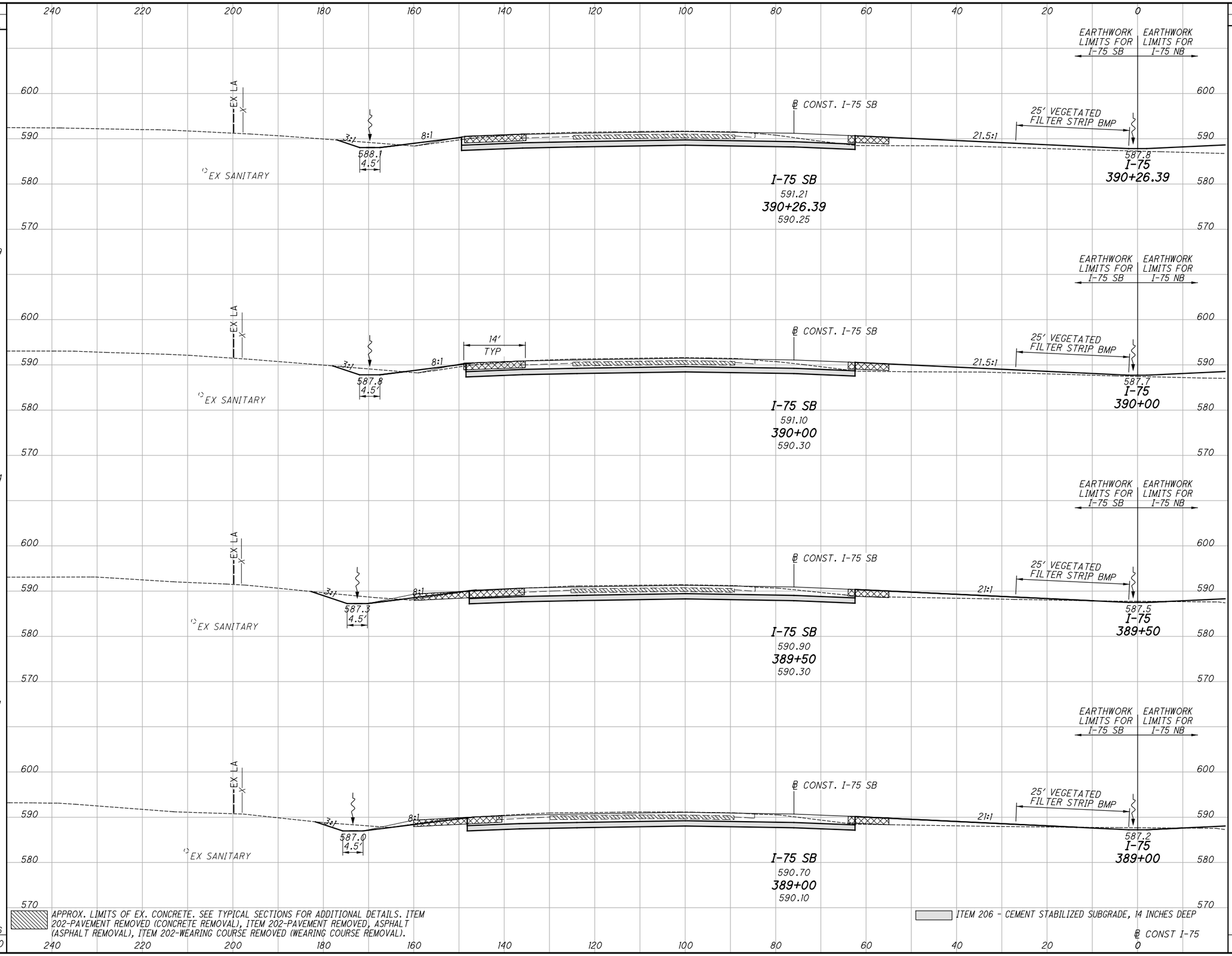
CROSS SECTIONS I-75 SB
STA. 387+50 TO STA. 388+50

HAM-75-14.61

292
708

J:\pre-int\06\06-386_HAM-75\HAM00000V\roadway\sheets\00000XS101_SB.dgn 2021-01-20 10:19:31 AM william.croxton ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL	WLC	JDH
94	279	83	79	84	70		
95	544	87	64	174	100		
101	561	100	44	184	81		
100	556	98	43	175	105		
	1940			617	356		



CROSS SECTIONS I-75 SB
STA. 389+00 TO STA. 390+26.39

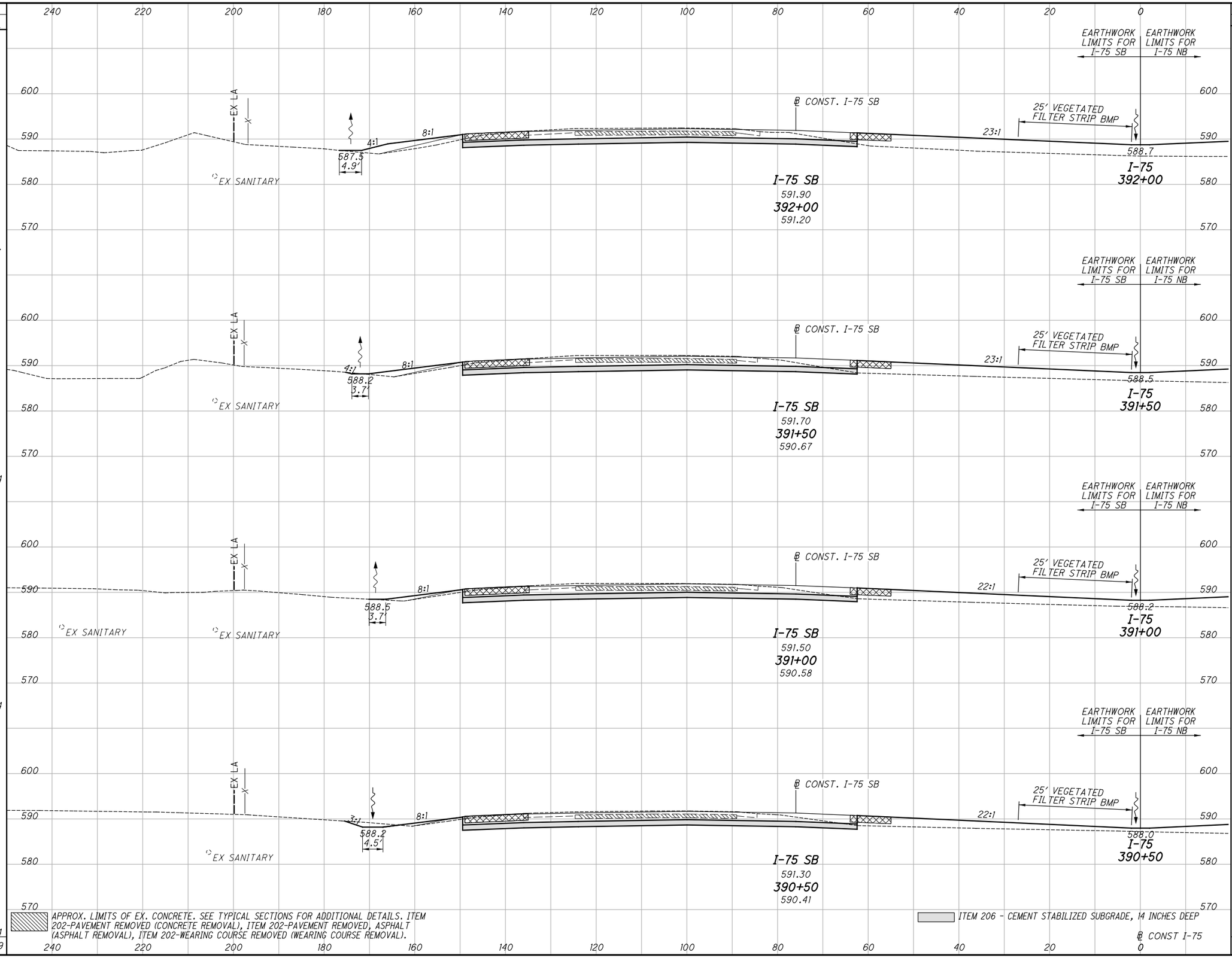
HAM-75-14.61

293
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS101_SB.dgn 2021-01-20 10:19:32 AM william.croxton" ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.
93	517
92	494
86	494
92	244
	1749

240 220 200 180 160 140 120 100 80 60 40 20 0



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
76	206	143	344
78	165	143	275
76	132	148	215
83	100	73	79
		507	913

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 390+50 TO STA. 392+00

HAM-75-14.61

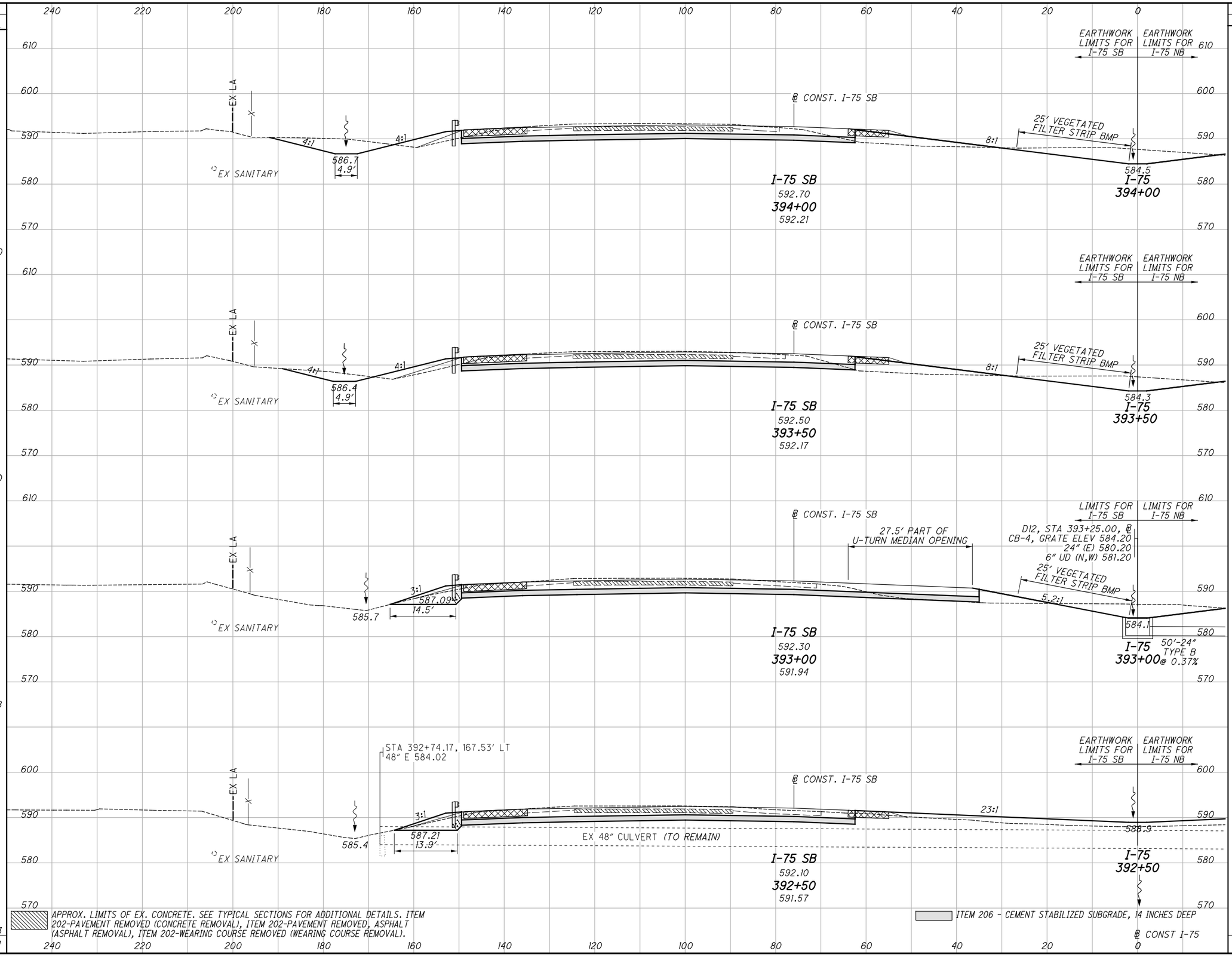
294
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS101_SB.dgn 2021-01-20 10:19:33 AM william.croxton ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.
109	600
107	450
55	378
81	483
	1911

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
188	73	313	148
150	86	273	139
144	64	227	152
101	100	164	284
		977	723

CALCULATED WLC
CHECKED JDH



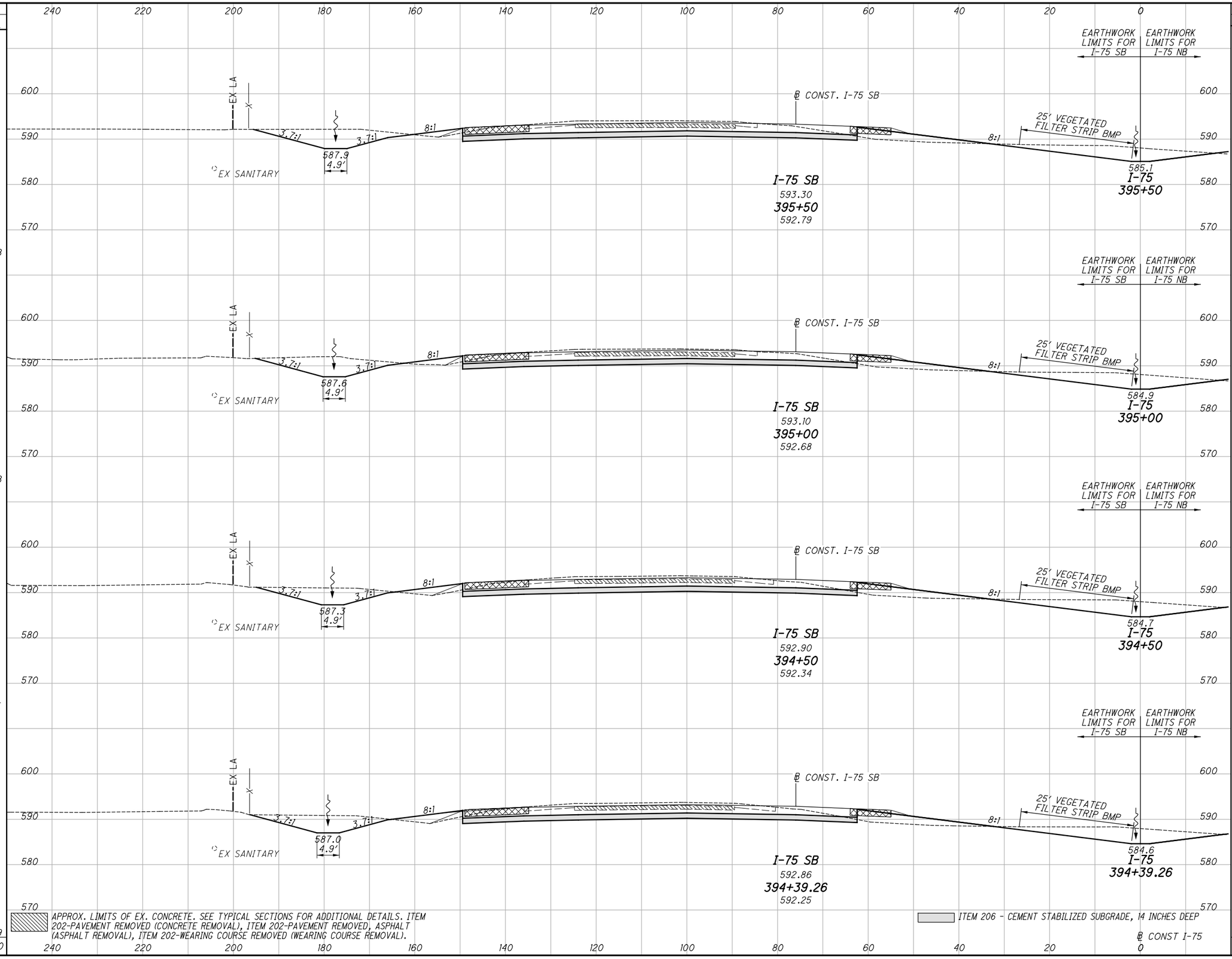
APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

CROSS SECTIONS I-75 SB
STA. 392+50 TO STA. 394+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
113	628
113	628
112	135
114	489
	1880



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
234	48	425	92
225	51		
218	64		
214	61	407	104
		86	25
		296	100
		1214	321

CALCULATED WLC
CHECKED JDH

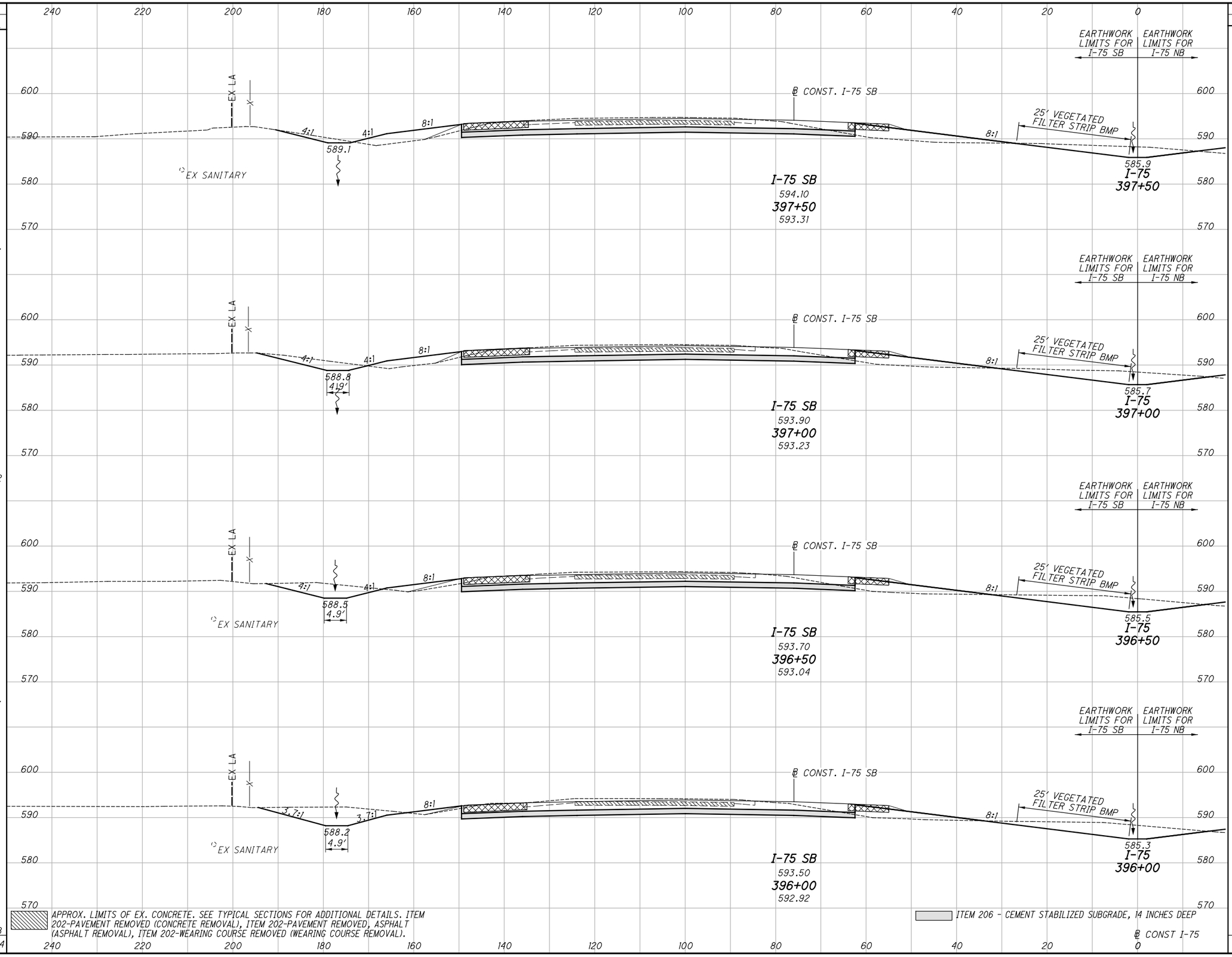
CROSS SECTIONS I-75 SB
STA. 394+39.26 TO STA. 395+50

HAM-75-14.61

296
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS101_SB.dgn 2021-01-20 10:19:35 AM william.croxton ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
108	617	127	106	269	172
113	622	163	79	329	135
110	617	192	66	390	106
112	628	229	48	429	89
	2484			1417	502



CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 396+00 TO STA. 397+50

HAM-75-14.61

297
708

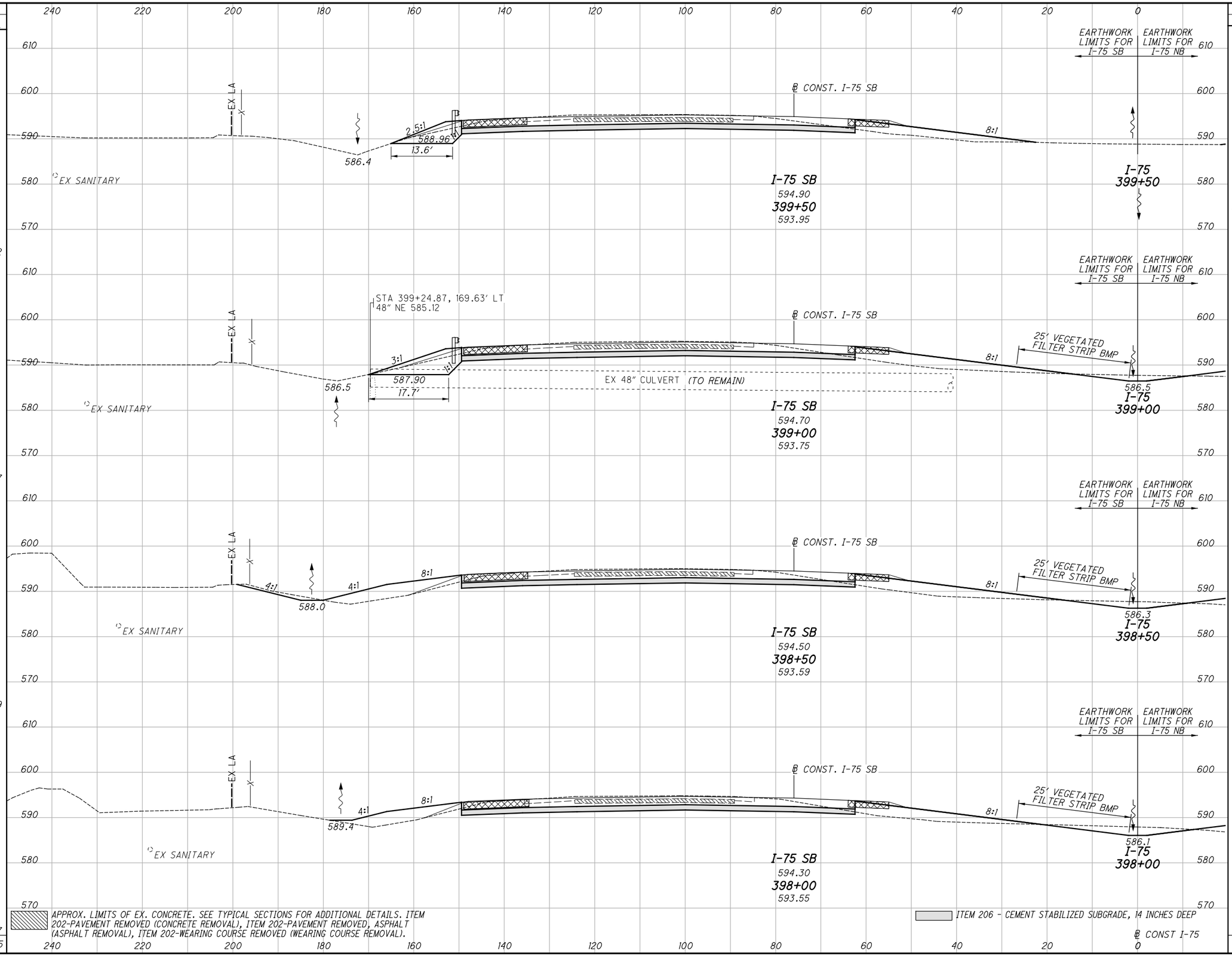
J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS101_SB.dgn 2021-01-20 10:19:37 AM william.croxton ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING	
END WIDTH	SQ. YDS.
82	472
87	567
116	589
95	567
	2195

END AREA	
CUT	FILL
203	106
127	150
95	154
97	127

VOLUME	
CUT	FILL
306	238
206	282
178	261
208	216
898	997

CALCULATED WLC
CHECKED JDH



CROSS SECTIONS I-75 SB
STA. 398+00 TO STA. 399+50

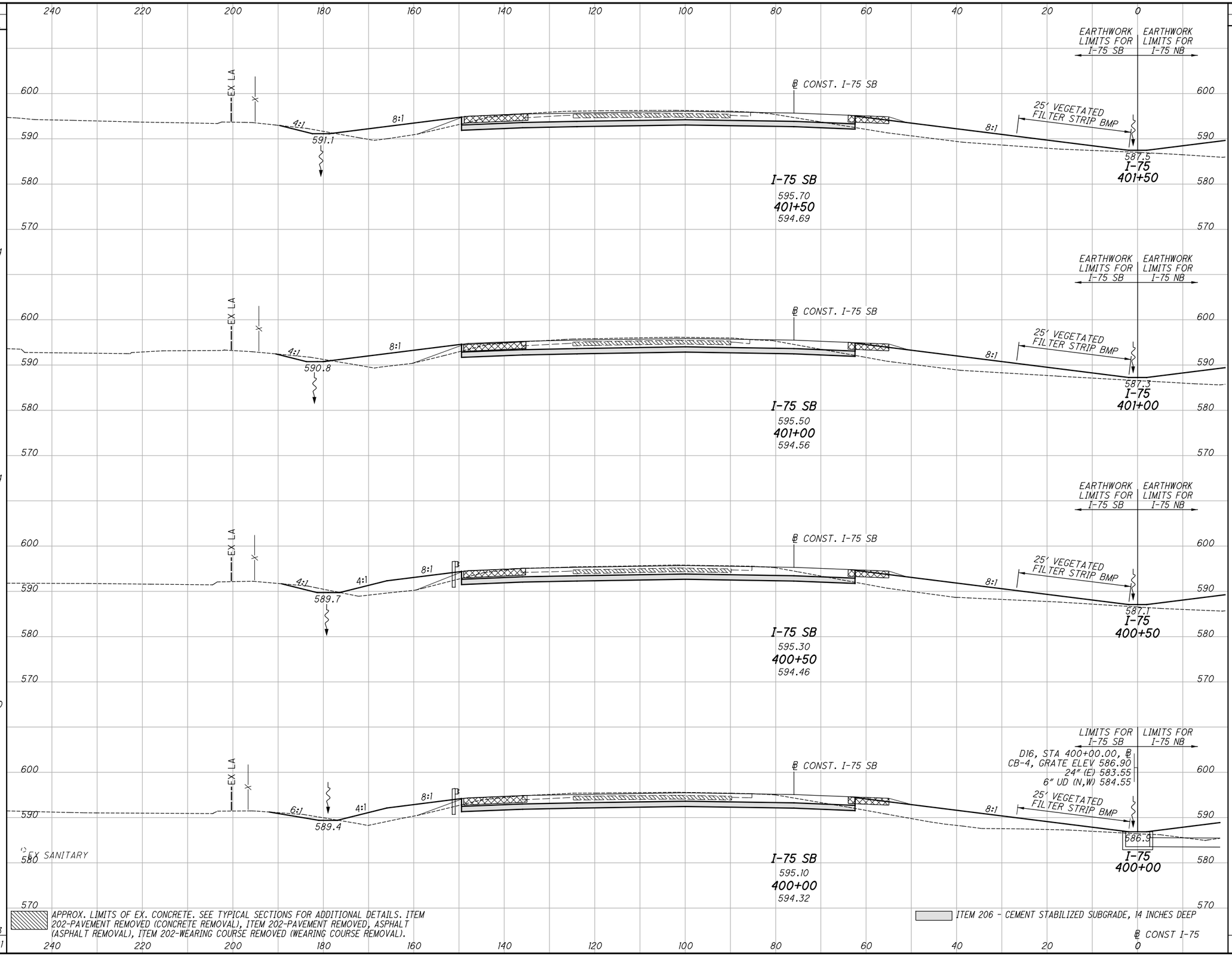
HAM-75-14.61

298
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS101_SB.dgn 2021-01-20 10:19:38 AM william.croxton ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
107	594	82	188	150	363
107	594	80	203	145	367
106	600	76	193	144	365
109	533	79	201	262	285
	2321			701	1380

CALCULATED WLC
CHECKED JDH

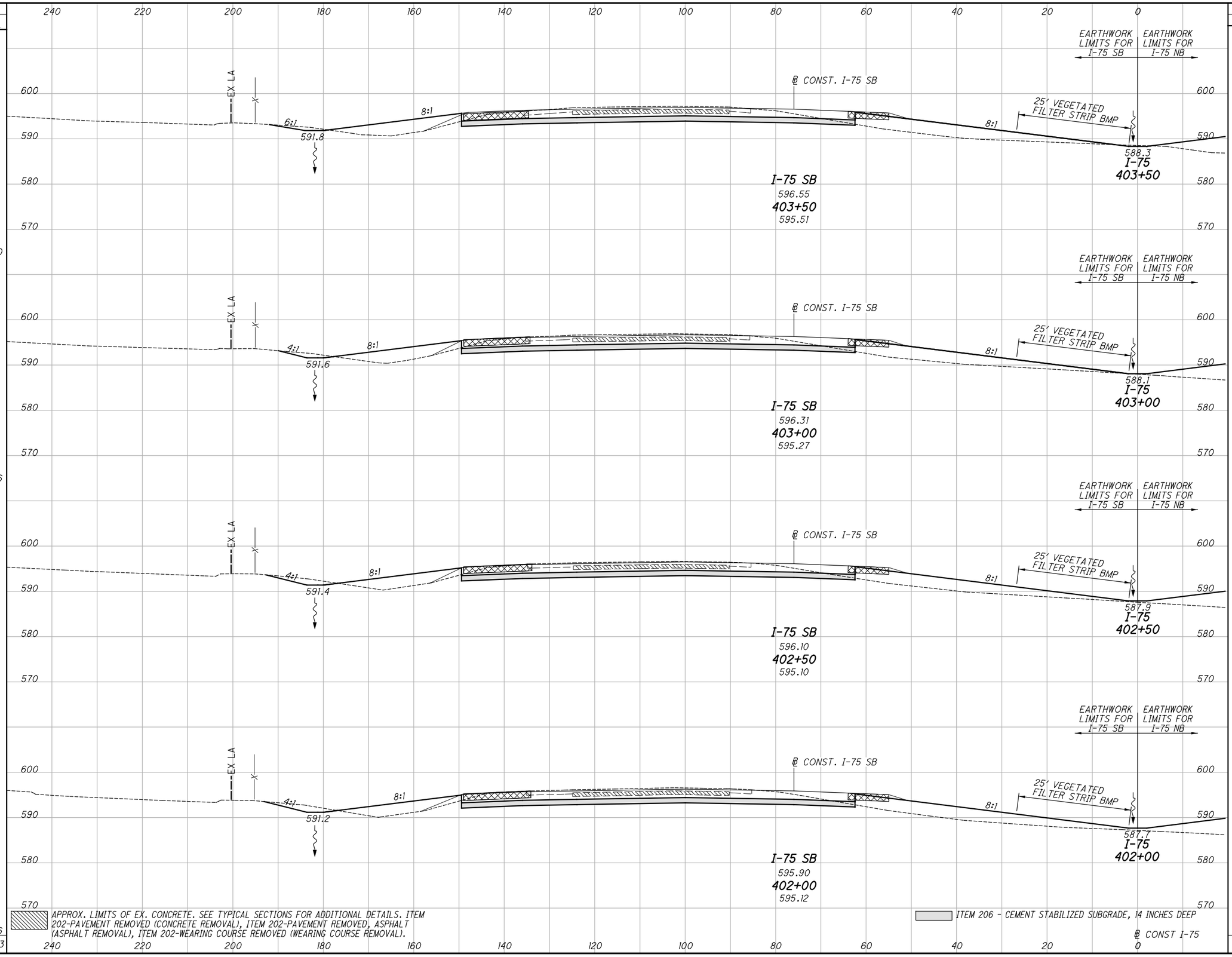


CROSS SECTIONS I-75 SB
STA. 400+00 TO STA. 401+50

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
109	600	76	181	146	325
107	606	81	169	153	313
110	611	84	169	168	327
110	606	97	184	166	345
	2423			633	1310

CALCULATED WLC
CHECKED JDH



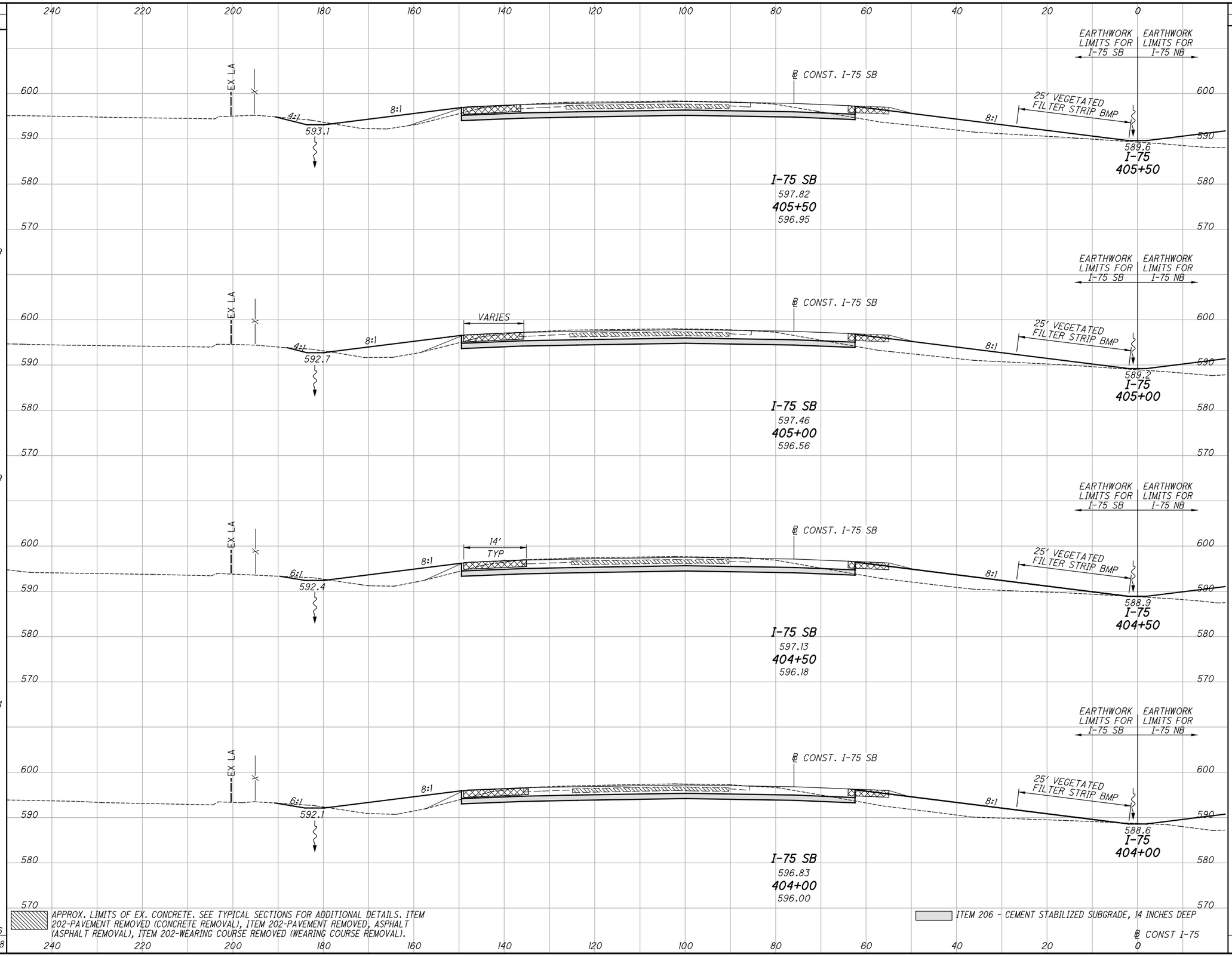
CROSS SECTIONS I-75 SB
STA. 402+00 TO STA. 403+50

HAM-75-14.61

300
708

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
107	589	80	165	145	314
105	589	76	174	141	332
106	594	76	184	142	343
108	606	77	186	142	340
	2378			570	1329

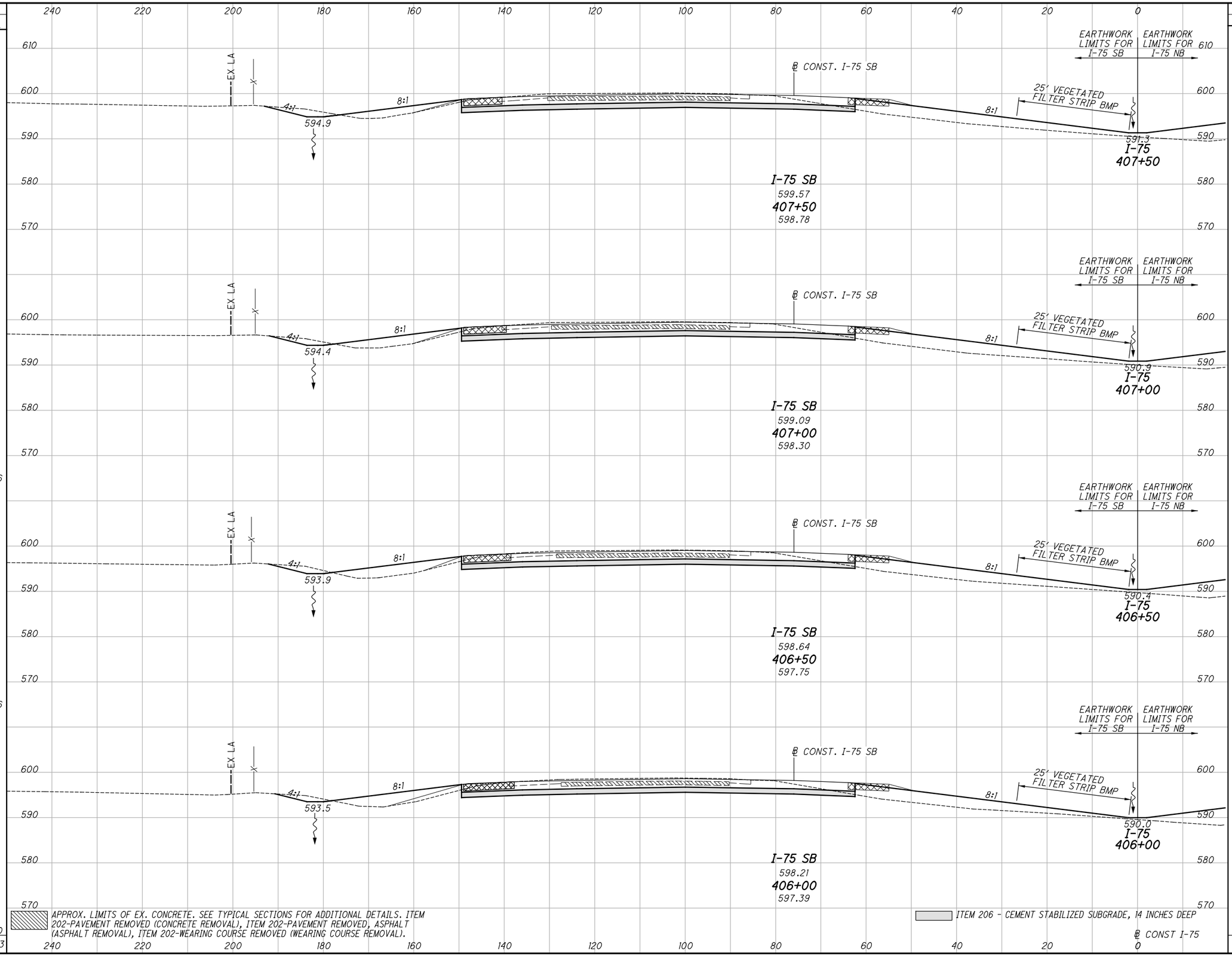
CALCULATED WLC
CHECKED JDH



CROSS SECTIONS I-75 SB
STA. 404+00 TO STA. 405+50

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
110	611
109	606
109	606
108	600
	2423



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
92	159	163	309
84	174	155	324
83	175	152	318
81	168	150	309
		620	1260

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 406+00 TO STA. 407+50

HAM-75-14.61

302
708

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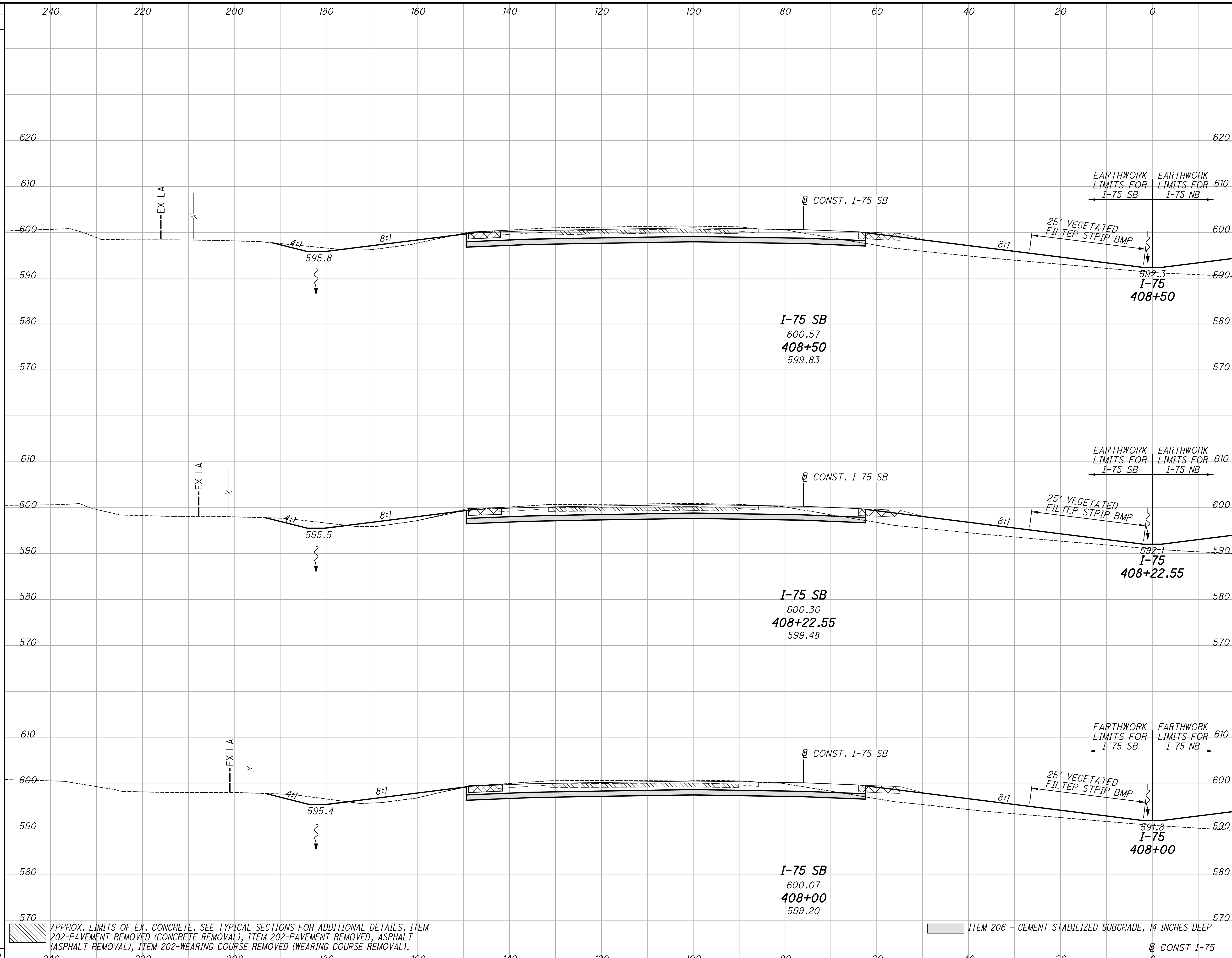
CROSS SECTIONS I-75 SB
STA. 408+00 TO STA. 408+50

CALCULATED	CHECKED
WLC	JDH



SEEDING END WIDTH	SEEDING SQ. YDS.
109	
	335
110	
	276
110	
	611
	1222

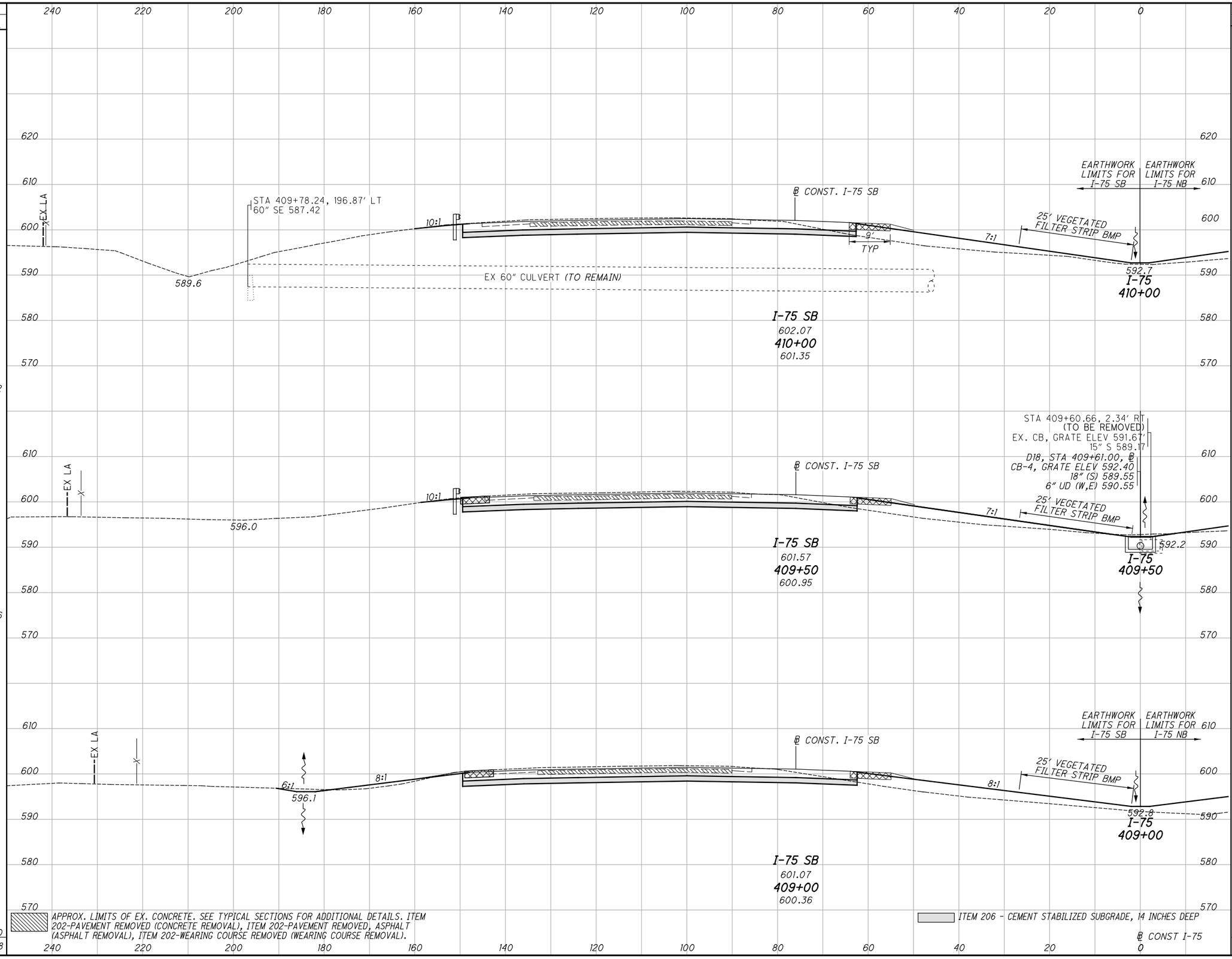
Station	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
408+50	98	134		
			100	138
408+22.55	97	137		
			82	116
408+00	98	140		
			176	277
			358	531

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
77	422
75	506
107	600
	1528

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
73	109	148	188
86	93	167	213
94	136	178	250
		493	651

CALCULATED WLC
CHECKED JDH



CROSS SECTIONS I-75 SB
STA. 409+00 TO STA. 410+00

HAM-75-14.61

304
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS101_SB.dgn 2021-01-20 10:19:45 AM william.croxton" ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
77	428	73	115	132	211
76	422	69	112	134	202
76	428	75	106	138	200
	1278			404	613

CALCULATED WLC
CHECKED JDH

240 220 200 180 160 140 120 100 80 60 40 20 0

610 600 590 580 570

℄ CONST. I-75 SB

10:1

7:1

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

25' VEGETATED FILTER STRIP BMP

588.9

I-75 SB
603.57
411+50
603.36

593.9
I-75
411+50

589.0

I-75 SB
603.07
411+00
602.69

593.5
I-75
411+00

EX LA

589.3

VARIES

I-75 SB
602.57
410+50
602.02

593.1
I-75
410+50

END SPEED CHANGE LANE FOR RAMP A
BEGIN AUXILIARY LANE FOR MAINLINE

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

CROSS SECTIONS I-75 SB
STA. 410+50 TO STA. 411+50

HAM-75-14.61

305
708

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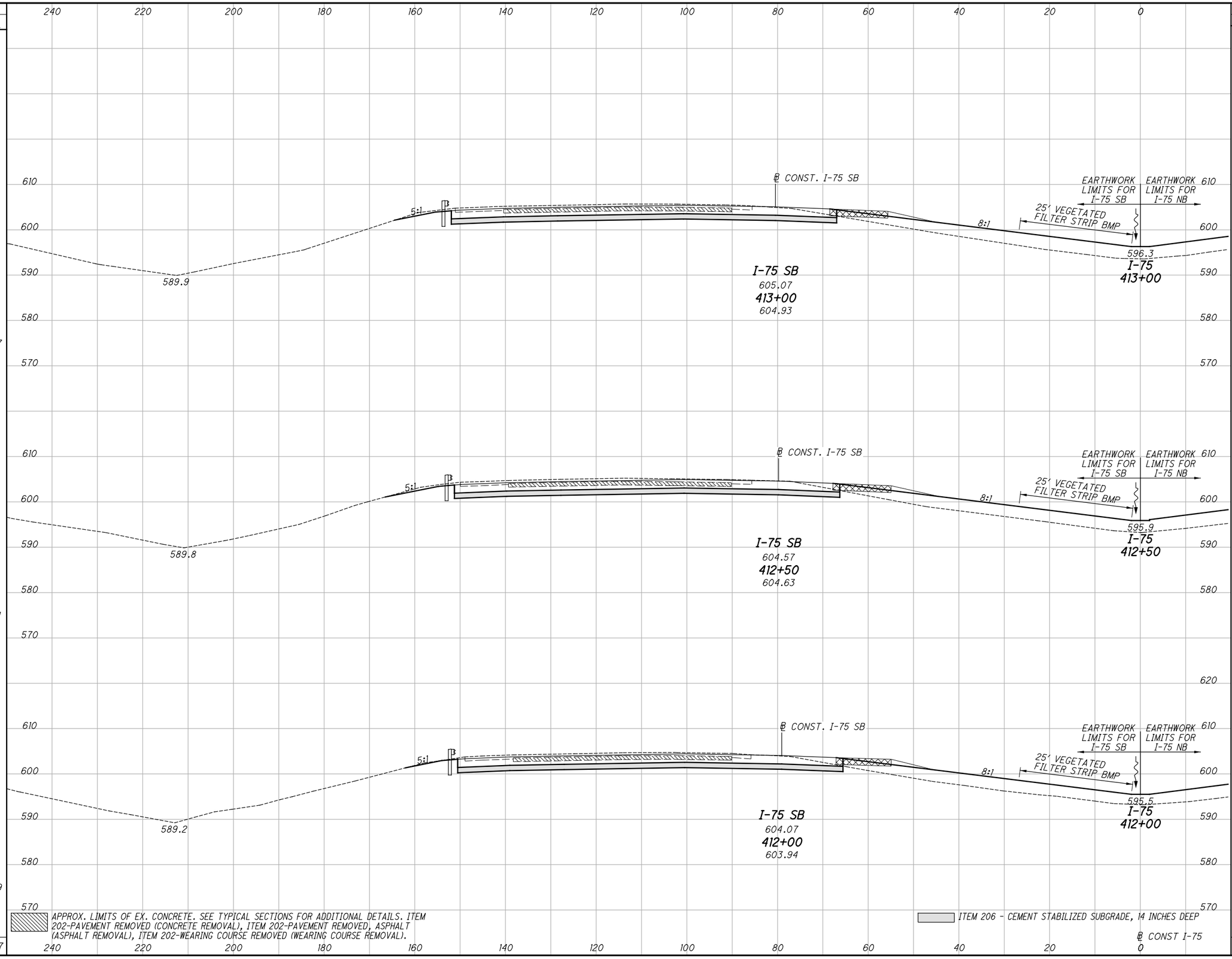
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
83	467	91	168	173	307
85	461	95	163	168	300
81	439	86	160	148	255
	1367			489	862

CALCULATED WLC
CHECKED JDH



CROSS SECTIONS I-75 SB
STA. 412+00 TO STA. 413+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
85	472
84	467
84	467
	1406

240 220 200 180 160 140 120 100 80 60 40 20 0

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

240 220 200 180 160 140 120 100 80 60 40 20 0

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
63	169	146	319
94	175	174	321
93	171	171	314
		491	954

CALCULATED WLC

CHECKED JDH

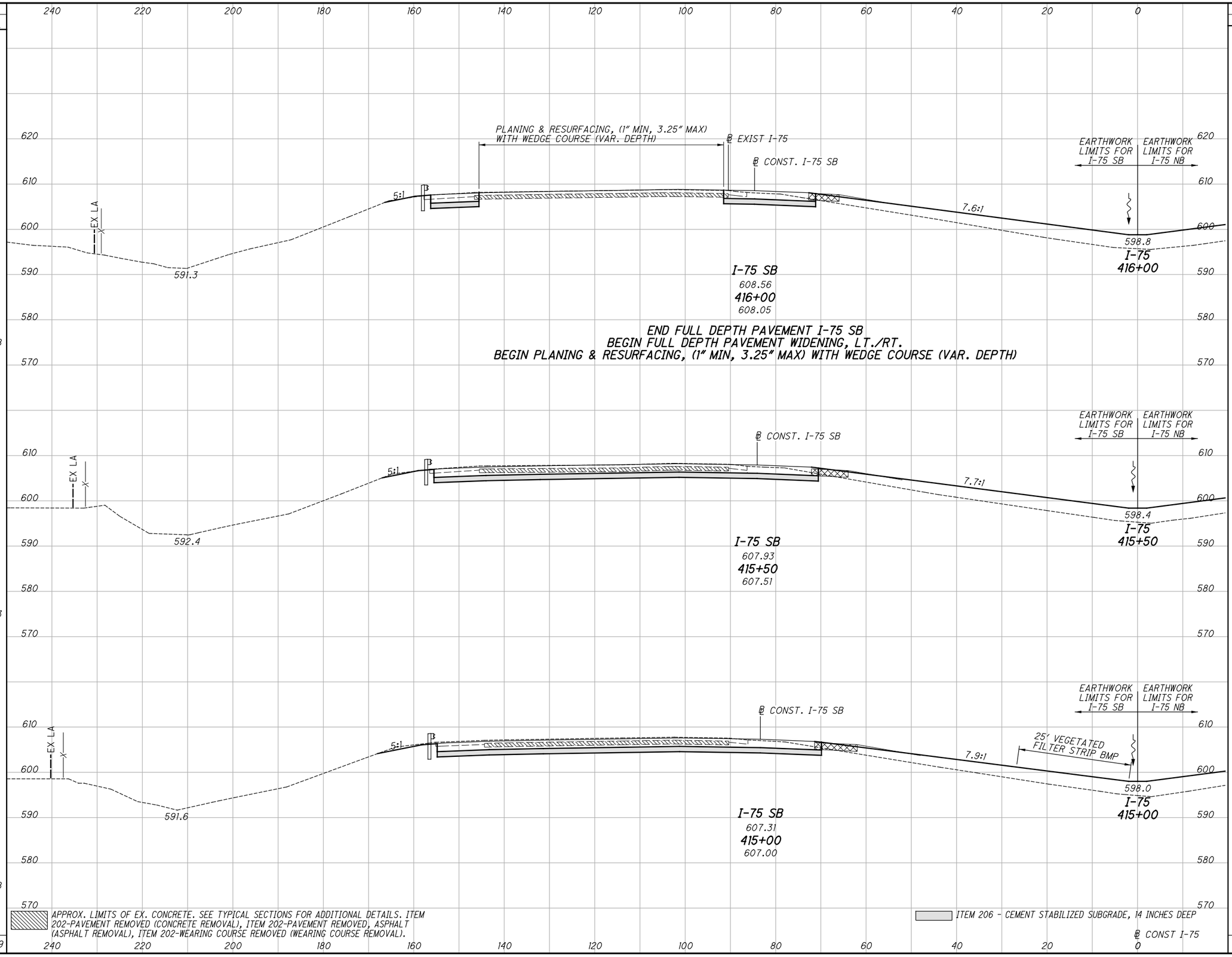
CROSS SECTIONS I-75 SB
STA. 413+50 TO STA. 414+50

HAM-75-14.61

307
708

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
85	478	30	175	81	325
86	483	57	176	119	315
87	478	71	164	125	309
	1439			325	949

CALCULATED WLC
CHECKED JDH



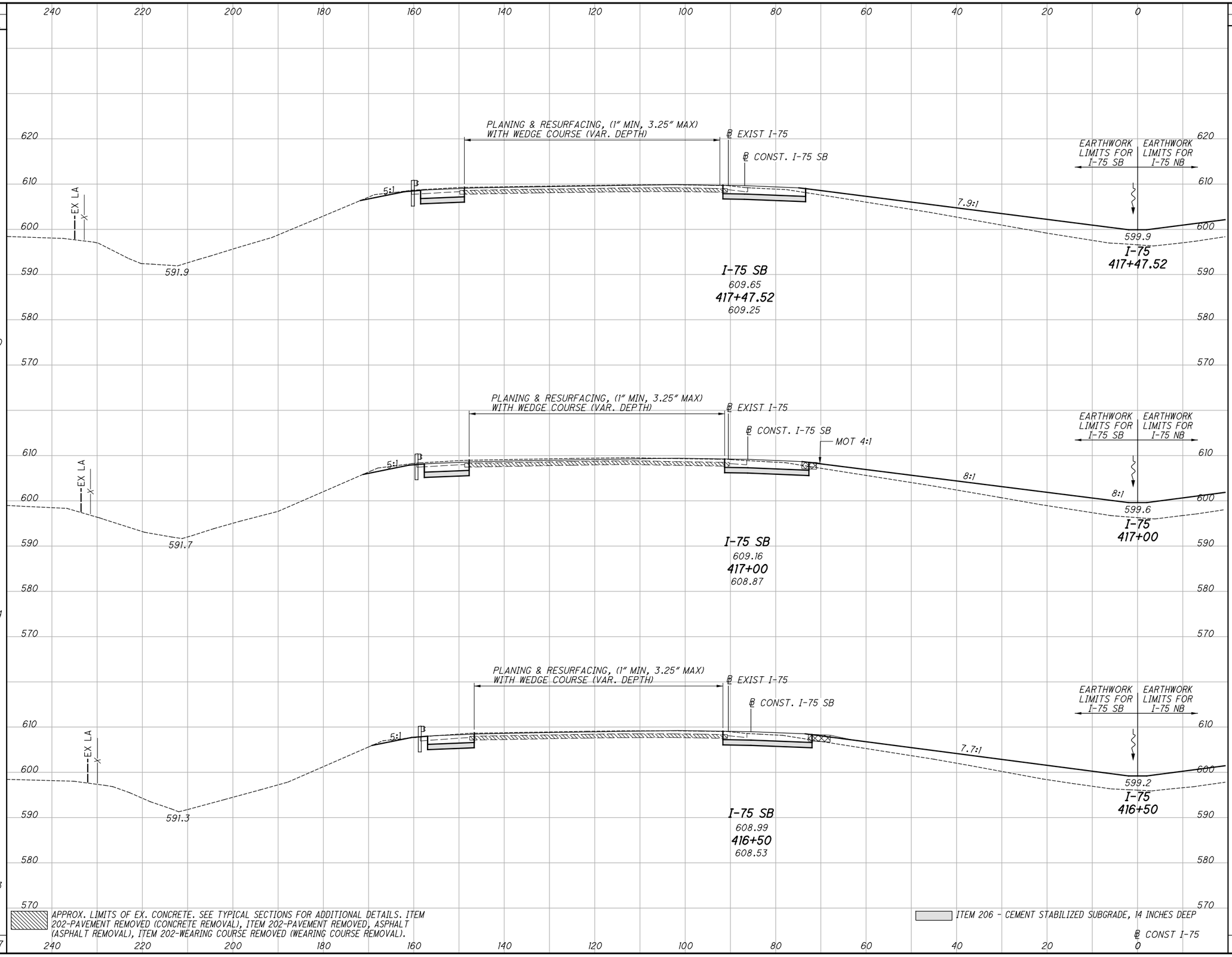
CROSS SECTIONS I-75 SB
STA. 415+00 TO STA. 416+00

HAM-75-14.61

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
91	480	34	167	66	288
90	494	40	160	68	308
88	483	33	172	59	322
	1457			193	918

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 416+50 TO STA. 417+47.52



HAM-75-14.61

309
708

SEEDING END WIDTH	SEEDING SQ. YDS.
92	511
91	506
91	506
91	25
	1548

240 220 200 180 160 140 120 100 80 60 40 20 0

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

℄ EXIST I-75

℄ CONST. I-75 SB

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

610 600 590 580 570

EX LA

5:1

8.1:1

592.4

I-75 SB
610.67
419+00
610.57

600.7
I-75
419+00

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

℄ EXIST I-75

℄ CONST. I-75 SB

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

5:1

8:1

591.8

I-75 SB
610.39
418+50
610.22

600.5
I-75
418+50

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

℄ EXIST I-75

℄ CONST. I-75 SB

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

5:1

7.9:1

592.1

I-75 SB
609.98
418+00
609.69

600.2
I-75
418+00

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

℄ EXIST I-75

℄ CONST. I-75 SB

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

5:1

7.8:1

592.0

I-75 SB
609.67
417+50
609.26

599.9
I-75
417+50

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
31	123	59	251
32	148	62	281
34	155	63	297
34	165	4	16
		188	845

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 SB
STA. 417+50 TO STA. 419+00

HAM-75-14.61

310
708

SEEDING	
END WIDTH	SQ. YDS.
96	522
91	511
	1033

END AREA	
CUT	FILL
22	84
23	113

VOLUME	
CUT	FILL
42	183
50	219
92	402

CALCULATED WLC
CHECKED JDH

240 220 200 180 160 140 120 100 80 60 40 20 0

EX LA

EX TELE

I-75 SB
421+00
X

I-75
421+00

STA 420+36.00, 167.38' LT
EX. PIO, GRATE ELEV 606.05'
12" RCP X 606.05

610
600
590
580

I-75 SB
420+50
610.95

601.4

I-75
420+50

PLANING & RESURFACING, (1" MIN, 3.25" MAX)
WITH WEDGE COURSE (VAR. DEPTH)

℄ EXIST I-75
℄ CONST. I-75 SB

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

3:1

8.5:1

598.4

MATCH EXISTING
420+00
611.17

601.2

I-75
420+00

BEGIN SPEED CHANGE LANE FOR RAMP A
END FULL DEPTH PAVEMENT WIDENING, LT./RT.
END PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

8.3:1

593.8

I-75 SB
610.97
419+50
610.89

601.0

I-75
419+50

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST I-75

CROSS SECTIONS I-75 SB
STA. 419+50 TO STA. 420+50

HAM-75-14.61

311
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS101_SB.dgn 2021-01-20 10:19:53 AM william.croxton ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.
73	411
74	302
68	90
64	
	803

80 60 40 20 0 20 40 60 80 100 120 140 160

HAM-75-12.60 (PID 82288) ORIGINAL HAM-75

** DENOTES ITEM CONSTRUCTED DURING HAM-75-12.60 (PID 82288)

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

650 / 640 / 630

12.2:1 | 8:1 | 638.1

I-75 337+95.66

I-75 NB 642.27 338+00 642.40

8:1 | 4:1 | MOT 10.6:1 | 642.3 | 3.7' | EX LA

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

** STA 337+41.23, 49.66' LT (ADJUST TO GRADE)
CB-8, GRATE ELEV 636.00
15" (S) 633.00

650 / 640 / 630

7.2:1 | 8:1 | 636.4

I-75 337+46.12

I-75 NB 641.33 337+50 641.45

8:1 | 4:1 | MOT 10.8:1 | 641.3 | 3.7' | EX LA

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

650 / 640 / 630 / 620

13.4:1 | 8:1 | 636.8

15" TYPE B

I-75 337+08.70

I-75 NB 640.62 337+12.25 640.78

8:1 | 4:1 | MOT 11.5:1 | 640.6 | 3.7' | EX LA

MOT-TEMP PVMT CONSTRUCTED PHASE 1 TO STA 350+71

MATCH FULL DEPTH PAVEMENT HAM-75-12.60 (PID 82288)
BEGIN FULL DEPTH PAVEMENT I-75 NB
BEGIN AUXILIARY LANE FOR MAINLINE

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

25.5' PART OF U-TURN MEDIAN OPENING

15.1' PART OF U-TURN MEDIAN OPENING

PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

℄ CONST. I-75

650 / 640 / 630

10.6:1 | 8:1 | 636.9

15" TYPE B

I-75 336+96.56

I-75 NB 640.37 337+00 (AH.) 640.49

8:1 | 4:1 | 640.4 | 3.7' | EX LA

BEGIN EARTHWORK & SEEDING

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75 NB

80 60 40 20 0 20 40 60 80 100 120 140 160

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
250	1	450	2
235	1	314	3
213	2	61	1
53	0		
		825	6

CALCULATED WLC CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 337+00 TO STA. 338+00

HAM-75-14.61

312
708

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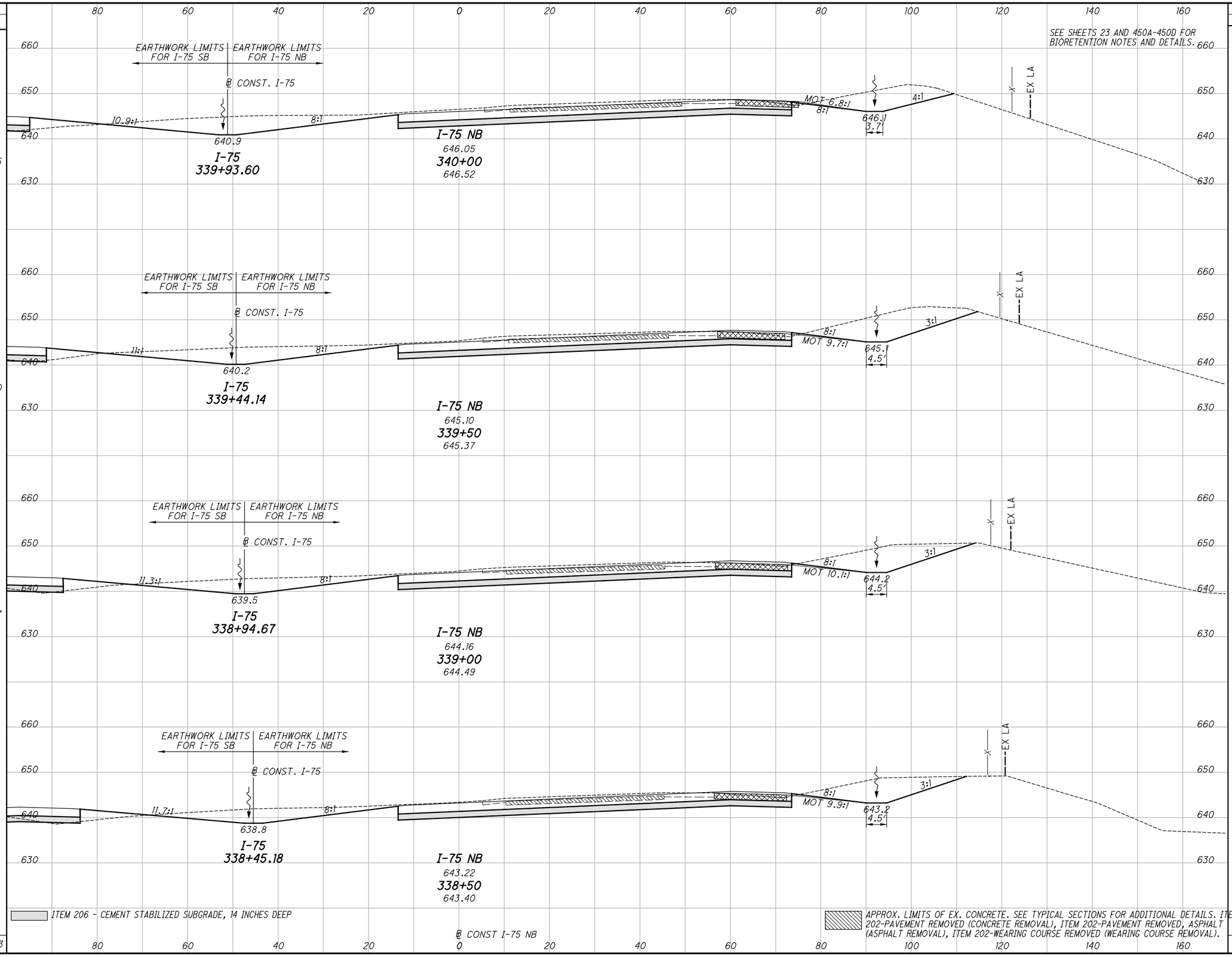
SEEDING END WIDTH	SEEDING SQ. YDS.
77	445
82	450
79	427
75	411
	1733



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
309	2	596	3
334	1	584	2
296	1	525	2
270	1	482	2
		2187	9

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

CALCULATED WLC CHECKED JDH

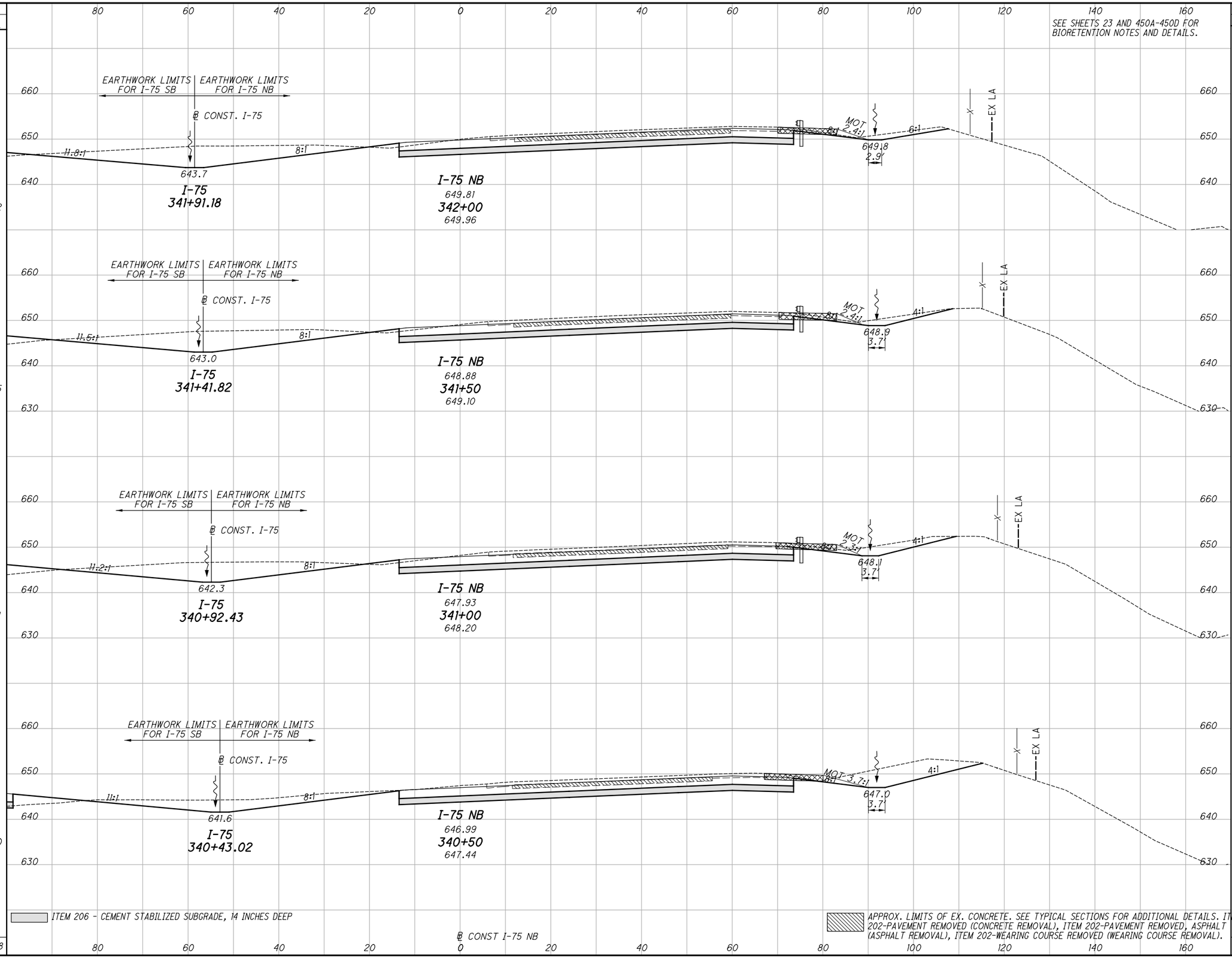
CROSS SECTIONS I-75 NB STA. 338+50 TO STA. 340+00

HAM-75-14.61

313 708

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
83	462	229	4	438	7
82	455	243	3	458	7
81	461	251	4	499	4
85	450	287	0	552	2
	1828			1947	20

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

CALCULATED WLC CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 340+50 TO STA. 342+00

HAM-75-14.61

SEEDING	
END WIDTH	SQ. YDS.
72	377
63	389
76	889
243	906
	2561

END AREA	
CUT	FILL
185	37
178	9
248	80
204	3

VOLUME	
CUT	FILL
337	43
395	83
419	77
401	7
1552	210

CALCULATED WLC
CHECKED JDH

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

NOTE TO CONTRACTOR:

BETWEEN THE STATION LIMITS OF STA. 342+50 TO STA. 349+50 (RIGHT SIDE), AFTER REMOVAL OF THE TEMPORARY MOT PAVEMENT, THE MOT GRADING CAN REMAIN AS SHOWN IN THE CROSS SECTIONS.

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

12.7:1 | 8:1

645.9
I-75
343+88.42

I-75 NB
652.89
344+00
652.19

3:1 MOT 2:1
1:1
651.61
12.6'
X
EX LA

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

12.8:1 | 8:1

645.4
I-75
343+39.14

I-75 NB
652.22
343+50
651.58

3:1 MOT 2:1
X
EX LA

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

12.5:1 | 8:1

644.9
I-75
342+89.84

I-75 NB
651.48
343+00
651.15

2:1 MOT 2:1
1:1
645.91
13.8'
X
EX LA
EX CH

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

D57, STA 342+55.74, ℄ I-75
CB-5, GRATE ELEV 644.55
30" (E) 636.19
30" (W) 636.19
6" UD (N) 640.00

STA 342+68.43, 17.94' LT
(TO BE ABANDONED)
EX. CB, GRATE ELEV 648.02'
30" W 635.79
30" E 635.79

12.2:1 | 8:1

MASONRY COLLAR PER DM-1.1
644.4
MASONRY COLLAR PER DM-1.1
EX 30" CONC (TO REMAIN)
EX 30" CONC (TO REMAIN)
EX 30" CONC (TO REMAIN)
10'-30" TYPE B, 706.02 @ 1%
10'-30" TYPE B, 706.02 @ 1%
I-75
342+40.52

SEE SHEET 451
FOR STORM DETAILS

I-75 NB
650.68
342+50
650.69

4:1 MOT 4:1
X
EX LA
D58
RCP-TYPE C
(8'x5'x1.5')
STA 342+77.26, 108.79' RT
30" W 634.74

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75 NB

80 60 40 20 0 20 40 60 80 100 120 140 160

660 650 640 630 620

CROSS SECTIONS I-75 NB
STA. 342+50 TO STA. 344+00

HAM-75-14.61

315
708

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SEEDING END WIDTH	SEEDING SQ. YDS.
63	350
62	350
64	361
65	384
	1445

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
150	21	269	32
140	13	279	25
161	14	299	25
161	13	321	47
		1168	129

CALCULATED WLC CHECKED JDH

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

NOTE TO CONTRACTOR:

BETWEEN THE STATION LIMITS OF STA. 342+50 TO STA. 349+50 (RIGHT SIDE), AFTER REMOVAL OF THE TEMPORARY MOT PAVEMENT, THE MOT GRADING CAN REMAIN AS SHOWN IN THE CROSS SECTIONS.

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

647.4
I-75
345+85.32

I-75 NB
654.95
346+00
653.80

647.2
I-75
345+36.12

I-75 NB
654.53
345+50
653.42

646.6
I-75
344+86.91

I-75 NB
654.05
345+00
653.24

646.3
I-75
344+37.67

I-75 NB
653.50
344+50
652.69

8:1 | 5:1 | 2.5:1 | 3.5:1 MOT 2:1 | EX LA

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75 NB

80 60 40 20 0 20 40 60 80 100 120 140 160

660 650 640 630

CROSS SECTIONS I-75 NB
STA. 344+50 TO STA. 346+00

HAM-75-14.61

316
708

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
68	95	167	19	78	9
69		168	18		
70	394	162	21	300	32
71		161	13		
	389			306	37
	372			288	32
	1250			972	110

CALCULATED WLC CHECKED JDH

80 60 40 20 0 20 40 60 80 100 120 140 160

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

NOTE TO CONTRACTOR:

BETWEEN THE STATION LIMITS OF STA. 342+50 TO STA. 349+50 (RIGHT SIDE), AFTER REMOVAL OF THE TEMPORARY MOT PAVEMENT, THE MOT GRADING CAN REMAIN AS SHOWN IN THE CROSS SECTIONS.

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

660 / 650 / 640 / 630

8:1

5:1

EX LA

648.0
I-75
347+44.97

I-75 NB
655.85
347+62.45
654.58

END AUXILIARY LANE FOR MAINLINE
BEGIN SPEED CHANGE LANE FOR RAMP G
BEGIN 525' INSIDE SPEED CHANGE LANE FOR RAMP G TAPER

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

8:1

5:1

EX LA

647.9
I-75
347+32.74

I-75 NB
655.80
347+50
654.56

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

8:1

4:1

654.9

EX LA

647.8
I-75
346+83.62

I-75 NB
655.58
347+00
654.29

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

8:1

4:1

654.6

EX LA

647.5
I-75
346+34.48

I-75 NB
655.30
346+50
653.99

℄ CONST I-75 NB

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

CROSS SECTIONS I-75 NB
STA. 346+50 TO STA. 347+62.45

HAM-75-14.61

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

NOTE TO CONTRACTOR:

BETWEEN THE STATION LIMITS OF STA. 342+50 TO STA. 349+50 (RIGHT SIDE), AFTER REMOVAL OF THE TEMPORARY MOT PAVEMENT, THE MOT GRADING CAN REMAIN AS SHOWN IN THE CROSS SECTIONS.

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
70	383	139	23	264	37
68	377	146	16	272	28
67	383	147	14	284	28
70	288	159	16	227	25
	1431			1047	118

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

660 / 650 / 640 / 630

8:1

648.2
I-75
349+32.52

I-75 NB
656.04
349+50
654.59

8:1

EX LA

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

660 / 650 / 640 / 630

8:1

648.2
I-75
348+82.52

I-75 NB
656.08
349+00
654.64

6:1

EX LA

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

660 / 650 / 640 / 630

8:1

648.2
I-75
348+32.52

I-75 NB
656.05
348+50
654.68

12.5:1

EX LA

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

660 / 650 / 640 / 630

8:1

648.1
I-75
347+82.52

I-75 NB
655.96
348+00
654.63

12.5:1

EX LA

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75 NB

80 60 40 20 0 20 40 60 80 100 120 140 160

CALCULATED WLC | CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 348+00 TO STA. 349+50

HAM-75-14.61

318
708

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
84	466	221	6	394	13
84	483	204	8	362	17
89	489	186	10	329	19
87	439	169	10	286	31
	1877			1371	80

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 350+00 TO STA. 351+50

HAM-75-14.61

319
708

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75
660
650
640
630
8:1
EX LA

647.3
I-75
351+32.52
I-75 NB
655.24
351+50
654.23

647.7
I-75
350+82.52
I-75 NB
655.54
351+00
654.46

647.9
I-75
350+32.52
I-75 NB
655.77
350+50
654.68
10:1
VARIES
MOT-TEMP PVMT CONSTRUCTED PHASE 1 FROM STA 337+05

648.1
I-75
349+82.52
I-75 NB
655.94
350+00
654.56

80 60 40 20 0 20 40 60 80 100 120 140 160

℄ CONST I-75 NB

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

SEEDING END WIDTH	SEEDING SQ. YDS.
106	1256
346	1228
96	522
91	494
87	477
	3977

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
175	97	338	162
190	77	330	115
166	47	319	63
78	21	352	27
202	8	392	13
		1731	380

CALCULATED WLC
CHECKED JDH

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75

644.9

I-75
353+82.52

I-75 NB
652.78
354+00
651.92

645.5

I-75
353+32.52

I-75 NB
653.40
353+50
652.58

15′ TYP

MOT-TEMP PVMT CONSTRUCTED PRE-PHASE 1 TO STA 375+95

646.1

I-75
352+82.52

I-75 NB
653.96
353+00
653.25

646.6

I-75
352+32.52

I-75 NB
654.45
352+50
653.54

647.0

I-75
351+82.52

I-75 NB
654.88
352+00
653.96

8:1

EX LA

650
640
630
660

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75 NB

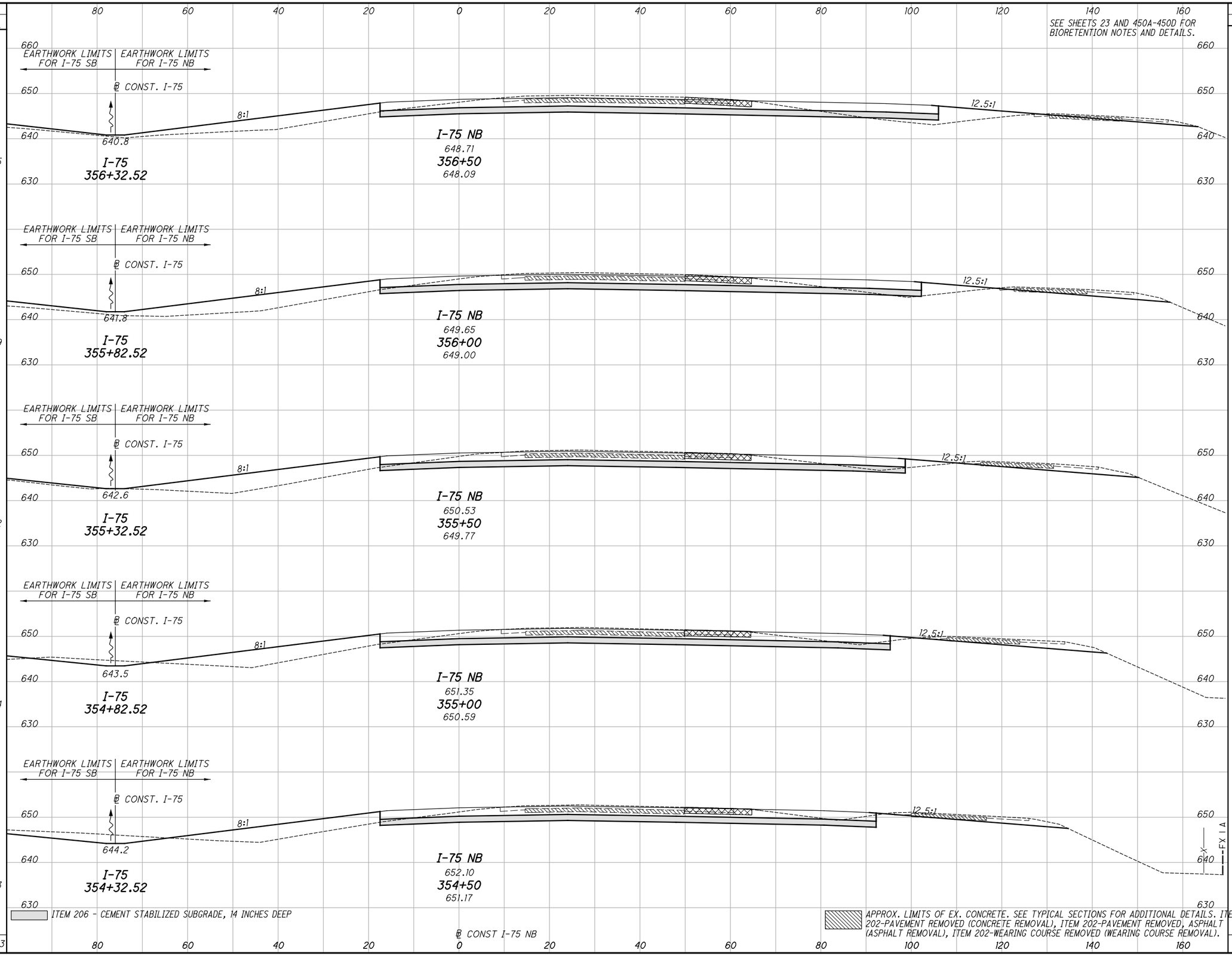
80 60 40 20 0 20 40 60 80 100 120 140 160

CROSS SECTIONS I-75 NB
STA. 352+00 TO STA. 354+00

HAM-75-14.61

SEEDING	
END WIDTH	SQ. YDS.
119	655
117	639
113	622
110	594
104	583
	3093

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

END AREA	
CUT	FILL
105	196
108	197
104	175
112	137
116	116

VOLUME	
CUT	FILL
198	364
197	345
200	289
212	235
270	198
1077	1431

CALCULATED WLC

CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 354+50 TO STA. 356+50

HAM-75-14.61

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
138	589	147	49	243	93
73	400	115	51	209	99
71	389	110	55	195	121
68	205	100	75	108	92
60	212	102	96	82	115
1795				837	520

CALCULATED WLC
CHECKED JDH

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75
640
636.8
8:1
630
I-75
358+32.52
I-75 NB
644.71
358+50
644.23
EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G
℄ CONST. RAMP G
4:1
6:1
640.8
12.5:1
640
RAMP G
630

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75
620
STA 358+16.45. 76.17' LT
(TO BE REMOVED)
EX. CB, GRATE ELEV 636.67'
18" E 633.76
D1, STA 357+99.00
CB-4, GRATE ELEV 637.47
18" (E) 633.79
6" UD (W,N) 634.79
640
8:1
637.8
I-75
357+82.52
MASONRY COLLAR PER DM-1.1
10'-18" TYPE B, 706.02 @ 1.9%
630
620
I-75 NB
645.71
358+00
645.25
EX 18" STM (TO REMAIN)
EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G
℄ CONST. RAMP G
4:1
6:1
642.8
12.5:1
640
RAMP G
630
STA 358+12.13, 93.03' RT
18" W 630.52
+16.44, 38.60' RT.
MASONRY COLLAR PER DM-1.1
MASONRY COLLAR PER DM-1.1
60'-18" TYPE B, 706.02 @ 0.77%
50' CONDUIT, BORED OR JACKED, 18" CONDUIT, TYPE B, 748.06, @0.77% (TO BE USED AS CARRIER PIPE UNDER EX. PVT)
620

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75
650
640
638.8
8:1
630
I-75
357+32.52
I-75 NB
646.71
357+50
646.34
EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G
℄ CONST. RAMP G
4:1
6:1
644.4
12.5:1
640
RAMP G
630

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75
650
640
639.8
8:1
630
I-75
356+82.52
I-75 NB
647.71
357+00
647.29
EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G
℄ CONST. RAMP G
4:1
6:1
646.7
12.5:1
640
RAMP G
630

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75
650
640
640.4
8:1
630
I-75
356+65.37
I-75 NB
648.29
356+71.18
647.76
EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G
℄ CONST. RAMP G
4:1
6:1
647.3
12.5:1
640
RAMP G
630

END SPEED CHANGE LANE FOR RAMP G
BEGIN RAMP G

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75 NB

80 60 40 20 0 20 40 60 80 100 120 140 160

CROSS SECTIONS I-75 NB
STA. 356+71.18 TO STA. 358+50

HAM-75-14.61

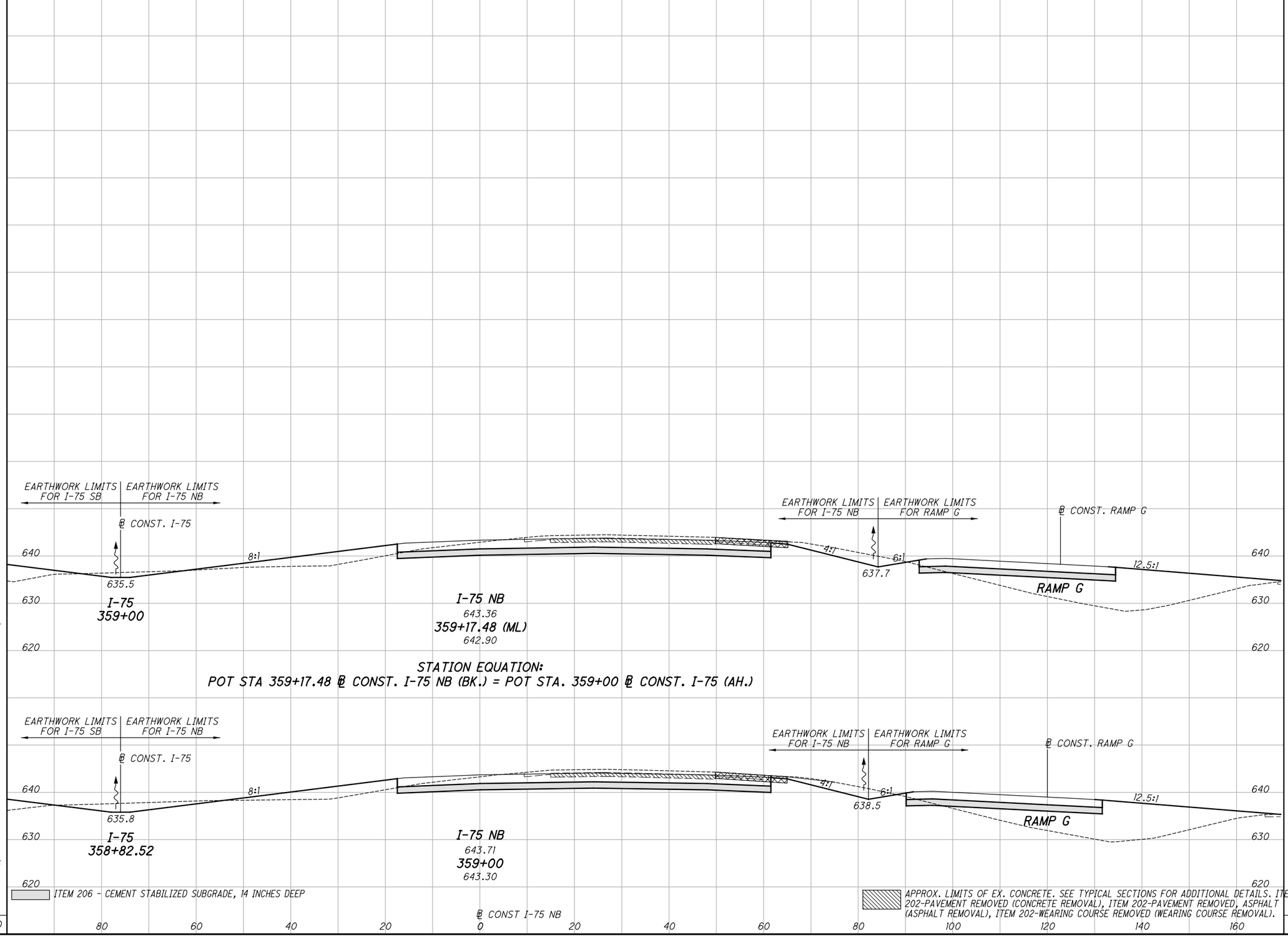
322
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS102_NB.dgn 2021-01-20 11:23:42 AM william.croxton" ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING	
END WIDTH	SQ. YDS.
85	164
83	616
	780

80 60 40 20 0 20 40 60 80 100 120 140 160

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



END AREA	
CUT	FILL
115	73
146	60
357	145

VOLUME	
CUT	FILL
85	44
272	101

CALCULATED WLC

CHECKED JDH

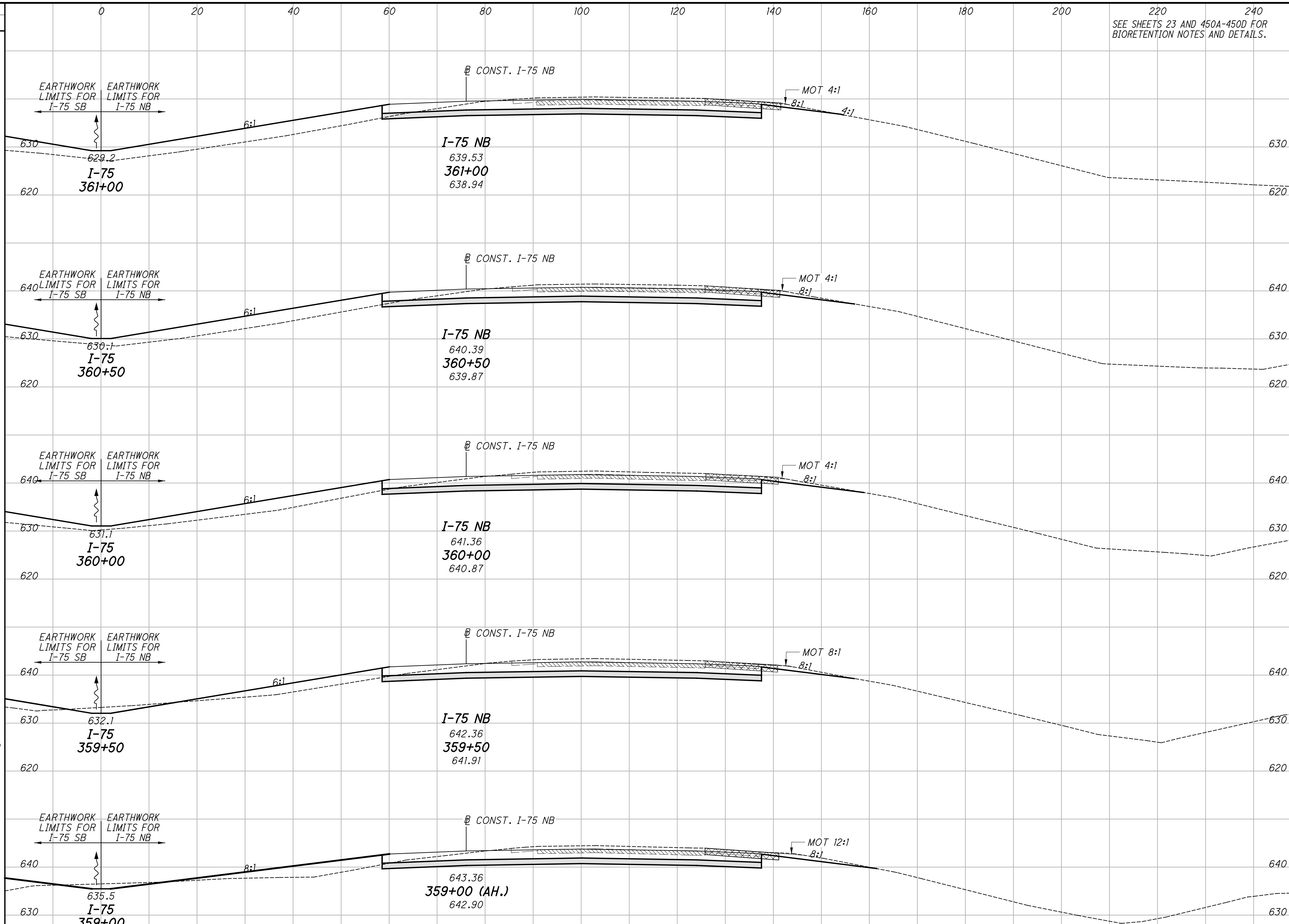
CROSS SECTIONS I-75 NB
STA. 359+00 TO STA. 359+17.48

HAM-75-14.61

323
708

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
80		78	161		
	456			163	278
83		98	139		
	467			186	235
85		102	114		
	611			199	164
134		112	63		
	609			211	126
85		115	73		
	2143			759	803

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



STATION EQUATION:
POT STA 359+17.48 ℄ CONST. I-75 NB (BK.) = POT STA. 359+00 ℄ CONST. I-75 (AH.)

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

CALCULATED WLC
CHECKED JDH

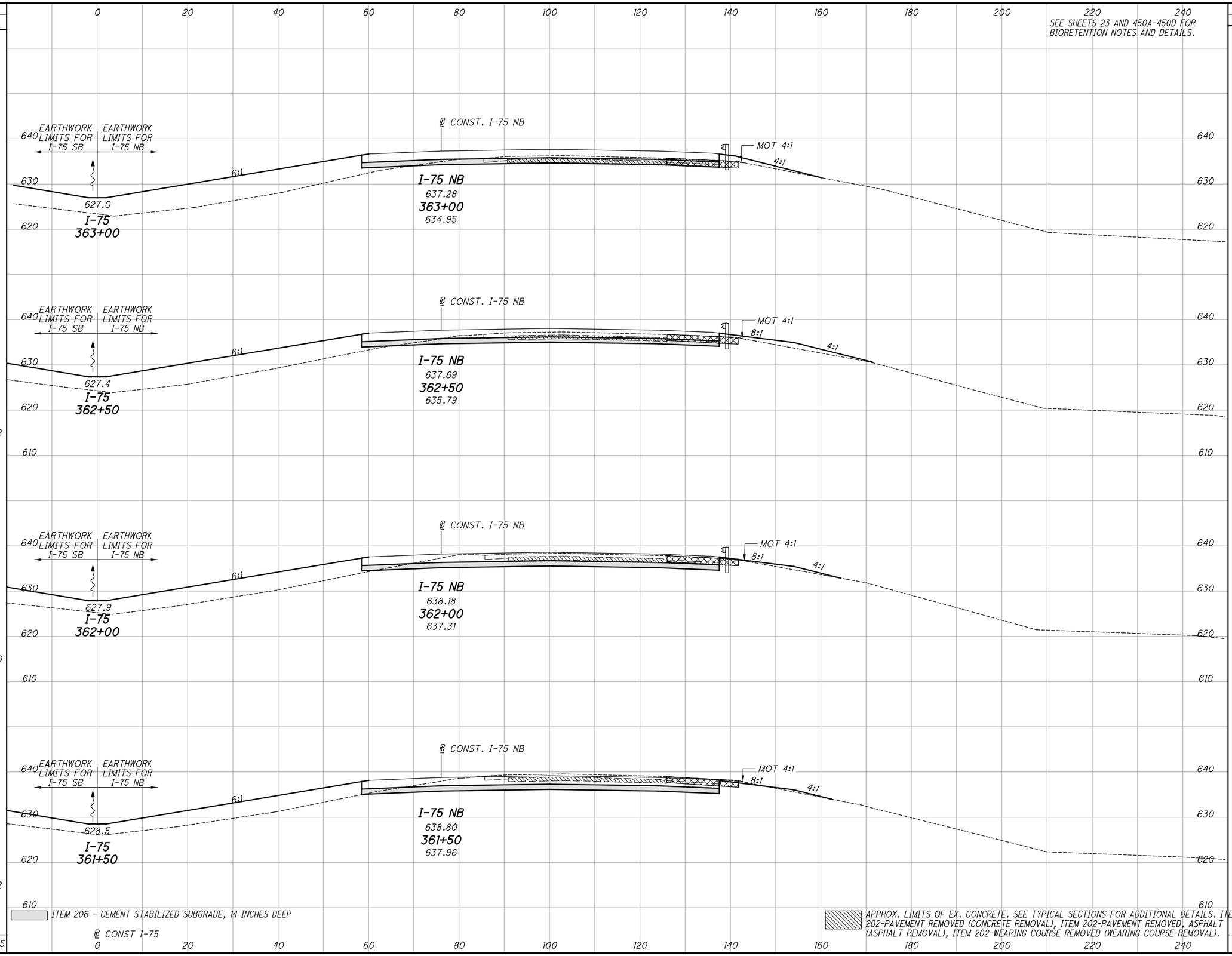
CROSS SECTIONS I-75 NB
STA. 359+00 (AH.) TO STA. 361+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
86	511	0	371	5	628
98	522	5	307	35	500
90	500	32	232	91	394
89	472	66	193	134	328
	2005			265	1850

CALCULATED WLC CHECKED JDH

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.

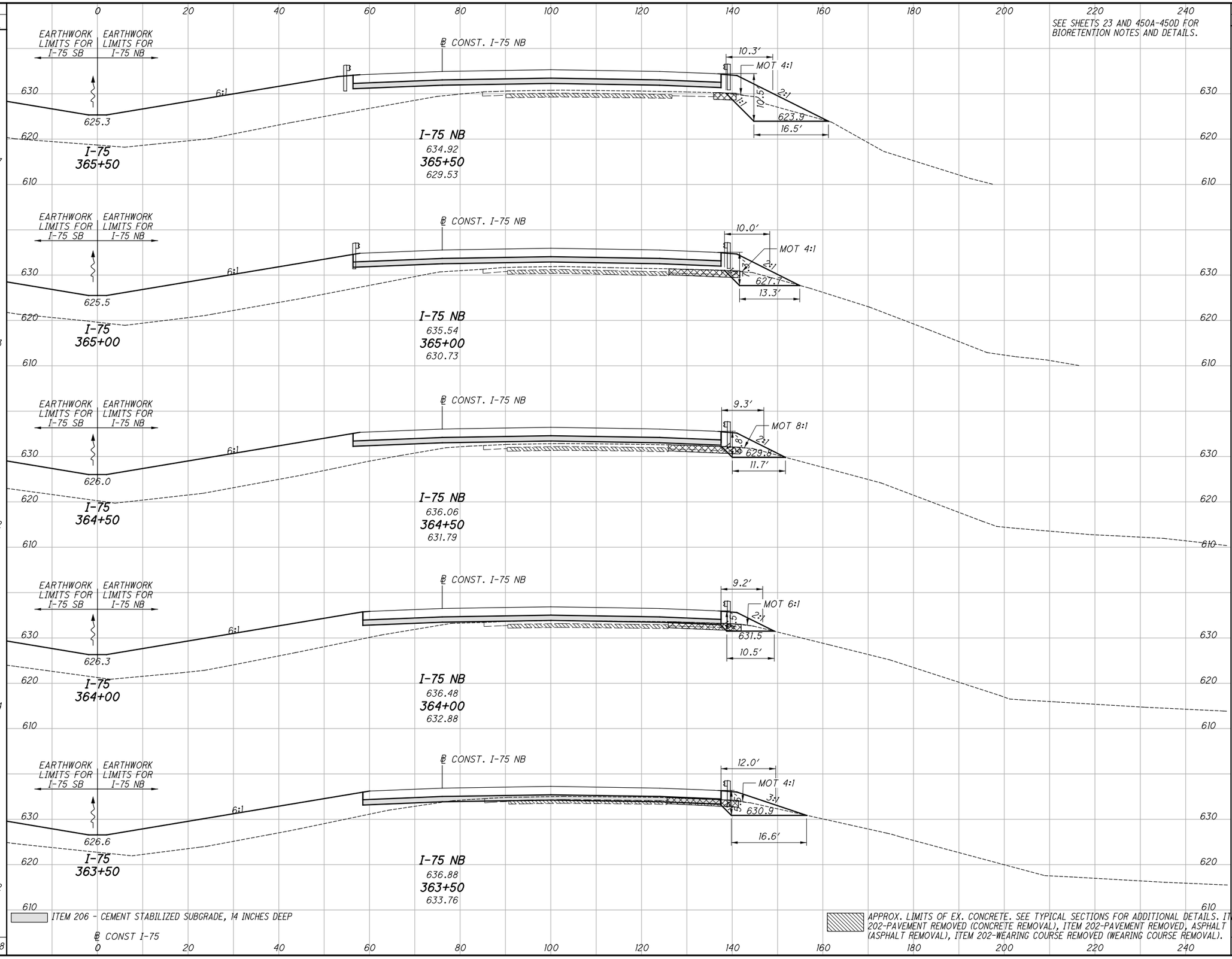


CROSS SECTIONS I-75 NB
STA. 361+50 TO STA. 363+00

HAM-75-14.61

325
708

SEEDING END WIDTH	SEEDING SQ. YDS.
87	467
80	433
76	422
76	444
83	472
	2238



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
56	909	79	1573
29	789	45	1377
19	698	30	1188
13	584	45	1006
35	502	33	809
		232	5953

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 363+50 TO STA. 365+50

HAM-75-14.61

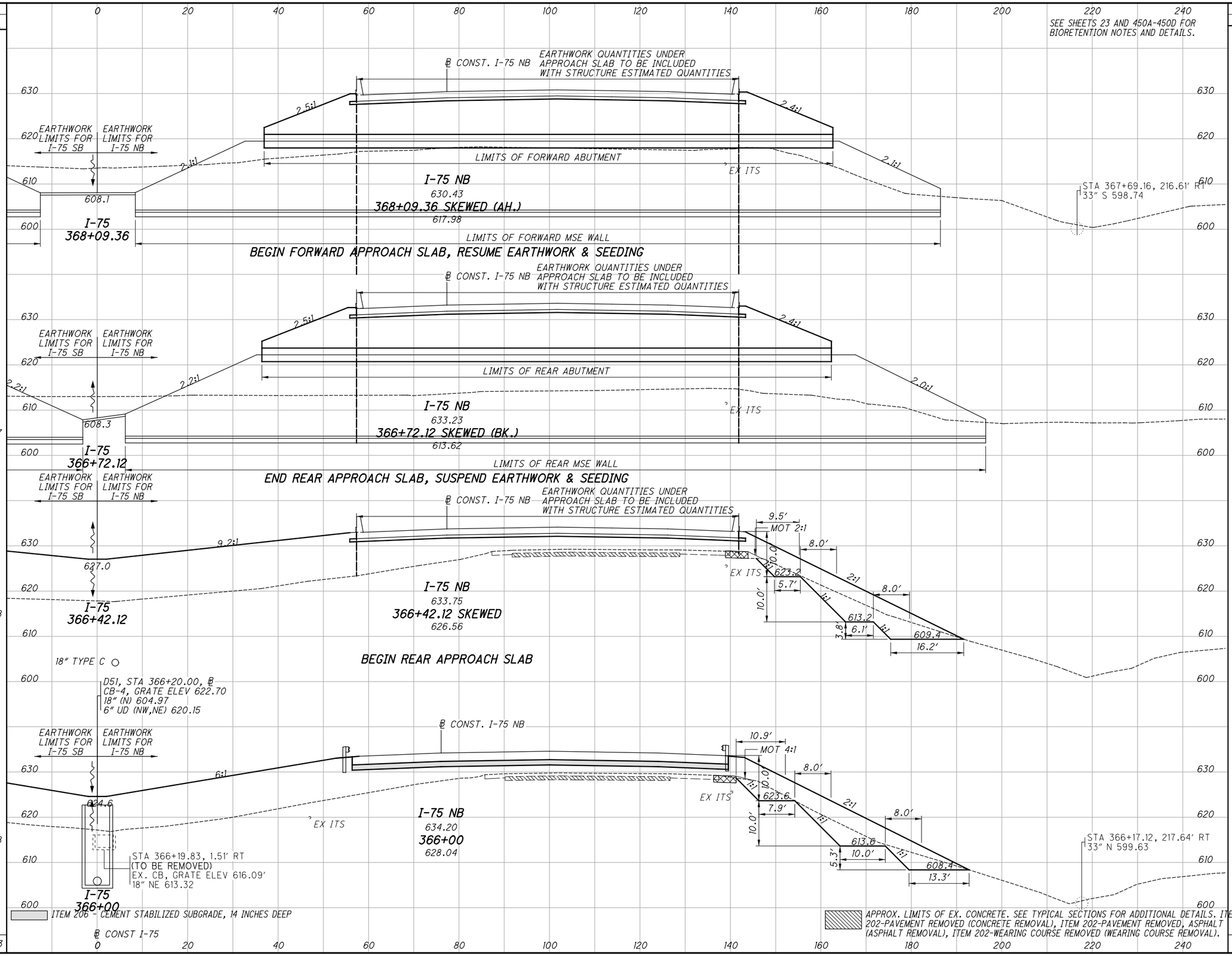
326
708

SEEDING END WIDTH	SEEDING SQ. YDS.
112	387
117	548
114	578
120	1513

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
970	1471		
869	1808	555	1509
129	907	170	1497
88	1011	134	1778
		859	4784

CALCULATED WLC
CHECKED JDH

SEE SHEETS 23 AND 450A-450D FOR BIORETENTION NOTES AND DETAILS.



CROSS SECTIONS I-75 NB
STA. 366+00 TO STA. 368+09.36

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
109	617
112	628
113	755
111	373
	2373

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
114	884	213	1729
115	983	188	1890
87	1058	217	2233
106	930	598	1334
		1216	7186

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 16 INCHES DEEP AND GRANULAR MATERIAL, TYPE B

CALCULATED WLC

CHECKED JDH

EARTHWORK LIMITS FOR I-75 SB

EARTHWORK LIMITS FOR I-75 NB

℄ CONST. I-75 NB

I-75 370+00 615.2

I-75 NB 624.84 370+00 620.36

9.2′ MOT 2:1 8.0′ 10.0′ 1:1 2:1 1:1 EX ITS 614.4 7.9′ 10.5′ 603.9 18.5′

I-75 369+50 616.8

I-75 NB 626.36 369+50 621.27

9.6′ MOT 2:1 8.0′ 10.0′ 1:1 2:1 1:1 EX ITS 615.9 7.9′ 11.5′ 604.3 19.5′

I-75 369+00 618.2

I-75 NB 627.78 369+00 622.43

10.1′ MOT 2:1 8.0′ 10.0′ 1:1 2:1 1:1 EX ITS 617.2 7.9′ 12.3′ 604.9 20.3′

I-75 368+39.36 622.8

I-75 NB 629.71 368+39.36 SKEWED 623.16

RCP-TYPE C (5′x4′x1.5′) HW-2.1 OR 2.2 ℄=621.94 8.8:1 40′-18″ TYPE C @ 1%

D-6, STA 368+58.70, 59.42′ RT I-3-D, GRATE ELEV 627.82 18″ (W) 622.41 18″ (E) 622.41

80′-18″ TYPE B @ 1%

EARTHWORK QUANTITIES UNDER APPROACH SLAB TO BE INCLUDED WITH STRUCTURE ESTIMATED QUANTITIES

D-5, STA 368+43.84, 136.42′ RT I-3-D, GRATE ELEV 628.26 18″ (W) 623.21

8.5′ MOT 2:1 8.0′ 10.0′ 1:1 2:1 1:1 EX ITS 619.1 5.7′ 12.6′ 606.6 21.0′

END FORWARD APPROACH SLAB

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

0 20 40 60 80 100 120 140 160 180 200 220 240

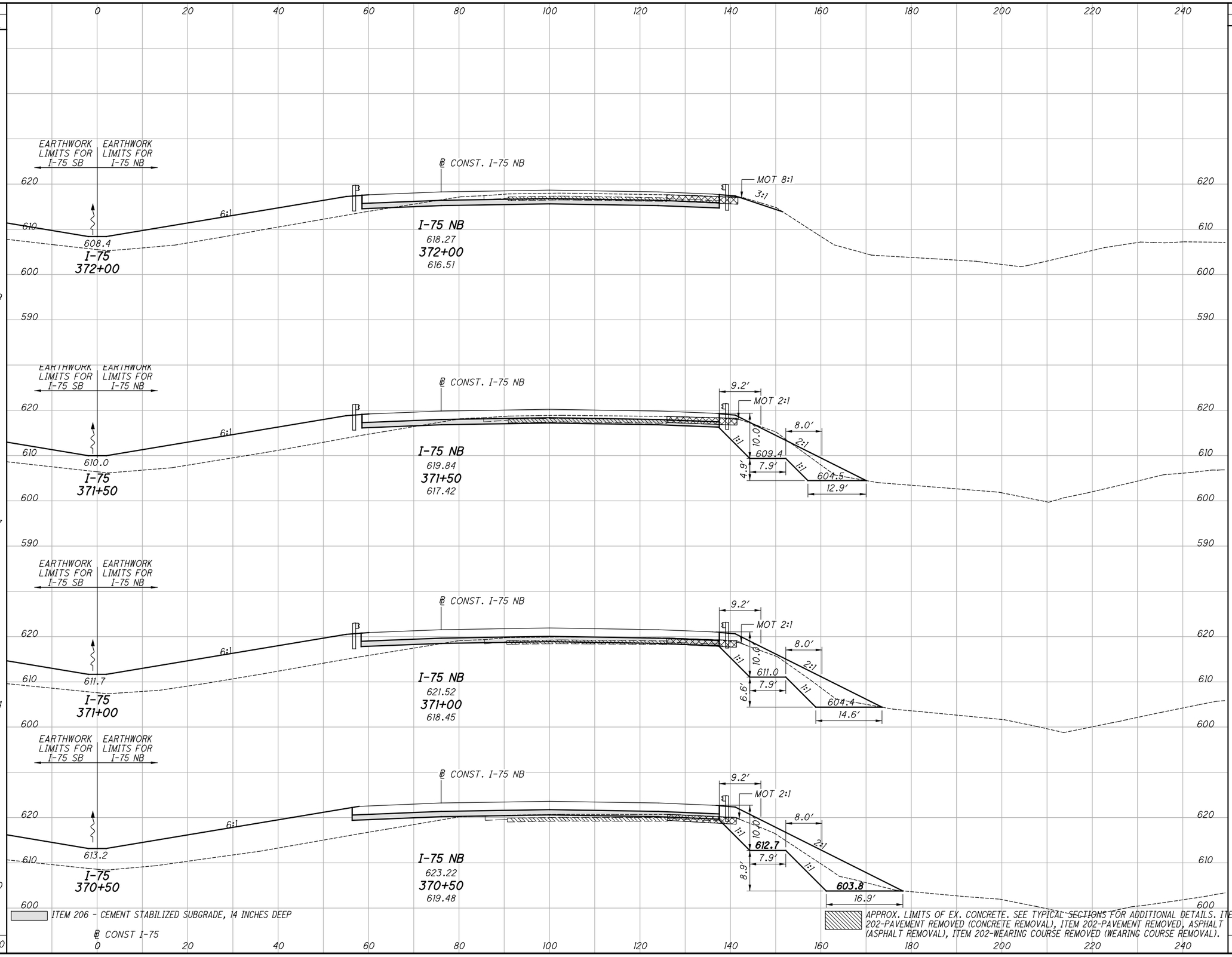
CROSS SECTIONS I-75 NB STA. 368+39.36 TO STA. 370+00

HAM-75-14.61

328 / 708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS103_NB.dgn 2021-01-20 11:23:49 AM william.croxton" ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.
	77
	489
	99
	567
	104
	584
	106
	600
	2240



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
14	266		
		138	740
134	533		
		239	1037
124	586		
		232	1213
126	724		
		223	1489
		832	4479

CALCULATED WLC
CHECKED JDH

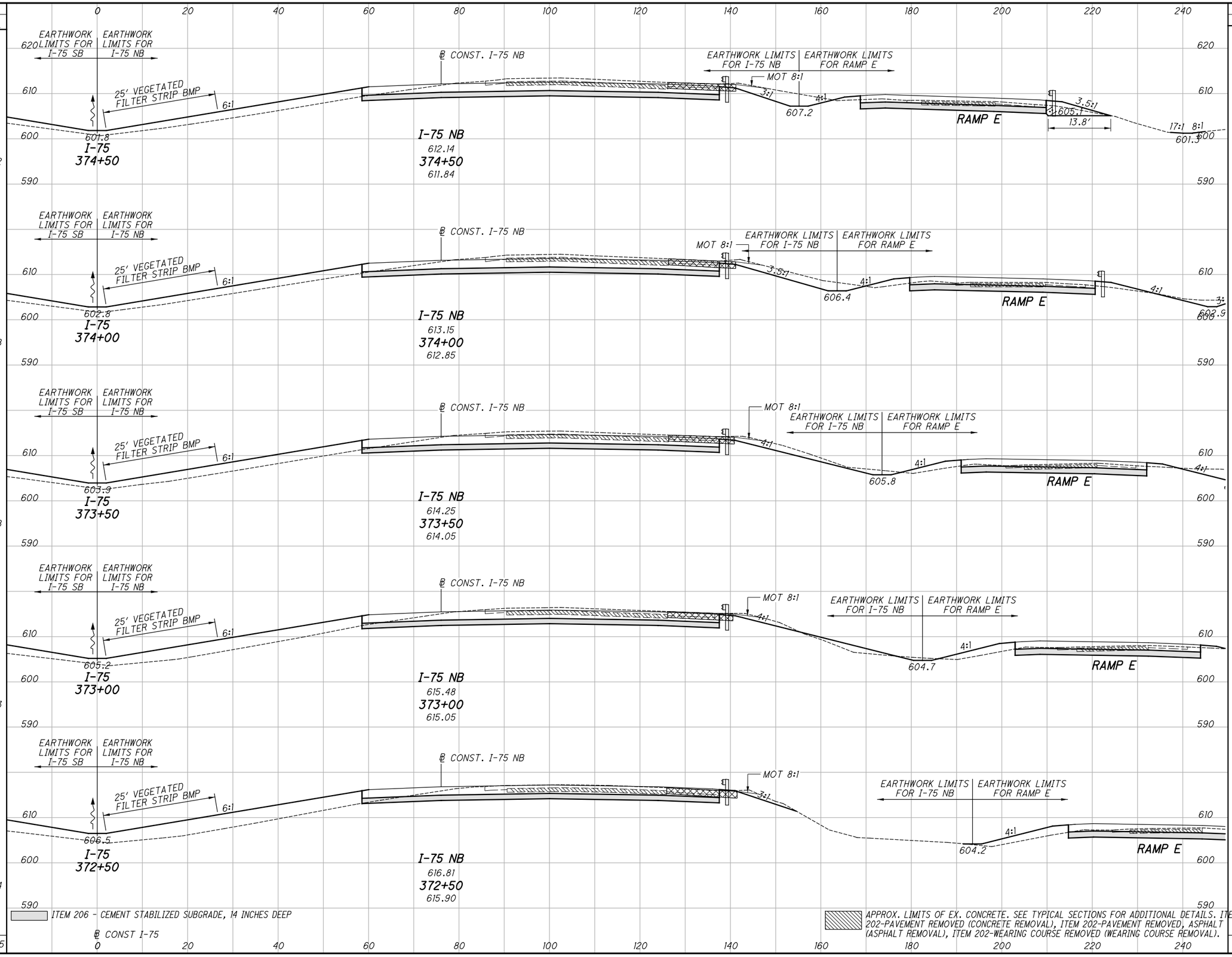
CROSS SECTIONS I-75 NB
STA. 370+50 TO STA. 372+00

HAM-75-14.61

329
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS103_NB.dgn 2021-01-20 11:23:50 AM william.croxton" ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.
81	472
89	528
100	578
108	533
83	444
	2555



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
129	100	245	180
135	95	243	192
127	112	203	252
92	160	136	315
54	180	63	413
		890	1352

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 372+50 TO STA. 374+50

HAM-75-14.61

330
708

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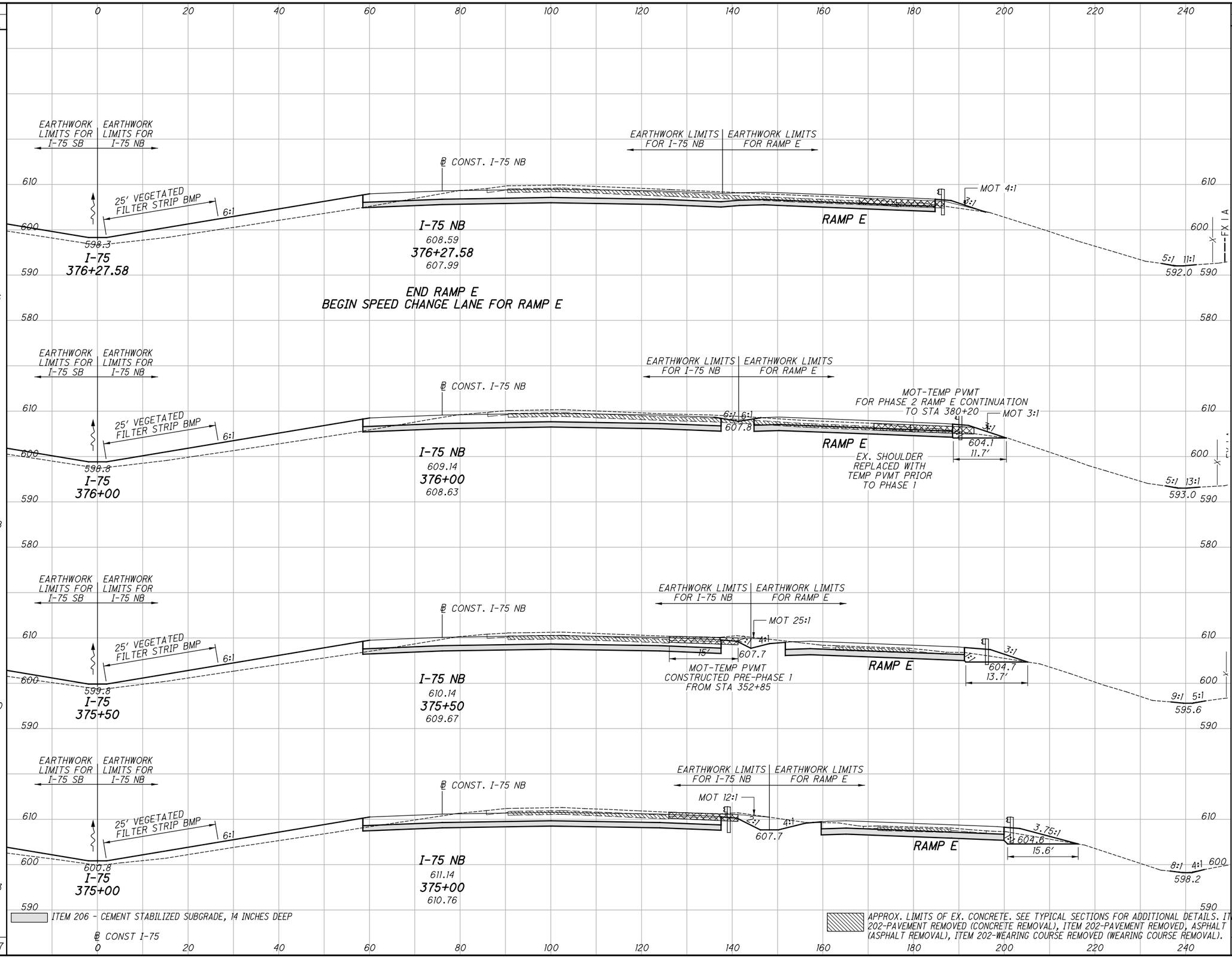
SEEDING END WIDTH	SEEDING SQ. YDS.
61	196
66	378
70	400
74	433
	1407



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
79	140		
		81	138
78	129		
		160	221
94	109		
		199	192
120	98		
		231	184
		671	735

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 375+00 TO STA. 376+27.58

HAM-75-14.61

331
708

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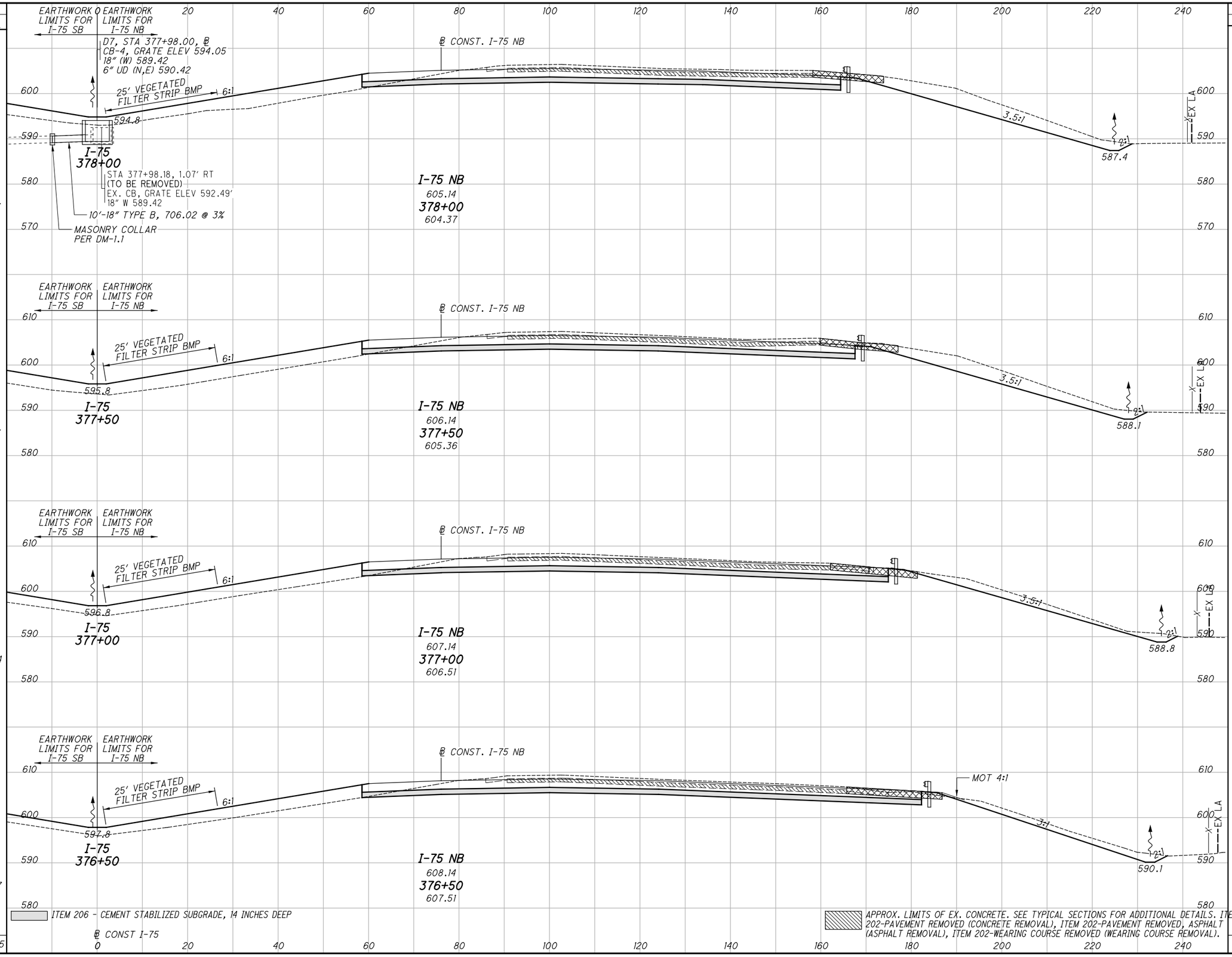
CROSS SECTIONS I-75 NB
STA. 376+50 TO STA. 378+00

CALCULATED WLC | CHECKED JDH

HAM-75-14.61

332 / 708

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
129	717	273	167	490	324
129	717	256	182	410	319
129	694	186	162	337	289
120	227	177	150	107	121
	2355			1344	1053



ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

0 20 40 60 80 100 120 140 160 180 200 220 240

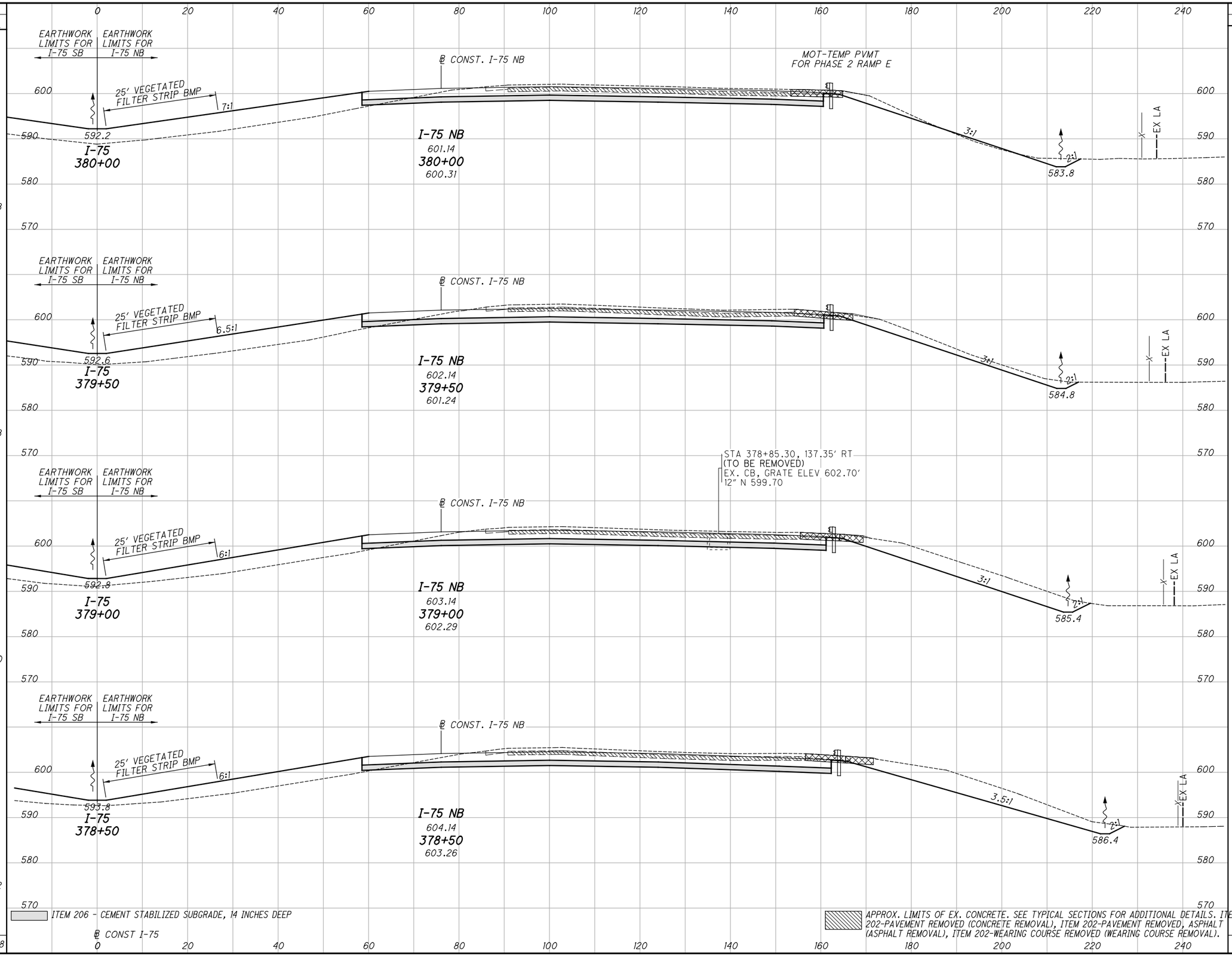
J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS103_NB.dgn 2021-01-20 11:23:53 AM william.croxton" ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING	
END WIDTH	SQ. YDS.
122	678
121	678
122	700
130	722
	2778

END AREA	
CUT	FILL
123	232
214	180
261	178
297	168

VOLUME	
CUT	FILL
313	382
440	332
517	321
528	311
1798	1346

CALCULATED WLC
CHECKED JDH



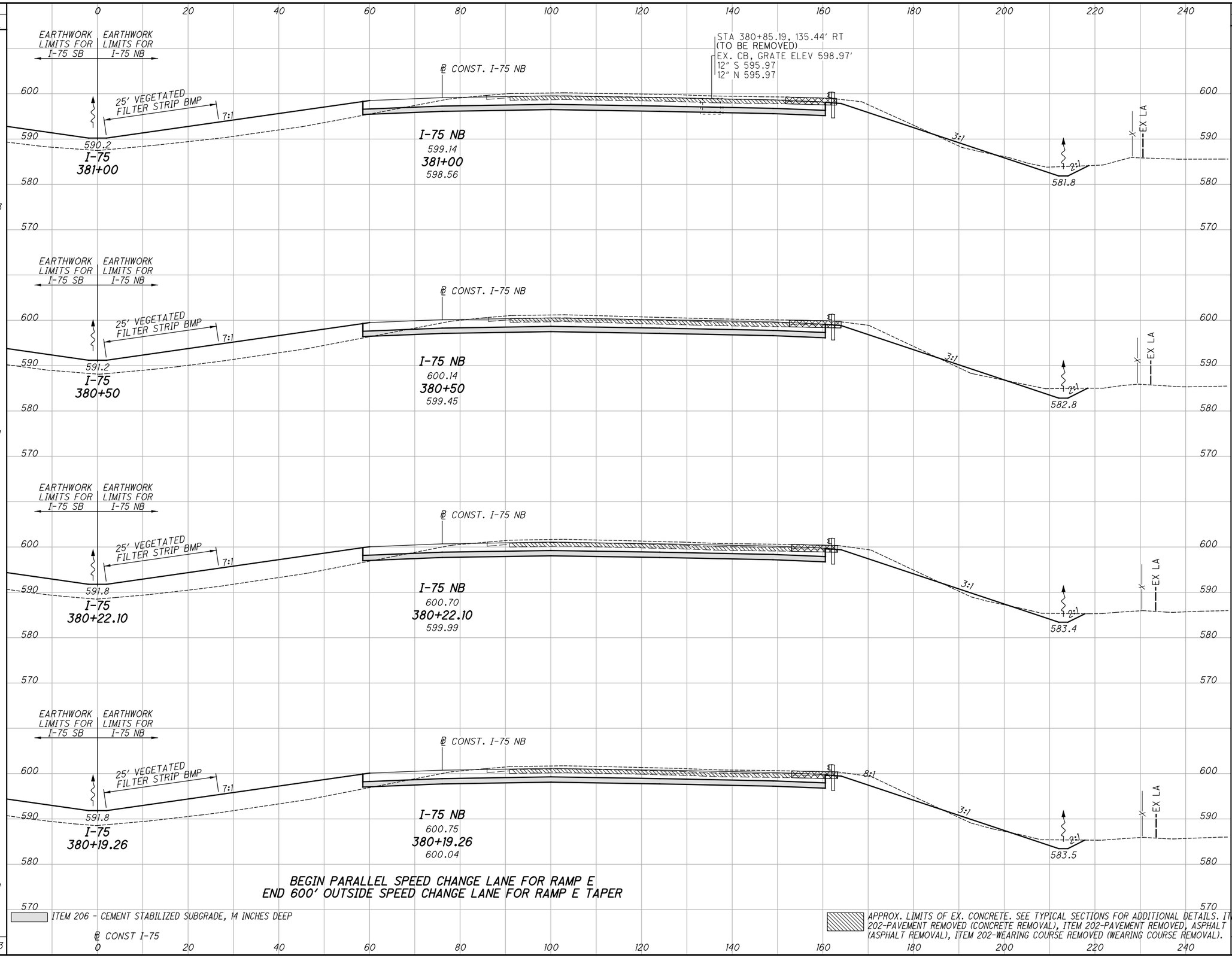
CROSS SECTIONS I-75 NB
STA. 378+50 TO STA. 380+00

HAM-75-14.61

333
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS103_NB.dgn 2021-01-20 11:23:54 AM william.croxton" ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.
123	683
123	381
122	38
122	261
	1363



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
152	206		
		275	392
144	217		
		144	233
134	233		
		15	25
133	234		
		92	167
		526	817

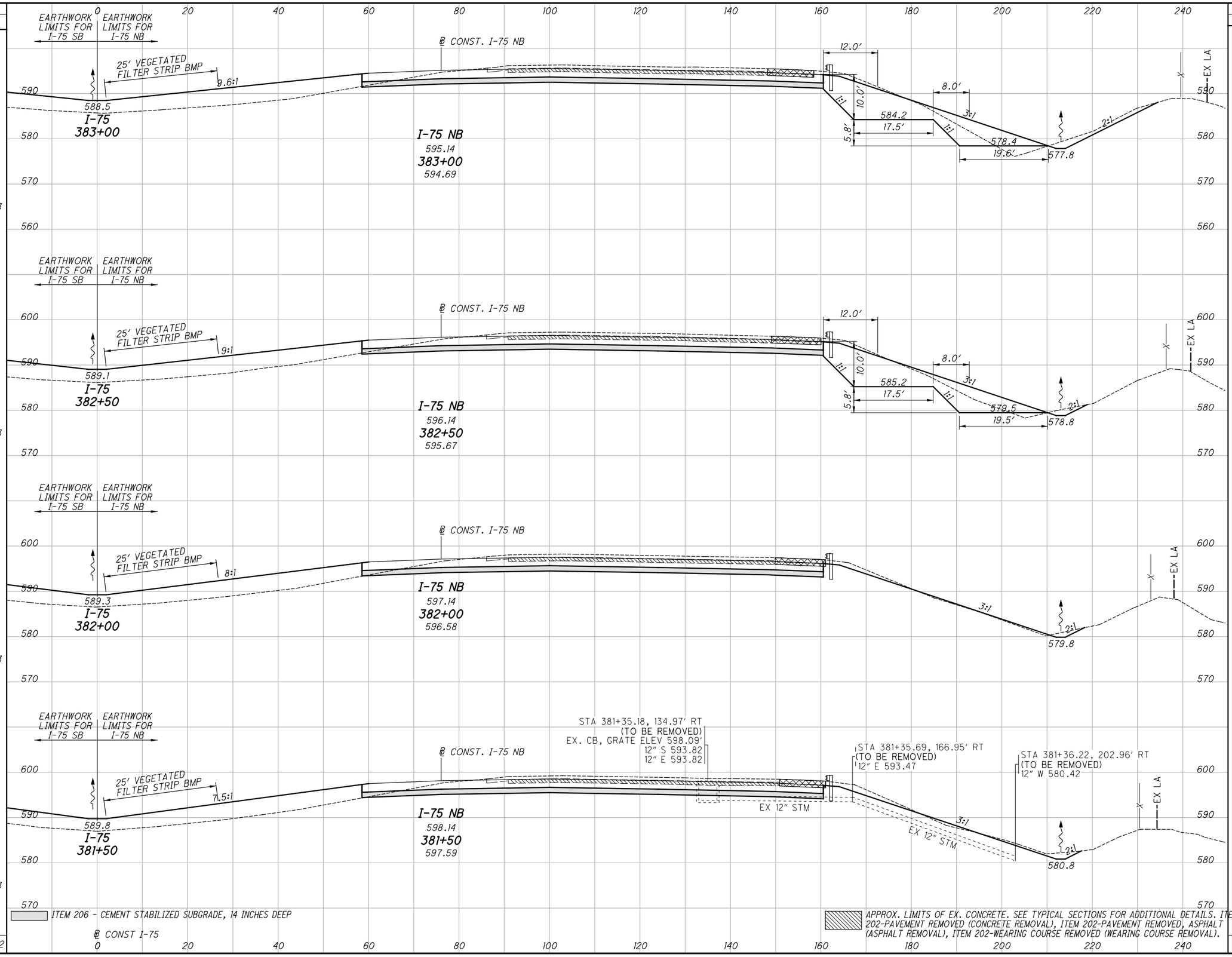
CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 380+19.26 TO STA. 381+00

HAM-75-14.61

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
141	733	330	449	598	820
123	683	315	436	417	600
123	683	135	212	261	389
122	683	146	208	276	384
2782				1552	2193

CALCULATED WLC
CHECKED JDH



ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

CROSS SECTIONS I-75 NB
STA. 381+50 TO STA. 383+00

HAM-75-14.61

335
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS103_NB.dgn 2021-01-20 11:23:57 AM william.croxton ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.
109	611
110	672
131	694
119	722
	2699

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
190	310	363	672
202	415	412	816
242	466	504	871
302	474	586	855
		1865	3214

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 383+50 TO STA. 385+00

HAM-75-14.61

336
708

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
14:1
587.2
I-75
385+00
I-75 NB
592.06
385+00
591.52
8.9'
8.0'
1:1
10.0'
1.9:1
581.2
3.4'
1:1
7.0'
577.8
11.1'
574.8
2'
EX LA

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
13:1
587.5
I-75
384+50
I-75 NB
592.68
384+50
592.11
EX TWIN 96" CULVERT (TO REMAIN)
13.0'
MOT-TEMP PVMT CONSTRUCTED PHASE 1 TO STA 414+61
1:1
12.0'
3.3:1
579.8
33.5'
STA 384+58.31, 202.17' RT
96" SW 570.10
STA 384+48.45, 203.75' RT
96" SW 570.10
EX LA
570.3
MASONRY COLLAR PER DM-1.1
REMOVE AND REUSE EX. CONDUIT
RCP, TYPE B (2'-6" THICK)

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
12:1
587.8
I-75
384+00
I-75 NB
593.40
384+00
592.75
12.0'
1:1
10.0'
8.0'
3:1
582.5
17.5'
1:1
6.4'
576.1
20.8'
576.1
4:1
EX LA

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
11:1
588.3
I-75
383+50
I-75 NB
594.22
383+50
593.88
12.0'
1:1
10.0'
8.0'
3:1
583.3
17.5'
1:1
6.4'
576.9
20.8'
576.9
2:1
EX LA

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

0 20 40 60 80 100 120 140 160 180 200 220 240

600 590 580 570 560

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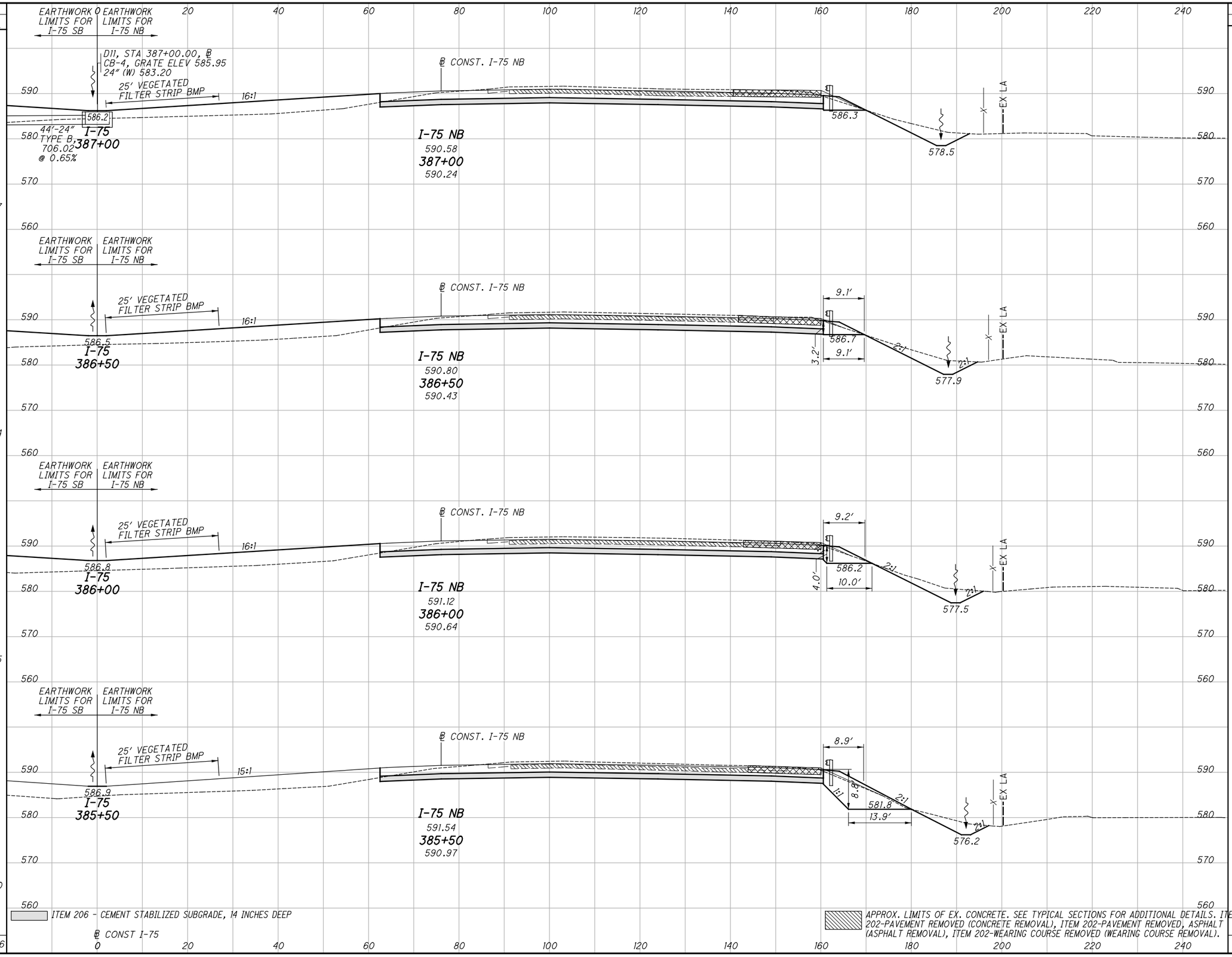
SEEDING END WIDTH	SEEDING SQ. YDS.
101	567
103	584
107	595
107	600
	2346

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
176	171	322	332
171	187	318	360
172	201	388	421
193	253	355	522
		1333	1635

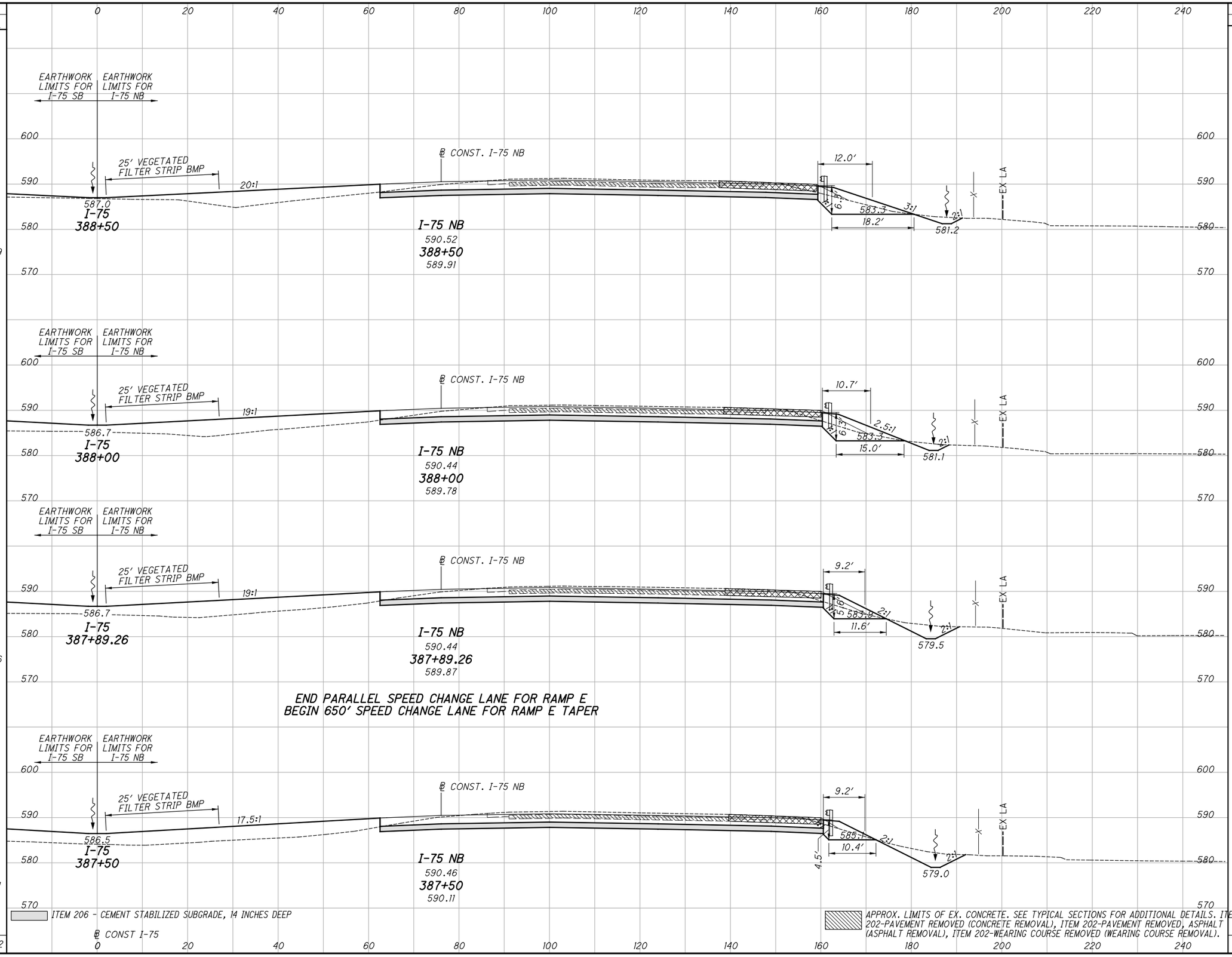
CALCULATED WLC
CHECKED JDH



CROSS SECTIONS I-75 NB
STA. 385+50 TO STA. 387+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
99	539
95	116
99	436
100	561
	1652



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
145	196		
		258	396
133	231		
		56	91
145	222		
		227	317
167	213		
		318	356
		859	1160

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 387+50 TO STA. 388+50

HAM-75-14.61

338
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS103_NB.dgn 2021-01-20 11:24:00 AM william.croxton" ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING	
END WIDTH	SQ. YDS.
109	320
108	756
163	878
152	700
	2654

END AREA	
CUT	FILL
128	188
128	174
128	160
140	167

VOLUME	
CUT	FILL
126	177
238	310
249	303
264	337
877	1127

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 389+00 TO STA. 390+26.39

HAM-75-14.61

339
708

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
25' VEGETATED FILTER STRIP BMP
21.5:1
℄ CONST. I-75 NB
12.0'
EX LA
587.8
I-75
390+26.39
586.4
13.5'
3:1
2:1
582.0
I-75 NB
591.21
390+26.39
590.26

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
25' VEGETATED FILTER STRIP BMP
21.5:1
℄ CONST. I-75 NB
12.0'
EX LA
587.7
I-75
390+00
586.7
12.7'
3:1
2:1
581.9
4' TYP
MOT-TEMP PVMT CONSTRUCTED PHASE 2 TO STA 417+00
I-75 NB
591.10
390+00
590.07

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
25' VEGETATED FILTER STRIP BMP
21:1
℄ CONST. I-75 NB
12.0'
EX LA
587.5
I-75
389+50
585.5
14.7'
3:1
2:1
581.7
I-75 NB
590.90
389+50
590.10

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
25' VEGETATED FILTER STRIP BMP
21:1
℄ CONST. I-75 NB
12.0'
EX LA
587.2
I-75
389+00
584.1
17.1'
3:1
2:1
581.4
I-75 NB
590.70
389+00
590.16

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

0 20 40 60 80 100 120 140 160 180 200 220 240

600 590 580 570 610

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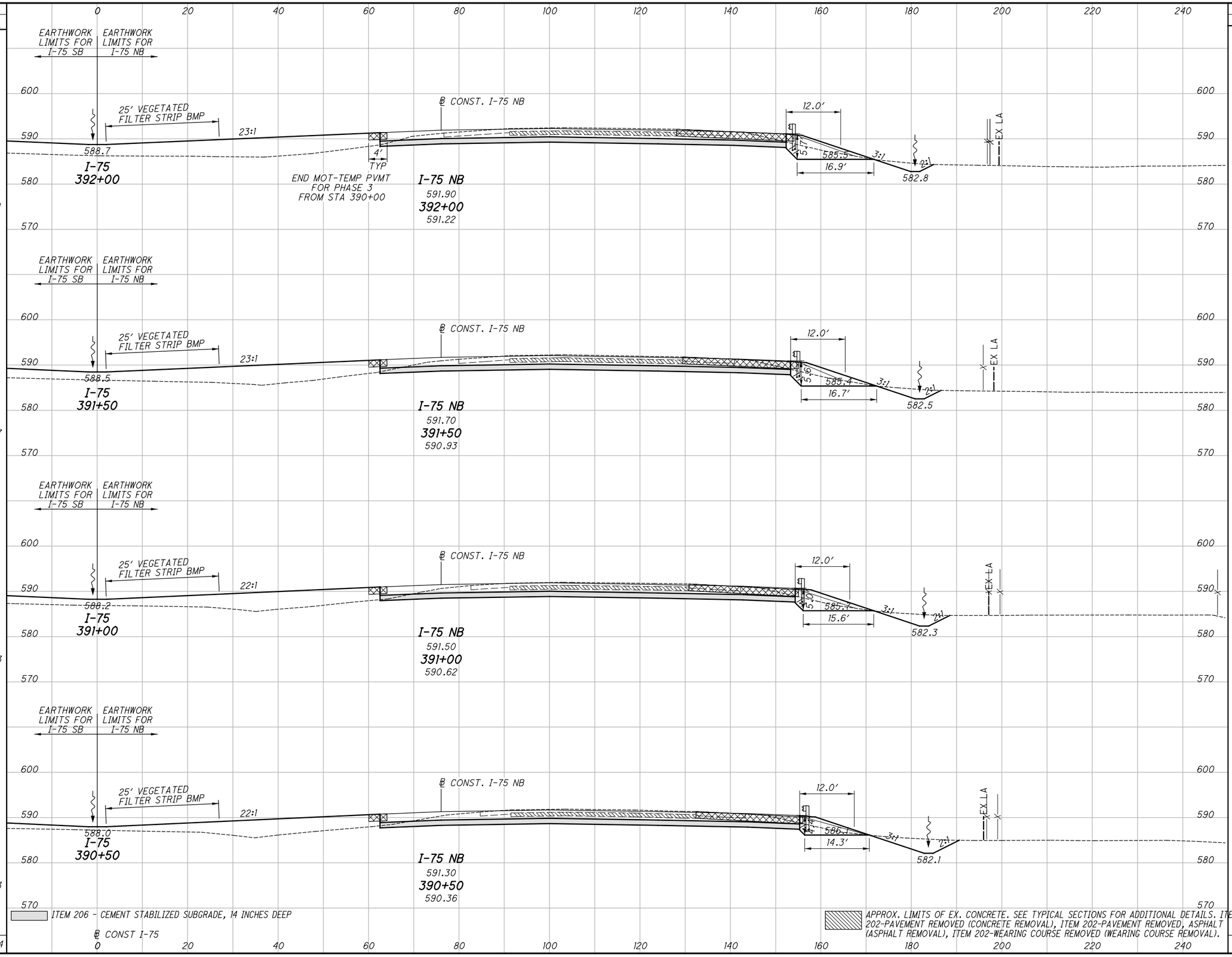
ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING	
END WIDTH	SQ. YDS.
100	561
101	567
102	583
106	283
	1994



END AREA		VOLUME	
CUT	FILL	CUT	FILL
112	277		
		207	499
111	261		
		207	457
112	232		
		215	399
120	198		
		109	169
		738	1524

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 390+50 TO STA. 392+00

HAM-75-14.61

340
708

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SEEDING END WIDTH	SEEDING SQ. YDS.
136	766
139	728
122	511
61	450
	2455

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
155	199	285	363
152	193	285	337
155	170	240	235
104	83	200	334
		1010	1269

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 392+50 TO STA. 394+00

HAM-75-14.61

341
708

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
8:1
584.5
I-75
394+00
I-75 NB
592.70
394+00
591.62
12.0'
5.7'
6.9'
3:1
585.7
19.3'
582.6
EX LA

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
8:1
584.3
I-75
393+50
I-75 NB
592.50
393+50
591.31
12.0'
5.7'
6.2'
3:1
585.7
17.9'
582.4
EX LA

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
D12, STA 393+25.00, ℄
CB-4, GRATE ELEV 584.20
24" (E) 580.20
6" UD (N,W) 581.20
STA 392+96.47, 37.80' RT
(TO BE REMOVED)
21" SE 583.82
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
8:1
2:1
584.1
I-75
393+00 @ 0.37%
50'-24" TYPE B
9' TYP
I-75 NB
592.30
393+00
591.33
12.0'
STA 392+52.64, 166.88' RT
(TO BE REMOVED)
21" NW 582.42
HW 2.1 OR 2.2
℄=579.50
EX LA
EX 21" CULVERT (TO BE REMOVED)
5.7'
585.9
3:1
17.0'
582.2
D-13
RCP-TYPE C
(8'x4'x1.5')
140' CONDUIT, BORED OR JACKED, 24" CONDUIT, TYPE B, 748.06 @ 0.37%
(TO BE USED AS CARRIER PIPE UNDER EX. PVT)

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
27.5' PART OF U-TURN MEDIAN OPENING
℄ CONST. I-75 NB
21.8:1
588.9
I-75
392+50
I-75 NB
592.10
392+50
591.61
9.2'
STA 392+48.44, 166.48' RT
48" W 582.31
5.4'
2:1
586.3
11.4'
D-13
RCP-TYPE B
(10'x8'x2.5')
EX 48" CULVERT (TO REMAIN)
EX LA

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

0 20 40 60 80 100 120 140 160 180 200 220 240

600 590 580 570

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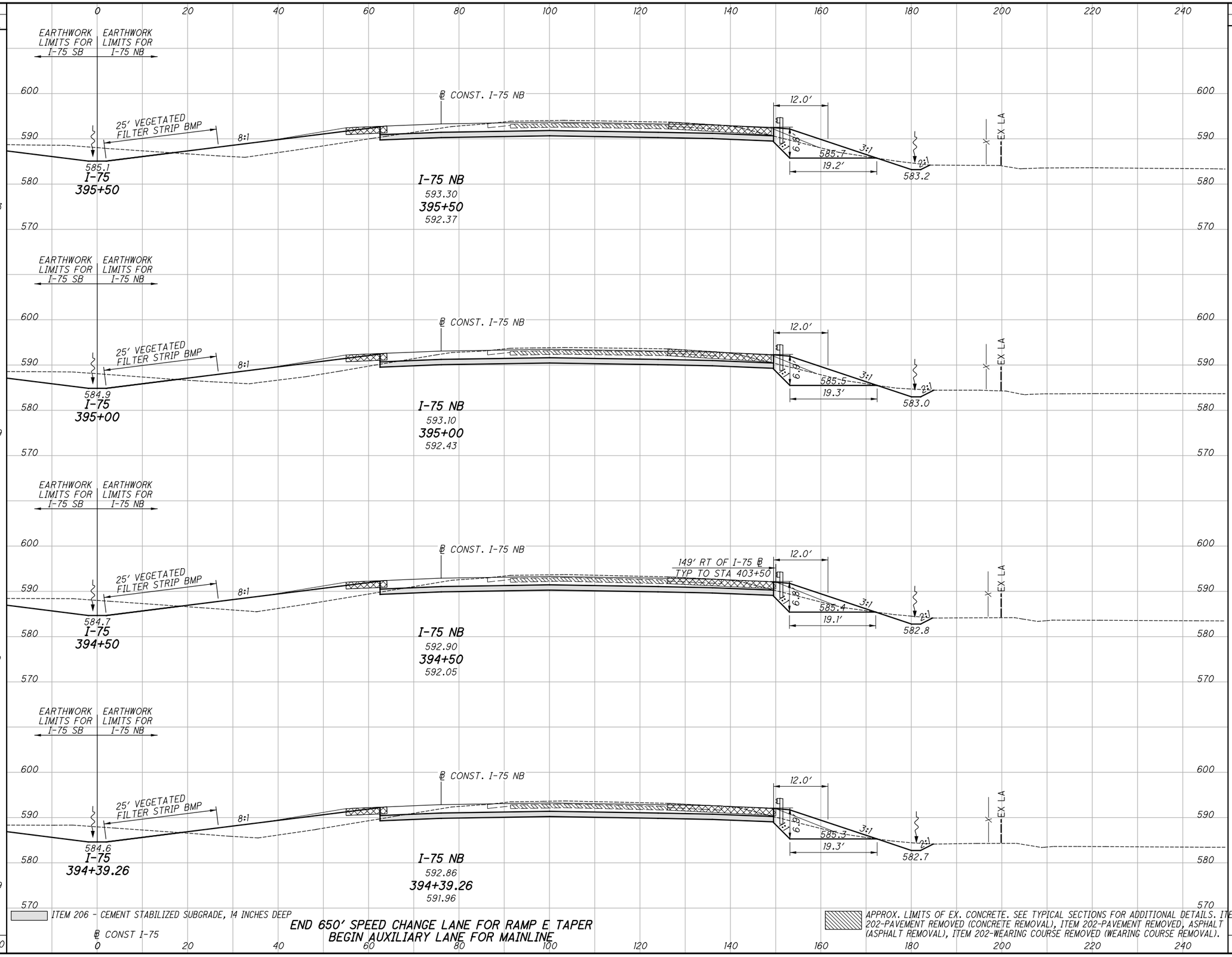
SEEDING	
END WIDTH	SQ. YDS.
131	733
132	739
133	159
133	589
	2220



END 650' SPEED CHANGE LANE FOR RAMP E TAPER
BEGIN AUXILIARY LANE FOR MAINLINE

END AREA		VOLUME	
CUT	FILL	CUT	FILL
156	184	301	342
169	185	310	345
165	187	66	76
164	191	232	284
		909	1047

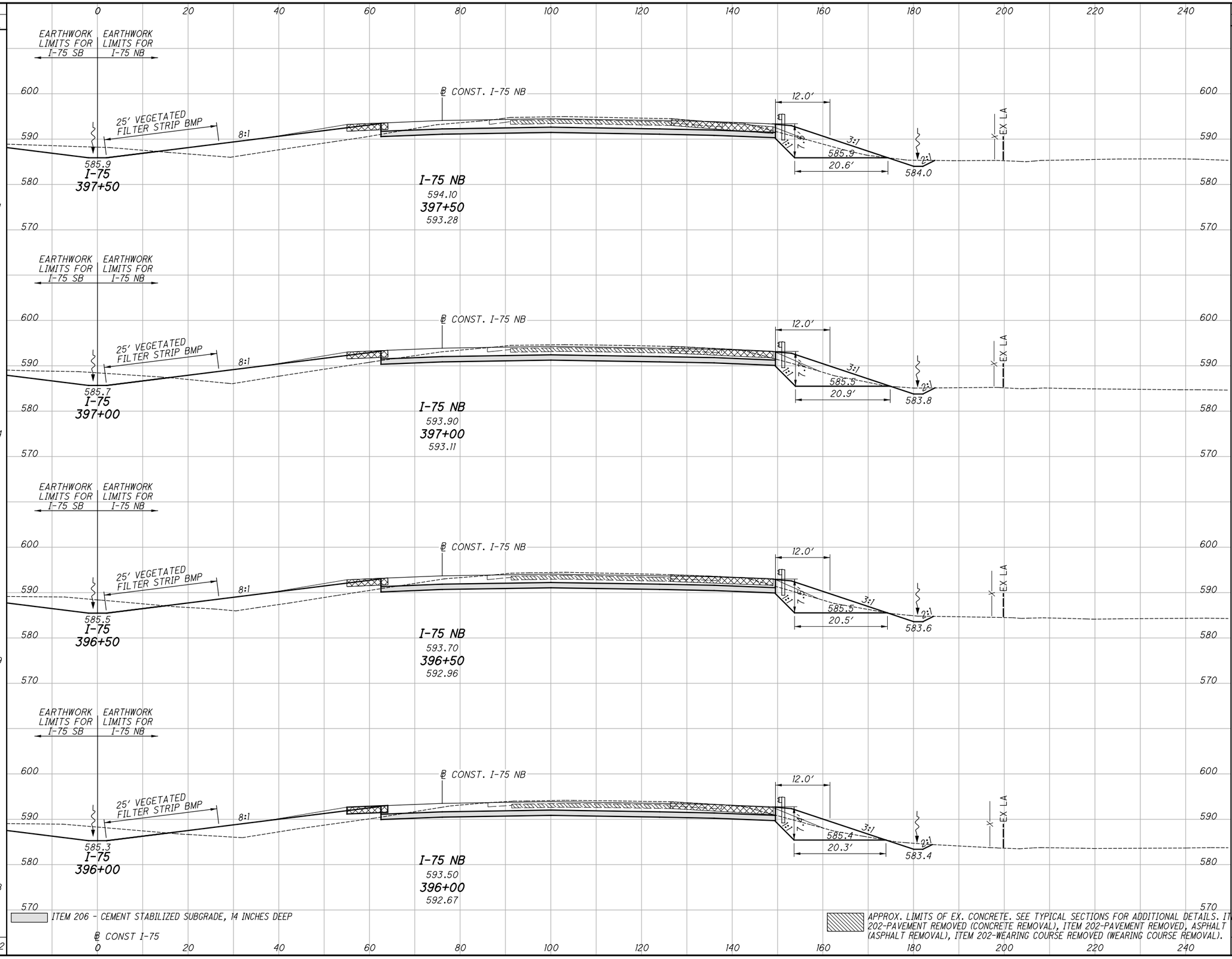
CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 394+39.26 TO STA. 395+50

HAM-75-14.61

342
708

SEEDING	
END WIDTH	SQ. YDS.
139	761
135	744
133	739
131	728
	2972



END AREA	
CUT	FILL
162	215
174	201
167	201
161	197

VOLUME	
CUT	FILL
312	386
316	373
304	369
294	353
1226	1481

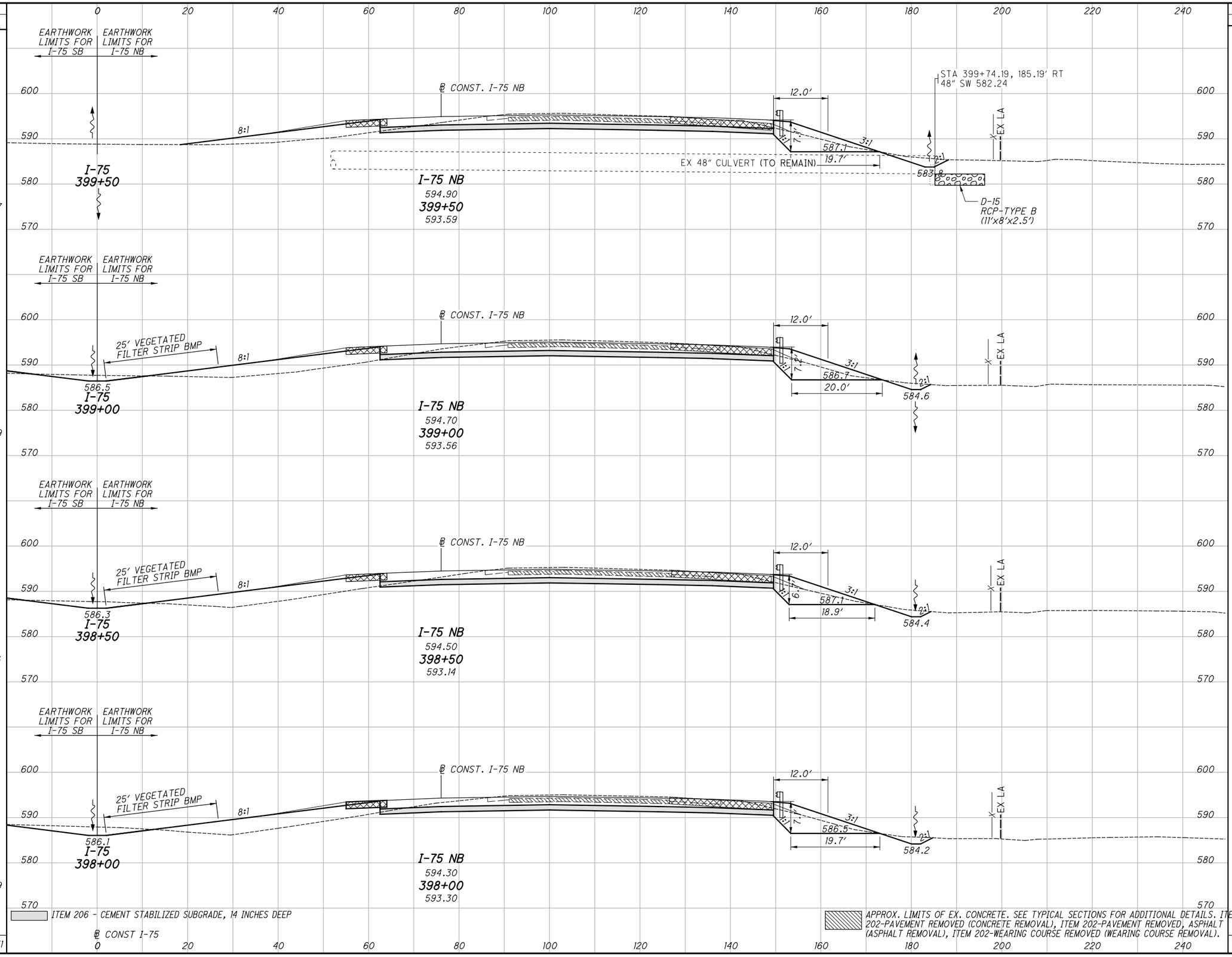
CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 396+00 TO STA. 397+50

HAM-75-14.61

343
708

SEEDING	
END WIDTH	SQ. YDS.
147	827
150	839
150	816
144	789
	3271



END AREA		VOLUME	
CUT	FILL	CUT	FILL
128	169	250	357
141	216	256	396
135	211	265	394
151	214	290	398
		1061	1545

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 398+00 TO STA. 399+50

HAM-75-14.61

344
708

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SEEDING	
END WIDTH	SQ. YDS.
118	650
114	634
114	633
114	728
	2645

END AREA	
CUT	FILL
180	223
153	250
148	264
158	274
265	411

VOLUME	
CUT	FILL
309	438
279	476
284	499
1137	1824

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB STA. 400+00 TO STA. 401+50

HAM-75-14.61

345
708

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
8:1
587.5
I-75
401+50
I-75 NB
595.70
401+50
594.90
10.6'
589.9
13.4'
2.5:1
2:1
583.1
EX LA

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
8:1
587.3
I-75
401+00
I-75 NB
595.50
401+00
594.54
10.6'
588.6
15.1'
2.5:1
2:1
582.9
2'
EX LA

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
8:1
587.1
I-75
400+50
I-75 NB
595.30
400+50
594.25
12.0'
6.8'
587.8
19.2'
3:1
2:1
582.7
EX LA

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
D16, STA 400+00.00, ℄
CB-4, GRATE ELEV 586.90
24" (E) 583.55
6" UD (N,W) 584.55
℄ CONST. I-75 NB
25' VEGETATED FILTER STRIP BMP
8:1
586.9
I-75
400+00
43'-24" TYPE B @0.63%
STA 399+87.24, 18.37' RT
24" E 583.92
I-75 NB
595.10
400+00
594.01
12.0'
7.2'
587.2
20.0'
3:1
2:1
582.5
EX 24" STM (TO BE REMOVED)
STA 399+87.28, 182.37' RT
24" W 582.92
HW-2.1 OR 2.2
STA. 400+00.00
E=582.40
EX LA
RCP-TYPE C
(8'x4'x1.5')
140' CONDUIT, BORED OR JACKED, 24" CONDUIT, TYPE B, 748.06 @0.63%
(TO BE USED AS CARRIER PIPE UNDER EX. PVT)

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

0 20 40 60 80 100 120 140 160 180 200 220 240

590 580 570 600

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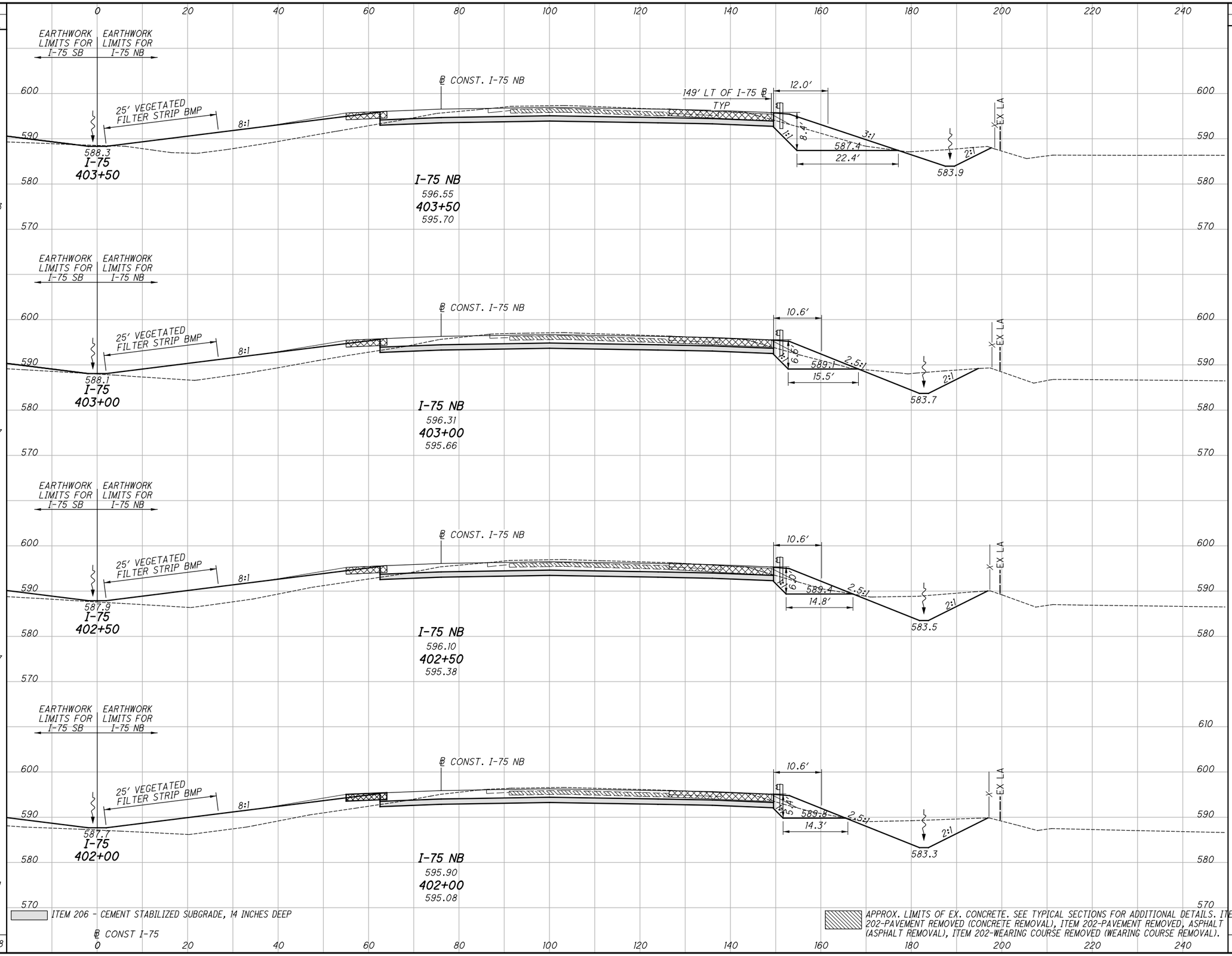
SEEDING	
END WIDTH	SQ. YDS.
176	983
178	827
120	667
120	661
	3138



END AREA		VOLUME	
CUT	FILL	CUT	FILL
182	296		
		335	499
179	242		
		343	438
191	231		
		356	422
193	224		
		346	414
		1380	1773

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 402+00 TO STA. 403+50

HAM-75-14.61

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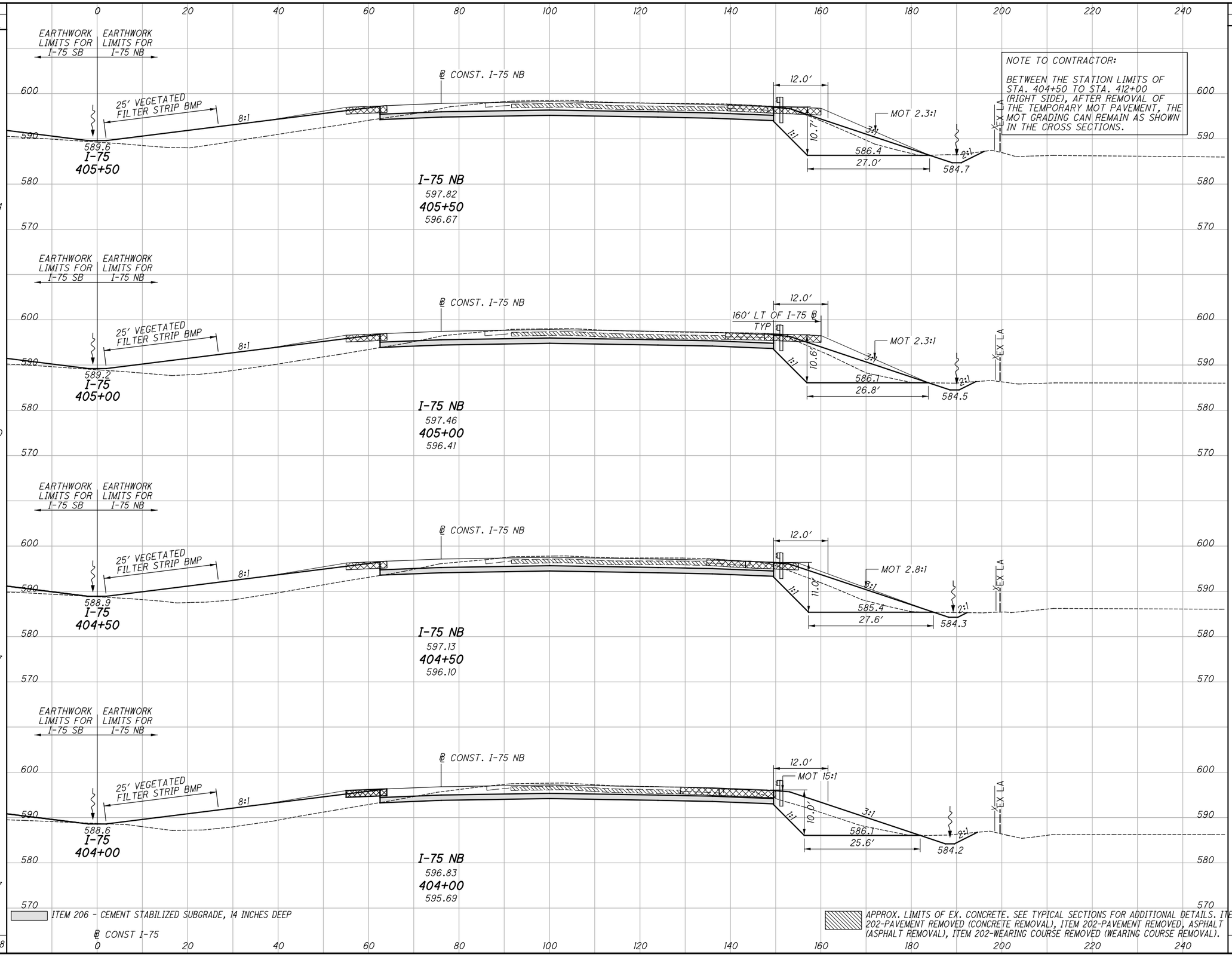
SEEDING	
END WIDTH	SQ. YDS.
117	644
114	800
173	967
174	977
	3388

END AREA	
CUT	FILL
213	356
187	365
186	377
170	344

VOLUME	
CUT	FILL
371	668
346	688
330	668
326	593
1373	2617

CALCULATED WLC
CHECKED JDH



ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

CROSS SECTIONS I-75 NB
STA. 404+00 TO STA. 405+50

HAM-75-14.61

347
708

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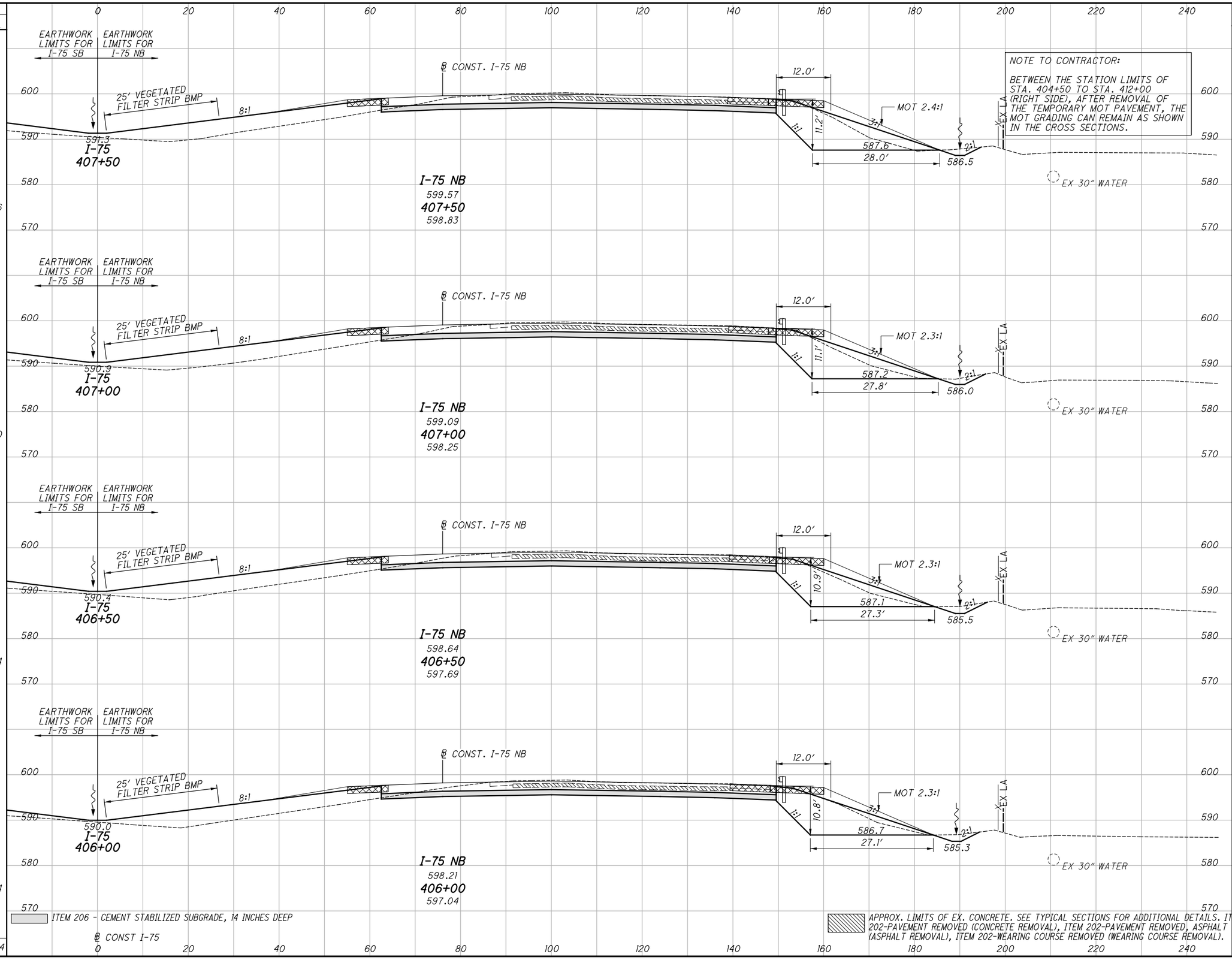
SEEDING	
END WIDTH	SQ. YDS.
118	656
117	650
117	644
115	644
	2594



END AREA		VOLUME	
CUT	FILL	CUT	FILL
209	371	391	688
213	371	393	675
211	358	394	658
214	352	396	656
		1574	2677

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 406+00 TO STA. 407+50

HAM-75-14.61

348
708

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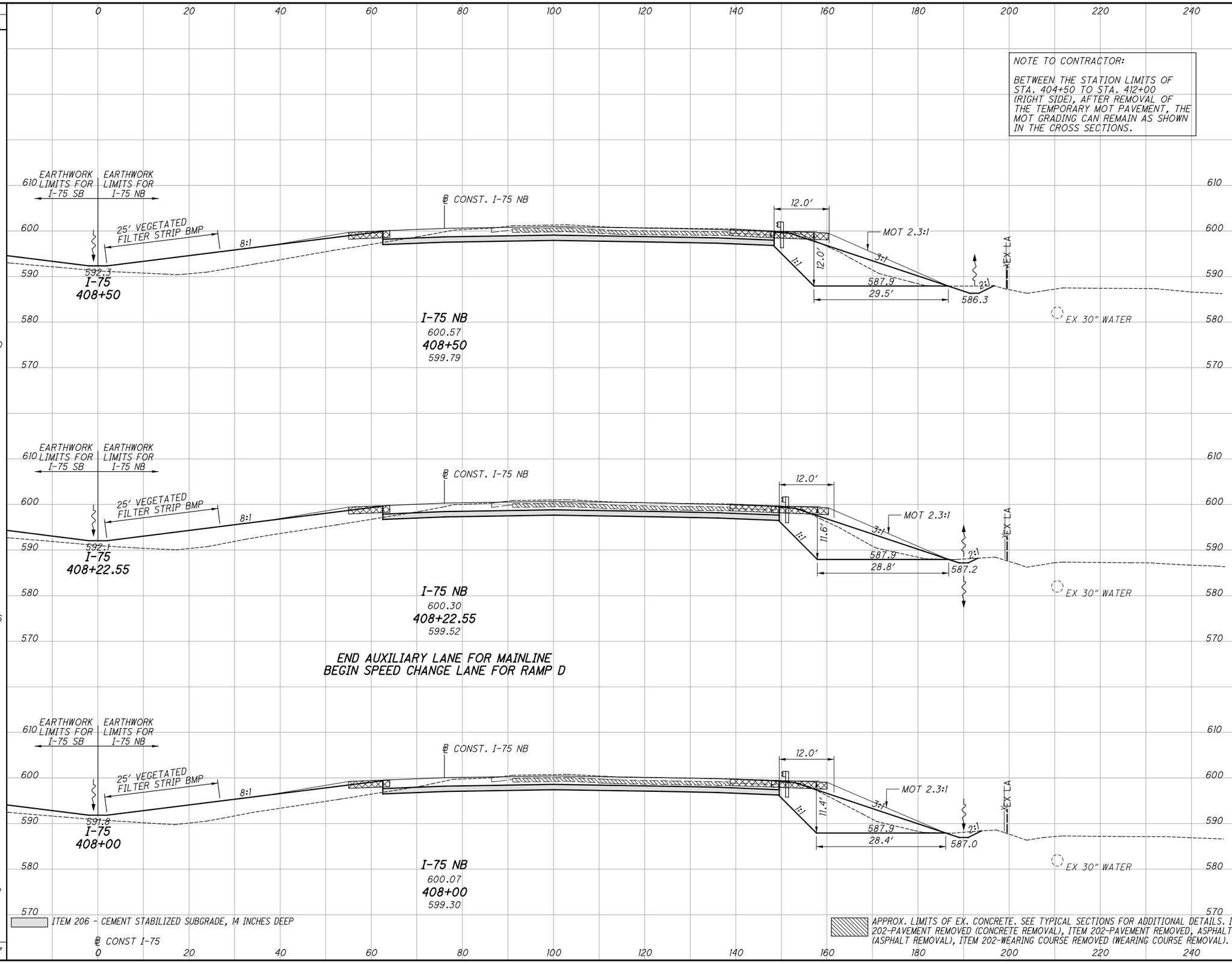
SEEDING	
END WIDTH	SQ. YDS.
117	360
118	661
117	296
	1317

NOTE TO CONTRACTOR:

BETWEEN THE STATION LIMITS OF STA. 404+50 TO STA. 412+00 (RIGHT SIDE), AFTER REMOVAL OF THE TEMPORARY MOT PAVEMENT, THE MOT GRADING CAN REMAIN AS SHOWN IN THE CROSS SECTIONS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
241	398		
213	386		
212	383		
		231	399
		178	322
		390	699
		799	1420

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 408+00 TO STA. 408+50

HAM-75-14.61

349
708

SEEDING	
END WIDTH	SQ. YDS.
75	612
144	739
121	667
	2018

END AREA	
CUT	FILL
208	274
221	248
295	367

VOLUME	
CUT	FILL
398	484
478	570
497	709
1373	1763

CALCULATED WLC
CHECKED JDH

NOTE TO CONTRACTOR:

BETWEEN THE STATION LIMITS OF STA. 404+50 TO STA. 412+00 (RIGHT SIDE), AFTER REMOVAL OF THE TEMPORARY MOT PAVEMENT, THE MOT GRADING CAN REMAIN AS SHOWN IN THE CROSS SECTIONS.

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
25' VEGETATED FILTER STRIP BMP
7:1
℄ CONST. I-75 NB
17.1'
MOT 2.1:1
1:1
11.1'
590.3
25.4'
EX LA
EX GAS
EX 30" WATER
592.7
I-75
410+00
I-75 NB
602.07
410+00
600.94

D18, STA 409+61.00, ℄
CB-4, GRATE ELEV 592.40
18" (S) 589.55
6" UD (W,E) 590.55
STA 409+60.66, 2.34' RT
(TO BE REMOVED)
EX. CB, GRATE ELEV 591.67'
15" S 589.17
592.2
I-75
409+50
I-75 NB
601.57
409+50
600.83
17.6'
10.2'
590.7
24.9'
STA 409+14.89, 185.70' RT
60" NW 584.46
EX 60" CULVERT (TO REMAIN)
D-19
RCP-TYPE B
(12'x10.5'x2.5')

EARTHWORK LIMITS FOR I-75 SB
EARTHWORK LIMITS FOR I-75 NB
25' VEGETATED FILTER STRIP BMP
8:1
℄ CONST. I-75 NB
10.6'
MOT 2:1
8.0'
2.5:1
10.0'
590.4
12.7'
5.4'
585.0
16.1'
2:1
583.0
592.8
I-75
409+00
I-75 NB
601.07
409+00
600.17

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

0 20 40 60 80 100 120 140 160 180 200 220 240

CROSS SECTIONS I-75 NB
STA. 409+00 TO STA. 410+00

HAM-75-14.61

350
708

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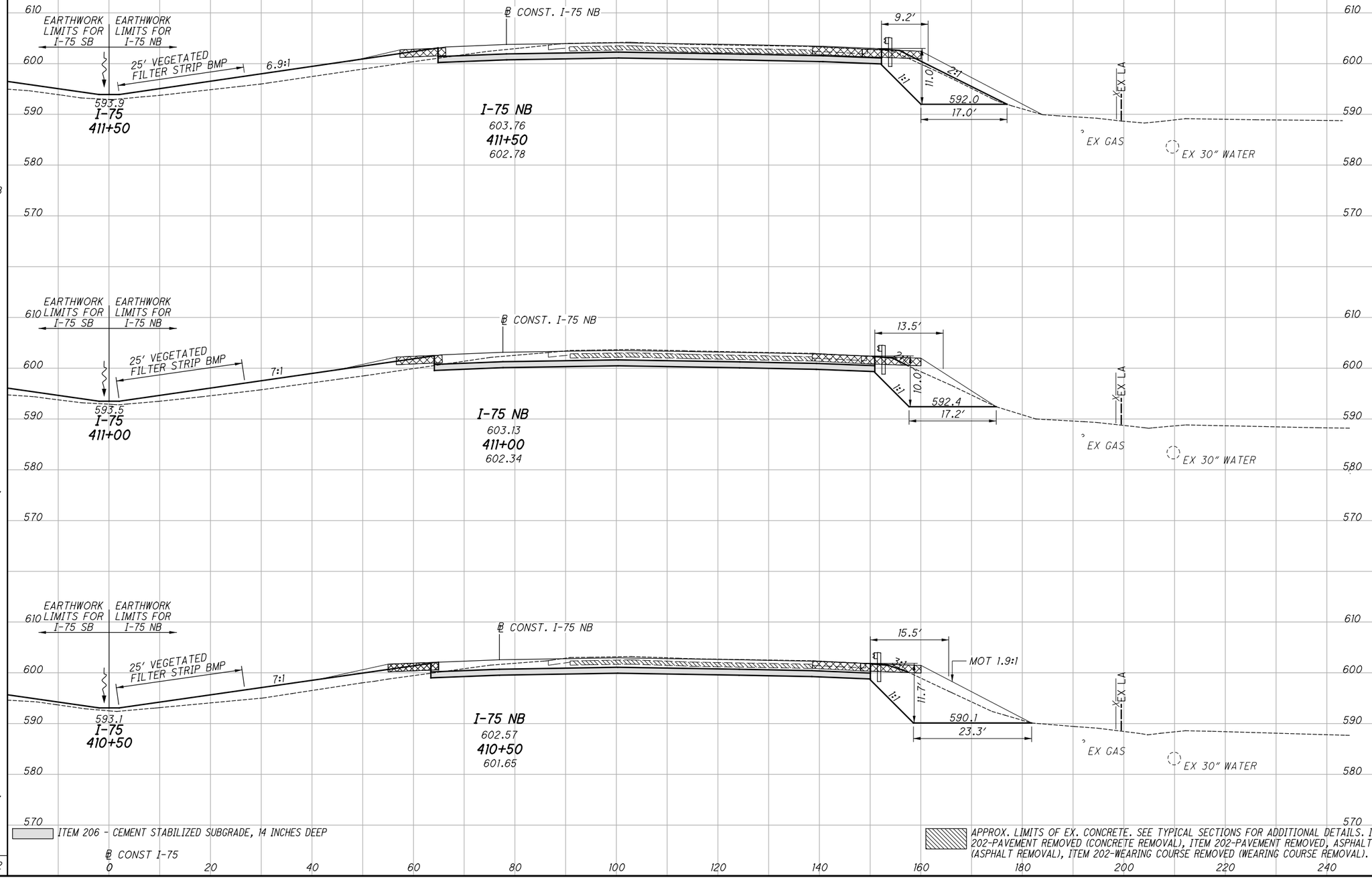
SEEDING END WIDTH	SEEDING SQ. YDS.
96	478
75	417
75	417
	1312

NOTE TO CONTRACTOR:

BETWEEN THE STATION LIMITS OF STA. 404+50 TO STA. 412+00 (RIGHT SIDE), AFTER REMOVAL OF THE TEMPORARY MOT PAVEMENT, THE MOT GRADING CAN REMAIN AS SHOWN IN THE CROSS SECTIONS.



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
157	234	302	413
169	212	357	441
216	264	393	499
		1052	1353

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 410+50 TO STA. 411+50

HAM-75-14.61

351
708

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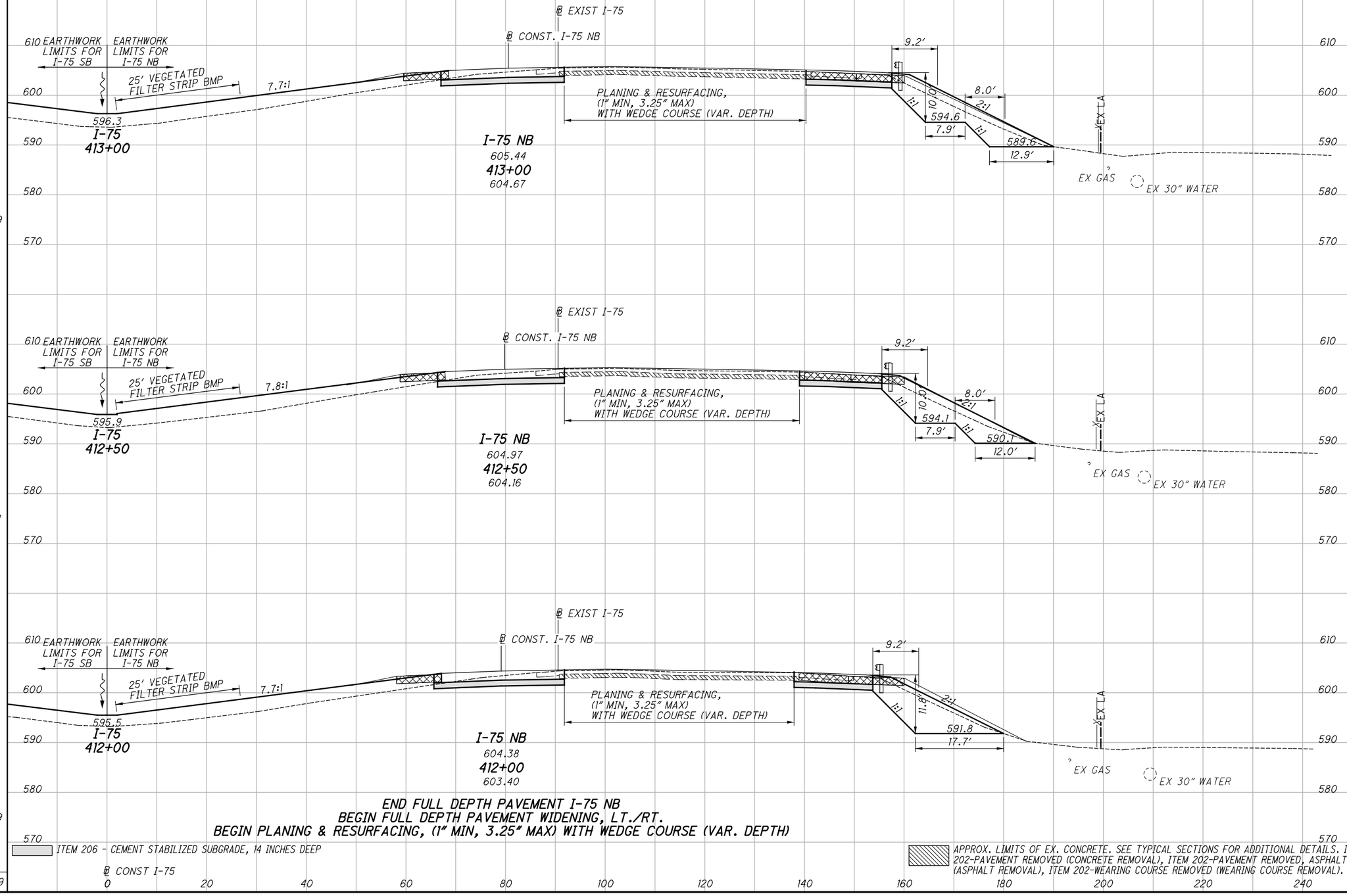
NOTE TO CONTRACTOR:

BETWEEN THE STATION LIMITS OF STA. 404+50 TO STA. 412+00 (RIGHT SIDE), AFTER REMOVAL OF THE TEMPORARY MOT PAVEMENT, THE MOT GRADING CAN REMAIN AS SHOWN IN THE CROSS SECTIONS.



END FULL DEPTH PAVEMENT I-75 NB
BEGIN FULL DEPTH PAVEMENT WIDENING, LT./RT.
BEGIN PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

SEEDING END WIDTH	SEEDING SQ. YDS.
107	589
104	561
98	539
	1689

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
138	322		
135	323	253	598
142	301	257	578
		277	496
		787	1672

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 412+00 TO STA. 413+00

HAM-75-14.61

352
708

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SEEDING END WIDTH	SEEDING SQ. YDS.
108	594
105	594
108	600
	1788

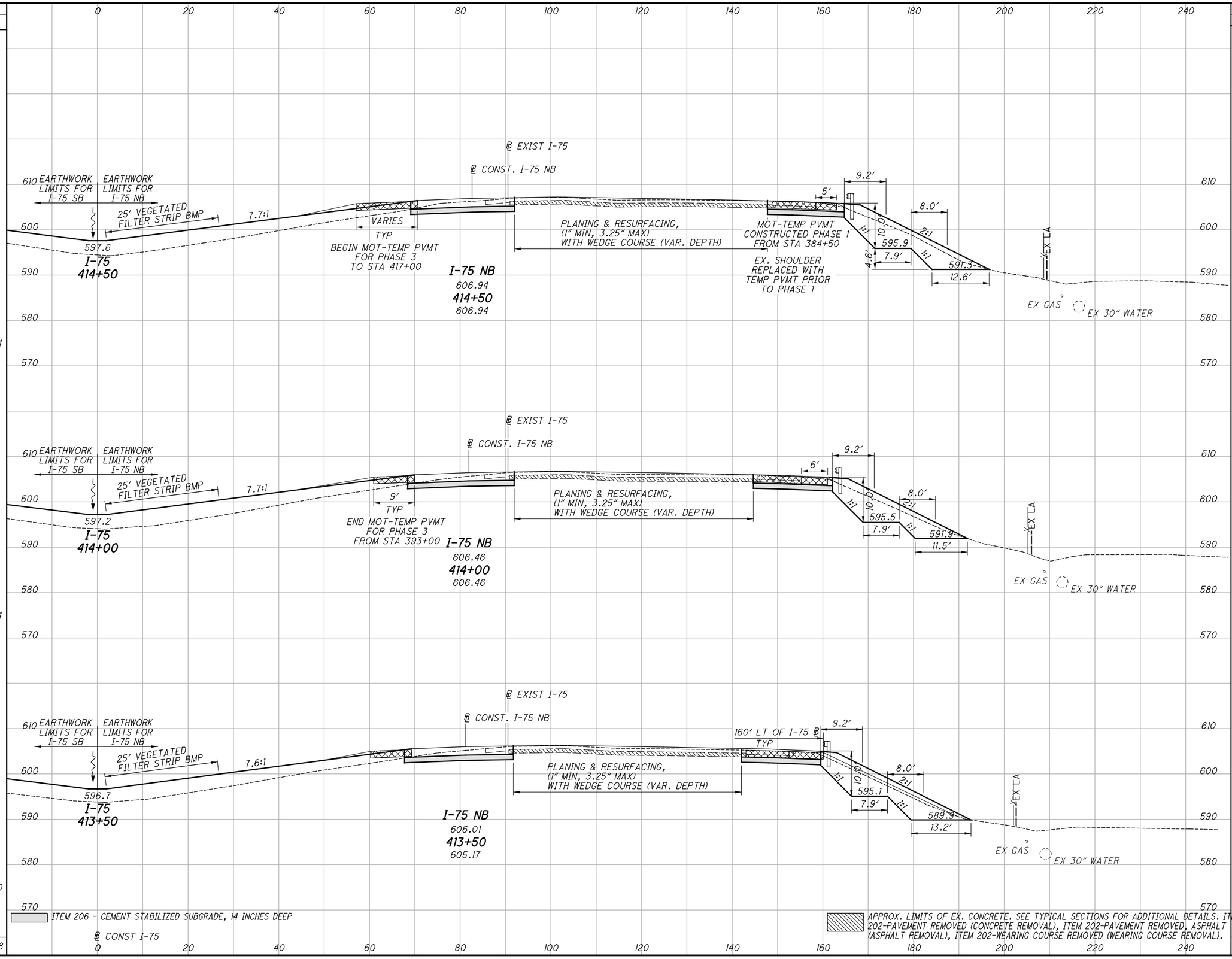
END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
148	345	263	635
135	340	256	631
141	341	259	614
		778	1880

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 413+50 TO STA. 414+50

HAM-75-14.61

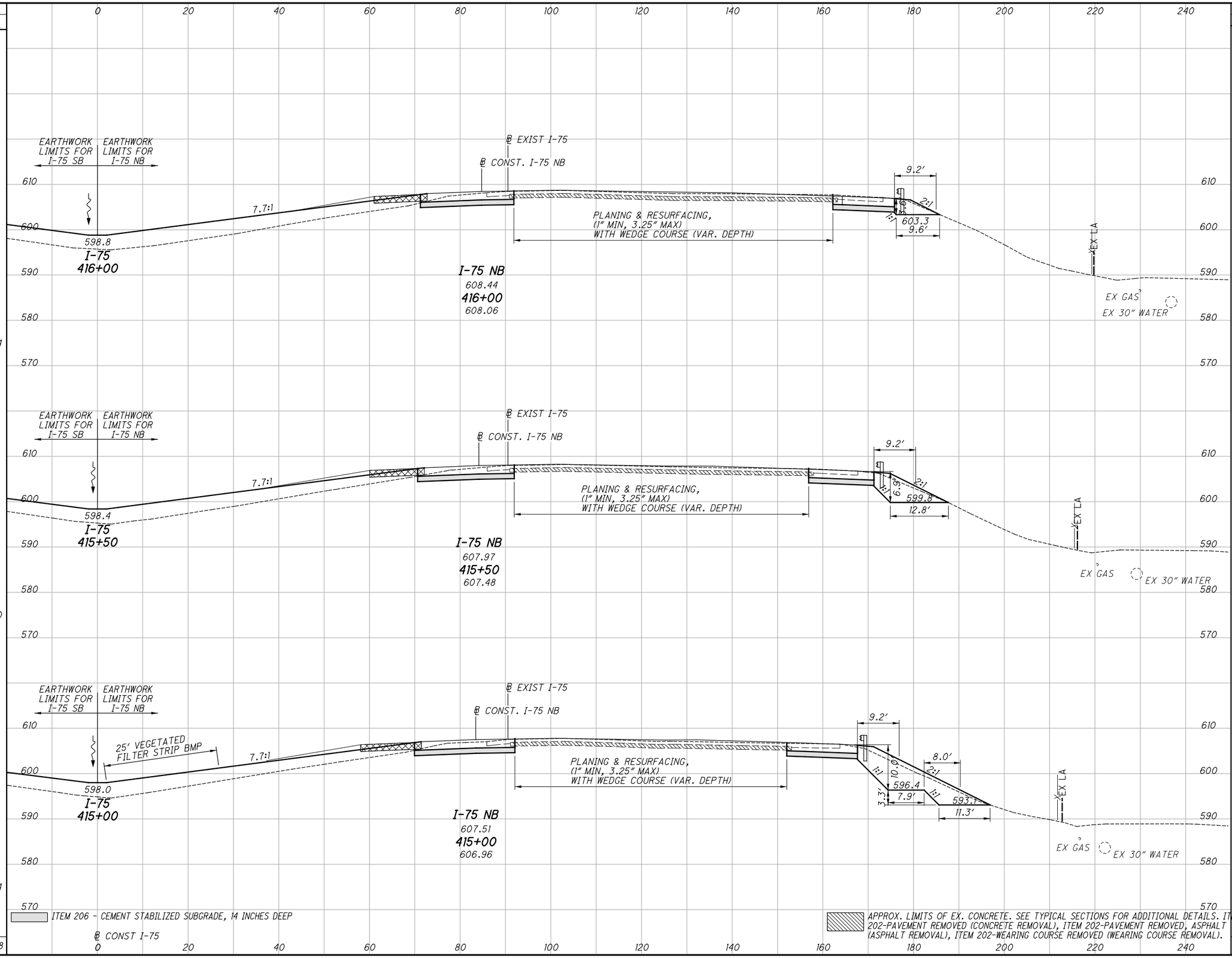
353
708



SEEDING END WIDTH	SEEDING SQ. YDS.
86	494
92	550
106	594
	1638

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
55	235	130	452
85	253	216	531
148	320	275	616
		621	1599

CALCULATED WLC
CHECKED JDH



ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

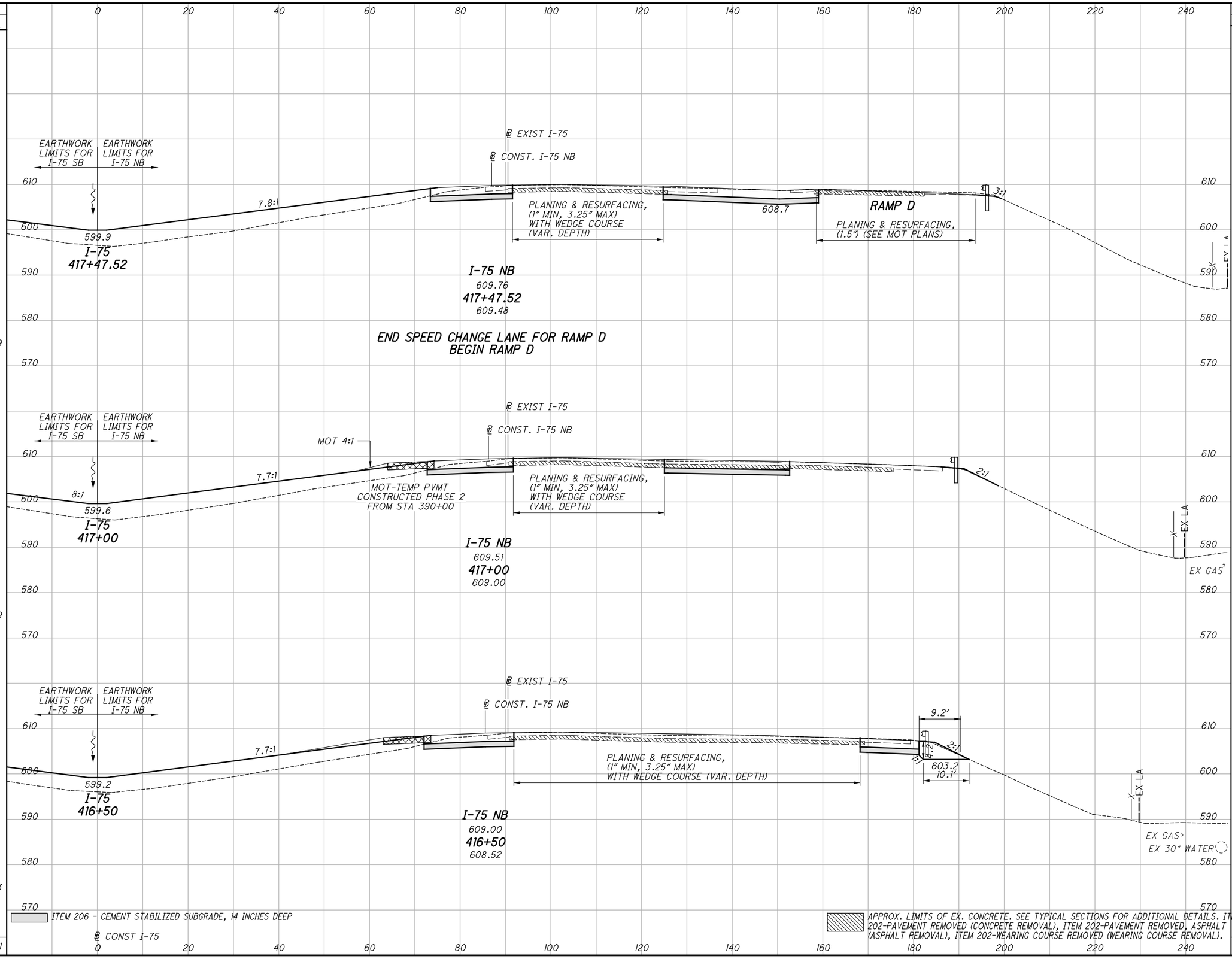
APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

CROSS SECTIONS I-75 NB
STA. 415+00 TO STA. 416+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
82	449	61	235	70	411
88	489	18	232	72	445
88	483	59	248	106	448
	1421			248	1304

CALCULATED WLC
CHECKED JDH



CROSS SECTIONS I-75 NB
STA. 416+50 TO STA. 417+47.52

HAM-75-14.61

CROSS SECTIONS I-75 NB
STA. 417+50 TO STA. 419+00

HAM-75-14.61

356
708

CALCULATED WLC
CHECKED JDH

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
91	511	32	161	61	322
93	556	33	186	75	360
107	567	47	202	85	403
97	556	44	233	75	360
25	1659	5	226	22	1107

Station 419+00

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ EXIST I-75

℄ CONST. I-75 NB

8.4:1

600.7

I-75
419+00

I-75 NB
610.39
419+00
610.32

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

2:1

604.4

RAMP D
PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

Station 418+50

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ EXIST I-75

℄ CONST. I-75 NB

8.1:1

600.5

I-75
418+50

I-75 NB
610.21
418+50
610.03

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

3:1

606.01

RAMP D
PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

Station 418+00

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ EXIST I-75

℄ CONST. I-75 NB

8:1

600.2

I-75
418+00

I-75 NB
609.93
418+00
609.65

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

3.5:1 7.7:1

607.3

3:1

RAMP D
PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

Station 417+50

EARTHWORK LIMITS FOR I-75 SB | EARTHWORK LIMITS FOR I-75 NB

℄ EXIST I-75

℄ CONST. I-75 NB

7.8:1

599.9

I-75
417+50

I-75 NB
609.78
417+50
609.50

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

6:1 6:1

607.7

RAMP D
PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

℄ CONST I-75

0 20 40 60 80 100 120 140 160 180 200 220 240

610 600 590 580

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SEEDING	
END WIDTH	SQ. YDS.
95	1156
320	1144
	2300

END AREA	
CUT	FILL
19	93
30	123

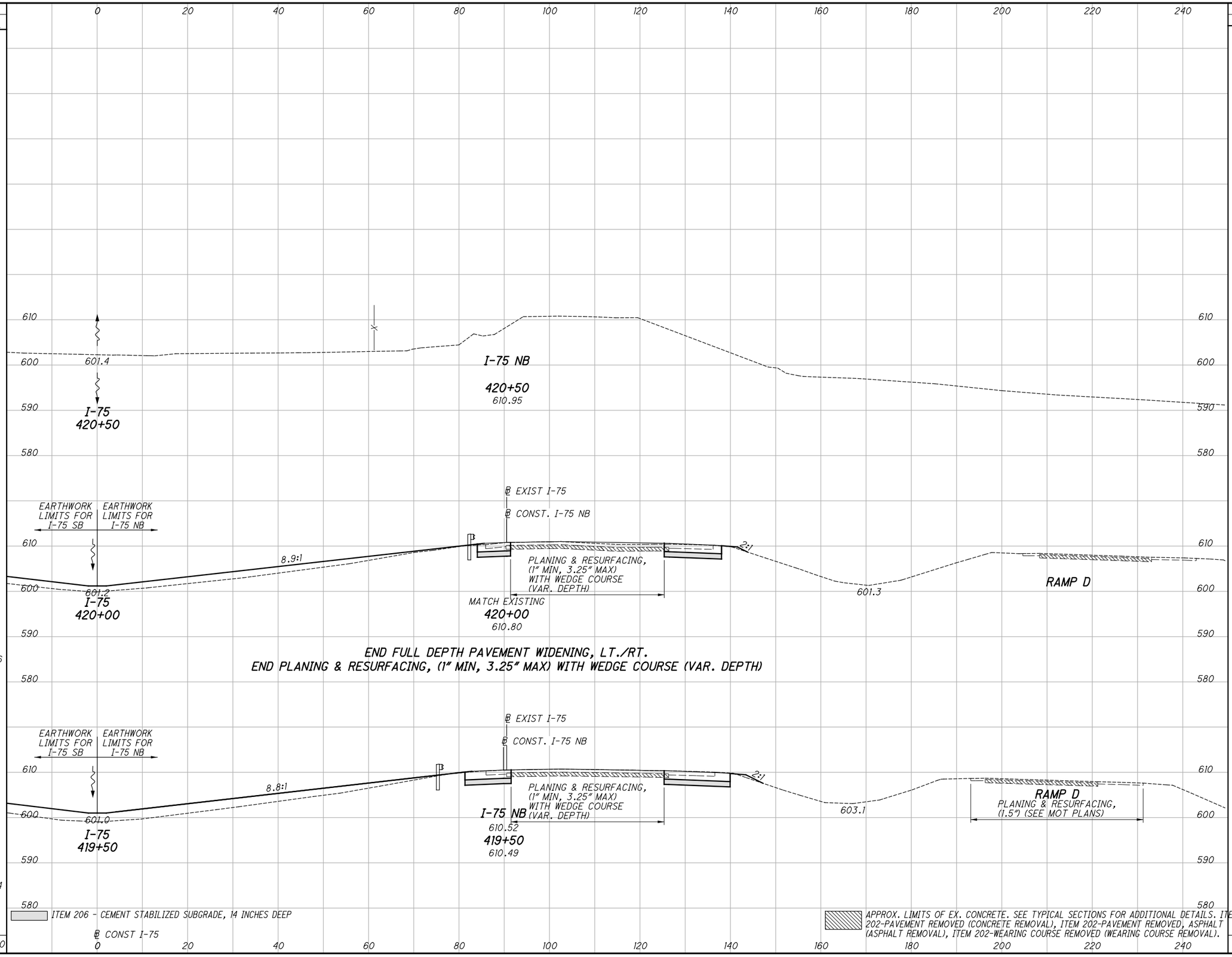
VOLUME	
CUT	FILL
46	200
58	263
104	463

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS I-75 NB
STA. 419+50 TO STA. 420+50

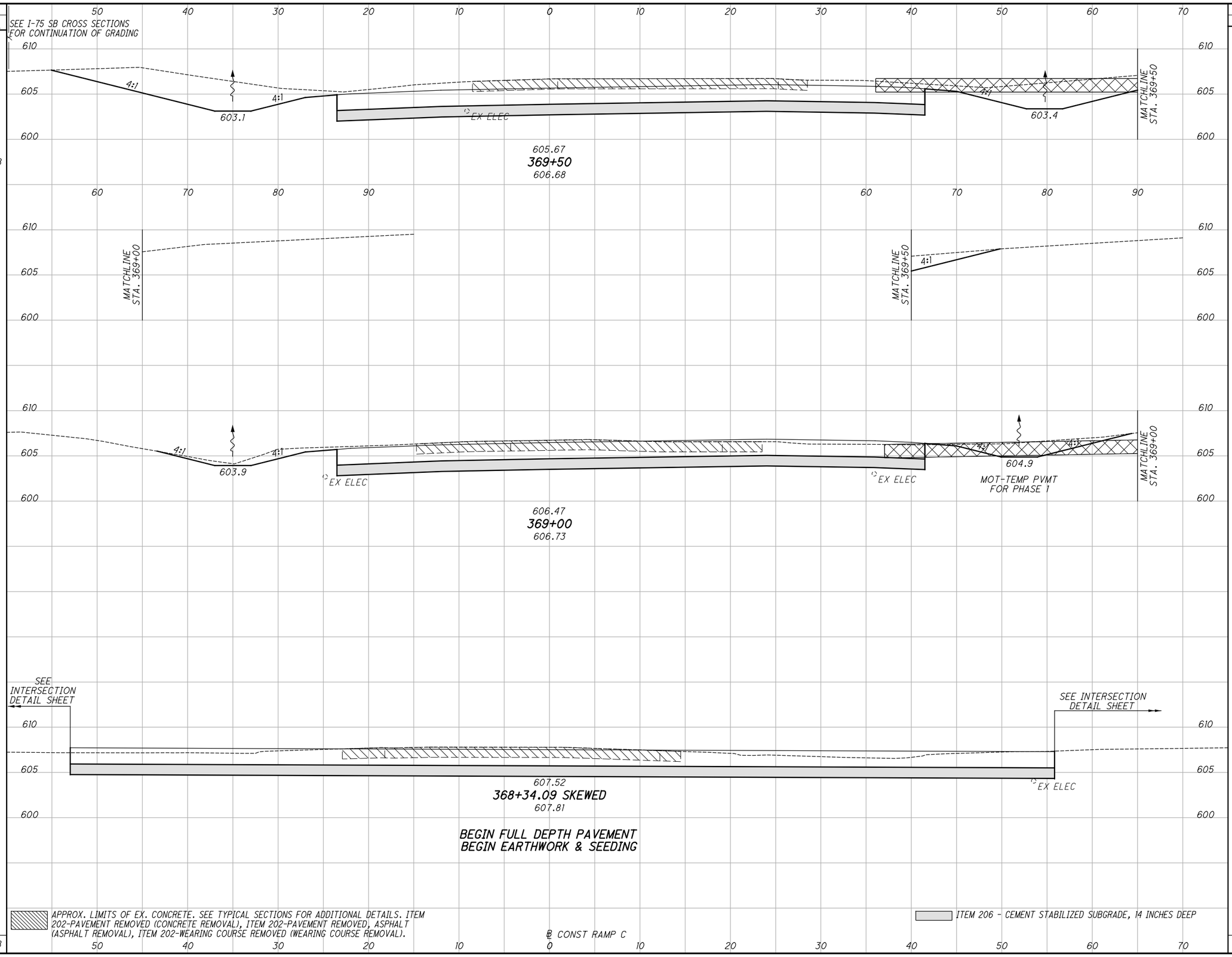
HAM-75-14.61

357
708



SEEDING END WIDTH	SEEDING SQ. YDS.
70	328
47	0
0	328

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
241	5		
		317	10
101	5		
		282	7
130	0		
		599	17

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP C
STA. 368+34.09 TO STA. 369+50

HAM-75-14.61

358
708

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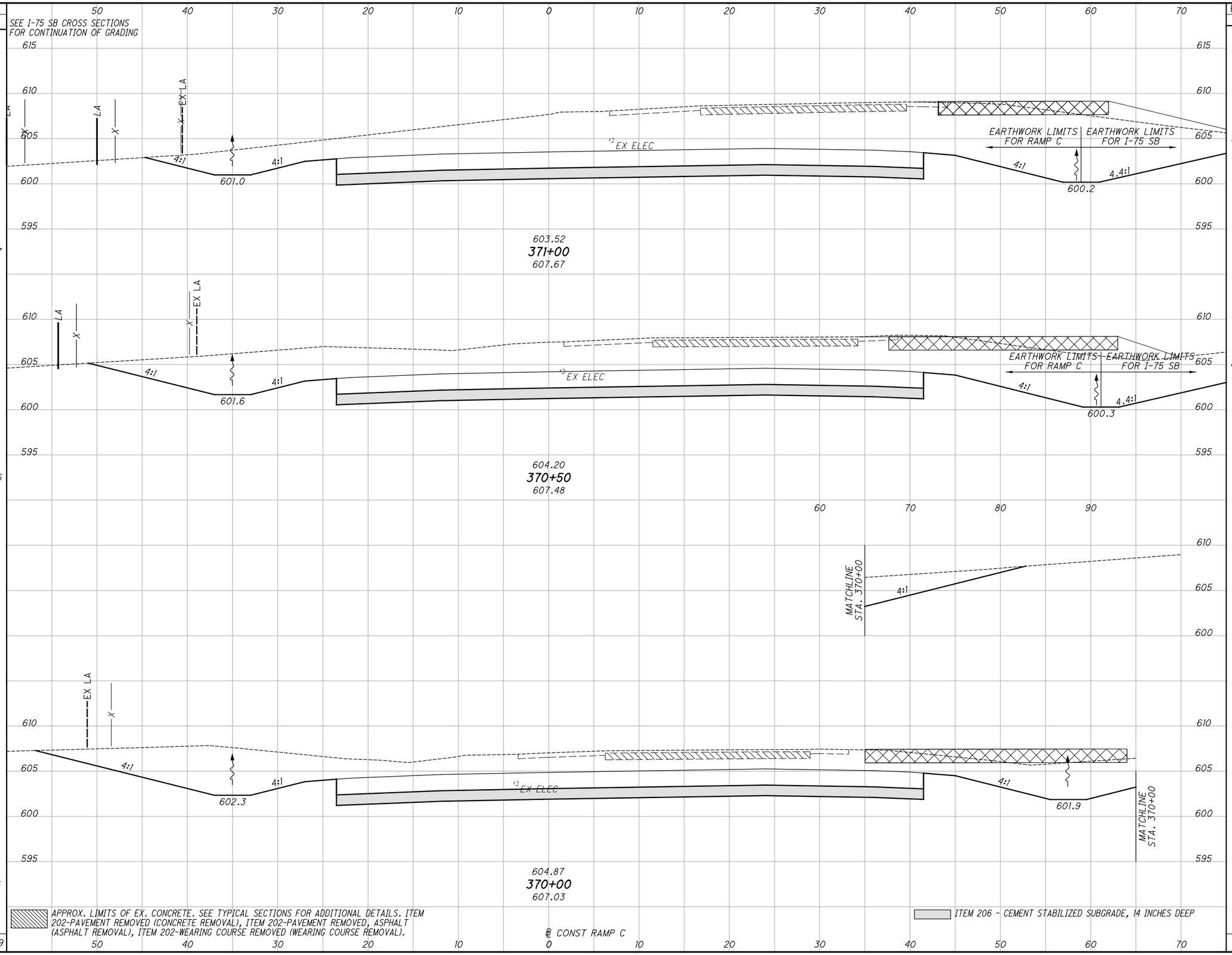
SEEDING END WIDTH	SEEDING SQ. YDS.
42	267
52	366
80	416
	1049

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
523	5	936	10
487	5	855	10
436	5	627	10
		2418	30

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

CALCULATED WLC

CHECKED JDH

CROSS SECTIONS RAMP C
STA. 370+00 TO STA. 371+00

HAM-75-14.61

359
708

SEEDING END WIDTH	SEEDING SQ. YDS.
62	344
60	278
38	228
	850

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

50 40 30 20 10 0 10 20 30 40 50 60 70

610 / 605 / 600 / 595 / 590

EX SANITARY

EX ELEC

LA

EX LA

3:1

2:1

593.3

602.16
372+50
599.29

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

4:1

3.9:1

597.5

18" TYPE C

BEGIN 50' SHOULDER TAPER (RT.)
BEGIN 50' PAVEMENT TAPER (LT. & RT.)

595.0

602.47
372+00
602.88

D-20, STA 372+00.00, 54.63' RT
CB-4, GRATE ELEV 597.15
18" (N) 593.90

597.4

END 50' SHOULDER TAPER (RT.)
END 50' PAVEMENT TAPER (LT. & RT.)

598.8

4.1:1

599.1

602.92
371+50
606.67

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP C

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
401	119	799	142
461	34	919	46
531	15	976	19
		2694	207

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP C
STA. 371+50 TO STA. 372+50

HAM-75-14.61

360
708

SEEDING	
END WIDTH	SQ. YDS.
61	344
61	345
	689

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

610 605 600 595 590

TMP LA X EX LA X 2% 2.5:1 590.7

EX SANITARY

601.98
373+50
595.48

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB
4:1 3.8:1 597.9
18" TYPE C

TMP LA X EX LA X 2% 2.5:1 591.6

EX SANITARY

602.00
373+00
597.52

EX ELEC
MOT-TEMP PVMT FOR PHASE 1
EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB
4:1 3.8:1 597.6
18" TYPE C

℄ CONST RAMP C

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

END AREA	
CUT	FILL
289	249
346	167

VOLUME	
CUT	FILL
588	386
692	265
1280	651

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP C
STA. 373+00 TO STA. 373+50

HAM-75-14.61

361
708

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SEEDING	
END WIDTH	SQ. YDS.
66	394
75	384
	778

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

610 605 600 595 590 585

TMP LA X X EX LA

GRADE TO DRAIN

595.0

3.5:1

EX SANITARY

72" TYPE C

602.32
374+50
591.18

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

4:1 3.8:1

598.8

18" TYPE C

TMP X LA X EX LA X

3:1 2:1

72" TYPE C

D-22, HW-2.1 OR 2.2
E = 586.50
RIPRAP CUTOFF WALL
PER DM-1.1

EX SANITARY

602.11
374+00
593.07

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

4:1 3.8:1

598.3

18" TYPE C

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP C

60 50 40 30 20 10 0 10 20 30 40 50 60

END AREA		VOLUME	
CUT	FILL	CUT	FILL
187	495		
244	322		
		400	757
		494	529
		894	1286

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP C
STA. 374+00 TO STA. 374+50

HAM-75-14.61

362
708

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SEEDING	
END WIDTH	SQ. YDS.
59	333
60	356
	689

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

610 605 600 595 590 585

TMP LA X EX LA X

20:1 3:1

592.9

EX SANITARY

72" TYPE C

602.68
375+50
590.20

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

4:1 3.4:1

599.4

D23, STA 375+00.00, 22.25' LT
MH-3, RIM ELEV 597.44
18" (E) 589.50
72" (S) 585.10
72" (N) 585.10

3.5:1

593.2

78'-18" TYPE B @ 1.8%

602.52
375+00
590.74

D21, STA 375+00, 47.38' RT
CB-4, GRATE ELEV 598.85
18" (S) 590.90
18" (W) 590.90

4:1 3.6:1

599.1

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP C

END AREA	
CUT	FILL
122	573
154	524
316	944
572	1960

VOLUME	
CUT	FILL
256	1016

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP C
STA. 375+00 TO STA. 375+50

HAM-75-14.61

363
708

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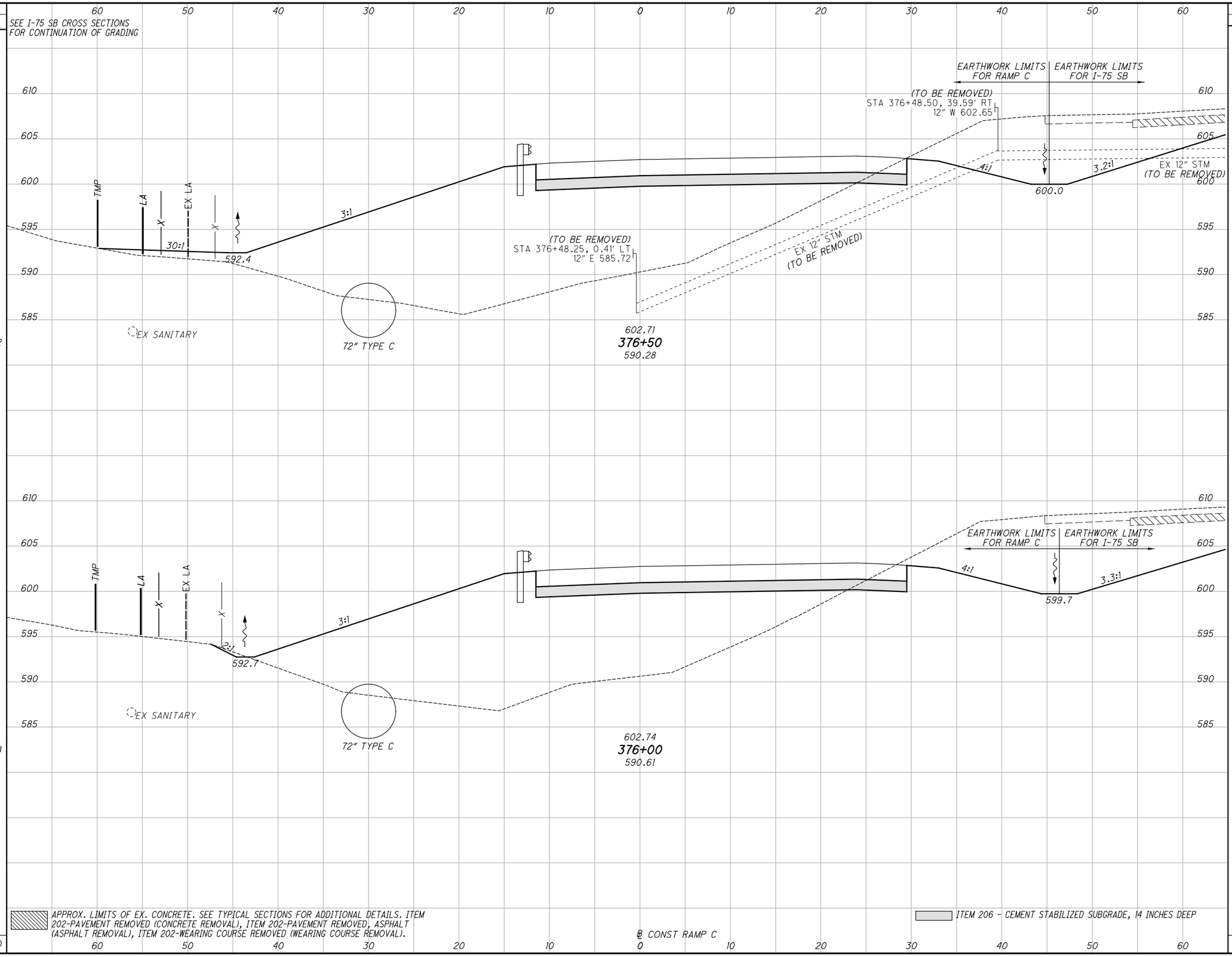
SEEDING	
END WIDTH	SQ. YDS.
71	362
58	328
	690

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING



END AREA	
CUT	FILL
76	534
99	566

VOLUME	
CUT	FILL
163	1019
205	1055
368	2074

CALCULATED WLC
CHECKED JDH

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP C

CROSS SECTIONS RAMP C
STA. 376+00 TO STA. 376+50

HAM-75-14.61

364
708

SEEDING	
END WIDTH	SQ. YDS.
53	311
58	361
	672

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

610 605 600 595 590 585

TMP LA X EX LA X

2:1 2.5:1 591.6

EX SANITARY

72" TYPE C

602.36
377+50
590.90

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

4:1 2.6:1 600.3

END AREA	
CUT	FILL
44	589
59	626

VOLUME	
CUT	FILL
96	1125
125	1075
221	2200

TMP LA X EX LA X

2:1 3:1 592.1

EX SANITARY

72" TYPE C

602.59
377+00
590.67

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

4:1 3:1 600.2

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP C

60 50 40 30 20 10 0 10 20 30 40 50 60

CALCULATED WLC | CHECKED JDH

CROSS SECTIONS RAMP C
STA. 377+00 TO STA. 377+50

HAM-75-14.61

365
708

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SEEDING END WIDTH	SEEDING SQ. YDS.
49	261
45	272
	533

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

610 605 600 595 590 585 580

TMP LA EX LA

2:1 2:1 589.2

EX SANITARY

72" TYPE C

601.64
378+50
589.51

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

12.5:1 601.0 8:1 I-75 SB

D24, STA 378+00, 30' LT
MH-3, RIM ELEV 593.75
18" (E) 582.67
72" (S) 581.00
72" (N) 581.00

2:1 3:1 590.5

STA 378+01.91, 0.66' LT
18" E 583.32

30'-18" TYPE B, 706.02 @ 2.2%

MASONRY COLLAR PER DM-1.1

EX 18" STM (TO REMAIN)

602.05
378+00
591.03

4:1 4:1 600.3 8:1 I-75 SB

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP C

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
23	589	42	1094
22	592	62	1094
		104	2188

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP C
STA. 378+00 TO STA. 378+50

HAM-75-14.61

366
708

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SEEDING	
END WIDTH	SQ. YDS.
42	250
48	273
	523

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

605 600 595 590 585 580

TMP LA X EX LA X

2:1

586.6

EX SANITARY

72" TYPE C

600.54
379+50
588.09

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

6:1 8:1

599.7

I-75 SB

TMP LA X EX LA X

2:1 2:1

588.0

EX SANITARY

72" TYPE C

601.14
379+00
589.14

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

20:1 8:1

600.8

I-75 SB

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP C

END AREA		VOLUME	
CUT	FILL	CUT	FILL
15	622		
		33	1130
20	598		
		40	1100
		73	2230

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP C
STA. 379+00 TO STA. 379+50

HAM-75-14.61

367
708

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SEEDING	
END WIDTH	SQ. YDS.
40	110
45	244
	354

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

600 595 590 585 580

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

599.7

I-75 SB

TMP LA X EX LA X

2:1

584.1

EX SANITARY

72" TYPE C

599.50
380+22.92
588.54

BEGIN RAMP C
END SPEED CHANGE LANE FOR RAMP C
END FULL DEPTH PAVEMENT
END EARTHWORK & SEEDING

EARTHWORK LIMITS FOR RAMP C | EARTHWORK LIMITS FOR I-75 SB

D27, STA 380+00, 33.85' RT
CB-8, GRATE ELEV 599.05
18" (W) 590.80

6:1 8:1

599.2

D25, STA 380+00, 30' LT
MH-3, RIM ELEV 591.55
18" (E) 587.60
72" (S) 578.25
72" (N) 575.70

64'-18" TYPE B @ 5%

584.8

599.84
380+00
588.35

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP C

END AREA		VOLUME	
CUT	FILL	CUT	FILL
18	569	16	496
19	598	32	1130
		48	1626

CALCULATED WLC CHECKED JDH

CROSS SECTIONS RAMP C
STA. 380+00 TO STA. 380+22.92

HAM-75-14.61

368
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS200.dgn 2021-01-18 3:12:29 PM william.croxton ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.
40	183
43	228
37	84
31	
	495

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

655 / 650 / 645

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB

3:1 MOT 3.2:1 6:1 4:1 8:1

646.7 649.4

I-75 SB

650.05
353+39.29
649.21

3:1 MOT 2.8:1 6:1 4:1 8:1

647.3 650.2

I-75 SB

650.62
353+00
649.96

3:1 MOT 3:1 5:1

648.2 651.2

I-75 SB

651.21
352+50
650.85

3:1 MOT 3.4:1 6:1

648.5

I-75 SB

MOT-TEMP PVMT CONSTRUCTED PHASE 1 TO STA 367+46

651.21
352+30.24
651.07

END RAMP A
BEGIN SPEED CHANGE LANE FOR RAMP A
BEGIN FULL DEPTH PAVEMENT
BEGIN EARTHWORK & SEEDING

℄ CONST RAMP A

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
23	9	46	13
39	8	86	15
53	8	45	8
68	13		
		177	36

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP A
STA. 352+30.24 TO STA. 353+39.29

HAM-75-14.61

369
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS300.dgn 2021-01-18 3:12:38 PM william.croxton ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING	
END WIDTH	SQ. YDS.
49	266
47	261
45	239
41	49
	815

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

655 650 645 640

355+00
646.78
645.49

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB
2:1 MOT 3.2:1 5:1 4:1 4:1 8:1
643.0 644.8
I-75 SB

354+50
647.96
646.73

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB
2:1 MOT 3:1 5:1 4:1 4:1 8:1
644.2 646.1
I-75 SB

354+00
649.00
648.01

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB
2:1 MOT 2.9:1 5:1 4:1 8:1
645.2 647.8
I-75 SB

353+50
649.88
649.03

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB
3:1 MOT 3.3:1 6:1 4:1 8:1
646.6 649.1
I-75 SB

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP A

END AREA	
CUT	FILL
23	23
27	26
22	23
21	15
9	5
142	133

VOLUME	
CUT	FILL
47	46
46	46
40	36

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP A
STA. 353+50 TO STA. 355+00

HAM-75-14.61

370
708

J:\pre-int\06\06-386_HAM-75\HAM\00000\roadway\sheets\00000XS300.dgn 2021-01-18 3:12:38 PM william.croxton" ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
73	400	56	58	102	100
70	361	54	49	90	100
60	333	43	58	79	98
59	306	42	47	61	65
	1400			332	363

CALCULATED WLC
CHECKED JDH

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

645 640 635 630 650 655

2:1 4:1 MOT 2.4:1 4:1 4:1 4:1

636.0 637.9

640.56
357+00
638.72

637.8 639.7

642.34
356+50
640.69

639.4 641.0

EARTHWORK LIMITS FOR RAMP A | EARTHWORK LIMITS FOR I-75 SB

643.97
356+00
642.06

640.9 643.0

645.45
355+50
643.81

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP A

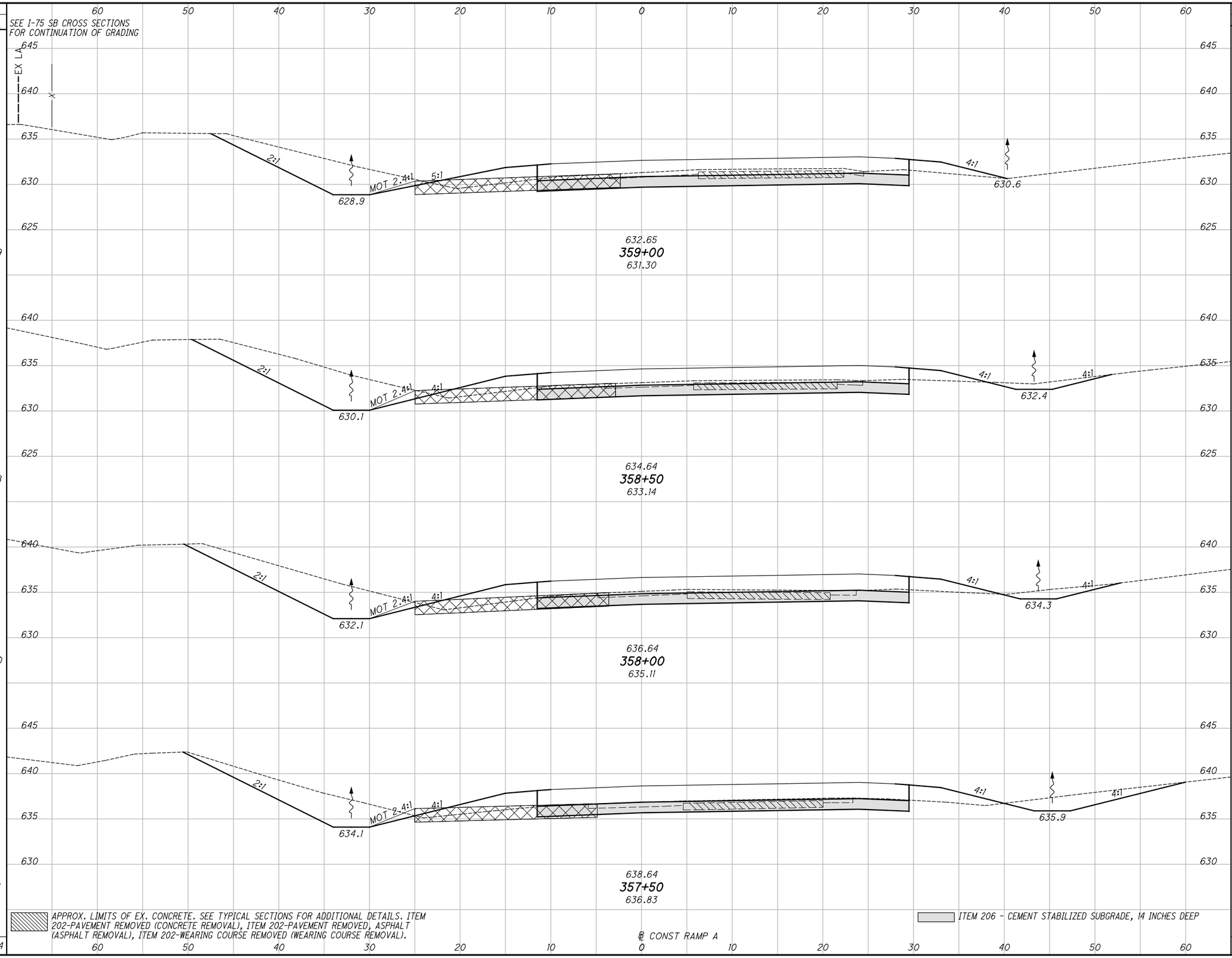
CROSS SECTIONS RAMP A
STA. 355+50 TO STA. 357+00

HAM-75-14.61

371
708

SEEDING	
END WIDTH	SQ. YDS.
55	339
66	378
68	400
76	417
	1534

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING



END AREA	
CUT	FILL
56	36
78	40
72	48
68	55

VOLUME	
CUT	FILL
125	71
139	82
130	96
115	105
509	354

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP A

CALCULATED WLC

CHECKED JDH

CROSS SECTIONS RAMP A
STA. 357+50 TO STA. 359+00

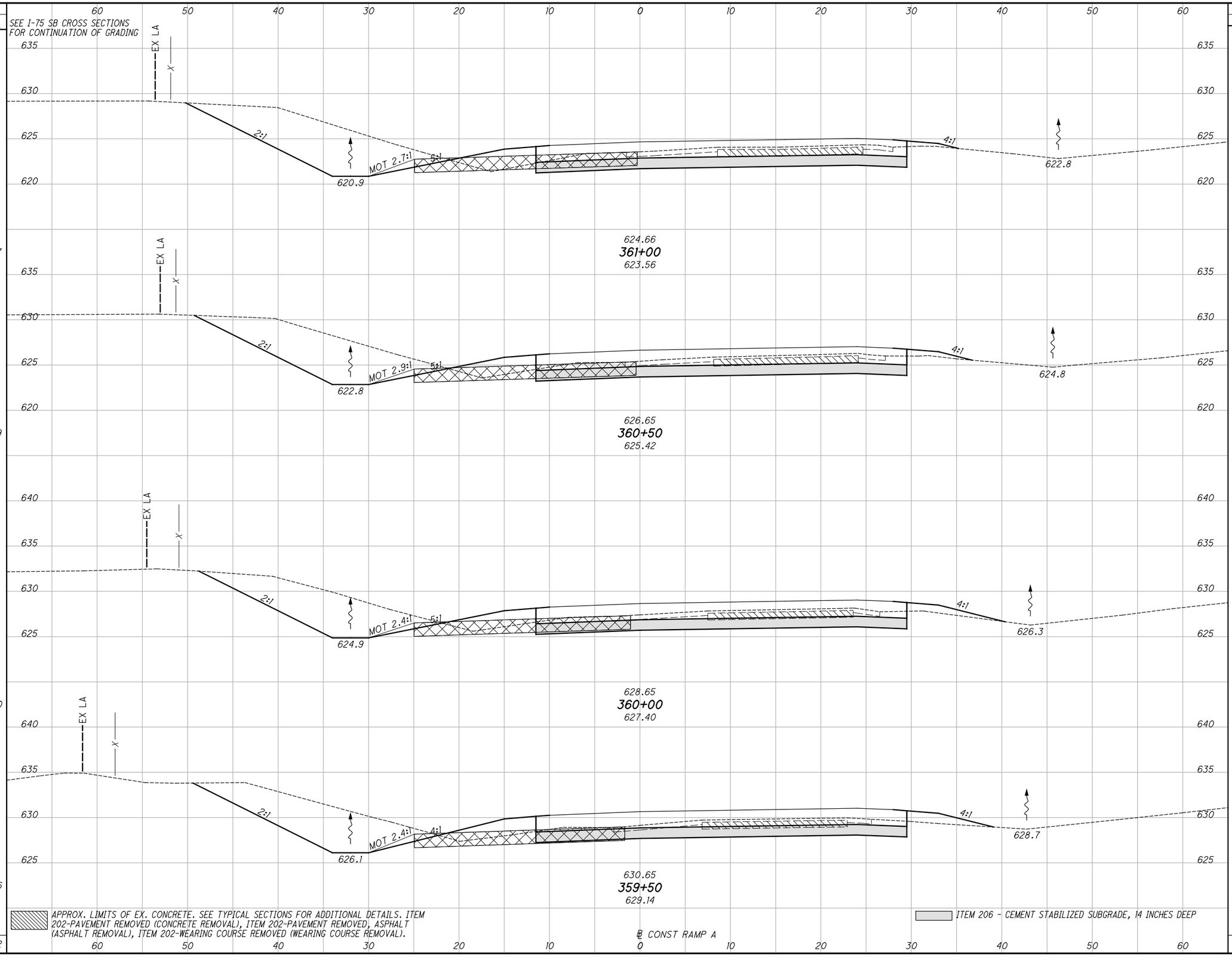
HAM-75-14.61

372
708

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
49	277	107	22	189	42
50	289	97	23	168	48
54	300	84	28	159	57
53	306	87	33	133	64
	1172			649	211

CALCULATED WLC
CHECKED JDH

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP A

CROSS SECTIONS RAMP A STA. 359+50 TO STA. 361+00

HAM-75-14.61

373
708

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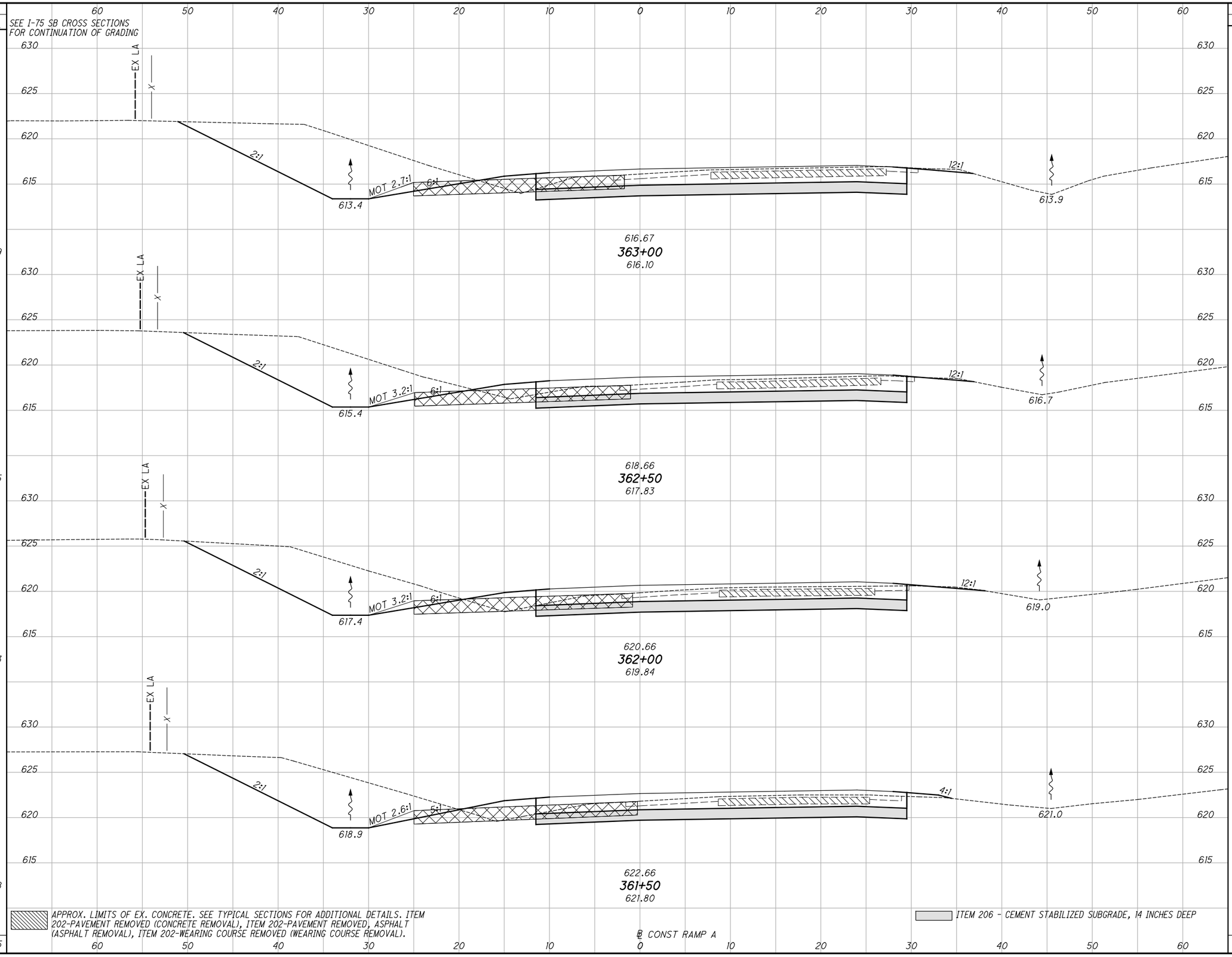
SEEDING	
END WIDTH	SQ. YDS.
52	289
53	295
49	283
	278
	1145

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING



END AREA	
CUT	FILL
163	13
140	13
128	17
126	19

VOLUME	
CUT	FILL
281	25
249	28
236	34
216	38
982	125

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP A

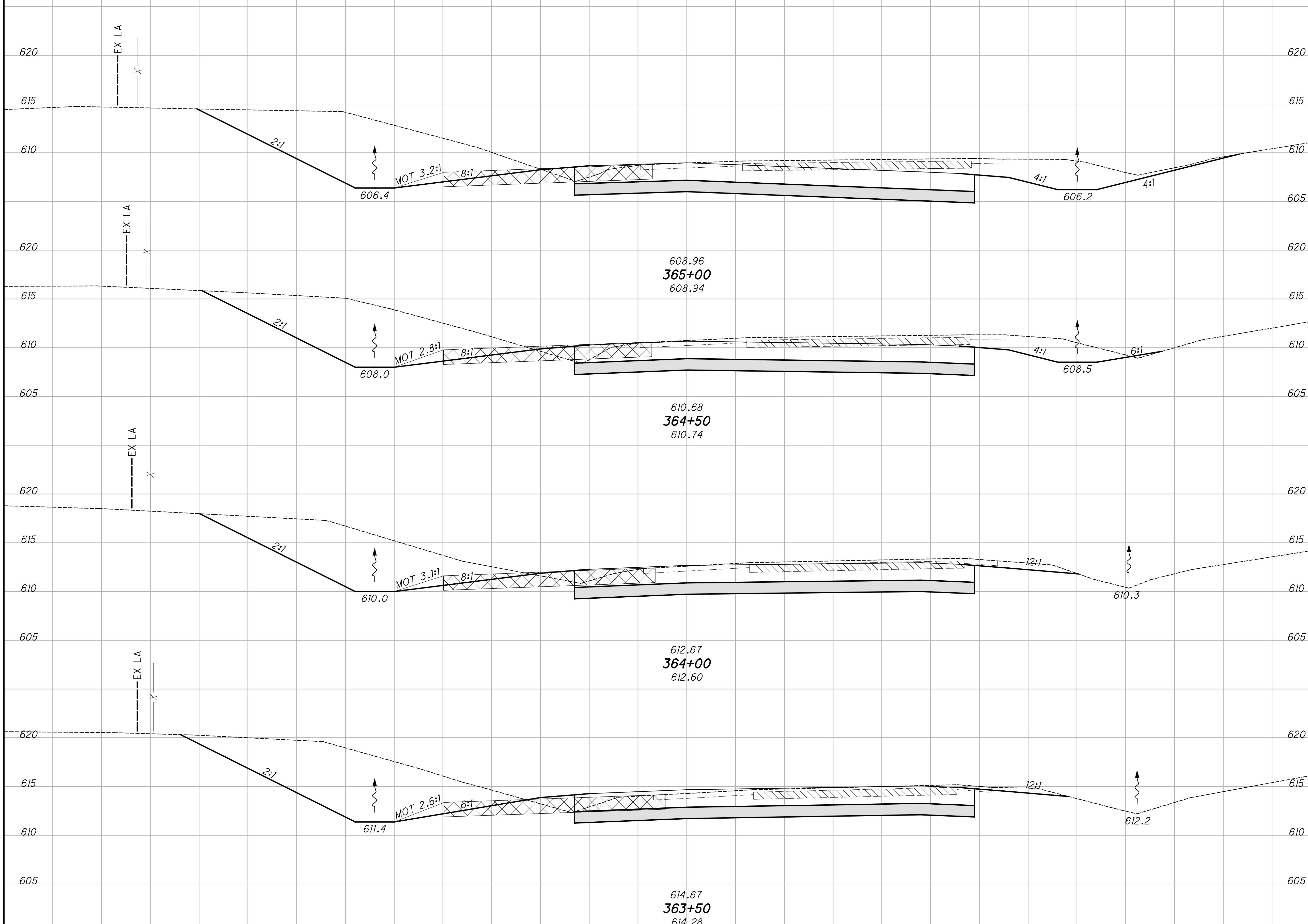
CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP A
STA. 361+50 TO STA. 363+00

HAM-75-14.61

374
708

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

Station	SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
365+00	71		245	7		
		372			420	14
364+50	63		208	8		
		327			348	15
364+00	54		167	8		
		306			322	17
363+50	55		180	10		
		300			318	22
Total		1305			1408	68

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP A
STA. 363+50 TO STA. 365+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
0	205
73	411
73	422
78	417
	1455

SEE I-75 SB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

SEE INTERSECTION DETAIL SHEET

SEE INTERSECTION DETAIL SHEET

607.37
367+51.17
607.59

BEGIN RAMP A
END FULL DEPTH PAVEMENT
END EARTHWORK & SEEDING

2:1 MOT 2:1 7:1 604.0

MOT-TEMP PVMT CONSTRUCTED PHASE 1 TO STA 367+46

606.60
366+50
606.96

EX LA X

2:1 MOT 2:1 7:1 604.2

606.92
366+00
606.83

EX LA X

2:1 MOT 2:1 7:1 604.8

607.71
365+50
607.54

4:1 604.4

4:1 604.5

4:1 604.9

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP A

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
126	0	476	12
128	6	285	10
179	4	383	10
234	6	444	13
		1588	45

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP A
STA. 365+50 TO STA. 367+51.17

HAM-75-14.61

376
708

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SEEDING	
END WIDTH	SQ. YDS.
64	344
59	192
55	536

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING

50 40 30 20 10 0 10 20 30 40 50 60 70

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G

650 645 640 635

4:1 6:1 16:1

644.4

I-75 NB

644.77
357+50
640.96

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G

650 645 640 635

4:1 16:1 16:1

646.1

I-75 NB

646.28
357+00
642.57

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G

650 645 640 635

647.3

16:1

I-75 NB

647.10
356+70.22
643.53

END SPEED CHANGE LANE FOR RAMP G
BEGIN RAMP G
BEGIN FULL DEPTH PAVEMENT
BEGIN EARTHWORK & SEEDING

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP G

50 40 30 20 10 0 10 20 30 40 50 60 70

END AREA	
CUT	FILL
12	160
10	135
21	108
39	409

VOLUME	
CUT	FILL
21	274
18	135

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP G
STA. 356+70.22 TO STA. 357+50

HAM-75-14.61

377
708

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SEEDING END WIDTH	SEEDING SQ. YDS.
70	394
72	394
70	377
	1165

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING

50 40 30 20 10 0 10 20 30 40 50 60 70

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G

645 640 635 630

8:1 4:1 6:1 639.1 16:1

639.26
359+00
632.10

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G

I-75 NB 4:1 6:1 640.8 16:1

641.26
358+50
635.49

MATCH LINE

D-2, STA. 358+20.77, 88.42' RT.
HW-2.1 OR 2.2
℄=629.58

RCP-TYPE C
(5'x4'x1.5')

630.1

EX LA

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G

50' CONDUIT, BORED OR JACKED, 18" CONDUIT, TYPE B, 748.06 @0.95%
(TO BE USED AS CARRIER PIPE UNDER EX. PVT)

I-75 NB 4:1 6:1 642.8 16:1

STA 358+12.00, 15.33' LT
(TO BE REMOVED)
EX HW, GRATE ELEV 630.52'
18" W 630.52

EX 18" STM
(TO REMAIN)

STA. 358+11.64, 19.87' RT.
MASONRY COLLAR PER DM-1.1

643.10
358+00
638.70

60'-18" TYPE B, 706.02 @0.95%

+16.44, 38.60' RT.
MASONRY COLLAR PER DM-1.1

50' CONDUIT, BORED OR JACKED,
18" CONDUIT, TYPE B, 748.06 @0.95%
(TO BE USED AS CARRIER PIPE UNDER EX. PVT)

MATCH LINE

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP G

50 40 30 20 10 0 10 20 30 40 50 60 70

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
3	366		
		13	599
10	280		
		16	451
7	207		
		18	340
		47	1390

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP G
STA. 358+00 TO STA. 359+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
79	434
76	411
	845

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING

50 40 30 20 10 0 10 20 30 40 50 60 70

645 640 635 630 625 620

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G

4:1 4:1 633.6 16:1

634.84
360+00
626.47

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP G

4:1 6:1 636.5 16:1

637.09
359+50
629.15

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP G

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
3	415		
2	407		
		5	762
		5	716
		10	1478

CALCULATED WLC
CHECKED JDH

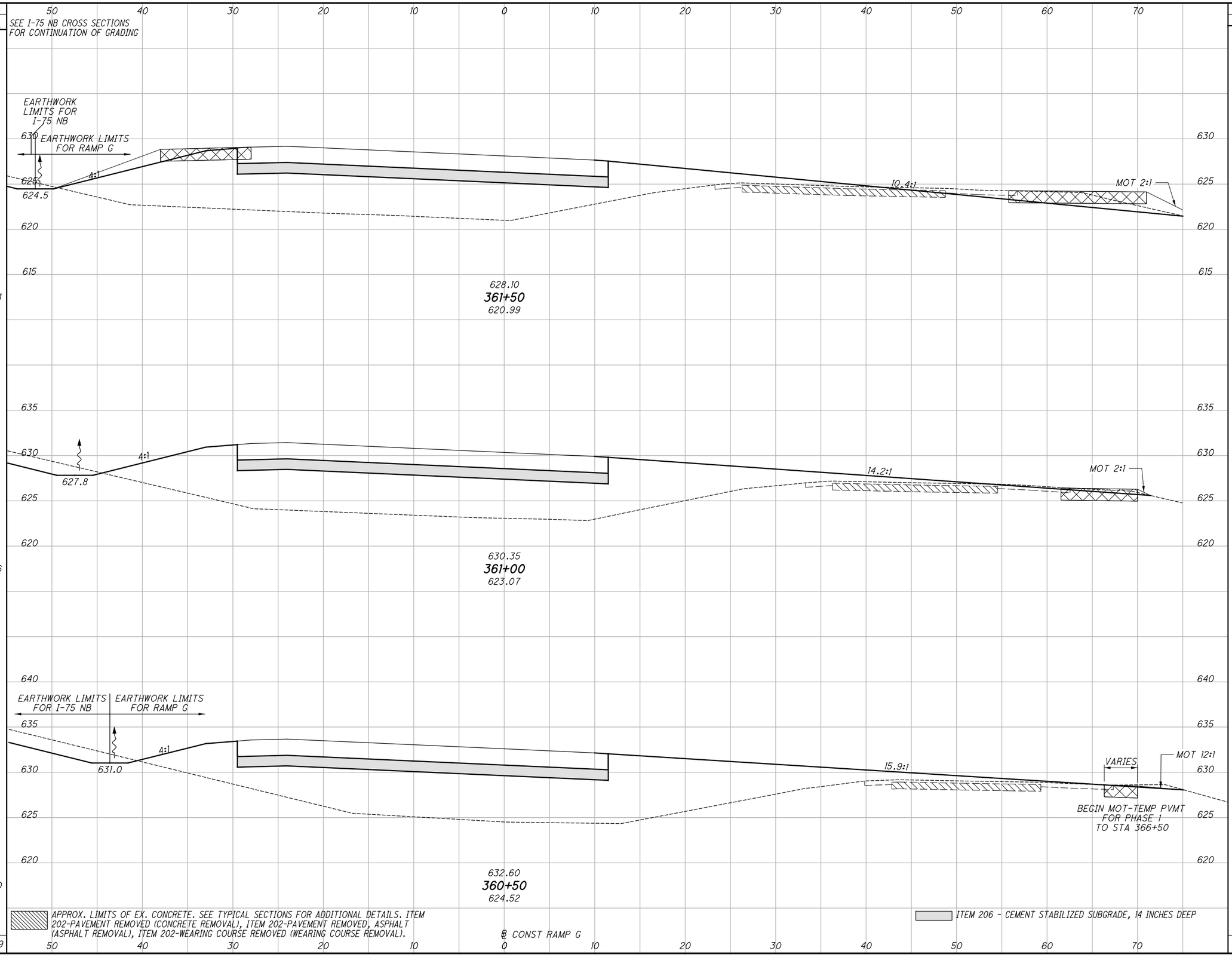
CROSS SECTIONS RAMP G
STA. 359+50 TO STA. 360+00

HAM-75-14.61

379
708

SEEDING END WIDTH	SEEDING SQ. YDS.
91	483
82	456
81	450
	1389

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
21	358		
4	397		
4	429		
		24	700
		8	765
		7	782
		39	2247

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP G
STA. 360+50 TO STA. 361+50

HAM-75-14.61

380
708

SEEDING END WIDTH	SEEDING SQ. YDS.
83	478
89	522
97	528
	1528

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

625 620 615 610

4:1 4:1 616.3 6.1:1 MOT 2:1 2:1 615.0

621.36
363+00
618.22

38' LT OF RAMP G ℄ TYP

4:1 4:1 618.4 7.4:1 MOT 2:1

BEGIN MOT-TEMP PVMT FOR PHASE 1 TO STA 366+68

623.61
362+50
620.56

END 50' SHOULDER TAPER (LT.)
END 50' PAVEMENT TAPER (RT.)

630 625 620 615

4:1 4:1 621.2 10.1:1

625.85
362+00
621.19

BEGIN 50' SHOULDER TAPER (LT.)
BEGIN 50' PAVEMENT TAPER (RT.)

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP G

60 50 40 30 20 10 0 10 20 30 40 50 60

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
41	239		
38	239		
		74	443
		55	490
21	290		
		39	600
		168	1533

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP G
STA. 362+00 TO STA. 363+00

HAM-75-14.61

381
708

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ODOTcadd_PDF.pltcfg ODOTV8i_Pen-ME.tbl IBI Group

SEEDING END WIDTH	SEEDING SQ. YDS.
73	438
84	450
77	444
	1332

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING

APPROXIMATE LIMITS FOR REMOVAL OF EXISTING CONCRETE PAVEMENT

ITEM 206 - CEMENT STABILIZED SUBGRADE, 16 INCHES DEEP

614.61
364+50
611.04

616.86
364+00
613.42

619.11
363+50
615.71

MATCHLINE STA. 364+50

MATCHLINE STA. 364+50

MOT 2:1

608.3

611.0

613.8

MOT 3.9:1

610.3

MOT 2:1

612.7

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP G

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
128	207	188	385
74	208	114	396
49	219	84	425
		386	1206

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP G
STA. 363+50 TO STA. 364+50

HAM-75-14.61

382
708

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SEEDING END WIDTH	SEEDING SQ. YDS.
0	183
64	345
58	356
69	395
	1279

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING

SEE INTERSECTION DETAIL SHEET

610.23
366+71.35
610.38

MATCHLINE STA. 366+00

MOT 12:1

607.2

0:1

26:1

MATCHLINE STA. 366+00

609.78
366+00
610.07

EX LA

MOT 2:1

2:1

606.8

MATCHLINE STA. 365+00

MATCHLINE STA. 365+50

MOT 2:1

2:1

606.4

8:1

9.5:1

MATCHLINE STA. 365+50

610.59
365+50
609.65

(TO REMAIN)
STA 365+06.57, 66.48' LT
EX HW, GRATE ELEV 602.26'
30" E 602.26

6:1

(TO BE REMOVED)
STA 365+18.04, 35.08' RT
EX HW, GRATE ELEV 602.71'
30" W 602.71

4:1

3.5:1

MATCHLINE STA. 365+00

603.9

604.9

EX 30" CONC
(TO REMAIN)

STA. 365+18.04, 35.08' RT.
MASONRY COLLAR
PER DM-1.1

15'-30" TYPE B, 706.02
@ 0.44%

STA. 365+19.61, 49.99' RT.
D-30 HW-2.2
℄=602.78

D-29
RCP-TYPE C
(8'x5'x1.5')

612.37
365+00
609.62

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP G

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
83	0		
		286	12
133	9		
		161	53
40	48		
		123	202
92	170		
		204	350
		774	617

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP G
STA. 365+00 TO STA. 366+71.35

HAM-75-14.61

383
708

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SEEDING	
END WIDTH	SQ. YDS.
39	211
35	0
0	0
	211

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

610
605
600

6:1

607.03
368+50
605.63

4:1
603.9
EX LA
X

610
605
600

6:1

21' RT OF RAMP G ℄ TYP
4:1
4:1
604.7
EX. SHOULDER REPLACED WITH TEMP PVMT PRIOR TO PHASE 1
MOT-TEMP PVMT CONSTRUCTED PHASE 1 TO STA 380+20

607.71
368+00
606.56

X
610
605
600

615
610
605
600

SEE INTERSECTION DETAIL SHEET

EX ELEC
EX ELEC

609.42
366+93.35 SKEWED
609.54

SEE INTERSECTION DETAIL SHEET

615
610
605
600

BEGIN RAMP E
BEGIN FULL DEPTH PAVEMENT
BEGIN EARTHWORK & SEEDING

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP E

60 50 40 30 20 10 0 10 20 30 40 50 60

END AREA		VOLUME	
CUT	FILL	CUT	FILL
4	46		
6	31		
169	0		
		10	72
		346	62
		356	134

CALCULATED WLC
CHECKED JDH

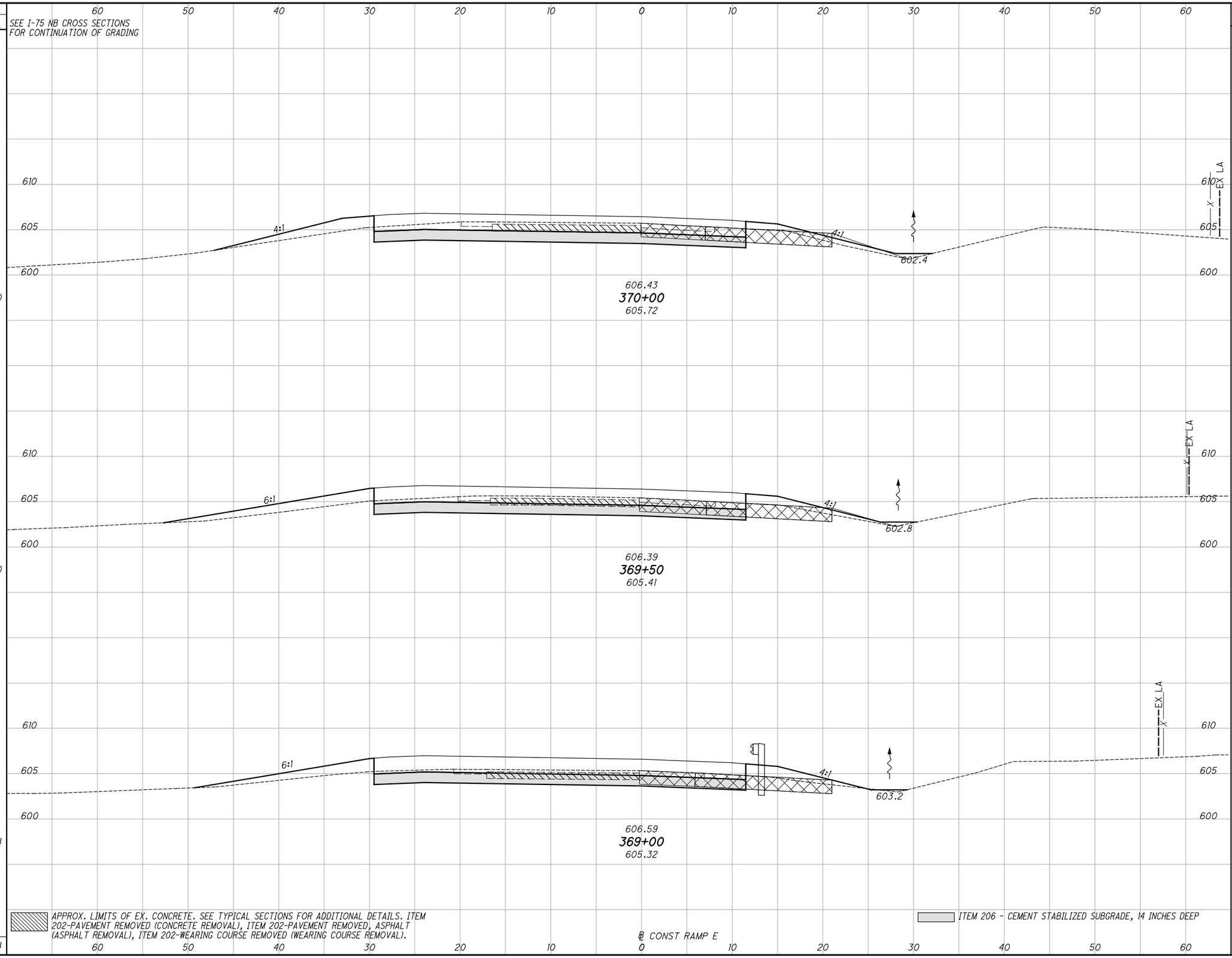
CROSS SECTIONS RAMP E
STA. 366+93.35 TO STA. 368+50

HAM-75-14.61

384
708

SEEDING END WIDTH	SEEDING SQ. YDS.
42	250
46	250
42	228
	728

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
15	30		
10	39		
5	41		
		24	64
		14	75
		9	81
		47	220

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP E

CALCULATED WLC

CHECKED JDH

CROSS SECTIONS RAMP E
STA. 369+00 TO STA. 370+00

HAM-75-14.61

385
708

SEEDING END WIDTH	SEEDING SQ. YDS.
66	334
54	317
59	305
51	261
	1217

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING

60 50 40 30 20 10 0 10 20 30 40 50 60

610 / 605 / 600

4:1

602.3

607.91
372+00
607.28

4:1

3:1

601.7

610 / 605 / 600

X

EX LA

610 / 605 / 600

4:1

600.7

607.51
371+50
606.86

4:1

599.6

610 / 605 / 600

STA 370+75.02, 60.27' LT
EX. HW (TO REMAIN)
36" NE 597.02

4:1

599.1

EX 36" CONC (TO REMAIN)

607.11
371+00
606.41

4:1

STA 371+22.15, 37.20' RT
EX. HW (TO BE REMOVED)
36" SW 596.42

D-32, HW=2.2
℄=596.42

599.4

D-32
RCP - TYPE A
(10'x6'x1.5')

610 / 605 / 600

4:1

4:1

601.5

606.71
370+50
606.14

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP E

60 50 40 30 20 10 0 10 20 30 40 50 60

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
42	53		
		54	111
16	66		
		30	103
16	45		
		34	76
20	37		
		33	63
		151	353

CALCULATED WLC
CHECKED JDH

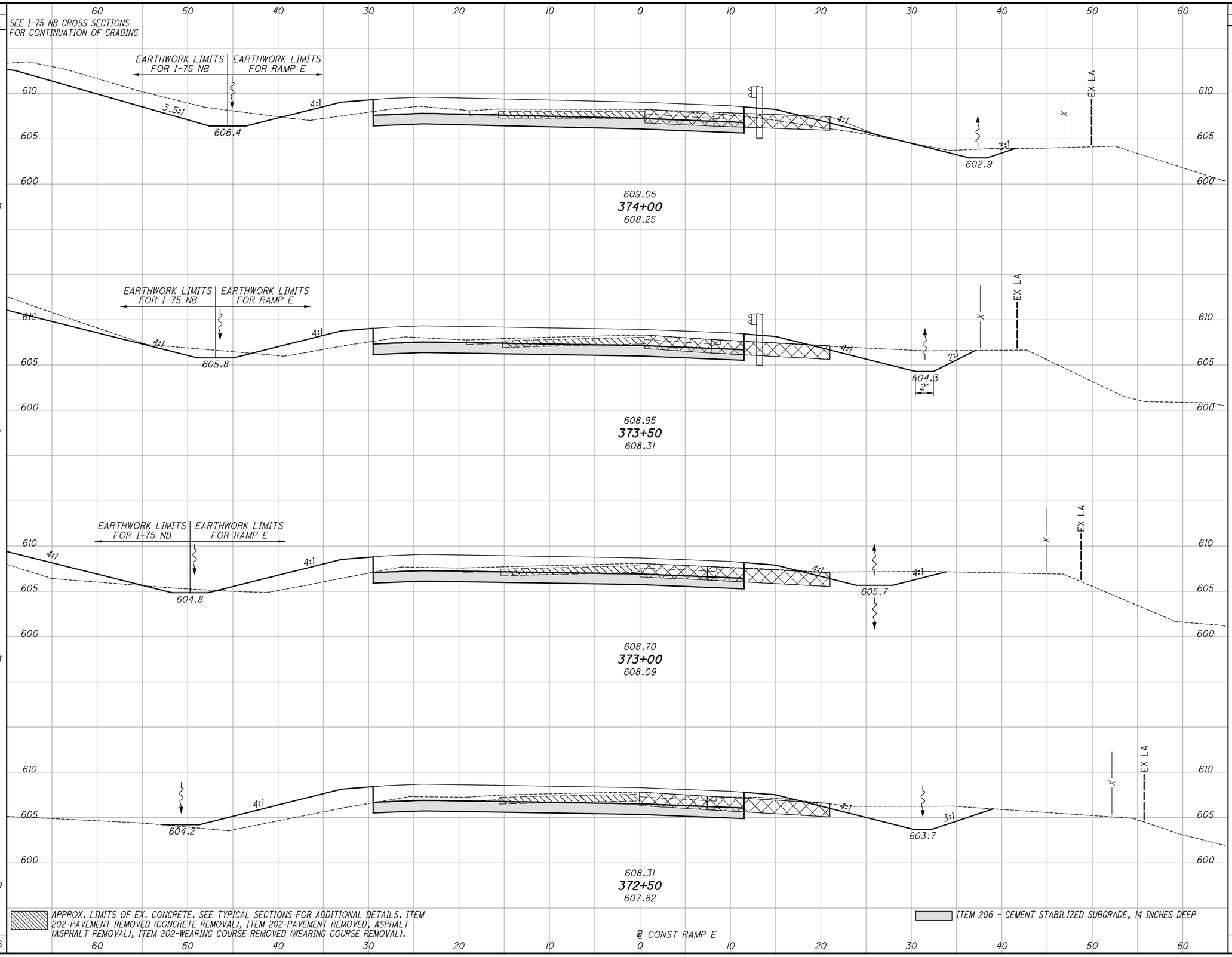
CROSS SECTIONS RAMP E
STA. 370+50 TO STA. 372+00

HAM-75-14.61

386
708

SEEDING END WIDTH	SEEDING SQ. YDS.
50	273
47	261
46	283
55	339
	1156

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
24	31	58	56
38	29	63	61
29	36	67	72
43	41	79	88
		267	277

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP E

CALCULATED WLC

CHECKED JDH

CROSS SECTIONS RAMP E
STA. 372+50 TO STA. 374+00

HAM-75-14.61

387
708

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP E

I-75 NB

608.77
375+00
608.04

608.99
374+50
608.24

609.05
374+19.26
608.16

BEGIN 600' OUTSIDE SPEED CHANGE LANE FOR RAMP E TAPER

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP E

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
39	222	55	44	93	79
40	161	45	41	40	42
53	111	24	32	18	23
	494			151	144

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS RAMP E
STA. 374+19.26 TO STA. 375+00

HAM-75-14.61

388
708

SEEDING	
END WIDTH	SQ. YDS.
21	82
27	172
34	205
	459

SEE I-75 NB CROSS SECTIONS FOR CONTINUATION OF GRADING

40 30 20 10 0 10 20 30 40 50 60 70 80

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP E

610 / 605 / 600 / 595

608.0

I-75 NB

21' RT OF RAMP G ℄ TYP

3:1

603.76

11.2'

607.46
376+29.48
606.98

END RAMP E
BEGIN SPEED CHANGE LANE FOR RAMP E
END FULL DEPTH PAVEMENT
END EARTHWORK & SEEDING

6:1 12:1 591.7

X

EX LA

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP E

6:1 6:1 607.8

I-75 NB

3:1 MOT 3.5:1

603.99

11.4'

607.85
376+00
607.21

5:1 13:1 592.7

X

EX LA

EARTHWORK LIMITS FOR I-75 NB | EARTHWORK LIMITS FOR RAMP E

2:1 4:1 607.7

I-75 NB

MOT 2.5:1

604.51

13.5'

608.39
375+50
607.64

8:1 6:1 594.9

X

EX LA

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP

℄ CONST RAMP E

40 30 20 10 0 10 20 30 40 50 60 70 80

END AREA		VOLUME	
CUT	FILL	CUT	FILL
32	33		
		30	34
22	28		
		63	58
45	34		
		93	73
		186	165

CALCULATED WLC | CHECKED JDH

CROSS SECTIONS RAMP E
STA. 375+50 TO STA. 376+29.48

HAM-75-14.61

389
708

SEEDING END WIDTH	SEEDING SQ. YDS.
13	89
19	76
14	
	165

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

630 / 620 / 610 / 600

LA EX R/W — ℄ SHARON CROWN — SAWCUT — EX R/W — LA

25:1

10+00
618.31
EX SANITARY

BEGIN 50' TAPER FOR 1ST DUAL RIGHT TURN LANE

PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

630 / 620 / 610

LA EX R/W — ℄ SHARON CROWN — SAWCUT — EX R/W — LA

50:1

9+50
618.97
EX SANITARY

PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

630 / 620 / 610

LA EX R/W — ℄ SHARON CROWN — SAWCUT — EX R/W — LA

100:1

9+10 (AH.)
619.16
EX SANITARY

BEGIN FULL DEPTH PAVEMENT WIDENING, RT.
BEGIN EARTHWORK & SEEDING

PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

630 / 620 / 610 / 600

LA EX R/W — ℄ SHARON CROWN — EX R/W — LA

9+00
619.21
EX SANITARY

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
9 9*	5 9*		
		16 17*	13 17*
8 9*	9 9*		
		13 13*	10 13*
9 8*	4 8*		
		29 30*	23 30*

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS - SHARON ROAD
STA. 9+00 TO STA. 10+00

HAM-75-14.61

390
708

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SEEDING END WIDTH	SEEDING SQ. YDS.
31	78
25	53
11	67
	198

PLANING & RESURFACING, (1" MIN, 3.25" MAX)
WITH WEDGE COURSE (VAR. DEPTH)

TMP — LA — EX R/W — SAWCUT — ℄ SHARON CROWN — SAWCUT — EX R/W — LA — TMP

12:1 — 4:1

EX GAS
EX 12" WATER
EX 30" WATER
EX TELE
EX SANITARY 15" STM

616.76
11+00
616.76

PLANING & RESURFACING, (1" MIN, 3.25" MAX)
WITH WEDGE COURSE (VAR. DEPTH)

TMP — LA — EX R/W — SAWCUT — ℄ SHARON CROWN — SAWCUT — EX R/W — LA — TMP

12:1 — 4:1

EX GAS
EX 12" WATER
EX 30" WATER
EX TELE
15" STM
EX SANITARY

MATCH EXISTING
10+75
617.23

BEGIN FULL DEPTH PAVEMENT WIDENING, LT.
PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)
BEGIN 50' TAPER FOR 2ND DUAL RIGHT TURN LANE

SAN-10, STA 10+45.08, 14.15' RT
EX. SAN MH, GRATE ELEV 617.60
MH ADJUSTED TO GRADE
GRATE ELEV 617.52

STA 10+40.02, 24.85' RT
EX. CB, GRATE ELEV 617.06 (REMOVE)
15" W 612.07
15" E 612.07

PLANING & RESURFACING, (1.5") (SEE MOT PLANS)

LA — EX R/W — ℄ SHARON CROWN — SAWCUT — EX R/W — LA

4:1

EX GAS
EX 12" WATER
EX 30" WATER
EX TELE
EX TELE
EX SANITARY

10+50
617.67

END 50' TAPER FOR 2ND DUAL RIGHT TURN LANE

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
101 59*	13 59*		
		74 50*	12 50*
58 49*	12 49*		
		46 36*	7 36*
40 27*	2 27*		
		46 34*	7 34*
		166 120*	26 120*

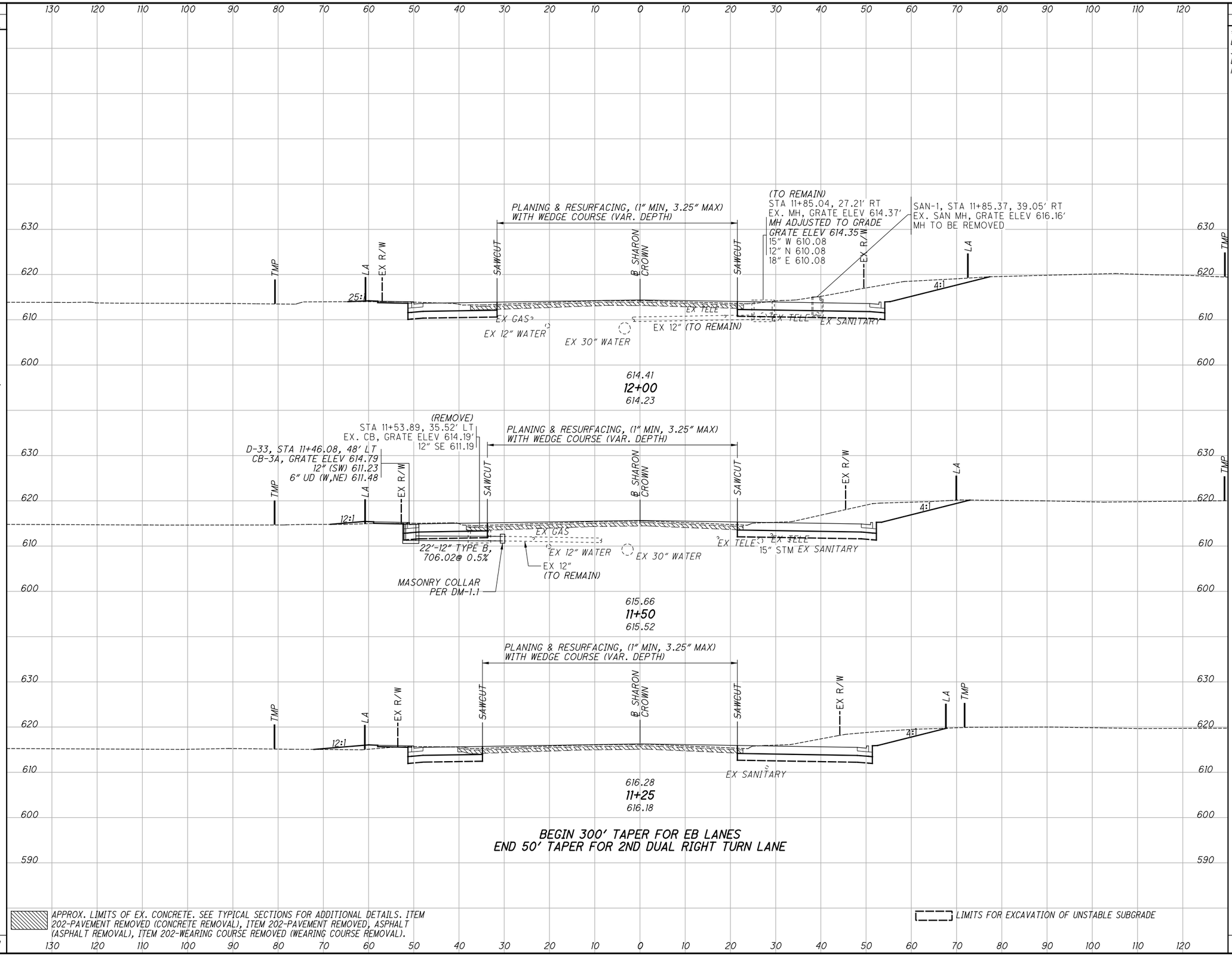
CALCULATED WLC
CHECKED JDH

CROSS SECTIONS - SHARON ROAD
STA. 10+50 TO STA. 11+00

HAM-75-14.61

391
708

SEEDING	
END WIDTH	SQ. YDS.
32	183
32	89
32	89
	361



END AREA		VOLUME	
CUT	FILL	CUT	FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
177 80*	3 80*		
		324 143*	9 143*
172 74*	6 74*		
		145 67*	9 67*
141 70*	12 70*		
		113 60*	12 60*
		582 270*	30 270*

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS - SHARON ROAD STA. 11+25 TO STA. 12+00

HAM-75-14.61

392
708

SEEDING END WIDTH	SEEDING SQ. YDS.
46	238
39	84
35	113
	435

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

D-36, STA 12+94.00, 24.23' RT
MH-3, RIM ELEV 611.69
12" (S) 607.79
18" (W) 607.79
18" (E) 607.79

STA 12+94.07, 24.22' RT (REMOVE)
EX. CB, GRATE ELEV 611.29'
18" W 607.79
18" E 607.79

D-35, STA 12+94.00, 56.20' RT
CB-3A, GRATE ELEV 611.01
12" (N) 607.95
6" UD (W) 608.20

32'-12" TYPE B @ 0.51%

611.94
13+00
611.78

SAN-2, STA 12+80.12, 41.95' RT
EX. SAN MH, GRATE ELEV 615.44
MH TO BE REMOVED

613.17
12+50
613.12

613.67
12+30
613.57

BEGIN CROWN TRANSITION
END 470' TAPER FOR WB LANES

TMP, LA, EX R/W, SAWCUT, CROWN, ℄ SHARON, 25:1, 12:1, 4:1, EX GAS, EX 12" WATER, EX 30" WATER, EX TELE, EX SANITARY, 18" STM

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
394 94*	4 94*		
		681 167*	7 167*
341 86*	3 86*		
		242 63*	3 63*
310 83*	3 83*		
		271 91*	4 91*
		1194 321*	14 321*

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS - SHARON ROAD STA. 12+30 TO STA. 13+00

HAM-75-14.61

393
708

SEEDING	
END WIDTH	SQ. YDS.
59	111
21	139
28	206
	456

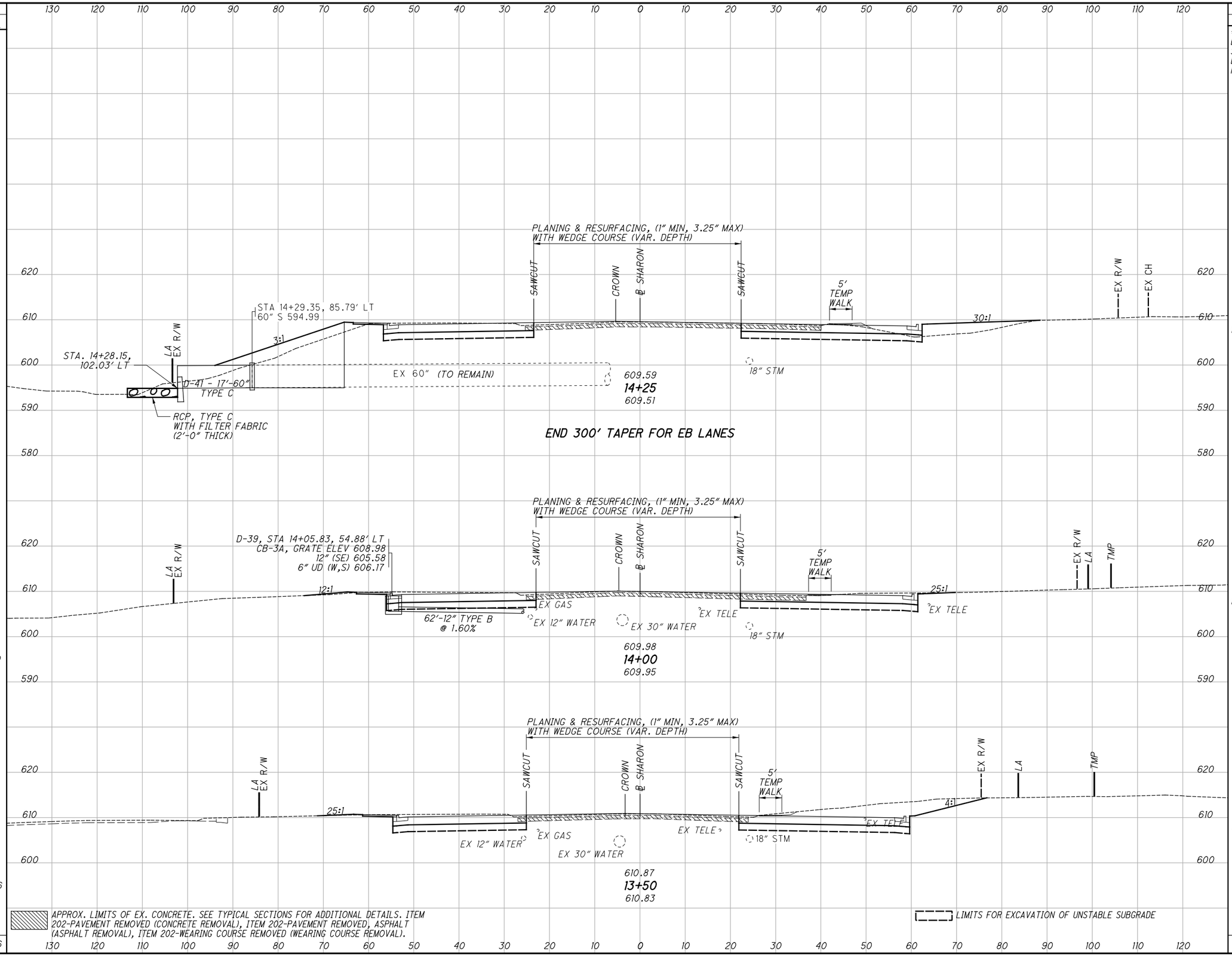
END AREA		VOLUME	
CUT	FILL	CUT	FILL
93 108*	112 110*		
123 109*	5 109*	100 101*	55 102*
		317 195*	8 195*
219 101*	3 101*		
		568 181*	7 181*
		985 477*	70 478*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C

CALCULATED WLC

CHECKED JDH

CROSS SECTIONS - SHARON ROAD
STA. 13+50 TO STA. 14+25



HAM-75-14.61

394
708

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SEEDING END WIDTH	SEEDING SQ. YDS.
72	276
65	106
70	180
	562

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
81	181		
96*	98*		
		100	280
		130*	139*
68	238		
99*	110*		
		36	120
		52*	58*
70	222		
98*	110*		
		76	155
		96*	102*
		212	555
		278*	299*

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS - SHARON ROAD
STA. 14+50 TO STA. 15+00

HAM-75-14.61

395
708

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PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)
TMP
EX R/W
4:1
599.9
SAWCUT
CROWN
℄ SHARON
EX ELEC
EX ELEC
EX 12" WATER
EX SANITARY
EX TELE
EX 30" WATER
608.71
27" STM
15+00
608.81
EX GAS
4:1
8:1
603.7
EX TELE
EX LA
EX CH

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)
D-42, STA 14+75.39, 5.76' RT
EX. MH, GRATE ELEV 609.03'
MH ADJUSTED TO GRADE
GRATE ELEV 609.28
18" SW 598.68
27" E 597.58
27" NW 597.58
TMP
LA EX R/W
3:1
EX 12" WATER
EX SANITARY
EX 30" WATER
EX TELE
609.08
14+64
609.05
5' TEMP WALK
EX GAS
4:1
8:1
603.6
EX TELE
EX R/W

END 50' TAPER FOR RIGHT TURN LANE

(TO REMAIN)
STA 14+37.59, 24.15' RT
EX. MH, GRATE ELEV 609.03'
MH ADJUSTED TO GRADE
GRATE ELEV 609.03
18" (S) 603.00
18" W 599.52
18" NE 599.52
STA 14+37.59, 40.65' RT (REMOVE)
EX. CB-3, GRATE ELEV 608.50'
18" N 603.18
PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)
(REMOVE)
STA 14+34.76, 26.36' LT
EX. CB, GRATE ELEV 608.28'
12" SE 605.29
SAWCUT
CROWN
℄ SHARON
5' TEMP WALK
D-37, STA 14+37.50, 61.00' RT
CB-3A, GRATE ELEV 608.27
18" (N) 603.48
6" UD (W) 605.46
(TO REMAIN)
STA 14+57.14, 84.59' RT
EX. CB, GRATE ELEV 603.68'
60" N 596.13
EX R/W
STA 14+36.69, 98.14' LT
27" S 595.53
STA. 14+37.16
102.70' LT.
LA EX R/W
3:1
EX GAS
D-39
62'-12" TYPE B
@ 1.60%
EX 12" WATER
EX 12"
EX TELE
EX 30" WATER
EX 18"
EX 60"
(TO REMAIN)
37'-18" TYPE B
@ 1.44%
EX TELE
4:1
4:1
603.5
D-41
17' - 27" TYPE C
EX 27" (TO REMAIN)
D-40, STA 14+49.21, 10.65' LT
EX. MH, GRATE ELEV 609.14'
MH ADJUSTED TO GRADE
GRATE ELEV 609.28
12" NW 604.59
27" SE 597.04
27" N 597.04
609.25
14+50
609.16
RCP, TYPE C
WITH FILTER FABRIC
(2'-0" THICK)

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

SEEDING END WIDTH	SEEDING SQ. YDS.
46	211
30	196
67	108
	515

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
101 95*	8 95*	172 171*	27 171*
84 89*	21 89*	111 121*	101 122*
82 92*	130 93*	43 49*	81 50*
		326 341*	209 343*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C

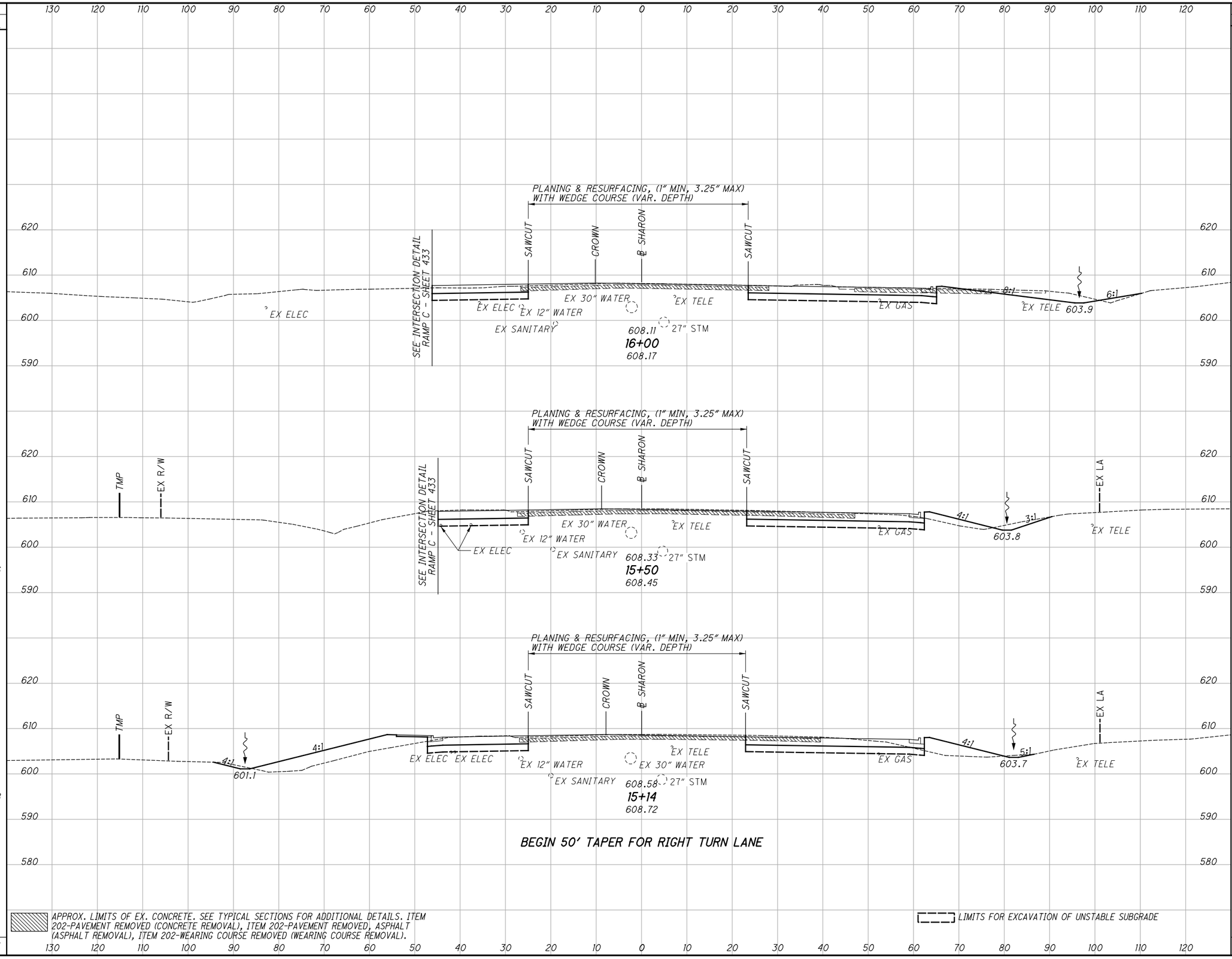
CALCULATED WLC

CHECKED JDH

CROSS SECTIONS - SHARON ROAD STA. 15+14 TO STA. 16+00

HAM-75-14.61

396
708



SEEDING END WIDTH	SEEDING SQ. YDS.
48	161
9	28
0	128
	317

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
89 63*	9 63*		
		132 113*	13 113*
53 58*	4 58*		
		93 101*	4 101*
47 51*	0 51*		
		138 136*	8 136*
		363 350*	25 350*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C

CALCULATED WLC

CHECKED JDH

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

SAWCUT

CROWN

℄ SHARON

SAWCUT

5' TEMP WALK

12:1

25:1

12:1

EX ELEC

EX ELEC

EX 12" WATER

EX SANITARY

EX 30" WATER

EX TELE

24" STM

EX TELE

EX GAS

607.52
17+50
607.42

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

SEE INTERSECTION DETAIL RAMP A - SHEET 434

(TO REMAIN)
STA 16+99.49, 78.40' RT
EX. CB, GRATE ELEV 604.13'
18" NW 601.13

EX GAS

EX TELE

EX 18"

607.71
17+00
607.52

END CROWN TRANSITION
BEGIN 470' TAPER FOR WB LANES

D-43, STA 16+56.18, 5.26' RT
EX. MH, GRATE ELEV 607.10'
MH ADJUSTED TO GRADE
GRATE ELEV 607.81
24" E 599.29
27" W 599.04
18" S 599.79

STA 16+58.05, 29.21' RT (REMOVE)
EX. CB, GRATE ELEV 606.64'
18" N 600.13
18" SE 600.13

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

SEE INTERSECTION DETAIL RAMP C - SHEET 433

EX ELEC

EX 12" WATER

EX 30" WATER

EX SANITARY

EX TELE

EX 18"

MASONRY COLLAR PER DM-1.1

EX GAS

EX TELE

607.91
16+50
607.75

MASONRY COLLAR PER DM-1.1

10'-18" TYPE B, 706.02 @1.6%

10'-18" TYPE B, 706.02 @1.6%

D-28, STA 16+58.05, 29.21' RT
MH-3, RIM ELEV 607.41
18" (N) 600.13
18" (SE) 600.13

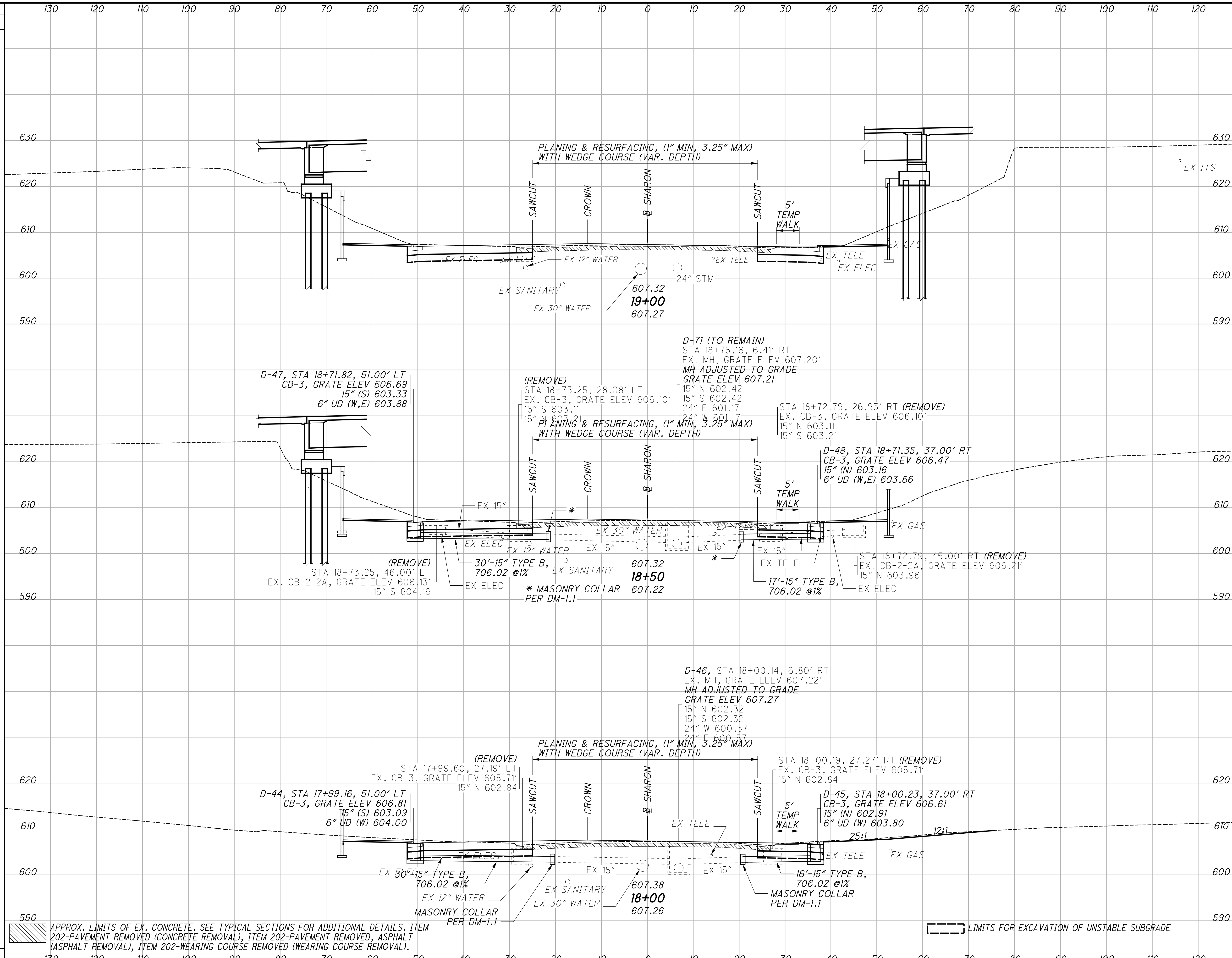
APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

CROSS SECTIONS - SHARON ROAD
STA. 16+50 TO STA. 17+50

HAM-75-14.61

SEEDING	
END WIDTH	SQ. YDS.
0	
	0
0	
	103
37	
	237
	340



PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)
SAWCUT
CROWN
℄ SHARON
5' TEMP WALK
EX ITS
EX GAS
EX TELE
EX ELEC
EX 12" WATER
EX SANITARY
EX 30" WATER
24" STM
607.32
19+00
607.27
D-71 (TO REMAIN)
STA 18+75.16, 6.41' RT
EX. MH, GRATE ELEV 607.20'
MH ADJUSTED TO GRADE
GRATE ELEV 607.21
15" N 602.42
15" S 602.42
24" E 601.17
24" W 601.17
D-47, STA 18+71.82, 51.00' LT
CB-3, GRATE ELEV 606.69
15" (S) 603.33
6" UD (W,E) 603.88
(REMOVE)
STA 18+73.25, 28.08' LT
EX. CB-3, GRATE ELEV 606.10'
15" S 603.11
15" N 603.21
STA 18+72.79, 26.93' RT (REMOVE)
EX. CB-3, GRATE ELEV 606.10'
15" N 603.11
15" S 603.21
D-48, STA 18+71.35, 37.00' RT
CB-3, GRATE ELEV 606.47
15" (N) 603.16
6" UD (W,E) 603.66
EX 15"
(REMOVE)
STA 18+73.25, 46.00' LT
EX. CB-2-2A, GRATE ELEV 606.13'
15" S 604.16
30'-15" TYPE B, 706.02 @1%
* MASONRY COLLAR PER DM-1.1
607.32
18+50
607.22
17'-15" TYPE B, 706.02 @1%
STA 18+72.79, 45.00' RT (REMOVE)
EX. CB-2-2A, GRATE ELEV 606.21'
15" N 603.96
D-46, STA 18+00.14, 6.80' RT
EX. MH, GRATE ELEV 607.22'
MH ADJUSTED TO GRADE
GRATE ELEV 607.27
15" N 602.32
15" S 602.32
24" W 600.57
24" E 600.57
(REMOVE)
STA 17+99.60, 27.19' LT
EX. CB-3, GRATE ELEV 605.71'
15" N 602.84
STA 18+00.19, 27.27' RT (REMOVE)
EX. CB-3, GRATE ELEV 605.71'
15" N 602.84
D-44, STA 17+99.16, 51.00' LT
CB-3, GRATE ELEV 606.81
15" (S) 603.09
6" UD (W) 604.00
D-45, STA 18+00.23, 37.00' RT
CB-3, GRATE ELEV 606.61
15" (N) 602.91
6" UD (W) 603.80
25:1
12:1
30'-15" TYPE B, 706.02 @1%
MASONRY COLLAR PER DM-1.1
607.38
18+00
607.26
16'-15" TYPE B, 706.02 @1%
MASONRY COLLAR PER DM-1.1
APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).
LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

END AREA		VOLUME	
CUT	FILL	CUT	FILL
134 63*	2 63*		
		254 117*	4 117*
140 63*	2 63*		
		212 116*	4 117*
88 62*	2 63*		
		164 116*	11 117*
		630 349*	19 351*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS - SHARON ROAD
STA. 18+00 TO STA. 19+00

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
0	0

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
130	2	236	4
63*	63*	117*	117*
124	2	229	4
63*	63*	117*	117*
123	2	238	4
63*	63*	117*	117*
		703	12
		351*	351*

CALCULATED WLC | CHECKED JDH

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

SAWCUT | CROWN | ℄ SHARON | SAWCUT | 5' TEMP WALK

EX ELEC | EX ELEC | EX 12" WATER | EX SANITARY | EX 30" WATER | EX TELE | EX TELE | EX ELEC | EX GAS | EX ITS

607.72
20+50
607.69

D-72 (TO REMAIN)
STA 20+20.21, 6.89' RT
EX. MH, GRATE ELEV 607.47'
MH ADJUSTED TO GRADE
GRATE ELEV 607.48
15" N 603.72
21" SW 602.22
24" W 601.97

(REMOVE)
STA 20+18.50, 28.33' LT
EX. CB-3, GRATE ELEV 606.41'
15" S 603.98

D-50, STA 20+17.28, 51.00' LT
CB-3, GRATE ELEV 607.00
15" (S) 604.11
6" UD (E) 604.19

EX ELEC
30'-15" TYPE B,
706.02 @ 0.5%

EX 12" WATER
MASONRY COLLAR PER DM-1.1

EX SANITARY
EX 30" WATER

607.52
20+00
607.51

EX 15"
EX 21"
EX TELE

7'-21" TYPE B
706.02 @ 1.17%

MASONRY COLLAR PER DM-1.1

STA 20+19.27, 26.04' RT (REMOVE)
EX. CB-3, GRATE ELEV 606.41'
18" SW 602.67
21" NE 602.42

D-52, STA 20+18.64, 37.00' RT
CB-3, GRATE ELEV 606.82
21" (N) 602.58
18" (SW) 602.58
6" UD (E) 604.01

D-55, STA 20+09.87, 44.86' RT
MH-3, RIM ELEV 607.56
18" (NE) 602.93
18" (S) 602.93

12'-18" TYPE B @3%

EX TELE

EX ELEC | EX GAS | EX 18"

68'-15" TYPE B@ 3%

D-51, STA 366+20.00, ℄ I-75
CB-4, GRATE ELEV 618.55
18" (N) 604.97

(REMOVE)
STA 20+22.23, 111.61' RT
EX. CB, GRATE ELEV 616.09'
18" NE 613.32

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

SAWCUT | CROWN | ℄ SHARON | SAWCUT | 5' TEMP WALK

EX ELEC | EX ELEC | EX 12" WATER | EX SANITARY | EX 30" WATER | EX TELE | EX TELE | EX ELEC | EX GAS | EX ITS

607.38
19+50
607.37

24" STM

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

CROSS SECTIONS - SHARON ROAD STA. 19+50 TO STA. 20+50

HAM-75-14.61

399
708

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CROSS SECTIONS - SHARON ROAD
STA. 21+00 TO STA. 22+00

HAM-75-14.61

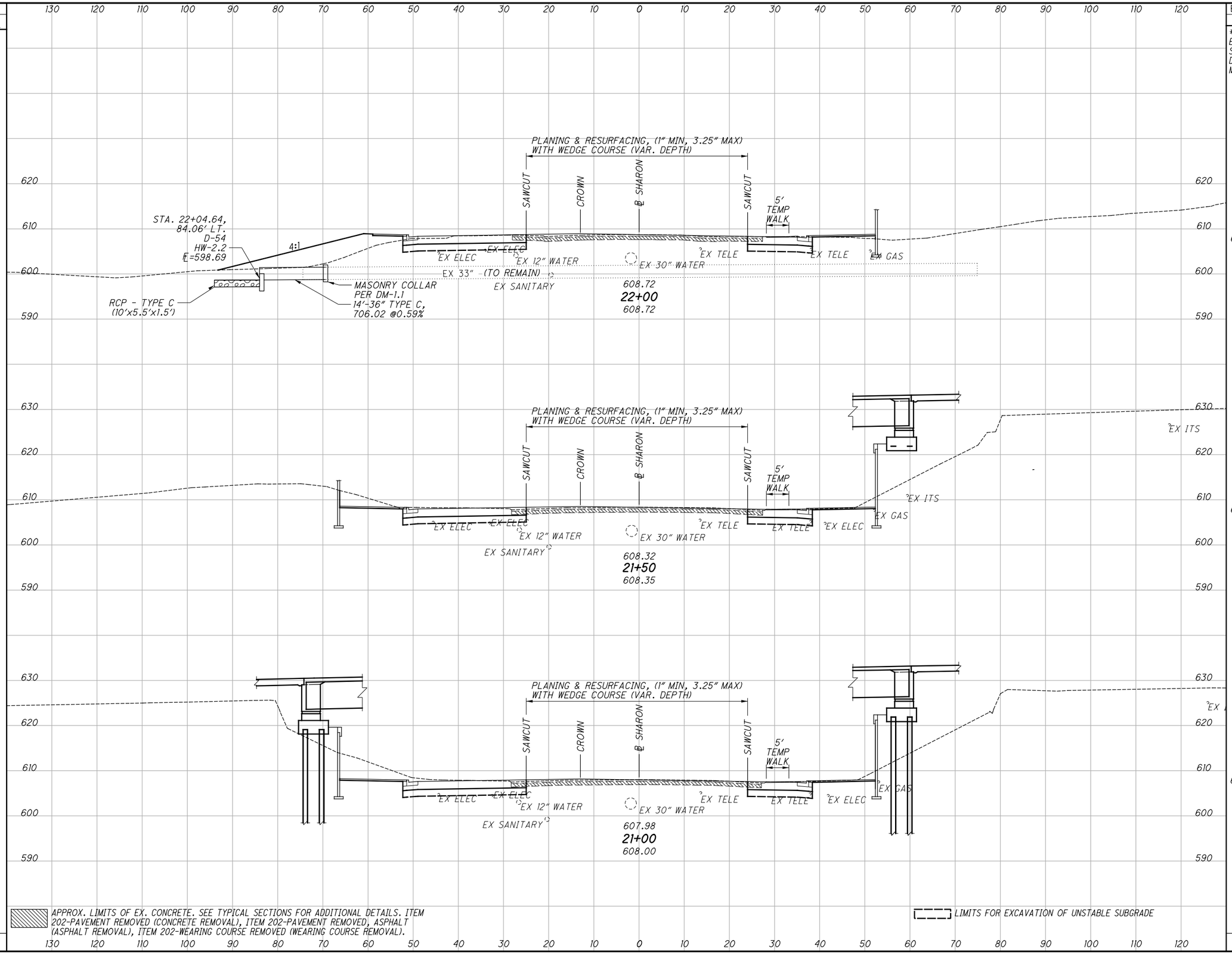
400/708

CALCULATED WLC

CHECKED JDH

SEEDING END WIDTH	SEEDING SQ. YDS.
35	98
0	0
0	0
0	0
	98

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
62	117		
63*	63*		
		155	111
		117*	117*
105	2		
63*	63*		
		223	4
		117*	117*
135	2		
63*	63*		
		246	4
		117*	117*
		624	119
		351*	351*



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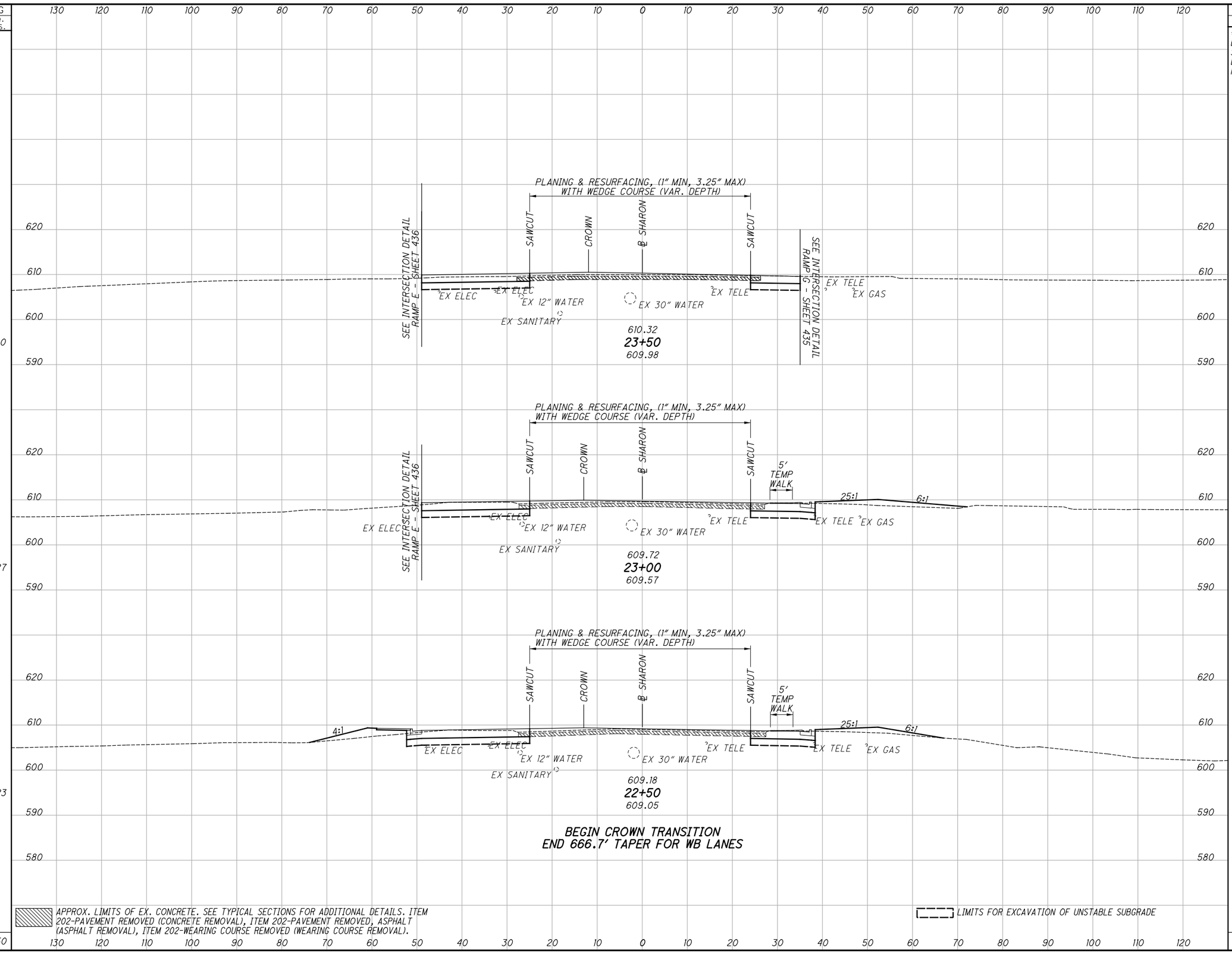
SEEDING END WIDTH	SEEDING SQ. YDS.
0	
	100
35	
	227
45	
	223
	550

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
42 53*	0 53*	93 103*	27 103*
58 58*	29 58*	110 113*	70 113*
60 63*	46 63*	113 117*	151 117*
		316 333*	248 333*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C

CALCULATED WLC

CHECKED JDH



BEGIN CROSS SECTIONS - SHARON ROAD STA. 22+50 TO STA. 23+50

BEGIN CROWN TRANSITION
END 666.7' TAPER FOR WB LANES

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

HAM-75-14.61

SEEDING END WIDTH	SEEDING SQ. YDS.
35	117
5	55
14	39
	211

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

630 620 610 600

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

TMP
EX LA
12:1
SAWCUT
CROWN
℄ SHARON
SAWCUT
5' TEMP WALK
20:1
EX 12" WATER
EX SANITARY
EX 30" WATER
EX TELE
EX GAS
EX TELE

612.51
25+00
612.39

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

EX LA
SAWCUT
CROWN
℄ SHARON
SAWCUT
5' TEMP WALK
25:1
EX 12" WATER
EX SANITARY
EX 30" WATER
EX TELE
EX TELE
EX GAS

611.72
24+50
611.56

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

SAWCUT
CROWN
℄ SHARON
SAWCUT
SEE INTERSECTION DETAIL RAMP G - SHEET 435
5:1
EX 12" WATER
EX SANITARY
EX 30" WATER
EX TELE
EX GAS
EX TELE

610.98
24+00
610.88

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
68 83*	20 83*	125 168*	25 168*
66 98*	6 98*	131 174*	24 174*
75 89*	19 89*	109 132*	18 132*
		365 474*	67 474*

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS - SHARON ROAD
STA. 24+00 TO STA. 25+00

HAM-75-14.61

402
708

SEEDING END WIDTH	SEEDING SQ. YDS.
20	61
23	67
25	167
	295

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

630 / 620 / 610 / 600 / 590

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

TMP · LA · EX LA · SAWCUT · CROWN · ℄ SHARON · SAWCUT · 5' TEMP WALK · EX LA

4:1 · 8:1

EX 12" WATER · EX SANITARY · EX 30" WATER · EX TELE · EX GAS · EX TELE · EX TELE

614.11
26+00
614.06

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

TMP · LA · EX LA · SAWCUT · CROWN · ℄ SHARON · SAWCUT · 5' TEMP WALK

3.5:1 · 8:1

EX 12" WATER · EX SANITARY · EX 30" WATER · EX TELE · EX GAS · EX TELE

614.11
25+75
613.62

END 50' TAPER FOR 2ND DUAL RIGHT TURN LANE

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

TMP · LA · EX LA · SAWCUT · CROWN · ℄ SHARON · SAWCUT · 5' TEMP WALK · EX LA

3.5:1 · 12:1

EX 12" WATER · EX SANITARY · EX 30" WATER · EX TELE · EX GAS · EX TELE

613.31
25+50
613.19

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
56 76*	12 76*		
		42 70*	16 71*
34 74*	21 76*		
		44 71*	17 72*
60 79*	14 79*		
		119 150*	32 150*
		205 291*	65 293*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C

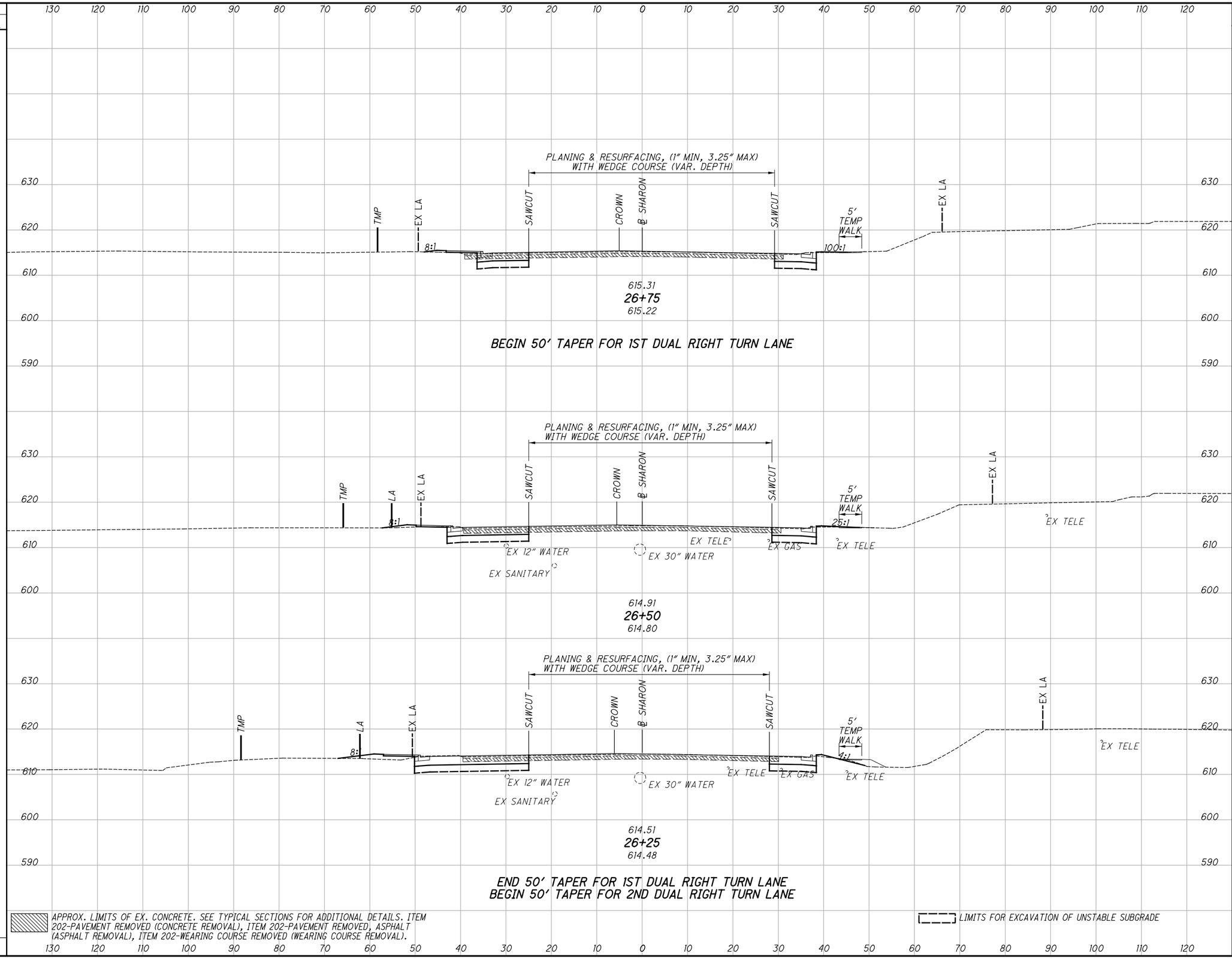
CALCULATED WLC · CHECKED JDH

CROSS SECTIONS - SHARON ROAD
STA. 25+50 TO STA. 26+00

HAM-75-14.61

403
708

SEEDING	
END WIDTH	SQ. YDS.
13	44
18	56
22	61
	161



END AREA		VOLUME	
CUT	FILL	CUT	FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
21 31*	9 31*	24 34*	7 34*
29 42*	6 42*	36 45*	10 45*
47 54*	15 54*	48 61*	13 61*
		108 140*	30 140*

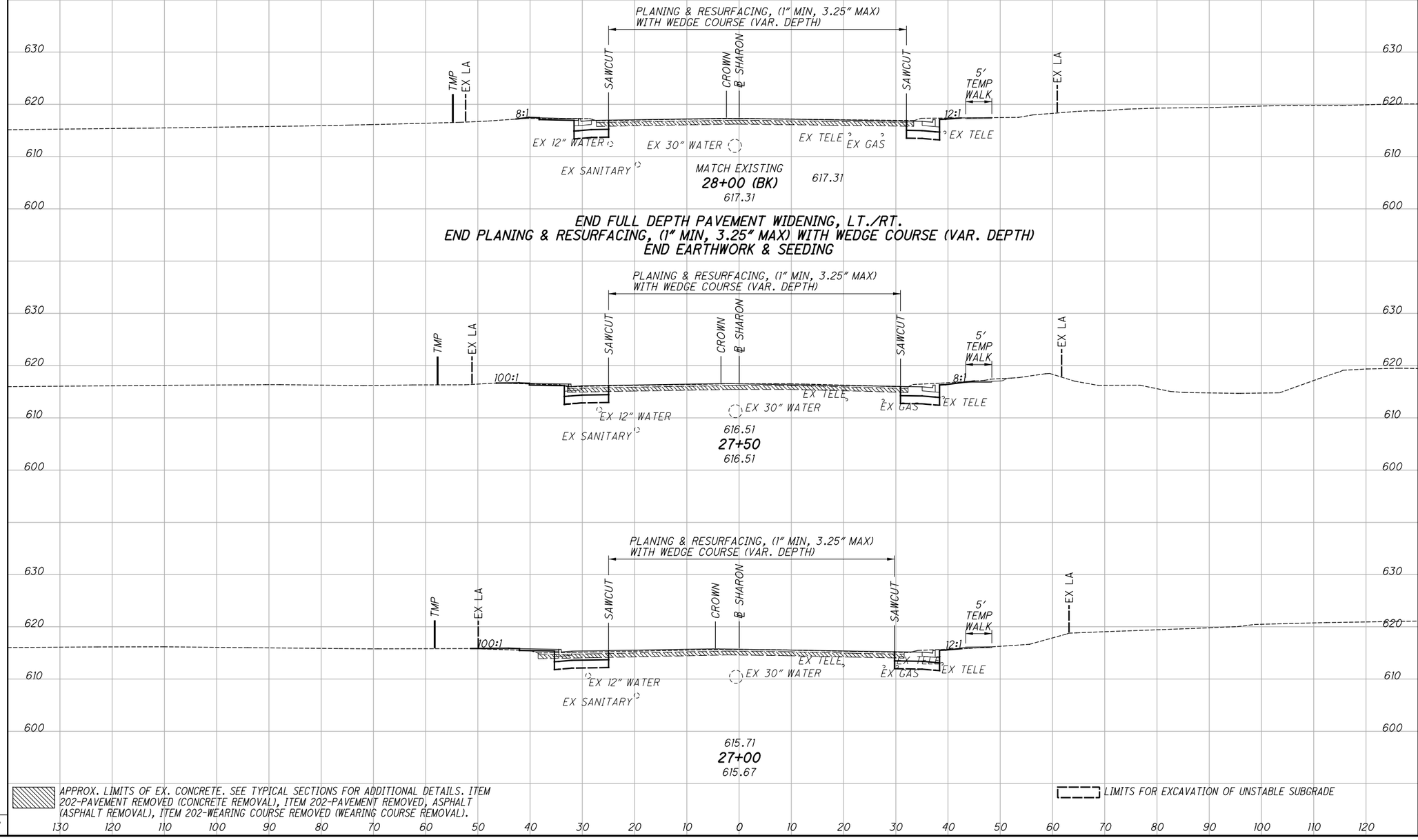
CALCULATED WLC
CHECKED JDH

CROSS SECTIONS - SHARON ROAD
STA. 26+25 TO STA. 26+75

HAM-75-14.61

404
708

SEEDING END WIDTH	SEEDING SQ. YDS.
9	67
14	83
14	38
	188



END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
27 20*	3 20*	48 41*	6 41*
24 24*	3 24*	43 50*	12 50*
22 29*	9 29*	20 28*	9 28*
		111 119*	27 119*

CALCULATED WLC
CHECKED JDH

CROSS SECTIONS - SHARON ROAD
STA. 27+00 TO STA. 28+00

HAM-75-14.61

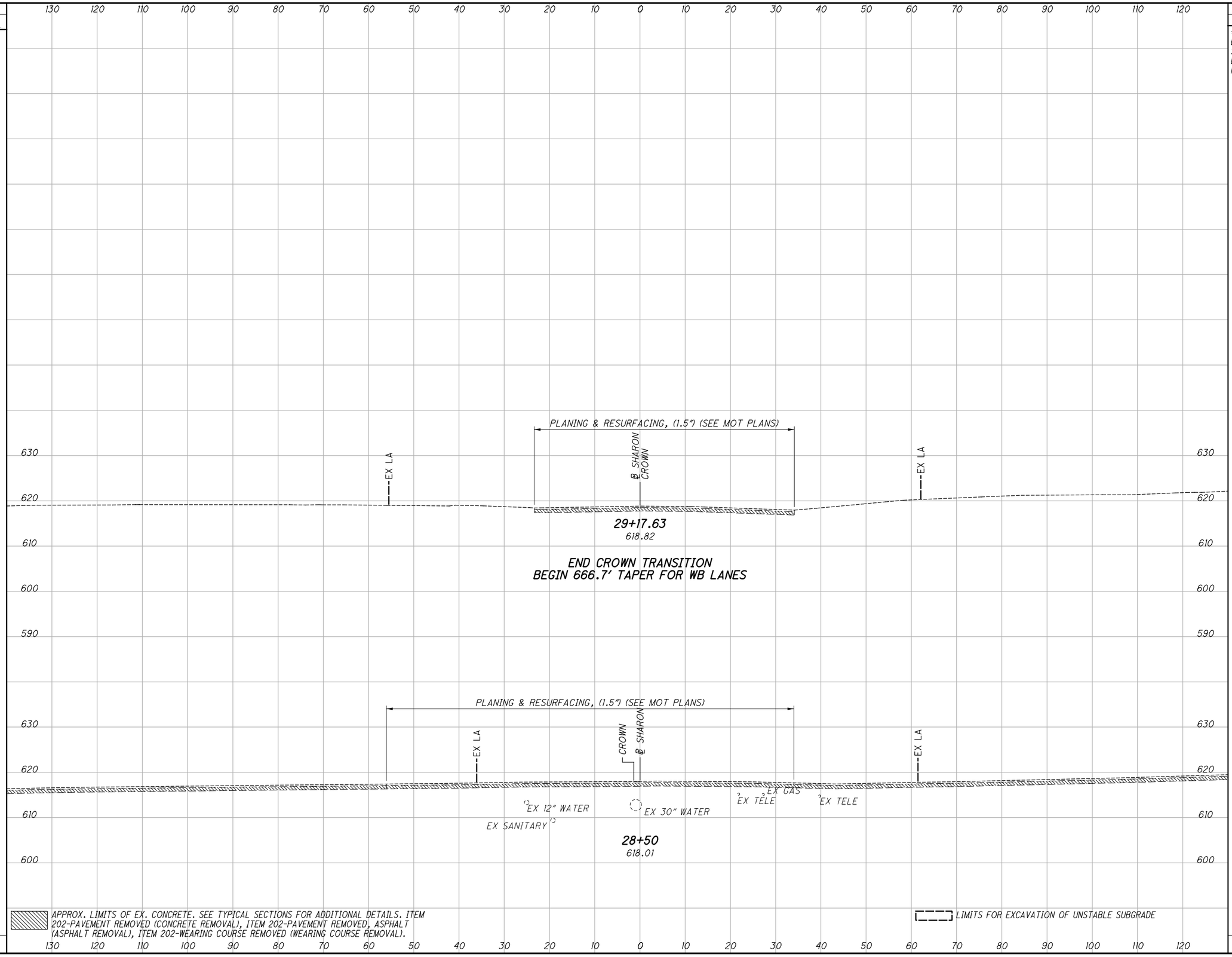
405
708

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C

CALCULATED	CHECKED
WLC	JDH

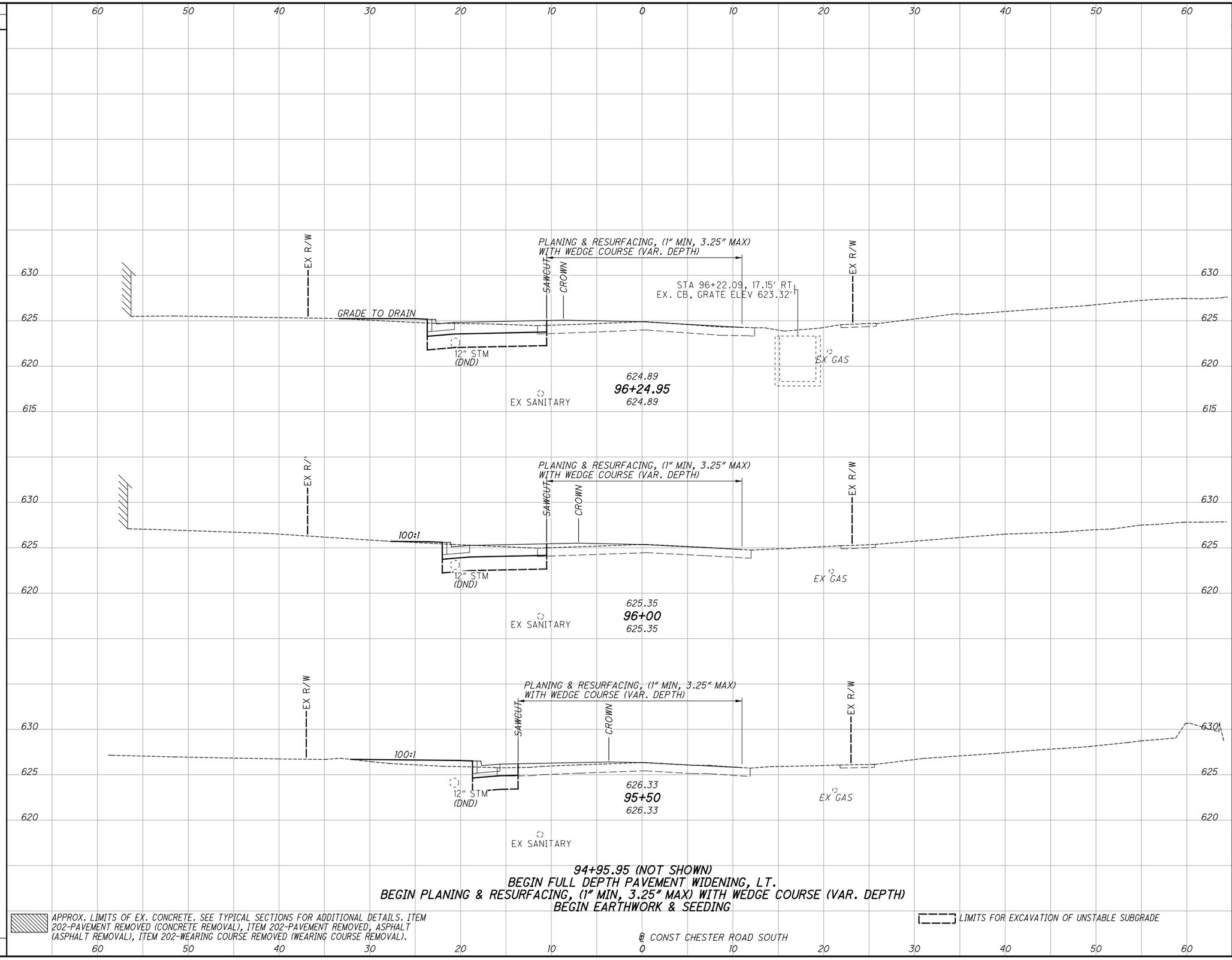


CROSS SECTIONS - SHARON ROAD
STA. 28+50 TO STA. 29+17.63

HAM-75-14.61

406
708

SEEDING	
END WIDTH	SQ. YDS.
10	22
6	56
14	73
10	
	151



END AREA		VOLUME	
CUT	FILL	CUT	FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
13 20*	3 21*		
		13 18*	3 19*
13 18*	2 19*		
		15 25*	9 26*
3 8*	7 9*		
		7 17*	15 18*
3 8*	7 8*		
		35 60*	27 63*

94+95.95 (NOT SHOWN)
BEGIN FULL DEPTH PAVEMENT WIDENING, LT.
BEGIN PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)
BEGIN EARTHWORK & SEEDING

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

℄ CONST CHESTER ROAD SOUTH

CALCULATED WLC
CHECKED JDH

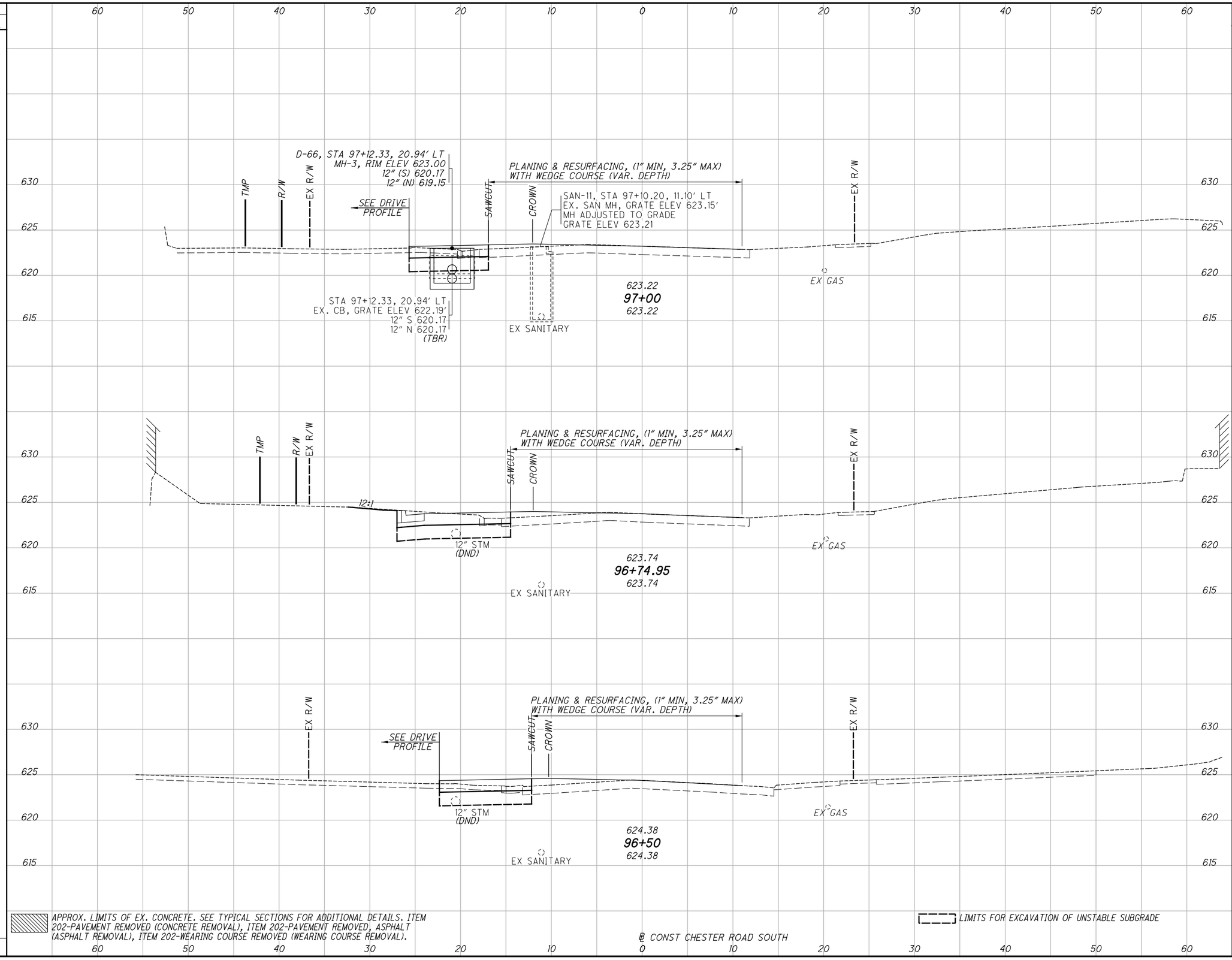
CROSS SECTIONS - CHESTER ROAD SOUTH
STA. 94+95.95 TO STA. 96+24.95

HAM-75-14.61

SEEDING	
END WIDTH	SQ. YDS.
0	8
6	8
0	14
	30

END AREA		VOLUME	
CUT	FILL	CUT	FILL
* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C			
3	0		
13*	14*		
		8	1
		15*	16*
13	1		
18*	19*		
		7	1
		16*	17*
2	0		
15*	16*		
		7	2
		17*	18*
		22	4
		48*	51*

CALCULATED WLC
CHECKED JDH



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

℄ CONST CHESTER ROAD SOUTH

CROSS SECTIONS - CHESTER ROAD SOUTH STA. 96+50 TO STA. 97+00

HAM-75-14.61

408
708

SECTIONS - CHESTER ROAD SOUTH
STA. 97+50 TO STA. 98+50

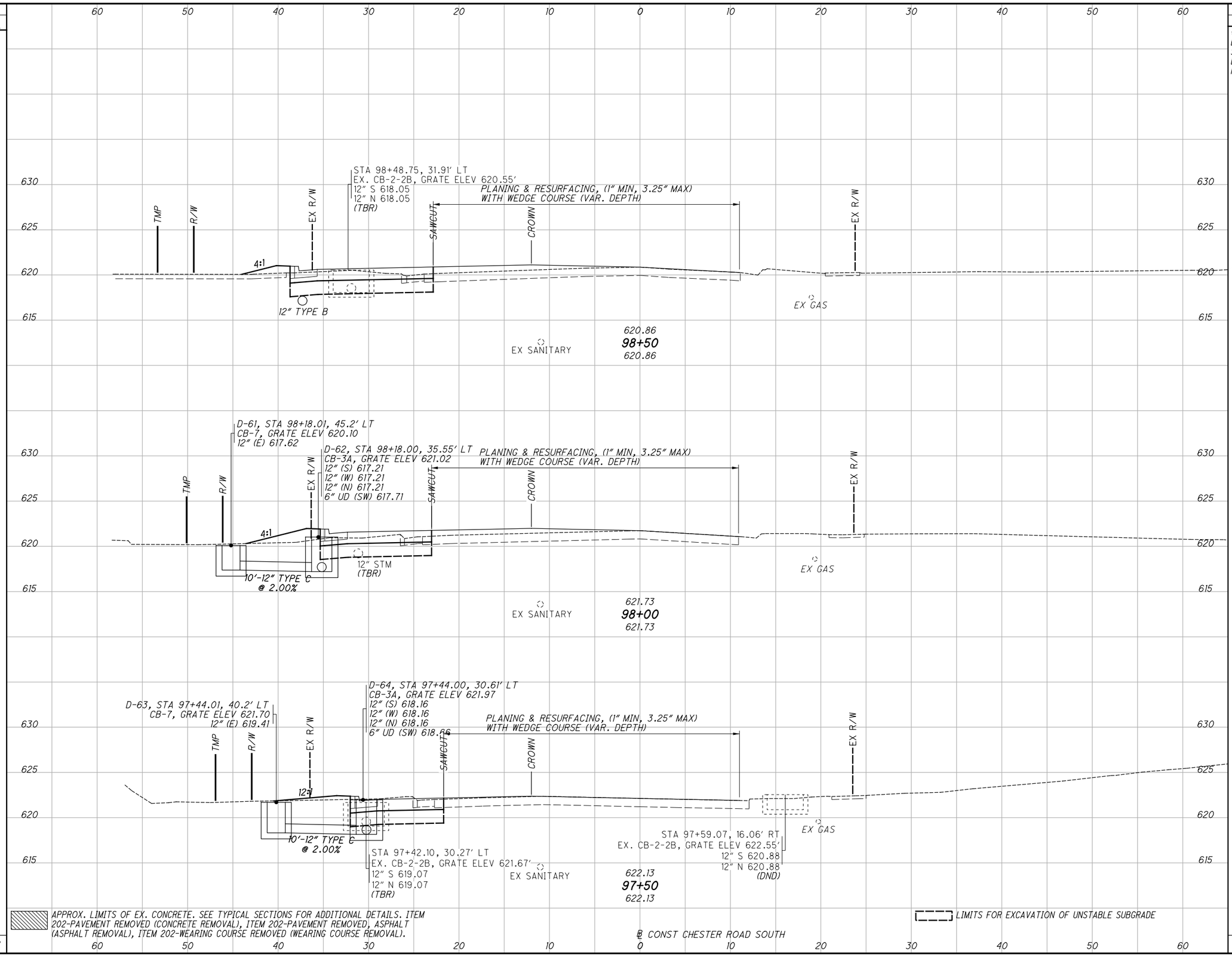
HAM-75-14.61

409/708

CALCULATED WLC | CHECKED JDH

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
6	44	12 23*	4 25*	18 38*	12 41*
9	50	7 18*	8 19*	17 32*	11 33*
9	28	11 16*	3 16*	13 27*	3 28*
	122			48 97*	26 102*



APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

℄ CONST CHESTER ROAD SOUTH

60 50 40 30 20 10 0 10 20 30 40 50 60

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SEEDING END WIDTH	SEEDING SQ. YDS.
0	
	19
9	
	7
17	
	55
4	
	28
	109

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

SAWCUT

STA 99+85.83, 10.85' LT
EX. SAN MH, GRATE ELEV 619.26'

STA 99+75.98, 18.51' RT
EX. MH-3-48, GRATE ELEV 619.14'
12" S 613.21
15" E 613.21

EX TELE

EX SANITARY

EX GAS

618.82
99+87.98
618.82

END FULL DEPTH PAVEMENT WIDENING, LT
END PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)
END EARTHWORK & SEEDING

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

TMP | R/W | EX SH | EX R/W | SAWCUT | CROWN | LA

12:1

EX GAS
12" STM

619.27
99+50
619.27

EX SANITARY

D-59, STA 99+39.87, 43.67' LT
CB-3, GRATE ELEV 618.67
12" (S) 615.10
12" (E) 615.10
6" UD (SW) 615.36

STA 99+36.29, 25.58' LT
EX. CB-3, GRATE ELEV 618.80'
12" S 615.85
12" E 615.85
(TBR)

STA 99+35.59, 13.40' RT
EX. CB-3, GRATE ELEV 618.59'
12" S 615.13
12" W 613.57
12" N 613.57

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

TMP | R/W | EX SH | EX R/W | SAWCUT | CROWN | EX R/W

25:1

EX GAS

39'-12" TYPE B, 706.02 @ 1.01%

MASONRY COLLAR PER DM-1.1

EX SANITARY

619.31
99+44.95
619.31

PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE (VAR. DEPTH)

R/W | EX R/W | SAWCUT | CROWN | EX R/W

25:1

12" STM (TBR)

12" TYPE B

12" STM EX GAS

619.72
99+00
619.72

EX SANITARY

APPROX. LIMITS OF EX. CONCRETE. SEE TYPICAL SECTIONS FOR ADDITIONAL DETAILS. ITEM 202-PAVEMENT REMOVED (CONCRETE REMOVAL), ITEM 202-PAVEMENT REMOVED, ASPHALT (ASPHALT REMOVAL), ITEM 202-WEARING COURSE REMOVED (WEARING COURSE REMOVAL).

LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE

℄ CONST CHESTER ROAD SOUTH

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
23 95*	0 95*		
		38 91*	3 91*
31 34*	3 34*		
		6 7*	1 7*
27 33*	4 33*		
		45 52*	5 53*
26 29*	1 30*		
		36 49*	5 51*
		125 199*	14 202*

* QUANTITIES FOR EXCAVATION OF SUBGRADE, 18 INCHES DEEP AND GRANULAR MATERIAL, TYPE C

CALCULATED WLC | CHECKED JDH

CROSS SECTIONS - CHESTER ROAD SOUTH STA. 99+00 TO STA. 99+87.98

HAM-75-14.61

410
708

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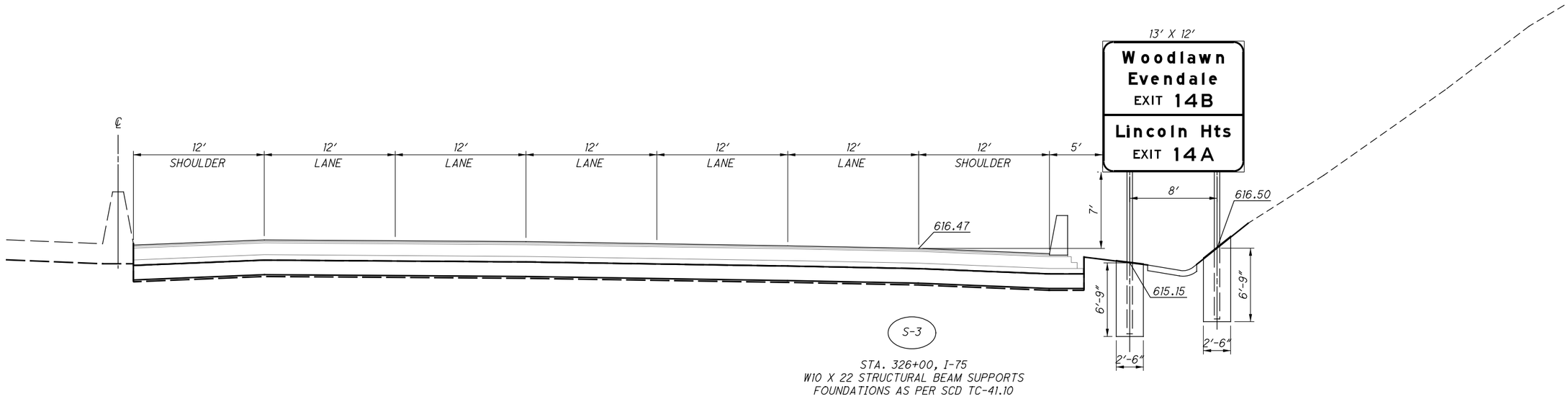
SHEET NO.	REF. NO.	LOCATION	STATION	SIDE	CODE	SIZE (FEET)	625	630												
							GROUND ROD	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 8	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-12.31 DESIGN 6	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-12.31 DESIGN 12	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-15.116 DESIGN 2	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-15.116 DESIGN 3	SIGN, OVERHEAD EXTRUSHEET	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50	RIGID OVERHEAD SIGN SUPPORT FOUNDATION						
							EACH	EACH	EACH	EACH	EACH	EACH	SF	EACH	EACH					
496	S-1	I-75 MAINLINE (SB)	208+50	RT	GUIDE SIGN	16 X 5	1	1					80.0							
496	S-2	I-75 MAINLINE (SB)	231+00	RT	GUIDE SIGN	16 X 5	1	1					80.0							
497	S-121	I-75 MAINLINE	317+75	LT	GUIDE SIGN	14 X 10							140.0							
499	S-4	I-75 MAINLINE	328+50	RT	GUIDE SIGN	19 X 13	2				1		247.0	1	1					
					E1-H5P	7 X 2.5							17.5							
499	S-7	I-75 MAINLINE	334+00	LT	GUIDE SIGN	15 X 8	2				1		120.0		2					
					E1-H5P	9 X 2.5							22.5							
					GUIDE SIGN	15 X 11							165.0							
					E1-H5P	9 X 2.5							22.5							
500	S-24	I-75 MAINLINE	353+00	RT	GUIDE SIGN	12 X 10	2				1		120.0		2					
					GUIDE SIGN	18 X 11							198.0							
					E1-H5P	7 X 2.5							17.5							
501	S-35	I-75 MAINLINE	361+00	RT	GUIDE SIGN	18 X 12	1			1			216.0		1					
					E1-H5P	7 X 2.5							17.5							
502	S-43	I-75 MAINLINE	371+00	LT	GUIDE SIGN	17 X 10	1			1			170.0		1					
					E1-H5P	12 X 2.5							30.0							
503	S-58	I-75 MAINLINE	385+00	LT	GUIDE SIGN	14 X 10	2					1	140.0		2					
					GUIDE SIGN	18 X 11							198.0							
					E1-H5P	7 X 2.5							17.5							
503	S-59	I-75 MAINLINE	388+00	RT	GUIDE SIGN	23 X 15	2				1		345.0		2					
					E1-H5P	7 X 2.5							17.5							
504	S-68	I-75 MAINLINE	396+00	RT	GUIDE SIGN	16 X 5	1			1			80.0		1					
505	S-77	I-75 MAINLINE	406+00	RT	GUIDE SIGN	16 X 5	1			1			80.0		1					
505	S-78	I-75 MAINLINE	409+00	LT	GUIDE SIGN	19 X 13	2				1		247.0		2					
					E1-H5P	7 X 2.5							17.5							
506	S-81	I-75 MAINLINE	414+00	RT	GUIDE SIGN	12 X 10	2				1		120.0		2					
					GUIDE SIGN	18 X 13							234.0							
					E1-H5P	7 X 2.5							17.5							
514	S-105	SHARON RD	16+00	RT	GUIDE SIGN	10 X 7	1		1				70.0		1					
					GUIDE SIGN	10 X 7							70.0							
516	S-112	SHARON RD	23+07	LT	GUIDE SIGN	8 X 7	1		1				56.0		1					
					GUIDE SIGN	8 X 7							56.0							
TOTALS CARRIED TO GENERAL SUMMARY							22	2	2	4	6	1	3429.5	1	19					

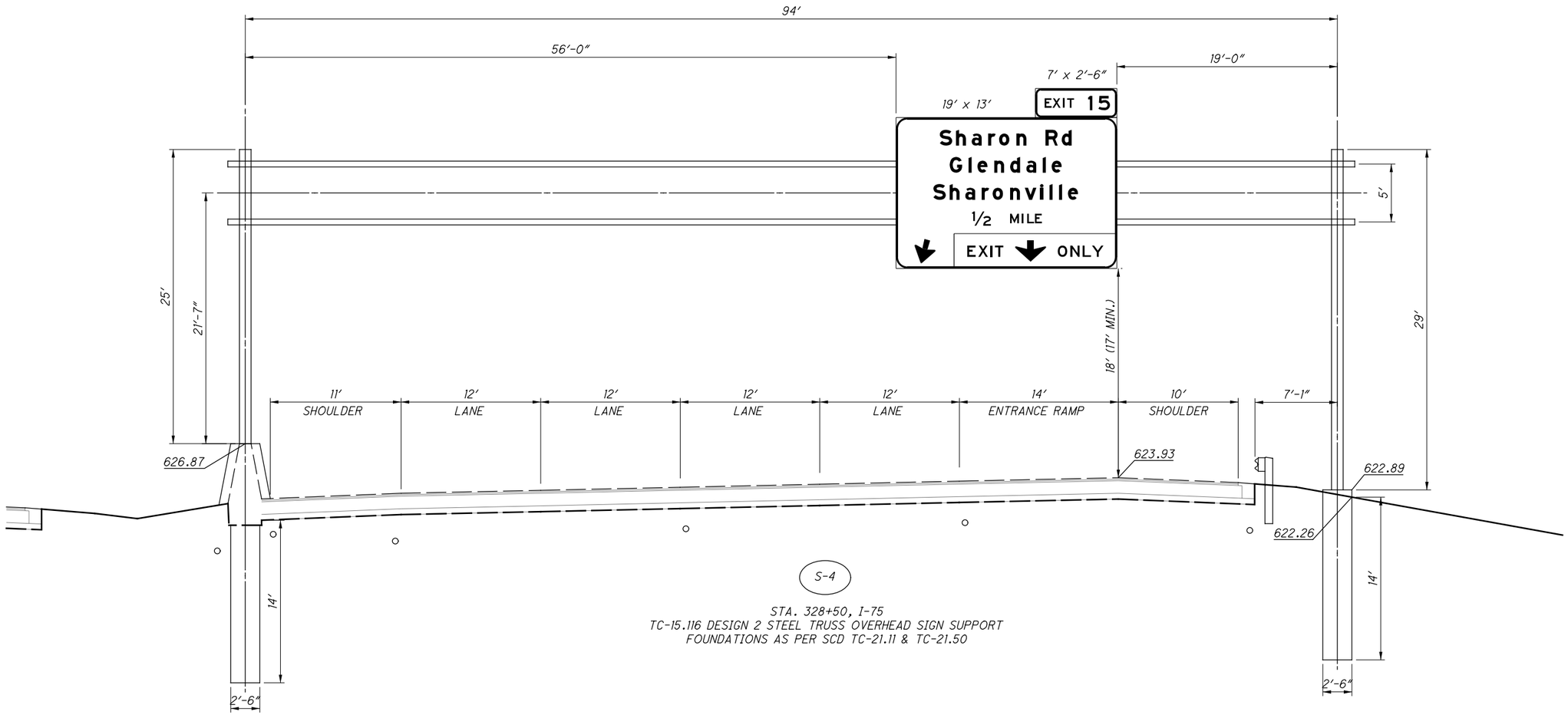
CALCULATED BSS
CHECKED JDH

SIGNING SUBSUMMARY

HAM-75-14.61

480
708





CALCULATED BSS
CHECKED JDH

SIGN ELEVATION VIEWS

HAM-75-14.61

PULL BOX COVERS
PULL BOX COVERS SHALL BE INSTALLED PER SECTION 725 OF THE CMS. THE WORD "TRAFFIC" SHALL BE CAST ON THE SURFACE OF THE PULL BOX COVER. COVERS ARE INCIDENTAL TO THE PULL BOXES.

UTILITIES
FOR LOCATING INFORMATION AND CONTACT INFORMATION REFER TO THE UTILITIES NOTE LOCATED IN THE GENERAL NOTES OF THIS PLAN SET.

MAINTAINING ITS DURING CONSTRUCTION
THE CONTRACTOR SHALL MAINTAIN ALL PREEXISTING OR NEWLY INSTALLED PERMANENT ITS/TRAFFIC DEVICES AND INFRASTRUCTURE DURING CONSTRUCTION ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809.

DYNAMIC MESSAGE SIGN INSTALLATIONS
THE CONTRACTOR SHALL CONSTRUCT THE DMS TRUSS SUPPORT AND RELOCATE THE EXISTING ITS DEVICES SUCH THAT IT LIMITS THE AMOUNT OF ITS DOWN TIME. WHILE THE ITS EQUIPMENT IS OUT OF SERVICE, THE CONTRACTOR SHALL UTILIZE A PORTABLE CHANGEABLE MESSAGE SIGN TO DISPLAY THE INFORMATION RELAYED ON THE EXISTING DMS SIGN. THE CONTRACTOR SHALL COORDINATE WITH CENTRAL OFFICE (BRYAN COMER AT (614) 378-1253) TO OBTAIN A MODEM TO USE WITH THE PORTABLE CHANGEABLE MESSAGE SIGN. THE WORK ASSOCIATED WITH INSTALLING AND FURNISHING THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PAID FOR UNDER ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN.

THE DISINCENTIVES ASSOCIATED WITH SUPPLEMENTAL SPECIFICATION 809.14 SHALL NOT BE ENFORCED, FOR THIS DMS SIGN ONLY, DURING THE 6 MONTHS THE PCMS SIGN IS ACTIVE, DUE TO THE LENGTH OF TIME THE DMS WILL BE OUT OF SERVICE.

CCTV INSTALLATIONS
THE CONTRACTOR SHALL FURNISH AND INSTALL THIS ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809, AS WELL AS ANY STANDARD CONSTRUCTION DRAWINGS NOTED ON THE PLANS.

ITEM 809 - ATC V6.24 CONTROLLER, AS PER PLAN
THE CONTROLLER UNIT SHALL BE FURNISHED AND INSTALLED PER SUPPLEMENTAL SPECIFICATION 809 AND BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS (TAP) LIST.

THE CONTROLLER SHALL BE AN ECONOLITE COBALT AND COMPATIBLE WITH THE CABINET TYPE BEING INSTALLED.

CALCULATED MAM
CHECKED PCG

TRAFFIC SURVEILLANCE GENERAL NOTES

HAM-75-14.61

SHEET NO.	LOCATION	LENGTH	625												630			632		633			804		809								
			CONDUIT, 2", 725.04	CONDUIT, 3", 725.04	CONDUIT, 4" MULTICELL, 725.20, EPC-40	CONDUIT, 4" MULTICELL, 725.20, EPC-80	CONDUIT, JACKED OR DRILLED, AS PER PLAN, 3" OR 4"	TRENCH, 30" DEEP	PULL BOX, 725.08, 18"	PULL BOX, 725.08, 32"	PULL BOX REMOVED	GROUND ROD, AS PER PLAN	POWER SERVICE, AS PER PLAN	PLASTIC CAUTION TAPE	OVERHEAD SIGN SUPPORT, DMS TRUSS, 115', AS PER PLAN	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS	CATWALK, DMS TRUSS, AS PER PLAN	SIGNALIZATION, MISC.: REMOVAL OF ITS EQUIPMENT	POWER CABLE, 2 CONDUCTOR, NO. 6 AWG	CABINENT FOUNDATION	CONTROLLER WORK PAD, AS PER PLAN	UNINTERRUPTIBLE POWER SUPPLY (UPS)	FIBER OPTIC CABLE, 24 FIBER	FIBER TERMINATION PANEL, 24 FIBER	CCTV IP-CAMERA SYSTEM, DOME-TYPE	CCTV CONCRETE POLE WITH LOWERING UNIT, 70 FEET	DYNAMIC MESSAGE SIGN (DMS), FULL-SIZE WALK-IN	ITS CABINET - GROUND MOUNTED	ITS DEVICE, MISC.: EX. CABINET WORK	ATC V6.24 CONTROLLER, AS PER PLAN	MAINTAINING ITS DURING CONSTRUCTION
		FT	FT	FT	FT	FT	FT	FT	EA	EA	EA	EA	EA	FT	EA	EA	EA	LS	FT	EA	EA	EA	FT	EA	EA	EA	EA	EA	EA	EA	EA	LS
567	EX. RAMP DR METER CABINET TO PB-1	2650																					2660	1					1			
567	EX. PB TO PB-1	262			524			262						262									272									
567	PB-1 TO PB-2	167			334			167		1				167									177									
567	PB-2 TO PB-3	491			982			491		1				491									501									
567	PB-3 TO PB-4A	494			988			494		1				494									504									
568	PB-4A TO PB-4B	498			996			498		1				498									508									
568	PB-4B TO PB-15	351			702			351		1				351									361									
569	SEE RAMP METERING SUBSUMMARY																															
568	PB-9 TO PB-14	88				176	176			1	6												196									
568	PB-14 TO PB-15	92				184	184			1													204									
568	PB-15 TO PB-16	103			206			103		1				103									113									
568	PB-16 TO PB-17	83				166	166			1													93									
570	PB-17 TO PB-18	576			1152			576		1				576									586									
570	PB-18 TO PB-19	337			674			337		1				337									347									
570	PB-19 TO BRIDGE	71		142			71			1													81									
570	BRIDGE PARAPET	148		296																			158									
570	BRIDGE TO PB-20	53		106			53																63									
570	PB-20 TO PB-21	36			72			36		1				36									46									
570	CCTV POLE W/ CAM#4 TO PB-21	10		20				10				1	1	10						1					1	1						
570	ITS CABINET, K#56, TO PB-21	5			10			5				1	1	5					1	1	1	15	1				1		1			
570	ITS CABINET TO PB-22	5	5					5						5					10													
570	PB-22 TO POWER SERVICE	112		112				112	1					112					234													
570	PB-21 TO PB-32	315	315		630			315		1				315					325				325									
571	SEE RAMP METERING SUBSUMMARY																															
572	DMS-56 TO PB-32	5			10			5				2	1	5	1	2	1										1					
572	DMS-56 TO PB-33	10	20					10						10					15													
572	ITS CABINET TO PB-32	5			10			5				1	1	5						1	1	1	15	1				1		1		
572	ITS CABINET TO PB-33	5	5					5						5					10													
572	PB-32 TO PB-34	353			706			353		1				353									363									
572	PB-34 TO PB-35	84				168	168			1				0									94									
572	PB-35 TO PB-36	110			220			110		1				110									120									
572	PB-36 TO PB-37	482			964			482		1				482									492									
572	PB-37 TO PB-38	483			966			483		1				483									493									
573	PB-38 TO PB-39	481			962			481		1				481									491									
573	PB-39 TO PB-40	499			998			499		1				499									509									
573	PB-40 TO PB-41	380			760			380		1				380									390									
574	PB-41 TO PB-42	92				184	184			1													102									
574	PB-42 TO EX. ITS CABINET, K-101	13				26		13		1				13									23	1					1			
574	PB-41 TO PB-43	517			1034			517						517									527									
574	PB-43 TO PB-44	502			1004			502		1				502									512									
575	PB-44 TO PB-45	496			992			496		1				496									506									
575	PB-45 TO PB-46	462			924			462		1				462									472									
575	PB-46 TO PB-47	97				194	194			1													107									
575	PB-47 TO EX. ITS CABINET, K-100	13			26			13		1				13									23	1					1			
	TOTALS CARRIED TO GENERAL SUMMARY		345	676	16,846	1,098	1196	8,578	1	29	6	5	4	8,578	1	2	1	LS	594	2	3	2	12,449	5	1	1	1	2	3	2	LS

CALCULATED JAW
CHECKED PCG

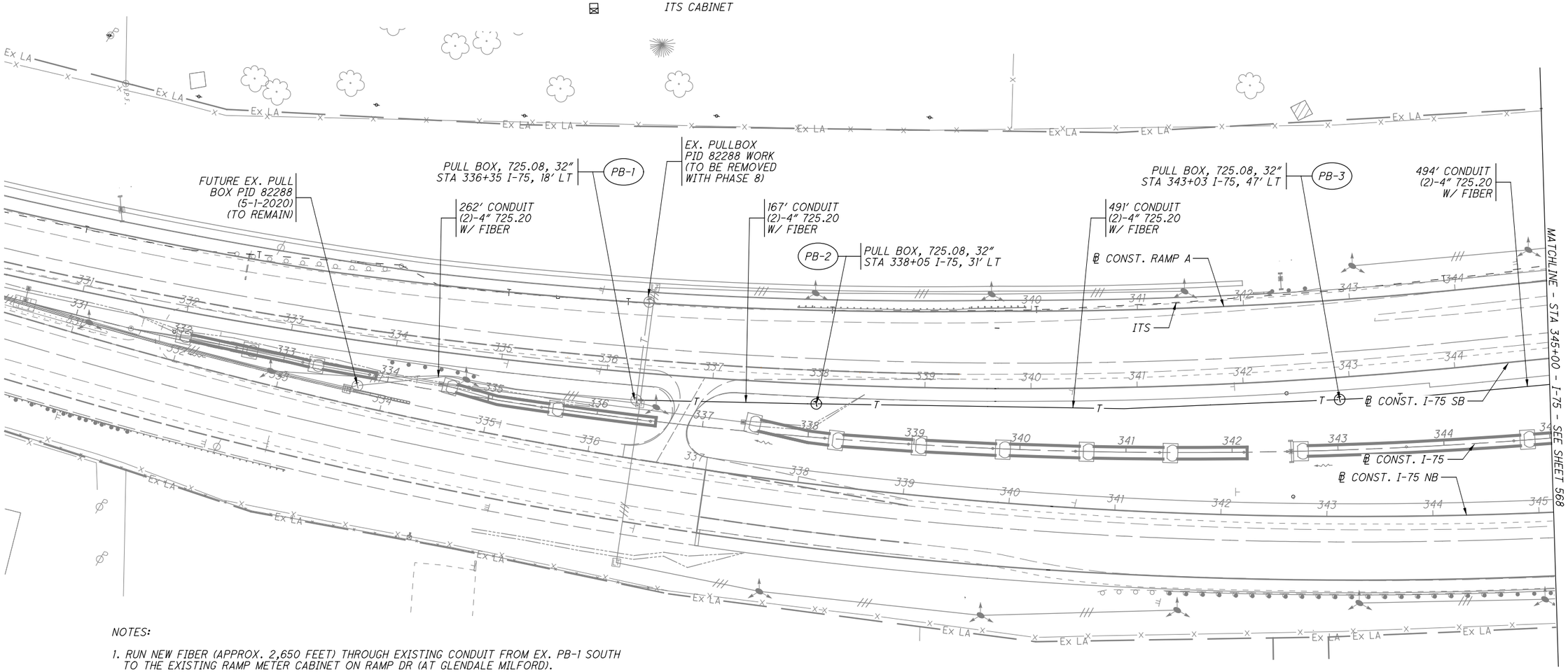
TRAFFIC SURVEILLANCE SUBSUMMARY
I-75 AT SHARON ROAD RAMPS

HAM-75-14.61

TRAFFIC SURVEILLANCE - EQUIPMENT LEGEND

- EXISTING LOOP DETECTORS
- EXISTING TRAFFIC SURVEILLANCE (TS) CONDUIT
- EXISTING TRAFFIC SURVEILLANCE (TS) PULL BOX TO BE REMOVED
- PROPOSED LIGHTING
- TRAFFIC SURVEILLANCE CONDUIT
- DETECTION AREA
- CCTV CAMERA
- POWER SOURCE
- PB-1 — TRAFFIC SURVEILLANCE PULL BOX
- MJB-1 — TRAFFIC SURVEILLANCE MEDIAN JUNCTION BOX
- E — ELECTRIC PULL BOX
- ITS CABINET

REMOVAL QUANTITIES	
ITEM 625-PULL BOX REMOVED	0 EACH



NOTES:

1. RUN NEW FIBER (APPROX. 2,650 FEET) THROUGH EXISTING CONDUIT FROM EX. PB-1 SOUTH TO THE EXISTING RAMP METER CABINET ON RAMP DR (AT GLENDALE MILFORD).
2. NO SPLICES IN THE FIBER BETWEEN THE EXISTING RAMP METER CABINET ON RAMP DR (AT GLENDALE-MILFORD) AND THE PROPOSED RAMP METER CABINET ON RAMP A (AT SHARON RD).

NOTES:

1. EXISTING TRAFFIC SURVEILLANCE EQUIPMENT LOCATIONS ARE APPROXIMATE.
2. EXISTING TRAFFIC SURVEILLANCE SYSTEM SHALL BE KEPT FULLY FUNCTIONAL THROUGHOUT CONSTRUCTION.

N

0 25 50 100 HORIZONTAL SCALE IN FEET

CALCULATED JAW CHECKED PCG

TRAFFIC SURVEILLANCE - I-75 SB / NB
STA 330+00 TO STA 345+00

HAM-75-14.61

567
708

ITEM 625 - POWER SERVICE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF THE SPECIFICATIONS, THE FOLLOWING IS ADDED.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:

DUKE ENERGY
139 E. 4TH STREET 467A
CINCINNATI, OH 45202
513-287-3674
AARON WRIGHT

THE ENGINEER SHALL ENSURE THAT EACH POWER SERVICE ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE MAINTAINING AGENCY NOTED IN THE PLANS. THIS SHALL BE DONE NOT ONLY FOR EACH NEW POWER SERVICE ESTABLISHED BY THIS PROJECT BUT ALSO FOR EACH EXISTING POWER SERVICE, SINCE THERE MAY BE A REASSIGNMENT OF THE RESPONSIBILITY FOR AN EXISTING SERVICE AS A RESULT OF THE WORK PERFORMED BY THIS PROJECT.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "POWER SERVICE, AS PER PLAN" WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - DISCONNECT CIRCUIT, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE DISCONNECTION OF AN EXISTING LIGHT CIRCUIT AT A PULL BOX OR TRANSFORMER BASE.

DISCONNECTION AT A PULL BOX SHALL INVOLVE CUTTING THE EXISTING CIRCUIT AND REMOVING ALL SPLICE KITS. ANY CABLE THAT IS TO BE ABANDONED SHALL BE TERMINATED FROM THE PULL BOX SO THAT NO CABLE IS LEFT IN THE BOX.

DISCONNECTION AT A TRANSFORMER BASE SHALL INVOLVE CUTTING THE EXISTING CIRCUIT AND REMOVING ALL CONNECTOR KITS. ALL DUCT-CABLE NOT TO BE REUSED SHALL BE REMOVED FROM THE TRANSFORMER BASE AND THE EXISTING CONDUIT IN THE FOUNDATION SHALL BE CLEANED OF ALL CABLE AND DEBRIS SO THAT THE NEW DUCT-CABLE CAN BE INSTALLED. ALL EXISTING CABLE TO REMAIN ACTIVE SHALL BE CUT IN A MANNER SO THAT THERE IS SUFFICIENT CABLE LEFT FOR RECONNECTION.

THOSE WIRES THAT ARE TO REMAIN ON ACTIVE CIRCUITS SHALL HAVE A WATER-RESISTANT SEAL AT THE CUT END. THE WATER-RESISTANT SEAL SHALL BE ACCOMPLISHED BY PLUGGING THE DEACTIVATED PORT OF AN EXISTING CONNECTOR KIT OR BY INSTALLING A CABLE SPLICE KIT ON THE CUT END OF THE CABLE.

PAYMENT SHALL BE MADE AT THE UNIT BID PRICE PER EACH UNDER C&MS ITEM 625, DISCONNECT CIRCUIT, AS PER PLAN AT EACH LOCATION WHERE DISCONNECTION IS REQUIRED WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS PURPOSE.

ITEM 625 - HIGH VOLTAGE TEST

A HIGH VOLTAGE TEST, AS DESCRIBED IN 625.19, SHALL BE PERFORMED ON ALL DISTRIBUTION CABLE AND DUCT CABLE SYSTEMS TO BE INSTALLED ON THIS PROJECT.

LAMPS

ALL LAMPS SHALL BE SOLID STATE (LED) AS LISTED IN THE ODOT OFFICE OF ROADWAY ENGINEERING APPROVED LIST SUPPLEMENTAL SPECIFICATION 813: LUMINAIRE, SOLID STATE (LED), OR APPROVED EQUAL.

PADLOCKS AND KEYS

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNAN 660A, AND SHALL BE KEYED IN ACCORDANCE WITH C&MS 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR THE ITEM(S) BEING LOCKED.

ITEM 625 - LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN

LUMINAIRES FOR LOW-MAST SOLID STATE (LED) LIGHTING UNITS WITH SYMMETRIC DISTRIBUTION TYPE V 400W HPS EQUIVALENT SHALL BE HOLOPHANE "HMLED-II", CHM "CONDOR LED2", OR GE "EVOLVE HM", OR EQUAL AS APPROVED BY THE ENGINEER.

IN ADDITION, OTHER LUMINAIRES WILL BE CONSIDERED IF THE DESIGNED INTENSITY AND UNIFORMITY ARE PROVIDED USING THE DESIGNED POLE LOCATIONS AND THE DESIGNED NUMBER AND TYPE OF FIXTURES PER POLE AND APPROVED BY ODOT.

ITEM 625 - LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN

LUMINAIRES FOR CONVENTIONAL SOLID STATE (LED) LIGHTING UNITS WITH ASSYMMETRIC DISTRIBUTION TYPE III, SHALL BE EQUIVALENT TO 250W HPS.

THE CONVENTIONAL SOLID STATE (LED) LUMINAIRES SHALL BE LISTED IN THE ODOT OFFICE OF ROADWAY ENGINEERING APPROVED LIST SUPPLEMENTAL SPECIFICATION 813: LUMINAIRE, SOLID STATE (LED), OR APPROVED EQUAL.

ITEM 625 - LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN

LUMINAIRES FOR UNDERPASS SOLID STATE (LED) LIGHTING UNITS SHALL BE GE "EVOLVE EWS3", HOLOPHANE "TUNNELPASS", OR EATON/COOPER "GALLEON GWC", OR EQUAL AS APPROVED BY THE ENGINEER.

LUMINAIRES SHALL BE 150 WATT HPS EQUIVALENT WITH ASSYMMETRIC DISTRIBUTION TYPE III.

IN ADDITION, OTHER LUMINAIRES WILL BE CONSIDERED IF THE DESIGNED INTENSITY AND UNIFORMITY ARE PROVIDED USING THE DESIGNED POLE LOCATIONS AND THE DESIGNED NUMBER AND TYPE OF FIXTURES PER POLE AND APPROVED BY ODOT.

ITEM 625 - SPECIAL - MAINTAIN EXISTING LIGHTING

EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND WHICH ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN.

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF THE EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF EXISTING LIGHTING SHALL BE MADE BY ODOT'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR.

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE THE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT SHALL BE MADE AND SIGNED AS OUTLINED HEREIN.

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

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

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENT.

WHEN THE SEQUENCE OF CONSTRUCTION ACTIVITIES REQUIRES, OR SHOULD THE CONTRACTOR DESIRE, THE REMOVAL OF THE EXISTING LIGHTING BEFORE THE NEW LIGHTING IS OPERATIONAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY LIGHTING OF THIS PORTION OF THE ROADWAY.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR SETS OF THE TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATIONS OF POLES, LENGTHS OF BRACKET ARMS, STYLES OF LUMINAIRES, MOUNTING HEIGHTS, WIRING METHODS AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "A" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING.

ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE LIGHTING WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGH THE USE OF THE EXISTING LIGHTING, TEMPORARY LIGHTING, OR THE COMPLETED LIGHTING. ANY LIGHTING OUTAGE SHALL BE REPAIRED AND RESTORED WITHIN 24 HOURS OF NOTIFICATION. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $1,000 FOR EACH DAY LIGHTING IS NOT MAINTAINED BEYOND THE SPECIFIED LIMIT.

THE LUMP SUM PRICE BID FOR ITEM SPECIAL "MAINTAIN EXISTING LIGHTING" SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

THE PRICE BID FOR ITEM SPECIAL, MAINTAIN EXISTING LIGHTING SHALL BE FULL PAYMENT FOR THE REPLACEMENT OF AN EXISTING LIGHTING UNIT WHICH HAS BEEN KNOCKED DOWN AFTER THE AFOREMENTIONED INSPECTION AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO PROVIDE A REPLACEMENT FOR SUCH UNIT.

ITEM 625 - STRUCTURE GROUNDING SYSTEM

THIS ITEM OF WORK SHALL CONSIST OF PROVIDING GROUND RODS AND GROUNDING CONDUCTOR RISER CABLES EMBEDDED IN THE PIERS TO THE STRUCTURE SUPPORT BEAMS AND PROVIDING GROUNDING CONNECTIONS FOR CONDUITS EMBEDDED IN THE STRUCTURES AT SHARON ROAD. IN ADDITION, PROVIDE BONDING JUMPERS AROUND STRUCTURE SUPPORT BEAM SPLICES AND HINGES AND ACROSS EXPANSION JOINTS. BOND PARALLEL BRIDGE SECTION TOGETHER.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR EACH ITEM 625, STRUCTURE GROUNDING SYSTEM AND SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK. AN ESTIMATED QUANTITY OF 2 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY.

LIGHT POLE, LOW MAST, AS PER PLAN

LIGHT POLES AND FIXTURES SHALL BE FURNISHED BY THE DEPARTMENT FOR CONTRACTOR INSTALLATION. POLES AND LIGHT FIXTURES ARE STORED IN THE VILLAGE OF EVENDALE MAINTENANCE FACILITY AT 1433 GLENDALE MILFORD ROAD (1/2 MILE WEST OF I-75). CONTRACTOR SHALL PICK THE LIGHT POLES AND FIXTURES UP AT THE LOCATION FOR INSTALLATION.

CALCULATED JAW
CHECKED PCG

LIGHTING NOTES

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LIGHTING SUBSUMMARY

CALCULATED JAW
CHECKED PCG

625

SHEET NO.	LOCATION	LENGTH IN FEET	CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PERMANENT	LIGHT POLE, LOW MAST, AS PER PLAN	LIGHT POLE, CONVENTIONAL, AT20B40	LIGHT POLE, LOW MAST, ATLM50	LIGHT POLE FOUNDATION, 24" X 10' DEEP	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 10 AWG POLE AND BRACKET CABLE	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES	CONDUIT, 3", 725.04	CONDUIT, JACKED OR DRILLED, 725.04, 3"	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, 250 W HPS EQUIVALENT, 480V, ASSYMMETRIC	LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN, 400W, 480V, SYMMETRIC	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 150W HPS EQUIVALENT, 480V, ASSYMMETRIC	TRENCH	JUNCTION BOX	PULL BOX, 725.08, 18"	PULL BOX REMOVED	GROUND ROD	POWER SERVICE, AS PER PLAN	PLASTIC CAUTION TAPE	SERVICE TO UNDERPASS LIGHTING	HIGH VOLTAGE TEST	SPECIAL - MAINTAIN EXISTING LIGHTING	LIGHT TOWER REMOVED	LIGHT POLE REMOVED	LIGHT POLE FOUNDATION REMOVED	POWER SERVICE REMOVED	LUMINAIRE SUPPORT REMOVED	LIGHT TOWER FOUNDATION REMOVED
			EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	EACH	FT	EACH	LUMP	LUMP	EACH	EACH	EACH	EACH	EACH	EACH
	I-75																															
587	EX. PB TO CB-12, CB-13	360	4					2		300	360						360				2		360					2	2		2	
587	PB TO PB SB CROSSING 336+33	120										120							1	1												
587	CB14,CB-15,CB-16	500	6		3			3		450	500						500				3		500					2	2		2	
587	AA-11	168	2				1	1		150	168				1		168				1		168					4	4			
587	AA-10	169	2				1	1		150	169				1		169				1		169									
587	AA-9	170	2				1	1		150	170				1		170				1		170									
587	AB-13	169	2				1	1		150	169				1		169				1		169									
587	AB-12	165	2				1	1		150	165				1		165				1		165									
587	AB-11	186	2				1	1		150	186				1		186				1		186									
588	AA-8	170	2				1	1		150	169.5				1		169.5				1		169.5				2	2	2			2
588	AA-7	110	2				1	1		150	109.5				1		109.5				1		109.5									
588	AA-6	170	2				1	1		150	170				1		170				1		170									
588	AA-5	169	2				1	1		150	169				1		169				1		169									
588	AA-4	142	2				1	1		150	142				1		142				1		142									
588	AB-10	169	2				1	1		150	169				1		169				1		169									
588	AB-9	168	2				1	1		150	168				1		168				1		168									
588	AB-8	168	2				1	1		150	168				1		168				1		168									
588	AB-7	169	2				1	1		150	169				1		169				1		169									
588	AB-6	165	2				1	1		150	165				1		165				1		165									
588	AA-21	179	2				1	1		150	179				1		179				1		179									
588	AA-20	188	2				1	1		150	188				1		188				1		188									
588	AA-19	213	2				1	1		150	213				1		213				1		213									
588	AB-15	184	2				1	1		150	184				1		184				1		184									
588	AB-14	4	2				1	1		150	4				1		4				1		4									
588	PBA-5	62		3					186				62						1													
588	PBA-4	116		3					348				116						1													
588	AA-23	181	2				1	1		150	181				1		181				1		181									
588	AA-22	4	2				1	1		150	4				1		4				1		4									
588	PBA-3	181		3					543				181						1													
588	AA-13	167	2				1	1		150	167				1		167				1		167									
588	AA-12	4	2				1	1		150	4				1		4				1		4									
588	PBA-2	84		3					252				84						1													
588	PBA-1	551		3							1102						551		1				551									
589	AA-3	169	2				1	1		150	338				1		169				1		169				7		1			7
589	AA-2	168	2				1	1		150	335				1		167.5				1		167.5									
589	AA-1	175	2				1	1		150	349				1		174.5				1		174.5									
589	AA-24	26	2				1	1		150	52				1		26				1		26									
589	CONTROL CENTER 'A'	10									10						10				1	1	10									
589	AA-18	170	2				1	1		150	170				1		170				1		170									
589	AA-17	169	2				1	1		150	169				1		169				1		169									
589	AA-16	169	2				1	1		150	169				1		169				1		169									
589	AA-15	169	2				1	1		150	169				1		169				1		169									
589	AA-14	168	2				1	1		150	168				1		168				1		168									
589	AB-5	156	2				1	1		150	156				1		156				1		156									
589	AB-4	148	2				1	1		150	148				1		148				1		148									
589	AB-3	152	2				1	1		150	152				1		152				1		152									
589	AB-2	467	2				1	1		150	467				1		467				1		467									
589	AB-1	29	2				1	1		150	29				1		29				1		29									
589	AB-18	167	2				1	1		150	167				1		167				1		167									
589	AB-17	164	2				1	1		150	164				1		164				1		164									
589	AB-16	437	2				1	1		150	437				1		437				1		437									
TOTALS CARRIED TO SHEET 586			94	15	3	0	42	47	1329	7050	9361	120	443	0	42	0	8273	0	6	1	48	1	8273	0	LUMP	LUMP	9	10	10	1	4	9

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LIGHTING SUBSUMMARY

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SHEET NO.	LOCATION	LENGTH IN FEET	CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PERMANENT	LIGHT POLE, LOW MAST, AS PER PLAN	LIGHT POLE, CONVENTIONAL, AT20B40	LIGHT POLE, LOW MAST, ATLM50	LIGHT POLE FOUNDATION, 24" X 10' DEEP	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 10 AWG POLE AND BRACKET CABLE	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES	CONDUIT, 2", 725.04	CONDUIT, 3", 725.04	CONDUIT, JACKED OR DRILLED, 725.04, 3"	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, 250 W HPS EQUIVALENT, 480V, ASSYMMETRIC	LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN, 400W, 480V, SYMMETRIC	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 150W HPS EQUIVALENT, 480V, ASSYMMETRIC	TRENCH	TRENCH IN PAVED AREA, TYPE A	JUNCTION BOX	PULL BOX, 725.08, 18"	PULL BOX, 725.06, SIZE 4	PULL BOX REMOVED	GROUND ROD	POWER SERVICE, AS PER PLAN	PLASTIC CAUTION TAPE	SERVICE TO UNDERPASS LIGHTING	HIGH VOLTAGE TEST	SPECIAL - MAINTAIN EXISTING LIGHTING	LIGHT TOWER REMOVED	LIGHT POLE REMOVED	LIGHT POLE FOUNDATION REMOVED	POWER SERVICE REMOVED	LUMINAIRE SUPPORT REMOVED	LIGHT TOWER FOUNDATION REMOVED
			EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	EACH	LUMP	LUMP	EACH	EACH	EACH	EACH	EACH	EACH
	I-75																																		
595	UPCC-4	2							6			2					1																		
595	JBC-4	28	2						84			28								1															
595	UPCC-3	2							6			2					1																		
595	JBC-3	14	2						42			14								1															
595	DISCONNECT SWITCH	16							48			16							6								1						1		
595	PBA-12	199							597			199							199				1												
595	UPCC-2	2							6			2					1																		
595	JBC-2	28	2						84			28								1															
595	UPCC-1	2							6			2					1																		
595	JBC-1	14	2						42			14								1															
595	DISCONNECT SWITCH	16							48			16							6								1						1		
595	PBA-10	167		3					501			167						102	65				1			102									
595	PBA-8	139							417			139						139				1				139									
596	BC-30	222	2			1		1	666	105	222				1			222							5	1		222							
	TOTAL THIS SHEET		10	3	0	1	0	1	2,553	105	222	629	0	0	1	0	4	463	276	4	1	2	5	3	0	463	2	LUMP	LUMP	0	0	0	0	0	0
	TOTALS FROM SHEET 583		94	15	3	0	42	47	1,329	7,050	9,361	0	120	443	0	42	0	8,273	0	0	6	0	1	48	1	8,273	0	LUMP	LUMP	9	10	10	1	4	9
	TOTALS FROM SHEET 584		94	12	0	0	47	47	1,161	7,000	8,036	0	0	387	0	47	0	8,036	0	0	4	0	0	47	0	8,036	0	LUMP	LUMP	3	14	14	0	0	3
	TOTAL FROM SHEET 585		70	18	0	3	26	29	4,935	4,215	4,399	1,047	29	569	1	28	4	5,197	273	4	6	2	14	29	1	5,197	2	LUMP	LUMP	0	17	17	0	2	0
	TOTALS CARRIED TO GENERAL SUMMARY		268	48	3	4	115	124	9,978	18,370	22,018	1,676	149	1,399	2	117	8	21,969	549	8	17	4	20	127	2	21,969	4	LS	LS	12	41	41	1	6	12

CALCULATED JAW
CHECKED PCG

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LEGEND

- LIGHT POLE, STATION, OFFSET, TRANSFORMER BASE CONVENTIONAL, SOLID STATE (LED), 20′ ARM, 40′ MOUNTING HEIGHT
- AB-1 — (A) POLE IDENTIFICATION NO. (B) CONTROL CENTER NO. (1) POLE NO. WITHIN CIRCUIT
- UPCC-1 — LUMINAIRE, UNDERPASS, SOLID STATE (LED)
- PROPOSED CONTROL CENTER/ POWER SERVICE
- PROPOSED LOW MAST SYMMETRIC LUMINAIRE, TRANSFORMER BASE, LOW MAST, SOLID STATE (LED), 50′ MOUNTING HT.
- PB-1 — PULL BOX, IDENTIFICATION NO. W/OFFSET
- JB-1 — JUNCTION BOX, TYPE 1, IDENTIFICATION NO.
- A NO.4 — INDICATES CIRCUIT & NO. OF SINGLE CONDUCTORS IN 1-1/2″ DUCT/DISTRIBUTION CABLE IN 24″ DEEP TRENCH/BARRIER UNDER PAVEMENT PLACE 3″ CONDUIT, 725.04
- EXISTING LIGHT POLE TO BE REMOVED
- EXISTING LIGHT POLE
- EXISTING PULL BOX WITH IDENTIFCATION NUMBER
- EXISTING CABLE TO REMAIN IN PLACE

EX. POLE REMOVED AND RELOCATED 334+73, 14.5′ LT. — CB-12

CB-13 — EX. POLE REMOVED AND RELOCATED 336+54.5, 13.5′ LT.

EX. PULL BOX REMOVED, REPLACED, 725.08, 18″ 336+39, 14.5′ LT.

FUTURE 82288 EX. PULL BOX TO REMAIN 336+40 I-75 125′ LT

337+96 I-75 135′ LT, ATLM50 — CB-14

339+67 I-75 144′ LT, ATLM50 — CB-15

341+55 I-75 152′ LT, ATLM50 — CB-16

343+05 RAMP A 31′ LT, ATLM50 — AA-11

344+73 RAMP A 31′ LT, ATLM50 — AA-10

346+42 RAMP A 31′ LT, ATLM50 — AA-9

℄ CONST. RAMP A

℄ CONST. I-75 SB

℄ CONST. I-75

℄ CONST. I-75 NB

℄ CONST. RAMP G

3″ CONDUIT

ITS

A NO.4

B NO.4

PT STA 345+93.65

PT STA 347+62.45

N 01° 35′ 13″ W

MATCHLINE – STA 348+00 – I-75 – SEE SHEET 588

FUTURE 82288 EX. PULL BOX TO REMAIN

ASPH. DRIVE

FUTURE 82288 EX. LIGHT POLE TO REMAIN

FUTURE 82288 EX. LIGHT POLE TO REMAIN

FUTURE 82288 EX. LIGHT POLE TO REMAIN 341+49 I-75 158′ RT

ASPH. PARKING LOT

343+15 I-75 145′ RT, ATLM50 — AB-13

344+84 I-75 151′ RT, ATLM50 — AB-12

346+49 I-75 156.5′ RT, ATLM50 — AB-11

REMOVAL QUANTITIES:

ITEM 625 - LIGHT POLE REMOVED	6 EACH
ITEM 625 - LIGHT TOWER REMOVED	0 EACH
ITEM 625 - LIGHT POLE FOUNDATION REMOVED	6 EACH
ITEM 625 - LIGHT TOWER FOUNATION REMOVED	0 EACH
ITEM 625 - POWER SERVICE REMOVED	0 EACH

N

HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED JAW CHECKED PCG

LIGHTING PLAN - I-75 SB/NB
STA 335+50 TO STA 348+00

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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15 DATED/REVISED 7-17-15

AS-2-15 DATED/REVISED 1-18-19

PCB-91 DATED/REVISED 1-18-13

PSID-1-13 DATED/REVISED 7-20-18

SBR-1-13 DATED/REVISED 7-20-18

SICD-1-96 DATED/REVISED 7-18-14

SICD-2-14 DATED/REVISED 7-18-14

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

840 DATED 4-17-20

846 DATED 4-17-15

866 DATED 4-21-17

867 DATED 1-18-19

878 DATED 1-17-20

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO THE 8TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2017 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

LOAD MODIFIER FOR OPERATIONAL IMPORTANCE

OPERATIONAL IMPORTANCE: A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN LOADING

DESIGN LOADING: HL-93

FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

DESIGN DATA

CONCRETE CLASS QC3 - COMPRESSIVE STRENGTH 4.5 KSI (BRIDGE DECK, DIAPHRAGM, APPROACH SLAB)
CONCRETE CLASS CQ SCC - COMPRESSIVE STRENGTH 4.5 KSI (PARAPETS)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI
STEEL PIPE PILES - GRADE A 252 - GRADE 3 - YIELD STRENGTH 45 KSI
STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) - 9.5 KSI
COMPRESSIVE STRENGTH (RELEASE) - 7 KSI

WELDED WIRE FABRIC:
YIELD STRENGTH - 70 KSI

PRESTRESSING STRAND:
AREA = 0.217 IN2
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL

2.5" CONCRETE COVER

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

EXISTING STRUCTURE PLANS:

CONSTRUCTION PLANS FOR EXISTING BRIDGE ARE ON FILE AT THE DEPARTMENT OF TRANSPORTATION, DISTRICT 8 OFFICE, 505 SOUTH STATE ROUTE 741, LEBANON, OHIO AND ARE AVAILABLE FOR REFERENCE.

PILE DRIVING CONSTRAINTS

PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV), CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT UP TO THE BOTTOM OF THE FOOTINGS. PROVIDE A SURCHARGE FROM THE BOTTOM OF THE ABUTMENT FOOTING TO THE BOTTOM OF THE SUBGRADE FOR A MINIMUM DISTANCE OF 100 FEET BEHIND THE ABUTMENT. SURCHARGE LOADS SHALL REMAIN UNTIL THE REQUIRED SETTLEMENT HAS OCCURRED AND AS DIRECTED BY THE ENGINEER. COMPLETE THE MSE WALL CONSTRUCTION IMMEDIATELY FOLLOWING THE SURCHARGE REMOVAL.

THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING PILES, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

ABUTMENT PILE DRIVING TO THE UBV (FOR PILES DRIVEN AFTER MSE CONSTRUCTION) OR PILE REDRIVING (FOR PILES PRE-DRIVEN BEFORE MSE CONSTRUCTION) MAY NOT BEGIN UNTIL A MINIMUM 30 DAY CALENDAR DAY WAITING PERIOD HAS ELAPSED AFTER THE COMPLETION OF EMBANKMENT AND SURCHARGE CONSTRUCTION. THE WAITING PERIOD BEGINS ONCE THE APPROACH EMBANKMENT HAS REACHED THE PROPOSED SUBGRADE ELEVATION. THE WAITING PERIOD WILL BE EVALUATED ON A PER READING BASIS AND MAY BE EXTENDED OR TERMINATED BY THE DEPARTMENT BASED ON THE SETTLEMENT PLATFORM READINGS. CONSECUTIVE SETTLEMENT READINGS SHOULD BE RECORDED AT LEAST ONE WEEK AFTER EMBANKMENT CONSTRUCTION IS COMPLETE. TERMINATION OF THE SETTLEMENT MONITORING WILL BE EVALUATED AFTER THE 30 DAY WAITING PERIOD, PROVIDED THE SETTLEMENT PLATFORMS HAVE INDICATED 1/8" OR LESS OF SETTLEMENT FOR EACH OF THE LAST TWO WEEKS OF READING.

AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE PILES TO THE UBV. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH.

PROPRIETARY RETAINING WALL DATA

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE A NOMINAL (I.E. UNFACTORED) HORIZONTAL STRIP LOAD DUE TO FRICTION (FR) FROM THE SUPERSTRUCTURE OF 6.0 K/FT APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOT INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL IN THE DESIGN CALCULATIONS.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 1.08 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

PILES DRIVEN TO TIP ELEVATION FOR PILE/SOIL SETUP

THE ULTIMATE BEARING VALUE IS 330 KIPS PER PILE FOR THE ABUTMENT PILES. PART OF THE ULTIMATE BEARING VALUE WILL BE ACHIEVED THROUGH PILE/SOIL SETUP, WHICH IS A TIME-DEPENDENT INCREASE IN RESISTANCE THAT OCCURS IN SOME SOILS.

NOTIFY THE ENGINEER AT LEAST 5 DAYS BEFORE DRIVING PILES SO THAT THE ENGINEER CAN NOTIFY THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF STRUCTURAL ENGINEERING.
DRIVE THE FIRST TWO PILES IN EACH SUBSTRUCTURE TO THE TIP ELEVATION GIVEN BELOW FOR THE SUBSTRUCTURE. DRIVE THE THIRD AND FORTH PILES TO 75% AND 85% OF THE LENGTH OF THE FIRST TWO PILES. PERFORM DYNAMIC LOAD TESTING ON ALL FOUR PILES WHILE DRIVING. AFTER DRIVING THE FOUR PILES, CEASE ALL DRIVING OPERATIONS AT THE SUBSTRUCTURE FOR A MINIMUM OF 7 DAYS. INCLUDE THE WAITING PERIOD AS A SEPARATE ACTIVITY IN THE PROGRESS SCHEDULE. AFTER THE WAITING PERIOD, PERFORM PILE RESTRIKES ON THE FOUR PILES (TWO RESTRIKE ITEMS). SUBMIT ALL TEST RESULTS TO THE ENGINEER. THE ENGINEER WILL REVIEW THE TEST RESULTS AND ESTABLISH DRIVING CRITERIA FOR THE PILING IN THE SUB= STRUCTURE WITH ASSISTANCE OF THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF STRUCTURAL ENGINEERING.

IF THE DYNAMIC LOAD TESTING INDICATES A PILE HAS ACHIEVED THE ULTIMATE BEARING VALUE ABOVE THE TIP ELEVATION DURING THE INITIAL DRIVING (BEFORE THE WAITING PERIOD), STOP DRIVING AND NOTIFY THE ENGINEER. IF THE RESTRIKE TEST RESULTS ON THE FOUR PILES INDICATE THAT A PILE DID NOT ACHIEVE THE REQUIRED ULTIMATE BEARING VALUE, DRIVE THE PILE TO THE ESTABLISHED DRIVING CRITERIA.

REAR ABUTMENT PILES:
36 PILES 75 FEET LONG, ORDER LENGTH
TIP ELEVATION, 558.00 FEET
2 DYNAMIC LOAD TESTING ITEMS
2 RESTRIKES

FORWARD ABUTMENT PILES:
36 PILES 65 FEET LONG, ORDER LENGTH
TIP ELEVATION, 550.30 FEET
2 DYNAMIC LOAD TESTING ITEMS
2 RESTRIKES

ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

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

ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

THE EXISTING STRUCTURE SHALL BE REMOVED IN ACCORDANCE WITH ITEM 202 EXCEPT THAT THE EXISTING ABUTMENTS SHALL BE REMOVED IN THEIR ENTIRETY.

ITEM 511 CLASS QC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK

THIS ITEM MODIFIES THE STANDARD 511 CONCRETE FOR STRUCTURES SPECIFICATION TO INCLUDE MACRO-SYNTHETIC INTO THE SUPERSTRUCTURE CONCRETE. THIS ITEM SHALL CONFORM TO CMS 511 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

PROVIDE MATERIALS CONFORMING TO 511.02 EXCEPT AS MODIFIED BELOW:

PORTLAND CEMENT CONCRETE
499.03, CLASS QC 3 MEETING A DESIGN STRENGTH OF 4,500 PSI, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02
FIBERS FOR CONCRETE: ASTM C 1116, TYPE III
CORROSION INHIBITOR: 515.15

THE CLASS QC3 CONCRETE FOR THE SUPERSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA:WATER/CEMENT RATIO = 0.40 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.5 IN. MIN. TO 2.5 IN. MAX.) MEETING ASTM C1116 TYPE III SHALL BE ADDED TO THE MIX.

MIX SHALL INCLUDE A MIGRATING CORROSION INHIBITOR AS MANUFACTURED BY AN APPROVED SUPPLIER LISTED ON ODOT'S QUALIFIED APPROVED SUPPLIERS, ITEM 515.15. THE DOSAGE RATE LISTED ON THE ODOT QUALIFIED APPROVED SUPPLIERS LIST WILL APPLY.

ITEM 511 CLASS QC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK, AS PER PLAN CONTINUED

THE MACRO-SYNTHETIC FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO 'BALLING' OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY 'BALLING' OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR. IT IS IMPORTANT TO FOLLOW INDUSTRY STANDARDS AND ASTM SPECIFICATIONS ON THE PREMIXING OF THE CEMENT, AGGREGATE, AND MACRO-SYNTHETIC FIBERS PRIOR TO THE ADDITION OF WATER AND ADMIXTURES. PROVIDE MACRO-SYNTHETIC FIBERS THAT ARE MONOFILAMENT FIBERS MADE FROM VIRGIN POLYPROPYLENE, POLYETHYLENE, OR CO-POLYMERS THAT ARE INERT TO ALKALI ATTACK. ENSURE THE MACRO-SYNTHETIC FIBERS HAVE A MINIMUM TENSILE STRENGTH OF 70 KSI, A MINIMUM MODULUS OF ELASTICITY OF 800 KSI, A MINIMUM FILAMENT DIAMETER OF 0.012 INCHES, AND ASPECT RATIO BETWEEN 60 AND 100, AND ARE BETWEEN 1.0 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURE'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE TRANSIT MIXER CHARGE SHALL BE LIMITED TO 3/4 OF ITS RATED CAPACITY OR 6 CUBIC YARDS, WHICHEVER IS SMALLER. THE FIRST THREE TRANSIT MIXER LOADS ARE REQUIRED TO BE AT THE MINIMUM YARDAGE LISTED ABOVE TO SHOW PROOF OF THE SUCCESSFUL BATCHING OPERATION. AFTER CONSISTENCY IN THE DELIVERED MATERIAL HAS BEEN ESTABLISHED, THE CONCRETE SUPPLIER MAY INCREASE THE BATCH DELIVERED QUANTITIES AS LONG AS THE QUALITY REMAINS ACCEPTABLE TO THE ENGINEER. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY.

CONCRETE SUPPLIERS SHOULD RECOGNIZE THAT THE CORROSION INHIBITOR AND ADMIXTURES MAY HAVE AN EFFECT ON STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE CORROSION INHIBITOR IS SUGGESTED TO BE A MCI PRODUCT BY CORTEC OR AN APPROVED EQUAL FROM THE QUALIFIED PRODUCTS LIST. THE CONCRETE SUPPLIER'S CHOICE OF ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS. PLEASE BE ADVISED THAT SOME PRODUCTS ON THE LIST EFFECT THE DELIVERED MIX PROPERTIES GREATLY WHILE OTHER PRODUCTS DO NOT.

APPROACH SLABS, DIAPHRAGMS, AND BRIDGE RAILING CONCRETE (WHEN APPLICABLE) ARE TO USE THE SAME MIX DESIGN AS THE BRIDGE DECK. THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED. USE SELF-COMPACTING CONCRETE ON DECORATIVE RAILING SIMILAR TO TEXAS RAILING AND MACRO-SYNTHETIC CONCRETE PER THIS SPECIFICATION ON TRADITIONAL CONCRETE RAILING WHEN APPLICABLE.

THE CONTRACTOR SHALL PROVIDE TRADITIONAL BRIDGE DECK FORMS CONFORMING TO CMS 508. PERMANENT STAY-IN-PLACE (SIP) FORMS ARE NOT ALLOWED. THE PLACING OF THE DECK AND THE APPROACH SLABS IN THE SAME CONCRETE POUR IS NOT PERMITTED.

DESIGN AGENCY
wsp
TWO MIRANOVA PLACE
SUITE 450
COLUMBUS, OHIO 43215

DESIGNED	DRAWN	REVIEWED	DATE
RLC	RLC	MJZ	4/24/20
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SAP		3110966	

GENERAL NOTES
BRIDGE NO. HAM-75-1539R
I-75 NB OVER SHARON RD.

HAM-75-14.61
PID No. 76256

GENERAL NOTES

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 5TH EDITION, INCLUDING THE 2010 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL, 2007 EDITION.

DESIGN DATA:

THE FOLLOWING DESIGN DATA IS ASSUMED:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4000 PSI (FOOTING, WINGWALL AND FORESLOPE WALL)

REINFORCING STEEL - ASTM A615, A616, OR A617 GRADE 60 MINIMUM YIELD STRENGTH 60,000 PSI (ALL REINFORCING SHALL BE EPOXY COATED)

POROUS BACKFILL WITH FILTER FABRIC:

1'-6" THICK SHALL BE PLACED BEHIND THE WINGWALLS ONLY AND SHALL EXTEND TO 12" BELOW THE EMBANKMENT SURFACE. GEOTEXTILE FABRIC SHALL BE PLACED BETWEEN THE POROUS BACKFILL AND REPLACED EXCAVATION ADJACENT TO THE STRUCTURE. IT SHALL TURN UNDER THE BOTTOM OF THE POROUS AND RETURN 6" ABOVE THE TOP ELEVATION OF THE WEEPHOLE. WEEPHOLES SHALL BE PLACED 6" TO 12" ABOVE THE NORMAL WATER ELEVATION OR GROUND LINE AND SHALL HAVE A MAXIMUM SPACING OF 10'-0". A MINIMUM OF ONE WEEPHOLE SHALL BE PROVIDED PER WINGWALL.

EXISTING STRUCTURE VERIFICATION:

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

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR, AS PER PLAN:

AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER FOR PATCHING SPALLED AREAS ON THE EXISTING CONDUITS.

FOUNDATION BEARING RESISTANCE

FOUNDATION BEARING RESISTANCE:
WINGWALL FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LOAD PRESSURE OF 1.68 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LOAD PRESSURE OF 2.36 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 5.5 KIPS PER SQUARE FOOT.

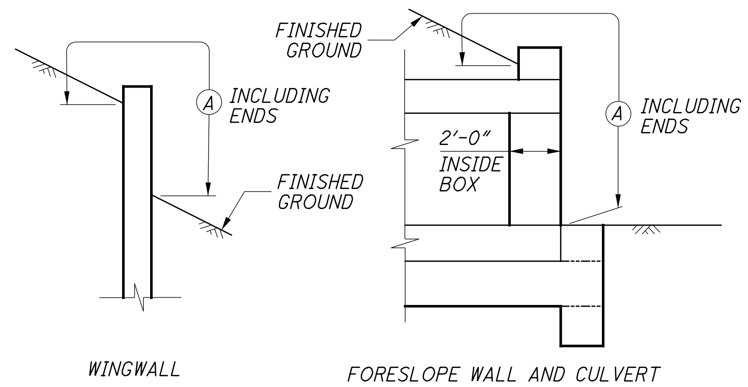
ABBREVIATIONS:

THE FOLLOWING ABBREVIATIONS ARE USED THROUGHOUT THESE PLANS:

B = BASELINE
CL = CENTERLINE
CIP = CAST IN PLACE
CMS = CONSTRUCTION AND MATERIAL SPECIFICATIONS
EF = EACH FACE
EL = ELEVATION
EX = EXISTING
FF = FAR FACE
NF = NEAR FACE
PEJF = PREFORMED EXPANSION JOINT FILLER
TYP = TYPICAL

SEALING OF FORESLOPE WALL AND WINGWALLS:

ALL EXPOSED FORESLOPE WALL AND WINGWALL CONCRETE SHALL BE SEALED WITH EPOXY-URETHANE SEALER. THE LIMITS SHALL BE AS SHOWN IN THE DIAGRAMS BELOW. PAYMENT FOR THE EPOXY-URETHANE SEALER SHALL BE PER ITEM 512, SEALING OF CONCRETE SURFACES.



LIMITS OF ITEM 512 - SEALING CONCRETE SURFACES

(A) - SEAL ENTIRE CONCRETE SURFACE AREA

ESTIMATED QUANTITIES				
ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION
202	11200	LS		PORTIONS OF STRUCTURE REMOVED
202	35200	48	FT	PIPE REMOVED, OVER 24"
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING
503	21300	LS		UNCLASSIFIED EXCAVATION
509	10000	10553	LB	EPOXY COATED REINFORCING STEEL
511	46210	113	CY	CLASS QC1 CONCRETE, RETAINING/WINGWALL INCLUDING FOOTING
512	10100	120	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
518	21230	LS		POROUS BACKFILL WITH GEOTEXTILE FABRIC
601	11000	75	SY	RIPRAP, TYPE D
601	32104	106	CY	ROCK CHANNEL PROTECTION, TYPE B WITH GEOTEXTILE FABRIC
611	30000	48	FT	96" CONDUIT, TYPE A 706.02
843	50001	40	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR, AS PER PLAN
				TOTALS CARRIED TO GENERAL SUMMARY

DESIGN AGENCY
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DESIGNED	DRAWN	REVIEWED	DATE
SJF	AIS	JDH	02/03/16
CHECKED SRB	REVISED	STRUCTURE FILE NUMBER 3110982	

GENERAL NOTES & QUANTITIES

HAM-75-14.61
PID No. 76256