

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

# HAM-75-14.61

CITY OF SHARONVILLE  
VILLAGE OF EVENDALE  
VILLAGE OF GLENDALE  
HAMILTON COUNTY

**PROJECT DESCRIPTION**

THIS PROJECT CONSISTS OF TOTAL RECONSTRUCTION OF 2.0 MILES OF I-75 THROUGH HAMILTON COUNTY FROM APPROXIMATELY 0.2 MILES NORTH OF GLENDALE-MILFORD INTERCHANGE TO I-275 INTERCHANGE, IN ADDITION TO TOTAL RECONSTRUCTION OF 1.0 MILE OF ALL RAMP AT THE SHARON ROAD INTERCHANGE AND STRUCTURE REPLACEMENT OF HAM-75-15.39 L&R OVER SHARON ROAD. THIS PROJECT ALSO INVOLVES PLANING & RESURFACING WITH WIDENING AND RECONSTRUCTION ALONG PORTIONS OF SHARON ROAD AND CHESTER ROAD.

IN ADDITION, IT INCLUDES DRAINAGE AND BMP'S, MODIFICATION OF THREE (3) TRAFFIC SIGNALS ALONG SHARON ROAD, HIGHWAY LIGHTING AND TRAFFIC SURVEILLANCE ALONG I-75, TRAFFIC CONTROL, WATER WORKS ALONG SHARON ROAD, AND STRUCTURE REPAIR AT HAM-75-16.42 L OVER KEMPER ROAD.

THIS PROJECT IS PHASE 8 OF THE BROADER I-75 TTV "THRU THE VALLEY" PROJECT, WHICH WILL RECONSTRUCT A PORTION OF THE I-75 CORRIDOR TO ADD CAPACITY TO EFFECTIVELY HANDLE HIGH TRAFFIC VOLUMES AND AND HIGH PERCENTAGES OF COMMERCIAL TRAFFIC USING THIS SECTION OF ROADWAY.

**EARTH DISTURBED AREA (E.D.A.)**

PROJECT E.D.A.	47.0 ACRES
ESTIMATED CONTRACTOR E.D.A.	5.0 ACRES
TOTAL PROJECT E.D.A.	52.0 ACRES
NOTICE OF INTENT E.D.A.	52.0 ACRES

**LIMITED ACCESS**

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

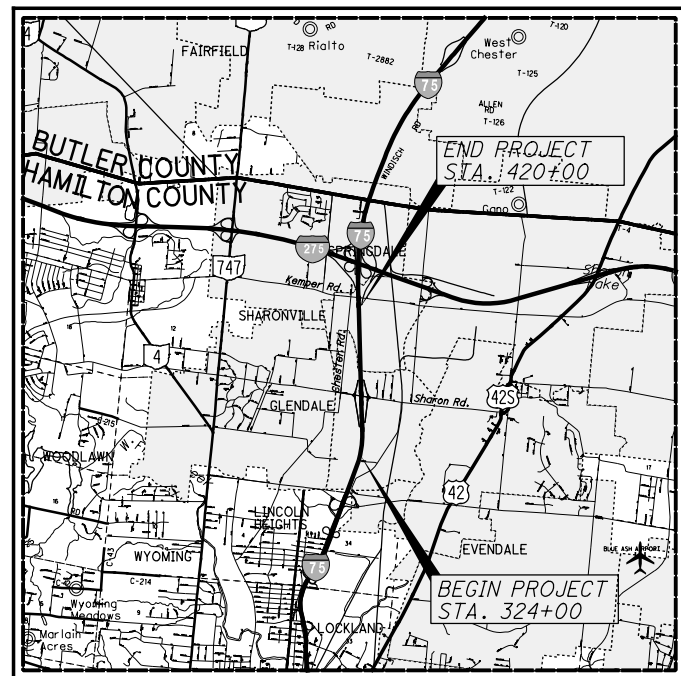
**2019 SPECIFICATIONS**

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

I HEREBY APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED \_\_\_\_\_  
DATE 5-8-2020 DISTRICT DEPUTY DIRECTOR

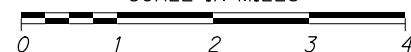
APPROVED \_\_\_\_\_  
DATE 5-8-2020 DIRECTOR, DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: N 39°16'15" LONGITUDE: W 84°26'25"

SCALE IN MILES



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

DESIGN DESIGNATION - SEE SHEET 2

**DESIGN EXCEPTIONS**

NONE

**UNDERGROUND UTILITIES**

Contact Two Working Days Before You Dig

**OHIO811, 8-1-1, or 1-800-362-2764**  
(Non-members must be called directly)

PLAN PREPARED BY:



IBI Group  
8101 North High Street, Suite 100  
Columbus, OH 43235 USA  
Phone: 614-818-4900  
Fax: 614-818-4901

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(\*) ADDITIONAL SHEETS USED:  
145A,150A,  
159A,165A-B

STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS									SUPPLEMENTAL SPECIFICATIONS		
BP-2.1	7-17-2015	HL-30.22	4-17-2020	MGS-3.2	1-18-2013	MT-102.30	10-16-2015	TC-61.30	7-19-2019		
BP-2.2	7-18-2008	HL-30.31	4-17-2020	MGS-4.2	7-19-2013	MT-103.10	1-19-2018	TC-64.10	1-17-2020	800-2019	4-17-2020
BP-3.1	1-17-2020	HL-30.32	4-17-2020	MGS-5.2	7-15-2016	MT-104.10	10-16-2015	TC-65.10	1-17-2014	804	4-17-2020
BP-4.1	7-19-2013	HL-30.33	4-17-2020	MGS-5.3	7-15-2016	MT-105.10	1-17-2020	TC-65.11	7-21-2017	808	1-18-2019
BP-5.1	1-18-2019	HL-40.20	1-17-2020	MGS-6.1	1-19-2018	MT-110.10	7-19-2013	TC-71.10	1-19-2018	809	1-17-2020
BP-6.1	7-19-2013	HL-50.11	1-16-2015	MH-1.2	1-15-2016	RM-1.1	7-18-2014	TC-72.20	7-20-2018	813	10-19-2018
BP-7.1	7-20-2018	HL-50.21	4-17-2020	RM-95.30	7-19-2019	RM-4.2	1-17-2020	TC-73.20	1-17-2020	816	10-18-2019
BP-9.1	1-18-2019	HL-60.11	7-21-2017	MT-95.31	7-19-2019	RM-4.4	7-19-2019	TC-81.22	4-17-2020	821	4-20-2012
CB-2.1	7-20-2018	HL-60.31	1-17-2020	MT-95.32	4-19-2019	RM-4.5	7-21-2017	TC-85.10	4-17-2020	824	1-18-2019
CB-2.2	7-20-2018	HW-2.1	7-20-2018	MT-95.40	1-17-2020	RM-4.6	7-19-2013	TC-85.20	7-20-2018	832	10-19-2018
CB-3.1	1-15-2016	HW-2.2	7-20-2018	MT-95.41	1-17-2020	TC-9.31	4-17-2020			836	1-19-2018
CB-3.2	1-15-2016	I-2.3	1-15-2016	MT-95.45	1-17-2020	TC-12.31	4-17-2020			840	1-17-2020
CB-3.3	1-15-2016	ITS-10.10	7-19-2019	MT-95.50	7-21-2017	TC-15.116	4-17-2020			843	10-18-2019
CB-3.4	1-15-2016	ITS-10.11	7-19-2019	MT-97.10	4-19-2019	TC-16.22	4-17-2020			846	4-17-2015
CB-4.1	1-18-2013	ITS-12.10	7-19-2019	MT-98.10	1-17-2020	TC-17.11	4-17-2020			866	4-21-2017
DM-1.1	7-21-2017	ITS-13.10	1-17-2020	MT-98.11	1-17-2020	TC-21.11	4-17-2020			867	1-18-2019
DM-1.2	1-18-2013	ITS-14.10	7-17-2015	MT-98.20	4-19-2019	TC-21.21	4-17-2020			878	1-17-2020
DM-2.1	1-18-2013	ITS-14.11	1-18-2019	MT-98.21	1-17-2020	TC-21.50	4-17-2020			902	7-19-2019
DM-4.3	1-15-2016	ITS-15.10	7-19-2019	MT-98.28	1-17-2020	TC-22.20	1-17-2014			904	7-19-2019
DM-4.4	1-15-2016	ITS-15.11	7-19-2019	MT-98.29	1-17-2020	TC-41.10	7-19-2013			907	10-18-2019
F-2.1	7-20-2018	ITS-18.00	7-19-2019	MT-98.30	7-19-2019	TC-41.20	10-18-2013			908	10-20-2017
F-3.1	7-19-2013	ITS-35.12	1-15-2016	MT-99.20	4-19-2019	TC-41.30	10-18-2013			913	4-21-2017
F-3.3	7-19-2013	ITS-35.14	7-19-2019	MT-99.30	1-17-2020	TC-41.40	10-18-2013	AS-1-15	7-17-2015	916	1-19-2018
F-3.4	7-19-2013	ITS-40.10	7-19-2019	MT-99.60	7-15-2016	TC-41.41	7-19-2019	AS-2-15	1-18-2019	921	4-20-2012
HL-10.11	4-17-2020	ITS-50.10	7-19-2019	MT-101.70	1-17-2020	TC-41.50	10-18-2013	BR-1-13	1-17-2014	977	4-17-2009
HL-10.12	1-20-2017	ITS-50.12	1-19-2018	MT-101.75	1-17-2020	TC-42.10	10-18-2013	PCB-91	1-18-2013		
HL-10.13	4-17-2020	ITS-76.10	4-17-2020	MT-101.80	1-17-2020	TC-42.20	10-18-2013	PSID-1-13	7-20-2018		
HL-20.11	4-17-2020	MGS-1.1	1-19-2018	MT-101.90	7-21-2017	TC-51.11	1-15-2016	SBR-1-13	7-20-2018		
HL-30.11	4-17-2020	MGS-2.1	1-19-2018	MT-102.10	1-20-2017	TC-52.10	10-18-2013	SICD-1-96	7-18-2014		
HL-30.21	4-17-2020	MGS-3.1	1-19-2018	MT-102.20	4-19-2019	TC-52.20	7-20-2018	SICD-2-14	7-18-2014		

# FOR ENTIRE PLAN, EXCEPT STRUCTURES AND WATER WORKS

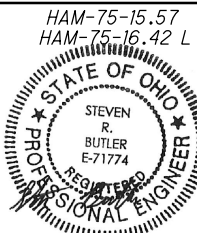
ENGINEERS SEAL:

# ROADWAY



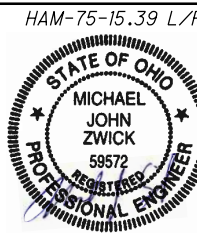
SIGNED: Jeffrey O. Hackenbracht  
DATE: 5-8-2020

ENGINEERS SEAL:



SIGNED: Steven R. Butler  
DATE: 5-8-2020

ENGINEERS SEAL:



SIGNED: Michael John Zwick  
DATE: 5-8-2020

FEDERAL PROJECT NO.  
E040(822)

PID NO.  
76256

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT  
NONE

HAM-75-14.61

1  
708

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**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) 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)
- 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
- 26 ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN  
ITEM 622 - INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN  
ITEM 622 - CONCRETE BARRIER, END SECTION, TYPE D, AS PER PLAN
- 27 ITEM 202 - PAVEMENT REMOVED
- 28 ITEM 202 - PAVEMENT REMOVED, ASPHALT
- 29 ITEM 202 - WEARING COURSE REMOVED

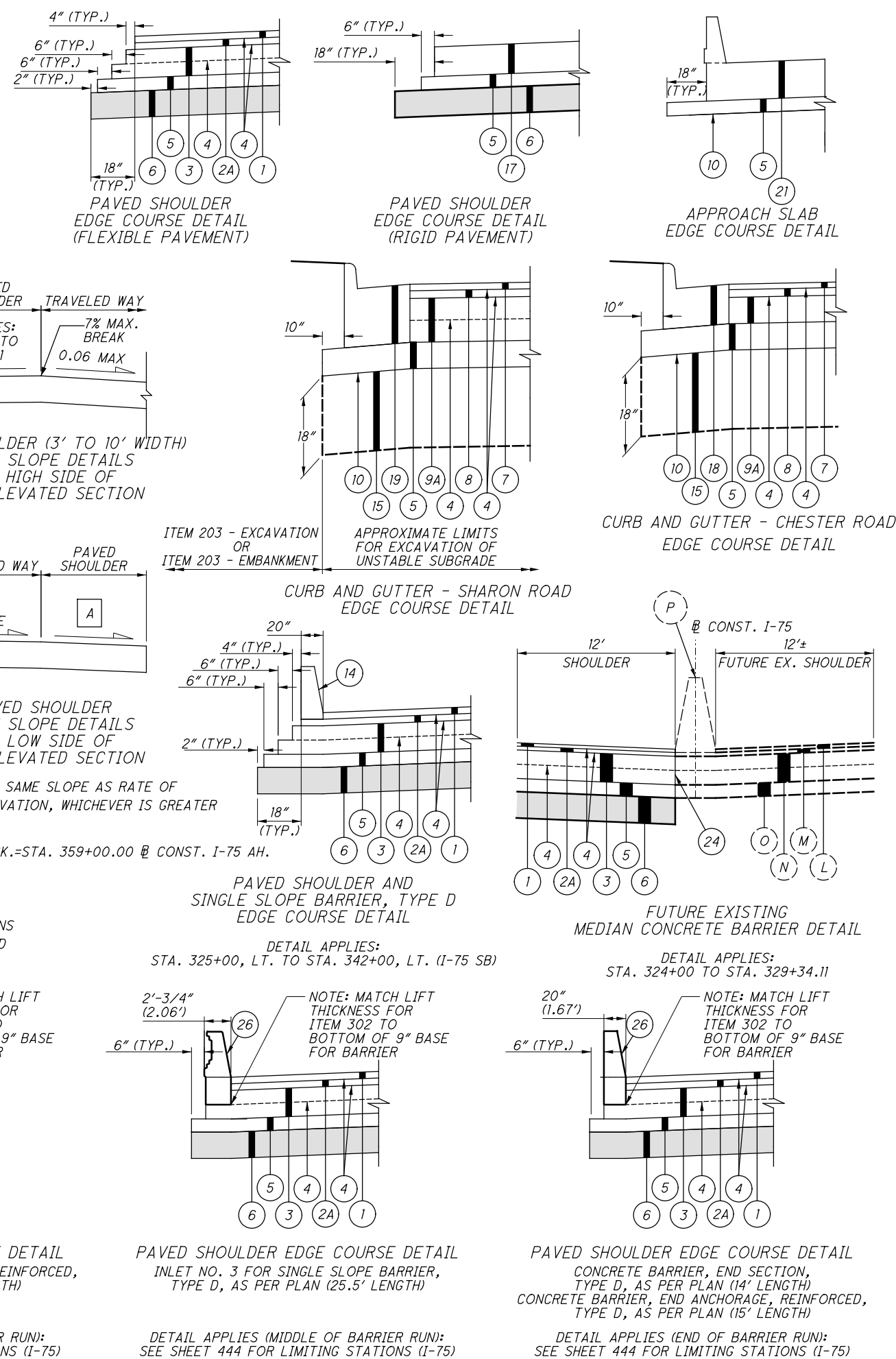
**EXISTING LEGEND**

- A EXISTING ASPHALT CONCRETE (3 3/4" I-75 MAINLINE, 3 3/4" 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)

**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

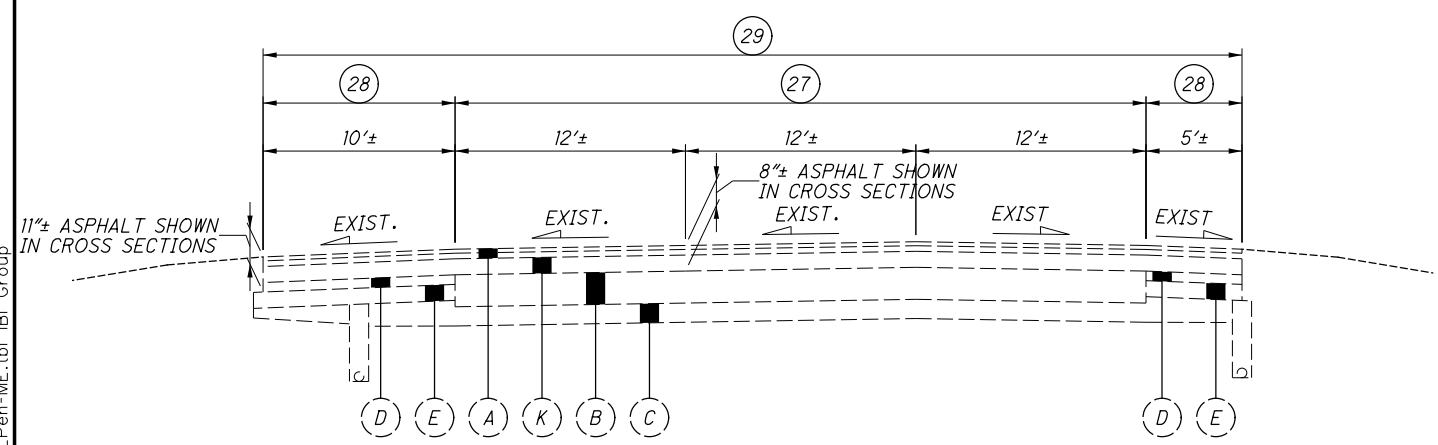
§ SEE SHEET 24 FOR PLAN NOTES FOR APPLICATION REQUIREMENTS OF 2B, 8B, 9B



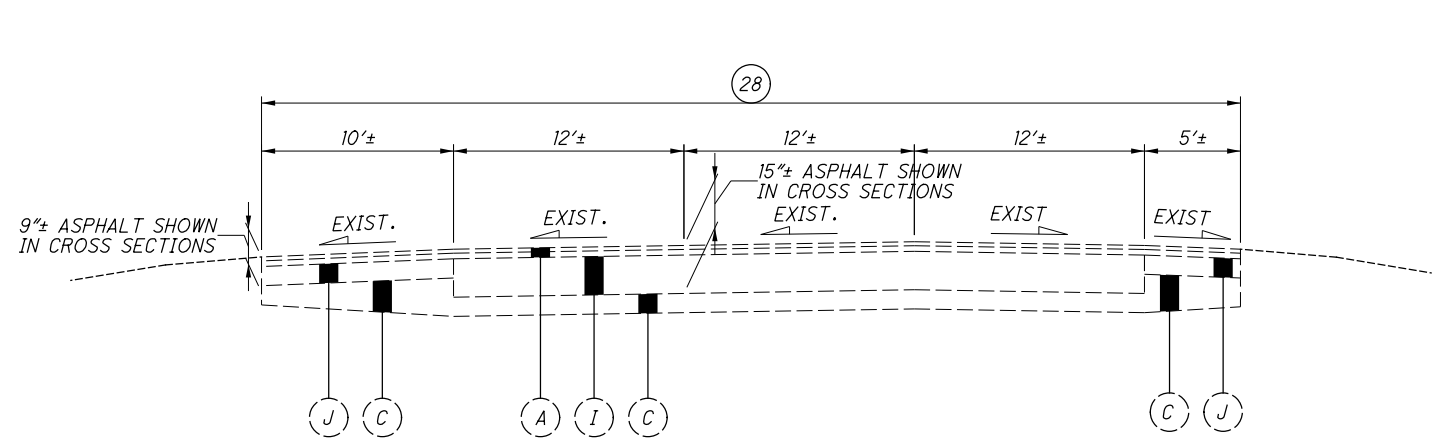
**TYPICAL SECTIONS**

**HAM-75-14.61**

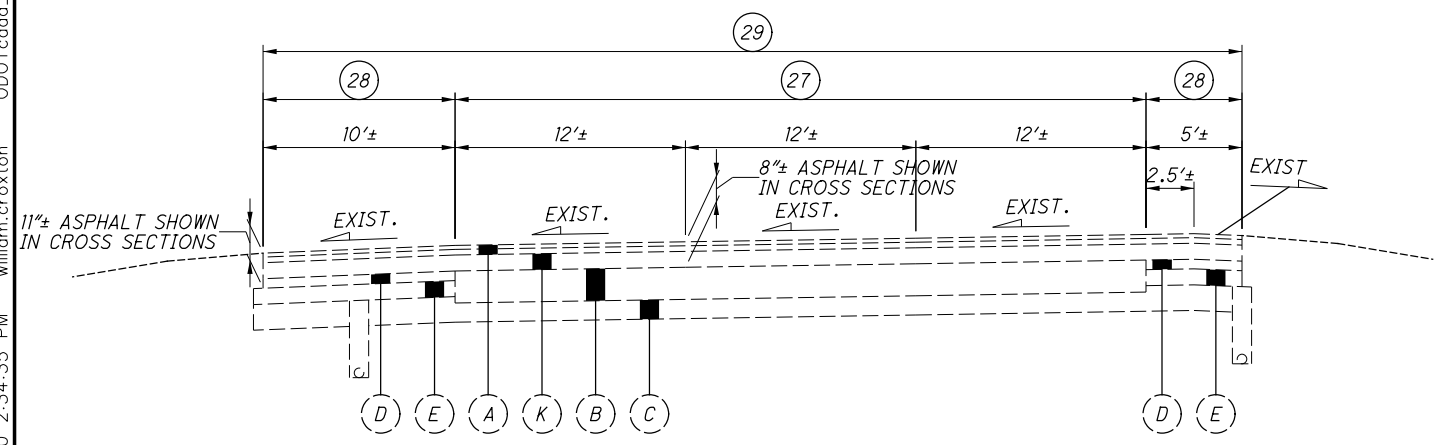
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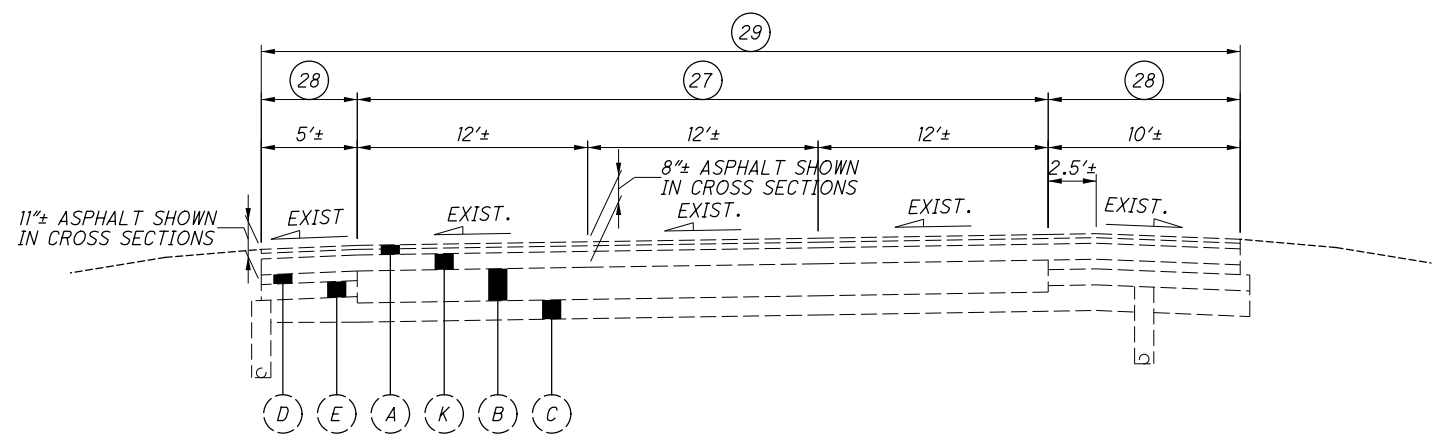
EXISTING NORMAL SECTION - I-75  
SOUTHBOUND SHOWN, NORTHBOUND OPPOSITE HAND  
SECTION APPLIES BETWEEN GLENDALE-MILFORD ROAD  
AND I-275 INTERCHANGES



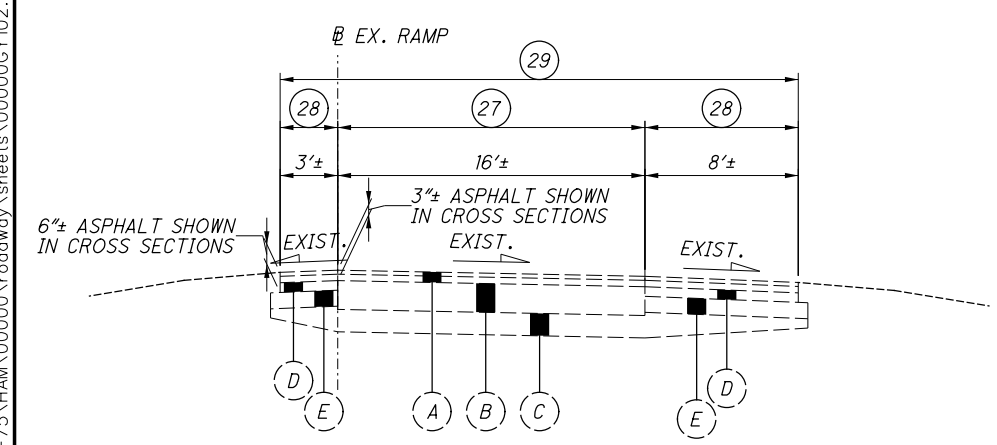
EXISTING NORMAL SECTION - I-75  
SOUTHBOUND SHOWN, NORTHBOUND OPPOSITE HAND  
SECTION APPLIES APPROX. 400' IN ADVANCE OF  
AND PAST EXISTING STRUCTURES HAM-75-15.39 L&R



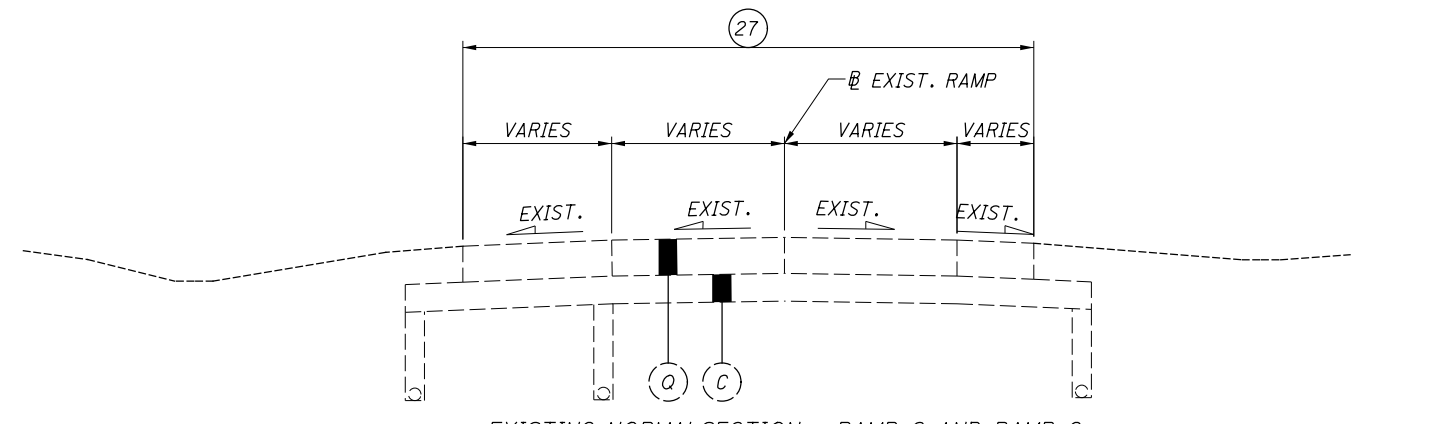
EXISTING SUPERELEVATED SECTION - I-75 SOUTHBOUND  
SECTION APPLIES BETWEEN GLENDALE-MILFORD ROAD  
AND I-275 INTERCHANGES



EXISTING SUPERELEVATED SECTION - I-75 NORTHBOUND  
SECTION APPLIES BETWEEN GLENDALE-MILFORD ROAD  
AND I-275 INTERCHANGES

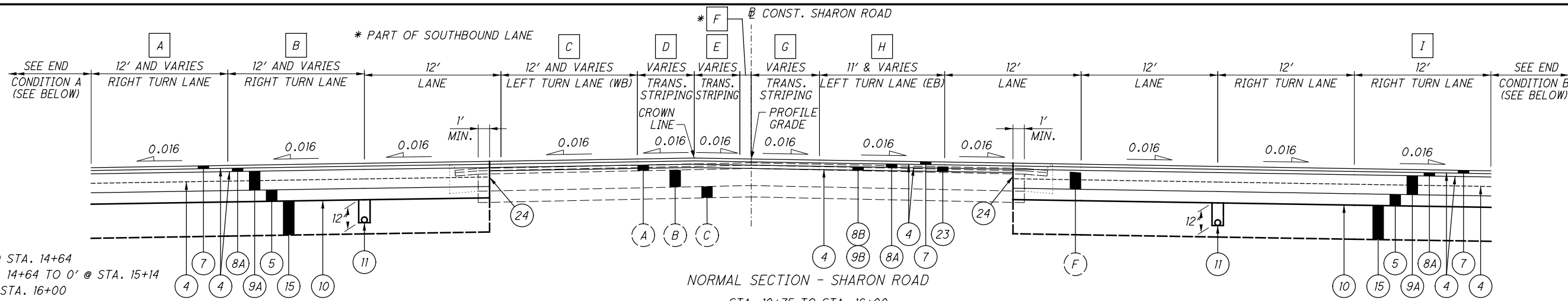


EXISTING NORMAL/SUPERELEVATED SECTION - I-75 RAMPS  
RAMP G AND RAMP E SHOWN,  
RAMP A AND RAMP C OPPOSITE HAND



EXISTING NORMAL SECTION - 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

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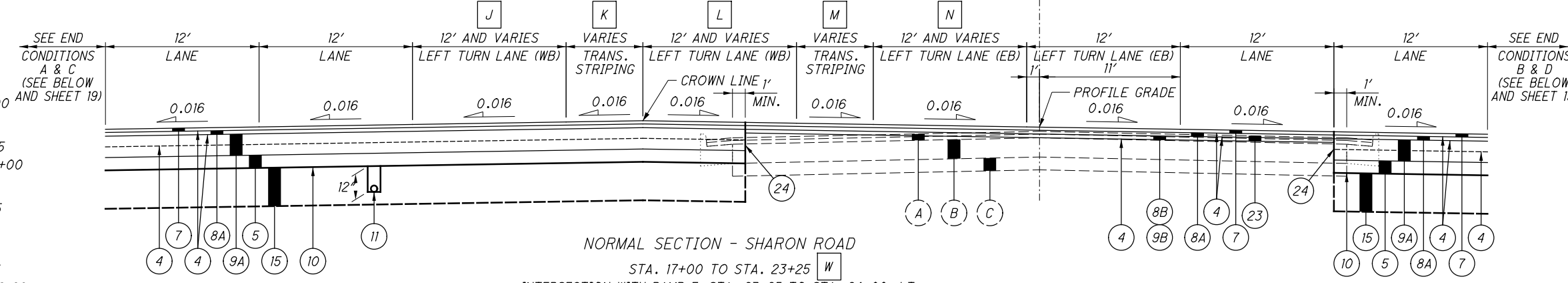


NORMAL SECTION - SHARON ROAD

STA. 10+75 TO STA. 16+00

INTERSECTION WITH RAMP C: STA. 16+00 TO STA. 17+00, LT.  
 INTERSECTION WITH RAMP A: STA. 16+00 TO STA. 17+00, RT.

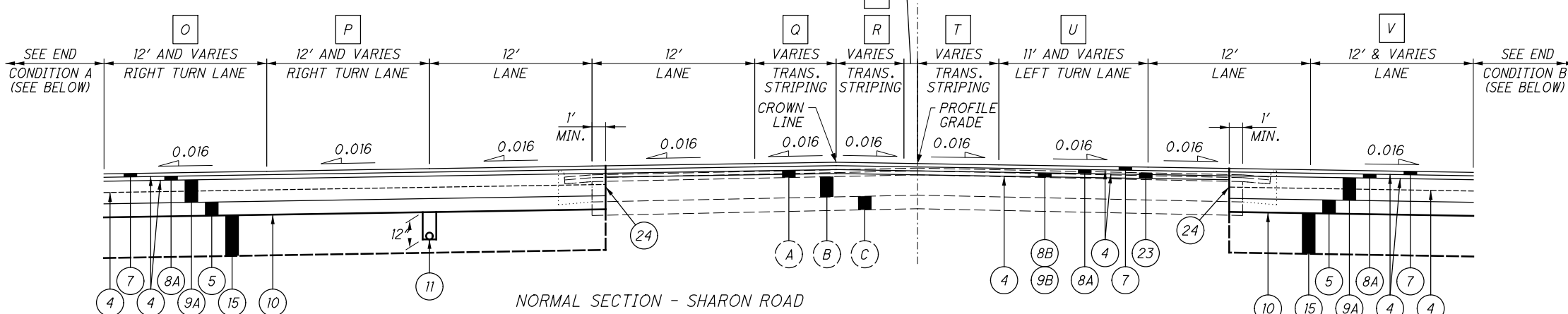
- A** 12': STA. 10+75 TO STA. 14+64  
 VARIES: 12' @ STA. 14+64 TO 0' @ STA. 15+14  
 0': STA. 15+14 TO STA. 16+00
- B** 12': STA. 10+75 TO STA. 15+38.49  
 VARIES: 12' @ STA. 15+38.49 TO 20' @ STA. 15+88.27  
 20': STA. 15+88.27 TO STA. 16+00
- C** 12': STA. 10+75 TO STA. 14+85  
 VARIES: 12' @ STA. 14+85 TO 0' @ STA. 15+35  
 0': STA. 15+35 TO STA. 16+00
- D** 0': STA. 10+75 TO STA. 14+85  
 VARIES: 0' @ STA. 14+85 TO 12' @ STA. 15+35  
 VARIES: 12' @ STA. 15+35 TO 11.77' @ STA. 16+00
- E** 0': STA. 10+75 TO STA. 12+30  
 VARIES: 0' @ STA. 12+30 TO 5.98' @ STA. 14+85  
 VARIES: 5.98' @ STA. 14+85 TO 9.18' @ STA. 16+00
- F** 0': STA. 10+75 TO STA. 13+99.68  
 VARIES: 0' @ STA. 13+99.68 TO 1' @ STA. 14+05  
 1': STA. 14+05 TO STA. 16+00
- G** 0': STA. 10+75 TO STA. 11+25  
 VARIES: 0' @ STA. 11+25 TO 8.43' @ STA. 13+55  
 VARIES: 8.43' @ STA. 13+55 TO 0' @ STA. 13+99.68  
 0': STA. 13+99.65 TO STA. 16+00
- H** 0': STA. 10+75 TO STA. 13+55  
 VARIES: 0' @ STA. 13+55 TO 11' @ STA. 13+99.68  
 11': STA. 13+99.68 TO 16+00
- I** VARIES: 0' @ STA. 10+75 TO 12' @ STA. 11+25  
 12': STA. 11+25 TO STA. 15+72.89  
 VARIES: 12' @ 15+72.89 TO 16' @ STA. 16+12.87
- J** 12': STA. 17+00 TO STA. 22+30  
 VARIES: 12' @ STA. 22+30 TO 0' @ STA. 22+80  
 0': STA. 22+80 TO STA. 23+25
- K** 0': STA. 17+00 TO STA. 22+30  
 VARIES: 0' @ STA. 22+30 TO 12' @ STA. 22+80  
 12': STA. 22+80 TO STA. 23+25
- L** 12': STA. 17+00 TO STA. 18+50  
 VARIES: 12' @ STA. 18+50 TO 0' @ STA. 19+00  
 0': STA. 19+00 TO STA. 23+25
- M** 0': STA. 17+00 TO STA. 18+50  
 VARIES: 0' @ STA. 18+50 TO 12' @ STA. 19+00  
 VARIES: 12' @ STA. 19+00 TO 0' @ STA. 19+50  
 0': STA. 19+50 TO STA. 23+25
- N** 0': STA. 17+00 TO STA. 19+00  
 VARIES: 0' @ STA. 19+00 TO 12' @ STA. 19+50  
 12': STA. 19+50 TO STA. 23+25
- O** VARIES: 16' @ STA. 23+89.07 TO 12' @ STA. 24+28.89  
 12': STA. 24+28.89 TO STA. 25+75  
 VARIES: 12' @ STA. 25+75 TO 0' @ STA. 26+25  
 0': STA. 26+25 TO STA. 28+00
- P** 12': STA. 24+00 TO STA. 26+25  
 VARIES: 12' @ STA. 26+25 TO 0' @ STA. 26+75  
 0': STA. 26+75 TO STA. 28+00
- Q** VARIES: 8.39' @ STA. 24+00 TO 1.82' @ STA. 28+00



NORMAL SECTION - SHARON ROAD

STA. 17+00 TO STA. 23+25

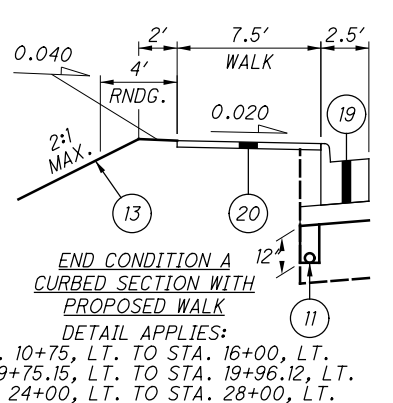
INTERSECTION WITH RAMP E: STA. 23+25 TO STA. 24+00, LT.  
 INTERSECTION WITH RAMP G: STA. 23+25 TO STA. 24+00, RT.



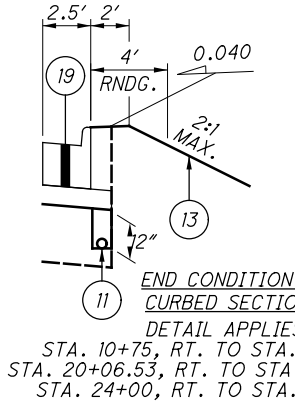
NORMAL SECTION - SHARON ROAD

STA. 24+00 TO STA. 28+00

\*\* PART OF LEFT TURN LANE



**END CONDITION A**  
 CURBED SECTION WITH  
 PROPOSED WALK  
 DETAIL APPLIES:  
 STA. 10+75, LT. TO STA. 16+00, LT.  
 STA. 19+75.15, LT. TO STA. 19+96.12, LT.  
 STA. 24+00, LT. TO STA. 28+00, LT.



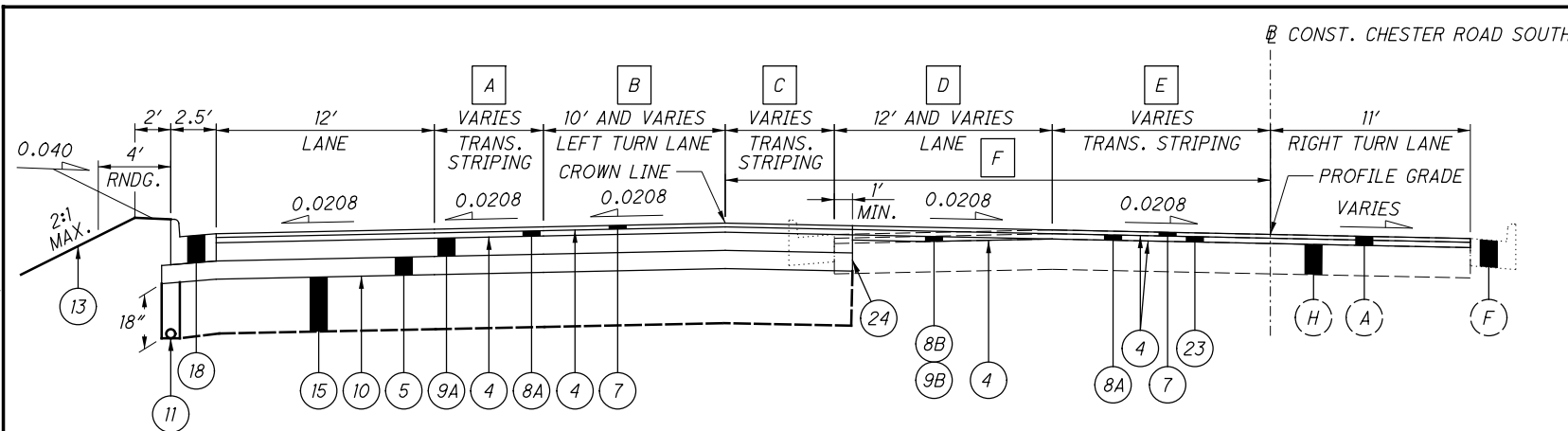
**END CONDITION B**  
 CURBED SECTION  
 DETAIL APPLIES:  
 STA. 10+75, RT. TO STA. 16+00, RT.  
 STA. 20+06.53, RT. TO STA. 20+15.75, RT.  
 STA. 24+00, RT. TO STA. 28+00, RT.

- R** VARIES: 10.89' @ STA. 24+00 TO 1.46' @ STA. 28+00
- S** 0': STA. 24+00 TO STA. 24+50.83  
 VARIES: 0' @ STA. 24+50.83 TO 1' @ STA. 24+55  
 1': STA. 24+55 TO STA. 28+00
- T** 11': STA. 24+00 TO STA. 24+05  
 VARIES: 11' @ STA. 24+05 TO 0' @ STA. 24+50.83  
 0': STA. 24+50.83 TO STA. 28+00
- U** 0': STA. 24+00 TO STA. 24+05  
 VARIES: 0' @ STA. 24+05 TO 11' @ STA. 24+50.83  
 11': STA. 24+50.83 TO STA. 28+00
- V** 20': STA. 24+00 TO STA. 24+43.69  
 VARIES: 20' @ STA. 24+43.69 TO 12' @ STA. 24+93.71  
 12': STA. 24+93.71 TO STA. 28+00
- CROSS SLOPE VARIES  
**W** VARIES: 0.016 @ STA. 18+50, LT TO 0.018 @ STA. 18+71.82, LT  
 VARIES: 0.018 @ STA. 81+71.82, LT TO 0.016 @ STA. 19+00, LT  
 VARIES: 0.016 @ STA. 18+50, RT TO 0.018 @ STA. 18+71.35, RT  
 VARIES: 0.018 @ STA. 18+71.35, RT TO 0.016 @ STA. 19+00, RT

TYPICAL SECTIONS - SHARON ROAD

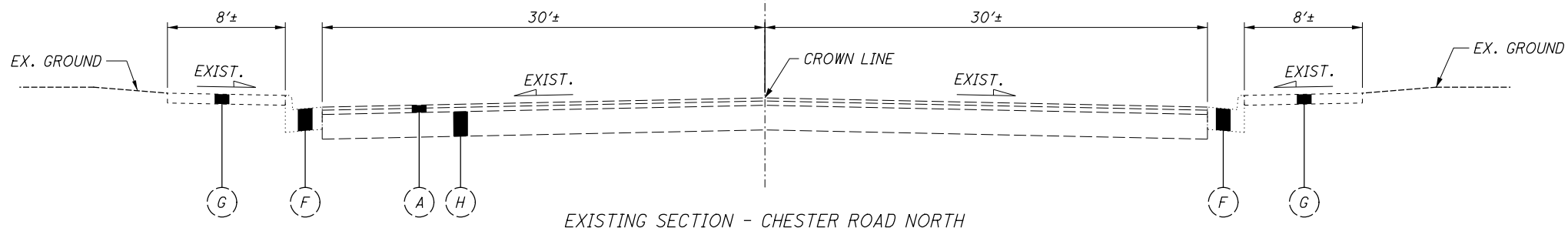
HAM-75-14.61

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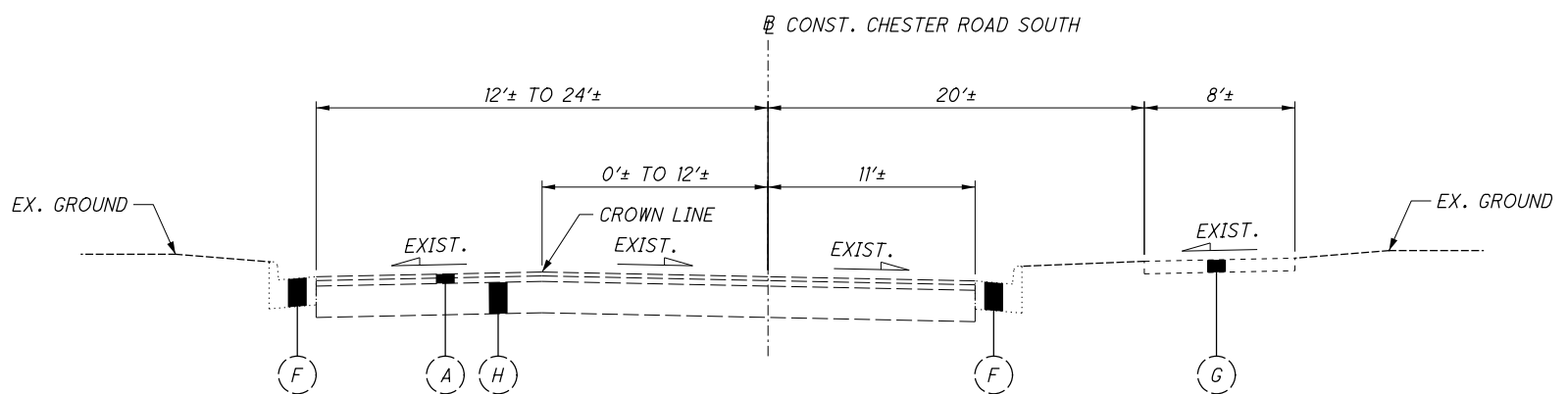


- |   |   |
|---|---|
| <p><b>A</b> 0': STA. 94+94.95 TO STA. 98+30<br/>VARIES: 0' @ STA. 98+30 TO 6.98' @ STA. 99+30</p> <p><b>B</b> 0': STA. 94+94.95 TO STA. 97+80<br/>VARIES: 0' @ STA. 97+80 TO 10' @ STA. 98+30</p> <p><b>C</b> 0': STA. 94+94.95 TO STA. 96+74.95<br/>VARIES: 0' @ STA. 96+74.95 TO 6.98' @ STA. 97+80<br/>VARIES: 6.98' @ STA. 97+80 TO 0' @ STA. 98+30<br/>0': STA. 98+30 TO STA. 99+90.70</p> | <p><b>D</b> 0': STA. 94+94.95 TO STA. 96+25<br/>VARIES: 0' @ STA. 96+25 TO 12' @ STA. 96+74.95<br/>12': STA. 96+74.95 TO STA. 99+90.70</p> <p><b>E</b> VARIES: 0' @ STA. 94+94.95 TO 8.65' @ STA. 96+25<br/>VARIES: 8.65' @ STA. 96+25 TO 0' @ STA. 96+74.95<br/>0': STA. 96+74.95 TO STA. 99+90.70</p> <p><b>F</b> VARIES: 0' @ STA. 94+94.95 TO 12' @ STA. 96+74.95<br/>12': STA. 96+74.95 TO STA. 99+90.70</p> |
|---|---|

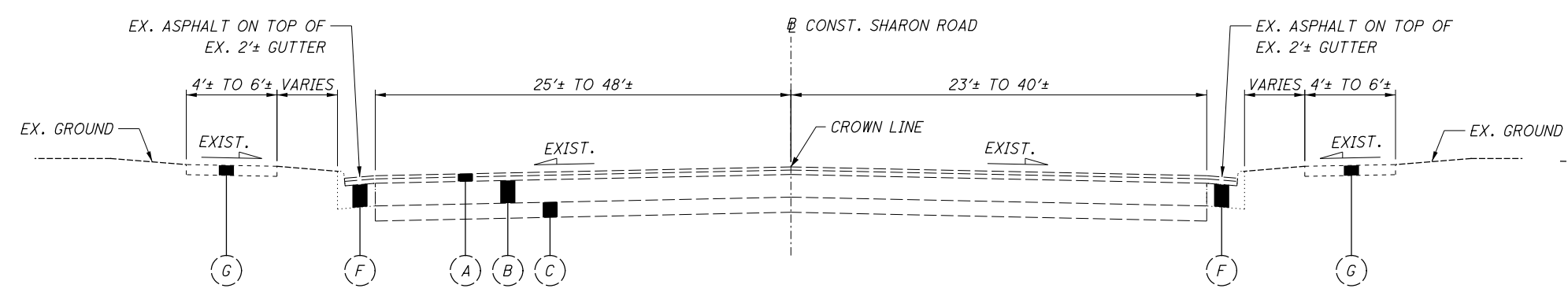
**NORMAL SECTION - CHESTER ROAD SOUTH**  
 STA. 94+94.95 TO STA. 99+90.70  
 INTERSECTION AREA SHARON ROAD: STA. 99+44.95 TO STA. 99+90.70 SKEWED  
 (SEE INTERSECTION DETAIL ON PLAN SHEET 437)



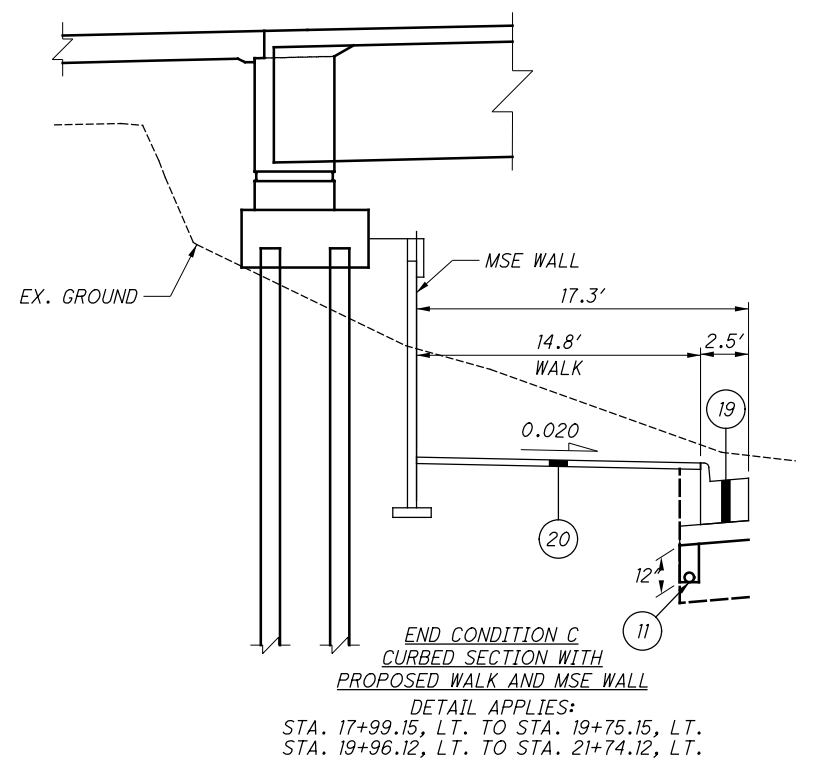
**EXISTING SECTION - CHESTER ROAD NORTH**



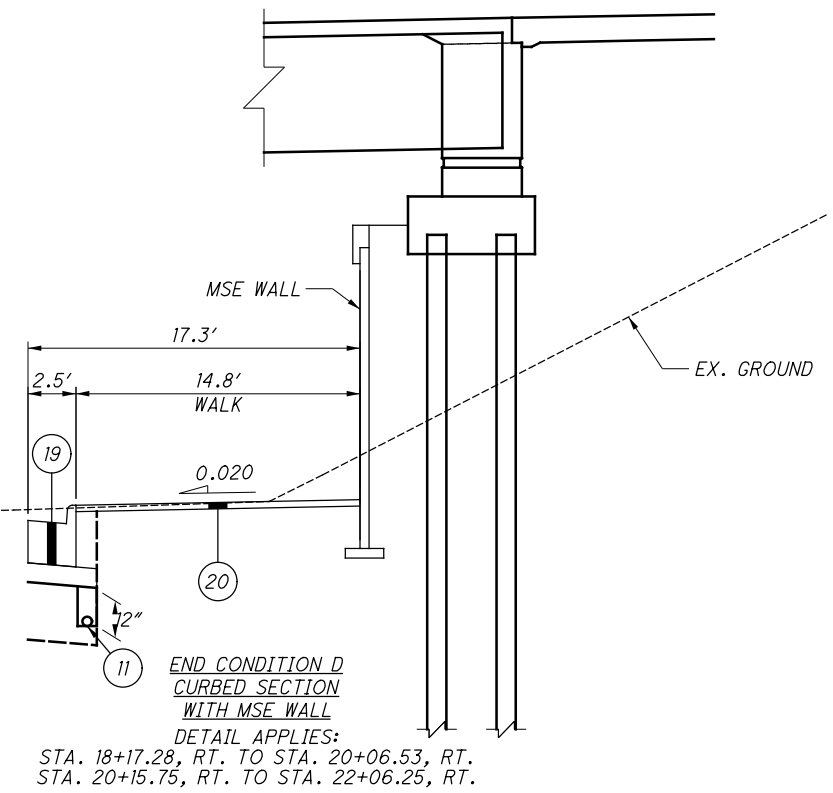
**EXISTING SECTION - CHESTER ROAD SOUTH**



**EXISTING SECTION - SHARON ROAD**



**END CONDITION C**  
**CURBED SECTION WITH**  
**PROPOSED WALK AND MSE WALL**  
 DETAIL APPLIES:  
 STA. 17+99.15, LT. TO STA. 19+75.15, LT.  
 STA. 19+96.12, LT. TO STA. 21+74.12, LT.



**END CONDITION D**  
**CURBED SECTION**  
**WITH MSE WALL**  
 DETAIL APPLIES:  
 STA. 18+17.28, RT. TO STA. 20+06.53, RT.  
 STA. 20+15.75, RT. TO STA. 22+06.25, RT.

**TYPICAL SECTIONS - CHESTER ROAD**

**HAM-75-14.61**

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**UTILITIES:**

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

DUKE ELECTRIC  
139 E. 4TH STREET, ROOM 467A  
CINCINNATI, OH 45202  
513-287-3674  
AARON WRIGHT  
AARON.WRIGHT@DUKE-ENERGY.COM

DUKE ENERGY (TRANSMISSION)  
139 E. 4TH STREET, ROOM 552A  
CINCINNATI, OH 45202  
513-287-1266  
TIM MEYER  
TIM.MEYER@DUKE-ENERGY.COM

DUKE GAS  
139 E. 4TH STREET, ROOM 460A  
CINCINNATI, OH 45202  
513-287-1232  
RICHARD HACKER  
RICHARD.HACKER@DUKE-ENERGY.COM

CINCINNATI BELL TELEPHONE  
221 E. 4TH STREET, BLDG 121-900  
CINCINNATI, OH 45201  
513-565-7043  
MARK CONNER  
MARK.CONNER@CINBELL.COM

SPECTRUM  
11254 CORNELL PARK DRIVE, STE 430B  
CINCINNATI, OH 45242  
513-386-5499  
KENT RIEGER  
KENT.RIEGER@CHARTER.COM

GREATER CINCINNATI WATER WORKS  
1600 GEST STREET  
CINCINNATI, OH 45204  
513-557-5799  
JON HUNSEDER  
JON.HUNSEDER@CWW.CINCINNATI-OH.GOV

SOUTHWESTERN OHIO  
WATER COMPANY (SOWC)  
600 SHEPHERD AVE., SUITE 1  
CINCINNATI, OHIO 45215  
513-489-4844  
MICHAEL C. FLAVIN, PE  
MIKE.FLAVIN@FUSE.NET

ITS (FORMERLY ARTIMIS)  
ODOT CENTRAL OFFICE  
OF TRAFFIC ENGINEERING  
1980 WEST BROAD STREET  
COLUMBUS, OH 43223  
614-466-2168  
JASON M. YERAY, P.E.  
CEN.ITS.LAB@DOT.OHIO.GOV

METROPOLITAN SEWER DISTRICT  
1600 GEST STREET  
CINCINNATI, OH 45204  
513-557-7188  
ROB FRANKLIN  
ROB.FRANKLIN@CINCINNATI-OH.GOV

CITY OF SHARONVILLE  
10900 READING ROAD  
SHARONVILLE, OH 45241  
503-563-1177  
JOSEPH KEMPE  
JKEMPE@CITYOFSHARONVILLE.COM

VILLAGE OF GLENDALE  
UTILITY DEPARTMENT  
30 VILLAGE SQUARE  
GLENDALE, OH 45246  
513-678-0992  
KEVIN BELL  
KBELL@GLENDALEOHIO.ORG  
513-200-5627  
LORETTA ROKEY

VILLAGE OF EVENDALE  
10500 READING ROAD  
EVENDALE, OH 45241  
513-563-2244  
JAMES JEFFERS  
JJEFFERS@PEGROUPLLC.COM

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

**UTILITY NOTIFICATION**

THE OHIO DEPARTMENT OF TRANSPORTATION HAS UTILITY FACILITIES (HIGHWAY LIGHTING, TRAFFIC SIGNALS, ARTIMIS) WITHIN THE LIMITS OF THIS PROJECT.

IN ADDITION TO THE INFORMATION OUTLINED IN THE 4A NOTES OF THIS CONTRACT, AND EVEN THOUGH ODOT IS LISTED AS A MEMBER OF THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE CONTRACTOR ON THIS PROJECT IS REQUIRED TO CONTACT ODOT, DISTRICT 8, TRAFFIC DEPARTMENT, AND ARTIMIS DIRECTLY SO THAT THE ODOT UTILITIES, LOCATED WITHIN THIS PROJECT, ARE MARKED.

THE CONTRACTOR SHALL NOTIFY DISTRICT 8, TRAFFIC AT (513) 933-6689, CENTRAL OFFICE ITS AT (614) 387-4113 OR GEN.ITS.Lab@dot.ohio.gov, AND THE PROJECT ENGINEER, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF WORK, FOR THE NEED TO MARK ODOT OWNED UTILITIES. CONTRACTOR SHALL RE-MARK EXISTING AND NEW ITS UTILITIES AFTER EXISTING IS MARKED FIRST TIME BY ODOT ACCORDING TO SS809.

THE ABOVE REQUIREMENTS ARE IN ADDITION TO SECTION 105.07 & 107.16 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE 4A PROPOSAL NOTE.

THE CONTRACTOR SHALL NOTIFY OTHER UTILITIES THROUGH OUPS OR DIRECTLY A MINIMUM OF FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY WORK.

THE COST FOR THE ABOVE DESCRIBED WORK IS INCIDENTAL TO THE OVERALL BID PRICE OF THE PROJECT.

**UTILITY NOTIFICATION (CONT.)**

UTILITY LINE AT STA. 390+56:

THE UNKNOWN UTILITY LINE APPEARS TO BE ABANDONED AS THE UTILITY COMPANIES LISTED ON THIS SHEET PROVIDED NO RECORD OF CURRENT USAGE OF THIS LINE. PRIOR TO CONSTRUCTION NEAR THIS LINE, THE CONTRACTOR SHALL EXPOSE THE LINE IN THREE (3) LOCATIONS AS DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE TYPE, SIZE, AND DEPTH OF THE UNKNOWN UTILITY LINE TO THE ENGINEER FOR FURTHER COORDINATION. THE COST FOR THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE OVERALL BID PRICE OF THE PROJECT.

**EXISTING PLANS:**

THE FOLLOWING EXISTING PLANS MAY BE INSPECTED AT ODOT DISTRICT 8:

1958 - HAM-25-13.84  
BY VOGT, IVERS, SEAMAN & ASSOCIATES

1958 - HAM-25-15.60 & HAM-50B-22.02  
BY VOGT, IVERS, SEAMAN & ASSOCIATES

1992 - HAM-75-14.26  
BY HAZELET & ERDAL, INC.

2011 - HAM-75-15.34 (PID 86798)  
BY M-E COMPANIES

2013 - GRE/HAM-PPS-FY2013 (PID 75909)  
BY ODOT DISTRICT 8

THE FOLLOWING EXISTING PLANS MAY BE INSPECTED AT THE CITY OF SHARONVILLE:

2012 - CHESTER RD. AT SHARON RD. ROADWAY IMPROVEMENTS  
BY KLEINGERS & ASSOCIATES

**SURVEYING PARAMETERS:**

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEETS 2-4 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING FOR ALL SURVEYING:

VERTICAL POSITIONING:  
ORTHOMETRIC HEIGHT DATUM: NAVD88  
GEOID: GEOID 09

HORIZONTAL POSITIONING:  
REFERENCE FRAME: NAD83 (CORS96)  
ELLIPSOID: GRS80  
MAP PROJECTION: LAMBERT CONFORMAL CONIC  
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE  
COMBINED SCALE FACTOR: 0.999916593  
ORIGIN OF COORDINATE SYSTEM: OHIO SOUTH ZONE (0,0)

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

**ROUNDING:**

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS SECTIONS EVEN THOUGH OTHERWISE SHOWN.

**CONSTRUCTION NOISE:**

THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING AND COMPLYING WITH ALL LOCAL NOISE ORDINANCES FOR CITY OF SHARONVILLE & CITY OF GLENDALE AND THESE LOCAL ORDINANCES, IF IN PLACE, SHALL SUPERSEDE THE MINIMUM TIME FRAMES MENTIONED ABOVE.

**WORK LIMITS:**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**FENCE LENGTHS**

THE LENGTHS OF FENCE SHOWN IN THE PLANS ARE HORIZONTAL DIMENSIONS. MEASUREMENTS OF THE FINAL QUANTITIES WILL BE IN ACCORDANCE WITH ITEM 607.

**BENCHING OF FOUNDATION SLOPES:**

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

**CONTRACT REQUIREMENT:**

THE CONTRACTOR SHALL NOT BEGIN WORK UNTIL ON OR AFTER AUGUST 1, 2021.

**CONSTRUCTION DATES:**

THE CONTRACTOR SHALL ADHERE TO THE FOLLOWING CONSTRUCTION DATES FOR THIS PROJECT:

- START DATE: ON OR AFTER 8-1-2021
- INTERIM COMPLETION: 9-30-2023
- END CONSTRUCTION: 6-30-2024

**INTERIM COMPLETION REQUIREMENTS:**

THE PROJECT HAS AN INTERIM COMPLETION DATE OF 9-30-2023. ON OR BEFORE THE INTERIM COMPLETION DATE, ALL ROADWAYS SHALL BE PLACED IN THEIR FINAL TRAFFIC CONFIGURATION WITH ALL CONTRACT ITEMS OF WORK COMPLETE EXCEPT FOR THE FINAL ASPHALT CONCRETE SURFACE COURSE, FINAL PAVEMENT MARKINGS, RAISED PAVEMENT MARKERS AND RUMBLE STRIPS.

THE CONTRACTOR WILL BE SUBJECT TO DAILY DISCOURTESIES IN THE AMOUNT OF \$3500 PER DAY FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK AND ASSOCIATED INCIDENTALS RELATED TO THE WORK PRIOR TO THE INTERIM COMPLETION DATE. DAILY DISCOURTESIES ARE APPLICABLE TO THE WORK REQUIRED TO THE INTERIM COMPLETION DATE ONLY. THE CONTRACTOR IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN CMS 108.07 FOR THE REMAINDER OF THE CONTRACT.

**ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING:**

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE UNSUITABLE SUBGRADE IS A BEDROCK UNDERCUT. APPROXIMATE LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE ALONG I-75 SOUTHBOUND. THE LIMITING STATIONS HAVE BEEN ESTIMATED BASED ON BEDROCK ELEVATIONS FROM HISTORIC BORINGS PER ORIGINAL I-75 CONSTRUCTION PLANS. IT IS ANTICIPATED THAT THE TOP OF EXISTING BEDROCK IS PRESENT AT OR NEAR THE PROPOSED SUBGRADE ALONG I-75 SOUTHBOUND FROM APPROXIMATELY STA. 325+00 TO STA. 351+00. WITH AGGREGATE BASE BEING PART OF THE PAVEMENT DESIGN AND PER ODOT CMS 204.05, A TOTAL EXCAVATION DEPTH OF 18" SHALL BE MAINTAINED BELOW THE BOTTOM OF SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO 204.05.

IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

3. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE ALONG SHARON RD. AND CHESTER RD. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.

4. COMPACT THE SUBGRADE ACCORDING TO 204.03.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.

6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204 - EXCAVATION OF SUBGRADE.

THE PAY ITEMS FOR REPLACING THE UNSUITABLE SUBGRADE IS PAID UNDER ITEM 204 - EMBANKMENT, AS PER PLAN

THE PAY ITEMS FOR REPLACING THE UNSTABLE SUBGRADE IS PAID UNDER ITEM 204 - GRANULAR MATERIAL, TYPE C AND ITEM 204 - GEOTEXTILE FABRIC.

**CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL:**

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

CALCULATED  
WLC  
CHECKED  
JDH

GENERAL NOTES ( 1 OF 4 )

HAM-75-14.61

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**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 BULKHEADS 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 AND SHEET 444A. THE CONCRETE SHALL UTILIZE SELF-COMPACTING CONCRETE AS SPECIFIED ON SHEET 609 AND SHEET 645. 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, AS PER PLAN

**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 AND SHEET 444A. THE CONCRETE SHALL UTILIZE SELF-COMPACTING CONCRETE AS SPECIFIED ON SHEET 609 AND SHEET 645. REINFORCING STEEL FROM ODOT SCD RM-4.5 SHALL BE UTILIZED EXCEPT WHERE NOTED WITHIN THE PLANS. 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

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**ITEM SPECIAL-CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION**

ALL CONCRETE SHALL BE TESTED. ALL TESTING, INSPECTION AND QUALITY CONTROL FOR CONCRETE, NOT INCLUDED UNDER QC/QA PAY ITEMS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE A CONCRETE TESTING CONSULTANT WITH PREVIOUS EXPERIENCE AND FAMILIARITY IN ODOT PROCEDURES, CONCRETE TESTING REQUIREMENTS AND CONCRETE TESTING DOCUMENTATION. AT LEAST 30 DAYS PRIOR TO CONCRETE PLACEMENT, SUBMIT TO THE ENGINEER FOR APPROVAL, THE PROPOSED CONCRETE TESTING CONSULTANT ALONG WITH THE RESUMES OF THE PROPOSED TESTING PERSONNEL.

TESTING CONCRETE FOR STRUCTURES AND PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE PERFORMED AS OUTLINED IN CMS SPECIFICATIONS 455 RESPECTIVELY.

THROUGH THE CONTRACTOR, THE CONSULTANT SHALL BE RESPONSIBLE FOR ENSURING THAT ALL CONCRETE PLACED IS IN ACCORDANCE WITH THE SPECIFICATIONS. SUCH WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE ODOT CONSTRUCTION INSPECTION MANUAL OF PROCEDURES FOR CONCRETE. THE CONCRETE CONSULTANT SHALL PROVIDE THE NECESSARY TRAINED TECHNICIANS, ALL EQUIPMENT, AND SHALL FURNISH THE PROJECT ENGINEER WITH TWO (2) COPIES OF ALL TEST RESULTS WITHIN 24 HOURS AFTER COMPLETION OF CONCRETE PLACEMENT.

THE TECHNICIAN SHALL BE ACI LEVEL 1 CERTIFIED AND WILL BE REQUIRED TO DEMONSTRATE HIS/HER COMPETENCE AND EXPERIENCE LEVELS TO THE ENGINEER PRIOR TO BEGINNING WORK. THE ENGINEER WILL ORDER THE CONTRACTOR TO REPLACE ANY TECHNICIAN THAT IS NOT VERSED IN THE REQUIRED TESTING PROCEDURE.

THE TECHNICIAN SHALL VERBALLY NOTIFY THE ODOT PROJECT ENGINEER OF ANY FAILING TEST AND SHALL SUBMIT FOLLOW-UP WRITTEN NOTIFICATION TO THE PROJECT ENGINEER OF REMEDIAL ACTION(S) TAKEN. TESTS SHALL BE TAKEN AS SPECIFIED WITHIN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, CONCRETE MANUAL OR APPROPRIATE SUPPLEMENTAL SPECIFICATION AS LISTED IN THE PROPOSAL GOVERNING THE PROJECT. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MAKE IMMEDIATE CORRECTIONS OR ADJUSTMENTS TO THE CONCRETE MIX VIA DIRECT COMMUNICATION WITH THE CONCRETE SUPPLIER'S PLANT PERSONNEL TO MAINTAIN UNINTERRUPTED COMPLIANCE WITH THE SPECIFICATIONS UPON NOTIFICATION OF CONCRETE MIX NON-COMPLIANCE BY THE CONSULTANT TECHNICIAN. THE PROJECT ENGINEER MAY REQUIRE MORE FREQUENT TESTING AS CONDITIONS WARRANT.

UPON COMPLETION OF DAILY CONCRETE PLACEMENT(S), THE CONCRETE CONSULTANT SHALL PROVIDE THE PROJECT ENGINEER WITH DAILY TEST REPORTS, TE-45'S, INSPECTORS DAILY REPORT AND SUPPORTING DOCUMENTATION FOR EACH ITEM OF CONCRETE WORK PERFORMED SEPARATED BY MIX DESIGN. SUBSEQUENTLY, UPON COMPLETION OF AN ENTIRE CONCRETE SPECIFICATION ITEM, THE CONCRETE CONSULTANT SHALL ALSO PROVIDE THE PROJECT ENGINEER WITH TWO (2) COPIES OF AN ADDITIONAL INSPECTION REPORT BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHICH CONTAINS THE TESTING-RESULTS SUMMARY FOR EACH ITEM BY CONTRACT REFERENCE NUMBER AND THE CONSULTANT'S CONCLUSIONS RELATIVE TO SPECIFICATION COMPLIANCE FOR ALL CONCRETE-TESTING WORK.

THE ODOT PROJECT ENGINEER RESERVES THE RIGHT TO MAKE UNANNOUNCED QUALITY-CONTROL TESTS TO VERIFY PROCEDURES USED AND RESULTS BEING OBTAINED BY THE CONTRACTOR.

**ITEM SPECIAL-CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION (CONTINUED)**

THE CONCRETE TECHNICIAN SHALL WORK UNDER THE DIRECTION OF A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHO WILL MONITOR THE CONCRETE TEST RESULTS. THE FINAL INSPECTION REPORTS FOR EACH COMPLETED ITEM SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, CERTIFYING THAT ALL CONCRETE TESTS PROVIDED BY THE CONTRACTOR MET APPLICABLE CONTRACT REQUIREMENTS. A FINAL REPORT ISSUED BY THE CONSULTING FIRM SHALL CONTAIN A CERTIFIED STATEMENT OF COMPLIANCE WITH ODOT SPECIFICATIONS AND ANY OTHER CONCLUSIONS REGARDING THE CONCRETE MATERIALS INCORPORATED INTO THE PROJECT. SUCH STATEMENT SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO. AND, THE CONCRETE CONSULTANT SHALL BE REQUIRED TO ATTEND MONTHLY PROGRESS MEETINGS AS REQUIRED BY THE PROJECT ENGINEER.

ADDITIONALLY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP A POSTED LIST OF BEAM AND CYLINDER IDENTIFICATION NUMBERS FOR THE PURPOSE OF IDENTIFYING THE CORRESPONDING PLACEMENT LOCATION AND CONCRETE SPECIFICATION ITEM.

PAYMENT SHALL BE BID AS LUMP SUM FOR ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION. THE ITEM WILL BE PAID FOR AS FOLLOWS:

UPON APPROVAL OF CONSULTANT.....20%  
PROGRESSIVE EQUIVALENT PAYMENTS.....50%  
UPON SUBMISSION OF FINAL REPORT.....30%

THE TECHNICIAN SHALL HAVE FULL EFFECT AND AUTHORITY OF AN ODOT PROJECT INSPECTOR IN DETERMINING ACCEPTABILITY OF MATERIAL AND CONCRETE PLACEMENT PRACTICES.

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

ITEM SPECIAL-CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION LS

**SEEDING AND MULCHING:**

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT OF WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT OF WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

**POST CONSTRUCTION STORM WATER TREATMENT:**

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

**1.) BIORETENTION CELLS - I-75 MEDIAN DITCH**

THE CONTRACTOR SHALL PLACE BIORETENTION CELLS TO SATISFY BMP REQUIREMENTS AT THE FOLLOWING I-75 MEDIAN LOCATIONS:

STA 331+53 TO STA 366+20

SEE PLAN SHEETS 216, 218, 220, 222 FOR LOCATIONS AND BMP DETAIL SHEETS 450C-450D FOR ADDITIONAL DETAILS. SEE SHEET 450D FOR PAY ITEMS.

**2.) VEGETATED FILTER STRIPS - I-75 MEDIAN DITCH**

THE CONTRACTOR SHALL PLACE VEGETATED FILTER STRIPS TO SATISFY BMP REQUIREMENTS AT THE FOLLOWING I-75 MEDIAN LOCATIONS:

STA 372+50 TO STA 392+66 AND STA 392+84 TO STA 415+00

SEE PLAN SHEETS 223, 225-226, 228 FOR LOCATIONS AND CROSS SECTION SHEETS 284-308 AND 330-354 FOR ADDITIONAL DETAILS. SEE SHEET 205 FOR PAY ITEMS. QUANTITY CALCULATIONS BASED ON 25-FOOT WIDTH FOR ITEM 670-SLOPE EROSION PROTECTION & ITEM 659-TOPSOIL AND 6-INCH DEPTH FOR ITEM 659-TOPSOIL

**CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES:**

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

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

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

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

**REVIEW OF DRAINAGE FACILITIES:**

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

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

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

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

**UNRECORDED STORM WATER DRAINAGE:**

FURNISH A CONTINUANCE FOR ALL UNRECORDED STORM WATER DRAINAGE, SUCH AS ROOF DRAINS, FOOTER DRAINS, OR YARD DRAINS, DISTURBED BY THE WORK. FURNISH EITHER AN OPEN CONTINUANCE OR AN UNOBSTRUCTED CONTINUANCE BY CONNECTING A CONDUIT THROUGH THE CURB OR INTO A DRAINAGE STRUCTURE. THE LOCATION, TYPE, SIZE AND GRADE OF THE NEEDED CONDUIT TO REPLACE OR EXTEND AN EXISTING DRAIN WILL BE DETERMINED BY THE ENGINEER. ALL SUCH CONTINUANCE REQUIRES A RIGHT OF WAY USE PERMIT.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.33, 707.41, NON-PERFORATED, 707.42, 707.43, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35.

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

ITEM 611 - 4" CONDUIT, TYPE B 100 FT  
ITEM 611 - 6" CONDUIT, TYPE B 100 FT  
ITEM 611 - 4" CONDUIT, TYPE C 100 FT  
ITEM 611 - 6" CONDUIT, TYPE C 100 FT

**EXISTING UNDERDRAINS**

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE.

UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

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

ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE I 10 SY  
ITEM 611 - 6" CONDUIT, TYPE F 100 FT  
ITEM 611 - PRECAST REINFORCED CONCRETE OUTLET 5 EACH  
ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS 100 FT

**ITEM 602-MASONRY, MISC.: SPECIAL HALF-HEIGHT HEADWALL**

IN ADDITION TO THE REQUIREMENTS OF CMS 602 AND SCD HW-2.2, THE CONCRETE HEADWALL SHALL BE CONSTRUCTED AS SHOWN ON SHEET 452. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER CUBIC YARD FOR ITEM 602-MASONRY, MISC.: SPECIAL HALF-HEIGHT HEADWALL

**ITEM 611-CONDUIT BORED OR JACKED**

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 25 FEET TO THE EDGE OF THE PAVEMENT. PROVIDE A 0.50 INCH (12.7 MM) UNGALVANIZED CASING PIPE CONFORMING TO 748.06 THAT HAS JOINTS WITH A CIRCUMFERENCIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY AN ODOT APPROVED FIELD WELDER. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

**ITEM 611-INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF CMS 611, THE CONCRETE BARRIER SHALL BE CONSTRUCTED AS SHOWN ON SHEET 444 AND SHEET 444A. THE CONCRETE SHALL UTILIZE SELF-COMPACTING CONCRETE AS SPECIFIED ON SHEET 609 AND SHEET 645. REINFORCING STEEL FROM ODOT SCD I-2.3 SHALL BE UTILIZED EXCEPT WHERE NOTED WITHIN THE PLANS. IN ADDITION TO THE END SECTION, THE ADJACENT SECTION OF UNREINFORCED BARRIER SHALL BE PAID FOR UNDER THIS ITEM ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH FOR ITEM 611-INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN.

**ITEM SPECIAL-MISCELLANEOUS METAL:**

THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY ENGINEER (ADBE) AND SHALL CONSIST OF PROVIDING CASTINGS OF THE TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR ANY STRUCTURE THAT MAY PROVE TO BE UNSUITABLE FOR REUSE PER ITEM 611 SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE CONTRACTOR IS CAUTIONED TO USE EXTREME CARE IN THE REMOVAL, STORAGE AND REPLACEMENT OF ALL EXISTING CASTINGS. CASTINGS DAMAGED BY THE NEGLIGENCE OF THE CONTRACTOR, AS DETERMINED BY THE ENGINEER, SHALL BE REPLACED WITH THE PROPER NEW CASTINGS AT THE EXPENSE OF THE CONTRACTOR.

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

ITEM SPECIAL - MISCELLANEOUS METAL 1000 LB

CALCULATED WLC CHECKED JDH  
GENERAL NOTES (3 OF 4)  
HAM-75-14.61  
23  
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

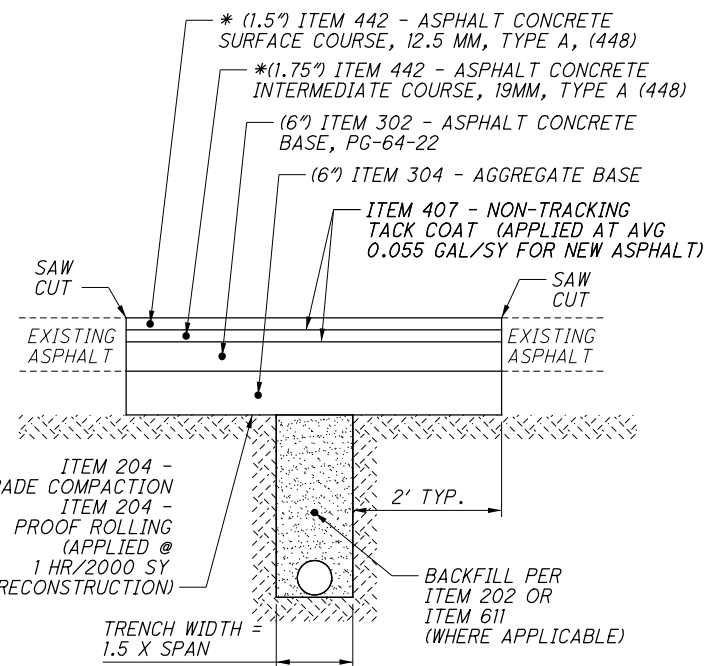
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

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 CONSTRUCTING A VARIABLE DEPTH ITEM 301 ASPHALT WEDGE COURSE (4" MIN) IN BETWEEN THE EXISTING PLANED PAVEMENT SURFACE AND INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/PROPOSED PROFILE GRADE ELEVATIONS AND CROWN SHIFTS WITHIN THE PLANING & RESURFACING AREA (1" MIN, 3.25" MAX) AS SHOWN IN THE CROSS SECTIONS. THIS ITEM SHALL BE USED AS A WEDGE COURSE TO FILL AND MAKE UP ELEVATION DIFFERENCES IN EXCESS OF THE UNIFORM 3.25" DEPTH OF OVERLYING SURFACE AND INTERMEDIATE COURSES. IN AREAS WHERE THIS ITEM 442 ASPHALT WEDGE COURSE (AS PER PLAN) EXCEEDS 4", AN ITEM 301 ASPHALT WEDGE COURSE (AS PER PLAN) SHALL BE CONSTRUCTED UNDERNEATH TO SUPPLEMENT THE ITEM 442 ASPHALT WEDGE COURSE IN THICKENED SECTIONS. QUANTITY CALCULATIONS ARE BASED ON AN AVERAGE 2" DEPTH

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 MAINLINE LANES EXCEEDS FOUR (4) LANES, AN ADDITIONAL COLD JOINT IS PERMITTED.

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 CONSTRUCTING A VARIABLE DEPTH ITEM 442 ASPHALT WEDGE COURSE (0" MIN, 4" MAX) IN BETWEEN THE EXISTING PLANED PAVEMENT SURFACE AND INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/PROPOSED PROFILE GRADE ELEVATIONS AND CROWN SHIFTS WITHIN THE PLANING & RESURFACING AREA (1" MIN, 3.25" MAX) AS SHOWN IN THE CROSS SECTIONS. THIS ITEM SHALL BE USED AS A WEDGE COURSE TO FILL AND MAKE UP ELEVATION DIFFERENCES IN EXCESS OF THE UNIFORM 3.25" DEPTH OF OVERLYING SURFACE AND INTERMEDIATE COURSES. QUANTITY CALCULATIONS ARE BASED ON AN AVERAGE 2" DEPTH

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 CONSTRUCTING A VARIABLE DEPTH ITEM 442 ASPHALT WEDGE COURSE (0" MIN, 4" MAX) IN BETWEEN THE EXISTING PLANED PAVEMENT SURFACE AND INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/PROPOSED PROFILE GRADE ELEVATIONS AND CROWN SHIFTS WITHIN THE PLANING & RESURFACING AREA (1" MIN, 3.25" MAX) AS SHOWN IN THE CROSS SECTIONS. THIS ITEM SHALL BE USED AS A WEDGE COURSE TO FILL AND MAKE UP ELEVATION DIFFERENCES IN EXCESS OF THE UNIFORM 3.25" DEPTH OF OVERLYING SURFACE AND INTERMEDIATE COURSES. IN AREAS WHERE THE ITEM 442 ASPHALT WEDGE COURSE (AS PER PLAN) EXCEEDS 4", AN ITEM 301 ASPHALT WEDGE COURSE (AS PER PLAN) SHALL BE CONSTRUCTED UNDERNEATH TO SUPPLEMENT THE ITEM 442 ASPHALT WEDGE COURSE IN THICKENED SECTIONS. QUANTITY CALCULATIONS ARE BASED ON AN AVERAGE 2" DEPTH

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 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, LS  
MSD SANITARY SEWER PROTECTION

**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.

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GENERAL NOTES (4 OF 4)

HAM-75-14.61

**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)
FRIDAY	6:00 AM WEDNESDAY THROUGH 9:00 PM MONDAY
SATURDAY	6:00 AM THURSDAY 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 TRENCH 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
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**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	5000 CY
EMBANKMENT FOR MAINTAINING TRAFFIC	3000 CY

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 614 - MAINTAINING TRAFFIC, MISC.: RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)**

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-NON-TRACKING TACK COAT (APPLIED AT 0.85 GAL/SY) AND 2" OF ITEM 442-ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN. ALL COST ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE OF ITEM 614-MAINTAINING TRAFFIC, MISC.: RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

AN ESTIMATED QUANTITY OF 14,000 FT 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.

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**FIELD OFFICE, TYPE C, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF ITEM 619, THE CONTRACTOR SHALL PROVIDE A SUITABLE FIELD OFFICE WITH A MINIMUM OF 2000 S.F. OF USABLE OFFICE SPACE. OFFICE TO INCLUDE A SEPARATE MINIMUM 12' X 36' CONFERENCE ROOM, AND EIGHT (8) SEPARATE OFFICES WITH SHELIVING UNITS. FURTHER ITEMS ARE AS FOLLOWS:

1. FURNITURE
  - ELEVEN (11) SETS OF DESK, OFFICE CHAIR, AND 4 DRAWER LEGAL SIZE LOCKABLE FILE CABINETS
  - TWO (2) LOCKABLE CABINETS
  - FOURTEEN (14) 2' X 8' COLLAPSIBLE TABLES
  - TWENTY (20) FOLDING CHAIRS
2. COPY MACHINE WITH SCAN/PRINT/FAX/INTERNET HOOK UP CAPABILITIES. THE COPIER WILL PRINT 25 PPM AND CAPABLE OF COLOR PRINTING SHEETS 8.5"X11", 8.5"X14", AND 11"X17". COPIER PAPER SUPPLIES AND MAINTENANCE TO BE INCLUDED.
3. CONTRACTOR TO SUPPLY INTERNET SERVICE WITH MINIMUM SPEED OF 200 MBPS. THE CONTRACTOR SHALL SUPPLY THE PROJECT WITH THE IP ADDRESS SO THAT ODOT CAN ATTACH AN ODOT OWNED HUB. ODOT'S OWNED HUB WILL PROVIDE THE ODOT STAFF WITH A WIRELESS ROUTER AND ODOT FIREWAL.
4. ONE (1) SEPARATE WATER COOLER AND SERVICE.
5. FIELD OFFICE SHALL INCLUDE A SECURE PARKING AREA OF NOT LESS THAN 4000 S.F. CAPABLE OF SUPPLYING 20 EACH "ALL WEATHER" PARKING SPOTS. "ALL WEATHER" SHALL BE DEFINED AS A HARD SMOOTH SURFACE THAT WILL ALLOW FOR SNOW REMOVAL. GRAVEL SURFACE IS NOT ACCEPTABLE. PARKING AREA TO BE SURROUNDED BY A 6 FT. HIGH SECURITY FENCE WITH A LOCKABLE GATE INCLUDING KEYS AND ILLUMINATED BY SECURITY LIGHTING.
6. SNOW REMOVAL SHALL BE REQUIRED FOR PARKING AREA.
7. BI-WEEKLY CLEANING SERVICE.
8. DUMPSTER WITH NECESSARY SERVICE.
9. FIVE (5) EACH TELEPHONES.

THE CONTRACTOR SHALL OBTAIN APPROVAL OF THE PROPOSED FACILITY FROM THE ENGINEER PRIOR TO USE. THIS FACILITY SHALL BE AVAILABLE FOR ODOT USE NOT MORE THAN 30 DAYS FROM AWARD OF CONTRACT.

**PERMITTED LANE CLOSURE TIMES**

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THE PERMITTED LANE CLOSURE NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC CONTROL MANAGER. SHORT TERM LANE CLOSURES SHALL ONLY BE IMPLEMENTED WHEN WORK IS BEING CONTINUOSLY PERFORMED IN THE LANE. THE CLOSURE SHALL BE REMOVED AS SOON AS POSSIBLE AFTER WORK HAS STOPPED. PERMITTED LANE CLOSURES SHALL ONLY BE ALLOWED DURING THE TIMES SPECIFIED IN THE UNAUTHORIZED LANE USE TABLE INCLUDED AT THE BOTTOM OF THIS SHEET.

**UNAUTHORIZED LANE USE TABLE NOTES**

1. NORTHBOUND I-75: NO CLOSURES FROM 2 HOURS BEFORE TO THE SCHEDULED START TIME OF EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR US BANK ARENA. THIS RESTRICTION ALSO APPLIES TO EVENTS REACHING AN ATTENDANCE OF 10,000+.
2. SOUTHBOUND I-75: NO CLOSURES FROM THE SCHEDULED START TIME TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR US BANK ARENA. THIS RESTRICTION ALSO APPLIES TO EVENTS REACHING AN ATTENDANCE OF 10,000+.
3. NO SHORT-TERM SHOULDER CLOSURE BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM MONDAY THROUGH FRIDAY.
4. NO SHORT-TERM RAMP SHOULDER CLOSURE BETWEEN 6 AM TO 9 AM AND 3 PM TO 7 PM MONDAY THROUGH FRIDAY.
5. CHESTER RD SHALL HAVE A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD WHEN TRAFFIC MAY BE MAINTAINED USING A FLAGGER OPERATION AS DETAILED IN SCD MT-97.10.
6. RAMP CLOSURES ARE PERMITTED FOR TRAFFIC SWITCHES ONLY. ONLY 1 RAMP IS PERMITTED TO BE CLOSED AT A TIME. CLOSURE OF AN I-75/I-275 RAMP REQUIRES THE USE OF 2 PCMS FOR DETOUR INFORMATION.

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UNAUTHORIZED LANE USE TABLE										
LOCATION	DIRECTION	EX. NO. OF THRU LANES	1 LANE CLOSED		2 LANES CLOSED		15 MIN. SHORT DURATION COMPLETE CLOSURE	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER TIME UNIT PER LANE
			WEEKDAY	WEEKEND	WEEKDAY	WEEKEND				
I-75	NB/SB	3	8 PM - 6 AM	8 PM - 8 AM	11 PM - 5 AM	11 PM - 6 AM	12 AM - 4 AM	NONE	1 MIN.	\$495
RAMPS	ALL	1	NONE	NONE	NONE	NONE	NONE	NONE	1 MIN.	\$495
		2	8 PM - 6 AM	8 PM - 8 AM	NONE	NONE	10PM-5PM; SHARON ROAD RAMPS ONLY	NONE	1 MIN.	\$495
SHARON RD	BOTH	2	9 AM - 3 PM 7 PM - 6 AM	7 PM - 3 PM	NONE	NONE	11 PM - 5 AM	NONE	1 MIN.	\$115
CHESTER RD	BOTH	1	9 AM - 4 PM 7 PM - 6 AM	ALL TIMES	NONE	NONE	NONE	NONE	1 MIN.	\$35
KEMPER RD	BOTH	2	7 PM - 6 AM	7 PM - 6 AM	NONE	NONE	NONE	NONE	1 MIN.	\$70

- NOTES:
1. SHARON ROAD RAMP CLOSURES ARE PERMITTED FOR MOT TRAFFIC SWITCHES ONLY. WHEN CLOSING THE ENTRANCE/EXIT RAMP IN ONE DIRECTION, THE OPPOSITE DIRECTION RAMPS SHALL REMAIN OPEN.
  2. SHOULDER CLOSURES ARE NOT PERMITTED BETWEEN THE HOURS OF 6AM-9AM AND 3PM-7PM MONDAY THRU FRIDAY.

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MAINTENANCE OF TRAFFIC SEQUENCE OF CONSTRUCTION  
MAINTENANCE OF TRAFFIC PLANS INDEX OF SHEETS

HAM-75-14.61

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SHEET NUM.												PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.		
22	23	24	48	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	
													30	38				202	35200	68	FT		PIPE REMOVED, OVER 24"	
				10,069			68					5,684.5	4,384.5					202	38000	10,069	FT		GUARDRAIL REMOVED	
													5	5				202	53100	5	EACH		MAILBOX REMOVED	
				3			5					1	2					202	58000	3	EACH		MANHOLE REMOVED	
				29								2	27					202	58100	29	EACH		CATCH BASIN REMOVED	
													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	
												63,495	50,763					203	10000	114,258	CY		EXCAVATION	
														4,459				203	10001	4,459	CY		EXCAVATION, AS PER PLAN	450C
													91,274	64,868	275			203	20000	156,417	CY		EMBANKMENT	
												819	10,453					204	10000	11,272	SY		SUBGRADE COMPACTION	
			38									9,170	8,745					204	13000	17,915	CY		EXCAVATION OF SUBGRADE, 18 INCHES DEEP	
												9,845	4,021					204	20001	13,866	CY		EMBANKMENT, AS PER PLAN	22
													5,041					204	30020	5,041	CY		GRANULAR MATERIAL, TYPE C	
																		204	45000	75	TON		PROOF ROLLING	
													9,966					204	50000	9,966	SY		GEOTEXTILE FABRIC	
													5,759					206	10500	5,759	TON		CEMENT	
													190,682					206	11000	190,682	SY		CURING COAT	
													190,682					206	15020	190,682	SY		CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
													LS	LS				206	30000	LS			MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
													12,037.5	2,800				606	15050	12,037.5	FT		GUARDRAIL, TYPE MGS	
													9	9				606	26050	9	EACH		ANCHOR ASSEMBLY, MGS TYPE B	
													11	7				606	26150	11	EACH		ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
													16	12				606	26550	16	EACH		ANCHOR ASSEMBLY, MGS TYPE T	
													6	4				606	35002	6	EACH		MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
													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	1,566				607	23000	2,017	FT		FENCE, TYPE CLT	
													2,017	1,566				607	70000	2,017	FT		FENCELINE SEEDING AND MULCHING	
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	
													6,410	6,410				608	21200	6,410	SF		TEMPORARY ASPHALT CONCRETE WALK	
													761	761				608	52000	761	SF		CURB RAMP	
																		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				SPECIAL	69098400	LS			CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION	23
													LS	LS				878	25000	LS			INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	

GENERAL SUMMARY (1 OF 10)

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SHEET NUM.							PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
23	203	205	206	450C	450D	458	01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
			9					9				601	11000	9	SY	EROSION CONTROL RIPRAP, TYPE D	
10					1,320	38	28	20	1,320			601	21050	1,368	SY	TIED CONCRETE BLOCK MAT, TYPE 1	
			4					4				601	32004	4	CY	ROCK CHANNEL PROTECTION, TYPE A WITH GEOTEXTILE FABRIC	
			29					29				601	32104	29	CY	ROCK CHANNEL PROTECTION, TYPE B WITH GEOTEXTILE FABRIC	
			33					3	30			601	32204	33	CY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	
		1,626						1,626				601	39000	1,626	FT	PAVED GUTTER, TYPE 4	
					4,459				4,459			601	45050	4,459	CY	BIORETENTION CELL	
		5						5				659	00100	5	EACH	SOIL ANALYSIS TEST	
		28,390						28,390				659	00300	28,390	CY	TOPSOIL	
	220,445						132,320	88,125				659	10000	220,445	SY	SEEDING AND MULCHING	
		11,023						11,023				659	14000	11,023	SY	REPAIR SEEDING AND MULCHING	
		11,023						11,023				659	15000	11,023	SY	INTER-SEEDING	
		30.74						30.74				659	20000	30.74	TON	COMMERCIAL FERTILIZER	
		45.55						45.55				659	31000	45.55	ACRE	LIME	
		1,221						1,221				659	35000	1,221	MGAL	WATER	
		497						497				659	40000	497	MSF	MOWING	
				3,350					3,350			659	98000	3,350	SY	SEEDING, MISC.: BIORETENTION CELLS	450C
		23,512						23,512				670	00500	23,512	SY	SLOPE EROSION PROTECTION	
		4,425					974	3,451				670	00700	4,425	SY	DITCH EROSION PROTECTION	
					3,937				3,937			671	15000	3,937	SY	EROSION CONTROL MAT, TYPE A	
		LS						LS				832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
		LS						LS				832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
		LS						LS				832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
		1,248,307						1,248,307				832	30000	1,248,307	EACH	EROSION CONTROL	
		2,531					382	2,149				836	10000	2,531	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	
		658					458	200				836	10020	658	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 2	
																DRAINAGE	
			6.72				0.92	5.8				602	20000	6.72	CY	CONCRETE MASONRY	
			4				4					602	98200	4	CY	MASONRY, MISC.: SPECIAL HALF-HEIGHT HEADWALL	23
						50,564	30,070	20,494				605	1110	50,564	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
100								100				605	13300	100	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
						389	44	345				605	13410	389	FT	6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
						51,887	23,924	27,963				605	14020	51,887	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
100								100				611	00100	100	FT	4" CONDUIT, TYPE B	
100								100				611	00200	100	FT	4" CONDUIT, TYPE C	
					2,709				2,709			611	00200	2,709	FT	4" CONDUIT, TYPE C, 707.41 (PERFORATED)	
					627				627			611	00200	627	FT	4" CONDUIT, TYPE C, 707.41 (NON-PERFORATED)	
						3,922	1,403	2,519				611	00510	3,922	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
100					59		27	132				611	00900	159	FT	6" CONDUIT, TYPE B	
100								100				611	01100	100	FT	6" CONDUIT, TYPE C	
100								100				611	01500	100	FT	6" CONDUIT, TYPE F	
			325					325				611	04400	325	FT	12" CONDUIT, TYPE B	
			66					66				611	04400	66	FT	12" CONDUIT, TYPE B, 706.02	
			20					20				611	04600	20	FT	12" CONDUIT, TYPE C	
			87					87				611	05900	87	FT	15" CONDUIT, TYPE B	
			123					123				611	05900	123	FT	15" CONDUIT, TYPE B, 706.02	
			339					339				611	07400	339	FT	18" CONDUIT, TYPE B	
			150				150					611	07400	150	FT	18" CONDUIT, TYPE B, 706.02	
			401					401				611	07600	401	FT	18" CONDUIT, TYPE C	
			17					17				611	08900	17	FT	21" CONDUIT, TYPE B, 706.02	
			50					50				611	10400	50	FT	24" CONDUIT, TYPE B	
			87					87				611	10400	87	FT	24" CONDUIT, TYPE B, 706.02	
			17					17				611	12100	17	FT	27" CONDUIT, TYPE C, 706.02	

CALCULATED WLC CHECKED JDH  
**GENERAL SUMMARY (2 OF 10)**  
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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						
				1,693			1,693				621	00100	1,693	EACH	TRAFFIC CONTROL	
				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				631	94406	1	EACH	REMOVAL OF SIGNS WIRED	
					2		2				631	97700	2	EACH	SIGN LIGHTING MISC.: REMOVE AND REERECT ILLUMINATED SIGN	545
				15.1			15.1				642	00104	15.1	MILE	EDGE LINE, 6", TYPE 1	
				18.14			18.14				642	00204	18.14	MILE	LANE LINE, 6", TYPE 1	
				20,866			20,866				642	00404	20,866	FT	CHANNELIZING LINE, 12", TYPE 1	
				9,705			9,705				642	01510	9,705	FT	DOTTED LINE, 6", TYPE 1	
				0.1			0.1				644	00100	0.1	MILE	EDGE LINE, 4"	
				0.41			0.41				644	00104	0.41	MILE	EDGE LINE, 6"	
				0.71			0.71				644	00200	0.71	MILE	LANE LINE, 4"	
				1			1				644	00300	1	MILE	CENTER LINE	
				6,531			6,531				644	00400	6,531	FT	CHANNELIZING LINE, 8"	
				1,162			1,162				644	00404	1,162	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"	
				3.72			3.72				644	30030	3.72	MILE	REMOVAL OF PAVEMENT MARKING	

CALCULATED WLC CHECKED JDH  
**GENERAL SUMMARY (6 OF 10)**  
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SHEET NUM.					PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
484	545	548	549		01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR							
														TRAFFIC CONTROL (CONT.)		
						169					646	10400	169	FT	STOP LINE	
						265					646	10500	265	FT	CROSSWALK LINE	
						31					646	20300	31	EACH	LANE ARROW	
						4					646	20320	4	EACH	WRONG WAY ARROW	
						276					646	20502	276	FT	DOTTED LINE, 4"	
															TRAFFIC SIGNALS	
	100					100					611	00400	100	FT	4" CONDUIT, TYPE E	
		2				2					625	00450	2	EACH	CONNECTION, FUSED PULL APART	
		2				2					625	00460	2	EACH	CONNECTION, UNFUSED PULL APART	
		2				2					625	18401	2	EACH	BRACKET ARM, 20', AS PER PLAN	546
		646				646					625	23304	646	FT	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE	
						420					625	23400	420	FT	NO. 10 AWG POLE AND BRACKET CABLE	
						272					625	25400	272	FT	CONDUIT, 2", 725.04	
						187					625	25600	187	FT	CONDUIT, 4", 725.04	
						2					625	27551	2	EACH	LUMINAIRE, DECORATIVE, AS PER PLAN (SHARONVILLE)	546
						459					625	29000	459	FT	TRENCH	
						1					625	30700	1	EACH	PULL BOX, 725.08, 18"	
						3					625	31506	3	EACH	PULL BOX REMOVED AND REPLACED	
						8					625	32001	8	EACH	GROUND ROD, AS PER PLAN	545
						272					625	36000	272	FT	PLASTIC CAUTION TAPE	
						4					632	05007	4	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN (NO BACKPLATES)	545
						10					632	05007	10	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	545
						2					632	05087	2	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN (NO BACKPLATES)	545
						5					632	20731	5	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN	545
						16					632	25000	16	EACH	COVERING OF VEHICULAR SIGNAL HEAD	
						7					632	25010	7	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	
						3					632	26000	3	EACH	PEDESTRIAN PUSHBUTTON	
			3			3					632	26501	3	EACH	DETECTOR LOOP, AS PER PLAN	545
			1,975			1,975					632	40500	1,975	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
			1,546			1,546					632	40700	1,546	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
			3			3					632	64010	3	EACH	SIGNAL SUPPORT FOUNDATION	
			5			5					632	64020	5	EACH	PEDESTAL FOUNDATION	
			7			7					632	70400	7	EACH	CONDUIT RISER, 2" DIAMETER	
			3			3					632	80700	3	EACH	SIGNAL SUPPORT, MISC.:SIGNAL SUPPORT, MECHANICAL DAMPER FOR TYPE TC-81.22 MAST ARM (GREATER THAN 39' IN LENGTH)	546
			1			1					632	80700	1	EACH	SIGNAL SUPPORT, MISC.:SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 13	546
			2			2					632	81700	2	EACH	COMBINATION SIGNAL SUPPORT, MISC.:COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 13 (SHARONVILLE)	546
			4			4					632	89900	4	EACH	PEDESTAL, 8', TRANSFORMER BASE	
			1			1					632	89901	1	EACH	PEDESTAL, 8', TRANSFORMER BASE, AS PER PLAN	546
			3			3					632	90100	3	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	545
			9			9					632	90200	9	EACH	REUSE OF VEHICULAR SIGNAL HEAD	
			2			2					632	90202	2	EACH	REUSE OF PEDESTRIAN SIGNAL HEAD	
			LS			LS					633	99300	LS		CONTROLLER ITEM, MISC.: PREEMPTION REUSE / REINSTALLATION	546
			4			4					804	30000	4	EACH	FAN-OUT KIT, 6 FIBER	
			4			4					804	32020	4	FT	DROP CABLE, 6 FIBER	
			4			4					804	34000	4	EACH	FIBER TERMINATION PANEL, 6 FIBER	
			4			4					804	36000	4	EACH	SLACK INSTALLATION	
			4			4					804	37001	4	EACH	SPLICE ENCLOSURE, AS PER PLAN	546
			LS			LS					804	37700	LS		FIBER OPTIC CABLE TESTING	
			4			4					804	38000	4	EACH	FIBER OPTIC CABLE MODEM	
			100			100					804	98000	100	FT	FIBER OPTIC CABLE, MISC.: FIBER OPTIC CABLE, ARMORED, 6 FIBER	546
			1,686			1,686					804	98000	1,686	FT	FIBER OPTIC CABLE, MISC.: REROUTE EXISTING FIBER OPTIC INTERCONNECT	546
			6			6					809	69100	6	EACH	STOP LINE RADAR DETECTION	
			2			2					816	30001	2	EACH	VIDEO DETECTION SYSTEM, AS PER PLAN	546
			LS			LS					824	00010	LS		SYSTEM ANALYSIS	
															RETAINING WALLS (HAM-75-15.39L MSE WALL)	
						298					203	20000	298	CY	EMBANKMENT	
						1,025					203	35110	1,025	CY	GRANULAR MATERIAL, TYPE B	
						518					512	10101	518	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	609

GENERAL SUMMARY (7 OF 10)

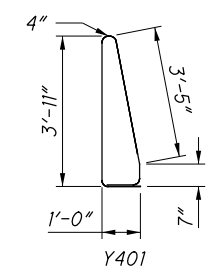
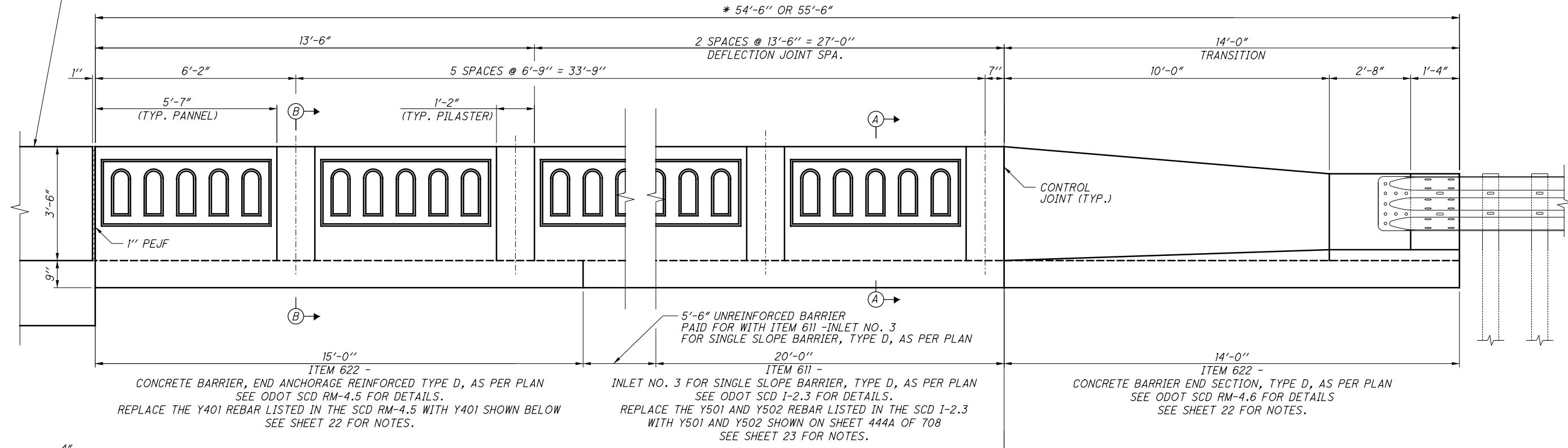
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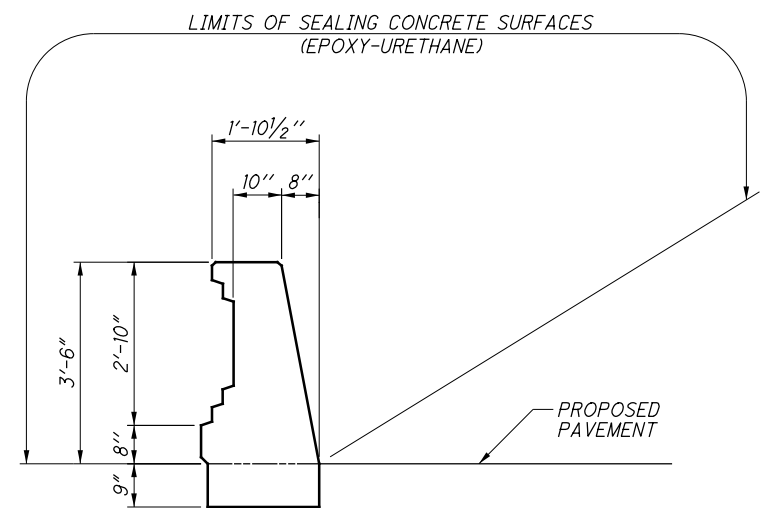
PARAPET ON FORWARD APPROACH SLAB,  
SEE SHEET 630-631 FOR HAM-75-15.39L AND  
SHEET 666-667 FOR HAM-75-15.39R.



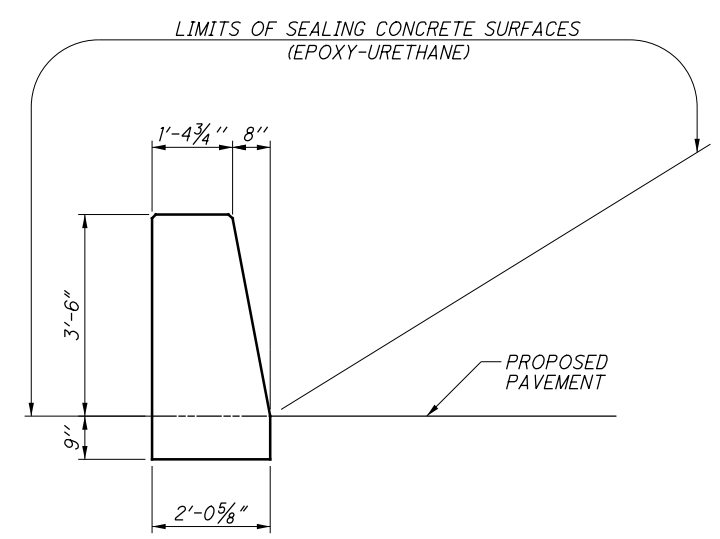
BENDING DIAGRAM

PARAPET PARTIAL ELEVATION  
RIGHT PARAPET BACK FACE SHOWN

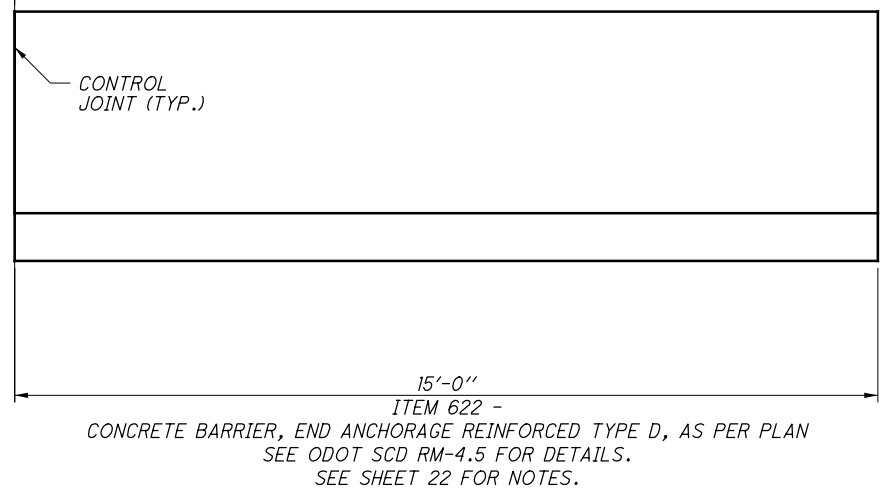
- \* 54'-6":  
STA. 368+64.53 TO STA. 369+19.03 OFFSET 138' LT.  
STA. 368+49.66 TO STA. 369+04.16 OFFSET 57.83' LT.  
STA. 368+13.34 TO STA. 368+67.84 OFFSET 138' RT.
- \* 55'-6":  
STA. 368+28.21 TO STA. 368+83.71 OFFSET 57.83' RT.



SECTION A-A



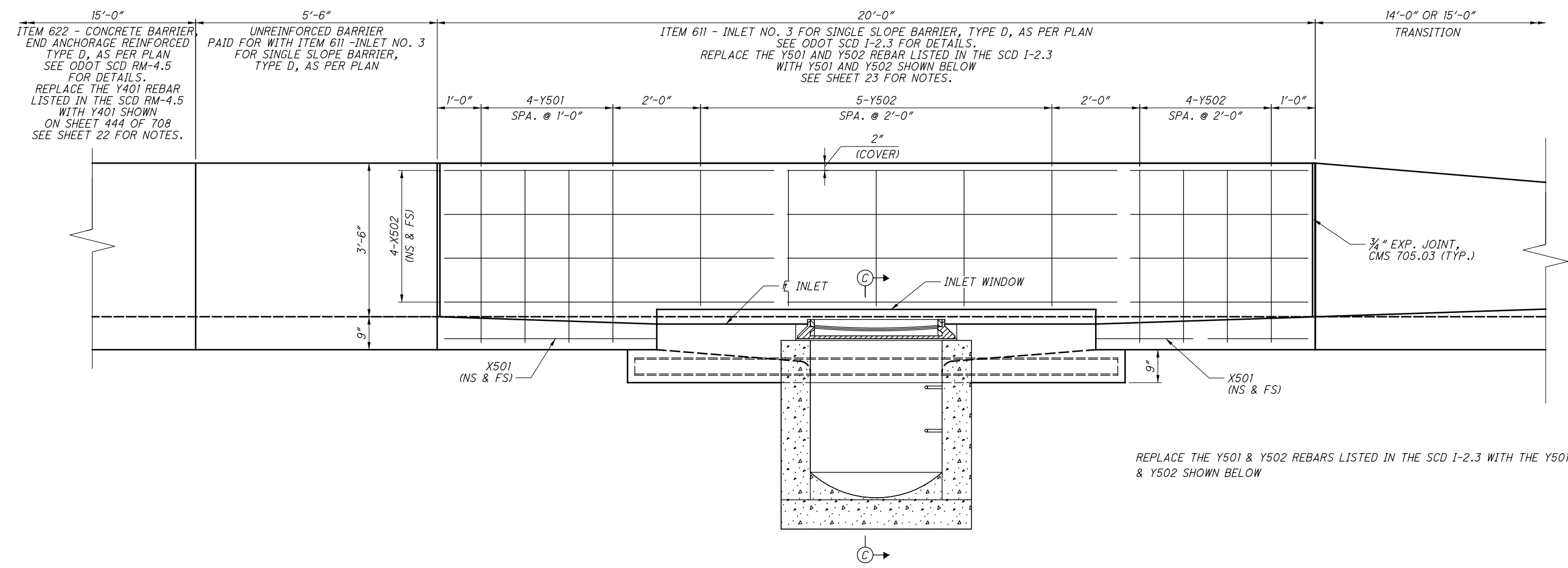
SECTION B-B



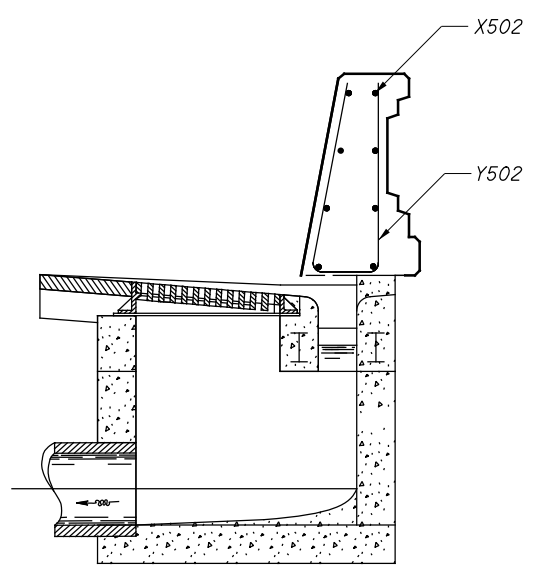
NOTES:

1. FOR AESTHETIC RELIEF DETAILS, SEE SHEET 632 FOR HAM-75-15.39L AND SHEET 668 FOR HAM-75-15.39R.
2. SEE SHEET 444A AND ODOT SCD RM-4.5, RM-4.6, I-2.3 FOR ADDITIONAL DETAILS.

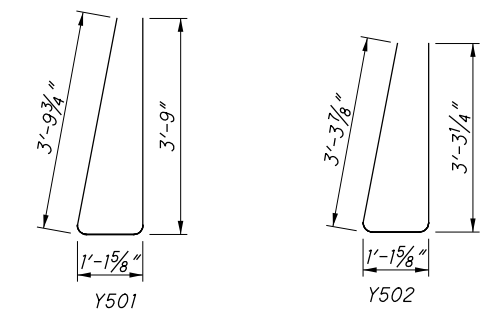
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REPLACE THE Y501 & Y502 REBARS LISTED IN THE SCD I-2.3 WITH THE Y501 & Y502 SHOWN BELOW



SECTION C-C



BENDING DIAGRAMS

NOTES:

1. FOR AESTHETIC RELIEF DETAILS, SEE SHEET 632 FOR HAM-75-15.39L AND SHEET 668 FOR HAM-75-15.39R.
2. SEE ODOT SCD RM-4.5, RM-4.6, I-2.3 FOR ADDITIONAL DETAILS.

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BIORETENTION CELLS

CONSTRUCT THE BIORETENTION CELLS AFTER ALL CONTRIBUTING DRAINAGE AREAS ARE STABILIZED AS SHOWN ON THE CONTRACT PLANS AND TO THE SATISFACTION OF THE ENGINEER. DO NOT USE THE COMPLETED BIORETENTION CELLS AS TEMPORARY SEDIMENT CONTROL FACILITIES DURING CONSTRUCTION. DO NOT OPERATE HEAVY EQUIPMENT WITHIN THE PERIMETER OF A BIORETENTION FACILITY DURING EXCAVATION, UNDERDRAIN PLACEMENT, BACKFILLING, PLANTING, OR MULCHING OF THE FACILITY. USE ALL SUITABLE EXCAVATED MATERIAL IN THE WORK. ALTERNATIVELY, LEGALLY USE, RECYCLE, OR DISPOSE OF ALL EXCAVATED MATERIALS ACCORDING TO 105.16 AND 105.17.

EXCAVATE THE BIORETENTION CELLS TO THE DIMENSIONS, SIDE SLOPES, AND ELEVATIONS SHOWN ON THE CONTRACT PLANS. MINIMIZE THE COMPACTION OF THE BOTTOM OF THE BIORETENTION FACILITY BY THE METHOD OF EXCAVATION. EMBANKMENT WILL BE MEASURED AND PAID AS ITEM 203, EMBANKMENT, USING NATURAL SOIL, 703.16.A.

THE BIORETENTION SOIL SHALL BE A UNIFORM MIX THAT IS FREE OF STONES, STUMPS, ROOTS, OR ANY OTHER OBJECT THAT IS LARGER THAN TWO INCHES. THE SOIL MAY CONSIST OF EXISTING SOIL, FURNISHED SOIL, OR A COMBINATION OF BOTH PROVIDED THAT IT MEETS THE FOLLOWING REQUIREMENTS:

PH RANGE: 5.2-7.0

COMPOSITION BY VOLUME:

- 4 PARTS SAND - CMS FINE AGGREGATE AS PER 703
- 2 PARTS COMPOST - CMS 659.06
- 2 PARTS TOPSOIL - CMS 659.05

THOROUGHLY MIX THE BIORETENTION SOIL PRIOR TO PLACEMENT. TEST AND ADJUST THE PH AS PER CMS 659.02.B. ALL SAND USED SHALL MEET CMS 203.02.H, NATURAL GRANULAR MATERIALS.

PLACE THE SOIL IN 12 INCH LIFTS AND CONSOLIDATE BY WATERING UNTIL SATURATED.

CONSTRUCT THE UNDERDRAIN SYSTEM AS PER CMS 605. PLACE THE GRANULAR BACKFILL MATERIAL TO THE INVERT OF THE BIORETENTION SOIL. ENSURE A MINIMUM OF 2 INCHES OF GRANULAR COVER OVER THE UNDERDRAIN PRIOR TO PLACEMENT OF THE BIORETENTION SOIL.

PLACE OBSERVATION WELLS (CLEAN-OUTS) WHERE SHOWN IN THE PLANS. CONNECT THE OBSERVATION WELLS TO THE PERFORATED 4" CONDUIT, TYPE C WITH THE APPROPRIATE MANUFACTURED CONNECTIONS. THE OBSERVATION WELLS SHALL EXTEND 4 INCHES ABOVE THE TOP ELEVATION OF THE BIORETENTION FACILITY MULCH. CAP THE OBSERVATION WELLS WITH A THREADED SCREW CAP. CAP THE ENDS OF 4" CONDUIT, TYPE C NOT TERMINATING IN AN OBSERVATION WELL OR CONNECTED TO OTHER CONDUITS/STRUCTURES. MANUFACTURED CONNECTIONS AND CAPS ARE INCLUDED IN THE COST OF THE 4" CONDUIT, TYPE C.

PLACE SEED AS SPECIFIED IN THE BIORETENTION CELL SEEDING NOTE ON THIS SHEET.

BIORETENTION CELLS WILL BE PAID FOR AS ITEM 601-BIORETENTION CELLS BY THE CUBIC YARD, COMPLETED AND ACCEPTED IN PLACE ACCORDING TO THE DIMENSIONS SHOWN ON THE PLANS. THE PAYMENT WILL BE FULL COMPENSATION FOR ALL APPLICABLE INCIDENTALS NECESSARY TO SATISFACTORILY COMPLETE THE WORK, UNLESS ITEMIZED ON THE BIORETENTION CELL NOTES AND DETAIL SHEETS.

BIORETENTION CELL SEEDING

THE CONTRACTOR SHALL APPLY SEED TO THE BIORETENTION CELL AREAS ACCORDING TO THE SEED MIX SPECIFIED IN THE PLANS. ENSURE THAT THE BIORETENTION CELL AREAS ARE NOT COMPACTED, OR RAKE LIGHTLY TO LOOSEN BED AREA PRIOR TO SEED APPLICATION.

THOROUGHLY MIX ALL SEED, AND EVENLY SOW THE SEED OVER THE PREPARED AREAS AT THE REQUIRED RATES. DO NOT SOW SEED DURING HIGH WINDS. BROADCAST SEED DIRECTLY TO BIORETENTION CELL AREA; DO NOT APPLY USING HYDRO SEEDING METHODS. BIORETENTION CELL SEEDING SHALL BE COMPLETED BETWEEN MARCH 15 AND MAY 31 OR BETWEEN AUGUST 15 AND NOVEMBER 15.

BIORETENTION NATIVE GRASS SEED MIX:  
APPLY AT A RATE OF 70 LB/ACRE  
32% LITTLE BLUESTEM (SCHIZACHYRIUM SCOPARIUM)  
6% SIDEOATS GRAMA GRASS (BOUPELLOUA CURTIPENDULA)  
6% PRAIRIE DROPSEED (SPOROBOLUS HETEROLEPIS)  
28% GRAIN OATS (AVENA SATIVA)  
28% GRAIN RYE (SECALE CEREAL)

DO NOT ROLL OR COMPACT THE SEEDED AREA WITH EQUIPMENT AFTER BROADCASTING. THOROUGHLY WATER ALL SEEDED AREAS TO HELP INCORPORATE THE SEED. DO NOT APPLY LIME OR FERTILIZER TO THE BIORETENTION CELL AREAS.

WITHIN 48 HOURS OF APPLYING SEED TO BIORETENTION AREAS, CONSTRUCT EROSION CONTROL MAT TYPES A PER CMS 671 OVER THE SURFACE OF ALL BIORETENTION CELLS. PLACE EROSION CONTROL MATS SUCH THAT THEY EXTEND A MINIMUM OF 1 FOOT OUTSIDE THE PERIMETER OF THE BIORETENTION CELLS ON ALL SIDES TO ENABLE THE MATS TO BE SECURED TO THE SOIL OUTSIDE OF THE BIORETENTION CELLS THOROUGHLY WATER THE BIORETENTION CELL AREAS AFTER INSTALLATION OF EROSION CONTROL MAT.

CONTRACTOR SHALL WATER ONE INCH PER WEEK FOR THE FIRST SIX TO EIGHT WEEKS KEEPING THE SEEDED AREA MOIST UNTIL ESTABLISHMENT. NO SEPARATE PAYMENTS WILL BE MADE.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED WITHIN THE UNIT PRICE BID ITEM.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 659 SEEDING, MISC.: BIORETENTION CELLS 3350 SY

ITEM 203-EXCAVATION, AS PER PLAN

IN ADDITION TO THE REQUIREMENT OF ITEM 203-EXCAVATION, PERFORM EXCAVATION TO THE LINES AND GRADES REQUIRED FOR INSTALLATION OF THE BIORETENTION CELLS. BASED ON THE EXISTING BORING INFORMATION, WEATHERED AND UNWEATHERED INTERBEDDED SHALE AND LIMESTONE BEDROCK IS EXPECTED WHEN EXCAVATING FOR THE BIORETENTION CELLS, ESPECIALLY FROM STA 332+00 TO 353+00. BEDROCK ELEVATION AND DIFFICULTY TO REMOVE MAY VARY ALONG THE PROJECT LENGTH AND WITH DEPTH. ALL EXCAVATION FOR THE BIORETENTION CELLS IS UNCLASSIFIED AND ADDITIONAL COMPENSATION WILL NOT BE CONSIDERED FOR BEDROCK REMOVAL. ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO EXCAVATE FOR THE BIORETENTION CELLS IS INCLUDED WITHIN THE UNIT PRICE OF ITEM 203-EXCAVATION, AS PER PLAN.

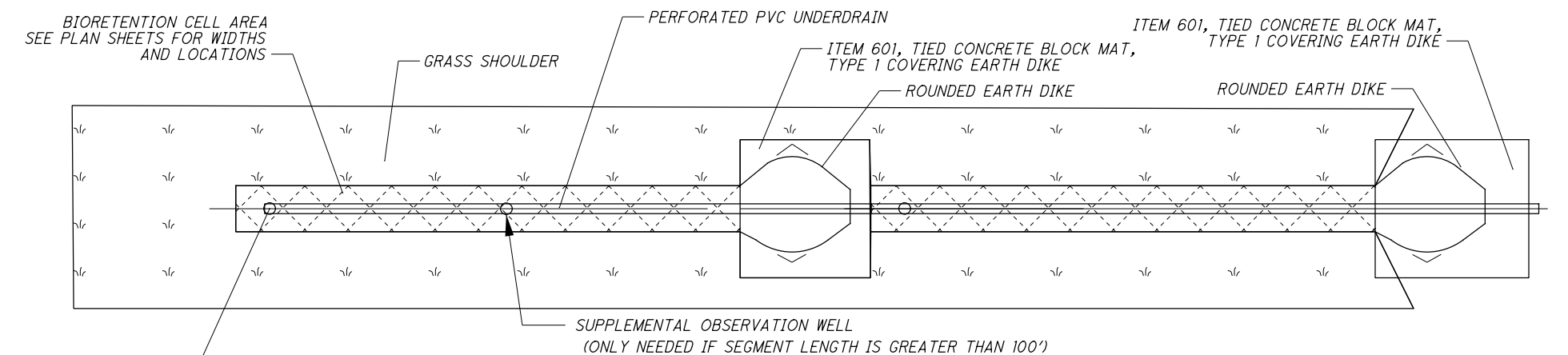
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BIORETENTION CELL NOTES

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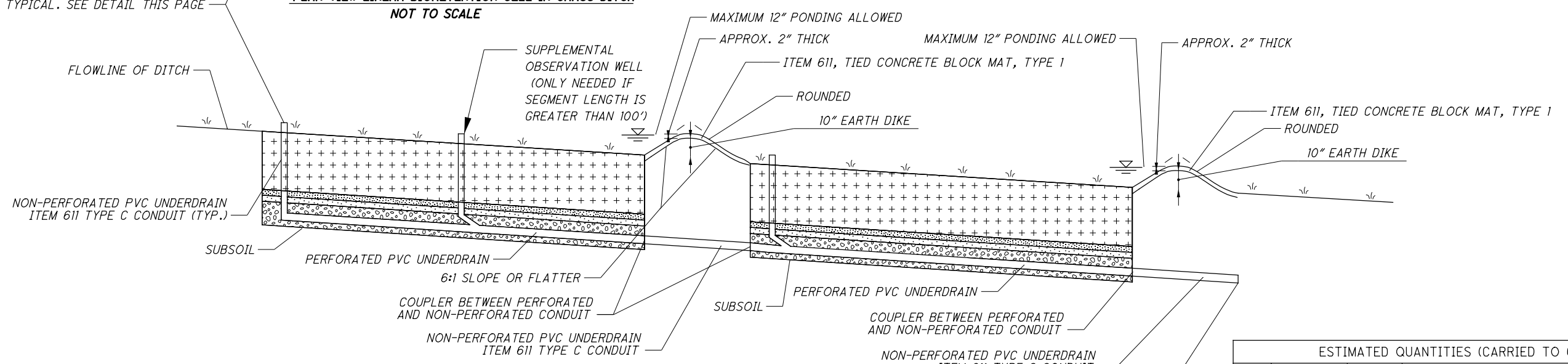
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- NOTES:
1. SCARIFY THE SUBSOIL 3" MINIMUM BEFORE INSTALLATION OF AGGREGATE INTO BIORETENTION CELL.
  2. CONSTRUCT BIORETENTION CELLS WITH VERTICAL SIDES.
  3. 4" CONDUIT FITTINGS AND CAPS ARE INCLUDED IN THE COST FOR THE 4" CONDUIT.

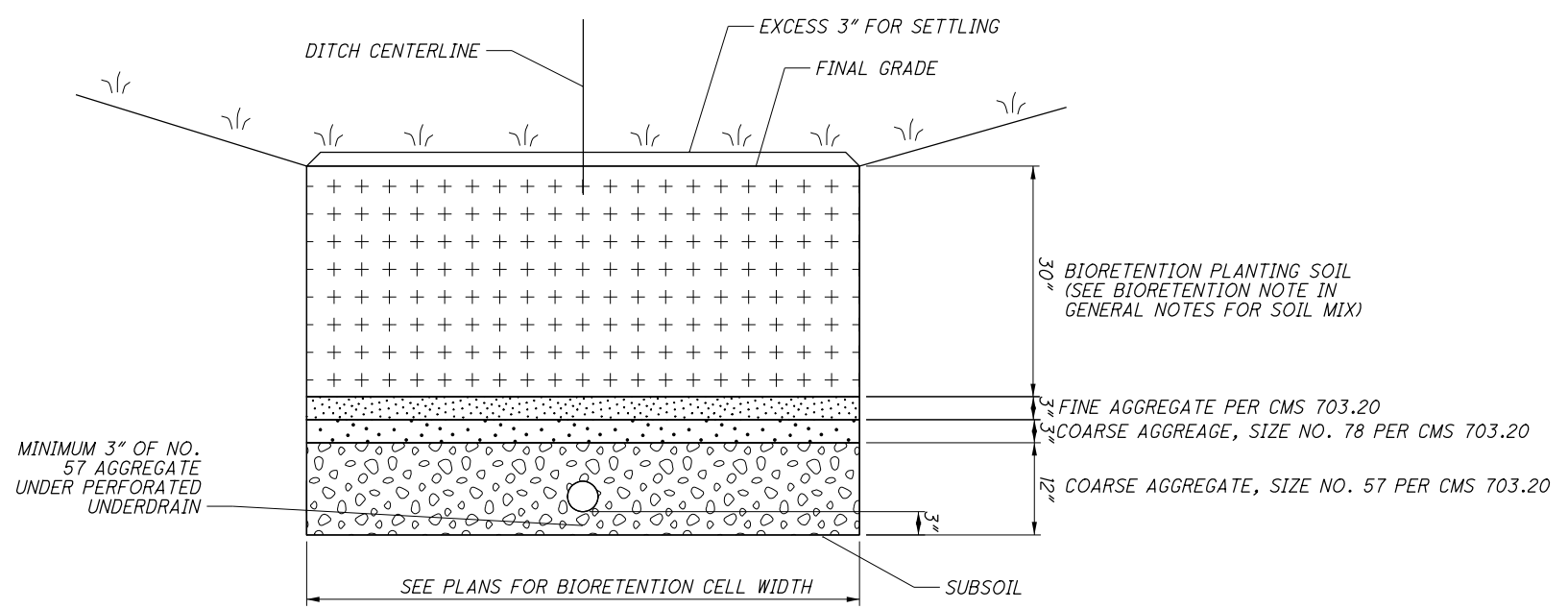
**PLAN VIEW LINEAR BIORETENTION CELL IN GRASS DITCH**  
 NOT TO SCALE

OBSERVATION WELL / CLEANOUT  
 TYPICAL. SEE DETAIL THIS PAGE

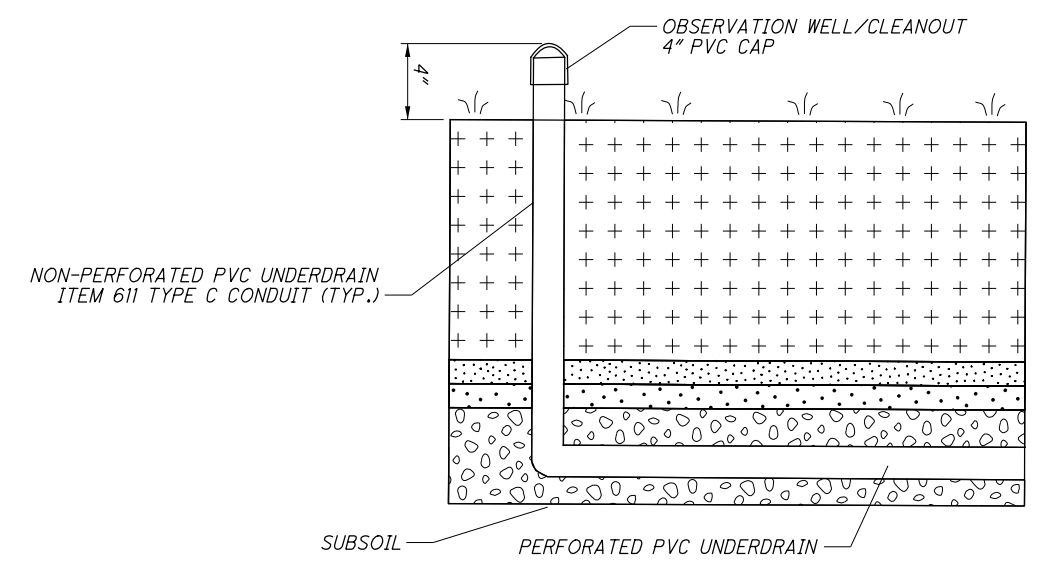


**PROFILE OF BIORETENTION CELL IN GRASS DITCH**  
 NOT TO SCALE

ESTIMATED QUANTITIES (CARRIED TO GENERAL SUMMARY)			
ITEM	QUANTITY	UNIT	DESCRIPTION
203	4459	CY	EXCAVATION, AS PER PLAN
203	275	CY	EMBANKMENT
601	1320	SY	TIED CONCRETE BLOCK MAT, TYPE 1
601	4459	CY	BIORETENTION CELL
611	2709	FT	4" CONDUIT, TYPE C, 707.41 (PERFORATED)
611	627	FT	4" CONDUIT, TYPE C, 707.41 (NON-PERFORATED)
671	3937	SY	EROSION CONTROL MAT, TYPE A



**SECTION OF BIORETENTION CELL IN GRASS DITCH**  
 NOT TO SCALE



**OBSERVATION WELL / CLEANOUT**  
 NOT TO SCALE

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MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
<b>SUPERSTRUCTURE</b>											
S401	396		30'- 00"	7,936	STR						
S402	94		23'- 07"	1,481	STR						
S403	563		8'- 11"	3,354	16	8'-5"					
S404	28		4'- 07"	86	35	3'-9"	7"			2"	
S405	4		4'- 00"	11	STR						
S406	8		6'- 07"	36	STR						
S407	8		6'- 04"	34	STR						
S408	32		5'- 11"	127	28	4'-0"	1'-0"				
S409	48		4'- 00"	129	STR						
S410	32		5'- 00"	107	2	8"	3'-10"	8"			
S411	364		3'- 00"	730	11	1'-1"	1'-8"	1'-1"			
S412	364		1'- 08"	406	19	10"	2"	10"			
S501	420		30'- 00"	13,142	STR						
S502	105		28'- 07"	3,131	STR						
S504	276		20'- 03"	5,830	STR						
* S505	273		24'- 11"	7,095	STR						
* S506	548		21'- 06"	12,289	STR						
S507	SER. OF	TO	5'- 10"	58	STR						2'-7"
	5		16'- 02"								
	1		3'- 00"								
S508	SER. OF	TO	21'- 01"	101	STR						2'-7"
	8		5'- 00"								
	1		5'- 00"								
* S509	SER. OF	TO	25'- 08"	144	STR						2'-7"
	9		5'- 11"								
	1		5'- 11"								
S510	SER. OF	TO	24'- 00"	125	STR						2'-7"
	8		5'- 10"								
	1		5'- 10"								
S511	SER. OF	TO	23'- 11"	125	STR						2'-7"
	8		1'- 08"								
	1		1'- 08"								
* S512	SER. OF	TO	22'- 04"	113	STR						2'-7"
	9		1'- 07"								
	1		1'- 07"								
S513	SER. OF	TO	22'- 03"	112	STR						2'-7"
	9		5'- 11"								
	1		5'- 11"								
S514	SER. OF	TO	18'- 10"	78	STR						2'-7"
	6		25'- 11"								
S516	274		19'- 11"	7,407	STR						
* S517	275		16'- 01"	5,713	STR						
* S518	276		27'- 07"	4,630	STR						
S519	273		7'- 06"	7,855	STR						
S520	12		6'- 04"	94	STR						
S521	NOT USED										
	1		6'- 04"								
S522	SER. OF	TO	21'- 10"	103	STR						2'-7"
	7		3'- 00"								
	1		3'- 00"								
S523	SER. OF	TO	26'- 03"	153	STR						2'-7"
	10		2'- 05"								
	1		2'- 05"								
* S524	SER. OF	TO	20'- 06"	96	STR						2'-7"
	8		6'- 01"								
	1		6'- 01"								
S525	SER. OF	TO	19'- 00"	79	STR						2'-7"
	6		5'- 07"								
	1		5'- 07"								
S526	SER. OF	TO	15'- 11"	57	STR						2'-7"
	5		1'- 08"								
	1		1'- 08"								
* S527	SER. OF	TO	17'- 02"	69	STR						2'-7"
	7		1'- 07"								
	1		1'- 07"								
S528	SER. OF	TO	27'- 05"	167	STR						2'-7"
	11										

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
<b>SUPERSTRUCTURE (CONT.)</b>											
S529	1	SER. OF	6'- 10"	133	STR						2'-7"
	8		TO								
S530	116		8'- 05"	1,019	2	2'-7"	3'-6"	2'-7"			
S531	244		13'- 01"	3,330	2	4'-8"	4'-0"	4'-8"			
S532	NOT USED										
S533	6		11'- 05"	72	2	3'-10"	4'-0"	3'-10"			
S534	40		30'- 00"	1,252	STR						
S535	368		7'- 04"	2,815	23	11"	3'-3"	3'-0"			2 3/4"
S536	120		8'- 05"	1,054	29	11"	1'-7"	3'-2"	3'-0"		
S537	54		4'- 11"	277	3	11"	1'-3"				
S538	54		5'- 03"	296	3	11"	1'-5"				
S539	4		6'- 05"	27	3	1'-8"	1'-3"				
S540	4		6'- 09"	29	3	1'-8"	1'-5"				
S541	8		5'- 08"	48	STR						
S542	8		5'- 08"	48	25	1'-10"	2'-5"	1'-5"	1 1/2"	5"	
S543	10		7'- 07"	80	STR						
S544	220		6'- 05"	1,473	STR						
S545	10		8'- 05"	88	STR						
S546	10		7'- 03"	76	STR						
S547	8		29'- 07"	247	STR						
S548	8		25'- 09"	215	STR						
S549	4		12'- 03"	52	STR						
S601	46		6'- 05"	444	STR						
S602	488		5'- 02"	3,788	1	1'-6"	3'-10"				
S603	492		3'- 01"	2,279	28	11"	1'-7"				
S604	4		2'- 05"	15	1	1'-0"	1'-7"				
	4		3'- 11"				3'-1"				
S605	SER. OF	TO	4'- 10"	316	1	1'-0"	TO				1"
	12		4'- 00"				4'-0"				
S606	12		4'- 00"	73	1	1'-0"	3'-2"				
S607	2		8'- 05"	26	STR						
S608	2		7'- 07"	23	STR						
S609	2		4'- 06"	14	STR						
S610	2		7'- 03"	22	STR						
* S801	36		24'- 03"	2,331	STR						
* S802	8		31'- 07"	675	1	30'-5"	1'-4"				
S803	8		8'- 03"	177	1	7'-1"	1'-4"				
S804	16		6'- 07"	282	18	4'-2"	1'-1"	1'-1"			
* S805	30		2'- 06"	201	STR						
S806	20		10'- 08"	570	STR						
* S807	10		7'- 03"	194	STR						
S808	30		9'- 10"	788	STR						
* S809	64		25'- 04"	4,329	STR						
S810	4		7'- 11"	85	STR						
S811	6		7'- 01"	114	STR						
* S812	2		1'- 02"	7	STR						
* S813	2		5'- 11"	32	STR						
S814	6		7'- 01"	114	STR						
* S815	6		30'- 05"	488	STR						
S816	4		2'- 01"	23	STR						
S817	10		12'- 06"	334	17	10'-8"					
D801	116		4'- 11"	1,523	18	2'-7"	1'-0"	1'-0"			
<b>SUPERSTRUCTURE TOTAL</b>				115,101							

MARK	NUMBER		LENGTH	TOTAL LENGTH	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	R	INC
<b>SUPERSTRUCTURE (PARAPET GLASS FIBER POLYMER REINFORCING)</b>											
GS601	144		4'- 06"	648'-0"	STR						
<b>GFRP TOTAL</b>				648'-0"							
<b>INCLUDED WITH ITEM 509: NO XX GFRP DEFORMED BARS FOR PAYMENT</b>											

**REINFORCING STEEL LIST**  
 BRIDGE NO. HAM-75-1539L  
 I-75 SB OVER SHARON RD.

**HAM-75-14.61**  
 PID No. 76256

30/36

636  
708

DESIGN AGENCY  
  
 TWO MIRANOVA PLACE  
 SUITE 450  
 COLUMBUS, OHIO 43215

REVIEWED DATE  
 MJZ 4/24/20  
 STRUCTURE FILE NUMBER  
 3110931

DRAWN RLC  
 RLC REVISID

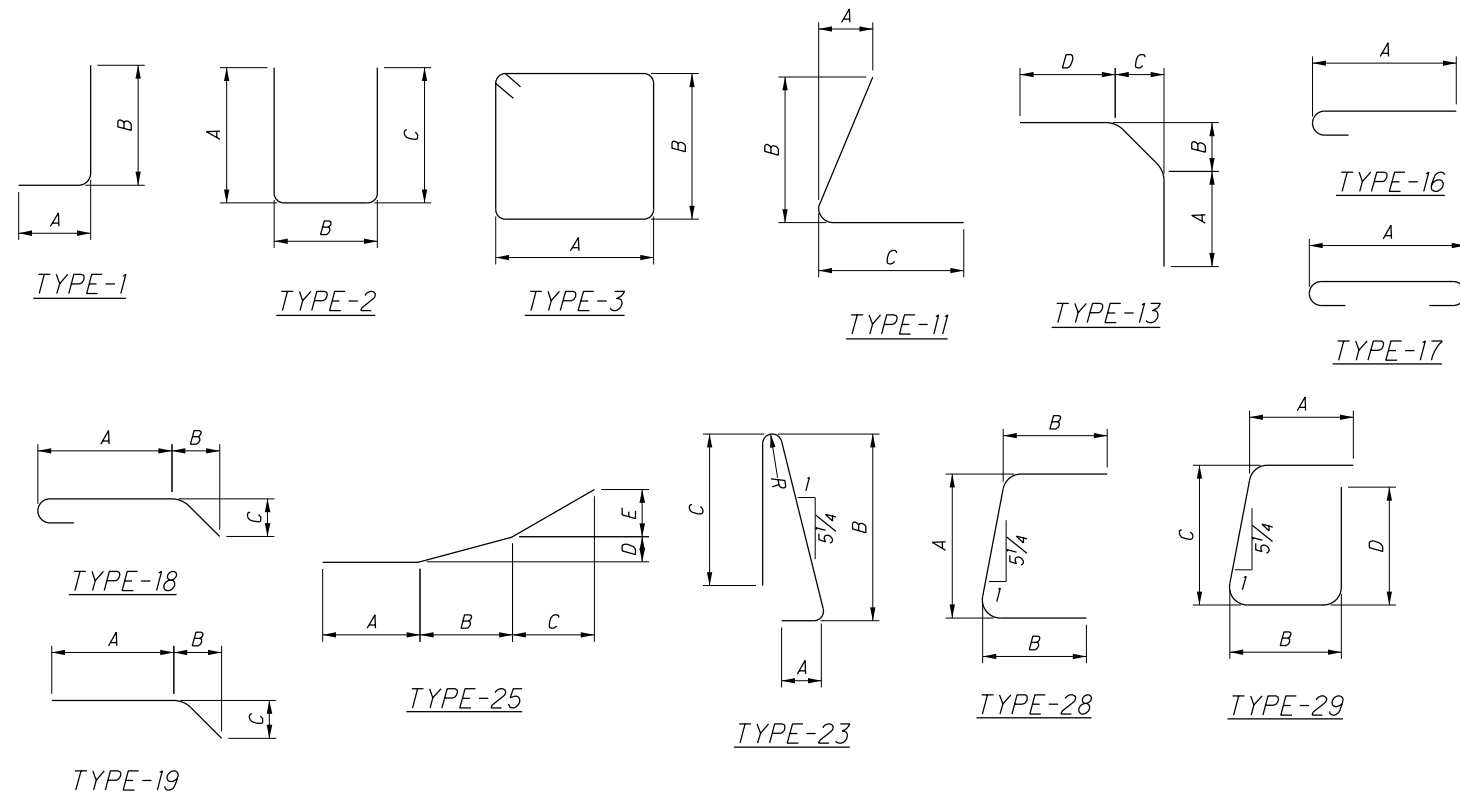
DESIGNED RLC  
 RLC CHECKED  
 RLC SAP

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS			
	REAR	FWD.	TOTAL				A	B	C	INC
<b>ABUTMENTS</b>										
A501	32	32	64	30'-00"	2,003	STR				
* A502	7	7	14	9'-03"	136	STR				
* A503	7	7	14	11'-06"	168	STR				
A504	8	8	16	23'-01"	386	STR				
* A505	2	2	4	13'-09"	58	STR				
* A506	2	2	4	15'-11"	67	STR				
A507	122	122	244	18'-01"	4,603	3	6'-2"	2'-7"		
A508	81	81	162	15'-05"	2,605	3	4'-0"	3'-5"		
A509	22	22	44	14'-03"	654	2	6'-2"	2'-2"	6'-2"	
A510	4	3	7	15'-07"	114	3	4'-1"	3'-5"		
A511	2	1	3	18'-05"	58	3	6'-3"	2'-8"		
A512	2	2	4	13'-01"	55	3	2'-2"	4'-1"		
A513	2	2	4	13'-11"	59	3	2'-2"	4'-6"		
	2	2	4	15'-03"				5'-2"		
A514	SER. OF	SER. OF	SER. OF	TO	514	3	2'-2"	TO		9 3/8"
	7	7	7	19'-11"				7'-6"		
	2	2	4	10'-05"			4'-3"		4'-3"	
A515	SER. OF	SER. OF	SER. OF	TO	370	2	TO	2'-2"	TO	9"
	7	7	7	14'-11"			6'-6"		6'-6"	
A516	1	1	2	16'-05"	35	2	7'-3"	2'-2"	7'-3"	
A517	4	4	8	17'-01"	143	2	7'-7"	2'-2"	7'-7"	
A518	3	3	6	17'-09"	112	2	7'-11"	2'-2"	7'-11"	
	1	1	2	3'-08"						
A519	SER. OF	SER. OF	SER. OF	TO	159	STR				2'-4 7/8"
	7	7	7	18'-00"						
	1	1	2	3'-03"						
A520	SER. OF	SER. OF	SER. OF	TO	153	STR				2'-4 7/8"
	7	7	7	17'-07"						
A521	1	1	2	21'-07"	46	19	1'-7"	18'-5"	7'-9"	
A522	1	1	2	21'-02"	45	19	1'-2"	18'-5"	7'-9"	
A523	1	1	2	15'-11"	34	2	7'-0"	2'-2"	7'-0"	
A524	1	1	2	16'-09"	35	2	7'-5"	2'-2"	7'-5"	
	1	1	2	3'-04"						
A525	SER. OF	SER. OF	SER. OF	TO	159	STR				2'-6"
	7	7	7	18'-04"						
	1	1	2	3'-09"						
A526	SER. OF	SER. OF	SER. OF	TO	165	STR				2'-6"
	7	7	7	18'-09"						
A527	1	1	2	21'-01"	44	19	1'-3"	18'-5"	7'-5"	
A528	1	1	2	21'-05"	45	19	1'-7"	18'-5"	7'-5"	
A801	32	32	64	30'-00"	5,127	STR				
* A802	5	5	10	12'-03"	328	STR				
* A803	5	5	10	14'-05"	385	STR				
* A804	6	6	12	19'-10"	636	STR				
* A805	6	6	12	17'-08"	567	STR				
<b>ABUTMENT TOTAL</b>					20,068					
<b>DIAPHRAGM GUIDE</b>										
MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS			
	REAR	FWD.	TOTAL				A	B	C	INC
DG601	5	5	10	16'-09"	252	3	4'-0 3/4"	3'-8 1/2"		
DG801	9	9	18	13'-08"	657	5	2'-8"	3'-7"	2'-4"	
FOR INFORMATION ONLY. NOT INCLUDED WITH ITEM 509.										

**NOTES:**

- THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
- ALL REINFORCEMENT IS TO BE EPOXY COATED.
- \* - MECHANICALLY SPLICED BAR: LENGTH GIVEN INCLUDES 2 INCHES OF CLEARANCE AT EACH END. CONTRACTOR SHALL ADJUST LENGTH AS REQUIRED FOR TYPE OF MECHANICAL SPLICE USED.

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS			
					A	B	C	D
<b>SUPERSTRUCTURE (INTERMEDIATE DIAPHRAGMS)</b>								
SI401	198	10'-08"	1,411	3	6"	4'-9"		
SI601	72	9'-08"	1,045	STR				
SI602	84	11'-00"	1,388	13	3'-10"	7"	1'-2"	6'-0"
SI603	54	10'-06"	852	STR				
<b>INTERMEDIATE DIAPHRAGM TOTAL</b>			4,696					
FOR INFORMATION ONLY NOT INCLUDED WITH ITEM 509.								



DESIGN AGENCY  
 TWO MIRANOVA PLACE  
 SUITE 450  
 COLUMBUS, OHIO 43215

REVIEWED DATE  
 MJZ 4/24/20

STRUCTURE FILE NUMBER  
 3110931

DRAWN RLC  
 RLC REVISSED

DESIGNED RLC  
 RLC CHECKED SAP

**REINFORCING STEEL LIST**  
 BRIDGE NO. HAM-75-1539L  
 I-75 SB OVER SHARON RD.

HAM-75-14.61  
 PID No. 76256

31/36

637  
699

**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 CO 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 IN<sup>2</sup>  
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 2.4 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 SUBSTRUCTURE 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 CMS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

**ITEM 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 & ITEM 511 CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)**

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 & ITEM 511 CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) 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 MANUFACTURER'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  TWO WIRANOWA PLACE SUITE 480 COLUMBUS, OHIO 43215	DATE 4/24/20	GENERAL NOTES BRIDGE NO. HAM-75-1539R I-75 NB OVER SHARON RD.
	REVIEWED MJZ	
	DRAWN RLC	
	DESIGNED RLC	
STRUCTURE FILE NUMBER 3110966	DESIGNED RLC	HAM-75-14.61 PID No. 76256
REVISIONS SAP	CHECKED SAP	
DRAIN RLC	DESIGNED SAP	
REVISIONS SAP	CHECKED SAP	
3/36		645 708

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
<b>SUPERSTRUCTURE</b>											
S401	396		30'- 00"	7,936	STR						
S402	94		23'- 07"	1,481	STR						
S403	563		8'- 11"	3,354	16	8'-5"					
S404	28		4'- 07"	86	35	3'-9"	7"			2"	
S405	4		4'- 00"	11	STR						
S406	8		6'- 07"	36	STR						
S407	8		6'- 04"	34	STR						
S408	32		5'- 11"	127	28	4'-0"	1'-0"				
S409	48		4'- 00"	129	STR						
S410	32		5'- 00"	107	2	8"	3'-10"	8"			
S411	364		3'- 00"	730	11	1'-1"	1'-8"	1'-1"			
S412	364		1'- 08"	406	19	10"	2"	10"			
S501	420		30'- 00"	13,142	STR						
S502	105		28'- 07"	3,131	STR						
S504	276		20'- 03"	5,830	STR						
* S505	273		24'- 11"	7,095	STR						
* S506	548		21'- 06"	12,289	STR						
S507	SER. OF	TO	5'- 10"	58	STR						2'-7"
	5		16'- 02"								
	1		3'- 00"								
S508	SER. OF	TO	21'- 01"	101	STR						2'-7"
	8		5'- 00"								
	1		5'- 00"								
* S509	SER. OF	TO	25'- 08"	144	STR						2'-7"
	9		5'- 11"								
	1		5'- 11"								
S510	SER. OF	TO	24'- 00"	125	STR						2'-7"
	8		5'- 10"								
	1		5'- 10"								
S511	SER. OF	TO	23'- 11"	125	STR						2'-7"
	8		1'- 08"								
	1		1'- 08"								
* S512	SER. OF	TO	22'- 04"	113	STR						2'-7"
	9		1'- 07"								
	1		1'- 07"								
S513	SER. OF	TO	22'- 03"	112	STR						2'-7"
	9		5'- 11"								
	1		5'- 11"								
S514	SER. OF	TO	18'- 10"	78	STR						2'-7"
	6		25'- 11"								
S516	274		19'- 11"	7,407	STR						
* S517	275		16'- 01"	5,713	STR						
* S518	276		27'- 07"	4,630	STR						
S519	273		7'- 06"	7,855	STR						
S520	12		6'- 04"	94	STR						
S521	NOT USED										
	1		6'- 04"								
S522	SER. OF	TO	21'- 10"	103	STR						2'-7"
	7		3'- 00"								
	1		3'- 00"								
S523	SER. OF	TO	26'- 03"	153	STR						2'-7"
	10		2'- 05"								
	1		2'- 05"								
* S524	SER. OF	TO	20'- 06"	96	STR						2'-7"
	8		6'- 01"								
	1		6'- 01"								
S525	SER. OF	TO	19'- 00"	79	STR						2'-7"
	6		5'- 07"								
	1		5'- 07"								
S526	SER. OF	TO	15'- 11"	57	STR						2'-7"
	5		1'- 08"								
	1		1'- 08"								
* S527	SER. OF	TO	17'- 02"	69	STR						2'-7"
	7		1'- 07"								
	1		1'- 07"								
S528	SER. OF	TO	27'- 05"	167	STR						2'-7"
	11										

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
<b>SUPERSTRUCTURE (CONT.)</b>											
S529	1	SER. OF	6'- 10"	133	STR						2'-7"
	8		TO								
S530	116		8'- 05"	1,019	2	2'-7"	3'-6"	2'-7"			
S531	244		13'- 01"	3,330	2	4'-8"	4'-0"	4'-8"			
S532	NOT USED										
S533	6		11'- 05"	72	2	3'-10"	4'-0"	3'-10"			
S534	40		30'- 00"	1,252	STR						
S535	368		7'- 04"	2,815	23	11"	3'-3"	3'-0"			2 3/4"
S536	120		8'- 05"	1,054	29	11"	1'-7"	3'-2"	3'-0"		
S537	54		4'- 11"	277	3	11"	1'-3"				
S538	54		5'- 03"	296	3	11"	1'-5"				
S539	4		6'- 05"	27	3	1'-8"	1'-3"				
S540	4		6'- 09"	29	3	1'-8"	1'-5"				
S541	8		5'- 08"	48	STR						
S542	8		5'- 08"	48	25	1'-10"	2'-5"	1'-5"	1 1/2"	5"	
S543	10		7'- 07"	80	STR						
S544	220		6'- 05"	1,473	STR						
S545	10		8'- 05"	88	STR						
S546	10		7'- 03"	76	STR						
S547	8		29'- 07"	247	STR						
S548	8		25'- 09"	215	STR						
S549	4		12'- 03"	52	STR						
S601	46		6'- 05"	444	STR						
S602	488		5'- 02"	3,788	1	1'-6"	3'-10"				
S603	492		3'- 01"	2,279	28	11"	1'-7"				
S604	4		2'- 05"	15	1	1'-0"	1'-7"				
	4		3'- 11"				3'-1"				
S605	SER. OF	TO	4'- 10"	316	1	1'-0"	TO				1"
	12		4'- 00"				4'-0"				
S606	12		4'- 00"	73	1	1'-0"	3'-2"				
S607	2		8'- 05"	26	STR						
S608	2		7'- 07"	23	STR						
S609	2		4'- 06"	14	STR						
S610	2		7'- 03"	22	STR						
* S801	36		24'- 03"	2,331	STR						
* S802	8		31'- 07"	675	1	30'-5"	1'-4"				
S803	8		8'- 03"	177	1	7'-1"	1'-4"				
S804	16		6'- 07"	282	18	4'-2"	1'-1"	1'-1"			
* S805	30		2'- 06"	201	STR						
S806	20		10'- 08"	570	STR						
* S807	10		7'- 03"	194	STR						
S808	30		9'- 10"	788	STR						
* S809	64		25'- 04"	4,329	STR						
S810	4		7'- 11"	85	STR						
S811	6		7'- 01"	114	STR						
* S812	2		1'- 02"	7	STR						
* S813	2		5'- 11"	32	STR						
S814	6		7'- 01"	114	STR						
* S815	6		30'- 05"	488	STR						
S816	4		2'- 01"	23	STR						
S817	10		12'- 06"	334	17	10'-8"					
D801	116		4'- 11"	1,523	18	2'-7"	1'-0"	1'-0"			
<b>SUPERSTRUCTURE TOTAL</b>				115,101							

MARK	NUMBER		LENGTH	TOTAL LENGTH	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	R	INC
<b>SUPERSTRUCTURE (PARAPET GLASS FIBER POLYMER REINFORCING)</b>											
GS601	144		4'- 06"	648'-0"	STR						
<b>GFRP TOTAL</b>				648'-0"							
<b>INCLUDED WITH ITEM 509: NO XX GFRP DEFORMED BARS FOR PAYMENT</b>											

DESIGN AGENCY  
**WSP**  
 TWO WIRANOWA PLACE  
 SUITE 450  
 COLUMBUS, OHIO 43215

REINFORCING STEEL LIST  
 BRIDGE NO. HAM-75-1539R  
 I-75 NB OVER SHARON RD.

DESIGN NO. HAM-75-10.62-76256  
 SHARON RD STRUCTURES

DRAWN  
 LEL  
 REVISED

CHECKED  
 RLC  
 GCC

REVIEWED  
 MJZ  
 STRUCTURE FILE NUMBER  
 3110966

DATE  
 4/24/20

HAM-75-14.61  
 PID No. 76256

30/36

672  
708

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS			
	REAR	FWD.	TOTAL				A	B	C	INC
<b>ABUTMENTS</b>										
A501	32	32	64	30'- 00"	2,003	STR				
* A502	7	7	14	9'- 03"	136	STR				
* A503	7	7	14	11'- 06"	168	STR				
A504	8	8	16	23'- 01"	386	STR				
* A505	2	2	4	13'- 09"	58	STR				
* A506	2	2	4	15'- 11"	67	STR				
A507	122	122	244	18'- 01"	4,603	3	6'-2"	2'-7"		
A508	81	81	162	15'- 05"	2,605	3	4'-0"	3'-5"		
A509	22	22	44	14'- 03"	654	2	6'-2"	2'-2"	6'-2"	
A510	4	4	8	15'- 07"	131	3	4'-1"	3'-5"		
A511	2	2	4	18'- 05"	77	3	6'-3"	2'-8"		
A512	2	2	4	13'- 01"	55	3	2'-2"	4'-1"		
A513	2	2	4	13'- 11"	59	3	2'-2"	4'-6"		
	2	2	4	15'- 01"				5'-1"		
A514	SER. OF	SER. OF	SER. OF	TO	507	3	2'-2"	TO		9"
	7	7	7	19'- 07"				7'-4"		
	1	1	2	10'- 03"			4'-2"		4'-2"	
A515	SER. OF	SER. OF	SER. OF	TO	183	2	TO	2'-2"	TO	9"
	7	7	7	14'- 09"			6'-5"		6'-5"	
A516	1	1	2	15'- 11"	34	2	7'-0"	2'-2"	7'-0"	
A517	2	2	4	16'- 05"	69	2	7'-3"	2'-2"	7'-3"	
A518	4	4	8	17'- 03"	144	2	7'-8"	2'-2"	7'-8"	
	1	1	2	3'- 08"						
A519	SER. OF	SER. OF	SER. OF	TO	159	STR				2'-4 7/8"
	7	7	7	18'- 00"						
	1	1	2	3'- 03"						
A520	SER. OF	SER. OF	SER. OF	TO	153	STR				2'-4 7/8"
	7	7	7	17'- 07"						
A521	1	1	2	21'- 07"	46	19	1'-7"	18'-5"	7'-9"	
A522	1	1	2	21'- 02"	45	19	1'-2"	18'-5"	7'-9"	
A523	3	3	6	18'- 01"	114	2	8'-1"	2'-2"	8'-1"	
	1	1	2	10'- 09"			4'-5"		4'-5"	
A524	SER. OF	SER. OF	SER. OF	TO	190	2	TO	2'-2"	TO	9"
	7	7	7	15'- 03"			6'-8"		6'-8"	
	1	1	2	3'- 04"						
A525	SER. OF	SER. OF	SER. OF	TO	159	STR				2'-6"
	7	7	7	18'- 04"						
	1	1	2	3'- 09"						
A526	SER. OF	SER. OF	SER. OF	TO	165	STR				2'-6"
	7	7	7	18'- 09"						
A527	1	1	2	21'- 01"	44	19	1'-3"	18'-5"	7'-5"	
A528	1	1	2	21'- 05"	45	19	1'-7"	18'-5"	7'-5"	
A801	32	32	64	30'- 00"	5,127	STR				
* A802	5	5	10	12'- 03"	328	STR				
* A803	5	5	10	14'- 05"	385	STR				
* A804	6	6	12	19'- 10"	636	STR				
* A805	6	6	12	17'- 08"	567	STR				
<b>ABUTMENT TOTAL</b>					20,102					

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS			
	REAR	FWD.	TOTAL				A	B	C	INC
<b>DIAPHRAGM GUIDE</b>										
DG601	5	5	10	16'- 09"	252	3	4'-0 3/4"	3'-8 1/2"		
DG801	9	9	18	13'- 08"	657	5	2'-8"	3'-7"	2'-4"	
<b>FOR INFORMATION ONLY. NOT INCLUDED WITH ITEM 509.</b>										

**NOTES:**

- THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
- ALL REINFORCEMENT IS TO BE EPOXY COATED.
- \* - MECHANICALLY SPLICED BAR: LENGTH GIVEN INCLUDES 2 INCHES OF CLEARANCE AT EACH END. CONTRACTOR SHALL ADJUST LENGTH AS REQUIRED FOR TYPE OF MECHANICAL SPLICE USED.

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS			
		TOTAL				A	B	C	D
<b>SUPERSTRUCTURE (INTERMEDIATE DIAPHRAGMS)</b>									
SI401	198		10'- 08"	1,411	3	6"	4'-9"		
SI601	72		9'- 08"	1,045	STR				
SI602	84		11'- 00"	1,388	13	3'-10"	7"	1'-2"	6'-0"
SI603	54		10'- 06"	852	STR				
<b>INTERMEDIATE DIAPHRAGM TOTAL</b>				4,696					
<b>FOR INFORMATION ONLY NOT INCLUDED WITH ITEM 509.</b>									

