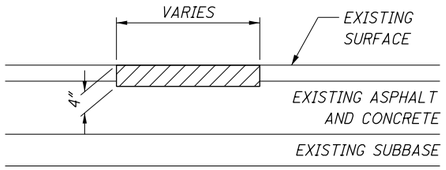
ITEM 253 - PARTIAL DEPTH PAVEMENT REPAIR

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



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

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253 PAVEMENT REPAIR, PERFORMED IN 2018 -	250 CY
ITEM 253 PAVEMENT REPAIR, PERFORMED IN 2019 -	250 CY
ITEM 253 PAVEMENT REPAIR, PERFORMED IN 2020 -	100 CY
TOTAL =	600 CY

ENDANGERED BAT HABITAT REMOVAL

THE 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. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

PROJECTS LOCATED OVER A SOLE SOURCE AQUIFER

THE PROJECT AREA IS LOCATED OVER THE BURIED VALLEY AQUIFER SYSTEM, A DESIGNATED SOLE SOURCE AQUIFER. IN ORDER TO MINIMIZE THE POTENTIAL FOR A RELEASE IN THIS SENSITIVE AREA, ALL PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL BE PERFORMED IN AN ENVIRONMENTALLY RESPONSIBLE MANNER FROM STA 403+00 TO STA 472+00. SPILLS OF FUELS, OILS, CHEMICALS OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR. IF THE SPILL IS A REPORTABLE AMOUNT, THE CONTRACTOR SHOULD CONTRACT CHIEF RICHARD A. BRAUN OF THE CINCINNATI FIRE DEPARTMENT AT (513) 352-6220 FOR CLEAN-UP OF THE SPILL.

EXISTNG SEWERS TO REMAIN

ALL EXISTING SEWERS TO REMAIN IN SERVICE MUST BE VIDEOTAPED PRE AND POST CONSTRUCTION. ANY DAMAGE CAUSED TO THE SEWERS DURING CONSTRUCTION MUST BE REPAIRED TO THE SATISFACTION OF MSD. VIDEO MUST CONFORM WITH THE NATIONAL ASSOCIATION OF SEWER SERVICE COMPANIES' (NASSCO) PIPELINE ASSESSMENT CERTIFICATION PROGRAM (PACP) AND LATERAL ASSESSMENT CERTIFICATION PROGRAM (LACP). NO ADDTIONAL LOADING MAY BE ADDED TO THE EXISTING SEWER.

ENVIRONMENTAL WORK

ENVIRONMENTAL STUDIES HAVE SHOWN THAT THERE IS A POTENTIAL OF ENCOUNTERING PETROLEUM-CONTAMINATED MATERIALS DURING EXCAVATIONS FOR THE PROPOSED SIGNAL SUPPORT POLES NEAR THE BEGINNING OF RAMP E AND END OF RAMP R, AT STA 621+33, 80' LT AND STA 9+95, 180' RT (RAMP R).

IN THE EVENT PETROLEUM-CONTAMINATED MATERIALS ARE ENCOUNTERED, THE CONTRACTOR SHALL MANAGE THIS MATERIAL ACCORDING TO THE FOLLOWING NOTES. THE ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS WORK. ALL EXCAVATIONS WITHIN THE AFOREMENTIONED LIMITS SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS. ALL MATERIAL EXCAVATED BY THE CONTRACTOR BETWEEN THESE LIMITS MAY BE STOCKPILED IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL IN A LINED AND COVERED ROLL-OFF BOX.

THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL ON AN IMPERMEABLE MEMBRANE. THE MEMBRANE SHALL BE SURROUNDED BY BALES OF STRAW TO PREVENT THE SUSPECTED SOILS FROM COMING IN CONTACT WITH THE ORIGINAL SOILS. AN IMPERMEABLE MEMBRANE SHALL BE PLACED OVER THE STOCKPILE TO PREVENT CONTACT WITH PRECIPITATION AND/OR SURFACE RUN-OFF. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED CONTAMINATED MATERIAL INTO TRUCKS. THIS MATERIAL SHALL BE PROPERLY TESTED, TRANSPORTED, AND DISPOSED OF IN A LICENSED (BY THE LOCAL HEALTH DEPARTMENT) AND PERMITTED (BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY) SOLID WASTE FACILITY.

THE CONTRACTOR SHALL COMPLETE ALL MANIFEST FOR MATERIAL TO BE TRANSPORTED AND PROVIDE TO THE ENGINEER FOR SIGNATURE. THE CONTRACTOR IS TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS TO TRANSPORT THE MATERIAL TO A LICENSED AND PERMITTED DISPOSAL FACILITY. THE CONTRACTOR IS TO CONTACT THE DISPOSAL FACILITY TO DETERMINE IF ANY ADDITIONAL TESTING IS REQUIRED FOR DISPOSAL. THE CONTRACTOR IS TO PROVIDE ANY ADDITIONAL SAMPLING AND ANALYSIS OF THE MATERIAL AS REQUIRED BY THE DISPOSAL FACILITY. THE CONTRACTOR SHALL OBTAIN ALL SIGNATURES ON THE MANIFEST AFTER TRANSPORTING AND DISPOSAL OF THE MATERIAL AND PROVIDE A FINAL COPY TO THE ENGINEER.

THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PROPERLY HANDLE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT, AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS, APPROVALS, OR FEES WITHIN THE LIMITS IDENTIFIED ABOVE. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID PER TON. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

690E65016 ITEM SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOILS 20 TON

ASBESTOS NOTIFICATION

AN ASBESTOS SURVEY OF THE BRIDGE STRUCTURES SCHEDULED FOR REHABILITATION WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS REPORT WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. FOR BIDDING PURPOSES ASSUME KENNEDY AVENUE BRIDGE HAS ONE TRANSITE PIPE THE LENGTH OF THE STRUCTURE THAT WILL BE REQUIRED TO BE REMOVED. A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORMS, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER, WILL BE PROVIDED TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO THE ADDRESS BELOW AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.

Ken Wilkens
(513) 946-7743
Southwest Ohio Air Quality Agency
Air Quality Programs
250 William Howard Taft Road
Cincinnati, Ohio 45219

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER. INFORMATION REQUIRED ON THE FORM WILL INCLUDE: 1) THE CONTRACTORS NAME AND ADDRESS, 2) THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE BRIDGE REMOVAL AND 3) A DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHOD(S) TO BE USED. COPIES OF THE OEPA FORM AND BRIDGE INSPECTION REPORT ARE AVAILABLE FOR REVIEW AT THE ODOT DISTRICT 11 OFFICE, 2201 REISER AVENUE, NEW PHILADELPHIA, OHIO 44663.

BASIS FOR PAYMENT - THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

CALCULATED JLG
CHECKED KSC

GENERAL NOTES 5 OF 5

HAM-IR71-8.42

PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE

LOCATION	NO. OF EXISTING THRU LANES PER DIRECTION	1 LANE CLOSED		2 LANES CLOSED		15 MINUTE SHORT DURATION COMPLETE CLOSURES	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER LANE PER TIME UNIT
		WEEKDAY	WEEKEND	WEEKDAY	WEEKEND	ANY DAY	ANY DAY		
I-71	3	8 PM - 6 AM	7 PM - 7 AM	11 PM - 5 AM	10 PM - 6 AM	12 M - 4 AM	NONE	15 MINUTES	$1,875
ALL RAMPS	VAR.	9 PM - 6 AM	7 PM - 6 AM	NONE	NONE	12 M - 4 AM	10 PM - 5 AM	15 MINUTES	$1,200
KENNEDY AVE	2	9 AM - 3 PM & 8 PM - 6 AM	7 AM - 4 PM	NONE	NONE	NONE	NONE	15 MINUTES	$750
OLD RED BANK RD	1	9 AM - 3 PM	7 AM - 7 PM	NONE	NONE	NONE	NONE	15 MINUTES	$750
EUCLID RD	1	7 AM - 7 PM	7 AM - 7 PM	NONE	NONE	NONE	NONE	15 MINUTES	$750
KENWOOD AVE	2	9 AM - 3 PM AND 7 PM - 6 AM	9 AM - 3 PM AND 7 PM - 6 AM	NONE	NONE	NONE	NONE	15 MINUTES	$750
GALBRAITH RD	1	9 AM - 3 PM AND 7 PM - 7 AM (1 LANE IN EACH DIR.)	9 AM - 3 PM AND 7 PM - 7 AM (1 LANE IN EACH DIR.)	8PM - 6 AM (1-LANE, 2-WAY TRAFFIC)	8PM - 7 AM (1-LANE, 2-WAY TRAFFIC)	NONE	NONE	15 MINUTES	$750
STEWART RD	2	AT ALL TIMES	AT ALL TIMES	NONE	NONE	10 PM - 5 AM	NONE	15 MINUTES	$750

NOTES

1) NO SHORT-TERM INTERSTATE SHOULDER CLOSURES BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY.
2) NO CLOSURES 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR US BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE GENERATING AN EVENT ATTENDANCE OF 20,000+.
3) RAMP J/I-71 LANE CLOSURES: SHORT TERM LANE CLOSURES WITH RAMP J AS AN ADD LANE, SHEETS 99-96, IS CONSIDERED 1 LANE CLOSED. SHORT TERM LANE CLOSURES WITH RAMP J AS A MERGE, SHEETS 100-101, IS CONSIDERED 2 LANES CLOSED.
4) SHORT TERM PARTIAL-WIDTH RAMP CLOSURE, MAINTAINING 1-11' LANE, IS PERMITTED DURING THE TIMES FOR 1 LANE CLOSED. MAINTAIN THE EXISTING DECISION SIGHT DISTANCE ON MERGE RAMPS.
5) A MAXIMUM OF 1 RAMP MAY BE CLOSED AT ANY TIME.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE PER TIME UNIT
RAMP A - RED BANK TO I-71 SB	30 DAYS	1 DAY	$2,500
RAMP B - I-71 NB TO RED BANK	30 DAYS	1 DAY	$2,500
RAMP C - I-71 SB TO RED BANK	MONDAY 6 AM TO FRIDAY 9 PM	15 MINUTES	$1,200
RAMP F - I-71 NB TO STEWART	75 DAYS	1 DAY	$2,500

NOTES

1) RAMP C IS PERMITTED TO BE CLOSED A MAXIMUM OF 2 WEEKENDS. A WEEKEND CLOSURE IS DEFINED AS BEGINNING AT 9 PM ON FRIDAY AND ENDING AT 6 AM ON MONDAY.

WORK ZONE MARKINGS

THE CONTRACTOR SHALL PLACE THE ASPHALT INTERMEDIATE COURSE AND ALL WORK ZONE PAVEMENT MARKINGS, INCLUDING WORK ZONE EDGE LINE, UPON COMPLETION OF THE PAVEMENT PLANING PRIOR TO OPENING THE ROADWAY TO TRAFFIC. THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS OR PERMANENT MARKINGS UPON COMPLETION OF THE ASPHALT SURFACE COURSE PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

PERMITTED LANE CLOSURE TIMES

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

LANE CLOSURE/REDUCTION REQUIRED

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.

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.

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, WILL NOT BE ACCEPTED.

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

ADVANCE WARNING SIGNS

THE ROAD WORK NEXT XX MILES (G20-1) SIGN AND END ROAD WORK (G20-2) SIGN SHALL BE INSTALLED AT THE PROJECT LIMITS IN ADVANCE OF THE TTC ZONE. THE DISTANCE DISPLAYED ON THE ROAD WORK NEXT XX MILES SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.

ITEM 614, REPLACEMENT SIGN

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

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

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

ROAD CLOSED SIGN

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

RAMP A: @ RAMP GORE AT SPLIT WITH RAMP D TO NB I-71
RAMP B: ON RAMP DECELERATION LANE PRIOR TO BRIDGE
RAMP C: @ RAMP GORE AT I-71 SB
RAMP F: ON RAMP DECELERATION LANE PRIOR TO BRIDGE

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

TEMPORARY PAVEMENT WEDGE

TEMPORARY PAVEMENT WEDGES SHALL BE PROVIDED AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT SURFACE OF A DIFFERENT ELEVATION. THE MINIMUM SLOPE OF THE TEMPORARY PAVEMENT WEDGE SHALL BE 3:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED PAVEMENT COURSE. PAYMENT FOR ALL WORK, MATERIALS, ETC. ASSOCIATED WITH THIS ITEM SHALL BE PAID FOR UNDER ITEM 614 MAINTAINING TRAFFIC LUMP SUM.

SHORT DURATION CLOSING OF THE HIGHWAY

THE FOLLOWING NOTES SHALL APPLY TO ALL WORK ON I-71 AND STEWART ROAD.

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

(I-71 or STEWART)	12 AM
CLOSES	TO
DATE	4 AM

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

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

4. THE CONTRACTOR SHALL FURNISH AND INSTALL TWO (2) WATCH FOR STOPPED TRAFFIC SIGNS (W3-H7-48) 1500 FEET UPSTREAM FROM THE ANTICIPATED BACKUP ON I-71. THE CONTRACTOR SHALL INSTALL ADDITIONAL WATCH FOR STOPPED TRAFFIC SIGNS EVERY 2000 FEET UPSTREAM FROM THE WATCH FOR STOPPED TRAFFIC SIGNS ON I-71 IF TRAFFIC BACKUPS REACH THE FIRST SET OF SIGNS. THE NEED FOR THESE SIGNS SHALL BE CONSTANTLY MONITORED BY THE CONTRACTOR. ALL WATCH FOR STOPPED TRAFFIC AND PREPARE TO STOP SIGNS SHALL BE EQUIPPED WITH TYPE B WARNING LIGHTS.

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

6. ALTHOUGH THE PLANS CONTAIN BID ITEMS FOR LEOS AND PCMS, THEIR USE FOR THE SHORT DURATION CLOSING OF THE HIGHWAY, INCLUDING LEOS DESCRIBED IN MT-99.60 NOTE 5, IS CONSIDERED INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC IN ORDER TO LIMIT THE FREQUENCY OF CLOSURES TO THE MINIMUM NEEDED TO PERFORM THE WORK.

CALCULATED DPF CHECKED BJF

MAINTENANCE OF TRAFFIC GENERAL NOTES

HAM-IR71-8.42

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE CERTIFIED FROM ONE OF THE FOLLOWING ORGANIZATIONS:

1. AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA), PHONE NUMBER 1-800-272-8772, CERTIFIED TRAFFIC CONTROL SUPERVISOR (TCS).

2. THE OHIO CONTRACTORS ASSOCIATION, TRAFFIC CONTROL SUPERVISOR (OCA/TCS) WORK ZONE CLASS, ONLY IF TAKEN AFTER MAY 5, 2004, PHONE NUMBER 1-800-229-1388.

3. OHIO LABORERS TRAINING, TRAFFIC CONTROL SUPERVISORS CLASS, PHONE NUMBER 1-740-599-7915.

A COPY OF EACH WTSS CERTIFICATION AND 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY. EACH WTS SHALL HAVE A WTS CERTIFICATION CONTAINING THE DATE OF ISSUE AND SHALL BE FROM ANY OF THE APPROVED ORGANIZATIONS. AT THE TIME OF THE PRECONSTRUCTION, THE WTS CERTIFICATION DATE OF ISSUE SHALL BE WITHIN 5 YEARS PRIOR TO THE ORIGINAL COMPLETETION DATE OF THE PROJECT.

THE WTS POSITION HAS THE RESPONSIBILITY OF MONITORING TRAFFIC CONTROL DEFICIENCIES FOR THE ENTIRE WORK ZONE AND ASSURING THAT ALL DEFICIENCIES ARE CORRECTED IN A TIMELY FASHION. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.

2. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED. BEFORE ANY WORK OR PLACEMENT OF TRAFFIC CONTROL DEVICES BEGINS, COORDINATE A TRAFFIC CONTROL MEETING TO REVIEW ALL REQUIREMENTS AND DEPARTMENT EXPECTATIONS. THIS MEETING SHALL INCLUDE THE CONTRACTOR'S SUPERINTENDENT, WTS, ANY TRAFFIC CONTROL SUB-CONTRACTORS, ODOT PROJECT ENGINEER, ODOT PROJECT INSPECTORS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER.

3. BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.

4. COORDINATE A TRAFFIC INCIDENT MANAGEMENT MEETING EACH YEAR BEFORE CONSTRUCTION WORK BEGINS WITH ODOT AND THE SAFETY FORCES THAT WILL RESPOND TO INCIDENTS ON THE PROJECT. ITEMS TO BE DISCUSSED WILL BE THE:

   A. TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP);

   B. EMERGENCY RESPONSE AND NOTIFICATION;

   C. PROJECT WORK/PHASING CONCERNS (E.G., RAMP CLOSURES); AND

   D. RESPONDERS CONCERNS.

5. BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.

6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). A WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE THEY ARE ON THE PROJECT.

7. COORDINATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS WORK ZONE TRAFFIC CONTROL.

8. ENSURE COMPLIANCE WITH C&MS ITEM 614 AND ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENTS FOR SIGNS, BARRICADES, TEMPORARY CONCRETE BARRIER, PAVEMENT MARKINGS, PORTABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS; AND FACILITATE ANY CORRECTIVE ACTION NECESSARY.

9. NOTIFY THE CONTRACTOR OF THE NEED FOR CLEANING AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES, INCLUDING THE COVERING AND REMOVAL OF INAPPLICABLE SIGNS, AND ALL ROADWAY SURFACES.

10. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TRAFFIC CONTROL DEVICES AND/OR TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, A WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

    A. INITIAL TRAFFIC CONTROL SETUP (DAY AND NIGHT REVIEW).

    B. DAILY TRAFFIC CONTROL SETUP AND REMOVAL.

    C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TRAFFIC CONTROL SETUP.

    D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA.

    E. REMOVAL OF TRAFFIC CONTROL DEVICES AT THE END OF A PHASE OR PROJECT.

    F. ALL OTHER EMERGENCY TRAFFIC CONTROL NEEDS.

11. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 10 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TRAFFIC CONTROL MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE CURRENT REVISION OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION INSPECTION FORMS MANUAL.

12. VERIFY THAT ALL FLAGGING OPERATIONS ARE BEING CONDUCTED PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND APPLICABLE STANDARDS AND SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

14. IDENTIFY AND CONTACT ALL POSSIBLE RESPONSE PERSONNEL; PREPLAN AND KEEP AN UPDATED ROSTER WITH PHONE NUMBERS:

    A. FEDERAL, STATE, AND LOCAL TRANSPORTATION AGENCIES (TRAFFIC MANAGEMENT CENTER);

    B. REGIONAL, COUNTY OR LOCAL 911 DISPATCH; AND

    C. TOWING AND RECOVERY PROVIDERS.

15. COMPLY WITH THE PROVISIONS OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS.

16. PROPOSE A RESPONSE/ACTION PLAN TO:

    A. ESTABLISH ALTERNATE ROUTE PLANS PER THE PROVIDED ODOT PLAYBOOK;

    B. REMOVE TRAFFIC DEMAND FROM IMPACTED ROADWAY(S);

    C. DIVERT TRAFFIC TO ROUTES THAT CAN ACCOMMODATE DEMANDS;

    D. DETOUR TRAFFIC AWAY FROM SENSITIVE AREAS (SUCH AS SCHOOLS, HOSPITALS, ETC.);

    E. DISCUSS METHODS OF DETERMINING A STAGING AREA FOR RESPONDERS WITHIN OR NEAR THE CONSTRUCTION ZONE; AND

    F. DISCUSS METHODS OF DEVELOPING INGRESS AND EGRESS SITES WITHIN THE CONSTRUCTION ZONE.

    THE RESPONSE/ACTION PLAN SHALL BE SUBMITTED TO ODOT FOR ACCEPTANCE BEFORE THE CONTRACTOR S FIRST DAY OF WORK.

17. PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS IN INCIDENT DETECTION AND VERIFICATION:

    A. CALL 911/ NOTIFY TRAFFIC MANAAGEMENT CENTER AND PROVIDE THE FOLLOWING:

        I. LOCATION INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL.
        II. NUMBER AND TYPE OF VEHICLES INVOLVED.
        III. ESTIMATED EXTENT OF DAMAGE OR INJURY.
        IV. ESTIMATED NUMBER OF PATIENTS INVOLVED.
        V. ANY POTENTIAL HAZARDOUS CONDITIONS.
        VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE.

    B. INITIATE TRAFFIC MANAGEMENT / PROVIDE TRAFFIC CONTROL.

    C. ASSIST MOTORIST WITH DISABLED VEHICLES.

    D. RECOMMEND ROADWAY REPAIR NEEDS.

    E. PROVIDE REPAIR RESOURCES.

18. ATTEND POST-INCIDENT DEBRIEFINGS IF REQUIRED.

THE DEPARTMENT WILL DEDUCT THE PRORATED DAILY AMOUNT OF THE UNIT PRICE BID FOR THE WTS FOR ANY DAY ON WHICH THE CONTRACTOR FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. SHOULD THE CONTRACTOR'S FAILURE TO PERFORM ANY OF THE DUTIES DESCRIBED ABOVE RESULT IN A MAINTENANCE OF TRAFFIC SAFETY ISSUE, THE DEPARTMENT WILL DEDUCT THE PRORATED DAILY AMOUNT FOR ITEM 614 MAINTENANCE OF TRAFFIC FROM THE CONTRACTOR'S NEXT SCHEDULED ESTIMATE.

IF THREE OR MORE FAILURES TO PERFORM THE DUTIES SET FORTH ABOVE OCCUR, THE WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED FOR THE WORKSITE TRAFFIC SUPERVISOR:

ITEM 614 WORKSITE TRAFFIC SUPERVISOR 12 MONTHS

OVERNIGHT RAMP CLOSING

THE CONTRACTOR MAY CLOSE ONE RAMP AT A TIME FOR ANY PROPOSED WORK. RESTRICT CLOSURES TO THE HOURS SHOWN IN THE PERMITTED LANE CLOSURE AND UNAUTHORIZED LANE USE TABLE. PROVIDE NOTICE TO THE RAMP TRAFFIC AT LEAST 72 HOURS IN ADVANCE THROUGH THE USE OF EITHER A GROUND MOUNTED FLAT SHEET SIGN OR A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS). PROVIDE A LEO WITH PATROL CAR FOR EACH RAMP CLOSURE TO REMAIN PRESENT FOR THE DURATION OF THE CLOSURE.

CLOSE RAMPS USING A PCMS ROUTING TRAFFIC TO THE NEXT LOGICAL ENTRANCE OR EXIT. PROVIDE A SECOND PCMS AT THAT LOCATION TO CONFIRM THE DETOUR AND TO PROVIDE THE INFORMATION NECESSARY TO RETURN MOTORISTS TO THEIR ORIGINAL DIRECTION OF TRAVEL.

DO NOT CLOSE MORE THAN ONE RAMP AT A TIME WITHIN THE PROJECT LIMITS.

ALTHOUGH THE PLANS CONTAIN BID ITEMS FOR LEOS AND PCMSS, THEIR USE FOR THE OVERNIGHT CLOSURE OF RAMPS IS CONSIDERED INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC IN ORDER TO LIMIT THE FREQUENCY OF CLOSURES TO THE MINIMUM NEEDED TO PERFORM THE WORK.

AS AN ACCEPTABLE ALTERNATE, THE CONTRACTOR MAY PERFORM THE PROPOSED WORK AT THESE LOCATIONS WITHOUT TOTAL CLOSURES, SUBJECT TO THE PROVISIONS OF THE PERMITTED LANE CLOSURE AND UNAUTHORIZED LANE USE TABLE AND PROVIDED ONE 11' LANE IS MAINTAINED.

TRUCK MOUNTED ATTENUATOR (I-71 ONLY)

WHEN THE CONTRACTOR IS SETTING/REMOVING SHORT TERM WORK ZONES, A TRUCK MOUNTED ATTENUATOR (TMA) MUST TRAIL THE OPERATION, INCLUDING SETTING THE ADVANCE WARNING SIGNS UP OR TAKING THEM DOWN. THIS SAME TRUCK MUST HAVE A TYPE B FLASHING ARROW PANEL MOUNTED ON IT FACING THE REAR OF THE TRUCK. THE CONTRACTOR SHALL USE A TMA FOR ANY APPLICATION WHERE THE OMUTCD OR STANDARD CONSTRUCTION DRAWING USES THE PHRASE "OPTIONAL" OR "WHEN SPECIFIED IN THE PLAN".

THE TMA MUST BRING A VEHICLE WEIGHING 1800 TO 4500 LBS. AND TRAVELING AT 60 MPH TO A SAFE CONTROLLED STOP, PER NCHRP 350 CRITERIA. THE MANUFACTURER'S SPECIFICATION SHALL BE FOLLOWED CONCERNING THE SIZE OF THE TRUCK AND THE CONNECTIONS TO THE TMA.

ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PROVIDE A TMA ARE CONSIDERED INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC. FAILURE TO PROVIDE A TMA AS REQUIRED ABOVE SHALL RESULT IN A SUSPENSION OF WORK IN ACCORDANCE WITH C&MS 105.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

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

CALCULATED DPF CHECKED BJF

MAINTENANCE OF TRAFFIC GENERAL NOTES

HAM-IR71-8.42

SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
23	24	26		169		172	173	180			01/IMS/PV	02/IMS/BR	03/						
																		EROSION CONTROL	
						36	1				37			659	00300	37	CY	TOPSOIL	
1,789							77				1,866			659	10000	1,866	SY	SEEDING AND MULCHING	
89											89			659	14000	89	SY	REPAIR SEEDING AND MULCHING	
0.24											0.24			659	20000	0.24	TON	COMMERCIAL FERTILIZER	
0.37											0.37			659	31000	0.37	ACRE	LIME	
10											10			659	35000	10	MGAL	WATER	
						320					320			670	00700	320	SY	DITCH EROSION PROTECTION	
											LS			832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
											25,000			832	30000	25,000	EACH	EROSION CONTROL	
																		DRAINAGE	
							20				20			519	11100	20	SF	PATCHING CONCRETE STRUCTURE	
						3,907					3,907			605	11100	3,907	FT	6" SHALLOW PIPE UNDERDRAINS	
100											100			605	13300	100	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
						2,421					2,421			605	14000	2,421	FT	6" BASE PIPE UNDERDRAINS	
						60					60			611	00510	60	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
10											10			611	01500	10	FT	6" CONDUIT, TYPE F	
						25					25			611	05900	25	FT	15" CONDUIT, TYPE B	
						3					3			611	98634	3	EACH	CATCH BASIN RECONSTRUCTED TO GRADE	227
5											5			611	98690	5	EACH	CATCH BASIN, MISC.: REPAIR STRUCTURE	23
						1					1			611	99154	1	EACH	INLET RECONSTRUCTED TO GRADE	
						1					1			611	99155	1	EACH	INLET RECONSTRUCTED TO GRADE, AS PER PLAN	228
						3					3			611	99500	3	EACH	INLET, MISC.: REMOVE AND REPLACE	187, 194
2											2			611	99500	2	EACH	INLET, MISC.: REPAIR STRUCTURE	23
						3					3			611	99660	3	EACH	MANHOLE RECONSTRUCTED TO GRADE	194, 227
																		PAVEMENT	
	6,177										6,177			252	01000	6,177	SY	FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT	
	27,796										27,796			252	01500	27,796	FT	FULL DEPTH PAVEMENT SAWING	
		600									600			253	02000	600	CY	PAVEMENT REPAIR	
								6,672			6,672			254	01000	6,672	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 4 3/4"	
								172,199			172,199			254	01000	172,199	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 4 1/4"	
								7,850			7,850			254	01000	7,850	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 4"	
								189,592			189,592			254	01000	189,592	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3 1/4"	
								29,058			29,058			254	01000	29,058	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 3"	
								842			842			254	01000	842	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AVG 3.63"	
								991			991			254	01000	991	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AVG 2.25"	
								1,650			1,650			254	01000	1,650	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AVG 6.38"	
	200,000										200,000			254	01001	200,000	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN	24
							1				1			301	46000	1	CY	ASPHALT CONCRETE BASE, PG64-22	
								2,665			2,665			302	46000	2,665	CY	ASPHALT CONCRETE BASE, PG64-22	
				492			24	1,759			2,275			304	20000	2,275	CY	AGGREGATE BASE	
								20,942			20,942			407	10000	20,942	GAL	TACK COAT	
								10,464			10,464			407	13900	10,464	GAL	TACK COAT, 702.13	
								17,783			17,783			407	20000	17,783	GAL	NON-TRACKING TACK COAT	
							3				3			441	50000	3	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
	25,180										25,180			442	00100	25,180	CY	ANTI-SEGREGATION EQUIPMENT	
								24,192			24,192			442	10100	24,192	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
								1,282			1,282			442	20100	1,282	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5 MM, TYPE A (448)	
				53							53			452	09010	53	SY	4" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	
							68				68			452	13010	68	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	
								21.1			21.1			618	40601	21.1	MILE	RUMBLE STRIPS, (ASPHALT CONCRETE), AS PER PLAN	24
								18,474			18,474			806	00100	18,474	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A	

CALCULATED JLG
CHECKED KSC

GENERAL SUMMARY

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P:\PR54704\HAM\91826\Design\Roadway\Sheets\91826_GG002.dgn Sheet 3/13/2018 2:30:42 PM goodwin

SHEET NUM.	PART. 01/IMS/PV	PART. 02/IMS/BR	PART. 03/	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
								STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068L)	
		LS		201	11001	LS		CLEARING AND GRUBBING, AS PER PLAN	339
		LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	339
		296		202	22900	296	SY	APPROACH SLAB REMOVED	
		12		202	98100	12	EACH	REMOVAL MISC.: SCUPPER AND DOWNSPOUT REMOVAL (EACH)	369
		LS		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
		83		503	21100	83	CY	UNCLASSIFIED EXCAVATION	
		154,359		509	10000	154,359	LB	EPOXY COATED REINFORCING STEEL	
		306		510	10001	306	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	339
		467		511	34447	467	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	343
		128		511	34449	128	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET), AS PER PLAN	343
		71		511	44110	71	CY	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	
		LS		511	81200	LS		CONCRETE, MISC.: SURVEYING EXISTING BRIDGE	410
		1,553		512	10100	1,553	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
		120		SPECIAL	51271500	120	SY	URETHANE TOP COAT SEALER	341
		1,553		512	74000	1,553	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
		4,053		513	20000	4,053	EACH	WELDED STUD SHEAR CONNECTORS	
		250		513	95030	250	EACH	STRUCTURAL STEEL, MISC.: WELDING CROSSFRAME STIFFENERS	392
		80		513	95030	80	EACH	STRUCTURAL STEEL, MISC.: DRILLING STRUCTURAL STEEL, GRINDING, AND NDT	339
		160		513	95030	160	EACH	STRUCTURAL STEEL, MISC.: PENCIL ABRASIVE BLASTING, GRINDING, AND NDT	340
		6		513	95030	6	EACH	STRUCTURAL STEEL, MISC.: INTERMEDIATE CROSSFRAME	392
		3		513	95030	3	EACH	STRUCTURAL STEEL, MISC.: REMOVE EXISTING INTERMEDIATE CROSSFRAME	390
		2		513	95030	2	EACH	STRUCTURAL STEEL, MISC.: FIELD WELD CRACK REPAIR	390A
		1		513	95030	1	EACH	STRUCTURAL STEEL, MISC.: BEARING STIFFENER REPAIR	390A
		413		514	20001	413	SF	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN	340
		146		516	11210	146	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL	
		140		516	14020	140	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
		7		516	44201	7	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, 11 1/2"x1'-2"x3.22"	340
		7		516	44401	7	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, 11 1/2"x1'-1"x5.04"	340
		LS		516	47000	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE	
		LS		518	21230	LS		POROUS BACKFILL WITH GEOTEXTILE FABRIC	
		1,647		SPECIAL	51900100	1,647	SF	COMPOSITE FIBER WRAP SYSTEM	
		12		519	11101	12	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	340
		296		526	25001	296	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN	343
		141		526	90010	141	FT	TYPE A INSTALLATION	
		40		SPECIAL	53000500	40	HOUR	STRUCTURES: STRUCTURE INSPECTION AND MECHANIZED ACCESS	340
		502		607	39900	502	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
								STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068L) ALT. BID 1	
		482		514	00050	482	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
		482		514	00056	482	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
		482		514	00060	482	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
		482		514	00066	482	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
		1		514	00504	1	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
		1		514	10000	1	EACH	FINAL INSPECTION REPAIR	
								STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068L) ALT. BID 2	
		24,625		514	00050	24,625	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
		24,625		514	00056	24,625	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
		24,625		514	00060	24,625	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
		24,625		514	00066	24,625	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
		50		514	00504	50	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
		18		514	10000	18	EACH	FINAL INSPECTION REPAIR	

CALCULATED JLG CHECKED KSC

GENERAL SUMMARY

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SHEET NUM.	PART. 01/IMS/PV	PART. 02/IMS/BR	PART. 03/	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
								STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068R)	
		LS		201	11001	LS		CLEARING AND GRUBBING, AS PER PLAN	339
		LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	339
		454		202	22900	454	SY	APPROACH SLAB REMOVED	
		LS		202	98000	LS		REMOVAL MISC.: SIGN TRUSS SUPPORT BRACKETS	389
		20		202	98100	20	EACH	REMOVAL MISC.: SCUPPER AND DOWNSPOUT REMOVAL (EACH)	368
		LS		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
		126		503	21100	126	CY	UNCLASSIFIED EXCAVATION	
		235,915		509	10000	235,915	LB	EPOXY COATED REINFORCING STEEL	
		294		510	10001	294	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	339
		763		511	34447	763	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	343
		140		511	34449	140	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET), AS PER PLAN	343
		105		511	44110	105	CY	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	
		LS		511	81200	LS		CONCRETE, MISC.: SURVEYING EXISTING BRIDGE	409
		1,875		512	10100	1,875	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
		105		SPECIAL	51271500	105	SY	URETHANE TOP COAT SEALER	341
		1,875		512	74000	1,875	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
		6,867		513	20000	6,867	EACH	WELDED STUD SHEAR CONNECTORS	
		466		513	95030	466	EACH	STRUCTURAL STEEL, MISC.: WELDING CROSSFRAME STIFFENERS	392
		10		513	95030	10	EACH	STRUCTURAL STEEL, MISC.: INTERMEDIATE CROSSFRAME	392
		621		514	20001	621	SF	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN	340
		219		516	11210	219	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL	
		213		516	14020	213	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
		11		516	44201	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE),	340
								AS PER PLAN, 1'-0"x1'-2"x3.25"	
		11		516	44201	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE),	340
								AS PER PLAN, 11 1/2"x1'-2"x3.22"	
		LS		516	47000	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE	
		LS		518	21230	LS		POROUS BACKFILL WITH GEOTEXTILE FABRIC	
		1,997		SPECIAL	51900100	1,997	SF	COMPOSITE FIBER WRAP SYSTEM	341
		64		519	11101	64	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	340
		454		526	25001	454	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN	343
		215		526	90010	215	FT	TYPE A INSTALLATION	
		556		607	39900	556	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
								STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068R) ALT. BID 1	
		450		514	00050	450	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
		450		514	00056	450	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
		450		514	00060	450	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
		450		514	00066	450	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
		1		514	00504	1	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
		1		514	10000	1	EACH	FINAL INSPECTION REPAIR	
								STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068R) ALT. BID 2	
		41,195		514	00050	41,195	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
		41,195		514	00056	41,195	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
		41,195		514	00060	41,195	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
		41,195		514	00066	41,195	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
		200		514	00504	200	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
		31		514	10000	31	EACH	FINAL INSPECTION REPAIR	

CALCULATED JLG
CHECKED KSC

GENERAL SUMMARY

HAM-IR71-8.42

FOR LEGEND AND ABBREVIATIONS, SEE SHEET 325.

STA 541+30.00, 3.16' RT IR-71
TYPE 11, 2-310W HPS,
CONVENTIONAL, 51.7', 15'B20'B,
& FOUNDATION
10

STA 541+38, 3' RT IR-71
REMOVE 2 LUMINAIRES, POLE,
AND FOUNDATION
11

STA 544+46, 3' RT IR-71
REMOVE 2 LUMINAIRES, POLE,
AND FOUNDATION
13

STA 547+74, 0.22' RT IR-71
REMOVE 2 LUMINAIRES, POLE,
AND FOUNDATION
15

STA 540+31, 70' LT IR-71
EX. PULLBOX TO REMAIN

SC STA 536+20.46

CS STA 542+51.57

ST STA 546+51.57

TS STA 548+63.50

536 537 538 539 540 541 542 543 544 545 546 547 548 549 550

N 22° 45' 40" E

2 30 STA 540+30, 3' RT IR-71
18" SQ. CONC. PULLBOX

1 3 36

1 3 37

38 1 3

1 3 39

4

STA 544+59.00, 3.03' RT IR-71
TYPE 11, 2-310W HPS,
CONVENTIONAL, 51.7', 15'B20'B,
& FOUNDATION
12

STA 547+65.00, 0.25' RT IR-71
TYPE 11, 2-310W HPS,
CONVENTIONAL, 51.7', 18'BB,
& FOUNDATION
14

2 16 STA 548+50.00, 2' RT IR-71
18" SQ. CONC. PULLBOX

EX. PULLBOX TO REMAIN

CODED NOTES:

1. 2" CONDUIT WITH THREE NO. 2 AWG 2400 VOLT DISTRIBUTION CABLES
2. REMOVE EXISTING PULL BOX
3. EXISTING DUCT CABLE AND CONDUCTORS TO BE REMOVED
4. EXISTING DUCT CABLE AND CONDUCTORS TO REMAIN
5. 2" CONDUIT WITH THREE NO. 4 AWG 2400 VOLT DISTRIBUTION CABLES
6. REMOVE EXISTING CONDUCTORS, CLEAN CONDUIT AND PROVIDE THREE NO. 4 AWC 2400 VOLT DISTRIBUTION CABLES

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED SDC
CHECKED SCS

LIGHTING PLAN - IR-71 NORTH CROSSOVER
FOR MOT, STA 540+00 TO STA 549+00

HAM-IR71-8.42

328
441

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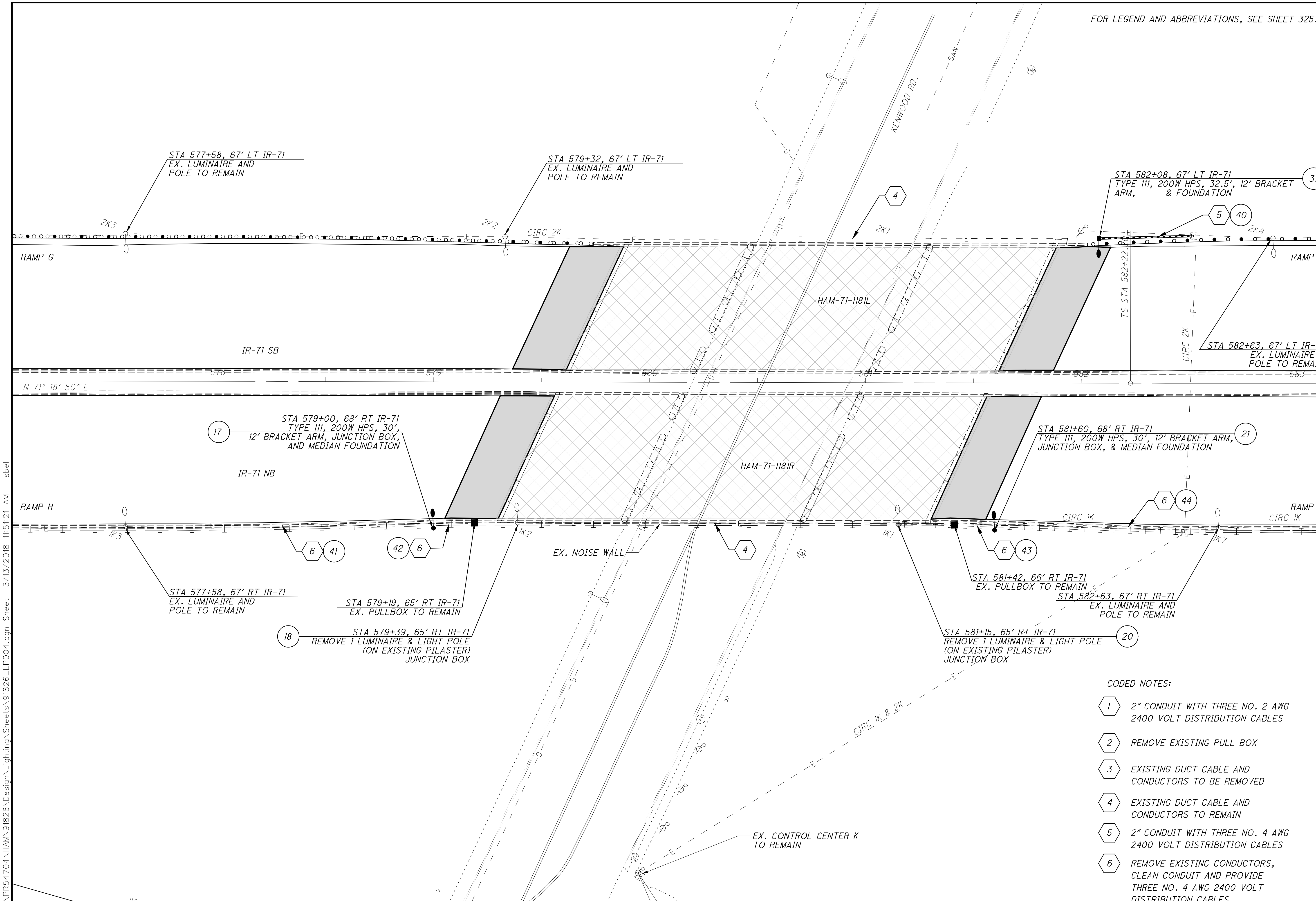


FOR LEGEND AND ABBREVIATIONS, SEE SHEET 325.
STA 577+58, 67' LT IR-71
EX. LUMINAIRE AND
POLE TO REMAIN
STA 579+32, 67' LT IR-71
EX. LUMINAIRE AND
POLE TO REMAIN
STA 582+08, 67' LT IR-71
TYPE 111, 200W HPS, 32.5', 12' BRACKET
ARM, & FOUNDATION
31
4
5
40
2K3
2K2
CIRC 2K
2K1
2K8
KENWOOD RD.
SAN
RAMP G
RAMP C
HAM-71-1181L
TS STA 582+22
CIRC 2K
STA 582+63, 67' LT IR-71
EX. LUMINAIRE &
POLE TO REMAIN
IR-71 SB
578
579
580
581
582
583
N 71° 18' 50" E
STA 579+00, 68' RT IR-71
TYPE 111, 200W HPS, 30',
12' BRACKET ARM, JUNCTION BOX,
AND MEDIAN FOUNDATION
17
STA 581+60, 68' RT IR-71
TYPE 111, 200W HPS, 30', 12' BRACKET ARM,
JUNCTION BOX, & MEDIAN FOUNDATION
21
IR-71 NB
HAM-71-1181R
RAMP H
RAMP D
CIRC 1K
CIRC 1K
6
44
1K3
1K2
1K1
1K7
6
41
42
6
EX. NOISE WALL
4
6
43
STA 581+42, 66' RT IR-71
EX. PULLBOX TO REMAIN
STA 582+63, 67' RT IR-71
EX. LUMINAIRE AND
POLE TO REMAIN
STA 577+58, 67' RT IR-71
EX. LUMINAIRE AND
POLE TO REMAIN
STA 579+19, 65' RT IR-71
EX. PULLBOX TO REMAIN
18
STA 579+39, 65' RT IR-71
REMOVE 1 LUMINAIRE & LIGHT POLE
(ON EXISTING PILASTER)
JUNCTION BOX
STA 581+15, 65' RT IR-71
REMOVE 1 LUMINAIRE & LIGHT POLE
(ON EXISTING PILASTER)
JUNCTION BOX
20
CIRC 1K & 2K
EX. CONTROL CENTER K
TO REMAIN

CODED NOTES:

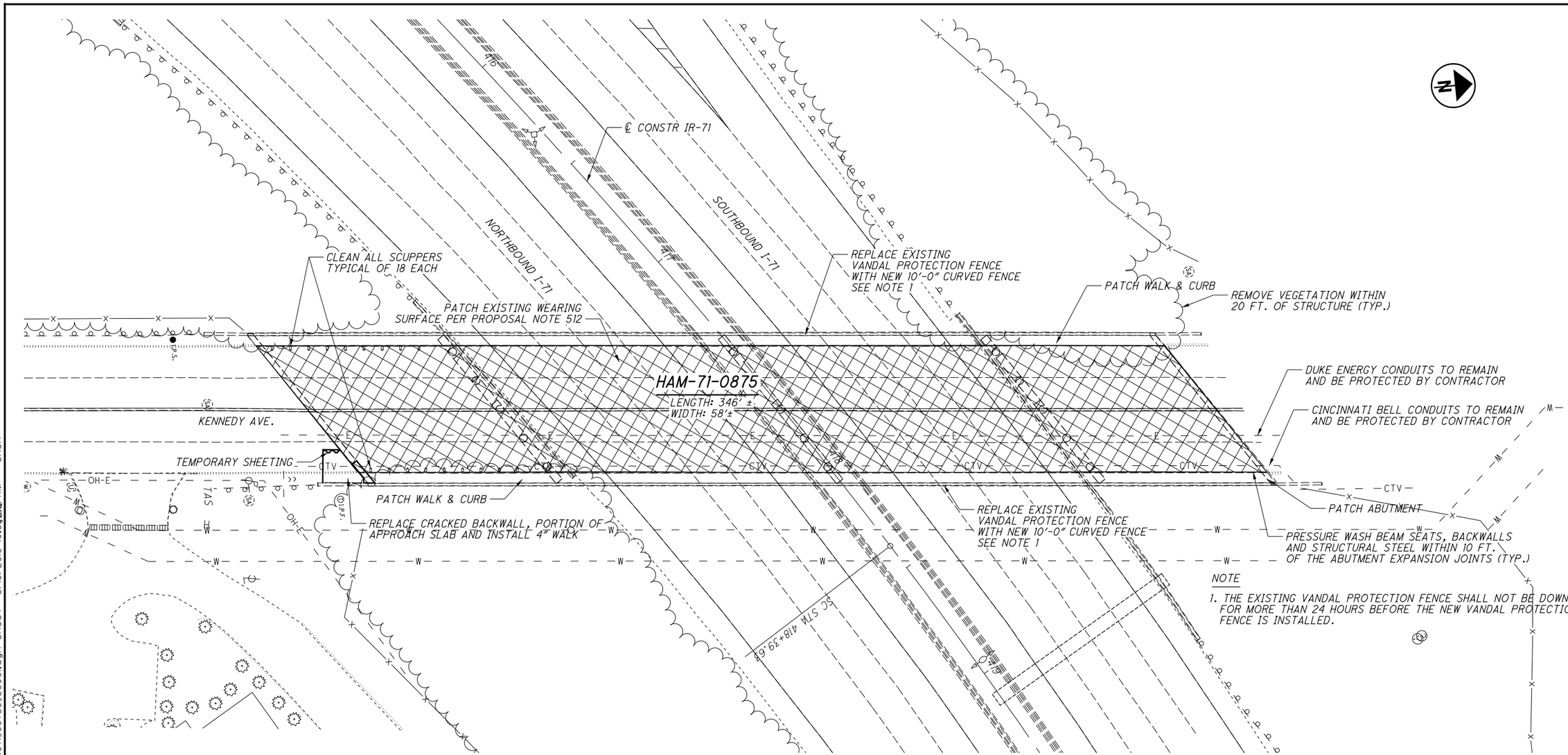
1. 2" CONDUIT WITH THREE NO. 2 AWG 2400 VOLT DISTRIBUTION CABLES
2. REMOVE EXISTING PULL BOX
3. EXISTING DUCT CABLE AND CONDUCTORS TO BE REMOVED
4. EXISTING DUCT CABLE AND CONDUCTORS TO REMAIN
5. 2" CONDUIT WITH THREE NO. 4 AWG 2400 VOLT DISTRIBUTION CABLES
6. REMOVE EXISTING CONDUCTORS, CLEAN CONDUIT AND PROVIDE THREE NO. 4 AWG 2400 VOLT DISTRIBUTION CABLES

0 10 20 40
HORIZONTAL SCALE IN FEET

CALCULATED SDC
CHECKED SCS

LIGHTING PLAN - IR-71
KENWOOD ROAD HAM-71-1181L/R

HAM-IR71-8.42



PLAN

LEGEND

SEAL WEARING SURFACE WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM)

PROPOSED WORK:

1. PATCH EXISTING MICRO-SILICA WEARING SURFACE PER PROPOSAL NOTE 512,TYPE B.
2. SEAL WEARING SURFACE WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM), PER ITEM 512.
3. PATCH EXISTING SIDEWALK/CURB AND SUBSTRUCTURE WITH CMS ITEM 519 PATCHING.
4. REMOVE VEGETATION WITHIN 20 FEET OF STRUCTURE.
5. CLEAN SCUPPERS.
6. REPLACE EXISTING VANDAL PROTECTION FENCE WITH NEW 12'-0" CURVED FENCE.
7. REPLACE CRACKED BACKWALL AND PORTION OF APPROACH SLAB.
8. PRESSURE WASH BEAM SEATS, BACKWALLS AND STRUCTURAL STEEL WITHIN 10 FEET OF THE ABUTMENT EXPANSION JOINTS.
9. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH MAINTENANCE OF TRAFFIC PLANS AND NOTES.

EXISTING STRUCTURE

TYPE: CONTINUOUS WELDED PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPANS: 72'-0", 107'-0", 100'-0", 65'-0"
ROADWAY: 48'-0"± F/F OF 4'-0" SIDEWALKS
LOADING: C.F. = 2000 (57)
SKEW: 39°20'0" R.F.
APPROACH SLABS: AS-1-67 (25'-0" LONG)
ALIGNMENT: TANGENT
CROWN: 0.016±
STRUCTURAL FILE NUMBER: 3115283
DATE BUILT: 1972

PROPOSED STRUCTURE

TYPE: CONTINUOUS WELDED PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPANS: 72'-0", 107'-0", 100'-0", 65'-0"
ROADWAY: 48'-0"± F/F OF 4'-0" SIDEWALKS
LOADING: C.F. = 2000 (57)
SKEW: 39°20'0" R.F.
APPROACH SLABS: AS-1-67 (25'-0" LONG)
ALIGNMENT: TANGENT
CROWN: 0.016±
COORDINATES: LATITUDE 39°10'11" N
LONGITUDE 84°25'12" W

DESIGN AGENCY
BURGESS & NIPLE
302 PLUM ST. CINCINNATI OH

DESIGNED	DRAWN	REVIEWED	DATE
XAC	XAC	DWL	2/20/2017
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SJA		3115283	

GENERAL PLAN
HAM-71-0875
KENNEDY AVE OVER IR-71

HAM-IR71-8.42
PID No. 91826

1 / 9

344
441

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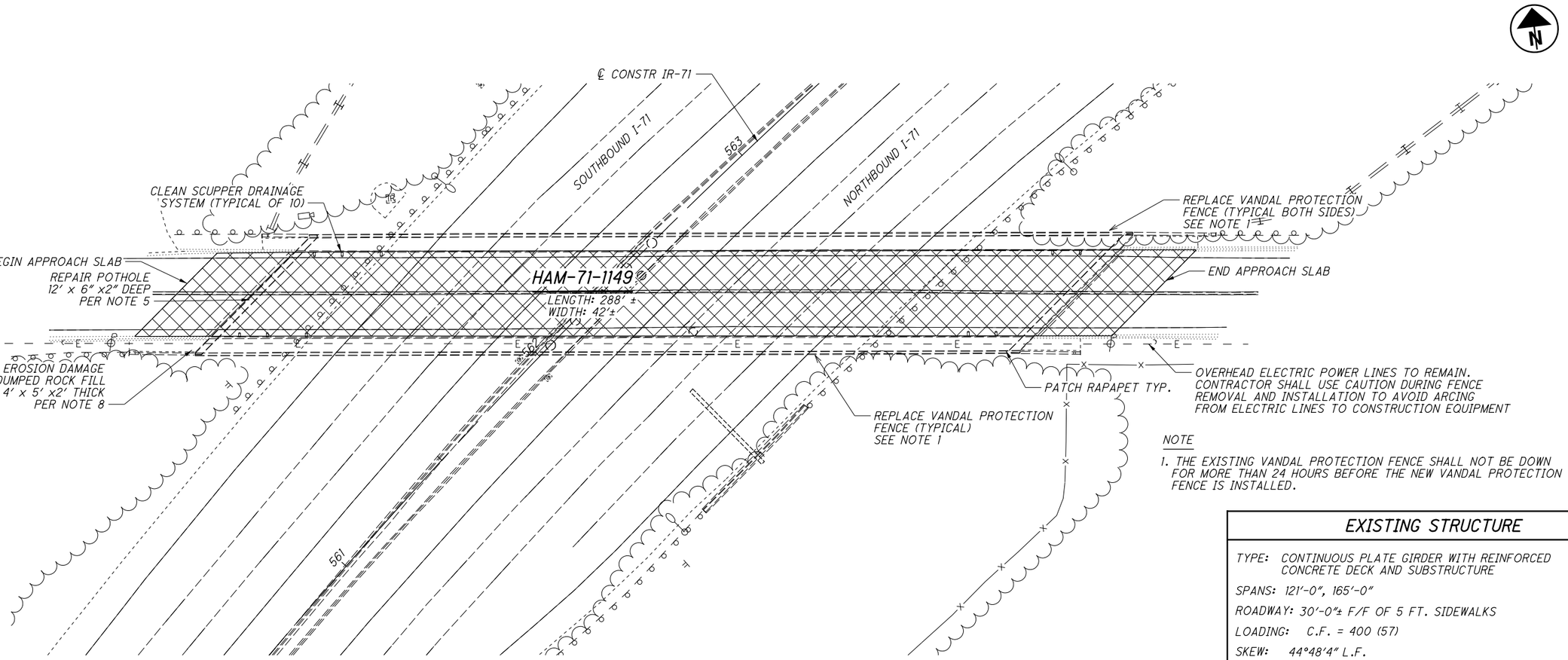

PLAN

NOTE

1. THE EXISTING VANDAL PROTECTION FENCE SHALL NOT BE DOWN FOR MORE THAN 24 HOURS BEFORE THE NEW VANDAL PROTECTION FENCE IS INSTALLED.

LEGEND

SEAL WEARING SURFACE OF DECK AND APPROACH SLABS WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM).

PROPOSED WORK:

1. REPLACE THE EXISTING VANDAL PROTECTION FENCE WITH A NEW 12' CURVED VANDAL PROTECTION FENCE.
2. REPAIR PORTIONS OF PARAPET THAT ARE SPALLED USING 519 SPECIFICATIONS.
3. PAINT ALL SUPERSTRUCTURE STEEL PER OZEU SPECIFICATIONS. FINISH COAT COLOR TO BE FEDERAL COLOR NUMBER 14277.
4. REMOVE EXISTING SEALER AND RESEAL PARAPETS, SIDEWALKS, DECK EDGES, PIERS, AND ABUTMENTS WITH EPOXY URETHANE SEALER.
5. PATCH SMALL POTHOLE NEAR THE EXPANSION JOINT PER PROPOSAL NOTE 512, TYPE B.
6. SEAL WEARING SURFACE OF DECK AND APPROACH SLABS WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM) PER ITEM 512.
7. CLEAN SCUPPER DRAINAGE SYSTEM.
8. REPAIR EROSION AT THE SOUTH WEST END OF THE APPROACH SLAB.
9. REPLACE MISSING OR DAMAGED RAISED PAVEMENT MARKERS IN KIND PER ITEM 621.
10. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH MAINTENANCE OF TRAFFIC PLANS AND NOTES.

EXISTING STRUCTURE

TYPE: CONTINUOUS PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPANS: 121'-0", 165'-0"
ROADWAY: 30'-0"± F/F OF 5 FT. SIDEWALKS
LOADING: C.F. = 400 (57)
SKEW: 44°48'4" L.F.
APPROACH SLABS: AS-1-54 (25'-0" LONG)
ALIGNMENT: TANGENT
CROWN: 0.016
STRUCTURAL FILE NUMBER: 3106934
DATE BUILT: 1969

PROPOSED STRUCTURE

TYPE: CONTINUOUS PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPANS: 121'-0", 165'-0"
ROADWAY: 30'-0"± F/F OF 5 FT. SIDEWALKS
LOADING: C.F. = 400 (57)
SKEW: 44°48'4" L.F.
APPROACH SLABS: AS-1-54 (25'-0" LONG)
ALIGNMENT: TANGENT
CROWN: 0.016
COORDINATES: LATITUDE 39°11'33" N
LONGITUDE 84°23'12" W

DESIGN AGENCY
BURGESS & NIPLE
312 PLUM ST. CINCINNATI, OH

DESIGNED	DRAWN	REVIEWED	DATE
XAC	XAC	DWL	2/20/2017
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SJA		3106934	

GENERAL PLAN
HAM-71-1149
EUCLID RD. OVER IR-71

HAM-IR71-8.42
PID No. 91826

1 / 3

425
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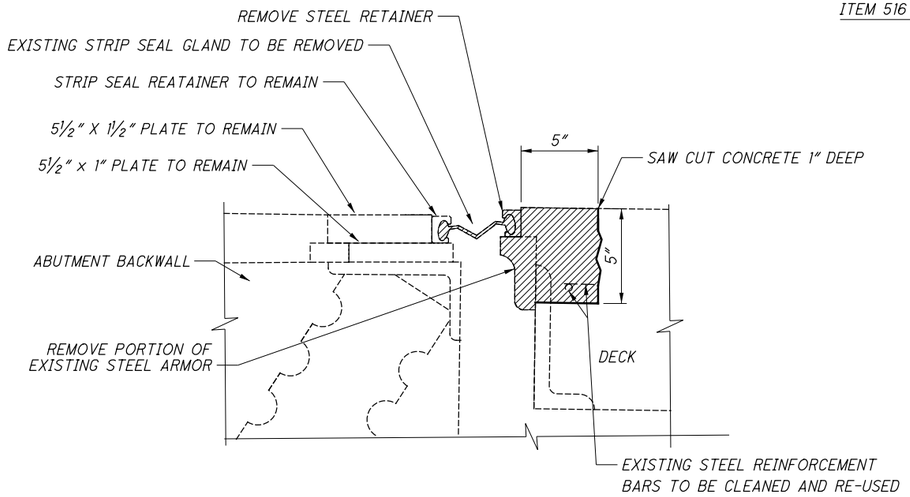
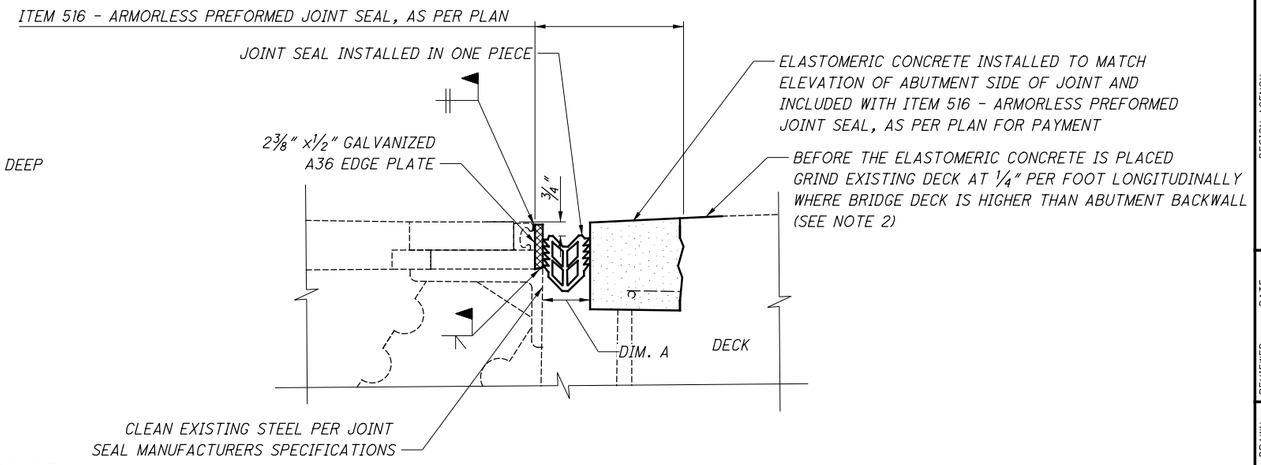
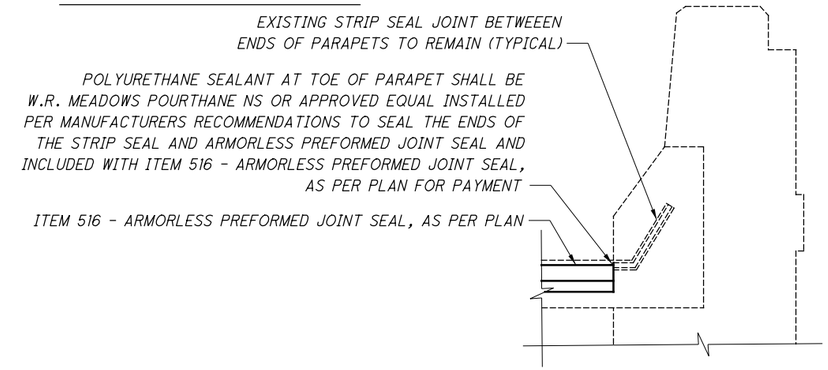


REMOVAL DETAIL



EXPANSION JOINT SECTION

EXPANSION JOINT TABLE - DIMENSION A		
TEMPERATURE	REAR ABUT.	FWD. ABUT.
30°	2 5/8"	2 13/16"
40°	2 5/8"	2 ¾"
50°	2 9/16"	2 11/16"
60°	2 ½"	2 9/16"
70°	2 ½"	2 ½"
80°	2 7/16"	2 7/16"
90°	2 7/16"	2 5/16"



PARAPET SECTION

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN:

INSTALL THE ARMORLESS PREFORMED JOINT SEAL TOE TO TOE OF PARAPETS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND UNDER THE SUPERVISION OF THE MANUFACTURER'S DESIGNATED REPRESENTATIVE.

SELECT THE ARMORLESS PREFORMED JOINT SEAL FROM ONE OF THE MANUFACTURERS LISTED BELOW:

WATSON BOWMAN ACME CORP.
95 PINEVIEW DRIVE
AMHERST, NY 14228-2121
PHONE: (716) 691-7566
FAX: (716) 691-9239
- JEENE SERIES 65W (MAX. MOVEMENT RATING: 2½")
- WABO CRETE ELASTOMERIC CONCRETE

D.S. BROWN COMPANY
300 EAST CHERRY STREET
NORTH BALTIMORE, OH 45872-1227
PHONE: (419) 257-3561
FAX: (419) 257-2200
- J SERIES SEALING SYSTEMS J-250 (MAX. MOVEMENT RATING: 2½")
- DELCRETE ELASTOMERIC CONCRETE

THE SEAL, ELASTOMERIC CONCRETE AND ADHESIVE ARE AN INTEGRAL JOINT SYSTEM THAT SHALL BE DESIGNED AND SUPPLIED BY THE SAME MANUFACTURER.

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN (CONT.):

SET THE TOP OF THE JOINT SEAL AT ¾" BELOW ROADWAY SURFACE.

SUBMIT THE JOINT SEAL INSTALLATION PROCEDURES TO THE ENGINEER AT LEAST SEVEN (7) DAYS BEFORE CONSTRUCTION BEGINS. THE DEPARTMENT'S ACCEPTANCE IS NOT REQUIRED.

THE DEPARTMENT WILL MEASURE THE ARMORLESS PREFORMED JOINT SEAL BY THE NUMBER OF FEET HORIZONTALLY ALONG THE JOINT CENTERLINE.

THE DEPARTMENT WILL INCLUDE ALL MATERIALS, LABOR, EQUIPMENT, SURFACE PREPARATIONS, TOOLS AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE IN THE CONTRACT PRICE FOR ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN (FT.).

LEGEND:

= REMOVALS

= ELASTOMERIC CONCRETE

NOTES:

1. THE COST OF ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO REMOVE PORTIONS OF THE EXISTING EXPANSION JOINTS AND BRIDGE DECK SHALL BE INCLUDED WITH THE UNIT PRICE FOR ITEM 202 - REMOVAL MISC.: EXPANSION JOINT REMOVAL (LF).
2. THE COST OF ALL LABOR, EQUIPMENT AND MATERIALS NEEDED TO GRIND EXISTING BRIDGE DECK SHALL BE INCLUDED WITH ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT.

DESIGN AGENCY
BURGESS & NIPLE
312 PLUM ST. CINCINNATI OH

DESIGNED	DRAWN	REVIEWED	DATE
SJA	SJA	DWL	2/20/2017
CHECKED	REVISED	STRUCTURE FILE NUMBER	
XAC		3107027/3107051	

EXPANSION JOINT DETAILS
HAM-71-1277L/R
IR-71 OVER GALBRAITH ROAD

HAM-IR71-8.42
PID No. 91826

8 / 8

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441

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SEQUENCE OF CONSTRUCTION

PRECONSTRUCTION PHASE (NOT SHOWN)

1. RECONSTRUCT IR-71 NB MEDIAN SHOULDER AS FULL DEPTH PAVEMENT. THIS WORK SHALL BE PERFORMED BY MAINTAINING ALL EXISTING NORTHBOUND LANES AT ALL TIMES, EXCEPT IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE TIMES NOTE, AS DESCRIBED ON THIS SHEET. UTILIZING DRUMS AS SHOWN IN STANDARD CONSTRUCTION DRAWING MT-95.30 AND AS DETAILED IN PHASE 1:
FROM STATION 379+36 TO STATION 379+78.
FROM STATION 383+90 TO STATION 467+50.

PHASE 1

1. PLACE ADVANCED SIGNING AS SHOWN IN STAGE 1 PLANS.

2. PLACE WORK ZONE PAVEMENT MARKING AND SHIFT I-71 NORTHBOUND LANES ONTO NEWLY CONSTRUCTED MEDIAN SHOULDER AND EXISTING PAVEMENT FROM STATION 379+36.65 TO STATION 385+00. SHIFT ENTRANCE RAMP I TO THE INSIDE SHOULDER FROM STATION 383+50 TO STATION 386+52.37.

3. SHIFT LANES BACK TO EXISTING LOCATION FROM STATION 461+33 TO STATION 470+50.

4. BETWEEN STATION 422+50 AND STATION 463+00, CONSTRUCT PAVEMENT WIDENING TO THE TOP OF THE INTERMEDIATE COURSE, CONSTRUCT CULVERTS, CONSTRUCT ROAD SIDE DITCHES, AND CONSTRUCT NOISE WALL.

PHASE 2

1. ERECT RIDGE AVENUE NORTHBOUND EXIT RAMP DETOUR SIGNING AS SHOWN ON DETOUR SHEET 14.

2. ERECT DETOUR SIGNING FOR KENNEDY AVENUE ON RAMP TO IR-71 NORTH AS SHOWN ON DETOUR SHEET 13.

3. PLACE PB BETWEEN STATION 396+49.18 AND STATION 423+00 AS SHOWN IN PHASE 2 PLANS.

4. KENNEDY AVENUE:
PROVIDE MOT SIGNAGE ON KENNEDY AVE. IN ACCORDANCE WITH MT-98.30. CLOSE SOUTHBOUND KENNEDY AVENUE OUTSIDE LANE FROM STATION 11+25 TO STATION 24+00 AS SHOWN ON SHEETS 30 AND 31 PLACE PB ALONG KENNEDY AVENUE AS SHOWN IN THE PLANS FROM STATION 11+25 TO STATION 16+50. MAINTAIN TWO NORTHBOUND LANES AND ONE SOUTHBOUND LANE ON EXISTING PAVEMENT AND EXISTING LANES.

5. RIDGE AVENUE:
ALL WORK ALONG RIDGE AVENUE SHALL BE ACCOMPLISHED USING SHORT TERM LANE CLOSURE. CONES SHALL BE USED TO SEPARATE BETWEEN LANES. ALLOWABLE HOURS FOR LANE CLOSURE SHALL BE FROM 9:00AM TO 3:00PM AND FROM 8:00PM TO 5:00AM MONDAY THROUGH FRIDAY AS SHOWN IN THE "LANE VALUE CONTRACT TABLE". ALL SOUTHBOUND LANES SHALL BE OPEN TO TRAFFIC ON THE WEEKENDS. FOR ADVANCED SIGNING AND LANE CLOSURES DURING THE PERMITTED LANE CLOSURE TIMES SEE PHASE 2A SHEETS 37 TO 41. FOR ADVANCED SIGNING AND LANING DUIRNG THE NON-PERMITTED LANE CLOSURE TIMES SEE PHASE 2B SHEETS 32 TO 36. NO TRENCH SHALL BE LEFT OPEN DURING THE NON-PERMITTED LANE CLOSURE TIMES. MAXIMUM DROP OFF SHALL NOT EXCEED 3".

6. CONSTRUCT RAMPS N AND P, CONSTRUCT THE NEW STORAGE PONDS AT THE LOCATIONS SHOWN IN THE PLANS. EXTEND THE BOX CULVERT TO THE LIMITS SHOWN IN THE PLANS. REMOVE EXISTING RAMP N CONNECTION TO RIDGE AVENUE. CONSTRUCT THE NEW RAMP P CONNECTION TO KENNEDY AVENUE TO THE TOP OF THE INTERMEDIATE COURSE.

PHASE 3 (NOT SHOWN)

PLACE THE SURFACE COURSE AND PROPOSED PAVEMENT MARKING AS SHOWN IN THE TRAFFIC CONTROL PLANS.

TO ALERT MOTORISTS OF THE NEW RAMP CONFIGURATIONS, PLACE A PCMS FOR 7 DAYS IN ADVANCE OF THE OPENING OF RAMP N (CONSTRUCTED DURING STAGE 2). THE PCMS SHALL REMAIN FOR 21 DAYS FOLLOWING THE OPENING OF RAMP N. THE PCMS SHALL BE LOCATED ALONG THE OUTSIDE SHOULDER OF I-71 NORTHBOUND 600' NORTH OF THE ROBERTSON AVENUE OVERPASS.

PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LAND USE TABLE

LOCATION	NO. OF EXISTING THRU LANES PER DIRECTION	1 LANE CLOSED		2 LANES CLOSED		15 MINUTE SHORT DURATION COMPLETE CLOSURES	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER LANE PER TIME UNIT
		WEEKDAY	WEEKEND	WEEKDAY	WEEKEND	ANY DAY	ANY DAY		
I-71	3	8 PM - 6 AM	7 PM - 7 AM	11 PM - 5 AM	10 PM - 6 AM	12 MIDNIGHT - 4 PM	NONE	15 MINUTES	$1,875
ALL RAMPS	VAR.	9 PM - 6 AM	7 PM - 6 AM	NONE	NONE	12 MIDNIGHT - 4 PM	10 PM - 5 AM	15 MINUTES	$1,200
KENNEDY AVE.	2	9 AM - 3 PM	7 AM - 4 PM	NONE	NONE	NONE	NONE	15 MINUTES	$750

NOTES:
1. NO SHORT-TERM INTERSTATE SHOULDER CLOSURE BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY.
2. NO CLOSURES 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR US BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE GENERATING AN ATTENDANCE OF 20,000+.
3. RAMP J/I-71 LANE CLOSURES: SHORT-TERM CLOSURES WITH RAMP J AS AN ADD LANE, SHEETS 96-99 OF PART 1, IS CONSIDERED 1 LANE CLOSED. SHORT TERM LANE CLOSURES WITH RAMP J AS A MERGE, SHEETS 100-10 OF PART 1, IS CONSIDERED 2 LANES CLOSED.
4. SHORT-TERM PARTIAL-WIDTH RAMP CLOSURE, MAINTAINING ONE 11' LANE, IS PERMITTED DURING THE TIMES FOR 1 LANE CLOSED. MAINTAIN THE EXISTING DECISION SIGHT DISTANCE ON MERGE RAMPS.
5. A MAXIMUM OF 1 RAMP MAY BE CLOSED AT ANY TIME.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE PER TIME UNIT PER LANE
RAMP A - RED BANK TO I-71 SB	30 DAYS	1 DAY	$2,500
RAMP B - I-71 NB TO RED BANK	30 DAYS	1 DAY	$2,500
RAMP C - I-71 SB TO RED BANK	MONDAY 6 AM TO FRIDAY 9 PM	15 MIN.	$1,200
RAMP F - I-71 NB TO STEWART	45 DAYS	1 DAY	$2,500
RAMP N - I-71 NB TO RIDGE	120 DAYS	1 DAY	$2,500
RAMP P - KENNEDY TO I-71 NB	120 DAYS	1 DAY	$2,500

NOTES:
1. RAMP C IS PERMITTED TO BE CLOSED A MAXIMUM OF 2 WEEKENDS. A WEEKEND CLOSURE IS DEFINED AS BEGINNING AT 9 PM ON FRIDAY AND ENDING AT 6 AM ON MONDAY.

CALCULATED LDW CHECKED GKB

MAINTENANCE OF TRAFFIC NOTES

HAM-71-6.86

CURVE NO. I.R. 71-2

P.I. Sta. 422+38.87
Δ = 40° 04′ 44″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
Ls = 600.00′
θs = 9° 00′ 00″
LT = 400.52′
ST = 200.47′
x = 598.52′
y = 31.36′
k = 299.75′
p = 7.85′
Δc = 22° 04′ 44″ (RT)
Lc = 735.96′
Ts = 999.24′
E = 131.43′
C = 731.42′

C1 = C2 = 599.34′
C.B.1 = N 52° 23′ 47″ E
C.B. = N 69° 26′ 12″ E
C.B.2 = S 86° 28′ 36″ W
TS STA. 412+39.63
SC STA. 418+39.63
CS STA. 425+75.59
ST STA. 431+75.59

LUCILLE DR.
SAN
Ex LA-R/W
12″
CONST. LIMITS
I.R. 71 SOUTHBOUND
EX. 36″
MATCHLINE 423+00 I.R. 71
MATCHLINE 428+00 I.R. 71
℄ CONSTRUCTION I.R. 71
CURVE NO. I.R. 71-2
12″ STM
TIE TO EXISTING UNDERDRAIN
CS Sta. 425+75.59
I.R. 71 NORTHBOUND
605-6″X680′ U13
605-6″X672′ U14
605-6″X389′ U19
605-6″X490′ U18
SAW CUT
6″X21′-F
6″X38′-F
REINFORCED END ANCHORAGE
50:1 TAPER
CONCRETE BARRIER, TYPE D
PAVED GUTTER, TYPE I-2
DITCH D1
NOISE BARRIER
CONC. BARRIER TYPE D
605-6″X484′ U20.1
605-6″X478′ U20
605-6″X664′ U15
605-6″X562′ U17
6″X12″-F
HIGH PERFORMANCE TURF REINFORCEMENT MAT, AS PER PLAN, SEE CROSS SECTION SHEETS.
ASPHALT
SAW CUT
CURB, TYPE 6
TMP. CONST. LIMITS
FOR CULVERT DETAIL SEE SHT. NO. 152
RCP, TYPE C
113′x4′x1.5′x1/27= 25.11 CU YD
USE 26 CU YD
WETLAND A
DO NOT DISTURB
STREAM S9
426+63 158′ RT
426+33.02 CH
427+29 201′ RT
1½Story Res. # 5405
LOT 47
1½Story Res. # 5401
1 Story, Brick Res. # 5410
LOT 48
1½Story Res. # 5406
Garage
COLUMBIA TOWNSHIP
CITY OF CINCINNATI
CHARLOE STREET
LOT 45
LOT 49
LOT 50
LOT 51
FOR INTERCHANGE DETAIL, SEE SHEET NO. 140

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LEH
CHECKED SNS

PLAN SHEET I.R. 71
STA 423+00.00 TO STA 428+00.00

HAM-71-6.86

63
253

V:\1736\active\173620049\design\94741\roadway\sheets\94741_GP006.dgn 3/14/2018 11:35:21 AM pdurham

CURVE NO. I.R. 71-2
P.I. Sta. 422+38.87
Δ = 40° 04′ 44″ (RT)
Dc = 3° 00′ 00″
R = 1,909.86′
Ls = 600.00′
θs = 9° 00′ 00″
LT = 400.52′
ST = 200.47′
x = 598.52′
y = 31.36′
k = 299.75′
p = 7.85′
Δc = 22° 04′ 44″ (RT)
Lc = 735.96′
Ts = 999.24′
E = 131.43′
C = 731.42′

CI = C2 = 599.34′
C.B.1 = N 52° 23′ 47″ E
C.B. = N 69° 26′ 12″ E
C.B.2 = S 86° 28′ 36″ W
TS STA. 412+39.63
SC STA. 418+39.63
CS STA. 425+75.59
ST STA. 431+75.59

LUCILLE DR.

2 STY COMMERCIAL

Ex LA-R/W

CONST. LIMITS

EX. 21″

EX. 15″

I.R. 71 SOUTHBOUND

MATCHLINE 428+00 I.R. 71

MATCHLINE 433+00 I.R. 71

429 430 ℄ CONSTRUCTION I.R. 71 431 432

CURVE NO. I.R. 71-2

18′

36′

605-6″X490′ U18

605-6″X389′ U19

605-6″X484′ U20.1

R19

I.R. 71 NORTHBOUND

605-6″X616′ U21

ST Sta. 431+75.59

SAW CUT

PLUG

FO

P7

50:1 TAPER

2′

8′

CONC. BARRIER TYPE D

NOISE BARRIER

605-6″X478′ U20

B4

U22 605-6″X517′

U23 605-6″X507′

CONST. LIMITS

Ex LA-R/W

D31 DEP MAT, TYPE A
88′x7.5′x1/9= 73.33 SQ YD,
USE 74 SQ YD

SH

RCP, TYPE C D32
88′x4′x1.5′x1/27= 19.56 CU YD,
USE 20 CU YD

STREAM S8

FOR CULVERT DETAIL
SEE SHT. NO. 153

D33 RCP, TYPE C
69′x4′x1.5′x1/27= 15.33 CU YD,
USE 16 CU YD

CH

STREAM S7

D34 DEP MAT, TYPE A
97′x7.5′x1/9= 80.83 SQ YD,
USE 81 SQ YD

FOR CULVERT DETAIL,
SEE SHEET NO. 154

FOR PAVEMENT ELEVATIONS, SEE TABLE ON SHEET NO. 140

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LEH
CHECKED SNS

PLAN SHEET I.R. 71
STA 428+00.00 TO STA 433+00.00

HAM-71-6.86

64
253

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Ex LA-R/W

CONST. LIMITS

Ex LA-R/W

Ex LA-R/W

Ex LA-R/W

PROFILE GRADE NOTE FOR I.R.71

SEE CROSS SECTIONS AND TYPICAL SECTION BETWEEN STA. 438+32.72 AND STA. 457+50 FOR ELEVATIONS AT EDGE OF TRAVELED WAY WITH NORMAL CROSS SLOPE OF.016 PER TYPICAL.

I.R. 71 SOUTHBOUND

MATCHLINE 433+00 I.R. 71

434

POT STA. 435+07.72

436

437

℄ CONSTRUCTION I.R. 71

438

MATCHLINE 439+00 I.R. 71

18'

36'

21'

18'

STATION EQUATION:
Sta 434+25.00 BK =
Sta 435+07.72 AH

I.R. 71 NORTHBOUND

D16

EX. 15"

EX. 60"

605-6"X616' U21

6"X8'-F

6"X10'-F

P8

605-6"X100' U25

6"X14'-F

SAW CUT

REINFORCED END ANCHORAGES

R22

605-6"X651' U24

6"X10'-F

R21

D17

50:1 TAPER

16'

12'

8'

15"(B)

15" TYPE B

FO

CONC. BARRIER TYPE D

PLUG

NOISE BARRIER

CONST. LIMITS

B4

605-6"X651' U27

605-6"X636' U28

U22 605-6"X517'

U23 605-6"X507'

REINFORCED END ANCHORAGES

STA 436+32.72 BEGIN SHL. TAPER

D18

15"

605-6"X78' U26

FOR CULVERT DETAIL, SEE SHEET NO. 155

STA 438+32.72 END 50:1 TAPER END SHL. TAPER

D35 RCP, TYPE C
50'x4'x1.5'x1/27=11.11 CU YD,
USE 12 CU YD

STREAM S6

Ex LA-R/W

CONST. LIMITS

STREAM S5

FOR PAVEMENT ELEVATIONS, SEE TABLE ON SHEET NO. 140

N

0 10 20 40 HORIZONTAL SCALE IN FEET

CALCULATED LEH
CHECKED SNS

PLAN SHEET I.R. 71

STA 433+00.00 TO STA 439+00.00

HAM-71-6.86

#5464
1-STY FRAME
RESIDENTIAL

HILL AND DALE DR.

Ex LA-R/W

CONST. LIMITS

FO

I.R. 71 SOUTHBOUND

EX. 42"

MATCHLINE 439+00 I.R. 71

MATCHLINE 444+00 I.R. 71

℄ CONSTRUCTION I.R. 71

439 440 441 442 443 444

605-6"X651' U24

605-6"X651' U27

605-6"X636' U28

EX. 15"

R22

I.R. 71 NORTHBOUND

SAW CUT

P9

COLUMBIA TOWNSHIP
CITY OF CINCINNATI

18'

36'

12'

U29 605-6"X600'

U30 605-6"X600'

U31 605-6"X600'

6"X12'-F

6"X28'-F

NOISE BARRIER

CONC. BARRIER TYPE D

B4

CONCRETE BARRIER END SECTION, TYPE D

+68

+70

MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2

G3

GUARDRAIL, TYPE MGS

SETTLEMENT PLATFORM
STA. 442+00.00, 86' RT

D38

ITEM 601 - TIED CONC. BLOCK MAT, TYPE 1
60'x4'x1/9= 26.67 SQ YD,
USE 27 SQ YD

15"

FOR CULVERT DETAIL,
SEE SHEET NO. 156

STA. 439+69.87
BEGIN PAVED GUTTER,
AS PER PLAN

D43

HIGH PERFORMANCE TURF REINFORCEMENT MAT,
AS PER PLAN, SEE CROSS SECTION SHEETS

42"

FOR CULVERT DETAIL,
SEE SHEET NO. 157

STREAM S12

PROFILE GRADE NOTE FOR I.R.71

SEE CROSS SECTIONS AND TYPICAL SECTION
BETWEEN STA. 438+32.72 AND STA. 457+50.00
FOR ELEVATIONS AT EDGE OF TRAVELED WAY
WITH NORMAL CROSS SLOPE OF .016 PER TYPICAL.

CONST. LIMITS

CH

STREAM S3

ITEM 601 RCP, TYPE B
259 SQ FTx2.5'x1/27= 23.98 CU YD
USE 24 CU YD

D36

D37

PAVED GUTTER I-6, AS PER PLAN
SEE DETAIL ON SHEET NO. 67

STREAM S4

CONST. LIMITS

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LEH
CHECKED SNS

PLAN SHEET I.R. 71
STA 439+00.00 TO STA 444+00.00

HAM-71-6.86

66
253

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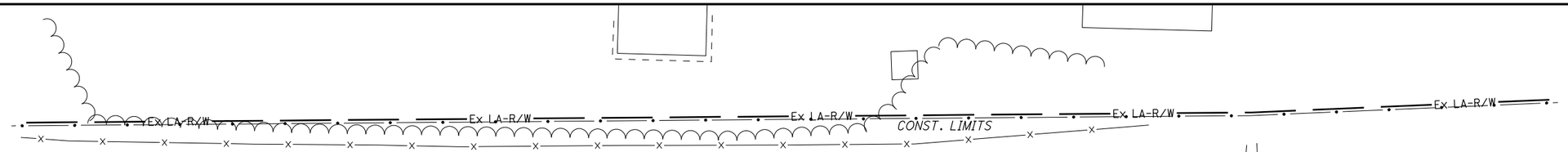
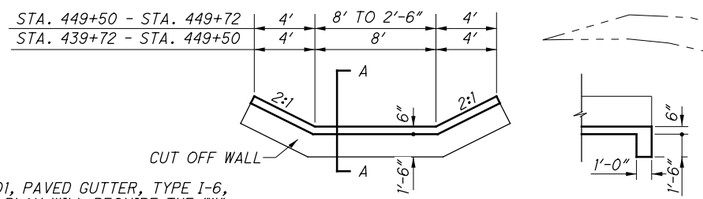
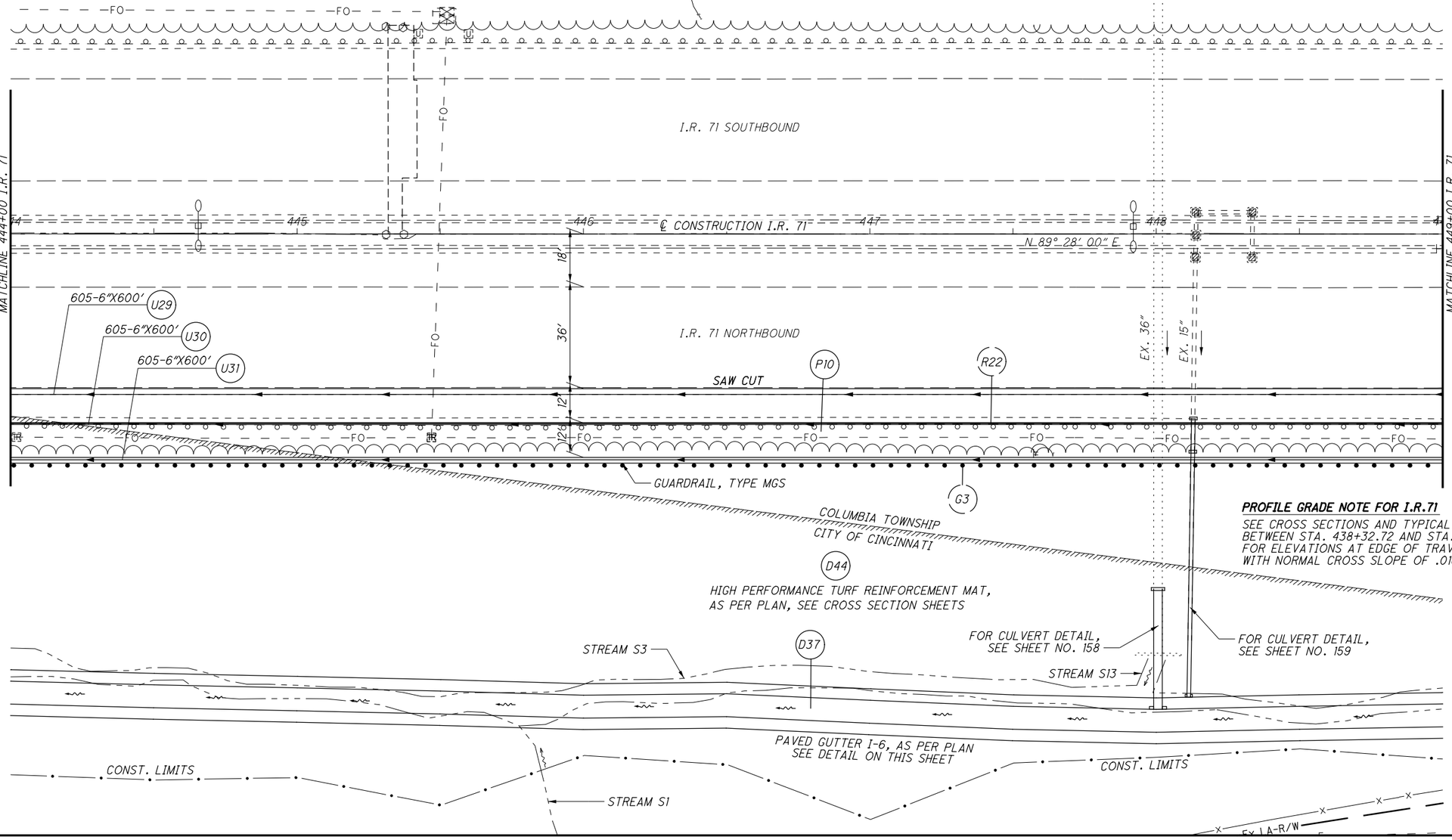




ITEM 601, PAVED GUTTER, TYPE I-6, AS PER PLAN WILL REQUIRE THE "W" DIMENSION TO BE 8' INSTEAD OF 6', AND SIDE SLOPES ARE 4' INSTEAD OF 1'. SEE DETAIL.

PAVED GUTTER I-6, AS PER PLAN

SECTION A-A



PROFILE GRADE NOTE FOR I.R.71

SEE CROSS SECTIONS AND TYPICAL SECTION BETWEEN STA. 438+32.72 AND STA. 457+50.00 FOR ELEVATIONS AT EDGE OF TRAVELED WAY WITH NORMAL CROSS SLOPE OF .016 PER TYPICAL.

HORIZONTAL SCALE IN FEET
0 10 20

CALCULATED LEH
CHECKED SNS

PLAN SHEET I.R. 71
STA 444+00.00 TO STA 449+00.00

HAM-71-6.86

67
253

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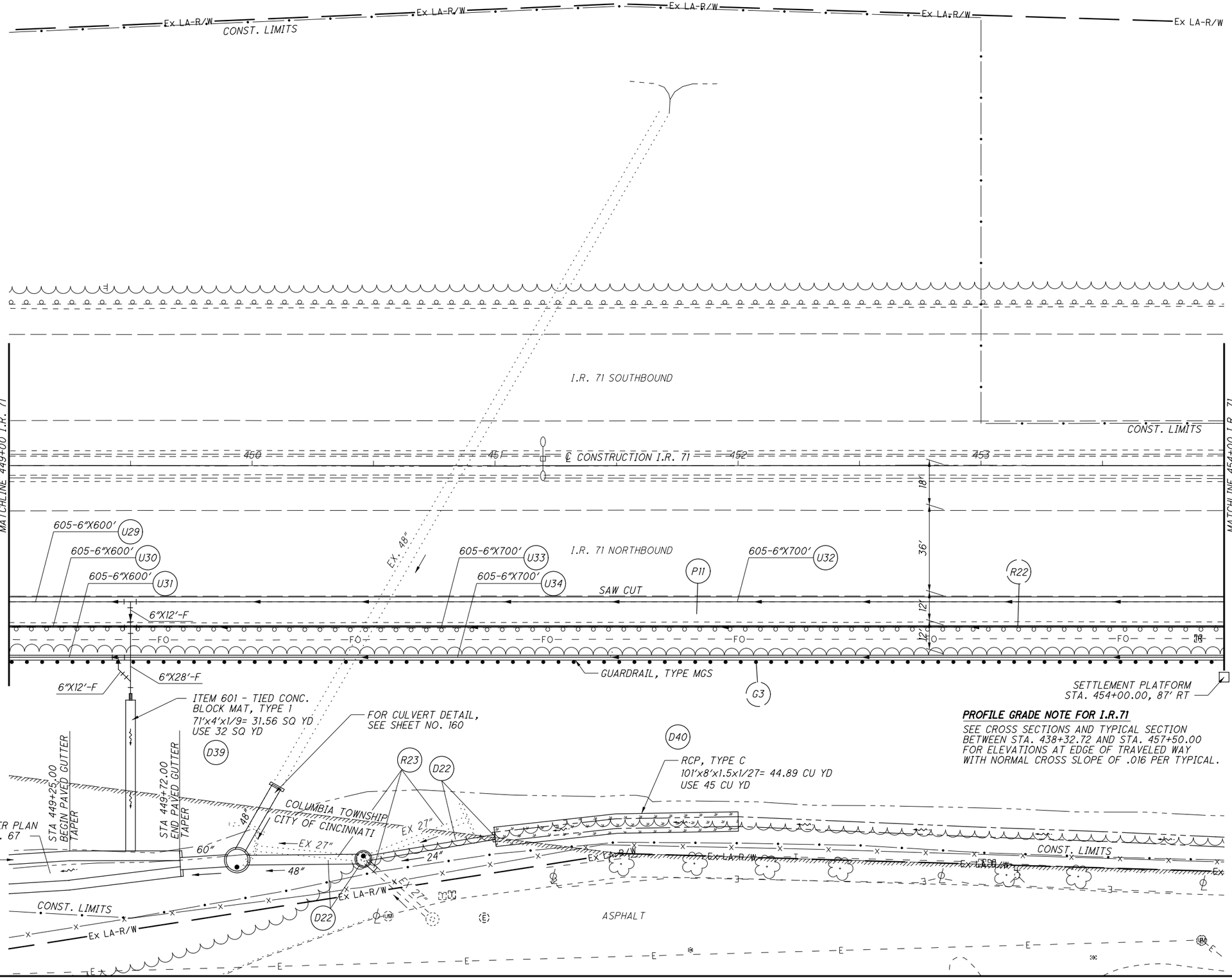

PROFILE GRADE NOTE FOR I.R.71

SEE CROSS SECTIONS AND TYPICAL SECTION BETWEEN STA. 438+32.72 AND STA. 457+50.00 FOR ELEVATIONS AT EDGE OF TRAVELED WAY WITH NORMAL CROSS SLOPE OF .016 PER TYPICAL.

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED LEH
CHECKED SNS

PLAN SHEET I.R. 71
STA 449+00.00 TO STA 454+00.00

HAM-71-6.86

68
253

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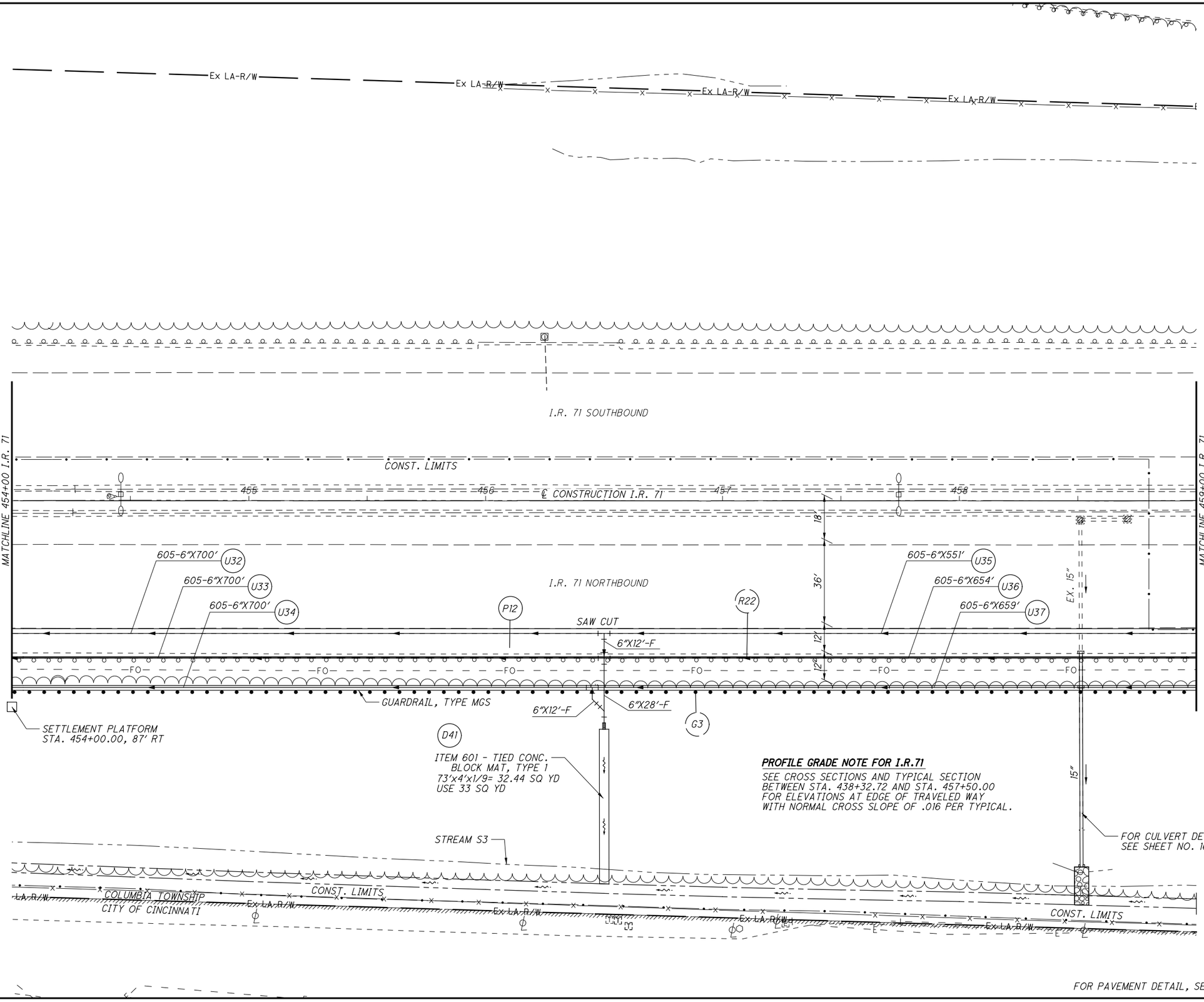

N

0 10 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED LEH
CHECKED SNS

PLAN SHEET I.R. 71
STA 454+00.00 TO STA 459+00.00

HAM-71-6.86