STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HAM-IR 75-1.95

CITY OF CINCINNATI

HAMILTON COUNTY



LOCATION MAP

LATITUDE: 39°07'30" N LONGITUDE: 84°32'10" W

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

INDEX OF SHEETS:

SEE SHEET P.2

DESIGN DESIGNATION

SEE SHEET P.2

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

FEDERAL PROJECT NUMBER

E210(239)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

WIDEN IR 75 FROM JUST NORTH OF THE FINDLAY ST. OVERPASS TO JUST SOUTH OF THE MARSHALL ST. OVERPASS. PROJECT INCLUDES THE RECONSTRUCTION OF THE WESTERN HILLS VIADUCT INTERCHANGE THAT WILL CONNECT THE NEW WESTERN HILLS VIADUCT (WHV) TO I-75. THE WHV PROJECT IS BEING DEVELOPED AND CONSTRUCTED BY THE CITY OF CINCINNATI UNDER PID 105349.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*28.0 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*1.0 ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	*29.0 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.

2023 SPECIFICATIONS

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

STAGE 2
NOVEMBER 2, 2026

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

PLAN PREPARED BY:

EMH&T
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

ENGINEER'S SEAL:

SIGNED:
DATE:

ENGINEER'S SEAL:

SIGNED:
DATE:

STANDARD CONSTRUCTION DRAWINGS					*SUPPLEMENTAL SPECIFICATIONS*	*SPECIAL PROVISIONS*

I HEREBY APPROVE 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 IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY

District 8 Deputy Director

Director, Department of Transportation

TITLE SHEET

DESIGN AGENCY EMH&T
DESIGNER SJB
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.1 TOTAL 830

HAM-IR 75-1.95

MODEL: Title Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 9:35:18 AM USER: jkoebel
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DESIGN DESIGNATION

HAM-IR 75-1.95 Design Designation

	IR 75	WESTERN HILLS VIADUCT	WINCHELL AVE	BANK STREET	HARRISON AVE	CONNECTOR
BUILD YEAR ADT (2029)	164,850	22,900	600	6,350	3,950	1,300
DESIGN YEAR ADT (2049)	189,800	23,350	750	6,700	4,400	1,400
DESIGN HOURLY VOLUME (2049)	17,950	2,010	140	640	390	120
DIRECTIONAL DISTRIBUTION	52%	53%	100%	60%	60%	100%
TRUCKS (24 HOUR B&C)	16%	11%	8%	21%	3%	3%
T_t	9%	8%	1%	15%	1%	14%
DESIGN SPEED	55 MPH	35 MPH	35 MPH	25 MPH	35 MPH	25 MPH
LEGAL SPEED	55 MPH	35 MPH	35 MPH	25 MPH	35 MPH	25 MPH
DESIGN CLASSIFICATION	01 INTERSTATE - URBAN	03 URBAN PRINCIPAL ARTERIAL	07 URBAN LOCAL	04 URBAN MINOR ARTERIAL	05 URBAN MAJOR COLLECTOR	URBAN LOCAL
NHS PROJECT	YES	YES	YES	YES	YES	YES

INDEX OF SHEETS

DESIGN AGENCY

EMH&T

DESIGNER SJB

REVIEWER MJR 11/02/26

PROJECT ID 114161

SHEET P.2 TOTAL 830

HAM-IR 75-1.95

MODEL: Index of Sheets PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 11:50:15 AM USER: sbeal
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CURVE DATA 1
P.I. = STA. 123+42.99
Δ = 14°39'37" RT
Dc = 03°00'01"
R = 1,909.62'
Ls = 599.93'
Θs = 09°00'00"
LT = 400.47'
ST = 200.45'
x = 598.45'
y = 31.36'
k = 299.72'
p = 7.85'
T = 245.65'
L = 488.62'
E = 15.74'
Emax = EX 0.049±

CURVE NB1
P.I. = STA. 2126+41.62
Δ = 03°23'42" RT
Dc = 03°03'02"
R = 1,878.17'
Ls = 400.00'
Θs = 07°08'38"
LT = 247.47'
ST = 153.00'
T = 55.66'
L = 111.29'
Emax = EX 0.045±

CURVE A1
P.I. = STA. 500+81.71
Δ = 23°41'10" RT
Dc = 04°00'00"
R = 1,432.40'
T = 300.37'
L = 592.15'
E = 31.15'
Emax = 0.057

CURVE A2
P.I. = STA. 506+73.29
Δ = 02°53'21" LT
Dc = 01°30'00"
R = 3,819.72'
T = 96.32'
L = 192.60'
E = 1.21'
Emax = 0.020

CURVE B3
P.I. = STA. 1009+33.35
Δ = 06°53'09" RT
Dc = 02°35'06"
R = 2,216.45'
T = 133.35'
L = 266.37'
E = 4.01'
Emax = 0.042

CURVE B4
P.I. = STA. 1019+54.36
Δ = 14°11'54" LT
Dc = 08°30'03"
R = 674.00'
T = 83.94'
L = 167.02'
E = 5.21'
Emax = NC

CURVE G1
P.I. = STA. 503+38.00
Δ = 06°27'30" RT
Dc = 03°00'00"
R = 1,909.86'
T = 107.75'
L = 215.28'
E = 3.04'
Emax = NC

CURVE G2
P.I. = STA. 506+18.38
Δ = 04°49'52" LT
Dc = 03°00'00"
R = 1,909.86'
T = 80.57'
L = 161.04'
E = 1.70'
Emax = 0.028

CURVE G3
P.I. = STA. 511+88.54
Δ = 15°00'00" RT
Dc = 02°30'00"
R = 2,291.83'
T = 301.73'
L = 600'
E = 19.78'
Emax = 0.040

CURVE G4
P.I. = STA. 517+86.50
Δ = 17°50'09" RT
Dc = 03°00'00"
R = 1,909.86'
T = 299.69'
L = 594.53'
E = 23.37'
Emax = 0.045

CURVE G5
P.I. = STA. 527+73.51
Δ = 05°25'15" RT
Dc = 02°45'00"
R = 2,083.48'
T = 98.64'
L = 197.12'
E = 2.33'
Emax = 0.042

CURVE SP1
P.I. = STA. 798+08.03
Δ = 35°04'41" LT
Dc = 11°27'33"
R = 500.00'
T = 158.02'
L = 306.11'
E = 24.38'
Emax = NC

CURVE SP2
P.I. = STA. 803+81.70
Δ = 34°51'02" RT
Dc = 28°38'52"
R = 200.00'
T = 62.77'
L = 121.65'
E = 9.62'
Emax = NC

CURVE W1
P.I. = STA. 6+43.36
Δ = 06°17'27" RT
Dc = 01°30'01"
R = 3,819.21'
T = 209.88'
L = 419.33'
E = 5.76'
Emax = NC

CURVE W2
P.I. = STA. 11+56.10
Δ = 20°59'39" RT
Dc = 03°30'02"
R = 1,636.82'
T = 303.28'
L = 599.76'
E = 27.86'
Emax = NC

CURVE SB1
P.I. = STA. 1126+12.71
Δ = 01°34'44" RT
Dc = 02°57'06"
R = 1,941.12'
T = 26.75'
L = 53.49'
E = .18'
Emax = EX 0.049±

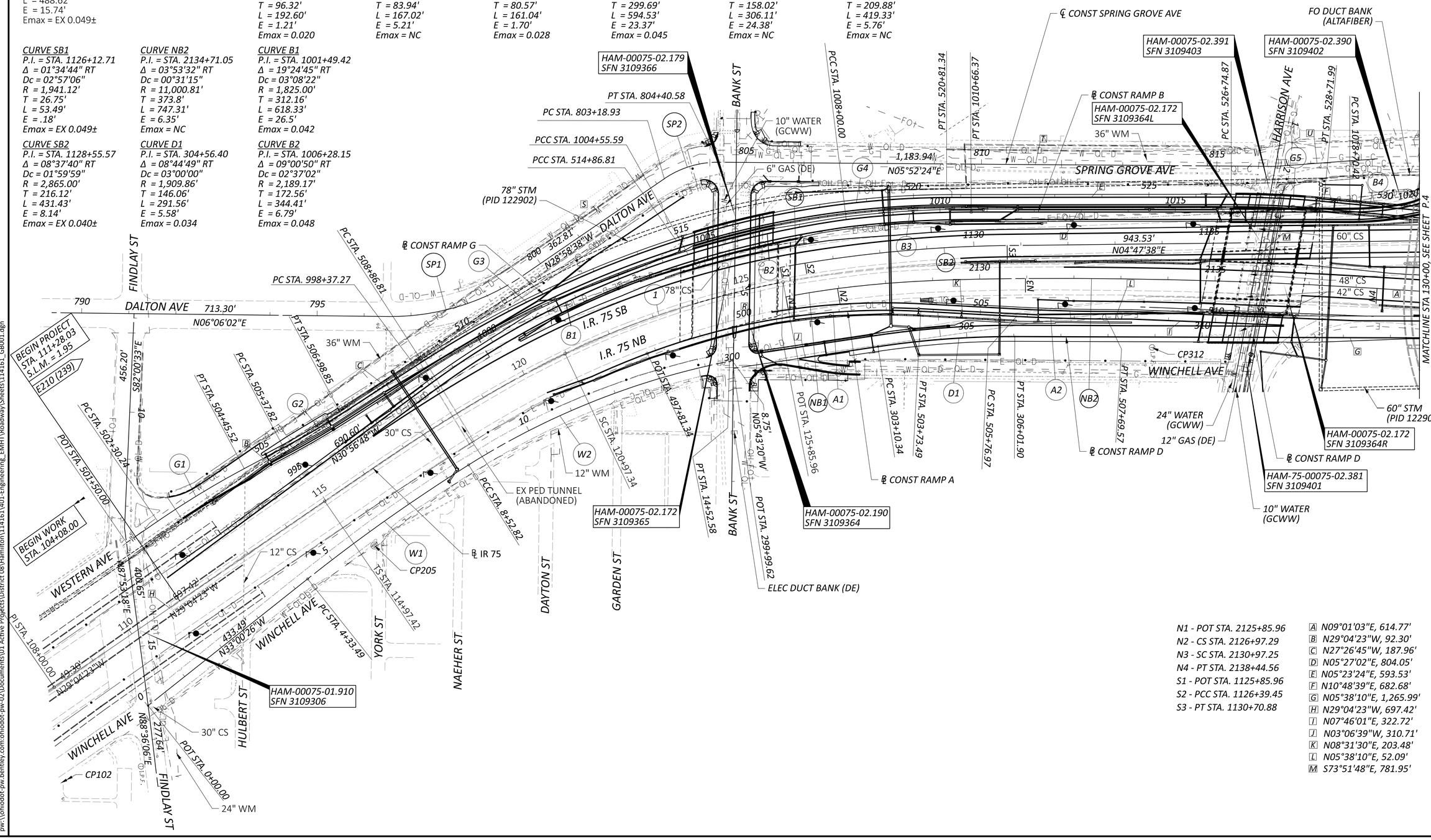
CURVE SB2
P.I. = STA. 1128+55.57
Δ = 08°37'40" RT
Dc = 01°59'59"
R = 2,865.00'
T = 216.12'
L = 431.43'
E = 8.14'
Emax = EX 0.040±

CURVE NB2
P.I. = STA. 2134+71.05
Δ = 03°53'32" RT
Dc = 00°31'15"
R = 11,000.81'
T = 373.8'
L = 747.31'
E = 6.35'
Emax = NC

CURVE D1
P.I. = STA. 304+56.40
Δ = 08°44'49" RT
Dc = 03°00'00"
R = 1,909.86'
T = 146.06'
L = 291.56'
E = 5.58'
Emax = 0.034

CURVE B1
P.I. = STA. 1001+49.42
Δ = 19°24'45" RT
Dc = 03°08'22"
R = 1,825.00'
T = 312.16'
L = 618.33'
E = 26.5'
Emax = 0.042

CURVE B2
P.I. = STA. 1006+28.15
Δ = 09°00'50" RT
Dc = 02°37'02"
R = 2,189.17'
T = 172.56'
L = 344.41'
E = 6.79'
Emax = 0.048



N1 - POT STA. 2125+85.96
N2 - CS STA. 2126+97.29
N3 - SC STA. 2130+97.25
N4 - PT STA. 2138+44.56
S1 - POT STA. 1125+85.96
S2 - PCC STA. 1126+39.45
S3 - PT STA. 1130+70.88

A N09°01'03"E, 614.77'
B N29°04'23"W, 92.30'
C N27°26'45"W, 187.96'
D N05°27'02"E, 804.05'
E N05°23'24"E, 593.53'
F N10°48'39"E, 682.68'
G N05°38'10"E, 1,265.99'
H N29°04'23"W, 697.42'
I N07°46'01"E, 322.72'
J N03°06'39"W, 310.71'
K N08°31'30"E, 203.48'
L N05°38'10"E, 52.09'
M S73°51'48"E, 781.95'

HAM-IR 75-1.95

MODEL: Schematic Plan - Sheet 1 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:21:47 AM USER: jjones
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HORIZONTAL
SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN

DESIGN AGENCY
EMH&T
DESIGNER
SJB
REVIEWER
MJR 11/02/26
PROJECT ID
114161
SHEET P.3 TOTAL 830

Q S78°55'01"E , 525.50'
R N10°48'39"E, 682.68'
S N11°26'22"E, 442.65'
T N19°56'49"E, 71.62'
U N22°47'17"E, 361.39'
W N05°38'10"E, 1,271.44'
X S78°55'01"E, 13.62'
Y S28°51'35"W, 121.00'
Z N56°44'50"E, 125.34'

HORIZONTAL SCALE IN FEET
0 50 100 200

WHV OVER IR 75
SFN 3105459

℄ CONST RAMP B
PT STA. 1020+37.45
POT STA. 50+00.00
WESTERN HILLS VIADUCT
PC STA. 54+42.65
BUCK ST
24" WM
SPRING GROVE AVE
24" GAS
MATCHLINE STA 130+00, SEE SHEET P.3
C1
℄ CONST RAMP C
PT STA. 60+09.81
PT STA. 1150+40.27
PC STA. 60+81.43
DRAPER ST
PT STA. 63+65.55
COOK ST
C2
PC STA. 67+26.94
ALFRED ST
COLERAIN AVE
C3
POT STA. 70+11.06
POT STA. 1191+02.85
POT STA. 152+26.01
POT STA. 2160+63.80
STRAIGHT ST
PC STA. 155+11.12
155+00, SEE SHEET P.5
℄ CONST RAMP G
℄ CONST IR 75 (SB)
℄ CONST IR 75 (NB)
IR 75 SB
IR 75 NB
℄ IR 75
SB3
NB3
D2
HARRISON AVE
POT STA. 16+83.65
POT STA. 10+00.00
TS STA. 10+13.62
54" STM
PID (122902)
PC STA. 241+45.26
SC STA. 11+63.62
PT STA. 15+62.65
CON1
WHV1
PT STA. 244+20.10
PC STA. 245+45.44
PC STA. 318+67.89
CP206
℄ CONST RAMP D
ELEC DUCT BANK (DE)
FO DUCT BANK (LUMEN)
48" WATER IN 84" CASING (GCWW)
CENTRAL PKWY
PT STA. 215+88.02
℄ CONST CONNECTOR
WHV3
12" GAS
48" WM
CS STA. 325+20.18
PT STA. 327+20.18
ADDISON ST
℄ CONST WESTERN HILLS VIADUCT
WHV2
W McMILLAN ST
FO DUCT BANK (DE)
HALSTEAD ST
RUSH ST
PRC STA. 246+82.12
POT STA. 247+78.86
COLERAIN AVE
CENTRAL PKWY
BRIGHTON APPROACH
2
POT STA. 338+60.51
MATCHLINE STA 155+00, SEE SHEET P.5

CURVE 2
P.I. = STA. 164+50.14
Δ = 36°15'37" LT
Dc = 02°00'00"
R = 2,864.79'
T = 938.02'
L = 1,813.01'
E = 149.66'
Emax = EX 0.040±

CURVE NB3
P.I. = STA. 2148+24.78
Δ = 10°55'46" RT
Dc = 01°30'00"
R = 3,820.00'
T = 365.45'
L = 728.69'
E = 17.44'
Emax = EX 0.032±

CURVE SB3
P.I. = STA. 1145+30.36
Δ = 15°11'28" RT
Dc = 01°28'51"
R = 3,869.22'
T = 515.96'
L = 1,025.86'
E = 34.25'
Emax = EX 0.032±

CURVE C1
P.I. = STA. 57+26.75
Δ = 08°30'27" RT
Dc = 01°30'00"
R = 3,819.72'
T = 284.1'
L = 567.16'
E = 10.55'
Emax = NC

CURVE C2
P.I. = STA. 62+23.52
Δ = 02°50'28" RT
Dc = 01°00'00"
R = 5,729.58'
T = 142.09'
L = 284.12'
E = 1.76'
Emax = 0.020

CURVE C3
P.I. = STA. 68+69.03
Δ = 02°50'28" LT
Dc = 01°00'00"
R = 5,729.58'
T = 142.09'
L = 284.12'
E = 1.76'
Emax = 0.020

CURVE D2
P.I. = STA. 321+95.12
Δ = 11°24'54" RT
Dc = 01°45'00"
R = 3,274.05'
Ls = 200.00'
Θs = 01°45'00"
LT = 133.34'
ST = 66.67'
x = 199.95'
y = 4.07'
k = 100.00'
p = 0.51'
Lc = 652.29'
T = 327.23'
E = 16.31'
Emax = 0.032

CURVE WHV1
P.I. = STA. 242+89.97
Δ = 44°18'21" LT
Dc = 16°07'13"
R = 355.43'
T = 144.71'
L = 274.85'
E = 28.33'
Emax =NA

CURVE WHV2
P.I. = STA. 246+17.72
Δ = 46°03'54" LT
Dc = 33°42'12"
R = 170.00'
T = 72.27'
L = 136.68'
E = 14.73'
Emax = NA

CURVE WHV3
P.I. = STA. 247+30.61
Δ = 10°06'52" RT
Dc = 10°27'19"
R = 548.00'
T = 48.5'
L = 96.74'
E = 2.14'
Emax = NA

CURVE CON1
P.I. = STA. 14+18.83
Δ = 90°43'28" RT
Dc = 22°44'11"
R = 252.00'
Θs Ls = 150.00'
Θs = 17°03'08"
LT = 100.47'
ST = 50.43'
x = 148.68'
y = 14.79'
k = 74.78'
p = 3.71'
Lc = 399.03'
T = 255.21'
E = 106.66'
Emax = 0.053

SCHEMATIC PLAN

DESIGN AGENCY
EMH&T
DESIGNER SJB
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.4 TOTAL 830

HAM-IR 75-1.95

MODEL: Schematic Plan - Sheet2 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:21:56 AM USER: jjones
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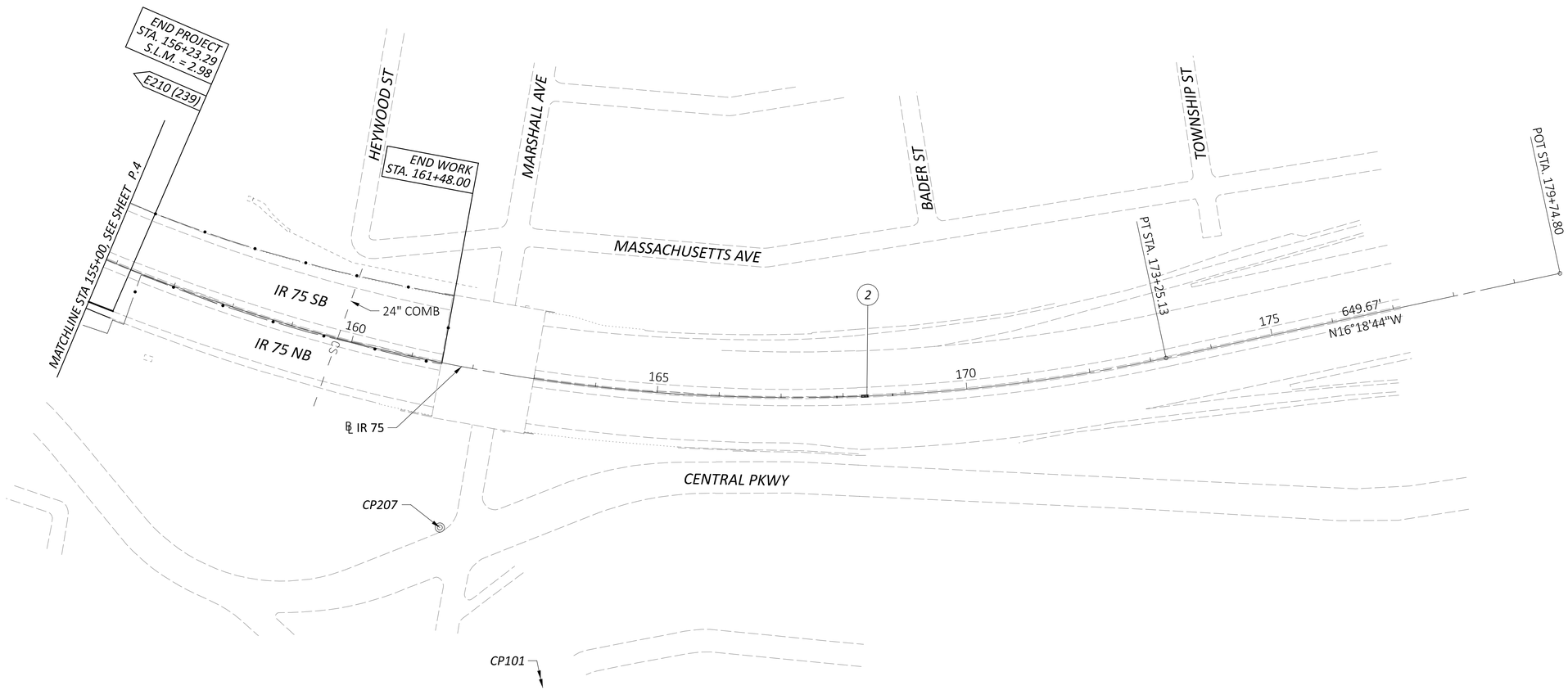

CURVE 2
P.I. = STA. 164+50.14
Δ = 36°15'37" LT
Dc = 02°00'00"
R = 2,864.79'
T = 938.02'
L = 1,813.01'
E = 149.66'
Emax = EX 0.040±

POINT	NORTHING (GRID)	EASTING (GRID)	NORTHING (GROUND)	EASTING (GROUND)	ELEVATION	DESCRIPTION
CP101	419129.6036	1393339.1403	419159.7286	1393439.2867	641.798	CITY OF CINCINNATI CONCRETE MONUMENT 6926, NGS JZ3575
CP102	412662.2368	1392153.2535	412691.8970	1392253.3148	504.023	CITY OF CINCINNATI CONCRETE MONUMENT 350, NGS JZ0672
CP205	413546.3661	1391530.0429	413576.0898	1391630.0594	506.504	I75-I71 SET 2010 CONCRETE MONUMENT #16
CP206	416278.0365	1391378.5557	416307.9566	1391478.5613	508.784	I75-I71 SET 2010 CONCRETE MONUMENT #17
CP207	418768.6889	1392243.7779	418798.7880	1392343.8457	539.525	CITY OF CINCINNATI CONCRETE MONUMENT 349
CP312	415230.7875	1391267.9939	415260.6323	1391367.9915	501.220	CAPPED OHIO DEPARTMENT OF TRANSPORTATION WOOLPERT INC PROJECT CONTROL, 206

HORIZONTAL SCALE IN FEET
0 50 100 200

SCHEMATIC PLAN

HAM-IR 75-1.95

MODEL: Schematic Plan - Sheet3 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:21:58 AM USER: jjones
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DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

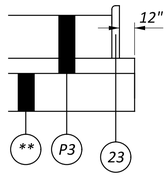
SHEET P.5 | TOTAL 830

EXISTING LEGEND

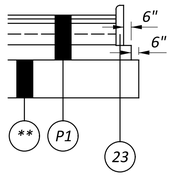
- (A) EXISTING 3"± ASPHALT CONCRETE
- (B) EXISTING 5-1/2"± ASPHALT CONCRETE
- (C) EXISTING 9"± REINFORCED CONCRETE PAVEMENT
- (D) EXISTING 10"± REINFORCED CONCRETE PAVEMENT
- (E) EXISTING 6"± AGGREGATE BASE
- (F) EXISTING CURB
- (G) EXISTING 13"± ASPHALT CONCRETE
- (H) EXISTING 6" UNDERDRAIN
- (I) EXISTING 15"± REINFORCED CONCRETE PAVEMENT

PROPOSED LEGEND

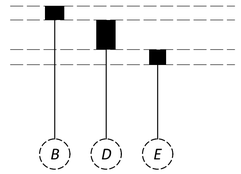
- * (1) ITEM 442 - 1-1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
- * (2) ITEM 442 - 1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)
- (3) ITEM 452 - 11-1/2" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA
- (4) ITEM 305 - 9" CONCRETE BASE, CLASS QC 1P WITH QC/QA
- (5) ITEM 407 - NON-TRACKING TACK COAT
- (6) ITEM 302 - 8-1/2" ASPHALT CONCRETE BASE, (449), (PLACED IN 2 - 4-1/4" LIFTS)
- (7) ITEM 609 - 4" CONCRETE MEDIAN
- (8) ITEM 304 - 6" AGGREGATE BASE
- (9) ITEM 608 - 5" CONCRETE WALK
- (10) ITEM 254 - 1-1/2" PAVEMENT PLANING, ASPHALT CONCRETE
- (11) ITEM 206 - 14" CEMENT STABILIZED SUBGRADE
- (12) ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN
- (13) ITEM 204 - PROOF ROLLING
- (14) ITEM 204 - SUBGRADE COMPACTION
- (15) ITEM 254 - 3-1/4" PAVEMENT PLANING, ASPHALT CONCRETE
- (16) ITEM 659 - SEEDING AND MULCHING
- (17) ITEM 606 - GUARDRAIL, TYPE MGS
- (18) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1/C1
- (19) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C
- (20) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- (21) ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
- (22) ITEM 609 - CURB, TYPE 6
- (23) ITEM 609 - CURB, TYPE 4C
- (24) ITEM 601 - PAVED GUTTER, TYPE 1-2
- (25) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS (30" DEPTH)
- (26) ITEM 605 - 6" BASE PIPE UNDERDRAINS (18" DEPTH)
- (27) ITEM 304 - 10" AGGREGATE BASE
- (28) UNDERCUT - 12"
ITEM 204 - EXCAVATION OF SUBGRADE
ITEM 204 - GRANULAR MATERIAL TYPE B
ITEM 204 - GEOTEXTILE FABRIC
- (29) ITEM 609 - CONCRETE MEDIAN
- (30) ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
- (31) ITEM 441 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
- (32) ITEM 304 - 8" AGGREGATE BASE (2 LIFTS)



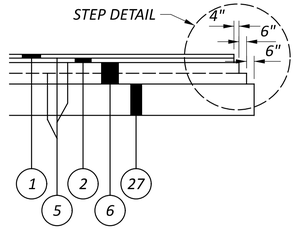
RAMP PAVEMENT STEP DETAIL WITH CURB



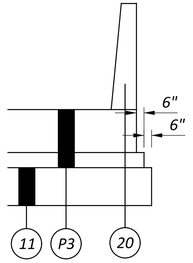
IR 75 PAVEMENT STEP DETAIL WITH CURB



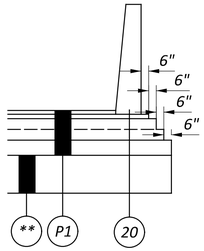
E1 EXISTING PAVEMENT BUILDUP
IR-75 (BEGIN PROJECT)



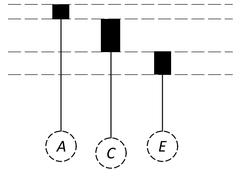
P1 PROPOSED PAVEMENT BUILDUP
IR-75
SEE TYPICAL SECTIONS FOR SUBGRADE TREATMENT



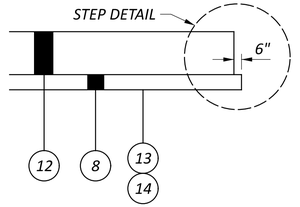
RAMP PAVEMENT STEP DETAIL WITH TYPE D BARRIER



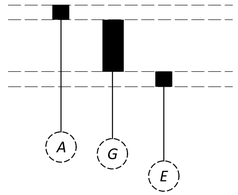
IR 75 PAVEMENT STEP DETAIL WITH TYPE D BARRIER



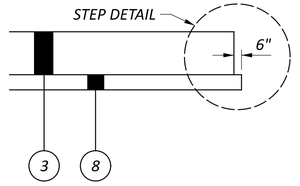
E2 EXISTING PAVEMENT BUILDUP
LOCAL ROADS & RAMPS



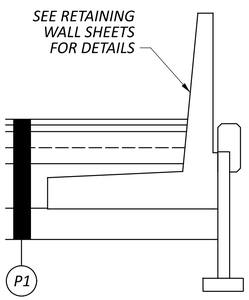
P2 PROPOSED PAVEMENT BUILDUP
(APPROACH SLAB)
SEE TYPICAL SECTIONS FOR SUBGRADE TREATMENT



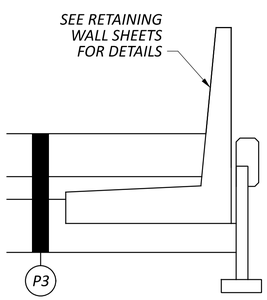
E3 EXISTING PAVEMENT BUILDUP
IR 75 (END PROJECT)



P3 PROPOSED PAVEMENT BUILDUP
RAMPS
SEE TYPICAL SECTIONS FOR SUBGRADE TREATMENT

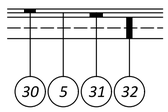


IR 75 PAVEMENT DETAIL WITH MOMENT SLAB BARRIER AND RETAINING WALL

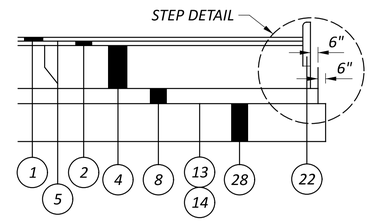


RAMP PAVEMENT DETAIL WITH MOMENT SLAB BARRIER AND RETAINING WALL

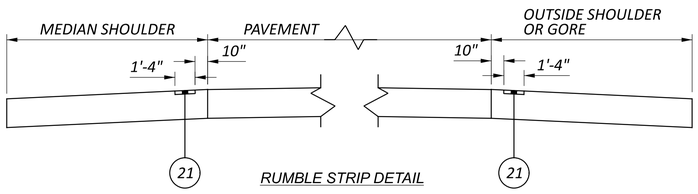
NOTE: CEMENT STABILIZED SUBGRADE WILL NOT BE PERFORMED WITHIN THE LIMITS OF THE SELECT GRANULAR BACKFILL OF THE MSE WALLS. SEE RETAINING WALL PLANS FOR LIMITS.



P5 COMMERCIAL PARKING LOT, ASPHALT



P4 PROPOSED PAVEMENT BUILDUP
LOCAL ROADS



RUMBLE STRIP DETAIL

SEE SCD BP-9.1 AND GENERAL NOTES FOR MORE INFORMATION REGARDING ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

* ITEM 442 - ANTI-SEGREGATION EQUIPMENT
**SEE TYPICAL SECTIONS

TYPICAL SECTION - LEGEND

DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.6 TOTAL: 830

HAM-IR 75-1.95

MODEL: Typical Sections Legend PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:27 AM USER: sbeal
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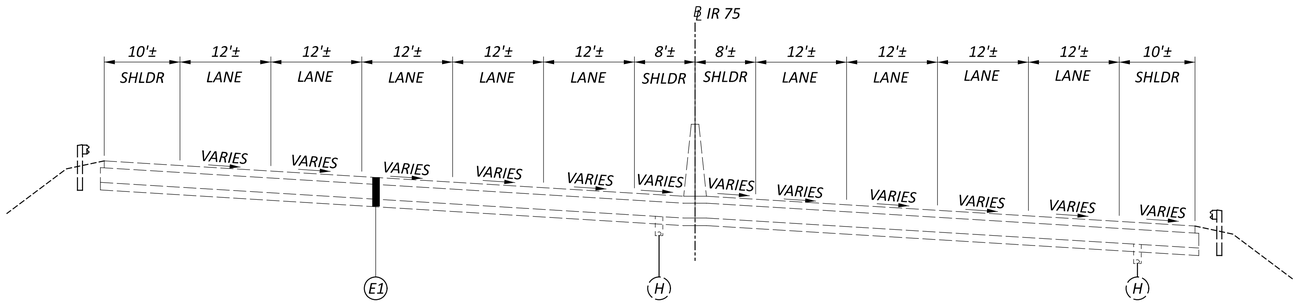
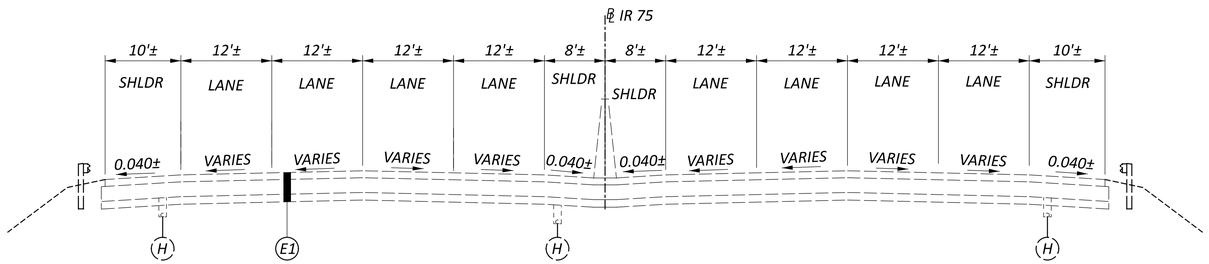


EXISTING SUPERELEVATED SECTION IR-75

APPROXIMATE STA. 114+97.42 TO STA. 125+85.96



EXISTING TYPICAL SECTION IR-75

APPROXIMATE STA. 110+50.00 TO STA. 114+97.42

FOR LEGEND SEE SHEET P.6

HAM-IR 75-1.95

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EXISTING TYPICAL SECTION - IR-75

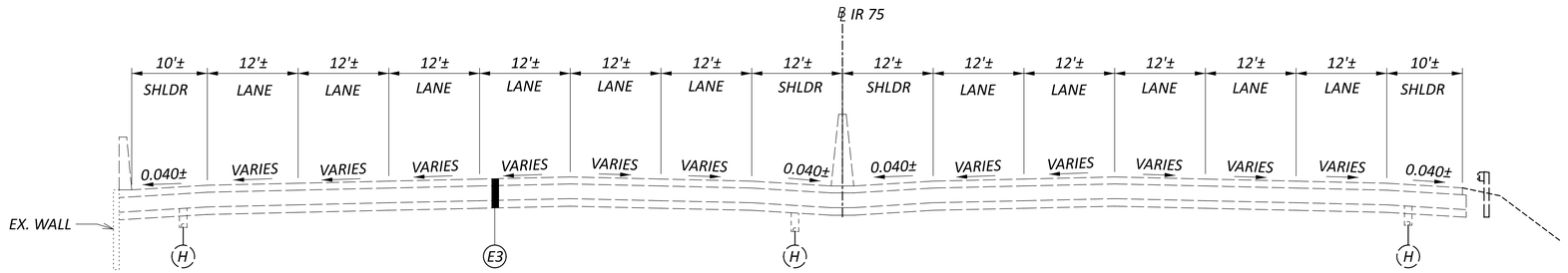
DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

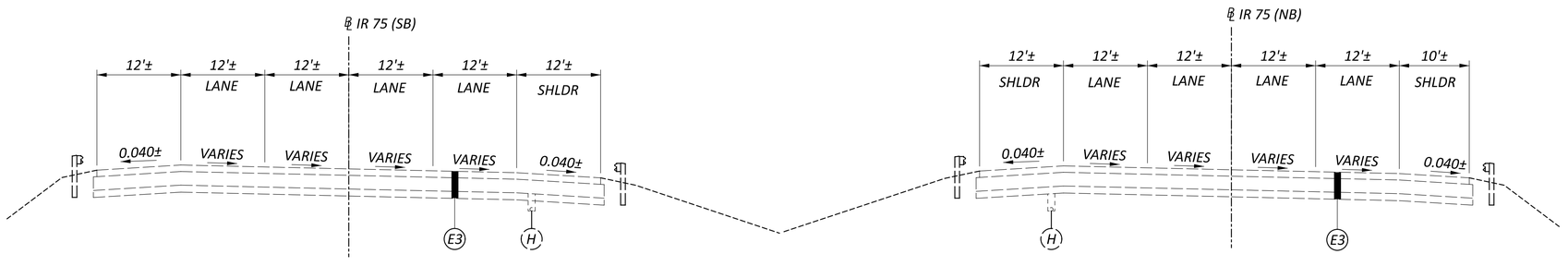
PROJECT ID
114161

SHEET P.7 TOTAL 830



EXISTING TYPICAL SECTION IR-75

APPROXIMATE STA. 152+26.01 TO STA. 175+00.00

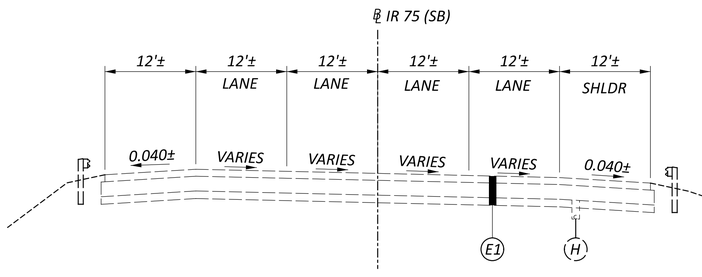


EXISTING SUPERELEVATED TYPICAL SECTION IR-75 (SB)

APPROXIMATE STA. 1154+00.00 TO STA. 1161+02.85

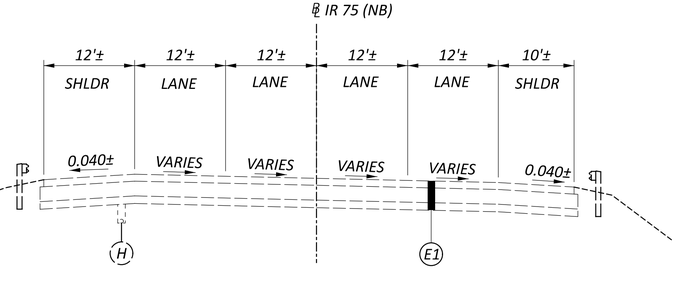
EXISTING SUPERELEVATED TYPICAL SECTION IR-75 (NB)

APPROXIMATE STA. 2153+50.00 TO STA. 2160+63.80



EXISTING SUPERELEVATED TYPICAL SECTION IR-75 (SB)

APPROXIMATE STA. 1125+85.96 TO STA. 1154+00.00



EXISTING SUPERELEVATED TYPICAL SECTION IR-75 (NB)

APPROXIMATE STA. 2125+85.96 TO STA. 2153+50.00

FOR LEGEND SEE SHEET P.6

EXISTING TYPICAL SECTION - IR-75

HAM-IR 75-1.95

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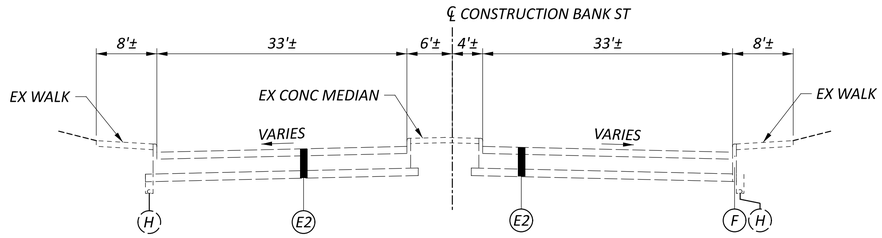
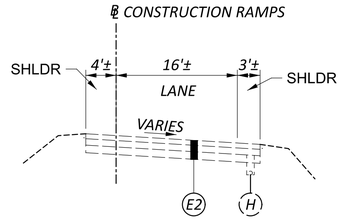
DESIGN AGENCY: EMH&T

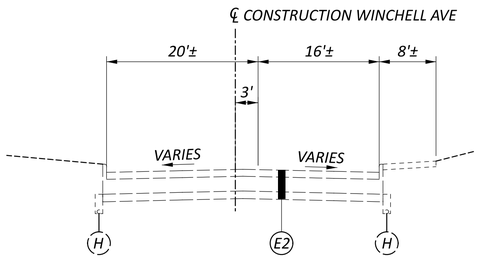
DESIGNER	SJB
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.8
TOTAL	830



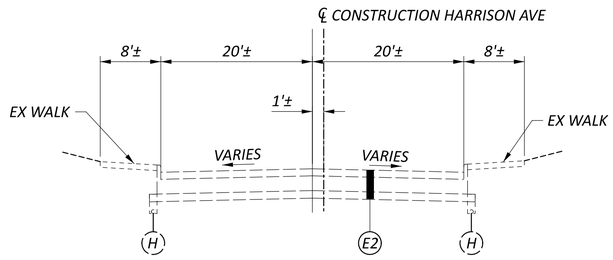
EXISTING TYPICAL SECTION BANK ST



EXISTING TYPICAL SECTION RAMPS:
RAMP C
RAMP D
RAMP E
RAMP F
RAMP G



EXISTING TYPICAL SECTION WINCHELL AVE



EXISTING TYPICAL SECTION HARRISON AVE

FOR LEGEND SEE SHEET P.6

HAM-IR 75-1.95

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EXISTING TYPICAL SECTION - IR-75

DESIGN AGENCY
EMH&T

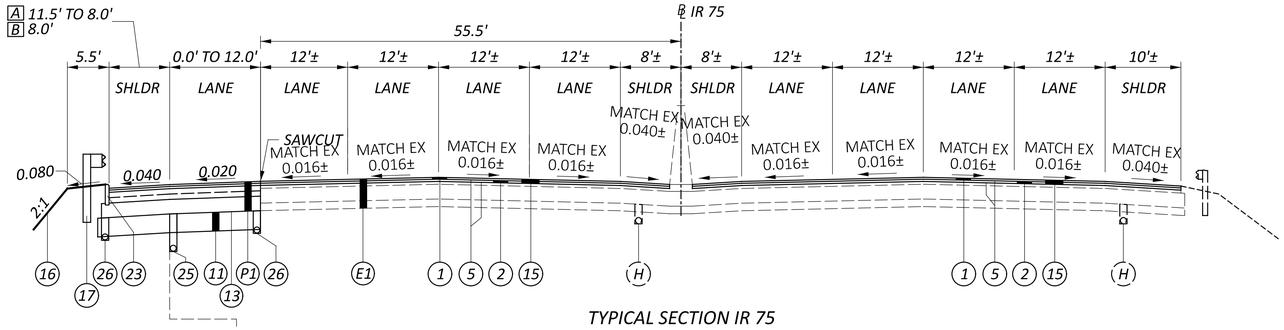
DESIGNER
SJB

REVIEWER
MJR 11/02/26

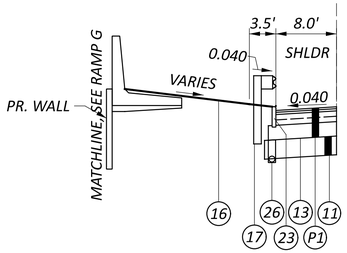
PROJECT ID
114161

SHEET P.9 TOTAL 830

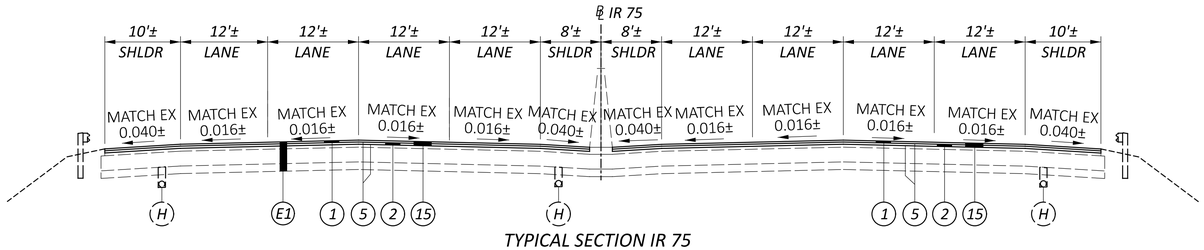
A STA. 111+23.70 TO STA. 112+68.01
B STA. 112+68.01 TO STA. 113+91.25



TYPICAL SECTION IR 75
111+55.81 TO STA. 114+97.42



WALL SECTION IR 75
STA. 113+91.25 TO STA. 114+97.42



TYPICAL SECTION IR 75
STA. 111+28.03 TO STA. 111+55.81
STA. 107+30.00.00 TO STA. 109+03.79 (NB)
STA. 104+08.00 TO STA. 109+03.79 (SB)

+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
* = 0.040 OR RATE OF SUPER IF GREATER
NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

FOR LEGEND SEE SHEET P.6

PROPOSED TYPICAL SECTION - IR 75

HAM-IR 75-1.95

MODEL: Typical Sections - PR IR-75 (1) |Sheet| PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:45 AM USER: sbeal
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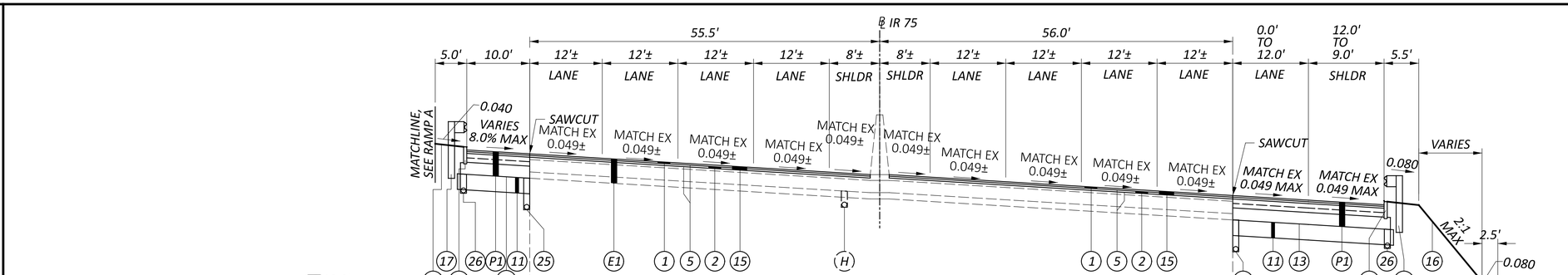
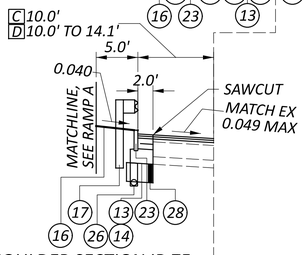
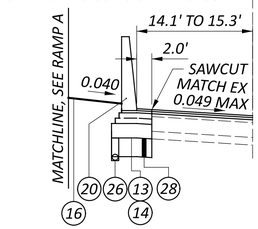
DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.10 TOTAL: 830



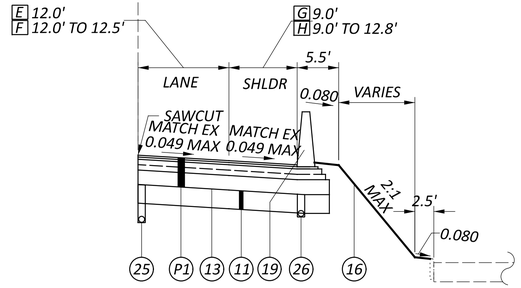
SUPERELEVATED SECTION IR 75
STA. 120+25.79 TO STA. 123+60.57



SHOULDER SECTION IR 75
STA. 121+25.00 TO STA. 123+50.47

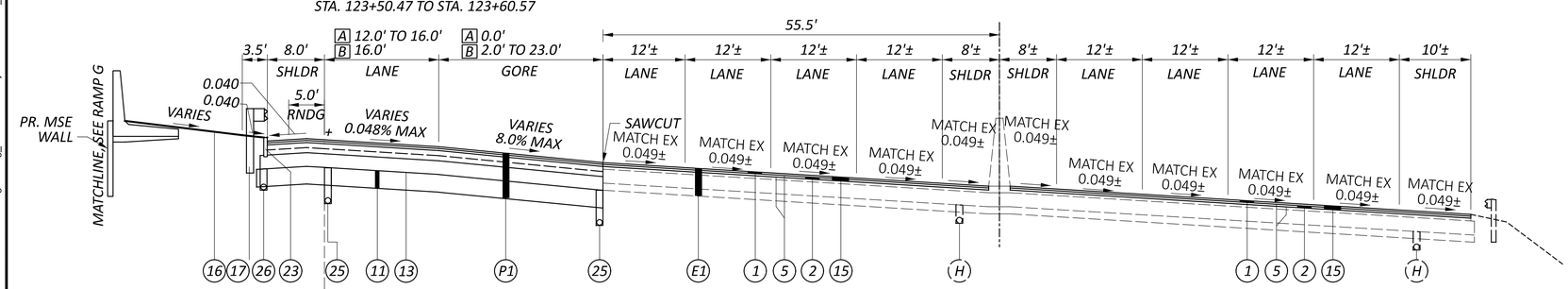


SHOULDER SECTION IR 75
STA. 123+50.47 TO STA. 123+60.57

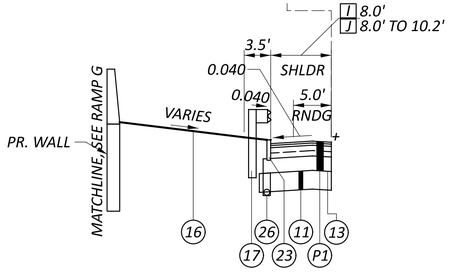


BARRIER SECTION IR 75
STA. 121+28.43 TO STA. 123+60.57

A STA. 114+97.42 TO STA. 116+60.88
B STA. 116+60.88 TO STA. 120+25.79
C STA. 121+25.00 TO STA. 122+52.11
D STA. 122+52.11 TO STA. 123+50.47
E STA. 121+28.43 TO STA. 122+32.33
F STA. 122+32.33 TO STA. 123+60.57
G STA. 121+28.43 TO STA. 122+61.05
H STA. 122+61.05 TO STA. 123+60.57
I STA. 118+92.69 TO STA. 119+45.99
J STA. 119+45.99 TO STA. 120+25.79



SUPERELEVATED SECTION IR 75
STA. 114+97.42 TO STA. 120+25.79



WALL SECTION IR 75
STA. 118+92.69 TO STA. 120+25.79

+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
* = 0.040 OR RATE OF SUPER IF GREATER

NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

FOR LEGEND SEE SHEET P.6

PROPOSED TYPICAL SECTION - IR 75

HAM-IR 75-1.95

MODEL: Typical Sections - PR IR-75 (2) [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:47 AM USER: sbeal
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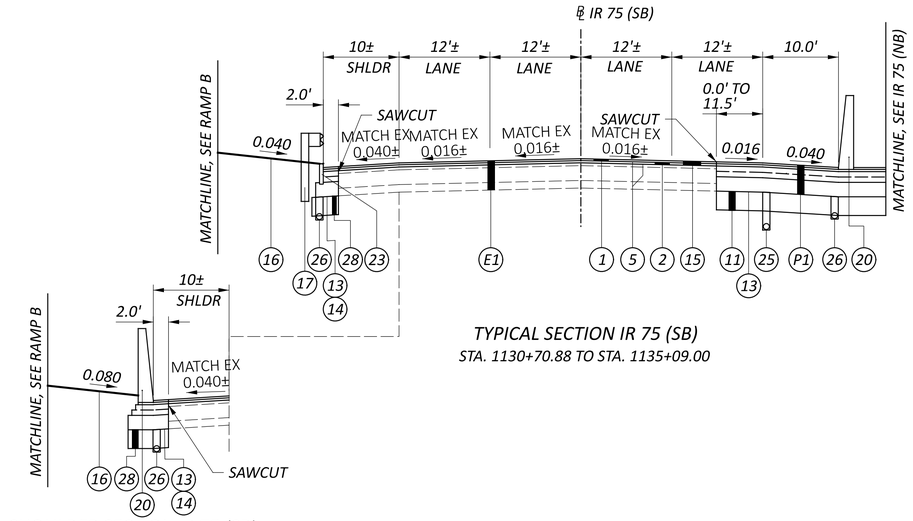
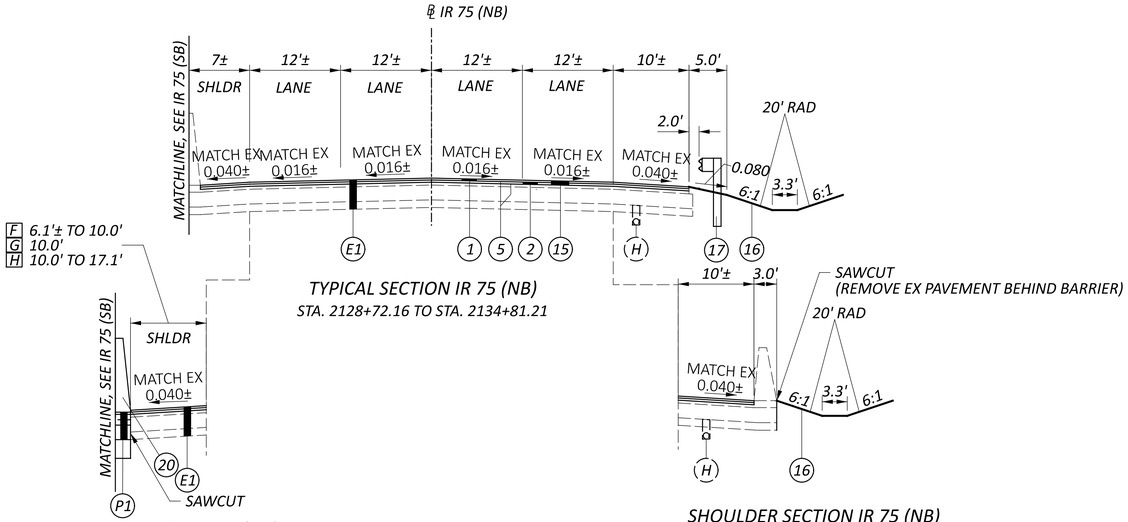
DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.11 TOTAL: 830



TYPICAL SECTION IR 75 (SB)
STA. 1130+70.88 TO STA. 1135+09.00

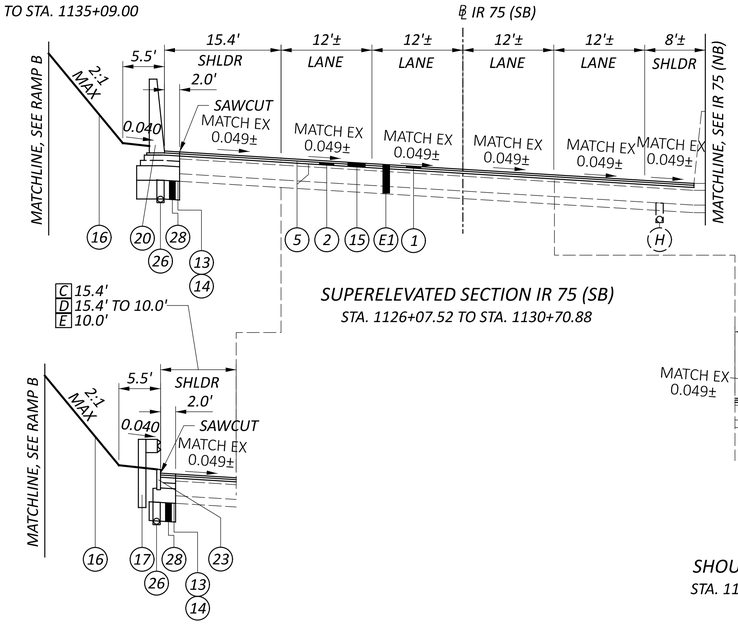
SHOULDER SECTION IR 75 (SB)
STA. 1134+81.79 TO STA. 1135+09.00



TYPICAL SECTION IR 75 (NB)
STA. 2128+72.16 TO STA. 2134+81.21

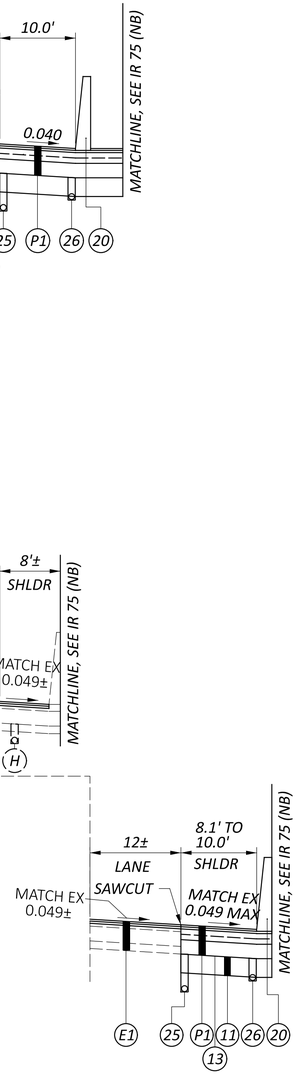
SHOULDER SECTION IR 75 (NB)
STA. 2132+01.53 TO STA. 2134+81.21

SHOULDER SECTION IR 75 (NB)
STA. 2133+27.27 TO STA. 2134+81.21

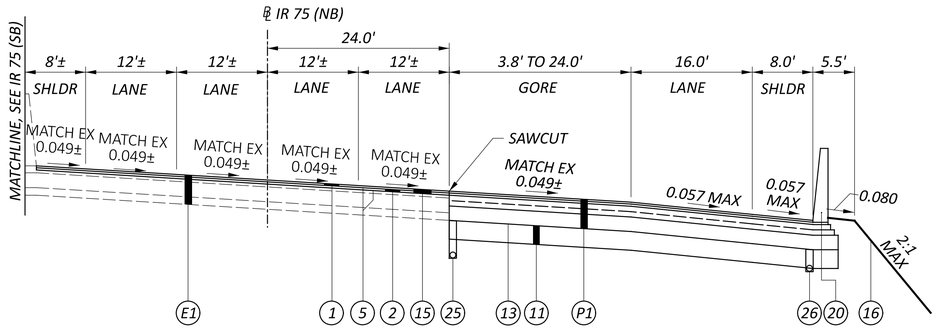


SUPERELEVATED SECTION IR 75 (SB)
STA. 1126+07.52 TO STA. 1130+70.88

SHOULDER SECTION IR 75 (SB)
STA. 1126+48.42 TO STA. 1130+70.88

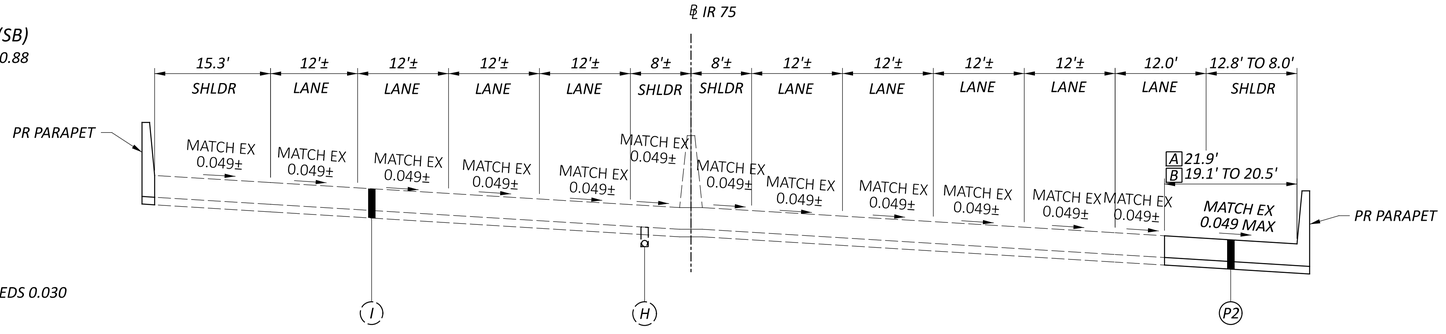


SHOULDER SECTION IR 75 (SB)
STA. 1129+71.51 TO STA. 1130+70.88



SUPERELEVATED SECTION IR 75 (NB)
STA. 2125+94.43 TO STA. 2128+72.16

A STA. 123+60.57 TO STA. 123+86.83
B STA. 125+75.47 TO STA. 2125+94.43
C STA. 1126+48.42 TO STA. 1126+96.47
D STA. 1126+96.47 TO STA. 1128+34.00
E STA. 1128+34.00 TO STA. 1130+70.88
F STA. 2132+01.53 TO STA. 2132+39.05
G STA. 2132+39.05 TO STA. 2134+51.93
H STA. 2134+51.93 TO STA. 2134+81.14



APPROACH SLAB SUPERELEVATED SECTION IR 75
STA. 123+60.57 TO STA. 123+86.83
STA. 125+75.47 TO STA. 1126+07.52 (SB) & STA. 2125+94.43 (NB)

+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
** = 0.040 OR RATE OF SUPER IF GREATER*
NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

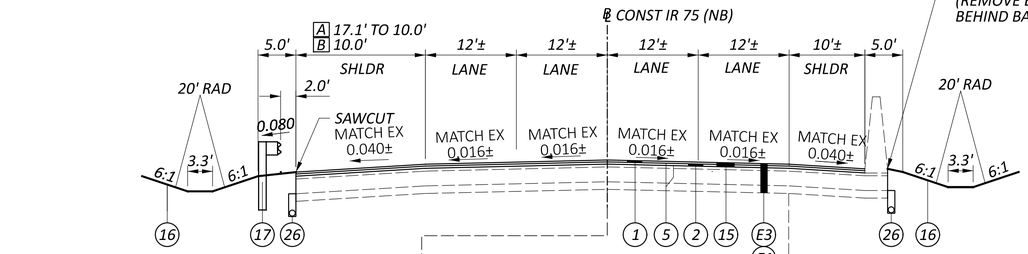
FOR LEGEND SEE SHEET P.6

PROPOSED TYPICAL SECTION - IR 75

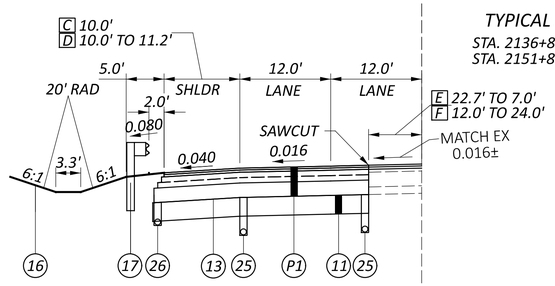
HAM-IR 75-1.95

MODEL: Typical Sections - PR IR-75 (3) |Sheet| PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:47 AM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GY003.dgn

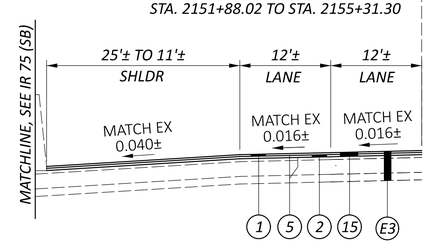
DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.12 TOTAL: 830



TYPICAL SECTION IR 75 (NB)
STA. 2136+89.00 TO STA. 2144+59.33
STA. 2151+88.02 TO STA. 2160+63.80



SHOULDER SECTION IR 75 (NB)
STA. 2140+29.97 TO STA. 2144+59.33
STA. 2151+88.02 TO STA. 2155+31.30

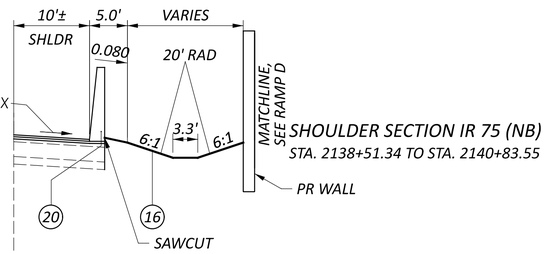


SHOULDER SECTION IR 75 (NB)
STA. 2156+97.58 TO STA. 2160+63.80

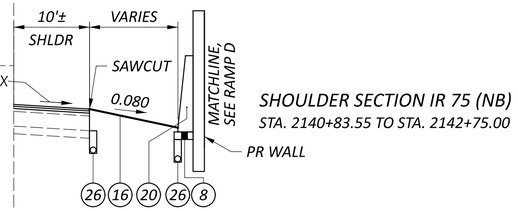
A STA. 2136+89.03 TO STA. 2138+71.61
B STA. 2138+71.61 TO STA. 2140+29.97
C STA. 2140+29.97 TO STA. 2144+59.33
STA. 2151+88.02 TO STA. 2155+21.30
D STA. 2155+21.30 TO STA. 2155+31.30
E STA. 2140+29.97 TO STA. 2144+59.33
F STA. 2151+88.02 TO STA. 2155+31.30
G STA. 2144+59.33 TO STA. 2147+82.00
H STA. 2147+82.00 TO STA. 2151+88.02

SUPERELEVATED SECTION IR 75 (NB)
STA. 2144+59.33 TO STA. 2151+88.02

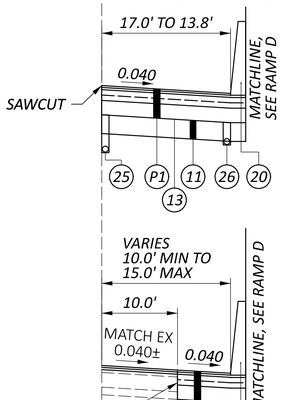
SHOULDER SECTION IR 75 (NB)
STA. 2147+00.00 TO STA. 2151+88.02



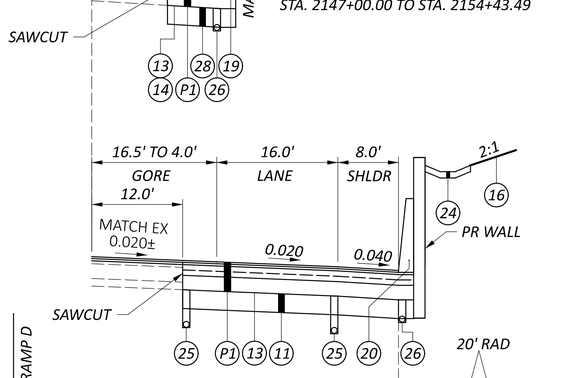
SHOULDER SECTION IR 75 (NB)
STA. 2138+51.34 TO STA. 2140+83.55



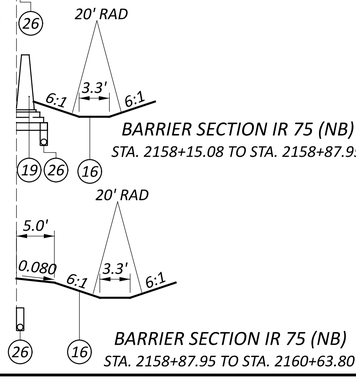
SHOULDER SECTION IR 75 (NB)
STA. 2140+83.55 TO STA. 2142+75.00



SHOULDER SECTION IR 75 (NB)
STA. 2151+88.02 TO STA. 2144+59.33



SHOULDER SECTION IR 75 (NB)
STA. 2154+43.49 TO STA. 2160+63.80



\+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
* = 0.040 OR RATE OF SUPER IF GREATER
NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

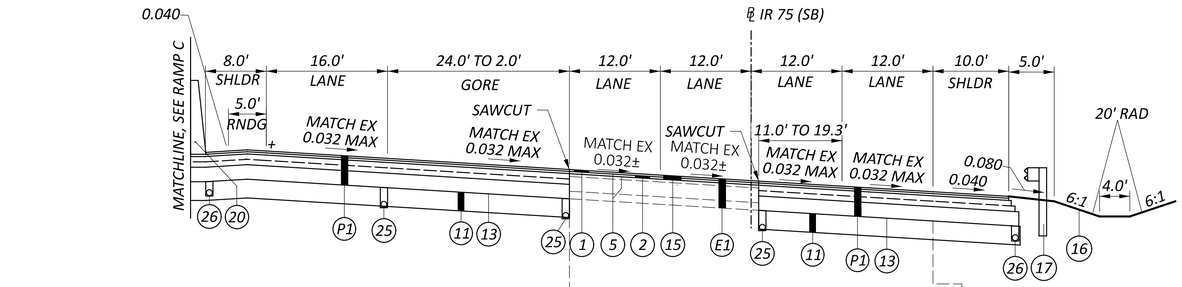
FOR LEGEND SEE SHEET P.6

PROPOSED TYPICAL SECTION - IR 75

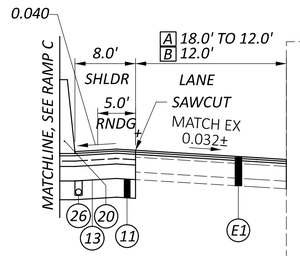
HAM-IR 75-1.95

MODEL: Typical Sections - PR IR-75 (4) [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:48 AM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GY003.dgn

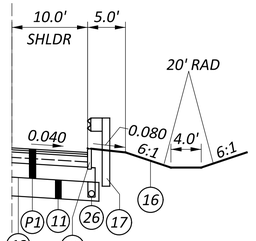
DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.13 TOTAL: 830



SUPERELEVATED SECTION IR 75 (SB)
STA. 1139+53.44 TO STA. 1150+40.27



SHOULDER SECTION IR 75
STA. 1142+05.95 TO STA. 1146+55.00

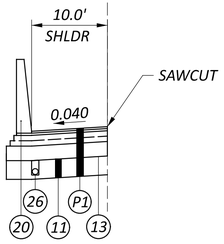


SHOULDER SECTION IR 75
STA. 1150+16.20 TO STA. 1150+40.27

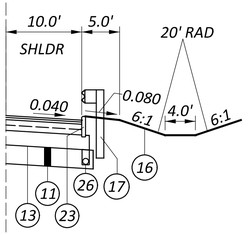
A STA. 1142+05.95 TO STA. 1144+20.74
B STA. 1144+20.74 TO STA. 1146+55.00

SHOULDER SECTION IR 75
STA. 1146+55.00 TO STA. 1150+40.27

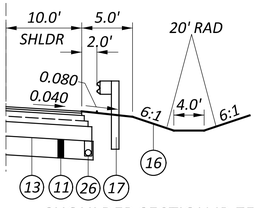
TYPICAL SECTION IR 75 (SB)
STA. 1137+19.93 TO STA. 1139+53.56



SHOULDER SECTION IR 75
STA. 1139+00.00 TO STA. 1139+53.56



SHOULDER SECTION IR 75
STA. 1137+47.27 TO STA. 1137+72.27



SHOULDER SECTION IR 75
STA. 1137+72.27 TO STA. 1139+53.56

+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
* = 0.040 OR RATE OF SUPER IF GREATER

NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

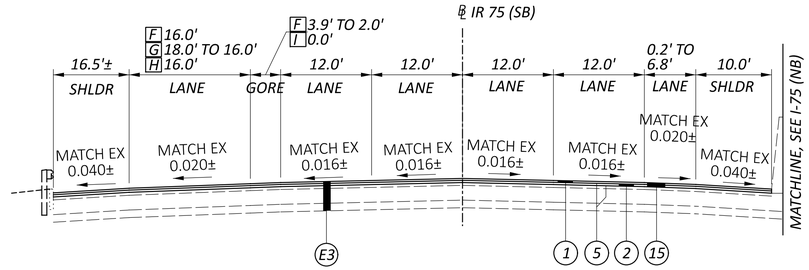
FOR LEGEND SEE SHEET P.6

PROPOSED TYPICAL SECTION - IR 75

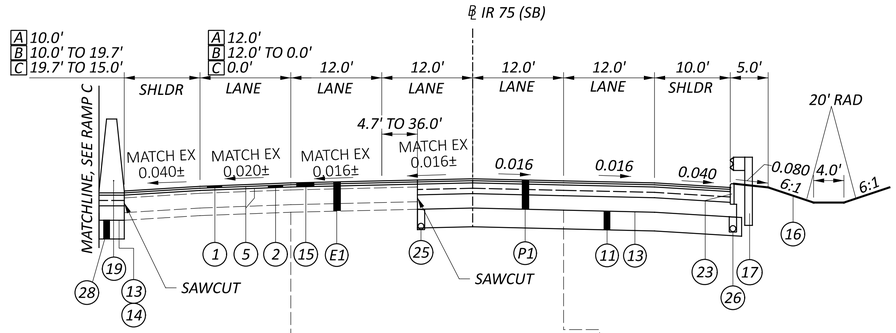
HAM-IR 75-1.95

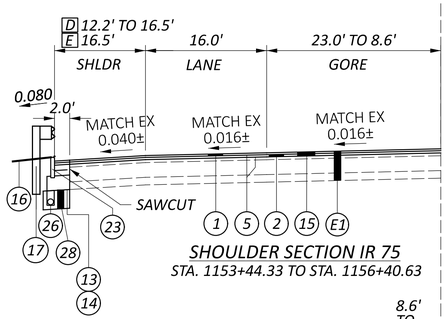
MODEL: Typical Sections - PR IR-75 (5) |Sheet| PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:49 AM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GY003.dgn

DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.14 TOTAL: 830

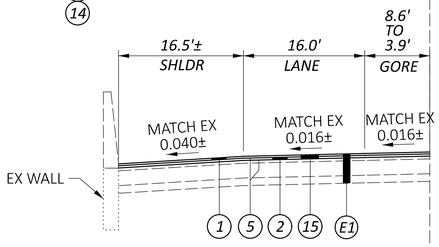


TYPICAL SECTION IR 75 (SB)
STA. 1157+36.65 TO STA. 1161+02.85



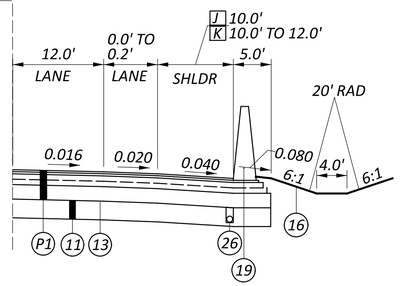


SHOULDER SECTION IR 75
STA. 1153+44.33 TO STA. 1156+40.63



SHOULDER SECTION IR 75
STA. 1156+40.63 TO STA. 1157+36.65

TYPICAL SECTION IR 75 (SB)
STA. 1150+40.27 TO STA. 1157+36.65



SHOULDER SECTION IR 75
STA. 1156+59.25 TO STA. 1157+36.65

A STA. 1150+40.27 TO STA. 1150+61.86
B STA. 1150+61.86 TO STA. 1151+62.43
C STA. 1151+62.43 TO STA. 1153+44.33
D STA. 1153+44.33 TO STA. 1154+52.59
E STA. 1154+52.53 TO STA. 1156+40.63
F STA. 1157+36.65 TO STA. 1157+78.02
G STA. 1157+78.02 TO STA. 1160+29.50
H STA. 1160+29.50 TO STA. 1161+02.85
I STA. 1158+29.80 TO STA. 1161+02.85
J STA. 1156+59.25 TO STA. 1156+95.11
K STA. 1156+95.11 TO STA. 1157+36.65

+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
** = 0.040 OR RATE OF SUPER IF GREATER*

NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

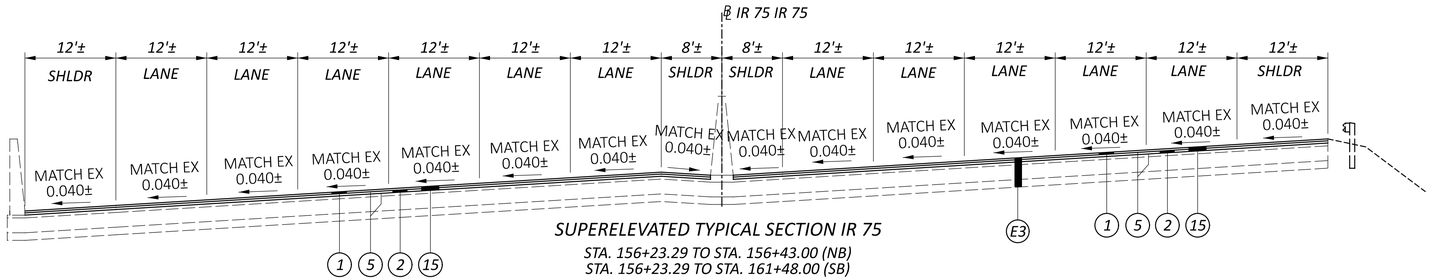
FOR LEGEND SEE SHEET P.6

PROPOSED TYPICAL SECTION - IR 75

HAM-IR 75-1.95

MODEL: Typical Sections - PR IR-75 (6) [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:50 AM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GY003.dgn

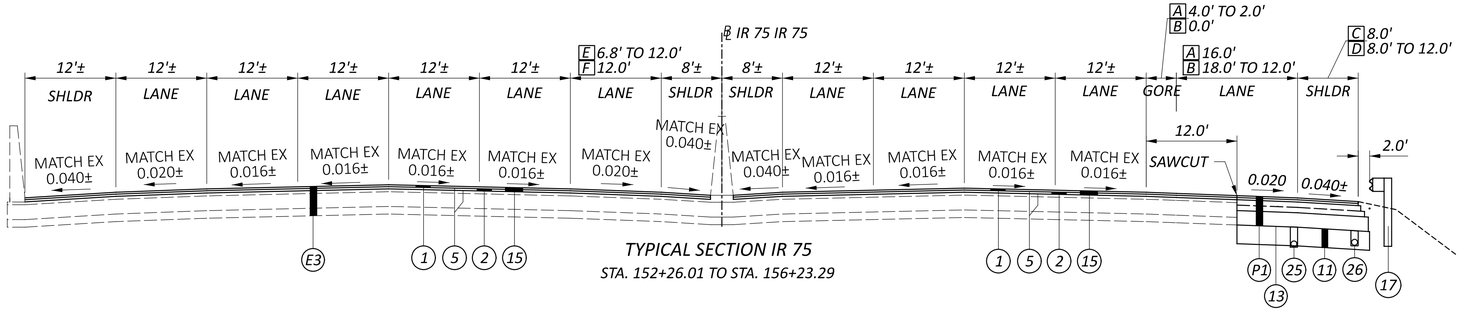
DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.15 TOTAL: 830



SUPERELEVATED TYPICAL SECTION IR 75

STA. 156+23.29 TO STA. 156+43.00 (NB)
STA. 156+23.29 TO STA. 161+48.00 (SB)

[A] *STA. 152+26.01 TO STA. 154+28.48*
[B] *STA. 154+28.48 TO STA. 156+23.29*
[C] *STA. 152+26.01 TO STA. 154+23.38*
[D] *STA. 154+23.38 TO STA. 156+23.29*
[E] *STA. 152+26.01 TO STA. 155+12.12*
[F] *STA. 155+12.12 TO STA. 156+23.29*



TYPICAL SECTION IR 75

STA. 152+26.01 TO STA. 156+23.29

+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
** = 0.040 OR RATE OF SUPER IF GREATER*

NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

FOR LEGEND SEE SHEET P.6

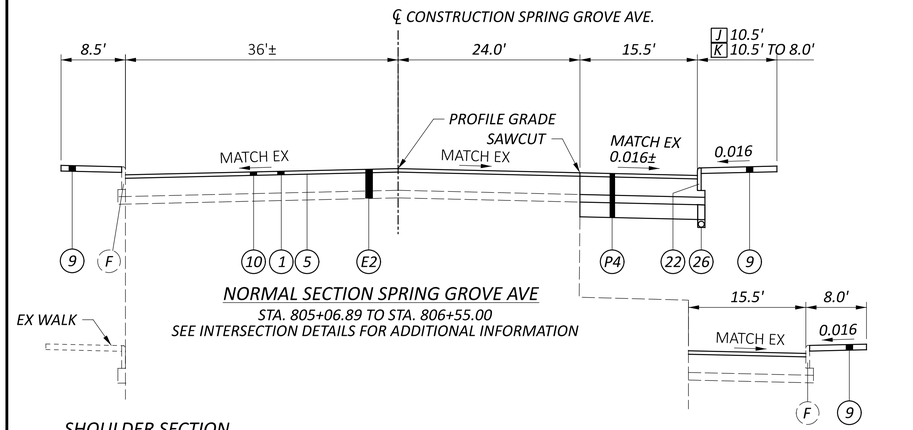
PROPOSED TYPICAL SECTION - IR 75

DESIGN AGENCY
EMH&T

DESIGNER SJB
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.16 TOTAL 830

HAM-IR 75-1.95

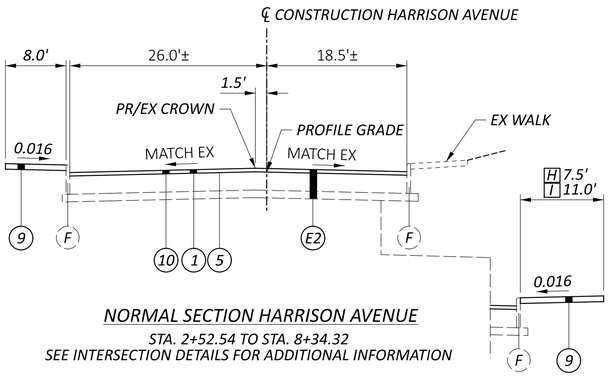
MODEL: Typical Sections - PR IR-75 (7) [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:50 AM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GY003.dgn



NORMAL SECTION SPRING GROVE AVE
STA. 805+06.89 TO STA. 806+55.00
SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION

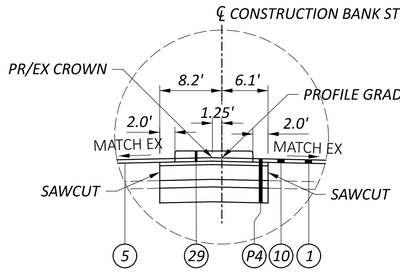
SHOULDER SECTION
STA. 806+15.00 TO STA. 806+55.00

SHOULDER SECTION
STA. 806+36.02 TO STA. 806+55.00

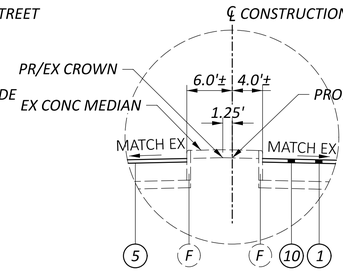


NORMAL SECTION HARRISON AVENUE
STA. 2+52.54 TO STA. 8+34.32
SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION

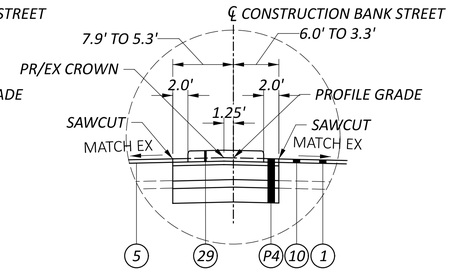
WALK RIGHT
STA. 2+59.59 TO STA. 3+31.59
STA. 5+05.67 TO STA. 6+18.80



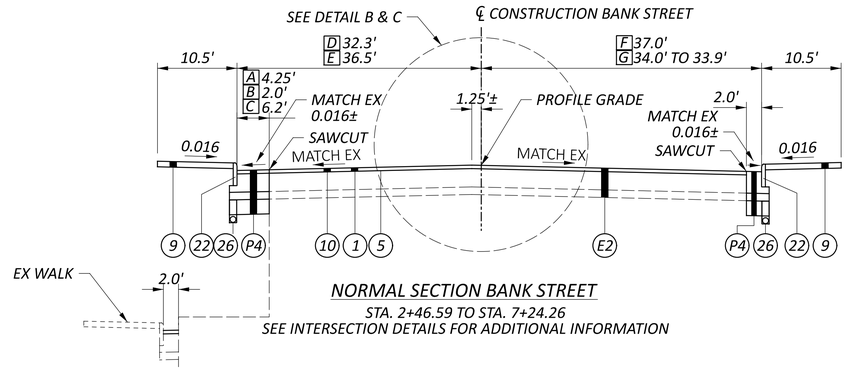
DETAIL A
STA. 1+53.00 TO STA. 1+84.00
(MEDIAN ENDS AT STA. 1+58.12)



DETAIL B
STA. 3+61.72 TO STA. 5+70.81



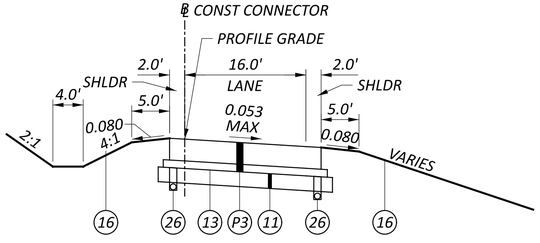
DETAIL C
STA. 5+70.81 TO STA. 5+97.67



NORMAL SECTION BANK STREET
STA. 2+46.59 TO STA. 7+24.26
SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION

OVERLAY LEFT
STA. 7+07.26 TO STA. 7+24.26

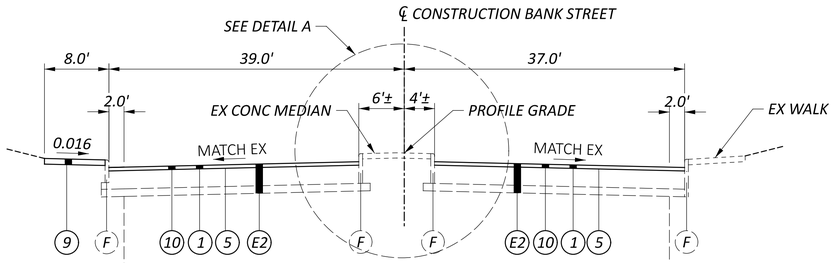
A STA. 2+46.59 TO STA. 3+26.00
B STA. 3+26.00 TO STA. 6+96.38
C STA. 6+96.38 TO STA. 7+24.26
D STA. 2+46.59 TO STA. 6+96.38
E STA. 6+96.38 TO STA. 7+07.26
F STA. 2+46.59 TO STA. 6+95.70
G STA. 6+95.70 TO STA. 7+24.26
H STA. 2+59.59 TO STA. 3+31.59
STA. 5+05.67 TO STA. 5+68.26
I STA. 5+68.26 TO STA. 6+18.80
J STA. 805+06.89 TO STA. 806+26.02
K STA. 806+26.02 TO STA. 806+36.02



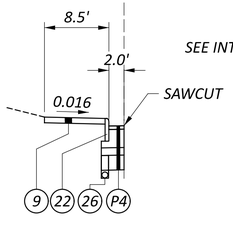
SUPERELEVATED SECTION CONNECTOR
STA. 10+00.00 TO STA. 16+64.31
SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION

\+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
* = 0.040 OR RATE OF SUPER IF GREATER
NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

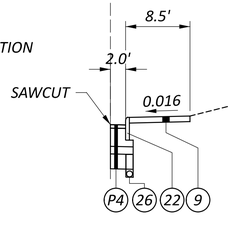
FOR LEGEND SEE SHEET P.6



NORMAL SECTION BANK STREET
STA. 1+31.93 TO STA. 2+46.59
SEE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION



CURB SECTION
STA. 1+55.58 TO STA. 2+46.59



CURB SECTION
STA. 1+59.61 TO STA. 2+46.59

PROPOSED TYPICAL SECTION - SIDE ROADS

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.17 | TOTAL 830

HAM-IR 75-1.95

MODEL: Typical Sections - PR SIDE ROADS [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:51 AM USER: sbeal
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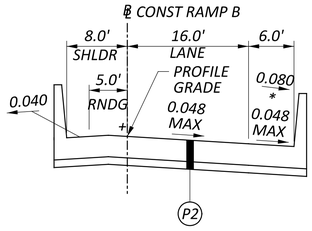
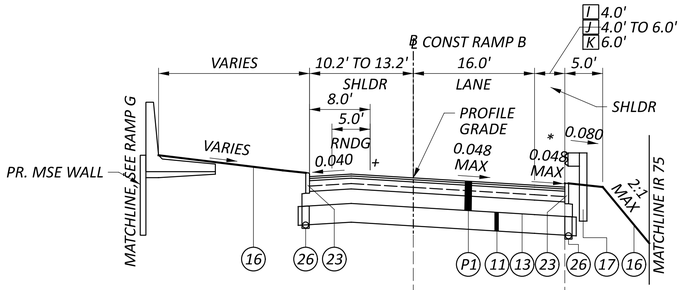


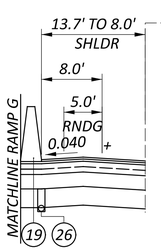
NORMAL SECTION RAMP B (APPROACH SLAB)

STA. 1004+69.10 TO STA. 1004+99.14
STA. 1006+12.14 TO STA. 1006+42.20



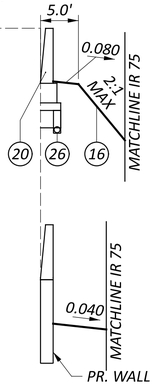
SUPERELEVATED SECTION RAMP B

STA. 1000+52.42 TO STA. 1004+69.10



BARRIER SECTION RAMP B

STA. 1001+00.00 TO STA. 1004+69.10

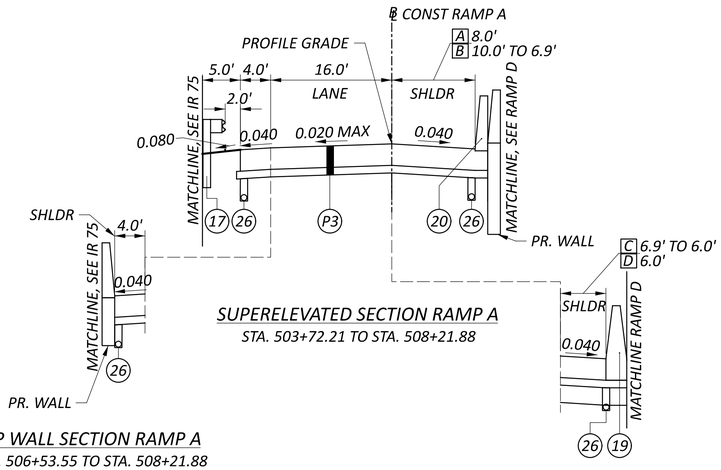


BARRIER SECTION RAMP B

STA. 1003+40.63 TO STA. 1003+74.97

CIP WALL SECTION RAMP B

STA. 1003+74.97 TO STA. 1004+60.10



SUPERELEVATED SECTION RAMP A

STA. 503+72.21 TO STA. 508+21.88

CIP WALL SECTION RAMP A

STA. 506+53.55 TO STA. 508+21.88

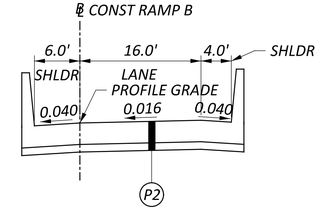
TYPE C BARRIER SECTION RAMP A

STA. 506+60.00 TO STA. 508+21.88

A STA. 503+72.21 TO STA. 505+76.97
B STA. 505+76.97 TO STA. 506+60.00
C STA. 506+60.00 TO STA. 506+82.37
D STA. 506+82.37 TO STA. 508+21.88
E STA. 1006+42.25 TO STA. 1006+94.04
F STA. 1006+94.04 TO STA. 1011+02.48
G STA. 1006+89.77 TO STA. 1007+40.05
H STA. 1007+40.05 TO STA. 1009+64.99
I STA. 1000+52.42 TO STA. 1003+62.57
J STA. 1003+62.57 TO STA. 1004+46.98
K STA. 1004+46.98 TO STA. 1004+69.10

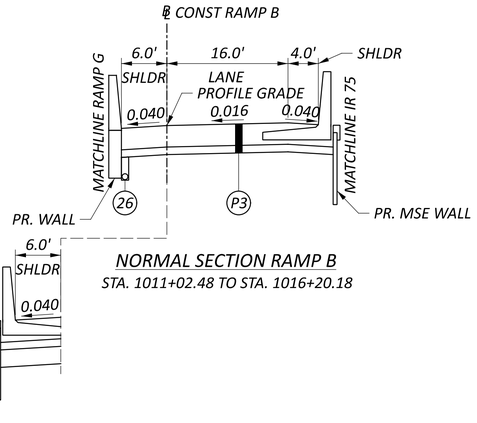
\+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
* = 0.040 OR RATE OF SUPER IF GREATER
NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

FOR LEGEND SEE SHEET P.6



NORMAL SECTION RAMP B (APPROACH SLAB)

STA. 1016+20.18 TO STA. 1016+48.43

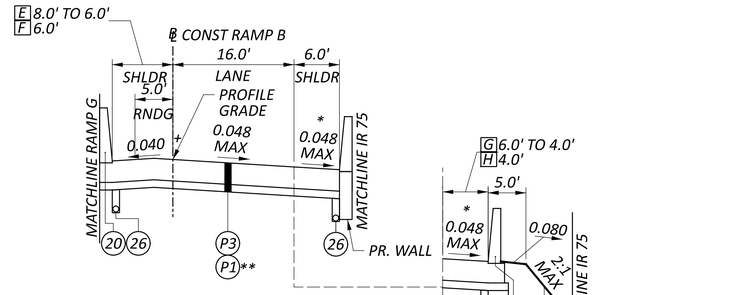


NORMAL SECTION RAMP B

STA. 1011+02.48 TO STA. 1016+20.18

MSE WALL SECTION RAMP B

STA. 1011+50.01 TO STA. 1016+24.85



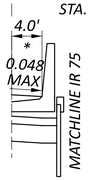
SUPERELEVATED SECTION RAMP B

STA. 1006+42.25 TO STA. 1011+02.48

**STA. 1006+42.25 TO STA. 1008+00.00

BARRIER SECTION RAMP B

STA. 1006+89.77 TO STA. 1009+64.99



MSE WALL SECTION RAMP B

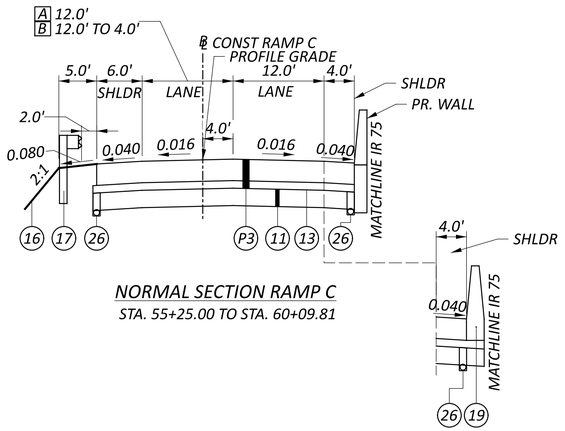
STA. 1010+66.37 TO STA. 1011+02.48

PROPOSED TYPICAL SECTION - RAMPS A AND B

HAM-IR 75-1.95

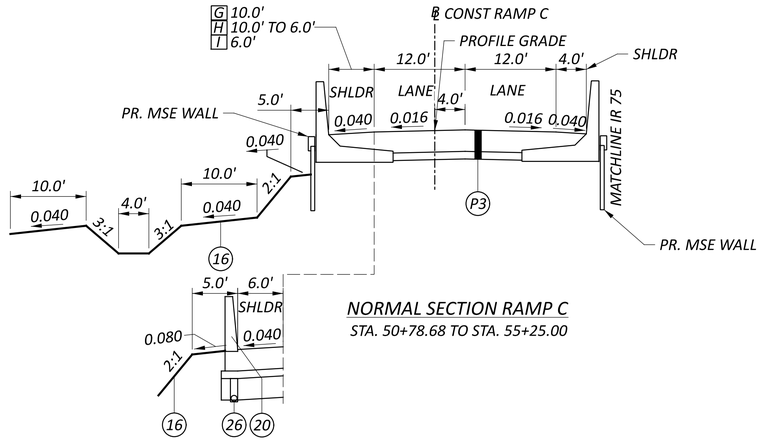
MODEL: Typical Sections - PR RAMP A-B [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:52 AM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH&T\Roadway\Sheets\114161_GY003.dgn

DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.18
TOTAL: 830

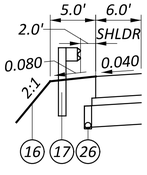


NORMAL SECTION RAMP C
STA. 55+25.00 TO STA. 60+09.81

SHOULDER SECTION RIGHT
STA. 55+75.00 TO STA. 60+09.81

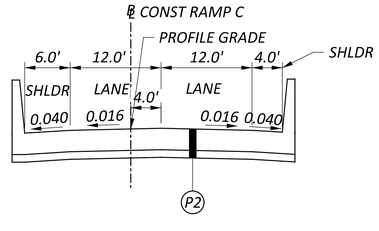


NORMAL SECTION RAMP C
STA. 50+78.68 TO STA. 55+25.00



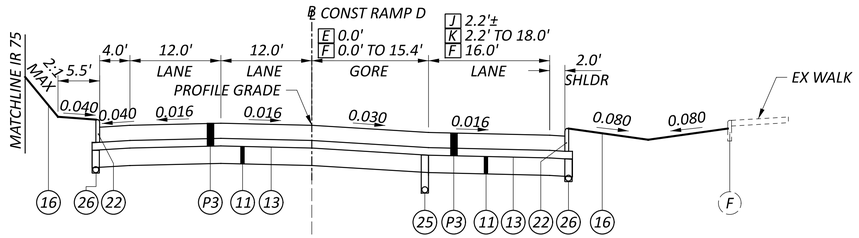
GRADING SECTION RAMP C
STA. 53+75.00 TO STA. 54+24.00

GRADING SECTION RAMP C
STA. 54+24.00 TO STA. 55+25.00

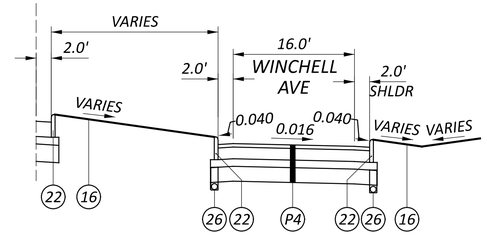


NORMAL SECTION RAMP C (APPROACH SLAB)
STA. 50+48.68 TO STA. 50+78.68

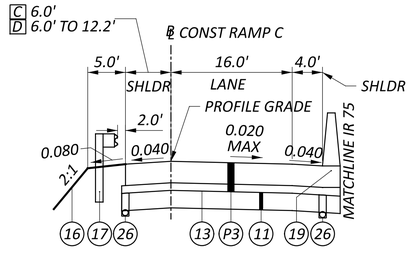
A STA. 55+25.00 TO STA. 59+59.91
B STA. 59+59.91 TO STA. 60+09.81
C STA. 60+09.81 TO STA. 61+70.63
D STA. 61+70.63 TO STA. 63+26.21
E STA. 300+32.31 TO STA. 301+42.15
F STA. 301+42.15 TO STA. 301+82.70
G STA. 50+78.68 TO STA. 51+18.50
H STA. 51+18.50 TO STA. 51+38.50
I STA. 51+38.50 TO STA. 53+75.00
J STA. 300+32.31 TO STA. 300+86.28
K STA. 300+86.28 TO STA. 301+42.15



NORMAL SECTION RAMP D
STA. 300+32.31 TO STA. 302+48.41



WINCHELL AVE SECTION
STA. 301+82.70 TO STA. 302+48.41
(SUBGRADE TREATMENT EITHER CSS OR EXCAVATE AND REPLACE)



SUPERELEVATED SECTION RAMP C
STA. 60+09.81 TO STA. 63+26.21

+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
* = 0.040 OR RATE OF SUPER IF GREATER

NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

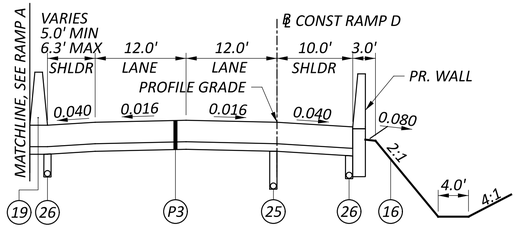
FOR LEGEND SEE SHEET P.6

PROPOSED TYPICAL SECTION - RAMP C & D

HAM-IR 75-1.95

MODEL: Typical Sections - PR RAMP C [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:53 AM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GY003.dgn

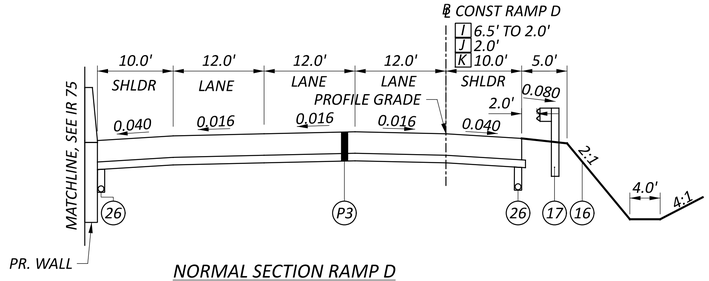
DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.19 TOTAL: 830



NORMAL SECTION RAMP D

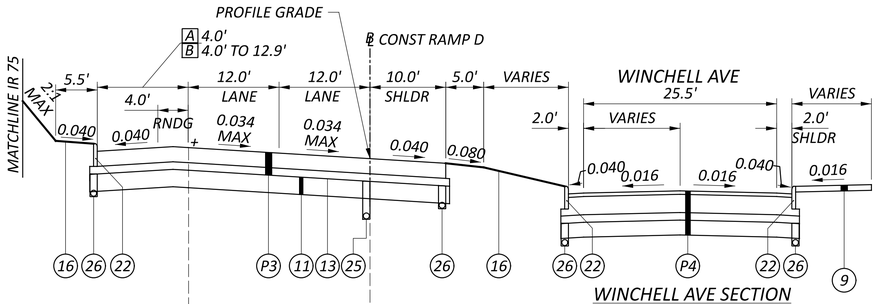
STA. 306+87.97 TO STA. 308+49.92

A STA. 302+48.41 TO STA. 304+75.49
B STA. 304+75.49 TO STA. 305+00.13
C STA. 308+49.92 TO STA. 312+26.17
D STA. 311+72.42 TO STA. 313+26.47
E STA. 308+49.92 TO STA. 311+72.79
F STA. 311+72.79 TO STA. 313+26.47
G STA. 312+14.00 TO STA. 312+38.93
H STA. 312+38.93 TO STA. 313+26.47
I STA. 313+26.47 TO STA. 314+38.93
J STA. 314+38.93 TO STA. 315+00.00
K STA. 315+00.00 TO STA. 314+85.10



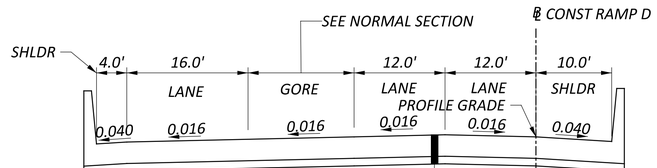
NORMAL SECTION RAMP D

STA. 313+26.47 TO STA. 314+85.10



WINCHELL AVE SECTION

SEE INTERSECTION DETAILS
(SUBGRADE TREATMENT EITHER CSS OR EXCAVATE AND REPLACE)



NORMAL SECTION RAMP D (APPROACH SLAB)

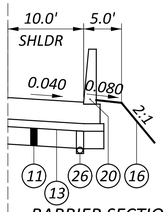
STA. 310+14.77 TO STA. 310+44.77
STA. 311+32.20 TO STA. 311+62.42

SHOULDER SECTION LEFT

STA. 305+00.13 TO STA. 306+87.97

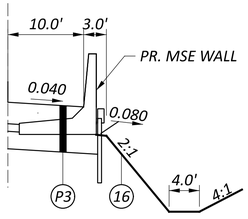
SUPERELEVATED SECTION RAMP D

STA. 302+48.41 TO STA. 306+87.97



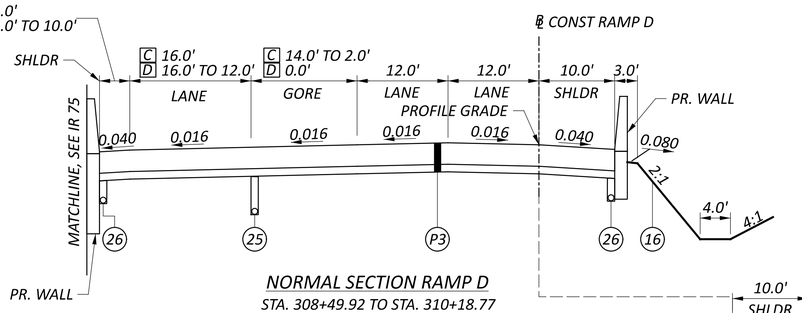
BARRIER SECTION RIGHT

STA. 303+25.00 TO STA. 306+86.48



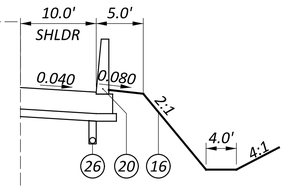
WALL SECTION RIGHT

STA. 303+25.00 TO STA. 306+86.48



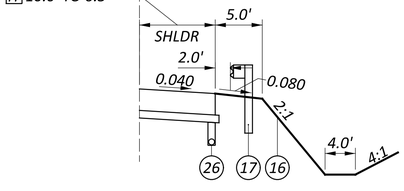
NORMAL SECTION RAMP D

STA. 308+49.92 TO STA. 310+18.77
STA. 311+62.20 TO STA. 313+26.47



SHOULDER SECTION RIGHT

STA. 311+80.00 TO STA. 312+14.00



SHOULDER SECTION RIGHT

STA. 312+14.00 TO STA. 313+26.47

\+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
* = 0.040 OR RATE OF SUPER IF GREATER

NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

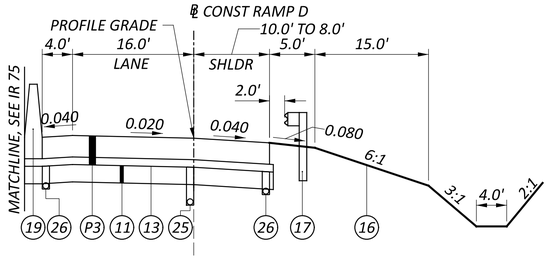
FOR LEGEND SEE SHEET P.6

PROPOSED TYPICAL SECTION - RAMP D

HAM-IR 75-1.95

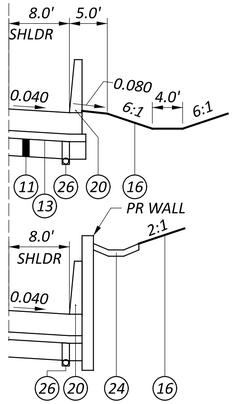
MODEL: Typical Sections - PR RAMP D [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:54 AM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GY003.dgn

DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.20 TOTAL: 830



SUPERELEVATED SECTION RAMP D

STA. 325+77.47 TO STA. 329+53.09

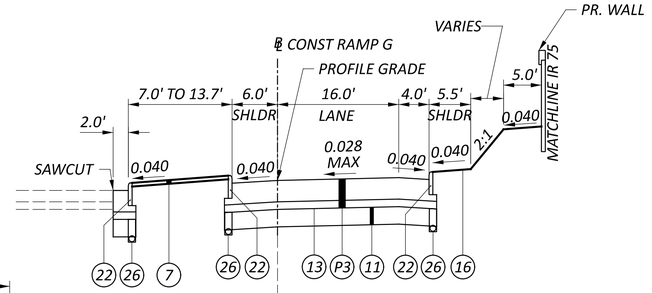


BARRIER SECTION RIGHT

STA. 327+65.05 TO STA. 328+10.00

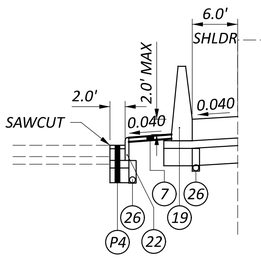
WALL SECTION

STA. 328+10.00 TO STA. 329+53.09



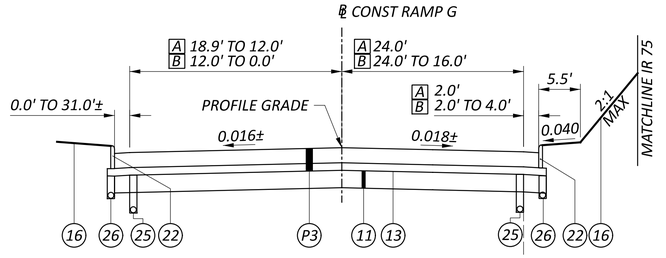
SUPERELEVATED SECTION RAMP G

STA. 504+95.52 TO STA. 506+76.20



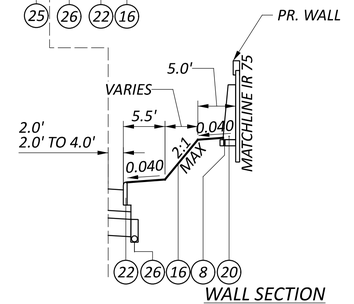
BARRIER SECTION LEFT

STA. 505+58.96 TO STA. 506+76.20



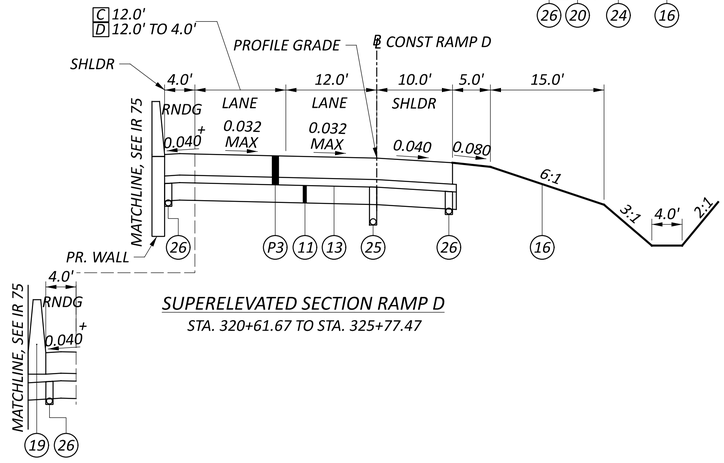
NORMAL SECTION RAMP G

STA. 502+79.00 TO STA. 504+95.52



WALL SECTION

STA. 504+46.90 TO STA. 504+95.52



SUPERELEVATED SECTION RAMP D

STA. 320+61.67 TO STA. 325+77.47

BARRIER SECTION LEFT

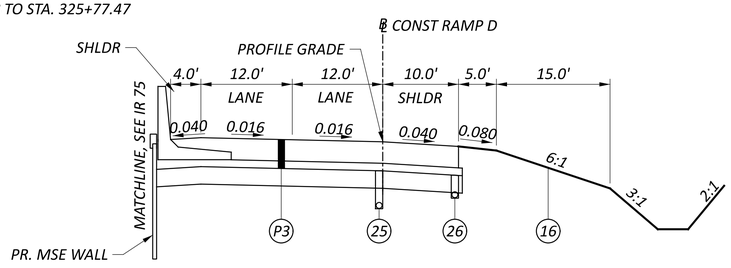
STA. 322+10.28 TO STA. 325+77.47

A STA. 503+74.62 TO STA. 504+45.52

B STA. 504+45.52 TO STA. 504+95.52

C STA. 320+61.67 TO STA. 321+19.48

D STA. 321+19.48 TO STA. 327+20.18



NORMAL SECTION RAMP D

STA. 316+12.56 TO STA. 320+61.67

STA. 314+85.10 TO STA. 316+12.56 (SEE INTERSECTION DETAILS)

+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030

* = 0.040 OR RATE OF SUPER IF GREATER

NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

FOR LEGEND SEE SHEET P.6

PROPOSED TYPICAL SECTION - RAMP D AND G

HAM-IR 75-1.95

MODEL: Typical Sections - PR RAMP D-G [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 8:13:52 AM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GY003.dgn

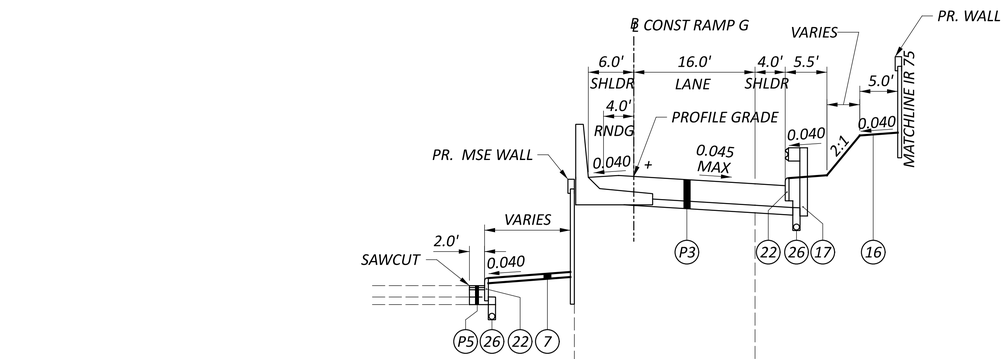
DESIGN AGENCY: EMH&T

DESIGNER: SJB

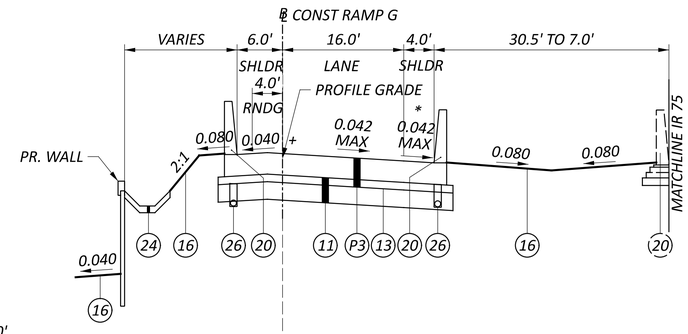
REVIEWER: MJR 11/02/26

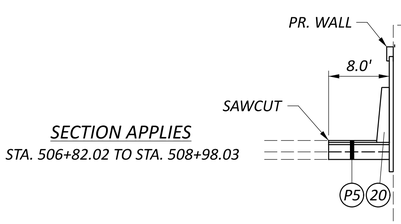
PROJECT ID: 114161

SHEET P.21 TOTAL 830



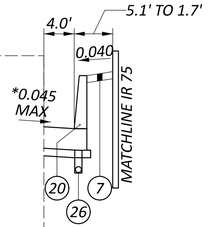
A STA. 529+32.01 TO STA. 530+33.60
B STA. 530+33.60 TO STA. 530+83.97



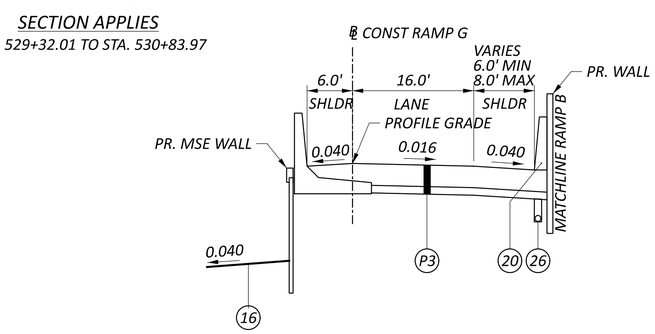


SECTION APPLIES
STA. 506+82.02 TO STA. 508+98.03

SUPERELEVATED SECTION RAMP G
STA. 506+76.20 TO STA. 515+26.56
STA. 516+99.39 TO STA. 521+58.63

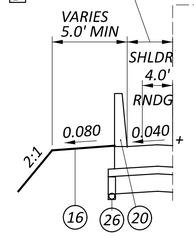


SHOULDER SECTION RIGHT
STA. 507+58.94 TO STA. 508+88.06



NORMAL SECTION RAMP G
STA. 521+58.63 TO STA. 526+88.14

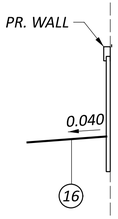
A 6.0'
B 6.0' TO 8.0'

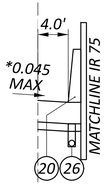


SUPERELEVATED SECTION RAMP G
STA. 528+30.56 TO STA. 530+83.97

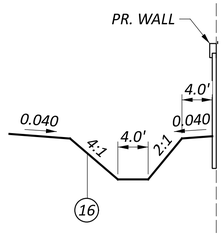
SECTION APPLIES
STA. 529+32.01 TO STA. 530+83.97

SECTION APPLIES
STA. 508+98.03 TO STA. 512+50.00
STA. 519+00.00 TO STA. 521+52.05

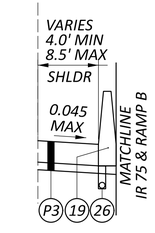




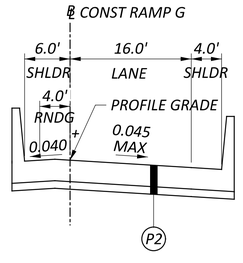
SHOULDER SECTION RIGHT
STA. 508+88.06 TO STA. 511+67.54

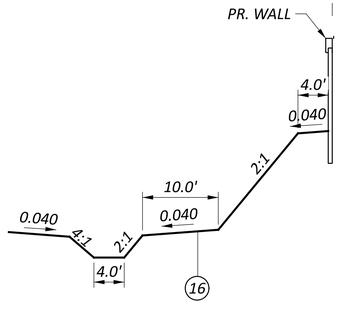


SECTION APPLIES
STA. 512+50.00 TO STA. 514+00.00
STA. 516+99.39 TO STA. 519+00.00



SHOULDER SECTION RIGHT
STA. 511+67.54 TO STA. 515+26.56
STA. 516+99.39 TO STA. 521+58.63





SECTION APPLIES
STA. 514+00.00 TO STA. 515+36.55

SUPERELEVATED SECTION RAMP G (APPROACH SLAB)
STA. 515+26.56 TO STA. 515+56.56
STA. 516+69.39 TO STA. 516+99.39
STA. 526+84.14 TO STA. 527+14.14
STA. 528+00.56 TO STA. 528+30.56

\+ = 0.070 MAX GRADE BREAK
SHOULDER ROUNDING ONCE LANE RATE EXCEEDS 0.030
* = 0.040 OR RATE OF SUPER IF GREATER
NOTE: SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION AND TRANSITION RANGES

FOR LEGEND SEE SHEET P.6

PROPOSED TYPICAL SECTION - RAMP G

HAM-IR 75-1.95

MODEL: Typical Sections - PR RAMP G [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:52:56 AM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GY003.dgn

DESIGN AGENCY: EMH&T
DESIGNER: SJB
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.22 TOTAL: 830

UTILITIES

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

ELECTRIC:
DUKE ENERGY (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-508-9609 (SHANE ERHART)
OH/KYHOUSEBILL@DUKE-ENERGY.COM
SHANE.ERHART@DUKE-ENERGY.COM

GAS:
DUKE ENERGY
139 EAST 4TH ST., ROOM 460A
CINCINNATI, OH 45202
513-906-0128 (BRIAN HOLLMANN)
OH/KYHOUSEBILL@DUKE-ENERGY.COM
BRIAN.HOLLMANN@DUKE-ENERGY.COM

TELEPHONE:
CINCINNATI BELL AERIAL & PLACING
221 E. 4TH ST, BLDG. 121-900
CINCINNATI, OH 45201
513-638-7150 (STEVE TINCH)
STEVE.TINCH@ALTAFIBER.COM
ROADPROJECTS@CINBELL.COM

CINCINNATI BELL UNDERGROUND STRUCTURES
221 E. 4TH ST, BLDG. 121-900
CINCINNATI, OH 45201
513-565-7187 (BRECK COWAN)
BRECK.COWAN@ALTAFIBER.COM
ROADPROJECTS@CINBELL.COM

WATER:
GREATER CINCINNATI WATER WORKS
3845 EASTERN AVE
CINCINNATI, OH 45226
513-378-0819 (MIKE LAWSON)
MIKE.LAWSON@GWCC.CINCINNATI-OH.GOV

SEWER:
CINCINNATI METROPOLITAN SEWER DISTRICT
1600 GEST STREET
CINCINNATI, OH 45204
DESIGN: 513-882-8468 (ROB FRANKLIN)
MSDUTILITYREVIEW@CINCINNATI-OH.GOV
CONSTRUCTION: 513-706-0847 (RAY SCHORK)
RAY.SCHORK@CINCINNATI-OH.GOV

CINCINNATI STORM MANAGMENT UTILITIES
4747 SPRING GROVE AVE
CINCINNATI, OH 45121
513-591-5050 (NICK CHRISTOPFEL)
NICK.CHRISTOPFEL@CINCINNATI-OH.GOV

TRAFFIC:
CITY OF CINCINNATI TRAFFIC
801 PLUM ST, ROOM 320
CINCINNATI, OH 45202
513-378-6190 (ANDREW CARTER)
ANDREW.CARTER@CINCINNATI-OH.GOV

UTILITIES (CONTINUED)

CABLE:
LUMEN (FORMERLY CENTURYLINK)
9490 MERIDIAN WAY
WEST CHESTER, OH 45069
513-255-5626 (BRUCE MILLER)
608-444-2493 (RYAN BIRDSALL)
RELOCATIONS@LUMEN.COM

MCI/VERIZON
120 RAVINE ST
AKRON, OH 44303
614-809-8866 (JOHN DEERE)
JOHN.DEERE@VERIZONBUSINESS.COM

AT&T TRANSMISSION LONG DISTANCE
7555 E. PLEASANT VALLEY RD. SUITE 140
INDEPENDENCE, OH 44131
614-370-5414 (WILLIAM TAGGART)
WT2462@ATT.COM

ATT METRO/LNS
THAYER POWER AND COMMUNICATION
LINE CONSTRUCTION CO., LLC
950 FREEWAY DRIVE N.
COLUMBUS, OH 43229
281-352-3631 (TIM LAPOINTE)
TL0695@ATT.COM

WINDSTREAM-KDL
65 E. WINNERLINE RD
EATON, OH 45320
937-260-3062 (LEON TAYLER)
LEON.TAYLER@WINDSTREAM.COM

CROWN CASTLE FIBER
10188 INTERNATIONAL BOULEVARD
CINCINNATI, OH 45246
513-898-1595 (CRAIG SNELL)
CRAIG.SNELL@CROWNCASTLE.COM

ODOT:
ODOT: (ITS)
1606 W BROAD ST
COLUMBUS, OHIO 43223
CEN.ITS.LAB@DOT.OHIO.GOV

ODOT DISTRICT 8 REAL ESTATE
BRYAN COMER
505 SOUTH STATE STREET ROUTE 741
LEBANON, OHIO 45036
BRYAN.COMER@DOT.GOV

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.

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.

ROUNDING

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

ITEM 606 - IMPACT ATTENUATOR, TYPE 1 (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY ONE OF THE TYPE 1 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 1 (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 TRANSITIONS, HARDWARE, REFLECTIVE SHEETING AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

RIGHT OF WAY

RIGHT OF WAY HAS BEEN ACQUIRED BY OTHERS UNDER HAM-75-00.22 (PID 89068).

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.5 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL

POSITIONING METHOD: STATIC GLOBAL POSITIONING SURVEYING
MONUMENT TYPE: CONCRETE MONUMENT

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)
GEOID: GEOID 18

HORIZONTAL POSITIONING (STATE PLANE OR OCCS) STATE PLANE COORDINATE SYSTEM
REFERENCE FRAME: NSRS 2011, SOUTH ZONE
ELLIPSOID: GRS 80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: NORTH AMERICAN DATUM OF 1983 (NAD 83)
COMBINED SCALE FACTOR: 1.00007188
ORIGIN OF COORDINATE
SYSTEM: 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.

ITEM 202 REMOVAL MISC.: RETAINING WALL REMOVED

THIS ITEM IS TO COVER COSTS ASSOCIATED WITH REMOVAL AND DISPOSAL OF AN EXISTING RETAINING WALL ADJACENT TO HARRISON AVE. THE WALL IS TO BE REMOVED TO A MINIMUM OF 1'-0" BELOW THE FINAL GROUND LINE. THE ENTIRE WALL AND FOOTING SHALL BE REMOVED WHERE THE WALL IS WITHIN THE LIMITS OF WALLS 007A AND 007B. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THE WORK TO THE SATISFACTION OF THE ENGINEER.

ITEM 202 REMOVAL MISC.: RETAINING WALL REMOVED (CONTINUED)

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY FOR THE ABOVE NOTED WORK:

ITEM 202 - REMOVAL MISC.: RETAINING WALL REMOVED - LS

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 ____ FEET TO THE (EDGE OF PAVEMENT) (NEAREST RAIL). PROVIDE A STEEL CASING PIPE CONFORMING TO 748.06. JOINTS WITH A CIRCUMFERENTIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY A CERTIFIED WELDER FOR WELDING CODE AMERICAN WELDING SOCIETY (AWS) D1.1 OR MACHINED INTERLOCKING JOINTS ARE PERMITTED.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.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

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

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM CONSISTS OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING ____ INCH DIAMETER CONDUIT AND FILLING THE AREA SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

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

PUMP THE FILL MATERIAL INTO PLACE OR 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 IS FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR IS 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 PER 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, WILL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

GENERAL NOTES

DESIGN AGENCY
EMH&T

DESIGNER
JDK

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.23 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:00:11 PM USER: jheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH&T\Roadway\Sheets\114161_GN001.dgn

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.

ENVIRONMENTAL COMMITMENTS

TREE REMOVAL

NO TREE REMOVAL WILL OCCUR FROM APRIL 1 SEPTEMBER 30 THROUGHOUT THE CONSTRUCTION DURATION.

ALL PHASES/ASPECTS OF THE PROJECT (E.G., TEMPORARY WORK AREAS, ALIGNMENTS) IN OHIO WILL BE MODIFIED TO AVOID TREE REMOVAL IN EXCESS OF WHAT IS REQUIRED TO IMPLEMENT THE PROJECT SAFELY.

TREE REMOVAL IN OHIO WILL BE LIMITED TO THAT SPECIFIED IN PROJECT PLANS BY CLEARLY MARKING CLEARING LIMITS. CONTRACTORS WILL BE MADE AWARE OF CLEARING LIMITS IN OHIO AND HOW THEY ARE MARKED IN THE FIELD.

AIR QUALITY

CONTRACTOR SHALL COMPLY WITH ALL STATE AND LOCAL REQUIREMENTS FOR MAINTAINING AIR QUALITY DURING CONSTRUCTION.

CONTRACTORS SHALL COMPLY WITH ALL APPLICABLE U.S. ENVIRONMENTAL PROTECTION AGENCY (USEPA) DIESEL EMISSION REQUIREMENTS. CONTRACTORS WILL UTILIZE CONSTRUCTION EQUIPMENT THAT MEETS USEPA TIER 4 DIESEL ENGINE STANDARDS TO THE GREATEST EXTENT PRACTICABLE.

ALL DIESEL-POWERED CONSTRUCTION EQUIPMENT WILL USE ULTRA-LOW SULFUR DIESEL FUEL.

CONTRACTORS WILL SCHEDULE AND CONDUCT ACTIVITIES AND EMPLOY APPROPRIATE PROTECTION TECHNIQUES TO MINIMIZE IMPACTS TO AIR QUALITY AND PREVENT HAZARDOUS OR OBJECTIONABLE AIR QUALITY CONDITIONS, PARTICULARLY FOR DRILLING, CUTTING, GRINDING, ABRASIVE BLASTING, OR SIMILAR ACTIVITIES TO THE EXTENT PRACTICABLE.

THE BURNING OF ANY MATERIALS WILL NOT BE PERMITTED ON THE CONSTRUCTION SITE.

CONTRACTORS SHALL IMPLEMENT THE DUST CONTROL PLAN THAT INCLUDES PROACTIVE MEASURES TO PREVENT DISCHARGE OF DUST INTO THE ATMOSPHERE. THE PLAN WILL BE APPROVED BY KYTC AND ODOT AND WILL DEFINE ROLES AND RESPONSIBILITIES FOR IMPLEMENTATION AND MONITORING FOR COMPLIANCE. EXPECTATIONS AND TIMELINES ESTABLISHED IN THE DUST CONTROL PLAN WILL BE IN ACCORDANCE WITH KYTC'S STANDARD SPECIFICATIONS AND ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, ITEM 616 DUST CONTROL.

THE FOLLOWING MEASURES WILL BE EMPLOYED TO PROTECT SENSITIVE RECEPTORS SUCH AS PARKS, HOSPITALS, SCHOOLS, DAY CARE FACILITIES, BUILDING FRESH AIR OR VENTILATION INTAKES, OLDER ADULT HOUSING, AND CONVALESCENT FACILITIES FROM IMPACTS OF DIESEL EXHAUST FUMES:

I. DIESEL-POWERED ENGINES WILL BE LOCATED AWAY FROM BUILDING AIR CONDITIONERS AND WINDOWS TO THE GREATEST EXTENT PRACTICABLE.
II. EXPOSURE TO DIESEL EXHAUST WITHIN 50 FEET OF SENSITIVE RECEPTORS WILL BE MINIMIZED IN TERMS OF CONCENTRATION AND TIME TO THE GREATEST EXTENT PRACTICABLE.

DIGITAL SIGNS SUCH AS ARROW PANELS AND VARIABLE ELECTRONIC MESSAGE BOARDS WILL USE SOLAR POWER TO THE GREATEST EXTENT PRACTICABLE.

HAZARDOUS MATERIALS

ALL EXCAVATED PETROLEUM CONTAMINATED SOILS (PCS) THAT CANNOT BE REUSED AS PROJECT FILL PER CMS 203.03(J)., SHALL BE MANAGED AND DISPOSED OF AT A LICENSED LANDFILL. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED PCS INTO TRUCKS FOR TRANSPORT AND DISPOSAL. AS AN ALTERNATE, THE ENGINEER MAY PERMIT THE CONTRACTOR TO TEMPORARILY STOCKPILE THE EXCAVATED PCS ON AN IMPERMEABLE MEMBRANE, IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE STOCKPILE SHOULD BE SURROUNDED BY STRAW BALES TO REDUCE RUNOFF. THE CONTRACTOR WILL PROVIDE COMPLETED LOG FORMS AND MANIFESTS FOR TRANSPORT AND DISPOSAL TO THE ENGINEER FOR SIGNATURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING THAT THE LANDFILL MAY REQUIRE FOR DISPOSAL.

IF EXCAVATIONS WITHIN THE PCS REQUIRE DEWATERING FOR CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL DEWATER, CONTAINERIZE AND DISPOSE OF WATERS BY METHOD APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL THE NECESSARY PERMITS NEEDED TO STORE, TRANSPORT AND DISPOSE OF WATER IN ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL REGULATIONS. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL TESTING REQUIRED FOR DISPOSAL. ALL EXCAVATED AREAS SHALL BE BACKFILLED WITH SUITABLE MATERIAL IN ACCORDANCE WITH PROJECT PLANS, APPLICABLE ODOT SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PROPERLY MANAGE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS OR FEES WITHIN THE IDENTIFIED LIMITS.

ALL EXCAVATED AREAS SHALL BE BACKFILLED WITH SUITABLE MATERIAL IN ACCORDANCE WITH PROJECT PLANS, APPLICABLE ODOT SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PROPERLY MANAGE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS OR FEES WITHIN THE IDENTIFIED LIMITS.

DURING CONSTRUCTION THE CONTRACTOR UPON THE DISCOVERY OF ABANDONED UNDERGROUND STORAGE TANK(S), CONTAMINATED SOILS OR GROUNDWATER; SHALL IMMEDIATELY STOP WORK AND NOTIFY THE ENGINEER.

MAINTENANCE OF TRAFFIC (MOT)

DURING CONSTRUCTION, A PROJECT WEBSITE WILL PROVIDE REGULAR PROJECT UPDATES REGARDING MAINTENANCE OF TRAFFIC PLANS, CURRENT TRAFFIC PATTERNS, UPCOMING CHANGES, ETC. THE WEBSITE WILL PROVIDE AN EMAIL ADDRESS AND PHONE NUMBER FOR THE PUBLIC TO CONTACT THE CONTRACTOR'S DESIGNATED REPRESENTATIVE WITH QUESTIONS, CONCERNS, OR COMPLAINTS REGARDING ONGOING OR PLANNED CONSTRUCTION ACTIVITIES. INFORMATION ABOUT CONSTRUCTION SEQUENCING, PROJECT HIGHLIGHTS, AND CONSTRUCTION SCHEDULES WILL ALSO BE SHARED WITH THE PUBLIC THROUGH SOCIAL MEDIA, E-NEWSLETTERS, LOCAL MEDIA, PRESENTATIONS TO LOCAL GROUPS, AND VIRTUAL PROJECT UPDATES. ALL COMPLAINTS WILL BE INVESTIGATED BY PROJECT PERSONNEL. BSMT WILL DEVELOP REPORTING PROTOCOLS TO ENSURE THAT THE CONTRACTOR RESPONDS TO THE INQUIRIES IN A TIMELY MANNER AND KEEPS BSMT INFORMED OF COMMUNITY QUESTIONS AND CONCERNS.ARE PROVIDED.

THE CONTRACTOR SHALL COORDINATE WITH KYTC, ODOT, COVINGTON, AND CINCINNATI FOR THE INSTALLATION OF VARIABLE ELECTRONIC MESSAGE BOARDS AT KEY LOCATIONS AS NEEDED DURING CONSTRUCTION.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO BUSINESSES FOR VEHICLES, PEDESTRIANS, AND BICYCLISTS. IF ACCESS CANNOT BE MAINTAINED, THE CONTRACTOR WILL NOTIFY THE BUSINESS AND PROVIDE ALTERNATIVE ACCESS. IF ALTERNATIVE ACCESS CANNOT BE PROVIDED, THE CONTRACTOR MUST CONDUCT WORK WHEN THE BUSINESS IS NOT OPERATIONAL AND MUST RESTORE ACCESS DURING BUSINESS HOURS. IN ADDITION, TEMPORARY BUSINESS SIGNS TO IDENTIFY ENTRANCES WILL BE PROVIDED BY THE CONTRACTOR.

NOISE

THE PROJECT STAFF WILL BE EDUCATED BY DBT ON THE NOISE SENSITIVE RECEPTORS. THIS WILL INCLUDE NOT ONLY THEIR LOCATION, BUT ALSO THE TYPE (RESIDENT, SCHOOL, BUSINESS, ETC.), HOURS OF OPERATION, AND ANY PRIOR CONCERNS COMMUNICATED.

MOTORIZED CONSTRUCTION EQUIPMENT WILL BE EQUIPPED WITH AN APPROPRIATE, WELL-MAINTAINED MUFFLER AND WILL INCLUDE SILENCERS ON BOTH AIR INTAKES AND AIR EXHAUST WHEN REASONABLE. CONTRACTORS WILL HAVE AN ESTABLISHED MAINTENANCE PROGRAM FOR THEIR EQUIPMENT FLEET AND WILL ENSURE THAT NECESSARY MAINTENANCE/REPAIRS ARE PERFORMED BEFORE PUTTING EQUIPMENT INTO SERVICE. EQUIPMENT WILL ALSO BE PULLED OUT OF SERVICE TO ADDRESS DEFICIENCIES IDENTIFIED DURING OPERATION. WHEN NOISE SENSITIVE RECEPTORS ARE PRESENT, SPECIFIC ATTENTION WILL BE GIVEN TO THE MUFFLER SYSTEMS ON ALL COMBUSTION ENGINES, AS THAT IS OFTEN A PRIMARY SOURCE OF CONSTRUCTION NOISE.

TO THE GREATEST EXTENT PRACTICABLE, CONSTRUCTION EQUIPMENT AND VEHICLES CARRYING ROCK, CONCRETE, OR OTHER MATERIALS WILL UTILIZE DESIGNATED ROUTES THAT WILL CAUSE THE LEAST DISTURBANCE TO NOISE SENSITIVE RECEPTORS.

WHERE PRACTICABLE, EXISTING FEATURES WILL BE UTILIZED TO MINIMIZE THE IMPACTS OF CONSTRUCTION NOISE ON NOISE SENSITIVE RECEPTORS. SUCH FEATURES WILL INCLUDE BRIDGES, BERMS, RETAINING WALLS, AND BUILDINGS. TEMPORARY FEATURES ALREADY NECESSARY FOR PERFORMING THE WORK, SUCH AS STOCKPILES AND TOOL TRAILERS, MAY ALSO BE STRATEGICALLY UTILIZED TO ASSIST IN THIS EFFORT. WHERE NECESSARY, TEMPORARY FEATURES, SUCH AS HAY BALES, WILL BE CONSTRUCTED SPECIFICALLY TO MINIMIZE CONSTRUCTION NOISE WHERE NOISE SENSITIVE RECEPTORS ARE PRESENT.

WHERE NOISE SENSITIVE RECEPTORS ARE PRESENT, SPECIFIC CONSIDERATION WILL BE GIVEN TO THE SELECTION OF EQUIPMENT TO BE UTILIZED. THIS MAY INCLUDE THE AGE OF THE EQUIPMENT AS NEWER EQUIPMENT TYPICALLY EMPLOYS NEW TECHNOLOGY WITH RESPECT TO EMISSIONS AND NOISE, IF SHIELDING OR ENGINE ENCLOSURES ARE STANDARD, SIZE APPROPRIATENESS, AND POWER SOURCE (GAS/DIESEL, ELECTRIC/SOLAR, PNEUMATIC, HYDRAULIC).

CONTRACTOR SHALL ENSURE COMPLIANCE WITH ALL APPLICABLE STATE NOISE STANDARDS AND LOCAL NOISE ORDINANCES. THE CONTRACTOR, WORKING THROUGH THE KYTC AND ODOT PROJECT MANAGERS, SHALL BE REQUIRED TO COMMUNICATE AND COORDINATE WITH THE COVINGTON PROJECT DIRECTOR REGARDING NOISE ABATEMENT MEASURES WITHIN THE CITY OF COVINGTON AND THE CINCINNATI DOTE REGARDING NOISE ABATEMENT MEASURES WITHIN THE CITY OF CINCINNATI. SUCH MEASURES MAY INCLUDE LIMITING CONSTRUCTION ACTIVITIES AND CREWS AND CONSTRUCTION NOISE DURING SPECIFIC TIMES OF DAY, DAYS OF THE WEEK, NUMBER OF CONSECUTIVE HOURS OR DAYS, AND SPECIAL EVENTS AND LIMITING ACTIVITIES THAT CREATE HIGH LEVELS OF CONSTRUCTION NOISE, SUCH AS PILE DRIVING AND BLASTING, TO CERTAIN TIMES OF DAY TO THE EXTENT PRACTICABLE.

GENERAL NOTES

DESIGN AGENCY
EMH&T

DESIGNER
JSJ

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.24 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet 2 (Sheet) PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 9:36:48 AM USER: jkoebel
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WATERWAY PERMIT CONDITIONS

THE CONTRACTOR SHALL NOT PERFORM ANY WORK WITHIN THE JURISDICTIONAL BOUNDARIES OF ANY WATERWAY, INCLUDING WETLANDS, UNTIL BSMT OBTAINS THE NECESSARY FEDERAL WATERWAY PERMITS. THIS INCLUDES THE PLACEMENT OF ANY TEMPORARY OR PERMANENT FILLS. WORK OVER THE OHIO RIVER IS NOT PERMITTED UNTIL BSMT RECEIVES USCG APPROVAL. ONCE FEDERAL WATERWAY PERMITS ARE RECEIVED, THIS PLAN NOTE SHALL BE AMENDED TO INCLUDE ALL FEDERAL WATERWAY PERMIT CONDITIONS.

ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS (CMS) AND ODOT SUPPLEMENTAL SPECIFICATION (SS) 813, SS 832, AND SS 913 WILL BE FOLLOWED AS APPLICABLE TO ADDRESS THE FOLLOWING BAT AVOIDANCE AND MINIMIZATION MEASURES IN OHIO: LIGHTING (SS 813); DUST CONTROL (CMS 616); WATER QUALITY, WETLAND AND STREAM PROTECTION (CMS 601, CMS 659, CMS 671, SS 832, AND ODOT'S LOCATION AND DESIGN MANUAL, VOLUME 2).

CONCRETE WILL BE POURED IN A MANNER TO AVOID SPILLS INTO STREAMS. IN THE UNFORESEEN EVENT THAT A SPILL DOES OCCUR, THE U.S. FISH AND WILDLIFE SERVICE (USFWS) WILL BE NOTIFIED, AND THE RESIDENT ENGINEER WILL IMMEDIATELY HALT THE ACTIVITY UNTIL REMEDIAL MEASURES HAVE BEEN IMPLEMENTED.

OHIO 401 WATER QUALITY CERTIFICATION:

THIS CERTIFICATION (OHIO 401 WATER QUALITY CERTIFICATION) SHALL REMAIN VALID AND IN EFFECT AS LONG AS THE ASSOCIATED FEDERAL PERMITS ISSUED FOR THIS PROJECT ARE IN EFFECT OR SEVEN YEARS FROM THE DATE OF THIS CERTIFICATION (05/09/2025), WHICHEVER OCCURS EARLIER.

THE CERTIFICATION HOLDER SHALL NOTIFY OHIO EPA, IN WRITING, AND IN ACCORDANCE WITH PART IV (NOTIFICATIONS TO OHIO EPA) OF THIS CERTIFICATION, UPON THE START AND COMPLETION OF SITE DEVELOPMENT AND CONSTRUCTION.

A COPY OF THIS CERTIFICATION (OHIO 401 WATER QUALITY CERTIFICATION) SHALL REMAIN ON-SITE FOR THE DURATION OF THE PROJECT CONSTRUCTION ACTIVITIES.

IN THE EVENT OF AN INADVERTENT SPILL, THE CERTIFICATION HOLDER MUST IMMEDIATELY CALL THE OHIO EPA SPILL HOTLINE AT 1-800-282-9378, AS WELL AS THE OHIO EPA SECTION 401 MANAGER (614-644-2001).

UNPERMITTED IMPACTS TO SURFACE WATER RESOURCES AND/OR THEIR BUFFERS OCCURRING AS A RESULT OF THIS PROJECT MUST BE REPORTED WITHIN 24 HOURS OF OCCURRENCE TO OHIO EPA, DIVISION OF SURFACE WATER, SECTION 401 MANAGER (614-644-2001), FOR FURTHER EVALUATION.

PESTICIDE APPLICATION(S) FOR THE CONTROL OF PLANTS AND ANIMALS SHALL BE APPLIED IN ACCORDANCE WITH THE NPDES GENERAL PERMIT TO DISCHARGE PESTICIDES IN, OVER OR NEAR WATERS OF THE STATE AVAILABLE AT:

HTTPS://DAM.ASSETS.OHIO.GOV/IMAGE/UPLOAD/EPA.OHIO.GOV/PORTALS/35/PERMITS/OHG870 003.PDF

AND MAY REQUIRE A PESTICIDE APPLICATOR LICENSE FROM THE OHIO DEPARTMENT OF AGRICULTURE.

ANY AUTHORIZED REPRESENTATIVE OF THE DIRECTOR SHALL BE ALLOWED TO INSPECT THE AUTHORIZED ACTIVITY AT REASONABLE TIMES TO ENSURE THAT IT IS BEING OR HAS BEEN ACCOMPLISHED IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THIS CERTIFICATION.

IN THE EVENT THAT THERE IS A CONFLICT BETWEEN THE CERTIFICATION APPLICATION AND THE CONDITIONS WITHIN THIS CERTIFICATION, THE CONDITION SHALL PREVAIL UNLESS OHIO EPA AGREES, IN WRITING, THAT THE CERTIFICATION APPLICATION OR OTHER PROVISION PREVAILS.

ENVIRONMENTAL COMMITMENTS (CONT.)

ALL WATER RESOURCES AND THEIR BUFFERS WHICH ARE TO BE AVOIDED, SHALL BE CLEARLY INDICATED ON SITE DRAWINGS DEMARCATED IN THE FIELD AND PROTECTED WITH SUITABLE MATERIALS (E.G., SILT FENCING, SNOW FENCING, SIGNAGE, ETC.) PRIOR TO SITE DISTURBANCE TO PROTECT AQUATIC RESOURCES FROM UNAUTHORIZED DISCHARGE OF POLLUTANTS. THESE MATERIALS SHALL REMAIN IN PLACE AND BE MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS AND REMOVED AFTER COMPLETION OF CONSTRUCTION.

TO REDUCE SEDIMENTATION AND TURBIDITY OF AQUATIC RESOURCES, ALL BMPS FOR STORM WATER MANAGEMENT SHALL BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE OHIO DEPARTMENT OF NATURAL RESOURCES RAINWATER AND LAND DEVELOPMENT MANUAL, UNLESS OTHERWISE REQUIRED BY THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES (CONSTRUCTION GENERAL PERMIT), IF REQUIRED.

TO REDUCE SEDIMENTATION AND TURBIDITY OF AQUATIC RESOURCES, STRAW BALES SHALL NOT BE USED AS A FORM OF EROSION/SEDIMENT CONTROL.

TO REDUCE SEDIMENTATION AND TURBIDITY OF AQUATIC RESOURCES, GRASS FILTER STRIPS SHALL BE ESTABLISHED ADJACENT TO ALL AVOIDED/RELOCATED AND UN-CULVERTED WATERS OF THE STATE, INCLUDING WETLANDS AND EXISTING BUFFER AREAS. FILTER STRIPS SHALL BE VEGETATED WITH NON-INVASIVE SPECIES NATIVE TO OHIO AND SHALL BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH THE MOST CURRENT EDITION OF THE RAINWATER AND LAND DEVELOPMENT MANUAL.

TO REDUCE SEDIMENTATION AND TURBIDITY OF AQUATIC RESOURCES, FILL MATERIAL SHALL CONSIST OF SUITABLE NON-ERODIBLE MATERIAL AND SHALL BE STABILIZED TO PREVENT EROSION.

TO REDUCE SEDIMENTATION AND TURBIDITY OF AQUATIC RESOURCES, ALL IN-WATER WORK MUST UTILIZE TURBIDITY REDUCING MEASURES WHICH MAY INCLUDE BUT ARE NOT LIMITED TO TURBIDITY CURTAINS, SETTLING TANKS, OR OTHER ACTIVITY-APPROPRIATE TECHNIQUES.

TO PROTECT THE WATER QUALITY OF AQUATIC RESOURCES, MATERIALS USED FOR FILL OR BANK PROTECTION SHALL CONSIST OF SUITABLE MATERIAL FREE FROM TOXIC CONTAMINANTS IN OTHER THAN TRACE QUANTITIES. BROKEN ASPHALT IS SPECIFICALLY EXCLUDED FROM USE AS FILL OR BANK PROTECTION.

TO REDUCE SEDIMENTATION OF AQUATIC RESOURCES AND INCREASED TURBIDITY, CONCRETE RUBBLE USED FOR FILL OR BANK STABILIZATION SHALL BE IN ACCORDANCE WITH ODOT SPECIFICATIONS; FREE OF EXPOSED RE-BAR; AND, FREE OF ALL DEBRIS, SOIL AND FINES.

TO PROTECT THE WATER QUALITY OF AQUATIC RESOURCES, CHEMICALLY TREATED LUMBER WHICH MAY INCLUDE, BUT IS NOT LIMITED TO, CHROMATED COPPER ARSENATE AND CREOSOTE TREATED LUMBER SHALL NOT BE USED IN STRUCTURES THAT COME INTO CONTACT WITH WATERS OF THE STATE.

TO MINIMIZE SOIL EROSION AND REDUCE THE ADVERSE EFFECTS ASSOCIATED WITH INVASIVE PLANT SPECIES, TREES REMOVED FROM TEMPORARY IMPACT AREAS TO FACILITATE CONSTRUCTION SHALL BE REPLACED WITH APPROPRIATE TREE SPECIES NATIVE TO OHIO.

TO PROTECT THE WATER QUALITY OF AQUATIC RESOURCES, ALL TEMPORARY FILL MATERIAL MUST BE REMOVED TO AN AREA THAT HAS NO WATERS OF THE STATE AT THE COMPLETION OF CONSTRUCTION ACTIVITIES AND THE STREAM BOTTOM RESTORED TO PRE-CONSTRUCTION ELEVATIONS TO THE MAXIMUM EXTENT PRACTICABLE.

NO IN-WATER WORK SHALL TAKE PLACE DURING THE ENVIRONMENTAL WINDOW MARCH 15TH TO JUNE 30TH PER THE 2016 ODOT, ODNR, AND USFWS ECOLOGICAL MOA, UNLESS SPECIFICALLY APPROVED BY THE OHIO DEPARTMENT OF NATURAL RESOURCES DIVISION OF WILDLIFE, IN WRITING, WITH A COPY PROVIDED TO OHIO EPA PRIOR TO UNDERTAKING ANY IN-WATER WORK DURING THE ENVIRONMENTAL WINDOW TO MINIMIZE EFFECTS TO AQUATIC SPECIES (SEE BELOW).

ALL NOTIFICATIONS AND REPORTS REGARDING THIS CERTIFICATION SHALL BE UPLOADED USING THE "VIEW COMPLIANCE" ACTION FOR THE CORRESPONDING CERTIFICATION AND/OR PERMIT THROUGH THE 401 SERVICE IN THE OHIO EPA EBUSINESS CENTER.

SPILL PREVENTION CONTROL AND COUNTERMEASURES PLAN (SPCC)

A SPILL PREVENTION CONTROL AND COUNTERMEASURES PLAN THAT IS ACCEPTABLE TO KYTC, ODOT, AND THE KENTUCKY DEPARTMENT FOR ENVIRONMENTAL PROTECTION HAS BEEN PREPARED FOR THE PROJECT. THIS PLAN WILL DEFINE, AT MINIMUM, PROTOCOLS FOR THE MANAGING, HANDLING, AND DISPOSING OF OIL SPILLS, INCLUDING CONTACT WITH EMERGENCY RESPONSE PERSONNEL, SAFETY DATA SHEETS, AND COPIES OF AGREEMENTS WITH AGENCIES THAT WOULD BE PART OF A SPILL-RESPONSE EFFORT. THE PLAN WILL ALSO OUTLINE COMMUNICATION PROTOCOLS TO ENSURE PROPER AND TIMELY NOTIFICATION OF NEARBY PUBLIC DRINKING WATER SUPPLIES IN THE EVENT OF A SPILL, INCLUDING THE SOURCE WATER PROTECTION ZONES FOR THE LOUISVILLE WATER COMPANY (KY0560258) AND THE NORTHERN KENTUCKY WATER DISTRICT (KY0590220).

EROSION AND SEDIMENT CONTROL

BMPS FROM ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, INCLUDING SUPPLEMENTAL SPECIFICATION 832 TEMPORARY SEDIMENT AND EROSION CONTROL WILL BE USED DURING AND AFTER CONSTRUCTION TO CONTROL EROSION AND SEDIMENT AND PROTECT WATER QUALITY.

TO THE MAXIMUM EXTENT PRACTICABLE, CONSTRUCTION ACTIVITIES IN STREAMS WILL TAKE PLACE DURING LOW-FLOW PERIODS

BUILDABLE UNITS WILL CONTAIN STORMWATER POLUTION PREVENTION PLANS TO ADDRESS WORK WITHIN THE BUILDABLE UNIT.

VIBRATION TESTING

A VIBRATION, AIR, AND DUST PLAN DATED JUNE 6, 2025 HAS BEEN PREPARED BY THE WKDBT. THIS PLAN SHALL BE FOLLOWED TO ADDRESS THE COMMITMENTS RELATED TO VIBRATION ON THE PROJECT. THIS PLAN SHALL BE FOLLOWED TO ENSURE COMPLIANCE WITH THE ENVIRONMENTAL COMMITMENTS FOR THE PROJECT.

ARCHAEOLOGY

IF ANY PREVIOUSLY UNRECORDED ARCHAEOLOGICAL MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES, NOTIFY THE RESIDENT ENGINEER IMMEDIATELY. KYTC/ODOT ARCHAEOLOGISTS WILL BE NOTIFIED. AND ACTIVITIES WITHIN A REASONABLE AREA OF THE DISCOVERY SHALL CEASE PENDING CONSULTATION WITH APPROPRIATE PARTIES SET FORTH IN 36 CFR 800.13(B). IF HUMAN SKELETAL MATERIAL IS DISCOVERED, CONSTRUCTION ACTIVITIES MUST CEASE, AND THE KYTC/ODOT, THE LOCAL CORONER, AND THE LOCAL LAW ENFORCEMENT AGENCY MUST BE NOTIFIED, AS DESCRIBED IN KRS 72.020. THE KY/OH SHPO WILL BE NOTIFIED OF THESE DISCOVERIES BY THE LEAD FEDERAL AGENCY.

HISTORY / ARCHITECTURE

IF PREVIOUSLY UNIDENTIFIED HISTORIC PROPERTIES, OR UNANTICIPATED EFFECTS ON KNOWN HISTORIC PROPERTIES, ARE DISCOVERED AFTER COMPLETION OF THE SECTION 106 PROCESS, BSMT SHALL FOLLOW THE UNANTICIPATED DISCOVERY PLANS FOR THEIR RESPECTIVE STATES, AS DESCRIBED IN APPENDIX A OF THE PROGRAMMATIC AGREEMENT AMONG FHWA, ODOT, KYTC, THE OHIO SHPO, THE KENTUCKY SHPO, AND THE CITY OF COVINGTON IMPLEMENTING SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT FOR THE BRENT SPENCE BRIDGE CORRIDOR PROJECT.

PEDESTRIAN ACCESS

DURING CONSTRUCTION, VEHICULAR, BICYCLE, AND AMERICANS WITH DISABILITIES ACT-COMPLIANT PEDESTRIAN ACCESS TO NEIGHBORHOODS AND COMMUNITY FACILITIES WILL BE MAINTAINED THROUGH PROVISION OF ALTERNATE ROUTES OF ENTRY. WHERE SIDEWALKS, WALKWAYS, OR SHOULDERS MUST BE TEMPORARILY CLOSED TO FACILITATE CONSTRUCTION, SAFE PEDESTRIAN PASSAGE WILL ALWAYS BE MAINTAINED ON ONE SIDE OF THE ROADWAY, UNLESS OTHER TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE PROVIDED. CONSTRUCTION ZONE PEDESTRIAN ACCESS WILL BE MAINTAINED IN ACCORDANCE WITH THE ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY AS PUBLISHED IN FEDERAL REGISTER VOLUME 88 PAGE 53604 (88 FR 53604). A MAINTENANCE OF TRAFFIC (MOT) PLAN WILL BE DEVELOPED AND IMPLEMENTED TO MAINTAIN TRAFFIC OPERATION THROUGH THE CORRIDOR AND MINIMIZE DISRUPTION TO THE SURROUNDING COMMUNITIES. THE MOT PLAN WILL BE COORDINATED WITH THE REGIONAL INCIDENT MANAGEMENT TASK FORCE.

GENERAL NOTES

DESIGN AGENCY
EMH&T

DESIGNER JSJ

REVIEWER MJR 11/02/26

PROJECT ID 114161

SHEET P.25 | TOTAL 830

HAM-IR 75-1.95

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SEQUENCE OF CONSTRUCTION

CONSTRUCTION SEQUENCE - IR 75

PHASE 1A

PHASE 1A SHALL CONSTRUCT THE PROPOSED WESTERN HILLS VIADUCT (WHV) STRUCTURE, RAMP A (IR 75 NB OFF RAMP TO THE WHV), AND RAMP D (IR 75 NB ON RAMP FROM BANK ST - UP TO THE WHV AND NORTH OF THE EXISTING RAMP A) AS DETAILED WITHIN. 4 LANES OF IR 75 TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES VIA THE EXISTING PAVEMENT. RAMP B (EXISTING WHV TO IR 75 SB) SHALL REMAIN CLOSED FROM PID 105349. THE EXISTING RAMP D (IR 75 NB ON RAMP FROM BANK STREET) SHALL BE CLOSED FOR THE DURATION OF PHASE 1 AND DETOURED AS SHOWN ON SHEET P.35 . THE EXISTING RAMP A (EXISTING WHV TO IR 75 NB) SHALL BE CLOSED WHEN CONSTRUCTING THE CENTER PIER FOR THE PROPOSED WHV. THE CLOSURE SHALL BE LIMITED TO 4 MONTHS AND SHALL BE DETOURED AS SHOWN ON SHEET P.47 . RAMP A SHALL BE OPEN AT ALL OTHER TIMES. BOTH RAMP G (IR 75 SB TO FINDLAY ST) AND RAMP C (IR 75 SB TO THE EXISTING WHV) SHALL BE OPEN FOR THE DURATION OF PHASE 1A.

PHASE 1B

PHASE 1B SHALL CONSTRUCT THE PROPOSED MEDIAN WIDENING OF IR 75. 4 LANES OF IR 75 TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AS DETAILED WITHIN. RAMP B (EXISTING WHV TO IR 75 SB) SHALL REMAIN CLOSED FROM PID 105349. THE NEWLY CONSTRUCTED RAMP A (IR 75 NB TO WHV) SHALL BE OPENED IN THIS PHASE AND THE EXISTING RAMP A (IR 75 NB TO THE EXISTING WHV) LOOP RAMP SHALL BE DEMOED. RAMP D (IR 75 NB ON RAMP FROM BANK ST) SHALL REMAIN CLOSED. BOTH RAMP G (IR 75 SB TO FINDLAY ST) AND RAMP C (IR 75 SB TO THE EXISTING WHV) SHALL BE OPEN FOR THE DURATION OF PHASE 1B.

PHASE 1C

PHASE 1C SHALL CONSTRUCT THE REMAINDER OF THE PROPOSED RAMP D (IR 75 NB ON RAMP FROM BANK ST) BEYOND THE NEWLY CONSTRUCTED WHV. 4 LANES OF IR 75 TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING AND NEWLY CONSTRUCTED PAVEMENT AS DETAILED WITHIN. IR 75 SB MARKINGS SHALL REMAIN IN THE SAME ALIGNMENT AS PHASE 1B. RAMP B (EXISTING WHV TO IR 75 SB) SHALL REMAIN CLOSED FROM PID 105349. RAMP A (IR 75 NB TO WHV) SHALL REMAIN OPEN IN THIS PHASE. RAMP D (IR 75 NB ON RAMP FROM BANK ST) SHALL REMAIN CLOSED. BOTH RAMP G (IR 75 SB TO FINDLAY ST) AND RAMP C (IR 75 SB TO THE EXISTING WHV) SHALL BE OPEN FOR THE DURATION OF PHASE 1C.

PHASE 2

PHASE 2 SHALL CONSTRUCT THE PROPOSED SB RAMP CONNECTIONS TO THE WHV EXCLUDING THE AREAS IN CONFLICT WITH THE EXISTING RAMP G (IR 75 SB TO FINDLAY ST). 4 LANES OF IR 75 TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING AND NEWLY CONSTRUCTED PAVEMENT AS DETAILED WITHIN. RAMP B (EXISTING WHV TO IR 75 SB) SHALL REMAIN CLOSED FROM PID 105349. RAMP A (IR 75 NB TO WHV) SHALL REMAIN OPEN IN THIS PHASE. THE NEWLY CONSTRUCTED RAMP D (IR 75 NB ON RAMP FROM BANK ST) SHALL BE OPENED IN THIS PHASE. IR 75 NB SHALL BE STRIPED PER THE TRAFFIC CONTROL PLANS WITH PROPOSED SIGNAGE INSTALLED PER THE TRAFFIC CONTROL PLAN. EXISTING RAMP G (IR 75 SB TO FINDLAY ST) SHALL ALSO REMAIN OPEN IN THIS PHASE. THE EXISTING RAMP C (IR 75 SB TO THE EXISTING WHV) SHALL BE CLOSED FOR THE DURATION OF PHASE 2 AND DETOURED AS SHOWN ON SHEET P.86 .

PHASE 2A

PHASE 2A SHALL CONSTRUCT THE REAMINDER OF THE PROPOSED RAMP G (IR 75 SB TO FINDLAY ST). EXISTING RAMP G (IR 75 SB TO FINDLAY ST) SHALL BE CLOSED FOR THE DURATION OF THE PHASE AND DETOURED PER SHEET P.98 . 4 LANES OF IR 75 TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING AND NEWLY CONSTRUCTED PAVEMENT AS DETAILED WITHIN. RAMP B (EXISTING WHV TO IR 75 SB) SHALL REMAIN CLOSED FROM PID 105349. RAMP A (IR 75 NB TO WHV) AND RAMP D (IR 75 NB ON RAMP FROM BANK ST) SHALL REMAIN OPEN IN THIS PHASE. THE NEWLY CONSTRUCTED RAMP C (IR 75 SB TO THE EXISTING WHV) SHALL BE OPEN IN PHASE 2A.

POST PHASE 2A

AFTER THE COMPLETION OF PHASE 2, PAVEMENT MARKINGS SHALL BE INSTALLED ON IR 75 SB PER THE TC PLAN. REMAINING BARRIER REPLACEMENT FOR OVERHEAD SIGNS SHALL BE COMPLETED VIA SHOULDER CLOSURES PER SCD MT-95.45. THE SURFACE COURSE SHALL BE INSTALLED VIA LANE CLOSURES PER ODOT SCD MT-95.40, DURING HOURS SPECIFIED INTHE PERMITTED LANE CLOSURE TABLE.

CONSTRUCTION SEQUENCE - LOCAL ROADS

HARRISON AVE

PHASE 1A

DURING MAINLINE PHASE 1A HARRISON AVE UNDER IR 75 SHALL BE REDUCED TO ONE LANE IN EACH DIRECTION WITH PEDESTRIAN TRAFFIC MAINTAINED IN THE ROAD ON THE SOUTH SIDE OF HARRISON AVE AS DETAILED WITHIN. OVERNIGHT CLOSURES OF HARRISON AVE SHALL BE UTILIZED DURING PERMITTED HOURS (SEE TABLE) FOR DEMO AND BEAM INSTALLATION OVER HARRISON AVE DURING WHICH ROADWAY TRAFFIC SHALL BE DETOURED PER SHEET P.51 AND PEDESTRIAN TRAFFIC SHALL BE DETOURED PER SHEET P.52 .

PHASES 1B, 1C, AND 2

DURING MAINLINE PHASES 1B, 1C, AND 2 HARRISON AVE SHALL REMAIN REDUCED TO ONE LANE IN EACH DIRECTION WITH PEDESTRIAN TRAFFIC MAINTAINED IN THE ROAD ON THE SOUTH SIDE OF HARRISON AVE AS DETAILED WITHIN. THE NEWLY CONSTRUCTED LOCAL CONNECTOR SHALL BE OPENED IN THESE PHASES. OVERNIGHT CLOSURES OF HARRISON AVE IN BOTH PHASE 1B AND PHASE 2 SHALL BE UTILIZED DURING PERMITTED HOURS (SEE TABLE) FOR DEMO AND BEAM INSTALLATION OVER HARRISON AVE DURING WHICH ROADWAY TRAFFIC SHALL BE DETOURED PER SHEET P.51 AND PEDESTRIAN TRAFFIC SHALL BE DETOURED PER SHEET P.52 . ADDITONALLY, THE LOCAL CONNECTOR SHALL BE DETOURED PER SHEET P.78 .

PHASE 2A

DURING MAINLINE PHASE 2A HARRISON AVE SHALL REMAIN REDUCED TO ONE LANE IN EACH DIRECTION WITH PEDESTRIAN TRAFFIC MAINTAINED ON THE NEWLY CONSTRUCTED SIDEWALK ON THE NORTH SIDE OF HARRISON AVE. THE REMAINING PROPOSED SIDEWALK AND CURB RAMPS SHALL BE CONSTRUCTED IN THIS PHASE AS DETAILED WITHIN.

BANK ST

PHASE 1A PART 1

DURING MAINLINE PHASE 1A AND BANK ST PART 1, BANK ST UNDER IR 75 SHALL BE REDUCED TO ONE LANE IN EACH DIRECTION WITH LANES MAINTAINED ALONG THE OUTSIDE CURBS AND WITH PEDESTRIAN TRAFFIC MAINTAINED ON EXISTING SIDEWALKS TO CONSTRUCT THE PIER FOR THE OVERHEAD WIDENING OF IR 75 AS DETAILED WITHIN. OVERNIGHT CLOSURES OF BANK ST SHALL BE USED AS NEEDED FOR PIER CONSTRUCTION DURING WHICH ROADWAY TRAFFIC SHALL BE DETOURED PER SHEETP.55 AND PEDESTRIAN TRAFFIC SHALL BE DETOURED PER SHEETP.56.

PHASE 1A PART 2

DURING MAINLINE PHASE 1A AND BANK ST PART 2, BANK ST UNDER IR 75 SHALL BE REDUCED TO ONE LANE IN EACH DIRECTION WITH LANES MAINTAINED ALONG THE INSIDE MEDIAN AND WITH PEDESTRIAN TRAFFIC MAINTAINED IN THE ROAD ON THE SOUTH SIDE OF BANK ST AS DETAILED WITHIN. OVERNIGHT CLOSURES OF BANK ST SHALL BE UTILIZED DURING PERMITTED HOURS (SEE TABLE) FOR DEMO AND BEAM INSTALLATION OVER BANK ST DURING WHICH ROADWAY TRAFFIC SHALL BE DETOURED PER SHEET P.55 AND PEDESTRIAN TRAFFIC SHALL BE DETOURED PER SHEET P.56 .

PHASES 1B, 1C, AND 2

DURING MAINLINE PHASES 1B, 1C, AND 2, BANK ST UNDER IR 75 SHALL REMAIN REDUCED TO ONE LANE IN EACH DIRECTION WITH LANES MAINTAINED ALONG THE INSIDE MEDIAN AND WITH PEDESTRIAN TRAFFIC MAINTAINED IN THE ROAD ON THE SOUTH SIDE OF BANK ST AS DETAILED WITHIN. OVERNIGHT CLOSURES OF BANK ST SHALL BE UTILIZED DURING PERMITTED HOURS (SEE TABLE) FOR DEMO AND BEAM INSTALLATION DURING PHASE 2 OVER BANK ST DURING WHICH ROADWAY TRAFFIC SHALL BE DETOURED PER SHEET P.55 AND PEDESTRIAN TRAFFIC SHALL BE DETOURED PER SHEET P.56 . PRIOR TO THE START OF MAINLINE PHASE 2, ITS CONDUITS ALONG BANK ST SHALL BE INSTALLED.

PHASE 2A PART 1

DURING MAINLINE PHASE 2A AND BANK ST PART 1, BANK ST UNDER IR 75 SHALL REMAIN REDUCED TO ONE LANE IN THE EB DIRECTION AND STRIPED PER THE TC PLAN IN THE WB DIRECTION WITH PEDESTRIAN TRAFFIC MAINTAINED ON THE NEWLY CONSTRUCTED NORTH SIDEWALK AS DETAILED WITHIN TO CONSTRUCT THE REMAINING SIDEWALK AND CURB RAMPS ALONG THE SOUTH SIDE OF BANK ST.

PHASE 2A PART 2

DURING MAINLINE PHASE 2A AND BANK ST PART 2, BANK ST UNDER IR 75 SHALL BE STRIPED PER THE TC PLAN WITH PEDESTRIAN TRAFFIC MAINTAINED ON THE NEWLY CONSTRUCTED NORTH AND SOUTH SIDEWALKS AS DETAILED WITHIN TO CONSTRUCT THE REMAINING SIDEWALK AND CURB RAMPS ALONG THE WEST SIDE OF SPRING GROVE AVE.

PHASE 2A PART 3

DURING MAINLINE PHASE 2A AND BANK ST PART 3, BANK ST UNDER IR 75 SHALL BE STRIPED PER THE TC PLAN WITH PEDESTRIAN TRAFFIC MAINTAINED ON THE NEWLY CONSTRUCTED NORTH AND SOUTH SIDEWALKS AS DETAILED WITHIN TO CONSTRUCT THE REMAINING MEDIAN IMPROVEMENTS ALONG THE WEST SIDE OF SPRING GROVE AVE ON BANK ST.

WINCHELL AVE

PHASE 1A PART 2

DURING THE END OF MAINLINE PHASE 1A AND BANK ST PART 2 WINCHELL AVE SHALL BE CLOSED AND DETOURED PER SHEET P.61 TO CONSTRUCT THE REMAINDER OF THE RAMP D AND WINCHELL AVE IMPROVEMENTS AS DETAILED WITHIN. OVERNIGHT CLOSURES OF BANK ST SHALL NOT OCCUR CONCURRENTLY WITH THE WINCHELL AVE CLOSURE.

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 4 LANES OF TRAFFIC IN EACH DIRECTION, ON MAINLINE I-75, SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND THE COMPLETED PAVEMENT.

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

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

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

RAMP CLOSURE TABLE

	RAMP A (IR-75 NB TO WHV)	RAMP B (WHV TO IR-75 SB)	RAMP C (IR-75 SB TO WHV)	RAMP D (BANK ST/WHV TO IR-75 NB)	RAMP G (IR-75 SB TO FINDLAY)	LOCAL CONNECTOR	PHASE DURATION
PHASE 1A	X**	X		X		X	9 MONTHS
PHASE 1B		X		X			3 MONTHS
PHASE 1C		X		X			3 MONTHS
PHASE 2		X	X				9 MONTHS
PHASE 2A		X			X		3 MONTHS

*RAMPS WILL BE CLOSED FOR THE ENTIRE PHASE DURATION (EXCLUDING RAMP A)
** RAMP A WILL HAVE A SHORT TERM CLOSURE DURING THE PHASE DURATION TO CONSTRUCT WHV CENTER PIER

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.26 TOTAL 830

HAM-IR 75-1.95

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

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

NEWLY CONSTRUCTED LANE ADDITIONS, ONCE COMPLETED AND INITIALLY OPENED TO TRAFFIC, SHALL BE OPEN TO TRAFFIC DURING ALL SUBSEQUENT DESIGNATED HOLIDAYS AND SPECIAL EVENTS, AND RELATED PERIODS OF TIME, SPECIFIED ABOVE.

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

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-H14) 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-H14 SIGN LISTS THE APPLICABLE AGENCY NAME IN A MOTORIST MAY CONTACT FOR ADDITIONAL INFORMATION.

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.

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.

PERMITTED LANE CLOSURE TIMES

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

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 ____ M. GAL.

WORK ZONE MARKINGS AND SIGNS

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

ITEM 614, WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT ____ MI.
ITEM 614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT ____ MI.
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT ____ MI.
ITEM 614, WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT ____ MI.

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 _____ EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE

LOCATION	DIRECTION	EX. NO. OF THRU LANES	1 LANE CLOSED		2 LANES CLOSED		15 MINUTE SHORT DURATION COMPLETE CLOSURES	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER LANE PER TIME UNIT	NOTES
			WEEKDAY	WEEKEND	WEEKDAY	WEEKEND					
IR-75	BOTH	4									
RAMPS	BOTH										
HARRISON AVE	BOTH	2									
BANK ST	BOTH	1									
WINCHELL AVE	BOTH	3									
SPRING GROVE AVE	BOTH	2									
DALTON AVE	BOTH	2									

NOTES
1

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY EMH&T
DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.27 TOTAL 830

HAM-IR 75-1.95

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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 _____ EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

WORK ZONE SPEED ZONES (WZSZS)

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

WZSZ REVISION NUMBER(S)	*COUNTY-ROUTE-SECTION(S)*	*DIRECTION(S)*
WZ -		
WZ -		
WZ -		

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

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

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

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

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

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

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

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

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

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

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

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

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

ITEM 808, DIGITAL SPEED LIMIT ASSEMBLY SIGN ____ EACH
ASSUMING ____ DSL SIGN ASSEMBLY(IES) FOR ____ MONTHS

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

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

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

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

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PNEALTIES SIGN ____ EACH

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.

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

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

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

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

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

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

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

MAINTENANCE OF TRAFFIC NOTES

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DESIGN AGENCY EMH&T

DESIGNER MMP

REVIEWER SMM 11/01/26

PROJECT ID 114161

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

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

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

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

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

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN ASSUMING ____ PCMS SIGN(S) FOR ____ MONTH(S)

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 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 (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. *BE AVAILABLE ON A 24-HOUR PER DAY BASIS.*
2. *BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.*
3. *ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.*
4. *BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.*
5. *BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.*
6. *COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.*
7. *COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.*
8. *BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.*
9. *ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.*
10. *ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.*
11. *INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE 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 TTC SETUP (DAY AND NIGHT REVIEW).*
    - *B. DAILY TTC SETUP AND REMOVAL.*
    - *C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.*
    - *D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.*
    - *E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.*
    - *F. ALL OTHER EMERGENCY TTC NEEDS.*
12. *COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORM WEBSITE.*
13. *HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.*

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.

B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.29 | TOTAL 830

HAM-IR 75-1.95

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TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6O, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.

2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.

3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND ONLINE AT: HTTPS://WWW.TRANSPORTATION.OHIO.GOV/BUSINESS/TRAINING/OTIM

4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:

- *A. COLLABORATE WITH ODOT AND SAFETY FORCES;*
- *B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND*
- *C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.*

5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:

- *A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:*
  - *I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL*
  - *II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN*
  - *III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN*
  - *IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN*
  - *V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN*
  - *VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE*
- *B. FOLLOWING AN INCIDENT/CRASH:*
  - *I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.*
  - *II. RECOMMEND ROADWAY REPAIR NEEDS.*
  - *III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.*
  - *IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).*

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

- *RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.*
- *RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.*

THE SNOW-PLOWING SEASON SHALL RUN FROM _____ THROUGH _____.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

THE FOLLOWING BID ITEMS SHOULD BE INCLUDED IN THE PLANS:

ITEM 254	*PAVEMENT PLANING, ASPHALT CONCRETE*	*SQUARE YARDS*
ITEM 614	*WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN*	*EACH*

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKERS ON PERMANENT CONCRETE SURFACES

RAISED PAVEMENT MARKERS IN WORK ZONES, INSTALLED ON PERMANENT CONCRETE SURFACES, SHALL BE ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS. WZRPMS ARE INTENDED FOR USE ONLY DURING THE NON-SNOW-PLOWING SEASON. WZRPMS SHALL NOT BE PROVIDED DURING THE SNOW-PLOWING SEASON.

THE SNOW-PLOWING SEASON SHALL RUN FROM _____ THROUGH _____.

WHERE A TEMPORARY ALIGNMENT WILL REMAIN IN USE THROUGH THE WINTER, THE WZRPMS SHALL BE REMOVED PRIOR TO THE BEGINNING OF THE SNOW-PLOWING SEASON AND REPLACED APPROXIMATELY APRIL 1, OR AS OTHERWISE DETERMINED BY THE ENGINEER.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS.

AN ESTIMATED QUANTITY OF EACH OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

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

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

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

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

ITEM 614,	*BARRIER REFLECTOR, TYPE 1 (ONE-WAY OR BI-DIRECTIONAL)*	*____ EACH*
ITEM 614,	*OBJECT MARKER, ____-WAY*	*____ EACH*
ITEM 614,	*INCREASED BARRIER DELINEATION*	*____ FEET*

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

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.30 | TOTAL 830

HAM-IR 75-1.95

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DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

[OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.]

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

ITEM 614, BARRIER REFLECTOR, TYPE (2, 3, 4, OR 5) (ONE-WAY OR BI-DIRECTIONAL) ____ EACH
ITEM 614, OBJECT MARKER, ____-WAY ____ EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).

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

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

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

- *DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.*
- *DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).*
- *DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.*

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

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

CRITERIA

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

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

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

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

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

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

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

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

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	> 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	> 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

CONSTRUCTION ACCESS POINTS

PHASE 1A, 1C, 2, AND 2A SHALL BE ACCESSED FROM LOCAL STREETS AND RAMPS WHEN POSSIBLE.

ADDITONAL POINTS OF WORK ZONE INGRESS AND EGRESS HAVE BEEN IDENTIFIED IN THE PLANS VIA THE SYMBOL SHOWN BELOW.



CONSTRUCTION ACCESS POINTS (CAP) MAY BE INSTALLED AT LOCATIONS IDENTIFIED BY THE CONTRACTOR IN CONFORMANCE WITH MT-103.10 DATED 1/21/2022. THE CAP SHALL PROVIDE SAFE MEANS OF INGRESS AND EGRESS BETWEEN PROJECT RELATED VEHICLES AND THE TRAVELING PUBLIC BY PROVIDING DEDICATED AREAS OUTSIDE THE TRAVELED LANES FOR THE DECELERATION AND ACCELERATION OF PROJECT VEHICLES. IN THE EVENT A CAP IS UNABLE TO MEET THE DIMENSIONS LISTED IN THE SCD DUE TO SITE CONSTRAINTS, PROJECT VEHICLES USING THE CAP SHALL BE LIMITED IN SIZE TO < 1 TON (IE. PERSONAL VEHICLES, 1 TON DUMP TRUCK, ETC.); OTHER VEHICLES (CONCRETE TRUCKS, TRACTOR TRAILERS, ETC.) SHALL UTILIZE THIS CAP BY LANE CLOSURE. IN THE EVENT A CAP IS REDUCED BY MORE THAN HALF DUE TO SITE CONSTRAINTS, ALL PROJECT VEHICLES REGARDLESS OF SIZE SHALL UTILIZE THIS CAP BY LANE CLOSURE.

MAINTAINING INTERSTATE REFERENCE LOCATION SIGNS

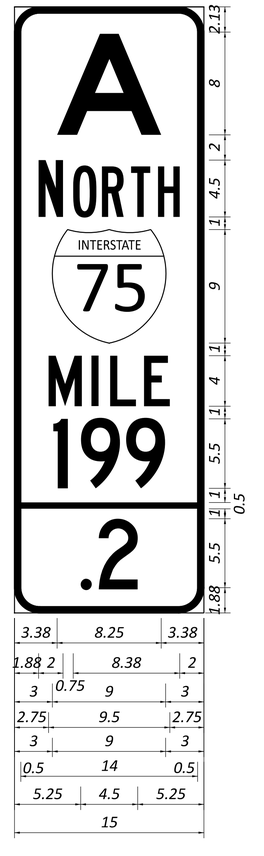
THE CONTRACTOR SHALL MAINTAIN INTERSTATE REFERENCE LOCATION SIGNS (SIGN D10-5) BY USE OF THE EXISTING, TEMPORARY (BLACK ON ORANGE), OR PROPOSED REFERENCE LOCATION SIGNS. THESE SIGNS SHALL BE SPACED EVERY 2/10 OF A MILE MAINTAINED DURING THE FOLLOWING PHASES AS DESCRIBED BELOW. ADDITIONAL SIGNS MAY BE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

PHASE 1A:

PHASE 1B:

PHASE 1C:

PHASE 2:



1.50" RADIUS, 0.50" BORDER, BLACK ON ORANGE;
"A", E 2K;
"NORTH", B 2K;
INTERSTATE 75 M1-1;
"MILE", C 2K;
"199", C 2K;
".2", C 2K;

MAINTENANCE OF TRAFFIC NOTES

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/02/26

PROJECT ID
114161

SHEET P.31 TOTAL 830

HAM-IR 75-1.95

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HAM-IR 75-1.95

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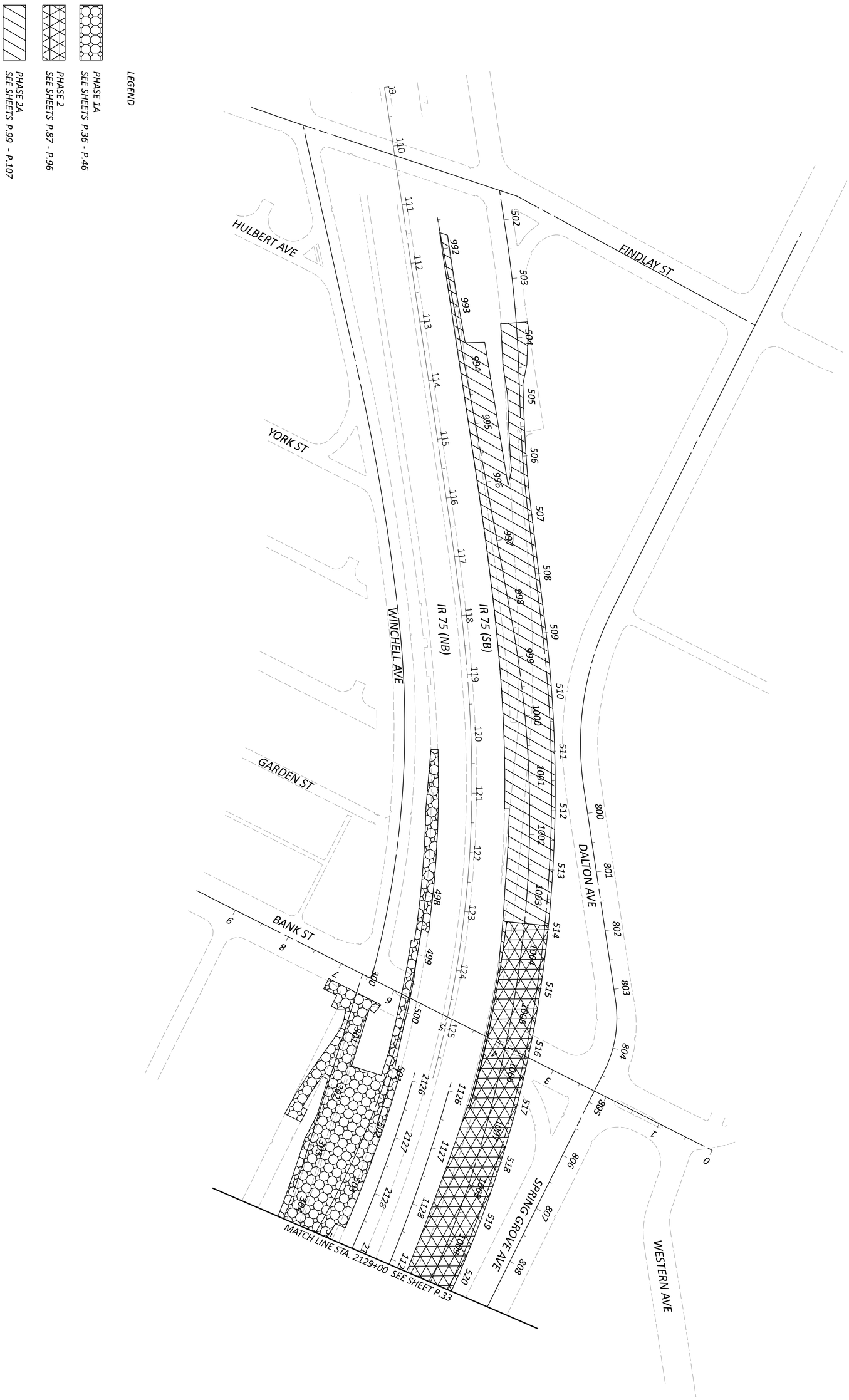
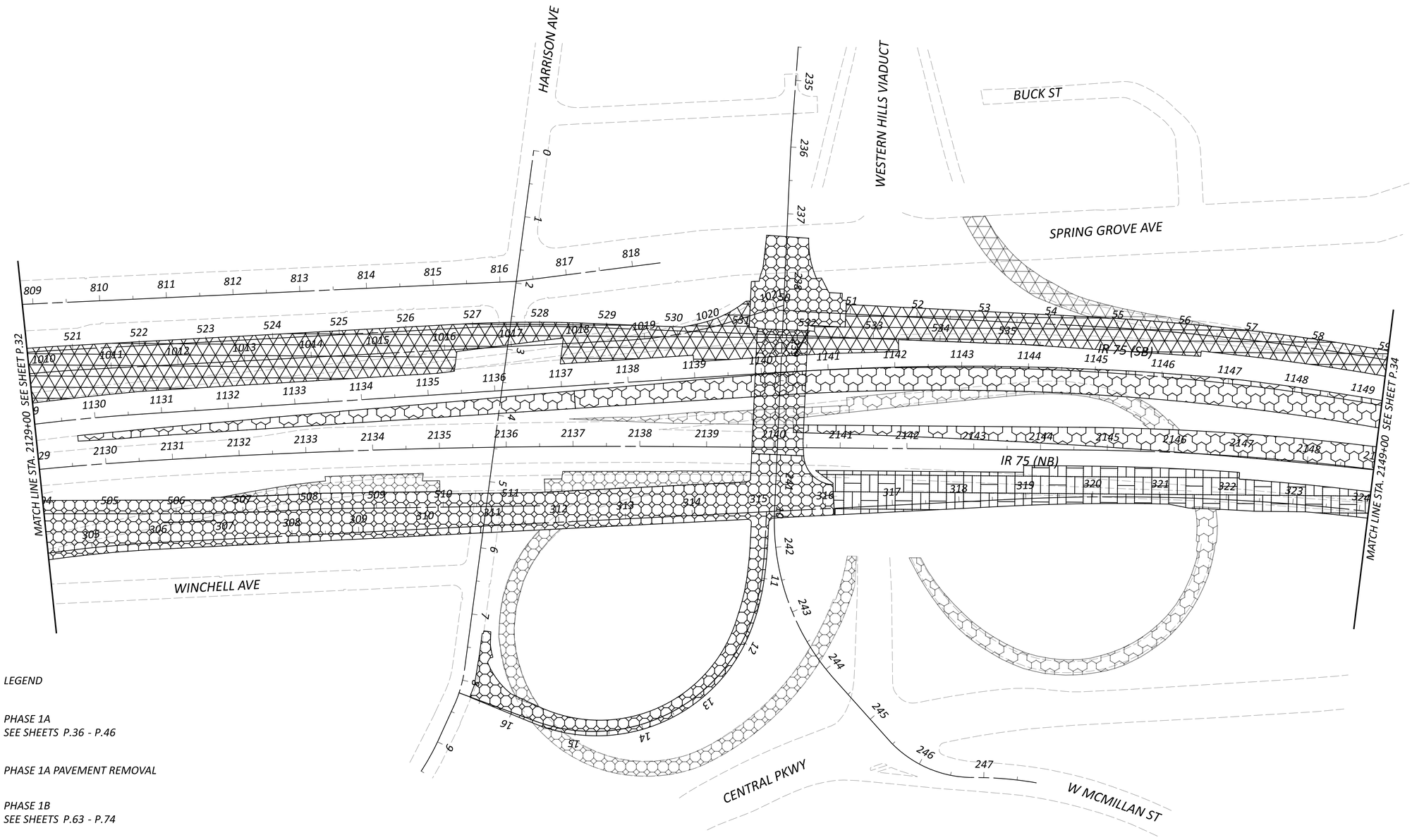


MAINTENANCE OF TRAFFIC PHASING OVERVIEW
IR 75 STA. 109+00 TO IR 75 (NB) STA. 2129+00

HORIZONTAL SCALE IN FEET
0 40
20 80

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
MMP	SMM 11/01/26	114161	P.32	830

DESIGN AGENCY: EMH&T



LEGEND

- PHASE 1A
  SEE SHEETS P.36 - P.46
- PHASE 1A PAVEMENT REMOVAL
- PHASE 1B
  SEE SHEETS P.63 - P.74
- PHASE 1B PAVEMENT REMOVAL
- PHASE 1C
  SEE SHEETS P.80 - P.85
- PHASE 2
  SEE SHEETS P.87 - P.96
- PHASE 2 PAVEMENT REMOVAL

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASING OVERVIEW
IR 75 (NB) STA. 2129+00 TO STA. 2149+00

DESIGN AGENCY
EMH&T

DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.33 TOTAL 830

HAM-IR 75-1.95

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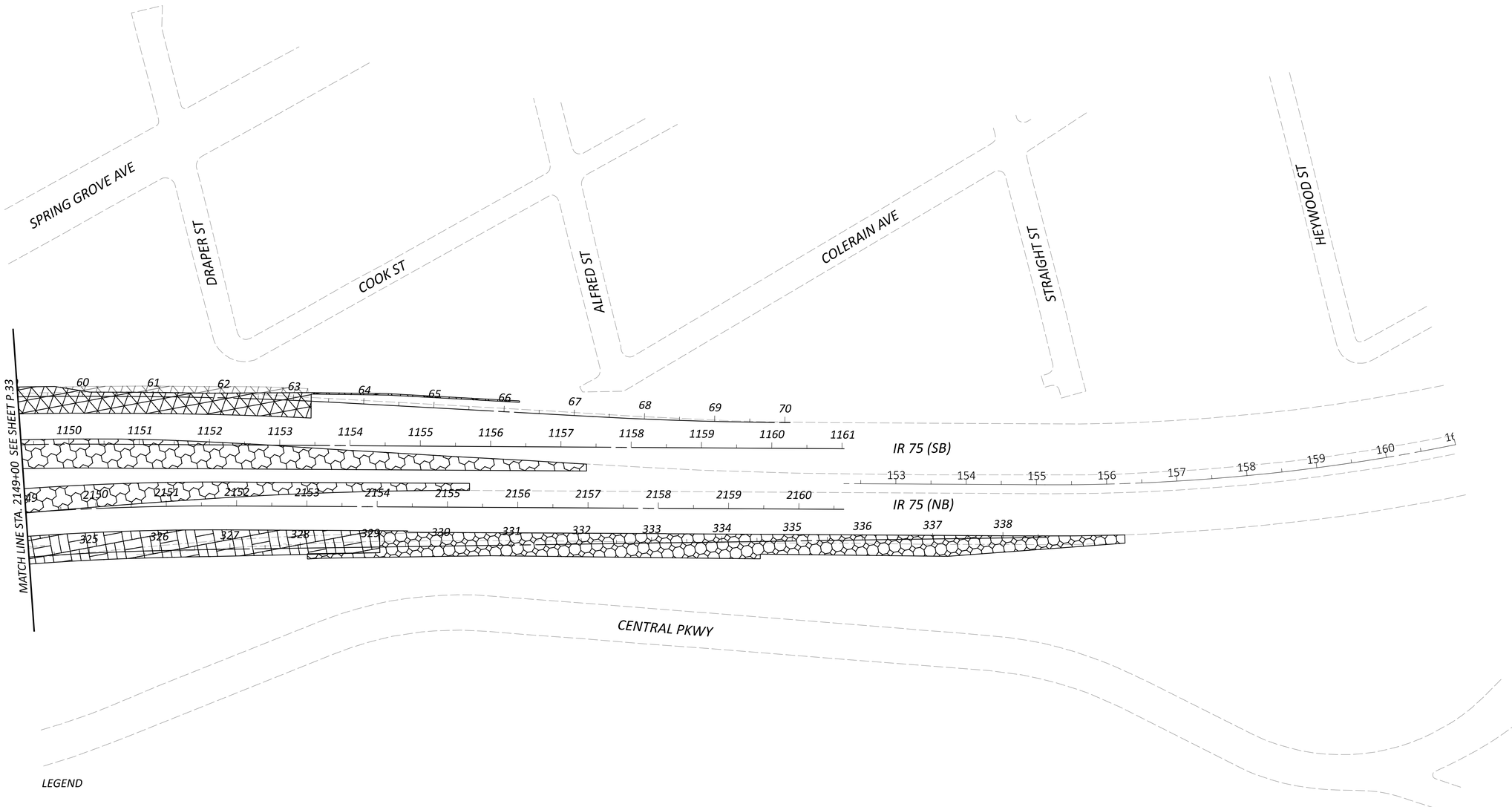

LEGEND

- PHASE 1A
  SEE SHEETS P.36 - P.46
- PHASE 1B
  SEE SHEETS P.63 - P.74
- PHASE 1C
  SEE SHEETS P.80 - P.85
- PHASE 2
  SEE SHEETS P.87 - P.96
- PHASE 2 PAVEMENT REMOVAL

HORIZONTAL SCALE IN FEET
0 20 40 80

MAINTENANCE OF TRAFFIC PHASING OVERVIEW
IR 75 (NB) STA. 2149+00 TO IR 75 STA. 161+00

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.34 TOTAL 830

HAM-IR 75-1.95

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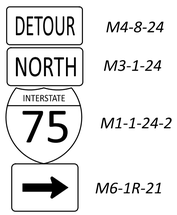
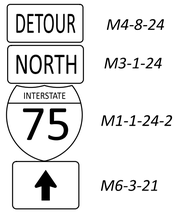
SIGNING LEGEND



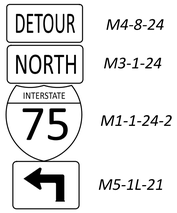
M4-8-24
M3-1-24
M1-1-24-2
M6-1R-21

A



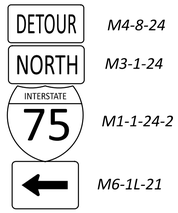
M4-8-24
M3-1-24
M1-1-24-2
M6-3-21

B



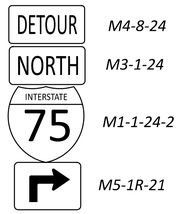
M4-8-24
M3-1-24
M1-1-24-2
M5-1L-21

C



M4-8-24
M3-1-24
M1-1-24-2
M6-1L-21

D



M4-8-24
M3-1-24
M1-1-24-2
M5-1R-21

E



M4-8a-24

F



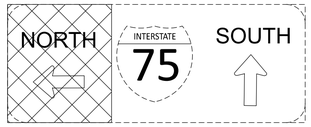
PORTABLE CHANGEABLE MESSAGE SIGN

G



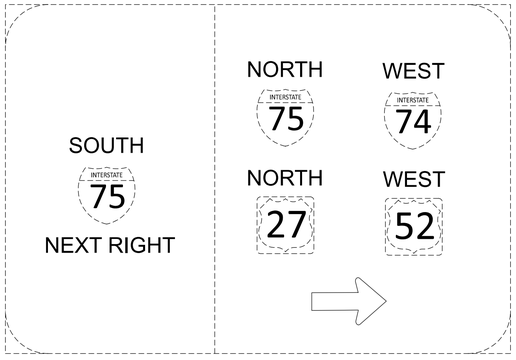
W20-H14-60
PLACE 14 DAYS PRIOR TO CLOSURE

H



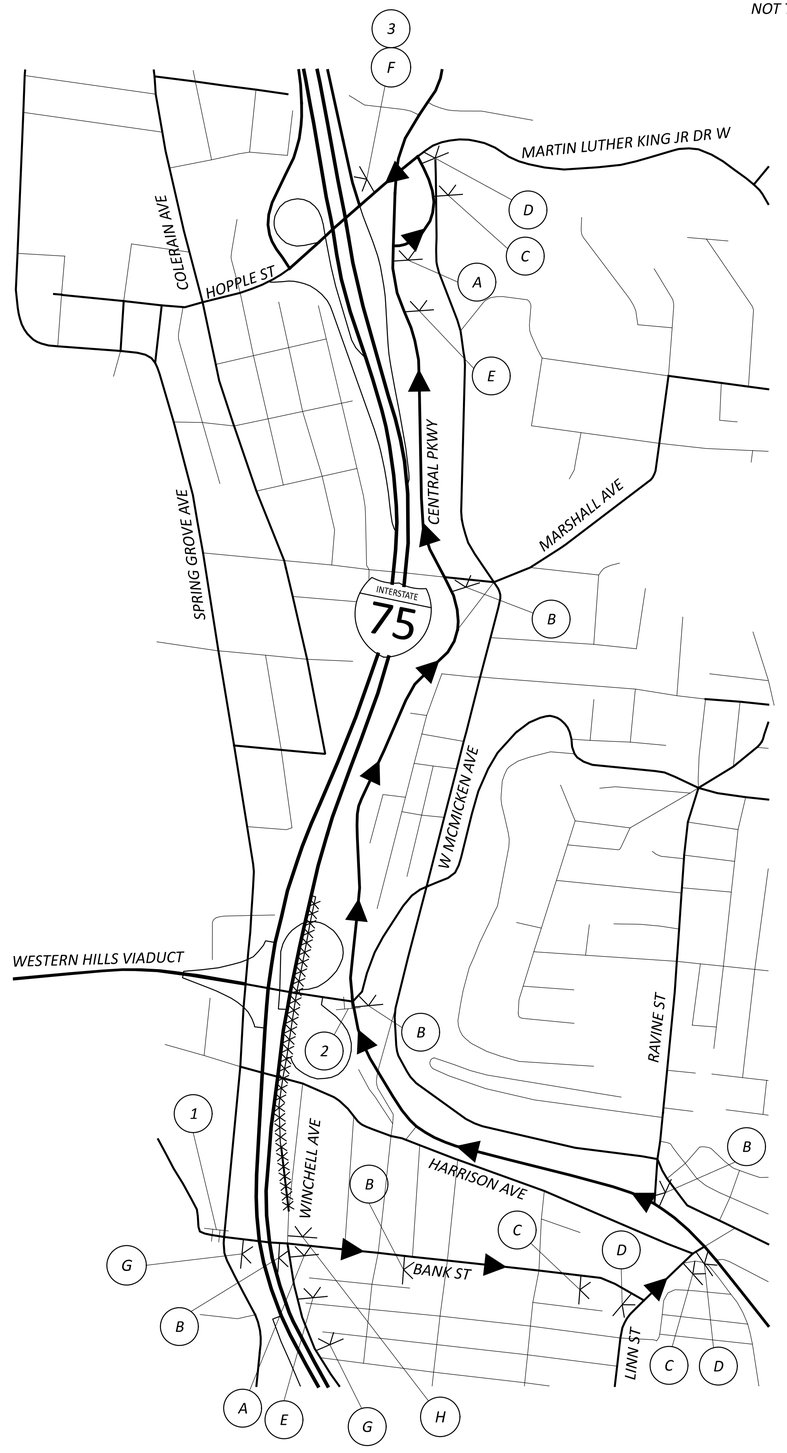
OVERLAY EXISTING SIGN ON NORTH





1 2 3

NOT TO SCALE



LEGEND

XXXXX RAMP CLOSURE

DETOUR ROUTE

EXISTING SIGN SUPPORT

TEMPORARY SIGN SUPPORT

NOTES:

1. DETOUR SHALL BE IN PLACE FOR THE ENTIRETY OF PHASE 1 (1A-1C).
2. SEE SHEET P.40 FOR PHASE 1A CLOSURE DETAILS.
3. SEE SHEET P.69 FOR PHASE 1B CLOSURE DETAILS.
4. SEE SHEET P.82 FOR PHASE 1C CLOSURE DETAILS.
5.. COORDINATE DETOUR WITH PID 105349.

MAINTENANCE OF TRAFFIC DETOUR PLAN
PHASE 1A TO PHASE 1C - RAMP D

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:56:55 PM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/02/26

PROJECT ID
114161

SHEET P.35 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLX_I075 - Plan [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:57:08 PM USER: jtheuring
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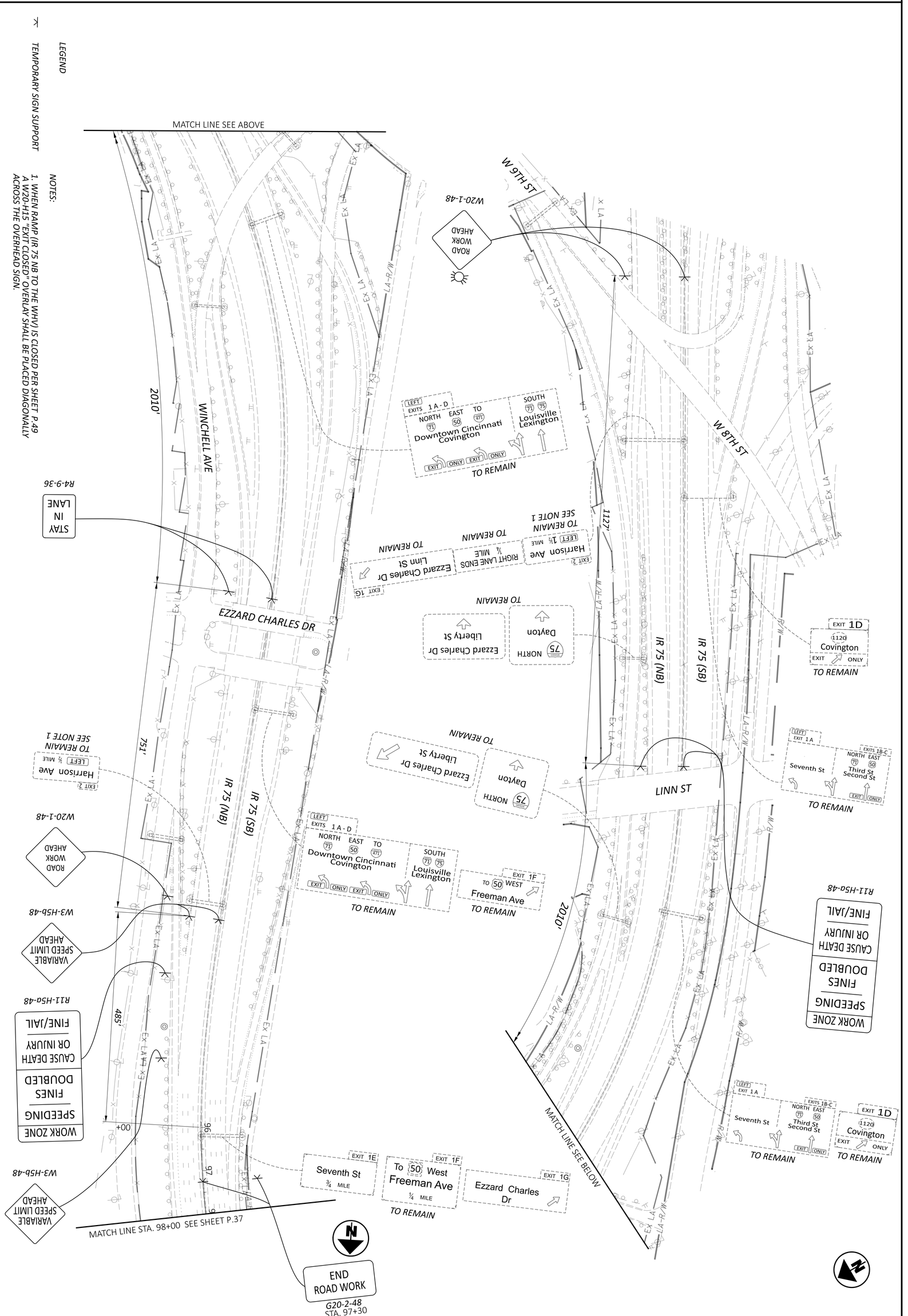

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 STA. 73+00 TO STA. 98+00

HORIZONTAL SCALE IN FEET
0 100
50 200

SHEET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.36	830	114161	SMM 11/01/26	MMP	EMH&T

MODEL: CLX_I075 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:57:10 PM USER: jtheuring
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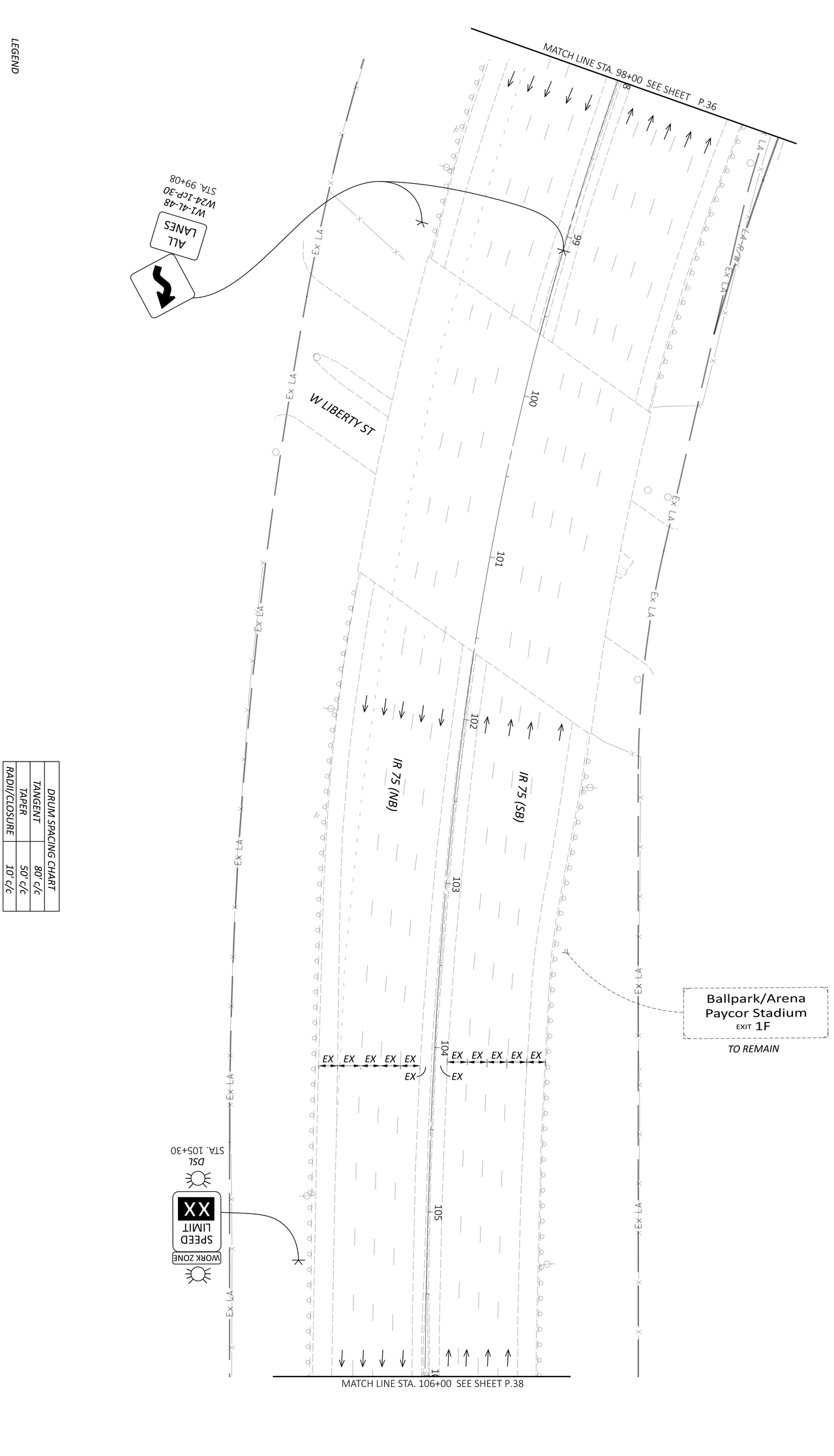

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 STA. 98+00 TO STA. 106+00

HORIZONTAL SCALE IN FEET
0 30
15 60

SHEET	TOTAL
P.37	830

PROJECT ID: 114161
REVIEWER: SMM 11/01/26
DESIGNER: MMP
DESIGN AGENCY: EMH&T

MODEL: CLX_I075 - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:57:10 PM USER: jtheuring
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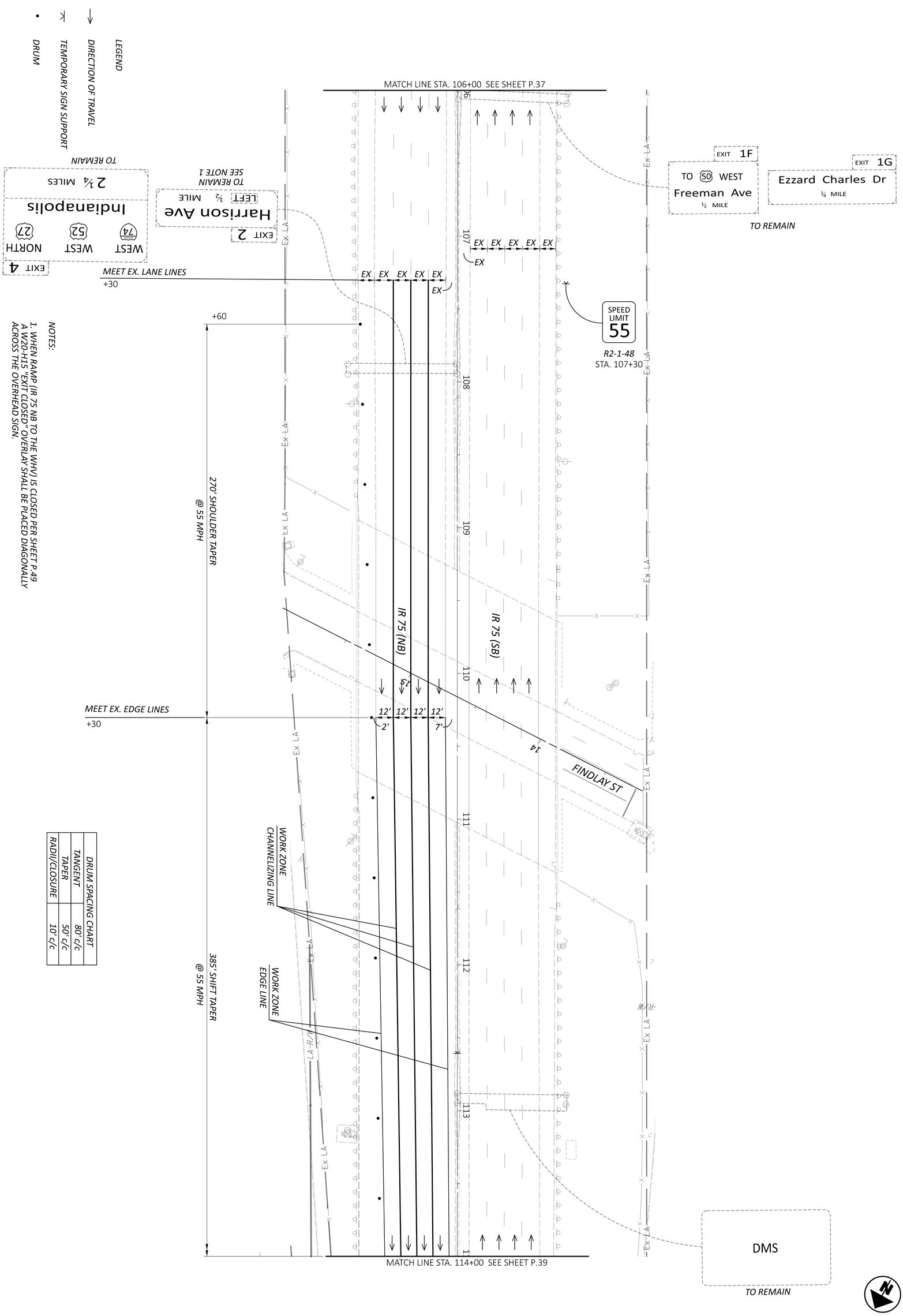


NOTES:

1. WHEN RAMP I/R 75 NB TO THE WHVJ IS CLOSED PER SHEET P.49 A W20-H15 "EXIT CLOSED" OVERLAY SHALL BE PLACED DIAGONALLY ACROSS THE OVERHEAD SIGN.

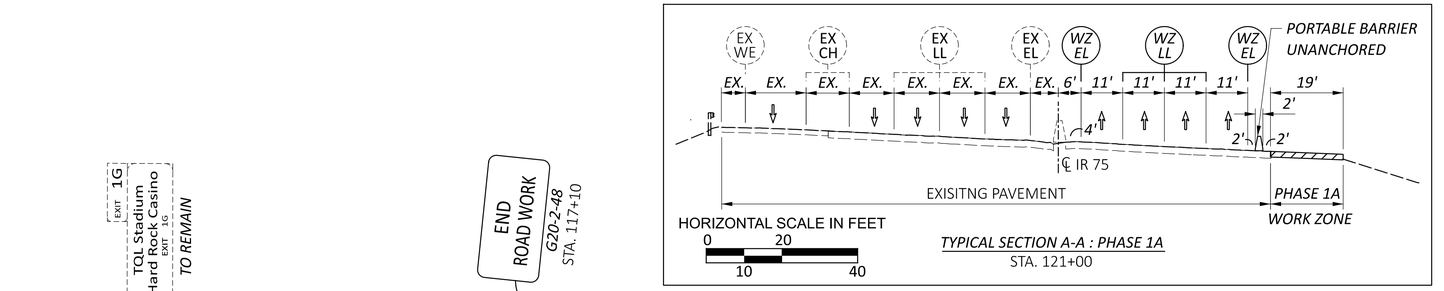
DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
MMP	SMM 11/01/26	114161	P.38	830

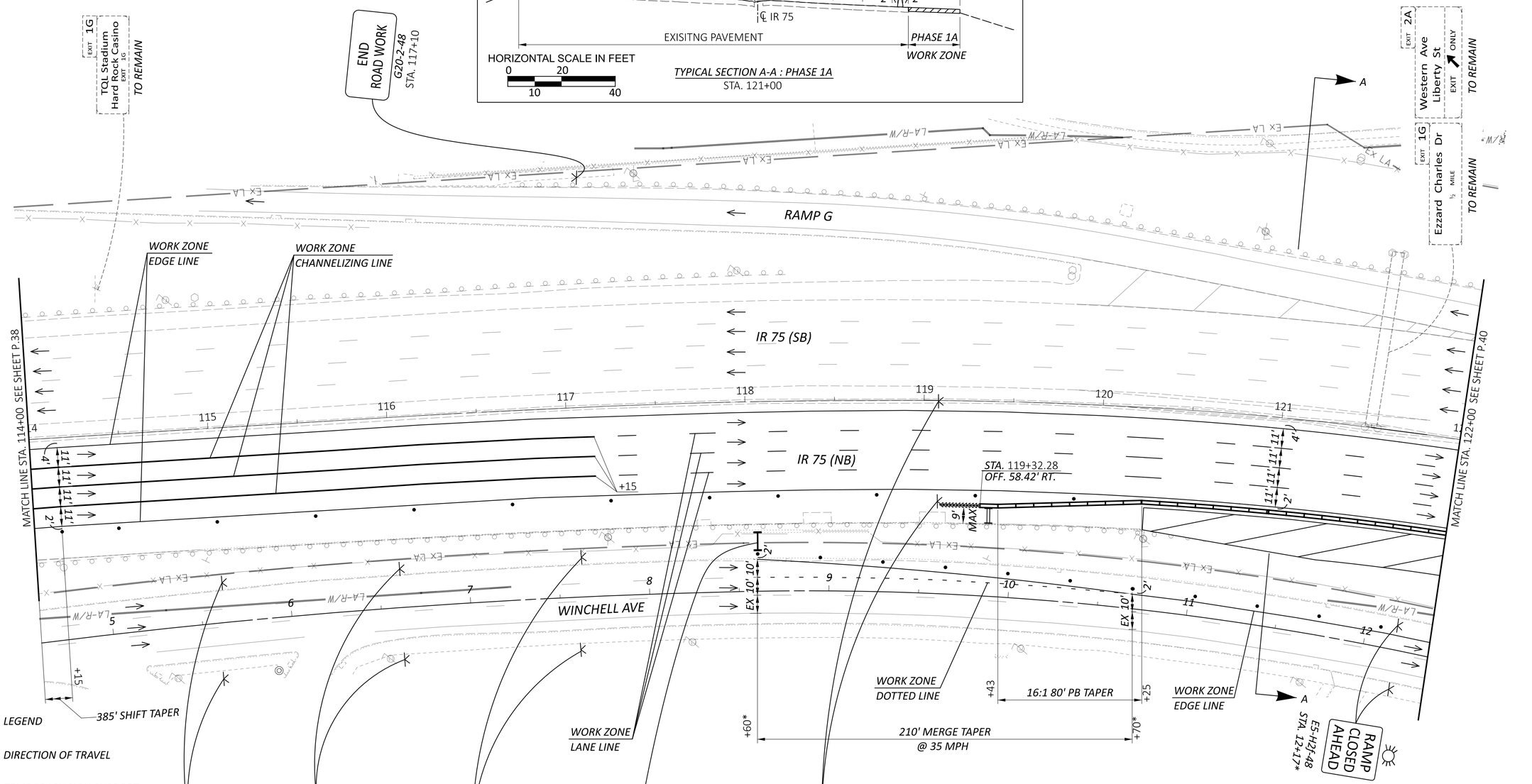
DESIGN AGENCY: EMH&T

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 STA. 106+00 TO STA. 114+00

HORIZONTAL SCALE IN FEET
0 30
15 60

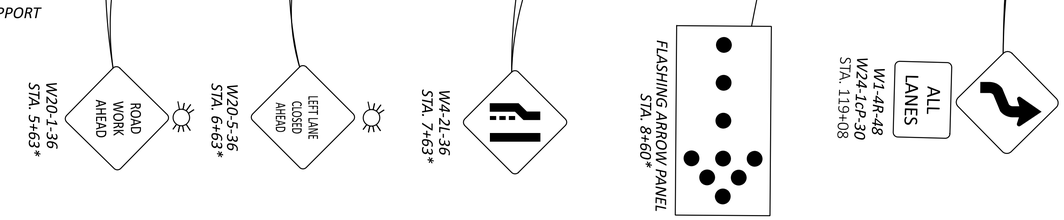


* STA FROM WINCHELL AVE CENTERLINE



LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- TYPE III BARRICADE
- FLASHING ARROW PANEL



IR 75 DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

WINCHELL AVE DRUM SPACING CHART	
TANGENT	40' c/c
TAPER	35' c/c
RADII/CLOSURE	10' c/c

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 STA. 114+00 TO STA. 122+00

HAM-IR 75-1.95

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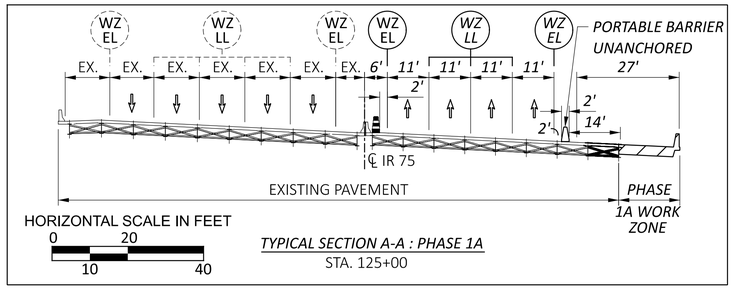
DESIGN AGENCY: EMHT
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.39
TOTAL: 830



TYPICAL SECTION A-A : PHASE 1A
STA. 125+00

NO * STA. FROM IR 75 EX. CENTERLINE
* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE
*** STA. FROM BANK ST CENTERLINE
**** STA. FROM RAMP D
***** STA. FROM WINCHELL AVE

TYPE "B" (TYP.)
R11-2-48 ROAD CLOSED
R11-2-48 ROAD CLOSED
10' TYPE III SOLID BARRICADE COMPLETELY ACROSS ROADWAY PER ODOT SCD MT-101.60
Ⓑ

REMOVE EXISTING SIGN SUPPORTS AND REERECT SIGNS ON TEMP. SUPPORTS FROM: STA. 2129+03* TO STA. 2129+08* THIS PHASE TO STA. 2131+31*

EXIT 2 Harrison Avenue
Hopple St 1 MILE
EXIT 3
EXIT 2A Western Ave Liberty St EXIT ONLY
SOUTH 71 75 Louisville Lexington
TO 471 Downtown Cincinnati Covington
EAST 50
NORTH 71
LEFT EXITS 1 A - D
EXIT ONLY EXIT ONLY TO REMAIN

W20-H15d-72 STA. 4+26***
NORTH 75 CLOSED Dayton

E5-H2e-48 STA. 6+10***
RAMP CLOSED
E5-H2f-48 STA. 4+22***
RAMP CLOSED AHEAD

MATCH LINE STA. 122+00 SEE SHEET P.39
MATCH LINE STA. 2130+00* SEE SHEET P.41
MATCH LINE STA. 1130+00** SEE SHEET P.41

IR 75 (SB)
IR 75 (NB)
RAMP D
WINCHELL AVE
BANK ST
WORK ZONE EDGE LINE
WORK ZONE EDGE LINE
WORK ZONE LANE LINE
WORK ZONE LANE ARROW
WORK ZONE CHANNELIZING LINE
440' SHIFT TAPER @ 55 MPH
+49
+81
+08*
10' EX
2'
14'
13
300
301
302
303
304
305
498
499
500
501
502
503
504
123
124
125
1126
1127
1128
1129
2126
2127
2128
2129
2130
2131
EX LA
LA-R/W
A
B
C

E5-H2e-48 STA. 13+12*****
RAMP CLOSED
EXIT OPEN AHEAD
E5-H2b-48 STA. 123+50
ONLY
R3-H8bh-36 STA. 13+70*****
RAMP CLOSED
E5-H2e-48 STA. 7+18***
RAMP CLOSED AHEAD
E5-H2f-48
100'
W20-H15d-72 STA. 7+23***
NORTH 75 CLOSED Dayton
OVERLAY EX SIGN STA. 7+09***
W20-H15d-72 STA. 301+14****
NORTH 75 CLOSED Dayton
10' MIN
ROAD WORK AHEAD
W20-1-36 STA. 2128+35*

R11-2-48 ROAD CLOSED
DO NOT ENTER R5-1-36
10' TYPE III SOLID BARRICADE
Ⓒ

LEGEND
DIRECTION OF TRAVEL
TEMPORARY SIGN SUPPORT
DRUM
WORK ZONE
PORTABLE BARRIER
TYPE III BARRICADE

NOTES:
1. SEE SHEET P.54 FOR PHASE 1A PART 1 BANK ST MOT.
2. SEE SHEET P.58 FOR PHASE 1A PART 2 BANK ST MOT.

WINCHELL AVE DRUM SPACING CHART	
TANGENT	40' c/c
TAPER	35' c/c
RADII/CLOSURE	10' c/c

IR 75 DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 STA. 122+00 TO IR 75 (NB) STA. 2130+00

DESIGN AGENCY: EMHT
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.40 TOTAL: 830

HAM-IR 75-1.95

MODEL: CLX_I075 - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:57:33 PM USER: jheuring
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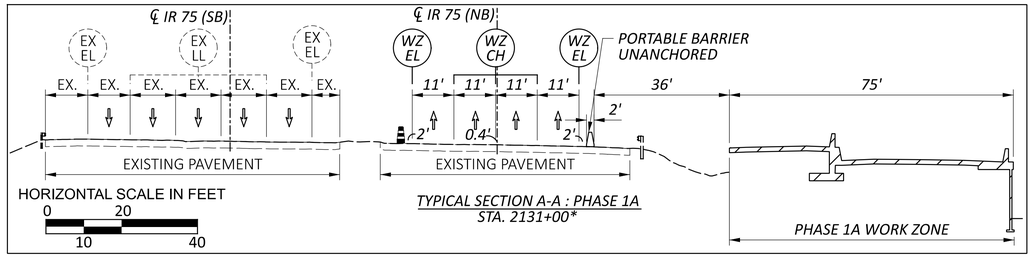
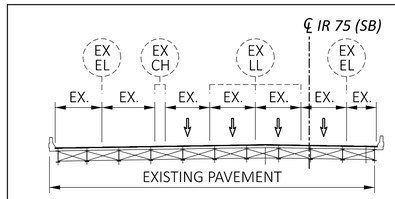
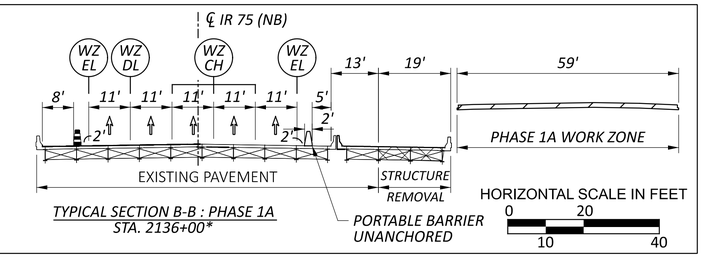


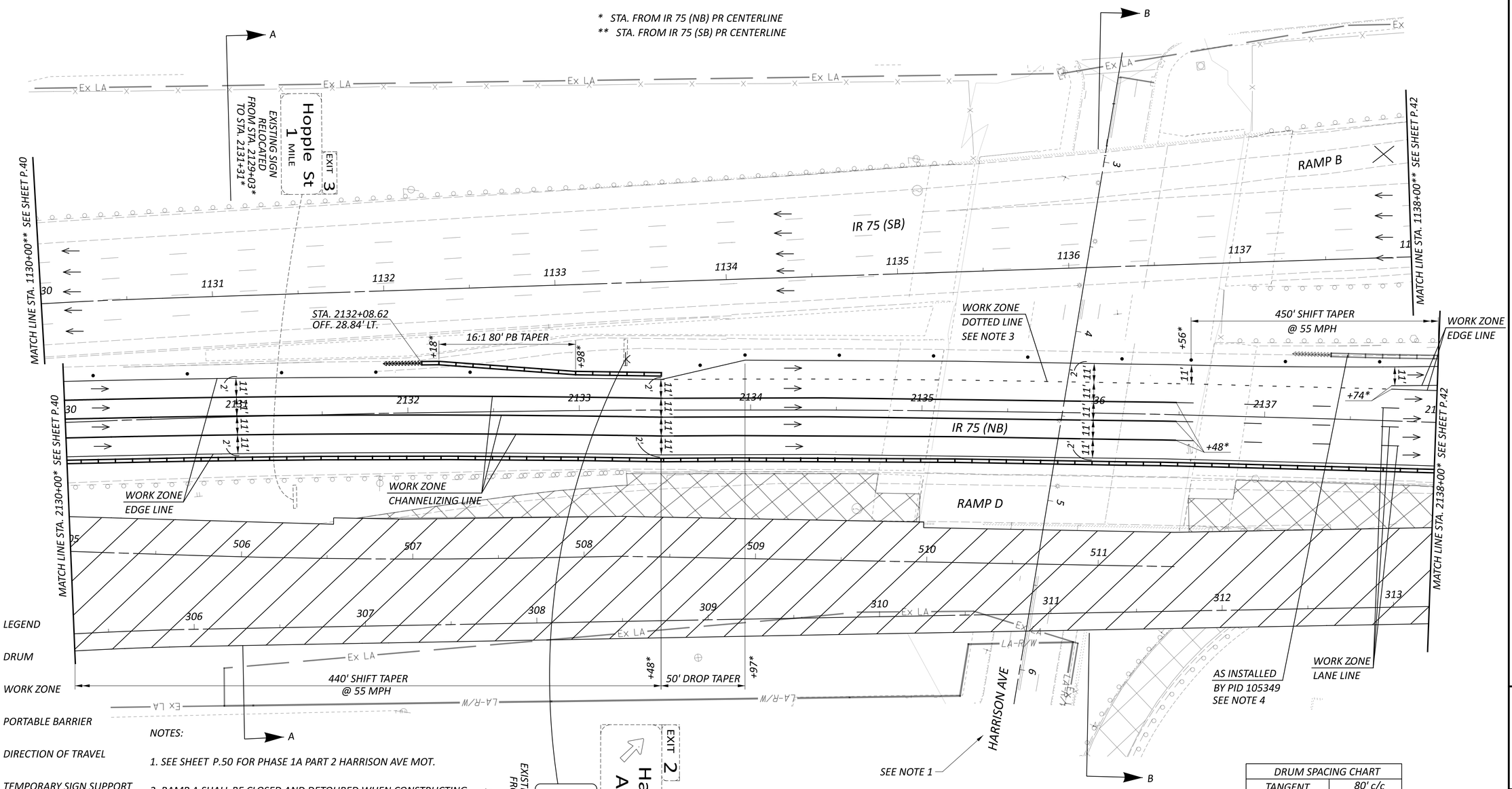
TYPICAL SECTION A-A : PHASE 1A
STA. 2131+00*





TYPICAL SECTION B-B : PHASE 1A
STA. 2136+00*

* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE



LEGEND

- DRUM
- WORK ZONE
- PORTABLE BARRIER
- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- PAVEMENT REMOVAL
- LANE CLOSURE
- IMPACT ATTENUATOR

NOTES:

1. SEE SHEET P.50 FOR PHASE 1A PART 2 HARRISON AVE MOT.
2. RAMP A SHALL BE CLOSED AND DETOURED WHEN CONSTRUCTING THE PIER NEAR STA 2140+00. SEE SHEETS P.48 - P.49.
3. QUANTITIES FOR WORK ZONE DOTTED LINE SHOWN ON THIS SHEET HAVE BEEN DOUBLED ASSUMING WORK ZONE DOTTED LINE IS REPLACED AFTER CENTER PIER CONSTRUCTION IS COMPLETE AND RAMP IS REOPENED. SEE SHEET P.48 FOR PHASE 1A RAMP A CLOSURE.
4. QUANTITIES FOR IMPACT ATTENUATOR AND PORTABLE BARRIER AS INSTALLED BY PID 105349 HAVE BEEN CARRIED TO QUANTITES ASSUMING IT WILL BE REINSTALLED AFTER CENTER PIER CONSTRUCTION IS COMPLETE AND RAMP IS REOPENED. SEE SHEET P.49 FOR PHASE 1A RAMP A CLOSURE.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 (NB) STA. 2130+00 TO STA. 2138+00

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.41 TOTAL: 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:58:06 PM USER: jtheuring
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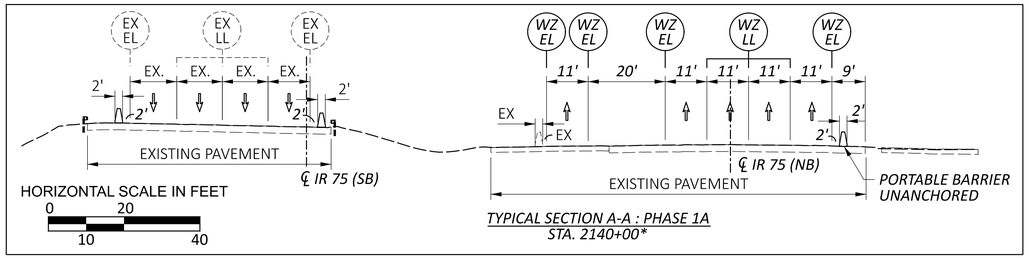
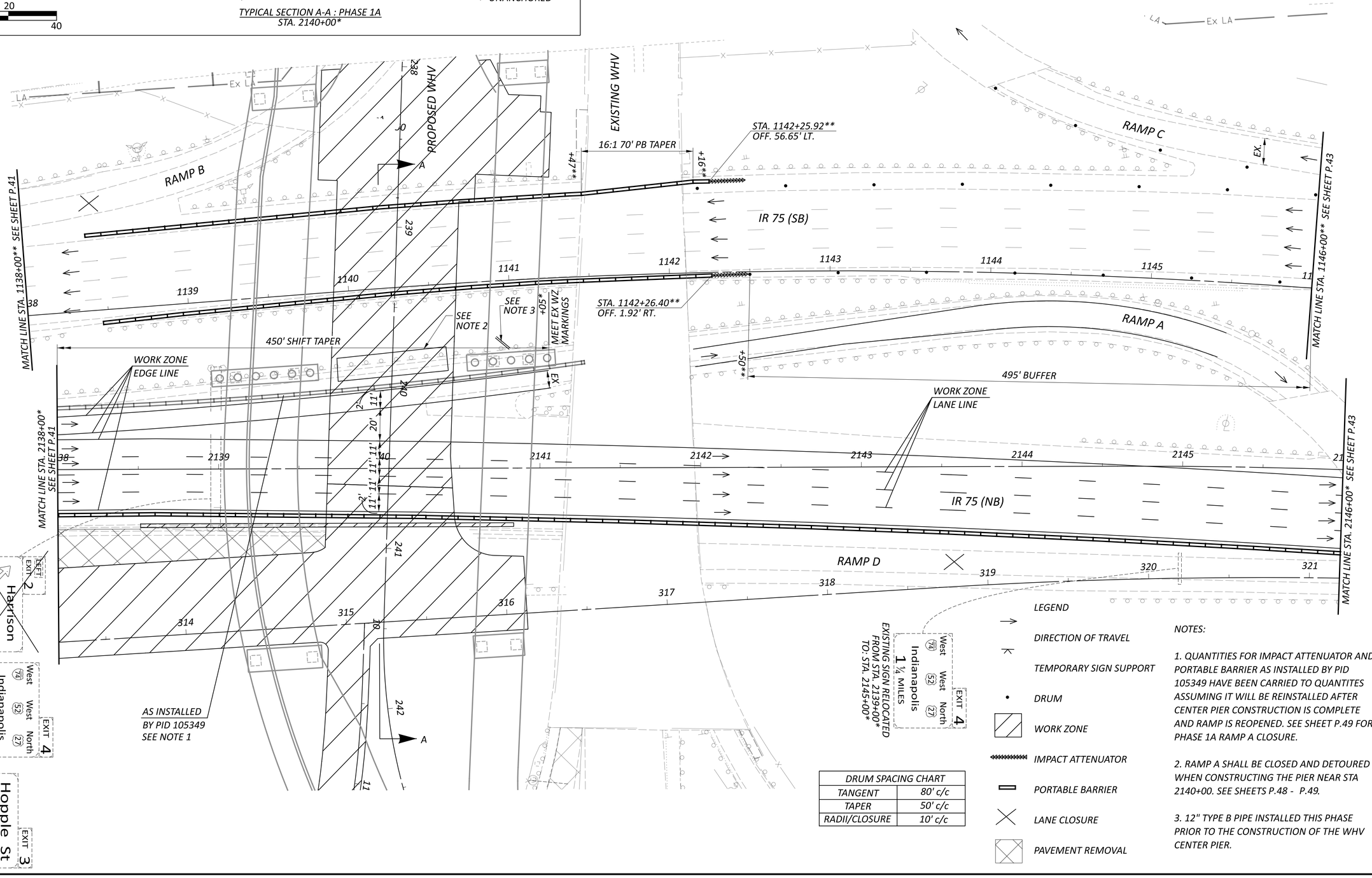


TYPICAL SECTION A-A : PHASE 1A
STA. 2140+00*

* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 (NB) STA. 2138+00 TO STA. 2146+00



DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- LANE CLOSURE
- PAVEMENT REMOVAL

NOTES:

1. QUANTITIES FOR IMPACT ATTENUATOR AND PORTABLE BARRIER AS INSTALLED BY PID 105349 HAVE BEEN CARRIED TO QUANTITES ASSUMING IT WILL BE REINSTALLED AFTER CENTER PIER CONSTRUCTION IS COMPLETE AND RAMP IS REOPENED. SEE SHEET P.49 FOR PHASE 1A RAMP A CLOSURE.

2. RAMP A SHALL BE CLOSED AND DETOURED WHEN CONSTRUCTING THE PIER NEAR STA 2140+00. SEE SHEETS P.48 - P.49.

3. 12" TYPE B PIPE INSTALLED THIS PHASE PRIOR TO THE CONSTRUCTION OF THE WHV CENTER PIER.

DESIGN AGENCY
EMH&T
DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.42 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 9:59:24 AM USER: mplants
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HAM-IR 75-1.95

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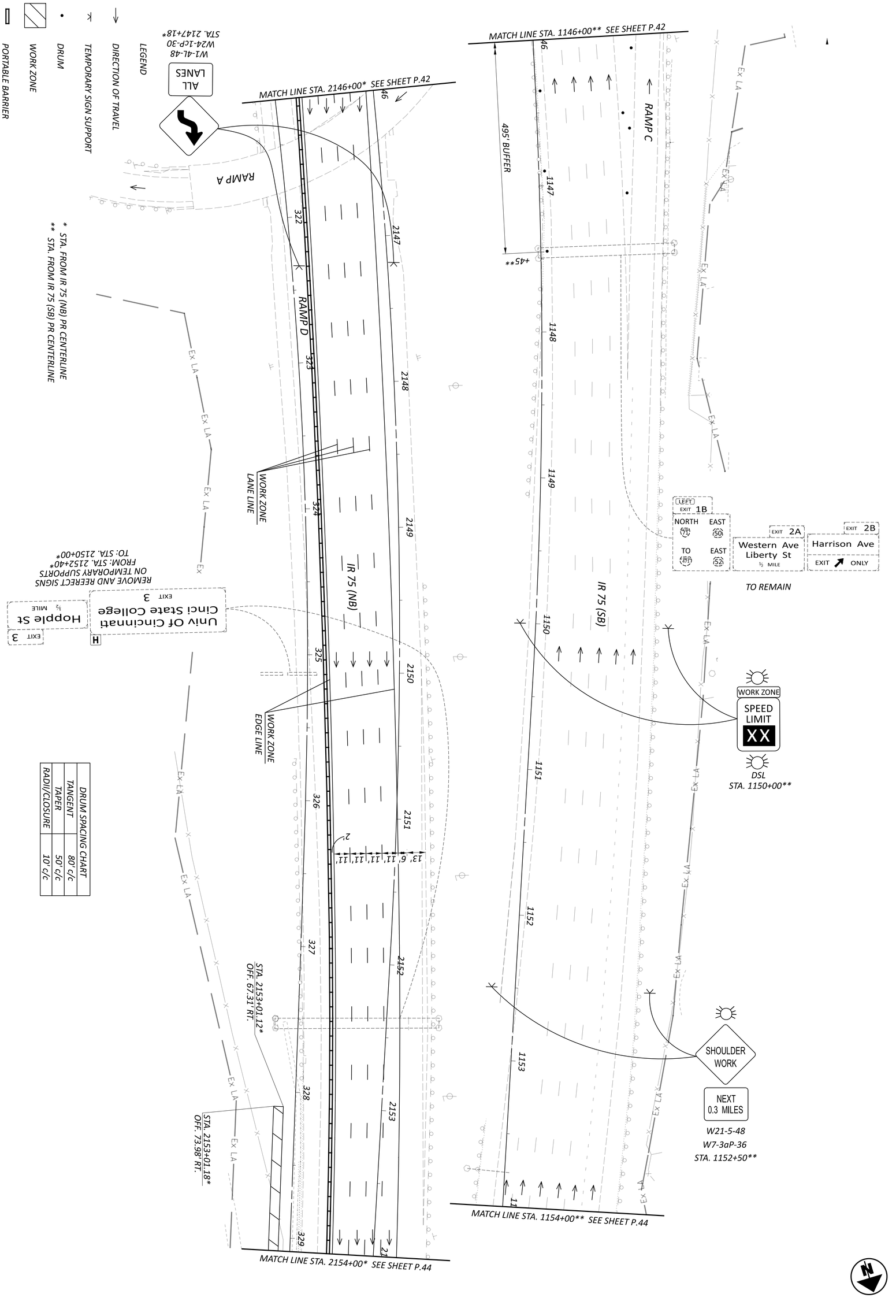


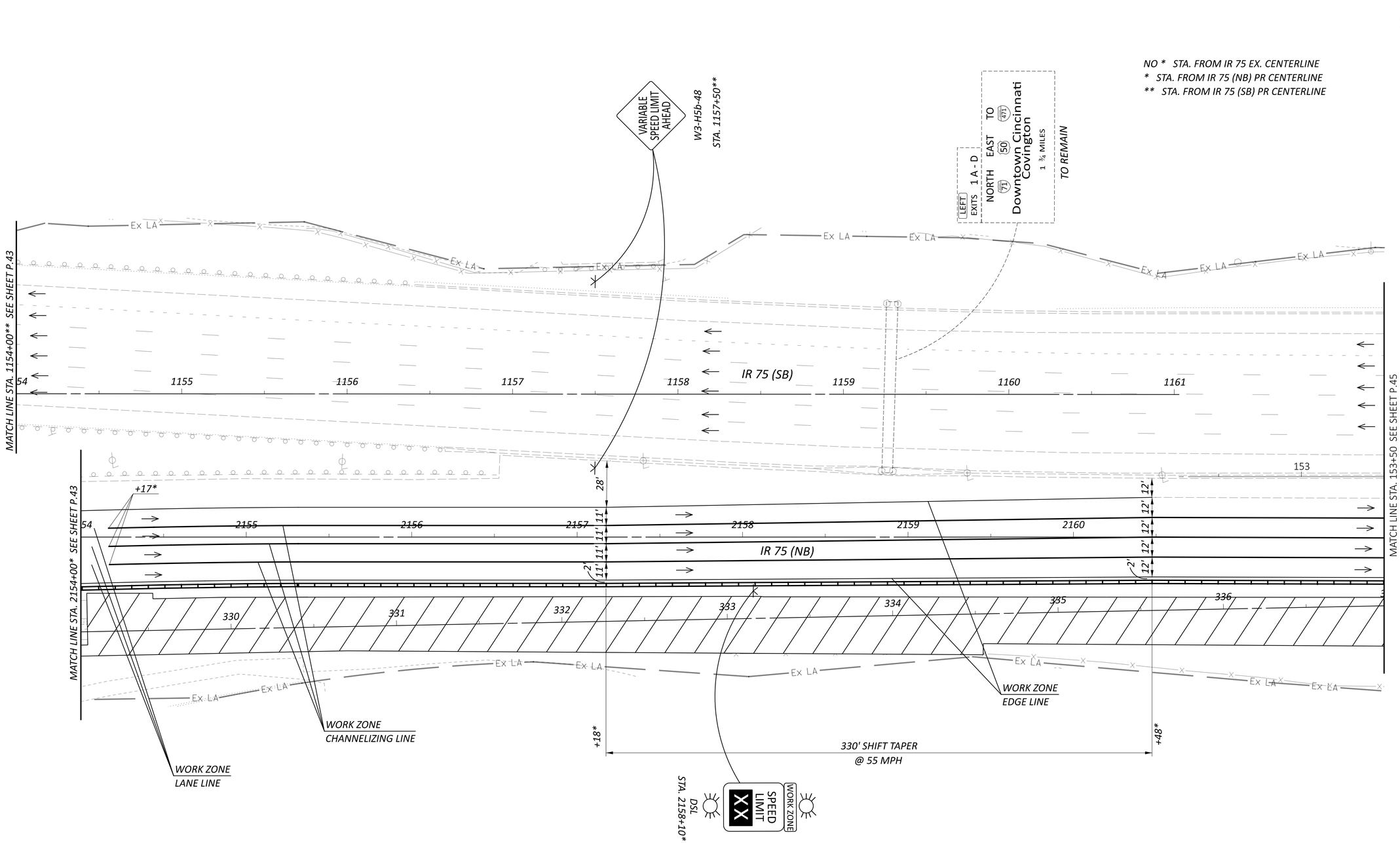
MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 (NB) STA. 2146+00 TO STA. 2154+00

DESIGNER	MMP
REVIEWER	SMM 11/01/26
PROJECT ID	114161
SHEET	P.43
TOTAL	830
DESIGN AGENCY	EMH&T
HORIZONTAL SCALE IN FEET	0 30 15 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 (NB) STA. 2154+00 TO IR 75 STA. 153+50

HORIZONTAL SCALE IN FEET
0 15 30 60

*NO * STA. FROM IR 75 EX. CENTERLINE*
** STA. FROM IR 75 (NB) PR CENTERLINE*
*** STA. FROM IR 75 (SB) PR CENTERLINE*



LEGEND

- *DIRECTION OF TRAVEL*
- *TEMPORARY SIGN SUPPORT*
- *WORK ZONE*
- *PORTABLE BARRIER*

DRUM SPACING CHART	
TANGENT	*80' c/c*
TAPER	*50' c/c*
RADII/CLOSURE	*10' c/c*

DESIGN AGENCY
EMH&T

DESIGNER	MMP
REVIEWER	SMM 11/01/26
PROJECT ID	114161
SHEET	P.44
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:59:01 PM USER: jtheuring
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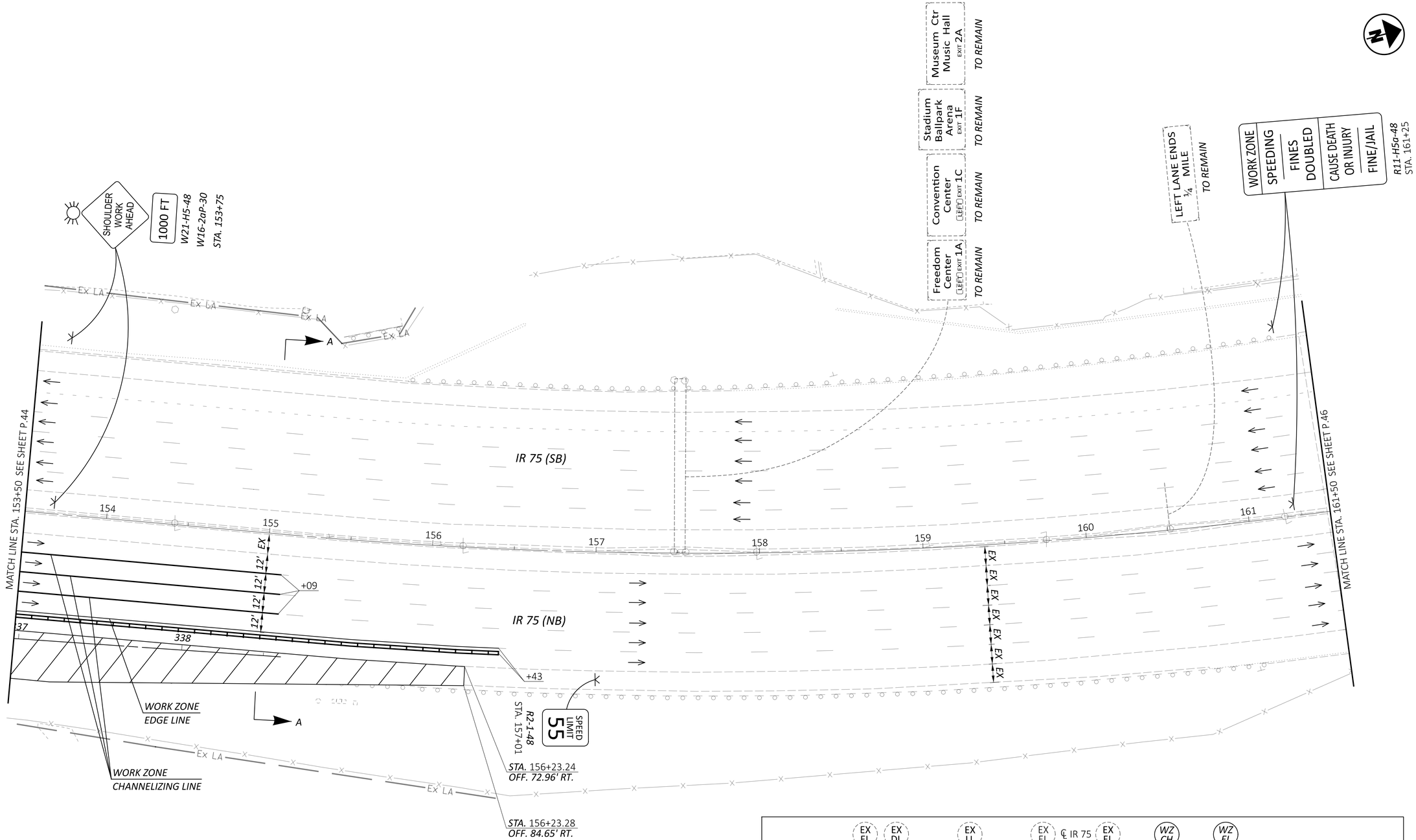
MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 STA. 153+50 TO STA. 161+50

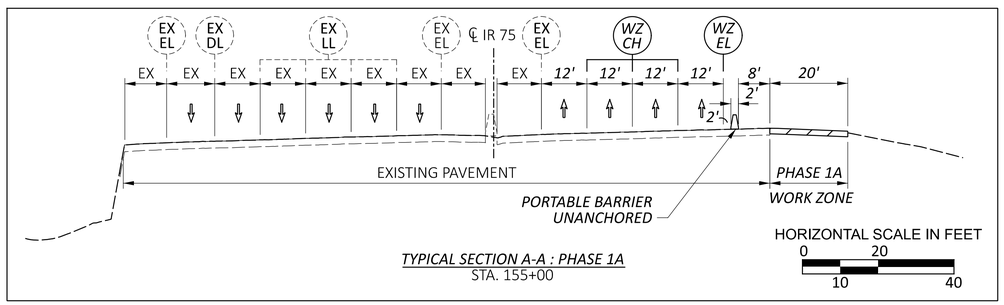
HORIZONTAL SCALE IN FEET
0 15 30 60



LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- WORK ZONE
- PORTABLE BARRIER

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



TYPICAL SECTION A-A : PHASE 1A
STA. 155+00

DESIGN AGENCY: EMH&T

DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.45 | TOTAL: 830

HAM-IR 75-1.95

MODEL: CLX_I075N - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:59:24 PM USER: jtheuring
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MODEL: CLX_I075N - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:59:36 PM USER: jtheuring
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LEGEND

TEMPORARY SIGN SUPPORT

DIRECTION OF TRAVEL

MATCH LINE STA. 161+50 SEE SHEET P.45

MARSHALL AVE

162

163

164

165

166

167

168

169

EX EX EX EX EX EX EX EX

EX EX EX EX EX EX EX EX

IR 75 (NB)

IR 75 (SB)

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

G20-2-48
STA. 166+43
END ROAD WORK

International Airport
USE 75 SOUTH
TO REMAIN

EXIT 2 A
Western Ave
Liberty St
1 MILE
TO REMAIN

EXIT 2 B
Harrison Ave
½ MILE
EXIT ONLY
TO REMAIN

ROAD WORK AHEAD
1500 FT
W20-1-48
W16-2aP-30
STA. 168+74

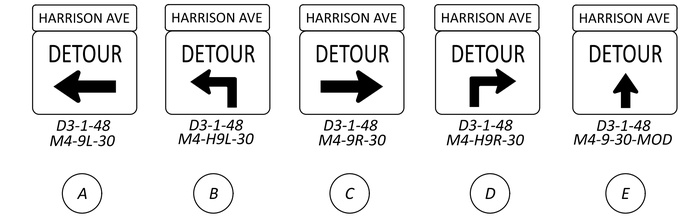
N

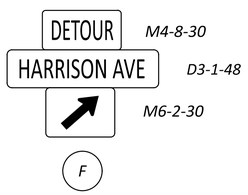
MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - IR 75 STA. 161+50 TO STA. 169+50

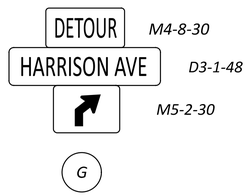
HORIZONTAL SCALE IN FEET
0 30
15 60

SHEET	TOTAL
P.46	830

PROJECT ID: 114161
REVIEWER: SMM 11/01/26
DESIGNER: MMP
DESIGN AGENCY: EMH&T



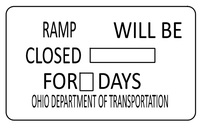






M4-8a-24

H



W20-H14-60
PLACE 14 DAYS PRIOR TO CLOSURE

I



PORTABLE CHANGEABLE
MESSAGE SIGN

J

LEGEND

XXXXX RAMP CLOSURE

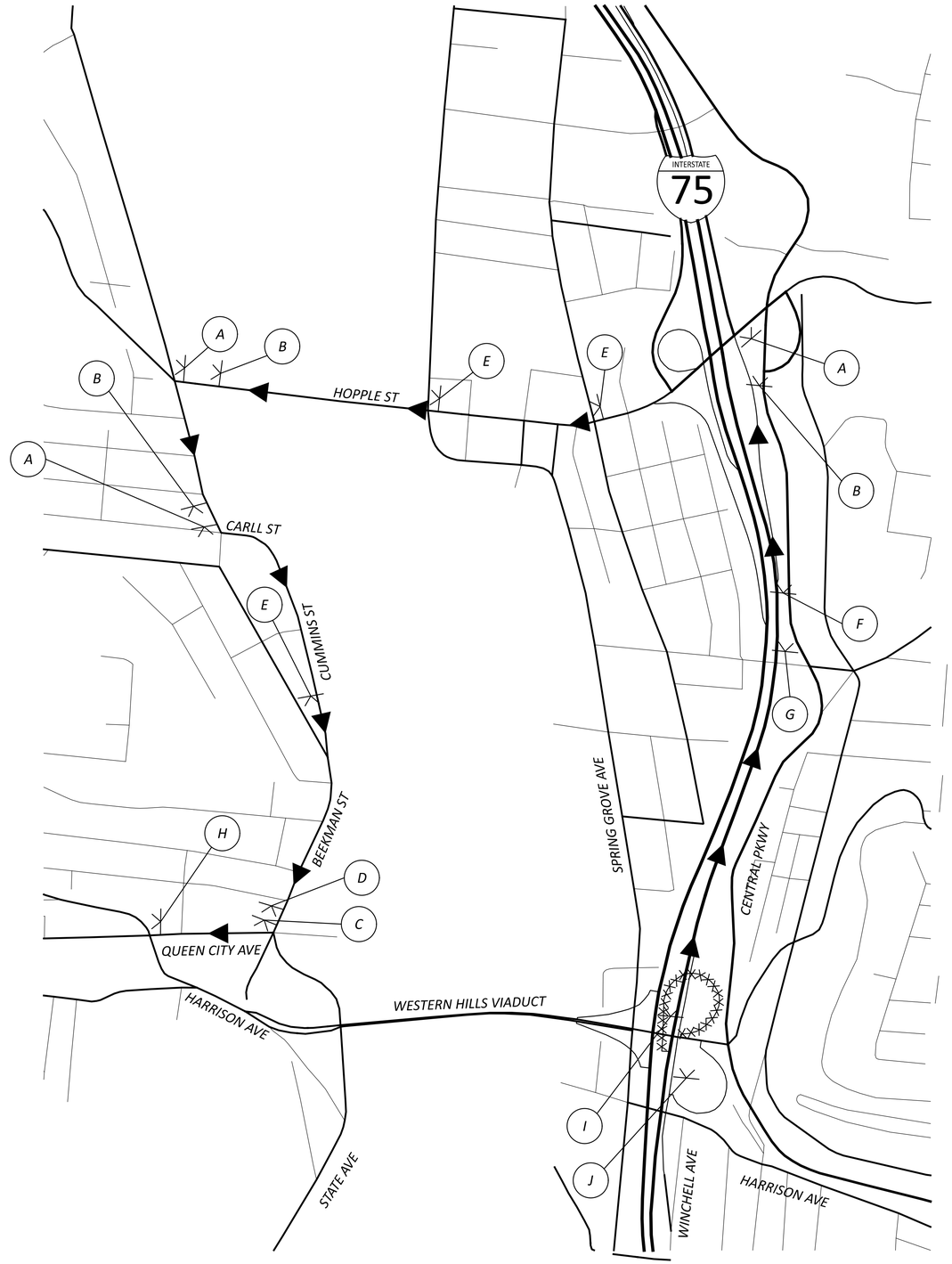
DETOUR ROUTE

TEMPORARY SIGN SUPPORT

NOTES:

1. DETOUR SHALL ONLY BE IN PLACE IN PHASE 1A DURING THE CONSTRUCTION OF THE WHV CENTER PIER ADJACENT TO RAMP A. RAMP A SHALL REAMAIN OPEN AT ALL OTHER TIMES.

2. SEE SHEETS P.48 AND P.49 FOR CLOSURE DETAILS.



NOT TO SCALE

MAINTENANCE OF TRAFFIC DETOUR PLAN
PHASE 1A RAMP A

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:59:42 PM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.47 TOTAL 830

* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - RAMP A CLOSURE DETAIL

IR 75 (SB)
IR 75 (NB)
RAMP D
HARRISON AVE
Hopple St
1 MILE
EXIT 3
EXIT 2
Harrison Avenue
EXIT CLOSED
AS INSTALLED IN PHASE 1A
MATCH LINE STA. 1130+00* SEE PHASE 1A SHEET P.40
MATCH LINE STA. 2130+00* SEE PHASE 1A SHEET P.40
MATCH LINE STA. 1138+00** SEE SHEET P.49
MATCH LINE STA. 2138+00* SEE SHEET P.49
WORK ZONE EDGE LINE
LA-R/W
Ex LA
1000'
1500'
+48*
+74*
METAL

EXIT CLOSED AHEAD
E5-H2c-48
EXIT CLOSED
E5-2a-48
EXIT OPEN
W20-H15-96
OVERLAY PHASE 1A SIGNS FOR DURATION OF RAMP A CLOSURE STA. 2133+47*
EXIT CLOSED
E5-2a-48
STA. 2137+74*

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

LEGEND
- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- PHASE 1A WORK ZONE
- PORTABLE BARRIER
- LANE CLOSURE
- DRUM

NOTES:
1. SEE SHEET P.47 FOR RAMP A DETOUR PLAN.
2. OVERLAY "EXIT OPEN AHEAD" SIGNS AT STA. 123+50 FOR DURATION OF CLOSURE.

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.48 TOTAL: 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:59:50 PM USER: jtheuring
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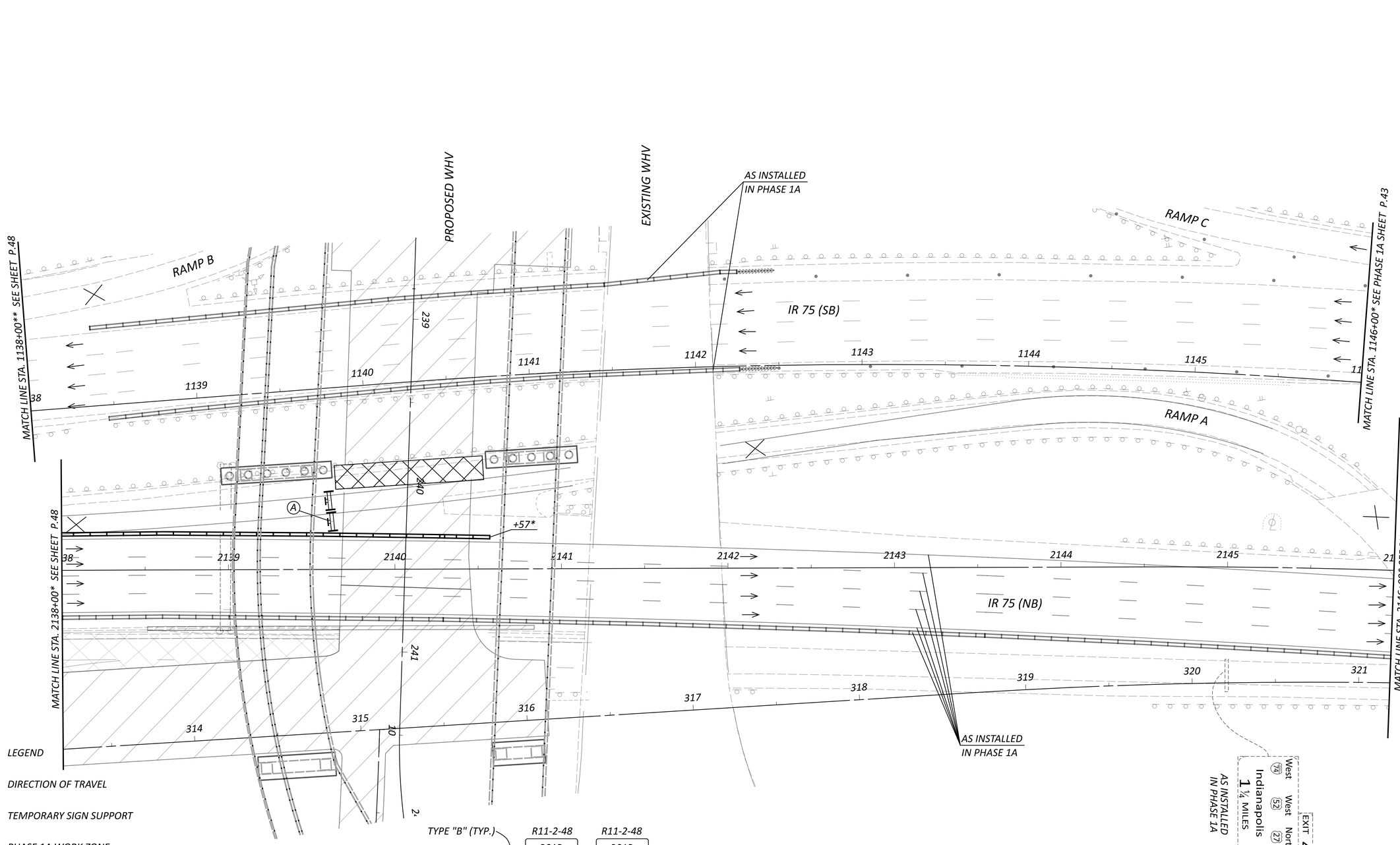
MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - RAMP A CLOSURE DETAIL

HORIZONTAL SCALE IN FEET
0 15 30 60



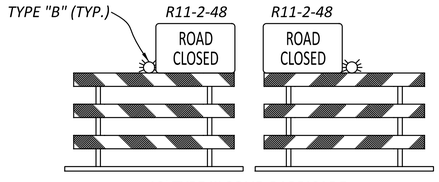
LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- PHASE 1A WORK ZONE
- PORTABLE BARRIER
- LANE CLOSURE
- DRUM
- WORK ZONE
- IMPACT ATTENUATOR
- TYPE III BARRICADE

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

NOTES:

1. SEE SHEET P.47 FOR RAMP A DETOUR PLAN.



10' TYPE III SOLID BARRICADE COMPLETELY ACROSS ROADWAY PER ODOT SCD MT-101.60

Ⓐ

DESIGN AGENCY: EMHT

DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.49
TOTAL: 830

HAM-IR 75-1.95

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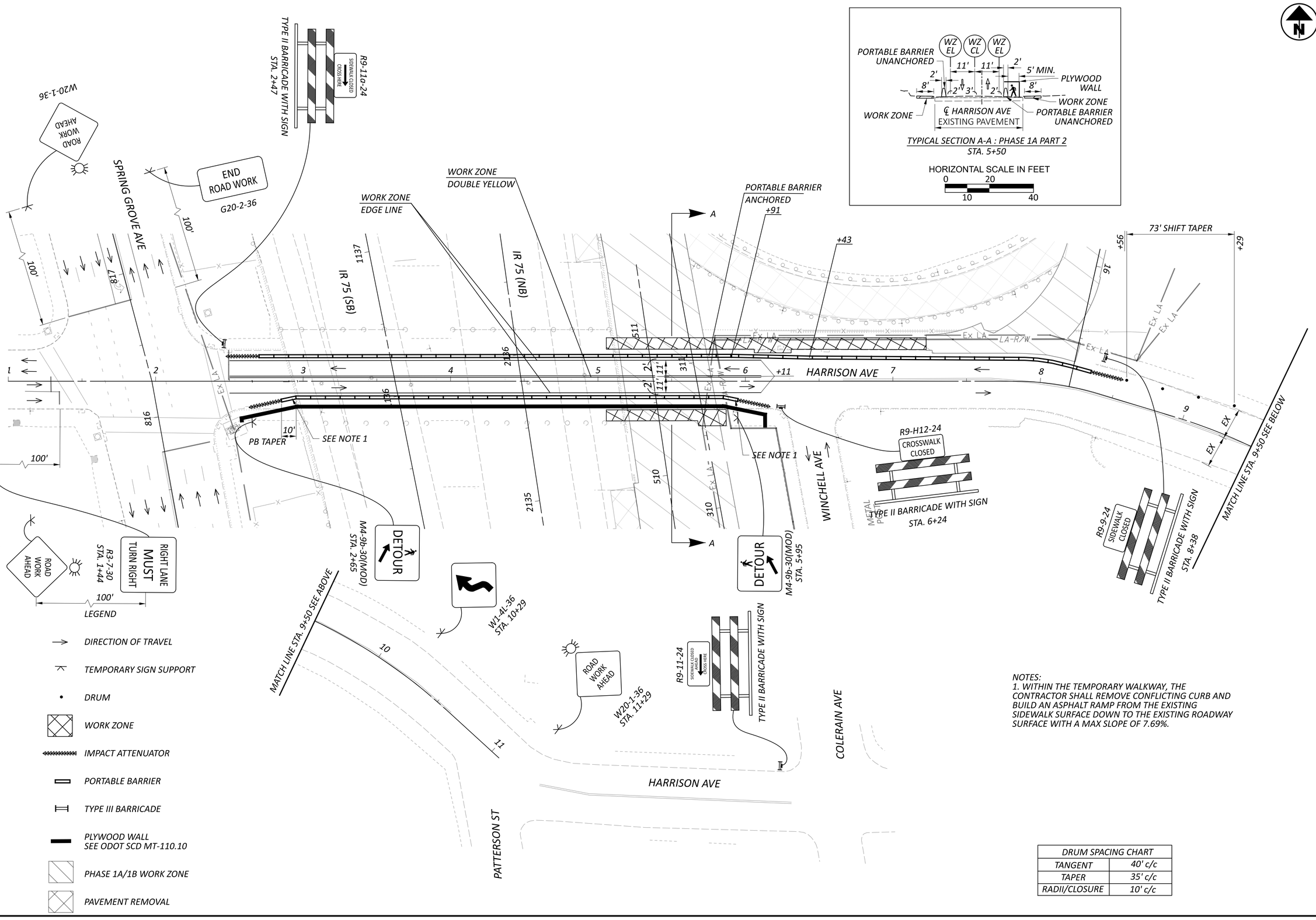

NOTES:
1. WITHIN THE TEMPORARY WALKWAY, THE CONTRACTOR SHALL REMOVE CONFLICTING CURB AND BUILD AN ASPHALT RAMP FROM THE EXISTING SIDEWALK SURFACE DOWN TO THE EXISTING ROADWAY SURFACE WITH A MAX SLOPE OF 7.69%.

DRUM SPACING CHART	
TANGENT	40' c/c
TAPER	35' c/c
RADII/CLOSURE	10' c/c

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - HARRISON AVE STA. 1+00 TO STA. 11+00

HAM-IR 75-1.95

MODEL: CLP_HARRISON - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:00:04 PM USER: jtheuring
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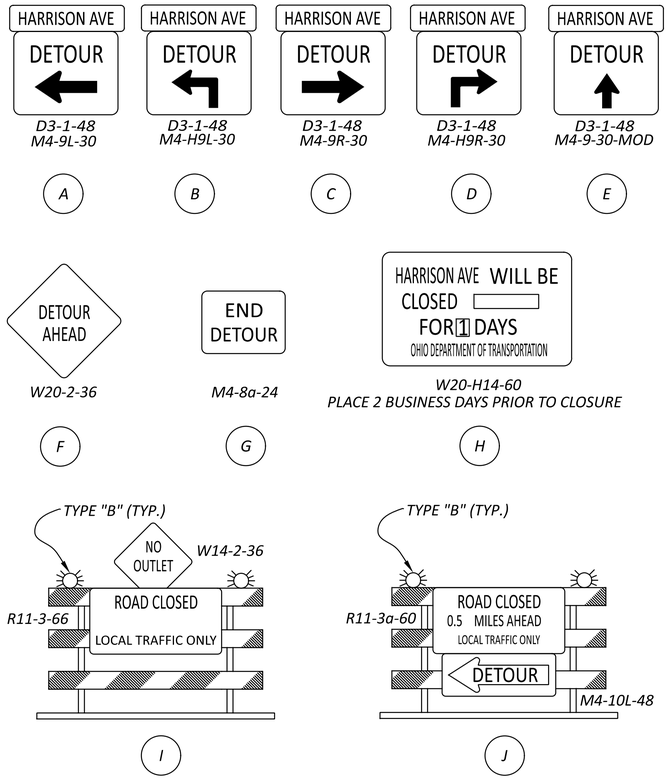
DESIGN AGENCY: EMH&T

DESIGNER	MMP
REVIEWER	SMM 11/01/26
PROJECT ID	114161
SHEET	P.50
TOTAL	830

SIGNING LEGEND





NOT TO SCALE

LEGEND

XXXXX	ROAD CLOSURE
	DETOUR ROUTE
	TEMPORARY SIGN SUPPORT
	TYPE III BARRICADE

NOTES:

1. DETOUR SHALL ONLY BE IN PLACE DURING OVERNIGHT CLOSURES OF HARRISON AVE IN PHASE 1A PART 2, PHASE 1B, AND PHASE 2.
2. SEE SHEET P.53 FOR PHASE 1A PART 2 HARRISON AVE CLOSURE DETAILS.
3. SEE SHEET P.79 FOR PHASE 1B AND PHASE 2 HARRISON AVE CLOSURE DETAILS.

MAINTENANCE OF TRAFFIC DETOUR PLAN
PHASE 1A, PHASE 1B, AND PHASE 2 HARRISON AVE

HAM-IR 75-1.95

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DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.51 TOTAL: 830

HAM-IR 75-1.95

MODEL: BLP_Banks - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:00:32 PM USER: jtheuring
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SIGNING LEGEND

M4-9bL-30

A

M4-9bR-30

B

M4-9b-30-MOD

C

LEGEND

XXXXXX *SIDEWALK CLOSURE*

PEDESTRIAN DETOUR ROUTE

TEMPORARY SIGN SUPPORT

NOTES:

1. DETOUR SHALL ONLY BE IN PLACE DURING OVERNIGHT CLOSURES OF HARRISON AVE IN PHASE 1A PART 2, PHASE 1B, AND PHASE 2.

2. SEE SHEET P.53 FOR PHASE 1A PART 2 HARRISON AVE CLOSURE DETAILS.

3. SEE SHEET P.79 FOR PHASE 1B AND PHASE 2 HARRISON AVE CLOSURE DETAILS.

HORIZONTAL SCALE IN FEET
0 40 80 160

MAINTENANCE OF TRAFFIC PEDESTRIAN DETOUR PLAN PHASE 1A, PHASE 1B, AND PHASE 2 HARRISON AVE

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.52 TOTAL 830

MODEL: CLP_HARRISON - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:00:40 PM USER: jtheuring
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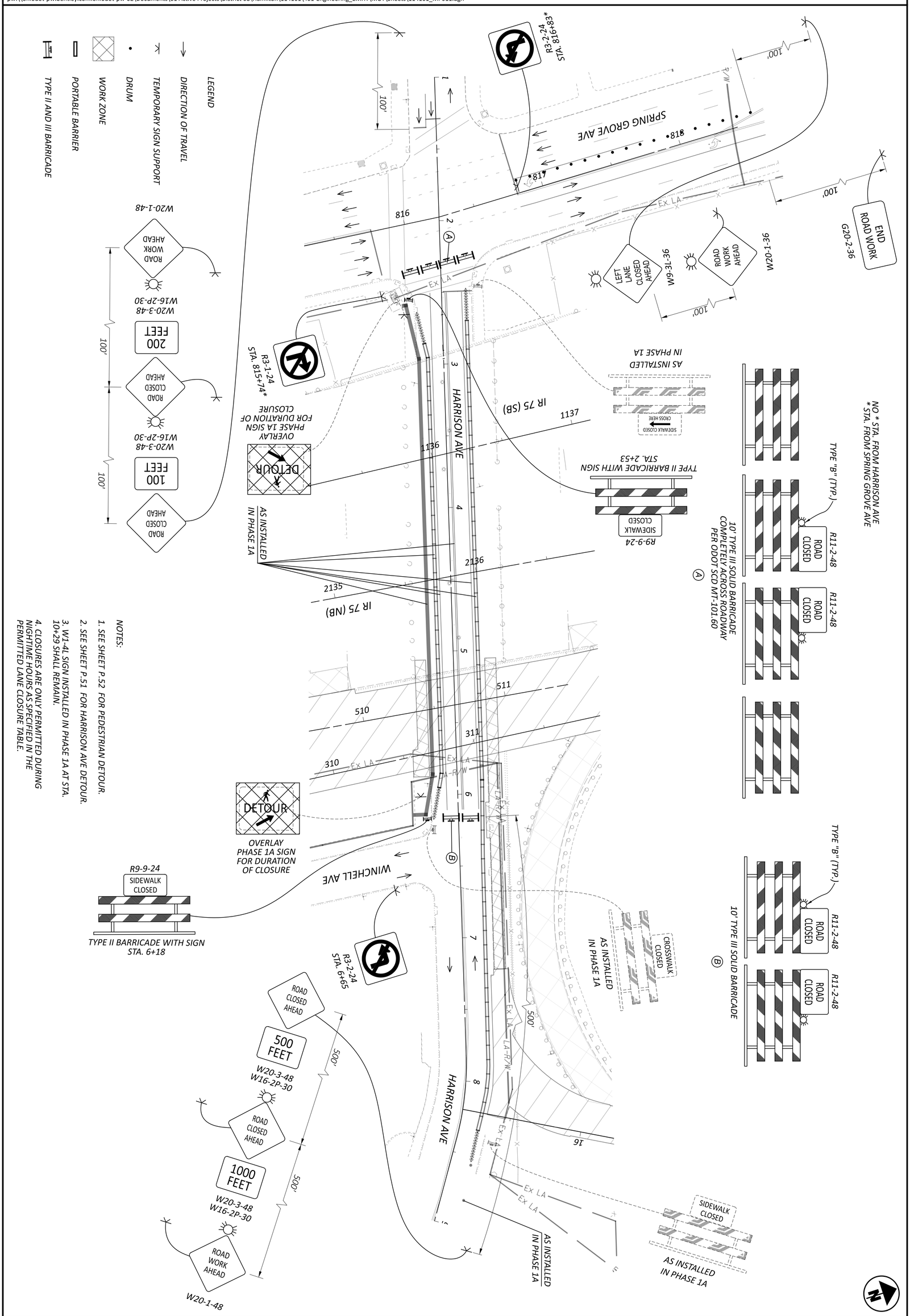


NOTES:

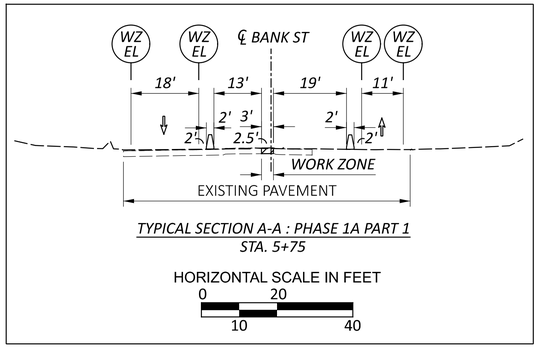
1. SEE SHEET P.52 FOR PEDESTRIAN DETOUR.
2. SEE SHEET P.51 FOR HARRISON AVE DETOUR.
3. W1-4L SIGN INSTALLED IN PHASE 1A AT STA. 10+29 SHALL REMAIN.
4. CLOSURES ARE ONLY PERMITTED DURING NIGHTTIME HOURS AS SPECIFIED IN THE PERMITTED LANE CLOSURE TABLE.

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
MMP	SMM 11/01/26	114161	P.53	830

DESIGN AGENCY: EMH&T

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A - HARRISON AVE CLOSURE

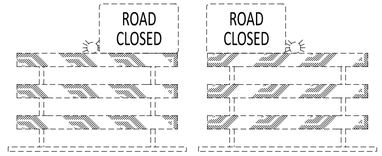
HORIZONTAL SCALE IN FEET
0 30
15 60



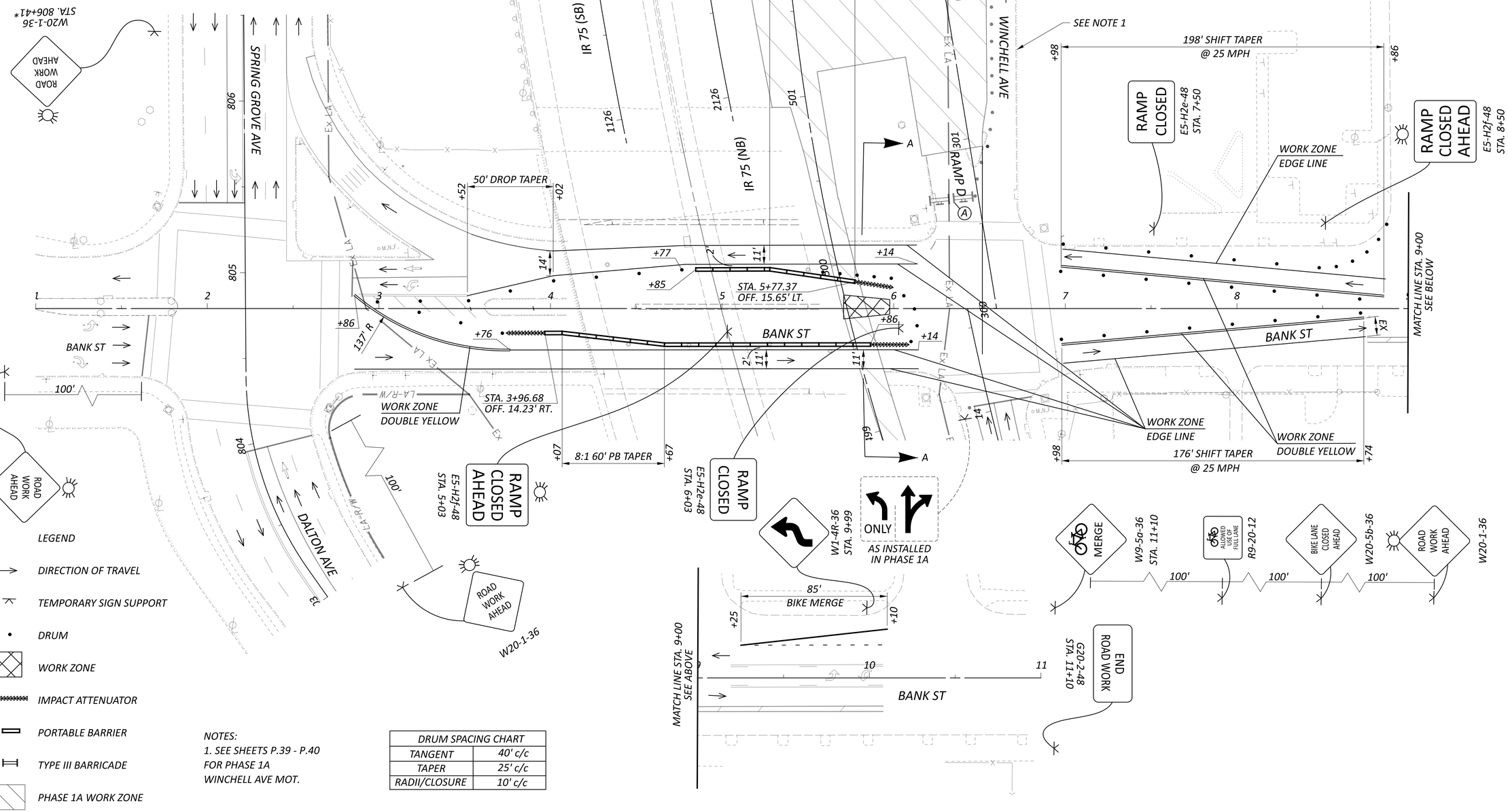
TYPICAL SECTION A-A : PHASE 1A PART 1
STA. 5+75

HORIZONTAL SCALE IN FEET
0 20
10 40

*NO * STA. FROM BANK ST*
** STA. FROM SPRING GROVE AVE*



AS INSTALLED IN PHASE 1A



LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- TYPE III BARRICADE
- PHASE 1A WORK ZONE

NOTES:
1. SEE SHEETS P.39 - P.40 FOR PHASE 1A WINCHELL AVE MOT.

DRUM SPACING CHART	
TANGENT	40' c/c
TAPER	25' c/c
RADII/CLOSURE	10' c/c

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A PART 1 - BANK ST STA. 1+00 TO STA. 11+00

HAM-IR 75-1.95

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DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/02/26
PROJECT ID: 114161
SHEET: P.54 TOTAL: 830

SIGNING LEGEND



D3-1-30
M4-9L-30 (A)

D3-1-30
M4-H9L-30 (B)

D3-1-30
M4-9R-30 (C)

D3-1-30
M4-H9R-30 (D)

D3-1-30
M4-9-30-MOD (E)



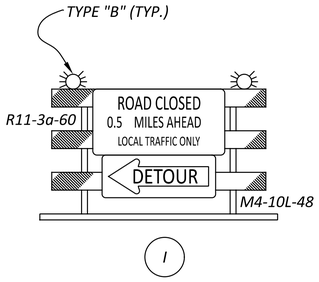
W20-2-36 (F)



M4-8a-24 (G)



W20-H14-60
PLACE 2 BUSINESS DAYS PRIOR TO CLOSURE (H)



(I)

LEGEND

XXXXX ROAD CLOSURE

DETOUR ROUTE

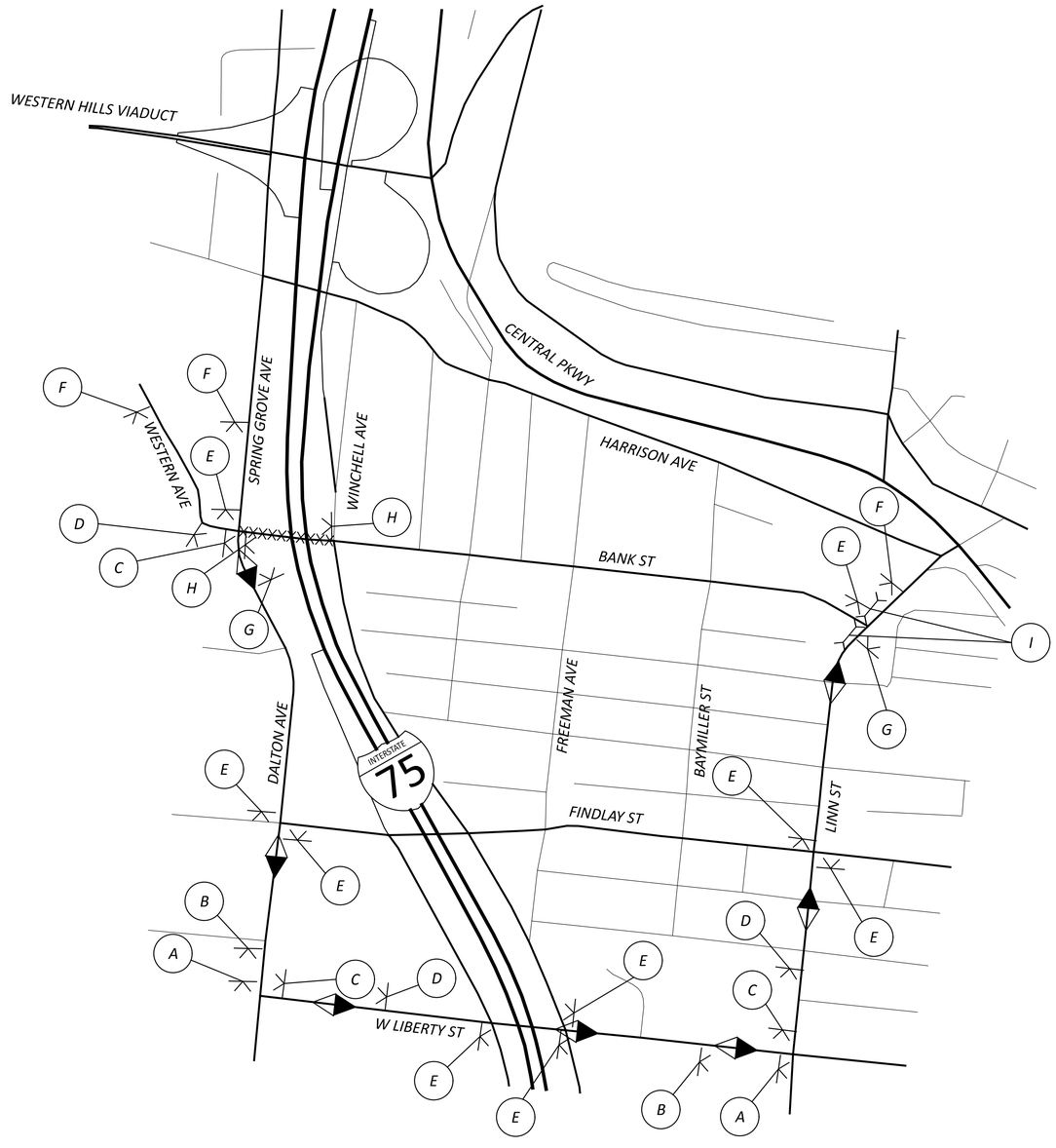
TEMPORARY SIGN SUPPORT

TYPE III BARRICADE

NOTES:

1. DETOUR SHALL ONLY BE IN PLACE FOR OVERNIGHT CLOSURES OF BANK ST IN PHASE 1A PART 1, PHASE 1A PART 2, AND PHASE 2.
2. SEE SHEET P.57 FOR PHASE 1A PART 1 - BANK ST CLOSURE DETAILS.
3. SEE SHEET P.60 FOR PHASE 1A PART 2 - BANK ST CLOSURE DETAILS.
4. SEE SHEET P.76 FOR PHASE 2 BANK ST CLOSURE DETAILS.

NOT TO SCALE



MAINTENANCE OF TRAFFIC DETOUR PLAN
PHASE 1A PART 1, PHASE 1A PART 2, AND PHASE 2 BANK ST

DESIGN AGENCY
EMH&T

DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.55 TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:01:15 PM USER: jtheuring
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HAM-IR 75-1.95

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SIGNING LEGEND

M4-9bL-30

A

M4-9bR-30

B

M4-9b-30-MOD

C

LEGEND

XXXXX *SIDEWALK CLOSURE*

PEDESTRIAN DETOUR ROUTE

TEMPORARY SIGN SUPPORT

NOTES:

1. *DETOUR SHALL ONLY BE IN PLACE FOR OVERNIGHT CLOSURES OF BANK ST IN PHASE 1A PART 1, PHASE 1A PART 2, AND PHASE 2.*
2. *SEE SHEET P.57 FOR PHASE 1A PART 1 - BANK ST CLOSURE DETAILS.*
3. *SEE SHEET P.60 FOR PHASE 1A PART 2 - BANK ST CLOSURE DETAILS.*
4. *SEE SHEET P.76 FOR PHASE 2 BANK ST CLOSURE DETAILS.*

HORIZONTAL SCALE IN FEET
0 40 80 160

MAINTENANCE OF TRAFFIC PEDESTRIAN DETOUR PLAN
PHASE 1A PART 1, PHASE 1A PART 2, AND PHASE 2 BANK ST

DESIGN AGENCY
EMH&T

DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.56 TOTAL 830

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A PART 1 - BANK ST CLOSURE

HORIZONTAL SCALE IN FEET
0 15 30 60

*NO * STA. FROM BANK ST*
** STA. FROM SPRING GROVE AVE & DALTON AVE*
*** STA. FROM WINCHELL AVE*

SPRING GROVE AVE
DALTON AVE
WINCHELL AVE
BANK ST
IR 75 (SB)
IR 75 (NB)
Ex LA
LA-R/W
o M.N.F.

W20-1-36 ROAD WORK AHEAD
100'
W9-3L-36 LEFT LANE CLOSED AHEAD
100'
R3-2-24 STA. 805+53*
AS INSTALLED IN PHASE 1A PART 1 ROAD WORK AHEAD
R3-1-24 STA. 803+90*
AS INSTALLED IN PHASE 1A PART 1 RAMP CLOSED AHEAD
AS INSTALLED IN PHASE 1A PART 1 RAMP CLOSED
AS INSTALLED IN PHASE 1A PART 1 ROAD WORK AHEAD
R3-2-24 STA. 14+02**
AS INSTALLED IN PHASE 1A PART 1 RAMP CLOSED
AS INSTALLED IN PHASE 1A PART 1 END ROAD WORK
RAMP CLOSED AHEAD AS INSTALLED IN PHASE 1A PART 1
AS INSTALLED IN PHASE 1A PART 1
AS INSTALLED IN PHASE 1A PART 1 MERGE
AS INSTALLED IN PHASE 1A PART 1 ALLOWED USE OF FULL LANE
AS INSTALLED IN PHASE 1A PART 1 BIKE LANE CLOSED AHEAD
AS INSTALLED IN PHASE 1A PART 1
500' ROAD CLOSED AHEAD
500 FEET W20-3-48 W16-2P-30
500' ROAD CLOSED AHEAD
1000 FEET W20-3-48 W16-2P-30
500' ROAD WORK AHEAD W20-1-48
500'
RAMP CLOSED AHEAD AS INSTALLED IN PHASE 1A PART 1
AS INSTALLED IN PHASE 1A PART 1
210' MERGE TAPER
OVERLAY PHASE 1A SIGN FOR DURATION OF CLOSURE
AS INSTALLED IN PHASE 1A
FLASHING ARROW PANEL
W4-2L-30 SEE NOTE 1
TYPE "B" (TYP.)
R11-2-48 ROAD CLOSED
R11-2-48 ROAD CLOSED
10' TYPE III SOLID BARRICADE COMPLETELY ACROSS ROADWAY PER ODOT SCD MT-101.60
(A)
R9-9-30 SIDEWALK CLOSED
TYPE II BARRICADE WITH SIGN
(B)

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- PORTABLE BARRIER
- TYPE III BARRICADE
- PHASE 1A WORK ZONE
- FLASHING ARROW PANEL

NOTES:

1. W20-5-36 SIGN AT WINCHELL AVE. STA. 116+05 ON SHEET P.39 SHALL BE CHANGED TO A W20-5A-36 SIGN AS SHOWN BELOW FOR THE DURATION OF THE BANK ST CLOSURE

2 LEFT LANES CLOSED AHEAD
W20-5a-36

2. SEE SHEET P.56 FOR PEDESTRIAN DETOUR AND SHEET P.55 FOR BANK ST DETOUR.

3. CLOSURES ARE ONLY PERMITTED DURING NIGHTTIME HOURS AS SPECIFIED IN THE PERMITTED LANE CLOSURE TABLE.

DESIGN AGENCY EMH&T
DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.57 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_Banks - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:01:31 PM USER: jtheuring
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NO * STA. FROM BANK ST
* STA. FROM SPRING GROVE AVE & DALTON AVE

ROAD CLOSED
ROAD CLOSED
AS INSTALLED IN PHASE 1A
(A)

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A PART 2 - BANK ST STA. 1+00 TO STA. 9+00

TYPE II BARRICADE WITH SIGN STA. 805+34*
W20-1-36 ROAD WORK AHEAD
SIDEWALK CLOSED CROSS HERE
100'
WORK ZONE EDGE LINE
+41*
+22*
TYPE II BARRICADE WITH SIGN STA. 805+74*
R9-1-30 SIDEWALK CLOSED
RAMP CLOSED AHEAD
E5-H2f-48 STA. 3+65
AS INSTALLED IN PHASE 1A PART 1
ROAD WORK AHEAD
SPRING GROVE AVE
806
805
804
+43*
+40
12'
EX LA
WORK ZONE EDGE LINE
A
+84
8:1 116' PB TAPER
+00
PB ANCHORED
+50
IR 75 (NB)
R9-11-24 SIDEWALK CLOSED CROSS HERE
TYPE II BARRICADE WITH SIGN STA. 6+82
MERGE
W9-5a-36
100'
R9-20-12 ALLOWED USE OF FULL LANE
100'
BIKE LANE CLOSED AHEAD
W20-5b-36
100'
ROAD WORK AHEAD
W20-1-36
100' BIKE MERGE TAPER
100'
RAMP CLOSED
AS INSTALLED IN PHASE 1A PART 1
RAMP CLOSED AHEAD
AS INSTALLED IN PHASE 1A PART 1
+03
+34
WORK ZONE DOTTED LINE
WORK ZONE LANE ARROW
+56
+78
WINCHELL AVE
30
48' R
STA. 6+10.71
OFF. 29.15' LT.
BANK ST
+96
1
2
3
4
5
6
7
8
BANK ST
2'
11'
12'
500
300
204' R
+61
+62
+12
+03
+94
+95
WORK ZONE STOP LINE
WORK ZONE LANE ARROW
+82
+84*
+25
8:1 38' PB TAPER
+05
SEE NOTE 2
WORK ZONE PASSING CENTER LINE
100'
WORK ZONE CHANNELIZING LINE
WORK ZONE DOUBLE YELLOW
WORK ZONE CHANNELIZING LINE
WORK ZONE DOUBLE YELLOW
IR 75 (SB)
RAMP CLOSED
E5-H2e-48 STA. 6+00
124
499
14'
WORK ZONE BIKE SYMBOL
SEE NOTE 1
WINCHELL AVE
END ROAD WORK
G20-2-48
DALTON AVE
M4-9b-30(MOD) STA. 3+09
DETOUR
MATCH LINE STA. 803+50 SEE SHEET P.59
ONLY ONLY ONLY
R3-H8b-48 STA. 803+90*
WORK ZONE STOP LINE
DETOUR
M4-9b-30(MOD) STA. 6+14
ONLY
AS INSTALLED IN PHASE 1A

LEGEND
- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- TYPE II AND III BARRICADE
- PLYWOOD WALL SEE ODOT SCD MT-110.10
- PHASE 1A WORK ZONE

NOTES:
1. SEE SHEETS P.39 - P.40 FOR PHASE 1A WINCHELL AVE MOT.
2. WITHIN THE TEMPORARY WALKWAY, THE CONTRACTOR SHALL REMOVE CONFLICTING CURB AND BUILD AN ASPHALT RAMP FROM THE EXISTING SIDEWALK SURFACE DOWN TO THE EXISTING ROADWAY SURFACE WITH A MAX SLOPE OF 7.69%.

R9-11a-24 SIDEWALK CLOSED CROSS HERE
TYPE II BARRICADE WITH SIGN STA. 804+38
(A)

DRUM SPACING CHART	
TANGENT	40' c/c
TAPER	25' c/c
RADII/CLOSURE	10' c/c

℄ BANK ST
WZ EL WZ EL WZ EL WZ EL
12' 7' 11' 8' 6' 11' 2' 5' MIN.
2' 2' 2' 9' 13'
WORK ZONE
EXISTING PAVEMENT
WORK ZONE
PORTABLE BARRIER UNANCHORED
PORTABLE BARRIER UNANCHORED
HORIZONTAL SCALE IN FEET 0 10 20 40
TYPICAL SECTION A-A : PHASE 1A PART 2
STA. 4+50

DESIGN AGENCY EMH&T
DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.58 TOTAL 830

HAM-IR 75-1.95

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LEGEND

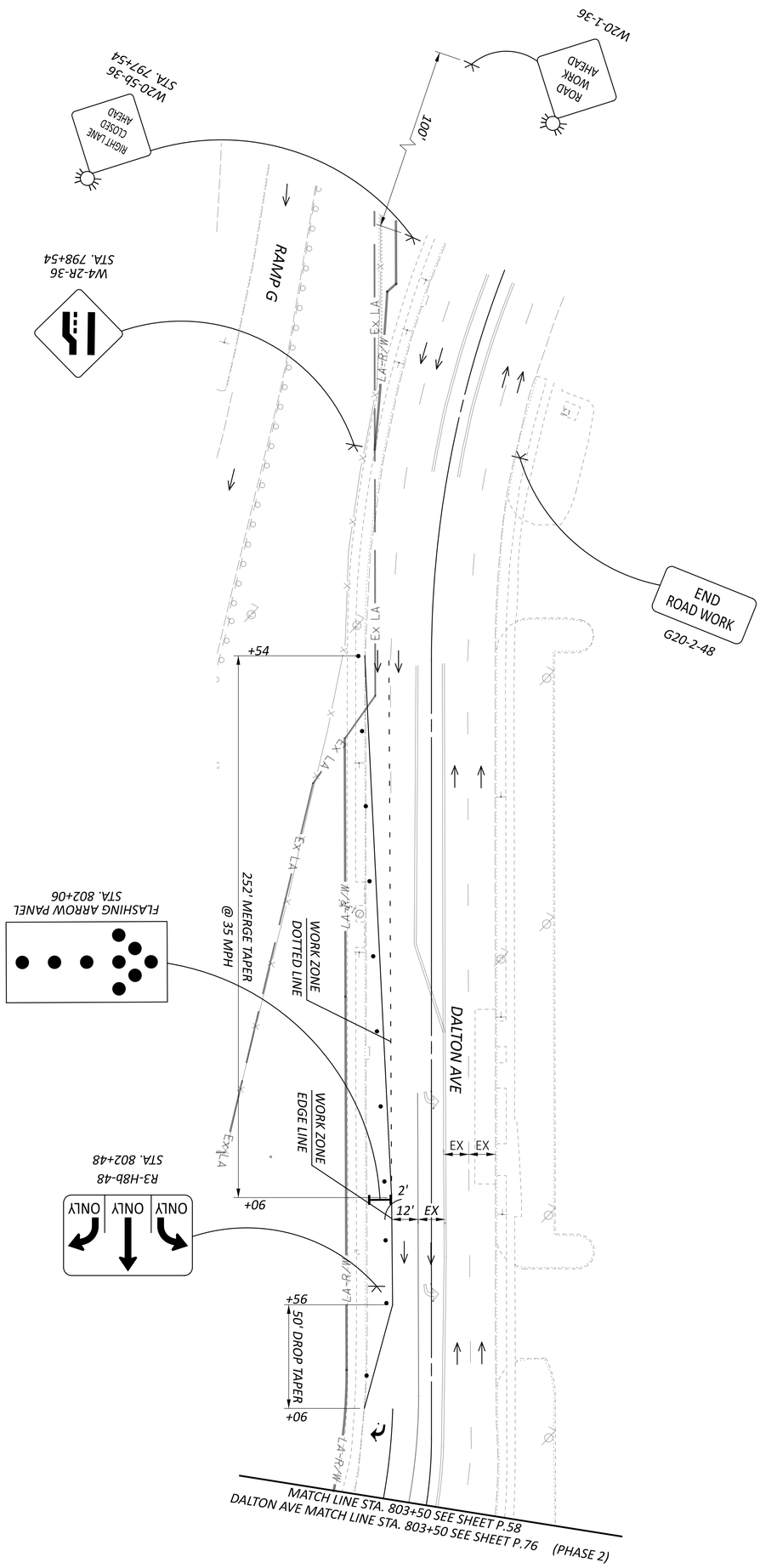
DIRECTION OF TRAVEL

TEMPORARY SIGN SUPPORT

DRUM

FLASHING ARROW PANEL

DRUM SPACING CHART	
TANGENT	40' c/c
TAPER	35' c/c
RADII/CLOSURE	10' c/c



MAINTENANCE OF TRAFFIC PLAN
PHASES 1A PART 2, 2, AND 2A PART 1 - DALTON AVE STA. 798+00 TO STA. 803+50

HORIZONTAL SCALE IN FEET
0 30
15 60

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/02/26
PROJECT ID: 114161
SHEET: P.59 | TOTAL: 830

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A PART 2 - BANK ST CLOSURE

HORIZONTAL SCALE IN FEET
0 15 30 60

TYPE "B" (TYP.) — R11-2-48 ROAD CLOSED — R11-2-48 ROAD CLOSED

10' TYPE III SOLID BARRICADE COMPLETELY ACROSS ROADWAY PER ODOT SCD MT-101.60 (A)

500' — ROAD CLOSED AHEAD — 500 FEET — W20-3-48 W16-2P-30 — ROAD CLOSED AHEAD — 500' — 1000 FEET — W20-3-48 W16-2P-30 — ROAD WORK AHEAD — W20-1-48

NO * STA. FROM BANK ST
* STA. FROM SPRING GROVE AVE & DALTON AVE
** STA. WINCHELL AVE

SPRING GROVE AVE — +00* — 807 — 806 — 805 — 804 — 803 — DALTON AVE

AS INSTALLED IN PHASE 1A PART 2 — SIDEWALK CLOSED — CROSS HERE

AS INSTALLED IN PHASE 1A PART 2 — SIDEWALK CLOSED

R3-2-24 STA. 805+45* — EX — EX — 2'

W12-1-36 STA. 1+09 — 11' — 11'

SIDEWALK CLOSED CROSS HERE — R3-27-24 STA. 1+57 — AS INSTALLED IN PHASE 1A PART 2

R3-1-24 STA. 803+99* — OVERLAY PHASE 1A PART 2 SIGN FOR DURATION OF CLOSURE — DETOUR

RAMP CLOSED AHEAD — AS INSTALLED IN PHASE 1A PART 2

RAMP CLOSED — AS INSTALLED IN PHASE 1A PART 2

AS INSTALLED IN PHASE 1A PART 2 — SIDEWALK CLOSED AHEAD CROSS HERE — AS INSTALLED IN PHASE 1A PART 2

AS INSTALLED IN PHASE 1A PART 2 — IR 75 (SB) — 1126 — IR 75 (NB) — 2126 — 501 — 500 — 125 — BANK ST — 301 — WINCHELL AVE

175' SHIFT TAPER @ 25 MPH — +00 — +75

RAMP CLOSED — AS INSTALLED IN PHASE 1A PART 1

RAMP CLOSED AHEAD — AS INSTALLED IN PHASE 1A PART 1

500'

MATCH LINE STA. 9+00 SEE BELOW

AS INSTALLED IN PHASE 1A PART 2 — AS INSTALLED IN PHASE 1a PART 2 — END ROADWORK

AS INSTALLED IN PHASE 1A PART 2 — AS INSTALLED IN PHASE 1A PART 2

WELCOME TO THE WEST END COMMUNITY — R3-2-24 STA. 14+00** — 210' SHIFT TAPER

OVERLAY PHASE 1A PART 2 SIGN FOR DURATION OF CLOSURE — DETOUR

STA. 11+90.24 OFF. 4.94' LT.

WINCHELL AVE — 13 — 12 — +63 — +90 — WOODS — FLASHING ARROW PANEL STA. 12+22**

MERGE — W9-5a-36 — 100' — ALLOWED USE OF FULL LANE — R9-20-12 — 100' — BIKE LANE CLOSED AHEAD — W20-5b-36

100' — 75' BIKE MERGE TAPER — +25 — +00 — 10 — BANK ST — MATCH LINE STA. 9+00 SEE ABOVE — W1-4R-36 STA. 9+75

R9-9-30 SIDEWALK CLOSED — TYPE II BARRICADE WITH SIGN (B)

2 LEFT LANES CLOSED AHEAD — W20-5a-36

NOTES:

1. W20-5-36 SIGN AT WINCHELL AVE. STA. 116+05 ON SHEET P.39 SHALL BE CHANGED TO A W20-5A-36 SIGN AS SHOWN BELOW FOR THE DURATION OF THE BANK ST CLOSURE

2. SEE SHEET P.52 FOR PEDESTRIAN DETOUR AND SHEET P.51 FOR ROADWAY DETOUR.

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- PORTABLE BARRIER
- TYPE III BARRICADE
- LANE CLOSURE
- PHASE 1A WORK ZONE
- FLASHING ARROW PANEL

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.60 TOTAL: 830

HAM-IR 75-1.95

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SIGNING LEGEND



D3-1-48
M4-9L-30

A

D3-1-48
M4-H9L-30

B

D3-1-48
M4-9R-30

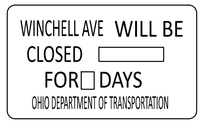
C

D3-1-48
M4-H9R-30

D

D3-1-48
M4-9-30-MOD

E



W20-H14-60
PLACE 14 DAYS PRIOR TO CLOSURE

F



M4-8a-24

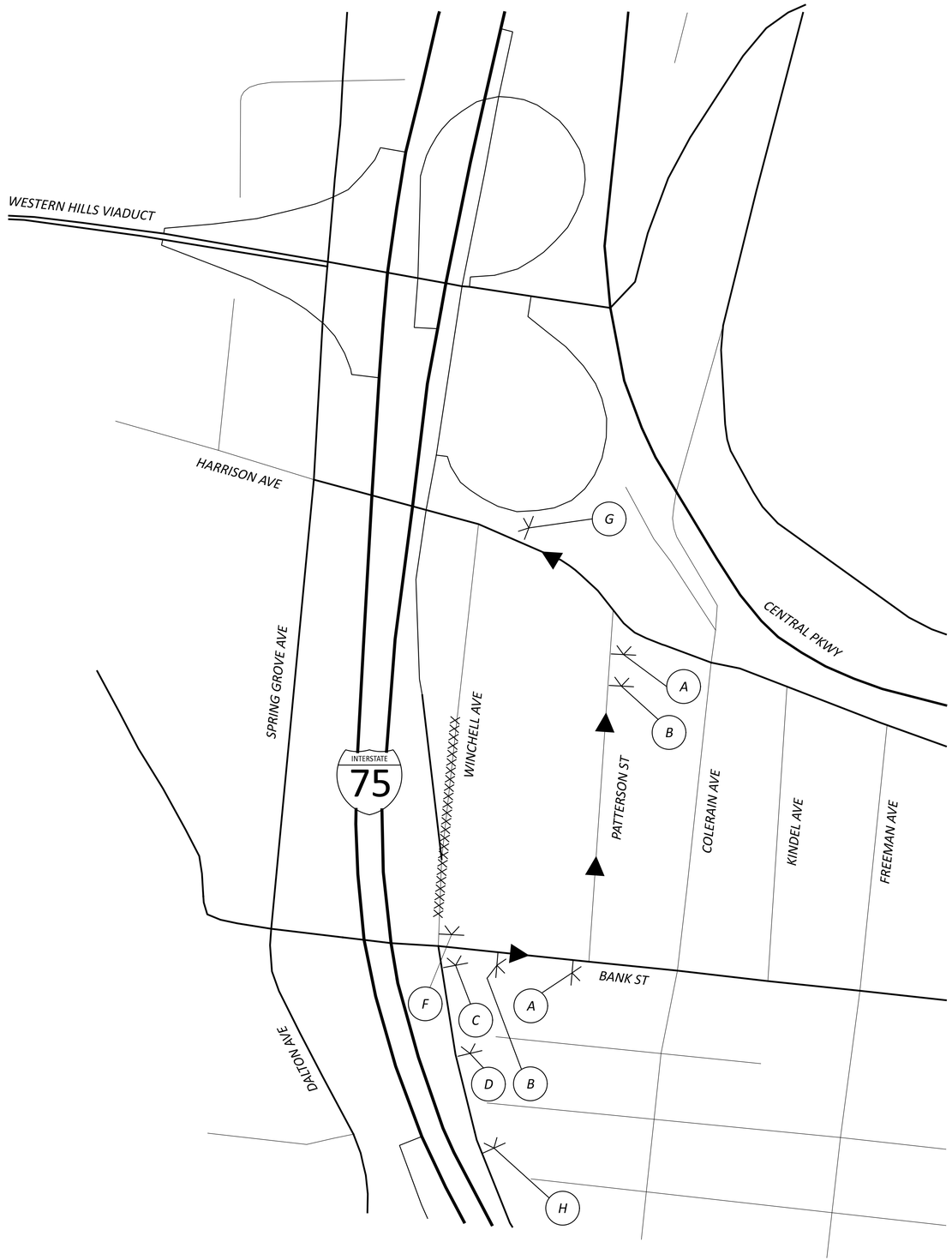
G



SPECIAL
BLACK ON ORANGE
60" X 45"

H

NOT TO SCALE



LEGEND

XXXXX *ROAD CLOSURE*

DETOUR ROUTE

TEMPORARY SIGN SUPPORT

NOTES:

1. DETOUR SHALL ONLY BE IN PLACE AT THE END OF PHASE 1A BEFORE THE BEGINNING OF PHASE 1B.

2. SEE SHEET P.62 FOR CLOSURE DETAILS.

MAINTENANCE OF TRAFFIC DETOUR PLAN
PHASE 1A PART 2 - WINCHELL AVE

DESIGN AGENCY
EM H&T

DESIGNER	MMP
REVIEWER	SMM 11/01/26
PROJECT ID	114161
SHEET	P.61
TOTAL	830

HAM-IR 75-1.95

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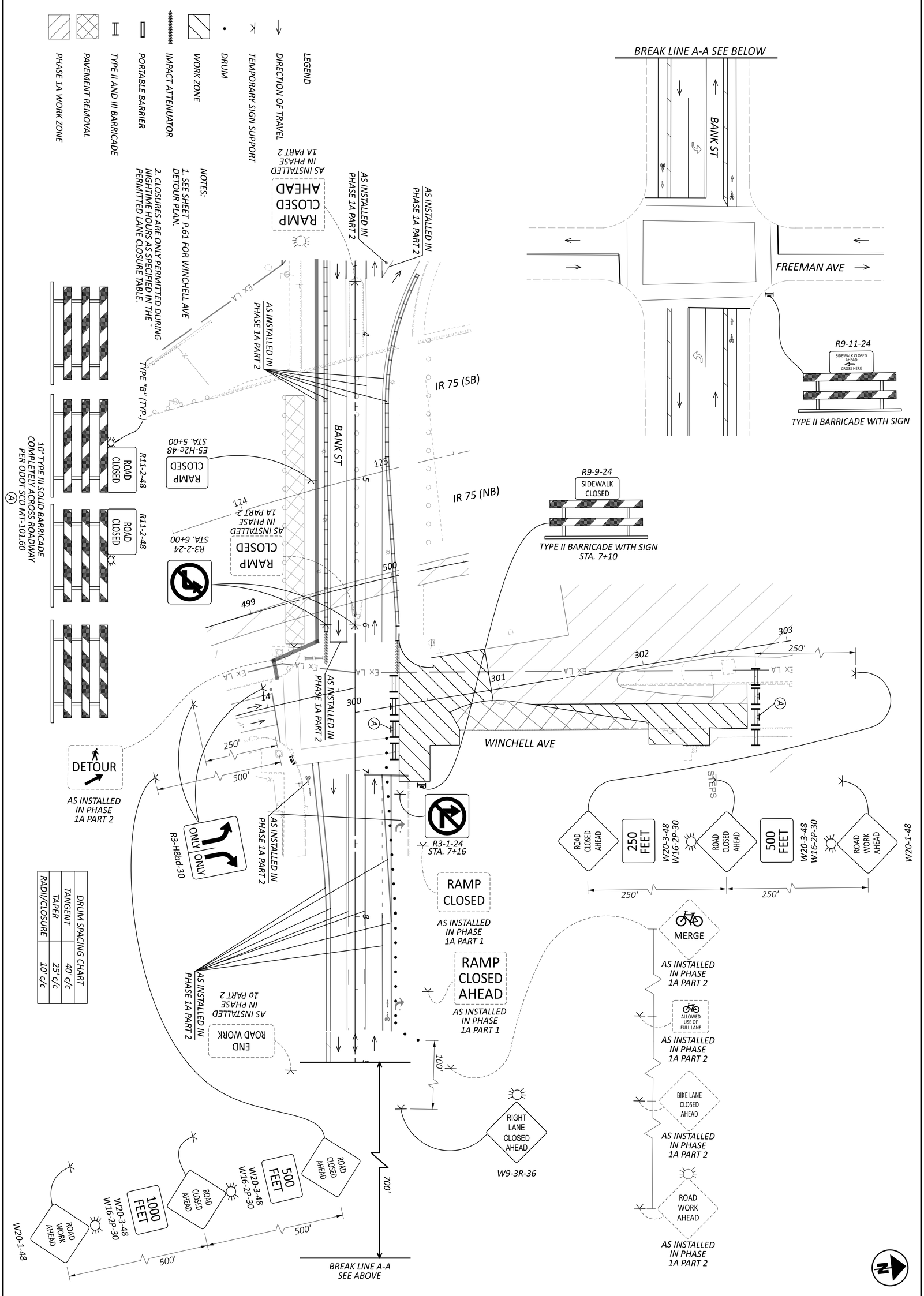

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
MMP	SMM 11/01/26	114161	P. 62	830

DESIGN AGENCY: EMH&T

MAINTENANCE OF TRAFFIC PLAN
PHASE 1A PART 2 - WINCHELL AVE CLOSURE

HORIZONTAL SCALE IN FEET
0 30
15 60

HAM-IR 75-1.95

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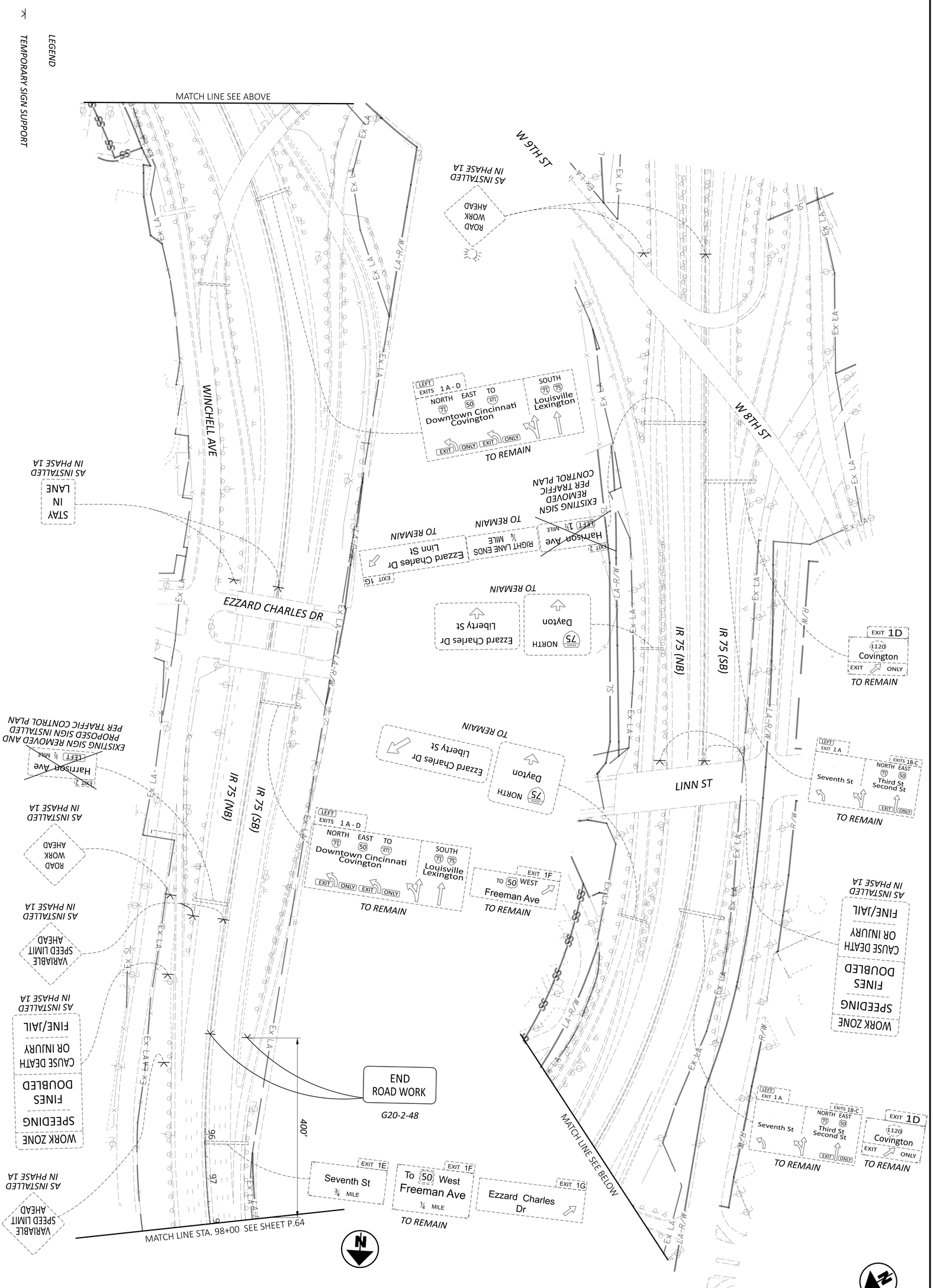

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 STA. 73+00 TO STA. 98+00

SHEET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.63	830	114161	SMM 11/01/26	MMP	EMH&T

HORIZONTAL SCALE IN FEET
0 100
50 200

MODEL: CLX_I075 - Plan [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:02:47 PM USER: jtheuring
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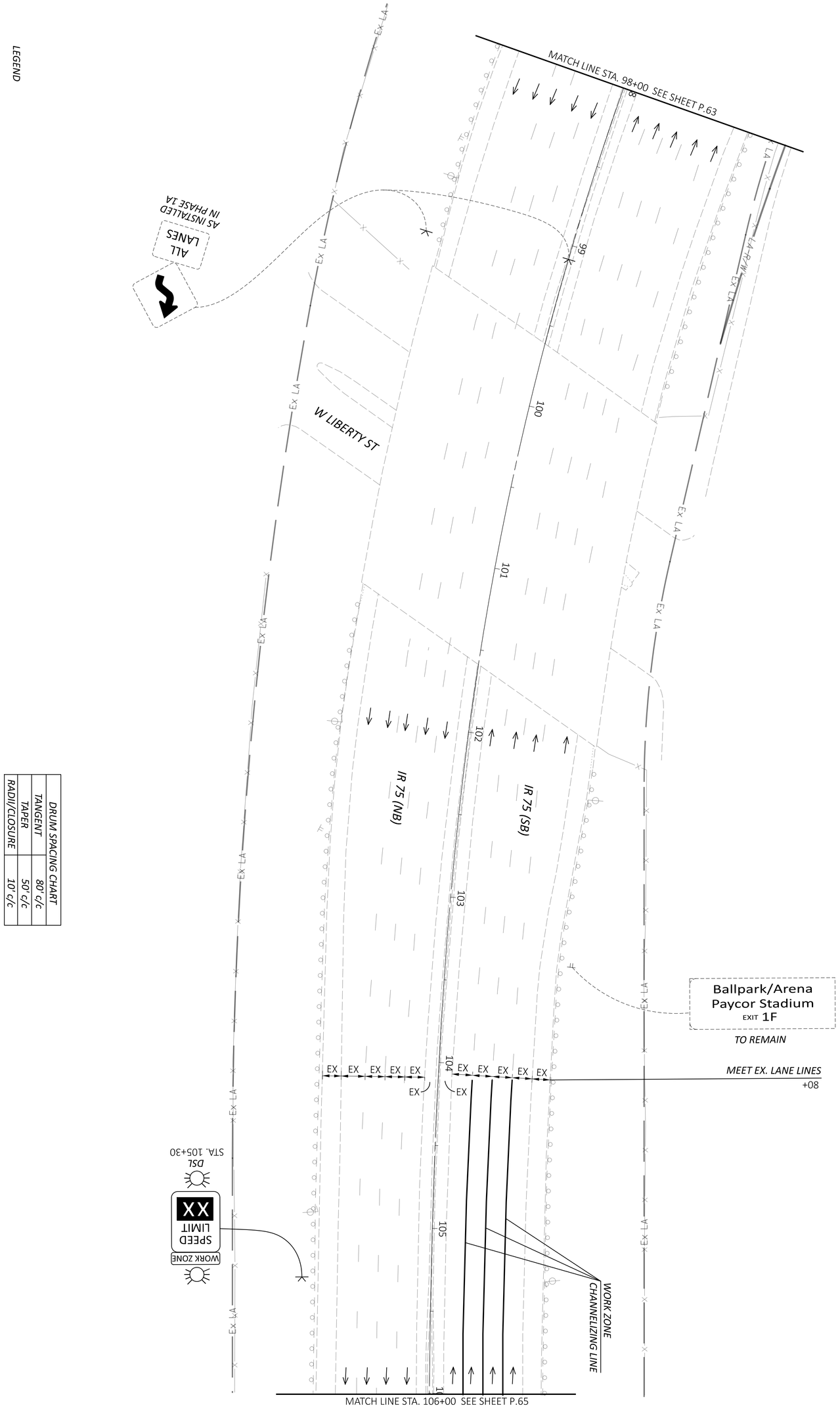

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 STA. 98+00 TO STA. 106+00

HORIZONTAL SCALE IN FEET
0 30
15 60

SHEET	TOTAL
P.64	830

PROJECT ID 114161
REVIEWER SMM 11/01/26
DESIGNER MMP
DESIGN AGENCY EMH&T

MODEL: CLX_I075 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:02:49 PM USER: jtheuring
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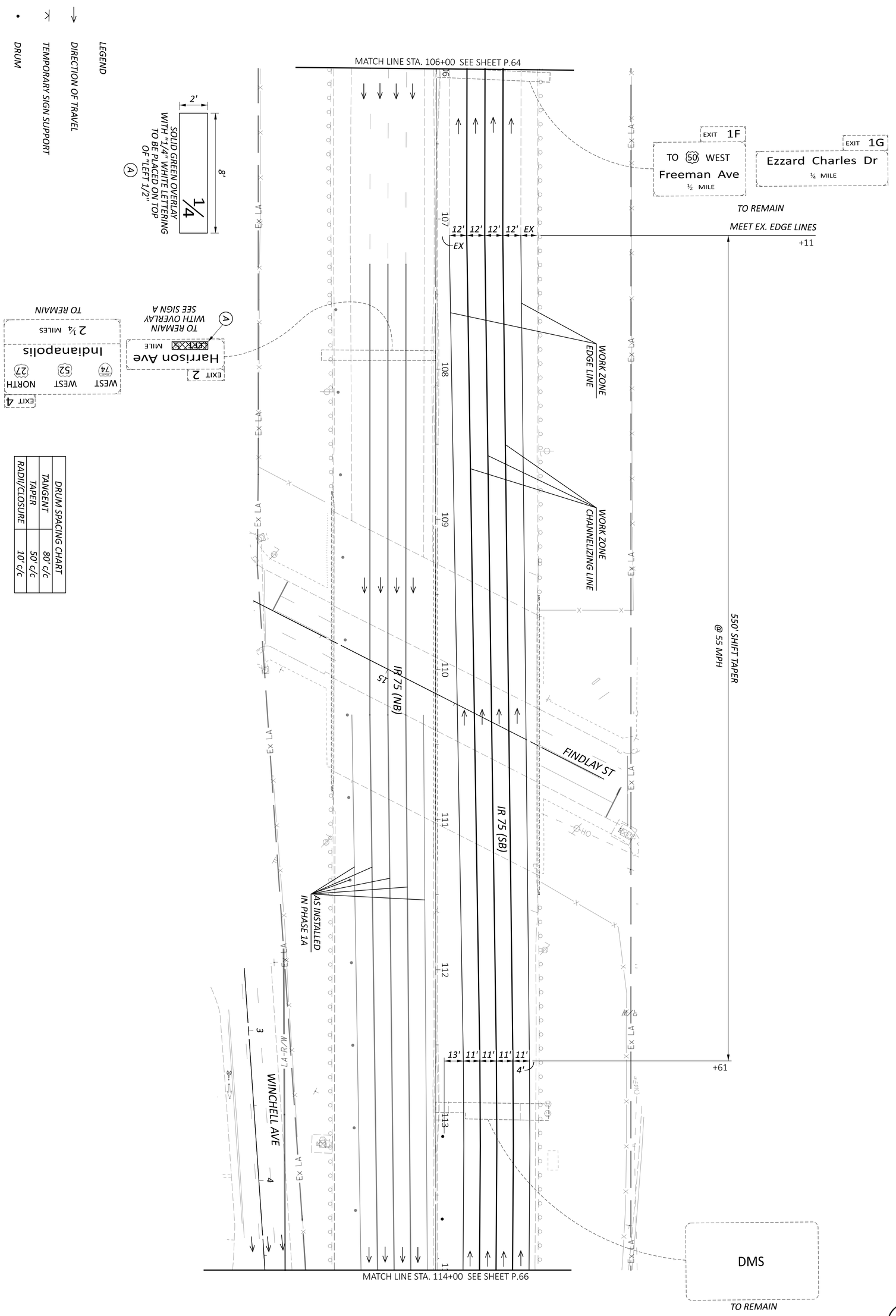

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 STA. 106+00 TO STA. 114+00

HORIZONTAL SCALE IN FEET
0 30
15 60

DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.65 TOTAL 830
DESIGN AGENCY EMH&T

MODEL: CLX_I075 - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:02:50 PM USER: jtheuring
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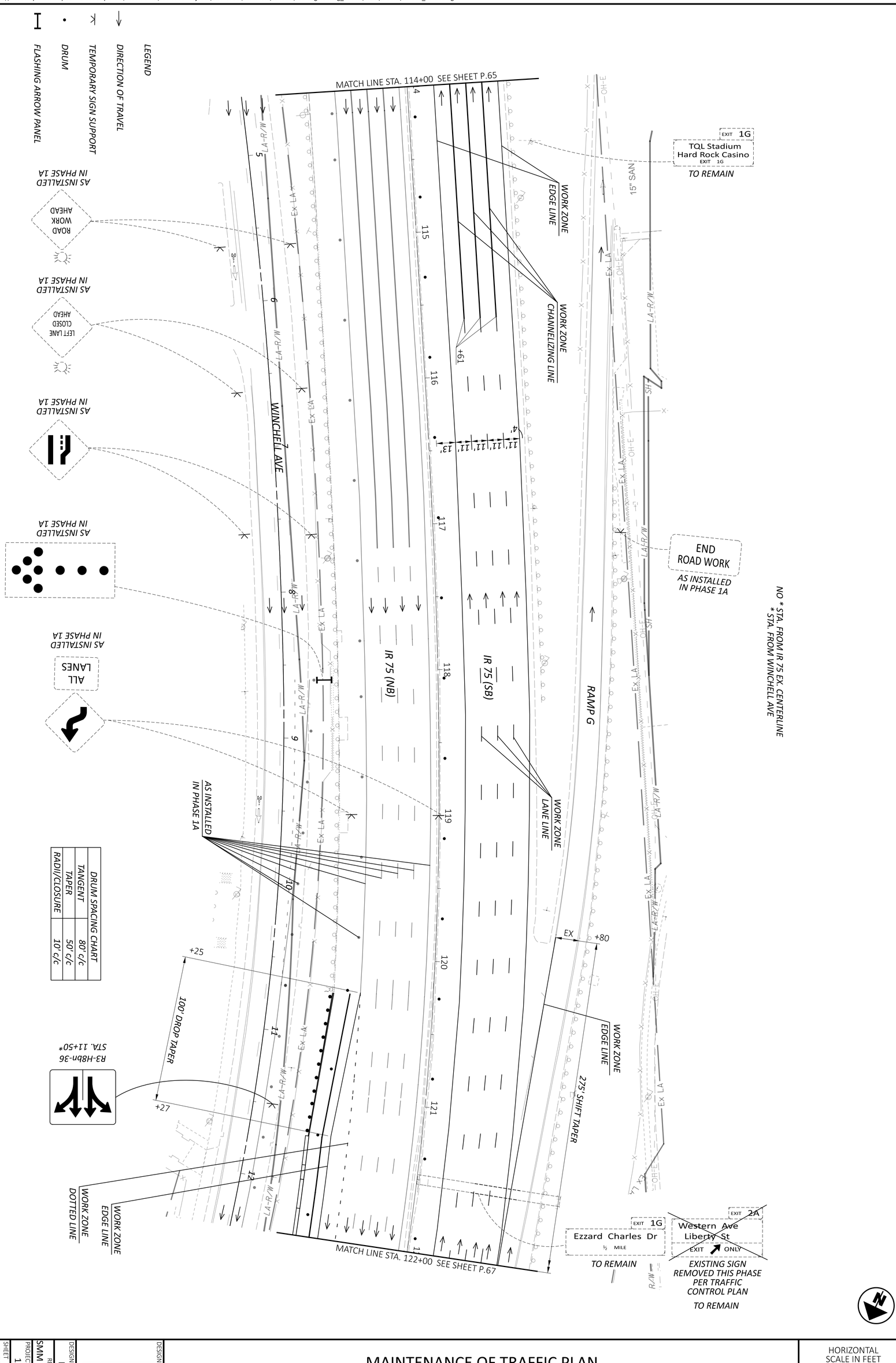
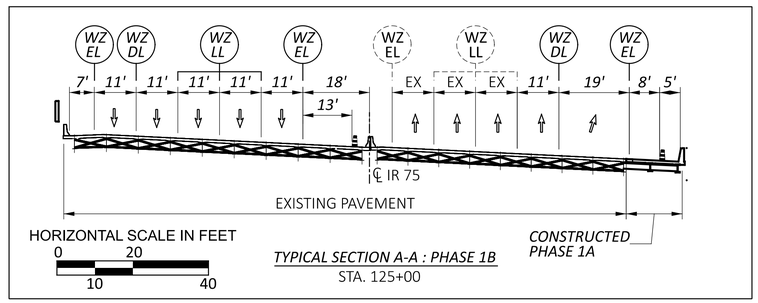


MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 STA. 114+00 TO STA. 122+00

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
MMP	SMM 11/01/26	114161	P.66	830

DESIGN AGENCY: EMH&T

HORIZONTAL SCALE IN FEET
0 30
15 60



TYPICAL SECTION A-A : PHASE 1B
STA. 125+00

AS INSTALLED IN PHASE 1A

NORTH CLOSED 75 Dayton

*NO * STA. FROM IR 75 EX. CENTERLINE*
** STA. FROM IR 75 (NB) PR CENTERLINE*
*** STA. FROM IR 75 (SB) PR CENTERLINE*
**** STA. FROM RAMP A CENTERLINE*
***** STA. FROM RAMP D CENTERLINE*
****** STA. FROM WINCHELL AVE CENTERLINE*

16' 3'
SOLID GREEN OVERLAY WITH WHITE ARROW TO BE PLACED ON TOP OF "EXIT ONLY"
(A)

EXIT 2A Western Ave Liberty St EXIT ONLY
*OVERLAY SEE SIGN A STA. 1129+63***

SOUTH 75 71 Louisville Lexington
EAST TO 50 Downtown Cincinnati Covington
NORTH 71
LEFT EXITS 1A - D
EXIT ONLY EXIT ONLY
TO REMAIN

ALL LANES
W1-4L-48
W24-1cP-30
STA. 122+61

WORK ZONE EDGE LINE
275' SHIFT TAPER
WORK ZONE LANE LINE
WORK ZONE EDGE LINE
WORK ZONE DOTTED LINE
110' SHIFT TAPER 55 MPH
*+96***

MATCH LINE STA. 122+00 SEE SHEET P.66

IR 75 (SB) 1126 1127 1128 1129
IR 75 (NB) 2126 2127 2128 2129
STA. 2129+08.01 OFF. 29.02' LT.*
*+17***
EGRESS ONLY
*MATCH LINE STA. 1130+00** SEE SHEET P.68*

123 124 125 498 499 500 501 502 503 504 RAMP A
*+59****
MATCH LINE STA. 2130+00 SEE SHEET P.68*

WORK ZONE DOTTED LINE
AS INSTALLED IN PHASE 1A
WINCHELL AVE 13 14 300 301 302 303 304 305 RAMP D
AS INSTALLED IN PHASE 1A
WORK ZONE CHANNELIZING LINE
WORK ZONE LANE LINE
WORK ZONE EDGE LINE
WORK ZONE LANE ARROW
*+98***
170' SHOULDER TAPER
WINCHELL AVE

*OVERLAY EX SIGN STA. 13+31*****
LEFT LANE MUST TURN LEFT

AS INSTALLED IN PHASE 1A
NORTH CLOSED 75 Dayton
*W20.5-36 STA. 302+22*****
RIGHT LANE CLOSED AHEAD
*W4-2R-36 STA. 301+72*****
*R3-H8bn-36 STA. 14+00******

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

NOTES:

1. SEE SHEETS P.76 FOR PHASE 1B BANK ST MOT.

LEGEND
- *DIRECTION OF TRAVEL*
- *TEMPORARY SIGN SUPPORT*
- *DRUM*
- *PORTABLE BARRIER*
- *CONTRACTOR ACCESS*

HORIZONTAL SCALE IN FEET
0 30 60
15

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 STA. 122+00 TO IR 75 (NB) STA. 2130+00

DESIGN AGENCY: EMHT
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.67 TOTAL: 830

HAM-IR 75-1.95

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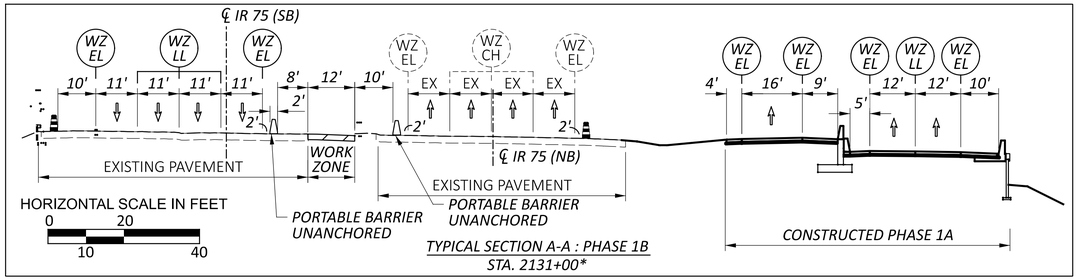
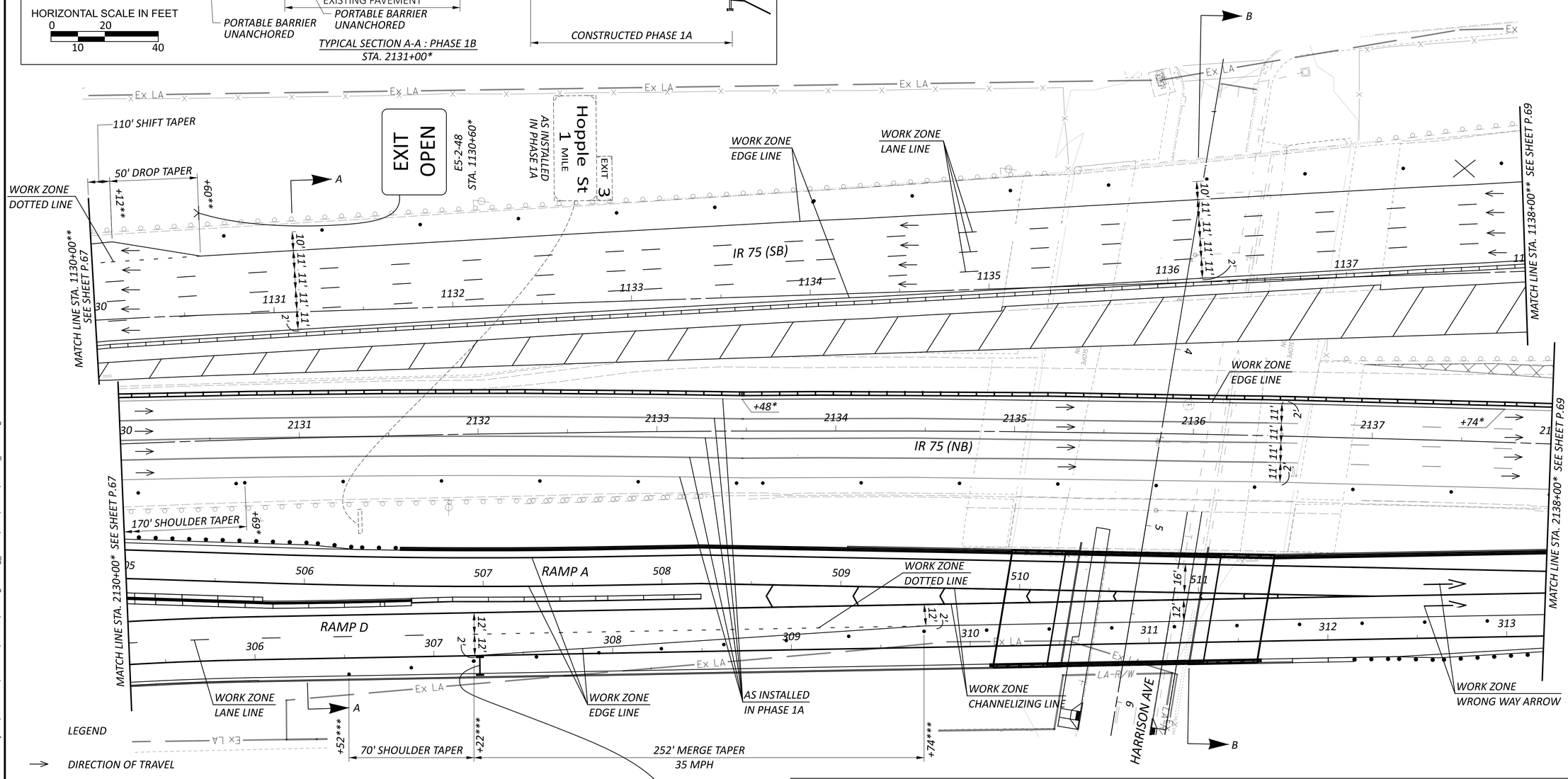


TYPICAL SECTION A-A : PHASE 1B
STA. 2131+00*

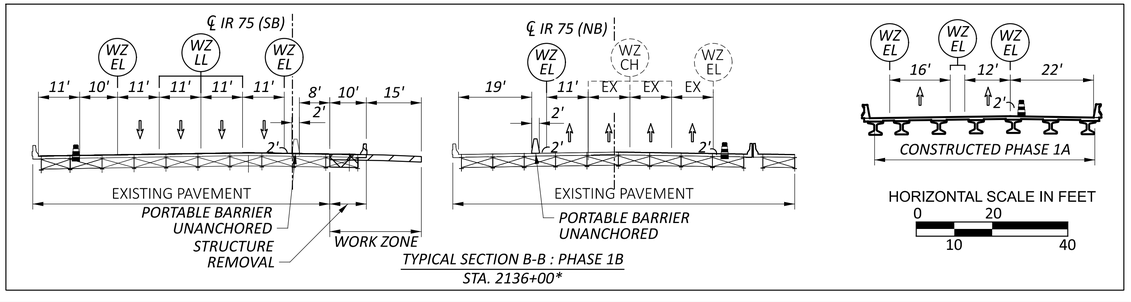
* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE
*** STA. FROM RAMP D CENTERLINE



LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- PORTABLE BARRIER
- LANE CLOSURE
- ARROW PANEL

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



TYPICAL SECTION B-B : PHASE 1B
STA. 2136+00*

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 (NB) STA. 2130+00 TO STA. 2138+00

HAM-IR 75-1.95

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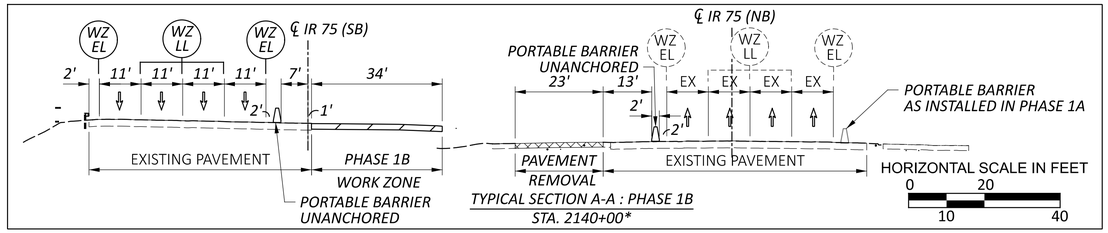
DESIGN AGENCY: EMHT
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.68
TOTAL: 830



TYPICAL SECTION A-A : PHASE 1B
STA. 2140+00*

LEGEND

- DIRECTION OF TRAVEL
- DRUM
- PAVEMENT REMOVAL
- TEMPORARY SIGN SUPPORT
- WORK ZONE
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- TYPE III BARRICADE
- LANE CLOSURE

NOTES:

1. SEE SHEET P.75 FOR WHV MOT.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

10' TYPE III SOLID BARRICADE COMPLETELY ACROSS ROADWAY PER ODOT SCD MT-101.60

Ⓐ

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 (NB) STA. 2138+00 TO STA. 2146+00

DESIGN AGENCY
EMH&T

DESIGNER	MMP
REVIEWER	SMM 11/01/26
PROJECT ID	114161
SHEET	P.69
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 8:48:53 AM USER: mplants
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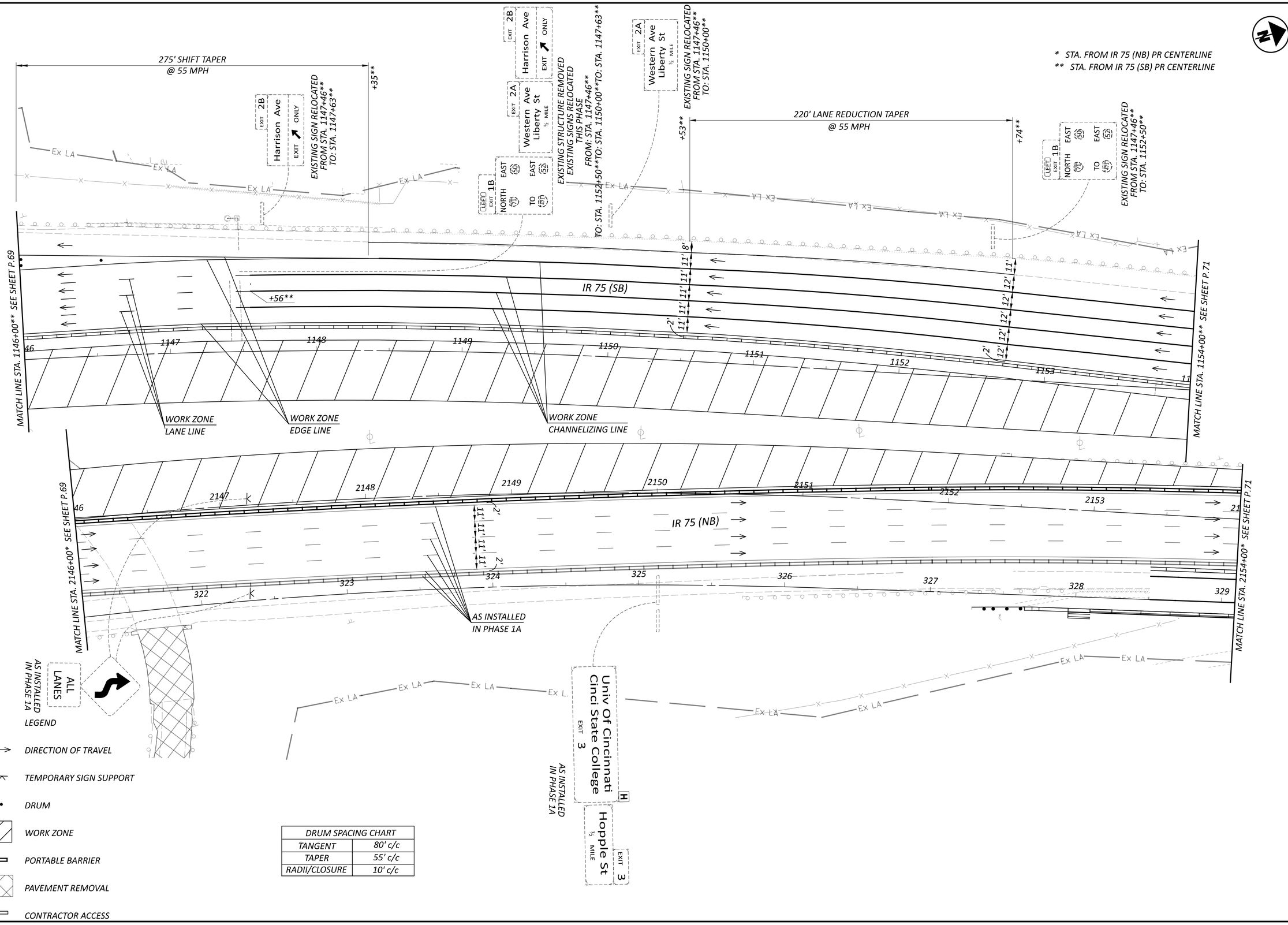
MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 (NB) STA. 2146+00 TO STA. 2154+00



DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII/CLOSURE	10' c/c

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- PORTABLE BARRIER
- PAVEMENT REMOVAL
- CONTRACTOR ACCESS

HORIZONTAL SCALE IN FEET: 0, 15, 30, 60

DESIGN AGENCY: EMH&T

DESIGNER	MMP
REVIEWER	SMM 11/01/26
PROJECT ID	114161
SHEET	P.70
TOTAL	830

HAM-IR 75-1.95

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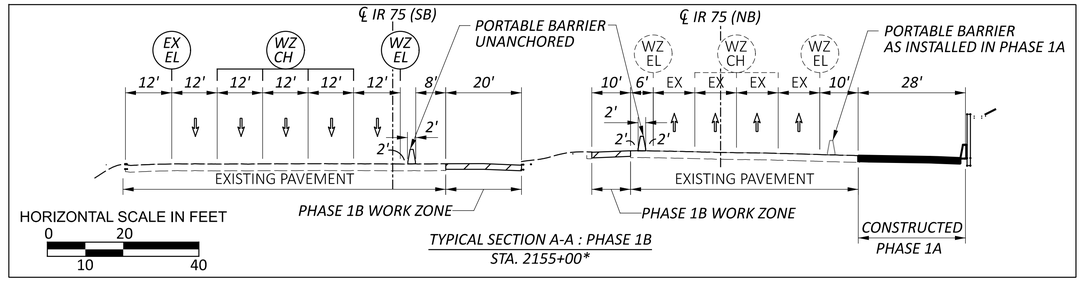
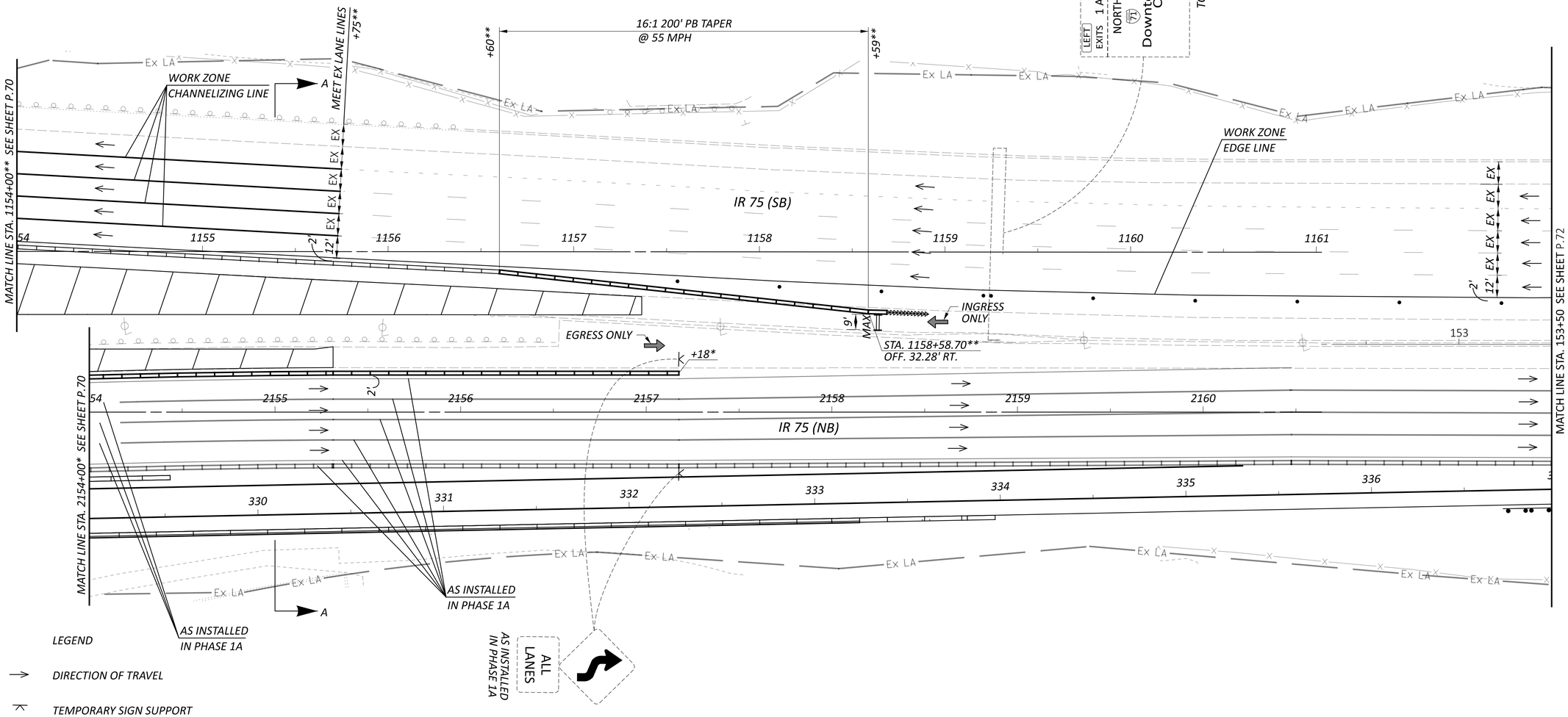


TYPICAL SECTION A-A : PHASE 1B
STA. 2155+00*

NO * STA. FROM IR 75 EX. CENTERLINE
* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE



LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- TYPE III BARRICADE
- CONTRACTOR ACCESS

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII/CLOSURE	10' c/c

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 (NB) STA. 2154+00 TO IR 75 STA. 153+50

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.71 TOTAL: 830

HAM-IR 75-1.95

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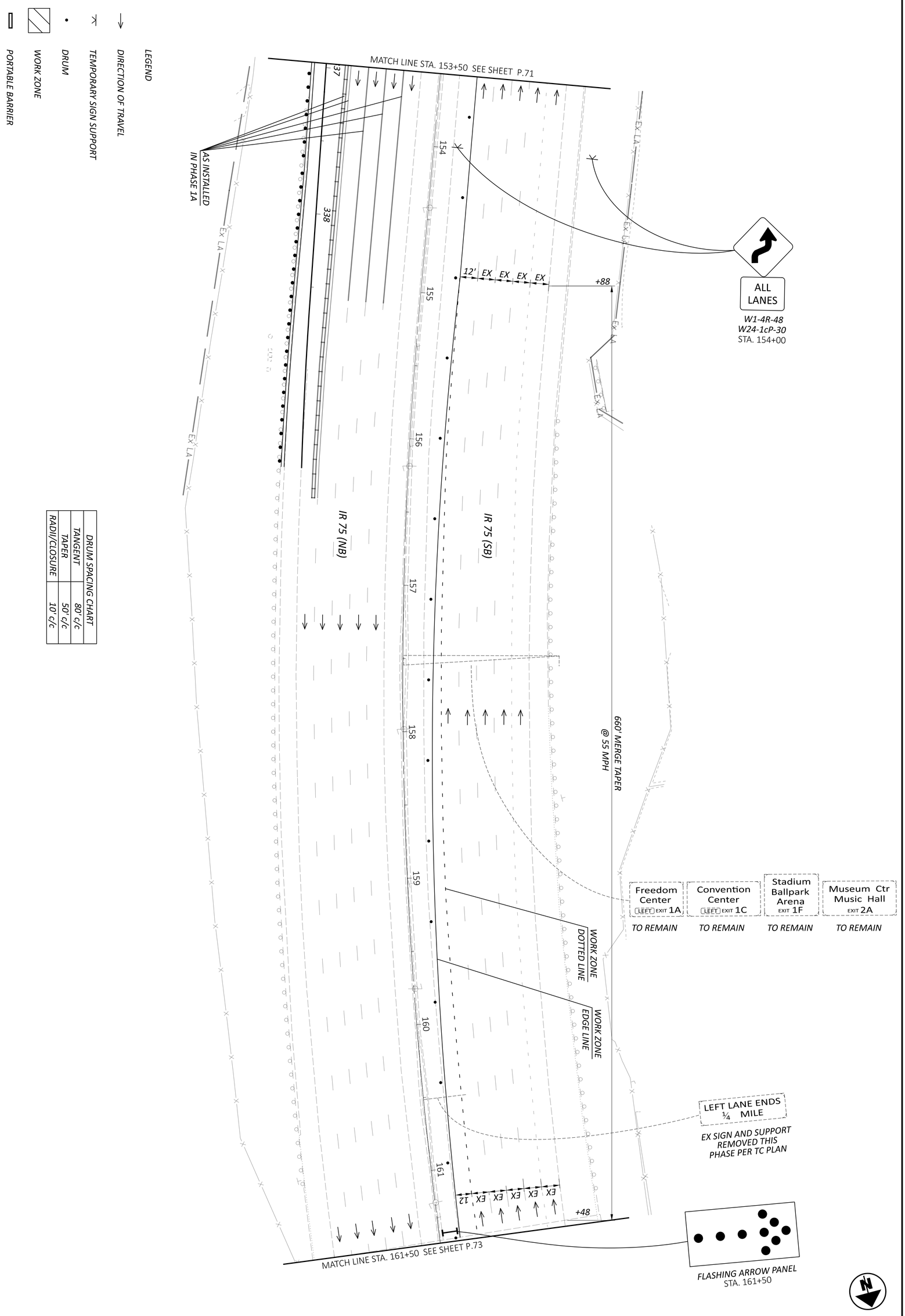

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 STA. 153+50 TO STA. 161+50

HORIZONTAL SCALE IN FEET
0 30
15 60

SHEET	TOTAL
P.72	830

PROJECT ID: 114161
REVIEWER: SMM 11/01/26
DESIGNER: MMP
DESIGN AGENCY: EMH&T

MODEL: CLX_I075N - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:05:45 PM USER: jtheuring
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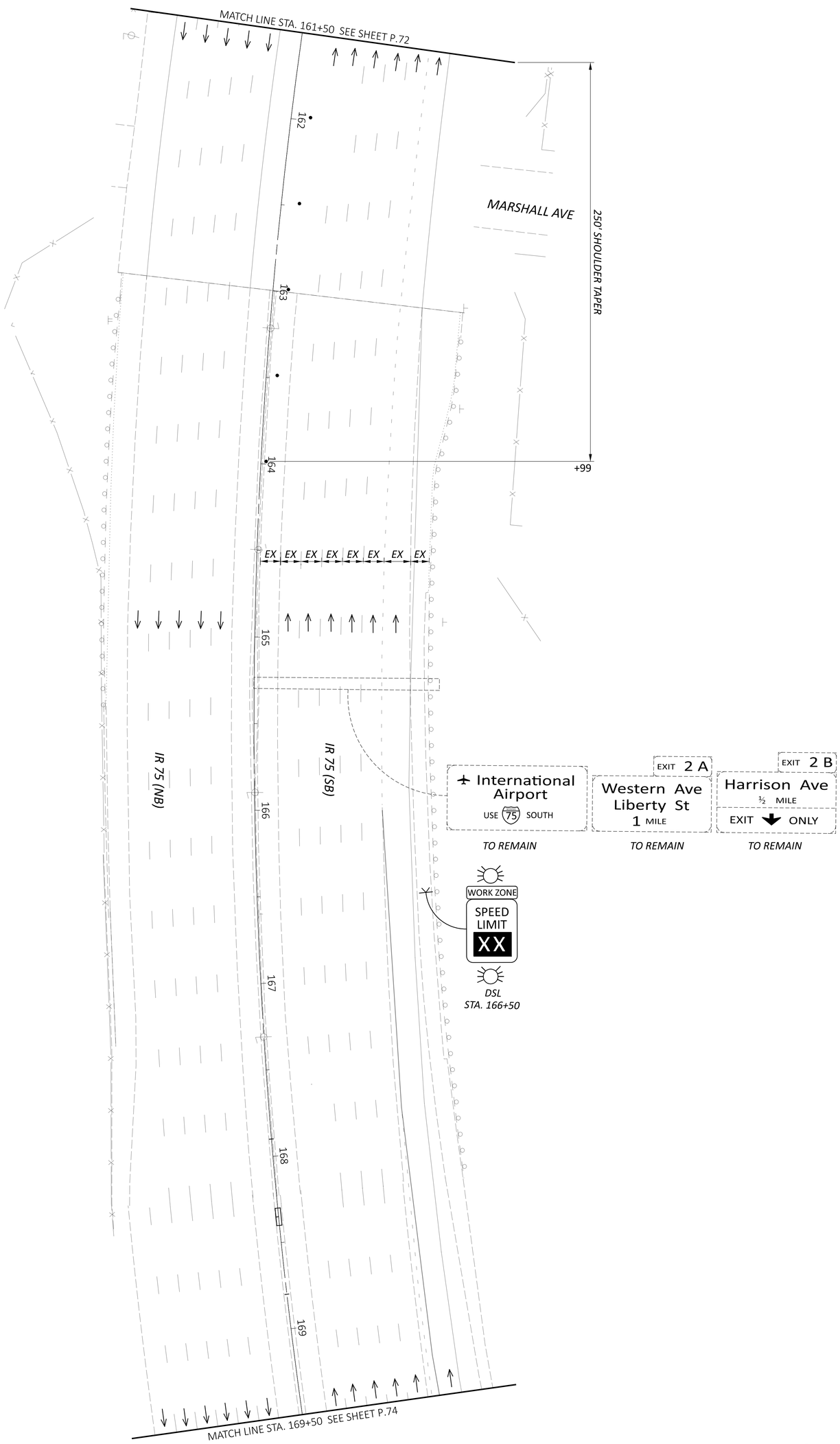
LEGEND

DRUM

TEMPORARY SIGN SUPPORT

DIRECTION OF TRAVEL

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 STA. 161+50 TO STA. 169+50

HORIZONTAL SCALE IN FEET
0 30
15 60

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.73 | TOTAL: 830

MODEL: CLX_I075N - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:05:46 PM USER: jtheuring
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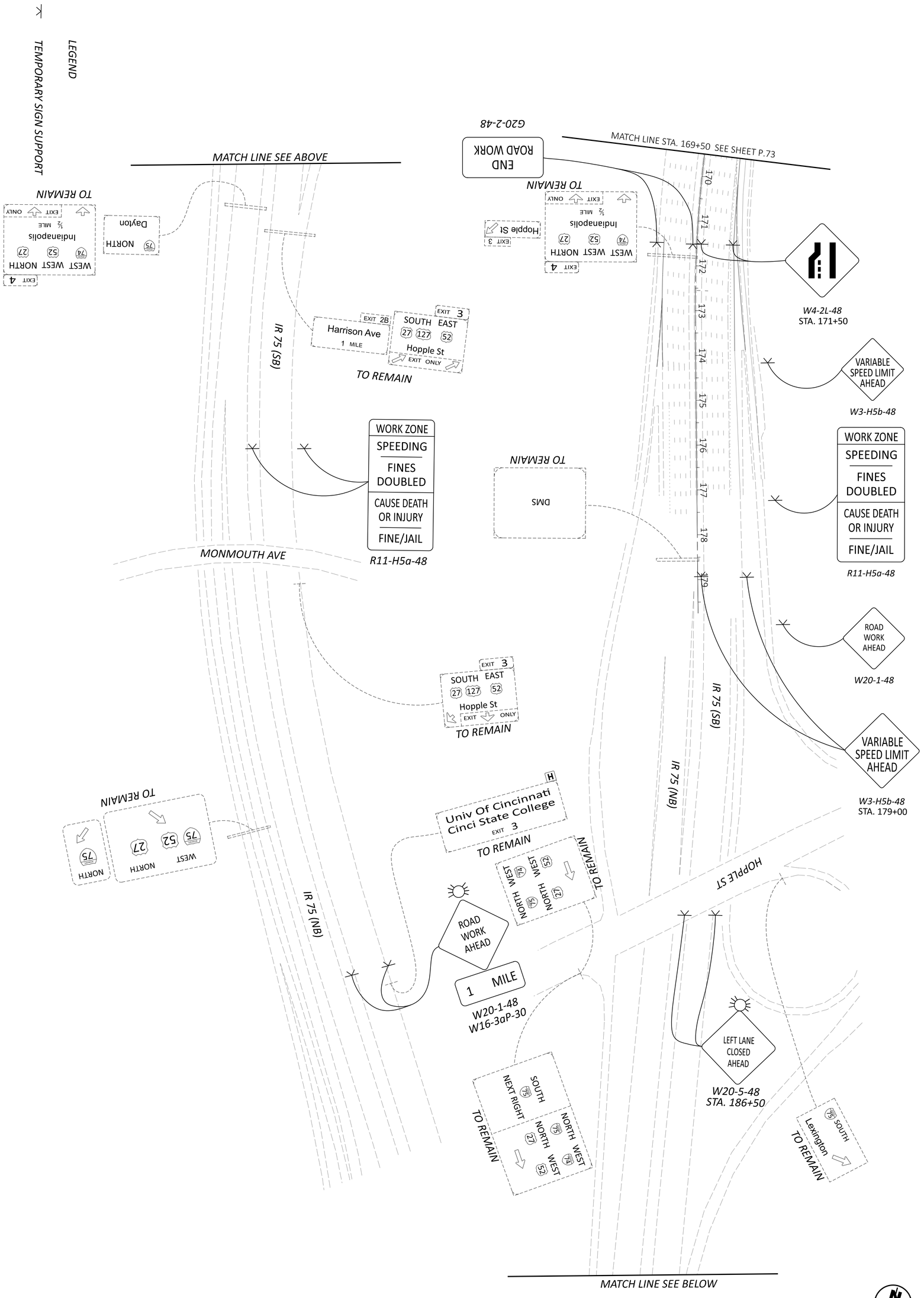

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B - IR 75 STA. 169+50 TO STA. 242+50

SHEET	TOTAL
P.74	830

PROJECT ID: 114161

REVIEWER: SMM 11/01/26

DESIGNER: MMP

DESIGN AGENCY: EMH&T

HORIZONTAL SCALE IN FEET
0 100
50 200

MODEL: CLP_WHV2 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:05:54 PM USER: jtheuring
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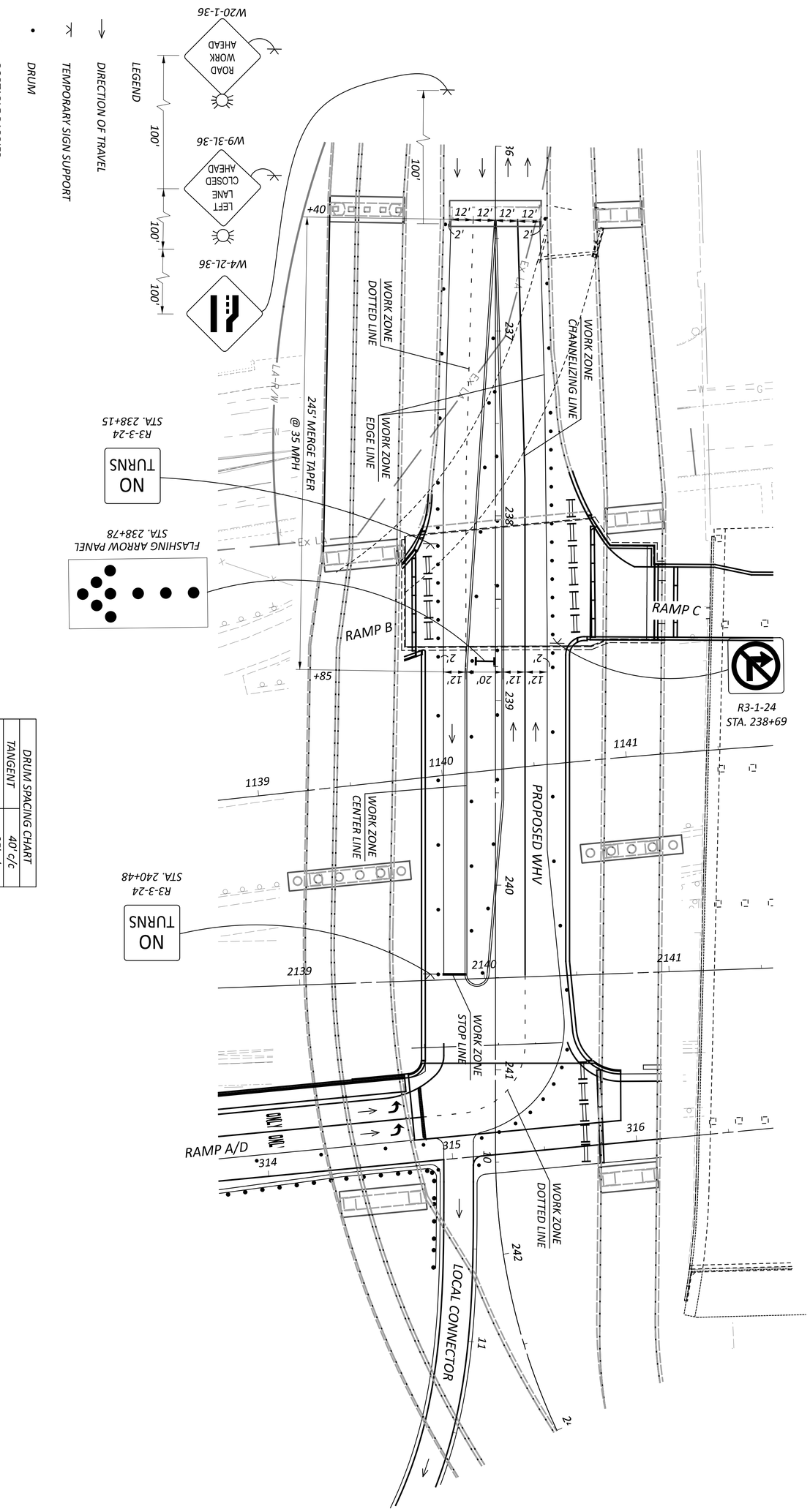

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B AND 1C -WHV STA.236+00 TO STA. 243+00

SHEET	P 75
TOTAL	830
PROJECT ID	114161
REVIEWER	SMM 11/01/26
DESIGNER	MMP
DESIGN AGENCY	EMH&T

HORIZONTAL SCALE IN FEET
0 30
15 60

MODEL: BLP_Banks - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:06:13 PM USER: jtheuring
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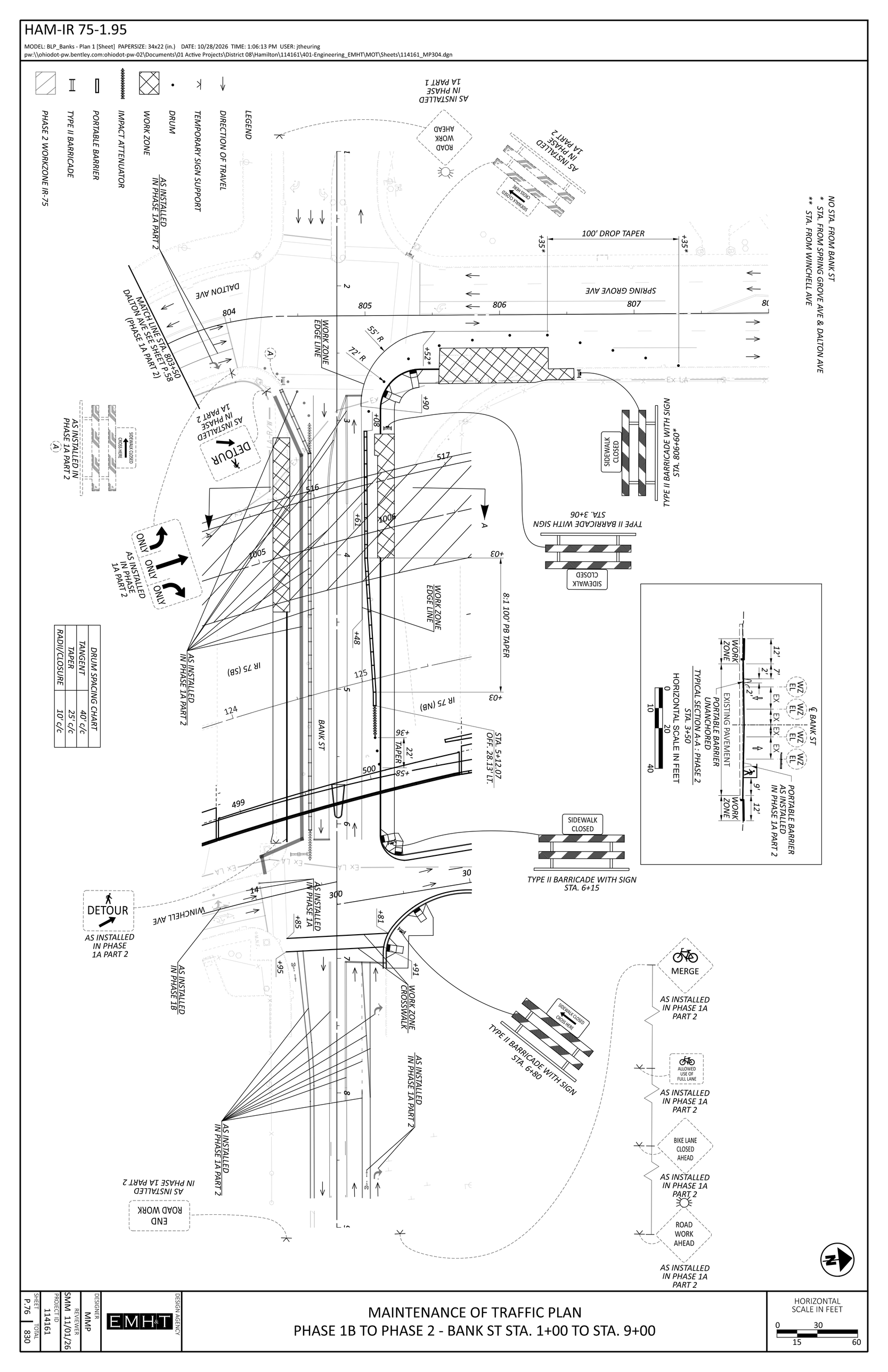


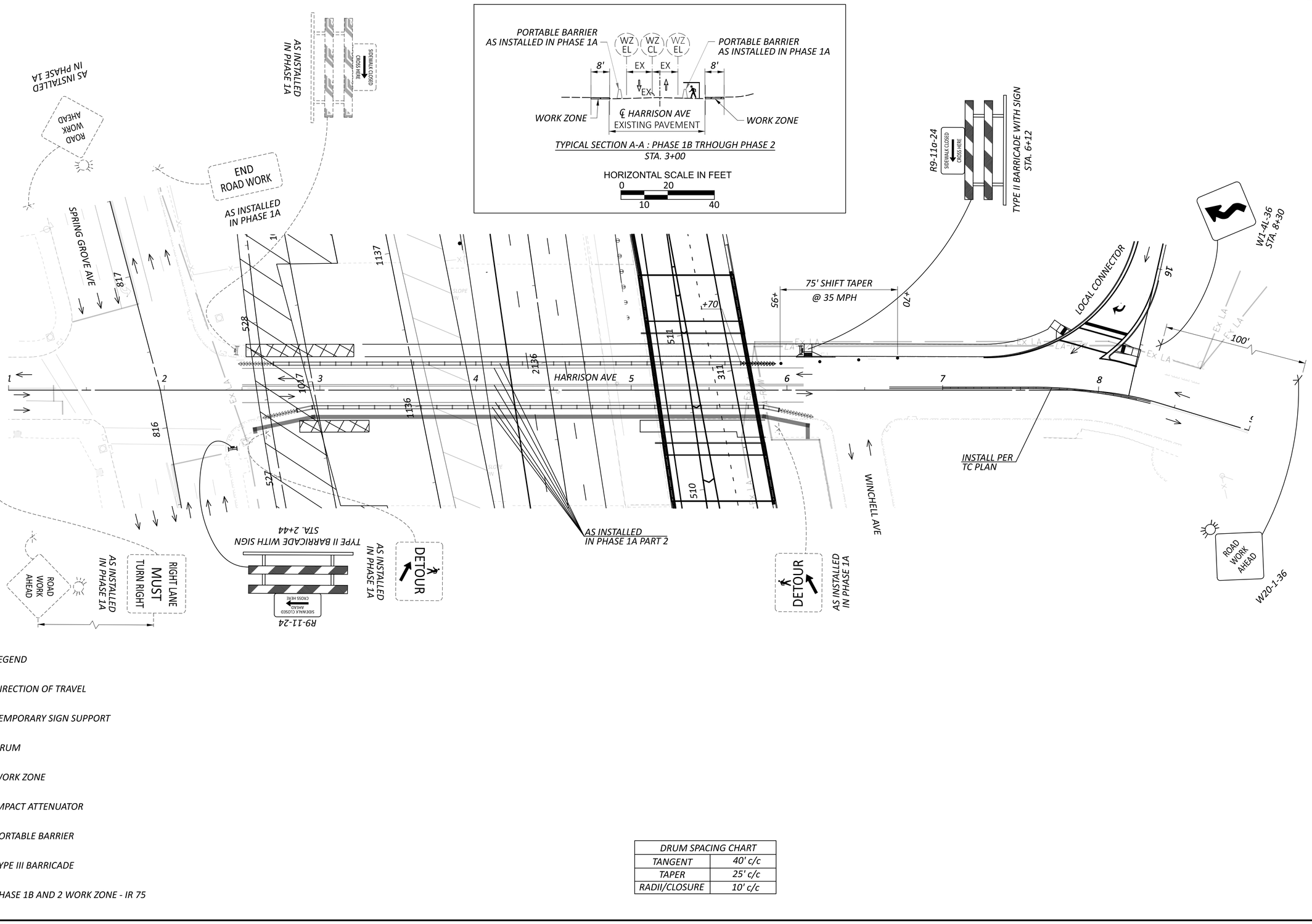
MAINTENANCE OF TRAFFIC PLAN
PHASE 1B TO PHASE 2 - BANK ST STA. 1+00 TO STA. 9+00

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.76 | TOTAL: 830

HORIZONTAL SCALE IN FEET
0 30
15 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B TO PHASE 2 - HARRISON AVE STA. 1+00 TO STA. 9+00

HORIZONTAL SCALE IN FEET
0 15 30 60



LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- TYPE III BARRICADE
- PHASE 1B AND 2 WORK ZONE - IR 75

DRUM SPACING CHART	
TANGENT	40' c/c
TAPER	25' c/c
RADII/CLOSURE	10' c/c

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.77 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_HARRISON - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:06:37 PM USER: jtheuring
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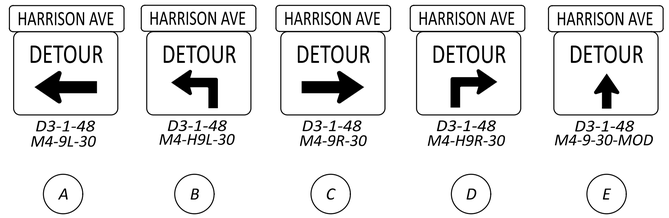
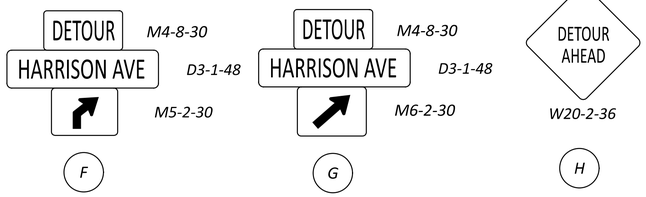
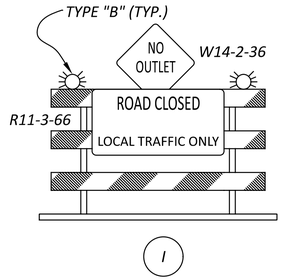
SIGNING LEGEND









LEGEND

XXXXX ROAD CLOSURE

◀ DETOUR ROUTE

TEMPORARY SIGN SUPPORT

TYPE III BARRICADE

NOTES:

1. DETOUR SHALL ONLY BE IN PLACE FOR PHASE 1B AND PHASE 2 OVERNIGHT CLOSURES OF HARRISON AVE UNDER IR 75.

2. SEE SHEET P.79 FOR CLOSURE DETAILS.

MAINTENANCE OF TRAFFIC DETOUR PLAN
PHASE 1B AND PHASE 2 - HARRISON AVE CLOSURE

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:06:57 PM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.78 | TOTAL 830

MODEL: CLP_HARRISON - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:07:09 PM USER: jtheuring
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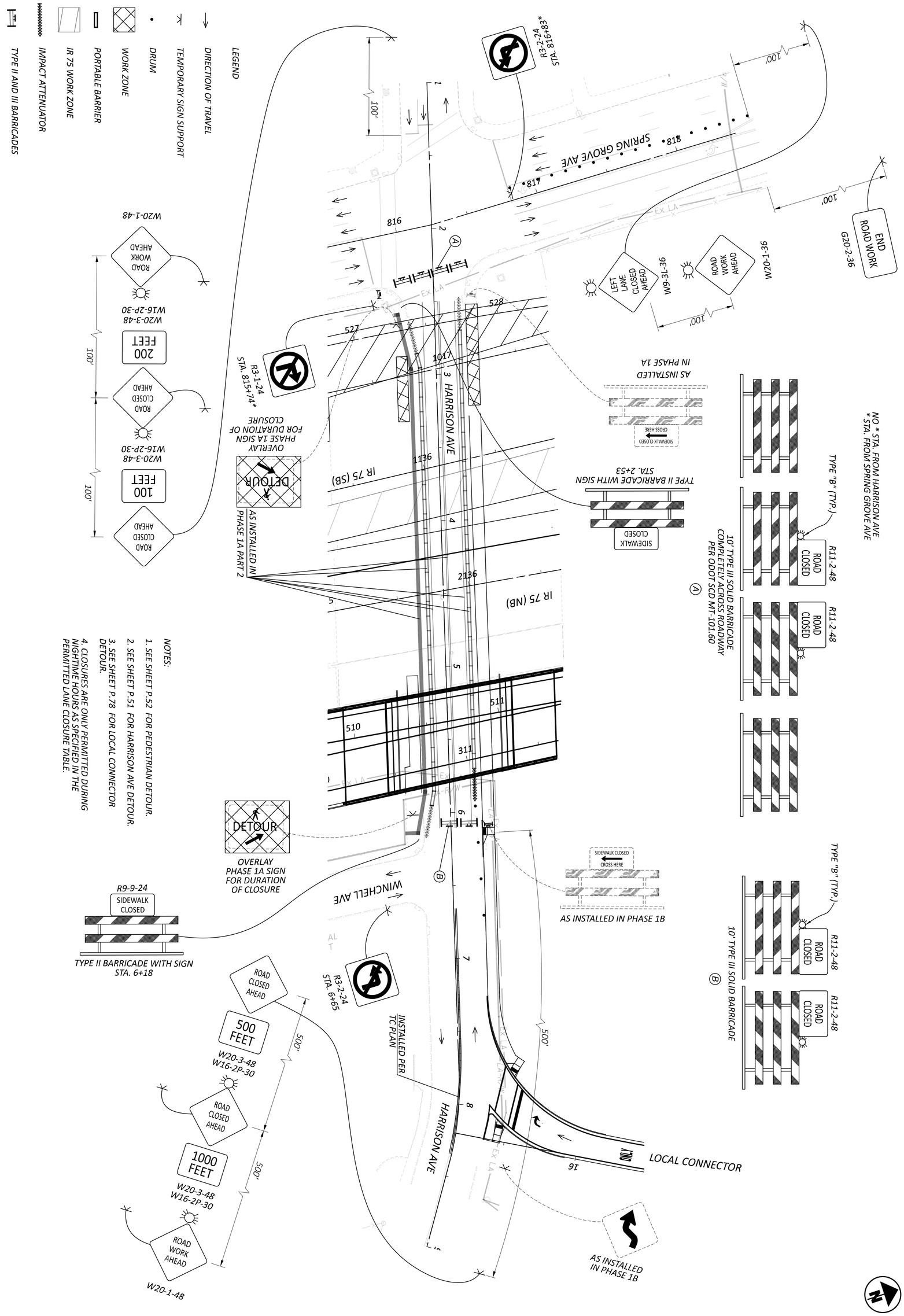


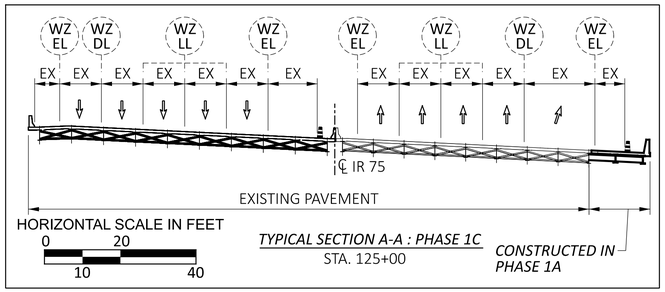
NOTES:

1. SEE SHEET P.52 FOR PEDESTRIAN DETOUR.
2. SEE SHEET P.51 FOR HARRISON AVE DETOUR.
3. SEE SHEET P.78 FOR LOCAL CONNECTOR DETOUR.
4. CLOSURES ARE ONLY PERMITTED DURING NIGHTTIME HOURS AS SPECIFIED IN THE PERMITTED LANE CLOSURE TABLE.

MAINTENANCE OF TRAFFIC PLAN
PHASE 1B AND PHASE 2 - HARRISON AVE CLOSURE

HORIZONTAL SCALE IN FEET
0 30
15 60

SHEET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.79	830	114161	SMM 11/01/26	MMP	EMH&T



NO * STA. FROM IR 75 EX. CENTERLINE
* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE

ALL LANES
AS INSTALLED IN PHASE 1B

BANK ST

AS INSTALLED IN PHASE 1A

AS INSTALLED IN PHASE 1B

SEE NOTE 2

IR 75 (SB)

IR 75 (NB)

MATCH LINE STA. 122+00 SEE PHASE 1B SHEET P.66

MATCH LINE STA. 1130+00** SEE SHEET P.81

MATCH LINE STA. 2130+00* SEE SHEET P.81

WINCHELL AVE

RAMP A

RAMP D

210' SHOULDER TAPER

6' 11' 11' 11' 11'

WORK ZONE EDGE LINE

WORK ZONE CHANNELIZING LINE

ELECTRICAL VAULT

MEET EX PHASE 1A MARKINGS +08*

AS INSTALLED IN PHASE 1A

AS INSTALLED IN PHASE 1B

NORTH 75 CLOSED Dayton

AS INSTALLED IN PHASE 1A

AS INSTALLED IN PHASE 1B

NORTH 75 CLOSED Dayton

AS INSTALLED IN PHASE 1A

AS INSTALLED IN PHASE 1B

MUST TURN LEFT

LEFT LANE

AS INSTALLED IN PHASE 1B

RIGHT LANE CLOSED AHEAD

AS INSTALLED IN PHASE 1B

AS INSTALLED IN PHASE 1B

LEFT EXITS 1A - D
NORTH 71 EAST TO 50 471 SOUTH 71 75
Downtown Cincinnati Covington
Louisville Lexington
EXIT ONLY
EXIT ONLY
EXIT 2A
Western Ave
Liberty St
OVERLAY AS INSTALLED IN PHASE 1B
TO REMAIN

NOTES:

1. PHASE 1A W1-4R SIGNS AT STA. 119+08 SHALL BE REPLACED WITH W1-4L-48 SIGNS.

2. 12" TYPE B PIPE INSTALLED THIS PHASE VIA A NIGHTTIME LANE CLOSURE PER ODOT SCD MT-95.40.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- PORTABLE BARRIER
- DRUM

HORIZONTAL SCALE IN FEET
0 30 60
15

MAINTENANCE OF TRAFFIC PLAN
PHASE 1C - IR 75 STA. 122+00 TO IR 75 (NB) STA. 2130+00

DESIGN AGENCY
EMHT

DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.80 TOTAL 830

HAM-IR 75-1.95

MODEL: CLX_I075 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:05:34 AM USER: mplants
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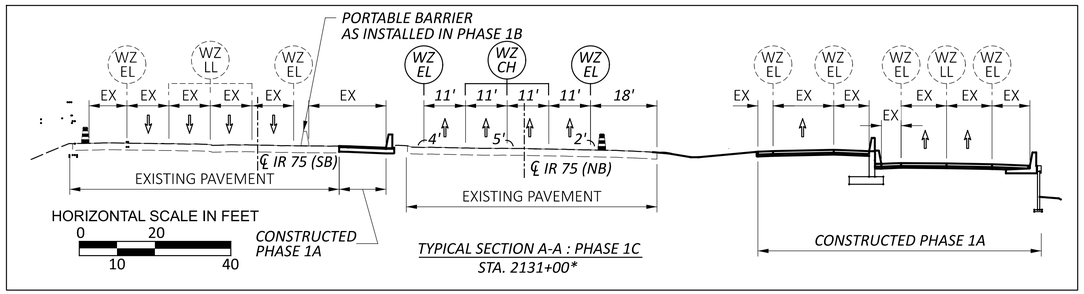
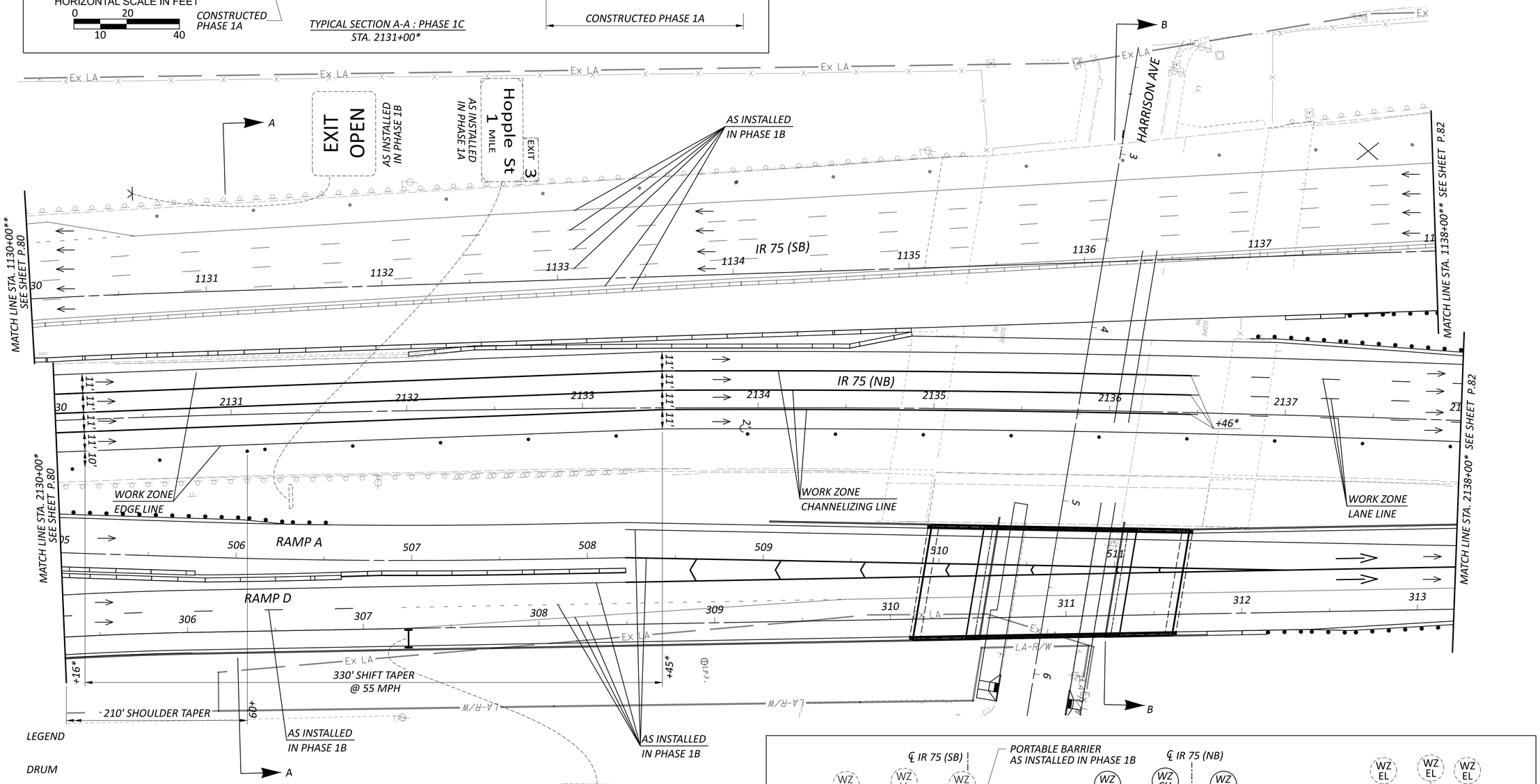


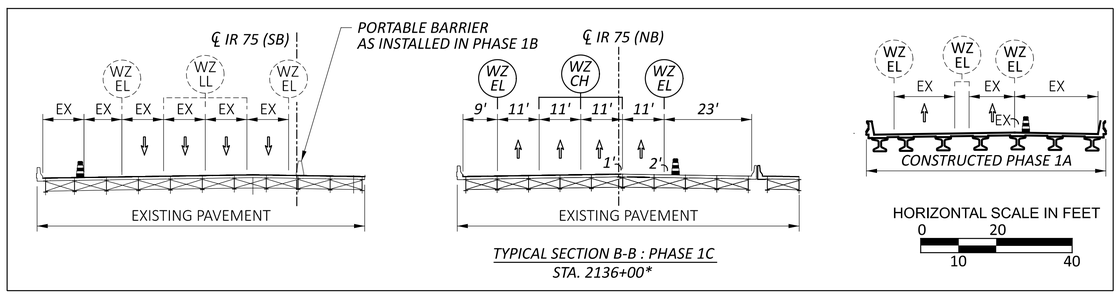
* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE



LEGEND

- DRUM
- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- PORTABLE BARRIER
- LANE CLOSURE
- FLASHING ARROW PANEL

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1C - IR 75 (NB) STA. 2130+00 TO STA. 2138+00

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/02/26
PROJECT ID: 114161
SHEET: P.81 | TOTAL: 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:12:11 PM USER: mplants
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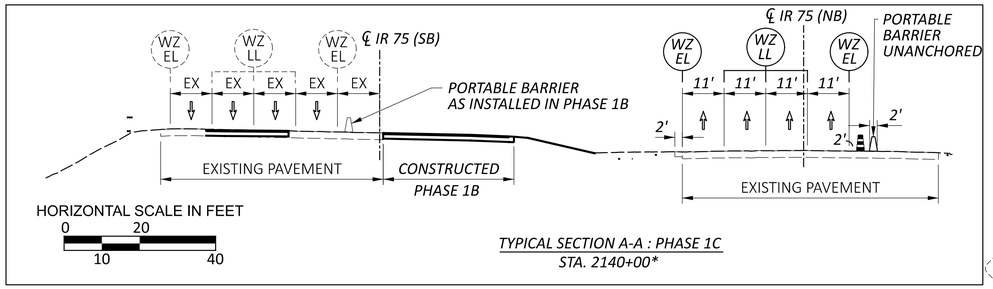
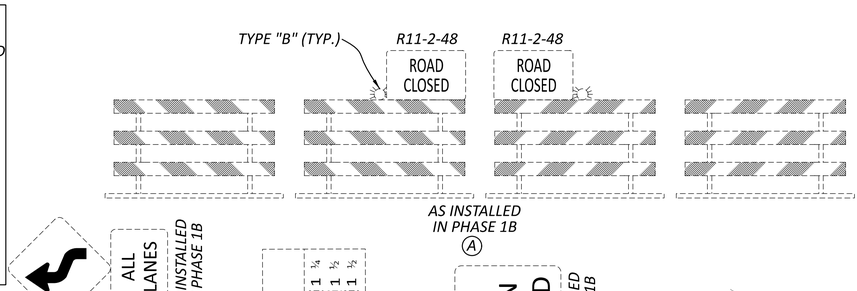
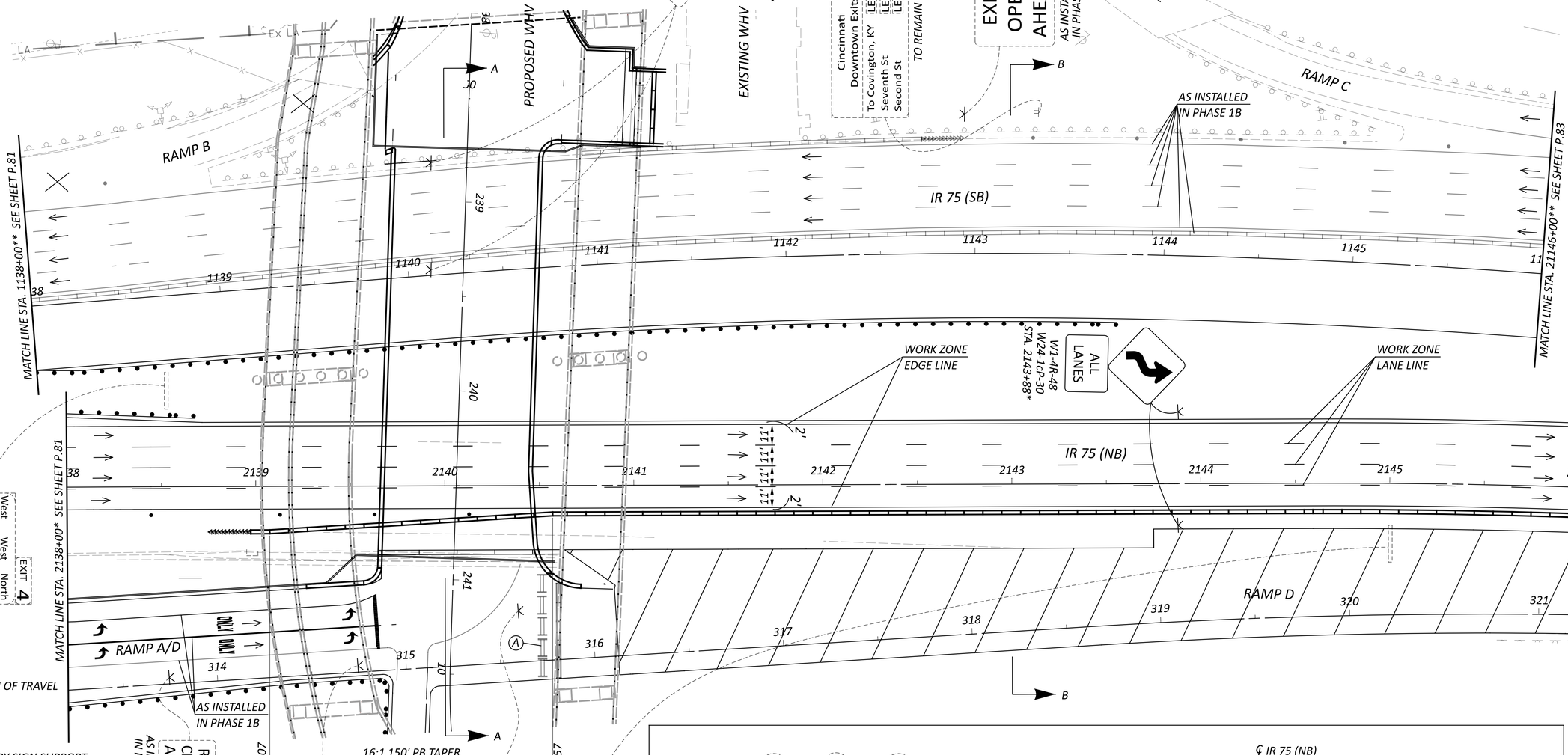


TYPICAL SECTION A-A : PHASE 1C
STA. 2140+00*



TYPICAL SECTION A-A : PHASE 1C
STA. 2140+00*

* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE

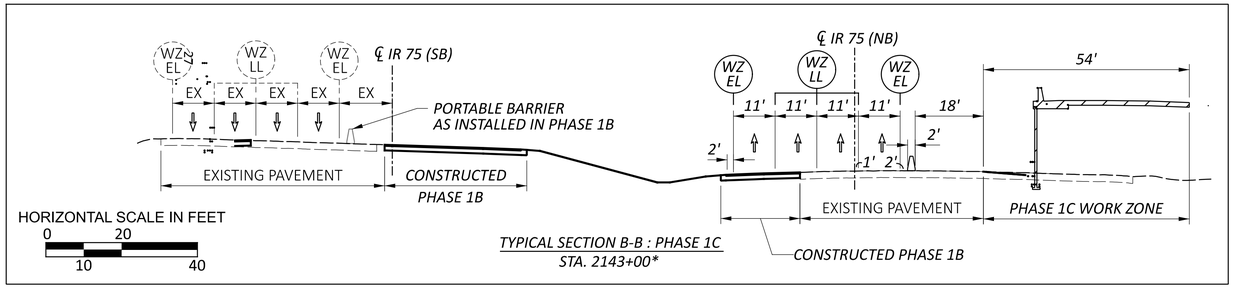


LEGEND

- DIRECTION OF TRAVEL
- DRUM
- TEMPORARY SIGN SUPPORT
- WORK ZONE
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- TYPE III BARRICADE
- LANE CLOSURE

NOTES:
1. SEE SHEET P.75 FOR WHV MOT.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



TYPICAL SECTION B-B : PHASE 1C
STA. 2143+00*

HAM-IR 75-1.95

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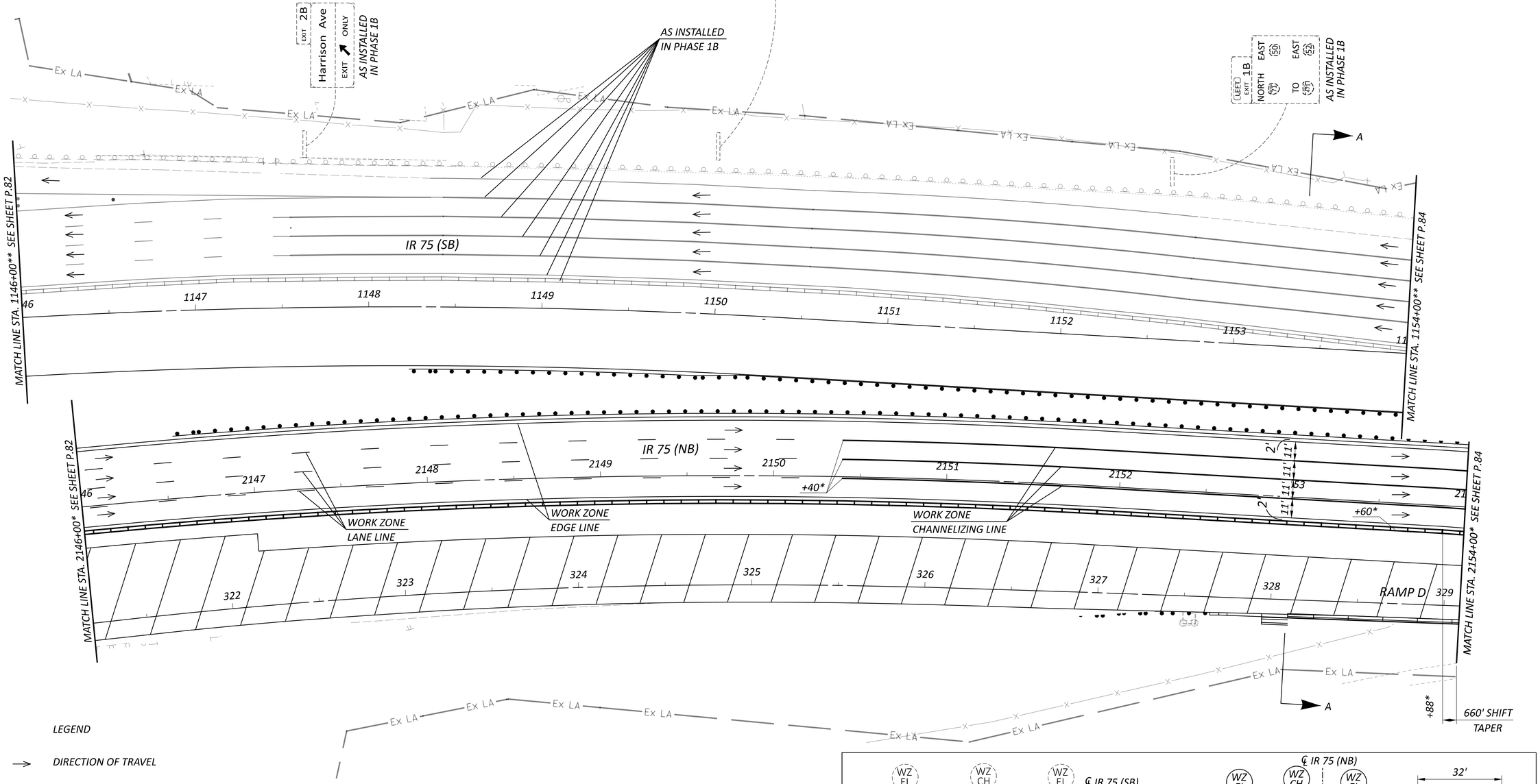
HORIZONTAL SCALE IN FEET
0 30 60
15

MAINTENANCE OF TRAFFIC PLAN
PHASE 1C - IR 75 (NB) STA. 2138+00 TO STA. 2146+00

DESIGN AGENCY: EMHT
DESIGNER: MMP
REVIEWER: SMM 11/02/26
PROJECT ID: 114161
SHEET: P.82 TOTAL: 830

MAINTENANCE OF TRAFFIC PLAN
PHASE 1C - IR 75 (NB) STA. 2146+00 TO STA. 2154+00

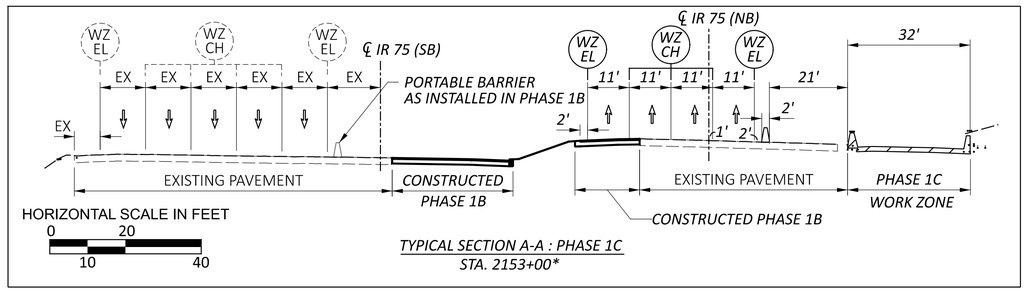
* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE



LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- PORTABLE BARRIER
- TYPE III BARRICADE

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



TYPICAL SECTION A-A : PHASE 1C
STA. 2153+00*

HORIZONTAL SCALE IN FEET
0 15 30 60

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/02/26
PROJECT ID: 114161
SHEET: P.83
TOTAL: 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:13:00 PM USER: mplants
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NO * STA. FROM IR 75 EX. CENTERLINE
* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE

AS INSTALLED IN PHASE 1B

LEFT EXITS 1 A - D
NORTH (71) EAST (50) TO (471)
Downtown Cincinnati
Covington
1 ¾ MILES

TO REMAIN

AS INSTALLED IN PHASE 1B

MATCH LINE STA. 1154+00** SEE SHEET P.83

IR 75 (SB)

54 1155 1156 1157 1158 1159 1160 1161 153

MATCH LINE STA. 2154+00* SEE SHEET P.83

54 2155 2156 2157 2158 IR 75 (NB) 2159 2160

12' 12' 12' 11'

2'

+28*

WORK ZONE CHANNELIZING LINE

WORK ZONE EDGE LINE

330 331 332 333 334 335 336

MATCH LINE STA. 153+50 SEE SHEET P.85

660' SHIFT TAPER

+48*

MEET EXISTING PHASE 1A MARKINGS

AS INSTALLED IN PHASE 1A

Ex LA

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- IMPACT ATTENUATOR
- PORTABLE BARRIER

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 1C - IR 75 (NB) STA. 2154+00 TO IR 75 STA. 153+50

DESIGN AGENCY
EMH&T

DESIGNER MMP
REVIEWER SMM 11/02/26
PROJECT ID 114161
SHEET P.84 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:13:07 PM USER: mplants
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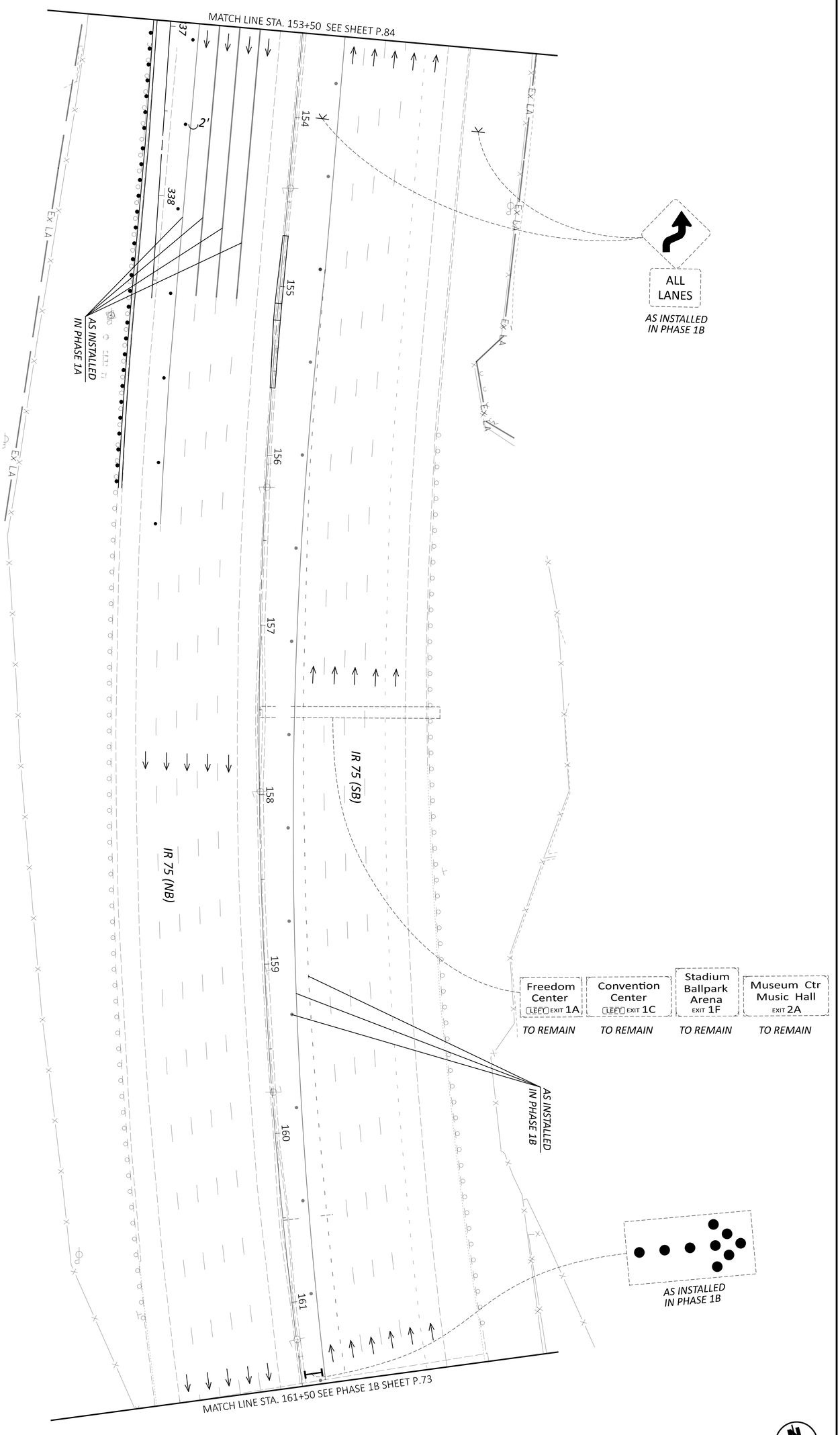
LEGEND

DRUM

DIRECTION OF TRAVEL

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



MAINTENANCE OF TRAFFIC PLAN
PHASE 1C - IR 75 STA. 153+50 TO STA. 161+50

HORIZONTAL SCALE IN FEET
0 30
15 60

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.85 | TOTAL: 830

SIGNING LEGEND



D3-1-48
M4-9L-30 — A

D3-1-48
M4-H9L-30 — B

D3-1-48
M4-9R-30 — C

D3-1-48
M4-H9R-30 — D

D3-1-48
M4-9-30-MOD — E



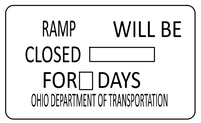
M4-8-30
D3-1-48
M6-2-30 — F



M4-8-30
D3-1-48
M5-2-30 — G



M4-8a-24 — H

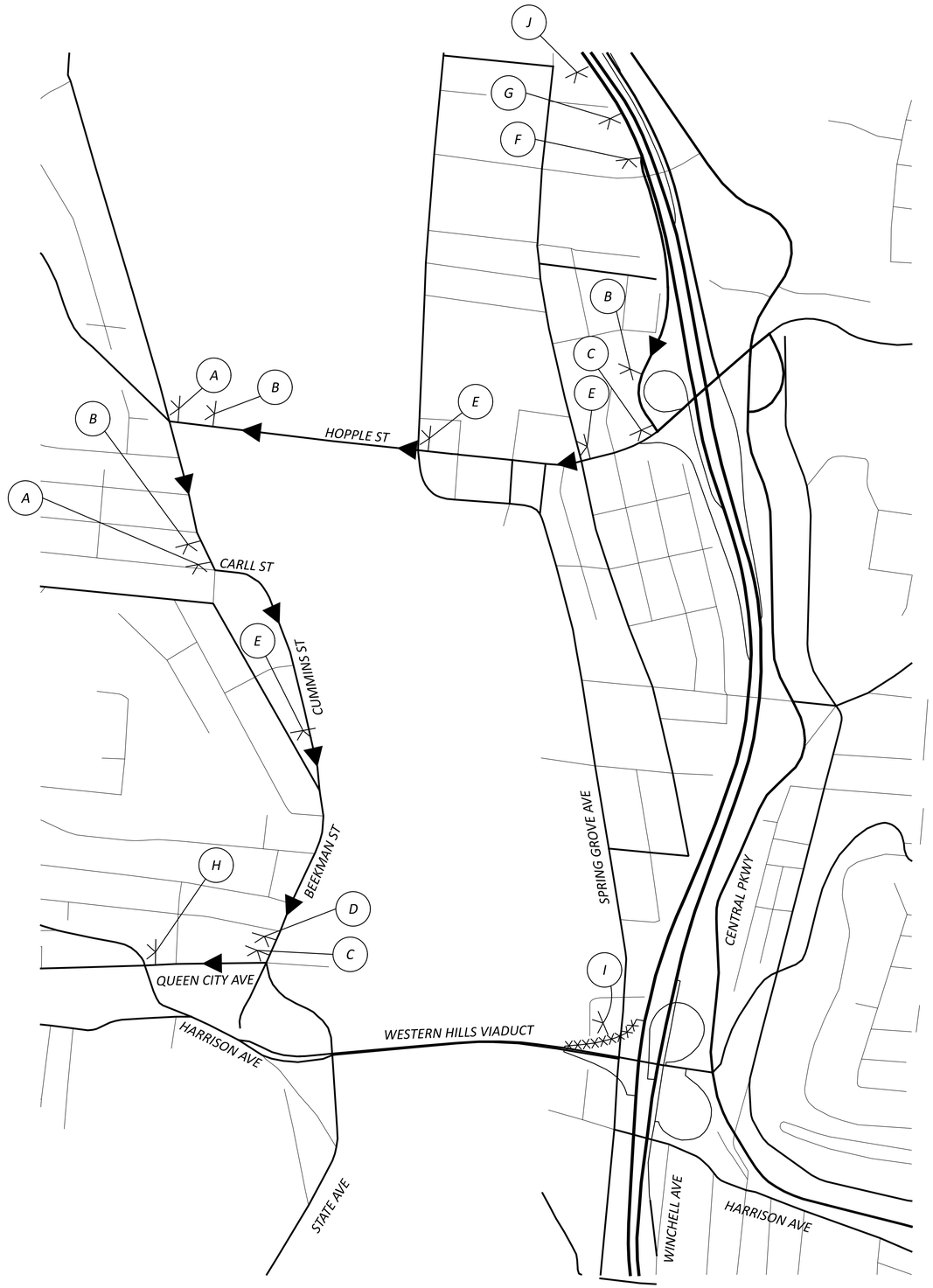


W20-H14-60
PLACE 14 DAYS PRIOR TO CLOSURE — I



PORTABLE CHANGEABLE
MESSAGE SIGN — J

NOT TO SCALE



LEGEND

XXXXX — RAMP CLOSURE

DETOUR ROUTE

TEMPORARY SIGN SUPPORT

NOTES:

1. DETOUR SHALL ONLY BE IN PLACE DURING PHASE 2 CLOSURE OF RAMP C.

2. SEE SHEET P.91 FOR CLOSURE DETAILS.

MAINTENANCE OF TRAFFIC DETOUR PLAN
PHASE 2 - RAMP C

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.86 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:10:23 PM USER: jtheuring
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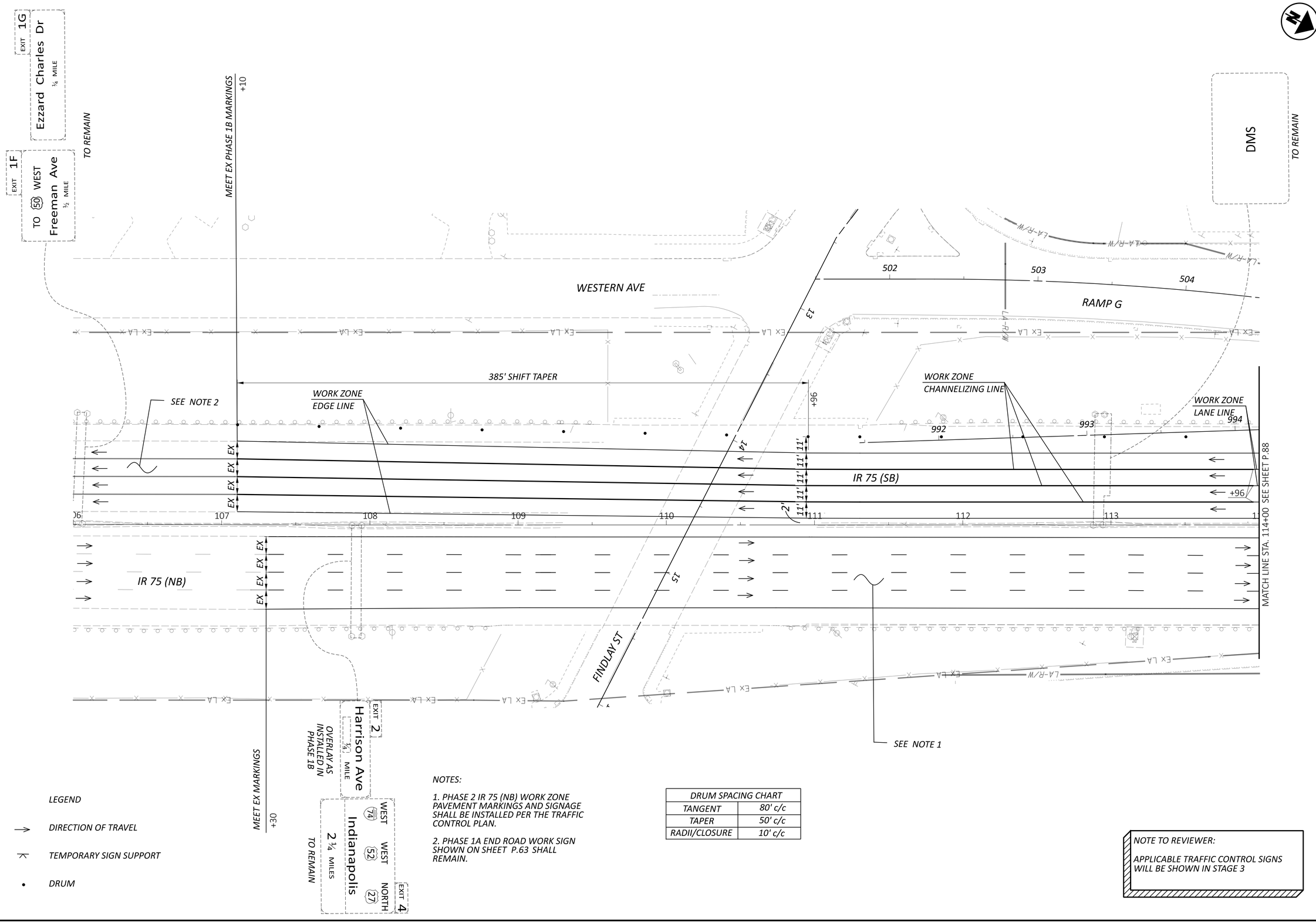

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM

NOTES:

1. PHASE 2 IR 75 (NB) WORK ZONE PAVEMENT MARKINGS AND SIGNAGE SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN.

2. PHASE 1A END ROAD WORK SIGN SHOWN ON SHEET P.63 SHALL REMAIN.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

NOTE TO REVIEWER:

APPLICABLE TRAFFIC CONTROL SIGNS WILL BE SHOWN IN STAGE 3

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - IR 75 STA. 106+00 TO STA. 114+00

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.87 TOTAL: 830

HAM-IR 75-1.95

MODEL: CIX_I075 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:10:35 PM USER: jheuring
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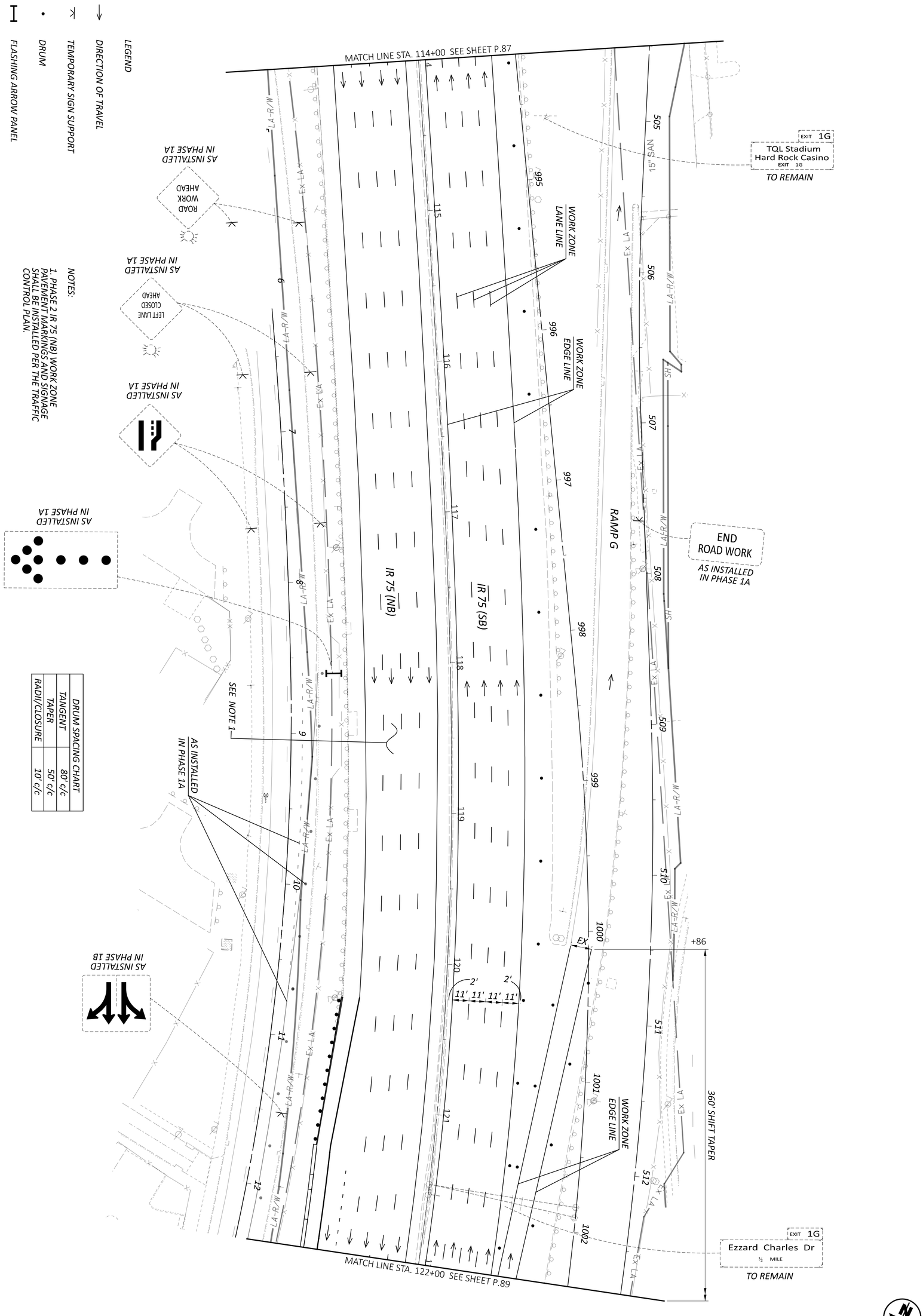
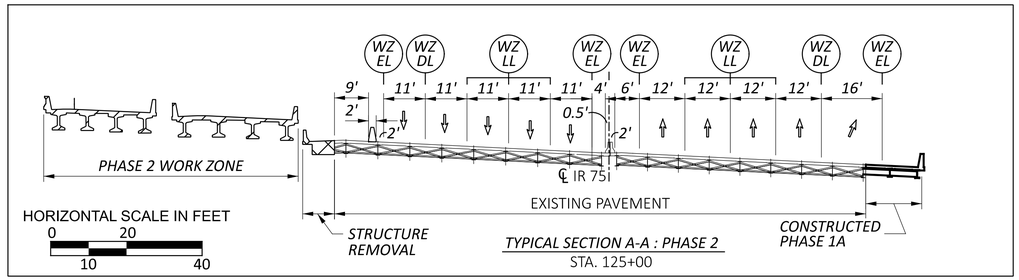


DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
MMP	SMM 11/01/26	114161	P.88	830

DESIGN AGENCY: EMH&T

MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - IR 75 STA. 114+00 TO STA. 122+00

HORIZONTAL SCALE IN FEET
0 30
15 60



TYPICAL SECTION A-A : PHASE 2
STA. 125+00

NO * STA. FROM IR 75 EX. CENTERLINE
* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE

EXIT 2A Western Ave Liberty St — OVERLAY AS INSTALLED IN PHASE 1B — RELOACTE EX SIGN FROM STA: 129+63** TO STA: 123+00

EXIT OPEN
E5-2-48
STA. 1127+65**

EXIT 2A Western Ave Liberty St — OVERLAY AS INSTALLED IN PHASE 1B — RELOACTE EX SIGN FROM STA: 1129+63** TO STA: 123+00

SOUTH 71 75 Louisville Lexington
EAST 50 TO 71 Downtown Cincinnati Covington 1 MILE
LEFT EXITS 1A-D NORTH
EX SIGN REMOVED PER TC PLAN
LEFT E1-5aP-36-MOD
71 NORTH 50 EAST EXIT 1A-D 1 MILE
CUSTOM 84 X 108
STA. 1129+80**

WORK ZONE DOTTED LINE
WORK ZONE LANE LINE
WORK ZONE LANE LINE
WORK ZONE EDGE LINE
360' SHIFT TAPER
50' DROP TAPER
+13
+15**
+65**
+12
+07**
Ex LA

IR 75 (SB)
IR 75 (NB)
RAMP A
RAMP D
WINCHELL AVE
BANK ST

MATCH LINE STA. 122+00 SEE SHEET P.88
MATCH LINE STA. 1130+00** SEE SHEET P.90
MATCH LINE STA. 2130+00* SEE SHEET P.90

AS INSTALLED IN PHASE 1A
AS INSTALLED IN PHASE 1B
AS INSTALLED IN PHASE 1B
SEE NOTE 1
SEE NOTE 2

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- PORTABLE BARRIER

NOTES:

1. PHASE 2 IR 75 (NB) WORK ZONE PAVEMENT MARKINGS AND SIGNAGE SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN.
2. SEE SHEET P.76 FOR BANK ST MOT.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

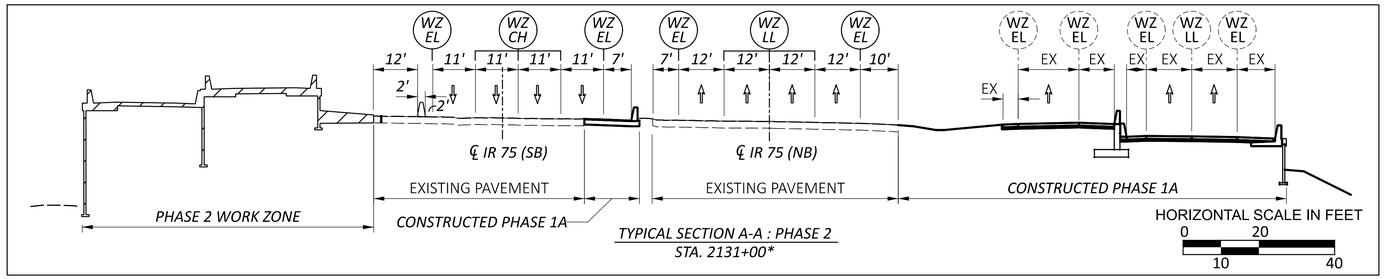
HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - IR 75 STA. 122+00 TO IR 75 (NB) STA. 2130+00

DESIGN AGENCY EMH&T
DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.89 TOTAL 830

HAM-IR 75-1.95

MODEL: CLX_I075 - Plan 3 |Sheet| PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:10:43 PM USER: jheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\MOT\Sheets\114161_MP301.dgn



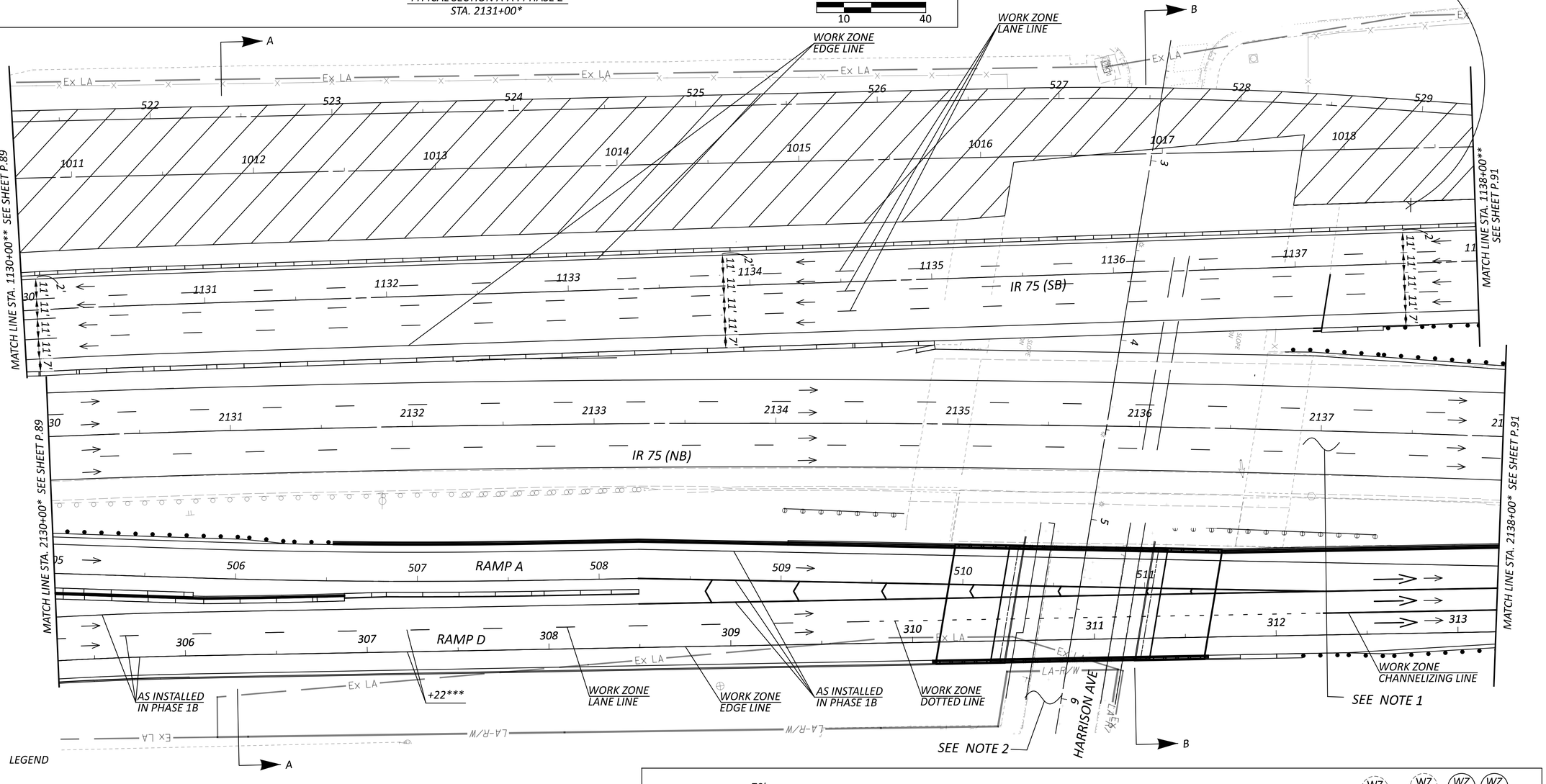
TYPICAL SECTION A-A : PHASE 2
STA. 2131+00*

* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE
*** STA. FROM RAMP D PROPOSED CENTERLINE

EXIT OPEN AHEAD

E5-H2b-48
STA. 1137+65**

HORIZONTAL SCALE IN FEET
0 15 30 60



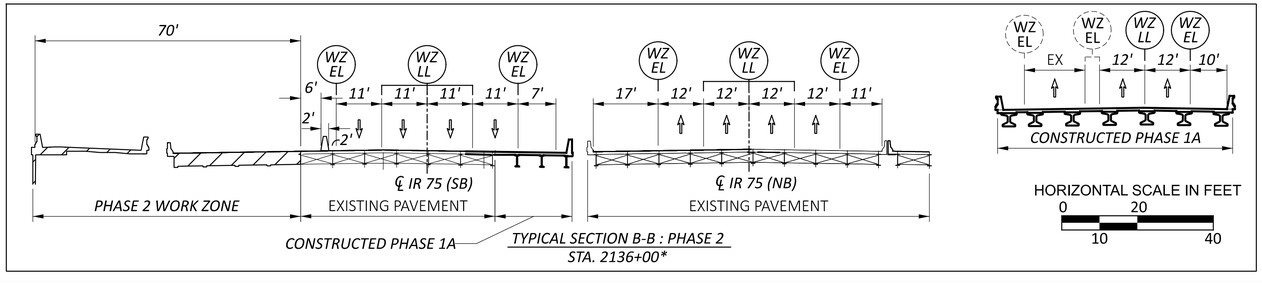
LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- PORTABLE BARRIER

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

NOTES:

1. PHASE 2 IR 75 (NB) WORK ZONE PAVEMENT MARKINGS AND SIGNAGE SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN.
2. SEE SHEET P.77 FOR HARRISON AVE MOT.



TYPICAL SECTION B-B : PHASE 2
STA. 2136+00*

MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - IR 75 (NB) STA. 2130+00 TO STA. 2138+00

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.90 TOTAL: 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 2:53:17 PM USER: mplants
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MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - IR 75 (NB) STA. 2138+00 TO STA. 2146+00

* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE
*** STA. FROM WHV PR CENTERLINE

WORK ZONE LANE ARROW

R3-1-24 STA. 238+10***

EXISTING SIGN TO BE RELOCATED FROM: STA 1143+45** TO: STA. 1141+80**

Cincinnati
Downtown Exits
To Covington, KY — LEFT 1 ¼
Seventh St — LEFT 1 ½
Second St — LEFT 1 ½

AS INSTALLED IN PHASE 1B

WORK ZONE EDGE LINE

MATCH LINE STA. 1138+00** SEE SHEET P.90

MATCH LINE STA. 1146+00** SEE SHEET P.92

IR 75 (SB)

PROPOSED WHV

SEE NOTE 1

IR 75 (NB)

MATCH LINE STA. 2138+00* SEE SHEET P.90

MATCH LINE STA. 2146+00* SEE SHEET P.92

RAMP A/D

RAMP D

WORK ZONE CHANNELIZING LINE

WORK ZONE EDGE LINE

WORK ZONE LANE LINE

WORK ZONE DOTTED LINE

WORK ZONE MERGE ARROW

HORIZONTAL SCALE IN FEET
0 15 30 60

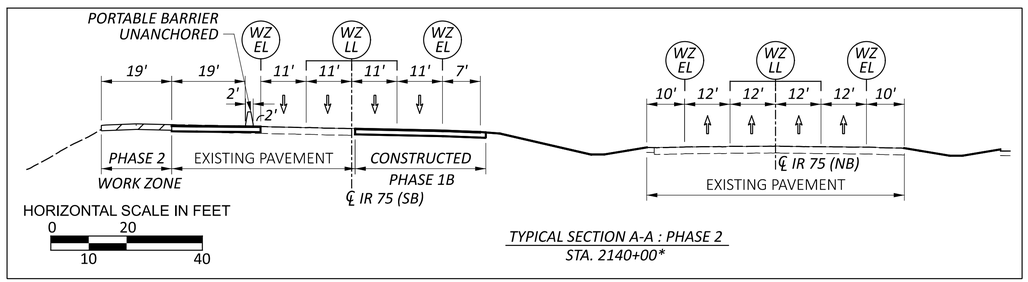
LEGEND

- DIRECTION OF TRAVEL
- WORK ZONE
- PORTABLE BARRIER
- PAVEMENT REMOVAL

NOTES:

1. PHASE 2 IR 75 (NB) WORK ZONE PAVEMENT MARKINGS AND SIGNAGE SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN.
2. PROPOSED WHV MARKINGS SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



TYPICAL SECTION A-A : PHASE 2
STA. 2140+00*

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.91 TOTAL: 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:11:51 PM USER: jtheuring
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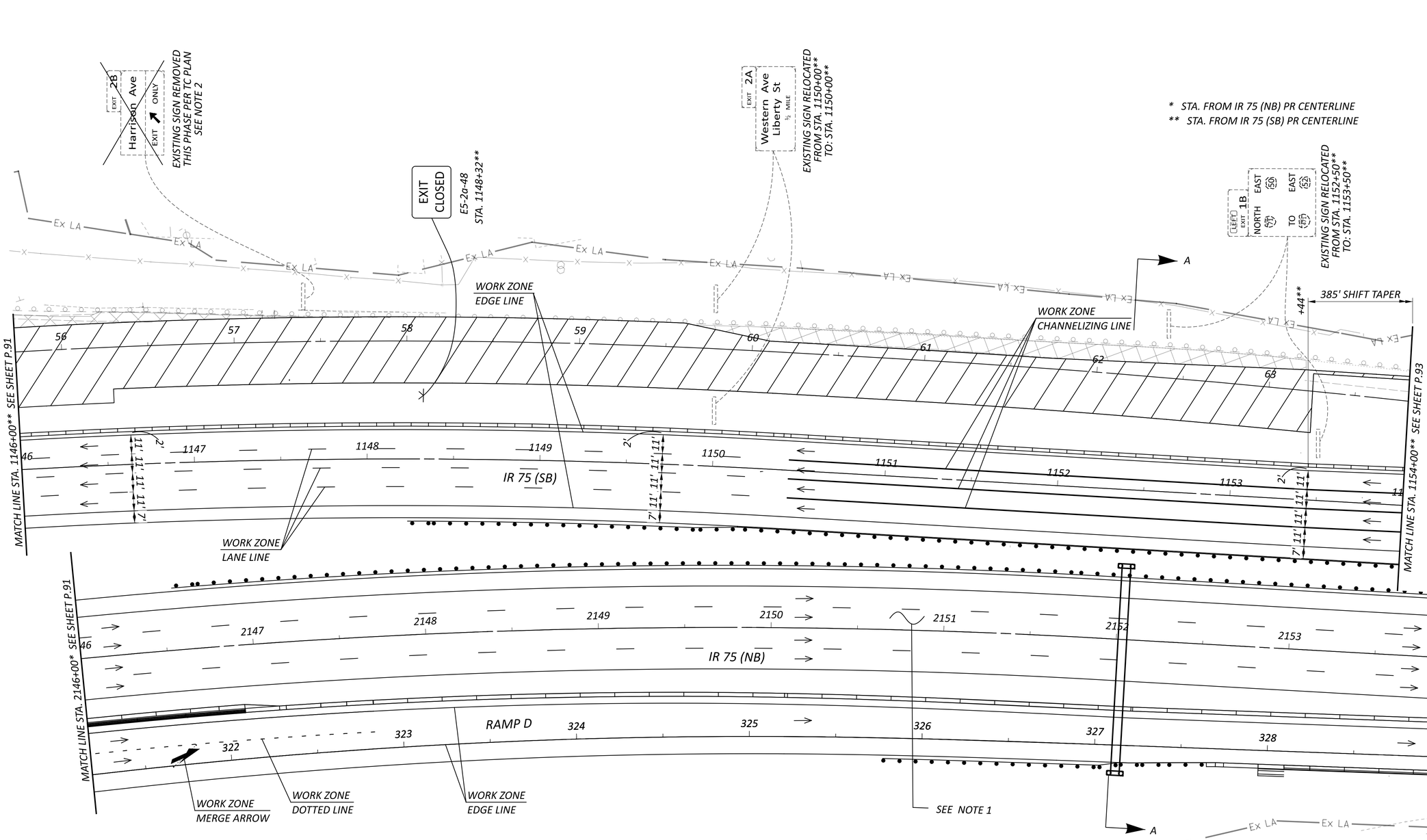
MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - IR 75 (NB) STA. 2146+00 TO STA. 2154+00

HORIZONTAL SCALE IN FEET
0 15 30 60



LEGEND

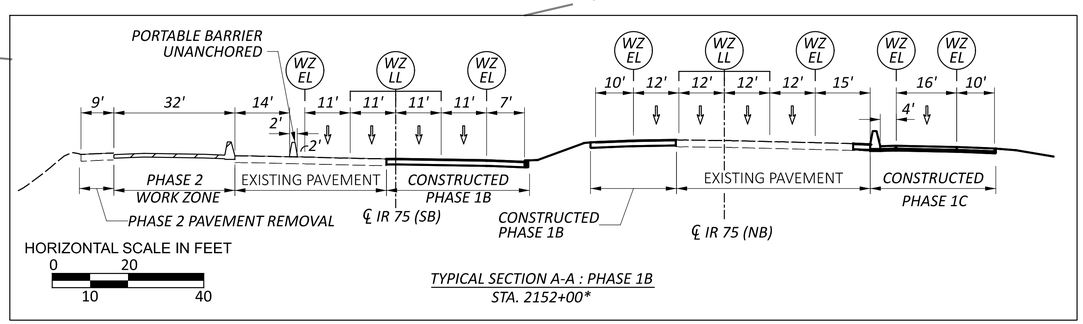
- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- WORK ZONE
- PORTABLE BARRIER
- PAVEMENT REMOVAL

NOTES:

1. PHASE 2 IR 75 (NB) WORK ZONE PAVEMENT MARKINGS AND SIGNAGE SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN.

2. SEE SHEET P.86 FOR RAMP C DETOUR PLAN.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



TYPICAL SECTION A-A : PHASE 1B
STA. 2152+00*

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.92 TOTAL: 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:12:23 PM USER: jtheuring
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NO * STA. FROM IR 75 EX. CENTERLINE
* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE

EXIT CLOSED
E5-2a-48
STA. 1156+25**

385' SHIFT TAPER
16:1 210' PB TAPER
+29**
+39**

LEFT EXITS 1 A - D
NORTH 71 EAST 50 TO 471
Downtown Cincinnati Covington
1 ¾ MILES
TO REMAIN

MATCH LINE STA. 1154+00** SEE SHEET P.92

WORK ZONE EDGE LINE
9' MAX
INGRESS ONLY
WORK ZONE DOTTED LINE
WORK ZONE LANE LINE

64 65 66 67 68 69 70
54 1155 1156 1157 IR 75 (SB) 1158 1159 1160 1161 153

11' 11' 11' 11' 8' 2' 12' 12' 12' 12' 12' 2' 12' 12' 12' 8'

WORK ZONE CHANNELIZING LINE

MATCH LINE STA. 153+50 SEE SHEET P.94

MATCH LINE STA. 2154+00* SEE SHEET P.92

54 2155 2156 2157 2158 2159 2160
IR 75 (NB)
330 331 332 RAMP D 333 334 335 336

SEE NOTE 1

Ex LA

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- DRUM
- WORK ZONE
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- TYPE III BARRICADE
- LANE CLOSURE
- CONTRACTOR ACCESS

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

NOTES:

1. PHASE 2 IR 75 (NB) WORK ZONE PAVEMENT MARKINGS AND SIGNAGE SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN.

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - IR 75 (NB) STA. 2154+00 TO IR 75 STA. 153+50

DESIGN AGENCY
EMH&T
DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.93 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:12:35 PM USER: jtheuring
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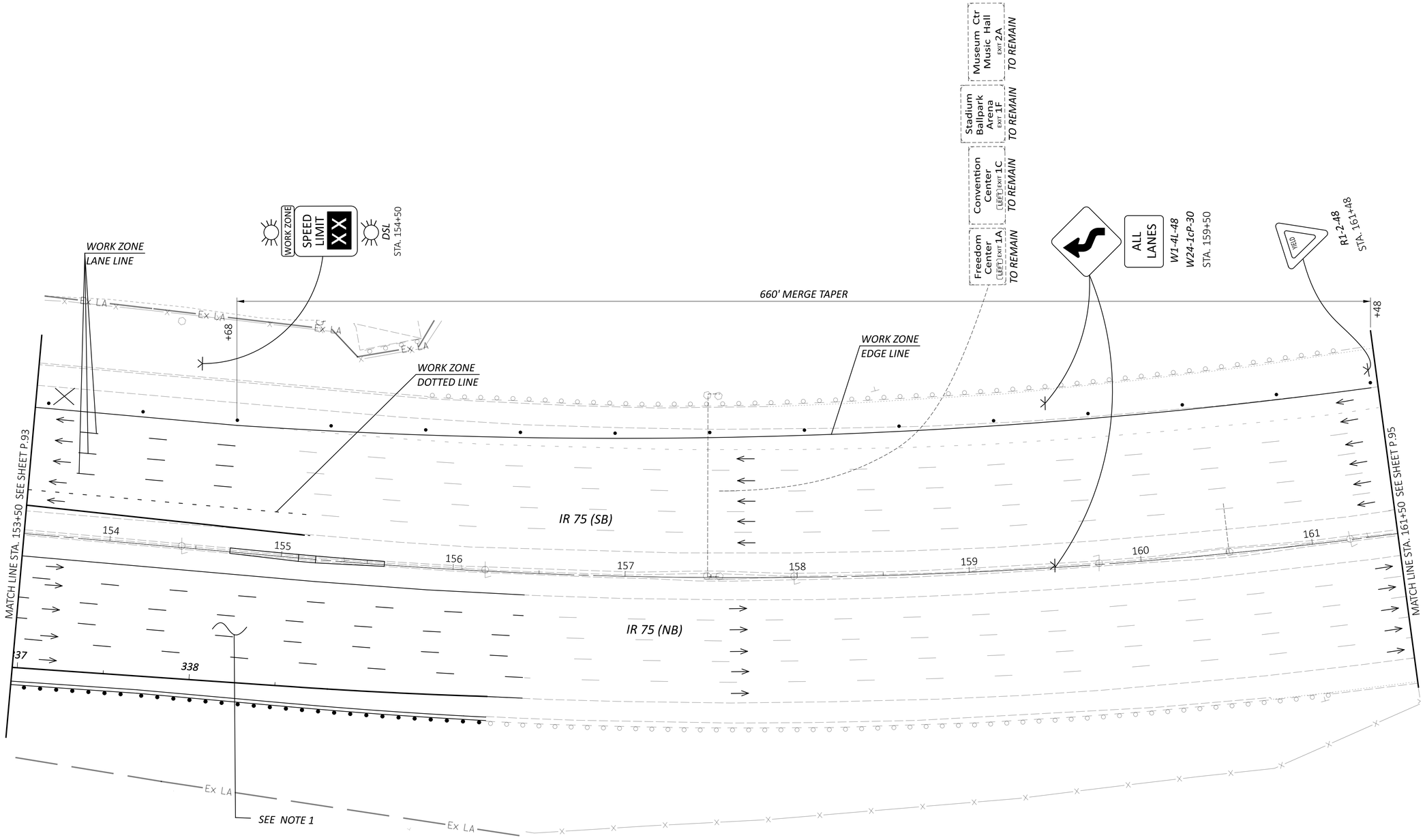

LEGEND

- *DIRECTION OF TRAVEL*
- *DRUM*
- *LANE CLOSURE*

NOTES:

1. PHASE 2 IR 75 (NB) WORK ZONE PAVEMENT MARKINGS AND SIGNAGE SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN.

DRUM SPACING CHART	
TANGENT	*80' c/c*
TAPER	*50' c/c*
RADII/CLOSURE	*10' c/c*

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - IR 75 STA. 153+50 TO STA. 161+50

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.94 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLX_I075N - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:12:47 PM USER: jtheuring
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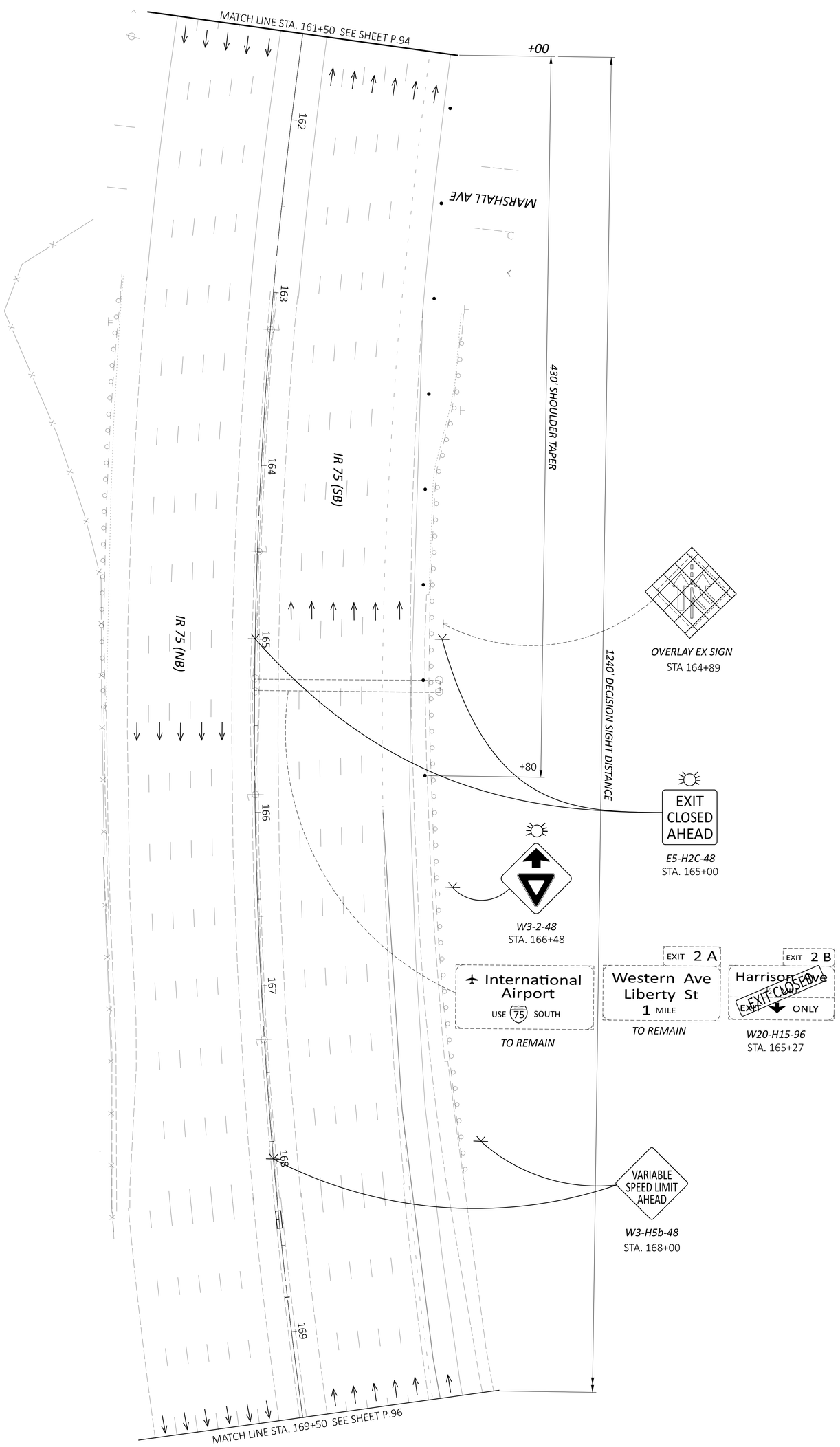
LEGEND

DRUM

TEMPORARY SIGN SUPPORT

DIRECTION OF TRAVEL

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



SHEET	TOTAL
P.95	830

PROJECT ID: 114161

REVIEWER: SMM 11/01/26

DESIGNER: MMP

DESIGN AGENCY: EMH&T

MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - IR 75 STA. 161+50 TO STA. 169+50

HORIZONTAL SCALE IN FEET

0 30

15 60

MODEL: CLX_I075N - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 11:26:45 AM USER: mplants
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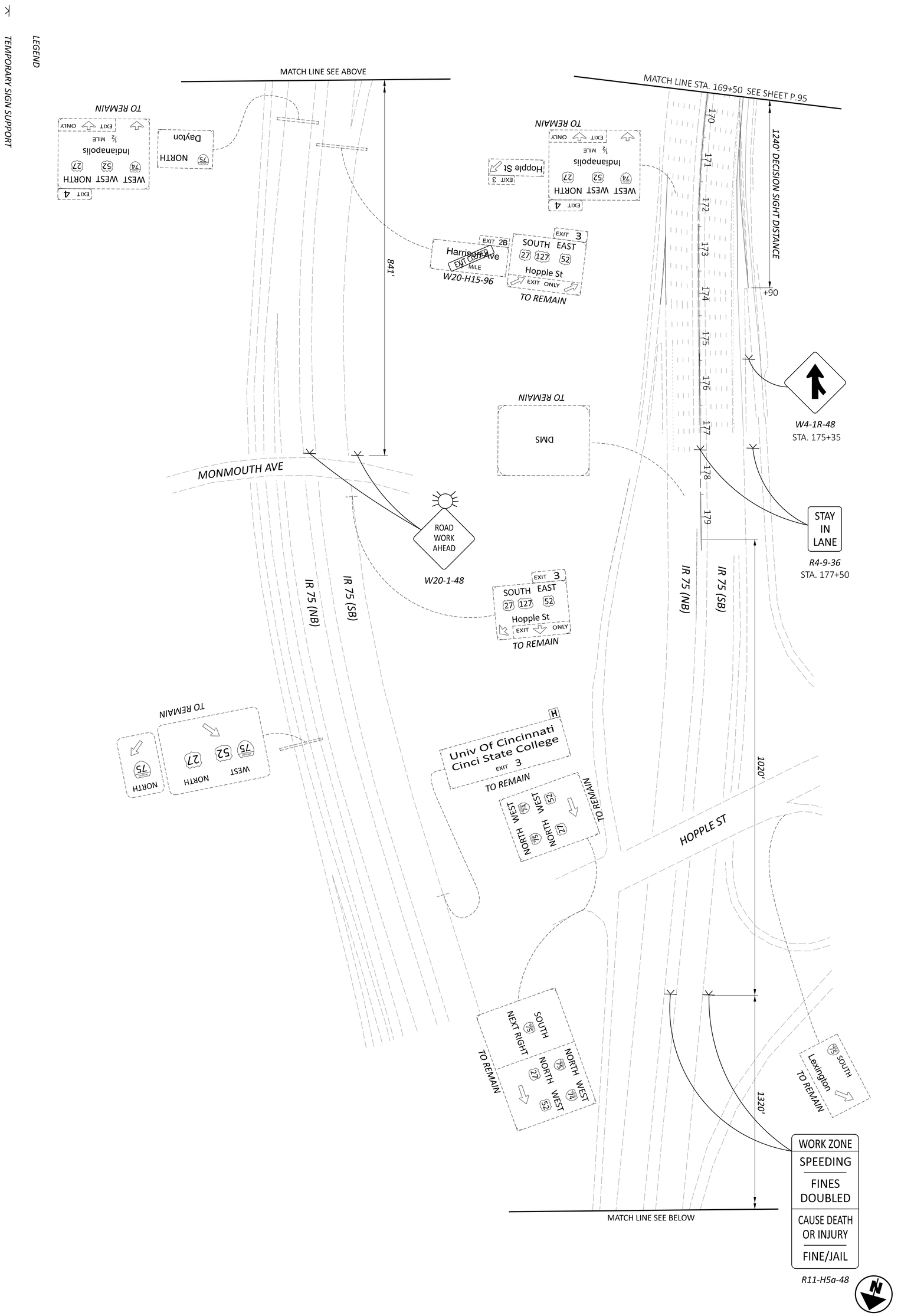

SHEET	TOTAL
P.96	830

PROJECT ID: 114161

REVIEWER: SMM 11/01/26

DESIGNER: MMP

DESIGN AGENCY: EMH&T

MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - IR 75 STA. 169+50 TO STA. 242+50

HORIZONTAL SCALE IN FEET
0 100
50 200

MODEL: BLP_Banks - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:12:58 PM USER: jtheuring
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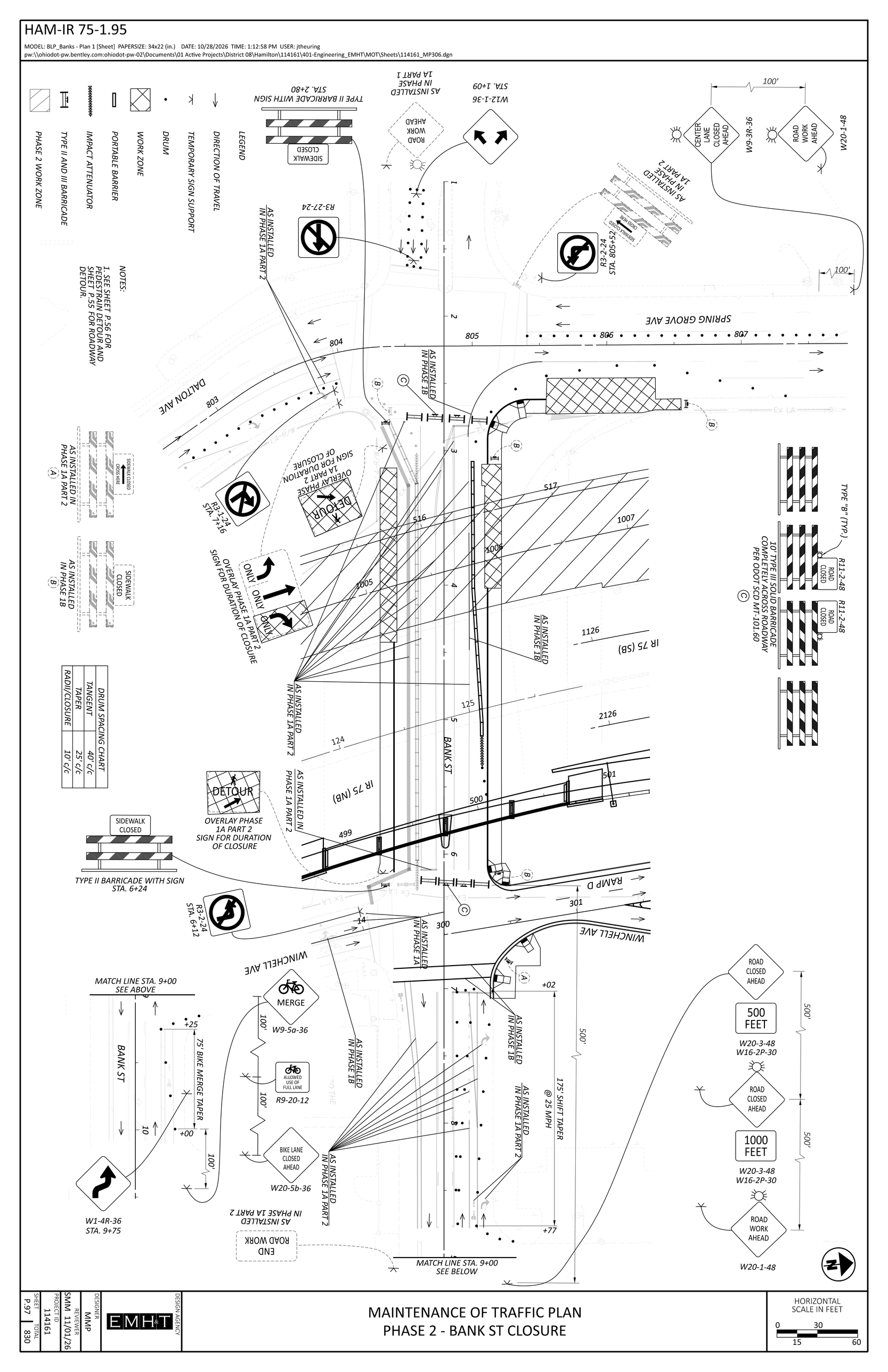
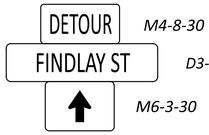


SHEET P.97	TOTAL 830	PROJECT ID 114161	REVIEWER SMM 11/01/26	DESIGNER MMP	DESIGN AGENCY EMH&T

MAINTENANCE OF TRAFFIC PLAN
PHASE 2 - BANK ST CLOSURE

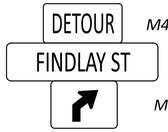
HORIZONTAL SCALE IN FEET
0 30
15 60

SIGNING LEGEND



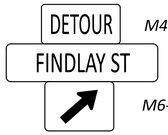
M4-8-30
D3-1-48
M6-3-30

A



M4-8-30
D3-1-48
M5-2-30

B



M4-8-30
D3-1-48
M6-2-30

C



D3-1-48
M4-H9L-30

D



M4-8a-24

E



D3-1-48
M4-9-30-MOD

F



D3-1-48
M4-H9L-30

G



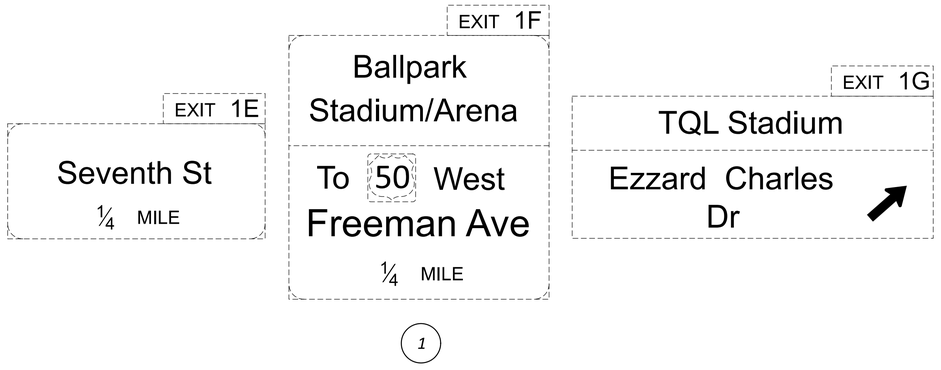
PORTABLE CHANGEABLE
MESSAGE SIGN

H



W20-H14-60

I



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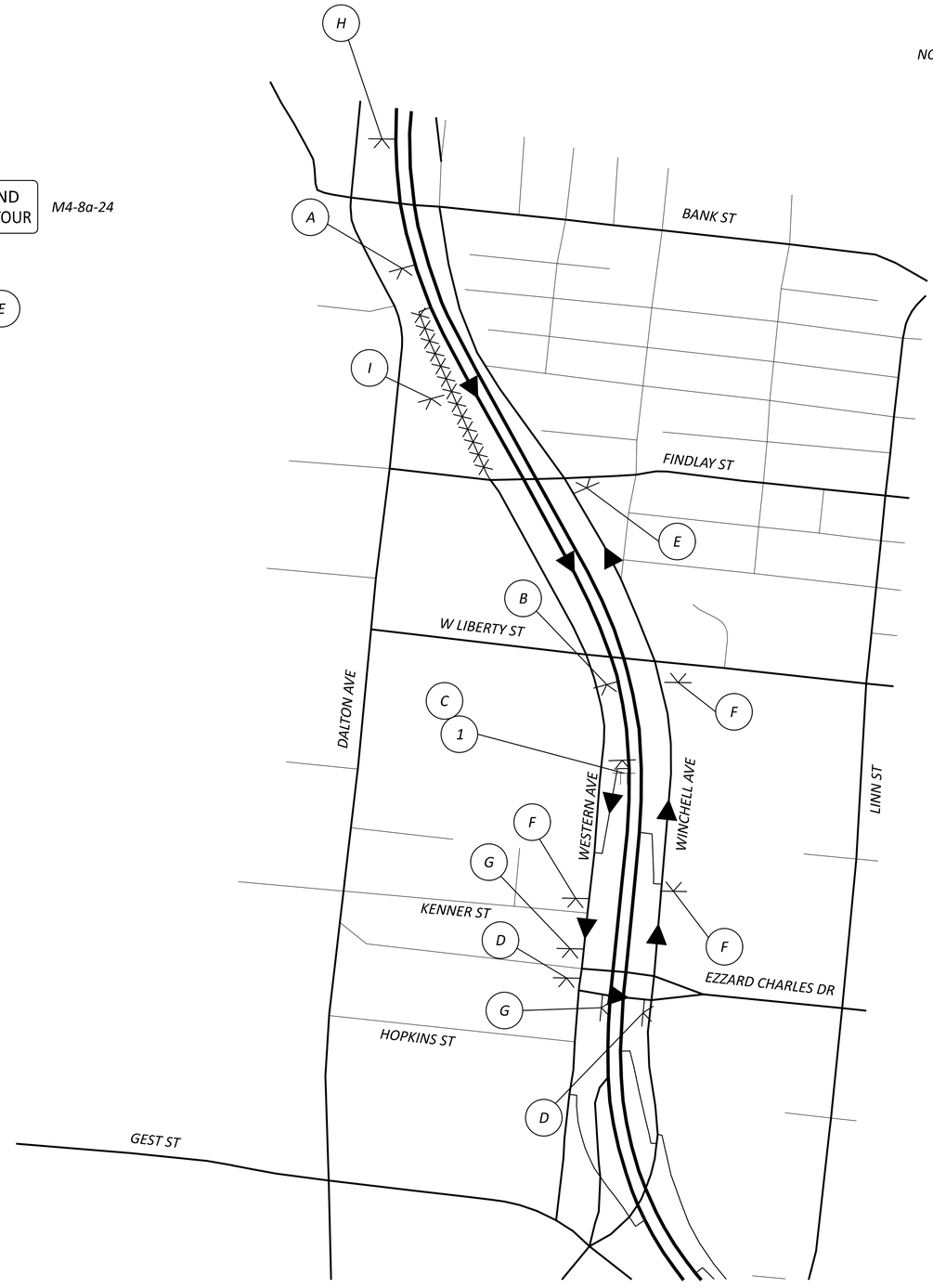
NOT TO SCALE



MAINTENANCE OF TRAFFIC DETOUR PLAN
PHASE 2A - RAMP G

LEGEND

XXXXX RAMP CLOSURE

DETOUR ROUTE

EXISTING SIGN SUPPORT

TEMPORARY SIGN SUPPORT

NOTES:

1. DETOUR SHALL ONLY BE IN PLACE DURING PHASE 2A CLOSURE OF RAMP G.

2. SEE SHEET P.101FOR CLOSURE DETAILS.

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/01/26

PROJECT ID
114161

SHEET P.98 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:13:06 PM USER: jtheuring
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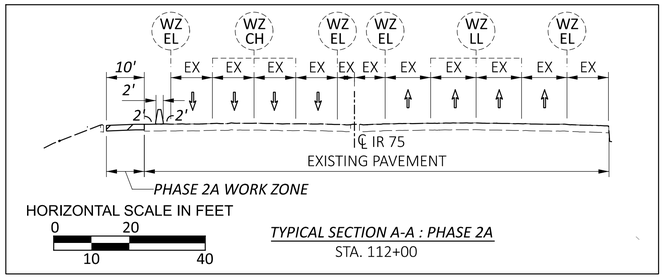
MAINTENANCE OF TRAFFIC PLAN
PHASE 2A - IR 75 STA. 106+00 TO STA. 114+00

HORIZONTAL SCALE IN FEET
0 15 30 60



TYPICAL SECTION A-A : PHASE 2A
STA. 112+00

EXIT 1G
Ezzard Charles Dr
¼ MILE

EXIT 1F
To 50 West
Freeman Ave
½ MILE

TQL Stadium
Hard Rock Casino
EXIT 1G

EX SIGN RELOCATED
FROM STA. 114+42
TO STA. STA. 112+50

DMS

TO REMAIN

WESTERN AVE

FINDLAY ST

AS INSTALLED IN PHASE 1B

AS INSTALLED IN PHASE 2

IR 75 (SB)

IR 75 (NB)

RAMP G

502 503 504 992 993 994

+10

MATCH LINE STA. 114+00 SEE SHEET P.100

AS INSTALLED IN PHASE 2

OVERLAY AS INSTALLED IN PHASE 1B

EXIT 2
Harrison Ave
¼ MILE

EXIT 4
Indianapolis
2 ¼ MILES
TO REMAIN
WEST 74
WEST 52
NORTH 27

LEGEND

DIRECTION OF TRAVEL

WORK ZONE

PORTABLE BARRIER

DRUM SPACING CHART	
TANGENT	*80' c/c*
TAPER	*50' c/c*
RADII/CLOSURE	*10' c/c*

DESIGN AGENCY
EMHT

DESIGNER MMP
REVIEWER SMM 11/01/26
PROJECT ID 114161
SHEET P.99 TOTAL 830

HAM-IR 75-1.95

MODEL: CLX_I075 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:13:27 PM USER: jtheuring
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LEGEND

DIRECTION OF TRAVEL

WORK ZONE

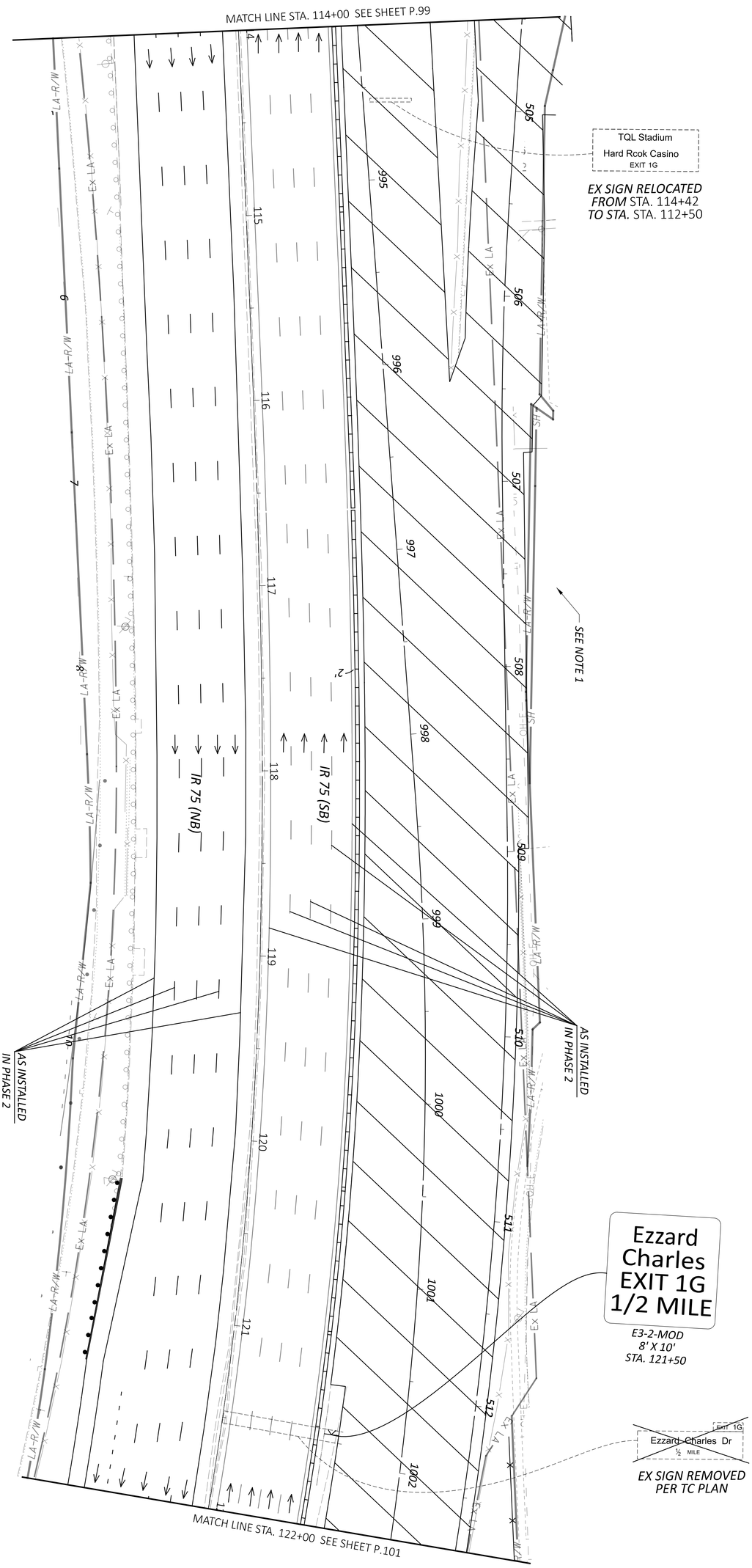
PORTABLE BARRIER

TEMPORARY SIGN SUPPORT

NOTES:

1. PARCEL 60 SHALL HAVE 9 PARKING SPACES AVAILABLE AT ALL TIMES. ASPHALT AND RESTRIPING WILL BE PLACED AS PART OF THIS PROJECT TO THE FACE OF THE RETAINING WALL.

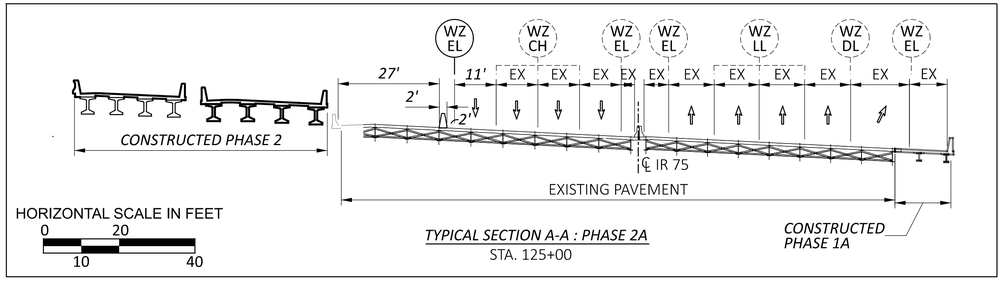
DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c



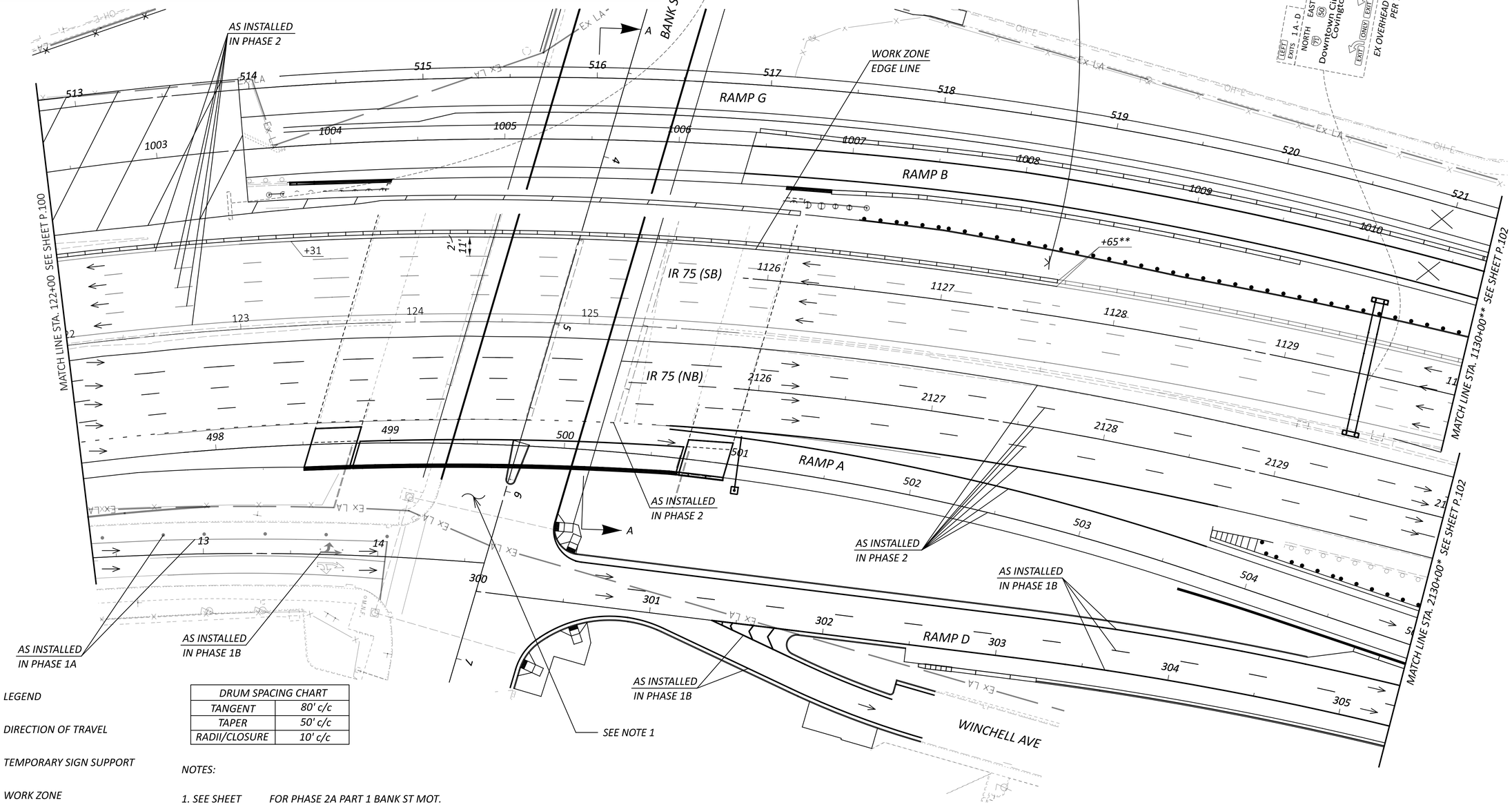
MAINTENANCE OF TRAFFIC PLAN
PHASE 2A - IR 75 STA. 114+00 TO STA. 122+00

HORIZONTAL SCALE IN FEET
0 30
15 60

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114161
SHEET: P.100 | TOTAL: 830



* STA. FROM IR 75 (SB) PR CENTERLINE
** STA. FROM IR 75 (NB) PR CENTERLINE



DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- WORK ZONE
- PORTABLE BARRIER
- LANE CLOSURE

NOTES:

1. SEE SHEET FOR PHASE 2A PART 1 BANK ST MOT.
2. SEE SHEET FOR PHASE 2A PART 2 BANK ST MOT.
3. SEE SHEET FOR PHASE 2A PART 3 BANK ST MOT.

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 2A - IR 75 STA. 122+00 TO IR 75 (NB) STA. 2130+00

DESIGN AGENCY
EMH&T

DESIGNER	MMP
REVIEWER	SMM 11/01/26
PROJECT ID	114161
SHEET	P.101
TOTAL	830

HAM-IR 75-1.95

MODEL: CLX_I075 - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:13:48 PM USER: jhteuring
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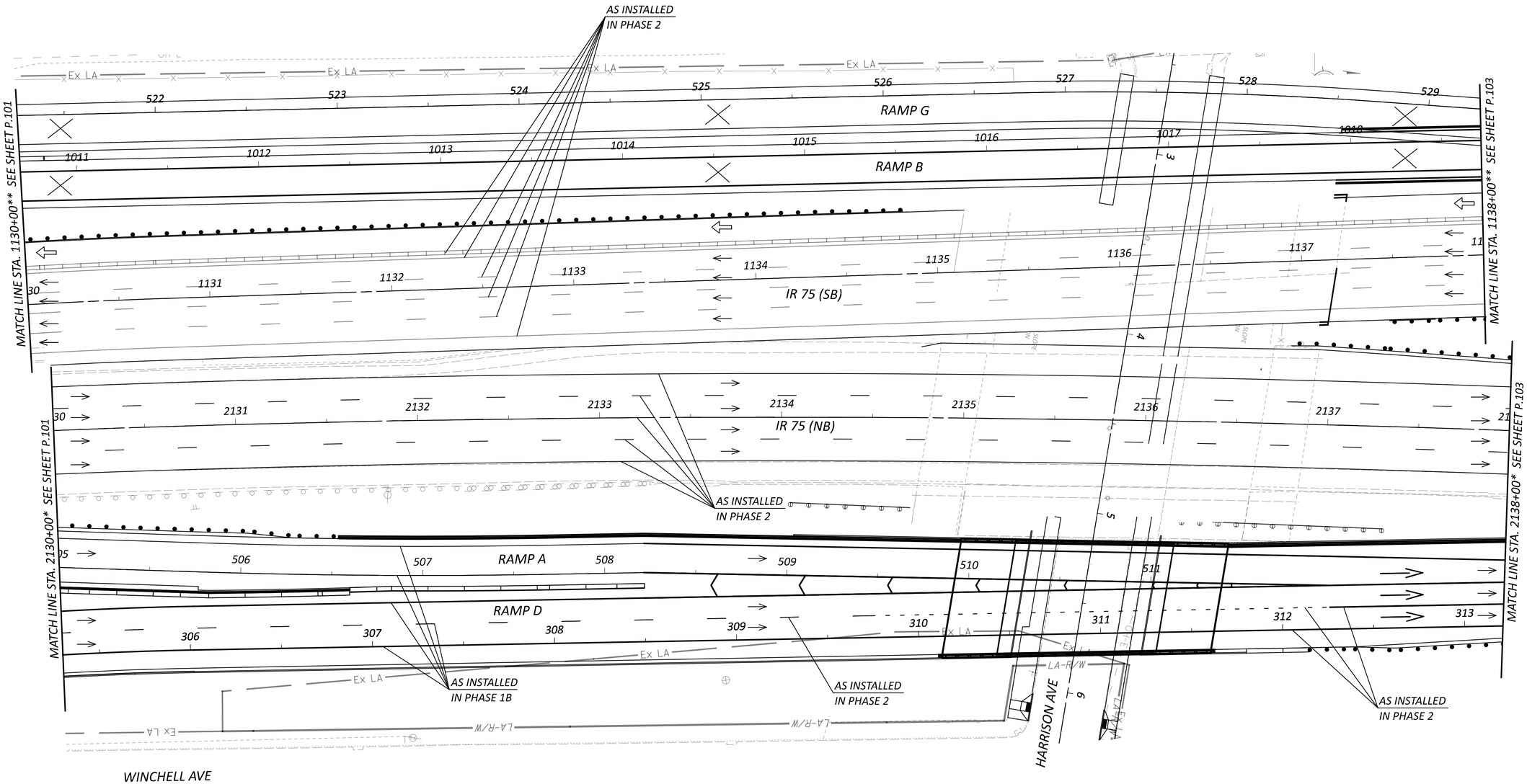
MAINTENANCE OF TRAFFIC PLAN
PHASE 2A - IR 75 (NB) STA. 2130+00 TO STA. 2138+00

HORIZONTAL SCALE IN FEET
0 15 30 60



LEGEND

- DIRECTION OF TRAVEL
- TEMPORARY SIGN SUPPORT
- PORTABLE BARRIER
- LANE CLOSURE
- CONTRACTOR ACCESS

DESIGN AGENCY: EMH&T

DESIGNER	MMP
REVIEWER	SMM 11/01/26
PROJECT ID	114161
SHEET	P.102
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:14:03 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\MOT\Sheets\114161_MP401.dgn

* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE
*** STA. WHV PR CENTERLINE

AS INSTALLED IN PHASE 2

R3-1-24 STA. 238+10***

PROPOSED WHV

AS INSTALLED IN PHASE 1B

WORK ZONE STOP LINE

WORK ZONE LANE ARROW

WORK ZONE LANE ARROW

EXISTING SIGN RELOCATED FROM STA. 1153+50** TO: STA. 1142+12**

LEFT EXIT 1B — NORTH (71) — EAST (50) — TO (71) — EAST (52)

WORK ZONE EDGE LINE

WORK ZONE CHANNELIZING LINE

AS INSTALLED IN PHASE 2

RAMP B

RAMP G

RAMP G

RAMP C

IR 75 (SB)

MATCH LINE STA. 1138+00** SEE SHEET P.102

MATCH LINE STA. 1146+00** SEE SHEET P.104

AS INSTALLED IN PHASE 2

IR 75 (NB)

MATCH LINE STA. 2138+00* SEE SHEET P.102

MATCH LINE STA. 2146+00* SEE SHEET P.104

RAMP A/D

RAMP D

AS INSTALLED IN PHASE 1B

AS INSTALLED IN PHASE 2

AS INSTALLED IN PHASE 2

LEGEND

- DIRECTION OF TRAVEL
- DRUM
- PORTABLE BARRIER
- LANE CLOSURE

NOTES:

1. RAMP C MARKINGS SHALL BE INSTALLED PER THE TC PLAN.

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 2A - IR 75 (NB) STA. 2138+00 TO STA. 2146+00

DESIGN AGENCY: EMH&T

DESIGNER: MMP
REVIEWER: SMM 11/02/26
PROJECT ID: 114161
SHEET: P.103 TOTAL: 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:14:01 PM USER: mplants
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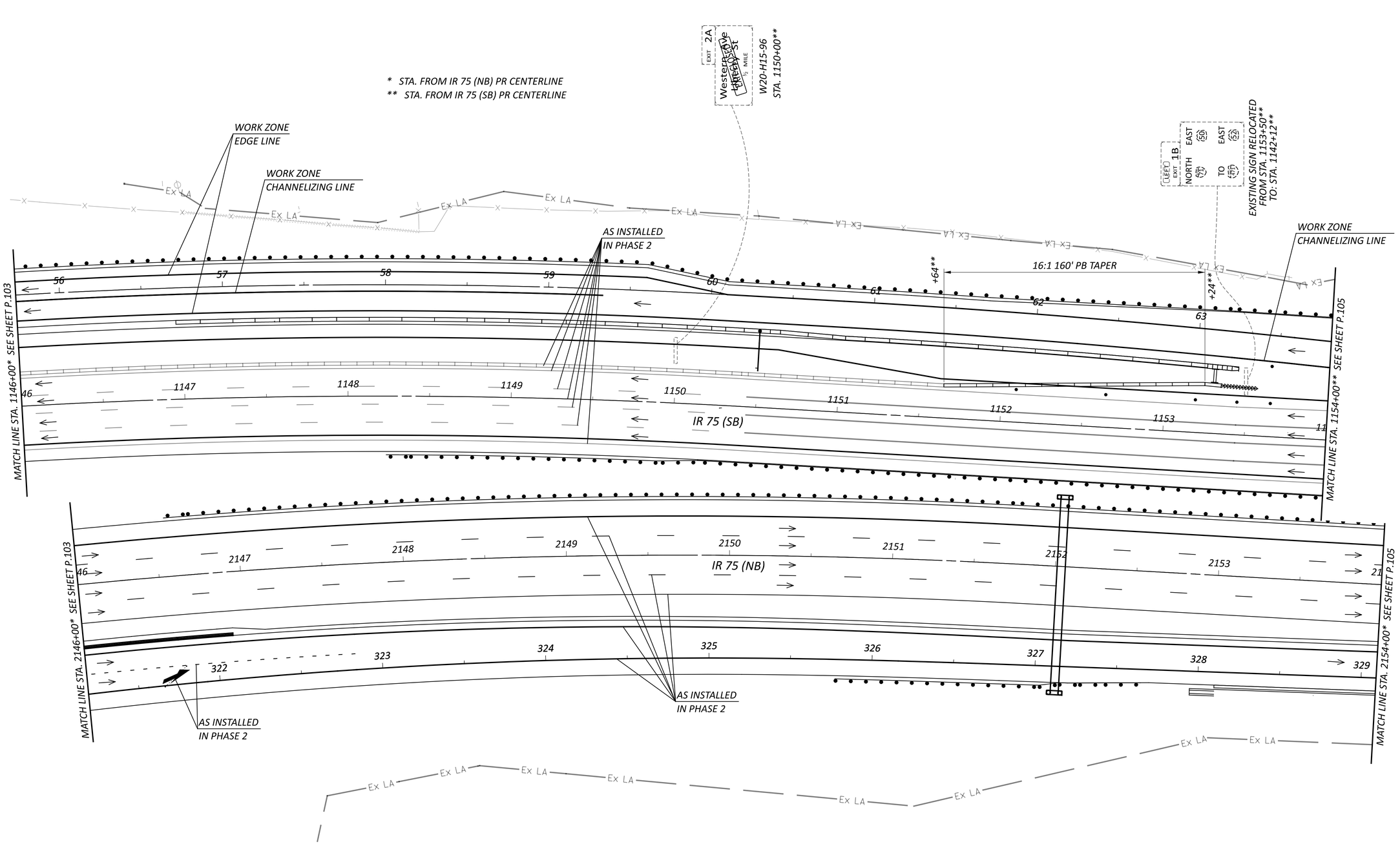
MAINTENANCE OF TRAFFIC PLAN
PHASE 2A - IR 75 (NB) STA. 2146+00 TO STA. 2154+00



HORIZONTAL SCALE IN FEET
0 15 30 60

LEGEND

- DIRECTION OF TRAVEL
- DRUM
- IMPACT ATTENUATOR
- PORTABLE BARRIER

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

DESIGN AGENCY
EMH&T

DESIGNER MMP
REVIEWER SMM 11/02/26
PROJECT ID 114161
SHEET P.104 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:14:02 PM USER: mplants
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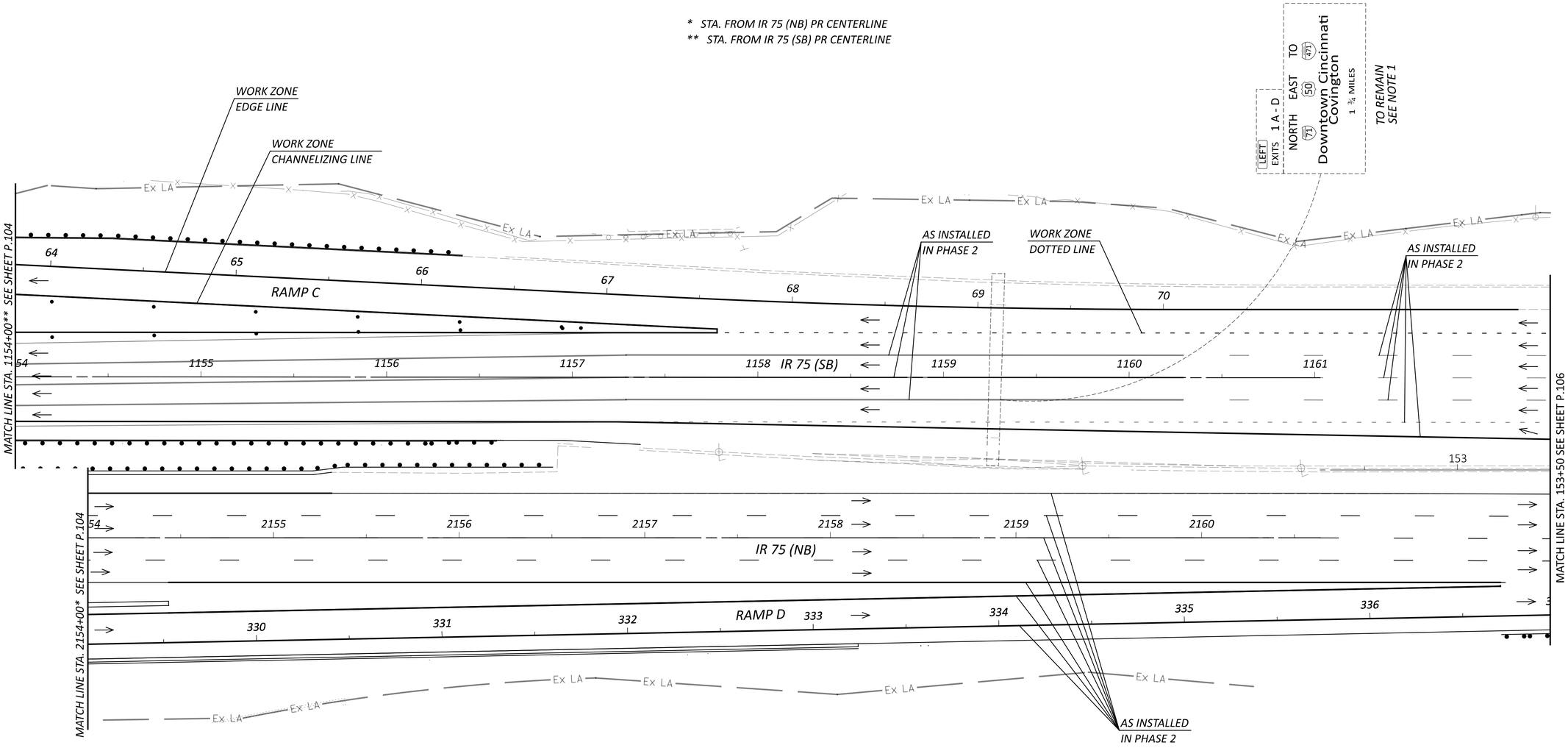
* STA. FROM IR 75 (NB) PR CENTERLINE
** STA. FROM IR 75 (SB) PR CENTERLINE



DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

LEGEND

→ DIRECTION OF TRAVEL

TEMPORARY SIGN SUPPORT

• DRUM

NOTES:

1. PROPOSED RAMP C OVERHEAD EXIT SIGN SHALL BE INSTALLED PER THE TC PLAN.

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 2A - IR 75 (NB) STA. 2154+00 TO IR 75 STA. 153+50

DESIGN AGENCY
EMH&T

DESIGNER MMP
REVIEWER SMM 11/02/26
PROJECT ID 114161
SHEET P.105 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:14:19 PM USER: jkheuring
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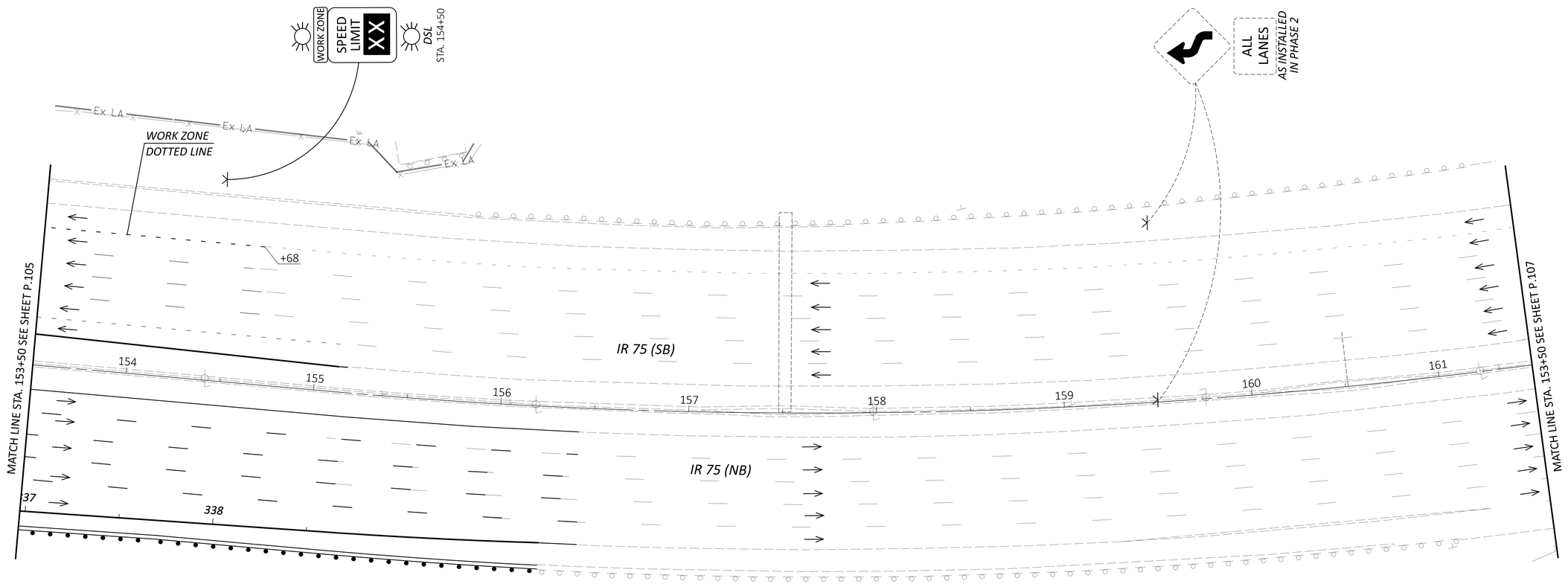

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

LEGEND

DIRECTION OF TRAVEL

TEMPORARY SIGN SUPPORT

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 2A - IR 75 STA. 153+50 TO STA. 161+50

DESIGN AGENCY
EMH&T

DESIGNER
MMP

REVIEWER
SMM 11/02/26

PROJECT ID
114161

SHEET P.106 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:14:20 PM USER: jheuring
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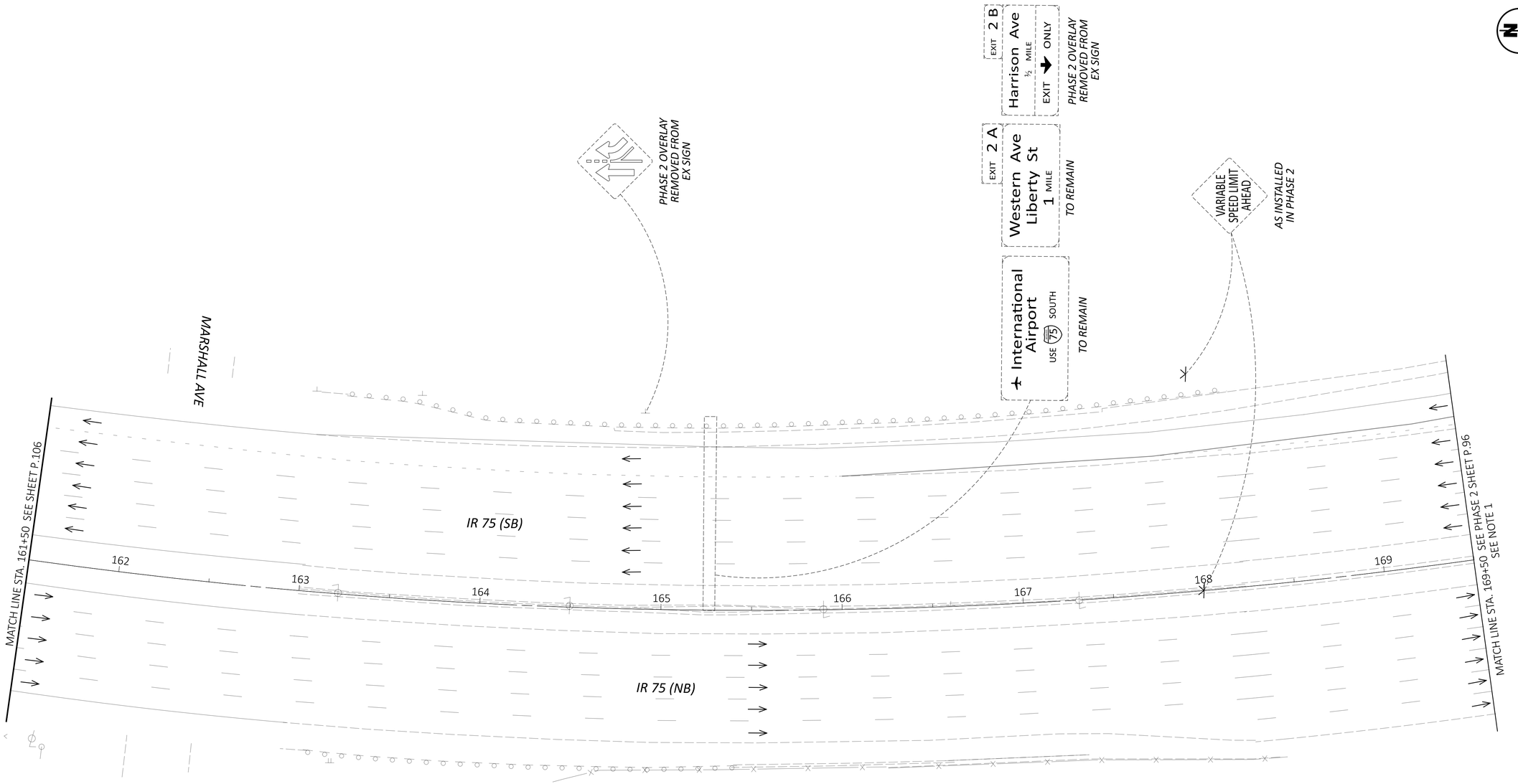

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	50' c/c
RADII/CLOSURE	10' c/c

LEGEND

DIRECTION OF TRAVEL

TEMPORARY SIGN SUPPORT

NOTES:

1. EXIT CLOSED OVERLAY ON OVERHEAD SIGN FOR HARRISON AVE 1 MILE EXIT AHEAD AND W1-4R SIGN AT STA. 175+35 SHALL BE REMOVED THIS PHASE.

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN
PHASE 2A - IR 75 STA. 161+50 TO STA. 169+50

DESIGN AGENCY
EMH&T

DESIGNER MMP
REVIEWER SMM 11/02/26
PROJECT ID 114161
SHEET P.107 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:14:22 PM USER: jtheuring
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MODEL: CLP_HARRISON - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:14:30 PM USER: jtheuring
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LEGEND

- TYPE III BARRICADE
- PORTABLE BARRIER
- IMPACT ATTENUATOR
- DRUM
- TEMPORARY SIGN SUPPORT
- DIRECTION OF TRAVEL

DRUM SPACING CHART	
TANGENT	40' c/c
TAPER	35' c/c
RADII/CLOSURE	10' c/c

AS INSTALLED IN PHASE 1A

ROAD WORK AHEAD

SPRING GROVE AVE

816

817

RIGHT LANE MUST TURN RIGHT

AS INSTALLED IN PHASE 1A

ROAD WORK AHEAD

TYPE II BARRICADE WITH SIGN STA. 6+12

R9-11a-24

SIDEWALK CLOSED CROSS HERE

END ROAD WORK

AS INSTALLED IN PHASE 1A

528

1017

1137

1136

2136

511

311

AS INSTALLED IN PHASE 1A

AS INSTALLED IN PHASE 1A

AS INSTALLED IN PHASE 1A

R9-11a-24

SIDEWALK CLOSED CROSS HERE

TYPE II BARRICADE WITH SIGN STA. 6+12

WINCHELL AVE

HARRISON AVE

AS INSTALLED IN PHASE 1B

INSTALLED PER TC PLAN

LOCAL CONNECTOR

ROAD WORK AHEAD

AS INSTALLED IN PHASE 1B

AS INSTALLED IN PHASE 1B

TYPICAL SECTION A-A - PHASE 2A PART 1
STA. 2+75

℄ HARRISON AVE
EXISTING PAVEMENT

WORK ZONE

HORIZONTAL SCALE IN FEET
0 10 20 40

MAINTENANCE OF TRAFFIC PLAN
PHASE 2A - HARRISON AVE STA. 1+00 TO STA. 9+00

HORIZONTAL SCALE IN FEET
0 15 30 60

SHEET	TOTAL
P.108	830

PROJECT ID: 114161

REVIEWER: SMM 11/01/26

DESIGNER: MMP

DESIGN AGENCY: EMH&T

MODEL: BLP_Banks - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:15:01 PM USER: jtheuring
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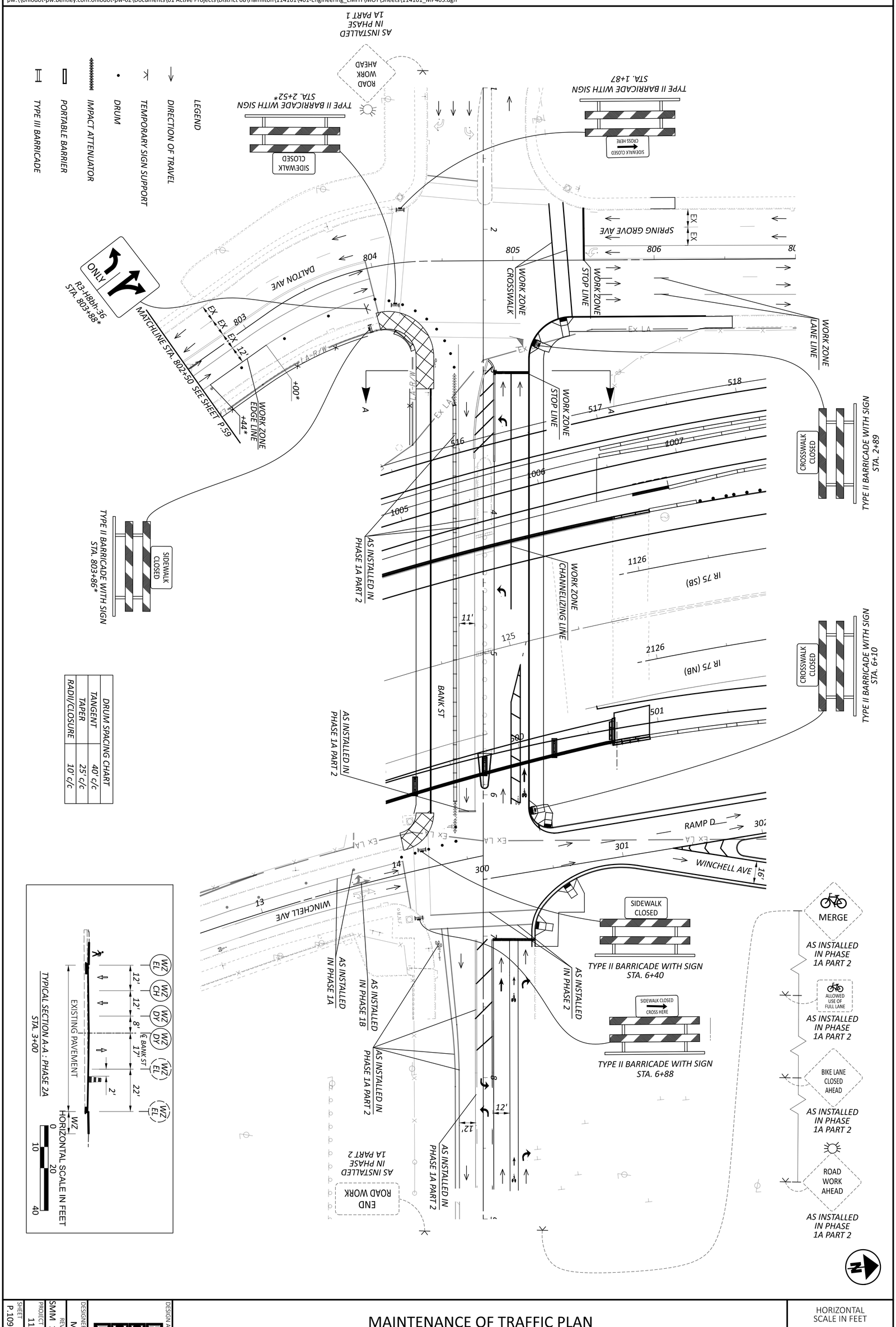

MAINTENANCE OF TRAFFIC PLAN
PHASE 2A PART 1 - BANK ST STA. 1+00 TO STA. 9+00

DESIGNER	MMP
REVIEWER	SMM 11/01/26
PROJECT ID	114161
SHEET	P.109
TOTAL	830
DESIGN AGENCY	EMH&T

HORIZONTAL SCALE IN FEET
0 30
15 60

HAM-IR 75-1.95

MODEL: BLP_Banks - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:15:36 PM USER: jtheuring
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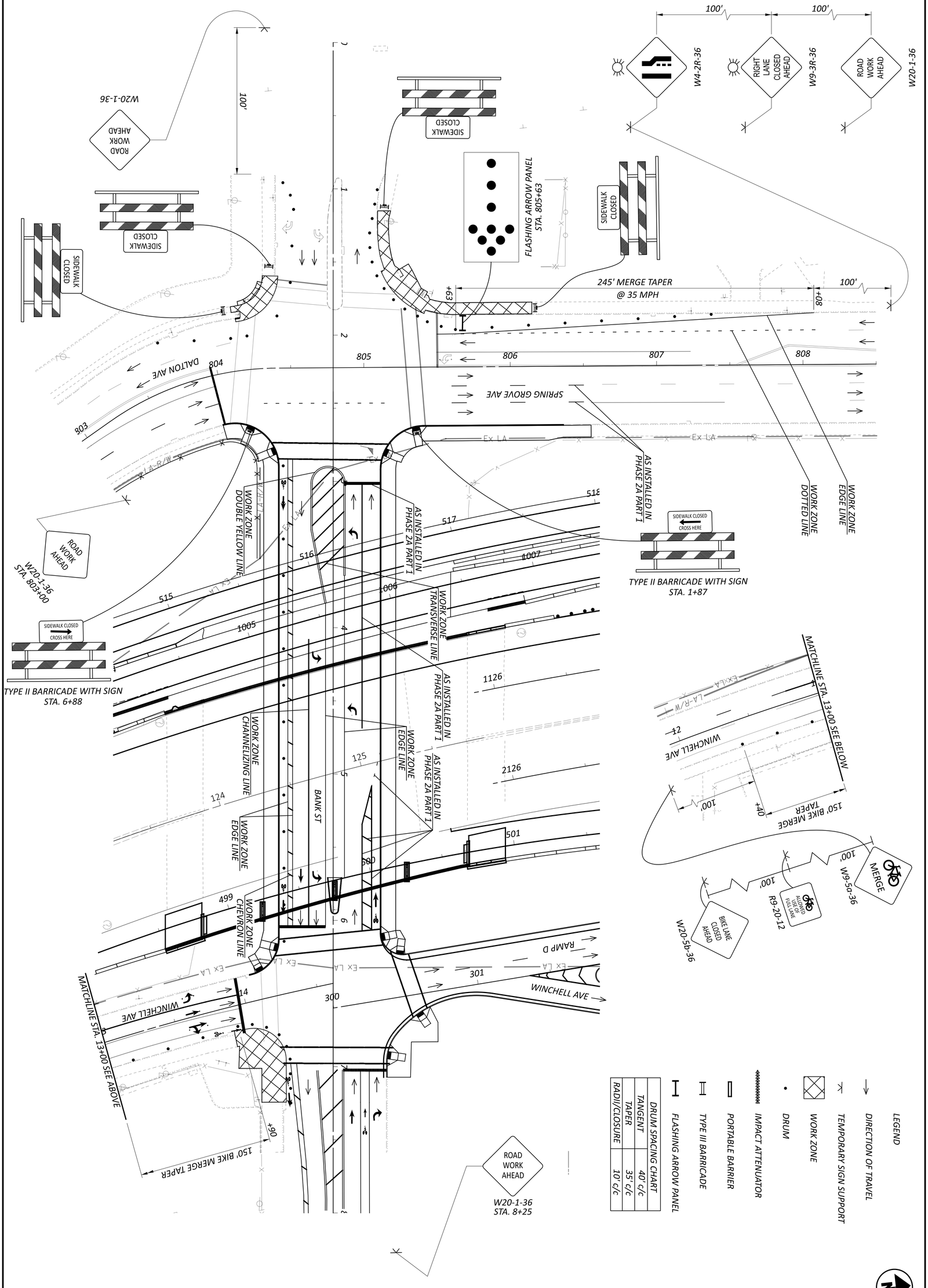

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
MMP	SMM 11/01/26	114161	P.110	830

DESIGN AGENCY: EMH&T

MAINTENANCE OF TRAFFIC PLAN
PHASE 2A PART 2 - BANK ST STA. 0+00 TO STA. 8+00

HORIZONTAL SCALE IN FEET
0 30
15 60

MODEL: BLP_Banks - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:15:45 PM USER: jtheuring
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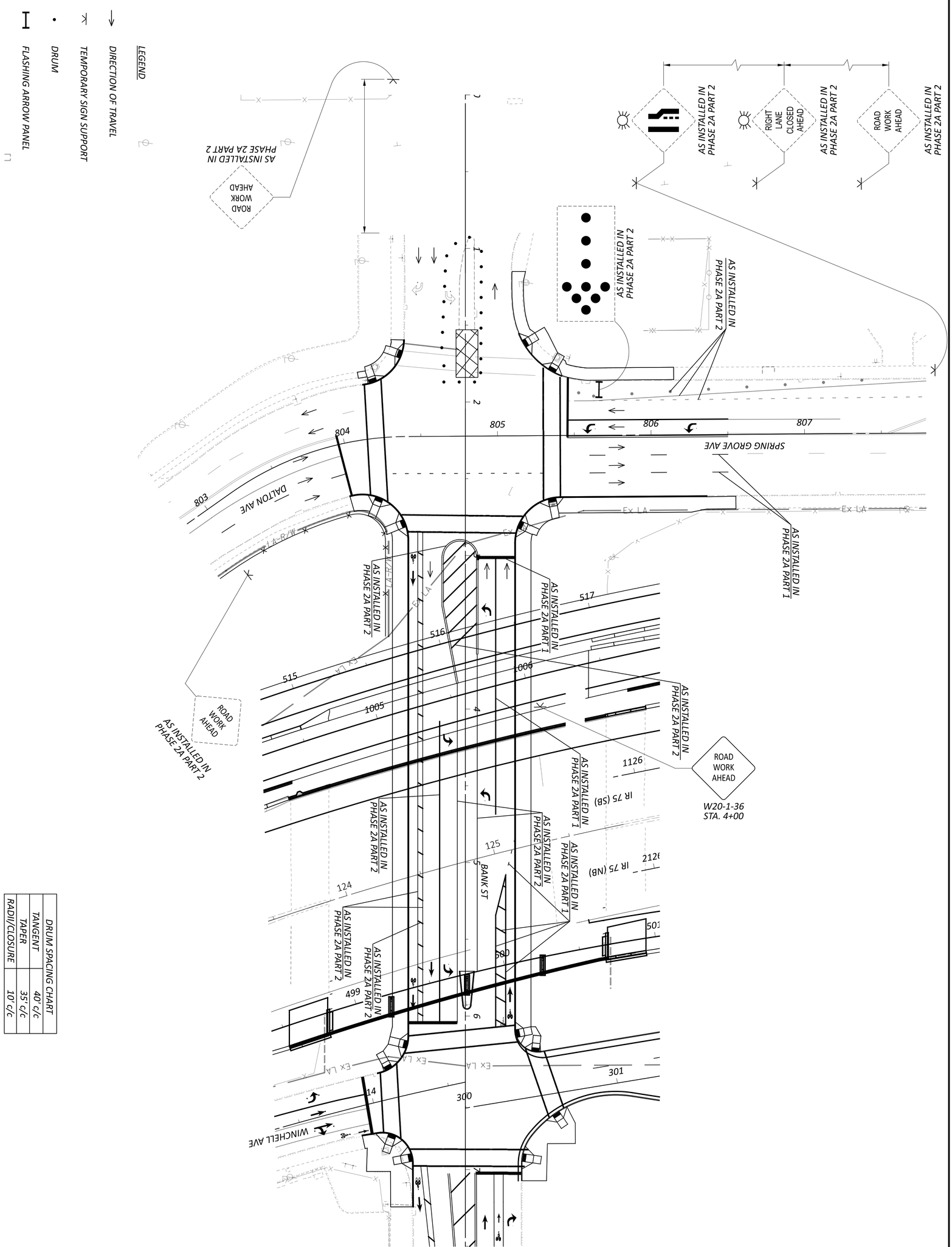


DRUM SPACING CHART	
TANGENT	40' c/c
TAPER	35' c/c
RADII/CLOSURE	10' c/c

MAINTENANCE OF TRAFFIC PLAN
PHASE 2A PART 3 - BANK ST STA. 0+00 TO STA. 8+00

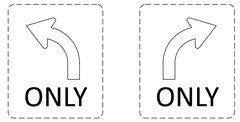
HORIZONTAL SCALE IN FEET
0 15 30 60

DESIGN AGENCY: EMH&T
DESIGNER: MMP
REVIEWER: SMM 11/01/26
PROJECT ID: 114162
SHEET: P.111 TOTAL: 830

LEGEND

EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
		TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
		STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

EXISTING SPAN MOUNTED SIGNS



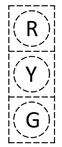
R3-5L-30 REMOVE (A) — R3-5R-30 REMOVE (B)

PROPOSED SPAN MOUNTED SIGNS



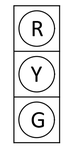
R3-6L-30 (C) — W23-H2b-30 (D) — R3-5R-30 (F) — R3-5L-30 (G) — R3-1-30 (H)

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO BE REMOVED

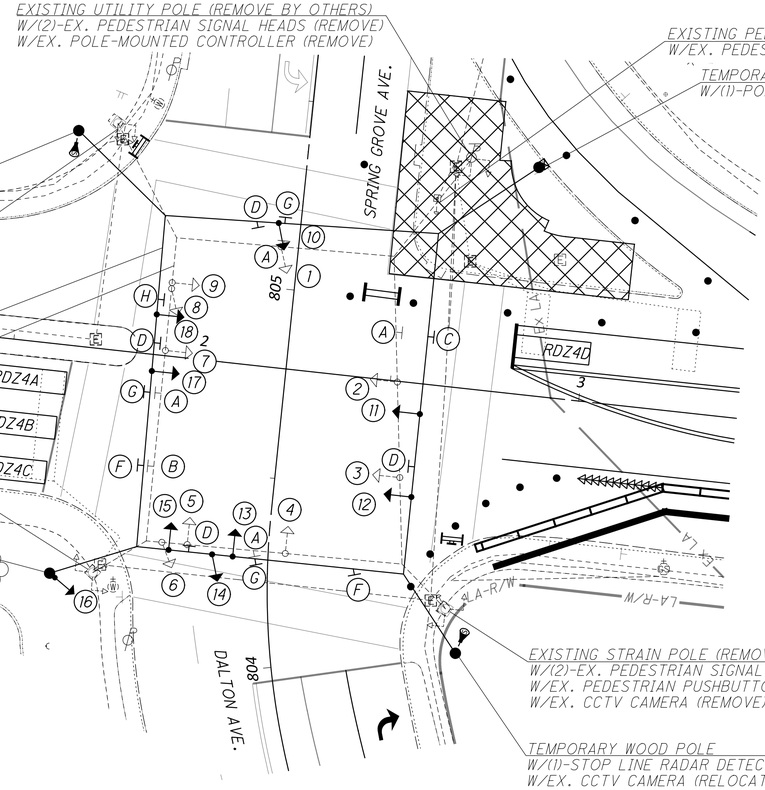


1, 2, 3, 4, 5, 6, 7, 8, 9

TEMPORARY VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS

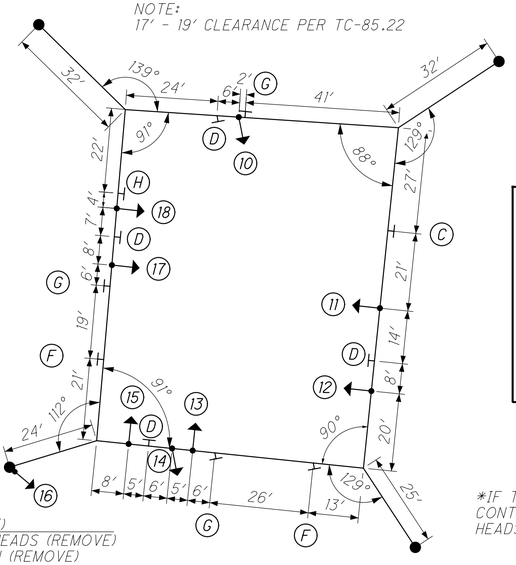


10, 11, 12, 13, 14, 15, 16, 17, 18



SPAN DIAGRAM

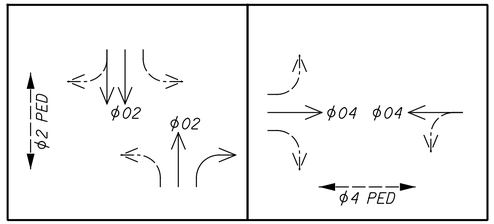
NOTE:
17' - 19' CLEARANCE PER TC-85.22



LEGEND

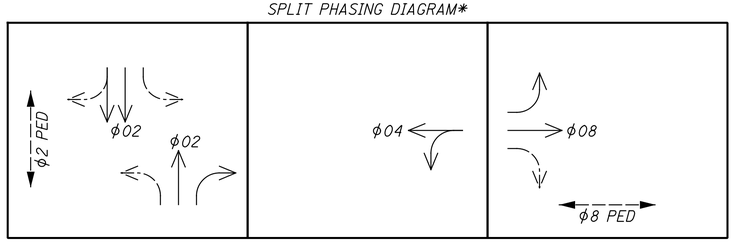
PERMITTED MOVEMENT
PROTECTED MOVEMENT
PEDESTRIAN MOVEMENT

PHASING DIAGRAM



*IF THE CITY OF CINCINNATI REQUESTS SPLIT PHASING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE SIGNAL HEADS, SIGNS, AND CONTROLLER SETTINGS AS REQUIRED.

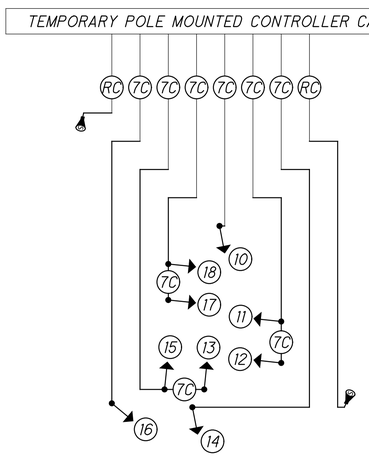
SPLIT PHASING DIAGRAM*



FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
10, 14, 16 (NB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
11-12 (EB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
13, 15 (SB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
17-18 (WB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	

WIRING DIAGRAM



LEGEND

- VEHICLE HEAD
- STOP LINE RADAR DETECTION UNIT
- (7C) SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- (RC) RADAR DETECTION CABLE

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	DETECTION SIZE (FT)	PULSE OR PRESENCE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	ASSOCIATED PHASE
RDZ4A	(EB LT)	6' X 20'	PRESENSE	0	-	S2	STOP LINE	4
RDZ4B	(EB)	6' X 20'	PRESENSE	0	-	S2	STOP LINE	4
RDZ4C	(EB RT)	6' X 20'	PRESENSE	12	-	S2	STOP LINE	4
RDZ4D	(WB)	6' X 20'	PRESENSE	3	-	S1	STOP LINE	4

TEMPORARY SIGNAL PLAN SHEET NOTES

1. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.
2. THE CONTRACTOR SHALL MATCH THE EXISTING SIGNAL TIMINGS AND CONTROLLER SETTINGS FOR ALL PHASES. IF ANY TIMING OR CONTROLLER SETTING MODIFICATIONS ARE REQUIRED DURING MOT, THE CONTRACTOR SHALL CONTACT THE CITY OF CINCINNATI TRANSPORTATION DEPARTMENT FOR APPROVAL.
3. DURING OVERNIGHT ROADWAY CLOSURES, THE CONTRACTOR SHALL COVER CONFLICTING SIGNAL AND PEDESTRIAN HEADS AS NEEDED PER PHASE.
4. THE CONTRACTOR SHALL MAINTAIN THE EXISTING 144-TRUNK INTERCONNECT CABLE AND PROVIDE A DROP CABLE CONNECTION TO THE TEMPORARY CONTROLLER THROUGHOUT THE MOT PHASES AT THIS INTERSECTION.

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
SPRING GROVE/DALTON AVE AT BANK ST - PHASE 1A PART 2 - PHASE 1C

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER EO
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.112 TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:10:09 PM USER: Evi Olidashi
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LEGEND

EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
TR	TR	TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
S	S	STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

EXISTING SPAN MOUNTED SIGNS



R3-5L-30 (A)



R3-5R-30 (B)



W23-H2b-30 (D)

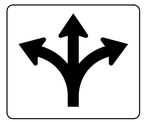


R3-6L-30 REMOVE (F)



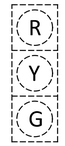
R3-1-30 REMOVE (G)

PROPOSED SPAN MOUNTED SIGNS

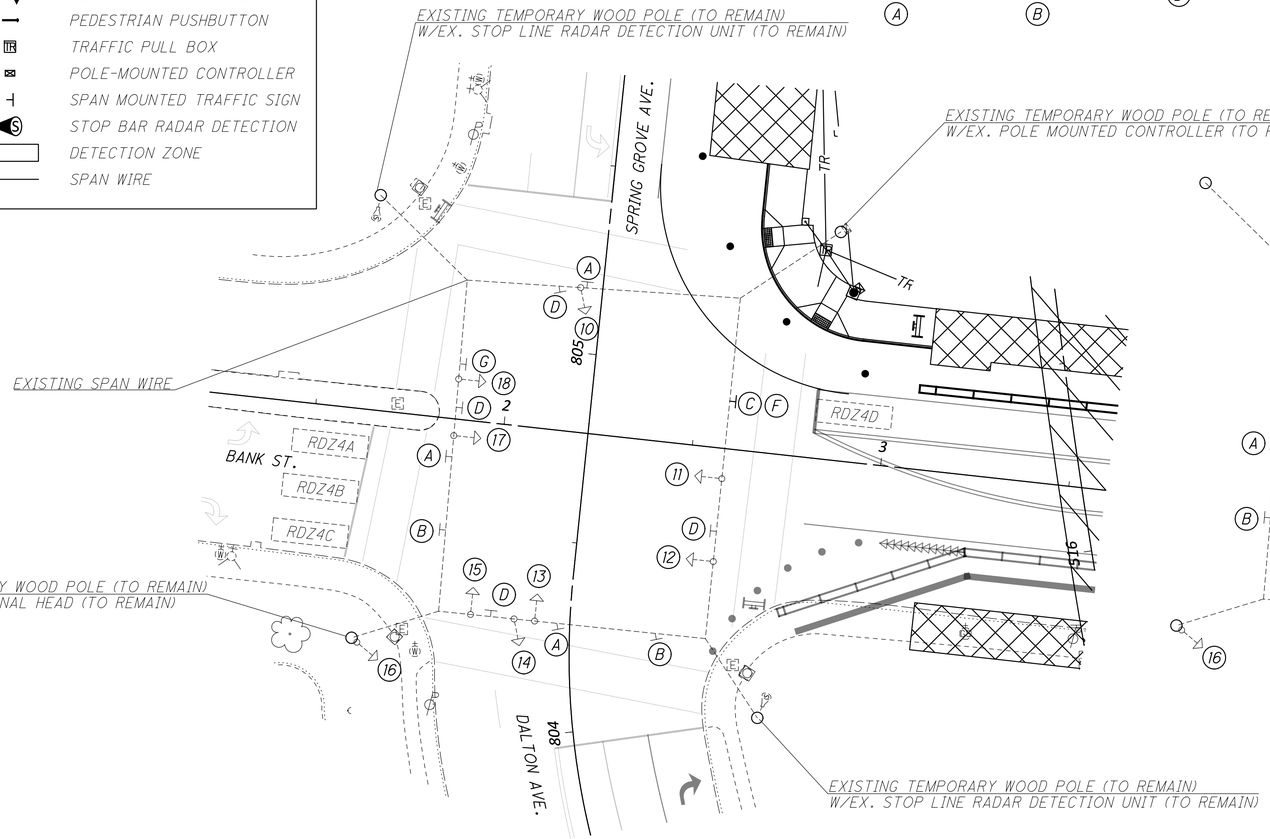


R3-H6b-42 (C)

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN

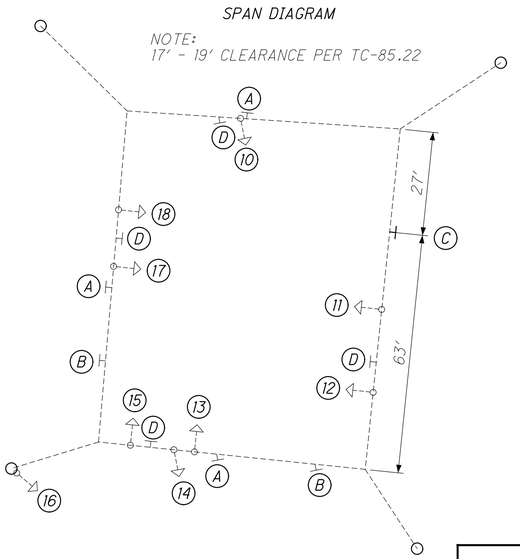


10, 11, 12, 13, 14, 15, 16, 17, 18



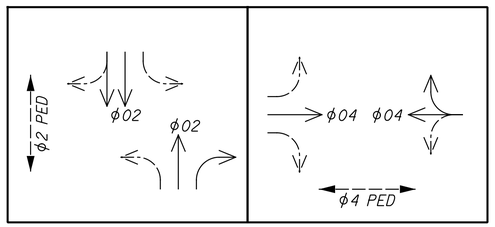
SPAN DIAGRAM

NOTE:
17' - 19' CLEARANCE PER TC-85.22



LEGEND
PERMITTED MOVEMENT
PROTECTED MOVEMENT
PEDESTRIAN MOVEMENT

PHASING DIAGRAM

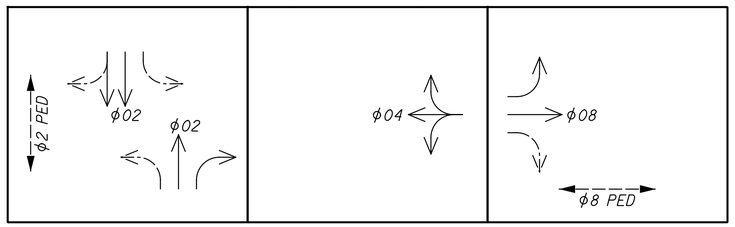


TEMPORARY SIGNAL PLAN SHEET NOTES

1. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.
2. THE CONTRACTOR SHALL MATCH THE EXISTING SIGNAL TIMINGS AND CONTROLLER SETTINGS FOR ALL PHASES. IF ANY TIMING OR CONTROLLER SETTING MODIFICATIONS ARE REQUIRED DURING MOT, THE CONTRACTOR SHALL CONTACT THE CITY OF CINCINNATI TRANSPORTATION DEPARTMENT FOR APPROVAL.
3. DURING OVERNIGHT ROADWAY CLOSURES, THE CONTRACTOR SHALL COVER CONFLICTING SIGNAL AND PEDESTRIAN HEADS AS NEEDED PER PHASE.

*IF THE CITY OF CINCINNATI REQUESTS SPLIT PHASING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE SIGNAL HEADS, SIGNS, AND CONTROLLER SETTINGS AS REQUIRED.

SPLIT PHASING DIAGRAM*



HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
SPRING GROVE/DALTON AVE AT BANK ST - PHASE 2

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER	EO
REVIEWER	JAR 11-02-26
PROJECT ID	114161
SHEET	P.113
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:10:30 PM USER: Evi Olladashi
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LEGEND

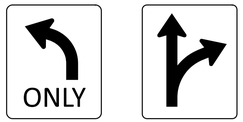
EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
		TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
		STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

EXISTING SPAN MOUNTED SIGNS



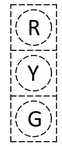
R3-5L-30 (A) | R3-5R-30 (B) | R3-H6b-42 REMOVE (C) | W23-H2b-30 (D) | R3-5R-30 REMOVE (F)

PROPOSED SPAN MOUNTED SIGNS



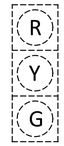
R3-5L-30 (G) | R3-6R-30 (H)

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN



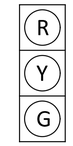
11, 12, 13, 15, 16

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO BE RELOCATED

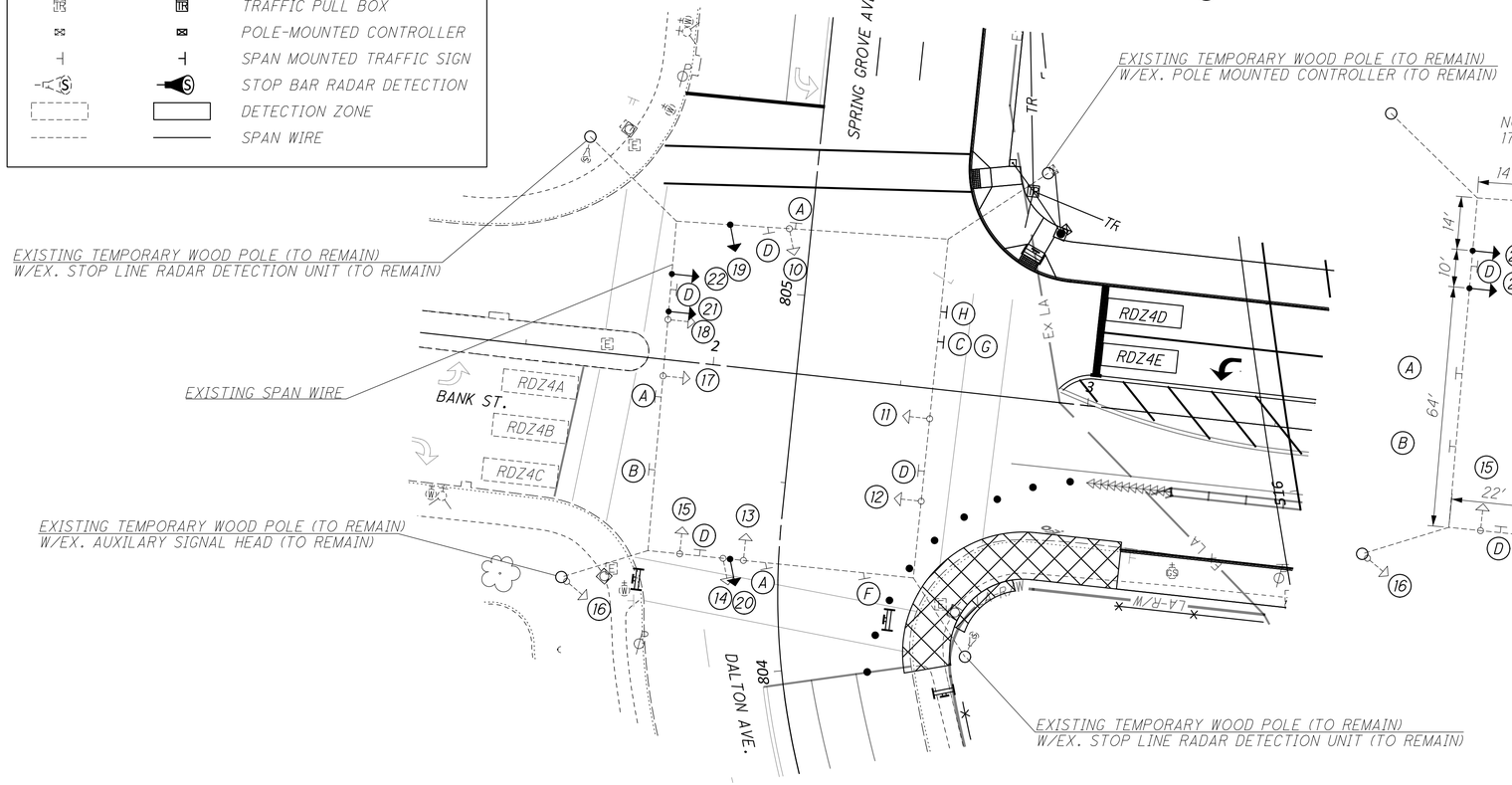


10, 14, 17, 18

RELOCATED EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS

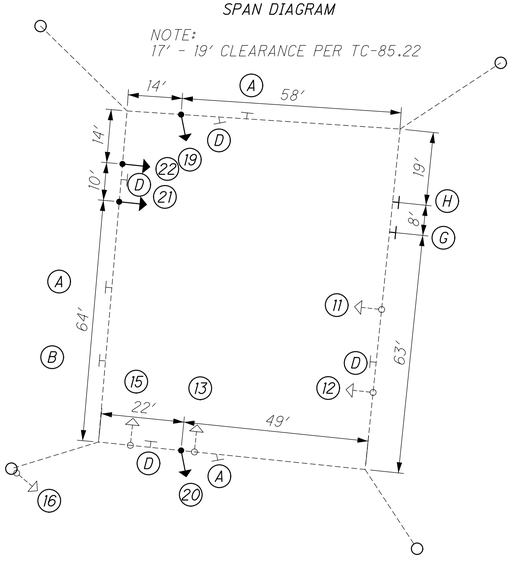


19, 20, 21, 22



SPAN DIAGRAM

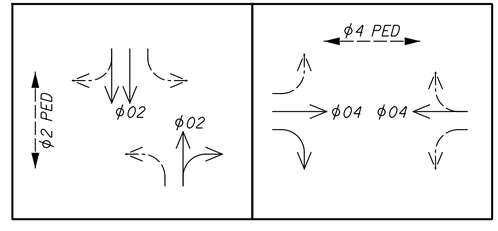
NOTE:
17' - 19' CLEARANCE PER TC-85.22



LEGEND

PERMITTED MOVEMENT
PROTECTED MOVEMENT
PEDESTRIAN MOVEMENT

PHASING DIAGRAM



RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	DETECTION SIZE (FT)	PULSE OR PRESENCE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	ASSOCIATED PHASE
RDZ4A	(EB LT)	6' X 20'	PRESENSE	0	-	S2	STOP LINE	4
RDZ4B	(EB)	6' X 20'	PRESENSE	0	-	S2	STOP LINE	4
RDZ4C	(EB RT)	6' X 20'	PRESENSE	12	-	S2	STOP LINE	4
RDZ4D	(WB LT)	6' X 20'	PRESENSE	3	-	S1	STOP LINE	4
RDZ4E	(WB)	6' X 20'	PRESENSE	8	-	S1	STOP LINE	4

TEMPORARY SIGNAL PLAN SHEET NOTES

1. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.
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HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
SPRING GROVE/DALTON AVE AT BANK ST - PHASE 2A PART 1

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER EO
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.114 TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:10:44 PM USER: Evi Ollidashi
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LEGEND

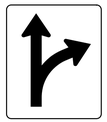
EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
TR	TR	TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
S	S	STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

EXISTING SPAN MOUNTED SIGNS



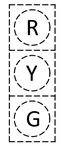
R3-5L-30 (A) | R3-5R-30 REMOVE (B) | R3-6R-30 (C) | W23-H2b-30 (D) | W23-H2b-30 RELOCATED (F)

PROPOSED SPAN MOUNTED SIGN



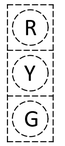
R3-6R-30 (G)

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN



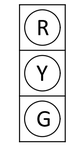
14, 16, 17, 18

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO BE RELOCATED

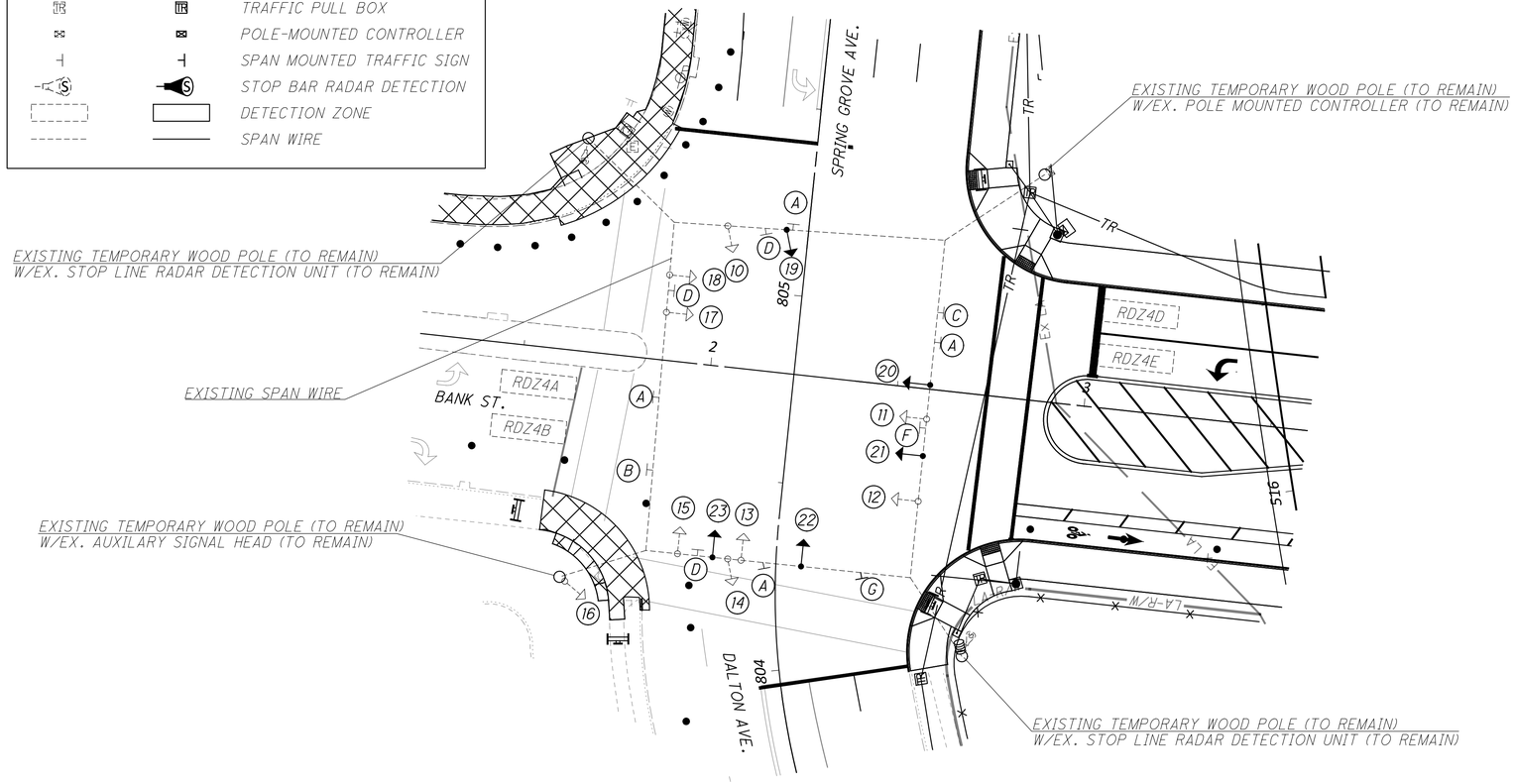


10, 11, 12, 13, 15

RELOCATED EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS

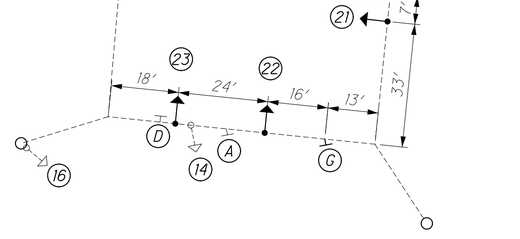


19, 20, 21, 22, 23



SPAN DIAGRAM

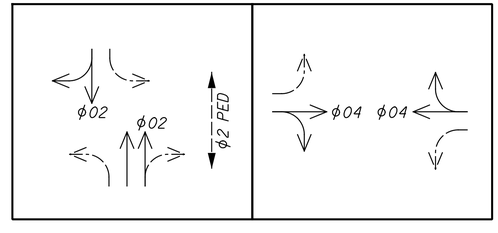
NOTE:
17' - 19' CLEARANCE PER TC-85.22



LEGEND

PERMITTED MOVEMENT
PROTECTED MOVEMENT
PEDESTRIAN MOVEMENT

PHASING DIAGRAM



TEMPORARY SIGNAL PLAN SHEET NOTES

1. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.

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HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
SPRING GROVE/DALTON AVE AT BANK ST - PHASE 2A PART 2

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER
EO

REVIEWER
JAR 11-02-26

PROJECT ID
114161

SHEET P.115 TOTAL 830

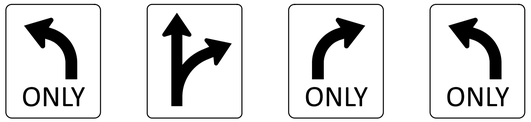
HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:57:13 PM USER: Evi Olidashi
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\V06-Engineering_Lanham\MOT\Sheets\114161_MP104.dgn

LEGEND

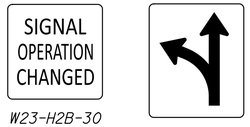
EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
TR	TR	TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
S	S	STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

SPAN MOUNTED SIGNS (SEE SIGNAL PLAN)



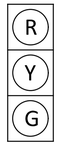
R3-5L-30 (A) | R3-6R-30 (B) | R3-5R-30 (C) | R3-5L-30 COVERED (D)

PROPOSED TEMPORARY SPAN MOUNTED SIGNS



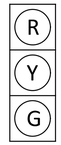
W23-H2B-30 (F) | R3-6L-30 (G)

VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS (SEE SIGNAL PLAN) TO REMAIN



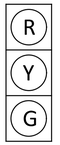
1, 2, 5, 6, 7, 8, 9

VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS (SEE SIGNAL PLAN) TO BE RELOCATED

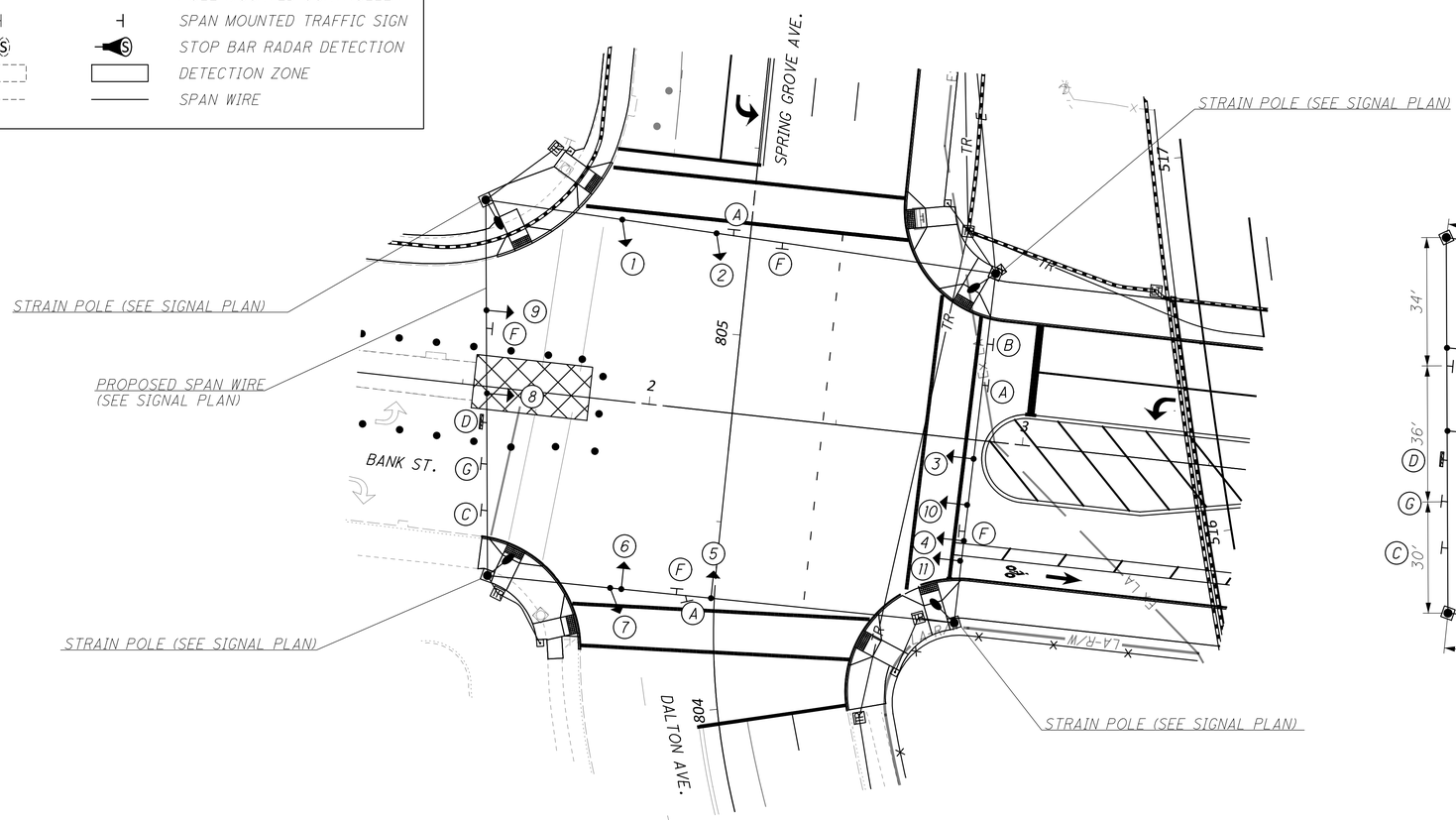


3, 4

RELOCATED TEMPORARY VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS

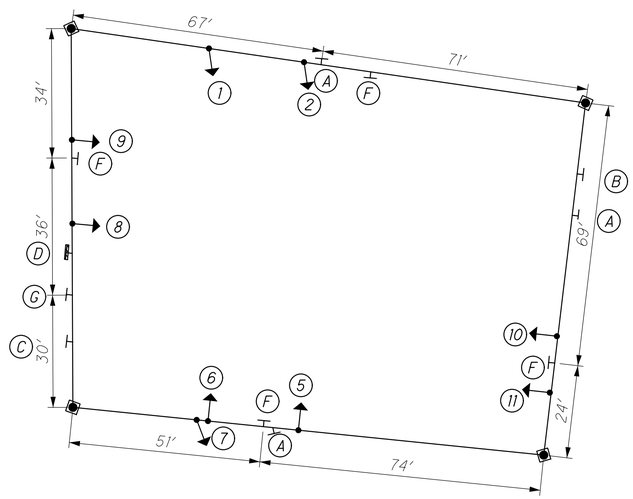


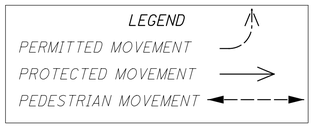
10, 11



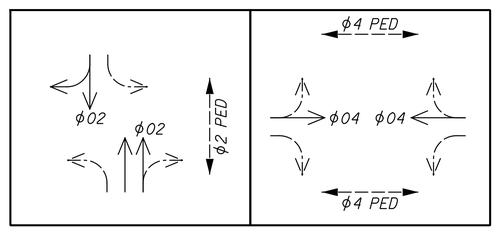
SPAN DIAGRAM

NOTE:
17' - 19' CLEARANCE PER TC-85.22





PHASING DIAGRAM



TEMPORARY SIGNAL PLAN SHEET NOTES

1. PROPOSED PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION (SEE SIGNAL PLANS). TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.
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3. THE CONTRACTOR SHALL USE THE PROPOSED SIGNAL DETECTION AS SHOWN ON THE SIGNAL PLANS DURING MOT.

HORIZONTAL SCALE IN FEET 0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
SPRING GROVE/DALTON AVE AT BANK ST - PHASE 2A PART 3

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER EO
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.116 TOTAL 830

HAM-IR 75-1.95

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LEGEND

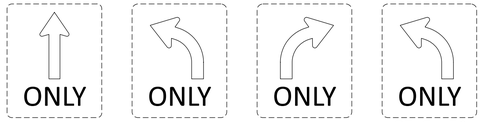
EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
		TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
		STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

PROPOSED SPAN MOUNTED SIGNS

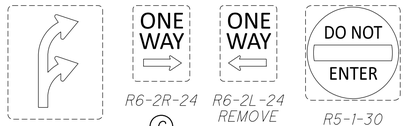


R3-2-30 (J) | R3-6R-30 (K) | W23-H2b-30 (L) | R3-5a-30 (M)

EXISTING SPAN MOUNTED SIGNS

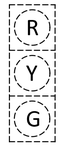


R3-5a-30 REMOVE (A) | R3-5L-30 REMOVE (B) | R3-5R-30 REMOVE (C) | R3-5L-30 RELOCATED (D)



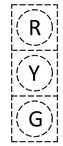
R3-H6c-30 (F) | R6-2R-24 (G) | R6-2L-24 REMOVE (H) | R5-1-30 (I)

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN



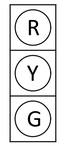
5

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO BE RELOCATED



1, 2, 6, 7

RELOCATED EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS



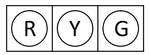
8, 9, 12, 13

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO BE RELOCATED

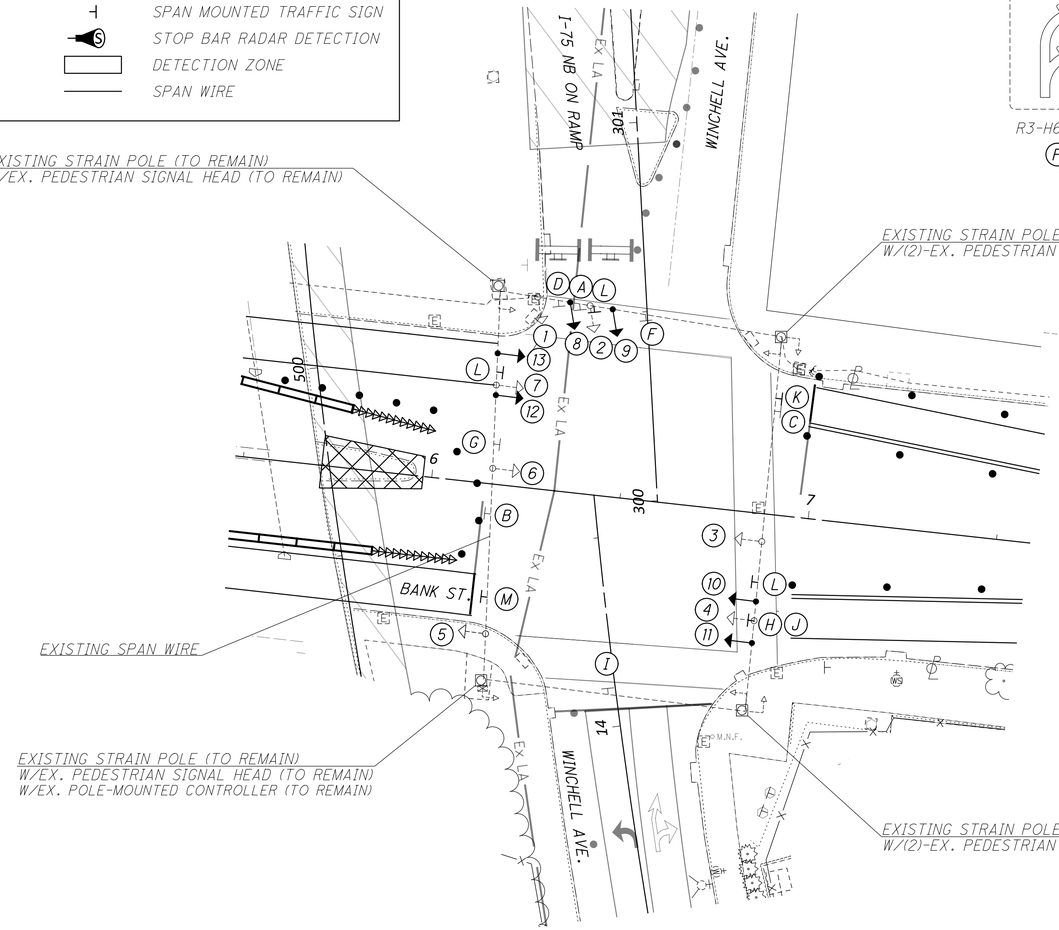


3, 4

RELOCATED EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS

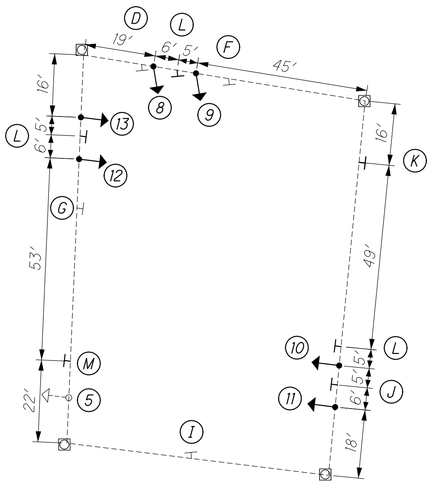


10, 11



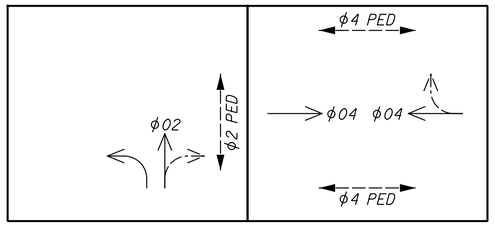
SPAN DIAGRAM

NOTE:
17' - 19' CLEARANCE PER TC-85.22



LEGEND
PERMITTED MOVEMENT
PROTECTED MOVEMENT
PEDESTRIAN MOVEMENT

PHASING DIAGRAM



TEMPORARY SIGNAL PLAN SHEET NOTES

1. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.
2. THE CONTRACTOR SHALL MATCH THE EXISTING SIGNAL TIMINGS AND CONTROLLER SETTINGS FOR ALL PHASES. IF ANY TIMING OR CONTROLLER SETTING MODIFICATIONS ARE REQUIRED DURING MOT, THE CONTRACTOR SHALL CONTACT THE CITY OF CINCINNATI TRANSPORTATION DEPARTMENT FOR APPROVAL.
3. DURING OVERNIGHT ROADWAY CLOSURES, THE CONTRACTOR SHALL COVER CONFLICTING SIGNAL AND PEDESTRIAN HEADS AS NEEDED PER PHASE.

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
BANK ST AT WINCHELL AVE - PHASE 1A PART 1

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER EO
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.117 TOTAL 830

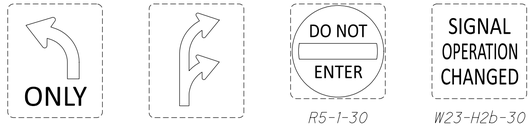
HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:11:20 PM USER: Evi Olldashi
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\406-Engineering_Lanham\MOT\Sheets\114161_MP111.dgn

LEGEND

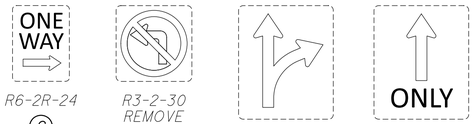
EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
		TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
		STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

EXISTING SPAN MOUNTED SIGNS TO BE RELOCATED



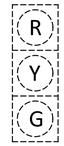
R3-5L-30 (D) | R3-H6c-30 (F) | R5-1-30 (I) | W23-H2b-30 (L)

EXISTING SPAN MOUNTED SIGNS



R6-2R-24 (G) | R3-2-30 REMOVE (J) | R3-6R-30 REMOVE (K) | R3-5a-30 REMOVE (P)

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN



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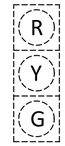
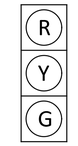
EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO BE REMOVED



1, 2, 6, 7

TEMPORARY VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS



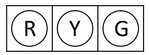
8, 9, 12, 13

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO BE REMOVED



3, 4

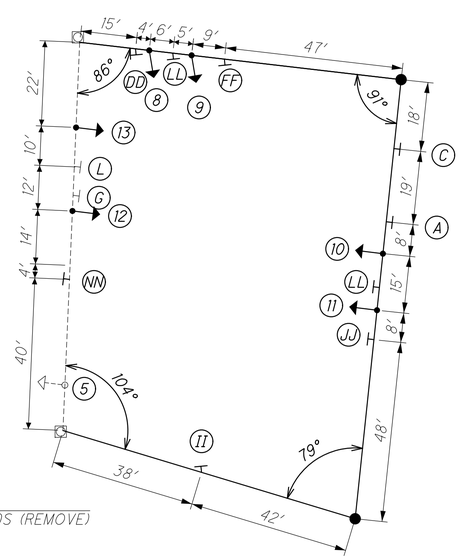
TEMPORARY VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS



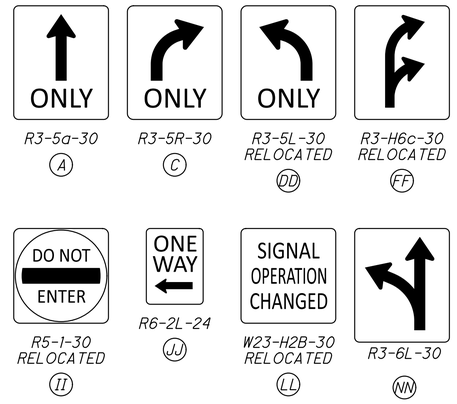
10, 11

SPAN DIAGRAM

NOTE:
17' - 19' CLEARANCE PER TC-85.22



PROPOSED SPAN MOUNTED SIGNS



R3-5a-30 (A) | R3-5R-30 (C) | R3-5L-30 RELOCATED (DD) | R3-H6c-30 RELOCATED (FF)

R5-1-30 RELOCATED (II) | R6-2L-24 (JJ) | W23-H2B-30 RELOCATED (LL) | R3-6L-30 (NN)

LEGEND
PERMITTED MOVEMENT
PROTECTED MOVEMENT
PEDESTRIAN MOVEMENT

TEMPORARY SIGNAL PLAN SHEET NOTES

1. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.
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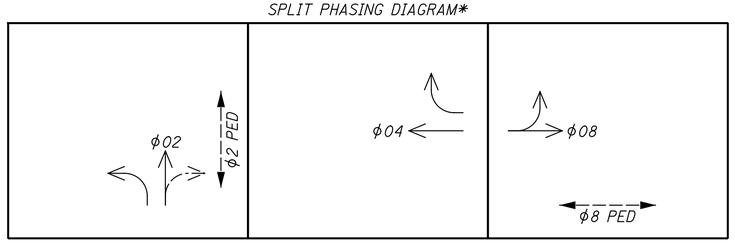
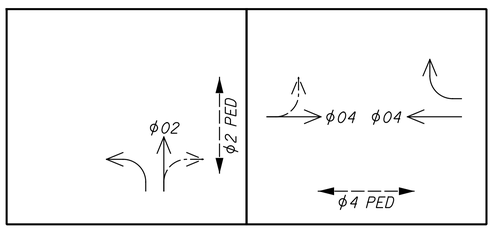
3. DURING OVERNIGHT ROADWAY CLOSURES, THE CONTRACTOR SHALL COVER CONFLICTING SIGNAL AND PEDESTRIAN HEADS AS NEEDED PER PHASE.

SPLIT PHASING DIAGRAM*



*IF THE CITY OF CINCINNATI REQUESTS SPLIT PHASING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE SIGNAL HEADS, SIGNS, AND CONTROLLER SETTINGS AS REQUIRED.

PHASING DIAGRAM



HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
BANK ST AT WINCHELL AVE - PHASE 1A PART 2

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER EO
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.118 TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:11:29 PM USER: Evi Ollidashi
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\406-Engineering_Lanham\MOT\Sheets\114161_MP112.dgn

LEGEND

EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
		TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
		STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

PROPOSED SPAN MOUNTED SIGNS



R3-6L-30 (N)

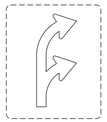
EXISTING SPAN MOUNTED SIGNS



R3-5L-30 REMOVE (D)



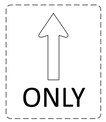
W23-H2b-30 (L)



R3-H6c-30 (F)



R3-5R-30 (C)



R3-5a-30 (A)



R6-2L-24 (J)



R5-1-30 (I)

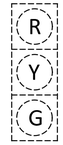


R3-6L-30 (NN)



R6-2R-24 (G)

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN



1, 2, 5, 6, 7

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN



3, 4



HORIZONTAL SCALE IN FEET
0 10 20 40

EXISTING STRAIN POLE (TO REMAIN)
W/EX. PEDESTRIAN SIGNAL HEAD (TO REMAIN)

EXISTING TEMPORARY WOOD POLE (TO REMAIN)

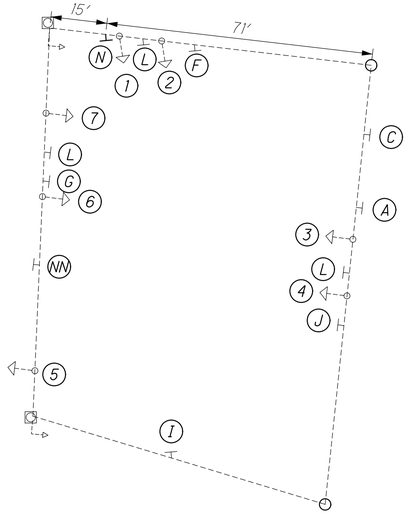
EXISTING SPAN WIRE

EXISTING STRAIN POLE (TO REMAIN)
W/EX. PEDESTRIAN SIGNAL HEAD (TO REMAIN)
W/EX. POLE-MOUNTED CONTROLLER (TO REMAIN)

EXISTING TEMPORARY WOOD POLE (TO REMAIN)

SPAN DIAGRAM

NOTE:
17' - 19' CLEARANCE PER TC-85.22



LEGEND
PERMITTED MOVEMENT
PROTECTED MOVEMENT
PEDESTRIAN MOVEMENT

TEMPORARY SIGNAL PLAN SHEET NOTES

1. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.

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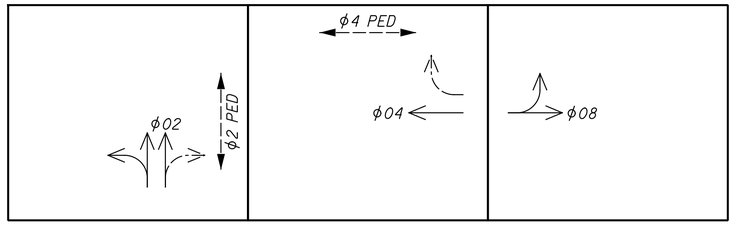
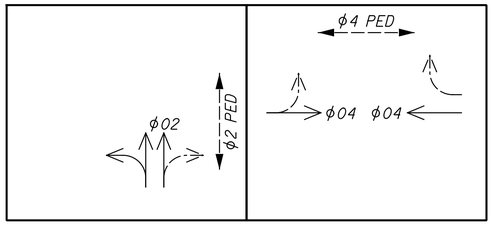
SPLIT PHASING DIAGRAM*



*IF THE CITY OF CINCINNATI REQUESTS SPLIT PHASING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE SIGNAL HEADS, SIGNS, AND CONTROLLER SETTINGS AS REQUIRED.

PHASING DIAGRAM



TRAFFIC SIGNAL MODIFICATION PLAN
BANK ST AT WINCHELL AVE - PHASE 1B - PHASE 2A PART 1

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER EO
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.119 TOTAL 830

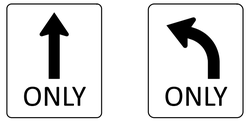
HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:11:43 PM USER: Evi Oldashi
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\406-Engineering_Lanham\MOT\Sheets\114161_MP113.dgn

LEGEND

EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
		TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
		STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

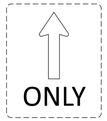
PROPOSED SPAN MOUNTED SIGNS



R3-5a-30 (B)

R3-5L-30 (H)

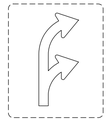
EXISTING SPAN MOUNTED SIGNS



R3-5a-30 (A)



R3-5R-30 (C)



R3-H6c-30 (F)



R6-2R-24 (G)



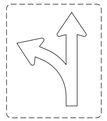
R5-1-30 (I)



R6-2L-24 (J)

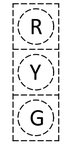


W23-H2b-30 (L)



R3-6L-30 REMOVE (N)

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN



1, 2, 5, 6, 7

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN



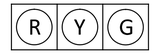
4

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO BE RELOCATED



3

RELOCATED EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS



8

EXISTING STRAIN POLE (TO REMAIN)
W/EX. PEDESTRIAN SIGNAL HEAD (TO REMAIN)

EXISTING TEMPORARY WOOD POLE (TO REMAIN)

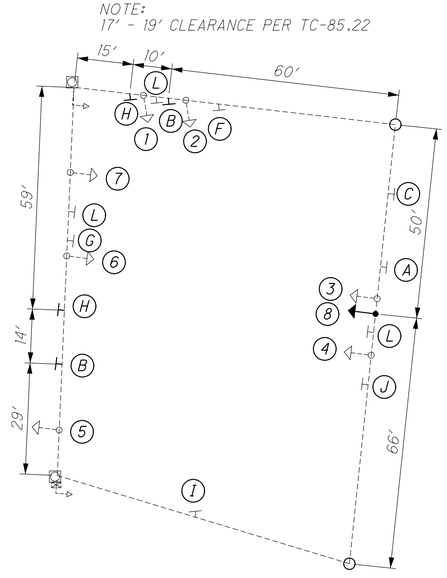
EXISTING SPAN WIRE

EXISTING STRAIN POLE (TO REMAIN)
W/EX. PEDESTRIAN SIGNAL HEAD (TO REMAIN)
W/EX. POLE-MOUNTED CONTROLLER (TO REMAIN)

EXISTING TEMPORARY WOOD POLE (TO REMAIN)

SPAN DIAGRAM

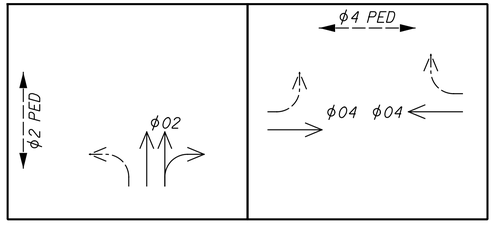
NOTE:
17' - 19' CLEARANCE PER TC-85.22



LEGEND

PERMITTED MOVEMENT
PROTECTED MOVEMENT
PEDESTRIAN MOVEMENT

PHASING DIAGRAM



TEMPORARY SIGNAL PLAN SHEET NOTES

1. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.

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HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
BANK ST AT WINCHELL AVE - PHASE 2A PART 2

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER EO
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.120 TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:11:53 PM USER: Evi Oldashi
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TRAFFIC SIGNAL MODIFICATION PLAN
HARRISON AVE AT SPRING GROVE AVE - PHASE 1A PART 2 - PHASE 2A PART 1

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

LEGEND

EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
		TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
		STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

EXISTING SPAN MOUNTED SIGNS



R3-5L-30 (A)

R3-6L-30 (B)

PROPOSED SPAN MOUNTED SIGNS



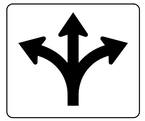
W23-H2b-30 (C)



R3-6L-30 (D)

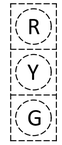


R3-5R-30 (F)



R3-H6b-42 (G)

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN



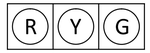
1, 2, 3, 4, 5, 6

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO BE RELOCATED

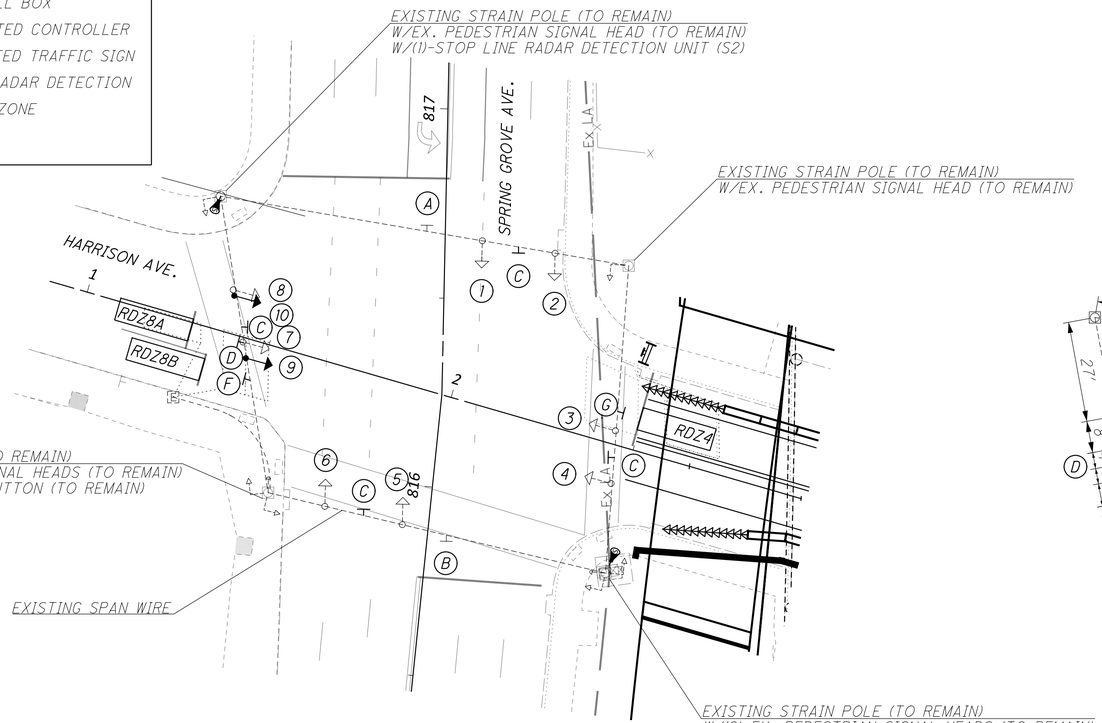


7, 8

RELOCATED VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS

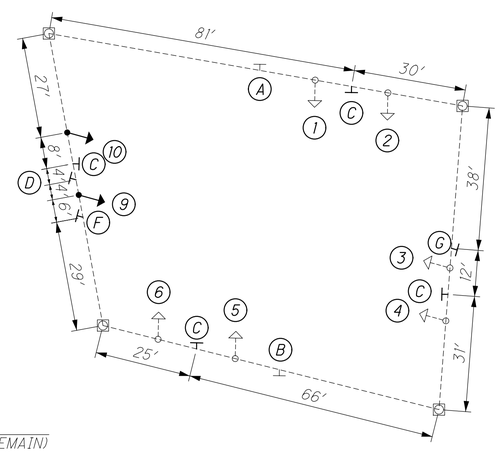


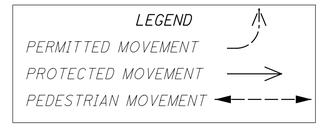
9, 10



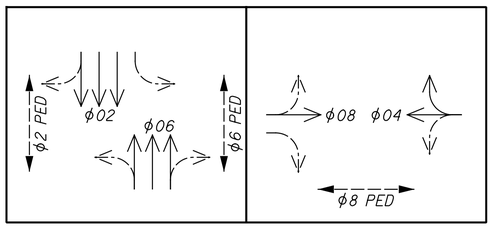
SPAN DIAGRAM

NOTE:
17' - 19' CLEARANCE PER TC-85.22





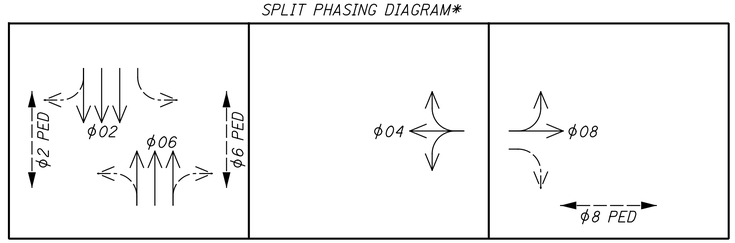
PHASING DIAGRAM



TEMPORARY SIGNAL PLAN SHEET NOTES

1. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.
2. THE CONTRACTOR SHALL MATCH THE EXISTING SIGNAL TIMINGS AND CONTROLLER SETTINGS FOR ALL PHASES. IF ANY TIMING OR CONTROLLER SETTING MODIFICATIONS ARE REQUIRED DURING MOT, THE CONTRACTOR SHALL CONTACT THE CITY OF CINCINNATI TRANSPORTATION DEPARTMENT FOR APPROVAL.
3. DURING OVERNIGHT ROADWAY CLOSURES, THE CONTRACTOR SHALL COVER CONFLICTING SIGNAL AND PEDESTRIAN HEADS AS NEEDED PER PHASE.

SPLIT PHASING DIAGRAM*



*IF THE CITY OF CINCINNATI REQUESTS SPLIT PHASING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE SIGNAL HEADS, SIGNS, AND CONTROLLER SETTINGS AS REQUIRED.

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	DETECTION SIZE (FT)	PULSE OR PRESENCE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DETECTOR NO.	PURPOSE	ASSOCIATED PHASE
RDZ4	(WB)	6' X 20'	PRESENSE	3	-	S1	STOP LINE	4
RDZ8A	(EB LT-THRU)	6' X 20'	PRESENSE	3	-	S2	STOP LINE	8
RDZ8B	(EB RT)	6' X 20'	PRESENSE	12	-	S2	STOP LINE	8

DESIGN AGENCY: Lanham ENGINEERING LLC

DESIGNER: EO
REVIEWER: JAR 11-02-26
PROJECT ID: 114161
SHEET: P.121 TOTAL: 830

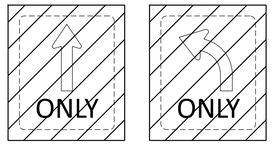
HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:12:04 PM USER: Evi Olldashi
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\406-Engineering_Lanham\MOT\Sheets\114161_MP121.dgn

LEGEND

EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
		TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
		STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

EXISTING SPAN MOUNTED SIGNS



R3-5a-30 COVERED (A)

R3-5L-30 COVERED (B)



R3-6R-30 (C)



R3-5R-30 (D)



R6-2R-24 (F)



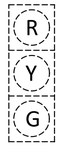
R6-2L-24 (G)

PROPOSED SPAN MOUNTED SIGNS



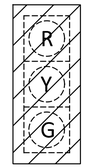
W23-H2b-30 (H)

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO REMAIN

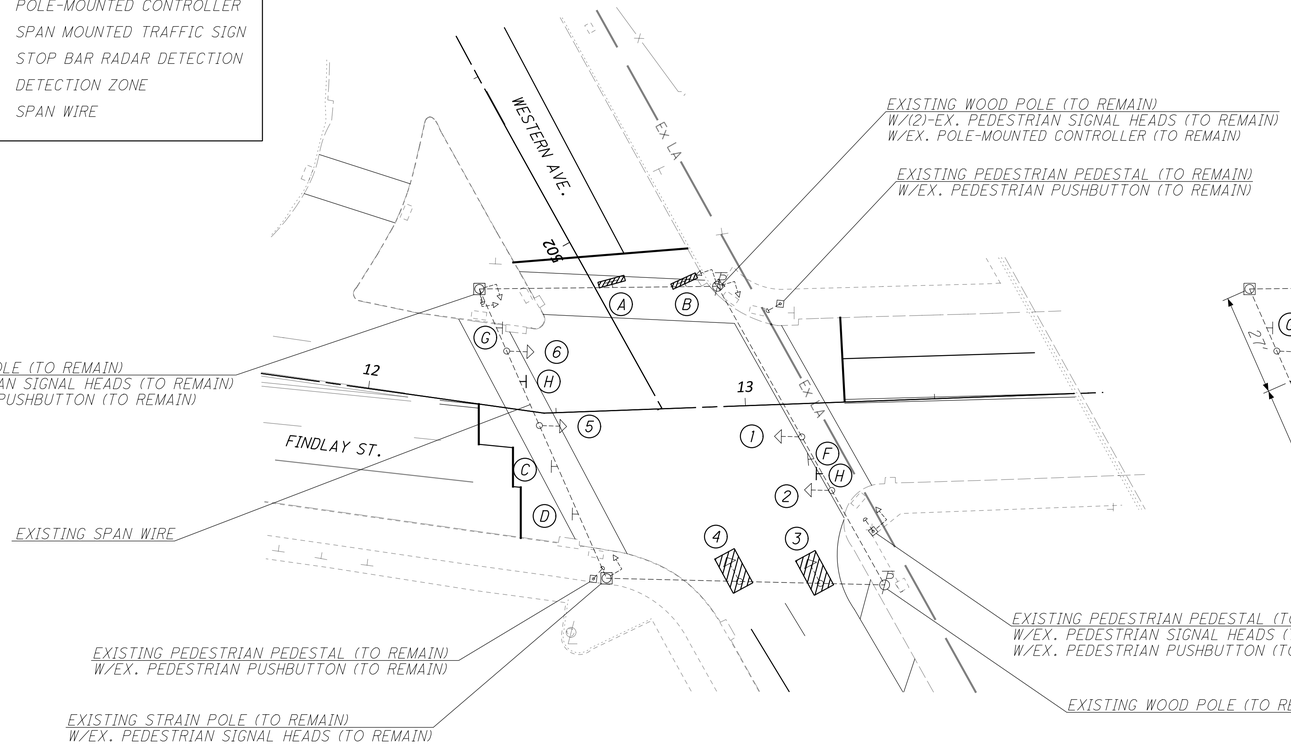


1, 2, 5, 6

EXISTING VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS TO BE COVERED

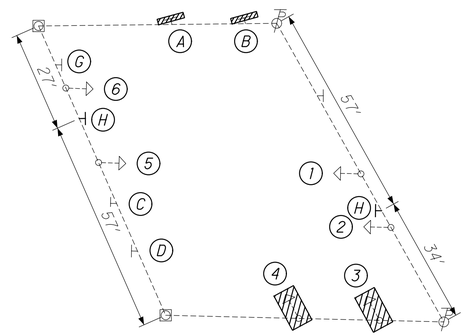


3, 4



SPAN DIAGRAM

NOTE:
17' - 19' CLEARANCE PER TC-85.22



TEMPORARY SIGNAL PLAN SHEET NOTES

1. EXISTING PEDESTRIAN PUSHBUTTONS, PUSHBUTTON SIGNS, AND PEDESTRIAN SIGNAL HEADS SHALL BE MAINTAINED FOR ALL CROSSWALKS THAT REMAIN OPEN DURING CONSTRUCTION. TEMPORARY PUSHBUTTONS AND SIGNS OR RELOCATED PUSHBUTTONS AND SIGNS SHALL BE POSITIONED ACCORDING TO THE ODOT ADA RULES AND REGULATIONS.
2. THE CONTRACTOR SHALL MATCH THE EXISTING SIGNAL TIMINGS AND CONTROLLER SETTINGS FOR ALL PHASES. IF ANY TIMING OR CONTROLLER SETTING MODIFICATIONS ARE REQUIRED DURING MOT, THE CONTRACTOR SHALL CONTACT THE CITY OF CINCINNATI TRANSPORTATION DEPARTMENT FOR APPROVAL.
3. DETECTION CALLS FROM SOUTHBOUND APPROACH SHALL BE OMITTED DURING MOT.

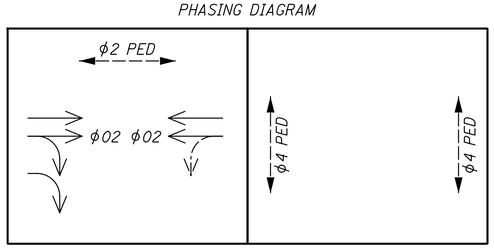
LEGEND

PERMITTED MOVEMENT

PROTECTED MOVEMENT

PEDESTRIAN MOVEMENT

PHASING DIAGRAM



HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
FINDLAY ST AT WESTERN AVE - PHASE 2A

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER EO

REVIEWER JAR 11-02-26

PROJECT ID 114161

SHEET P.122 TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:12:16 PM USER: Evi Olldashi
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\406-Engineering_Lanham\MOT\Sheets\114161_MP131.dgn

LEGEND

EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
		TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
		STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

PROPOSED TEMPORARY MAST MOUNTED SIGNS



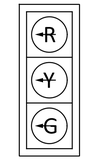
R5-1-30 (A) | W23-H2b-30 (B) | R3-2-30 (C) | R3-5A-30 (D)

MAST MOUNTED SIGN (SEE SIGNAL PLAN)



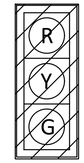
R3-1-30 (F) | R3-5A-30 COVERED (G) | R3-5L-30 (H)

VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS (SEE SIGNAL PLAN) TO REMAIN



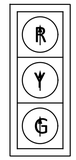
1, 2, 5

VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS (SEE SIGNAL PLAN) TO BE COVERED

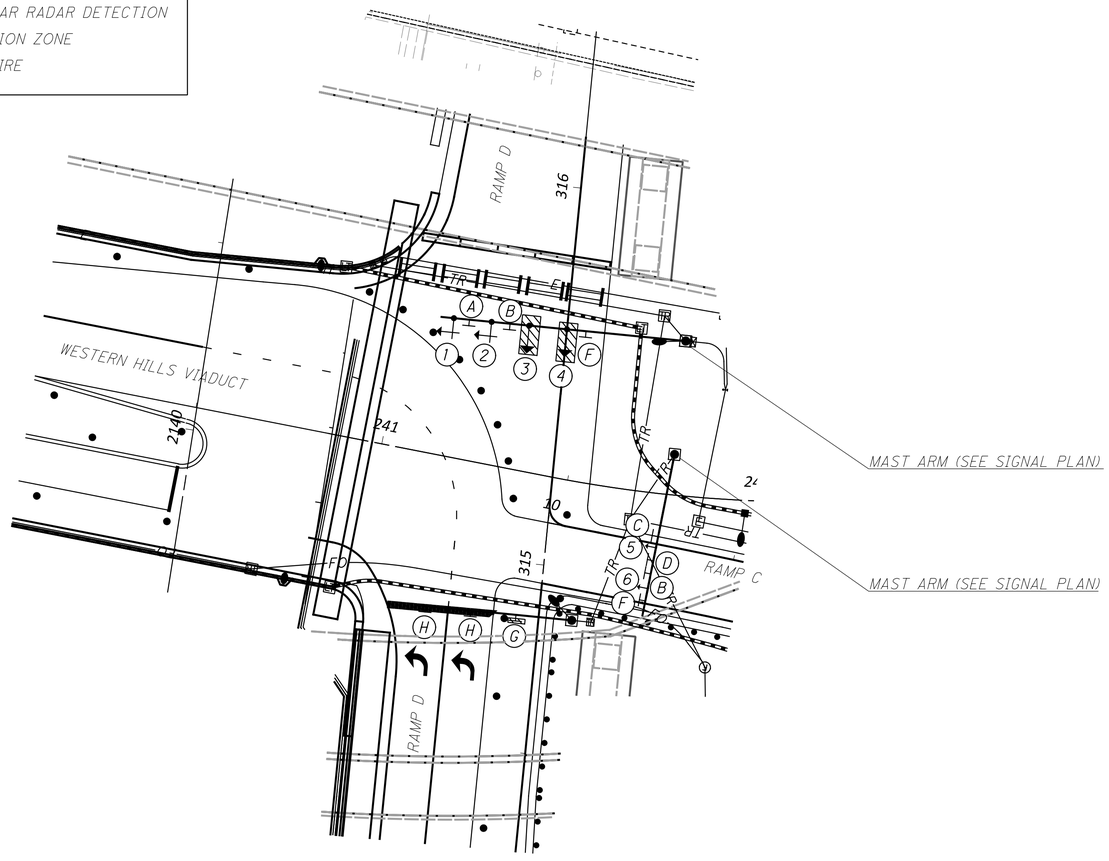


3, 4

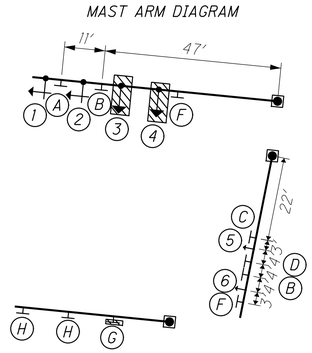
TEMPORARY VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS



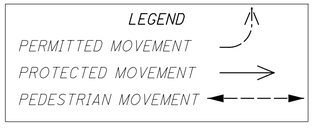
5, 6

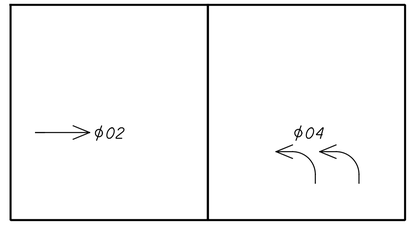


MAST ARM DIAGRAM



PHASING DIAGRAM





TEMPORARY SIGNAL PLAN SHEET NOTES

1. THE CONTRACTOR SHALL MATCH THE PROPOSED SIGNAL TIMINGS AND CONTROLLER SETTINGS FOR ALL PHASES (SEE SIGNAL PLANS). IF ANY TIMING OR CONTROLLER SETTING MODIFICATIONS ARE REQUIRED DURING MOT, THE CONTRACTOR SHALL CONTACT THE CITY OF CINCINNATI TRANSPORTATION DEPARTMENT FOR APPROVAL.
2. THE CONTRACTOR SHALL USE THE PROPOSED SIGNAL DETECTION AS SHOWN ON THE SIGNAL PLANS DURING MOT. DETECTION CALLS FROM THE EASTERN CURB LANE OF RAMP D SHALL BE OMITTED DURING MOT.
3. THE CONTRACTOR SHALL NOT INSTALL THE PROPOSED SIGNAL HEADS AND SIGNS ON THE MAST ARM FOR THE EASTBOUND APPROACH UNTIL THE FINAL CONDITION.

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
WESTERN HILLS VIADUCT AT I-75 NORTHBOUND RAMPS : PHASE 1B - PHASE 1C

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER	EO
REVIEWER	JAR 11-02-26
PROJECT ID	114161
SHEET	P.123
TOTAL	830

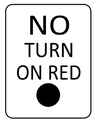
HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:12:26 PM USER: Evi Olkashi
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\406-Engineering_Lanham\MOT\Sheets\114161_MP141.dgn

LEGEND

EXISTING	PROPOSED/ TEMPORARY	
		SIGNAL POLE
		UTILITY/WOOD POLE
		PEDESTRIAN PEDESTAL
		VEHICULAR SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON
		TRAFFIC PULL BOX
		POLE-MOUNTED CONTROLLER
		SPAN MOUNTED TRAFFIC SIGN
		STOP BAR RADAR DETECTION
		DETECTION ZONE
		SPAN WIRE

MAST MOUNTED SIGN (SEE SIGNAL PLAN)



R10-11-24 (A)



R3-5R-30 (B)

PROPOSED TEMPORARY MAST MOUNTED SIGN

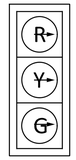


W23-H2b-30 (C)



R3-1-30 (D)

VEHICULAR SIGNAL HEAD CONFIGURATIONS 12" HEADS (SEE SIGNAL PLAN) TO REMAIN



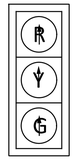
1, 2



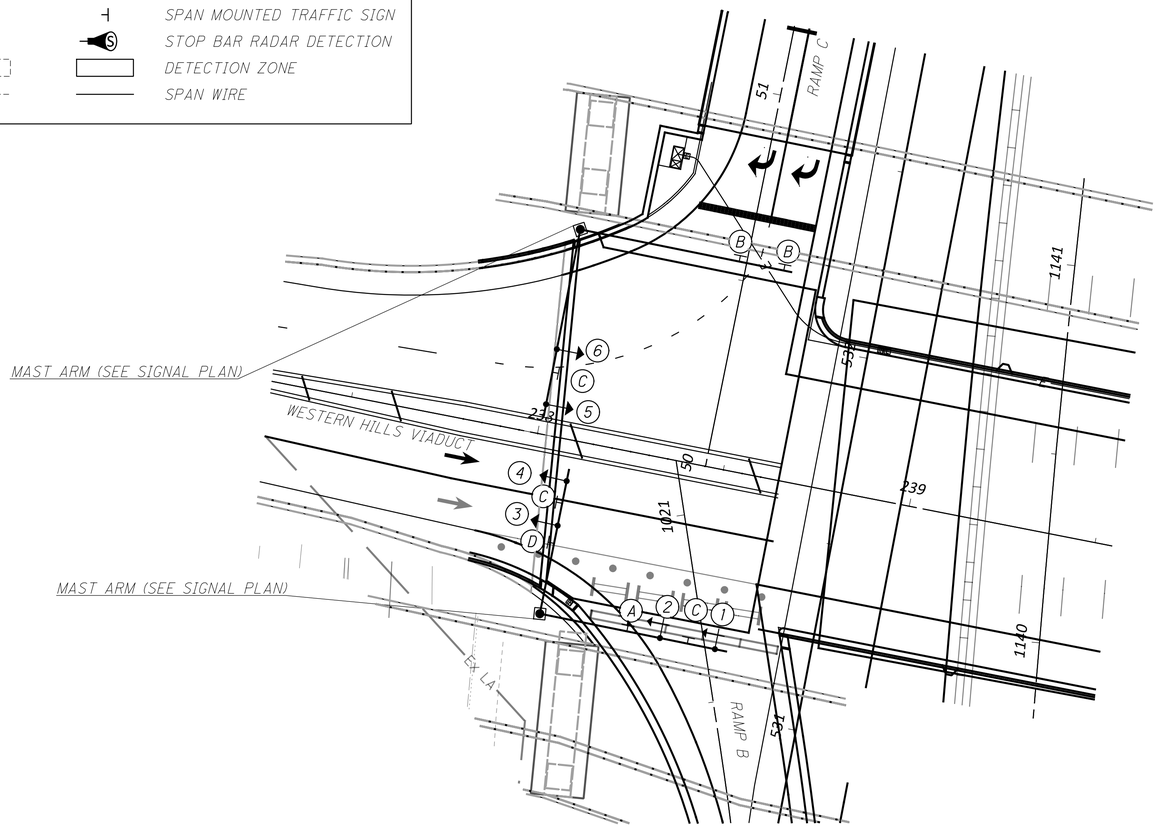
3



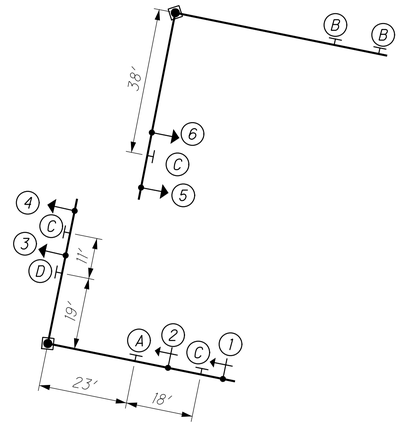
4



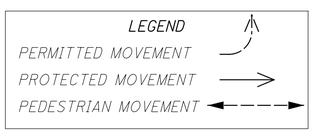
5, 6



MAST ARM DIAGRAM



PHASING DIAGRAM





TEMPORARY SIGNAL PLAN SHEET NOTES

1. THE CONTRACTOR SHALL MATCH THE PROPOSED SIGNAL TIMINGS AND CONTROLLER SETTINGS FOR ALL PHASES (SEE SIGNAL PLANS). IF ANY TIMING OR CONTROLLER SETTING MODIFICATIONS ARE REQUIRED DURING MOT, THE CONTRACTOR SHALL CONTACT THE CITY OF CINCINNATI TRANSPORTATION DEPARTMENT FOR APPROVAL.

2. THE CONTRACTOR SHALL USE THE PROPOSED SIGNAL DETECTION AS SHOWN ON THE SIGNAL PLANS DURING MOT.

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL MODIFICATION PLAN
WESTERN HILLS VIADUCT AT I-75 SOUTHBOUND RAMPS - PHASE 2A

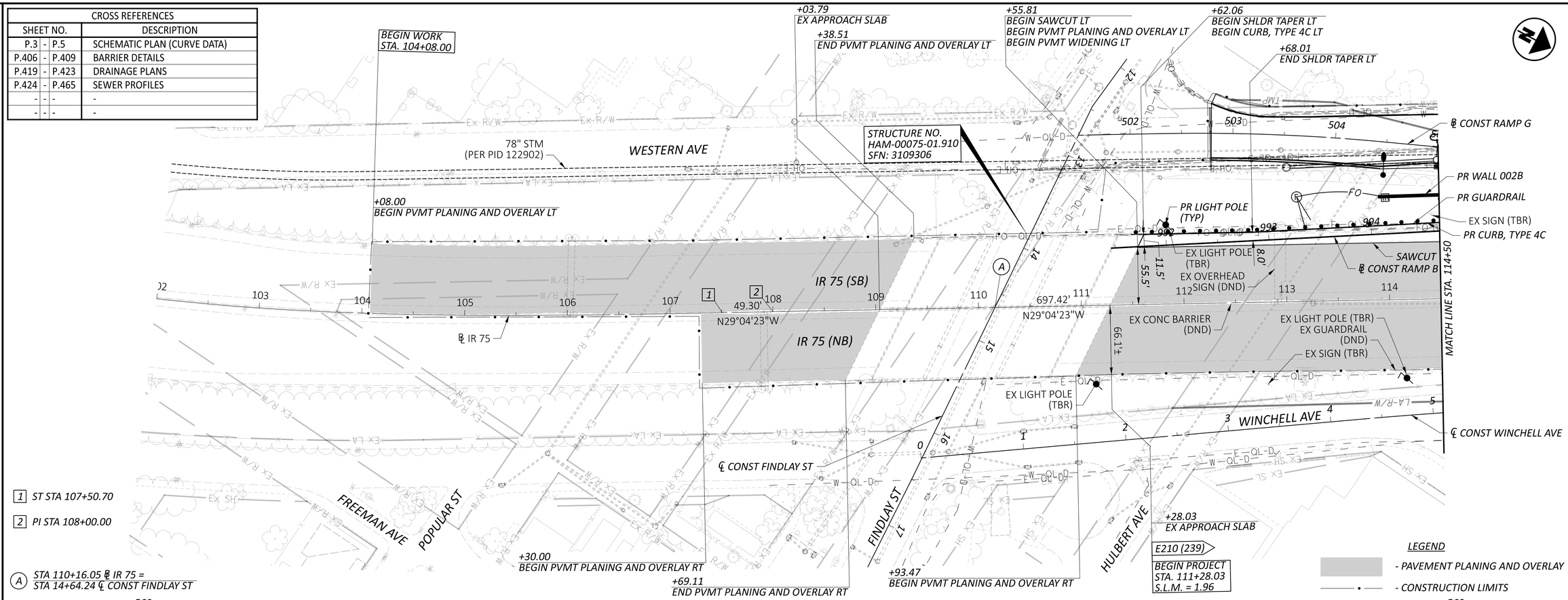
DESIGN AGENCY
Lanham ENGINEERING LLC

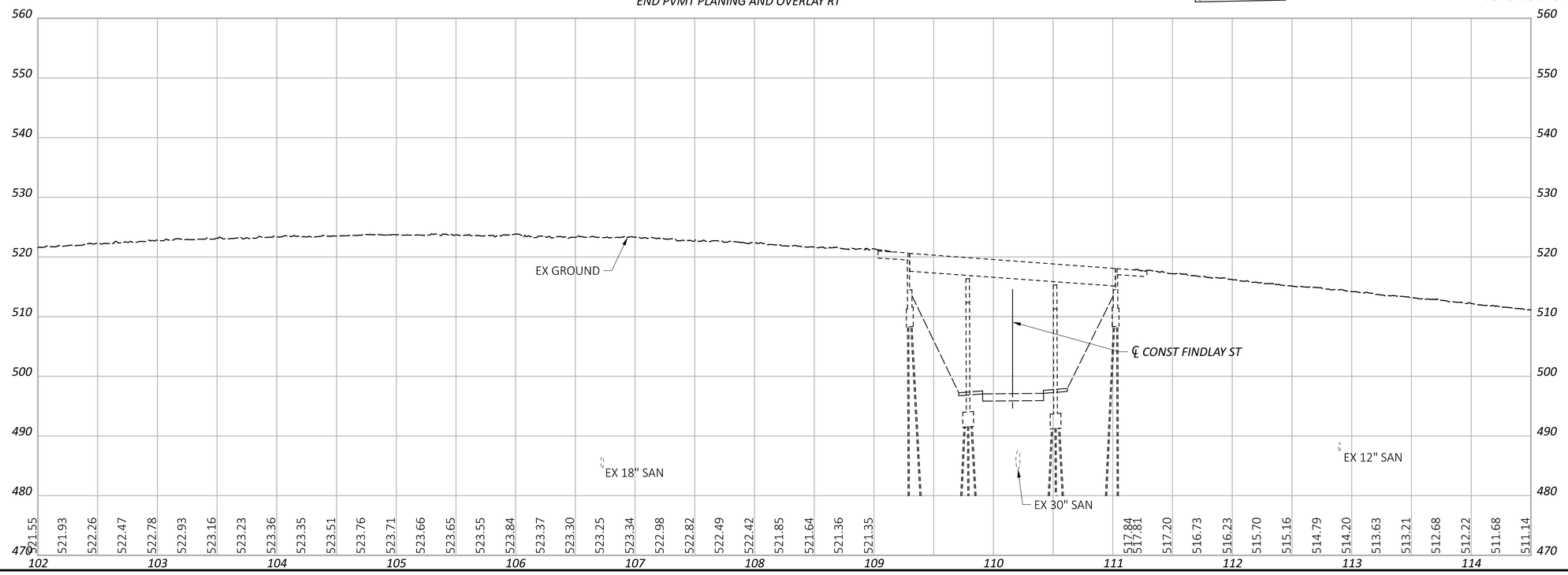
DESIGNER EO
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.124 TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:12:37 PM USER: Evi Olldashi
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\406-Engineering_Lanham\MOT\Sheets\114161_MP151.dgn

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-





HAM-IR 75-1.95

MODEL: IR-75 - Sheet1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:30:04 PM USER: bmccutchen
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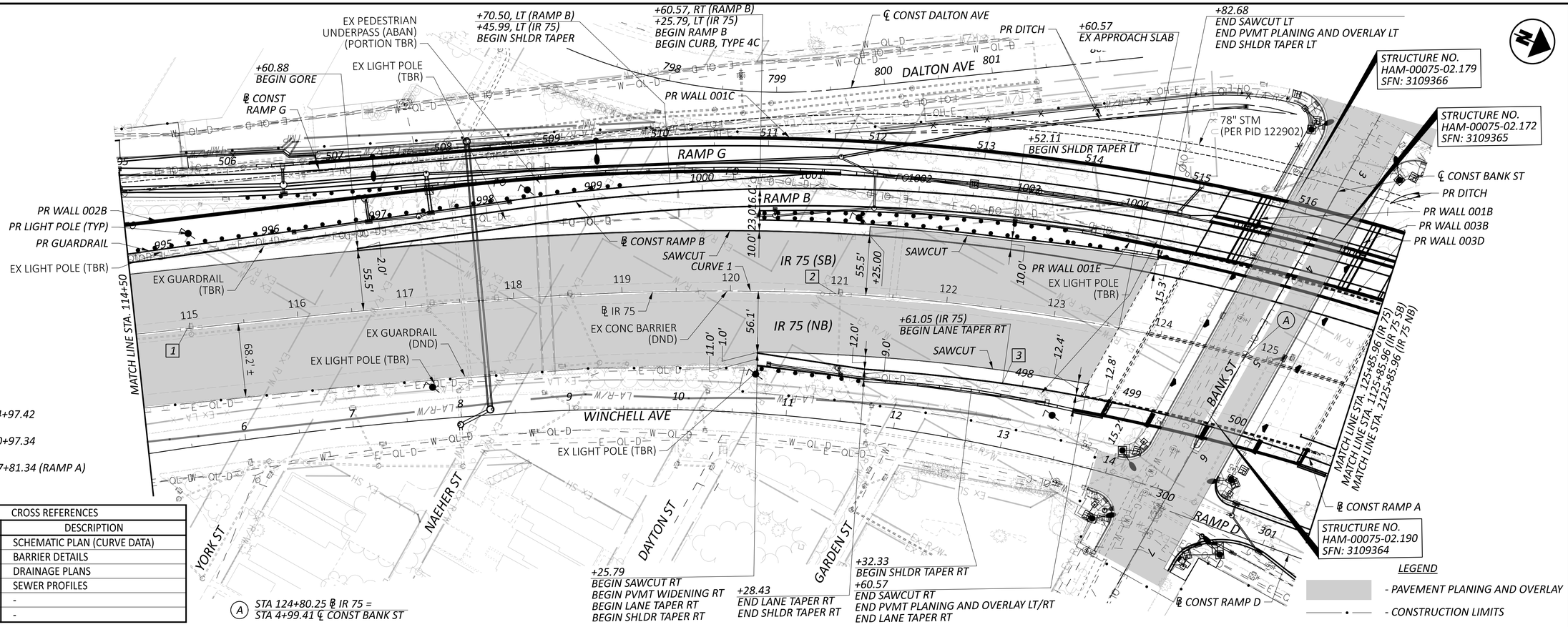
HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE - IR 75
BEGIN WORK TO STA 114+50

DESIGN AGENCY
EMH&T

DESIGNER BLM
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.125 TOTAL 830



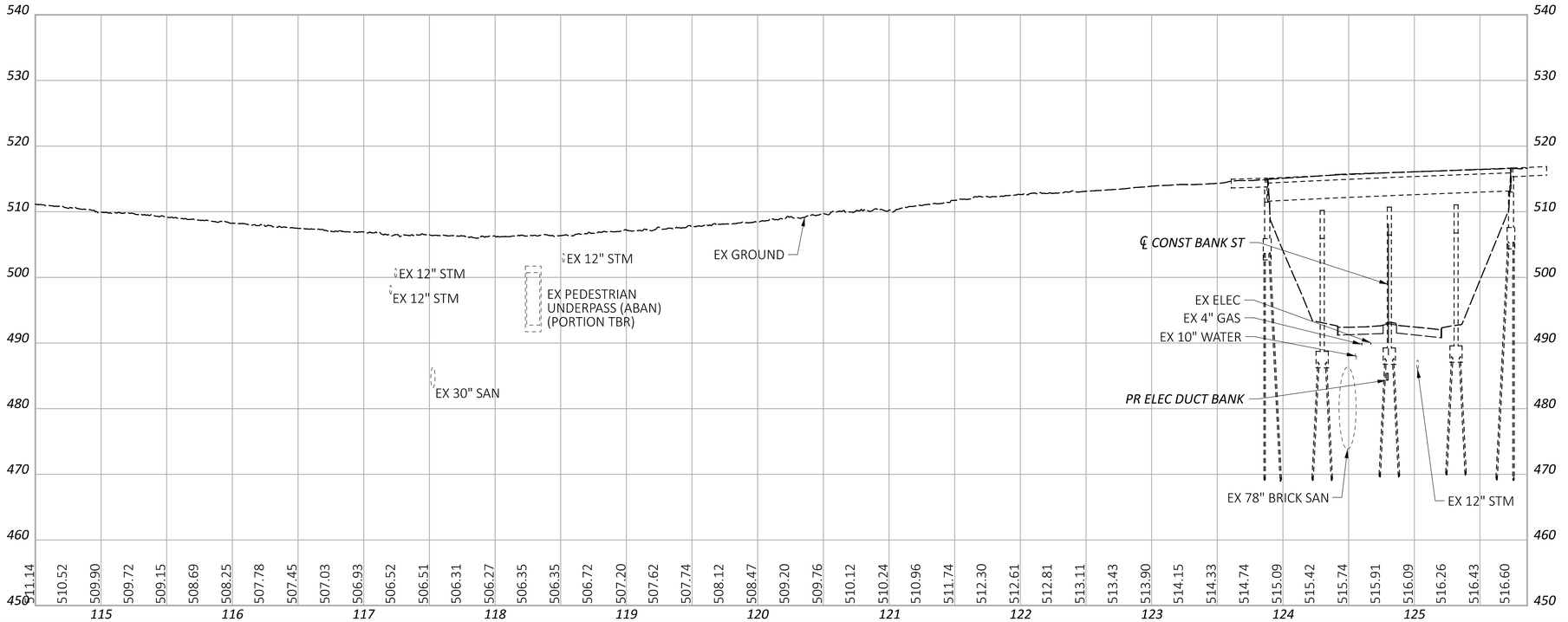
1 TS STA 114+97.42

2 SC STA 120+97.34

3 PC STA 497+81.34 (RAMP A)

Ⓐ STA 124+80.25 ℄ IR 75 = STA 4+99.41 ℄ CONST BANK ST

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-



HAM-IR 75-1.95

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pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GP001.dgn

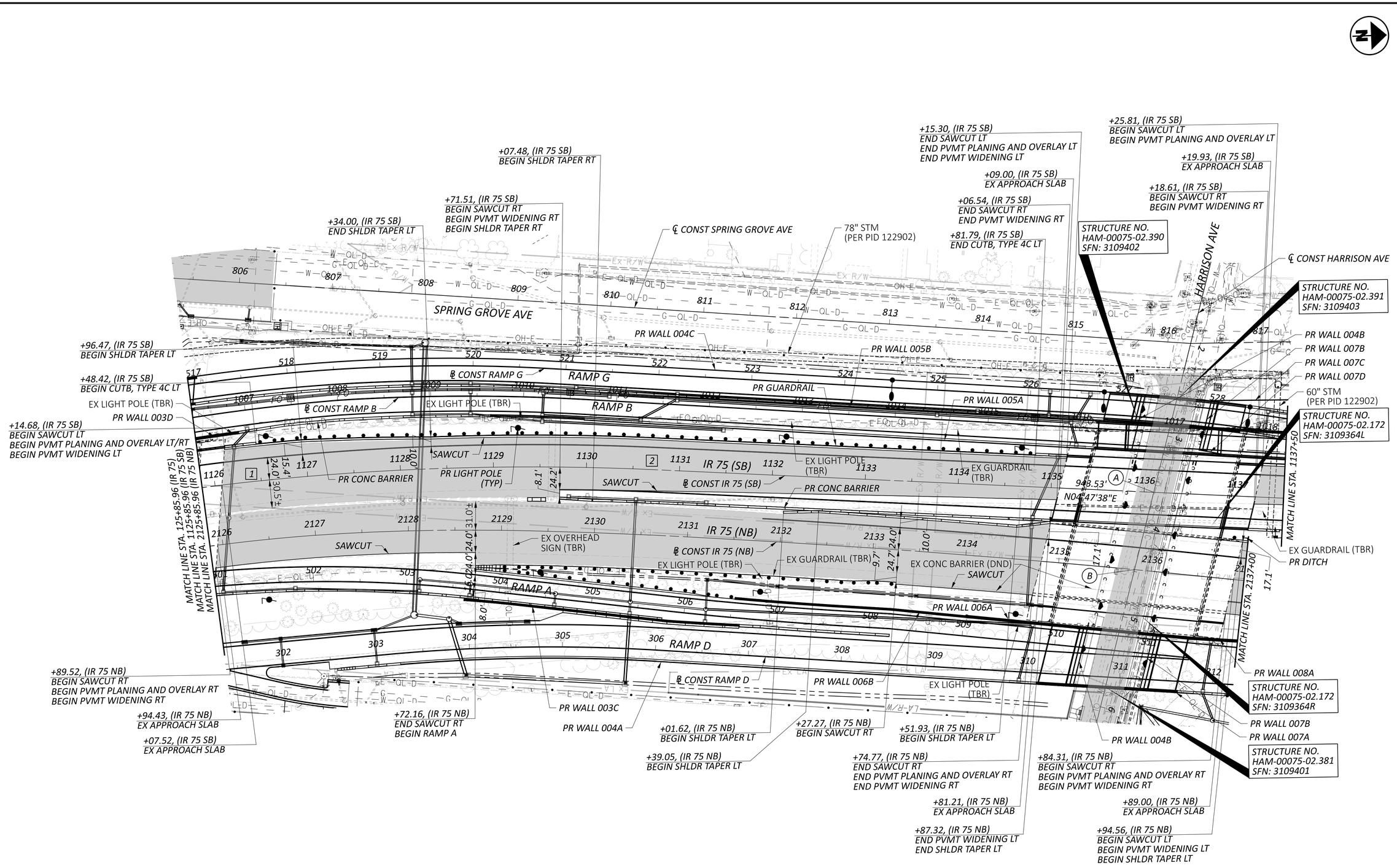
HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE - IR 75

STA 114+50 TO STA 125+85.96, STA 112+85.96 (IR 75 SB), STA 2125+85.96 (IR 75 NB)

DESIGN AGENCY
EMH&T

DESIGNER BLM
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.126 TOTAL 830



CROSS REFERENCES		
SHEET NO.		DESCRIPTION
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P.406	- P.409	BARRIER DETAILS
P.419	- P.423	DRAINAGE PLANS
P.424	- P.465	SEWER PROFILES
-	- -	-
-	- -	-

(A) STA 1136+10.32 ℄ CONST IR 75 (SB) = STA 3+62.38 ℄ CONST HARRISON AVE

(B) STA 2135+81.96 ℄ CONST IR 75 (NB) = STA 4+48.01 ℄ CONST HARRISON AVE

[1] PCC STA 1126+39.45

[2] PT STA 1130+70.88

LEGEND

- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - IR 75
STA 1125+85.96 TO STA 1137+50 (IR 75 SB), STA 2125+85.96 TO STA 2137+00 (IR 75 NB)

DESIGN AGENCY
EMH&T

DESIGNER	BLM
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.127
TOTAL	830

HAM-IR 75-1.95

MODEL: IR-75 - Plan View - Sheet3 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:30:15 PM USER: bmccutchen
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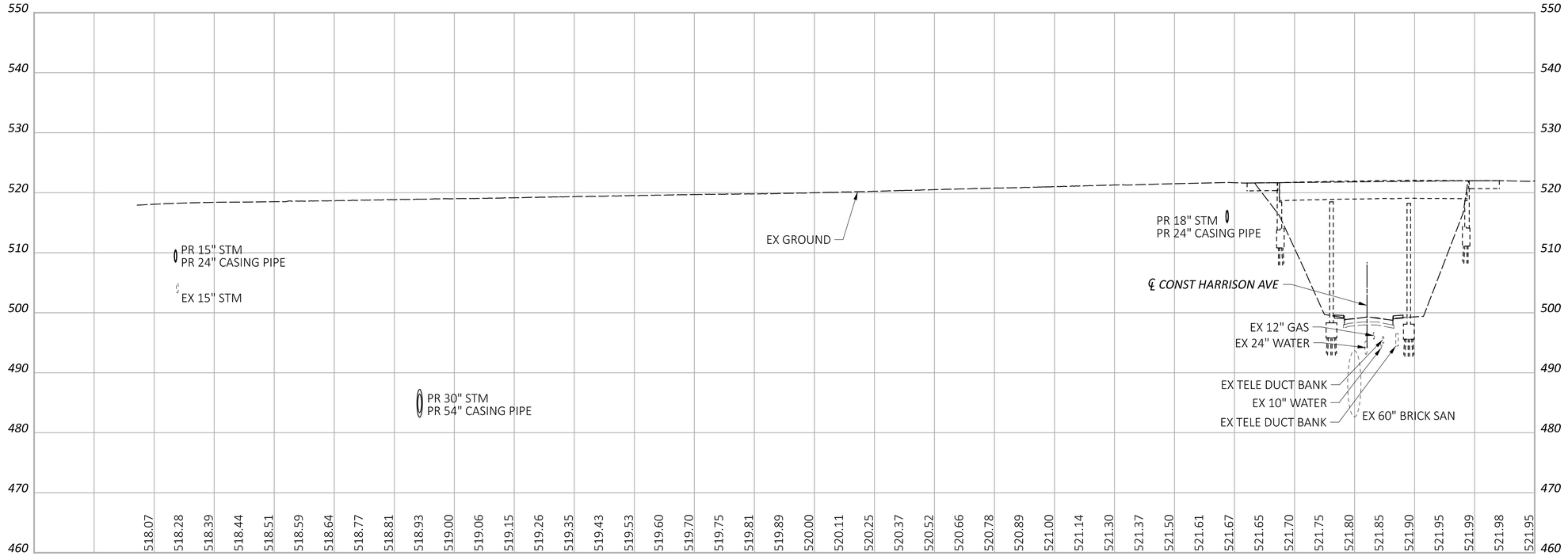

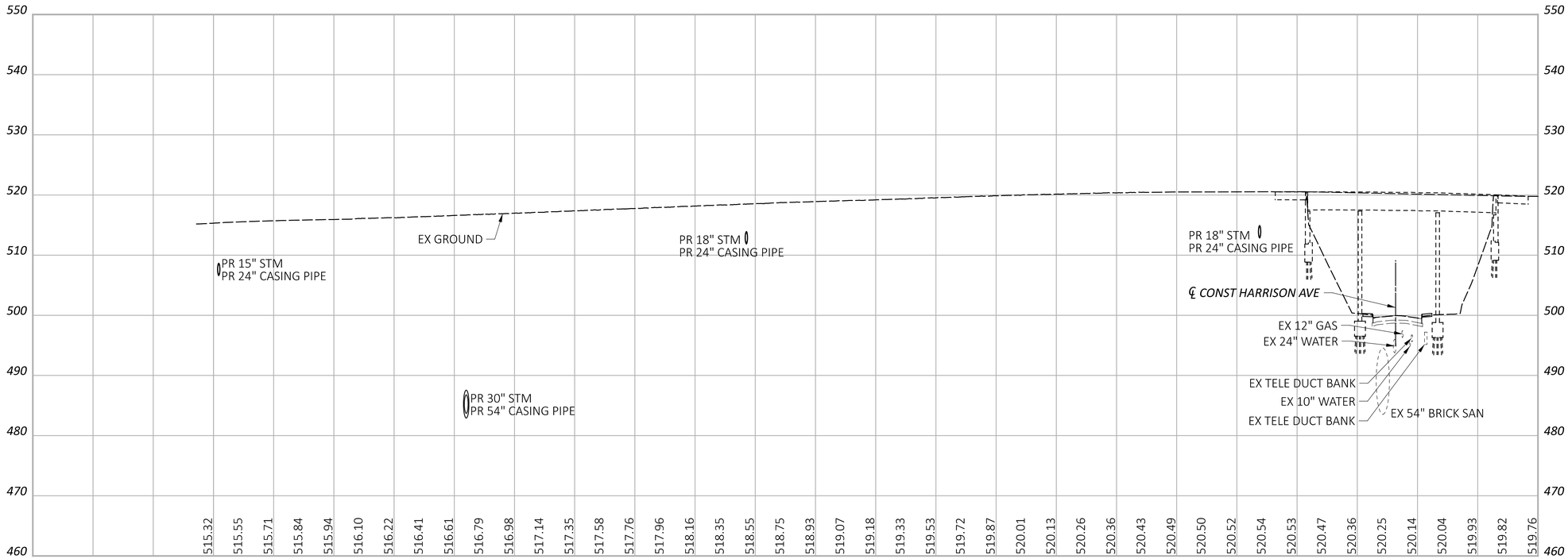

HORIZONTAL SCALE IN FEET
0 25 50 100

PROFILE - IR 75
STA 1125+85.96 TO STA 1137+50 (IR 75 SB), STA 2125+85.96 TO STA 2137+00 (IR 75 NB)

DESIGN AGENCY
EMH&T

DESIGNER
BLM

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.128 | TOTAL 830

HAM-IR 75-1.95

MODEL: IR-75 - Profile View - Sheet4 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:30:18 PM USER: bmccutchen
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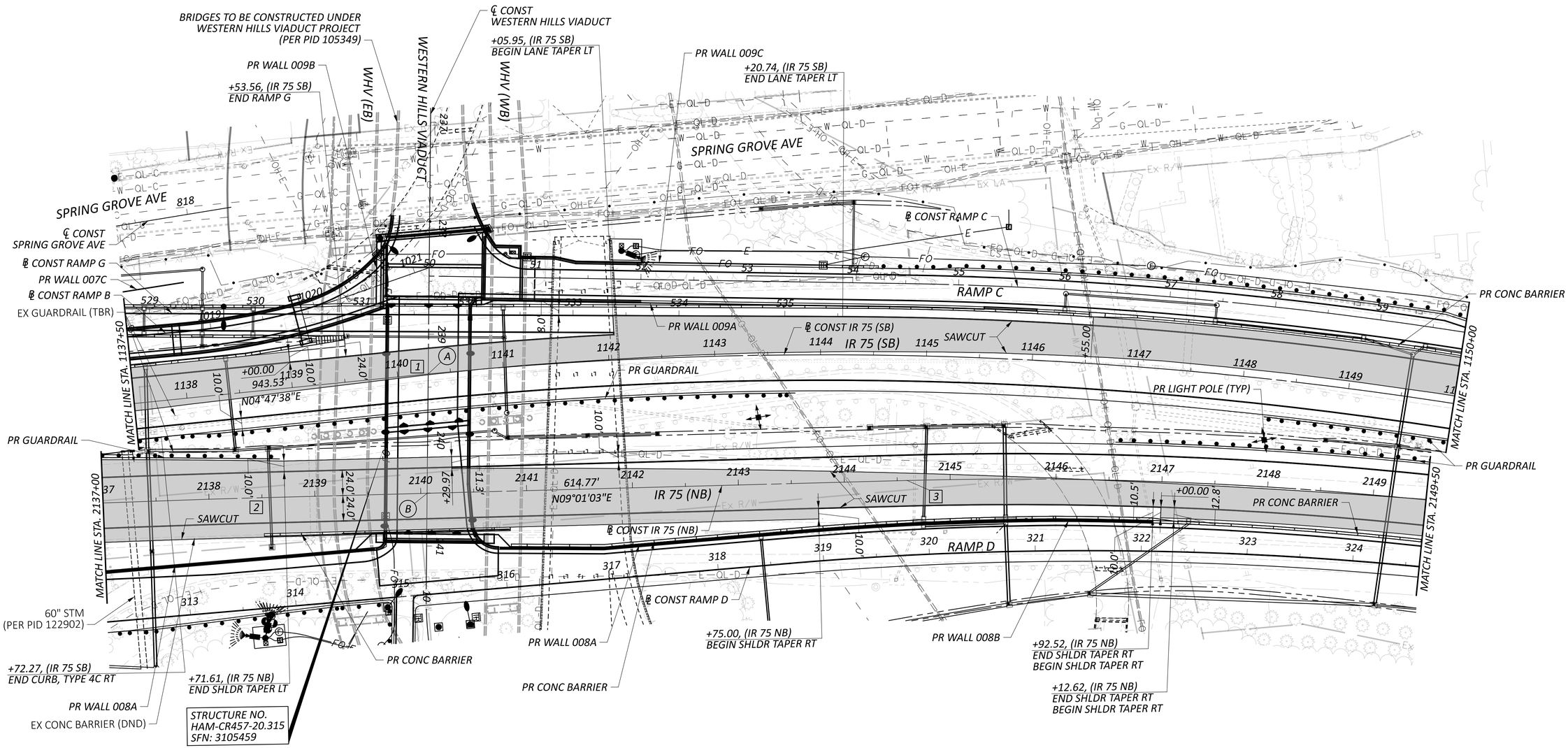


CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

(A) STA 1140+28.93 ℄ CONST IR 75 (SB) = STA 239+37.53 ℄ CONST WESTERN HILLS VIADUCT

(B) STA 2140+06.00 ℄ CONST IR 75 (NB) = STA 240+50.25 ℄ CONST WESTERN HILLS VIADUCT

[1] PC STA 1140+14.41

[2] PT STA 2138+44.56

[3] PC STA 2144+59.33

LEGEND

- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - IR 75
STA 1137+50 TO STA 1150+00 (IR 75 SB), STA 2137+00 TO STA 2149+50 (IR 75 NB)

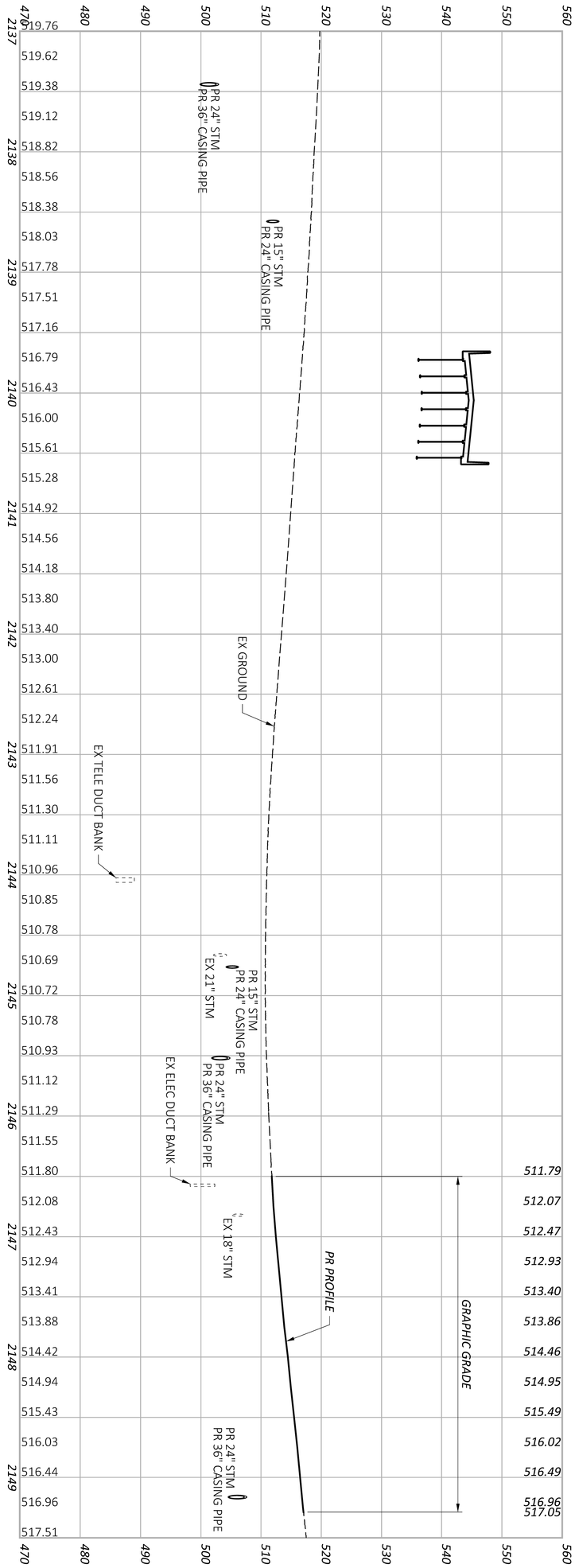
DESIGN AGENCY: EMH&T

DESIGNER: BLM
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.129 TOTAL: 830

HAM-IR 75-1.95

MODEL: IR-75 - Plan View - Sheet5 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:30:18 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\A01-Engineering_EMHT\Roadway\Sheets\114161_GP001.dgn

MODEL: IR-75 - Profile View - Sheet6 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:47:46 AM USER: jkoebel
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GP001.dgn



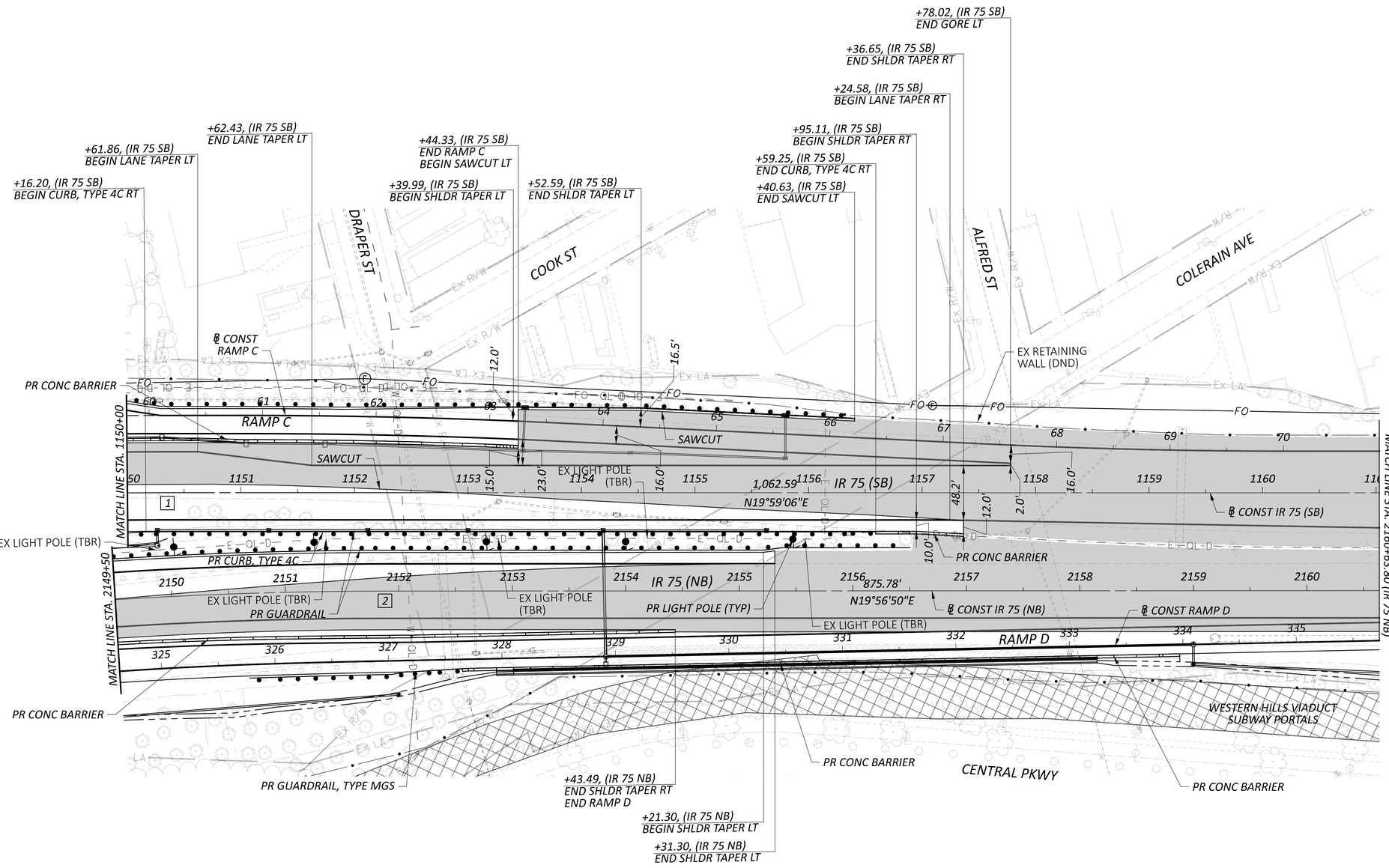


PROFILE - IR 75
STA 1137+50 TO STA 1150+00 (IR 75 SB), STA 2137+00 TO STA 2149+50 (IR 75 NB)

HORIZONTAL SCALE IN FEET
0 50
25 100

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
BLM	MJR 11/02/26	114161	P.130	830

DESIGN AGENCY: EMH&T



CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

1 PT STA 1150+40.27

2 PT STA 2151+88.02

LEGEND

- CULTURAL RESOURCE PROTECTION AREA
- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - IR 75
STA 1150+00 TO STA 1161+02.85 (IR 75 SB), STA 2149+50 TO STA 2160+63.80 (IR 75 NB)

DESIGN AGENCY
EMH&T

DESIGNER BLM
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.131 TOTAL 830

HAM-IR 75-1.95

MODEL: IR-75 - Plan View - Sheet7 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:30:22 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GP001.dgn

MODEL: IR-75 - Profile View - Sheet8 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:30:24 PM USER: bmccutchen
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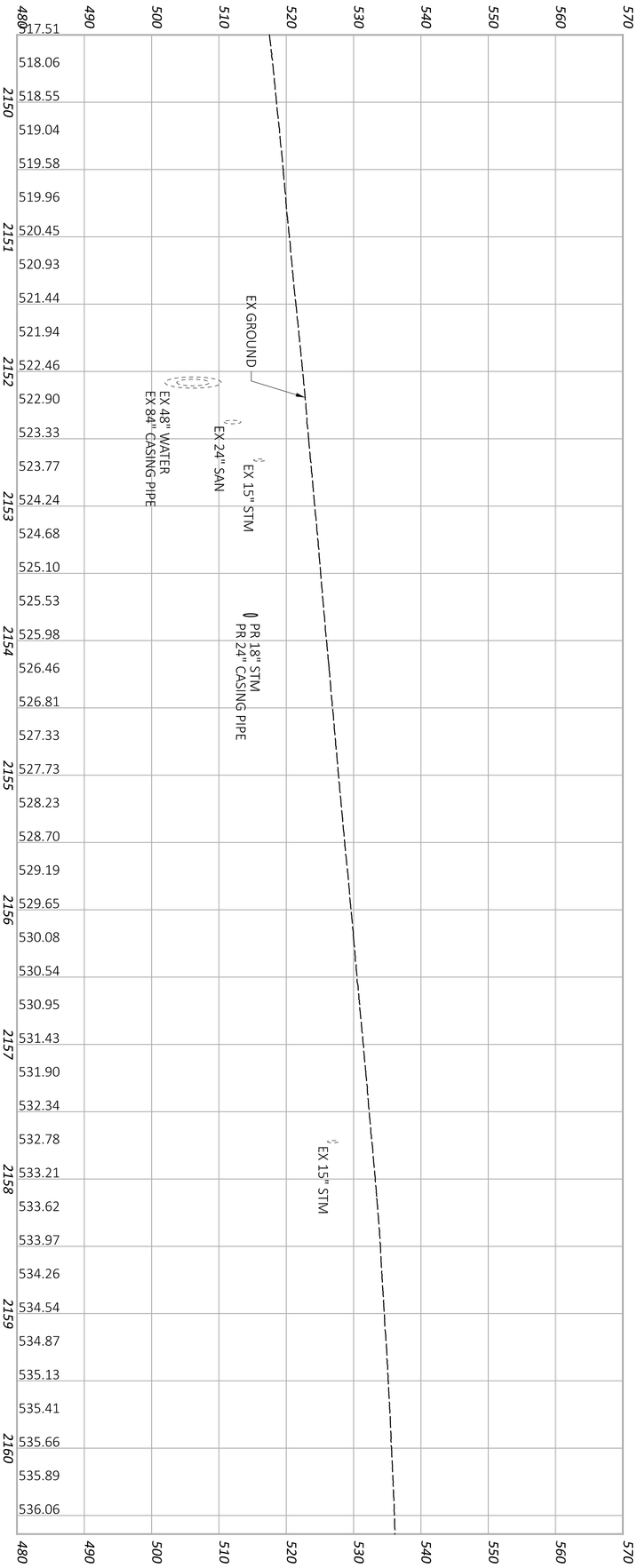
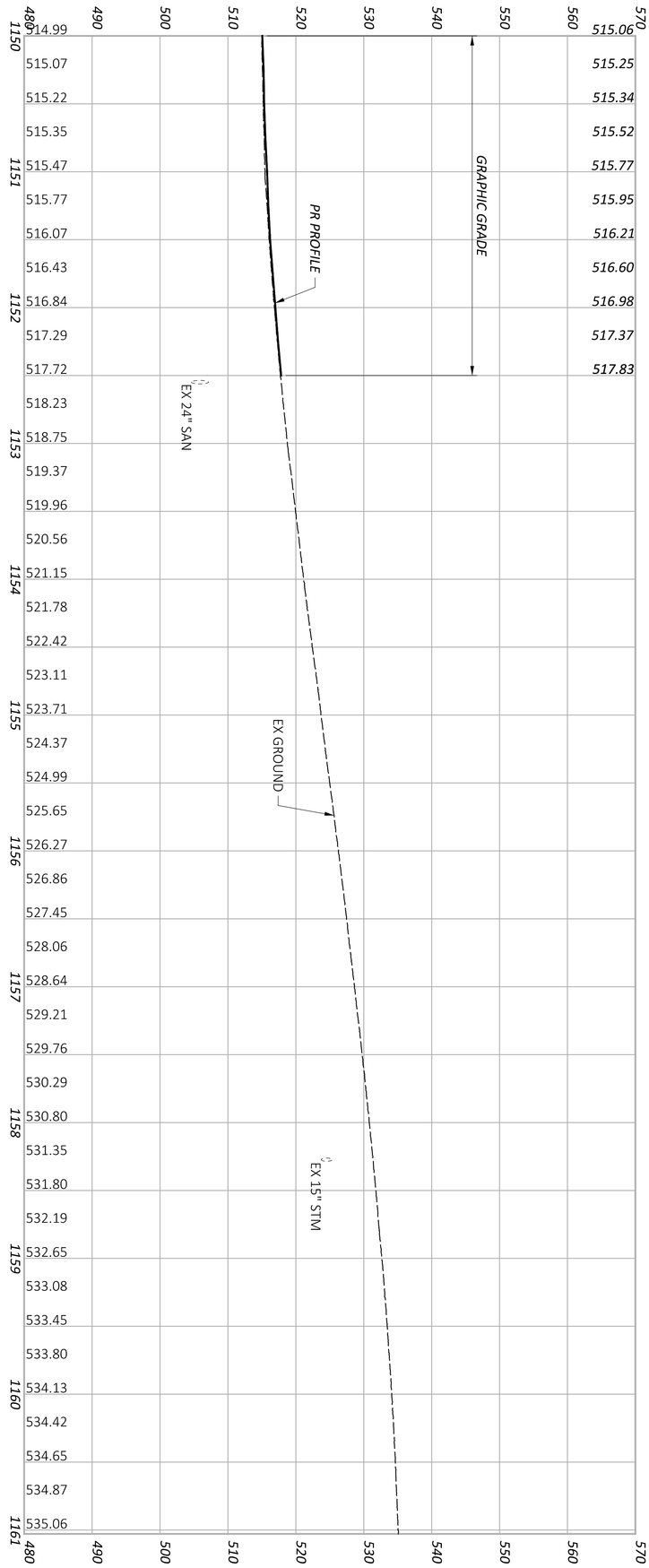




DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
BLM	MJR 11/02/26	114161	P.132	830

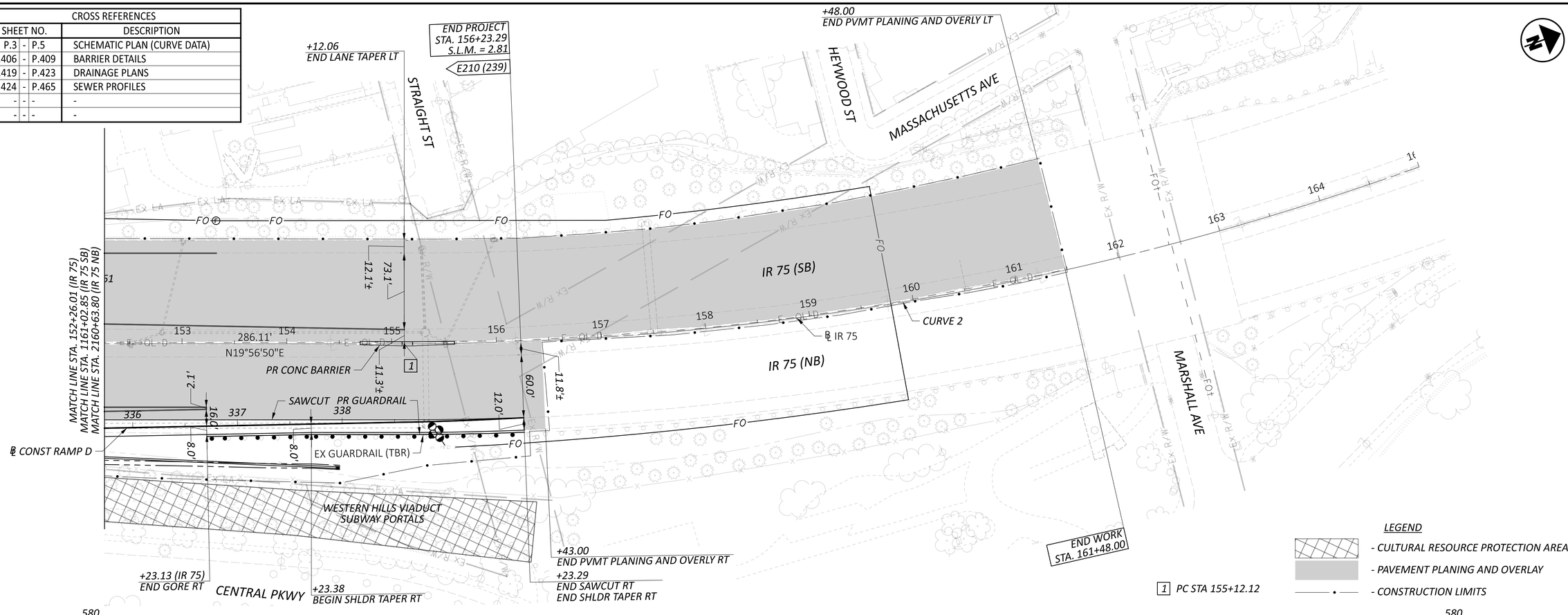
DESIGN AGENCY: EMH&T

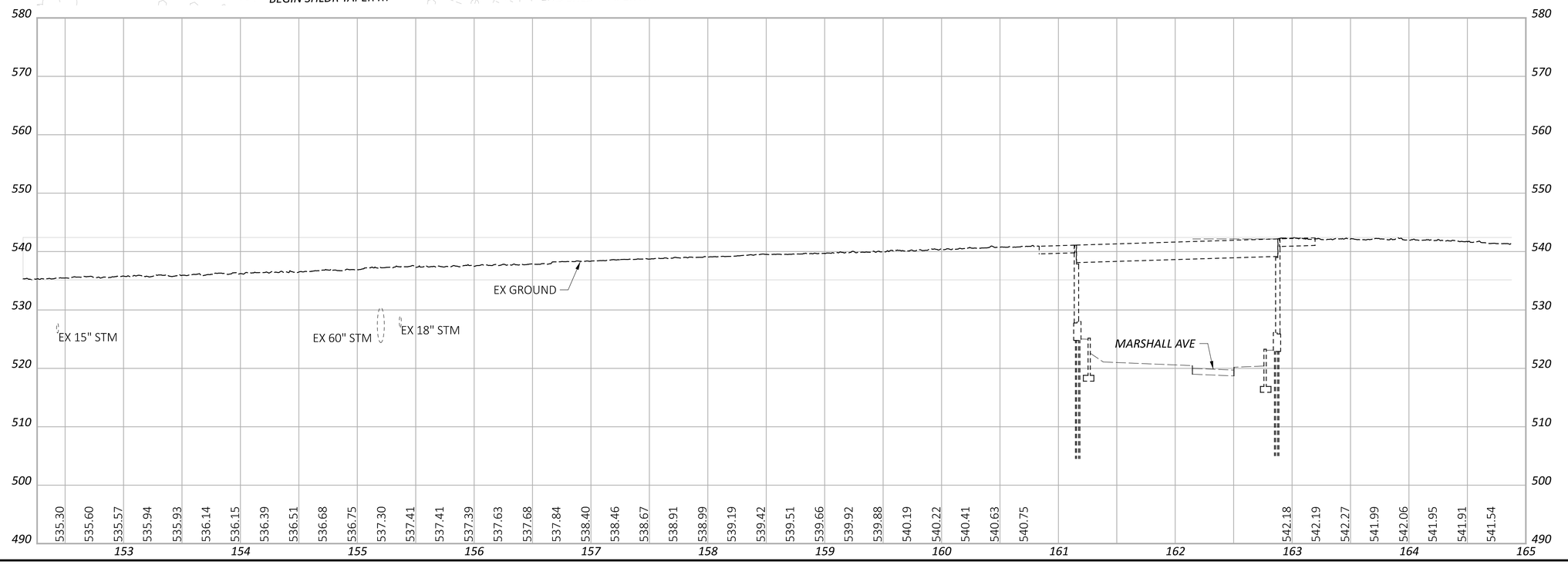
PROFILE - IR 75

STA 1150+00 TO STA 1161+02.85 (IR 75 SB), STA 2149+50 TO STA 2160+63.80 (IR 75 NB)

HORIZONTAL SCALE IN FEET
0 50
25 100

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-





HAM-IR 75-1.95

MODEL: IR-75 - Sheet9 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:30:25 PM USER: bmccutchen
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HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE - IR 75
STA 152+26.01 TO END WORK

DESIGN AGENCY
EMHT

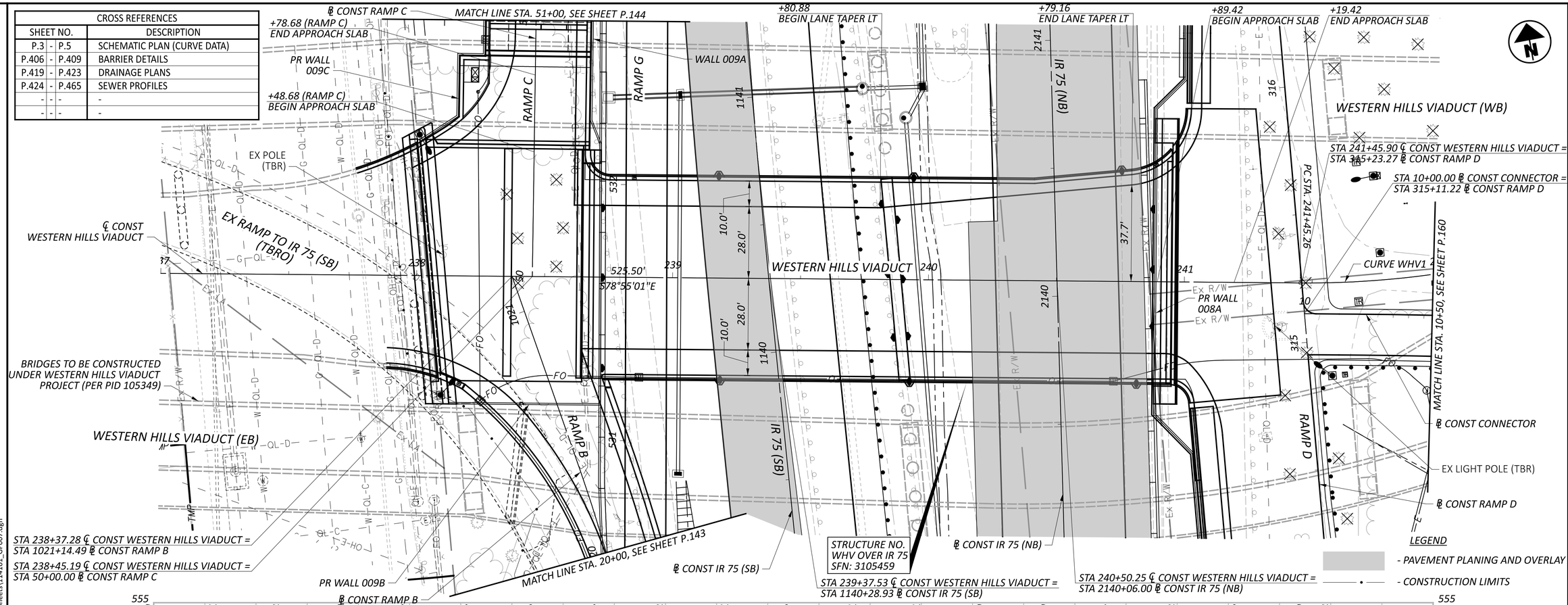
DESIGNER
BLM

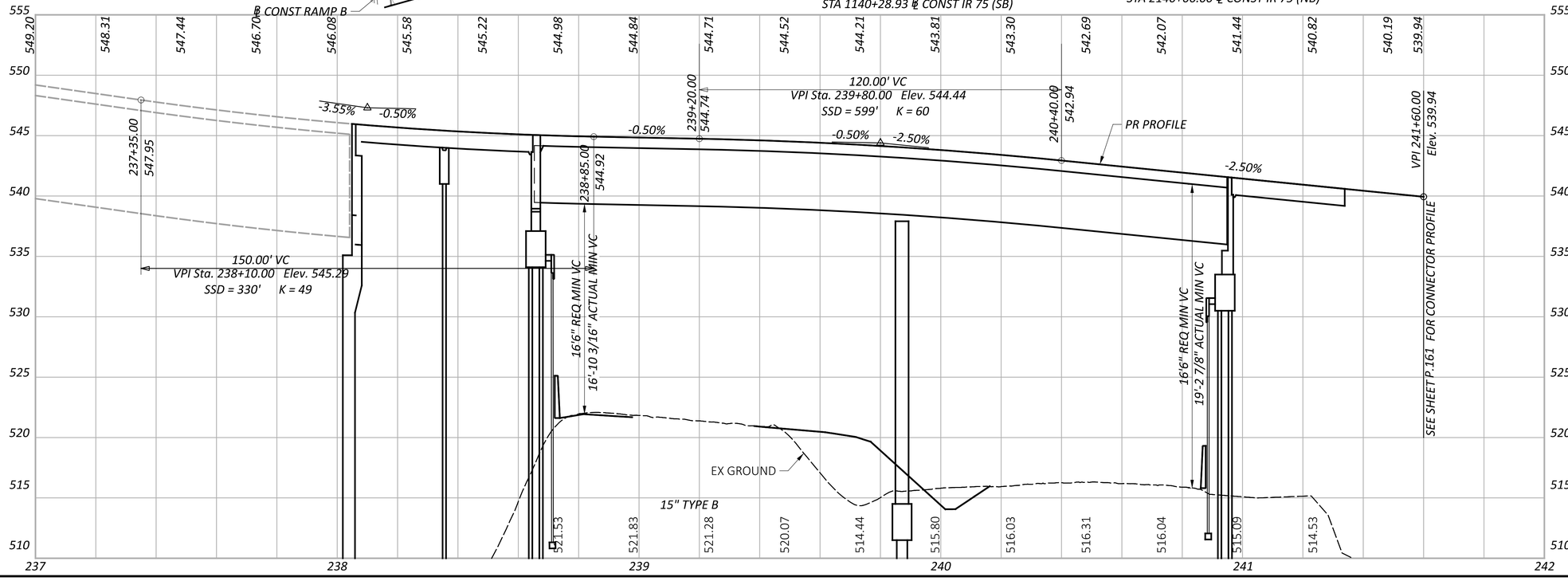
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.133 TOTAL 830

CROSS REFERENCES		
SHEET NO.		DESCRIPTION
P.3	- P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	- P.409	BARRIER DETAILS
P.419	- P.423	DRAINAGE PLANS
P.424	- P.465	SEWER PROFILES
-	- -	-
-	- -	-





HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - WESTERN HILLS VIADUCT STA 237+00 TO STA 242+00

DESIGN AGENCY
EMH&T

DESIGNER	JSJ
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.134
TOTAL	830

HAM-IR 75-1.95

MODEL: WHV - Sheet 1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 4:04:01 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Roadway\Sheets\114161_GP007.dgn

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

HORIZONTAL SCALE IN FEET
0 10 20 40

℄ CONST SPRING GROVE AVE
MATCH LINE STA. 806+00, SEE SHEET P.136
EX LIGHT POLE (TBR)
PR WALL 004C
℄ CONST RAMP G
℄ CONST RAMP B
PR WALL 003D
℄ IR 75
PR WALL 003B
IR 75 (SB)
IR 75 (NB)
RAMP G
RAMP B
EX CONC WALK (TBR)
EX SIGNS (TBR)
PR CONC MEDIAN
PR 10' CONC WALK
SAWCUT
PR CURB, TYPE 6
℄ CONST BANK ST
MATCH LINE STA. 6+00, SEE SHEET P.147
SPRING GROVE AVE
DALTON AVE
BANK ST
78" STM (PER PID 122902)
EX LIGHTPOLE (DND)
EX GAS VALVE (ATG)
EX SIGNS (TBR)
EX CONC TRAF ISLAND (TBR)
EX ELEC PULLBOX (TBR)
EX RBTP (TBR)
PR CONC MEDIAN
PR PED POLE
PR TRAF PULLBOX
EX SIGNAL POLE (TBR)
EX ELEC PULLBOX (ATG)
PR CONC WALK
PR SIGNAL POLE
PR CURB, TYPE 6
PR SIGNAL POLE & PULLBOX
EX SIGNAL POLE & PULLBOX (TBRL)
PR PED POLE
PR FENCE
PR WALL 001C
PR WALL 001B
PR WALL 001E
STRUCTURE NO. HAM-00075-02.179 SFN: 3109366
PT STA. 804+40.58
+42.10, SPRING GROVE) END SAWCUT LT END CURB, TYPE 6 LT END CONC WALK LT
STA 2+22.27 ℄ CONST BANK ST = STA 804+79.06 ℄ CONST SPRING GROVE/DALTON AVE
+31.93 BEGIN PVMT PLANING AND OVERLAY LT/RT
+55.58 BEGIN SAWCUT LT BEGIN CURB, TYPE 6 LT BEGIN CONC WALK LT
+53.00 BEGIN SAWCUT BEGIN CONC MEDIAN
+58.12 END CONC MEDIAN
+84.00 END SAWCUT
+59.61 BEGIN SAWCUT RT BEGIN CURB, TYPE 6 RT BEGIN CONC WALK RT
+14.72 (DALTON) END CONC WALK LT
+16.68 BEGIN SAWCUT LT BEGIN CURB, TYPE 6 LT
℄ CONST DALTON AVE
+95.62 (DALTON) BEGIN SAWCUT RT BEGIN CURB, TYPE 6 RT BEGIN CONC WALK RT BEGIN PVMT PLANING & OVERLAY
+97.67 END SAWCUT
+95.67 END CONC MEDIAN
+70.81 BEGIN SAWCUT BEGIN CONC MEDIAN
STA 4+99.41 ℄ CONST BANK ST = STA 124+80.25 ℄ IR 75
1,100.00' S83°44'42"E
5.1' R
+46.59
+26.00
28.0'
30.2'
35.0'
4.2'
2.0'
9.9'
805
804
806
516
1060
1015
1 2 3 4 5 6

LEGEND
- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS

530 525 520 515 510 505 500 495 490 485
EX GROUND
16'-6" REQ MIN VC
27'-5 1/4" ACTUAL MIN VC
16'-6" REQ MIN VC
16'-10 1/2" ACTUAL MIN VC
EX 12" STM
EX 12" STM
EX 8" WATER
EX TELE DUCT BANK
EX 36" WATER
EX ELEC
492.59 492.54 492.61 492.49 492.88 493.18 493.53 493.91 494.29 494.43 494.42 494.49 493.85 493.54 493.02 492.84 493.09 493.29 493.87 493.90 494.09

PLAN AND PROFILE - BANK ST STA 1+00 TO STA 6+00

DESIGN AGENCY: EMH&T
DESIGNER: BLM
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.135 TOTAL: 830

HAM-IR 75-1.95

MODEL: BANK ST - Sheet 1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 2:01:22 PM USER: jkoebel
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GP008.dgn

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

HORIZONTAL SCALE IN FEET
0 10 20 40

+36.02
END SAWCUT RT
END PVMT PLANING AND OVERLAY LT/RT
END CURB, TYPE 6 RT

PR CONC WALK
8.0'
EX CONC WALK (DND)
35.5'
24.5'
MATCH LINE STA. 806+00, SEE SHEET P.135
SAWCUT
EX MH (ATG)
15.5'
PR CURB
8.0'
10.0'
EX CONC WALK (TBR)
PR CONC WALK
+55.00
END CONC WALK RT
EX FENCE (DND)
EX CONC WALK (DND)
PR WALL 004C
SPRING GROVE AVE
℄ CONST SPRING GROVE AVE
1,183.94'
N05°52'24"E
RAMP G
℄ CONST RAMP G
Ex R/W
806 807 808 809 810 811
518 519 520 521 522
1010 1011

LEGEND
- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS

515 510 505 500 495 490 485 480 475 470

EX GROUND
EX ELECTRIC (DND)
EX GAS (DND)
EX FO
EX 12" STM
EX 36" COMB

494.88 494.06 494.19 494.29 494.33 494.43 494.62 494.78 494.91 495.01 495.11 495.20 495.25 495.38 495.57 495.69 495.80 495.95 496.14 496.36 496.57

806 807 808 809 810 811

PLAN AND PROFILE - SPRING GROVE AVE
STA 806+00 TO STA 811+00

DESIGN AGENCY
EMH&T

DESIGNER
BLM

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.136 | TOTAL 830

HAM-IR 75-1.95

MODEL: SPRING GROVE - Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:58:23 PM USER: jkoebel
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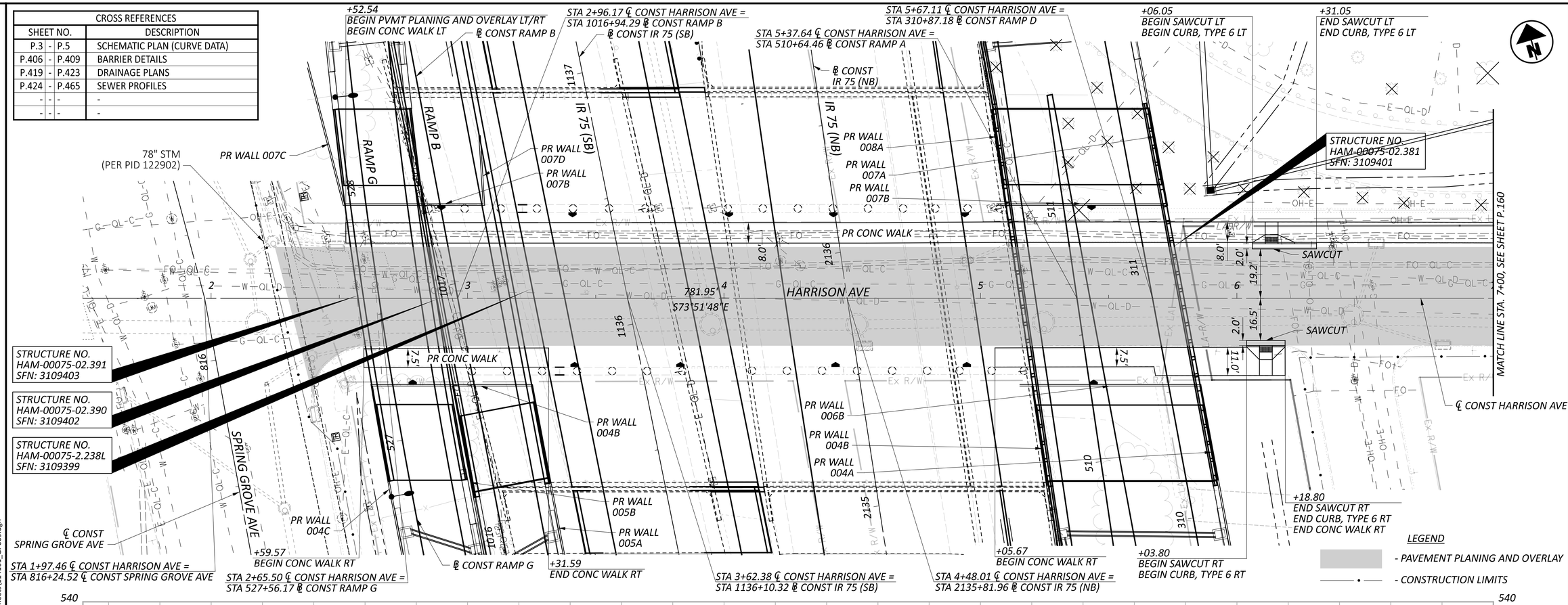
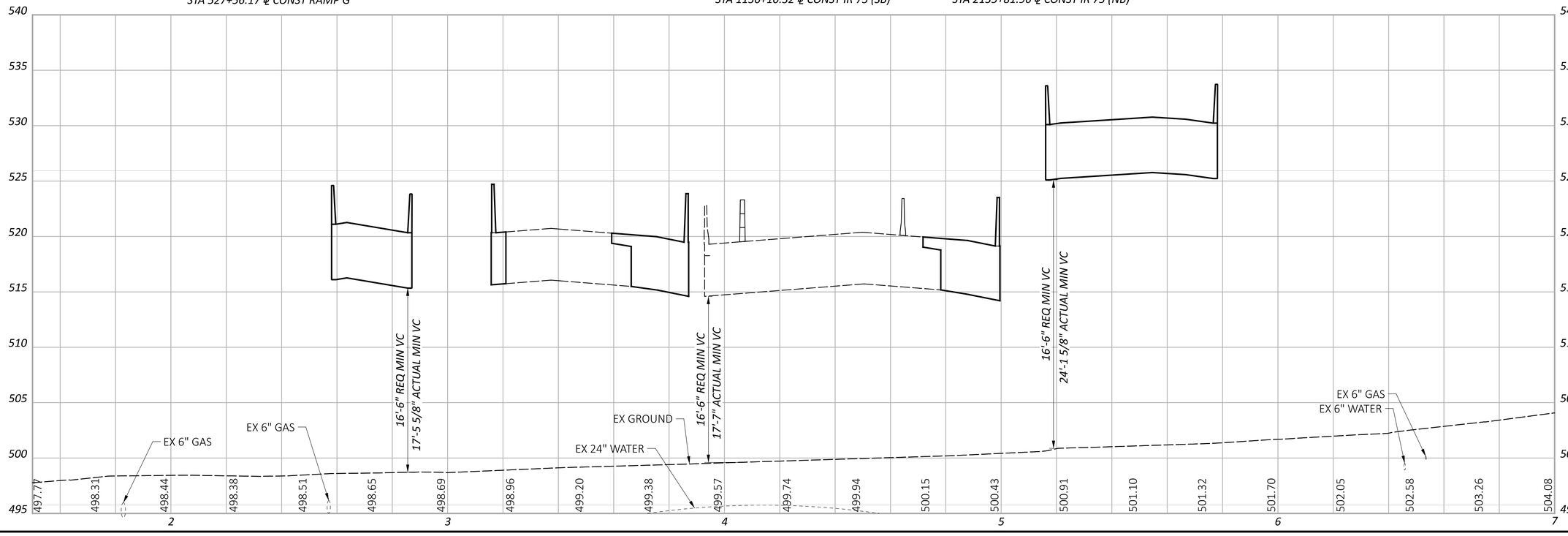
CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-





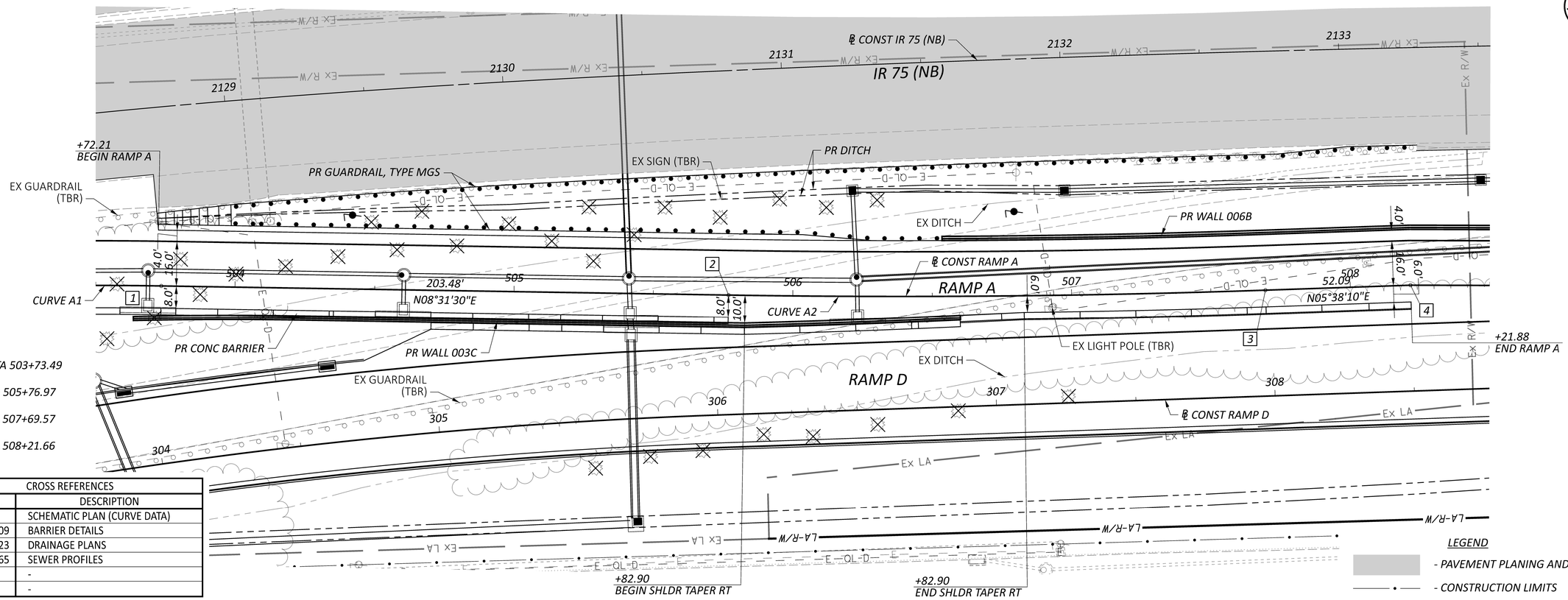
HAM-IR 75-1.95

MODEL: HARRISON AVE - Sheet 1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:19:32 PM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\A01-Engineering_EMHT\Roadway\Sheets\114161_GP009.dgn

PLAN AND PROFILE - HARRISON AVE STA 1+50 TO STA 7+00

DESIGN AGENCY: EMHT

DESIGNER	BLM
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.137
TOTAL	830



1 PCC STA 503+73.49

2 PC STA 505+76.97

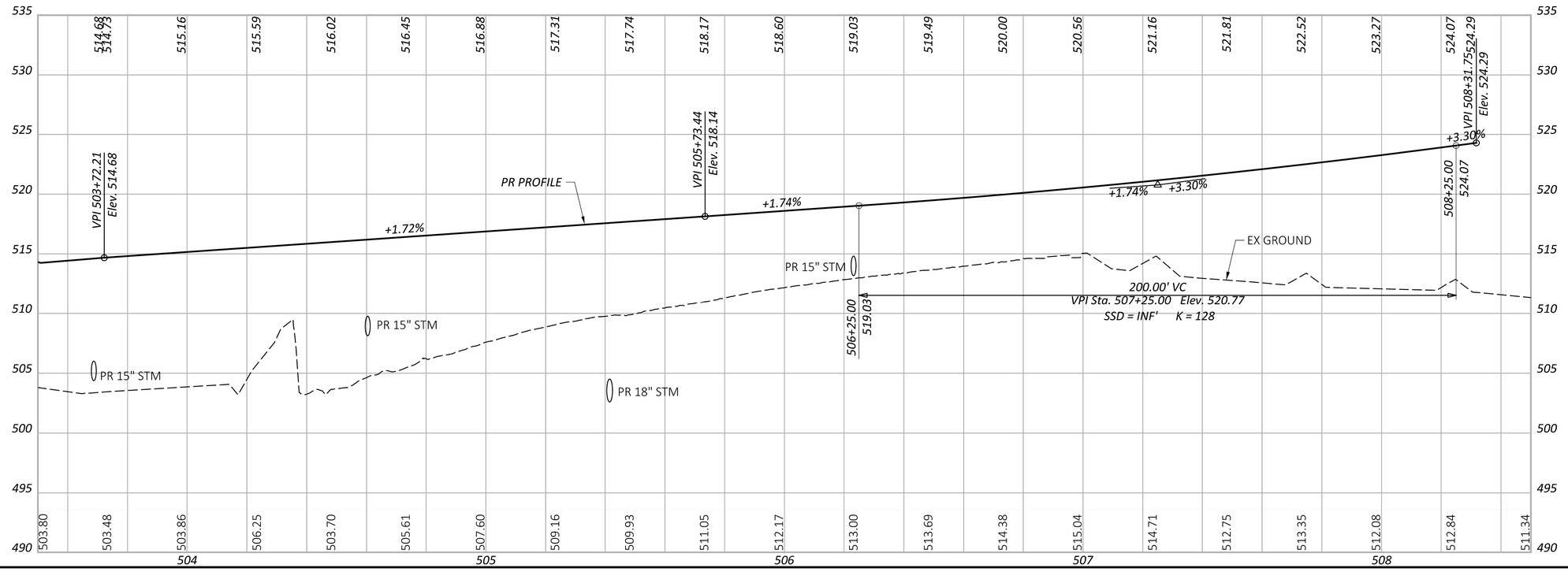
3 PT STA 507+69.57

4 PT STA 508+21.66

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

LEGEND

- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS



HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP A STA 503+50 TO STA 508+50

HAM-IR 75-1.95

MODEL: Ramp A Plan and Profile 503+50 to 508+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 2:40:33 PM USER: jkoebel
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GP002.dgn

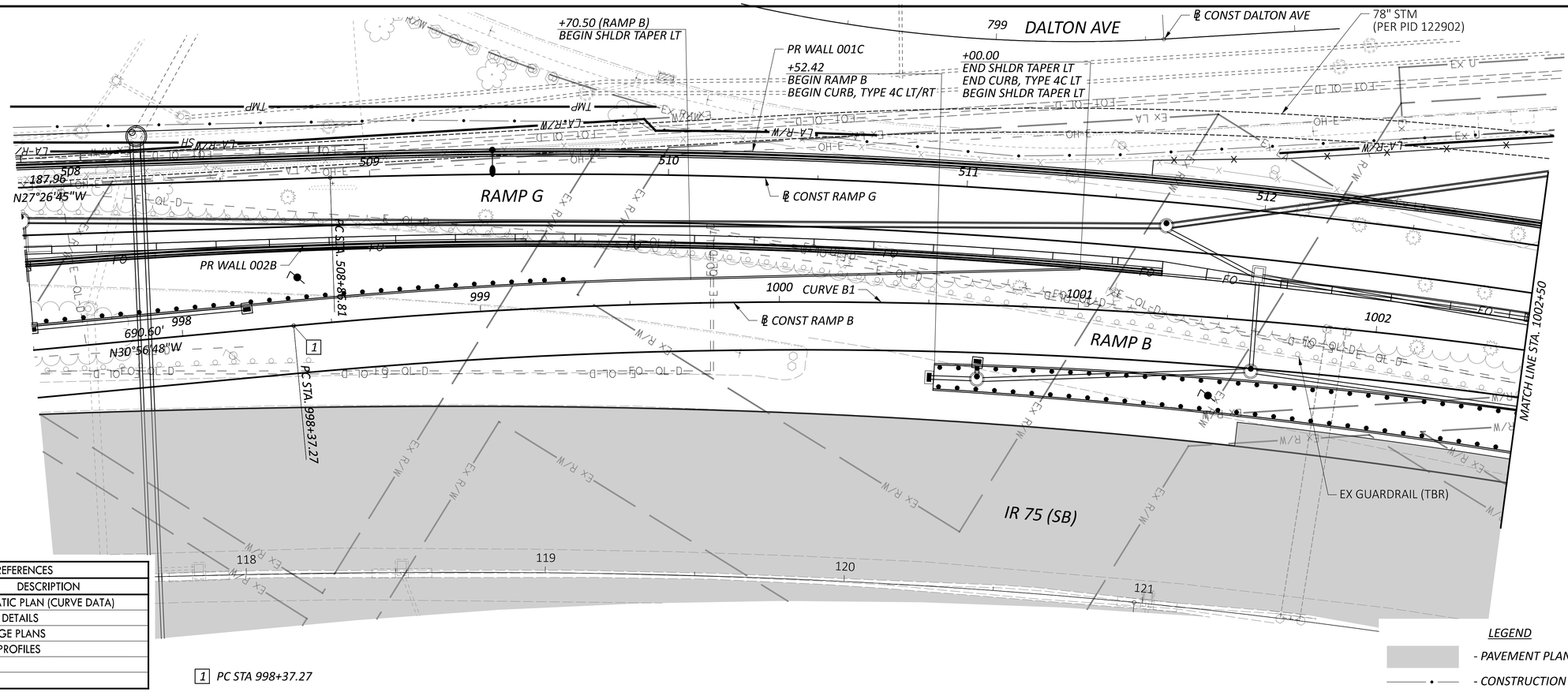
DESIGN AGENCY: EMHT

DESIGNER: BLM

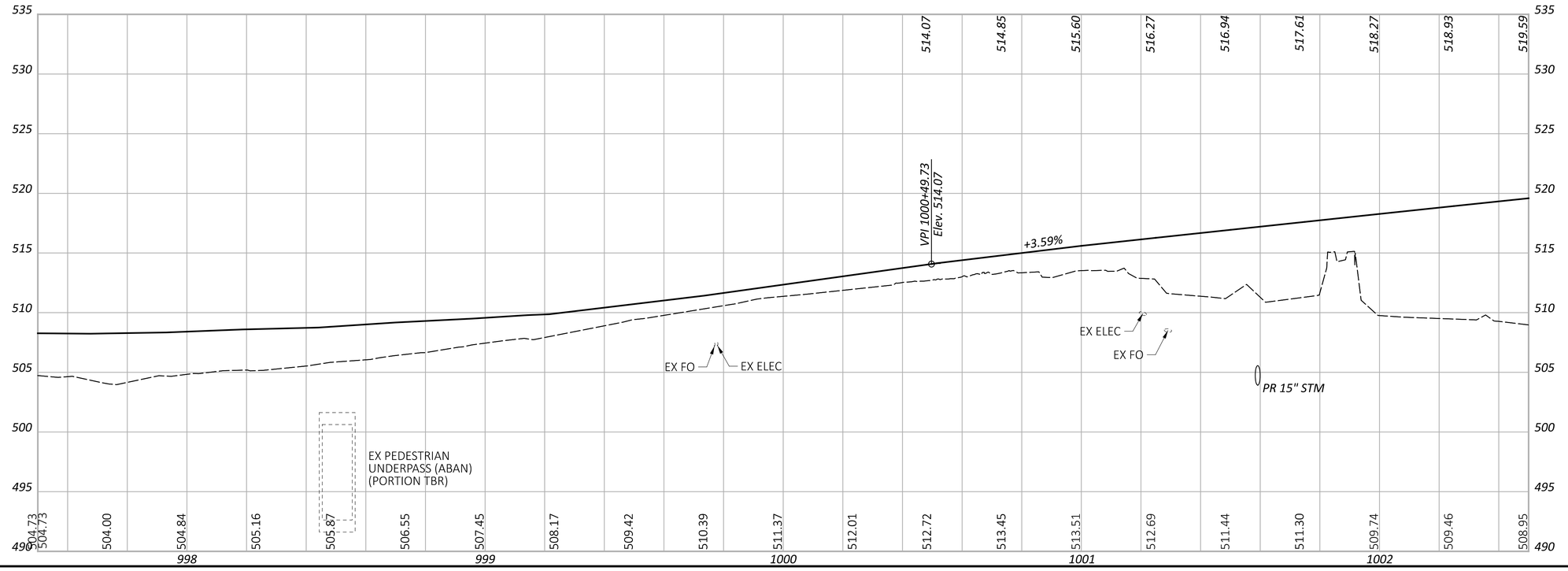
REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.138 TOTAL: 830



CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-



HAM-IR 75-1.95

MODEL: Ramp B Plan and Profile 997+50 to 1002+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:10:08 PM USER: jkoebel
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GP003.dgn

HORIZONTAL
SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP B
STA 997+50 TO STA 1002+50

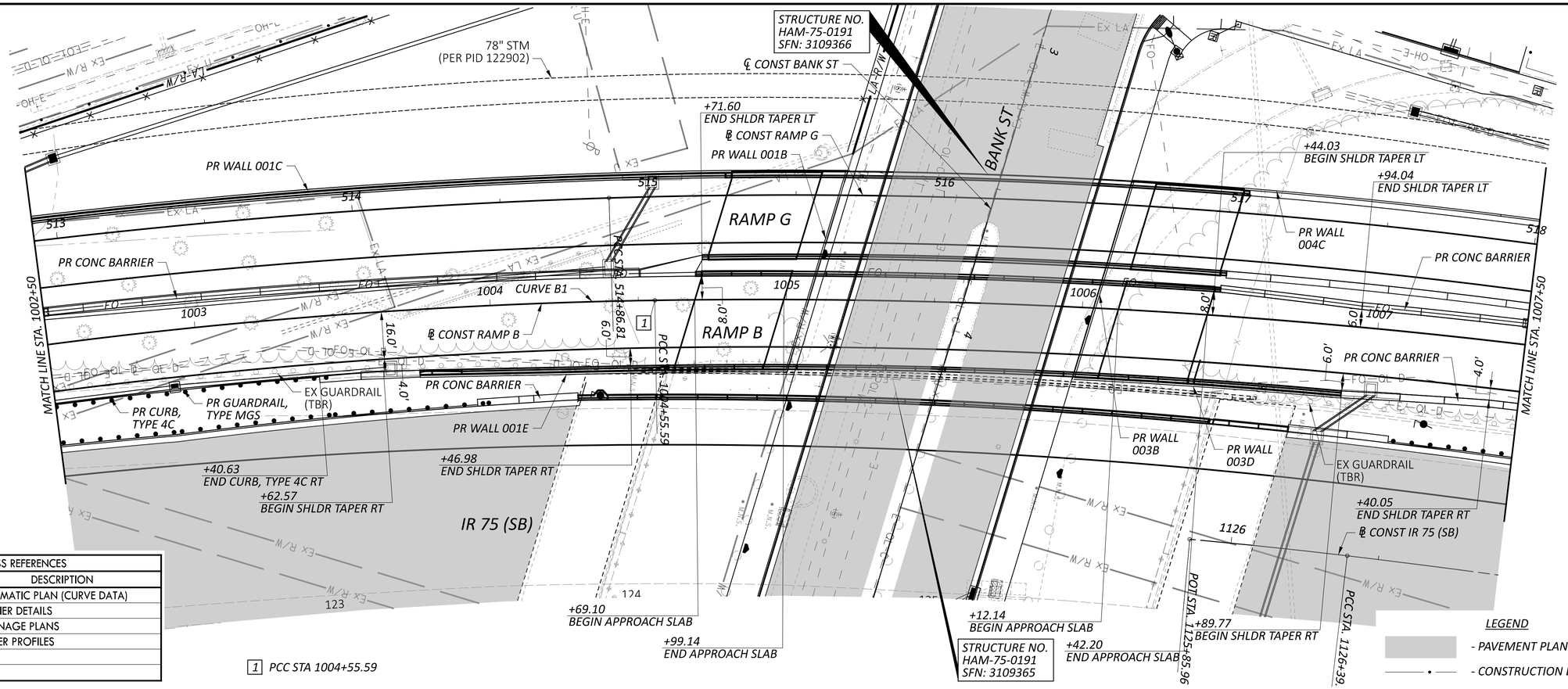
DESIGN AGENCY
EMH&T

DESIGNER
BLM

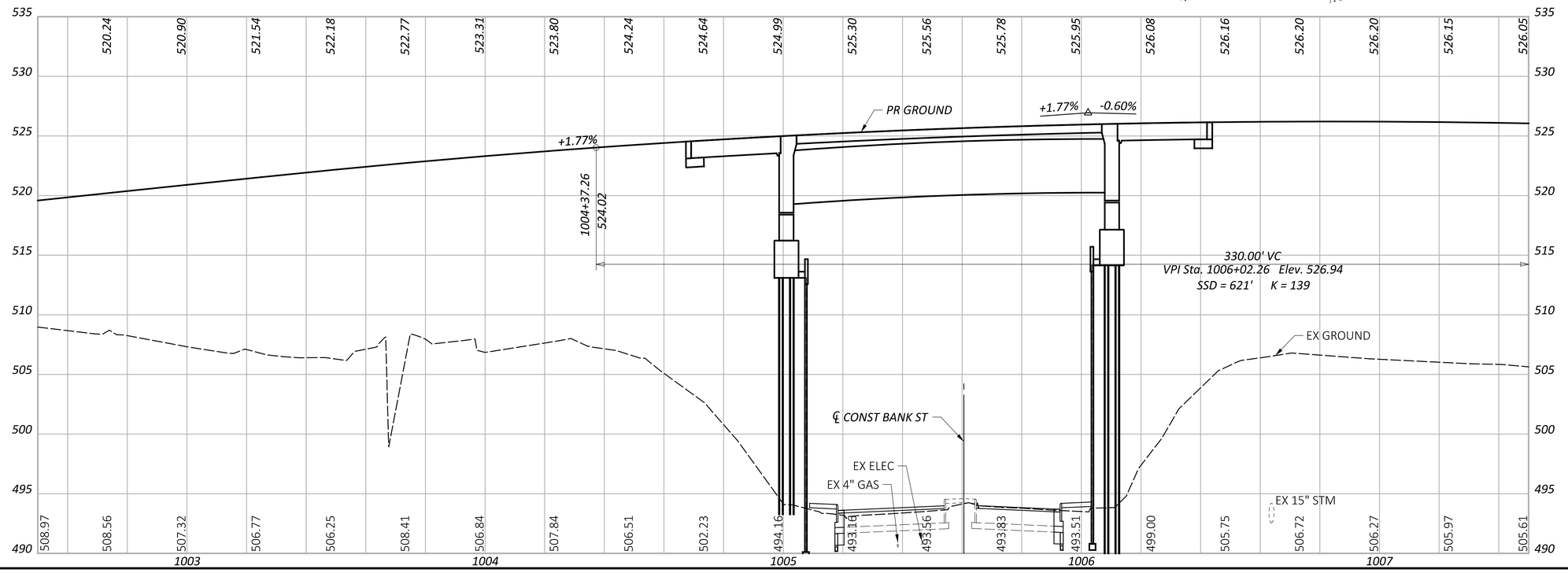
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.139 TOTAL 830



CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-



HAM-IR 75-1.95

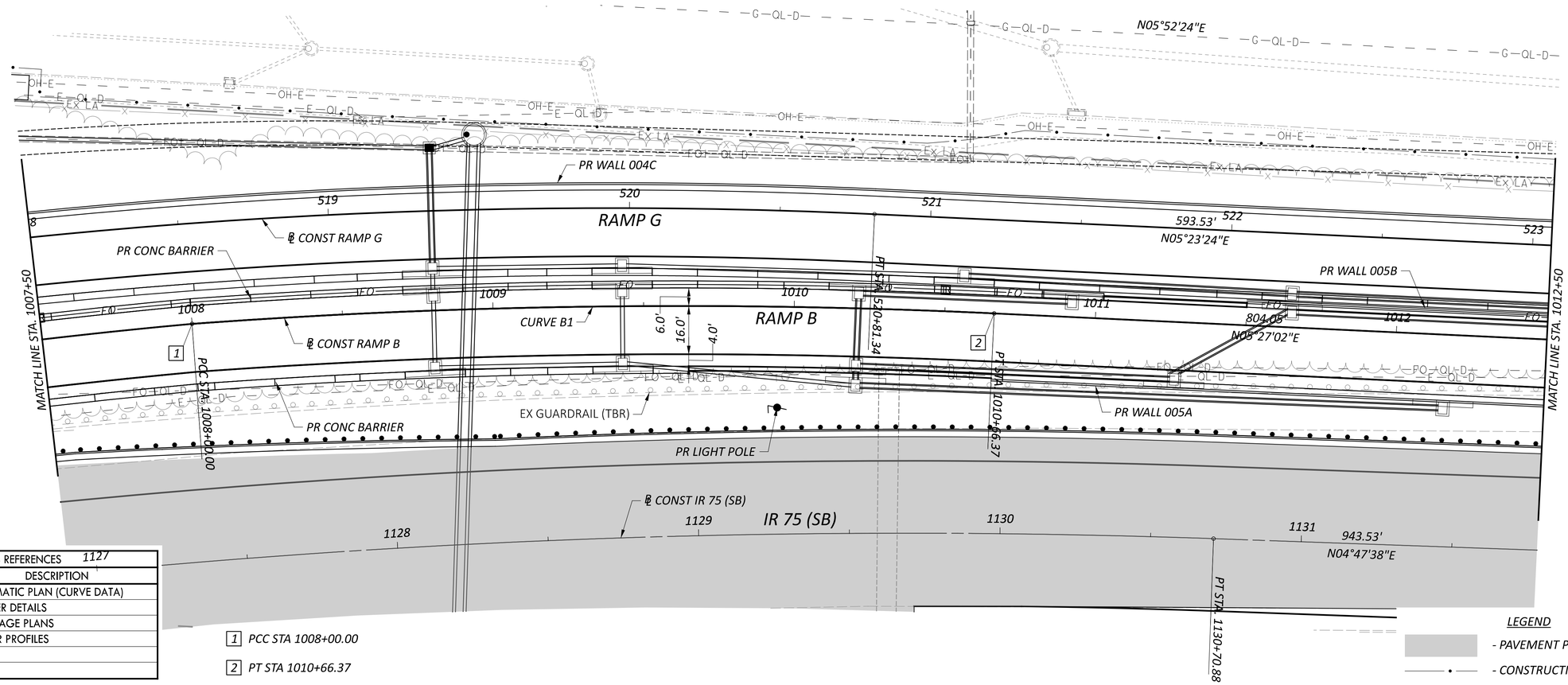
PLAN AND PROFILE - RAMP B
STA 1002+50 TO STA 1007+50

HORIZONTAL SCALE IN FEET
0 10 20 40

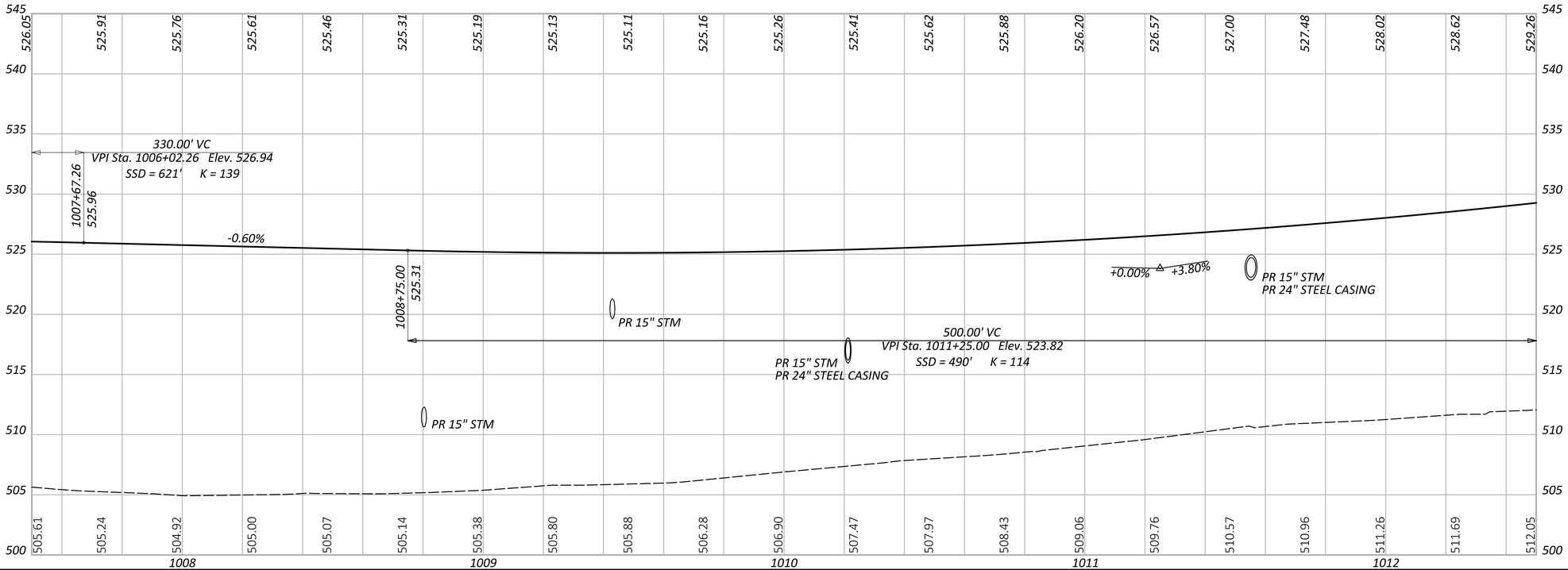
DESIGN AGENCY: EMH&T

DESIGNER: BLM
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.140 TOTAL: 830

MODEL: Ramp B Plan and Profile 1002+50 to 1007+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:10:15 PM USER: jkoebel
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GP003.dgn



CROSS REFERENCES	
SHEET NO.	DESCRIPTION
P.3 - P.5	SCHEMATIC PLAN (CURVE DATA)
P.406 - P.409	BARRIER DETAILS
P.419 - P.423	DRAINAGE PLANS
P.424 - P.465	SEWER PROFILES
- - -	-
- - -	-



HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP B
STA 1007+50 TO STA 1012+50

DESIGN AGENCY
EM H&T

DESIGNER BLM
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.141 TOTAL 830

HAM-IR 75-1.95

MODEL: Ramp B Plan and Profile 1007+50 to 1012+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:10:17 PM USER: jkoebel
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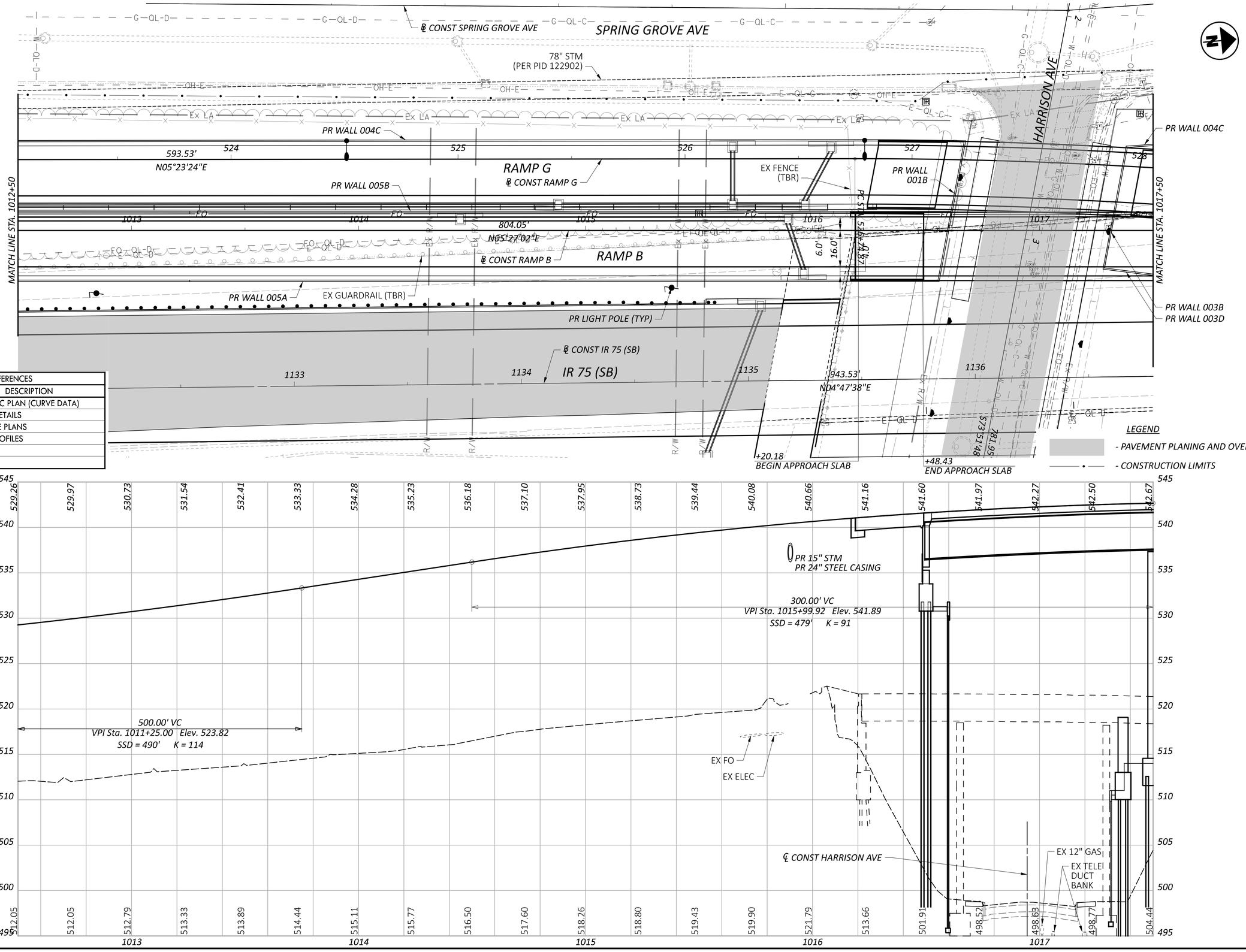

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SHEET NO.		DESCRIPTION
P.3	- P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	- P.409	BARRIER DETAILS
P.419	- P.423	DRAINAGE PLANS
P.424	- P.465	SEWER PROFILES
-	- -	-
-	- -	-

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP B
STA 1012+50 TO STA 1017+50

DESIGN AGENCY
EMH&T

DESIGNER	BLM
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.142
TOTAL	830

HAM-IR 75-1.95

MODEL: Ramp B Plan and Profile 1012+50 to 1017+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:10:19 PM USER: jkoebel
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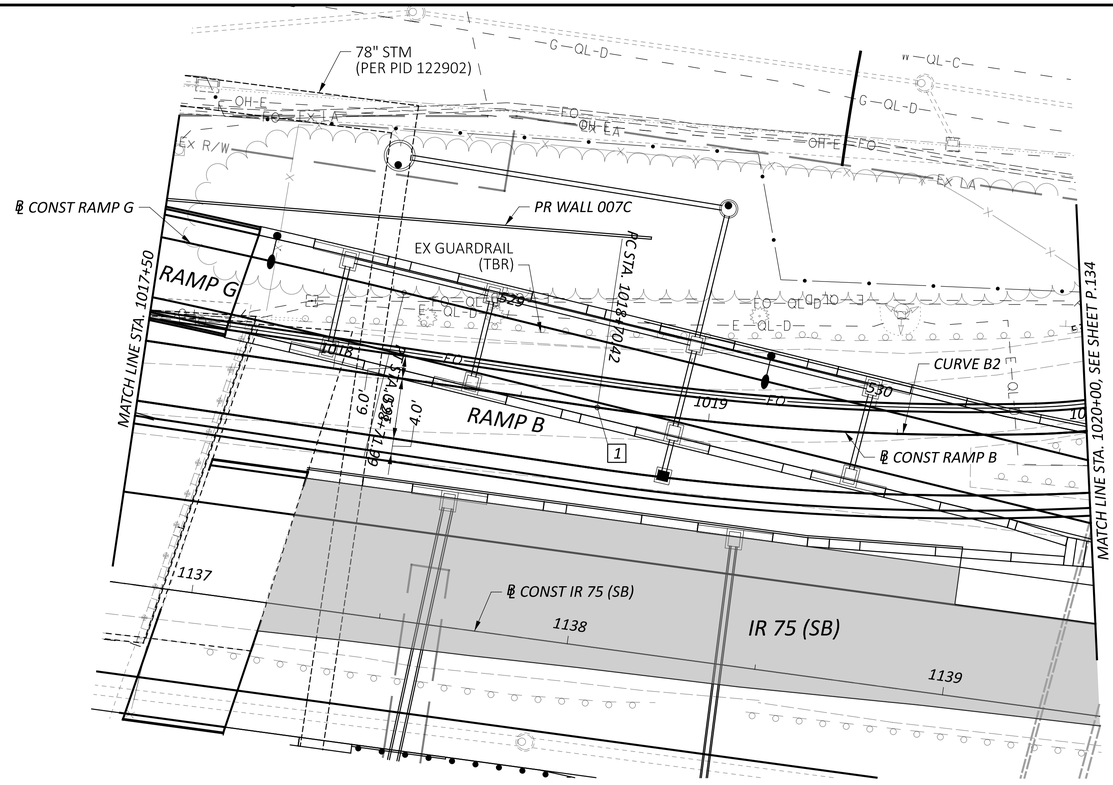

1 PC STA 1018+70.42

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

LEGEND

- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP B
STA 1017+50 TO STA 1021+14.49

DESIGN AGENCY
EMH&T

DESIGNER
BLM

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.143 TOTAL 830

HAM-IR 75-1.95

MODEL: Ramp B Plan and Profile 1017+50 to 1021+14.49 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 3:10:20 PM USER: jkoebel
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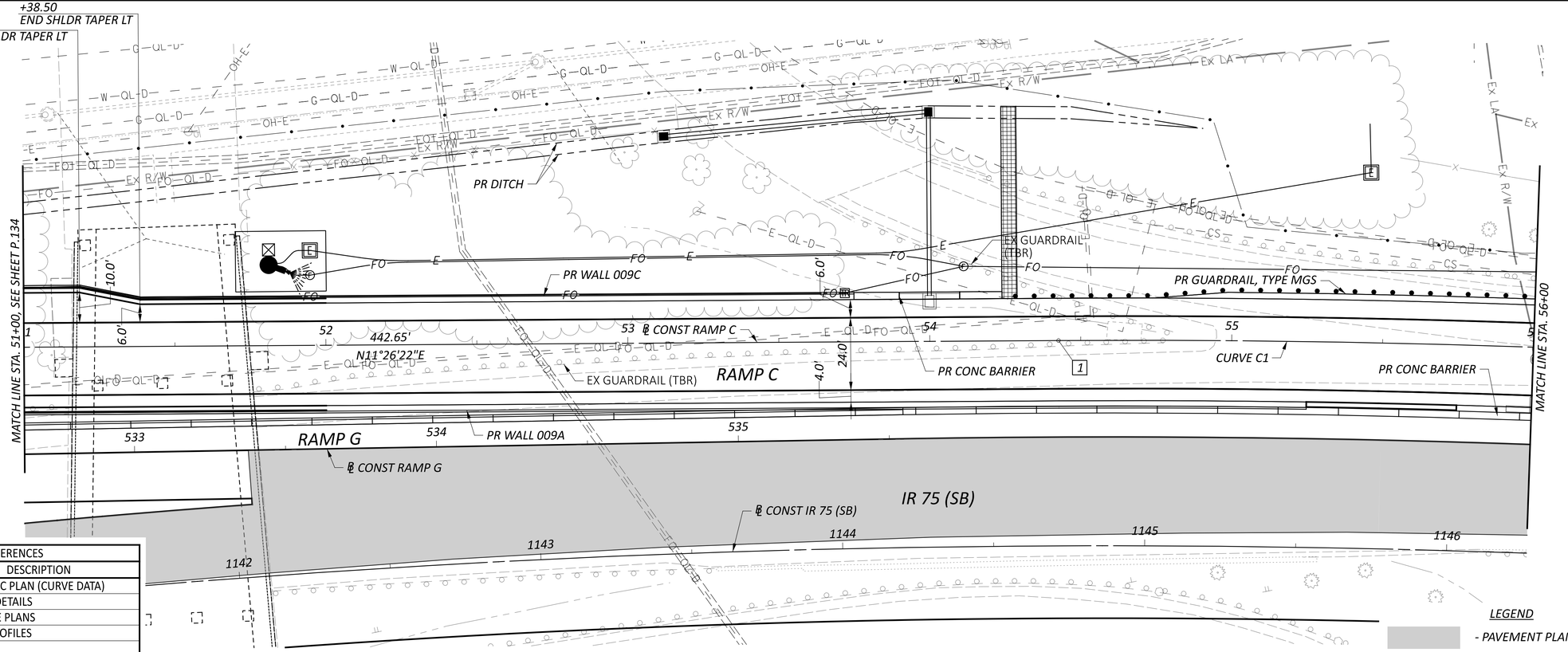

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SHEET NO.			DESCRIPTION
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P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
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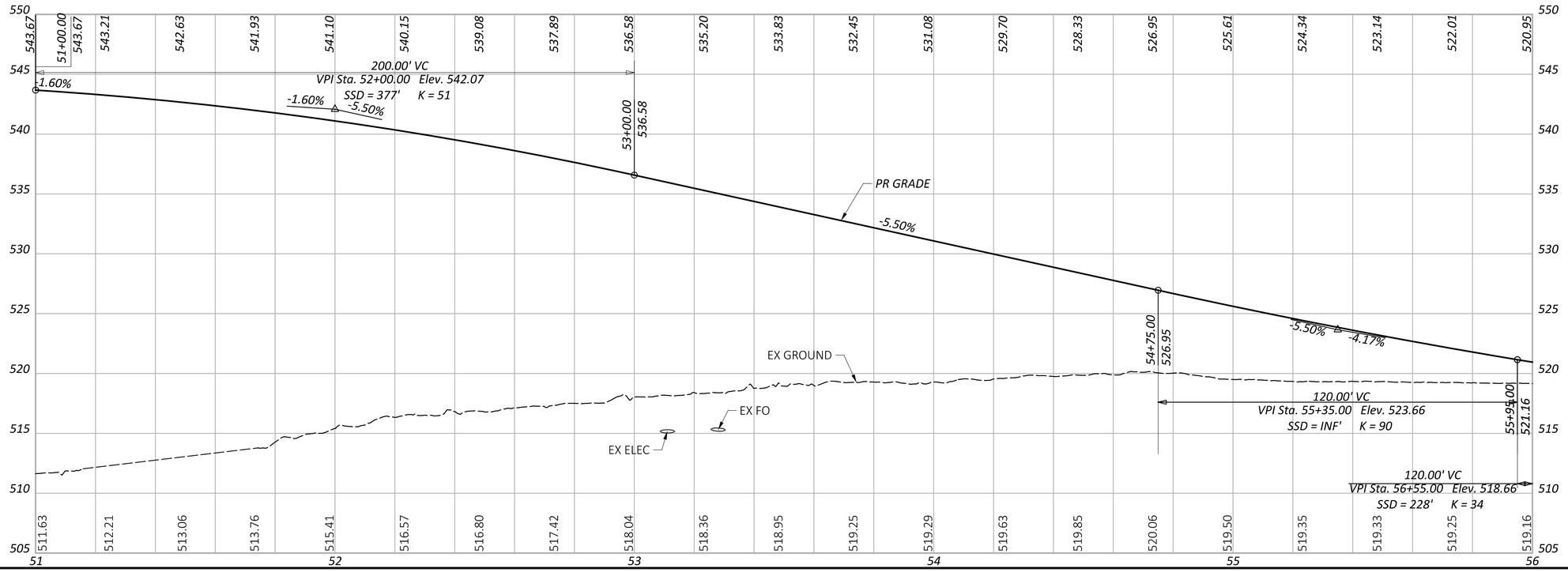

HAM-IR 75-1.95

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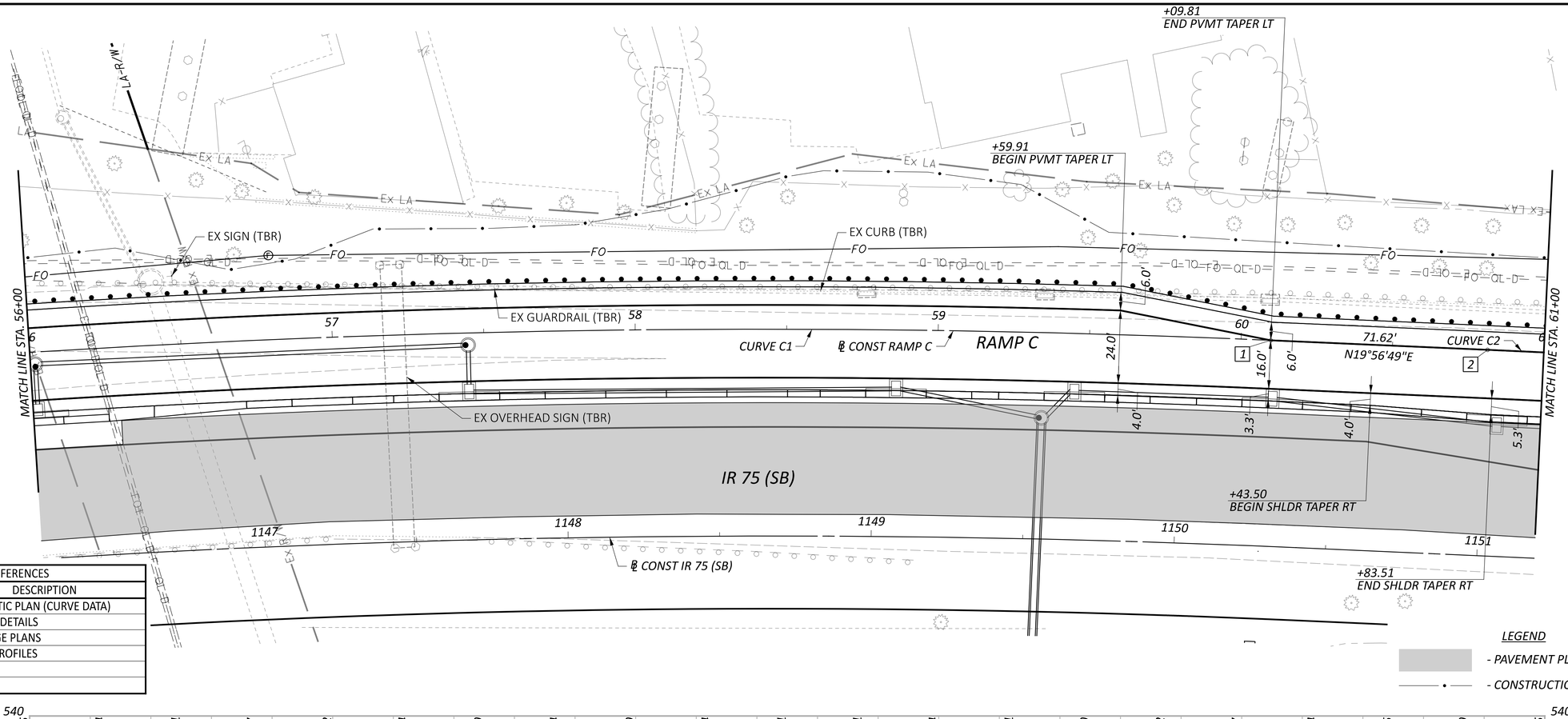
HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP C STA 51+00 TO STA 56+00

DESIGN AGENCY
EMHT

DESIGNER	BLM
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.144
TOTAL	830



1 PT STA 60+09.81

2 PC STA 60+81.43

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
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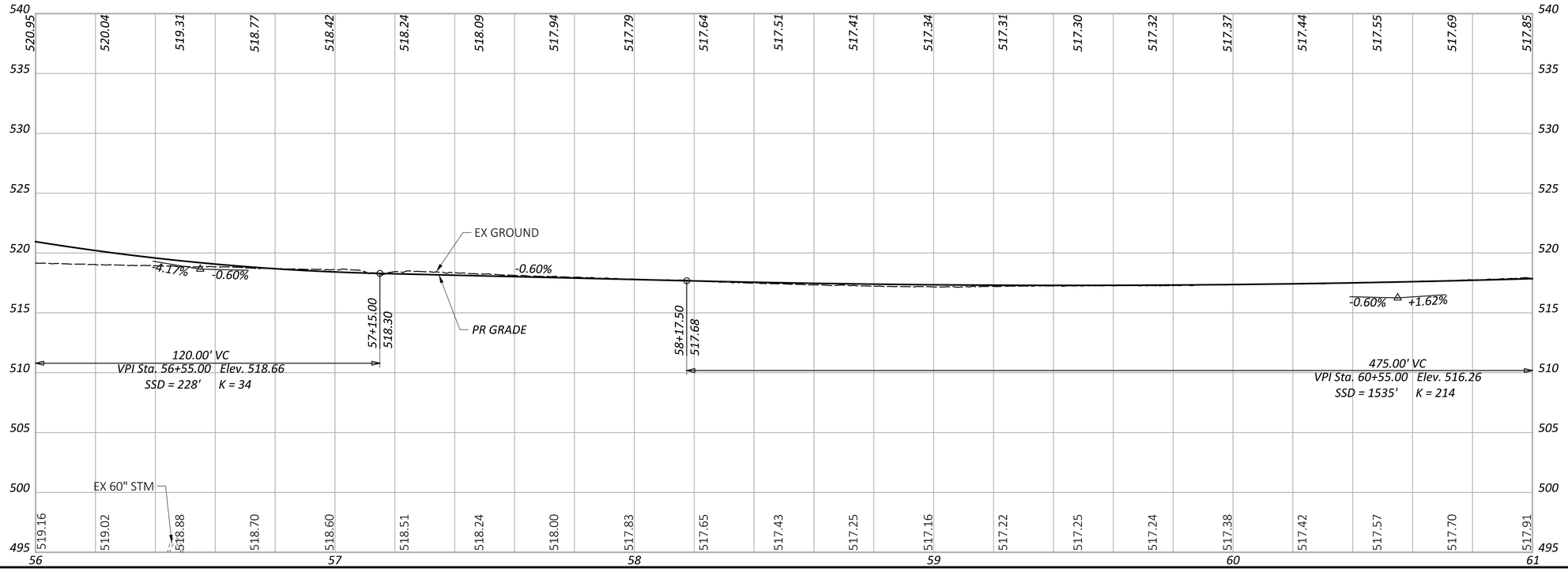

LEGEND

- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP C STA 56+00 TO STA 61+00

HAM-IR 75-1.95

DESIGN AGENCY
E M H & T

DESIGNER	BLM
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.145
TOTAL	830

MODEL: Ramp C Plan and Profile 56+00 to 61+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 2:01:08 PM USER: jjones
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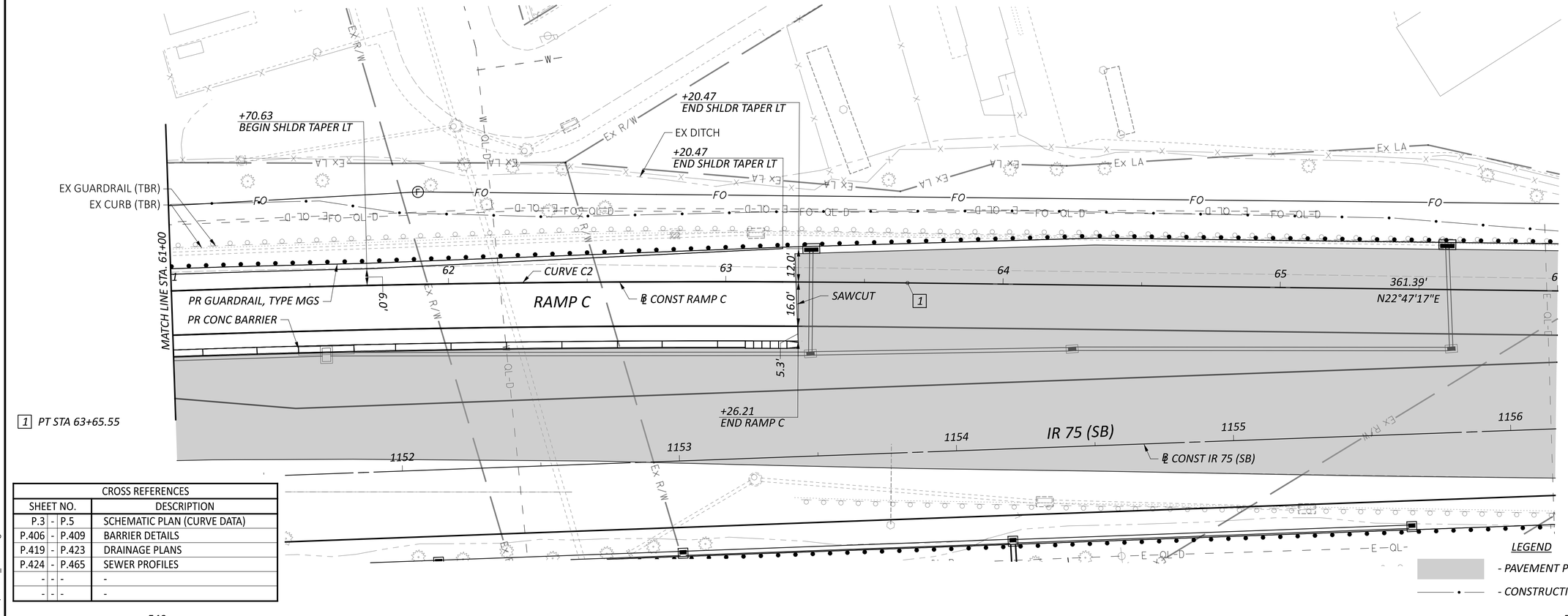

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SHEET NO.			DESCRIPTION
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P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
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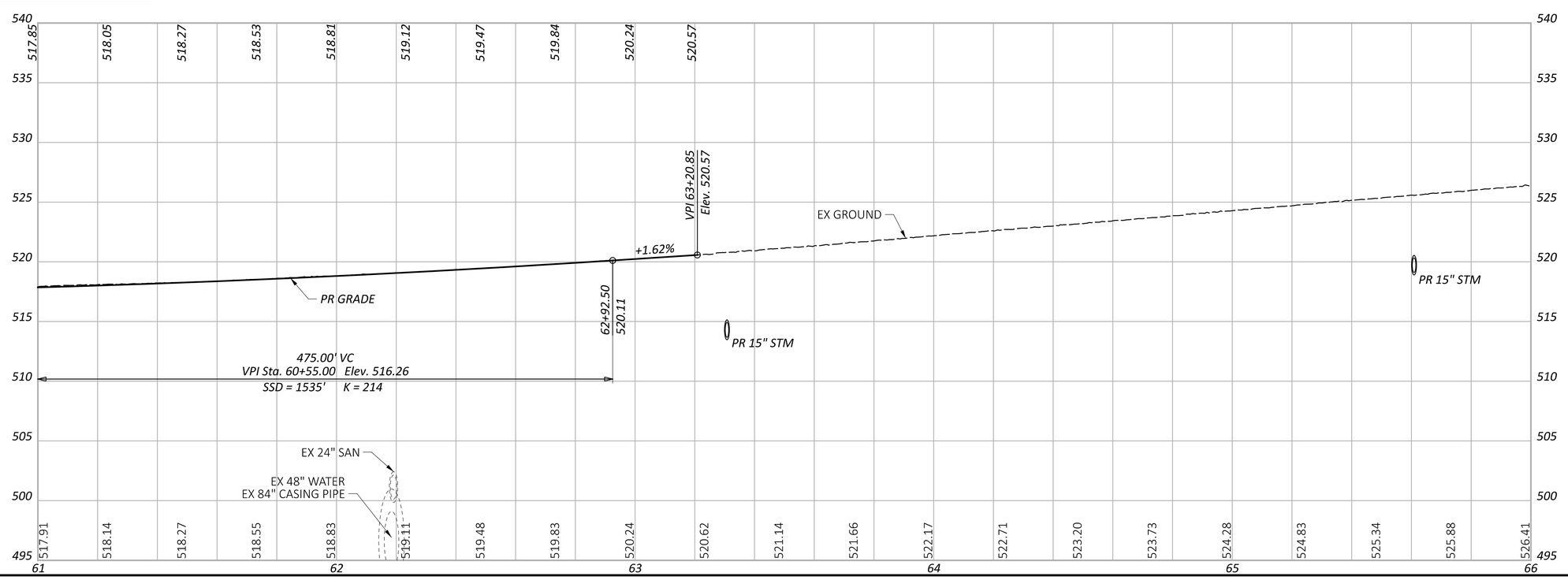

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP C
STA 61+00 TO STA 66+00

HAM-IR 75-1.95

MODEL: Ramp C Plan and Profile 61+00 to 66+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 2:01:09 PM USER: jjones
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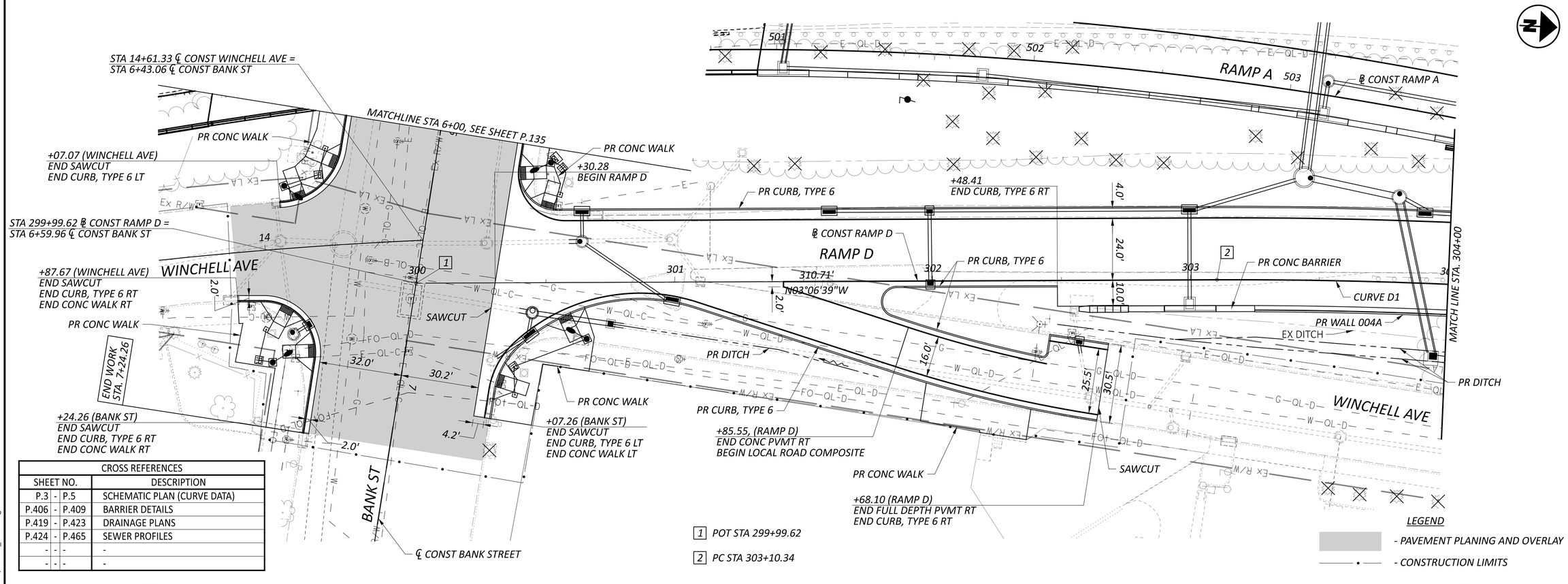
DESIGN AGENCY: EMH&T

DESIGNER	BLM
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.146
TOTAL	830



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SHEET NO.		DESCRIPTION
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P.419	P.423	DRAINAGE PLANS
P.424	P.465	SEWER PROFILES
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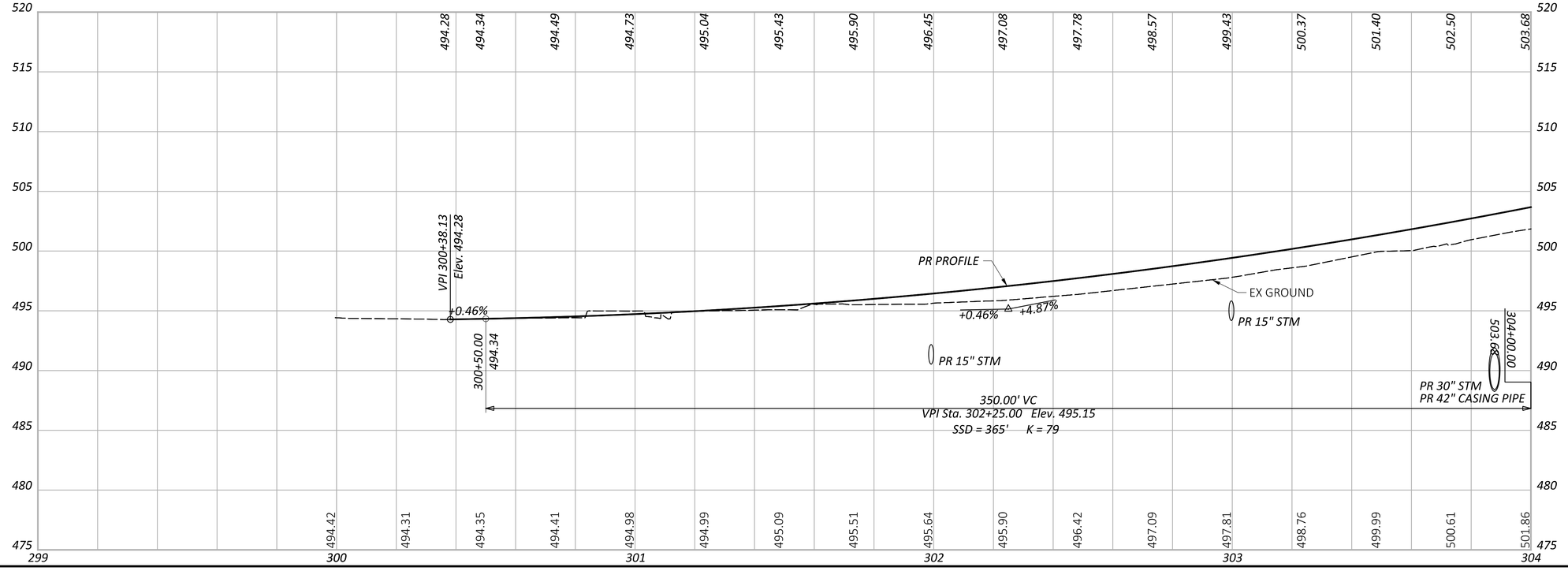
-	-	-



HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP D
STA 300+00 TO STA 304+00

DESIGN AGENCY	EMH&T
DESIGNER	BLM
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.147
TOTAL	830

HAM-IR 75-1.95

MODEL: Ramp D Plan and Profile 300+00 to 304+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:00:28 PM USER: jkoebel
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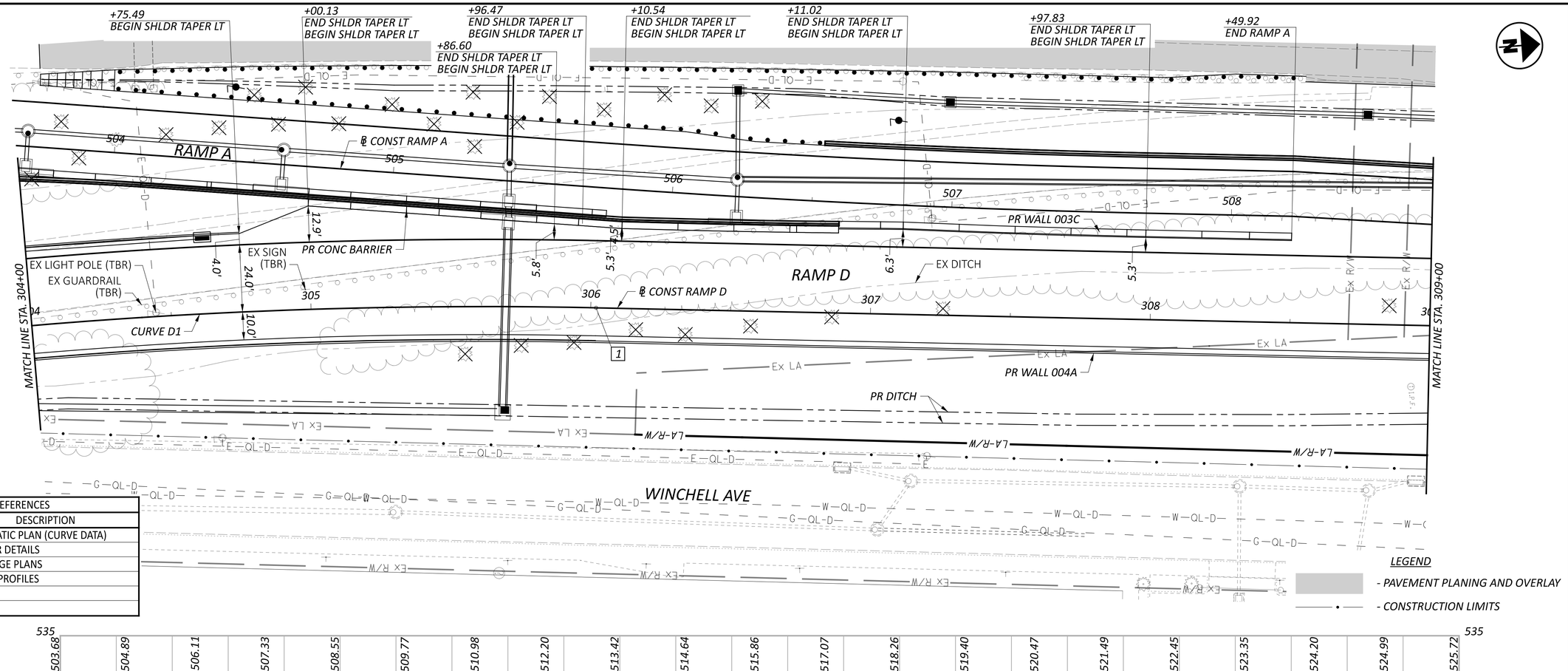
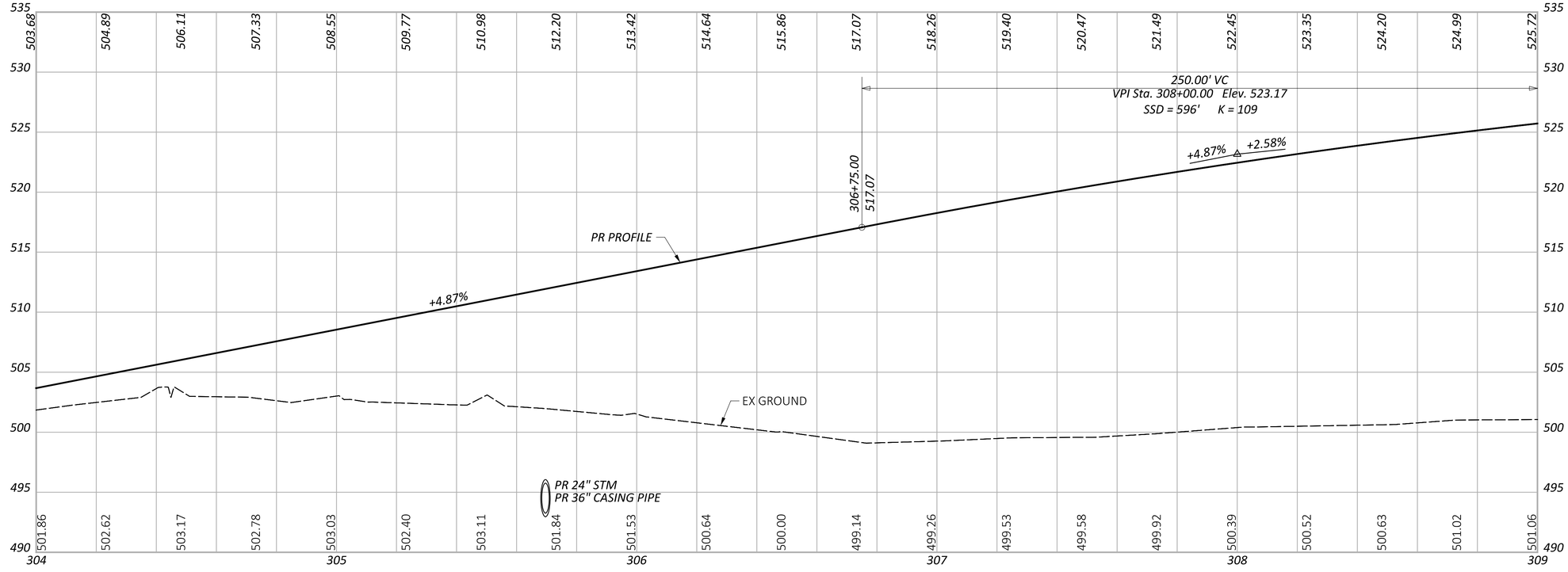


CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-



PLAN AND PROFILE - RAMP D STA 304+00 TO STA 309+00

DESIGN AGENCY: EMH&T

DESIGNER: BLM

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.148 TOTAL: 830

HAM-IR 75-1.95

MODEL: Ramp D Plan and Profile 304+00 to 309+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:00:35 PM USER: jkoebel
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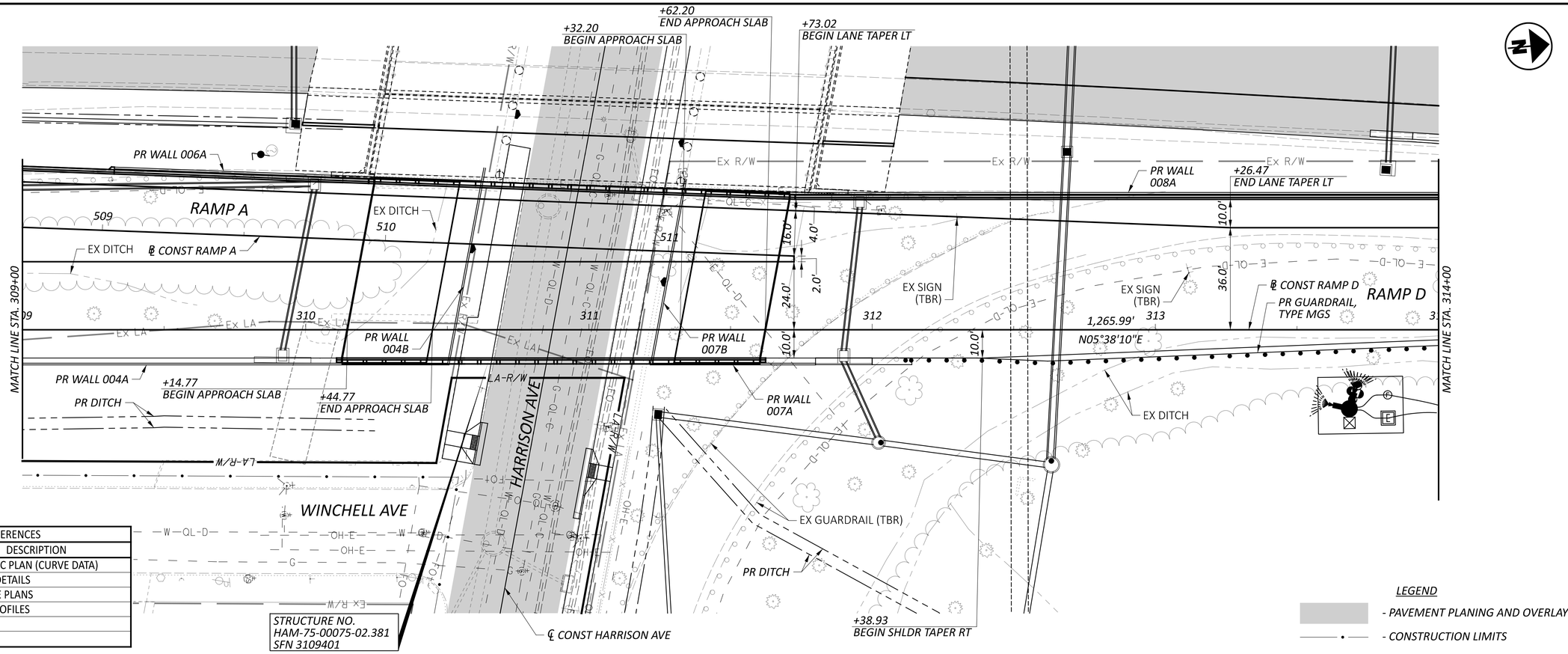

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
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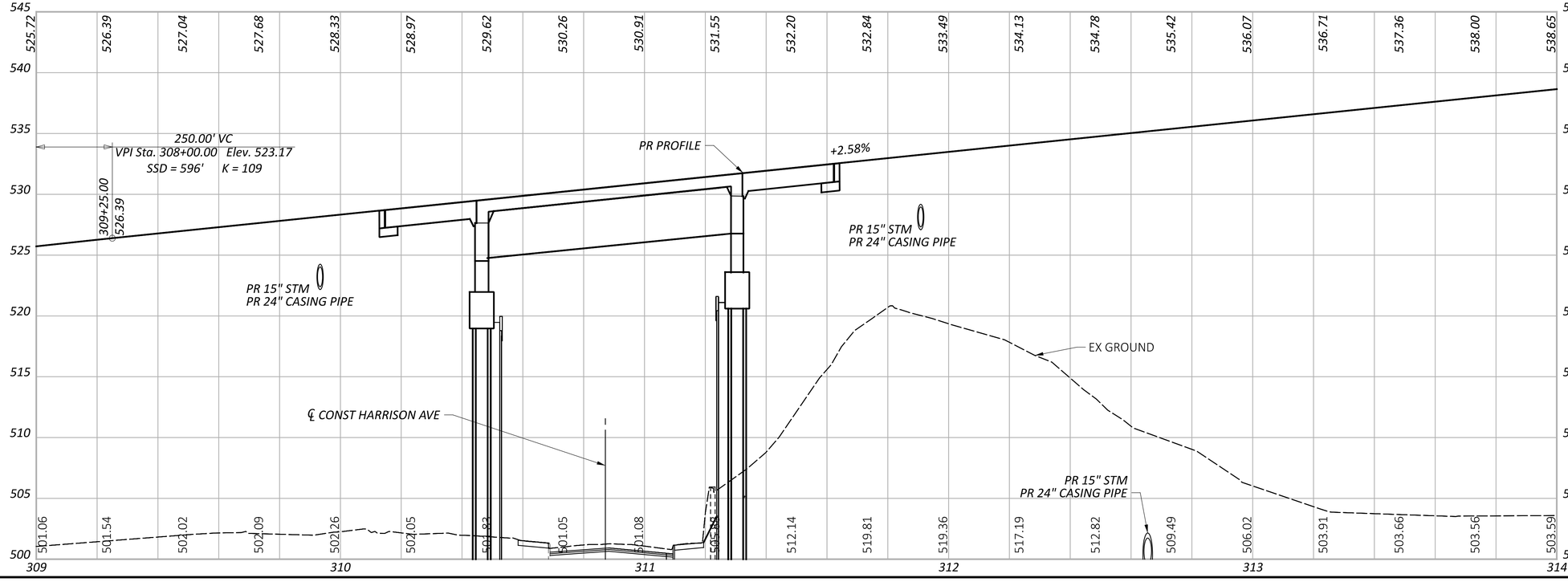
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-



HAM-IR 75-1.95

MODEL: Ramp D Plan and Profile 309+00 to 314+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:00:37 PM USER: jkoebel
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HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP D STA 309+00 TO STA 314+00

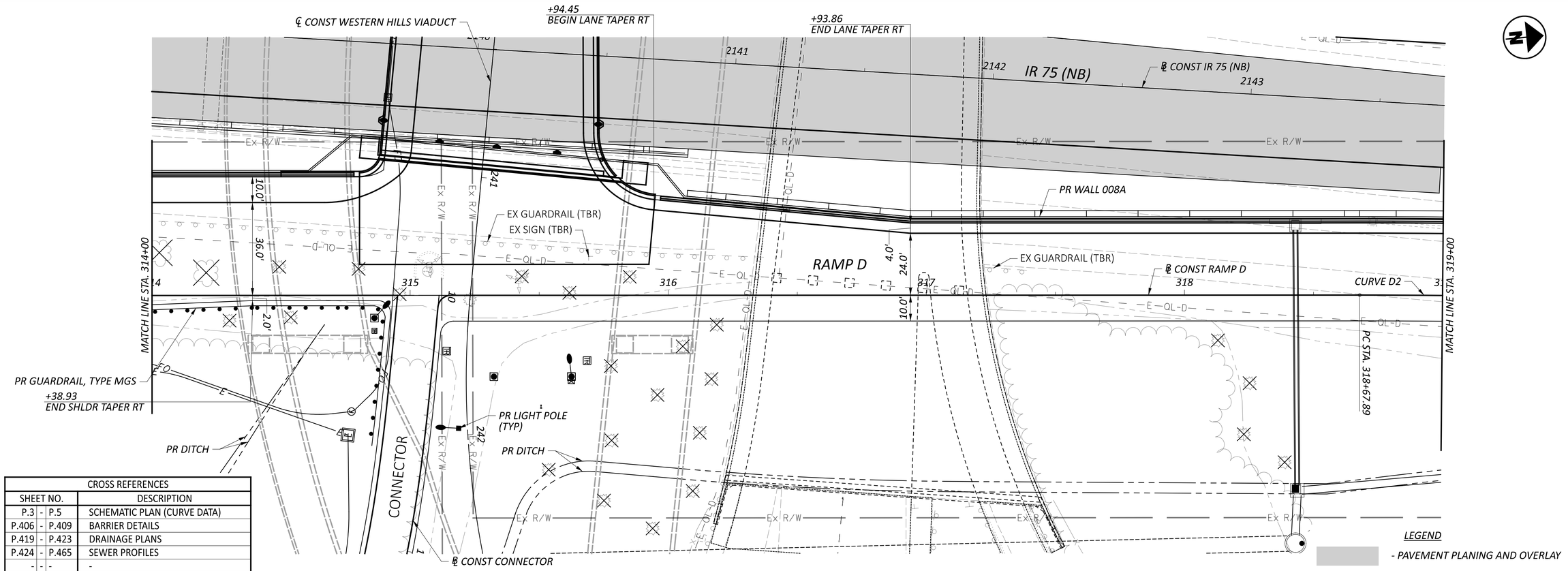
DESIGN AGENCY
EMHT

DESIGNER
BLM

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.149 TOTAL 830



CROSS REFERENCES			
SHEET NO.			DESCRIPTION
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P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
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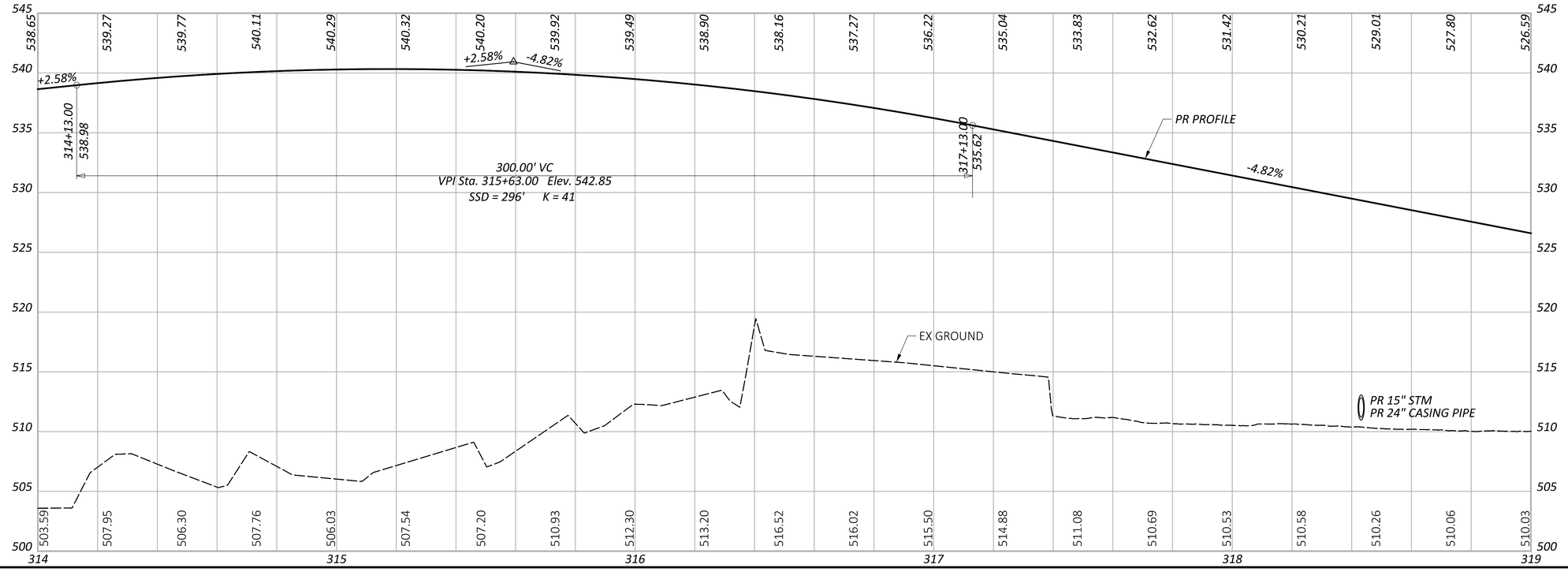

HAM-IR 75-1.95

MODEL: Ramp D Plan and Profile 314+00 to 319+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:00:38 PM USER: jkoebel
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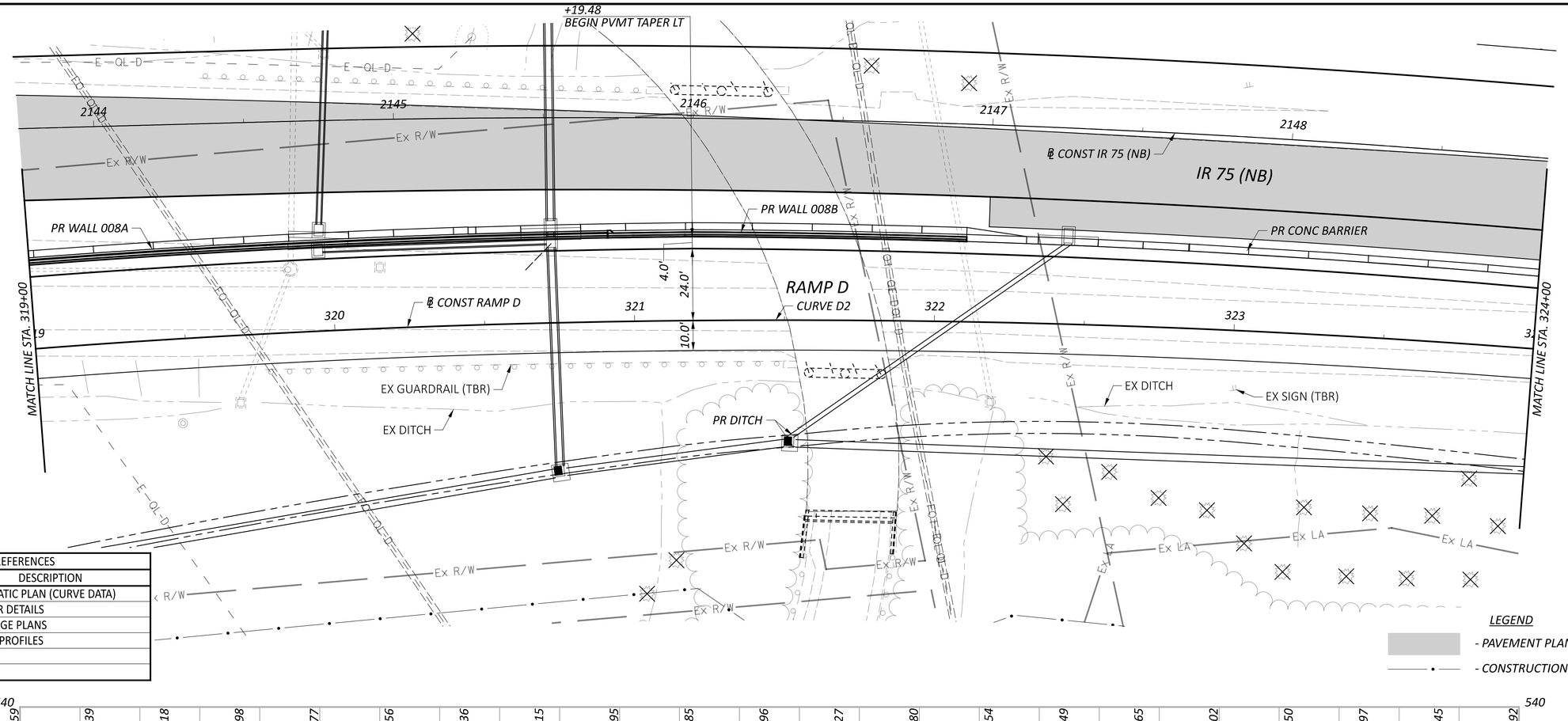
HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP D STA 314+00 TO STA 319+00

DESIGN AGENCY
EMH&T

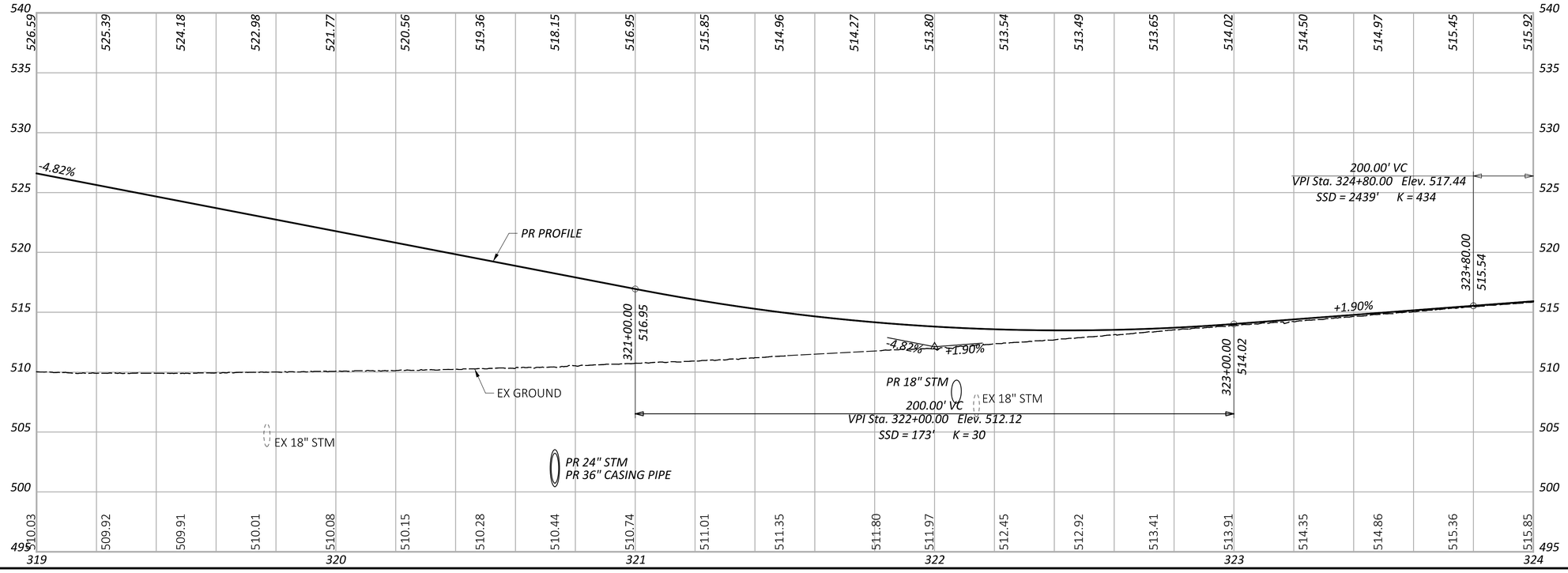
DESIGNER	BLM
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.150
TOTAL	830



CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

LEGEND

- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS



HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP D STA 319+00 TO STA 324+00

DESIGN AGENCY
EM H&T

DESIGNER BLM
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.151 TOTAL 830

HAM-IR 75-1.95

MODEL: Ramp D Plan and Profile 319+00 to 324+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:00:40 PM USER: jkoebel
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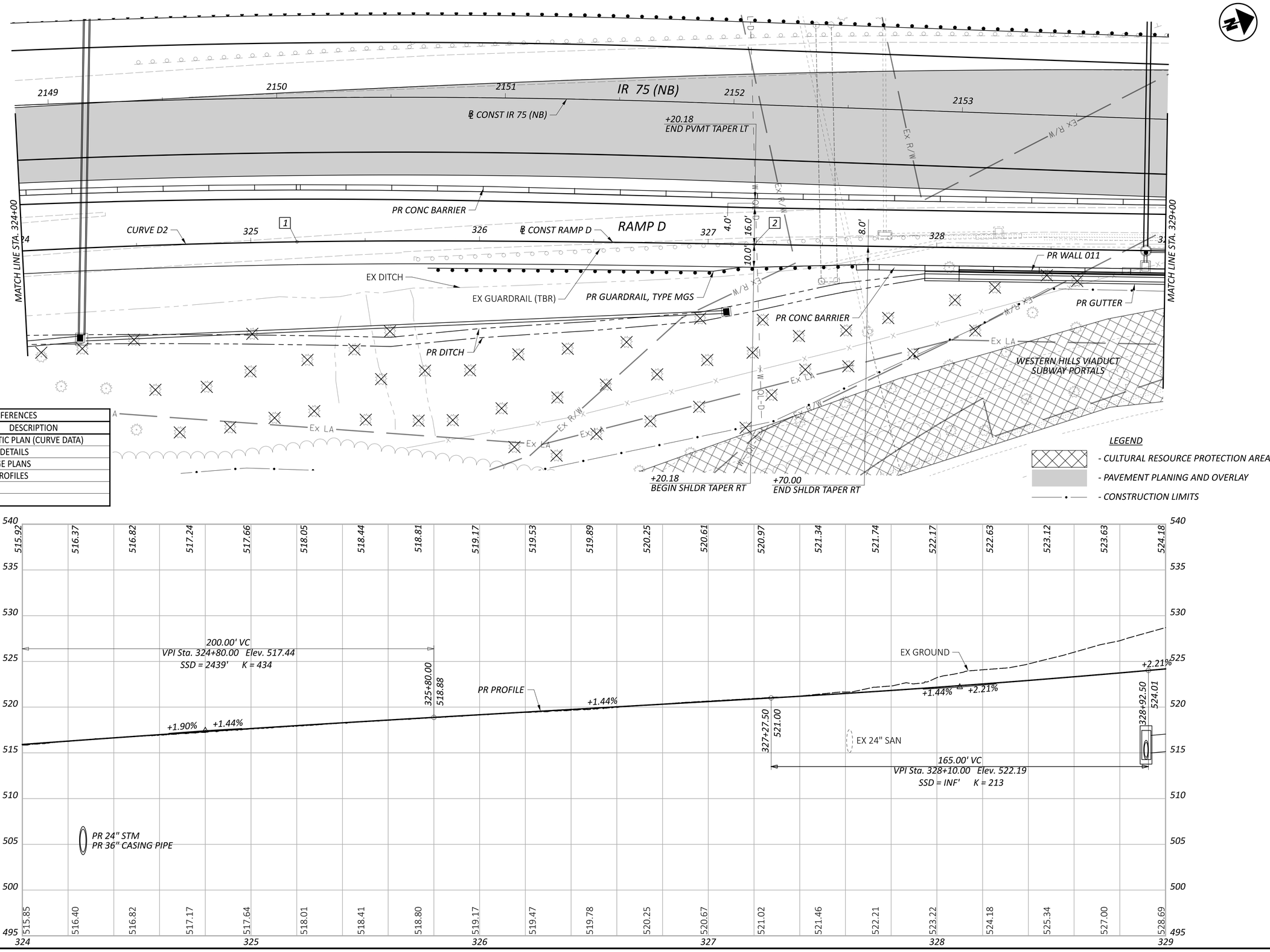

1 CS STA 325+20.18

2 PI STA 327+20.18

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP D STA 324+00 TO STA 329+00

DESIGN AGENCY
EMH&T

DESIGNER
BLM

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.152 TOTAL 830

HAM-IR 75-1.95

MODEL: Ramp D Plan and Profile 324+00 to 329+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:00:41 PM USER: jkoebel
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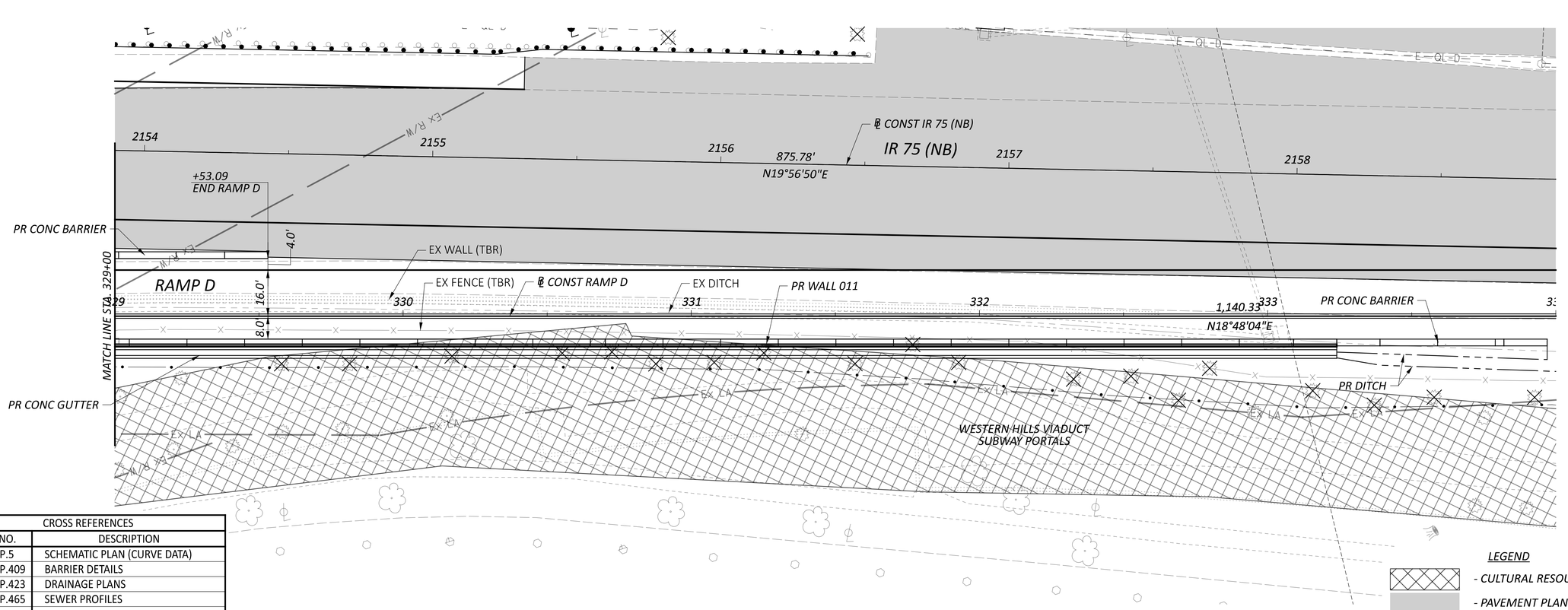

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
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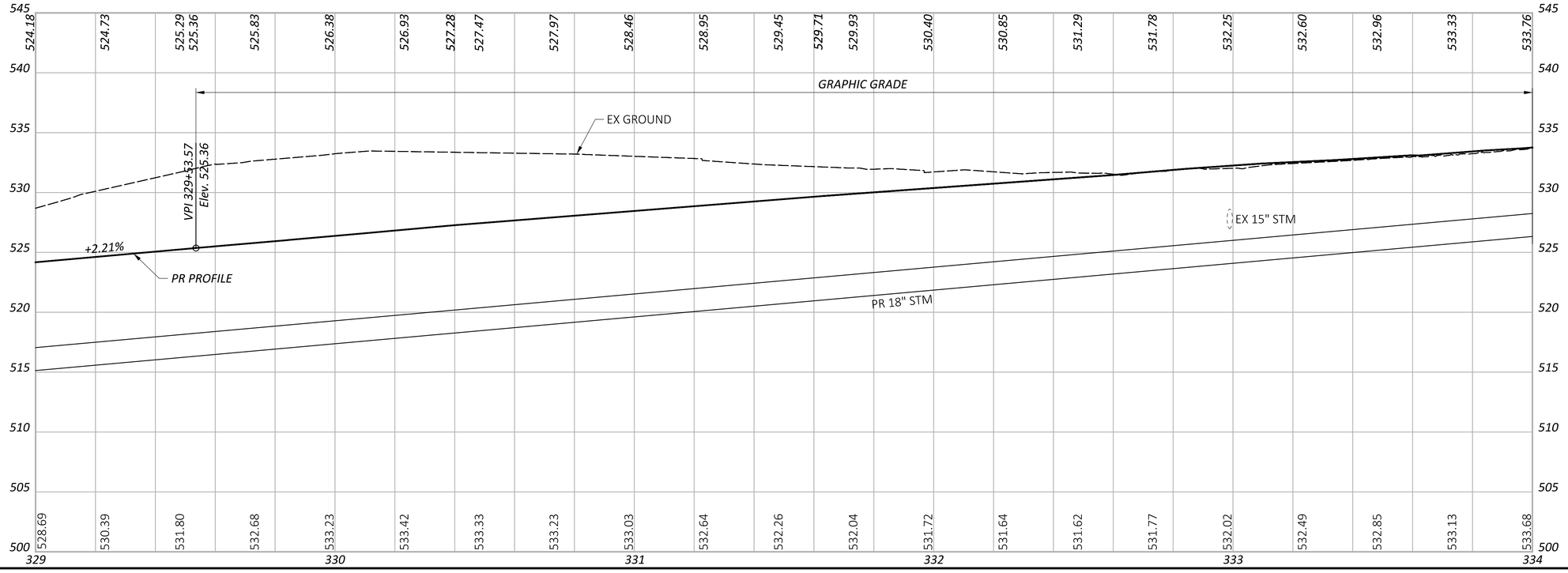

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP D
STA 329+00 TO STA 334+00

DESIGN AGENCY
EMH&T

DESIGNER
BLM

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.153 TOTAL 830

HAM-IR 75-1.95

MODEL: Ramp D Plan and Profile 329+00 to 334+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:00:43 PM USER: jkoebel
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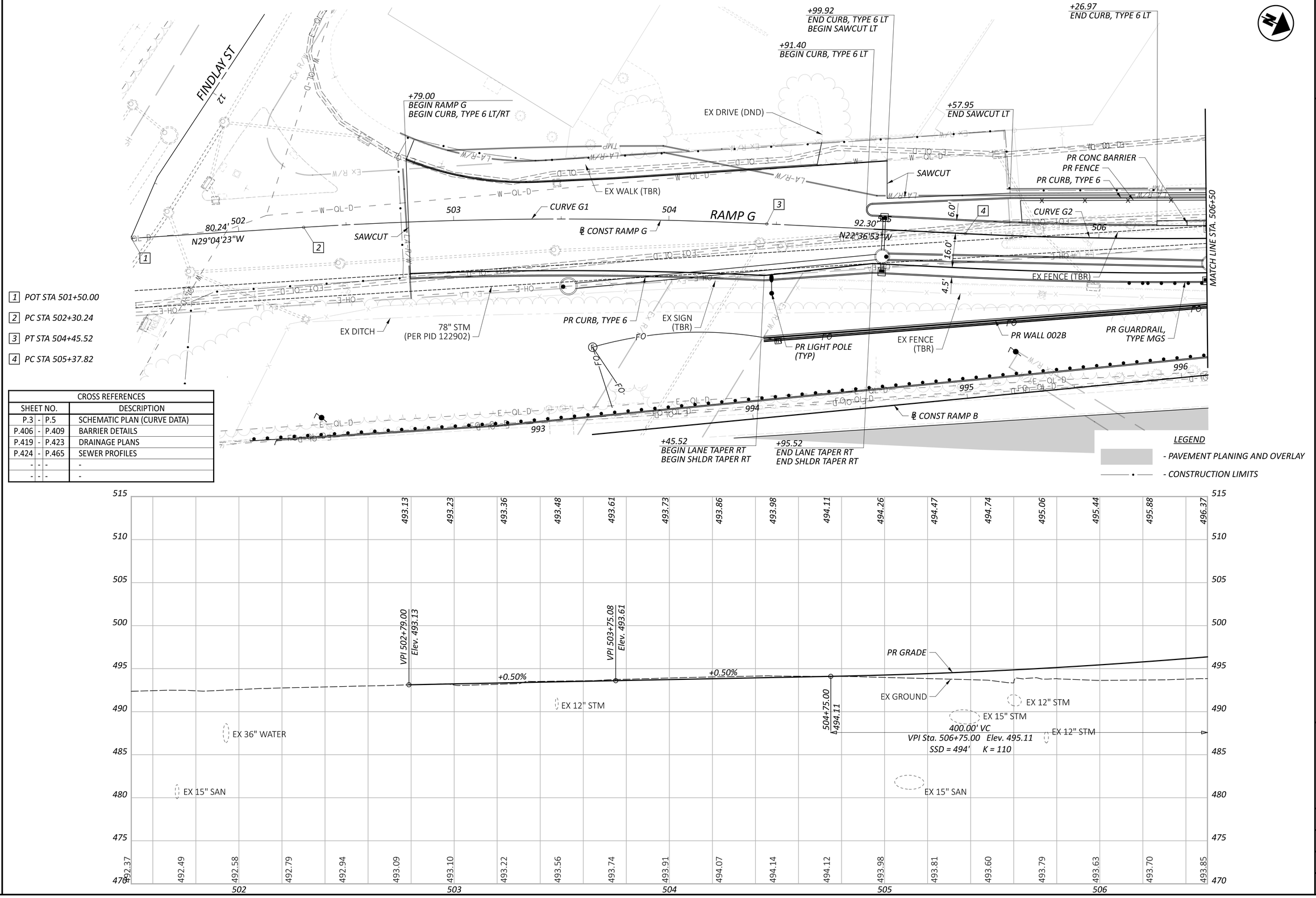

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
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P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP G
STA 501+50 TO STA 506+50

DESIGN AGENCY
EMH&T

DESIGNER BLM
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.154 TOTAL 830

HAM-IR 75-1.95

MODEL: Ramp G Plan and Profile 501+50 to 506+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:26:29 PM USER: sbeal
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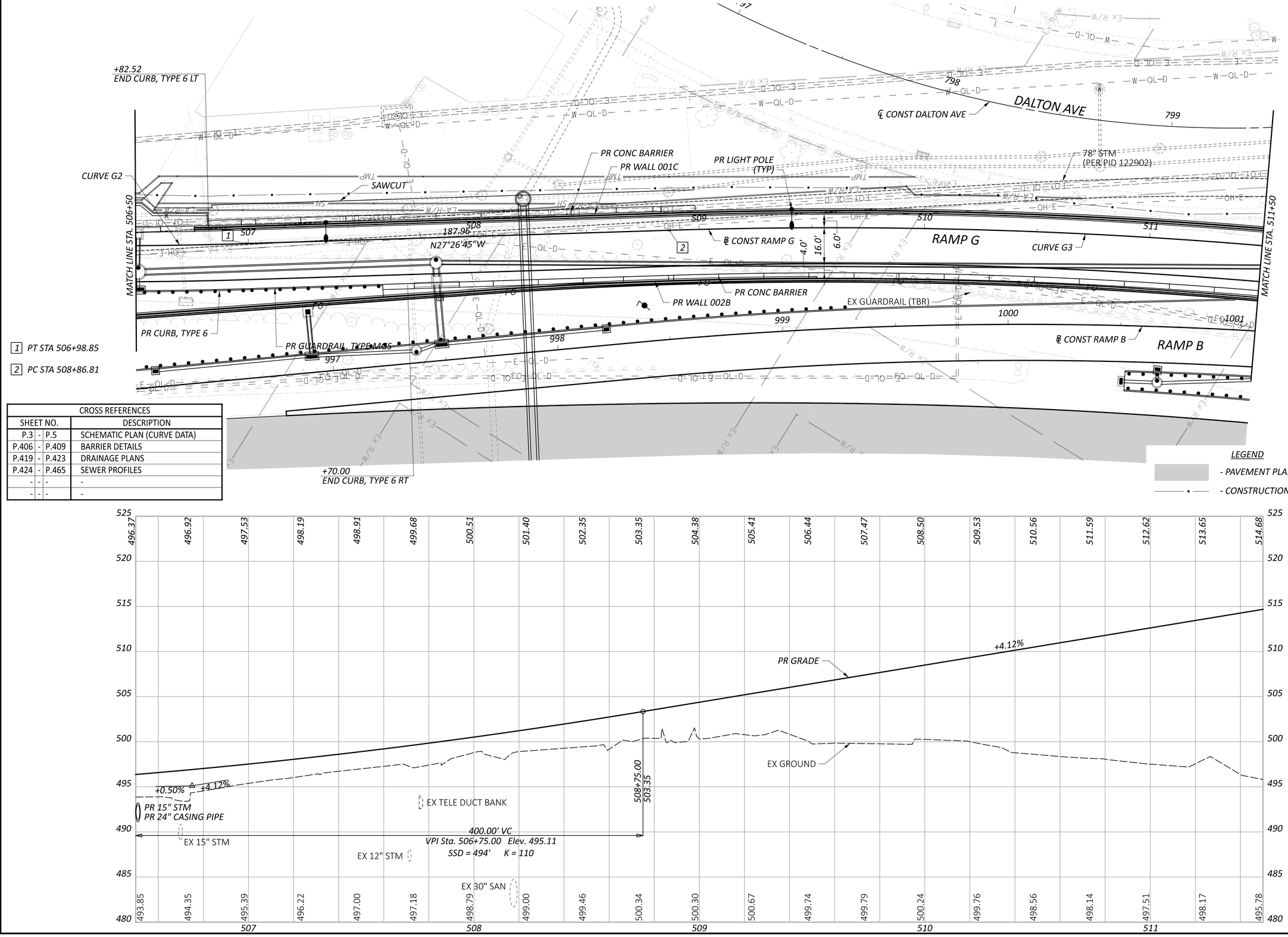

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP G
STA 506+50 TO STA 511+50

HAM-IR 75-1.95

MODEL: Ramp G Plan and Profile 506+50 to 511+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:26:40 PM USER: sbeal
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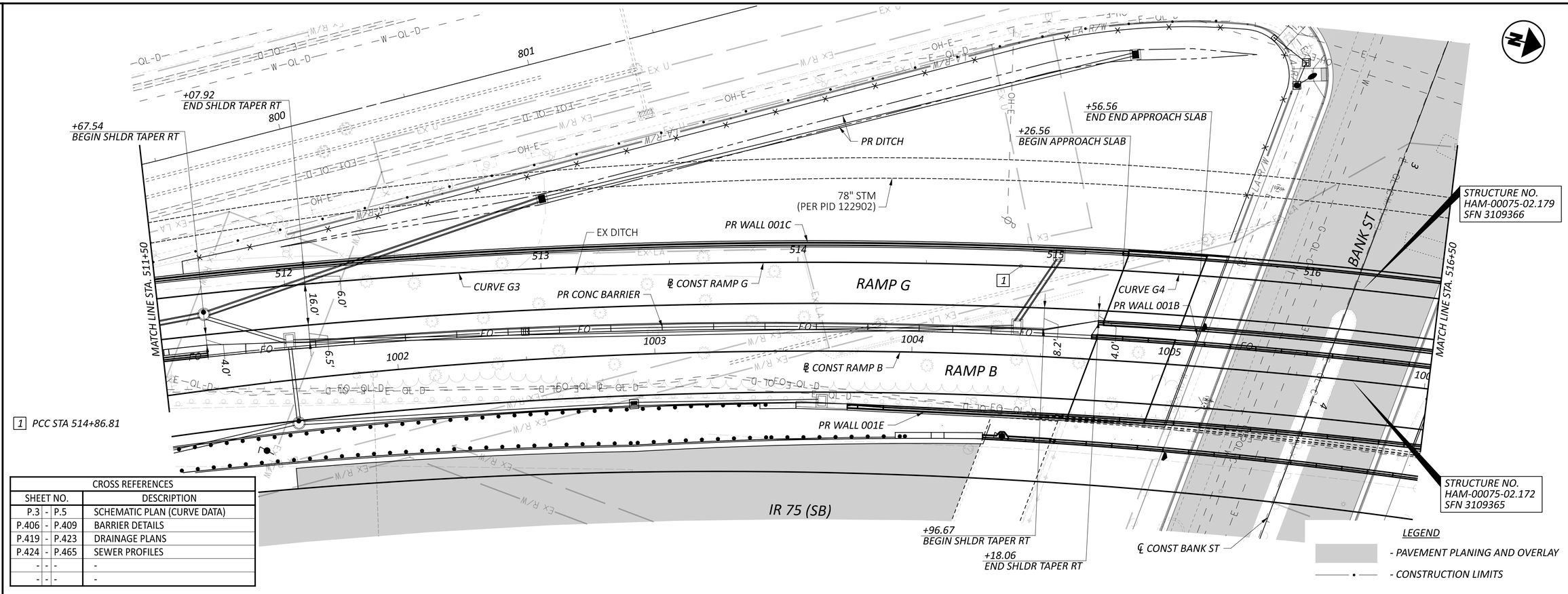
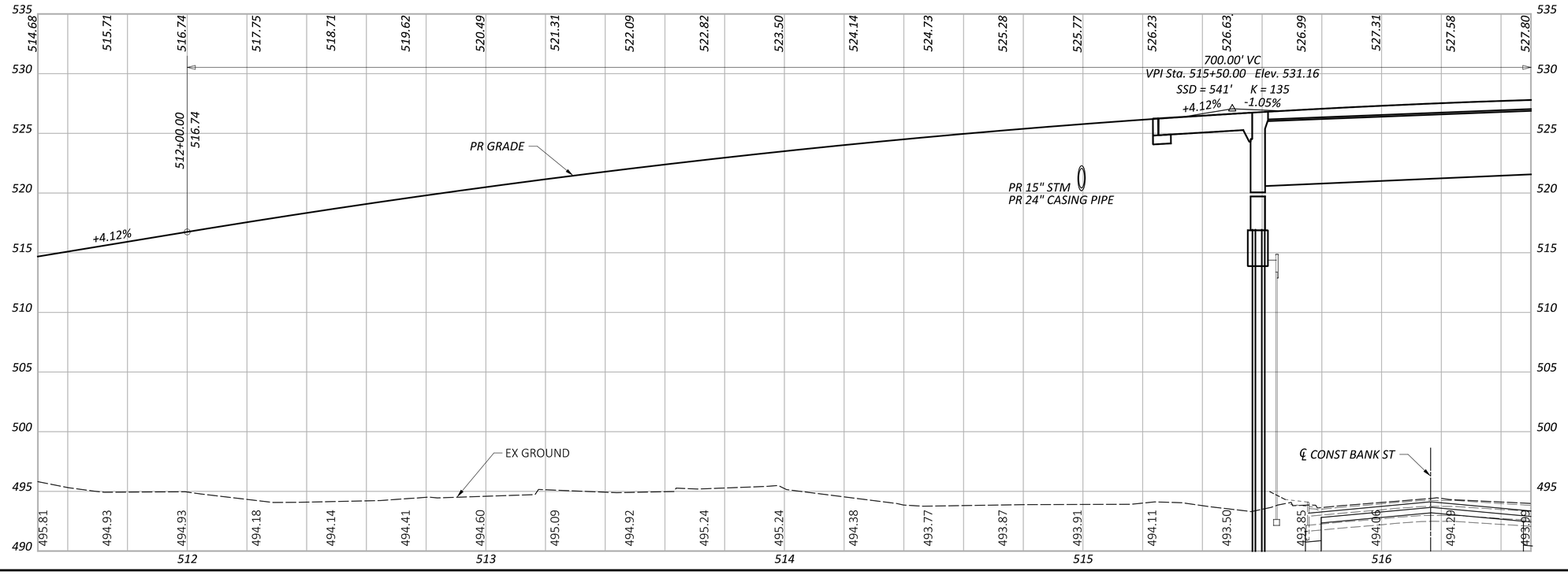
DESIGN AGENCY: EMH&T
DESIGNER: BLM
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.155 TOTAL: 830



CROSS REFERENCES		
SHEET NO.		DESCRIPTION
P.3	- P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	- P.409	BARRIER DETAILS
P.419	- P.423	DRAINAGE PLANS
P.424	- P.465	SEWER PROFILES
-	- -	-
-	- -	-



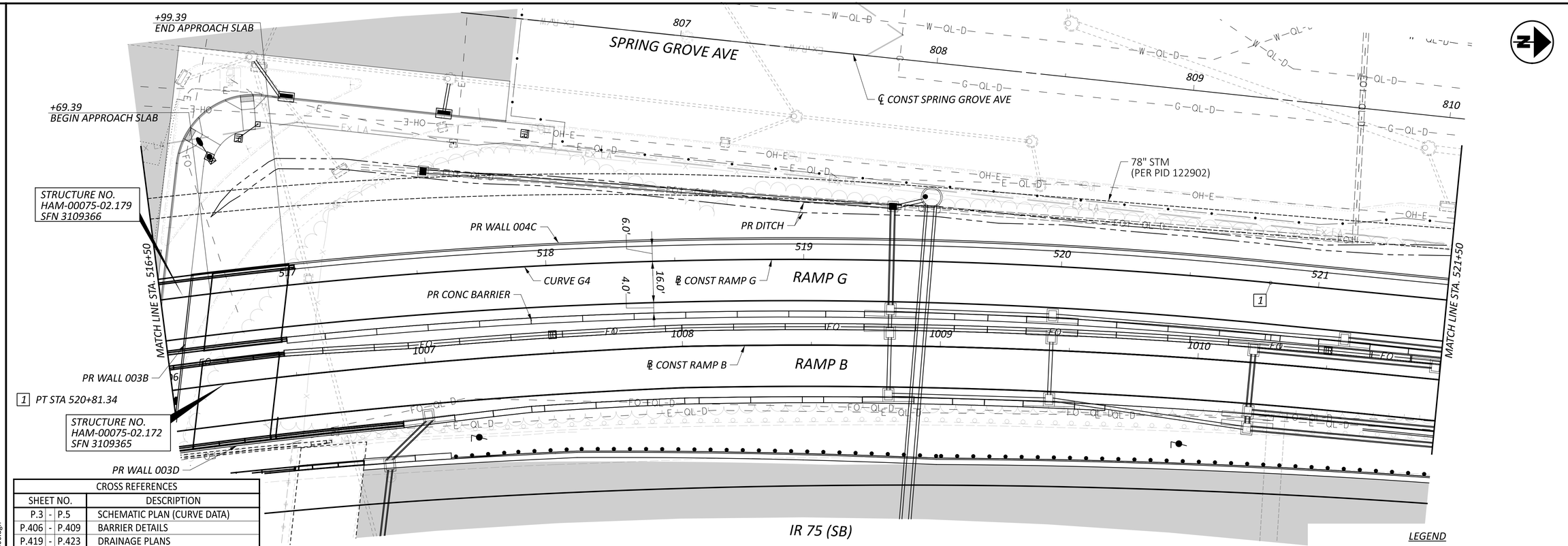
HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP G STA 511+50 TO STA 516+50

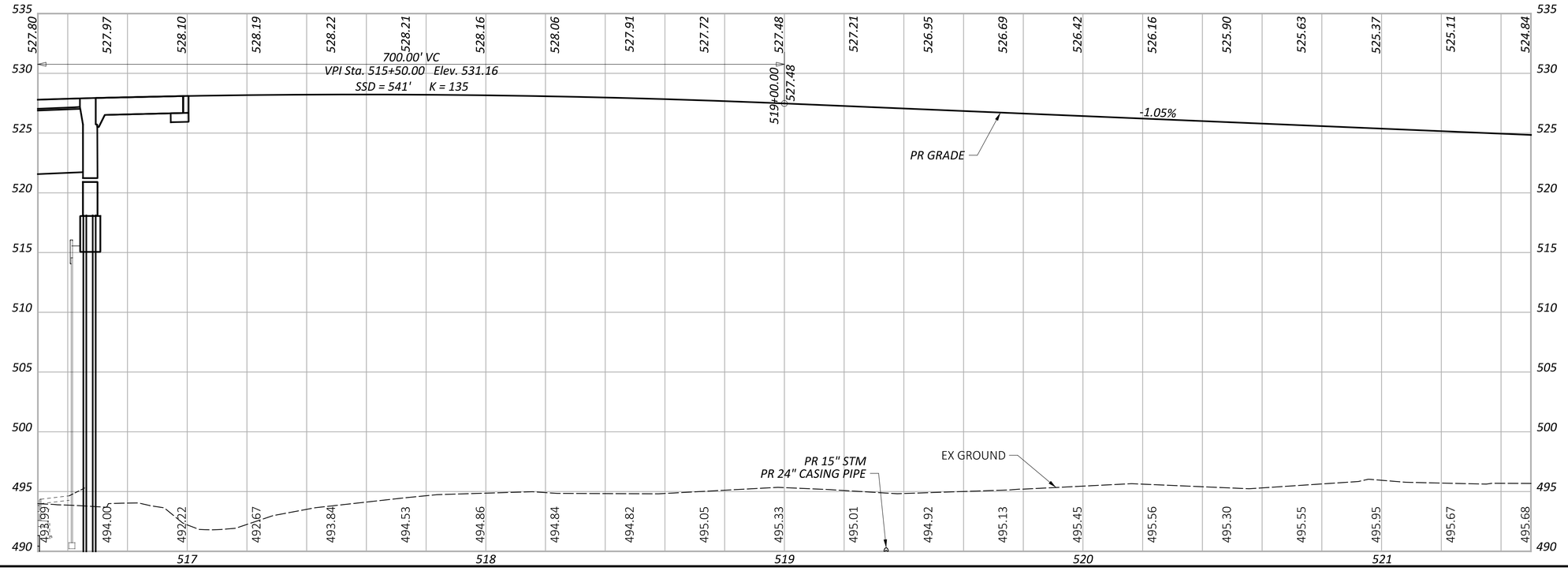
HAM-IR 75-1.95

MODEL: Ramp G Plan and Profile 511+50 to 516+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:26:43 PM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\A01-Engineering_EMHT\Roadway\Sheets\114161_GP006.dgn

DESIGN AGENCY: EMHT
DESIGNER: BLM
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.156 TOTAL: 830



CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-



PLAN AND PROFILE - RAMP G
STA 516+50 TO STA 521+50

DESIGN AGENCY
EMH&T

DESIGNER
BLM

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.157 TOTAL 830

HAM-IR 75-1.95

MODEL: Ramp G Plan and Profile 516+50 to 521+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:26:46 PM USER: sbeal
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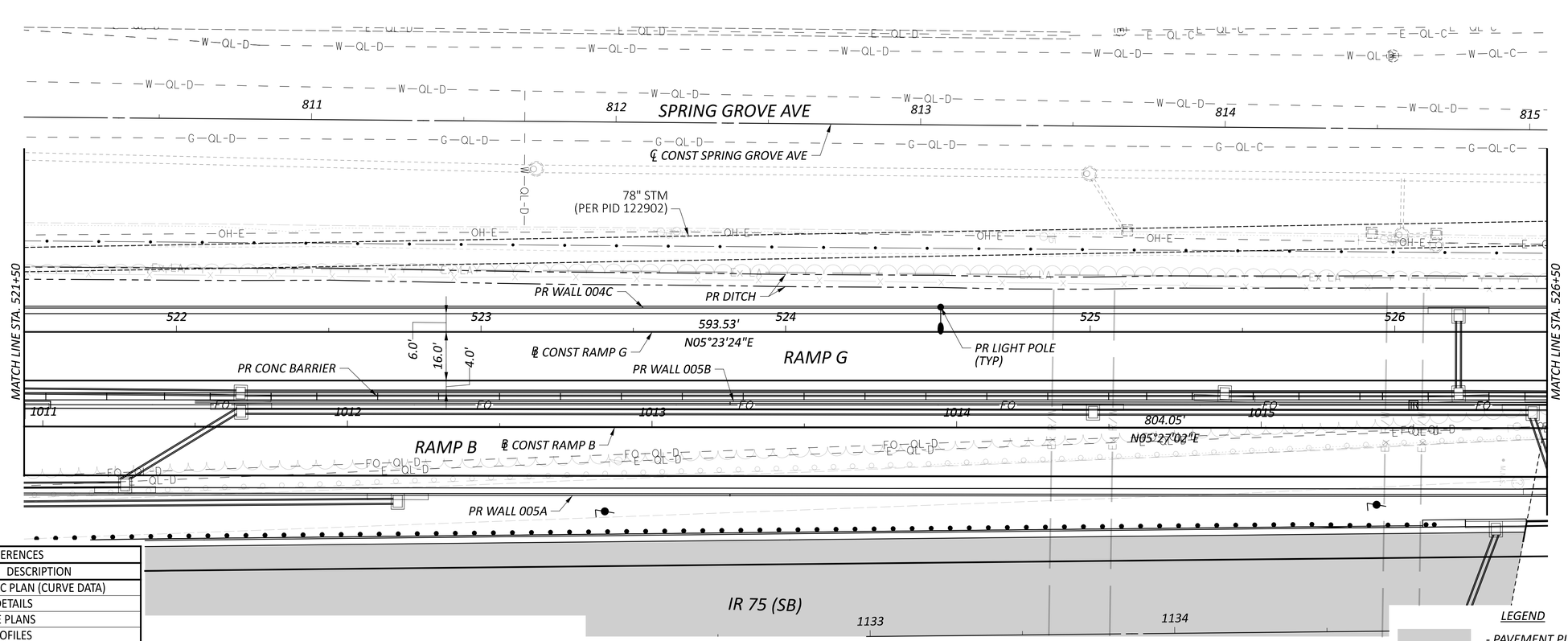
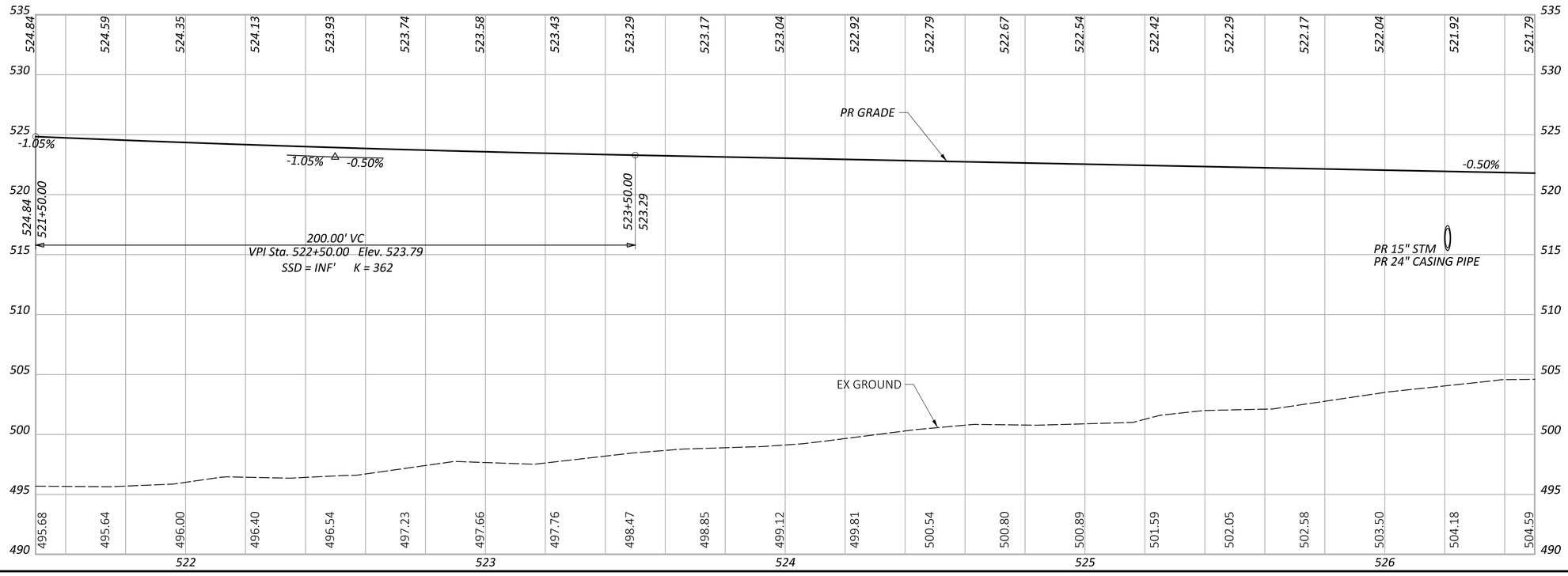


CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

LEGEND

- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS



HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP G
STA 521+50 TO STA 526+50

DESIGN AGENCY
EMH&T

DESIGNER
BLM

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.158 TOTAL 830

HAM-IR 75-1.95

MODEL: Ramp G Plan and Profile 521+50 to 526+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:26:49 PM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GP006.dgn

+14.14
END APPROACH SLAB

℄ CONST SPRING GROVE AVE

STRUCTURE NO.
HAM-00075-02.391
SFN 3109403

+84.14
BEGIN APPROACH SLAB

+33.60
BEGIN SHLDR TAPER LT

+83.60
END SHLDR TAPER LT

+83.97
END RAMP G

SPRING GROVE AVE

+00.56
BEGIN APPROACH SLAB

+30.56
END APPROACH SLAB

78" STM
(PER PID 122902)

STRUCTURE NO.
HAM-00075-02.390
SFN 3109402

STA 816+24.52 ℄ CONST SPRING GROVE AVE =
STA 1+97.46 ℄ CONST HARRISON AVE

STA 527+56.17 ℄ CONST RAMP G =
STA 2+65.50 ℄ CONST HARRISON AVE

PR WALL 004C

MATCH LINE STA. 526+50

PR WALL 007C

RAMP G
CURVE G5

℄ CONST RAMP G

RAMP B

℄ CONST RAMP B

PR WALL 005B
PR WALL 004B
PR WALL 005A

PR WALL 007D
PR WALL 007B

IR 75 (SB)

℄ CONST IR 75 (SB)

HARRISON AVE

℄ CONST HARRISON AVE

STA 1016+94.29 ℄ CONST RAMP B =
STA 2+96.17 ℄ CONST HARRISON AVE

STA 1136+10.32 ℄ CONST IR 75 (SB) =
STA 3+62.38 ℄ CONST HARRISON AVE

60" STM
(PER PID 122902)

1 PC STA 526+74.87

2 PT STA 528+71.99

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

LEGEND

- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS

HORIZONTAL
SCALE IN FEET
0 10 20 40

PR GRADE

-0.50%

+1.53%

-0.75%

140.00' VC
VPI Sta. 531+22.92 Elev. 522.33
SSD = 543' K = 61

120.00' VC
VPI Sta. 529+79.99 Elev. 520.14
SSD = 1160' K = 59

PR 15" STM
PR 24" CASING PIPE

EX GROUND

PR 15" STM

EX ELEC

EX FO

PR 15" STM

PR 15" STM

PR 15" STM

℄ CONST HARRISON AVE

EX TELE DUCT BANK

EX 12" GAS

529+19.99
520.44

530+39.99
521.06

530+52.92
521.26

521.79 521.67 521.54 521.42 521.29 521.17 521.04 520.92 520.79 520.67 520.54 520.42 520.37 520.42 520.58 520.85 521.21 521.55 521.79 521.93 521.97

504.59 504.34 500.99 499.07 498.60 498.18 499.45 507.53 513.96 516.88 519.48 521.03 521.09 521.18 521.36 521.59 521.74 520.73 521.18 521.97 522.01

540 535 530 525 520 515 510 505 500 495

527 528 529 530 531

PLAN AND PROFILE - RAMP G
STA 526+50 TO STA 531+50

DESIGN AGENCY
EMH&T

DESIGNER
BLM

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.159 TOTAL 830

HAM-IR 75-1.95

MODEL: Ramp G Plan and Profile 526+50 to 531+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:41:18 PM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GP006.dgn

EX DITCH
244
EX SIGN (TBR)
℄ CONST WESTERN HILLS VIADUCT
EX GUARDRAIL (TBR)
PR DITCH
CURVE CON1
CONNECTOR
EX GUARDRAIL (TBR)
EX SIGN (TBR)
EX SIGN (TBR)
243
EX LIGHT POLE (TBR)
EX LIGHT POLE (TBR)
PR LIGHT POLE (TYP)
℄ CONST CONNECTOR
EX DITCH
EX SIGNS (TBR)
+07.48
BEGIN CURB, TYPE 6 LT
+20.82 (HARRISON AVE)
END SAWCUT LT
END CURB, TYPE 6 LT
END CONC WALK LT
℄ STA. 11+63.62
BRIDGES TO BE CONSTRUCTED UNDER
WESTERN HILLS VIADUCT PROJECT
(PER PID 105349)
EX CB (TBR)
PR CURB, TYPE 6
EX GUARDRAIL (TBR)
℄ STA. 15+62.65
121.00'
S28°51'35"W
PR DITCH
EX DITCH
+82.64
END CURB, TYPE 6 RT
EX SIGN (TBR)
PR STA. 16+83.65
+20.82
STA 16+83.65 ℄ CONST CONNECTOR =
STA 8+19.76 ℄ CONST HARRISON AVE
PR DITCH
SAWCUT
PR CURB, TYPE 6
PR 8' CONC WALK
60" STM
(PER PID 122902)
EX LIGHT POLE (TBR)
+26.69 (HARRISON AVE)
BEGIN SAWCUT LT
BEGIN CURB, TYPE 6 LT
+26.69
EX WALL (TBR)
EX FENCE (TBR)
HARRISON AVE
+34.32 (HARRISON AVE)
END PVMT PLANING AND OVERLAY LT/RT
MATCH LINE STA. 10+50, SEE SHEET P.134
MATCH LINE STA. 7+00, SEE SHEET P.137
℄ CONST HARRISON AVE

CROSS REFERENCES			
SHEET NO.			DESCRIPTION
P.3	-	P.5	SCHEMATIC PLAN (CURVE DATA)
P.406	-	P.409	BARRIER DETAILS
P.419	-	P.423	DRAINAGE PLANS
P.424	-	P.465	SEWER PROFILES
-	-	-	-
-	-	-	-

LEGEND

- PAVEMENT PLANING AND OVERLAY
- CONSTRUCTION LIMITS

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN - CONNECTOR
STA 10+50 TO STA 16+83.65

DESIGN AGENCY
EMH&T

DESIGNER
BLM

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.160 TOTAL 830

HAM-IR 75-1.95

MODEL: CONNECTOR PLAN - Sheet 1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 12:50:01 PM USER: sbeal
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\Mod-Engineering_EMH&T\Roadway\Sheets\114161_GP010.dgn

MODEL: CONNECTOR PROFILE - Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:01:37 PM USER: sbeal
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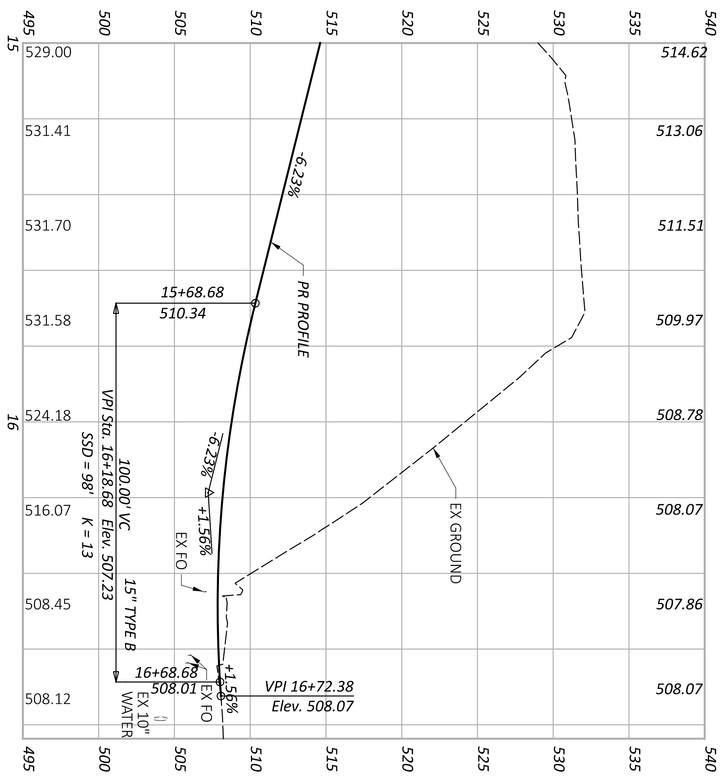
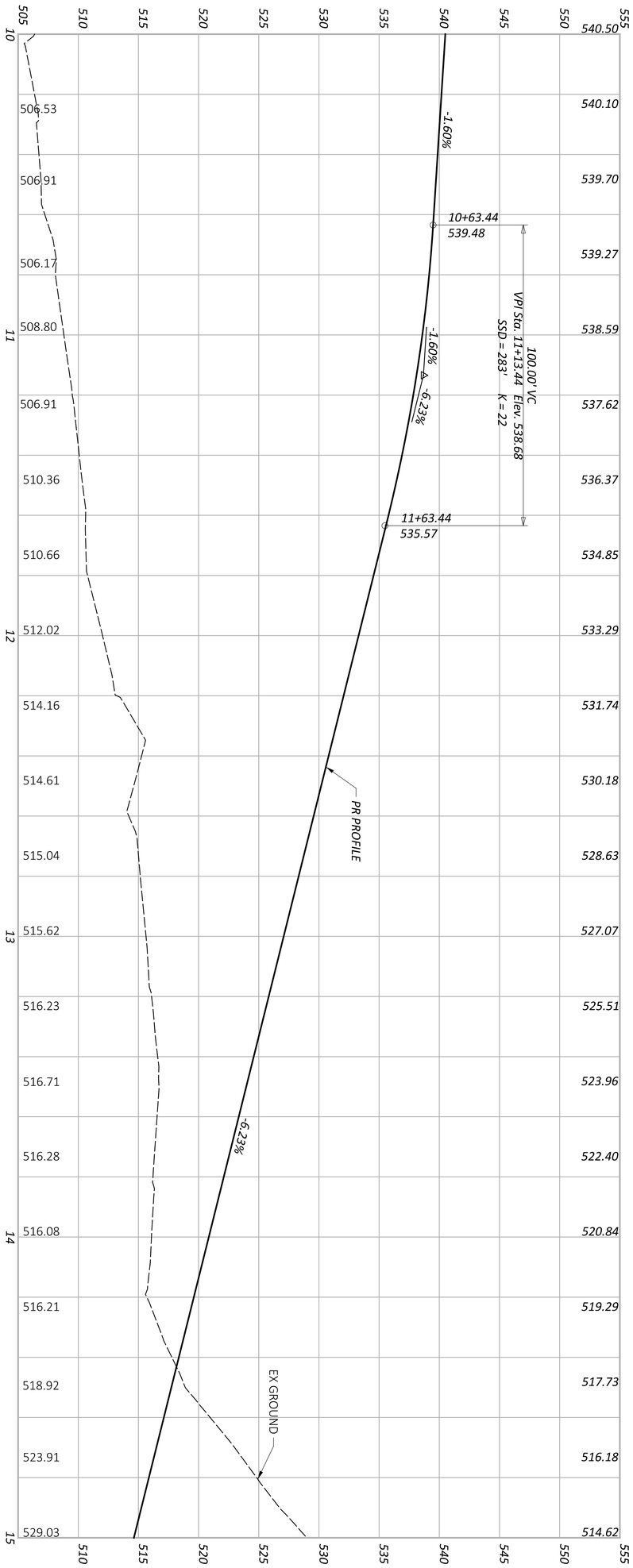


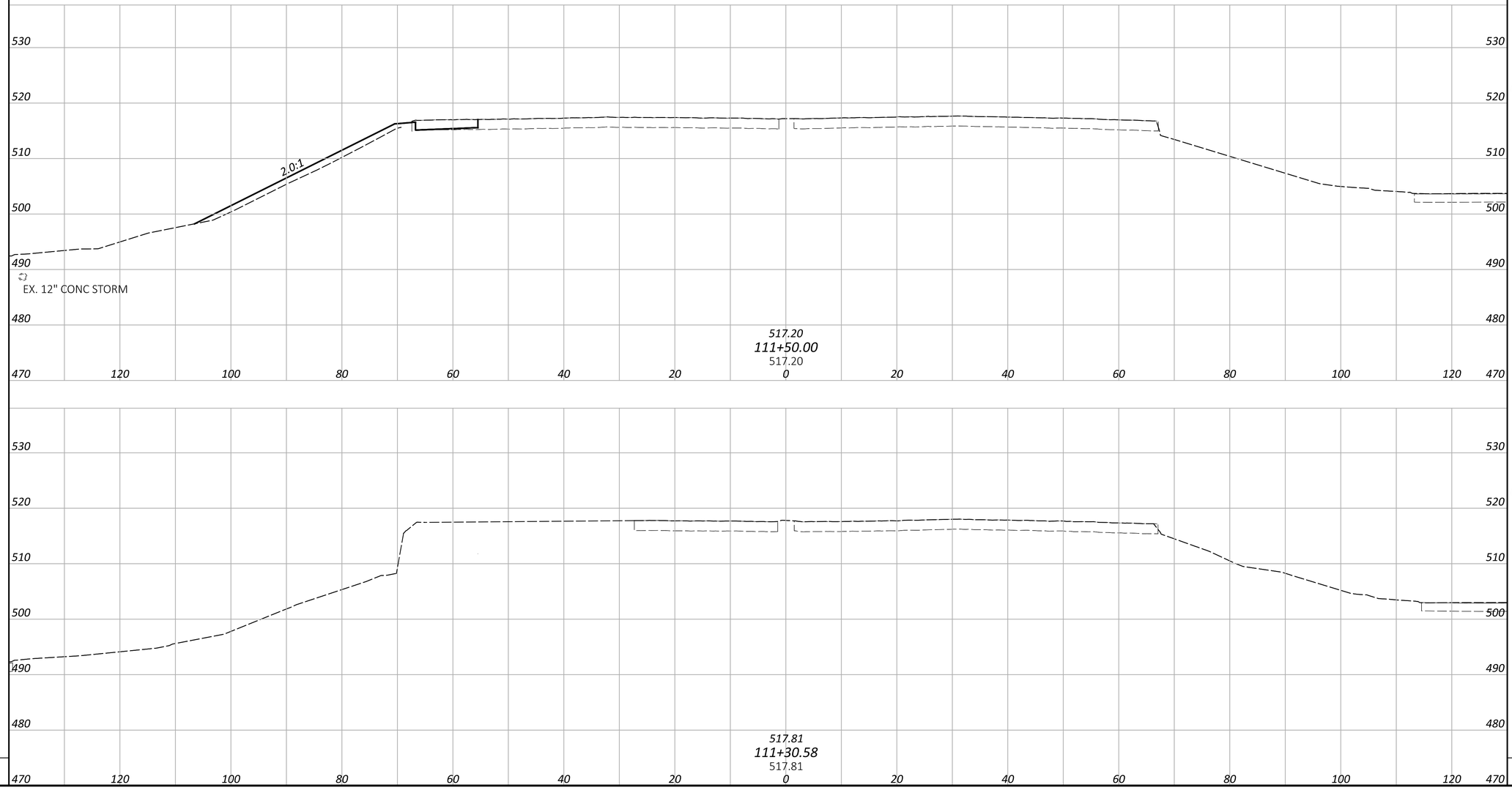


PROFILE - CONNECTOR
STA 10+00 TO STA 16+83.65

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
BLM	MJR 11/02/26	114161	P.161	830

DESIGN AGENCY: EMH&T

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA	
CUT	FILL
0	0
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - IR 75
STA 111+30.58 TO STA 111+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

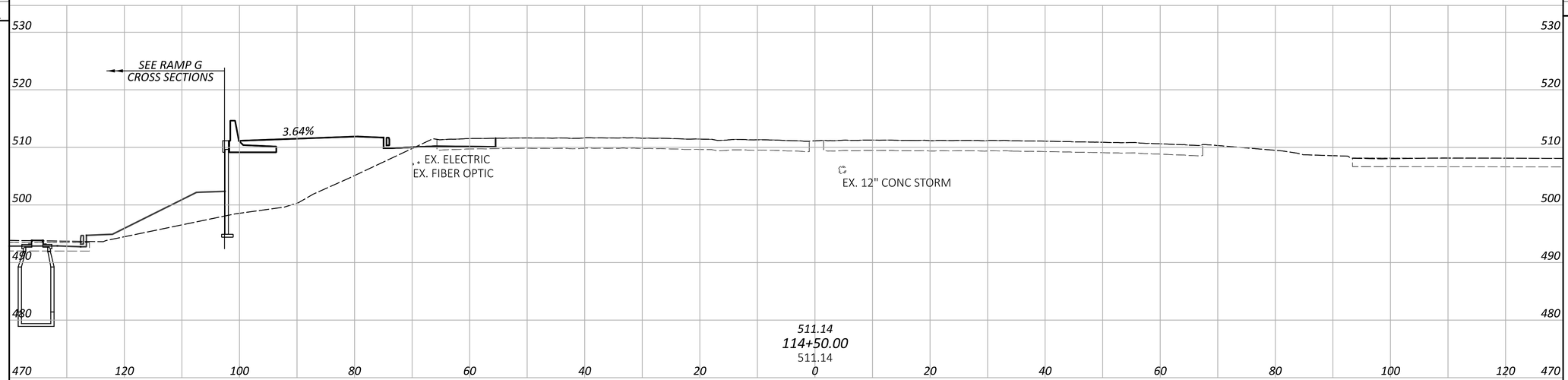
SHEET P.162 | TOTAL 830

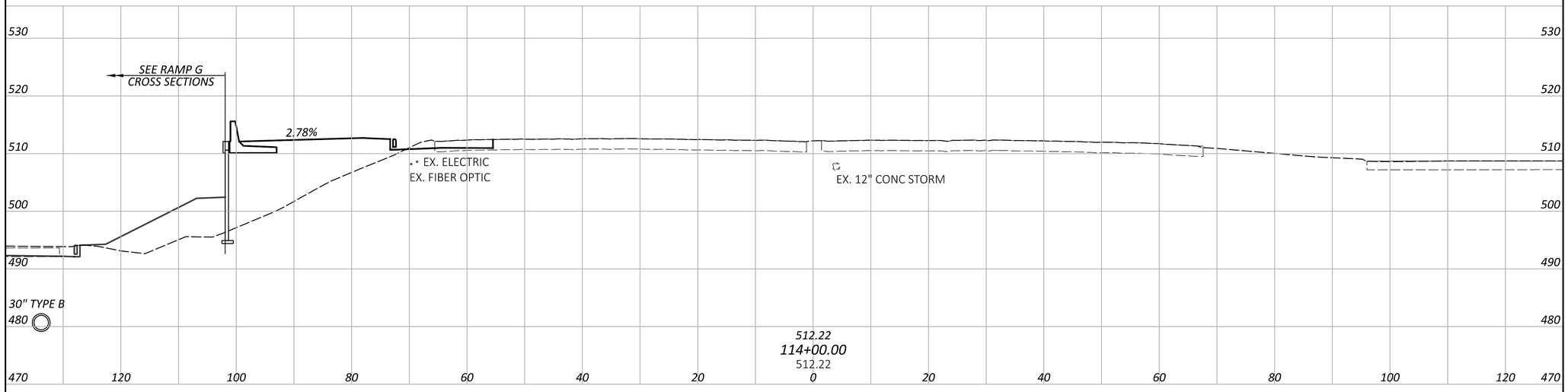
HAM-IR 75-1.95

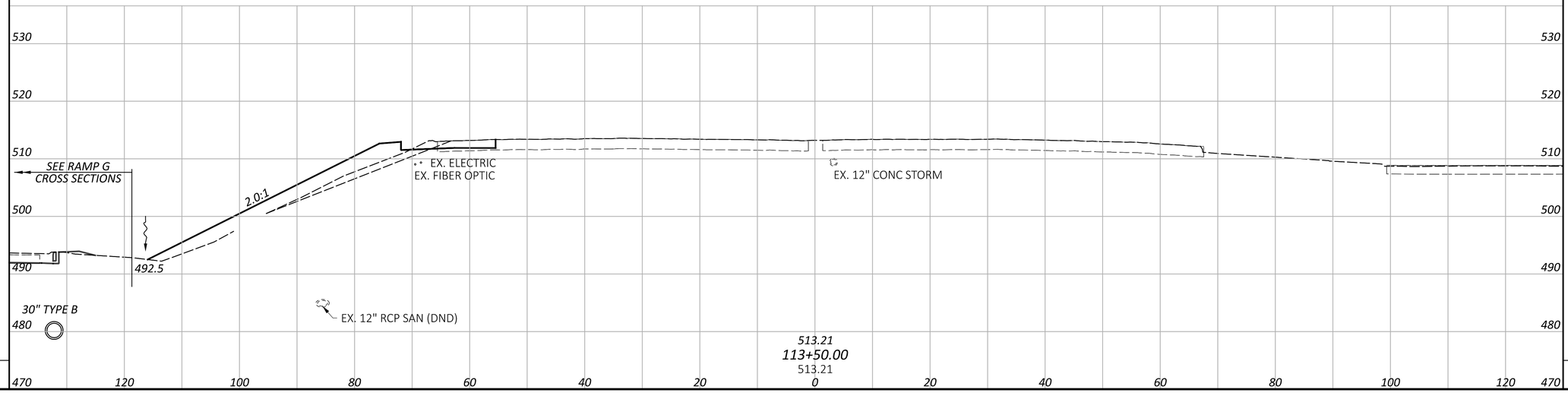
MODEL: CLX_I075 - 111+30.58 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:10:51 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\01-Engineering_EMHT\Roadway\Sheets\114161_XS001a.dgn

SEEDING	
END WIDTH	SQ. YDS.

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			







CROSS SECTIONS - IR 75
STA 113+50.00 TO STA 114+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.164 TOTAL 830

HAM-IR 75-1.95

MODEL: CLX_I075 - 113+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:11:16 PM USER: jtheuring
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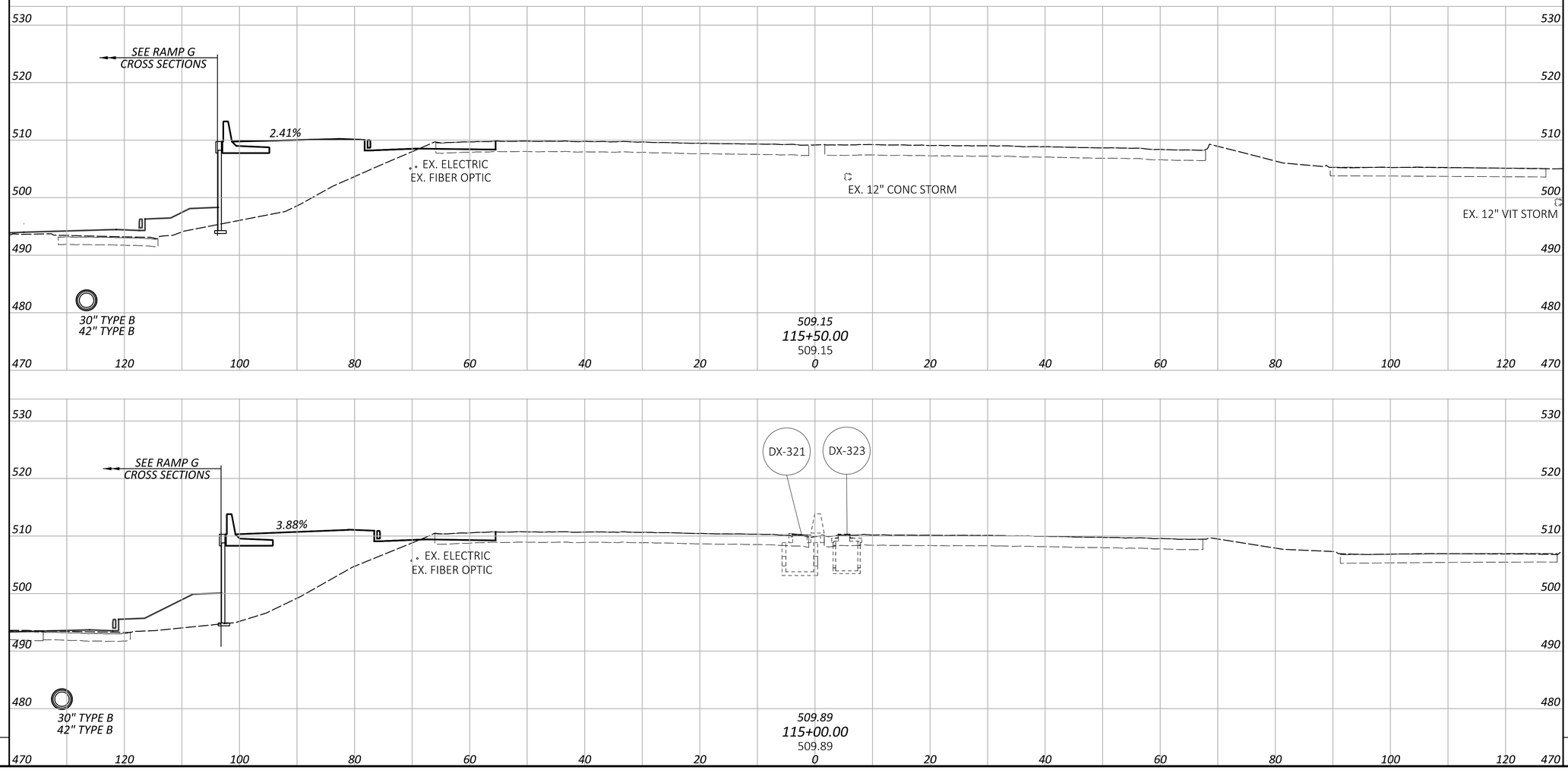
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



SHEET TOTAL

SHEET TOTALS

HAM-IR 75-1.95

MODEL: CLX_I075 - 115+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:11:25 PM USER: jtheuring
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CROSS SECTIONS - IR 75
STA 115+00.00 TO STA 115+50.00

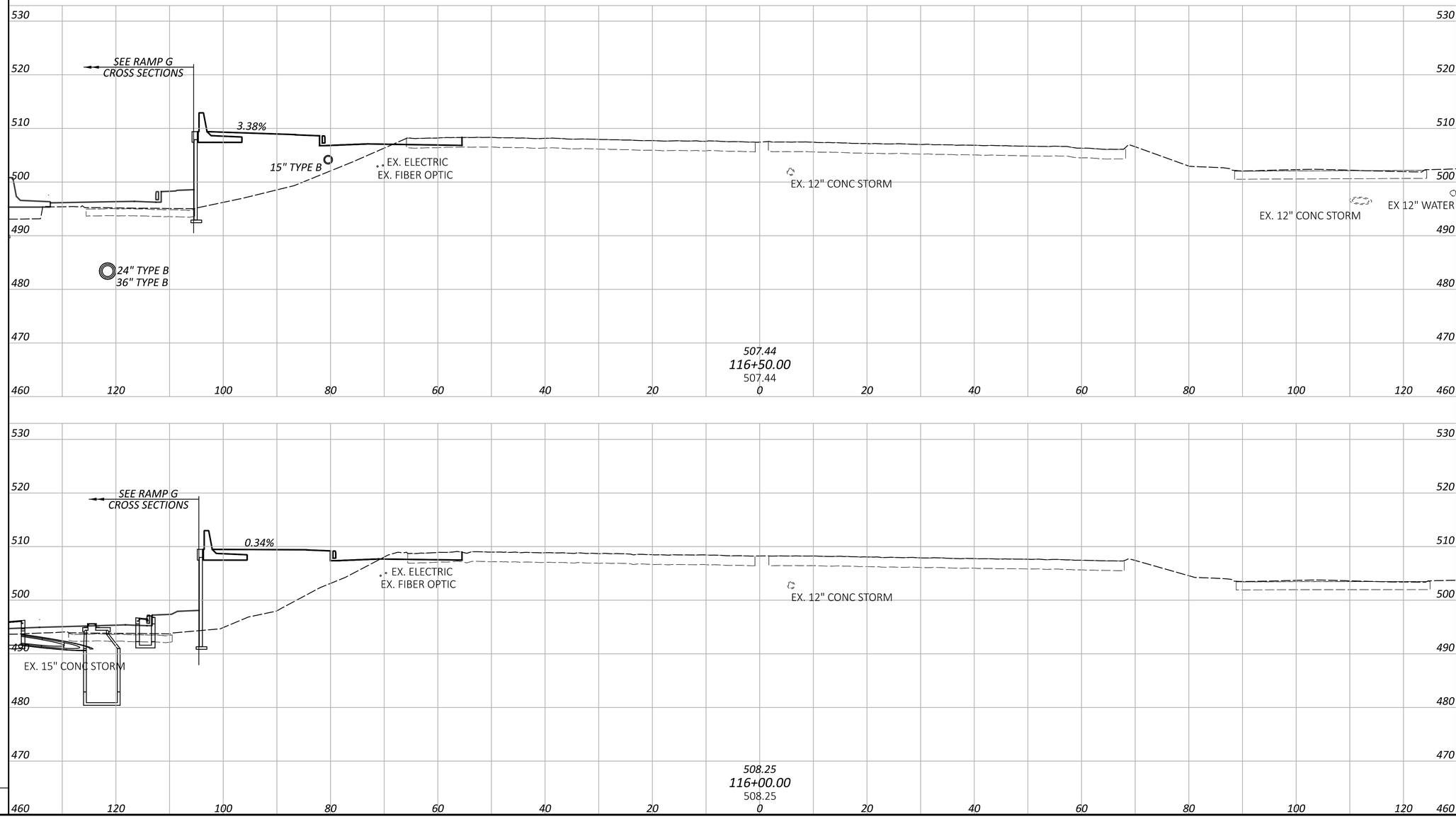
DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SEEDING	
END WIDTH	SQ. YDS.



END AREA	
CUT	FILL
0	0
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - IR 75
STA 116+00.00 TO STA 116+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.166 | TOTAL 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: CLX_I075 - 116+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:11:32 PM USER: jtheuring
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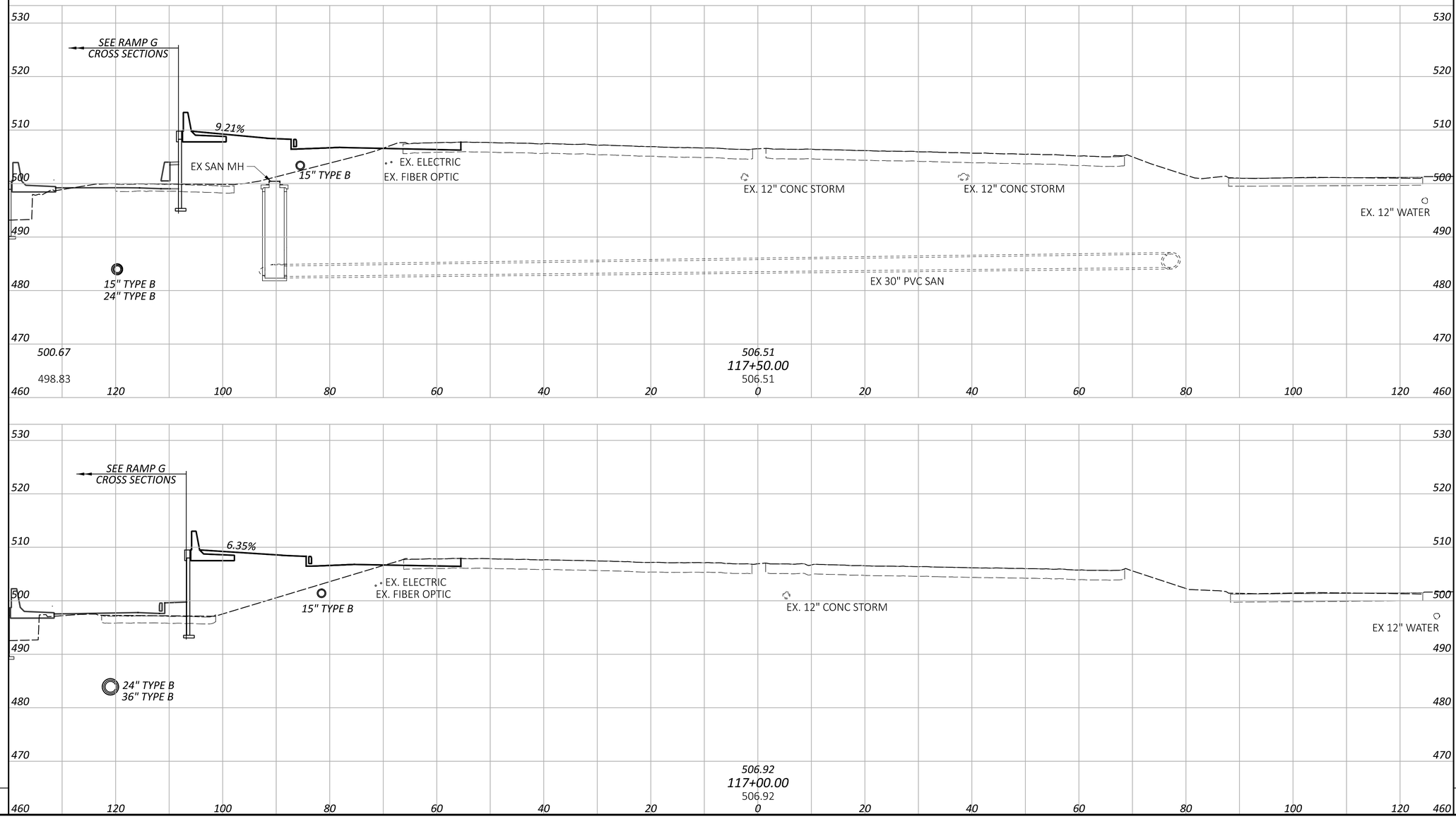
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0
0	0



CROSS SECTIONS - IR 75
STA 117+00.00 TO STA 117+50.00

SHEET TOTAL					
SHEET TOTALS					

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.167 | TOTAL 830

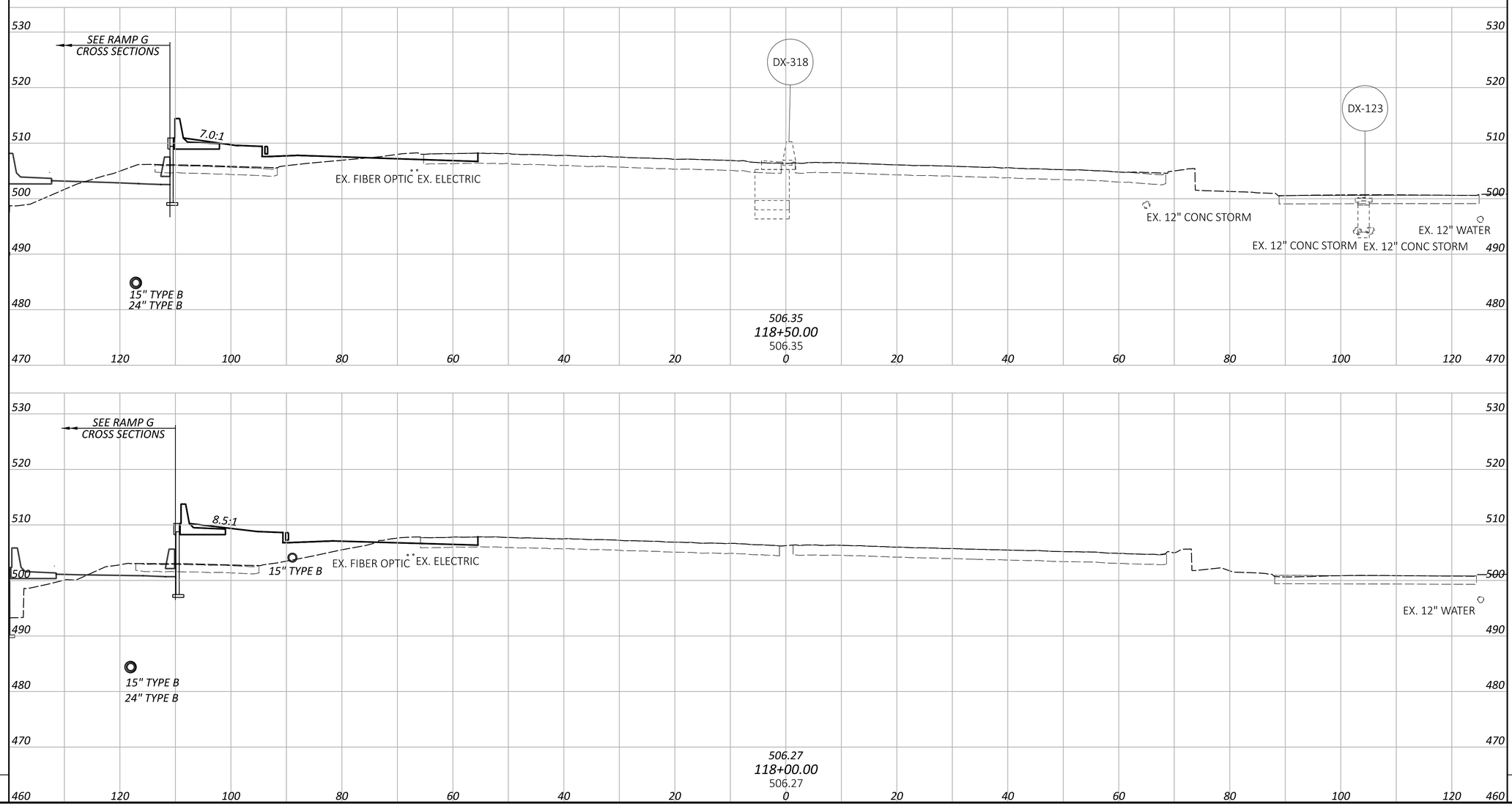
HAM-IR 75-1.95

MODEL: CLX_I075 - 117+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:11:38 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001a.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0
0	0



CROSS SECTIONS - IR 75
STA 118+00.00 TO STA 118+50.00

HAM-IR 75-1.95

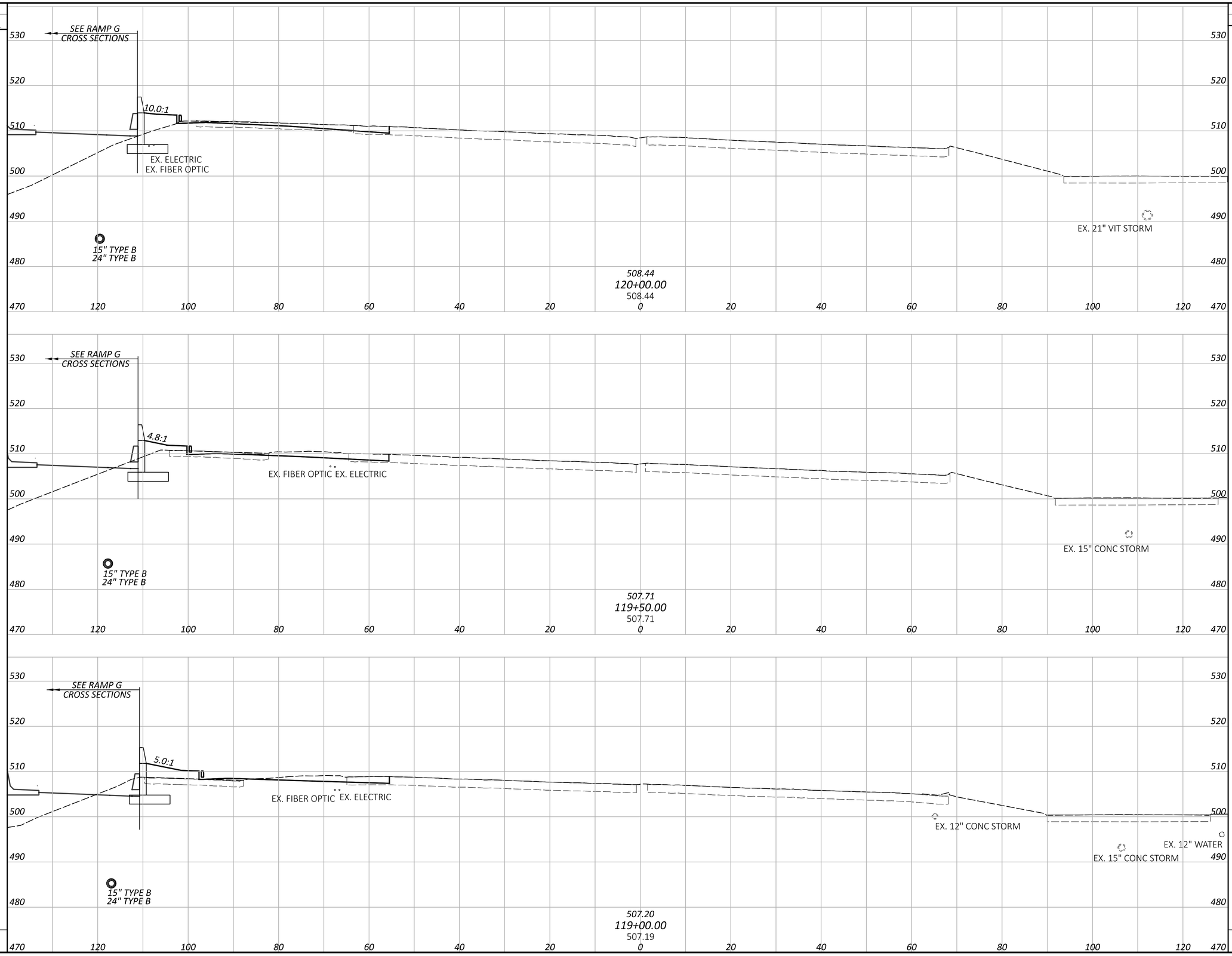
MODEL: CLK_I075 - 118+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:11:45 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001a.dgn

SHEET TOTAL	SHEET TOTALS

DESIGN AGENCY
EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.168
TOTAL	830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75
STA 119+00.00 TO STA 120+00.00

HAM-IR 75-1.95

MODEL: CLX_I075 - 119+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:11:51 PM USER: jtheuring
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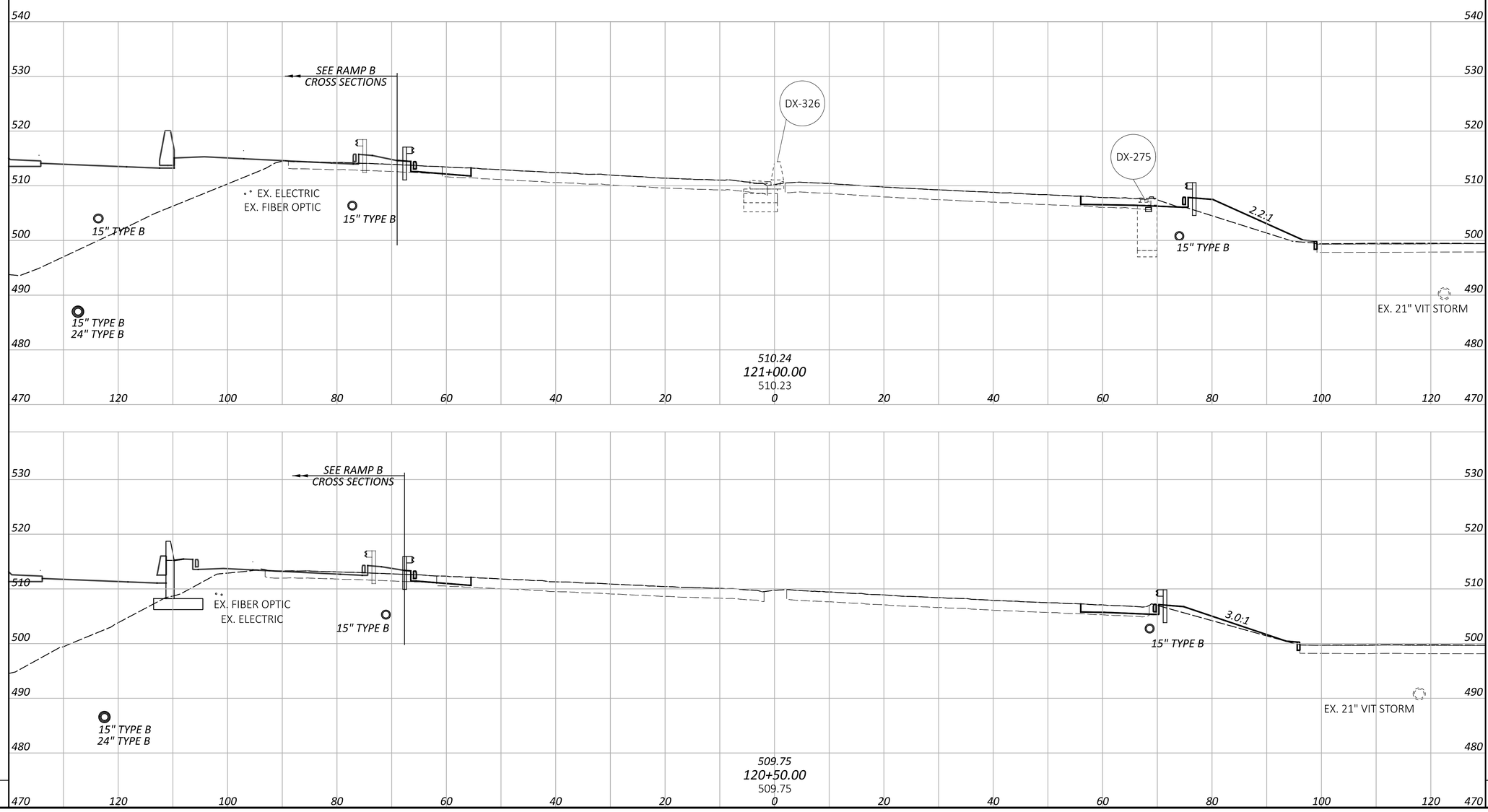
DESIGN AGENCY: EMH&T
DESIGNER: JPT
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.169 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL



SHEET TOTAL

SHEET TOTALS

CROSS SECTIONS - IR 75
STA 120+50.00 TO STA 121+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

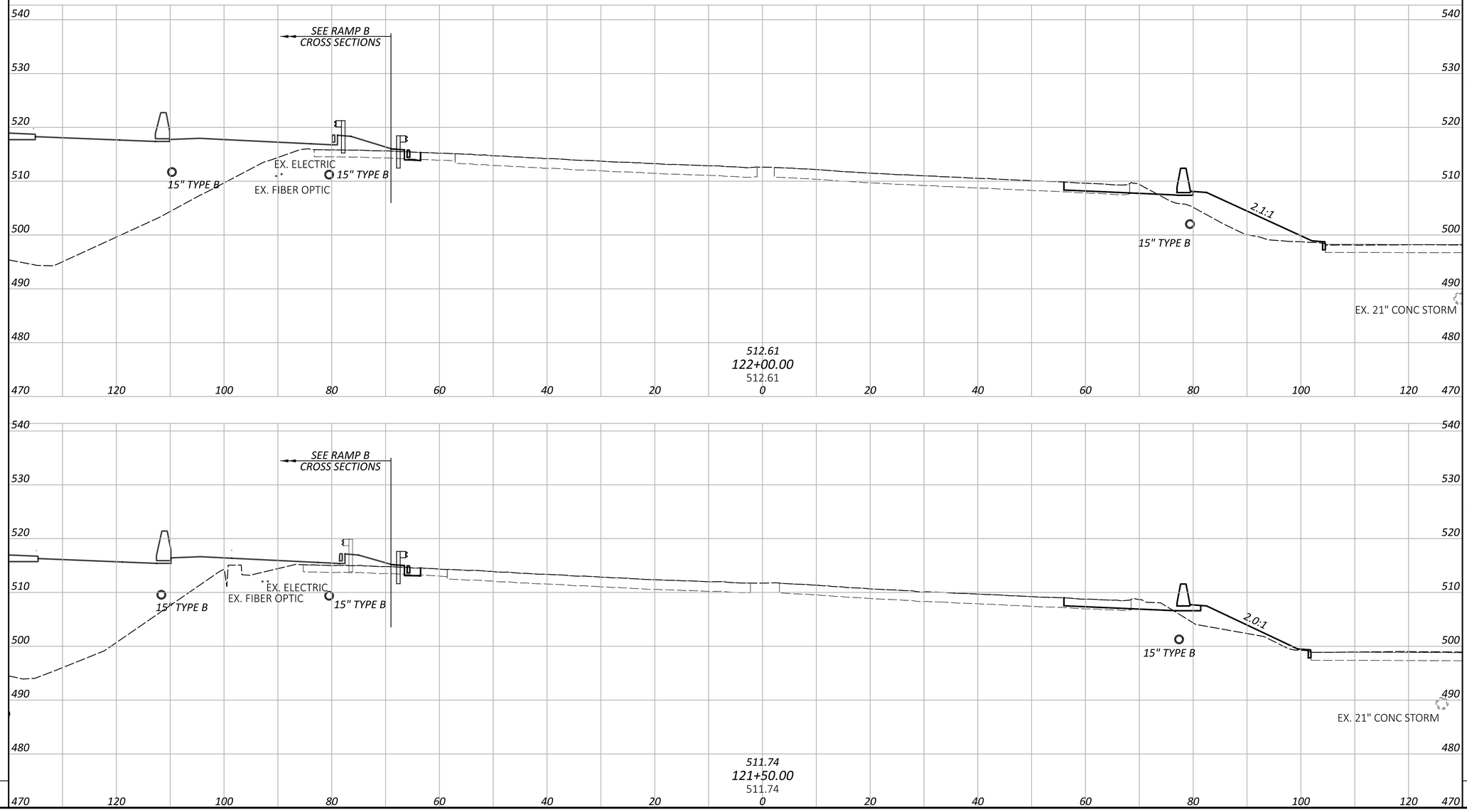
SHEET P.170 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLX_I075 - 120+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:12:01 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001a.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - IR 75
STA 121+50.00 TO STA 122+00.00

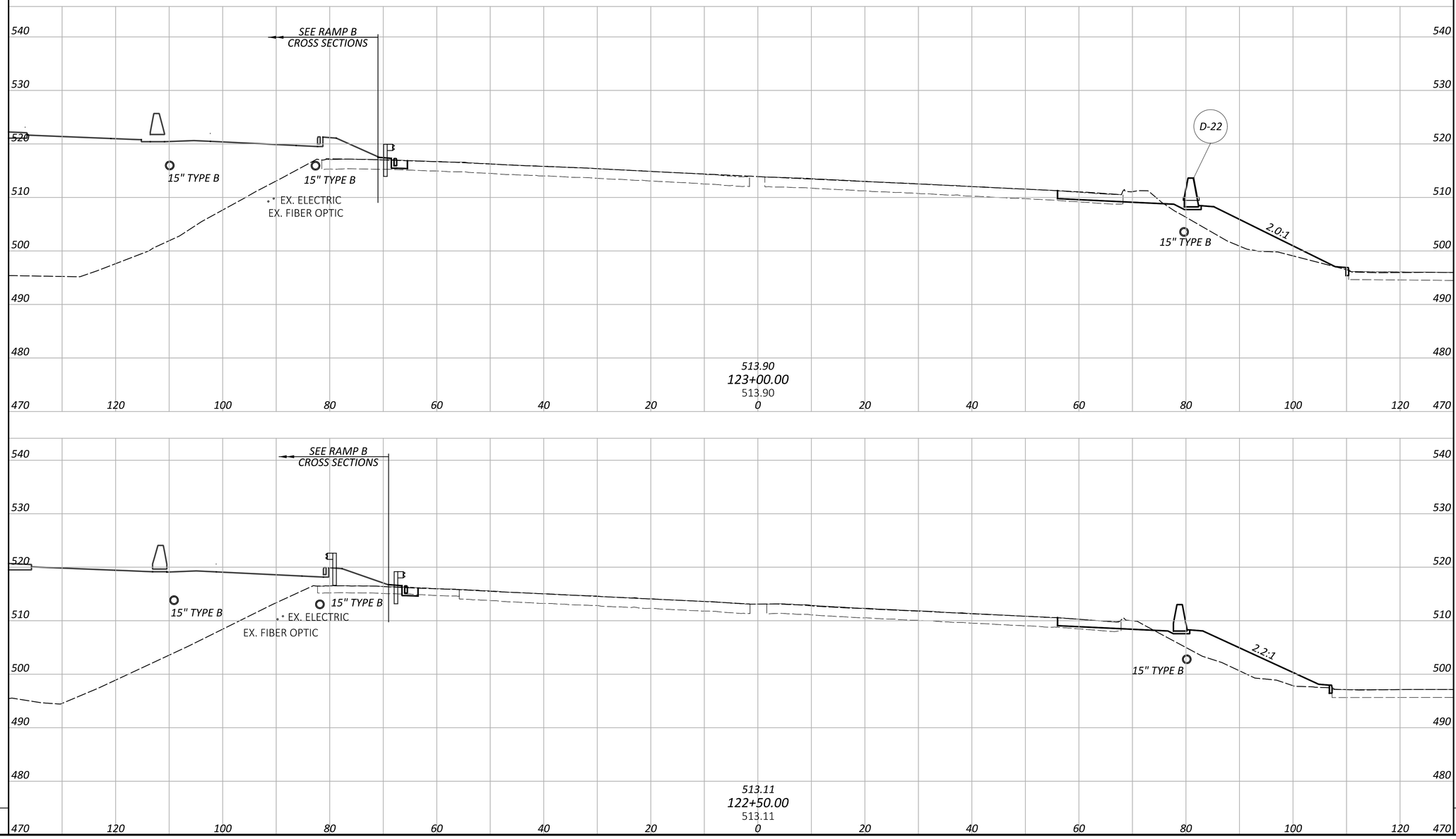
DESIGN AGENCY: EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.171
TOTAL	830

HAM-IR 75-1.95

MODEL: CLX_I075 - 121+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:12:08 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001a.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75
STA 122+50.00 TO STA 123+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

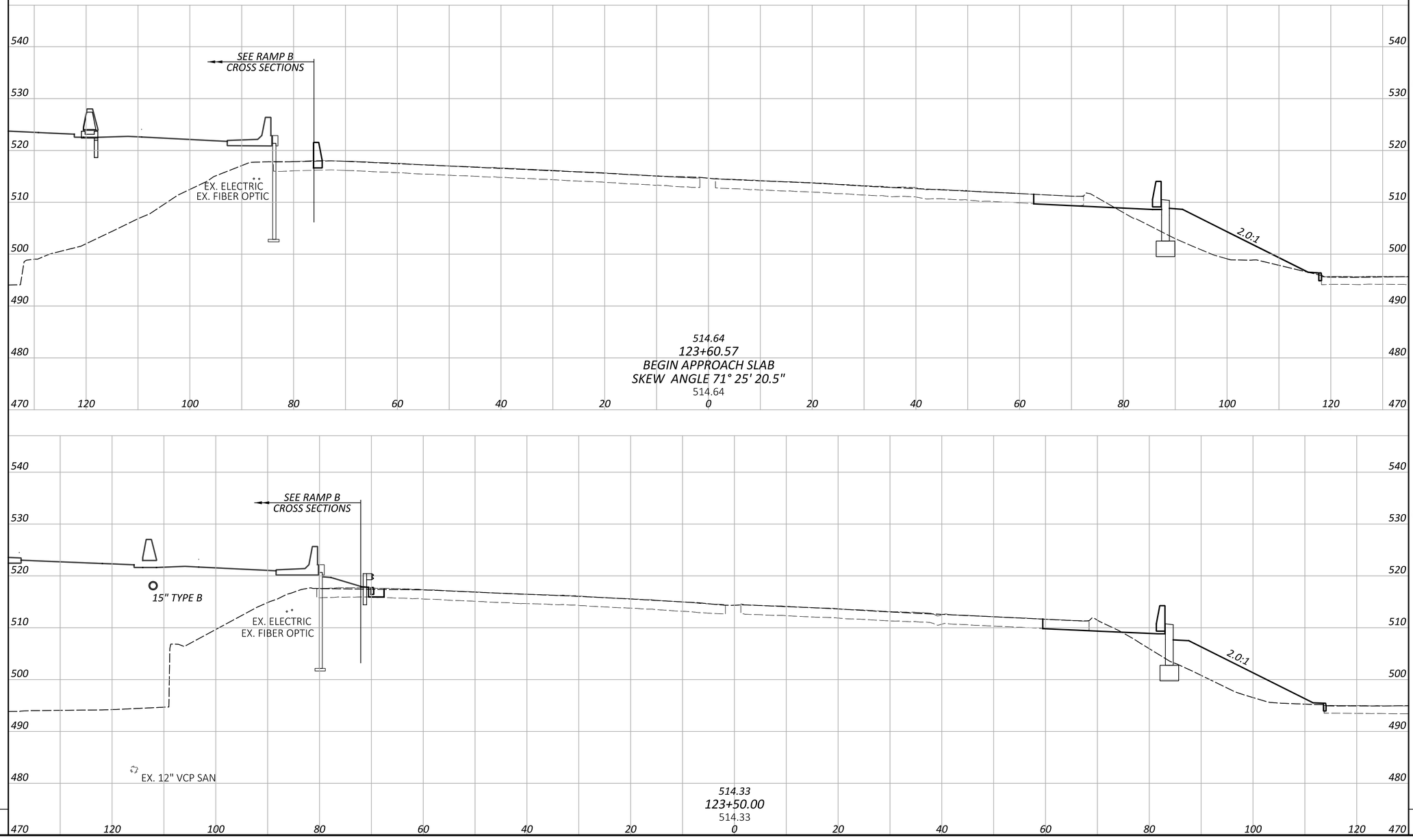
PROJECT ID
114161

SHEET P.172 TOTAL 830

HAM-IR 75-1.95

MODEL: C1X_I075 - 122+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:12:15 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001a.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75
STA 123+50.00 TO STA 123+60.57

HAM-IR 75-1.95

MODEL: CLX_I075 - 123+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:12:21 PM USER: jtheuring
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DESIGN AGENCY: EMHT

DESIGNER: JPT

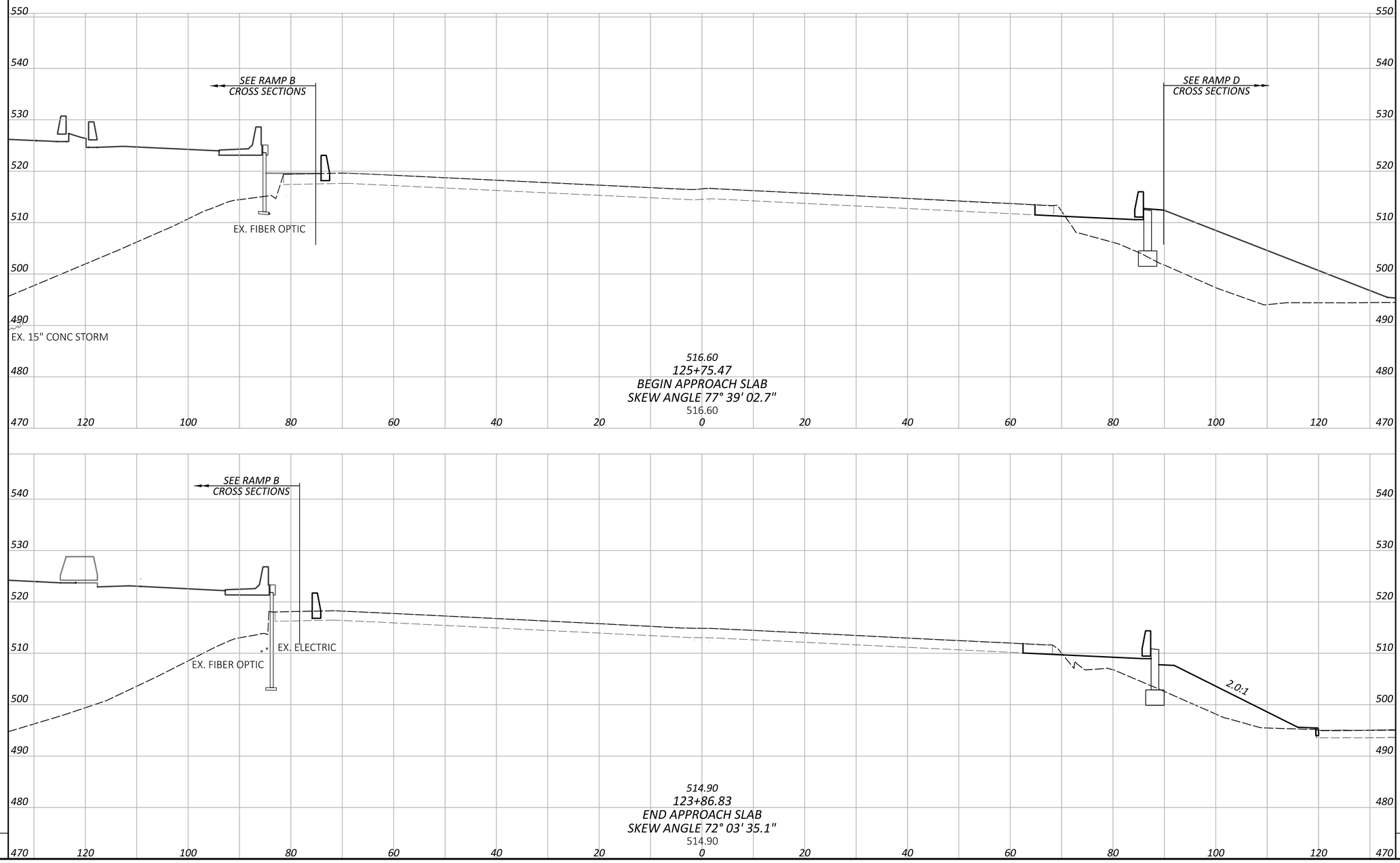
REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET P.173 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
SHEET TOTALS			



CROSS SECTIONS - IR 75
STA 123+86.83 TO STA 124+00.00

DESIGN AGENCY: EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.174
TOTAL	830

HAM-IR 75-1.95

MODEL: CLX_I075 - 123+86.83 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:12:27 PM USER: jtheuring
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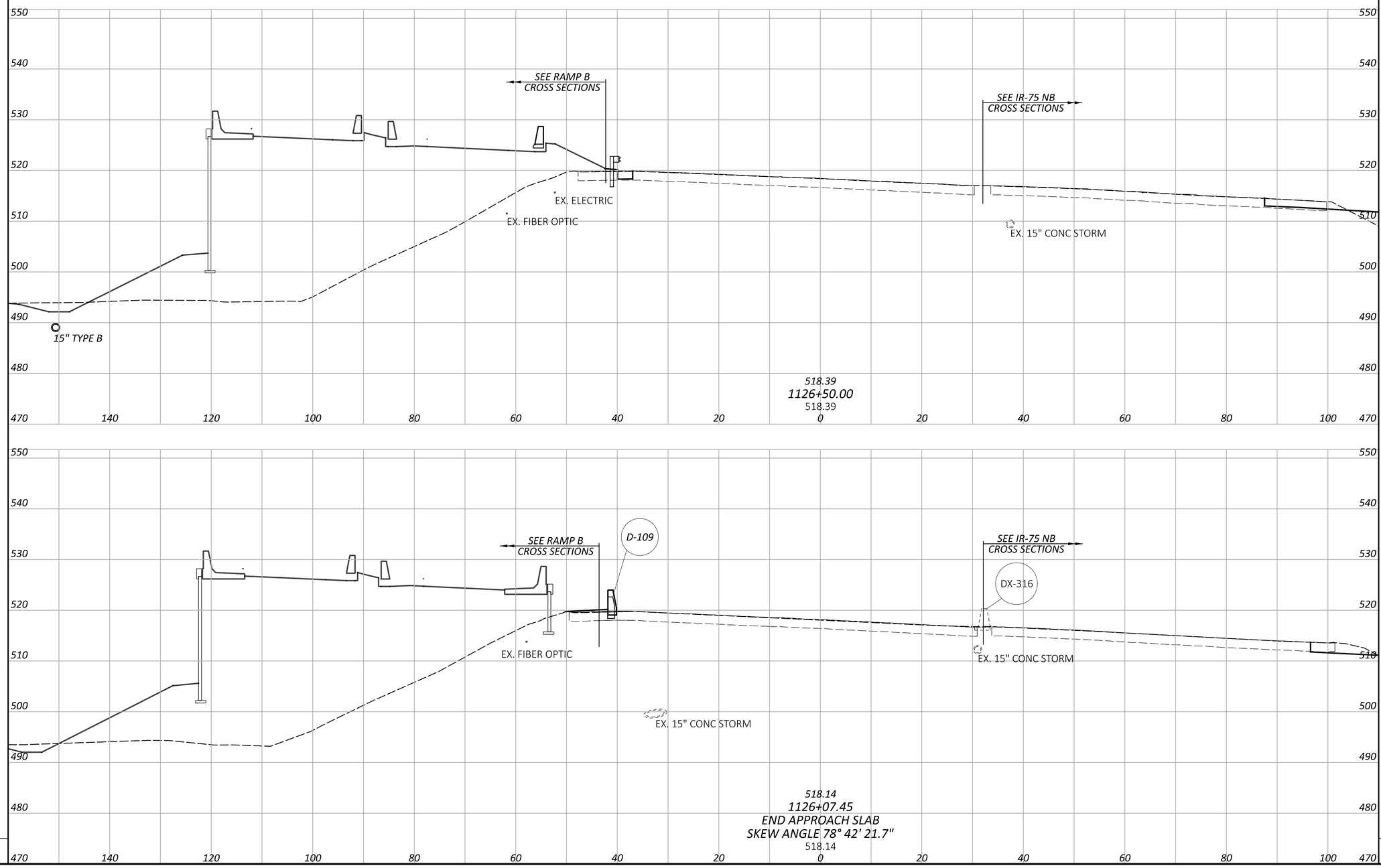
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
		0	0	0	0
		0	0		
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1126+07.45 TO STA 1126+50.00

HAM-IR 75-1.95

MODEL: CLP_I0755B - 1126+07.45 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:12:42 PM USER: jtheuring
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DESIGN AGENCY: EMH&T

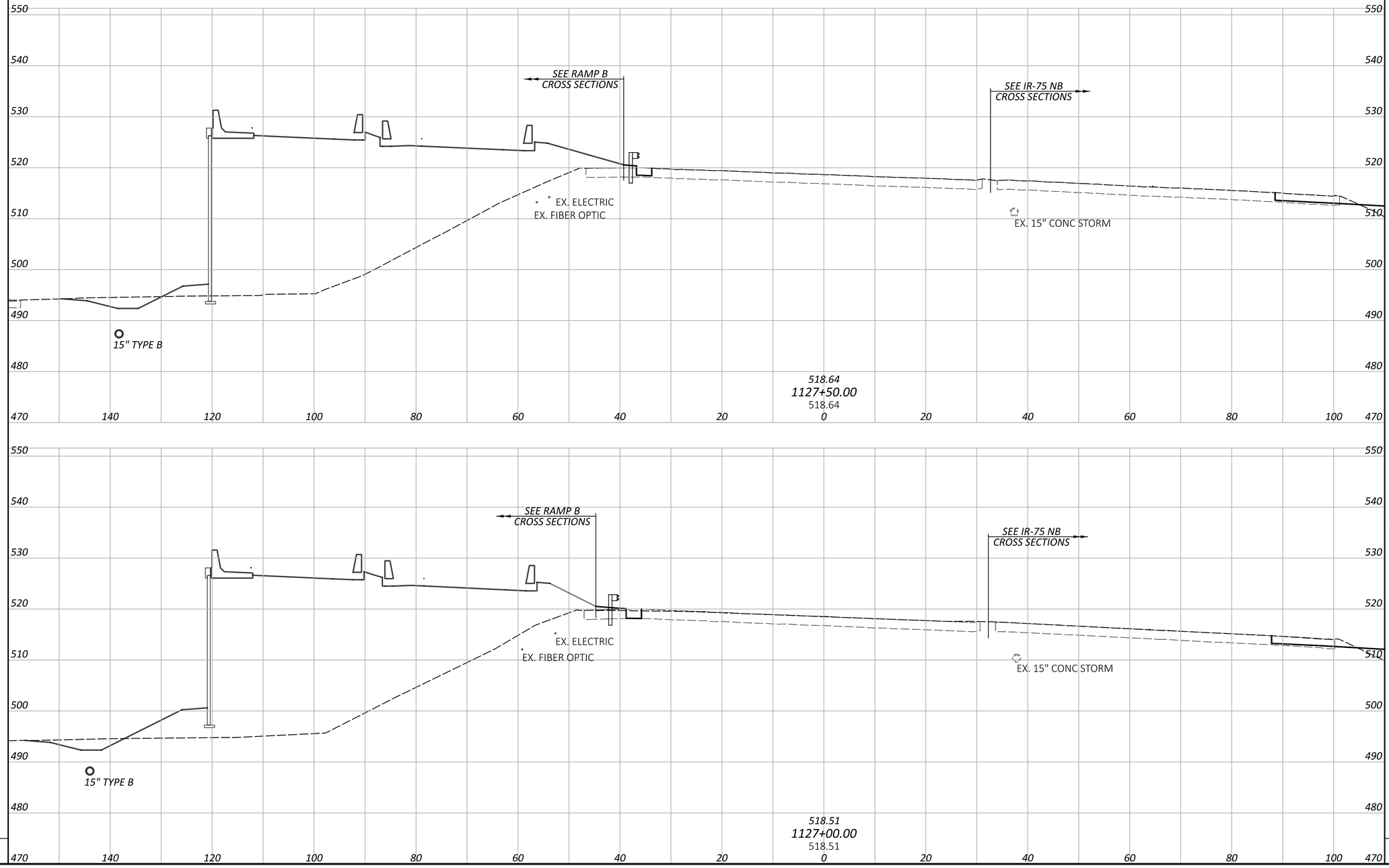
DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET P.175 TOTAL 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1127+00.00 TO STA 1127+50.00

DESIGN AGENCY
E M H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

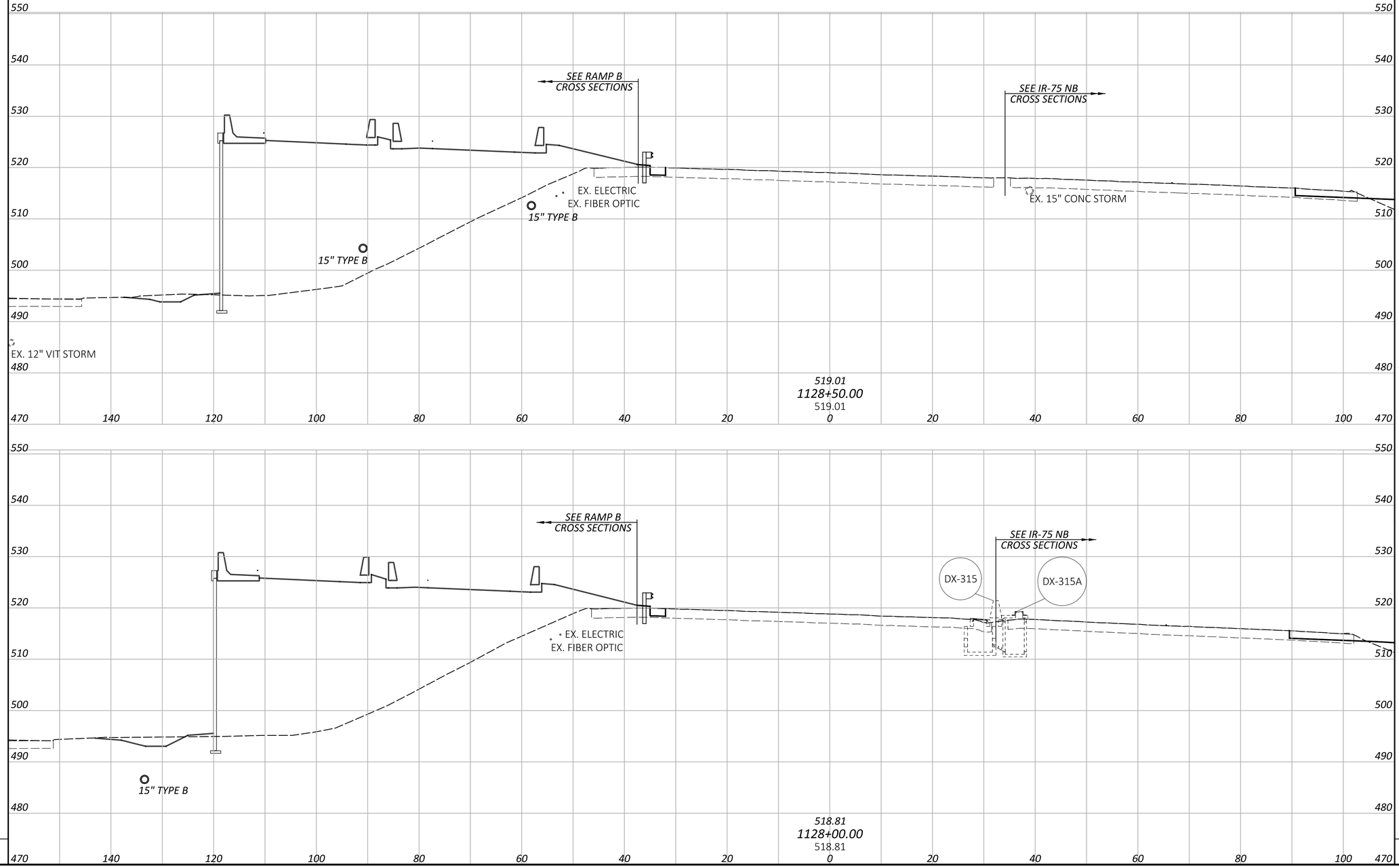
PROJECT ID
114161

SHEET P.176 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I0755B - 1127+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:12:49 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\01-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1128+00.00 TO STA 1128+50.00

HAM-IR 75-1.95

MODEL: CLP_I075SB - 1128+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:12:54 PM USER: jtheuring
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DESIGN AGENCY
EMHT

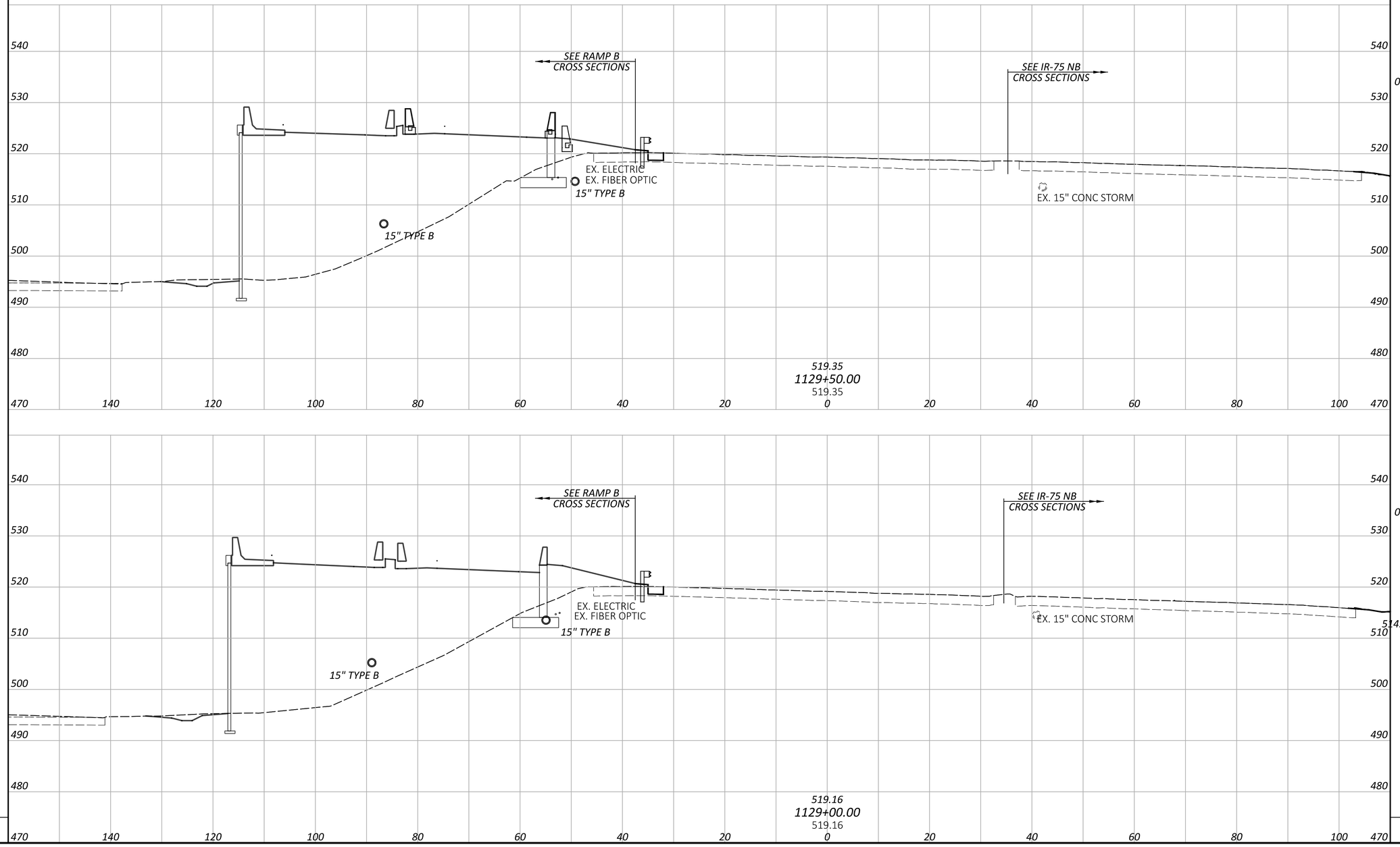
DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.177 TOTAL 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1129+00.00 TO STA 1129+50.00

HAM-IR 75-1.95

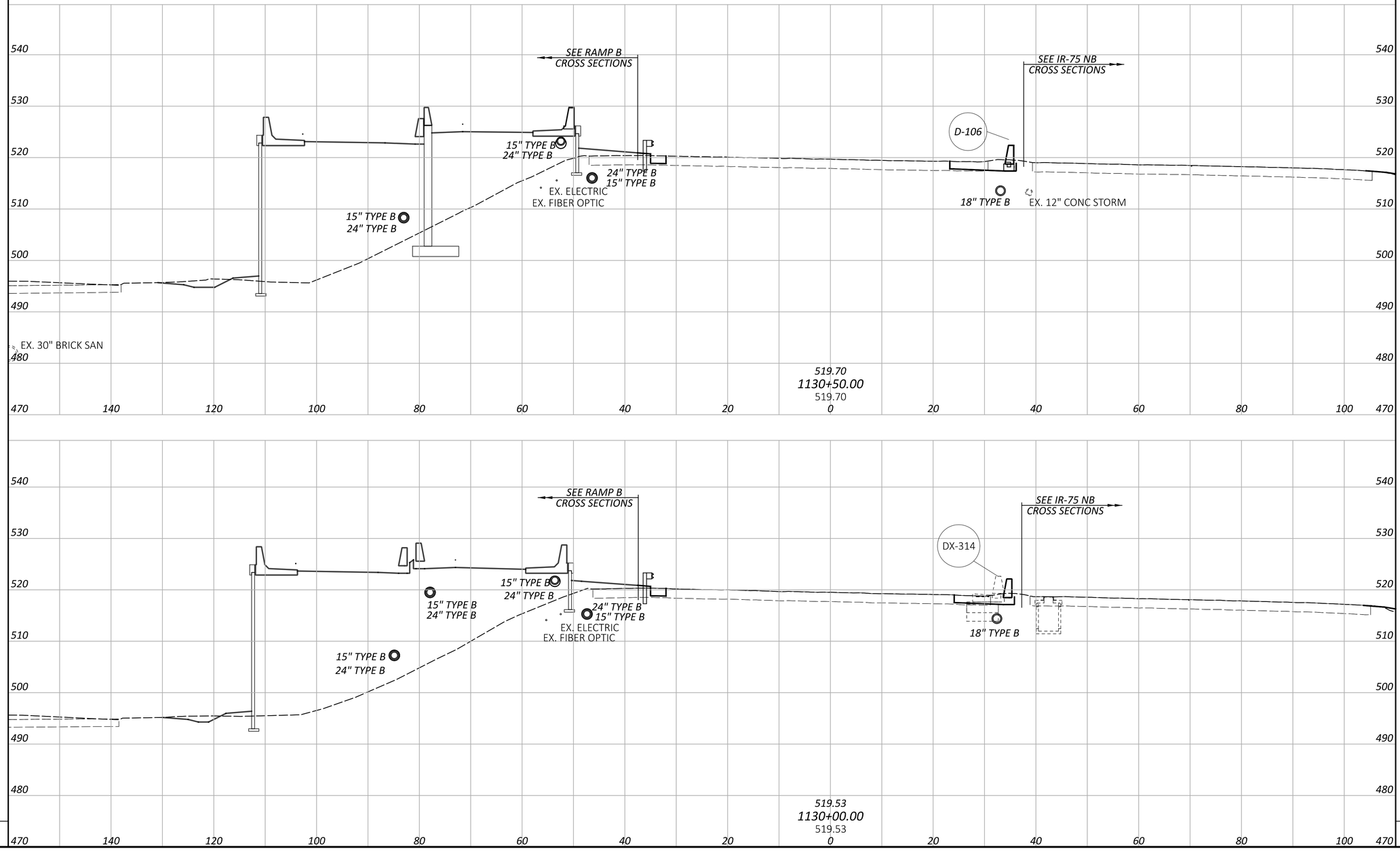
MODEL: CLP_I075SB - 1129+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:12:59 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\V01-Engineering_ EMHT\Roadway\Sheets\114161_XS001b.dgn

DESIGN AGENCY: EMH&T
DESIGNER: JPT
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.178 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	

END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0



CROSS SECTIONS - IR 75 SB
STA 1130+00.00 TO STA 1130+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

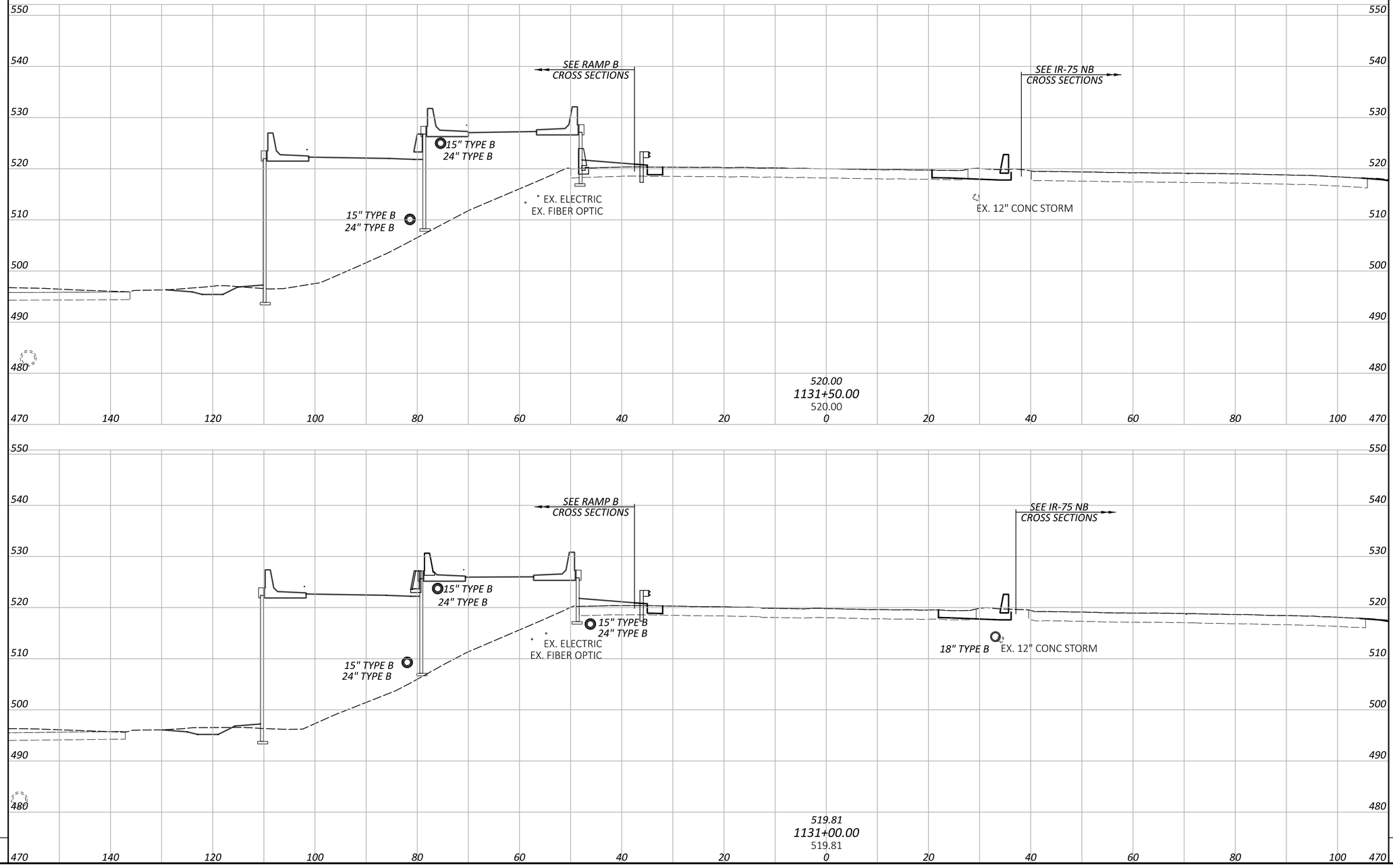
PROJECT ID
114161

SHEET P.179 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I0755B - 1130+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:13:04 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH\Roadway\Sheets\114161_XS001b.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1131+00.00 TO STA 1131+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.180 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075SB - 1131+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:13:10 PM USER: jtheuring
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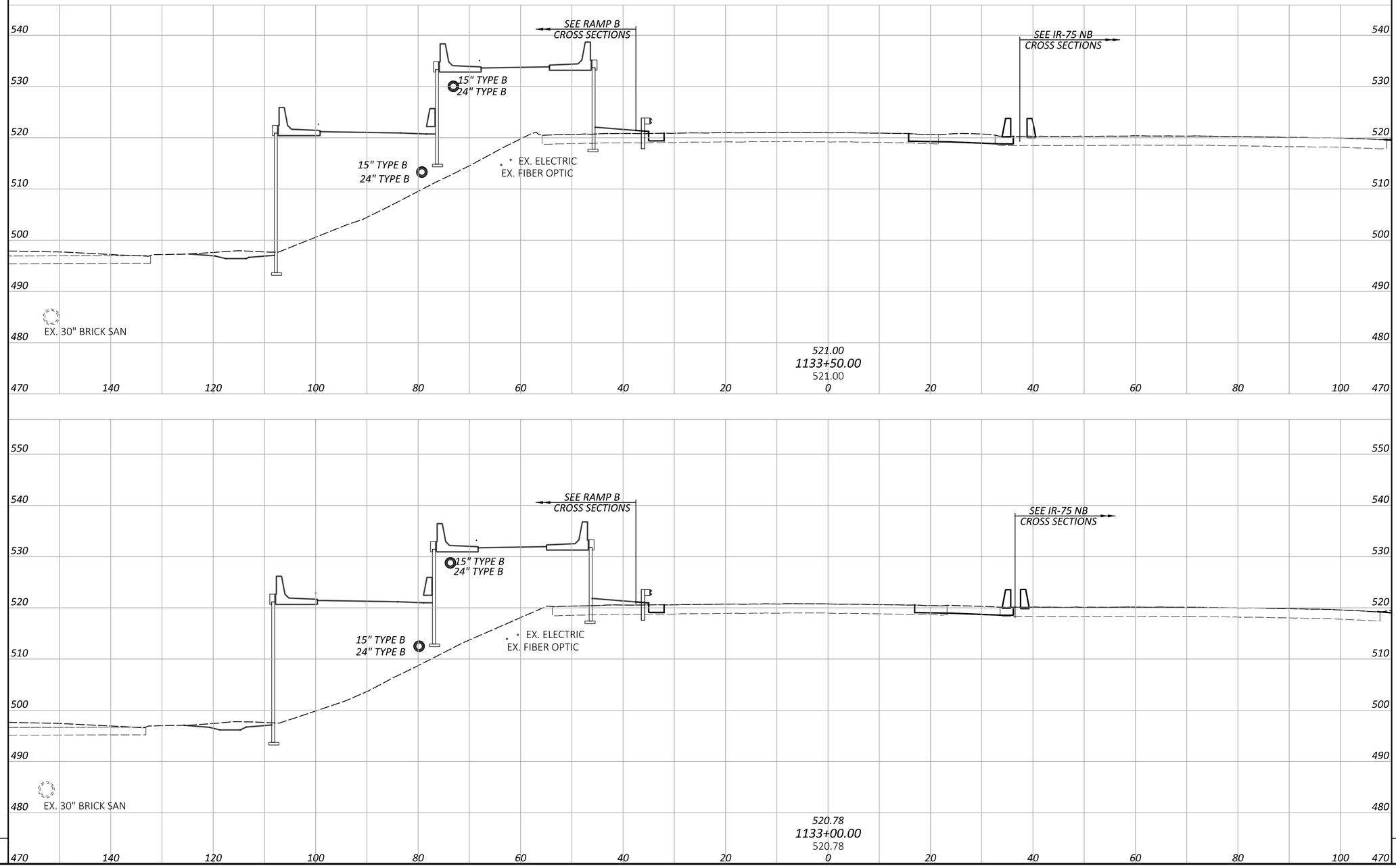
SEEDING	
END WIDTH	SQ. YDS.

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
0	0	0	0
0	0		
		0	0



SHEET TOTAL

SHEET TOTALS

HAM-IR 75-1.95

CROSS SECTIONS - IR 75 SB
STA 1133+00.00 TO STA 1133+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.182 TOTAL 830

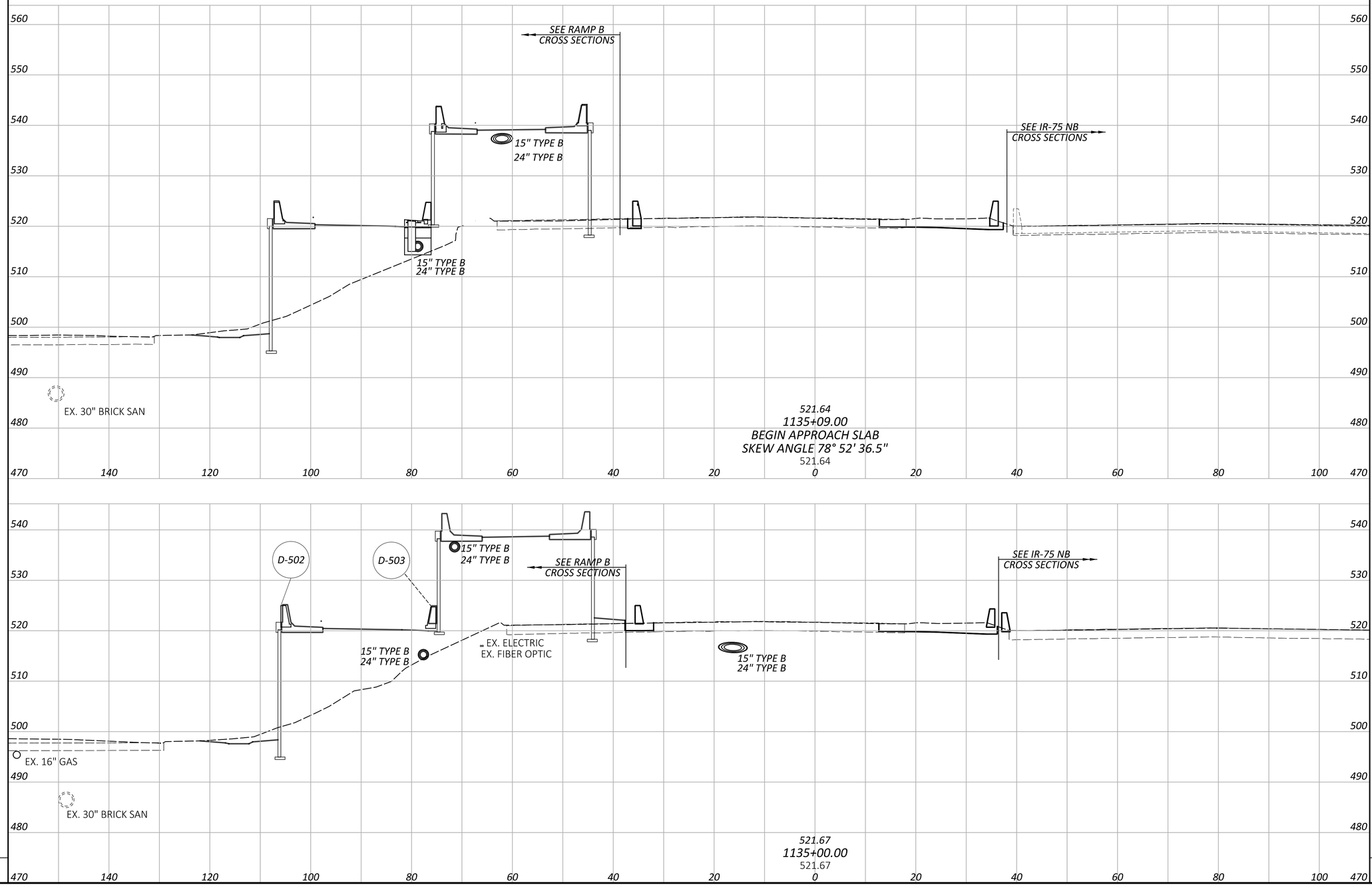
MODEL: CLP_I075SB - 1133+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:13:21 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING	
END WIDTH	SQ. YDS.

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0
0	0
0	0



SHEET TOTAL

SHEET TOTALS

CROSS SECTIONS - IR 75 SB
STA 1135+00.00 TO STA 1135+09.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.184 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I0755B - 1135+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:13:33 PM USER: jtheuring
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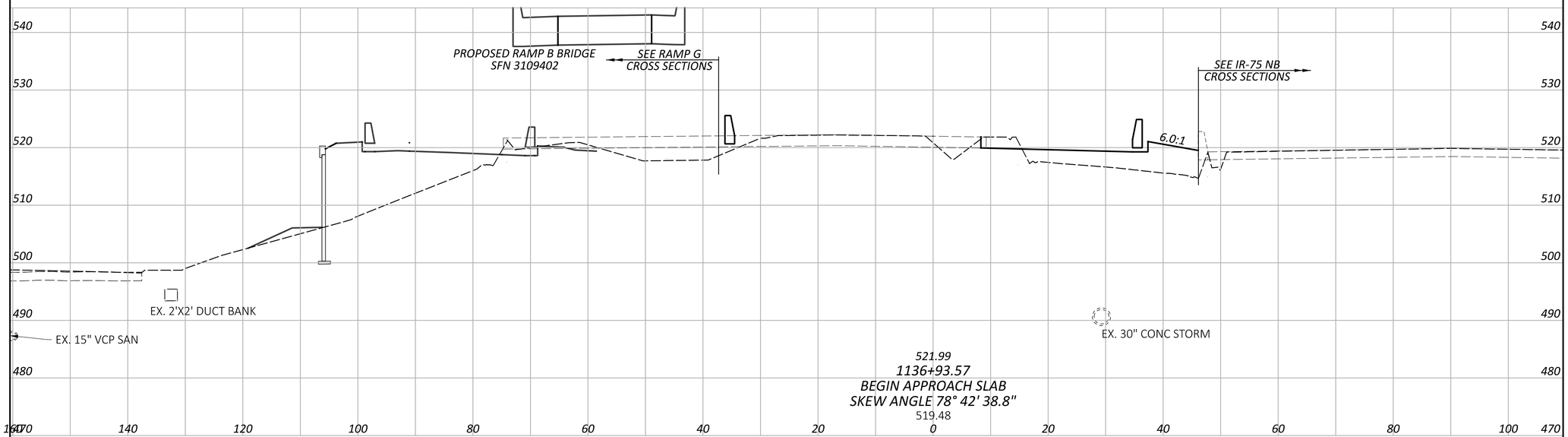
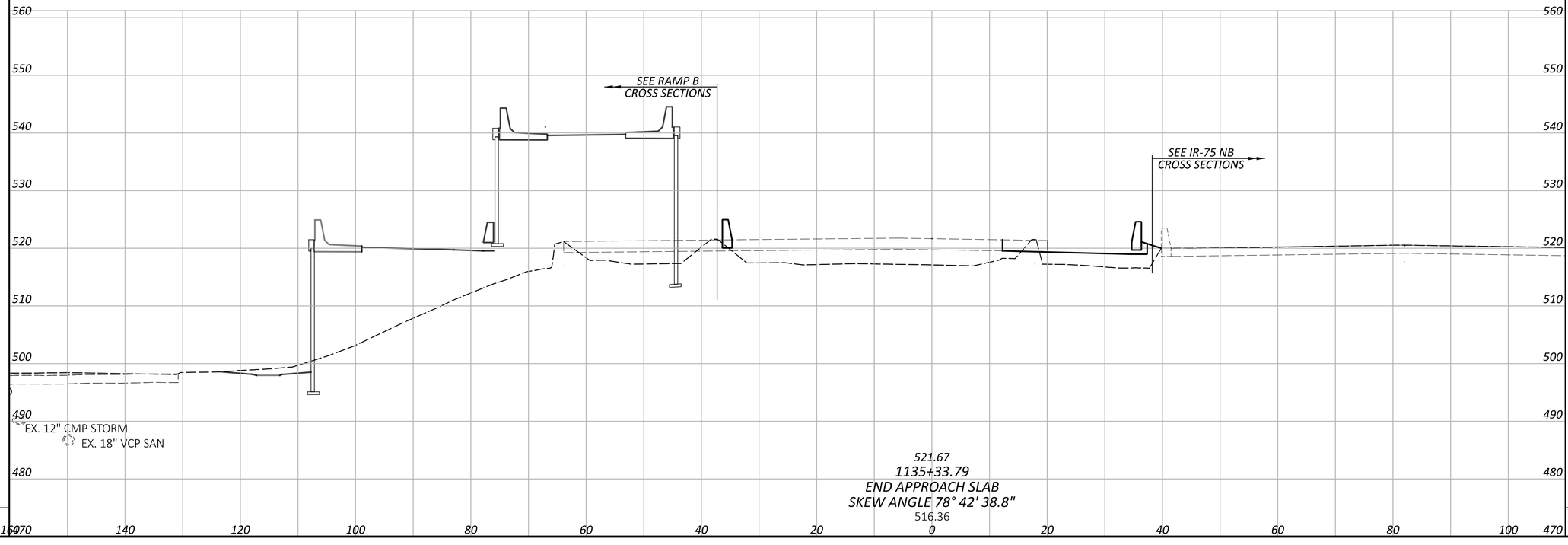
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0





SHEET TOTAL						
SHEET TOTALS	0	0	0	0		

HAM-IR 75-1.95

CROSS SECTIONS - IR 75 SB
STA 1135+35.06 TO STA 1135+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

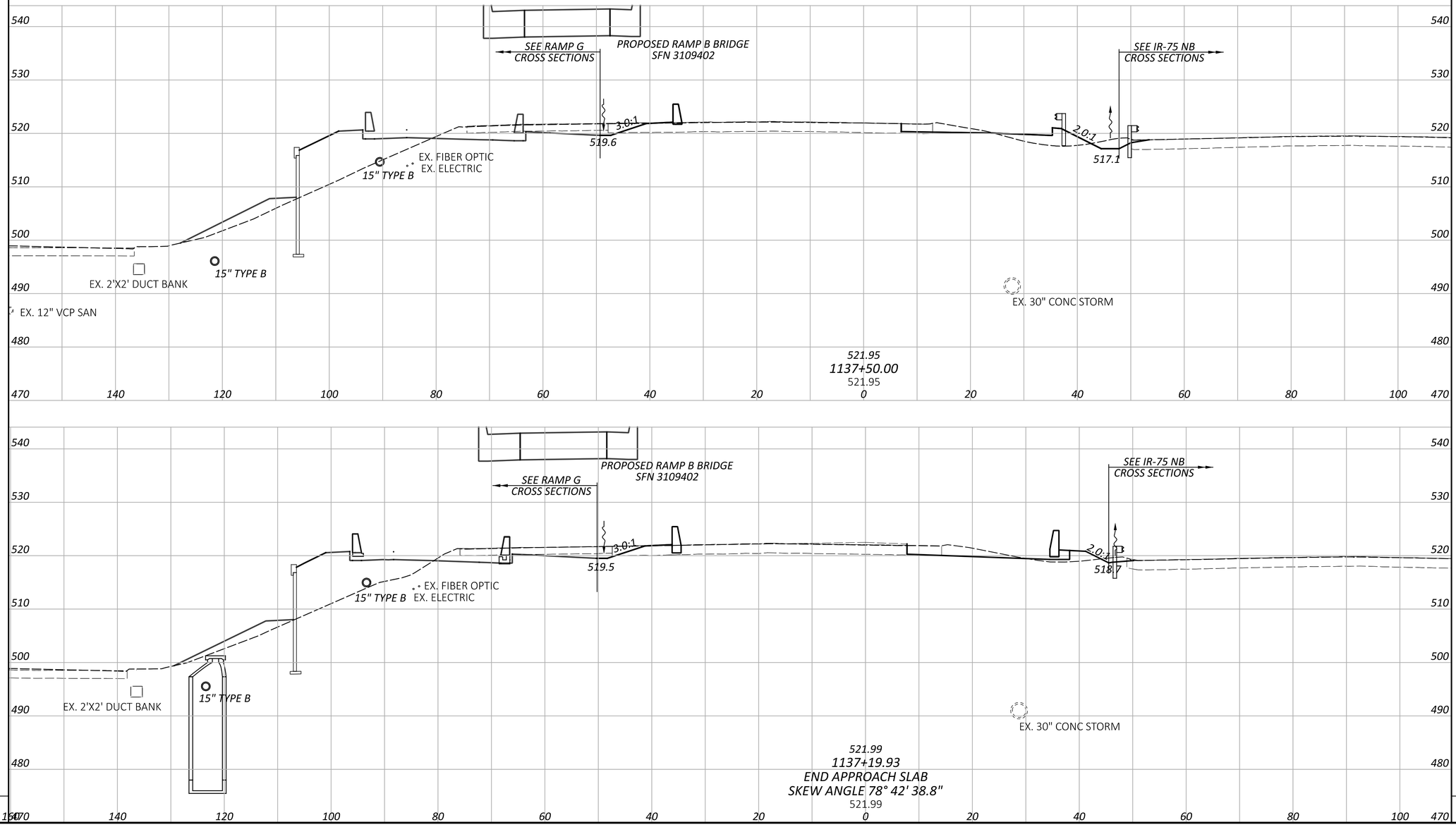
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.185 TOTAL 830

MODEL: CLP_I07558 - 1135+33.79 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:13:40 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - IR 75 SB
STA 1137+19.93 TO STA 1137+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.186 TOTAL 830

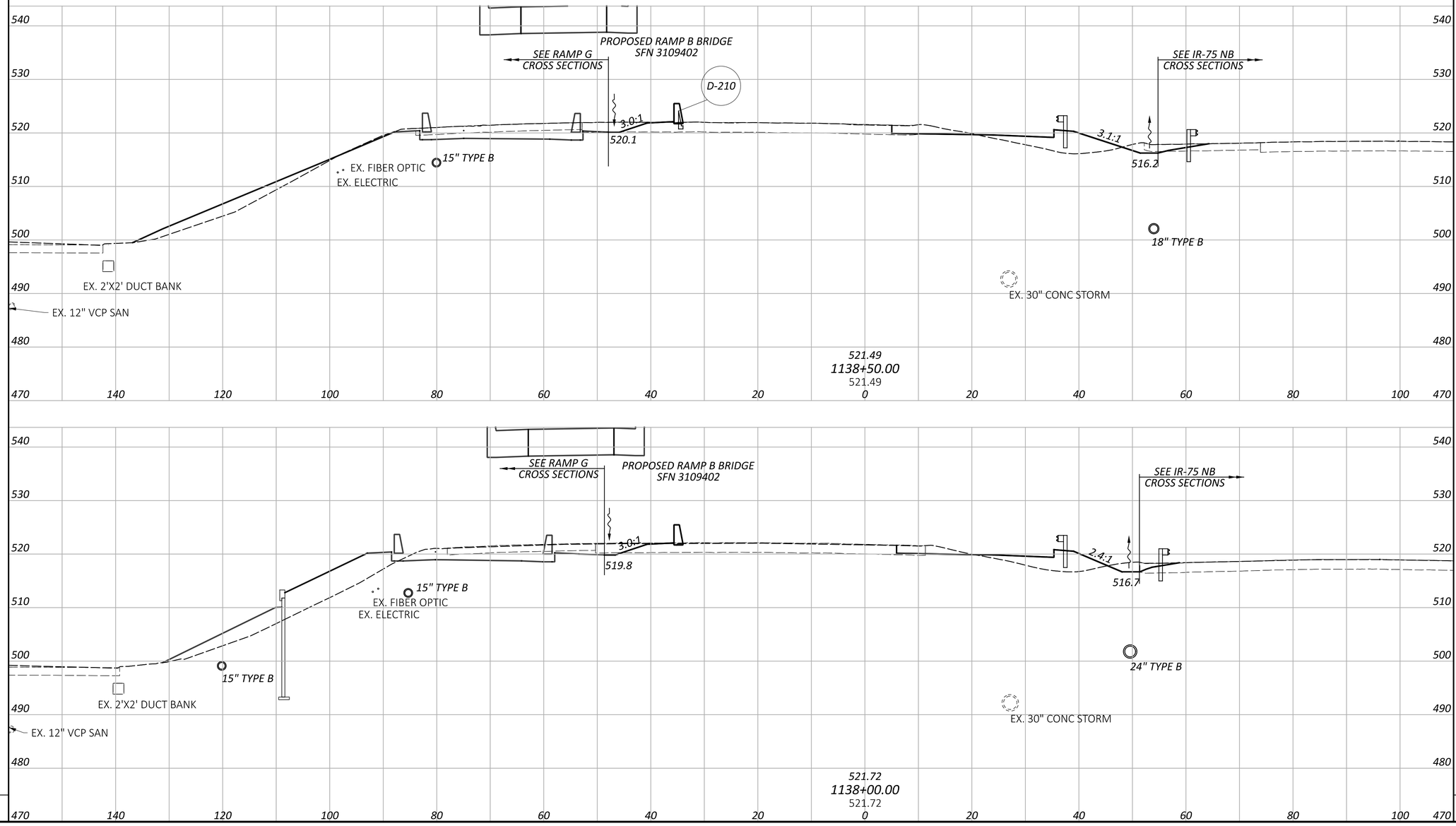
HAM-IR 75-1.95

MODEL: CLP_I075SB - 1137+19.93 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:13:47 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0



SHEET TOTAL					
SHEET TOTALS		0	0	0	0

CROSS SECTIONS - IR 75 SB
STA 1138+00.00 TO STA 1138+50.00

HAM-IR 75-1.95

MODEL: CLP_I07558 - 1138+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:13:53 PM USER: jtheuring
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DESIGN AGENCY: EMH&T

DESIGNER: JPT

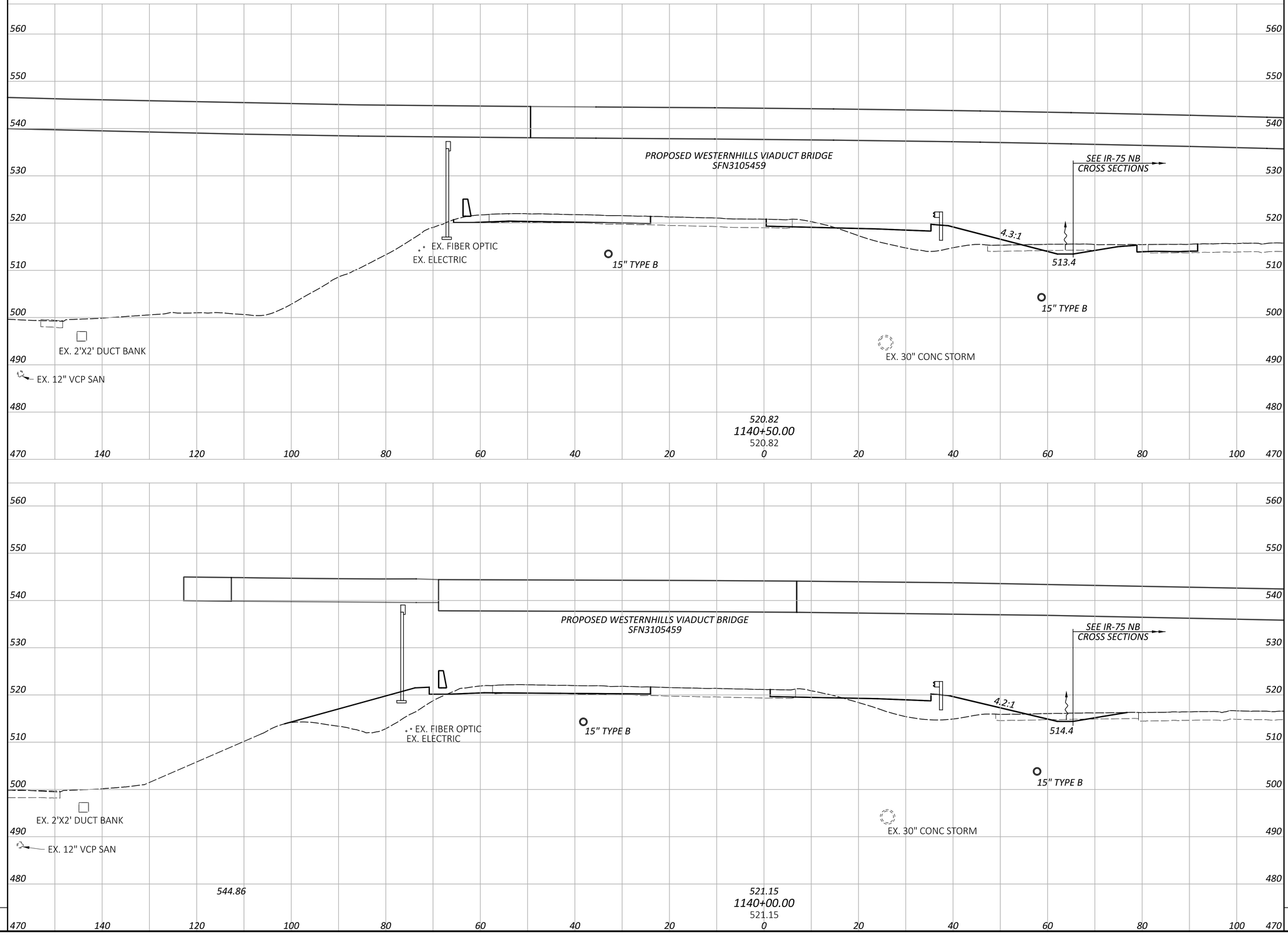
REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.187 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1140+00.00 TO STA 1140+50.00

HAM-IR 75-1.95

MODEL: CLP_I07558 - 1140+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:14:05 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

DESIGN AGENCY: EMH&T

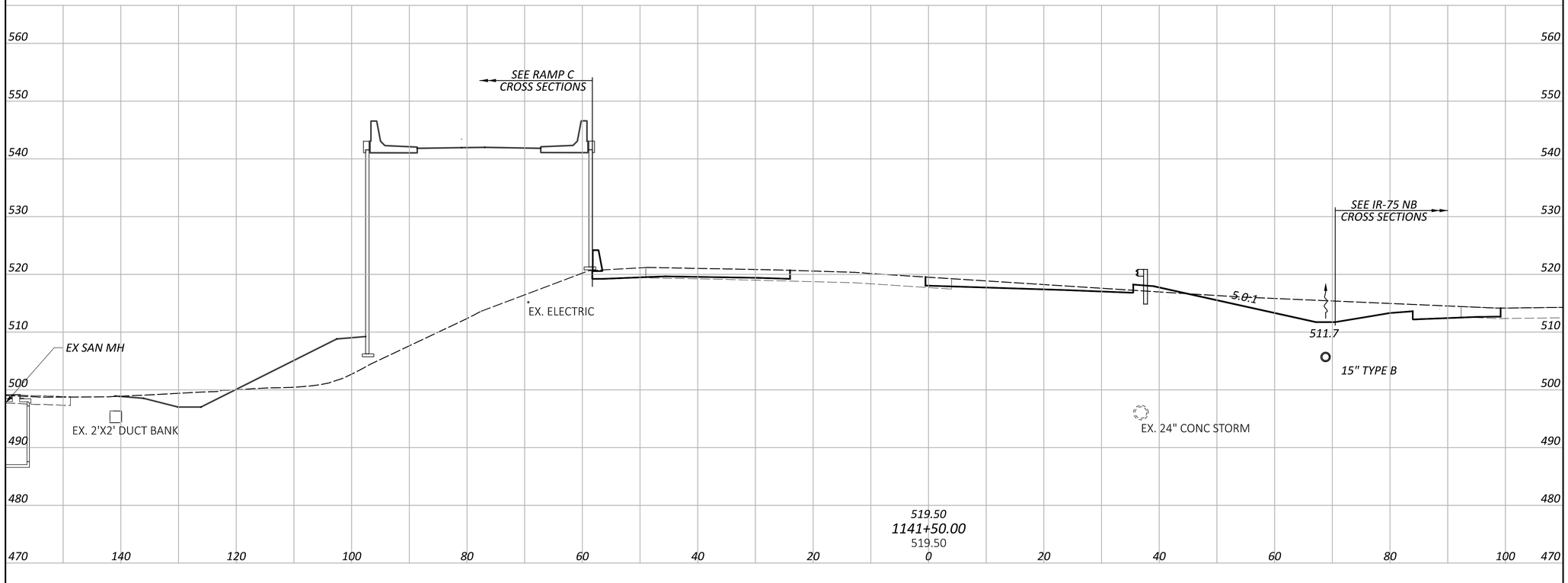
DESIGNER: JPT

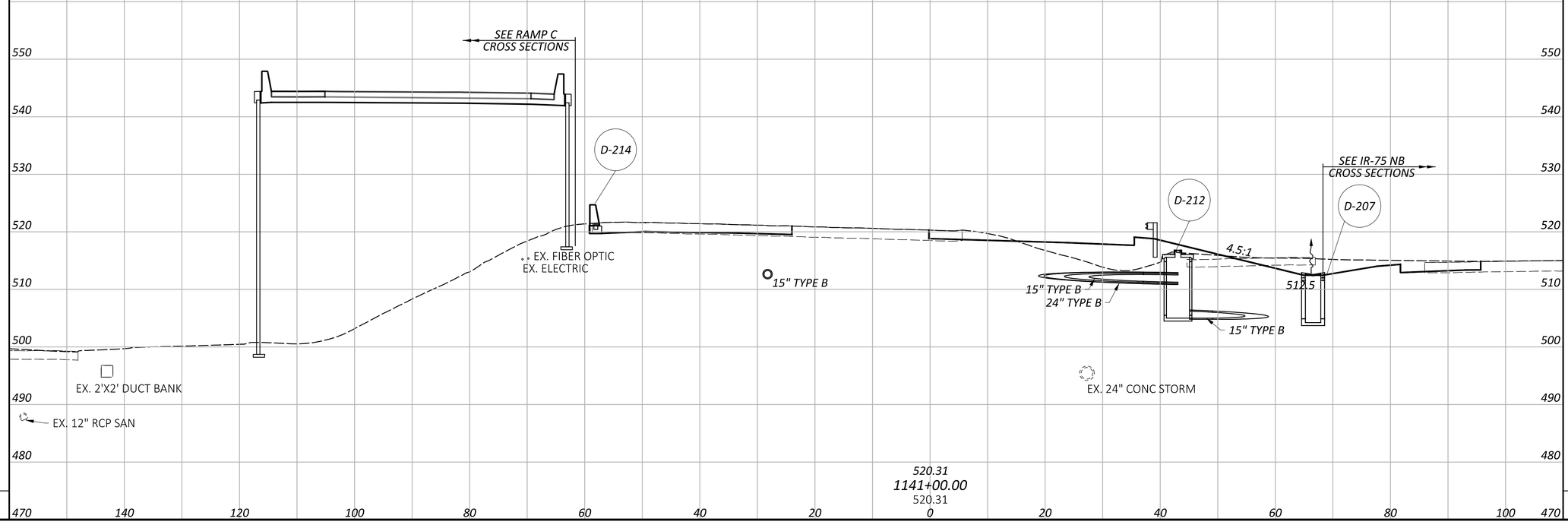
REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.189 TOTAL: 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			





CROSS SECTIONS - IR 75 SB
STA 1141+00.00 TO STA 1141+50.00

HAM-IR 75-1.95

MODEL: CLP_I07558 - 1141+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:14:11 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH&T\Roadway\Sheets\114161_XS001b.dgn

DESIGN AGENCY: EMH&T

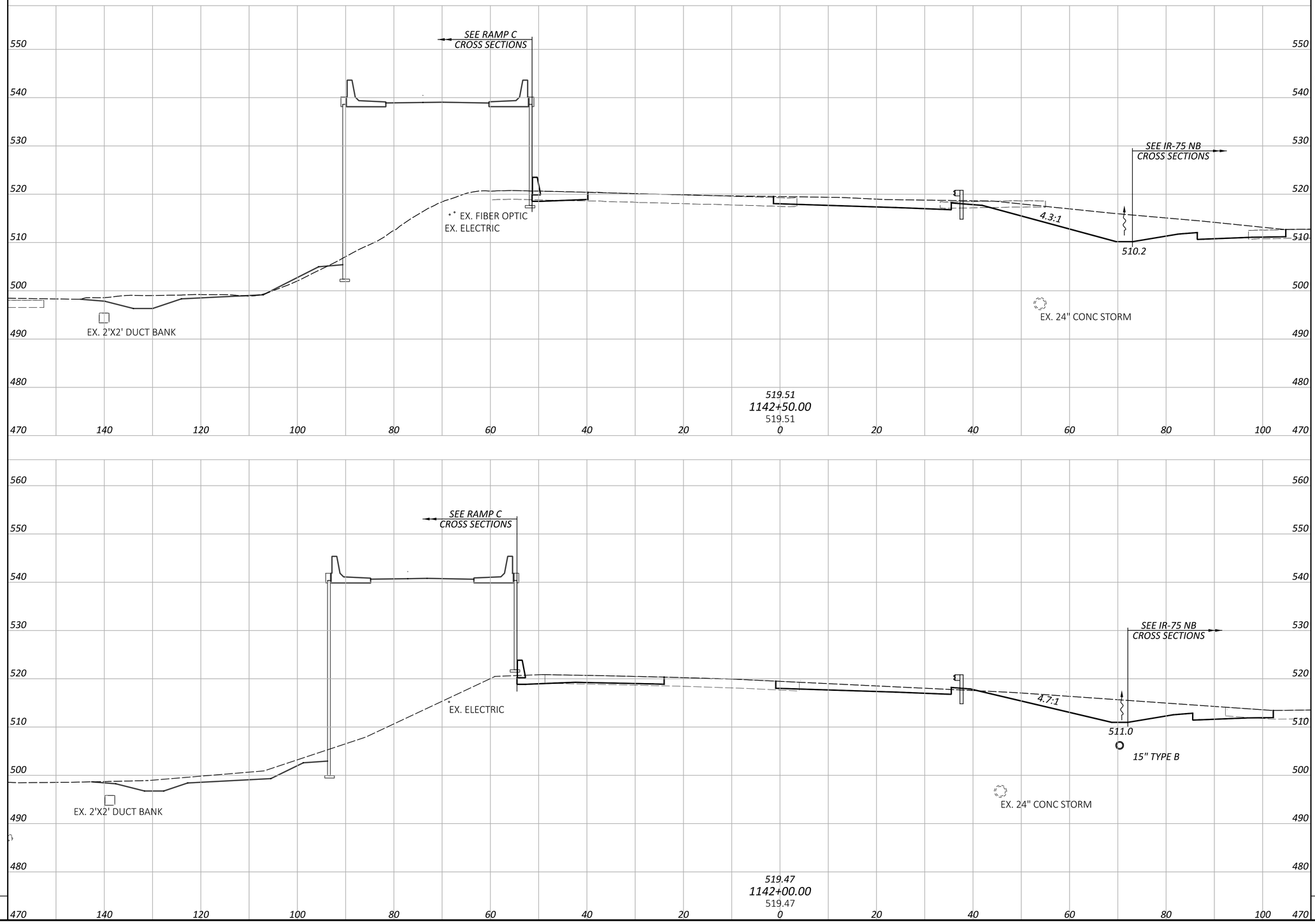
DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.190 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.



END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - IR 75 SB
STA 1142+00.00 TO STA 1142+50.00

HAM-IR 75-1.95

MODEL: CLP_I07558 - 1142+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:14:17 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SHEET TOTAL

DESIGN AGENCY
EMH&T

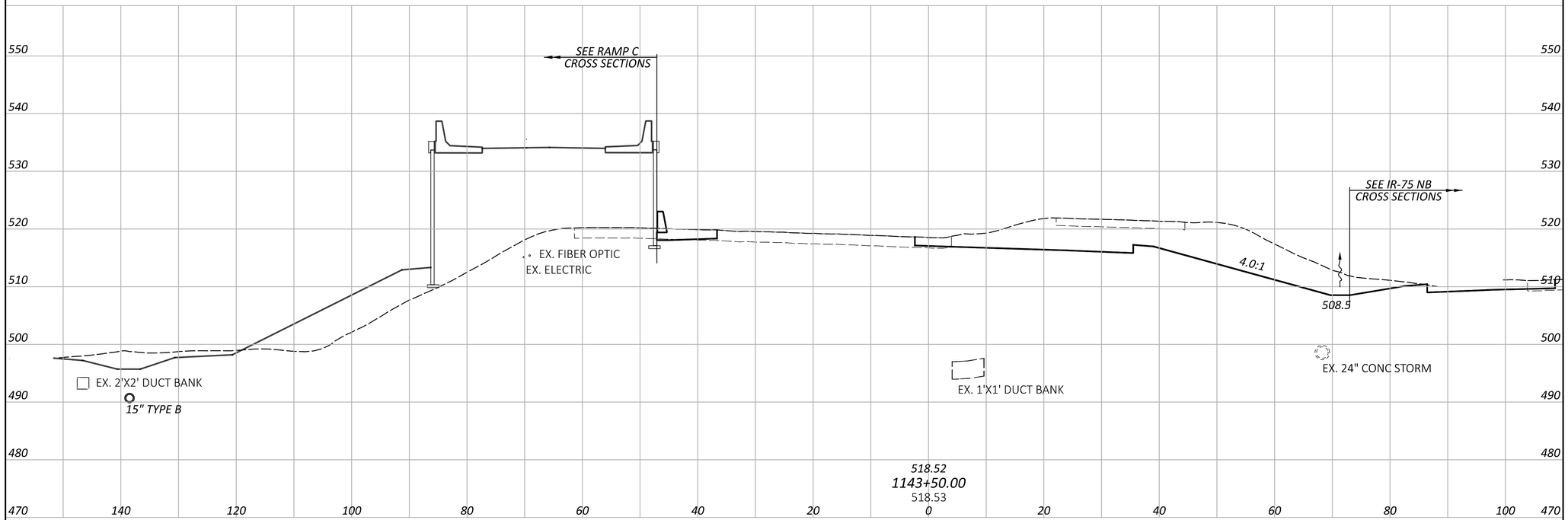
DESIGNER
JPT

REVIEWER
MJR 11/02/26

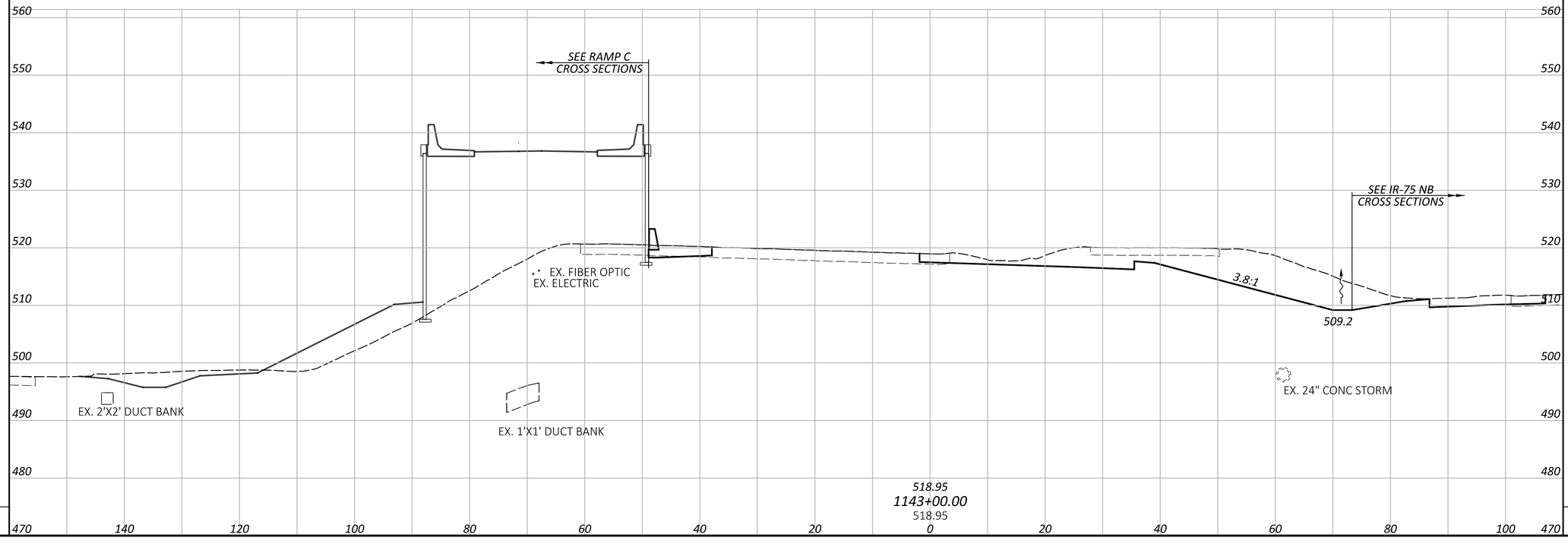
PROJECT ID
114161

SHEET P.191 TOTAL 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0



SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0



SHEET TOTAL		SHEET TOTALS			
		0	0	0	0

HAM-IR 75-1.95

MODEL: CLP_I07558 - 1143+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:14:23 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

CROSS SECTIONS - IR 75 SB
STA 1143+00.00 TO STA 1143+50.00

DESIGN AGENCY: EMH&T

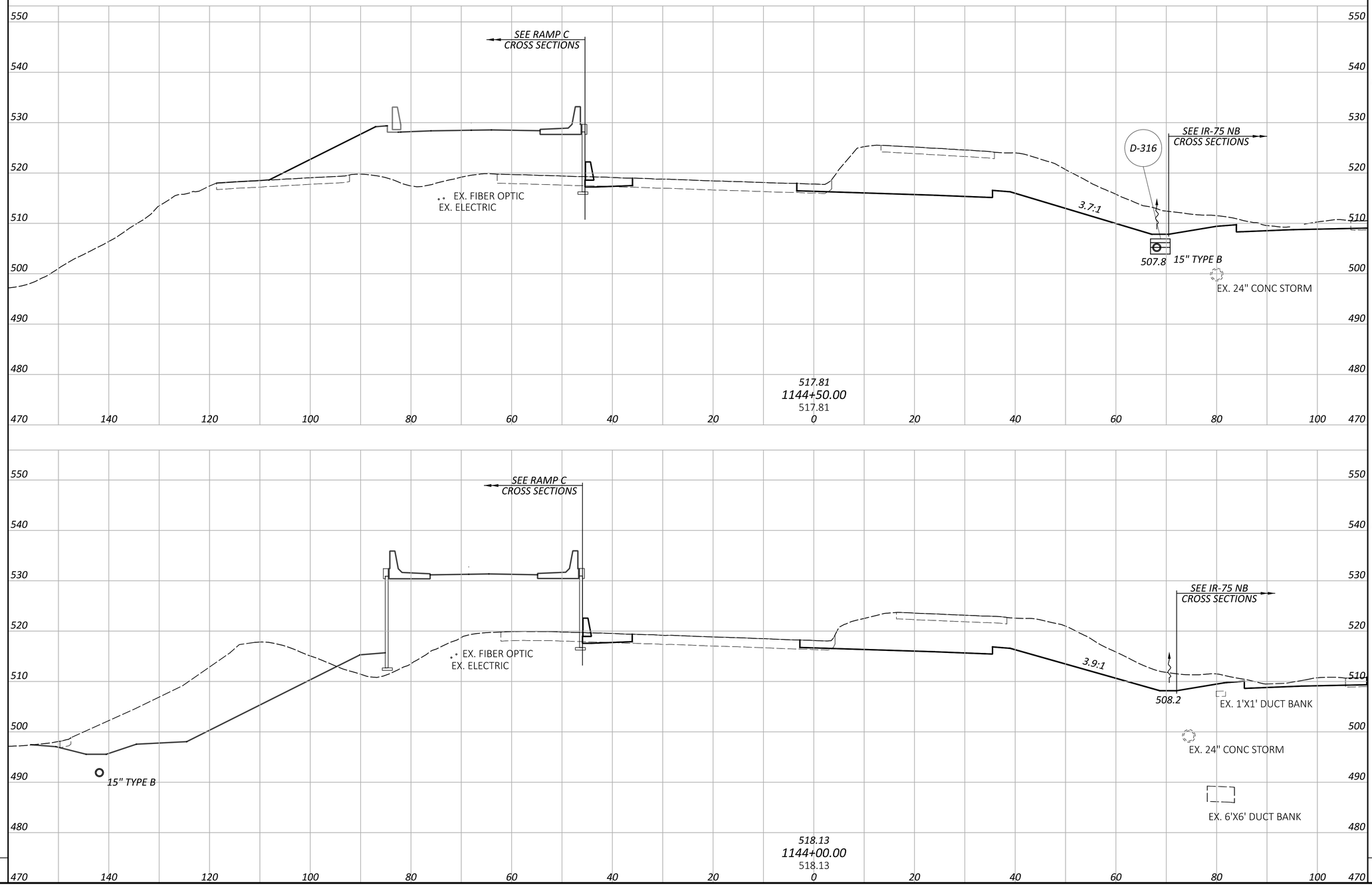
DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.192 TOTAL: 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0		
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1144+00.00 TO STA 1144+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

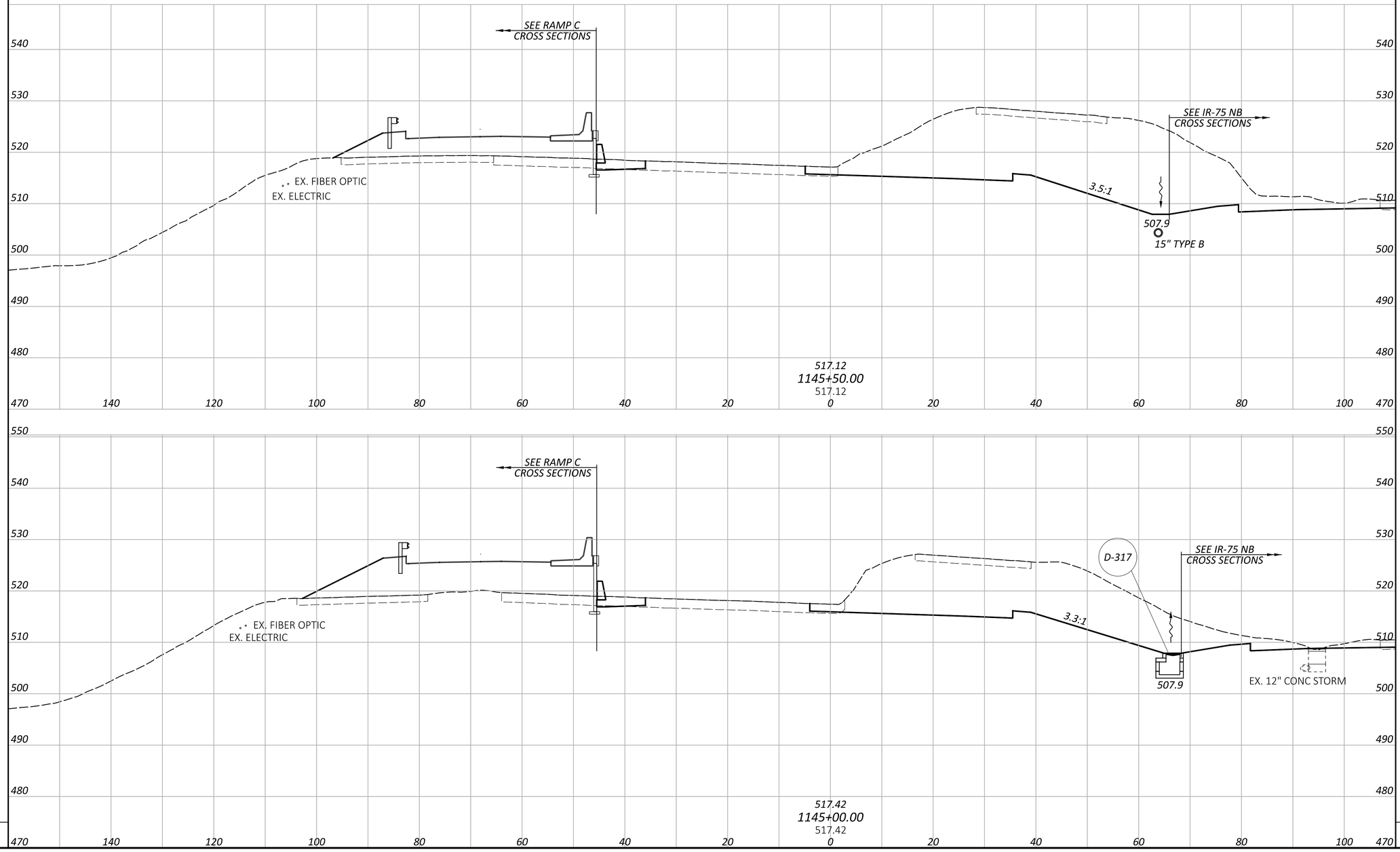
PROJECT ID
114161

SHEET P.193 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075SB - 1144+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:14:29 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\V01-Engineering_ EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1145+00.00 TO STA 1145+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.194 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075SB - 1145+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:14:35 PM USER: jtheuring
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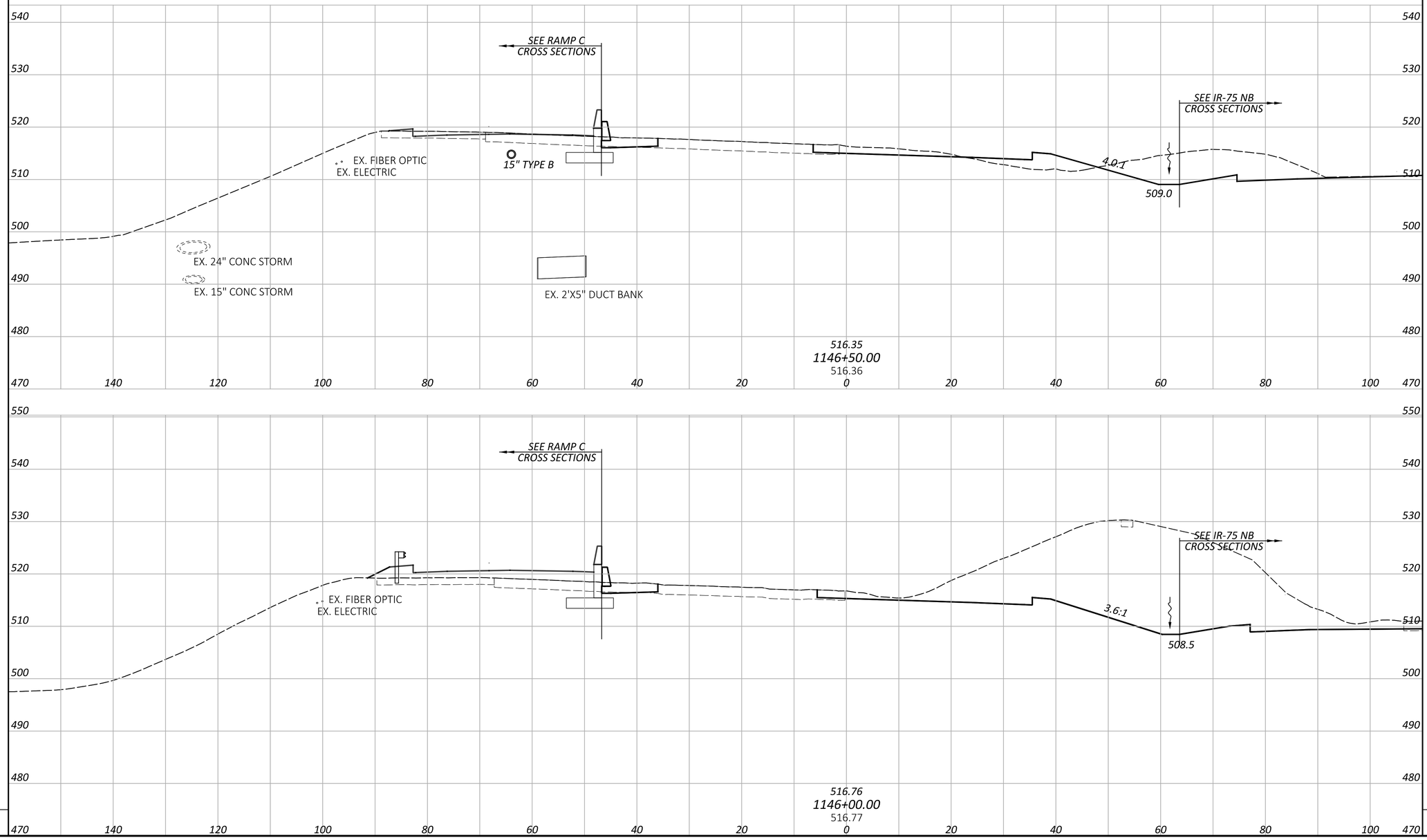
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1146+00.00 TO STA 1146+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

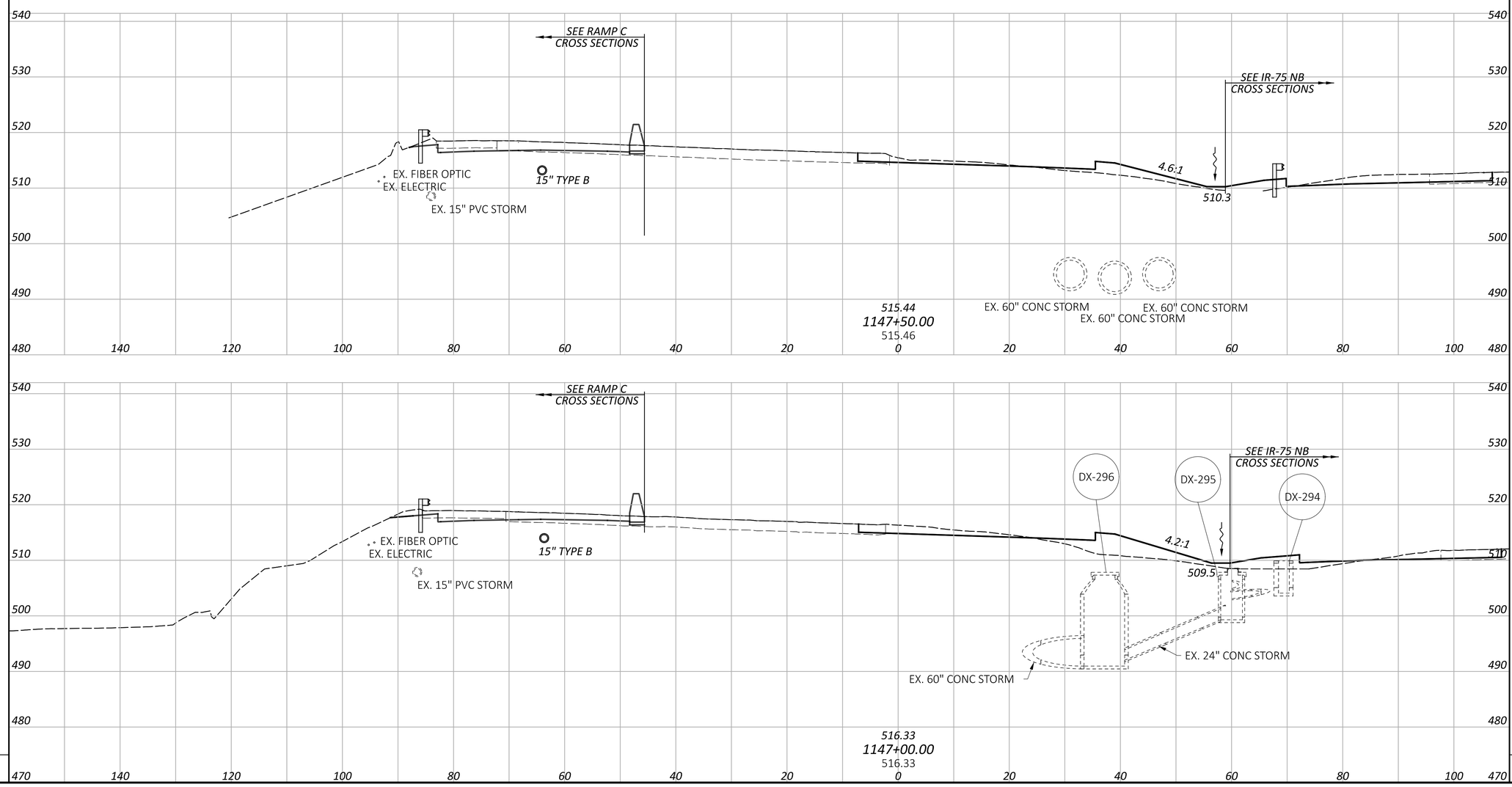
SHEET P.195 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075SB - 1146+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:14:41 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL			
SHEET TOTALS	0	0	0 0

CROSS SECTIONS - IR 75 SB
STA 1147+00.00 TO STA 1147+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

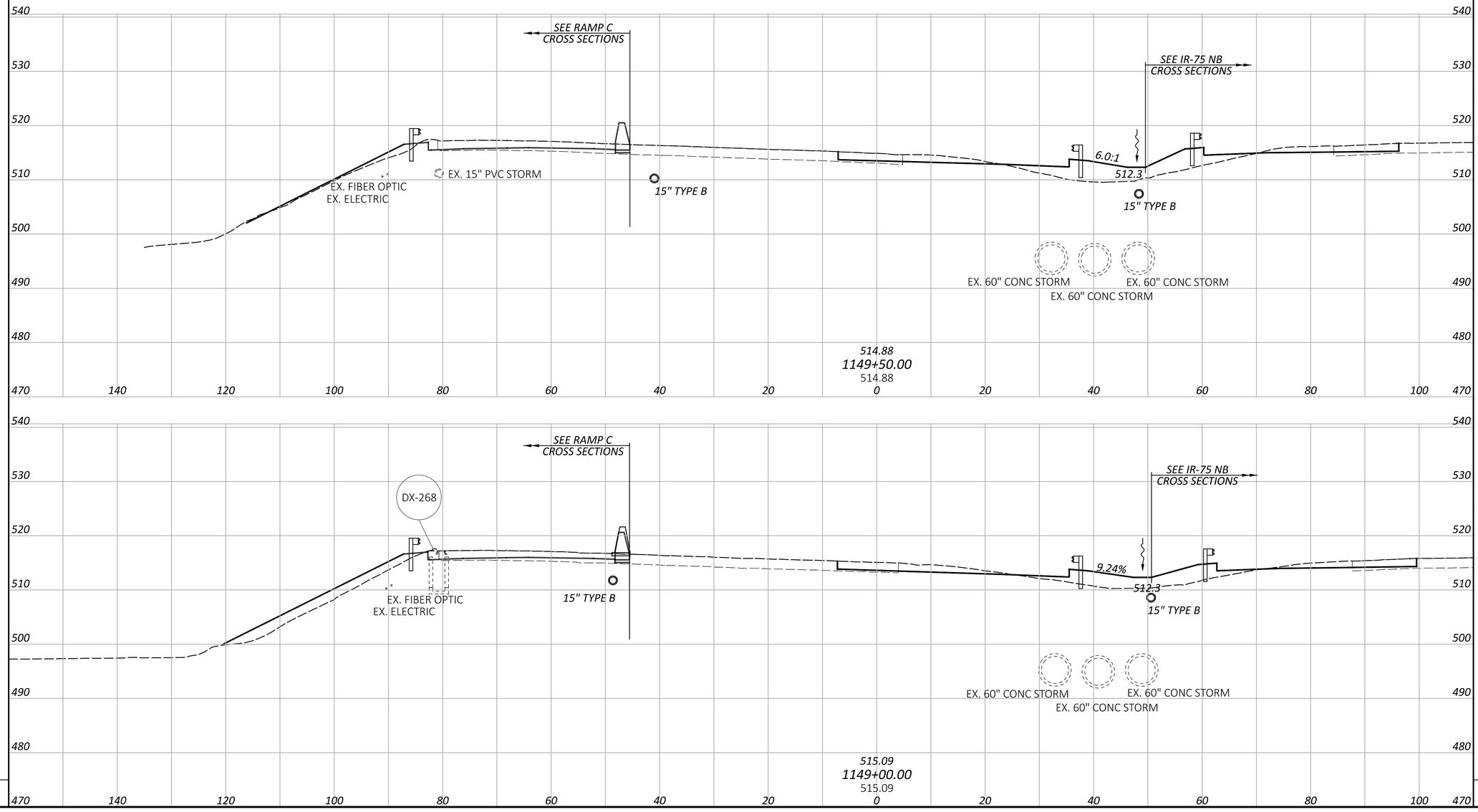
SHEET P.196 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I0755B - 1147+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:14:49 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING	
END WIDTH	SQ. YDS.

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - IR 75 SB
STA 1149+00.00 TO STA 1149+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

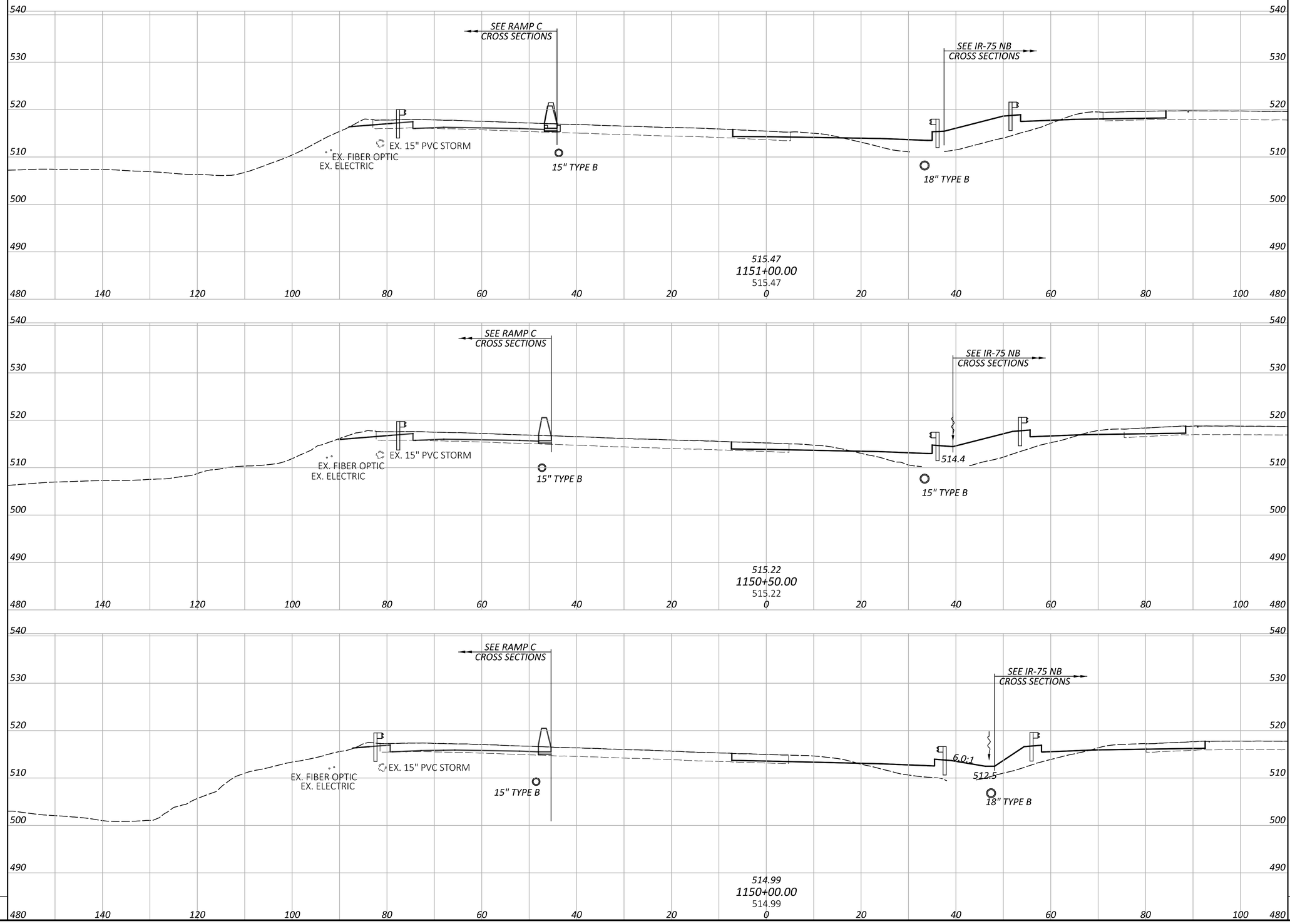
PROJECT ID
114161

SHEET P.198 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075SB - 1149+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:15:03 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1150+00.00 TO STA 1151+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

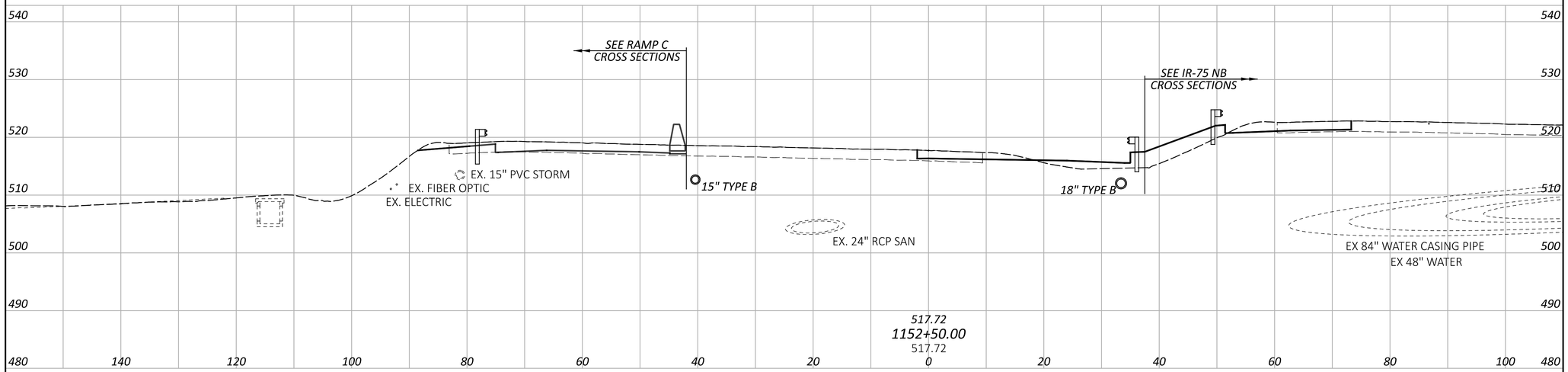
PROJECT ID
114161

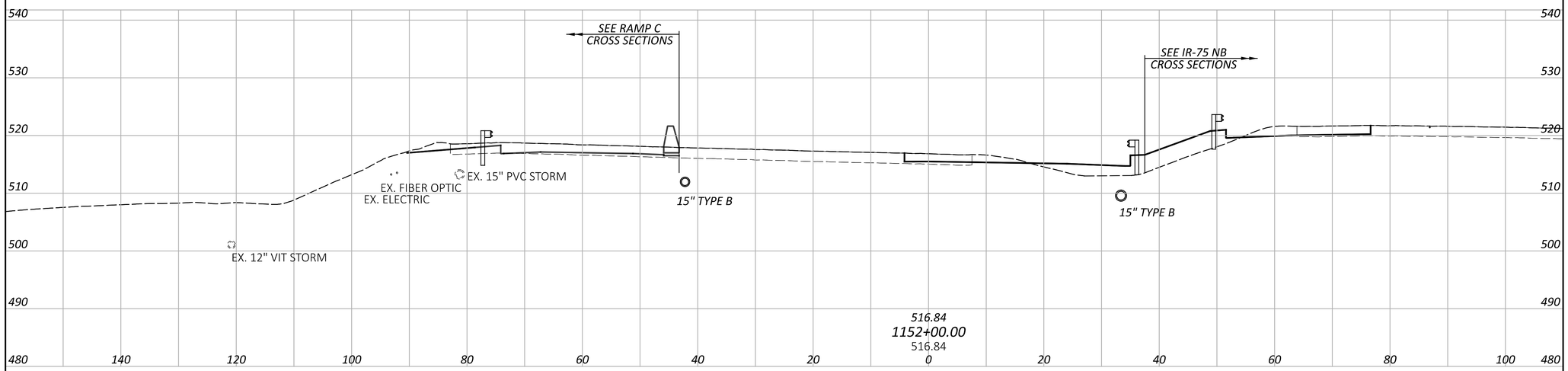
SHEET P.199 TOTAL 830

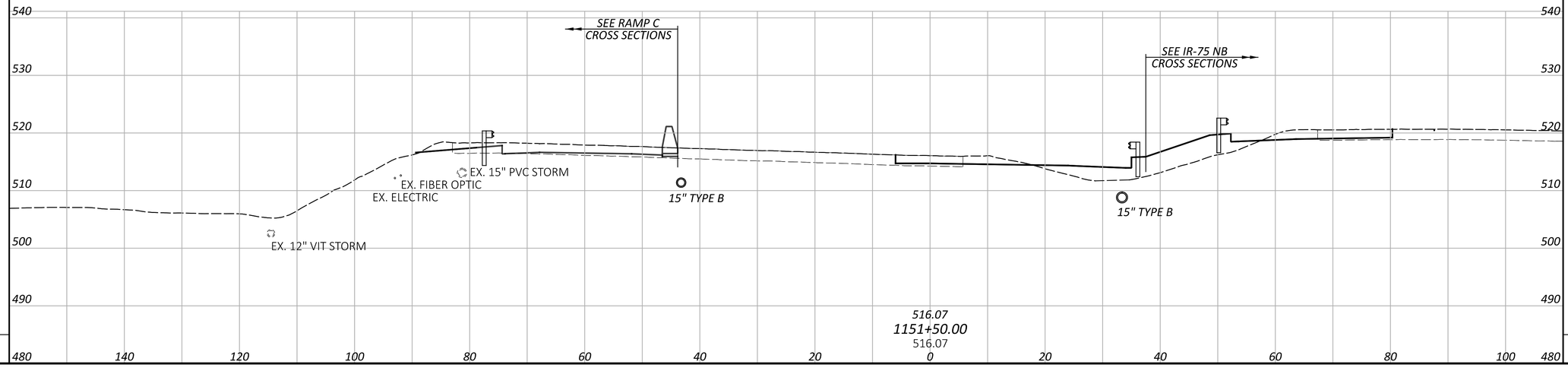
HAM-IR 75-1.95

MODEL: CLP_I075SB - 1150+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:15:10 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\W01-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			







CROSS SECTIONS - IR 75 SB
STA 1151+50.00 TO STA 1152+50.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

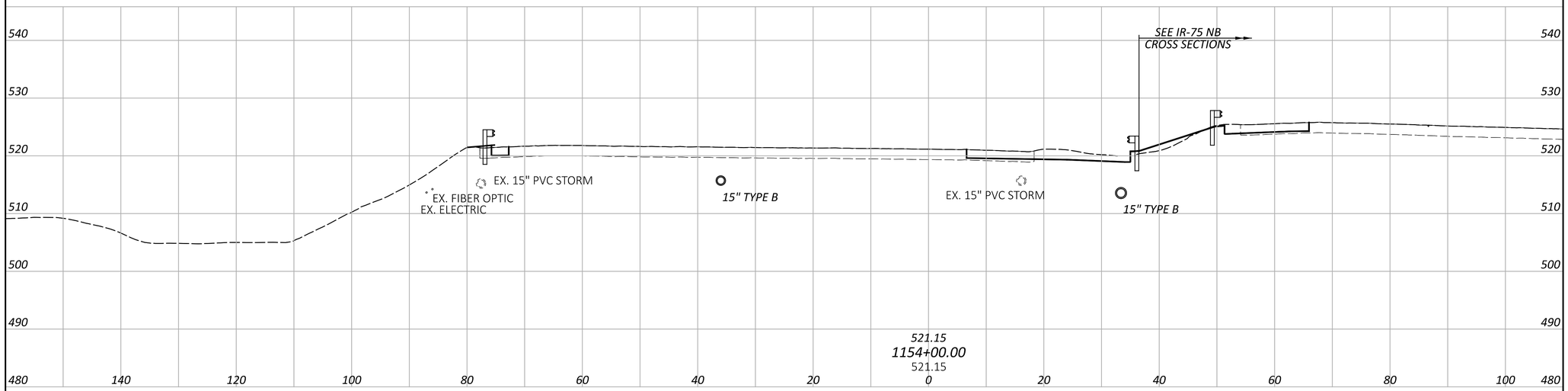
PROJECT ID: 114161

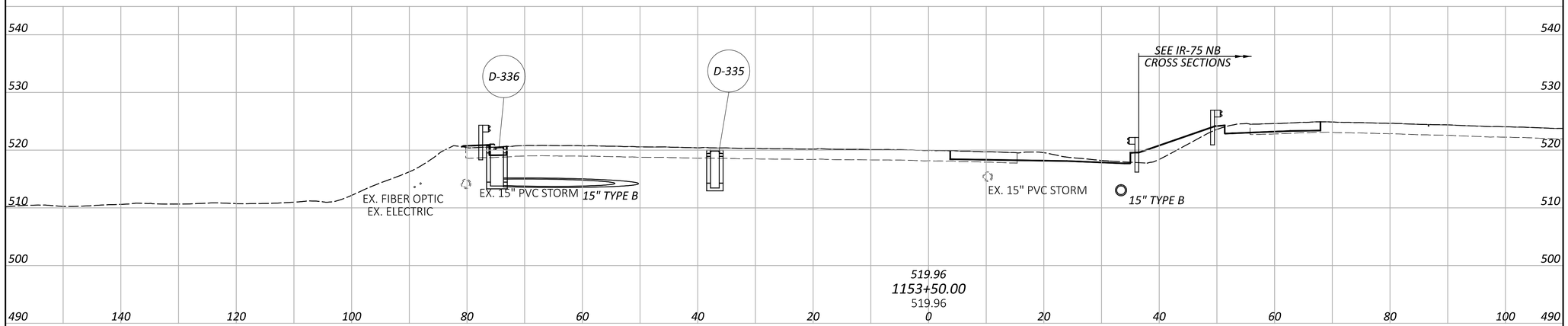
SHEET: P.200 | TOTAL: 830

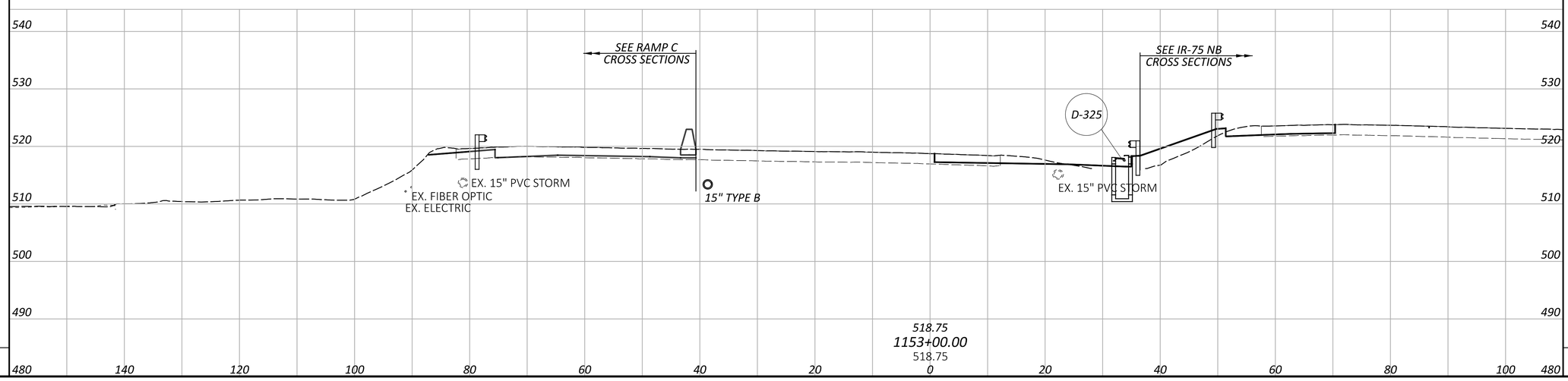
HAM-IR 75-1.95

MODEL: CLP_IJ075SB - 1151+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:15:20 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			







HAM-IR 75-1.95

MODEL: CLP_I075SB - 1153+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:15:30 PM USER: jtheuring
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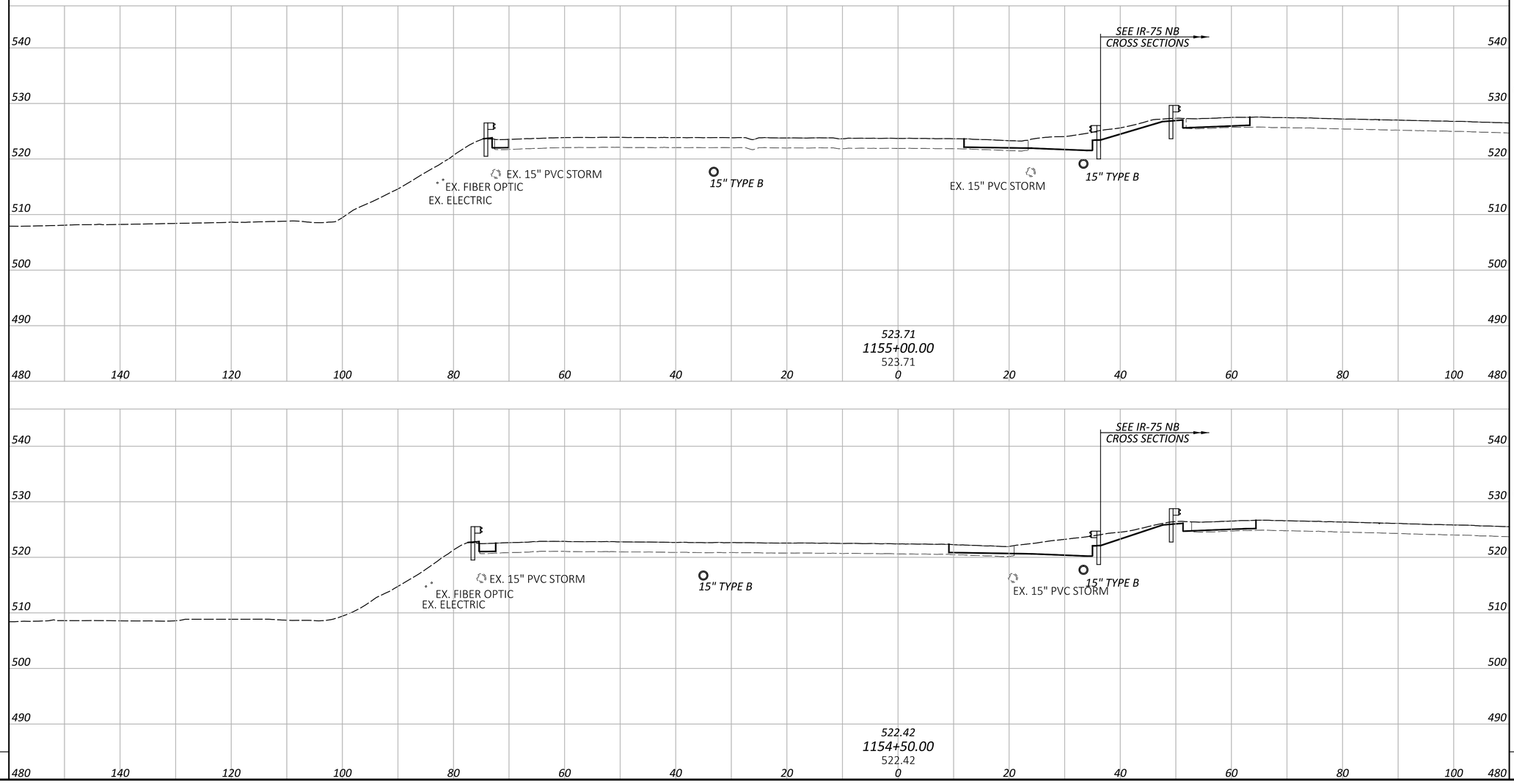
CROSS SECTIONS - IR 75 SB
STA 1153+00.00 TO STA 1154+00.00

DESIGN AGENCY: EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.201
TOTAL	830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1154+50.00 TO STA 1155+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

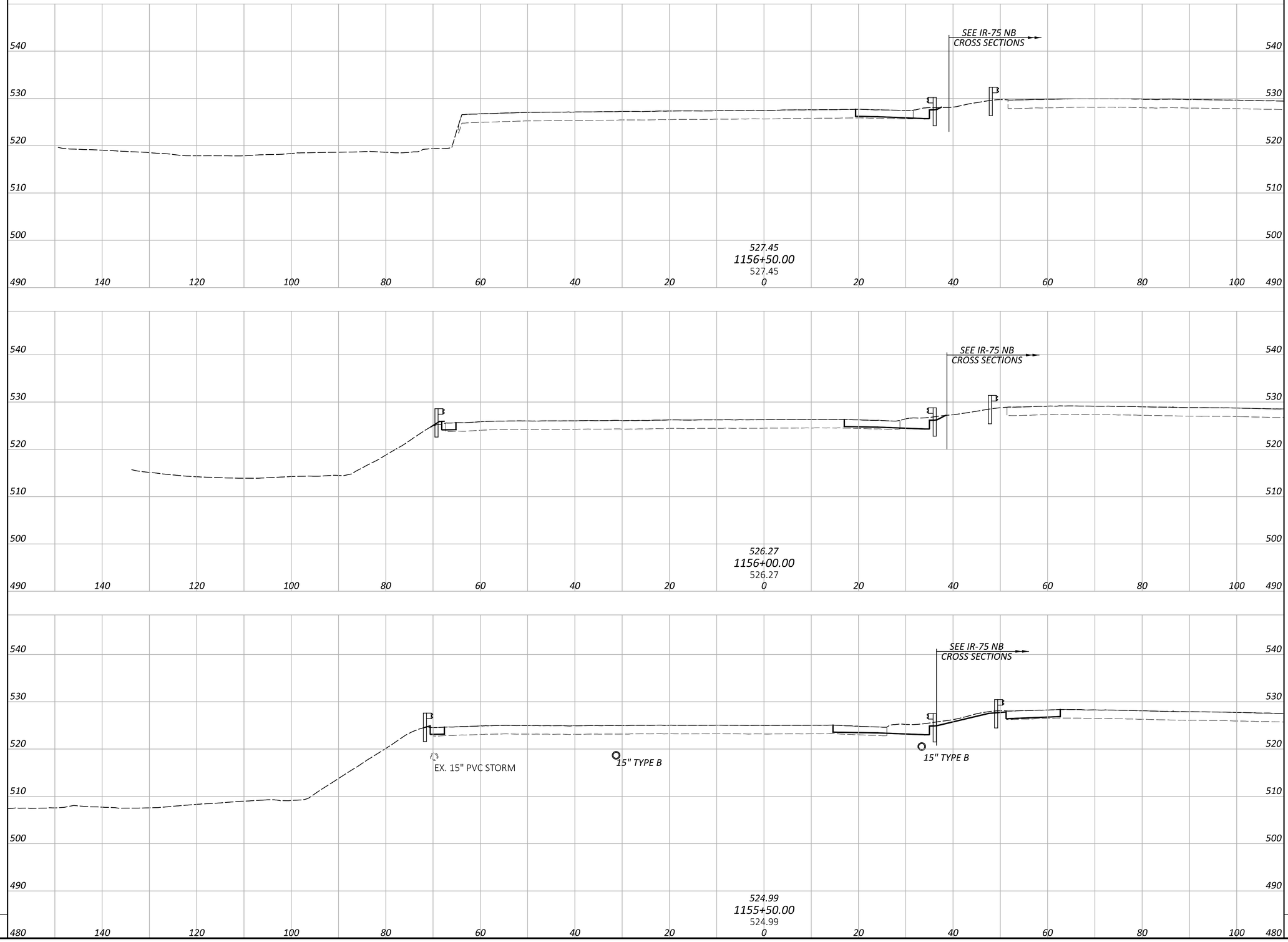
PROJECT ID
114161

SHEET P.202 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I0755B - 1154+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:15:39 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1155+50.00 TO STA 1156+50.00

HAM-IR 75-1.95

MODEL: CLP_I0755B - 1155+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:15:46 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

DESIGN AGENCY: EMH&T

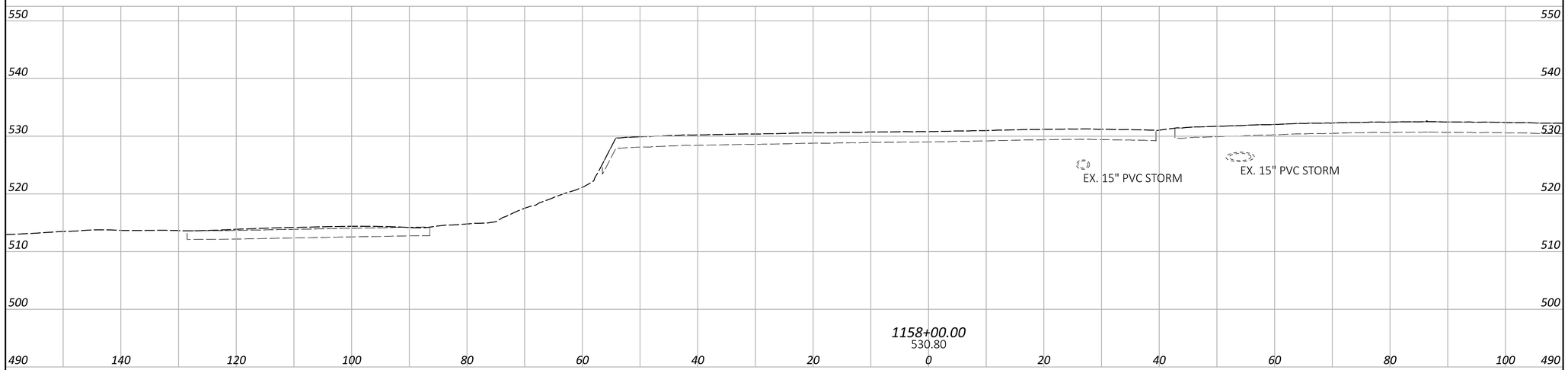
DESIGNER: JPT

REVIEWER: MJR 11/02/26

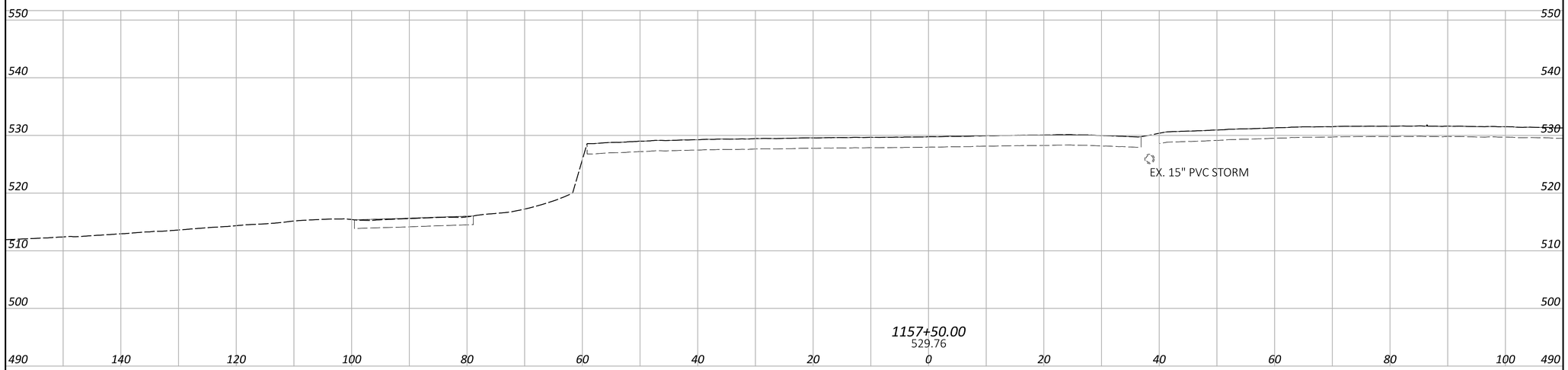
PROJECT ID: 114161

SHEET: P.203 TOTAL: 830

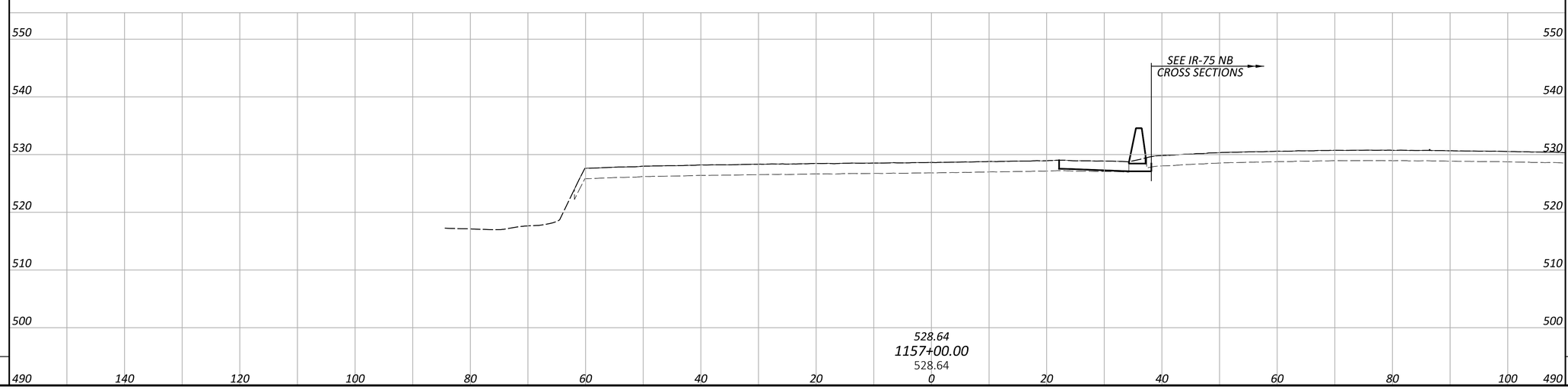
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL



		0	0	0	0



		0	0	0	0



SHEET TOTAL		SHEET TOTALS			
		0	0	0	0

CROSS SECTIONS - IR 75 SB
STA 1157+00.00 TO STA 1158+00.00

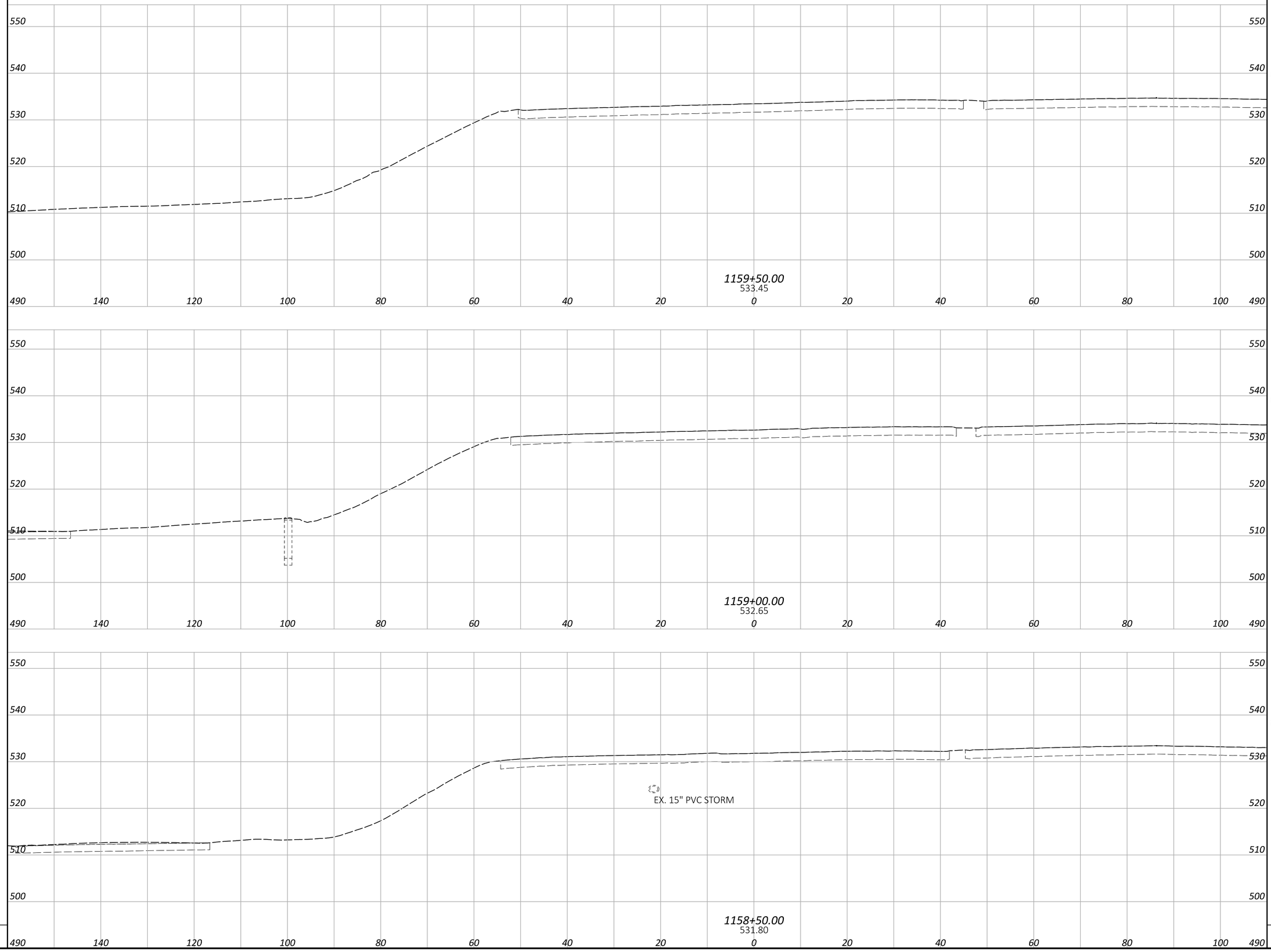
HAM-IR 75-1.95

MODEL: CLP_I075SB - 1157+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:15:56 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

DESIGN AGENCY: EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.204
TOTAL	830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



HAM-IR 75-1.95

MODEL: CLP_I075SB - 1158+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:16:07 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\d01-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

CROSS SECTIONS - IR 75 SB
STA 1158+50.00 TO STA 1159+50.00

DESIGN AGENCY: EMH&T

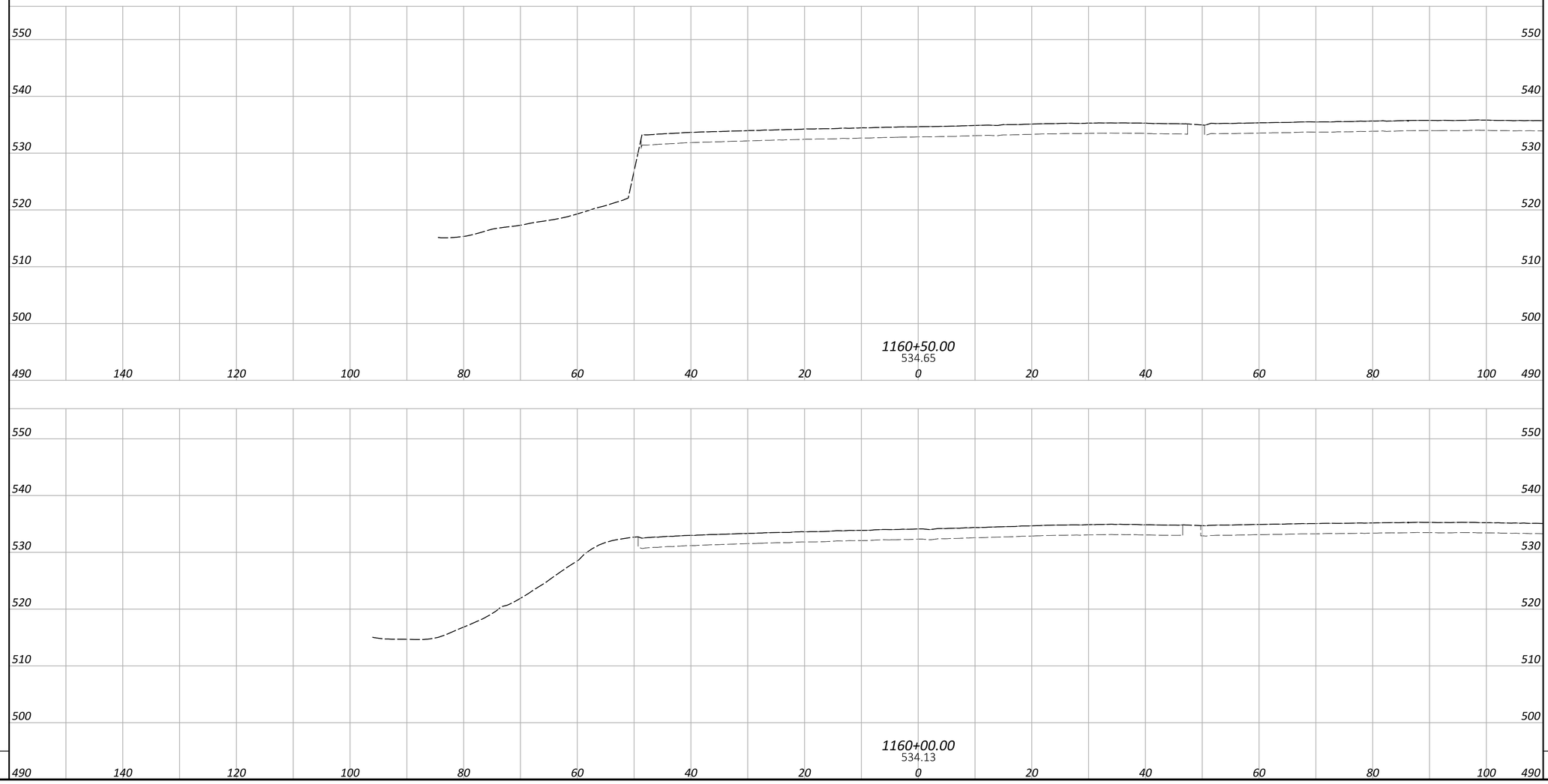
DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.205 TOTAL: 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 SB
STA 1160+00.00 TO STA 1160+50.00

HAM-IR 75-1.95

MODEL: CLP_I075SB - 1160+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:16:18 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\A01-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

DESIGN AGENCY: EMH&T

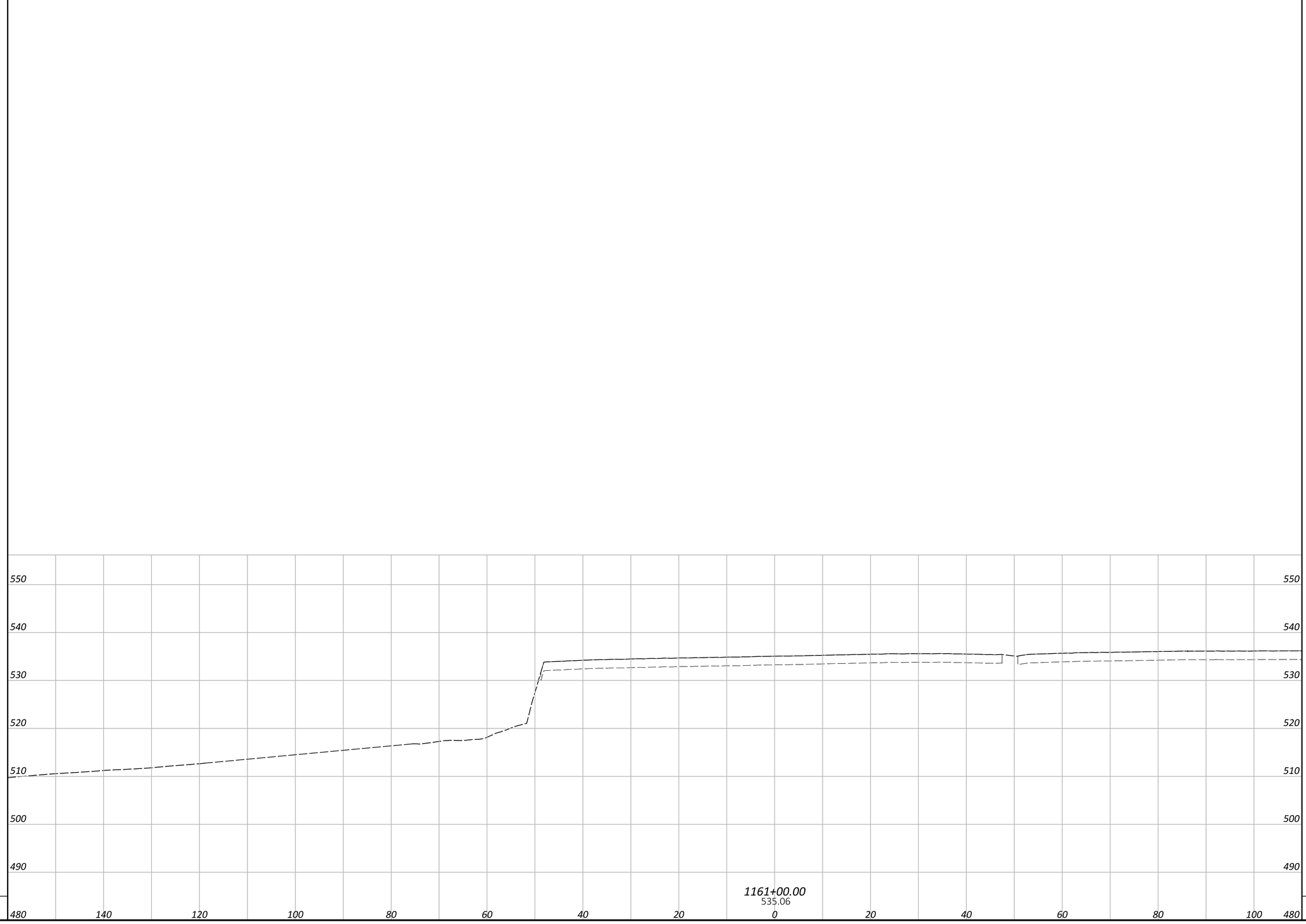
DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.206 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
SHEET TOTALS		0	0

HAM-IR 75-1.95

MODEL: CLP_I07558 - 1161+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:16:26 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001b.dgn

CROSS SECTIONS - IR 75 SB
STA 1161+00.00 TO STA 1161+02.85

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

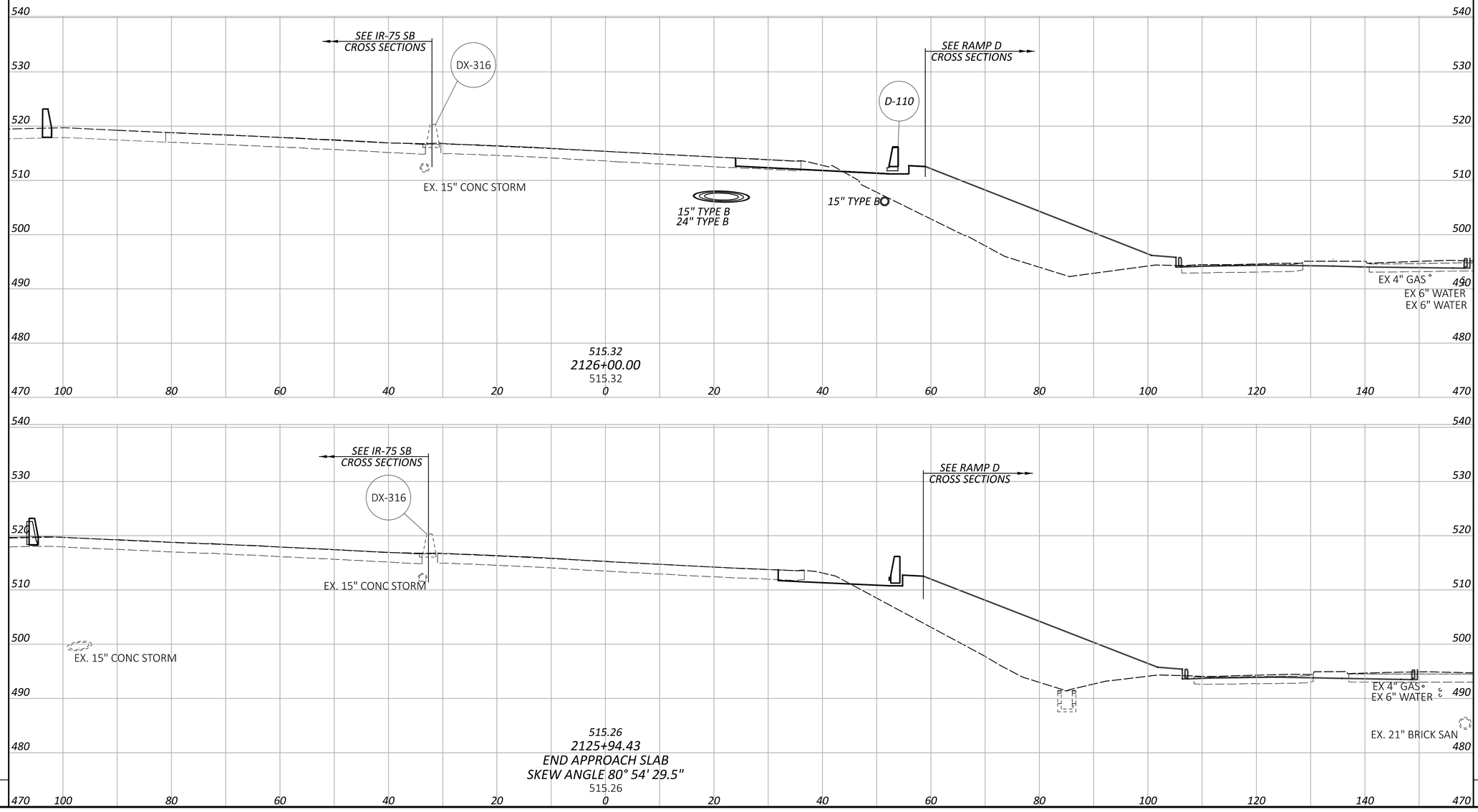
PROJECT ID: 114161

SHEET: P.207 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0



SHEET TOTAL						
SHEET TOTALS	0	0	0	0	0	0

CROSS SECTIONS - IR 75 NB
STA 2125+94.43 TO STA 2126+00.00

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2125+94.43 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:16:42 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

DESIGN AGENCY
EMH&T

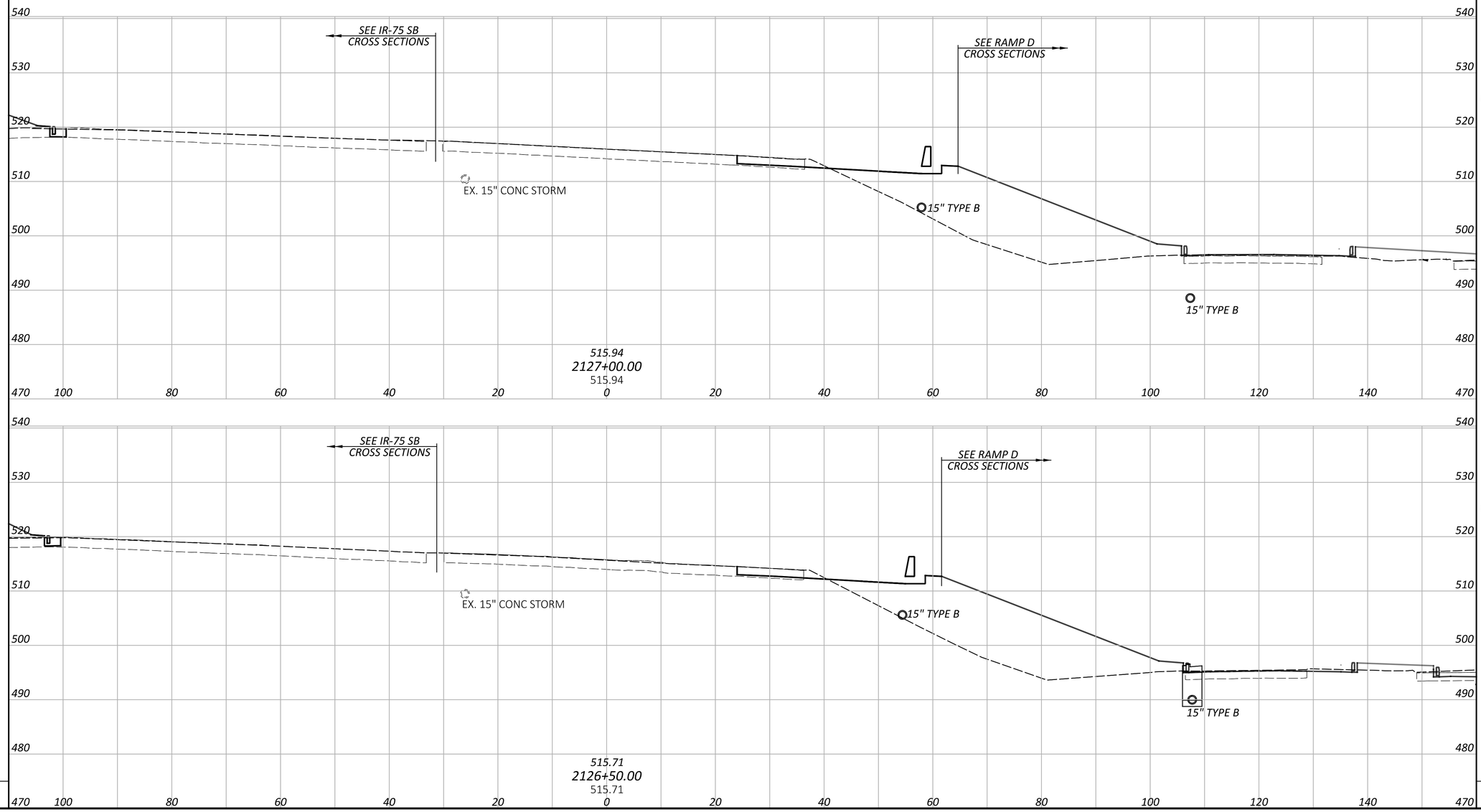
DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET	TOTAL
P.208	830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 NB
STA 2126+50.00 TO STA 2127+00.00

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2126+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:16:50 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

DESIGN AGENCY: EMH&T

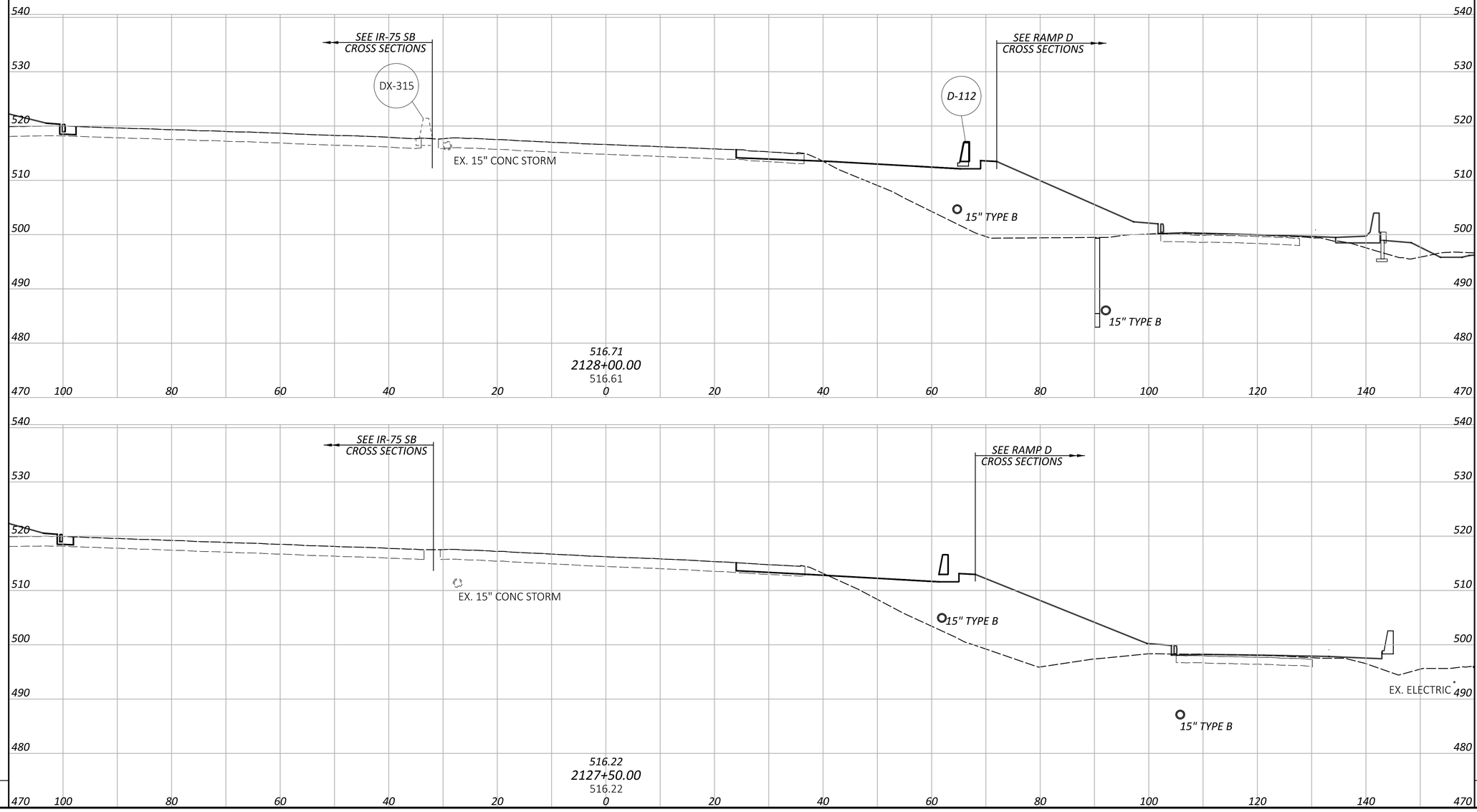
DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET P.209 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - IR 75 NB
STA 2127+50.00 TO STA 2128+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

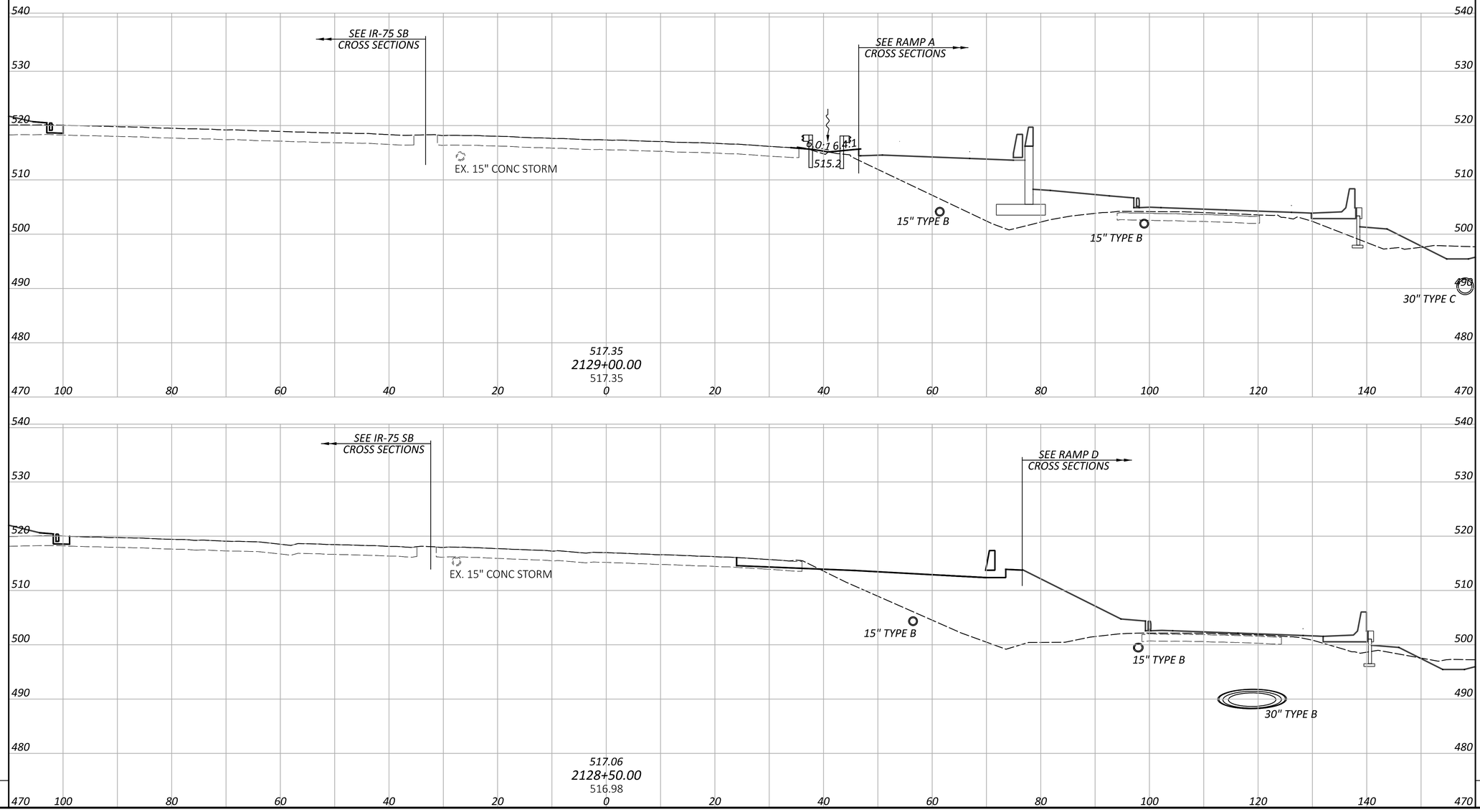
SHEET P.210 TOTAL 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: CLP_I075NB - 2127+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:16:57 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 NB
STA 2128+50.00 TO STA 2129+00.00

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2128+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:17:04 PM USER: jtheuring
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DESIGN AGENCY: EMH&T

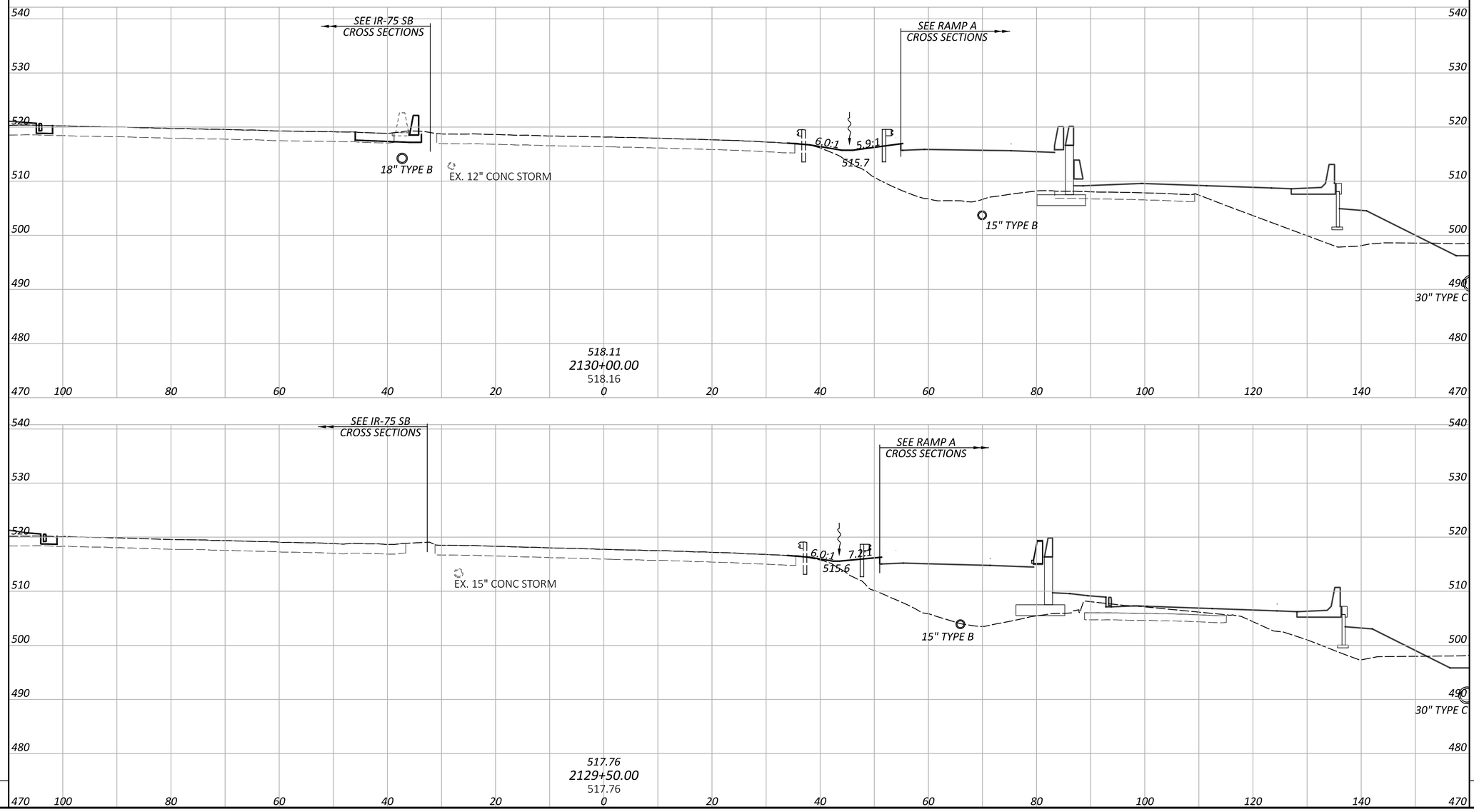
DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET P.211 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - IR 75 NB
STA 2129+50.00 TO STA 2130+00.00

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2129+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:17:10 PM USER: jtheuring
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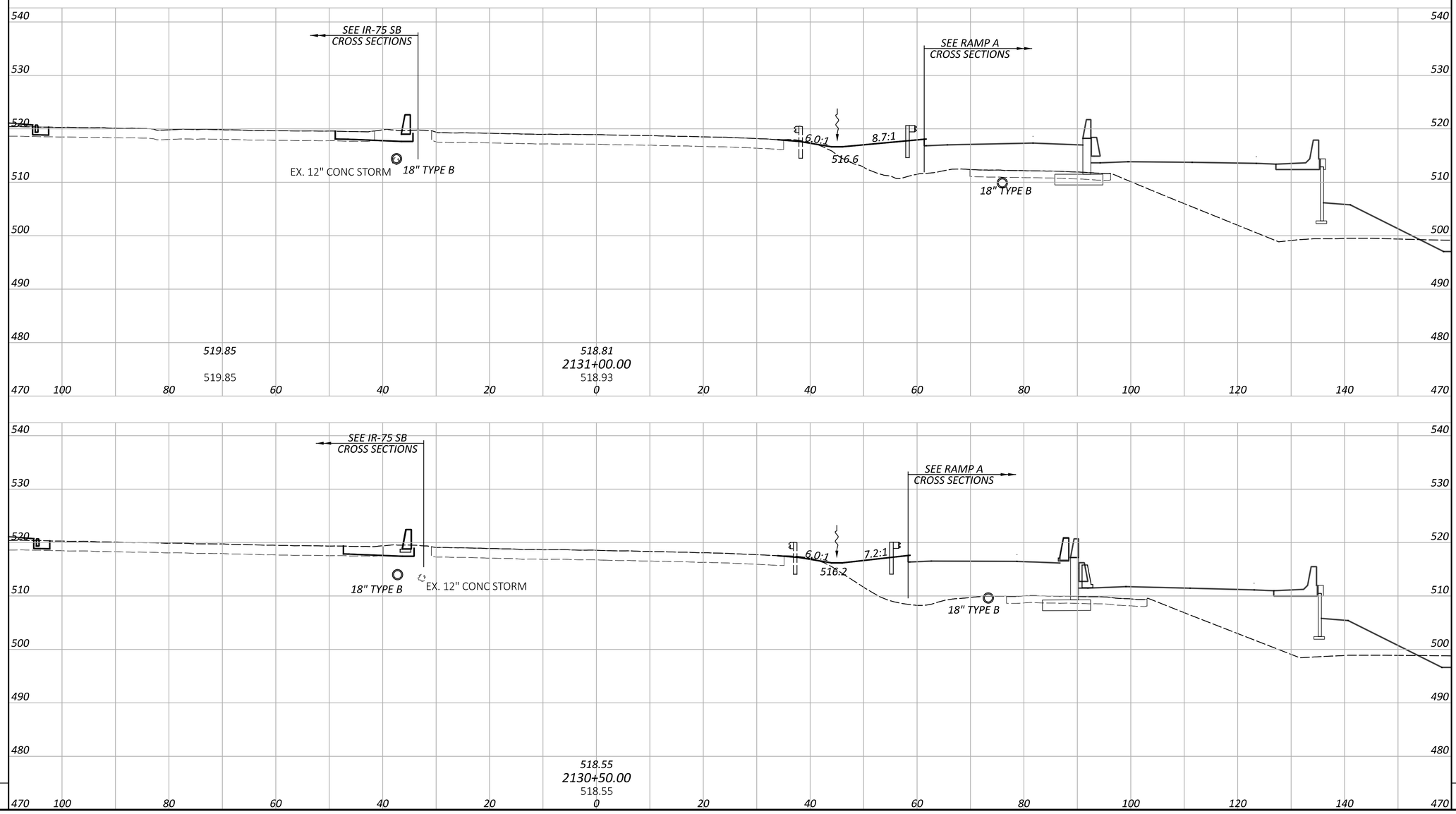
DESIGN AGENCY
EMH&T

DESIGNER	
JPT	
REVIEWER	
MJR	11/02/26
PROJECT ID	
114161	
SHEET	TOTAL
P.212	830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 NB
STA 2130+50.00 TO STA 2131+00.00

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2130+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:17:17 PM USER: jtheuring
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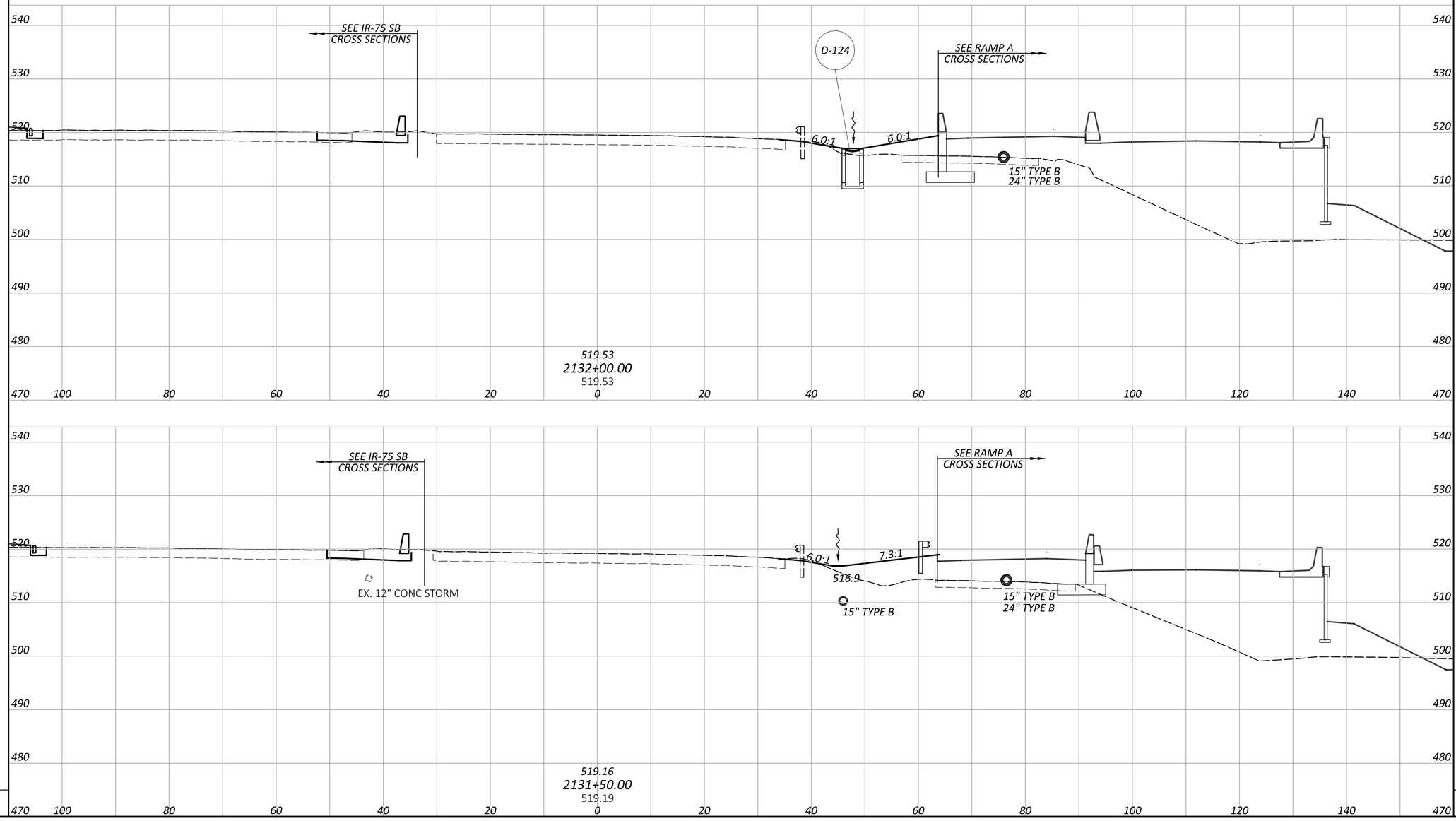
DESIGN AGENCY: EMH&T
DESIGNER: JPT
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.213 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - IR 75 NB
STA 2131+50.00 TO STA 2132+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

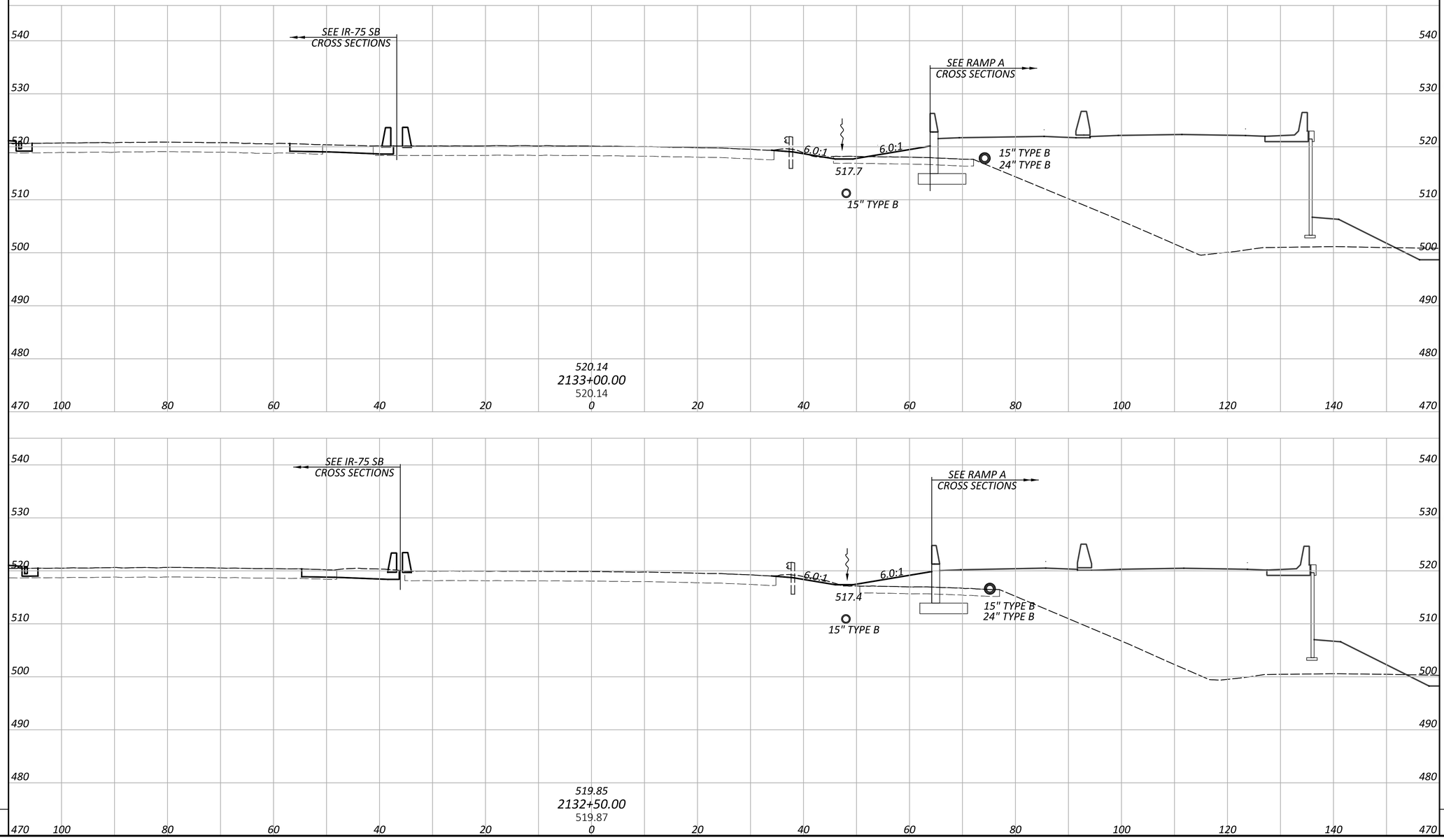
SHEET P.214 TOTAL 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: CLP_I075NB - 2131+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:17:24 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



HAM-IR 75-1.95

CROSS SECTIONS - IR 75 NB
STA 2132+50.00 TO STA 2133+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

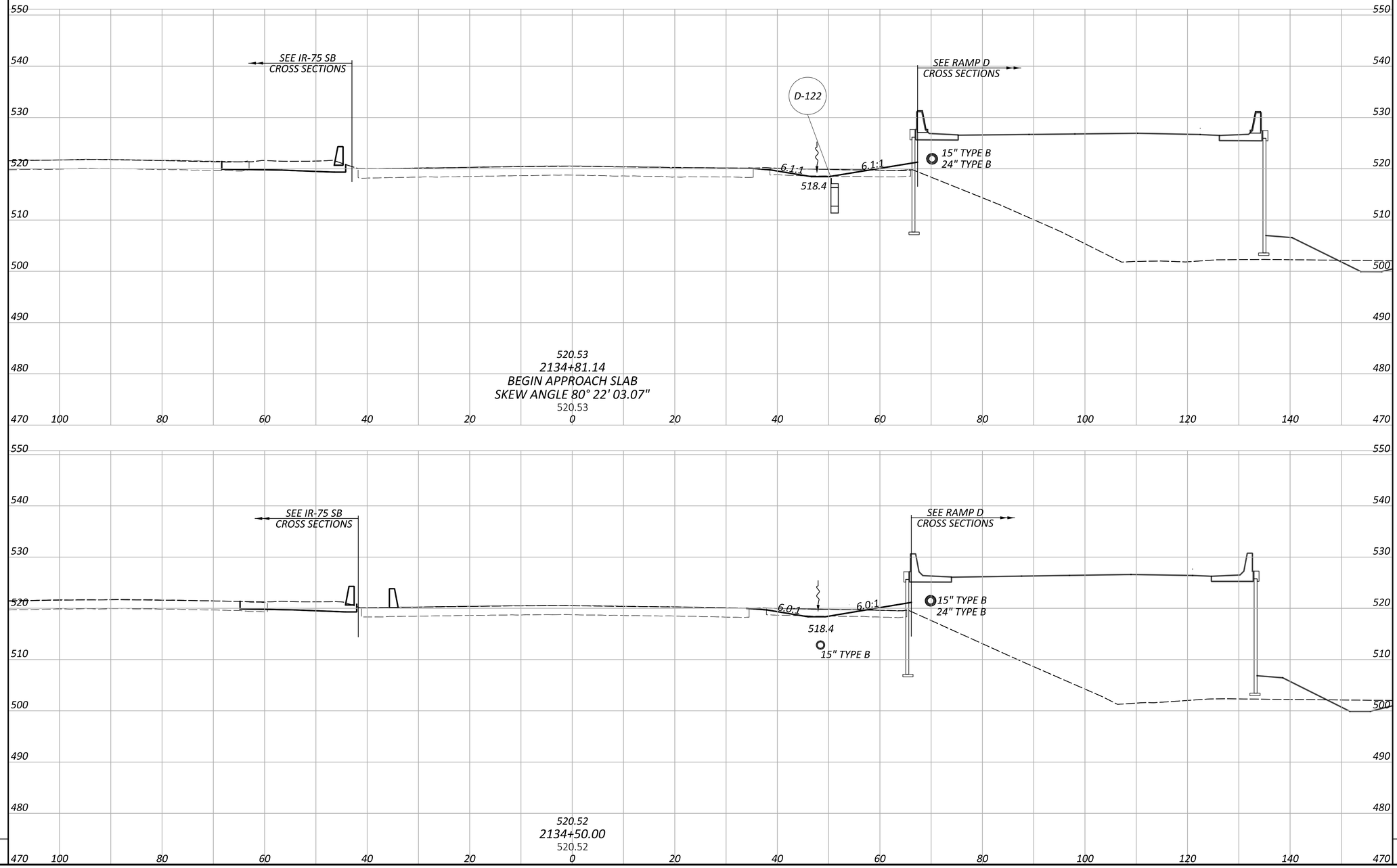
PROJECT ID
114161

SHEET P.215 TOTAL 830

MODEL: CLP_I075NB - 2132+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:17:31 PM USER: jheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING	
END WIDTH	SQ. YDS.

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - IR 75 NB
STA 2134+50.00 TO STA 2135+00.00

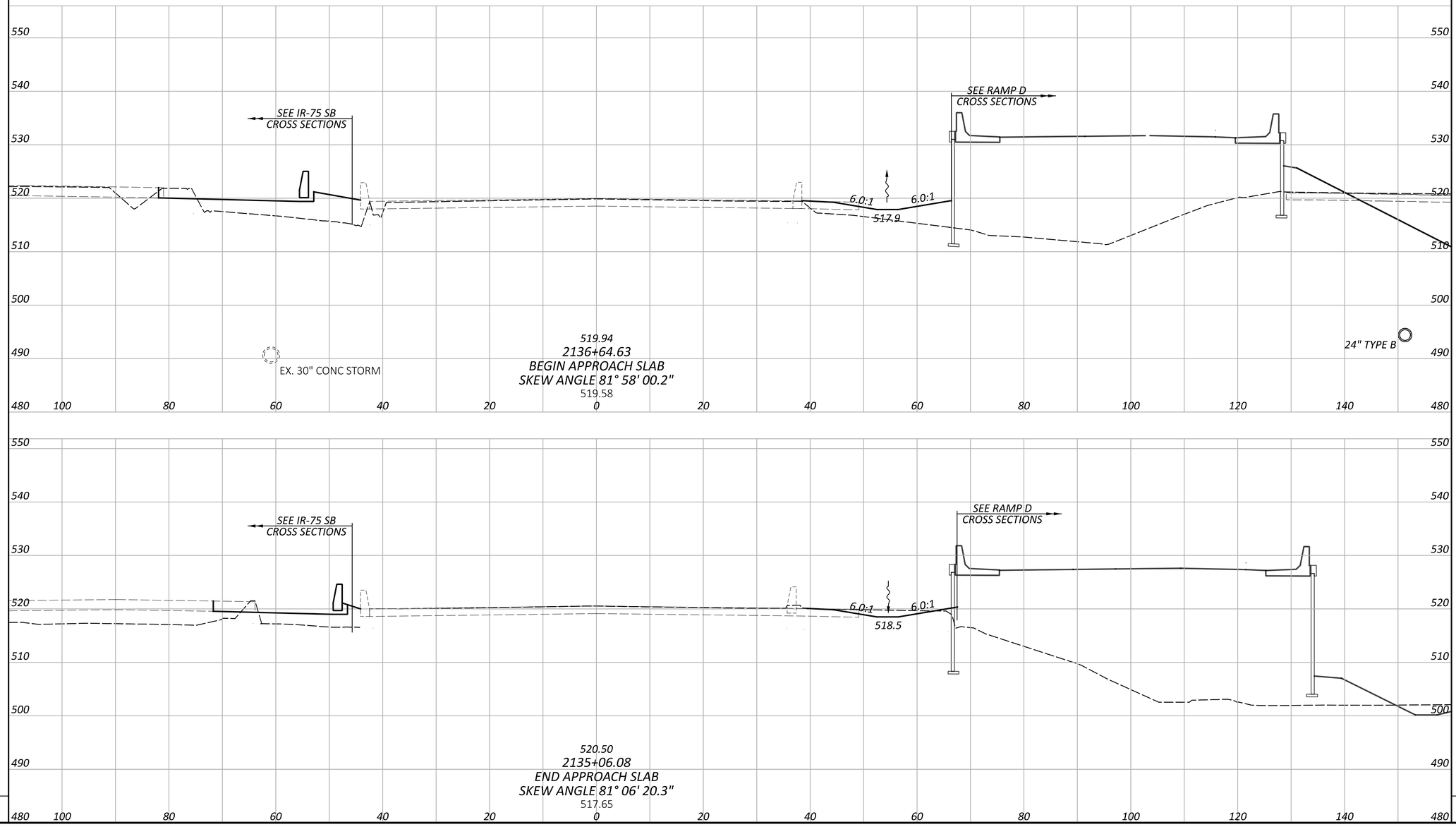
DESIGN AGENCY
EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.217
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2134+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:17:43 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH\Roadway\Sheets\114161_XS001c.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 NB
STA 2135+06.08 TO STA 2136+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.218 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2135+06.08 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:17:50 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
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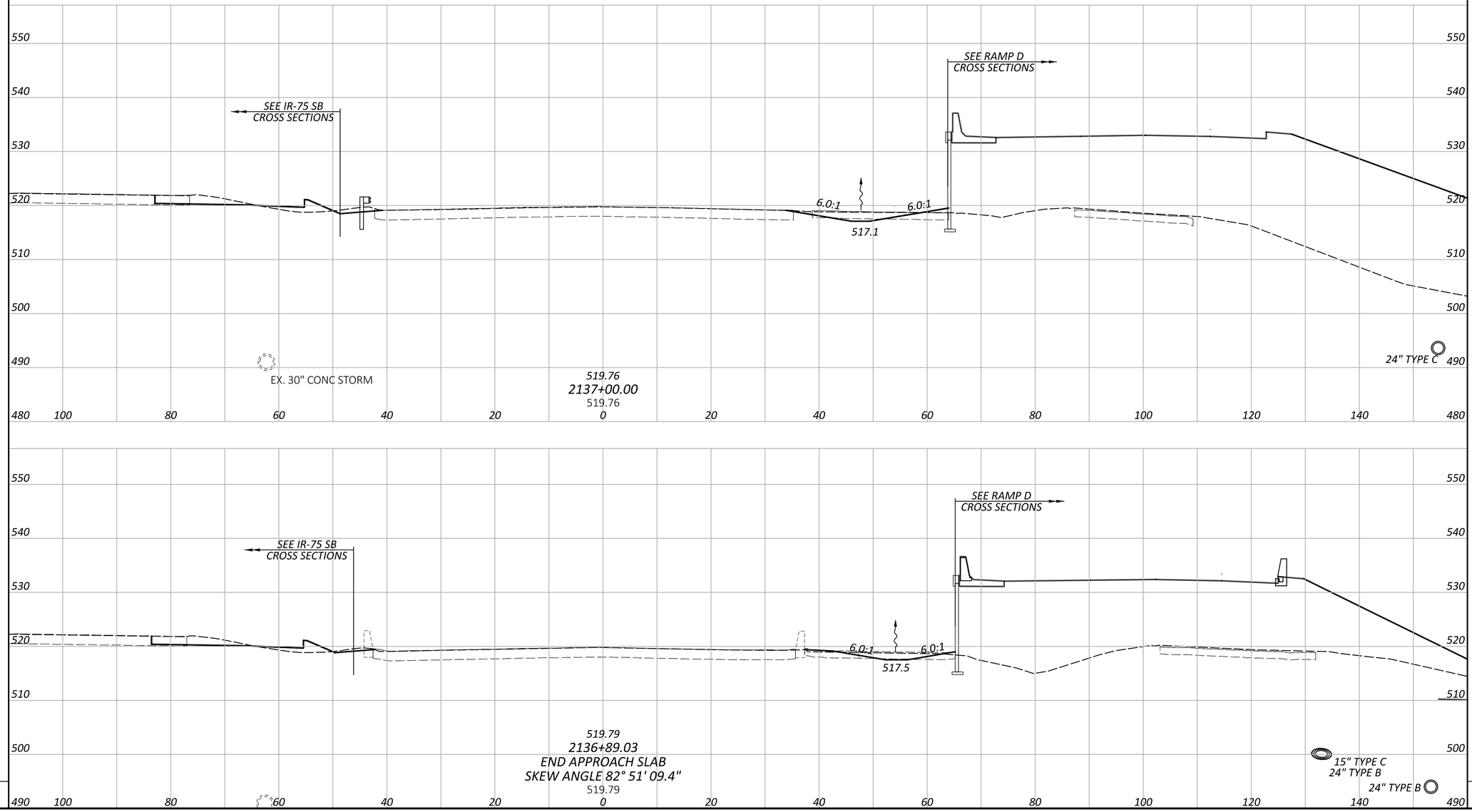
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 NB
STA 2136+89.03 TO STA 2137+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

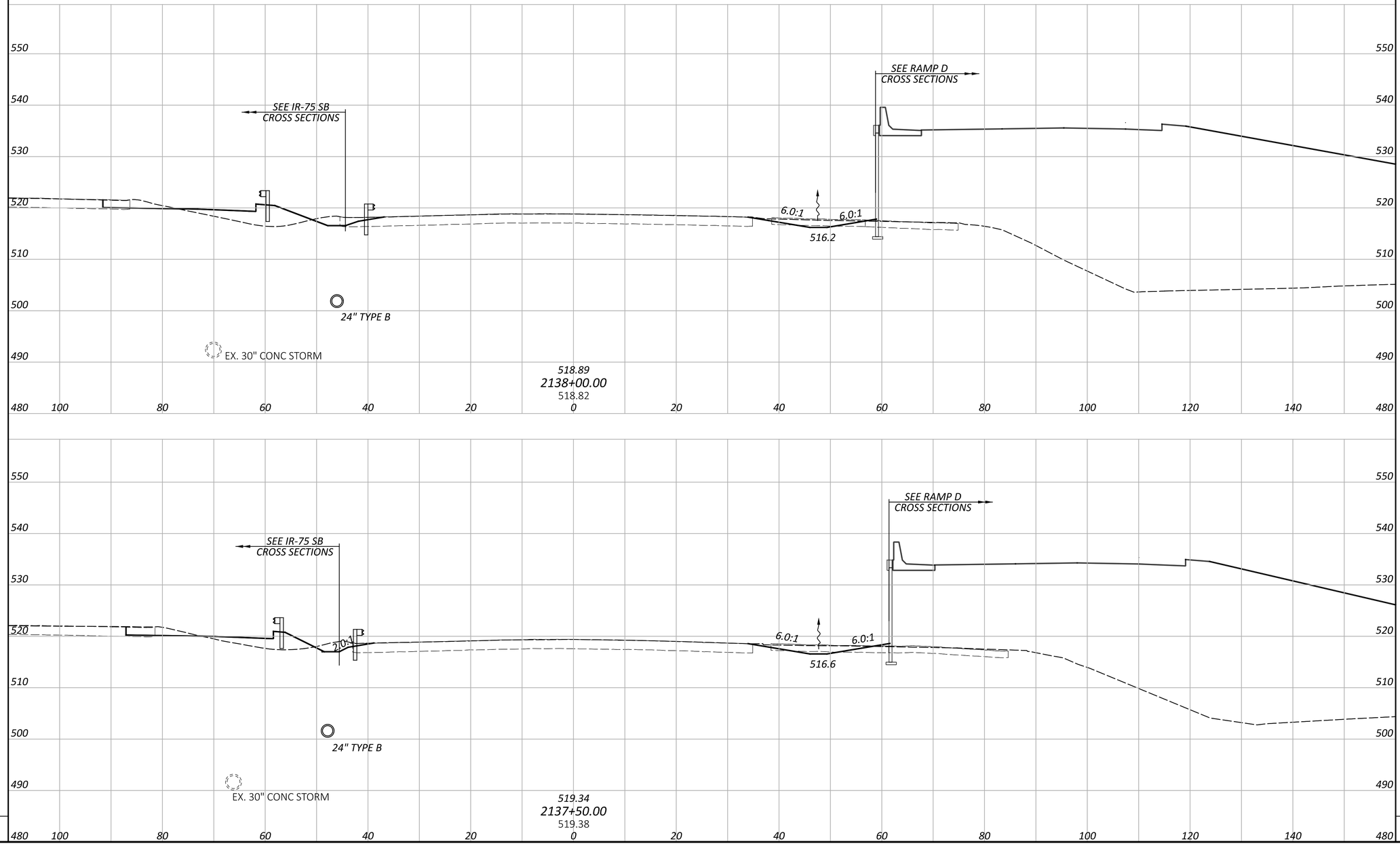
PROJECT ID
114161

SHEET P.219 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2136+89.03 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:17:57 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
0	0	0	0
0	0		
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - IR 75 NB
STA 2137+50.00 TO STA 2138+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.220 | TOTAL 830

HAM-IR 75-1.95

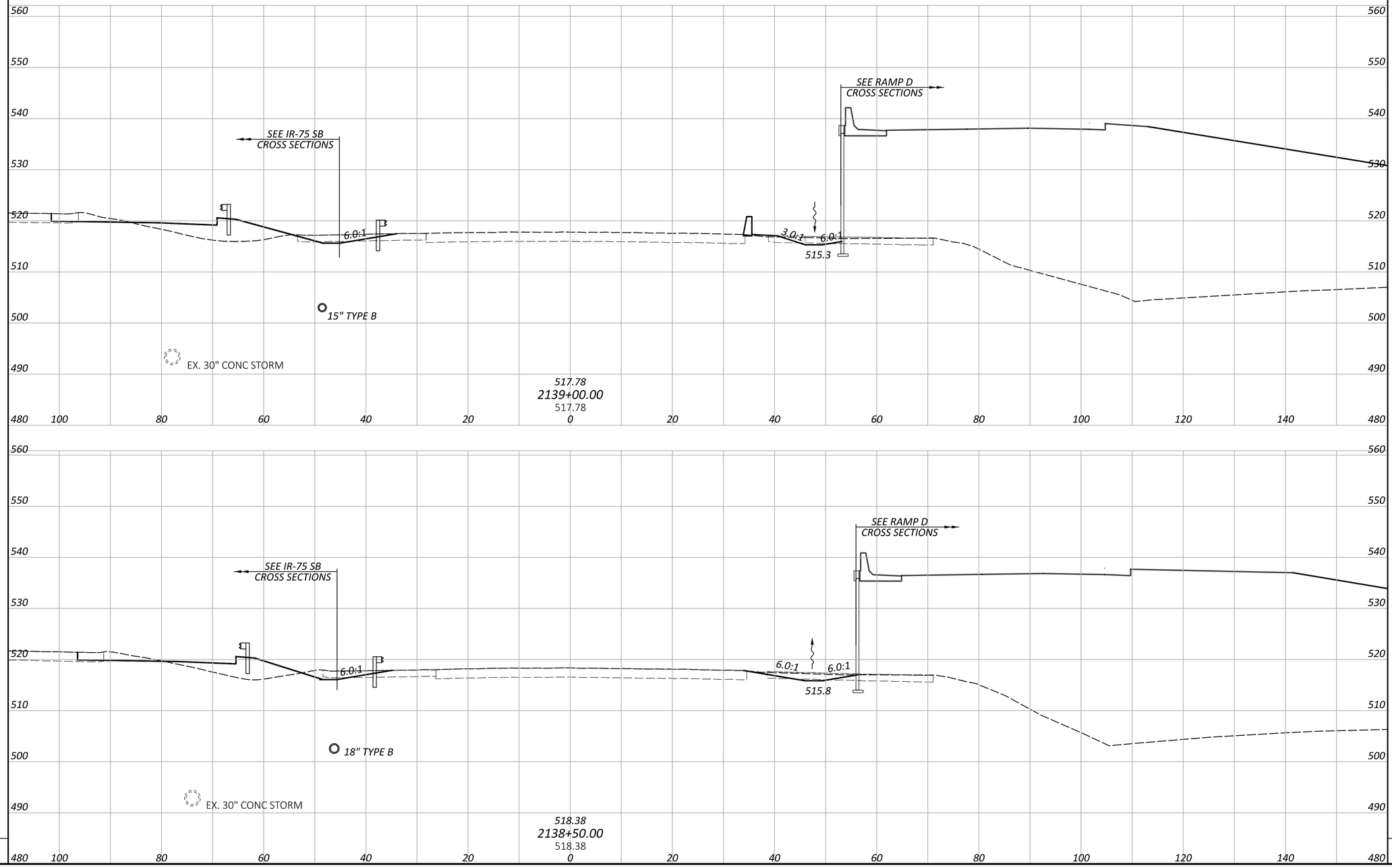
MODEL: CLP_I075NB - 2137+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:18:04 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH\Roadway\Sheets\114161_XS001c.dgn

SHEET TOTAL

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



SHEET TOTAL					
SHEET TOTALS					

CROSS SECTIONS - IR 75 NB
STA 2138+50.00 TO STA 2139+00.00

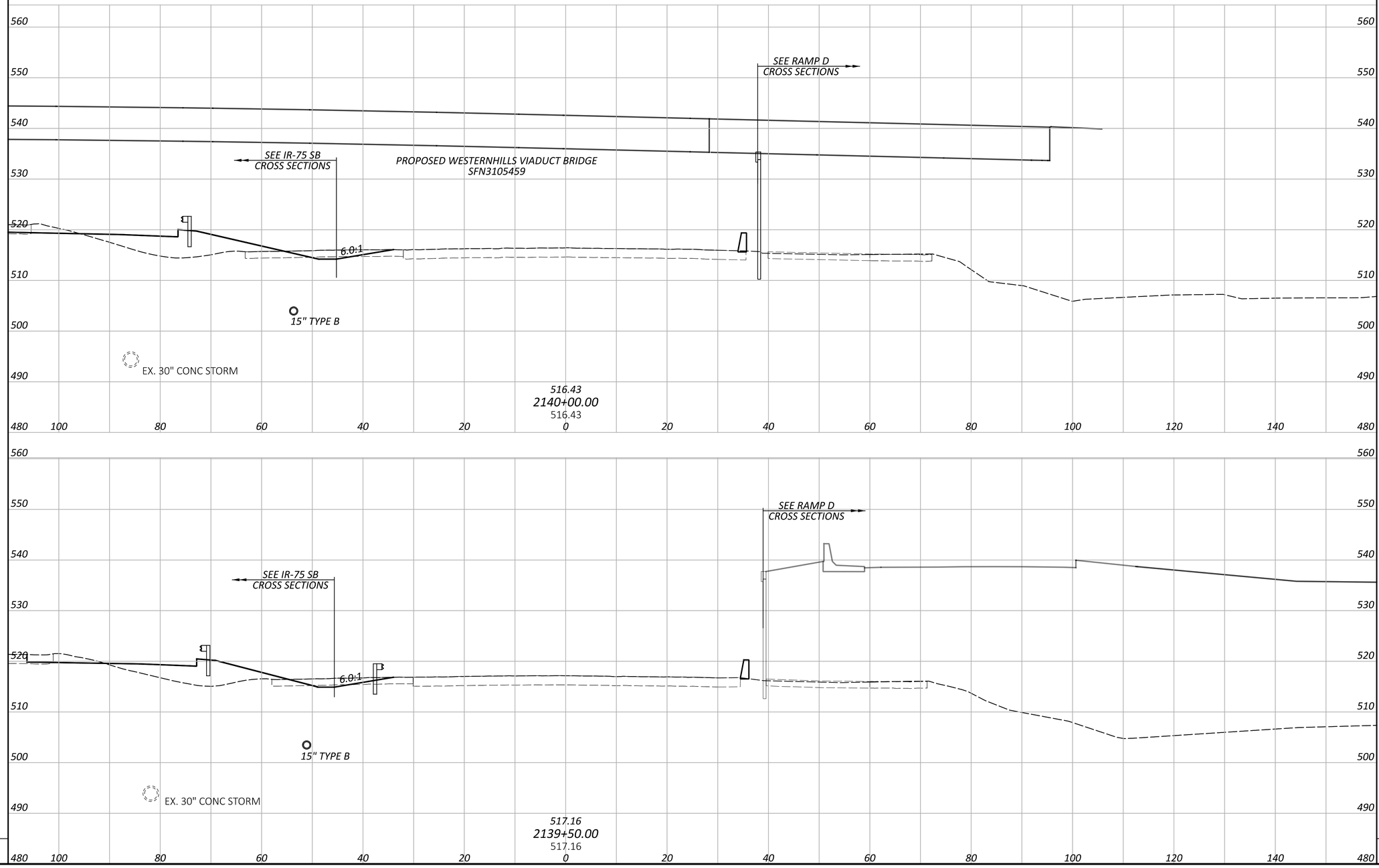
DESIGN AGENCY
EMH&T

DESIGNER	
JPT	
REVIEWER	
MJR	11/02/26
PROJECT ID	
114161	
SHEET	TOTAL
P.221	830

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2138+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:18:10 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 NB
STA 2139+50.00 TO STA 2140+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

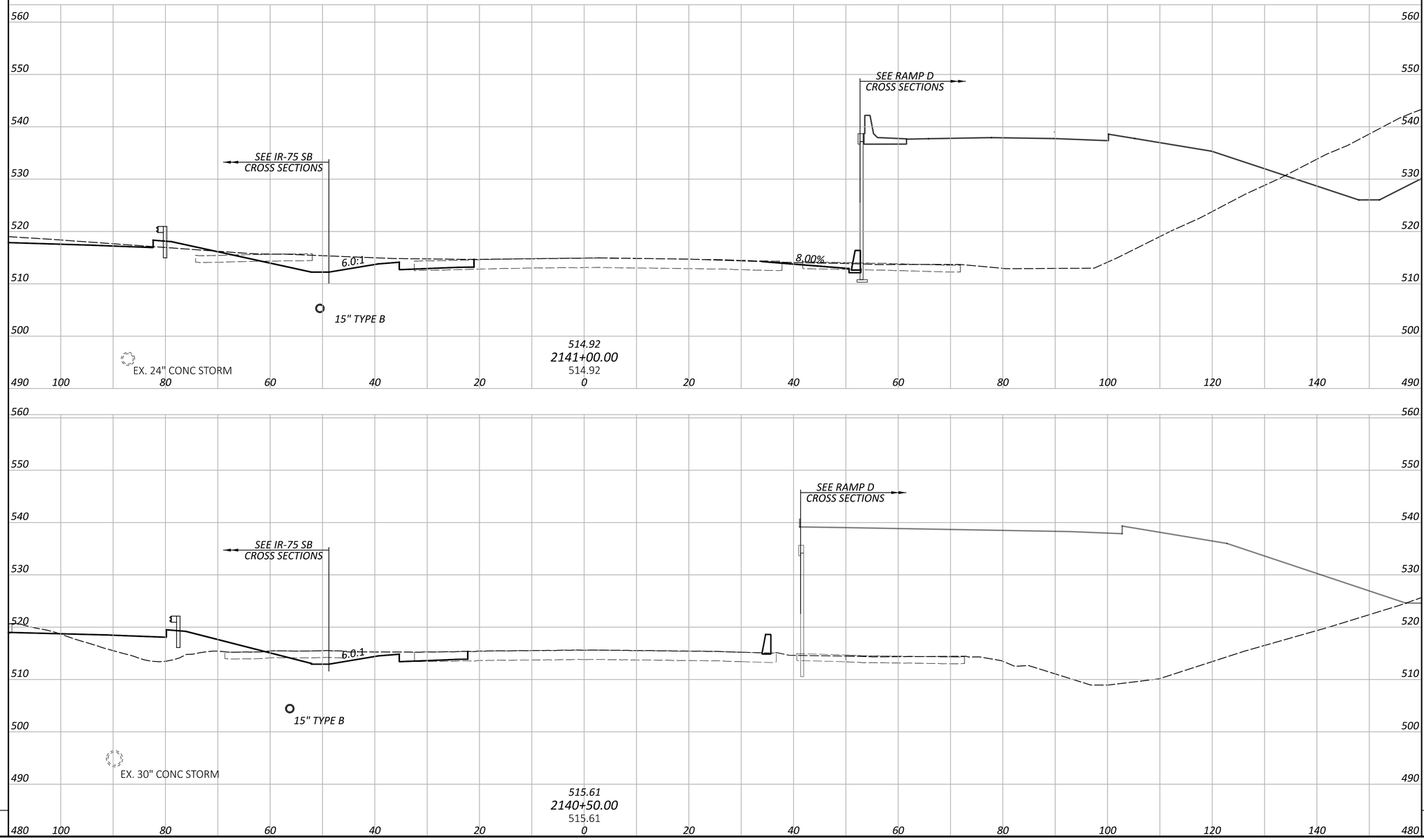
PROJECT ID
114161

SHEET P.222 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2139+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:18:17 PM USER: jhteuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 NB
STA 2140+50.00 TO STA 2141+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

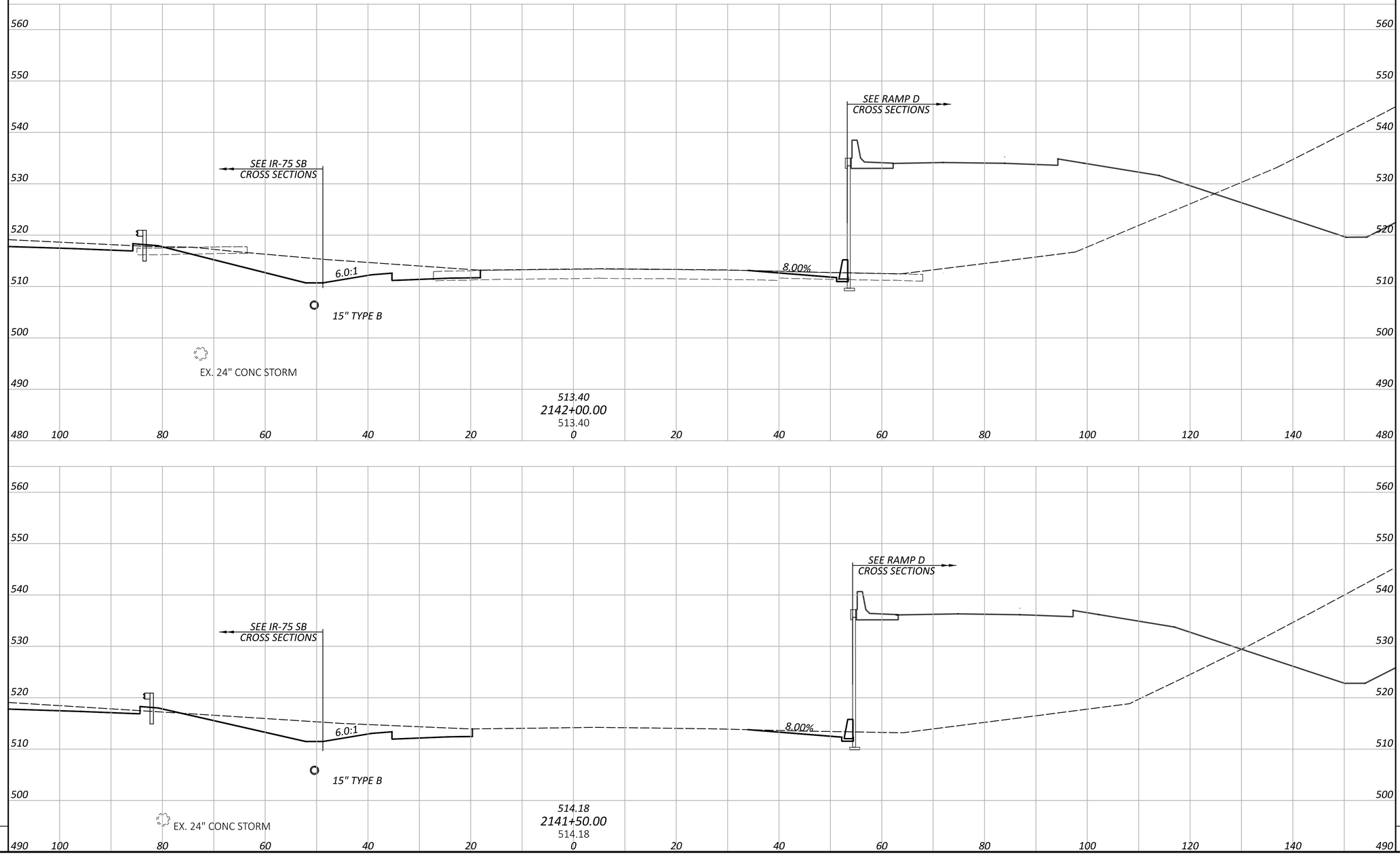
PROJECT ID
114161

SHEET P.223 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2140+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:18:23 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 NB
STA 2141+50.00 TO STA 2142+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

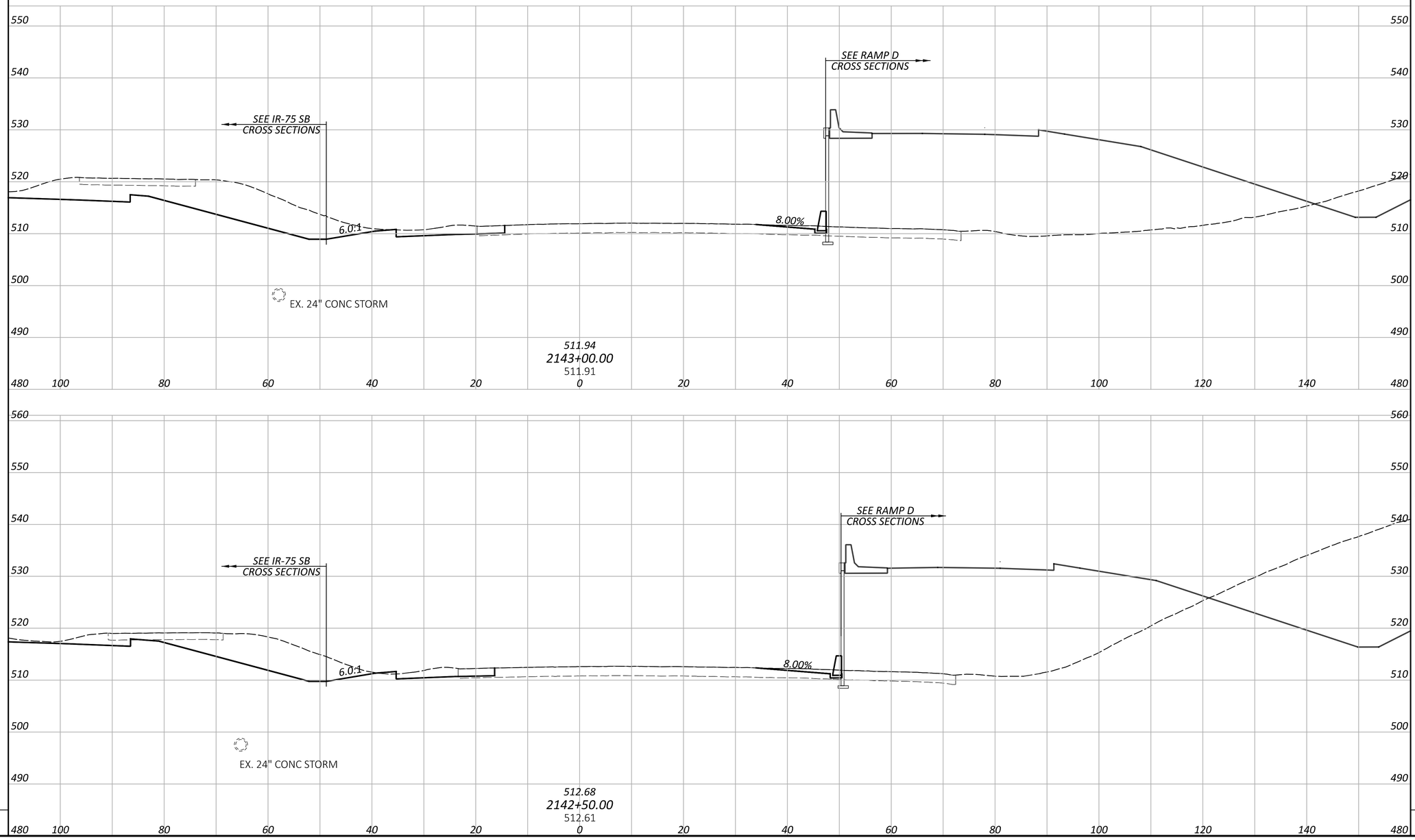
PROJECT ID
114161

SHEET P.224 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2141+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:18:30 PM USER: jheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - IR 75 NB
STA 2142+50.00 TO STA 2143+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.225 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2142+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:18:36 PM USER: jtheuring
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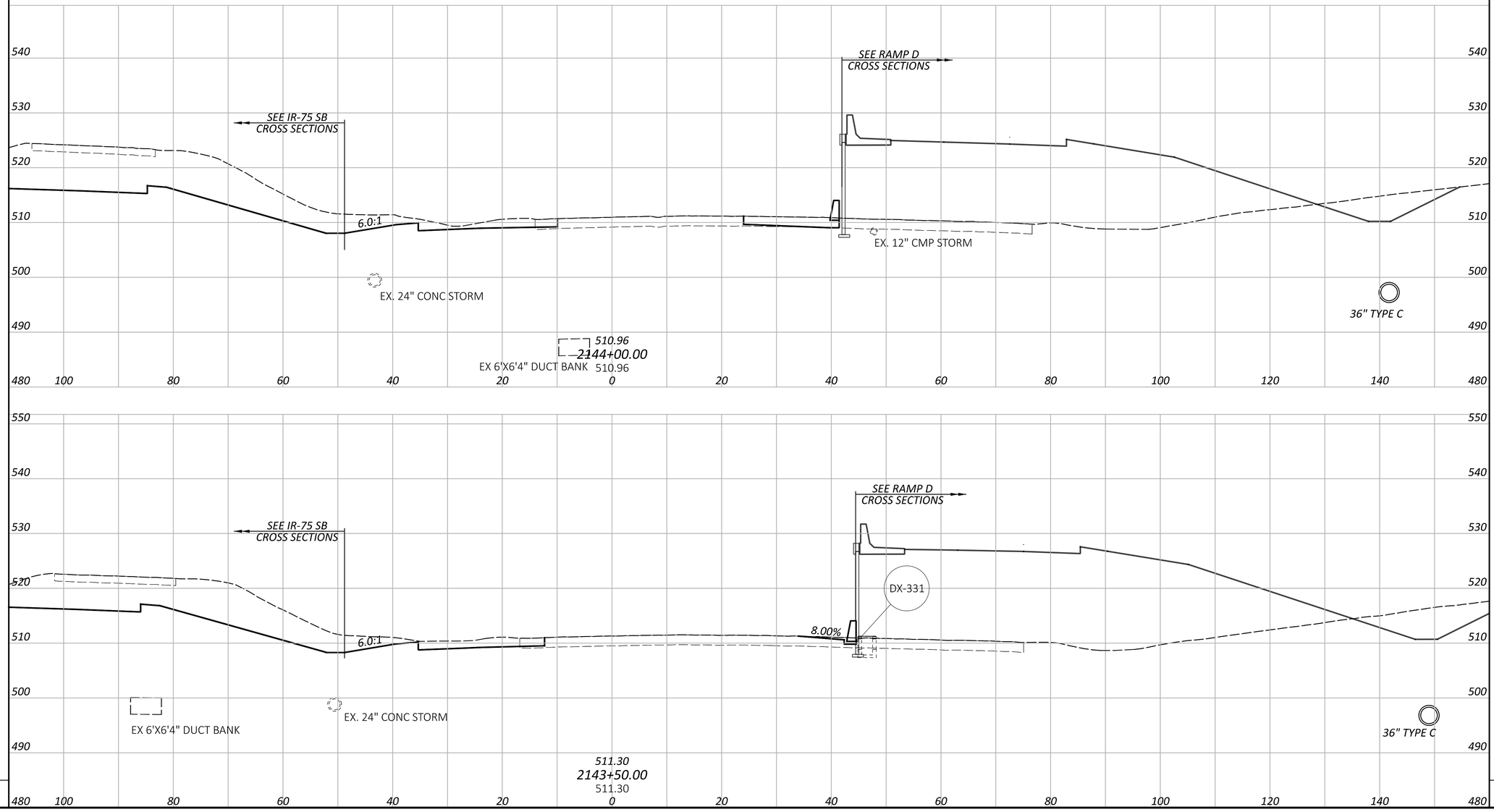
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - IR 75 NB
STA 2143+50.00 TO STA 2144+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

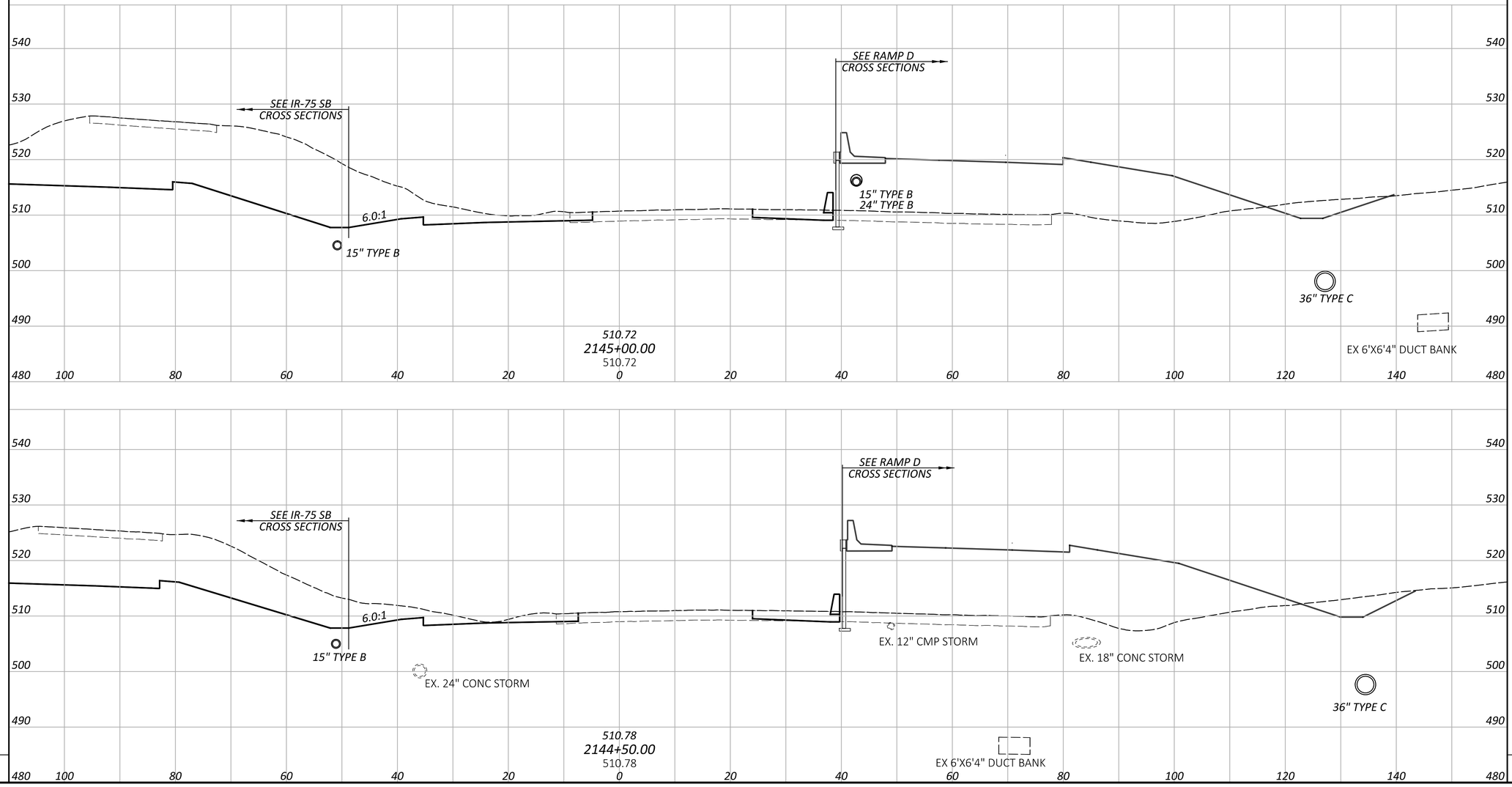
PROJECT ID
114161

SHEET P.226 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2143+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:18:43 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - IR 75 NB
STA 2144+50.00 TO STA 2145+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.227 TOTAL 830

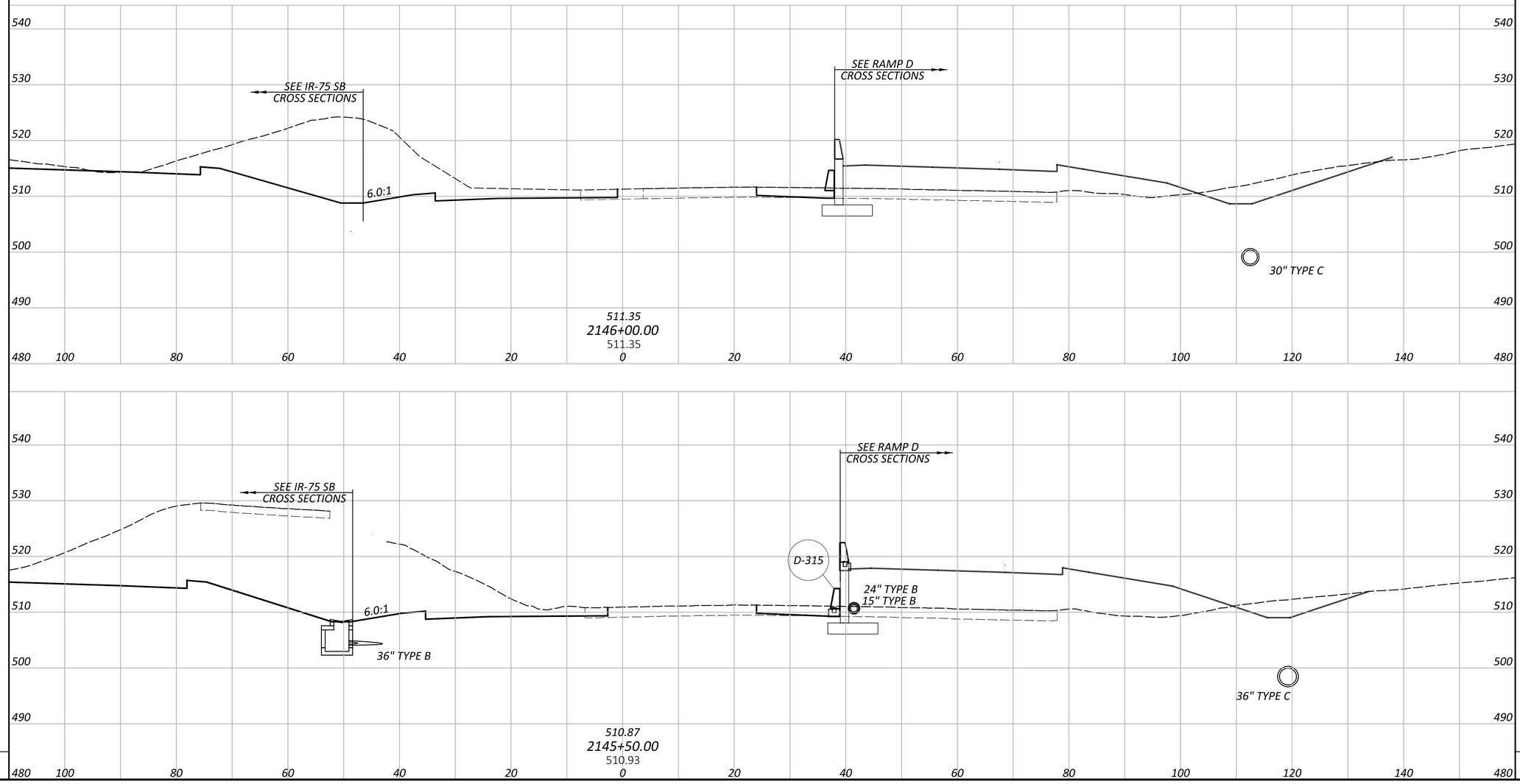
HAM-IR 75-1.95

SHEET TOTAL

MODEL: CLP_I075NB - 2144+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:18:50 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\d01-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



CROSS SECTIONS - IR 75 NB
STA 2145+50.00 TO STA 2146+00.00

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2145+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:18:57 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SHEET TOTAL

SHEET TOTALS

DESIGN AGENCY
EMH&T

DESIGNER
JPT

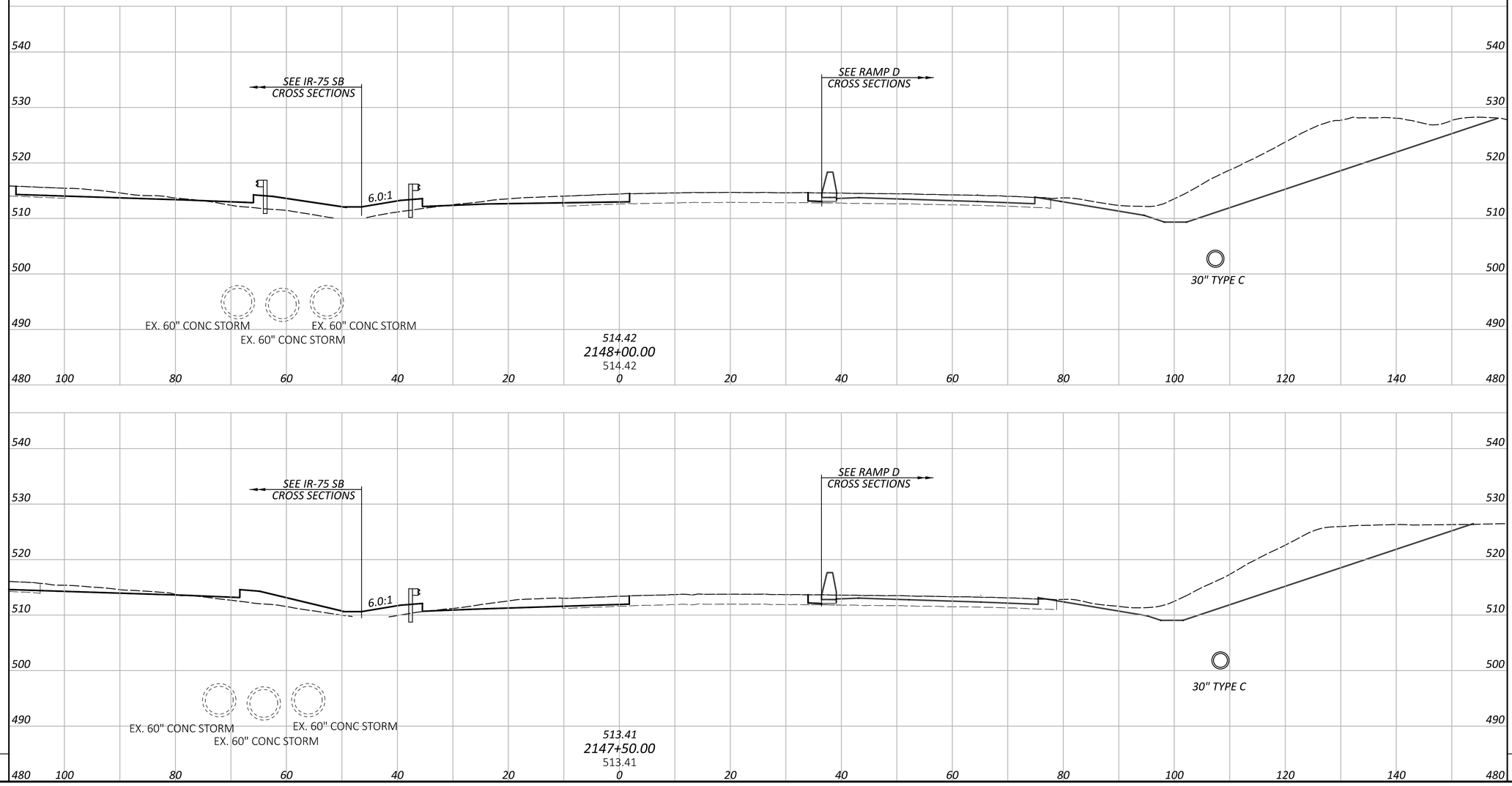
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.228 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 NB
STA 2147+50.00 TO STA 2148+00.00

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2147+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:19:11 PM USER: jheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH\T\Roadway\Sheets\114161_XS001c.dgn

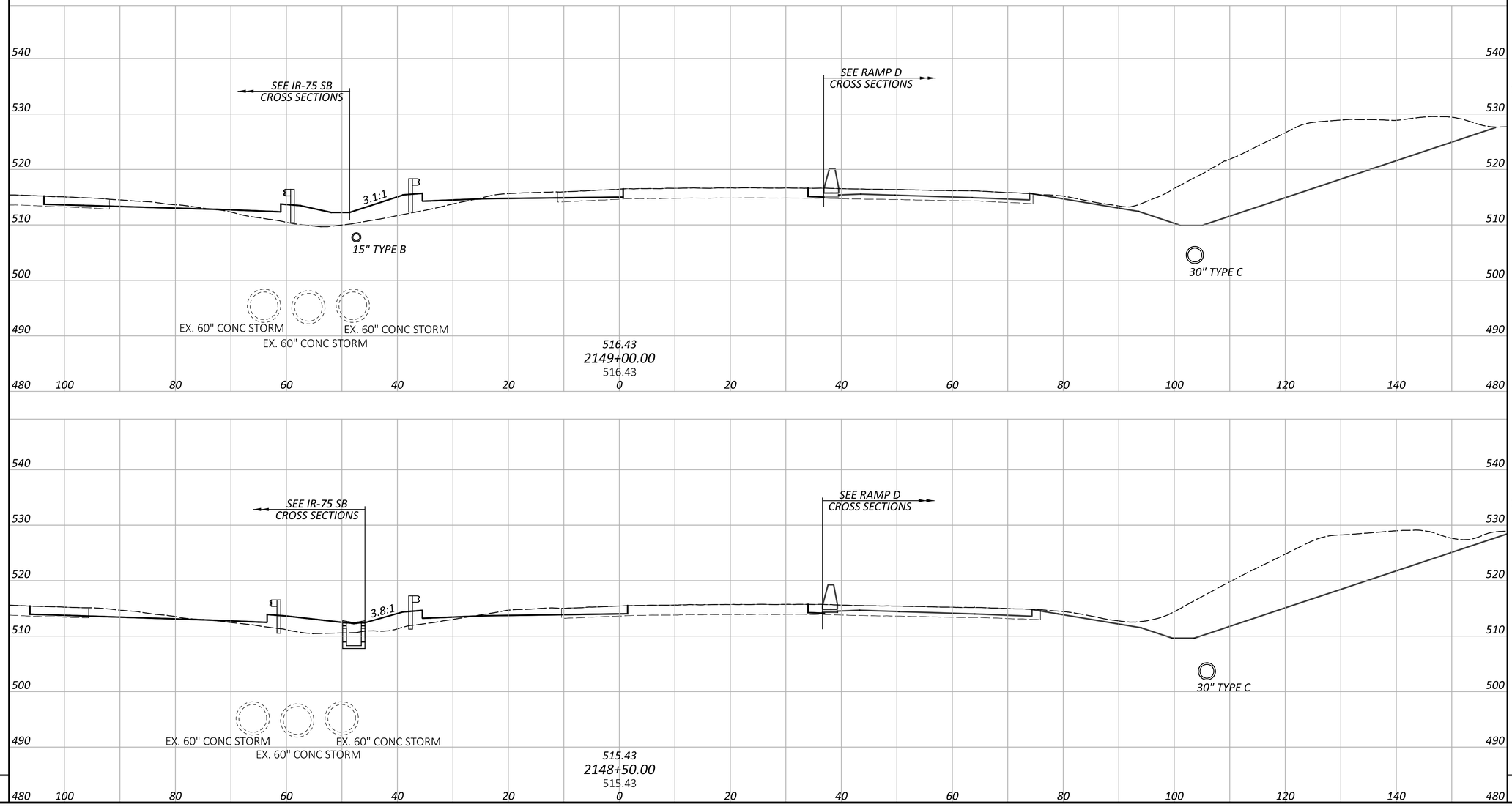
DESIGN AGENCY: EMH&T

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
JPT	MJR 11/02/26	114161	P.230	830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL



SHEET TOTAL					
SHEET TOTALS	0	0	0	0	0

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2148+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:19:17 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

CROSS SECTIONS - IR 75 NB
STA 2148+50.00 TO STA 2149+00.00

DESIGN AGENCY
EMH&T

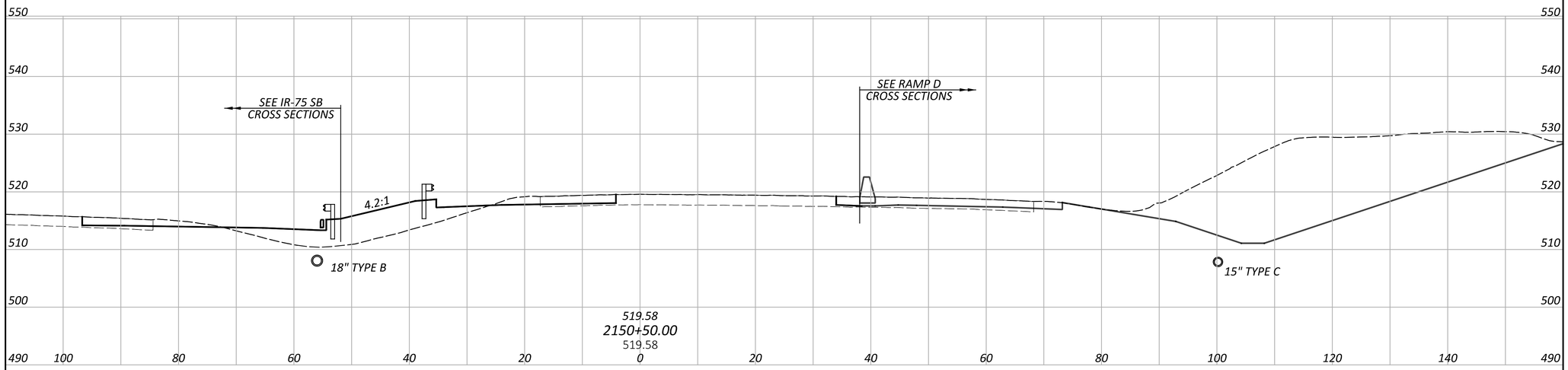
DESIGNER
JPT

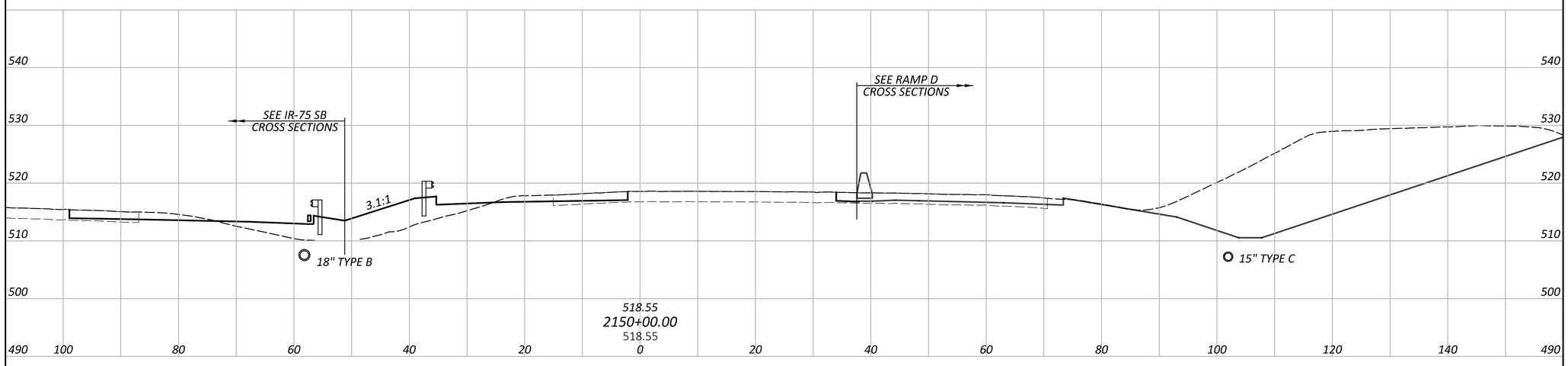
REVIEWER
MJR 11/02/26

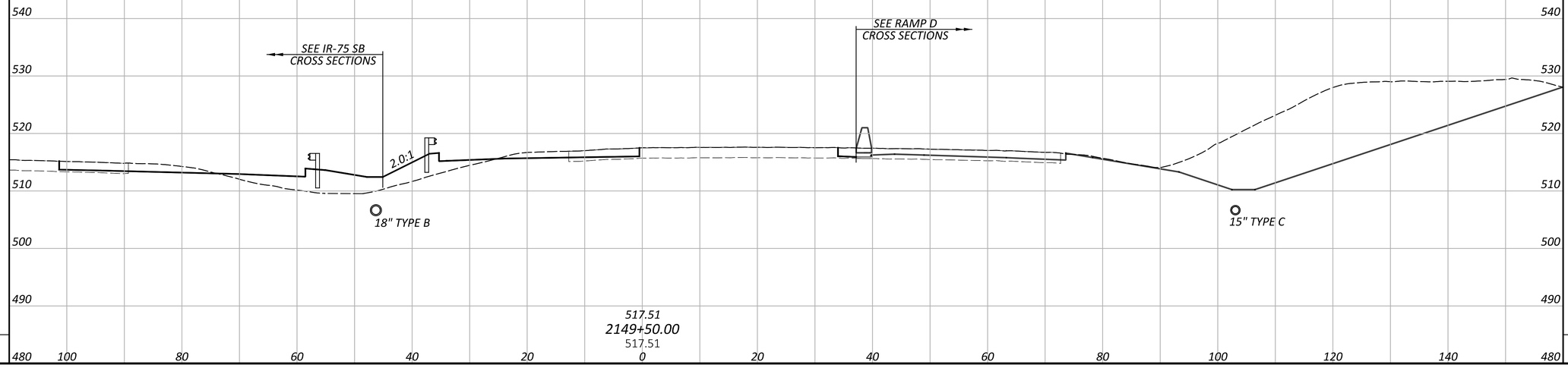
PROJECT ID
114161

SHEET P.231 | TOTAL 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			







CROSS SECTIONS - IR 75 NB
STA 2149+50.00 TO STA 2150+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

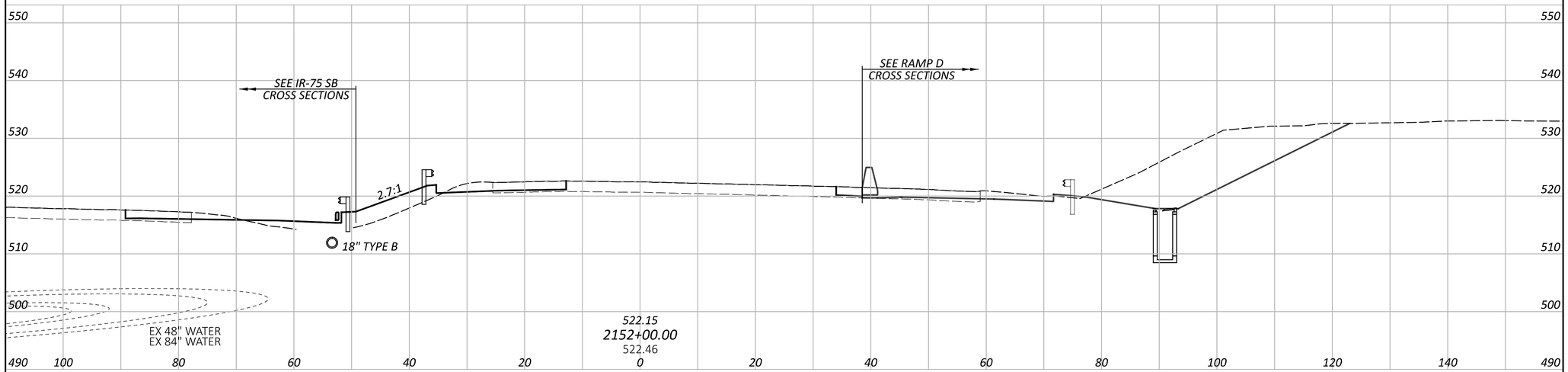
PROJECT ID
114161

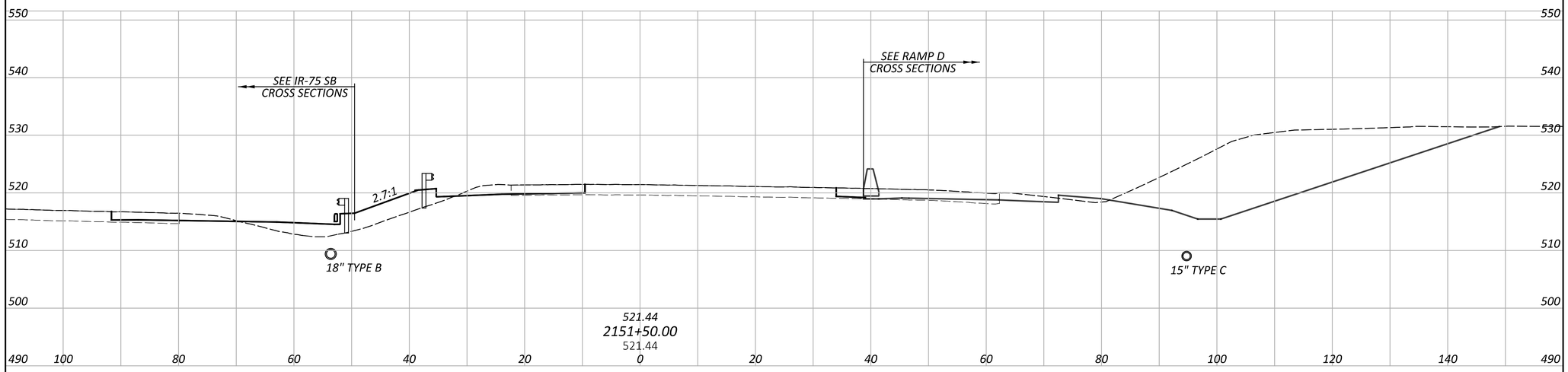
SHEET P.232 TOTAL 830

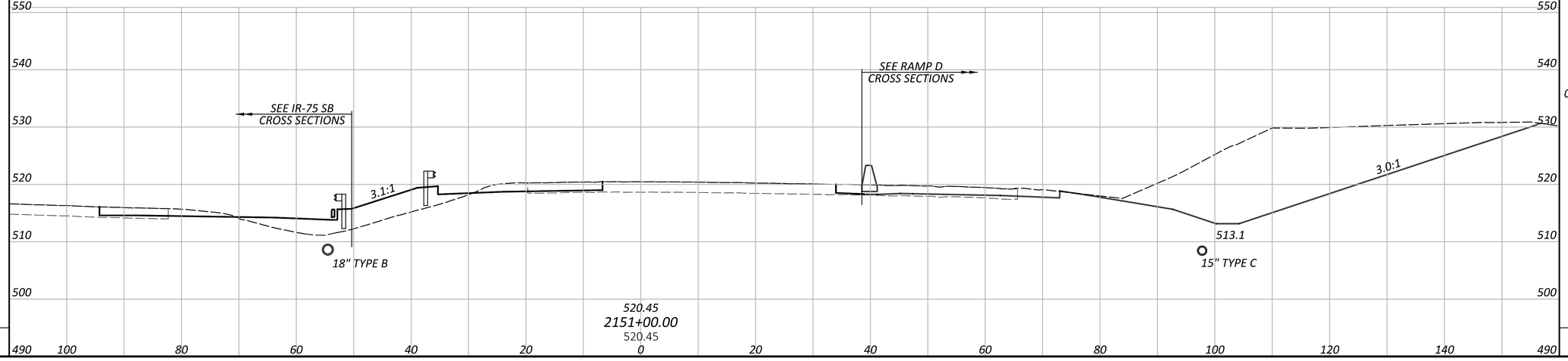
HAM-IR 75-1.95

MODEL: CLP_I075NB - 2149+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:19:24 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\V01-Engineering_ EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			







HAM-IR 75-1.95

MODEL: CLP_I075NB - 2151+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:19:34 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

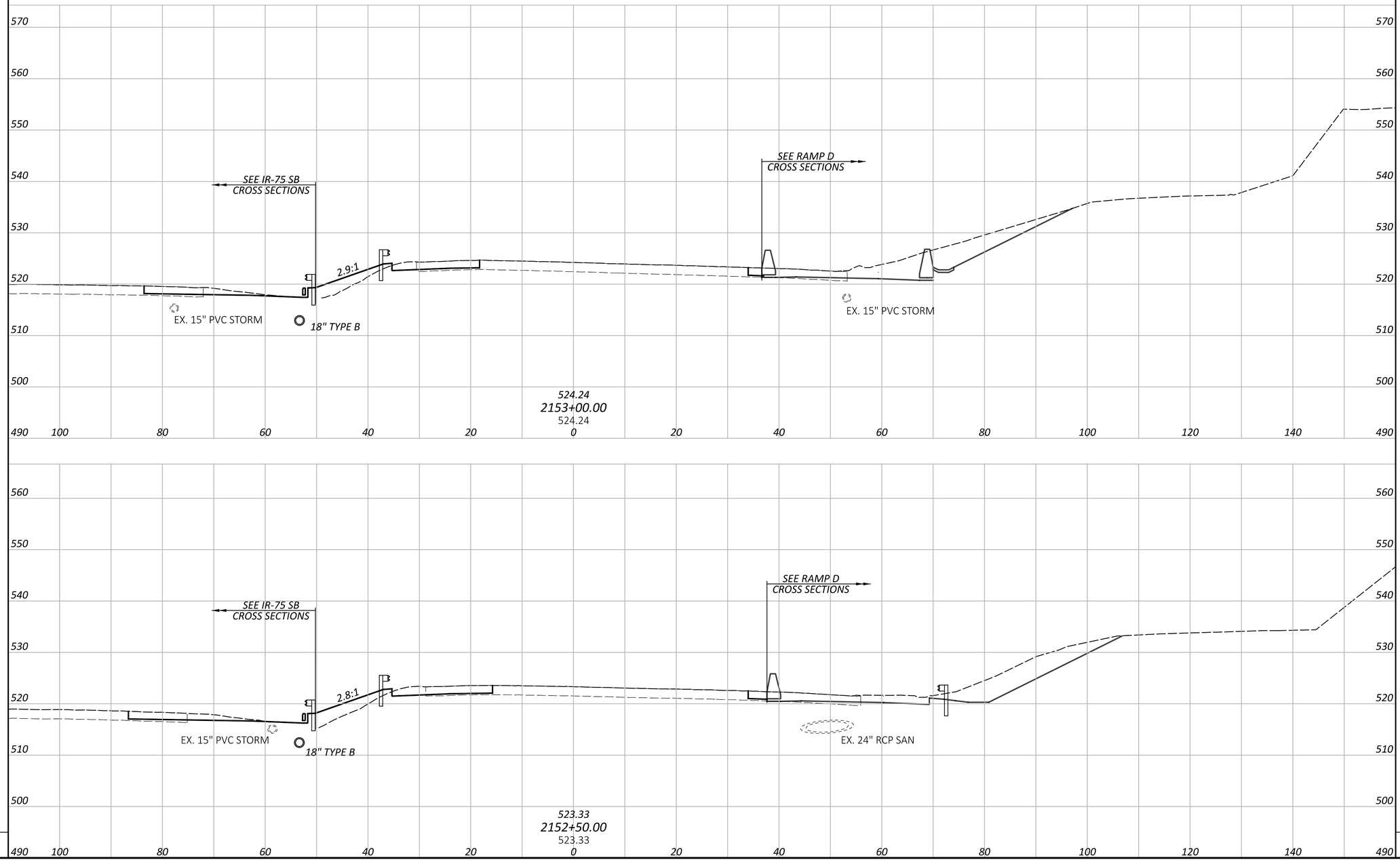
CROSS SECTIONS - IR 75 NB
STA 2151+00.00 TO STA 2152+00.00

DESIGN AGENCY: EMH&T
DESIGNER: JPT
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.233 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0



CROSS SECTIONS - IR 75 NB
STA 2152+50.00 TO STA 2153+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.234 TOTAL 830

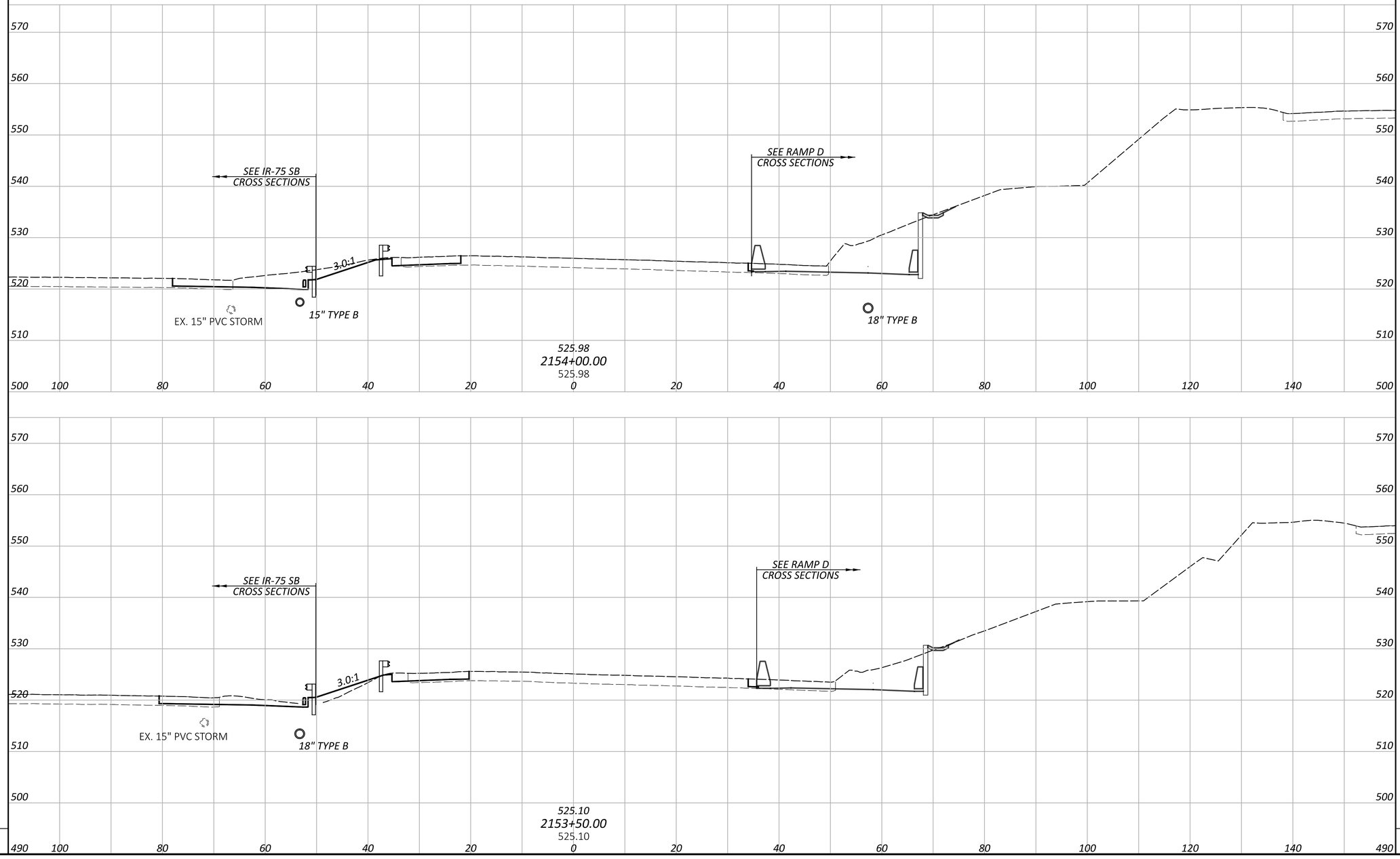
HAM-IR 75-1.95

MODEL: CLP_I075NB - 2152+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:19:43 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



SHEET TOTAL			
SHEET TOTALS			

CROSS SECTIONS - IR 75 NB
STA 2153+50.00 TO STA 2154+00.00

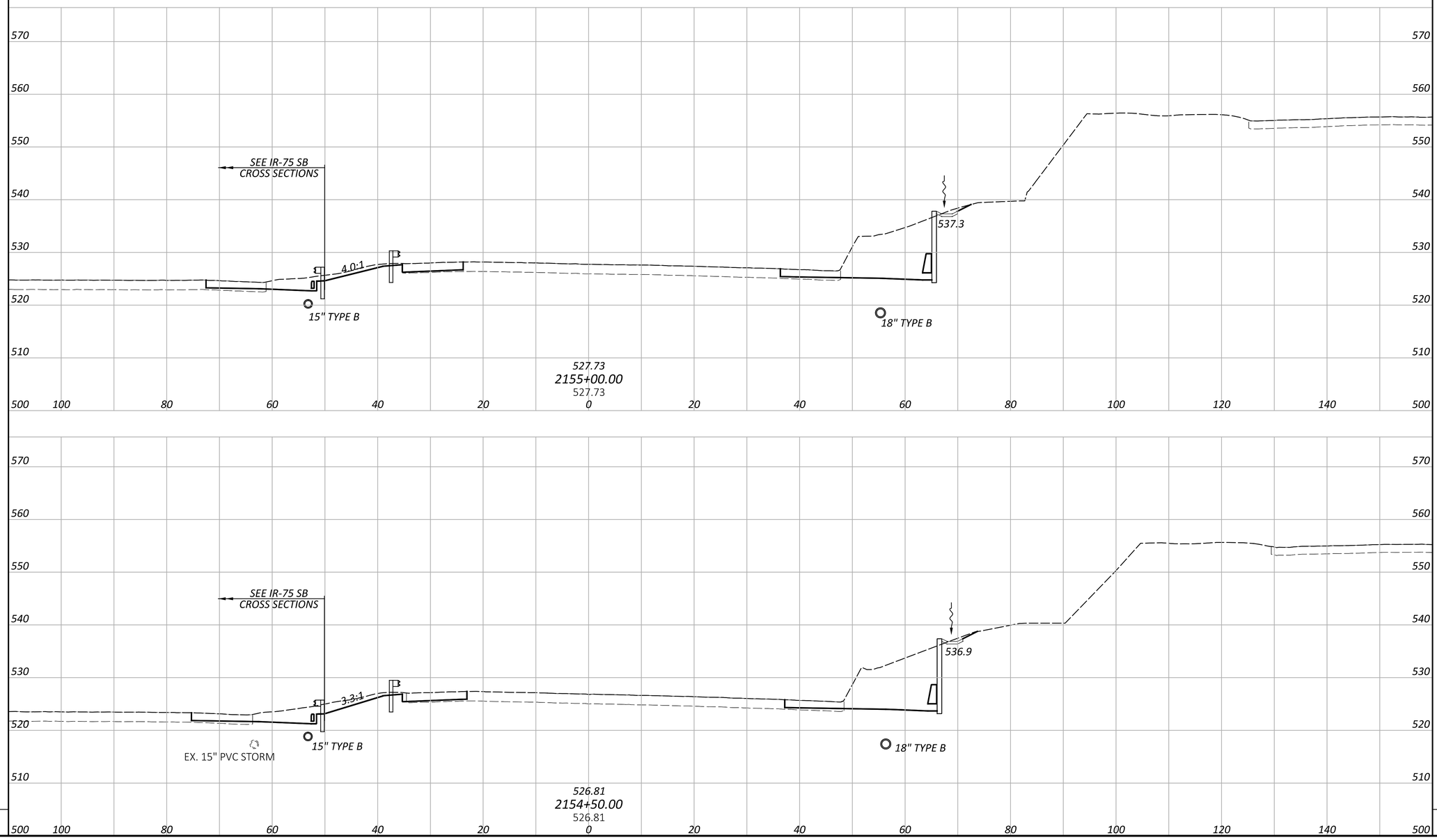
HAM-IR 75-1.95

MODEL: CLP_I075NB - 2153+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:19:50 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

DESIGN AGENCY: EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.235
TOTAL	830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75 NB
STA 2154+50.00 TO STA 2155+00.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.236 TOTAL: 830

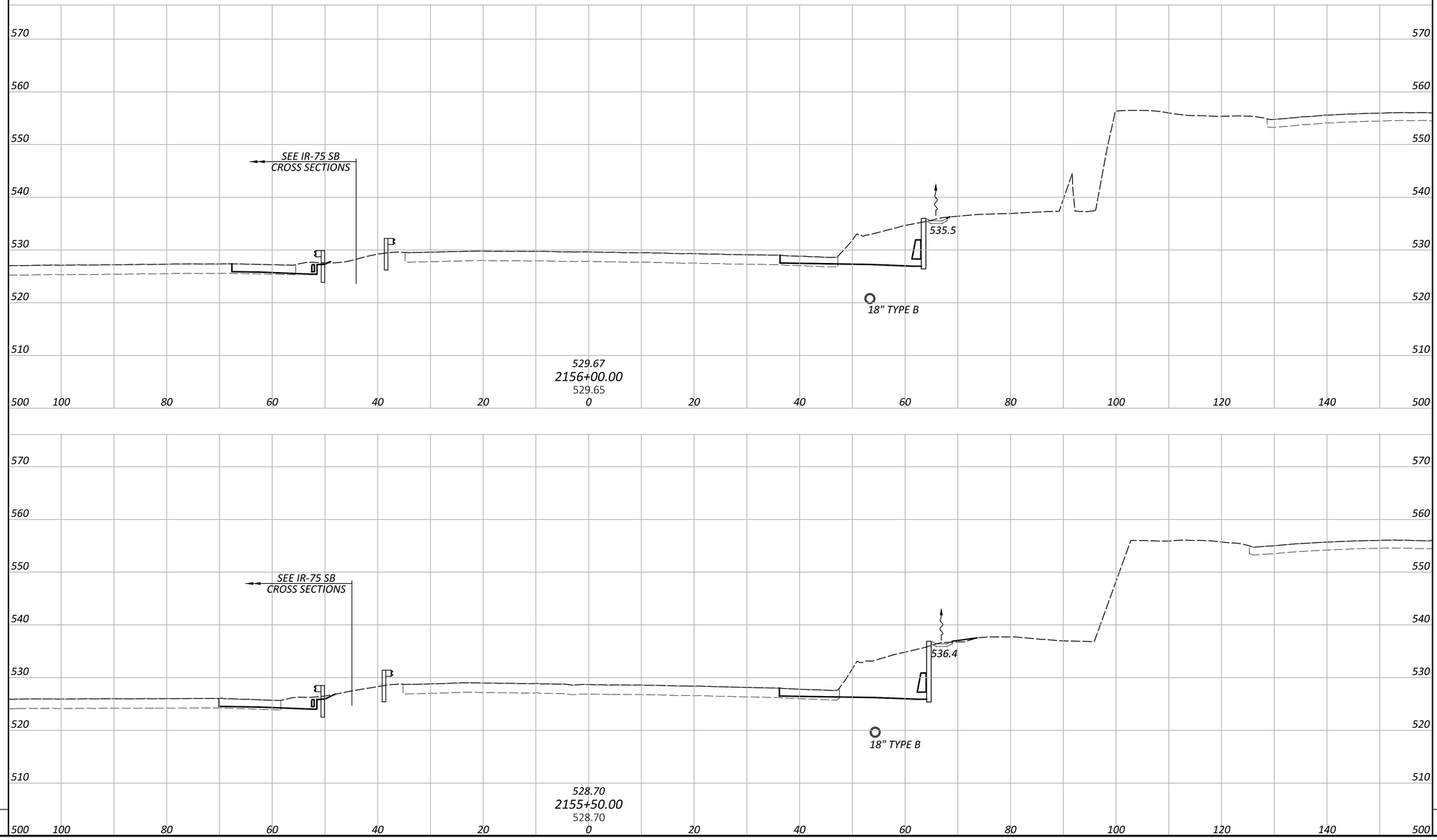
HAM-IR 75-1.95

MODEL: CLP_I075NB - 2154+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:19:56 PM USER: jheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



SHEET TOTAL

SHEET TOTALS

CROSS SECTIONS - IR 75 NB
STA 2155+50.00 TO STA 2156+00.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.237 TOTAL: 830

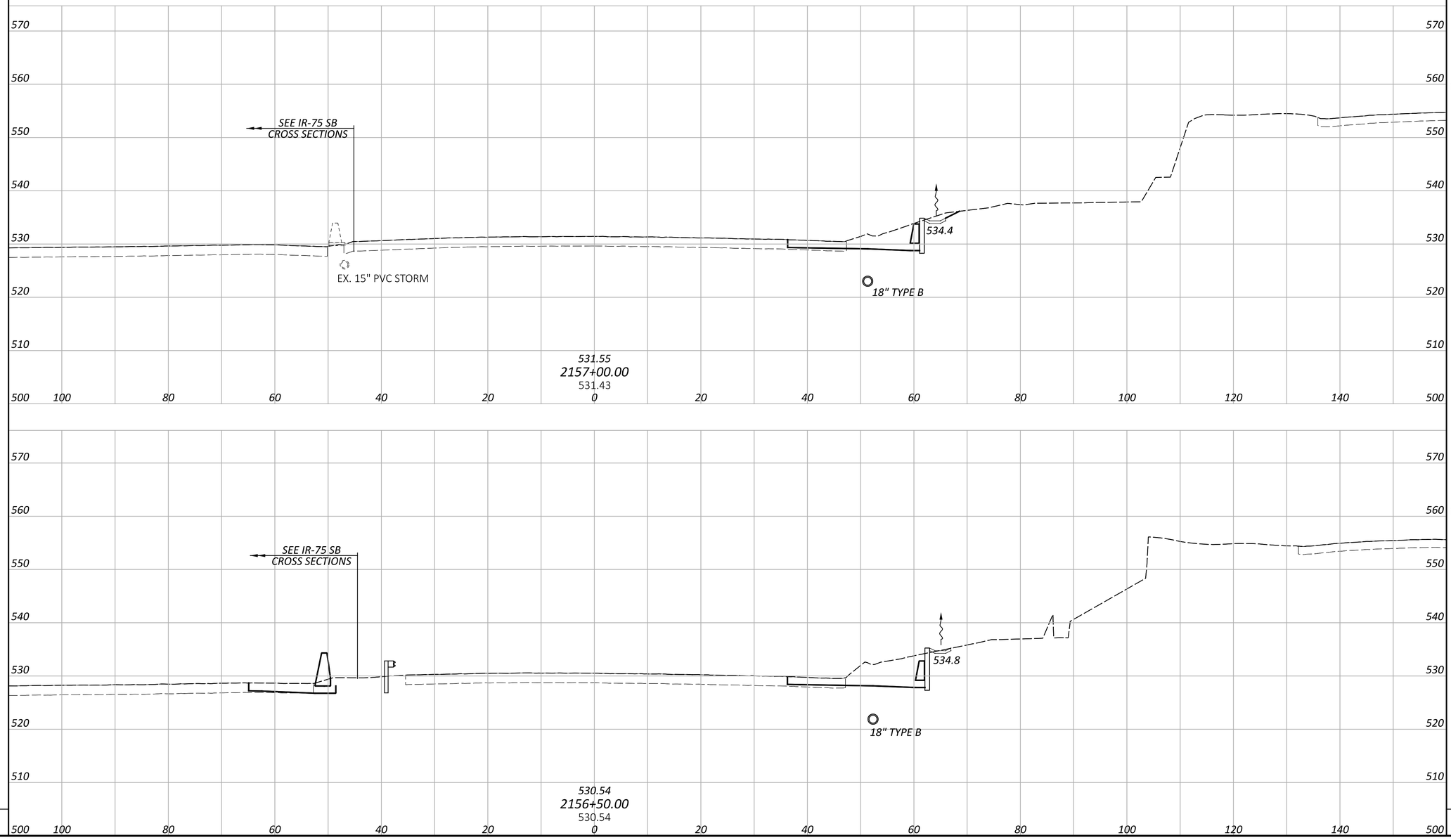
HAM-IR 75-1.95

MODEL: CLP_I075NB - 2155+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:20:03 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_ EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



SHEET TOTAL

SHEET TOTALS

CROSS SECTIONS - IR 75 NB
STA 2156+50.00 TO STA 2157+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

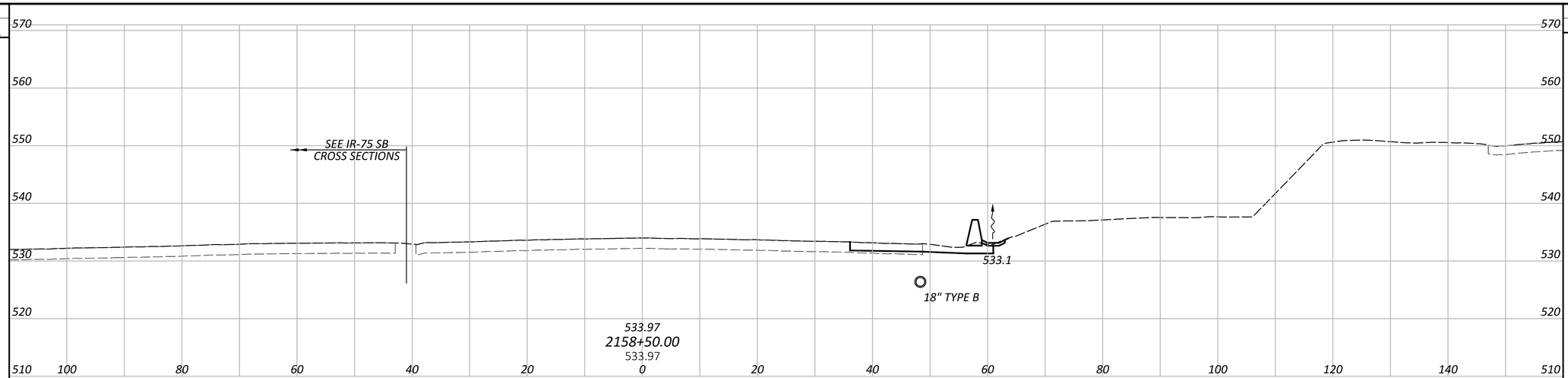
PROJECT ID
114161

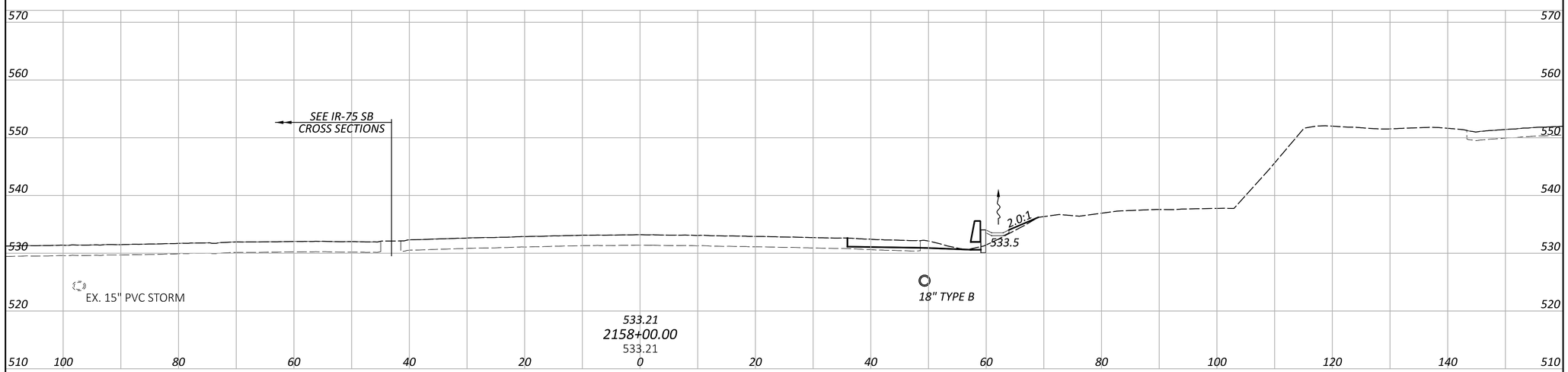
SHEET P.238 | TOTAL 830

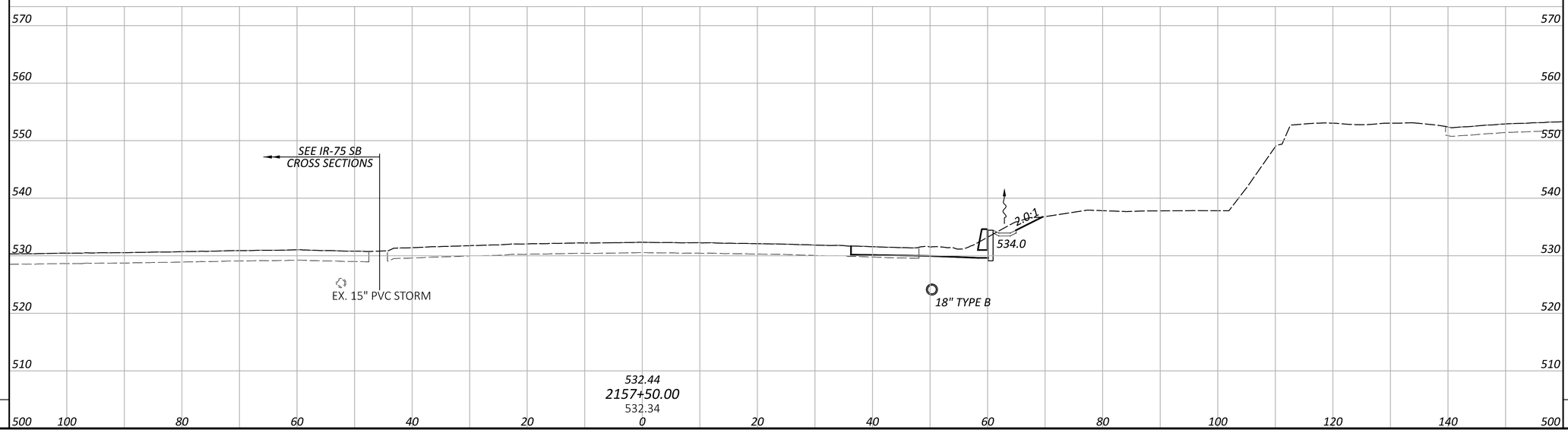
HAM-IR 75-1.95

MODEL: CLP_I075NB - 2156+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:20:10 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\V01-Engineering_ EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			







CROSS SECTIONS - IR 75 NB
STA 2157+50.00 TO STA 2158+50.00

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2157+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:20:16 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

DESIGN AGENCY: EMH&T

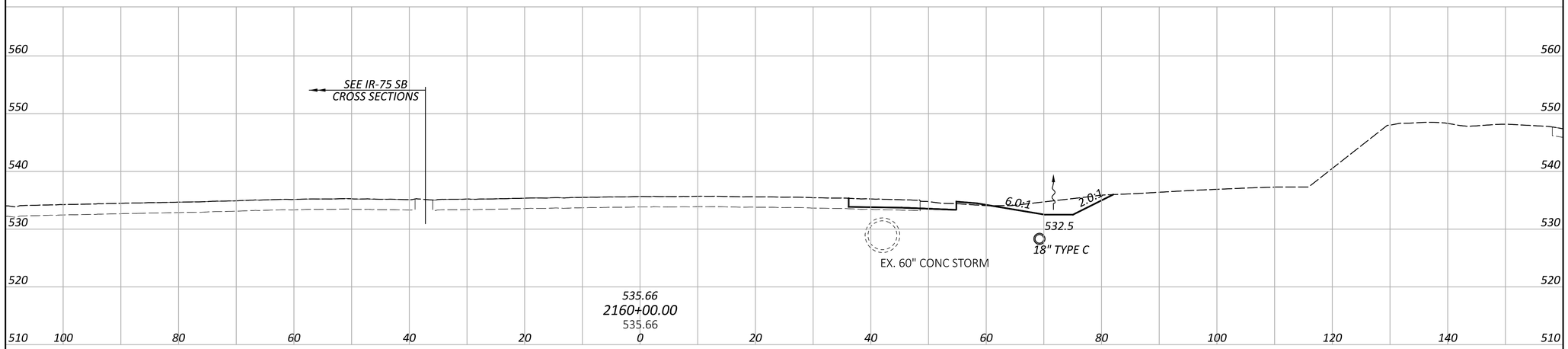
DESIGNER: JPT

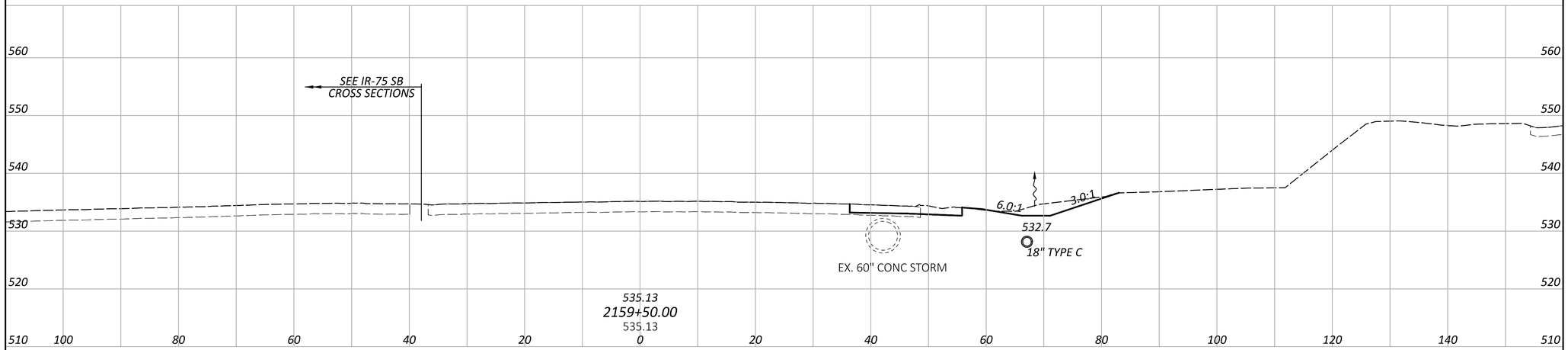
REVIEWER: MJR 11/02/26

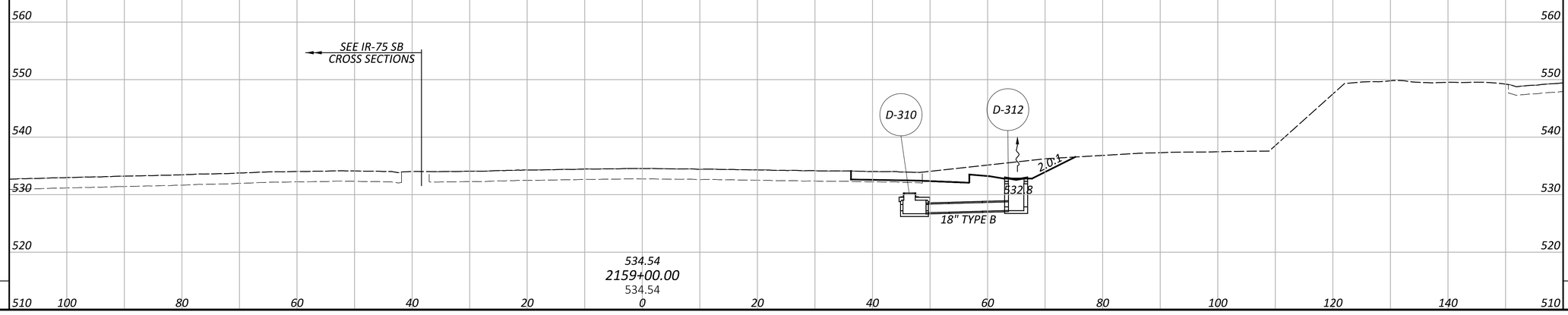
PROJECT ID: 114161

SHEET: P.239 TOTAL: 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			







CROSS SECTIONS - IR 75 NB
STA 2159+00.00 TO STA 2160+00.00

DESIGN AGENCY: EMH&T

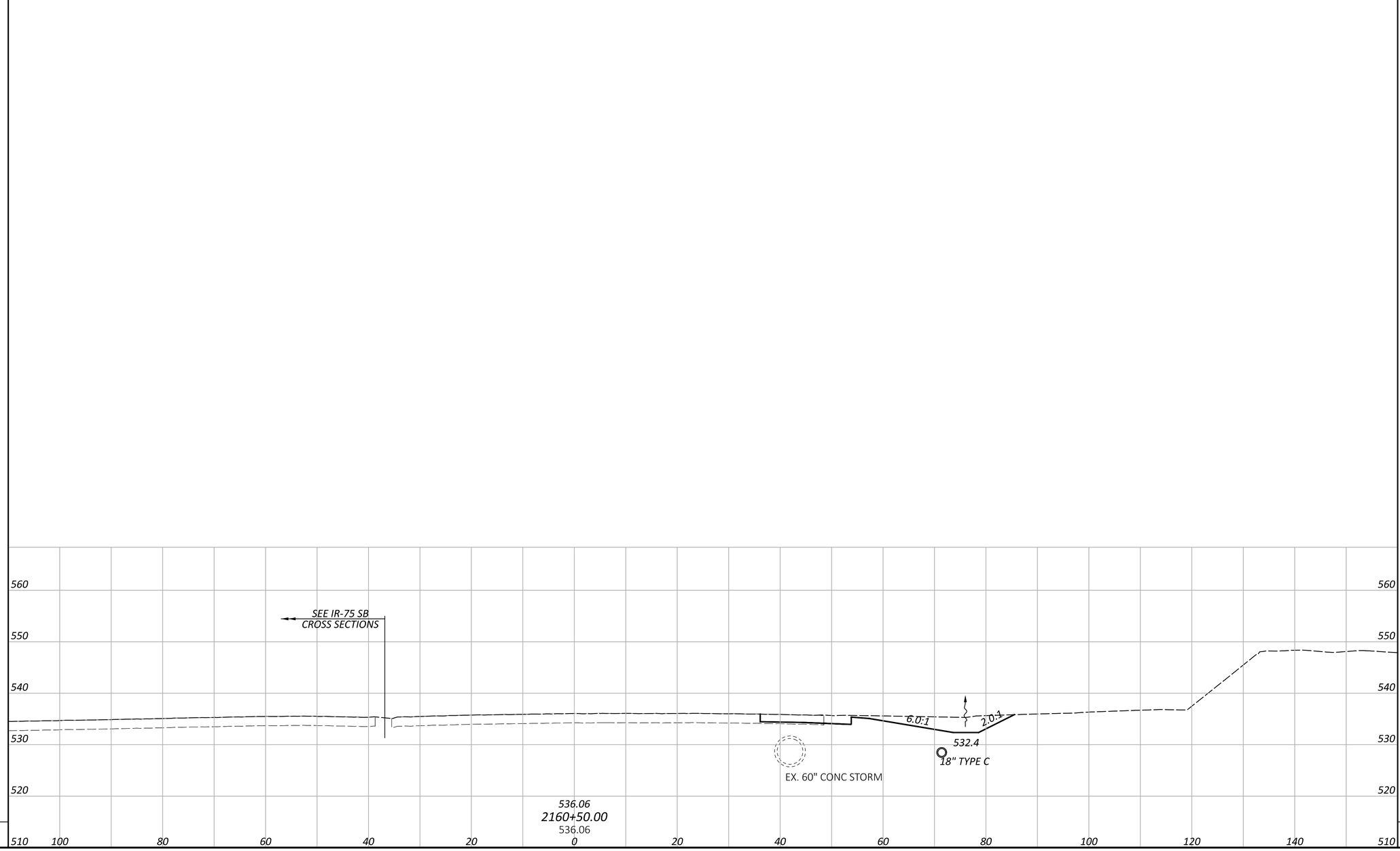
DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.240
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2159+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:20:26 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL			

SHEET TOTALS			
0	0	0	0

CROSS SECTIONS - IR 75 NB
STA 2160+50.00

HAM-IR 75-1.95

MODEL: CLP_I075NB - 2160+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:20:36 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001c.dgn
_XS001c.dgn

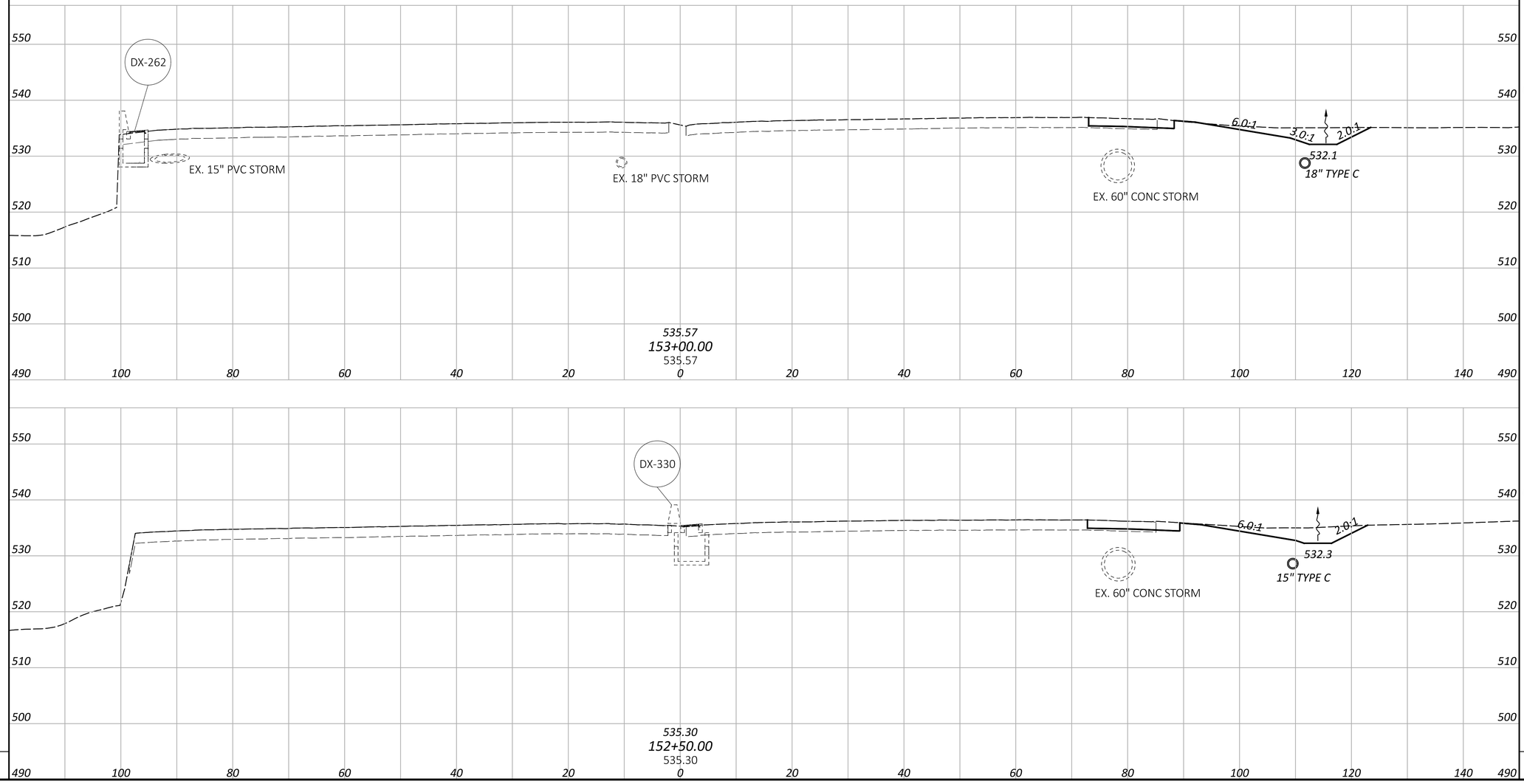
DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL



0	0		
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - IR 75
STA 152+26.01 TO STA 153+00.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

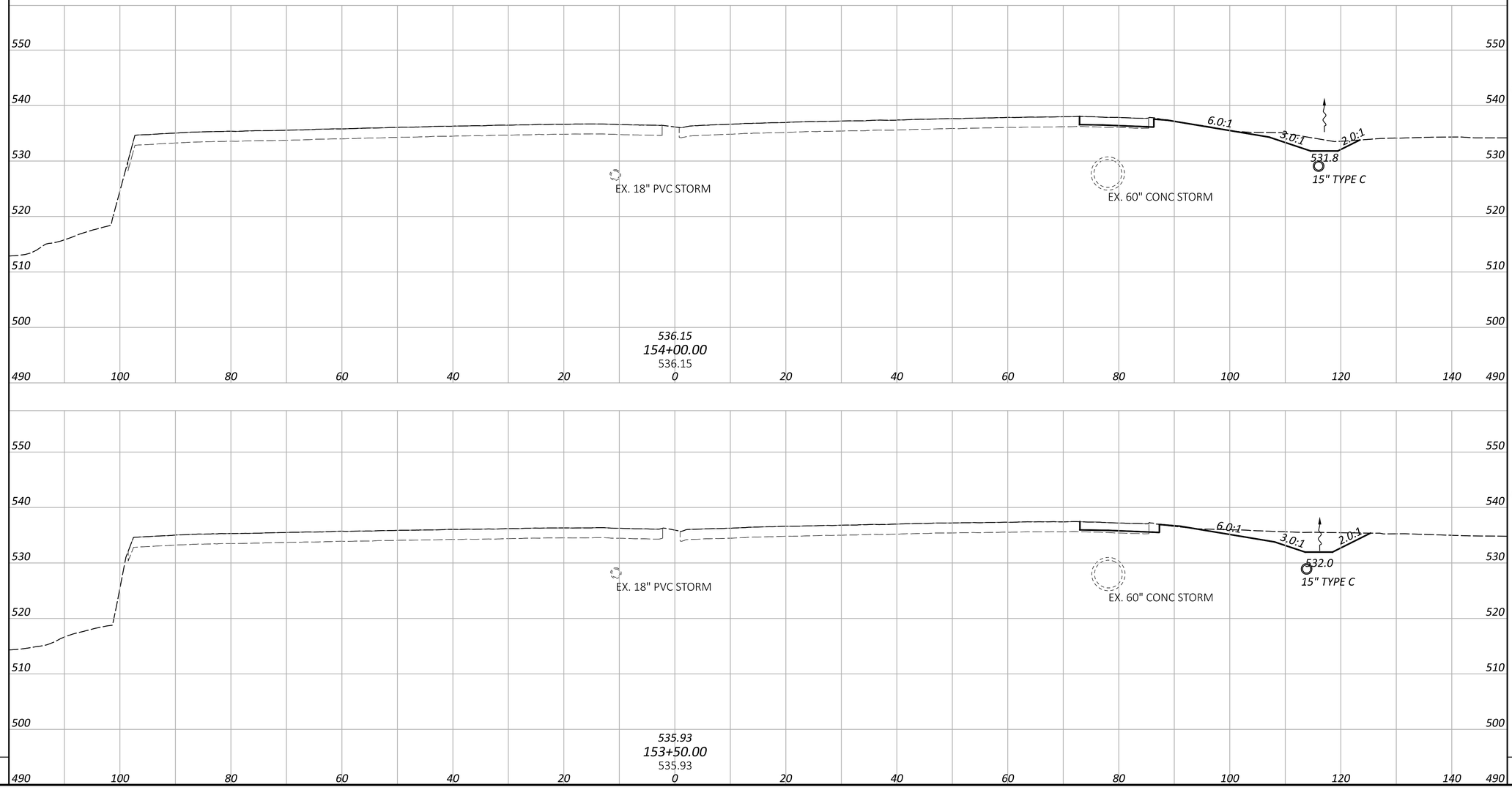
SHEET: P.242 TOTAL: 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: CLX_I075N - 152+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:20:52 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001d.dgn

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
0	0	0	0
0	0		
SHEET TOTALS		0	0

CROSS SECTIONS - IR 75
STA 153+50.00 TO STA 154+00.00

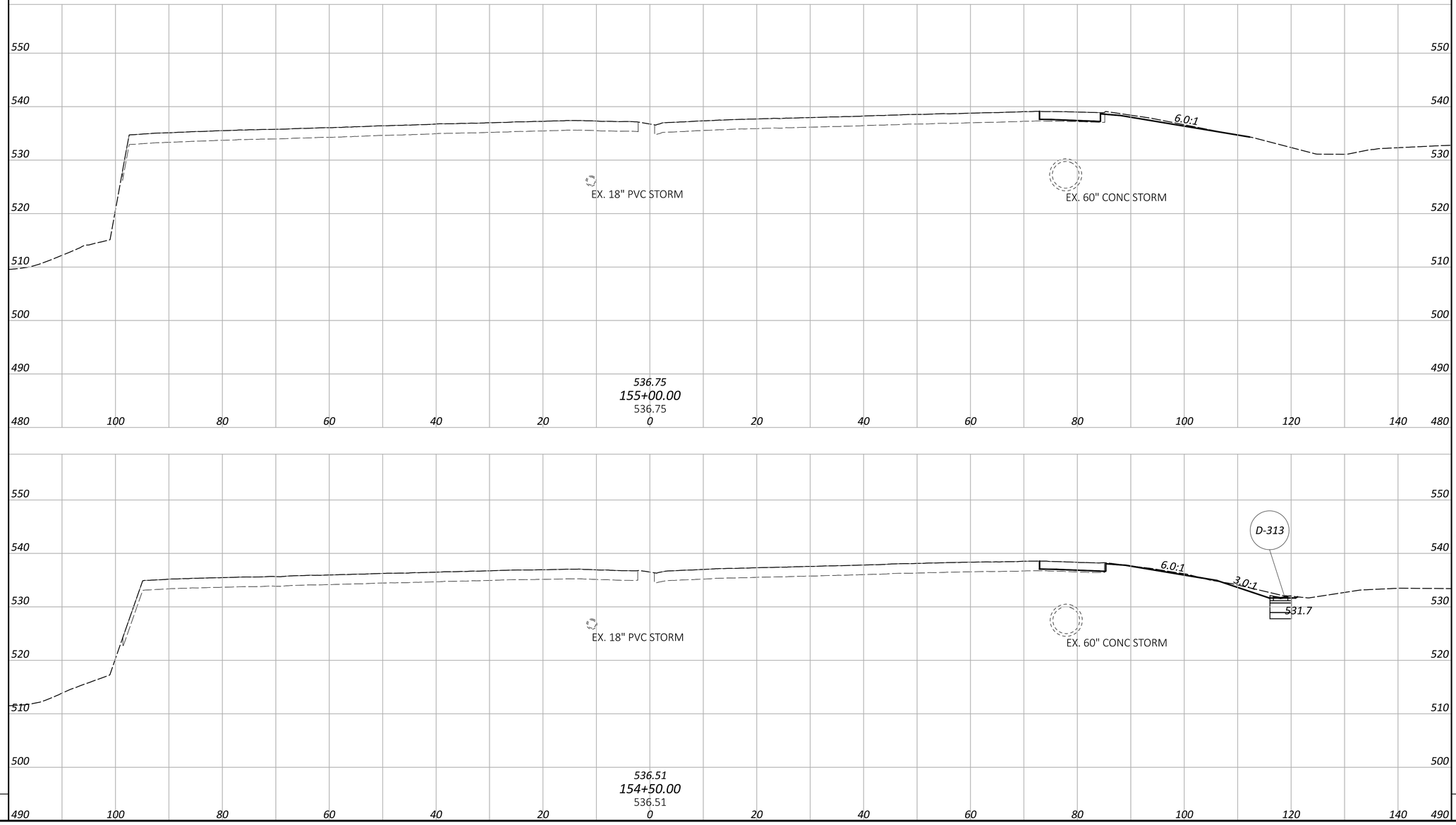
DESIGN AGENCY
EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.243
TOTAL	830

HAM-IR 75-1.95

MODEL: CLK_I075N - 153+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:01 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001d.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75
STA 154+50.00 TO STA 155+00.00

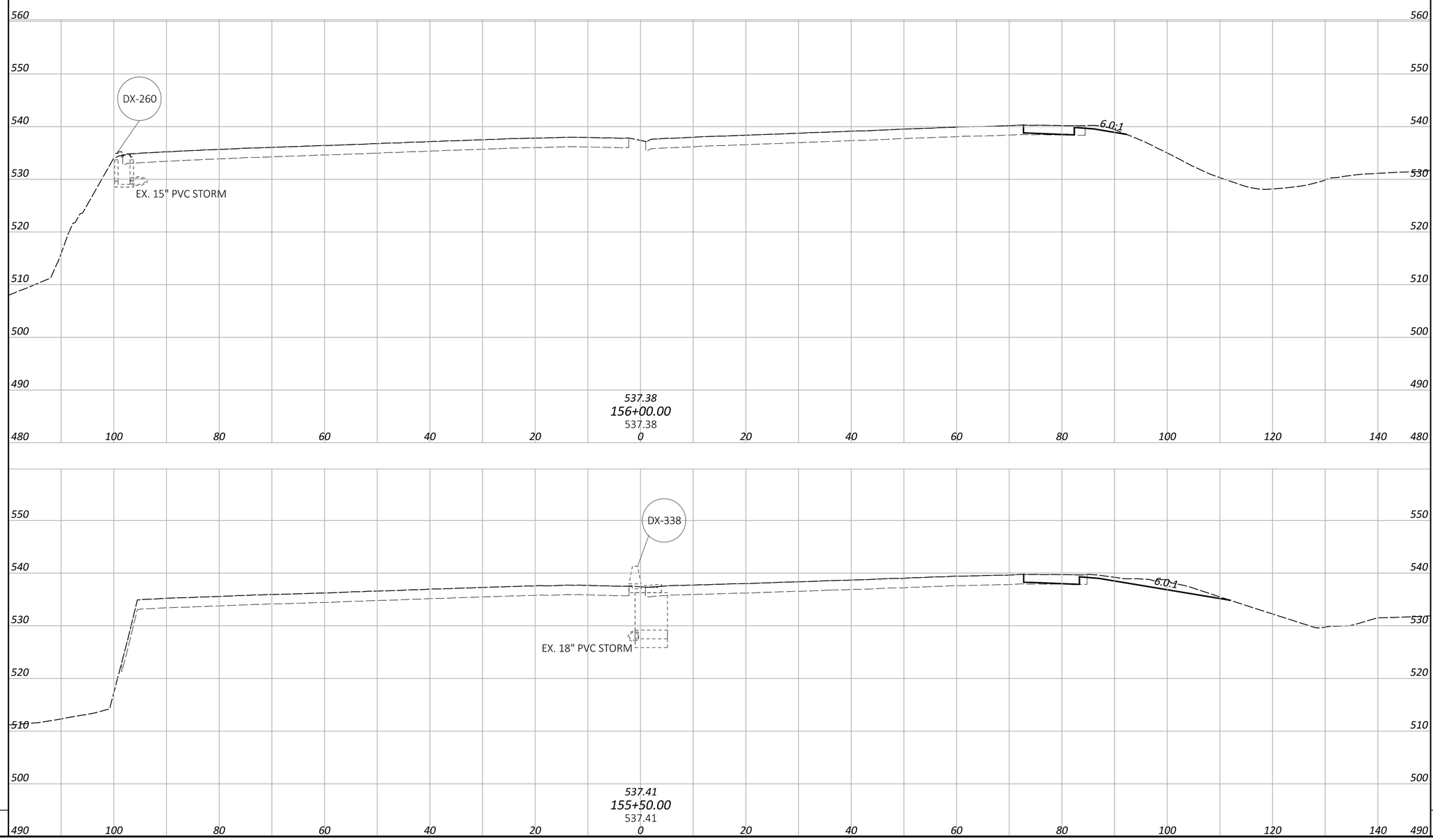
HAM-IR 75-1.95

MODEL: CLX_I075N - 154+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:08 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001d.dgn

DESIGN AGENCY: EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.244
TOTAL	830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - IR 75
STA 155+50.00 TO STA 156+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

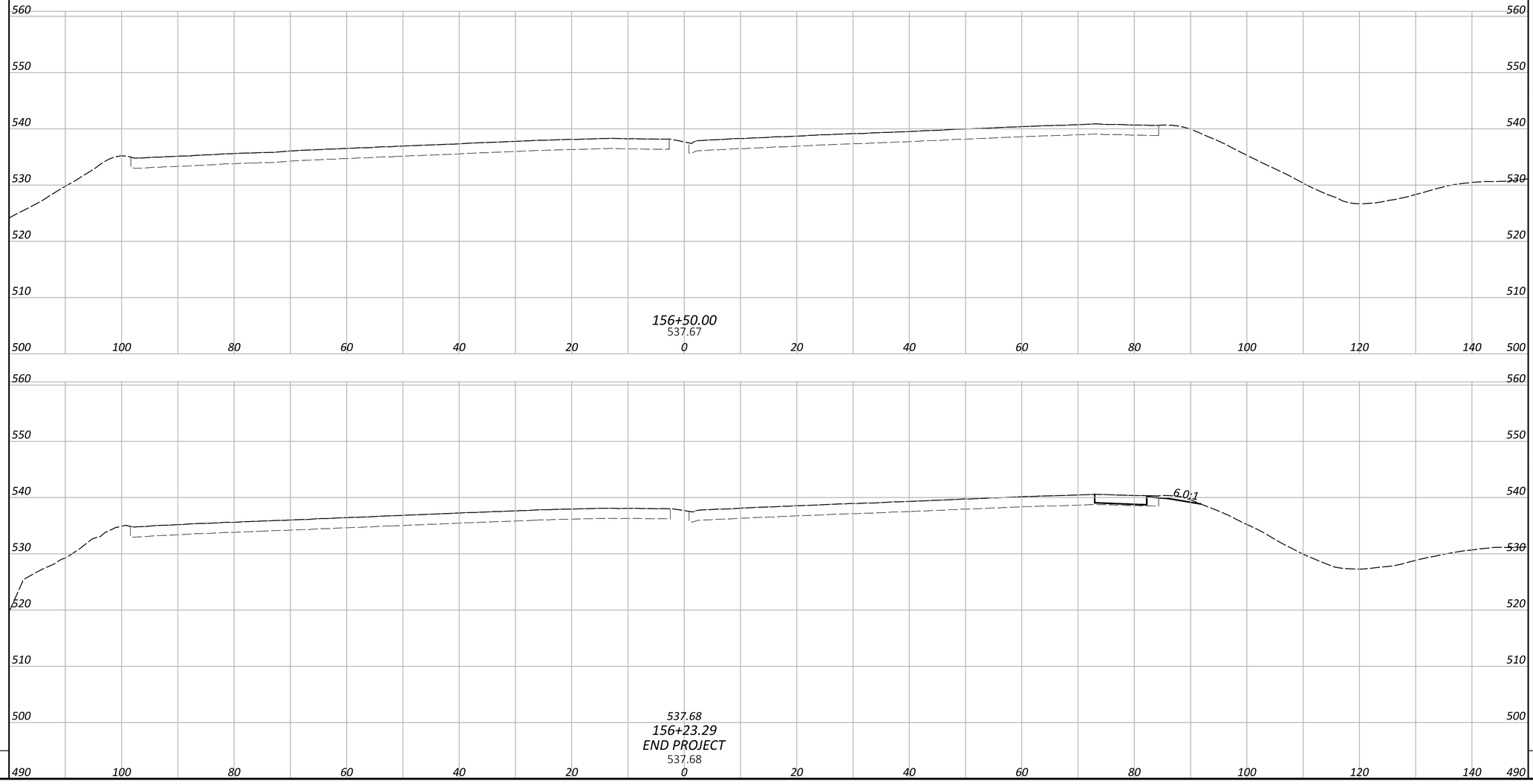
PROJECT ID
114161

SHEET P.245 TOTAL 830

HAM-IR 75-1.95

MODEL: CLX_I075N - 155+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:16 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Roadway\Sheets\114161_XS001d.dgn

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - IR 75
STA 156+23.29

DESIGN AGENCY
EMH&T

DESIGNER
JPT

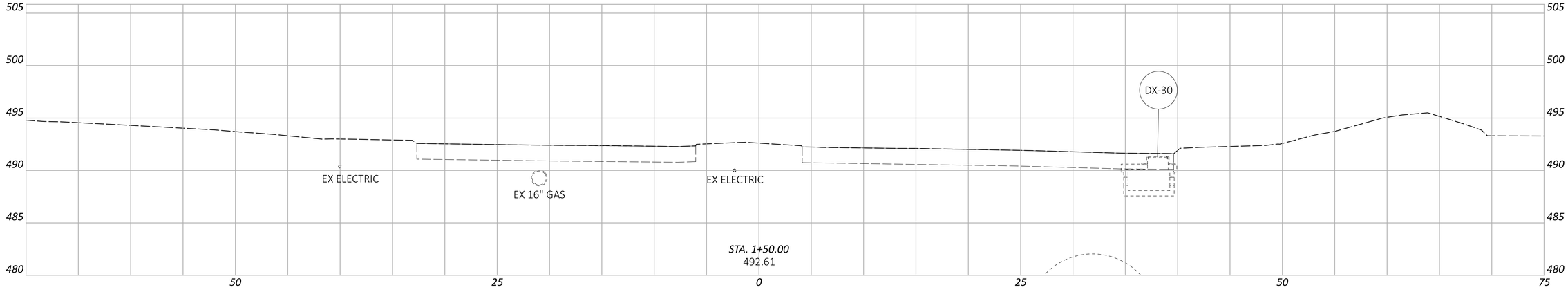
REVIEWER
MJR 11/02/26

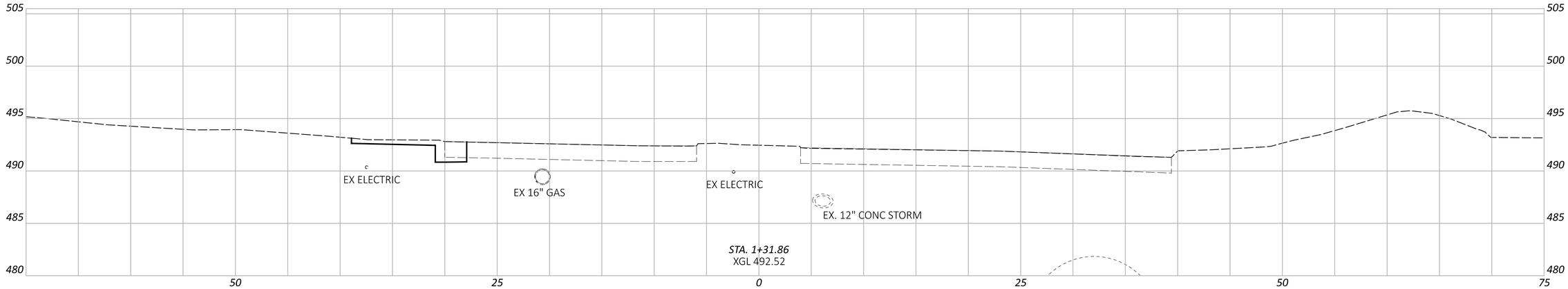
PROJECT ID
114161

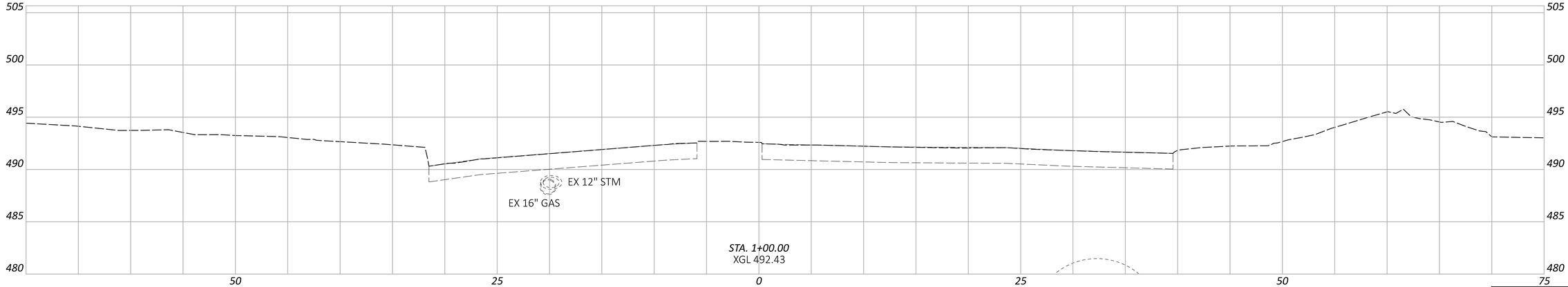
SHEET P.246 TOTAL 830

HAM-IR 75-1.95

MODEL: CLX_I075N - 156+23.29 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:23 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS001d.dgn







CROSS SECTIONS - BANK ST
STA 1+00.00 TO STA 1+50.00

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

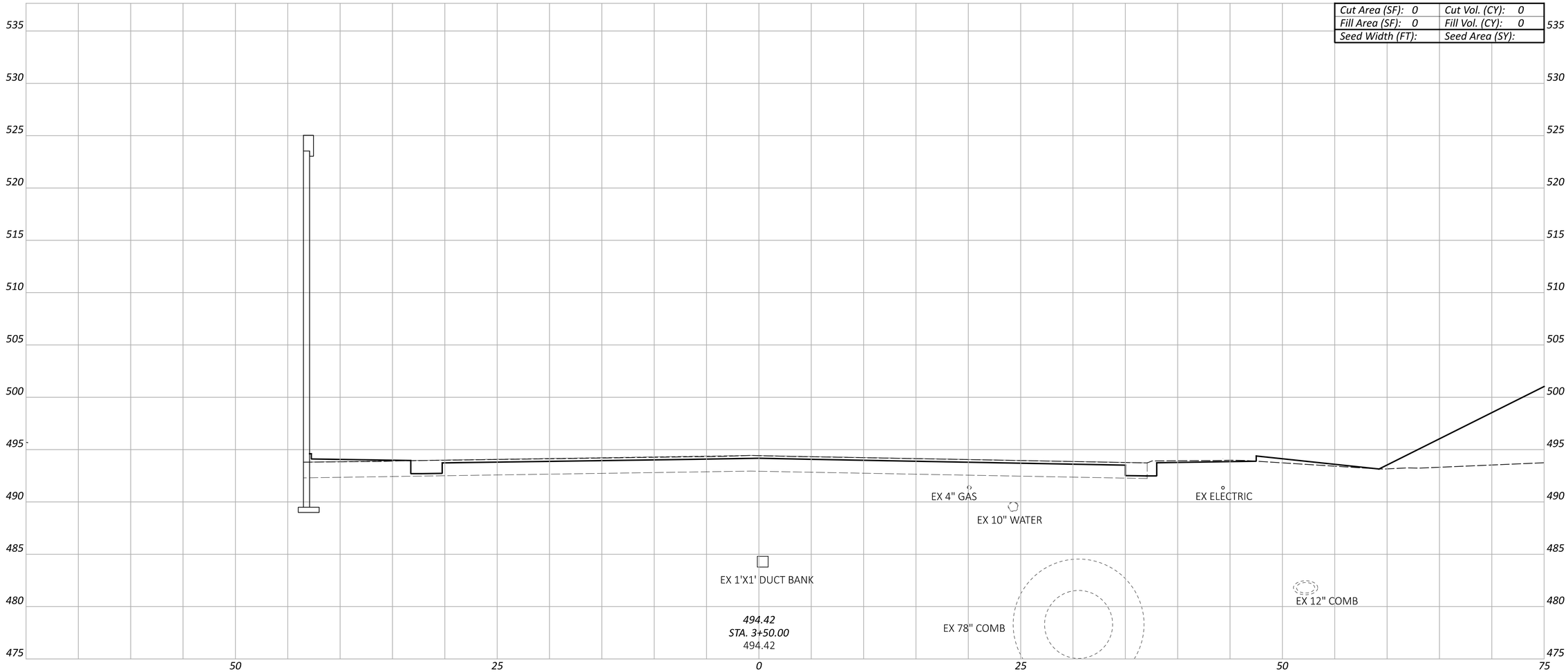
PROJECT ID
114161

SHEET P.247 | TOTAL 830

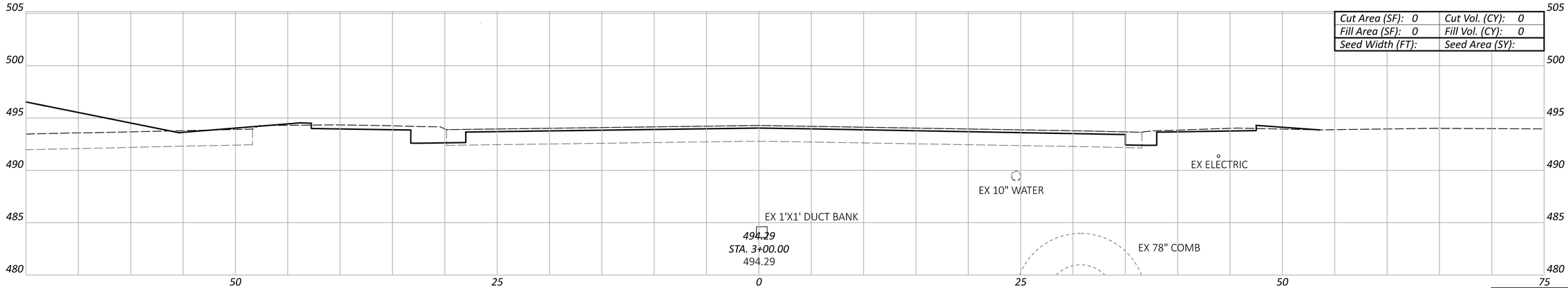
HAM-IR 75-1.95

MODEL: BLP_Banks - 1+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:37 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS009.dgn

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS - BANK ST
STA 3+00.00 TO STA 3+50.00

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.248 | TOTAL 830

HAM-IR 75-1.95

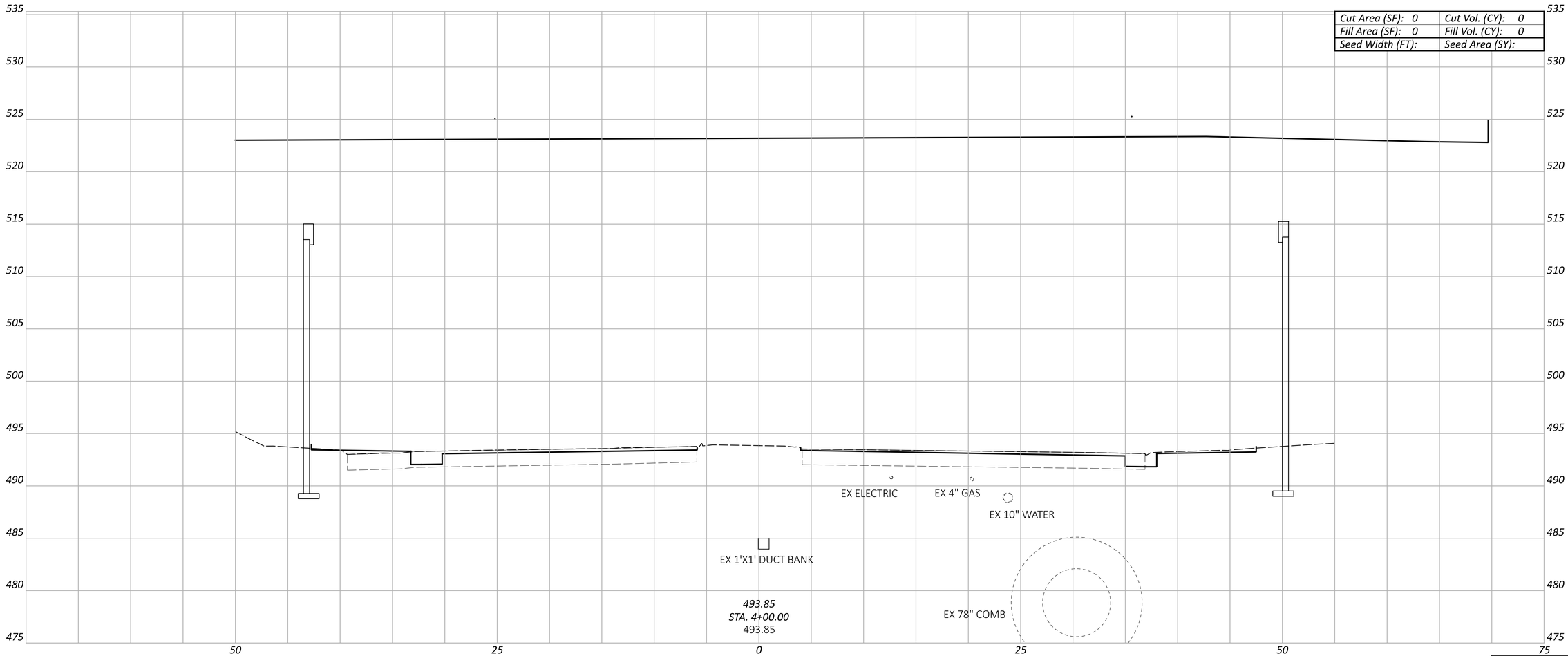
MODEL: BLP_Banks - 3+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:41 PM USER: jheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS009.dgn

HAM-IR 75-1.95

MODEL: BLP_Banks - 4+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:44 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS009.dgn

CROSS SECTIONS - BANK ST
STA 4+00.00

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.249 | TOTAL 830

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

530
525
520
515
510
505
500
495
490
485
480
475

EXISTING IR-75 BRIDGE

EX ELECTRIC

EX 4" GAS

EX 10" WATER

EX 1'X1' DUCT BANK (DND)

EX 78" COMB

493.01
STA. 4+50.00
493.01

50 25 0 25 50 75

Sheet Totals		
Seeding	Cut	Fill

HAM-IR 75-1.95

MODEL: BLP_Banks - 4+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:45 PM USER: jtheuring
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CROSS SECTIONS - BANK ST
STA 4+50.00

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.250 | TOTAL 830

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

EXISTING IR-75 BRIDGE

EX. 12" CONC STORM

EX ELECTRIC

EX 4" GAS

EX 10" WATER

EX 1'X1' DUCT BANK

EX 78" COMB

493.09
STA. 5+00.00
493.09

535 530 525 520 515 510 505 500 495 490 485 480 475

50 25 0 25 50 75

Sheet Totals		
Seeding	Cut	Fill

HAM-IR 75-1.95

CROSS SECTIONS - BANK ST
STA 5+00.00

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.251 | TOTAL 830

MODEL: BLP_Banks - 5+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:47 PM USER: jtheuring
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Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):

EXISTING IR-75 BRIDGE

EX ELECTRIC

EX 4" GAS

EX 10" WATER

EX. 12" CONC STORM

EX 1'X1' DUCT BANK

EX 78" COMB

493.87
STA. 5+50.00
493.87

525 520 515 510 505 500 495 490 485 480 475

50 25 0 25 50 75

Sheet Totals		
Seeding	Cut	Fill

HAM-IR 75-1.95

MODEL: BLP_Banks - 5+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:49 PM USER: jtheuring
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CROSS SECTIONS - BANK ST
STA 5+50.00

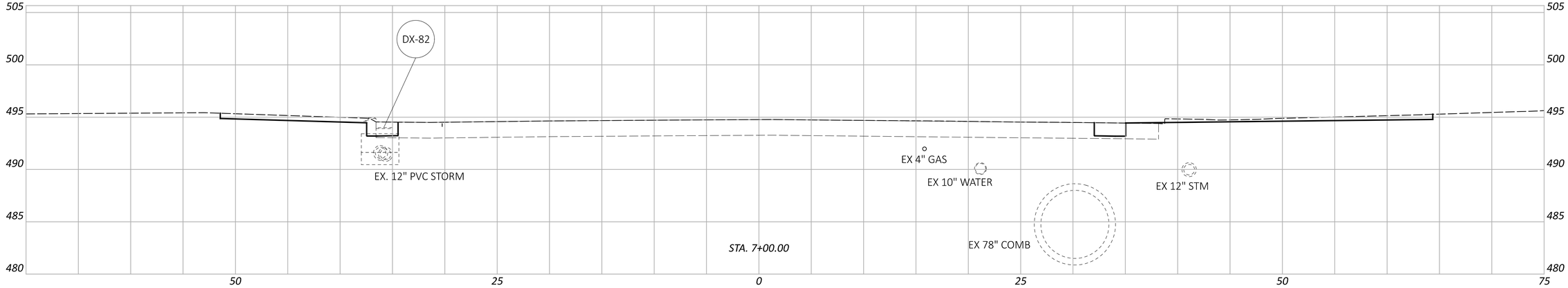
DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.252 | TOTAL 830



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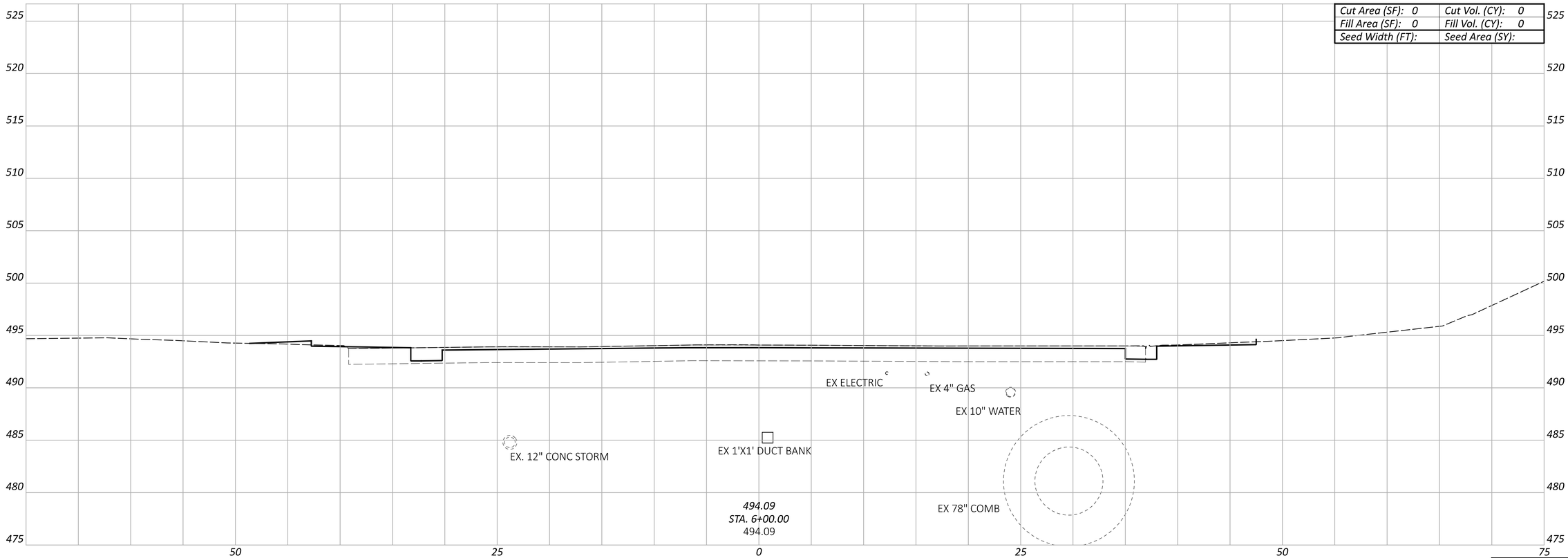
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Sheet Totals		
Seeding	Cut	Fill

CROSS SECTIONS - BANK ST
STA 6+00.00 TO STA 7+00.00

DESIGN AGENCY
EMH&T

DESIGNER
SJB

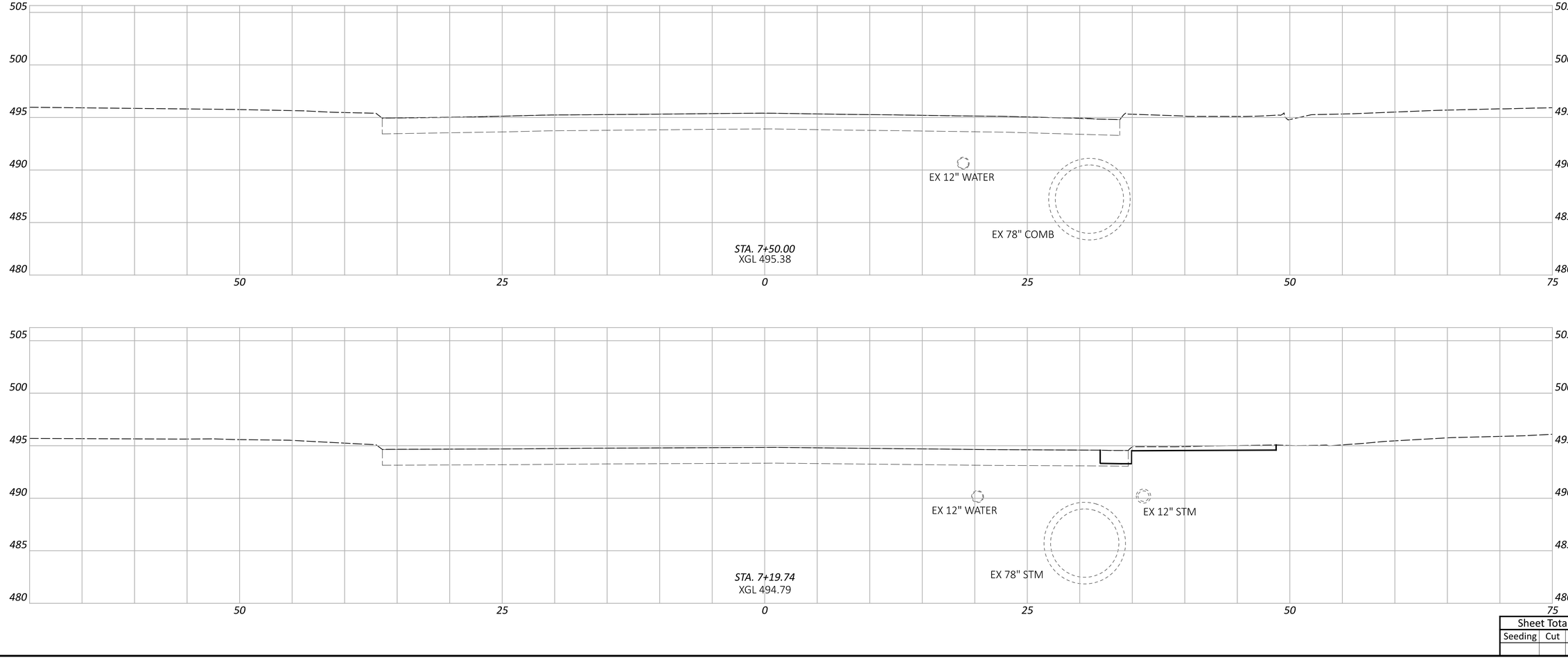
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.253 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_Banks - 6+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:50 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS009.dgn



CROSS SECTIONS - BANK ST
STA 7+19.74 TO STA 7+50.00

HAM-IR 75-1.95

MODEL: BLP_Banks - 7+19.74 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:21:53 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS009.dgn

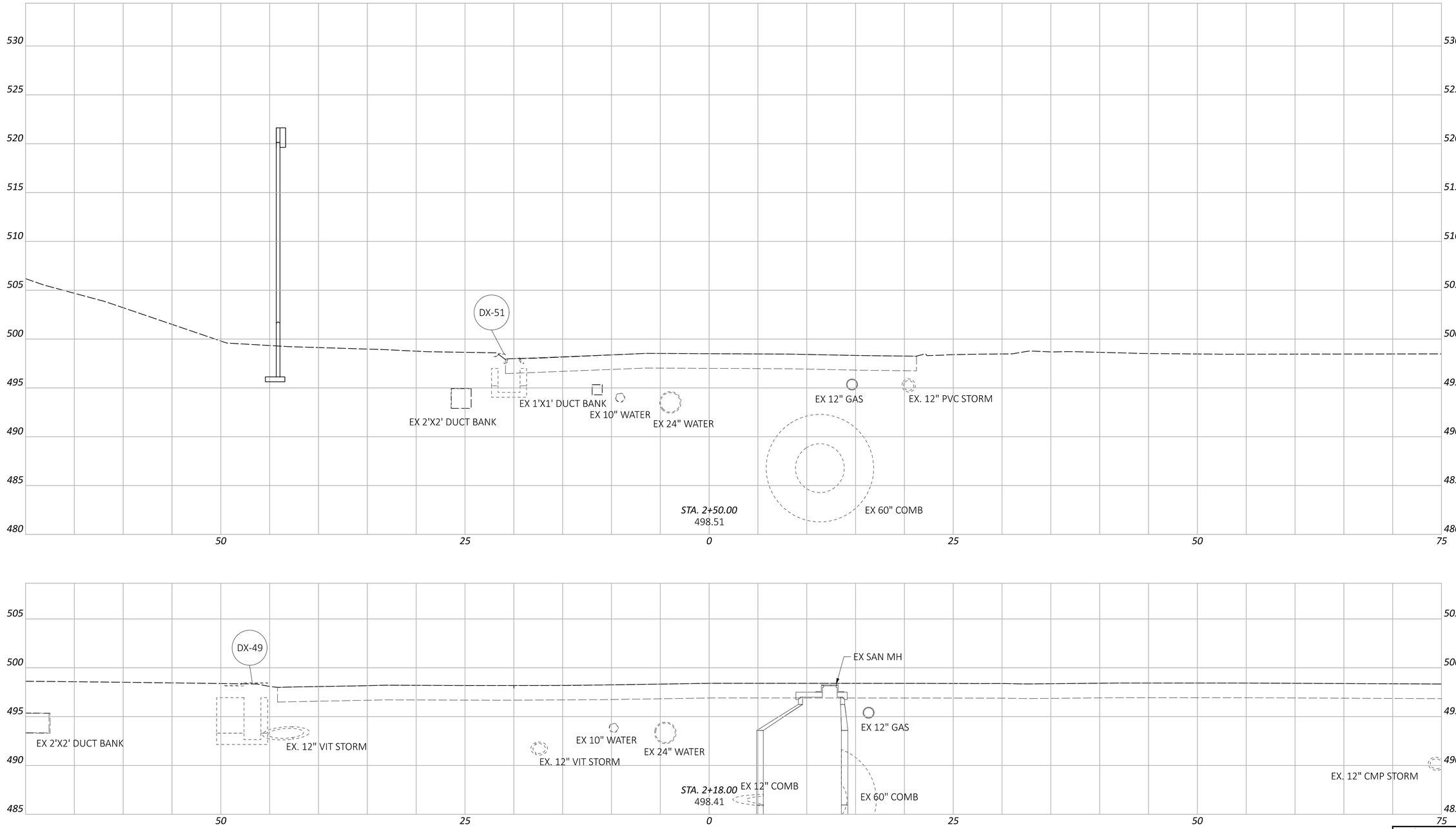
DESIGN AGENCY: EMH&T

DESIGNER	SJB
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.254
TOTAL	830

Sheet Totals

Seeding	Cut	Fill

CROSS SECTIONS - HARRISON AVE
STA 2+18.00 TO STA 2+50.00



HAM-IR 75-1.95

MODEL: CLP_HARRISON - 2+18.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:04:22 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS010.dgn

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: EMH&T

DESIGNER	SJB
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.255
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_HARRISON - 3+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:04:39 PM USER: jtheuring
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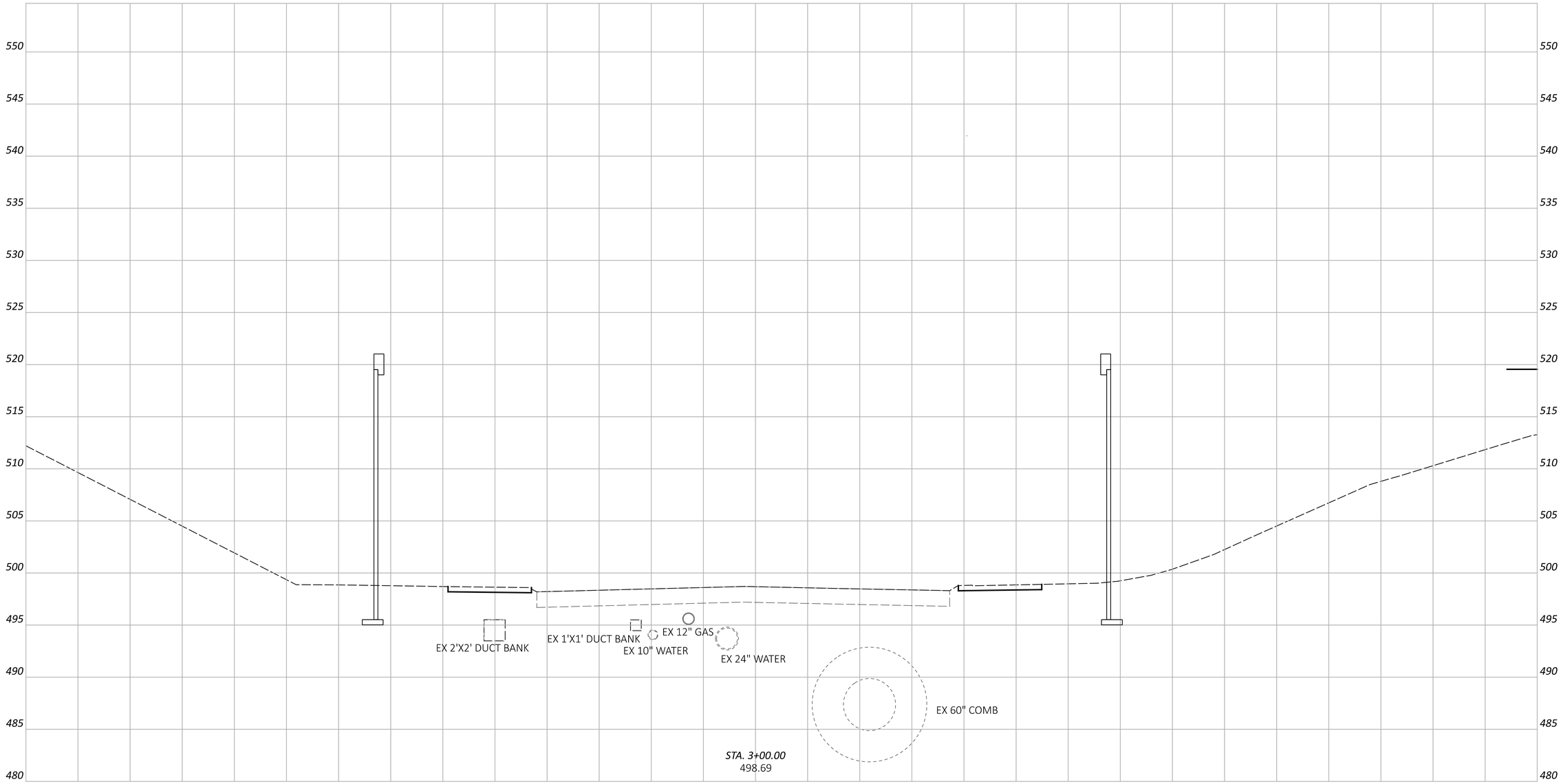


CROSS SECTIONS - HARRISON AVE
STA 3+00.00

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
EMHT

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

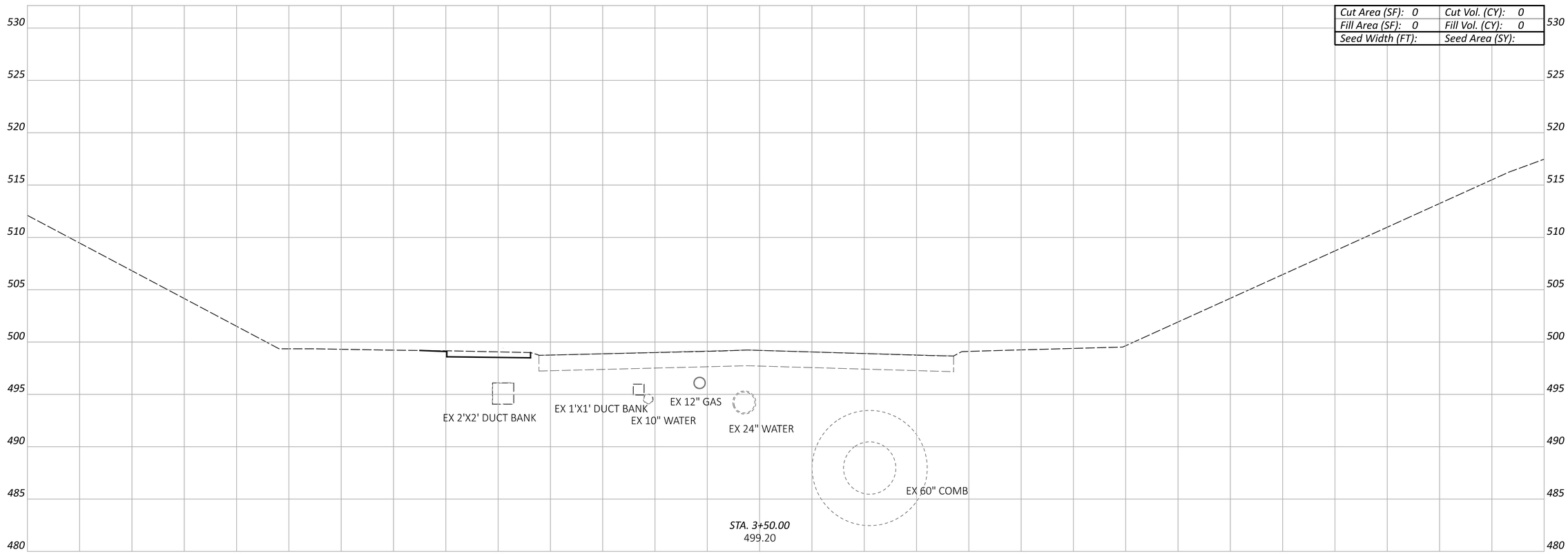
SHEET P.256 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_HARRISON - 3+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:04:44 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS010.dgn

CROSS SECTIONS - HARRISON AVE
STA 3+50.00

Cut Area (SF): 0	Cut Vol. (CY): 0
Fill Area (SF): 0	Fill Vol. (CY): 0
Seed Width (FT):	Seed Area (SY):



Sheet Totals		
Seeding	Cut	Fill

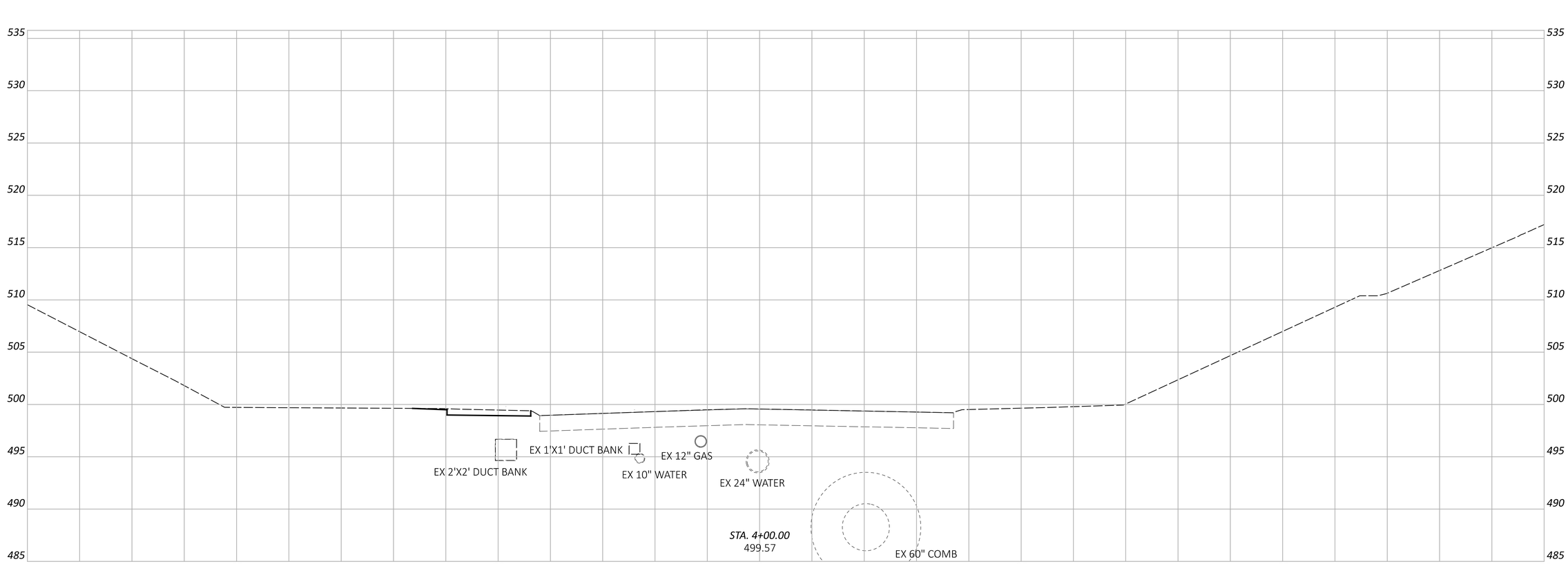
DESIGN AGENCY
EMHT

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.257 TOTAL 830



HAM-IR 75-1.95

MODEL: CLP_HARRISON - 4+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:04:50 PM USER: jtheuring
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CROSS SECTIONS - HARRISON AVE
STA 4+00.00

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
EMHT

DESIGNER
SJB

REVIEWER
MJR 11/02/26

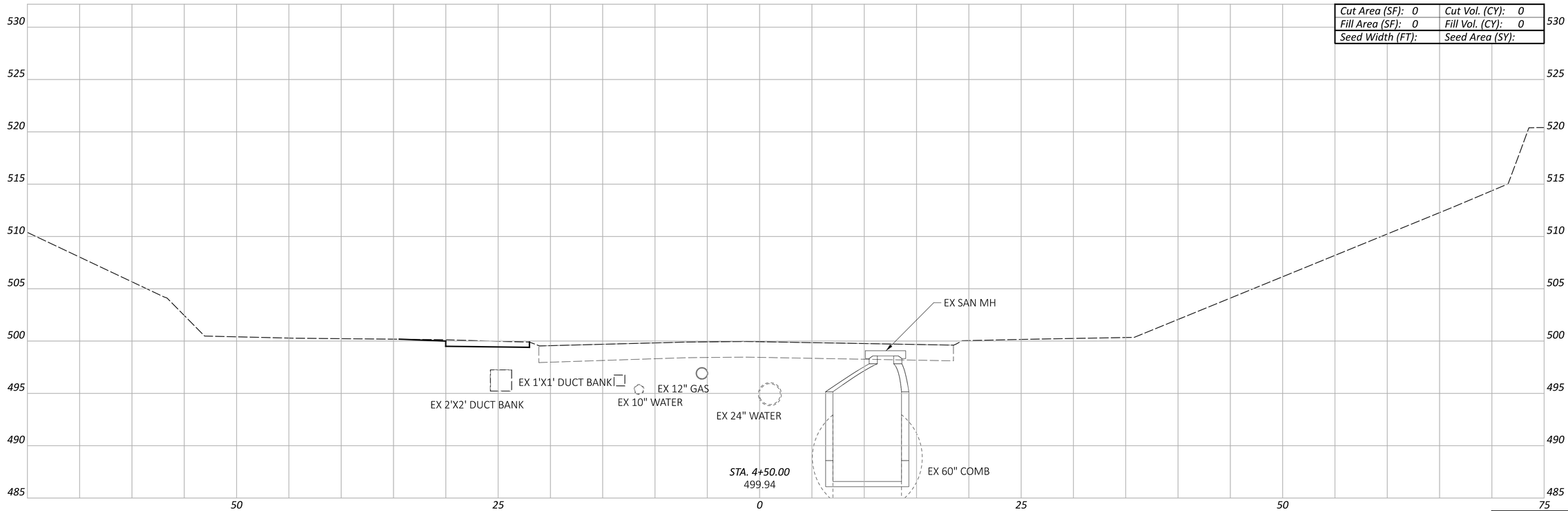
PROJECT ID
114161

SHEET P.258 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_HARRISON - 4+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:04:56 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\e01-Engineering_EMHT\Roadway\Sheets\114161_XS010.dgn

CROSS SECTIONS - HARRISON AVE
STA 4+50.00



Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.259 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_HARRISON - 5+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:05:01 PM USER: jtheuring
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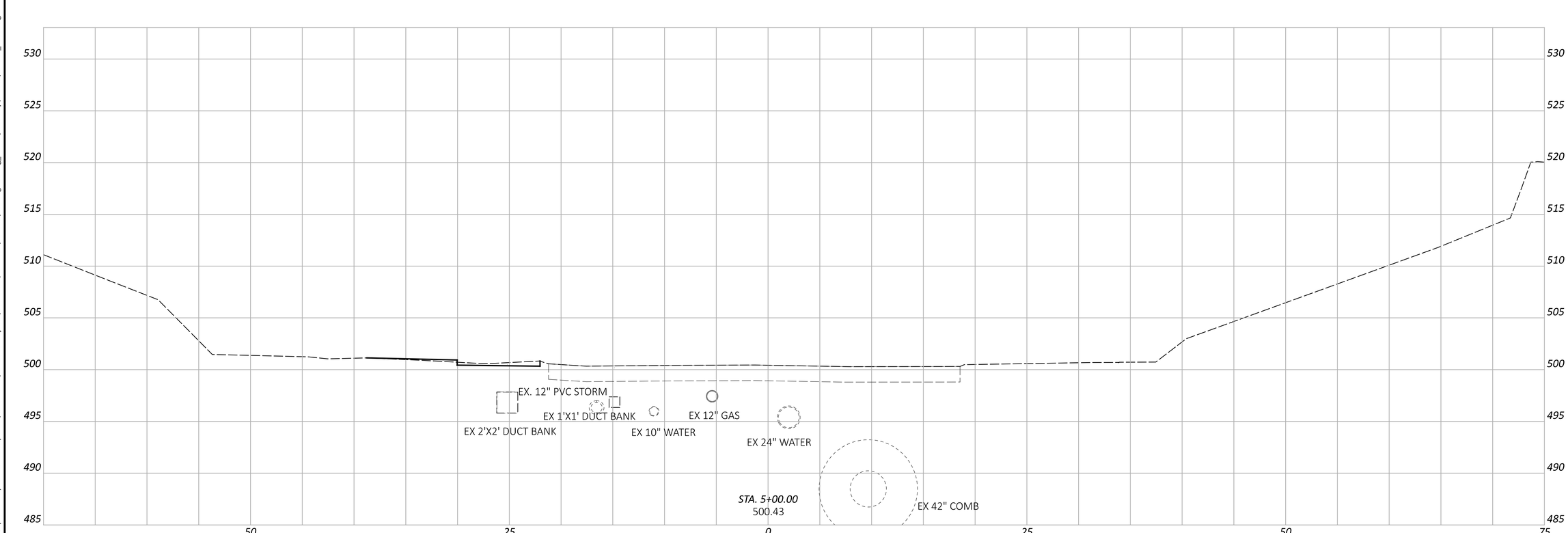


CROSS SECTIONS - HARRISON AVE
STA 5+00.00

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
EMH&T

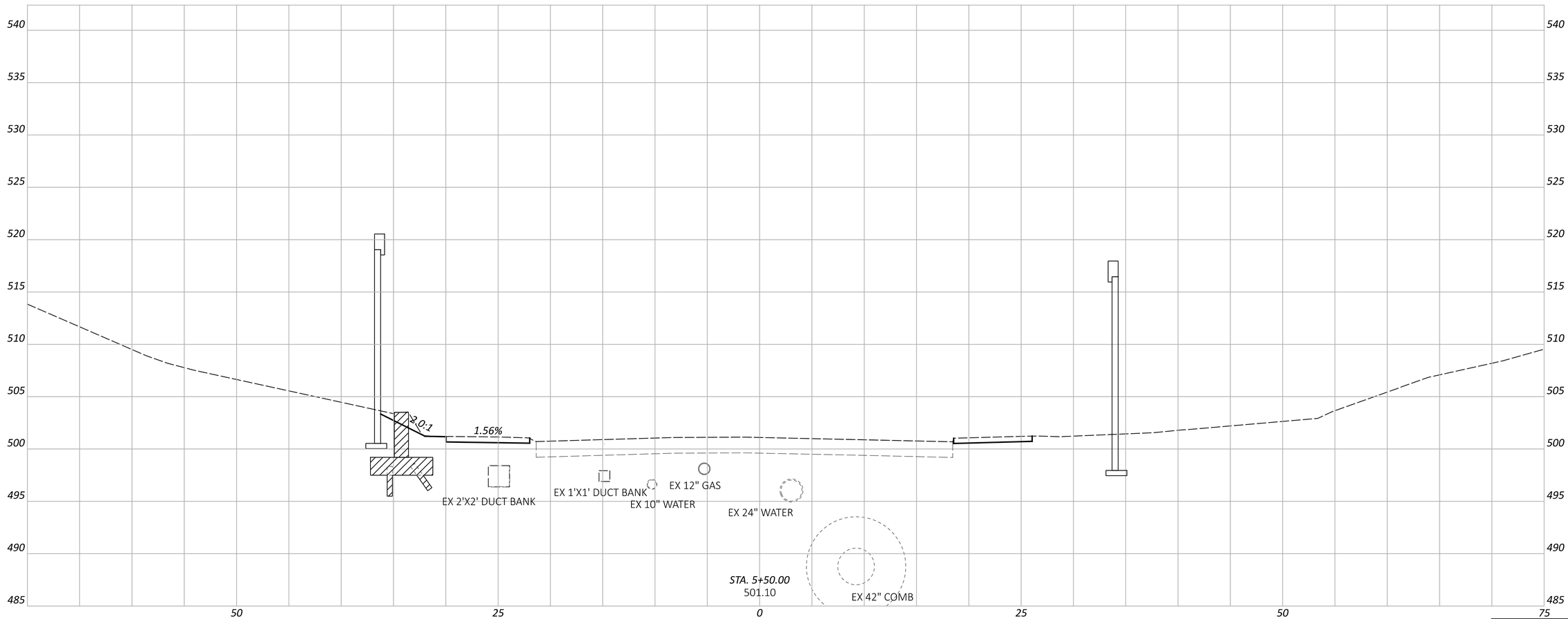
DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.260 TOTAL 830

- REMOVAL LIMITS OF EXISTING RETAINING WALL PER ITEM 202 REMOVAL MISC: RETAINING WALL REMOVED. SEE GENERAL NOTES FOR ADDITIONAL INFORMATION



HAM-IR 75-1.95

MODEL: CLP_HARRISON - 5+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:05:05 PM USER: jtheuring
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CROSS SECTIONS - HARRISON AVE
STA 5+50.00

Sheet Totals		
Seeding	Cut	Fill

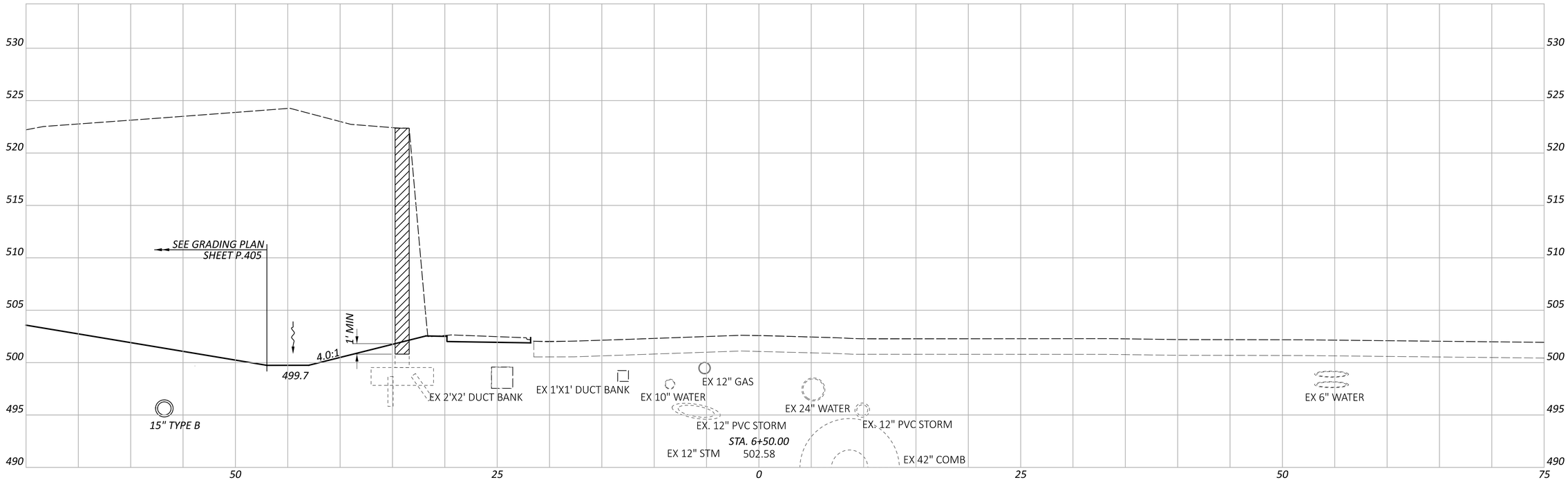
DESIGN AGENCY
EMHT

DESIGNER
SJB

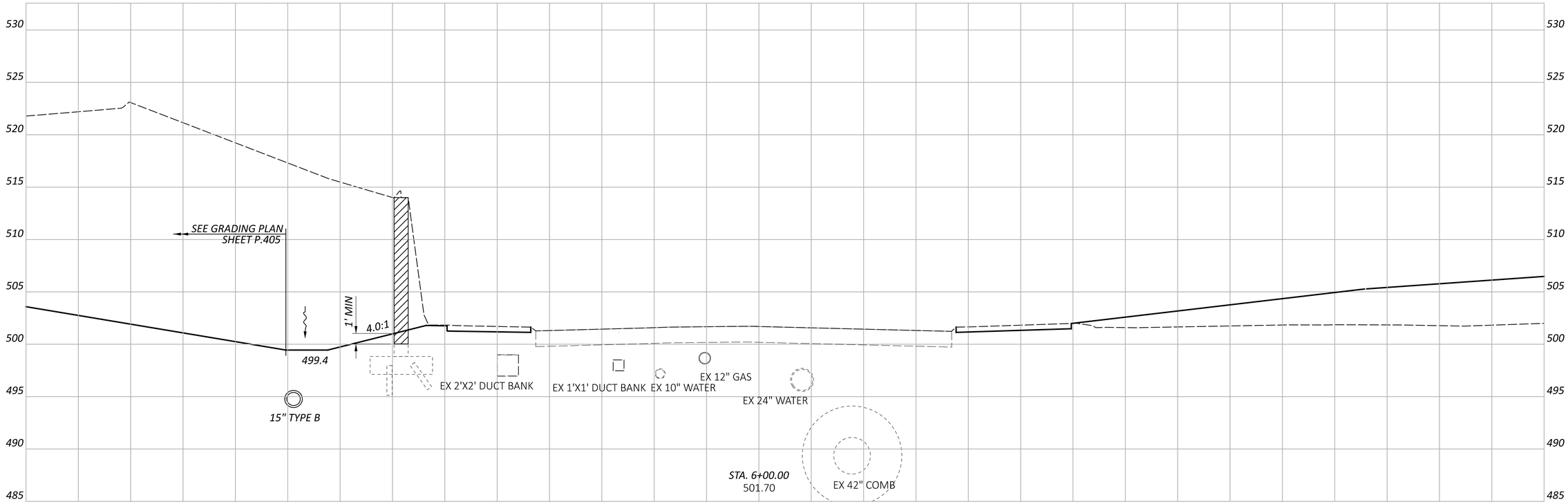
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.261 TOTAL 830



- REMOVAL LIMITS OF EXISTING RETAINING WALL PER ITEM 202 REMOVAL MISC: RETAINING WALL REMOVED. SEE GENERAL NOTES FOR ADDITIONAL INFORMATION



CROSS SECTIONS - HARRISON AVE
STA 6+00.00 TO STA 6+50.00

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: EMH&T

DESIGNER: SJB

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.262 | TOTAL: 830

HAM-IR 75-1.95

MODEL: CLP_HARRISON - 6+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:05:10 PM USER: jtheuring
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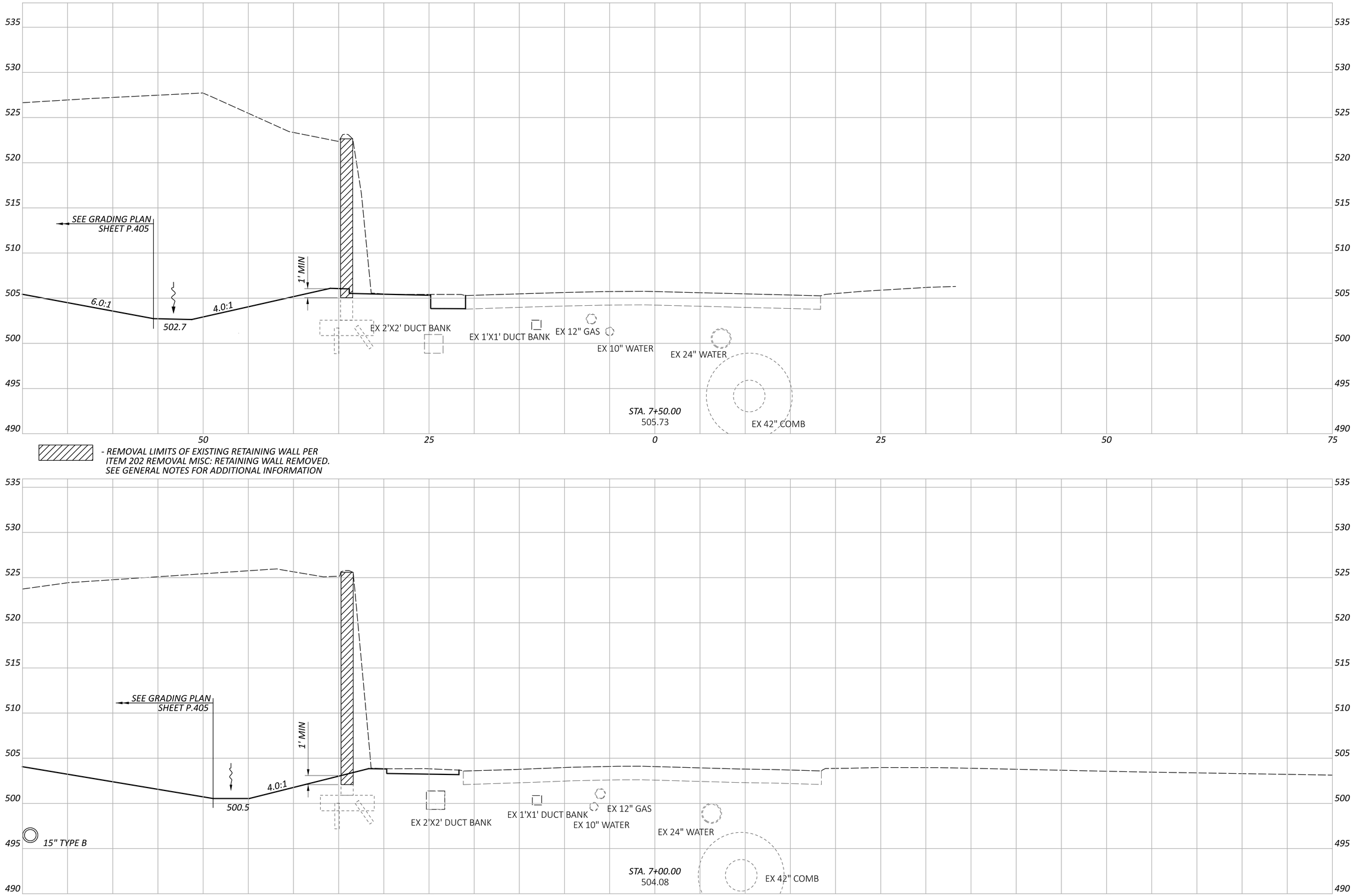


CROSS SECTIONS - HARRISON AVE
STA 7+00.00 TO STA 7+50.00

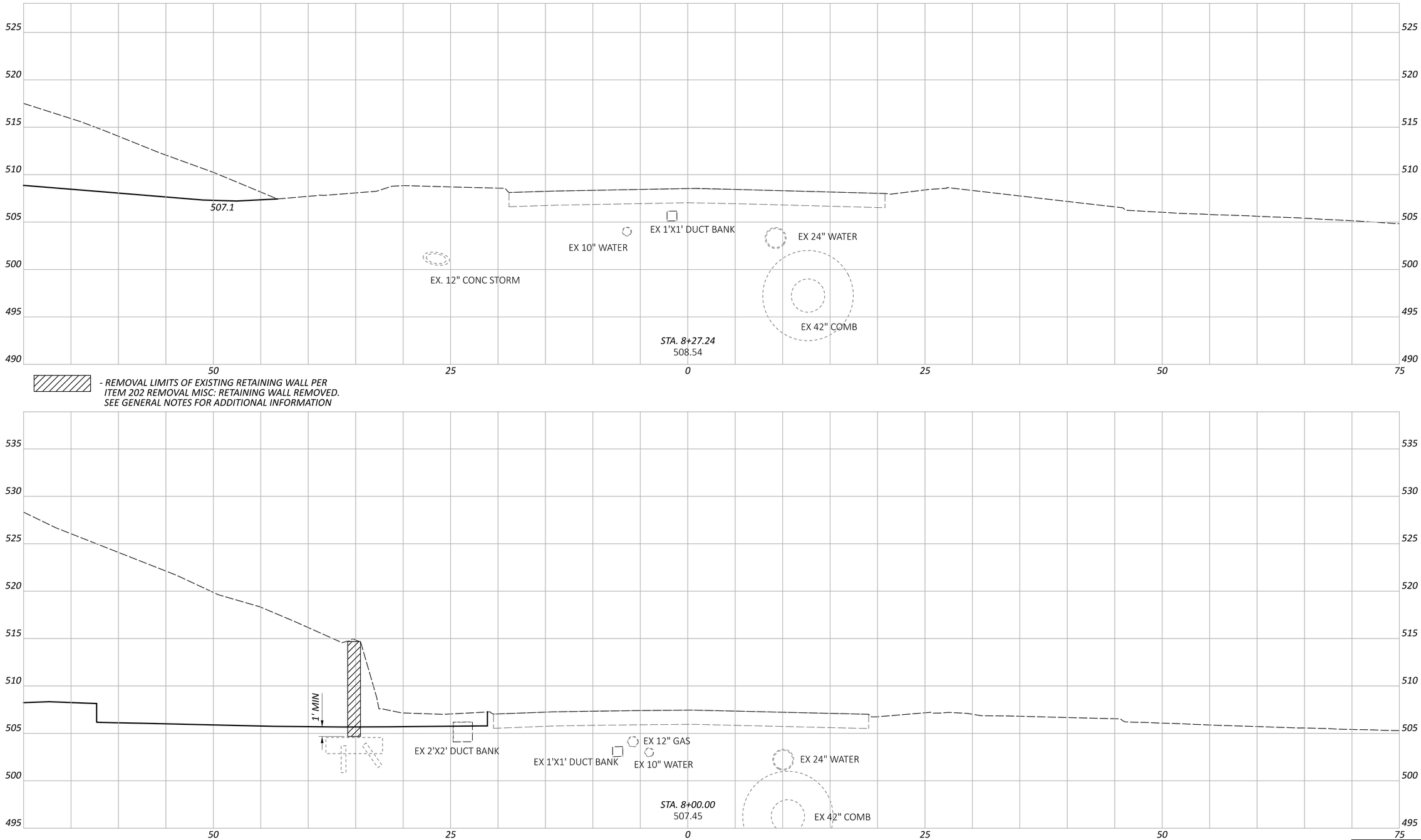
HAM-IR 75-1.95

MODEL: CLP_HARRISON - 7+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:05:18 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS010.dgn

DESIGN AGENCY
EMH&T

DESIGNER	
SJB	
REVIEWER	
MJR	11/02/26
PROJECT ID	
114161	
SHEET	TOTAL
P.263	830

Sheet Totals		
Seeding	Cut	Fill



CROSS SECTIONS - HARRISON AVE
STA 8+00.00 TO STA 8+27.24

HAM-IR 75-1.95

MODEL: CLP_HARRISON - 8+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:05:26 PM USER: jtheuring
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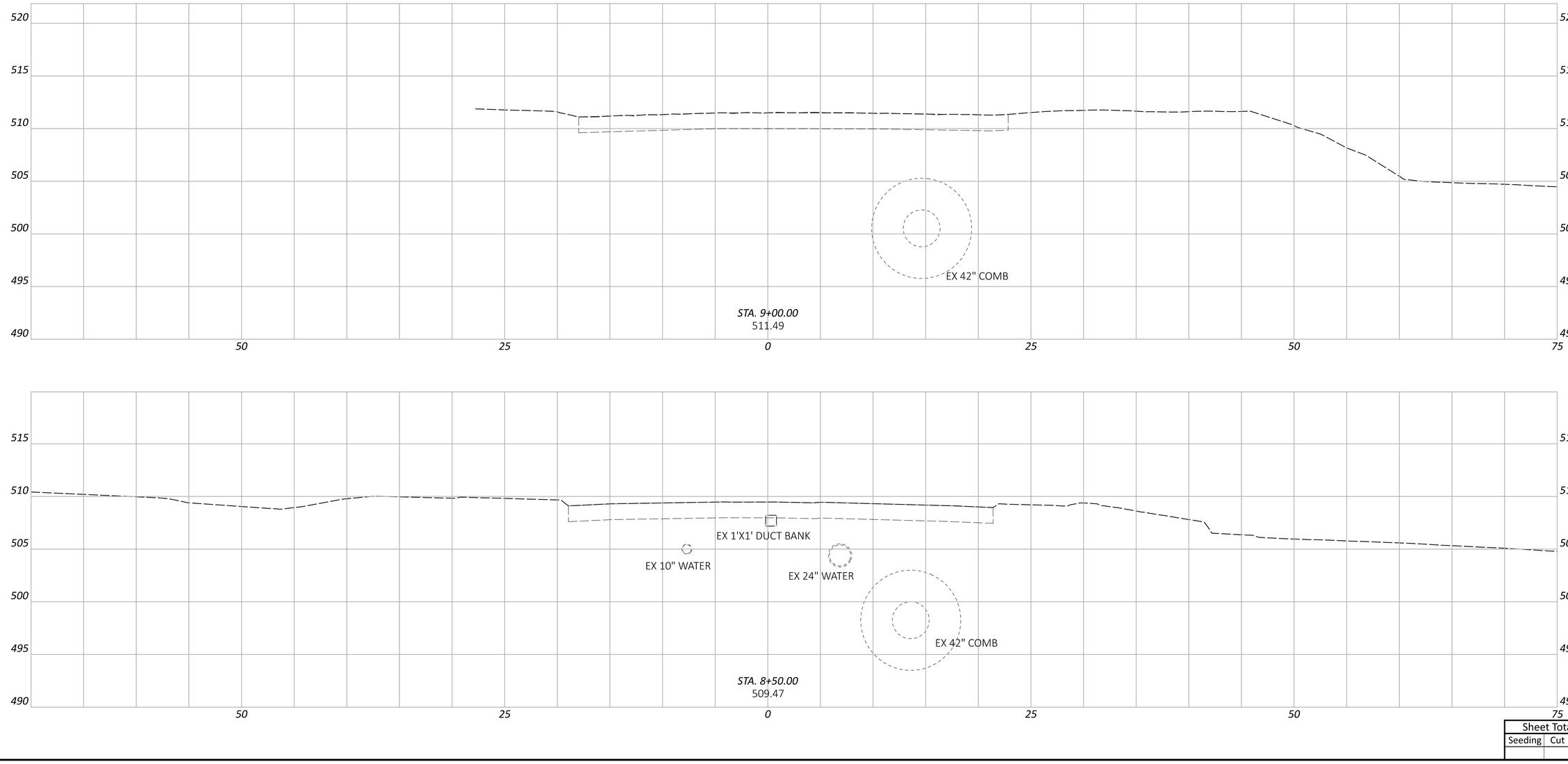
Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY: EMHT

DESIGNER	SJB
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.264
TOTAL	830



HAM-IR 75-1.95

MODEL: CLP_HARRISON - 8+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:05:34 PM USER: jtheuring
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CROSS SECTIONS - HARRISON AVE
STA 8+50.00 TO STA 9+00.00

Sheet Totals		
Seeding	Cut	Fill

DESIGN AGENCY
EMH&T

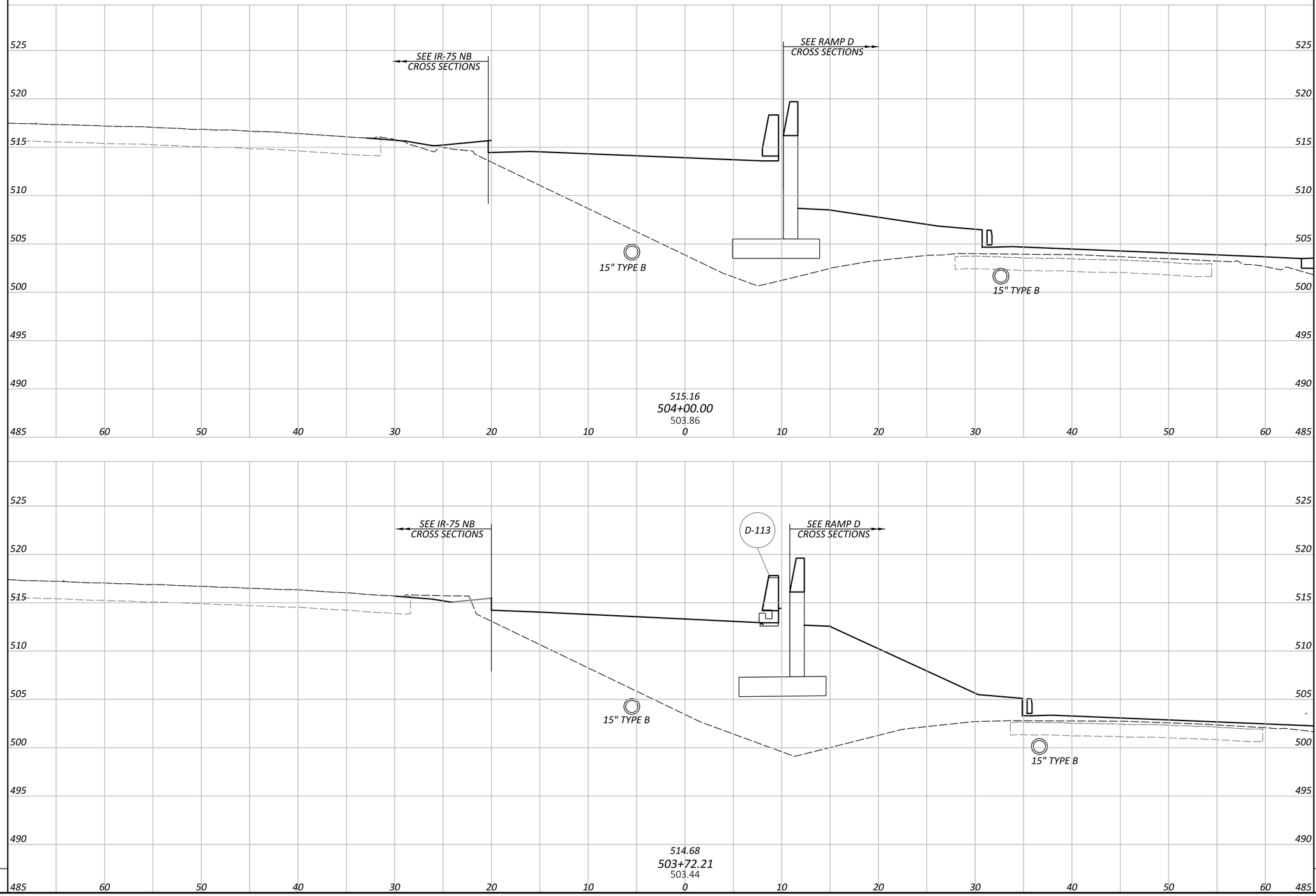
DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.265 | TOTAL 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP A
STA 503+72.21TO STA 504+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

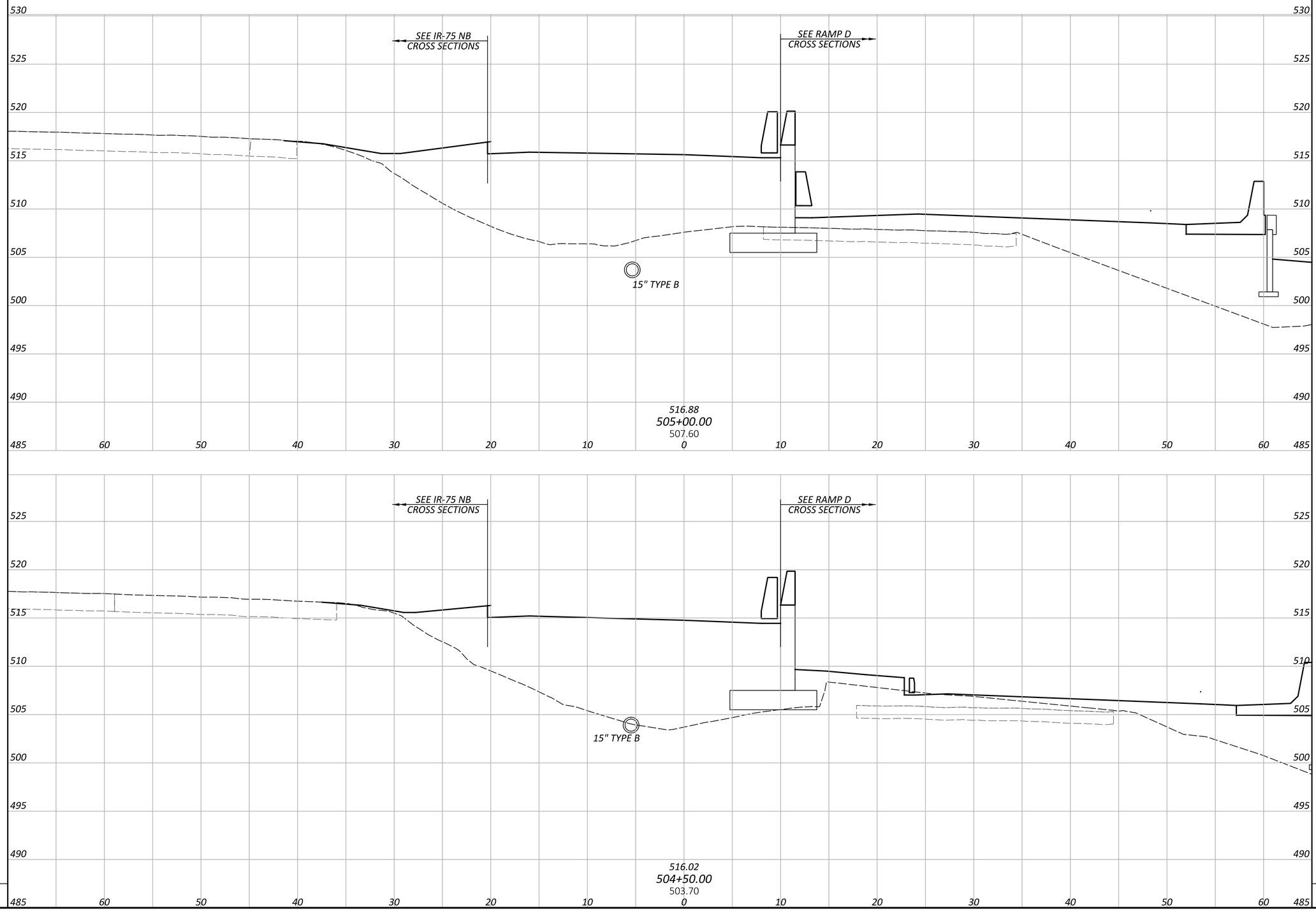
PROJECT ID
114161

SHEET P.266 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075A - 503+72.21 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:24:03 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS002.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP A
STA 504+50.00 TO STA 505+00.00

HAM-IR 75-1.95

MODEL: BLP_R075A - 504+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:24:19 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\V01-Engineering_ EMHT\Roadway\Sheets\114161_XS002.dgn

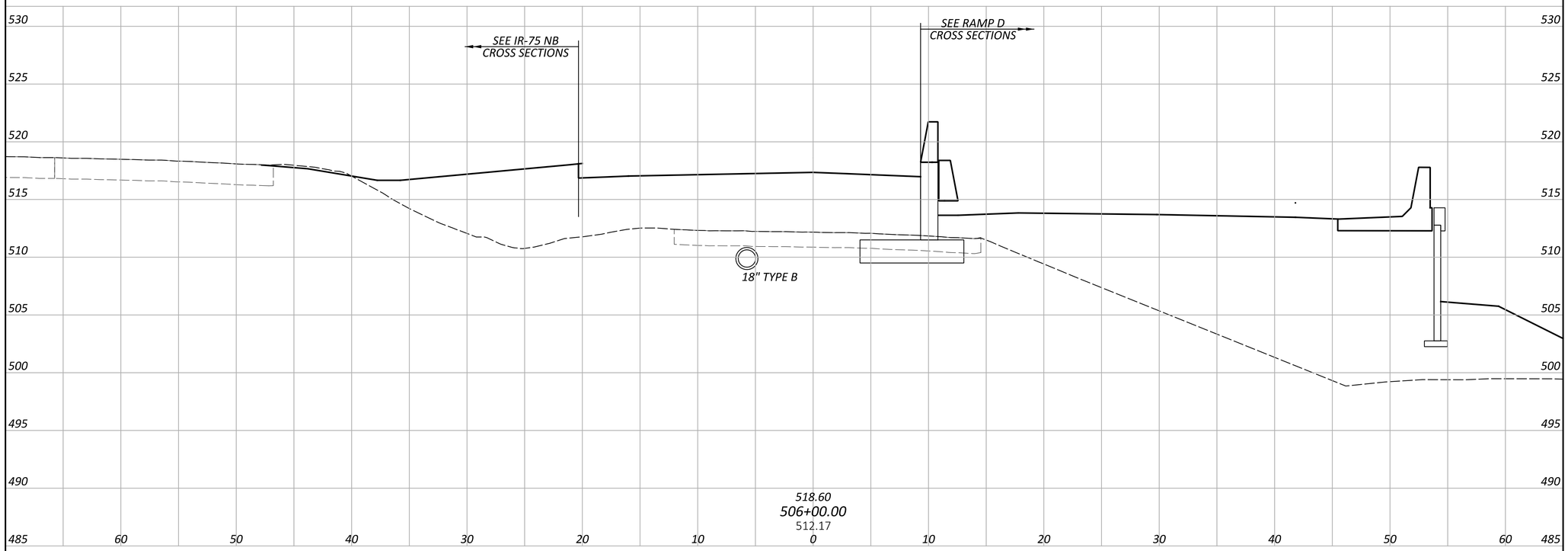
DESIGN AGENCY: EMH&T

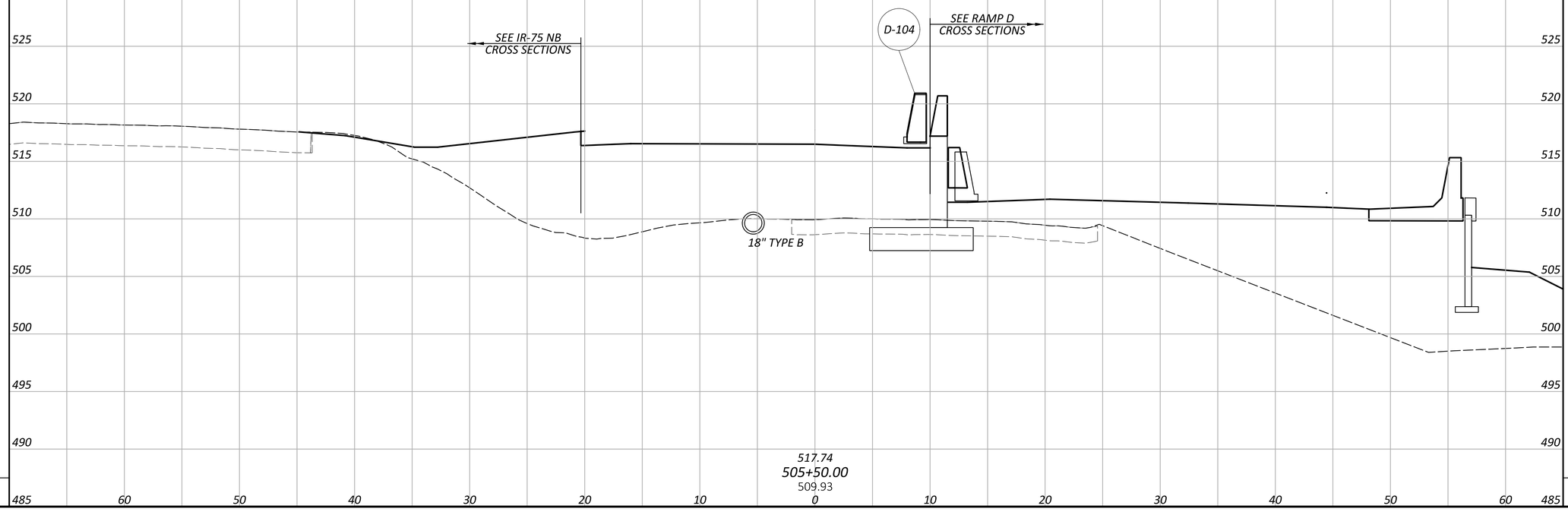
DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SEEDING	
END WIDTH	SQ. YDS.





SHEET TOTAL					

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP A
STA 505+50.00 TO STA 506+00.00

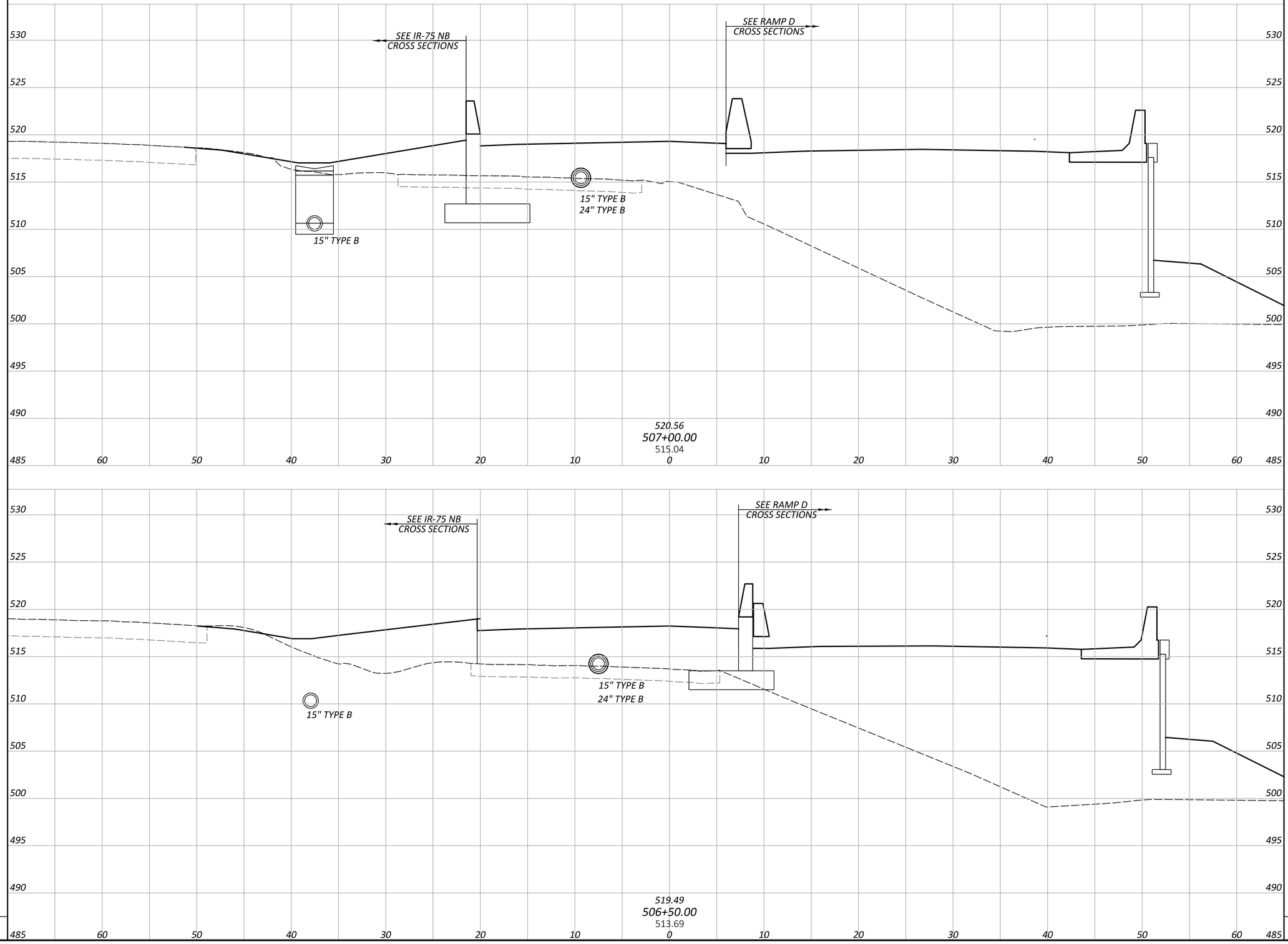
HAM-IR 75-1.95

MODEL: BLP_R075A - 505+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:24:33 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS002.dgn

DESIGN AGENCY: EMH&T

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
JPT	MJR 11/02/26	114161	P.268	830

SEEDING	
END WIDTH	SQ. YDS.



END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - RAMP A
STA 506+50.00 TO STA 507+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.269 TOTAL 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: BLP_R075A - 506+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:24:47 PM USER: jtheuring
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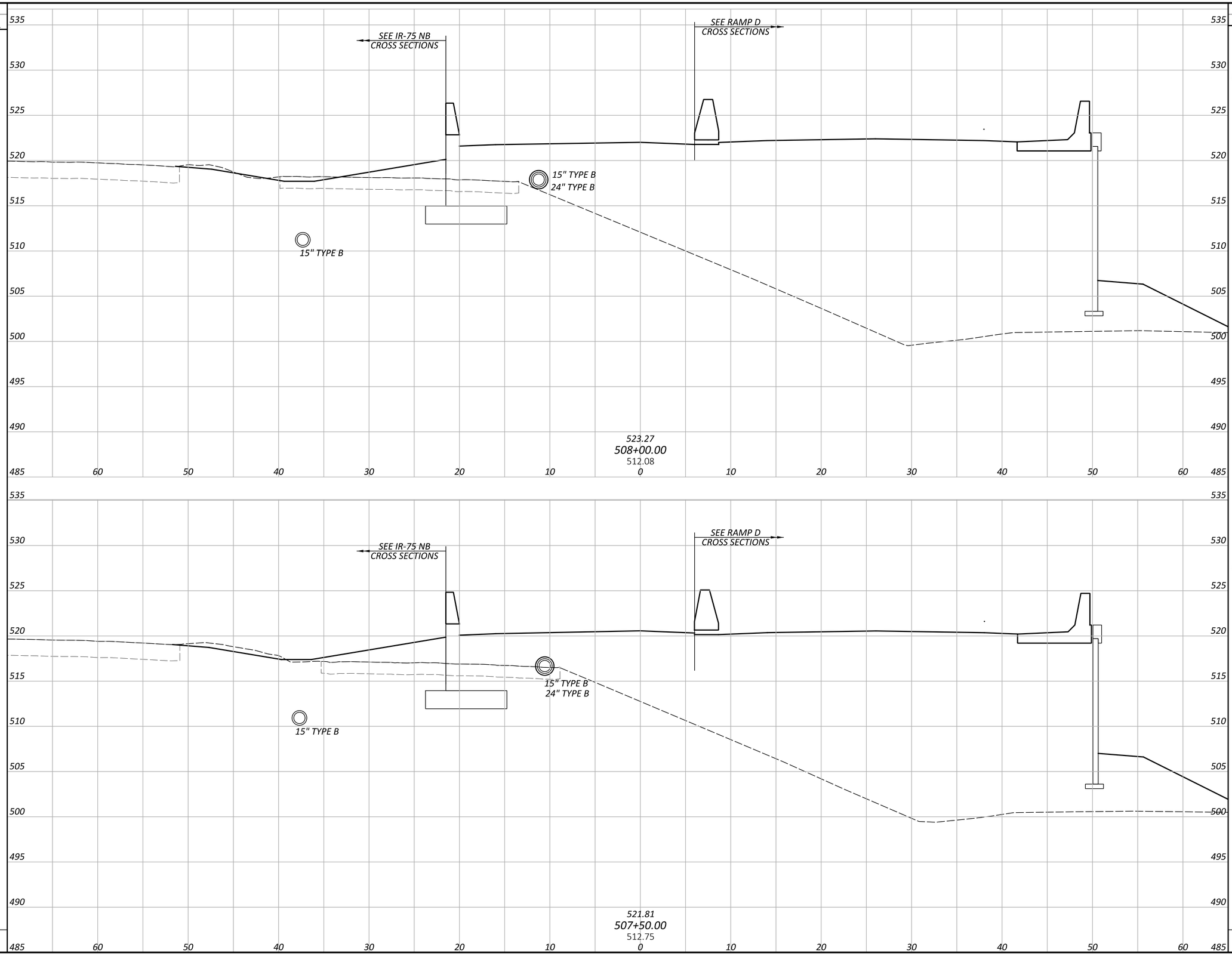
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
0	0		
		0	0
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP A
STA 507+50.00 TO STA 508+00.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET P.270 TOTAL 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: BLP_R075A - 507+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:25:00 PM USER: jtheuring
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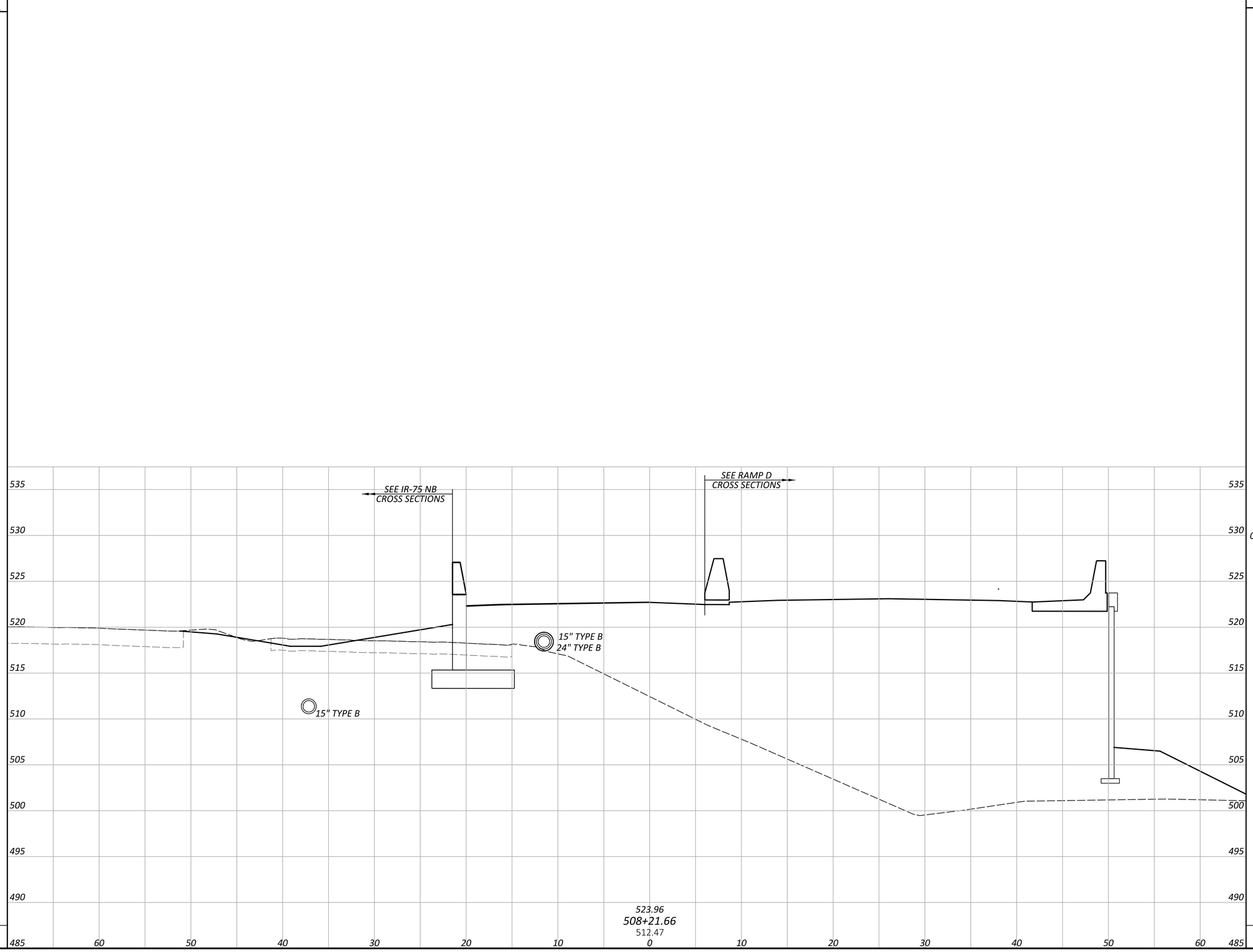
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL			
	0	0	
SHEET TOTALS	0	0	0 0

CROSS SECTIONS - RAMP A
STA 508+21.66

HAM-IR 75-1.95

MODEL: BLP_R075A - 508+21.66 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:25:13 PM USER: jtheuring
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DESIGN AGENCY
EMH&T

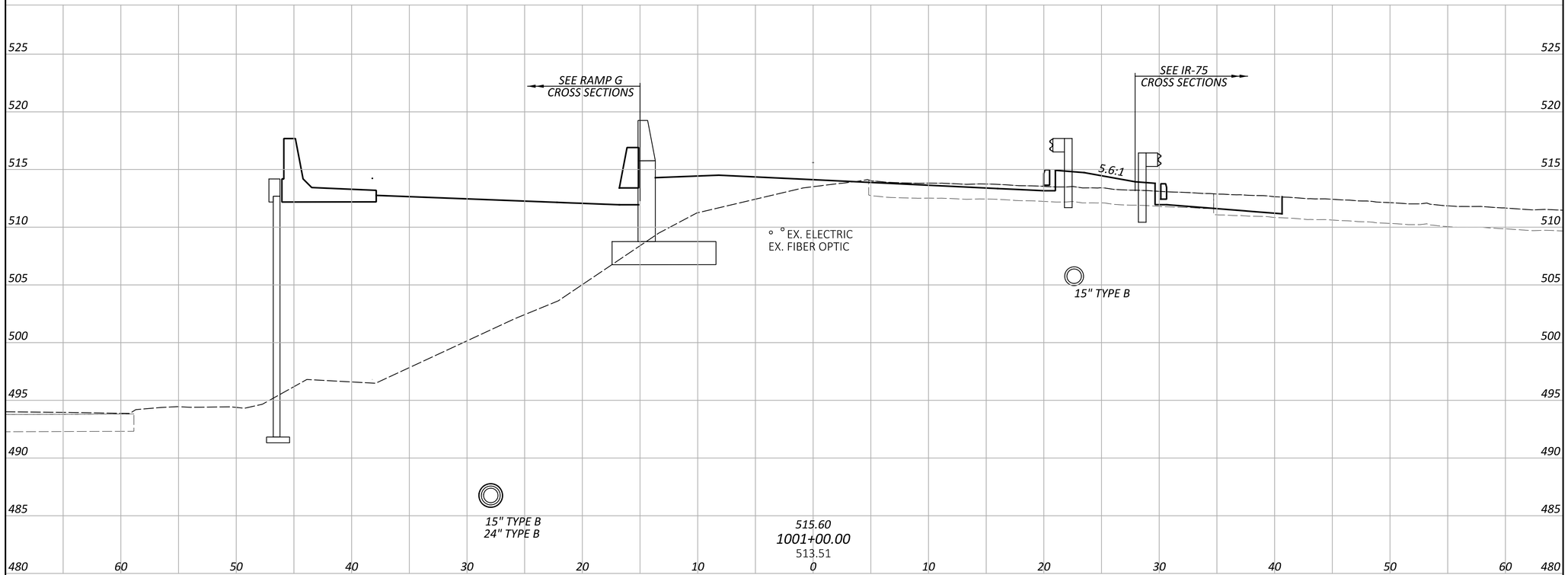
DESIGNER
JPT

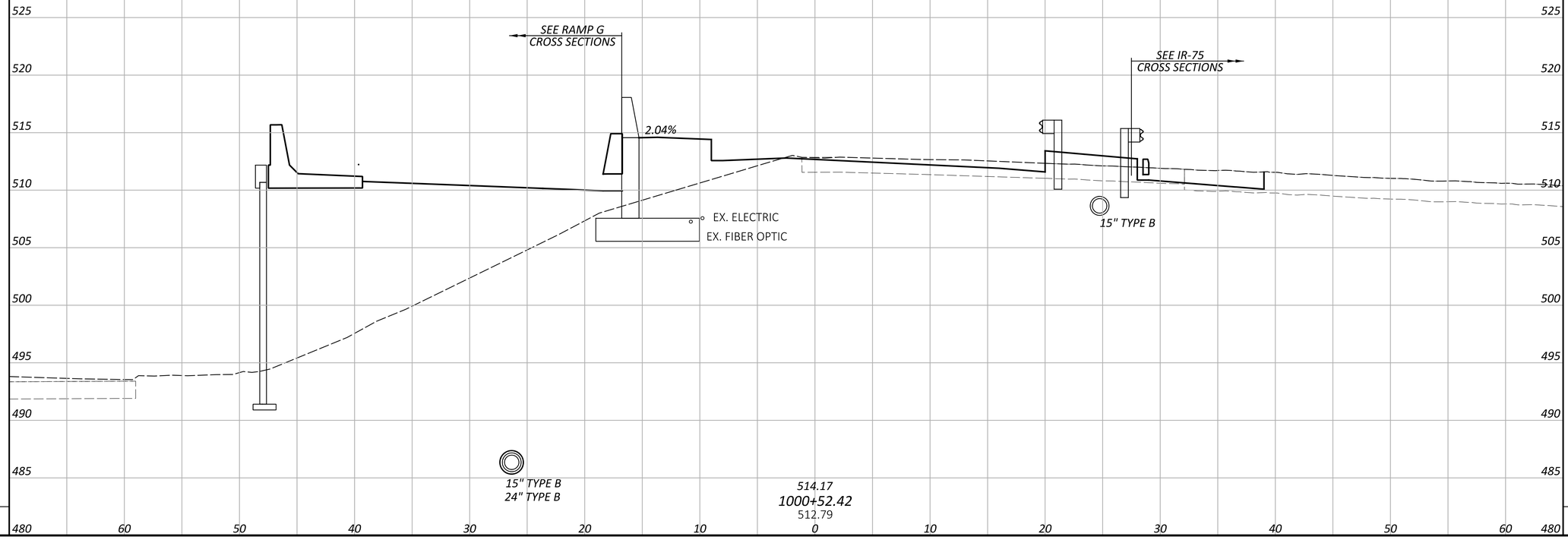
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.271 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.





END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - RAMP B
STA 1000+52.50 TO STA 1001+00.00

HAM-IR 75-1.95

MODEL: BLP_R075B - 1000+52.42 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:25:33 PM USER: jtheuring
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SHEET TOTAL

DESIGN AGENCY
EMH&T

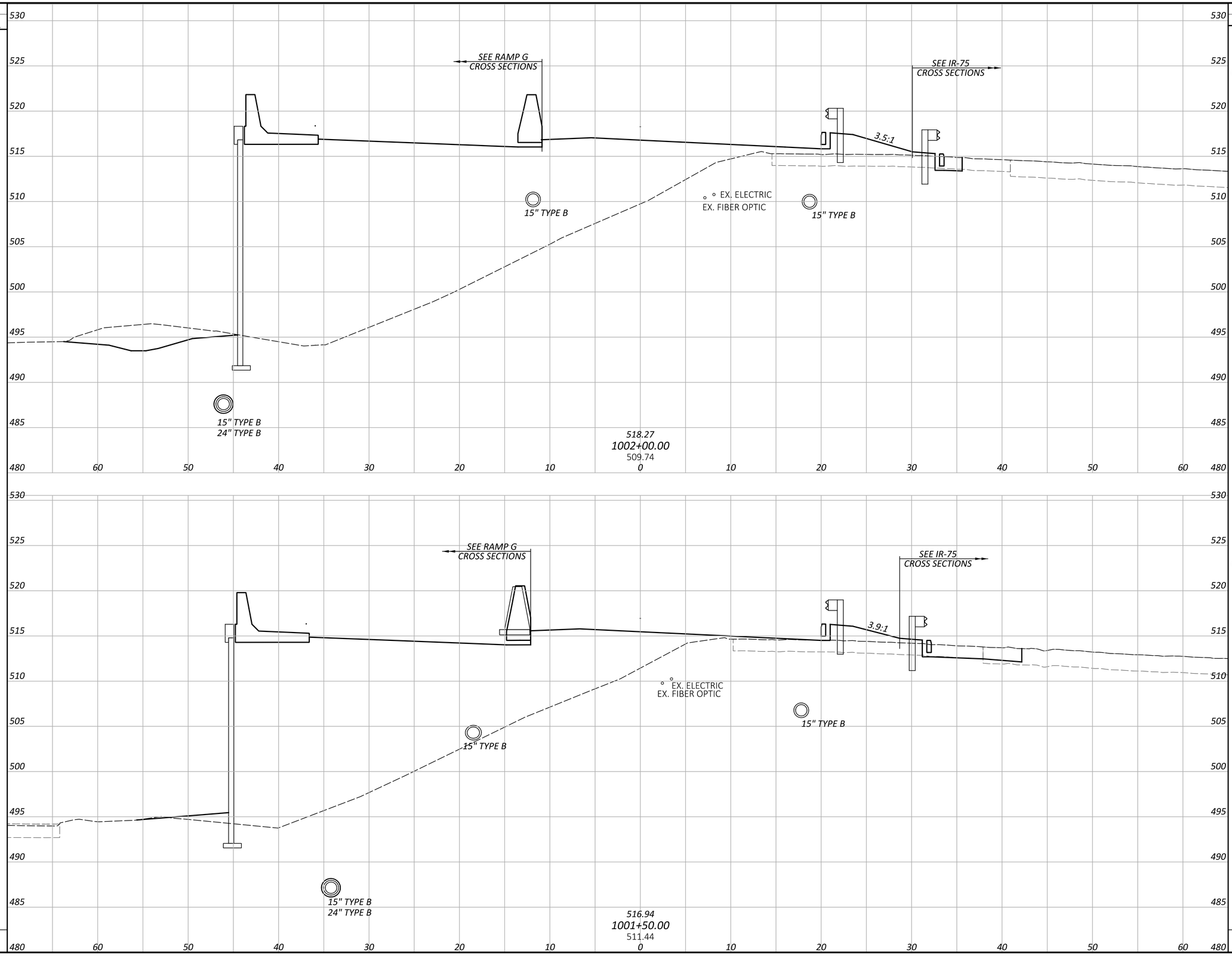
DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.272 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1001+50.00 TO STA 1002+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.273 TOTAL 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: BLP_R075B - 1001+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:25:46 PM USER: jtheuring
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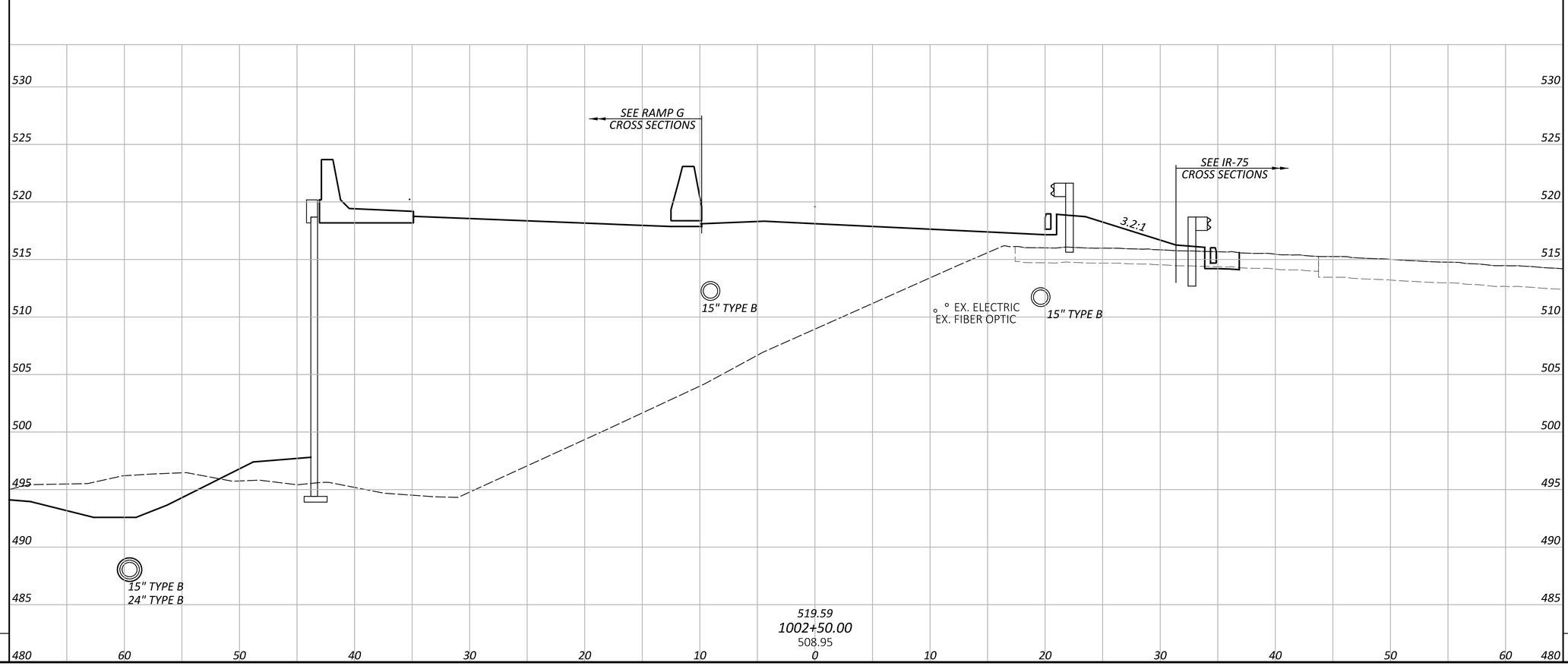
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1002+50.00

HAM-IR 75-1.95

MODEL: BLP_R075B - 1002+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:25:58 PM USER: jtheuring
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DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.274 TOTAL: 830

SHEET TOTAL

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0

CROSS SECTIONS - RAMP B
STA 1003+00.00

HAM-IR 75-1.95

MODEL: BLP_R075B - 1003+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:05 PM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.275 TOTAL 830

SHEET TOTAL

SHEET TOTALS 0 0

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
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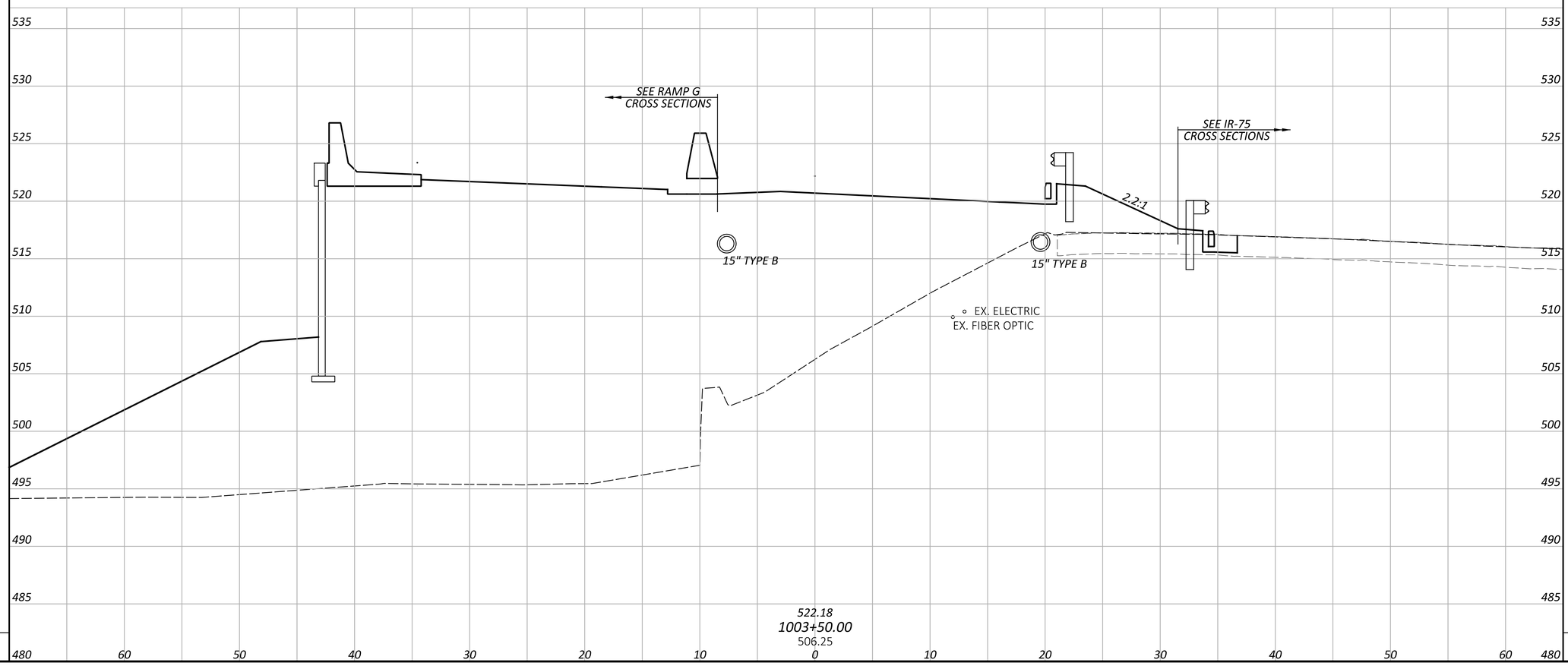
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP B
STA 1003+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.276 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1003+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:12 PM USER: jtheuring
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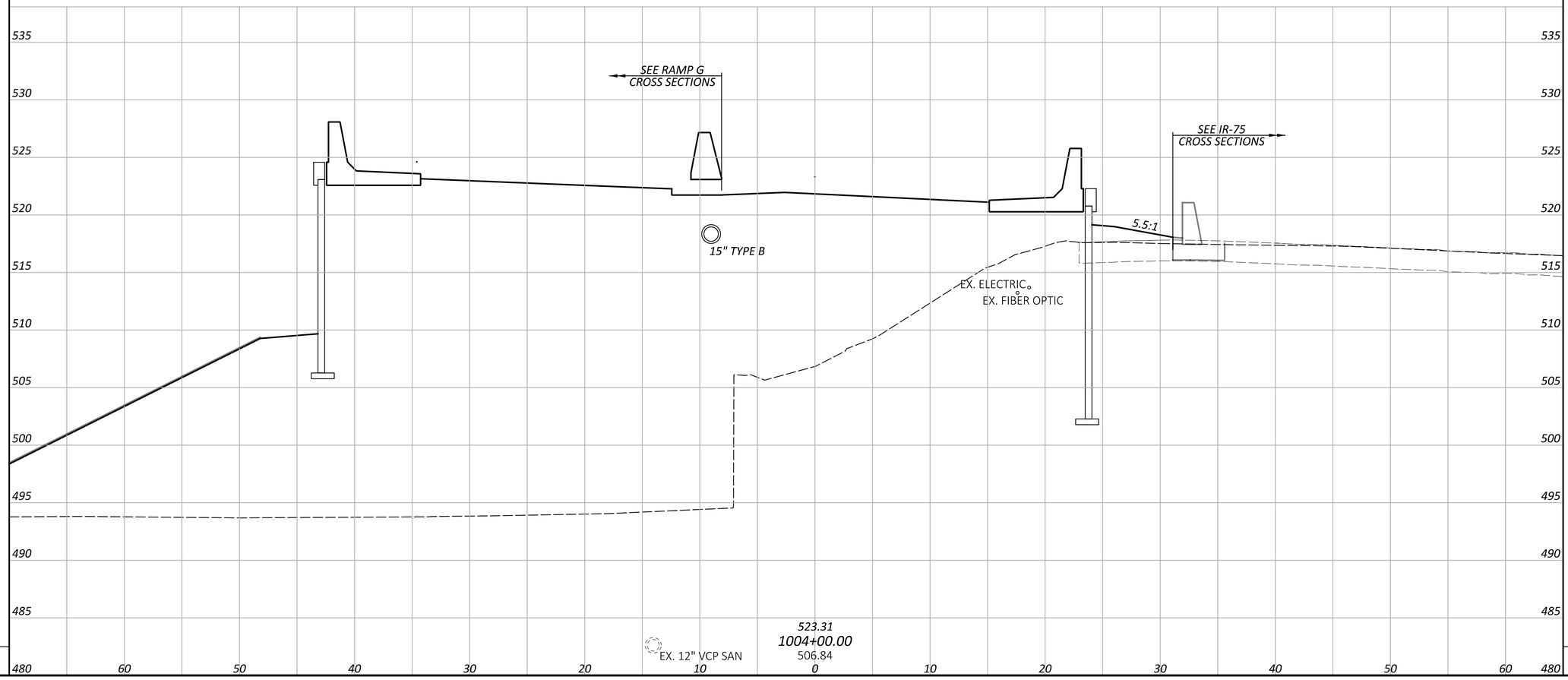
SHEET TOTAL

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0



CROSS SECTIONS - RAMP B
STA 1004+00.00

HAM-IR 75-1.95

MODEL: BLP_R075B - 1004+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:18 PM USER: jtheuring
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SHEET TOTAL

SHEET TOTALS

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.277 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
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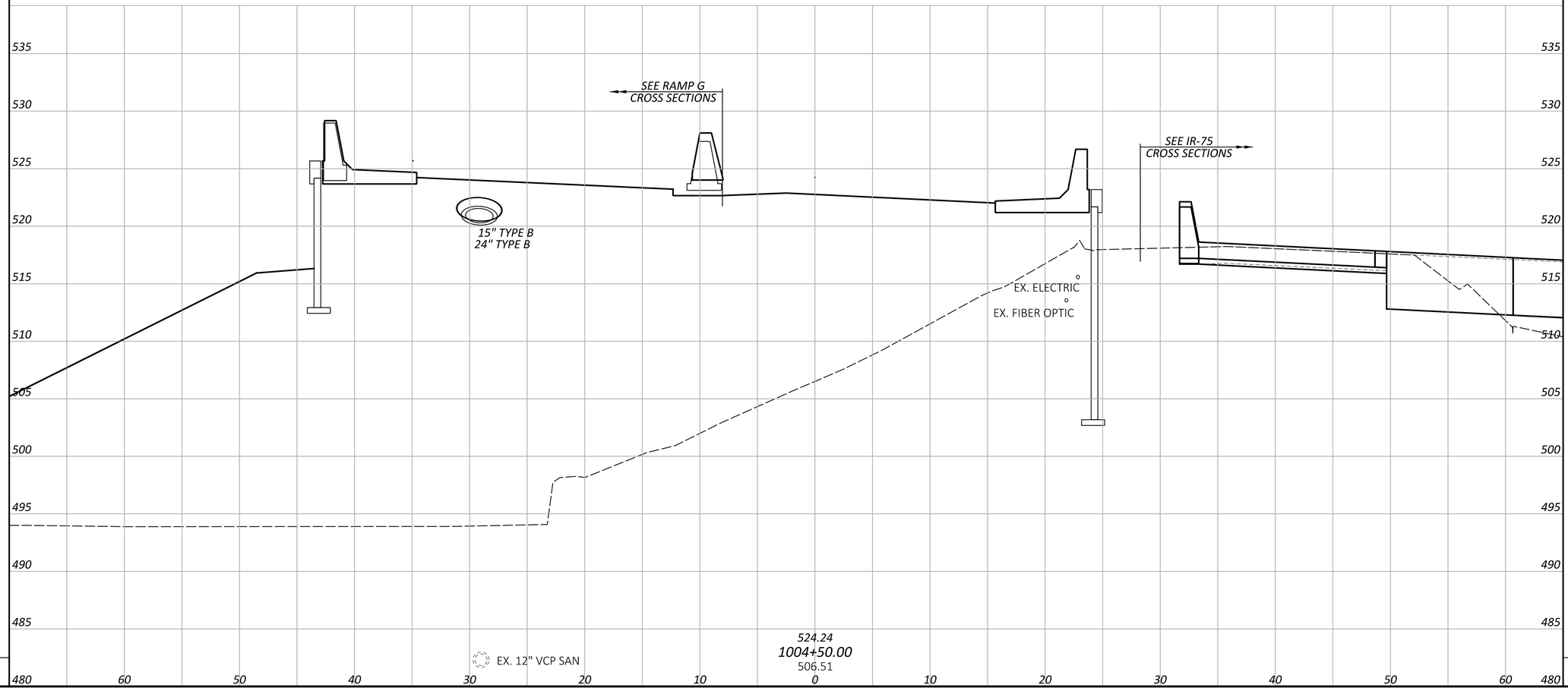
0	0	0	0



SHEET TOTAL

SHEET TOTALS

CROSS SECTIONS - RAMP B
STA 1004+50.00

HAM-IR 75-1.95

MODEL: BLP_R075B - 1004+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:25 PM USER: jtheuring
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DESIGN AGENCY: EMH&T

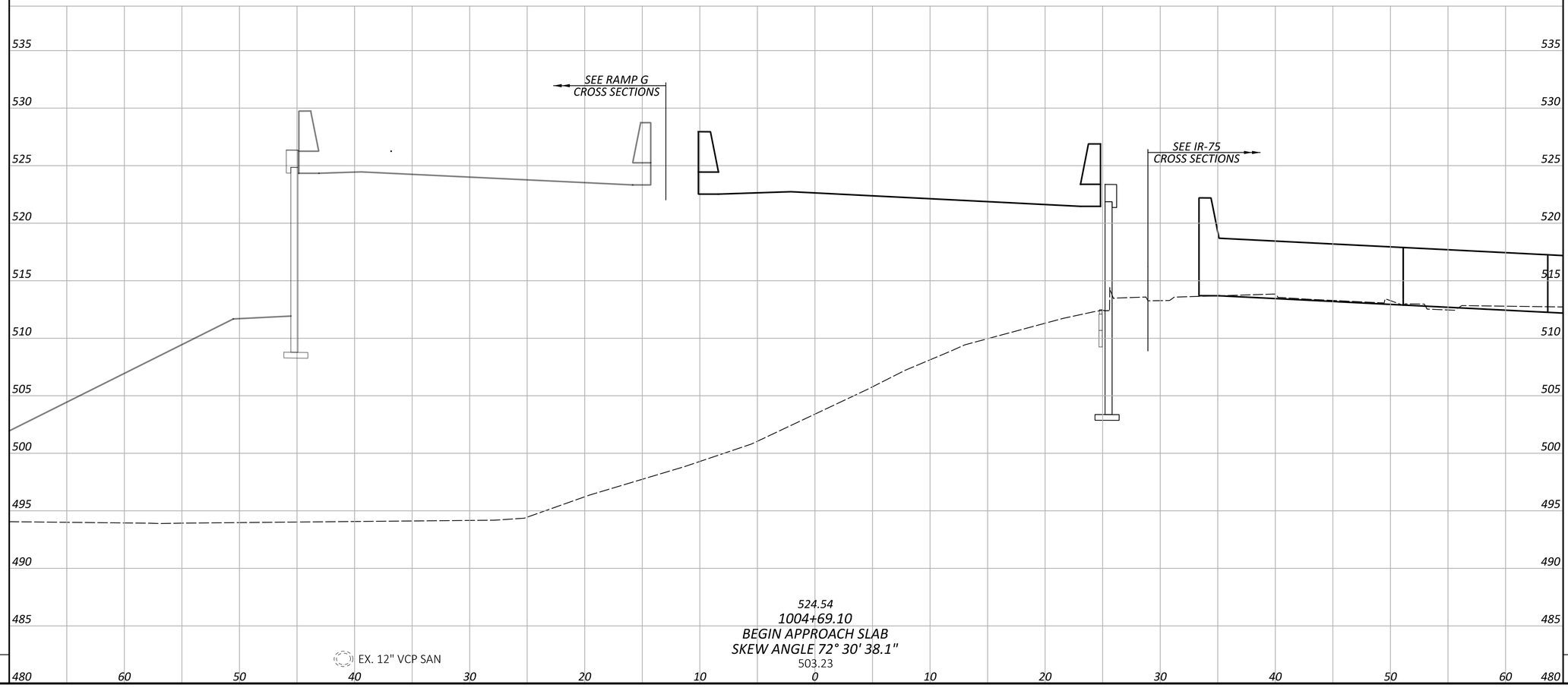
DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.278 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1004+69.10

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.279 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1004+69.10 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:31 PM USER: jtheuring
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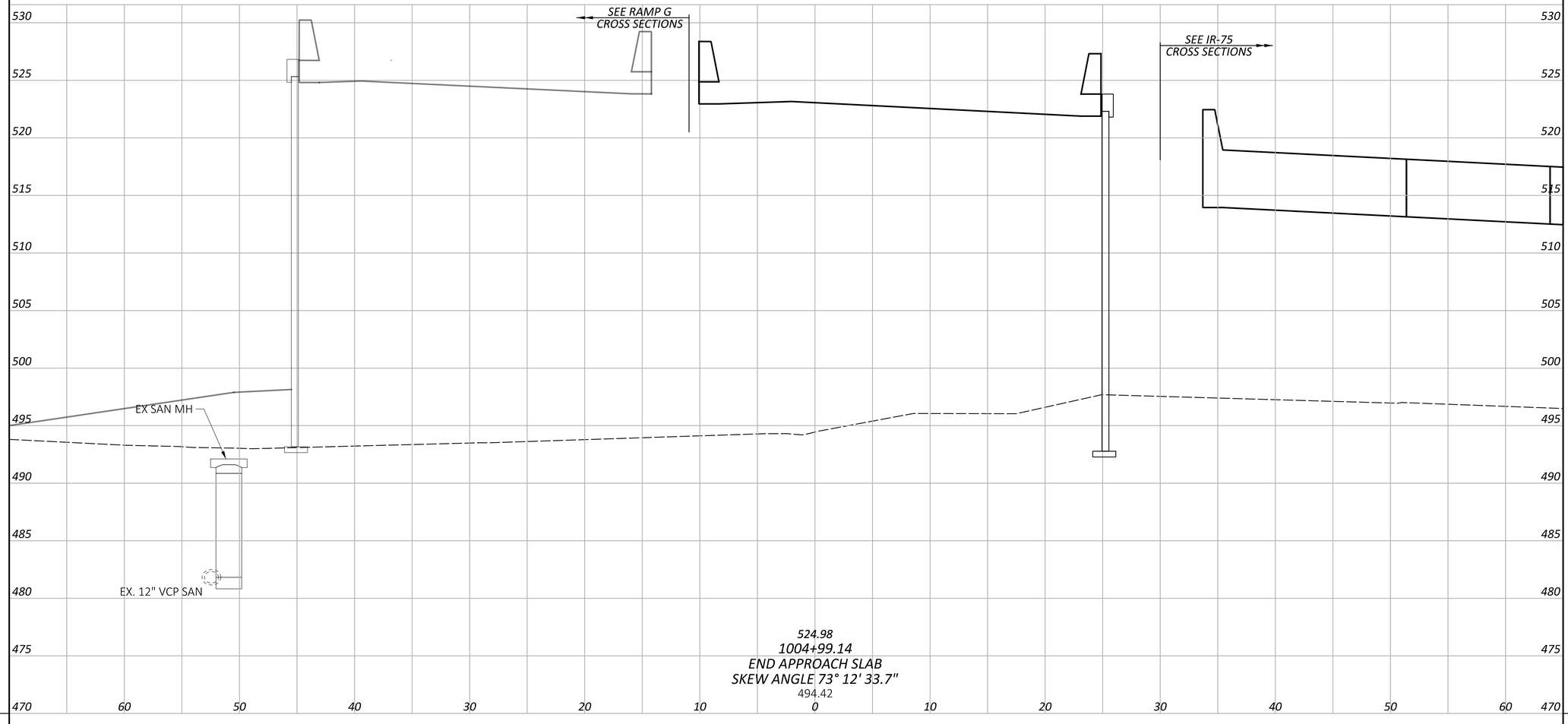
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0



SHEET TOTAL		SHEET TOTALS			

HAM-IR 75-1.95

MODEL: BLP_R0758 - 1004+99.14 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:38 PM USER: jtheuring
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CROSS SECTIONS - RAMP B
STA 1004+99.14

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.280 | TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
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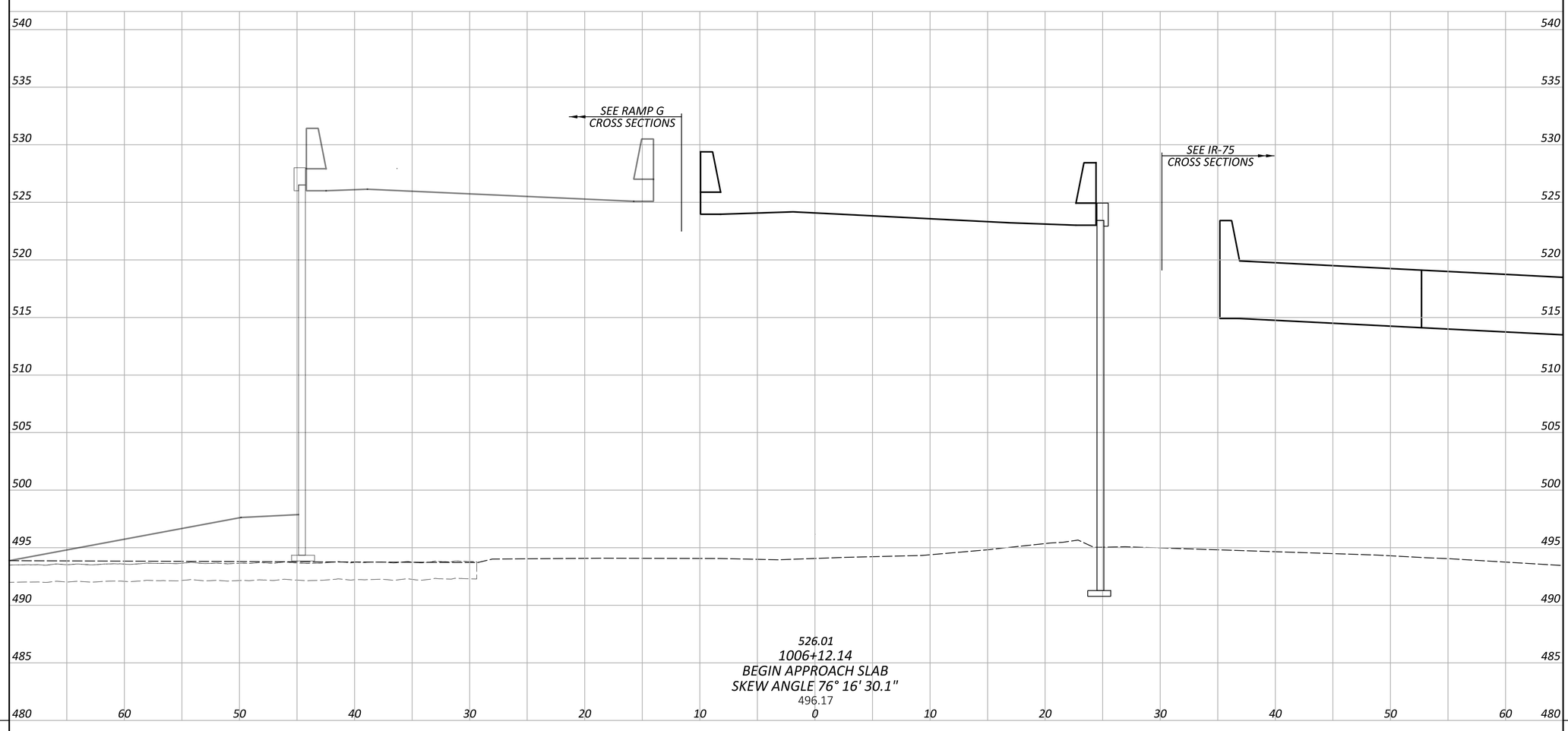
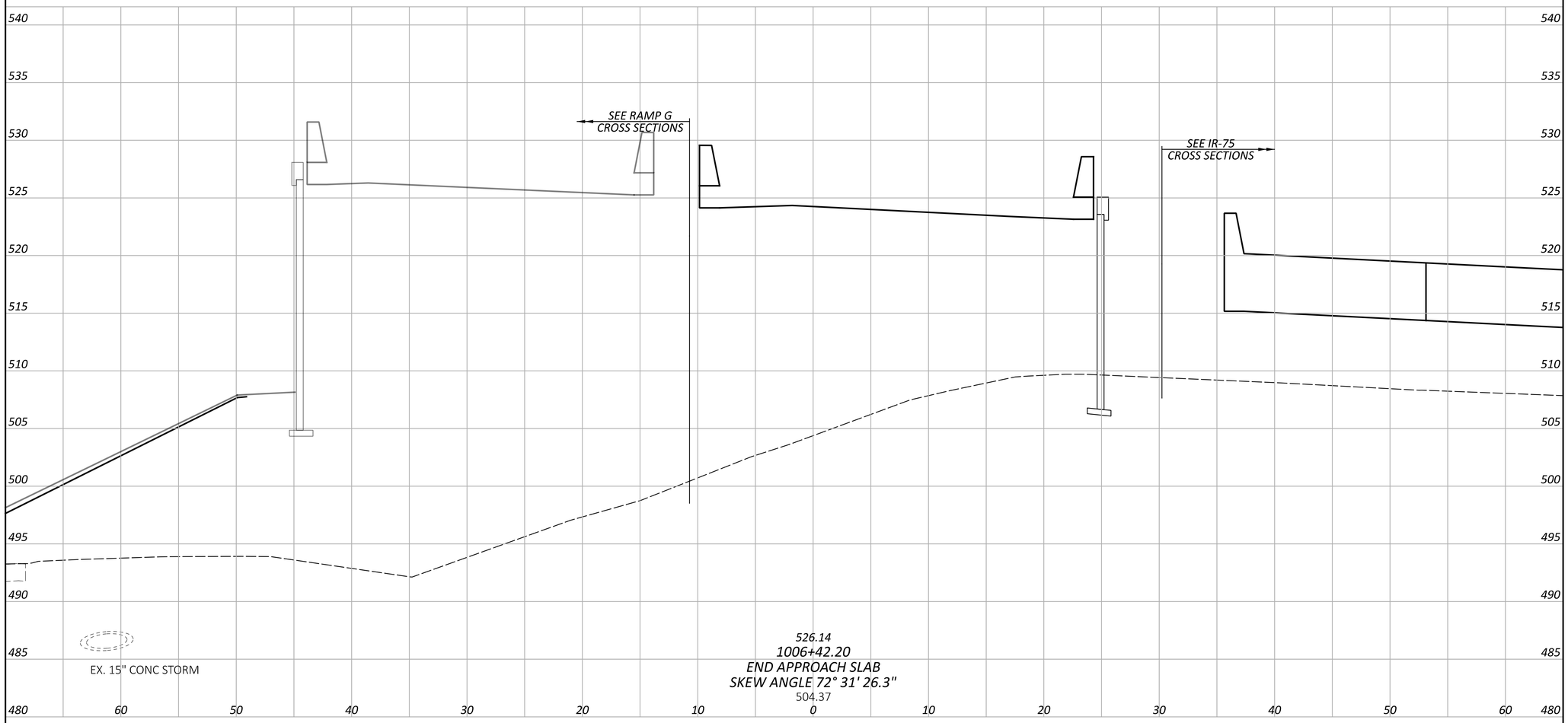
0	0		
		0	0



| SHEET TOTAL | | |

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1006+42.20

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.282 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_RI075B - 1006+42.20 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:50 PM USER: jtheuring
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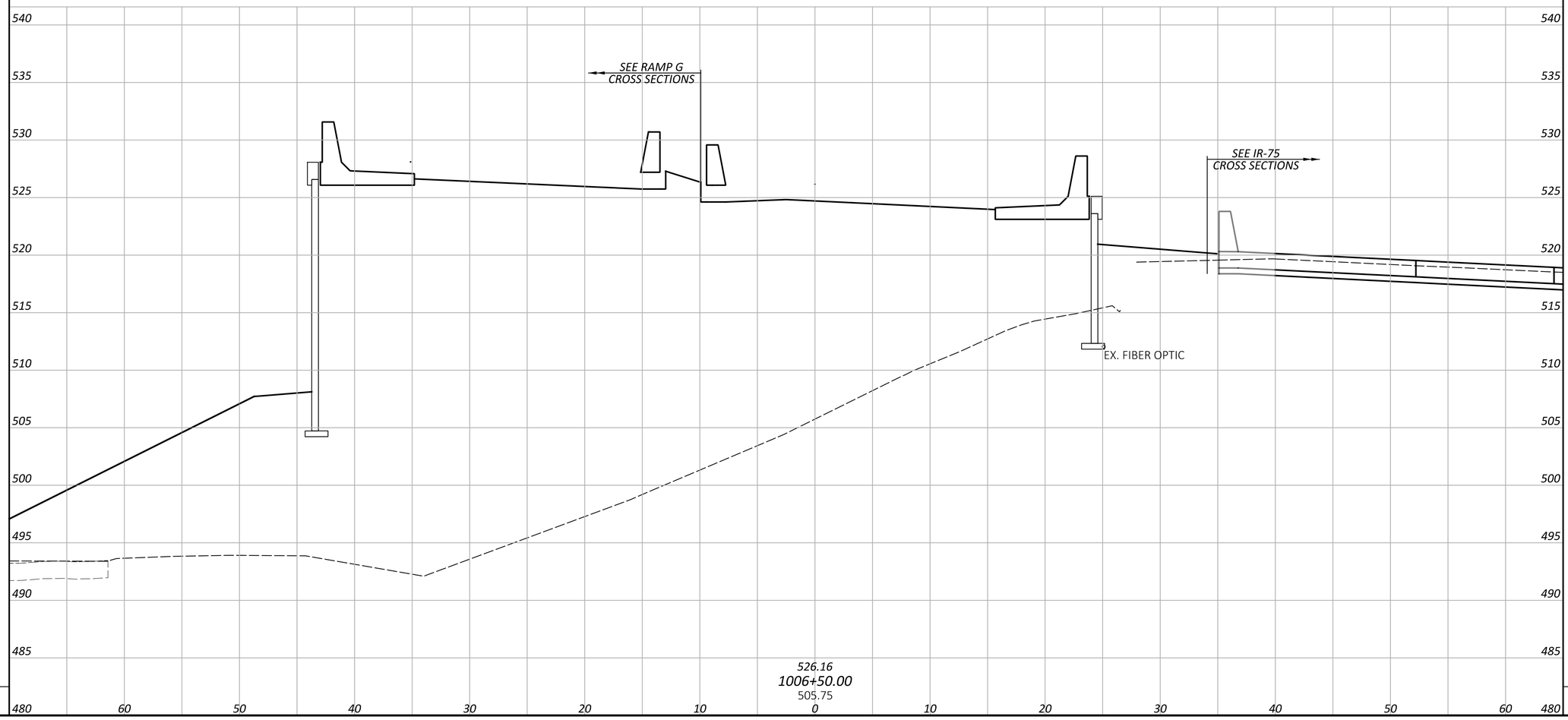
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP B
STA 1006+50.00

HAM-IR 75-1.95

MODEL: BLP_R075B - 1006+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:56 PM USER: jtheuring
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SHEET TOTAL

DESIGN AGENCY
EMH&T

DESIGNER
JPT

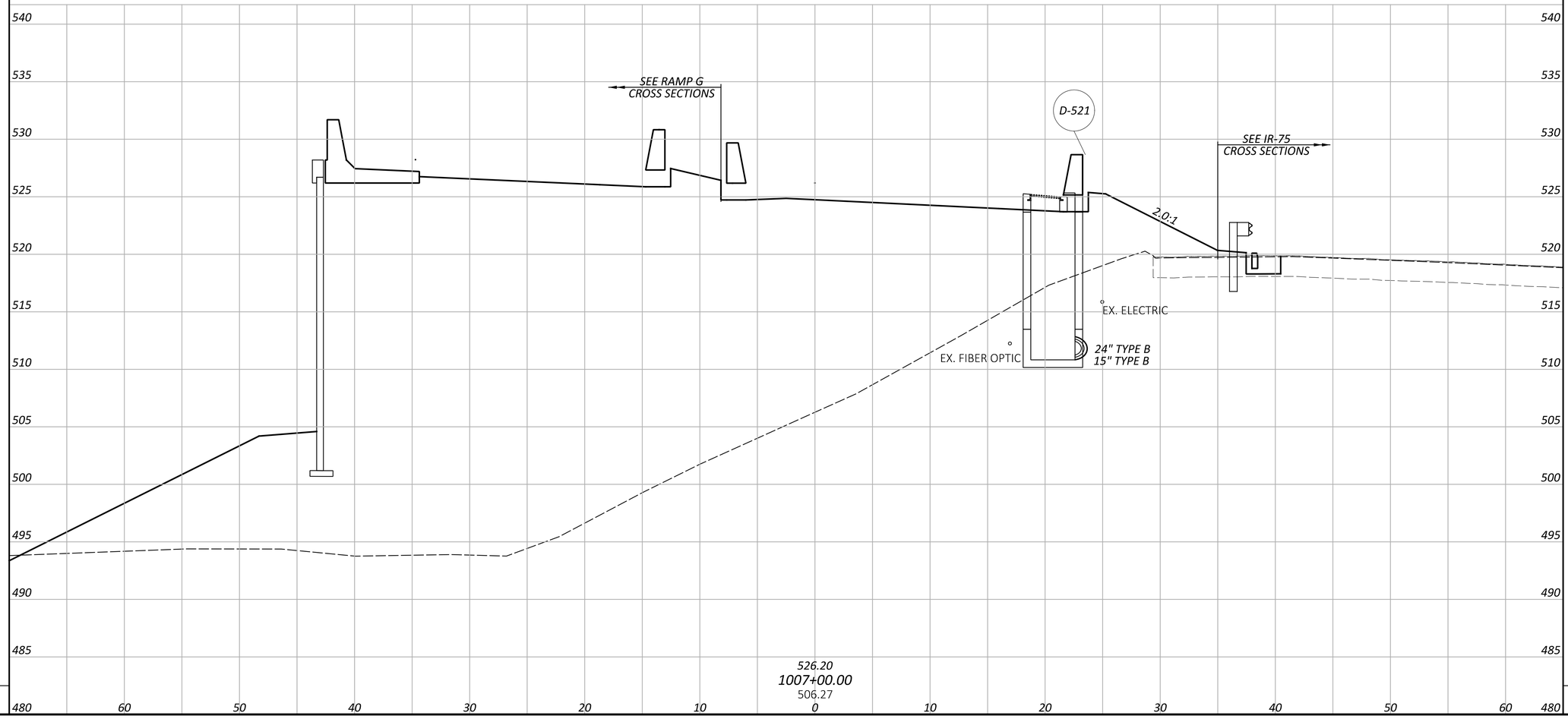
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.283 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0



CROSS SECTIONS - RAMP B
STA 1007+00.00

HAM-IR 75-1.95

MODEL: BLP_R075B - 1007+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:27:01 PM USER: jtheuring
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DESIGN AGENCY: EMH&T

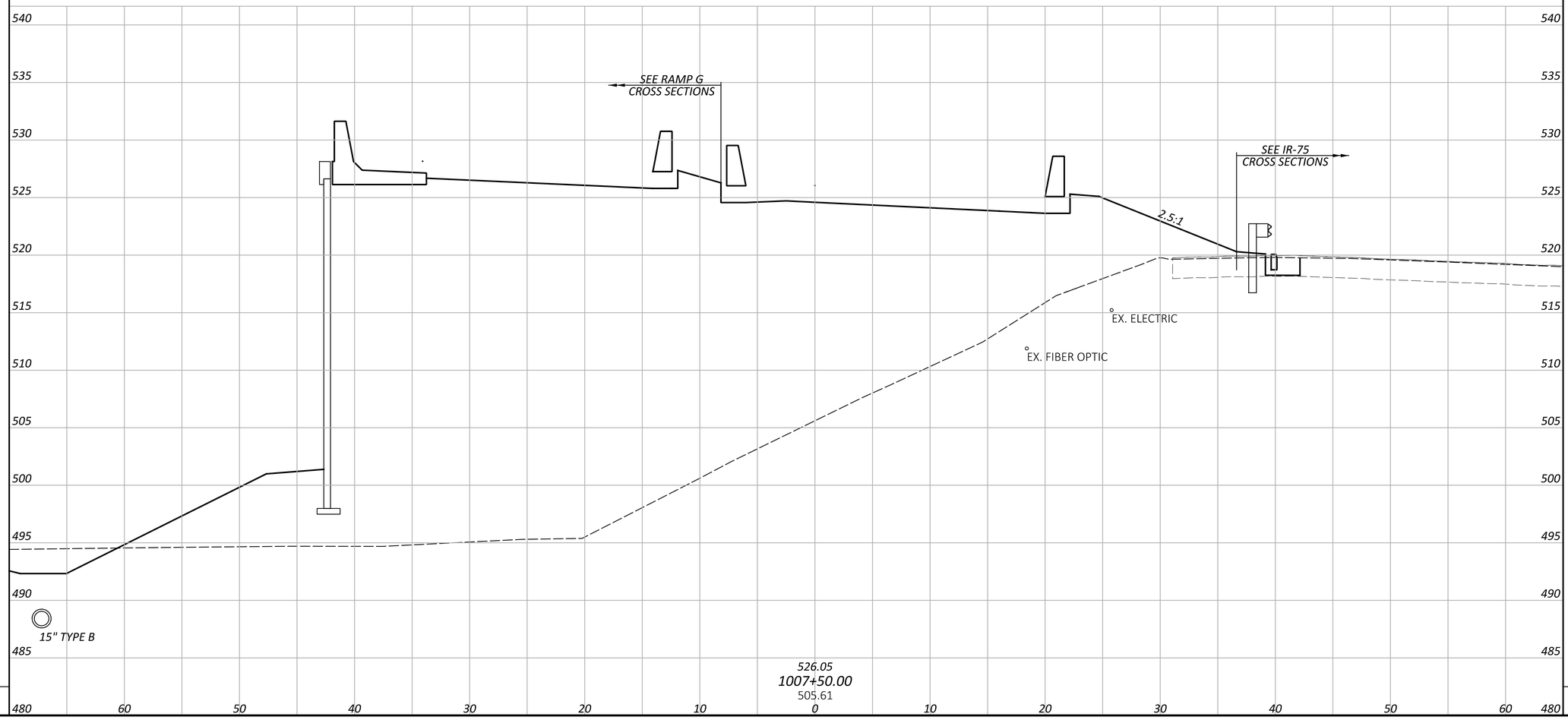
DESIGNER	REVIEWER	PROJECT ID
JPT	MJR 11/02/26	114161

SHEET	TOTAL
P.284	830

SHEET TOTAL

SHEET TOTALS

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1007+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.285 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1007+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:27:07 PM USER: jtheuring
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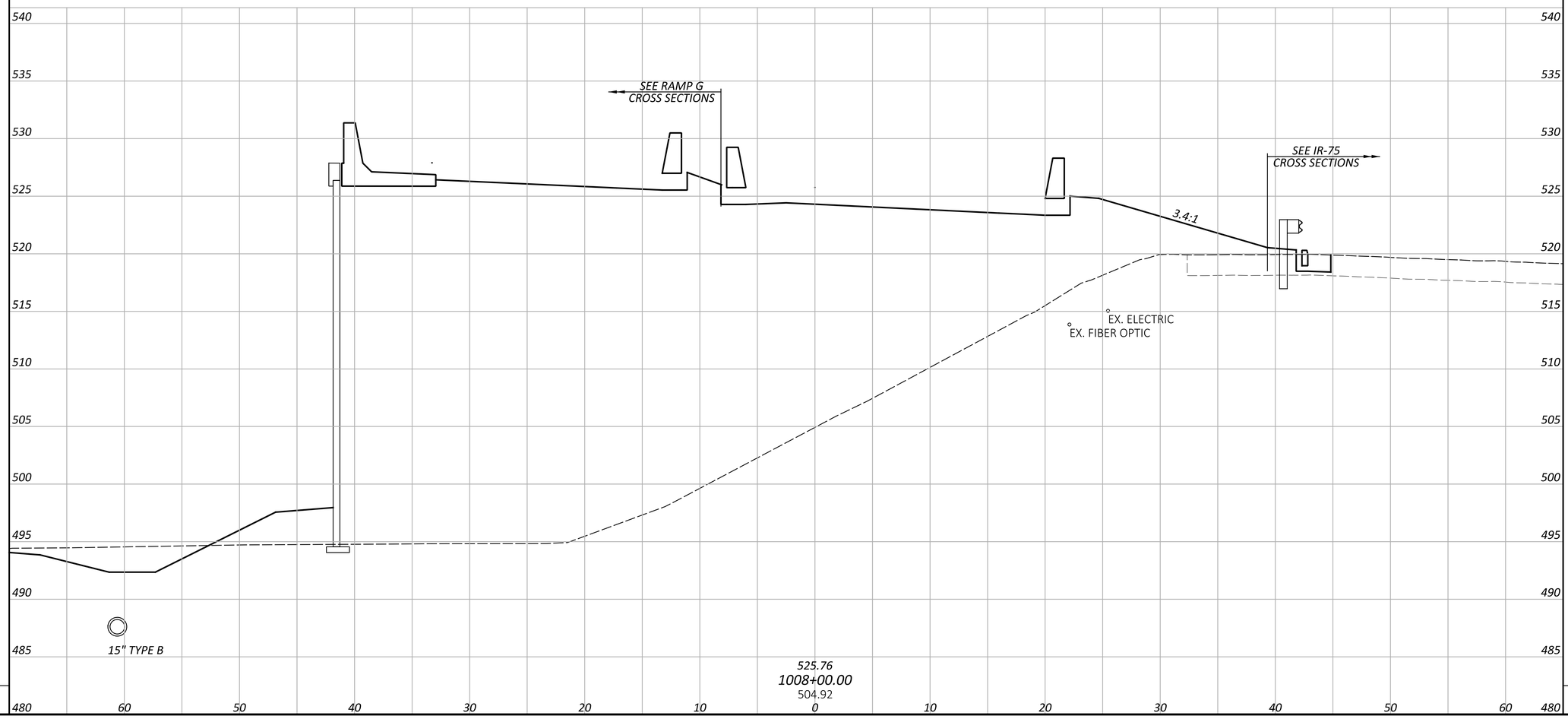
SHEET TOTAL

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP B
STA 1008+00.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.286 TOTAL: 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: BLP_R075B - 1008+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:27:12 PM USER: jtheuring
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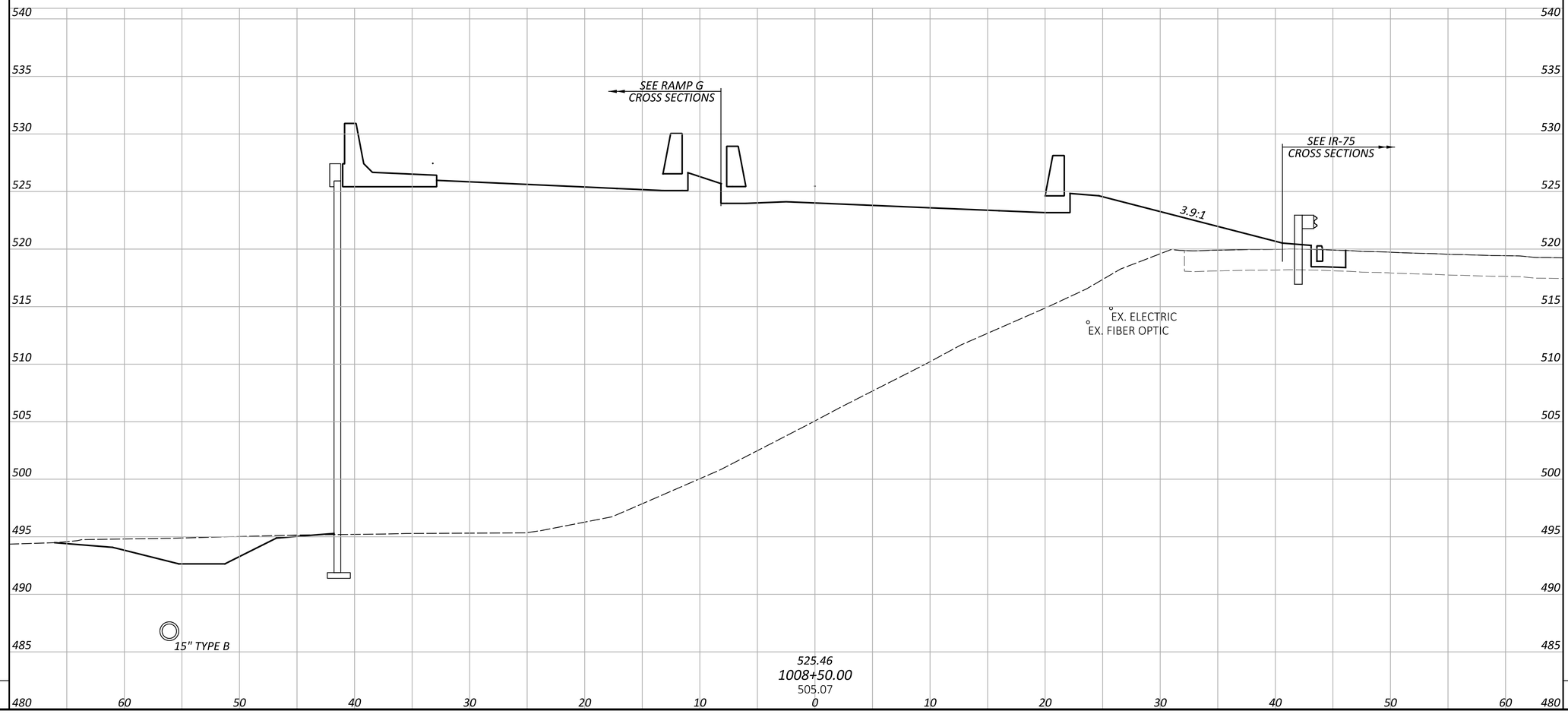
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0



CROSS SECTIONS - RAMP B
STA 1008+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.287 TOTAL 830

SHEET TOTAL

SHEET TOTALS

HAM-IR 75-1.95

MODEL: BLP_R075B - 1008+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:27:17 PM USER: jtheuring
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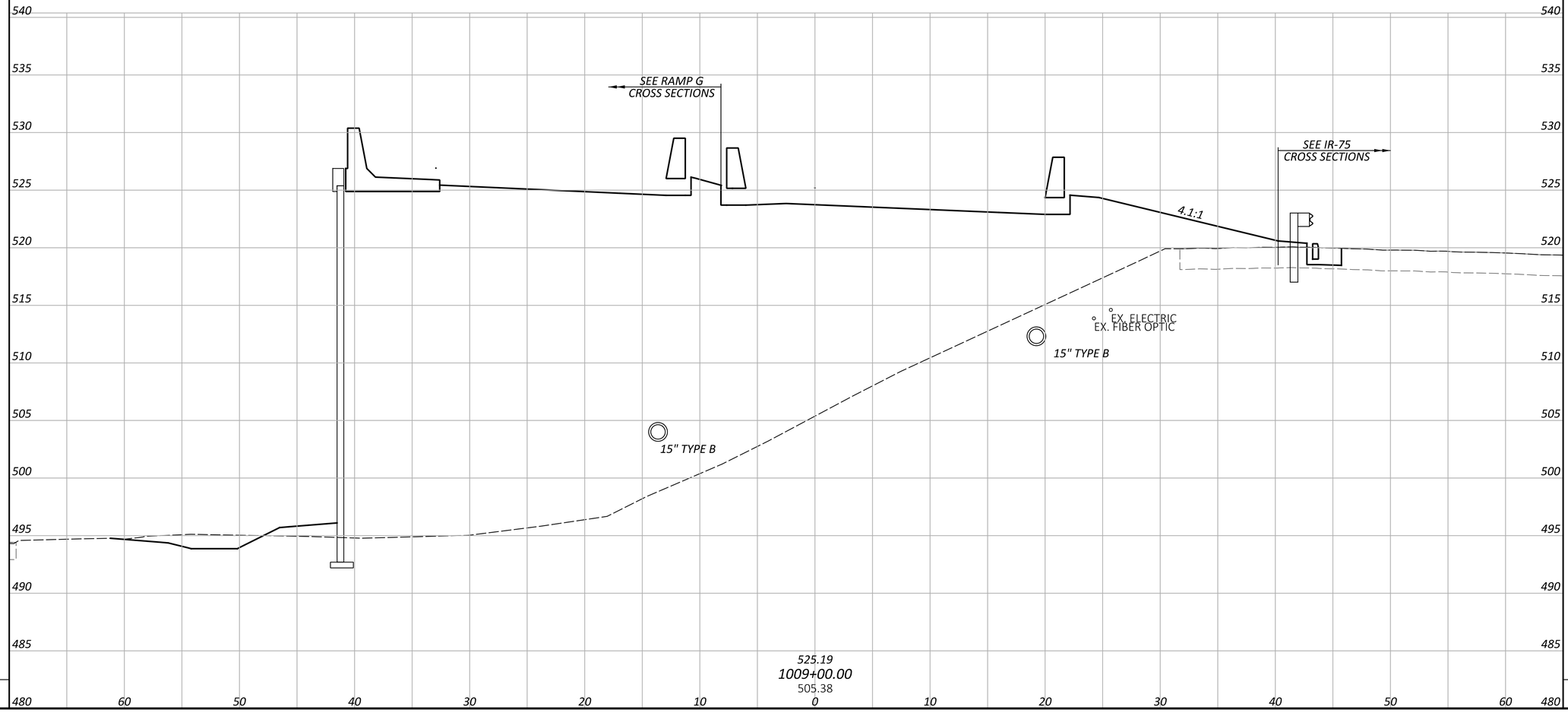
SEEDING	
END WIDTH	SQ. YDS.



SHEET TOTAL	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1009+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.288 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1009+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:27:21 PM USER: jtheuring
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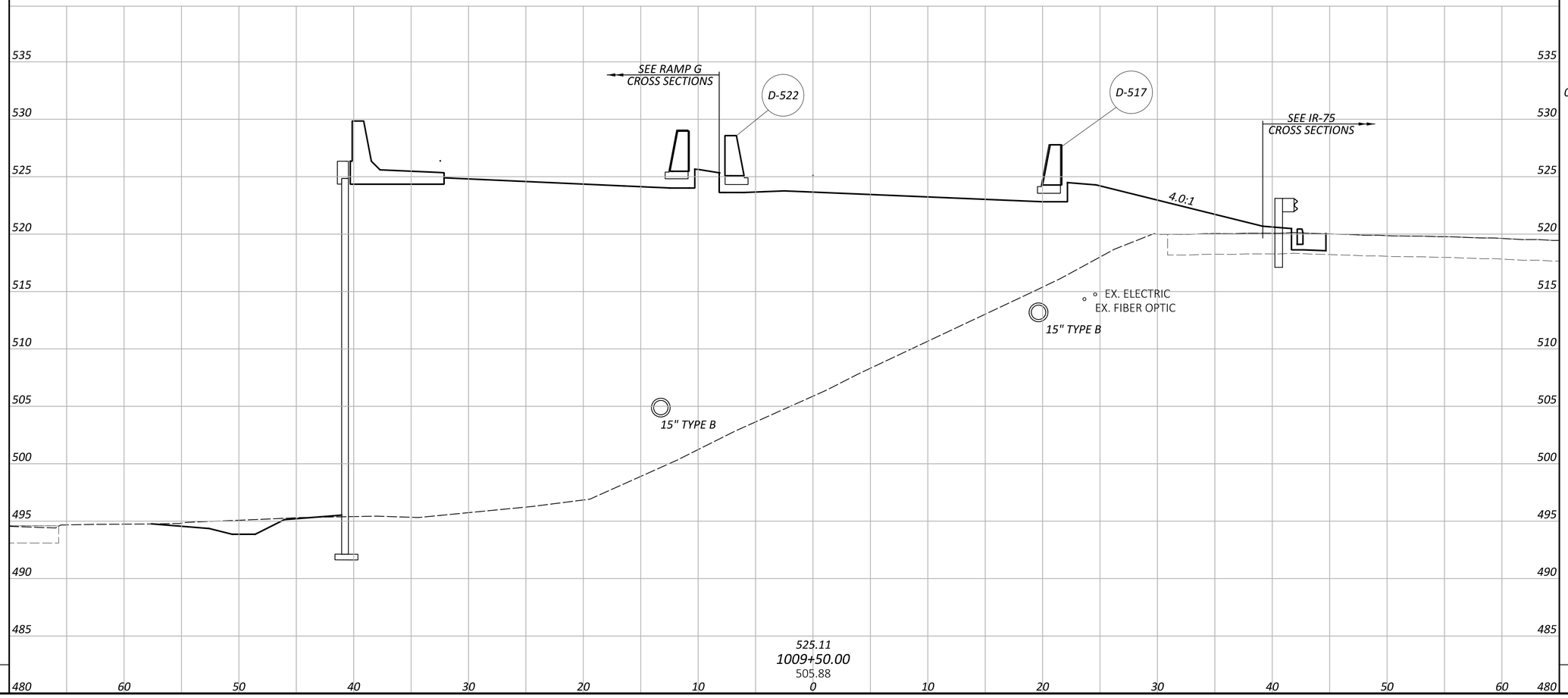
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0



CROSS SECTIONS - RAMP B
STA 1009+50.00

HAM-IR 75-1.95

MODEL: BLP_R075B - 1009+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 2:55:03 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS003.dgn

SHEET TOTAL

SHEET TOTALS

DESIGN AGENCY
EMH&T

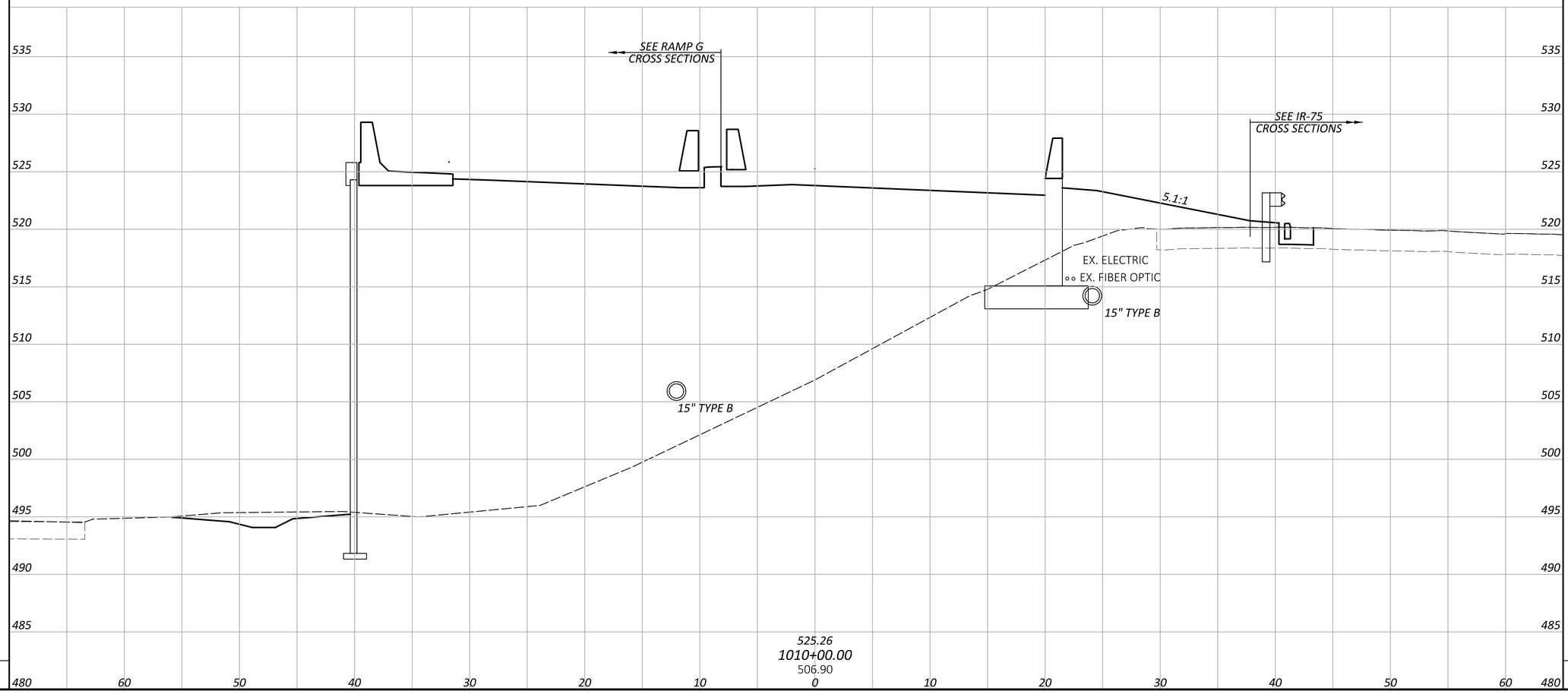
DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.289 | TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1010+00.00

DESIGN AGENCY
EM H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.290 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1010+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:27:33 PM USER: jtheuring
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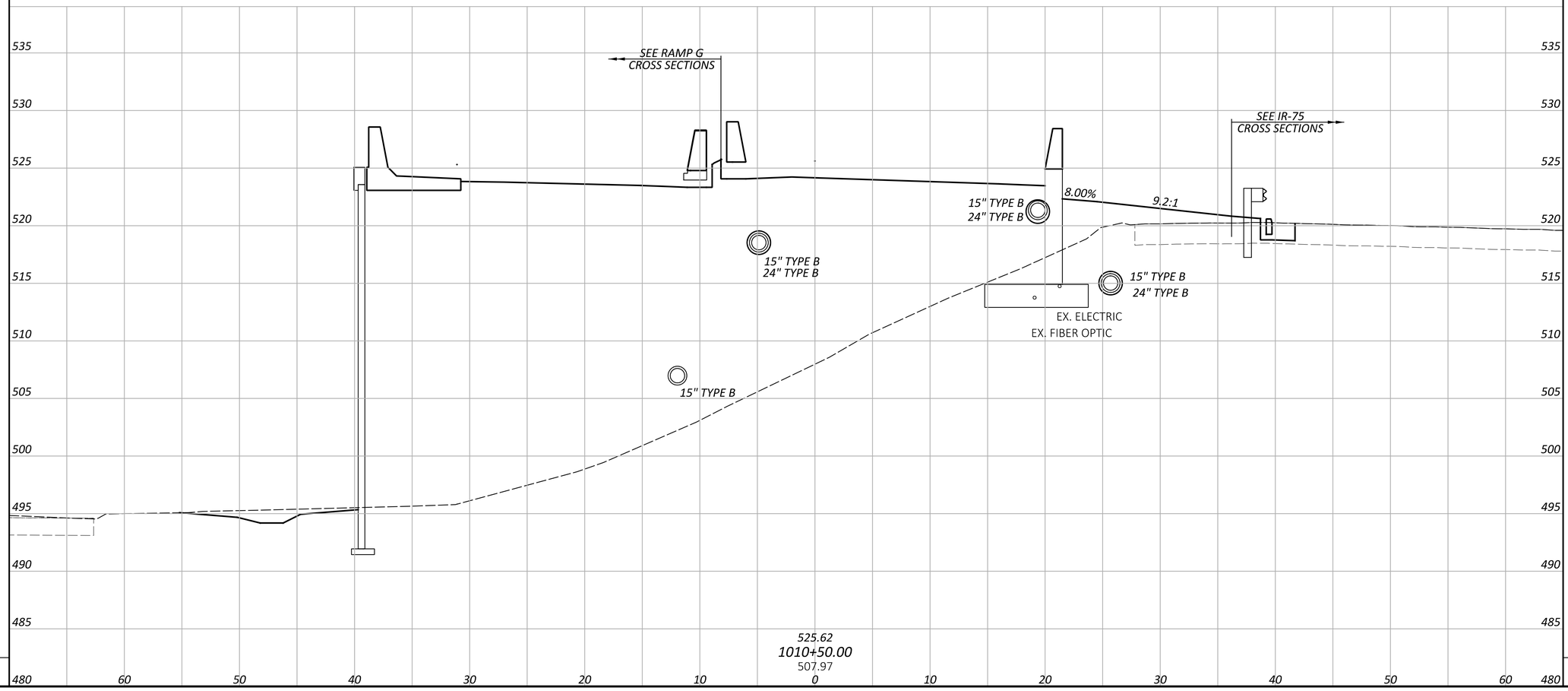
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0



SHEET TOTAL			

SHEET TOTALS			
		0	0

CROSS SECTIONS - RAMP B
STA 1010+50.00

HAM-IR 75-1.95

MODEL: BLP_R075B - 1010+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:27:40 PM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER
JPT

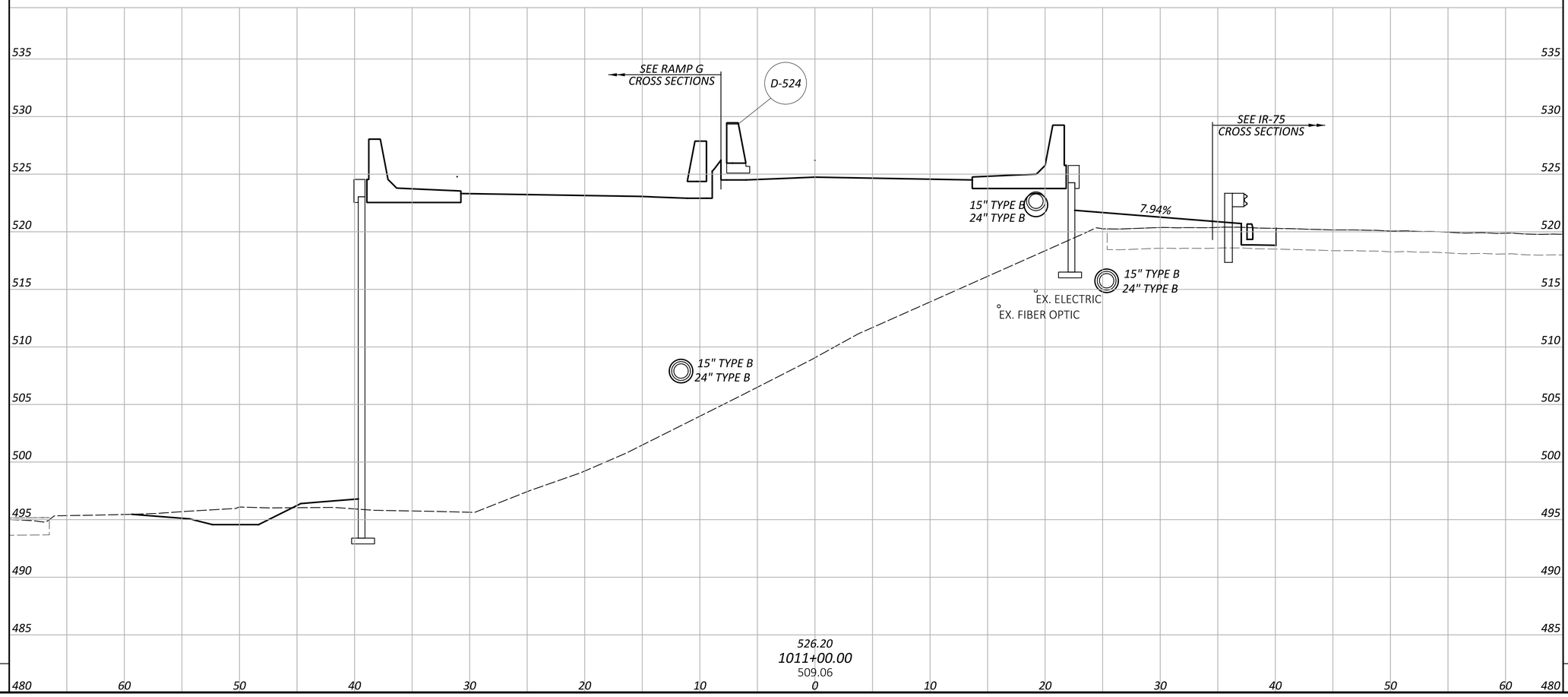
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.291 | TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP B
STA 1011+00.00

DESIGN AGENCY
EM|H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.292 | TOTAL 830

SHEET TOTAL

HAM-IR 75-1.95

MODEL: BLP_R075B - 1011+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 2:55:13 PM USER: jtheuring
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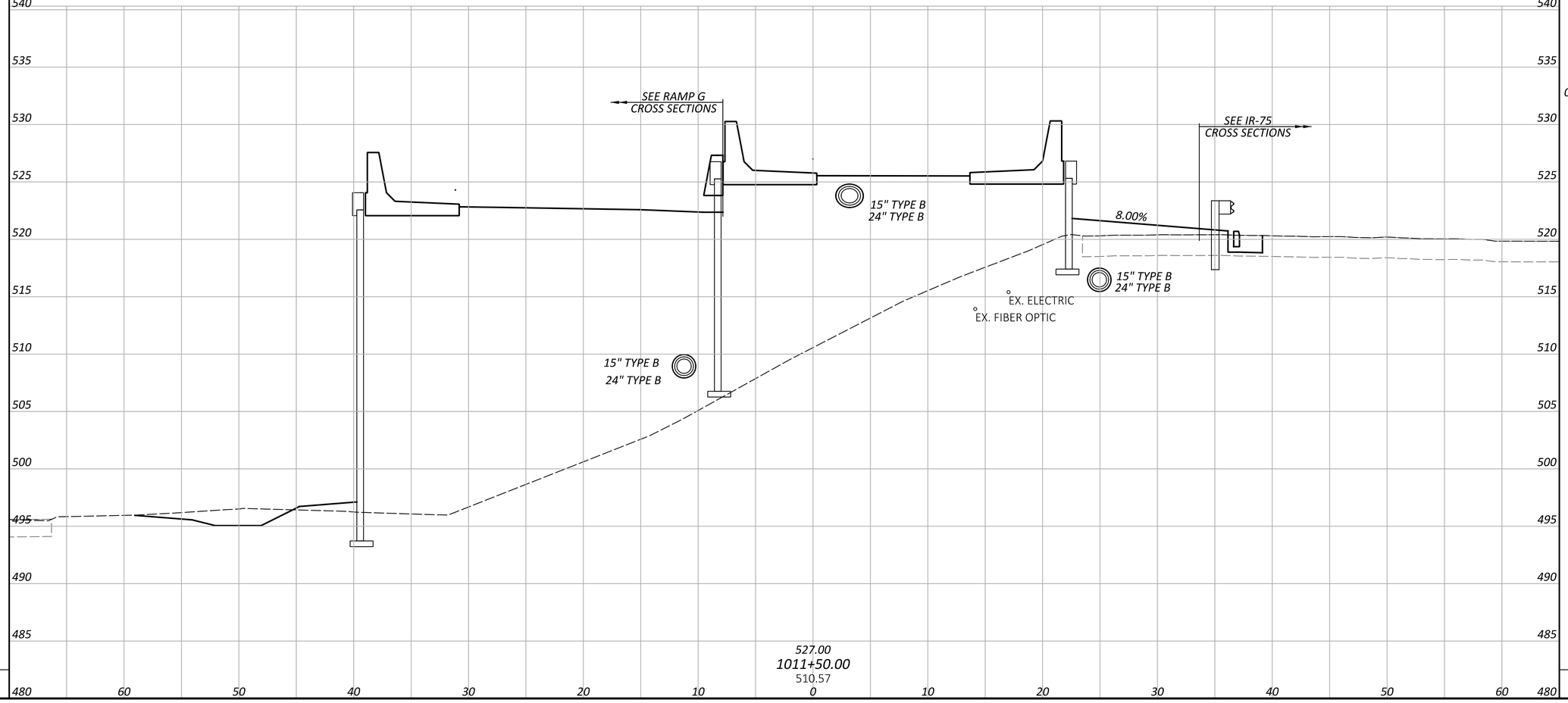
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1011+50.00

DESIGN AGENCY
EM H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.293 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1011+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:27:56 PM USER: jtheuring
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
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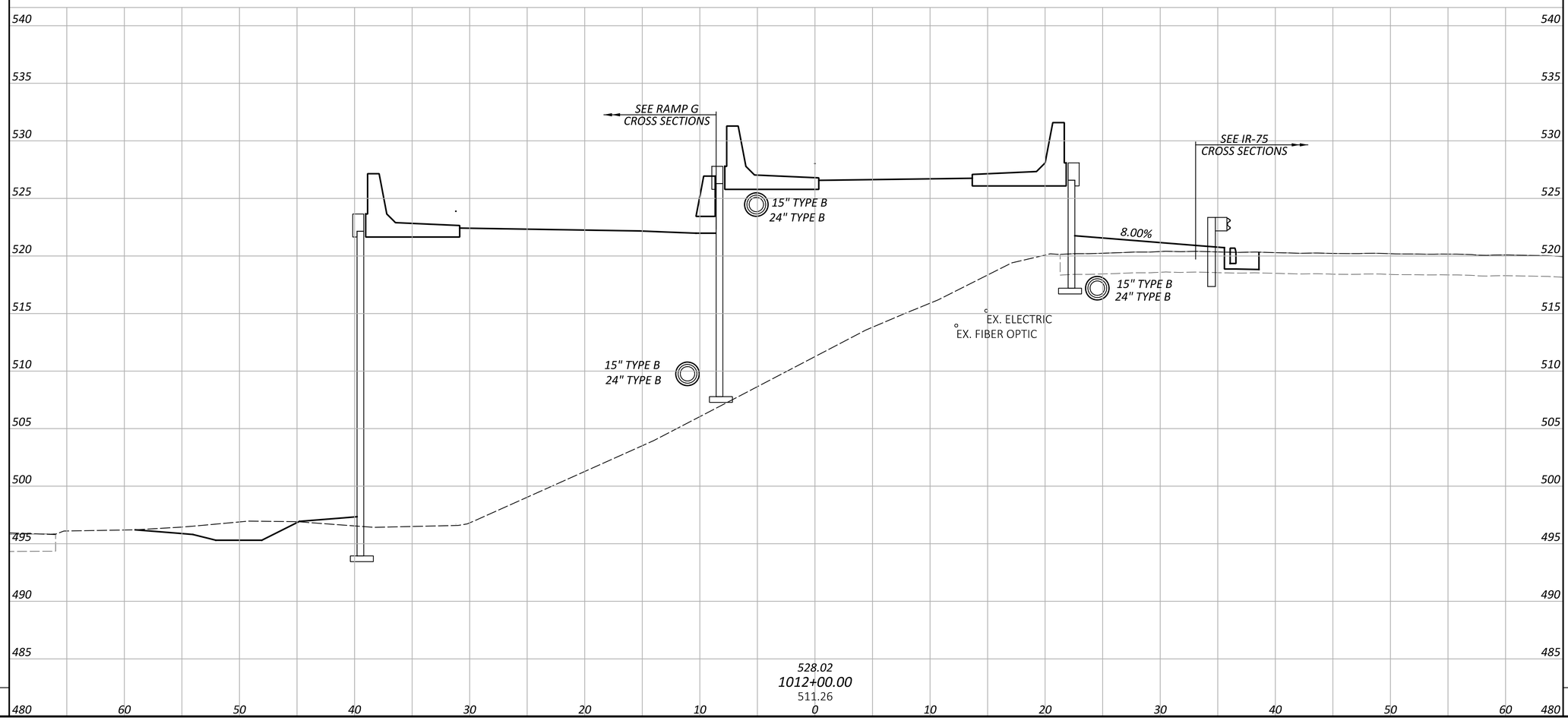
0	0		
		0	0



CROSS SECTIONS - RAMP B
STA 1012+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.294 TOTAL 830

SHEET TOTAL

SHEET TOTALS

HAM-IR 75-1.95

MODEL: BLP_R075B - 1012+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:28:05 PM USER: jtheuring
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
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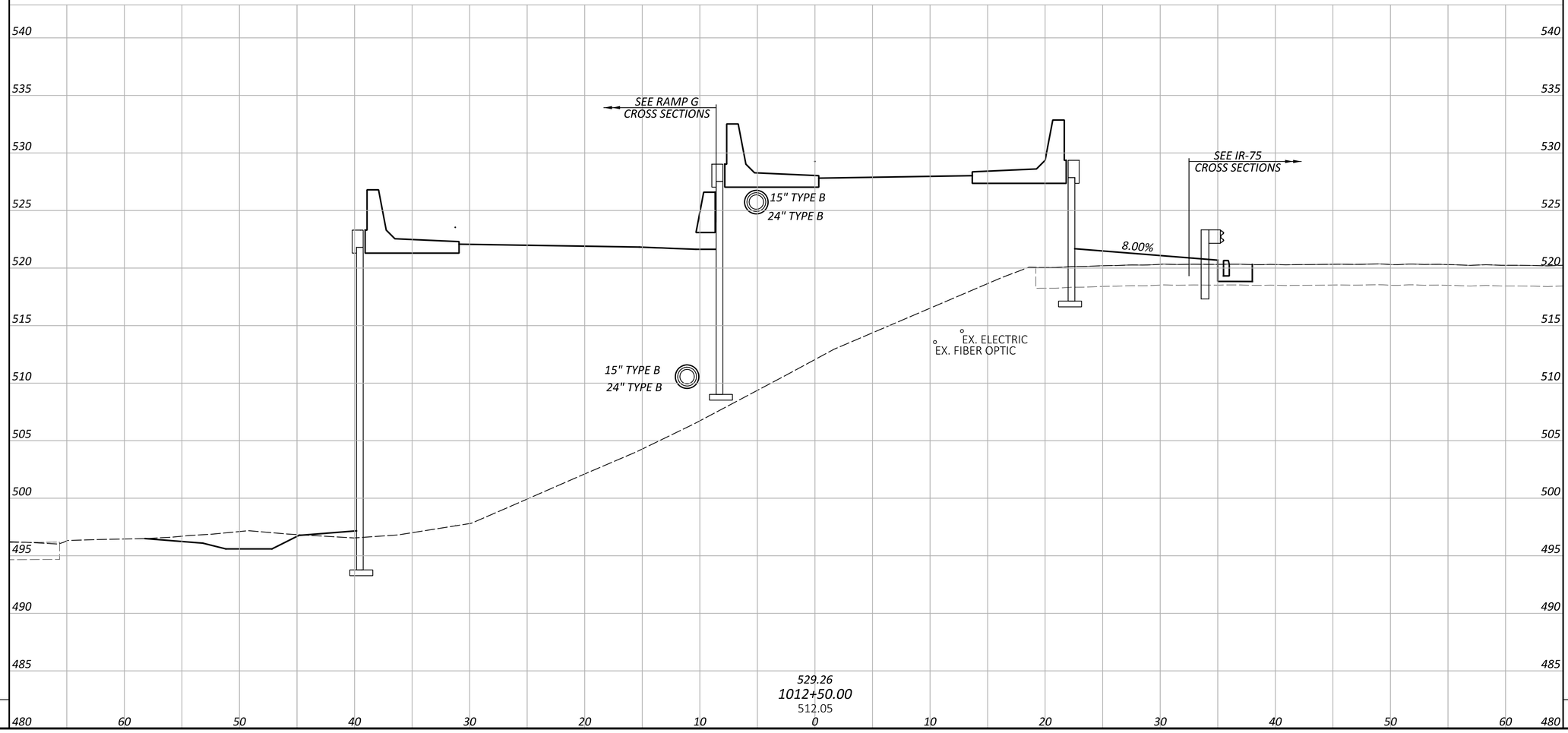
0	0		
		0	0



CROSS SECTIONS - RAMP B
STA 1012+50.00

DESIGN AGENCY
EM H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.295 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1012+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:28:14 PM USER: jtheuring
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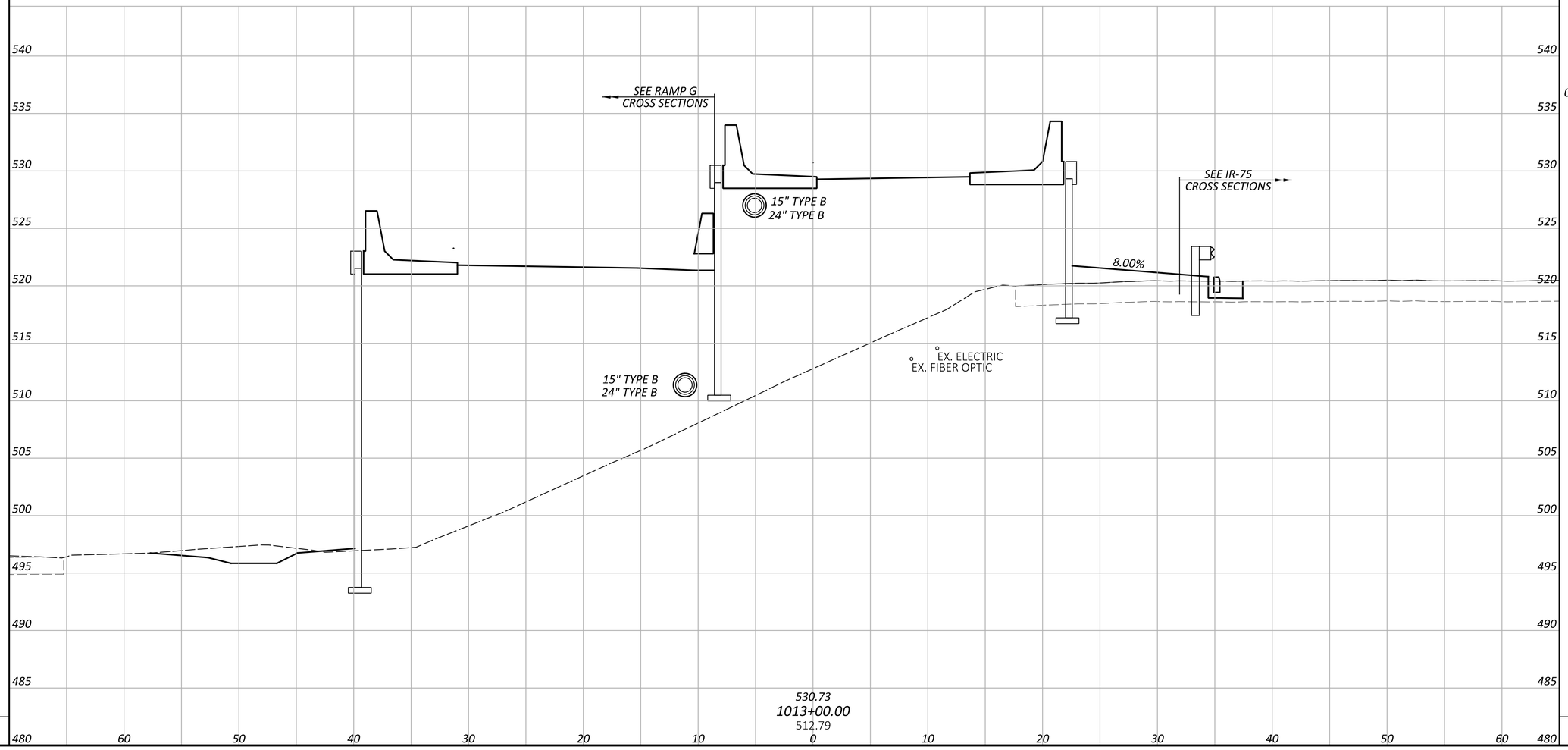
SHEET TOTAL

SHEET TOTALS 0 0

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0



SHEET TOTAL

SHEET TOTALS

CROSS SECTIONS - RAMP B
STA 1013+00.00

DESIGN AGENCY
EM H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.296 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1013+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:28:21 PM USER: jtheuring
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SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
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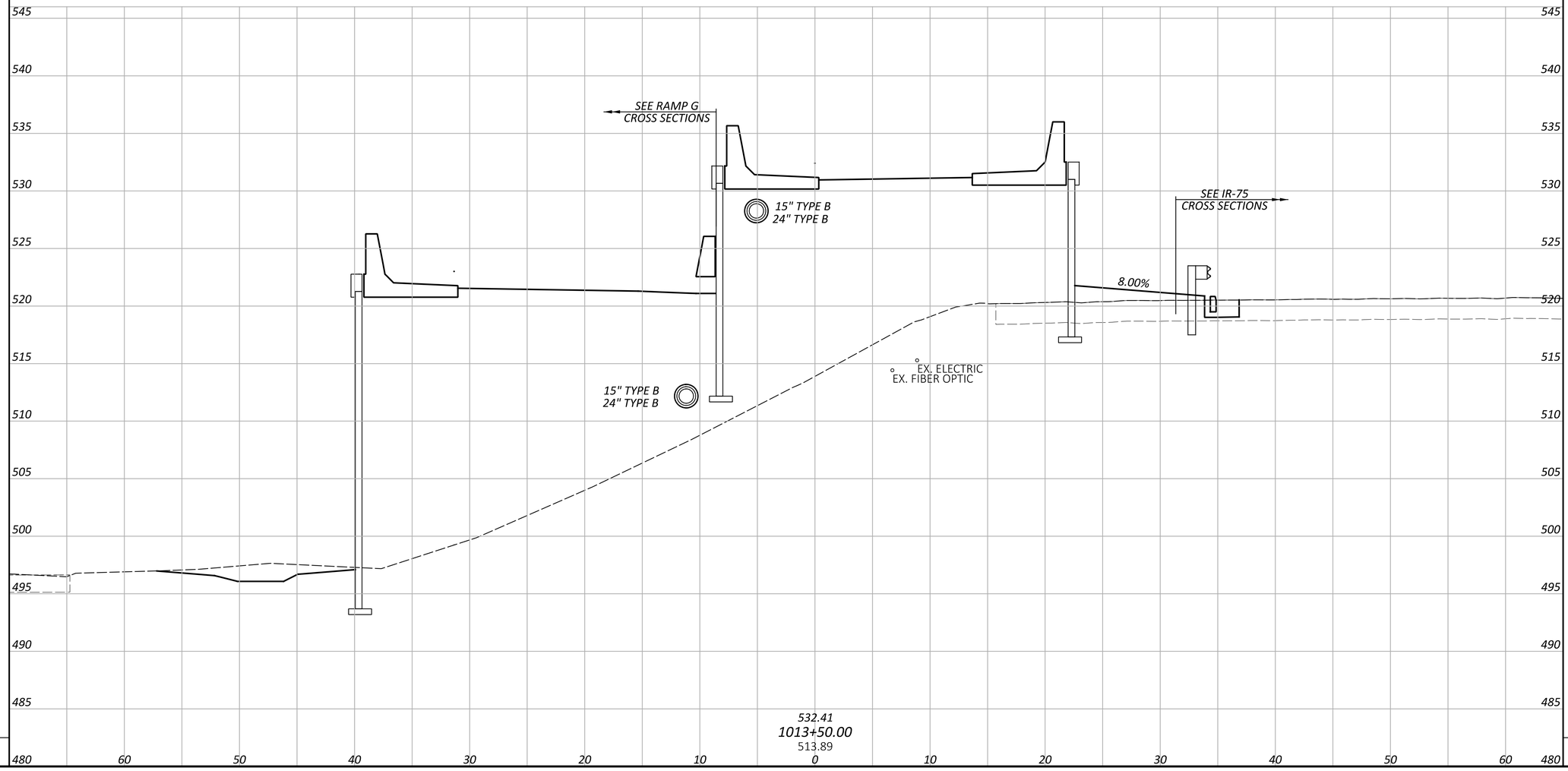
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP B
STA 1013+50.00

DESIGN AGENCY
EM H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.297 TOTAL 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: BLP_R075B - 1013+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:28:29 PM USER: jtheuring
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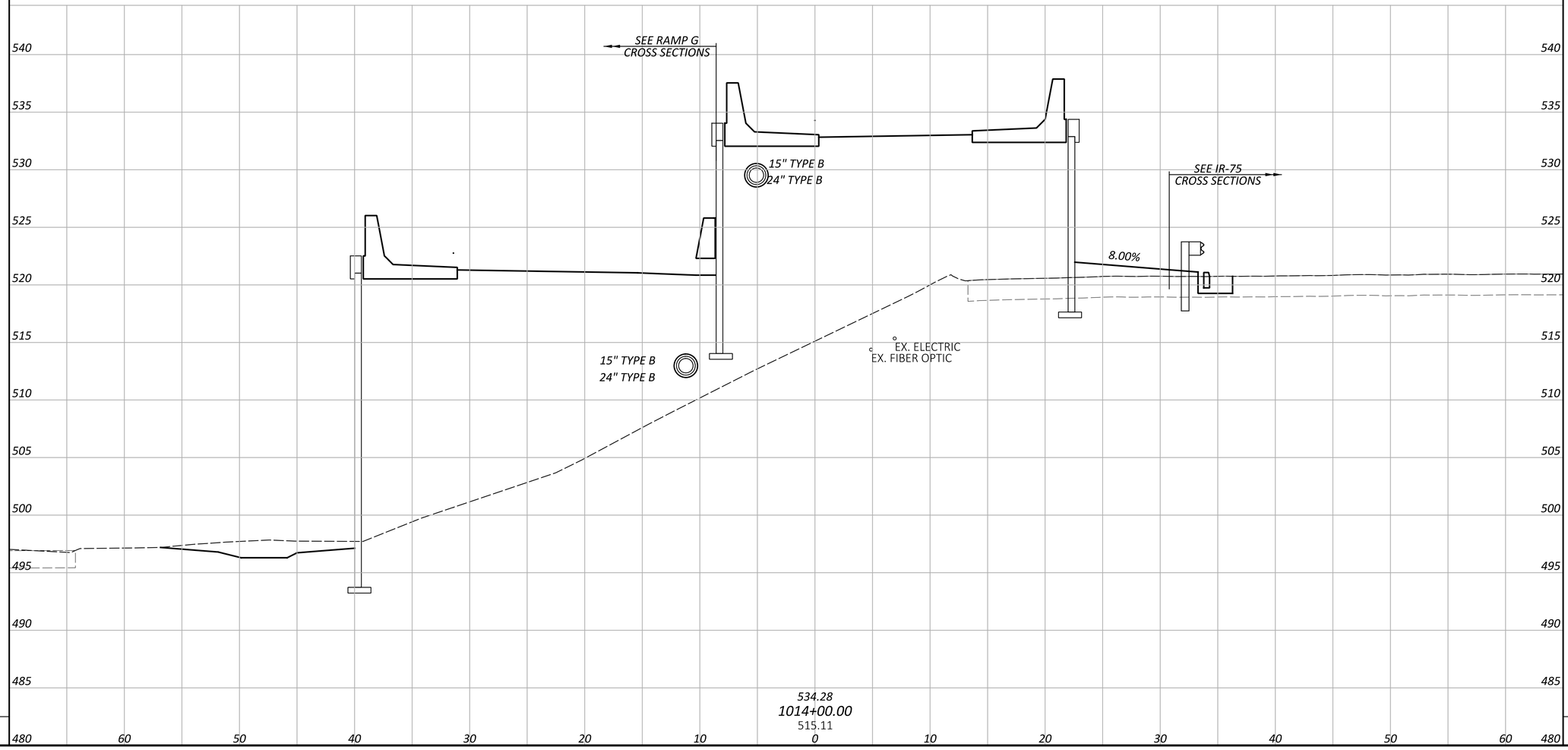
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
SHEET TOTALS		0	0

CROSS SECTIONS - RAMP B
STA 1014+00.00

DESIGN AGENCY
EM H&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.298
TOTAL	830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1014+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:28:36 PM USER: jtheuring
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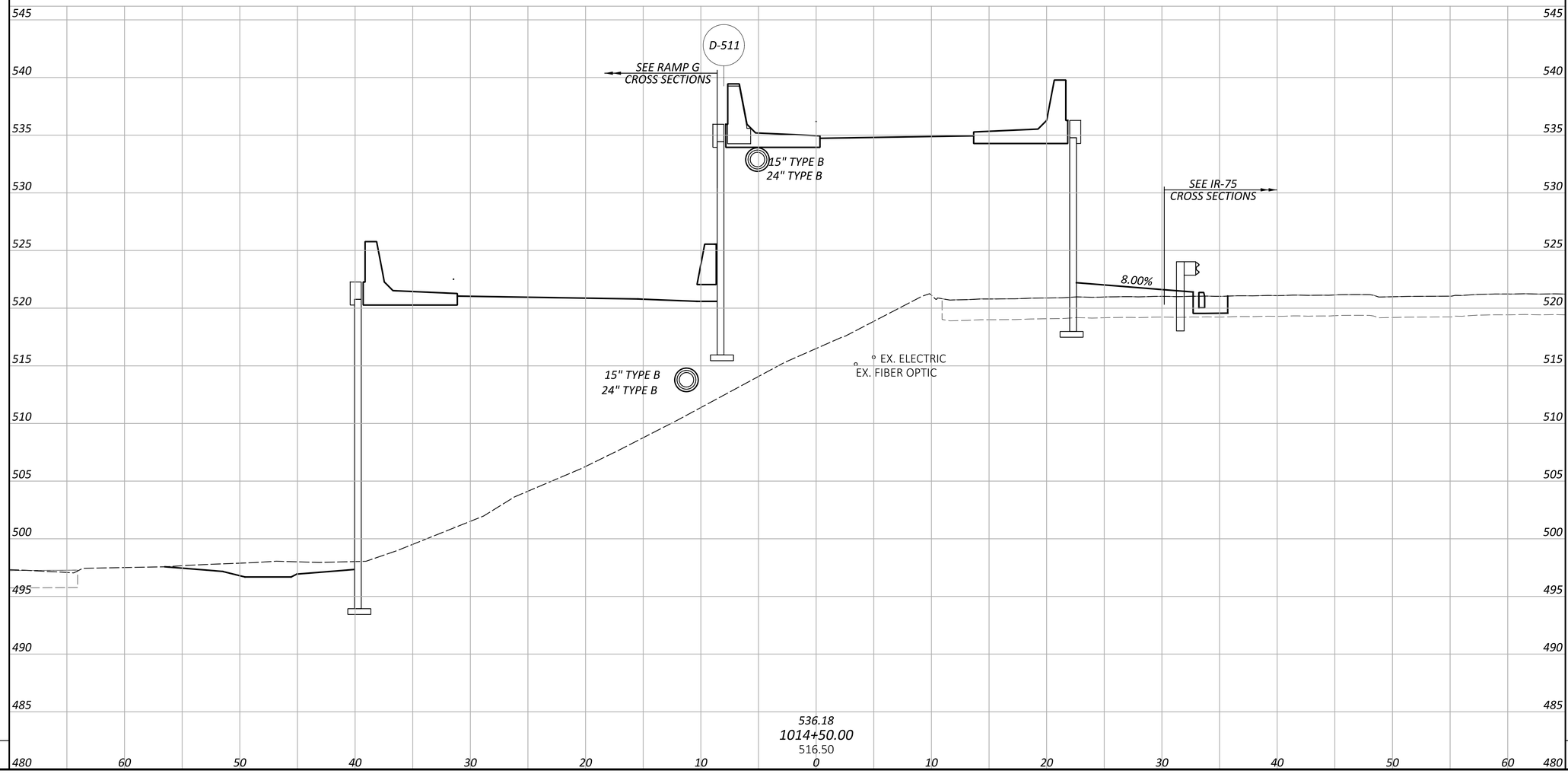
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1014+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.299 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1014+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:28:43 PM USER: jtheuring
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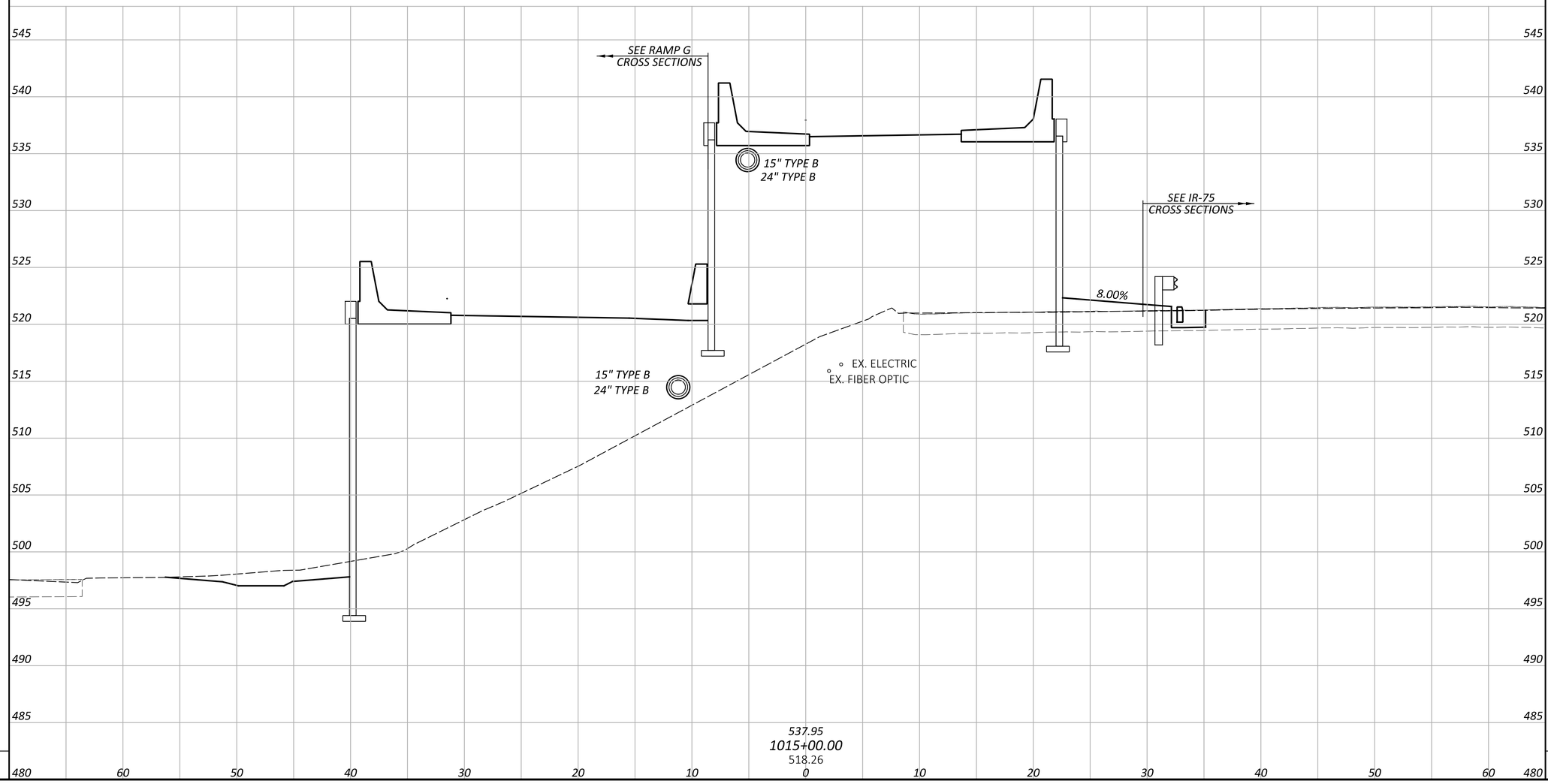
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1015+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.300 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1015+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:28:50 PM USER: jtheuring
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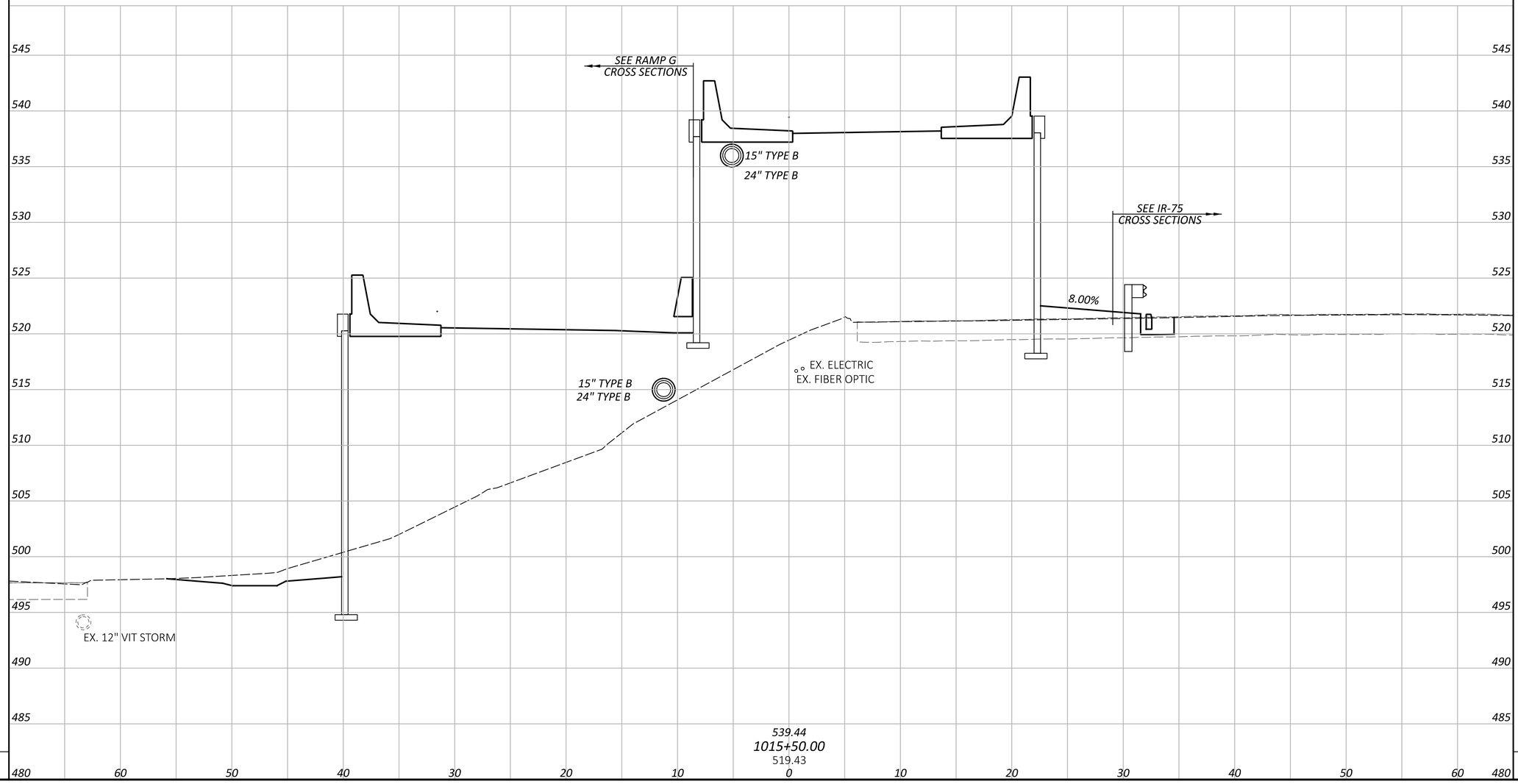
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
0	0		
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1015+50.00

DESIGN AGENCY
EM H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.301 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1015+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:28:57 PM USER: jtheuring
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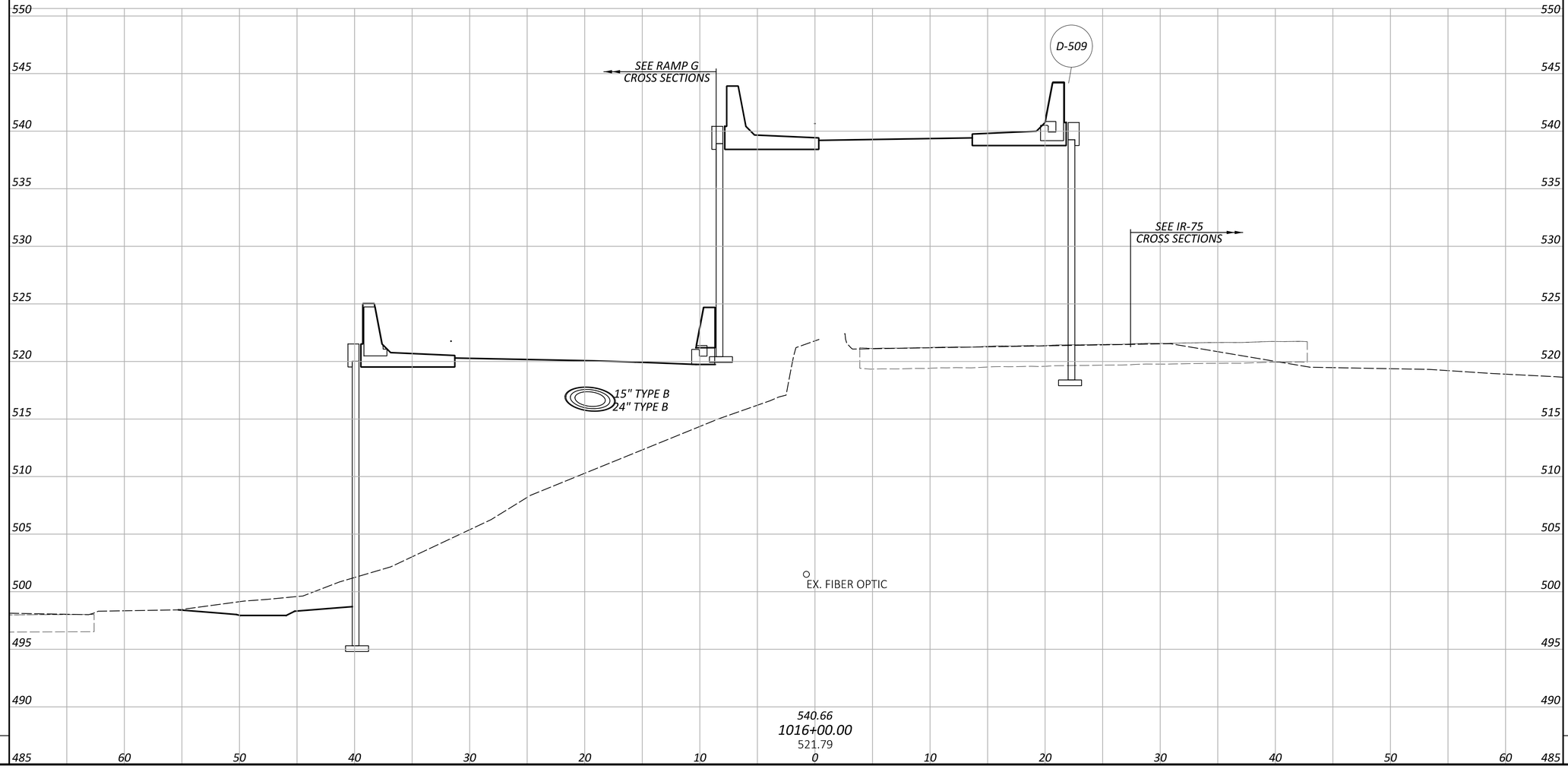
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1016+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.302 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1016+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:29:05 PM USER: jtheuring
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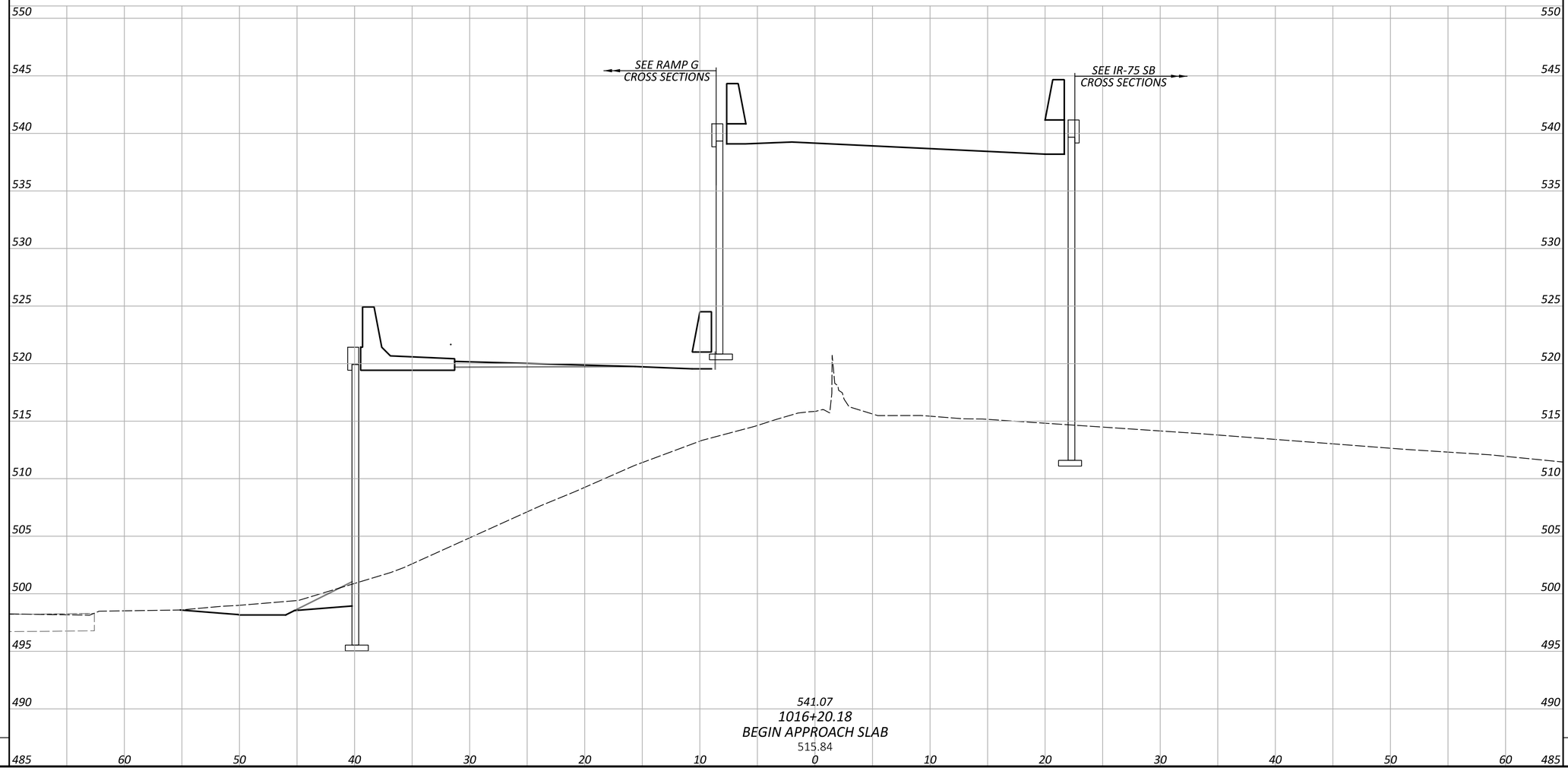
SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
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0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1016+20.18

HAM-IR 75-1.95

MODEL: BLP_R075B - 1016+20.18 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:29:12 PM USER: jtheuring
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SHEET TOTAL

DESIGN AGENCY
EMHT

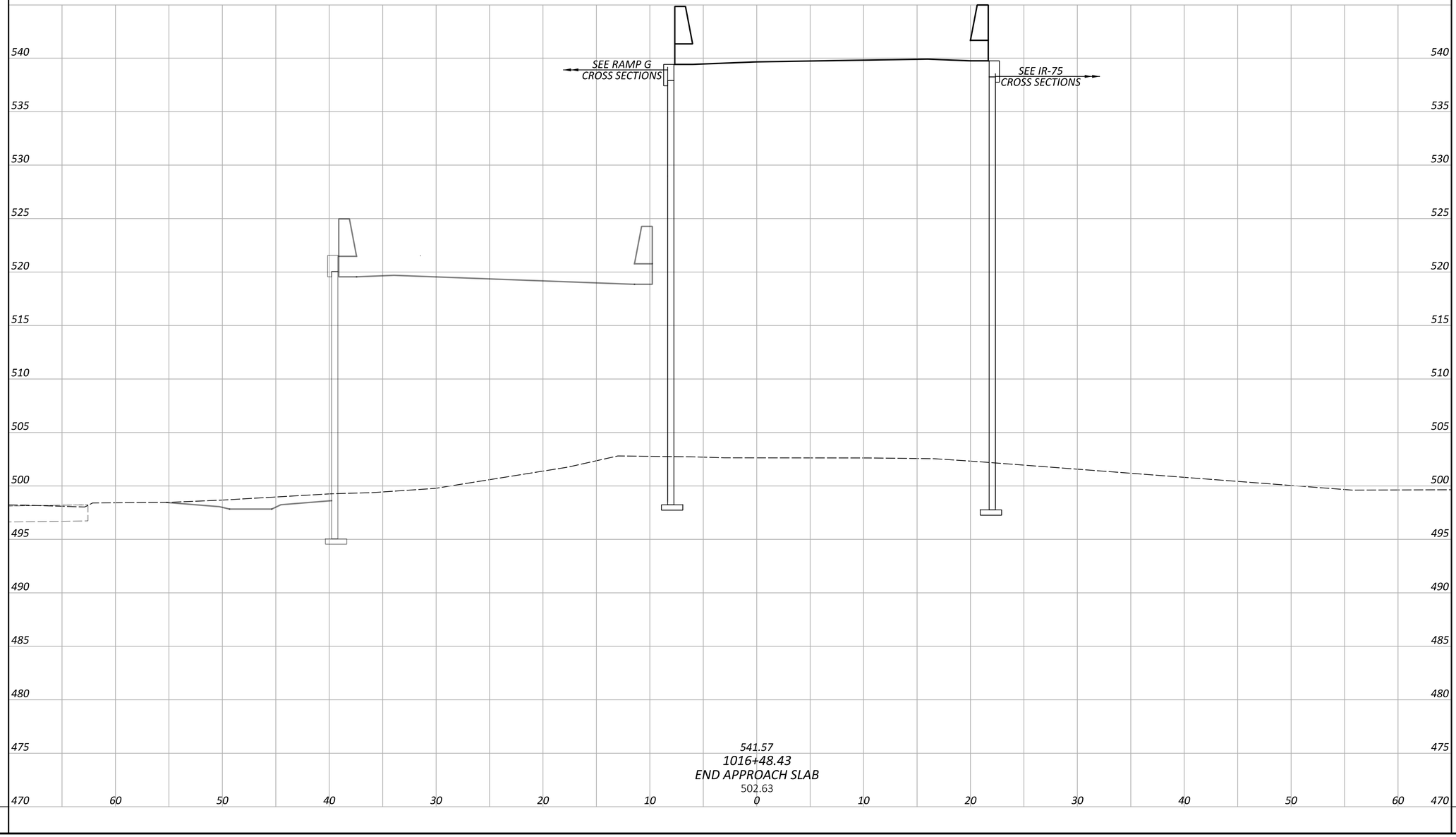
DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.303 | TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP B
STA 1016+48.43

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.304 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - 1016+48.43 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:29:23 PM USER: jtheuring
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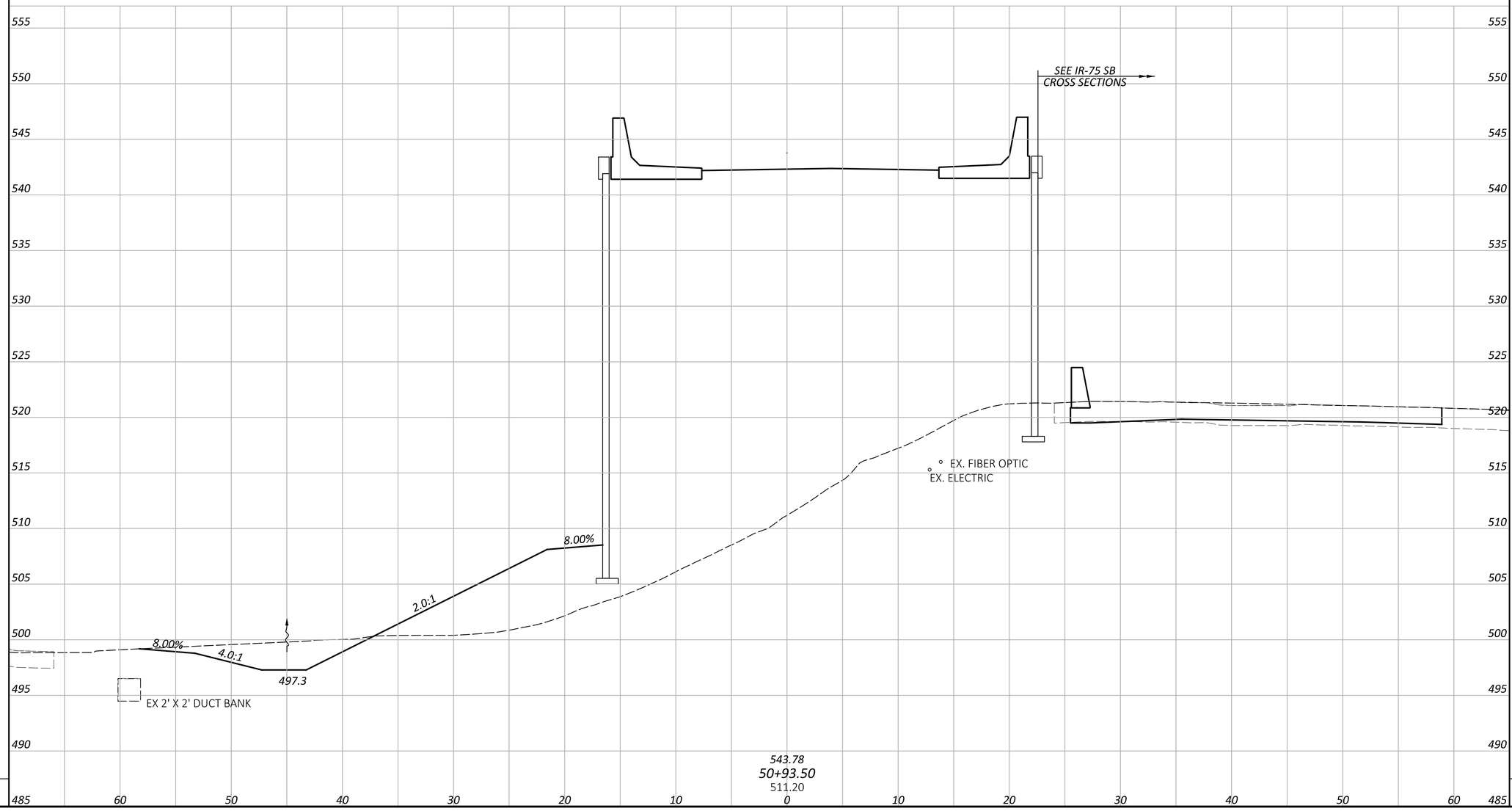
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0



SHEET TOTAL			
SHEET TOTALS	0	0	0

CROSS SECTIONS - RAMP B
STA 50+93.50

HAM-IR 75-1.95

MODEL: BLP_R075C - 50+93.50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:29:37 PM USER: jtheuring
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DESIGN AGENCY: EMHT

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
JPT	MJR 11/02/26	114161	P.305	830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
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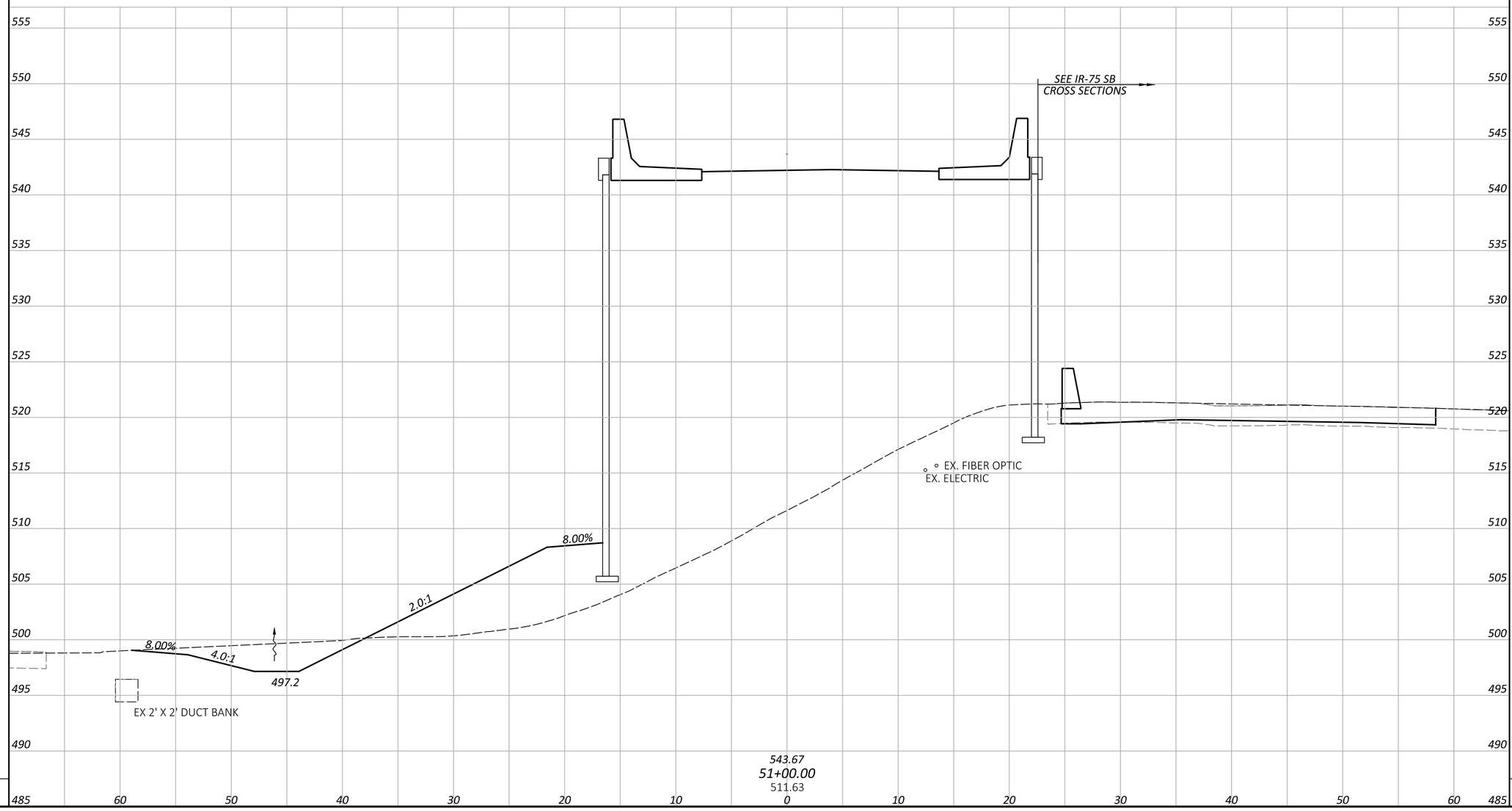
0	0

VOLUME	
CUT	FILL
0	0



CROSS SECTIONS - RAMP B
STA 51+00.00

HAM-IR 75-1.95

MODEL: BLP_R075C - 51+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:29:47 PM USER: jtheuring
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SHEET TOTAL

SHEET TOTALS 0 0

DESIGN AGENCY: EMH&T

DESIGNER: JPT

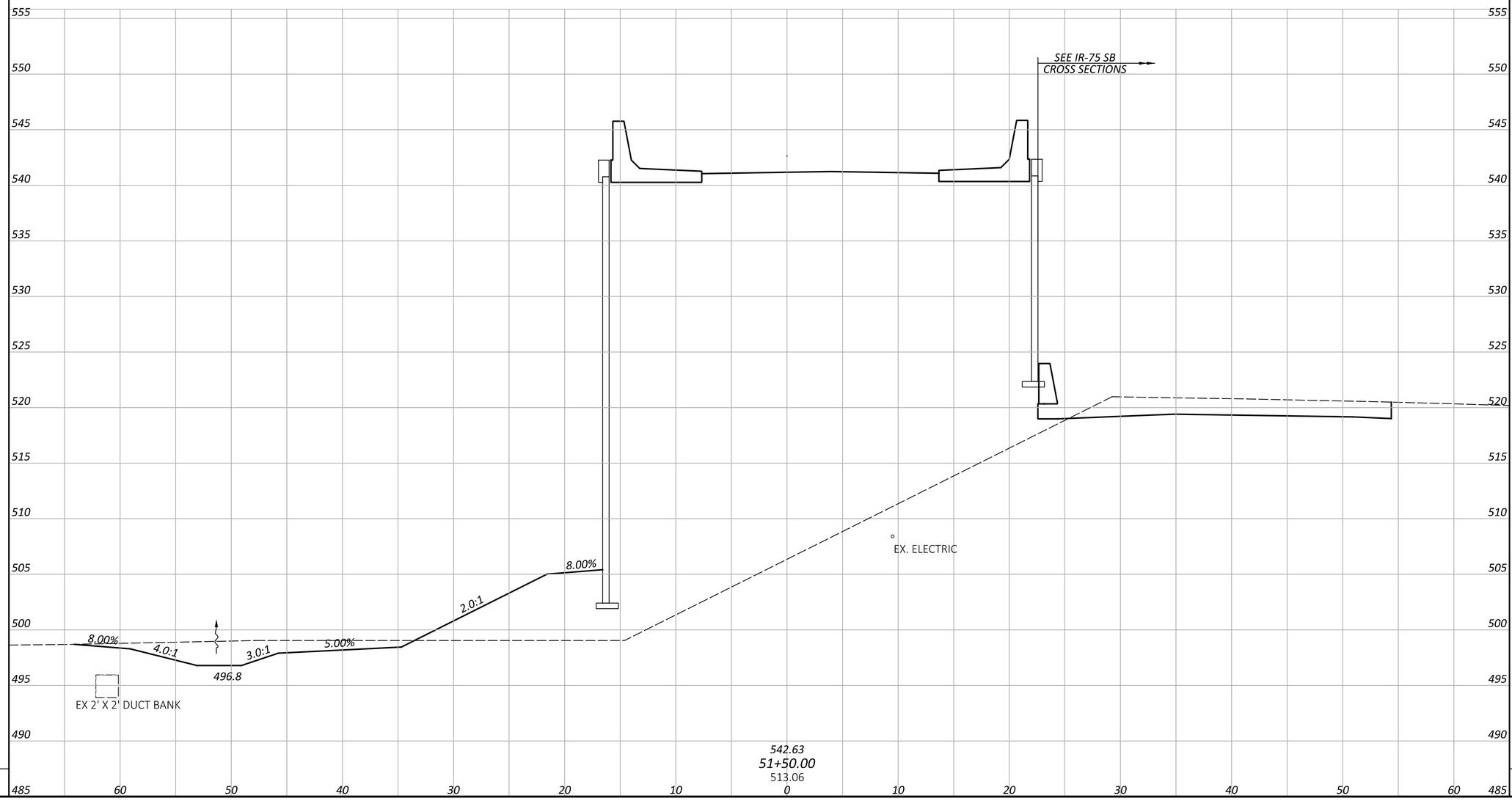
REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET P.306 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP C
STA 51+50.00

HAM-IR 75-1.95

MODEL: BLP_R075C - 51+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:29:55 PM USER: jtheuring
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SHEET TOTAL

DESIGN AGENCY
EMH&T

DESIGNER
JPT

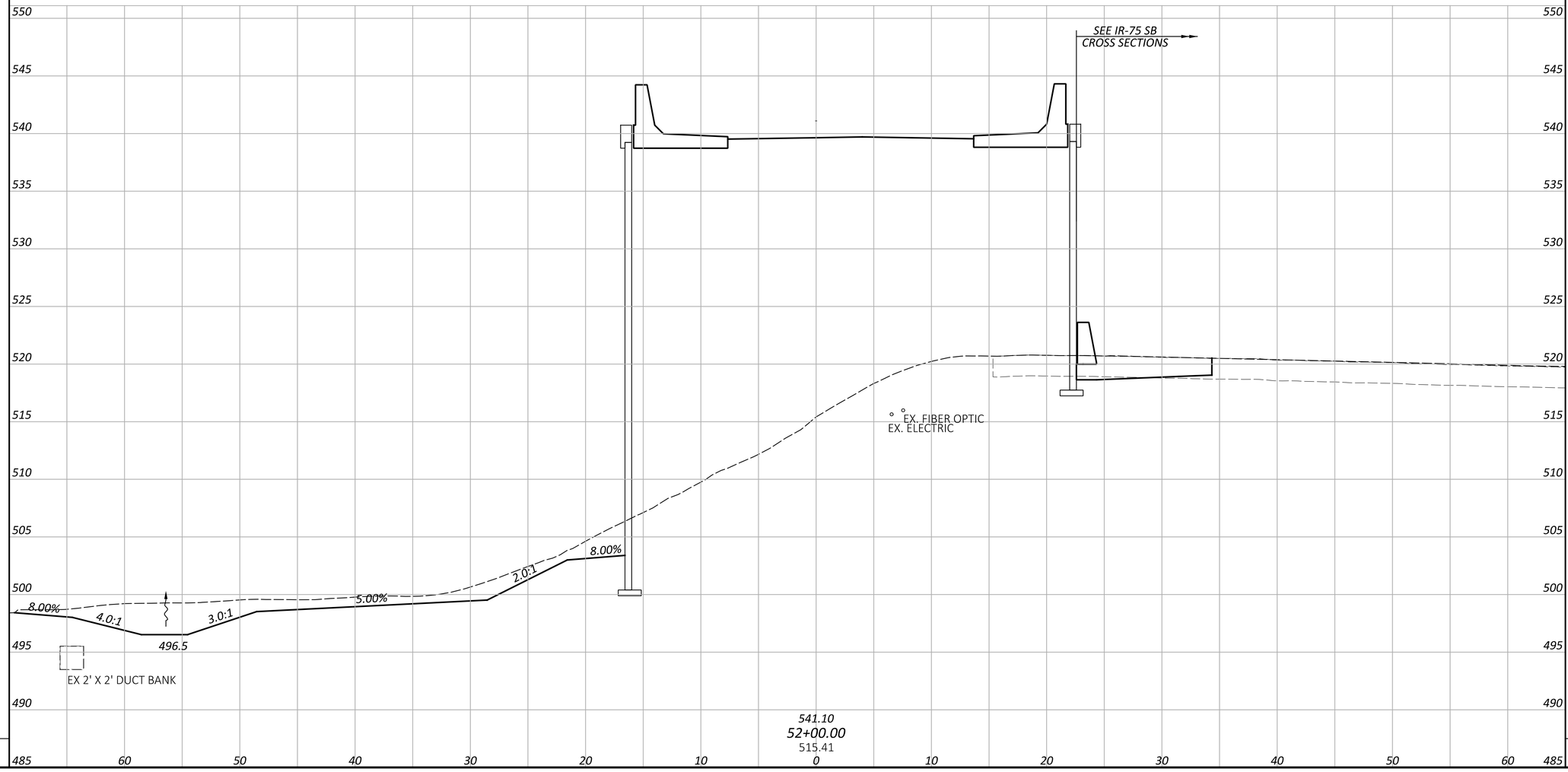
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.307 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP C
STA 52+00.00

HAM-IR 75-1.95

MODEL: BLP_R075C - 52+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:30:03 PM USER: jtheuring
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DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

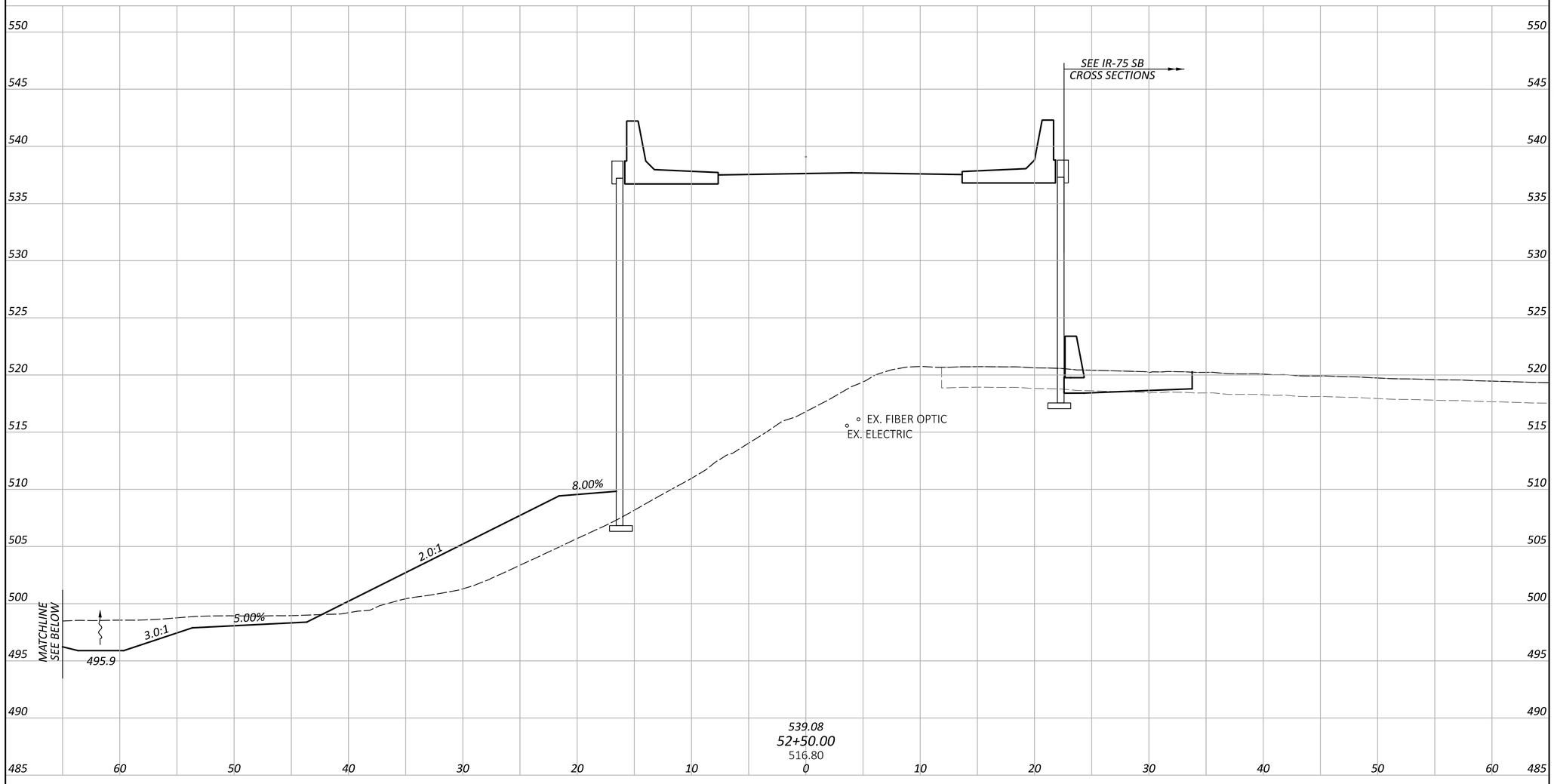
PROJECT ID: 114161

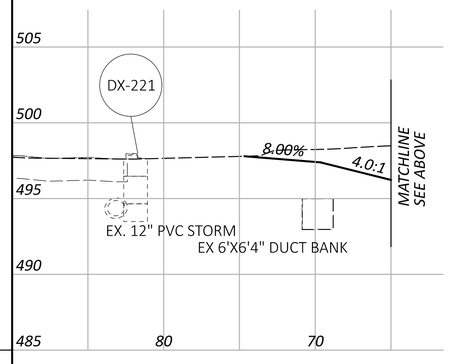
SHEET: P.308 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0





CROSS SECTIONS - RAMP C
STA 52+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.309 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075C - 52+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:30:11 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Roadway\Sheets\114161_XS004.dgn

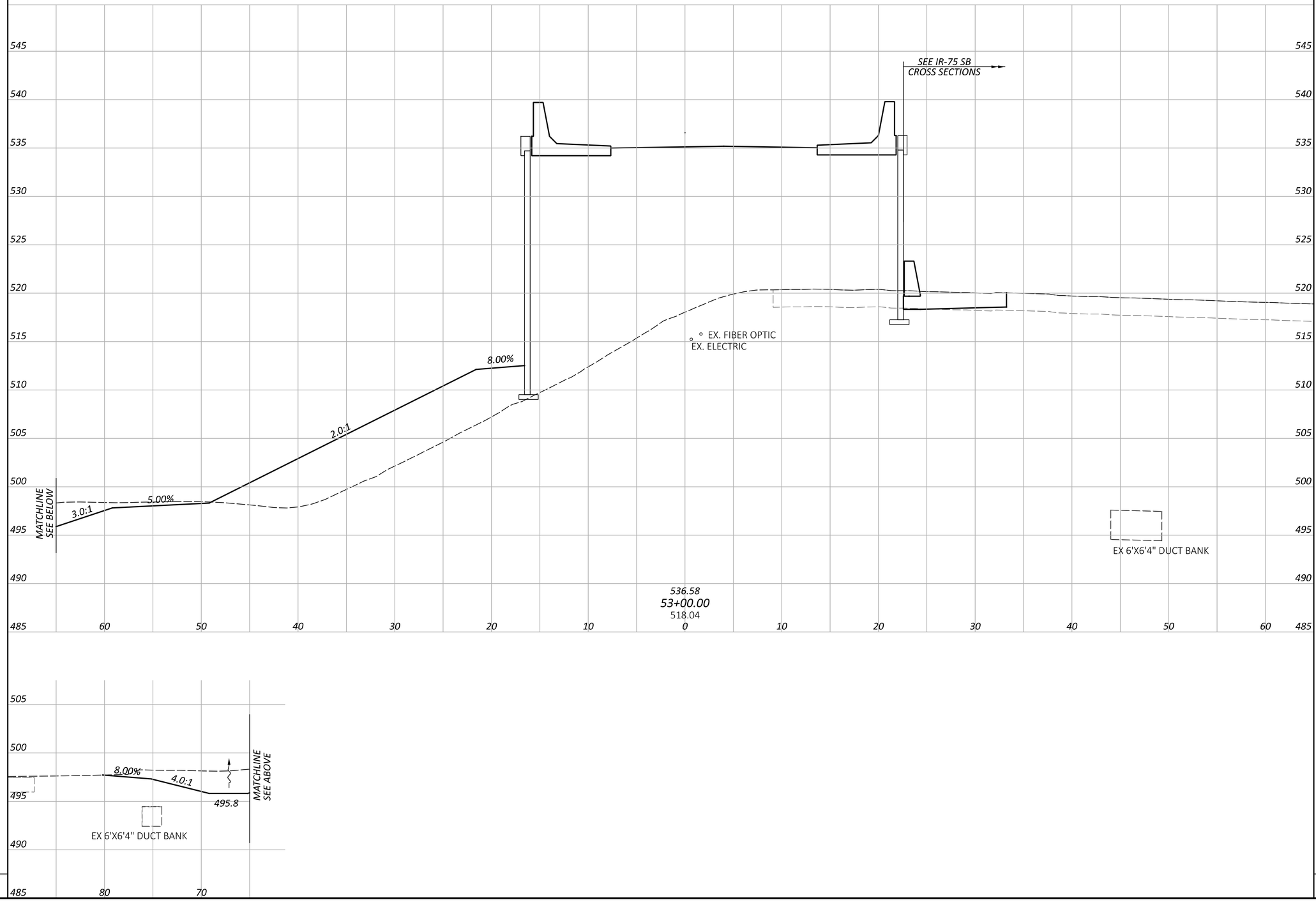
SHEET TOTAL

SHEET TOTALS

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0

VOLUME	
CUT	FILL
0	0



CROSS SECTIONS - RAMP C
STA 53+00.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET P.310 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075C - 53+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:30:25 PM USER: jtheuring
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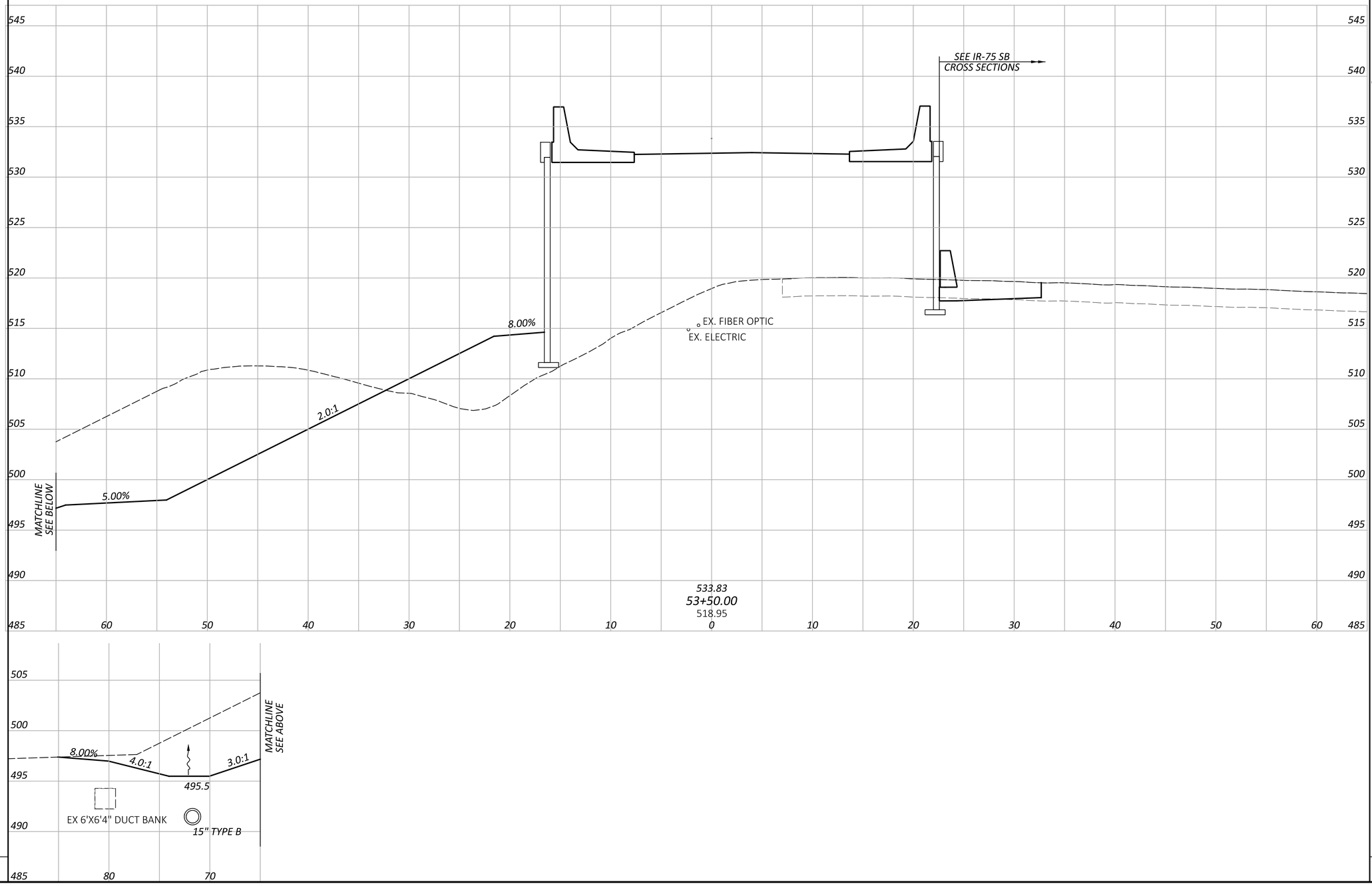
SHEET TOTAL

SHEET TOTALS

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP C
STA 53+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.311 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075C - 53+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:30:38 PM USER: jtheuring
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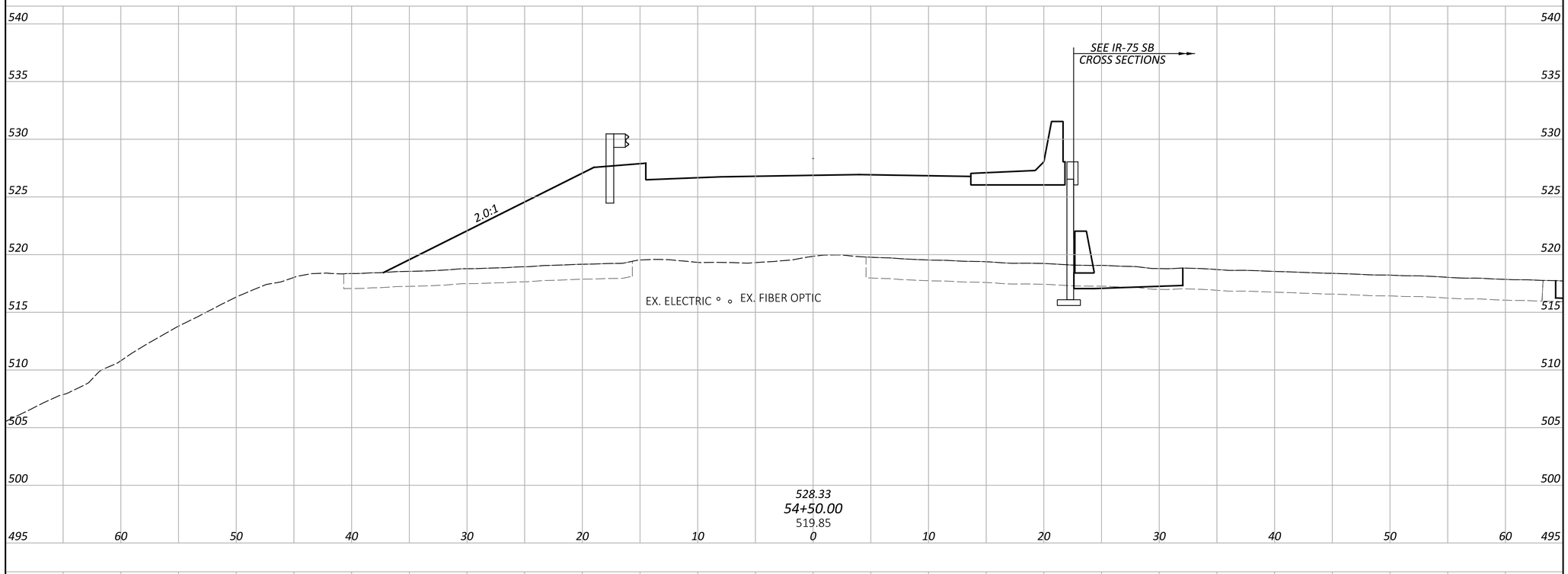
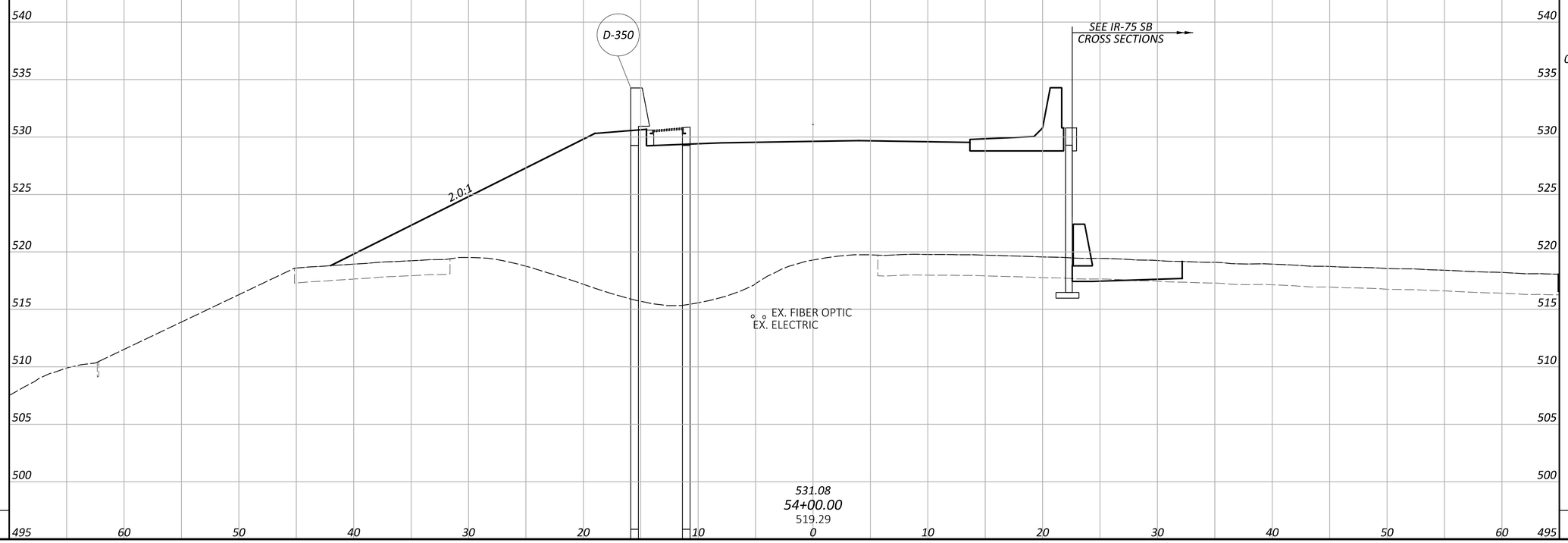
SHEET TOTAL

SEEDING	
END WIDTH	SQ. YDS.





SHEET TOTAL	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP C
STA 54+00.00 TO STA 54+50.00

HAM-IR 75-1.95

MODEL: BLP_R075C - 54+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:30:51 PM USER: jtheuring
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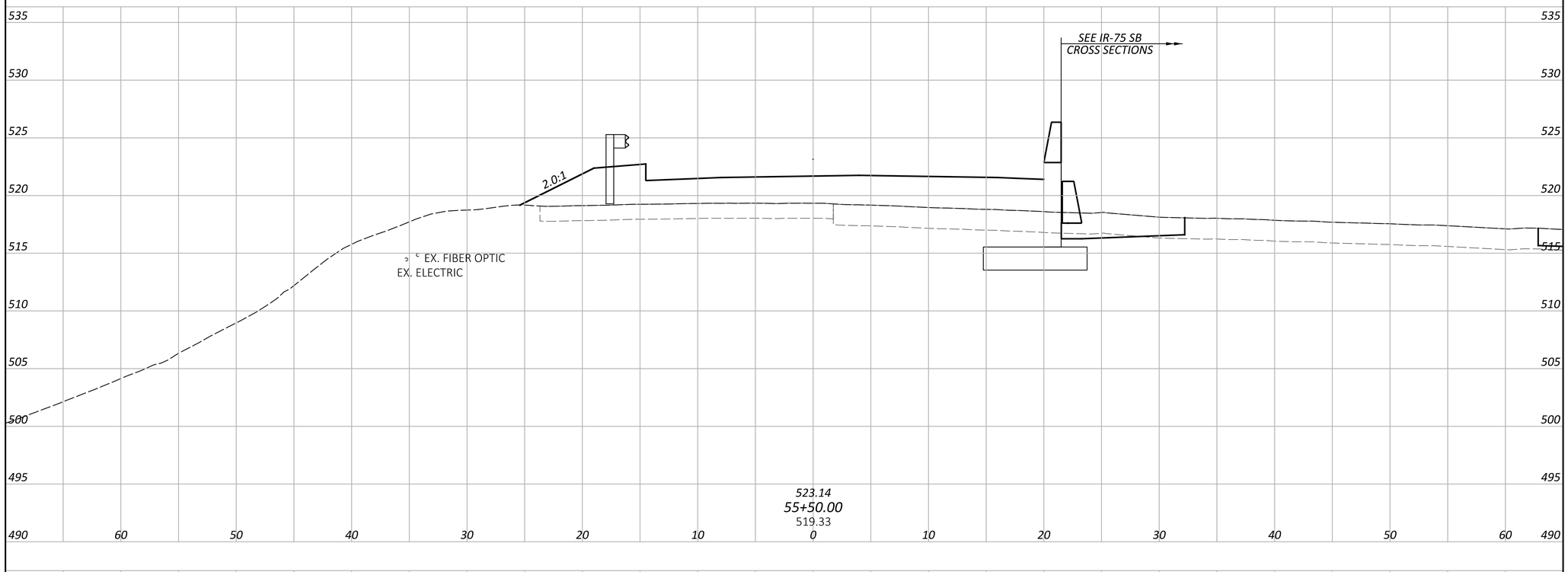
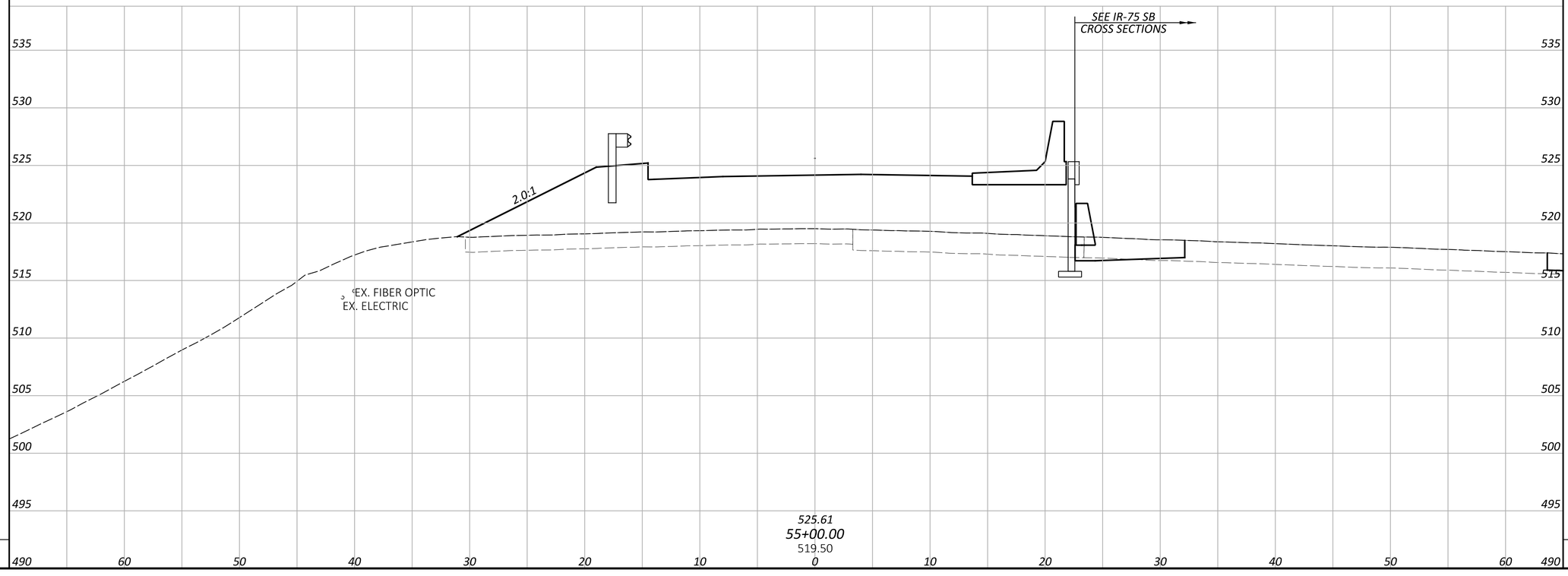
DESIGN AGENCY
EMH&T

DESIGNER	
JPT	
REVIEWER	
MJR	11/02/26
PROJECT ID	
114161	
SHEET	TOTAL
P.312	830

SEEDING	
END WIDTH	SQ. YDS.





END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP C
STA 55+00.00 TO STA 55+50.00

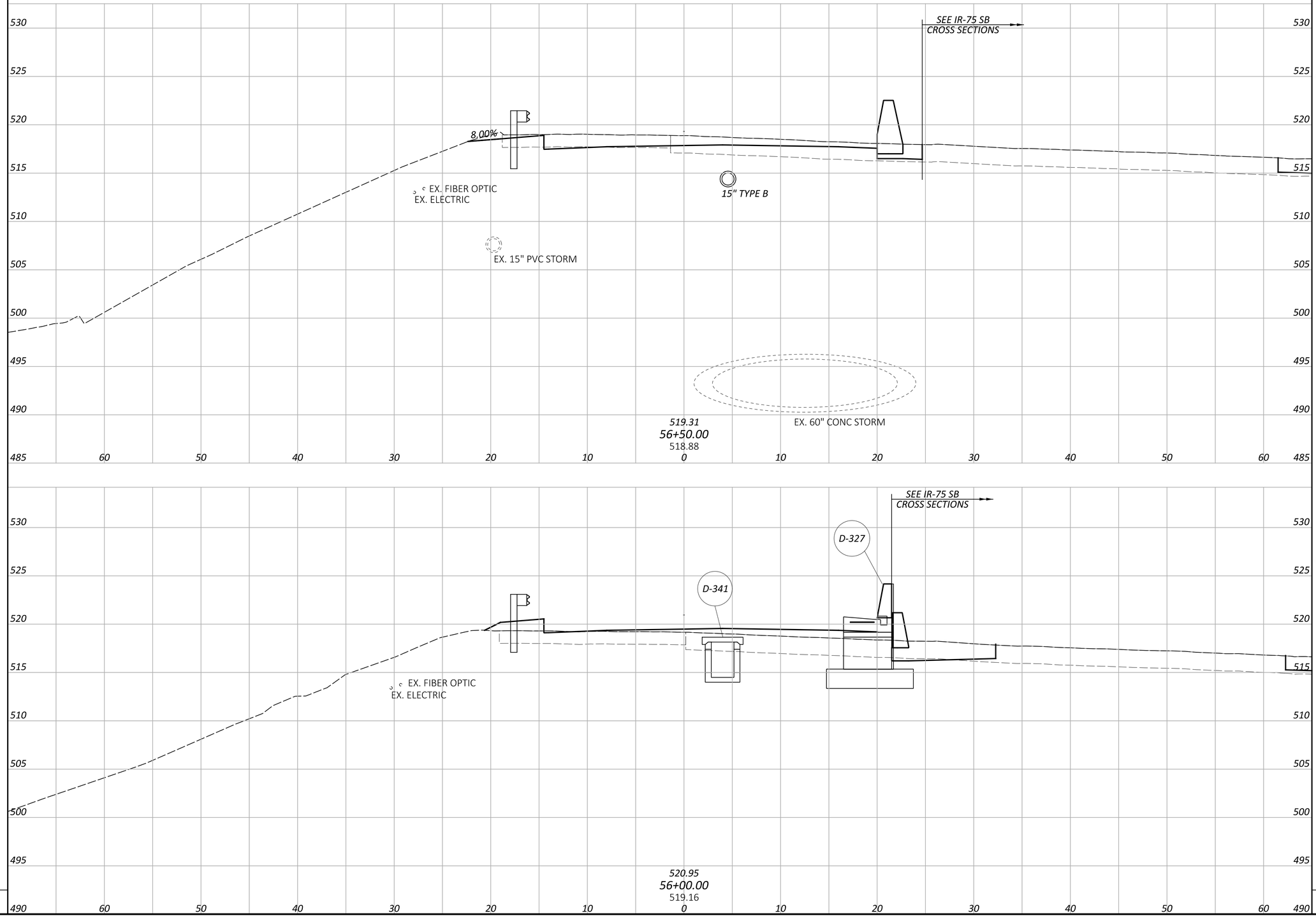
HAM-IR 75-1.95

MODEL: BLP_R075C - 55+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:31:05 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS004.dgn

DESIGN AGENCY: EMH&T

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
JPT	MJR 11/02/26	114161	P.313	830

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP C
STA 56+00.00 TO STA 56+50.00

HAM-IR 75-1.95

MODEL: BLP_R075C - 56+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:31:21 PM USER: jtheuring
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DESIGN AGENCY: EMH&T

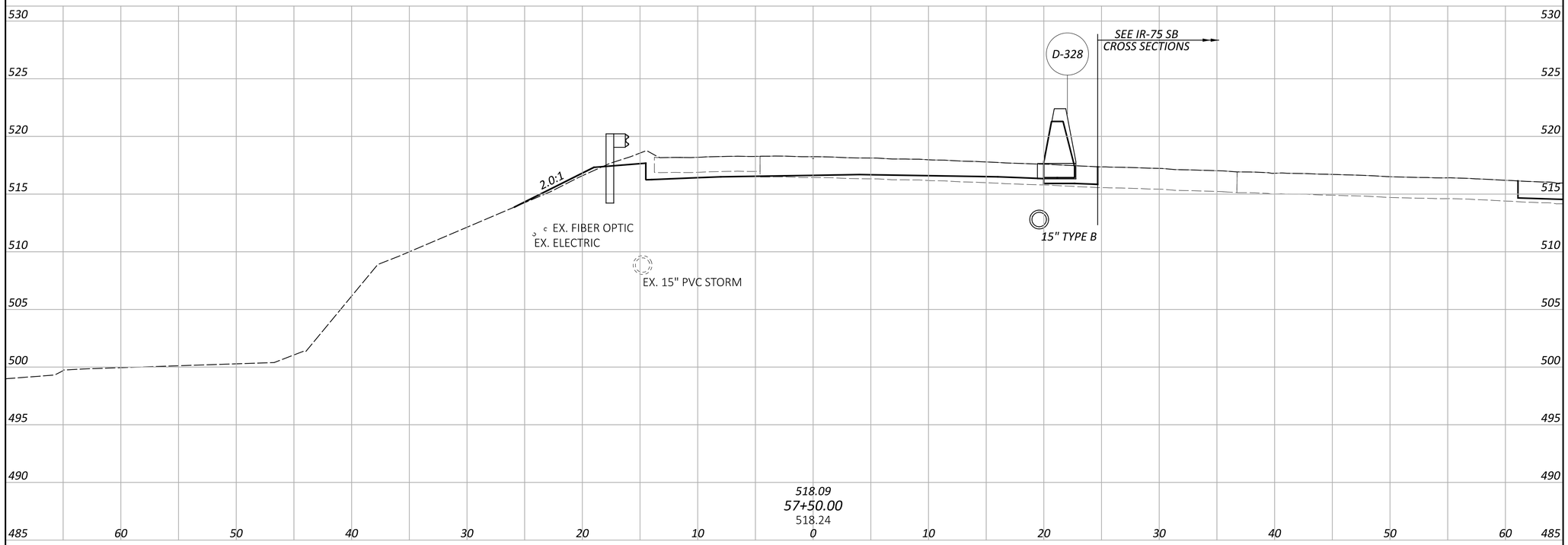
DESIGNER: JPT

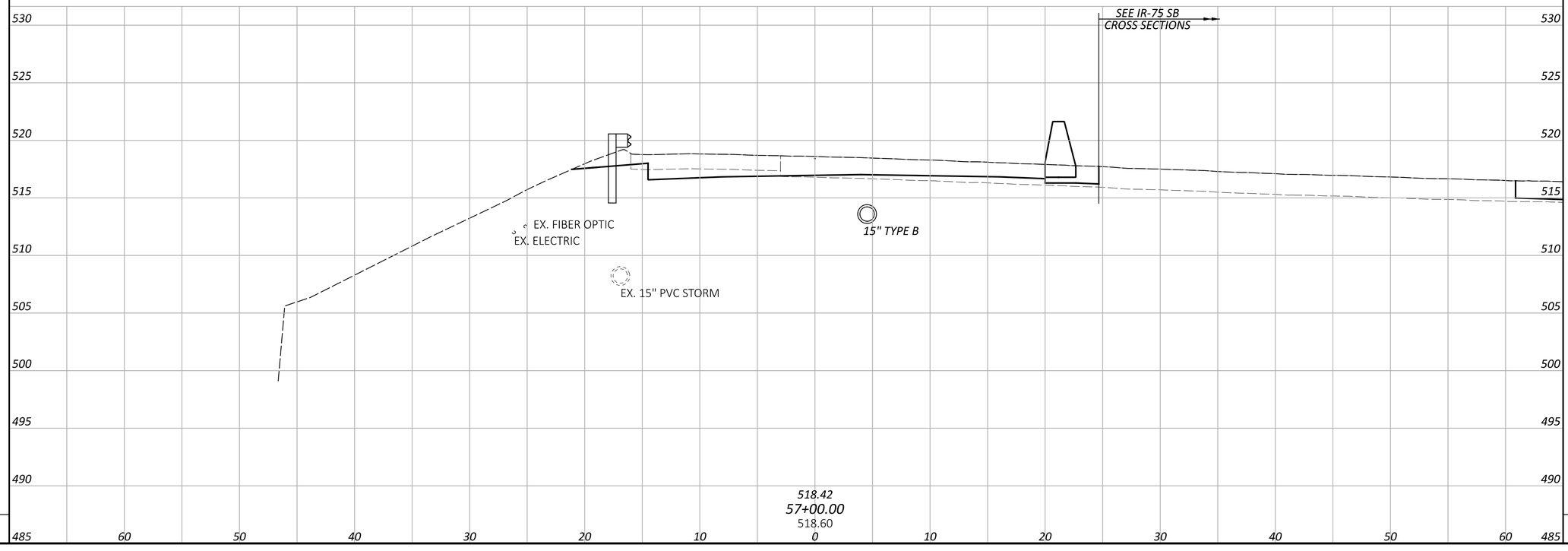
REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.314 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.





END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - RAMP C
STA 57+00.00 TO STA 57+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.315 | TOTAL 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: BLP_R075C - 57+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:31:36 PM USER: jtheuring
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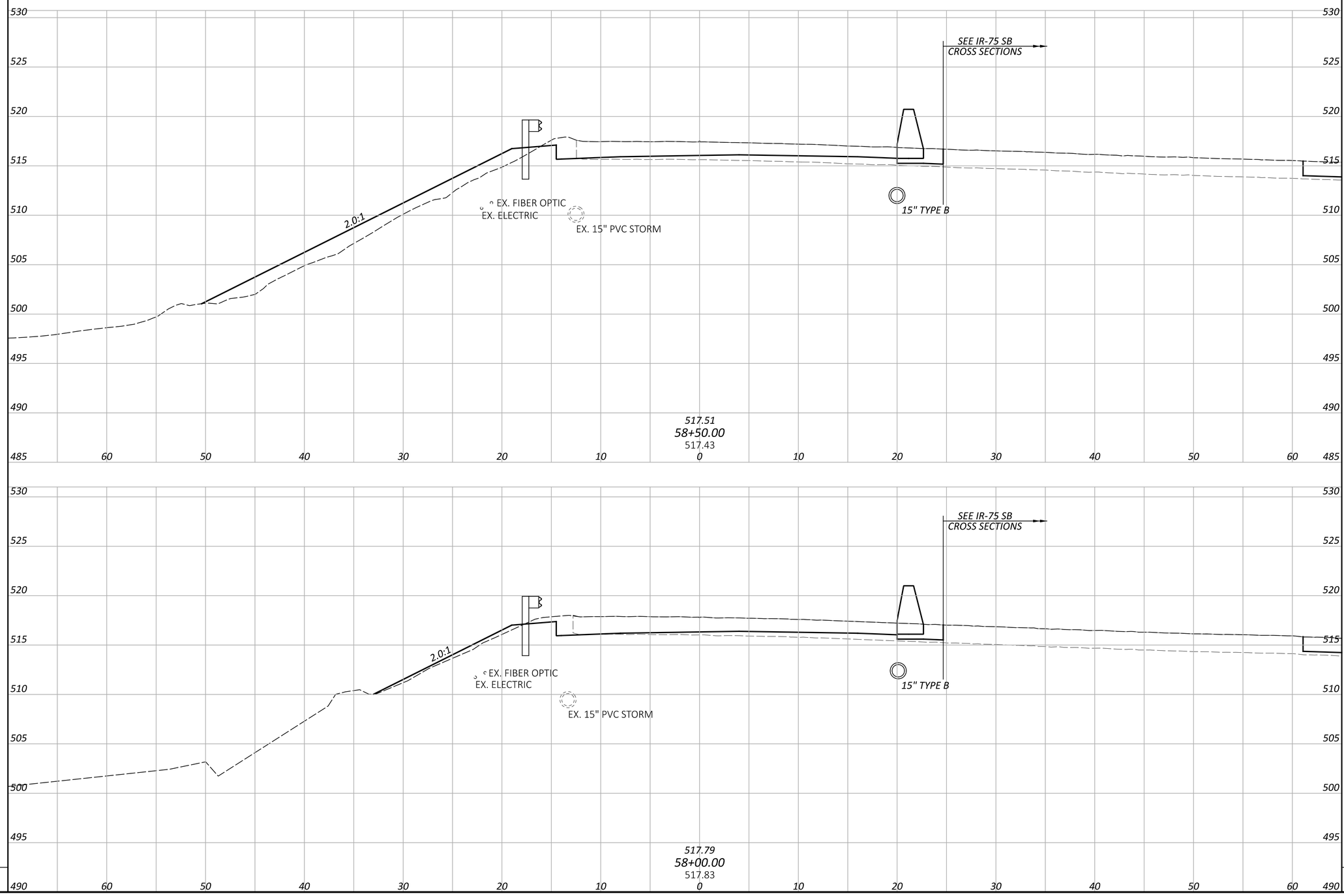
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



SHEET TOTAL

SHEET TOTALS

CROSS SECTIONS - RAMP C
STA 58+00.00 TO STA 58+50.00

HAM-IR 75-1.95

MODEL: BLP_R075C - 58+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:31:52 PM USER: jtheuring
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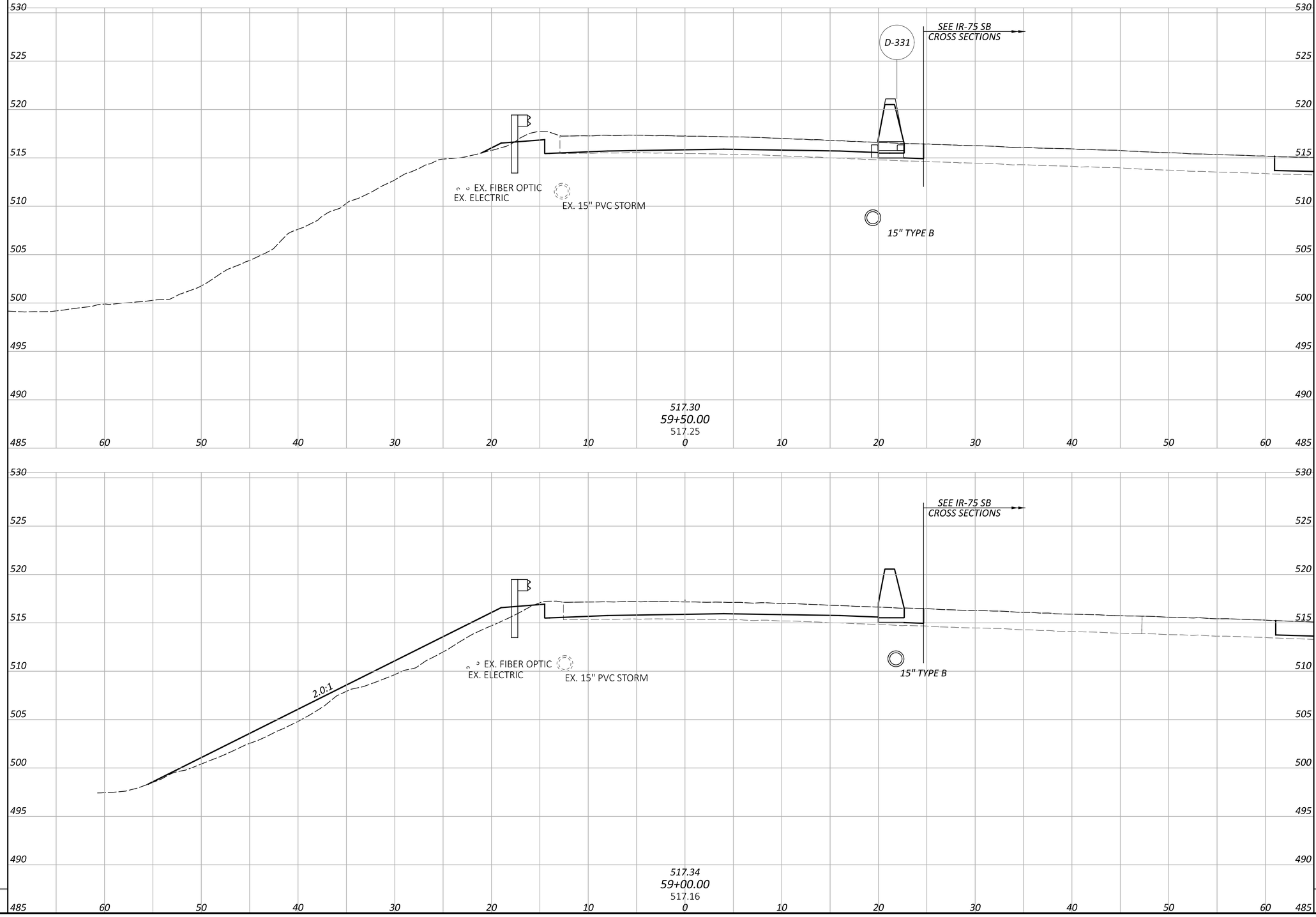
DESIGN AGENCY: EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.316
TOTAL	830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0



SHEET TOTAL		
SHEET TOTALS	0	0

CROSS SECTIONS - RAMP C
STA 59+00.00 TO STA 59+50.00

HAM-IR 75-1.95

MODEL: BLP_R075C - 59+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:32:08 PM USER: jtheuring
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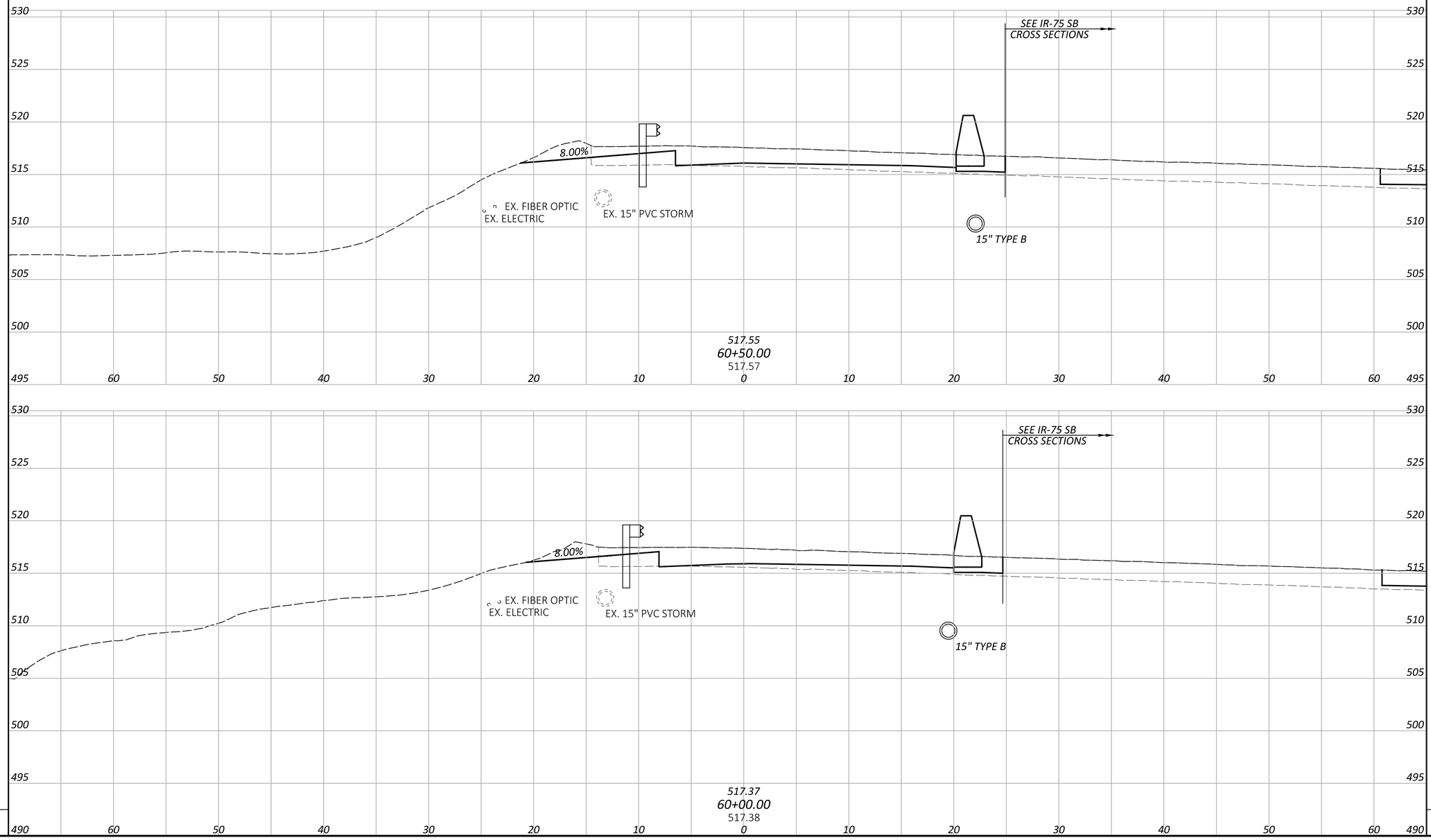
DESIGN AGENCY: EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.317
TOTAL	830

SEEDING	
END WIDTH	SQ. YDS.



SHEET TOTAL				

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP C
STA 60+00.00 TO STA 60+50.00

DESIGN AGENCY
EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.318
TOTAL	830

HAM-IR 75-1.95

MODEL: BLP_R075C - 60+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:32:23 PM USER: jtheuring
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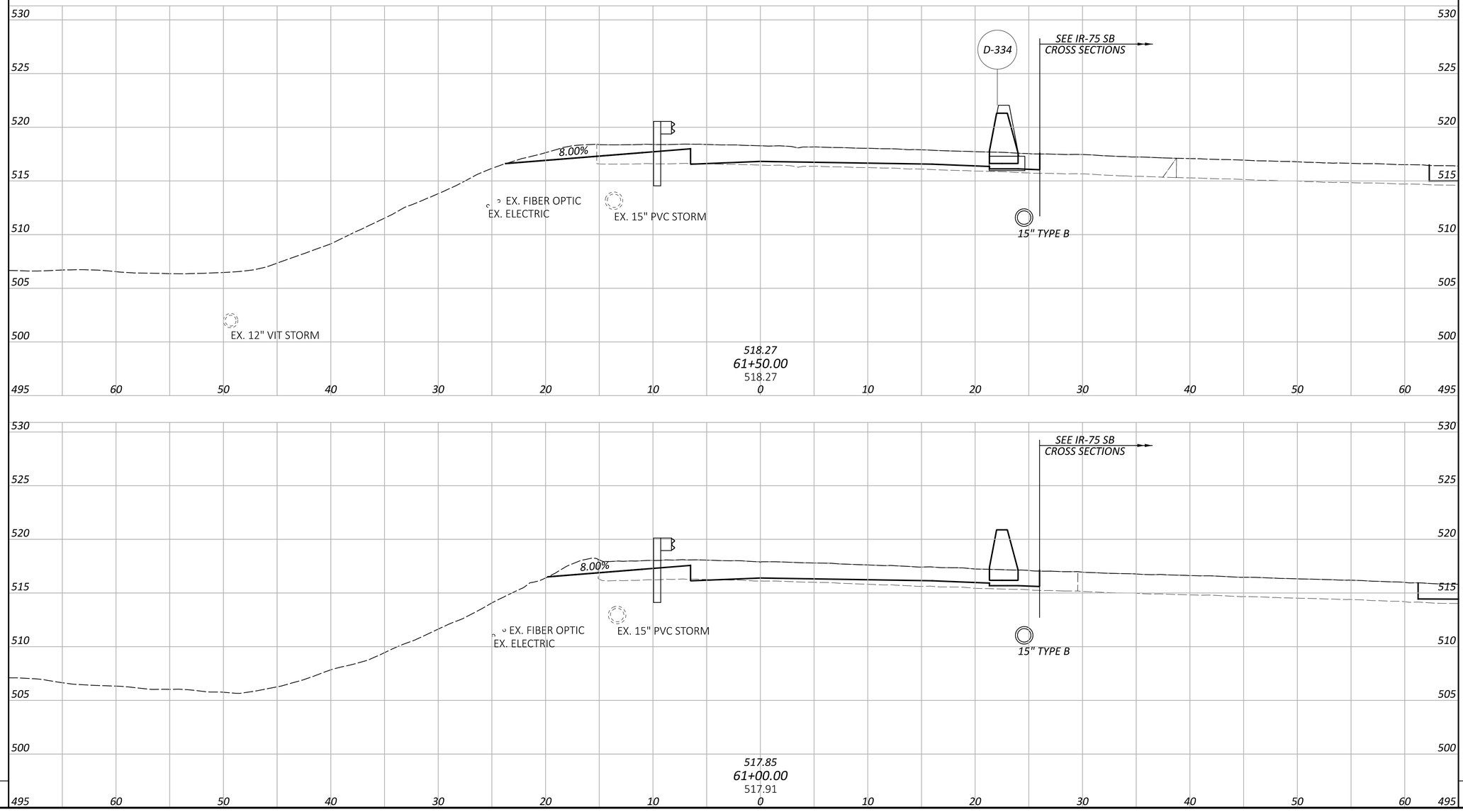
SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA	
CUT	FILL
0	0
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - RAMP C
STA 61+00.00 TO STA 61+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

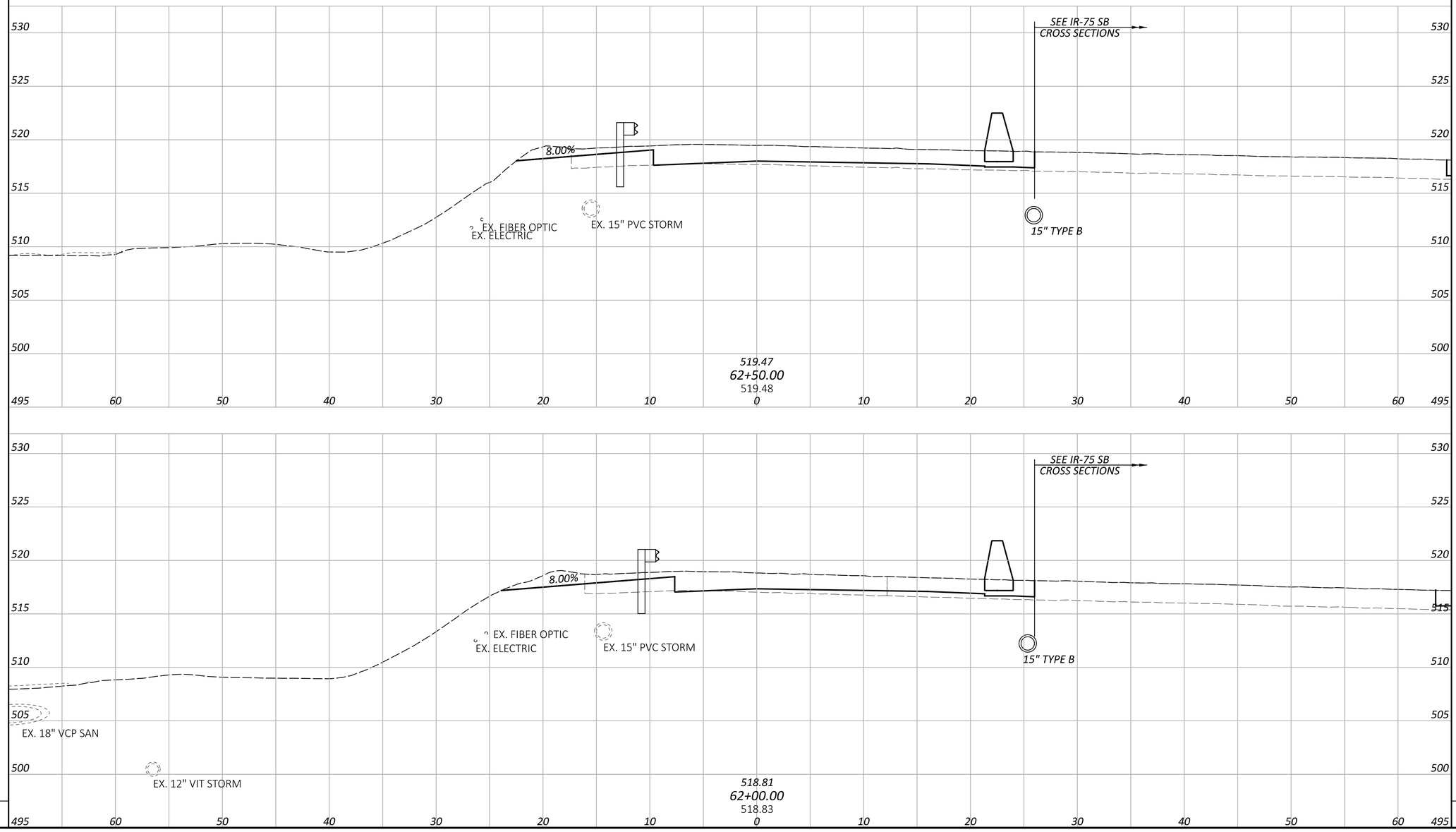
PROJECT ID
114161

SHEET P.319 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075c - 61+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:32:38 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS004.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP C
STA 62+00.00 TO STA 62+50.00

HAM-IR 75-1.95

MODEL: BLP_R075C - 62+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:32:50 PM USER: jtheuring
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DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

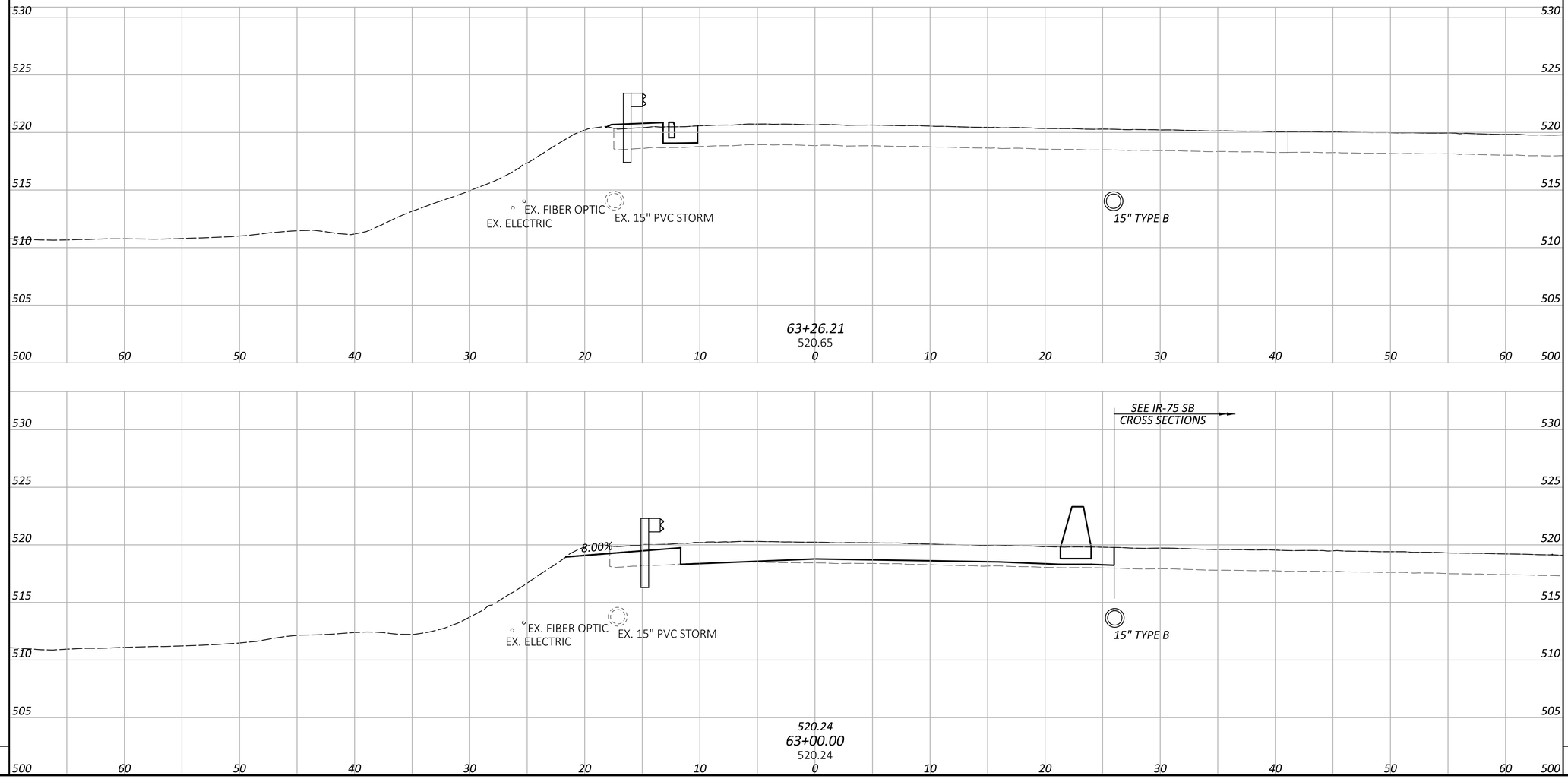
PROJECT ID: 114161

SHEET P.320 | TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



CROSS SECTIONS - RAMP C
STA 63+00.00 TO STA 63+26.21

HAM-IR 75-1.95

MODEL: BLP_R075C - 63+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:33:01 PM USER: jtheuring
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SHEET TOTAL

SHEET TOTALS

DESIGN AGENCY: EMH&T

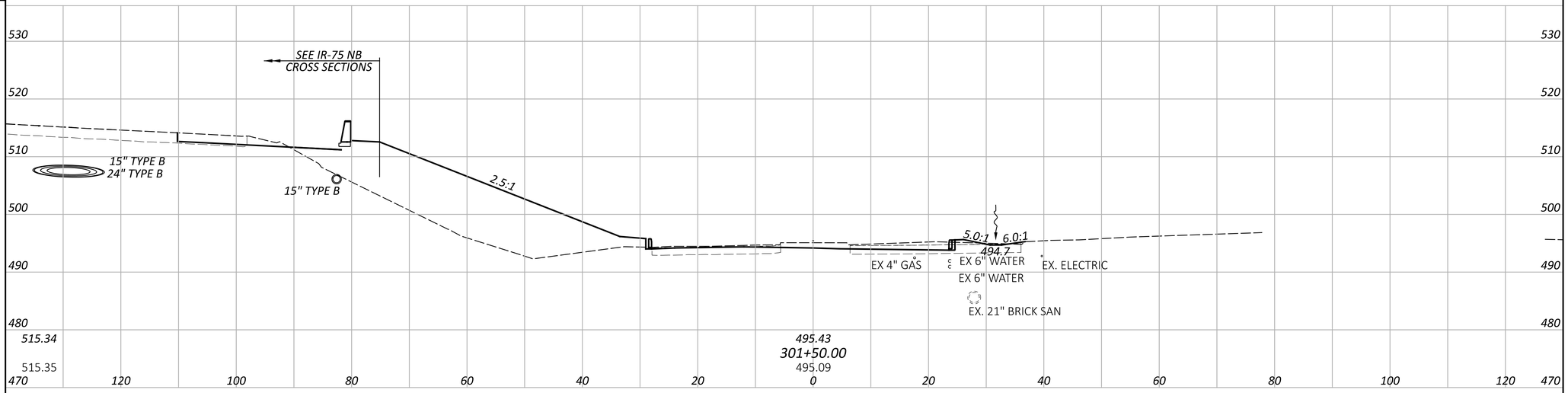
DESIGNER: JPT

REVIEWER: MJR 11/02/26

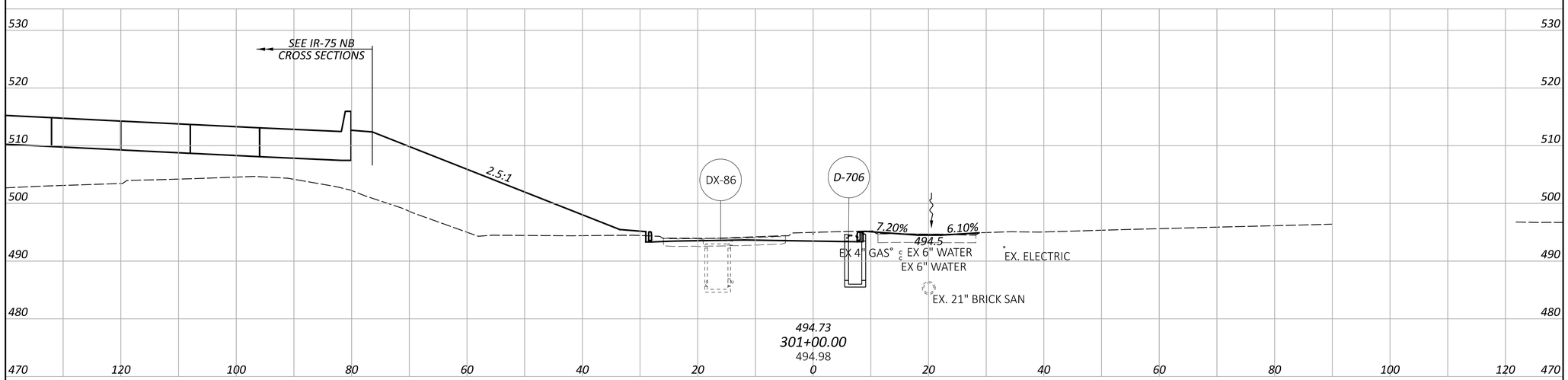
PROJECT ID: 114161

SHEET: P.321 TOTAL: 830

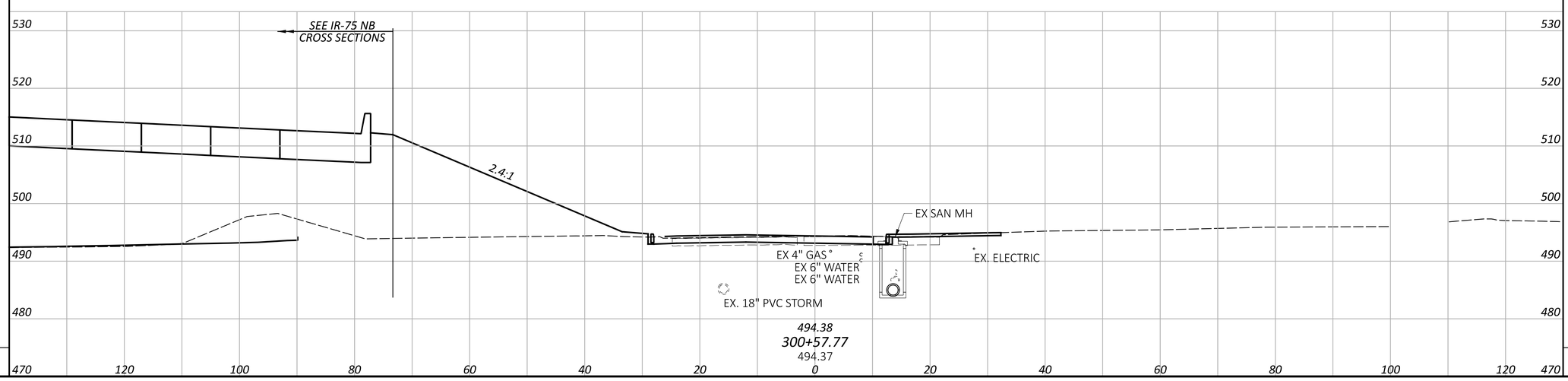
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL



0	0				



0	0	0	0		



0	0	0	0		

SHEET TOTALS			

CROSS SECTIONS - RAMP D
STA 300+57.77 TO STA 301+50.00

HAM-IR 75-1.95

MODEL: BLP_R075D - 300+57.77 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:33:23 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

DESIGN AGENCY: EMHT

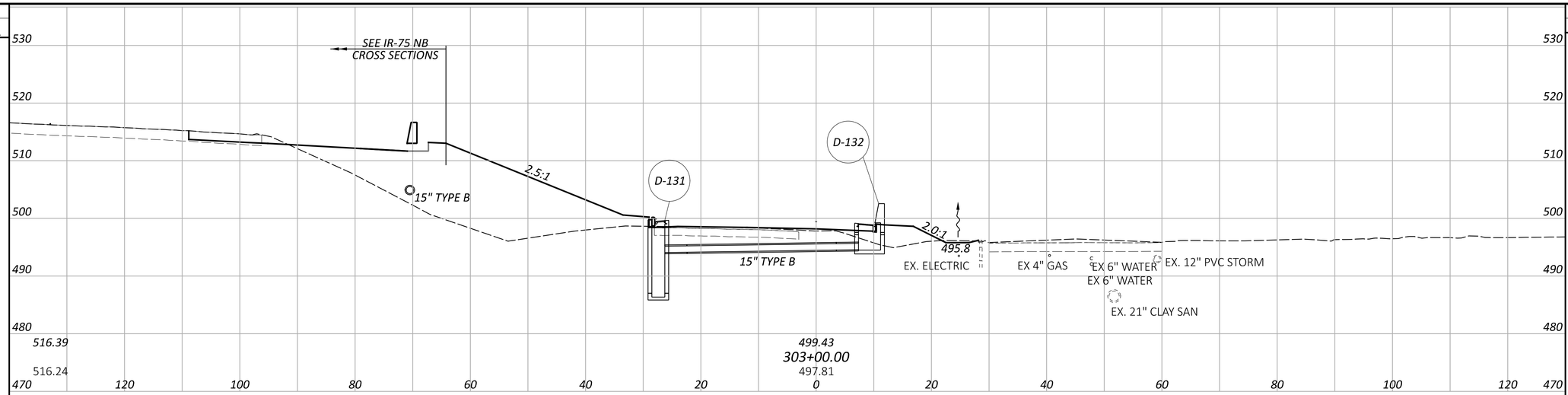
DESIGNER: JPT

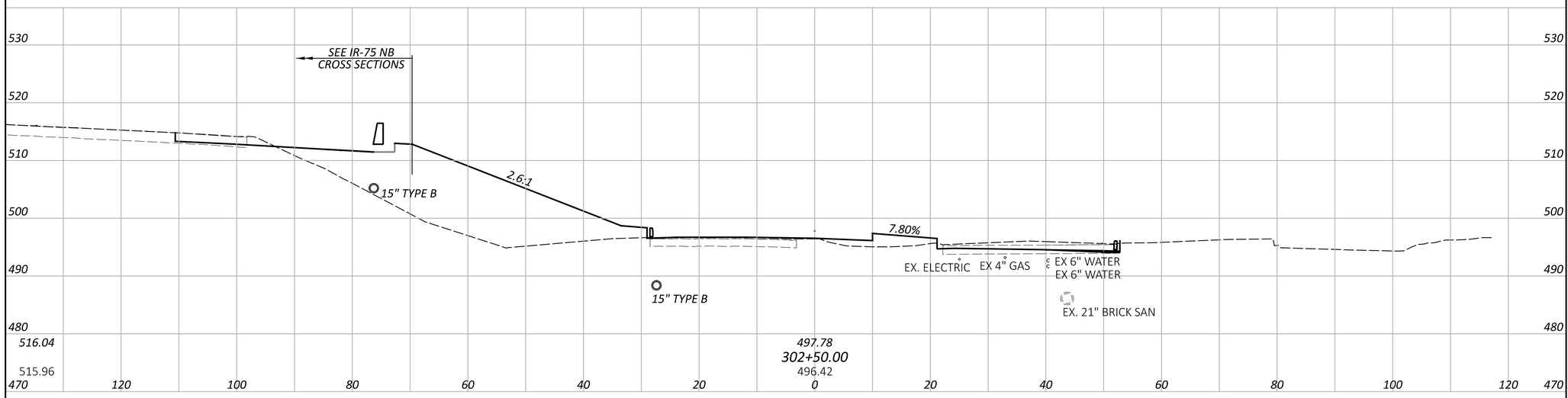
REVIEWER: MJR 11/02/26

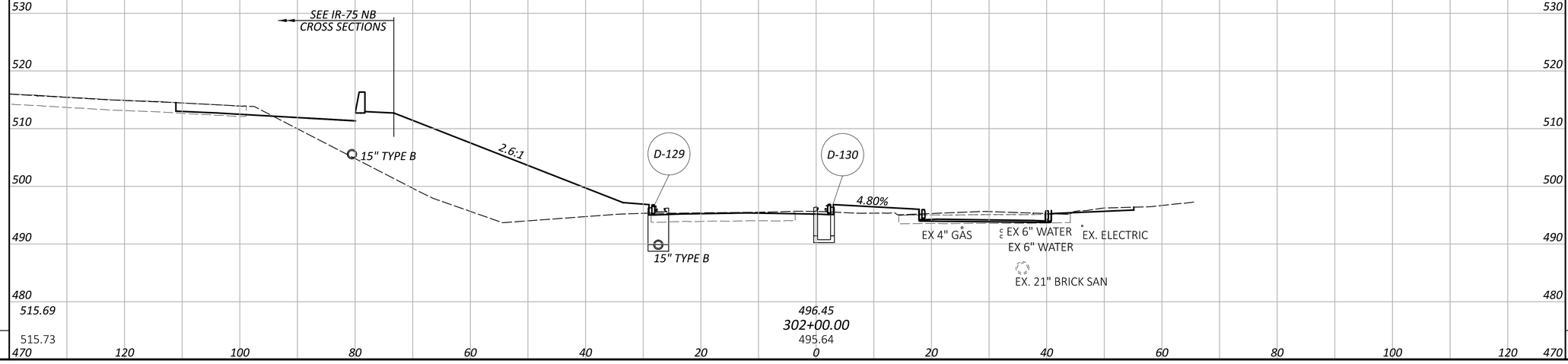
PROJECT ID: 114161

SHEET P.322 TOTAL 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			







CROSS SECTIONS - RAMP D
STA 302+00.00 TO STA 303+00.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

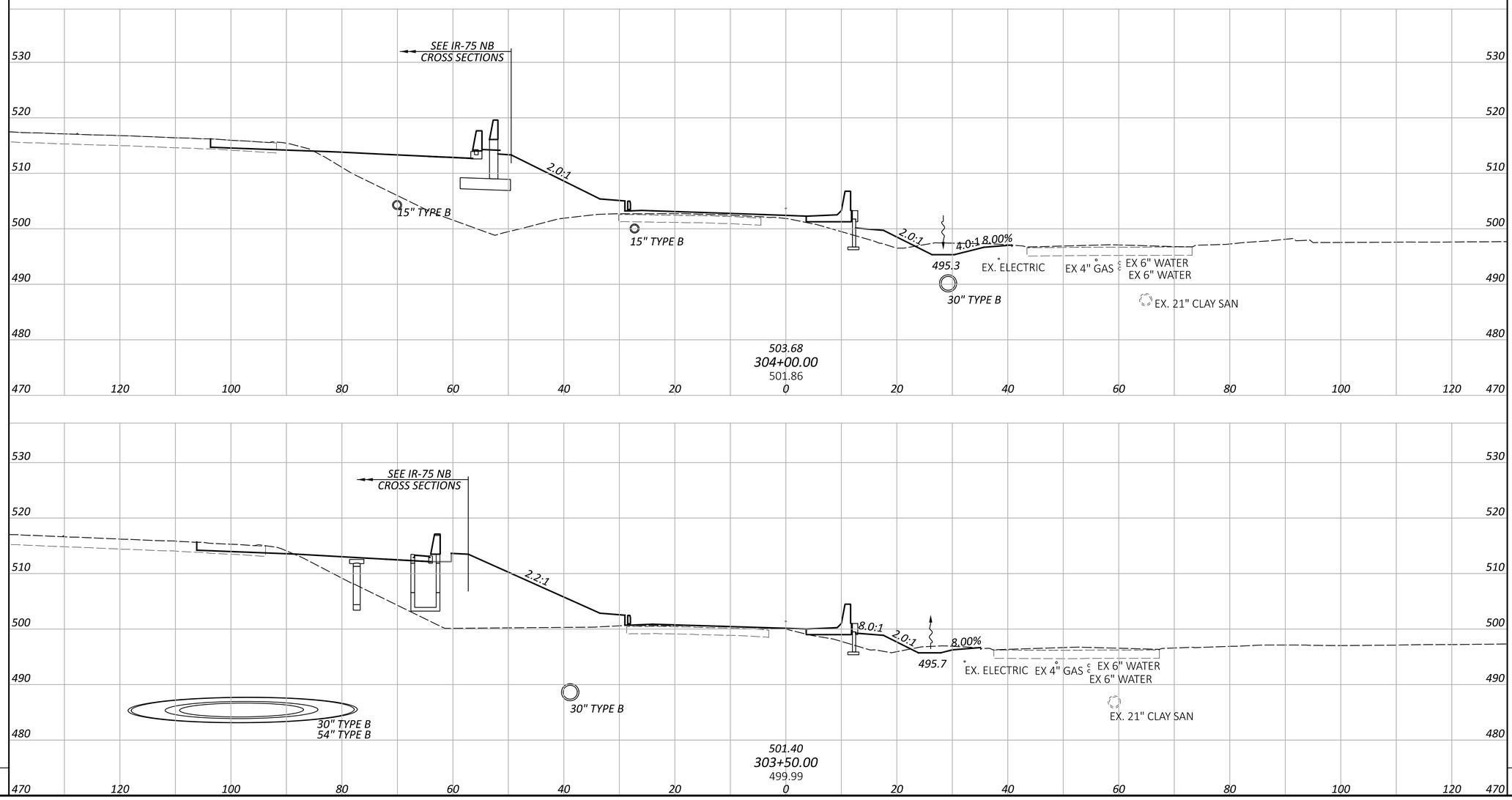
PROJECT ID: 114161

SHEET: P.323 TOTAL: 830

HAM-IR 75-1.95

MODEL: BLP_R075D - 302+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:33:45 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP D
STA 303+50.00 TO STA 304+00.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

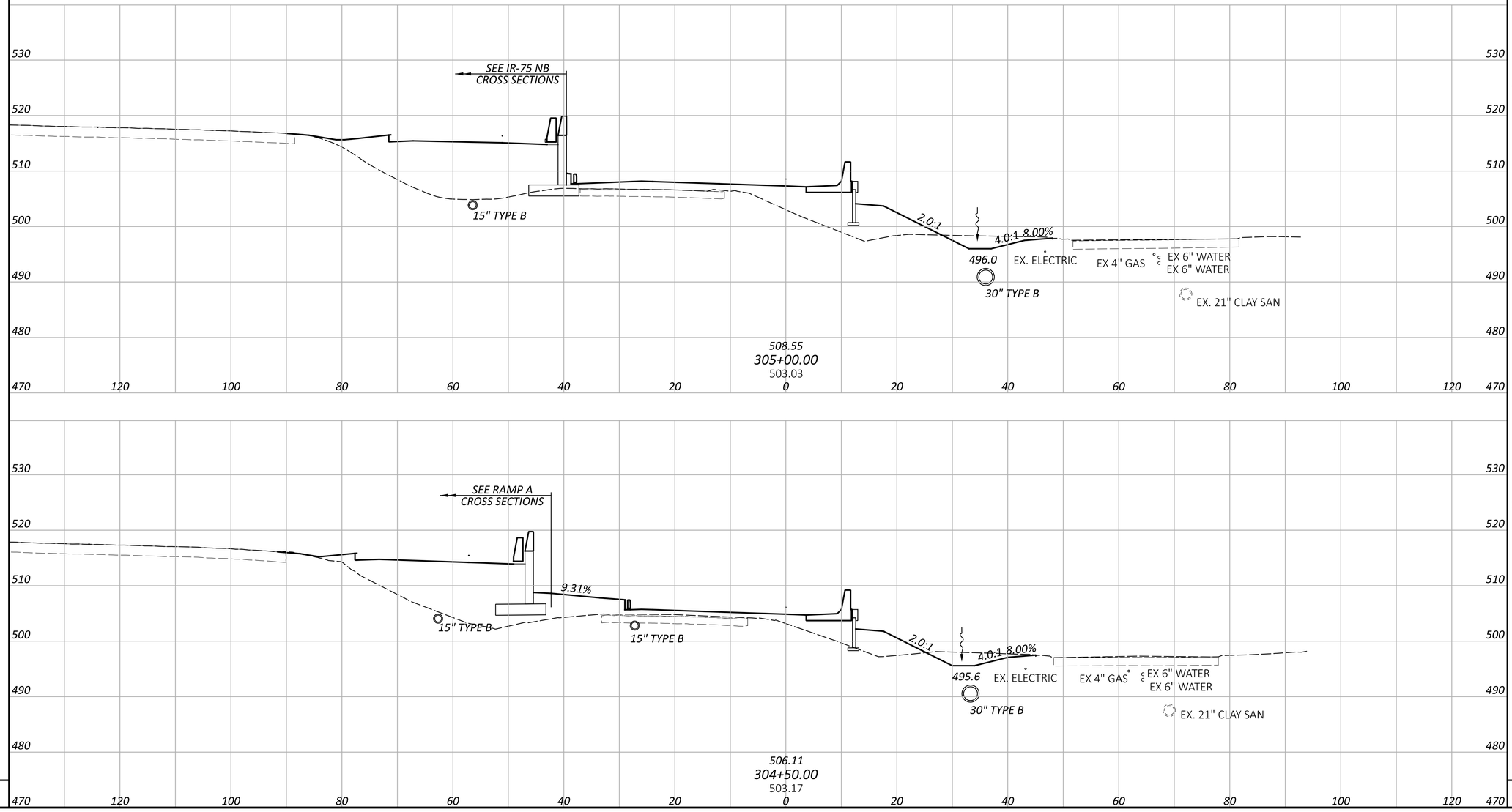
SHEET: P.324 TOTAL: 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: BLP_R075D - 303+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:34:05 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP D
STA 304+50.00 TO STA 305+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

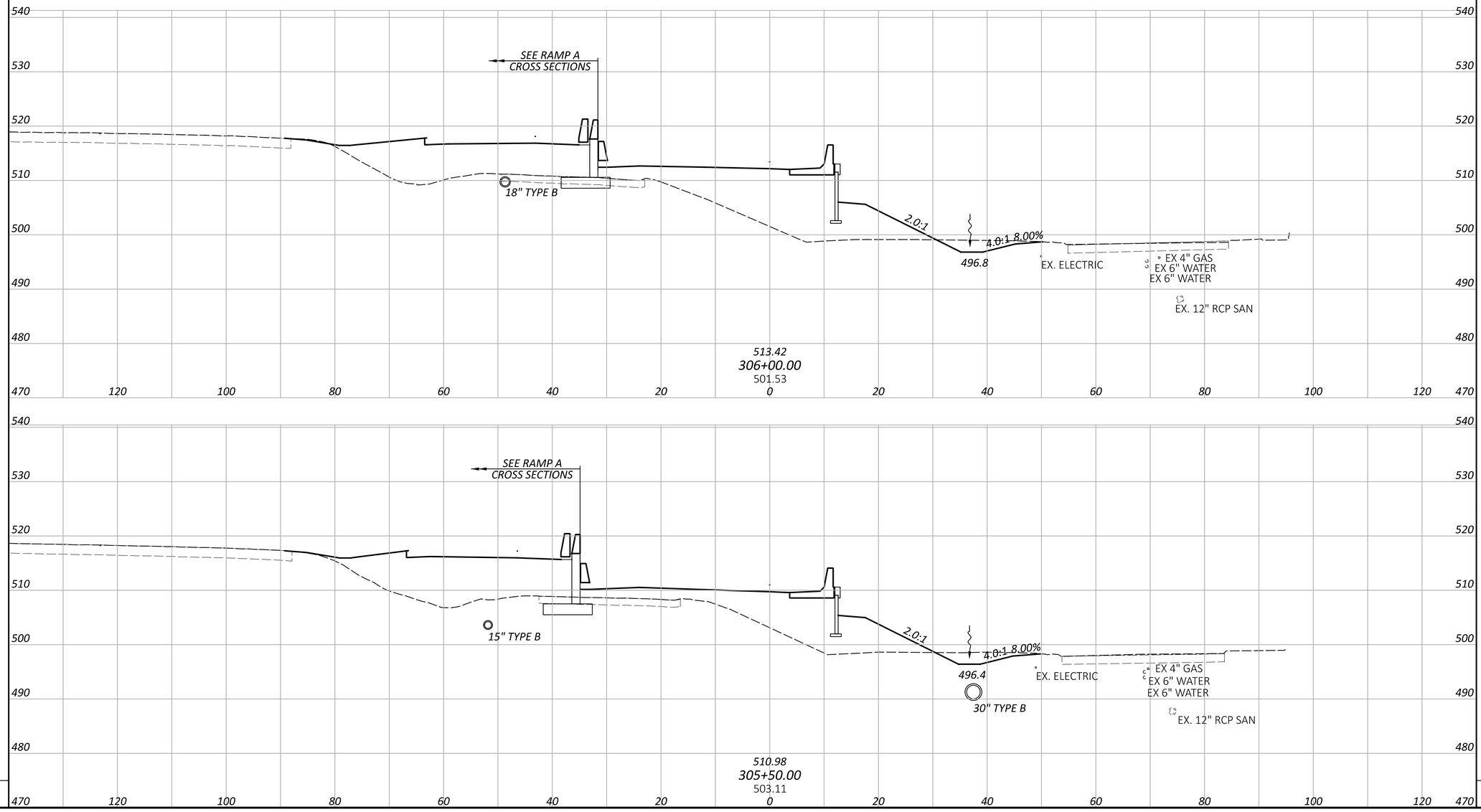
PROJECT ID
114161

SHEET P.325 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075D - 304+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:34:18 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 305+50.00 TO STA 306+00.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET P.326 TOTAL 830

HAM-IR 75-1.95

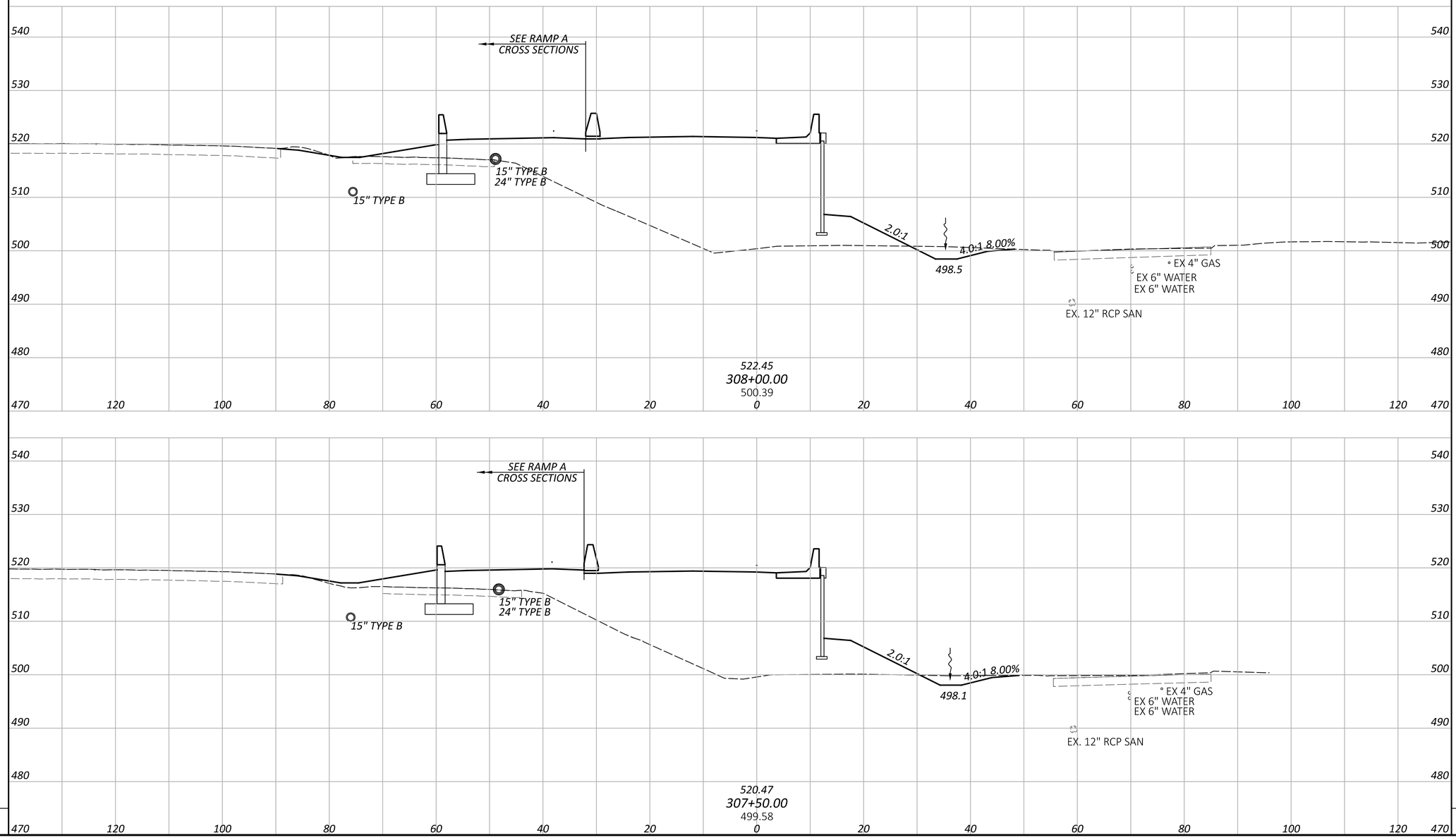
MODEL: BLP_R075D - 305+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:34:31 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING	
END WIDTH	SQ. YDS.

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	

END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0



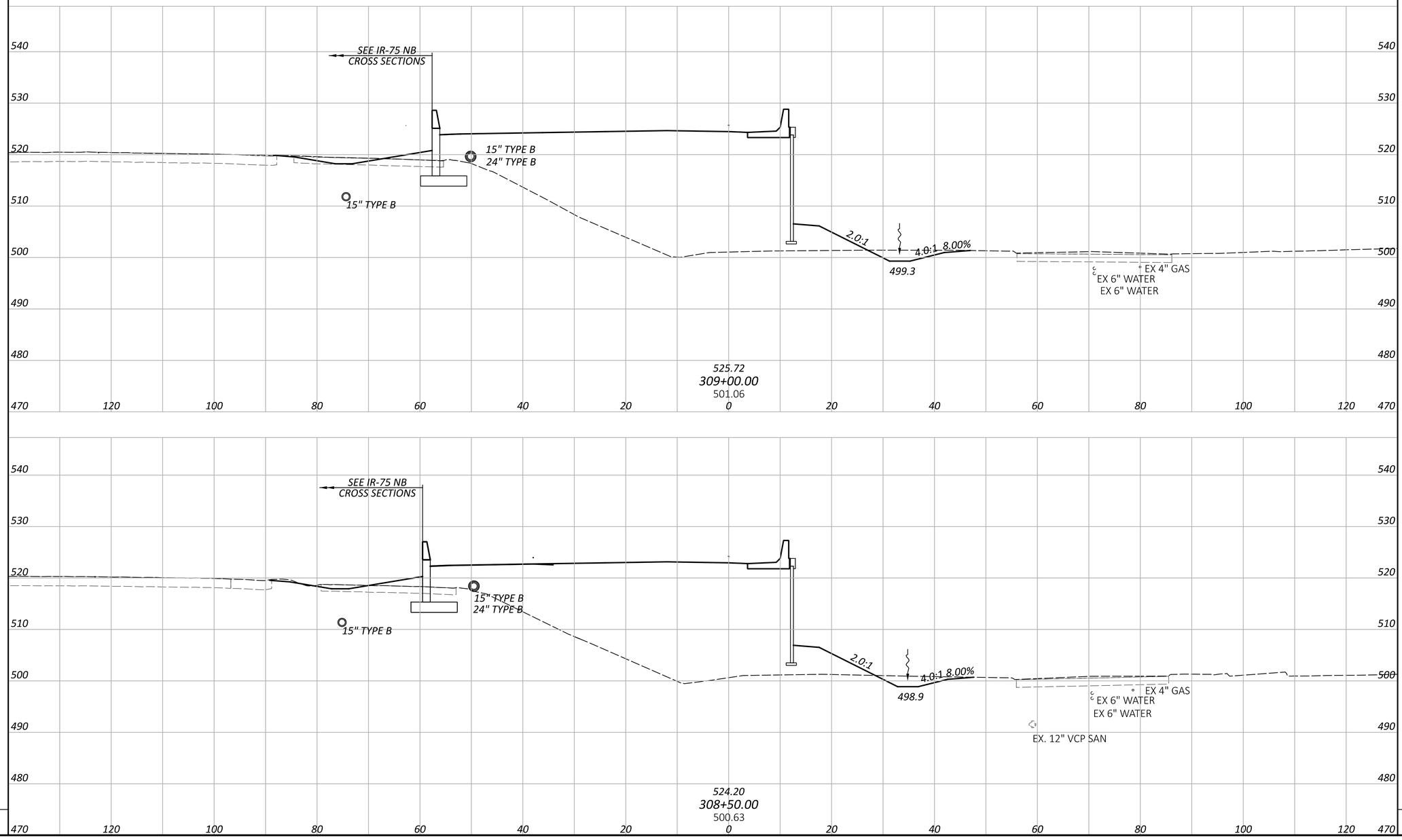
CROSS SECTIONS - RAMP D
STA 307+50.00 TO STA 308+00.00

DESIGN AGENCY
EMH&T
DESIGNER JPT
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.328 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075D - 307+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:34:57 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 308+50.00 TO STA 309+00.00

DESIGN AGENCY
EM H&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.329
TOTAL	830

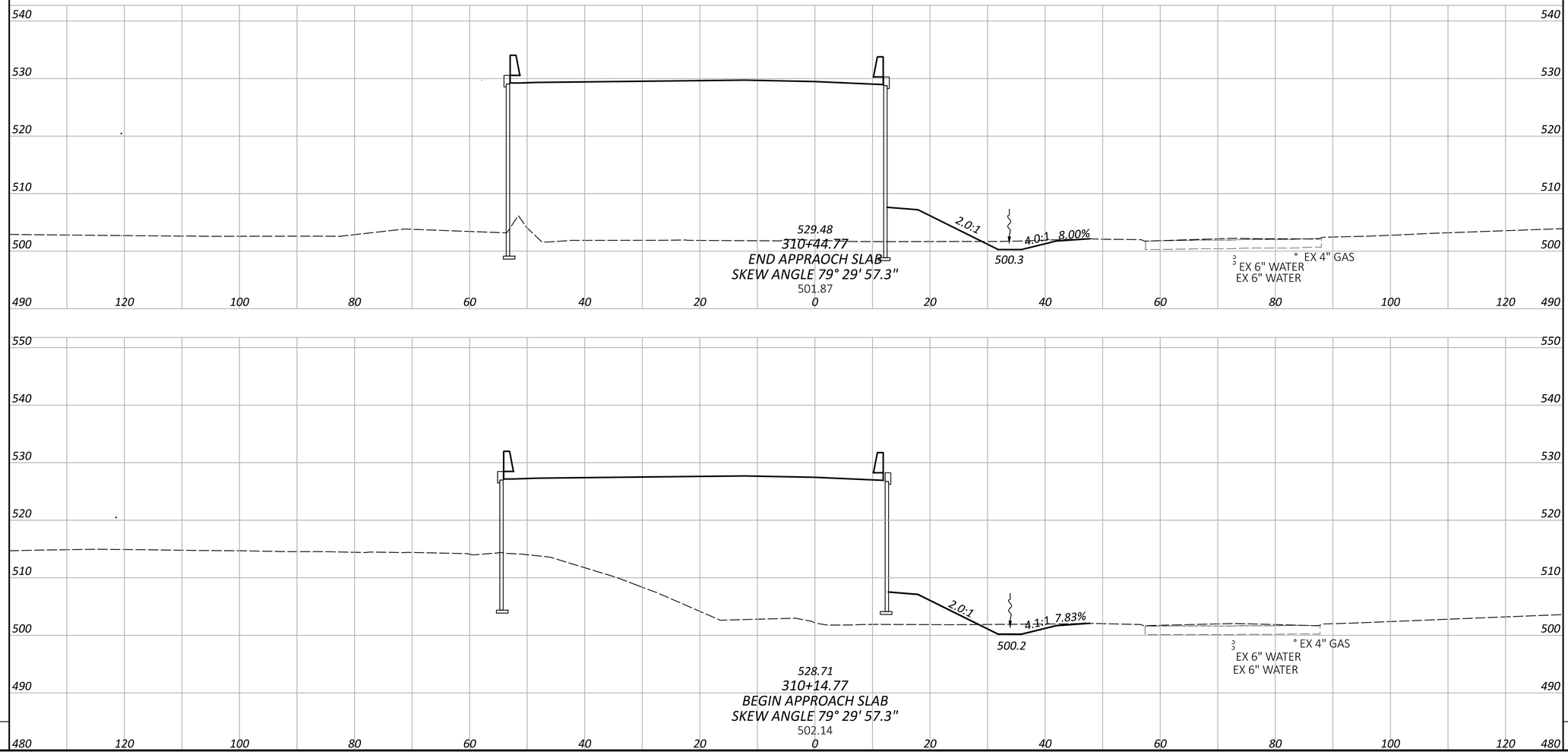
HAM-IR 75-1.95

MODEL: BLP_R075D - 308+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:35:10 PM USER: jheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING	
END WIDTH	SQ. YDS.

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 310+14.77 TO STA 310+44.77

HAM-IR 75-1.95

MODEL: BLP_R075D - 310+14.77 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:35:35 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SHEET TOTAL

DESIGN AGENCY
EMH&T

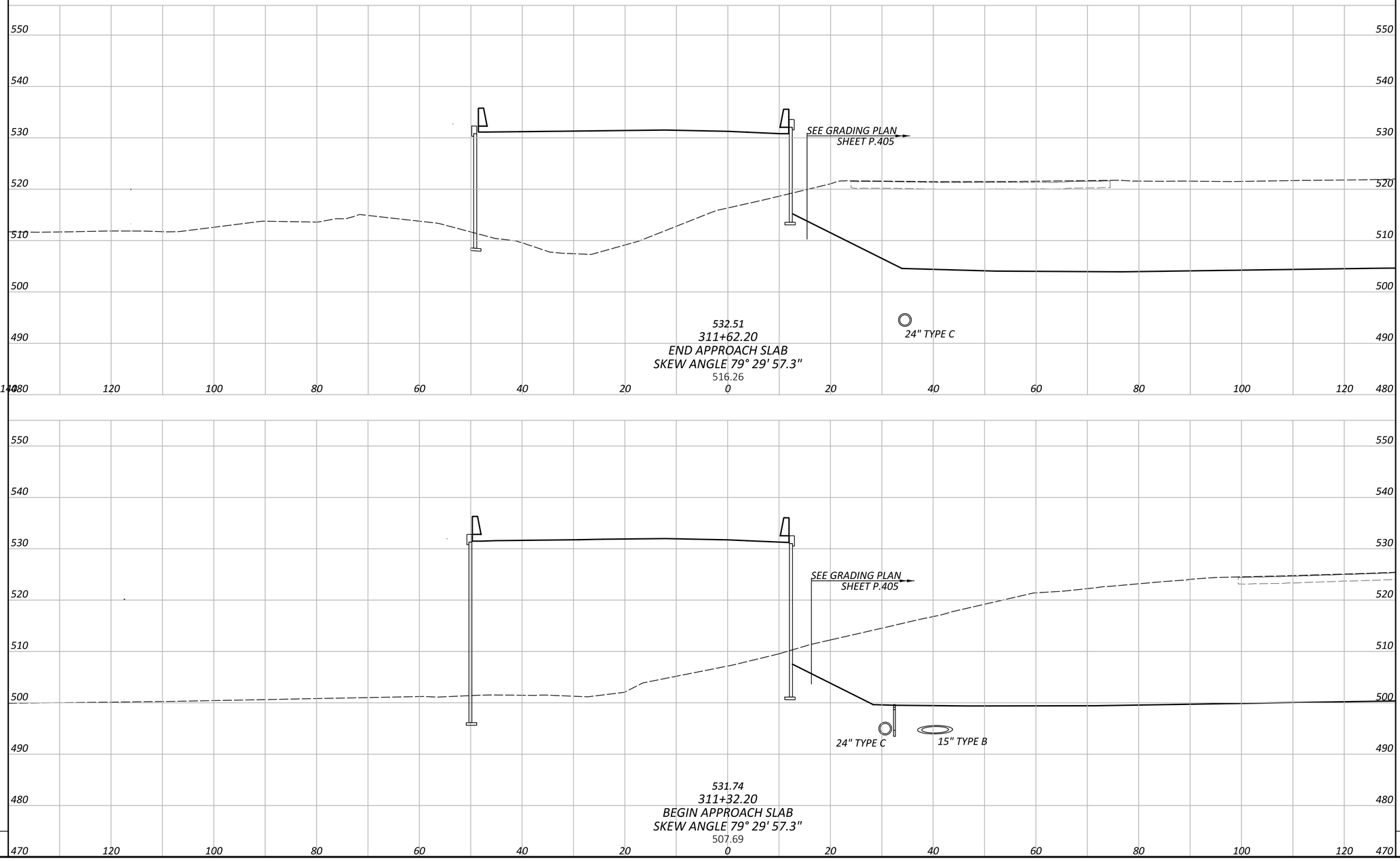
DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.331 TOTAL 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 311+32.20 TO STA 311+62.20

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

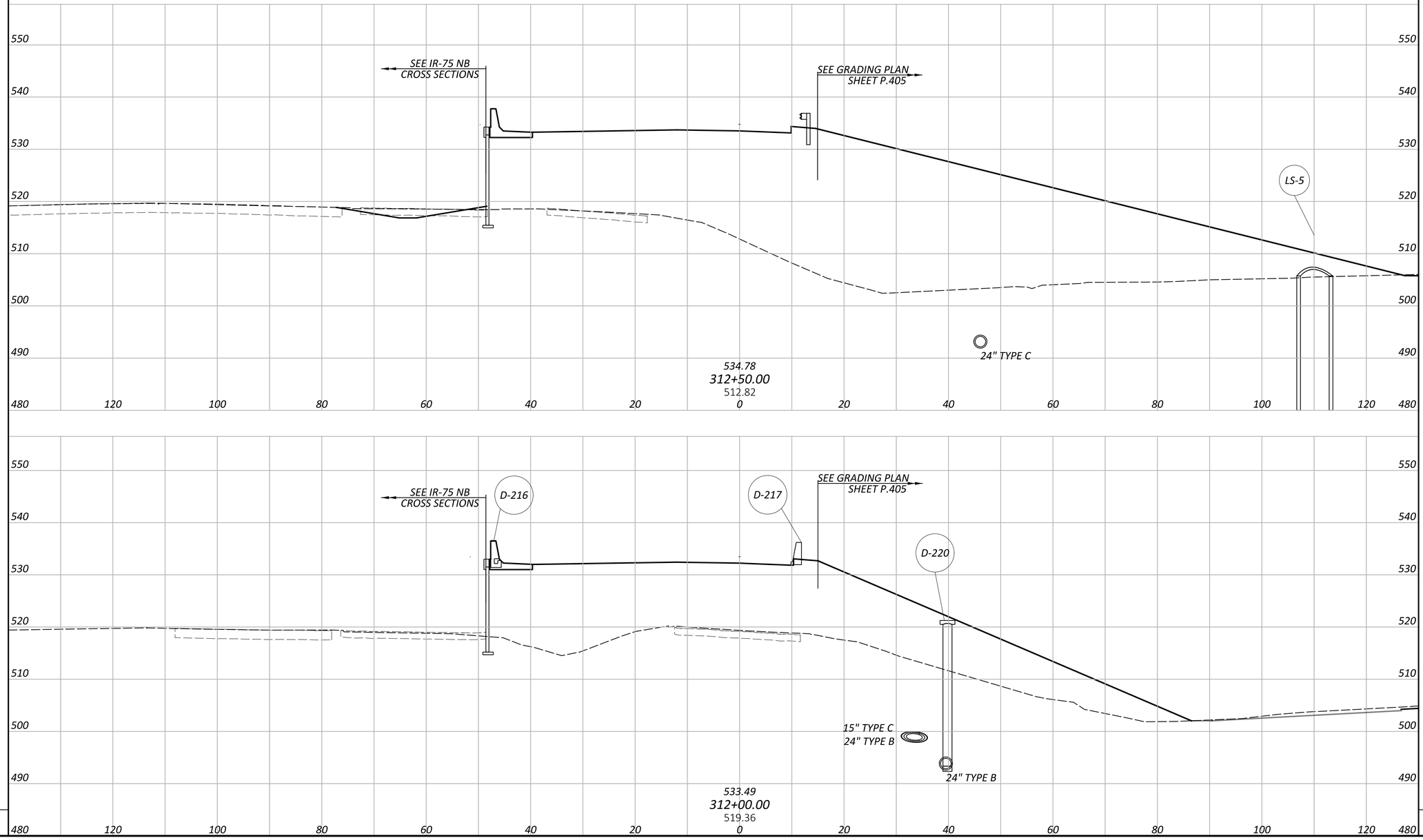
PROJECT ID: 114161

SHEET: P.332 | TOTAL: 830

HAM-IR 75-1.95

MODEL: BLP_R075D - 311+32.20 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 2:58:26 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH\Roadway\Sheets\114161_XS005.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP D
STA 312+00.00 TO STA 312+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

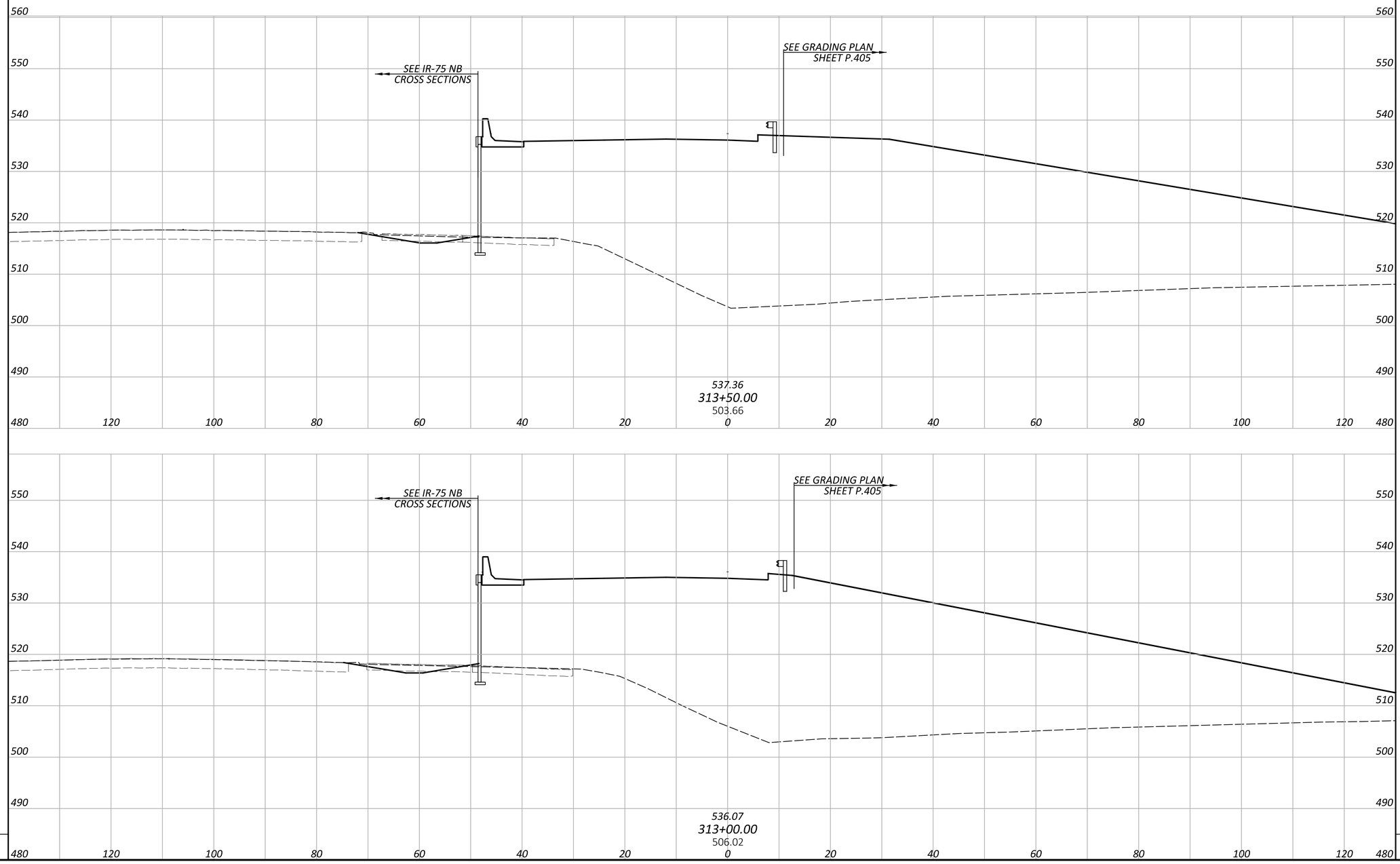
PROJECT ID
114161

SHEET P.333 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075D - 312+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:03 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 313+00.00 TO STA 313+50.00

DESIGN AGENCY
E M H & T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

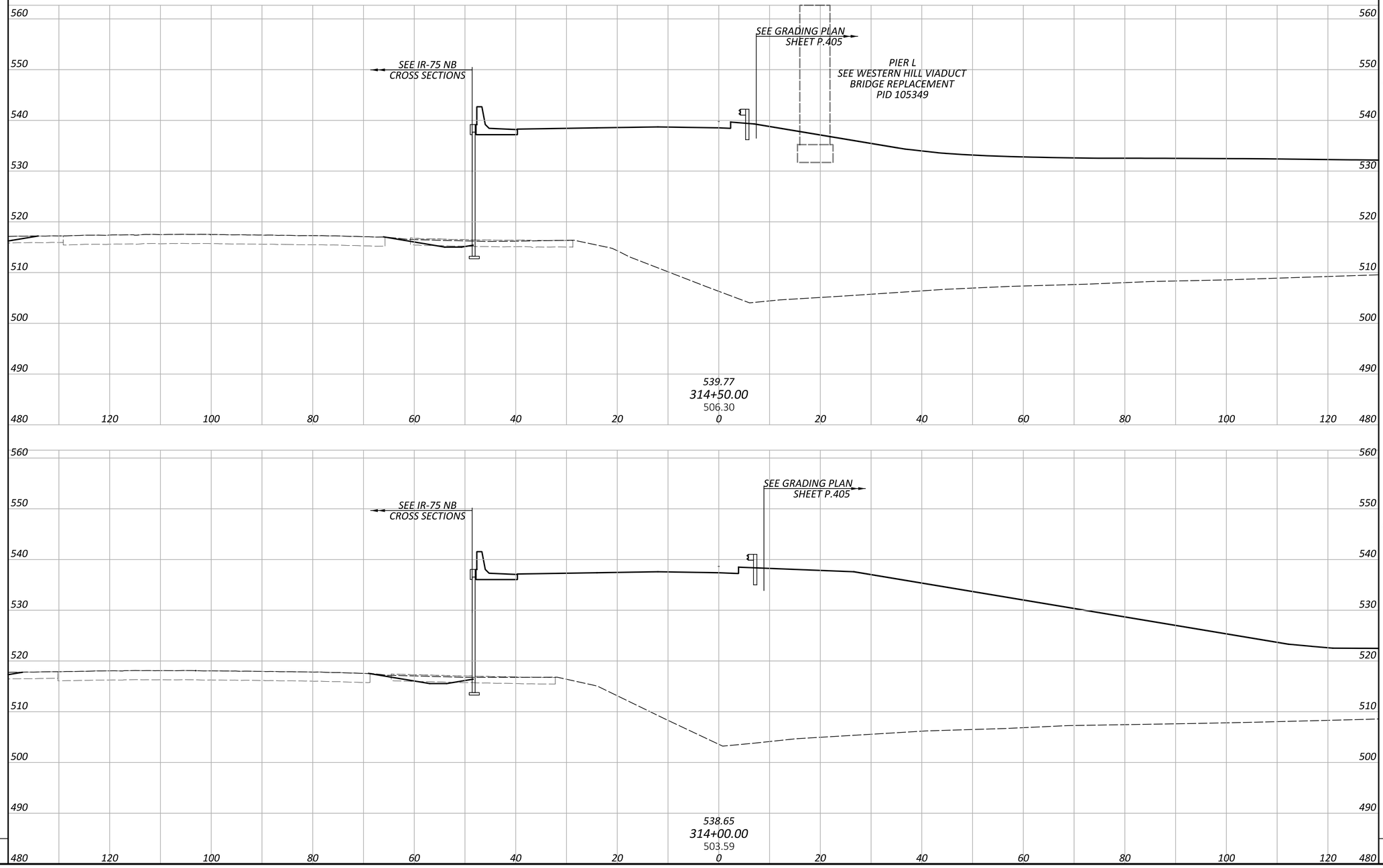
PROJECT ID
114161

SHEET P.334 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_RD75D - 313+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:16 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 314+00.00 TO STA 314+50.00

DESIGN AGENCY
E|M|H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

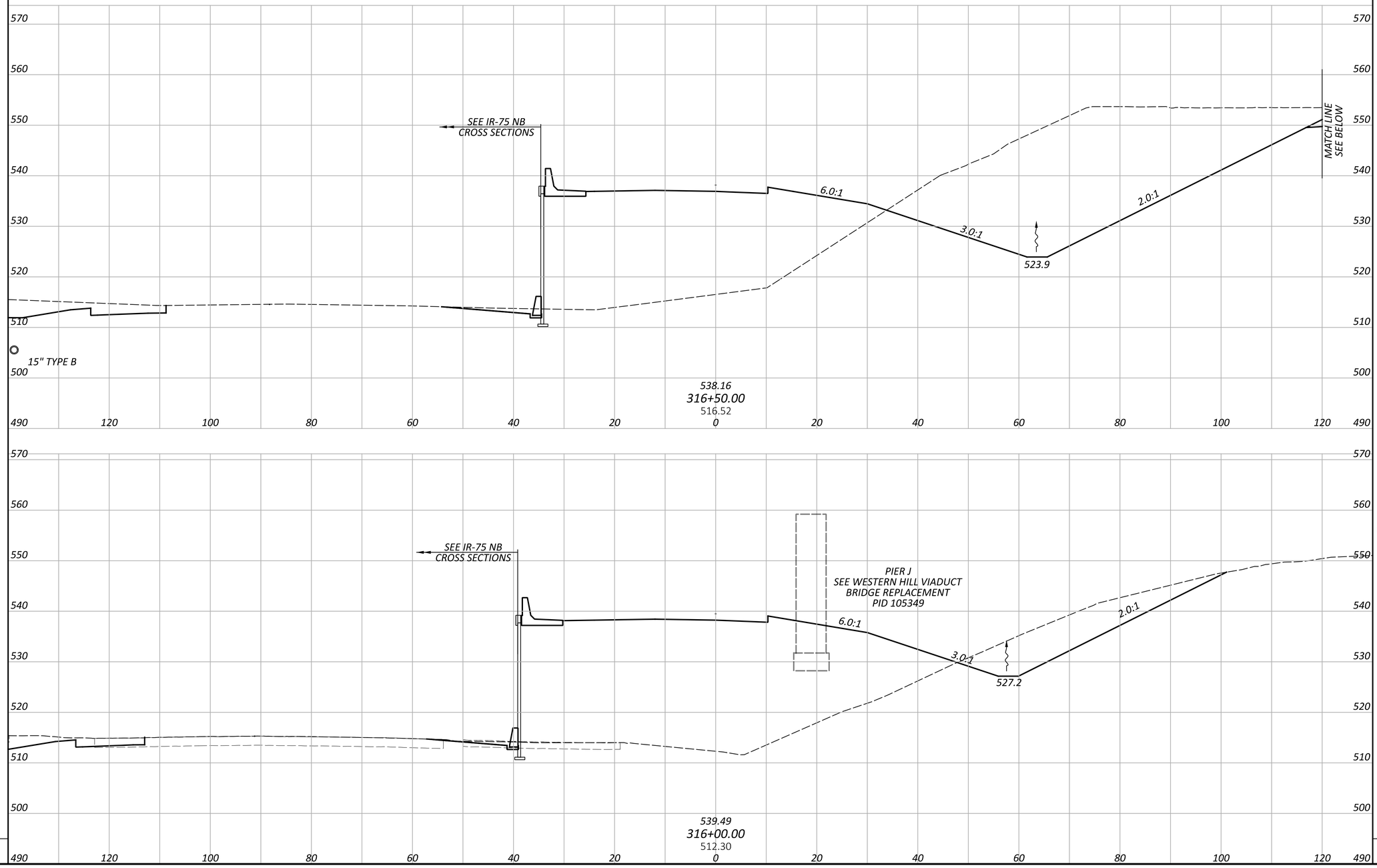
PROJECT ID
114161

SHEET P.335 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075D - 314+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:29 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\01-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - RAMP D
STA 316+00.00 TO STA 316+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.336 | TOTAL 830

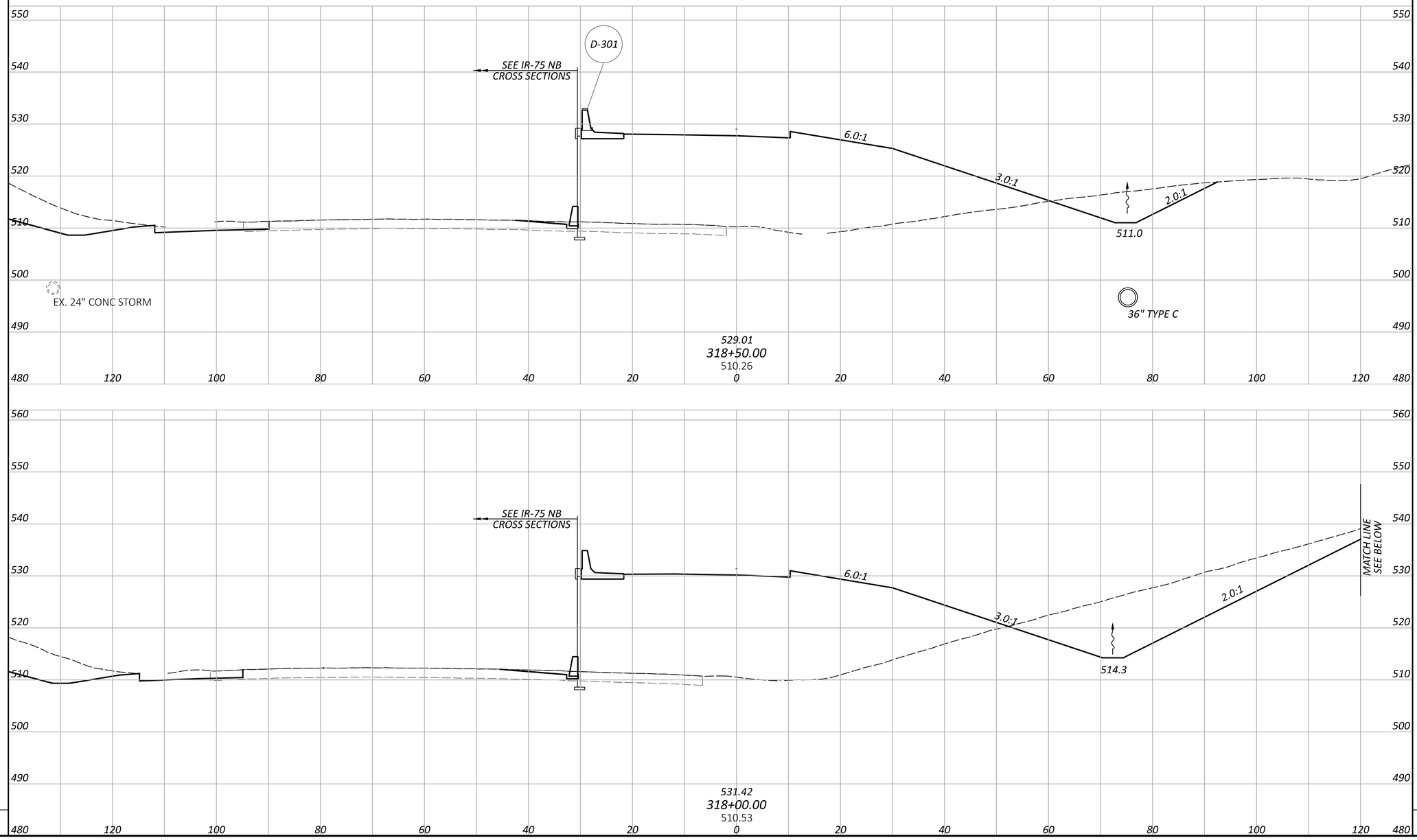
HAM-IR 75-1.95

MODEL: BLP_R075D - 316+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:07:53 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SHEET TOTAL

SEEDING	
END WIDTH	SQ. YDS.

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0		
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 318+00.00 TO STA 318+50.00

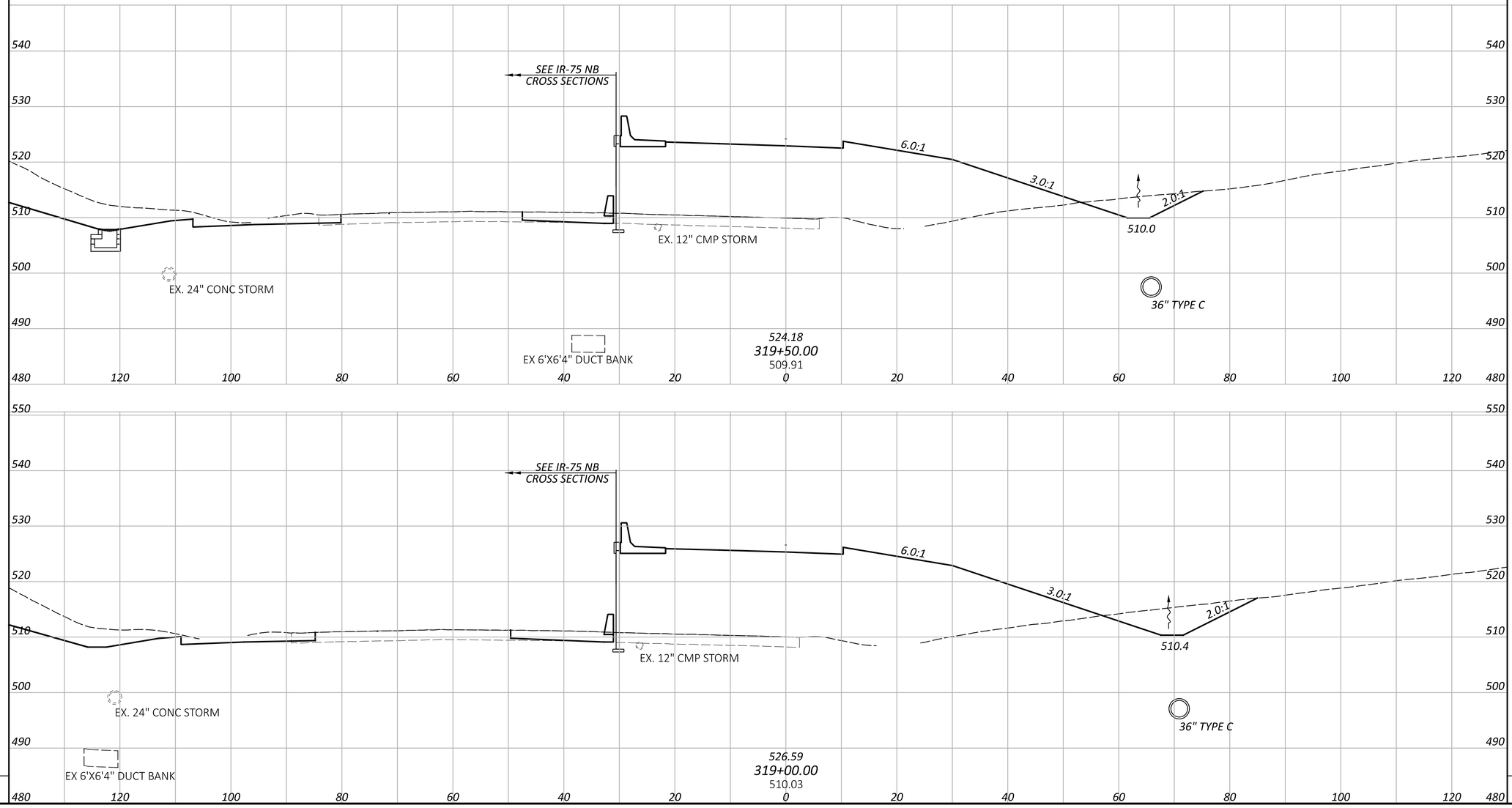
HAM-IR 75-1.95

MODEL: BLP_R075D - 318+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:37:07 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

DESIGN AGENCY: EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.338
TOTAL	830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 319+00.00 TO STA 319+50.00

HAM-IR 75-1.95

MODEL: BLP_R075D - 319+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:37:20 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

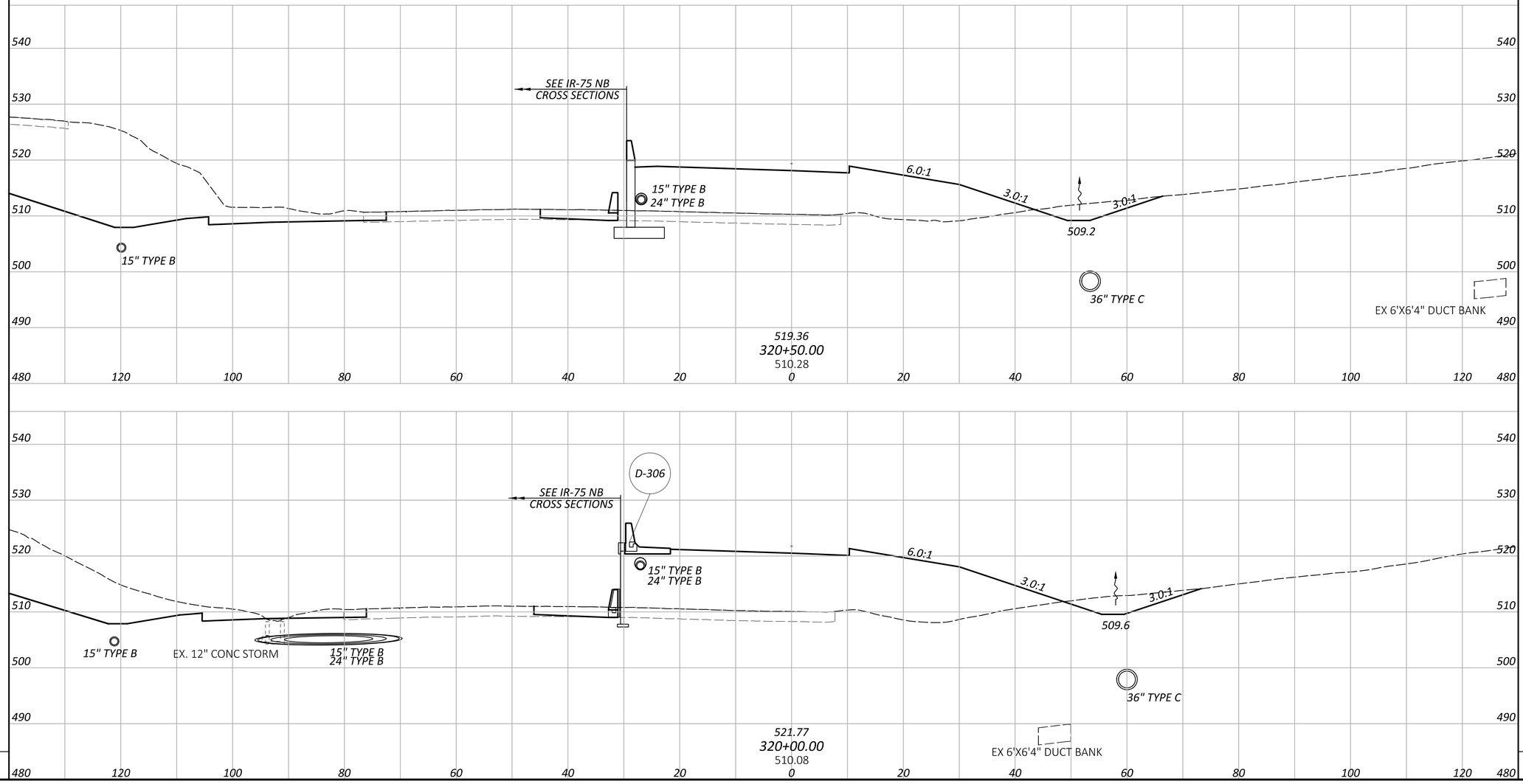
DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 320+00.00 TO STA 320+50.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET P.340 TOTAL 830

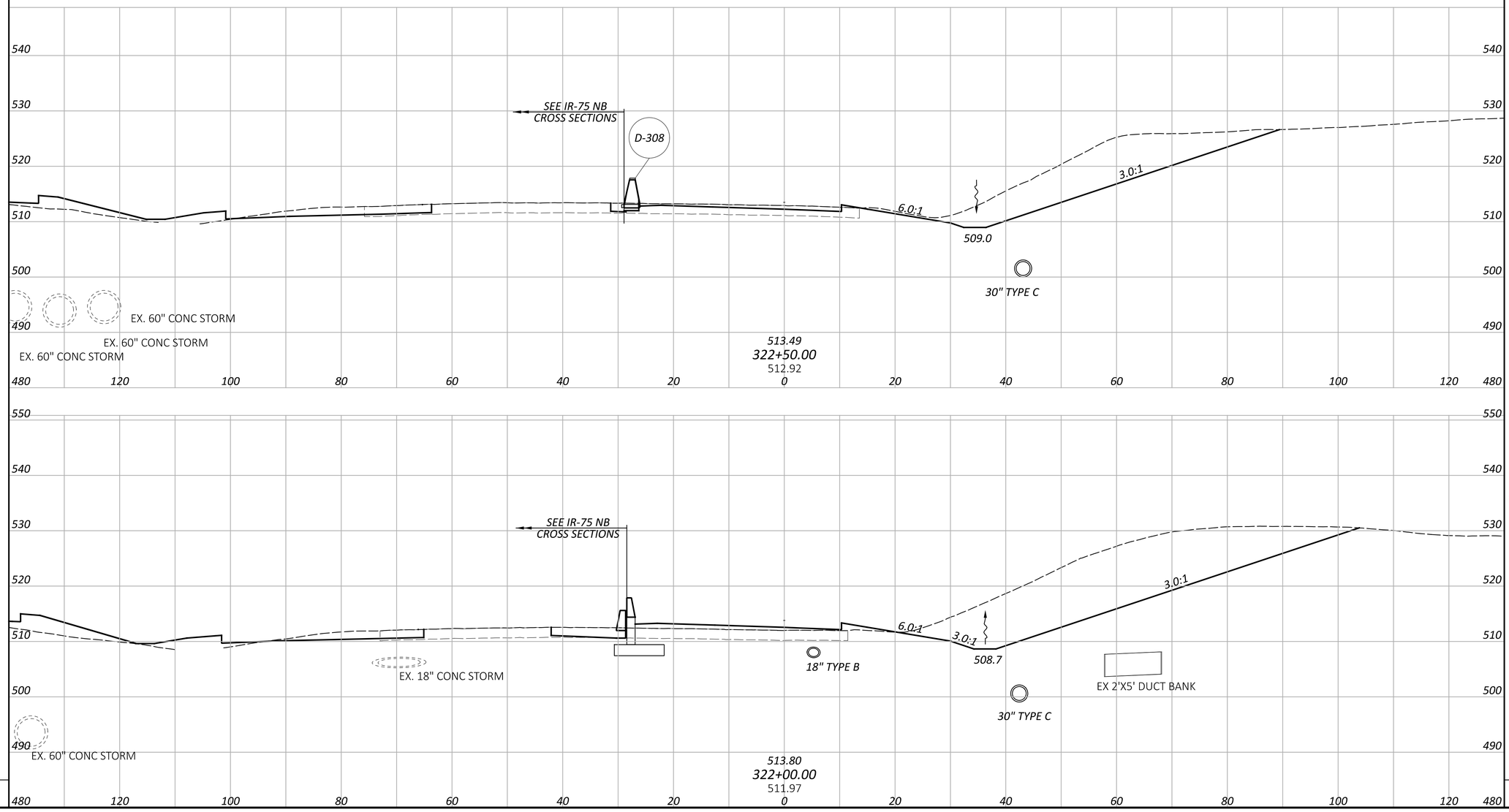
HAM-IR 75-1.95

MODEL: BLP_R075D - 320+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:37:33 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING	
END WIDTH	SQ. YDS.

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 322+00.00 TO STA 322+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

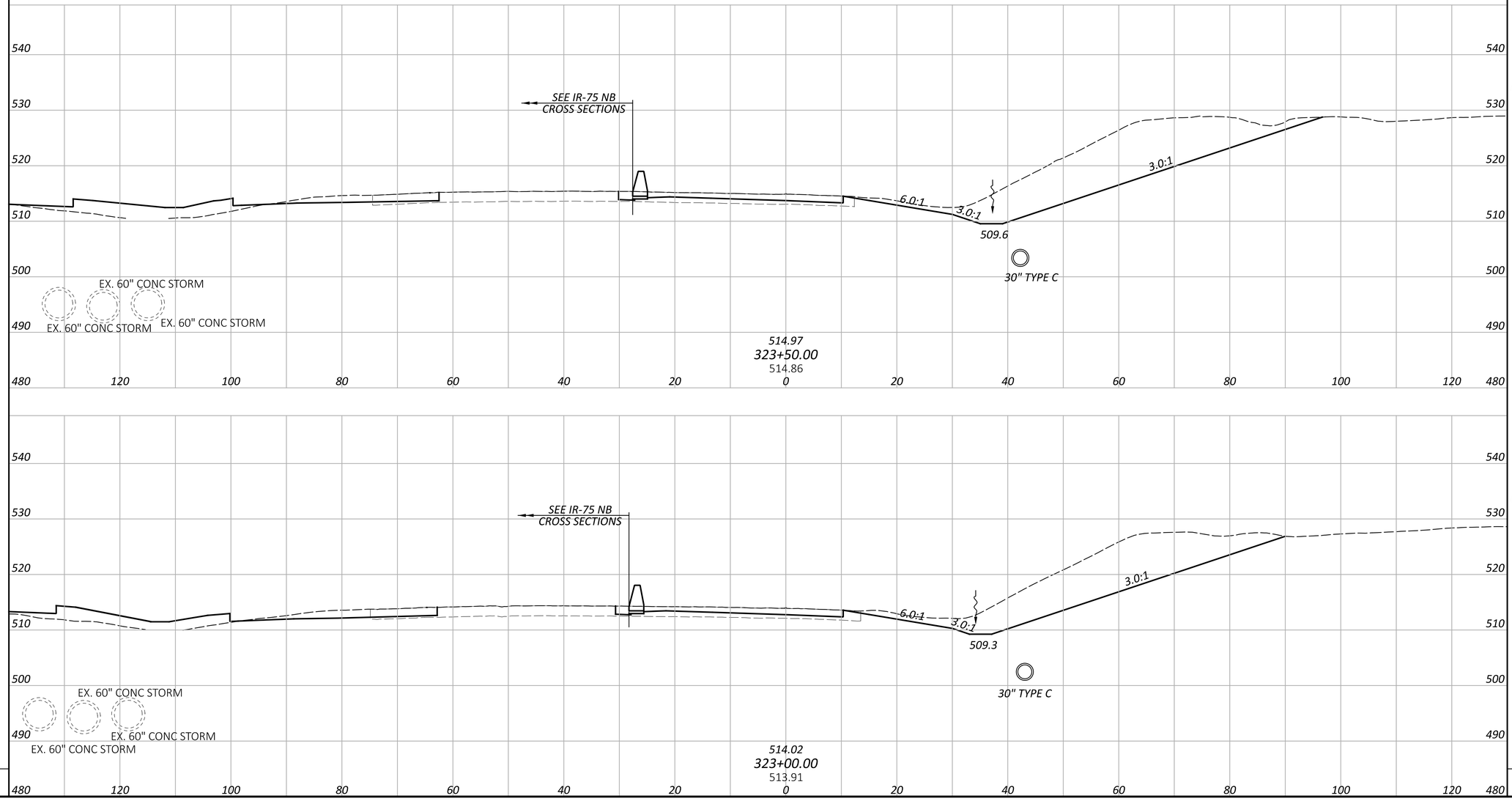
SHEET P.342 TOTAL 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: BLP_R075D - 322+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 2:58:53 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\V01-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 323+00.00 TO STA 325+50.00

HAM-IR 75-1.95

MODEL: BLP_R075D - 323+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:38:11 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH\T\Roadway\Sheets\114161_XS005.dgn

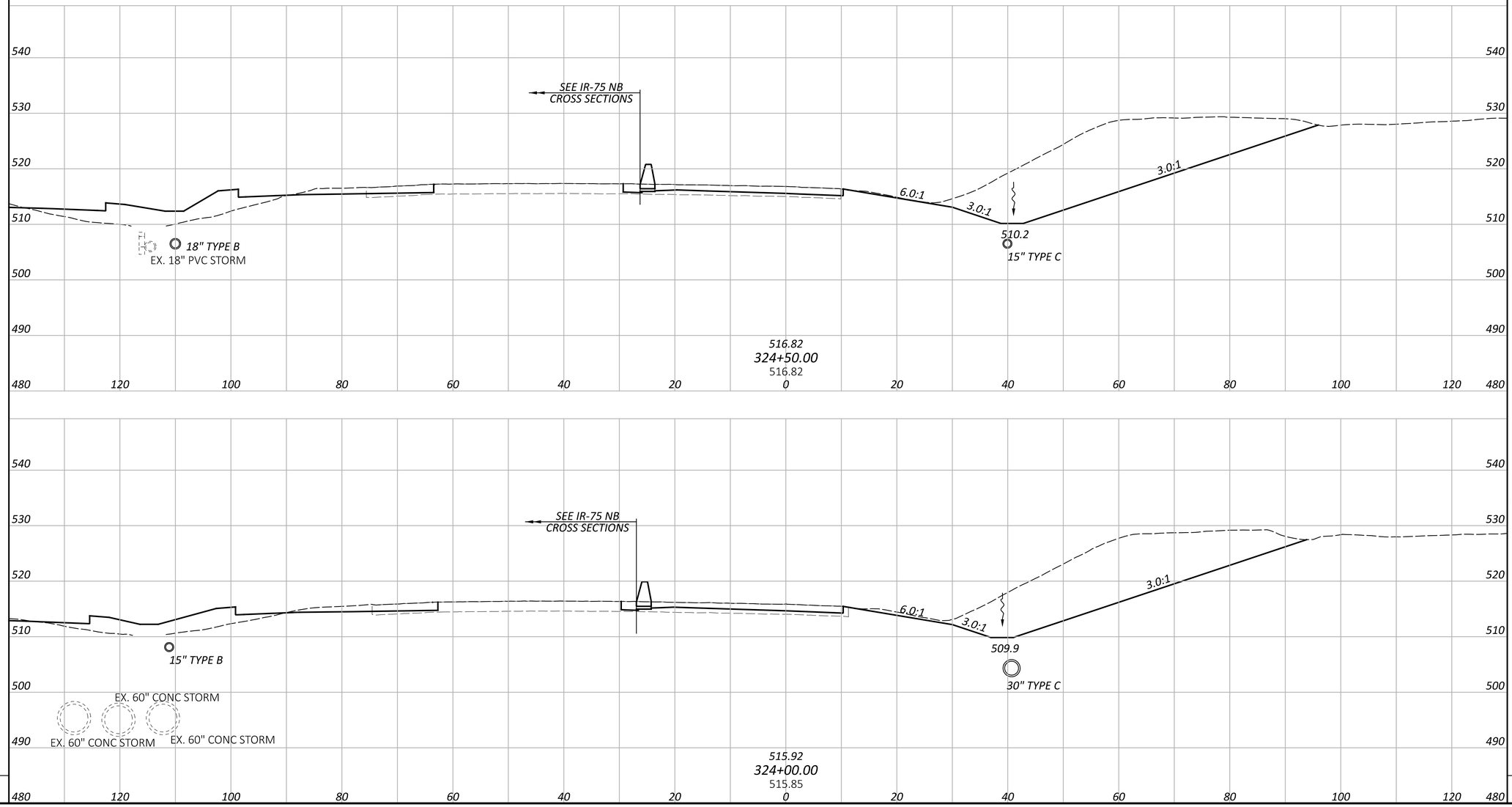
DESIGN AGENCY
EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.343
TOTAL	830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



SHEET TOTAL					

SHEET TOTALS			

CROSS SECTIONS - RAMP D
STA 324+00.00 TO STA 324+50.00

DESIGN AGENCY
EMH&T

DESIGNER	
JPT	
REVIEWER	
MJR 11/02/26	
PROJECT ID	
114161	
SHEET	TOTAL
P.344	830

HAM-IR 75-1.95

MODEL: BLP_R075D - 324+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:38:22 PM USER: jtheuring
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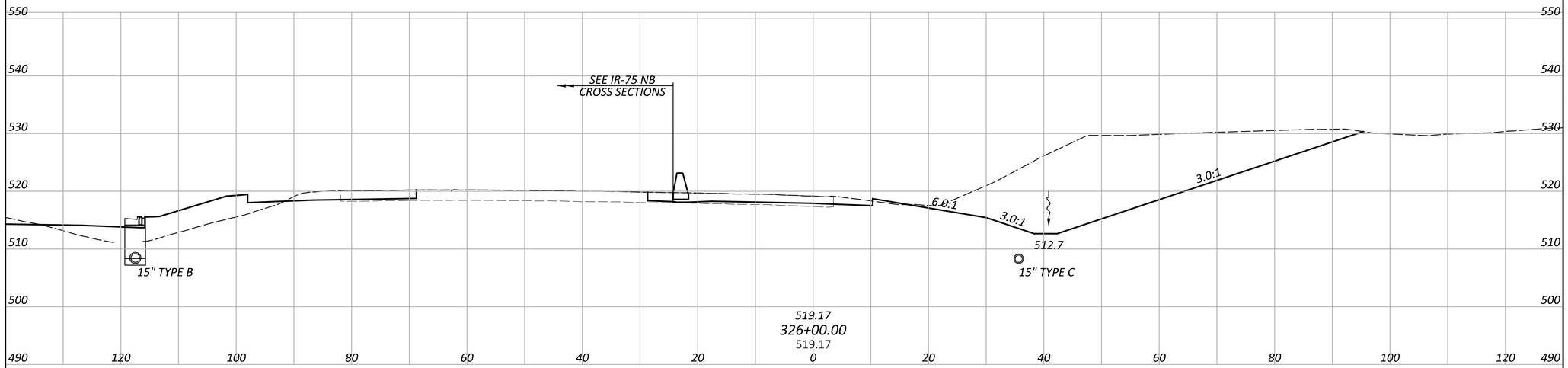
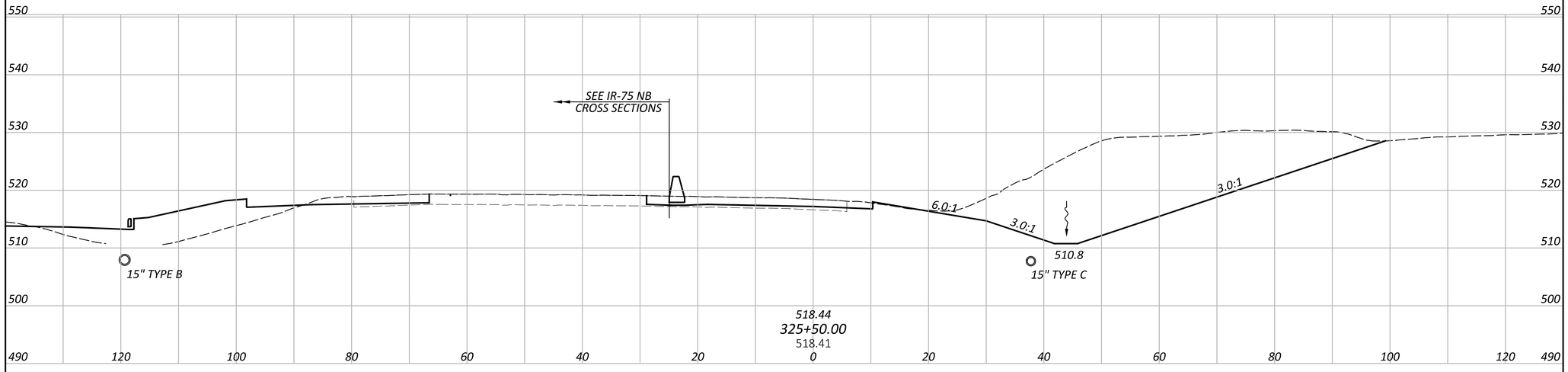
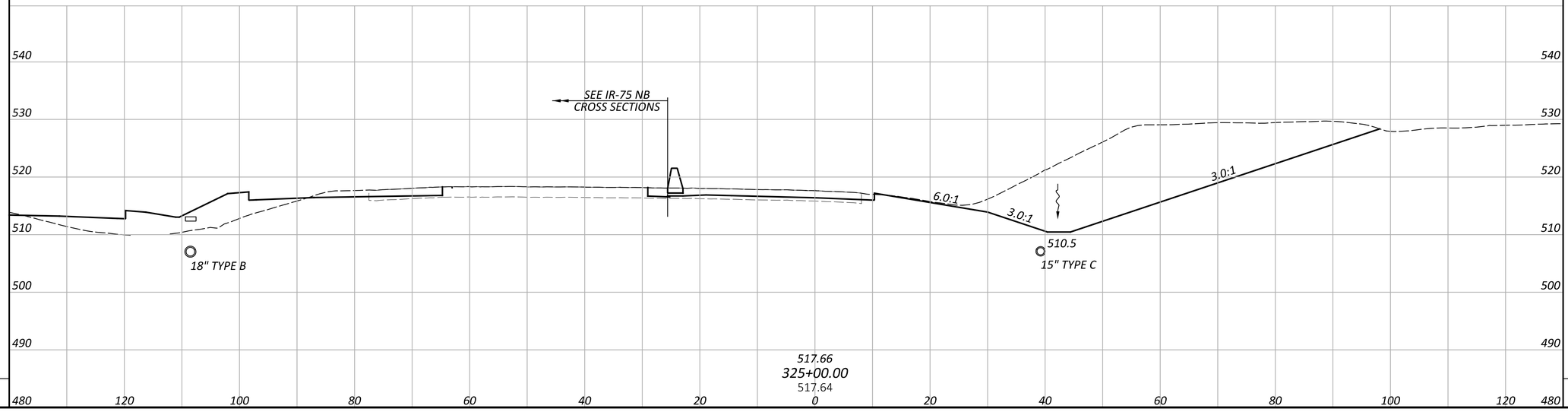
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			







CROSS SECTIONS - RAMP D
STA 325+00.00 TO STA 326+00.00

HAM-IR 75-1.95

MODEL: BLP_R075D - 325+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:38:35 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\V01-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

DESIGN AGENCY: EMH&T

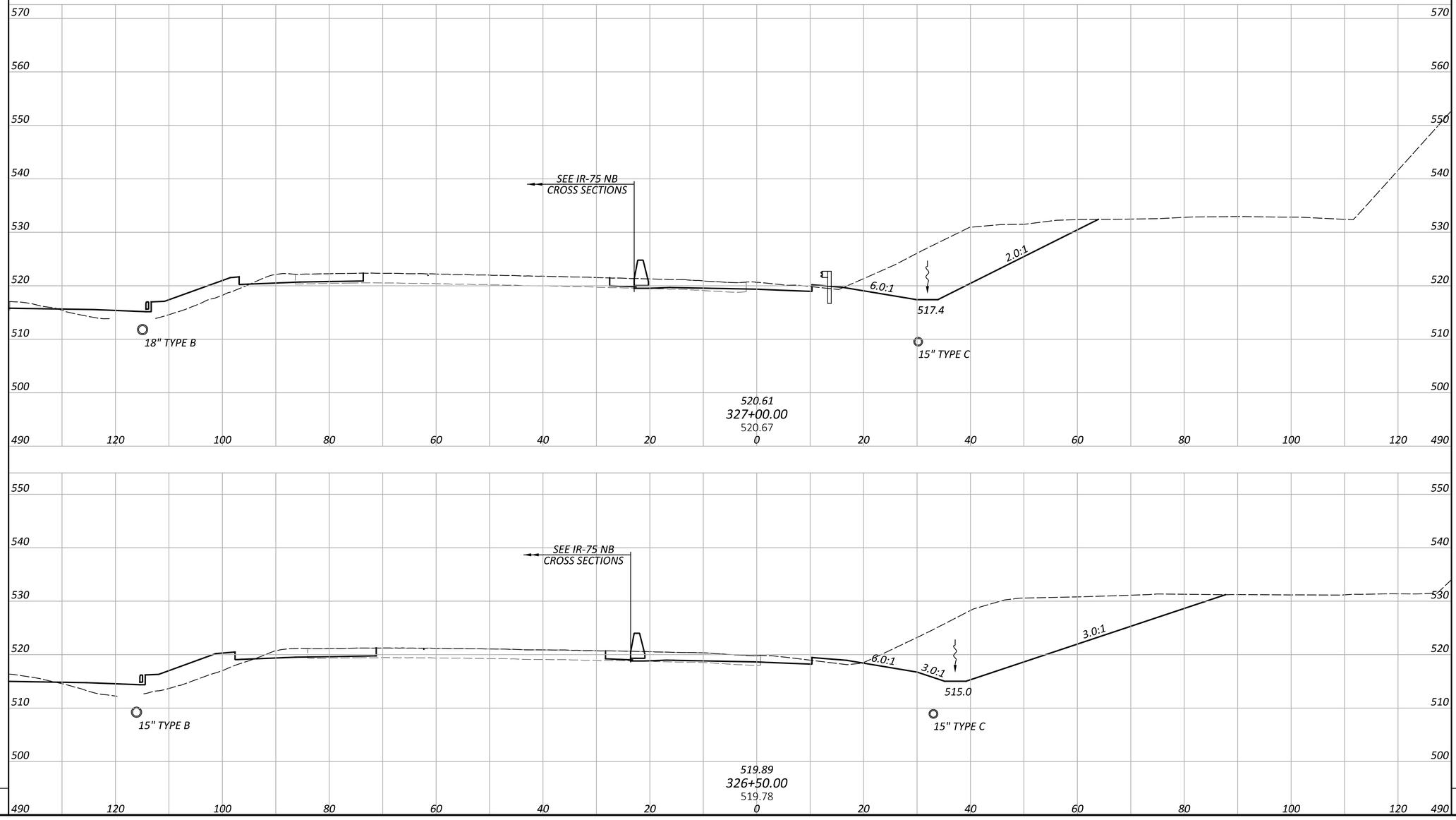
DESIGNER	REVIEWER	PROJECT ID
JPT	MJR 11/02/26	114161

SHEET	TOTAL
P.345	830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



CROSS SECTIONS - RAMP D
STA 326+50.00 TO STA 327+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.346 TOTAL 830

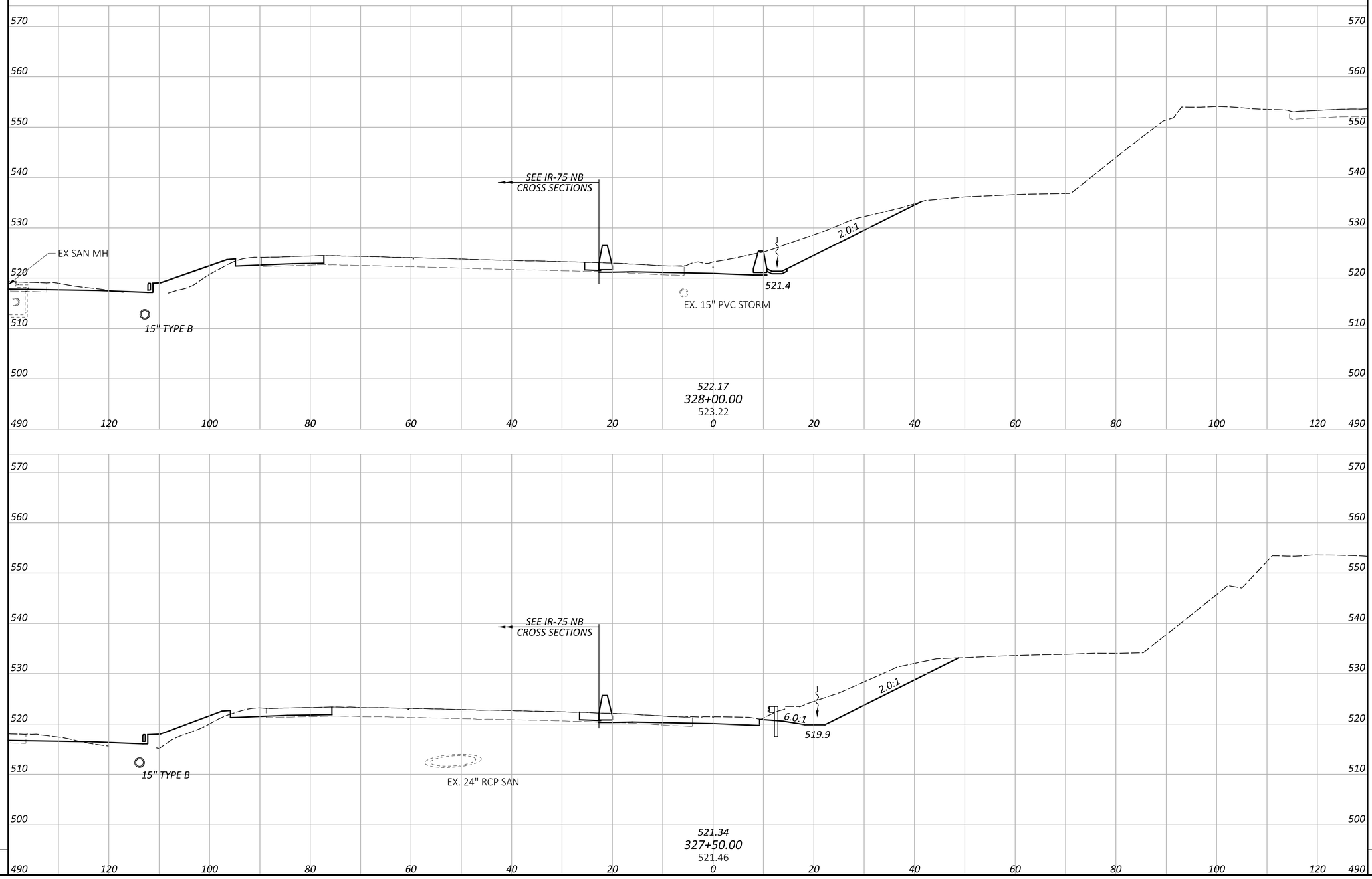
HAM-IR 75-1.95

SHEET TOTAL

SHEET TOTALS

MODEL: BLP_R075D - 326+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:11:13 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - RAMP D
STA 327+50.00 TO STA 328+00.00

DESIGN AGENCY
E|M|H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

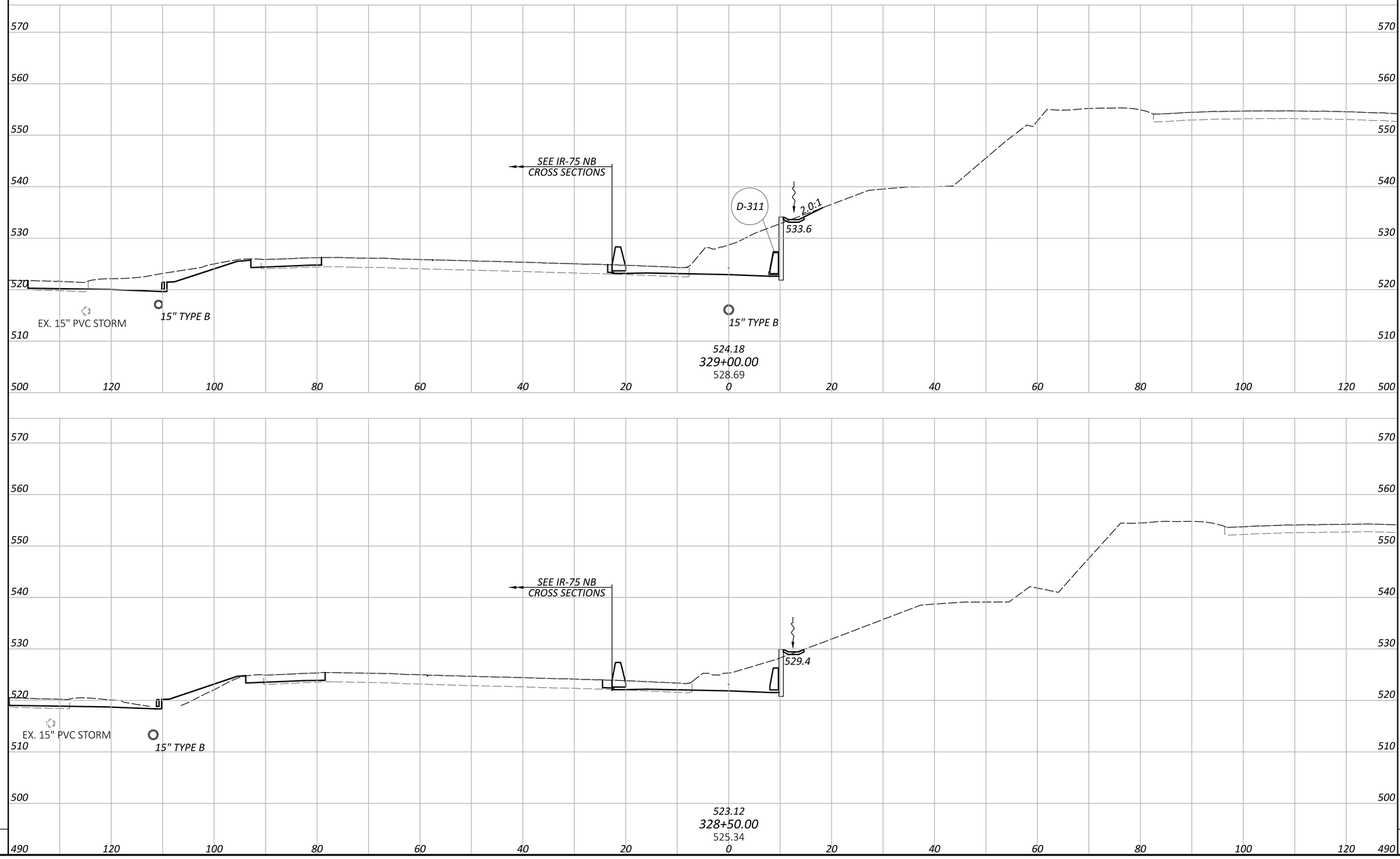
PROJECT ID
114161

SHEET P.347 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075D - 327+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:39:14 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA	
CUT	FILL
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0

SHEET TOTAL

SHEET TOTALS

CROSS SECTIONS - RAMP D
STA 328+50.00 TO STA 329+00.00

DESIGN AGENCY

EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

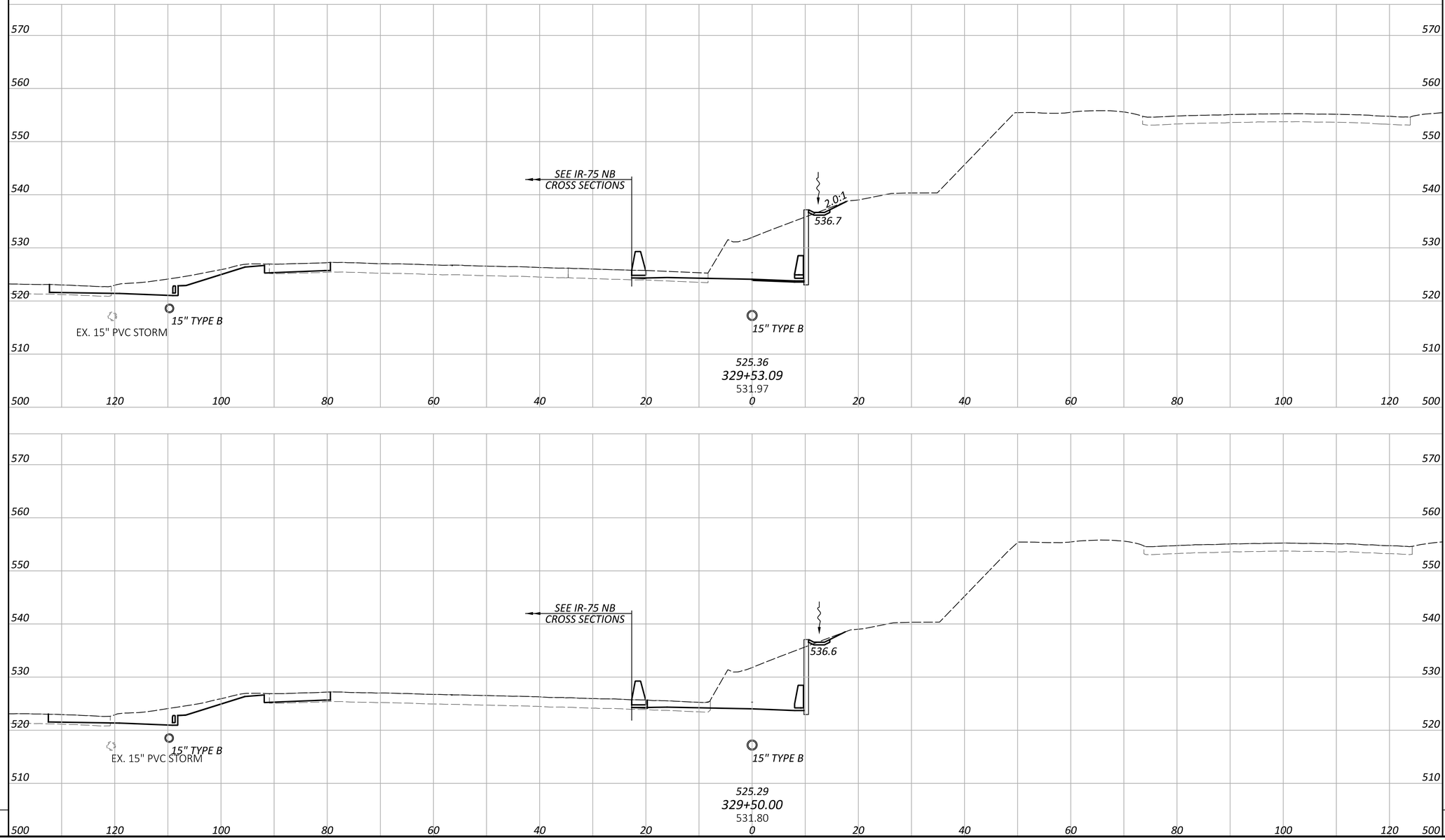
PROJECT ID
114161

SHEET P.348 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075D - 328+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:39:31 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP D
STA 329+50.00 TO STA 329+52.74

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

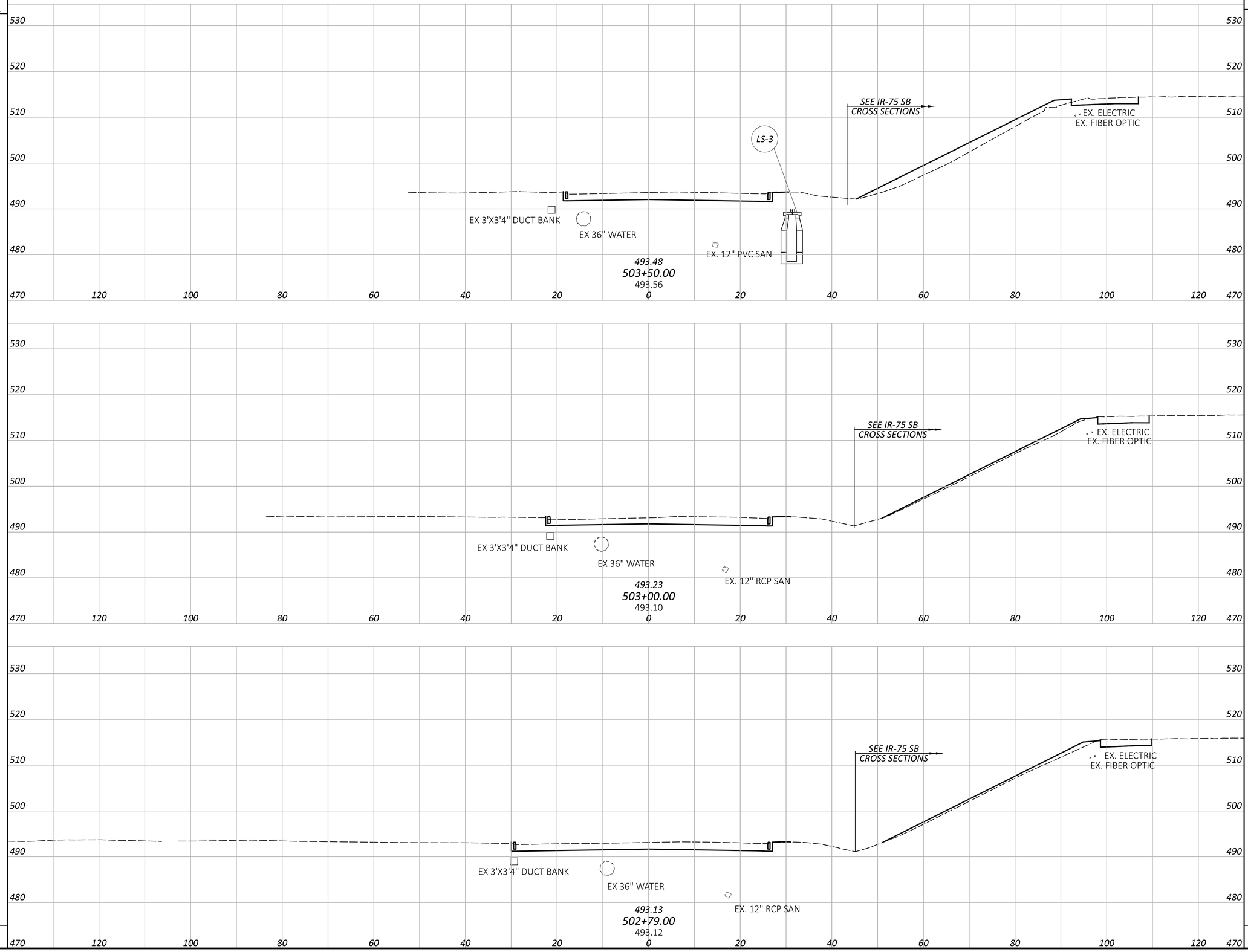
PROJECT ID: 114161

SHEET: P.349 TOTAL: 830

HAM-IR 75-1.95

MODEL: BLP_R075D - 329+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:39:49 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v401-Engineering_EMHT\Roadway\Sheets\114161_XS005.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 502+79.00 TO STA 503+50.00

DESIGN AGENCY
E M H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

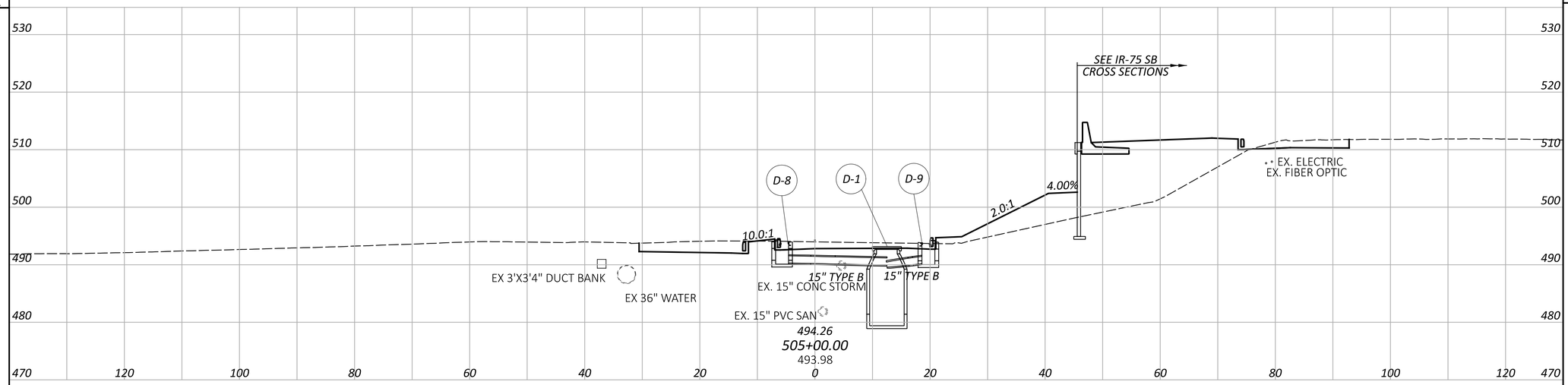
PROJECT ID
114161

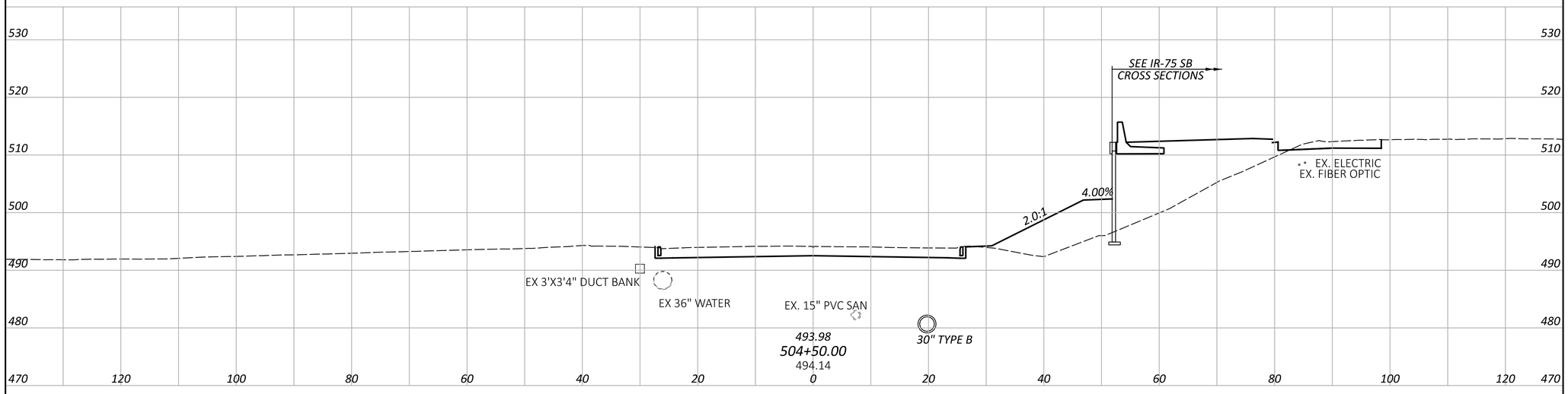
SHEET P.350 TOTAL 830

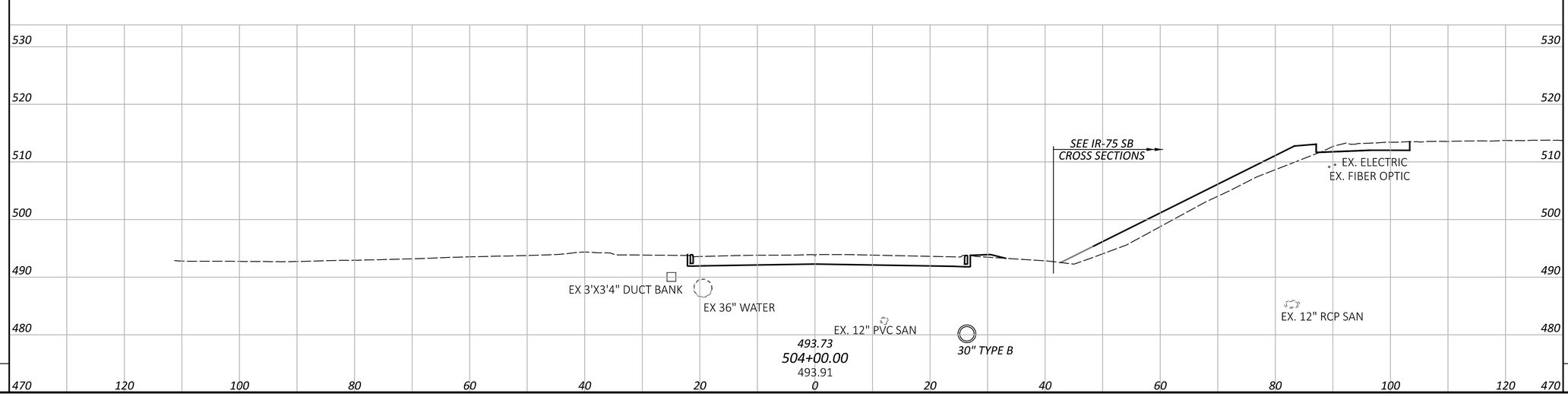
HAM-IR 75-1.95

MODEL: BLP_R075G - 502+79.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:19 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SEEDING	
END WIDTH	SQ. YDS.







END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	0	0
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP G
STA 504+00.00 TO STA 505+00.00

DESIGN AGENCY
EMHT

DESIGNER
JPT

REVIEWER
MJR 11/02/26

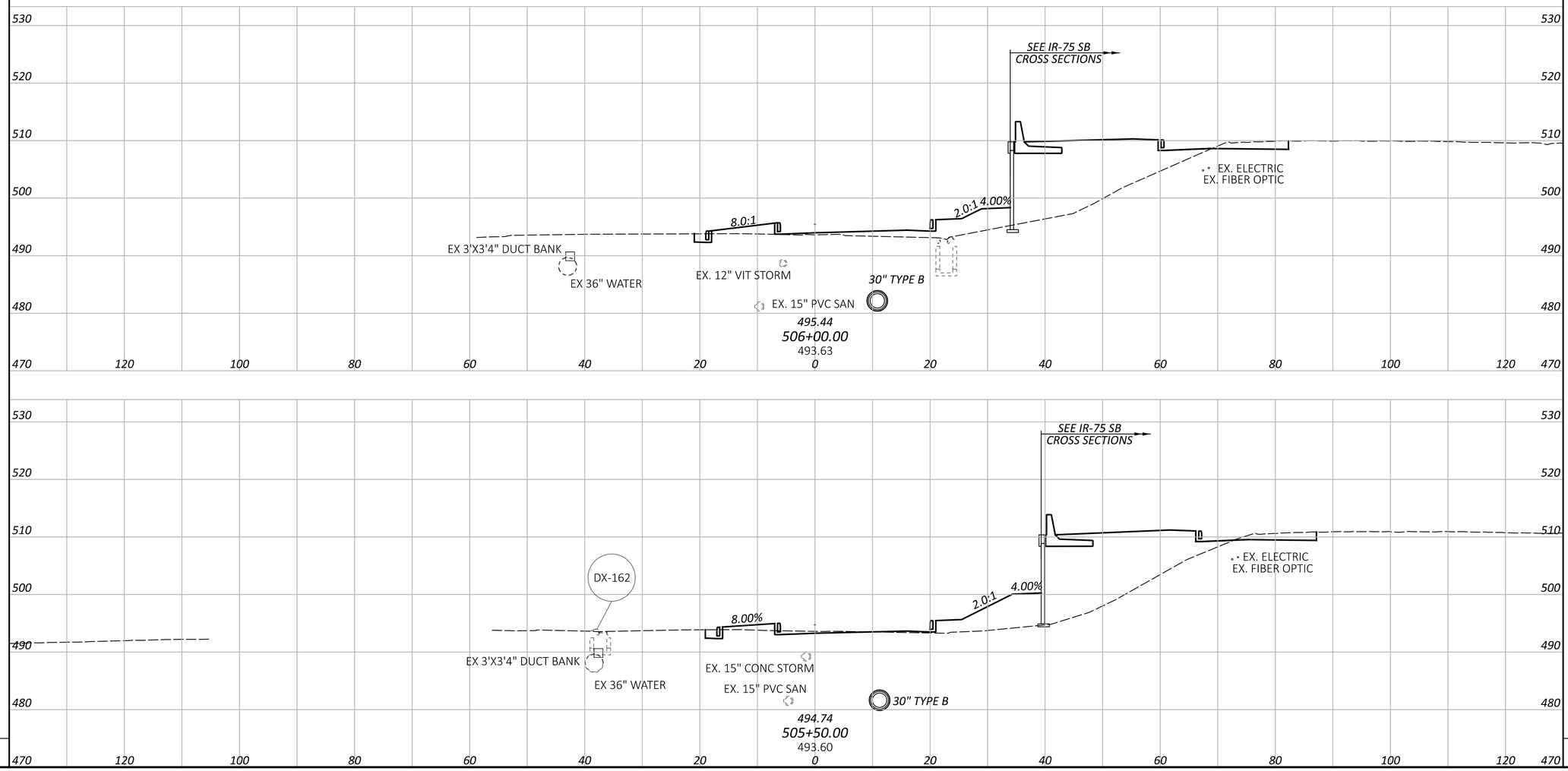
PROJECT ID
114161

SHEET P.351 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 504+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:22 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 505+50.00 TO STA 506+00.00

DESIGN AGENCY
EMHT

DESIGNER
JPT

REVIEWER
MJR 11/02/26

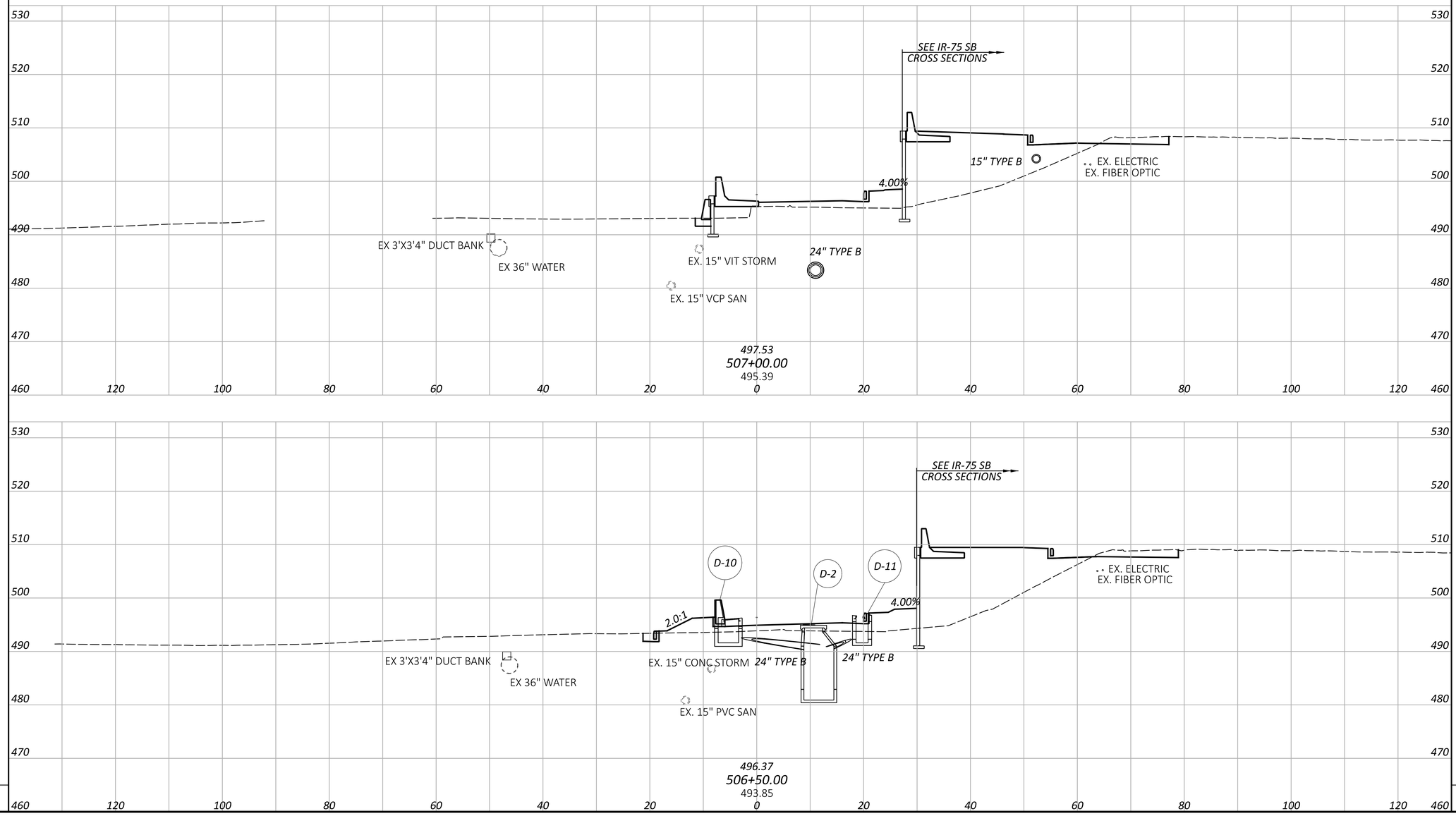
PROJECT ID
114161

SHEET P.352 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 505+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:26 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\01-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP G
STA 506+50.00 TO STA 507+00.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

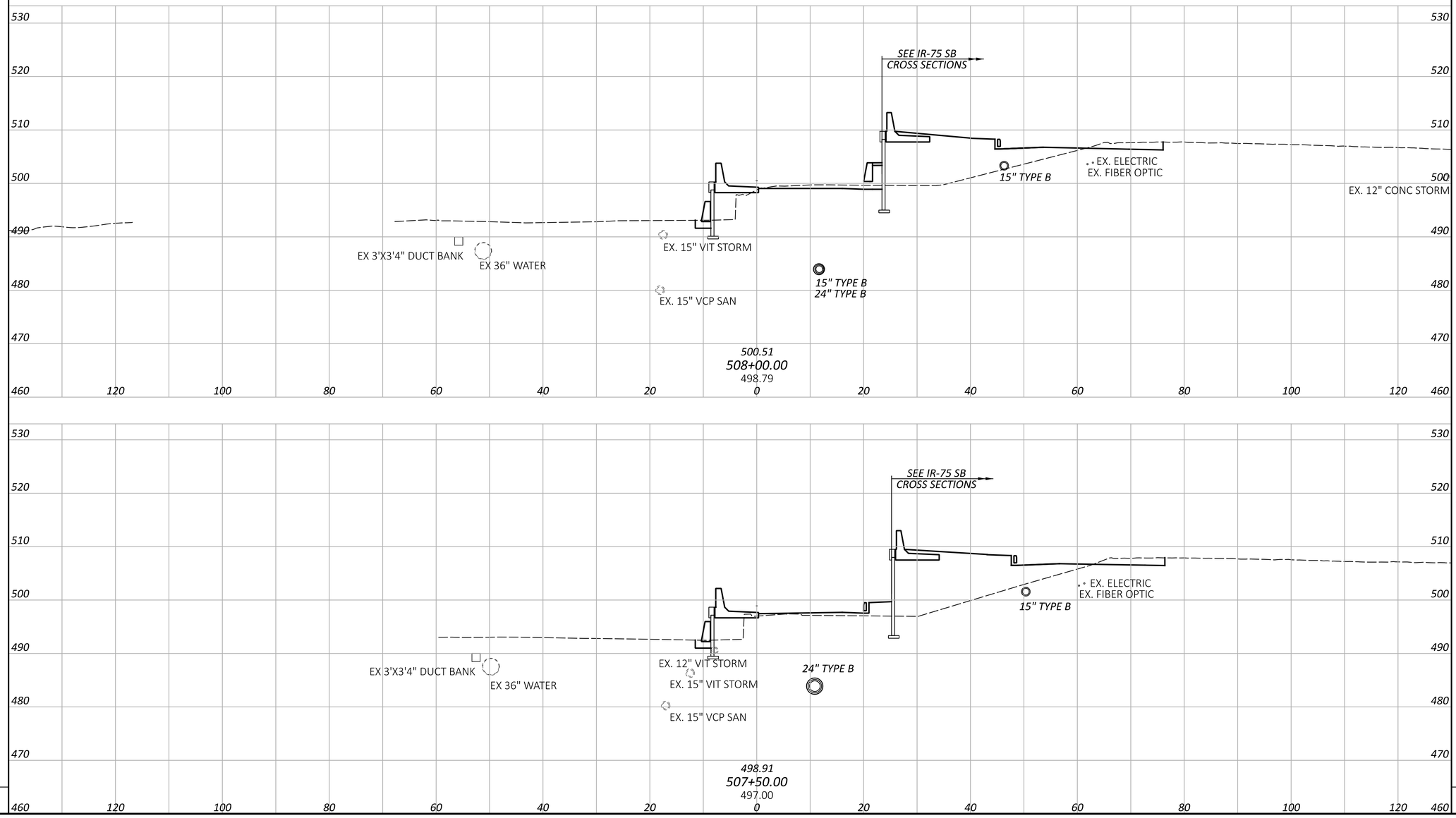
SHEET P.353 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 506+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 2:59:13 PM USER: jheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SHEET TOTAL

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 507+50.00 TO STA 508+00.00

HAM-IR 75-1.95

MODEL: BLP_R075G - 507+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 2:59:17 PM USER: jtheuring
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DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

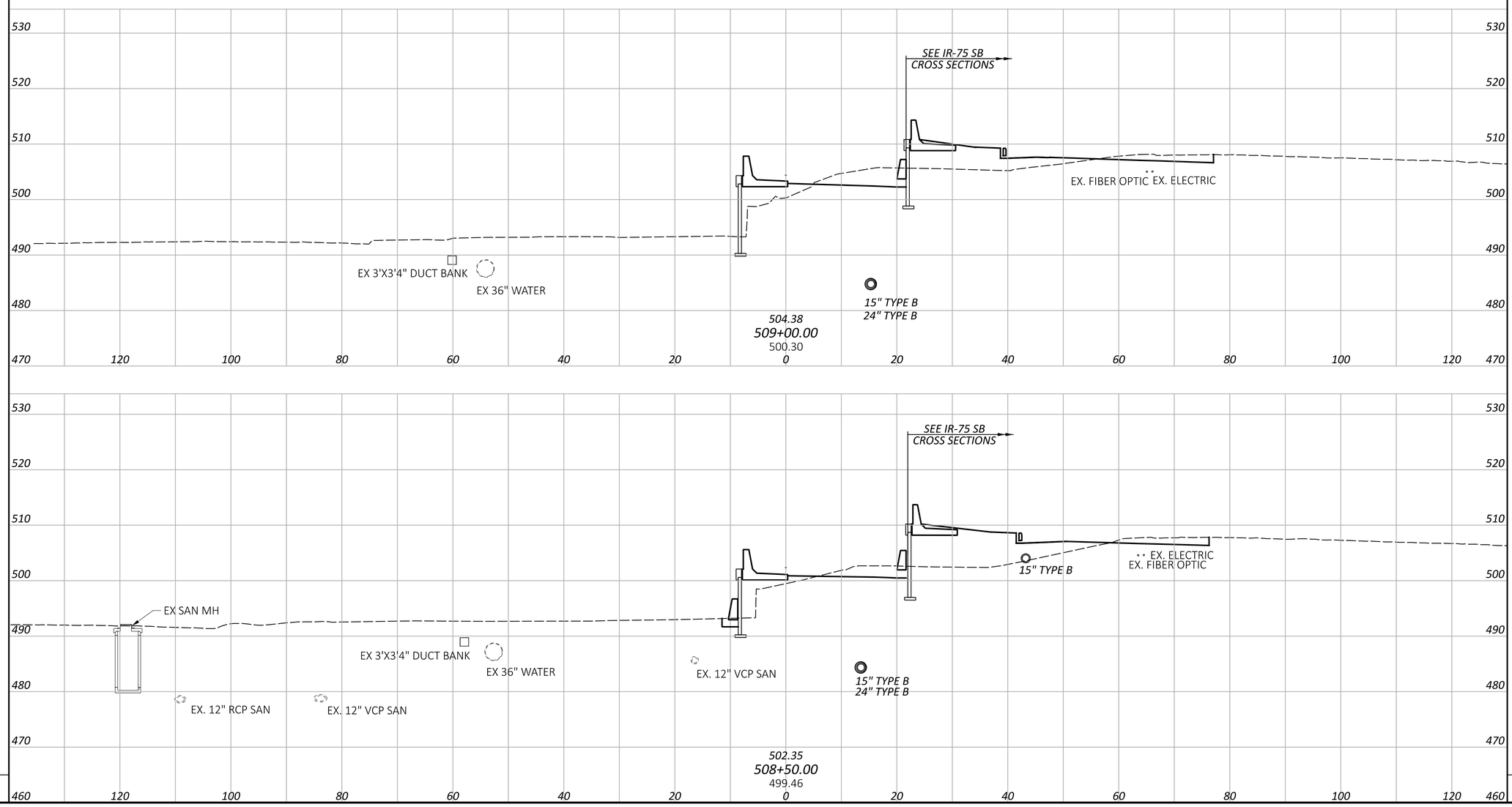
PROJECT ID
114161

SHEET P.354 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



SHEET TOTAL

SHEET TOTALS

CROSS SECTIONS - RAMP G
STA 508+50.00 TO STA 509+00.00

DESIGN AGENCY
EM H&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

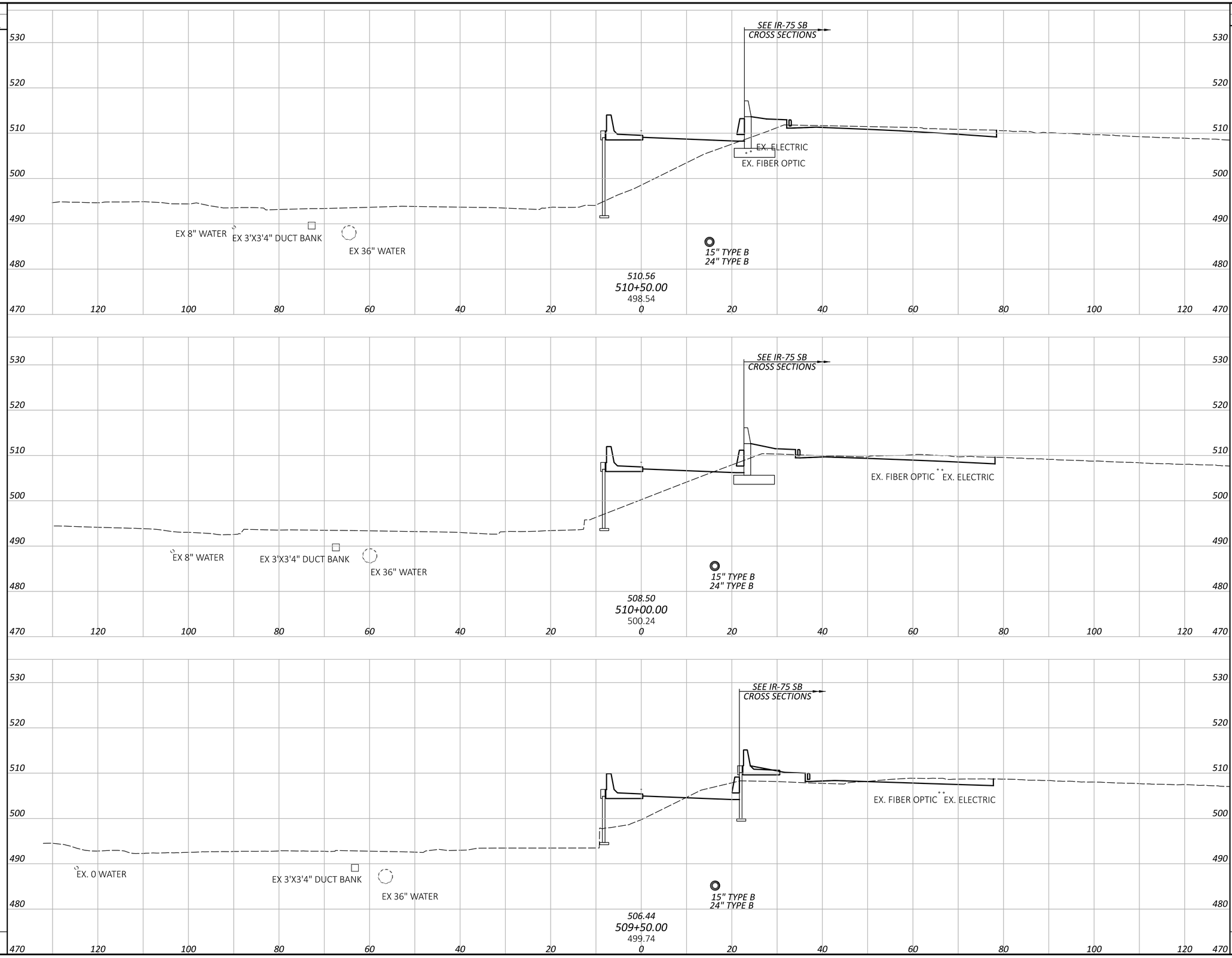
PROJECT ID
114161

SHEET P.355 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 508+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:33 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 509+50.00 TO STA 510+50.00

HAM-IR 75-1.95

MODEL: BLP_R075G - 509+50.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:36 PM USER: jtheuring
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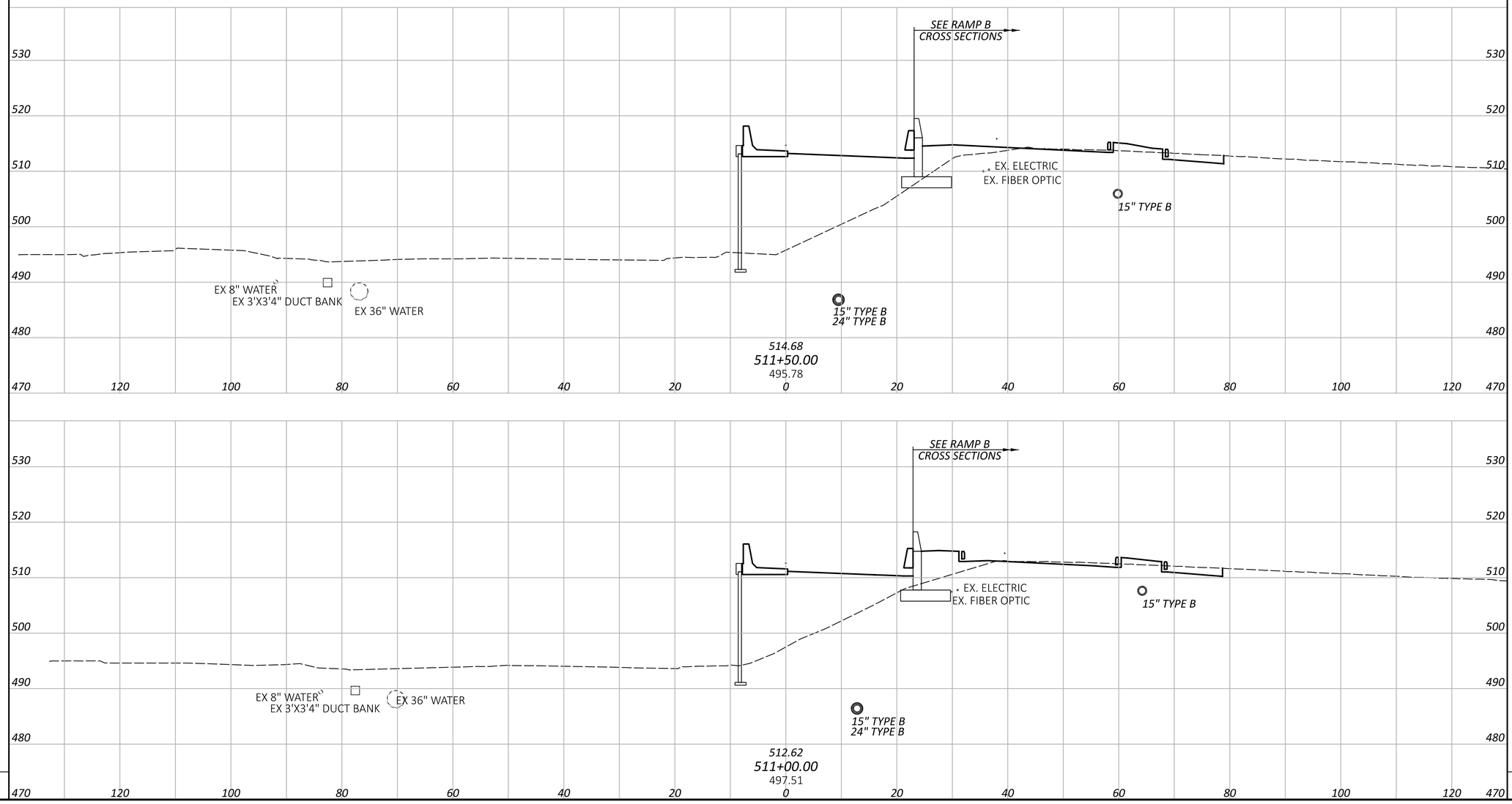
DESIGN AGENCY: EMH&T

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
JPT	MJR 11/02/26	114161	P.356	830

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 511+00.00 TO STA 511+50.00

HAM-IR 75-1.95

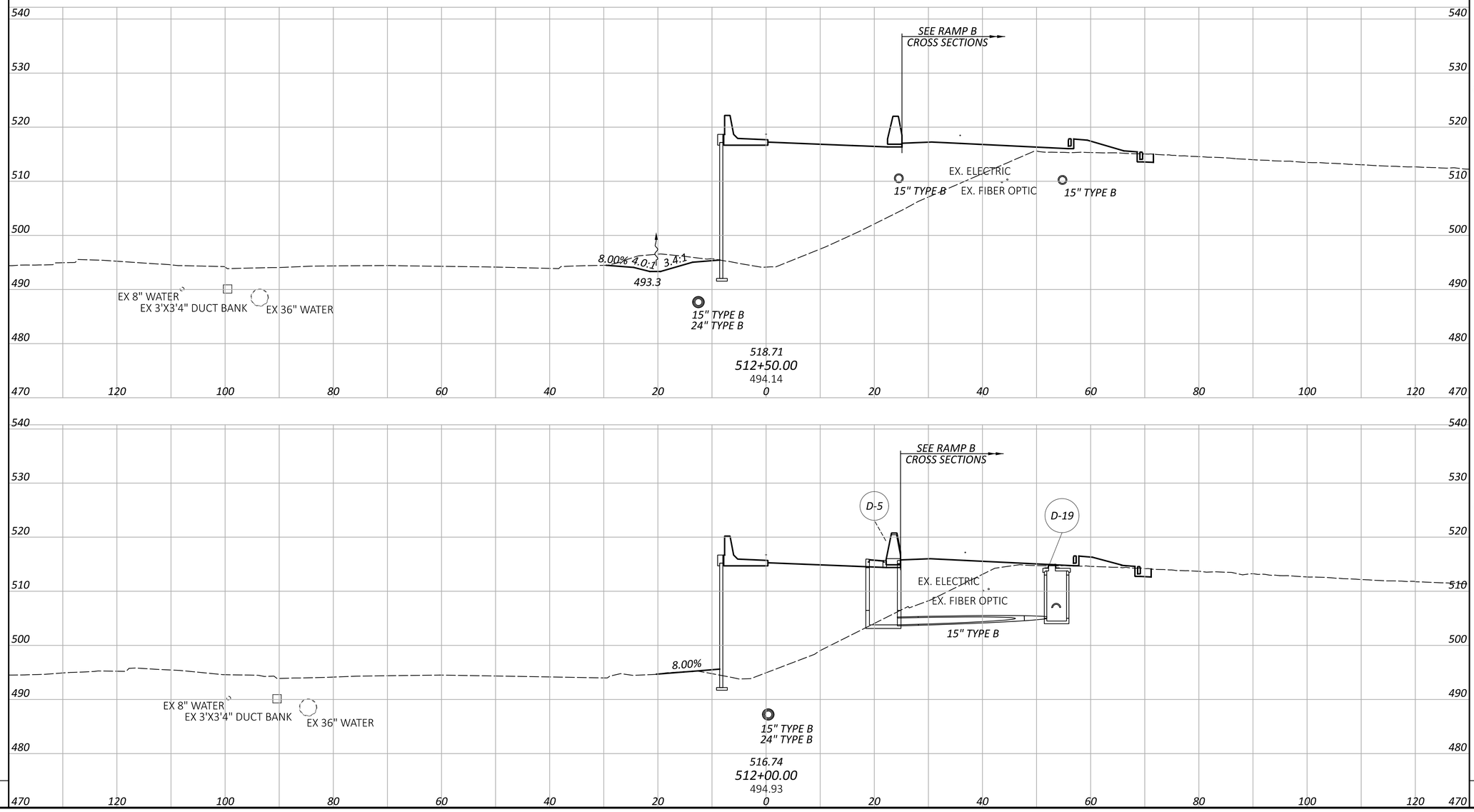
MODEL: BLP_R075G - 511+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:39 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\A01-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

DESIGN AGENCY: EMH&T

DESIGNER	REVIEWER	PROJECT ID
JPT	MJR 11/02/26	114161

SHEET	TOTAL
P.357	830

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP G
STA 512+00.00 TO STA 512+50.00

DESIGN AGENCY
E M H & T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

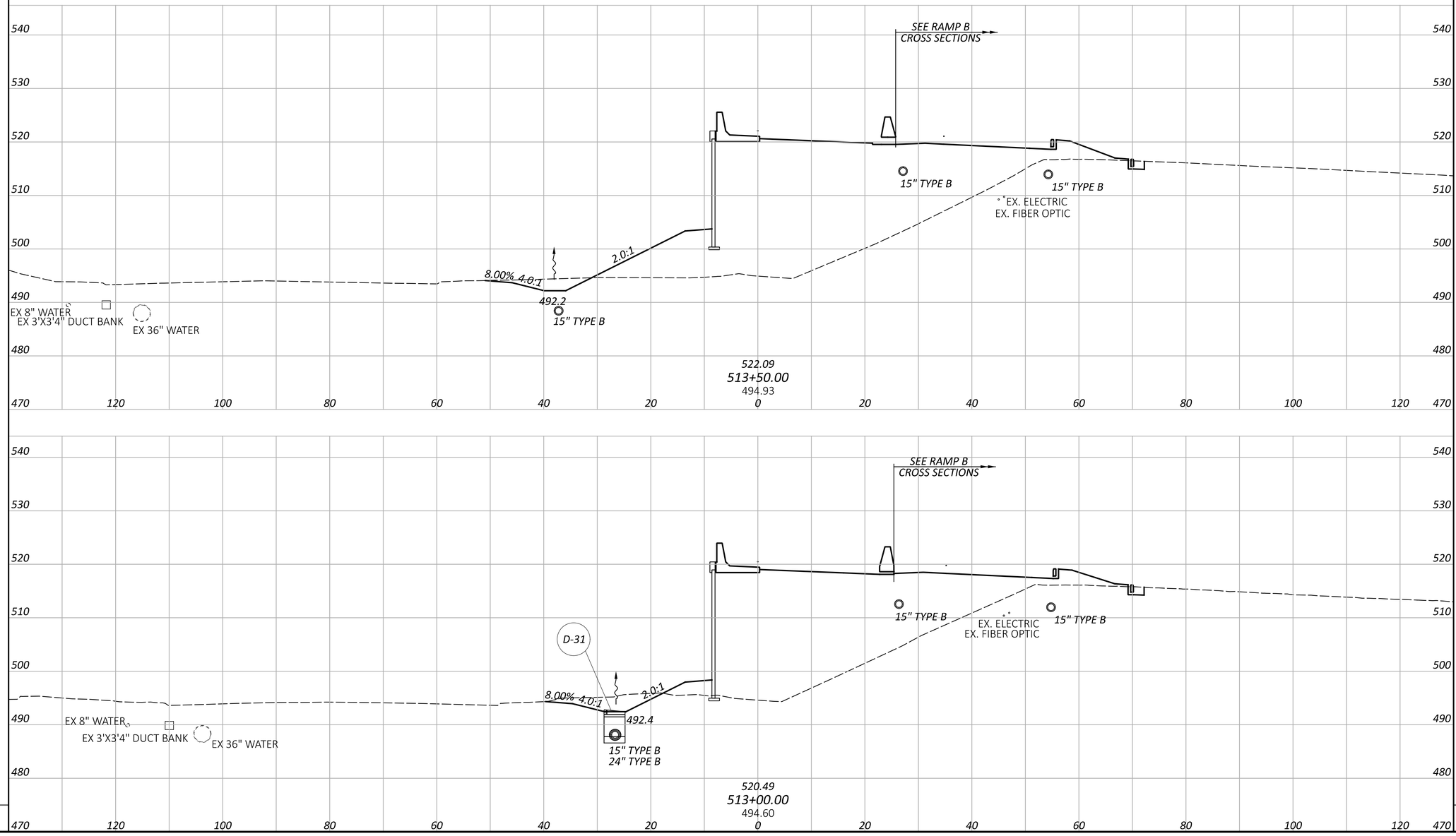
PROJECT ID
114161

SHEET P.358 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 512+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:42 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 513+00.00 TO STA 513+50.00

DESIGN AGENCY: EMH&T
DESIGNER: JPT
REVIEWER: MJR 11/02/26
PROJECT ID: 114161
SHEET: P.359 TOTAL: 830

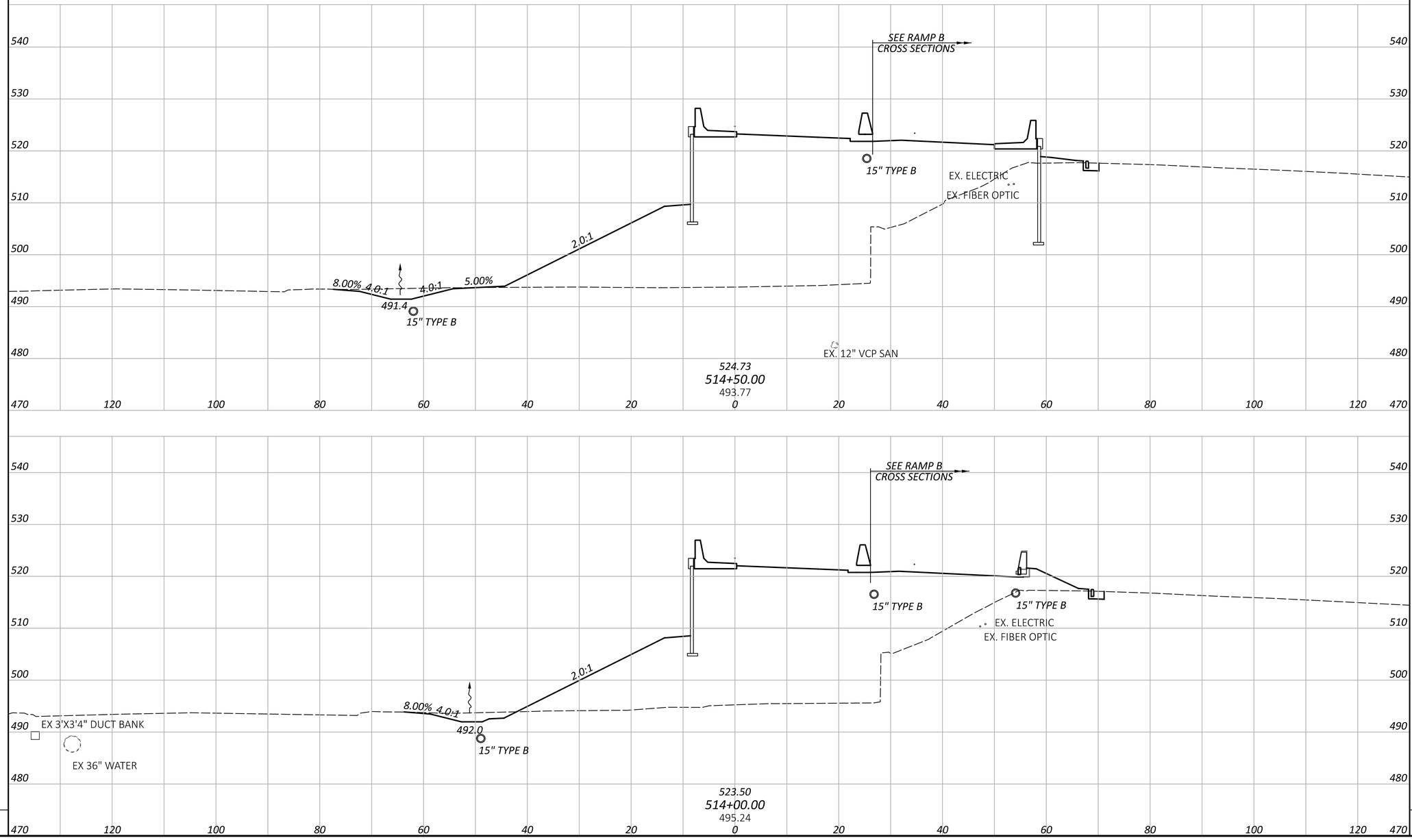
HAM-IR 75-1.95

MODEL: BLP_R075G - 513+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:45 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



CROSS SECTIONS - RAMP G
STA 514+00.00 TO STA 514+50.00

HAM-IR 75-1.95

MODEL: BLP_R075G - 514+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:48 PM USER: jtheuring
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SHEET TOTAL

SHEET TOTALS

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

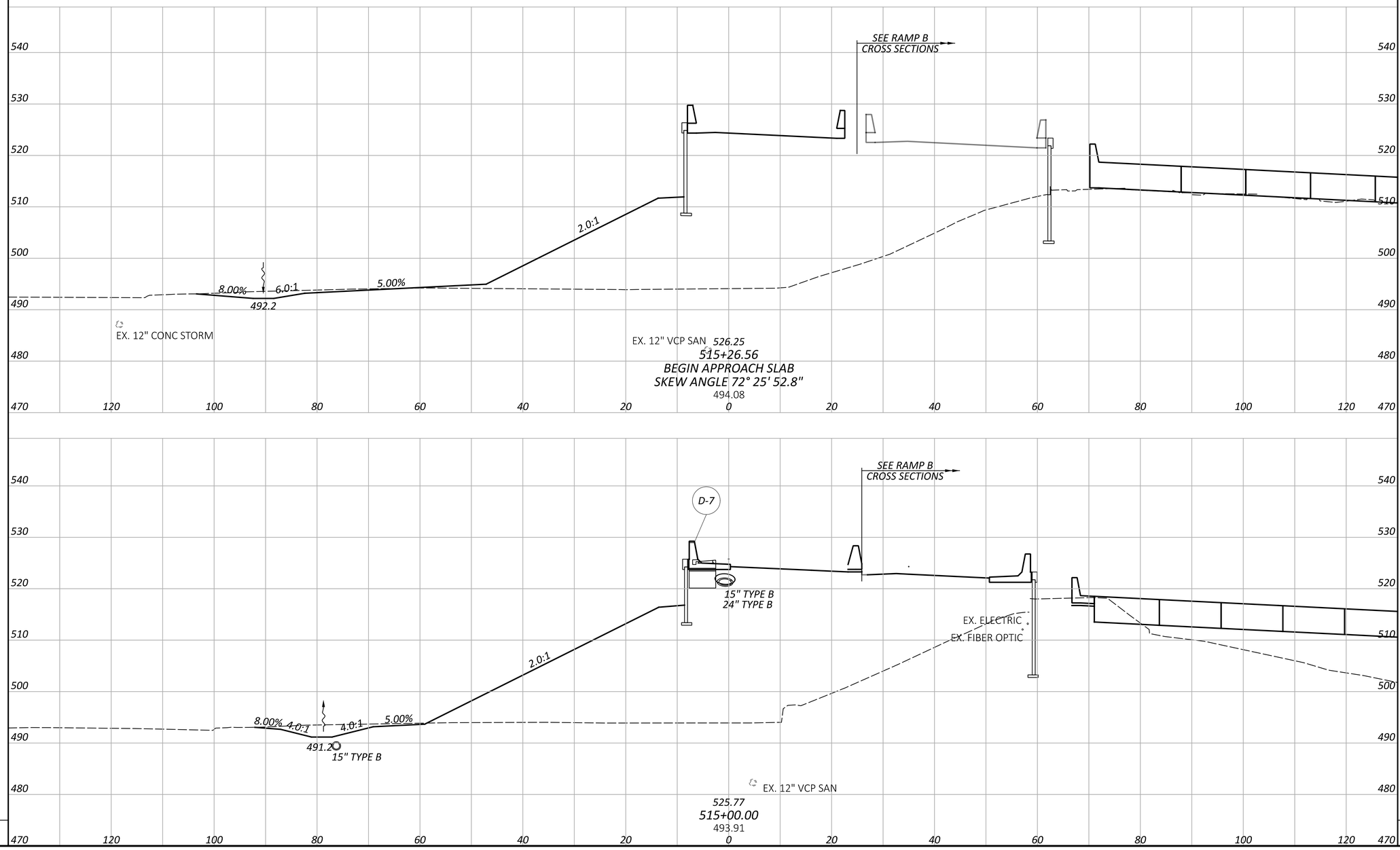
PROJECT ID
114161

SHEET P.360 | TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

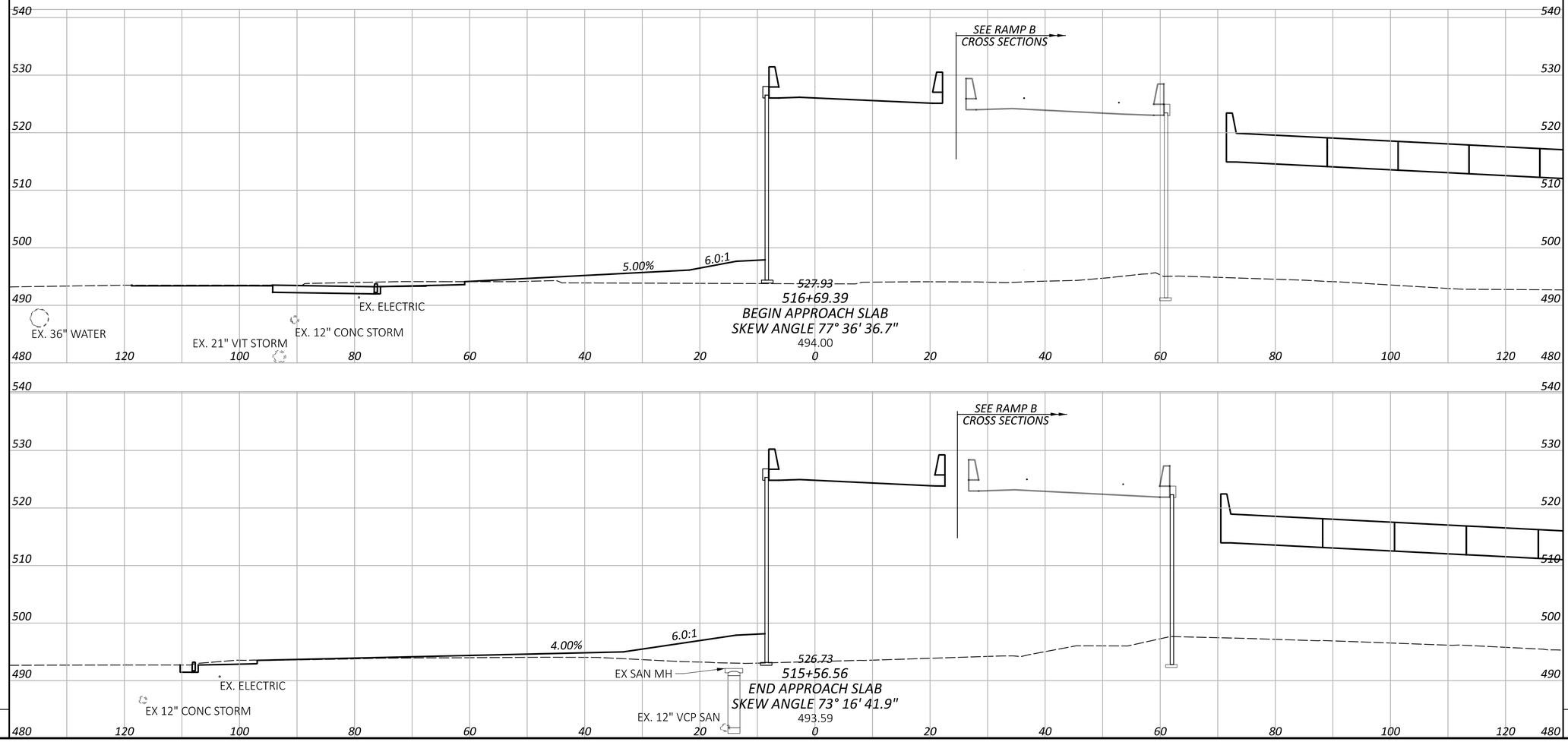
VOLUME	
CUT	FILL
0	0
0	0



| SHEET TOTAL | | |

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



0	0		
0	0	0	0
0	0	0	0
SHEET TOTALS			

CROSS SECTIONS - RAMP G
STA 515+56.56 TO STA 516+69.39

DESIGN AGENCY
EMHT

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.362 TOTAL 830

HAM-IR 75-1.95

SHEET TOTAL

MODEL: BLP_R075G - 515+56.56 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:53 PM USER: jtheuring
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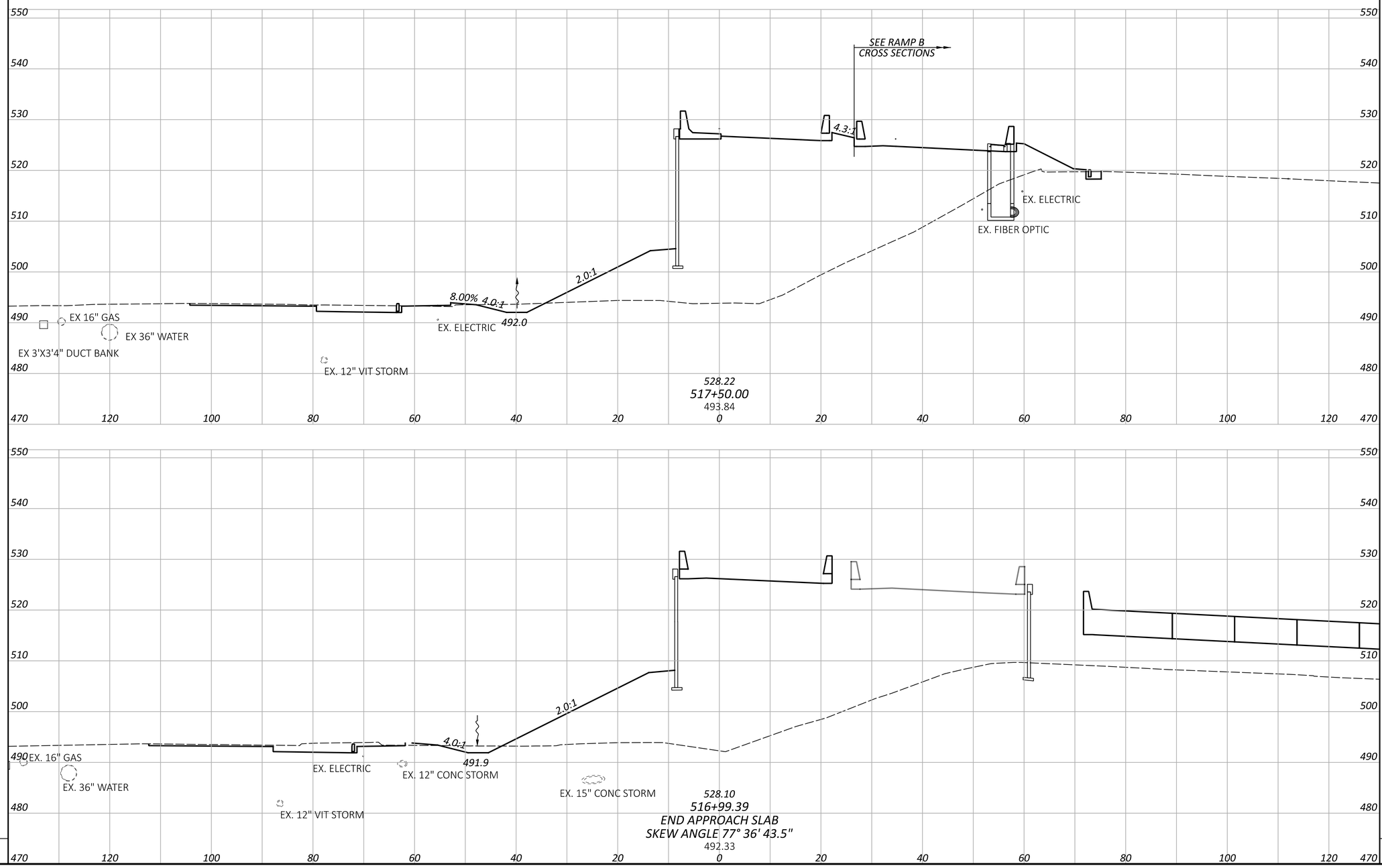
SEEDING	
END WIDTH	SQ. YDS.

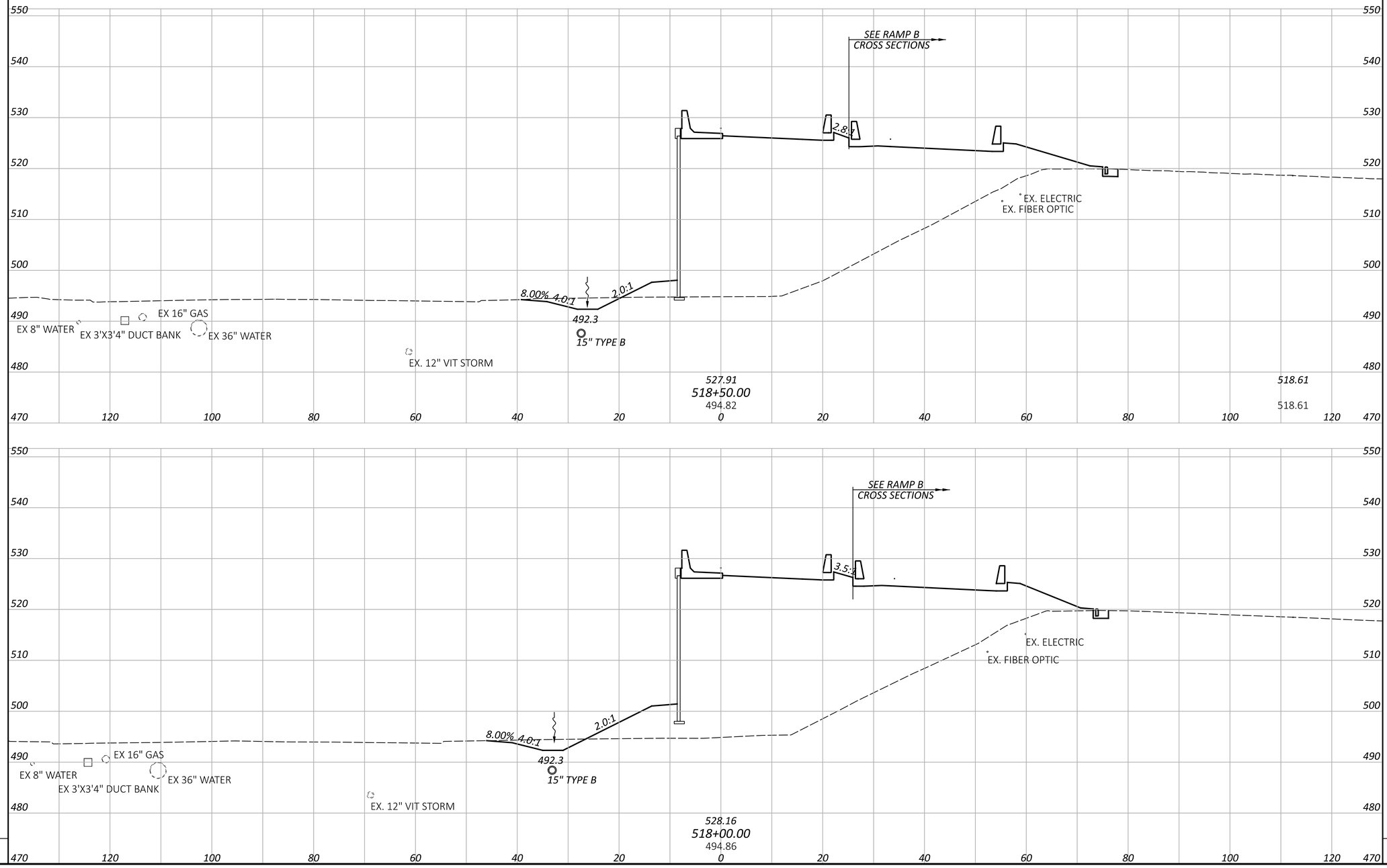
END AREA	
CUT	FILL
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



| SHEET TOTAL | | |

SEEDING	
END WIDTH	SQ. YDS.



END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - RAMP G
STA 518+00.00 TO STA 518+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.364 TOTAL 830

HAM-IR 75-1.95

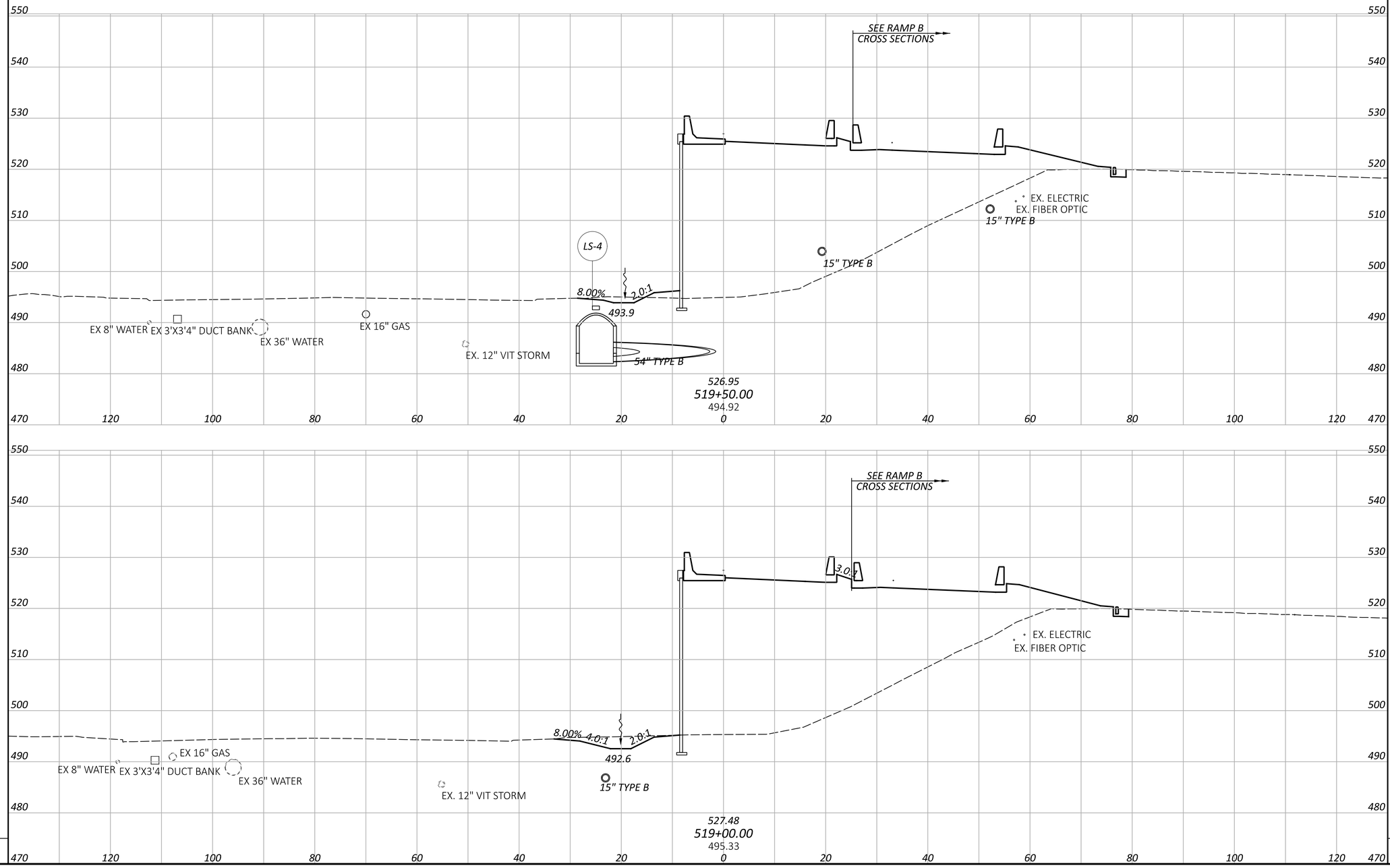
SHEET TOTAL

MODEL: BLP_R075G - 518+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:40:59 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0



CROSS SECTIONS - RAMP G
STA 519+00.00 TO STA 519+50.00

HAM-IR 75-1.95

MODEL: BLP_R075G - 519+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:02 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SHEET TOTAL

DESIGN AGENCY
EMH&T

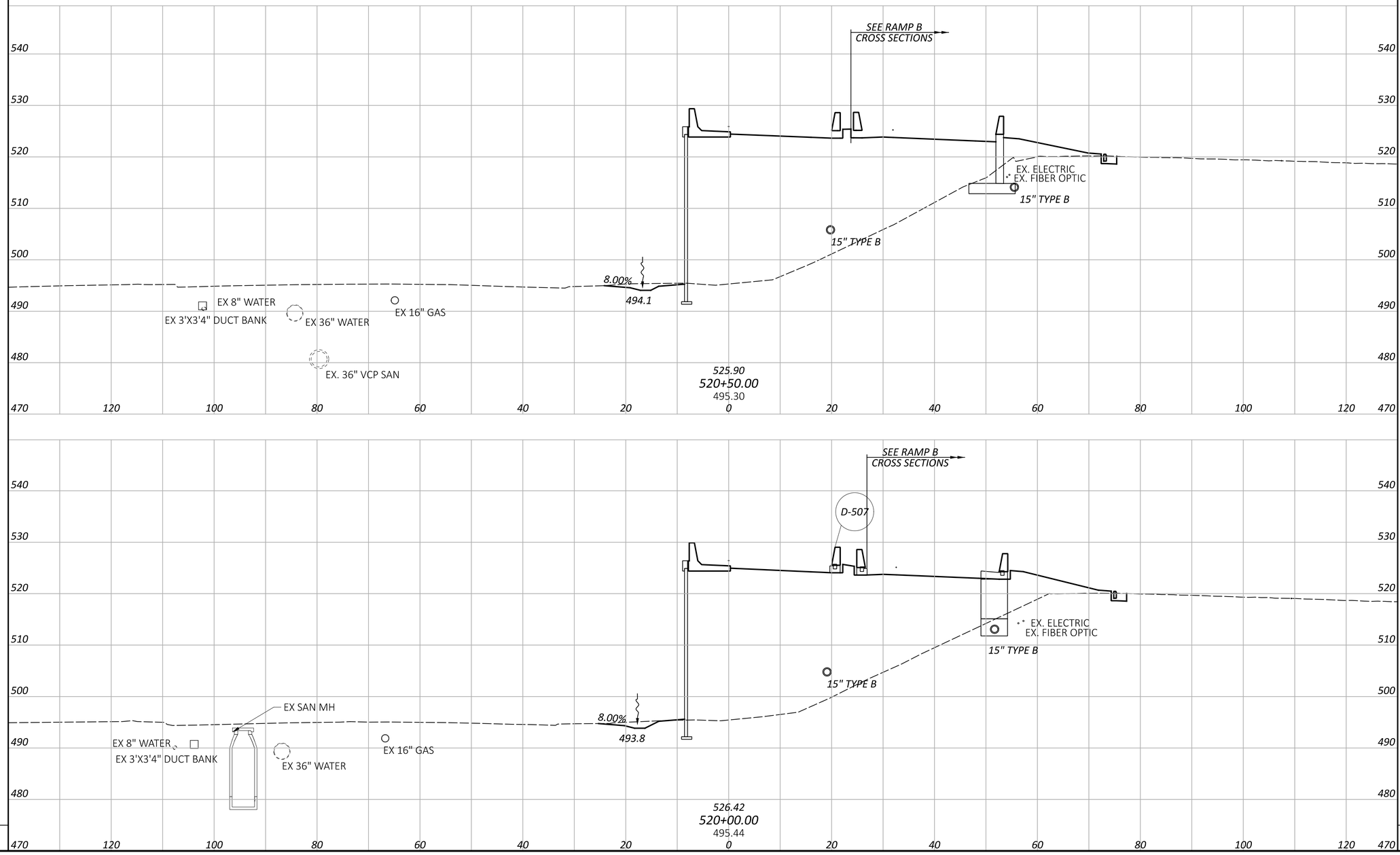
DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.365 TOTAL 830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 520+00.00 TO STA 520+50.00

HAM-IR 75-1.95

MODEL: BLP_R075G - 520+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:05 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

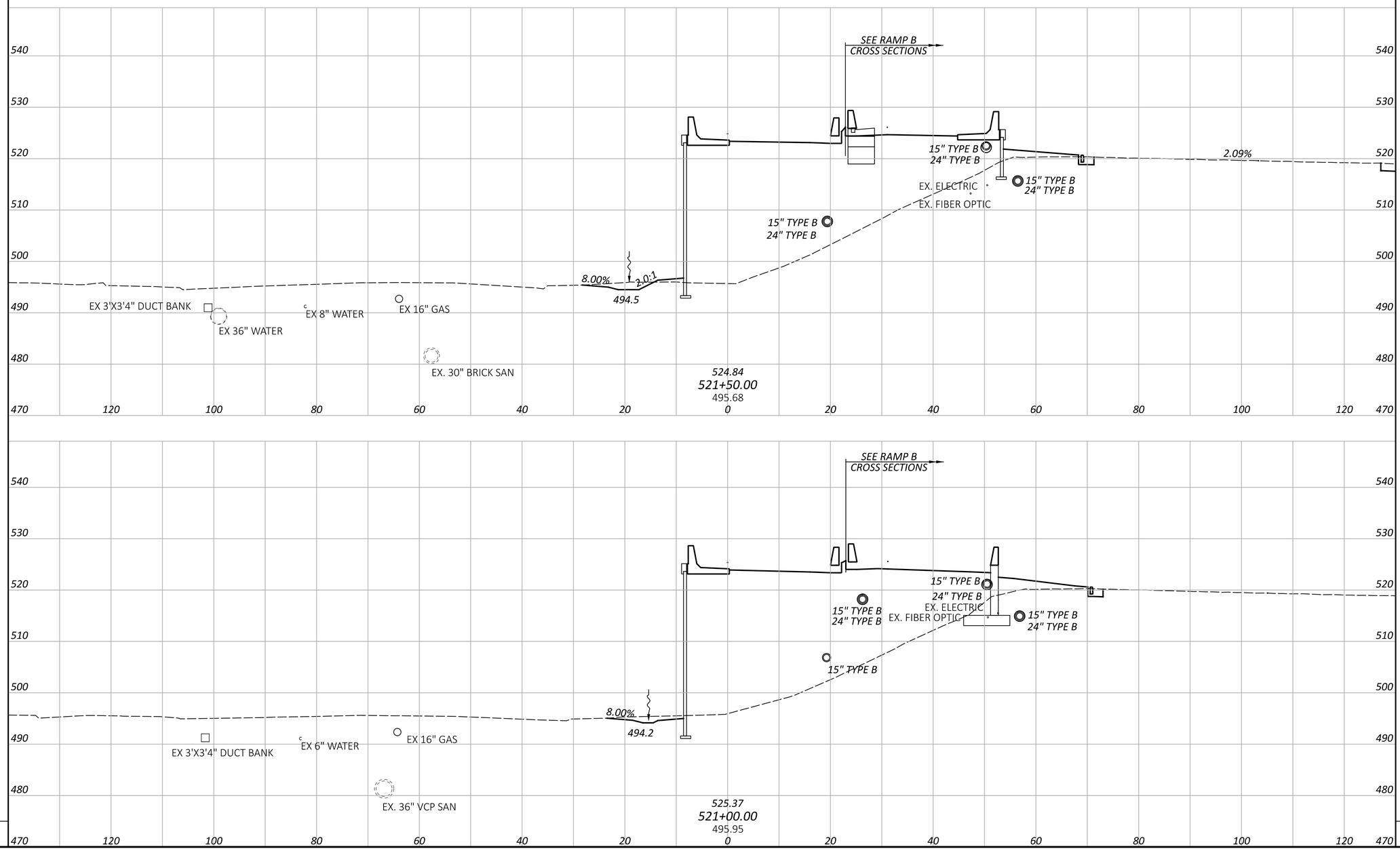
PROJECT ID
114161

SHEET P.366 TOTAL 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0



SHEET TOTALS		
0	0	0
		0
0	0	0

CROSS SECTIONS - RAMP G
STA 521+00.00 TO STA 521+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

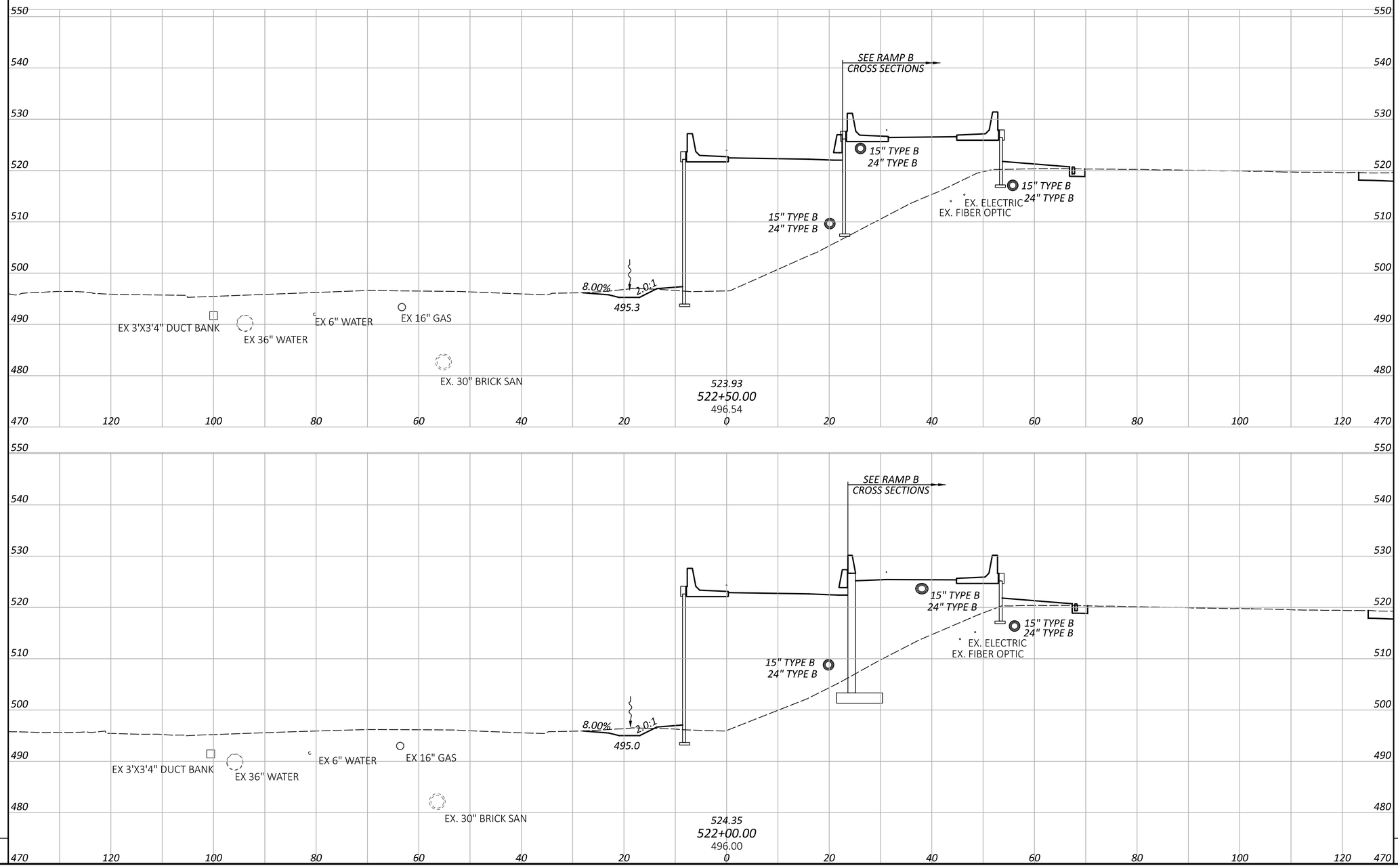
PROJECT ID
114161

SHEET P.367 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 521+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:08 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - RAMP G
STA 522+00.00 TO STA 522+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

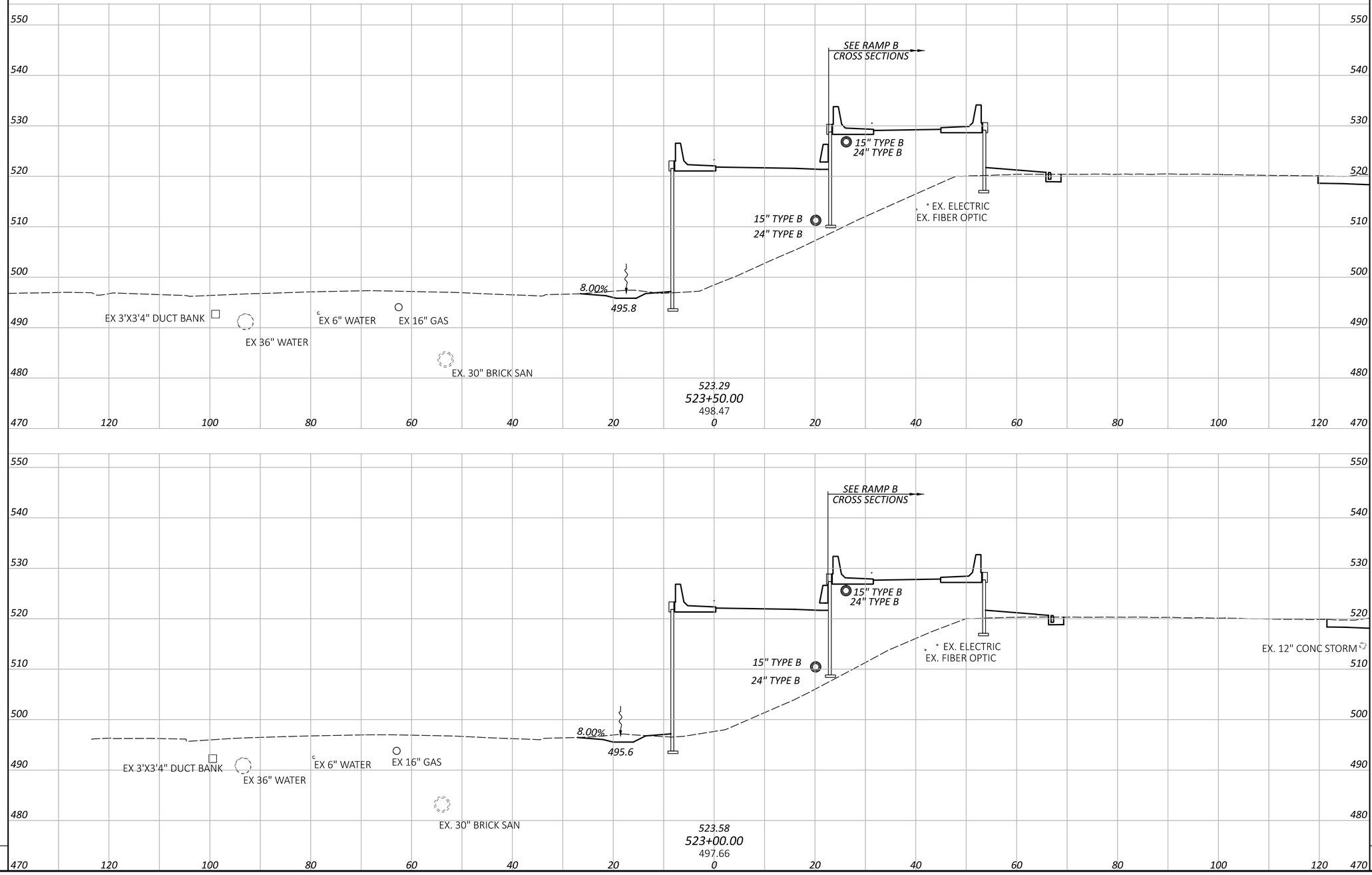
PROJECT ID
114161

SHEET P.368 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 522+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:11 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH\Roadway\Sheets\114161_XS006.dgn

SEEDING	
END WIDTH	SQ. YDS.



END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
SHEET TOTALS		0	0

CROSS SECTIONS - RAMP G
STA 523+00.00 TO STA 523+50.00

HAM-IR 75-1.95

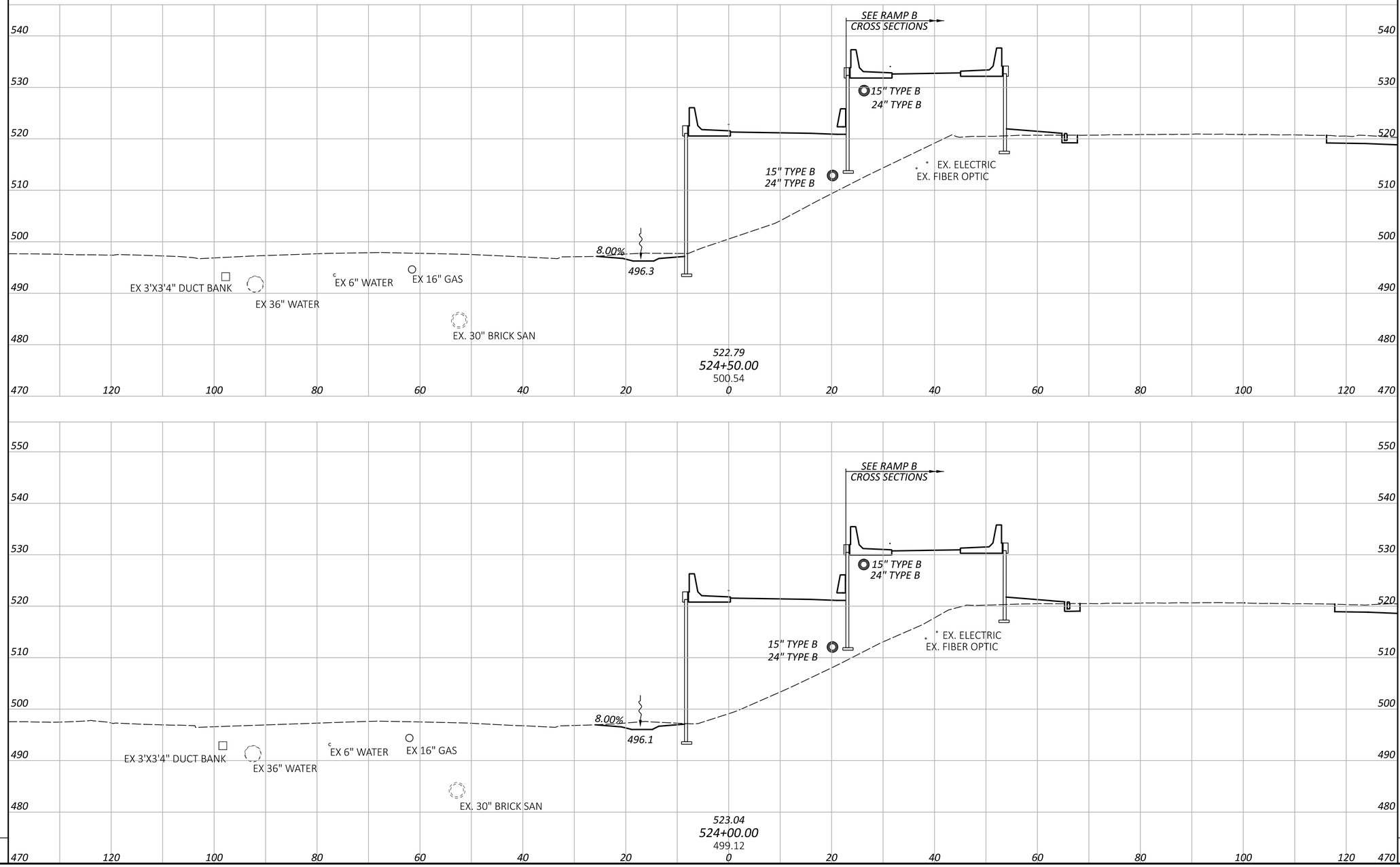
MODEL: BLP_R075G - 523+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:14 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

DESIGN AGENCY	
EMHT	
DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.369
TOTAL	830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



SHEET TOTAL

SHEET TOTALS

CROSS SECTIONS - RAMP G
STA 524+00.00 TO STA 524+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

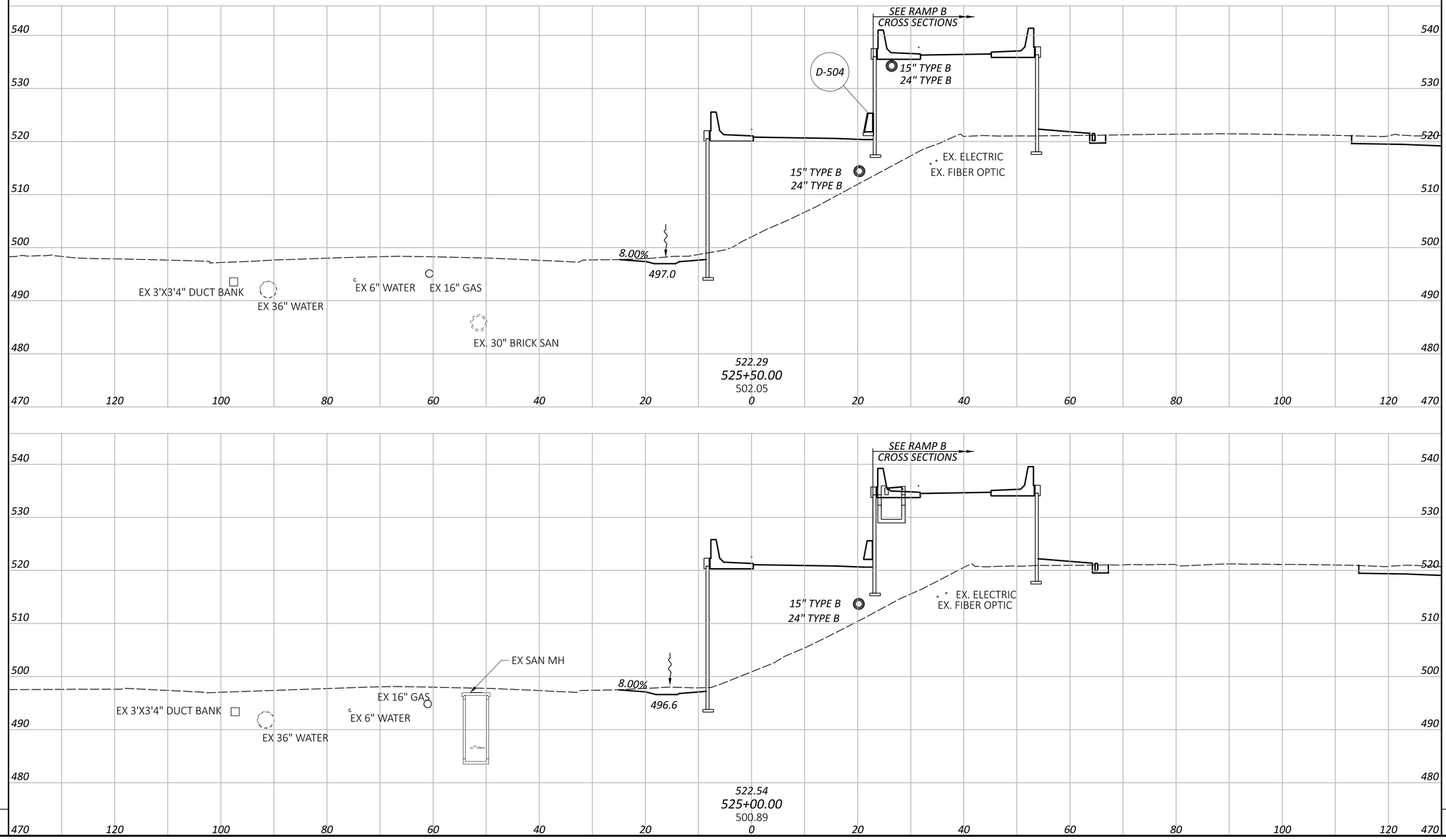
PROJECT ID
114161

SHEET P.370 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 524+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:17 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 525+00.00 TO STA 525+50.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.371 TOTAL: 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 525+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:20 PM USER: jtheuring
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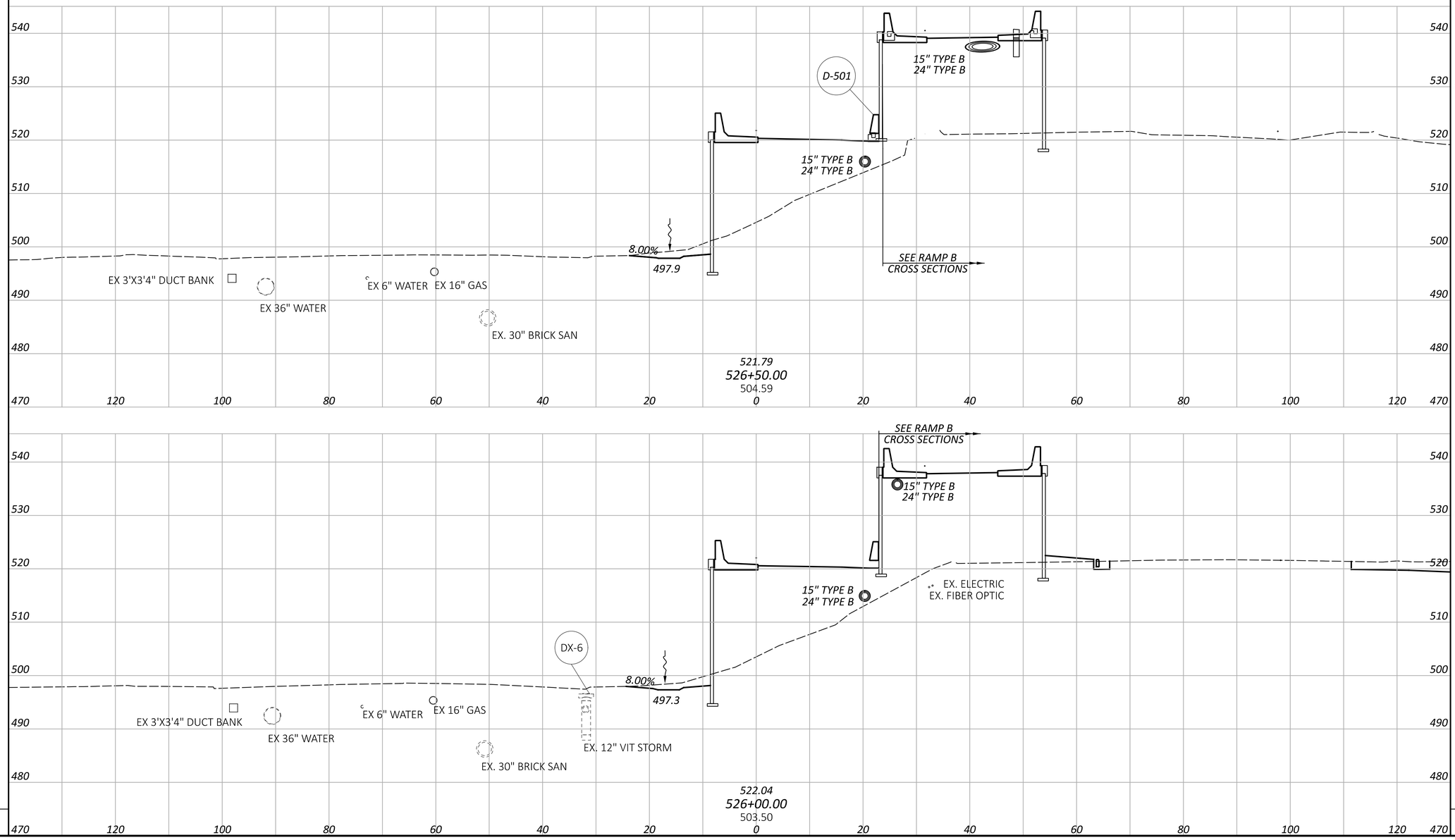
SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 526+00.00 TO STA 526+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.372 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 526+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:23 PM USER: jtheuring
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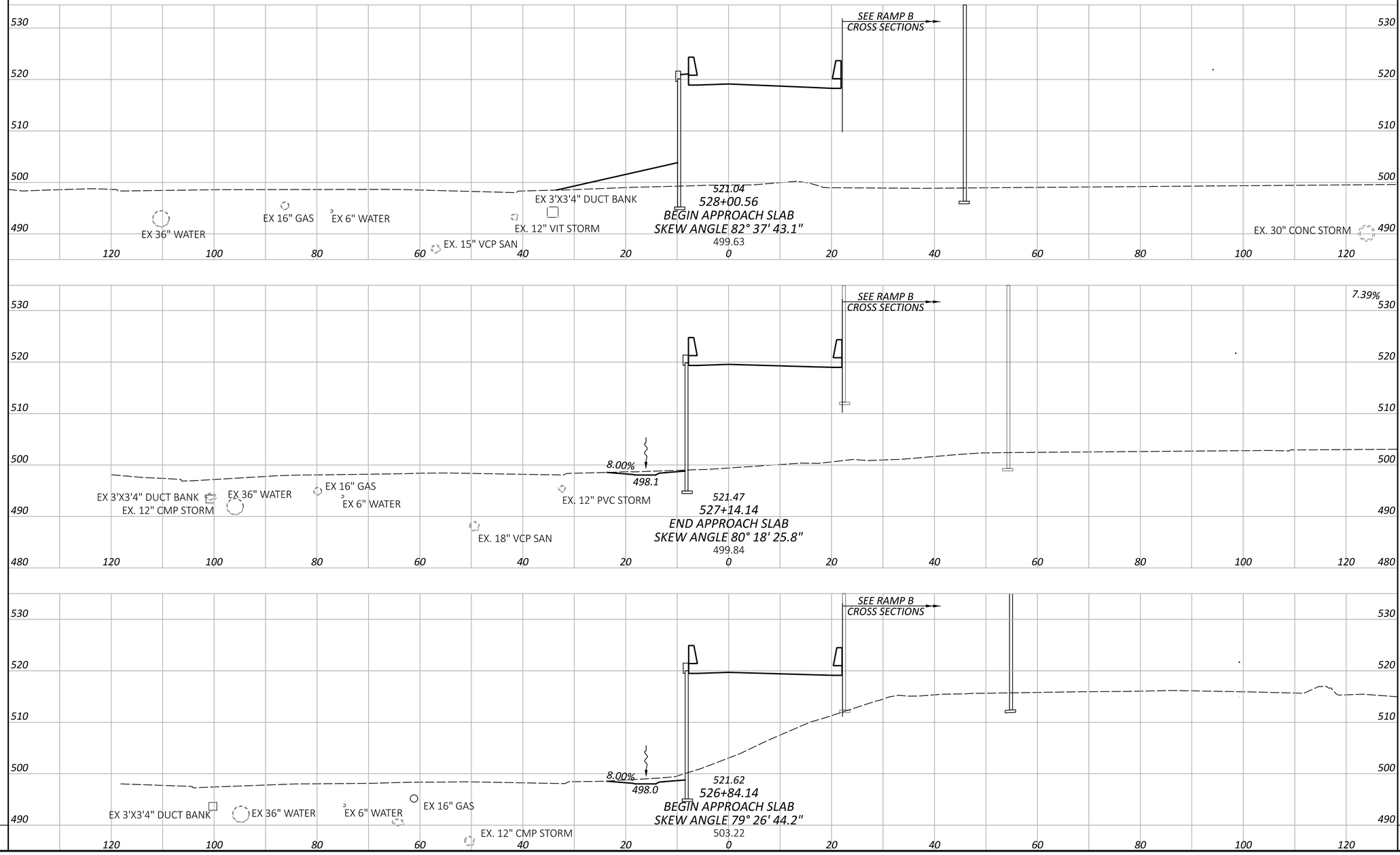
SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



HAM-IR 75-1.95

MODEL: BLP_R075G - 526+84.14 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:26 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\V01-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

CROSS SECTIONS - RAMP G
STA 526+84.14 TO STA 528+00.56

DESIGN AGENCY
EMH&T

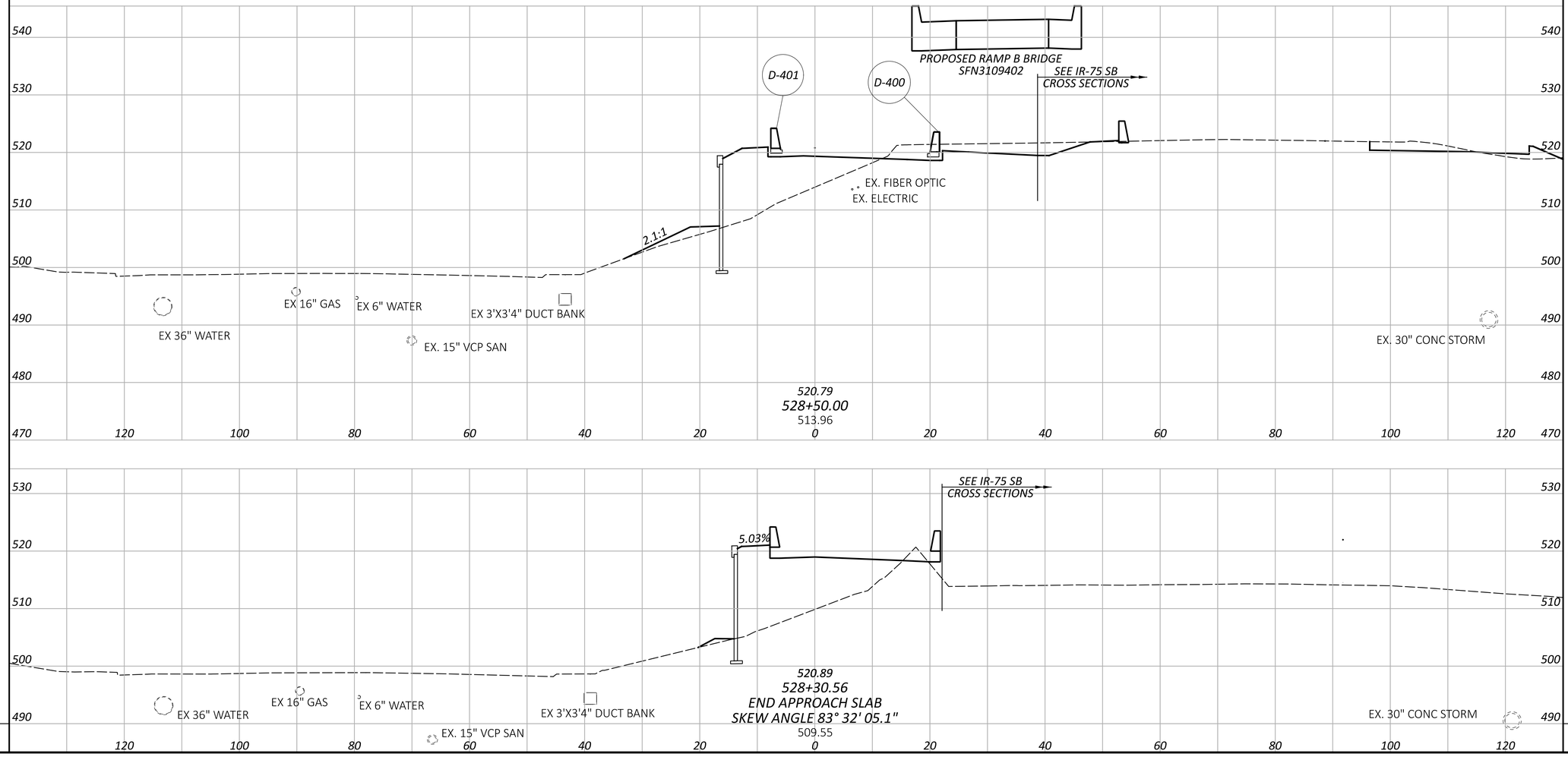
DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
		0	0
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 528+30.56 TO STA 528+50.00

DESIGN AGENCY
EMH&T

DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.374 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075G - 528+30.56 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:31 PM USER: jtheuring
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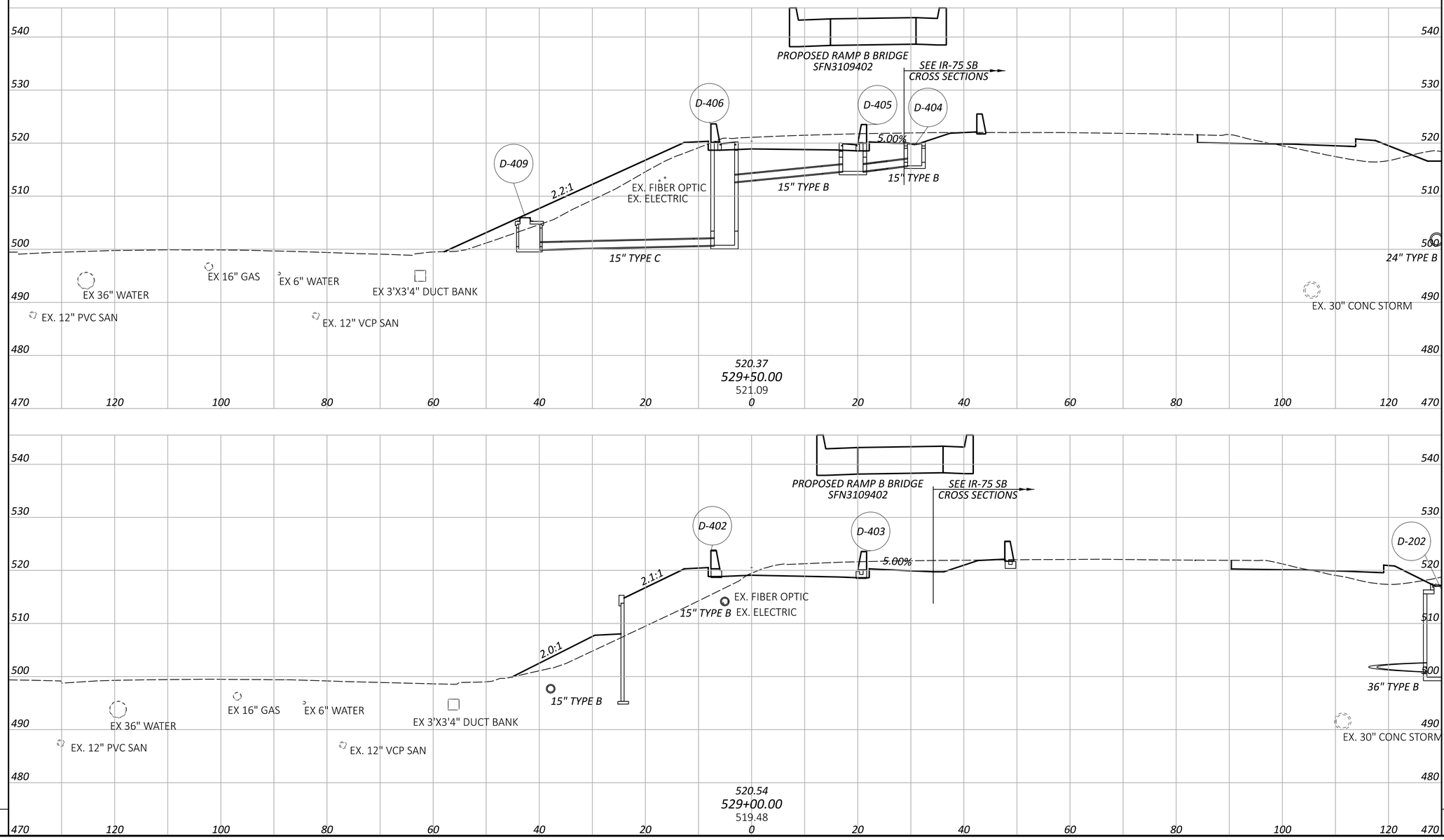
SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0

VOLUME	
CUT	FILL
0	0
0	0
0	0



CROSS SECTIONS - RAMP G
STA 529+00.00.00 TO STA 529+50.00

SHEET TOTAL	SHEET TOTALS

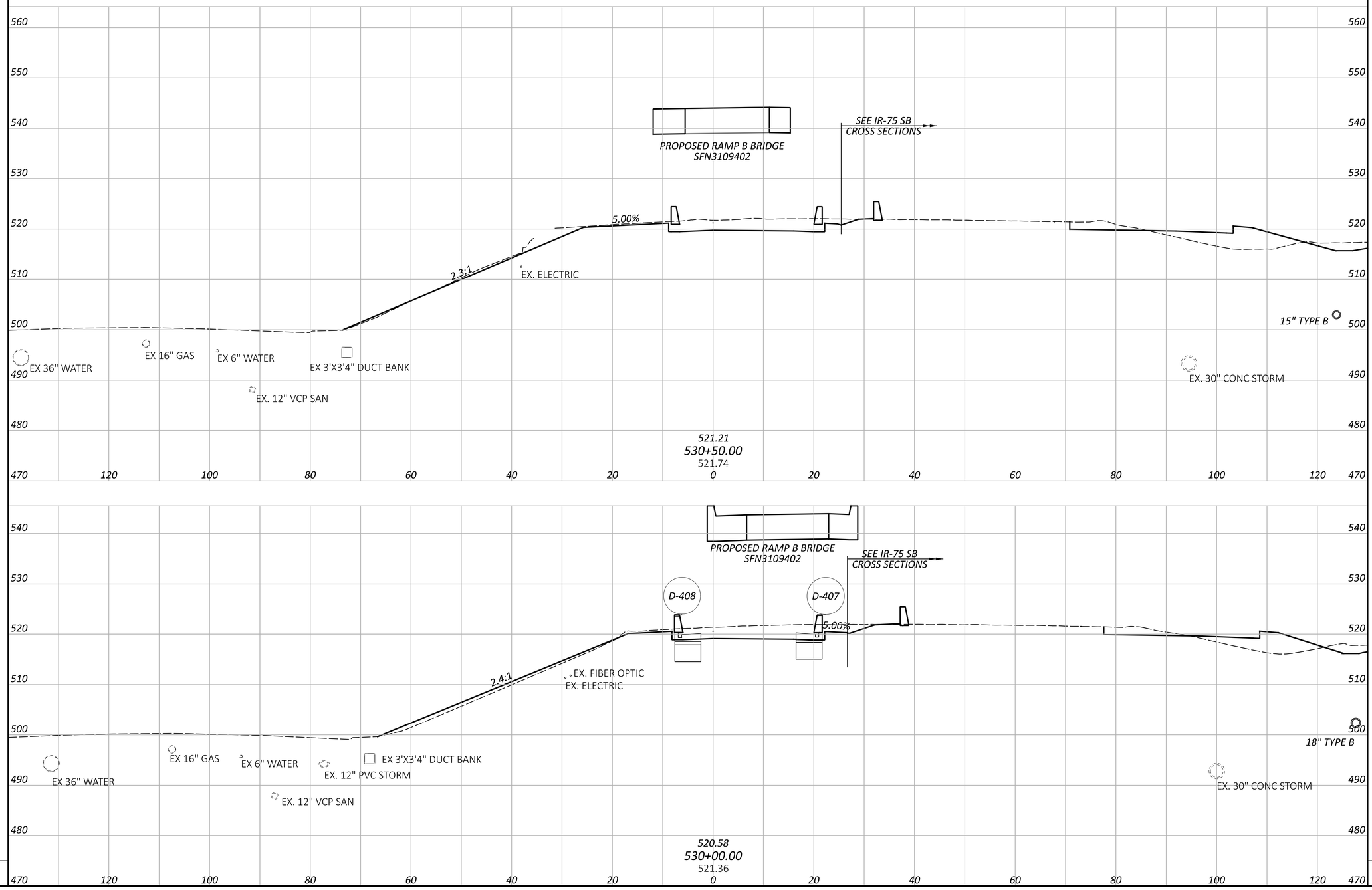
DESIGN AGENCY
EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.375
TOTAL	830

HAM-IR 75-1.95

MODEL: BLP_R075G - 529+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 2:59:20 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
				0	0
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 530+00.00 TO STA 530+50.00

HAM-IR 75-1.95

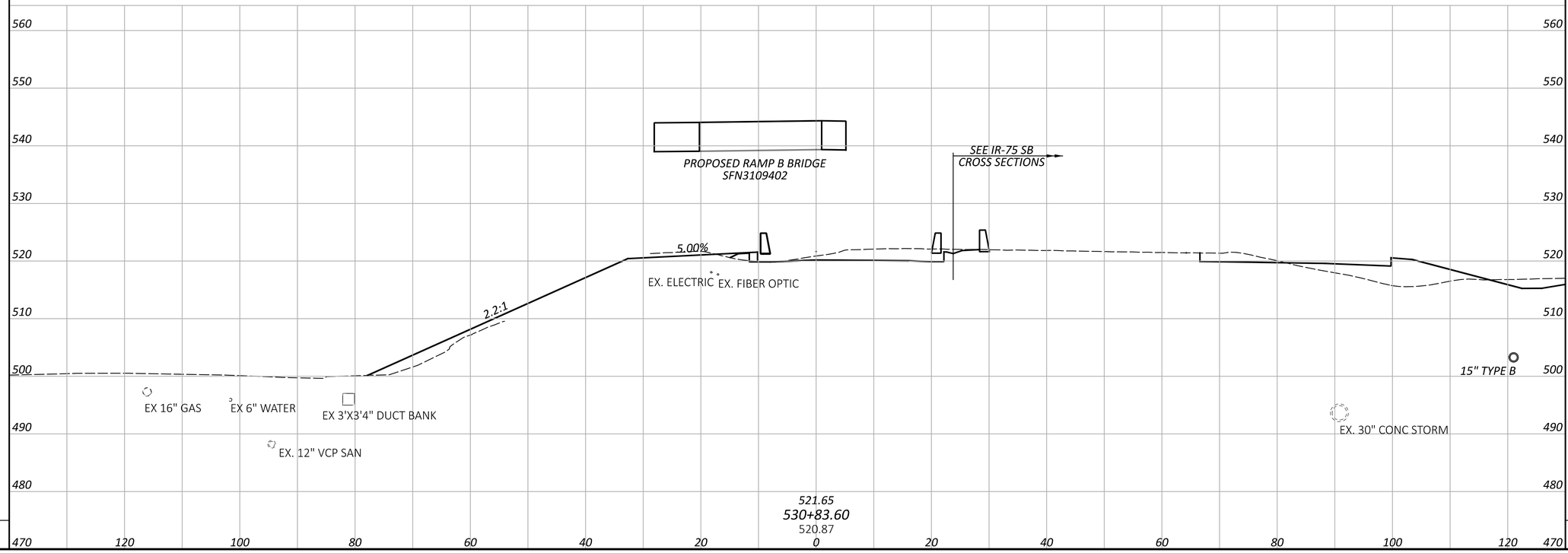
MODEL: BLP_R075G - 530+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:37 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH\Roadway\Sheets\114161_XS006.dgn

DESIGN AGENCY: EMH&T

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
JPT	MJR 11/02/26	114161	P.376	830

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	0
SHEET TOTALS			



CROSS SECTIONS - RAMP G
STA 530+83.60

HAM-IR 75-1.95

MODEL: BLP_R075G - 530+83.60 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:40 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\V01-Engineering_EMHT\Roadway\Sheets\114161_XS006.dgn

DESIGN AGENCY
EMH&T

DESIGNER
JPT

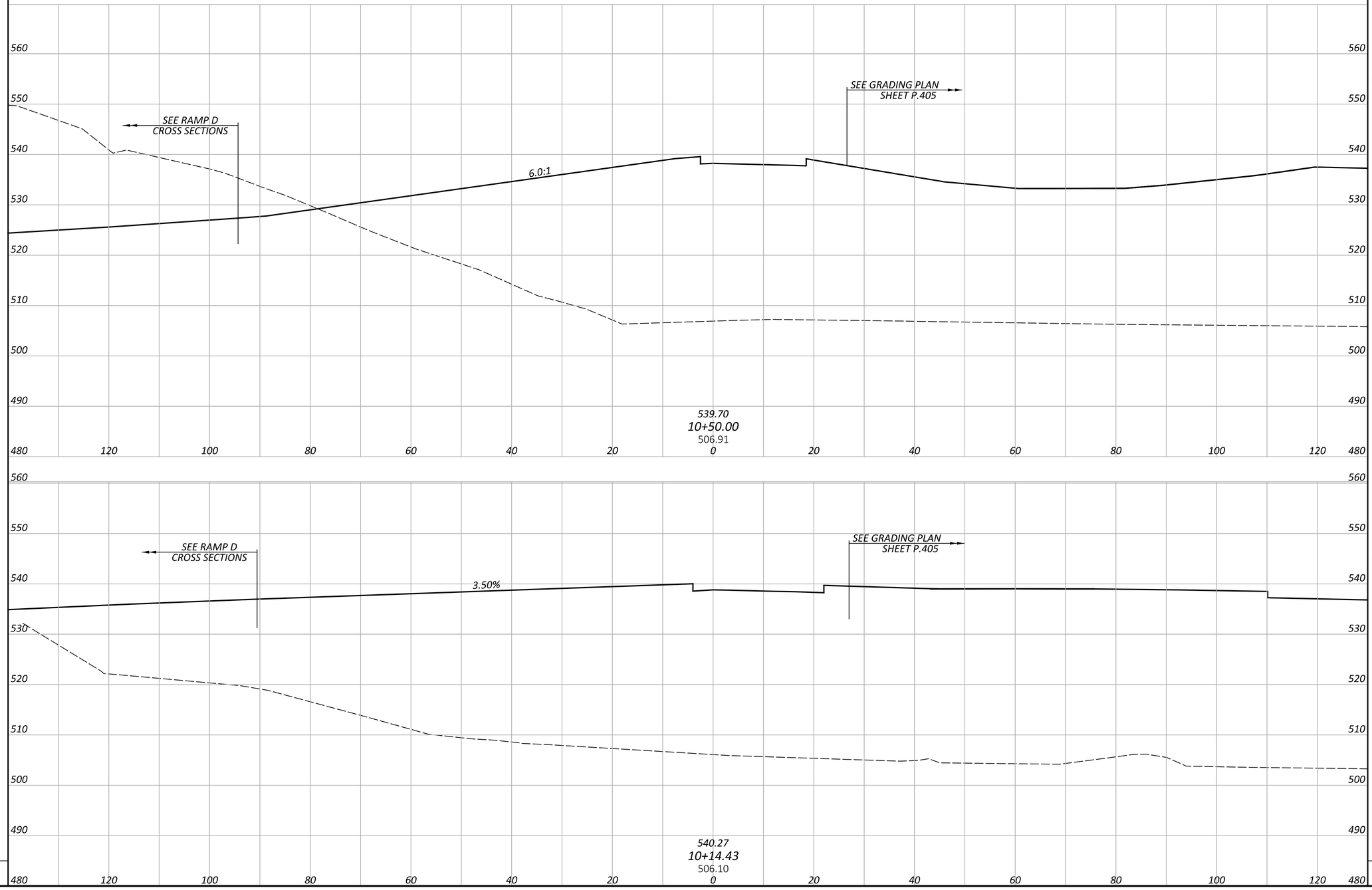
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.377 TOTAL 830

SHEET TOTAL

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
				0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - CONNECTOR
STA 10+14.43 TO STA 10+50.00

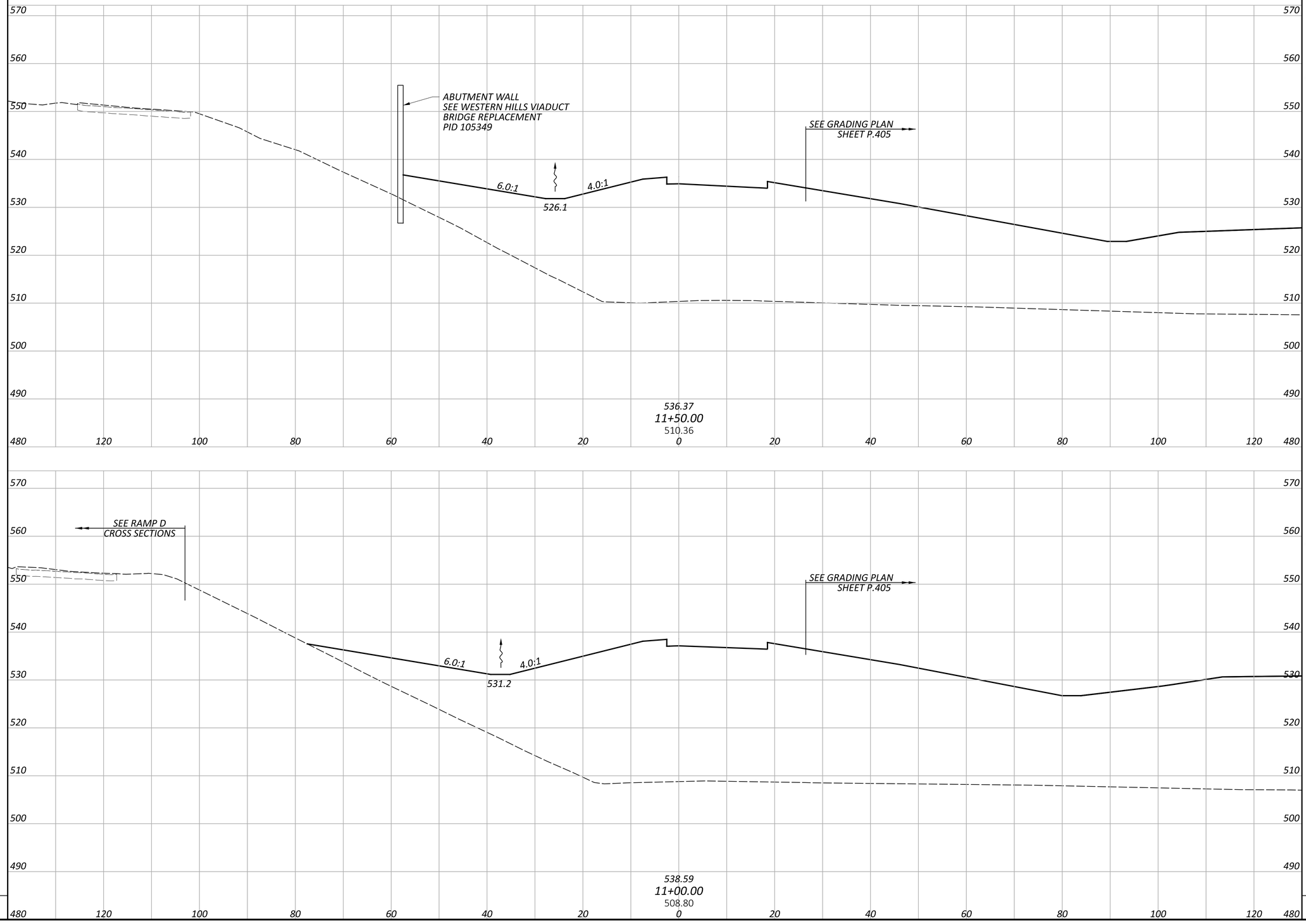
HAM-IR 75-1.95

MODEL: BLP_LOCAL - 10+14.43 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:41:52 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Roadway\Sheets\114161_XS007.dgn

DESIGN AGENCY: EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.378
TOTAL	830

SEEDING	
END WIDTH	SQ. YDS.
SHEET TOTAL	



END AREA	
CUT	FILL
0	0
0	0
SHEET TOTALS	

VOLUME	
CUT	FILL
0	0
0	0

CROSS SECTIONS - CONNECTOR
STA 11+00.00 TO STA 11+50.00

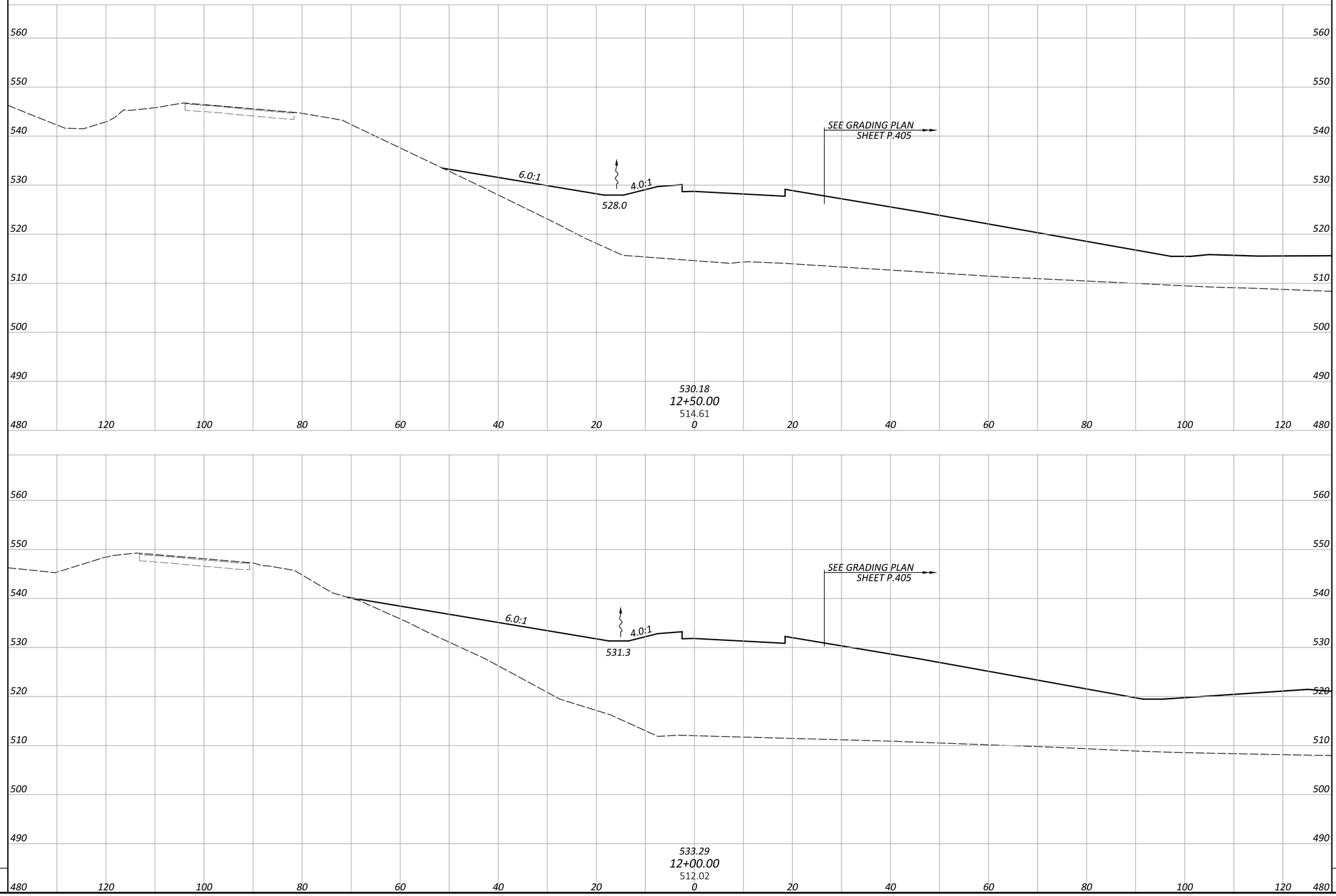
DESIGN AGENCY
EMH&T

DESIGNER	JPT
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.379
TOTAL	830

HAM-IR 75-1.95

MODEL: BLP_LOCAL - 11+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:42:22 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\d01-Engineering_EMHT\Roadway\Sheets\114161_XS007.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - CONNECTOR
STA 12+00.00 TO STA 12+50.00

HAM-IR 75-1.95

MODEL: BLP_LOCAL - 12+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:42:56 PM USER: jtheuring
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DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

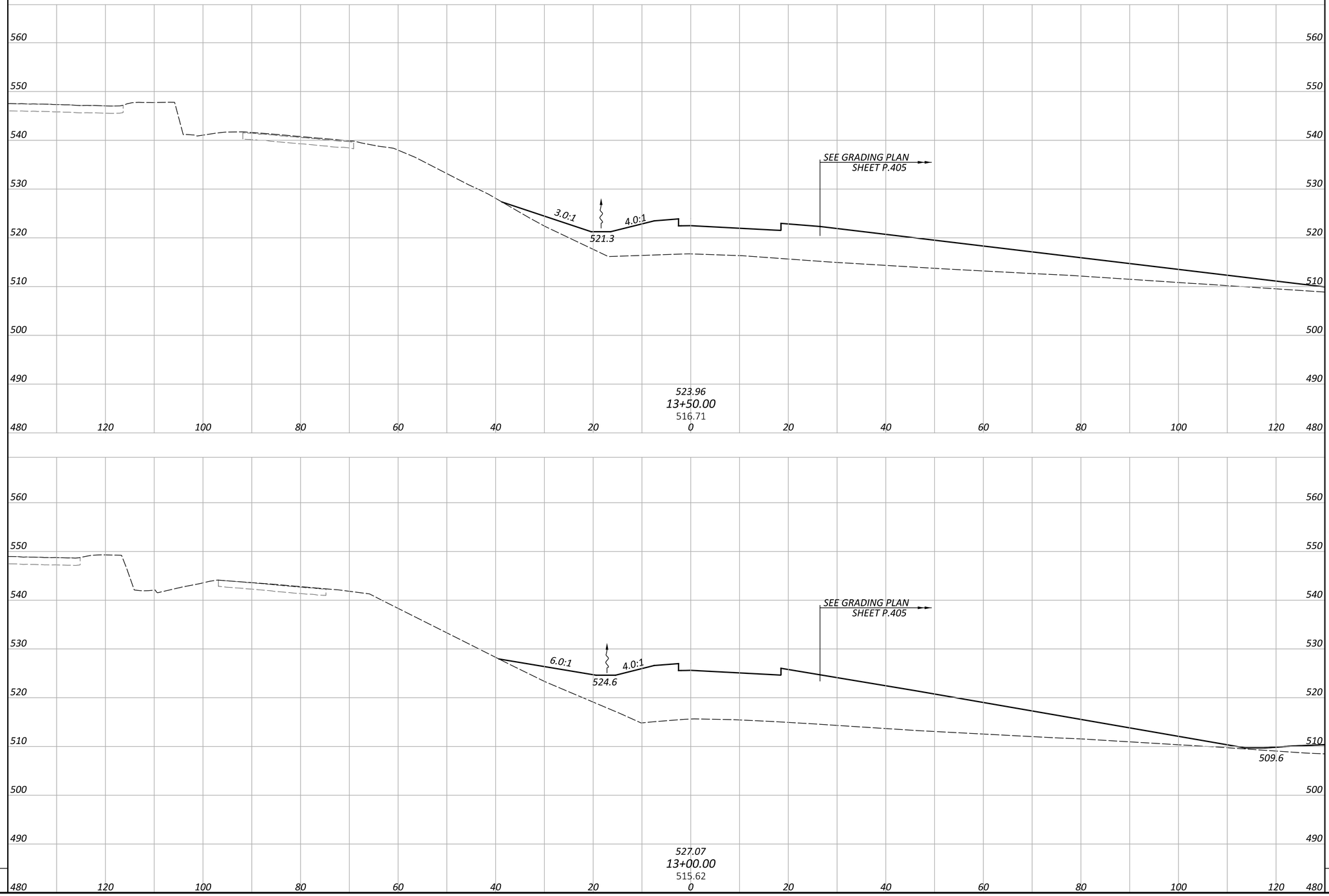
PROJECT ID: 114161

SHEET: P.380 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
0	0
0	0

VOLUME	
CUT	FILL
0	0
0	0



CROSS SECTIONS - CONNECTOR
STA 13+00.00 TO STA 13+50.00

HAM-IR 75-1.95

MODEL: BLP_LOCAL - 13+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:43:24 PM USER: jtheuring
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SHEET TOTAL

SHEET TOTALS

DESIGN AGENCY
EMH&T

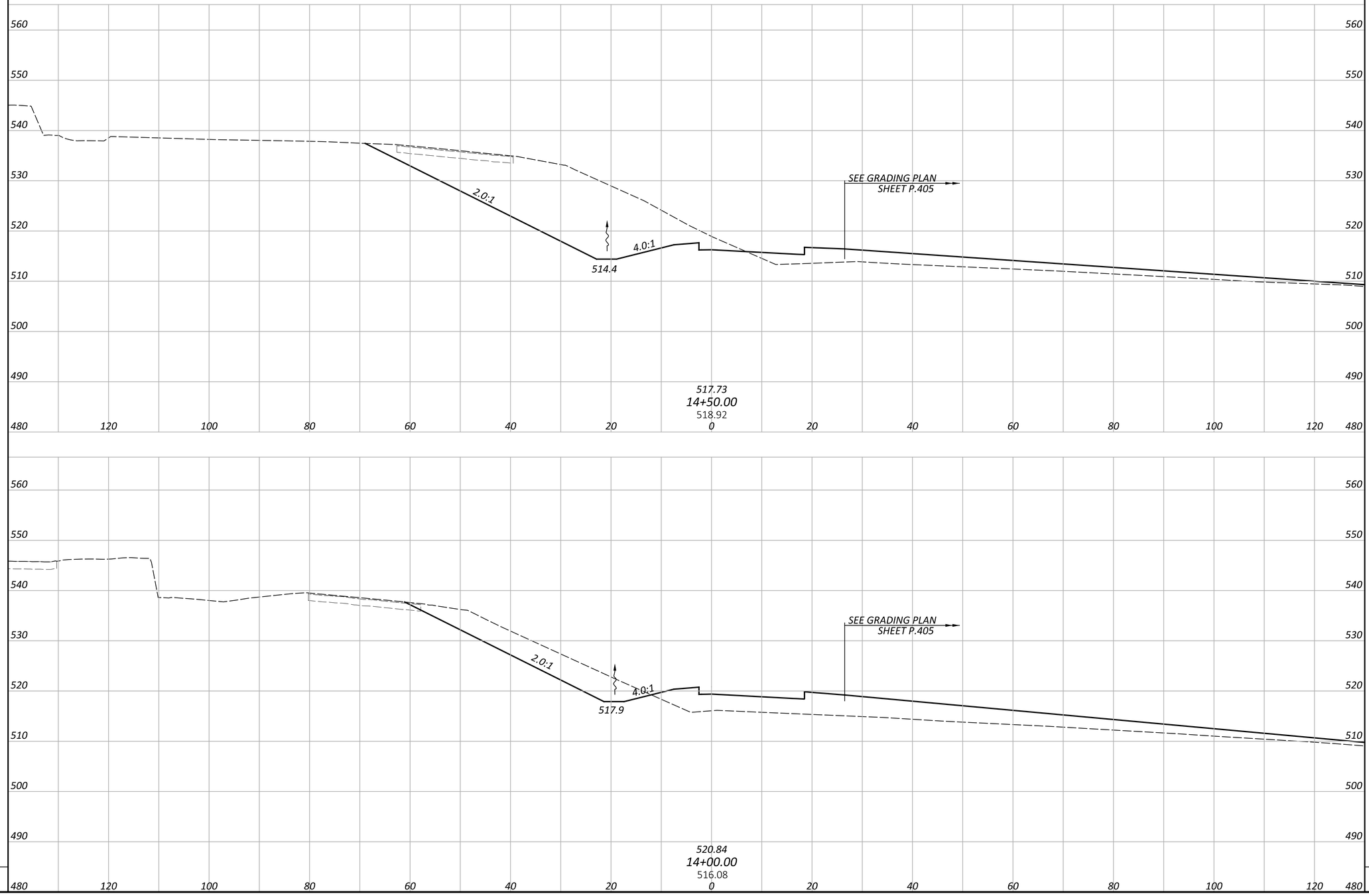
DESIGNER
JPT

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET	TOTAL
P.381	830

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0	0	0
		0	0	0	0
SHEET TOTAL		SHEET TOTALS			



CROSS SECTIONS - CONNECTOR
STA 14+00.00 TO STA 14+50.00

DESIGN AGENCY: E M H & T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

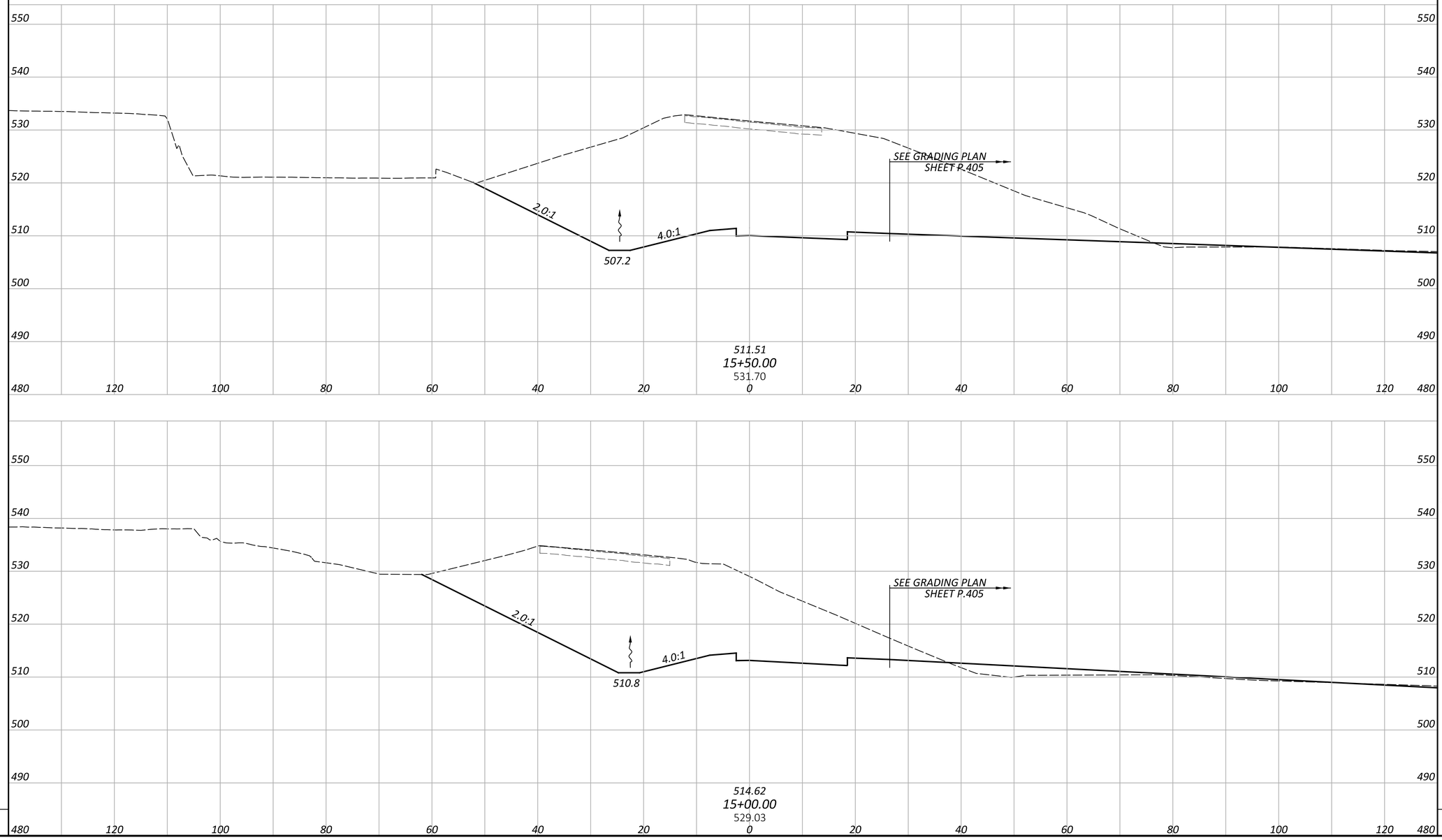
PROJECT ID: 114161

SHEET P.382 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_LOCAL - 14+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:43:55 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\d01-Engineering_EMHT\Roadway\Sheets\114161_XS007.dgn

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	0		
				0	0
		0	0		
				0	0
SHEET TOTAL		SHEET TOTALS			



HAM-IR 75-1.95

MODEL: BLP_LOCAL - 15+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:44:16 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Roadway\Sheets\114161_XS007.dgn

CROSS SECTIONS - CONNECTOR
STA 15+00.00 TO STA 15+50.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

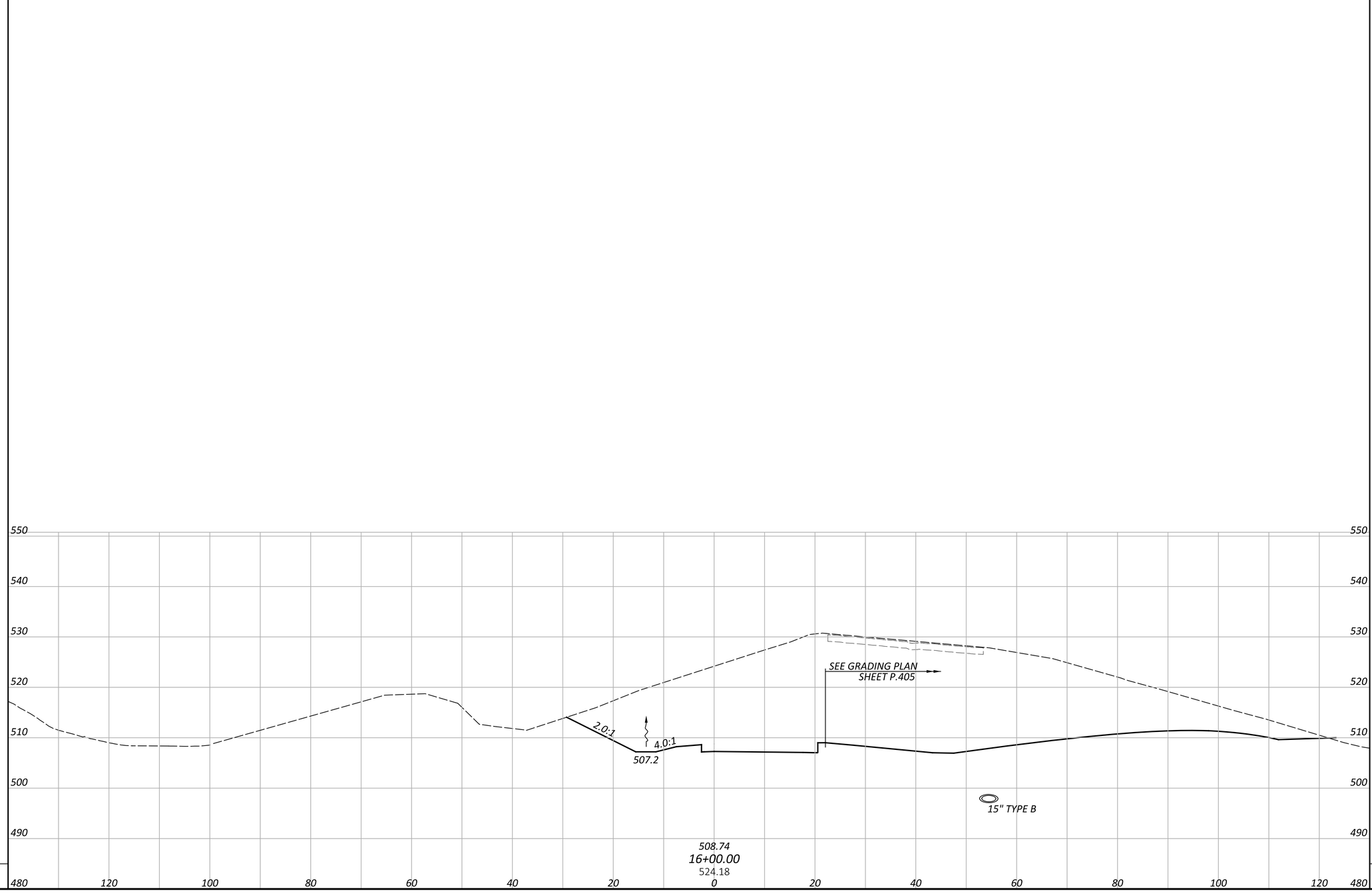
REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.383 TOTAL: 830

SEEDING	
END WIDTH	SQ. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL



SHEET TOTAL			
	0	0	
SHEET TOTALS			
	0	0	

CROSS SECTIONS - CONNECTOR
STA 16+00.00

DESIGN AGENCY: EMH&T

DESIGNER: JPT

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET: P.384 TOTAL: 830

HAM-IR 75-1.95

MODEL: BLP_LOCAL - 16+00.00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 2:59:32 PM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Roadway\Sheets\114161_XS007.dgn

SUPERELEVATION TABLE - RAMP A - CURVE NO A1

PI STA 500+81.71 | Dc = 04° 00' 00"

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
513.83		0.78	0.0490	16.00	501+00.00	513.05						
514.05	213:1	0.90	0.0563	16.00	501+25.00	513.15						
514.07		0.91	0.0570	16.00	501+27.26	513.16						FS
514.17		0.91	0.0570	16.00	501+50.00	513.26						
514.23		0.91	0.0570	16.00	501+75.00	513.32						
514.28		0.91	0.0570	16.00	502+00.00	513.37						
514.37		0.91	0.0570	16.00	502+25.00	513.46						
514.43		0.91	0.0570	16.00	502+50.00	513.52						
514.64		0.91	0.0570	16.00	502+75.00	513.73						
514.93		0.91	0.0570	16.00	503+00.00	514.02						
515.00		0.91	0.0570	16.00	503+21.20	514.09						FS
514.99		0.89	0.0556	16.00	503+25.00	514.10						
515.05		0.74	0.0465	16.00	503+50.00	514.31						
515.31	213:1	0.61	0.0380	16.00	503+73.49	514.70						PT
515.33		0.60	0.0375	16.00	503+75.00	514.73						
515.61		0.45	0.0284	16.00	504+00.00	515.16						
515.80		0.31	0.0193	16.00	504+25.00	515.49						
516.00		0.26	0.0160	16.00	504+34.03	515.74						NC

SUPERELEVATION TABLE - RAMP A - CURVE NO A2

PI STA 506+73.29 | Dc = 01° 30' 00"

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
516.92		0.26	0.0160	16.00	504+87.52	516.66						NC
517.07		0.19	0.0119	16.00	505+00.00	516.88						
517.37		0.06	0.0037	16.00	505+25.00	517.31						
517.50		0.00	0.0000	16.00	505+36.31	517.50						FLAT
517.67	190.6:1 SEE NOTE	-0.07	-0.0045	16.00	505+50.00	517.74						
517.97		-0.20	-0.0127	16.00	505+75.00	518.17						
517.99		-0.21	-0.0133	16.00	505+76.97	518.20						PC
518.08		-0.26	-0.0160	16.00	505+85.10	518.34						RC
518.24		-0.32	-0.0200	16.00	505+97.30	518.56						FS
518.28		-0.32	-0.0200	16.00	506+00.00	518.60						
518.71		-0.32	-0.0200	16.00	506+25.00	519.03						
519.17		-0.32	-0.0200	16.00	506+50.00	519.49						
519.68		-0.32	-0.0200	16.00	506+75.00	520.00						
520.24		-0.32	-0.0200	16.00	507+00.00	520.56						
520.84		-0.32	-0.0200	16.00	507+25.00	521.16						
521.49		-0.32	-0.0200	16.00	507+50.00	521.81						
521.92		-0.32	-0.0200	16.00	507+65.44	522.24						FS
522.06	172:1	-0.30	-0.0185	16.00	507+69.57	522.36						PT
522.26		-0.26	-0.0165	16.00	507+75.00	522.52						
522.30		-0.26	-0.0160	16.00	507+76.45	522.56						NC

NOTE: TRANSITION RATE PROVIDED TO MATCH FUTURE HAM-75-1.96 (PID 124089)

SUPERELEVATION TABLE
RAMP A - CURVE NO 1 & NO 2

DESIGN AGENCY
EMH&T

DESIGNER SJB
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.385 TOTAL 830

HAM-IR 75-1.95

MODEL: RAMP A - CURVE 1-2 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:08:19 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GE002.dgn

SUPERELEVATION TABLE - RAMP B - CURVE NO B3

PI STA 1009+33.35 | Dc = 02° 35' 06"

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
					1008+00.00	525.76	16.00	-0.0480	-0.77	200:1	524.99	PCC
					1008+19.20	525.65	16.00	-0.0420	-0.67		524.98	FS
					1008+25.00	525.61	16.00	-0.0420	-0.67		524.94	
					1008+50.00	525.46	16.00	-0.0420	-0.67		524.79	
					1008+75.00	525.31	16.00	-0.0420	-0.67		524.64	
					1009+00.00	525.19	16.00	-0.0420	-0.67		524.52	
					1009+25.00	525.13	16.00	-0.0420	-0.67		524.46	
					1009+50.00	525.11	16.00	-0.0420	-0.67		524.44	
					1009+75.00	525.16	16.00	-0.0420	-0.67		524.49	
					1010+00.00	525.26	16.00	-0.0420	-0.67		524.59	
					1010+21.57	525.38	16.00	-0.0420	-0.67		524.71	FS
					1010+25.00	525.41	16.00	-0.0409	-0.66		524.75	
					1010+50.00	525.62	16.00	-0.0333	-0.53		525.09	
					1010+66.37	525.78	16.00	-0.0280	-0.45		525.33	PT
					1010+75.00	525.88	16.00	-0.0256	-0.41		525.47	
					1011+00.00	526.20	16.00	-0.0179	-0.29		525.91	
					1011+04.77	526.26	16.00	-0.0160	-0.26	200:1	526.00	RC
					1011+25.00	526.57	16.00	-0.0102	-0.16		526.41	
					1011+50.00	527.00	16.00	-0.0026	-0.04		526.96	
					1011+55.97	527.11	16.00	0.0000	0.00		527.11	FLAT
					1011+75.00	527.48	16.00	0.0051	0.08		527.56	
					1012+00.00	528.02	16.00	0.0128	0.20		528.22	
					1012+07.17	528.18	16.00	0.0160	0.26		528.44	NC

NOTE: SEE TERMINAL DETAILS FOR INFORMATION BEFORE STATION 1008+00.00

SUPERELEVATION TABLE
RAMP B - CURVE NO 3

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.386 TOTAL 830

HAM-IR 75-1.95

MODEL: RAMP B - CURVE 1-2 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:08:25 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GE003.dgn

SUPERELEVATION TABLE - RAMP C - CURVE NO C2

PI STA 62+23.52 | Dc = 01° 00' 00"

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
					60+81.43	516.23	16.00	-0.0200	-0.32		515.91	PC/FS
					61+00.00	517.85	16.00	-0.0200	-0.32		517.53	
					61+25.00	518.05	16.00	-0.0200	-0.32		517.73	
					61+50.00	518.27	16.00	-0.0200	-0.32		517.95	
					61+75.00	518.53	16.00	-0.0200	-0.32		518.21	
					62+00.00	518.81	16.00	-0.0200	-0.32		518.49	
					62+25.00	519.12	16.00	-0.0200	-0.32		518.80	
					62+50.00	519.47	16.00	-0.0200	-0.32		519.15	
					62+75.00	519.84	16.00	-0.0200	-0.32		519.52	
					63+00.00	520.24	16.00	-0.0200	-0.32		519.92	
					63+25.00	520.57	16.00	-0.0200	-0.32		520.25	
					63+44.22	521.08	16.00	-0.0200	-0.32		520.76	FS
					63+50.00	521.14	16.00	-0.0182	-0.29		520.85	
					63+57.02	521.28	16.00	-0.0160	-0.26		521.02	RC
					63+65.55	521.43	16.00	-0.0133	-0.21		521.22	PT
					63+75.00	521.66	16.00	-0.0104	-0.17	200:1	521.49	
					64+00.00	522.18	16.00	-0.0026	-0.04		522.14	
					64+08.22	522.36	16.00	0.0000	0.00		522.36	FLAT
					64+25.00	522.71	16.00	0.0052	0.08		522.79	
					64+50.00	523.20	16.00	0.0131	0.21		523.41	
					64+72.22	523.68	16.00	0.0200	0.32		524.00	NC

SUPERELEVATION TABLE - CONNECTOR - CURVE NO CON1

PI STA 14+18.83 | Dc = 22° 44' 11"

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
					10+13.62	540.28	16.00	-0.0160	-0.26		540.02	NC
					10+25.00	540.10	16.00	-0.0188	-0.30		539.80	
					10+50.00	539.70	16.00	-0.0250	-0.40		539.30	
					10+75.00	539.27	16.00	-0.0311	-0.50		538.77	
					11+00.00	538.59	16.00	-0.0373	-0.60	253:1	537.99	
					11+25.00	537.62	16.00	-0.0435	-0.70		536.92	
					11+50.00	536.37	16.00	-0.0496	-0.79		535.58	
					11+63.62	535.47	16.00	-0.0530	-0.85		534.62	SC/FS
					11+75.00	534.85	16.00	-0.0530	-0.85		534.00	
					12+00.00	533.29	16.00	-0.0530	-0.85		532.44	
					12+25.00	531.74	16.00	-0.0530	-0.85		530.89	
					12+50.00	530.18	16.00	-0.0530	-0.85		529.33	
					12+75.00	528.63	16.00	-0.0530	-0.85		527.78	
					13+00.00	527.07	16.00	-0.0530	-0.85		526.22	
					13+25.00	525.51	16.00	-0.0530	-0.85		524.66	
					13+50.00	523.96	16.00	-0.0530	-0.85		523.11	
					13+75.00	522.40	16.00	-0.0530	-0.85		521.55	
					14+00.00	520.84	16.00	-0.0530	-0.85		519.99	
					14+25.00	519.29	16.00	-0.0530	-0.85		518.44	
					14+50.00	517.73	16.00	-0.0530	-0.85		516.88	
					14+75.00	516.18	16.00	-0.0530	-0.85		515.33	
					15+00.00	514.62	16.00	-0.0530	-0.85		513.77	
					15+22.23	513.24	16.00	-0.0530	-0.85		512.39	FS
					15+25.00	513.06	16.00	-0.0518	-0.83		512.23	
					15+50.00	511.51	16.00	-0.0409	-0.65		510.86	
					15+62.65	510.72	16.00	-0.0353	-0.57	143:1	510.15	PT
					15+75.00	509.97	16.00	-0.0299	-0.48		509.49	
					16+00.00	508.78	16.00	-0.0190	-0.30		508.48	
					16+06.88	508.54	16.00	-0.0160	-0.26		508.28	NC

SUPERELEVATION TABLE
RAMP C - CURVE NO C2 & CONNECTOR - CURVE NO CON1

DESIGN AGENCY
EMH&T

DESIGNER SJB
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.387 TOTAL 830

HAM-IR 75-1.95

MODEL: RAMP C-LOCAL - CURVE 2-LOC2 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:08:31 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GE004.dgn

SUPERELEVATION TABLE - RAMP D - CURVE NO D1

PI STA 304+56.40 | Dc = 03° 00' 00"

LEFT SIDE										BASELINE CONTROL		REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	
496.49		-0.19	-0.0160	12.00	496.68		0.19	0.0160	12.00	302+01.54	496.49	NC
497.20		-0.07	-0.0062	12.00	497.27		0.19	0.0160	12.00	302+25.00	497.08	
497.68	200:1	0.00	0.0000	12.00	497.68		0.19	0.0160	12.00	302+39.94	497.49	FLAT
498.02		0.05	0.0042	12.00	497.97		0.19	0.0160	12.00	302+50.00	497.78	
498.94		0.18	0.0146	12.00	498.76		0.19	0.0160	12.00	302+75.00	498.57	
499.06		0.19	0.0160	12.00	498.87		0.19	0.0160	12.00	302+78.34	498.68	RC
499.92		0.25	0.0205	12.00	499.68		0.25	0.0205	12.00	303+00.00	499.43	
500.35	200:1	0.27	0.0227	12.00	500.08	200:1	0.27	0.0227	12.00	303+10.34	499.81	PC
500.99		0.31	0.0257	12.00	500.68		0.31	0.0257	12.00	303+25.00	500.37	
502.14		0.37	0.0309	12.00	501.77		0.37	0.0309	12.00	303+50.00	501.40	
502.86		0.41	0.0340	12.00	502.45		0.41	0.0340	12.00	303+64.74	502.04	FS
503.31		0.41	0.0340	12.00	502.90		0.41	0.0340	12.00	303+75.00	502.50	
504.49		0.41	0.0340	12.00	504.08		0.41	0.0340	12.00	304+00.00	503.68	
505.71		0.41	0.0340	12.00	505.30		0.41	0.0340	12.00	304+25.00	504.89	
506.93		0.41	0.0340	12.00	506.52		0.41	0.0340	12.00	304+50.00	506.11	
508.15		0.41	0.0340	12.00	507.74		0.41	0.0340	12.00	304+75.00	507.33	
509.36		0.41	0.0340	12.00	508.96		0.41	0.0340	12.00	305+00.00	508.55	
510.58		0.41	0.0340	12.00	510.17		0.41	0.0340	12.00	305+25.00	509.77	
511.68		0.41	0.0340	12.00	511.27		0.41	0.0340	12.00	305+47.50	510.86	FS
511.79		0.40	0.0335	12.00	511.39		0.40	0.0335	12.00	305+50.00	510.98	
512.88		0.34	0.0283	12.00	512.54		0.34	0.0283	12.00	305+75.00	512.20	
513.97	200:1	0.28	0.0231	12.00	513.70	200:1	0.28	0.0231	12.00	306+00.00	513.42	
514.05		0.27	0.0227	12.00	513.78		0.27	0.0227	12.00	306+01.90	513.51	PT
515.07		0.21	0.0179	12.00	514.85		0.21	0.0179	12.00	306+25.00	514.64	
515.45		0.19	0.0160	12.00	515.26		0.19	0.0160	12.00	306+33.90	515.07	RC
516.16		0.11	0.0093	12.00	516.05		0.19	0.0160	12.00	306+50.00	515.86	
517.13		0.00	0.0000	12.00	517.13		0.19	0.0160	12.00	306+72.30	516.94	FLAT
517.25	200:1	-0.01	-0.0011	12.00	517.26		0.19	0.0160	12.00	306+75.00	517.07	
518.32		-0.14	-0.0115	12.00	518.46		0.19	0.0160	12.00	307+00.00	518.26	
518.76		-0.19	-0.0160	12.00	518.95		0.19	0.0160	12.00	307+10.70	518.76	NC

SUPERELEVATION TABLE - RAMP D - CURVE NO D2

PI STA 321+95.12 | Dc = 01° 45' 00"

LEFT SIDE										BASELINE CONTROL		REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	
533.08		-0.19	-0.0160	12.00	533.27		0.19	0.0160	12.00	317+65.49	533.08	NC
532.67		-0.14	-0.0120	12.00	532.81		0.19	0.0160	12.00	317+75.00	532.62	
531.59	200:1	-0.02	-0.0016	12.00	531.61		0.19	0.0160	12.00	318+00.00	531.42	
531.42		0.00	0.0000	12.00	531.42		0.19	0.0160	12.00	318+03.89	531.23	FLAT
530.51		0.11	0.0088	12.00	530.40		0.19	0.0160	12.00	318+25.00	530.21	
529.76		0.19	0.0160	12.00	529.57		0.19	0.0160	12.00	318+42.29	529.38	RC
529.43		0.21	0.0176	12.00	529.22		0.21	0.0176	12.00	318+50.00	529.01	
528.65	200:1	0.26	0.0213	12.00	528.40	200:1	0.26	0.0213	12.00	318+67.89	528.14	PC
528.34		0.27	0.0228	12.00	528.07		0.27	0.0228	12.00	318+75.00	527.80	
527.26		0.34	0.0280	12.00	526.93		0.34	0.0280	12.00	319+00.00	526.59	
526.44		0.38	0.0320	12.00	526.05		0.38	0.0320	12.00	319+19.09	525.67	FS
526.15		0.38	0.0320	12.00	525.77		0.38	0.0320	12.00	319+25.00	525.39	
524.95		0.38	0.0320	12.00	524.56		0.38	0.0320	12.00	319+50.00	524.18	
523.75		0.38	0.0320	12.00	523.36		0.38	0.0320	12.00	319+75.00	522.98	
522.53		0.38	0.0320	12.00	522.15		0.38	0.0320	12.00	320+00.00	521.77	
521.33		0.38	0.0320	12.00	520.94		0.38	0.0320	12.00	320+25.00	520.56	
520.13		0.38	0.0320	12.00	519.74		0.38	0.0320	12.00	320+50.00	519.36	
518.92		0.38	0.0320	12.00	518.53		0.38	0.0320	12.00	320+75.00	518.15	
517.72		0.38	0.0320	12.00	517.33		0.38	0.0320	12.00	321+00.00	516.95	
516.62		0.38	0.0320	11.93	516.23		0.38	0.0320	12.00	321+25.00	515.85	
515.71		0.37	0.0320	11.59	515.34		0.38	0.0320	12.00	321+50.00	514.96	
515.02		0.36	0.0320	11.26	514.66		0.38	0.0320	12.00	321+75.00	514.27	
514.54		0.35	0.0320	10.93	514.19		0.38	0.0320	12.00	322+00.00	513.80	
514.27		0.34	0.0320	10.59	513.93		0.38	0.0320	12.00	322+25.00	513.54	
514.21		0.33	0.0320	10.26	513.88		0.38	0.0320	12.00	322+50.00	513.49	
514.35		0.32	0.0320	9.93	514.04		0.38	0.0320	12.00	322+75.00	513.65	
514.71		0.31	0.0320	9.60	514.41		0.38	0.0320	12.00	323+00.00	514.02	
515.18		0.30	0.0320	9.26	514.88		0.38	0.0320	12.00	323+25.00	514.50	
515.64		0.29	0.0320	8.93	515.36		0.38	0.0320	12.00	323+50.00	514.97	
516.11		0.28	0.0320	8.60	515.83		0.38	0.0320	12.00	323+75.00	515.45	
516.57		0.26	0.0320	8.26	516.30		0.38	0.0320	12.00	324+00.00	515.92	
517.01		0.25	0.0320	7.93	516.76		0.38	0.0320	12.00	324+25.00	516.37	
517.44		0.24	0.0320	7.60	517.20		0.38	0.0320	12.00	324+50.00	516.82	
517.86		0.23	0.0320	7.27	517.63		0.38	0.0320	12.00	324+75.00	517.24	
518.26		0.22	0.0320	6.93	518.04		0.38	0.0320	12.00	325+00.00	517.66	
518.58		0.21	0.0320	6.66	518.36		0.38	0.0320	12.00	325+20.18	517.98	CS/FS
518.64		0.21	0.0317	6.60	518.43		0.38	0.0317	12.00	325+25.00	518.05	
518.99		0.19	0.0302	6.27	518.80		0.36	0.0302	12.00	325+50.00	518.44	
519.32		0.17	0.0287	5.93	519.15		0.34	0.0287	12.00	325+75.00	518.81	
519.65	694:1	0.15	0.0272	5.60	519.49	694:1	0.33	0.0272	12.00	326+00.00	519.17	
519.97		0.14	0.0257	5.27	519.84		0.31	0.0257	12.00	326+25.00	519.53	
520.30		0.12	0.0242	4.93	520.18		0.29	0.0242	12.00	326+50.00	519.89	
520.62		0.10	0.0227	4.60	520.52		0.27	0.0227	12.00	326+75.00	520.25	
520.95		0.09	0.0212	4.27	520.86		0.25	0.0212	12.00	327+00.00	520.61	
521.22		0.08	0.0200	4.00	521.14		0.24	0.0200	12.00	327+20.18	520.90	ST/NC

SUPERELEVATION TABLE
RAMP D - CURVE NO 1 & NO 2

DESIGN AGENCY: EMH&T

DESIGNER: SJB

REVIEWER: MJR 11/02/26

PROJECT ID: 114161

SHEET P.388 | TOTAL 830

HAM-IR 75-1.95

MODEL: RAMP D - CURVE 1-2 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:08:36 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GE005.dgn

SUPERELEVATION TABLE - RAMP G - CURVE NO G2

PI STA 506+18.38 | Dc = 03° 00' 00"

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
					504+48.18	493.98	16.00	-0.0160	-0.26		493.72	NC
					504+50.00	493.98	16.00	-0.0153	-0.24		493.74	
					504+75.00	494.11	16.00	-0.0056	-0.09		494.02	
					504+89.39	494.19	16.00	0.0000	0.00		494.19	FLAT
					505+00.00	494.26	16.00	0.0041	0.07	161:1	494.33	
					505+25.00	494.47	16.00	0.0138	0.22		494.69	
					505+37.82	494.60	16.00	0.0188	0.30		494.90	PC
					505+50.00	494.74	16.00	0.0235	0.38		495.12	
					505+61.52	494.88	16.00	0.0280	0.45		495.33	FS
					505+75.00	495.06	16.00	0.0280	0.45		495.51	
					506+00.00	495.44	16.00	0.0280	0.45		495.89	
					506+25.00	495.88	16.00	0.0280	0.45		496.33	
					506+50.00	496.37	16.00	0.0280	0.45		496.82	
					506+74.89	496.92	16.00	0.0280	0.45		497.37	FS
					506+75.00	496.92	16.00	0.0280	0.45		497.37	
					506+98.85	497.50	16.00	0.0187	0.30	161:1	497.80	PT
					507+00.00	497.53	16.00	0.0183	0.29		497.82	
					507+05.81	497.68	16.00	0.0160	0.26		497.94	NC

SUPERELEVATION TABLE - RAMP G - CURVE NO G3

PI STA 511+88.54 | Dc = 02° 30' 00"

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
					507+50.17	498.91	16.00	0.0160	0.26		499.17	NC
					507+75.00	499.68	16.00	0.0082	0.13		499.81	
					508+00.00	500.51	16.00	0.0004	0.01		500.52	
					508+01.37	500.56	16.00	0.0000	0.00		500.56	FLAT
					508+25.00	501.40	16.00	-0.0074	-0.12		501.28	
					508+50.00	502.35	16.00	-0.0152	-0.24		502.10	
					508+52.57	502.45	16.00	-0.0160	-0.26	200:1	502.19	NC
					508+75.00	503.35	16.00	-0.0230	-0.37		502.98	
					508+86.81	503.84	16.00	-0.0267	-0.43		503.41	PC
					509+00.00	504.38	16.00	-0.0308	-0.49		503.89	
					509+25.00	505.41	16.00	-0.0386	-0.62		504.79	
					509+29.37	505.59	16.00	-0.0400	-0.64		504.95	FS
					509+50.00	506.44	16.00	-0.0400	-0.64		505.80	
					509+75.00	507.47	16.00	-0.0400	-0.64		506.83	
					510+00.00	508.50	16.00	-0.0400	-0.64		507.86	
					510+25.00	509.53	16.00	-0.0400	-0.64		508.89	
					510+50.00	510.56	16.00	-0.0400	-0.64		509.92	
					510+75.00	511.59	16.00	-0.0400	-0.64		510.95	
					511+00.00	512.62	16.00	-0.0400	-0.64		511.98	
					511+25.00	513.65	16.00	-0.0400	-0.64		513.01	
					511+50.00	514.68	16.00	-0.0400	-0.64		514.04	
					511+75.00	515.71	16.00	-0.0400	-0.64		515.07	
					512+00.00	516.74	16.00	-0.0400	-0.64		516.10	
					512+25.00	517.75	16.00	-0.0400	-0.64		517.11	
					512+50.00	518.71	16.00	-0.0400	-0.64		518.07	
					512+75.00	519.62	16.00	-0.0400	-0.64		518.98	
					513+00.00	520.49	16.00	-0.0400	-0.64		519.85	
					513+25.00	521.31	16.00	-0.0400	-0.64		520.67	
					513+50.00	522.09	16.00	-0.0400	-0.64		521.45	
					513+75.00	522.82	16.00	-0.0400	-0.64		522.18	
					514+00.00	523.50	16.00	-0.0400	-0.64		522.86	
					514+25.00	524.14	16.00	-0.0400	-0.64		523.50	
					514+50.00	524.73	16.00	-0.0400	-0.64		524.09	
					514+75.00	525.28	16.00	-0.0400	-0.64		524.64	
					514+78.81	525.36	16.00	-0.0400	-0.64		524.72	FS
					514+86.81	525.52	16.00	-0.0425	-0.68	200:1	524.84	PCC
					514+94.81	525.68	16.00	-0.0450	-0.72		524.96	FS

SUPERELEVATION TABLE
RAMP G - CURVE NO 2 & NO 3

DESIGN AGENCY
EMH&T

DESIGNER SJB
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.389 TOTAL 830

HAM-IR 75-1.95

MODEL: RAMP G - CURVE 2-3 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:08:43 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GE006.dgn

SUPERELEVATION TABLE - RAMP G - CURVE NO G4

PI STA 517+86.50 | Dc = 03° 00' 00"

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
					520+00.00	526.42	16.00	-0.0450	-0.72		525.70	
					520+25.00	526.16	16.00	-0.0450	-0.72		525.44	
					520+33.34	526.07	16.00	-0.0450	-0.72		525.35	FS
					520+50.00	525.90	16.00	-0.0398	-0.64		525.26	
					520+75.00	525.63	16.00	-0.0320	-0.51		525.12	
					520+81.34	525.57	16.00	-0.0300	-0.48	200:1	525.09	PT
					521+00.00	525.37	16.00	-0.0242	-0.39		524.98	
					521+25.00	525.11	16.00	-0.0164	-0.26		524.85	
					521+26.14	525.10	16.00	-0.0160	-0.26		524.84	RC

SUPERELEVATION TABLE - RAMP G - CURVE NO G5

PI STA 527+73.51 | Dc = 02° 45' 00"

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	REMARKS
					526+36.47	521.86	16.00	-0.0160	-0.26		521.86	NC
					526+50.00	521.79	16.00	-0.0202	-0.32		521.79	
					526+74.87	521.67	16.00	-0.0280	-0.45	200:1	521.67	PC
					527+00.00	521.54	16.00	-0.0359	-0.57		521.74	
					527+19.67	521.44	16.00	-0.0420	-0.67		521.44	FS
					527+25.00	521.42	16.00	-0.0420	-0.67		521.42	
					527+50.00	521.29	16.00	-0.0420	-0.67		521.29	
					527+75.00	521.17	16.00	-0.0420	-0.67		521.17	
					528+00.00	521.04	16.00	-0.0420	-0.67		521.04	
					528+25.00	520.92	16.00	-0.0420	-0.67		520.92	
					528+27.19	520.91	16.00	-0.0420	-0.67		520.91	FS
					528+50.00	520.79	16.00	-0.0349	-0.56		520.79	
					528+71.99	520.68	16.00	-0.0280	-0.45	200:1	520.68	PT
					528+75.00	520.67	16.00	-0.0271	-0.43		520.67	
					529+00.00	520.54	16.00	-0.0192	-0.31		520.60	
					529+10.39	520.49	16.00	-0.0160	-0.26		520.61	NC

SUPERELEVATION TABLE
RAMP G - CURVE NO 4 & NO 5

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

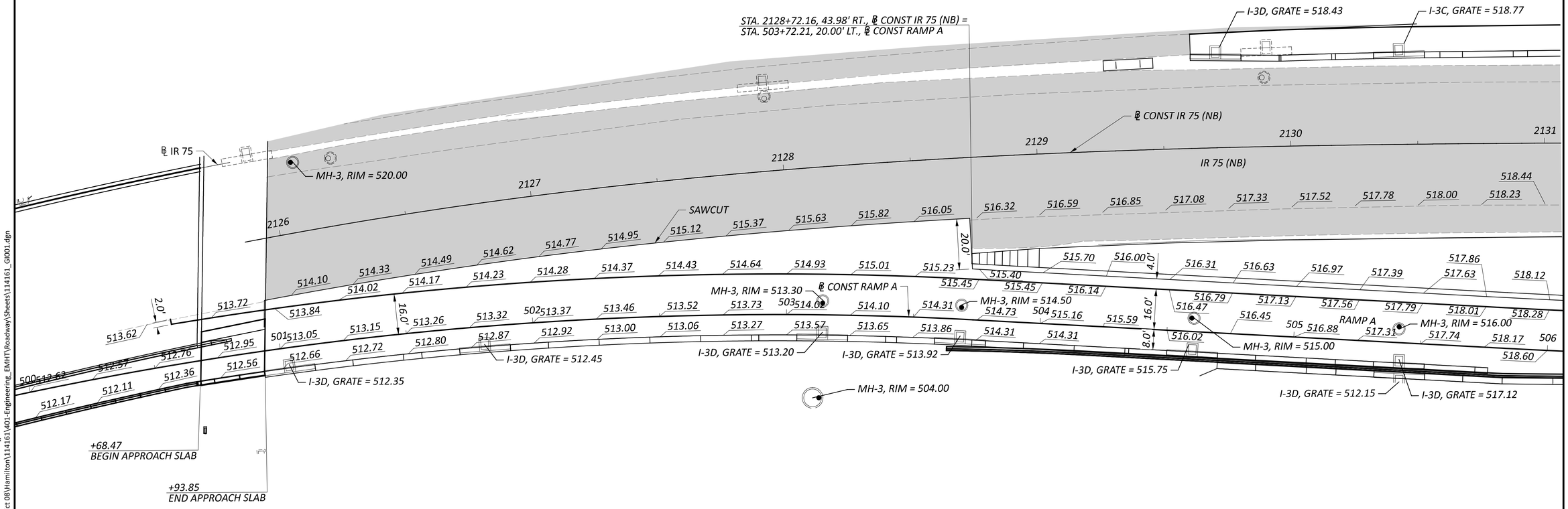
SHEET P.390 | TOTAL 830

HAM-IR 75-1.95

MODEL: RAMP G - CURVE 4-5 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:08:43 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\d01-Engineering_EMHT\Roadway\Sheets\114161_GE006.dgn

LEGEND

- PAVEMENT PLANING AND OVERLAY



HORIZONTAL SCALE IN FEET

0 10 20 40

RAMP TERMINAL DETAILS IR 75 AND RAMP A

HAM-IR 75-1.95

MODEL: Terminal Details - Sheet1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 7:41:16 AM USER: jjones
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DESIGN AGENCY
EMHT

DESIGNER
SJB

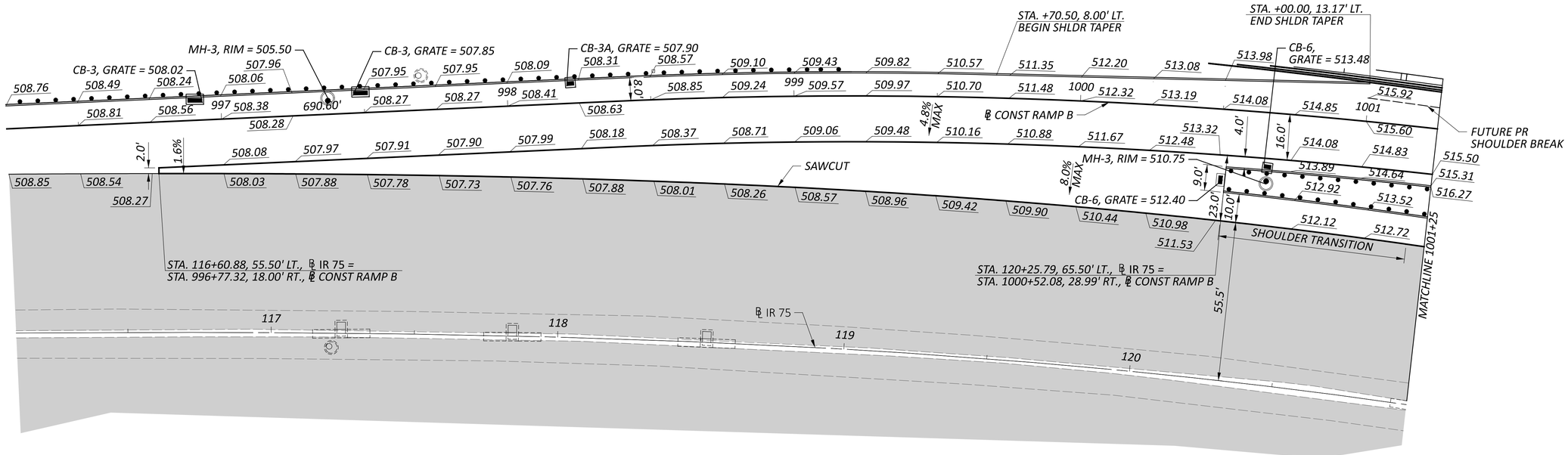
REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.391 TOTAL 830

LEGEND

- PAVEMENT PLANING AND OVERLAY



HORIZONTAL SCALE IN FEET

0 10 20 40

RAMP TERMINAL DETAILS
IR 75 AND RAMP B

DESIGN AGENCY

EMH&T

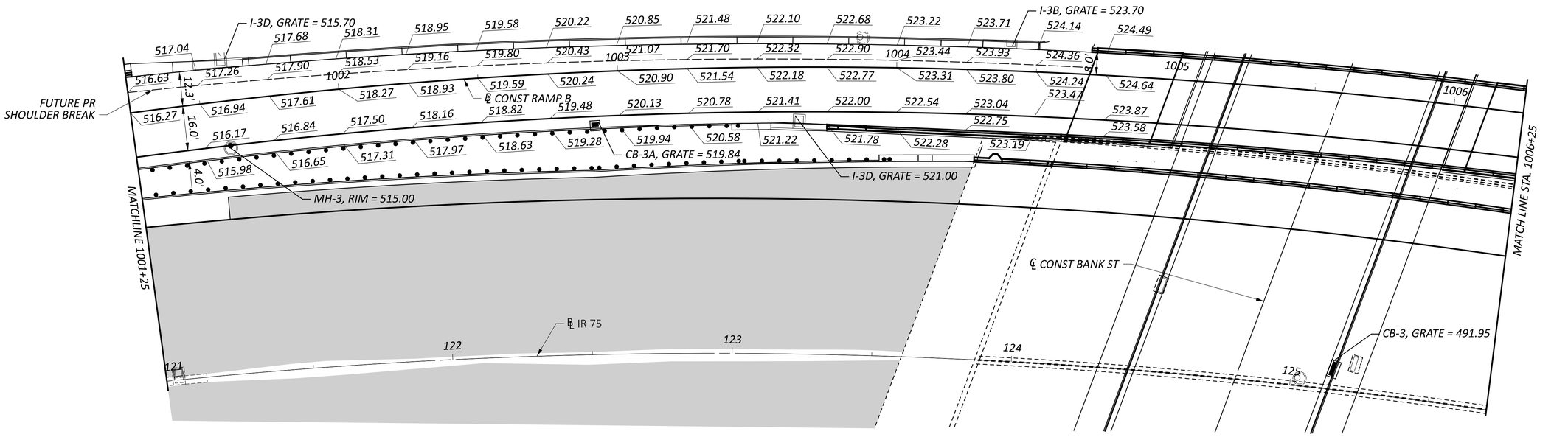
DESIGNER	SJB
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.392
TOTAL	830

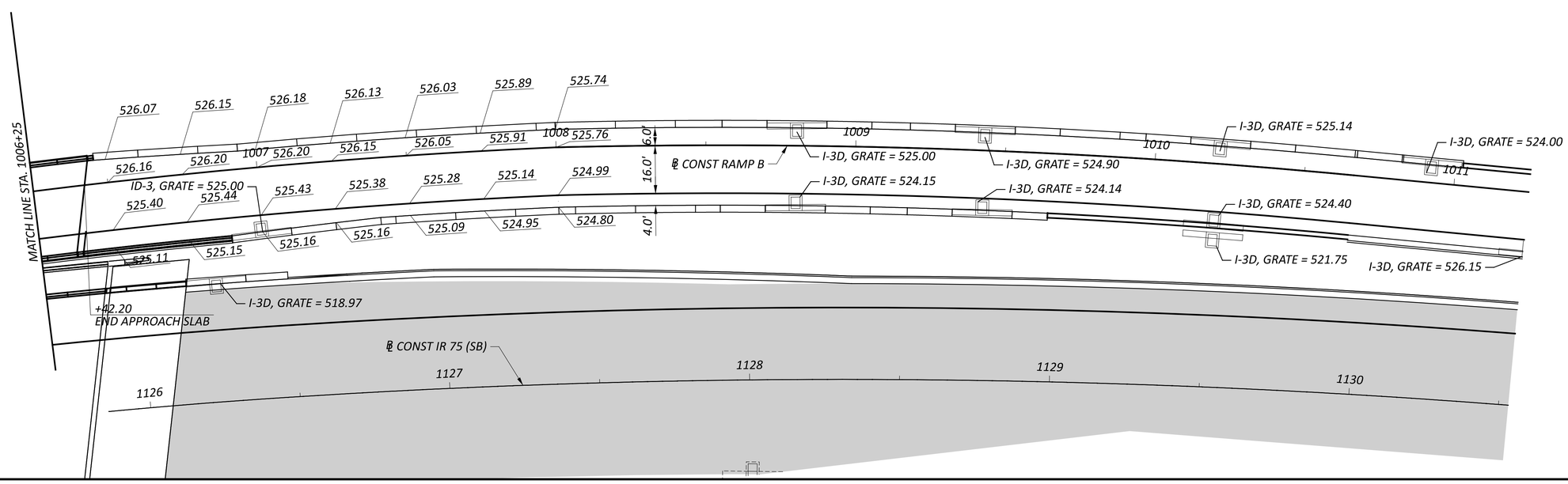
HAM-IR 75-1.95

MODEL: Ramp B Terminal Detail - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 11:21:27 AM USER: jjones
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GI002.dgn

LEGEND

- PAVEMENT PLANING AND OVERLAY





HORIZONTAL SCALE IN FEET
0 10 20 40

RAMP TERMINAL DETAILS
IR 75 AND RAMP B

DESIGN AGENCY
EMH&T

DESIGNER	SJB
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.393
TOTAL	830

HAM-IR 75-1.95

MODEL: Ramp B Terminal Detail - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 11:21:33 AM USER: jjones
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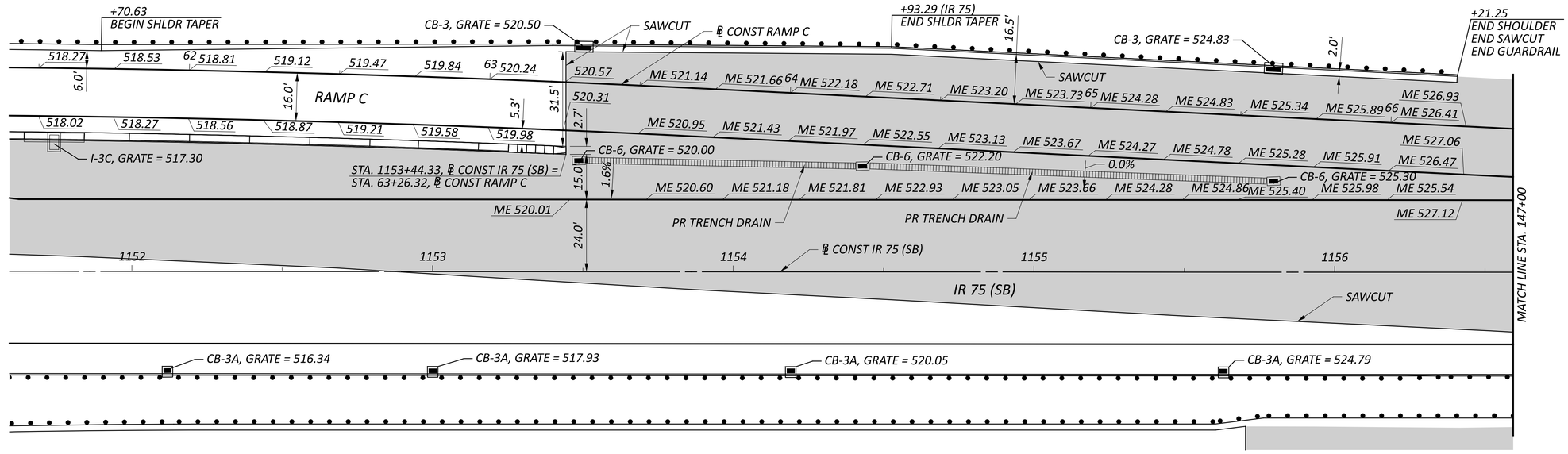
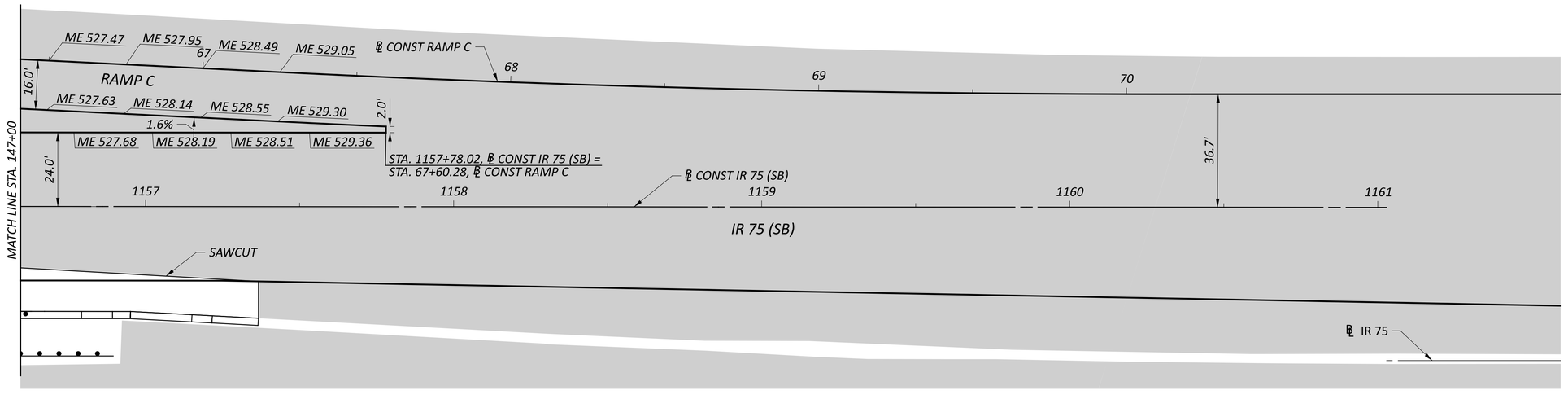
LEGEND

- PAVEMENT PLANING AND OVERLAY





HORIZONTAL SCALE IN FEET
0 10 20 40

RAMP TERMINAL DETAILS
IR 75 AND RAMP C

DESIGN AGENCY
EMH&T

DESIGNER SJB
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.394 TOTAL 830

HAM-IR 75-1.95

MODEL: Terminal Details - Sheet1 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:10:09 PM USER: mrahall
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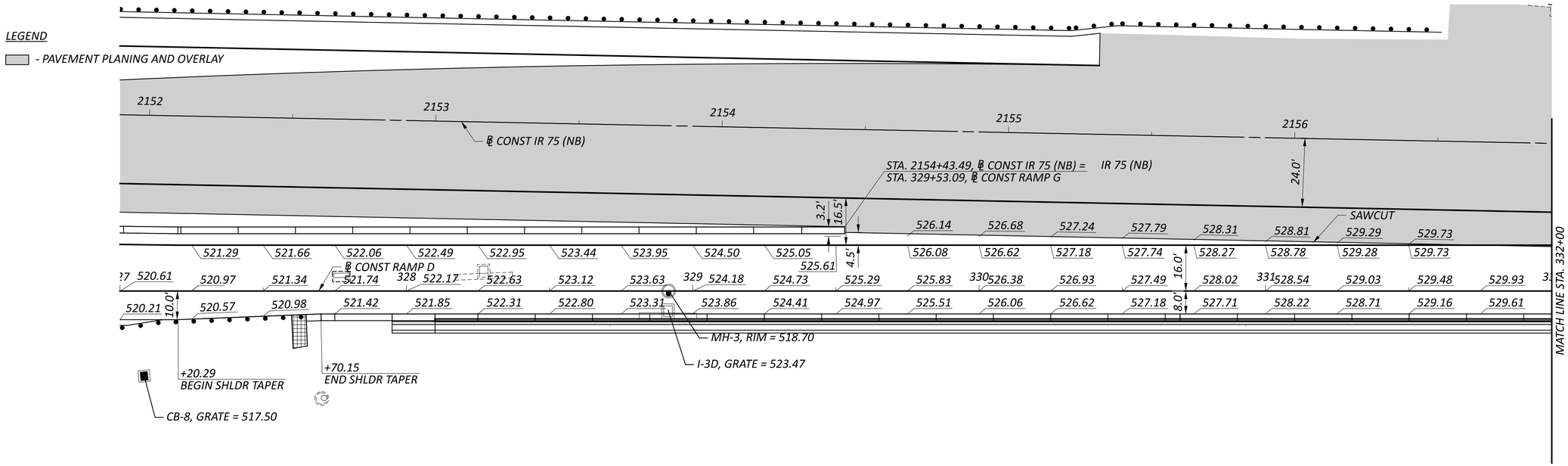
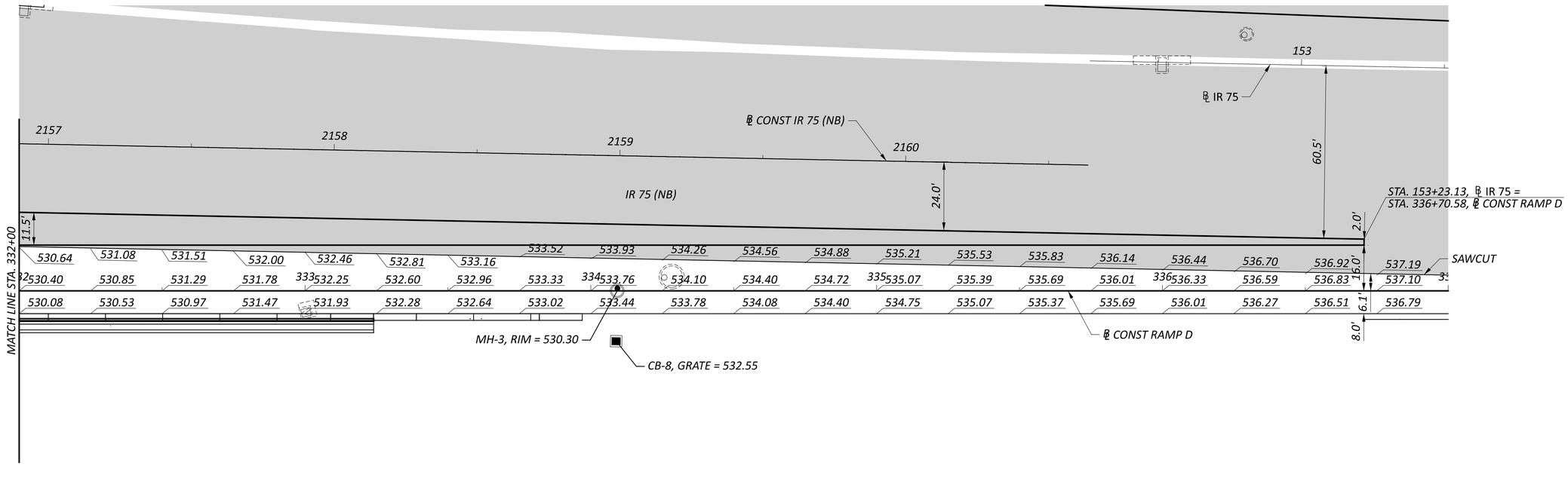




HORIZONTAL SCALE IN FEET
0 10 20 40

RAMP TERMINAL DETAILS
IR 75 AND RAMP D

DESIGN AGENCY
EMH&T

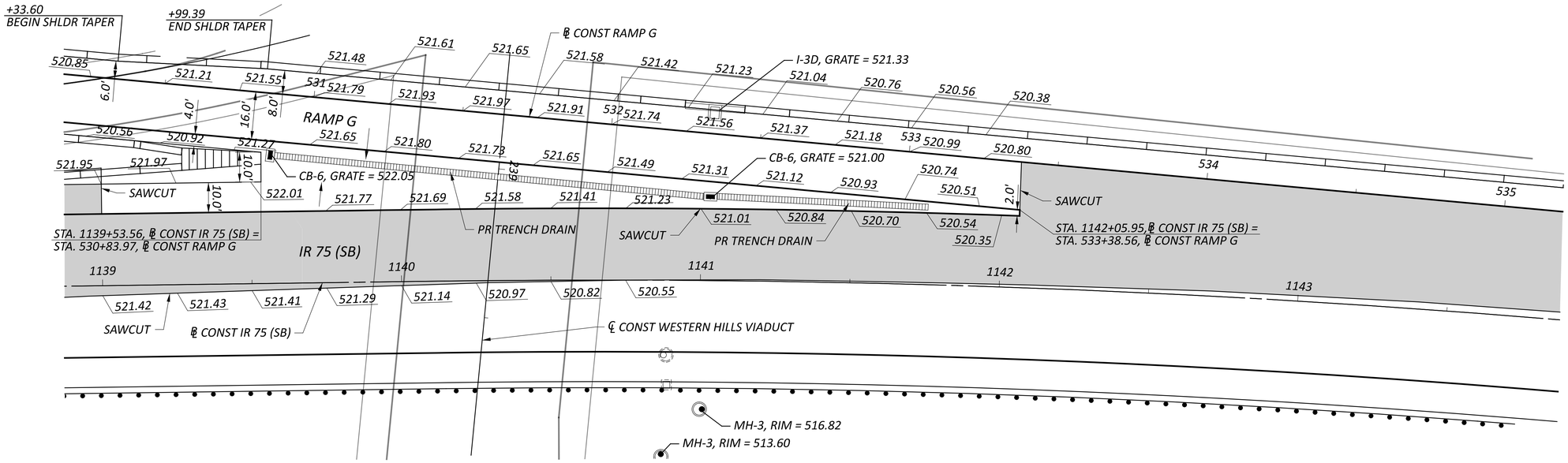
DESIGNER SJB
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.395 TOTAL 830

HAM-IR 75-1.95

MODEL: Ramp D Terminal Details - 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:10:29 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GI004.dgn

LEGEND

- PAVEMENT PLANING AND OVERLAY



HORIZONTAL SCALE IN FEET
0 10 20 40

RAMP TERMINAL DETAILS
IR 75 AND RAMP G

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.396 | TOTAL 830

HAM-IR 75-1.95

MODEL: Terminal Details - Sheet1 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:10:58 PM USER: mrahall
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INTERSECTION DETAILS
WESTERN HILLS VIADUCT AND RAMPS A, B, C & D

HORIZONTAL SCALE IN FEET
0 10 20 40

LEGEND
- (E) EXPANSION JOINT AS PER BP-2.2
- (L) STANDARD LONGITUDINAL JOINT AS PER BP-2.1
- (C) CONTRACTION JOINT AS PER BP-2.2
- (J) TYPE B PRESURE RELIEF JOINT AS PER BP-2.4

STA 237+31.75, 176.69' LT
STA. 51+75.98, 114.54' LT
Δ = 55°34'19"
R = 50.00'
L = 48.50'

STA 237+87.77, 93.86' LT
STA 50+93.50, 58.00' LT
Δ = 55°34'19"
R = 50.00'
L = 48.50'

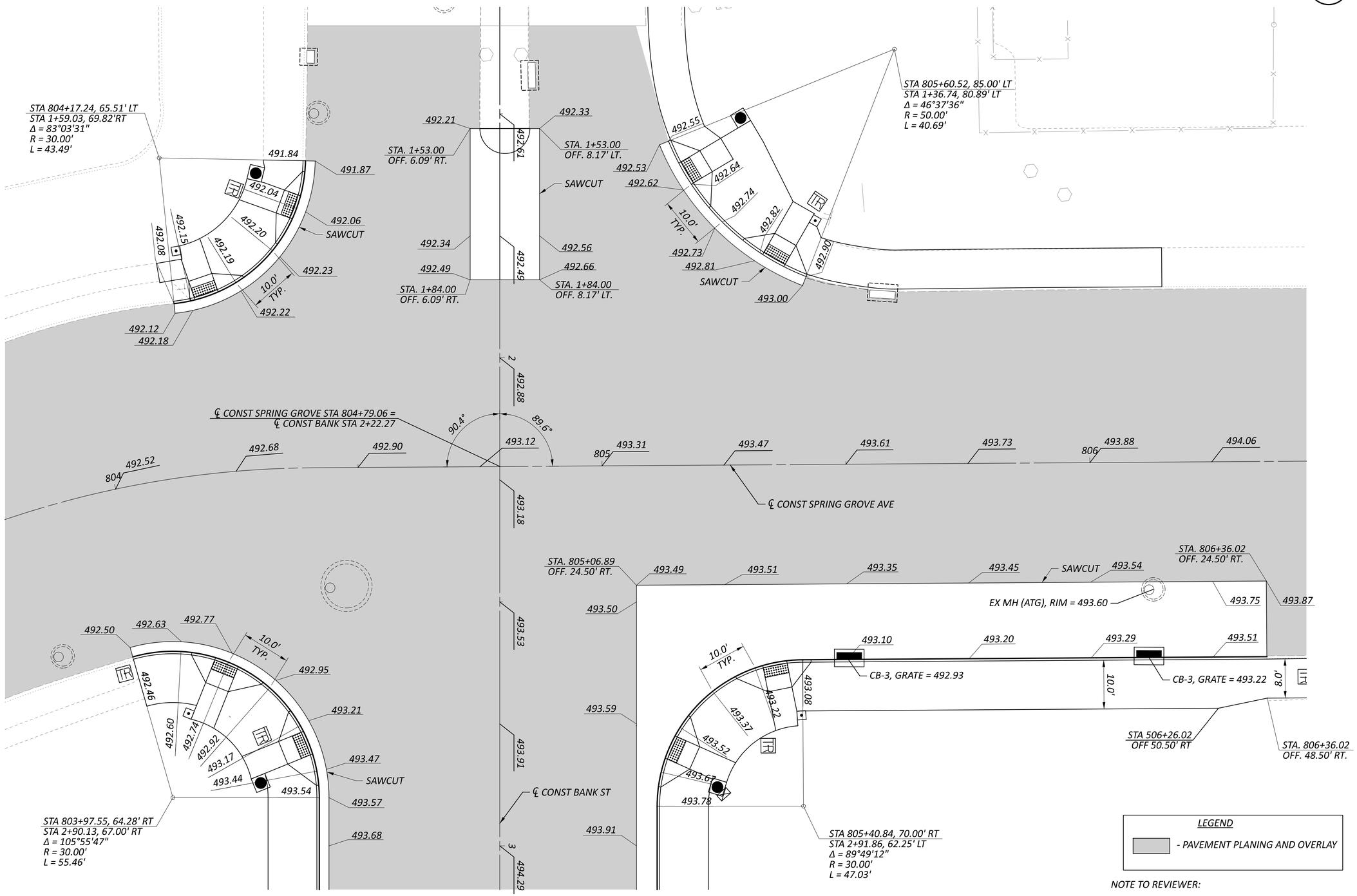
℄ CONST RAMP C
RAMP C
℄ CONST IR 75 (SB)
IR 75 (SB)
℄ CONST IR 75 (NB)
IR 75 (NB)
+80.88, 28.00' LT
BEGIN LANE TAPER
240+79.16, 37.74' LT
END LANE TAPER
+93.86, 24.00' LT
END LANE TAPER
+12.56, 31.44' LT
BEGIN LANE TAPER
STA 240+76.20, 167.61' LT
STA 315+97.18, 62.97' LT
Δ = 84°33'37"
R = 30.00'
L = 44.28'
RAMP D
℄ CONST RAMP D
℄ CONST WESTERN HILLS VIADUCT
℄ CONST CONNECTOR
CONNECTOR
WESTERN HILLS VIADUCT STA = 238+45.19
RAMP C STA 50+00.00
WESTERN HILL VIADUCT STA = 238+40.37
RAMP B STA 21+12.99
WESTERN HILLS VIADUCT
WESTERN HILLS VIADUCT STA = 241+45.90
RAMP D STA 315+23.27
RAMP D STA = 315+11.22
CONNECTOR STA 10+00.00
STA 240+92.15, 43.00' RT
STA 314+85.57, 57.59' LT
Δ = 45°50'12"
R = 15.00'
L = 12.00'
STA 240+70.63, 63.90' RT
STA 314+66.81, 81.00' LT
Δ = 38°42'59"
R = 45.00'
L = 30.41'
STA 237+86.71, 103.23' RT
STA 1020+34.11, 82.63' LT
Δ = 48°17'19"
R = 75.00'
L = 63.21'
STA 237+10.19, 167.61' RT
STA 1019+86.73, 175.00' LT
Δ = 24°33'19"
R = 175.00'
L = 75.00'
℄ CONST RAMP B
RAMP B
CROWN OF PAVEMENT
℄ CONST RAMP D

DESIGN AGENCY
EMH&T

DESIGNER	SJB
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.397
TOTAL	830

HAM-IR 75-1.95

MODEL: WHV INT DETAIL - Sheet1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 10:03:10 AM USER: jtheuring
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Roadway\Sheets\114161_GI006.dgn



HORIZONTAL SCALE IN FEET
0 5 10 20

INTERSECTION DETAILS
BANK ST AND SPRING GROVE AVE/DALTON AVE

DESIGN AGENCY
EMHT

DESIGNER SJB
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.398 TOTAL 830

HAM-IR 75-1.95

MODEL: Bank and Spring Grove - Sheet1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 12:49:49 PM USER: jjones
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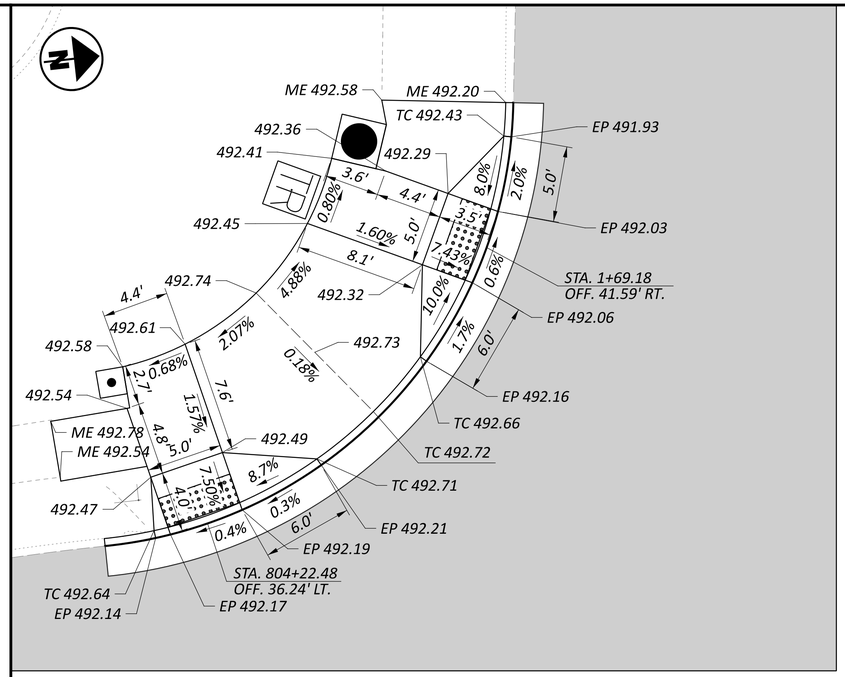
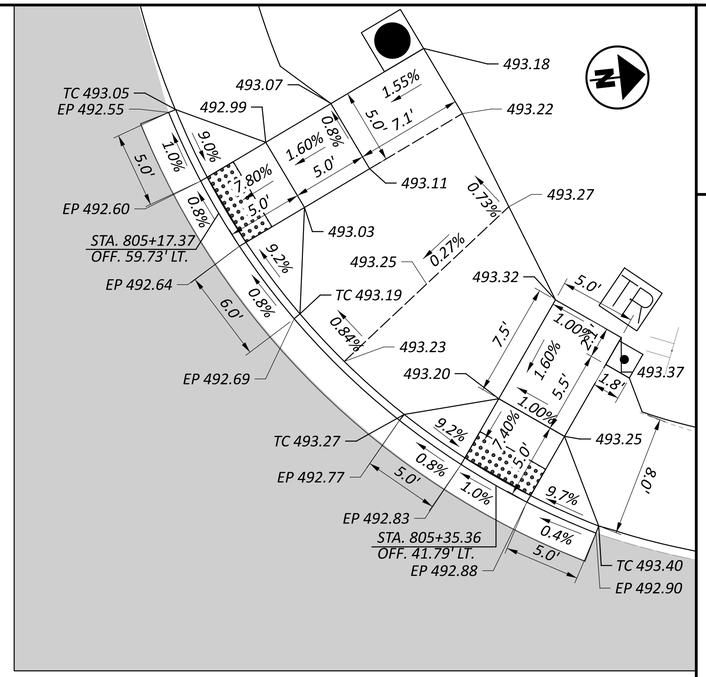
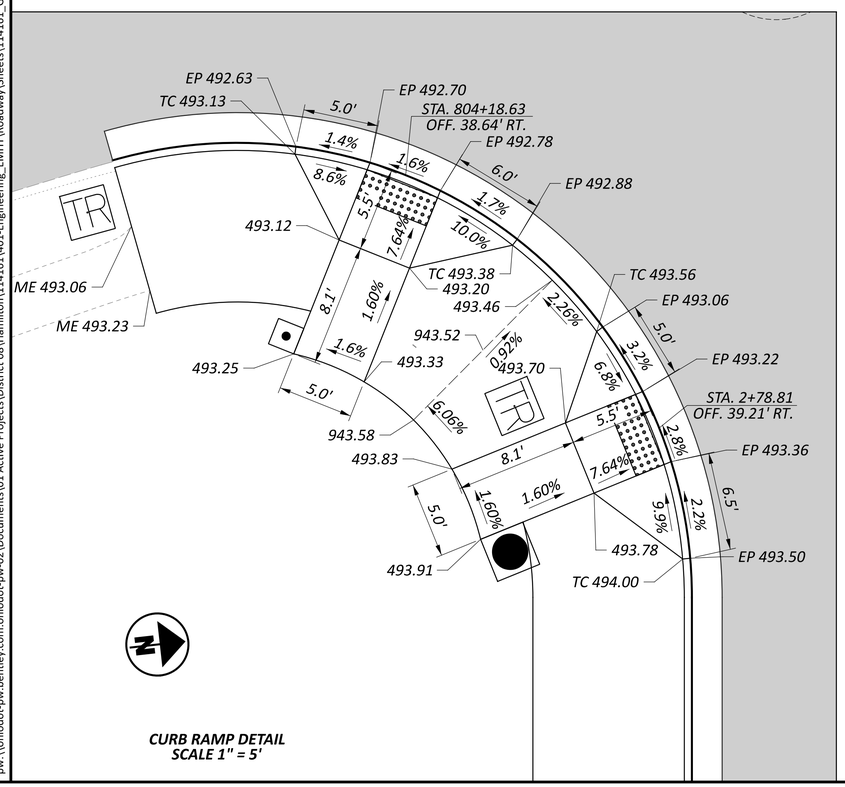


CURB RAMP DETAIL
SCALE 1" = 5'



CURB RAMP DETAIL
SCALE 1" = 5'

HORIZONTAL
SCALE IN FEET
0 2.5 5 10



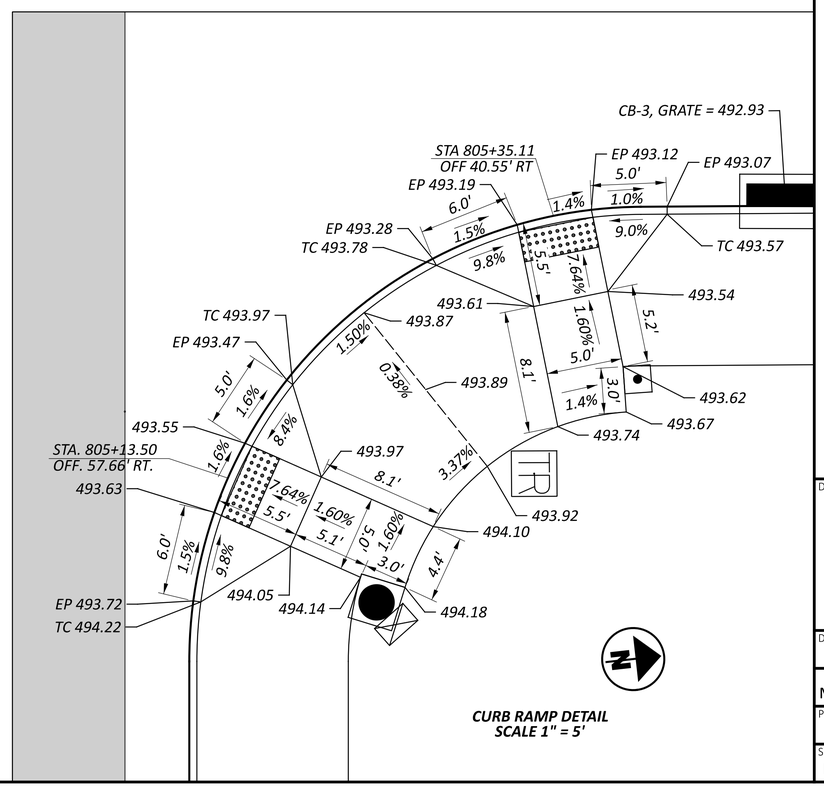
CURB RAMP DETAIL
SCALE 1" = 5'

LEGEND

- PAVEMENT PLANING AND OVERLAY

NOTE TO REVIEWER:

- ALL PROPOSED CURB ELEVATIONS ARE BOTTOM OF CURB UNLESS OTHERWISE NOTED



CURB RAMP DETAIL
SCALE 1" = 5'

INTERSECTION DETAILS
BANK ST AND SPRING GROVE AVE/DALTON AVE

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.399 | TOTAL 830

HAM-IR 75-1.95

MODEL: Bank and Spring Grove - Sheet2 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 9:36:41 AM USER: jtheuring
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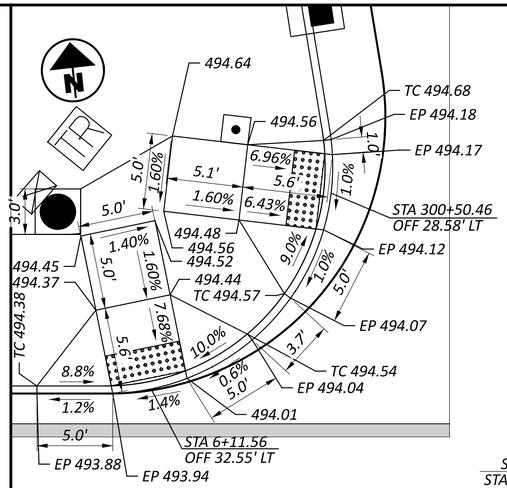
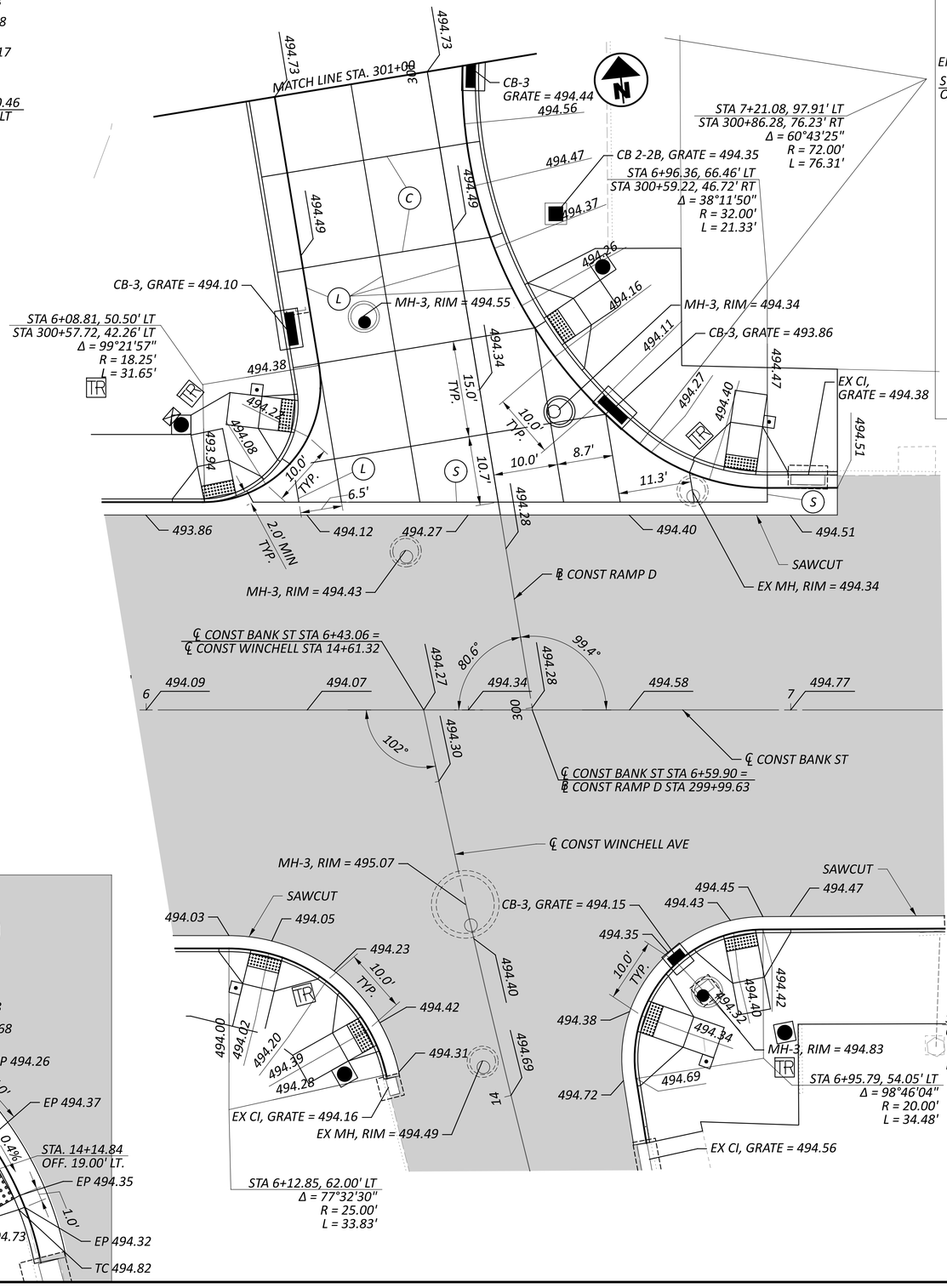
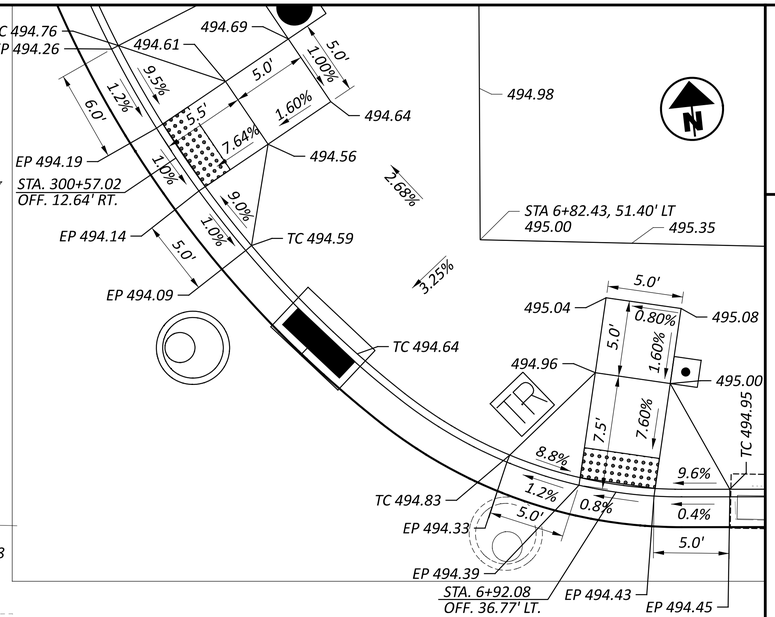
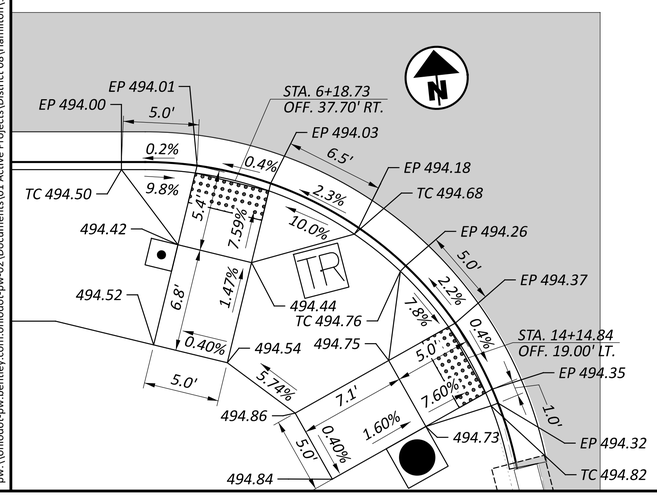


CURB RAMP DETAIL
SCALE 1" = 5'

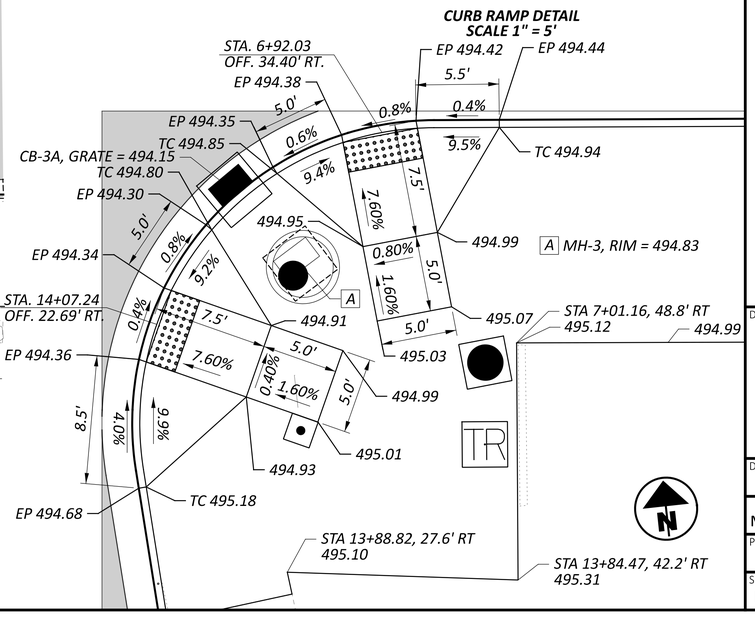




CURB RAMP DETAIL
SCALE 1" = 5'



CURB RAMP DETAIL
SCALE 1" = 5'



LEGEND

- PAVEMENT PLANING AND OVERLAY
- (E) EXPANSION JOINT AS PER BP-2.2
- (L) STANDARD LONGITUDINAL JOINT AS PER BP-2.1
- (C) CONTRACTION JOINT AS PER BP-2.2
- (S) STANDARD LONGITUDINAL JOINT AS PER BP-2.1 WITHOUT TIE BARS

NOTE TO REVIEWER:

- ALL PROPOSED CURB ELEVATIONS ARE BOTTOM OF CURB UNLESS OTHERWISE NOTED

-ELEVATIONS SHOWN AT SAWCUT LOCATIONS MATCH EXISTING PAVEMENT ELEVATIONS

INTERSECTION DETAILS
BANK ST AND WINCHELL AVE/RAMP D

HAM-IR 75-1.95

MODEL: Bank and Winchell - Sheet1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 9:36:43 AM USER: jtheuring
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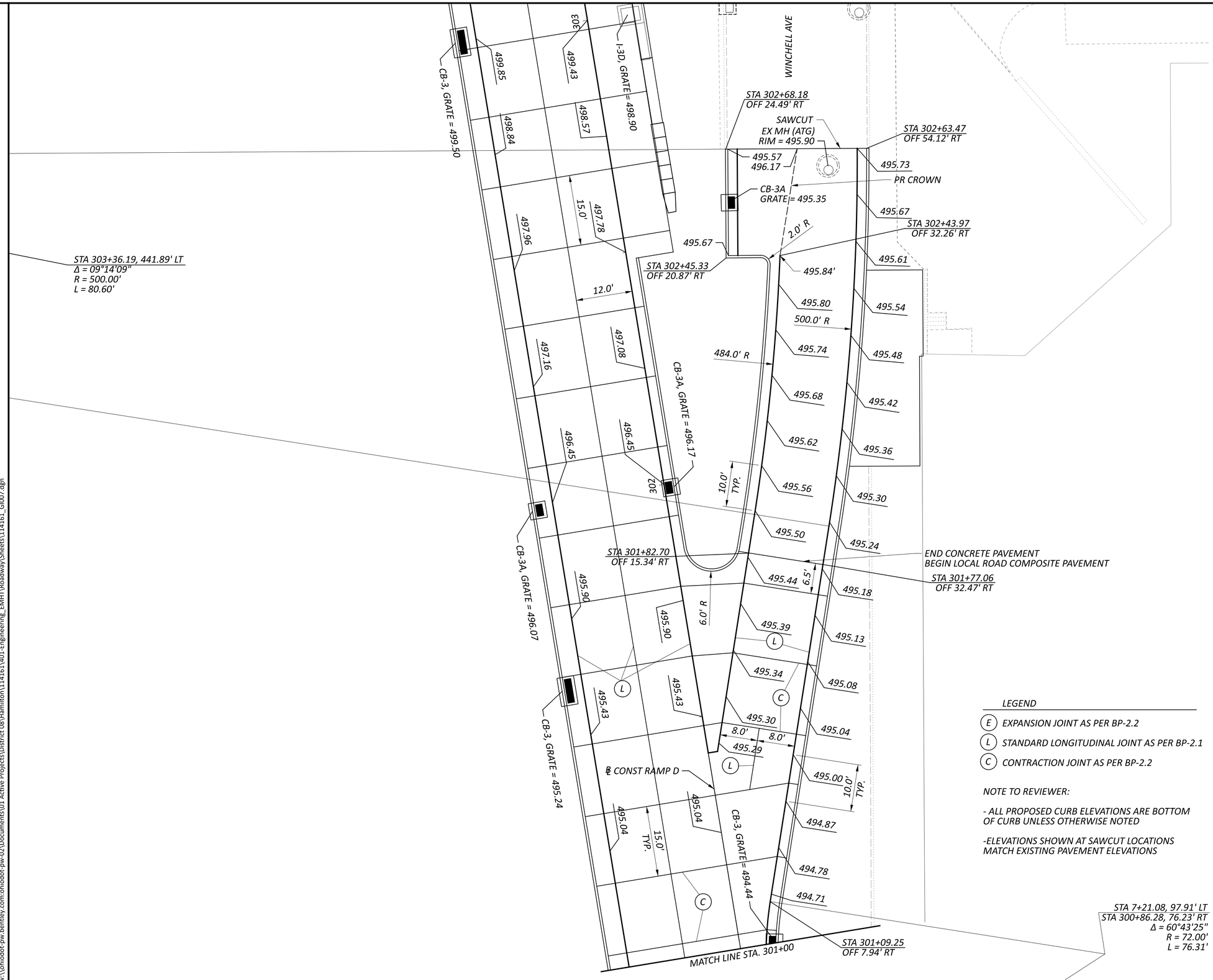
DESIGN AGENCY
EMH&T

DESIGNER	SJB
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.400
TOTAL	830



LEGEND

(E) EXPANSION JOINT AS PER BP-2.2

(L) STANDARD LONGITUDINAL JOINT AS PER BP-2.1

(C) CONTRACTION JOINT AS PER BP-2.2

NOTE TO REVIEWER:

- ALL PROPOSED CURB ELEVATIONS ARE BOTTOM OF CURB UNLESS OTHERWISE NOTED

-ELEVATIONS SHOWN AT SAWCUT LOCATIONS MATCH EXISTING PAVEMENT ELEVATIONS

HORIZONTAL SCALE IN FEET
0 5 10 20

INTERSECTION DETAILS WINCHELL AVE AND RAMP D

HAM-IR 75-1.95

MODEL: Winchell and Ramp D - Sheet1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 9:36:45 AM USER: jtheuring
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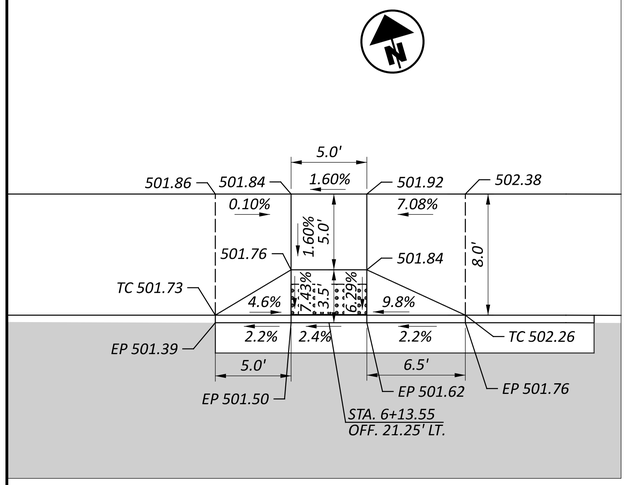
DESIGN AGENCY
EMH&T

DESIGNER SJB

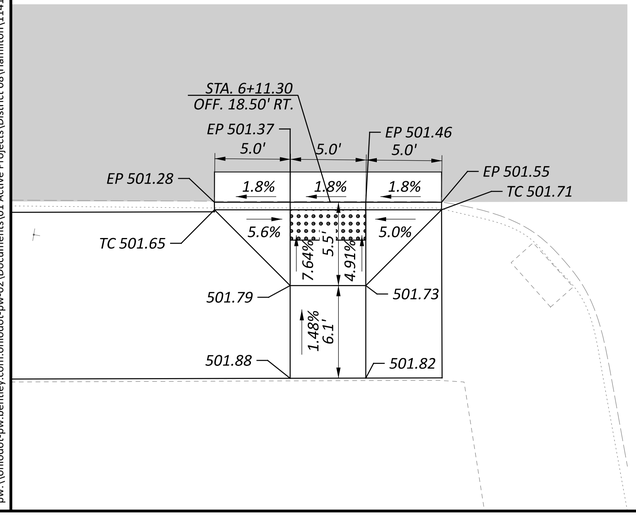
REVIEWER MJR 11/02/26

PROJECT ID 114161

SHEET P.401 TOTAL 830



CURB RAMP DETAIL
SCALE 1" = 5'



CURB RAMP DETAIL
SCALE 1" = 5'

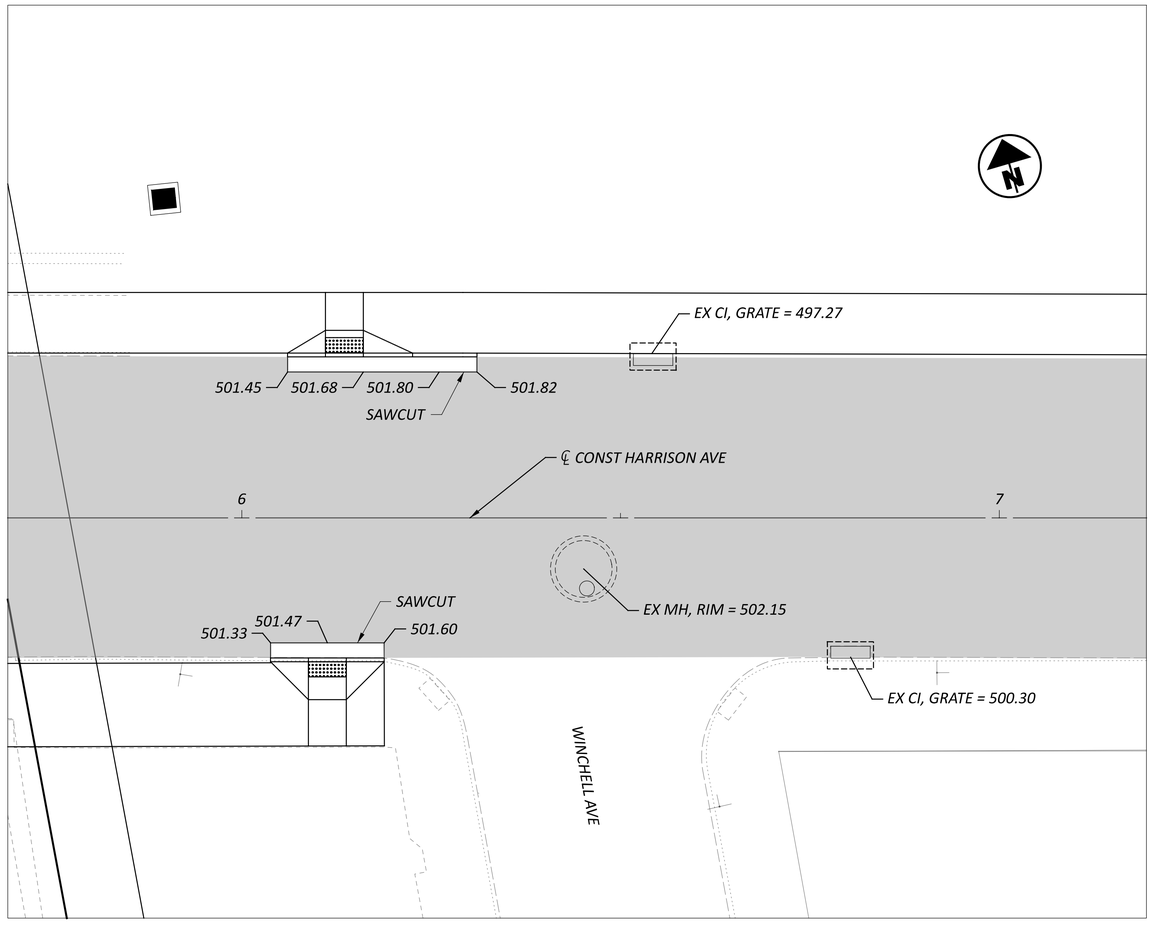
LEGEND

- *PAVEMENT PLANING AND OVERLAY*

NOTE TO REVIEWER:

- ALL PROPOSED CURB ELEVATIONS ARE BOTTOM OF CURB UNLESS OTHERWISE NOTED

-ELEVATIONS SHOWN AT SAWCUT LOCATIONS MATCH EXISTING PAVEMENT ELEVATIONS



HORIZONTAL SCALE IN FEET
0 5 10 20

INTERSECTION DETAILS
HARRISON AVE AND SPRING GROVE AVE

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.402 | TOTAL 830

HAM-IR 75-1.95

MODEL: Harrison and Winchell - Sheet1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 9:36:58 AM USER: jtheuring
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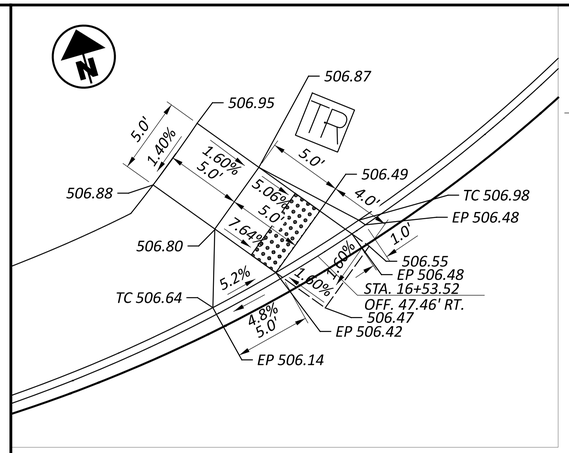
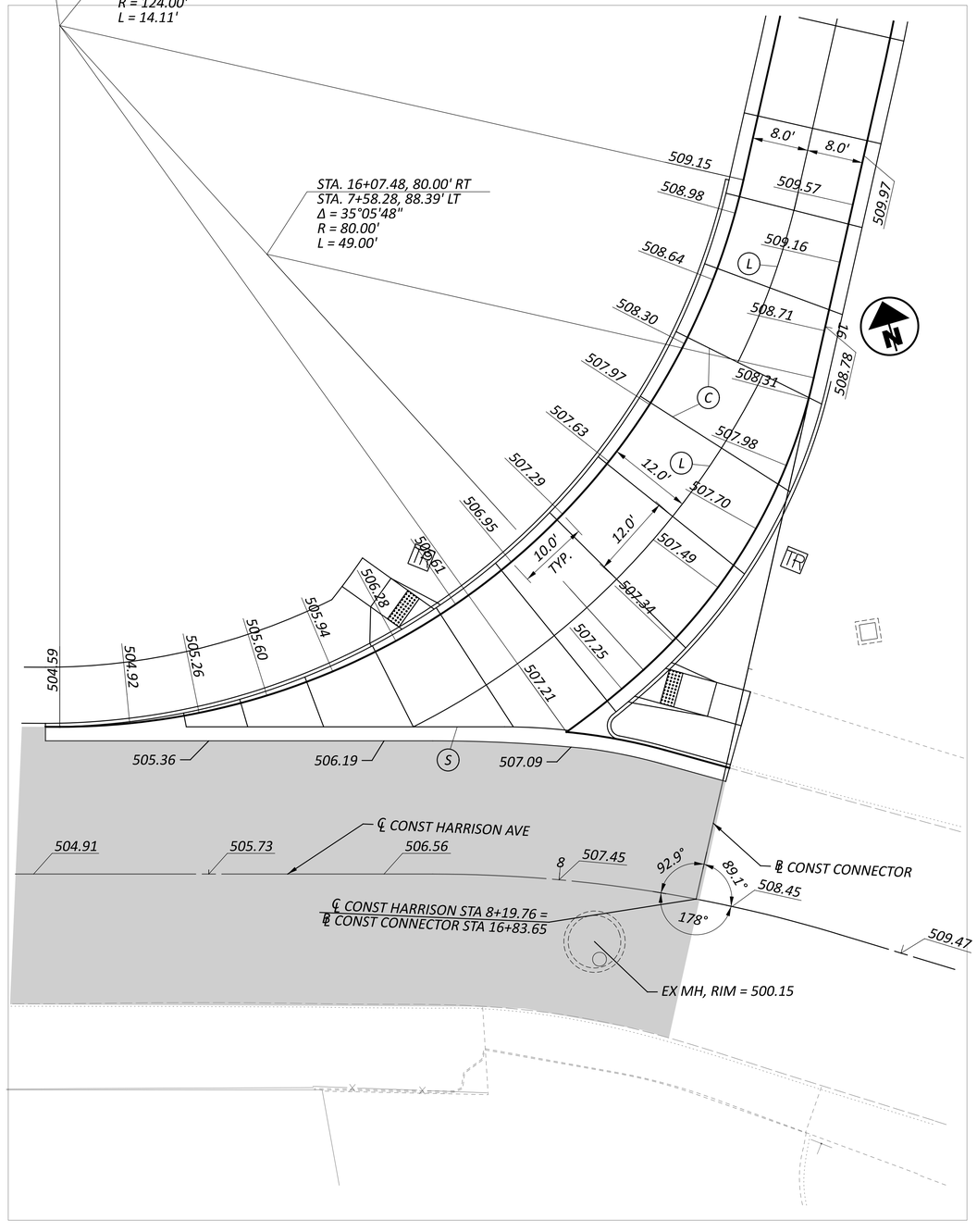


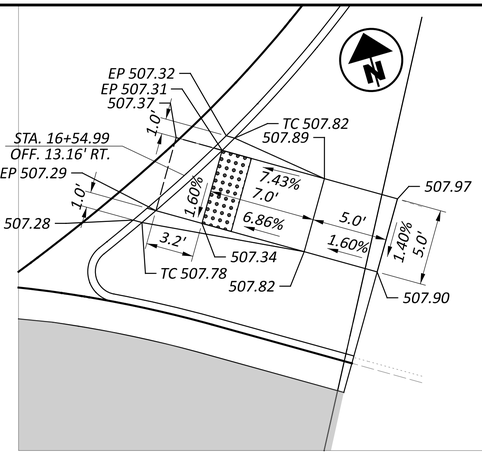
CURB RAMP DETAIL
SCALE 1" = 5'

STA. 15+82.19, 116.00' RT
STA. 7+28.74, 121.00' LT
Δ = 77°16'37"
R = 100.00'
L = 134.87'

STA. 15+82.19, 116.00' RT
STA. 7+28.74, 121.00' LT
Δ = 06°31'03"
R = 124.00'
L = 14.11'

STA. 16+07.48, 80.00' RT
STA. 7+58.28, 88.39' LT
Δ = 35°05'48"
R = 80.00'
L = 49.00'





CURB RAMP DETAIL
SCALE 1" = 5'

LEGEND

- *PAVEMENT PLANING AND OVERLAY*

NOTE TO REVIEWER:

- ALL PROPOSED CURB ELEVATIONS ARE BOTTOM OF CURB UNLESS OTHERWISE NOTED

-ELEVATIONS SHOWN AT SAWCUT LOCATIONS MATCH EXISTING PAVEMENT ELEVATIONS

(E) *EXPANSION JOINT AS PER BP-2.2*

(L) *STANDARD LONGITUDINAL JOINT AS PER BP-2.1*

(C) *CONTRACTION JOINT AS PER BP-2.2*

(S) *STANDARD LONGITUDINAL JOINT AS PER BP-2.1 WITHOUT TIE BARS*

HORIZONTAL SCALE IN FEET
0 5 10 20

INTERSECTION DETAILS
HARRISON AVE AND WINCHELL AVE/CONNECTOR

DESIGN AGENCY
EMH&T

DESIGNER
SJB

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.403 | TOTAL 830

HAM-IR 75-1.95

MODEL: Connector - Sheet1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:03:00 PM USER: jjones
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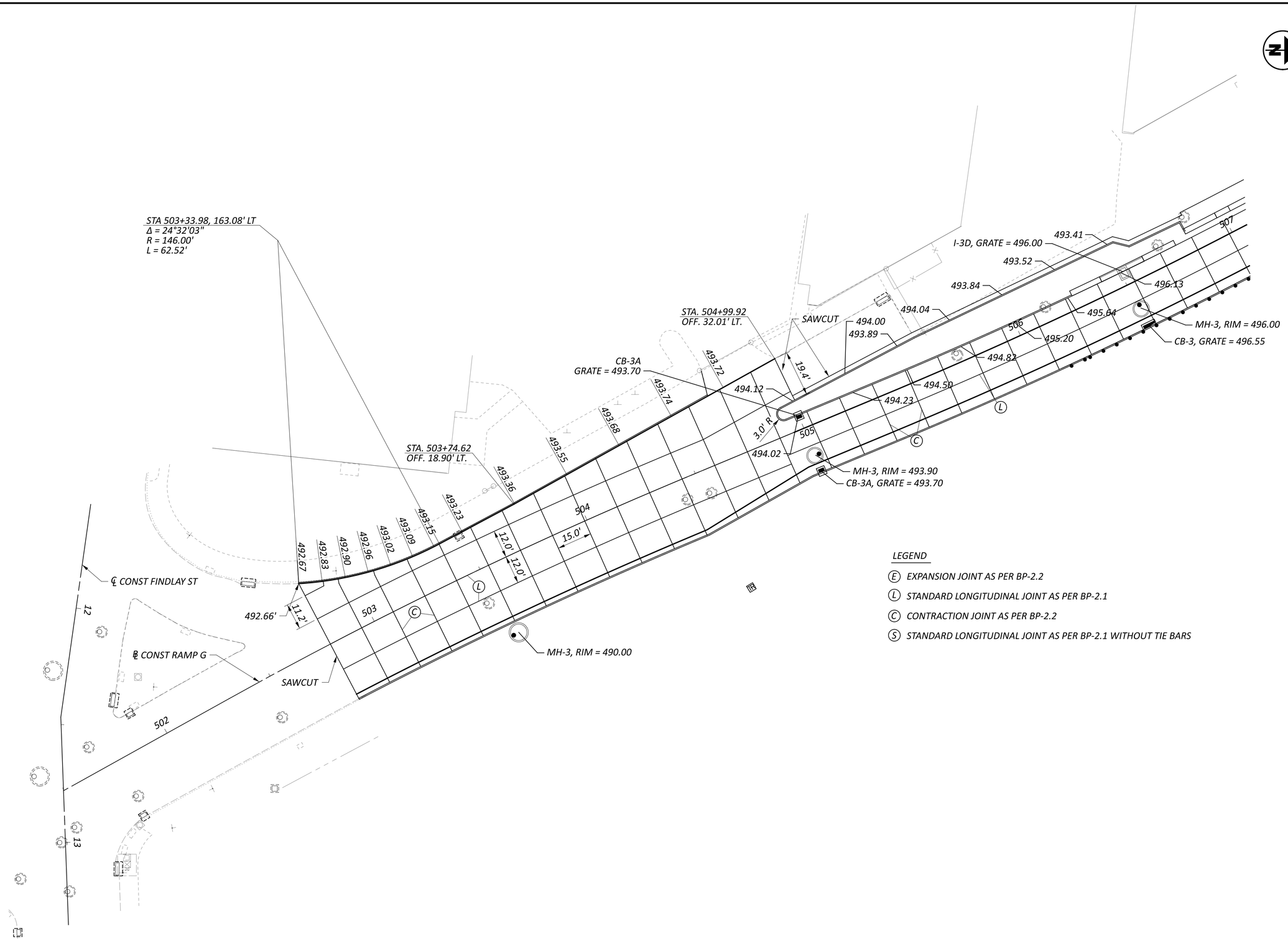

LEGEND

- (E) *EXPANSION JOINT AS PER BP-2.2*
- (L) *STANDARD LONGITUDINAL JOINT AS PER BP-2.1*
- (C) *CONTRACTION JOINT AS PER BP-2.2*
- (S) *STANDARD LONGITUDINAL JOINT AS PER BP-2.1 WITHOUT TIE BARS*

HORIZONTAL SCALE IN FEET
0 10 20 40

INTERSECTION DETAILS RAMP G AND FINDLAY ST

HAM-IR 75-1.95

MODEL: Ramp G Findlay - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 9:37:14 AM USER: jtheuring
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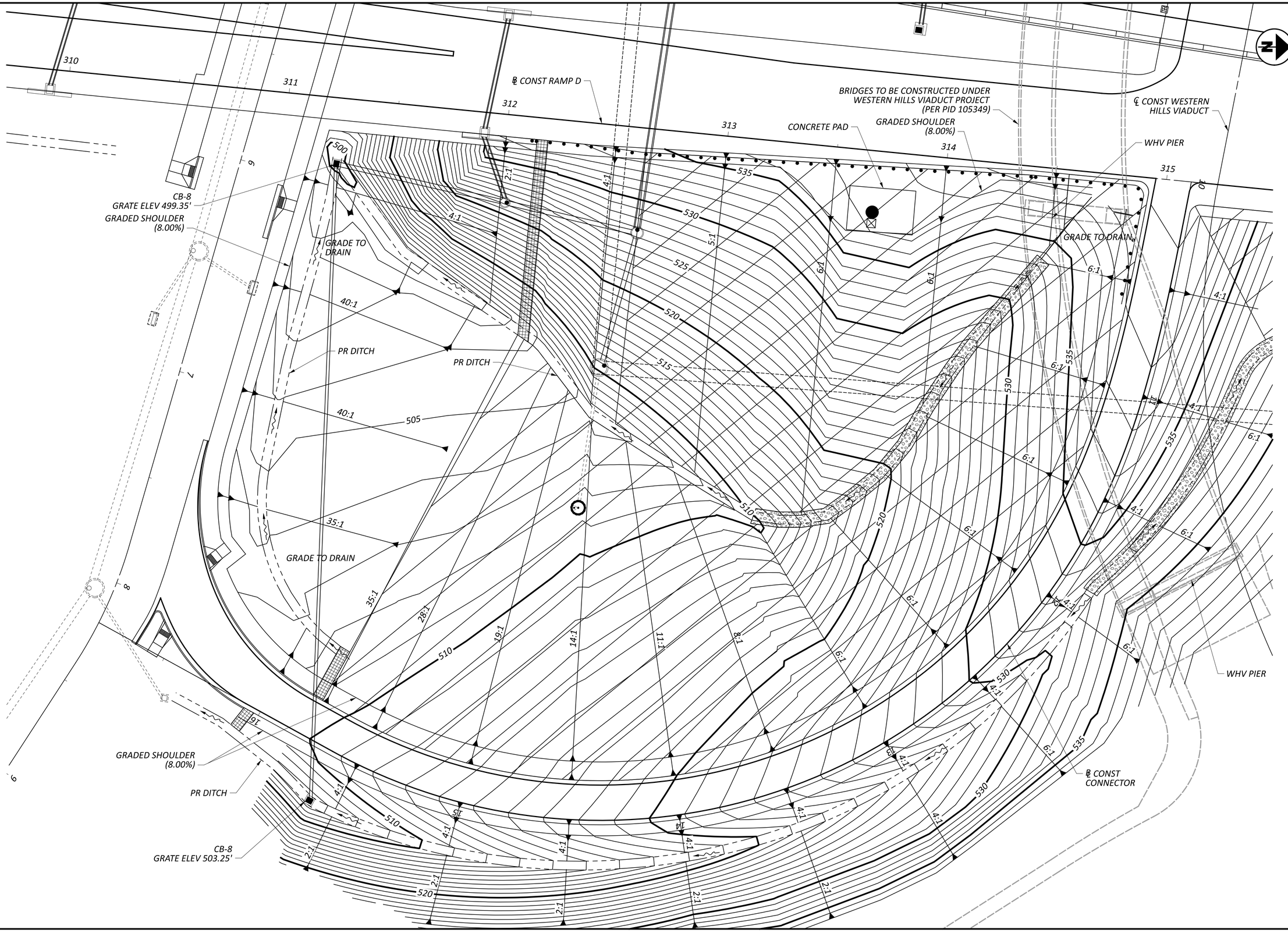
DESIGN AGENCY
EMH&T

DESIGNER SJB
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.404 TOTAL 830



HORIZONTAL SCALE IN FEET
0 10 20 40

GRADING PLAN
LOCAL CONNECTOR

DESIGN AGENCY
E|M|H&T

DESIGNER	JSJ
REVIEWER	MJR 11/02/26
PROJECT ID	114161
SHEET	P.405
TOTAL	830

HAM-IR 75-1.95

MODEL: Connector - Grading Plan [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:13:22 PM USER: mrahall
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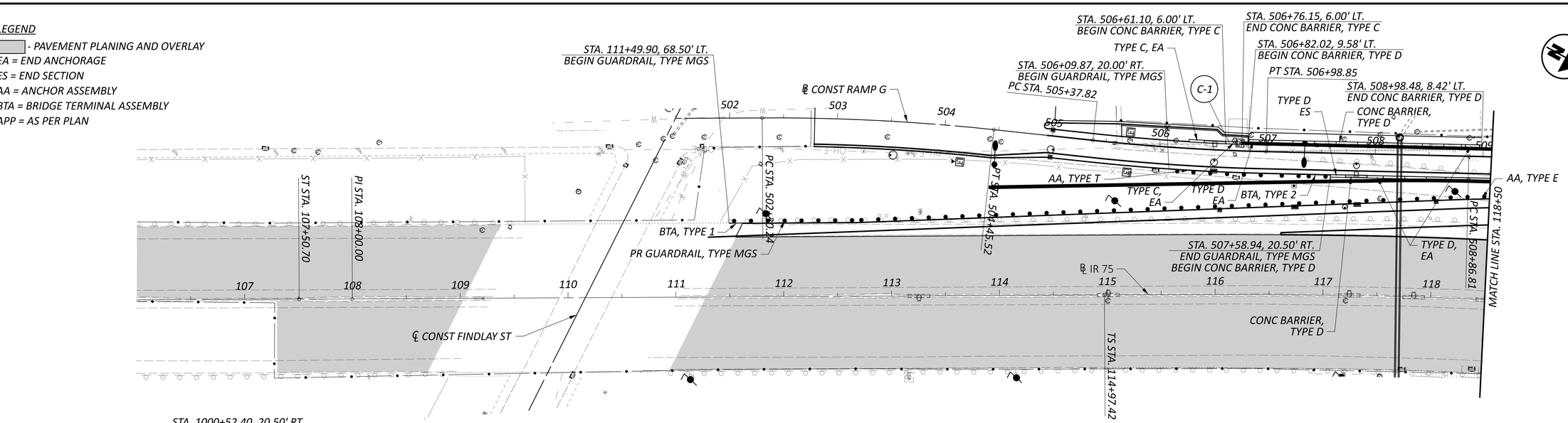
LEGEND

- PAVEMENT PLANING AND OVERLAY
EA = END ANCHORAGE
ES = END SECTION
AA = ANCHOR ASSEMBLY
BTA = BRIDGE TERMINAL ASSEMBLY
APP = AS PER PLAN



C-1

STATION	RAMP G ELEVATION	GRADING ELEVATION
506+61.10	496.37	496.68
506+76.15	496.71	497.01

C-2

STATION	RAMP B ELEVATION	RAMP G ELEVATION
1001+50	517.04	515.47
1001+75	517.68	516.50
1002+00	518.31	517.49
1002+25	518.95	518.43
1002+50	519.58	519.32
1002+75	520.22	520.16
1003+00	520.85	520.96
1003+25	521.48	521.71
1003+50	522.10	522.41
1003+75	522.68	523.06
1004+00	523.22	523.66
1004+25	523.71	524.21
1004+50	524.14	524.60

C-3

STATION	IR 75 ELEVATION	GRADING ELEVATION
121+50	508.07	507.74
121+75	508.46	507.91
122+00	508.91	508.14
122+25	509.36	508.38
122+50	509.52	508.33
122+75	509.79	508.38
123+00	510.11	508.49
123+25	510.45	508.83

HORIZONTAL SCALE IN FEET
0 25 50 100

BARRIER DETAILS
STA 106+00 TO STA 125+85.96

DESIGN AGENCY
EMH&T

DESIGNER JSJ
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.406 TOTAL 830

HAM-IR 75-1.95

MODEL: I75 Barrier Details - 1 STA 106+00 to STA 125+85.96 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 11:34:22 AM USER: sbeal
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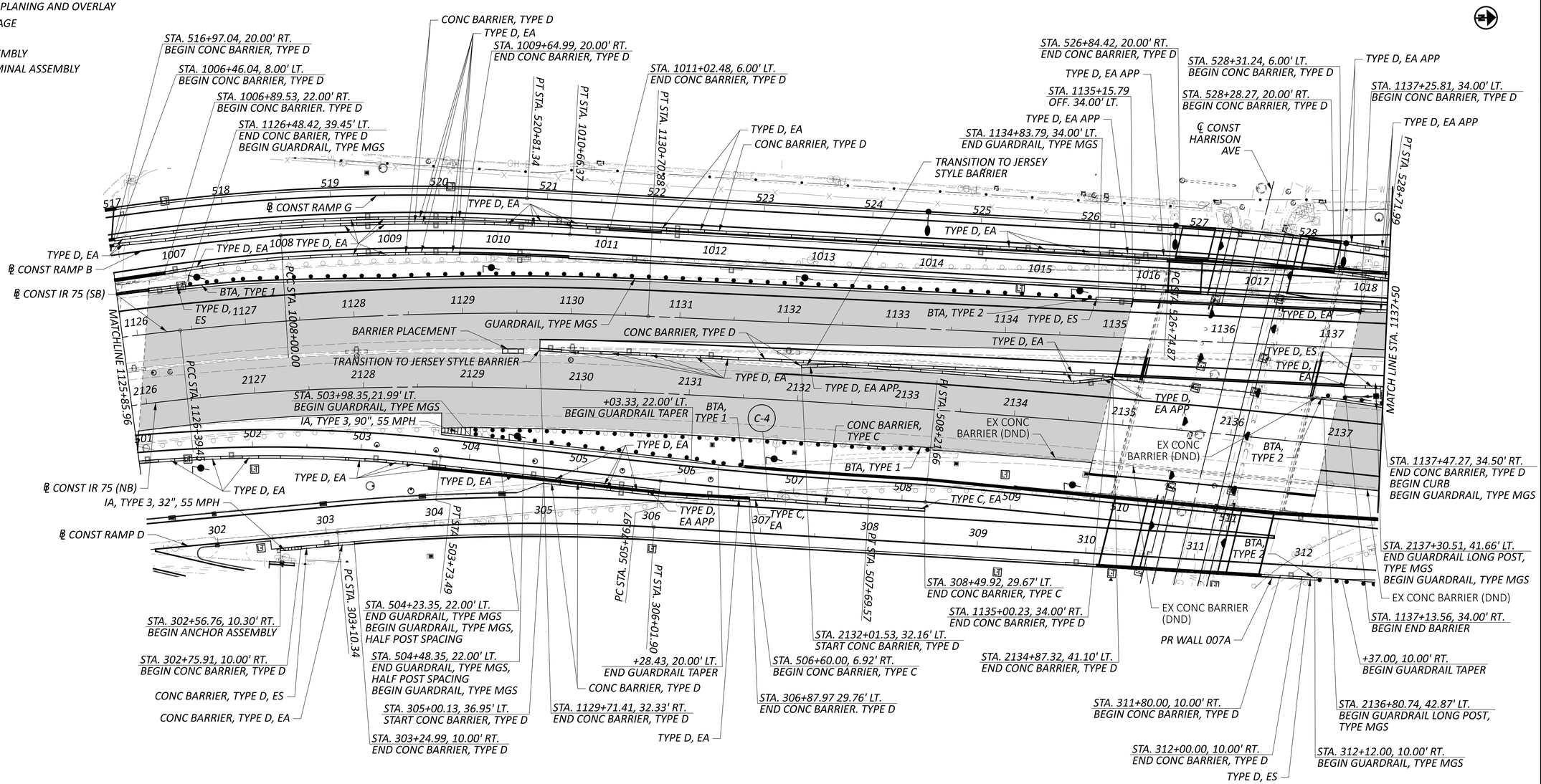
LEGEND

- PAVEMENT PLANING AND OVERLAY
EA = END ANCHORAGE
ES = END SECTION
AA = ANCHOR ASSEMBLY
BTA = BRIDGE TERMINAL ASSEMBLY
APP = AS PER PLAN



C-4

STATION	RAMP A ELEVATION	RAMP D ELEVATION
307+00	519.68	518.06
307+25	520.25	519.16
307+50	520.84	520.25
307+75	521.49	521.27
308+00	522.18	522.24
308+25	522.93	523.14

HORIZONTAL SCALE IN FEET
0 25 50 100

BARRIER DETAILS
STA 1125+85.96 TO STA 1137+50

DESIGN AGENCY
EMH&T

DESIGNER
JSJ

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.407 TOTAL 830

HAM-IR 75-1.95

MODEL: I75 Barrier Details - 2 STA 1125+85.96 to 1137+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 7:31:58 AM USER: jjones
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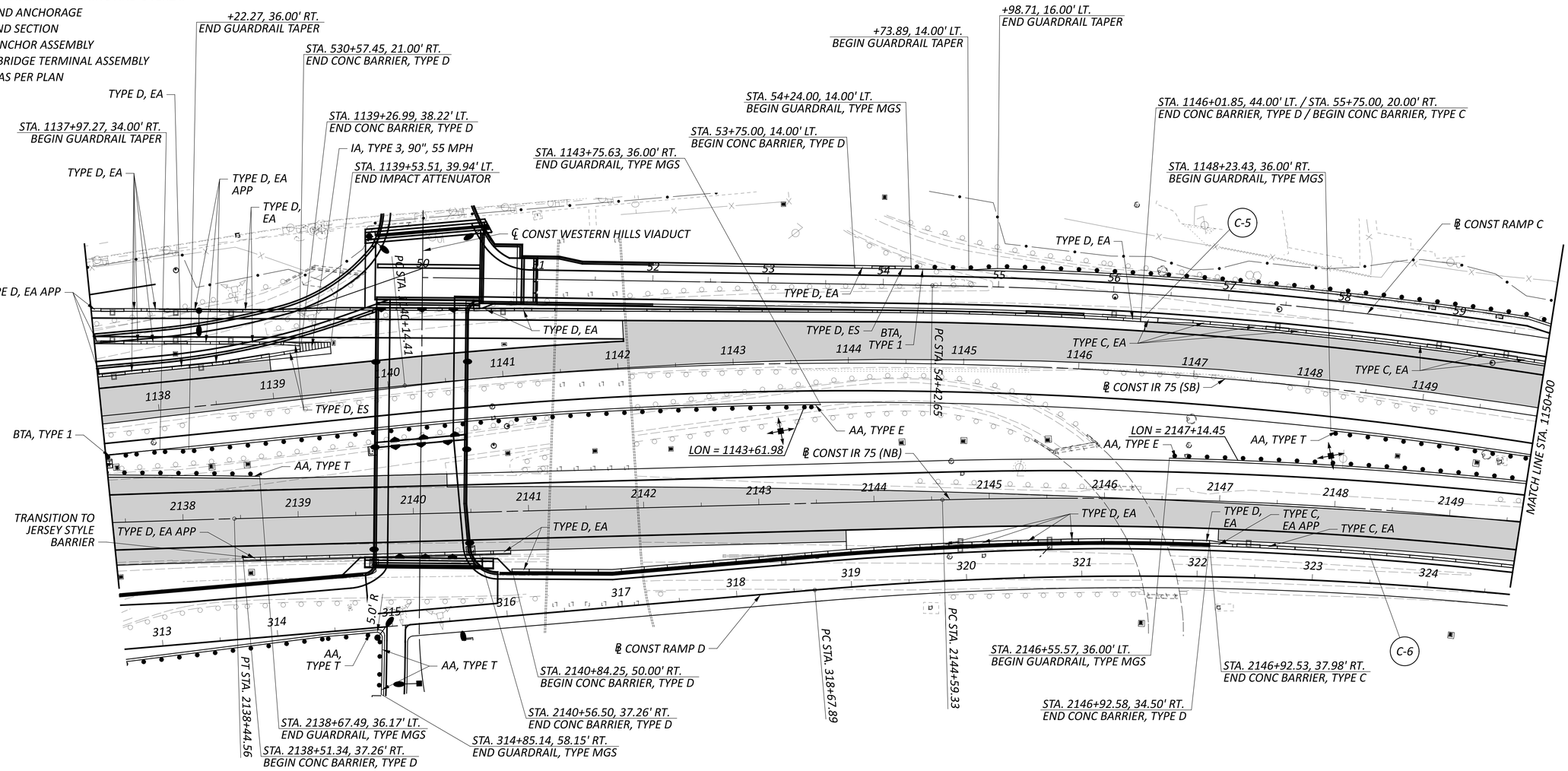
LEGEND

- PAVEMENT PLANING AND OVERLAY
EA = END ANCHORAGE
ES = END SECTION
AA = ANCHOR ASSEMBLY
BTA = BRIDGE TERMINAL ASSEMBLY
APP = AS PER PLAN



C-5

STATION	RAMP C ELEVATION	IR 75 ELEVATION
56+25	519.75	518.04
56+50	519.03	517.99
56+75	518.49	517.87
57+00	518.13	517.79
57+25	517.95	517.67
57+50	517.80	517.47
57+75	517.65	517.31
58+00	517.50	517.11
58+25	517.35	516.96
58+50	517.22	516.75
58+75	517.12	516.61
59+00	517.06	516.53
59+25	517.02	516.48
59+50	517.01	516.48
59+75	516.99	516.52

C-6

STATION	RAMP D ELEVATION	IR 75 ELEVATION
322+25	512.78	514.11
322+50	513.24	514.05
322+75	513.72	514.20
323+00	514.22	514.56
323+25	514.72	515.03
323+50	515.27	515.49
323+75	515.78	515.95
324+00	516.23	516.41
324+25	516.71	516.86
324+50	517.17	517.29

HORIZONTAL SCALE IN FEET
0 25 50 100

BARRIER DETAILS
STA 1137+50 TO STA 156+23.29

DESIGN AGENCY
EMH&T

DESIGNER JSJ
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.408 TOTAL 830

HAM-IR 75-1.95

MODEL: I75 Barrier Details - 3 STA 1137+50 TO 1150+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 7:32:01 AM USER: jjones
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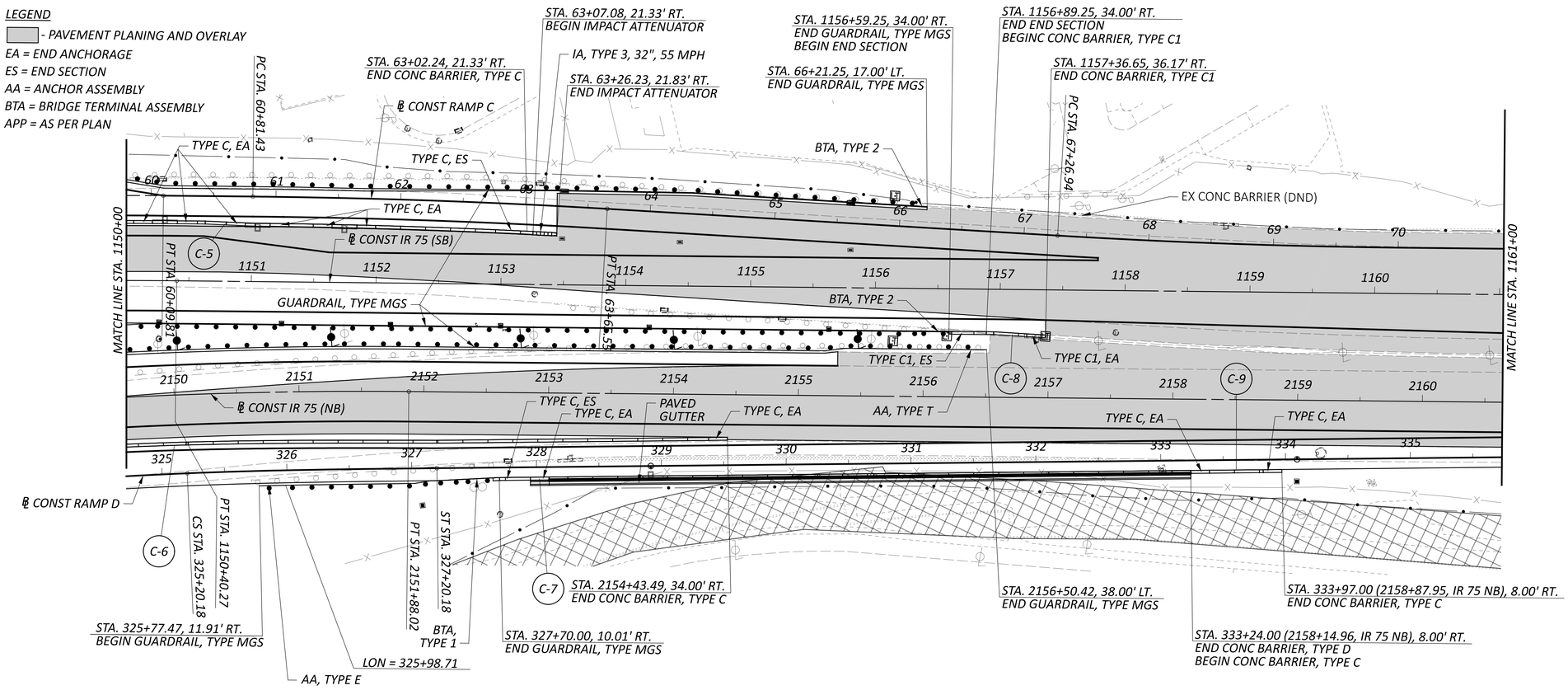
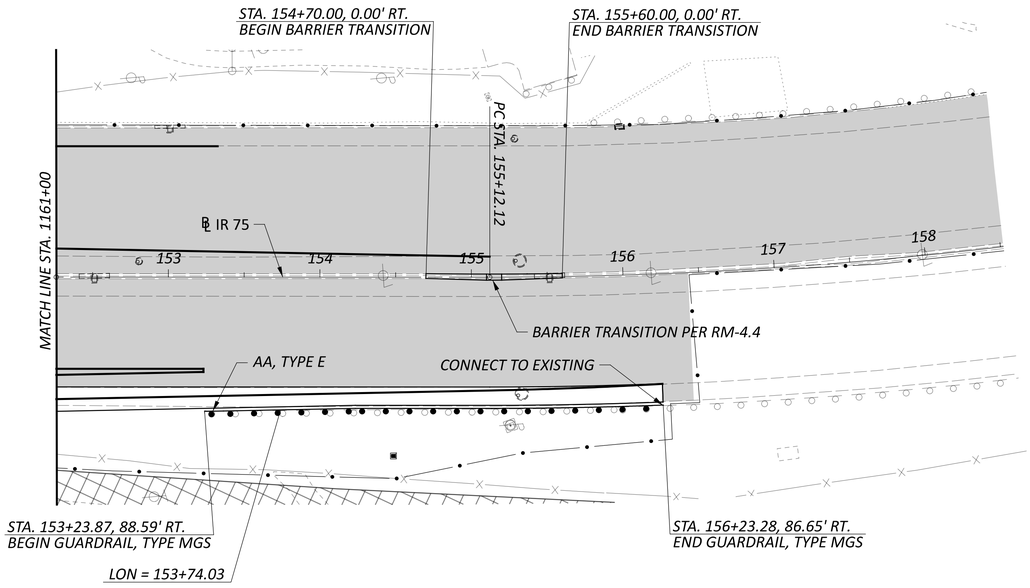
LEGEND

- PAVEMENT PLANING AND OVERLAY
EA = END ANCHORAGE
ES = END SECTION
AA = ANCHOR ASSEMBLY
BTA = BRIDGE TERMINAL ASSEMBLY
APP = AS PER PLAN





C-5

STATION	RAMP C ELEVATION	IR 75 ELEVATION
60+00	516.97	516.60
60+25	517.03	516.67
60+50	517.13	516.78
60+75	517.23	516.96
61+00	517.38	517.14
61+25	517.58	517.34
61+50	517.80	517.58
61+75	518.06	517.90
62+00	518.34	518.14
62+25	518.65	518.51
62+50	519.00	518.91
62+75	519.37	519.36
63+00	519.77	519.82

C-6

STATION	RAMP D ELEVATION	IR 75 ELEVATION
324+75	517.68	517.59
325+00	517.98	518.03
325+25	518.27	518.47
325+50	518.64	518.87
325+75	519.01	519.28
326+00	519.43	519.66
326+25	519.71	520.07
326+50	520.07	520.50
326+75	520.42	520.90
327+00	520.77	521.29
327+25	521.21	521.73
327+50	521.58	522.18
327+75	521.98	522.60
328+00	522.41	522.97
328+25	522.87	523.41
328+50	523.36	523.88
328+75	523.87	524.34
329+00	524.42	524.81
329+25	524.97	525.26
329+50	525.53	525.75

C-7

STATION	RAMP D ELEVATION	GRADING ELEVATION
328+00	521.85	521.86
328+10	522.03	523.47

C-8

STATION	IR 75 SB ELEVATION	IR 75 NB ELEVATION
1156+89.25	528.26	529.55
1157+36.59	529.53	530.66

C-9

STATION	RAMP D ELEVATION	GRADING ELEVATION
333+25	532.28	533.92
333+50	532.64	533.72
333+75	533.02	533.55

HORIZONTAL SCALE IN FEET
0 25 50 100

BARRIER DETAILS
STA 156+23.59 TO END WORK

DESIGN AGENCY
EMH&T

DESIGNER JSJ
REVIEWER MJR 11/02/26
PROJECT ID 114161
SHEET P.409 TOTAL 830

HAM-IR 75-1.95

MODEL: I75 Barrier Details - 4 STA 1150+00 TO 156+23.28 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 7:32:03 AM USER: jjones
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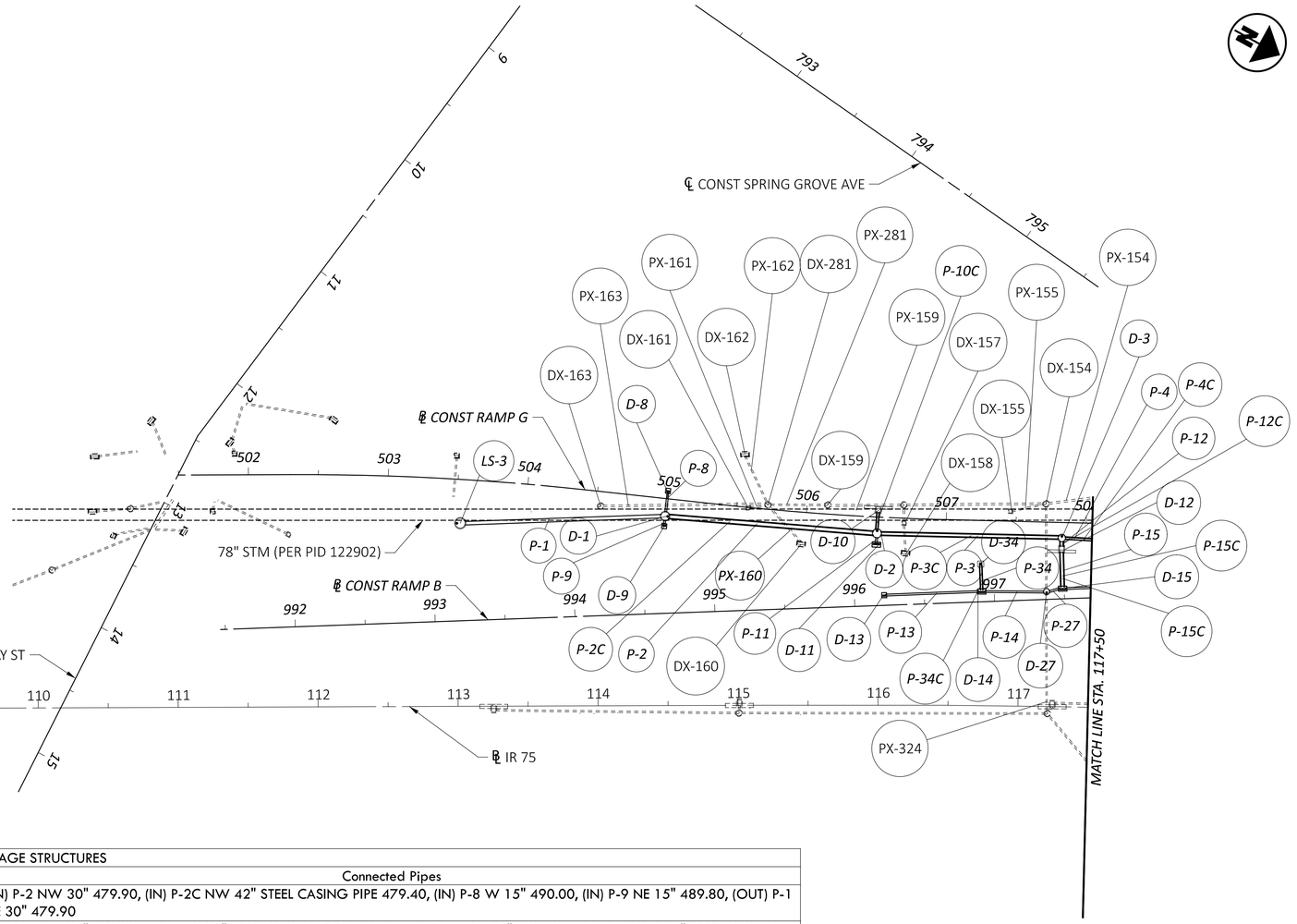
PROPOSED CONDUIT TABLE

Label	CFN	Length (ft)	Slope (FT/FT)	Size	Type	Start Node	Stop Node	Invert (Start) (ft)	Invert (Stop) (ft)
P-1		146.44	0.010	030 in.	Type B	D-1	LS-3	479.90	478.50
P-2		151.87	0.010	030 in.	Type B	D-2	D-1	481.40	479.90
P-2C		151.87	0.010	42 in Steel Casing Pipe	Type B	D-2	D-1	480.90	479.40
P-3		132.14	0.010	024 in.	Type B	D-3	D-2	483.20	481.90
P-3C		132.14	0.010	36 in Steel Casing Pipe	Type B	D-3	D-2	482.70	481.40
P-8		18.21	0.017	015 in.	Type B	D-8	D-1	490.30	490.00
P-9		7.21	0.056	015 in.	Type B	D-9	D-1	490.20	489.80
P-10		16.27	0.098	015 in.	Type B	D-10	D-2	492.00	490.40
P-10C		16.27	0.098	24 in Steel Casing Pipe	Type B	D-10	D-2	491.62	490.02
P-11		8.08	0.198	015 in.	Type B	D-11	D-2	492.00	490.40
P-11C		8.08	0.198	24 in Steel Casing Pipe	Type B	D-11	D-2	491.62	490.02
P-12		7.26	0.034	024 in.	Type B	D-12	D-3	489.35	489.10
P-12C		7.26	0.034	36 in Steel Casing Pipe	Type B	D-12	D-3	488.85	488.60
P-13		69.72	0.020	015 in.	Type B	D-13	D-14	504.50	503.10
P-14		46.35	0.041	015 in.	Type B	D-14	D-27	501.90	500.00
P-15		28.84	0.016	024 in.	Type B	D-15	D-12	489.80	489.35
P-15C		28.84	0.016	36 in Steel Casing Pipe	Type B	D-15	D-12	489.30	488.85
P-27		11.65	0.017	015 in.	Type B	D-27	D-15	490.00	489.80
P-34		19.65	0.025	015 in.	Type B	D-34	D-14	502.80	502.30
P-34C		19.65	0.025	24 in Steel Casing Pipe	Type B	D-34	D-14	502.4	501.92
PX-154		33.62	0.0158	015 in.	EX	DX-154	utxSan-152	489.27	489.80
PX-155		25.96	0.1163	012 in.	EX	DX-155	DX-154	490.49	487.47
PX-160		36.80	0.014	012 in.	EX	DX-160	DX-281	487	486.5
PX-161		14.12	0.0425	012 in.	EX	DX-161	DX-281	490.88	490.28
PX-163		119.58	0.0115	015 in.	EX	DX-163	DX-281	489.75	488.38
PX-281		42.67	0.0105	012 in.	EX	DX-281	DX-159	488.48	488.03



PROPOSED DRAINAGE STRUCTURES

Label	ALIGNMENT	Station	Offset (ft)	Side	Structure Type	Grate/ Rim Elev.	Invert Elev.	Connected Pipes
D-1	BL CONST RAMP G	504+99.98	12.50	RT	MH-3-072" Base	493.90	479.40	(IN) P-2 NW 30" 479.90, (IN) P-2C NW 42" STEEL CASING PIPE 479.40, (IN) P-8 W 15" 490.00, (IN) P-9 NE 15" 489.80, (OUT) P-1 SE 30" 479.90
D-2	BL CONST RAMP G	506+51.16	11.63	RT	MH-3-072" Base	495.65	480.90	(IN) P-3 NW 24" 481.90, (IN) P-3C 36" STEEL CASING PIPE 481.40, (IN) P-10 SW 15" 490.40, (IN) P-10C SW 24" STEEL CASING PIPE 490.02, (IN) P-11 NE 15" 490.40, (IN) P-11C NE 24" STEEL CASING PIPE 490.02, (OUT) P-2 N 30" 481.40, (OUT) P-2C 42" STEEL CASING PIPE 480.90
D-3	BL CONST RAMP G	507+83.02	11.14	RT	MH-3-060" Base	499.00	482.70	(IN) P-12 NE 24" 489.10, (IN) P-12C NE 36" STEEL CASING PIPE 488.60, (OUT) P-3 24" 483.20, (OUT) P-3C 36" STEEL CASING PIPE 482.70
D-8	BL CONST RAMP G	505+00.10	6.00	LT	CB-3A Curb	493.80	490.11	(OUT) P-8 E 15" 490.30
D-9	BL CONST RAMP G	505+00.10	20.00	RT	CB-3A Curb	493.70	490.01	(OUT) P-9 SW 15" 490.20
D-10	BL CONST RAMP G	506+51.16	4.64	LR	I-3D-SS	496.00	491.62	(OUT) P-10 15" 492.00, (OUT) P-10C 24" STEEL CASING PIPE 491.62
D-11	BL CONST RAMP G	506+51.16	20.00	RT	CB-3 Curb	496.55	491.62	(OUT) P-11 15" 492.00, (OUT) P-11C 24" STEEL CASING PIPE 491.62
D-12	BL CONST RAMP G	507+83.04	18.40	RT	I-3D-SS	499.27	488.85	(IN) P-15 NE 24" 489.35, (IN) P-15C NE 36" STEEL CASING PIPE 488.85, (OUT) P-12 24" 489.35, (OUT) P-12C 36" STEEL CASING PIPE 488.85
D-13	BL CONST RAMP B	996+21.50	7.62	LT	CB-3A	508.70	504.5	(OUT) P-13 NW 15" 504.50
D-14	BL CONST RAMP B	996+91.22	7.64	LT	CB-3	508.02	501.9	(IN) P-13 SE 15" 503.10, (IN) P-34 SW 15" 502.30, (IN) P-34C SW 24" STEEL CASING PIPE 501.92, (OUT) P-14 NW 15" 501.90
D-15	BL CONST RAMP B	997+49.06	7.62	LT	CB-3 Curb	507.85	489.3	(IN) P-27 SE 15" 489.80, (OUT) P-15 24" 489.80, (OUT) P-15C 36" STEEL CASING PIPE 489.30
D-27	BL CONST RAMP B	997+37.53	5.60	LT	MH-3-048" Base	501.90	490.00	(IN) P-14 SE 15" 500.00, (OUT) P-27 NW 15" 490.00
D-34	BL CONST RAMP B	996+91.22	27.00	LT	CB-2-3	509.00	502.42	(OUT) P-34 15" 502.80, (OUT) P-34C 24" STEEL CASING PIPE 502.42
LS-3	BL CONST RAMP G	503+53.49	31.24	RT	MH-3-084" Base-P	490.00	478.5	(IN) P-1 NW 30" 478.50
DX-154	BL CONST RAMP G	504+53		LT	EX MH	492.77	486.00	(IN) PX-155 SE 12" 487.47, (IN) PX-324 NE 12" 486.00, (OUT) PX-154 NW 15" 489.27
DX-159	BL CONST RAMP G	505+15		LT	EX MH	493.21	487.88	(IN) PX-281 SE 12" 488.03
DX-163	BL CONST RAMP G	505+71		LT	EX MH	494.00	489.75	(OUT) PX-163 NW 15" 489.75
DX-281	BL CONST RAMP G	505+72		LT	EX MH	493.38	488.38	(IN) PX-161 SE 12" 490.28, (IN) PX-163 SE 15" 488.38, (OUT) PX-281 NW 12" 488.48
DX-155	BL CONST RAMP G	507+46		LT	EX CB	492.29	488.87	(OUT) PX-155 NW 12" 490.49
DX-158	BL CONST RAMP G	506+72		RT	EX CB	493.29	489.87	(OUT) PX-158 W 12" 490.13
DX-160	BL CONST RAMP G	505+98		RT	EX CB	492.60	487.00	(OUT) PX-160 SW 12" 487.00
DX-162	BL CONST RAMP G	505+52		LT	EX CB	493.44	490.02	(OUT) PX-162 E 12" 491.44

HORIZONTAL SCALE IN FEET
0 25 50 100

STORM SEWER SCHEMATIC - ODOT DRAINAGE
STA. 105+00.00 TO STA 117+50.00

DESIGN AGENCY
E M H & T

DESIGNER TGW
REVIEWER RSH 11/02/26
PROJECT ID 114161
SHEET P.410 TOTAL 830

HAM-IR 75-1.95

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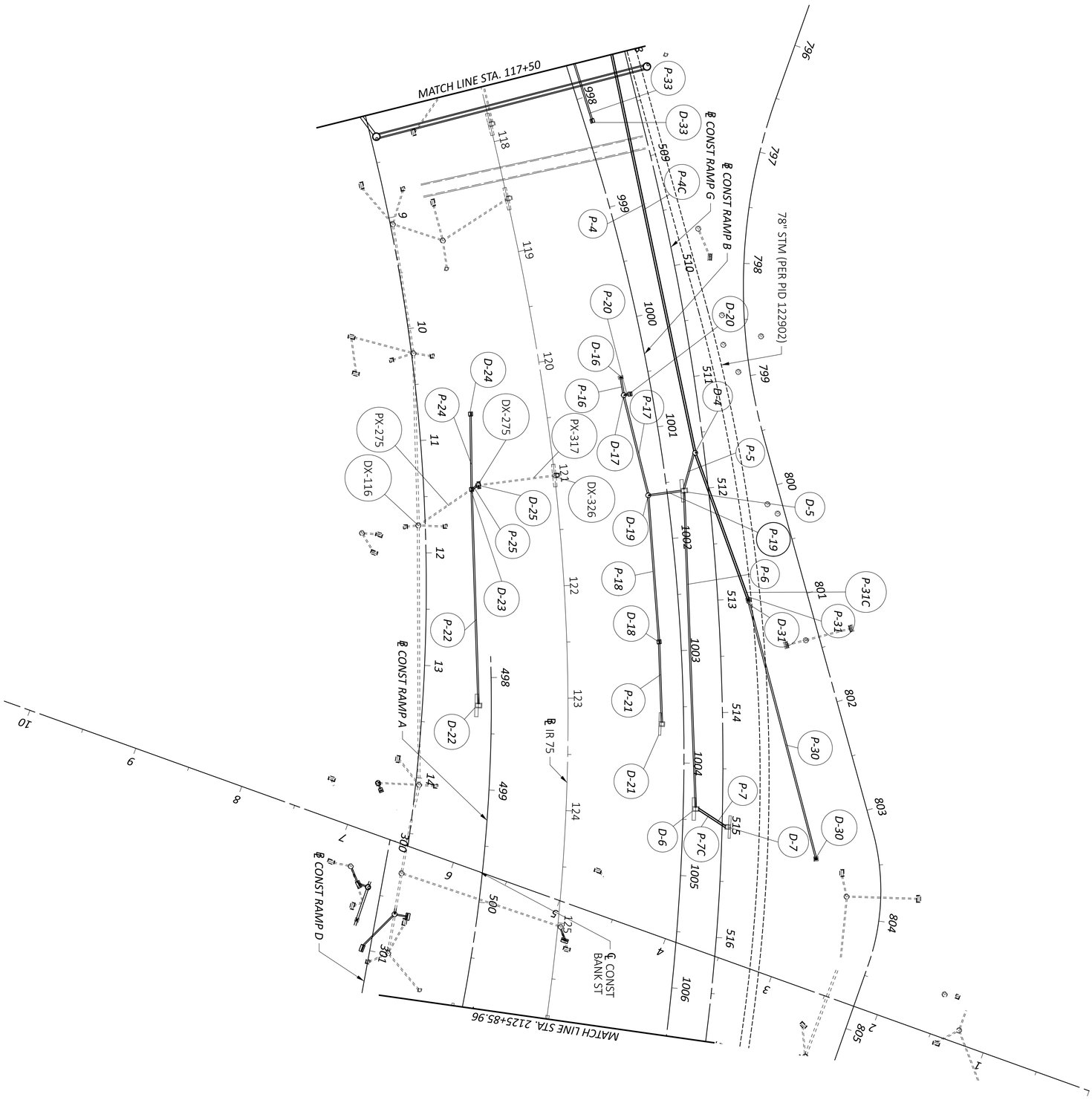



STORM SEWER SCHEMATIC - ODOT DRAINAGE
STA. 117+50.00 TO STA. 2125+85.96

HORIZONTAL SCALE IN FEET
0 50
25 100

SHEET	TOTAL
P.411	830

PROJECT ID: 114161

REVIEWER: RSH 11/02/26

DESIGNER: TGW

DESIGN AGENCY: EMH&T

PROPOSED DRAINAGE STRUCTURES								
Label	ALIGNMENT	Station	Offset (ft)	Side	Structure Type	Grate/ Rim Elev.	Invert Elev.	Connected Pipes
D-4	BL CONST RAMP G	511+67.70	8.00	RT	MH-3-048" Base	514.10	485.00	(IN) P-5 N 15" 503.35, (IN) P-31 NW 15" 486.35, (IN) P-31C NW 24" STEEL CASING PIPE 485.97, (OUT) P-4 N 15" 486.35, (OUT) P-4C N 24" STEEL CASING PIPE 485.97
D-5	BL CONST RAMP G	512+00.17	20.36	RT	I-3D-SS	515.70	503.80	(IN) P-6 N 15" 508.00, (IN) P-19 E 15" 503.80, (OUT) P-5 S 15" 503.80
D-6	BL CONST RAMP G	514+86.25	22.63	RT	I-3B-SS	523.70	519.30	(IN) P-7 W 15" 519.40, (IN) P-7C W 24" STEEL CASING PIPE 519.45, (OUT) P-6 S 15" 519.30
D-7	BL CONST RAMP G	515+01.64	4.41	LT	I-3D-SS	525.61	520.80	(OUT) P-7 15" 520.80, (OUT) P-7C 24" STEEL CASING PIPE 521.05
D-16	BL CONST RAMP B	1000+51.62	24.72	RT	CB-6	512.40	506.30	(OUT) P-16 NW 15" 508.15
D-17	BL CONST RAMP B	1000+67.08	24.81	RT	MH-3-048" Base	510.75	504.50	(IN) P-16 SE 15" 506.30, (IN) P-17 NW 15" 504.50, (IN) P-20 SW 15" 506.00
D-18	BL CONST RAMP B	1002+91.35	19.62	RT	CB-3A	519.84	512.50	(OUT) P-18 S 15" 512.50, (IN) P-21 N 15" 512.50
D-19	BL CONST RAMP B	1001+59.45	16.95	RT	MH-3-048" Base	515.00	504.50	(IN) P-18 N 15" 508.00, (OUT) P-17 15" 506.30, (OUT) P-19 15" 504.50
D-20	BL CONST RAMP B	1000+67.08	19.62	RT	CB-3A	513.48	506.50	(OUT) P-20 NE 15" 506.50
D-21	BL CONST RAMP B	1003+65.23	18.81	RT	I-3D-SS	521.00	516.50	(OUT) P-21 S 15" 521.00
D-22	BL IR 75	123+06.14	78.43	RT	I-3B-SS	510.03	503.00	(OUT) P-22 S 15" 503.00
D-23	BL IR 75	121+05.80	74.84	RT	CB-3A	507.54	497.35	(IN) P-22 N 15" 500.00, (IN) P-24 S 15" 500.00, (IN) P-25 SW 15" 497.35
D-24	BL IR 75	120+36.88	67.32	RT	CB-3A	506.48	502.60	(OUT) P-24 N 15" 502.60
D-25	BL IR 75	121+02.73	68.39	RT	MH-3-048" Base	506.80	497.50	(OUT) P-25 NE 15" 497.50
D-30	BL CONST RAMP G	515+26.76	84.32	LT	CB-8	490.55	489.00	(OUT) P-30 SE 15" 489.00
D-31	BL CONST RAMP G	513+01.69	27.02	LT	CB-8	492.15	487.12	(IN) P-30 NW 15" 487.50, (OUT) P-31 15" 487.50, (OUT) P-31C 24" STEEL CASING PIPE 487.12
D-33	BL CONST RAMP B	998+22.36	7.62	LT	CB-3A	507.90	503.50	(OUT) P-33 SE 15" 503.50
DX-116	BL IR 75	121+34	124.92	RT	EX MH	499.40	488.80	(IN) PX-275 SW 12" 496.15
DX-326	BL IR 75	121+02	2.54	LT	EX CI	510.75	506.90	(OUT) PX-317 E 12" 506.90

PROPOSED CONDUIT TABLE									
Label	CFN	Length (ft)	Slope (FT/FT)	Size	Type	Start Node	Stop Node	Invert (Start) (ft)	Invert (Stop) (ft)
P-4		383.26	0.008	015 in.	Type B	D-4	D-3	486.35	483.20
P-4C		383.26	0.008	24 in Steel Casing Pipe	Type B	D-4	D-3	485.97	482.82
P-5		34.55	0.013	015 in.	Type B	D-5	D-4	503.80	503.35
P-6		283.22	0.040	015 in.	Type B	D-6	D-5	519.30	508.00
P-7		31.08	0.045	015 in.	Type B	D-7	D-6	520.80	519.40
P-7C		31.08	0.051	24 in Steel Casing Pipe	Type B	D-7	D-6	521.05	519.45
P-16		16.00	0.116	015 in.	Type B	D-16	D-17	508.15	506.30
P-17		91.64	0.020	015 in.	Type B	D-19	D-17	506.30	504.50
P-18		130.58	0.034	015 in.	Type B	D-18	D-19	512.50	508.00
P-19		33.36	0.021	015 in.	Type B	D-19	D-5	504.50	503.80
P-20		5.48	0.098	015 in.	Type B	D-20	D-17	506.50	506.00
P-21		73.11	0.056	015 in.	Type B	D-21	D-18	516.60	512.50
P-22		192.24	0.016	015 in.	Type B	D-22	D-23	503.00	500.00
P-24		66.90	0.039	015 in.	Type B	D-24	D-23	502.60	500.00
P-25		6.84	0.022	015 in.	Type B	D-25	D-23	497.50	497.35
P-30		237.70	0.006	015 in.	Type B	D-30	D-31	489.00	487.50
P-31		139.00	0.008	015 in.	Type B	D-31	D-4	487.50	486.35
P-31C		139.00	0.008	24 in Steel Casing Pipe	Type B	D-31	D-4	487.12	485.97
P-33		73.31	0.014	015 in.	Type B	D-33	D-15	503.50	502.50
PX-275		64.29	0.0210	012 in.	EX STM	DX-275	DX-116	497.50	496.15
PX-317		70.65	0.0552	012 in.	EX STM	DX-326	DX-275	506.90	503.00
PX-321		8.10	0.153	012 in.	EX STM	DX-321	DX-323	504.81	503.6

HAM-IR 75-1.95

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STORM SEWER SCHEMATIC - ODOT DRAINAGE

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.412 TOTAL 830

HAM-IR 75-1.95

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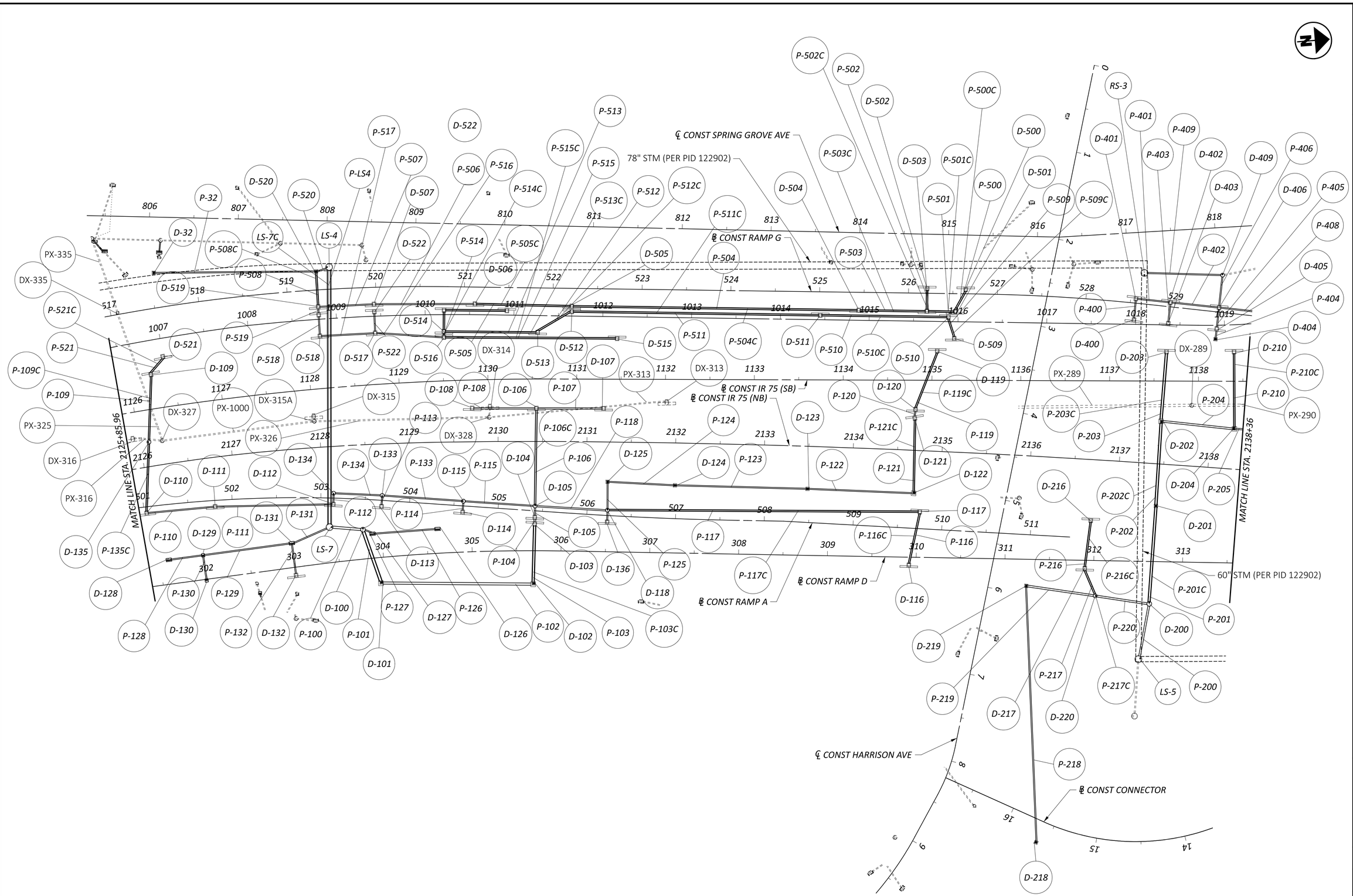


HORIZONTAL SCALE IN FEET
0 25 50 100

STORM SEWER SCHEMATIC - ODOT DRAINAGE
STA. 2125+85.96 TO STA. 2138+36.00

DESIGN AGENCY
EMH&T

DESIGNER	TGW
REVIEWER	RSH 11/02/26
PROJECT ID	114161
SHEET	P.413
TOTAL	830

PROPOSED DRAINAGE STRUCTURES

Label	ALIGNMENT	Station	Offset (ft)	Side	Structure Type	Grate/ Rim Elev.	Invert Elev.	Connected Pipes
D-100	BL CONST RAMP D	303+80.06	33.00	LT	MH-3-060" Base	504.40	488.10	(IN) P-101 E 30" 488.50, (IN) P-101C E 42" STEEL CASING PIPE 488.12, (IN) P-127 NE 15" 498.70, (OUT) P-100 S 30" 488.10
D-101	BL CONST RAMP D	303+95.38	28.10	RT	CB-8A-42"	494.90	488.52	(IN) P-102 N 30" 488.90, (OUT) P-101 30" 488.90, (OUT) P-101C 42" STEEL CASING PIPE 488.52
D-102	BL CONST RAMP D	305+69.51	36.92	RT	CB-8A-42"	496.65	490.15	(IN) P-103 W 24" 493.15, (IN) P-103C W 36" STEEL CASING PIPE 492.65, (OUT) P-102 S 30" 490.15
D-103	BL CONST RAMP D	305+70.47	29.44	LT	I-3D-SS	512.15	493.30	(IN) P-104 W 24" 499.68, (OUT) P-103 24" 493.80, (OUT) P-103C 36" STEEL CASING PIPE 493.30
D-104	BL CONST RAMP A	505+41.95	6.62	RT	I-3D-SS	517.12	499.50	(IN) P-105 W 18" 502.65, (OUT) P-104 E 24" 499.90
D-105	BL CONST RAMP A	505+41.31	5.41	LT	MH-3-048" Base	516.00	502.90	(IN) P-106 W 18" 510.95, (IN) P-106C W 24" STEEL CASING PIPE 510.70, (IN) P-115 S 15" 502.90, (IN) P-118 N 18" 508.85, (OUT) P-105 E 18" 502.90
D-106	BL CONST IR 75 (NB)	2130+43.40	37.85	LT	I-3C1-SS	518.77	512.50	(IN) P-107 N 18" 513.20, (IN) P-108 S 18" 512.75, (OUT) P-106 18" 512.88, (OUT) P-106C 24" STEEL CASING PIPE 512.50
D-107	BL CONST IR 75 (NB)	2131+18.77	38.21	LT	I-3C1-SS	519.04	513.80	(OUT) P-107 S 18" 513.80
D-108	BL CONST IR 75 (NB)	2129+71.66	38.24	LT	I-3D-SS	518.43	513.95	(OUT) P-108 N 18" 513.95
D-109	BL CONST IR 75 (SB)	1126+25.07	38.04	LT	I-3D-SS	518.97	509.57	(IN) P-521 NW 15" 509.95, (IN) P-521C NW 24" STEEL CASING PIPE 509.57, (OUT) P-109 15" 509.95, (OUT) P-109C 24" STEEL CASING PIPE 509.57
D-110	BL CONST RAMP A	501+02.77	6.43	RT	I-3D-SS	512.35	505.17	(IN) P-135 W 15" 505.55, (IN) P-135C W 24" STEEL CASING PIPE 505.17, (OUT) P-110 N 15" 505.55
D-111	BL CONST RAMP A	501+80.54	6.42	RT	I-3D-SS	512.45	504.00	(IN) P-110 S 15" 504.75, (OUT) P-111 N 15" 504.75
D-112	BL CONST RAMP A	503+14.30	6.42	RT	I-3D-SS	513.20	503.90	(IN) P-111 S 15" 504.00, (OUT) P-112 W 15" 504.00
D-113	BL CONST RAMP A	503+68.84	6.42	RT	I-3D-SS	513.92	504.75	(OUT) P-113 W 15" 504.75
D-114	BL CONST RAMP A	504+60.46	6.42	RT	I-3D-SS	515.75	503.85	(OUT) P-114 W 15" 508.75
D-115	BL CONST RAMP A	504+60.48	5.28	LT	MH-3-048" Base	515.00	503.25	(IN) P-114 E 15" 508.05, (IN) P-133 S 15" 503.25, (OUT) P-115 N 15" 503.25
D-116	BL CONST RAMP A	509+65.36	41.11	RT	I-3D-SS	527.55	522.35	(OUT) P-116 15" 522.75, (OUT) P-116C 24" STEEL CASING PIPE 522.37
D-117	BL CONST RAMP A	509+74.36	18.39	LT	I-3D-SS	527.68	521.12	(IN) P-116 E 15" 521.50, (IN) P-116C E 24" STEEL CASING PIPE 521.12, (OUT) P-117 15" 521.50, (OUT) P-117C 24" STEEL CASING PIPE 521.12
D-118	BL CONST RAMP A	506+23.00	6.03	LT	MH-3-048" Base	518.00	509.25	(IN) P-117 N 15" 513.00, (IN) P-117C N 24" STEEL CASING PIPE 512.62, (IN) P-125 W 15" 509.25, (IN) P-136 E 15" 513.00, (OUT) P-118 S 18" 509.25
D-119	BL CONST IR 75 (SB)	1135+06.01	32.42	LT	I-3D-SS	521.16	516.27	(OUT) P-119 15" 516.65, (OUT) P-119C 24" STEEL CASING PIPE 516.27
D-120	BL CONST IR 75 (SB)	1134+81.79	32.42	RT	I-3D-SS	520.64	513.82	(IN) P-119 NW 15" 514.20, (IN) P-119C NW 24" STEEL CASING PIPE 513.82, (OUT) P-120 E 15" 514.20
D-121	BL CONST IR 75 (NB)	2134+68.23	35.55	LT	I-3D-SS	520.12	513.52	(IN) P-120 W 15" 513.90, (OUT) P-121 15" 513.90, (OUT) P-121C 24" STEEL CASING PIPE 513.52
D-122	BL CONST IR 75 (NB)	2134+71.12	47.79	RT	CB-8A-42"	517.75	512.07	(IN) P-121 W 15" 512.45, (IN) P-121C W 24" STEEL CASING PIPE 512.07, (OUT) P-122 S 15" 512.45
D-123	BL CONST IR 75 (NB)	2133+50.43	47.91	RT	CB-8	517.45	510.90	(IN) P-122 N 15" 510.90, (OUT) P-123 S 15" 510.90
D-124	BL CONST IR 75 (NB)	2132+00.43	47.73	RT	CB-8	516.40	510.00	(IN) P-123 N 15" 510.00, (OUT) P-124 S 15" 510.00
D-125	BL CONST IR 75 (NB)	2131+24.16	44.94	RT	CB-8	516.20	509.55	(IN) P-124 N 15" 509.55, (OUT) P-125 E 15" 509.55
D-126	BL CONST RAMP D	304+62.49	27.67	LT	CB-3	507.38	502.75	(OUT) P-126 S 15" 502.75
D-127	BL CONST RAMP D	303+90.06	27.67	LT	CB-3	503.92	499.00	(IN) P-126 N 15" 499.00, (OUT) P-127 SW 15" 499.00
D-128	BL CONST RAMP D	301+60.04	27.67	LT	CB-3	495.24	490.45	(OUT) P-128 N 15" 490.45
D-129	BL CONST RAMP D	301+98.95	27.67	LT	CB-3A	496.07	489.25	(IN) P-128 S 15" 489.35, (IN) P-130 E 15" 489.25, (OUT) P-129 N 15" 489.25
D-130	BL CONST RAMP D	301+99.20	1.67	RT	CB-3A	496.17	490.75	(OUT) P-130 W 15" 490.75
D-131	BL CONST RAMP D	302+99.77	27.67	LT	CB-3	499.50	486.35	(IN) P-129 S 15" 486.35, (IN) P-132 E 15" 494.00, (OUT) P-131 N 15" 486.35
D-132	BL CONST RAMP D	302+99.77	8.60	RT	I-3D-SS	498.90	494.50	(OUT) P-132 W 15" 494.50
D-133	BL CONST RAMP A	503+68.84	5.50	LT	MH-3-048" Base	512.50	503.65	(IN) P-113 E 15" 504.45, (IN) P-134 S 15" 503.65, (OUT) P-133 N 15" 503.65
D-134	BL CONST RAMP A	503+14.29	5.50	LT	MH-3-048" Base	513.30	503.90	(IN) P-112 E 15" 503.90, (OUT) P-134 N 15" 503.90
D-135	BL CONST IR 75 (NB)	2126+10.29	27.50	LT	MH-3-048" Base	515.10	507.42	(IN) P-109 W 15" 507.80, (IN) P-109C W 24" STEEL CASING PIPE 507.42, (OUT) P-135 15" 507.80, (OUT) P-135C 24" STEEL CASING PIPE 507.42
D-136	BL CONST RAMP A	506+23.42	6.79	RT	I-3D-SS	518.50	514.00	(OUT) P-136 W 15" 514.00
D-200	BL CONST RAMP D	312+63.37	47.64	RT	MH-3-060" Base	526.50	492.00	(IN) P-201 W 24" 499.15, (IN) P-201C W 36" STEEL CASING PIPE 498.77, (IN) P-220 S 24" 492.00, (OUT) P-200 E 24" 492.00
D-201	BL CONST IR 75 (NB)	2137+44.84	47.51	RT	CB-8	516.35	499.00	(IN) P-202 W 24" 499.95, (IN) P-202C W 36" STEEL CASING PIPE 499.57, (OUT) P-201 24" 499.95, (OUT) P-201C 36" STEEL CASING PIPE 499.57
D-202	BL CONST IR 75 (NB)	2137+44.90	47.25	LT	CB-8A-42"	517.00	499.90	(IN) P-203 W 24" 500.60, (IN) P-203C W 36" STEEL CASING PIPE 500.22, (IN) P-204 N 24" 500.60, (OUT) P-202 24" 500.60, (OUT) P-202C 36" STEEL CASING PIPE 500.22
D-203	BL CONST IR 75 (NB)	1137+64.17	32.40	LT	I-3D-SS	521.70	500.77	(OUT) P-203 24" 501.15, (OUT) P-203C 36" STEEL CASING PIPE 500.77
D-204	BL CONST IR 75 (NB)	2138+26.04	45.99	LT	CB-8A-42"	516.10	501.00	(IN) P-210 W 15" 512.00, (IN) P-210C W 24" STEEL CASING PIPE 511.85, (OUT) P-204 S 24" 501.00, (IN) P-205 N 18" 501.00
D-210	BL CONST IR 75 (SB)	1138+40.25	32.62	LT	I-3D-SS	521.33	513.62	(OUT) P-210 15" 514.00, (OUT) P-210C 24" STEEL CASING PIPE 513.62
D-216	BL CONST RAMP D	311+95.77	44.40	LT	I-3D-SS	532.74	527.82	(OUT) P-216 15" 528.20, (OUT) P-216C 24" STEEL CASING PIPE 527.82
D-217	BL CONST RAMP D	311+90.06	8.62	RT	I-3D-SS	532.54	499.62	(IN) P-216 W 15" 527.40, (IN) P-216C W 24" STEEL CASING PIPE 527.02, (OUT) P-217 15" 500.00, (OUT) P-217C 24" STEEL CASING PIPE 499.62
D-218	CL CONST HARRISON AVE	8+37.51	123.01	LT	CB-8	503.25	498.75	(OUT) P-218 W 15" 498.75
D-219	CL CONST HARRISON AVE	5+89.76	42.11	LT	CB-8	499.35	494.00	(IN) P-218 E 15" 494.00, (OUT) P-219 N 24" 494.00
D-220	CL CONST HARRISON AVE	5+85.28	120.40	LT	MH-3-048" Base	522.00	492.85	(IN) P-217 W 15" 498.00, (IN) P-217C W 24" STEEL CASING PIPE 497.62, (IN) P-219 S 24" 492.85, (OUT) P-220 N 24" 492.85
D-400	BL CONST RAMP G	528+56.17	18.42	RT	I-3D-SS	519.80	515.20	(OUT) P-400 W 15" 515.25
D-401	BL CONST RAMP G	528+56.04	4.38	LT	I-3D-SS	520.44	514.45	(IN) P-400 E 15" 514.45, (OUT) P-401 N 15" 514.45
D-402	BL CONST RAMP G	528+95.11	4.37	LT	I-3D-SS	519.96	513.45	(IN) P-401 S 15" 513.70, (IN) P-403 E 15" 513.45, (OUT) P-402 N 15" 513.70
D-403	BL CONST RAMP G	528+95.14	18.39	RT	I-3D-SS	519.80	515.60	(OUT) P-403 W 15" 515.60
D-404	BL CONST RAMP G	529+50.01	30.72	RT	CB-8	519.70	515.75	(OUT) P-404 W 15" 515.75
D-405	BL CONST RAMP G	529+50.06	18.42	RT	I-3D-SS	519.80	514.70	(IN) P-404 E 15" 514.70, (OUT) P-405 W 15" 514.70
D-406	BL CONST RAMP G	529+50.16	4.45	LT	I-3D-SS	520.00	500.75	(IN) P-402 S 15" 511.00, (IN) P-405 E 15" 512.00, (OUT) P-406 W 15" 500.75
D-409	BL CONST RAMP G	529+50.08	41.86	LT	MH-3-048" Base	506.00	500.00	(IN) P-406 E 15" 500.00
D-500	BL CONST RAMP G	526+64.48	4.38	LT	I-3D-SS	521.07	516.78	(OUT) P-500 15" 517.80, (OUT) P-500C 24" STEEL CASING PIPE 517.42
D-501	BL CONST RAMP G	526+52.84	19.69	RT	I-3D-SS	521.05	515.02	(IN) P-500 NW 15" 515.40, (IN) P-500C NW 24" STEEL CASING PIPE 515.02, (OUT) P-501 15" 515.40, (OUT) P-501C 24" STEEL CASING PIPE 515.02
D-502	BL CONST RAMP G	526+21.06	4.39	LT	I-3D-SS	521.31	515.62	(OUT) P-502 15" 516.00, (OUT) P-502C 24" STEEL CASING PIPE 515.62
D-503	BL CONST RAMP G	1015+65.01	11.96	RT	I-3D-SS	521.05	514.02	(IN) P-501 N 15" 514.40, (IN) P-501C N 24" STEEL CASING PIPE 514.02, (IN) P-502 W 15" 514.50, (IN) P-502C W 24" STEEL CASING PIPE 514.12, (OUT) P-503 15" 514.50, (OUT) P-503C 24" STEEL CASING PIPE 514.12
D-504	BL CONST RAMP G	525+44.29	19.60	RT	I-3D-SS	521.69	513.37	(IN) P-503 N 15" 513.75, (IN) P-503C N 24" STEEL CASING PIPE 513.37, (OUT) P-504 15" 513.75, (OUT) P-504C 24" STEEL CASING PIPE 513.37
D-505	BL CONST RAMP G	522+21.19	19.41	RT	I-3D-SS	523.54	508.22	(IN) P-504 N 15" 508.60, (IN) P-504C N 24" STEEL CASING PIPE 508.22, (OUT) P-505 15" 508.60, (OUT) P-505C 24" STEEL CASING PIPE 508.22
D-506	BL CONST RAMP G	521+12.16	18.41	RT	I-3D-SS	524.55	506.02	(IN) P-505 N 15" 506.40, (IN) P-505C N 24" STEEL CASING PIPE 506.02, (OUT) P-506 S 15" 506.45
D-507	BL CONST RAMP G	519+97.65	18.43	RT	I-3D-SS	525.40	504.15	(IN) P-506 N 15" 504.15, (OUT) P-507 S 15" 504.15
D-508	BL CONST RAMP G	519+34.12	18.44	RT	I-3D-SS	526.00	487.22	(IN) P-507 N 15" 503.05, (IN) P-519 E 15" 510.50, (OUT) P-508 15" 489.10, (OUT) P-508C 24" STEEL CASING PIPE 488.72
D-509	BL CONST RAMP B	1015+96.26	18.42	RT	I-3D-SS	540.51	536.26	(OUT) P-509 15" 537.05, (OUT) P-509C 24" STEEL CASING PIPE 536.67
D-510	BL CONST RAMP B	1015+89.35	4.47	LT	I-3D-SS	540.01	535.98	(IN) P-509 E 15" 536.55, (IN) P-509C E 24" STEEL CASING PIPE 536.17, (OUT) P-510 15" 536.55, (OUT) P-510C 24" STEEL CASING PIPE 536.17
D-511	BL CONST RAMP B	1014+45.01	4.42	LT	I-3D-SS	535.59	529.62	(IN) P-510 N 15" 532.15, (IN) P-510C N 24" STEEL CASING PIPE 531.77, (OUT) P-511 15" 530.00, (OUT) P-511C 24" STEEL CASING PIPE 529.62
D-512	BL CONST RAMP B	1011+65.29	4.42	LT	I-3D-SS	526.89	002.00	(IN) P-511 N 15" 523.00, (IN) P-511C N 24" STEEL CASING PIPE 522.62, (OUT) P-512 NW15" 523.45, (OUT) P-512C NW 24" STEEL CASING PIPE 523.07
D-513	BL CONST RAMP B	1011+27.21	18.42	RT	I-3D-SS	526.15	521.86	(IN) P-512 NW 15" 522.70, (IN) P-512C NW 24" STEEL CASING PIPE 522.32, (OUT) P-513 S 15" 522.70, (OUT) P-513C S 24" STEEL CASING PIPE 521.90

PROPOSED DRAINAGE STRUCTURES *(CONTINUED)*

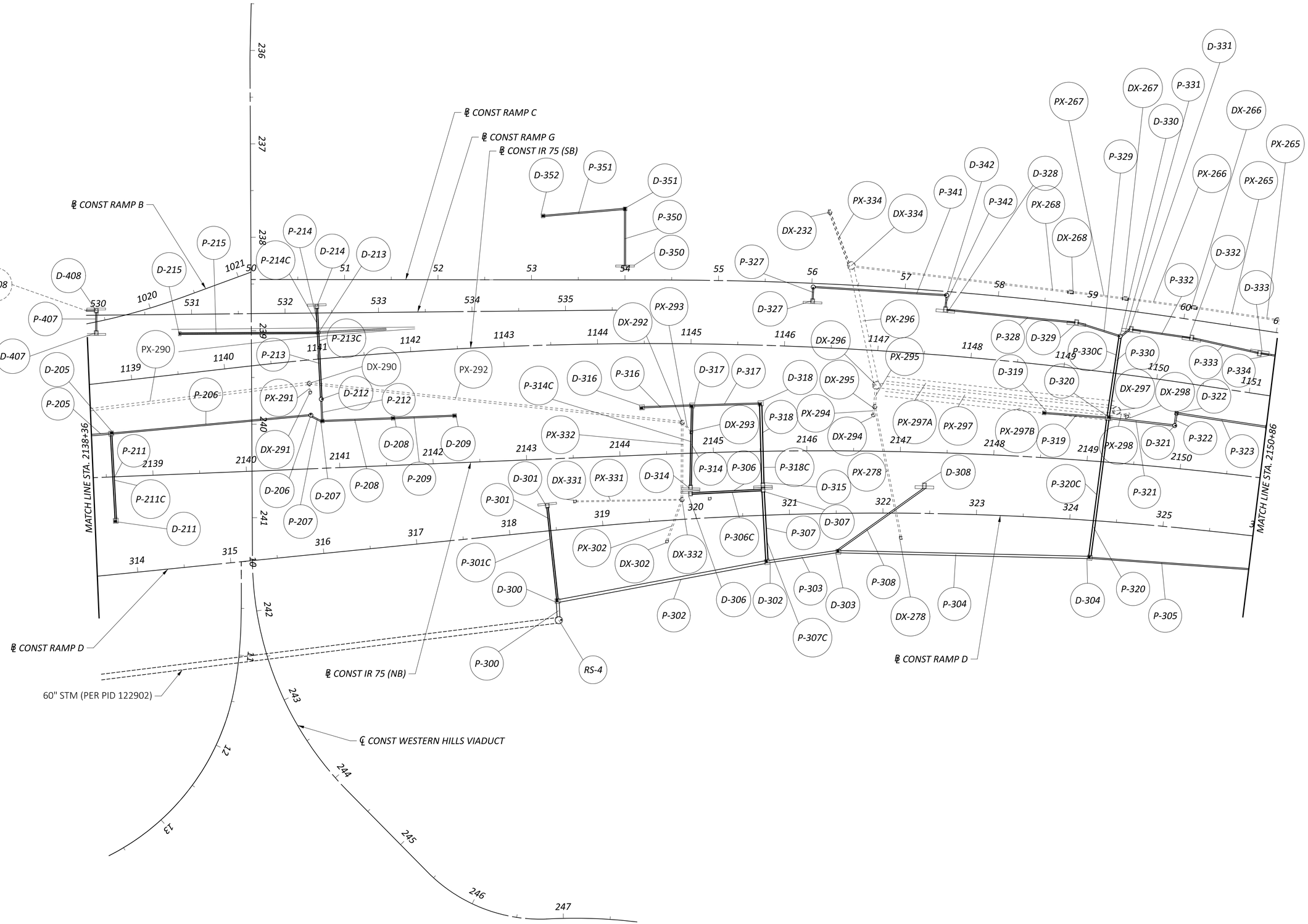
Label	ALIGNMENT	Station	Offset (ft)	Side	Structure Type	Grate/ Rim Elev.	Invert Elev.	Connected Pipes
D-514	BL CONST RAMP B	1010+21.20	18.43	RT	I-3D-SS	524.40	514.08	(IN) P-513 N 15" 520.00, (IN) P-513C N 24" STEEL CASING PIPE 519.62, (IN) P-523 W 15" 515.75, (IN) P-523C W 24" STEEL CASING PIPE 515.37, (OUT) P-514 E 15" 515.75, (OUT) P-514C 24" E STEEL CASING PIPE 515.37
D-515	BL CONST RAMP B	1012+16.72	25.08	RT	I-3D-SS	520.28	515.99	(OUT) P-515 15" 516.80, (OUT) P-515C 24" STEEL CASING PIPE 516.42
D-516	BL CONST RAMP B	1010+21.19	26.20	RT	I-3D-SS	521.75	513.62	(IN) P-514 W 15" 515.65, (IN) P-514C W 24" STEEL CASING PIPE 515.27, (IN) P-515 N 15" 514.00, (IN) P-515C N 24" STEEL CASING PIPE 513.62, (OUT) P-516 S 15" 514.00
D-517	BL CONST RAMP B	1009+43.16	18.44	RT	I-3D-SS	524.14	512.45	(IN) P-516 N 15" 512.45, (IN) P-522 W 15" 519.00, (OUT) P-517 S 15" 512.45
D-518	BL CONST RAMP B	1008+80.32	18.41	RT	I-3D-SS	524.15	511.35	(IN) P-517 N 15" 511.35, (OUT) P-518 W 15" 511.35
D-519	BL CONST RAMP B	1008+80.55	4.38	LT	I-3D-SS	525.00	510.75	(IN) P-518 E 15" 510.75, (OUT) P-519 W 15" 510.75
D-520	BL CONST RAMP G	519+34.28	20.93	LT	CB-8	493.50	485.70	(IN) P-508 E 15" 488.10, (IN) P-508C E 24" STEEL CASING PIPE 487.72, (IN) P-32 S 15" 485.70, (OUT) P-520 N 15" 485.70
D-521	BL CONST RAMP B	1006+99.79	20.02	RT	I-3D-SS	525.00	510.82	(OUT) P-521 15" 511.20, (OUT) P-521C 24" STEEL CASING PIPE 510.82
D-522	BL CONST RAMP B	1009+43.16	4.39	LT	I-3D-SS	524.90	520.00	(OUT) P-522 E 15" 520.00
D-523	BL CONST RAMP B	1010+21.53	4.42	LT	I-3D-SS	525.14	516.12	(IN) P-524 N 15" 516.50, (IN) P-524C N 24" STEEL CASING PIPE 516.12, (OUT) P-523 15" 516.50, (OUT) P-523C 24" STEEL CASING PIPE 516.12
D-524	BL CONST RAMP B	1010+92.20	4.41	LT	I-3D-SS	525.68	519.62	(OUT) P-524 15" 520.00, (OUT) P-524C 24" STEEL CASING PIPE 519.62
DX-289	BL CONST IR 75 (SB)	1137+92	27.19	RT	EX MH	490.91	490.91	(IN) PX-290 N 30" 490.91, (OUT) PX-289 S 30" 490.71
DX-327	BL CONST IR 75 (NB)	2126+25	26.61	LT	EX MH	516.85	516.85	(IN) PX-316 S 15" 510.25, (IN) PX-1000 N 15" 509.00, (OUT) PX-325 W 15" 509.00
DX-328	BL CONST IR 75 (NB)	2129+90	27.31	LT	EX MH	518.70	518.70	(IN) PX-313 N 12" 512.55, (OUT) PX-326 S 15" 515.20
DX-313	BL CONST IR 75 (SB)	1132+02	24.62	RT	EX CI	518.98	514.47	(OUT) PX-313 S 12" 514.47
DX-314	BL CONST IR 75 (SB)	1130+02	29.59	RT	EX CI	518.98	515.56	(OUT) PX-314 E 12" 515.56
DX-315	BL CONST IR 75 (SB)	1128+01	29.26	RT	EX CI	517.74	512.80	(OUT) PX-315 E 12" 512.41
DX-316	BL IR 75	125+86	7.52	LT	EX CI	516.65	512.80	(OUT) PX-316 N 15" 512.80

PROPOSED CONDUIT TABLE

Label	CFN	Length (ft)	Slope (FT/FT)	Size	Type	Start Node	Stop Node	Invert (Start) (ft)	Invert (Stop) (ft)
P-100		37.73	0.021	030 in.	Type B	D-100	LS-7	488.10	487.30
P-101		63.00	0.006	030 in.	Type B	D-101	D-100	488.90	488.50
P-101C		63.00	0.006	42 in Steel Casing Pipe	Type B	D-101	D-100	488.52	488.12
P-102		171.34	0.007	030 in.	Type B	D-102	D-101	490.15	488.90
P-103		66.37	0.010	024 in.	Type B	D-103	D-102	493.80	493.15
P-103C		66.37	0.010	36 in Steel Casing Pipe	Type B	D-103	D-102	493.30	492.65
P-104		8.84	0.025	024 in.	Type B	D-104	D-103	499.90	499.68
P-105		12.05	0.021	018 in.	Type B	D-105	D-104	502.90	502.65
P-106		110.60	0.017	018 in.	Type B	D-106	D-105	512.88	510.95
P-106C		110.60	0.016	24 in Steel Casing Pipe	Type B	D-106	D-105	512.50	510.70
P-107		75.70	0.008	018 in.	Type B	D-107	D-106	513.80	513.20
P-108		72.26	0.016	018 in.	Type B	D-108	D-106	513.95	512.75
P-109		75.38	0.029	015 in.	Type B	D-109	D-135	509.95	507.80
P-109C		75.38	0.029	24 in Steel Casing Pipe	Type B	D-109	D-135	509.57	507.42
P-110		77.42	0.010	015 in.	Type B	D-110	D-111	505.55	504.75
P-111		133.11	0.006	015 in.	Type B	D-111	D-112	504.75	504.00
P-112		11.92	0.008	015 in.	Type B	D-112	D-134	504.00	503.90
P-113		11.92	0.025	015 in.	Type B	D-113	D-133	504.75	504.45
P-114		11.70	0.059	015 in.	Type B	D-114	D-115	508.75	508.05
P-115		80.83	0.004	015 in.	Type B	D-115	D-105	503.25	502.90
P-116		60.18	0.020	015 in.	Type B	D-116	D-117	522.75	521.50
P-116C		60.18	0.020	24 in Steel Casing Pipe	Type B	D-116	D-117	522.37	521.12
P-117		351.70	0.024	015 in.	Type B	D-117	D-118	521.50	513.00
P-117C		351.70	0.024	24 in Steel Casing Pipe	Type B	D-117	D-118	521.12	512.62
P-118		81.62	0.005	018 in.	Type B	D-118	D-105	509.25	508.85
P-119		69.21	0.035	015 in.	Type B	D-119	D-120	516.65	514.20
P-119C		69.21	0.035	24 in Steel Casing Pipe	Type B	D-119	D-120	516.27	513.82
P-120		10.95	0.031	015 in.	Type B	D-120	D-121	514.20	513.90
P-121		83.39	0.017	015 in.	Type B	D-121	D-122	513.90	512.45
P-121C		83.39	0.017	24 in Steel Casing Pipe	Type B	D-121	D-122	513.52	512.07
P-122		120.17	0.013	015 in.	Type B	D-122	D-123	512.45	510.90
P-123		149.35	0.006	015 in.	Type B	D-123	D-124	510.90	510.00
P-124		75.99	0.006	015 in.	Type B	D-124	D-125	510.00	509.55
P-125		31.88	0.009	015 in.	Type B	D-125	D-118	509.55	509.25
P-126		73.46	0.051	015 in.	Type B	D-126	D-127	502.75	499.00
P-127		11.61	0.026	015 in.	Type B	D-127	D-100	499.00	498.70
P-128		38.91	0.028	015 in.	Type B	D-128	D-129	490.45	489.35
P-129		100.82	0.029	015 in.	Type B	D-129	D-131	489.25	486.35
P-130		28.75	0.051	015 in.	Type B	D-130	D-129	490.75	489.25
P-131		46.25	0.021	015 in.	Type B	D-131	LS-7	486.35	485.40
P-132		35.98	0.014	015 in.	Type B	D-132	D-131	494.50	494.00
P-133		91.66	0.004	015 in.	Type B	D-133	D-115	503.65	503.25
P-134		54.75	0.005	015 in.	Type B	D-134	D-133	503.90	503.65
P-135		79.48	0.028	015 in.	Type B	D-135	D-110	507.80	505.55
P-135C		79.48	0.028	24 in Steel Casing Pipe	Type B	D-135	D-110	507.42	505.17
P-136		12.83	0.071	015 in.	Type B	D-136	D-118	514.00	513.00
P-200		63.49	0.063	024 in.	Type C	D-200	LS-5	492.00	488.00
P-201		110.52	0.007	024 in.	Type B	D-201	D-200	499.95	499.15
P-201C		110.52	0.007	36 in Steel Casing Pipe	Type B	D-201	D-200	499.57	498.77
P-202		94.76	0.007	024 in.	Type B	D-202	D-201	500.60	499.95
P-202C		94.76	0.007	36 in Steel Casing Pipe	Type B	D-202	D-201	500.22	499.57
P-203		78.67	0.007	024 in.	Type B	D-203	D-202	501.15	500.60
P-203C		78.67	0.007	36 in Steel Casing Pipe	Type B	D-203	D-202	500.77	500.22
P-204		81.50	0.005	024 in.	Type B	D-204	D-202	501.00	500.60
P-210		85.54	0.023	015 in.	Type B	D-210	D-204	514.00	512.00
P-210C		85.54	0.021	24 in Steel Casing Pipe	Type B	D-210	D-204	513.62	511.85
P-216		53.33	0.015	015 in.	Type B	D-216	D-217	528.20	527.40
P-216C		53.33	0.015	24 in Steel Casing Pipe	Type B	D-216	D-217	527.82	527.02
P-217		33.51	0.060	015 in.	Type C	D-217	D-220	500.00	498.00
P-217C		33.51	0.060	24 in Steel Casing Pipe	Type B	D-217	D-220	499.62	497.62
P-218		289.01	0.019	015 in.	Type B	D-218	D-219	498.75	494.00
P-219		78.42	0.015	024 in.	Type B	D-219	D-220	494.00	492.85
P-220		61.55	0.014	024 in.	Type C	D-220	D-200	492.85	492.00
P-400		22.80	0.035	015 in.	Type B	D-400	D-401	515.25	514.45
P-401		39.10	0.019	015 in.	Type B	D-401	D-402	514.45	513.70
P-402		55.06	0.049	015 in.	Type B	D-402	D-406	513.70	511.00

PROPOSED CONDUIT TABLE *(CONTINUED)*

Label	CFN	Length (ft)	Slope (FT/FT)	Size	Type	Start Node	Stop Node	Invert (Start) (ft)	Invert (Stop) (ft)
P-403		22.76	0.095	015 in.	Type B	D-403	D-402	515.60	513.45
P-404		12.31	0.098	015 in.	Type B	D-404	D-405	515.75	514.70
P-405		22.87	0.081	015 in.	Type B	D-405	D-406	514.70	512.70
P-406		37.41	0.020	015 in.	Type B	D-406	D-409	500.75	500.00
P-500		26.73	0.087	015 in.	Type B	D-500	D-501	517.80	515.40
P-500C		26.73	0.087	24 in Steel Casing Pipe	Type B	D-500	D-501	517.42	515.02
P-501		31.78	0.031	015 in.	Type B	D-501	D-503	515.40	514.40
P-501C		31.78	0.031	24 in Steel Casing Pipe	Type B	D-501	D-503	515.02	514.02
P-502		24.01	0.061	015 in.	Type B	D-502	D-503	516.00	514.50
P-502C		24.01	0.061	24 in Steel Casing Pipe	Type B	D-502	D-503	515.62	514.12
P-503		76.77	0.010	015 in.	Type B	D-503	D-504	514.50	513.75
P-503C		76.77	0.010	24 in Steel Casing Pipe	Type B	D-503	D-504	514.12	513.37
P-504		323.11	0.016	015 in.	Type B	D-504	D-505	513.75	508.60
P-504C		323.11	0.016	24 in Steel Casing Pipe	Type B	D-504	D-505	513.37	508.22
P-505		109.03	0.020	015 in.	Type B	D-505	D-506	508.60	506.40
P-505C		109.03	0.020	24 in Steel Casing Pipe	Type B	D-505	D-506	508.22	506.02
P-506		113.69	0.020	015 in.	Type B	D-506	D-507	506.45	504.15
P-507		62.91	0.017	015 in.	Type B	D-507	D-508	504.15	503.05
P-508		39.37	0.025	015 in.	Type B	D-508	D-520	489.10	488.10
P-508C		39.37	0.025	24 in Steel Casing Pipe	Type B	D-508	D-520	488.72	487.72
P-509		23.91	0.020	015 in.	Type B	D-509	D-510	537.05	536.55
P-509C		23.91	0.020	24 in Steel Casing Pipe	Type B	D-509	D-510	536.67	536.17
P-510		144.33	0.030	015 in.	Type B	D-510	D-511	536.55	532.15
P-510C		144.33	0.030	24 in Steel Casing Pipe	Type B	D-510	D-511	536.17	531.77
P-511		279.72	0.025	015 in.	Type B	D-511	D-512	530.00	523.00
P-511C		279.72	0.025	24 in Steel Casing Pipe	Type B	D-511	D-512	529.62	522.62
P-512		44.40	0.017	015 in.	Type B	D-512	D-513	523.45	522.70
P-512C		44.40	0.017	24 in Steel Casing Pipe	Type B	D-512	D-513	523.07	522.32
P-513		105.64	0.026	015 in.	Type B	D-513	D-514	522.70	520.00
P-513C		105.64	0.022	24 in Steel Casing Pipe	Type B	D-513	D-514	521.90	519.62
P-514		7.77	0.014	015 in.	Type B	D-514	D-516	515.75	515.65
P-514C		7.77	0.014	24 in Steel Casing Pipe	Type B	D-514	D-516	515.37	515.27
P-515		195.00	0.014	015 in.	Type B	D-515	D-516	516.80	514.00
P-515C		195.00	0.014	24 in Steel Casing Pipe	Type B	D-515	D-516	516.42	513.62
P-516		77.63	0.020	015 in.	Type B	D-516	D-517	514.00	512.45
P-517		62.31	0.018	015 in.	Type B	D-517	D-518	512.45	511.35
P-518		22.79	0.026	015 in.	Type B	D-518	D-519	511.35	510.75
P-519		10.26	0.025	015 in.	Type B	D-519	D-508	510.75	510.50
P-520		15.45	0.045	015 in.	Type B	D-520	LS-4	485.70	485.00
P-521		25.16	0.050	015 in.	Type B	D-521	D-109	511.20	509.95
P-521C		25.16	0.050



HORIZONTAL SCALE IN FEET
0 25 50 100

STORM SEWER SCHEMATIC - ODOT DRAINAGE
STA. 2138+36.00 TO STA. 2150+86.00

DESIGN AGENCY
EMH&T

DESIGNER	TGW
REVIEWER	RSH 11/02/26
PROJECT ID	114161
SHEET	P.415
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:36:23 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\d01-Engineering_EMHT\Drainage\Sheets\114161_DB001.dgn

PROPOSED DRAINAGE STRUCTURES

Label	ALIGNMENT	Station	Offset (ft)	Side	Structure Type	Grate/ Rim Elev.	Invert Elev.	Connected Pipes
D-205	BL CONST IR 75 (NB)	2138+58.12	47.08	LT	CB-8A	515.50	502.00	(IN) P-206 N 15" 502, (IN) P-211 E 15" 510.75, (OUT) P-205 18" 502, (OUT) P-211C 24" STEEL CASING PIPE 510.37
D-206	BL CONST IR 75 (NB)	2140+71.80	57.30	LT	MH-3-048" Base	513.60	504.00	(IN) P-207 NE 15" 504, (OUT) P-206 S 15" 504
D-207	BL CONST IR 75 (NB)	2140+83.75	50.44	LT	CB-8	512.25	504.25	(IN) P-208 N 15" 504.5, (IN) P-212 W 15" 504.5, (OUT) P-207 SW 15" 504.25
D-208	BL CONST IR 75 (NB)	2141+59.48	50.44	LT	CB-8	511.10	505.35	(IN) P-209 N 15" 505.35, (OUT) P-208 S 15" 505.35
D-209	BL CONST IR 75 (NB)	2142+25.43	50.44	LT	CB-8	510.00	506.00	(OUT) P-209 S 15" 506
D-211	BL CONST IR 75 (NB)	2138+58.03	47.64	RT	CB-8A	515.25	511.57	(IN) P-211C W 24" STEEL CASING PIPE 511.57, (OUT) P-211 W 15" 511.95
D-212	BL CONST IR 75 (NB)	2140+83.64	73.94	LT	MH-3-048" Base	516.82	505.00	(IN) P-213 W 15" 511.3, (IN) P-213C W 24" STEEL CASING PIPE 510.92, (OUT) P-212 E 15" 505
D-213	BL CONST IR 75 (SB)	1141+03.30	27.32	LT	CB-6	521.00	512.00	(IN) P-214 W 15" 512.6, (IN) P-214C W 24" STEEL CASING PIPE 512.22, (IN) P-215 S 15" 512, (OUT) P-213 15" 512.6, (OUT) P-213C 24" STEEL CASING PIPE 512.22
D-214	BL CONST IR 75 (SB)	1141+04.49	55.51	LT	I-3D	521.00	512.77	(OUT) P-214 15" 513.15, (OUT) P-214C 24" STEEL CASING PIPE 512.77
D-215	BL CONST RAMP A	530+86.52	20.65	RT	CB-6	522.05	514.40	(OUT) P-215 N 15" 514.4
D-300	BL CONST RAMP D	318+43.07	74.98	RT	CB-8A	511.00	495.15	(IN) P-301 W 15" 507, (IN) P-301C W 24" STEEL CASING PIPE 506.62, (IN) P-302 N 36" 495.15, (OUT) P-300 E 36" 495.15
D-301	BL CONST RAMP D	318+43.05	26.40	LT	I-3D	529.32	512.52	(OUT) P-301 15" 512.9, (OUT) P-301C 24" STEEL CASING PIPE 512.52
D-302	BL CONST RAMP D	320+73.43	49.30	RT	CB-8A-42"	508.75	497.00	(IN) P-303 N 30" 497, (IN) P-307 W 24" 500, (IN) P-307C W 36" STEEL CASING PIPE 499.5, (OUT) P-302 S 36" 497
D-303	BL CONST RAMP D	321+51.21	40.36	RT	CB-8A	508.80	498.50	(IN) P-304 N 30" 498.5, (IN) P-308 W 18" 505.05, (OUT) P-303 S 30" 498.5
D-304	BL CONST RAMP D	324+23.59	39.17	T	CB-8A	509.70	503.50	(IN) P-305 N 15" 505.6, (IN) P-320 W 24" 504, (IN) P-320C W 36" STEEL CASING PIPE 503.5, (OUT) P-304 S 30" 503.5
D-306	BL CONST RAMP D	319+95.73	26.40	LT	I-3D	522.18	518.00	(OUT) P-306 15" 518, (OUT) P-306C 24" STEEL CASING PIPE 518
D-307	BL CONST RAMP D	320+72.81	26.39	LT	I-3B	518.80	501.00	(IN) P-306 S 15" 510, (IN) P-306C S 24" STEEL CASING PIPE 509.62, (IN) P-315 W 24" 501.5, (IN) P-315C W 36" STEEL CASING PIPE 501, (OUT) P-307 24" 501.5, (OUT) P-307C 36" STEEL CASING PIPE 501
D-308	BL CONST IR 75 (NB)	2147+27.19	34.78	RT	I-3C1	513.11	509.11	(OUT) P-308 E 18" 509.36
D-314	BL CONST IR 75 (NB)	2144+74.66	35.88	RT	I-3D	510.43	504.62	(OUT) P-314 15" 505, (OUT) P-314C 24" STEEL CASING PIPE 504.62
D-315	BL CONST IR 75 (NB)	2145+52.75	35.62	T	I-3D	510.51	501.00	(IN) P-318 W 24" 501.5, (IN) P-318C W 36" STEEL CASING PIPE 501, (OUT) P-315 24" 501.5, (OUT) P-315C 36" STEEL CASING PIPE 501
D-316	BL CONST IR 75 (NB)	2144+25.43	50.39	LT	CB-8A	507.60	504.60	(OUT) P-316 N 15" 504.6
D-317	BL CONST IR 75 (NB)	2144+78.80	50.31	LT	CB-8A	507.60	503.72	(IN) P-314 E 15" 504.1, (IN) P-314C E 24" STEEL CASING PIPE 503.72, (IN) P-316 S 15" 504.1, (OUT) P-317 N 15" 504.1
D-318	BL CONST IR 75 (NB)	2145+51.05	50.44	LT	CB-8A-42"	508.25	503.00	(IN) P-317 S 15" 503.5, (OUT) P-318 24" 503.5, (OUT) P-318C 36" STEEL CASING PIPE 503
D-319	BL CONST IR 75 (NB)	2148+51.53	47.80	LT	CB-8	512.10	508.30	(OUT) P-319 N 15" 508.3
D-320	BL CONST IR 75 (NB)	2149+19.96	48.06	LT	CB-8A-42"	512.10	505.10	(IN) P-319 S 15" 506.75, (IN) P-321 N 18" 505.6, (IN) P-330 W 24" 505.6, (IN) P-330C W 36" STEEL CASING PIPE 505.1, (OUT) P-320 24" 505.6, (OUT) P-320C 36" STEEL CASING PIPE 505.1
D-321	BL CONST IR 75 (SB)	1150+26.52	46.67	RT	MH-3-048" Base	513.85	506.30	(IN) P-322 W 18" 506.3, (OUT) P-321 S 18" 506.3
D-322	BL CONST IR 75 (SB)	1150+26.52	33.67	RT	CB-3A	514.30	506.70	(OUT) P-322 E 18" 506.7
D-327	BL CONST RAMP C	56+01.61	18.43	RT	I-3D-SS	520.50	516.00	(OUT) P-327 W 15" 516.2
D-328	BL CONST RAMP C	57+44.74	18.19	RT	I-3C1	517.65	512.20	(IN) P-342 W 15" 512.2, (OUT) P-328 N 15" 512.2
D-329	BL CONST RAMP C	58+86.32	18.17	RT	I-3C1	516.88	511.10	(IN) P-328 S 15" 511.1, (OUT) P-329 NE 15" 511.1
D-330	BL CONST IR 75 (SB)	1149+55.51	40.00	LT	MH-3-048" Base	513.60	506.00	(IN) P-329 SW 15" 509.5, (IN) P-331 NW 15" 507.65, (OUT) P-330 24" 506.5, (OUT) P-330C 36" STEEL CASING PIPE 506
D-331	BL CONST RAMP C	59+45.47	18.08	RT	I-3C1	516.35	508.15	(IN) P-332 N 15" 508.15, (OUT) P-331 SE 15" 508.15
D-332	BL CONST RAMP C	60+11.25	18.08	RT	I-3C1	516.40	509.05	(IN) P-333 NE 15" 509.05, (OUT) P-332 S 15" 509.05
D-333	BL CONST RAMP C	60+85.55	25.84	RT	I-3C1	516.70	510.30	(OUT) P-333 SW 15" 510.3, (IN) P-334 15" (N) 510.30
D-337	BL CONST RAMP C	64+25.27	23.86	RT	CB-6	522.20	516.00	(OUT) P-337 S 15" 516, P-338 15" (N) 516.00
D-341	BL CONST RAMP C	56+01.63	4.00	RT	MH-3-048" Base	519.40	514.50	(IN) P-327 E 15" 514.5, (OUT) P-341 N 15" 514.5
D-342	BL CONST RAMP C	57+44.74	4.00	RT	MH-3-048" Base	516.70	512.30	(IN) P-341 S 15" 512.3, (OUT) P-342 E 15" 512.3
D-350	BL CONST RAMP C	54+00.01	12.62	LT	I-3D-SS	530.60	493.20	(OUT) P-350 W 15" 493.2
D-351	BL CONST RAMP C	54+00.01	76.00	LT	CB-8	503.75	491.81	(IN) P-350 E 15" 492, (OUT) P-351 S 15" 492
D-352	BL CONST RAMP C	53+12.29	68.45	LT	CB-8	495.50	490.00	(IN) P-351 N 15" 490
D-407	BL CONST RAMP G	529+97.95	18.40	RT	I-3D-	520.00	515.70	(OUT) P-407 W 15" 515.7
D-408	BL CONST RAMP G	529+98.16	4.34	LT	I-3D	519.90	515.20	(IN) P-407 E 15" 515.2, (OUT) P-408 S 15" 515.2
RS-4					PR MH	523.00	490.00	(IN) P-300 W 36" 495
DX-232	BL CONST IR 75 (SB)	1146+41	145.03	LT	EX MH	498.72	487.37	(IN) PX-334 E 15" 490.02, (IN) PX-334-OVERFLOW E 24" 494.92, (OUT) PX-232 W 21" 487.37
DX-290	BL CONST IR 75 (SB)	1140+88	25.00	RT	EX MH	515.76	493.81	(IN) PX-292 N 24" 494.31, (OUT) PX-290 S 30" 493.81
DX-292	BL CONST IR 75 (NB)	2144+67	33.36	LT	EX MH	515.76	499.31	(OUT) PX-292 S 24" 499.31
DX-295	BL CONST IR 75 (NB)	2146+71	47.66	LT	EX MH	508.59	499.29	(IN) PX-278 E 18" 504.84, (OUT) PX-295 W 24" 499.29
DX-296	BL CONST IR 75 (NB)	2146+73	70.51	LT	EX MH	508.59	490.96	(IN) PX-295 E 24" 492.00, (IN) PX-297 N 60" 491.05, (OUT) PX-296 W 60" 490.96
DX-297	BL CONST IR 75 (NB)	2149+27	55.81	LT	EX MH	508.59	492.83	(IN) PX-298 NE 18" 504.98, (OUT) PX-297 S 60" 492.83
DX-332	BL CONST IR 75 (NB)	2144+64	49.29	RT	EX MH	510.91	503.36	(IN) PX-302 SE 18" 503.36, (IN) PX-331 S 12" 507.66
DX-334	BL CONST IR 75 (SB)	1146+66	89.16	LT	EX MH	519.05	490.7	(IN) PX-268 N 15" 506.90, (IN) PX-296 E 60" 490.70, (OUT) PX-334 15" 490.70, (OUT) PX-334-OVERFLOW 24" 498.05
DX-266	BL CONST IR 75 (SB)	1150+29	81.68	LT	EX CB	517.37	511.97	(OUT) PX-266 S 15" 512.17
DX-268	BL CONST IR 75 (SB)	1148+98	80.94	LT	EX CB	517.04	509.77	(OUT) PX-268 S 15" 509.77
DX-278	BL CONST IR 75 (NB)	2147+03	92.35	RT	EX CB	510.6	506.64	(OUT) PX-278 W 18" 506.85
DX-294	BL CONST IR 75 (NB)	2146+71	38.19	LT	EX CB	510.6	507.32	(OUT) PX 294 NW 15" 504.09
DX-298	BL CONST IR 75 (NB)	2149+39	50.42	LT	EX CB	509.24	505.28	(OUT) PX-298 SW 18" 505.29
DX-302	BL CONST IR 75 (NB)	2144+47	93.39	RT	EX CB	507.47	503.51	(OUT) PX-302 NW 18" 504.70
DX-331	BL CONST IR 75 (NB)	2143+50	46.51	RT	EX CB	511.28	507.86	(OUT) PX-331 N 12" 508.03

PROPOSED CONDUIT TABLE

Label	CFN	Length (ft)	Slope (FT/FT)	Size	Type	Start Node	Stop Node	Invert (Start) (ft)	Invert (Stop) (ft)
P-205		32.17	0.031	018 in.	Type B	D-205	D-204	502.00	501.00
P-206		213.93	0.009	015 in.	Type B	D-206	D-205	504.00	502.00
P-207		13.78	0.016	015 in.	Type B	D-207	D-206	504.25	504.00
P-208		75.73	0.011	015 in.	Type B	D-208	D-207	505.35	504.50
P-209		65.95	0.010	015 in.	Type B	D-209	D-208	506.00	505.35
P-210		85.54	0.023	015 in.	Type B	D-210	D-204	514.00	512.00
P-210C		85.54	0.021	24 in Steel Casing Pipe	Type B	D-210	D-204	513.62	511.85
P-211		94.72	0.013	015 in.	Type B	D-211	D-205	511.95	510.75
P-211C		94.72	0.013	24 in Steel Casing Pipe	Type B	D-205	D-211	510.37	511.57
P-212		23.50	0.019	015 in.	Type B	D-212	D-207	505.00	504.50
P-213		71.21	0.018	015 in.	Type B	D-213	D-212	512.60	511.30
P-213C		71.21	0.018	24 in Steel Casing Pipe	Type B	D-213	D-212	512.22	510.92
P-214		27.47	0.020	015 in.	Type B	D-214	D-213	513.15	512.60
P-214C		27.47	0.020	24 in Steel Casing Pipe	Type B	D-214	D-213	512.77	512.22
P-215		147.91	0.016	015 in.	Type B	D-215	D-213	514.40	512.00
P-300		21.21	0.007	036 in.	Type C	D-300	RS-4	495.15	495.00
P-301		101.38	0.058	015 in.	Type B	D-301	D-300	512.90	507.00
P-301C		101.38	0.058	24 in Steel Casing Pipe	Type B	D-301	D-300	512.52	506.62
P-302		227.96	0.008	036 in.	Type C	D-302	D-300	497.00	495.15
P-303		77.23	0.009	030 in.	Type C	D-303	D-302	498.50	497.00
P-304		269.00	0.028	030 in.	Type C	D-304	D-303	503.50	498.50
P-305		282.88	0.012	015 in.	Type C	D-305	D-304	509.00	505.60
P-306		77.70	0.103	015 in.	Type B	D-306	D-307	518.00	510.00
P-306C		77.70	0.108	24 in Steel Casing Pipe	Type B	D-306	D-307	518.00	509.62
P-307		75.69	0.020	024 in.	Type B	D-307	D-302	501.50	500.00
P-307C		75.69	0.020	36 in Steel Casing Pipe	Type B	D-307	D-302	501.00	499.50
P-308		116.72	0.065	018 in.	Type B	D-308	D-303	509.36	505.05
P-314		86.29	0.010	015 in.	Type B	D-314	D-317	505.00	504.10
P-314C		86.29	0.010	24 in Steel Casing Pipe	Type B	D-314	D-317	504.62	503.72
P-315		6.46	0.000	024 in.	Type B	D-315	D-307	501.50	501.50
P-315C		6.46	0.000	36 in Steel Casing Pipe	Type B	D-315	D-307	501.00	501.00
P-316		53.62	0.009	015 in.	Type B	D-316	D-317	504.60	504.10
P-317		73.20	0.008	015 in.	Type B	D-317	D-318	504.10	503.50
P-318		86.07	0.023	024 in.	Type B	D-318	D-315	503.50	501.50
P-318C		86.07	0.023	36 in Steel Casing Pipe	Type B	D-318	D-315	503.00	501.00
P-319		69.29	0.022	015 in.	Type B	D-319	D-320	508.30	506.75
P-320		151.01	0.011	024 in.	Type B	D-320	D-304	505.60	504.00
P-320C		151.01	0.011	36 in Steel Casing Pipe	Type B	D-320	D-304	505.10	503.50
P-321		71.03	0.010	018 in.	Type B	D-321	D-320	506.30	505.60
P-322		13.29	0.031	018 in.	Type B	D-322	D-321	506.70	506.30
P-327		14.43	0.119	015 in.	Type B	D-327	D-341	516.20	514.50
P-328		140.90	0.008	015 in.	Type B	D-328	D-329	512.20	511.10
P-329		49.15	0.033	015 in.	Type B	D-329	D-330	511.10	509.50
P-330		87.50	0.010	024 in.	Type B	D-330	D-320	506.50	505.60
P-330C		87.50	0.010	36 in Steel Casing Pipe	Type B	D-330	D-320	506.00	505.10
P-331		14.66	0.035	015 in.	Type B	D-331	D-330	508.15	507.65
P-332		65.47	0.014	015 in.	Type B	D-332	D-331	509.05	508.15
P-333		74.69	0.017	015 in.	Type B	D-333	D-332	510.30	509.05
P-337		94.38	0.021	015 in.	Type B	D-337	D-335	516.00	514.00
P-341		142.95	0.015	015 in.	Type B	D-341	D-342	514.50	512.30
P-342		14.19	0.007	015 in.	Type B	D-342	D-328	512.30	512.20
P-350		63.38	0.019	015 in.	Type B	D-350	D-351	493.20	492.00
P-351		88.05	0.023	015 in.	Type B	D-351	D-352	492.00	490.00
P-407		22.73	0.021	015 in.	Type B	D-407	D-408	515.70	515.20
P-408		48.00	0.067	015 in.	Type B	D-408	D-406	515.20	512.00
PX-232		68.36	0.0591	021 in.	EX STM	DX-232	utxSan-227	487.37	483.33
PX-266		74.33	0.0204	015 in.	EX STM	DX-266	DX-267	512.17	510.65
PX-268		236.29	0.0121	015 in.	EX STM	DX-268	DX-334	509.77	506.90
PX-278		143.30	0.0140	018 in.	EX STM	DX-278	DX-295	506.85	504.84
PX-290		295.66	0.0098	030 in.	EX STM	DX-290	DX-289	493.81	490.91
PX-292		401.10	0.0125	024 in.	EX STM	DX-292	DX-290	499.31	494.31
PX-295		22.90	0.3184	024 in.	EX STM	DX-295	DX-296	499.29	492.00
PX-296		130.85	0.0020	060 in.	EX STM	DX-296	DX-334	490.96	490.70
PX-297		258.24	0.0069	060 in.	EX STM	DX-297	DX-296	492.83	491.05
PX-297A		246.04	0.0050	060 in.	EX STM	DX-297A	DX-297C	485.80	484.57
PX-297B		246.46	0.0050	060 in.	EX STM	DX-297B	DX-297D	485.80	484.57
PX-298		12.87	0.0241	018 in.	EX STM	DX-298	DX-297	505.29	504.98
PX-302		47.53	0.0282	018 in.	EX STM	DX-302	DX-332	504.70	503.36
PX-331		114.41	0.0032	012 in.	EX STM	DX-331	DX-332	508.03	507.66

STORM SEWER SCHEMATIC - ODOT DRAINAGE

DESIGN AGENCY: EMH&T

DESIGNER: TGW

REVIEWER: RSH 11/02/26

PROJECT ID: 114161

SHEET: P.416 TOTAL: 830

HAM-IR 75-1.95

MODEL: Plan Sheet 4A PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 8:36:24 PM USER: bmcutchen
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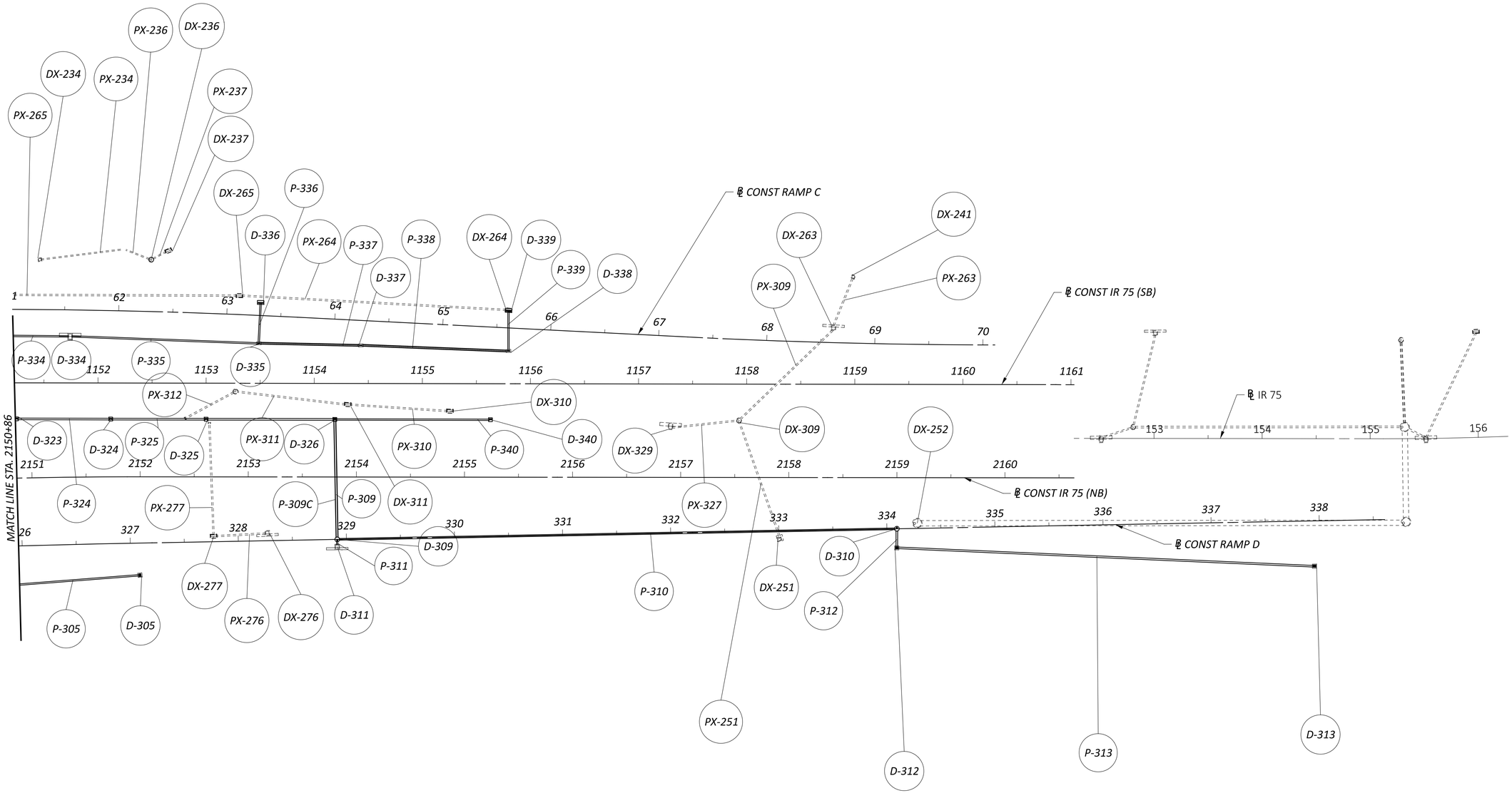

HORIZONTAL SCALE IN FEET
0 25 50 100

STORM SEWER SCHEMATIC - ODOT DRAINAGE
STA. 2150+86.00 TO STA. 156+27.51

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:45:59 PM USER: jjones
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_ EMHT\Drainage\Sheets\114161_DB001.dgn

DESIGN AGENCY
EMH&T

DESIGNER	TGW
REVIEWER	RSH 11/02/26
PROJECT ID	114161
SHEET	P.417
TOTAL	830

PROPOSED DRAINAGE STRUCTURES								
Label	ALIGNMENT	Station	Offset (ft)	Side	Structure Type	Grate/ Rim Elev.	Invert Elev.	Connected Pipes
D-305	BL CONST RAMP D	327+08.50	29.66	RT	CB-8	517.50	509.00	(OUT) P-305 S 15" 509.00
D-309	BL CONST RAMP D	328+91.63	0.00	C	MH-3-048" Base	518.70	514.27	(IN) P-310 N 18" 515.20, (IN) P-311 E 15" 514.65, (OUT) P-309 18" 514.65, (OUT) P-309C 24" STEEL CASING PIPE 514.27
D-310	BL CONST RAMP D	334+09.32	0.03	C	MH-3-048" Base	530.30	526.70	(IN) P-312 E 18" 526.85, (OUT) P-310 S 18" 526.70
D-311	BL CONST RAMP D	328+91.45	6.41	RT	I-3D	523.47	514.80	(OUT) P-311 W 15" 514.80
D-312	BL CONST RAMP D	334+08.95	17.64	RT	CB-8	532.55	527.25	(IN) P-313 N 18" 527.25, (OUT) P-312 W 18" 527.25
D-313	BL CONST RAMP D	337+94.88	41.94	RT	CB-8	531.40	528.31	(OUT) P-313 S 18" 528.50
D-323	BL CONST IR 75 (SB)	1151+24.88	33.67	RT	CB-3A	515.13	507.70	(IN) P-324 N 18" 507.70, (OUT) P-323 S 18" 507.70
D-324	BL CONST IR 75 (SB)	1152+12.10	33.67	RT	CB-3A	516.34	509.00	(IN) P-325 N 18" 510.90, (OUT) P-324 S 18" 509.00
D-325	BL CONST IR 75 (SB)	1153+00.31	33.67	RT	CB-3A	517.93	510.90	(IN) P-326 N 18" 511.80, (OUT) P-325 S 18" 511.80
D-326	BL CONST IR 75 (SB)	1154+19.36	33.67	RT	CB-3A	520.05	513.00	(IN) P-309 E 18" 513.50, (IN) P-309C E 24" STEEL CASING PIPE 513.12, (IN) P-340 N 15" 516.30, (OUT) P-326 S 18" 513.00
D-334	BL CONST RAMP C	61+55.38	25.86	RT	I-3C1	517.30	511.00	(IN) P-335 N 15" 511.00, P-337 N 15" 514.00, (OUT) P-334 S 15" 511.00
D-335	BL CONST RAMP C	63+30.77	26.57	RT	CB-6	520.00	513.45	(IN) P-336 NW 15" 513.45, (OUT) P-335 S 15" 513.45
D-336	BL CONST RAMP C	63+30.77	12.33	LT	CB-3	520.50	513.80	(OUT) P-336 SE 15" 513.80
D-338	BL CONST RAMP C	65+62.04	22.06	RT	CB-6	525.30	518.60	(IN) P-339 W 15" 518.60, (OUT) P-338 S 15" 518.60
D-339	BL CONST RAMP C	2+38.82	32.44	LT	CB-3	524.83	519.45	(OUT) P-339 E 15" 519.45
D-340	BL CONST IR 75 (SB)	1155+63.31	33.67	RT	CB-3A	524.79	520.25	(OUT) P-340 S 15" 520.25
DX-236	BL CONST IR 75 (SB)	1152+48	114.17	LT	EX MH	510.12	505.02	(IN) PX-237 N 12" 505.12, (OUT) PX-236 SW 12" 505.02
DX-252	BL CONST IR 75 (NB)	2159+18	41.98	RT	EX MH	534.28	526.53	
DX-309	BL CONST IR 75 (SB)	1157+92	33.65	RT	EX MH	531.16	524.56	(IN) PX-251 E 15" 525.46, (OUT) PX-309 NW 15" 524.56
DX-234	BL CONST IR 75 (SB)	1151+46	114.02	LT	EX CB	504.66	501.24	(OUT) PX-234 N 12" 502.16
DX-237	BL CONST IR 75 (SB)	1152+65	122.24	LT	EX CI	509.10	505.68	(OUT) PX-237 S 12" 506.60
DX-241	BL CONST IR 75 (SB)	1158+99	99.46	LT	EX CB	513.85	504.17	(IN) PX-263 SE 15" 504.17
DX-251	BL CONST IR 75 (NB)	2157+92	57.06	RT	EX CB	530.60	526.91	(OUT) PX-251 W 15" 527.25
DX-263	BL CONST IR 75 (SB)	1158+80	51.76	LT	EX CI	530.86	522.94	(IN) PX-309 SE 15" 522.94, (OUT) PX-263 NW 15" 522.94
DX-264	BL CONST IR 75 (SB)	1155+80	68.4	LT	EX CB	525.03	518.33	(OUT) PX-264 SW 15" 518.33
DX-265	BL CONST IR 75 (SB)	1153+31	81.38	LT	EX CB	519.92	513.17	(IN) PX-264 NE 15" 513.17, (OUT) PX-265 S 15" 513.17
DX-276	BL CONST IR 75 (NB)	2153+18	51.54	RT	EX CI	522.68	517.08	(OUT) PX-276 S 15" 517.08
DX-277	BL CONST IR 75 (NB)	2152+68	55.19	RT	EX CB	504.66	500.97	(IN) PX-276 N 15" 515.94, (OUT) PX-277 W 15" 515.71
DX-310	BL CONST IR 75 (SB)	1155+26	25.76	RT	EX CB	523.89	517.64	(OUT) PX-310 SW 15" 517.64
DX-329	BL CONST IR 75 (NB)	2156+91	19.81	RT	EX CI	530.28	525.63	(OUT) PX-329 E 18" 527.52

PROPOSED CONDUIT TABLE									
Label	CFN	Length (ft)	Slope (FT/FT)	Size	Type	Start Node	Stop Node	Invert (Start) (ft)	Invert (Stop) (ft)
P-305		282.88	0.012	015 in.	Type C	D-305	D-304	509.00	505.60
P-309		110.97	0.010	018 in.	Type B	D-309	D-326	514.65	513.50
P-309C		110.97	0.010	24 in Steel Casing Pipe	Type B	D-309	D-326	514.27	513.12
P-310		517.69	0.022	018 in.	Type B	D-310	D-309	526.70	515.20
P-311		6.41	0.023	015 in.	Type B	D-311	D-309	514.80	514.65
P-312		17.67	0.023	018 in.	Type B	D-312	D-310	527.25	526.85
P-313		386.69	0.003	018 in.	Type B	D-313	D-312	528.50	527.25
P-323		98.23	0.010	018 in.	Type B	D-323	D-322	507.70	506.70
P-324		87.22	0.015	018 in.	Type B	D-324	D-323	509.00	507.70
P-325		88.21	0.010	018 in.	Type B	D-325	D-324	511.80	510.90
P-326		119.05	0.010	018 in.	Type B	D-326	D-325	513.00	511.80
P-335		174.54	0.014	015 in.	Type B	D-335	D-334	513.45	511.00
P-336		37.86	0.009	015 in.	Type B	D-336	D-335	513.80	513.45
P-338		136.78	0.019	015 in.	Type B	D-338	D-337	518.60	516.00
P-339		37.51	0.023	015 in.	Type B	D-339	D-338	519.45	518.60
P-340		143.95	0.027	015 in.	Type B	D-340	D-326	520.25	516.30
PX-234		78.42	0.0284	012 in.	EX STM	DX-234	utxSan-235	502.16	499.93
PX-236		26.96	0.1220	012 in.	EX STM	DX-236	utxSan-235	505.02	501.73
PX-237		18.07	0.0819	012 in.	EX STM	DX-237	DX-236	506.60	505.12
PX-251		115.99	0.0154	015 in.	EX STM	DX-251	DX-309	527.25	525.46
PX-263		51.05	0.3677	015 in.	EX STM	DX-263	DX-241	522.94	504.17
PX-264		249.41	0.0207	015 in.	EX STM	DX-264	DX-265	518.33	513.17
PX-265		302.43	0.0040	015 in.	EX STM	DX-265	DX-266	513.17	511.97
PX-276		49.80	0.0229	015 in.	EX STM	DX-276	DX-277	517.08	515.94
PX-277		105.43	0.0060	015 in.	EX STM	DX-277	EXHEADWALL_277	515.71	515.08
PX-309		122.14	0.0133	015 in.	EX STM	DX-309	DX-263	524.56	522.94
PX-310		94.65	0.0256	015 in.	EX STM	DX-310	DX-311	517.64	515.22
PX-329		23.41	0.1098	018 in.	EX STM	DX-338	DX-307	527.52	524.95

STORM SEWER SCHEMATIC - ODOT DRAINAGE

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.418 TOTAL 830

HAM-IR 75-1.95

MODEL: 5A PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:36:25 PM USER: bmcculchen
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HORIZONTAL SCALE IN FEET
0 10 20 40

DRAINAGE PLANS
STA. 102+00.00 TO STA. 114+50.00

LEGEND

- ITEM 610 - TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT
- ITEM 607 - SLOPE EROSION PROTECTION
- ITEM 836 - PERMANENT EROSION CONTROL MAT, TYPE 1
- CULTURAL RESOURCE PROTECTION AREA
- A — *5.5' X 55.0'*

DESIGN AGENCY: EMH&T

DESIGNER: TGW

REVIEWER: RSH 11/02/26

PROJECT ID: 114161

SHEET: P.419 TOTAL: 830

HAM-IR 75-1.95

MODEL: CLX_I075 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:36:40 PM USER: bmccutchen
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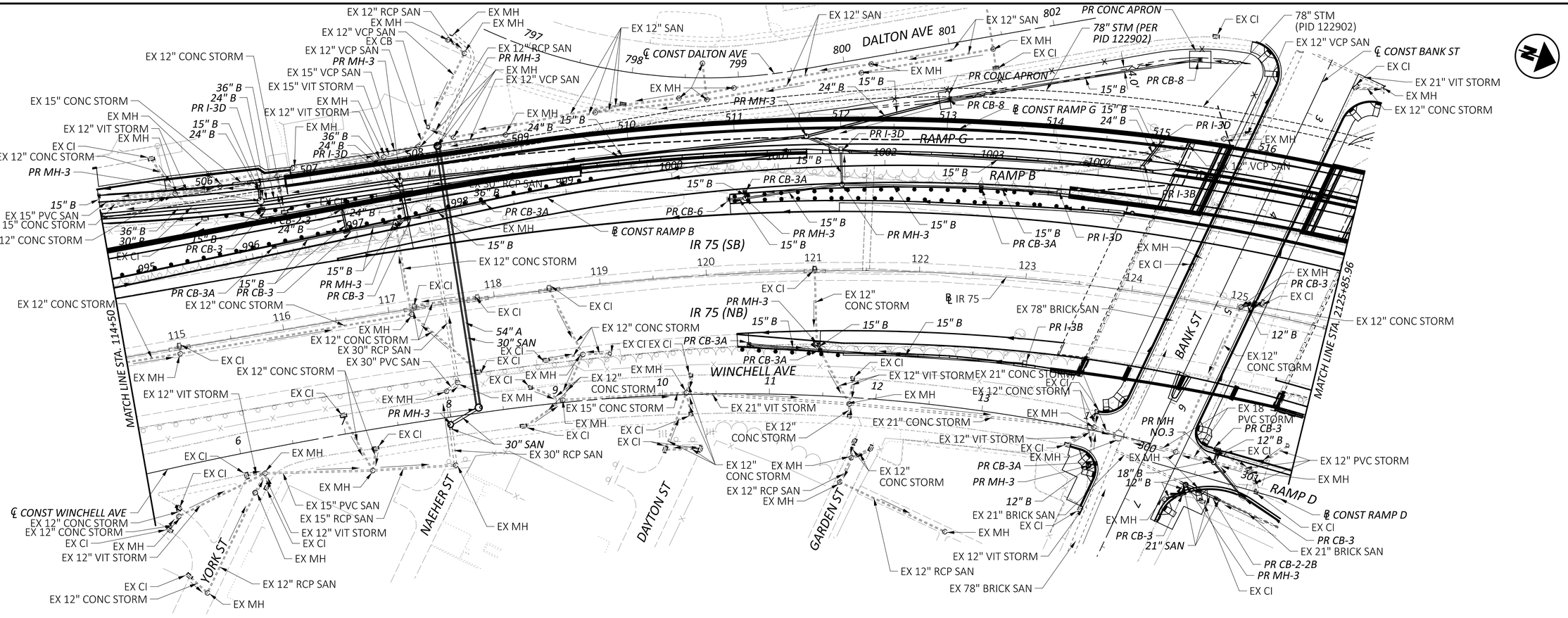
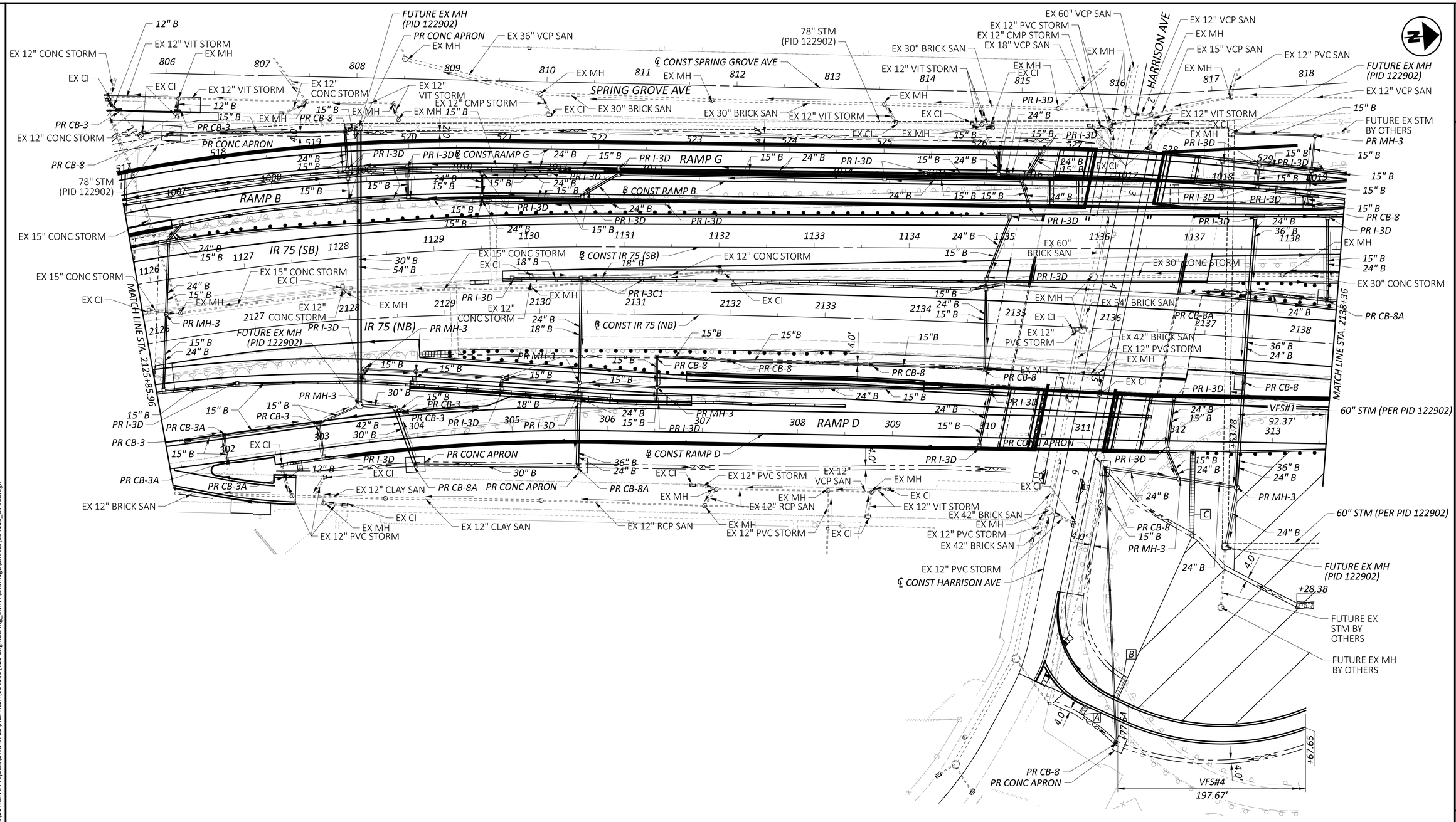

DALTON AVE
IR 75 (SB)
IR 75 (NB)
WINCHELL AVE
RAMP G
RAMP B
RAMP D
BANK ST
YORK ST
NAEHER ST
DAYTON ST
GARDEN ST
℄ CONST DALTON AVE
℄ CONST RAMP B
℄ CONST RAMP G
℄ CONST RAMP D
℄ CONST BANK ST
℄ CONST WINCHELL AVE
℄ IR 75
MATCH LINE STA. 114+50
MATCH LINE STA. 2125+85.96
78" STM (PID 122902)
78" STM (PER PID 122902)
PR MH NO.3
PR CONC APRON
EX 78" BRICK SAN
EX 18" PVC STORM
EX 12" PVC STORM
EX 21" VIT STORM
EX 21" CONC STORM
EX 21" BRICK SAN
EX 12" VIT STORM
EX 12" CONC STORM
EX 12" RCP SAN
EX 12" VCP SAN
EX 12" SAN
EX 15" CONC STORM
EX 15" VIT STORM
EX 15" VCP SAN
EX 15" PVC SAN
EX 15" RCP SAN
EX 30" RCP SAN
EX 30" PVC SAN
EX 12" CONC STORM
EX 12" VIT STORM
EX 12" VCP SAN
EX 12" RCP SAN
EX 12" PVC SAN
EX 12" CONC STORM
EX 12" VIT STORM
EX 12" RCP SAN
EX 12" CONC STORM
EX 12" VIT STORM
EX 12" CONC STORM
EX 12" CONC STORM
EX 12" CONC



LEGEND

- ITEM 610 - TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT
- ITEM 607 - SLOPE EROSION PROTECTION
- ITEM 836 - PERMANENT EROSION CONTROL MAT, TYPE 1
- CULTURAL RESOURCE PROTECTION AREA
- A — 5.5' X 10.0'
- B — 5.5' X 25.0'
- C — 5.5' X 92.0'

DRAINAGE PLANS
STA. 2125+85.96 TO STA. 2138+36.00

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:36:44 PM USER: bmccutchen
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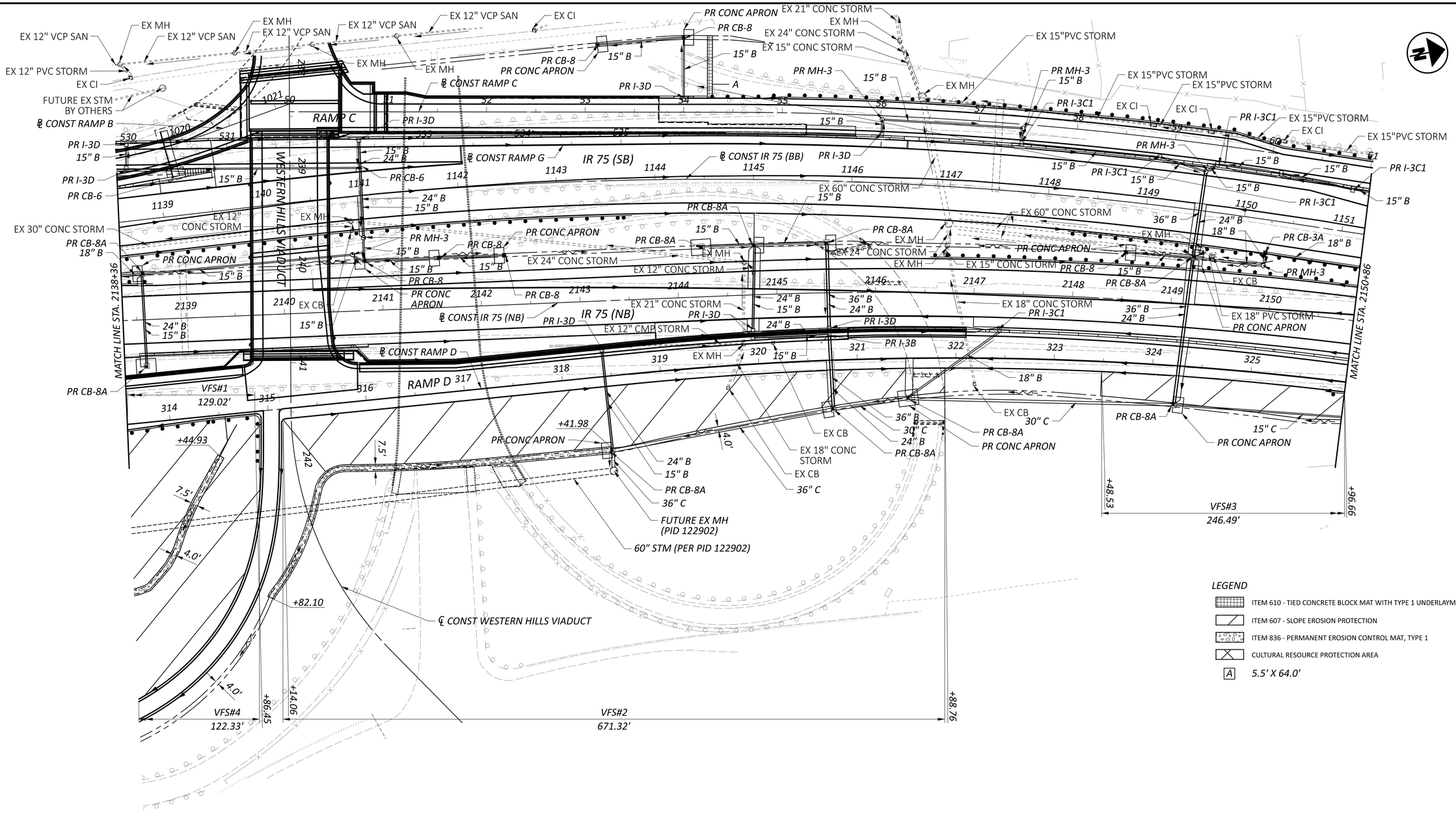
DESIGN AGENCY: EMH&T

DESIGNER	TGW
REVIEWER	RSH 11/02/26
PROJECT ID	114161
SHEET	P.421
TOTAL	830



HORIZONTAL SCALE IN FEET
0 10 20 40

DRAINAGE PLANS
STA. 2138+36.00 TO STA. 2150+86.00

LEGEND

- ITEM 610 - TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT
- ITEM 607 - SLOPE EROSION PROTECTION
- ITEM 836 - PERMANENT EROSION CONTROL MAT, TYPE 1
- CULTURAL RESOURCE PROTECTION AREA
- [A] 5.5' X 64.0'

DESIGN AGENCY
EMH&T

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
TGW	RSH 11/02/26	114161	P.422	830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:36:48 PM USER: bmccutchen
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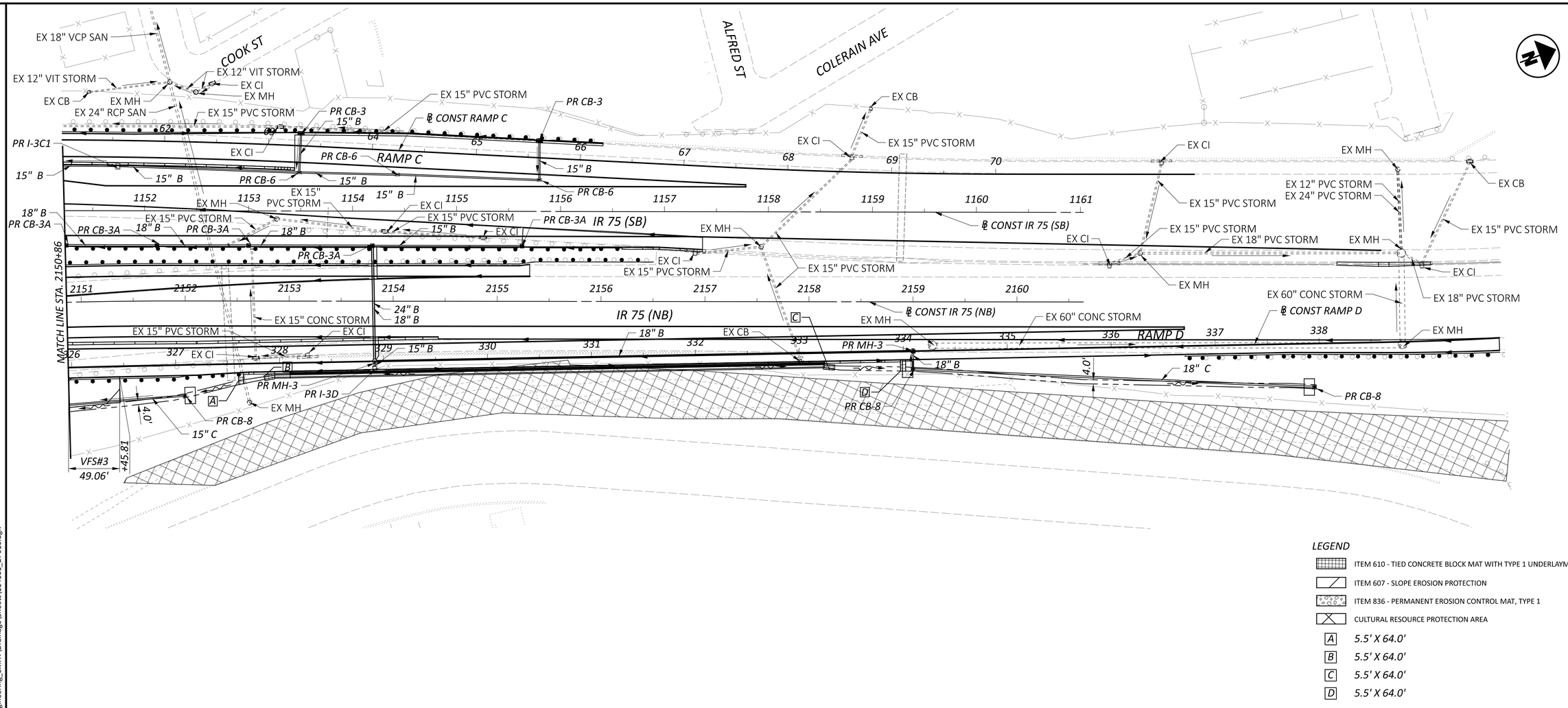

LEGEND

- ITEM 610 - TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT
- ITEM 607 - SLOPE EROSION PROTECTION
- ITEM 836 - PERMANENT EROSION CONTROL MAT, TYPE 1
- CULTURAL RESOURCE PROTECTION AREA
- A — *5.5' X 64.0'*
- B — *5.5' X 64.0'*
- C — *5.5' X 64.0'*
- D — *5.5' X 64.0'*

HORIZONTAL SCALE IN FEET
0 10 20 40

DRAINAGE PLANS
STA. 2150+86.00 TO STA. 156+27.51

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.423 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_I075NB - Plan 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:36:50 PM USER: bmccutchen
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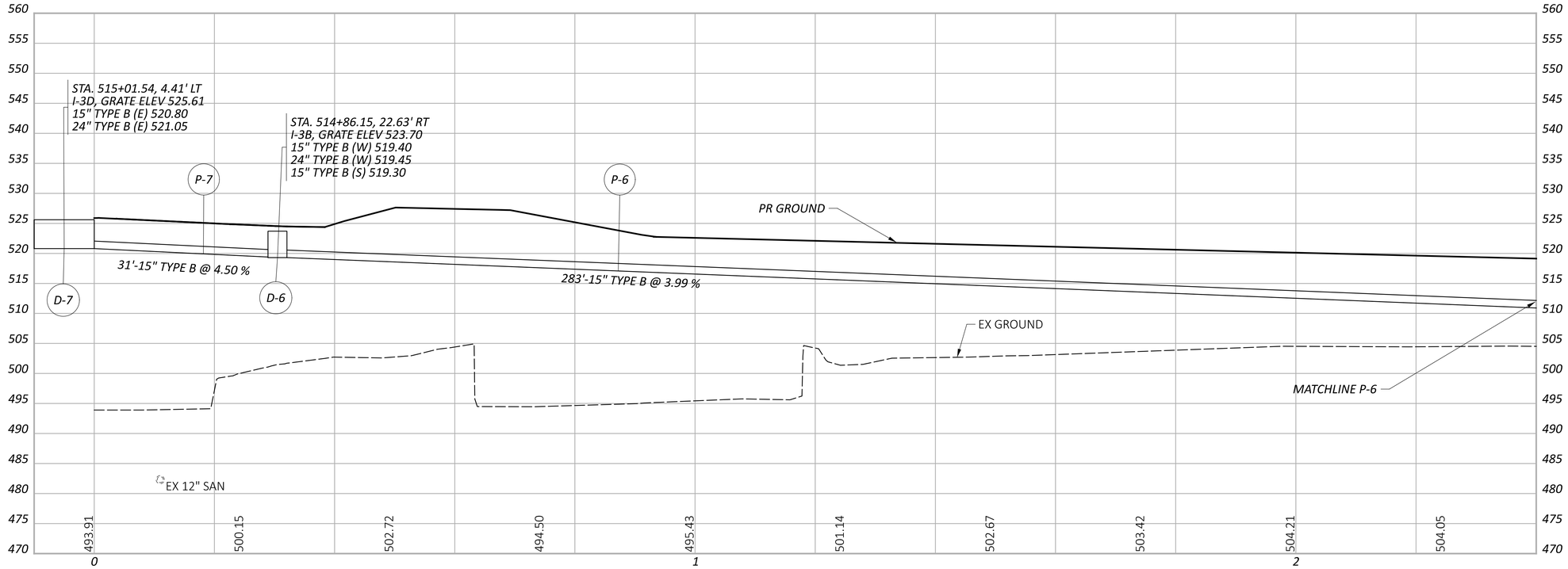

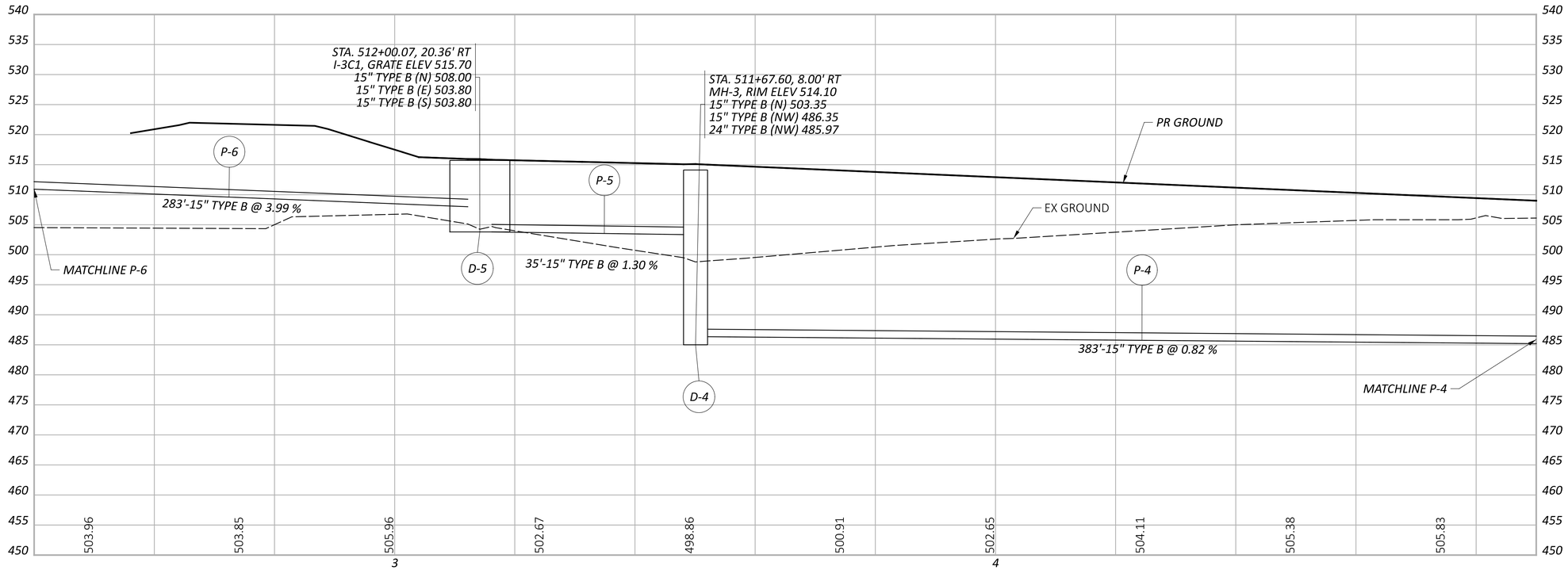

STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: Profile Run3 - D-7 TO LS-3 uPDATED1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:39:47 PM USER: bmccutchen
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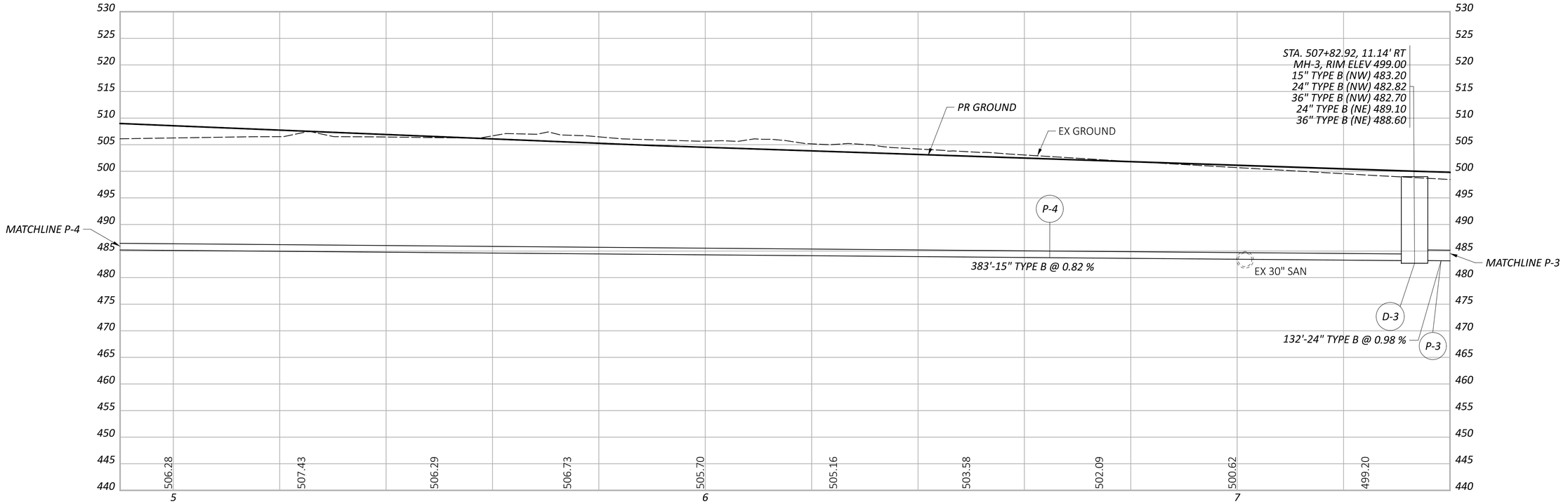
DESIGN AGENCY
EMH&T

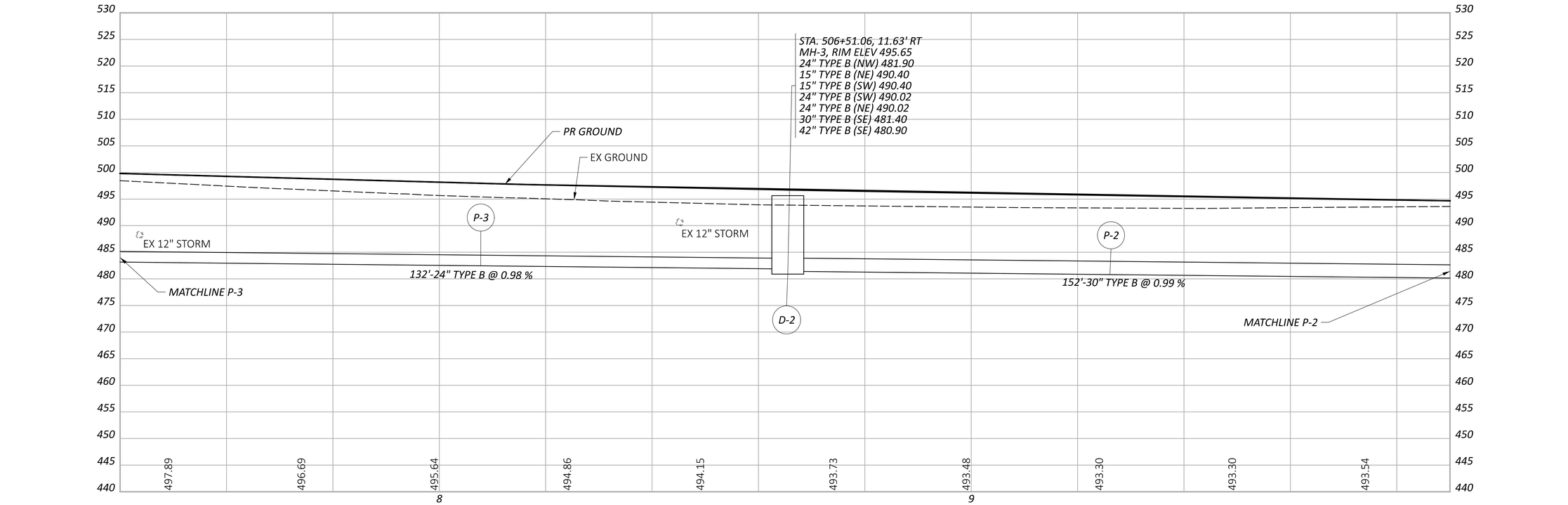
DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.424 | TOTAL 830





HAM-IR 75-1.95

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STORM SEWER PROFILES
ODOT DRAINAGE

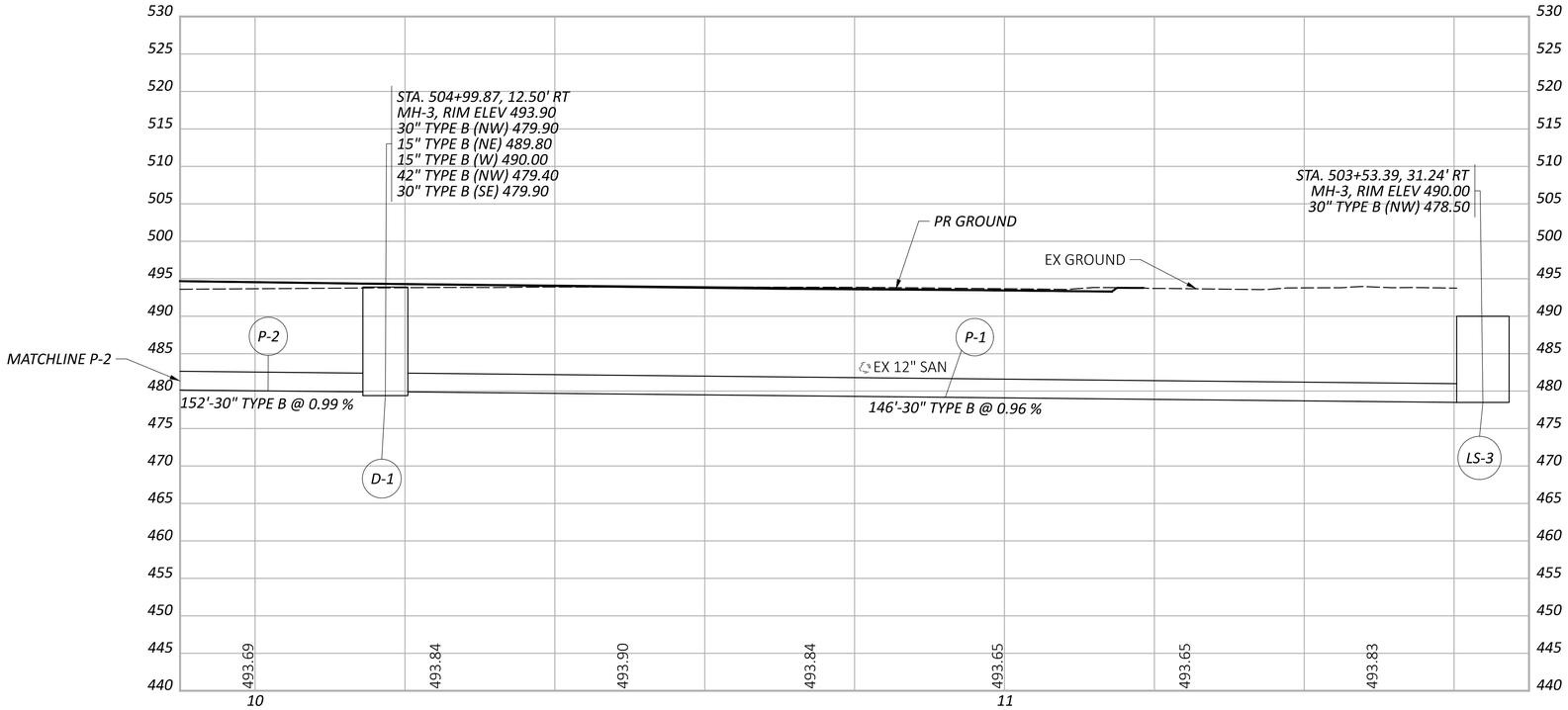
DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.425 TOTAL 830



HAM-IR 75-1.95

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STORM SEWER PROFILES
ODOT DRAINAGE

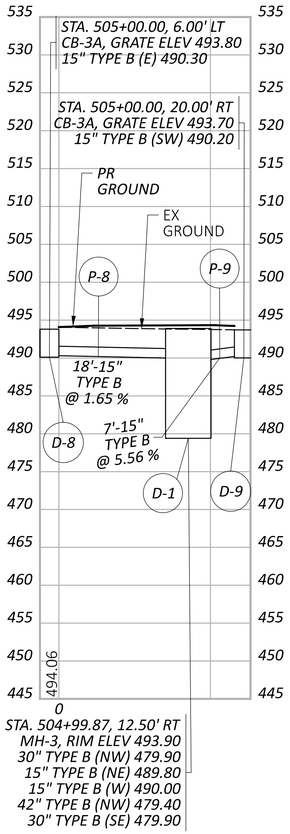
DESIGN AGENCY
EMH&T

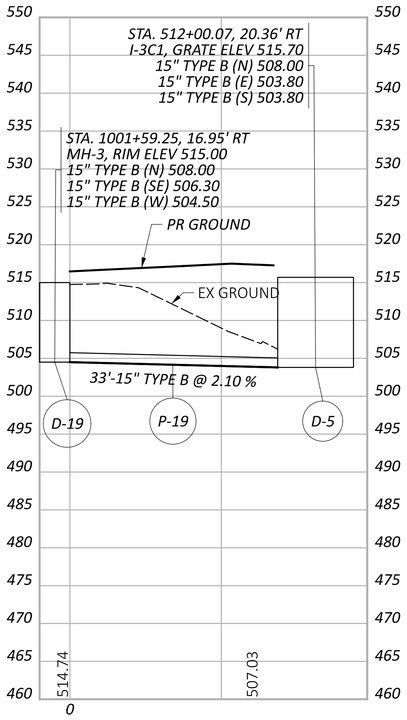
DESIGNER
TGW

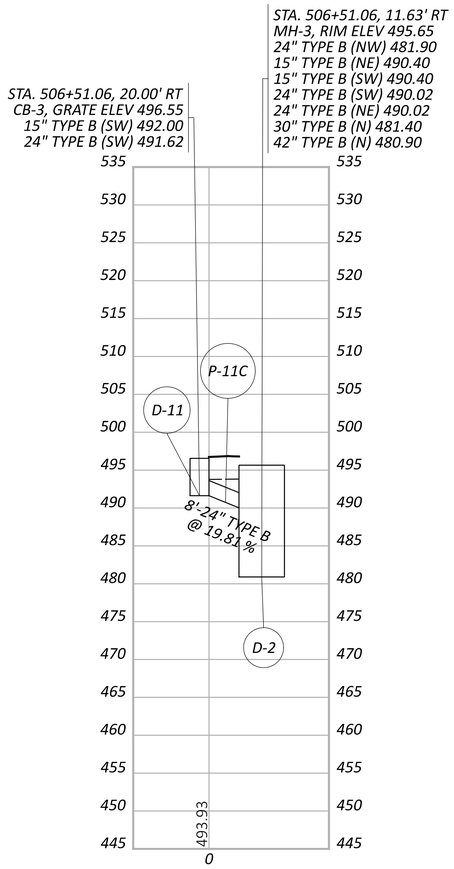
REVIEWER
RSH 11/02/26

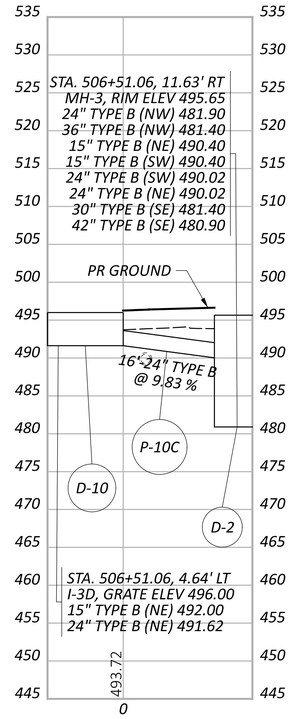
PROJECT ID
114161

SHEET P.426 | TOTAL 830









HAM-IR 75-1.95

MODEL: D-7 TO LS3 RECUT PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:39:49 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

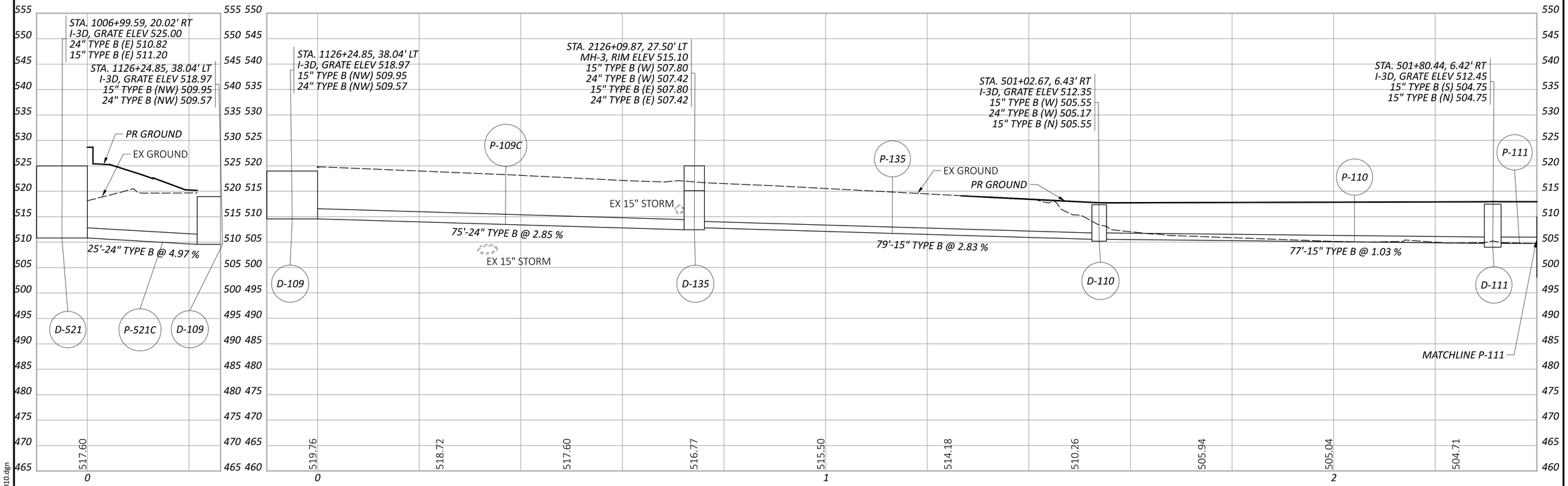
DESIGN AGENCY
EMH&T

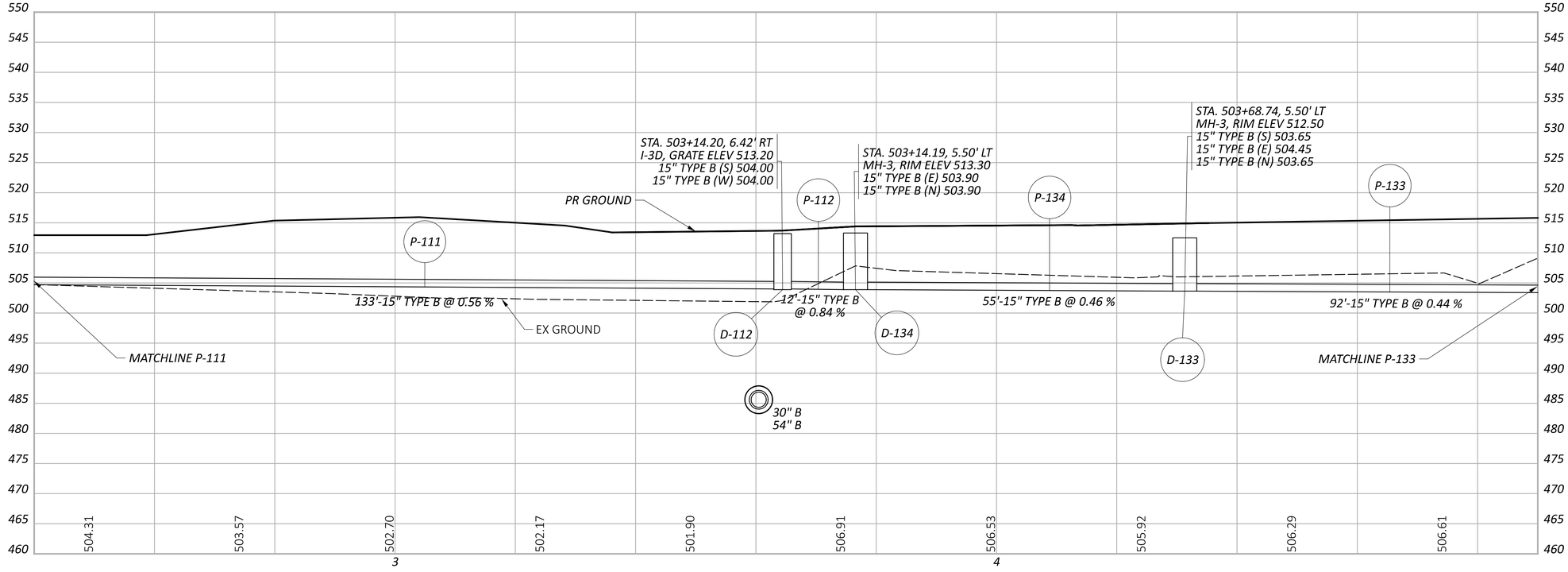
DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.427 | TOTAL 830





HAM-IR 75-1.95

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STORM SEWER PROFILES
ODOT DRAINAGE

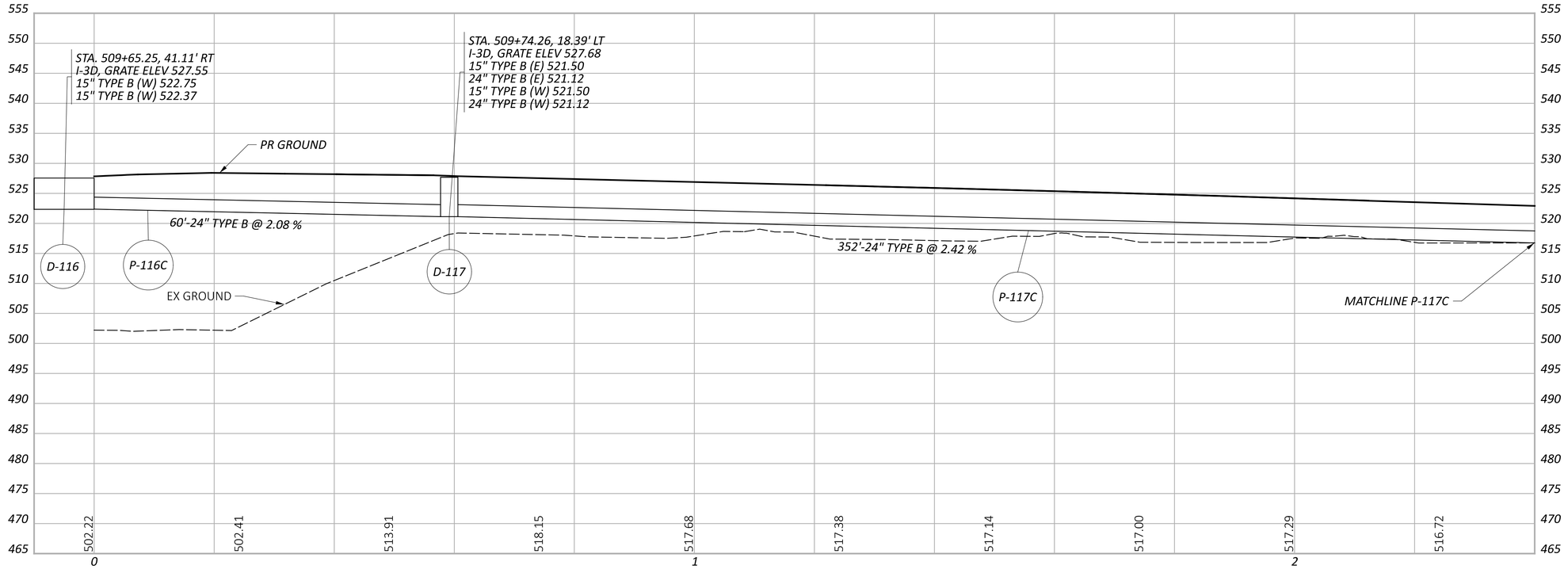
DESIGN AGENCY
EMH&T

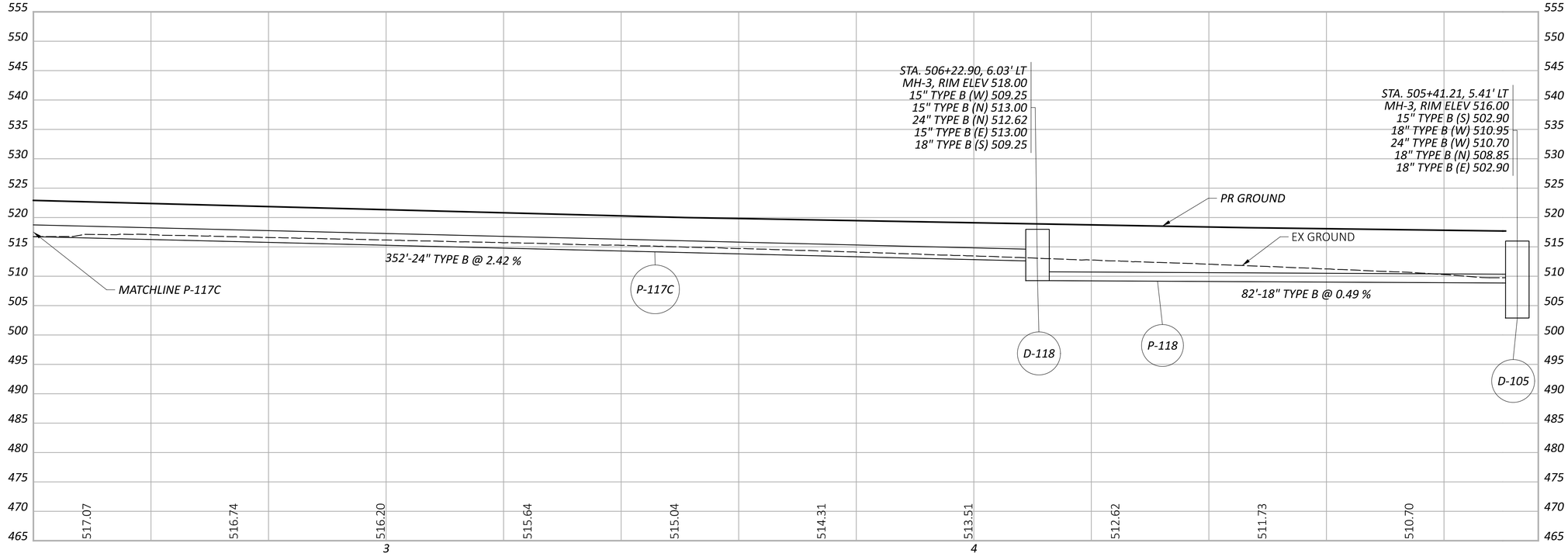
DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.428 | TOTAL 830





HAM-IR 75-1.95

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STORM SEWER PROFILES
ODOT DRAINAGE

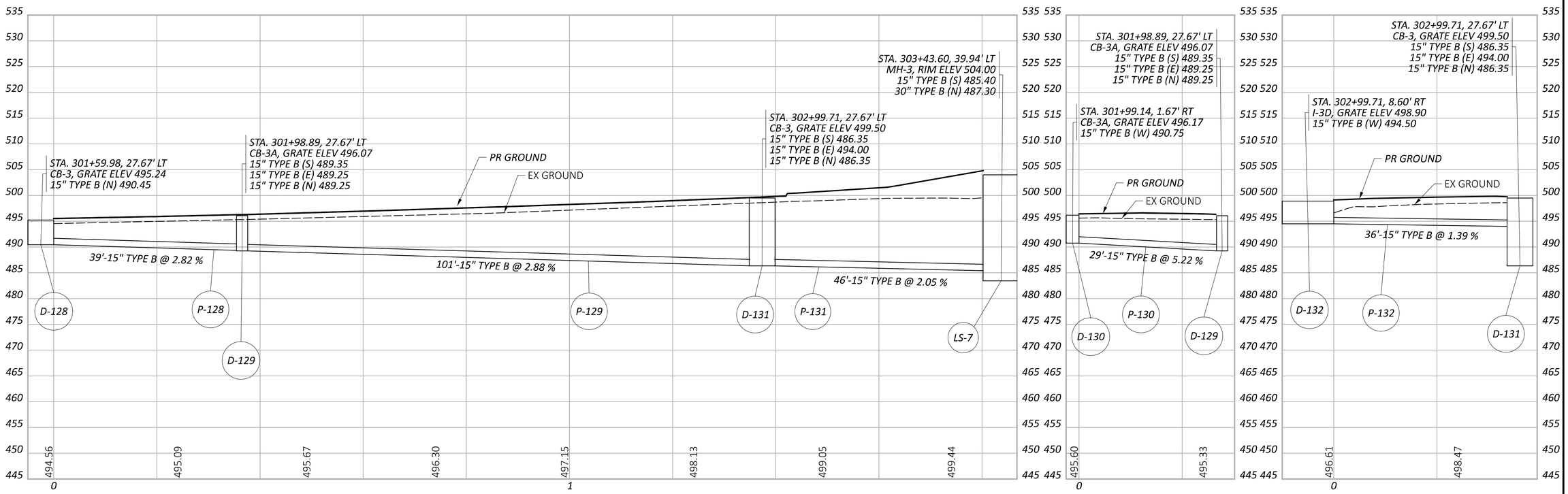
DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.429 TOTAL 830



HAM-IR 75-1.95

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STORM SEWER PROFILES
ODOT DRAINAGE

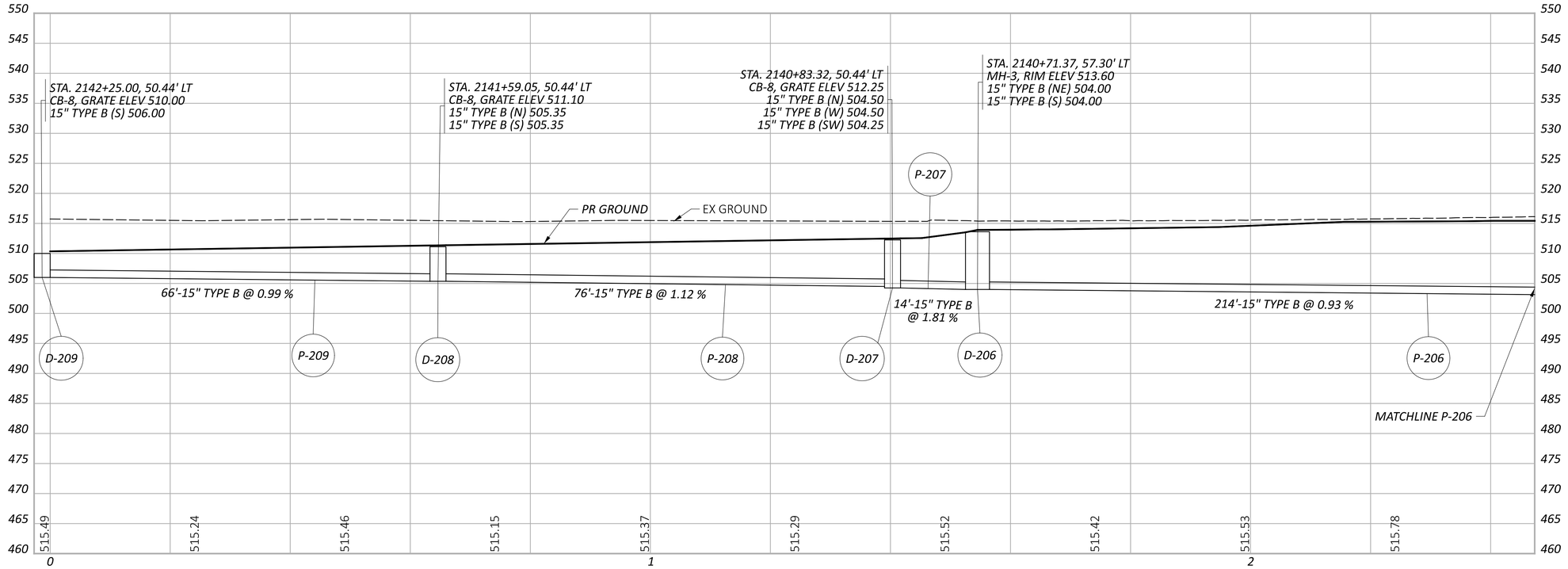
DESIGN AGENCY
EMH&T

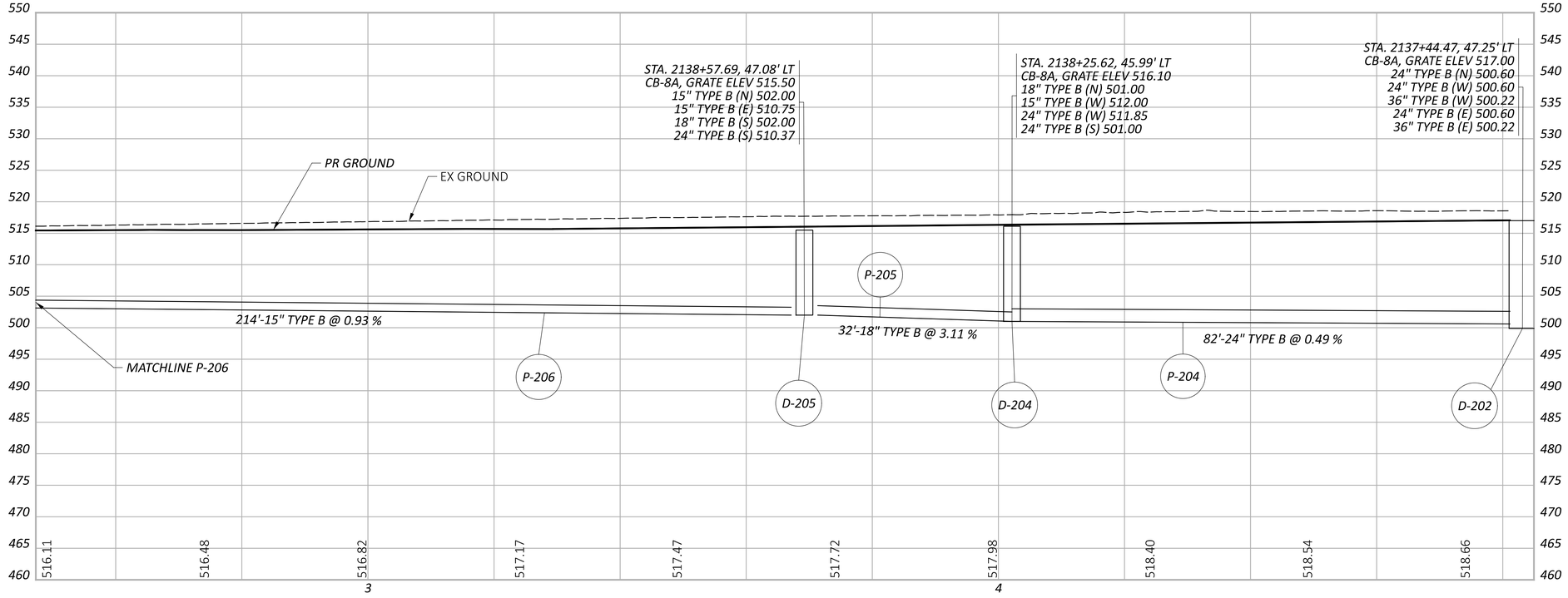
DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.430 | TOTAL 830





HAM-IR 75-1.95

MODEL: D-209 TO D-202 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:39:53 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

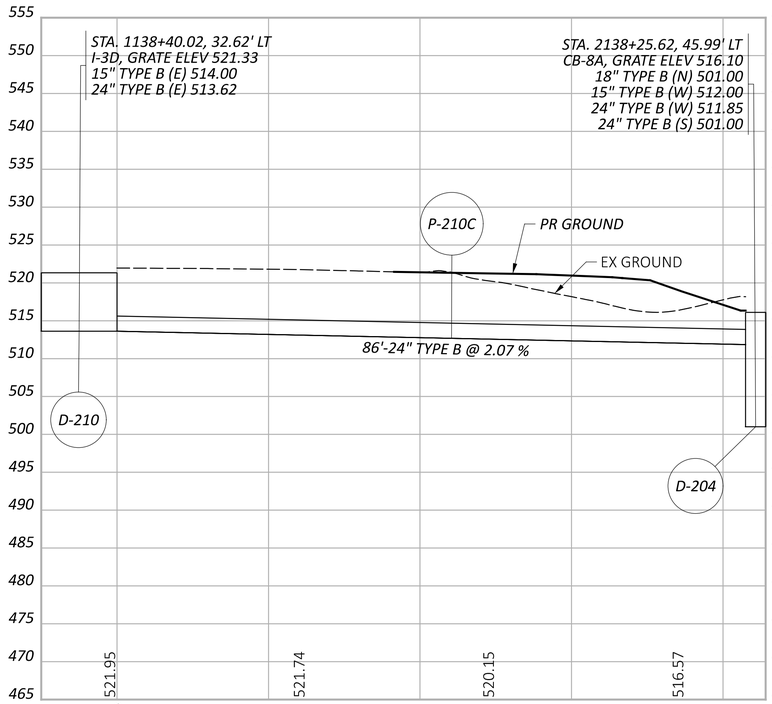
DESIGN AGENCY
EMH&T

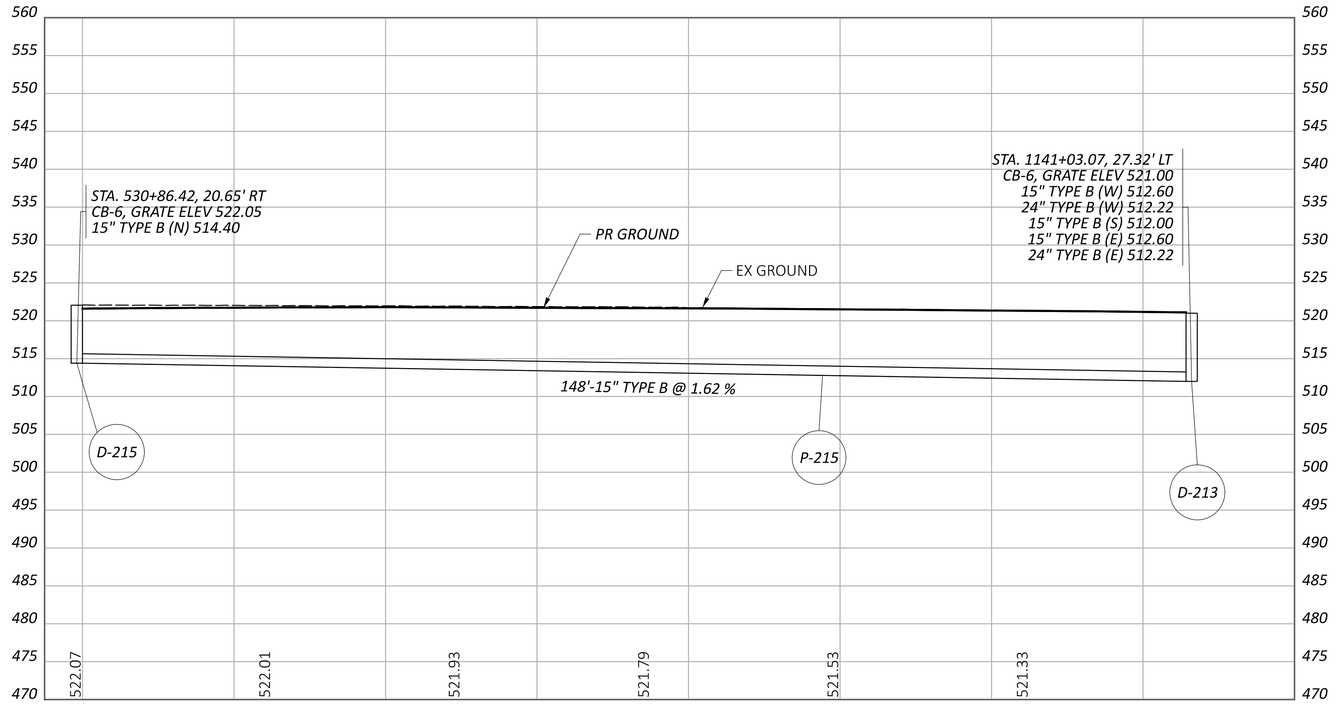
DESIGNER
TGW

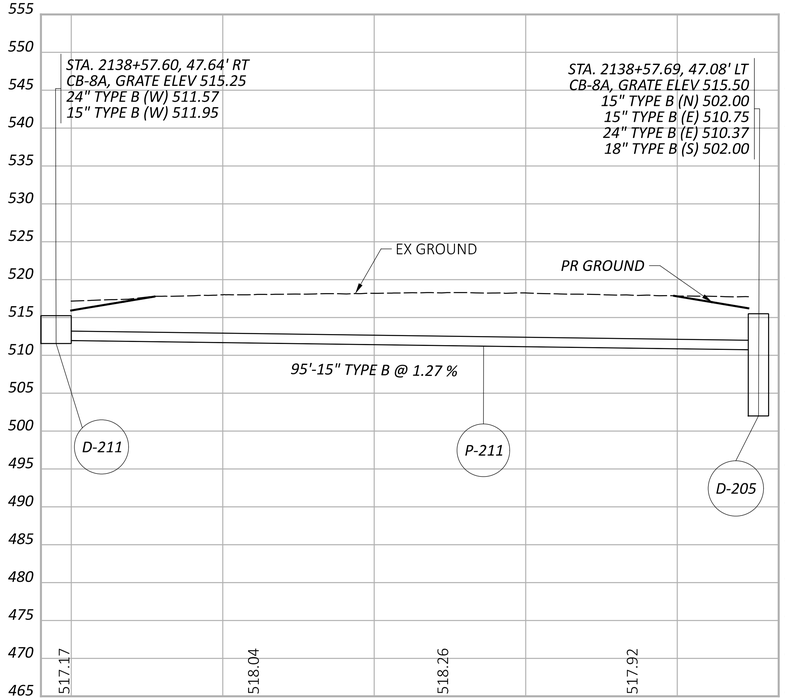
REVIEWER
RSH 11/02/26

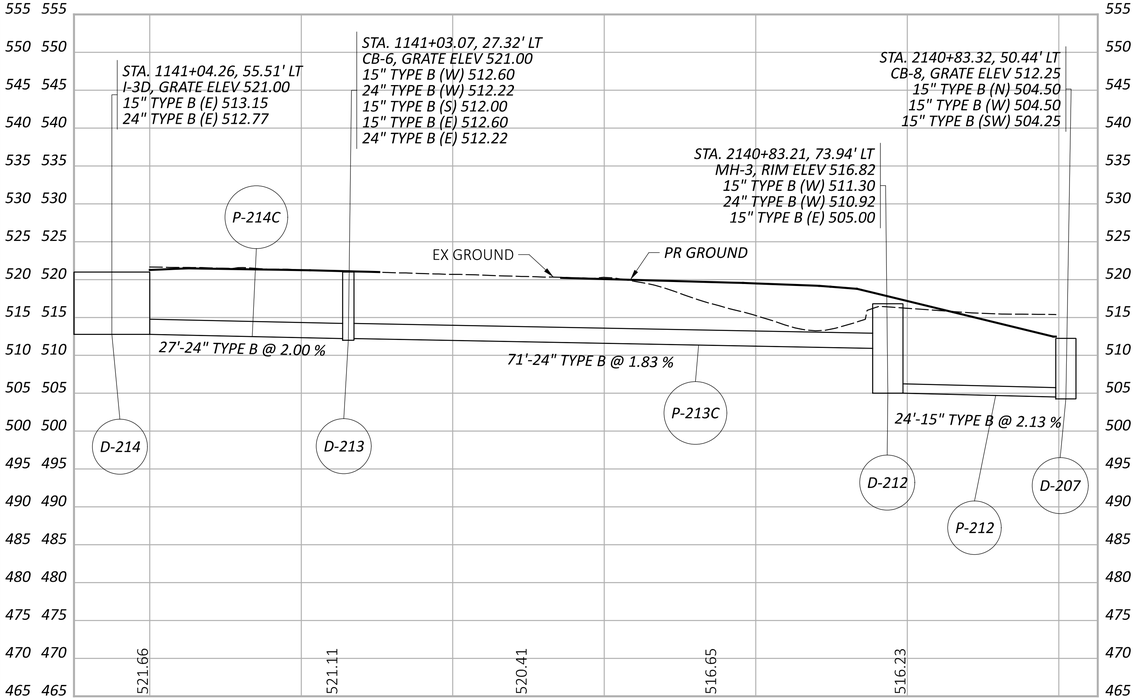
PROJECT ID
114161

SHEET P.431 TOTAL 830









STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: D-210 TO D-204 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:39:54 PM USER: bmccutchen
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DESIGN AGENCY
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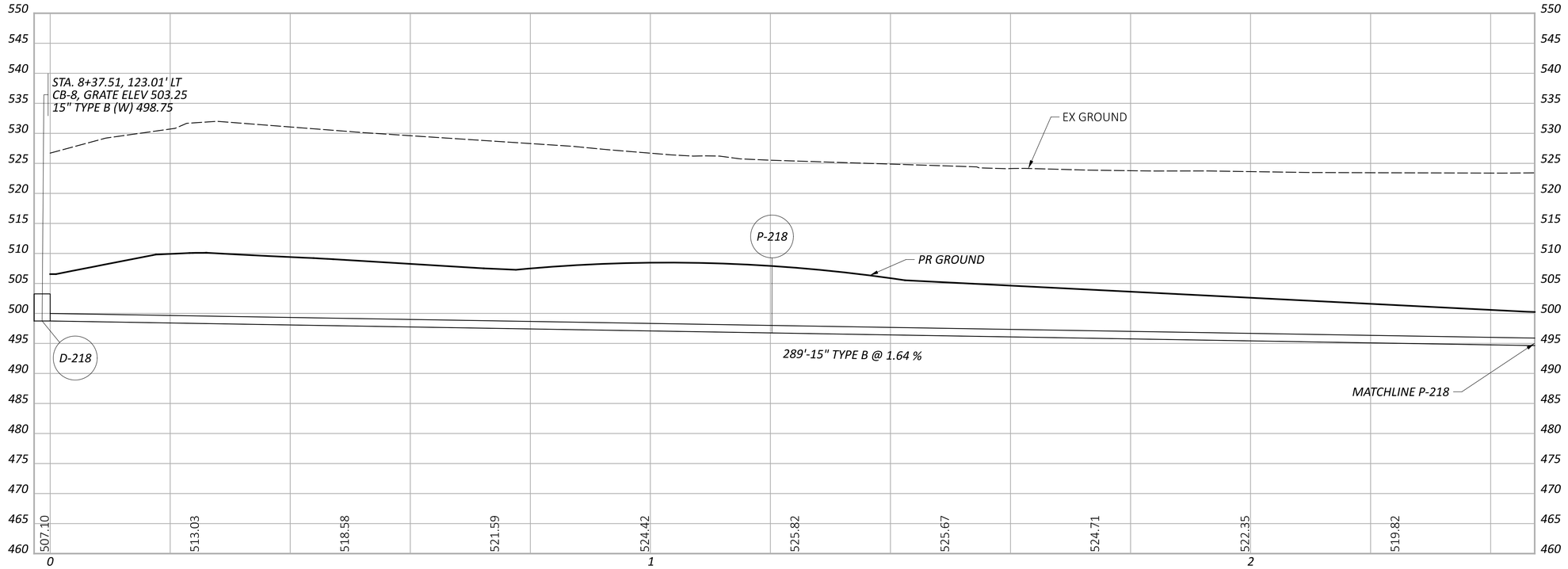
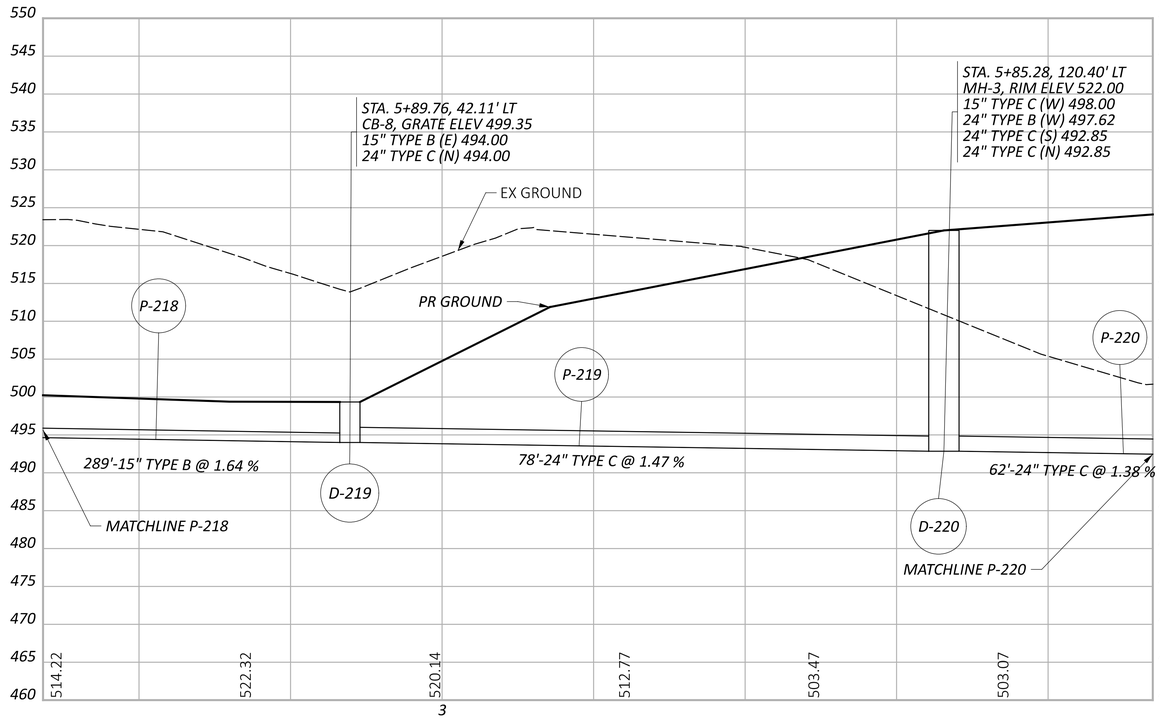
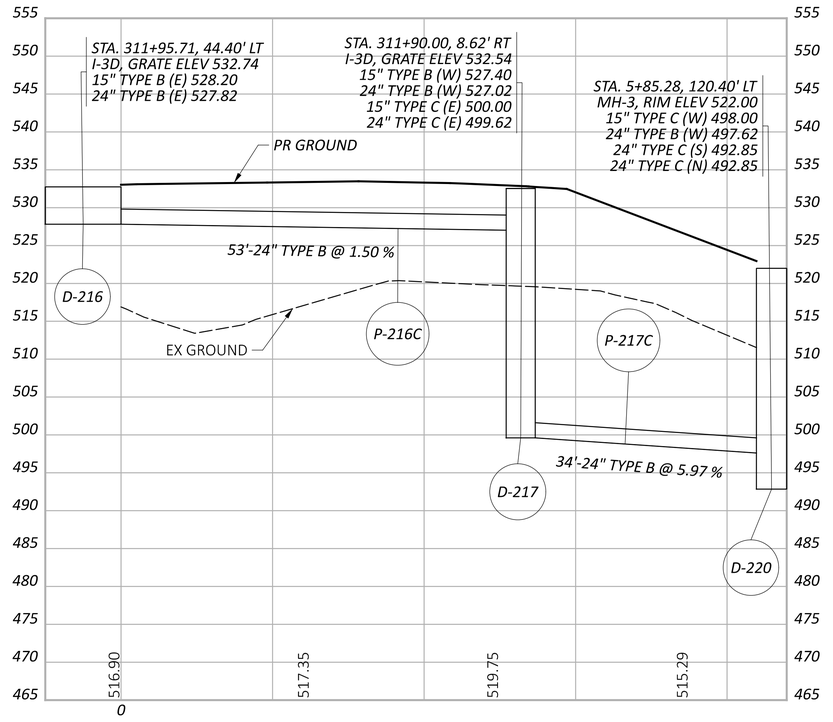
DESIGNER TGW
REVIEWER RSH 11/02/26
PROJECT ID 114161
SHEET P.432 TOTAL 830







STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.433 | TOTAL 830

HAM-IR 75-1.95

MODEL: D-218 TO D-200 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:39:55 PM USER: bmccutchen
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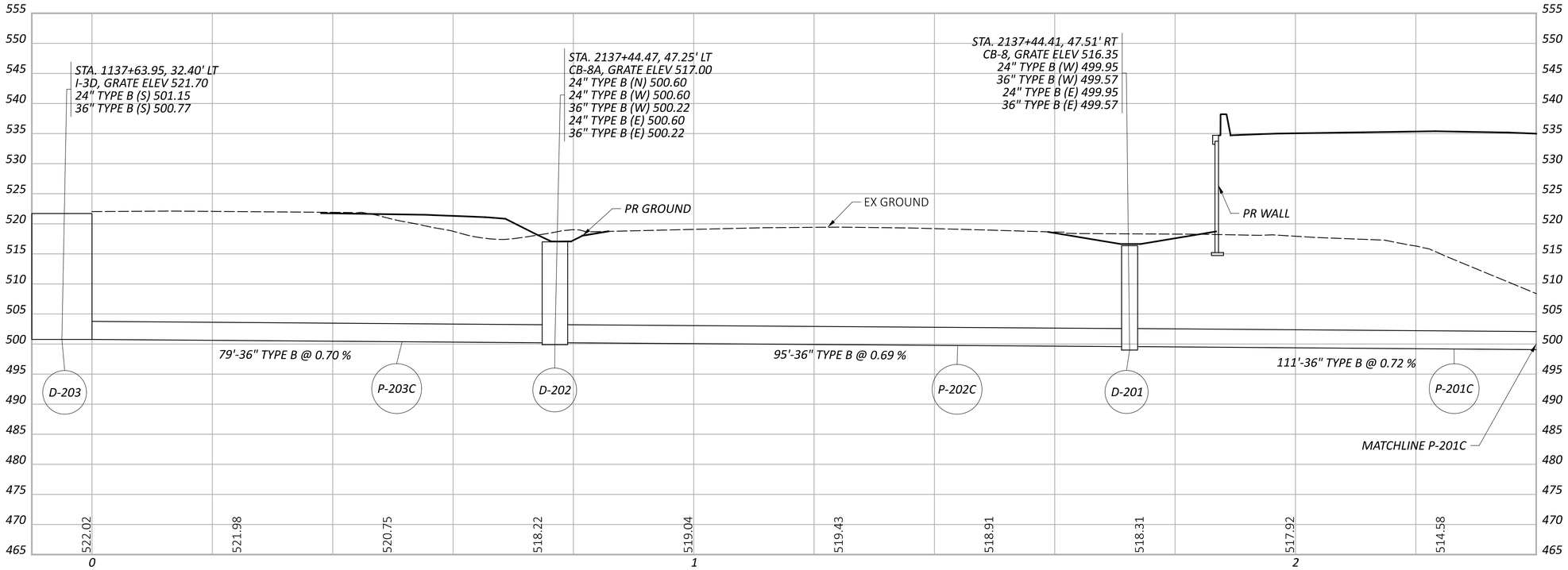

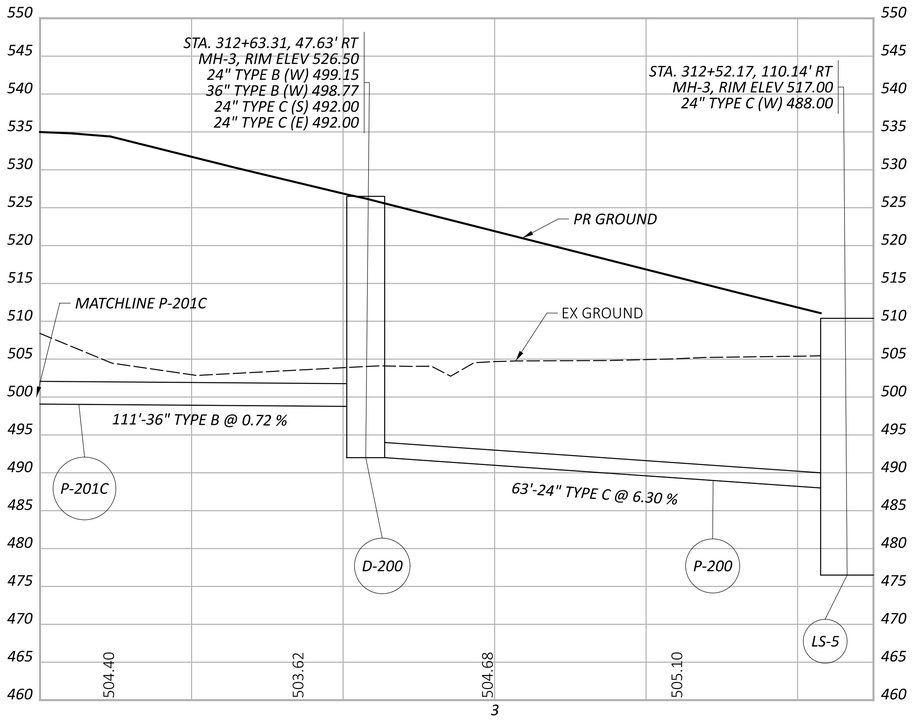

HAM-IR 75-1.95

MODEL: D-203 TO LSS PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:39:56 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
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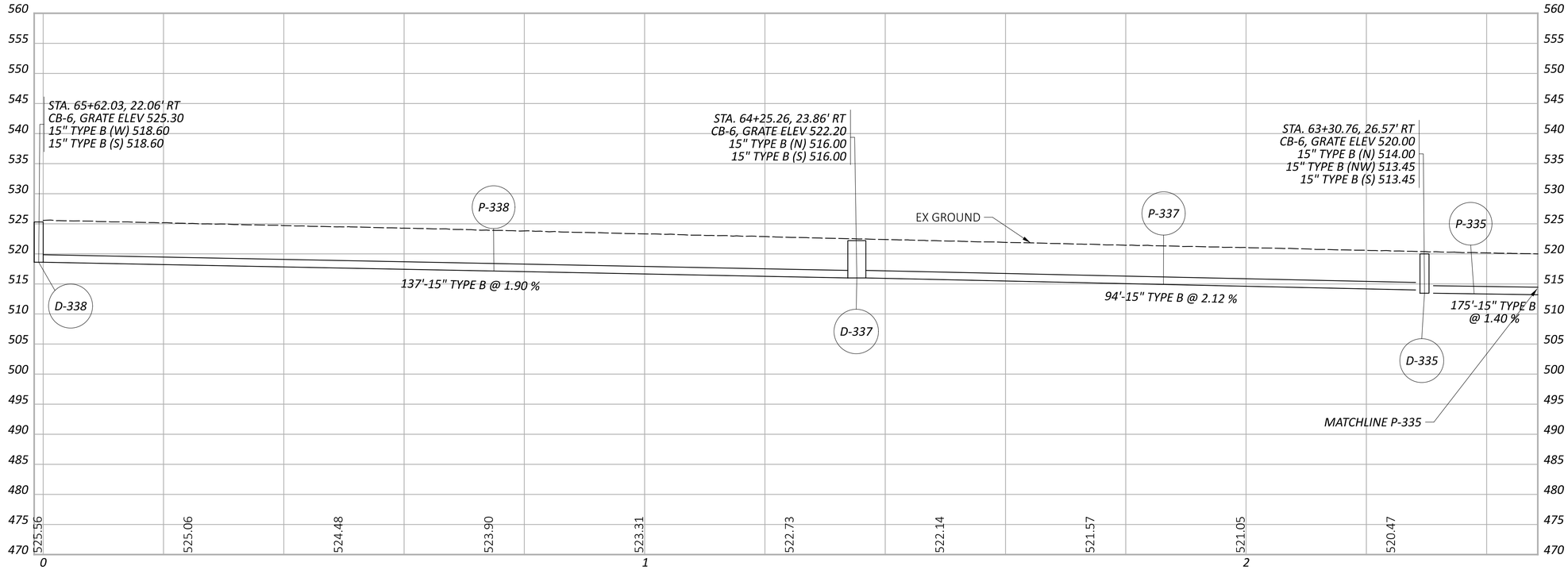
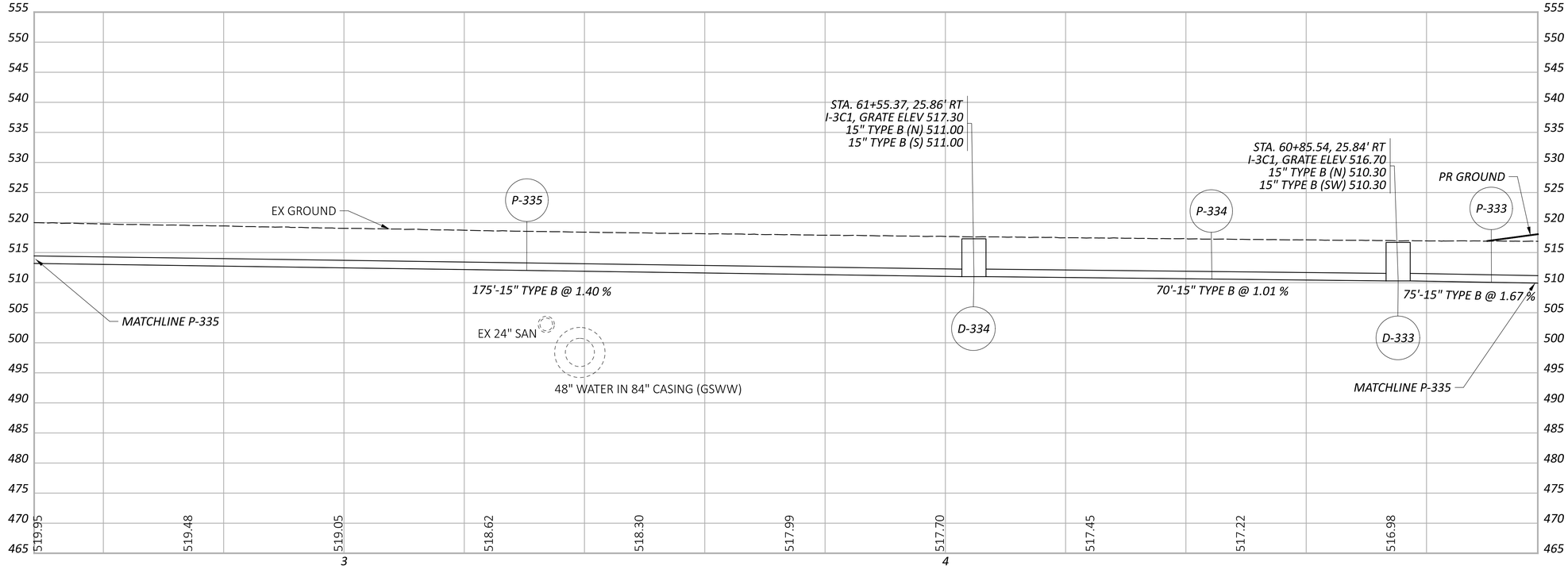
RSH 11/02/26

PROJECT ID
114161

SHEET P.434 TOTAL 830





HAM-IR 75-1.95

MODEL: D-338 TO D-330 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:39:57 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
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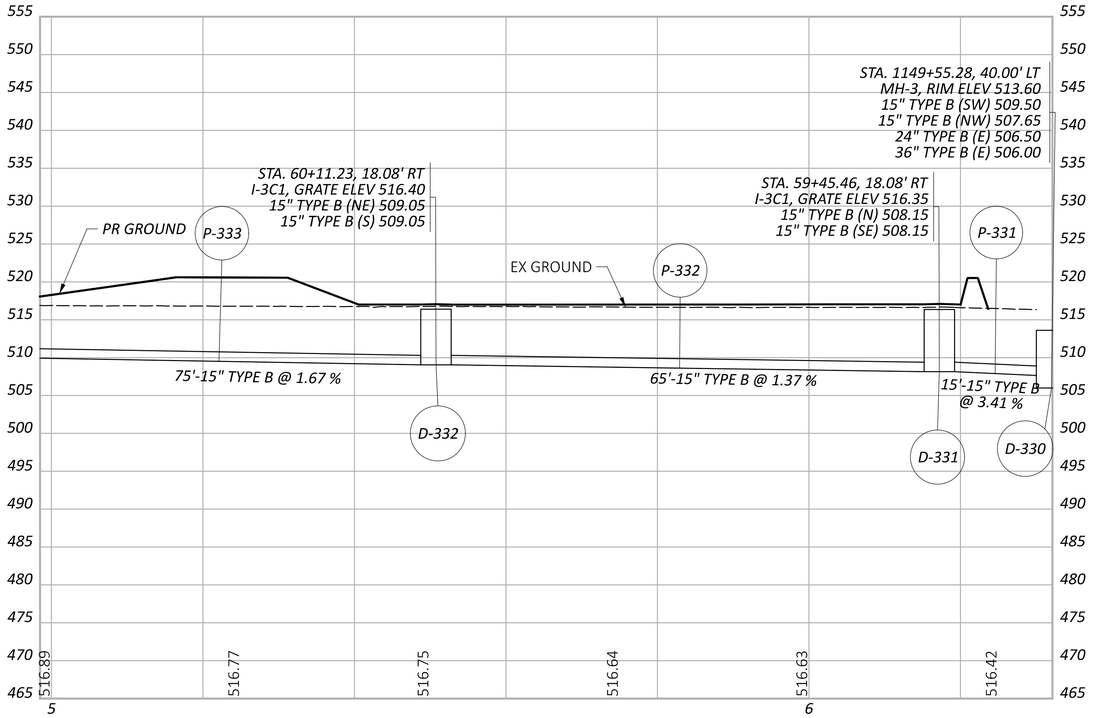
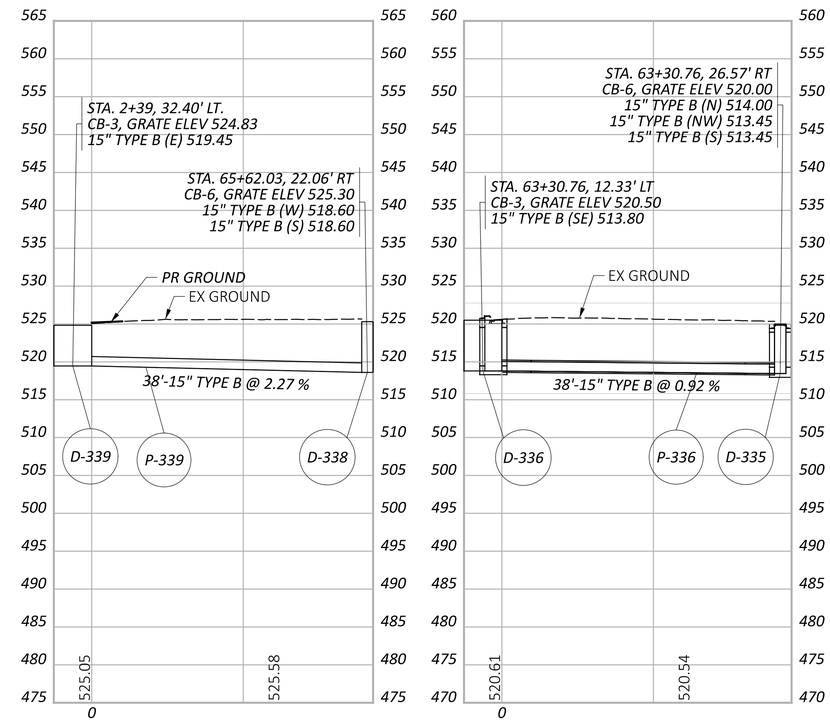
RSH 11/02/26

PROJECT ID
114161

SHEET P.435 | TOTAL 830





STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: D-338 TO D-330 (2) PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:39:58 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Drainage\Sheets\114161_DF010.dgn

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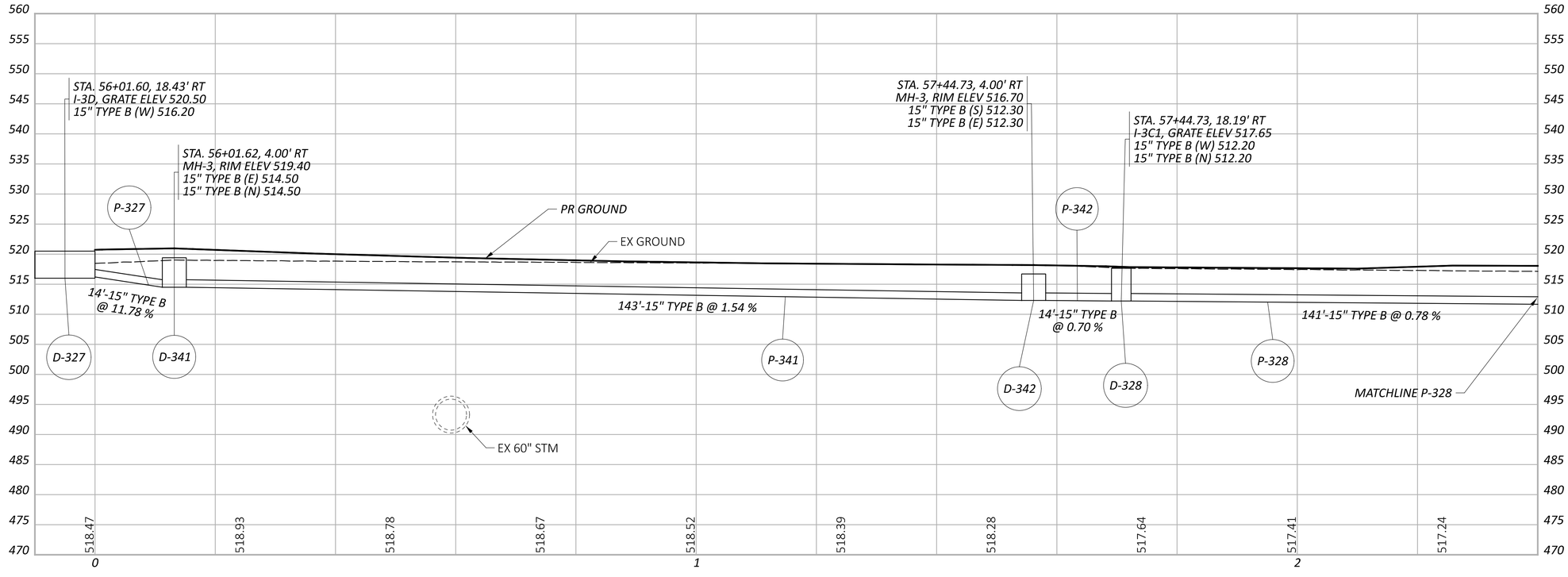
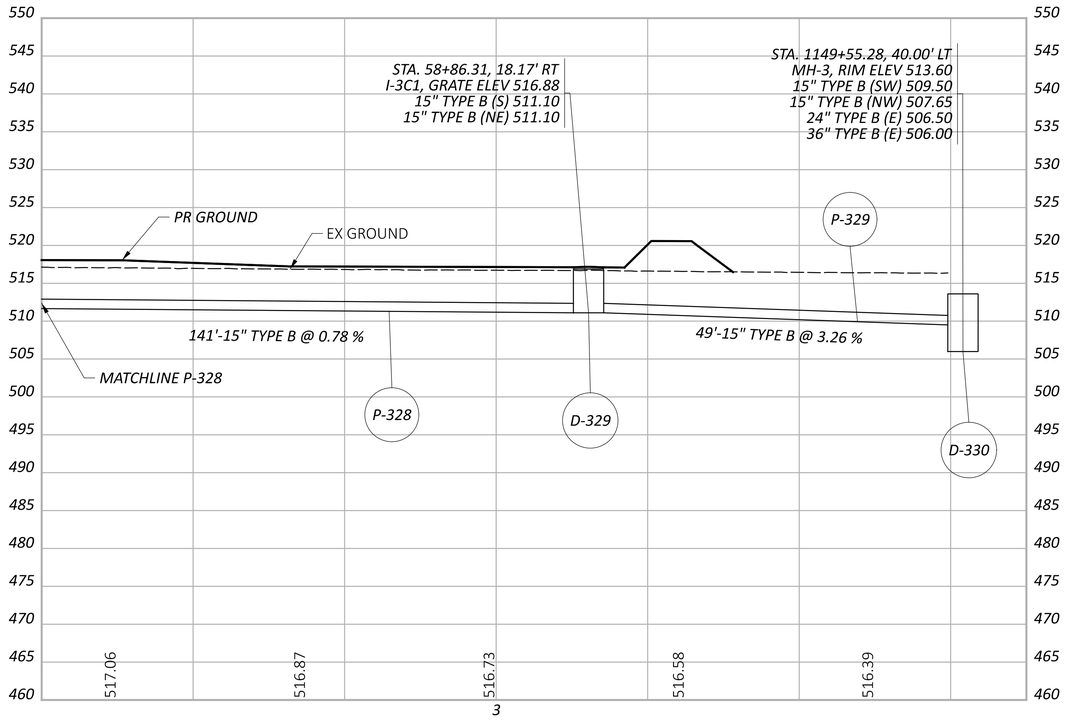
PROJECT ID
114161

SHEET P.436 | TOTAL 830





HAM-IR 75-1.95

MODEL: D-327 TO D-330 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:39:58 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
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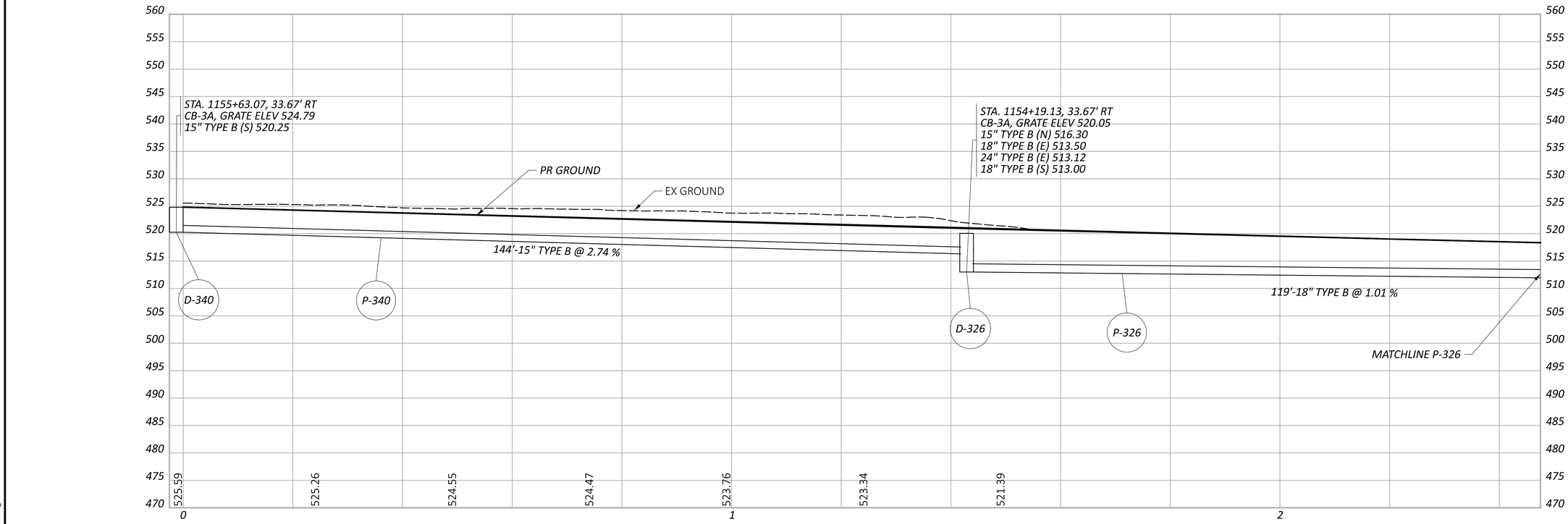
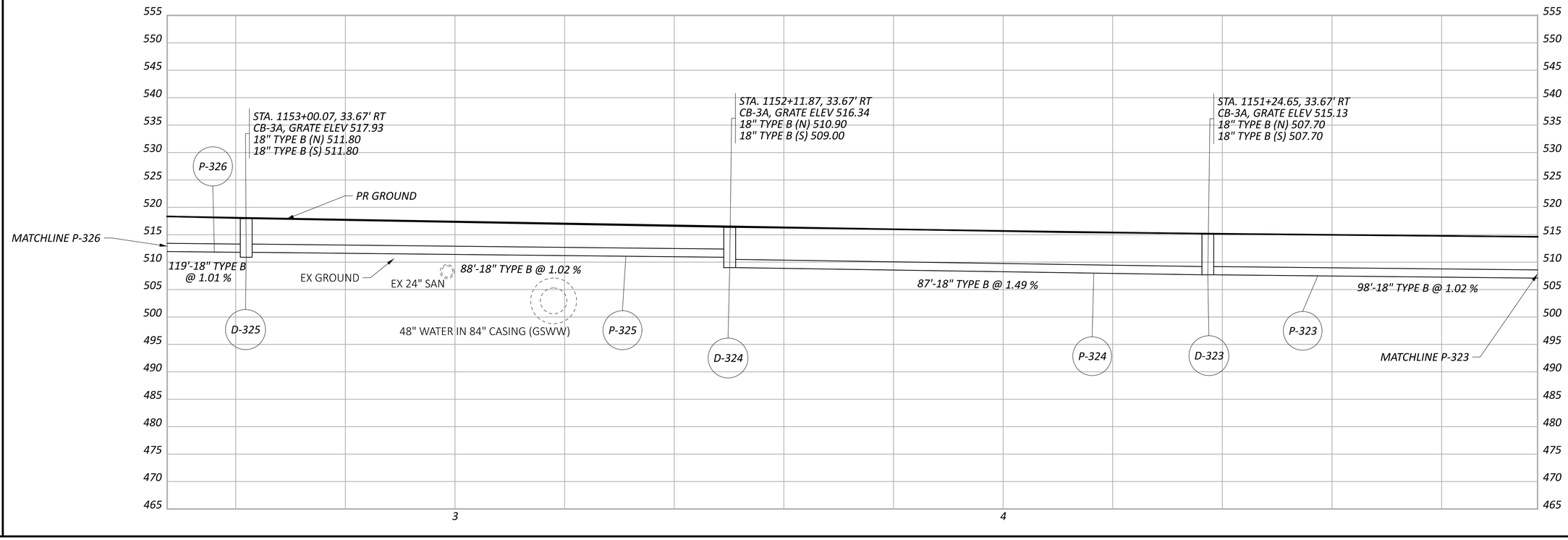
RSH 11/02/26

PROJECT ID
114161

SHEET P.437 | TOTAL 830





STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
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TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.438 TOTAL 830

HAM-IR 75-1.95

MODEL: D-340 TO D-320 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:39:59 PM USER: bmccutchen
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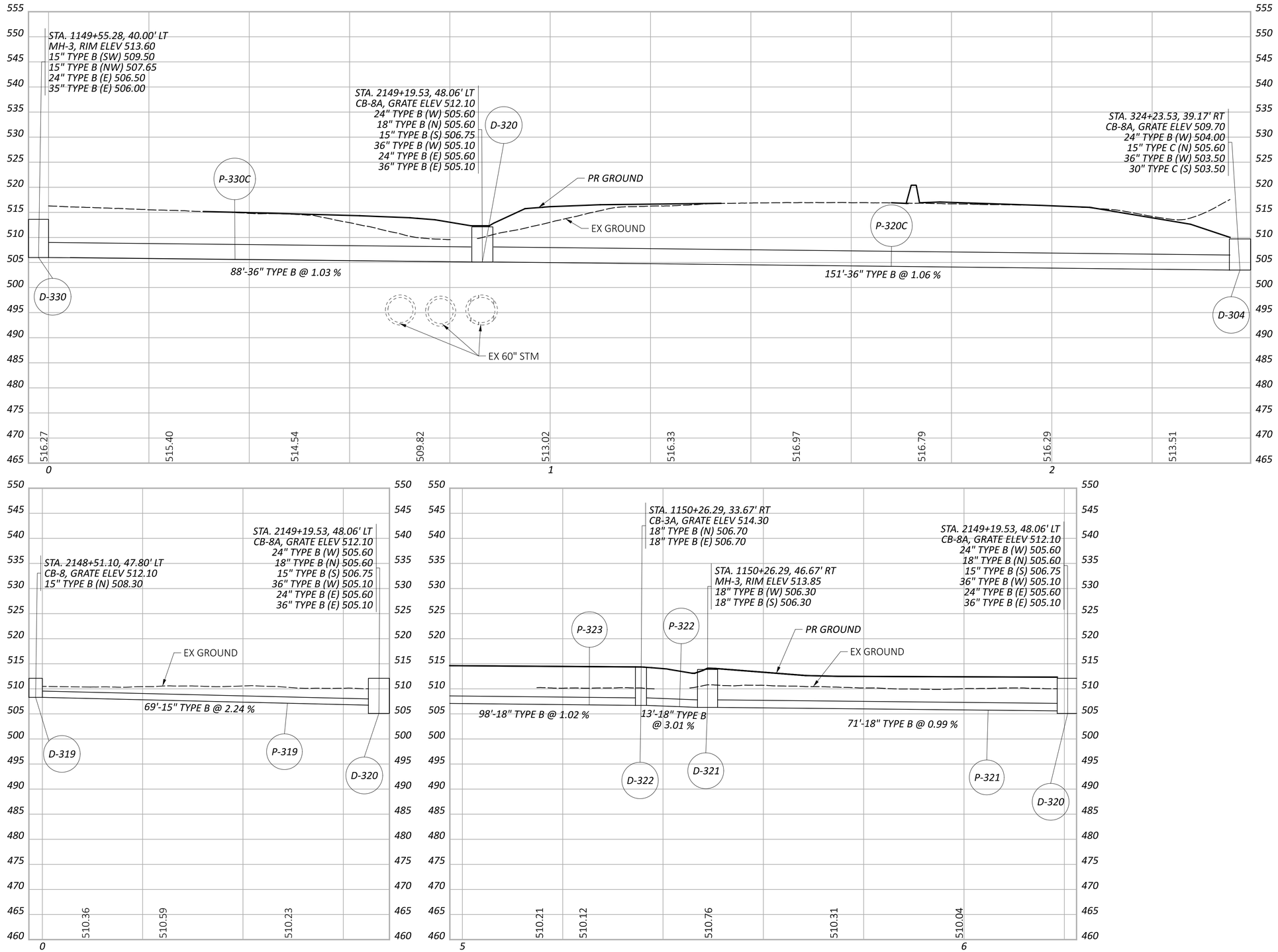

HAM-IR 75-1.95

MODEL: D-330 TO D-304 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:00 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
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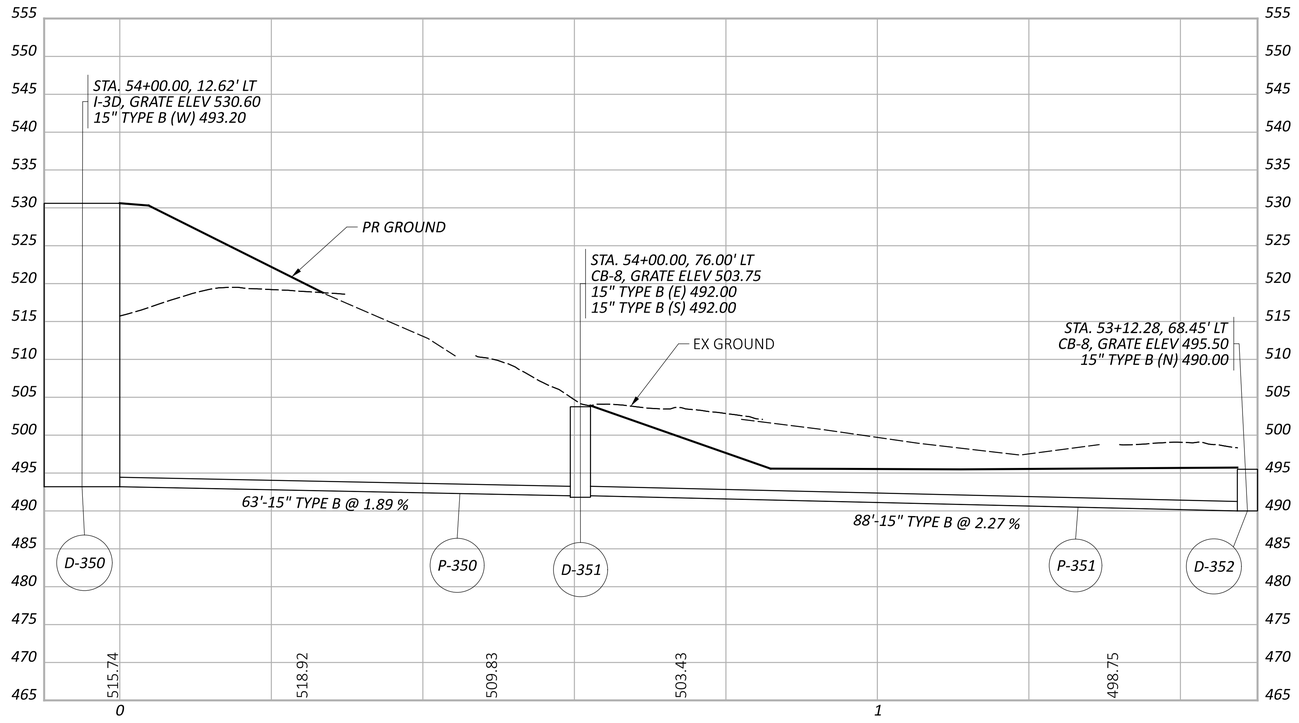
DESIGNER TGW
REVIEWER RSH 11/02/26
PROJECT ID 114161
SHEET P.439 TOTAL 830



STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.440 TOTAL 830

HAM-IR 75-1.95

MODEL: D-319 TO D-320 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:01 PM USER: bmccutchen
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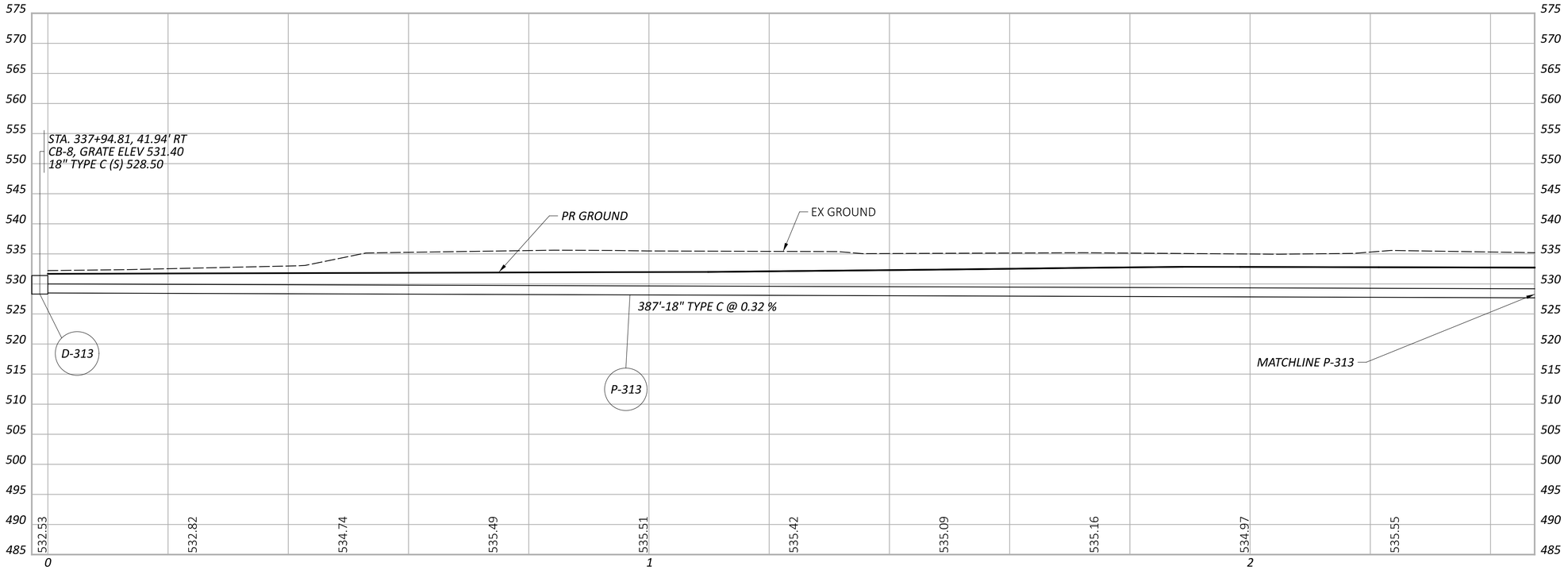

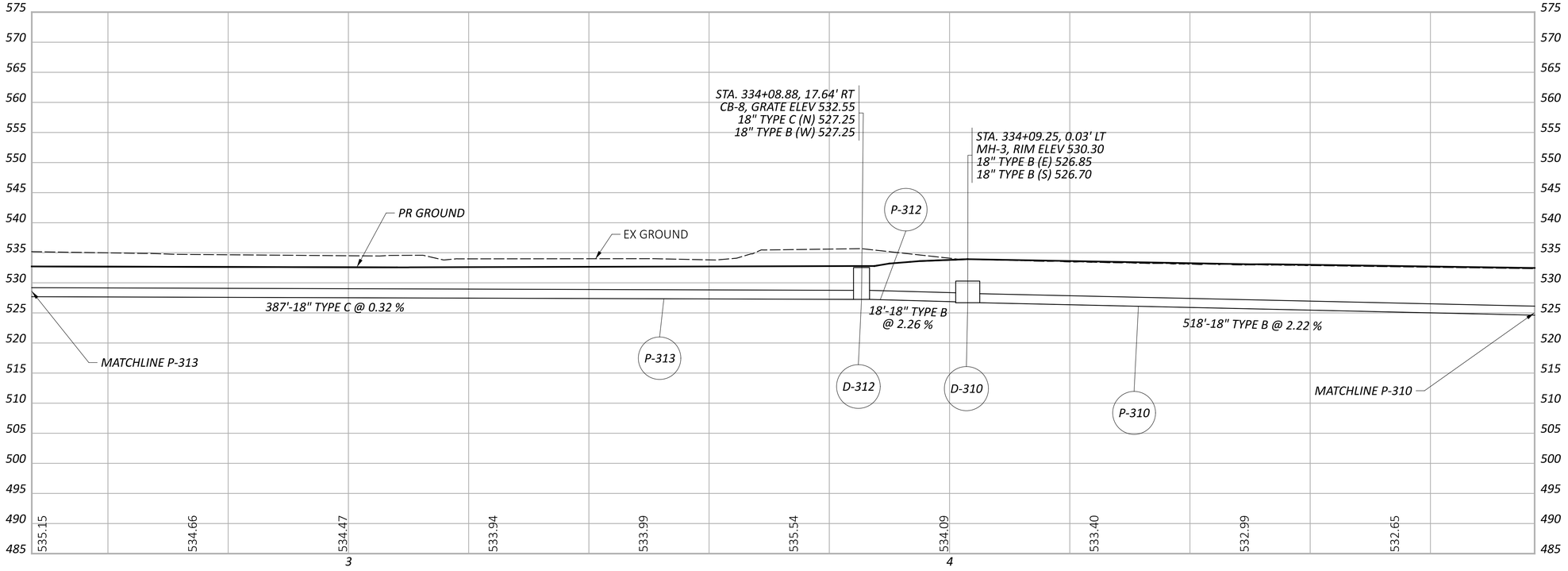

STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: D-313 TO D-309 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:02 PM USER: bmccutchen
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DESIGN AGENCY
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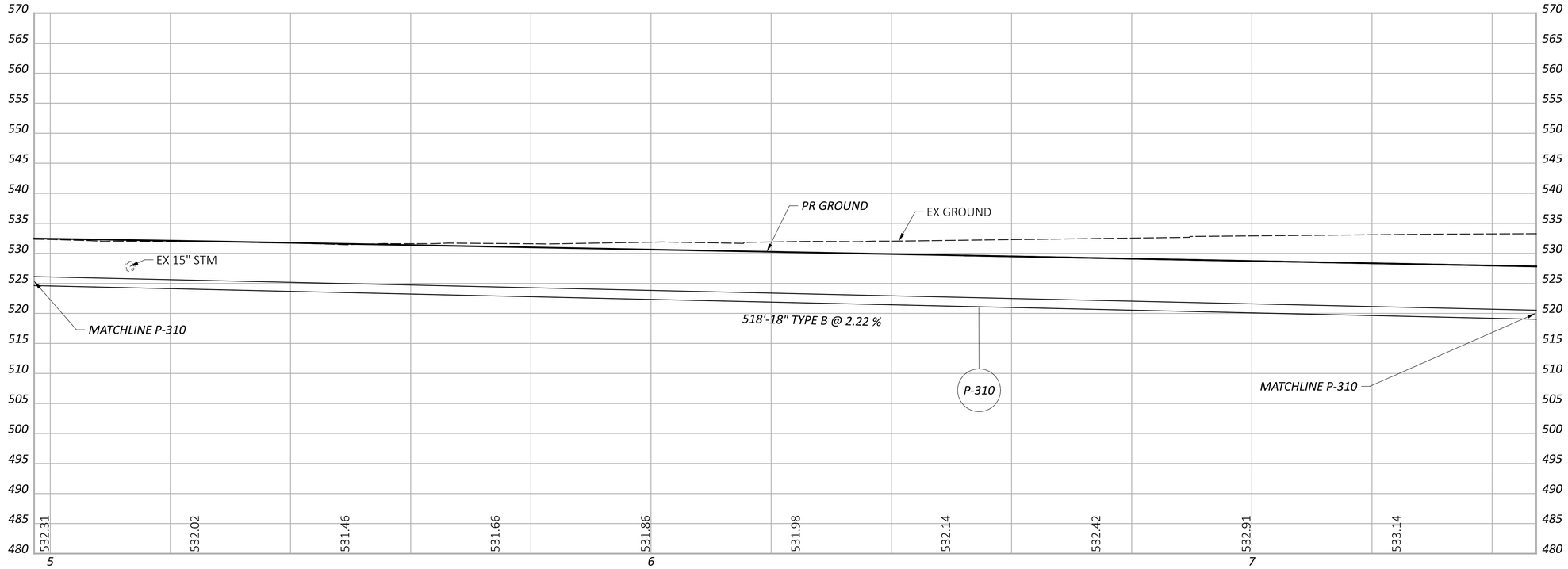
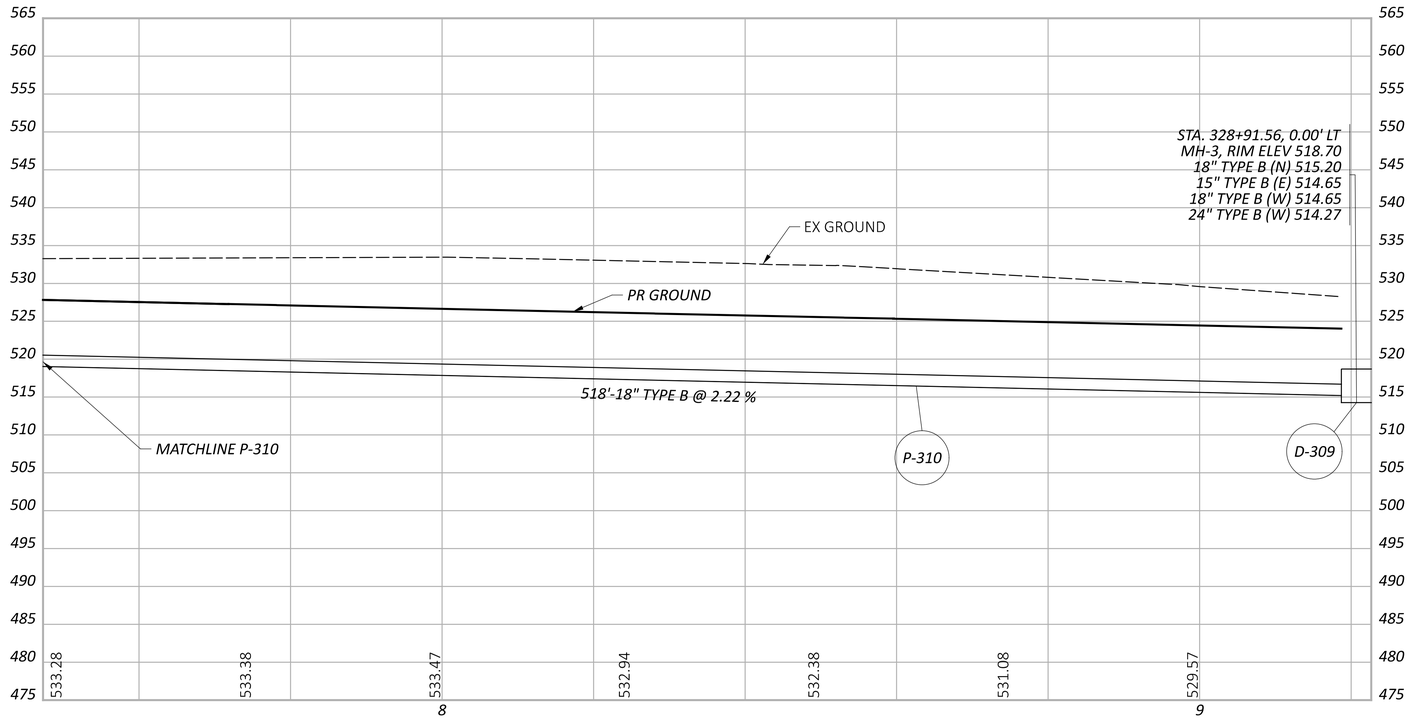
REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.441 TOTAL 830





STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: D-313 TO D-310 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:02 PM USER: bmccutchen
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DESIGN AGENCY
EMH&T

DESIGNER
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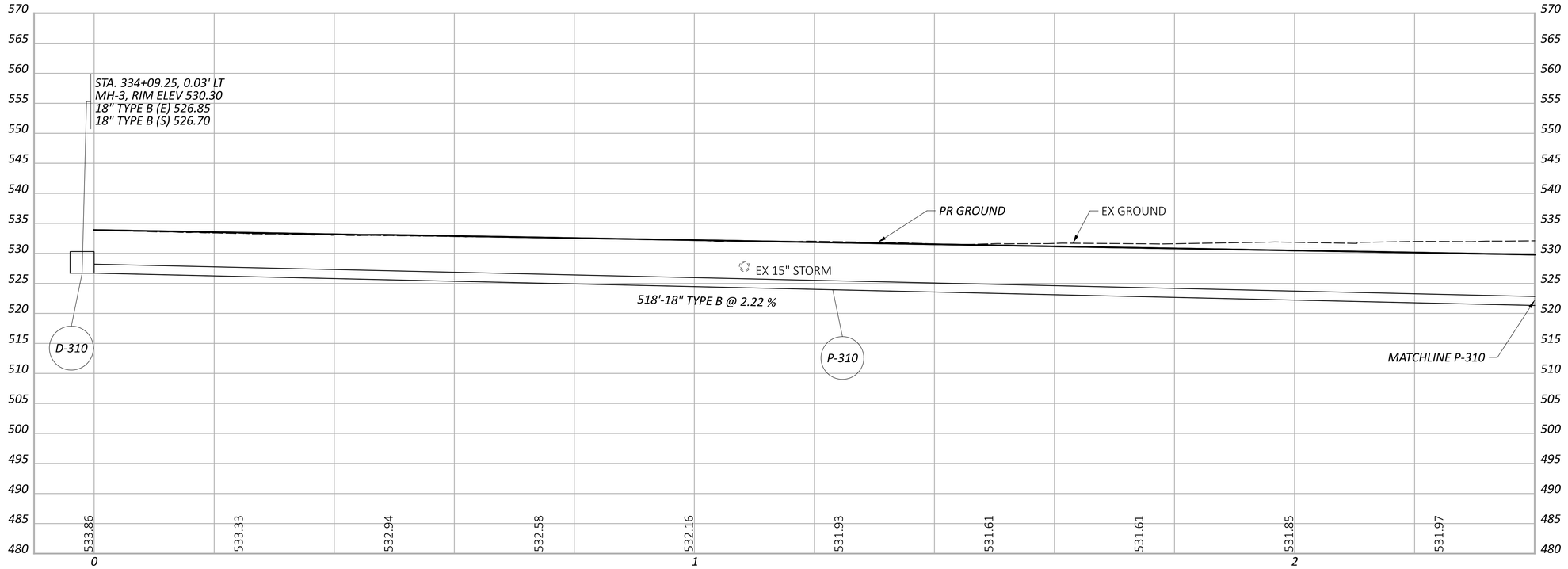
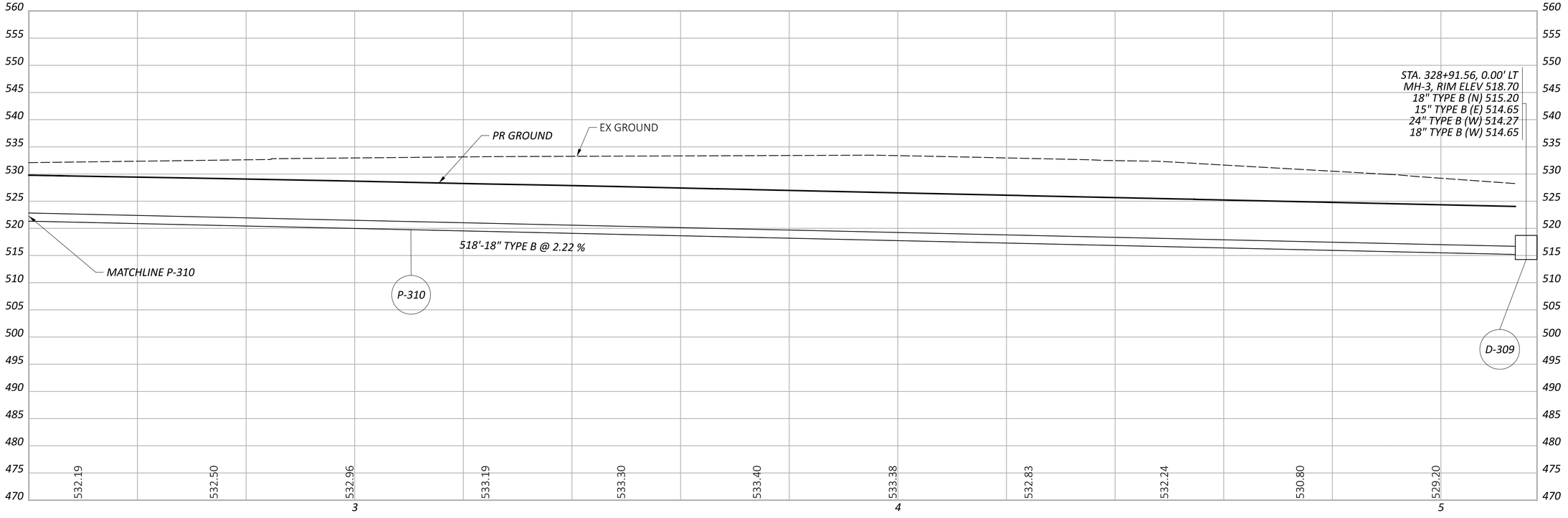
REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.442 TOTAL 830





STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: Profile Run - D-310 TO D-309 UPDATED PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:03 PM USER: bmccutchen
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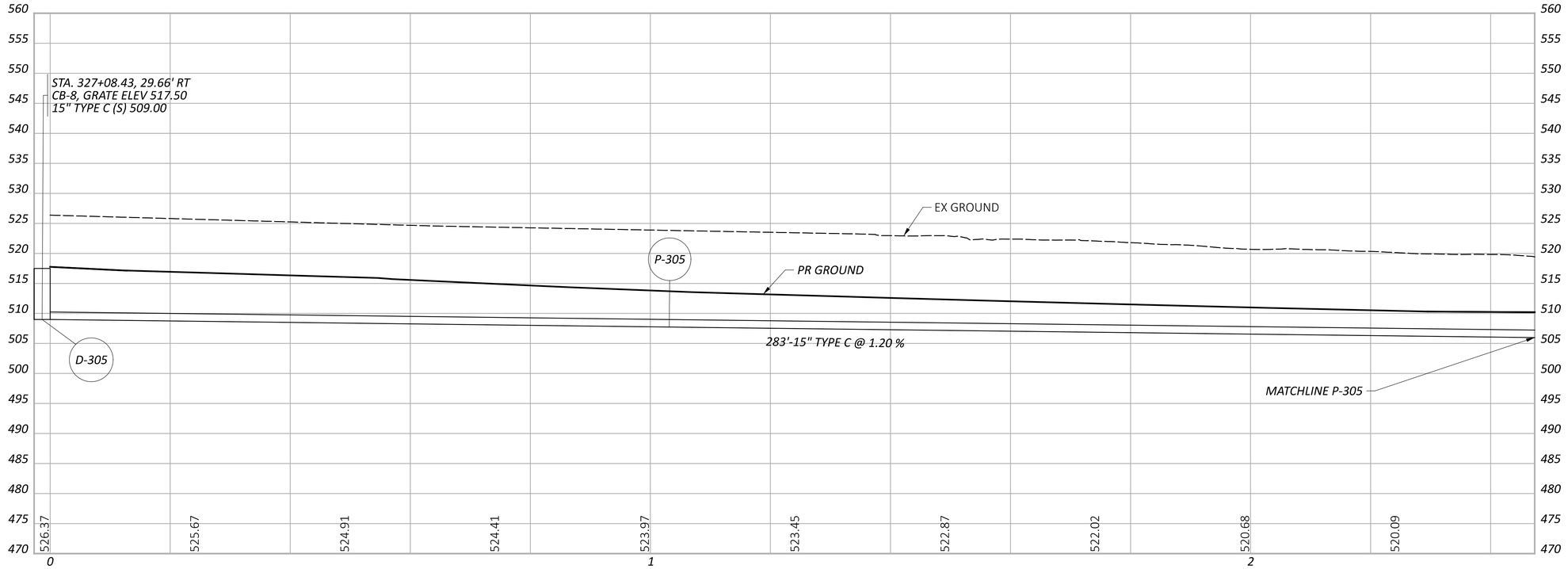
DESIGN AGENCY
EMH&T

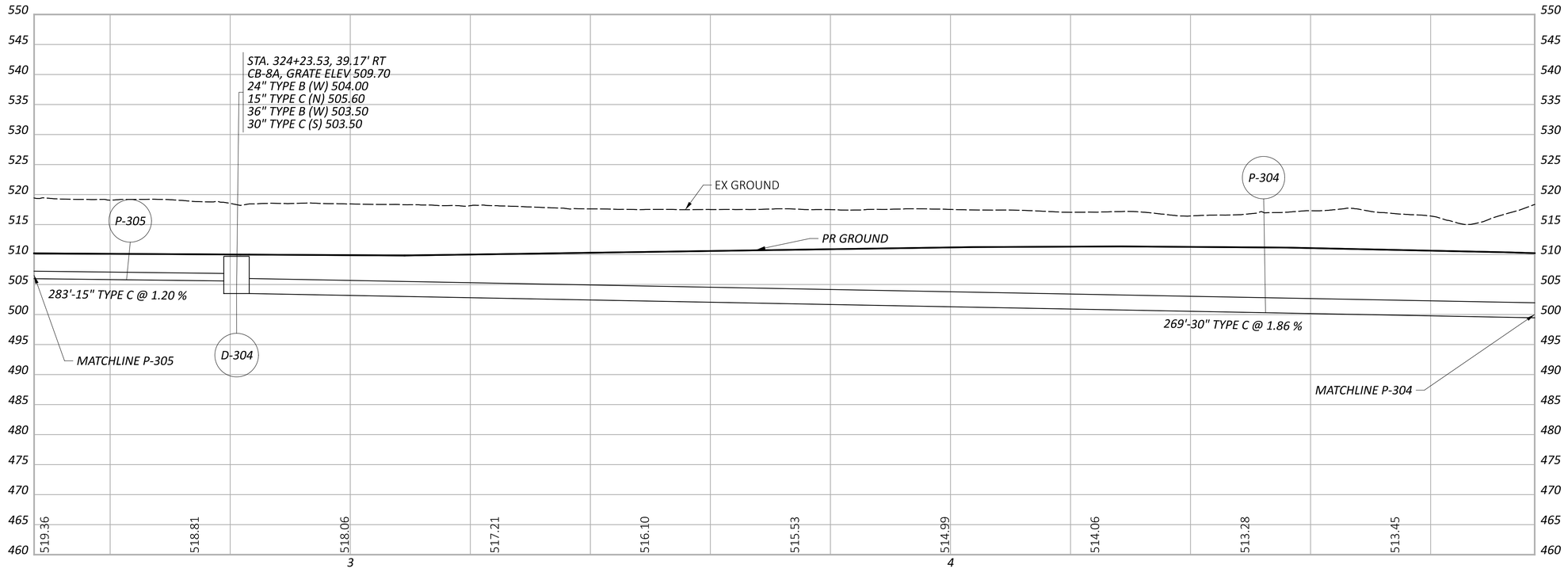
DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.443 TOTAL 830





STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: D-305 TO D-300 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:03 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\e01-Engineering_EMHT\Drainage\Sheets\114161_DF010.dgn

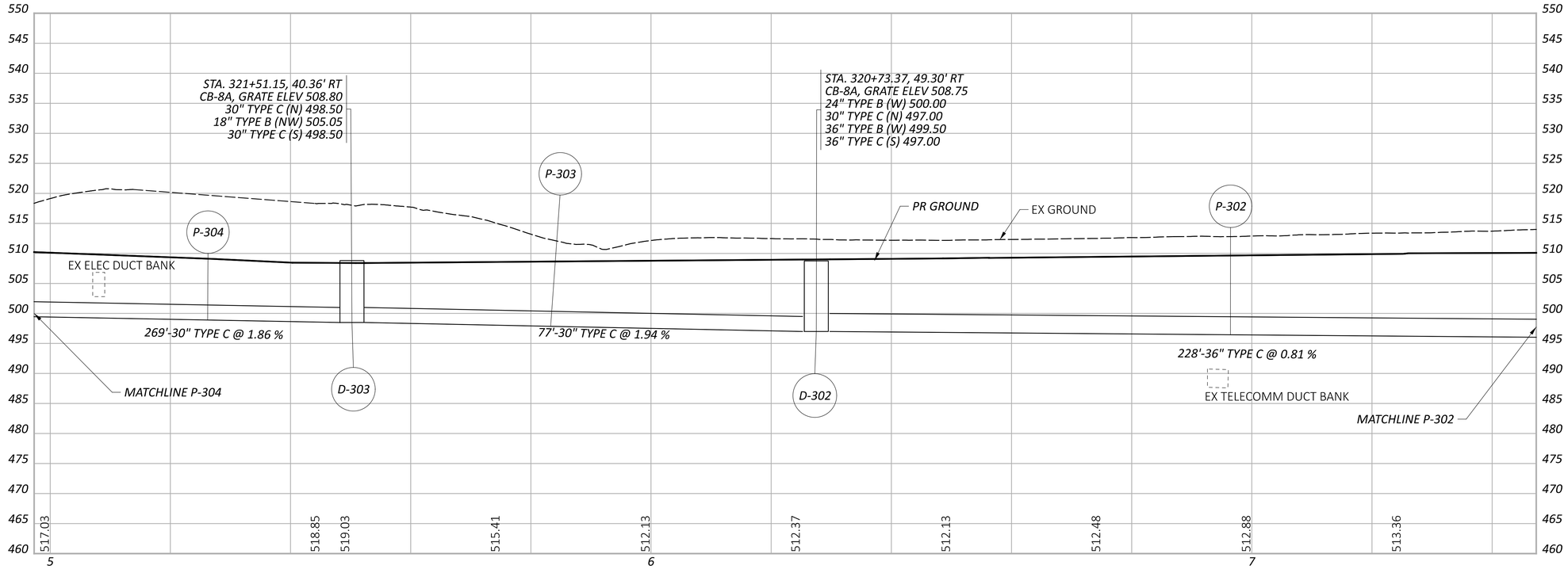
DESIGN AGENCY
EMH&T

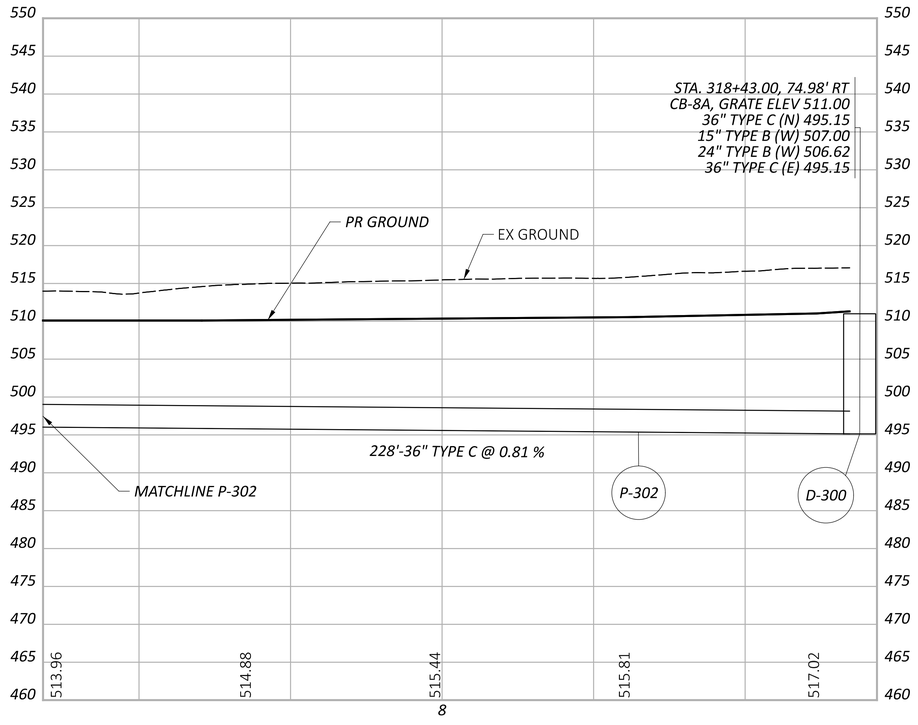
DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.444 TOTAL 830





STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.445 TOTAL 830

HAM-IR 75-1.95

MODEL: D-305 TO D-300 (2) PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:04 PM USER: bmccutchen
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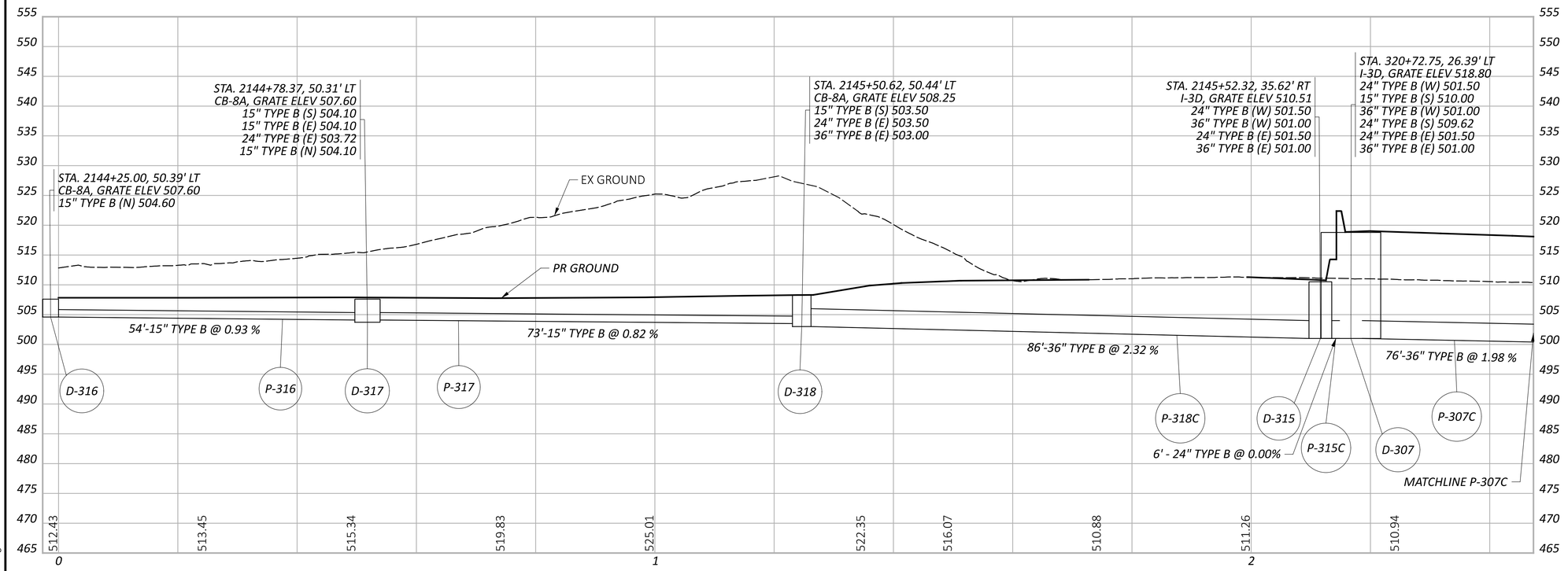

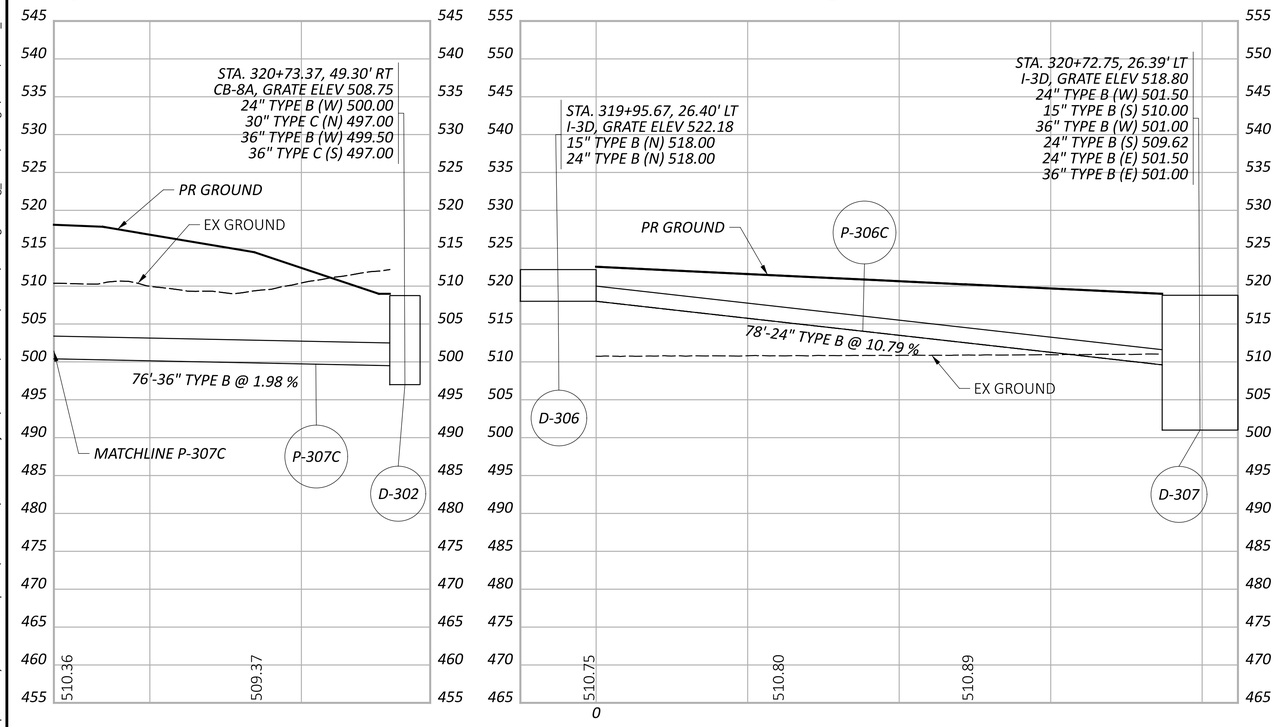

STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
EMH&T

DESIGNER
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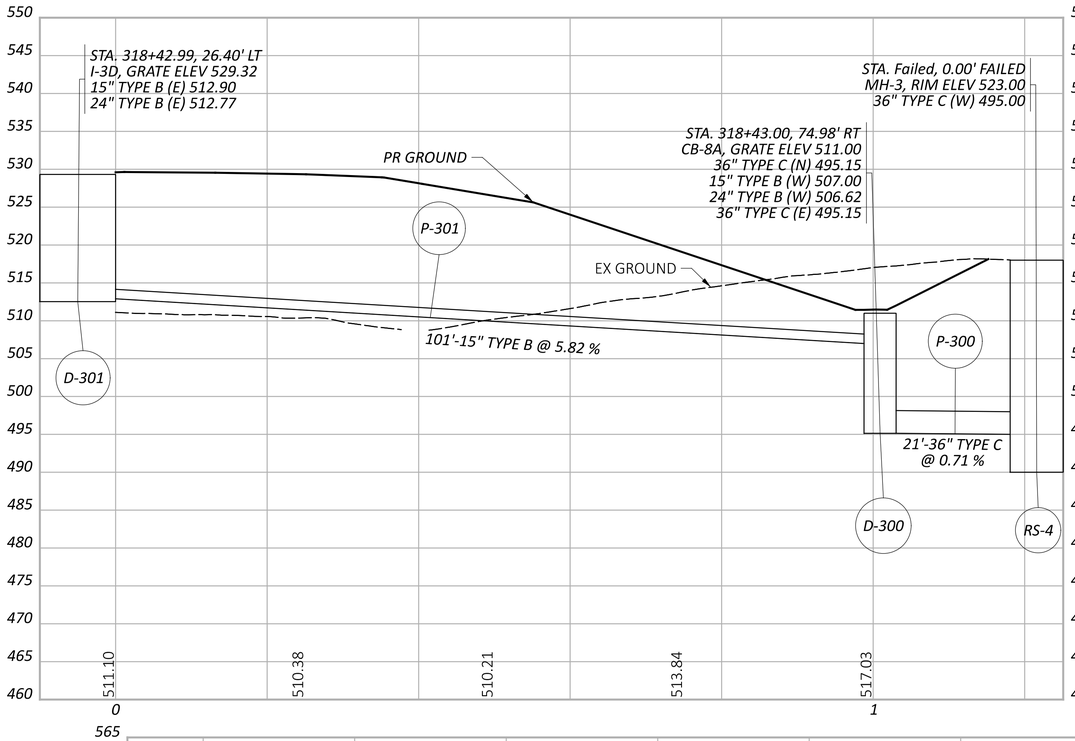
RSH 11/02/26

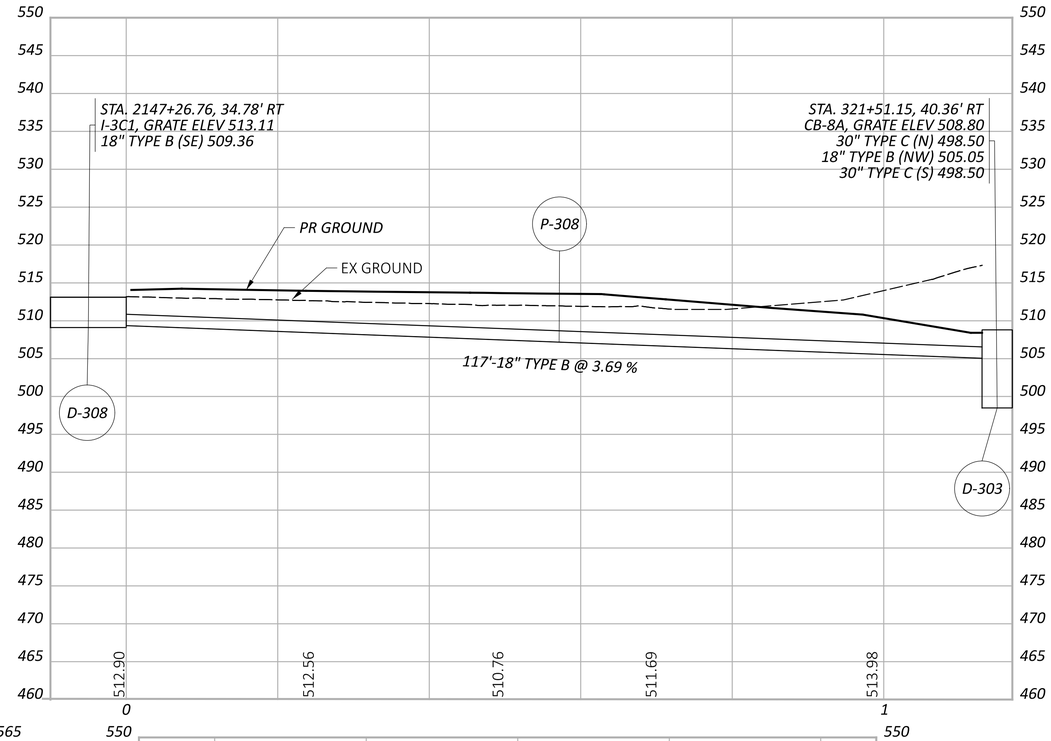
PROJECT ID
114161

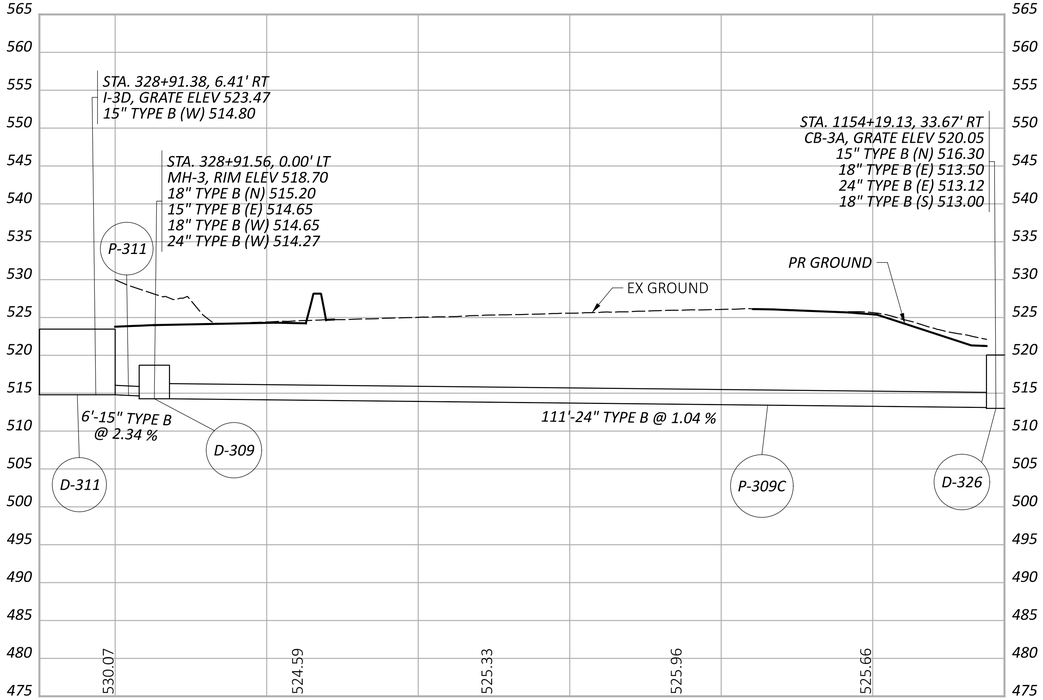
SHEET P.446 TOTAL 830

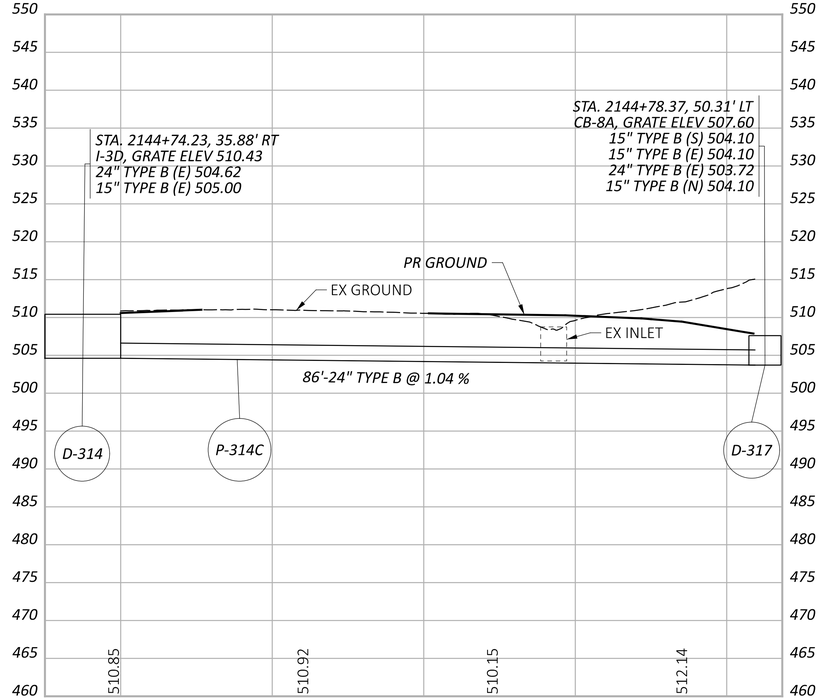
HAM-IR 75-1.95

MODEL: D-316 TO D-302 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:05 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Drainage\Sheets\114161_DF010.dgn









HAM-IR 75-1.95

MODEL: D-301 TO RS4 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:06 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
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REVIEWER	RSH 11/02/26
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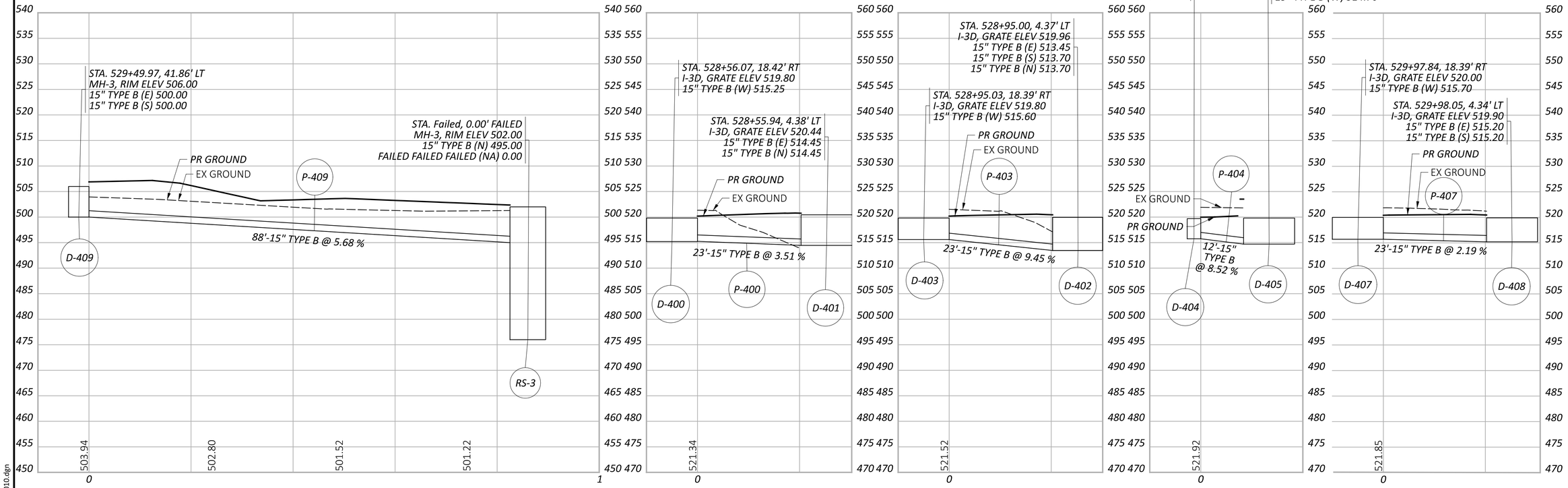
SHEET	P.447
TOTAL	830



HAM-IR 75-1.95

MODEL: D-400 TO RC-3 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:07 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

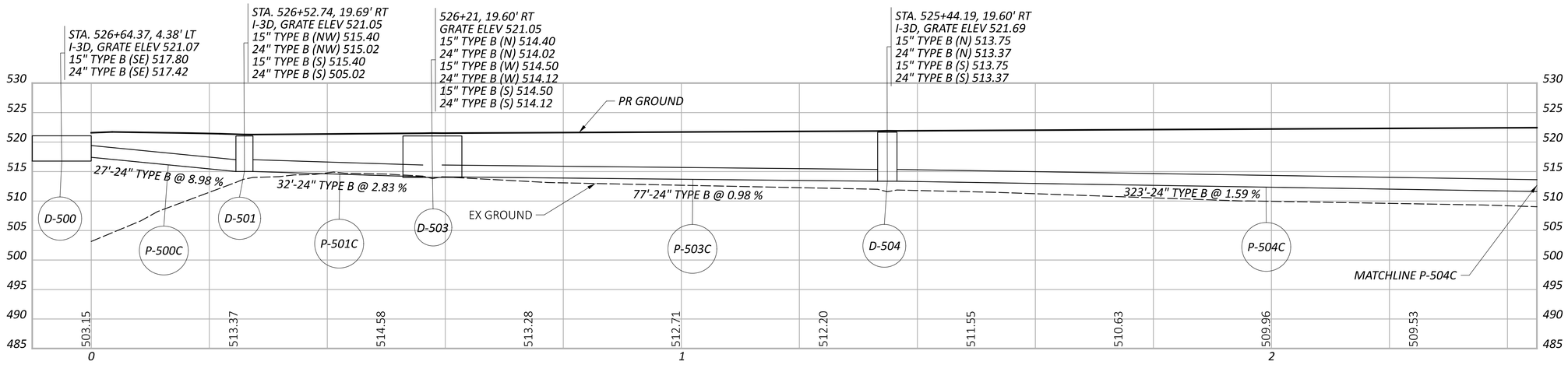
DESIGN AGENCY
EMH&T

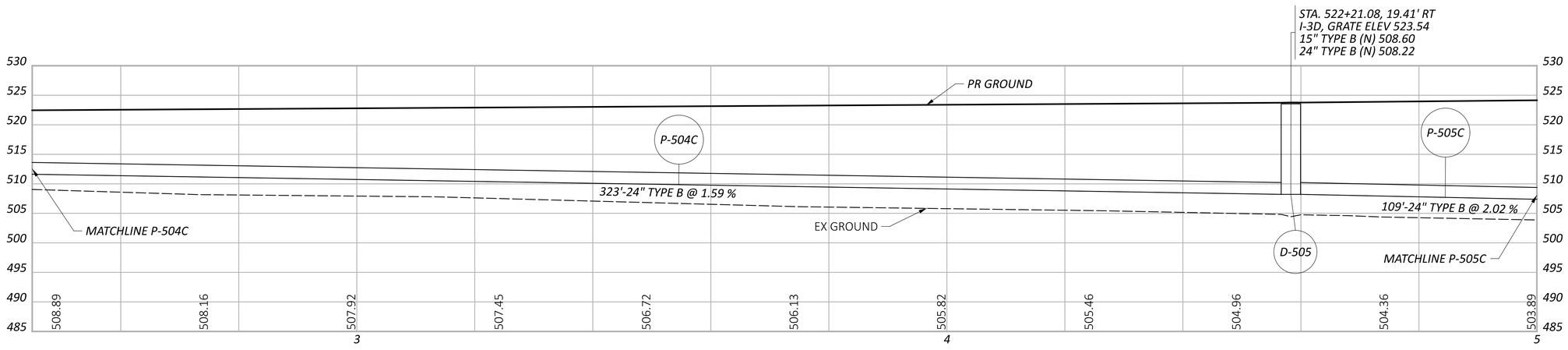
DESIGNER
TGW

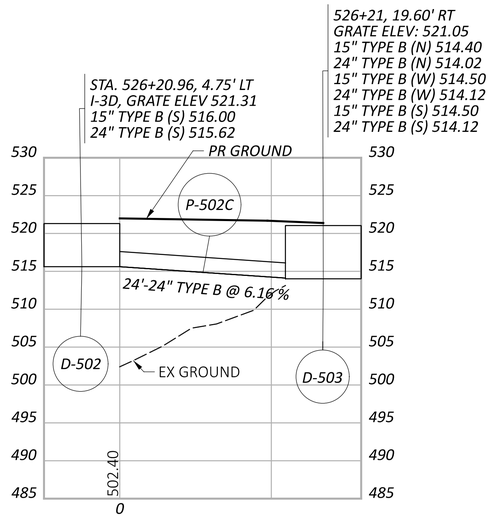
REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.448 TOTAL 830







HAM-IR 75-1.95

MODEL: D-500 TO D-508 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:08 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

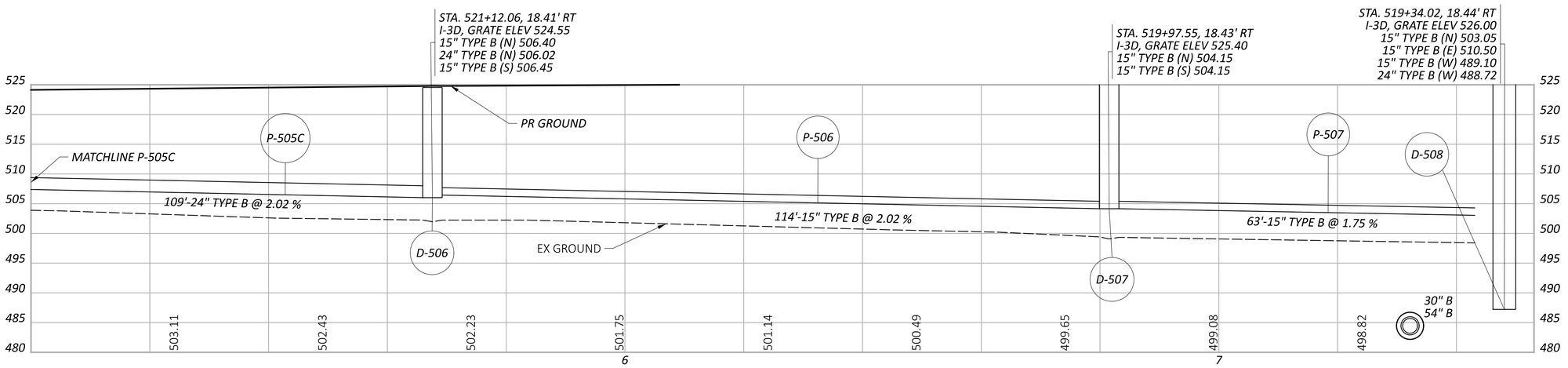
DESIGN AGENCY
EMH&T

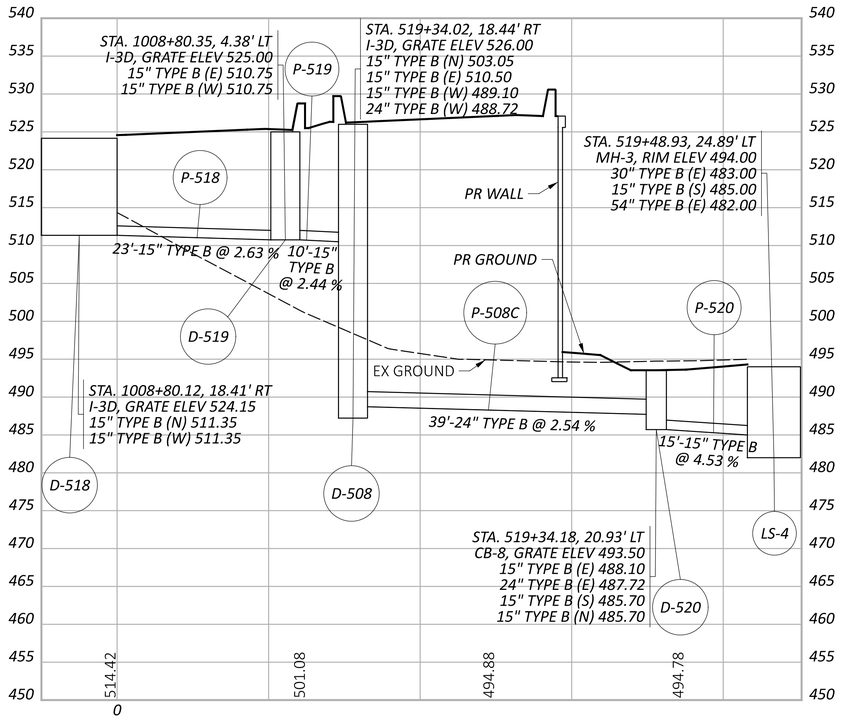
DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.449 TOTAL 830





STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: D-500 TO D-508 (2) PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:09 PM USER: bmccutchen
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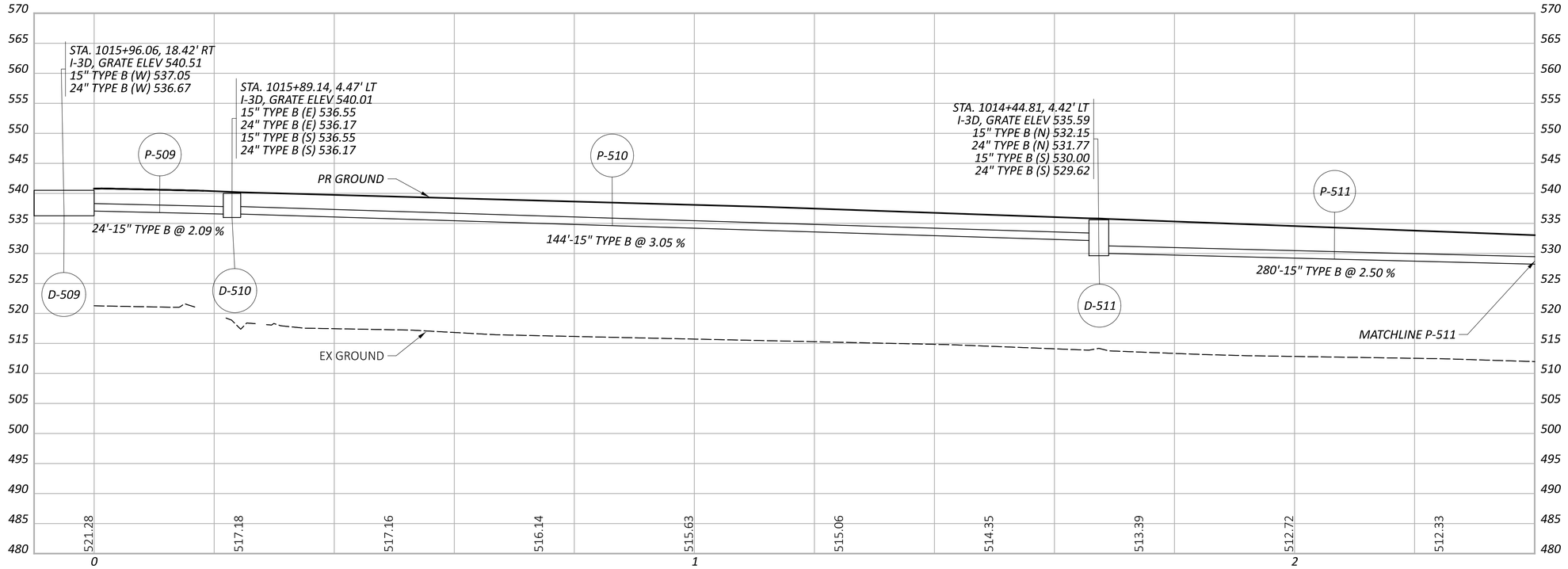
DESIGN AGENCY
EMH&T

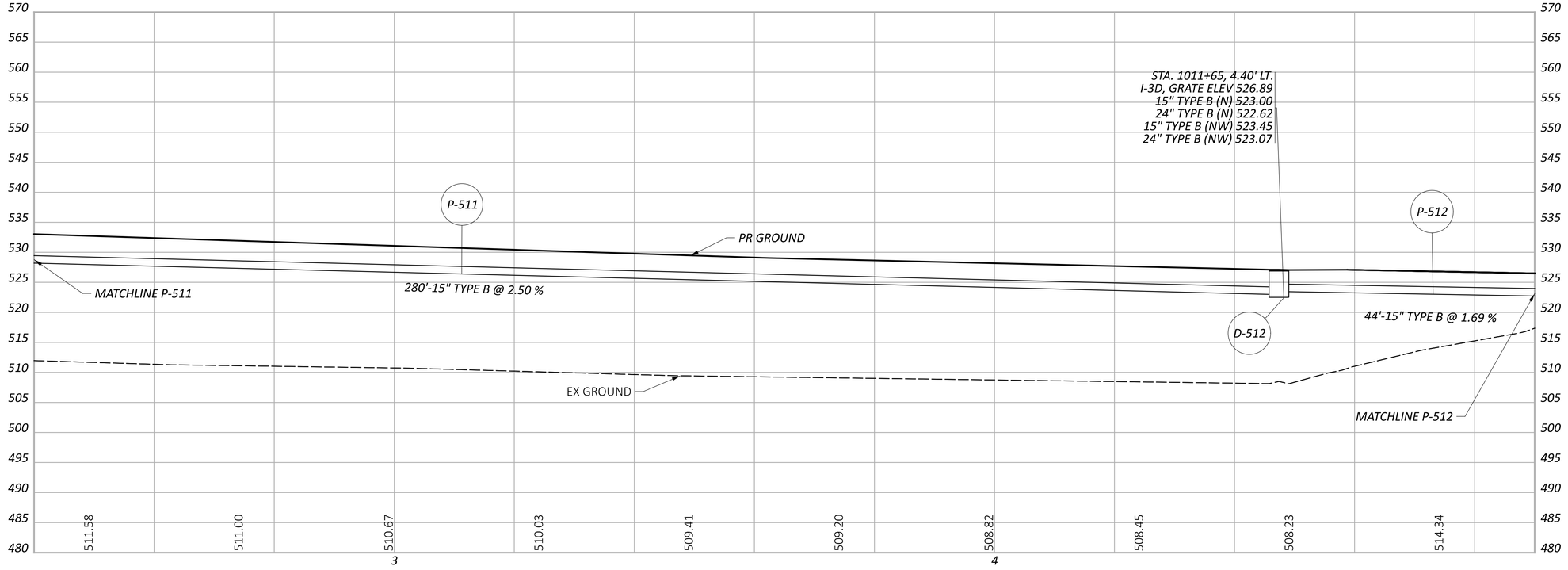
DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.450 TOTAL 830





HAM-IR 75-1.95

MODEL: D-509 TO D-518 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:10 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

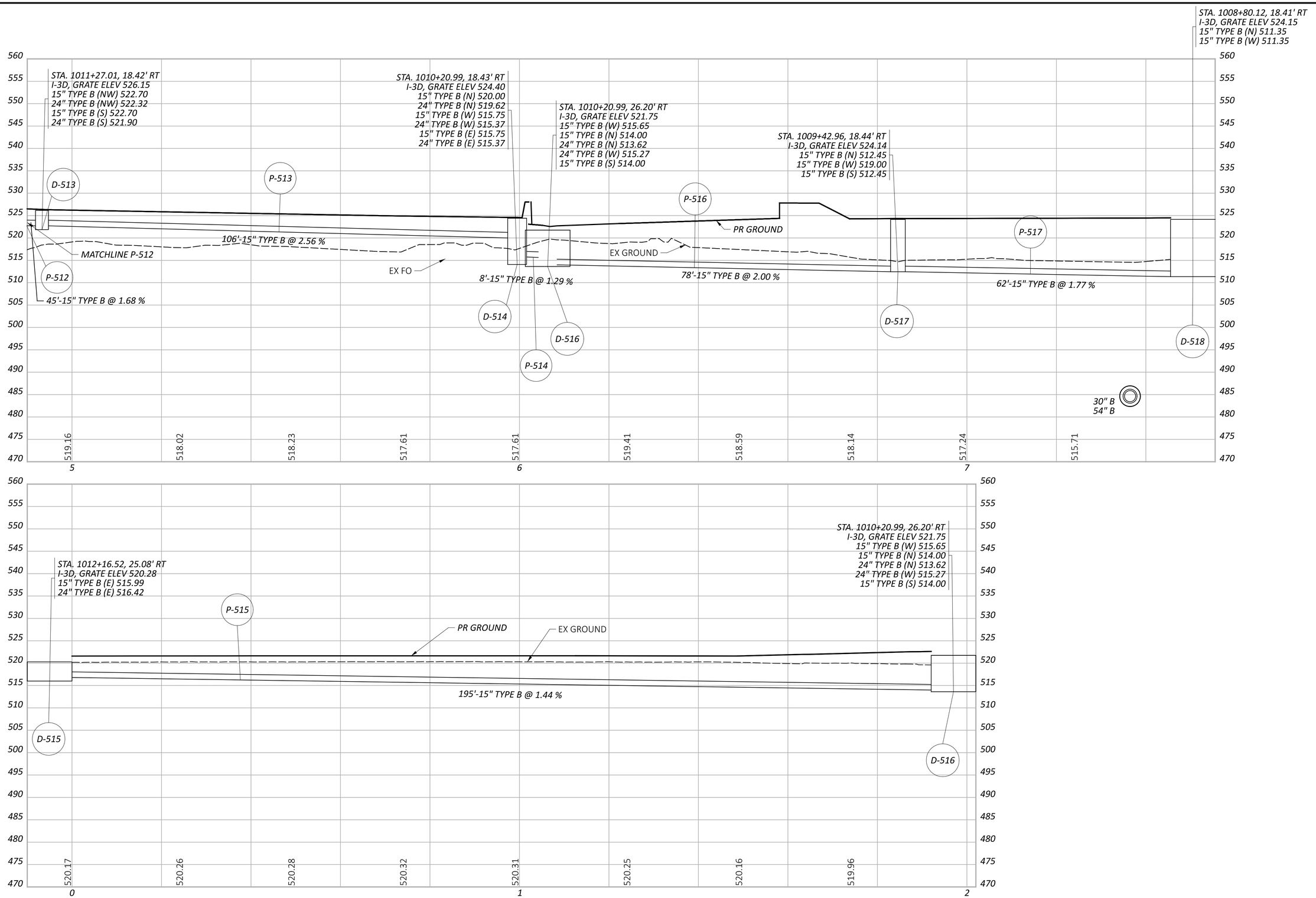
DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.451 TOTAL 830



HAM-IR 75-1.95

MODEL: D-509 TO D-518 (2) PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:11 PM USER: bmccutchen
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STORM SEWER PROFILES
ODOT DRAINAGE

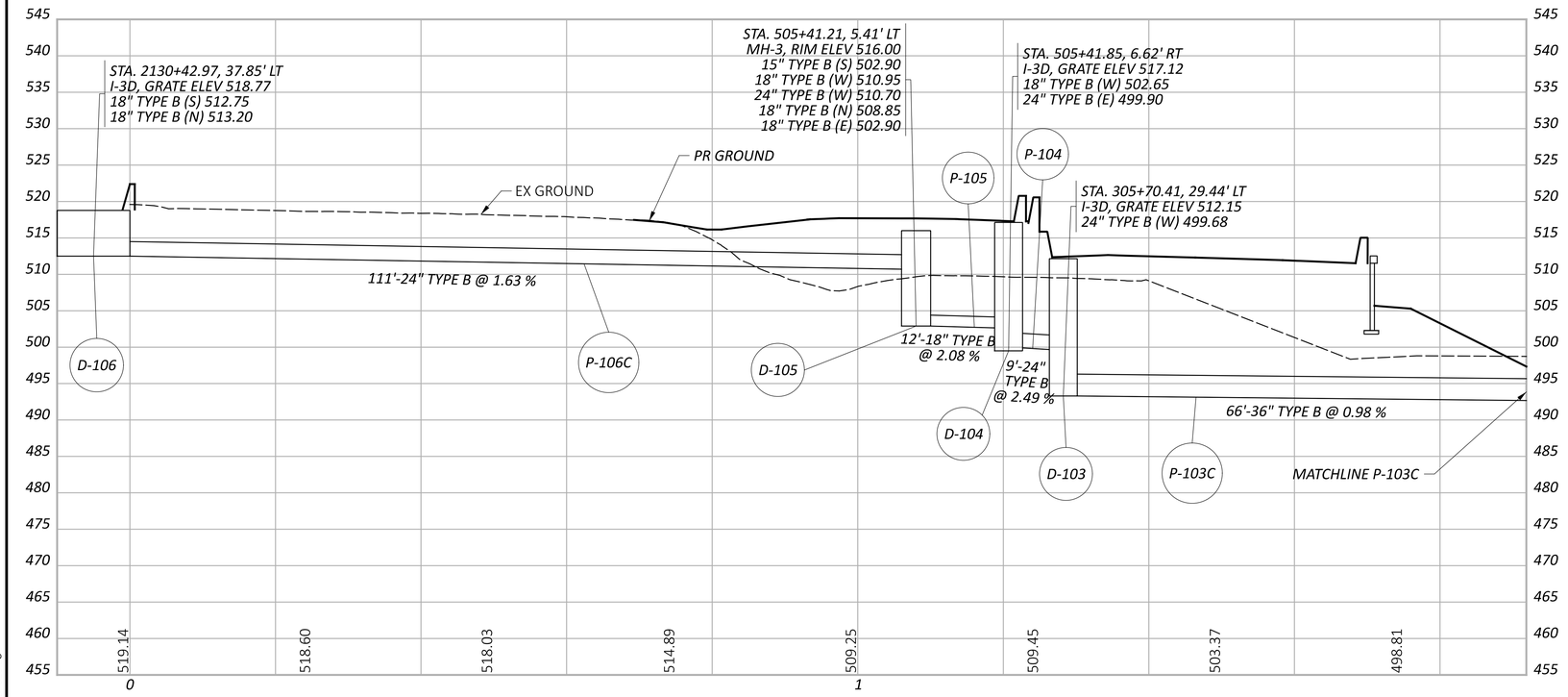
DESIGN AGENCY
EMH&T

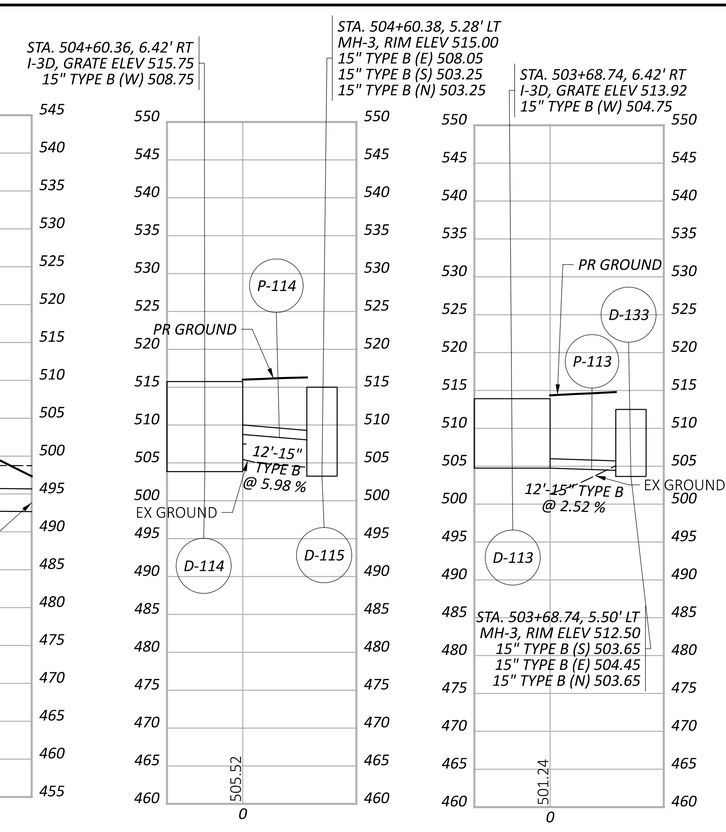
DESIGNER
TGW

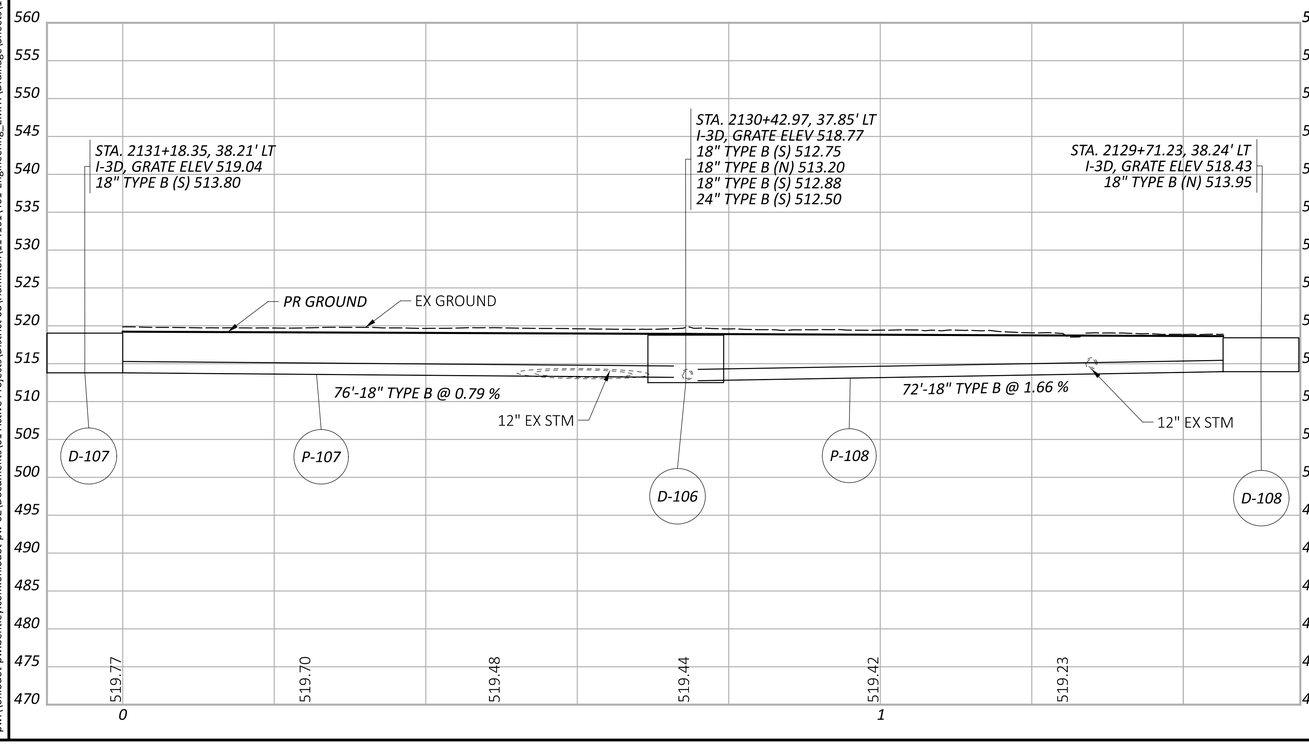
REVIEWER
RSH 11/02/26

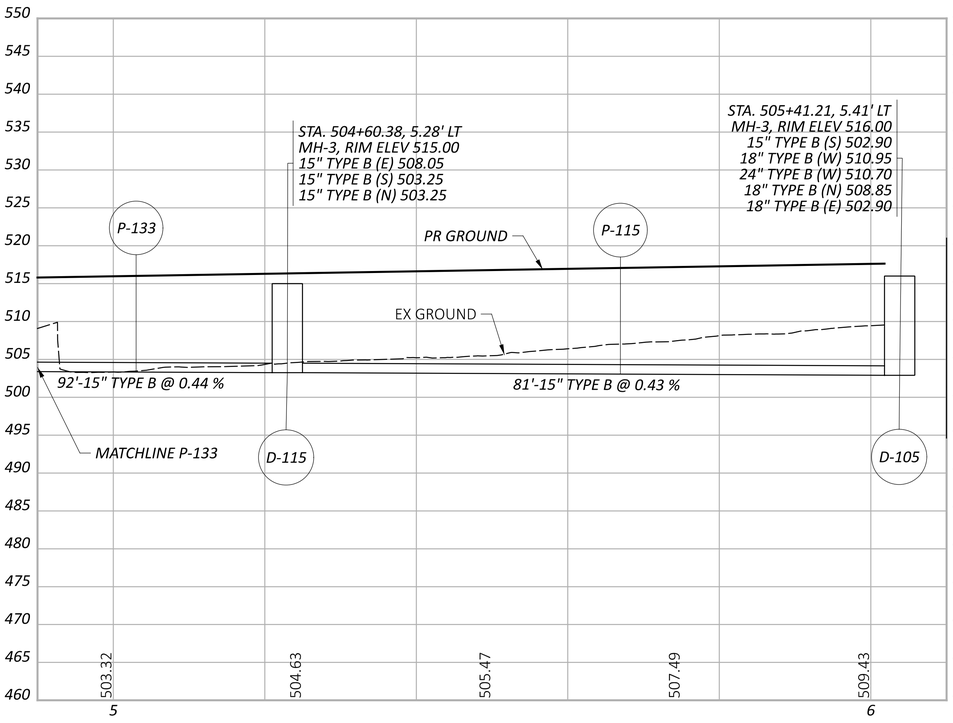
PROJECT ID
114161

SHEET P.452 | TOTAL 830









STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: D-109 TO D-105 (2) PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:12 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Drainage\Sheets\114161_DF010.dgn

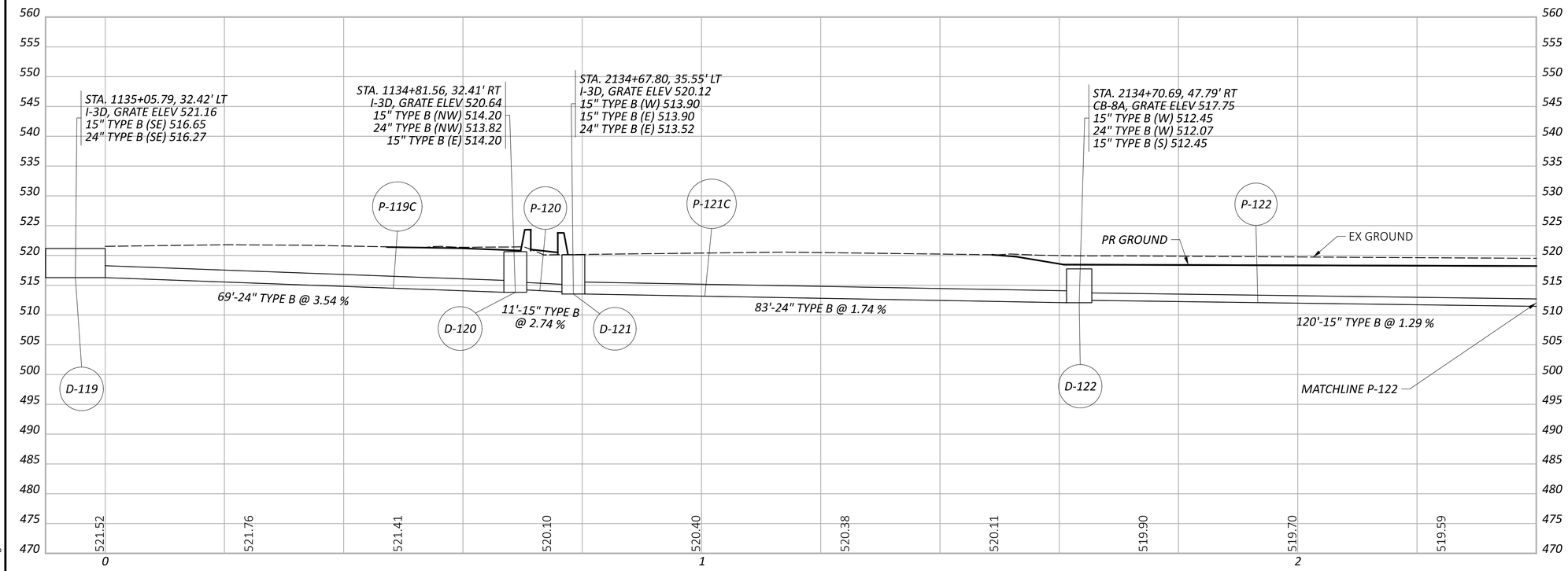
DESIGN AGENCY
EMH&T

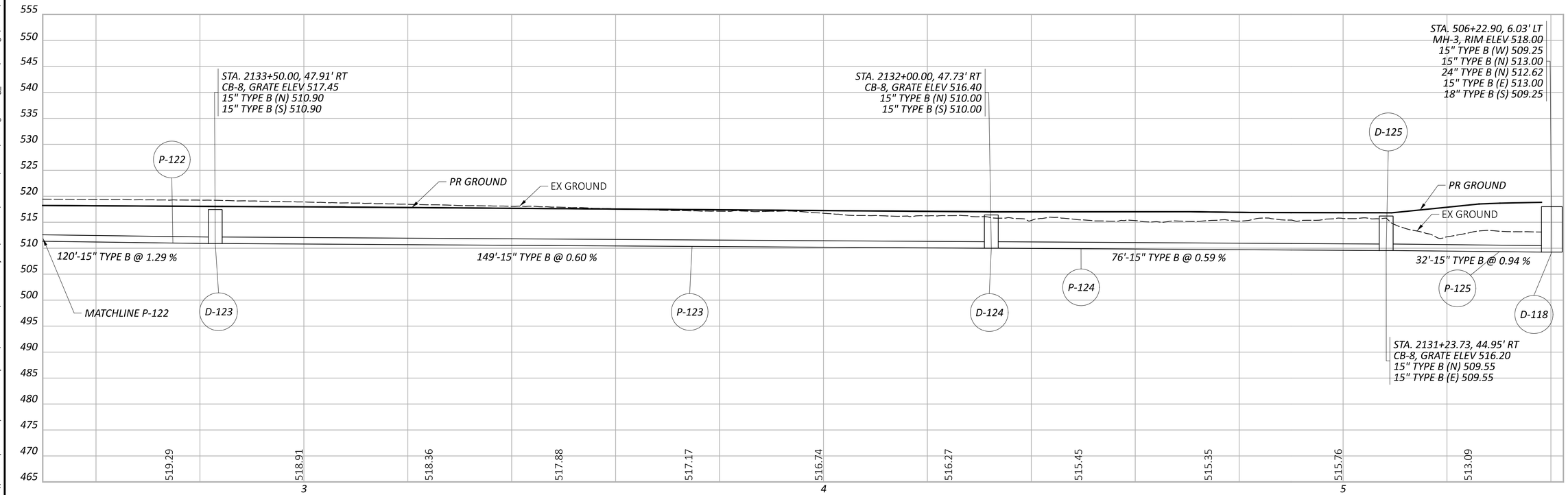
DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.453 | TOTAL 830





STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: D-119 TO D-118 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:13 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\v01-Engineering_EMHT\Drainage\Sheets\114161_DF010.dgn

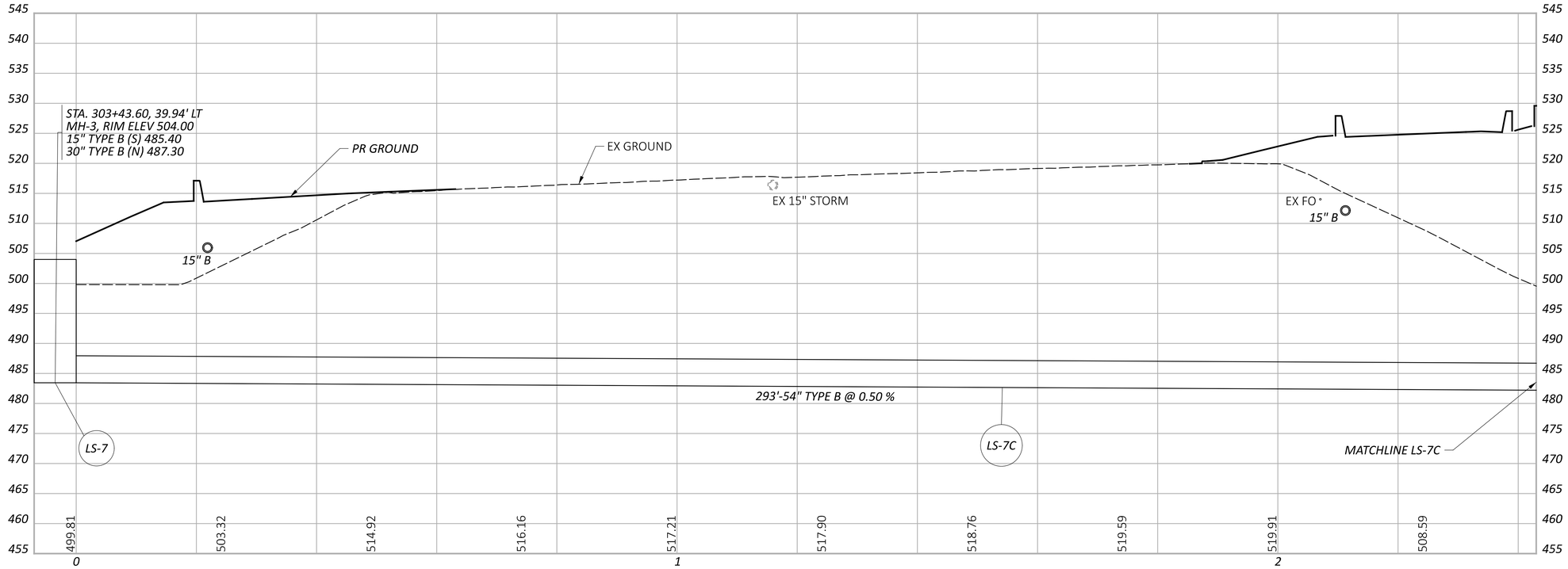
DESIGN AGENCY: EMH&T

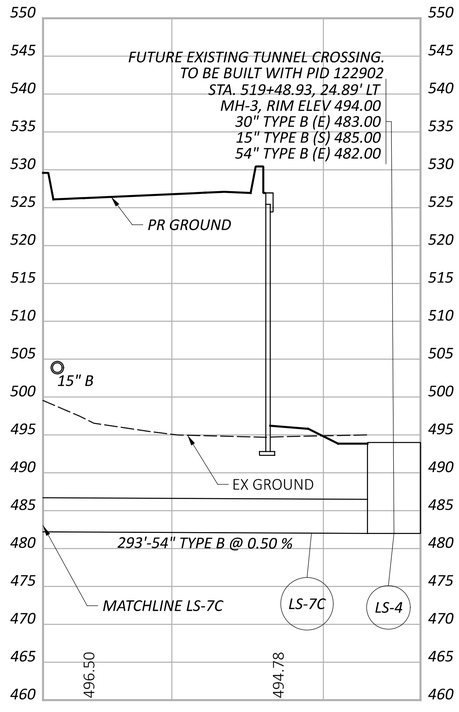
DESIGNER: TGW

REVIEWER: RSH 11/02/26

PROJECT ID: 114161

SHEET: P.454 TOTAL: 830





STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.455 TOTAL 830

HAM-IR 75-1.95

MODEL: LS7 TO LS4 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:14 PM USER: bmccutchen
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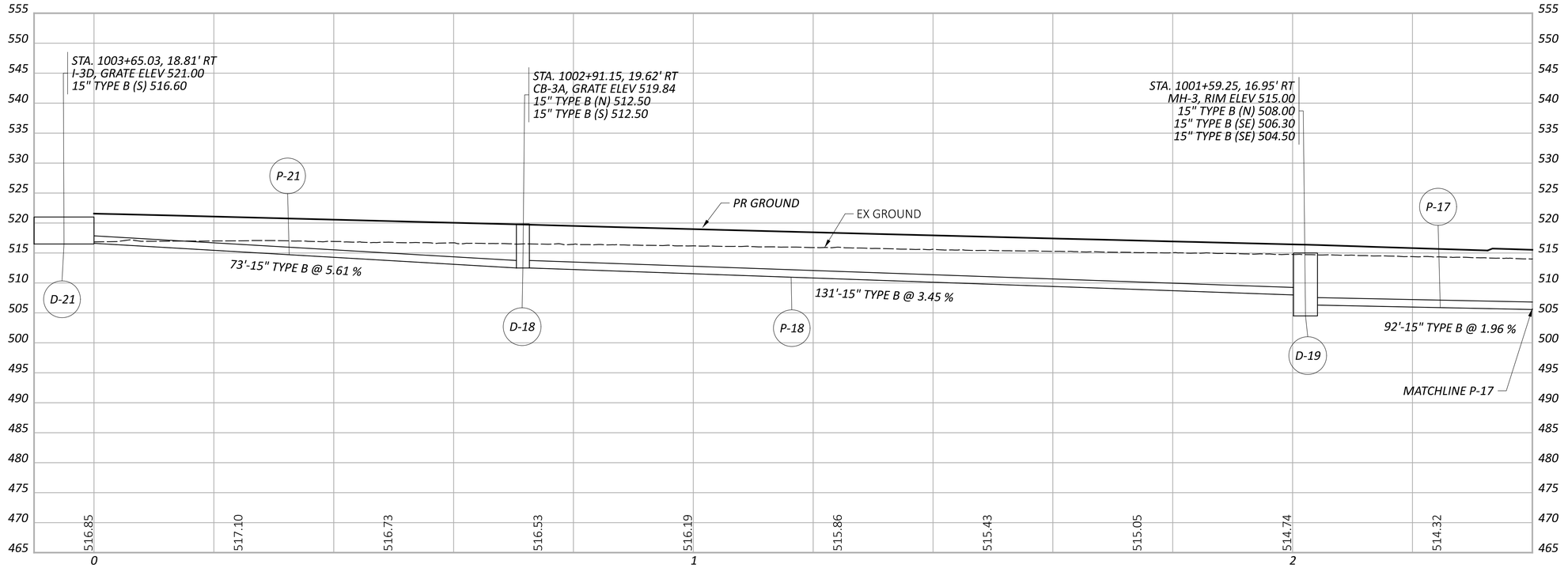

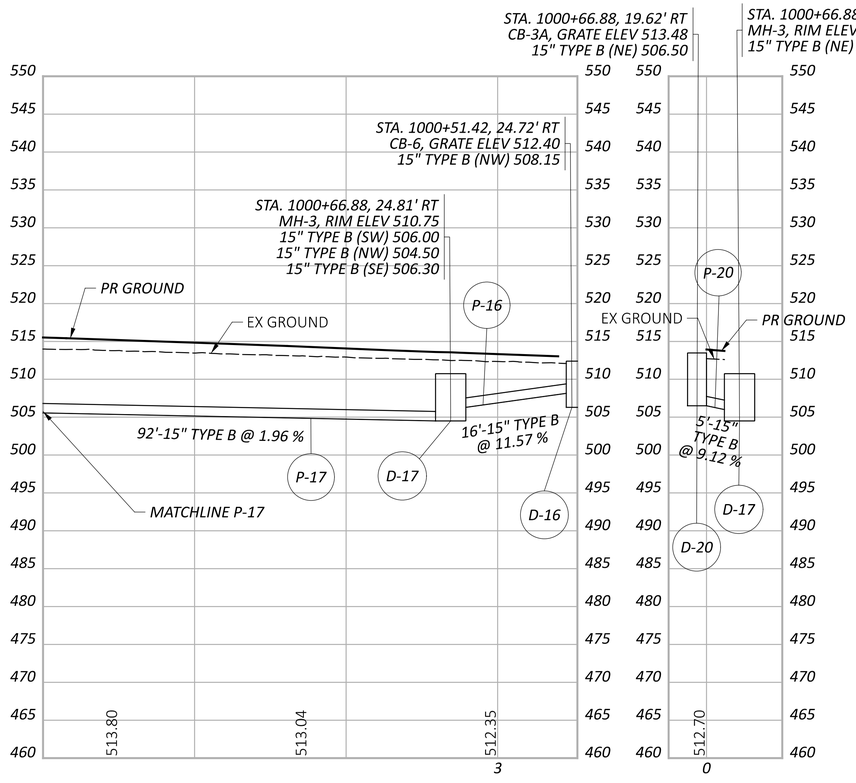

STORM SEWER PROFILES
ODOT DRAINAGE

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.456 TOTAL 830

HAM-IR 75-1.95

MODEL: D-21 TO D-16 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:14 PM USER: bmccutchen
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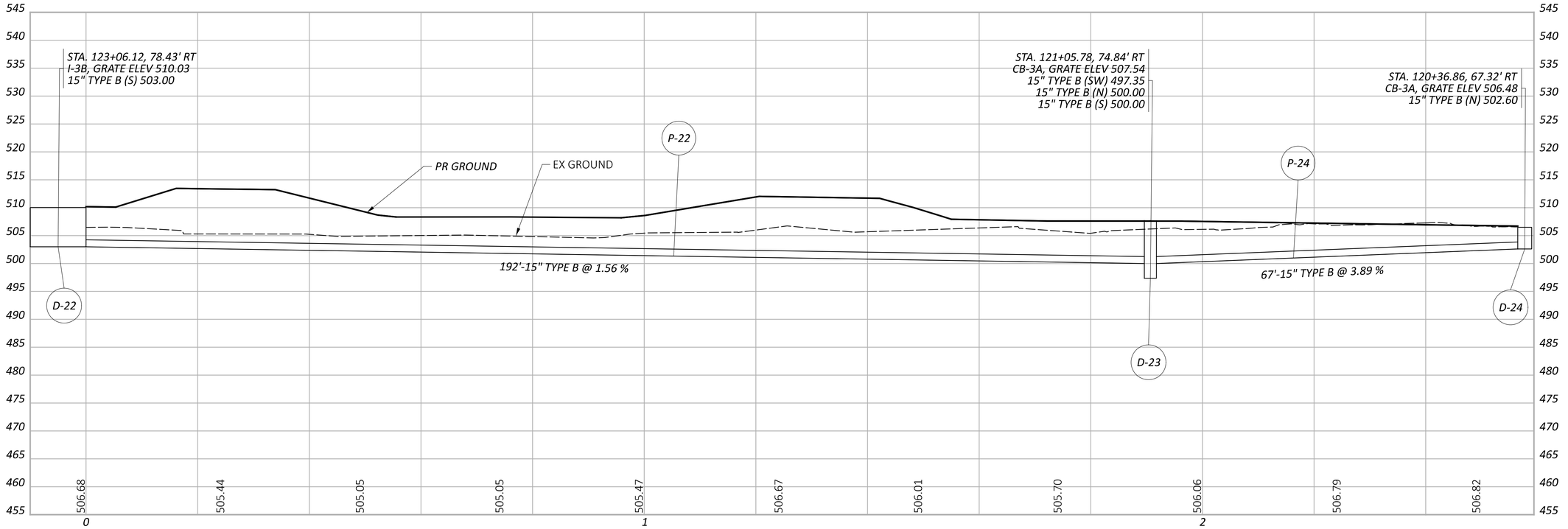

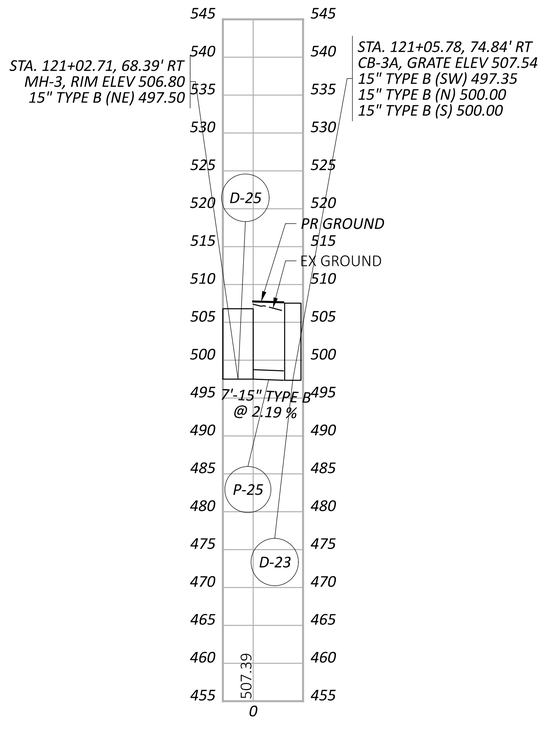

STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: D-22 to D-24 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:15 PM USER: bmccutchen
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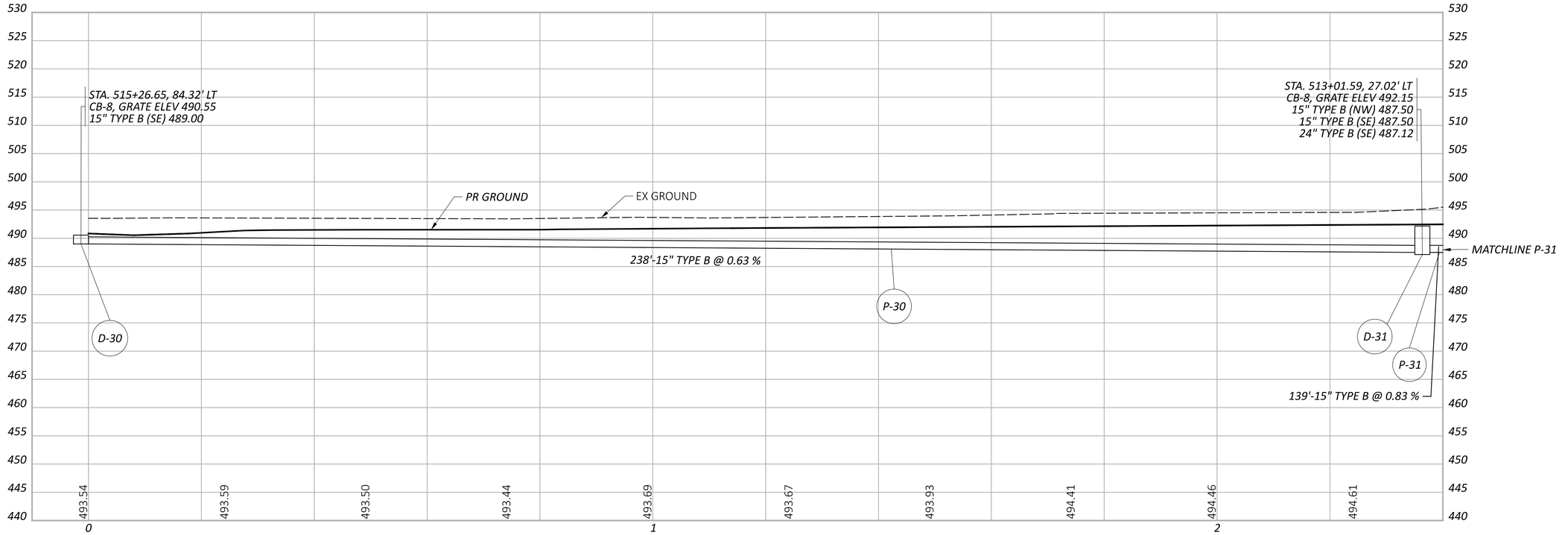
DESIGN AGENCY
EMH&T

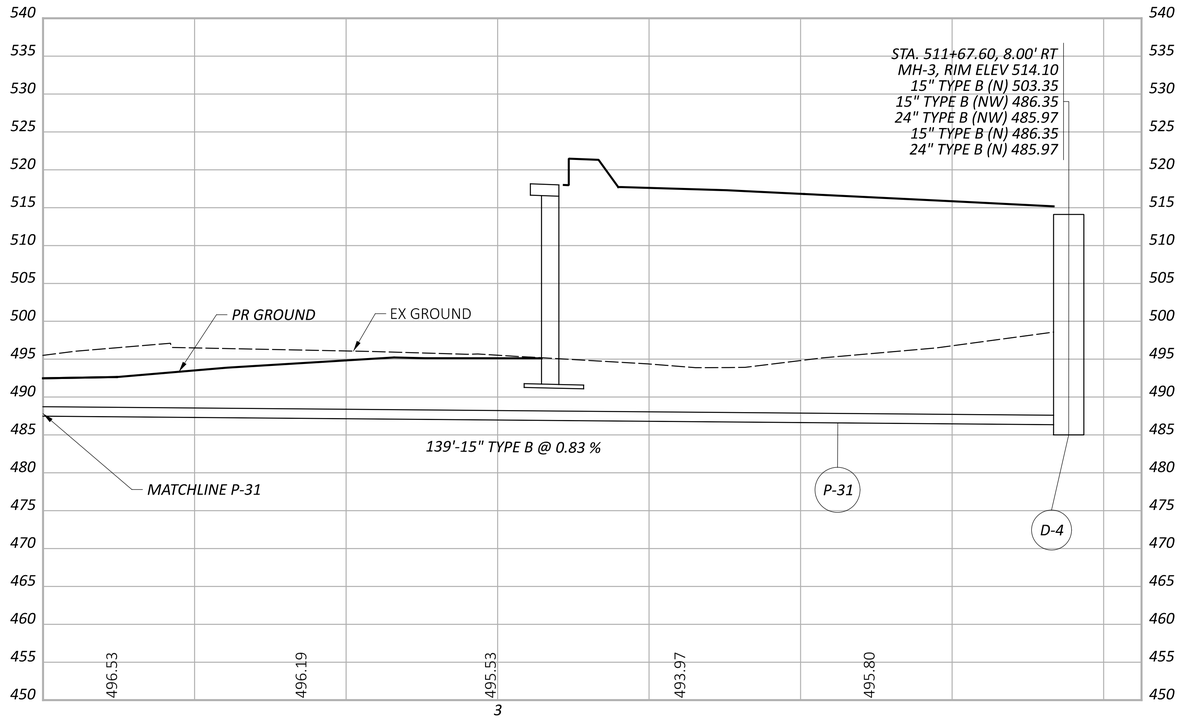
DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.457 TOTAL 830





STORM SEWER PROFILES
ODOT DRAINAGE

HAM-IR 75-1.95

MODEL: Profile Run - D-30 TO D-4 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:40:16 PM USER: bmccutchen
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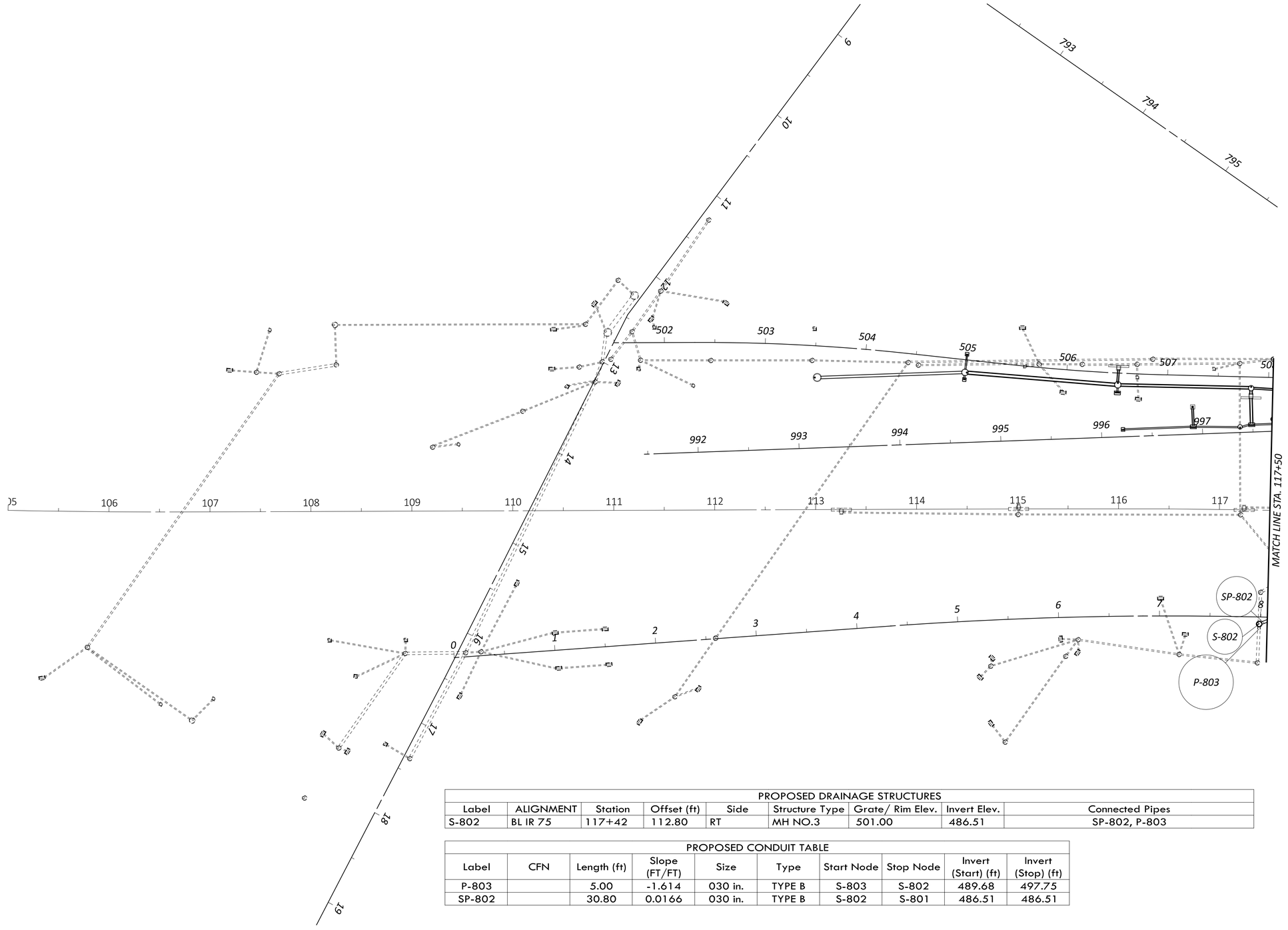
DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.458 TOTAL 830



PROPOSED DRAINAGE STRUCTURES								
Label	ALIGNMENT	Station	Offset (ft)	Side	Structure Type	Grate/ Rim Elev.	Invert Elev.	Connected Pipes
S-802	BL IR 75	117+42	112.80	RT	MH NO.3	501.00	486.51	SP-802, P-803

PROPOSED CONDUIT TABLE									
Label	CFN	Length (ft)	Slope (FT/FT)	Size	Type	Start Node	Stop Node	Invert (Start) (ft)	Invert (Stop) (ft)
P-803		5.00	-1.614	030 in.	TYPE B	S-803	S-802	489.68	497.75
SP-802		30.80	0.0166	030 in.	TYPE B	S-802	S-801	486.51	486.51

HAM-IR 75-1.95

MODEL: CLX_I075 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:42:08 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Drainage\Sheets\114161_DB0

HORIZONTAL SCALE IN FEET
0 25 50 100

STORM SEWER SCHEMATIC - MSD DRAINAGE
STA. 105+00.00 TO STA 117+50.00

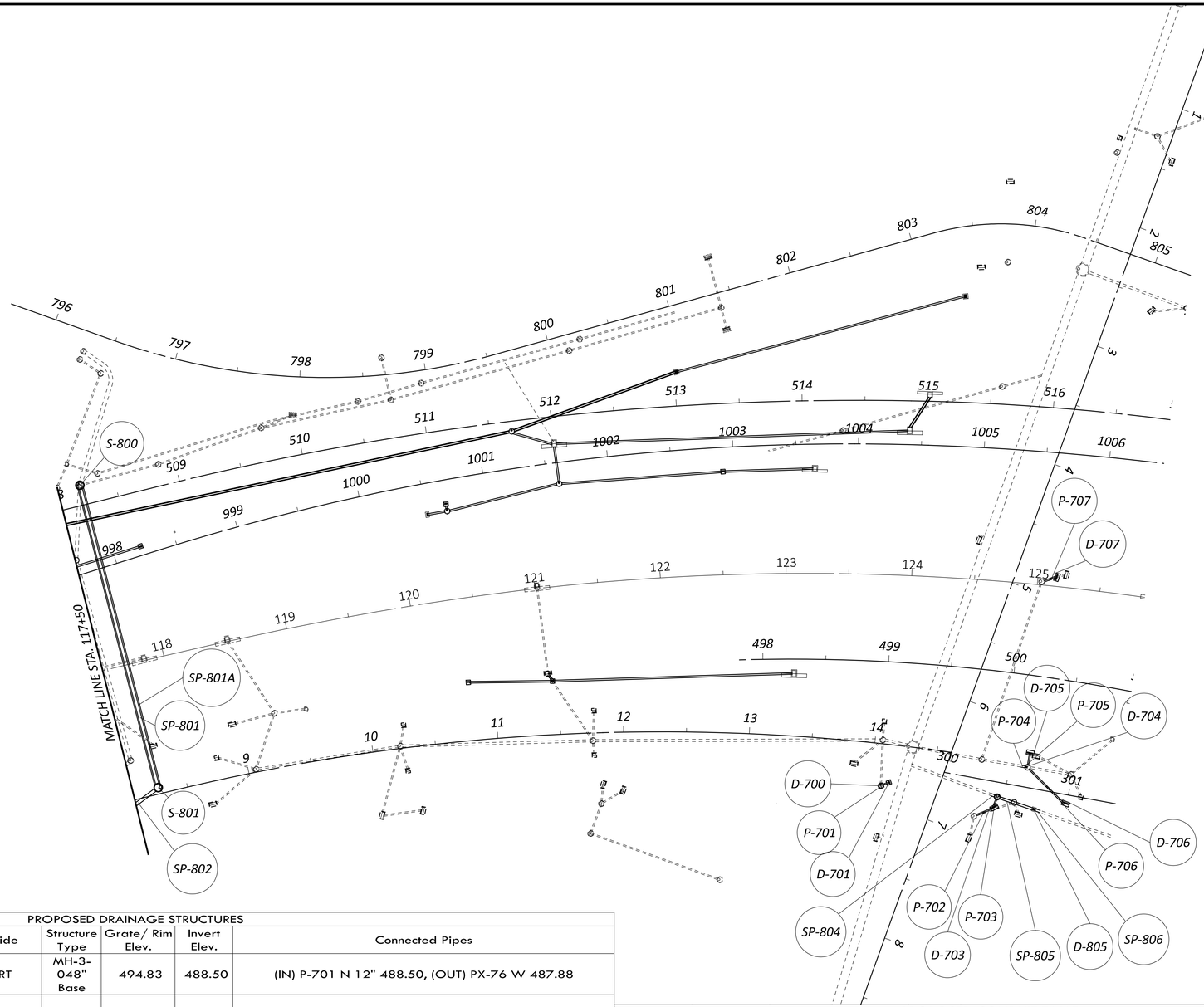
DESIGN AGENCY
EMHT

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.459 TOTAL 830



PROPOSED DRAINAGE STRUCTURES								
Label	ALIGNMENT	Station	Offset (ft)	Side	Structure Type	Grate/ Rim Elev.	Invert Elev.	Connected Pipes
D-700	CL CONST WINCHELL	14+08	33.40	RT	MH-3-048" Base	494.83	488.50	(IN) P-701 N 12" 488.50, (OUT) PX-76 W 487.88
D-701	CL CONST WINCHELL	14+14	30.30	RT	CB-3A	494.15	489.65	(OUT) P-701 12" 490.75
D-703	BL CONST RAMP D	300+44	20.40	RT	CB-3	493.86	485.25	(IN) P-702 SE 12" 487.00, (OUT) P-703 12" 485.25
D-704	BL CONST RAMP D	300+64	15.90	LT	MH-3-048" Base	494.55	484.55	(IN) P-705 W 12" 485.05, (IN) P-706 NE 12" 485.05, (OUT) P-704 S 12" 484.55
D-705	BL CONST RAMP D	300+64	28.00	LT	CB-3	494.10	485.50	(OUT) P-705 E 12" 485.50
D-706	BL CONST RAMP D	300+99	7.40	RT	CB-3	494.44	486.00	(OUT) P-706 SE 12" 486.00
D-707	BL CONST BANK	4+84	32.25	LT	CB-3	491.95	486.91	(OUT) P-707 SE 12" 486.91
S-800	BL IR 75	117+67	147.50	LR	MH-3-072" Base	493.28	480.84	(IN) PX-280 SE 481.84, (IN) PX-148 N 487.23, (IN) SP-801 E 30" 481.84, (IN) SP-801A E 54" 480.84
S-801	BL IR 75	117+71	100.80	RT	MH-3-072" Base	501.00	486.51	(IN) SP-802 SE 30" 486.00, (OUT) SP-801 E 30" 486.00, (OUT) SP-801A E 54" 485.00
S-804	BL IR 75	300+45	11.65	RT	MH-3-048" Base	494.34	484.06	(IN) SP-805 N 21" 484.06, (OUT) SP-804 S 21" 484.06
S-805	BL IR 75	300+75	16.10	RT	CB-2-2B	494.35	484.20	(IN) SP-806 N 21" 484.33, (OUT) SP-805 S 21"484.20

PROPOSED CONDUIT TABLE									
Label	CFN	Length (ft)	Slope (FT/FT)	Size	Type	Start Node	Stop Node	Invert (Start) (ft)	Invert (Stop) (ft)
SP-801		248.30	0.019	030 in.	TYPE B	S-801	S-800	486.51	481.84
SP-802		30.80	0.000	030 in.	TYPE B	S-802	S-801	486.51	486.51
SP-804		5.10	0.004	021 in.	TYPE B	S-804	D-5	484.06	484.04
P-701		6.80	0.331	012 in.	TYPE B	D-701	D-700	490.75	488.50
P-702		15.60	0.102	012 in.	TYPE B	D-702	D-703	488.59	487.00
P-703		8.60	0.051	012 in.	TYPE B	D-703	S-804	485.25	484.81
P-704		5.00	0.016	018 in.	TYPE B	D-704	D-4	484.55	484.47
P-705		11.80	0.038	012 in.	TYPE B	D-705	D-704	485.50	485.05
P-706		41.70	0.023	012 in.	TYPE B	D-706	D-704	486.00	485.05
P-707		15.39	0.0508	012 in.	TYPE B	D-707	DX-56	486.91	486.41
SP-801		248.32	0.0168	030"	TYPE B	S-801	S-800	486.00	481.84
SP-801A		248.32	0.0168	054 in.	36 in Steel Casing Pipe	S-801	S-800	485.00	480.84
SP-802		30.75	0.0165	030"	TYPE B	S-802	S-801	486.51	486.00
SP-804		5.1	0.0039	021"	TYPE B	S-804	D-5	484.06	484.04
SP-805		30.7	0.0046	021"	TYPE B	D-805	S-804	484.2	484.06
SP-806		5.01	0.004	021"	TYPE B	D-8	D-805	484.35	484.33

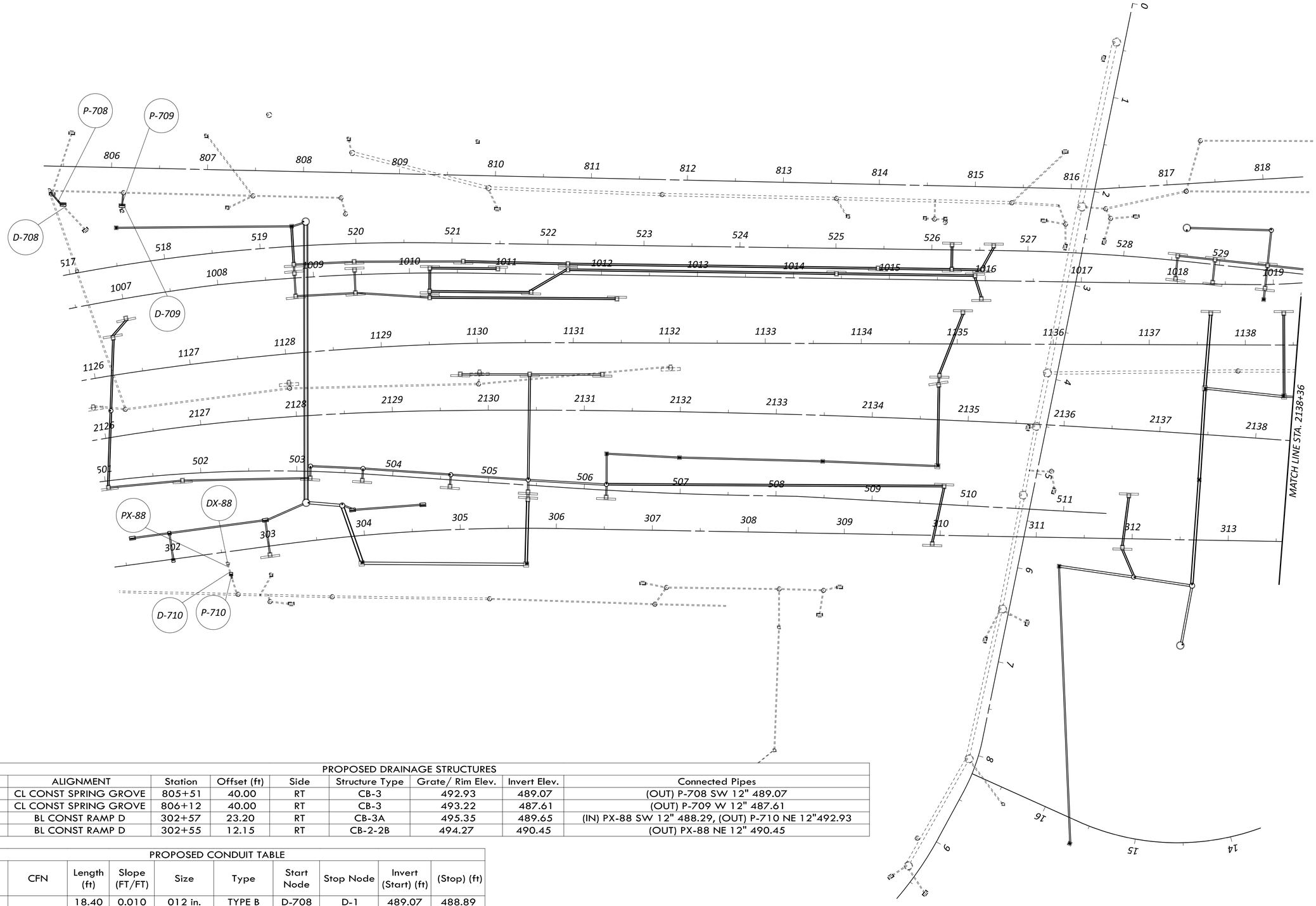
HORIZONTAL SCALE IN FEET
0 25 50 100

STORM SEWER SCHEMATIC - MSD DRAINAGE
STA. 117+50.00 TO STA. 2125+85.96

DESIGN AGENCY: EMH&T
DESIGNER: TGW
REVIEWER: RSH 11/02/26
PROJECT ID: 114161
SHEET: P.460 TOTAL: 830

HAM-IR 75-1.95

MODEL: CLX_I075 - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:42:11 PM USER: bmccutchen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Drainage\Sheets\114161_DB010.dgn



PROPOSED DRAINAGE STRUCTURES

Label	ALIGNMENT	Station	Offset (ft)	Side	Structure Type	Grate/ Rim Elev.	Invert Elev.	Connected Pipes
D-708	CL CONST SPRING GROVE	805+51	40.00	RT	CB-3	492.93	489.07	(OUT) P-708 SW 12" 489.07
D-709	CL CONST SPRING GROVE	806+12	40.00	RT	CB-3	493.22	487.61	(OUT) P-709 W 12" 487.61
D-710	BL CONST RAMP D	302+57	23.20	RT	CB-3A	495.35	489.65	(IN) PX-88 SW 12" 488.29, (OUT) P-710 NE 12"492.93
DX-88	BL CONST RAMP D	302+55	12.15	RT	CB-2-2B	494.27	490.45	(OUT) PX-88 NE 12" 490.45

PROPOSED CONDUIT TABLE

Label	CFN	Length (ft)	Slope (FT/FT)	Size	Type	Start Node	Stop Node	Invert (Start) (ft)	(Stop) (ft)
P-708		18.40	0.010	012 in.	TYPE B	D-708	D-1	489.07	488.89
P-709		11.70	0.019	012 in.	TYPE B	D-709	D-2	487.61	487.39
P-710		4.70	-0.081	012 in.	TYPE B	D-710	D-6	492.55	492.93
PX-88		13.15	0.0638	012 in.	EX STM	DX-88	utxSan-89	490.45	488.29

HORIZONTAL SCALE IN FEET
0 25 50 100

STORM SEWER SCHEMATIC - MSD DRAINAGE
STA. 2125+85.96 TO STA. 2138+36.00

HAM-IR 75-1.95

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DESIGN AGENCY: EMH&T
DESIGNER: TGW
REVIEWER: RSH 11/02/26
PROJECT ID: 114161
SHEET: P.461 TOTAL: 830

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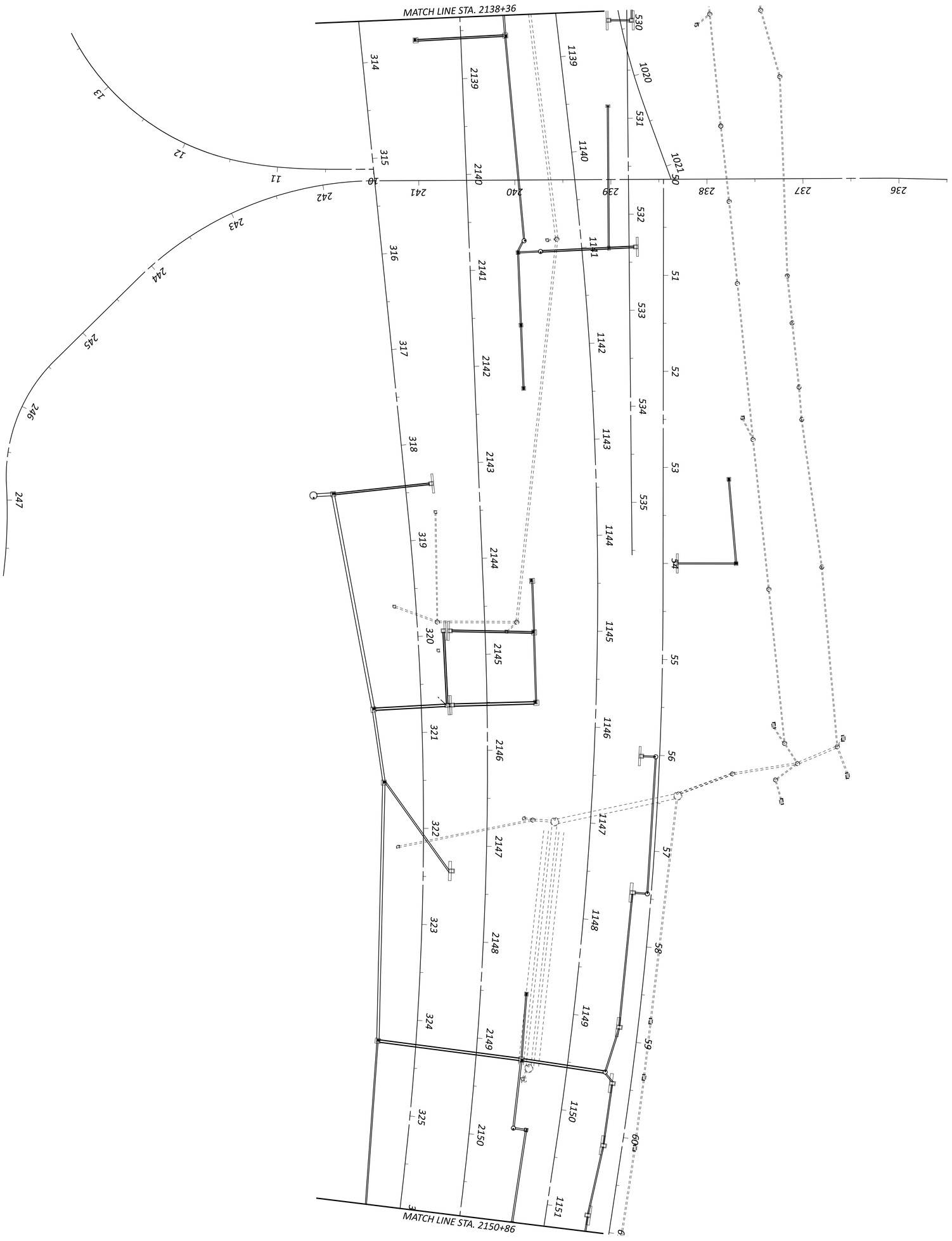

STORM SEWER SCHEMATIC - MSD DRAINAGE
STA. 2138+36.00 TO STA. 2150+86.00

HORIZONTAL SCALE IN FEET
0 50
25 100

SHEET	TOTAL
P.462	830

PROJECT ID: 114161

REVIEWER: RSH 11/02/26

DESIGNER: TGW

DESIGN AGENCY: EMH&T

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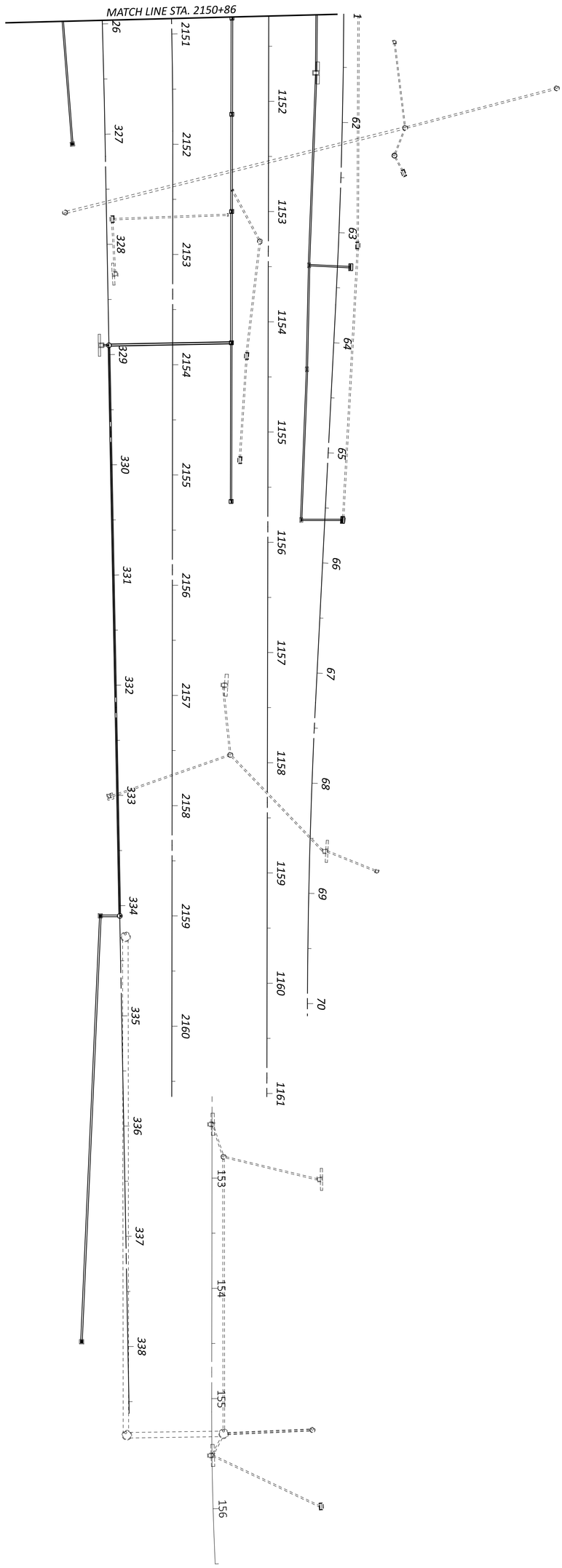
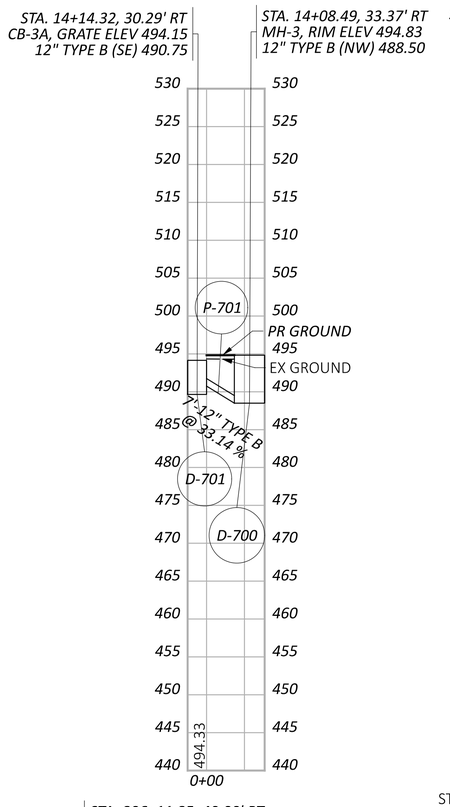


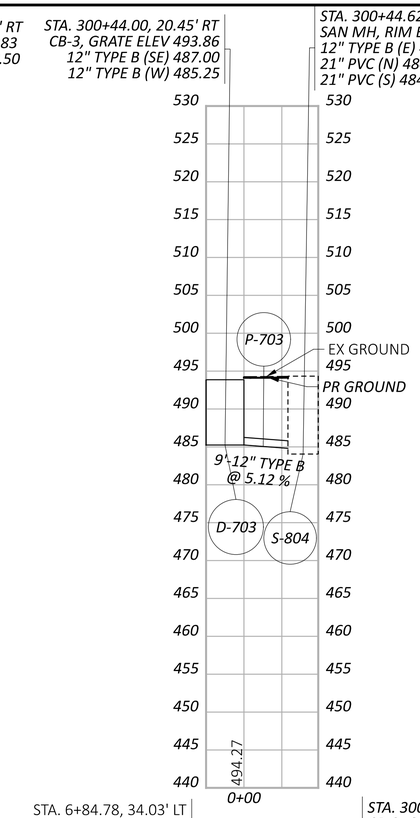
DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
TGW	RSH 11/02/26	114161	P.463	830

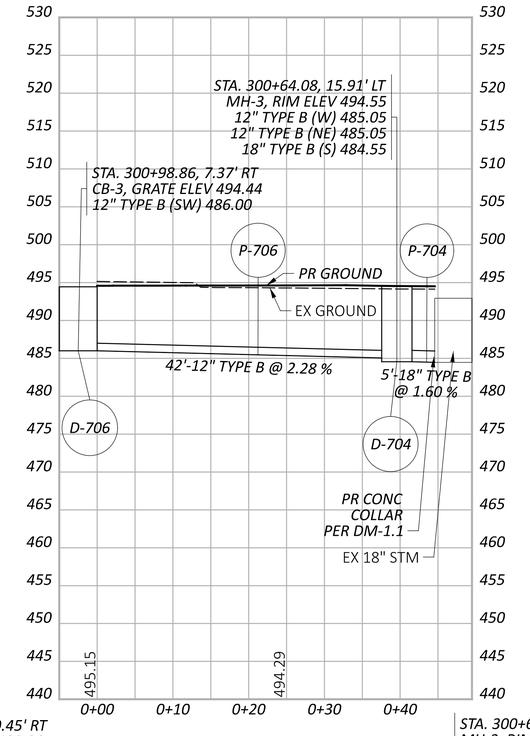
DESIGN AGENCY: EMH&T

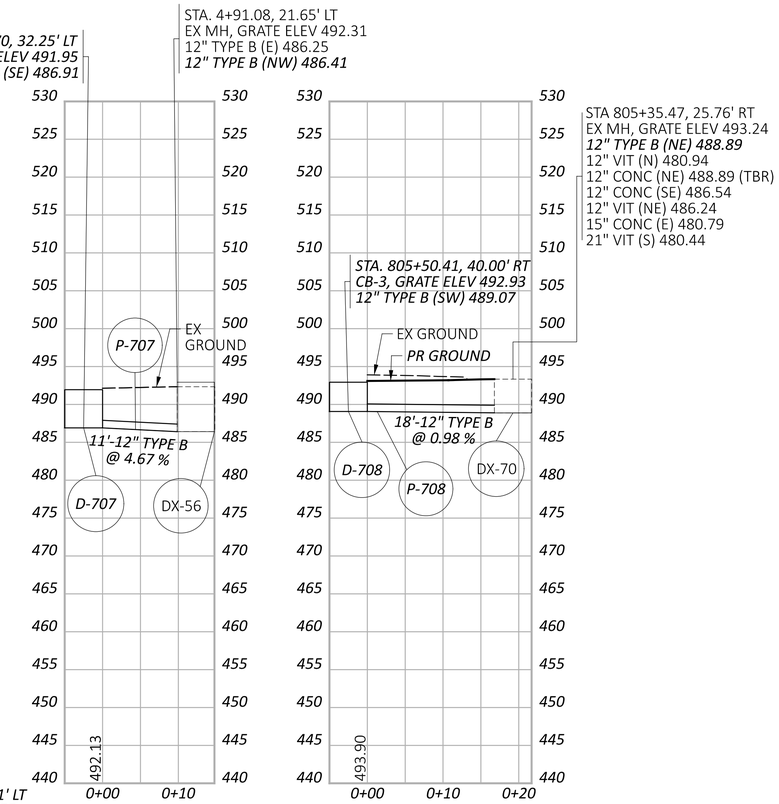
STORM SEWER SCHEMATIC - MSD DRAINAGE
STA. 2150+86.00 TO STA. 156+27.51

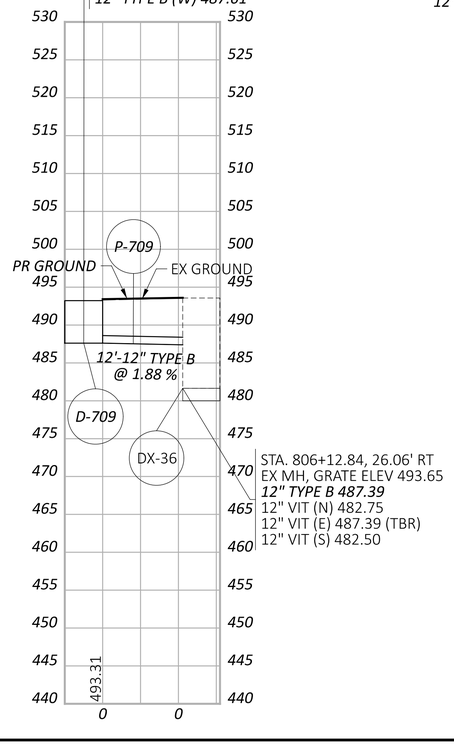
HORIZONTAL SCALE IN FEET
0 50
25 100

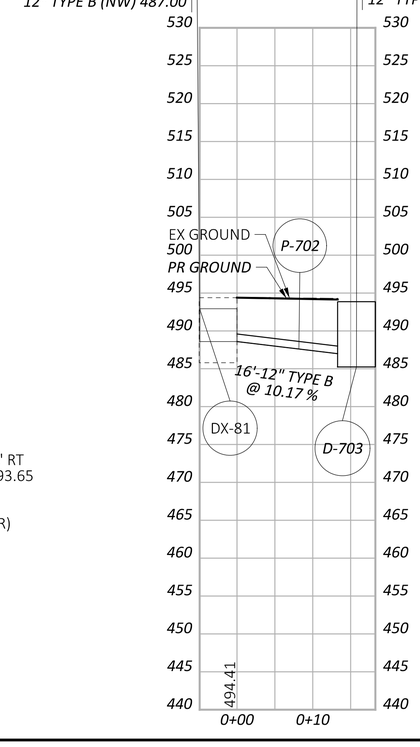


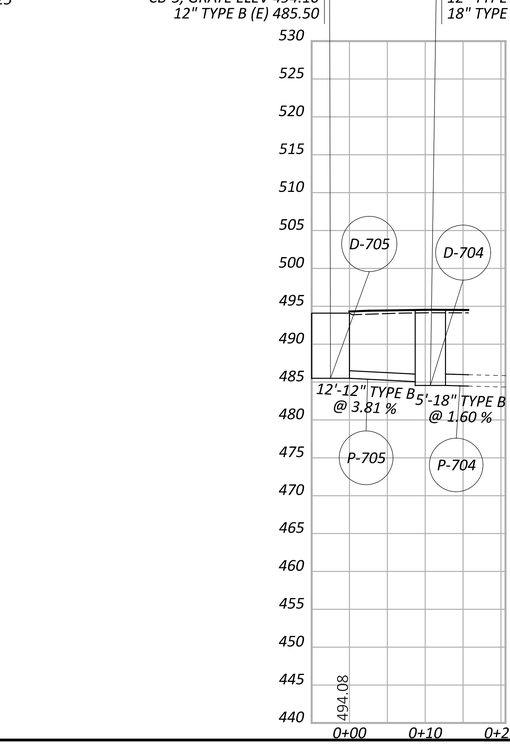


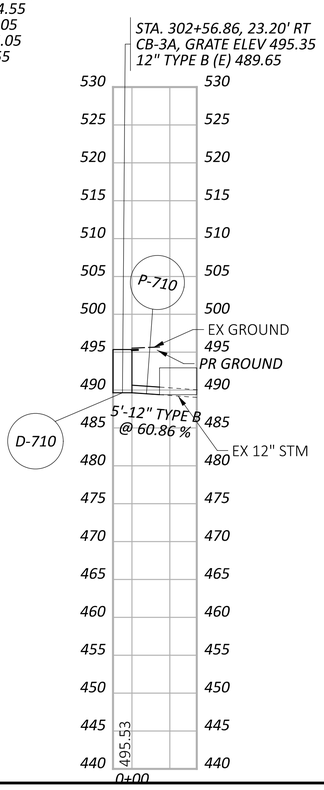












STORM SEWER PROFILES
MSD DRAINAGE

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.464 TOTAL 830

HAM-IR 75-1.95

MODEL: D-701 TO D-700 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:42:23 PM USER: bmccutchen
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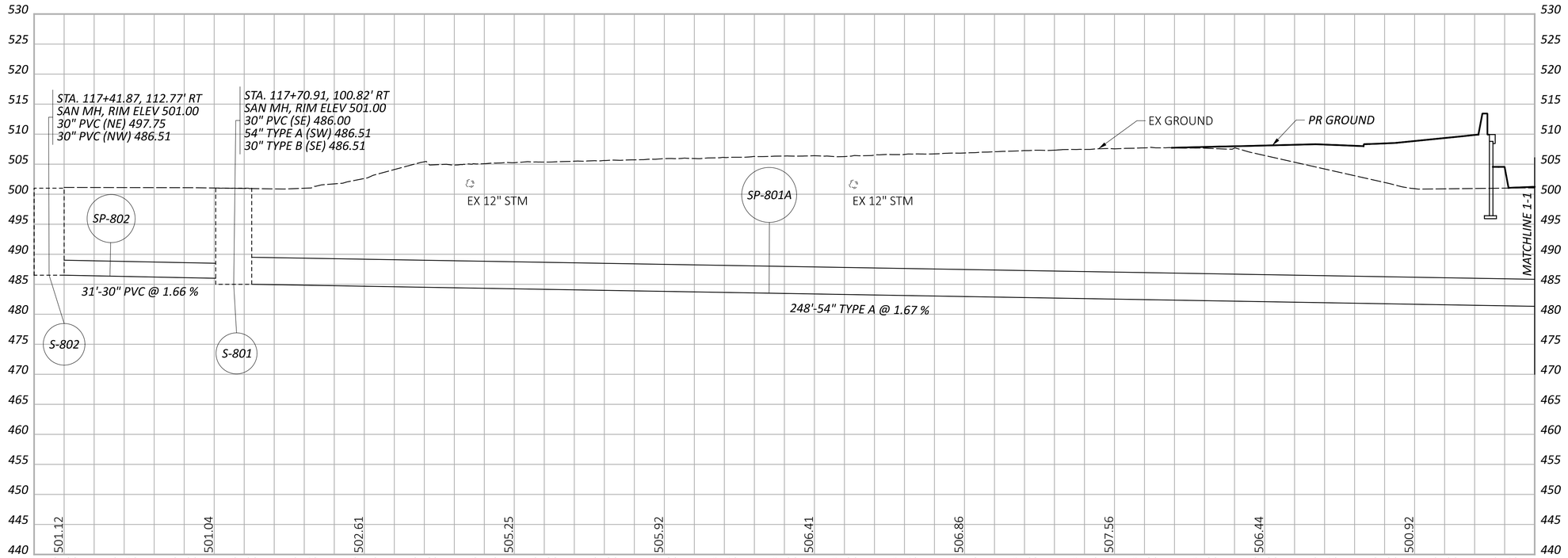

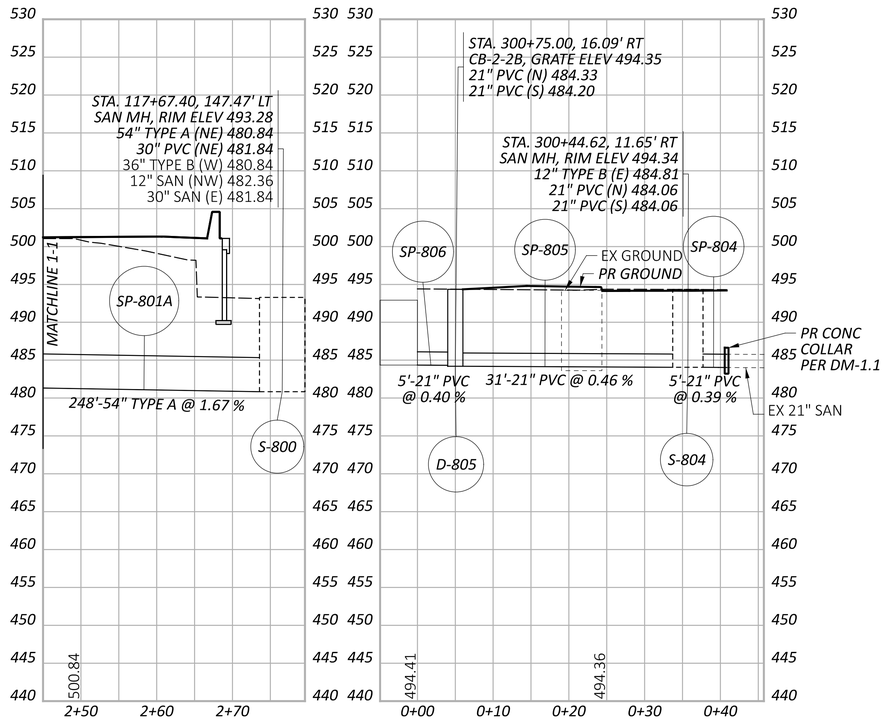

SANITARY SEWER PROFILES
MSD DRAINAGE

DESIGN AGENCY
EMH&T

DESIGNER
TGW

REVIEWER
RSH 11/02/26

PROJECT ID
114161

SHEET P.465 TOTAL 830

HAM-IR 75-1.95

MODEL: S-802 TO S-800 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:42:23 PM USER: bmccutchen
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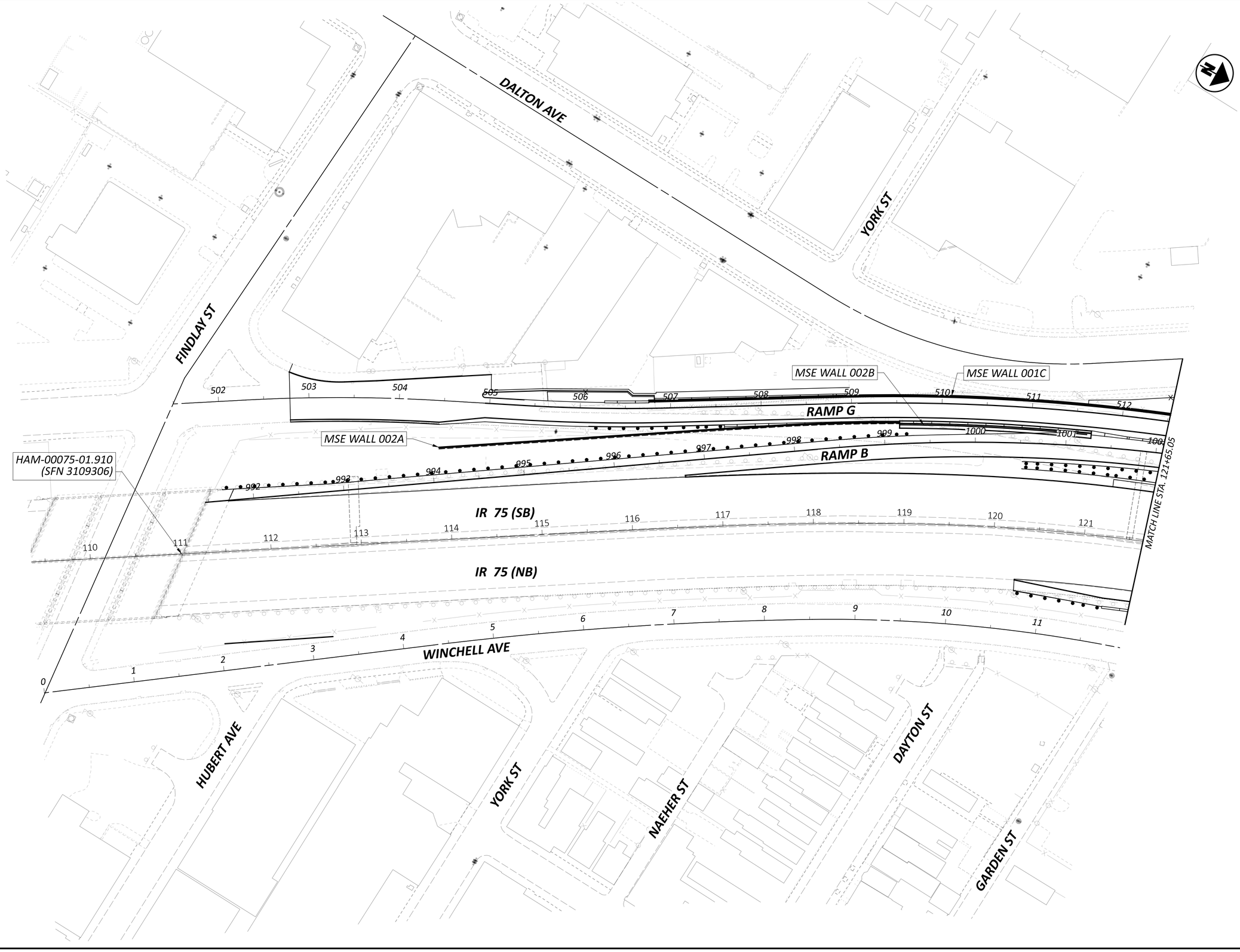

HORIZONTAL SCALE IN FEET
0 25 50 100

RETAINING WALL SCHEMATIC
STA 109+34.88 TO STA 121+65.05

HAM-IR 75-1.95

MODEL: 114161_WB001 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 5:00:39 PM USER: aibrahimkhail
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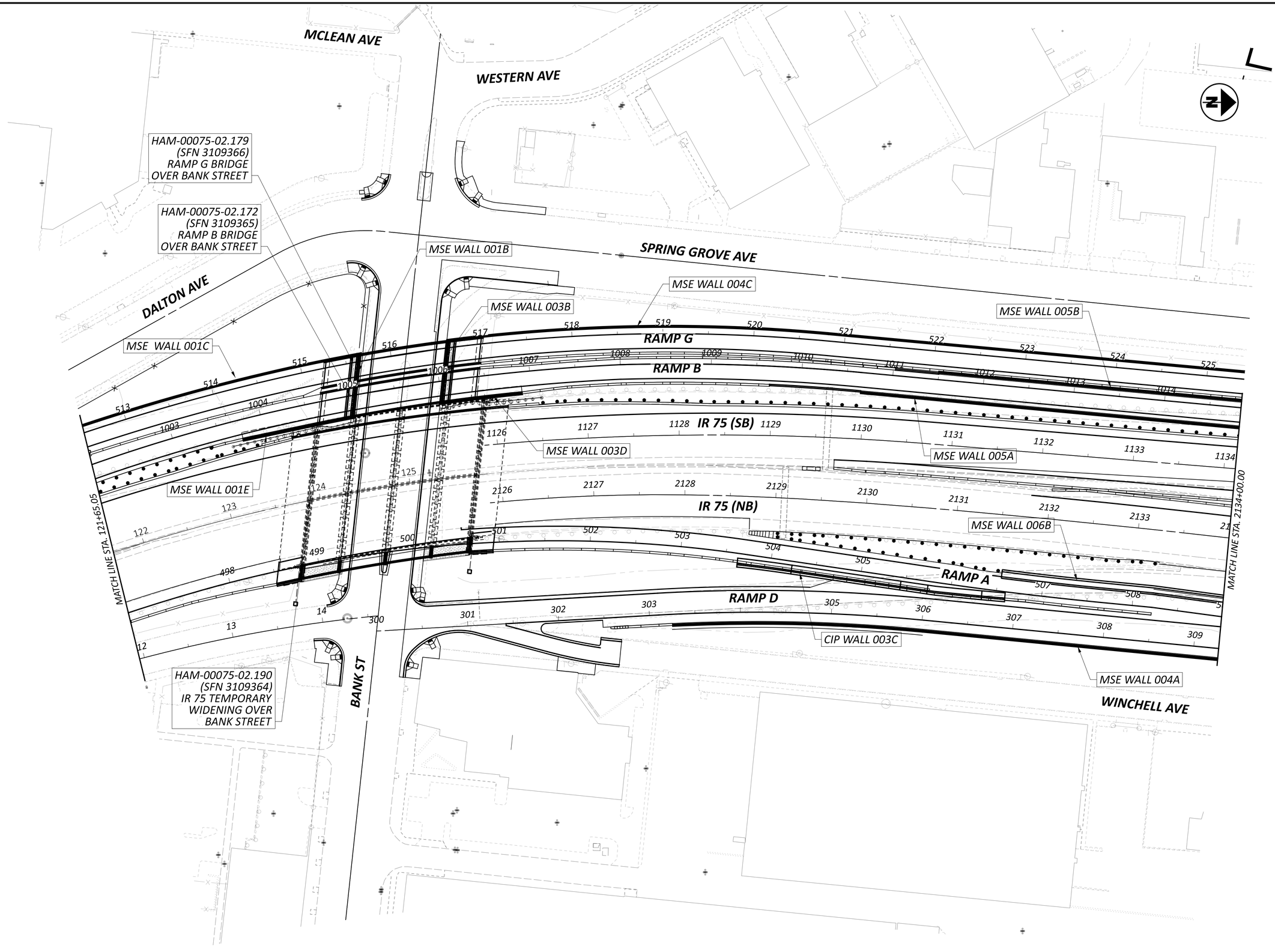
DESIGN AGENCY
EMH&T

DESIGNER	AJH
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	TOTAL
1	4
SHEET	TOTAL
P.466	830



HAM-IR 75-1.95

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HORIZONTAL SCALE IN FEET
0 25 50 100

RETAINING WALL SCHEMATIC
STA 121+65.05 TO STA 2134+00.00

DESIGN AGENCY
EMH&T

DESIGNER	AJH
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	2
TOTAL	4
SHEET	P.467
TOTAL	830

BUCK ST

MSE WALL 007B

SFN 3109403
RAMP G BRIDGE
OVER HARRISON AVE

SFN 3109402
RAMP B BRIDGE
OVER HARRISON AVE

FUTURE WHV BRIDGE
(PID 105349)

SPRING GROVE AVE

MSE WALL 009B

MSE WALL 007X

MSE WALL 007C

HAM-00075-CR457-02.315
(SFN 3105459)
WESTERN HILLS VIADUCT
OVER IR 75

MSE WALL 009C

MSE WALL 009A

MSE WALL 004C

MSE WALL 004B

MSE WALL 005A

RAMP G

RAMP B

RAMP C

IR 75 (SB)

IR 75 (NB)

WESTERN HILLS VIADUCT

MATCH LINE STA. 2134+00.00

MATCH LINE STA. 2146+40.05

MSE WALL 006A

RAMP A

RAMP D

MSE WALL 004A

SFN 3109401
RAMP A/D BRIDGE
OVER HARRISON AVE

MSE WALL 004B

HARRISON AVE

HAM-00075-02.172
(SFN 3109364L)
MAINLINE IR 75 SB BRIDGE
OVER HARRISON AVE

MSE WALL 007A

MSE WALL 007B

HAM-00075-02.172
(SFN 3109364R)
MAINLINE IR 75 NB BRIDGE
OVER HARRISON AVE

CONNECTOR

MSE WALL 008A

CIP WALL 008B

CENTRAL PARKWAY

HORIZONTAL
SCALE IN FEET
0 25 50 100

RETAINING WALL SCHEMATIC
STA 2134+00.00 TO STA 2146+40.05

DESIGN AGENCY
EMH&T

DESIGNER	AJH
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	3
TOTAL	4
SHEET	P.468
TOTAL	830

HAM-IR 75-1.95

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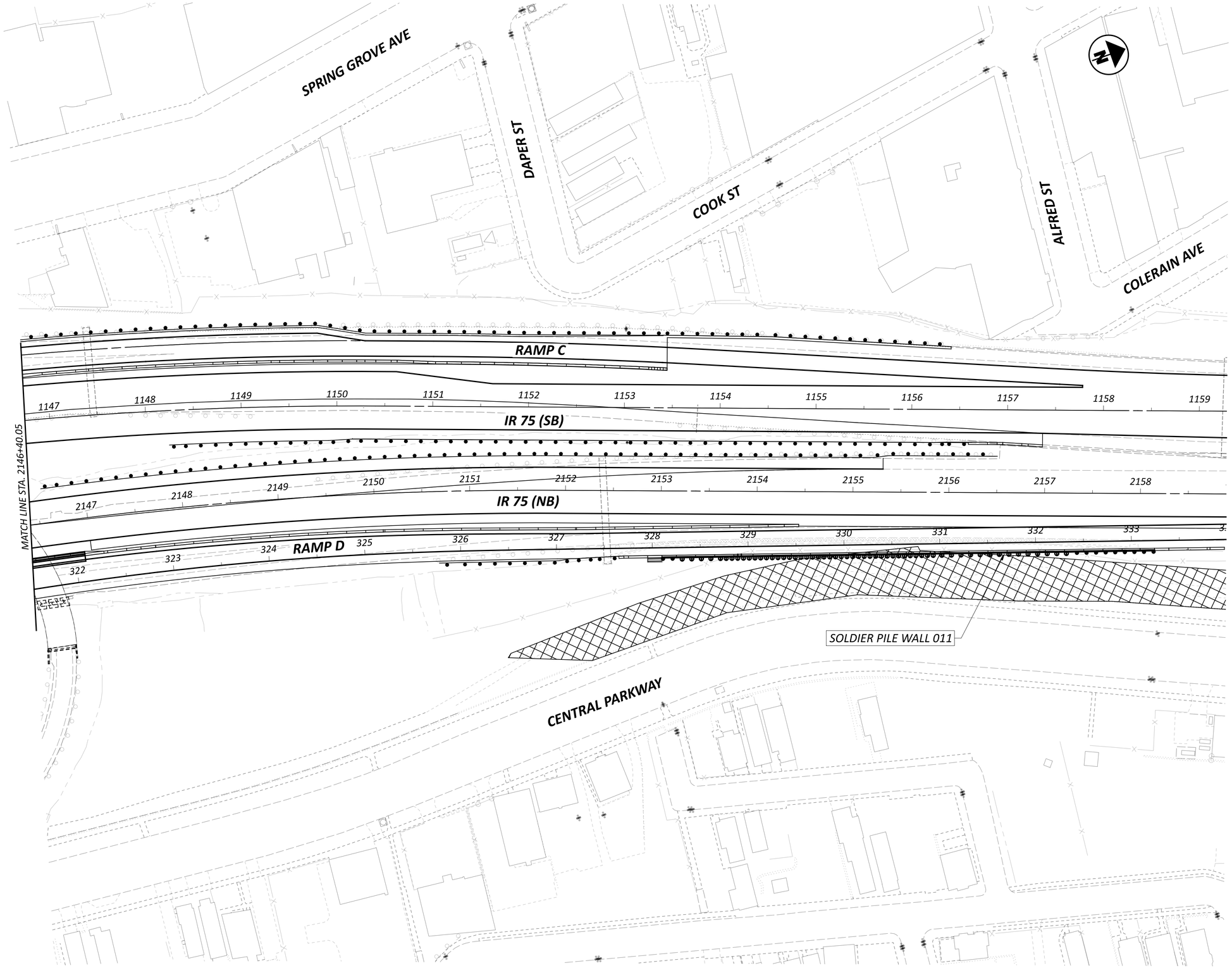

HORIZONTAL SCALE IN FEET
0 25 50 100

RETAINING WALL SCHEMATIC
STA 2146+40.05 TO STA 2158+89.41

DESIGN AGENCY
E|M|H&T

DESIGNER	AJH
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET / TOTAL	4 / 4
SHEET / TOTAL	P.469 / 830

HAM-IR 75-1.95

MODEL: 114161_WB004 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:37:17 PM USER: tadams
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PROPOSED WORK:

THE PROPOSED WORK CONSISTS OF CONSTRUCTING CAST-IN-PLACE REINFORCED CONCRETE RETAINING WALLS AT THE FOLLOWING LOCATIONS:

WALL NO 2B - ALONG RAMP G & RAMP B
WALL NO 3C - ALONG RAMP A & RAMP D
WALL NO 5B - ALONG RAMP G & RAMP B
WALL NO 6B - ALONG RAMP A & IR 75 NB
WALL NO 8B - ALONG RAMP D & IR 75 NB

REFER TO THE FOLLOWING STANDARD DRAWING:

SBR-1-20 REVISED 7/19/2024

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING:

INTERNAL ANGLE OF FRICTION OF BACKFILL SOIL = 30°
TOTAL UNIT WEIGHT OF BACKFILL SOIL = 120 PCF
UNIT WEIGHT OF CONCRETE = 150 PCF
ULTIMATE COEFFICIENT OF FRICTION = VARIES
SLOPE OF BACKFILL = VARIES
HEIGHT OF LIVE LOAD SURCHARGE = VARIES

DESIGN DATA:

CONCRETE CLASS QC1 -
COMPRESSIVE STRENGTH 4.0 KSI (STEM & FOOTINGS)

CONCRETE REINFORCEMENT:
EPOXY COATED STEEL REINFORCEMENT -
MINIMUM YIELD STRENGTH 60-KSI (STEM & FOOTINGS)

FOUNDATION BEARING RESISTANCE:

RETAINING WALL FOOTINGS, AS DESIGNED, PRODUCE THE FOLLOWING TABULATED SERVICE AND STRENGTH BEARING PRESSURES WITH A FACTORED BEARING RESISTANCE AS LISTED BELOW:

FOUNDATION BEARING TABLE

WALL NO.	SERVICE BEARING PRESSURE (KSF)	STRENGTH BEARING PRESSURE (KSF)	FACTORED BEARING RESISTANCE (KSF)
2B	X.XX	X.XX	X.XX
3B	X.XX	X.XX	X.XX
5B	X.XX	X.XX	X.XX
6B	X.XX	X.XX	X.XX
8B	X.XX	X.XX	X.XX

NOTE TO REVIEWER:

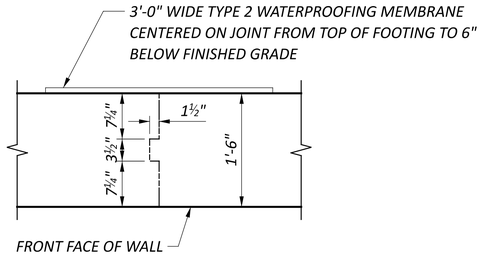
VALUES IN THE TABLE ABOVE WILL BE PROVIDED IN THE STAGE 3 SUBMITTAL.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE):

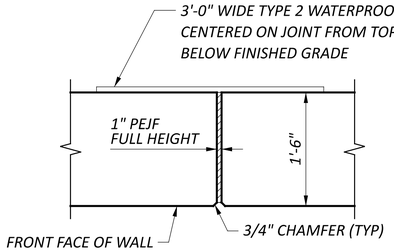
TINT SO THE FINAL COLOR IS FEDERAL COLOR STANDARD NO. 17778, LIGHT NEUTRAL.

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

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. THE GRAFFITI COATING SHALL BE CLEAR. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. APPLY THE GRAFFITI COATING TO ALL EXPOSED CONCRETE SURFACES OF THE MSE WALLS.



CONTRACTION JOINT DETAIL



EXPANSION JOINT DETAIL

ESTIMATED QUANTITIES

CALCULATED: RJE CHECKED: TDA

ITEM NO.	EXTENSION	NO. 2B	NO. 3B	NO. 5B	NO. 6B	NO. 8B	TOTAL	UNIT	DESCRIPTION	SHEET #
503	21100							CY	UNCLASSIFIED EXCAVATION	
509	10000							LB	EPOXY COATED STEEL REINFORCEMENT	
509	30020							FT	NO. 4 DEFORMED GFRP REINFORCEMENT	
511	34448							CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)	
511	46012							CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING	
511	46512							CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	
512	10010							SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	1/17
512	10100							SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	1/17
512	33000							SY	TYPE 2 WATERPROOFING	
516	13600							SF	1" PREFORMED EXPANSION JOINT FILLER	
518	21200							CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
518	40000							FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
518	40010							FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	

GENERAL NOTES AND ESTIMATED QUANTITIES
CAST-IN-PLACE RETAINING WALLS
NO. 2B, 3C, 5B, 6B, AND 8B

SFN N/A
DESIGN AGENCY EMH&T
DESIGNER RJE | CHECKER TDA
REVIEWER CAS 11/02/26
PROJECT ID 114161
SUBSET 1 | TOTAL 17
SHEET P.470 | TOTAL 830

HAM-IR 75-1.95

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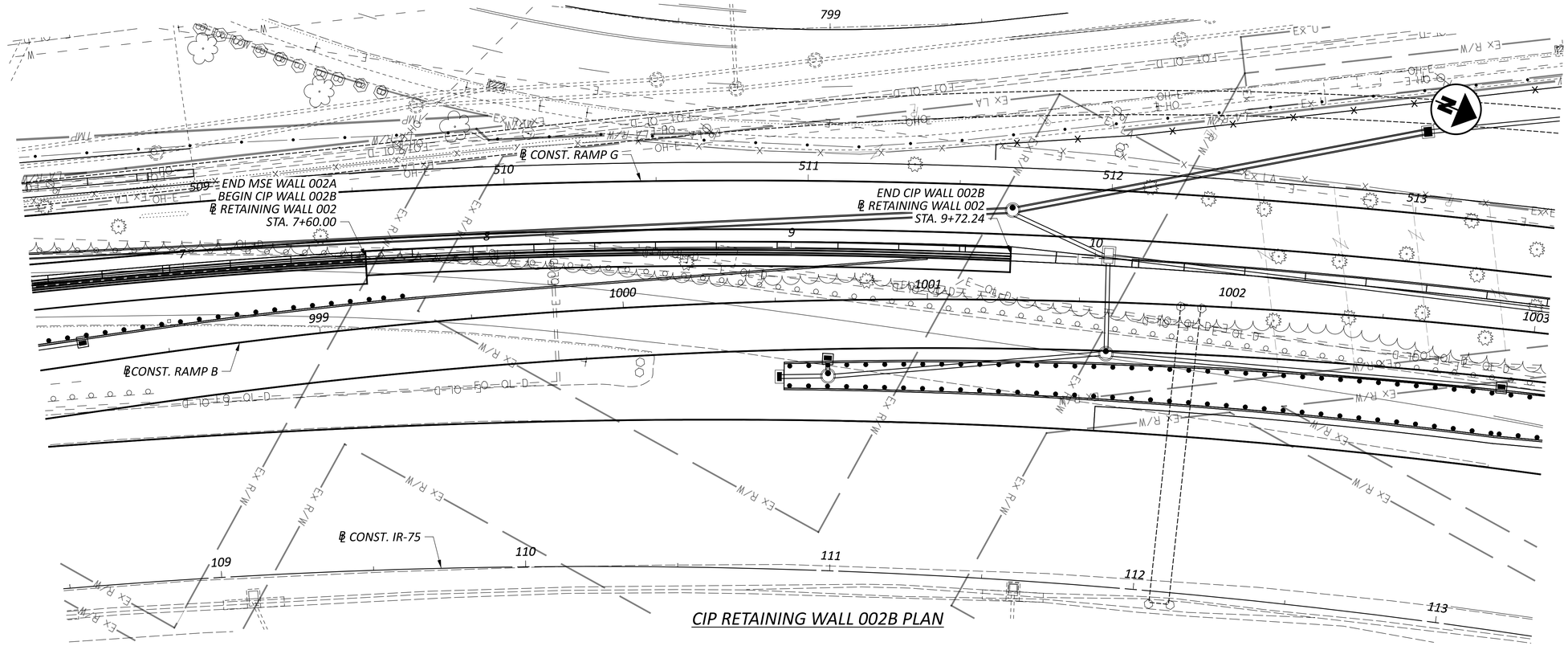
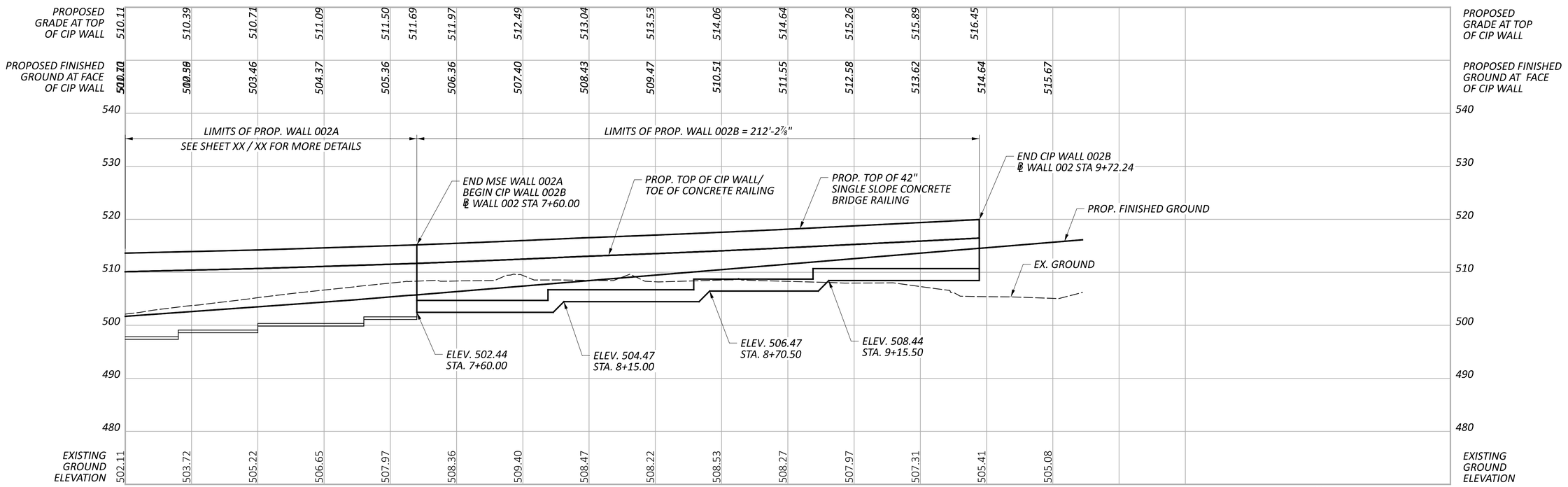


CIP RETAINING WALL 002B PLAN



PROFILE ALONG ℄ CIP WALL 002B

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
CIP RETAINING WALL 002B
STA. 6+50 TO END

SFN N/A

DESIGN AGENCY

NEAS
National Engineering & Architectural Services Inc.
3500 Corporate Exchange Drive
Suite 240
Columbus, OH, 43231
(614) 714-0288
www.neasinc.com

DESIGNER	CHECKER
AS	JC

REVIEWER JS 10-30-26

PROJECT ID 114161

SUBSET	TOTAL
2	17

SHEET	TOTAL
P.471	830

HAM-IR 75-1.95

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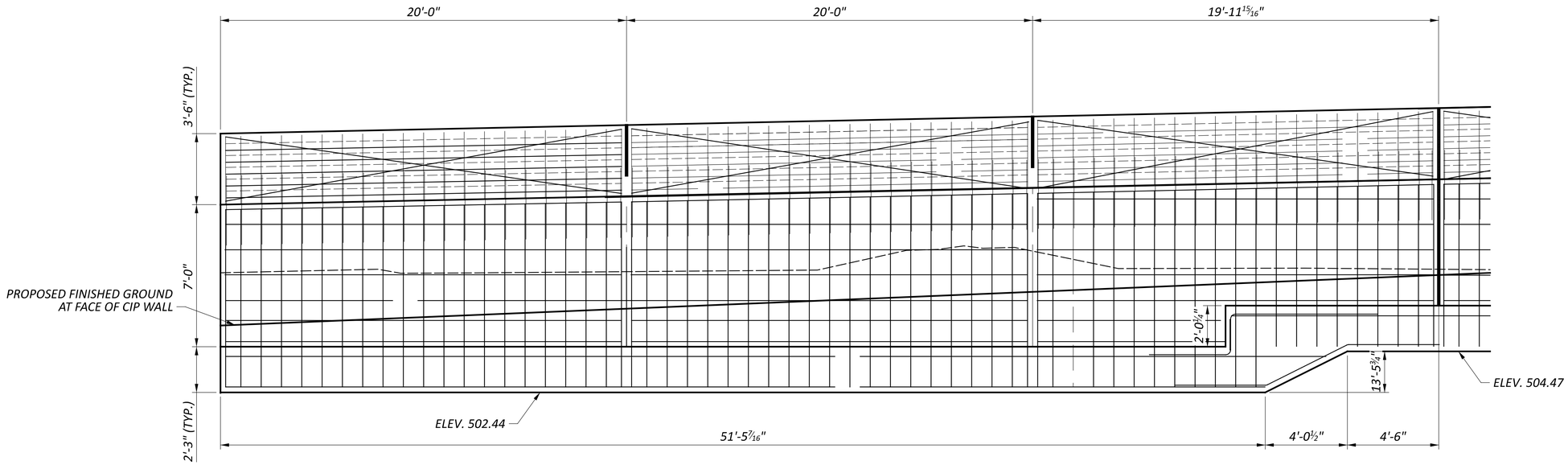

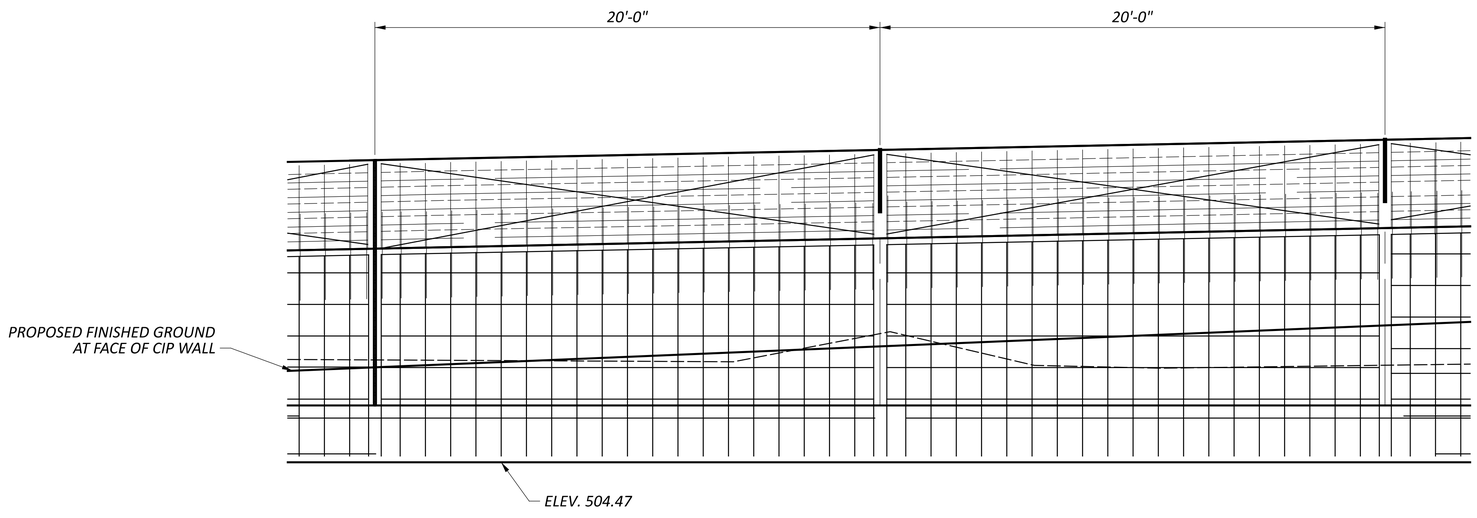

CIP WALL 002B REINFORCEMENT DETAILS

HAM-IR 75-1.95

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WALL REINFORCEMENT DETAILS
CIP WALL NO 002B

SFN
N/A

DESIGN AGENCY

National Engineering & Architectural Services Inc.
2800 Corporate Exchange Drive
Suite 310
Columbus, OH, 43231
(614) 714-0299
www.neasinc.com

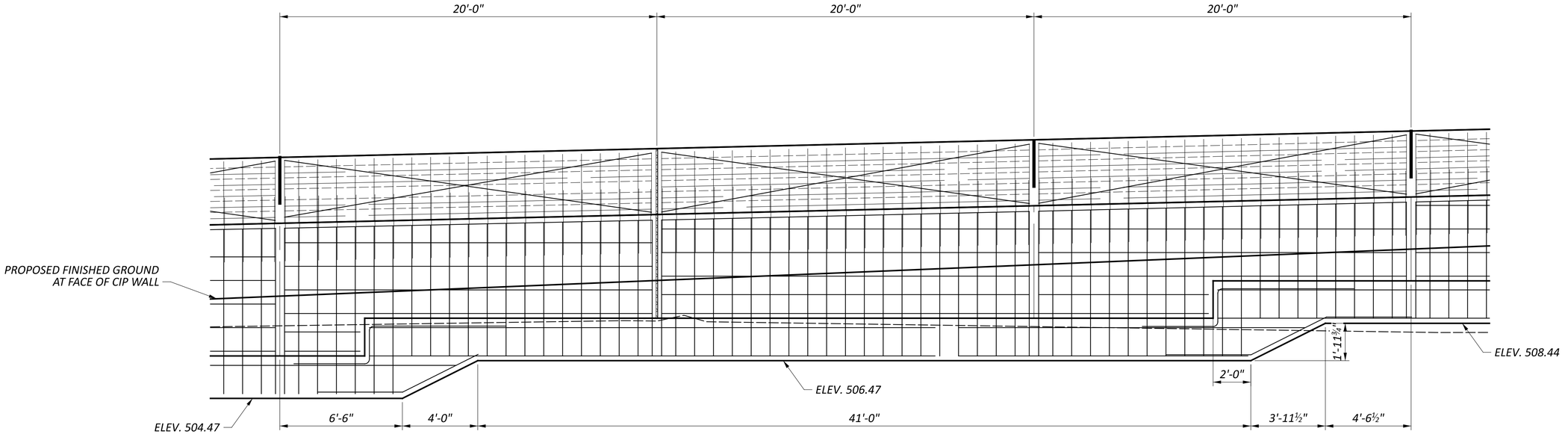
DESIGNER	CHECKER
AS	JC

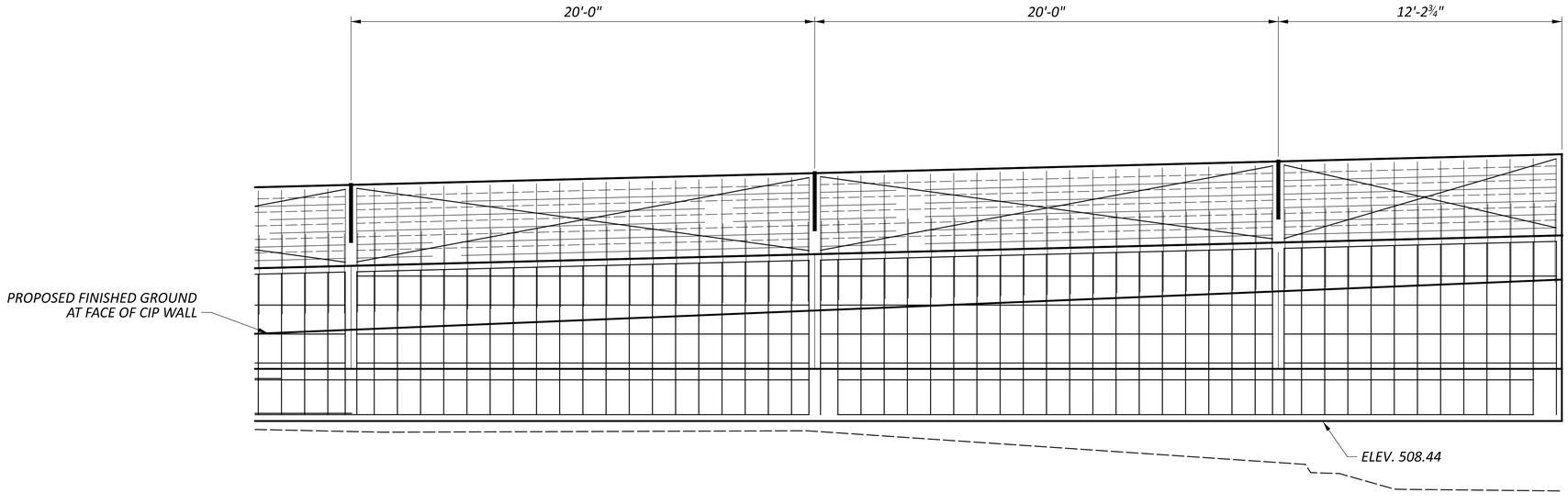
REVIEWER
JS 10-30-26

PROJECT ID
114161

SUBSET	TOTAL
3	17

SHEET	TOTAL
P.472	830





CIP WALL 002B REINFORCEMENT DETAILS

WALL REINFORCEMENT DETAILS CONT'D.
CIP WALL NO 002B

SFN	N/A
DESIGN AGENCY	NEAS

National Engineering & Architectural Services Inc.
3900 Corporate Exchange Drive
Suite 240
Columbus, OH, 43231
(614) 714-0300
www.neasinc.com

DESIGNER	CHECKER
AS	JC

REVIEWER
JS 10-30-26

PROJECT ID
114161

SUBSET	TOTAL
4	17

SHEET	TOTAL
P.473	830

HAM-IR 75-1.95

MODEL: Sheet 6 PAPERSIZE: 34x22 (in.) DATE: 11/1/2026 TIME: 5:54:06 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: auneeb.siddiqi@neasinc.com WORKSPACE: OHDOTCivil02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.00.205
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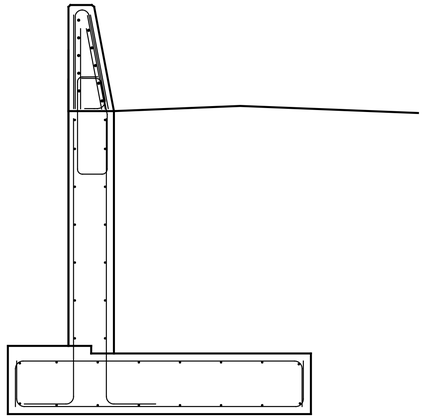

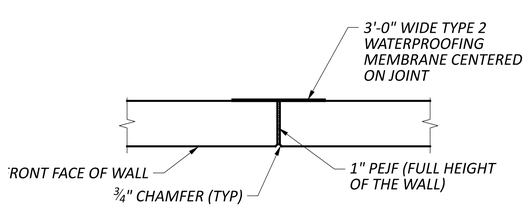

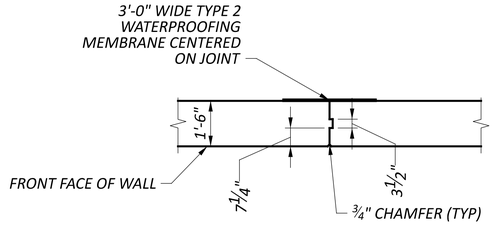

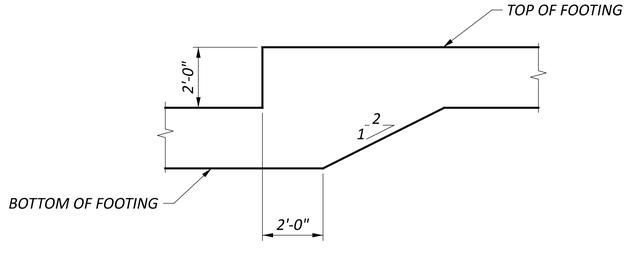

WALL DETAILS
CIP WALL 002B

HAM-IR 75-1.95

MODEL: Sheet 7 PAPERSIZE: 34x22 (in.) DATE: 11/1/2026 TIME: 5:54:06 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: auneeb.siddiqi@neasinc.com WORKSPACE: OHDOTCtv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.00.205
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SFN
N/A

DESIGN AGENCY

National Engineering & Architectural Services Inc.
3900 Corporate Exchange Drive
Suite 240
Columbus, OH, 43231
(614) 714-0300
www.neasinc.com

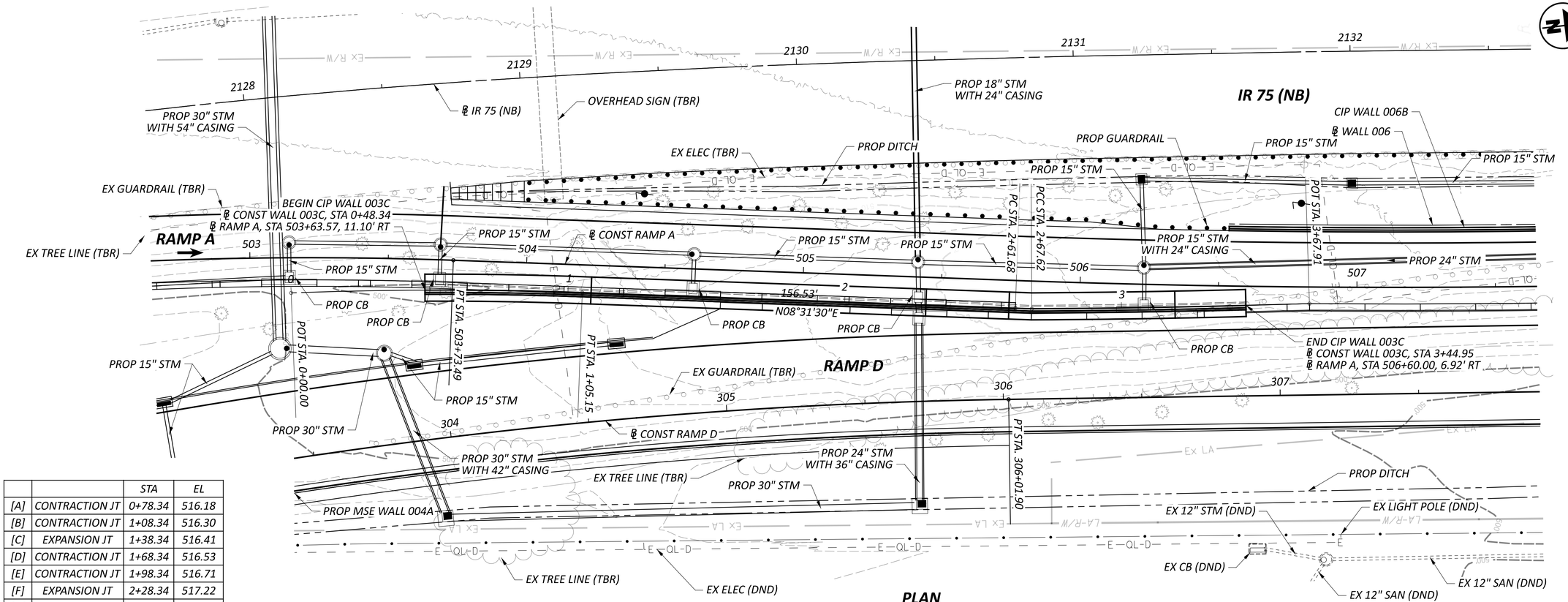
DESIGNER	CHECKER
AS	JC

REVIEWER
JS 10-30-26

PROJECT ID
114161

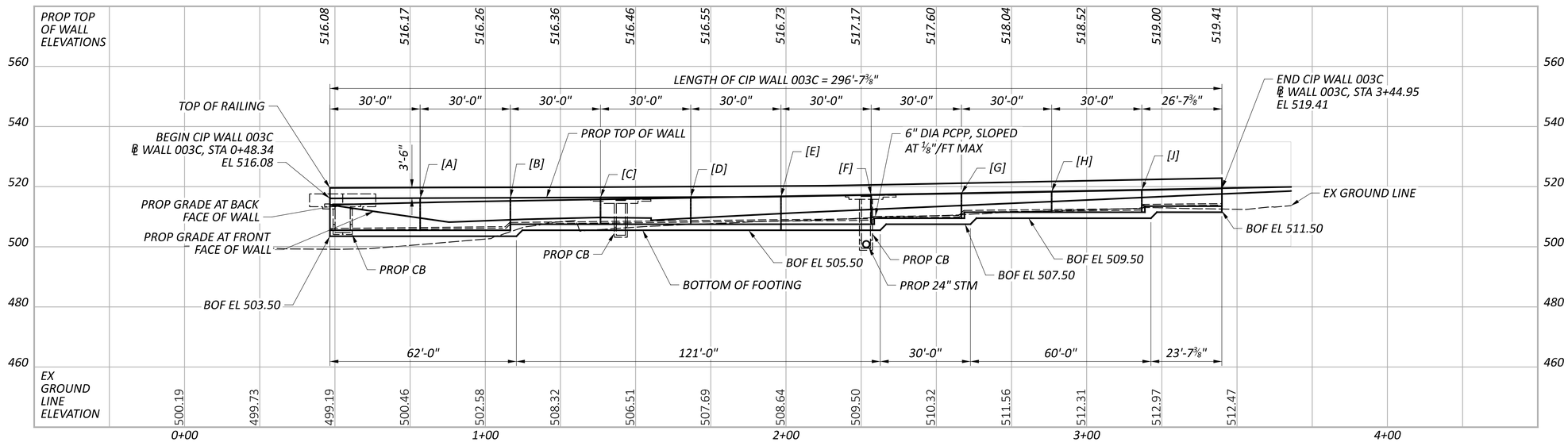
SUBSET	TOTAL
5	17

SHEET	TOTAL
P.474	830



PLAN

		STA	EL
[A]	CONTRACTION JT	0+78.34	516.18
[B]	CONTRACTION JT	1+08.34	516.30
[C]	EXPANSION JT	1+38.34	516.41
[D]	CONTRACTION JT	1+68.34	516.53
[E]	CONTRACTION JT	1+98.34	516.71
[F]	EXPANSION JT	2+28.34	517.22
[G]	CONTRACTION JT	2+58.34	517.74
[H]	CONTRACTION JT	2+88.34	518.30
[J]	EXPANSION JT	3+18.34	518.87



PROFILE ALONG ℄ CONST WALL 003C

℄ WALL 003C CURVE DATA
P.I. = STA. 0+52.60
Δ = 04°14'08" RT
Dc = 04°01'41"
R = 1,422.39'
T = 52.6'
L = 105.15'
E = .97'

℄ WALL 003C CURVE DATA
P.I. = STA. 2+64.65
Δ = 00°05'20" LT
Dc = 01°29'46"
R = 3,829.72'
T = 2.97'
L = 5.94'
E = 0.00'

℄ WALL 003C CURVE DATA
P.I. = STA. 3+17.77
Δ = 01°29'34" LT
Dc = 01°29'18"
R = 3,849.56'
T = 50.15'
L = 100.29'
E = 0.33'

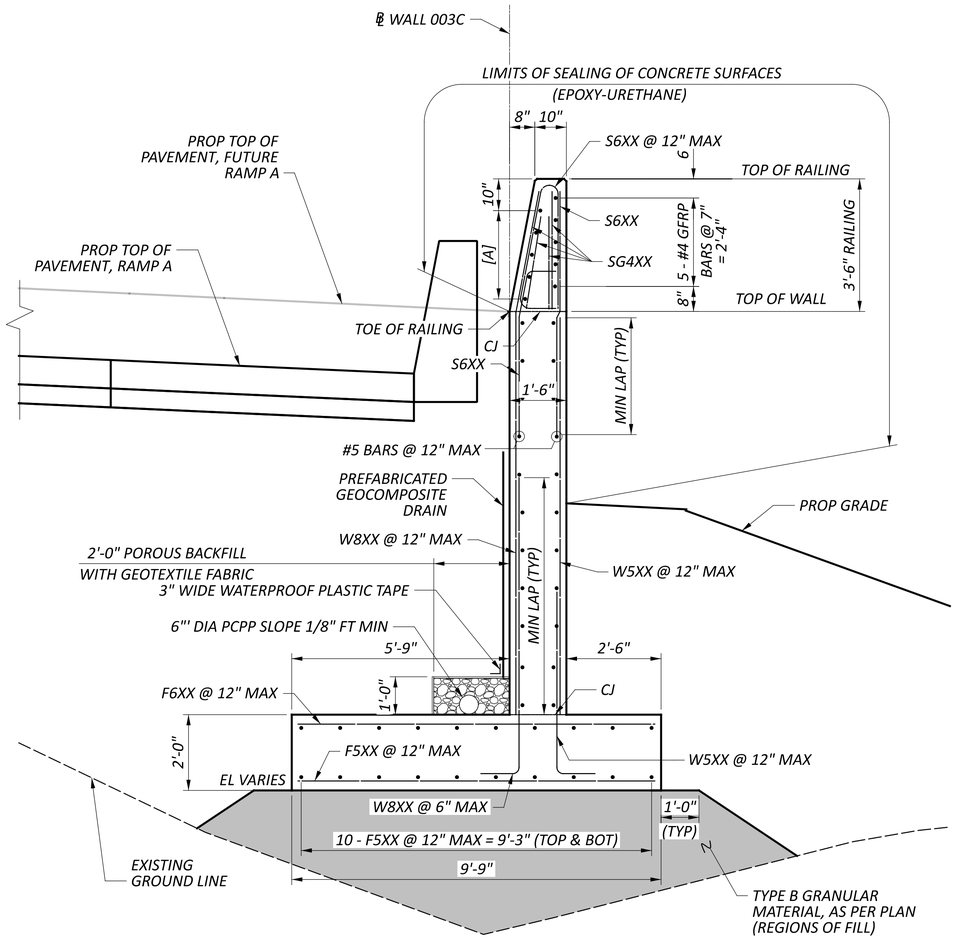
HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
CIP RETAINING WALL NO 003C ALONG RAMP A
STA 0+48.34 TO STA 3+44.95

HAM-IR 75-1.95

MODEL: Wall 003C - WALL 003C [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:05:25 PM USER: aibrahimkhail
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH\Structures\Wall_003\Sheets\114161_WALL003C_WP001.dgn

SFN N/A
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 6 | TOTAL 17
SHEET P.475 | TOTAL 830

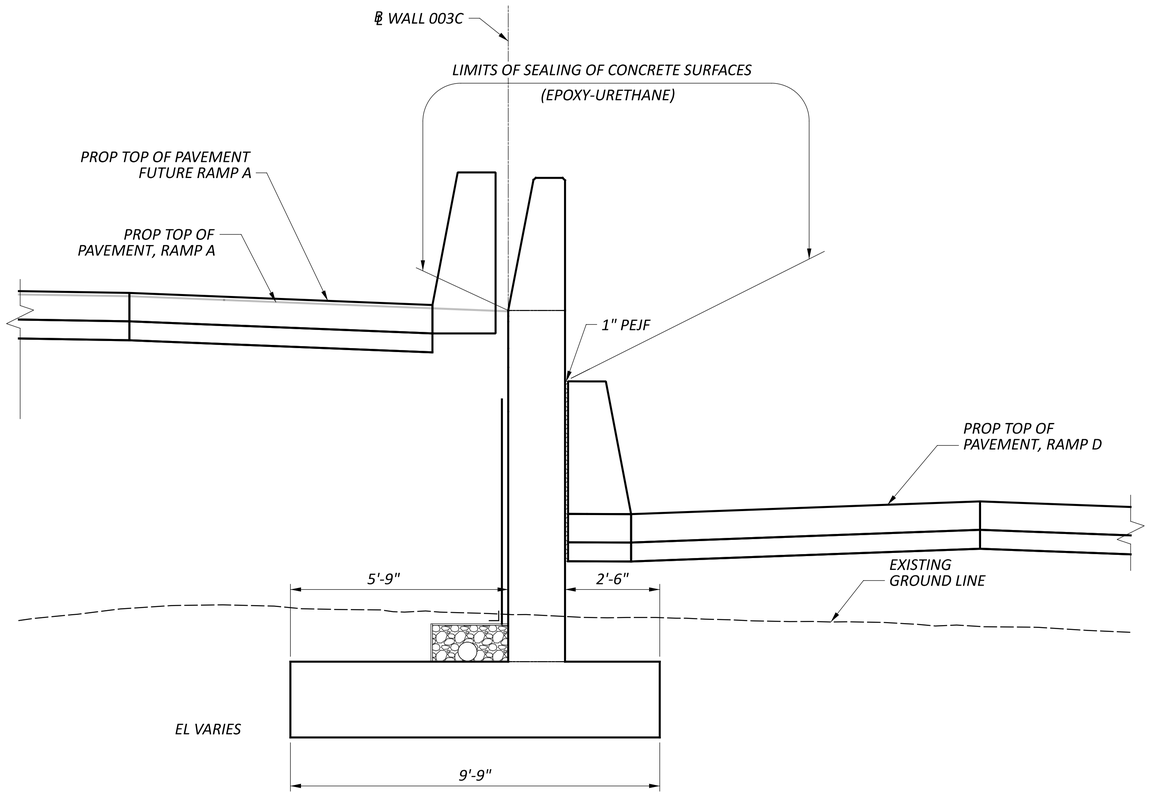


TYPICAL WALL SECTION

(STA 0+48.34 TO STA 1+55.50)

LEGEND:

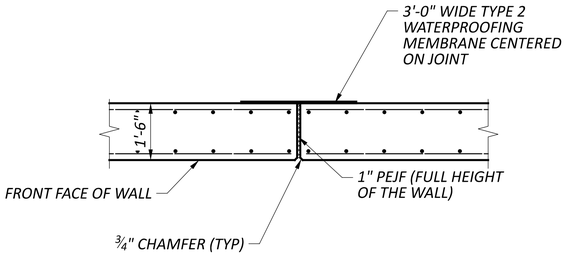
[A] - 5 - #4 GFRP BARS @ 7" = 2'-4"



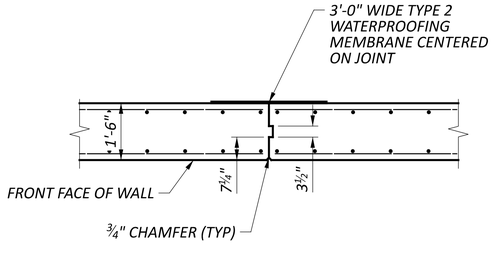
TYPICAL WALL SECTION

(STA 1+55.50 TO 3+44.95)

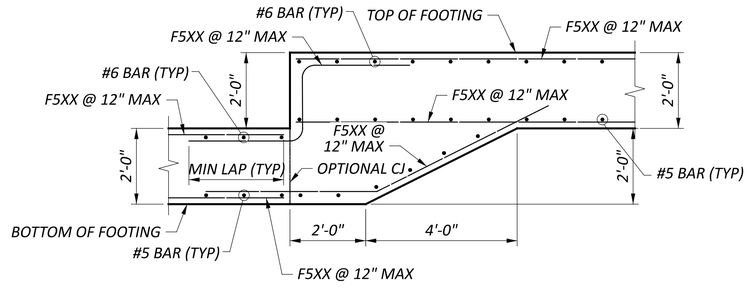
MINIMUM LAP LENGTHS		
	HORIZONTAL	VERTICAL
#5 BAR	2'-0"	1'-6"
#6 BAR	3'-6"	3'-1
#8 BAR	5'-10"	5'-2"



EXPANSION JOINT



CONTRACTION JOINT



CAST-IN-PLACE WALL FOUNDATION STEP DETAIL

CIP WALL SECTION
CIP RETAINING WALL NO 003C
ALONG RAMP A

SFN N/A

DESIGN AGENCY EMH&T

DESIGNER AI | CHECKER RJE

REVIEWER TDA 11/02/26

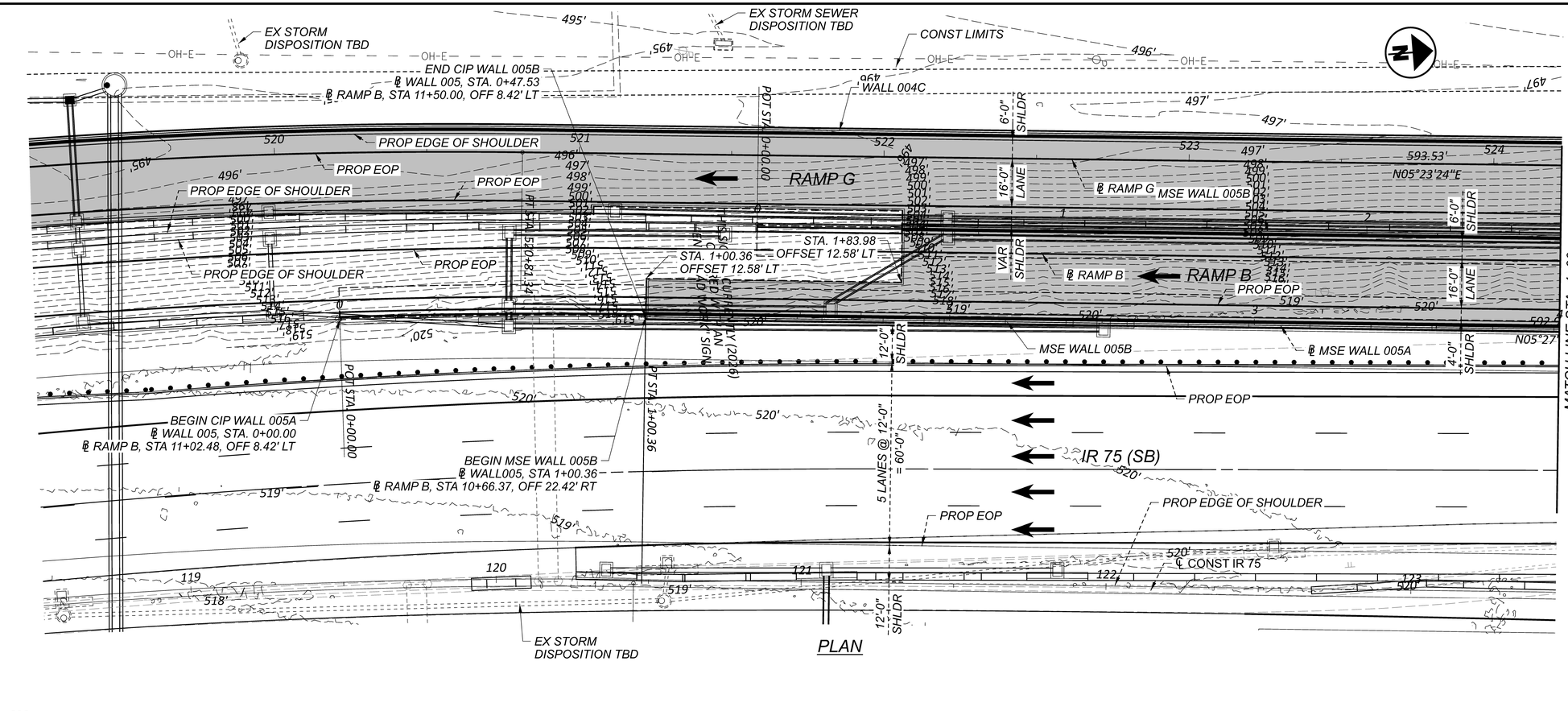
PROJECT ID 114161

SUBSET 7 | TOTAL 17

SHEET P.476 | TOTAL 830

HAM-IR 75-1.95

MODEL: CIP Wall Section Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:40:31 PM USER: tadams
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Structures\Wall_003\Sheets\114161_WALL003C_WD001.dgn



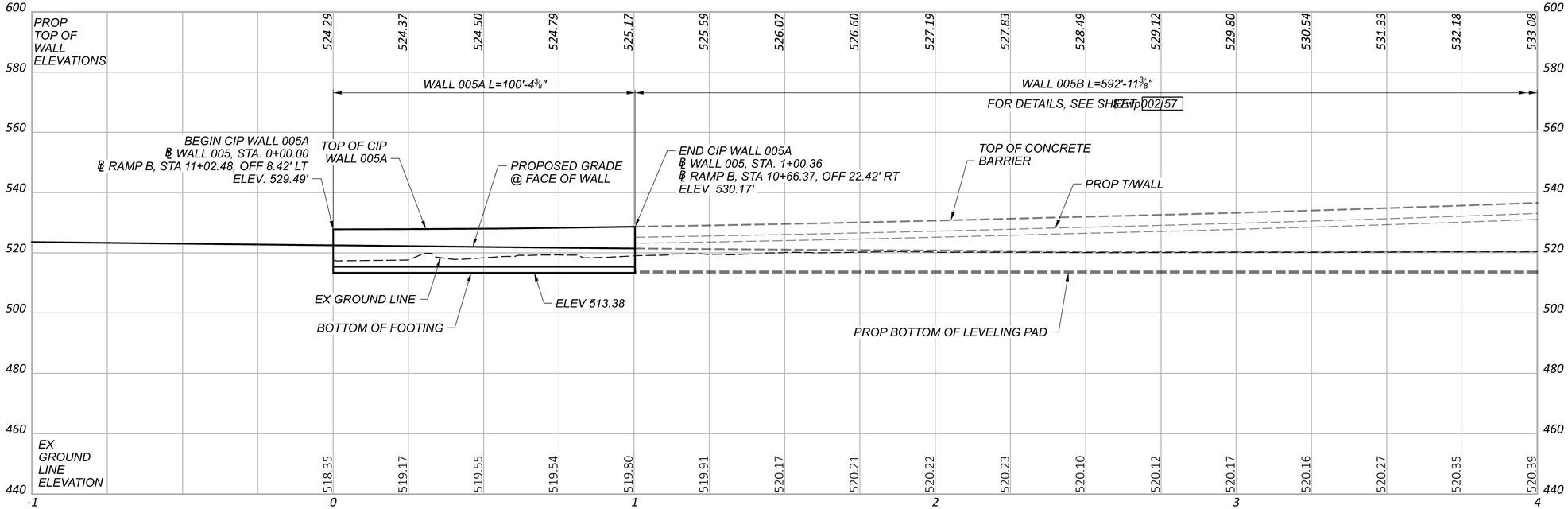
PLAN

CURVE DATA

P.I. STA. = 0+50.19
Δ = 02°37'15" RT
Dc = 02°36'41"
R = 2,194.03
T = 50.19'
L = 100.36'
E = .57'

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.



PROFILE ALONG ℄ WALL 005A

PLAN AND PROFILE
RETAINING WALL NO. 005A ALONG RAMP B
STA 0+00.00 TO STA 1+00.36

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	8
TOTAL	17
SHEET	P.477
TOTAL	830

HAM-IR 75-1.95 PENTABLE_SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
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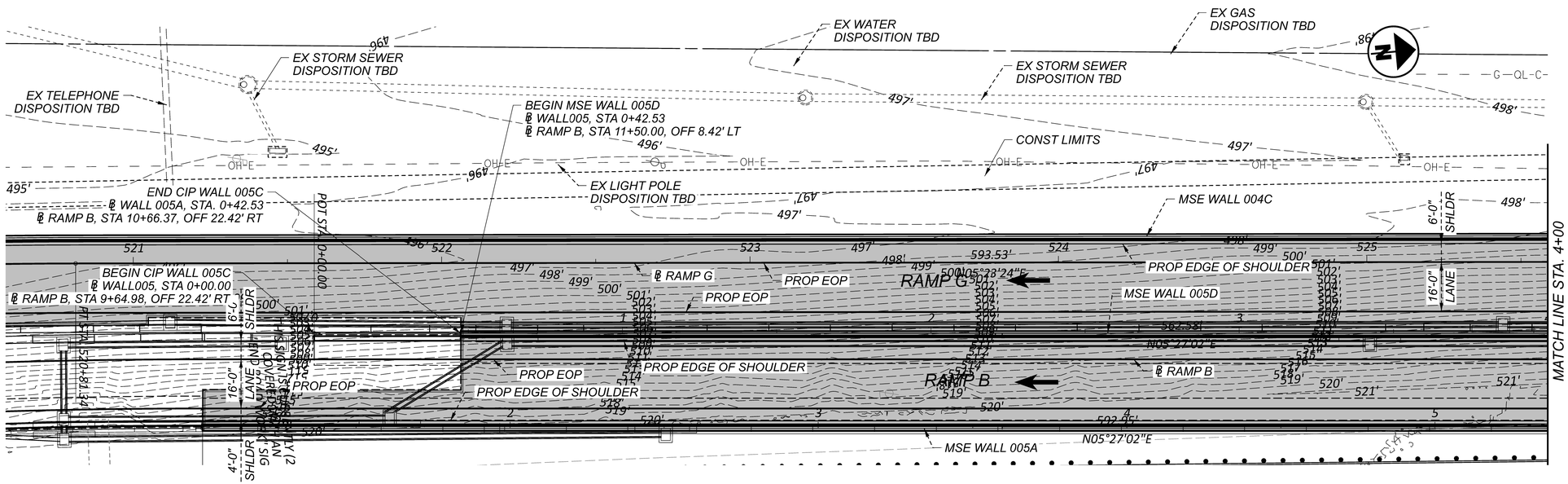
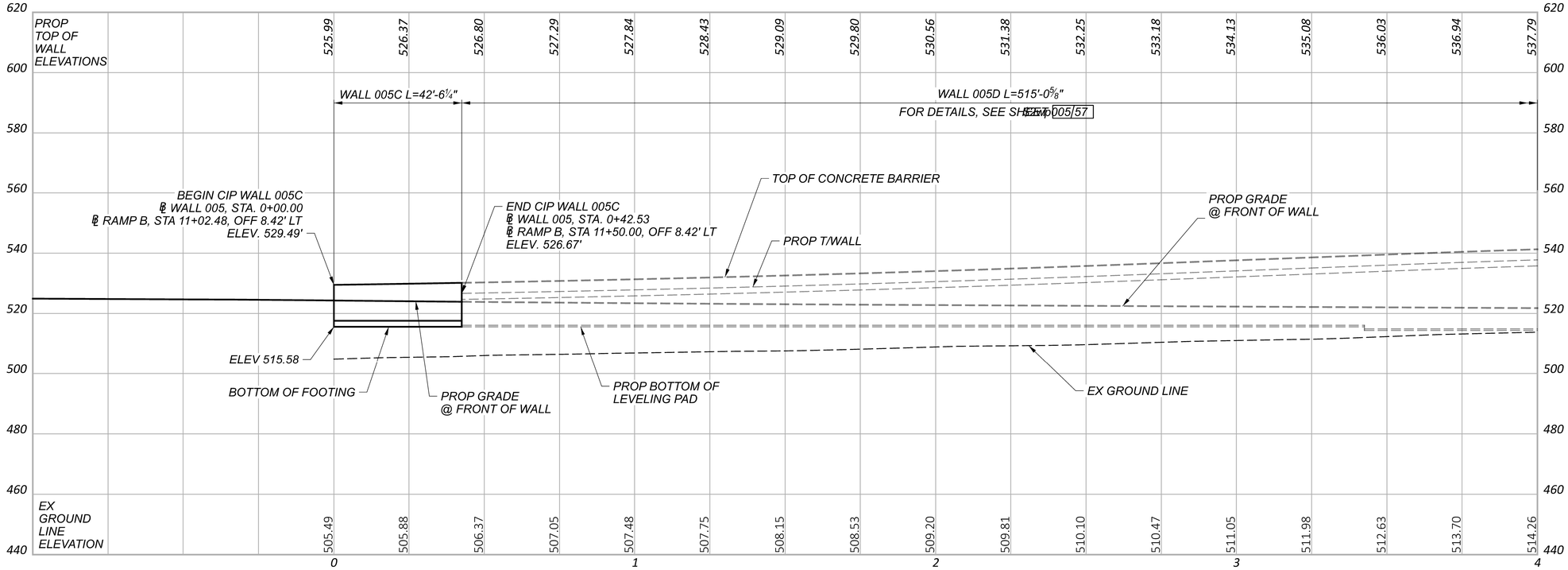
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161402-Engineering_GannettFleming\Structures\Wall_005\Sheets\114161_WALL005_WP191.dgn



PLAN

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.



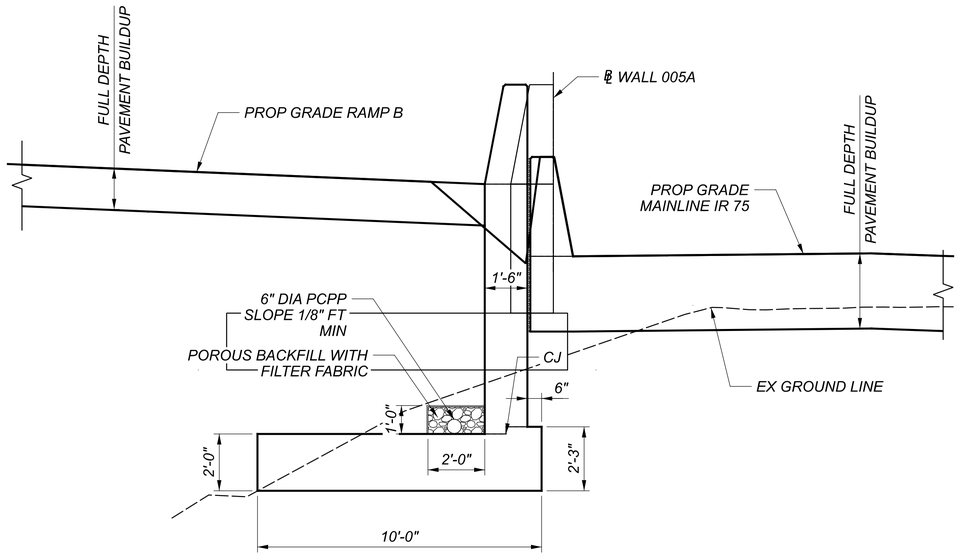
PROFILE ALONG ℄ WALL 005C

PLAN AND PROFILE
RETAINING WALL NO. 005C ALONG RAMP B & G
STA 0+00.00 TO STA 0+42.53

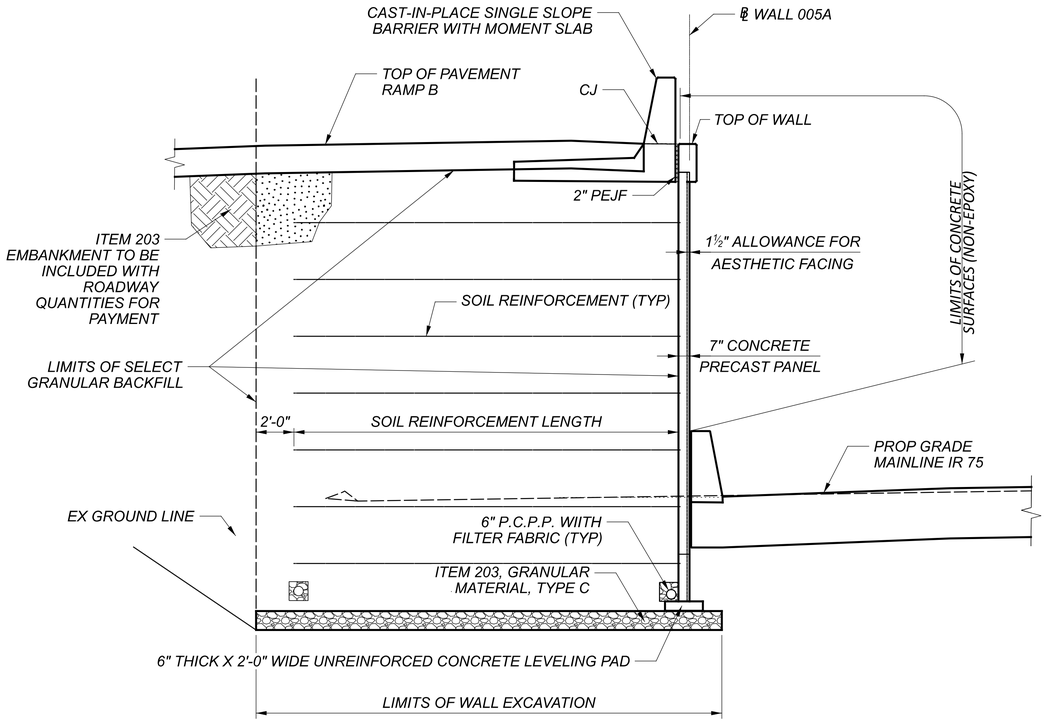
SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	9
TOTAL	17
SHEET	P.478
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl

MODEL: Wall 5B - Wall 5B PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:12:50 AM USER: stony
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GannettFleming\Structures\Wall_005\Sheets\114161_WALL005_WP391.dgn



TYPICAL CAST-IN-PLACE SECTION WALL 005A
(APPLIES FROM STA 0+00.00 TO STA 0+99.22)



TYPICAL SECTION WALL 005A
(APPLIES FROM STA 0+99.22 TO STA 6+93.31)

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL 005A ALONG RAMP B
STA 0+00.00 TO STA 6+93.31

SFN
N/A

DESIGN AGENCY
GFT

DESIGNER	CHECKER
SAT	MTO

REVIEWER
EFD 11/2026

PROJECT ID
114161

SUBSET	TOTAL
10	17

SHEET	TOTAL
P.479	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
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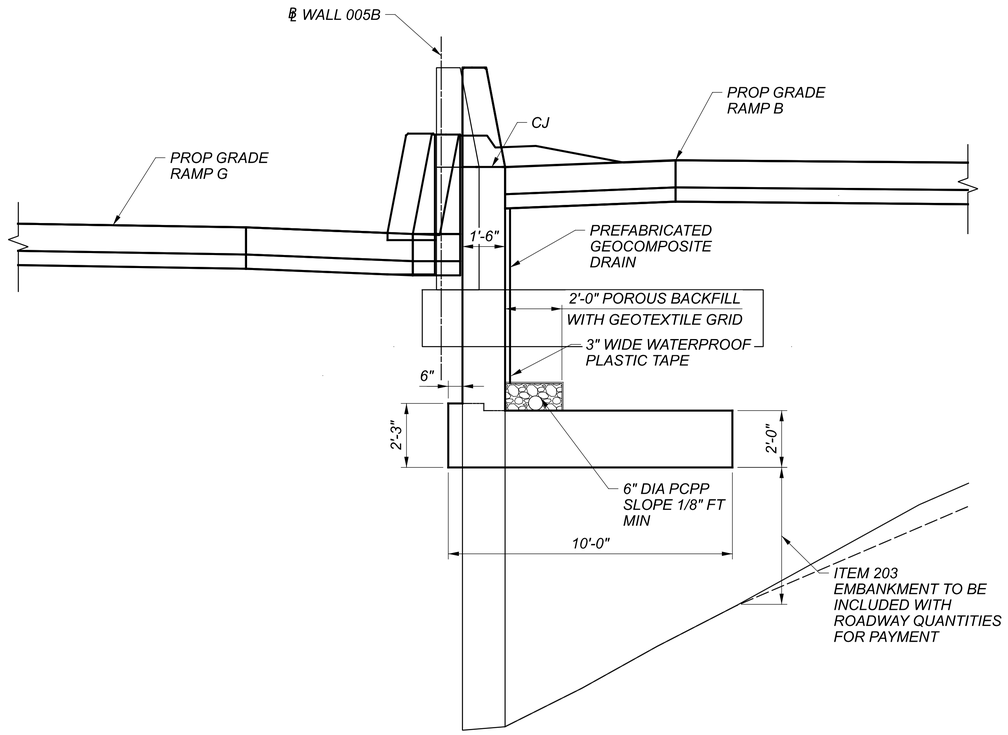
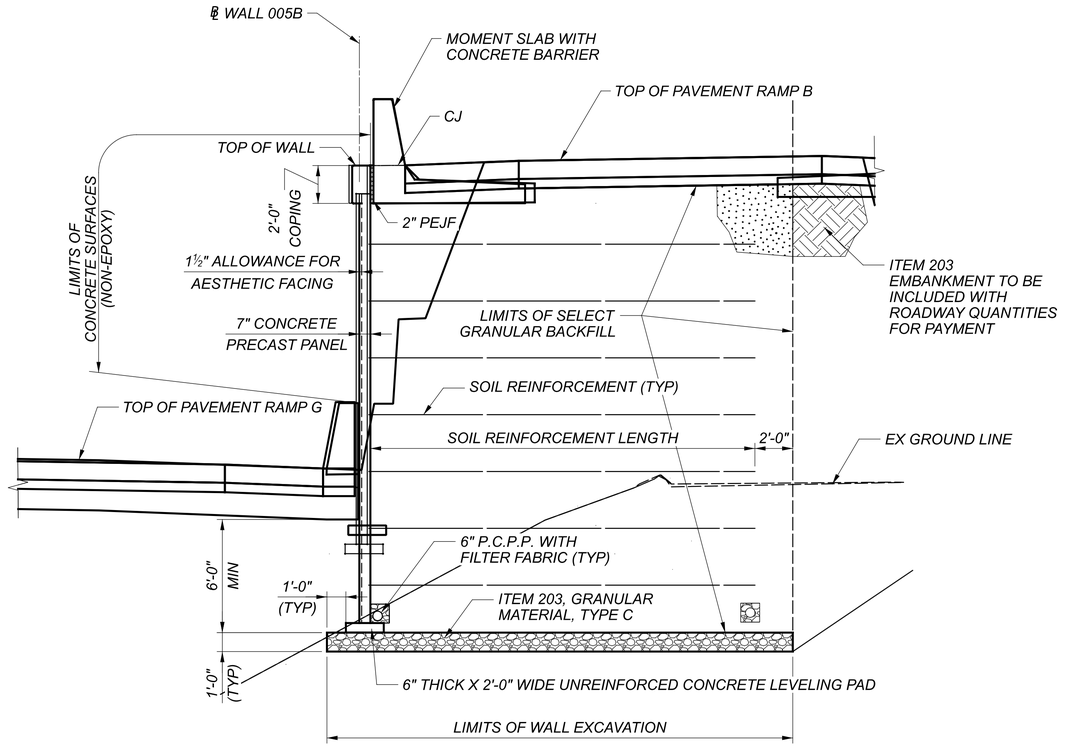


TYPICAL CAST-IN-PLACE SECTION WALL 005B

(APPLIES FROM STA 0+00.00 TO STA 0+47.53)



TYPICAL MSE SECTION WALL 005B

(APPLIES FROM STA 0+47.53 TO STA 5+62.43)

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 005B ALONG RAMP B & G
STA 0+00.00 TO STA 5+62.43

SFN N/A

DESIGN AGENCY GFT

DESIGNER	CHECKER
SAT	MTO

REVIEWER EFD 11/2026

PROJECT ID 114161

SUBSET	TOTAL
11	17

SHEET	TOTAL
P.480	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
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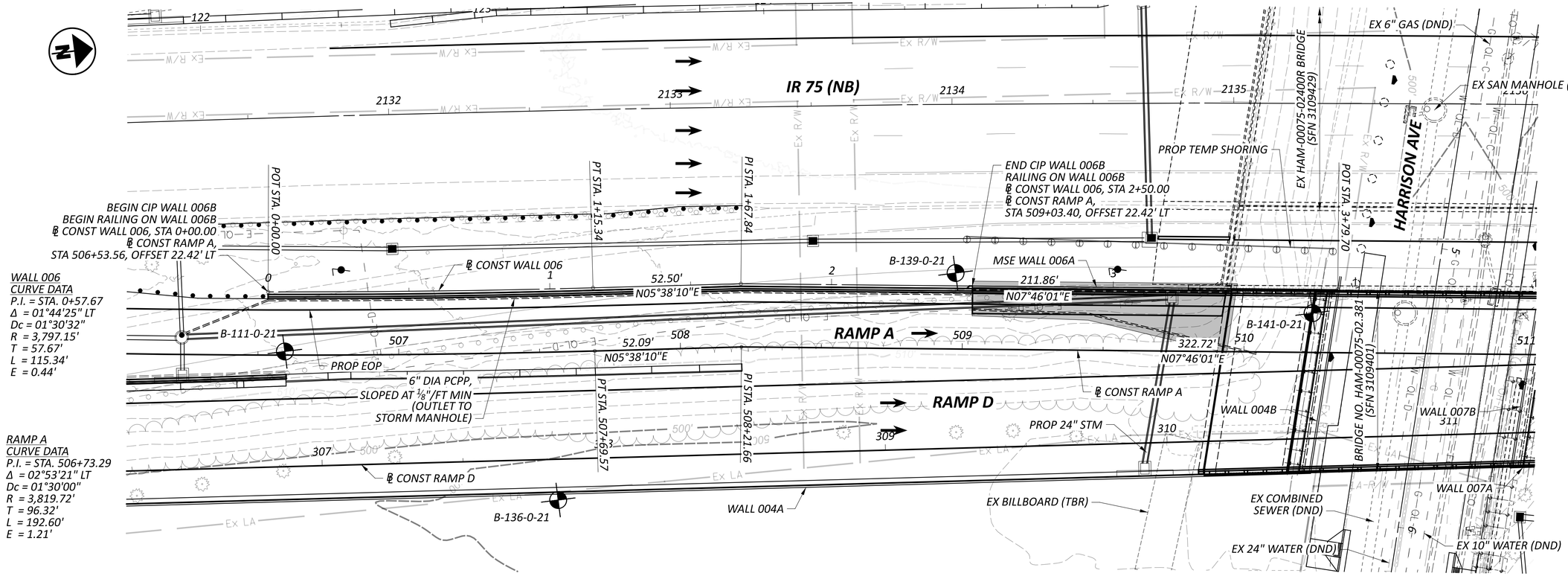
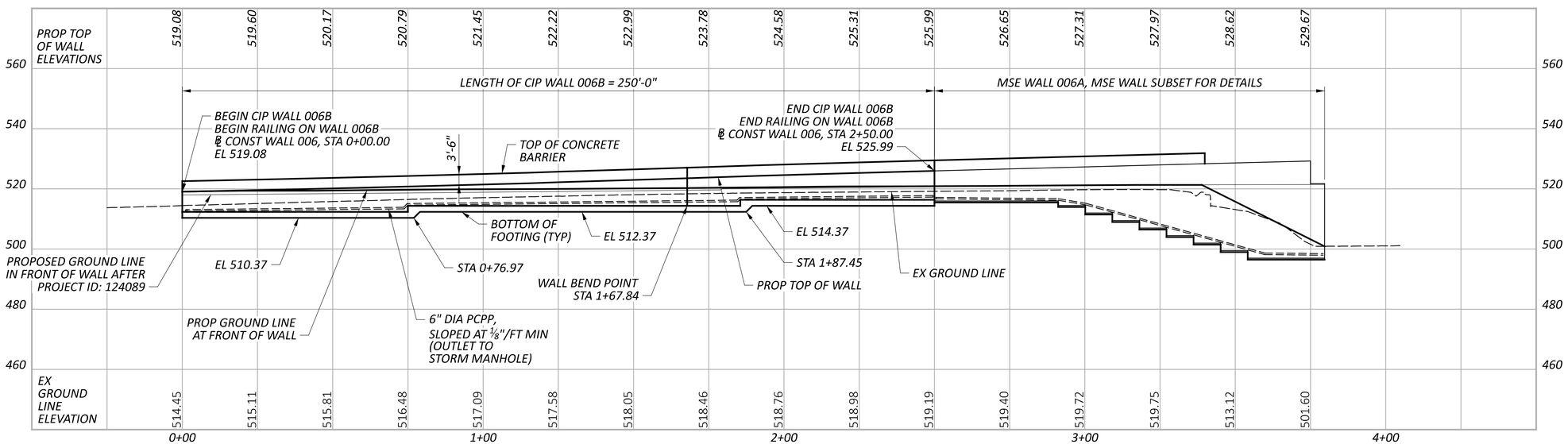


NOTES:

1. ALL DIMENSIONS MEASURED ALONG BASELINE OF WALL.
2. PARAPET DIMENSIONS MEASURED ALONG TOE OF BARRIER.
3. DETAILS FOR INLETS AT RAILINGS TO BE PROVIDED IN NEXT SUBMITTAL.

PLAN



PROFILE ALONG ℄ CONST WALL 006B

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
RETAINING WALL NO 006B ALONG RAMP A
STA 0+00.00 TO 2+50.00

SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	12
TOTAL	17
SHEET	P.481
TOTAL	830

HAM-IR 75-1.95

MODEL: Wall 006 - Wall 006B - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:08:56 PM USER: aham
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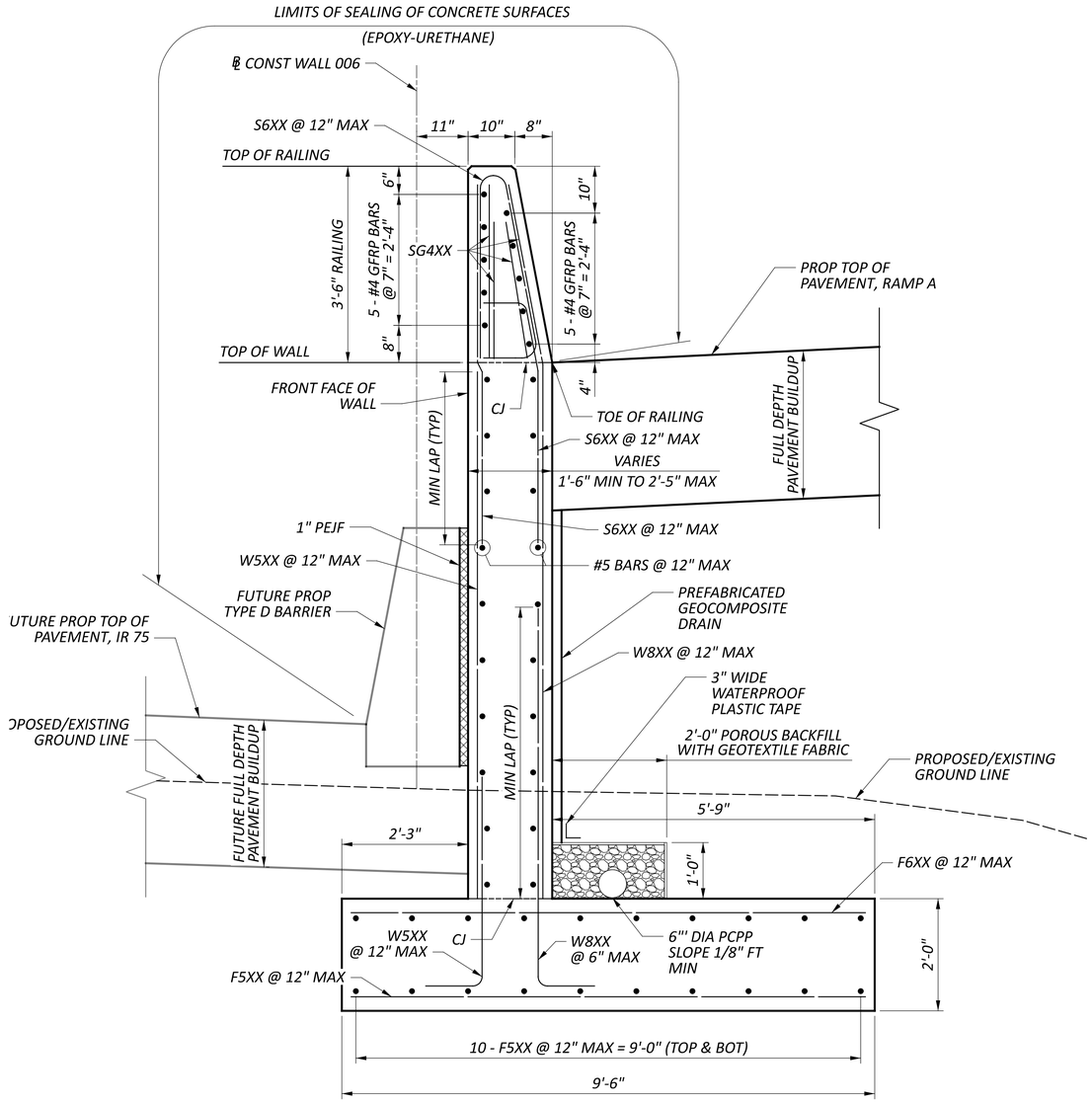
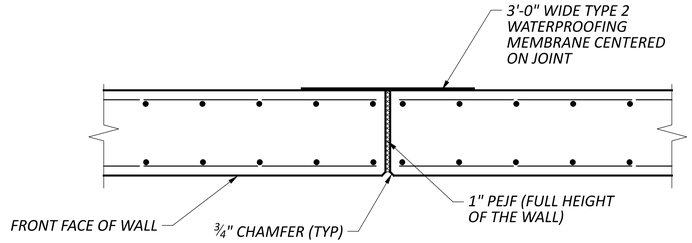
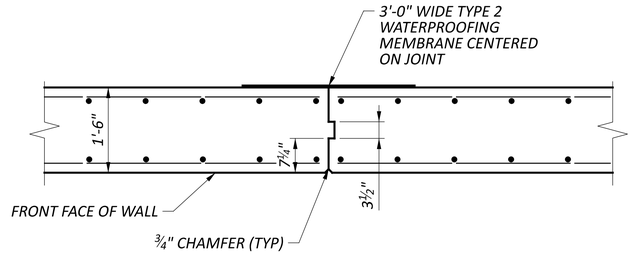


TYPICAL WALL SECTION

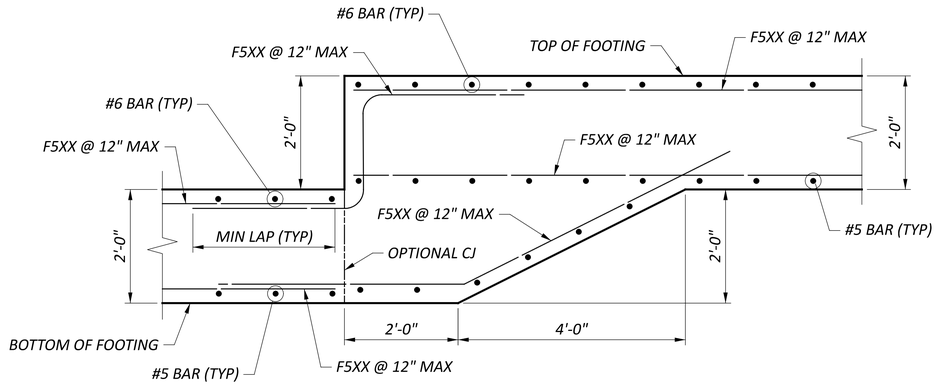
MINIMUM LAP LENGTHS		
	VERTICAL	HORIZONTAL
#4 GFRP BAR	N/A	1'-1"
#5 BAR	2'-0"	2'-6"
#6 BAR	3'-7"	N/A
# 8 BAR	5'-2"	N/A



EXPANSION JOINT DETAIL



CONTRACTION JOINT DETAIL



CAST-IN-PLACE WALL FOUNDATION STEP DETAIL

WALL SECTIONS
RETAINING WALL NO 006B
ALONG RAMP A

SFN N/A

DESIGN AGENCY E M H&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
13	17

SHEET	TOTAL
P.482	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:41:31 PM USER: tadams
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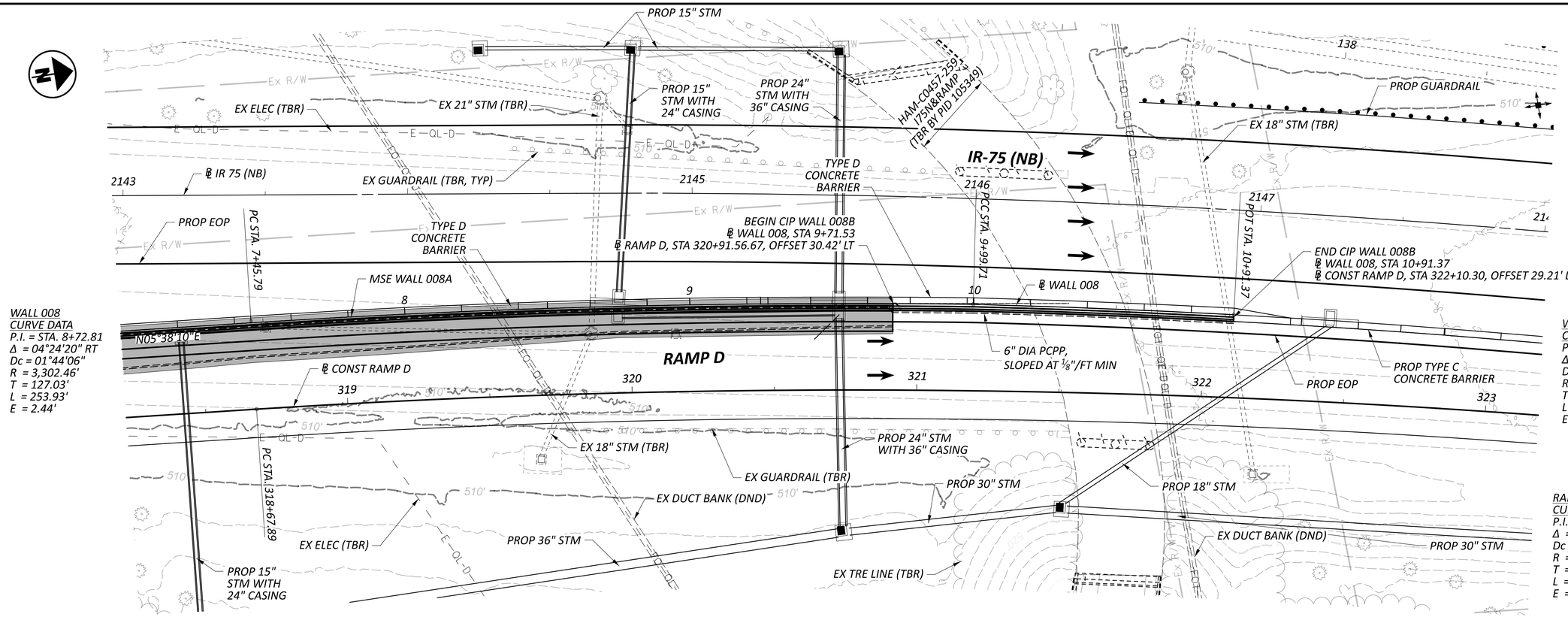
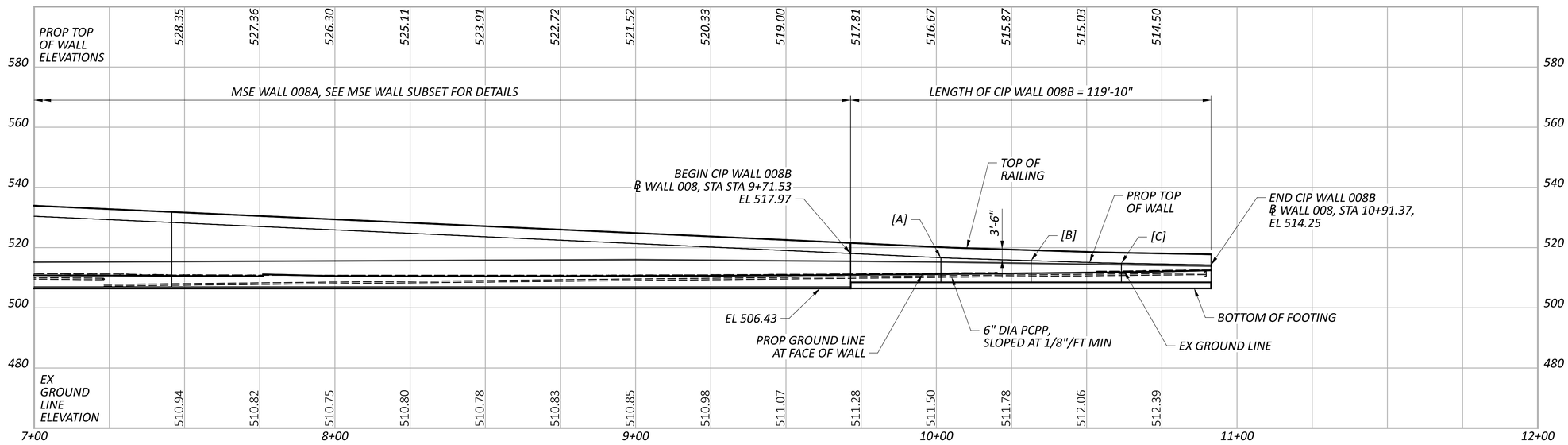


PLAN

		STA	EL
[A]	CONTRACTION JOINT	10+01.45	516.52
[B]	EXPANSION JOINT	10+31.45	515.53
[C]	CONTRACTION JOINT	10+61.45	514.84

NOTES:

1. ALL DIMENSIONS MEASURED ALONG BASELINE OF WALL.



PROFILE ALONG ℄ WALL 008B

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
RETAINING WALL NO 008B ALONG RAMP D
STA 9+41.37 TO 10+91.37

SFN N/A

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
14	17

SHEET	TOTAL
P.483	830

HAM-IR 75-1.95

MODEL: WALL10 - Wall 008B - Plan PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 4:02:43 PM USER: aibrahimkhail
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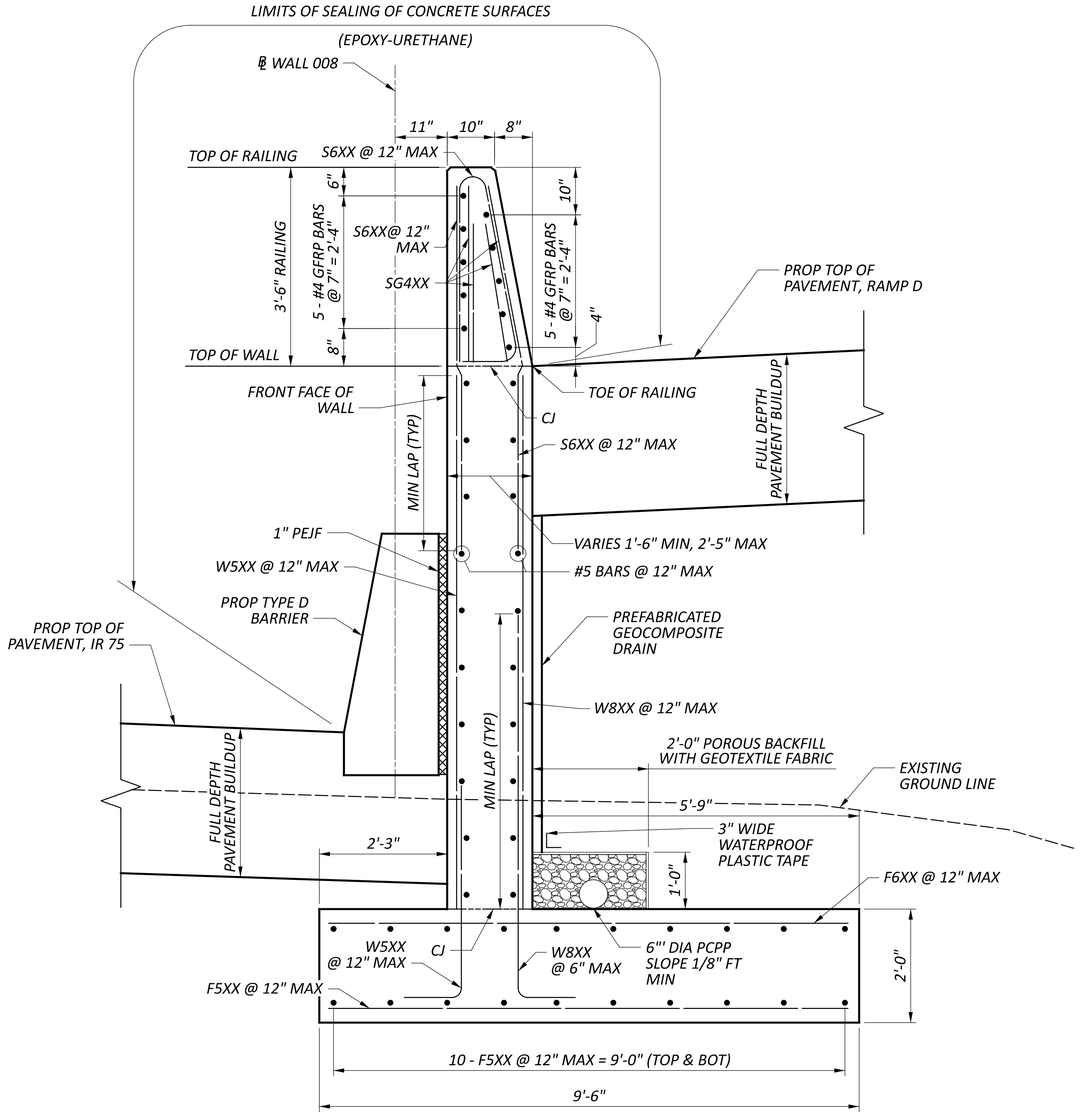
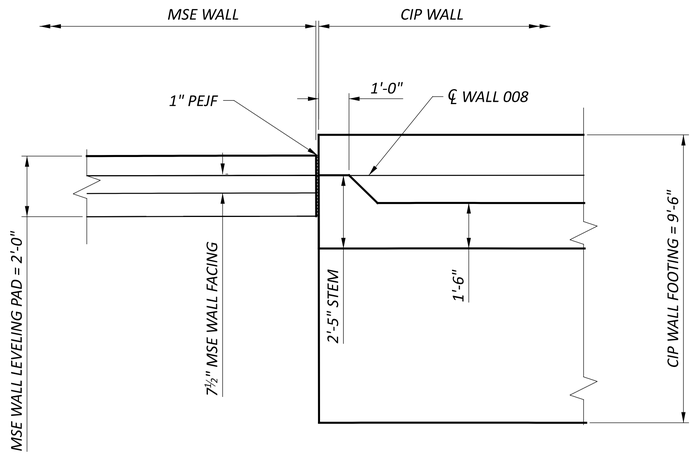
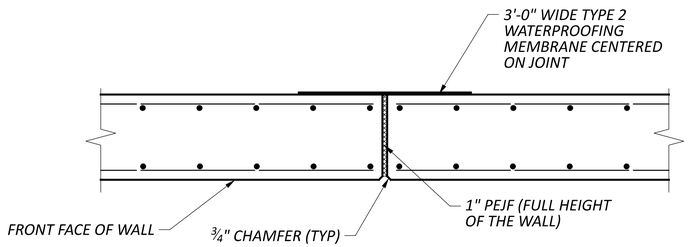


TYPICAL WALL SECTION

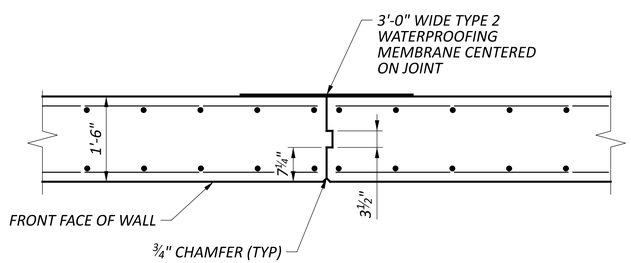
MINIMUM LAP LENGTHS		
	VERTICAL	HORIZONTAL
#4 GFRP BAR	N/A	1'-1"
#5 BAR	2'-0"	2'-6"
#6 BAR	3'-7"	N/A
#8 BAR	5'-2"	N/A



DETAIL A



EXPANSION JOINT



CONTRACTION JOINT

WALL SECTIONS
RETAINING WALL NO 008B
ALONG RAMP D

SFN
N/A

DESIGN AGENCY
E M H & T

DESIGNER	CHECKER
AJH	RJE

REVIEWER
TDA 11/02/26

PROJECT ID
114161

SUBSET	TOTAL
15	17

SHEET	TOTAL
P.484	830

HAM-IR 75-1.95

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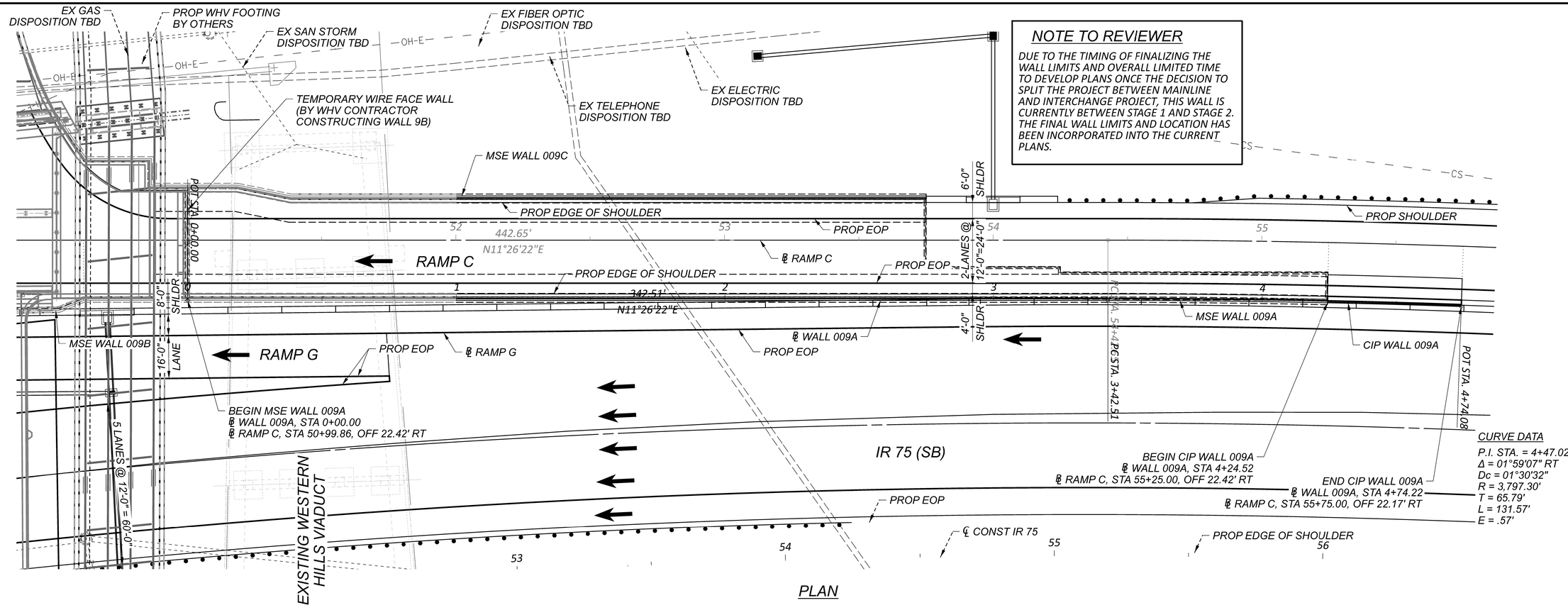


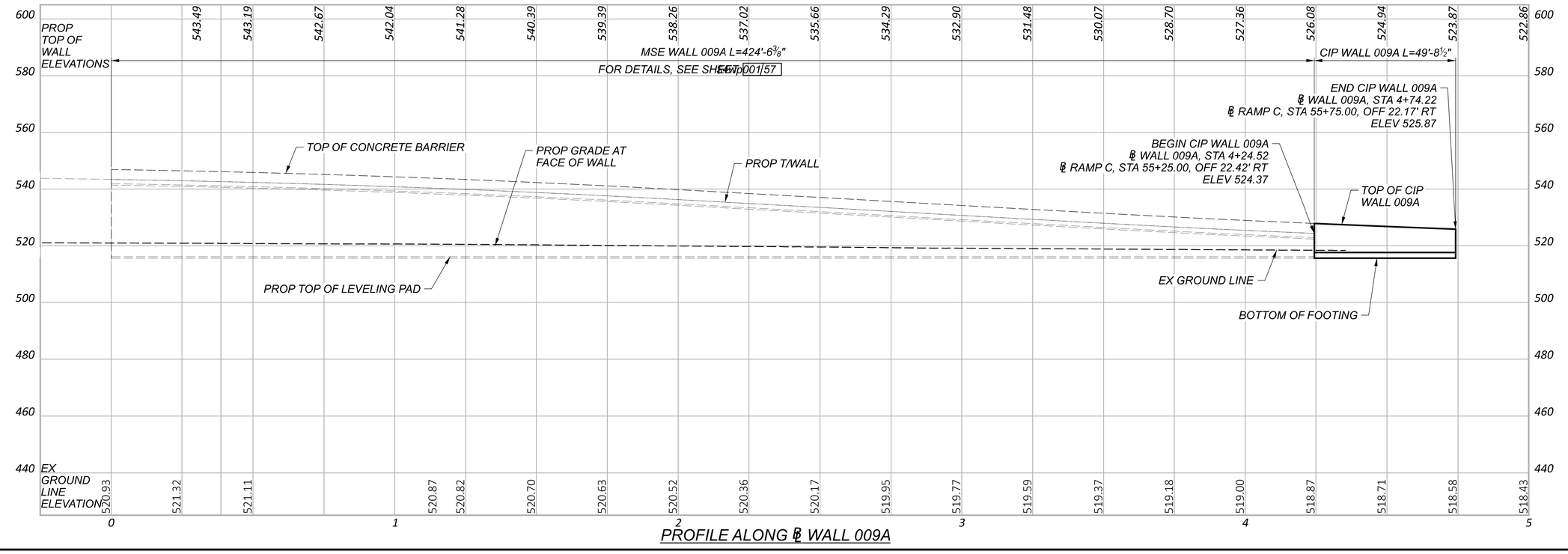
NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

CURVE DATA

P.I. STA. = 4+47.02
Δ = 01°59'07" RT
Dc = 01°30'32"
R = 3,797.30'
T = 65.79'
L = 131.57'
E = .57'

PLAN



PROFILE ALONG ℄ WALL 009A

PLAN AND PROFILE
CIP WALL NO. 009A ALONG RAMP C & G
STA 4+24.52 TO STA 4+74.22

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	MTO
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	16
TOTAL	17
SHEET	P.485
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl

MODEL: Wall 9A - Plan and Profile 1 of 2 Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:18:08 AM USER: stony
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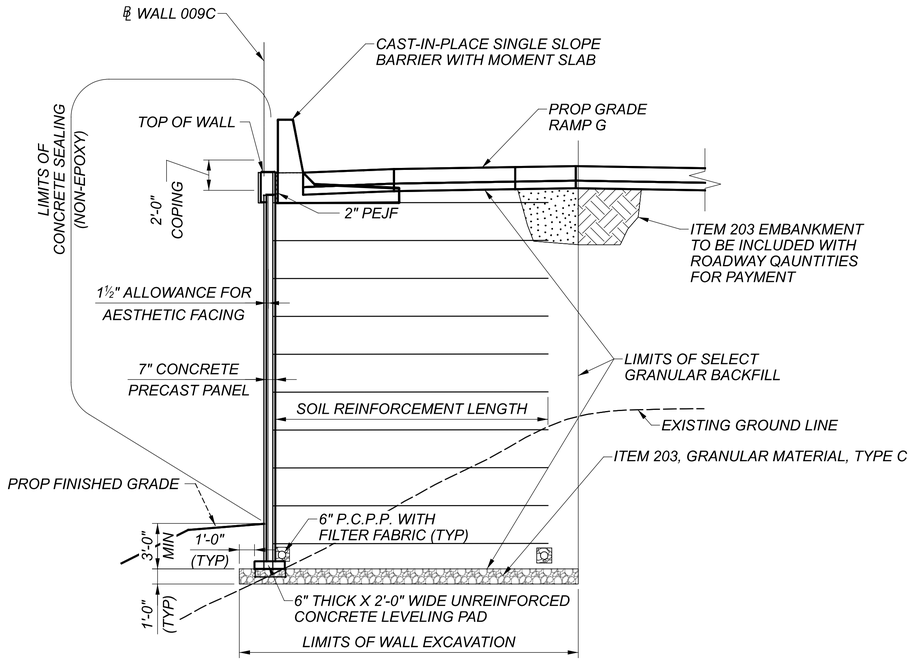
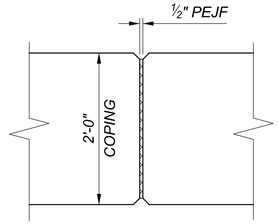


TYPICAL MSE SECTION OF WALL 009C

(APPLIES TO STA 0+0000 TO STA 2+69.89)

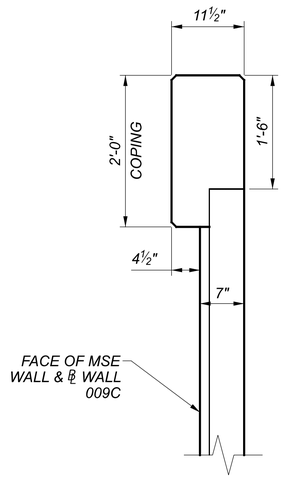
NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

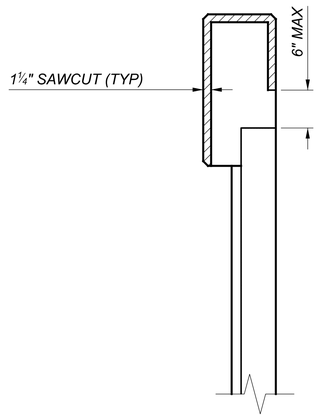


COPING EXPANSION JOINT

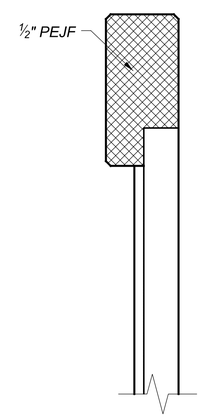
(MAX JOINT SPACING IS 20'-0")



MSE WALL COPING



COPING CONTRACTION JOINTS



COPING EXPANSION JOINTS

WALL SECTIONS

RETAINING WALL NO. 009C ALONG RAMP C

STA 0+00.00 TO STA 2+69.89

SFN N/A

DESIGN AGENCY GFT

DESIGNER	CHECKER
MTO	SAT

REVIEWER EFD 11/2026

PROJECT ID 114161

SUBSET	TOTAL
17	17

SHEET	TOTAL
P.486	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl

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PROPOSED WORK:

THE PROPOSED WORK CONSISTS OF CONSTRUCTING CAST-IN-PLACE REINFORCED CONCRETE RETAINING WALLS AT THE FOLLOWING LOCATIONS:

WALL NO 1B - UNDER RAMP B & RAMP G BRIDGES OVER BANK STREET
WALL NO 1C - ALONG RAMP G
WALL NO 1E - ALONG RAMP B
WALL NO 2A - ALONG RAMP G
WALL NO 3B - UNDER RAMP B & RAMP G BRIDGES OVER BANK STREET
WALL NO 3D - ALONG RAMP B
WALL NO 4A - ALONG RAMP D
WALL NO 4B - UNDER RAMP A/D BRIDGE OVER HARRISON AVENUE
WALL NO 4C - ALONG RAMP G
WALL NO 5A - ALONG RAMP B
WALL NO 5B - ALONG RAMP B & RAMP G
WALL NO 6A - ALONG RAMP A & MAINLINE IR 75
WALL NO 7A - ALONG RAMP D
WALL NO 7B - UNDER RAMP A/D BRIDGE OVER HARRISON AVENUE
WALL NO 7C - ALONG RAMP G
WALL NO 7X - ALONG RAMP G
WALL NO 8A - UNDER WESTERN HILLS VIADUCT BRIDGE OVER IR 75 & ALONG RAMP D
WALL NO 9A - ALONG RAMP C AND RAMP G
WALL NO 9B - ALONG RAMP B
WALL NO 9C - ALONG RAMP C

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

840	*DATED*	*1/16/2026*
867	*DATED*	*4/15/2022*
878	*DATED*	*1/16/2026*

AND TO THE FOLLOWING SUPPLEMENT:

1083	*DATED*	*1/17/2025*

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING:

INTERNAL ANGLE OF FRICTION OF BACKFILL SOIL = 30°
TOTAL UNIT WEIGHT OF BACKFILL SOIL = 120 PCF
UNIT WEIGHT OF CONCRETE = 150 PCF
ULTIMATE COEFFICIENT OF FRICTION = VARIES
SLOPE OF BACKFILL = VARIES
HEIGHT OF LIVE LOAD SURCHARGE = VARIES

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

IN AREAS WHERE GRANULAR MATERIAL, TYPE B OVERLAPS WITH SELECT GRANULAR BACKFILL (I.E. IN THE AREAS OF SOIL REINFORCEMENT FOR THE MSE WALLS RUNNING PARALLEL TO IR 75), THE GRANULAR MATERIAL, TYPE B, SHALL MEET THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 840.03.E. IN OTHER AREAS, GRANULAR MATERIAL, TYPE B SHALL CONFORM TO CMS 203.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE):

TINT SO THE FINAL COLOR IS FEDERAL COLOR STANDARD NO. 17778, LIGHT NEUTRAL.

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

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. THE GRAFFITI COATING SHALL BE CLEAR. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. APPLY THE GRAFFITI COATING TO ALL EXPOSED CONCRETE SURFACES OF THE MSE WALLS.

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 THE FOLLOWING NOMINAL (I.E. UNFACTORED) HORIZONTAL STRIP LOADS DUE TO FRICTION (FR) FROM THE SUPERSTRUCTURES LISTED IN THE FOLLOWING TABLE, APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOT INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL OR LIVE LOAD SURCHARGE. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL AND LIVE LOAD SURCHARGE IN THE DESIGN CALCULATIONS.

WALL NO.	NOMINAL (UNFACTORED) HORIZONTAL LOAD (K/FT)				
	FR	BR	WS	WL	TU
1B					
1C					
1E					
2A					
3B					
3D					
4A					
4B					
4C					
5A					
5B					
6A					
7A					
7B					
7C					
7X					
8A					
9A					
9B					
9C					

NOTE TO REVIEWER:

VALUES IN THE TABLE ABOVE WILL BE PROVIDED IN THE STAGE 3 SUBMITTAL.

FOUNDATION BEARING RESISTANCE:

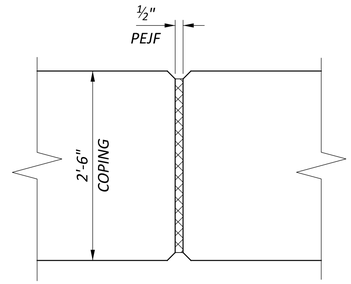
THE REINFORCED SOIL MASSES, AS DESIGNED PRODUCE MAXIMUM SERVICE LIMIT STATE BEARING PRESSURES [1], MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURES [2], AND PROVIDE THE FACTORED BEARING RESISTANCE [3] AS DEPICTED BELOW FOR EACH WALL AND WITHIN THE STATION RANGE GIVEN.

FOUNDATION BEARING RESISTANCE

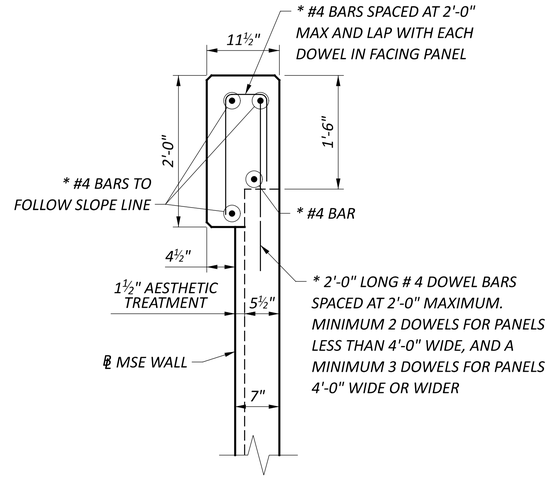
WALL NO.	SERVICE BEARING PRESSURE [1] (KSF)	STRENGTH BEARING PRESSURE [2] (KSF)	FACTORED BEARING RESISTANCE [3] (KSF)
1B			
1C			
1E			
2A			
3B			
3D			
4A			
4B			
4C			
5A			
5B			
6A			
7A			
7B			
7C			
7X			
8A			
9A			
9B			
9C			

NOTE TO REVIEWER:

VALUES IN THE TABLE ABOVE WILL BE PROVIDED IN THE STAGE 3 SUBMITTAL.



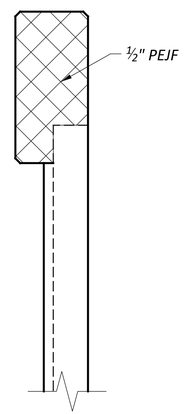
COPING EXPANSION JOINT



MSE WALL COPING

(ALL REINFORCING STEEL TO BE GALVANIZED)

** - INCLUDED WITH CONCRETE COPING FOR PAYMENT*



COPING EXPANSION JOINTS

GENERAL NOTES

MSE RETAINING WALL NO 001B, 001C, 001E, 002A, 003B, 003D, 004A, 004B 004C, 005A, 005B, 006A, 006B, 007A, 007B, 007C, 007X, 008A, 009A, 009B, 009C

SFN N/A

DESIGN AGENCY E M H & T

DESIGNER	CHECKER
RJE	TDA

REVIEWER CAS 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
1	57

SHEET	TOTAL
P.487	830

HAM-IR 75-1.95

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ESTIMATED QUANTITIES

CALCULATED: RJE CHECKED: TDA

ITEM NO.	EXTENSION	NO. 1B	NO. 1C	NO. 1E	NO. 2A	NO. 3B	NO. 3D	NO. 4A	NO. 4B	NO. 4C	NO. 5A	NO. 5B	NO. 6A	NO. 7A	NO. 7B	NO. 7C	NO. 7X	NO. 8A	NO. 9A	NO. 9B	NO. 9C	TOTAL	UNIT	DESCRIPTION	SHEET #
203	35111																						CY	GRANULAR MATERIAL, TYPE B, AS PER PLAN	1/57
509	10000																						LB	EPOXY COATED STEEL REINFORCEMENT	
509	30020																						FT	NO. 4 DEFORMED GFRP REINFORCEMENT	
511	53012																						CY	CLASS QC2 CONCRETE, MISC.: MOMENT SLAB AND BARRIER	
512	10001																						SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	1/57
512	10100																						SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	1/57
516	13200																						SF	½" PREFORMED EXPANSION JOINT FILLER MOMENT SLAB AND BARRIER	
516	13600																						SF	1" PREFORMED EXPANSION JOINT FILLER MOMENT SLAB AND BARRIER	
516	13900																						SF	2" PREFORMED EXPANSION JOINT FILLER MOMENT SLAB AND BARRIER	
601	21001																						SY	CONCRETE SLOPE PROTECTION, AS PER PLAN MOMENT SLAB AND BARRIER	
840	20000																						SF	MECHANICALLY STABILIZED EARTH WALL	
840	21000																						CY	WALL EXCAVATION	
840	22000																						SY	FOUNDATION PREPARATION	
840	23000																						CY	SELECT GRANULAR BACKFILL	
840	25010																						FT	6" DRAINAGE PIPE, PERFORATED	
840	25020																						FT	6" DRAINAGE PIPE, NON-PERFORATED	
840	26000																						FT	CONCRETE COPING	
840	26050																						SF	AESTHETIC SURFACE TREATMENT	
840	27000																						DAY	ON-SITE ASSISTANCE	
840	28000																						LS	SGB INSPECTION AND COMPACTION TESTING	
867	00100																						LS	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL	
530																									

HAM-IR 75-1.95

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ESTIMATED QUANTITIES

MSE RETAINING WALL NO 001B, 001C, 001E, 002A, 003B, 003D, 004A, 004B, 004C, 005A, 005B, 006A, 006B, 007A, 007B, 007C, 007X, 008A, 009A, 009B, 009C

SFN N/A

DESIGN AGENCY EMH&T

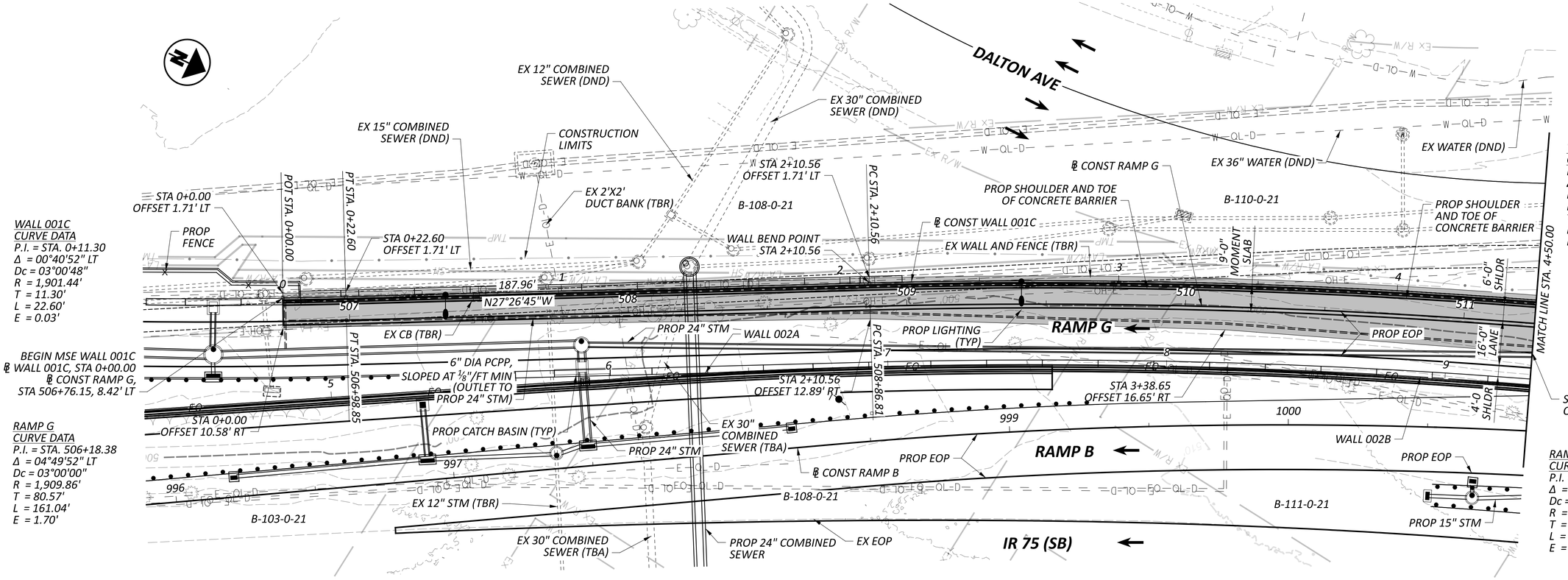
DESIGNER	CHECKER
RJE	TDA

REVIEWER CAS 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
2	57

SHEET	TOTAL
P.488	830



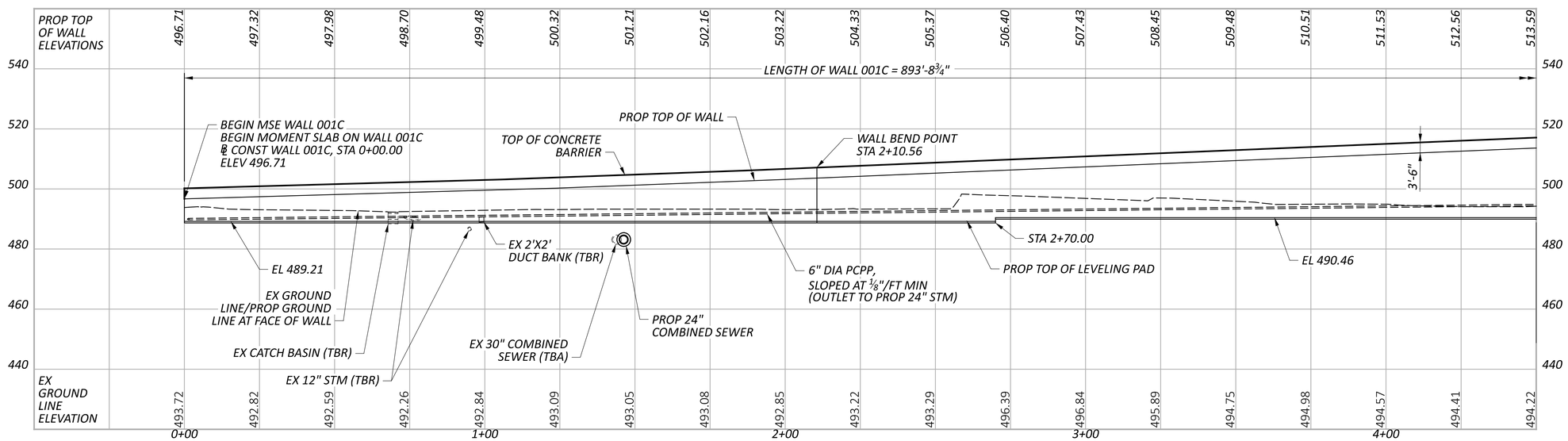
PLAN

NOTES:

1. DIMENSIONS MEASURED ALONG BASELINE OF WALL.
2. MOMENT SLAB DIMENSIONS PROVIDED ALONG TOE OF BARRIER.
3. DETAILS FOR INLETS AT MOMENT SLABS TO BE PROVIDED IN NEXT SUBMITTAL.

LEGEND:

- PLAN LIMITS OF MSE WALL



PROFILE ALONG ℄ CONST WALL 001C

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
RETAINING WALL NO 001C ALONG RAMP G
STA 0+00.00 TO STA 4+50.00

SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	3
TOTAL	57
SHEET	P.489
TOTAL	830

HAM-IR 75-1.95

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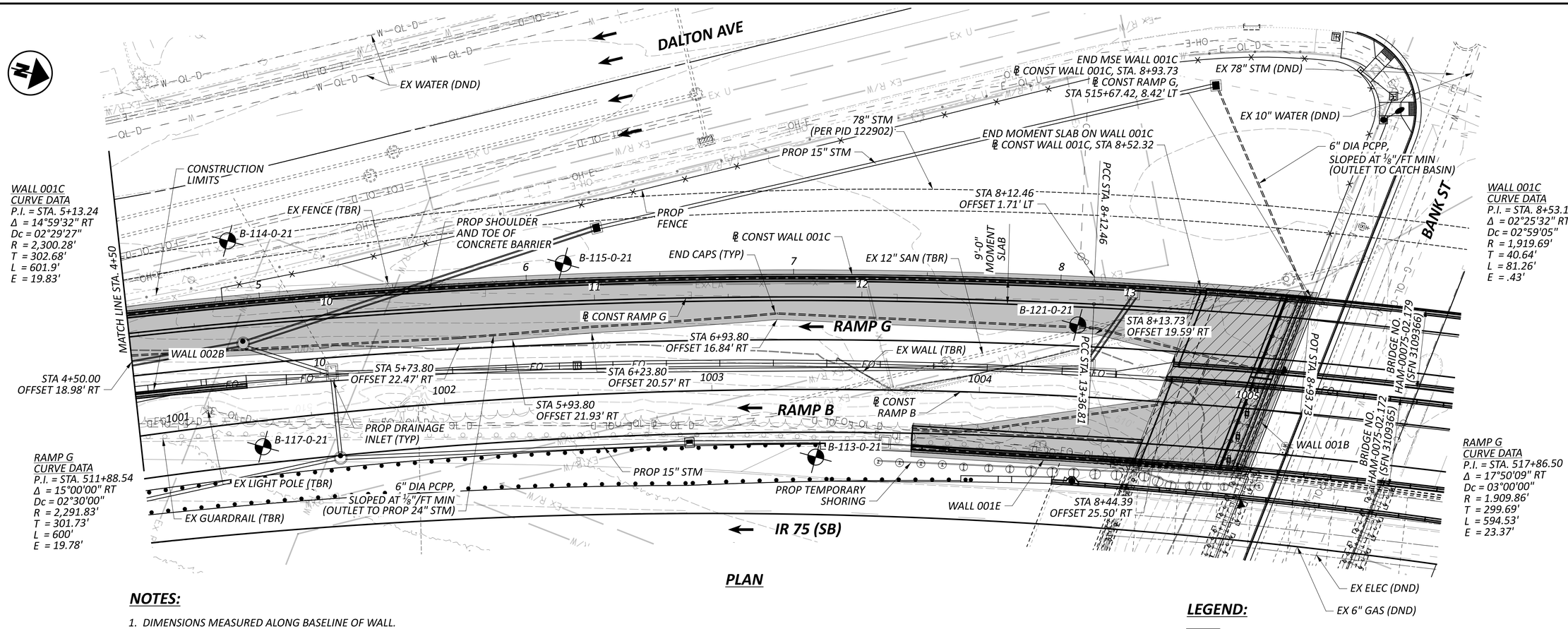


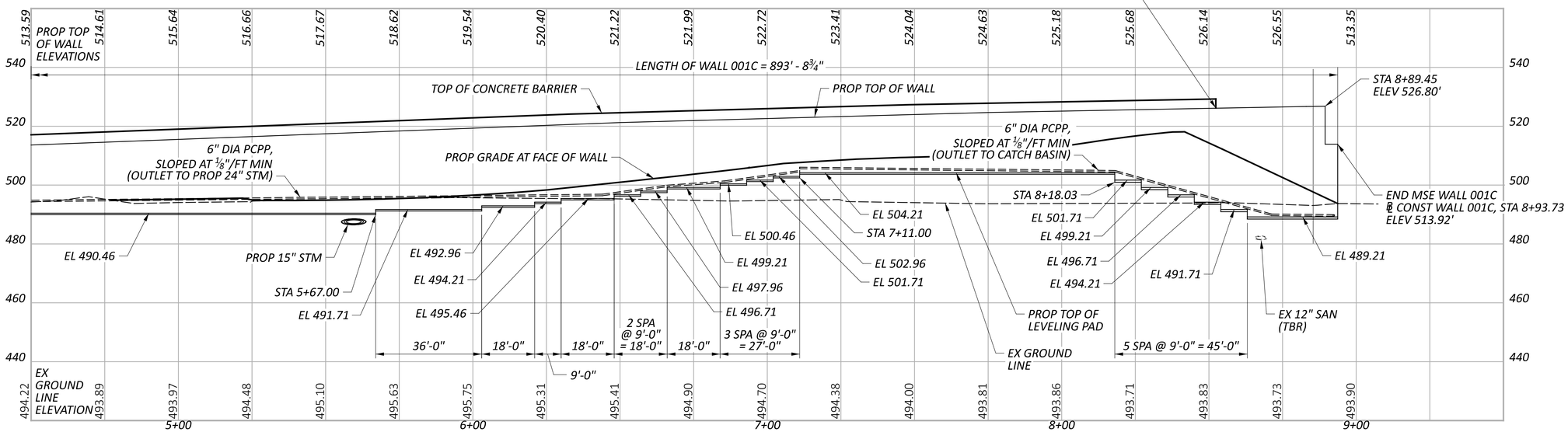
PLAN

NOTES:

1. DIMENSIONS MEASURED ALONG BASELINE OF WALL.
2. MOMENT SLAB DIMENSIONS PROVIDED ALONG TOE OF BARRIER.
3. DETAILS FOR INLETS AT MOMENT SLABS TO BE PROVIDED IN NEXT SUBMITTAL.

LEGEND:

- PLAN LIMITS OF MSE WALL 001
- PLAN LIMITS OF SELECT GRANULAR BACKFILL, WALL EXCAVATION, AND FOUNDATION PREPARATION INCLUDED WITH WALL 001B



PROFILE ALONG ℄ CONST WALL 001C

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
RETAINING WALL NO 001C ALONG RAMP G
STA 4+50.00 TO 8+93.73

SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	4
TOTAL	57
SHEET	P.490
TOTAL	830

HAM-IR 75-1.95

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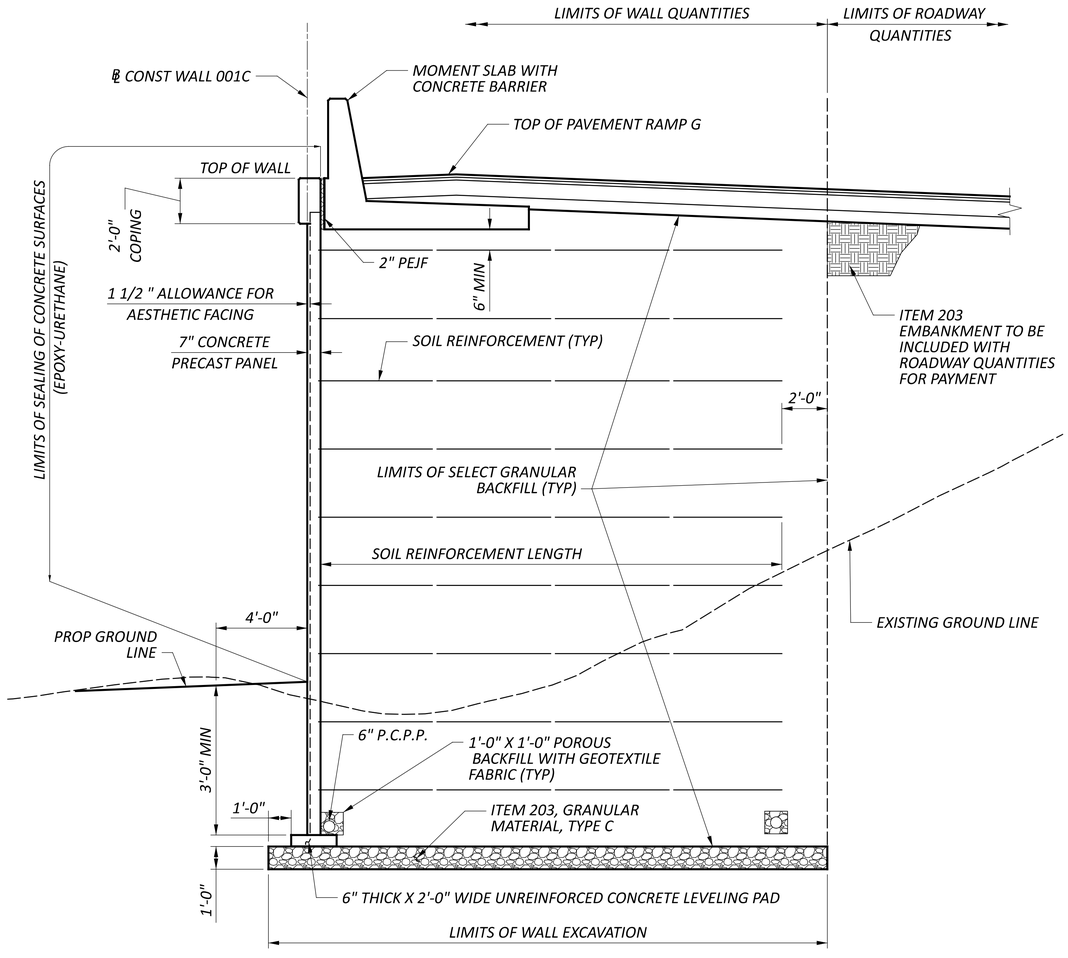
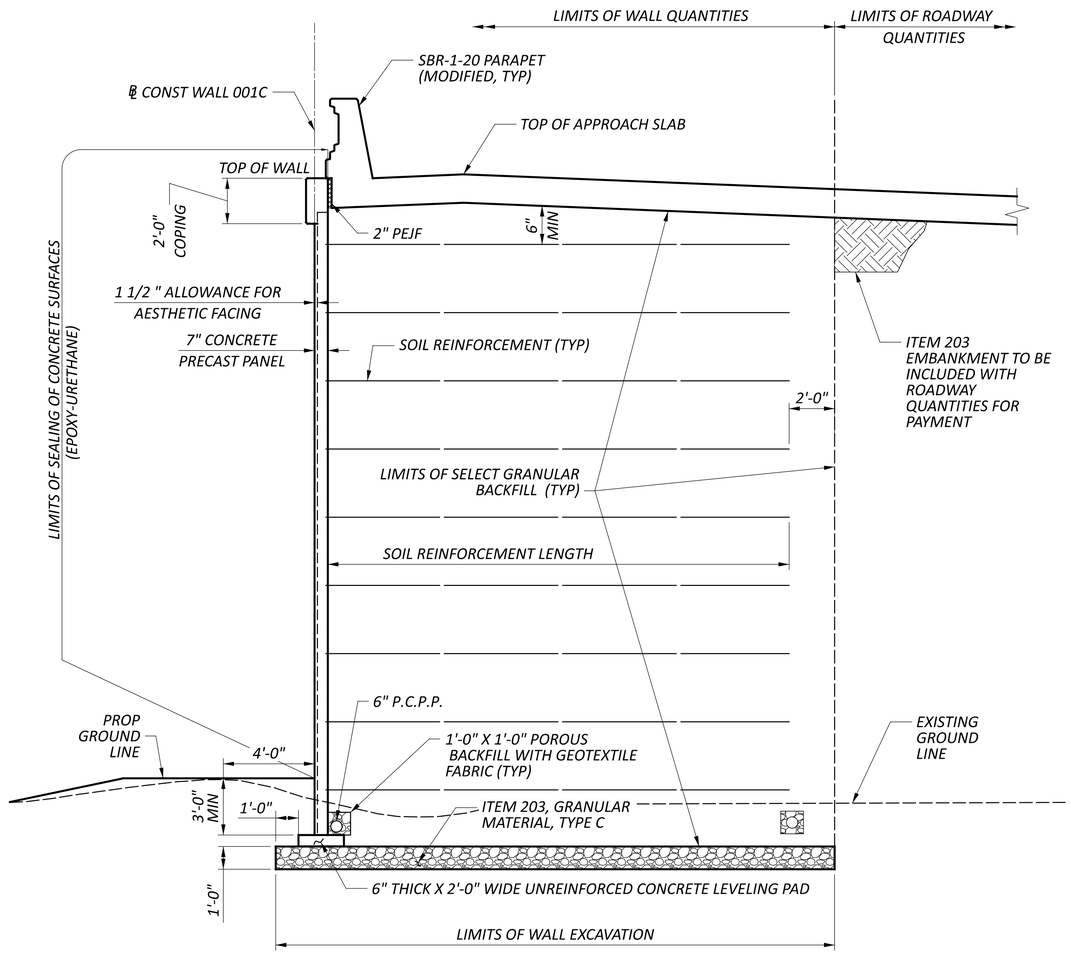


TYPICAL SECTION WALL 001C

(APPLIES STA 0+00.00 TO STA 8+52.33)



TYPICAL SECTION WALL 001C

(APPLIES STA 8+52.33 TO STA 8+93.73)

WALL SECTIONS
RETAINING WALL NO 001C
ALONG WEST SIDE OF RAMP G

SFN
N/A

DESIGN AGENCY
EMH&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER
TDA 11/02/26

PROJECT ID
114161

SUBSET	TOTAL
5	57

SHEET	TOTAL
P.491	830

HAM-IR 75-1.95

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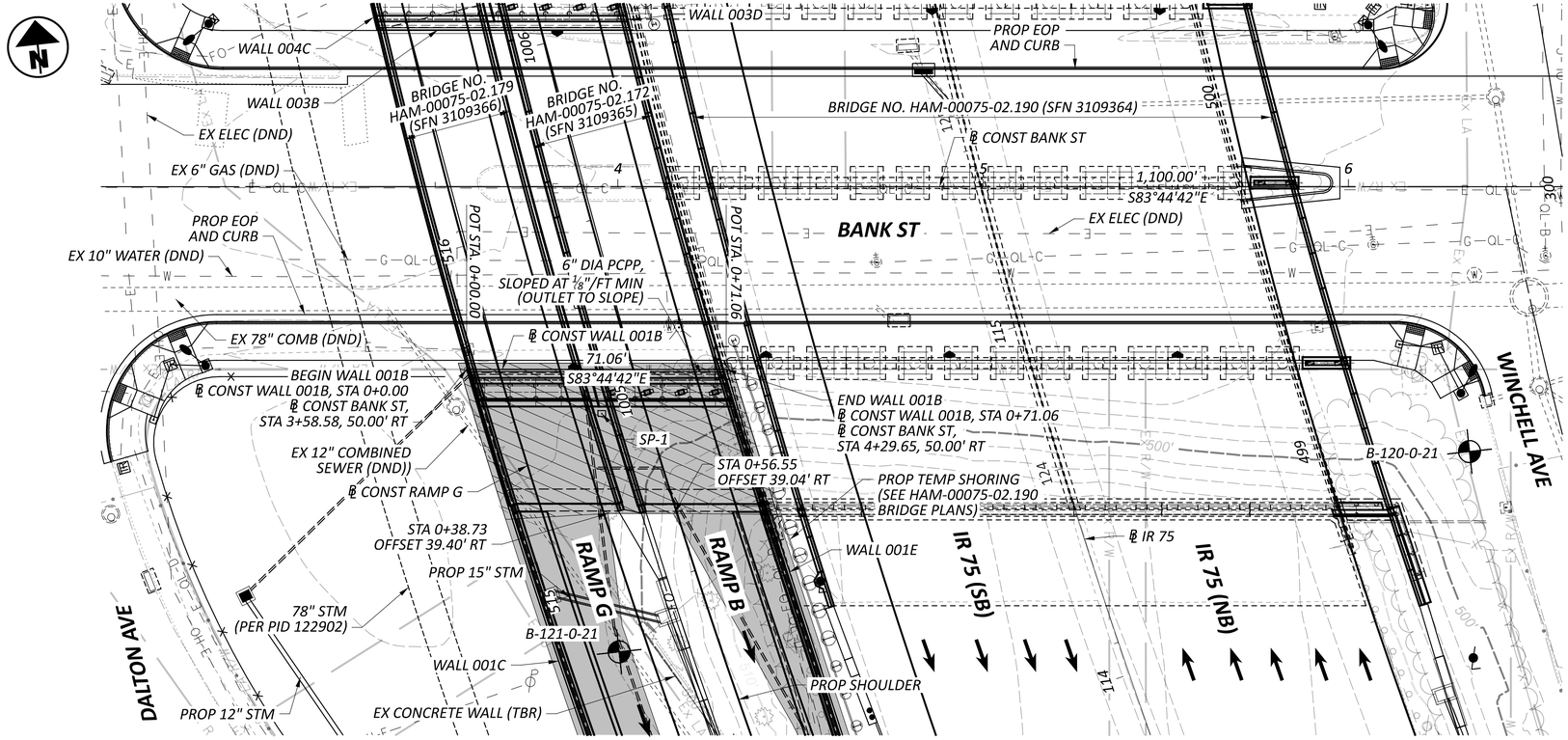


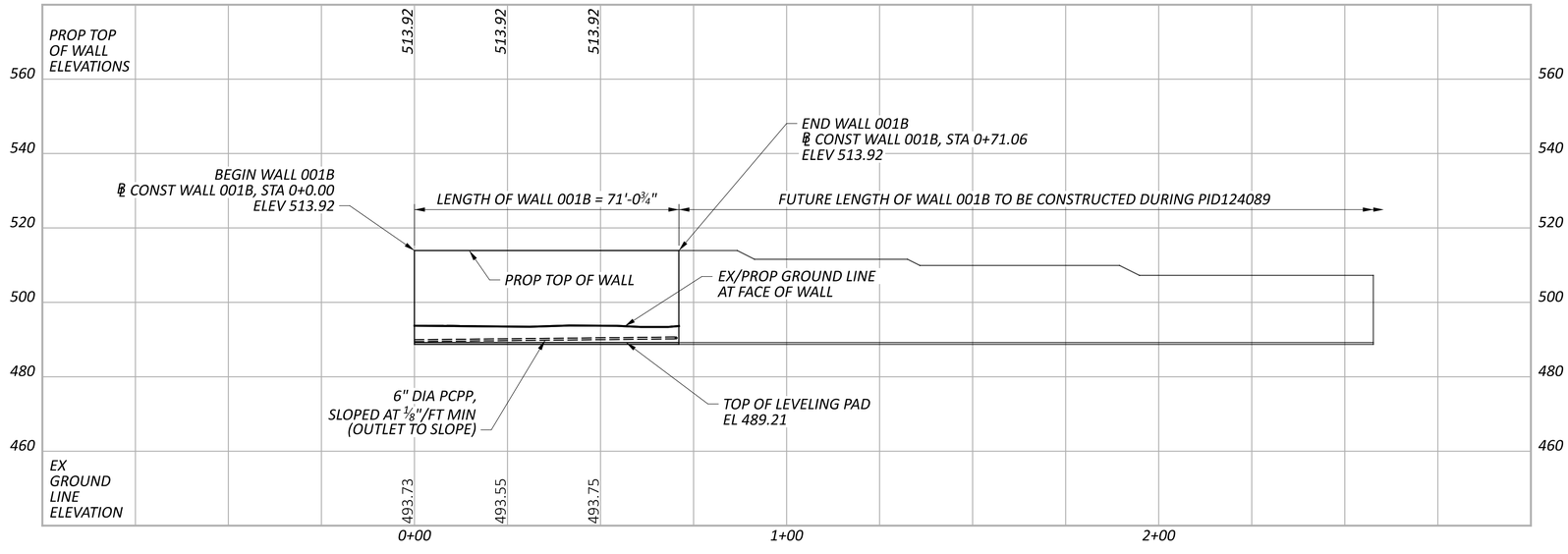
NOTES:

1. DIMENSIONS MEASURED ALONG BASELINE OF WALL.

PLAN

LEGEND:

- PLAN LIMITS OF MSE WALL 001
- PLAN LIMITS OF SELECT GRANULAR BACKFILL, WALL EXCAVATION, AND FOUNDATION PREPARATION INCLUDED WITH WALL 001B
- SETTLEMENT PLATFORM (ADDITIONAL DETAILS TO BE PROVIDED IN THE NEXT SUBMITTAL)



PROFILE ALONG ℄ CONST WALL 001B

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
RETAINING WALL NO 001B ALONG BANK STREET
STA 0+00.00 TO STA 0+71.06

SFN N/A

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
6	57

SHEET	TOTAL
P.492	830

HAM-IR 75-1.95

MODEL: CLP_WALL001B-2 - Plan - WALL_001B PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 8:32:22 AM USER: aibrahimkhail
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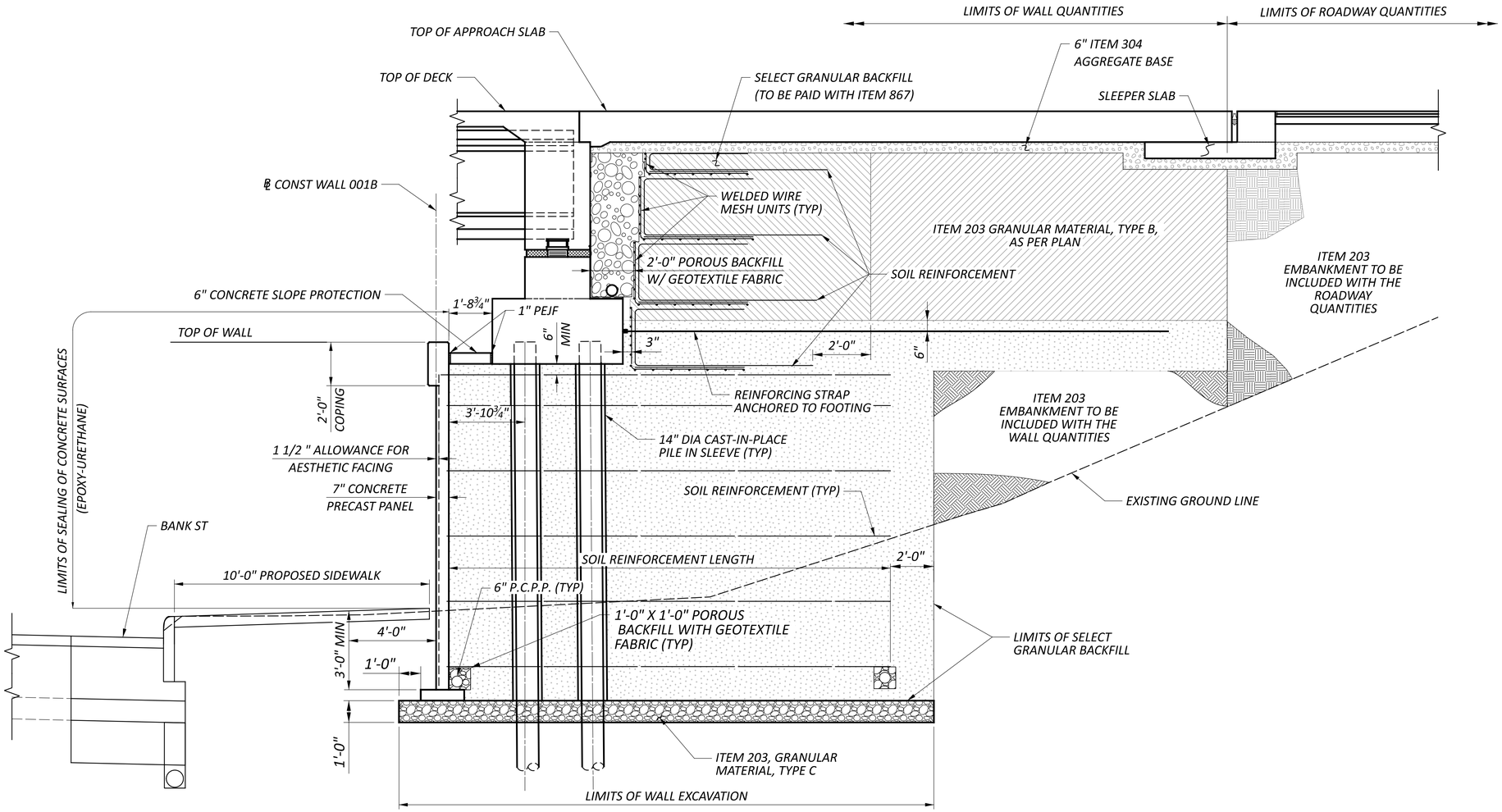

TYPICAL SECTION WALL 001B

WALL SECTIONS
RETAINING WALL NO 001B
ALONG IR 75 AND BANK STREET

SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	7
TOTAL	57
SHEET	P.493
TOTAL	830

HAM-IR 75-1.95

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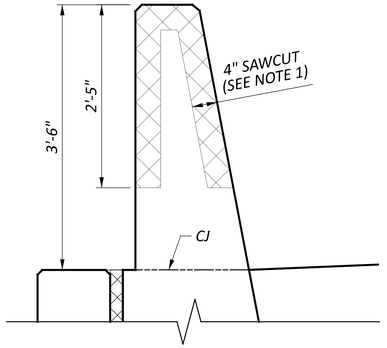
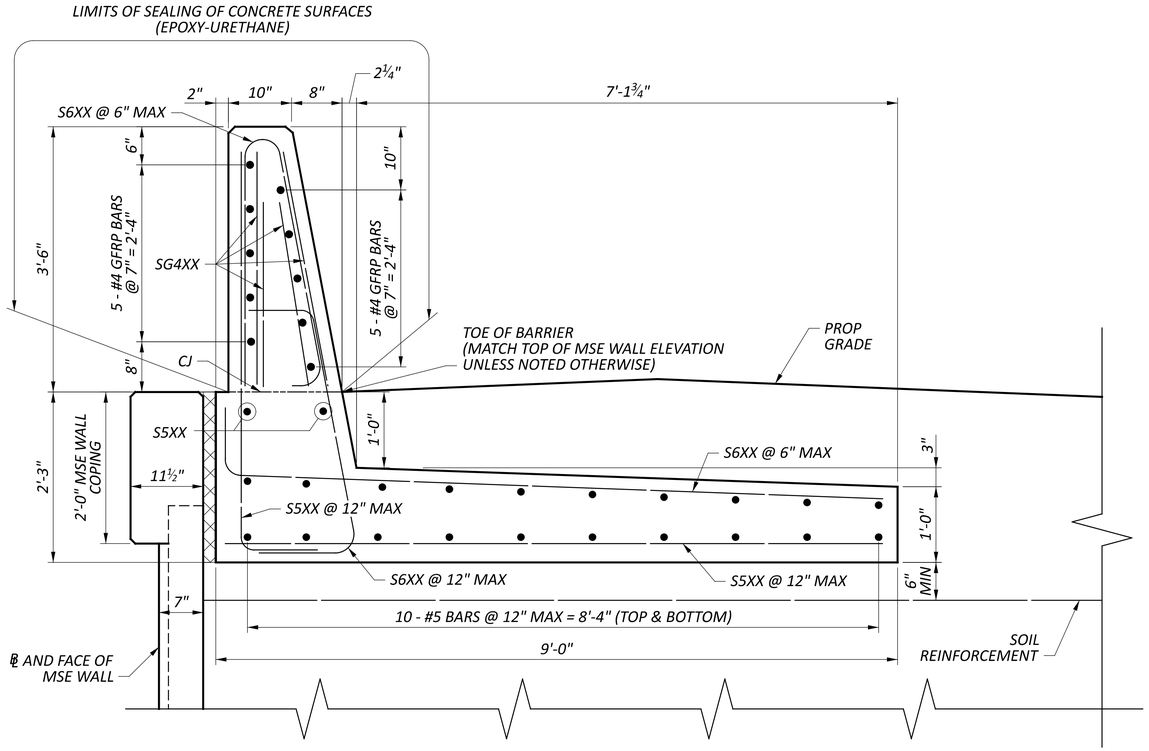
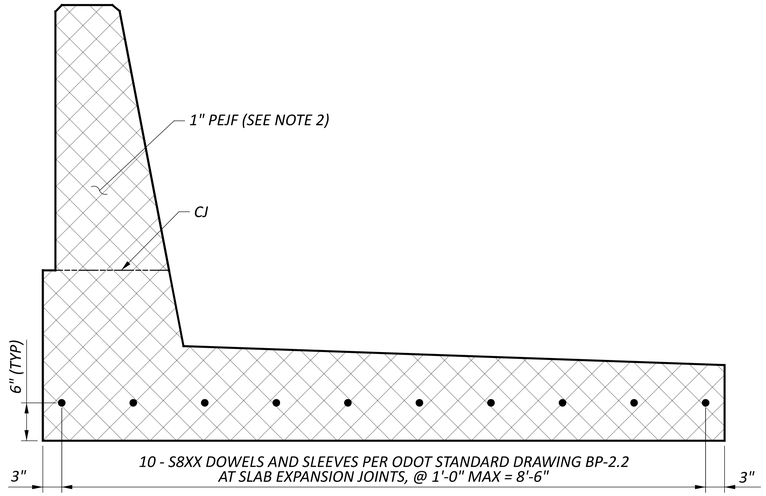


BARRIER SAWCUT

(15'-0" MAX SPACING)



TYPICAL MOMENT SLAB SECTION



EXPANSION JOINT DETAIL

(90'-0" MAX SPACING)

NOTES

1. *FOR ADDITIONAL BARRIER DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20.*
2. *1" PEJF SHALL INCLUDED FOR PAYMENT WITH ITEM 511, CLASS QC2 CONCRETE, MISC.: MOMENT SLAB AND BARRIER.*

BARRIER AND MOMENT SLAB DETAILS-
MOMENT SLAB
ALONG MSE WALLS

SFN
N/A

DESIGN AGENCY
EM&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER
TDA 11/02/26

PROJECT ID
114161

SUBSET	TOTAL
8	57

SHEET	TOTAL
P.494	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:51:48 PM USER: tadams
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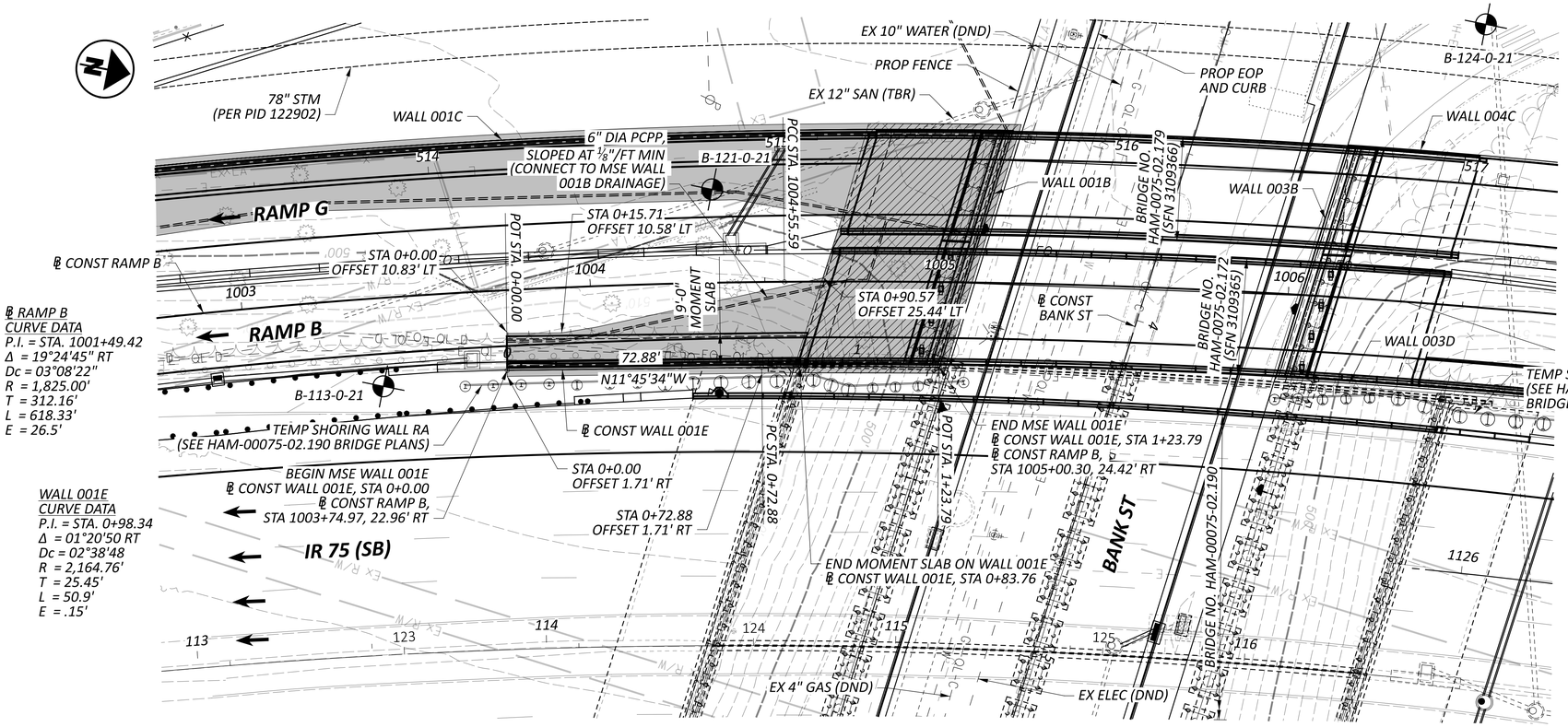


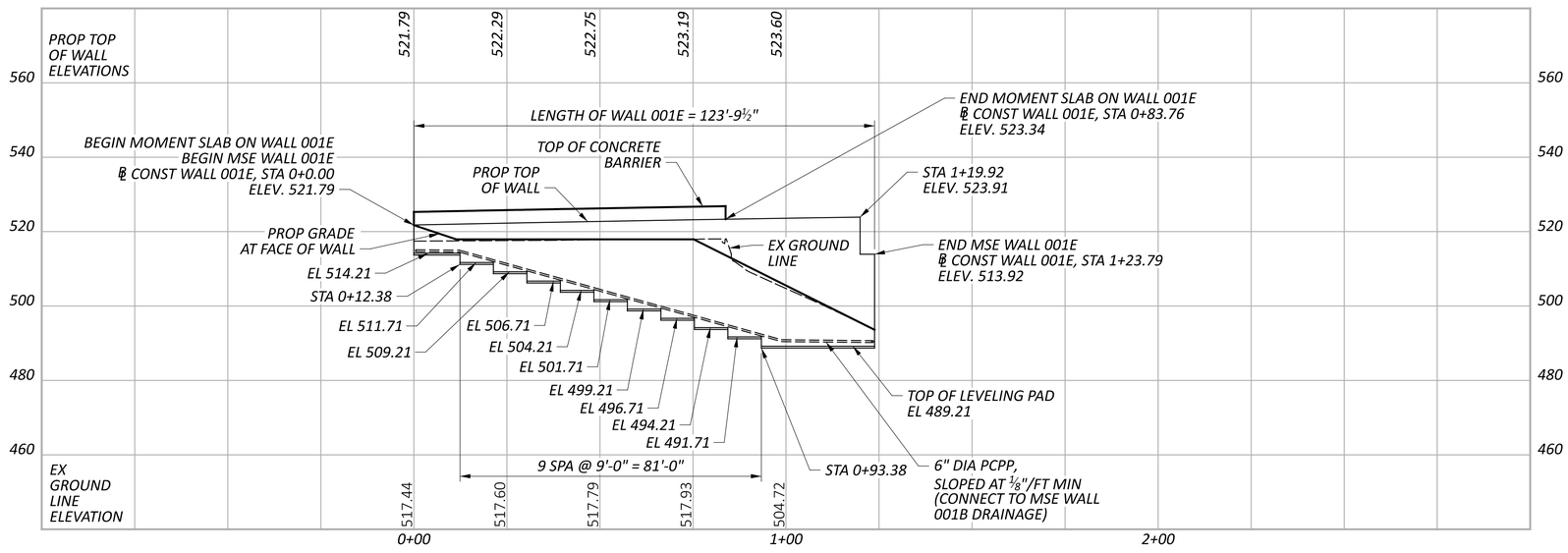
NOTES:

1. DIMENSIONS MEASURED ALONG BASELINE OF WALL.
2. MOMENT SLAB DIMENSIONS MEASURED ALONG TOE OF PARAPET.
3. DETAILS FOR INLETS AT MOMENT SLABS TO BE PROVIDED IN NEXT SUBMITTAL.

PLAN

LEGEND:

- PLAN LIMITS OF MSE WALL 001
- PLAN LIMITS OF SELECT GRANULAR BACKFILL, WALL EXCAVATION AND FOUNDATION PREPARATION INCLUDED WITH WALL 001B



PROFILE ALONG ℄ CONST WALL 001E

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
RETAINING WALL NO 001E ALONG BANK STREET
STA 0+00.00 TO STA1+23.79

SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	9
TOTAL	57
SHEET	P.495
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_WALL001E2 - Plan 1 - CLP_WALL001E PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 1:26:43 PM USER: aham
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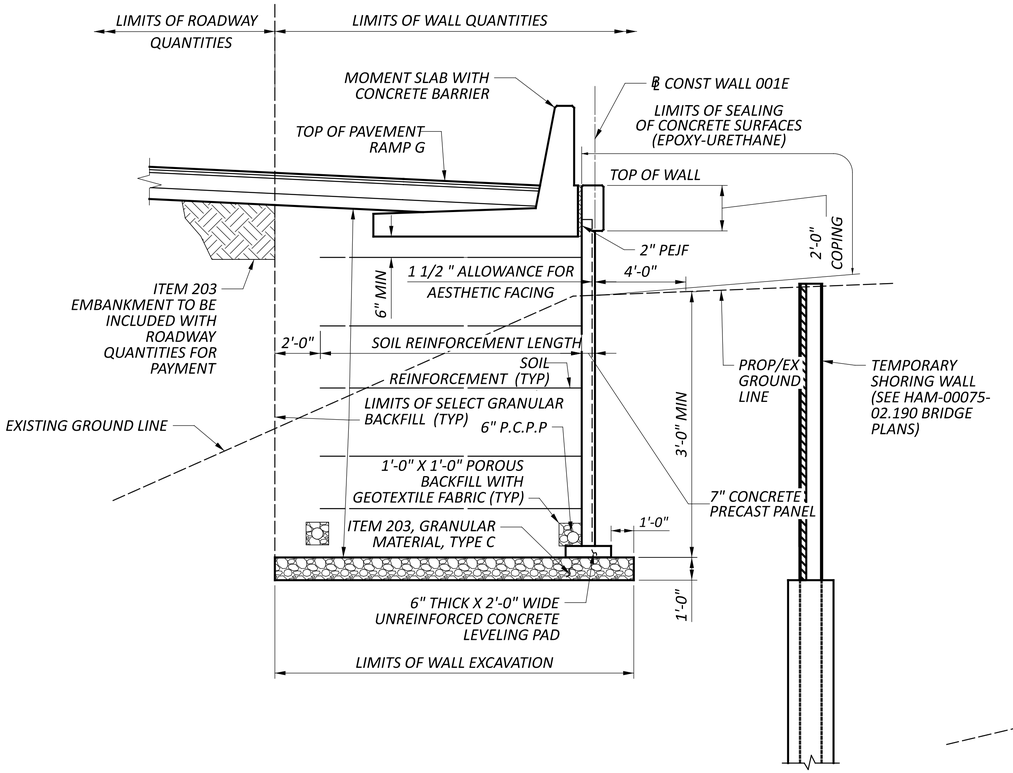
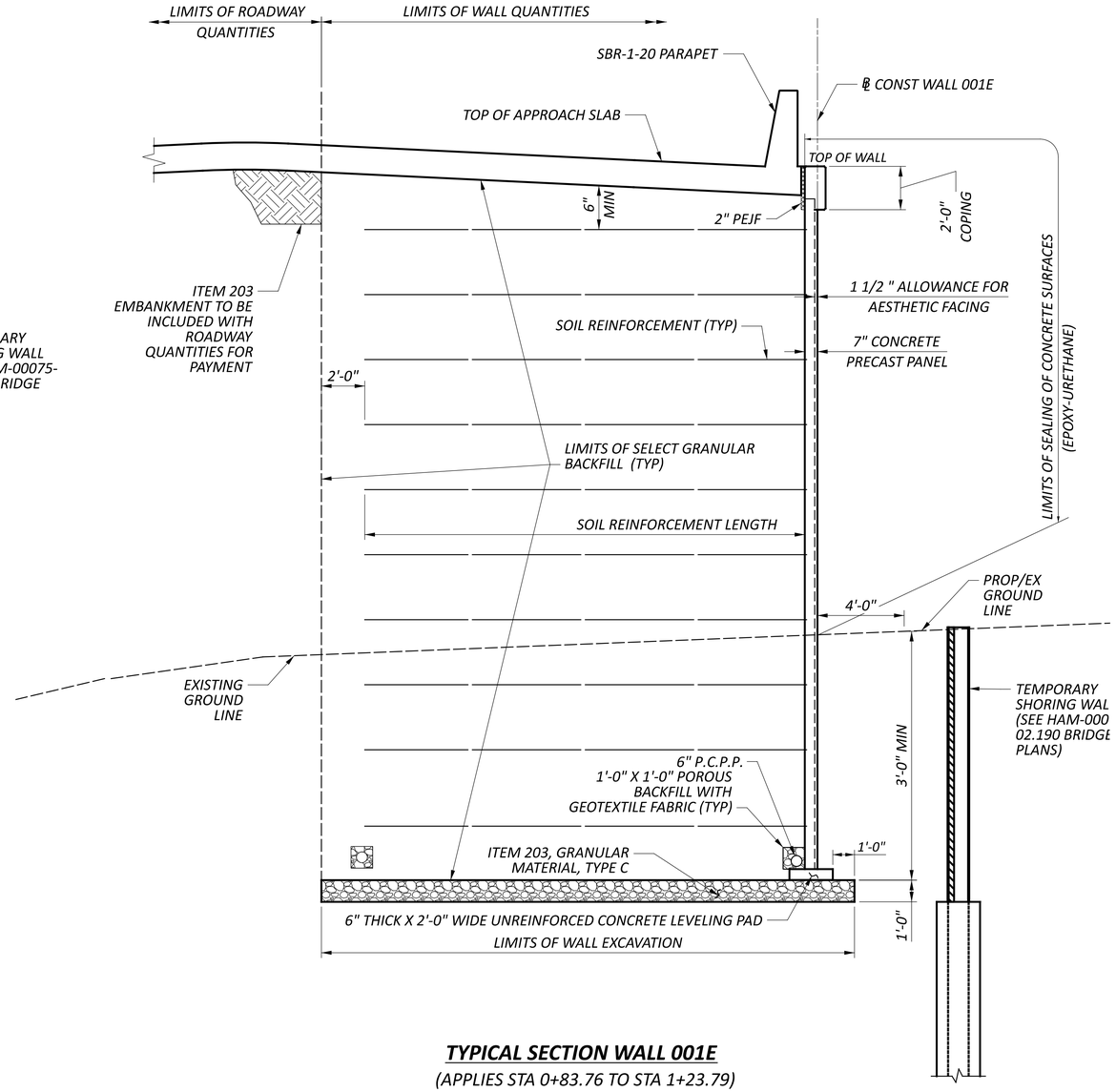


TYPICAL SECTION WALL 001E

(APPLIES STA 0+00.00 TO STA 0+83.76)



TYPICAL SECTION WALL 001E

(APPLIES STA 0+83.76 TO STA 1+23.79)

WALL SECTIONS
RETAINING WALL NO 001E
ALONG EAST SIDE OF RAMP B

SFN
N/A

DESIGN AGENCY
EMH&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER
TDA 11/02/26

PROJECT ID
114161

SUBSET	TOTAL
10	57

SHEET	TOTAL
P.496	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:52:38 PM USER: tadams
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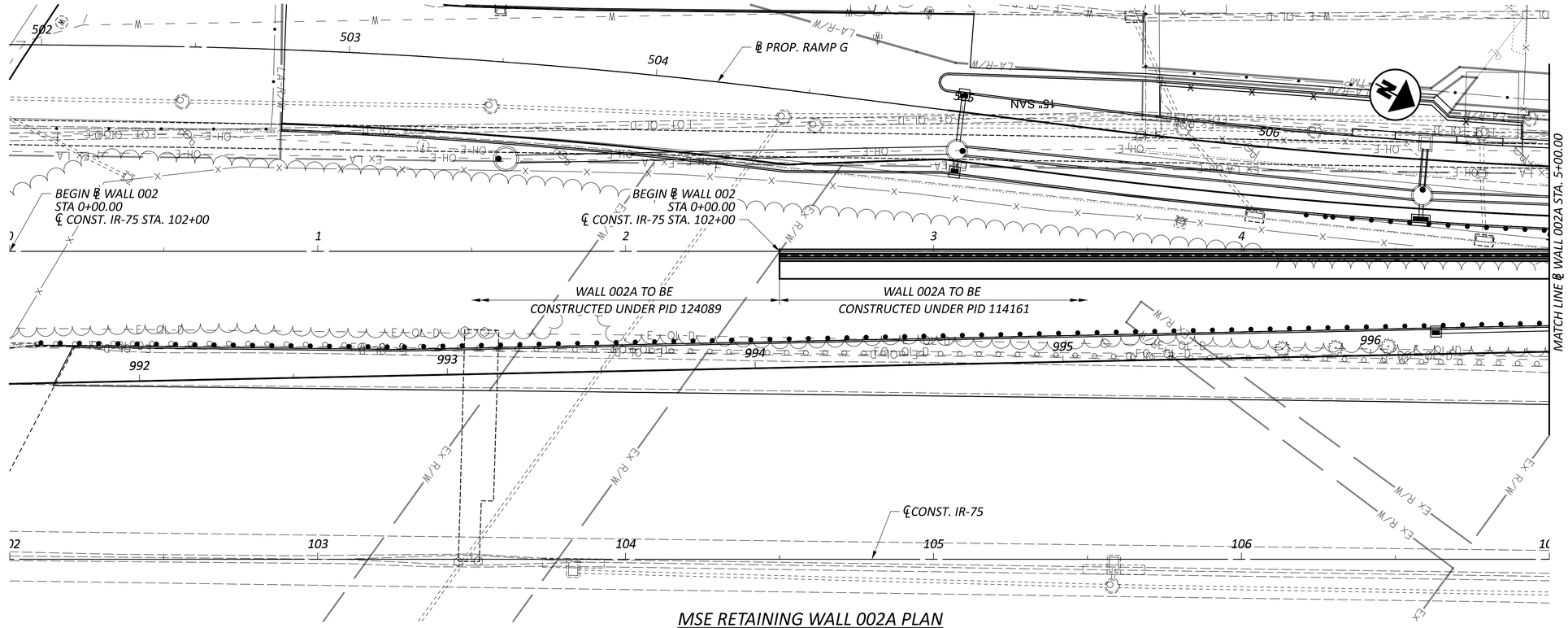
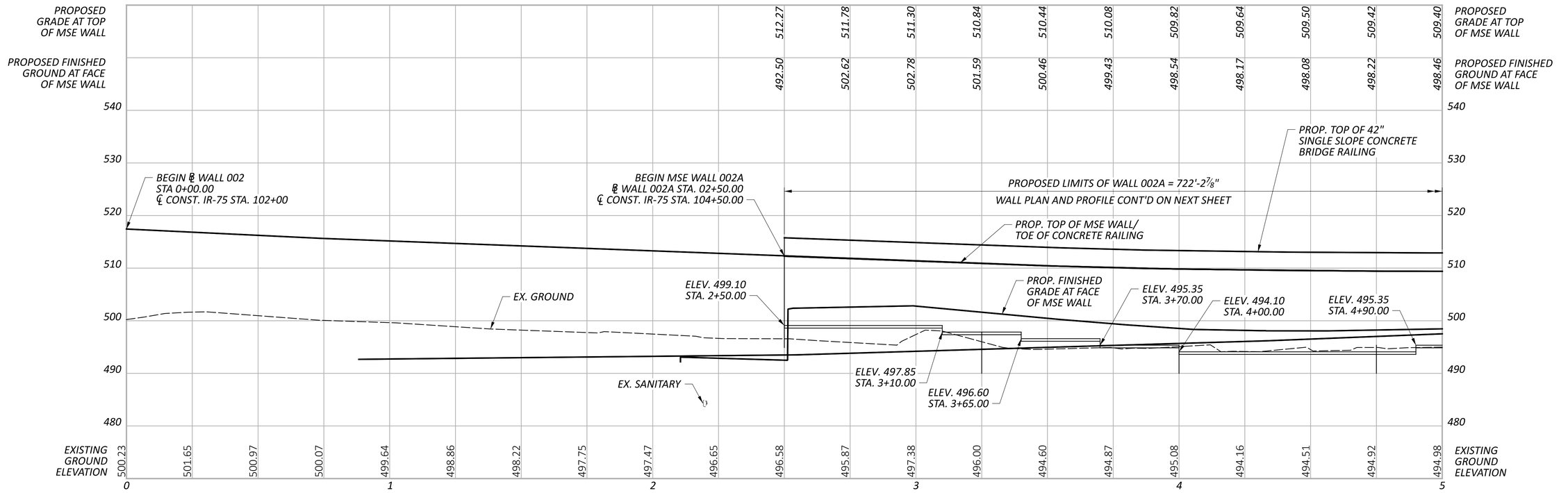
℄ RAMP G
CURVE DATA
P.I. = STA. 503+38.00
Δ = 06°27'30" RT
Dc = 03°00'00"
R = 1,909.86'
T = 107.75'
L = 215.28'
E = 3.04'

℄ WALL 002
CURVE DATA
P.I. = STA. 506+18.38
Δ = 04°49'52" LT
Dc = 03°00'00"
R = 1,909.86'
T = 80.57'
L = 161.04'
E = 1.70'



MSE RETAINING WALL 002A PLAN



PROFILE ALONG ℄ MSE WALL 002A

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE MSE RETAINING WALL 002A BEGIN TO STA. 5+00

SFN N/A
DESIGN AGENCY
NEAS National Engineering & Architectural Services Inc.
2500 Corporate Exchange Drive Suite 240 Columbus, OH, 43231 (614) 754-0300 www.neasinc.com
DESIGNER AS | CHECKER JC
REVIEWER JS 10-30-26
PROJECT ID 114161
SUBSET 11 | TOTAL 57
SHEET P.497 | TOTAL 830

HAM-IR 75-1.95

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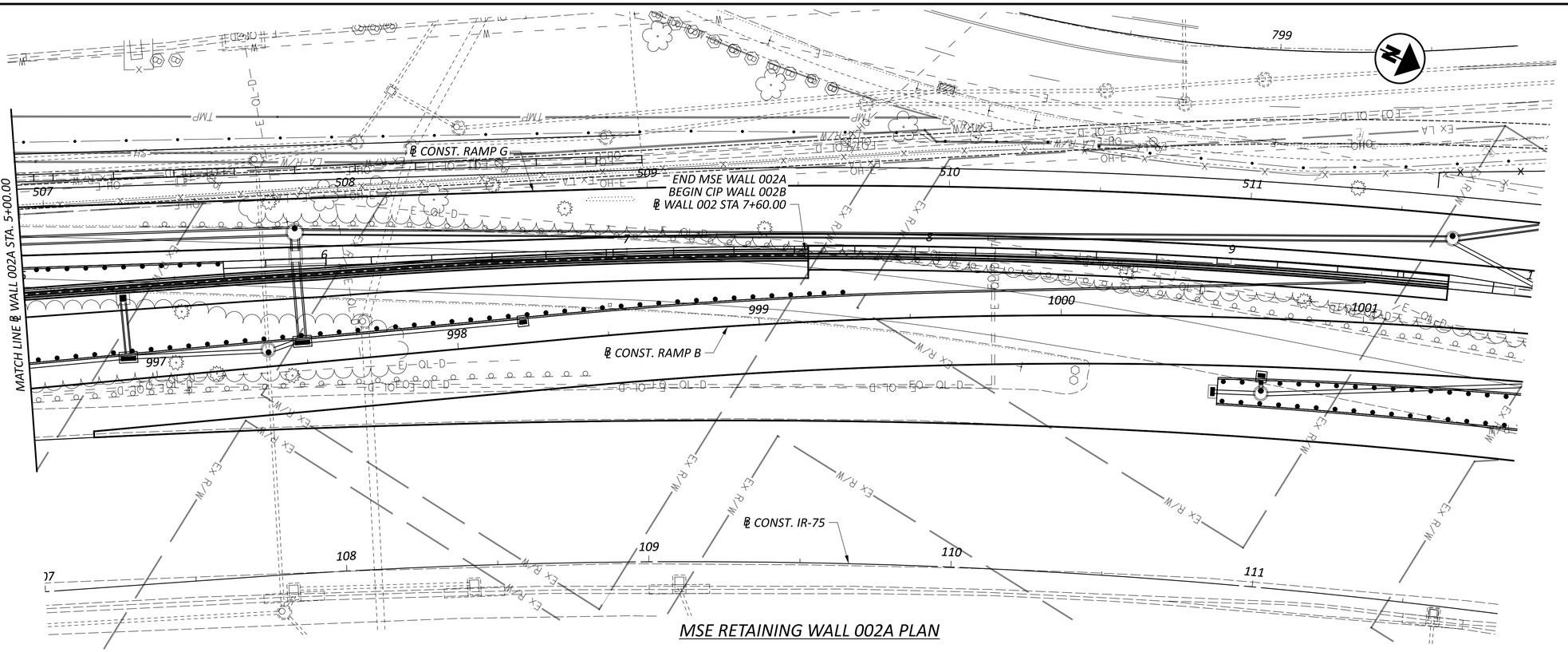
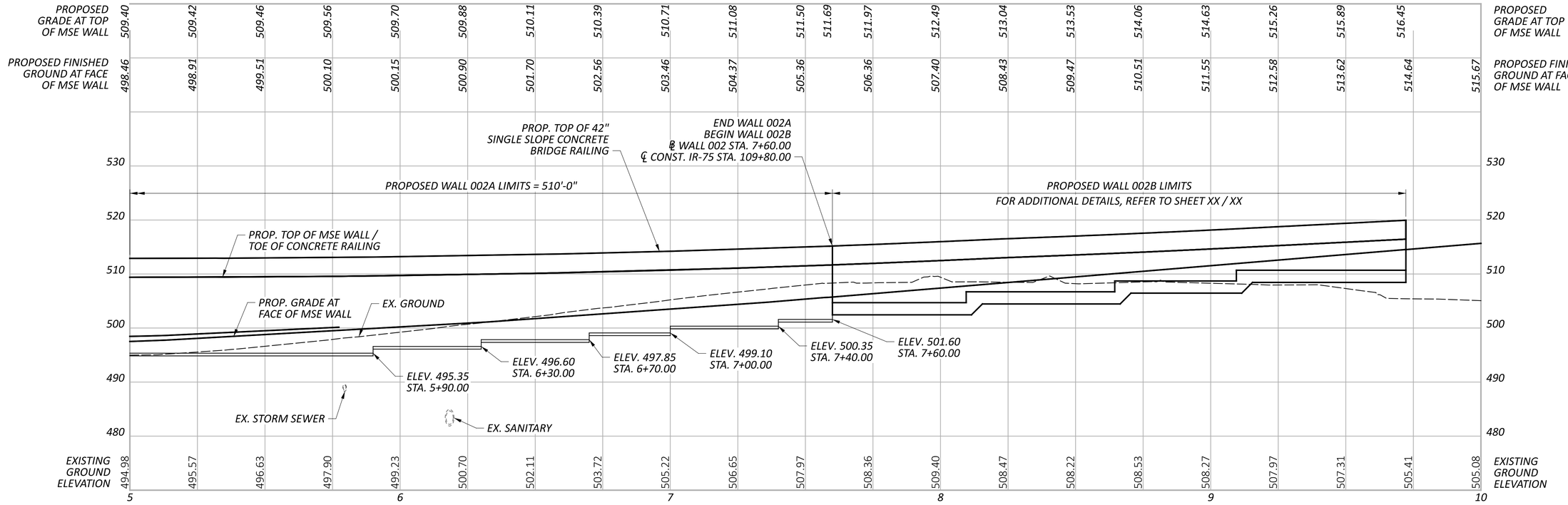


MSE RETAINING WALL 002A PLAN



PROFILE ALONG ℄ MSE WALL 002A

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE MSE RETAINING WALL 002A STA. 5+00 TO STA. 7+60

SFN	N/A
DESIGN AGENCY	NEAS
DESIGNER	AS
CHECKER	JC
REVIEWER	JS 10-30-26
PROJECT ID	114161
SUBSET	12
TOTAL	57
SHEET	P.498
TOTAL	830

HAM-IR 75-1.95

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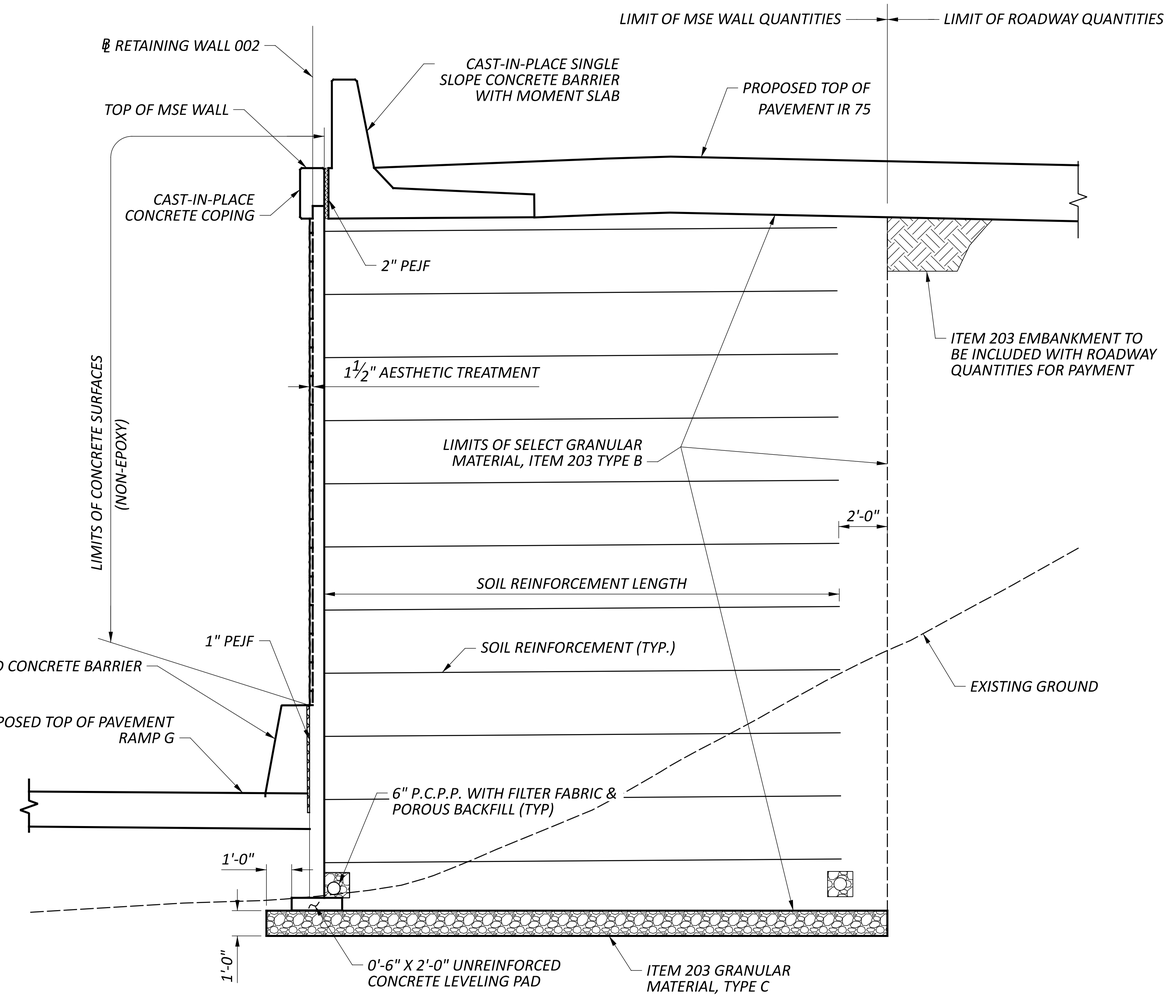
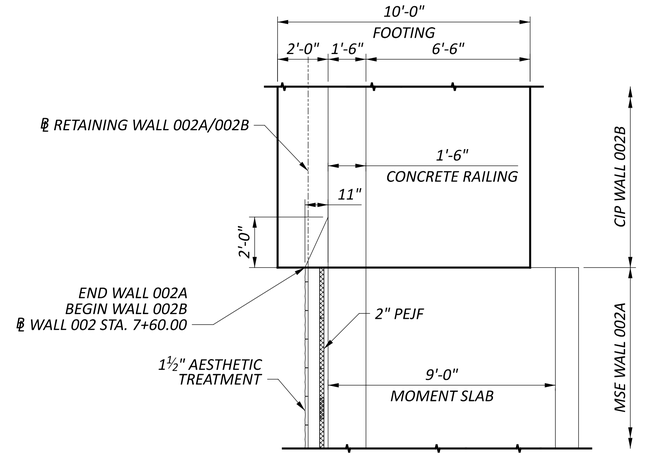
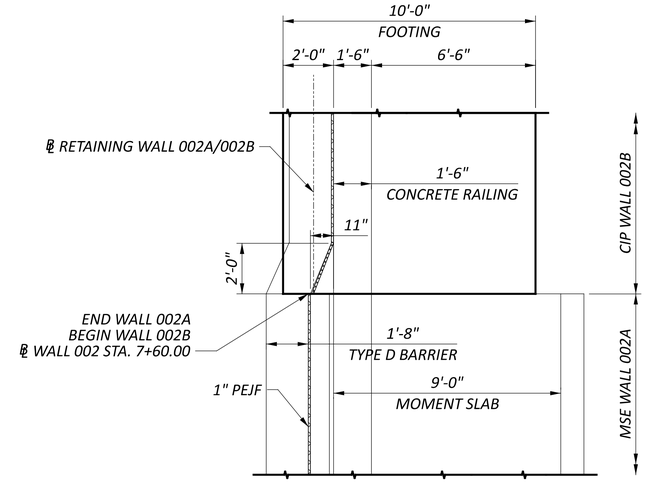


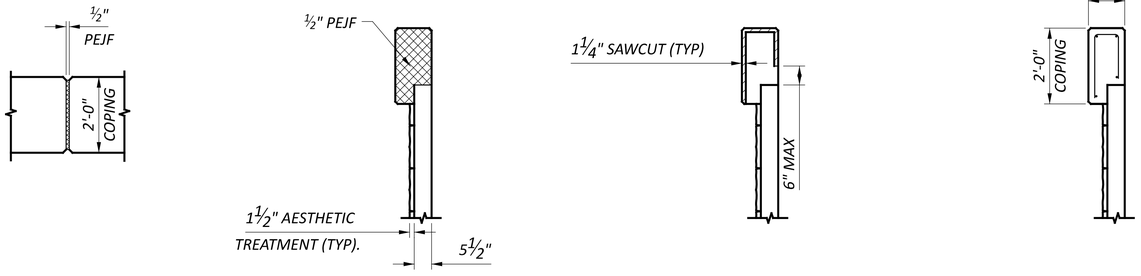
MSE WALL TYPICAL SECTION



VIEW A-A



VIEW B-B



MSE WALL COPING DETAILS

MSE WALL / CIP WALL CONNECTION DETAIL

WALL DETAILS
MSE WALL NO 002A

HAM-IR 75-1.95

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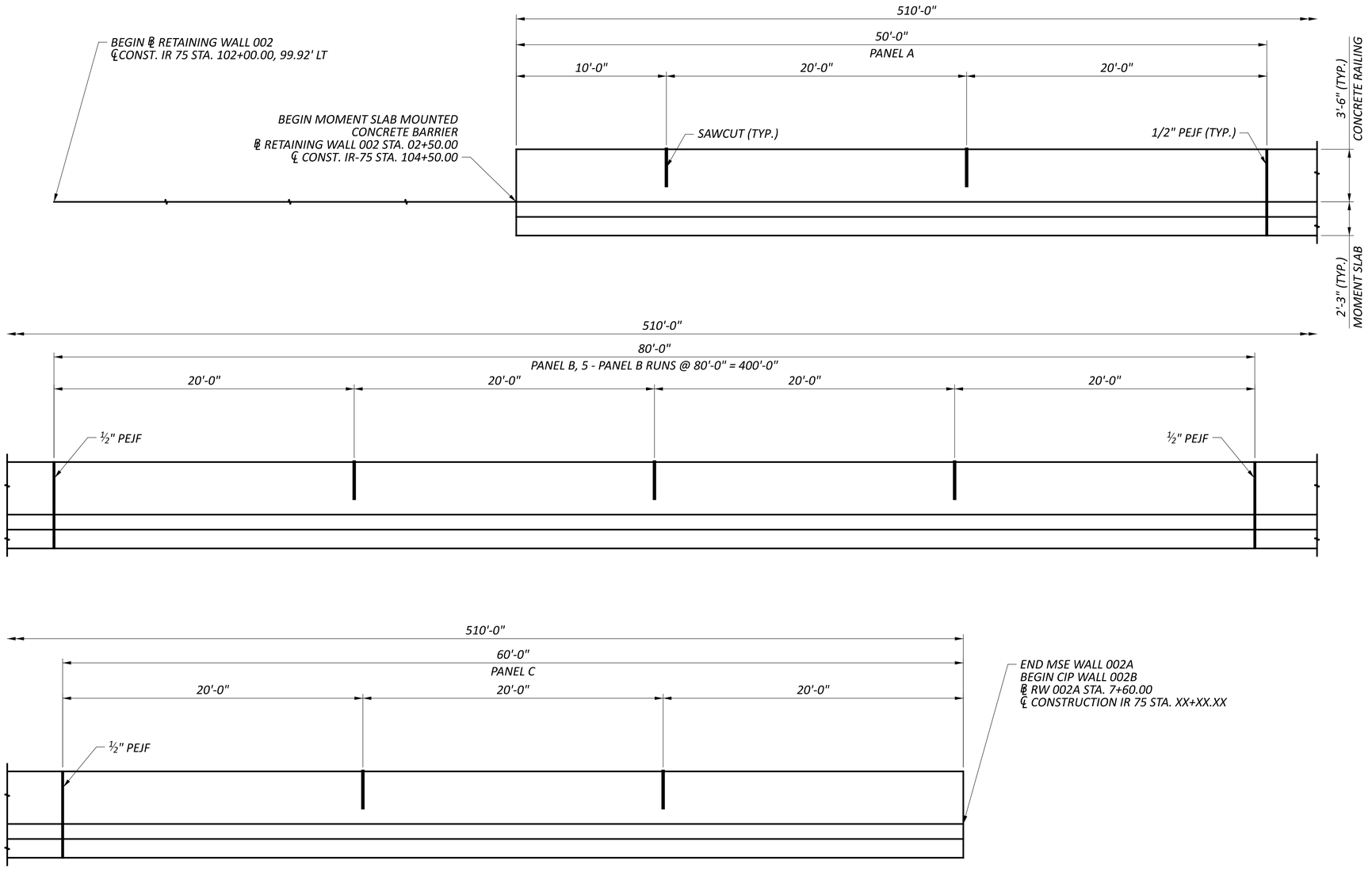
SFN	N/A
DESIGN AGENCY	NEAS
DESIGNER	AS
CHECKER	JC
REVIEWER	JS 10-30-26
PROJECT ID	114161
SUBSET	13
TOTAL	57
SHEET	P.499
TOTAL	830



MOMENT SLAB MOUNTED CONCRETE RAILING ELEVATION

MOMENT SLAB MOUNTED CONCRETE RAILING DETAILS
MSE WALL NO 002A

HAM-IR 75-1.95

MODEL: Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 11/1/2026 TIME: 5:53:51 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: auneeb.siddiqi@neasinc.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.00.205
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SFN
N/A

DESIGN AGENCY

NEAS
National Engineering & Architectural Services Inc.
2000 Corporate Exchange Drive
Suite 340
Columbus, OH, 43231
(614) 714-0299
www.neasinc.com

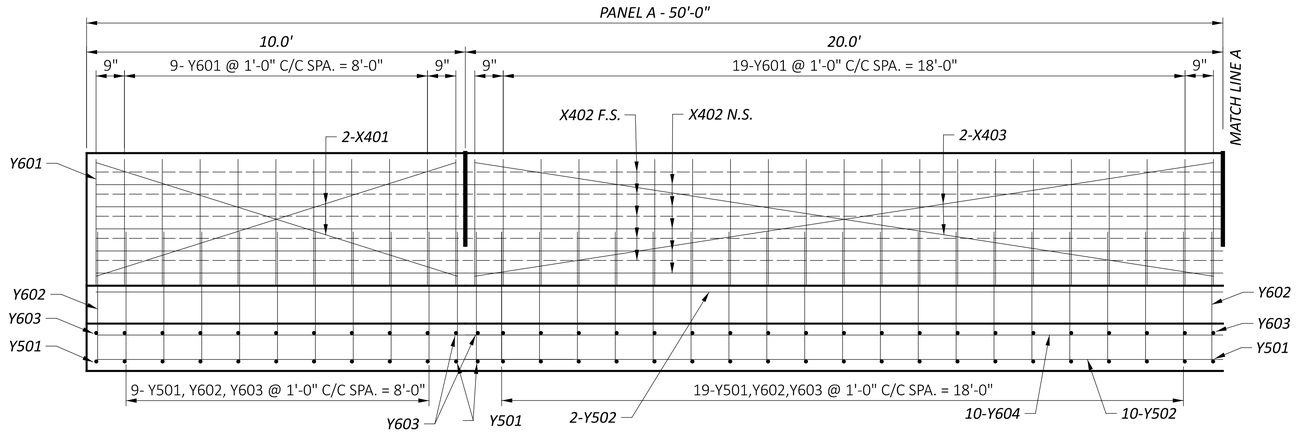
DESIGNER	CHECKER
AS	JC

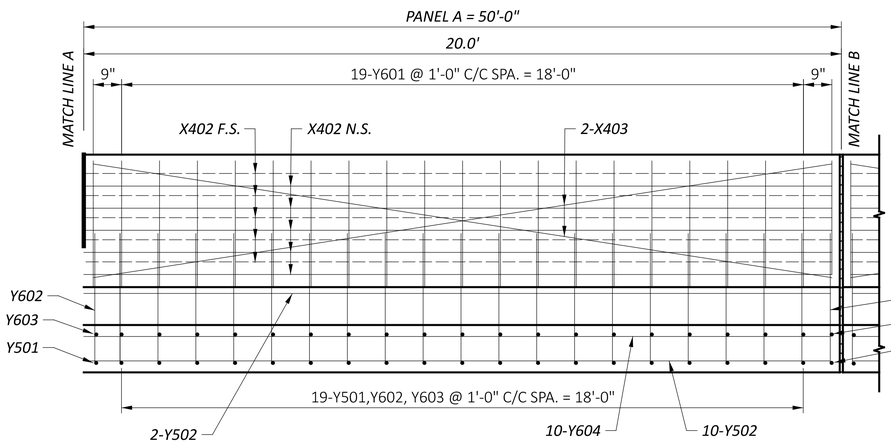
REVIEWER
JS 10-30-26

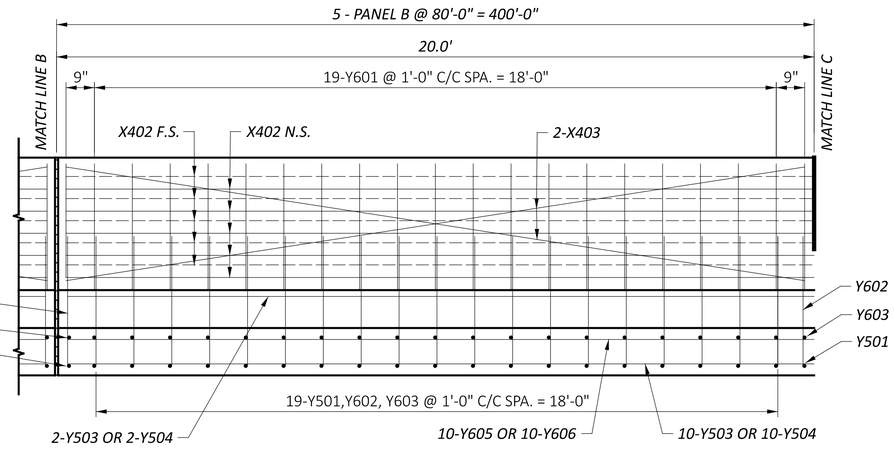
PROJECT ID
114161

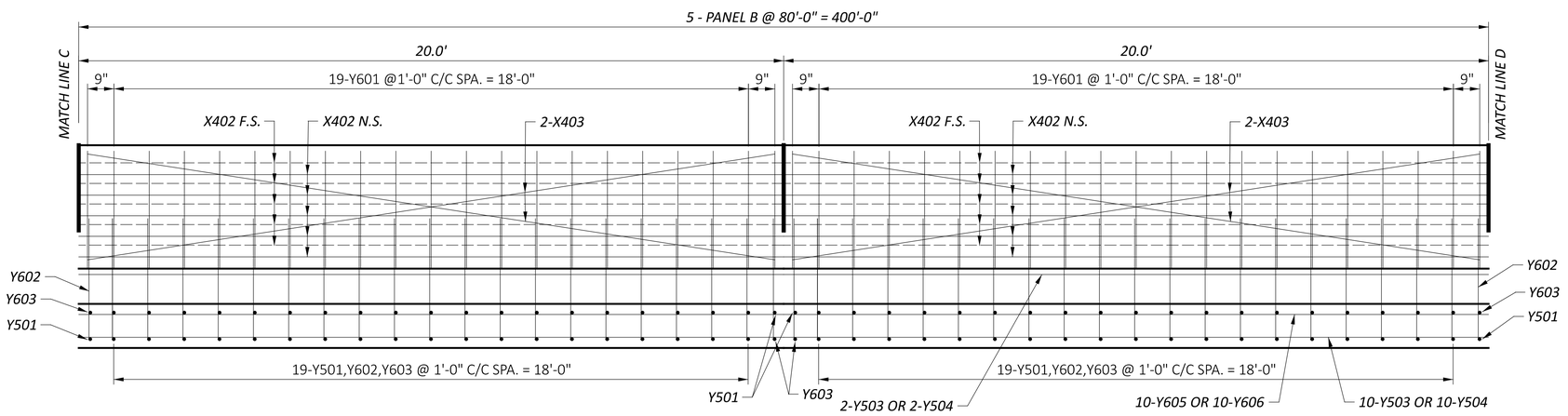
SUBSET	TOTAL
14	57

SHEET	TOTAL
P.500	830









WALL REINFORCEMENT DETAILS
MSE WALL NO 002A

SFN	N/A
DESIGN AGENCY	NEAS

Neyland Engineering & Architectural Services Inc.
3900 Corporate Exchange Drive
Suite 240
Columbus, OH, 43231
(614) 714-0500
www.neasinc.com

DESIGNER	CHECKER
AS	JC

REVIEWER
JS 10-30-26

PROJECT ID
114161

SUBSET	TOTAL
15	57

SHEET	TOTAL
P.501	830

HAM-IR 75-1.95

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HAM-IR 75-1.95
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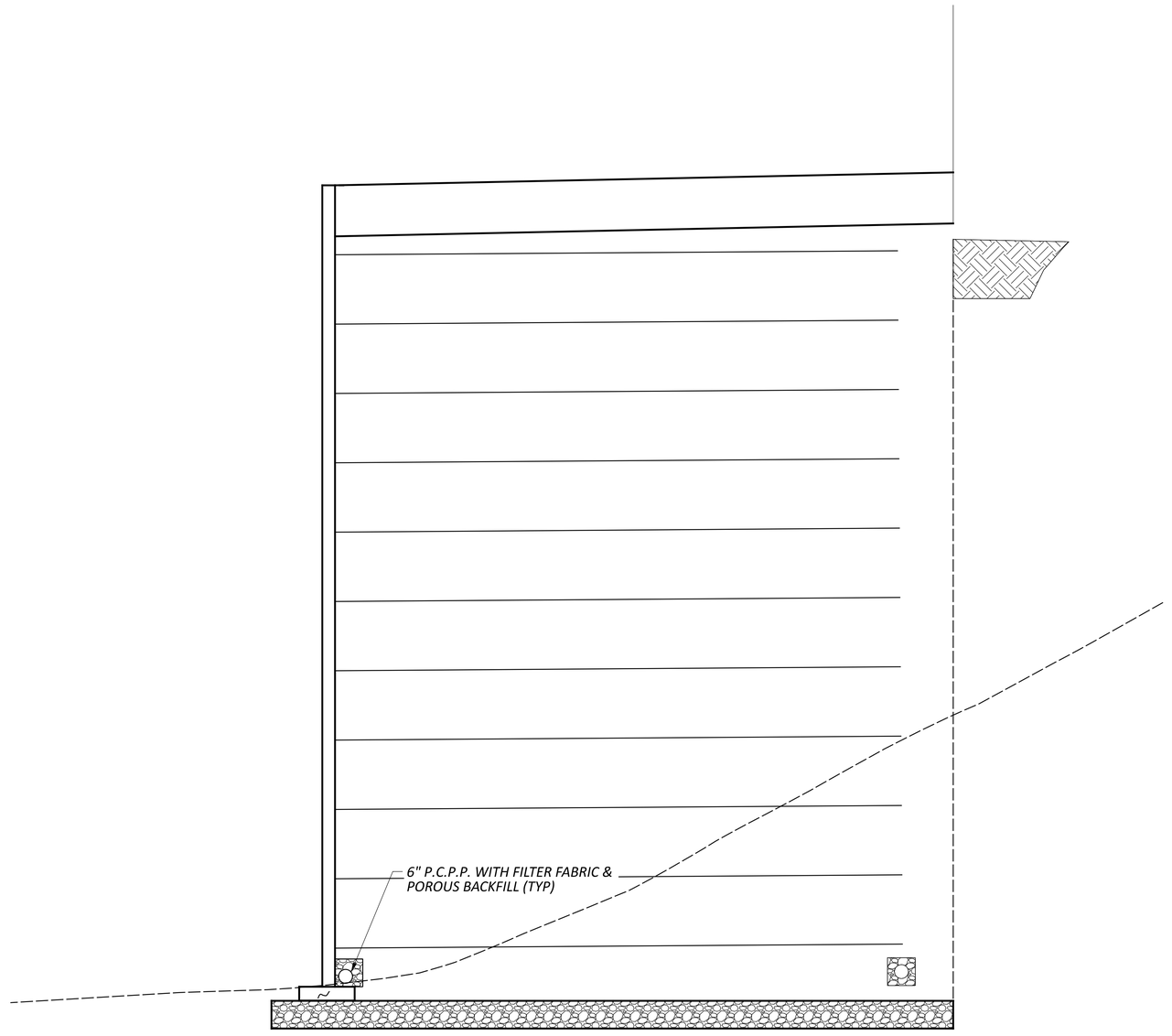


TEMPORARY MSE WALL TYPICAL SECTION

TEMPORARY MSE WALL DETAILS
MSE WALL NO 002A

SFN
N/A

DESIGN AGENCY

National Engineering & Architectural Services Inc.
2800 Corporate Exchange Drive
Suite 240
Columbus, OH, 43231
(614) 714-0299
www.measinc.com

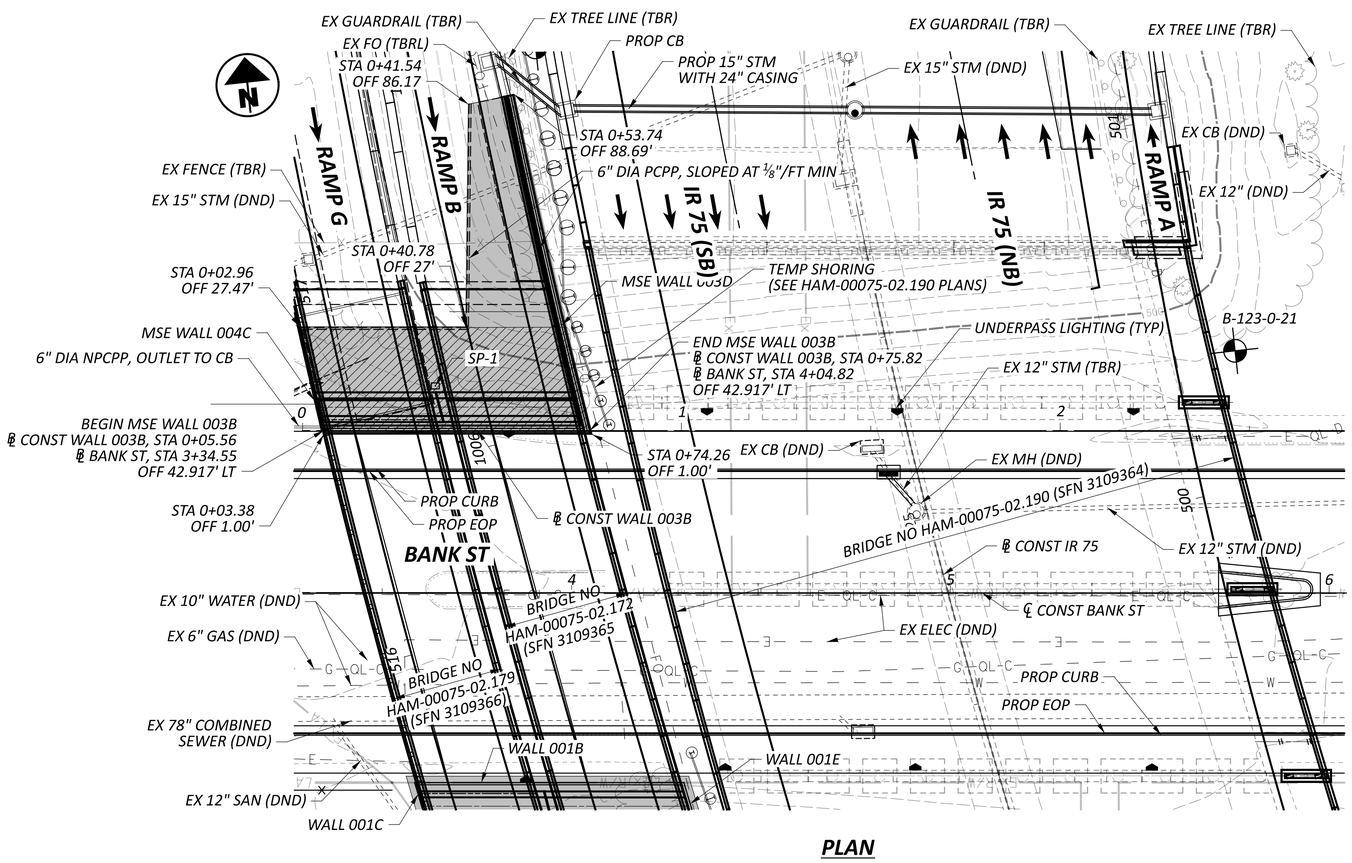
DESIGNER	CHECKER
AS	JC

REVIEWER
JS 10-30-26

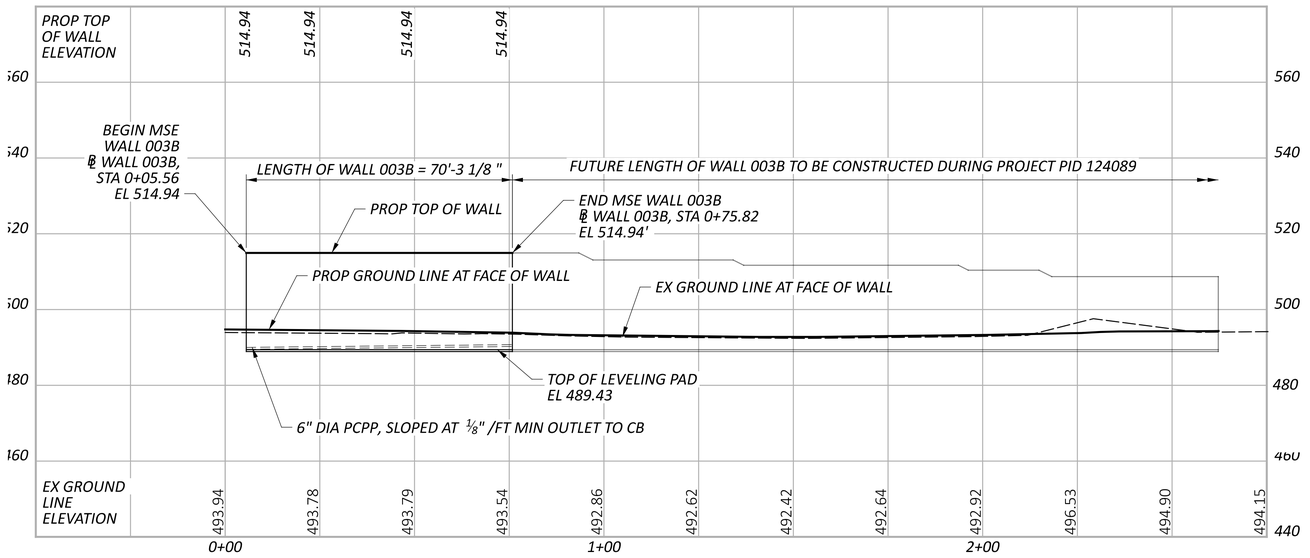
PROJECT ID
114161

SUBSET	TOTAL
16	57

SHEET	TOTAL
P.502	830



PLAN



PROFILE ALONG ℄ CONST WALL 003B

LEGEND:

- PLAN LIMITS OF MSE WALL 003.
- PLAN LIMITS OF SELECT GRANULAR BACKFILL, WALL EXCAVATION, AND FOUNDATION PREPARATION INCLUDED WITH WALL 003B.
- SETTLEMENT PLATFORM (ADDITIONAL DETAILS TO BE PROVIDED AT THE NEXT SUBMITTAL)

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
RETAINING WALL NO 003B ALONG BANK STREET
STA 0+00.00 TO STA 0+75.82

HAM-IR 75-1.95

MODEL: Wall 001B - Wall003B_Plan [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 3:05:45 PM USER: aibrahimkhail
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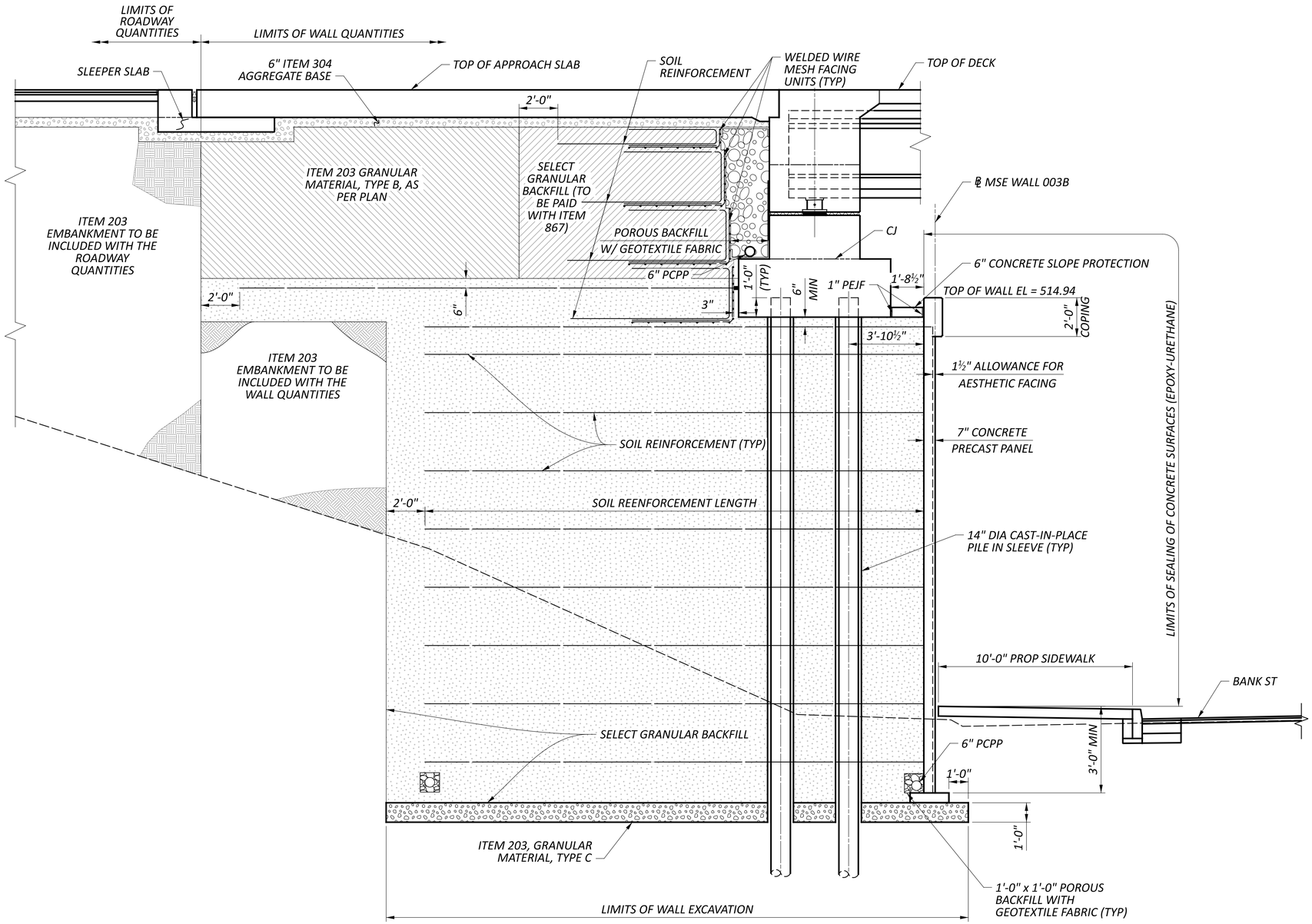
SFN N/A
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 17 | TOTAL 57
SHEET P.503 | TOTAL 830



MSE WALL SECTION
RETAINING WALL NO 003B ALONG BANK STREET
ALONG BANK STREET

HAM-IR 75-1.95

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SFN
N/A

DESIGN AGENCY
EMH&T

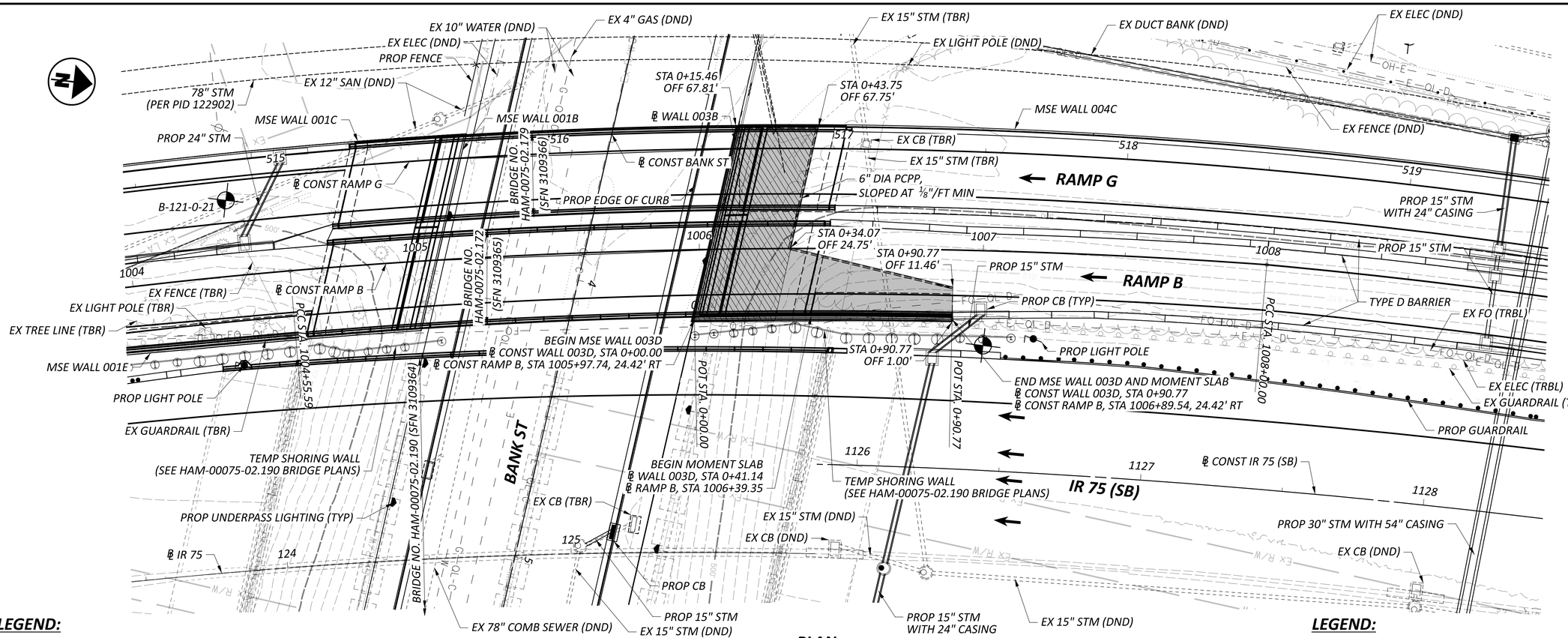
DESIGNER	CHECKER
AI	RJE

REVIEWER
TDA 11/02/26

PROJECT ID
114161

SUBSET	TOTAL
18	57

SHEET	TOTAL
P.504	830



PLAN

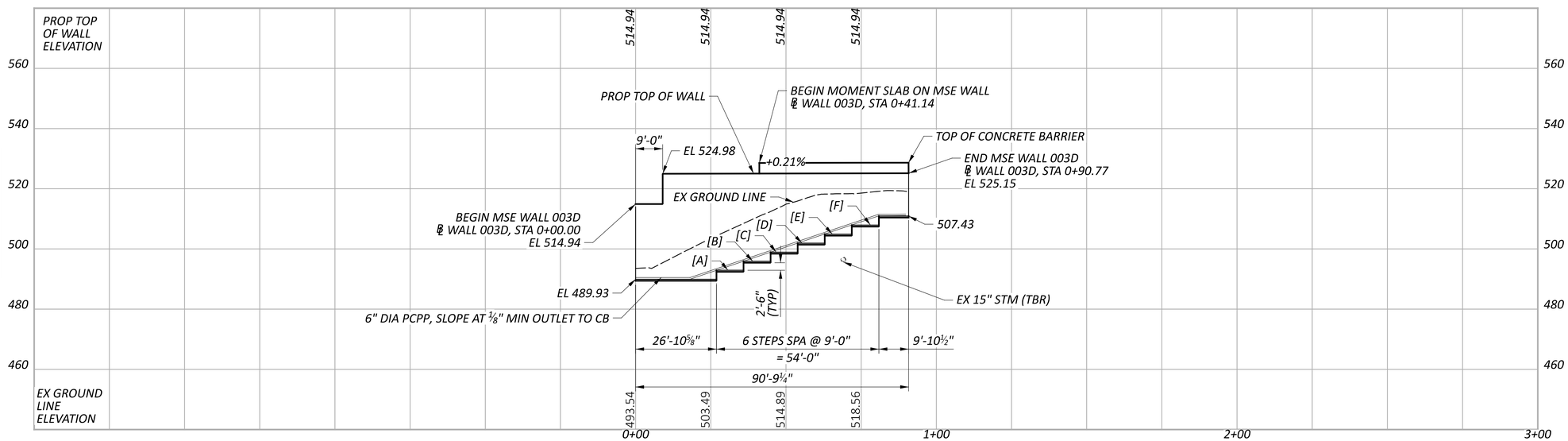
CURVE DATA
P.I. = STA. 0+45.39
Δ = 02°24'09" RT
Dc = 02°38'48"
R = 2,164.76'
T = 45.39'
L = 90.77'
E = .48'

LEGEND:

1. DIMENSIONS MEASURED ALONG BASELINE OF WALL.
2. MOMENT SLAB DIMENSIONS MEASURED ALONG TOE OF PARAPET.
3. DETAILS FOR INLETS AT MOMENT SLABS TO BE PROVIDED IN NEXT SUBMITTAL.

LEGEND:

- PLAN LIMITS OF MSE WALL 003.
- PLAN LIMITS OF SELECT GRANULAR BACKFILL, WALL EXCAVATION, AND FOUNDATION PREPARATION INCLUDED WITH WALL 003B.



	ELEVATION
[A]	492.43
[B]	494.93
[C]	497.43
[D]	499.93
[E]	502.43
[F]	504.93

PROFILE ALONG ℄ CONST WALL 003D

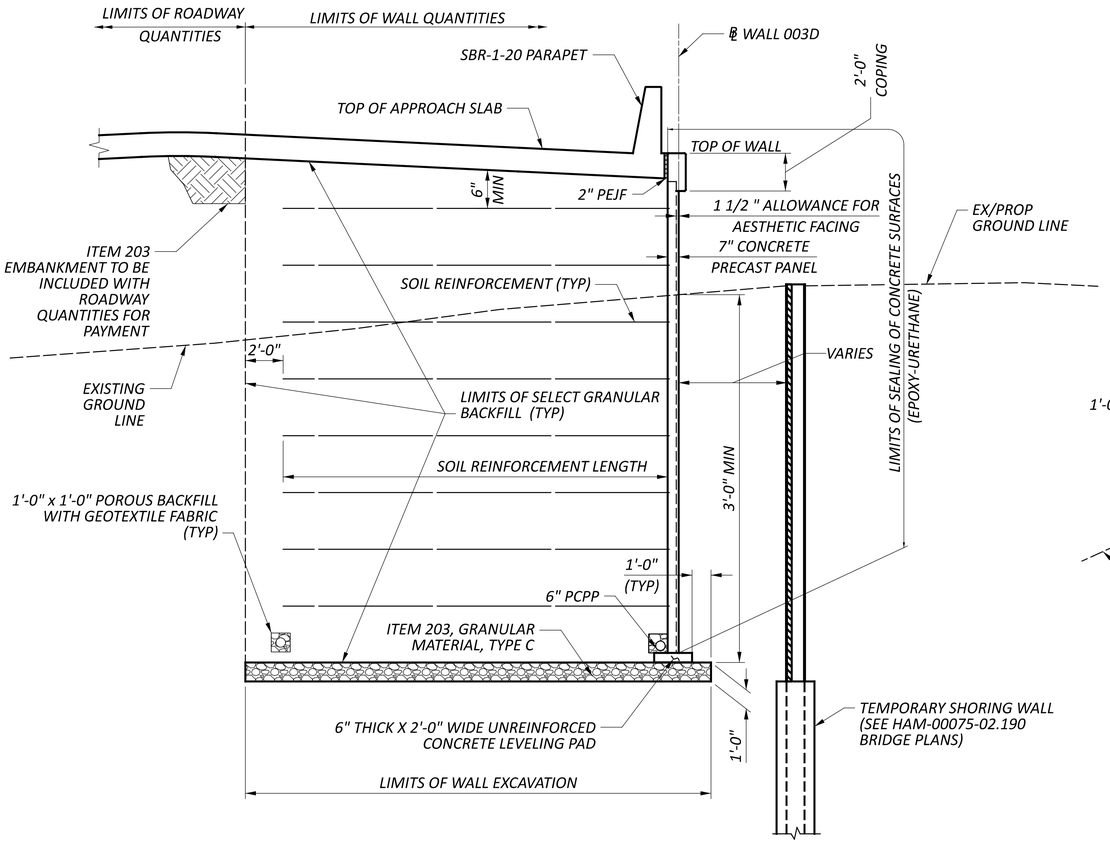
HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE RETAINING WALL 003D ALONG RAMP B STA 0+00.00 TO STA 0+90.77

SFN N/A
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 19 | TOTAL 57
SHEET P.505 | TOTAL 830

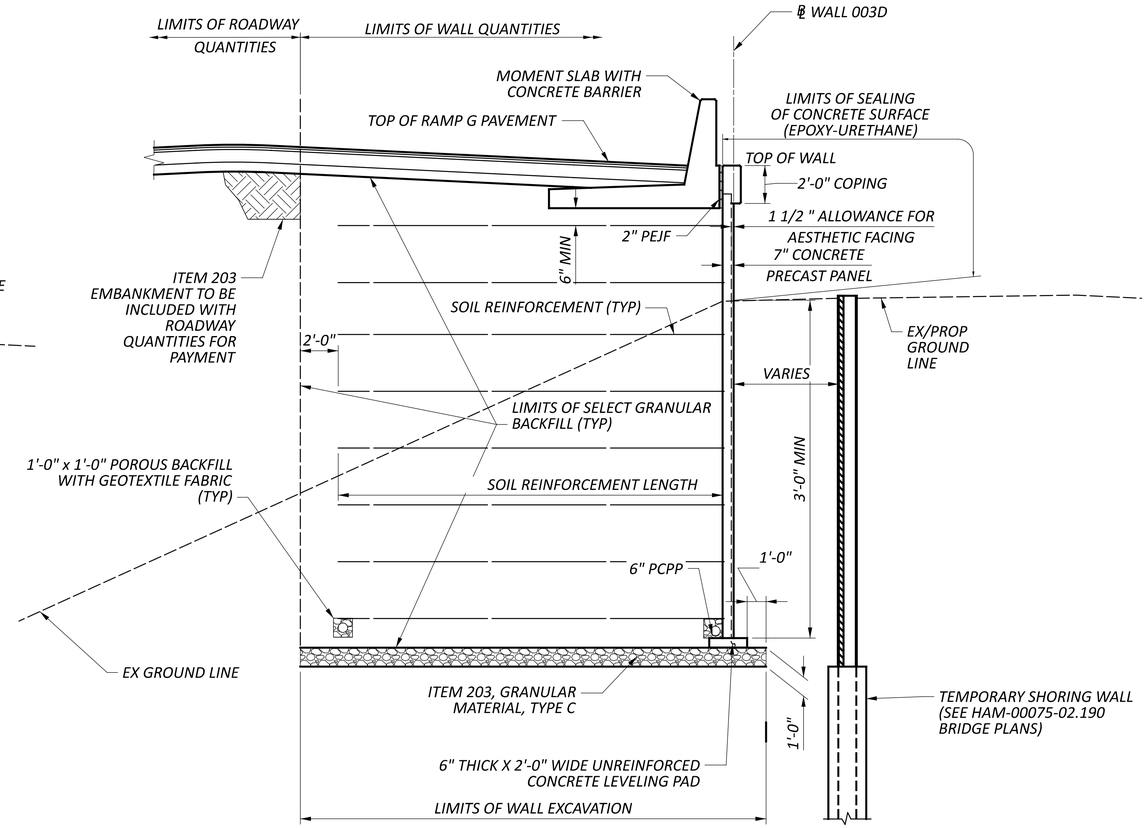
HAM-IR 75-1.95

MODEL: Wall 003D1 - Wall 003D [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 9:26:29 AM USER: aibrahimkhail
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Structures\Wall_003\Sheets\114161_WALL003D_WP001.dgn



WALL 003D SECTION AT APPROACH SLAB

(APPLIES STA 0+00.00 TO STA 0+41.14)



WALL 003D SECTION AT MOMENT SLAB

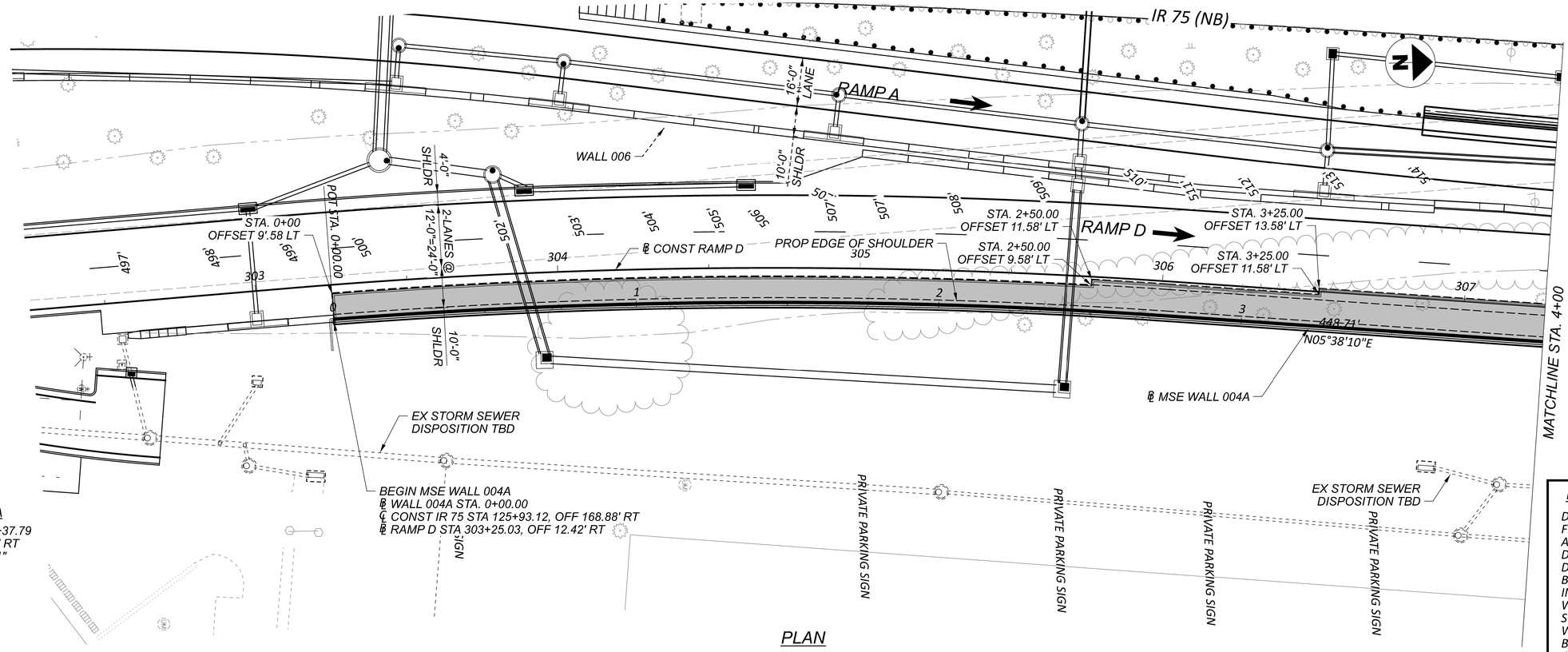
(APPLIES STA 0+41.14 TO STA 0+90.77)

MSE WALL SECTION
RETAINING WALL 003D ALONG RAMP B ALONG RAMP B AND IR 75

SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	20
TOTAL	57
SHEET	P.506
TOTAL	830

HAM-IR 75-1.95

MODEL: Wall Section Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:11:58 PM USER: REly
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Structures\Wall_003\Sheets\114161_WALL003D_WD001.dgn



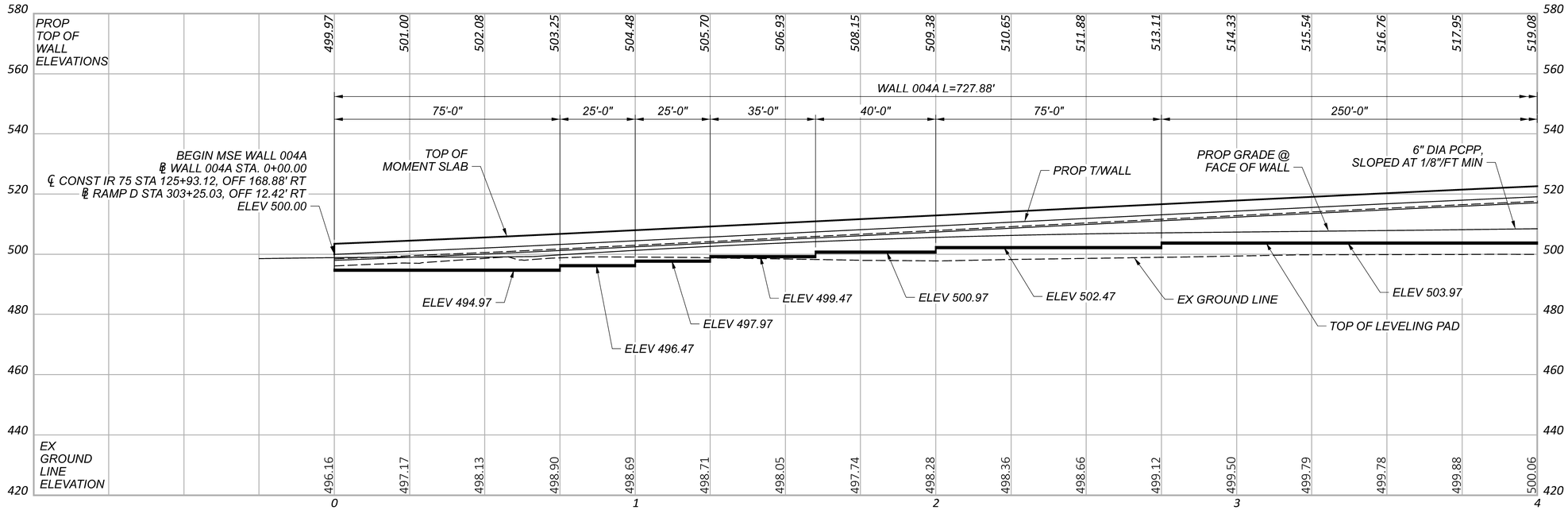
CURVE DATA

P.I. = STA. 1+37.79
Δ = 08°18'25" RT
Dc = 03°01'11"
R = 1,897.44'
T = 137.79'
L = 275.1'
E = .5'

PLAN

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

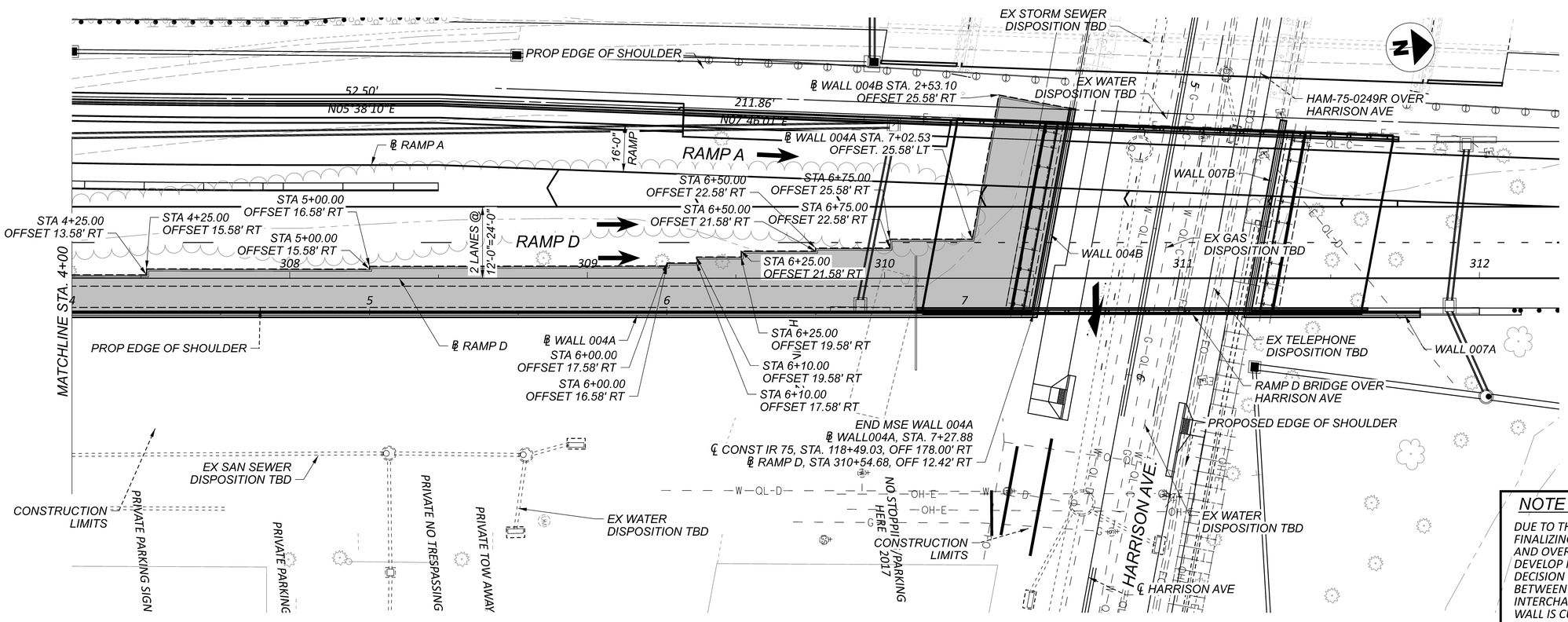


PROFILE ALONG ℄ WALL 004A

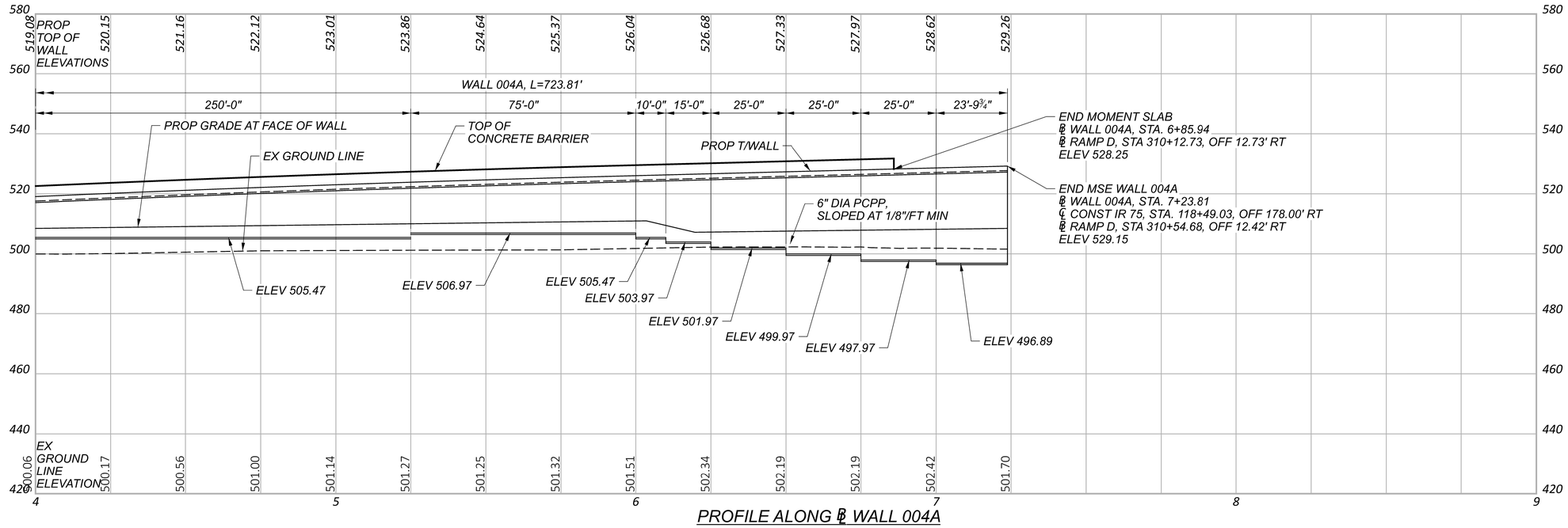
WALL 4A PLAN AND ELEVATION (1 OF 2)
MSE WALL NO. 004A, ALONG RAMP D
STA 0+00.00 TO STA 4+00.00

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	21
TOTAL	57
SHEET	P.507
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
MODEL: Wall 4A - Wall 4A PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:06:18 PM USER: stony
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GannettFleming\Structures\Wall_004\Sheets\114161_WALL004_WP001.dgn



PLAN



PROFILE ALONG ℄ WALL 004A

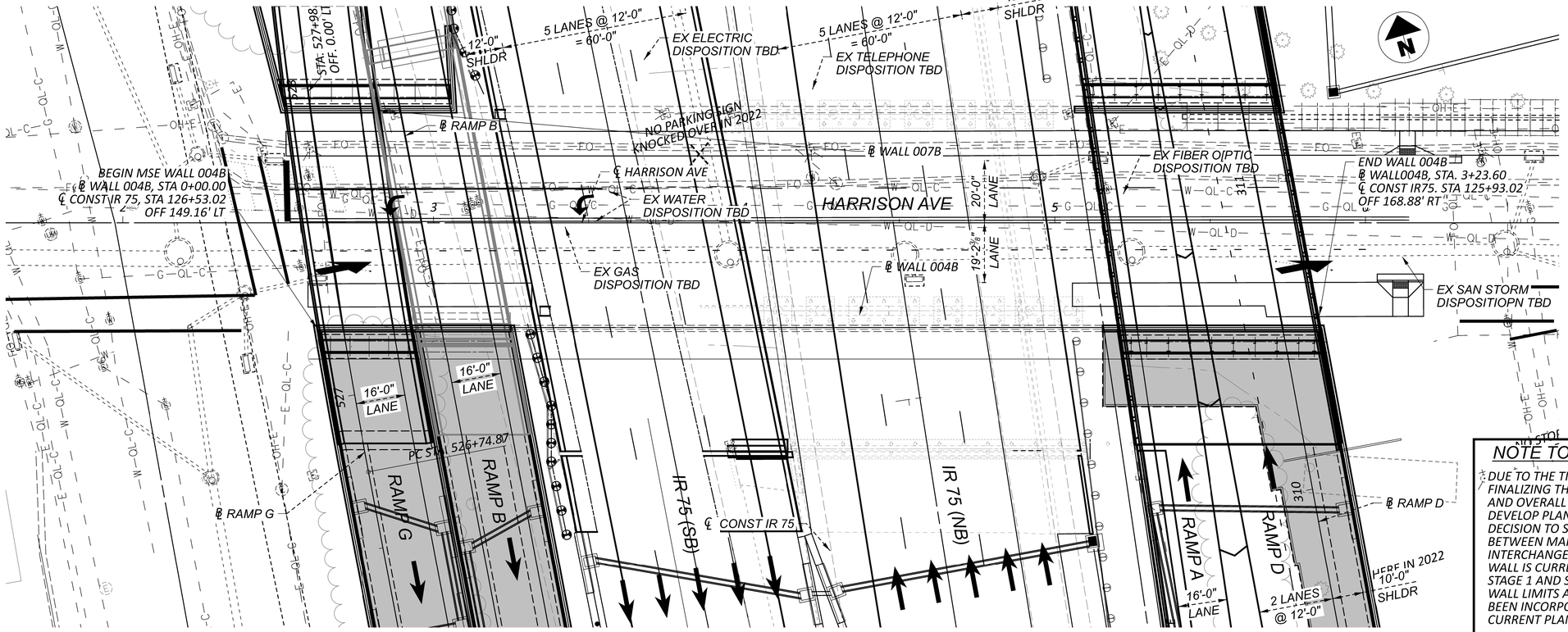
NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

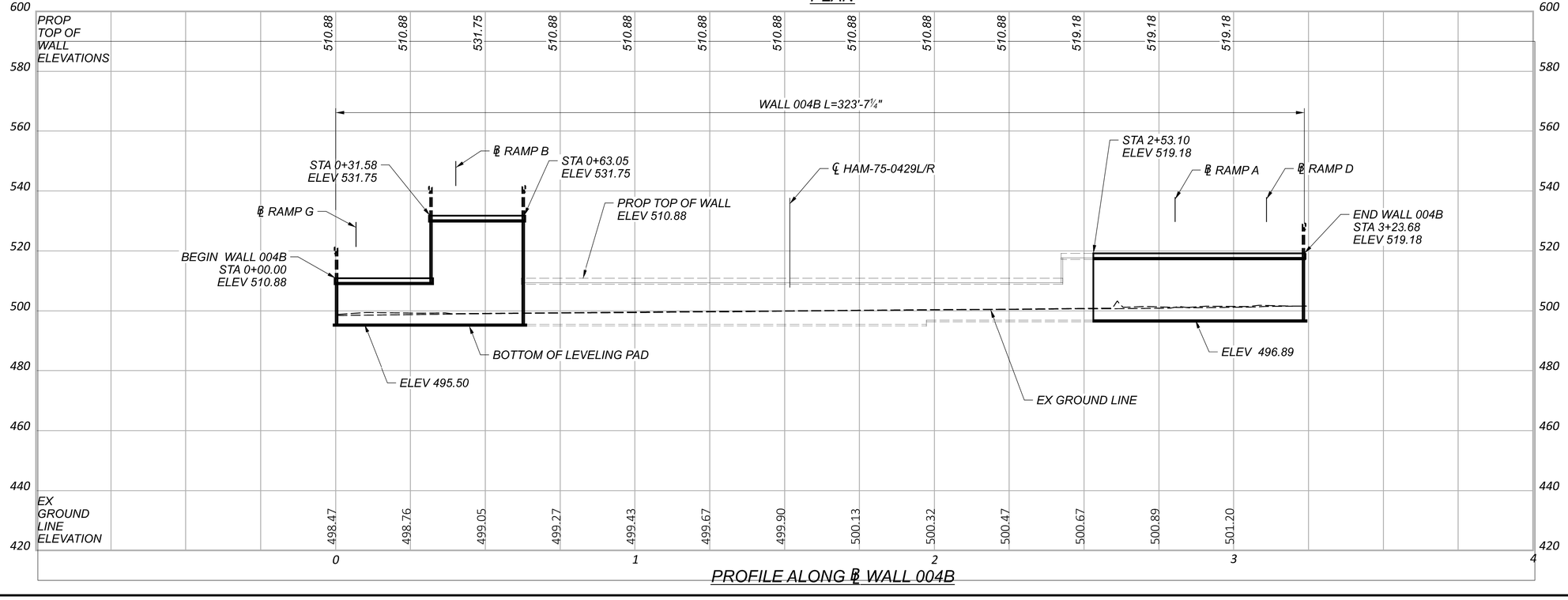
PLAN AND ELEVATION (2 OF 2)
MSE WALL NO. 004A, ALONG RAMP D
STA 4+00.00 TO STA 7+27.88

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	22
TOTAL	57
SHEET	P.508
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
MODEL: Wall 4A - Wall 4A-1 PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:06:58 PM USER: stony
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GarnettFleming\Structures\Wall_004\Sheets\114161_WALL004_WP002.dgn



PLAN



PROFILE ALONG ℄ WALL 004B

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

PLAN AND PROFILE
MSE WALL NO. 004B, ALONG HARRISON AVE
STA 0+00.00 TO STA 3+23.60

SFN N/A

DESIGN AGENCY GFT

DESIGNER	CHECKER
SAT	MTO

REVIEWER EFD 11/2026

PROJECT ID 114161

SUBSET	TOTAL
23	57

SHEET	TOTAL
P.509	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg

MODEL: Wall 4B - Wall 4B [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:07:32 PM USER: stony
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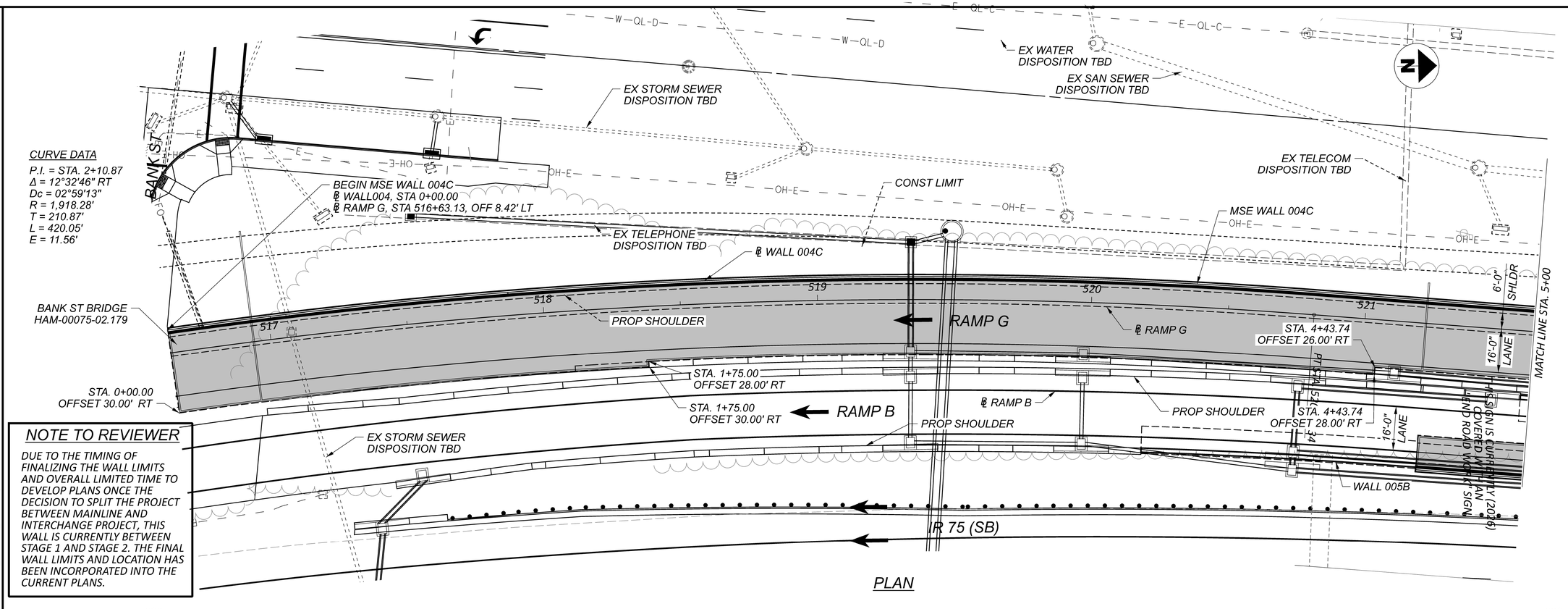

PLAN AND PROFILE (1 OF 3)
MSE WALL NO. 004C, ALONG RAMP G
STA 0+00.00 TO 5+00.00

SFN N/A
DESIGN AGENCY GFT
DESIGNER SAT | CHECKER MTO
REVIEWER EFD 11/2026
PROJECT ID 114161
SUBSET 24 | TOTAL 57
SHEET P.510 | TOTAL 830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
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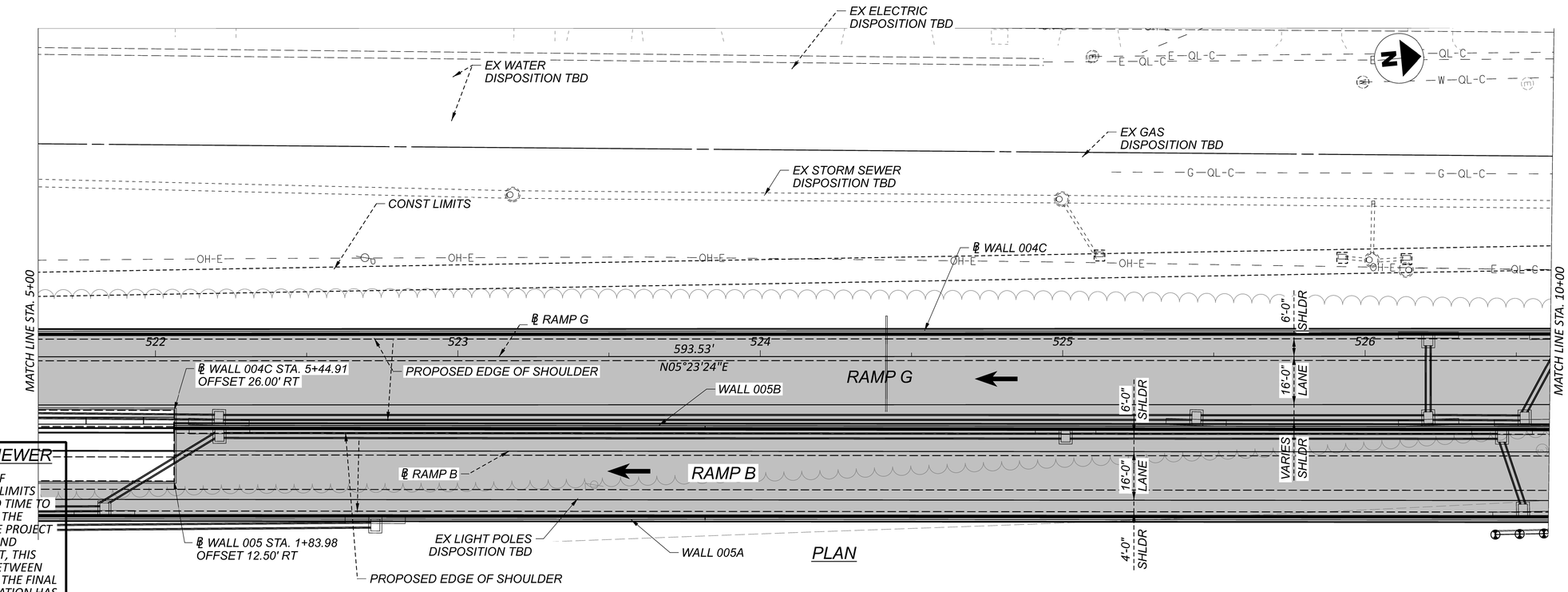
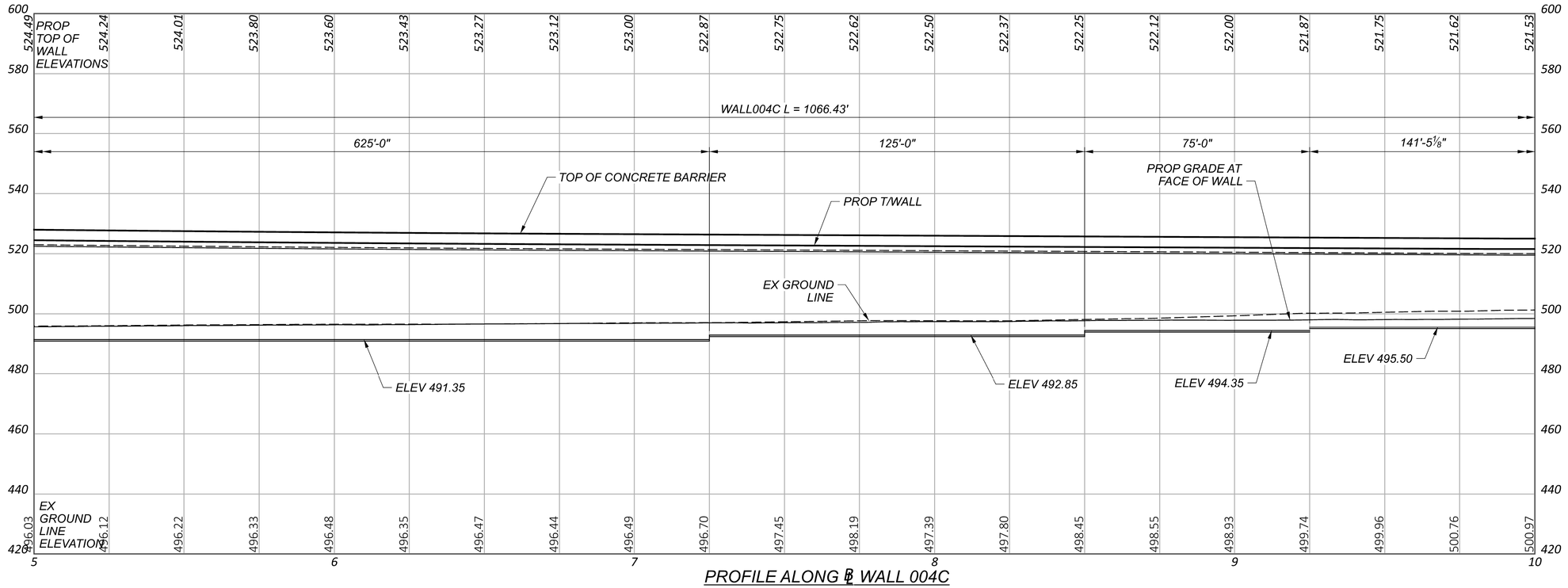


NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.



PROFILE ALONG ℄ WALL 004C

PLAN AND PROFILE (2 OF 3)
MSE WALL NO. 004C, ALONG RAMP G
STA 5+00.00 TO STA 10+00.00

SFN N/A

DESIGN AGENCY GFT

DESIGNER	CHECKER
SAT	MTO

REVIEWER EFD 11/2026

PROJECT ID 114161

SUBSET	TOTAL
25	57

SHEET	TOTAL
P.511	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
MODEL: Wall 4C - Wall 4C-1 PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:08:57 PM USER: stony
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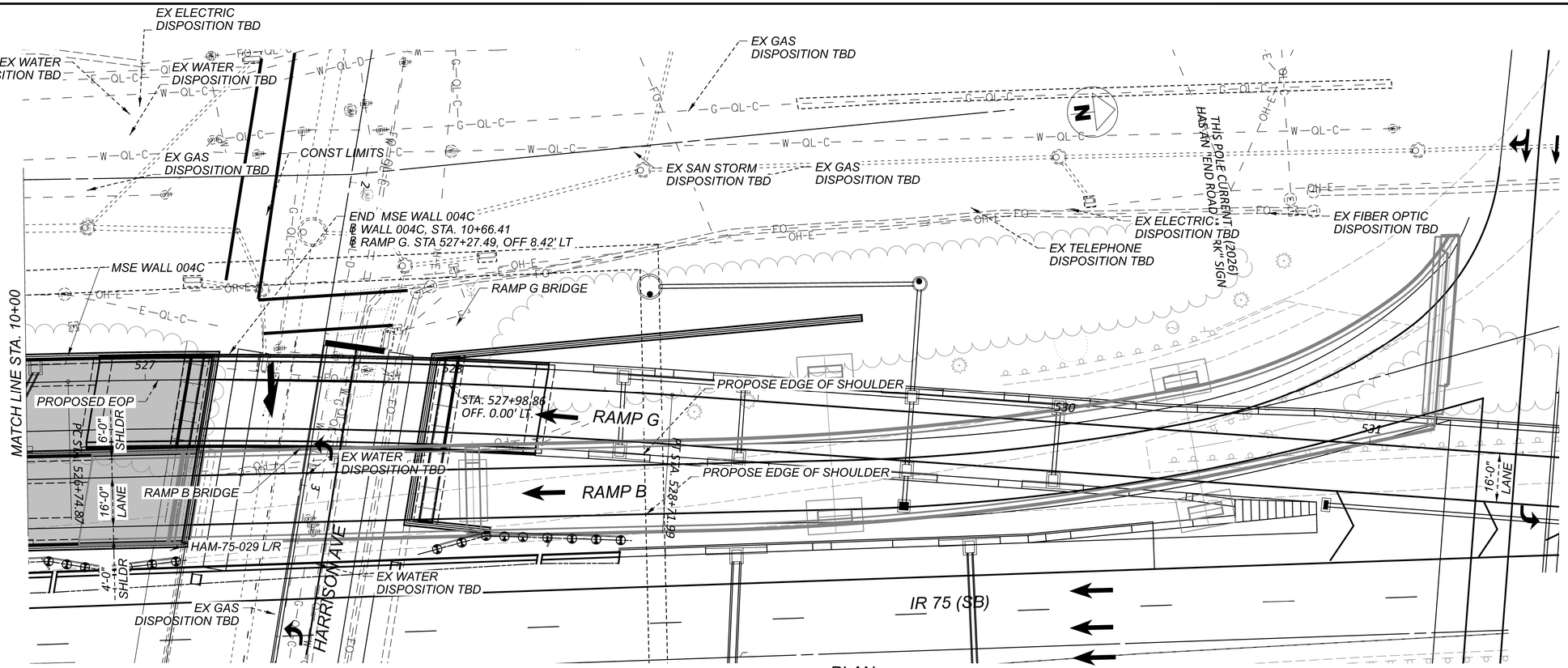
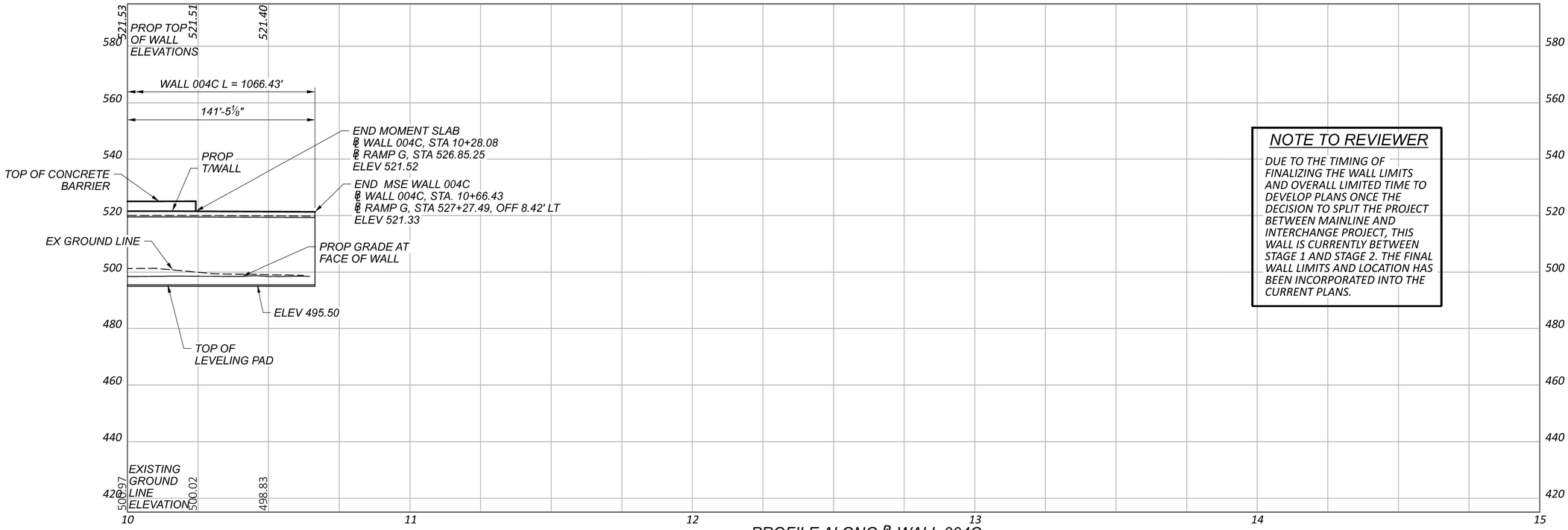


PLAN



PROFILE ALONG ℄ WALL 004C

NOTE TO REVIEWER

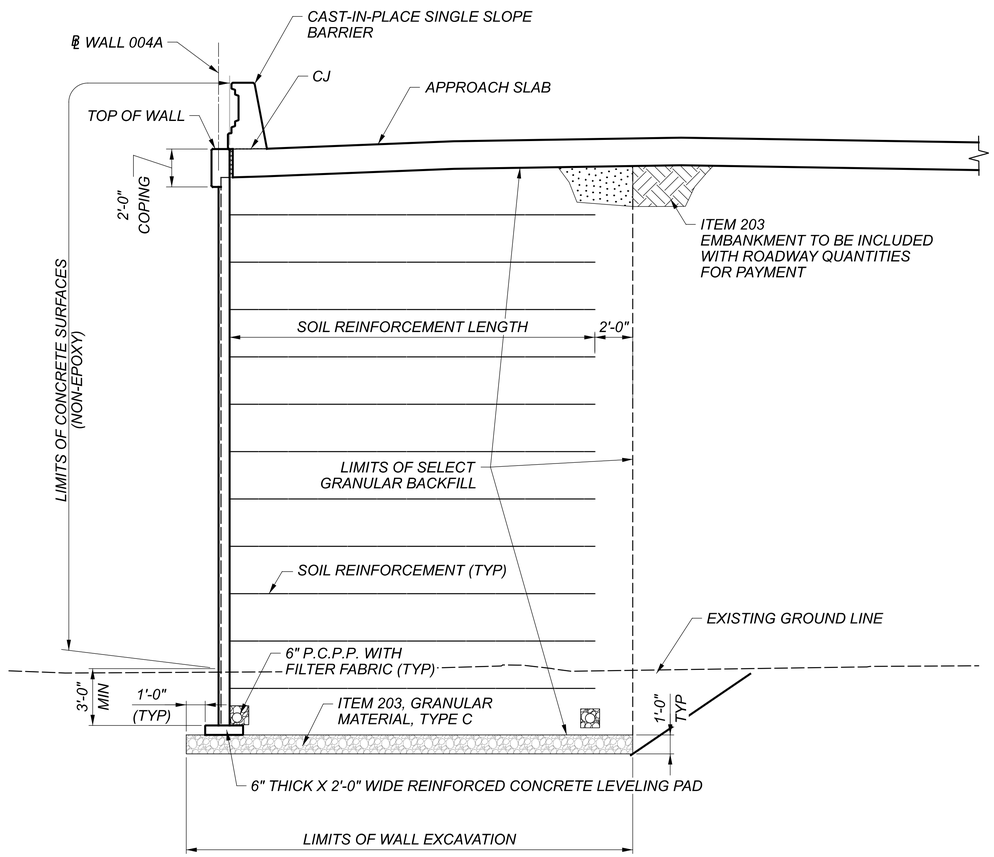
DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

PLAN AND PROFILE (3 OF 3)
MSE WALL NO. 004C, ALONG RAMP G
STA 10+00.00 TO STA 10+28.63

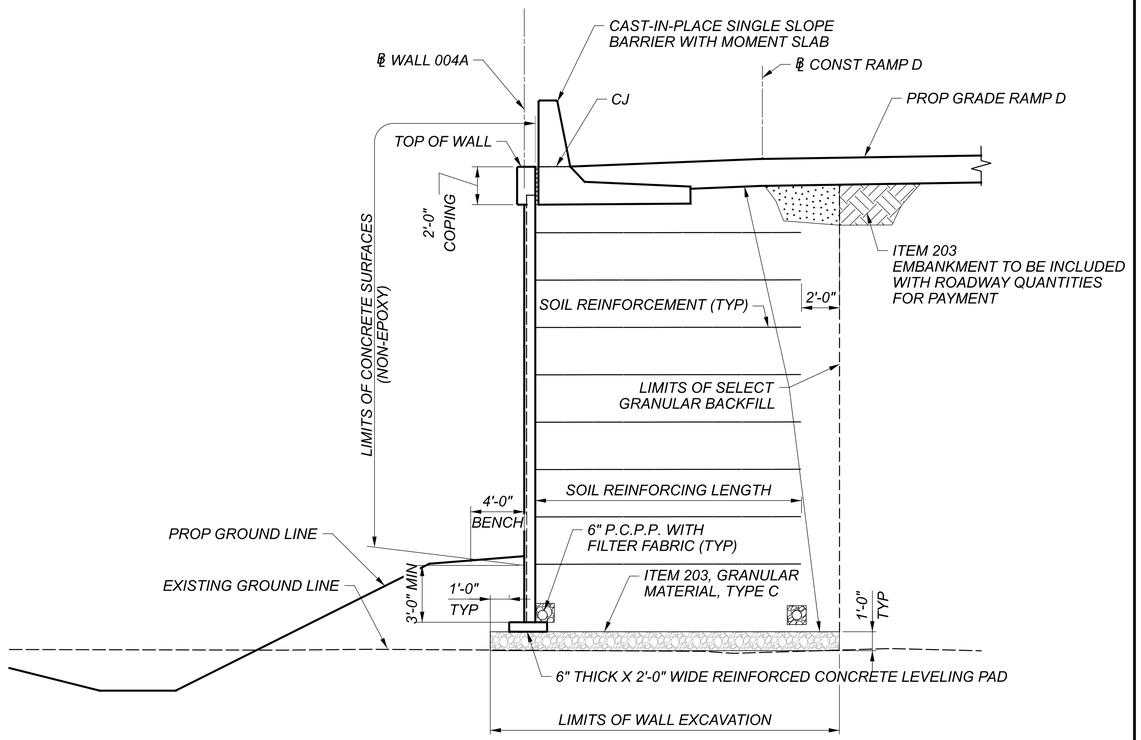
SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	26
TOTAL	57
SHEET	P.512
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl

MODEL: Wall 4C - Wall 4C-2 PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:09:20 PM USER: stony
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GannettFleming\Structures\Wall_004\Sheets\114161_WALL004_WP006.dgn



TYPICAL SECTION MSE WALL 004A (AT APPROACH SLAB)
(APPLIES STA. 0+00.00 TO STA 0+38.27)



TYPICAL SECTION MSE WALL 004A
(APPLIES STA. 0+38.27 TO STA 7+27.88)

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 004A, ALONG RAMP D
STA 0+00.00 TO STA 7+27.88

SFN
N/A

DESIGN AGENCY
GFT

DESIGNER	CHECKER
SAT	MTO

REVIEWER
EFD 11/2026

PROJECT ID
114161

SUBSET	TOTAL
27	57

SHEET	TOTAL
P.513	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl

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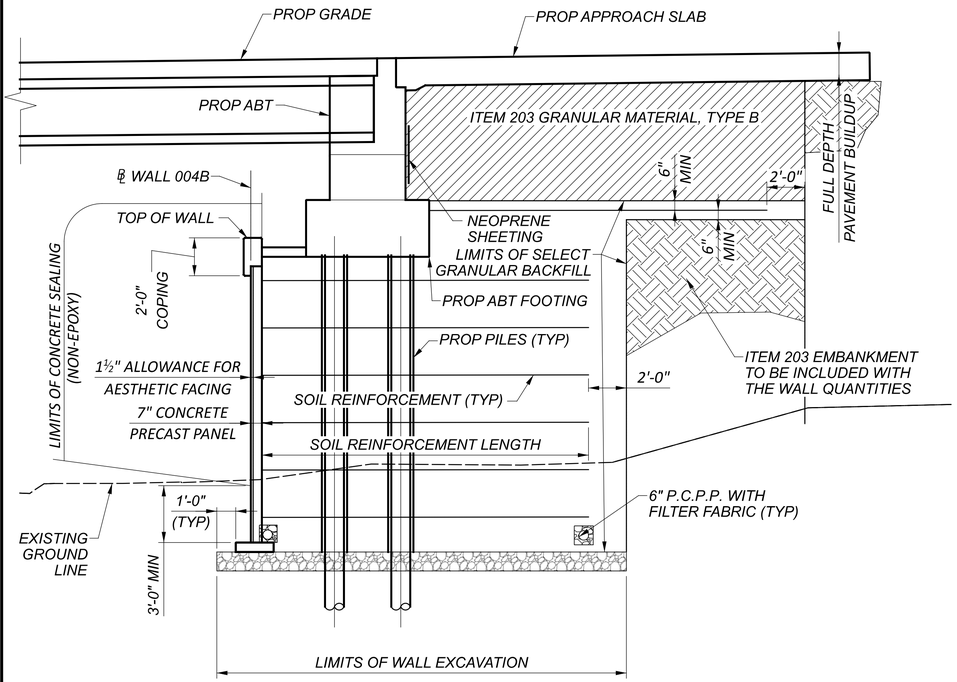
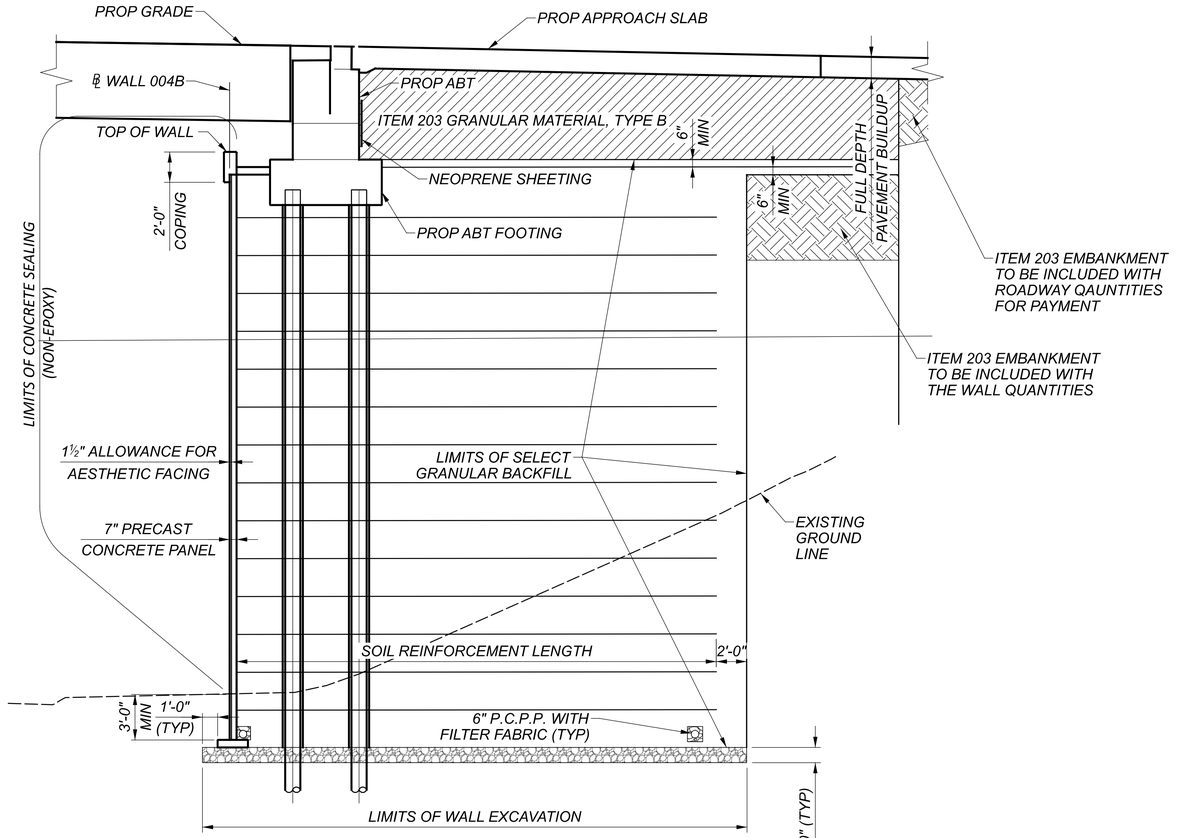
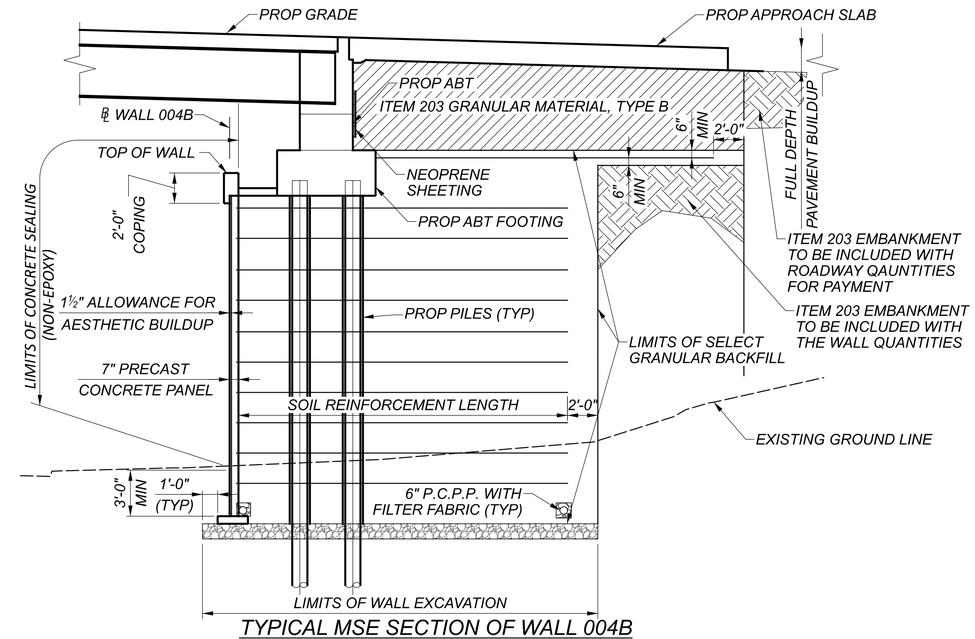


TYPICAL MSE SECTION OF WALL 004B
(STA 0+15.00)



TYPICAL MSE SECTION OF WALL 004B
(STA 0+49.00)



TYPICAL MSE SECTION OF WALL 004B
(STA 2+90.00)

NOTE

1. FOR MSE COPING DETAILS, SEE SHEET 10/10 .

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 004B, ALONG HARRISON AVE.
STA 0+00.00 TO STA 3+23.60

SFN
N/A

DESIGN AGENCY
GFT

DESIGNER	CHECKER
SAT	MTO

REVIEWER
EFD 11/2026

PROJECT ID
114161

SUBSET	TOTAL
28	57

SHEET	TOTAL
P.514	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:13:29 PM USER: stony
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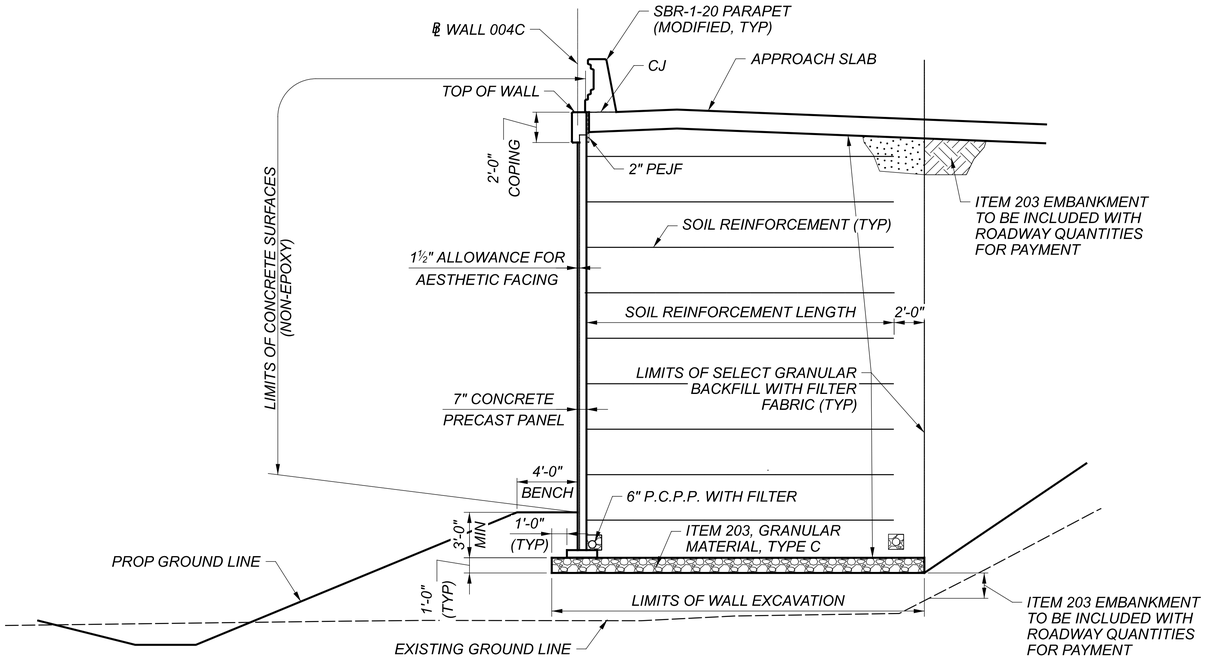
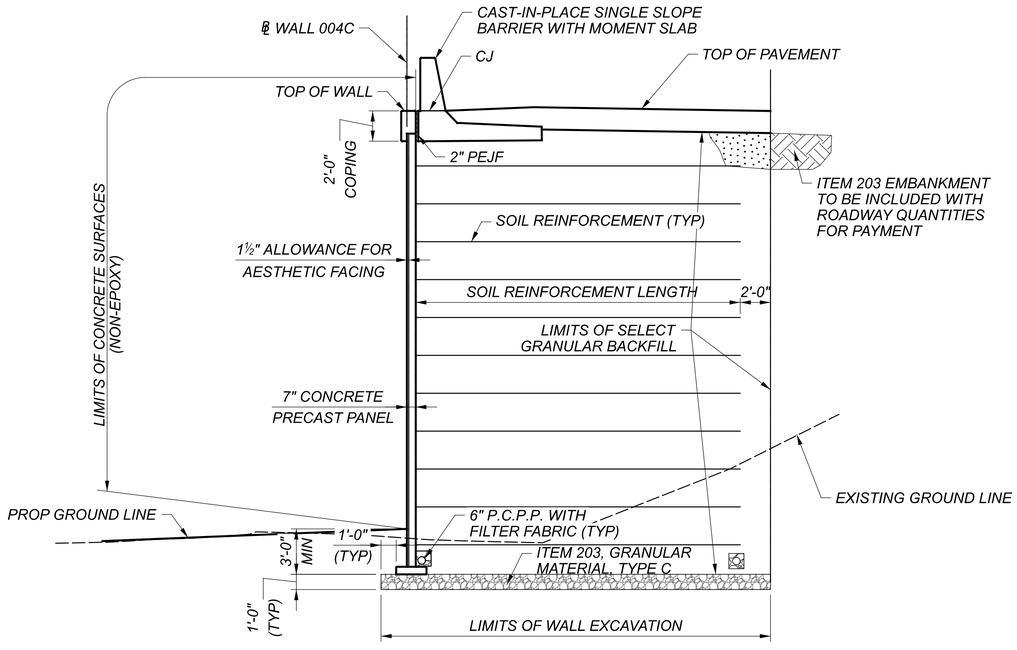
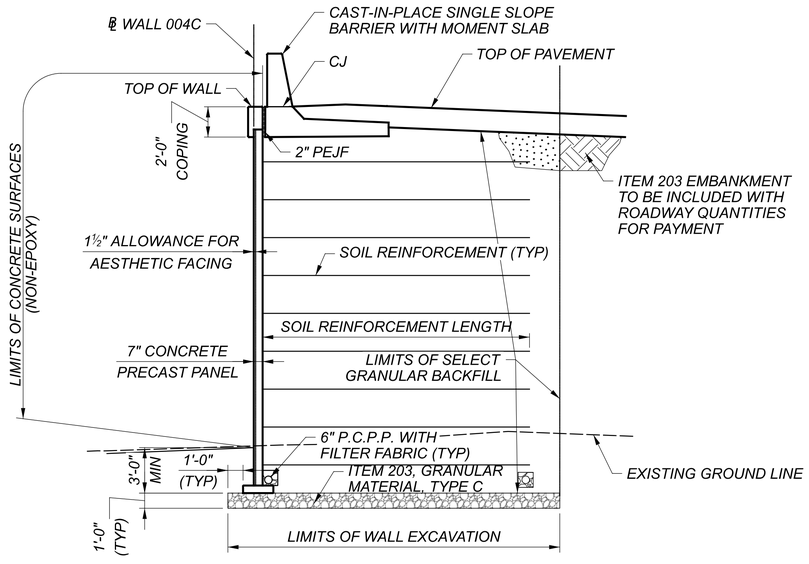


TYPICAL MSE SECTION OF WALL 004C
(APPLIES TO STA 9+90.41 TO STA 10+28.63)



TYPICAL MSE SECTION OF WALL 004C
(APPLIES TO STA 4+00.00)



TYPICAL MSE SECTION OF WALL 004C
(APPLIES TO STA 9+30.00)

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

NOTES

1. FOR MSE COPING AND MOMENT SLAB DETAILS, SEE SHEET 10/10 .

WALL SECTIONS
RETAINING WALL NO. 004C, ALONG RAMP G
STA 0+00.00 TO STA 10+28.63

SFN N/A

DESIGN AGENCY GFT

DESIGNER	CHECKER
SAT	MTO

REVIEWER EFD 11/2026

PROJECT ID 114161

SUBSET	TOTAL
29	57

SHEET	TOTAL
P.515	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg
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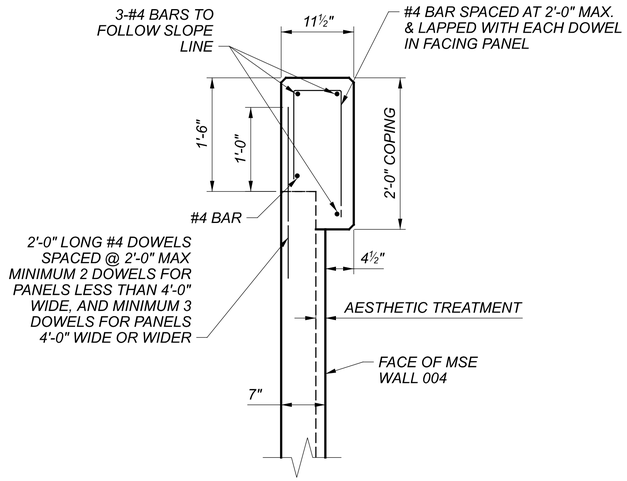
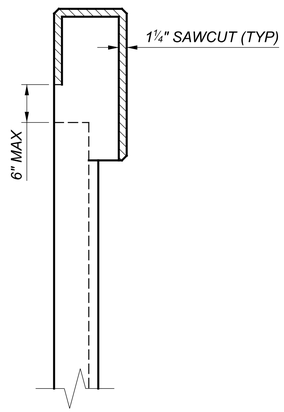
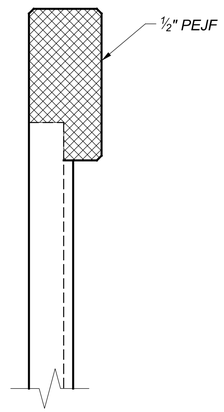
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GannettFleming\Structures\Wall_004\Sheets\114161_WALL004_WX005.dgn
PENTABLE: 114161_BW.tbl



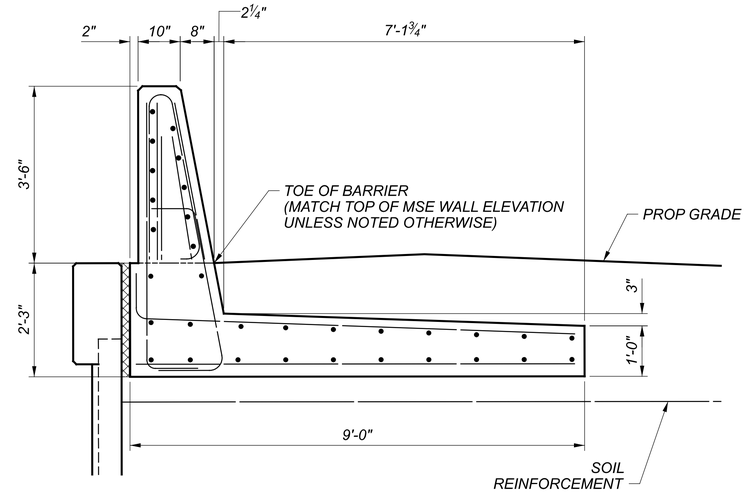
MSE WALL COPING



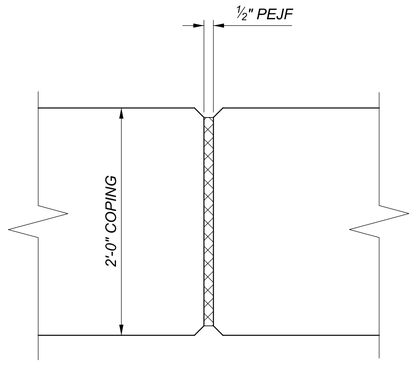
COPING CONTRACTION JOINTS



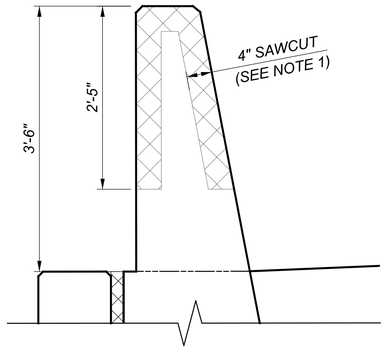
COPING EXPANSION JOINTS



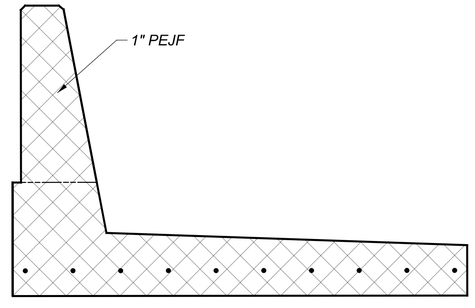
TYPICAL MOMENT SLAB SECTION



COPING EXPANSION JOINT



BARRIER SAWCUT



EXPANSION JOINT DETAIL

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

NOTES

1. *FOR ADDITIONAL BARRIER DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20.*

WALL DETAILS

RETAINING WALL NO. 004A, 004B, AND 004C

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	30
TOTAL	57
SHEET	P.516
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 2:14:09 PM USER: stony
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GannettFleming\Structures\Wall_004\Sheets\114161_WALL004_WD001.dgn
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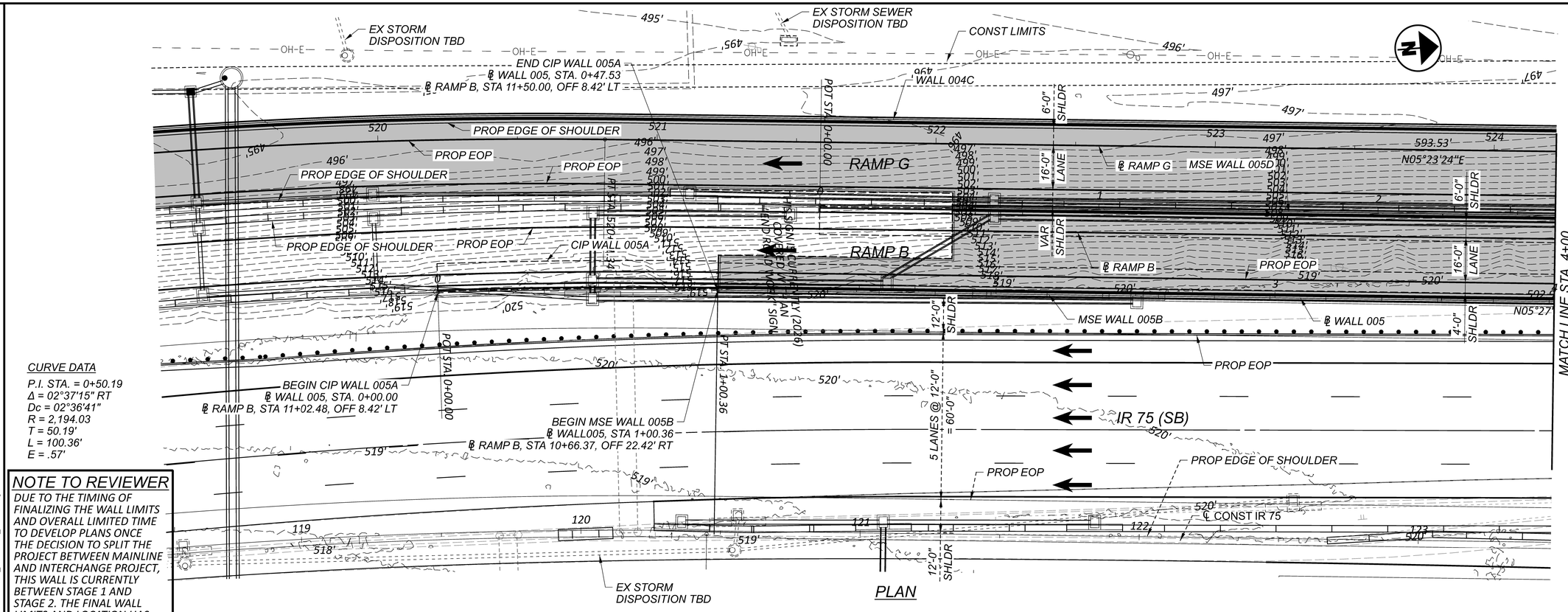
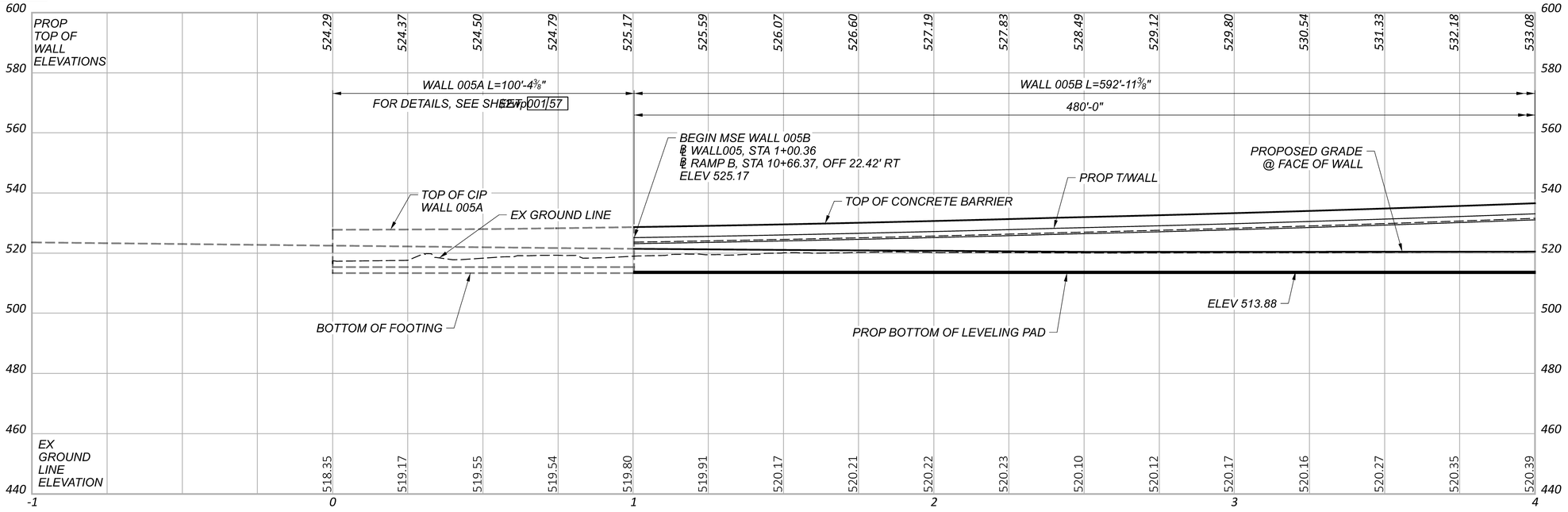


CURVE DATA

P.I. STA. = 0+50.19
Δ = 02°37'15" RT
Dc = 02°36'41"
R = 2,194.03
T = 50.19'
L = 100.36'
E = .57'

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

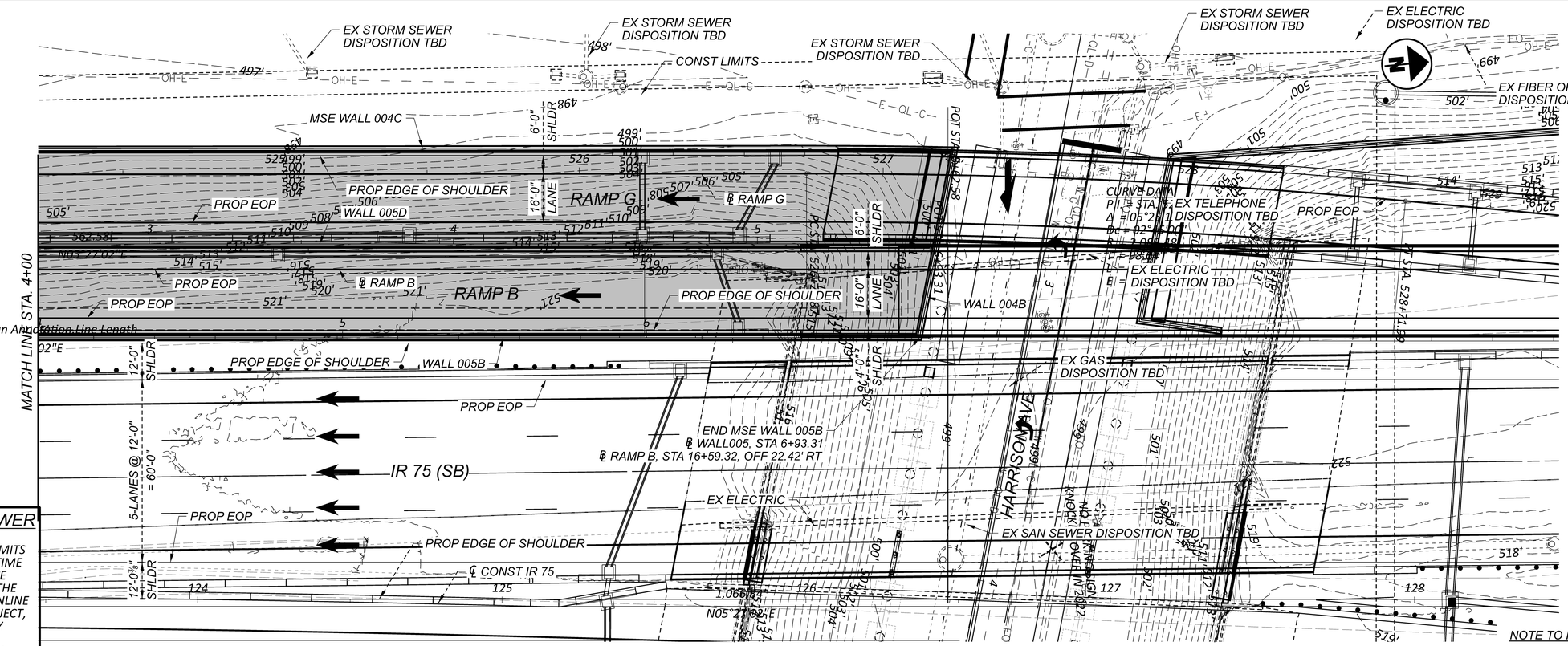


PROFILE ALONG ℄ WALL 005B

PLAN AND PROFILE (1 OF 2)
RETAINING WALL NO. 005B ALONG RAMP B
STA 1+00.36 TO STA 4+00.00

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	MTO
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	31
TOTAL	57
SHEET	P.517
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
MODEL: Wall 5A-1 - Wall 5A-4 PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:55:12 PM USER: stony
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GarnettFleming\Structures\Wall_005\Sheets\114161_WALL005_WP201.dgn

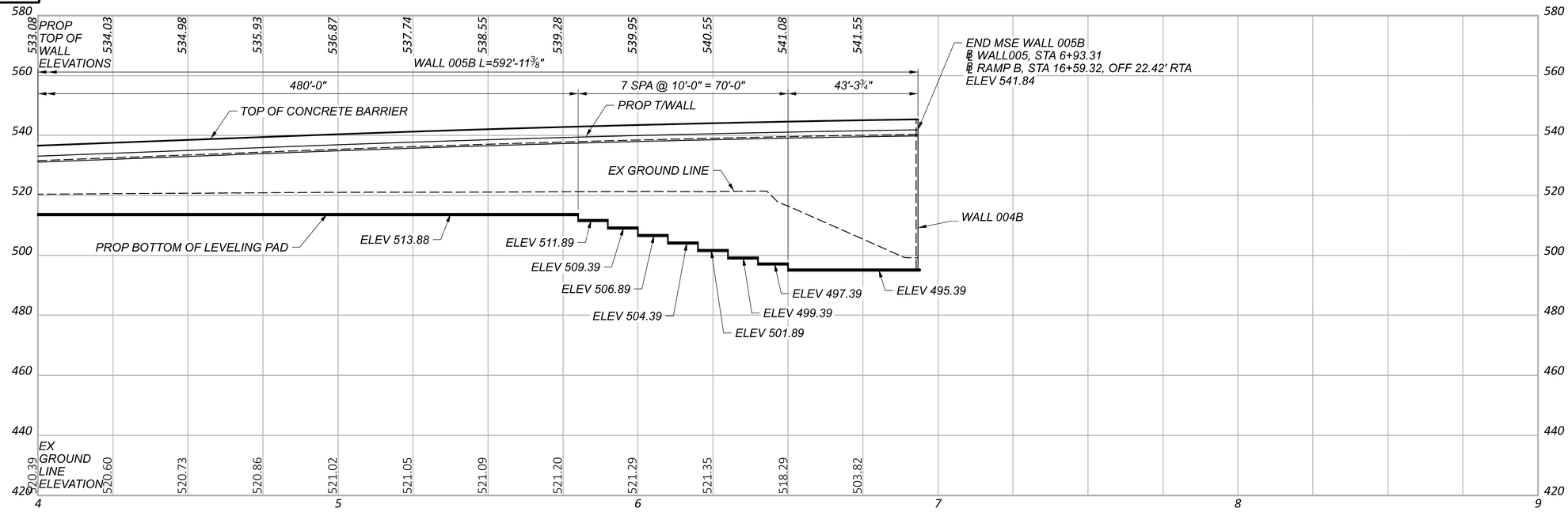


NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

NOTE TO REVIEWER

LIMITS OF SELECT GRANULAR BACKFILL AND WALL DRAINAGE, PER BDM SECTION 201.4.1 WILL BE SHOWN AT STAGE 2.



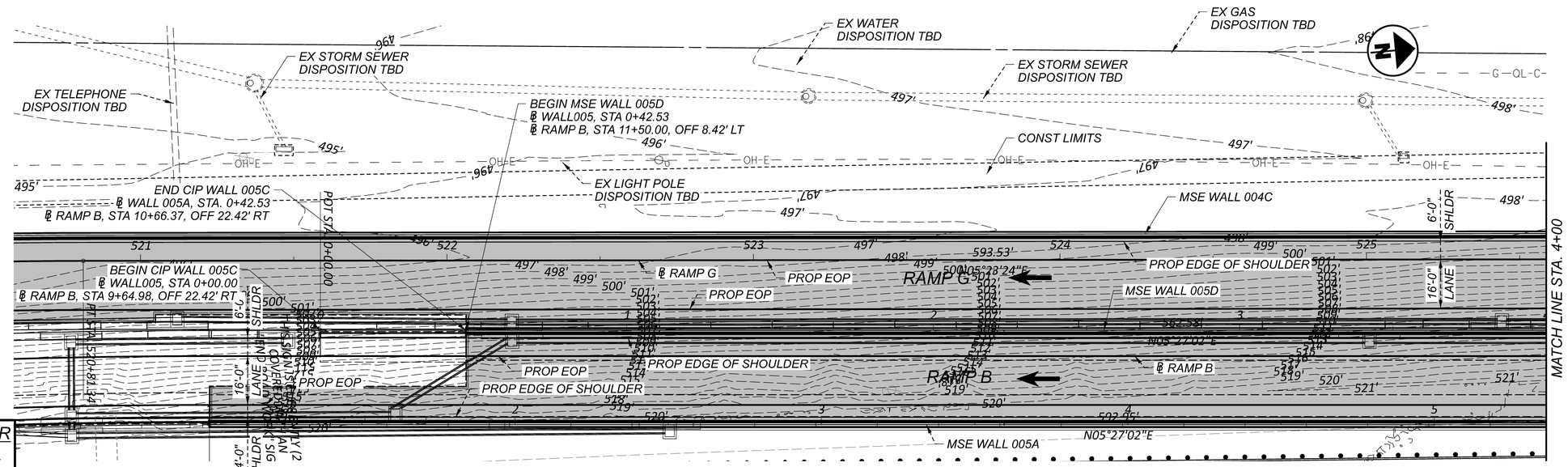
PROFILE ALONG ℄ WALL 005B

PLAN AND PROFILE (2 OF 2)
RETAINING WALL NO. 005B ALONG RAMP B
STA 4+00.00 TO STA 6+93.31

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	MTO
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	32
TOTAL	57
SHEET	P.518
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl

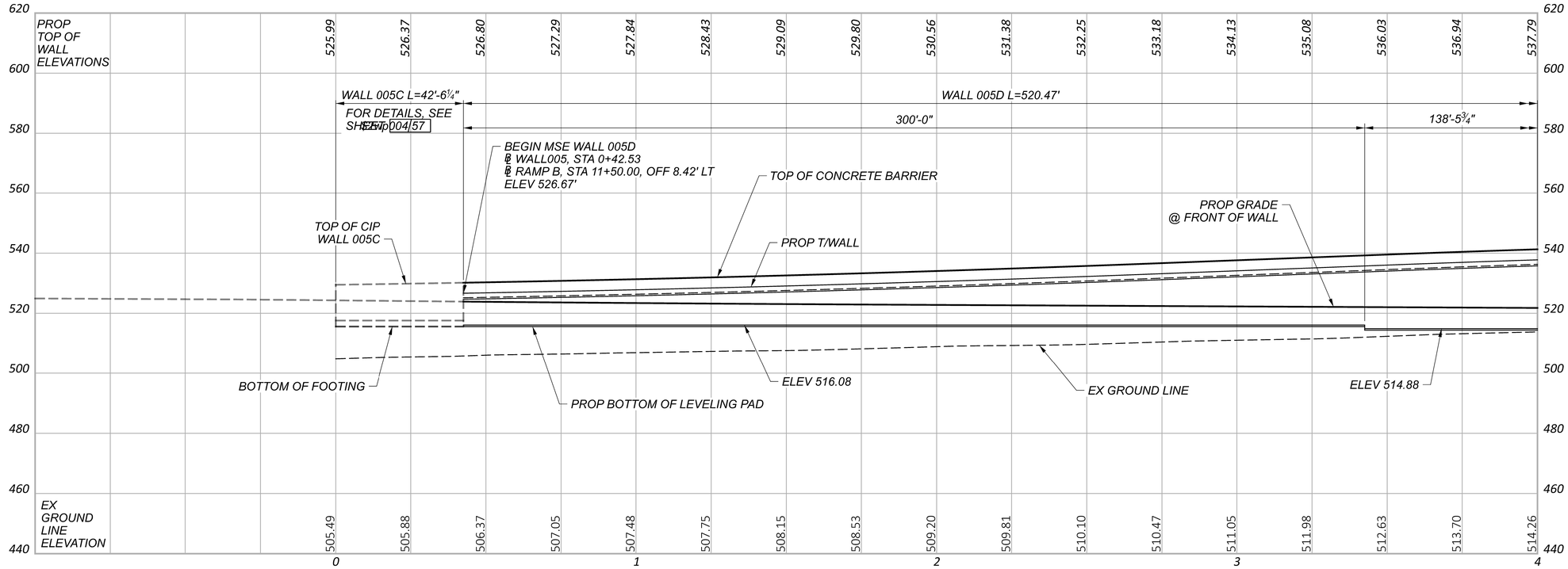
MODEL: Wall 5A - Wall 5A-4 PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:48:00 PM USER: stony
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161402-Engineering_GannettFleming\StructuresWall_005\Sheets\114161_WALL005_WP202.dgn



PLAN

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.



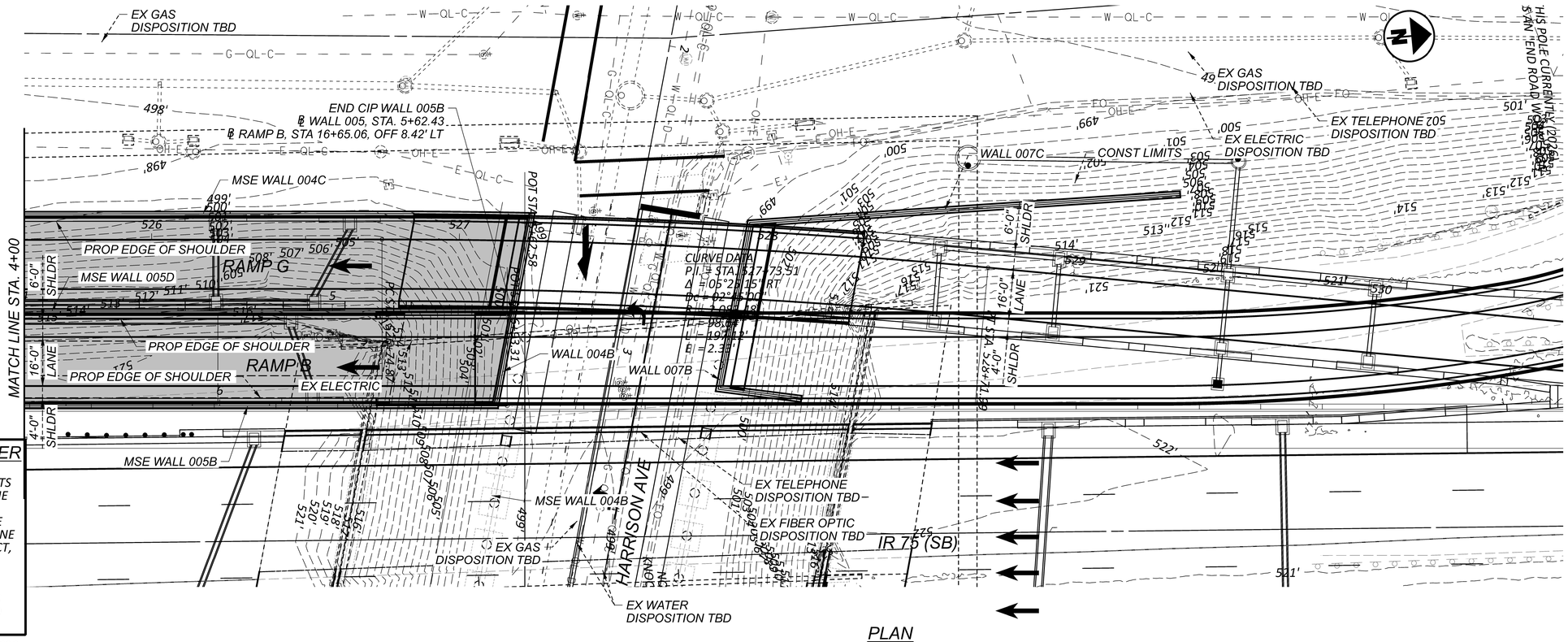
PROFILE ALONG ℄ WALL 005D

PLAN AND PROFILE (1 OF 2)
RETAINING WALL NO. 005D ALONG RAMP B & G
STA 0+42.53 TO STA 4+00

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	MTO
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	33
TOTAL	57
SHEET	P.519
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl

MODEL: Wall 5B - Wall 5B PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:49:03 PM USER: stony
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GannettFleming\Structures\Wall_005\Sheets\114161_WALL005_WP401.dgn



PLAN

PROFILE ALONG ℄ WALL 005D

NOTE TO REVIEWER

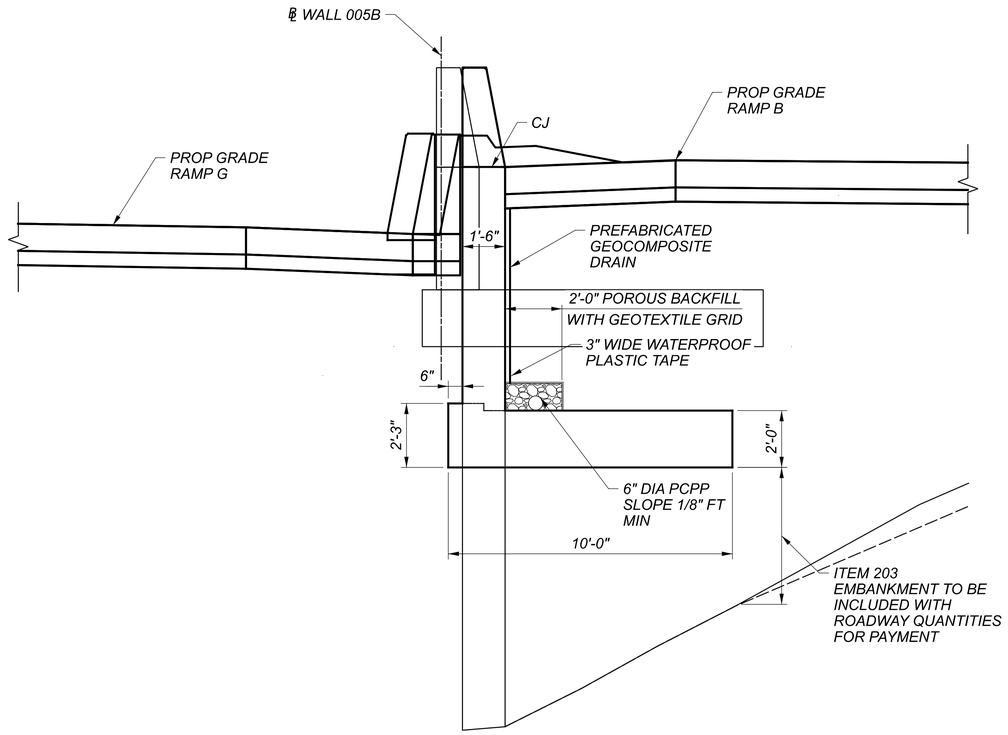
DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

PLAN AND PROFILE (2 OF 2)
RETAINING WALL NO. 005D ALONG RAMP B & G
STA 4+00.00 TO STA 5+62.43

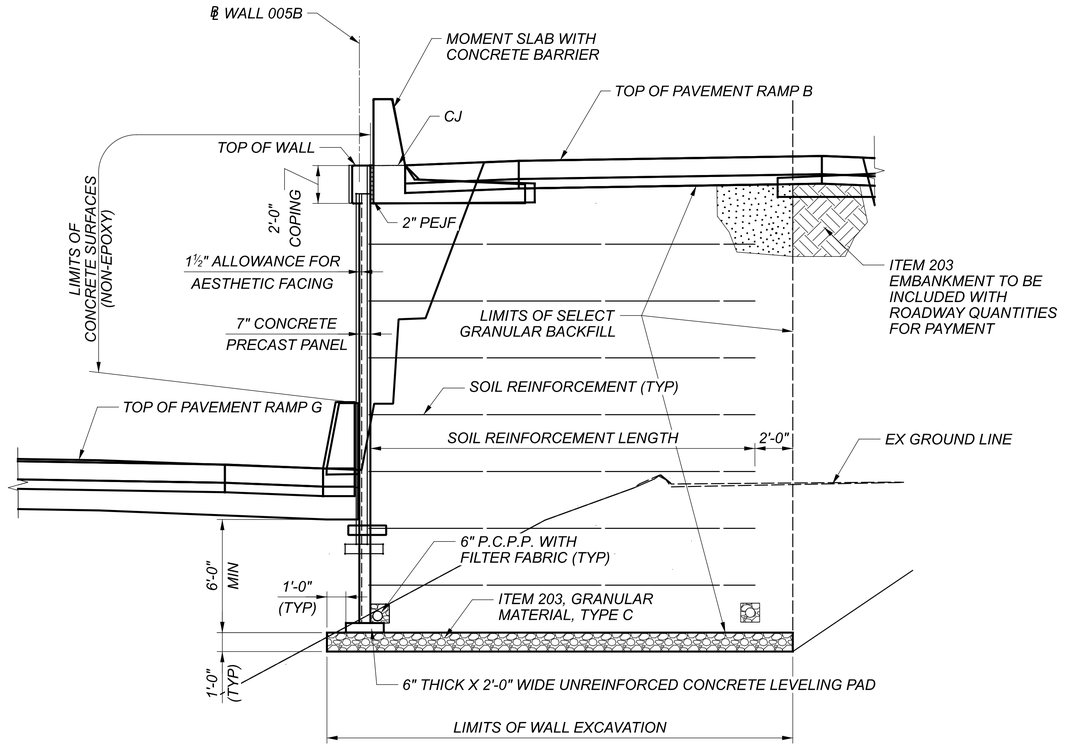
SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	MTO
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	34
TOTAL	57
SHEET	P.520
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl

MODEL: Wall 5B - Wall 5B-1 PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:50:00 PM USER: stony
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GannettFleming\Structures\Wall_005\Sheets\114161_WALL005_WP402.dgn



TYPICAL CAST-IN-PLACE SECTION WALL 005B
(APPLIES FROM STA 0+00.00 TO STA 0+47.53)



TYPICAL MSE SECTION WALL 005B
(APPLIES FROM STA 0+47.53 TO STA 5+62.43)

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 005B ALONG RAMP B & G
STA 0+00.00 TO STA 5+62.43

SFN N/A

DESIGN AGENCY GFT

DESIGNER	CHECKER
MTO	SAT

REVIEWER EFD 11/2026

PROJECT ID 114161

SUBSET	TOTAL
35	57

SHEET	TOTAL
P.521	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
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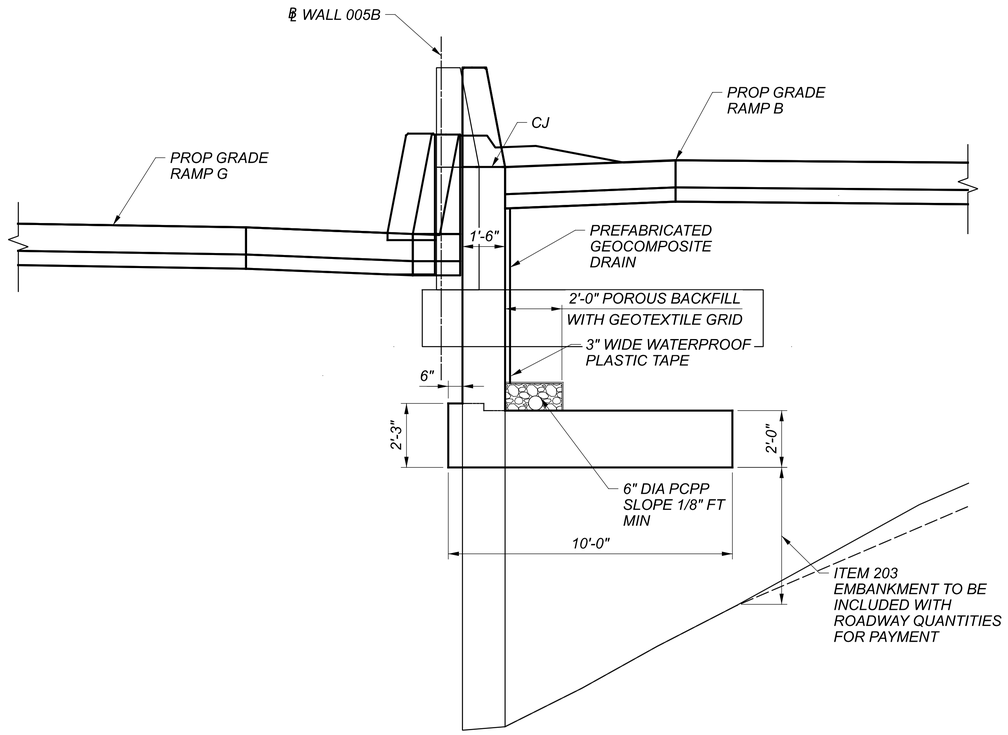
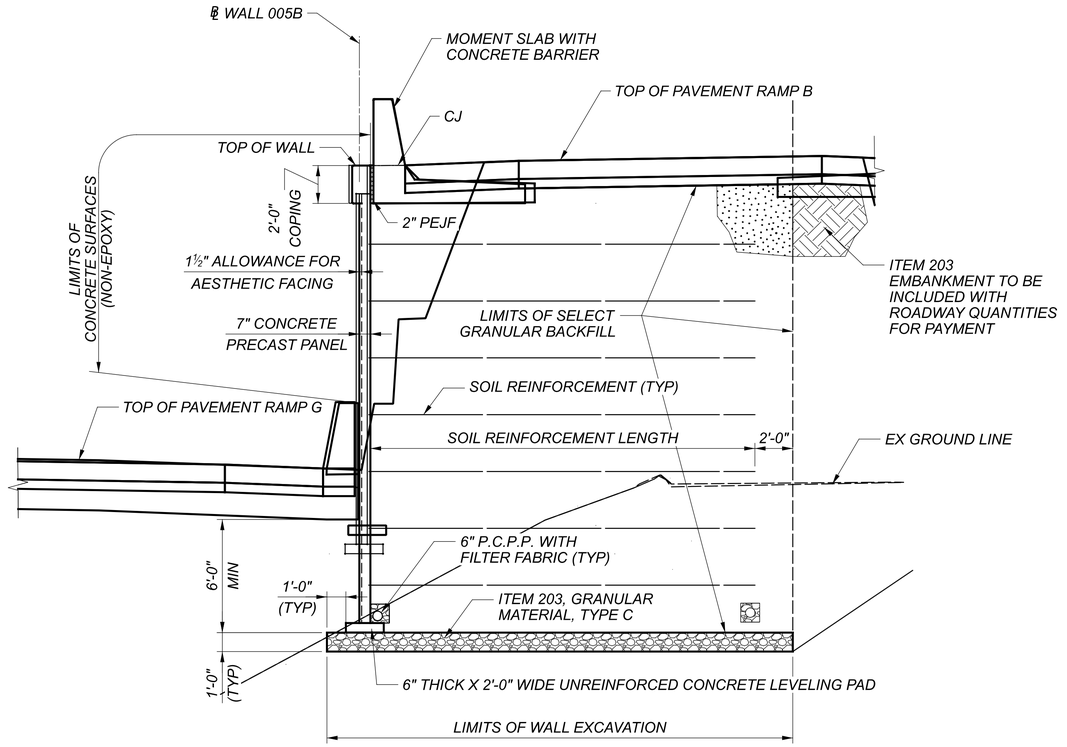


TYPICAL CAST-IN-PLACE SECTION WALL 005B
(APPLIES FROM STA 0+00.00 TO STA 0+47.53)



TYPICAL MSE SECTION WALL 005B
(APPLIES FROM STA 0+47.53 TO STA 5+62.43)

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 005B ALONG RAMP B & G
STA 0+00.00 TO STA 5+62.43

SFN
N/A

DESIGN AGENCY
GFT

DESIGNER	CHECKER
MTO	SAT

REVIEWER
EFD 11/2026

PROJECT ID
114161

SUBSET	TOTAL
36	57

SHEET	TOTAL
P.522	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
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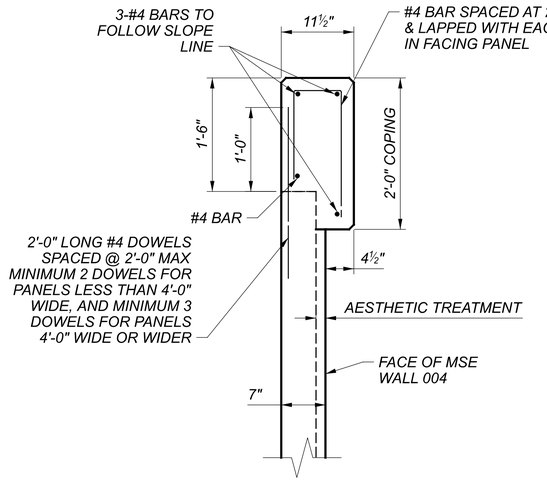
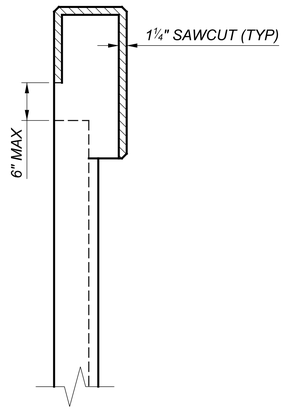
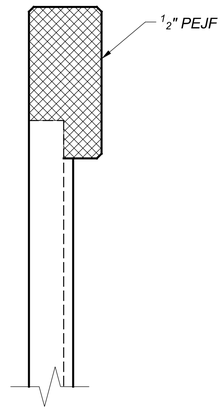


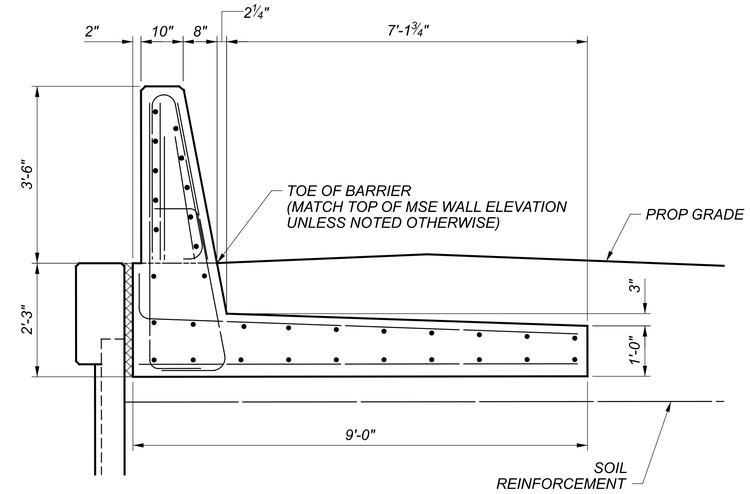
MSE WALL COPING



COPING CONTRACTION JOINTS



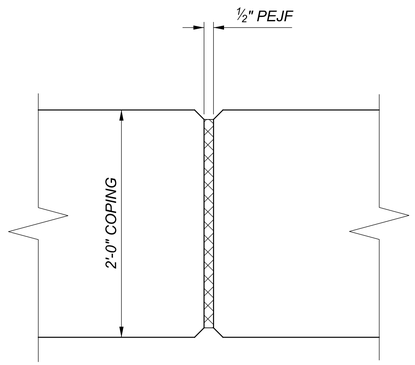
COPING EXPANSION JOINTS



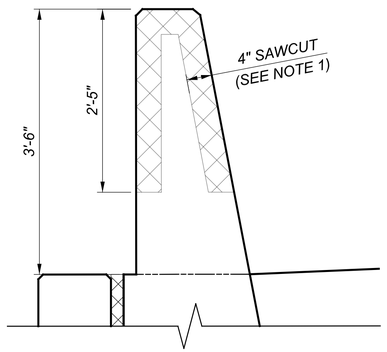
TYPICAL MOMENT SLAB SECTION

NOTE TO REVIEWER

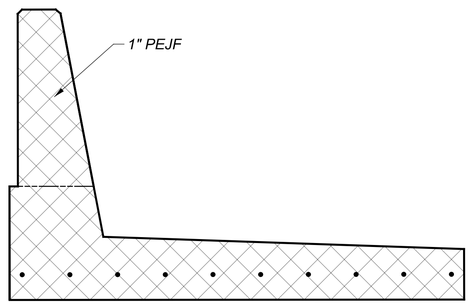
DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.



COPING EXPANSION JOINT



BARRIER SAWCUT



EXPANSION JOINT DETAIL

NOTES

1. *FOR ADDITIONAL BARRIER DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20.*

RETAINING WALL NO. 005B & 005D ALONG RAMP B & G

WALL DETAILS

SFN N/A

DESIGN AGENCY GFT

DESIGNER	CHECKER
MTO	SAT

REVIEWER EFD 11/2026

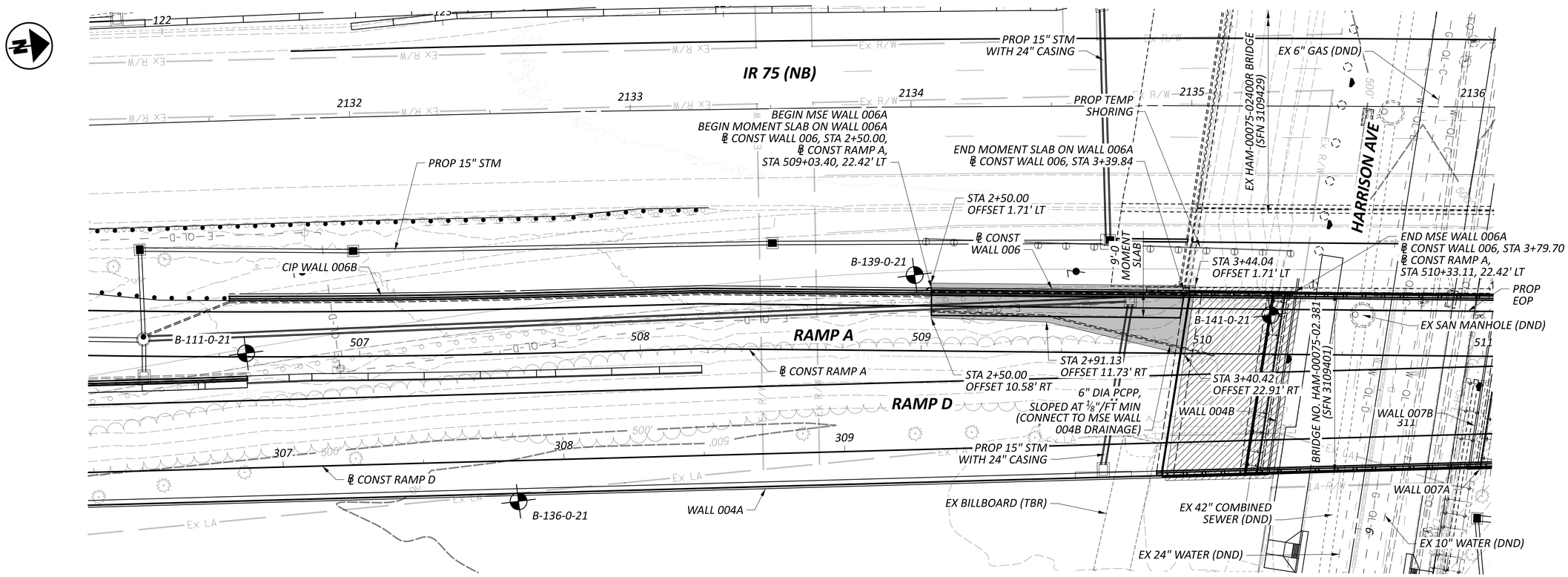
PROJECT ID 114161

SUBSET	TOTAL
37	57

SHEET	TOTAL
P.523	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: $PLTDRV$

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/22/2026 TIME: 12:59:14 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: stony@gftinc.com WORKSPACE: OHDOT-CEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GannettFleming\Structures\Wall_005\Sheets\114161_WALL005_WD001.dgn
PENTABLE: $PENTBLS$



HORIZONTAL SCALE IN FEET
0 10 20 40

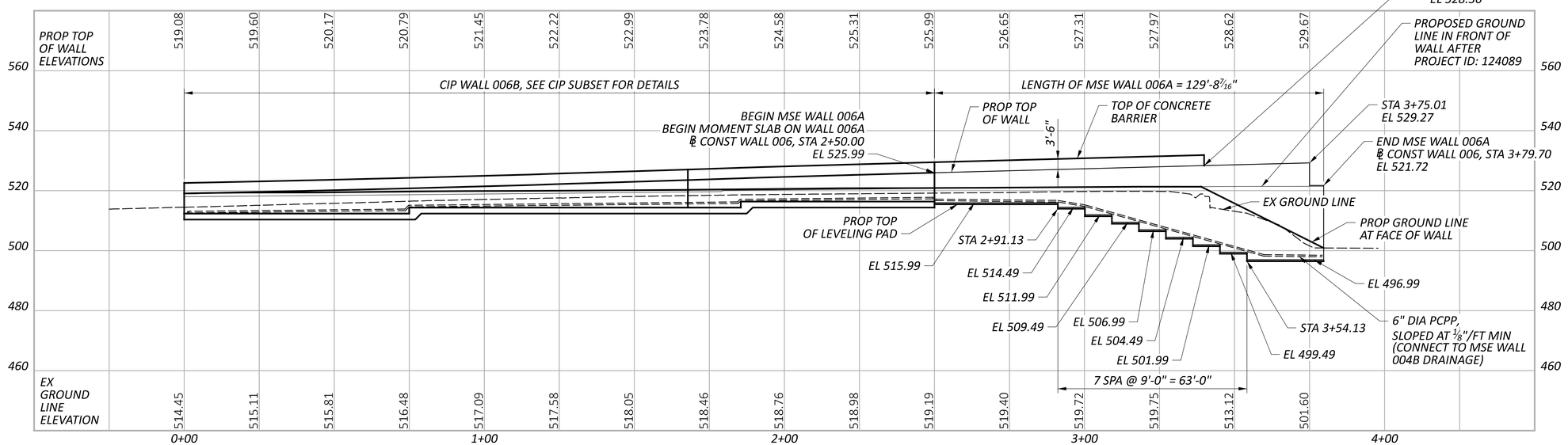
NOTES:

1. ALL DIMENSIONS MEASURED ALONG BASELINE OF WALL.
2. MOMENT SLAB DIMENSIONS MEASURED ALONG TOE OF BARRIER.
3. DETAILS FOR INLETS AT MOMENT SLABS TO BE PROVIDED IN NEXT SUBMITTAL.

PLAN

LEGEND:

- PLAN LIMITS OF MSE WALL 006A
- PLAN LIMITS OF SELECT GRANULAR BACKFILL, WALL EXCAVATION, AND FOUNDATION PREPARATION WITH WALL 004B



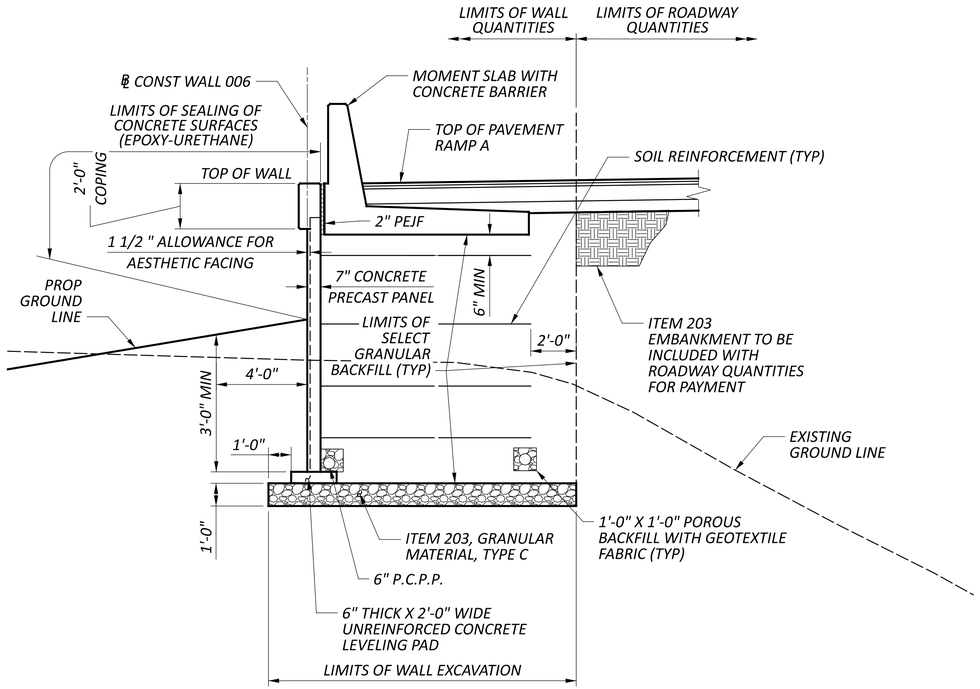
PROFILE ALONG ℄ CONST WALL 006A

PLAN AND PROFILE
RETAINING WALL NO 006A ALONG RAMP A
STA 2+50.00 TO 3+79.70

SFN N/A
DESIGN AGENCY E M H T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 38 | TOTAL 57
SHEET P.524 | TOTAL 830

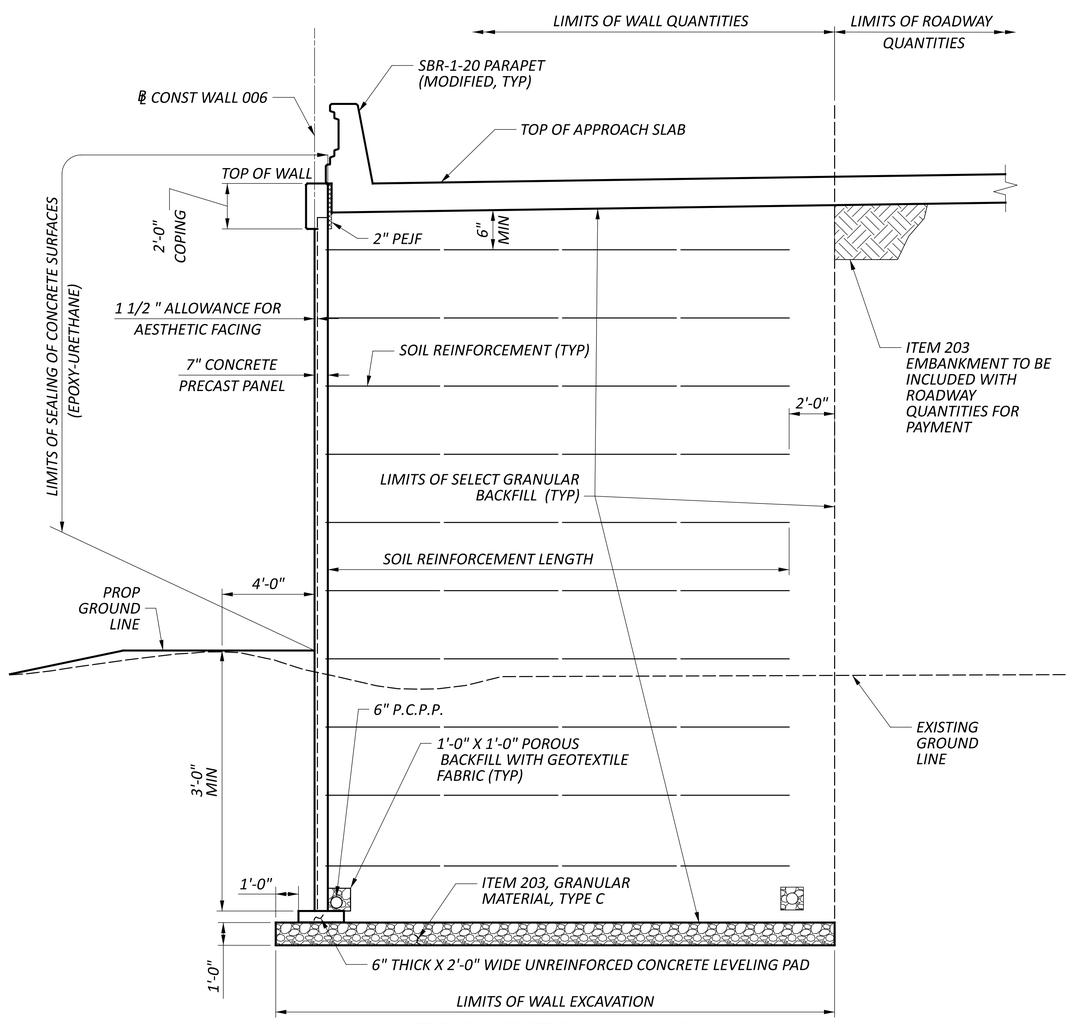
HAM-IR 75-1.95

MODEL: Wall 006 - Wall 0068 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 1:47:02 PM USER: aham
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Structures\Wall_006\Sheets\114161_WALL006A_WP001.dgn



TYPICAL SECTION WALL 006A

(APPLIES STA 2+50.00 TO STA 3+39.84)



TYPICAL SECTION WALL 006A

(APPLIES STA 3+39.84 TO STA 3+79.70)

WALL SECTIONS
RETAINING WALL NO 006A
ALONG WEST SIDE OF RAMP A

SFN N/A

DESIGN AGENCY E|M|H&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
39	57

SHEET	TOTAL
P.525	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:55:32 PM USER: tadams
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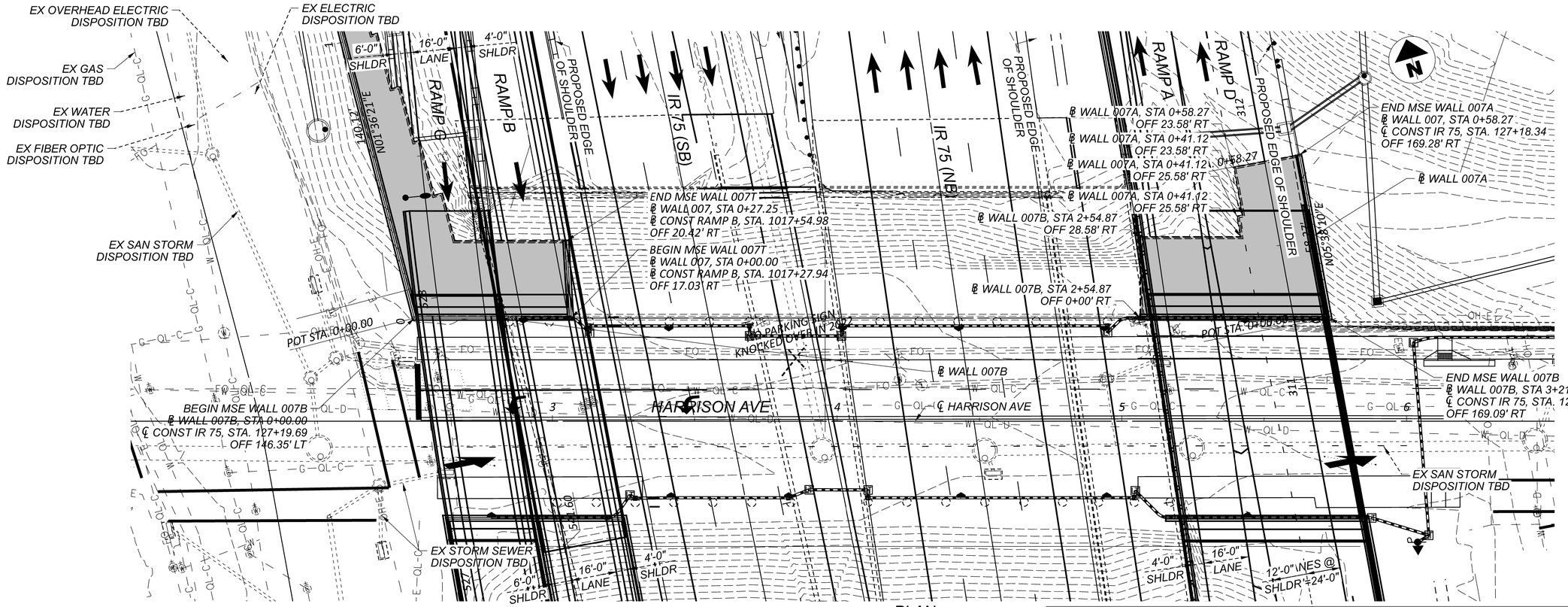
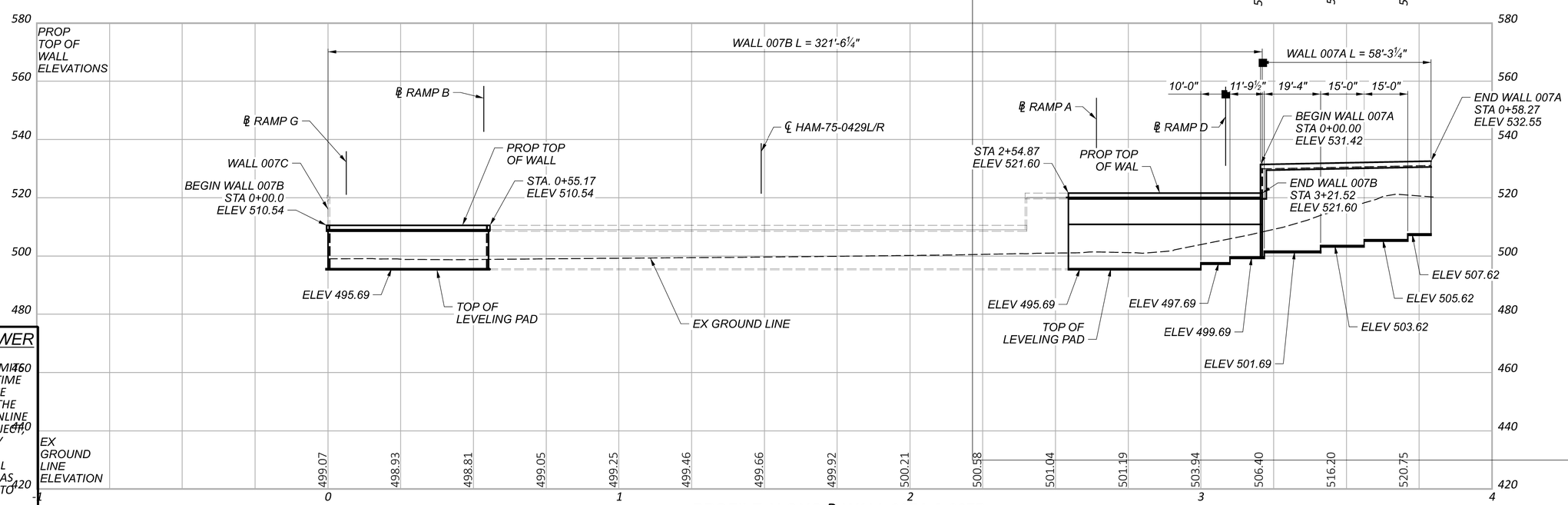


PLAN



PROFILE ALONG ℄ WALL 007A & 007B

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

PLAN AND ELEVATION
RETAINING WALL NO. 007A ALONG HARRISON AVE AND 007B ALONG RAMP D
STA 0+00.00 TO STA 3+21.52 & STA 0+00.00 TO STA 0+58.27

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	MTO
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	40
TOTAL	57
SHEET	P.526
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl

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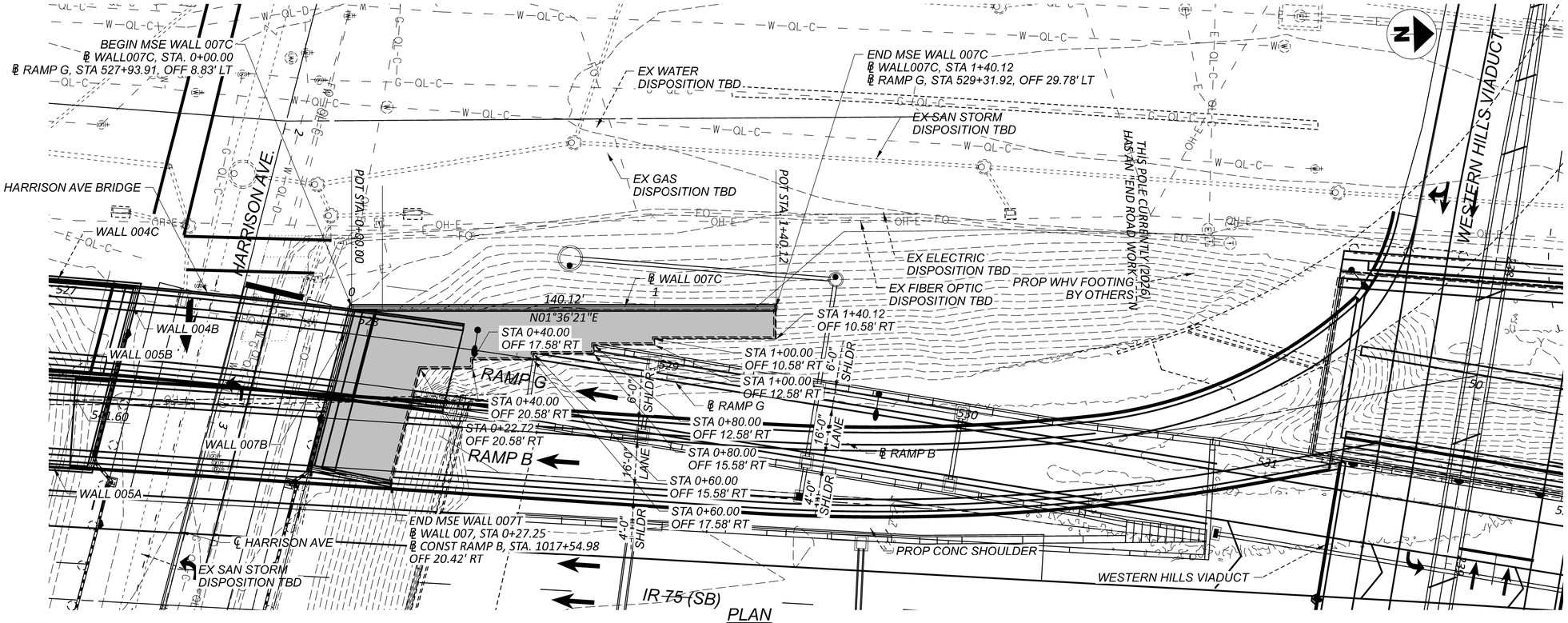
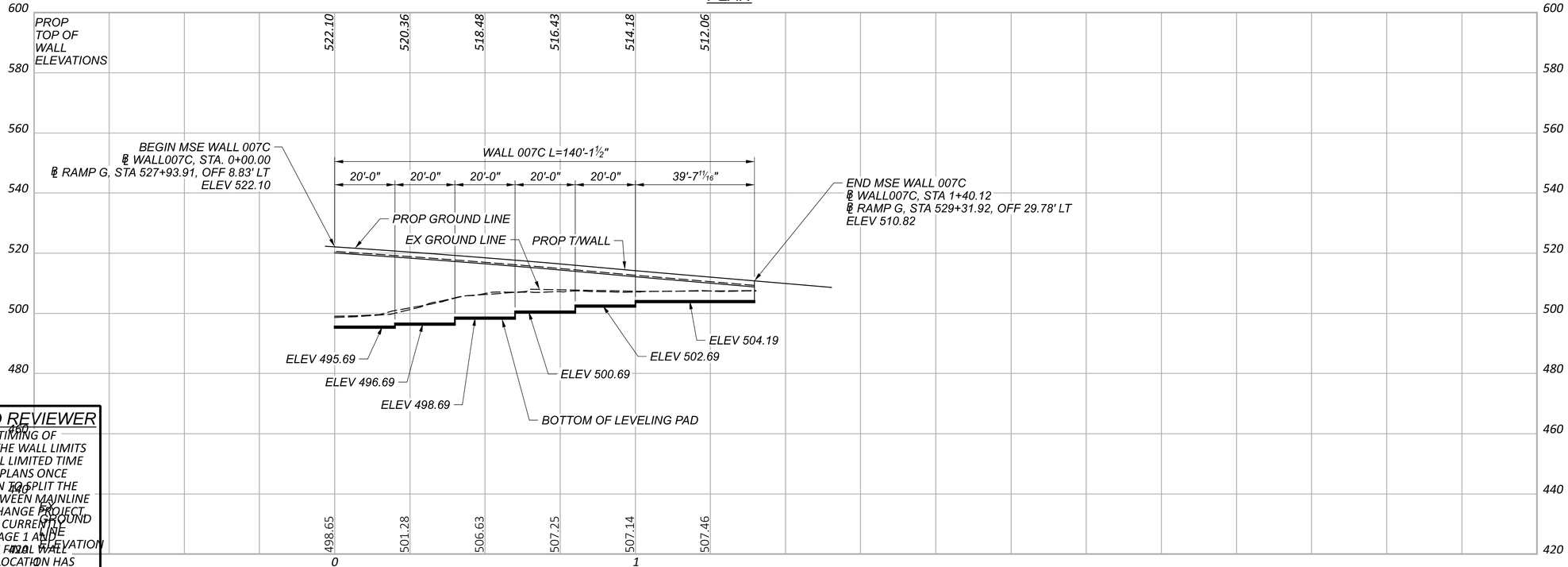


PLAN



PROFILE ALONG ℄ WALL 007C

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT. THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

PLAN AND PROFILE
RETAINING WALL NO. 007C ALONG RAMP G
STA 0+00.00 TO STA 1+40.12

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	MTO
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	41
TOTAL	57
SHEET	P.527
TOTAL	830

HAM-IR 75-1.95

PENTABLE SUBSET: 1
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PLOT DRIVER: OHDOT_PDF.pltcfg
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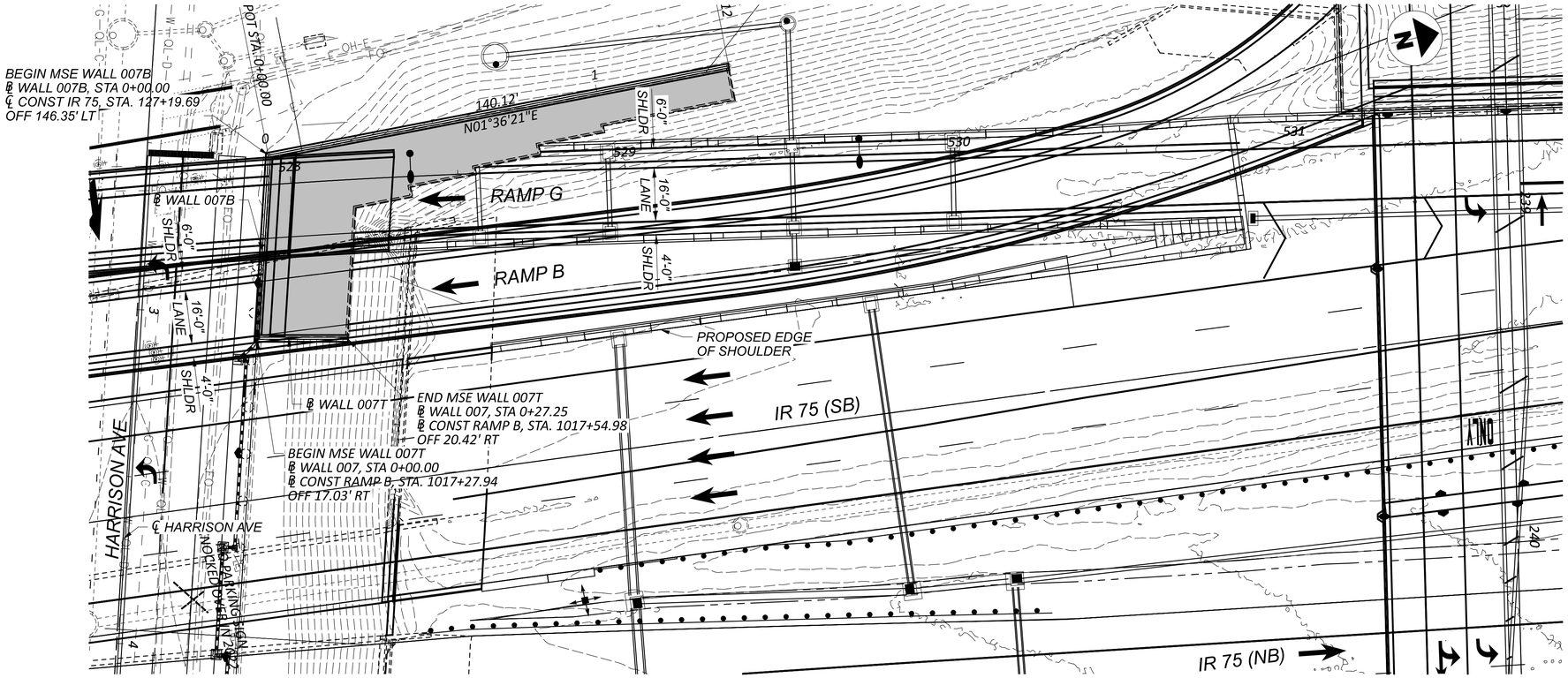
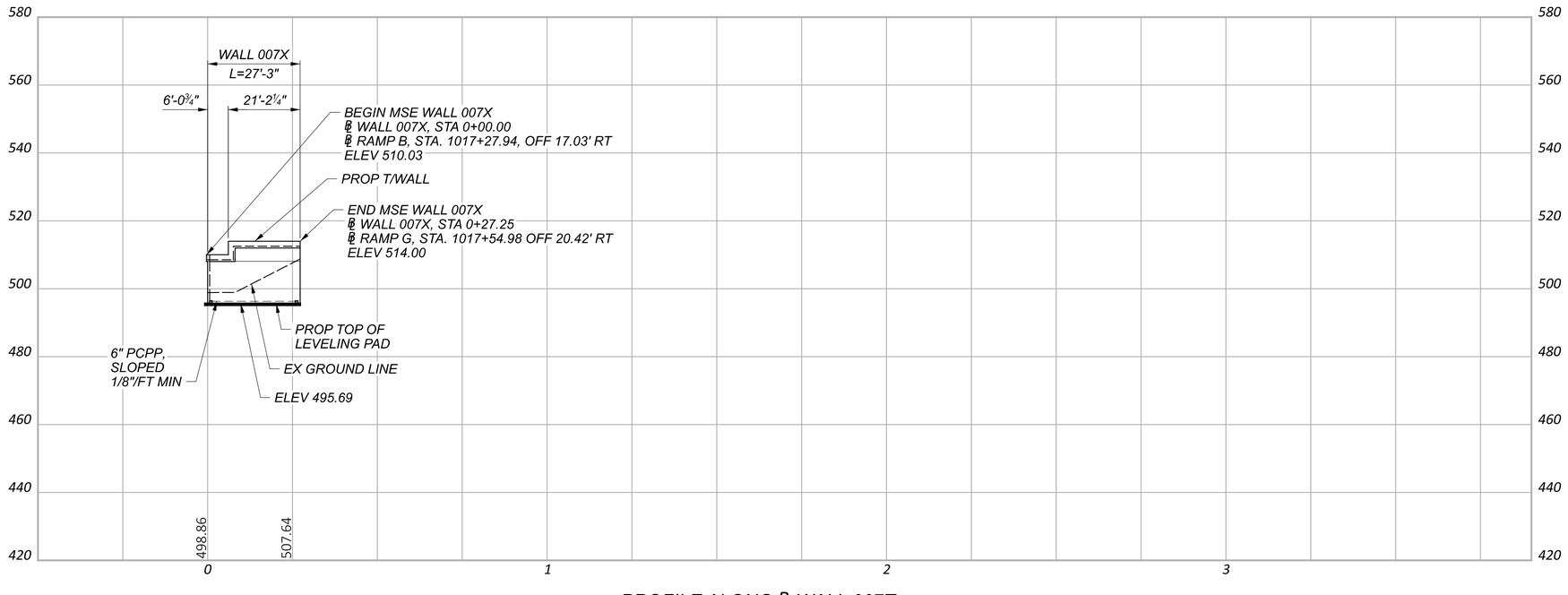


PLAN



PROFILE ALONG ℄ WALL 007T

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

PLAN AND ELEVATION RETAINING WALL NO. 007T ALONG HARRISON AVE STA. 0+00.00 TO STA. 0+27.25

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	MTO
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	42
TOTAL	57
SHEET	P.528
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
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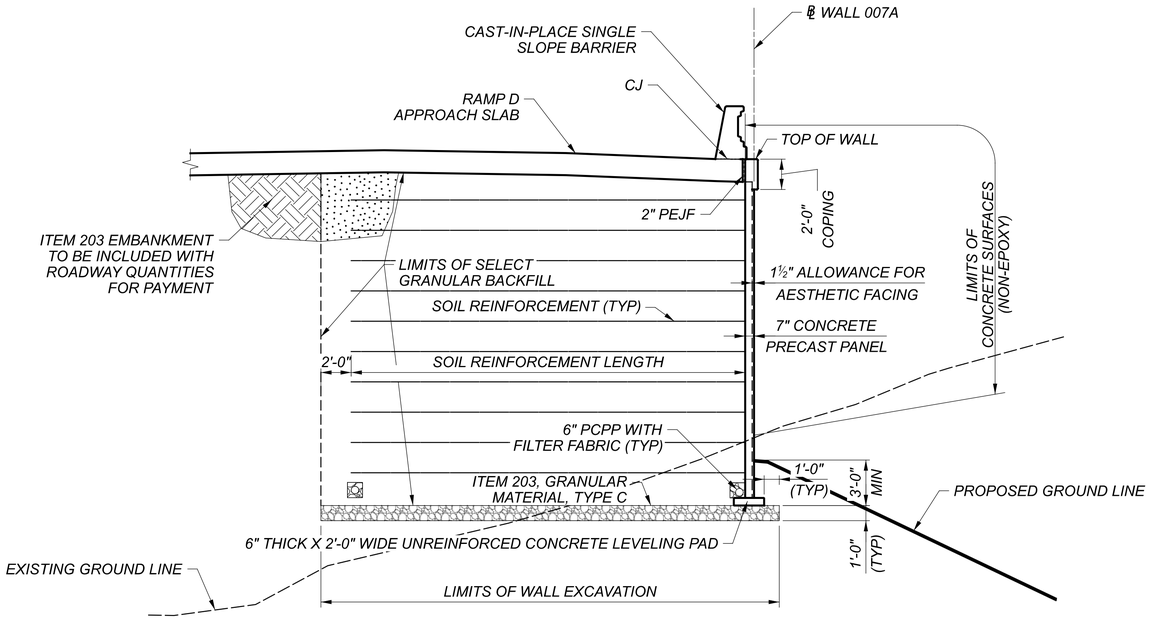

TYPICAL MSE SECTION OF WALL 007A
(APPLIES STA 0+00.00 TO STA 0+58.27)

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 007A ALONG RAMP D
STA 0+00.00 TO STA 0+58.27

SFN
N/A

DESIGN AGENCY
GFT

DESIGNER	CHECKER
MTO	SAT

REVIEWER
EFD 11/2026

PROJECT ID
114161

SUBSET	TOTAL
43	57

SHEET	TOTAL
P.529	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
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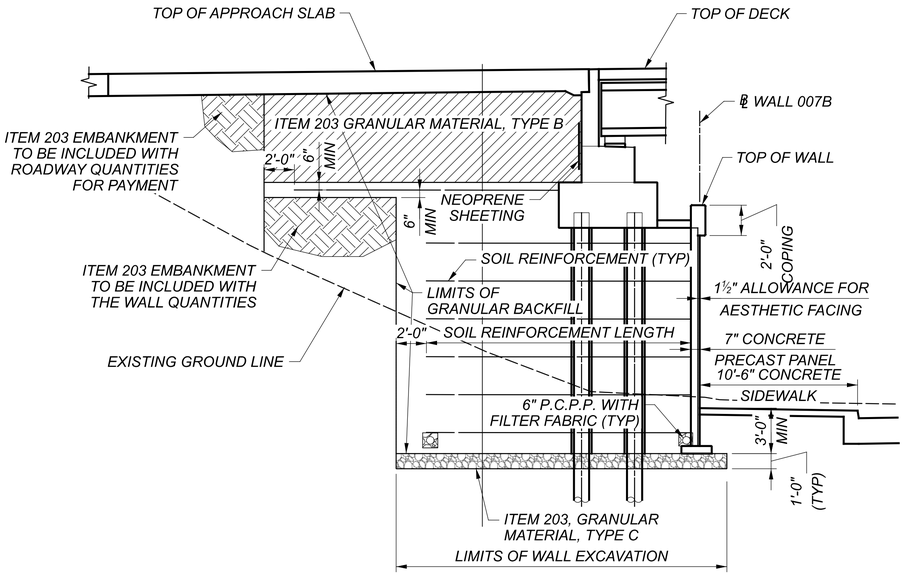
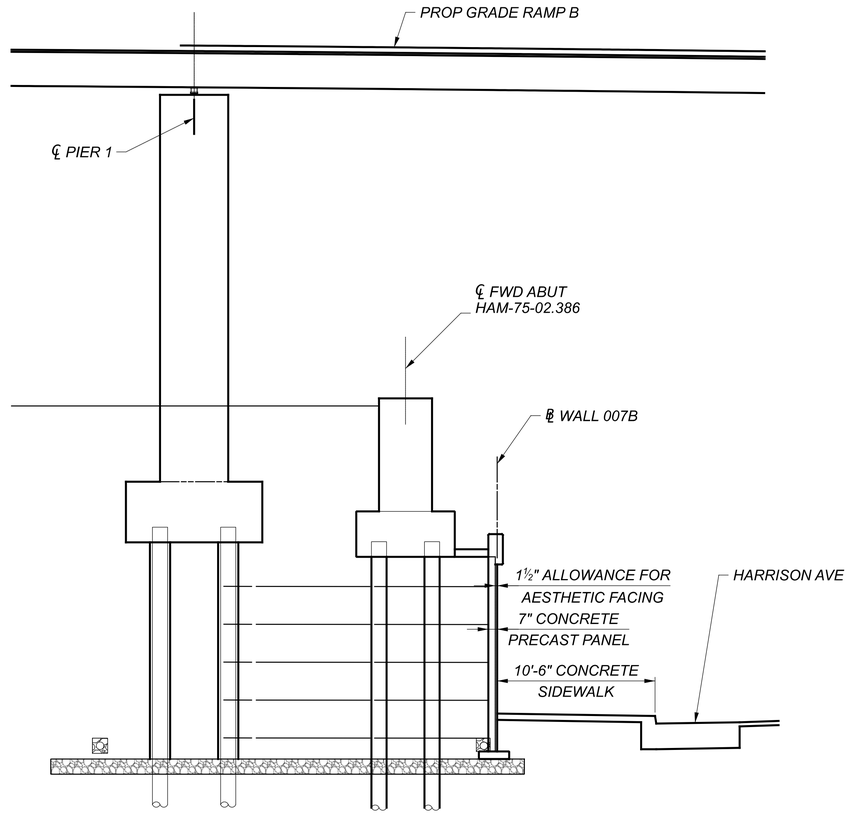


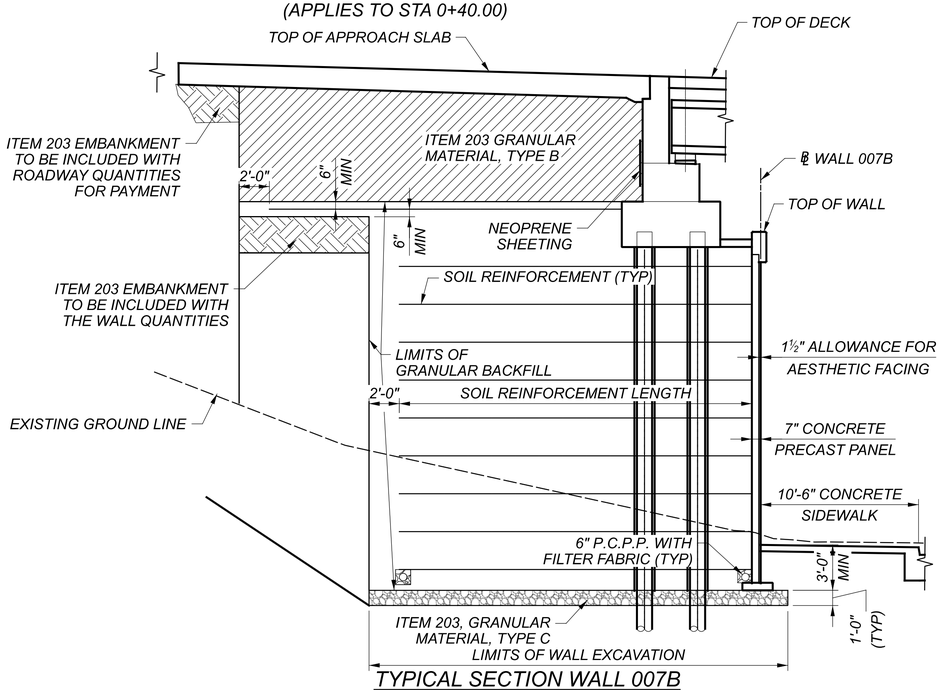
TYPICAL SECTION WALL 007B

(APPLIES TO STA 0+15.00)



TYPICAL SECTION WALL 007B

(APPLIES TO STA 0+40.00)



TYPICAL SECTION WALL 007B

(APPLIES TO STA 2+90.00)

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 007B ALONG HARRISON AVENUE
STA 0+00.00 TO STA 3+21.52

SFN N/A

DESIGN AGENCY GFT

DESIGNER	CHECKER
MTO	SAT

REVIEWER EFD 11/2026

PROJECT ID 114161

SUBSET	TOTAL
44	57

SHEET	TOTAL
P.530	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl

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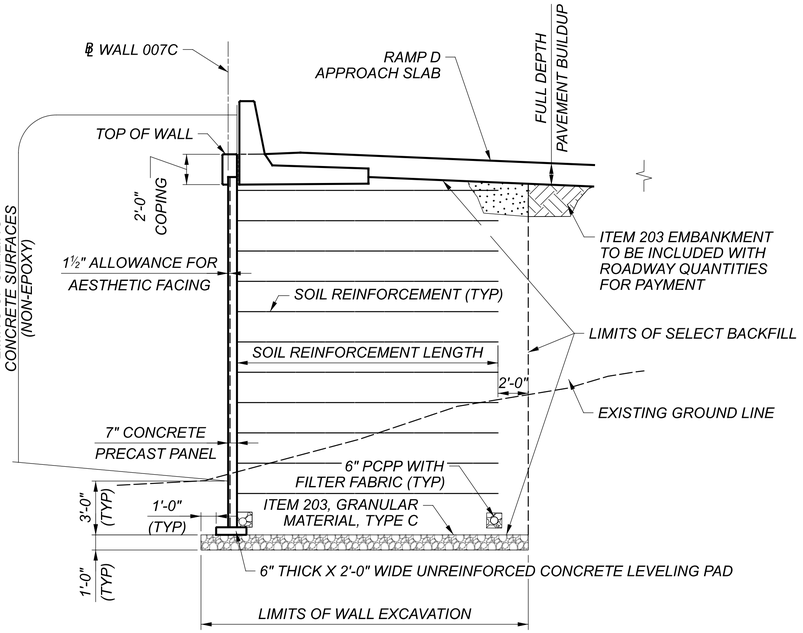
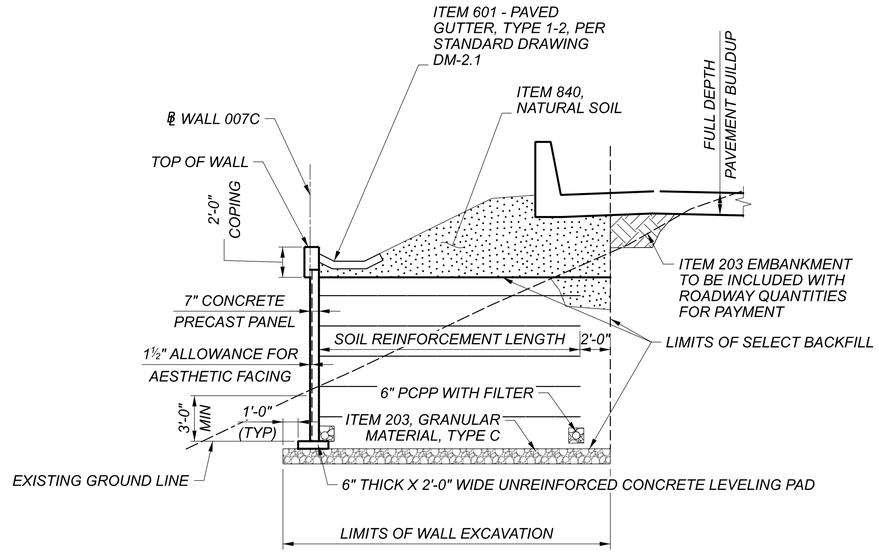


TYPICAL MSE SECTION OF WALL 007C
(APPLIES STA 0+07.80 TO STA 0+37.80)



TYPICAL MSE SECTION OF WALL 007C
(APPLIES STA 0+37.80 TO STA 1+40.12)

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 007C ALONG RAMP G
STA 0+00.00 TO STA 1+40.12

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	MTO
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	45
TOTAL	57
SHEET	P.531
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: $PLTDRV$$ PENTABLE: $PENTBL$$
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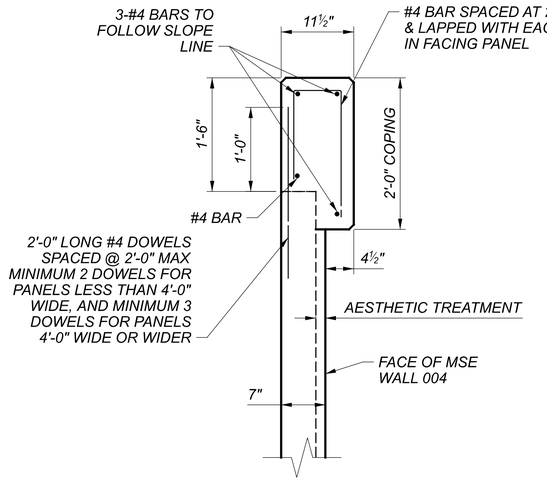
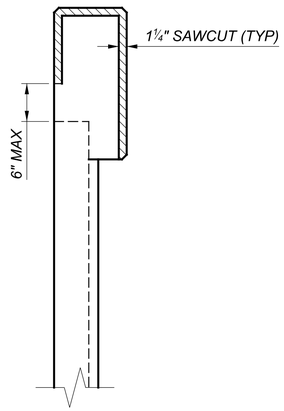
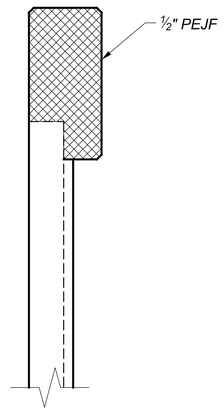
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\402-Engineering_GannettFleming\StructuresWall_007\Sheets\114161_WALL007_WX004.dgn



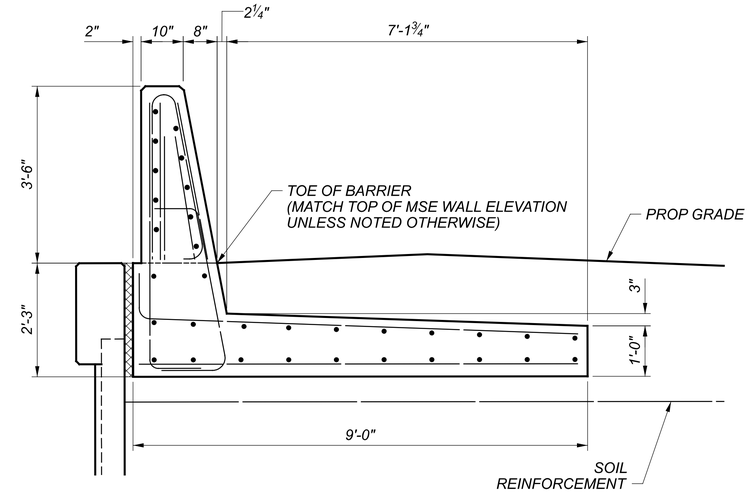
MSE WALL COPING



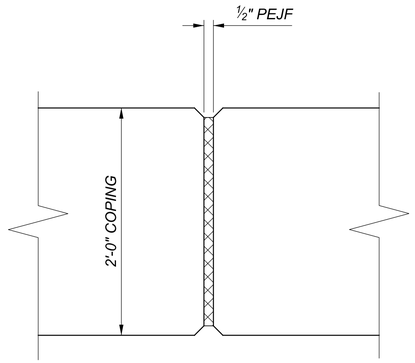
COPING CONTRACTION JOINTS



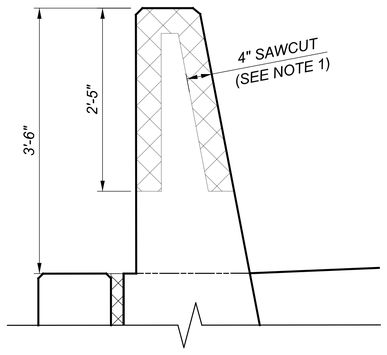
COPING EXPANSION JOINTS



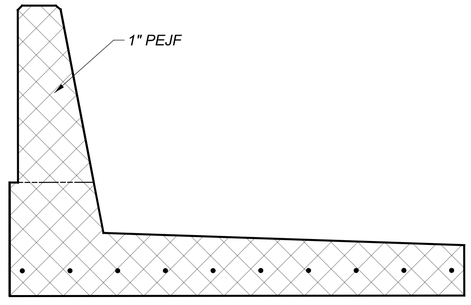
TYPICAL MOMENT SLAB SECTION



COPING EXPANSION JOINT



BARRIER SAWCUT



EXPANSION JOINT DETAIL

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

NOTES

1. *FOR ADDITIONAL BARRIER DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20.*

WALL DETAILS
RETAINING WALL NO. 007A, 007B, 007C

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	MTO
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	46
TOTAL	57
SHEET	P.532
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: OHDOT_PDF.pltcfg PENTABLE: 114161_BW.tbl
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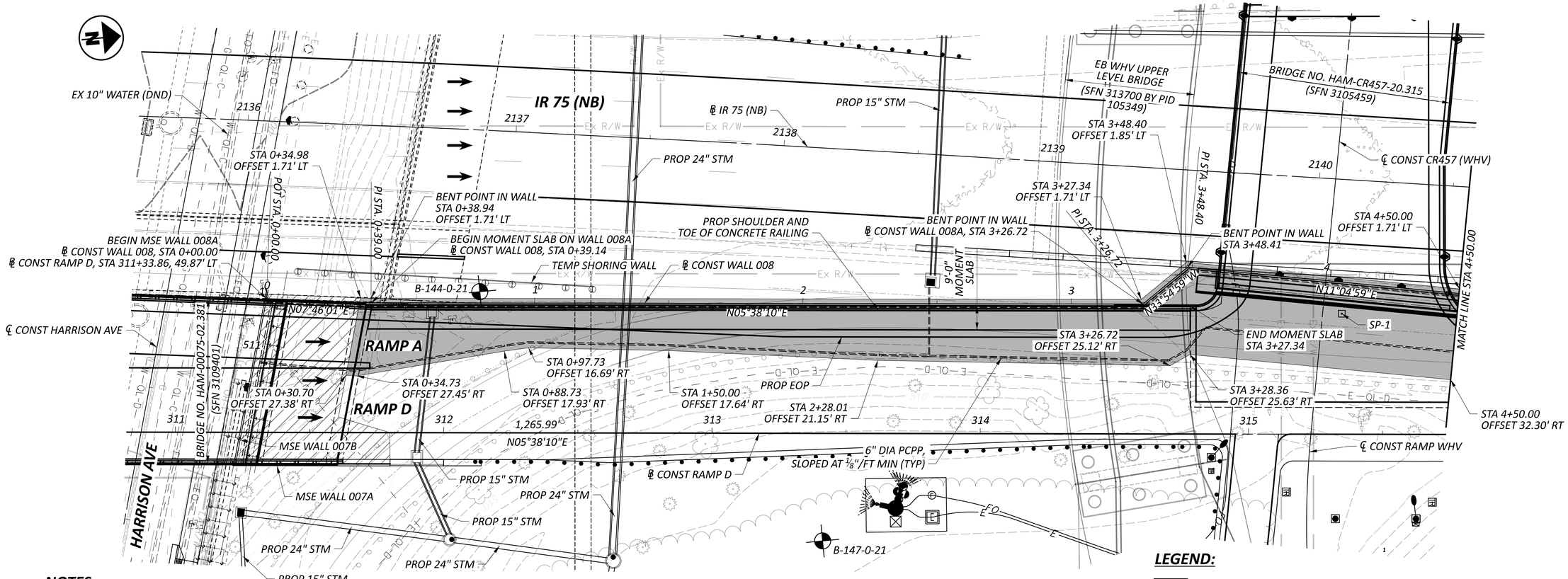


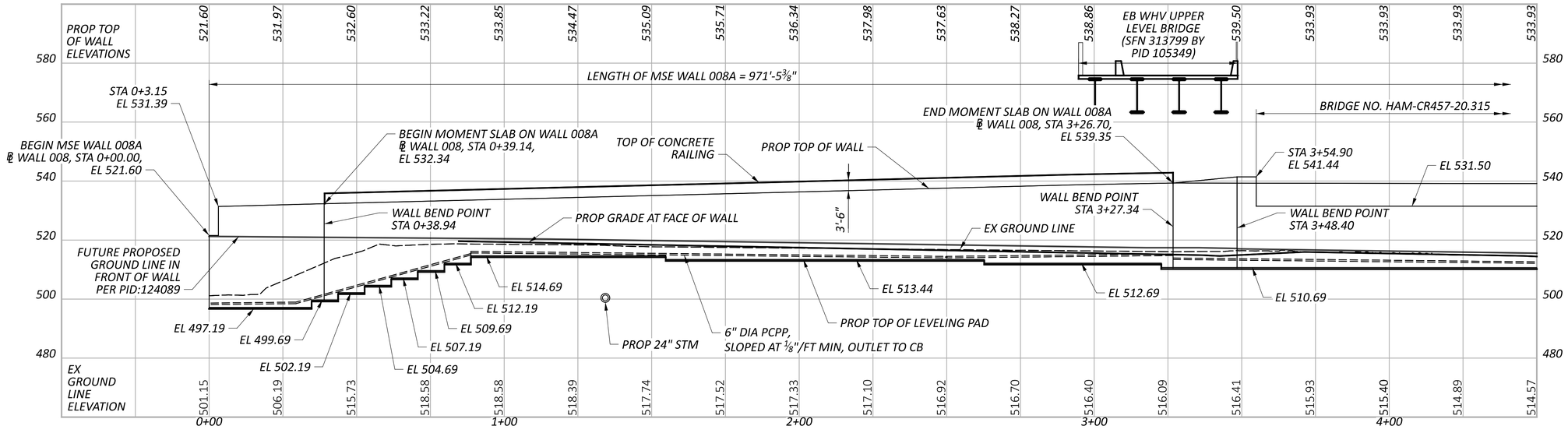
NOTES:

1. DIMENSIONS MEASURED ALONG BASELINE OF WALL.
2. MOMENT SLAB DIMENSIONS PROVIDED ALONG TOE OF BARRIER.
3. DETAILS FOR INLETS THROUGH MOMENT SLABS TO BE PROVIDED AT NEXT SUBMITTAL.

LEGEND:

- PLAN LIMITS OF MSE WALL 008
- PLAN LIMITS OF MSE WALL 007
- SETTLEMENT PLATFORM (ADDITIONAL DETAILS TO BE PROVIDED AT THE NEXT SUBMITTAL)

PLAN



PROFILE ALONG ℄ CONST WALL 008

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
RETAINING WALL NO 008A ALONG RAMP D
STA 0+00.00 TO STA 4+50.00

SFN N/A

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
47	57

SHEET	TOTAL
P.533	830

HAM-IR 75-1.95

MODEL: WALL11 - Wall 008A - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 9:40:24 AM USER: aibrahimkhail
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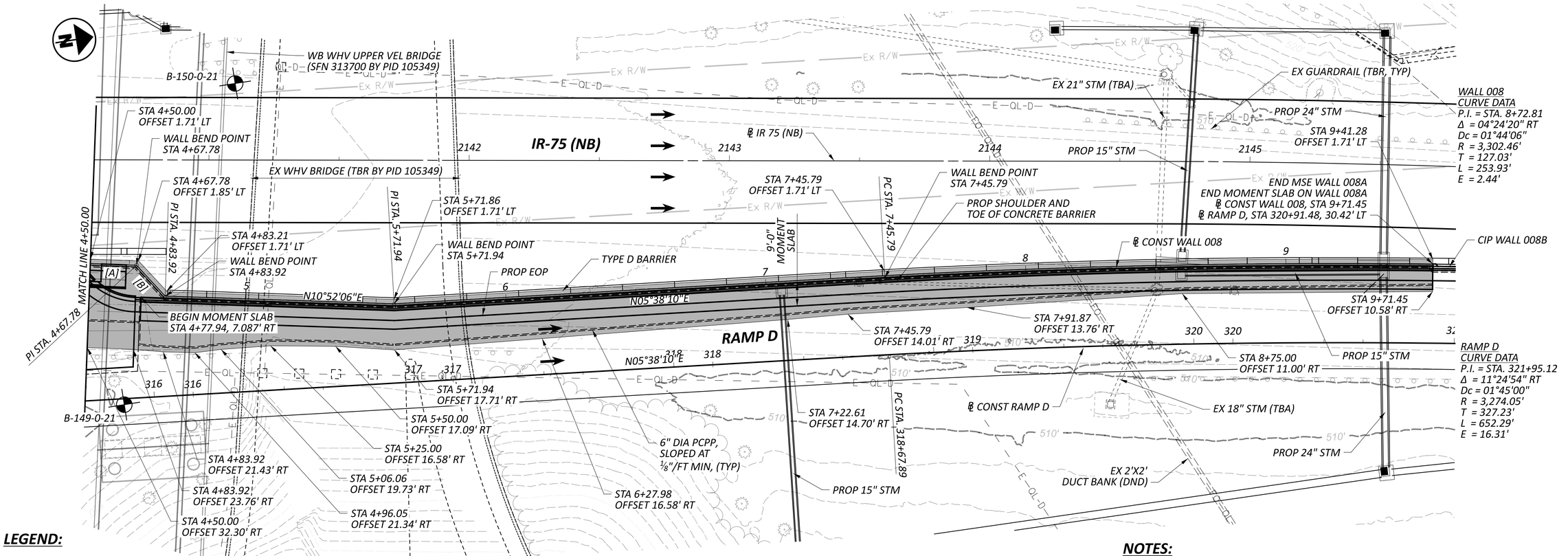


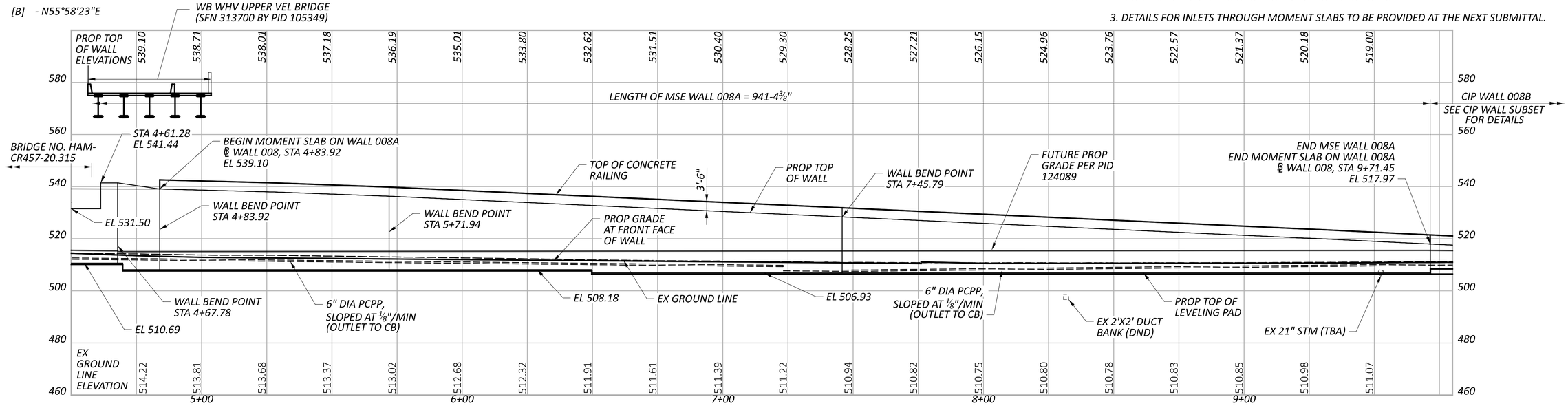
LEGEND:

- PLAN LIMITS OF MSE WALL 008.

[A] - N11°04'59"E

[B] - N55°58'23"E

PLAN



PROFILE ALONG ℄ CONST WALL 008

NOTES:

1. DIMENSIONS MEASURED ALONG BASELINE OF WALL.
2. MOMENT SLAB DIMENSIONS PROVIDED ALONG TOE OF BARRIER.
3. DETAILS FOR INLETS THROUGH MOMENT SLABS TO BE PROVIDED AT THE NEXT SUBMITTAL.

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE
RETAINING WALL NO 008A ALONG RAMP D
STA 4+50.00 TO 9+41.37

HAM-IR 75-1.95

MODEL: WALL11 - Wall 008A - Plan 2 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 1:47:10 PM USER: albrahimkhail
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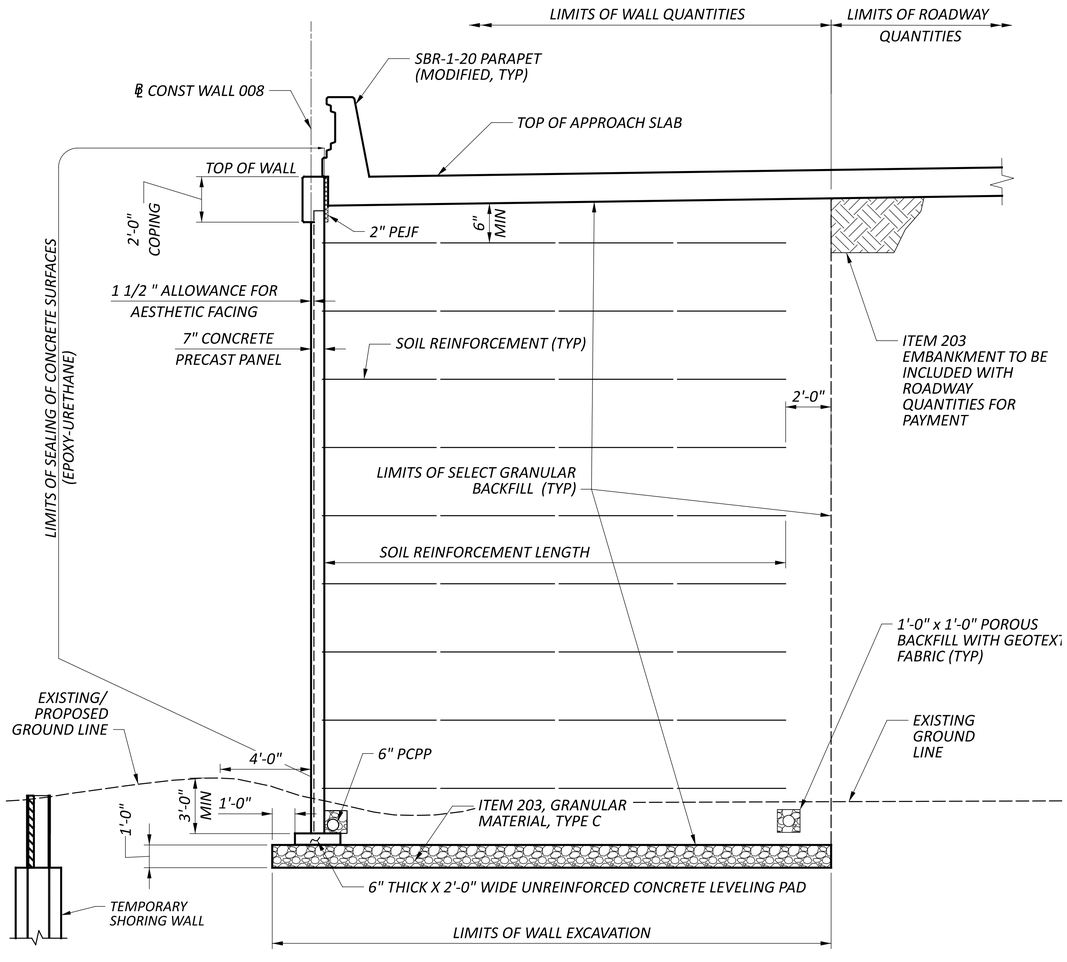
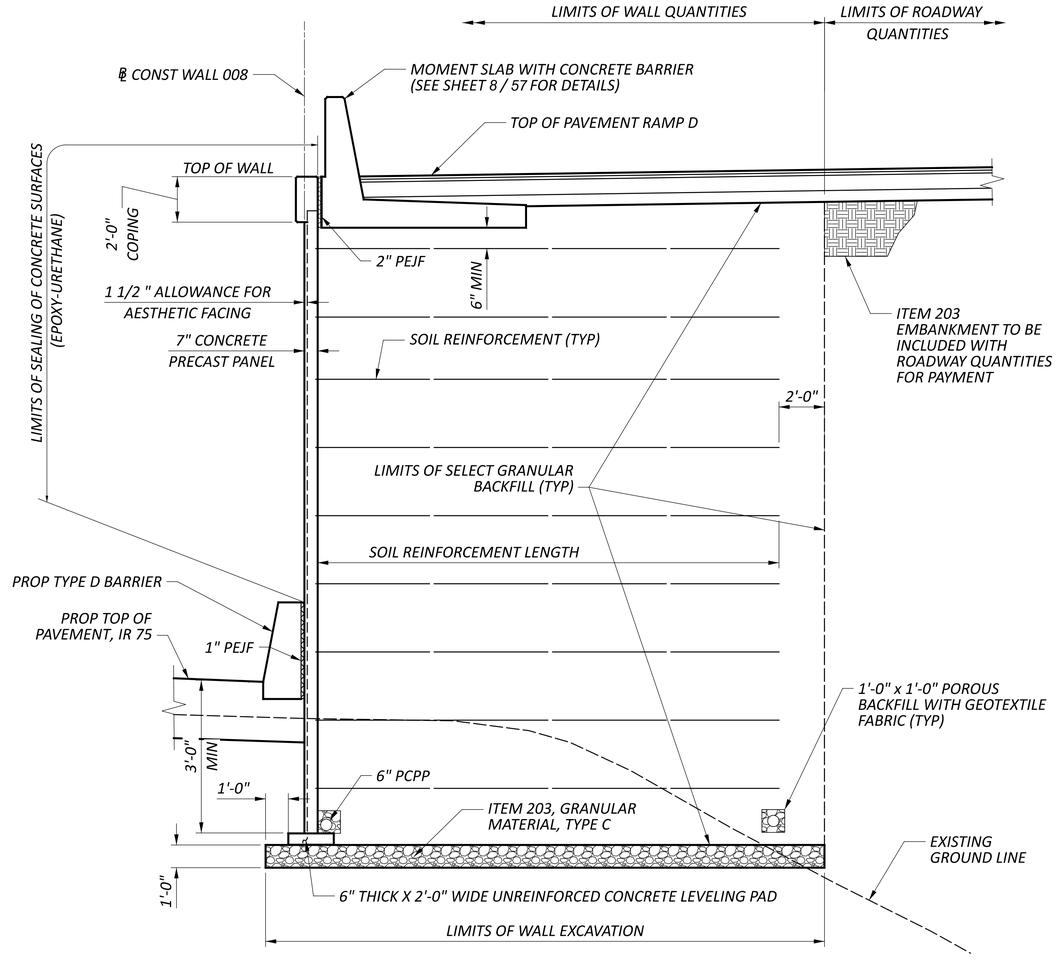
SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	48
TOTAL	57
SHEET	P.534
TOTAL	830



TYPICAL SECTION WALL 008A

(APPLIES STA 0+00.00 TO STA 0+39.14)



TYPICAL SECTION WALL 008A

(APPLIES STA 0+39.14 TO STA 3+54.90, STA 4+61.28 TO STA 10+91.37)

WALL SECTIONS
RETAINING WALL NO 008A
ALONG RAMP D

SFN
N/A

DESIGN AGENCY
EMH&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER
TDA 11/02/26

PROJECT ID
114161

SUBSET	TOTAL
49	57

SHEET	TOTAL
P.535	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 9:17:27 AM USER: REly
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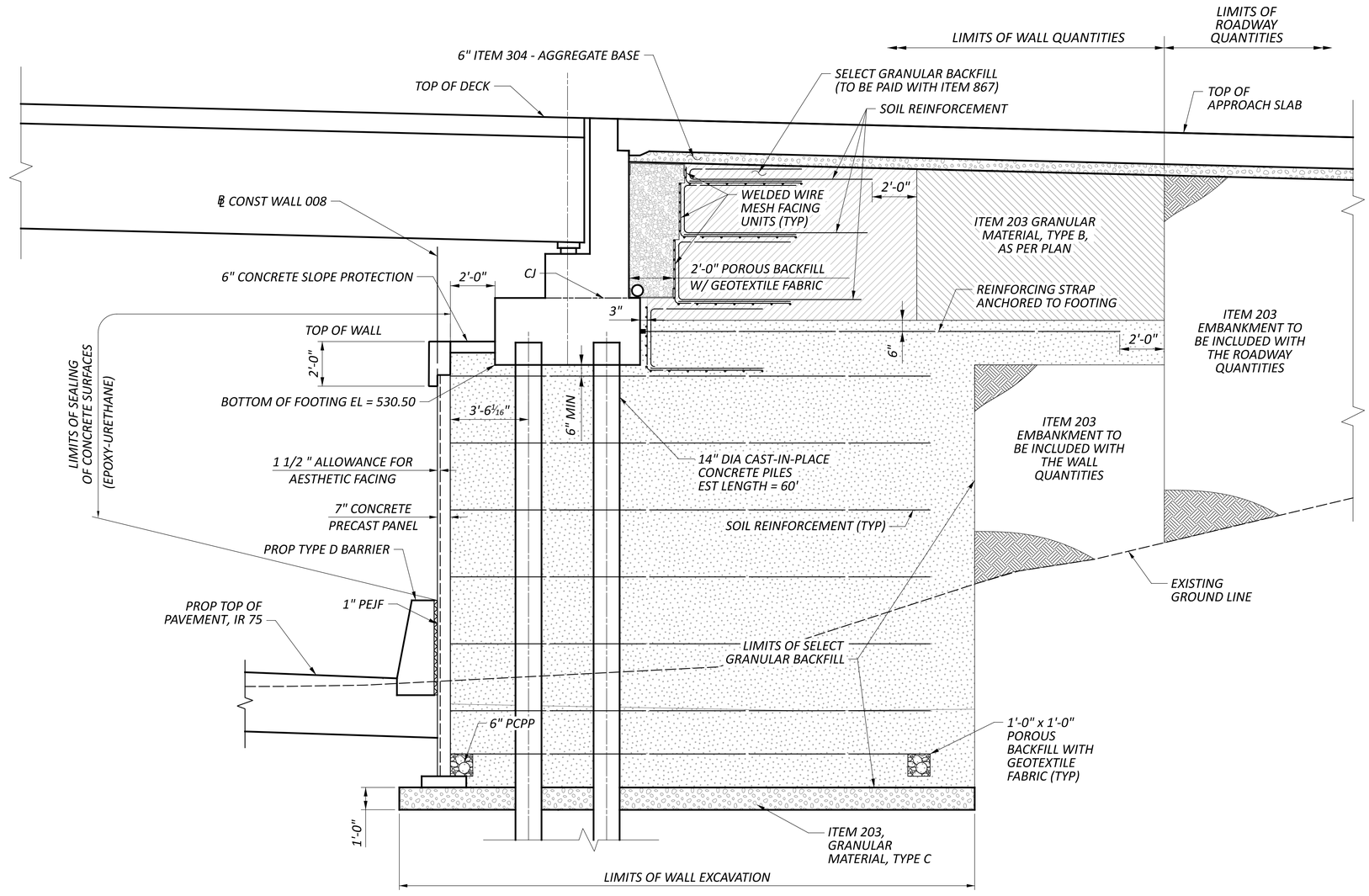

TYPICAL SECTION WALL 008A

(APPLIES STA 3+54.90 TO STA 4+61.28)

WALL SECTIONS
RETAINING WALL NO 008A
ALONG RAMP D

SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	50
TOTAL	57
SHEET	P.536
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:57:44 PM USER: tadams
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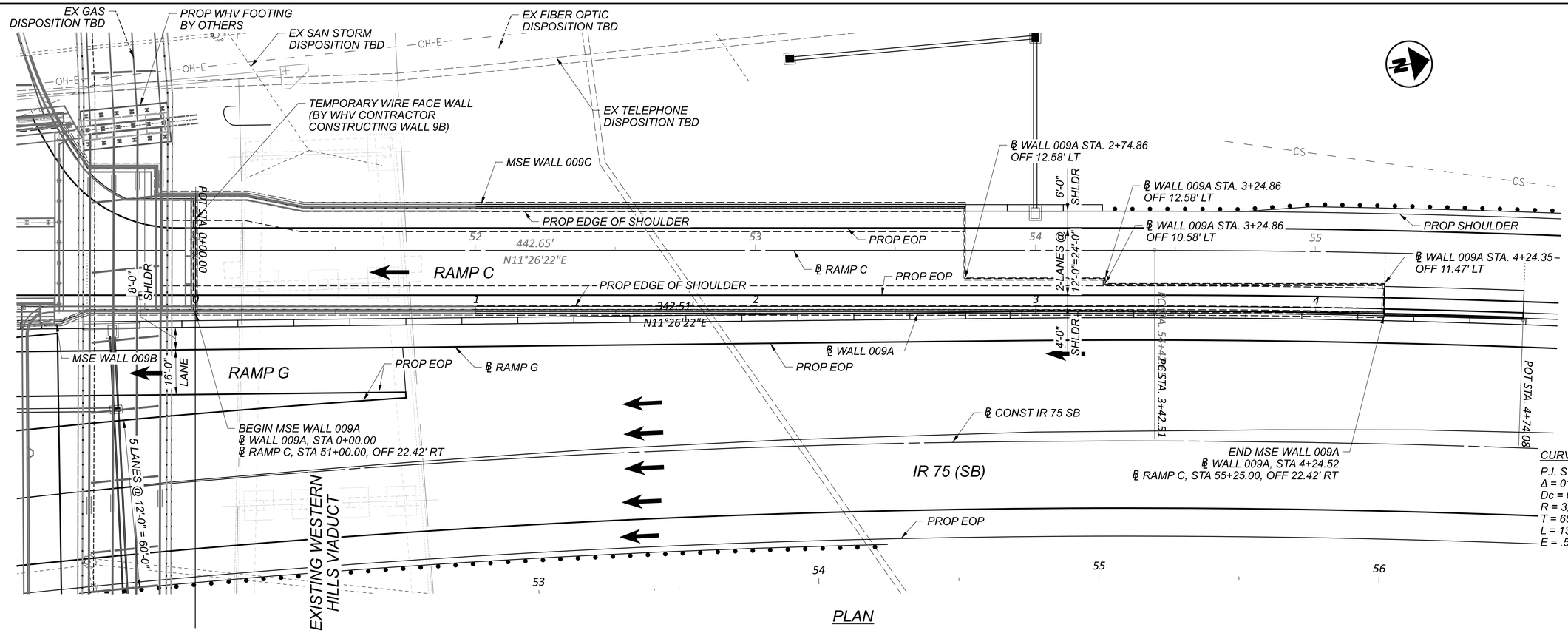

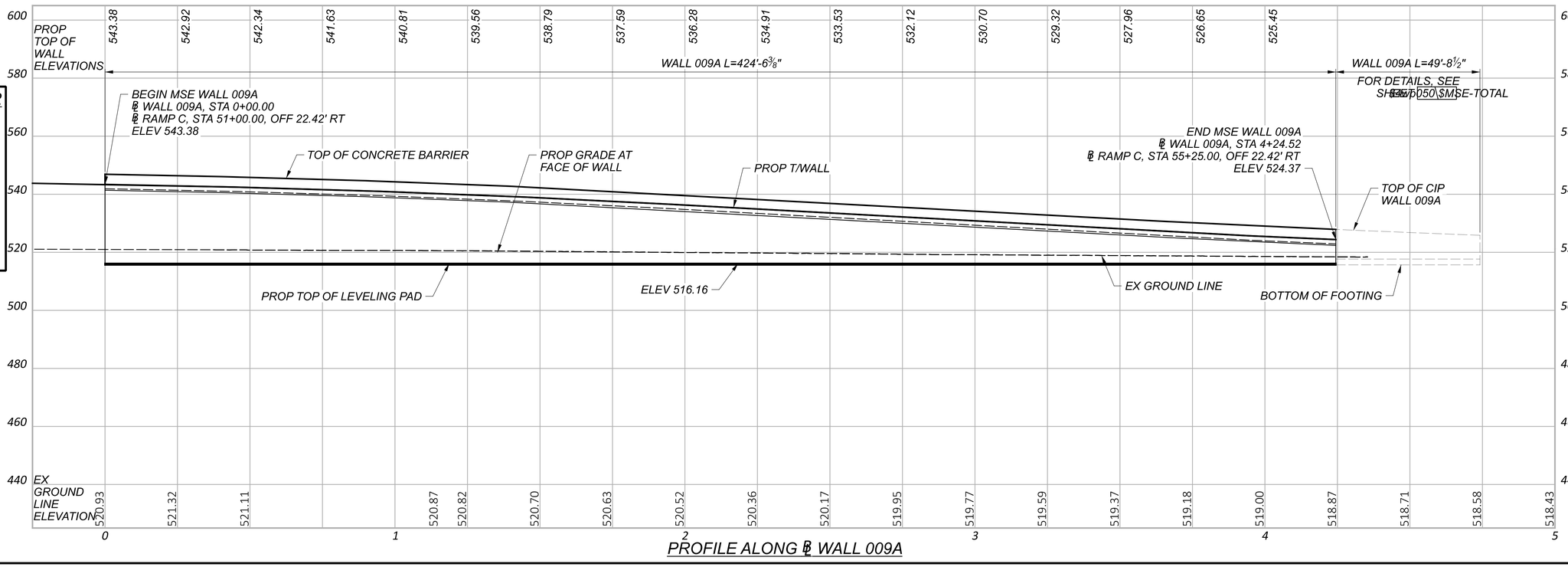

PROFILE ALONG ℄ WALL 009A

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

PLAN AND PROFILE
RETAINING WALL NO. 009A ALONG RAMP C & G
STA 0+00.00 TO STA 4+74.22

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	TBH
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	51
TOTAL	57
SHEET	P.537
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: $PLTDRV$$
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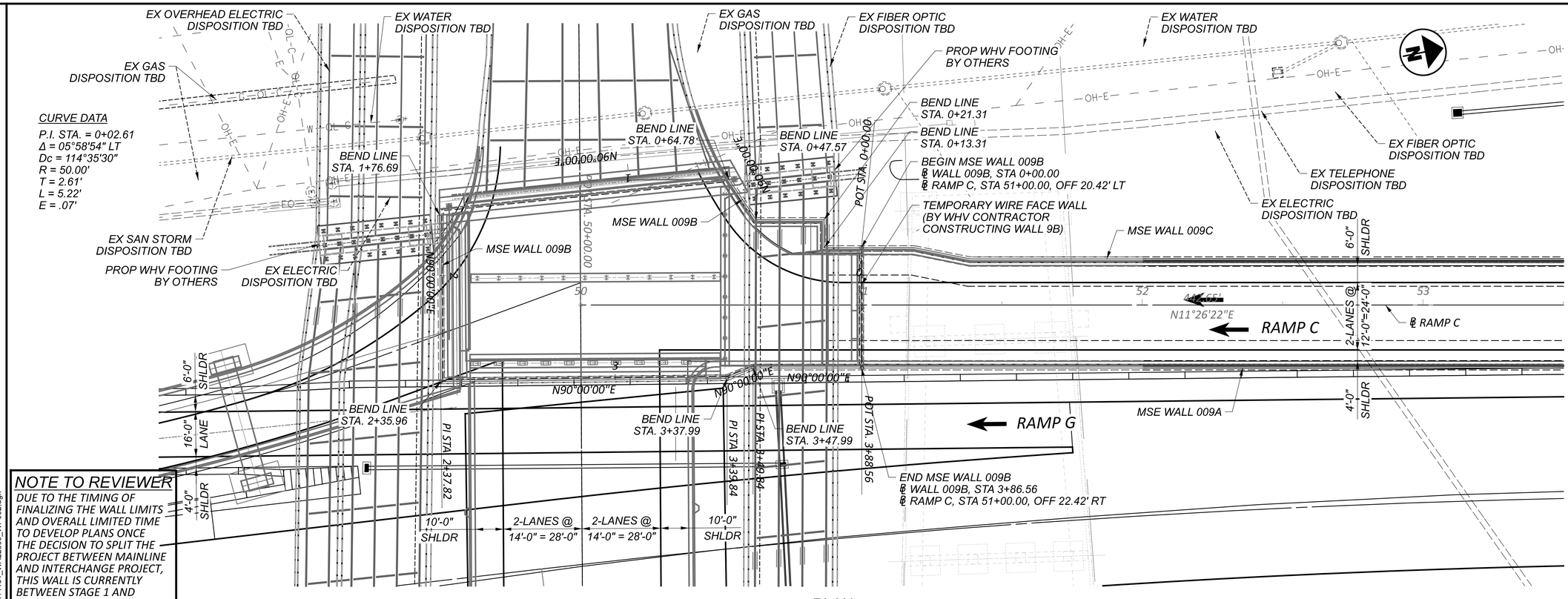
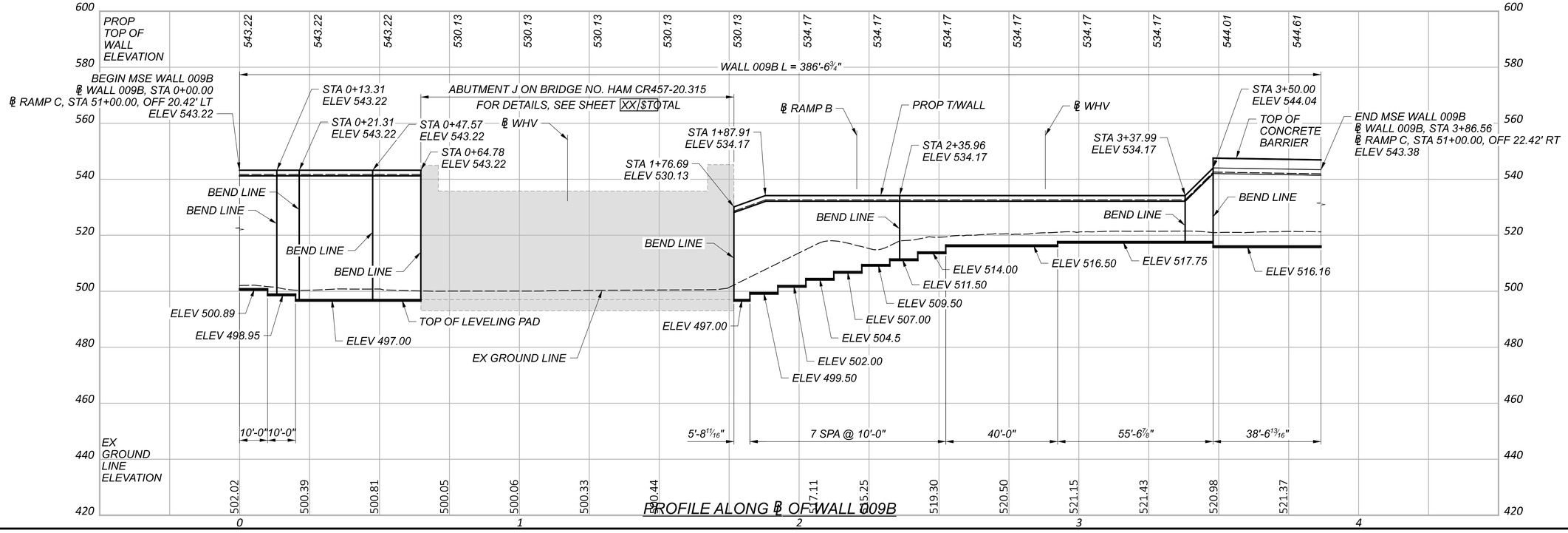


PLAN

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.



PROFILE ALONG ℄ OF WALL 009B

WALL 9B PLAN AND PROFILE
RETAINING WALL NO. 009B ALONG WHV AND RAMP B
STA 0+00.00 TO STA 3+55.06

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	TBH
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	52
TOTAL	57
SHEET	P.538
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: $PLTDRV$$ PENTABLE: $PENTBL$$

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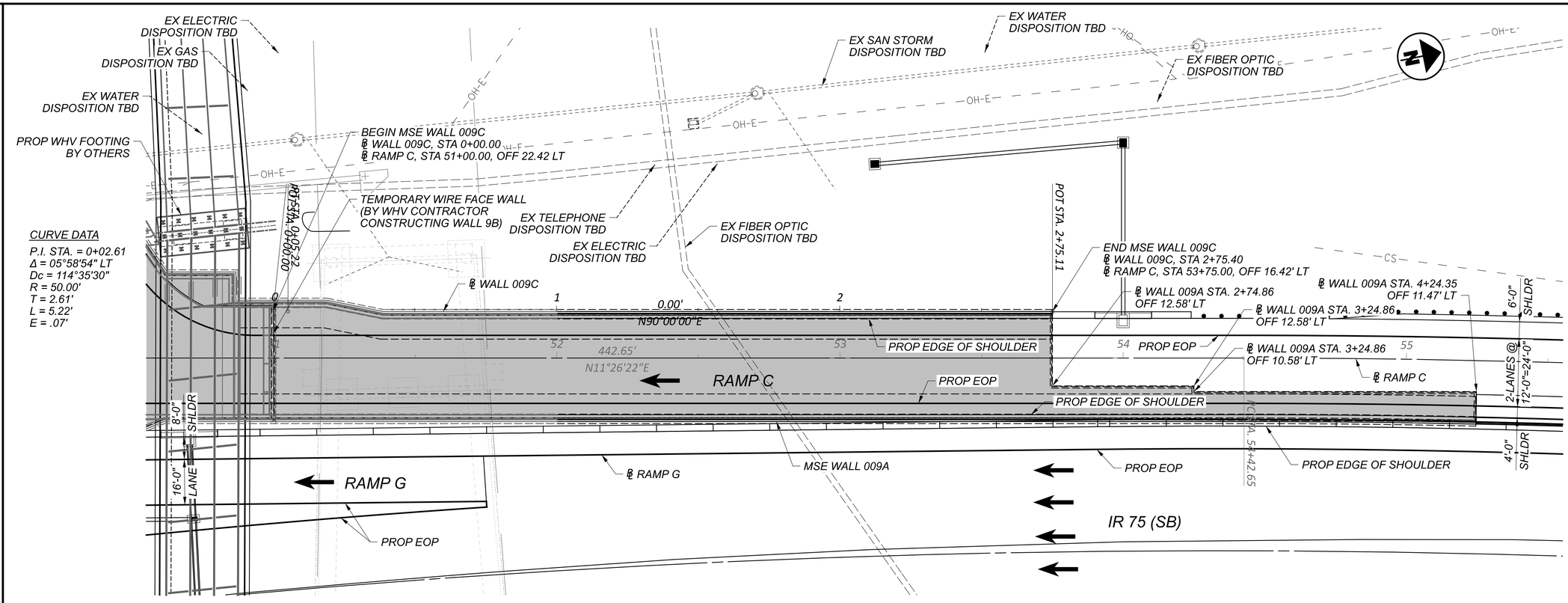
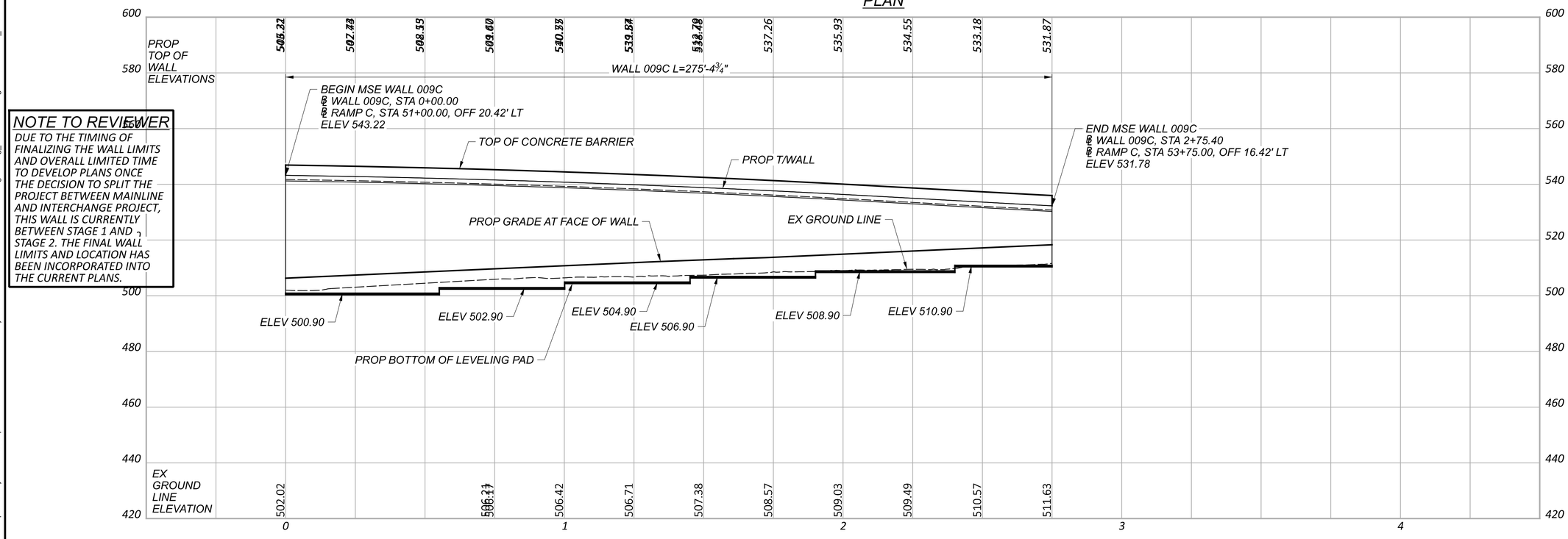


PLAN



PROFILE ALONG ℄ WALL 009C

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

PLAN AND PROFILE
RETAINING WALL NO. 009C ALONG RAMP C
STA 0+00.00 TO STA 2+75.40

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	TBH
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	53
TOTAL	57
SHEET	P.539
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: $PLTDRV$$

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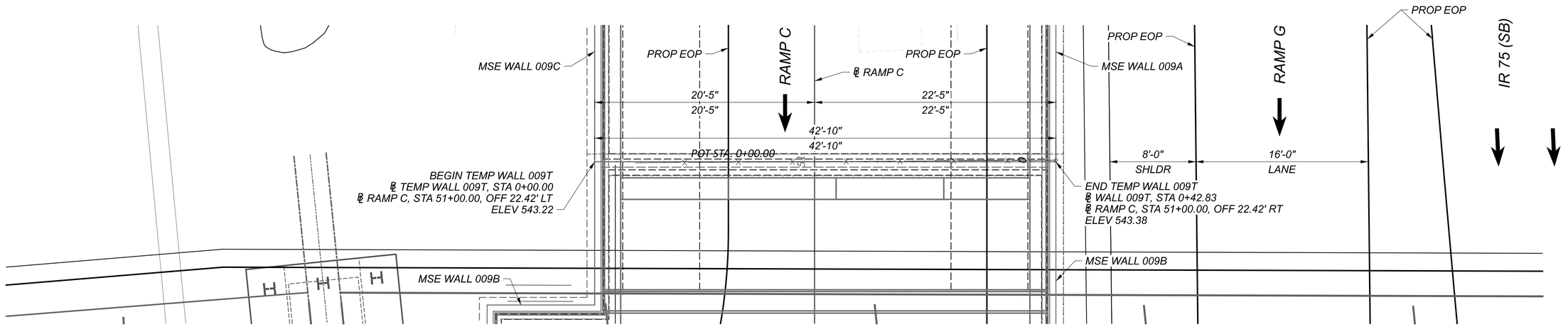
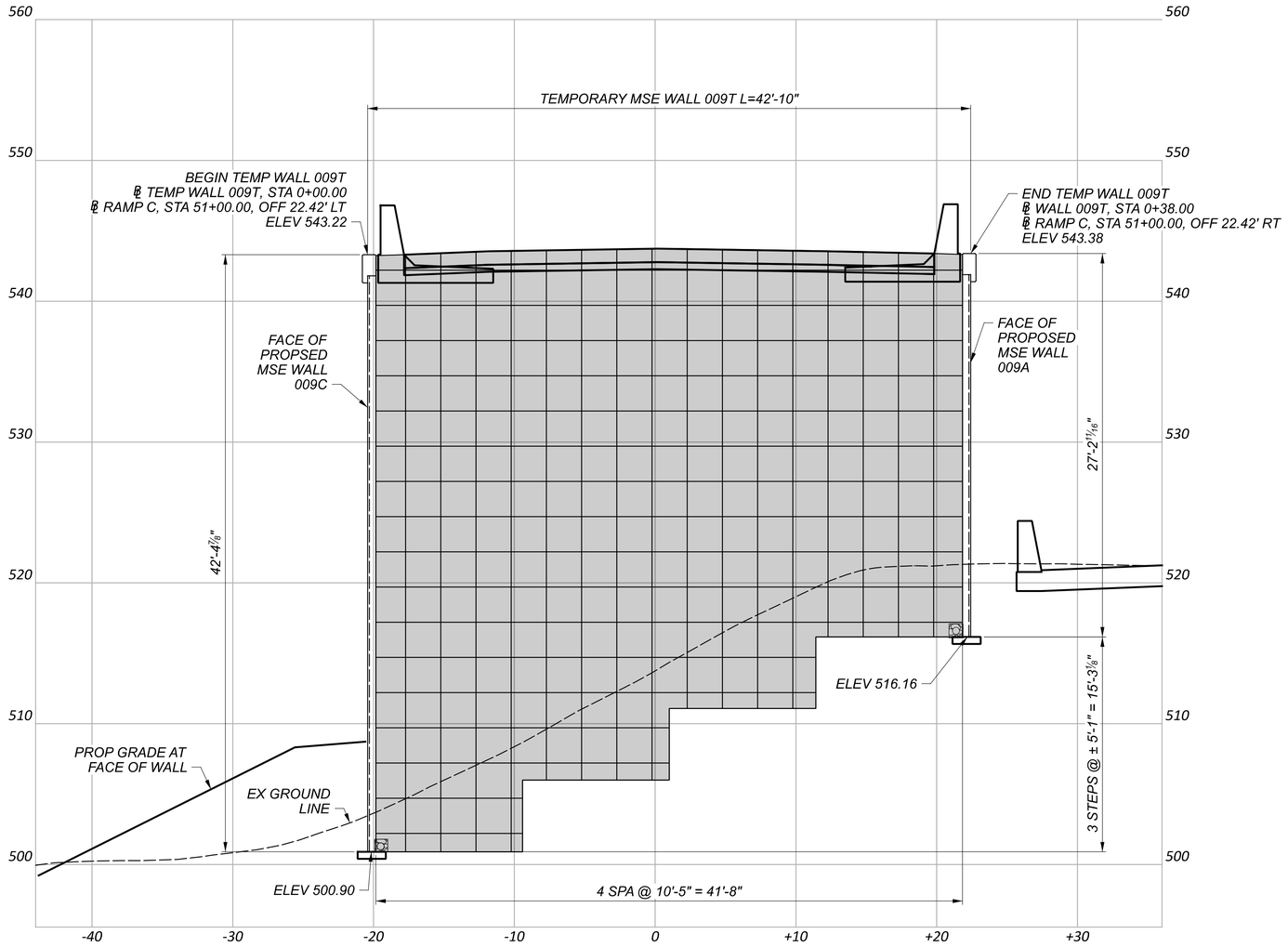


PLAN



PROFILE ALONG ℄ WALL 009T

CURVE DATA

P.I. STA. = 4+47.02
Δ = 01°59'07" RT
Dc = 01°30'32"
R = 3,797.30'
T = 65.79'
L = 131.57'
E = .57'

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

PLAN AND PROFILE
TEMP. RETAINING WALL NO. 009T PERPENDICULAR TO RAMP C
STA 51+00.00

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	TBH
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	54
TOTAL	57
SHEET	P.540
TOTAL	830

HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: $PLTDRV$$

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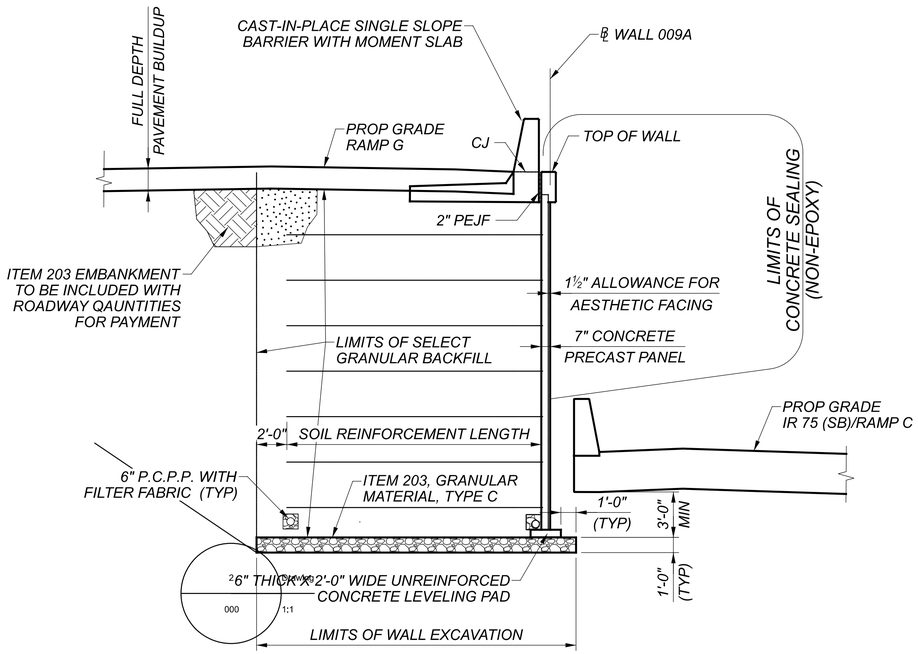
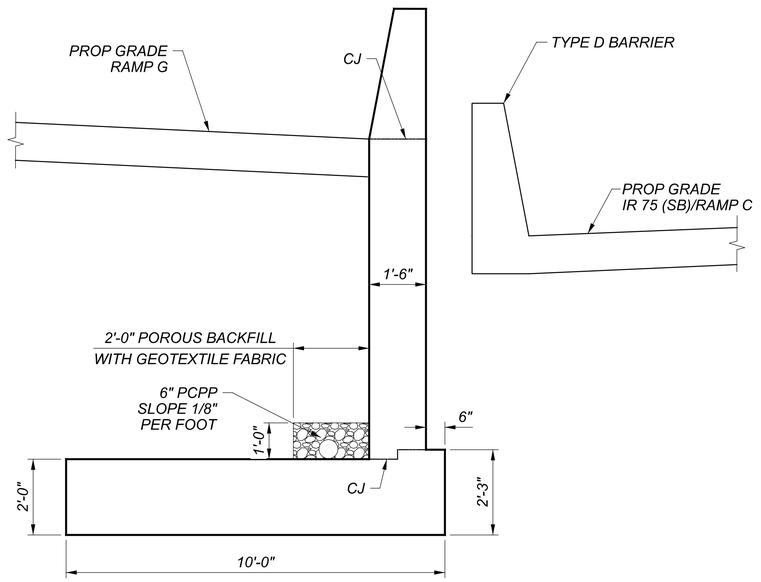
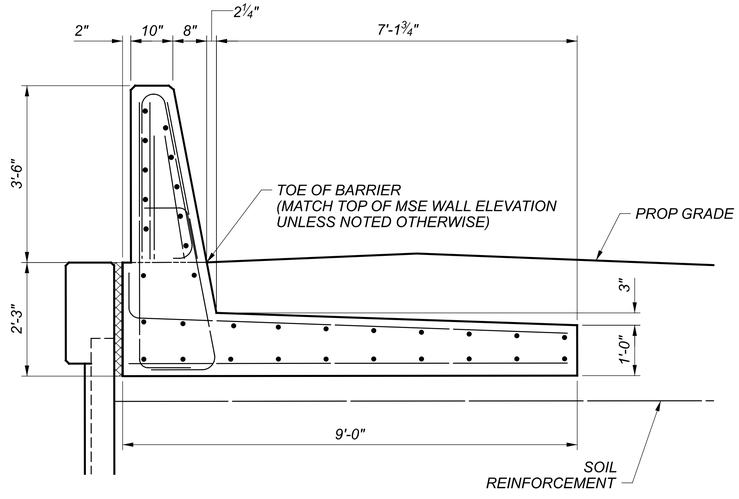


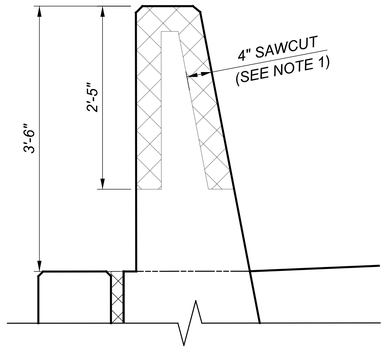
TYPICAL MSE SECTION OF WALL 009A
(APPLIES TO STA 0+00.00 TO STA 4+63.10)



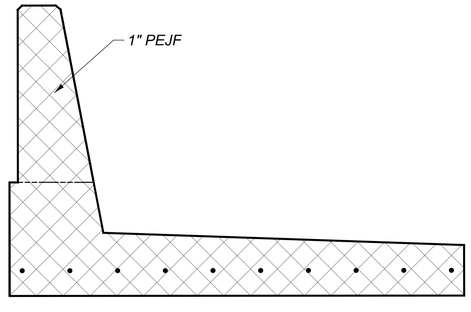
TYPICAL CAST IN PLACE SECTION OF WALL 009A
(APPLIES TO STA 4+63.10 TO STA 5+12.80)



TYPICAL MOMENT SLAB SECTION



BARRIER SAWCUT



EXPANSION JOINT DETAIL

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 009A ALONG RAMP C & G
STA 0+00.00 TO STA 5+12.80

SFN N/A

DESIGN AGENCY GFT

DESIGNER	CHECKER
TBH	SAT

REVIEWER EFD 11/2026

PROJECT ID 114161

SUBSET	TOTAL
55	57

SHEET	TOTAL
P.541	830

HAM-IR 75-1.95

PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: $PLTDRVS$ PENTABLE: $PENTBLS$
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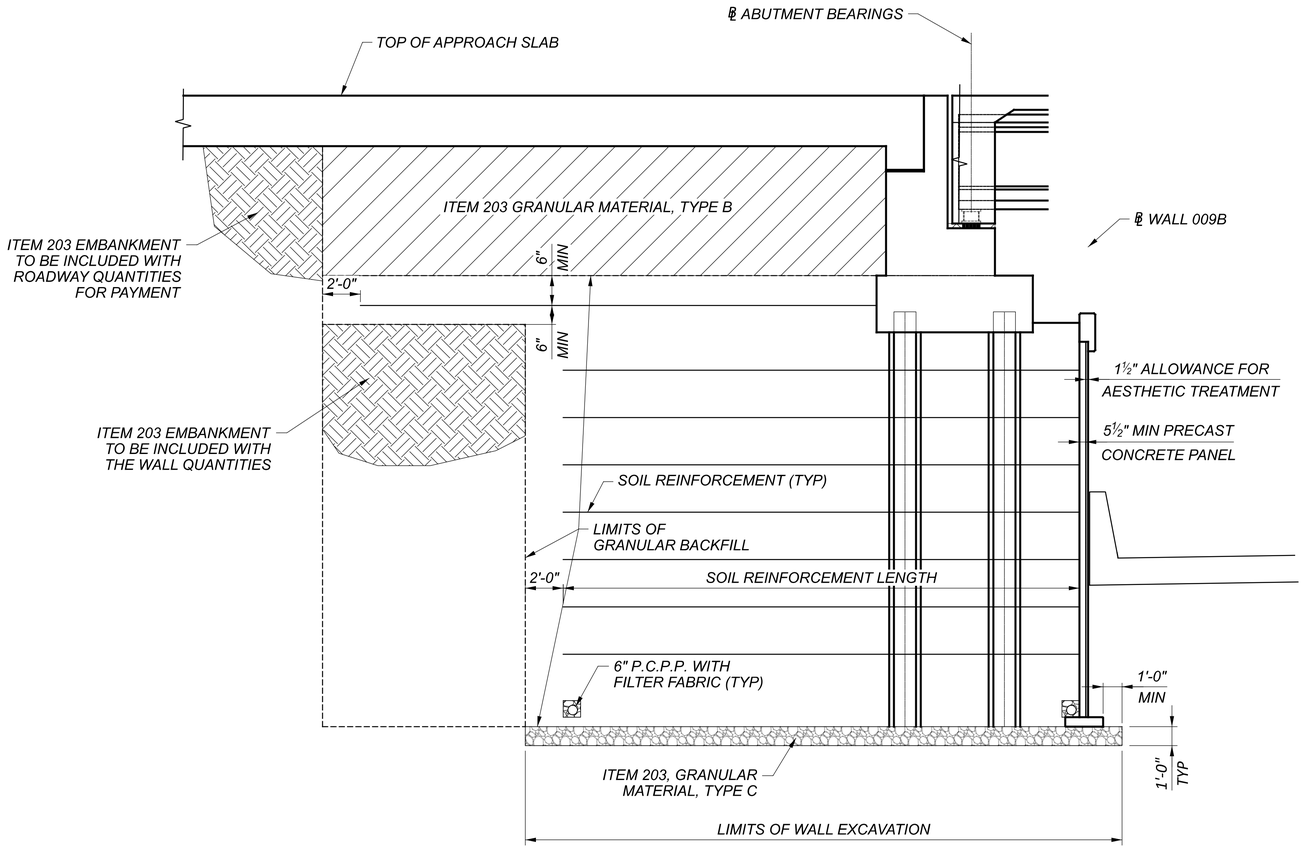
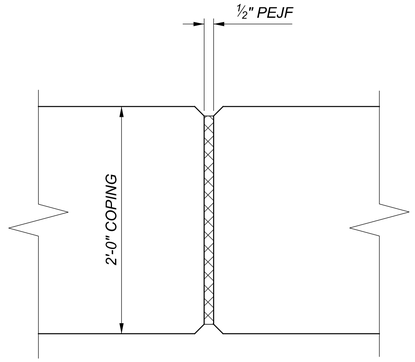
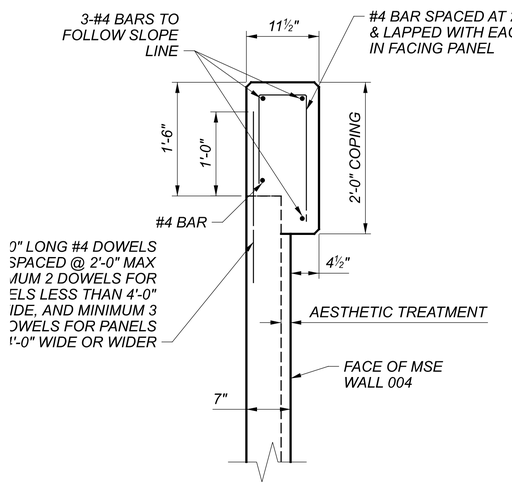


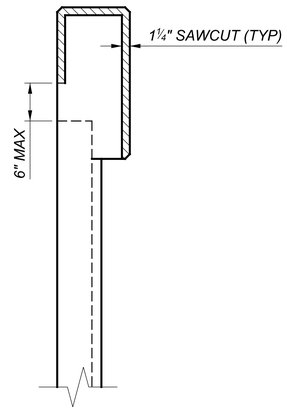
TYPICAL SECTION WALL 009B
(APPLIES TO STA 1+00.00)



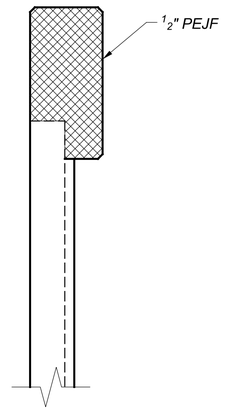
COPING EXPANSION JOINT



MSE WALL COPING



COPING CONTRACTION JOINTS



COPING EXPANSION JOINTS

NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 009B

SFN	N/A
DESIGN AGENCY	GFT
DESIGNER	TBH
CHECKER	SAT
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	56
TOTAL	57
SHEET	P.542
TOTAL	830

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HAM-IR 75-1.95 PENTABLE SUBSET: 1 SUBMITTAL: SUB_STG PLOT DRIVER: $PLTDRV$ PENTABLE: $PENTBLS$

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NOTE TO REVIEWER

DUE TO THE TIMING OF FINALIZING THE WALL LIMITS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS WALL IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL WALL LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

WALL SECTIONS
RETAINING WALL NO. 009T

SFN
N/A

DESIGN AGENCY
GFT

DESIGNER	CHECKER
TBH	SAT

REVIEWER
EFD 11/2026

PROJECT ID
114161

SUBSET	TOTAL
57	57

SHEET	TOTAL
P.543	830

PROPOSED WORK:

THE PROPOSED WORK CONSISTS OF BUILDING AN UNANCHORED SOLDIER PILE WITH LAGGING RETAINING WALL ALONG RAMP D.

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA:

CONCRETE CLASS QC1 -
COMPRESSIVE STRENGTH 4.0 KSI (FACING)

CONCRETE CLASS QC5, WITH 3/8" MAX AGGREGATE SIZE -
COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFTS)

CONCRETE REINFORCEMENT:
EPOXY COATED STEEL REINFORCEMENT -
MINIMUM YIELD STRENGTH 60-KSI (FACING)

STRUCTURAL STEEL FOR SOLDIER PILES AND ATTACHED PLATES -
ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES W24X68:
ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES W36X170:
ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES W36X194:
THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL SOLDIER PILES INTO DRILLED HOLES. FURNISH SOLDIER PILES CONSISTING OF STRUCTURAL STEEL MEMBERS THAT MEET THE PLAN REQUIREMENTS AND CONFORM TO ASTM A572, GRADE 50 IN ACCORDANCE WITH C&MS 711.01. DO NOT FIELD WELD OR SPLICE STEEL SOLDIER PILES.

THE DEPARTMENT WILL MEASURE THE SOLDIER PILES ALONG THE THE AXIS OF THE SOLDIER PILE FROM THE TOP OF THE WALL ELEVATION TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL PAY FOR SOLDIER PILES AT THE CONTRACT UNIT PRICE PER FOOT FOR ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES W24X68, ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES W36X170, OR ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES W36X194.

ITEM 511 - CLASS QC1 CONCRETE, RETAINING/WINGWALL, NOT INCLUDING FOOTING, AS PER PLAN:

THE CUBIC YARD CONCRETE QUANTITY IS BASED ON BOTH THE 9" STRUCTURAL THICKNESS OF THE WALL PLUS AN ADDITIONAL 1 ½" AESTHETIC THICKENESS DUE TO THE FORMLINER. COST OF FORMLINERS FOR THE AESTHETIC TREATMENT SHALL BE INCLUDED IN THE SQUARE FOOT PRICE BID FOR ITEM 530 - SPECIAL - FORM LINER, AS PER PLAN.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE):

SEAL ALL EXPOSED SURFACES OF THE SOLDIER PILE WALL AS SHOWN IN THE PLANS WITH AN EPOXY-URETHANE SEALER ACCORDING TO C&MS 512. COLOR SHALL BE LIGHT NEUTRAL (FEDERAL STD. #17778).

ITEM 512 - TYPE 2 WATERPROOFING, AS PER PLAN:

PLACE WATERPROOFING MEMBRANE AT THE LOCATIONS OF THE PROPOSED JOINTS IN THE CONCRETE WALL FACING. PLACE THE WATERPROOFING MEMBRANE OVER THE PREFABRICATED GEOCOMPOSITE DRAIN AND SECURELY ATTACH TO THE TIMBER LAGGING WITH SCREWS AND 1" OUTSIDE DIAMETER FENDER WASHERS. PLACE THE MEMBRANE SO THAT THE ADHESIVE SIDE FACES THE CAST-IN-PLACE CONCRETE. THE SURFACE PREPARATION DESCRIBED IN C&MS 512.08 IS NOT REQUIRED.

ITEM 513 - WELDED STUD SHEAR CONNECTORS:

WELD HEADED STEEL STUDS TO THE FLANGES OF THE SOLDIER PILE IN ORDER TO CONNECT THE CONCRETE WALL FACING TO THE SOLDIER PILE. ATTACH HEADED STUDS ACCORDING TO C&MS 513.22 AND AS SHOWN IN THE PLANS. THE CONTRACTOR MAY ATTACH THE STUDS EITHER BEFORE PLACING THE SOLDIER PILE IN THE DRILLED HOLE OR AFTER EXCAVATING IN FRONT OF THE WALL. PROTECT THE HEADED STUDS FROM DAMAGE UNTIL THE CONCRETE FACING IS POURED. REPAIR OR REPLACE DAMAGED HEADED STUDS AT NO EXPENSE TO THE DEPARTMENT.

ITEM 524 - DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK, AS PER PLAN:
ITEM 524 - DRILLED SHAFTS, 48" DIAMETER, ABOVE BEDROCK, AS PER PLAN:

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE AND LAGGING WALL. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFT. FURNISH AND INSTALL THE DRILLED SHAFTS IN ACCORDANCE WITH CMS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.

EXCAVATE THE HOLE FOR THE DRILLED SHAFT WITHIN 3 INCHES OF THE PLAN LOCATION. THE DESIGN IS BASED ON A MINIMUM TIP ELEVATION AS NOTED IN THE TABLE. IF FIELD CONDITIONS INDICATE GREATER DEPTHS, NOTIFY THE ENGINEER FOR FURTHER EVALUATION.

ALIGN THE SOLDIER PILE VERTICALLY WITHIN THE HOLE. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS AND THE TOP IS AT THE PLAN ELEVATION. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT. DO NOT ALLOW THE VERTICAL ALIGNMENT OF THE SOLDIER PILE TO VARY BY MORE THAN 1/4" PER FOOT OF DEPTH. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES.

USE CLASS QC5 CONCRETE ACCORDING TO CMS 511. PLACE CONCRETE TO THE ELEVATION OF THE BOTTOM OF THE LAGGING. THE CONTRACTOR MAY PLACE CONCRETE USING THE FREE FALL METHOD PROVIDED THE DEPTH OF WATER IS LESS THAN 6 INCHES AND THE CONCRETE FALLS WITHOUT STRIKING THE SIDES OF THE HOLE. POURING CONCRETE ALONG THE WEB OF THE SOLDIER PILE IS ACCEPTABLE.

CHECK THE POSITION, THE VERTICAL ALIGNMENT, AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES.

FILL THE HOLE ABOVE THE CONCRETE TO THE EXISTING GROUND LINE WITH LOW STRENGTH MORTAR BACKFILL (LSM) PER ITEM 613.

REMOVE CONCRETE AND LSM AS NECESSARY FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE THE LAGGING. WAIT AT LEAST 12 HOURS AFTER PLACING CONCRETE BEFORE PLACING LAGGING.

PAYMENT IS FULL COMPENSATION FOR CONSTRUCTING THE DRILLED SHAFTS, INCLUDING FURNISHING AND PLACING CONCRETE AND LSM, AND REMOVAL OF CONCRETE OR LSM FROM AROUND THE SOLDIER PILES IN ORDER TO PLACE LAGGING.

ITEM 530 - SPECIAL - RETAINING WALL, TIMBER LAGGING:

THIS WORK CONSISTS OF FURNISHING AND PLACING TIMBER LAGGING BETWEEN THE SOLDIER PILES BELOW THE EXISTING GROUND SURFACE. FURNISH TIMBER LAGGING CONSISTING OF CONSTRUCTION GRADE, UNTREATED HARDWOOD WITH A NOMINAL THICKNESS AS SHOWN IN THE PLANS. TO PERMIT DRAINAGE, PROVIDE 1/4 TO 1/2-INCH SPACES BETWEEN LAGGING BOARDS USING 3/8-INCH THICK SPACER BLOCKS OR OTHER MEANS ACCEPTABLE TO THE ENGINEER.

ITEM 530 - SPECIAL - FORM LINER:

USE FORM LINERS FOR THE WALL 011 CONCRETE FACING AS SHOWN ON THE PLANS. FORM LINERS SHALL BE FITZGERALD FORM LINER PATTERN 16959, WALNUT FIN OR EQUAL AS APPROVED BY THE ENGINEER. THE PATTERN SHALL HAVE A RELIEF OF 1 1/2". THE FORM LINER PATTERN SHALL MATCH OTHER WALLS OF THIS PROJECT, AS WELL AS WALLS FROM THE ADJACENT HAM-75-2.30 (PID 76257) & HAM-75-1.05 (PID 113361) TO ENSURE UNIFORM SURFACE TREATMENTS THROUGHOUT THE CORRIDOR, AS DETERMINED BY THE ENGINEER.

NOTE TO REVIEWER:

THE LIMITS OF THIS WALL WERE REVISED AFTER THE DECISION TO SPLIT THE PLANS INTO TWO PROJECTS WAS FINALIZED. DUE TO LIMITED TIME AFTER THIS DECISION WAS MADE, THE WALL PLANS HAVE BEEN REDEVELOPED TO A STAGE 1 LEVEL.

GENERAL NOTES
SOLDIER PILE RETAINING WALL NO 11
ALONG MAINLINE IR-75 AND RAMP D

SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	RJE
CHECKER	TDA
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	1
TOTAL	4
SHEET	P.544
TOTAL	830

HAM-IR 75-1.95

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ESTIMATED QUANTITIES

CALCULATED: RJE CHECKED: TDA

ITEM NO.	EXTENSION	TOTAL	UNIT	DESCRIPTION	SHEET #
507	00400		FT	STEEL PILES, MISC.:SOLDIER PILES W24x68	1/4
507	00400		FT	STEEL PILES, MISC.:SOLDIER PILES W36X170	1/4
507	00400		FT	STEEL PILES, MISC.:SOLDIER PILES W36X194	1/4
509	10000		LB	EPOXY COATED STEEL REINFORCEMENT	
511	46013		CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	1/4
512	10001		SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	1/4
512	10101		SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	1/4
512	33001		SY	TYPE 2 WATERPROOFING, AS PER PLAN	1/4
513	20000		EACH	WELDED STUD SHEAR CONNECTORS	1/4
516	13600		SF	1" PREFORMED EXPANSION JOINT FILLER	
518	20000		SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200		CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
518	40000		FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
518	40010		FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	1/4
524	94702		FT	DRILLED SHAFTS, 36" DIAMETER, ABOVE BEDROCK	1/4
524	94902		FT	DRILLED SHAFTS, 48" DIAMETER, ABOVE BEDROCK	1/4
530	13000		SF	SPECIAL - FORM LINER	1/4
530	51020		SF	SPECIAL - RETAINING WALL, TIMBER LAGGING	1/4
601	37500		FT	PAVED GUTTER, TYPE 1-2	

SOLDIER PILE WALL ESTIMATED QUANTITIES
RETAINING WALL NO 11
ALONG MAINLINE IR-75 AND RAMP D

SFN
N/A

DESIGN AGENCY
EMH&T

DESIGNER	CHECKER
RJE	TDA

REVIEWER
CAS 11/02/26

PROJECT ID
114161

SUBSET	TOTAL
2	4

SHEET	TOTAL
P.545	830

HAM-IR 75-1.95

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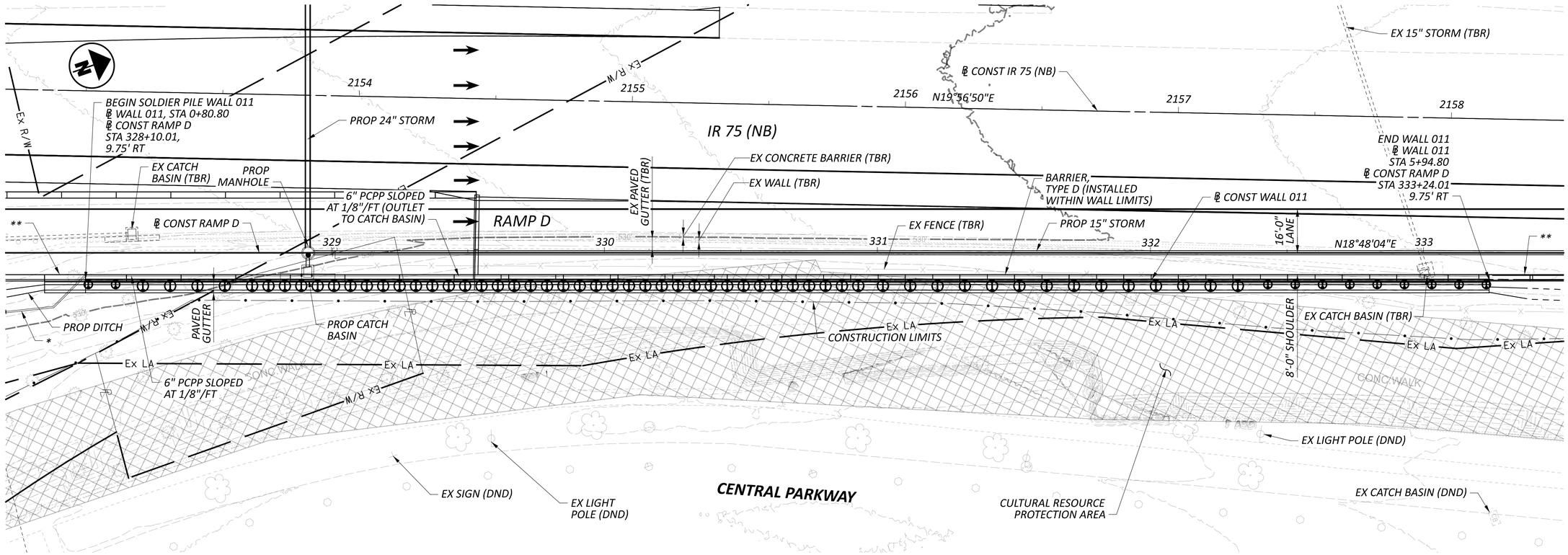
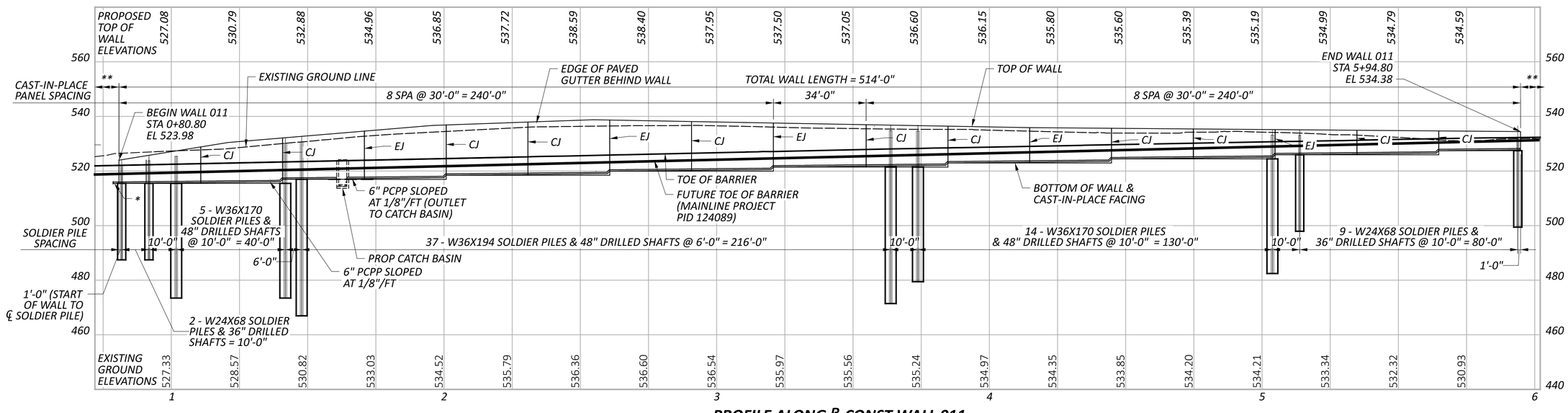


PLAN



PROFILE ALONG ℄ CONST WALL 011

LEGEND:

* - 6" NPCPP SLOPED AT 1/8"/FT (OUTLET TO CATCH BASIN)

** - TYPE C BARRIER INSTALLED ADJACENT TO SINGLE SLOPE TYPE D BARRIER IN FRONT OF WALL 011

PLAN AND PROFILE RETAINING WALL NO 011 ALONG MAINLINE IR 75 AND RAMP D STA 0+80.80 TO STAT 5+94.80

SFN	N/A
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	3
TOTAL	4
SHEET	P.546
TOTAL	830

HAM-IR 75-1.95

MODEL: Wall-11 (SPW) - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:24:05 PM USER: aham
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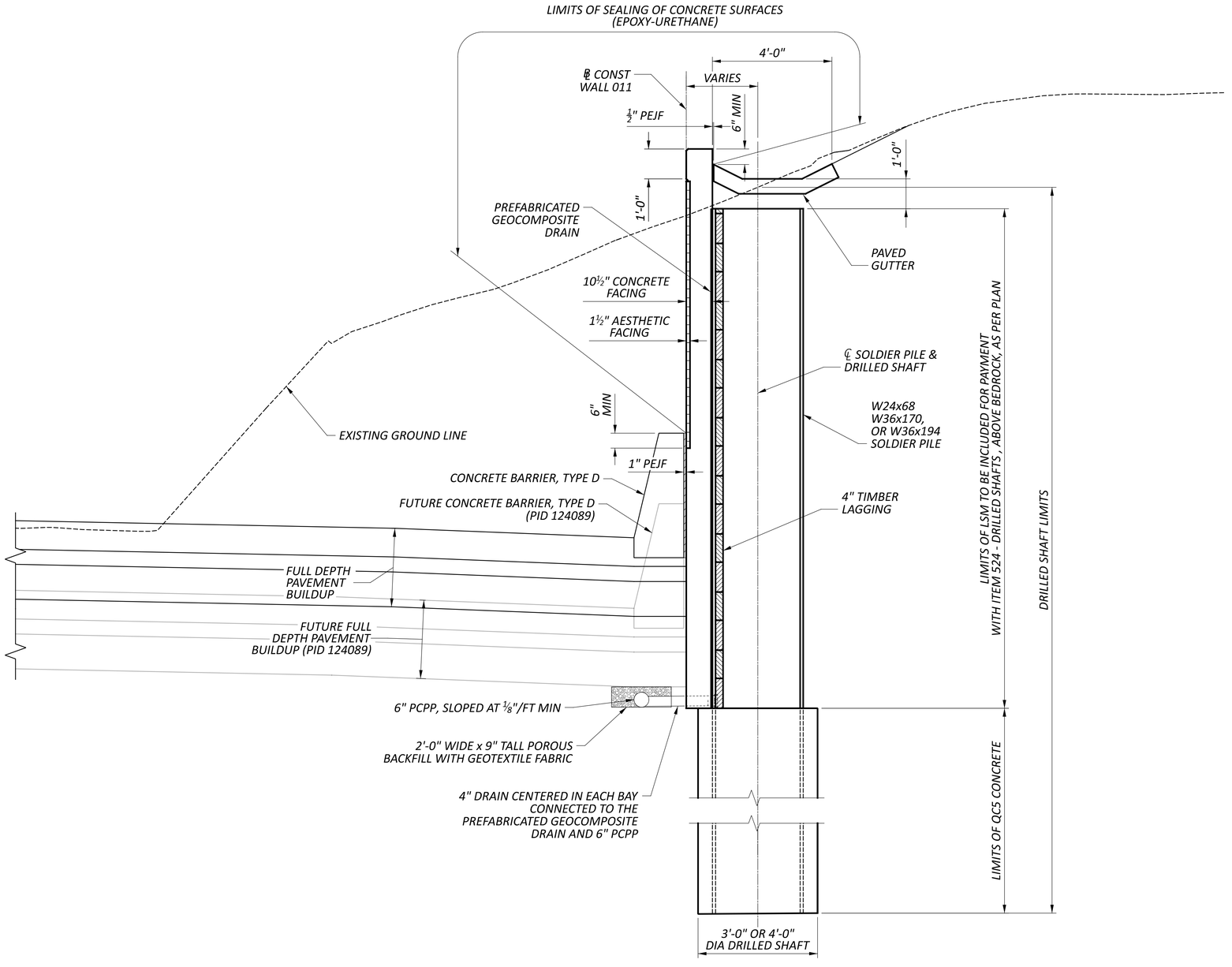

TYPICAL SECTION WALL 011 SOLDIER PILE WALL

WALL SECTIONS
RETAINING WALL NO 011
ALONG MAINLINE IR-75 AND RAMP D

SFN
N/A

DESIGN AGENCY
EMH&T

DESIGNER	CHECKER
AI	RJE

REVIEWER
TDA 11/02/26

PROJECT ID
114161

SUBSET	TOTAL
4	4

SHEET	TOTAL
P.547	830

HAM-IR 75-1.95

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ODOT LINE SPECIFICATIONS	
DY	CENTER LINE, 4", SOLID DOUBLE YELLOW
LL	LANE LINE, 6", WHITE
CH8	CHANNELIZING LINE, 8", WHITE
CH12	CHANNELIZING LINE, 12", WHITE
CV12	CHEVRON LINE, 12", WHITE
CV24	CHEVRON LINE, 24", WHITE
SL	STOP LINE, 24", WHITE
WE4	EDGE LINE, 4", WHITE
WE6	EDGE LINE, 6", WHITE
YE4	EDGE LINE, 4", YELLOW
YE6	EDGE LINE, 6", YELLOW
A	LANE ARROW, WHITE
MA	MERGE ARROW
TWA	TWO WAY LEFT-TURN ARROW
DW4	DOTTED LINE, 4", WHITE
DW6	DOTTED LINE, 6", WHITE
DW12	DASHED LINE, 12", WHITE
WA	WRONG WAY ARROW, WHITE
BS	BIKE SYMBOL
XW	CROSSWALK LINE, 12"
TY	TRANSVERSE LINE, YELLOW
TW	TRANSVERSE LINE, WHITE
WP6	WORD ON PAVEMENT, 6", WHITE
WP8	WORD ON PAVEMENT, 8", WHITE
PL	PARKING LOT STALL MARKING, WHITE

XXXX-XX PROPOSED PAVEMENT MARKING (ITEM 644)

XXXX-XX PROPOSED PAVEMENT MARKING (ITEM 807 - THERMOPLASTIC)

XXXX-XX PROPOSED PAVEMENT MARKING (ITEM 645)

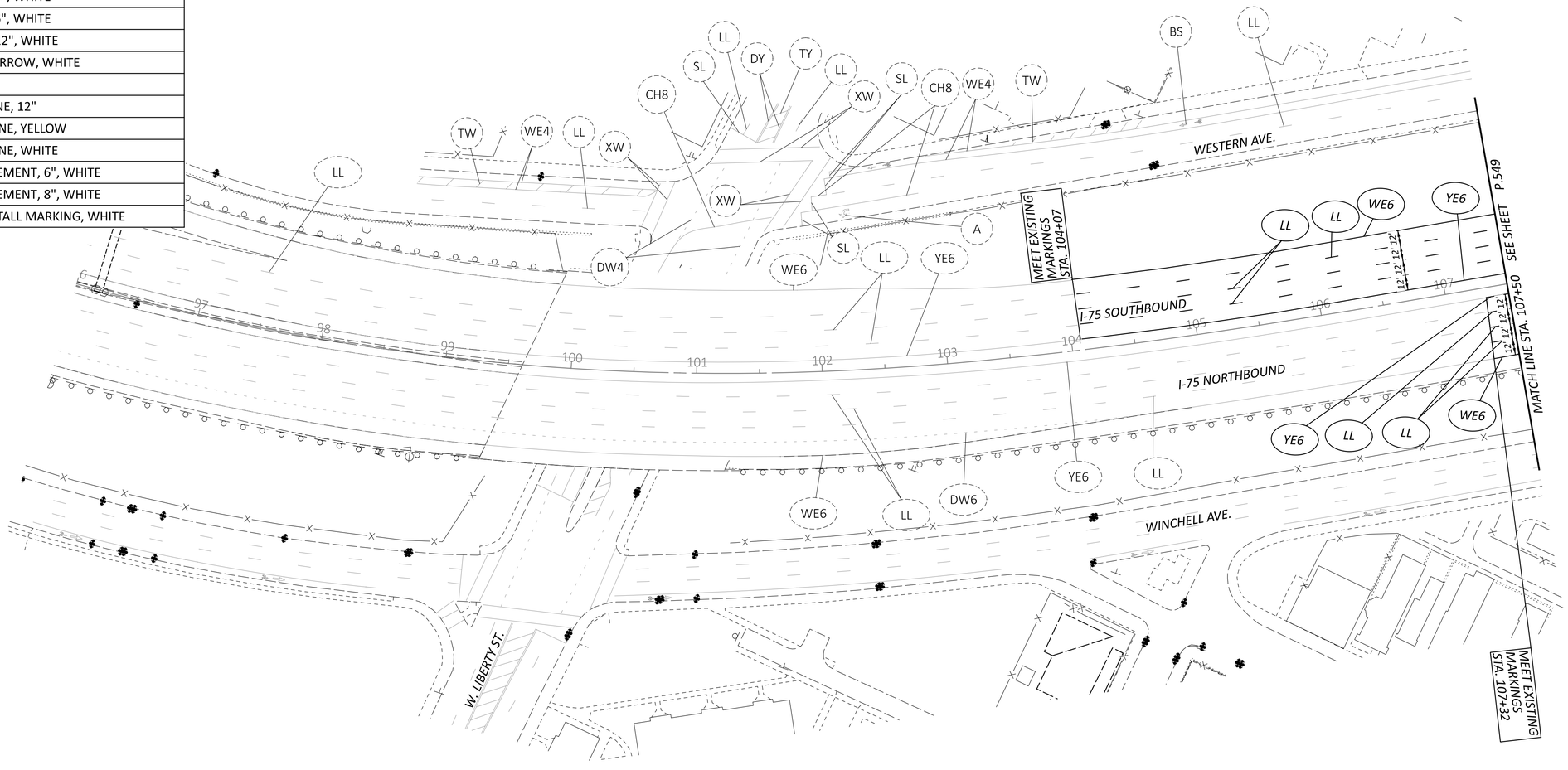
XXXX-XX PROPOSED PAVEMENT MARKING (ITEM 807 - EPOXY)

XXXX-XX EXISTING PAVEMENT MARKING (ITEM 644)

XXXX-XX EXISTING PAVEMENT MARKING (ITEM 807 - THERMOPLASTIC)

XXXX-XX EXISTING PAVEMENT MARKING (ITEM 645)

XXXXXXX PAVEMENT MARKING REMOVED



HORIZONTAL SCALE IN FEET
0 25 50 100

PAVEMENT MARKING PLAN
I-75 MAINLINE - STA. 96+00 TO 107+50

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.548 TOTAL 830

HAM- IR 75-1.95

MODEL: I75 - Sheet 1 Sta. 96+00 to 107+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:10 AM USER: Maggie
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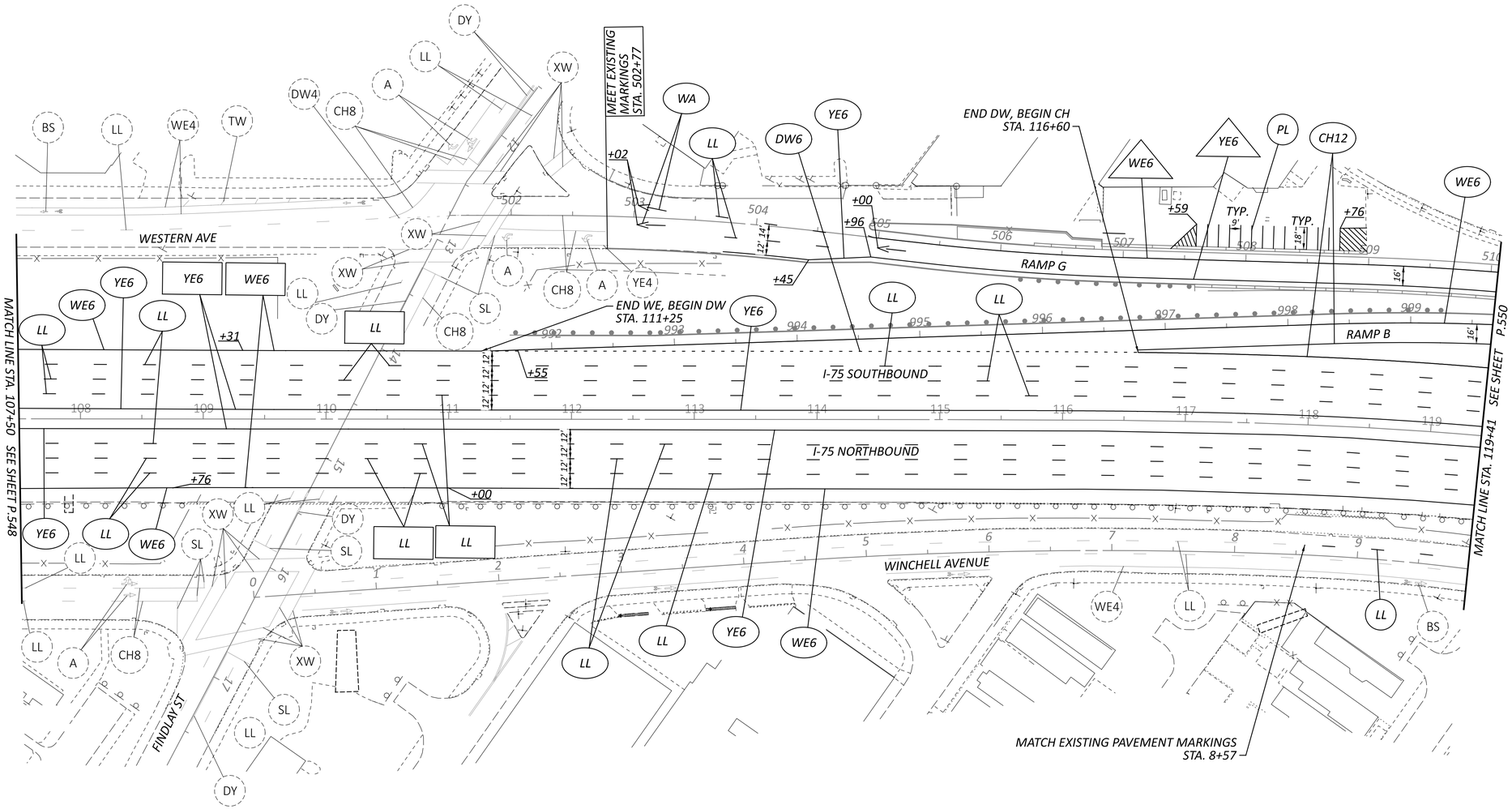
PAVEMENT MARKING PLAN
I-75 MAINLINE - STA. 107+50 TO 119+41

HORIZONTAL SCALE IN FEET
0 25 50 100



NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER	ANC
REVIEWER	JAR 11-02-26
PROJECT ID	114161
SHEET	P.549
TOTAL	830

HAM- IR 75-1.95

MODEL: I75 - Sheet 2 Sta. 107+42 to 119+41 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:16 AM USER: Maggie
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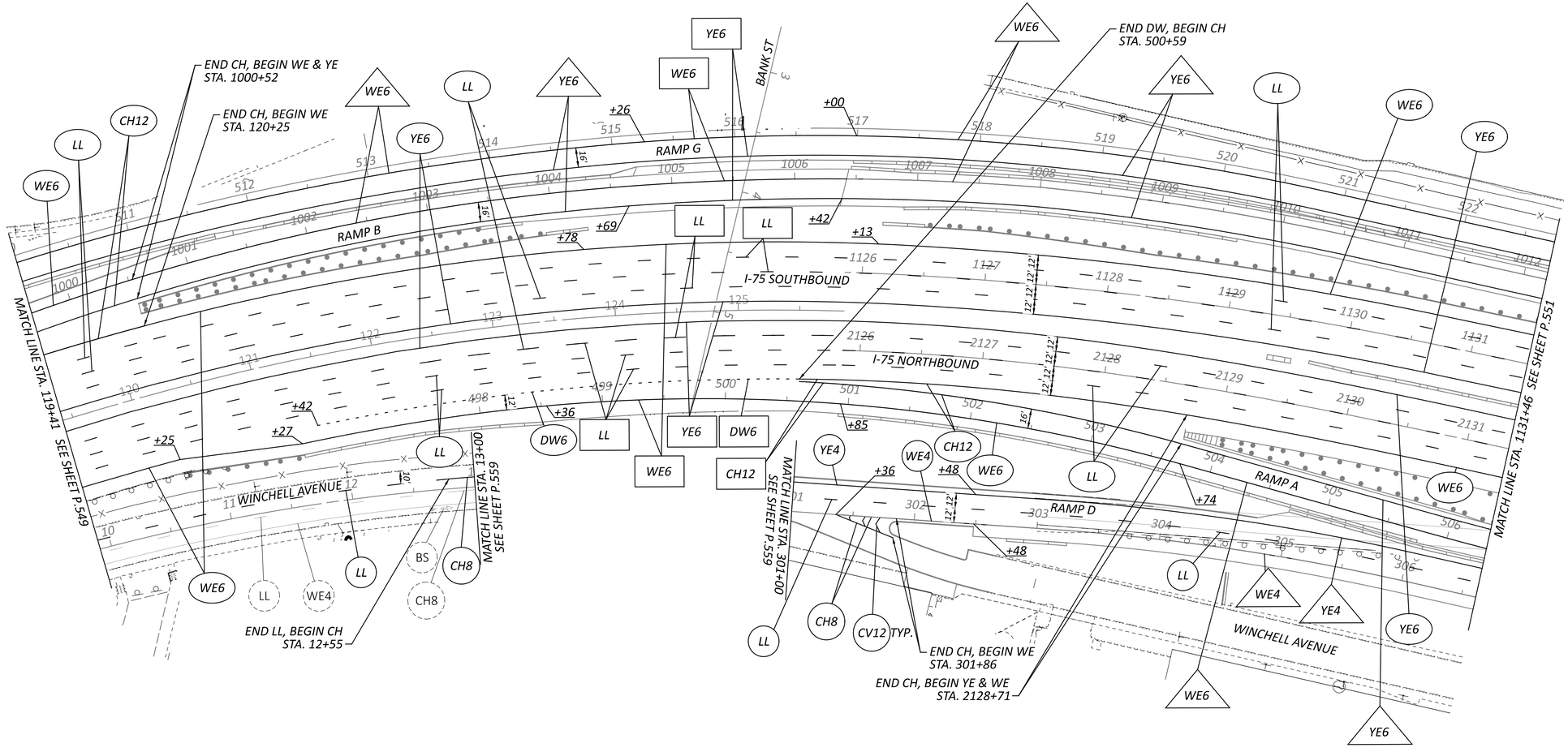

NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

HORIZONTAL SCALE IN FEET
0 25 50 100

PAVEMENT MARKING PLAN
I-75 MAINLINE - STA. 119+41 TO 1131+46

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.550 TOTAL 830

HAM- IR 75-1.95

MODEL: I75 - Sheet 3 Sta. 119+41 to 1131+46 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:17 AM USER: Maggie
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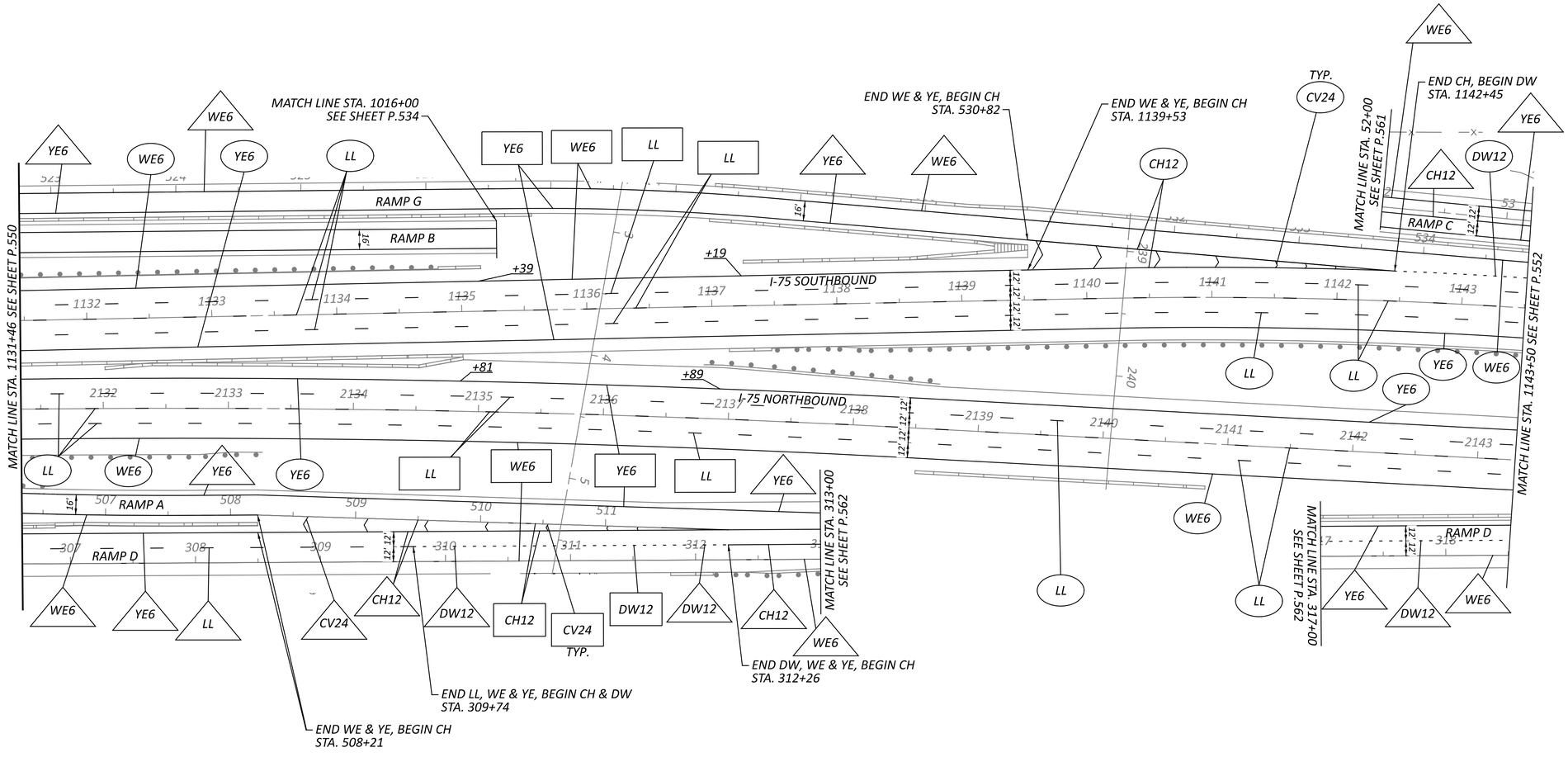

NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

HORIZONTAL SCALE IN FEET
0 25 50 100

PAVEMENT MARKING PLAN
I-75 MAINLINE - STA. 1131+46 TO 1143+50

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.551 TOTAL 830

HAM- IR 75-1.95

MODEL: I75 - Sheet 4 Sta. 1131+46 to 1143+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:20 AM USER: Maggie
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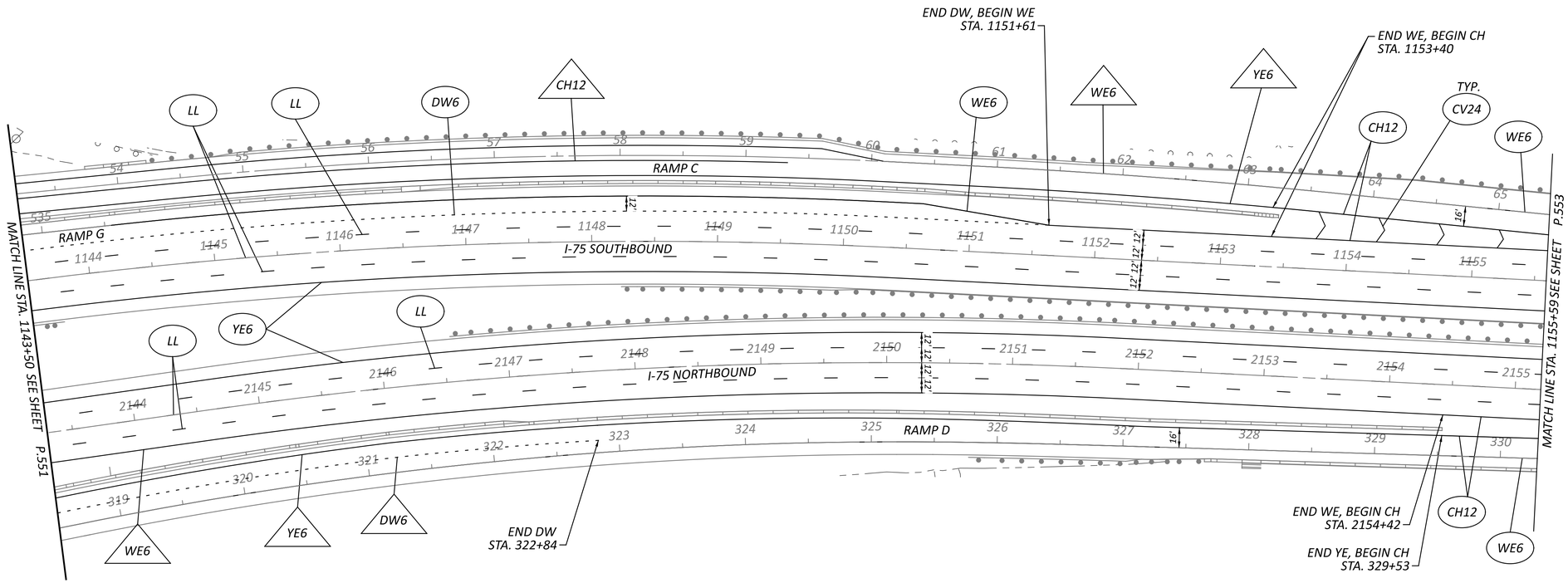

HORIZONTAL SCALE IN FEET
0 25 50 100

PAVEMENT MARKING PLAN
I-75 MAINLINE - STA. 1143+50 TO 1155+59

NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.552 TOTAL 830

HAM- IR 75-1.95

MODEL: I75 - Sheet 5 Sta. 1143+50 to 1155+59 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:22 AM USER: Maggie
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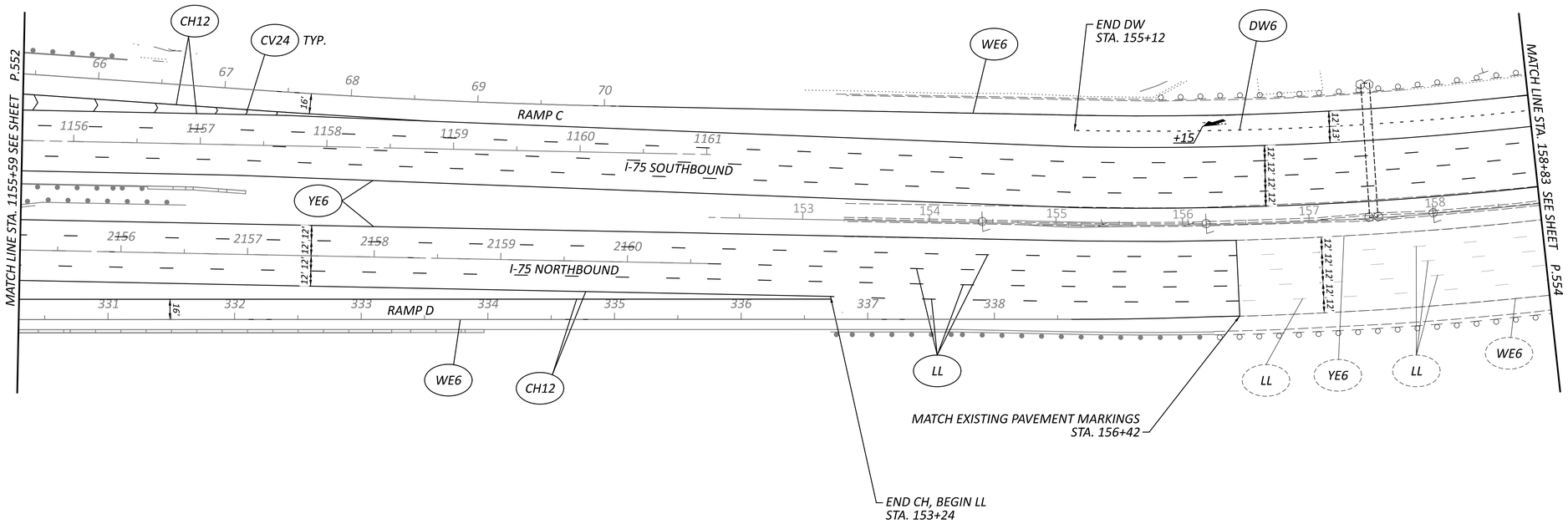

HORIZONTAL SCALE IN FEET
0 25 50 100

PAVEMENT MARKING PLAN
I-75 MAINLINE - STA. 1155+59 TO 158+83

NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.553 TOTAL 830

HAM- IR 75-1.95

MODEL: I75 - Sheet 6 Sta. 1155+59 to 158+83 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:23 AM USER: Maggie
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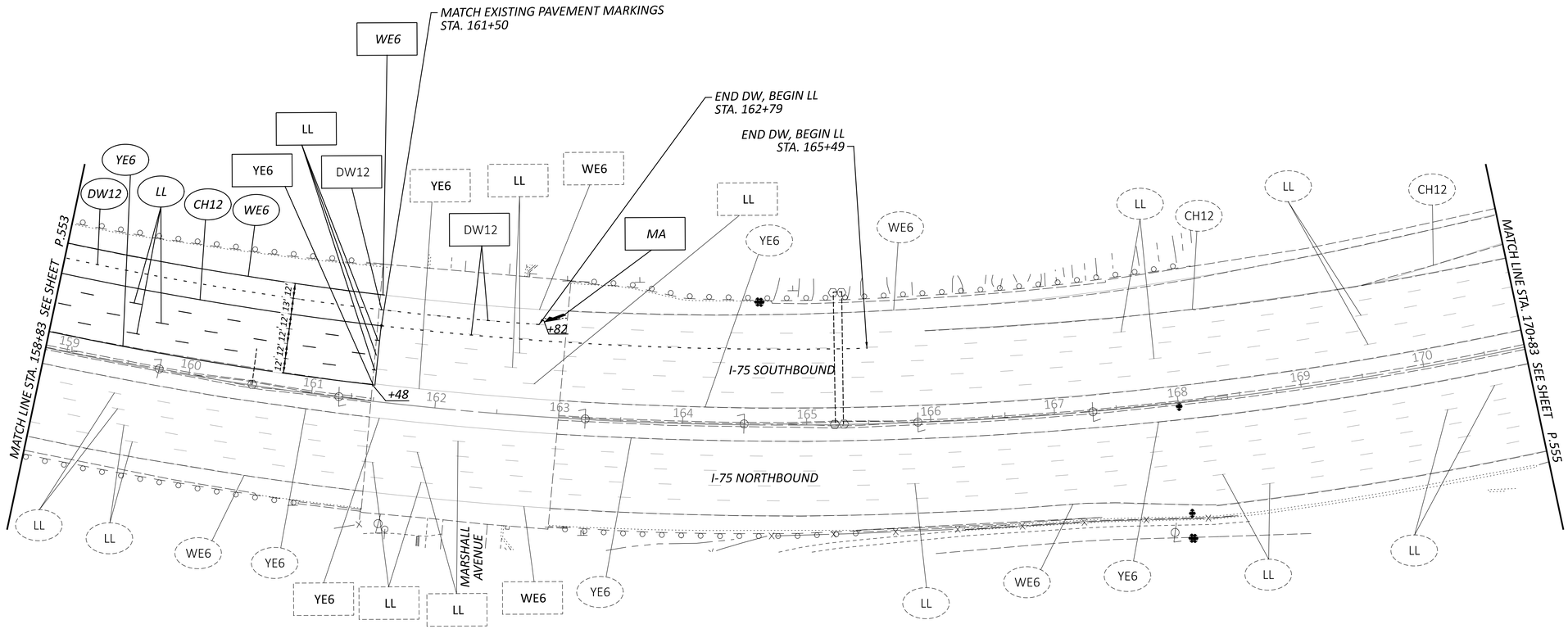

NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

HORIZONTAL SCALE IN FEET
0 25 50 100

PAVEMENT MARKING PLAN
I-75 MAINLINE - STA. 158+83 TO 170+83

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.554 TOTAL 830

HAM- IR 75-1.95

MODEL: I75 - Sheet 7 Sta. 158+83 to 170+83 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:24 AM USER: Maggie
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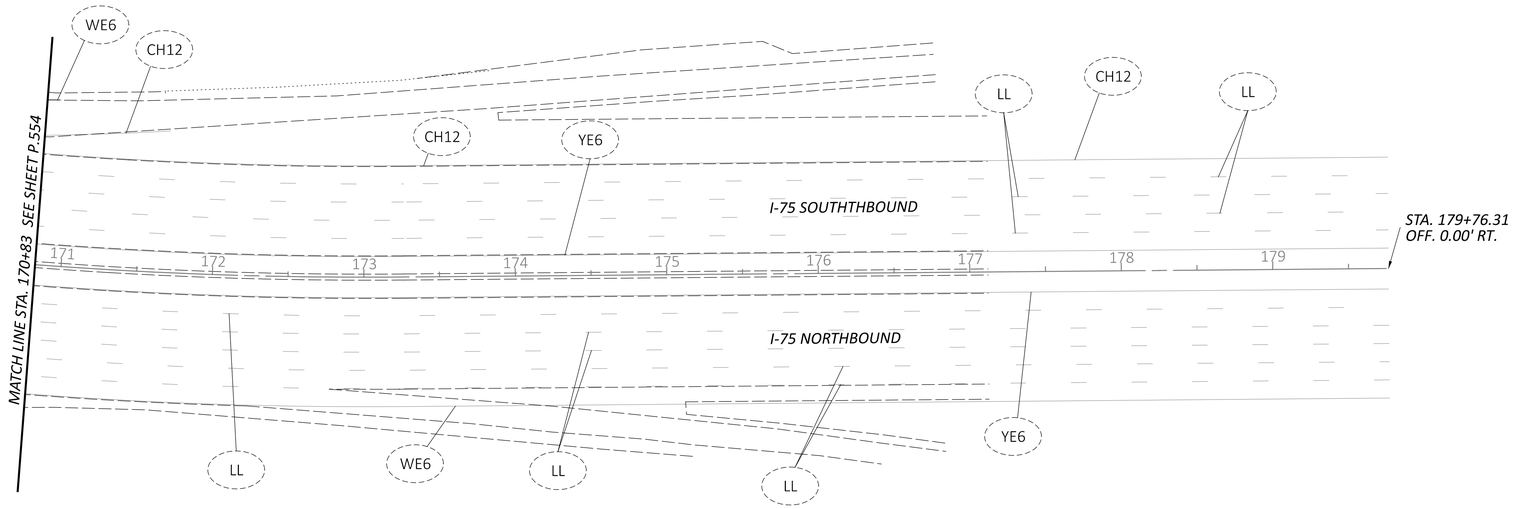

NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

HORIZONTAL SCALE IN FEET
0 25 50 100

PAVEMENT MARKING PLAN
I-75 MAINLINE - STA. 170+83 TO 179+76.31

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.555 TOTAL 830

HAM- IR 75-1.95

MODEL: I75 - Sheet 8 Sta. 170+83 to 179+75 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:25 AM USER: Maggie
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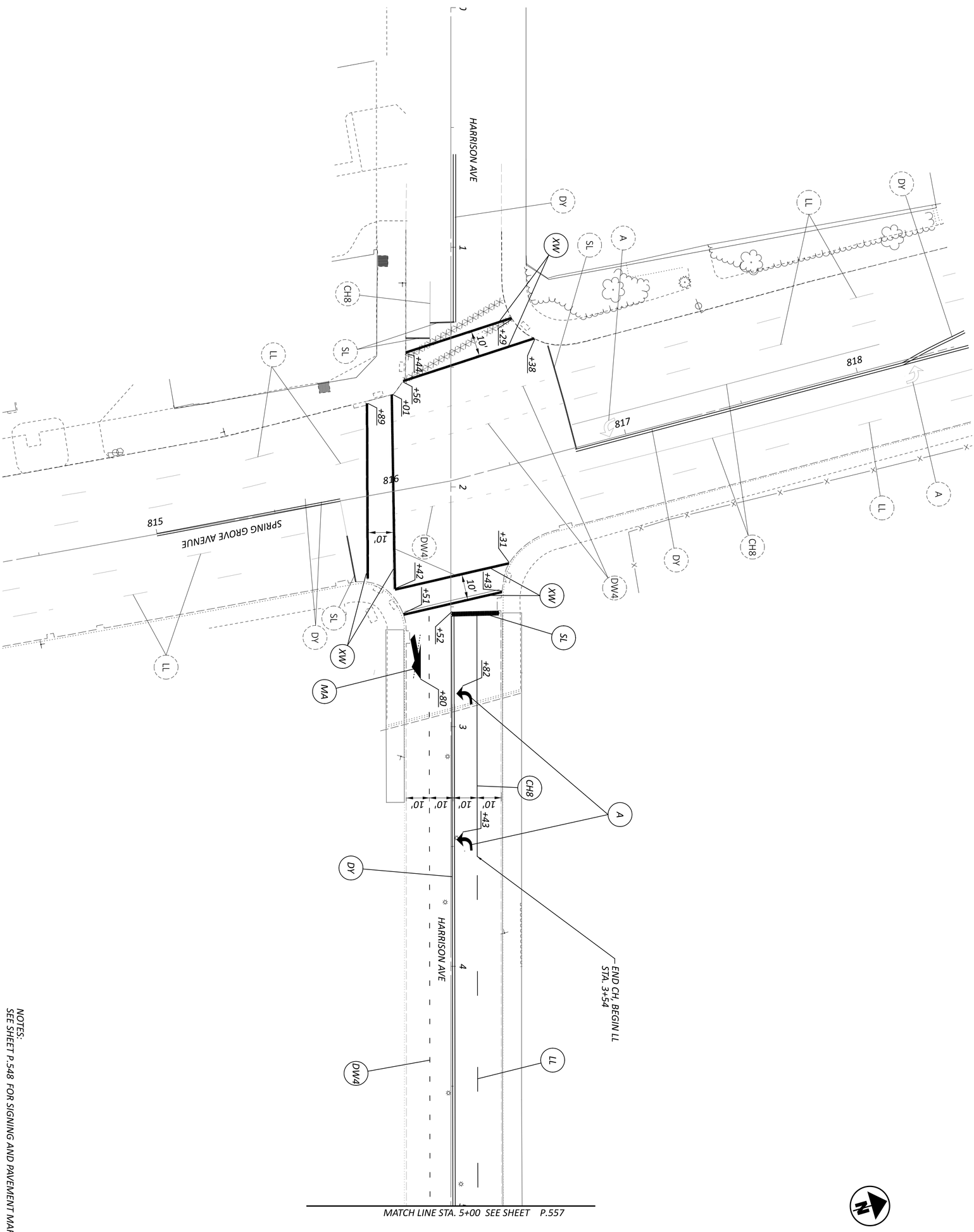

NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

SHEET P.556	PROJECT ID 114161	DESIGNER ANC	DESIGN AGENCY Lanham ENGINEERING LLC	PAVEMENT MARKING PLAN HARRISON AVE STA. 0+00 TO 5+00
TOTAL 830	REVIEWER JAR 11-02-26			HORIZONTAL SCALE IN FEET 0 20 10 40

MODEL: CLP_HARRISON-1 - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:38:56 AM USER: Maggie
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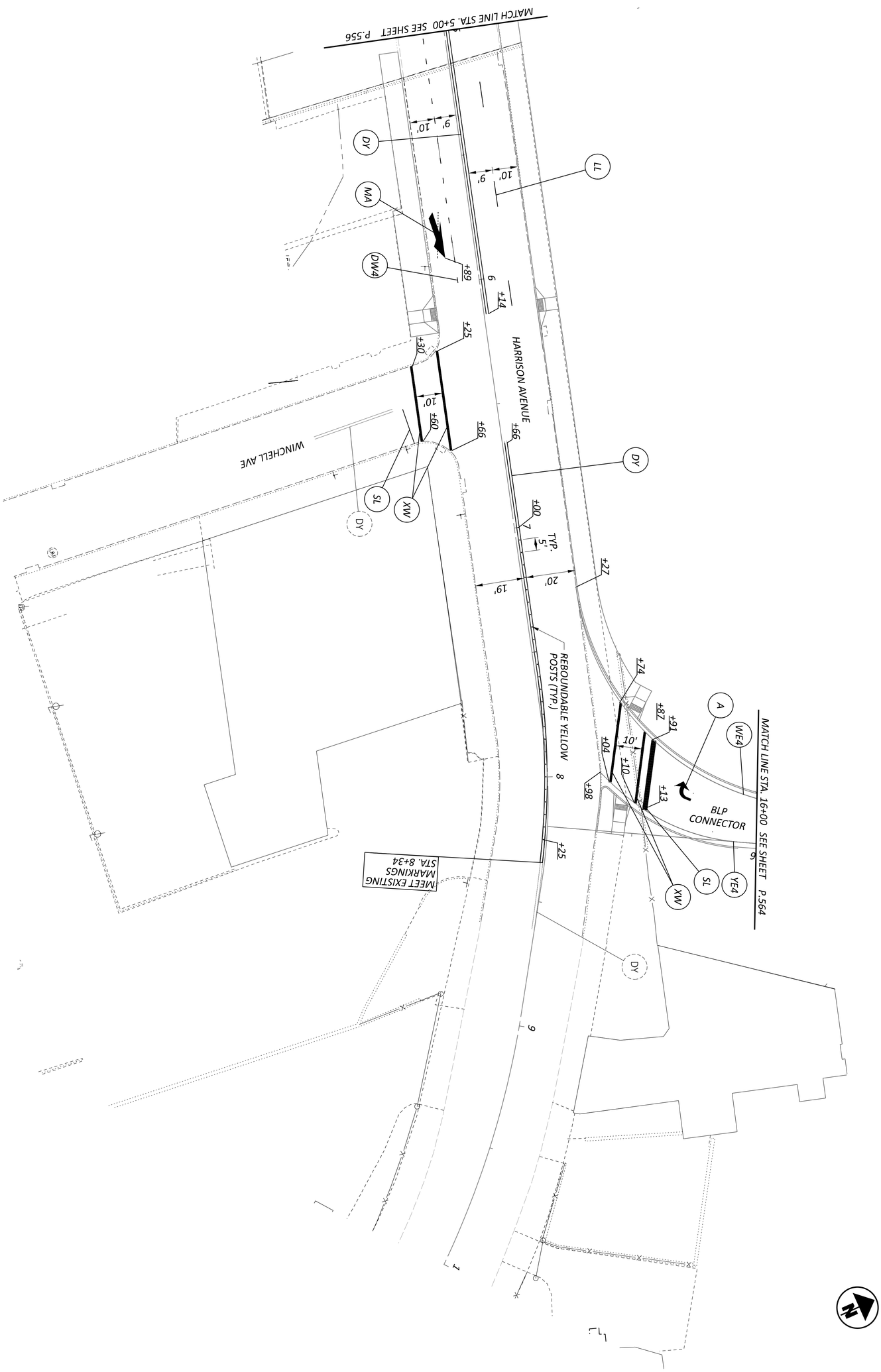


NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

SHEET P.557	TOTAL 830	PROJECT ID 114161	REVIEWER JAR 11-02-26	DESIGNER ANC

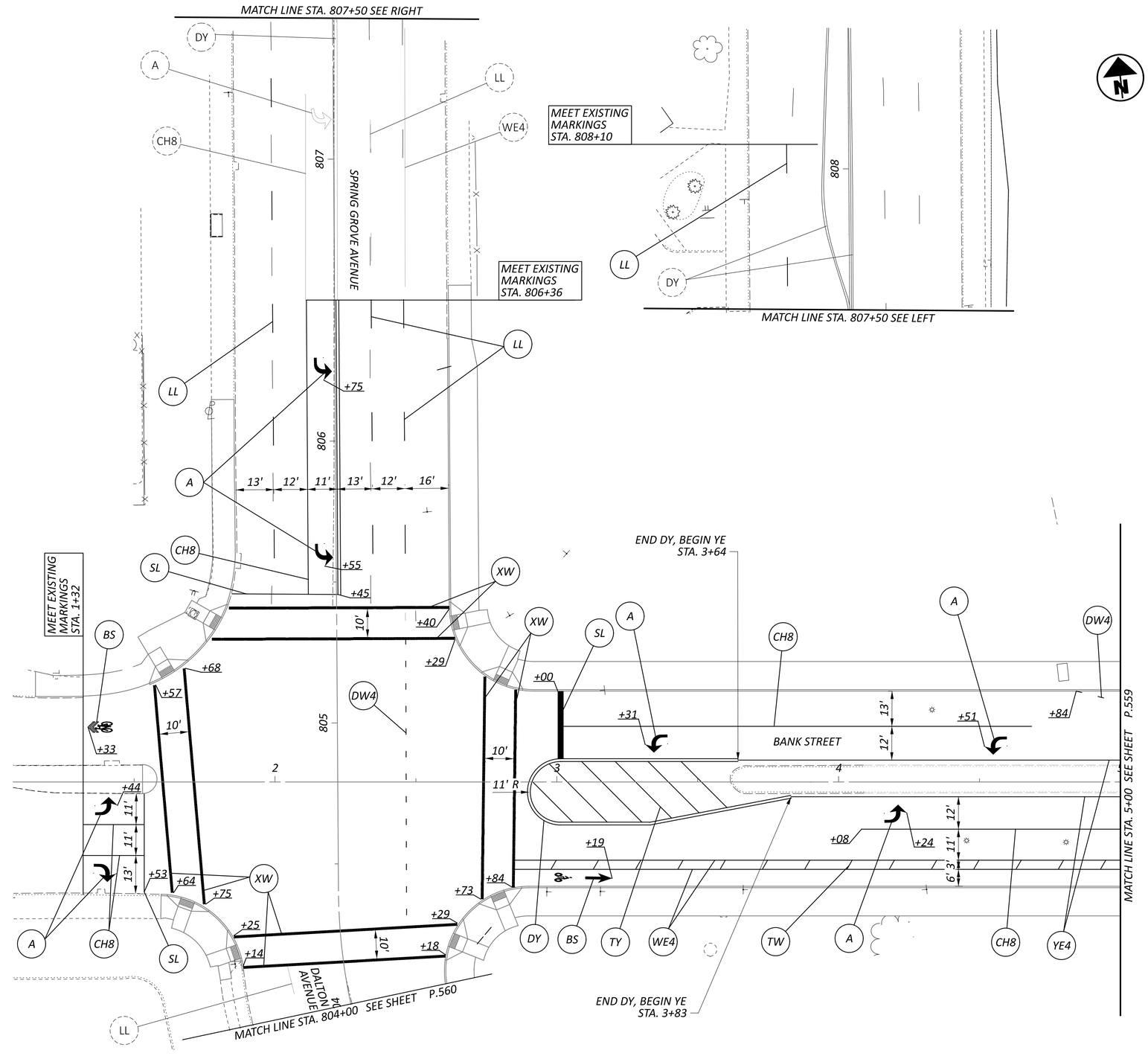
DESIGN AGENCY: Lanham Engineering LLC

PAVEMENT MARKING PLAN
HARRISON AVE STA. 5+00 TO 10+00

HORIZONTAL SCALE IN FEET
0 20
10 40

PAVEMENT MARKING PLAN
BANK ST STA. 0+00 TO 5+00

HORIZONTAL SCALE IN FEET
0 10 20 40



NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER	ANC
REVIEWER	JAR 11-02-26
PROJECT ID	114161
SHEET	P.558
TOTAL	830

HAM-IR 75-1.95

MODEL: BLP_Banks - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:16:36 AM USER: Maggie
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PAVEMENT MARKING PLAN
BANK ST STA. 5+00 TO 10+48

HORIZONTAL SCALE IN FEET
0 10 20 40

MATCH LINE STA. 301+00 SEE SHEET P.551

RAMP D

BANK STREET

PATTERSON STREET

MEET EXISTING MARKINGS STA. 10+10

MEET EXISTING MARKINGS STA. 8+80

MATCH LINE STA. 5+00 SEE SHEET P.558

MATCH LINE STA. 13+00 SEE SHEET P.551

WINCHELL AVE

NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.559 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_Banks - Plan 4 (Sheet) PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:25:25 AM USER: Maggie
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MODEL: CLP_SPRINGGROVE1 - DALTON [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:27:23 AM USER: Maggie
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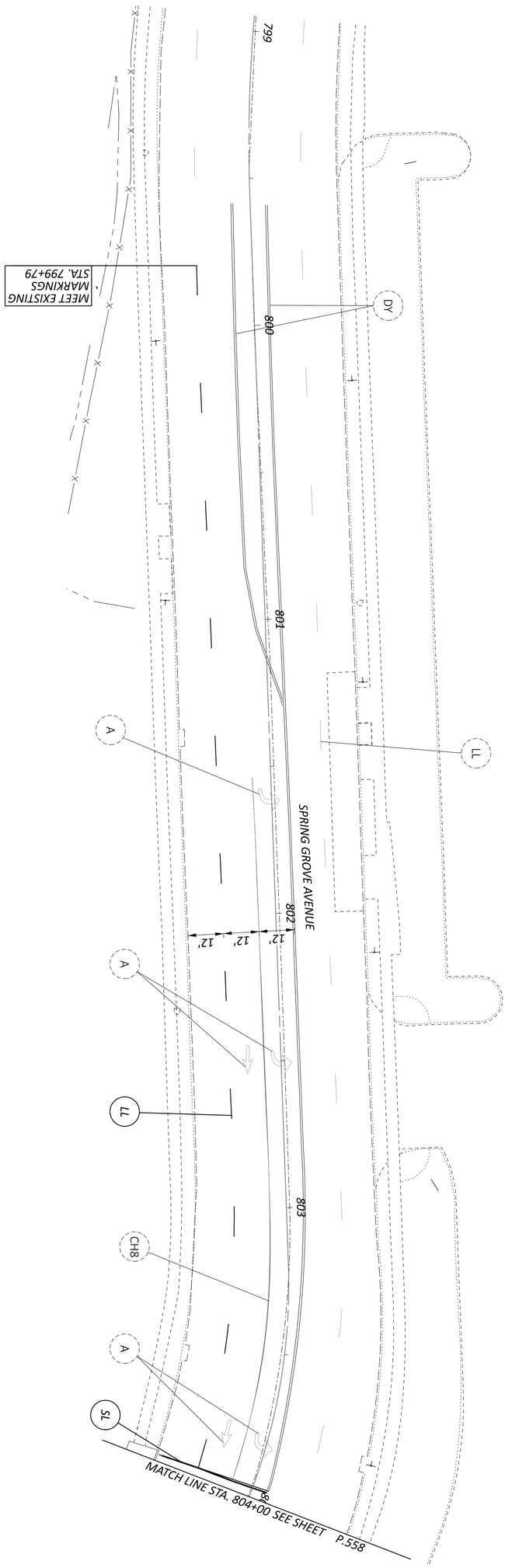


NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

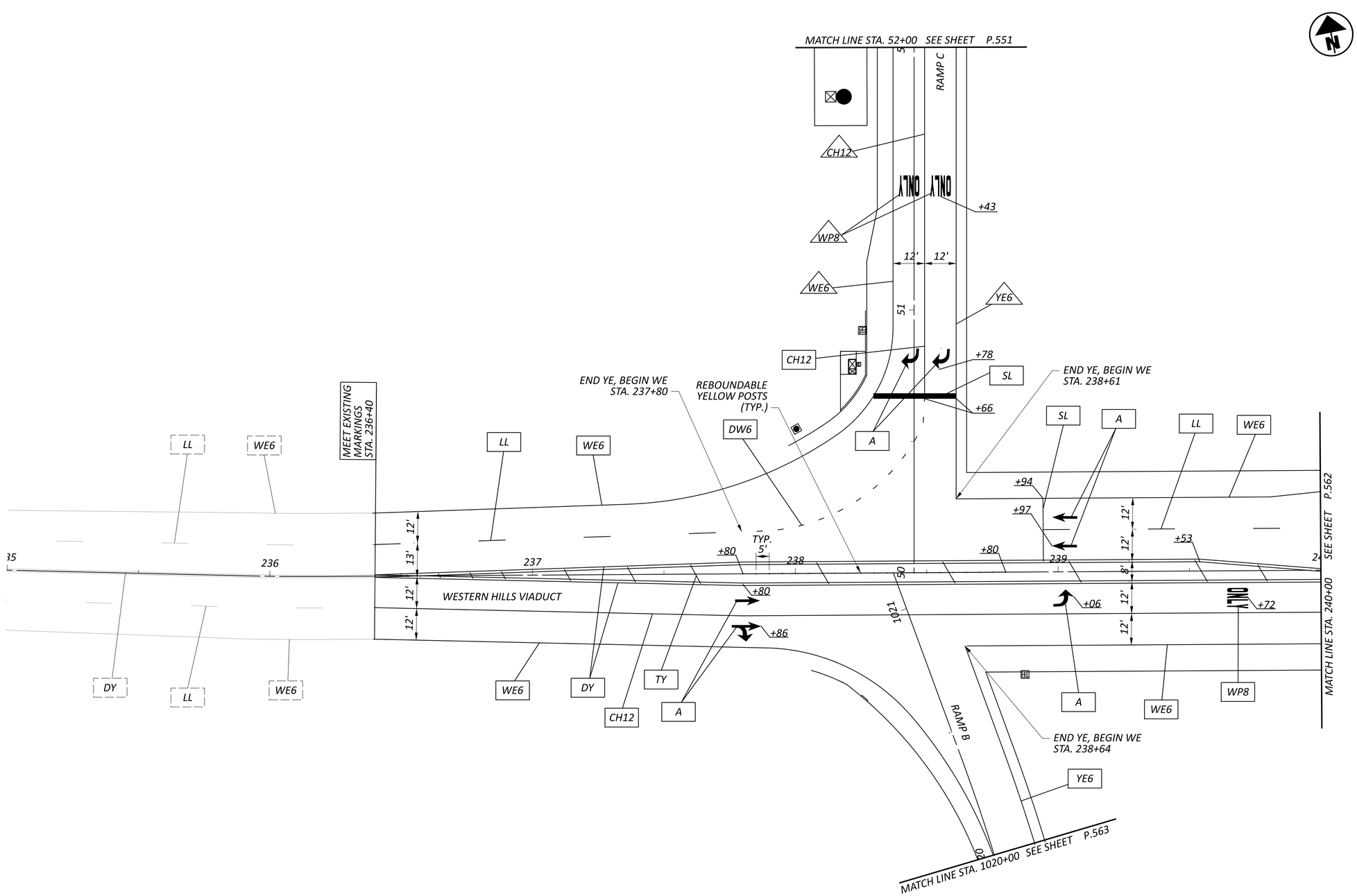
DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.560 TOTAL 830
DESIGN AGENCY Lanham Engineering LLC

PAVEMENT MARKING PLAN
SPRING GROVE AVE STA. 799+00 TO 804+00

HORIZONTAL SCALE IN FEET
0 20
10 40

PAVEMENT MARKING PLAN
WESTERN HILLS VIADUCT STA. 235+00 TO 240+00

HORIZONTAL SCALE IN FEET
0 10 20 40



NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER	ANC
REVIEWER	JAR 11-02-26
PROJECT ID	114161
SHEET	P.561
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_WHV3 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:48 AM USER: Maggie
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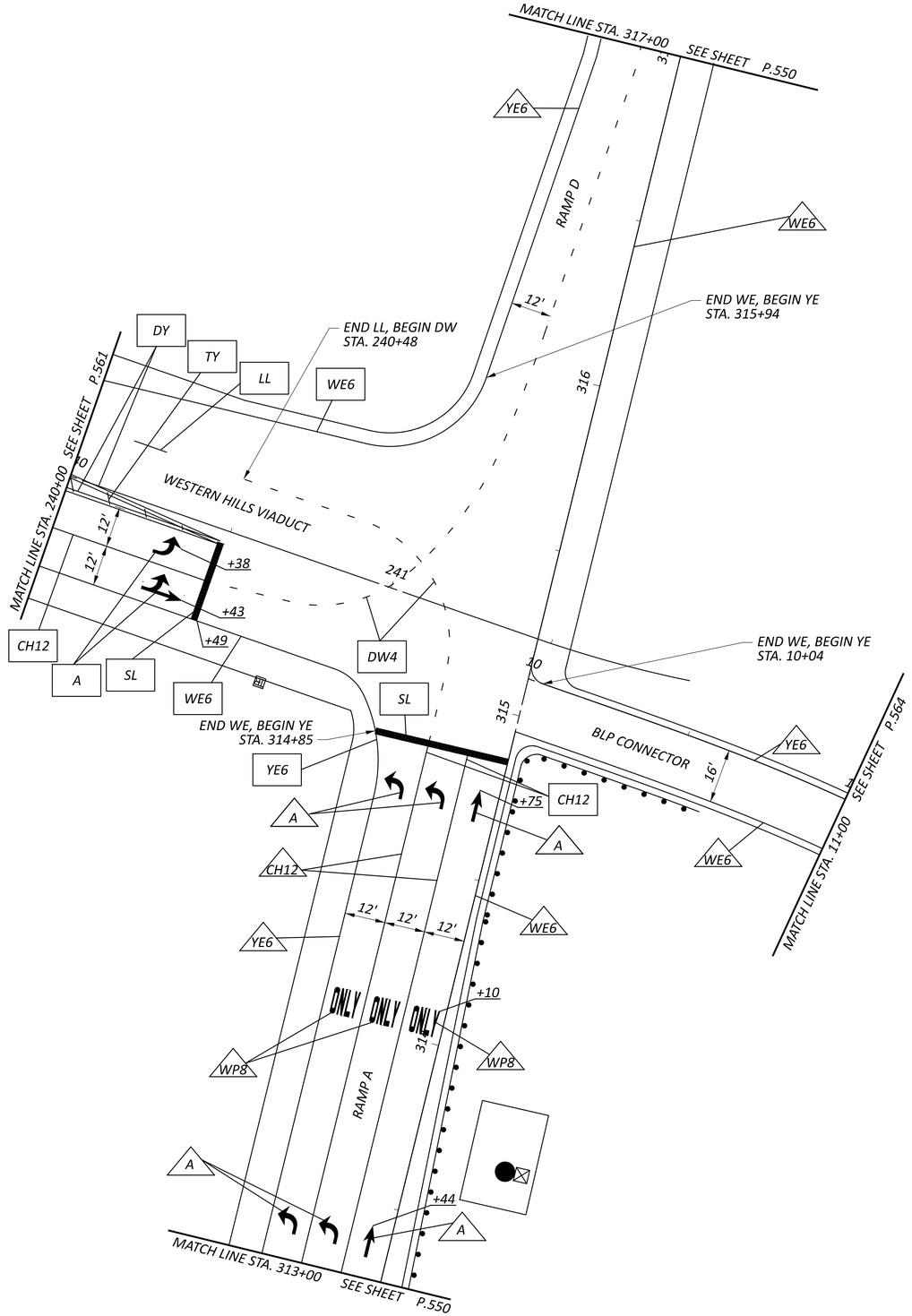

NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

HORIZONTAL SCALE IN FEET
0 10 20 40

PAVEMENT MARKING PLAN
WESTERN HILLS VIADUCT STA. 240+00 TO 243+00

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.562 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_WHV3 - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:50 AM USER: Maggie
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HORIZONTAL SCALE IN FEET
0 10 20 40

PAVEMENT MARKING PLAN
RAMP B STA. 1016+00 TO 1020+00

NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

DESIGN AGENCY	Lanham ENGINEERING LLC
DESIGNER	ANC
REVIEWER	JAR 11-02-26
PROJECT ID	114161
SHEET	P.563
TOTAL	830

HAM-IR 75-1.95

MODEL: BLP_RAMP B - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:51 AM USER: Maggie
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NOTES:
SEE SHEET P.548 FOR SIGNING AND PAVEMENT MARKING LEGEND.

HORIZONTAL SCALE IN FEET
0 10 20 40

PAVEMENT MARKING PLAN
BLP CONNECTOR STA. 11+00 TO 16+00

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER ANC
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.564 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_LOCAL - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:29:51 AM USER: Maggie
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MODEL: I75 - Sheet 0 to Sta. 96+00 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:14:45 PM USER: MaryKatherine Dohlen
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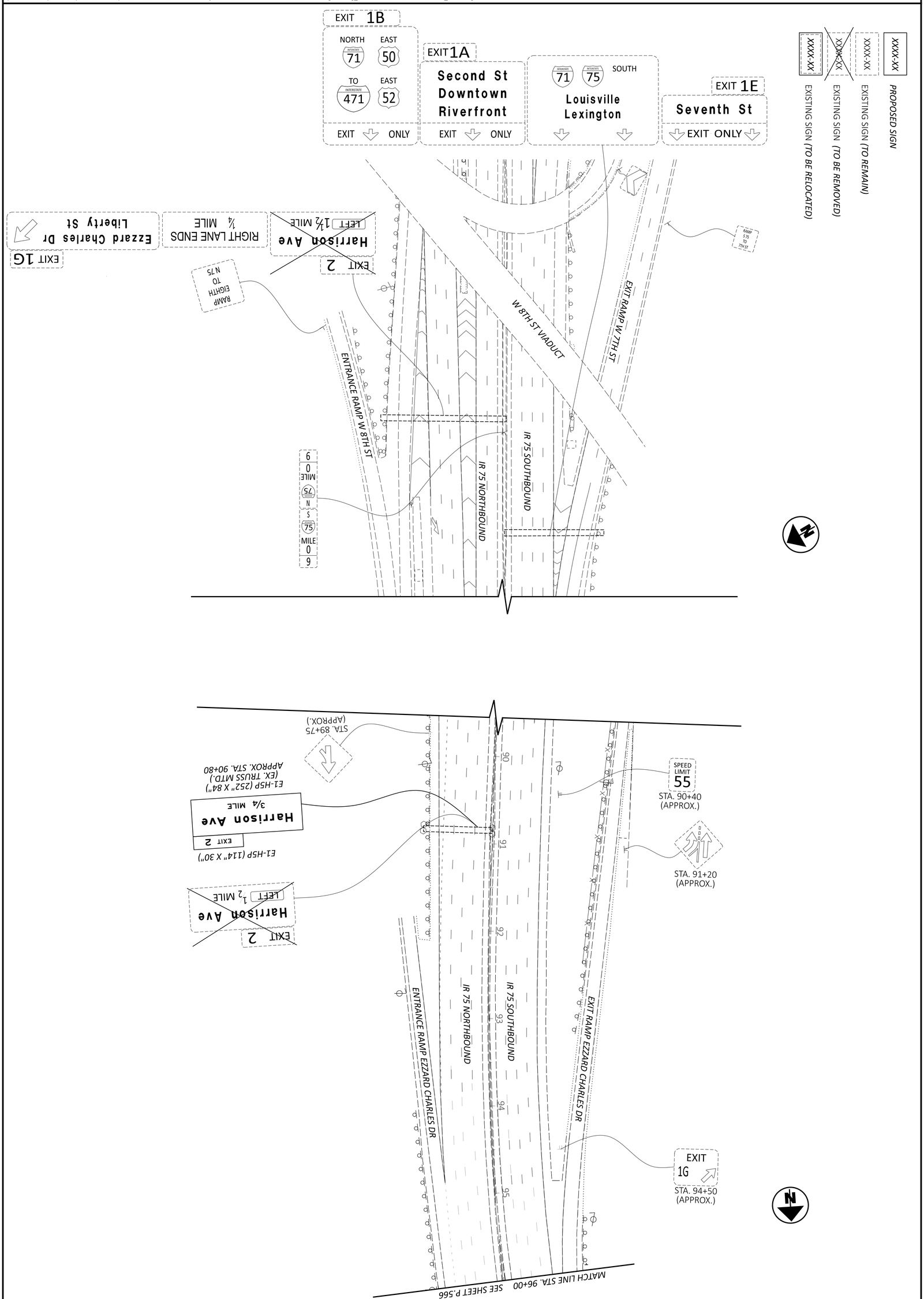

SHEET P.565 / TOTAL 830	PROJECT ID 114161	REVIEWER JAR 11/02/26	DESIGNER MKD	Lanham ENGINEERING LLC	DESIGN AGENCY

SIGNING PLAN
IR 75 MAINLINE - BEGIN TO STA. 96+00

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: I75 - Sheet 1 Sta. 96+00 to 107+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:14:59 PM USER: MaryKatherine Dohlen
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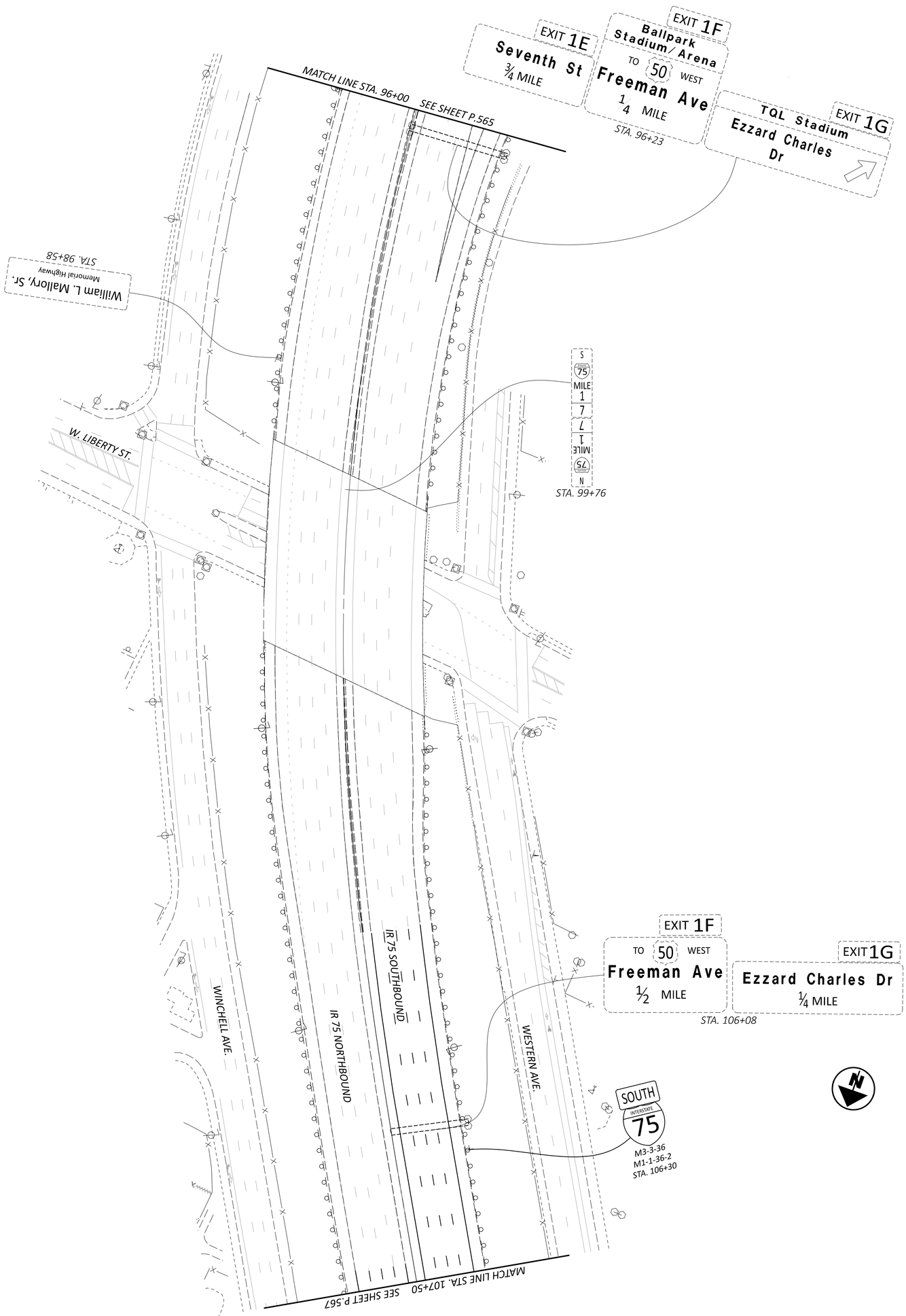


NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

SHEET	TOTAL
P.566	830

PROJECT ID: 114161

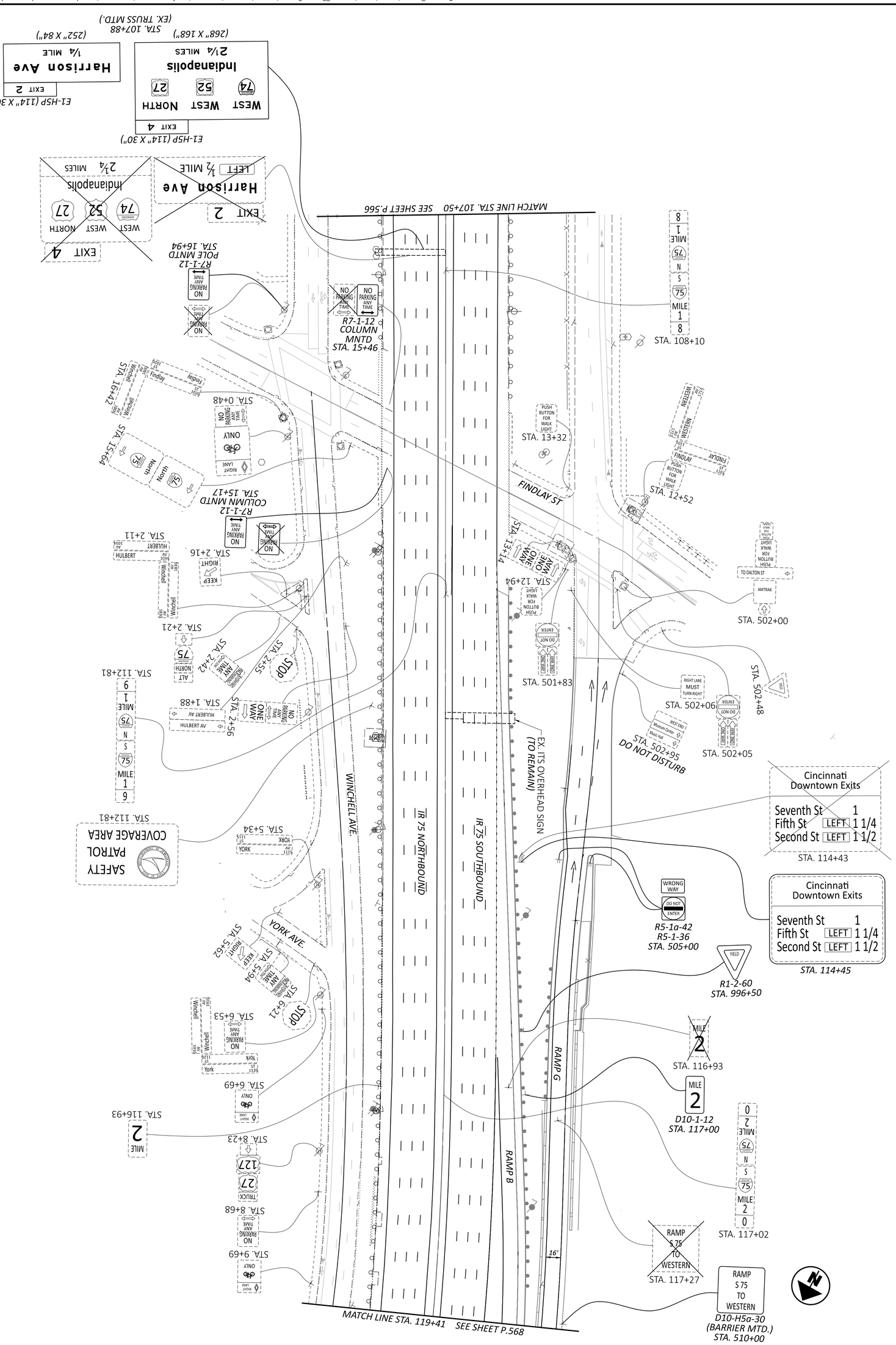
REVIEWER: JAR 11/02/26

DESIGNER: MKD

DESIGN AGENCY: Lanham Engineering LLC

SIGNING PLAN
IR 75 MAINLINE - STA. 96+00 TO 107+50

HORIZONTAL SCALE IN FEET
0 50
25 100



NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
MKD	JAR 11/02/26	114161	P.567	830

DESIGN AGENCY: Lanham Engineering LLC

SIGNING PLAN
IR 75 MAINLINE - STA. 107+50 TO 119+41

HORIZONTAL SCALE IN FEET
0 50
25 100

HAM-IR 75-1.95

MODEL: I75 - Sheet 3 Sta. 119+41 to 1131+46 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:15:07 PM USER: MaryKatherine Dohlen
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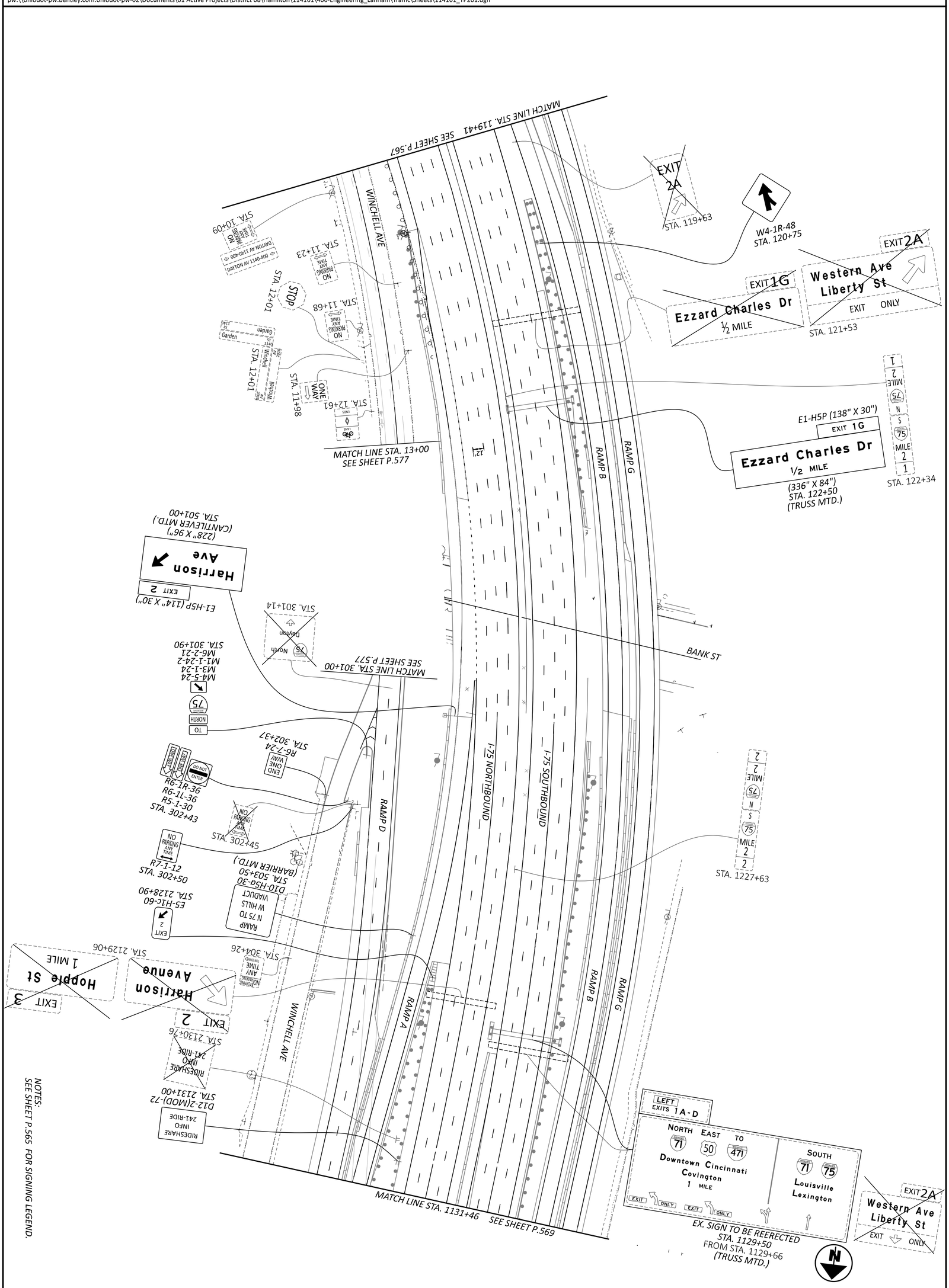

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

SHEET	TOTAL
P.568	830

PROJECT ID: 114161

REVIEWER: JAR 11/02/26

DESIGNER: MKD

DESIGN AGENCY: Lanham Engineering LLC

SIGNING PLAN
IR 75 MAINLINE - STA. 119+41 TO 1131+46

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: I75 - Sheet 4 Sta. 1131+46 to 1143+50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:15:11 PM USER: MaryKatherine Dohlen
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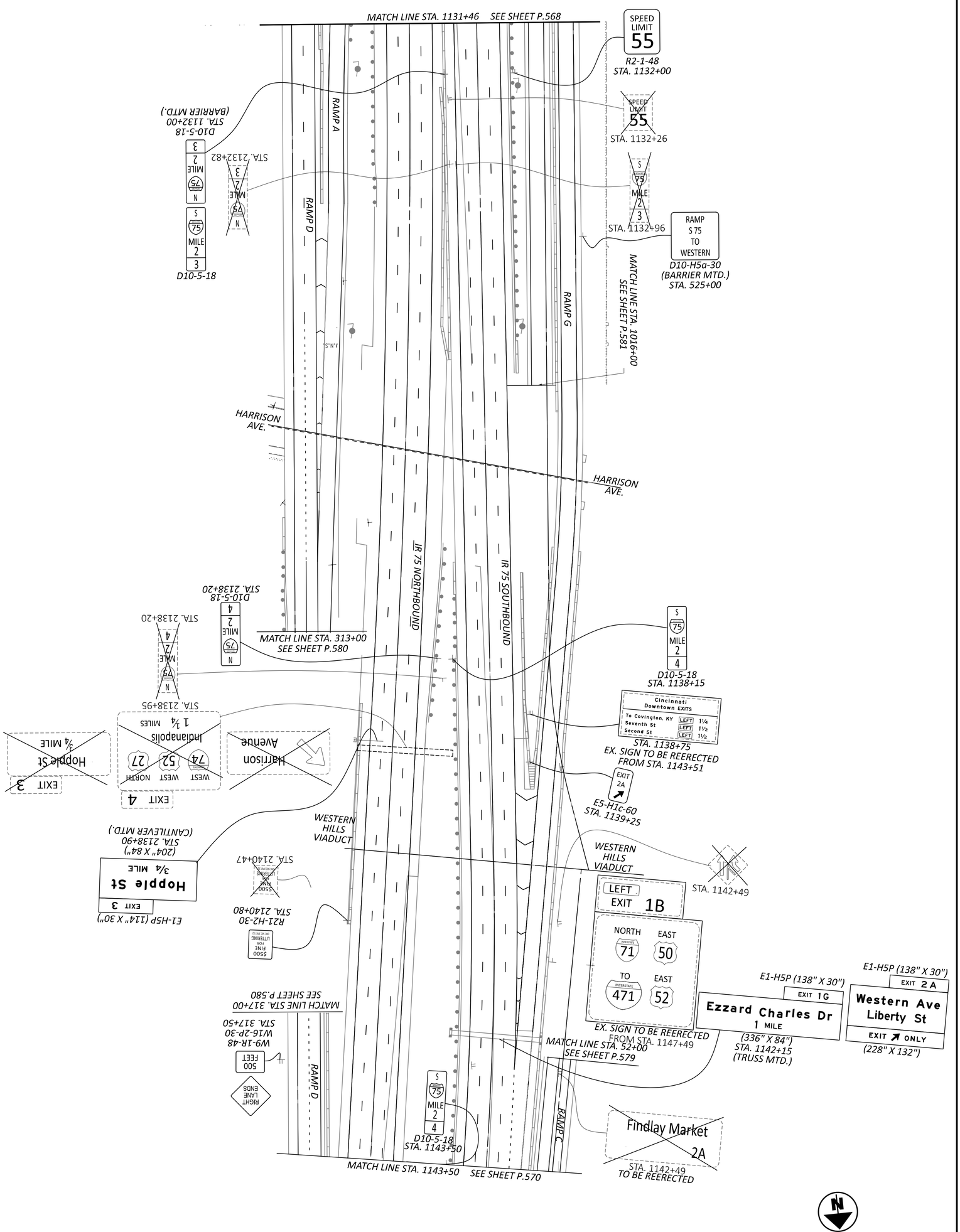


NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

SHEET	TOTAL
P.569	830

PROJECT ID 114161

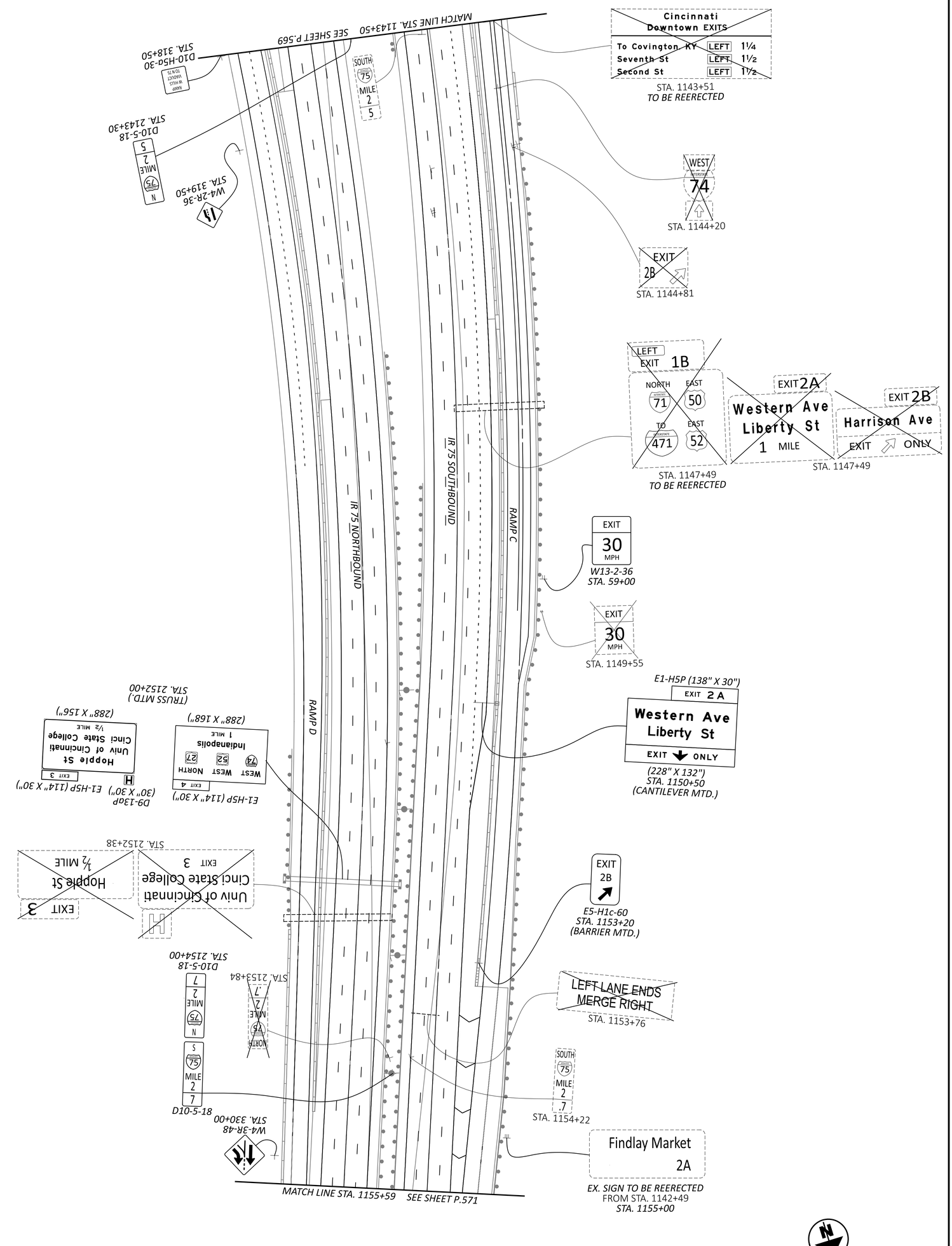
REVIEWER JAR 11/02/26

DESIGNER MKD

DESIGN AGENCY Lanham Engineering LLC

SIGNING PLAN
IR 75 MAINLINE - STA. 1131+46 TO 1143+50

HORIZONTAL SCALE IN FEET
0 50
25 100



SHEET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.570	830	114161	JAR 11/02/26	MKD	Lanham ENGINEERING LLC

SIGNING PLAN
IR 75 MAINLINE - STA. 1143+50 TO 1155+59

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: I75 - Sheet 6 Sta. 1155+59 to 158+83 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:15:17 PM USER: MaryKatherine Dohlen
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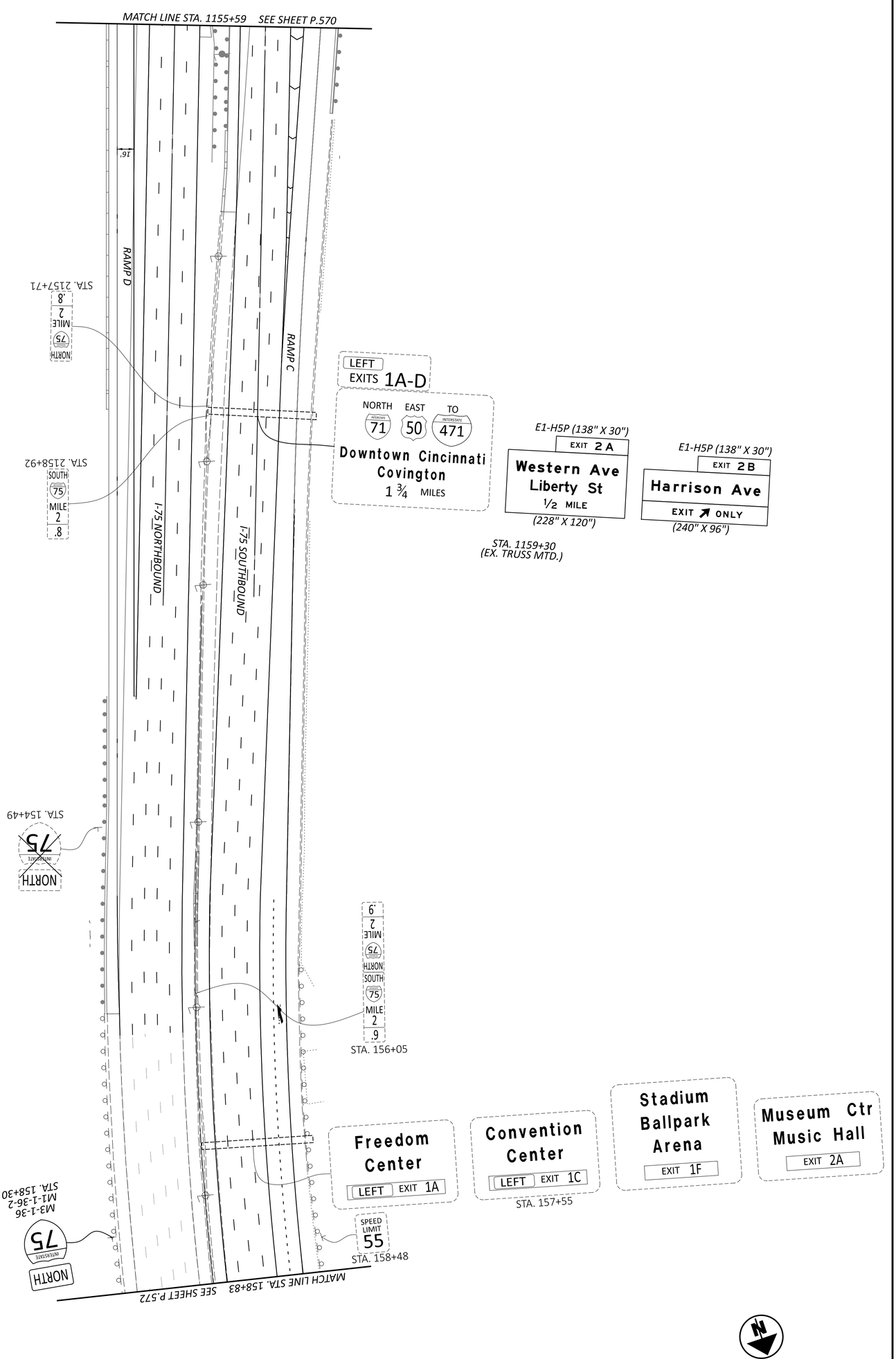

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

SHEET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.571	830	114161	JAR 11/02/26	MKD	Lanham Engineering LLC

SIGNING PLAN
IR 75 MAINLINE - STA. 1155+59 TO 158+83

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: I75 - Sheet 7 Sta. 158+83 to 170+83 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:15:18 PM USER: MaryKatherine Dohlen
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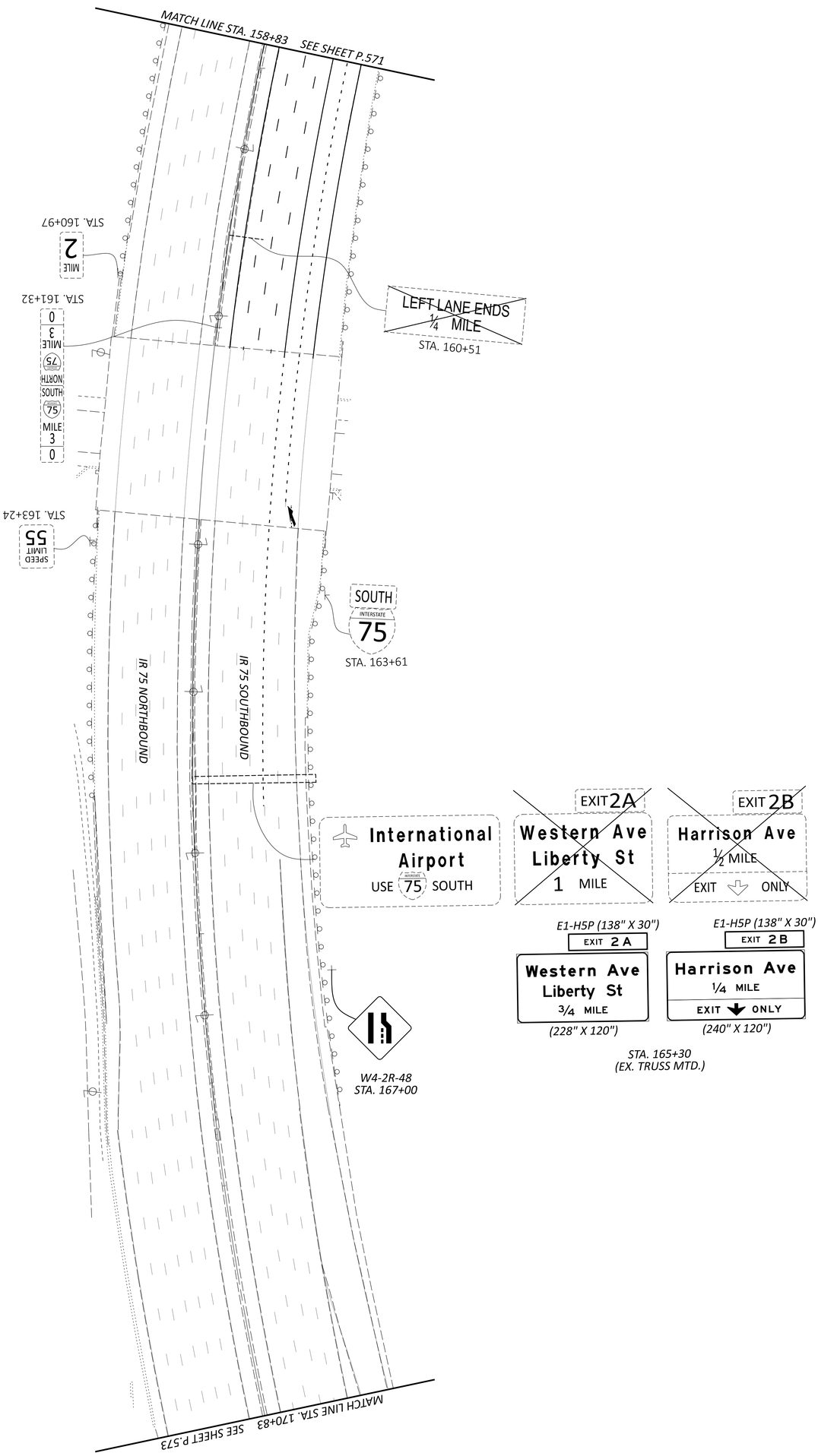

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

SHEET	TOTAL
P.572	830

PROJECT ID: 114161

REVIEWER: JAR 11/02/26

DESIGNER: MKD

DESIGN AGENCY: Lanham Engineering LLC

SIGNING PLAN
IR 75 MAINLINE - STA. 158+83 TO 170+83

HORIZONTAL SCALE IN FEET
0 50
25 100

MODEL: I75 - Sheet 8 Sta. 170+83 to 179+75 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:15:19 PM USER: MaryKatherine Dohlen
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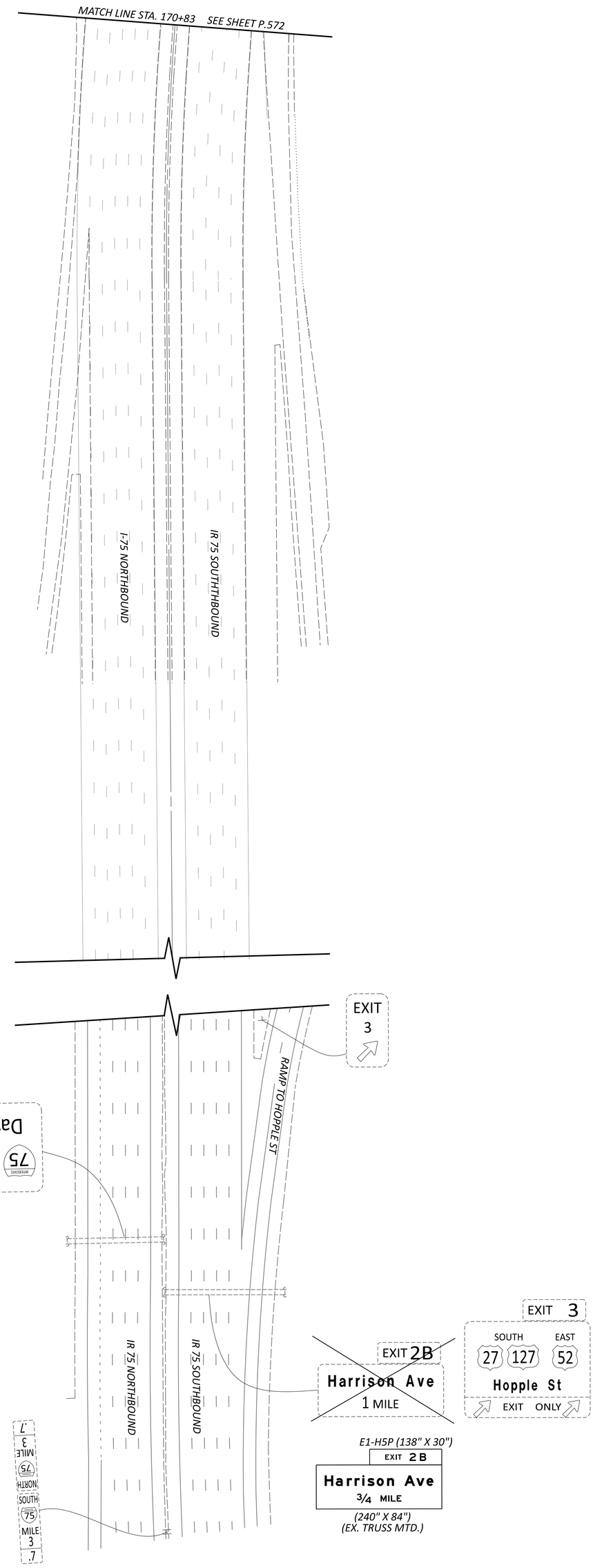

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

SHEET P.573 TOTAL 830
PROJECT ID 114161
REVIEWER JAR 11/02/26
DESIGNER MKD
DESIGN AGENCY Lanham Engineering LLC

SIGNING PLAN
IR 75 MAINLINE - STA. 170+73 TO END

HORIZONTAL SCALE IN FEET
0 50
25 100

HAM-IR 75-1.95

MODEL: CLP_HARRISON-1 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:28:06 PM USER: MaryKatherine Dohlen
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HORIZONTAL SCALE IN FEET
0 10 20 40

SIGNING PLAN
HARRISON AVE STA. 0+00 TO 5+00

HARRISON AVE

SPRING GROVE AVENUE

818

817

815

WEIGHT LIMIT
SINGLE UNIT
2 AXEL 15 T
3 AXEL 20 T
4 AXEL 21 T
5 AXEL 23 T
6+AXEL 23 T
STA. 818+00

NO PARKING ANY TIME
BUS STOP
STA. 818+29

NO STOPPING PARKING
ANY TIME
TOW ZONE
STA. 817+40

NO STOPPING PARKING
ANY TIME
TOW ZONE
STA. 3+15

NO TRESPASSING
TRESPASSERS WILL BE PROSECUTED
COLUMN MNTD
STA. 3+42

NO TRESPASSING
TRESPASSERS WILL BE PROSECUTED
COLUMN MNTD
STA. 4+56

NO PARKING ANY TIME
STA. 0+03

NO PARKING ANY TIME
STA. 1+15

W9-1R-36
W16-2P-24
350 FEET
STA. 2+60

RIGHT LANE ENDS

NO STOPPING PARKING
ANY TIME
TOW ZONE
STA. 3+13

R7-107-12
NO STOPPING PARKING
ANY TIME
TOW ZONE
STA. 3+12

W4-2R-36
STA. 4+91

MATCH LINE STA. 5+00 SEE SHEET P.575

NO STOPPING PARKING
ANY TIME
TOW ZONE
STA. 815+35

NO STOPPING PARKING
BUS STOP
TOW ZONE
BUS STOP
STA. 815+58

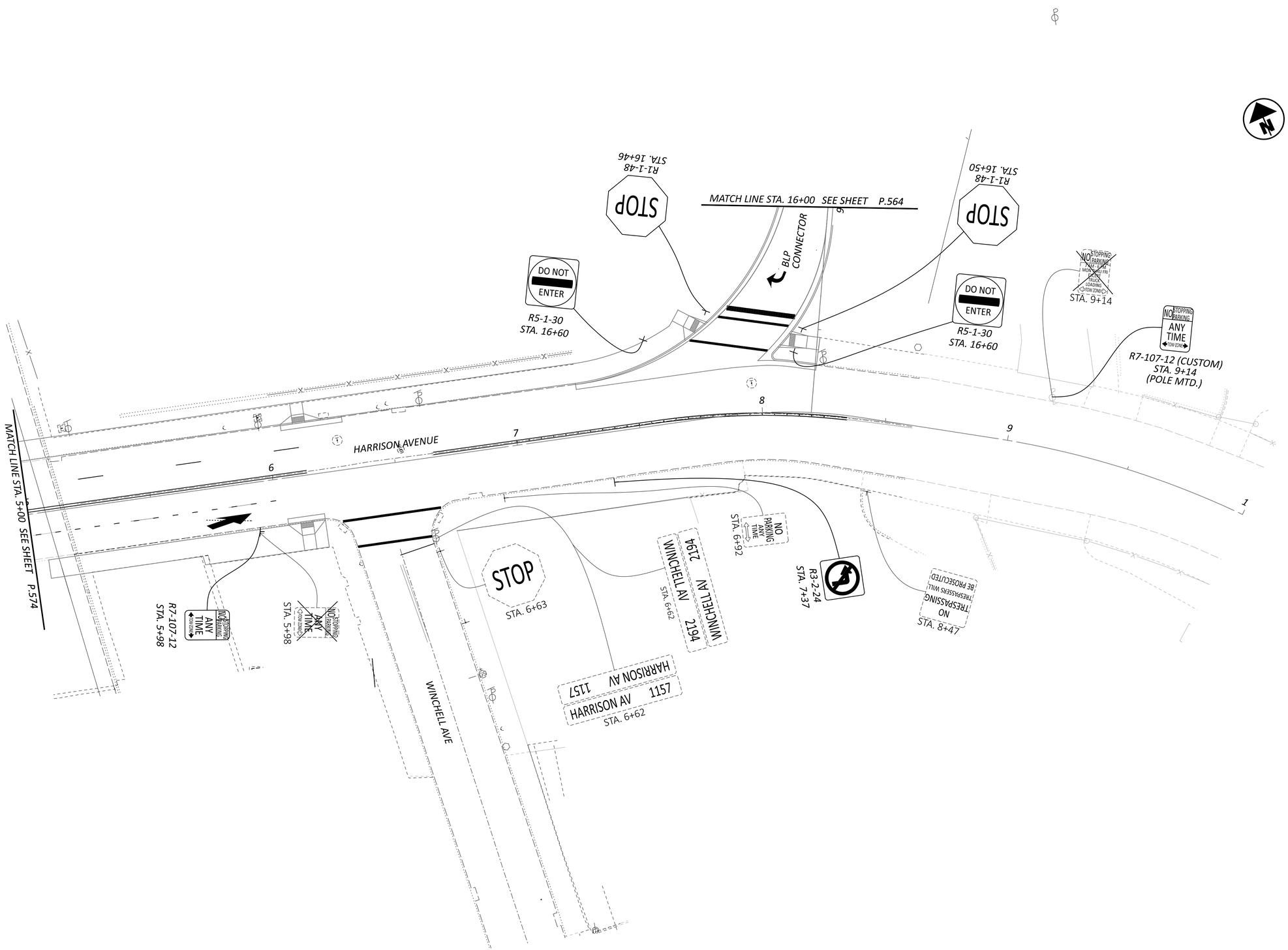
NO PARKING DURING SNOW EMERGENCY
STA. 814+89

NO STOPPING PARKING
BUS STOP
TOW ZONE
NO STOPPING PARKING
ANY TIME
TOW ZONE
STA. 814+44

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER MKD
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.574 TOTAL 830



HORIZONTAL SCALE IN FEET
0 10 20 40

SIGNING PLAN
HARRISON AVE STA. 5+00 TO 10+00

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER	MKD
REVIEWER	JAR 11-02-26
PROJECT ID	114161
SHEET	P.575
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_HARRISON-1 - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:28:09 PM USER: MaryKatherine Dohlen
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HAM-IR 75-1.95

MODEL: BLP_Banks - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 1:05:57 PM USER: MaryKatherine Dohlen
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HORIZONTAL SCALE IN FEET
0 10 20 40

SIGNING PLAN
BANK ST STA. 0+00 TO 5+00

STA. 807+24
STOPPING NO PARKING BUS STOP
NO STOPPING PARKING ANY TIME
CURB ZONE

STA. 804+19
W1-8L-12
R7-107-12 (CUSTOM)
D2-H1-72 (CUSTOM)
BANK ST 1311
NO STOPPING PARKING ANY TIME
CURB ZONE

D2-H1-72 (CUSTOM)
STA. 1+87
DALTON ST 1311

STA. 806+11
BUS STOP

STA. 805+47
North 75 South
INTERSTATE

STA. 805+75
DO NOT ENTER

STA. 805+74
NO STOPPING PARKING ANY TIME
CURB ZONE

STA. 1+86
BANK ST 1311
NO STOPPING PARKING ANY TIME
CURB ZONE

DALTON AV 2029

STA. 0+26
STOP

STA. 0+33
STOP

STA. 0+94
BANK ST 1311

WESTERN AV

STA. 1+06
NO PARKING ANY TIME

DALTON AVENUE

SPRING GROVE AVENUE

BANK STREET

MATCH LINE STA. 804+00 SEE SHEET P.578

MATCH LINE STA. 5+00 SEE SHEET P.577

STA. 2+83

STA. 3+03

STA. 4+06
NO STOPPING PARKING ANY TIME
BUS STOP

STA. 4+18
NO PARKING ANY TIME

STA. 4+17
NO PARKING ANY TIME

NO TRESPASSING
TRESPASSERS WILL BE PROSECUTED
COLUMN MNTD
STA. 4+80

STA. 2+98
NO STOPPING PARKING ANY TIME
CURB ZONE

R3-17-24
STA. 2+98
BIKE LANE
NO STOPPING PARKING ANY TIME
CURB ZONE

STA. 3+15
NEW TRAFFIC PATTERN AHEAD

W23-2-36
STA. 3+15
NEW TRAFFIC PATTERN AHEAD

STA. 3+66
NO STOPPING PARKING BUS STOP
NO STOPPING PARKING ANY TIME
CURB ZONE

R7-(CUSTOM)
STA. 3+66
NO STOPPING PARKING BUS STOP
NO STOPPING PARKING ANY TIME
CURB ZONE

STA. 4+31
NO STOPPING PARKING BUS STOP
NO STOPPING PARKING ANY TIME
CURB ZONE

R7-107-12 (CUSTOM)
R7(BY OTHERS)
STA. 4+31
BUS STOP
NO STOPPING PARKING ANY TIME
CURB ZONE

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER MKD
REVIEWER JAR 11-02-26
PROJECT ID 114161
SHEET P.576 TOTAL 830

MODEL: BLP_Banks - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 1:05:59 PM USER: MaryKatherine Dohlen
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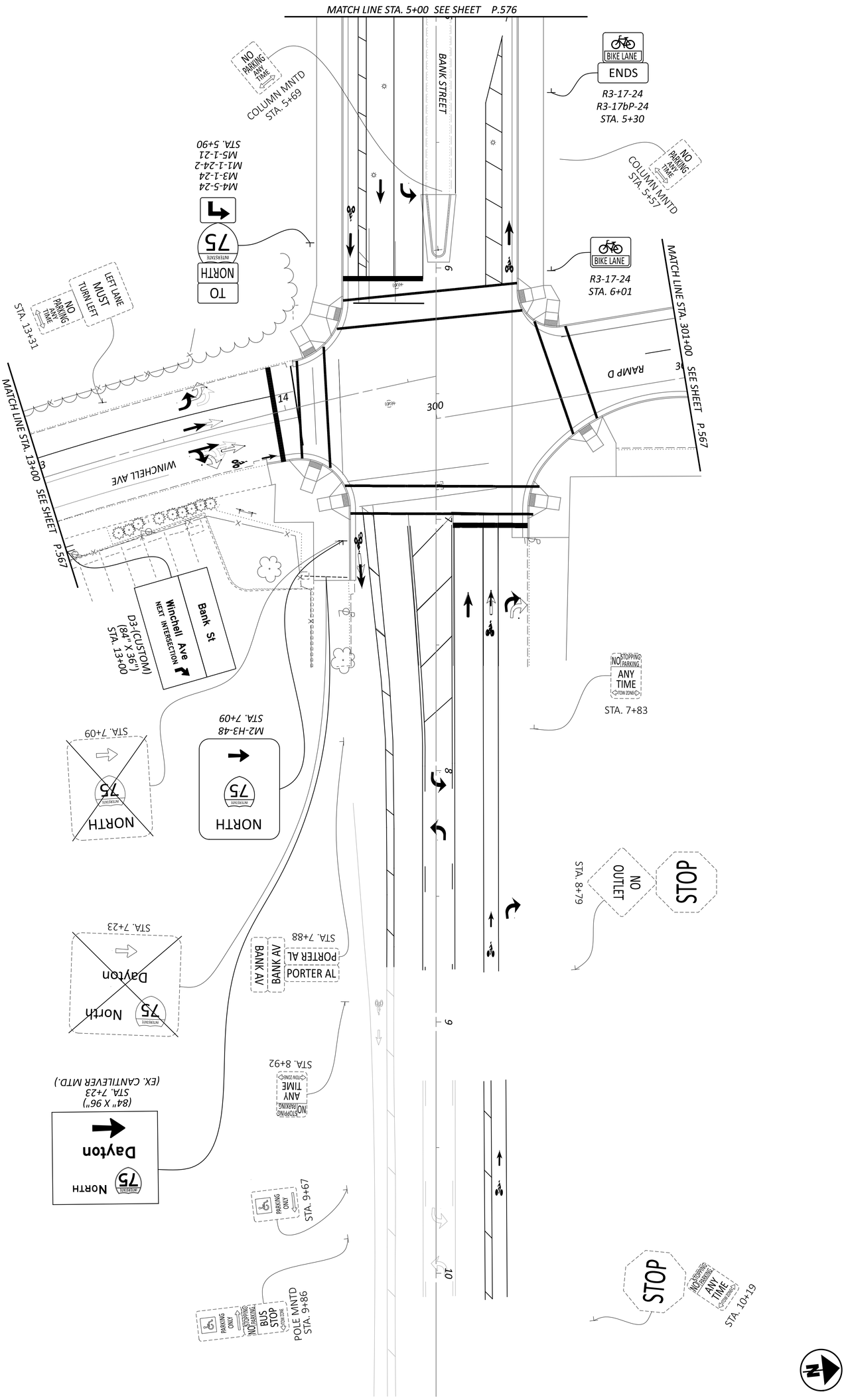

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

SHEET P.577	TOTAL 830	PROJECT ID 114161	REVIEWER JAR 05-24-24	DESIGNER ANC	DESIGN AGENCY Lanham ENGINEERING LLC

SIGNING PLAN
BANK ST STA. 5+00 TO 10+50

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: CLP_SPRINGGROVE1 - DALTON [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 1:22:29 PM USER: MaryKatherine Dohlen
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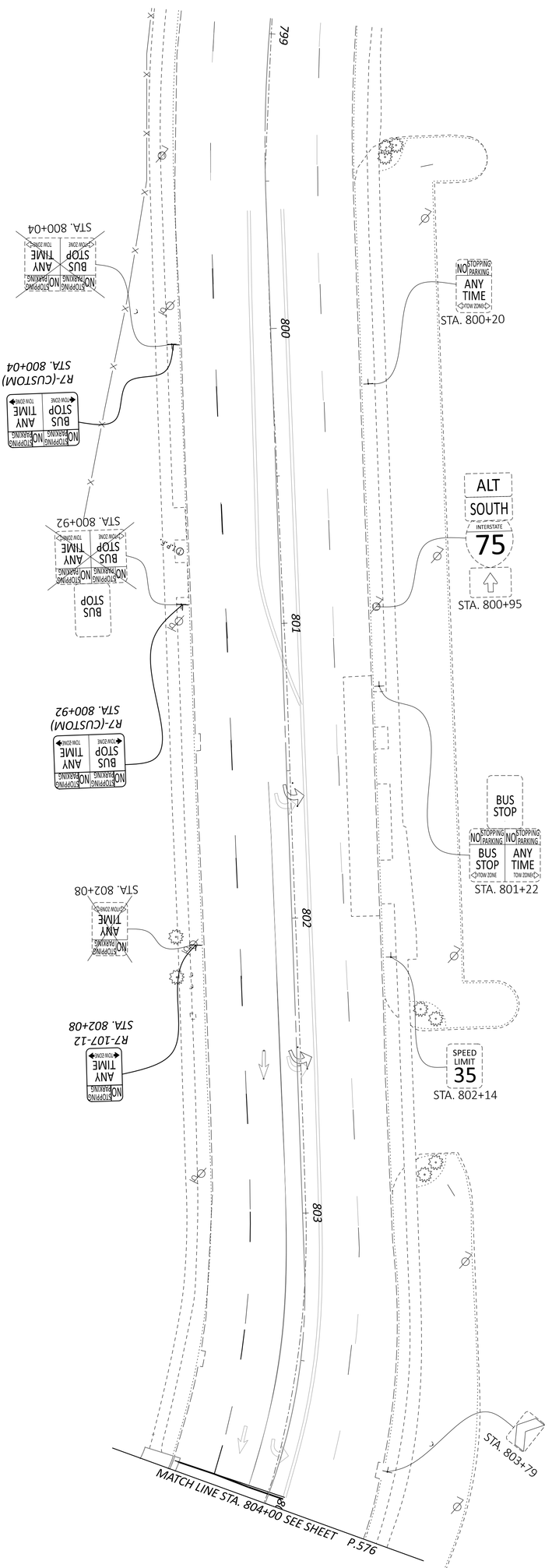

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

SIGNING PLAN
SPRING GROVE AVE STA. 799+00 TO 804+00

HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET	TOTAL
P.578	830

PROJECT ID 114161

REVIEWER JAR 11-02-26

DESIGNER MKD

Lanham ENGINEERING LLC

DESIGN AGENCY

MODEL: CLP_WHV3 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:15:46 PM USER: MaryKatherine Dohlen
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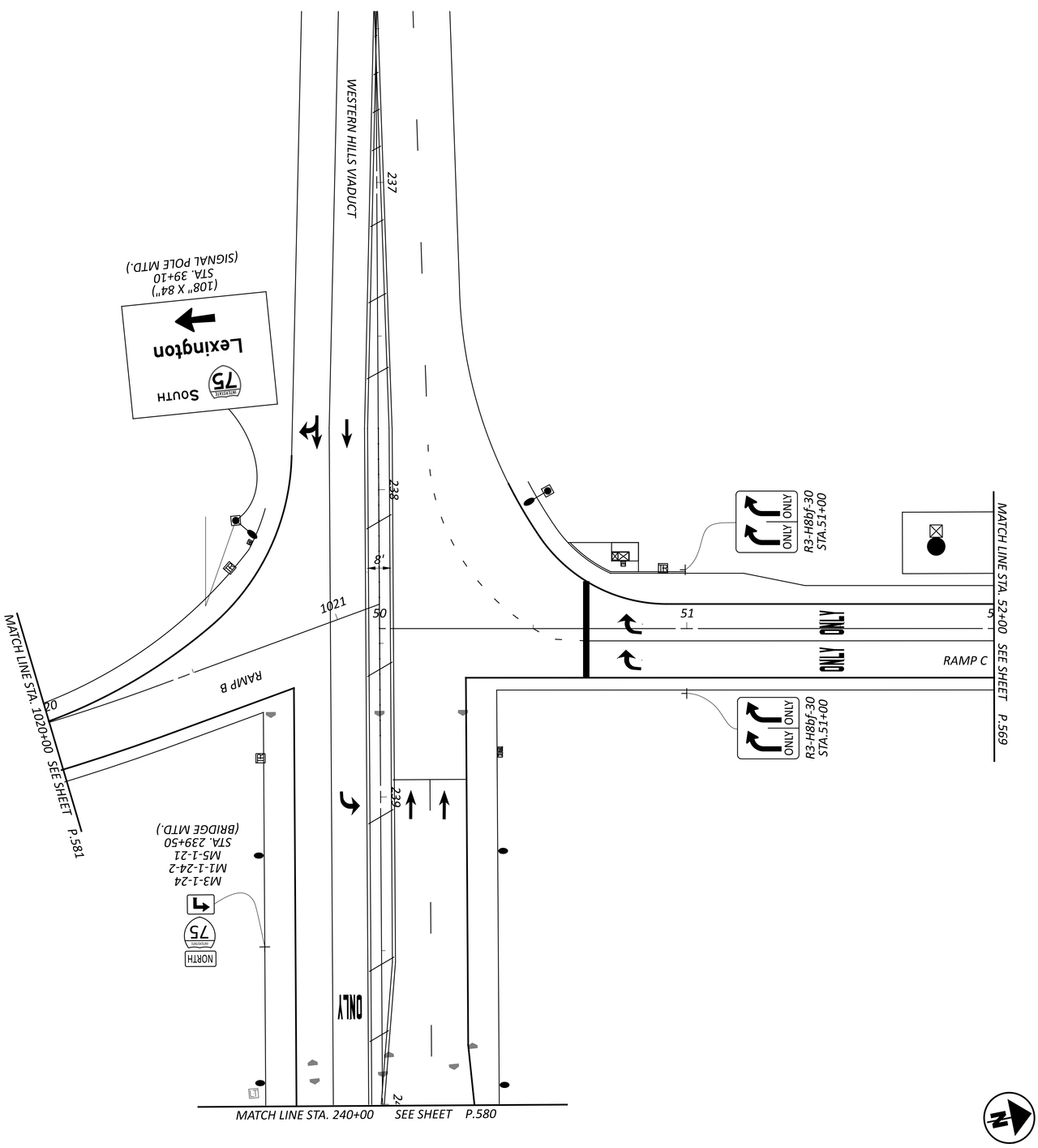

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

SHEET P.579 TOTAL 830	PROJECT ID 114161	REVIEWER JAR 11/02/26	DESIGNER MKD	Lanham ENGINEERING LLC	DESIGN AGENCY

SIGNING PLAN
WESTERN HILLS VIADUCT STA. 235+00 TO 240+00

HORIZONTAL SCALE IN FEET
0 20
10 40

NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

HORIZONTAL SCALE IN FEET
0 10 20 40

SIGNING PLAN
WESTERN HILLS VIADUCT STA. 240+00 TO 243+00

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER MKD
REVIEWER JAR 11/02/26
PROJECT ID 114161
SHEET P.580 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_WHV3 - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:15:49 PM USER: MaryKatherine Dohlen
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NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

HORIZONTAL
SCALE IN FEET
0 10 20 40

SIGNING PLAN
RAMP B STA. 1016+00 TO 1020+00

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER
MKD

REVIEWER
JAR 11/02/26

PROJECT ID
114161

SHEET P.581 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_RAMP B - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:15:50 PM USER: MaryKatherine Dohlen
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NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

HORIZONTAL
SCALE IN FEET
0 10 20 40

SIGNING PLAN
BLP CONNECTOR STA. 11+00 TO 16+00

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER MKD
REVIEWER JAR 11/02/26
PROJECT ID 114161
SHEET P.582 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_LOCAL - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 1:06:12 PM USER: MaryKatherine Dohlen
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MODEL: SC5_10 - Plan 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:15:57 PM USER: MaryKatherine Dohlen
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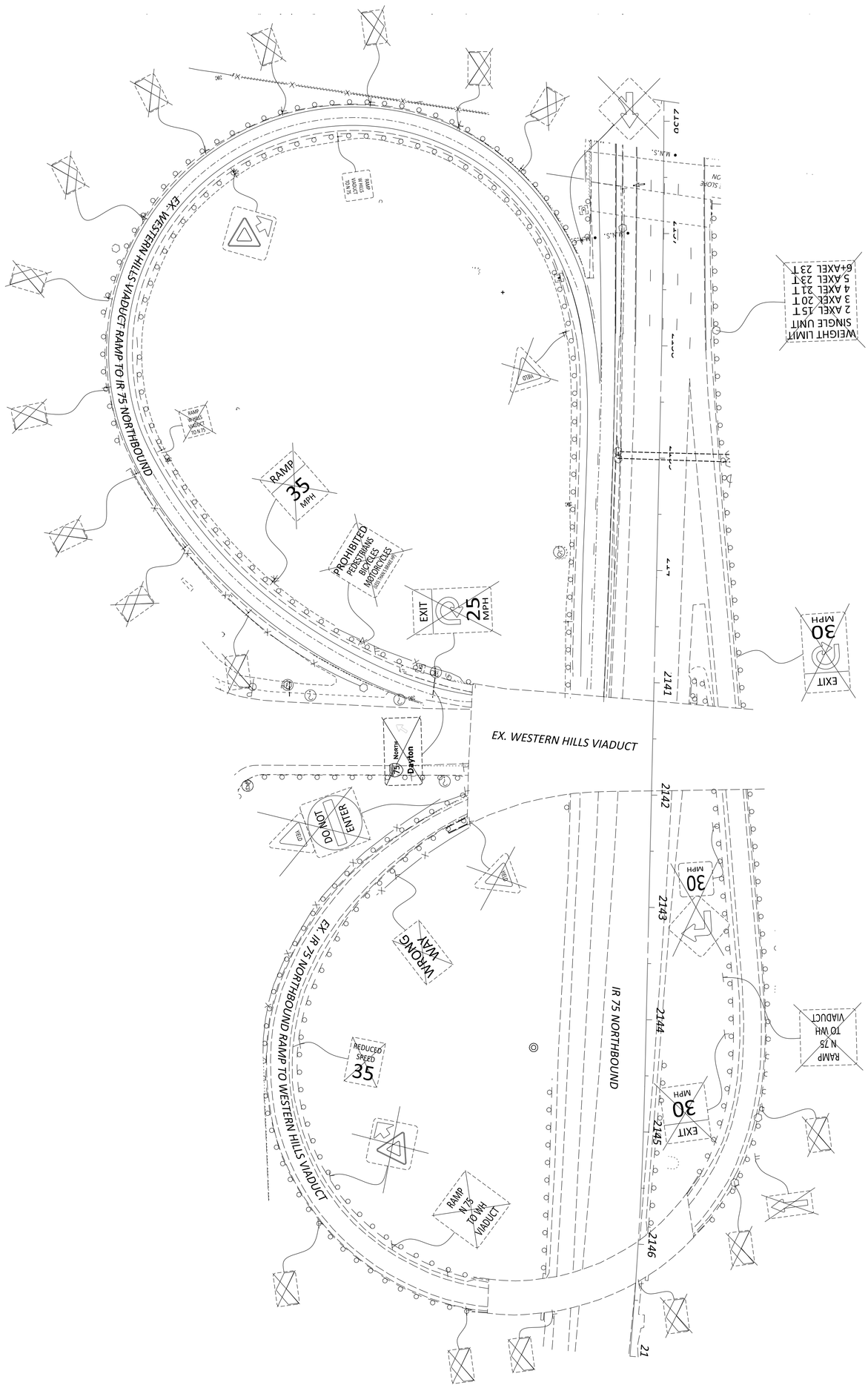


NOTES:
SEE SHEET P.565 FOR SIGNING LEGEND.

SHEET	TOTAL
P.583	830

PROJECT ID: 114161

REVIEWER: JAR 11/02/26

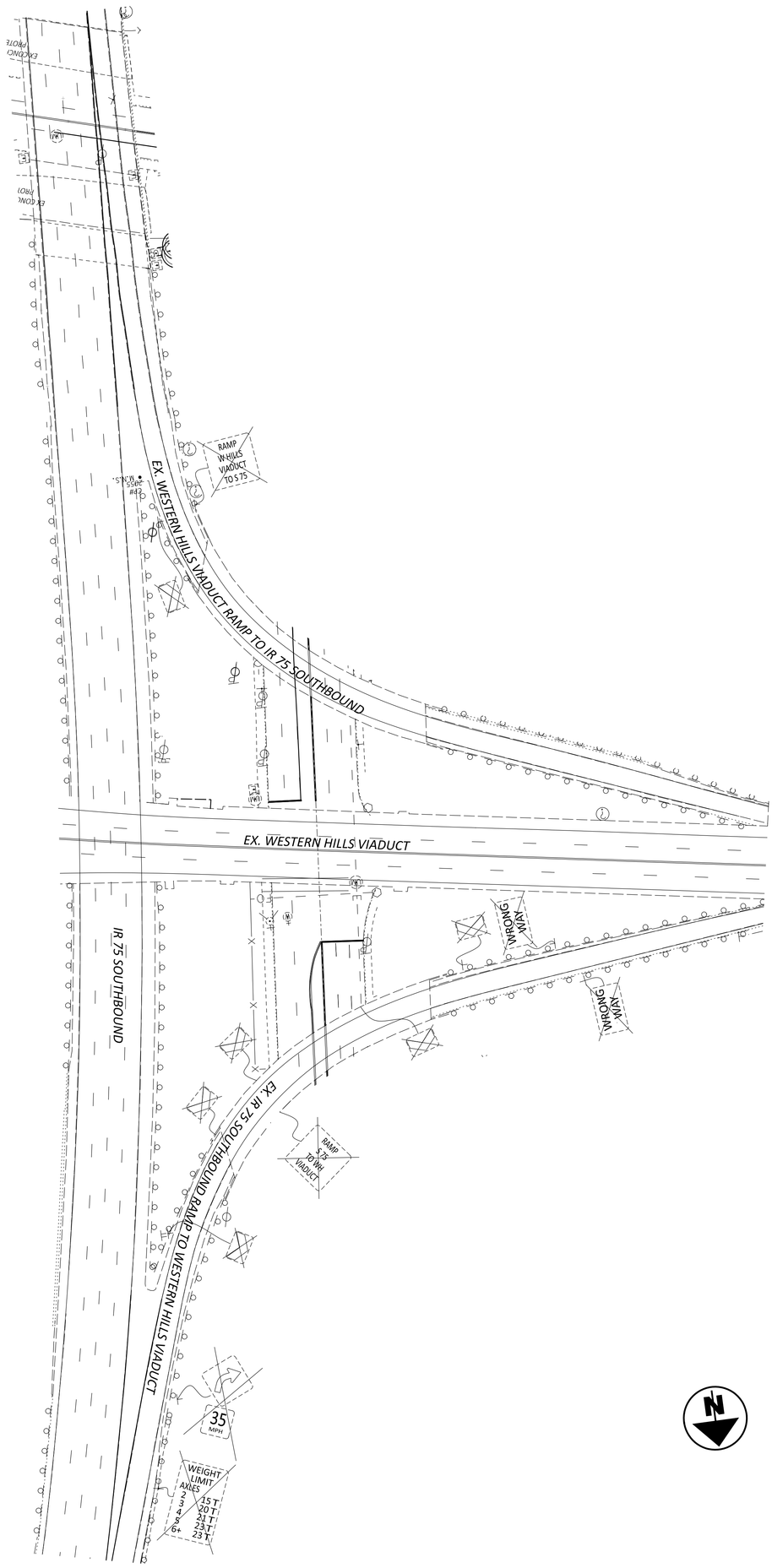
DESIGNER: MKD

DESIGN AGENCY: Lanham Engineering LLC

SIGNING PLAN
IR 75 NORTHBOUND WESTERN HILLS VIADUCT RAMPS SIGNING REMOVALS

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: SC5_10 - SB Ramp Removals [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 12:16:08 PM USER: MaryKatherine Dohlen
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\406-Engineering_Lanham\Traffic\Sheets\114161_TP205.dgn



NOTES:
SEE SHEET P 565 FOR SIGNING LEGEND.

SIGNING PLAN
IR 75 SOUTHBOUND WESTERN HILLS VIADUCT RAMPS SIGNING REMOVALS

HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET	TOTAL
P 584	830

PROJECT ID: 114161

REVIEWER: JAR 11/02/26

DESIGNER: MKD

DESIGN AGENCY: Lanham Engineering LLC

EX. SIGNAL SUPPORT (REMOVE)
W/ (2)-PEDESTRIAN SIGNAL HEADS (REMOVE)
W/ (1)-PEDESTRIAN PUSHBUTTON (REMOVE)
STA. 1+70.1, 60.8' LT.

EX. SIGNAL PULL BOX (REMOVE)
STA. 1+73.0, 55.7' LT.

EX. COMBINATION SIGNAL SUPPORT (REMOVE)
W/ (2)-PEDESTRIAN SIGNAL HEADS (REMOVE)
W/ (1)-PEDESTRIAN PUSHBUTTON (REMOVE)
W/ (1)-LUMINAIRE BRACKET ARM (REMOVE)
STA. 1+77.4, 58.3' RT.

EX. SIGNAL PULL BOX (REMOVE)
STA. 1+78.9, 56.5' RT.

EX. LOOPS
(ABANDON IN PLACE)

EX. OVERHEAD POWER SERVICE CABLE = 110' (REMOVE)

EX. SIGNAL PULL BOX (REMOVE)
STA. 2+60.6, 58.8' LT.

EX. SIGNAL SUPPORT (REMOVE)
W/ (2)-PEDESTRIAN SIGNAL HEADS (REMOVE)
W/ (1)-POLE MTD. TRAFFIC SIGNAL CONTROLLER (REMOVE)
W/ (1)-POLE MTD. DISCONNECT SWITCH (REMOVE)
STA. 2+65.0, 60.5' LT.

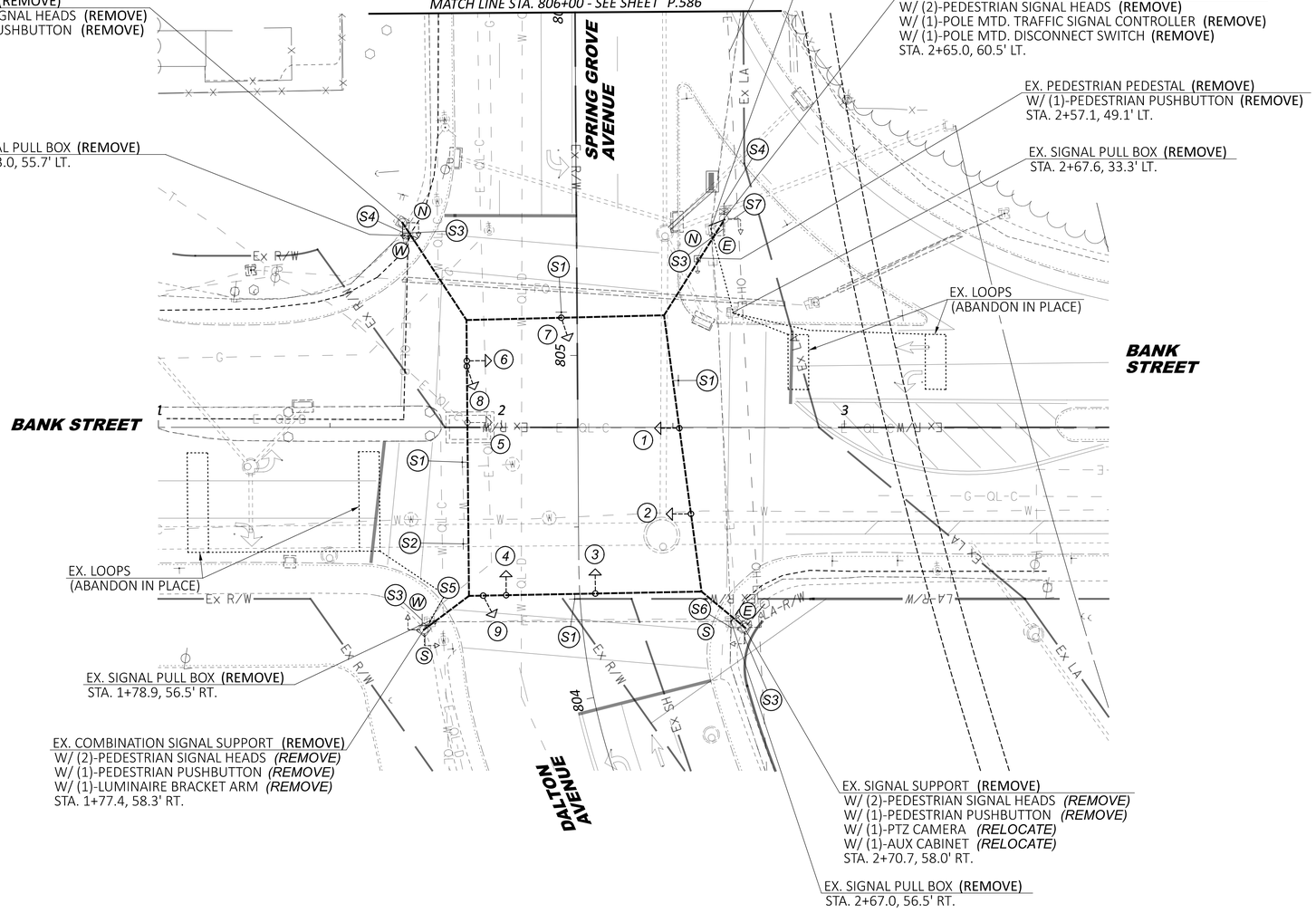
EX. PEDESTRIAN PEDESTAL (REMOVE)
W/ (1)-PEDESTRIAN PUSHBUTTON (REMOVE)
STA. 2+57.1, 49.1' LT.

EX. SIGNAL PULL BOX (REMOVE)
STA. 2+67.6, 33.3' LT.

EX. LOOPS
(ABANDON IN PLACE)

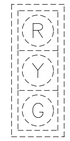
EX. SIGNAL SUPPORT (REMOVE)
W/ (2)-PEDESTRIAN SIGNAL HEADS (REMOVE)
W/ (1)-PEDESTRIAN PUSHBUTTON (REMOVE)
W/ (1)-PTZ CAMERA (RELOCATE)
W/ (1)-AUX CABINET (RELOCATE)
STA. 2+70.7, 58.0' RT.

EX. SIGNAL PULL BOX (REMOVE)
STA. 2+67.0, 56.5' RT.



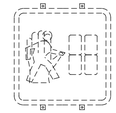
NOTES:
1. ALL REMOVED SIGNAL POLES, VEHICULAR SIGNAL HEADS, PEDESTRIAN PEDESTALS, PEDESTRIAN SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, CONTROLLER/CABINET AND OVERHEAD SIGNS SHALL BE DELIVERED TO THE CITY OF CINCINNATI.

EX. VEHICULAR
SIGNAL HEAD CONFIGURATION
(REMOVE)

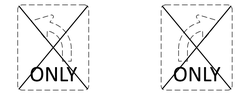


1,2,3,4,5,6,7,8 & 9

EX. PEDESTRIAN
SIGNAL HEAD CONFIGURATION
(REMOVE)

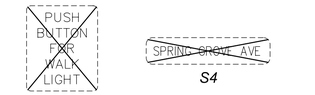


EX. SPAN OR POLE MOUNTED SIGNS
(REMOVE)

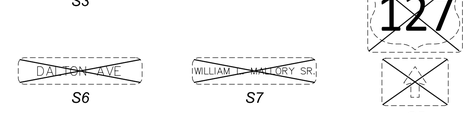


S1 S2

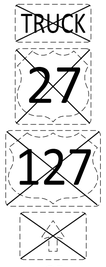
EX. POLE MOUNTED SIGNS
(REMOVE)



S3 S4



S6 S7



S5

LEGEND

	EXIST		EXIST
TRAFFIC SIGNAL, 3 UNIT HEAD, 12"		PEDESTRIAN PUSH BUTTON	
TRAFFIC SIGNAL, 3 UNIT HEAT, 12" WITH ARROWS		PEDESTAL SUPPORT	
SIGNAL SUPPORT POLE		CONTROLLER CABNET W/UPS AND WORK PAD (TS-2)	
PEDESTRIAN SIGNAL		TRAFFIC PULL BOX	
		LOOP DETECTION ZONE	

HORIZONTAL
SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL REMOVAL PLAN
BANK STREET AT SPRING GROVE AVENUE/DALTON AVENUE

DESIGN AGENCY
EMH&T

DESIGNER
MSJ

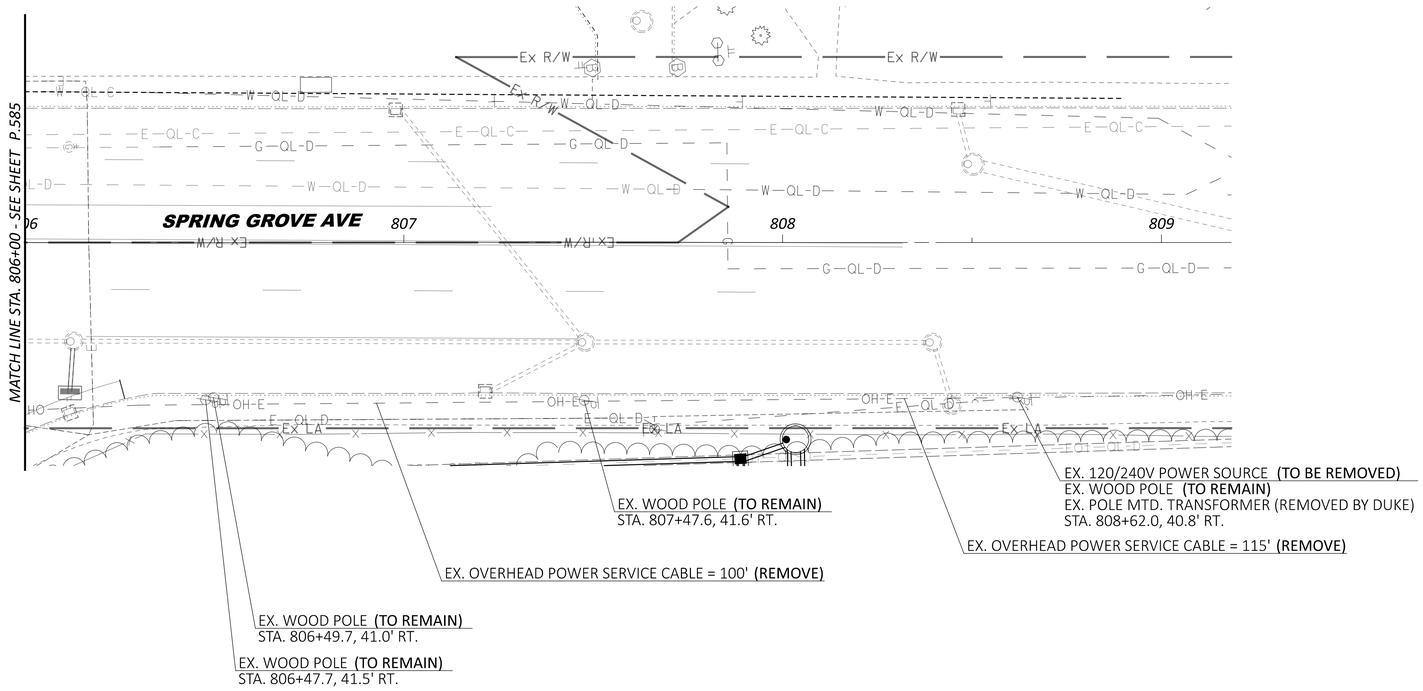
REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.585 | TOTAL 830

HAM-IR 75-1.95

MODEL: 114161_CP003 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:23:09 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Signals\Sheets\114161_CP003.dgn



HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL REMOVAL PLAN
BANK STREET AT SPRING GROVE AVENUE/DALTON AVENUE

DESIGN AGENCY
EMH&T

DESIGNER
MSJ

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.586 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_SPRINGGROVE2 - Plan 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:23:24 PM USER: mrahall
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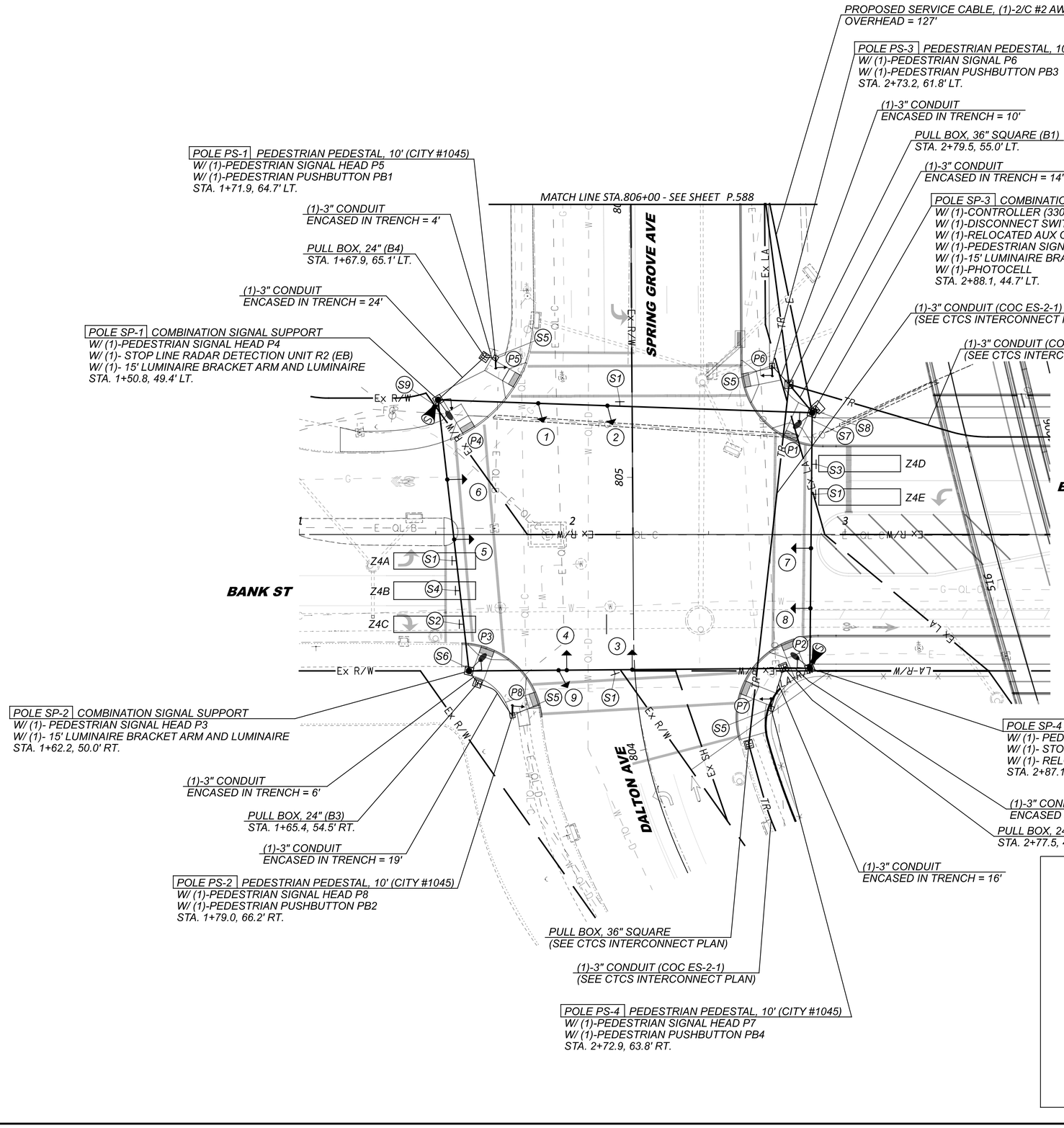
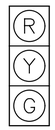


VEHICULAR TRAFFIC SIGNAL HEAD CONFIGURATION



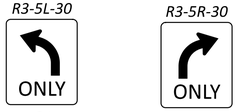
12" LED POLYCARBONATE TRAFFIC SIGNAL HEAD WITH BLACK BODY, YELLOW DOORS, AND BLACK TUNNEL VISORS. SIGNAL HEADS SHALL NOT BE TETHERED.
1,2,3,4,5,6,7,8,9

PEDESTRIAN HEADS

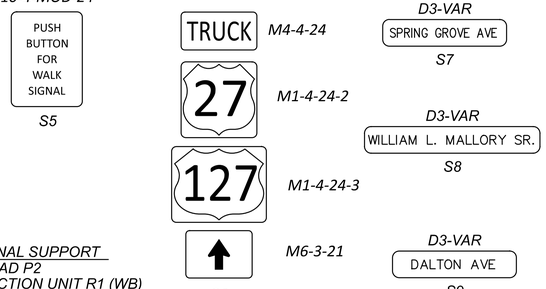


(LED, COUNTDOWN, TYPE D2)
P1-P8

SPAN MOUNTED SIGNS



POLE MOUNTED SIGNS



LEGEND

	PROP		PROP
TRAFFIC SIGNAL, 3 UNIT HEAD, 12"		PEDESTAL SUPPORT	
TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		CONTROLLER CABINET AND WORK PAD	
SIGNAL SUPPORT POLE		TRAFFIC PULL BOX	TR
PEDESTRIAN SIGNAL		STOPLINE RADAR DETECTION UNIT	S
PEDESTRIAN PUSH BUTTON		DETECTION ZONE	

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL PLAN
BANK STREET AT SPRING GROVE AVENUE/DALTON AVENUE

DESIGN AGENCY: EMH&T
DESIGNER: MSJ
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.587 TOTAL: 830

HAM-IR 75-1.95

MODEL: 114161_CP006 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:23:55 PM USER: mrahall
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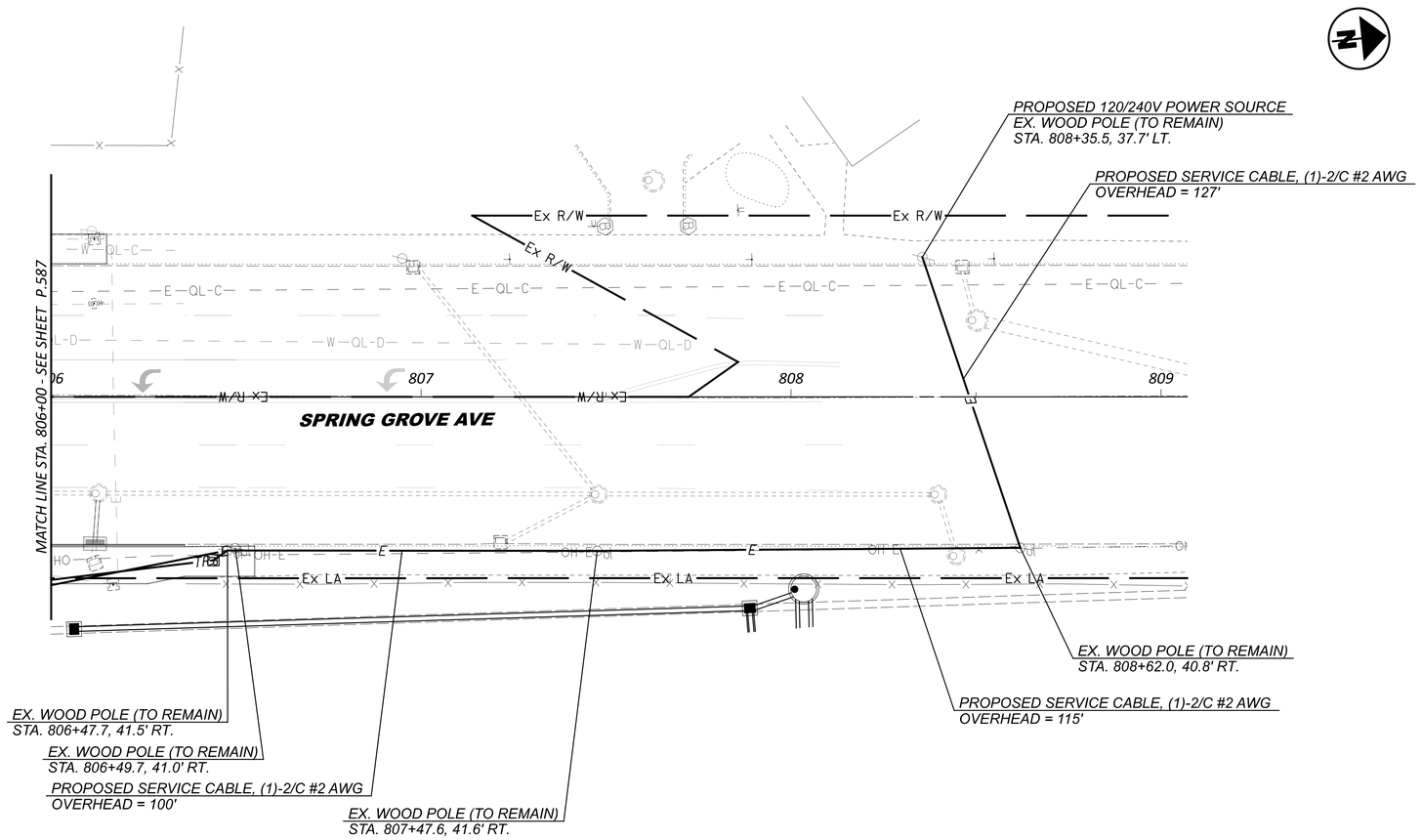


HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL PLAN
BANK STREET AT SPRING GROVE AVENUE/DALTON AVENUE

DESIGN AGENCY
EMH&T

DESIGNER
MSJ

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.588 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_SPRINGGROVE3 - Plan 7 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:24:15 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Signals\Sheets\114161_CP018.dgn

2021-0742

SIGNAL TIMING CHART

INTERSECTION: BANK ST / SPRING GROVE AVE & DALTON AVE
MAINTAINING AGENCY: CITY OF CINCINNATI ENGINEER'S OFFICE

START UP
START IN: ALL RED
TIME FOR FLASH OR ALL RED: 5
FIRST PHASE(S): 2
COLOR DISPLAYED: GREEN

DUAL ENTRY: YES PHASES: -
REST IN RED: RING 1 - RING 2 -

	A	B	C	D
OVERLAP				
PHASES	-	-	-	-

INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	NB/SB	-	EB/WB	-	-	-	-
MINIMUM GREEN (INITIAL)	(SEC.)	-	Ex.	-	Ex.	-	-	-	-
ADDED INITIAL	*(SEC./ACTUATION)	-	Ex.	-	Ex.	-	-	-	-
MAXIMUM INITIAL	(SEC.)	-	Ex.	-	Ex.	-	-	-	-
PASSAGE TIME (PRESET GAP)	(SEC.)	-	Ex.	-	Ex.	-	-	-	-
TIME BEFORE REDUCTION	*(SEC.)	-	Ex.	-	Ex.	-	-	-	-
MINIMUM GAP	*(SEC.)	-	Ex.	-	Ex.	-	-	-	-
TIME TO REDUCE	*(SEC.)	-	Ex.	-	Ex.	-	-	-	-
MAXIMUM GREEN I	(SEC.)	-	Ex.	-	Ex.	-	-	-	-
MAXIMUM GREEN II	(SEC.)	-	Ex.	-	Ex.	-	-	-	-
YELLOW CHANGE	(SEC.)	-	4.1	-	3.4	-	-	-	-
ALL RED CLEARANCE	(SEC.)	-	2.7	-	2.8	-	-	-	-
DELAYED GREEN (LPI) #	(SEC.)	-	Ex.	-	Ex.	-	-	-	-
WALK	(SEC.)	-	7	-	8	-	-	-	-
PEDESTRIAN CLEARANCE	(SEC.)	-	16	-	17	-	-	-	-
RECALL	MAXIMUM (ON/OFF)	-	Ex.	-	OFF	-	-	-	-
	MINIMUM (ON/OFF)	-	Ex.	-	OFF	-	-	-	-
	PEDESTRIAN (ON/OFF)	-	ON	-	OFF	-	-	-	-
MEMORY	(ON/OFF)	-	Ex.	-	Ex.	-	-	-	-

*VOLUME DENSITY CONTROLS

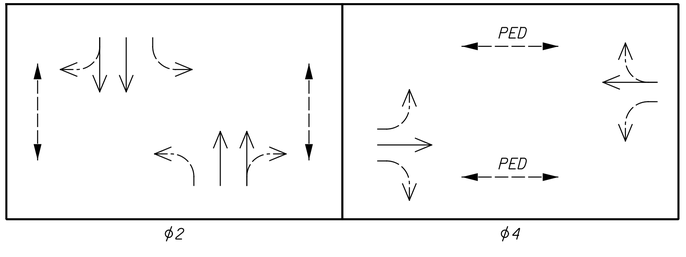
NOTES:

- COUNTDOWN PEDESTRIAN SIGNALS SHALL GO TO ZERO ON YELLOW PER OMUTCD FIGURE 4E-2.
- ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.
- EX. = TRANSFER EXISTING TIMING FROM EXISTING SIGNAL CONTROLLER TO NEW SIGNAL CONTROLLER.

PHASING DIAGRAM

LEGEND

VEHICLE ϕ (PROTECTED)
VEHICLE ϕ (PERMITTED)
PEDESTRIAN ϕ



FIELD WIRING HOOK-UP CHART

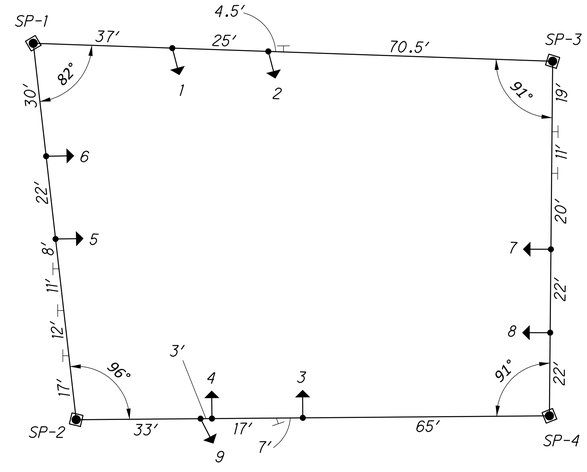
SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (NB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
2 (NB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
9 (NB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
7 (EB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
8 (EB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	

LS = LOAD SWITCH

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
3 (SB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
4 (SB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
5 (WB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
6 (WB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
PEDESTRIAN MOVEMENTS			
P1, P2, P3 & P4	W	ϕ2 PED	OUT
	DW	ϕ2 PED	
P5, P6, P7 & P8	W	ϕ4 PED	OUT
	DW	ϕ4 PED	

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	DETECTION SIZE	DELAY PROGRAMMED IN CONTROLLER (SEC)	EXTENSION PROGRAMMED IN CONTROLLER (SEC)	DETECTOR UNIT NUMBER	PURPOSE	ASSOCIATED PHASE
Z4A	EBLT	6' X 30'	0	-	2	STOP LINE	4
Z4B	EB	6' X 30'	0	-	2	STOP LINE	4
Z4C	EBRT	6' X 30'	12	-	2	STOP LINE	4
Z4D	WB	6' X 30'	8	-	1	STOP LINE	4
Z4E	WBLT	6' X 30'	3	-	1	STOP LINE	4



TRAFFIC SIGNAL PLAN DETAILS
BANK STREET AT SPRING GROVE AVENUE/DALTON AVENUE

DESIGN AGENCY
EMH&T
DESIGNER
MSJ
REVIEWER
DRM 11/01/26
PROJECT ID
114161
SHEET P.589 TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:24:29 PM USER: mrahall
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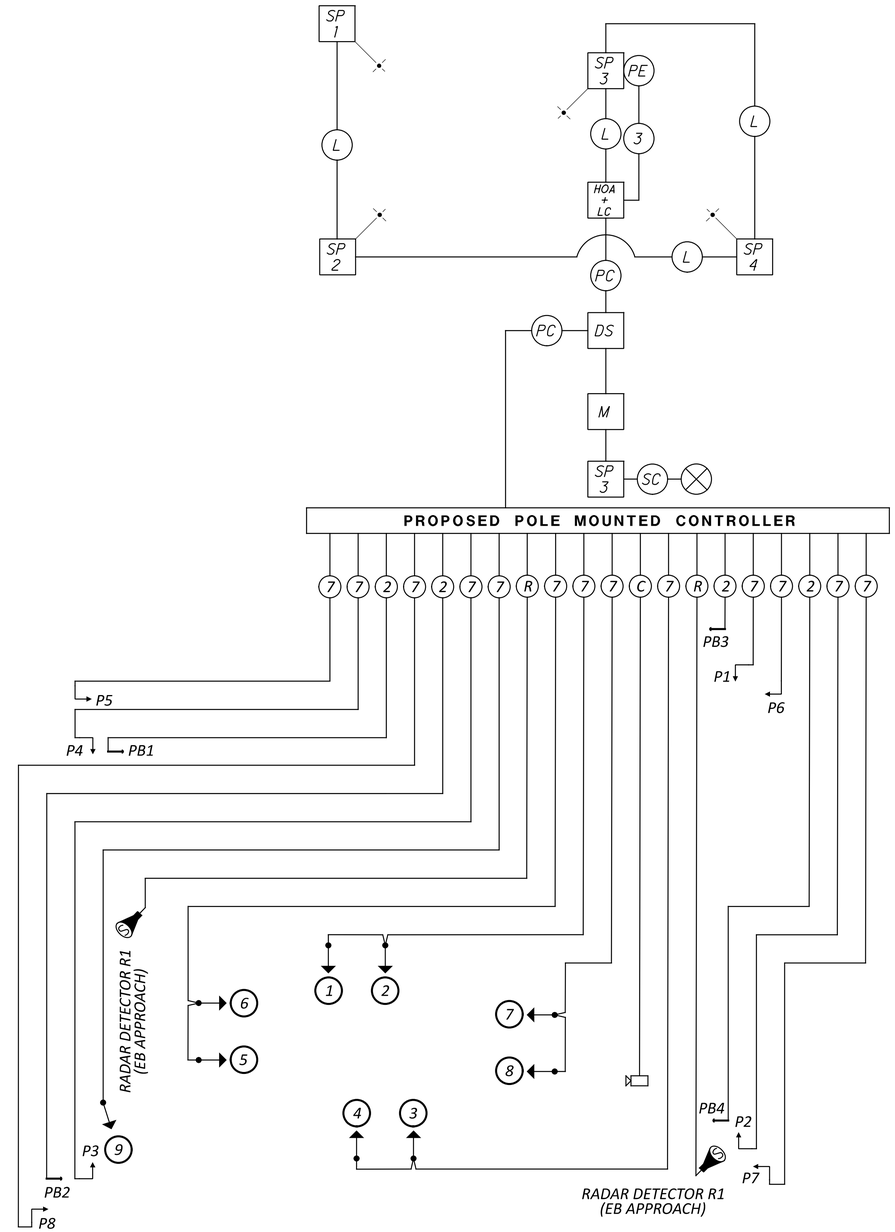
2021-0742

LEGEND

- VEHICULAR SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- LUMINAIRE
- (7C) SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- POWER SOURCE
- (SC) SERVICE CABLE, 2 CONDUCTOR, NO. 2 AWG
- (DS) 2-POLE FUSED DISCONNECT SWITCH (1 FOR SIGNAL, 1 FOR LIGHTING)
- (PC) POWER CABLE, 3 CONDUCTOR, NO. 2 AWG
- (SP X) SIGNAL SUPPORT POLE NO. X
- (L) PROPOSED LIGHTING CIRCUIT, 3 CONDUCTOR NO. 8 AWG
- (HOA + LC) HAND/OFF/AUTO SWITCH AND LIGHTING CONTACTOR INSIDE OF SIGNAL CABINET
- (PE) PHOTOELECTRIC CELL
- (3) PHOTOCELL CABLE, 3 CONDUCTOR
- (C) CAMERA CABLE
- (M) METER



TRAFFIC SIGNAL PLAN DETAILS
BANK ST AT SPRING GROVE AVENUE/DALTON AVENUE

DESIGN AGENCY: EMHT

DESIGNER	MSJ
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.590
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:24:37 PM USER: mrahall
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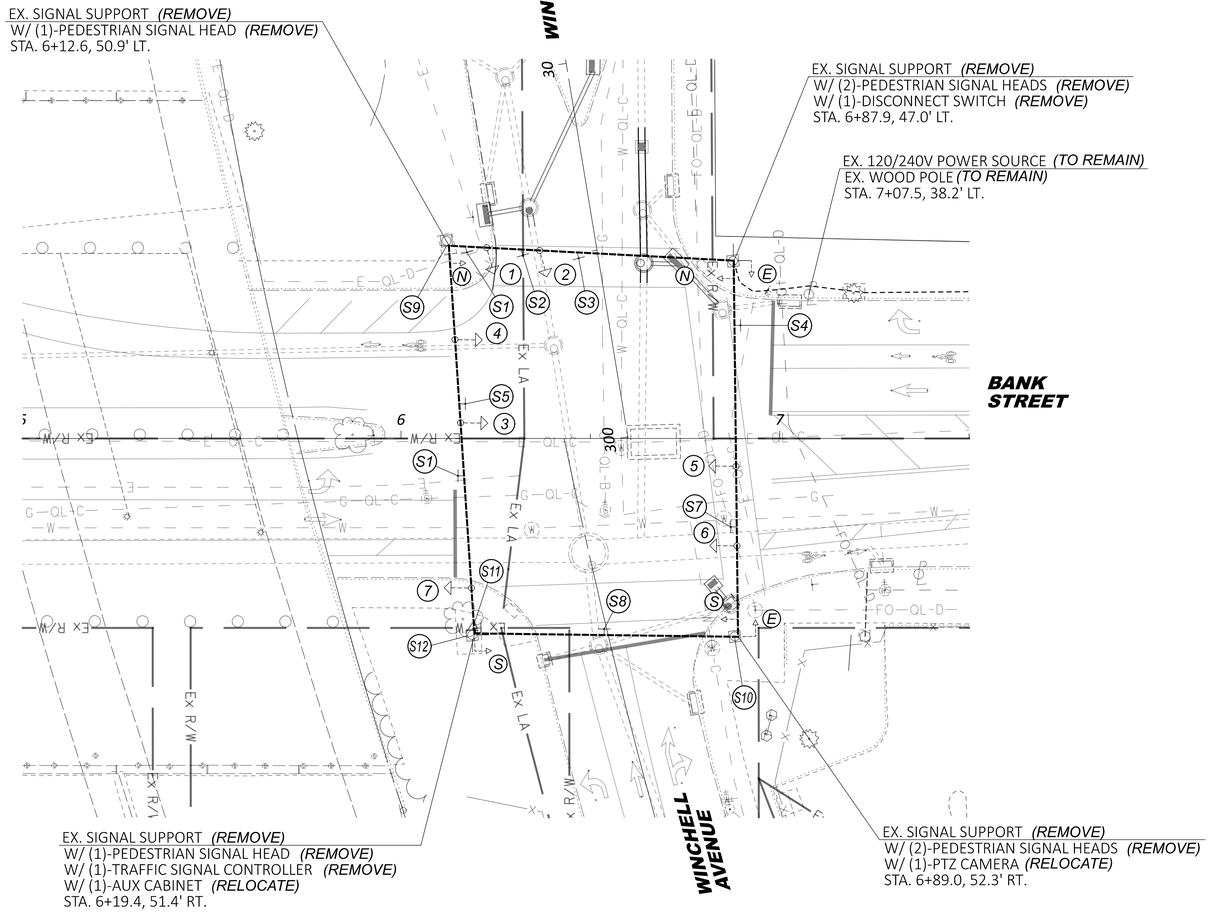
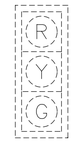


EX. VEHICULAR SIGNAL HEAD CONFIGURATION (REMOVE)



EX. HEADS 1,2,3,4 & 7 *(REMOVE)*



EX. HEADS 5 & 6 *(REMOVE)*

EX. PEDESTRIAN SIGNAL HEAD CONFIGURATION (REMOVE)



N S E

EX. SPAN MOUNTED SIGNS (REMOVE)



S1 *S2* *S3* *S4*

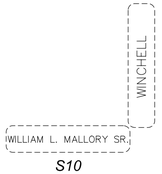


S5 *S7* *S8*

EX. POLE MOUNTED SIGNS (REMOVE)



S9



S10



S11



S12

LEGEND

	EXIST		EXIST
TRAFFIC SIGNAL, 3 UNIT HEAD, 12"		*PEDESTRIAN PUSH BUTTON*	
TRAFFIC SIGNAL, 3 UNIT HEAT, 12" WITH ARROWS		*PEDESTAL SUPPORT*	
SIGNAL SUPPORT POLE		*CONTROLLER CABNET W/UPS AND WORK PAD (TS-2)*	
PEDESTRIAN SIGNAL		*TRAFFIC PULL BOX*	
		LOOP DETECTION ZONE	

NOTES:
1. ALL REMOVED SIGNAL POLES, VEHICULAR SIGNAL HEADS, PEDESTRIAN PEDESTALS, PEDESTRIAN SIGNAL HEADS, PEDESTRIAN PUSHBUTTONS, CONTROLLER/CABINET AND OVERHEAD SIGNS SHALL BE DELIVERED TO THE CITY OF CINCINNATI.

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL REMOVAL PLAN
BANK STREET AT WINCHELL AVENUE

DESIGN AGENCY EMH&T
DESIGNER MSJ
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.591 TOTAL 830

HAM-IR 75-1.95

MODEL: 114161_CP004 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:24:50 PM USER: mrahall
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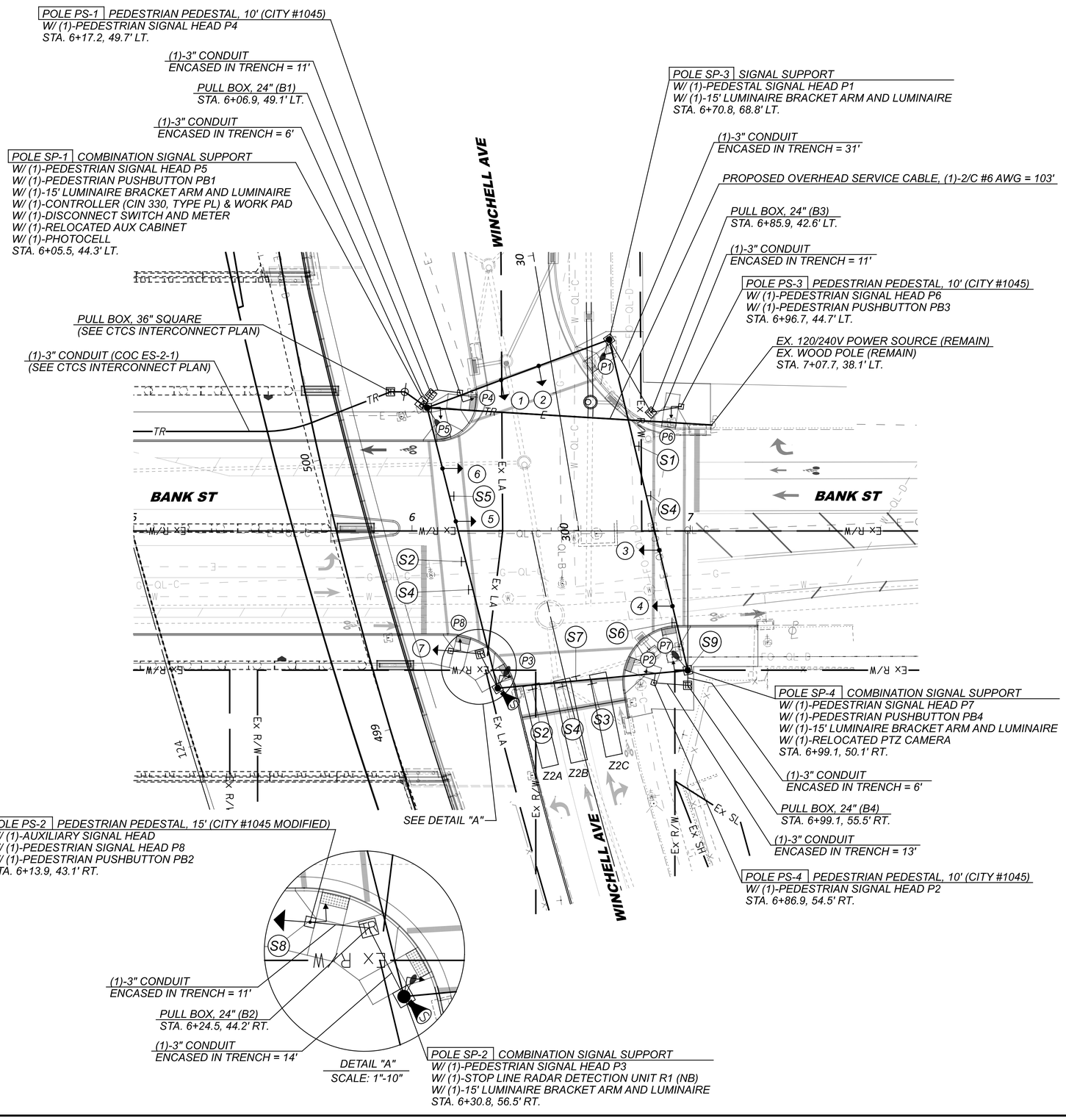
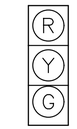
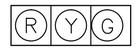


VEHICULAR TRAFFIC SIGNAL HEAD CONFIGURATION



12" HEADS
1,2,5,6 & 7



12" HEADS
3 & 4

TRAFFIC SIGNAL HEADS SHALL HAVE BLACK BODIES, YELLOW DOORS, AND BLACK TUNNEL VISORS.

TRAFFIC SIGNAL HEADS SHALL NOT BE TETHERED.

PEDESTRIAN HEADS



(LED, COUNTDOWN, TYPE D2)
P1-P8

SPAN MOUNTED SIGNS



R3-5R-30
S1



R3-5L-30
S2



R3-6R-30
S3



R3-5a-30
S4



R6-2r-30
S5



R6-2L-30
S6



R5-1-36
S7

POLE MOUNTED SIGNS



R6-2L-30
S8



S9

LEGEND

	PROP		PROP
TRAFFIC SIGNAL, 3 UNIT HEAD, 12"		PEDESTAL SUPPORT	
TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		CONTROLLER CABINET AND WORK PAD	
SIGNAL SUPPORT POLE		TRAFFIC PULL BOX	
PEDESTRIAN SIGNAL		STOPLINE RADAR DETECTION UNIT	
PEDESTRIAN PUSH BUTTON		DETECTION ZONE	

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL PLAN
BANK STREET AT WINCHELL AVENUE

DESIGN AGENCY
EMH&T

DESIGNER MSJ
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.592 TOTAL 830

HAM-IR 75-1.95

2021-0742
MODEL: 114161_CP007 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:25:22 PM USER: mrahall
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2021-0742

SIGNAL TIMING CHART

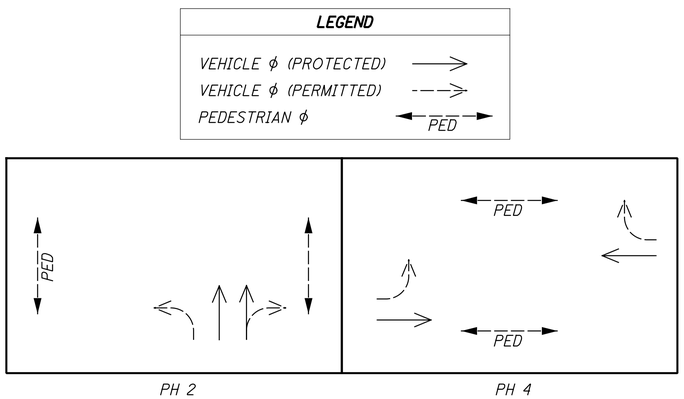
INTERSECTION: BANK STREET AT WINCHELL AVENUE MAINTAINING AGENCY: CITY OF CINCINNATI ENGINEER'S OFFICE									
START UP START IN: ALL RED TIME FOR FLASH OR ALL RED: 5 FIRST PHASE(S): 4 COLOR DISPLAYED: GREEN			DUAL ENTRY: YES		PHASES:		2 & 4		
			REST IN RED:		RING 1 -		RING 2 -		
			OVERLAP			A	B	C	D
			PHASES			-	-	-	-
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.						
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	NB	-	EB/WB	-	-	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	-	Ex.	-	Ex.	-	-	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	Ex.	-	Ex.	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	Ex.	-	Ex.	-	-	-	-
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	4.1	-	3.4	-	-	-	-
ALL RED CLEARANCE		(SEC.)	-	1.6	-	1.7	-	-	-	-
DELAYED GREEN (LPI) #		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	10	-	7	-	-	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	17	-	15	-	-	-	-
RECALL	MAXIMUM	(ON/OFF)	-	OFF	-	Ex.	-	-	-	-
	MINIMUM	(ON/OFF)	-	OFF	-	Ex.	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	ON	-	-	-	-
MEMORY		(ON/OFF)	-	Ex.	-	Ex.	-	-	-	-

*VOLUME DENSITY CONTROLS

NOTES:

- COUNTDOWN PEDESTRIAN SIGNALS SHALL GO TO ZERO ON YELLOW PER OMUTCD FIGURE 4E-2.
- ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.
- EX. = TRANSFER EXISTING TIMING FROM EXISTING SIGNAL CONTROLLER TO NEW SIGNAL CONTROLLER.

PHASING DIAGRAM



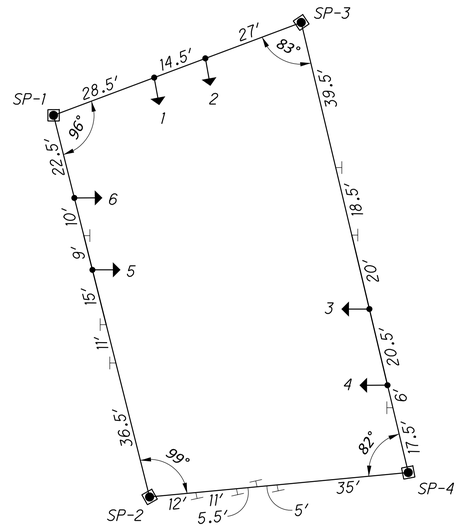
FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (NB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
2 (NB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
3 (EB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
4 (EB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
7 (EB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
5 (WB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
6 (WB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
PEDESTRIAN MOVEMENTS			
P1,P2	W	ϕ4 PED	OUT
P3&P4	DW	ϕ4 PED	
P5,P6	W	ϕ2 PED	OUT
P7&P8	DW	ϕ2 PED	

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	DETECTION SIZE	DELAY PROGRAMMED IN CONTROLLER (SEC)	EXTENSION PROGRAMMED IN CONTROLLER (SEC)	DETECTOR UNIT NUMBER	PURPOSE	ASSOCIATED PHASE
Z2A	EBLT	6' X 30'	0	-	1	STOP LINE	4
Z2B	EB	6' X 30'	0	-	1	STOP LINE	4
Z2C	EBRT	6' X 30'	12	-	1	STOP LINE	4



HAM-IR 75-1.95

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TRAFFIC SIGNAL PLAN DETAILS
BANK STREET AT WINCHELL AVENUE

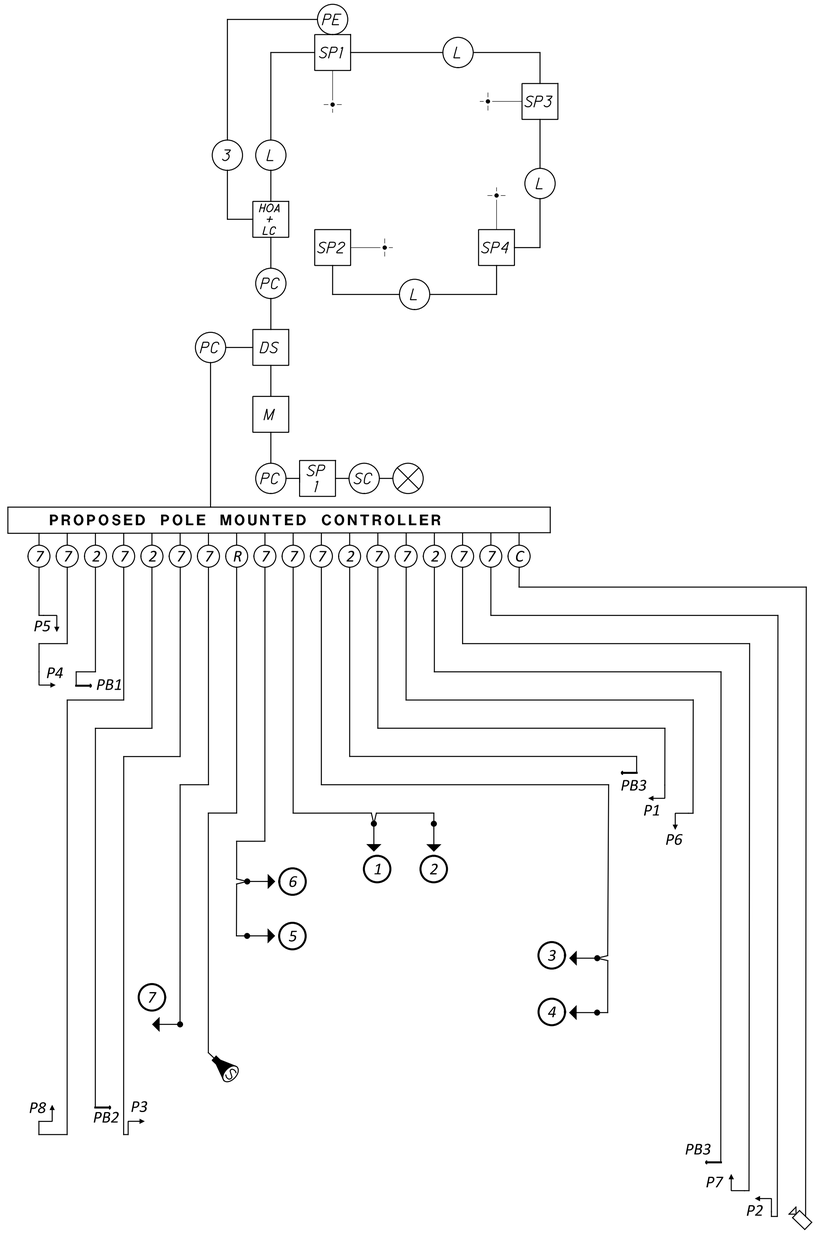
DESIGN AGENCY
EMH&T

DESIGNER MSJ
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.593 TOTAL 830

2021-0742

LEGEND

- VEHICULAR SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD
- LUMINAIRE
- (7C) SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- POWER SOURCE
- (SC) SERVICE CABLE, 2 CONDUCTOR, NO. 6 AWG
- DS DISCONNECT SWITCH
- (PC) POWER CABLE, 3 CONDUCTOR, NO. 6 AWG
- SP X SIGNAL SUPPORT POLE NO. X
- (L) PROPOSED LIGHTING CIRCUIT, 3 CONDUCTOR NO. 8 AWG
- HOA + LC HAND/OFF/AUTO SWITCH AND LIGHTING CONTACTOR INSIDE OF SIGNAL CABINET
- (PE) PHOTOELECTRIC CELL
- (3C) PHOTOCELL CABLE, 3 CONDUCTOR NO. 14 AWG
- RELOCATED PTZ CAMERA
- (C) CAMERA CABLE
- M METER



TRAFFIC SIGNAL PLAN DETAILS
BANK STREET & WINCHELL AVENUE

HAM-IR 75-1.95

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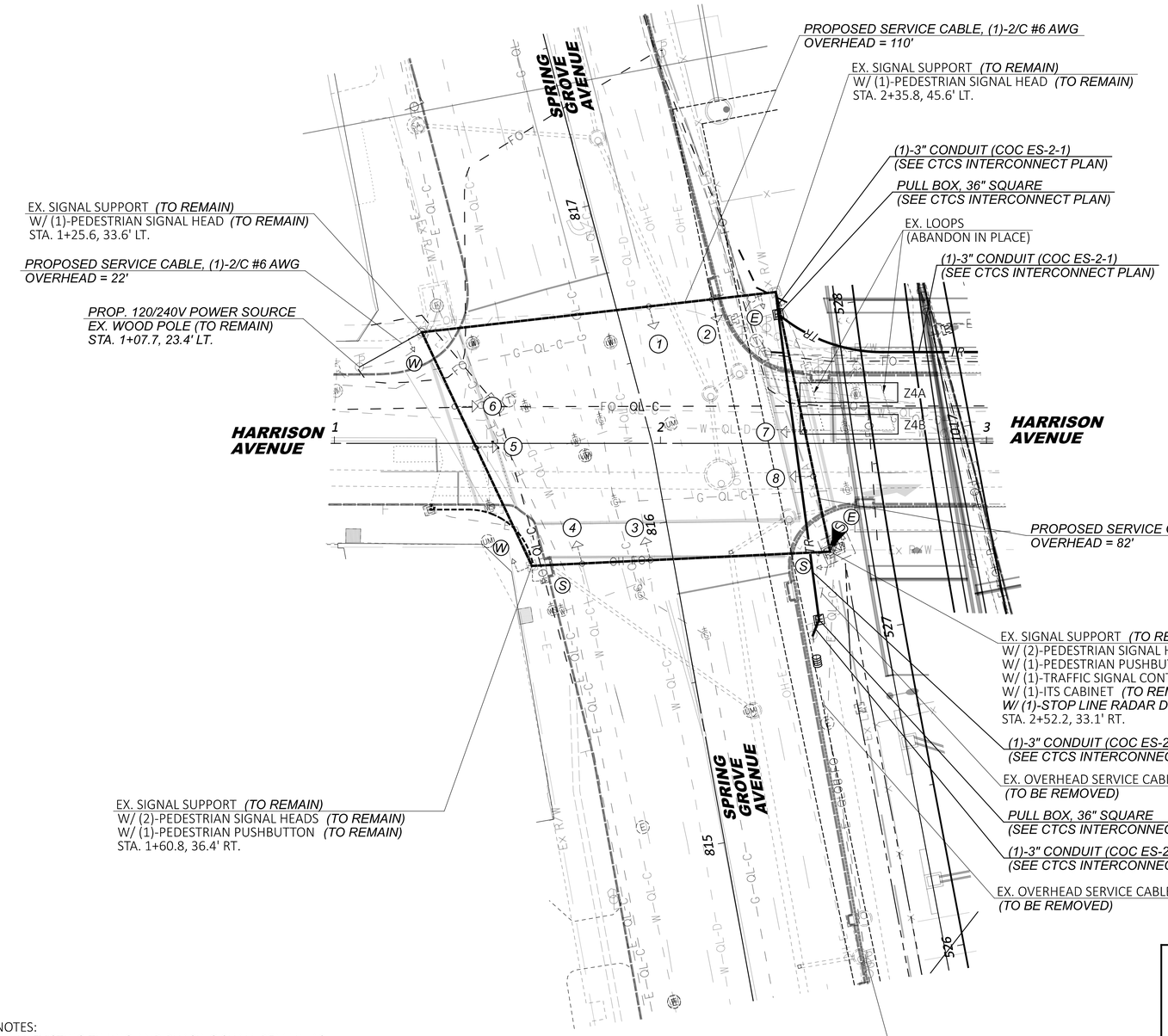
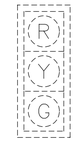
DESIGN AGENCY: EMHT

DESIGNER	MSJ
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.594
TOTAL	830

2021-0742

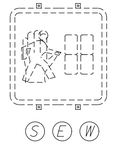


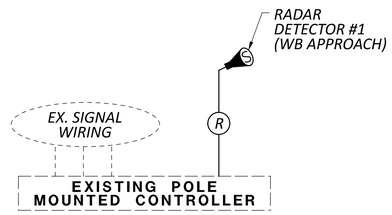
EX. VEHICULAR SIGNAL HEAD CONFIGURATION (TO REMAIN)



1,2,3,4,5,6,7,8

EX. PEDESTRIAN SIGNAL HEAD CONFIGURATION (TO REMAIN)





NOTES:
1. ALL EXISTING TIMING AND PHASING SHALL REMAIN AS CURRENTLY PROGRAMMED.

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	DETECTION SIZE	DELAY PROGRAMMED IN CONTROLLER (SEC)	EXTENSION PROGRAMMED IN CONTROLLER (SEC)	DETECTOR UNIT NUMBER	PURPOSE	ASSOCIATED PHASE
Z4A	EB	6' X 30'	0	-	1	STOP LINE	4
Z4B	EBLT	6' X 30'	0	-	1	STOP LINE	4

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL PLAN
HARRISON AVE AT SPRING GROVE AVE

DESIGN AGENCY EMH&T
DESIGNER MSJ
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.595 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_HARRISON-1 - Plan 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:18 PM USER: mrahall
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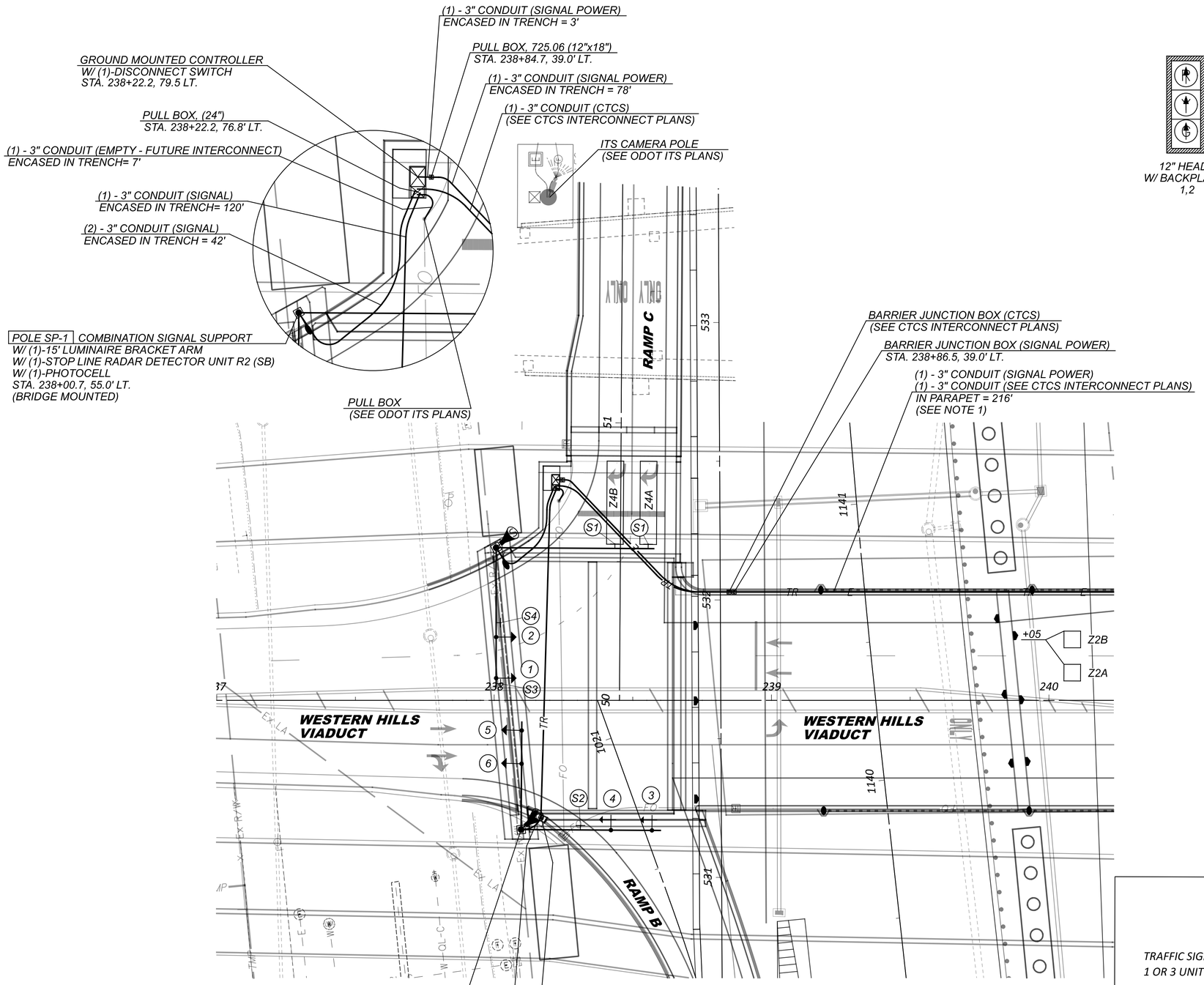
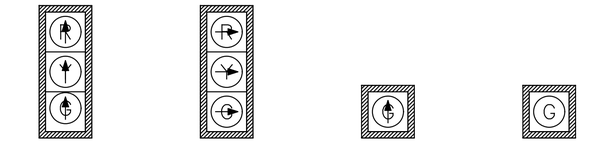


POLE SP-2 COMBINATION SIGNAL SUPPORT
W/ (1)-15' LUMINAIRE BRACKET ARM
W/ (1)-STOP LINE RADAR DETECTOR UNIT R1 (WB)
W/ GUIDE SIGN (SEE TRAFFIC CONTROL PLAN)
STA. 238+09.7, 46.6' RT.
(BRIDGE MOUNTED)

(2) - 3" CONDUIT (SIGNAL)
IN BRIDGE = 10'

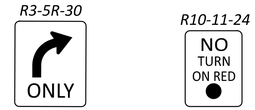
BARRIER JUNCTION BOX (B2)
STA. 238+16.9, 42.0' RT.

VEHICULAR TRAFFIC SIGNAL HEAD CONFIGURATION



12" HEADS W/ BACKPLATES 1,2 | 12" HEADS W/ BACKPLATES 3,4 | 12" HEADS W/ BACKPLATES 5 | 12" HEADS W/ BACKPLATES 6

MAST ARM MOUNTED SIGNS



NOTES:
1. CONDUIT IN PARAPET SHALL BE CONSIDERED INCIDENTAL TO THE PARAPET.

LEGEND

	PROP		PROP
TRAFFIC SIGNAL, 1 OR 3 UNIT HEAD, 12"		PEDESTAL SUPPORT	
TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		CONTROLLER CABINET AND WORK PAD	
SIGNAL SUPPORT POLE		TRAFFIC PULL BOX	
PEDESTRIAN SIGNAL		STOPLINE RADAR DETECTION UNIT	
PEDESTRIAN PUSH BUTTON		DILEMMA ZONE	

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL PLAN
WESTERN HILLS VIADUCT AT I-75 SOUTHBOUND RAMPS

HAM-IR 75-1.95

MODEL: 114161_CP001 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:44 PM USER: mrahall
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DESIGN AGENCY: EMH&T
DESIGNER: MSJ
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.596 TOTAL: 830

2021-0742

SIGNAL TIMING CHART

INTERSECTION: WESTERN HILLS VIADUCT AT IR-75 SOUTHBOUND RAMPS
MAINTAINING AGENCY: CITY OF CINCINNATI ENGINEER'S OFFICE

START UP
START IN: ALL RED
TIME FOR FLASH OR ALL RED: 5
FIRST PHASE(S): 2
COLOR DISPLAYED: GREEN

DUAL ENTRY: YES PHASES: -
REST IN RED: RING 1 - RING 2 -

	A	B	C	D
OVERLAP				
PHASES	2 & 4	-	-	-

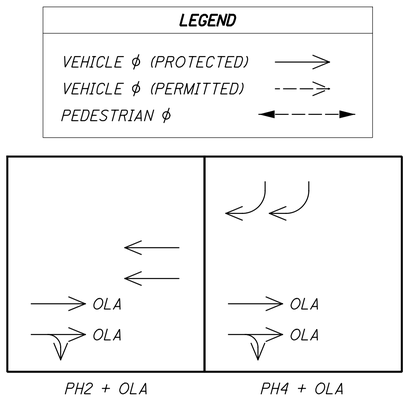
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB/WB	-	SB	-	-	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	-	15	-	15	-	-	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	3	-	3	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	40	-	30	-	-	-	-
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	4.1	-	4.1	-	-	-	-
ALL RED CLEARANCE		(SEC.)	-	1	-	1	-	-	-	-
DELAYED GREEN (LPI) #		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	-	-	-	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	-	-	-	-	-
RECALL	MAXIMUM	(ON/OFF)	-	OFF	-	OFF	-	-	-	-
	MINIMUM	(ON/OFF)	-	ON	-	OFF	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	-	-	-
MEMORY		(ON/OFF)	-	ON	-	OFF	-	-	-	-

*VOLUME DENSITY CONTROLS

NOTES:

- ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.

PHASING DIAGRAM



FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
3 (SB)	~~R~~	ϕ4 R	R	1 (WB)	R	ϕ2 R	R
	~~Y~~	ϕ4 Y			Y	ϕ2 Y	
	~~G~~	ϕ4 G			G	ϕ2 G	
4 (SB)	~~R~~	ϕ4 R	R	2 (WB)	R	ϕ2 R	R
	~~Y~~	ϕ4 Y			Y	ϕ2 Y	
	~~G~~	ϕ4 G			G	ϕ2 G	
5 (EB)	↑	OLA	G				
6 (EB)	G	OLA	G				
LS = LOAD SWITCH							

OLA = LS13
OLA = ϕ2 + ϕ4

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	DETECTION SIZE	DELAY PROGRAMMED IN CONTROLLER (SEC)	EXTENSION PROGRAMMED IN CONTROLLER (SEC)	DETECTOR UNIT NUMBER	PURPOSE	ASSOCIATED PHASE
Z2A	EB	6' X 6'	0	-	2	STOP LINE	4
Z2B	EB	6' X 6'	0	-	2	STOP LINE	4
Z4A	SBRT	6' X 30'	0	-	2	STOP LINE	4
Z4B	SBRT	6' X 30'	0	-	2	STOP LINE	4

TRAFFIC SIGNAL PLAN DETAILS
WESTERN HILLS VIADUCT AT IR 75 SOUTHBOUND RAMPS

DESIGN AGENCY EMH&T
DESIGNER MSJ
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.597 TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:26:56 PM USER: mrahall
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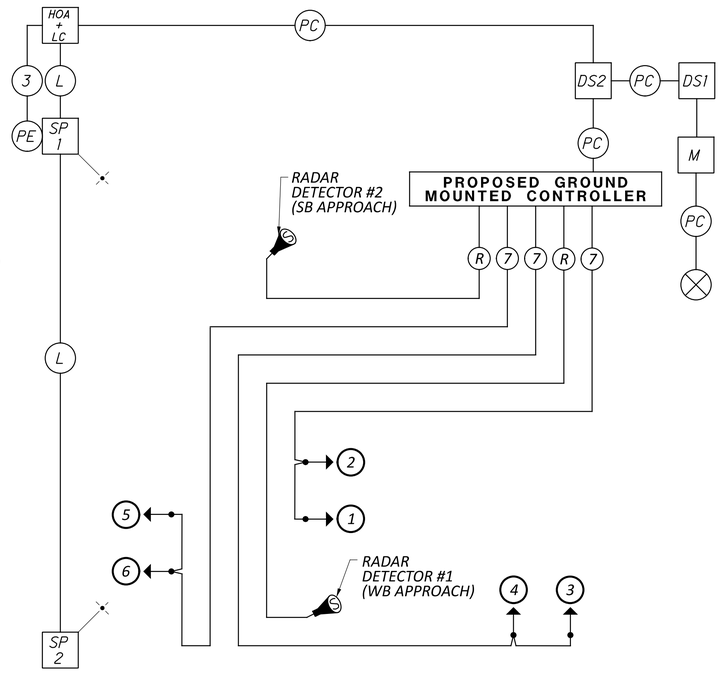
2021-0742

LEGEND

- VEHICULAR SIGNAL HEAD
- LUMINAIRE
- 7C — SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG
- PROP. POWER SOURCE
- DS1 — MAIN DISCONNECT SWITCH, GROUND MOUNTED AT WESTERN HILLS VIADUCT AND NORTHBOUND RAMPS
- DS2 — 2-POLE FUSED DISCONNECT SWITCH (1 POLE FOR LIGHTING, 1 POLE FOR SIGNAL), MOUNTED ON THE TRAFFIC SIGNAL CABINET AT WESTERN HILLS VIADUCT AND SOUTHBOUND RAMPS
- PC — POWER CABLE, 3 CONDUCTOR, NO. #1/0 AWG
- SP X — SIGNAL SUPPORT POLE NO. X
- UPS — UNINTERRUPTIBLE POWER SERVICE
- L — PROPOSED LIGHTING CIRCUIT NO. 8 AWG
- HOA + LC — HAND/OFF/AUTO SWITCH AND LIGHTING CONTACTOR INSIDE OF SIGNAL CABINET
- PE — PHOTOELECTRIC CELL
- 3 — PHOTOCELL CABLE, 3 CONDUCTOR
- M — METER



HAM-IR 75-1.95

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TRAFFIC SIGNAL PLAN DETAILS
WESTERN HILLS VIADUCT & IR 75 SOUTHBOUND RAMPS

DESIGN AGENCY
EMH&T

DESIGNER
MSJ

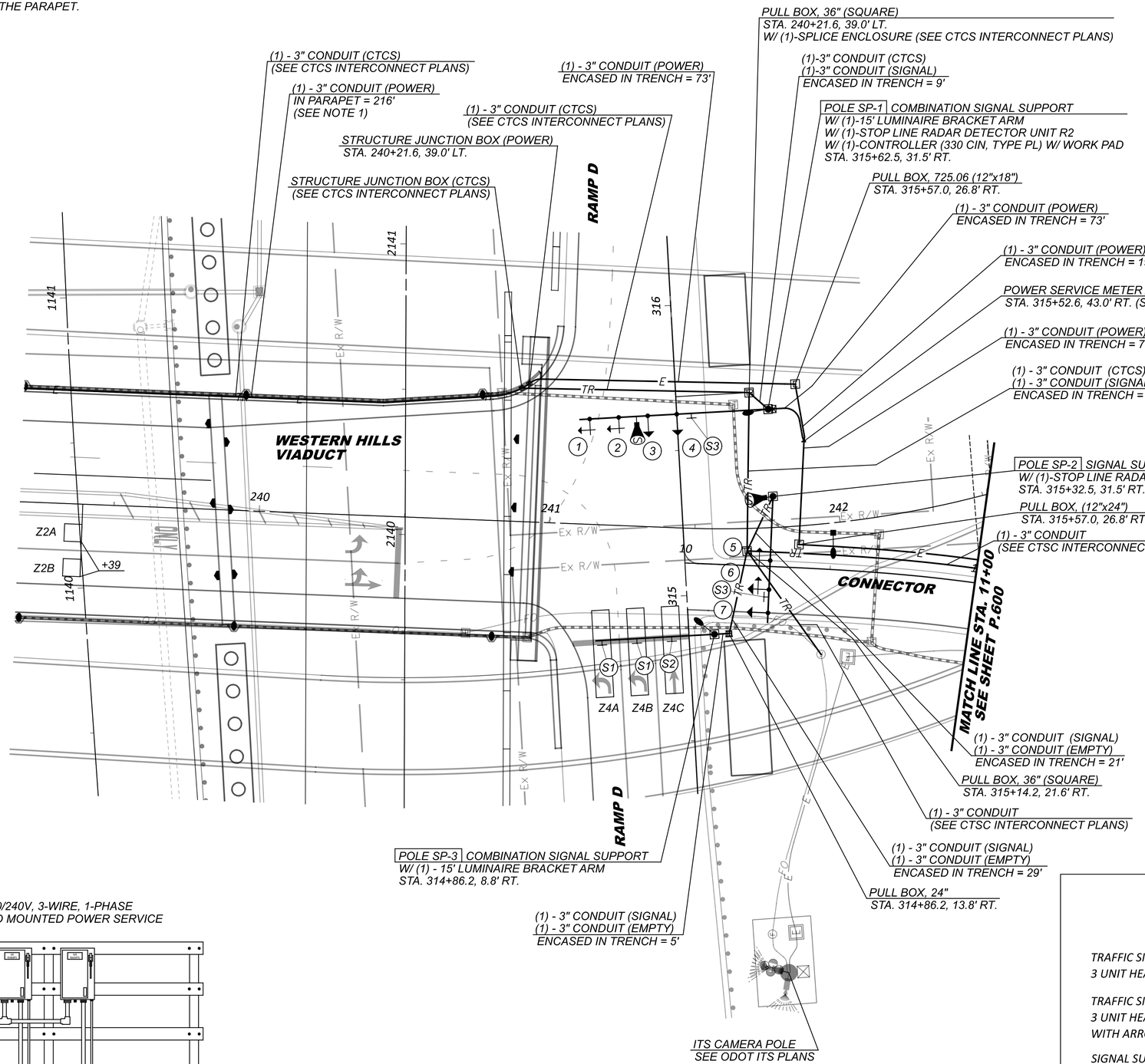
REVIEWER
DRM 11/01/26

PROJECT ID
114161

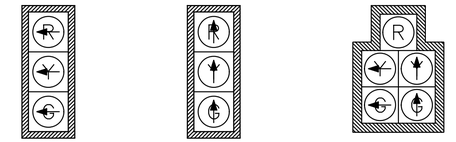
SHEET P.598 | TOTAL 830

2021-0742

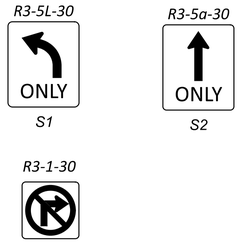
NOTES:
1. CONDUIT IN PARAPET SHALL BE CONSIDERED INCIDENTAL TO THE PARAPET.



VEHICULAR TRAFFIC SIGNAL HEAD CONFIGURATION



MAST ARM MOUNTED SIGNS



120/240V, 3-WIRE, 1-PHASE
GROUND MOUNTED POWER SERVICE

SEE ODOT ITS-15.10 FOR ADDITIONAL DETAILS

LEGEND

	PROP		PROP
TRAFFIC SIGNAL, 3 UNIT HEAD, 12"		PEDESTAL SUPPORT	
TRAFFIC SIGNAL, 3 UNIT HEAD, 12" WITH ARROWS		CONTROLLER CABINET AND WORK PAD	
SIGNAL SUPPORT POLE		TRAFFIC PULL BOX	
PEDESTRIAN SIGNAL		STOPLINE RADAR DETECTION UNIT	
PEDESTRIAN PUSH BUTTON		DILEMMA ZONE	

HORIZONTAL SCALE IN FEET
0 10 20 40

TRAFFIC SIGNAL PLAN
WESTERN HILLS VIADUCT AT I-75 NORTHBOUND RAMPS

DESIGN AGENCY
EMH&T

DESIGNER MSJ
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.599 TOTAL 830

HAM-IR 75-1.95

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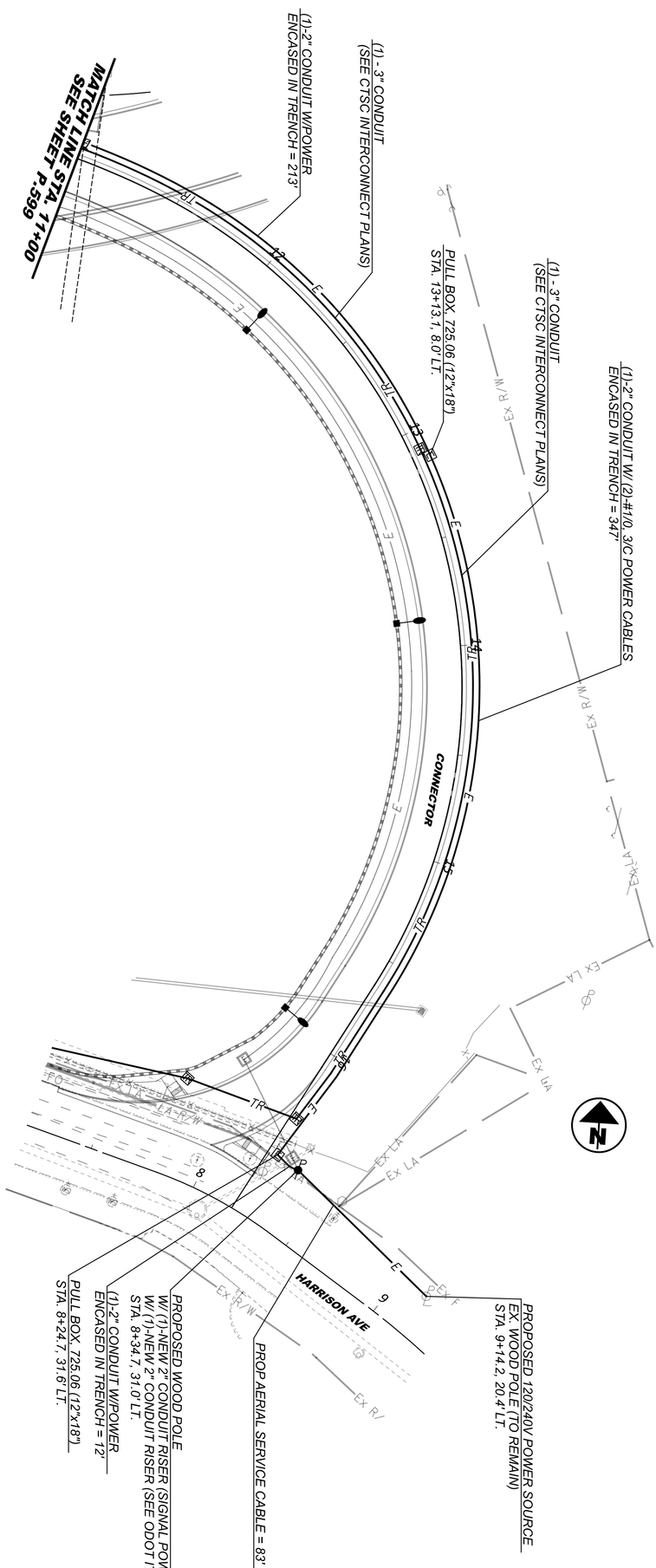


DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
MSJ	DRM 11/01/26	114161	P.600	830

DESIGN AGENCY: EMH&T

TRAFFIC SIGNAL PLAN
WESTERN HILLS VIADUCT AT I-75 NORTHBOUND RAMPS

HORIZONTAL SCALE IN FEET
0 30
15 60

SIGNAL TIMING CHART

INTERSECTION: WESTERN HILLS VIADUCT AT IR-75 NORTHBOUND RAMPS									
MAINTAINING AGENCY: CITY OF CINCINNATI ENGINEER'S OFFICE									
START UP			DUAL ENTRY: YES		PHASES:				
			REST IN RED:		RING 1 -			RING 2 -	
START IN: ALL RED			OVERLAP			A	B	C	D
TIME FOR FLASH OR ALL RED: 5									
FIRST PHASE(S): 2			PHASES			-	-	-	-
COLOR DISPLAYED: GREEN									
INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.						
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			-	EB	-	NB	-	-	-	-
MINIMUM GREEN (INITIAL)		(SEC.)	-	15	-	15	-	-	-	-
ADDED INITIAL		*(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		(SEC.)	-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP)		(SEC.)	-	3	-	3	-	-	-	-
TIME BEFORE REDUCTION		*(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		*(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		*(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	30	-	30	-	-	-	-
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	-	4.1	-	4.1	-	-	-	-
ALL RED CLEARANCE		(SEC.)	-	2.1	-	1.5	-	-	-	-
DELAYED GREEN (LPI) #		(SEC.)	-	-	-	-	-	-	-	-
WALK		(SEC.)	-	-	-	-	-	-	-	-
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	-	-	-	-	-
RECALL	MAXIMUM	(ON/OFF)	-	OFF	-	OFF	-	-	-	-
	MINIMUM	(ON/OFF)	-	ON	-	OFF	-	-	-	-
	PEDESTRIAN	(ON/OFF)	-	OFF	-	OFF	-	-	-	-
MEMORY		(ON/OFF)	-	ON	-	OFF	-	-	-	-

*VOLUME DENSITY CONTROLS

NOTES:

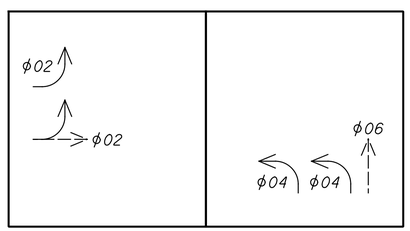
- ALL DETECTOR DELAYS SHALL BE PLACED IN THE CONTROLLER.

PHASING DIAGRAM

LEGEND

VEHICLE ϕ (PROTECTED) ——→

VEHICLE ϕ (PERMITTED) - - →



FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 & 2 (NBLT)	~~R~~	ϕ4 R	R
	~~Y~~	ϕ4 Y	
	~~G~~	ϕ4 G	
3 & 4 (NB)	R	ϕ4 R	R
	Y	ϕ4 Y	
	G	ϕ4 G	
5 (EBLT)	~~R~~	ϕ2 R	R
	~~Y~~	ϕ2 Y	
	~~G~~	ϕ2 G	
LS = LOAD SWITCH			

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6 (EBLT)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	
	~~Y~~	ϕ2 Y	
	~~G~~	ϕ2 G	
7 (EB)	R	ϕ2 R	R
	Y	ϕ2 Y	
	G	ϕ2 G	

RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	DETECTION SIZE	DELAY PROGRAMMED IN CONTROLLER (SEC)	EXTENSION PROGRAMMED IN CONTROLLER (SEC)	DETECTOR UNIT NUMBER	PURPOSE	ASSOCIATED PHASE
Z4A	NBLT	6' X 30'	0	-	2	STOP LINE	4
Z4B	NBLT	6' X 30'	0	-	2	STOP LINE	4
Z4C	NB	6' X 30'	0	-	2	STOP LINE	4
Z2A	EBLT	6' X 6'	0	-	1	STOP LINE	2
Z2B	EB	6' X 6'	0	-	1	STOP LINE	2

2021-0742

HAM-IR 75-1.95

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TRAFFIC SIGNAL PLAN DETAILS
WESTERN HILLS VIADUCT AT IR-75 NORTHBOUND RAMPS

DESIGN AGENCY: EMHT

DESIGNER: MSJ

REVIEWER: DRM 11/01/26

PROJECT ID: 114161

SHEET: P.601 TOTAL: 830

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HAM-IR 75-1.95

TRAFFIC SIGNAL PLAN DETAILS
WESTERN HILLS VIADUCT & IR-75 NORTHBOUND RAMPS

LEGEND

←	VEHICULAR SIGNAL HEAD	DS1	MAIN DISCONNECT SWITCH, GROUND MOUNTED AT WESTERN HILLS VIADUCT AND NORTHBOUND RAMPS
↳	PEDESTRIAN SIGNAL HEAD	DS2	2-POLE FUSED DISCONNECT SWITCH (1 POLE FOR LIGHTING, 1 POLE FOR SIGNAL), MOUNTED ON THE TRAFFIC SIGNAL CABINET AT WESTERN HILLS VIADUCT AND NORTHBOUND RAMPS
—•—	LUMINAIRE	PC	POWER CABLE, 3 CONDUCTOR, NO. #1/0 AWG
7C	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	SP X	SIGNAL SUPPORT POLE NO. X
⊗	POWER SOURCE	L	PROPOSED LIGHTING CIRCUIT, 3 CONDUCTOR NO. 8 AWG
HOA	HAND/OFF/AUTO SWITCH	PE	PHOTOELECTRIC CELL
3C	PHOTOCELL CABLE, 3 CONDUCTOR	M	METER

DESIGN AGENCY
EMH&T

DESIGNER
MSJ

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.602 | TOTAL 830

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:05:01 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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HAM-IR 75-1.95

CONVENTIONAL SYMBOLS

RIGHT OF WAY (EX) ——— Ex R/W ———
RIGHT OF WAY (PR) ——— R/W ———
FIBER OPTIC (EX) — FO — — — — — — —
FIBER OPTIC (PR) ——— FO ———
ELECTRICAL LINE (EX) — — — E — — — — — — —
ELECTRICAL LINE (PR) ——— E ———
GUARDRAIL (EX)
GUARDRAIL (PR)
TRUSS STRUCTURE (EX)
TRUSS STRUCTURE (PR)
CANTILEVER STRUCTURE (EX)
CANTILEVER STRUCTURE (PR)
POWER POLE (EX)
POWER POLE (PR)
CCTV POLE (EX)
CCTV POLE (PR)
CCTV, FIXED (EX) (PR)
CCTV, PTZ (EX)
CCTV, PTZ (PR)
CCTV, QUAD (EX) (PR)
ELECTRICAL PULL BOX (EX) E
ELECTRICAL PULL BOX (PR) E
FIBER OPTIC PULL BOX (EX) F
FIBER OPTIC PULL BOX (PR) F
MEDIAN JUNCTION BOX (EX)
MEDIAN JUNCTION BOX (PR)
COMMUNICATIONS PULL BOX (EX) T
DYNAMIC MESSAGE SIGN, WALK IN (EX)
DYNAMIC MESSAGE SIGN (PR)

ABBREVIATIONS

CCTV = CLOSED CIRCUIT TELEVISION CAMERA
DMS = DYNAMIC MESSAGE SIGN
DND = DO NOT DISTURB
EX = EXISTING
FA = FRONT ACCESS
FOC = FIBER OPTIC CABLE
ODOT = OHIO DEPARTMENT OF TRANSPORTATION
PR = PROPOSED
PTZ = PAN TILT ZOOM
TBR = TO BE REMOVED
VSL = VARIABLE SPEED LIMIT

MAINTAINING ITS DURING CONSTRUCTION

THE CONTRACTOR SHALL MAINTAIN ALL PREEXISTING OR NEWLY INSTALLED PERMANENT ITS/TRAFFIC DEVICES AND INFRASTRUCTURE DURING CONSTRUCTION ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809.

DOWNTIME OF CCTV SITES SHALL BE PER SUPPLEMENTAL SPECIFICATION 809.

COORDINATE WITH ODOT ITS TO ESTABLISH COMMUNICATIONS LINKS TO NEW ITS DEVICES PRIOR TO DISRUPTING EXISTING SERVICES.

ITEM 809, CCTV POLE, 70 FEET TALL

THE CONTRACTOR SHALL FURNISH AND INSTALL THIS ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809, AS WELL AS ANY STANDARD CONSTRUCTION DRAWINGS NOTED ON THE PLANS. THE CONTRACTOR SHALL DETERMINE WHICH TYPE OF POLE TO FURNISH AND INSTALL (CONCRETE OR STEEL) WHEN BIDDING ON THIS ITEM. THE POLE AND FOUNDATION/EMBEDMENT ARE INCIDENTAL TO THIS ITEM REGARDLESS OF MATERIAL TYPE. THE CONTRACTOR SHALL ALSO PROVIDE AND INSTALL ONE COMPLETE LOWERING UNIT TOOL ASSEMBLY PER CAMERA FOR LOWERING CAMERAS PER SUPPLEMENTAL SPECIFICATION 809 (PAID SEPARATELY).

THE CONTRACTOR SHALL FURNISH/INSTALL POLES WITH THE CORRECT LENGTH/EMBEDMENT AND ALL COUPLINGS, HANDHOLES, ETC., IN THE APPROPRIATE LOCATION ABOVE GROUND ACCORDING TO SCD ITS-12.10 OR ITS-12.11.

FOR BOTH PROPOSED LOCATIONS, THE POLE HEIGHT SHALL BE 70 FT ABOVE GROUND. THE EMBEDMENT DEPTH FOR A CONCRETE POLE SHALL BE 25 FT. A SPECIAL FOUNDATION DESIGN IS NOT REQUIRED FOR A STEEL POLE.

THE CONTRACTOR MAY FURNISH/INSTALL LONGER OVERALL LENGTH CONCRETE POLES AT A DEEPER EMBEDMENT DEPTH IF IT IS MORE BENEFICIAL FOR MANUFACTURING, SHIPPING, ETC., AS LONG AS ALL ABOVE GROUND COMPONENTS MAINTAIN APPROPRIATE HEIGHT LEVEL.

THE CONTRACTOR SHALL SUBMIT ALL POLE MANUFACTURER FABRICATION DRAWING SUBMITTALS, AS WELL AS INSTALLATION PROCEDURES AND BACKFILL MATERIAL, TO THE ENGINEER FOR ACCEPTANCE BEFORE ORDERING.

PAYMENT FOR EACH POLE COMPLETE, INSTALLED, AND ACCEPTED SHALL BE MADE AT THE UNIT BID PRICE FOR ITEM 809, CCTV POLE, 70' TALL.

ITEM 809, ITS DEVICE, MISC.: REMOVAL AND DELIVERY OF CCTV AND LOWERING UNIT

REMOVE AND STORE THESE DEVICES IN THE LAY DOWN YARD. CONTACT ODOT ITS AT LEAST TEN BUSINESS DAYS IN ADVANCE OF REMOVAL TO COORDINATE MAINTENANCE TIME TO SALVAGE MATERIAL.

ODOT ITS
1606 WEST BROAD ST.
COLUMBUS, OH 43223
PH: (614) 387-4113
EMAIL: CEN.ITS.LAB@DOT.OHIO.GOV

AFTER SALVAGE PARTS ARE RECLAIMED BY ODOT, THE REMAINING MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR.

ITEM 809, ITS DEVICE, MISC.: REMOVAL OF ITS CABINET

AT LOCATIONS IDENTIFIED IN THE PLANS, REMOVE EXISTING ITS CABINETS. COORDINATE WITH ODOT ITS PRIOR TO REMOVAL. IF REQUESTED, RETAIN THE CABINETS AND/OR EQUIPMENT FOR SALVAGE BY ODOT AND DISPOSE OF UNWANTED MATERIALS. REMOVE AND DISPOSE OF ALL MOUNTING HARDWARE AND CONDUIT CONNECTIONS. WHEN REMOVING A POLE-MOUNTED CABINET FROM A POLE TO REMAIN, PLUG ANY HOLES AS DIRECTED BY THE ENGINEER.

THE WORK AS DESCRIBED SHALL BE PAID PER EACH CABINET REMOVED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NEEDED TO PERFORM THE WORK.

ITS JUNCTION BOX

THE CONTRACTOR SHALL FURNISH AND INSTALL THIS ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809, AS WELL AS ANY STANDARD CONSTRUCTION DRAWINGS NOTED ON THE PLANS.

ITS LEGEND, ABBREVIATIONS, AND NOTES

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER JAR
REVIEWER DKA 11-02-26
PROJECT ID 114161
SHEET P.603 TOTAL 830

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:05:23 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect_Color.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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HAM-IR 75-1.95

SPLICE ENCLOSURE - SE-001
(SPLICING INFORMATION TO BE PROVIDED BY ODOT)
FOR PLAN DETAILS, SEE SHEET P.608

SPLICE ENCLOSURE - SE-002
(SPLICING INFORMATION TO BE PROVIDED BY ODOT)
FOR PLAN DETAILS, SEE SHEET P.611

SPLICE ENCLOSURE - SE-003
(SPLICING INFORMATION TO BE PROVIDED BY ODOT)
FOR PLAN DETAILS, SEE SHEET P.615

DALTON AVE
FINDLAY ST
HARRISON AVE
WESTERN HILLS VIADUCT
SPRING GROVE AVE
STRAIGHT ST
MARSHALL AVE
COLERAIN AVE
W LIBERTY ST
WINCHELL AVE
COLERAIN AVE
CENTRAL PKWY
W MCMICKEN AVE
FREEMAN AVE
YORK ST
WILLIAM L MALLORY SR ST
BAYMILLER ST
INTERSTATE 75
INTERSTATE 75

LEGEND

EXISTING 288 STRAND ODOT FIBER OPTIC TRUNK CABLE

PROPOSED 288 STRAND ODOT FIBER OPTIC TRUNK CABLE

PROPOSED 24 STRAND ODOT FIBER OPTIC DROP CABLE

PROPOSED FIBER OPTIC SPLICE ENCLOSURE

ITS COMMUNICATIONS OVERVIEW MAP

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER JAR

REVIEWER DKA 11-02-26

PROJECT ID 114161

SHEET P.604 TOTAL 830

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:06:12 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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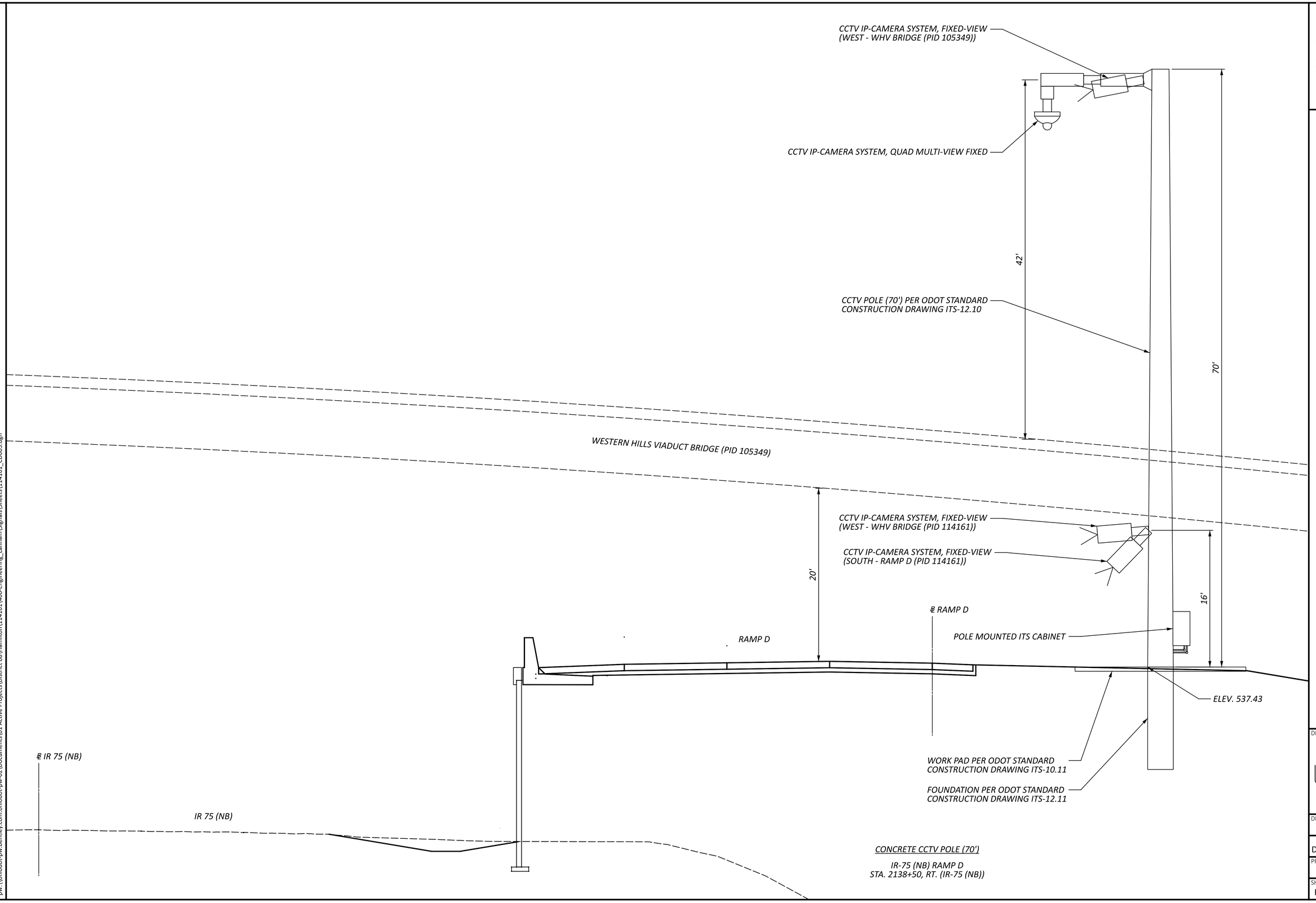
HAM-75-1.95



CONCRETE CCTV POLE (70')

IR-75 (NB) RAMP D
STA. 2138+50, RT. (IR-75 (NB))

HORIZONTAL SCALE IN FEET
0 2.5 5 10

ITS ELEVATION VIEW
IR 75 (NB) / RAMP D

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER
JAR

REVIEWER
DKA 11-02-26

PROJECT ID
114161

SHEET P.605 | TOTAL 830

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:06:40 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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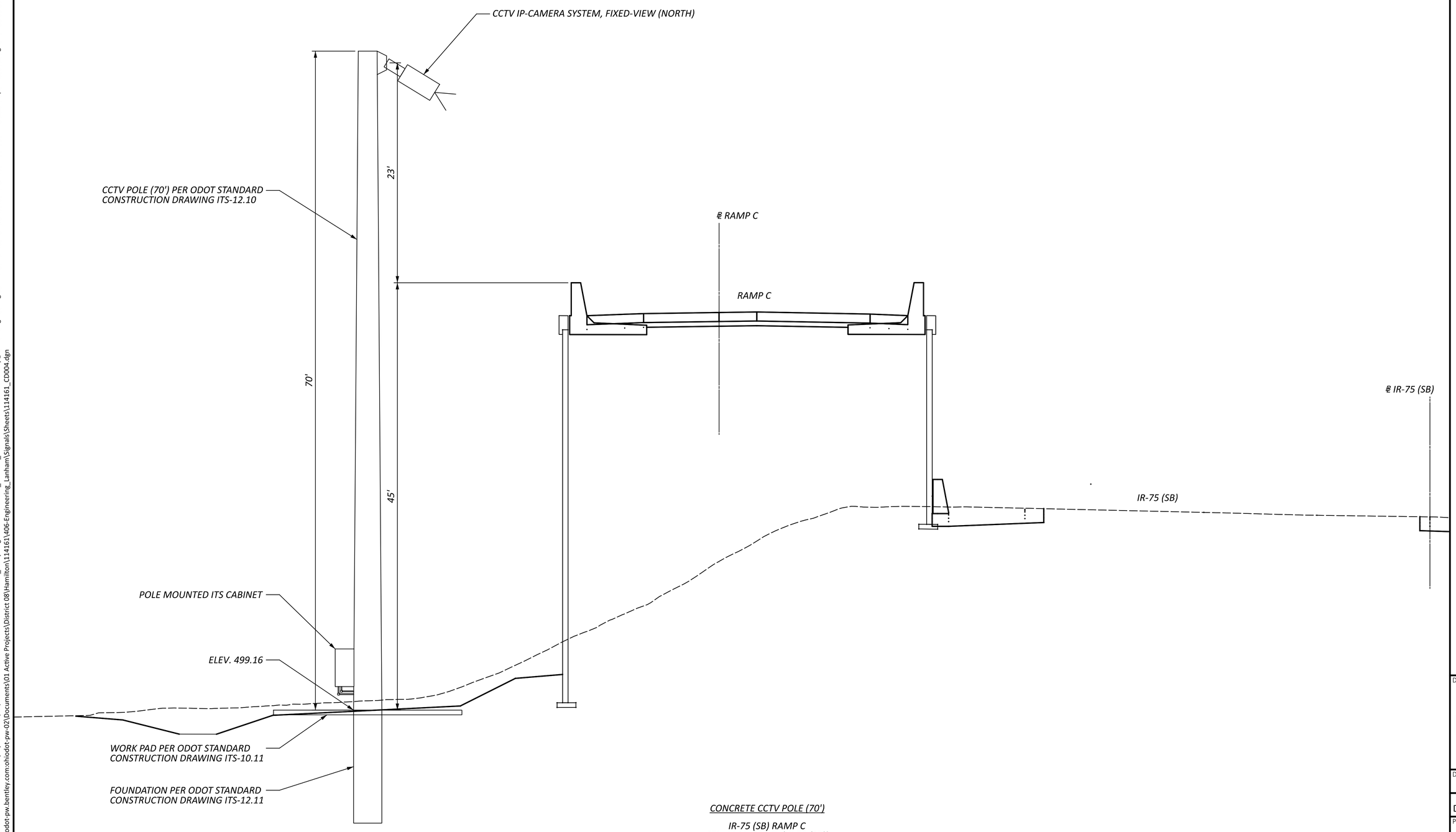
HAM-IR 75-1.95



CONCRETE CCTV POLE (70')

IR-75 (SB) RAMP C
STA. 1142+25, LT. (IR-75 (SB))

HORIZONTAL SCALE IN FEET
0 2.5 5 10

ITS ELEVATION VIEW
IR 75 (SB) / RAMP C

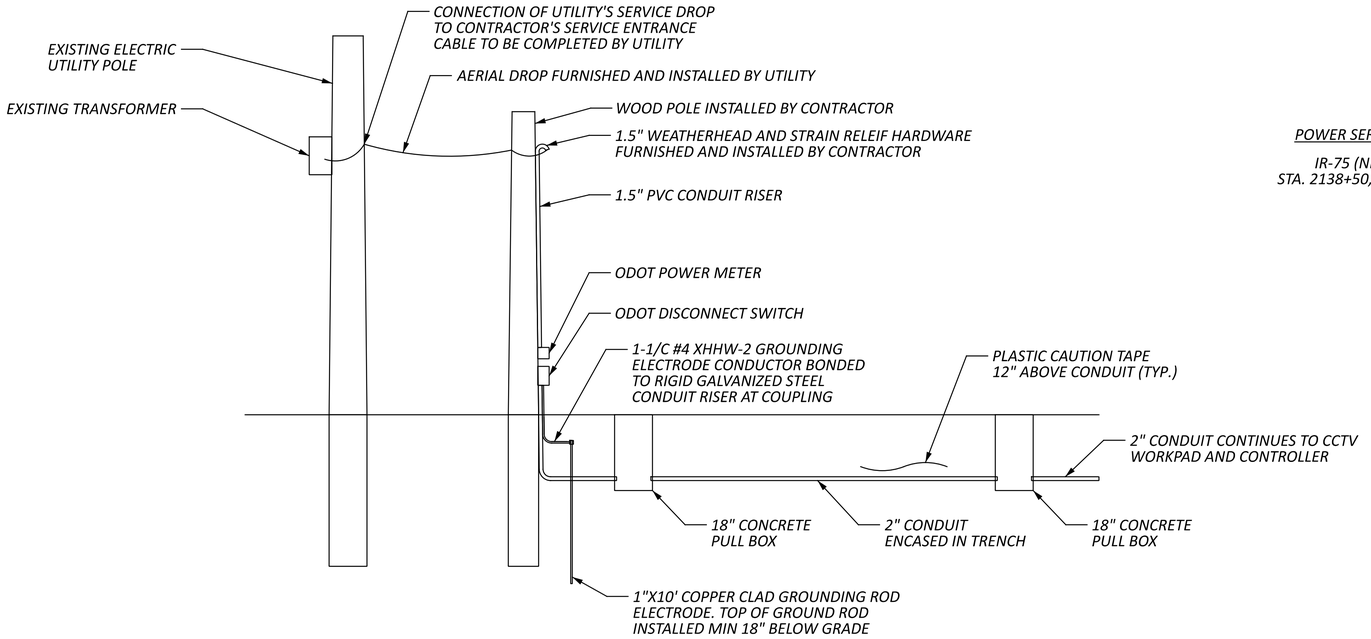
DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER
JAR

REVIEWER
DKA 11-02-26

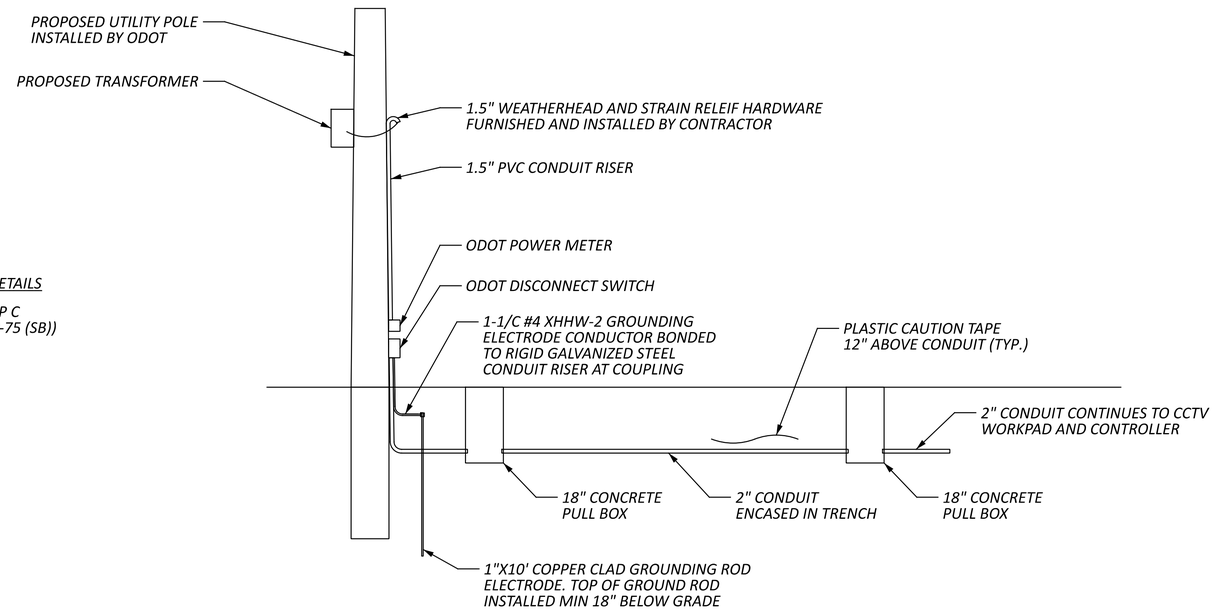
PROJECT ID
114161

SHEET P.606 TOTAL 830



POWER SERVICE DETAILS

IR-75 (NB) RAMP D
STA. 2138+50, RT. (IR-75 (NB))



POWER SERVICE DETAILS

IR-75 (SB) RAMP C
STA. 1142+25, LT. (IR-75 (SB))

POWER SERVICE DETAILS

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER
JAR

REVIEWER
DKA 11-02-26

PROJECT ID
114161

SHEET P.607 TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:06:52 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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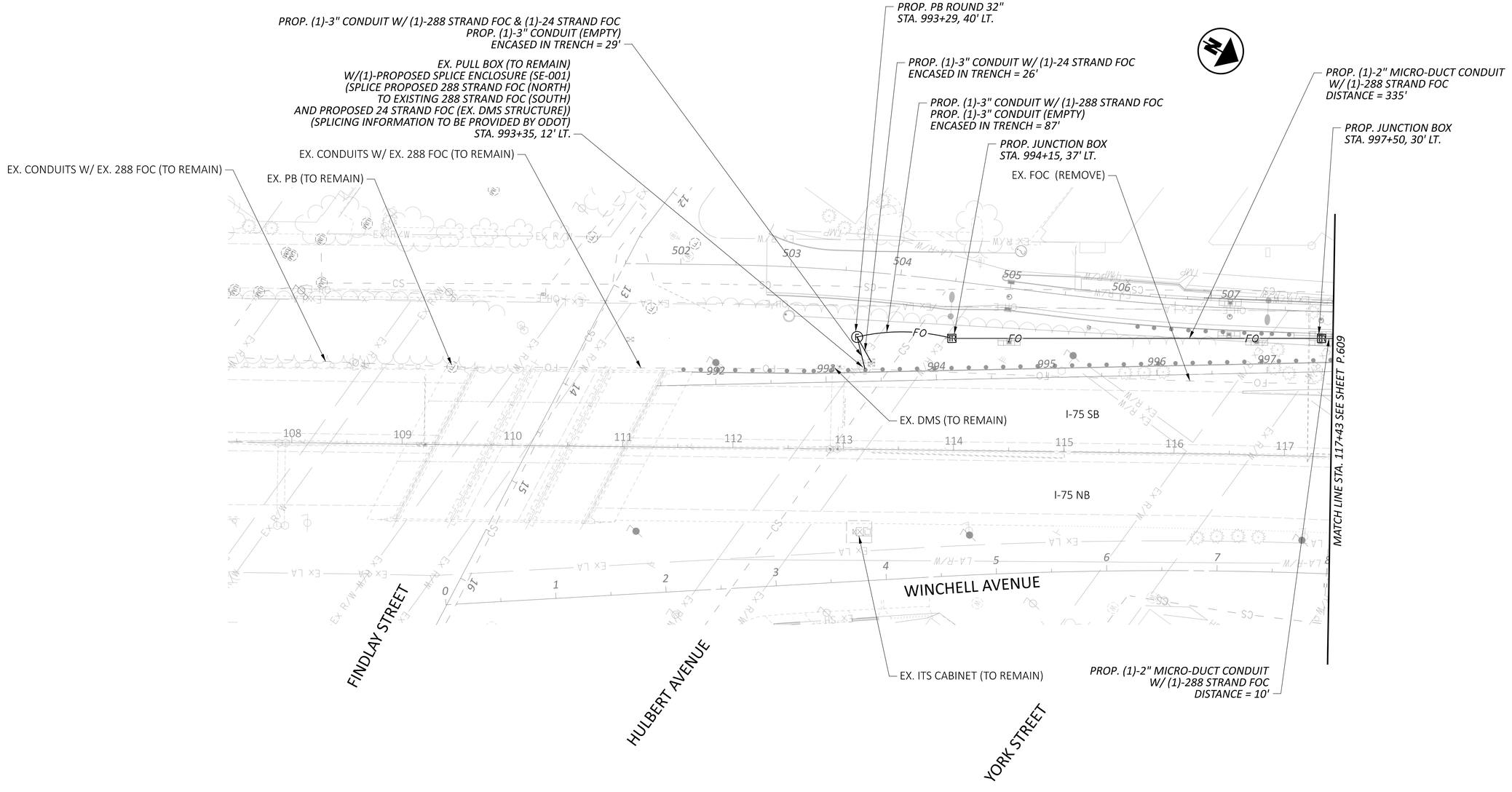

NOTE: SEE SHEET P.603 FOR ITS LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

ITS PLAN - IR 75
STA 107+42 TO STA 117+43

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER JAR
REVIEWER DKA 11-02-26
PROJECT ID 114161
SHEET P.608 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_IR75 - ITS - Plan 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:07:09 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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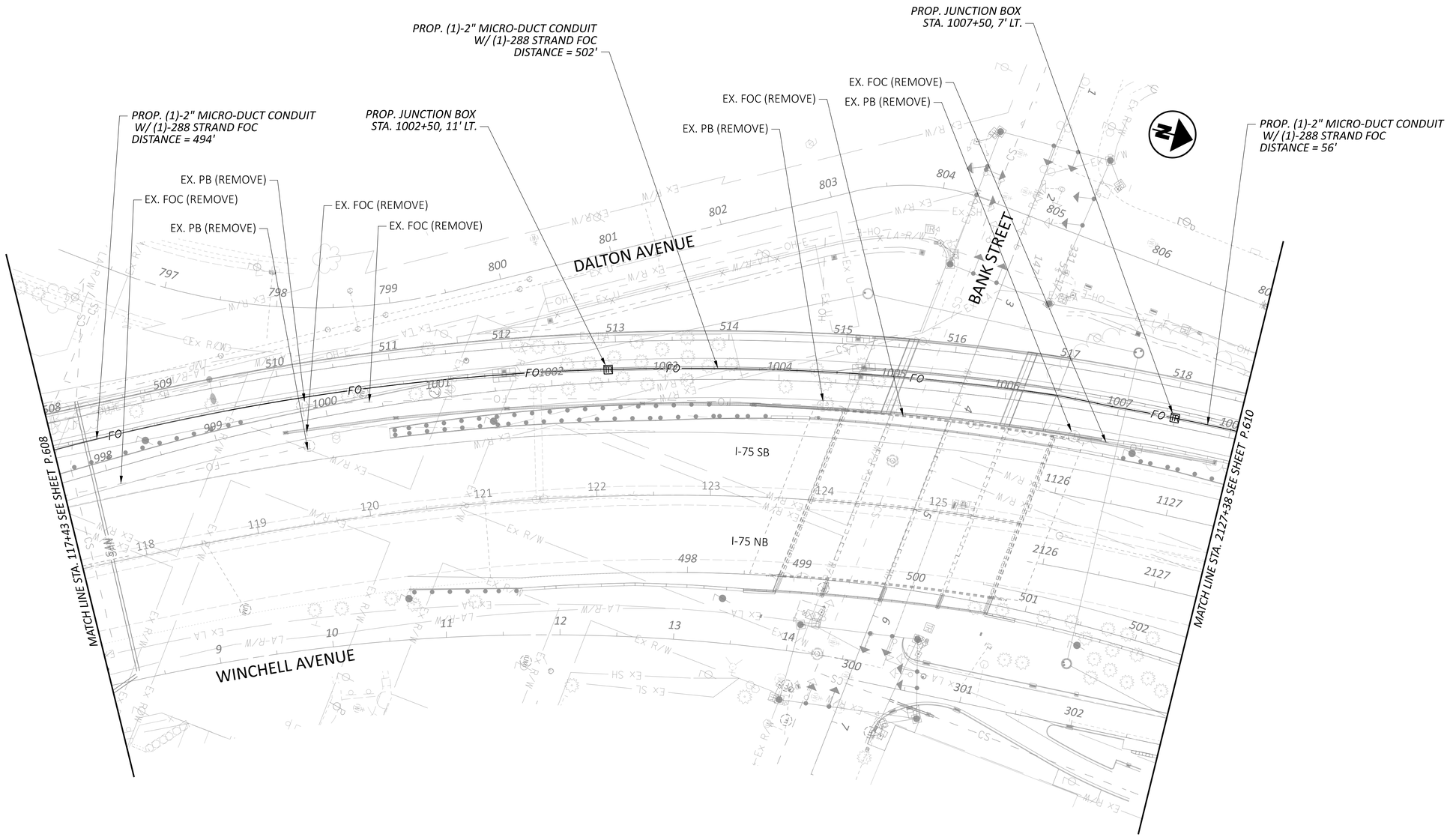

NOTE: SEE SHEET P.603 FOR ITS LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

ITS PLAN - IR 75
STA 117+43 TO STA 2127+38

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER JAR
REVIEWER DKA 11-02-26
PROJECT ID 114161
SHEET P.609 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_IR75 - ITS - Plan 7 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:07:14 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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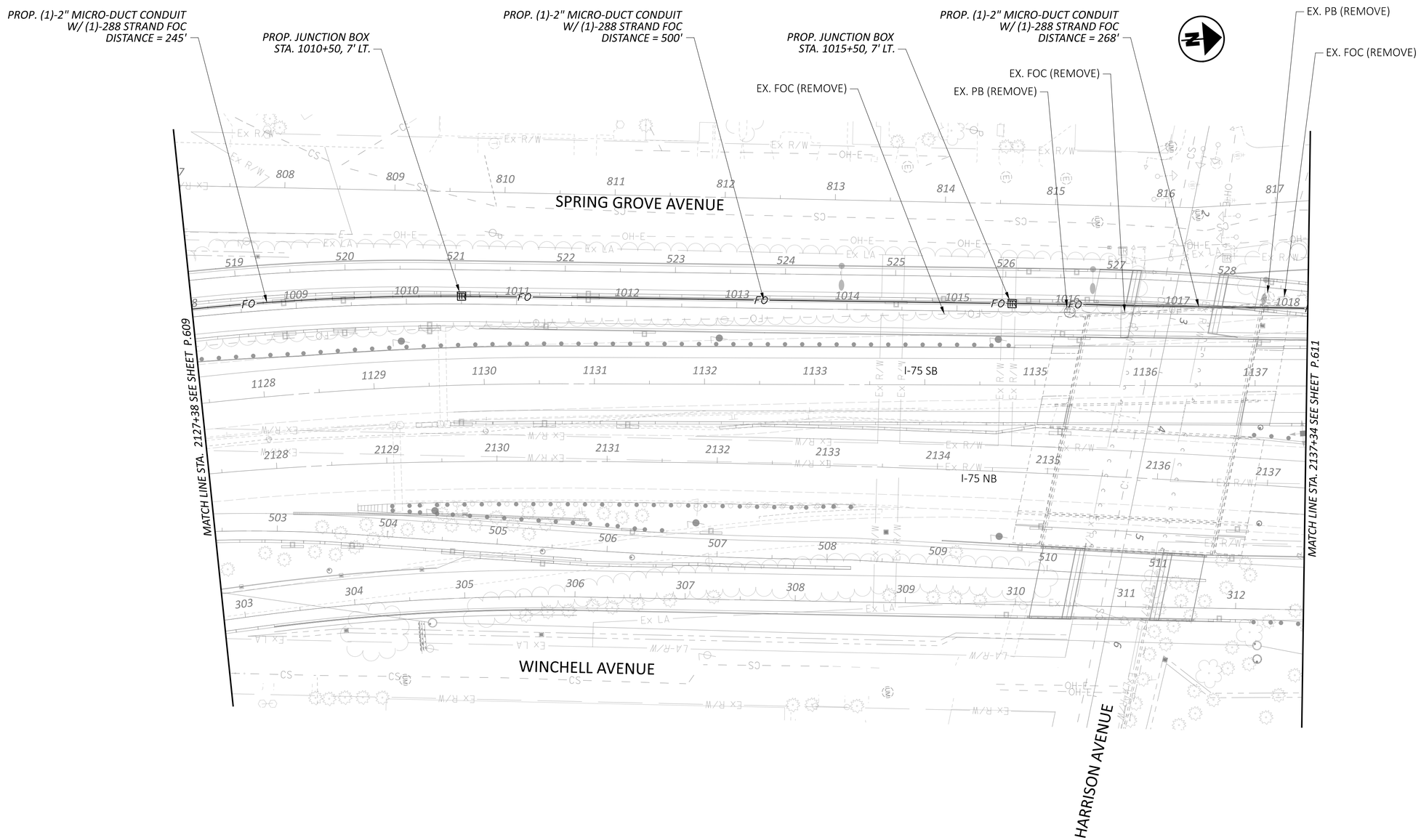

NOTE: SEE SHEET P.603 FOR ITS LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

ITS PLAN - IR 75
STA 2127+38 TO STA 2137+34

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER JAR
REVIEWER DKA 11-02-26
PROJECT ID 114161
SHEET P.610 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_IR75 - ITS - Plan 8 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:07:19 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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PROP. (1)-3" CONDUIT W/ (1)-288 STRAND FOC
AND (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 17'

EX. PB (REMOVE)

PROP. JUNCTION BOX
STA. 50+92, 20' LT.

PROP. (1)-2" CONDUIT W/ (1)-POWER CABLE
ENCASED IN TRENCH = 16'

PROP. POWER POLE W/ TRANSFORMER (POWER SOURCE)
W/ (1)-ITS DISCONNECT SWITCH
W/ (1)-2" CONDUIT RISER W/ POWER CABLE
STA. 55+45, 72' LT.

EX. FOC (REMOVE)

PROP. PB ROUND 32"
STA. 50+72, 22' LT.

CCTV POLE, 70'
W/(1)-POLE MTD. CONTROLLER
W/(1)-CCTV IP-CAMERA SYSTEM,
FIXED-VIEW (NORTH) (NOTE 2)
W/(1)-CCTV LOWER UNIT
STA. 51+81, 26' LT.
(ON WORK PAD PER ODOT SCD ITS-10.11)

PROP. PB 18"
STA. 55+45, 56' LT.

EX. SIGNAL CONTROLLER (TO REMAIN)

PROP. (1)-3" CONDUIT W/ (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 65'

PROP. (1)-3" CONDUIT
W/ (1)-288 STRAND FOC
AND (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 120'

PROP. JUNCTION BOX
STA. 531+15, 57' LT.

PROP. JUNCTION BOX
STA. 531+25, 5' RT.

PROP. (1)-2" CONDUIT W/ (1)-POWER CABLE
ENCASED IN TRENCH = 27'

PROP. (1)-3" CONDUIT W/ (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 27'

PROP. (1)-3" CONDUIT W/ (1)-288 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 270'

PROP. (1)-2" MICRO-DUCT CONDUIT
W/ (1)-24 STRAND FOC
DISTANCE = 185'

EX. FOC (REMOVE)

EX. FOC (REMOVE)

PROP. (1)-3" CONDUIT W/ (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
PROP. (1)-2" CONDUIT W/(1)-POWER CABLE
ENCASED IN TRENCH = 155'

PROP. PB ROUND 32"
STA. 56+80, 28' LT.

PROP. (1)-2" MICRO-DUCT CONDUIT
W/ (1)-288 STRAND FOC
DISTANCE = 256'

EX. PB (REMOVE)

EX. FOC (REMOVE)

EX. PB (REMOVE)

EX. FOC (REMOVE)

EX. PB (REMOVE)

PROP. JUNCTION BOX
STA. 53+72, 8' LT.

PROP. (1)-3" CONDUIT W/ (1)-288 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 52'

EX. FOC (REMOVE)

EX. FOC (REMOVE)

EX. CCTV (REMOVE)

EX. PB (REMOVE)

EX. PB (REMOVE)

I-75 SB

I-75 NB

WESTERN HILLS VIADUCT

MATCH LINE STA. 2137+34 SEE SHEET P.610

MATCH LINE STA. 2147+23 SEE SHEET P.613

CCTV POLE, 70'
W/(1)-POLE MTD. CONTROLLER
W/(1)-CCTV IP-CAMERA SYSTEM,
QUAD MULTI-VIEW FIXED WITH PTZ (NOTE 1)
W/(1)-CCTV LOWERING UNIT
W/(1)-CCTV IP-CAMERA SYSTEM,
FIXED-VIEW (SOUTH - RAMP D (PID 114161)) (NOTE 1)
W/(1)-CCTV IP-CAMERA SYSTEM, FIXED-VIEW
(WEST - WHV BRIDGE (PID 105349))
W/(1)-CCTV IP-CAMERA SYSTEM, FIXED-VIEW
(WEST - WHV BRIDGE (PID 114161))
STA. 313+68, 28' RT.
(ON WORK PAD PER ODOT SCD ITS-10.11)

PROP. (1)-3" CONDUIT
W/ (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 33'

PROP. (1)-2" CONDUIT
W/ (1)-POWER CABLE
ENCASED IN TRENCH = 32'

PROP. (1)-3" CONDUIT
W/ (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
PROP. (1)-2" CONDUIT W/(1)-POWER CABLE
ENCASED IN TRENCH = 37'

PROP. (1)-3" CONDUIT
W/ (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 30'

PROP. (1)-2" CONDUIT
W/ (1)-POWER CABLE
ENCASED IN TRENCH = 30'

MATCH LINE STA. 11+00
SEE SHEET P.612

PROP. JUNCTION BOX
STA. 2139+66, 21' RT.

PROP. (1)-3" CONDUIT W/ (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 127'

PROP. PB ROUND 32"
STA. 314+77, 45' RT.

PROP. PB 18"
STA. 314+76, 54' RT.

PROP. (1)-2" CONDUIT W/ (1)-POWER CABLE
ENCASED IN TRENCH = 43'

PROP. (1)-2" CONDUIT W/ (1)-POWER CABLE
ENCASED IN TRENCH = 166'

PROP. PB ROUND 32"
W/(1)-PROPOSED SPLICE ENCLOSURE (SE-002)
(SPLICE PROPOSED 288 STRAND FOC (NORTH/SOUTH)
TO PROPOSED 24 STRAND FOC (RAMP C CCTV POLE)
AND PROPOSED 24 STRAND FOC (RAMP D CCTV POLE)
(SPLICING INFORMATION TO BE PROVIDED BY ODOT)
STA. 54+11, 25' LT.

PROP. (1)-3" CONDUIT W/ (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 32'

PROP. (1)-3" CONDUIT W/ (1)-288 STRAND FOC
AND (1)-24 STRAND FOC
PROP. (1)-3" CONDUIT (EMPTY)
ENCASED IN TRENCH = 40'

PROP. (1)-2" MICRO-DUCT CONDUIT
W/ (1)-288 STRAND FOC AND (1)-24 STRAND FOC
DISTANCE = 280'

NOTES

1. INSTALL THE QUAD MULTI-VIEW CCTV CAMERA AT THE TOP OF THE CCTV POLE. ORIENT THE QUAD MULTI-VIEW CCTV TO PROVIDE A COMPREHENSIVE VIEW OF THE VIADUCT OVERPASSES. INSTALL THE FIXED CCTV CAMERA AT A MOUNTING HEIGHT OF 15-20 FEET. ORIENT THE SOUTH-LOOKING FIXED CCTV CAMERA TO PROVIDE CLEAR VIEWS OF I-75 NB AND RAMP D. CONTRACTOR SHALL COORDINATE WITH ODOT ITS TO ENSURE CAMERAS ARE INSTALLED AT IDEAL ORIENTATION.
2. INSTALL FIXED CCTV CAMERA AT THE TOP OF THE POLE. ORIENT THE NORTH-LOOKING FIXED CCTV CAMERA TO PROVIDE CLEAR VIEWS OF I-75 SB AND RAMP C. CONTRACTOR SHALL COORDINATE WITH ODOT ITS TO ENSURE CAMERAS ARE INSTALLED AT IDEAL ORIENTATION.
3. EACH CCTV POLE SITE SHALL INCLUDE (1) 32" PULL BOX (FOR FIBER CABLE) AND (1) 18" PULL BOX (FOR ELECTRIC CABLE) INSTALLED PER ODOT STANDARD CONSTRUCTION DRAWING ITS-10.11. THE PULL BOXES SHALL BE PAID FOR PER EACH AND SHALL BE INCLUDED IN THE ITS SUBSUMMARY.
4. SEE SHEET P.603 FOR ITS LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

ITS PLAN - IR 75
STA 2137+34 TO STA 2147+23

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER JAR
REVIEWER DKA 11-02-26
PROJECT ID 114161
SHEET P.611 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_IR75 - ITS - Plan 9 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:07:24 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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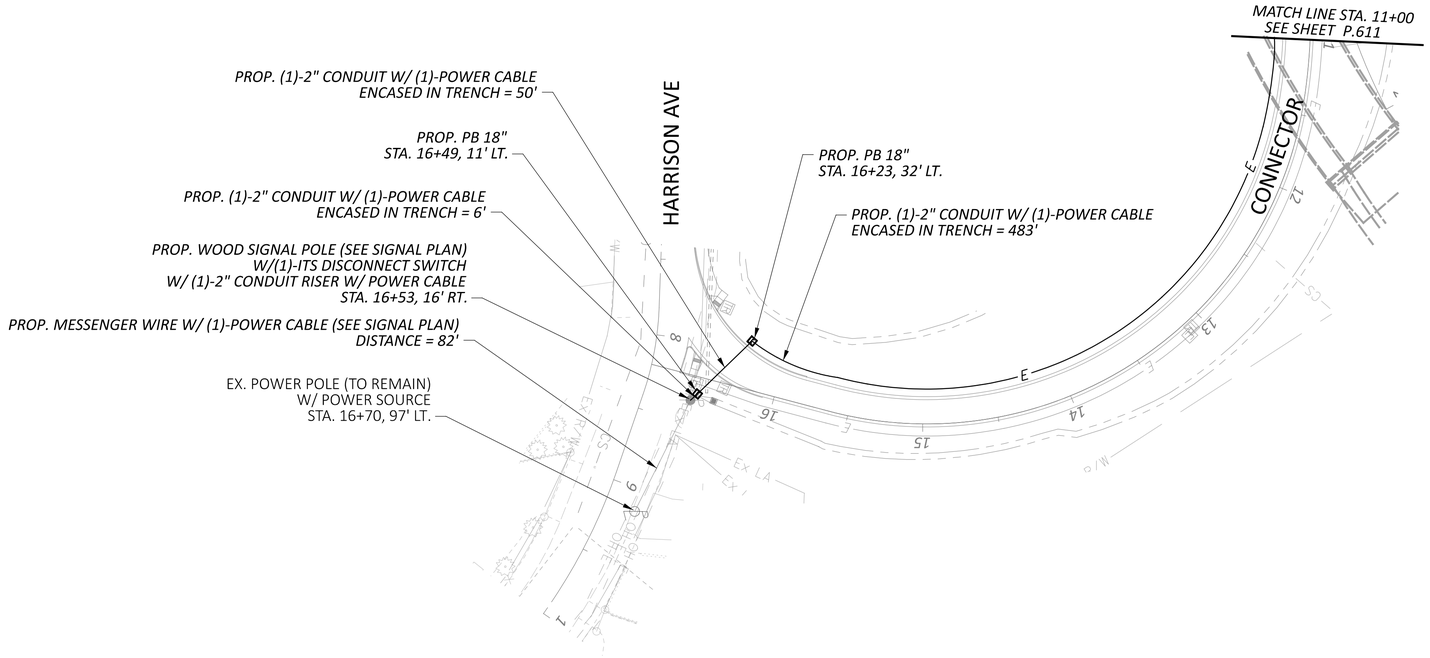

NOTE: SEE SHEET P.603 FOR ITS LEGEND

HORIZONTAL
SCALE IN FEET
0 25 50 100

ITS PLAN - IR 75
LOCAL CONNECTOR STA. 11+00 TO 16+84

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER
JAR

REVIEWER
DKA 11-02-26

PROJECT ID
114161

SHEET P.612 | TOTAL 830

HAM-IR 75-1.95

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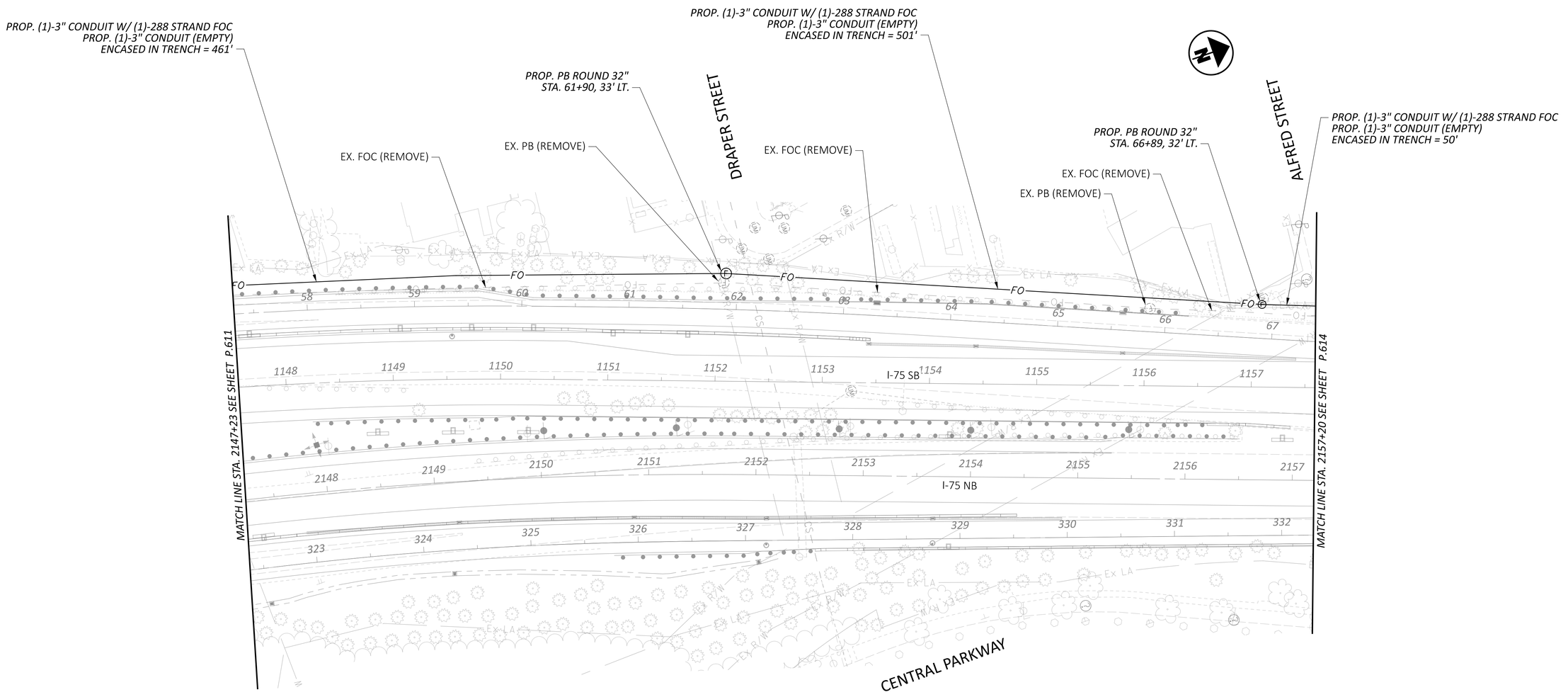

NOTE: SEE SHEET P.603 FOR ITS LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

ITS PLAN - IR 75
STA 2147+23 TO STA 2157+20

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER JAR
REVIEWER DKA 11-02-26
PROJECT ID 114161
SHEET P.613 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_IR75 - ITS - Plan 10 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:07:31 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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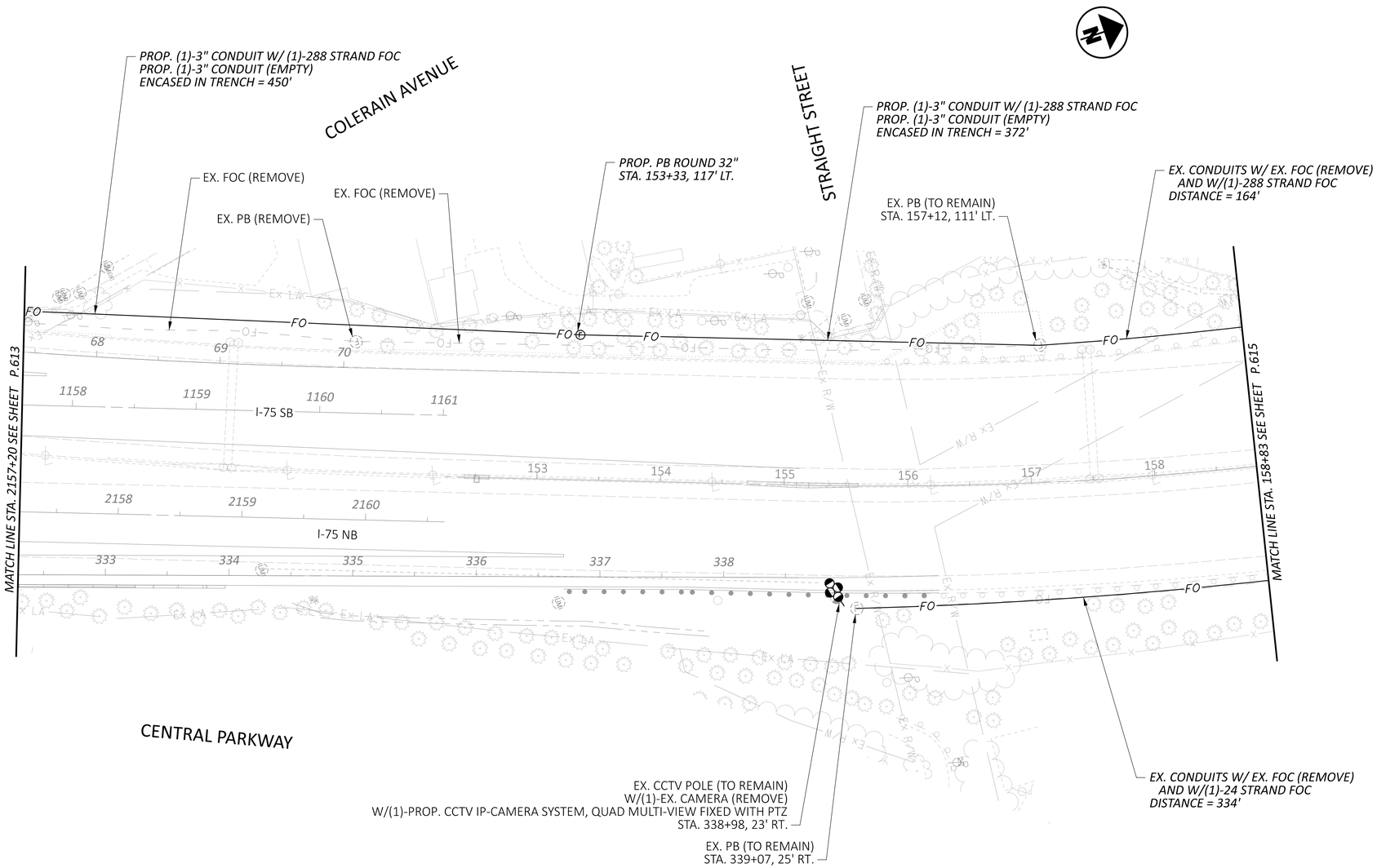

NOTE: SEE SHEET P.603 FOR ITS LEGEND

HAM-IR 75-1.95

MODEL: CLP_IR75 - ITS - Plan 11 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:07:37 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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HORIZONTAL SCALE IN FEET
0 25 50 100

ITS PLAN - IR 75
STA 2157+20 TO STA 158+83

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER JAR
REVIEWER DKA 11-02-26
PROJECT ID 114161
SHEET P.614 TOTAL 830

MODEL: CLP_IR75 - ITS - Plan 12 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:07:39 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: 114161_Lanham_Interconnect.tbl USER: anthony@lanhamengineering.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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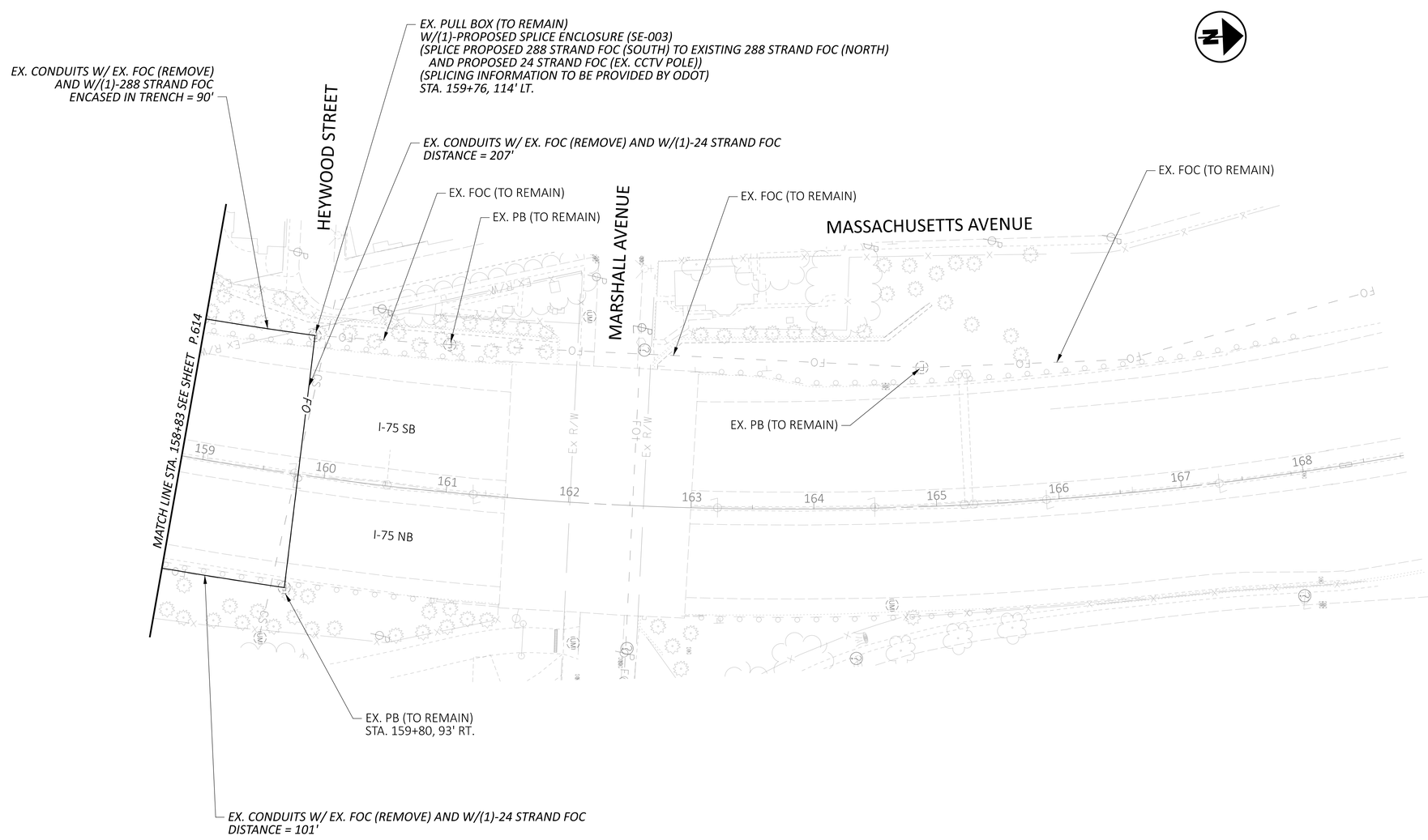

NOTE: SEE SHEET P.603 FOR ITS LEGEND

HORIZONTAL SCALE IN FEET
0 25 50 100

ITS PLAN - IR 75
STA 158+83 TO STA 168+83

DESIGN AGENCY
Lanham ENGINEERING LLC

DESIGNER	JAR
REVIEWER	DKA 11-02-26
PROJECT ID	114161
SHEET	P.615
TOTAL	830

2021-0742

EX. UNDERGROUND TRAFFIC CONDUIT *(TO REMAIN)*
W/ (1)-EX. CTCS 144 STRAND FOC INTERCONNECT *(TO REMAIN)*

MATCH LINE STA. 11+00.0 - SEE SHEET P.617

EX. SIGNAL SUPPORT *(TO REMAIN)*
W/ (1)-AUX CABINET *(TO REMAIN)*
W/ (1)-LAYER 2 NETWORK SWITCH *(TO REMAIN)*
W/ (2)-FO/ETHERNET TRANSCEIVERS *(TO REMAIN)*
W/ (1)-TERMINATION PANEL, 12 FIBER *(TO REMAIN)*
W/ (1)-PTZ CAMERA *(TO REMAIN)*

EX. PULL BOX, 24" *(TO REMAIN)*
STA. 501+20.7, 32.0' LT.

(1)- EX. AERIAL CTCS 12 STRAND DROP CABLE *(TO REMAIN)*

EX. UNDERGROUND TRAFFIC CONDUIT *(TO REMAIN)*
W/ (1)-EX. CTCS 144 STRAND FOC INTERCONNECT *(TO REMAIN)*

FINDLAY ST

WESTERN AVE

RAMP G

502 503 504 505 992 993 994 995

MATCH LINE STA. 505+50 - SEE SHEET P.618

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT *(TO BE REMOVED)*

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT *(TO BE REMOVED)*

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT *(TO BE REMOVED)*

EX. DUKE UTILITY POLE, N7-727
(SEE ROADWAY PLAN SHEET)
STA. 501+75.0, 29.1' RT.

EX. DUKE UTILITY POLE, N7-726
(SEE ROADWAY PLAN SHEET)
STA. 502+48.0, 28.5' RT.

EX. DUKE UTILITY POLE, N7-725
(SEE ROADWAY PLAN SHEET)
STA. 503+71.9, 28.5' RT.

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT *(TO REMAIN)*

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT *(TO REMAIN)*

EX. AERIAL SPLICE ENCLOSURE *(TO REUSE)*
STA. 500+74.9, 27.3' RT.
(SEE SHEET P.628)

(1)-EX. NORTH AERIAL CTCS 144 STRAND FOC INTERCONNECT *(TO BE REMOVED)*
(1)-EX. EAST AERIAL CTCS 144 STRAND FOC INTERCONNECT *(TO REMAIN)*
(1)-EX. AERIAL CTCS 12 STRAND DROP CABLE *(TO REMAIN)*

EX. DUKE UTILITY POLE, N7-728 (SEE ROADWAY PLAN SHEET)
W/ EX. CONDUIT RISER *(TO REMAIN)*
STA. 500+79.9, 27.1' RT.

EX. UNDERGROUND TRAFFIC CONDUIT *(TO REMAIN)*
W/ (1)-EX. CTCS 144 STRAND FOC INTERCONNECT *(TO REMAIN)*

EX. PULL BOX, 24" *(TO REMAIN)*
STA. 500+78.8, 31.4' LT.

HORIZONTAL SCALE IN FEET
0 10 20 40

CTCS INTERCONNECT PLAN STA. 501+50 TO STA. 505+50

HAM-IR 75-1.95

MODEL: CLX_I76 - Plan 7 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:10:22 PM USER: jreifeis
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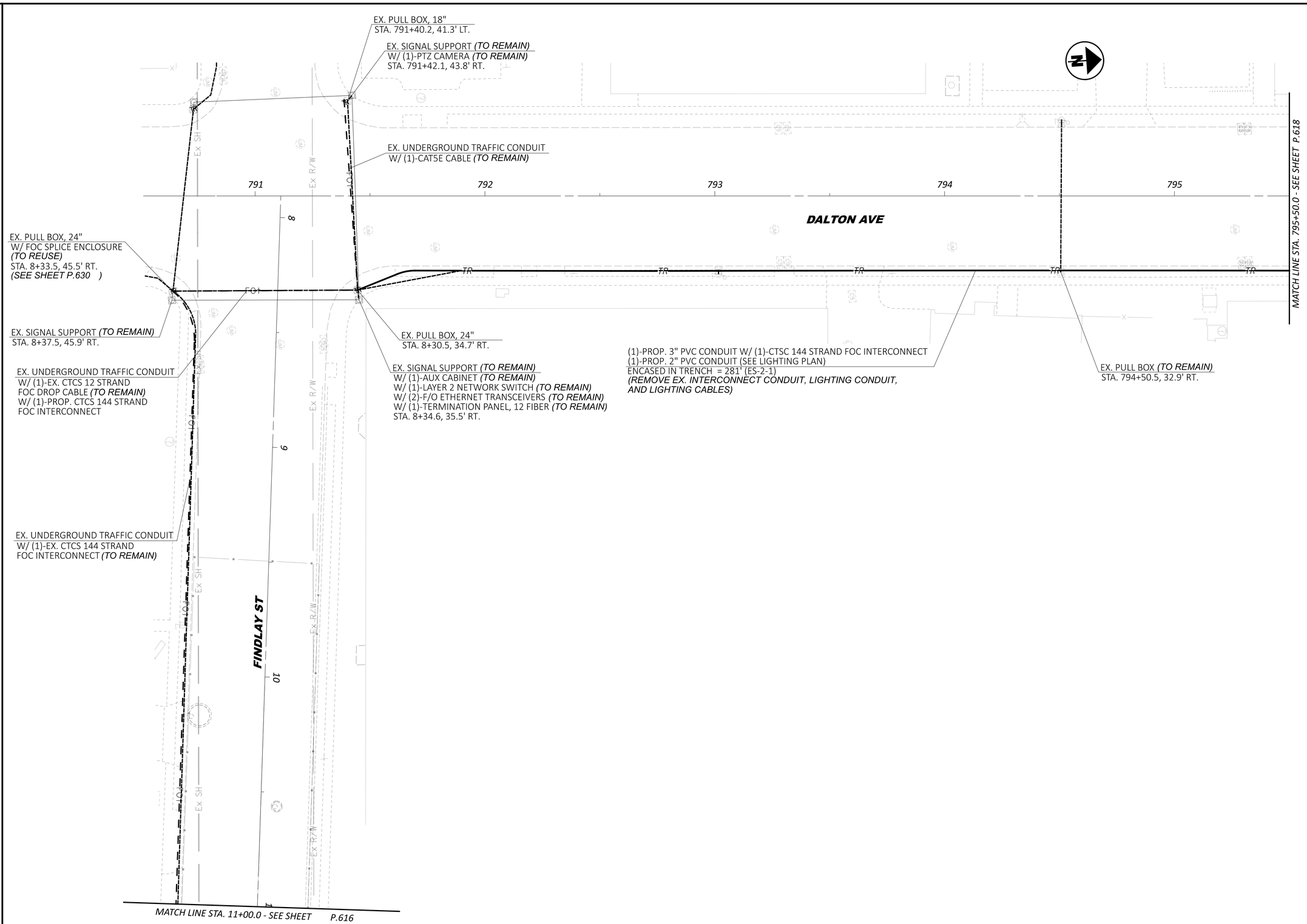
DESIGN AGENCY
EMH&T

DESIGNER	JCR
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.616
TOTAL	830

2021-0742



HORIZONTAL SCALE IN FEET
0 10 20 40

CTCS INTERCONNECT PLAN
STA. 790+50 TO STA. 795+50

HAM-IR 75-1.95

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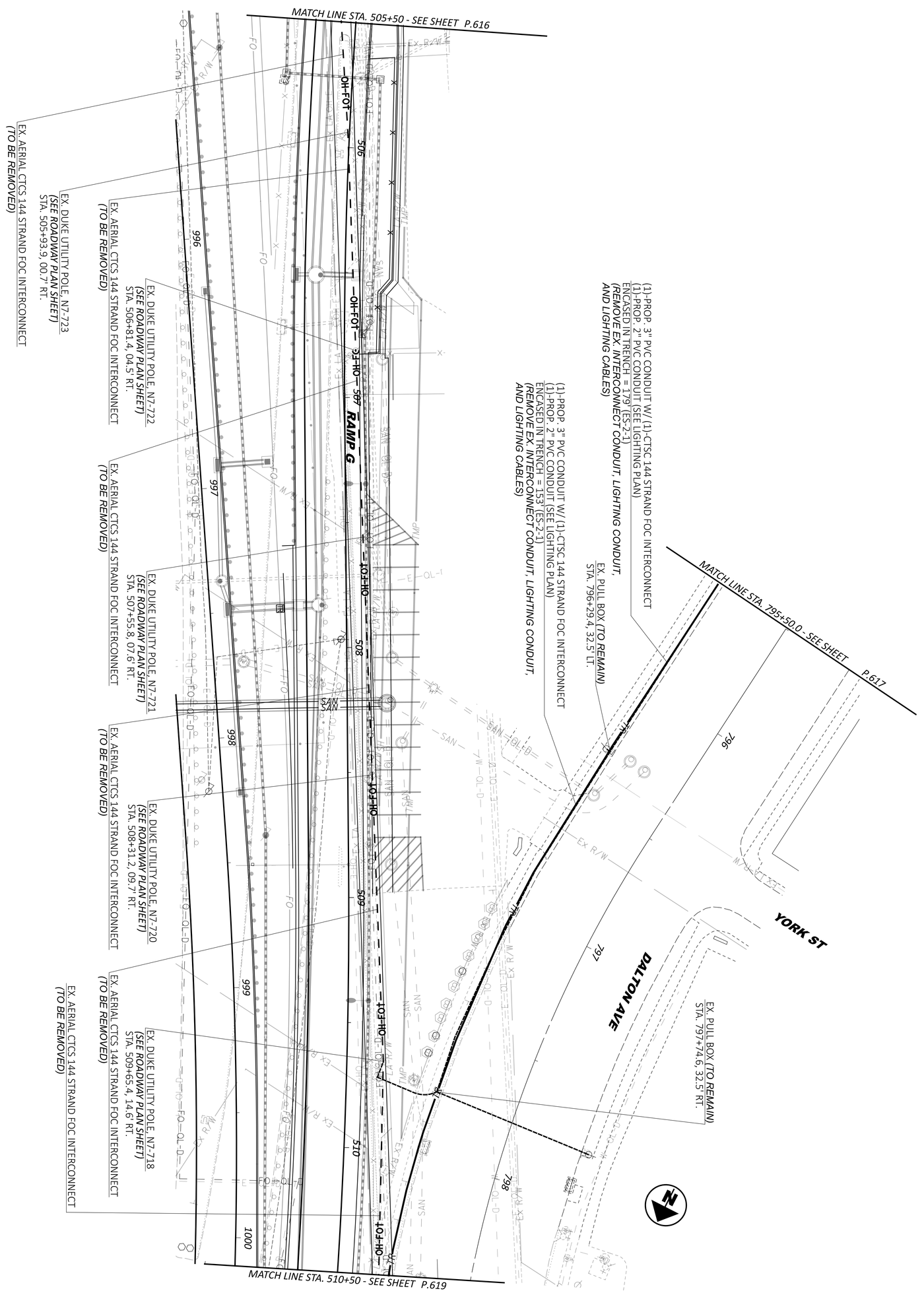
DESIGN AGENCY
EMH&T

DESIGNER
JCR

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.617 TOTAL 830



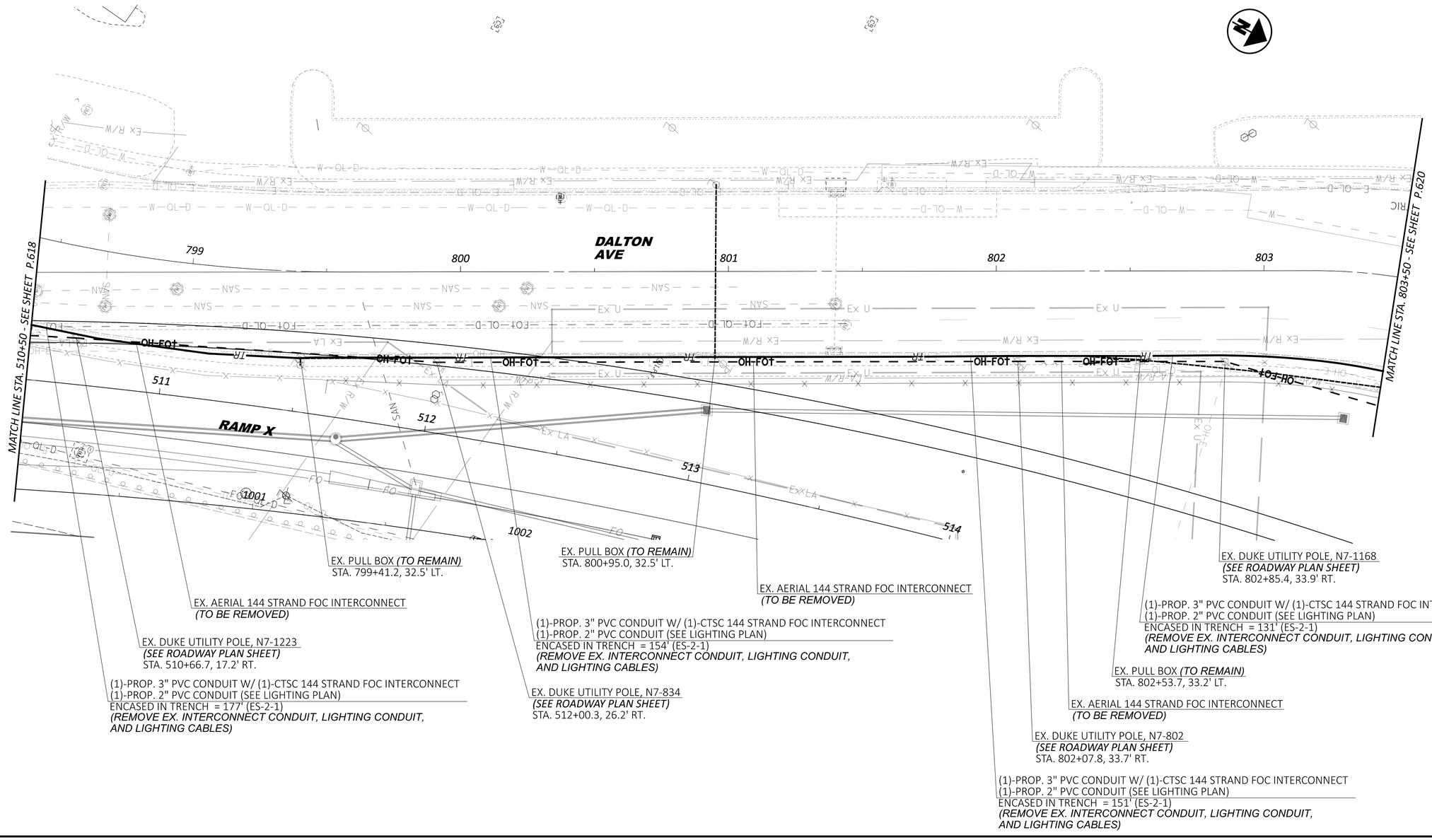
CTCS INTERCONNECT PLAN
STA. 505+50 TO STA. 510+50

HORIZONTAL SCALE IN FEET
0 20
10 40

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
JCR	DRM 11/01/26	114161	P.618	830

DESIGN AGENCY: EMH&T

2021-0742



HAM-IR 75-1.95

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HORIZONTAL SCALE IN FEET
0 10 20 40

CTCS INTERCONNECT PLAN
STA. 510+50 TO STA. 803+50

DESIGN AGENCY
EMHT

DESIGNER
JCR

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.619 TOTAL 830

2021-0742

HAM-IR 75-1.95

MODEL: CLP_SPRINGGROVE-1 - Plan 2 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:55:52 PM USER: jreifeis
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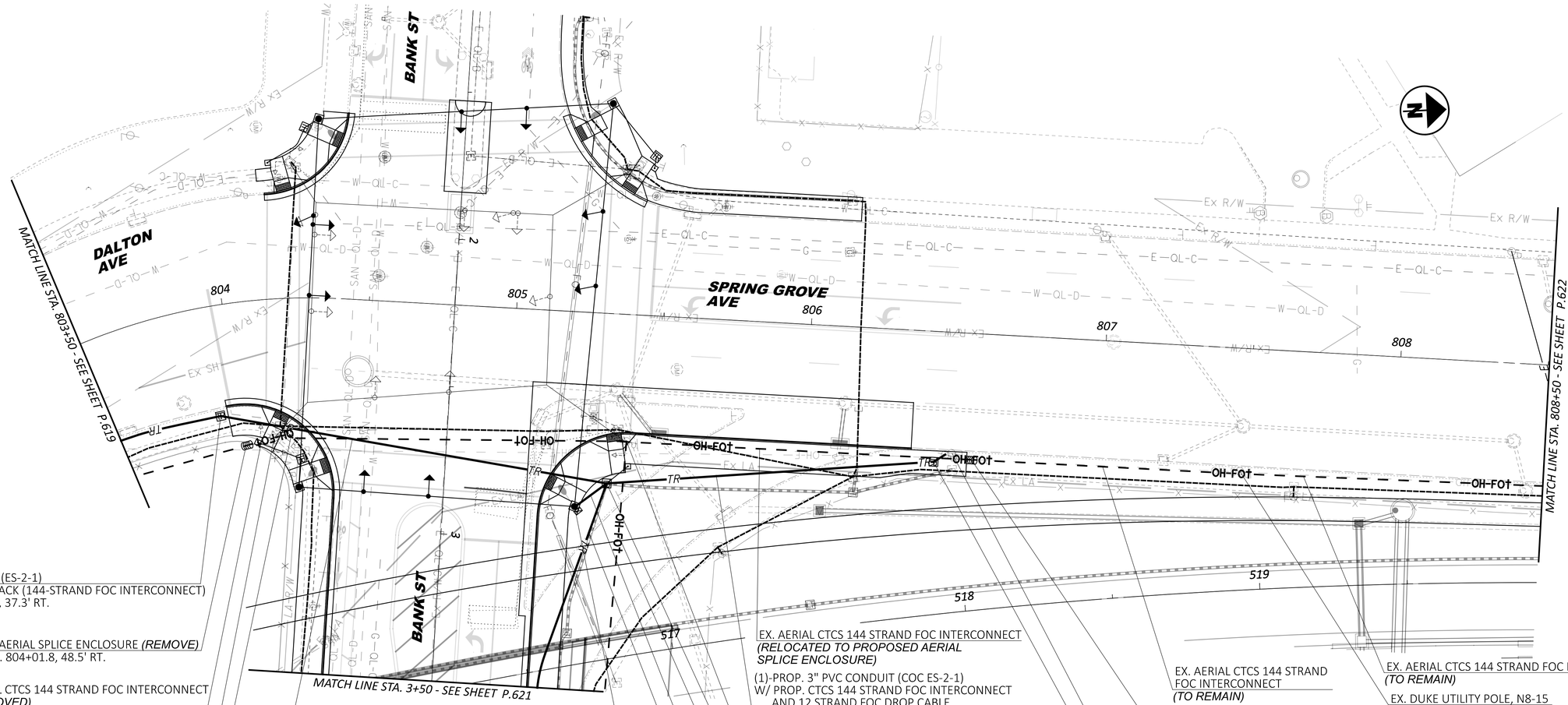


PULL BOX, 36" (ES-2-1)
W/ 100' OF SLACK (144-STRAND FOC INTERCONNECT)
STA. 803+92.6, 37.3' RT.

EX. AERIAL SPLICE ENCLOSURE *(REMOVE)*
STA. 804+01.8, 48.5' RT.

(2)-EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT
(TO BE REMOVED)
(1)-EX. AERIAL CTCS 12 STRAND FOC DROP CABLE
(TO BE REMOVED)

EX. TRAFFIC SUPPORT *(REMOVE)*
(SEE SIGNAL PLAN)

(2)-EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT
(TO BE REMOVED)
(1)-EX. AERIAL CTCS 12 STRAND FOC DROP CABLE
(TO BE REMOVED)

(1)-PROP. 4" HDPE CONDUIT
W/ PROP. (1)-144 STRAND FOC INTERCONNECT
DIRECTIONALLY DRILLED = 133'

PROPOSED SIGNAL SUPPORT
W/ (1)-RELOCATED AUX CABINET
W/ (1)-RELOCATED LAYER 2 NETWORK SWITCH
W/ (2)-RELOCATED FO/ETHERNET TRANSCEIVERS
W/ (1)-RELOCATED TERMINATION PANEL, 12 FIBER

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT
(RELOCATED TO PROPOSED AERIAL SPLICE ENCLOSURE)

(1)-PROP. 3" PVC CONDUIT (COC ES-2-1)
W/ PROP. CTCS 144 STRAND FOC INTERCONNECT
AND 12 STRAND FOC DROP CABLE
ENCASED IN TRENCH = 112'

EX. DUKE UTILITY POLE, N8-12 *(SEE ROADWAY PLAN SHEET)*
EX. TRAFFIC SUPPORT *(SEE SIGNAL PLAN)*
STA. 805+39.6, 43.0' RT.

PULL BOX, 36" *(SEE SIGNAL PLAN)*
STA. 805+32.9, 53.4' RT.

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT
(TO BE REMOVED)

PROP. TRAFFIC SIGNAL CONDUITS *(SEE SIGNAL PLAN)*
W/ (1)-PROP. 12 STRAND FOC DROP CABLE
ENCASED IN TRENCH *(SEE SIGNAL PLAN)*

(1)-PROP. 4" HDPE CONDUIT
W/ PROP. (1)- CTCS 144 STRAND FOC INTERCONNECT
DIRECTIONALLY DRILLED = 318'

EX. AERIAL CTCS 144 STRAND
FOC INTERCONNECT
(TO REMAIN)

PROPOSED AERIAL SPLICE ENCLOSURE *(SEE SHEET P.631)*
STA. 806+56.0, 43.0' RT.

EX. DUKE UTILITY POLE, N8-14 *(SEE ROADWAY PLAN SHEET)*
W/ (1)-CONDUIT RISER (FOR PROP. 144 STRAND FOC INTERCONNECT AND 12 STRAND FOC DROP CABLE)
STA. 806+47.5, 41.6' RT.

PULL BOX, 36"
STA. 806+44.3, 42.9.

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT
(TO REMAIN)

EX. DUKE UTILITY POLE, N8-15
(SEE ROADWAY PLAN SHEET)
STA. 807+47.6, 41.6' RT.

HORIZONTAL
SCALE IN FEET
0 10 20 40

CTCS INTERCONNECT PLAN
STA. 803+50 TO STA. 808+50

DESIGN AGENCY
EMH&T

DESIGNER
JCR

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.620 | TOTAL 830

2021-0742

PROPOSED SIGNAL SUPPORT
W/ (1)-RELOCATED AUX CABINET
W/ (1)-RELOCATED LAYER 2 NETWORK SWITCH
W/ (2)-RELOCATED FO/ETHERNET TRANSCEIVERS
W/ (1)- RELOCATED TERMINATION PANEL, 12 FIBER
STA. 6+05.5, 44.3' LT.

AERIAL CTCS 144 STRAND FOC INTERCONNECT
OVERHEAD = 10'

WOOD POLE
W/(1)-CONDUIT RISER (FOR 144 STRAND FOC INTERCONNECT)
STA. 5+97.4, 50.0' LT.

(1)-PROP. 3" PVC CONDUIT W/ (1)-CTSC 144 STRAND FOC INTERCONNECT
ENCASED IN TRENCH = 5' (ES-2-1)

PULL BOX, 36"
W/ 100' OF SLACK (144-STRAND FIBER OPTIC CABLE)
STA. 5+92.4, 50.0' LT.

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT
(TO BE REMOVED)

EX. AERIAL SPLICE ENCLOSURE *(REMOVE)*
STA. 6+03.6, 52.4' LT.

EX. TRAFFIC SUPPORT *(REMOVE)*
(SEE SIGNAL PLAN)

AERIAL CTCS 144 STRAND FOC INTERCONNECT
AERIAL CTCS 12 STRAND FOC DROP CABLE
OVERHEAD = 102'

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT
(RELOCATED TO PROPOSED AERIAL SPLICE ENCLOSURE)

EX. TRAFFIC SUPPORT *(REMOVE)*
(SEE SIGNAL PLAN)

EX. DUKE UTILITY POLE, N8-150 *(TO REMAIN)*
STA. 7+07.8, 38.0' LT.

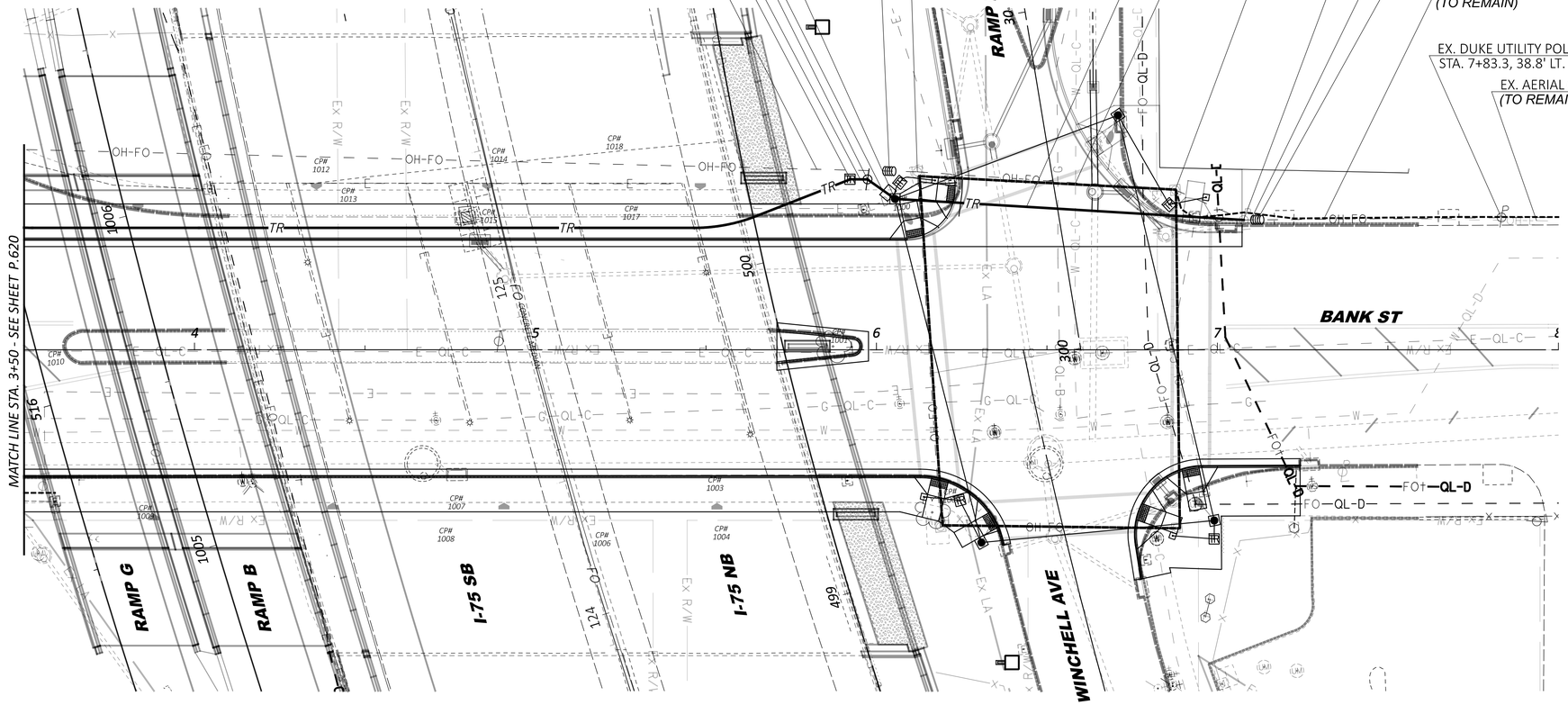
AERIAL CTCS 144 STRAND FOC INTERCONNECT
AERIAL CTCS 12 STRAND FOC DROP CABLE
OVERHEAD = 5'

PROP. AERIAL SPLICE ENCLOSURE *(SEE SHEET P.632)*
STA. 7+12.1, 38.2' LT.

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT
(TO REMAIN)

EX. DUKE UTILITY POLE, N8-111 *(TO REMAIN)*
STA. 7+83.3, 38.8' LT.

EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT
(TO REMAIN)



HORIZONTAL SCALE IN FEET
0 10 20 40

CTCS INTERCONNECT PLAN
STA. 3+50 TO STA. 8+00

HAM-IR 75-1.95

MODEL: BLP_Banks-12 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:33:00 PM USER: jreifeis
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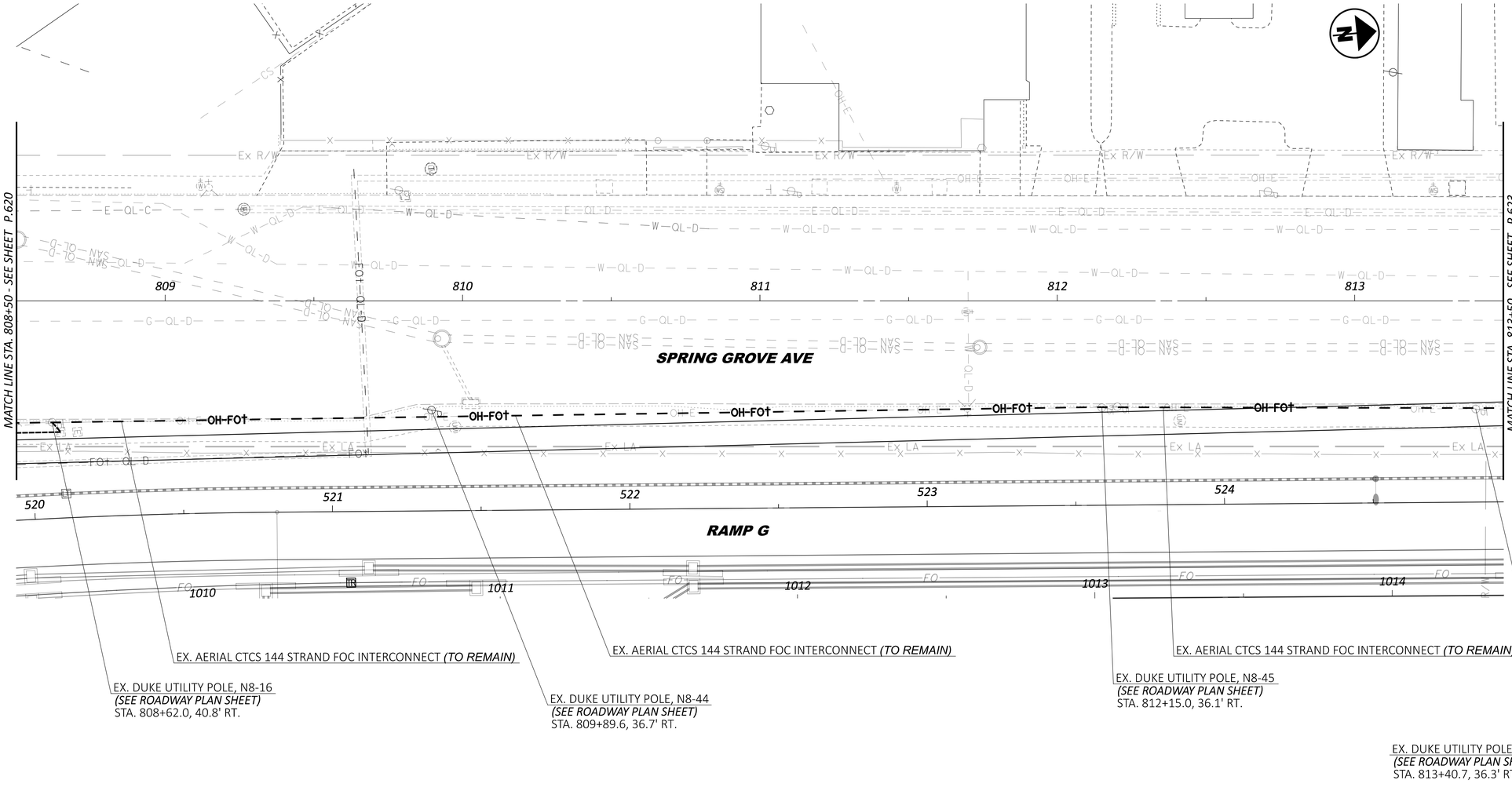
DESIGN AGENCY
EMH&T

DESIGNER
JCR

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.621 | TOTAL 830



CTCS INTERCONNECT PLAN
STA. 808+50 TO 813+50

HORIZONTAL SCALE IN FEET
0 10 20 40

HAM-IR 75-1.95

MODEL: CLP_SPRINGGROVE-1 - Plan 3 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:29:31 PM USER: mrahall
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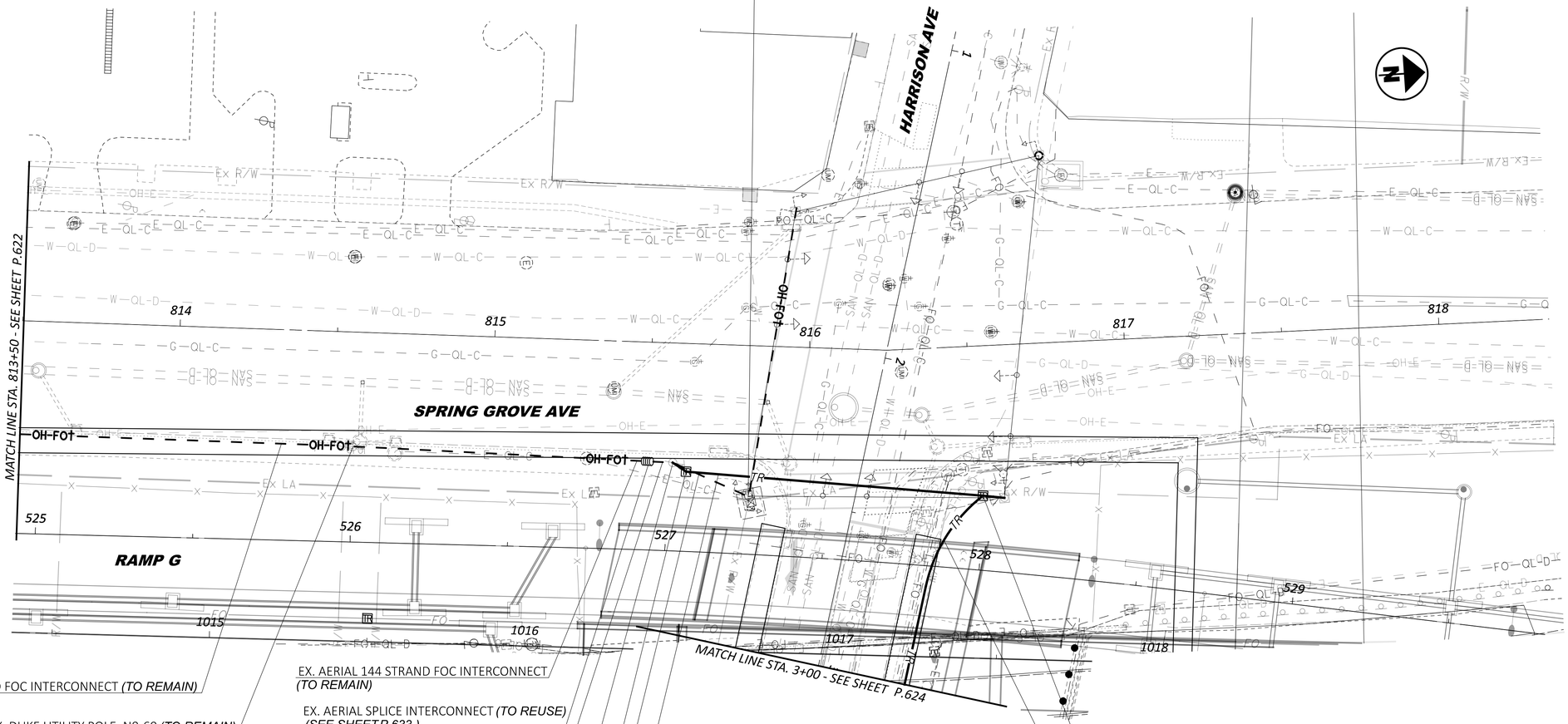
DESIGN AGENCY: EMHT
DESIGNER: JCR
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.622 TOTAL: 830

2021-0742

EX. SIGNAL SUPPORT *(TO REMAIN)*
W/ (1)-AUX CABINET *(TO REMAIN)*
W/ (1)-LAYER 2 NETWORK SWITCH *(TO REMAIN)*
W/ (2)-F/O ETHERNET TRANSCEIVERS *(TO REMAIN)*
W/ (1)-TERMINATION PANEL, 12 FIBER *(TO REMAIN)*



EX. AERIAL CTCS 144 STRAND FOC INTERCONNECT *(TO REMAIN)*

EX. DUKE UTILITY POLE, N8-60 *(TO REMAIN)*
STA. 814+56.1, 36.4' RT.

EX. AERIAL 144 STRAND FOC INTERCONNECT *(TO REMAIN)*

EX. AERIAL SPLICE INTERCONNECT *(TO REUSE)* *(SEE SHEET P.633)*
STA. 815+49.8, 37.8' RT.

(1)-PROP. AERIAL 144 STRAND FOC INTERCONNECT
(1)-EX. AERIAL 12 STRAND FOC DROP CABLE *(TO REMAIN)*

EX. DUKE UTILITY POLE, N8-62 *(TO REMAIN)*
W/ (1)-CONDUIT RISER (FOR 144 STRAND FOC INTERCONNECT)
STA. 815+57.8, 38.0' RT.

PULL BOX, 36"
W/ 100' OF SLACK (144-STRAND FIBER OPTIC CABLE)
STA. 815+62.1, 40.7' RT.

EX. AERIAL 12 STRAND FOC DROP CABLE *(TO REMAIN)*

(1)-PROP. 4" HDPE CONDUIT
W/ PROP. (1)-144 STRAND FOC INTERCONNECT
DIRECTIONALLY DRILLED = 95'

PULL BOX, 36"
STA. 816+52.9, 47.6' RT.

(1)-PROP. 3" PVC CONDUIT
W/ PROP. (1)-144 STRAND FOC INTERCONNECT
ENCASED IN TRENCH = 514' (ES-2-1)

HORIZONTAL SCALE IN FEET
0 10 20 40

CTCS INTERCONNECT PLAN
STA. 813+50 TO STA. 818+25

DESIGN AGENCY
EMH&T

DESIGNER
JCR

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.623 TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_SPRINGGROVE-1 - Plan 4 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:39:51 PM USER: jreifeis
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MODEL: CLP_HARRISON-3 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 8:00:08 AM USER: Mjolly
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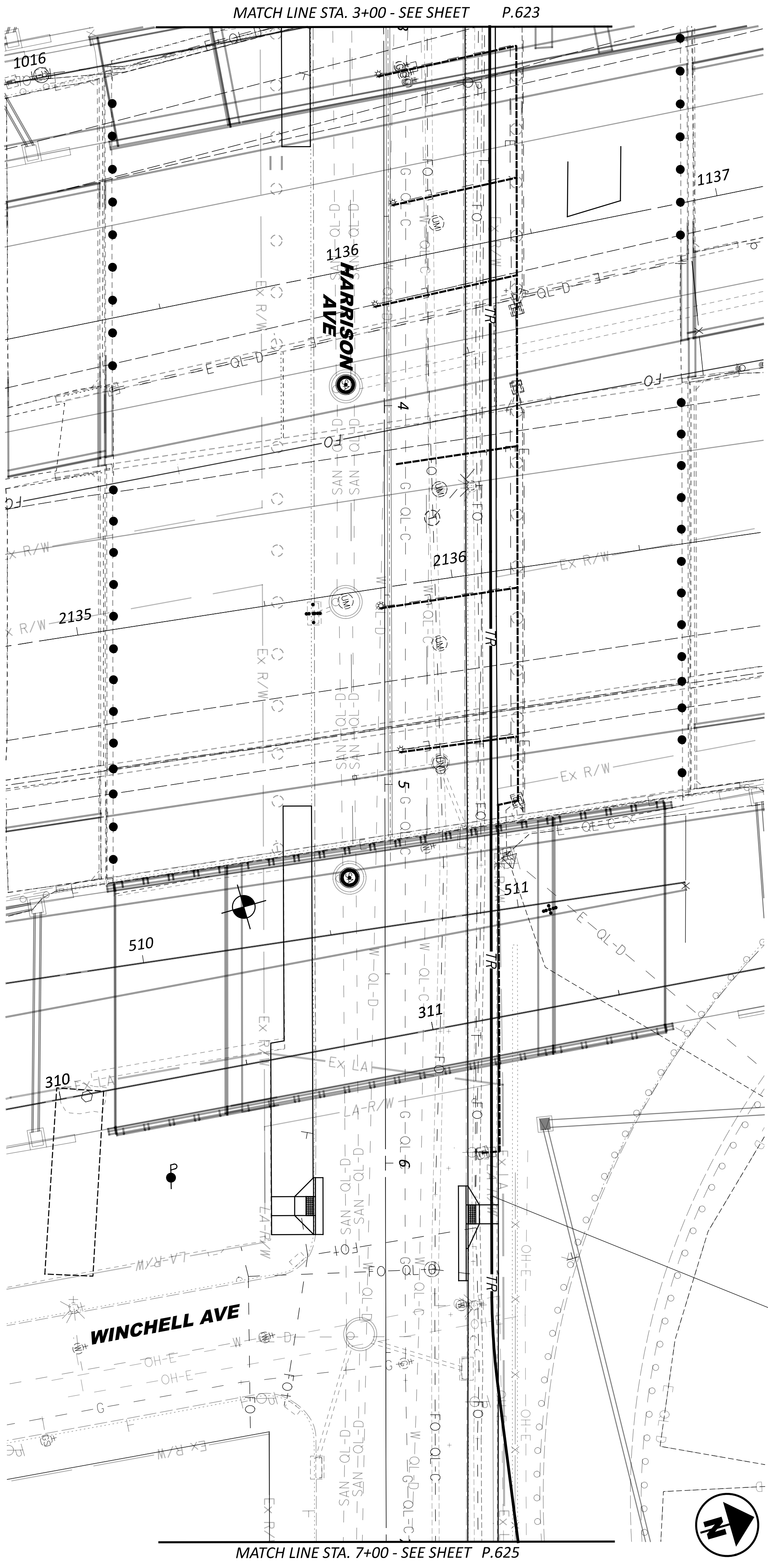


CTCS INTERCONNECT PLAN
STA. 3+00 TO STA. 7+00

HORIZONTAL SCALE IN FEET
0 20
10 40

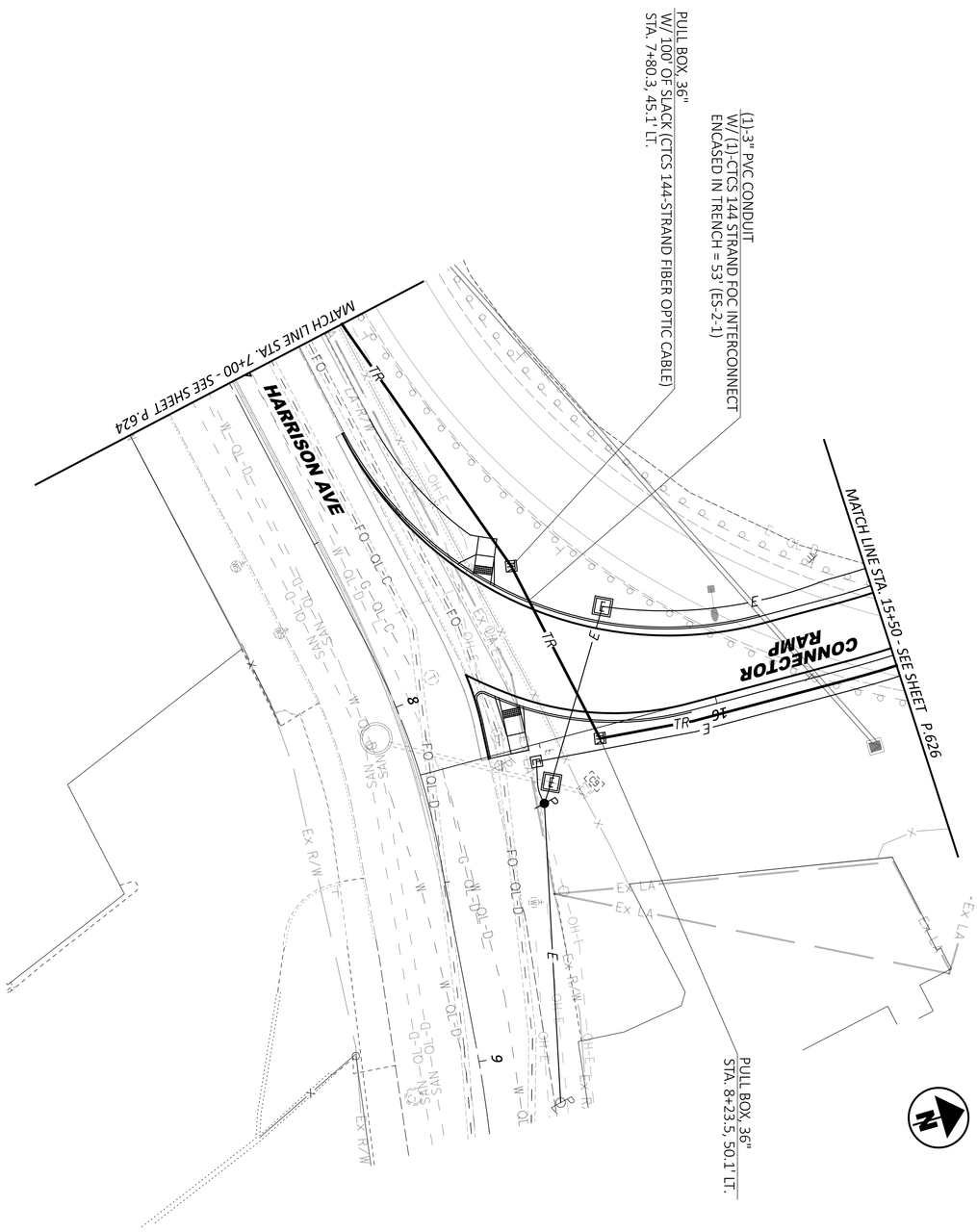
SHEET	TOTAL
P.624	830

PROJECT ID: 114161

REVIEWER: DRM 11/01/26

DESIGNER: JCR

DESIGN AGENCY: EMH&T



CTCS INTERCONNECT PLAN
STA. 7+00 TO STA. 9+25

HORIZONTAL SCALE IN FEET
0 20
10 40

DESIGNER JCR
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.625 TOTAL 830
DESIGN AGENCY EMH&T

MODEL: BLP_LOCAL - Plan 18 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:41:22 PM USER: jreifeis
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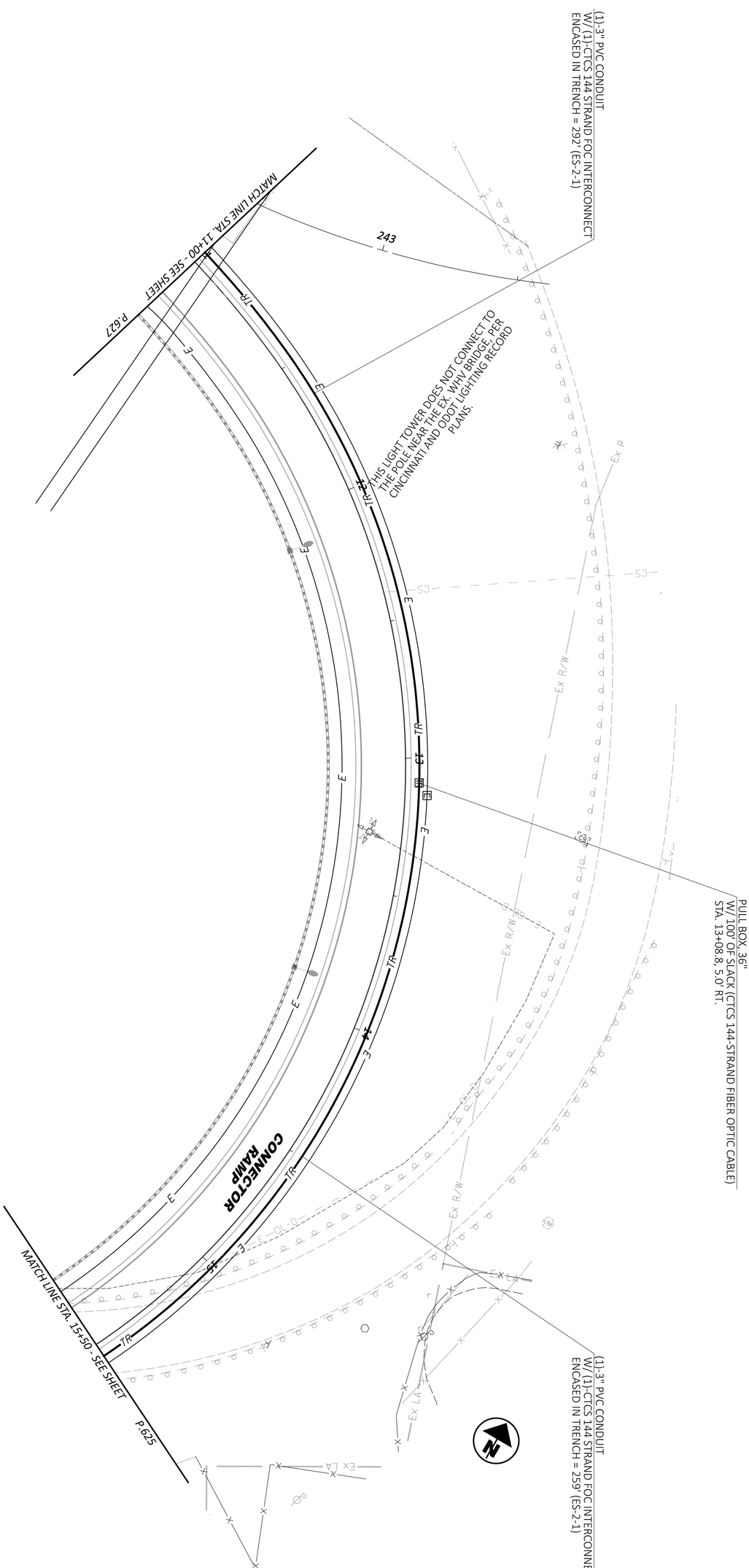

SHEET	TOTAL
P.626	830

PROJECT ID: 114161

REVIEWER: DRM 11/01/26

DESIGNER: JCR

DESIGN AGENCY: EMH&T

CTCS INTERCONNECT PLAN
STA. 11+00 TO STA. 15+50

HORIZONTAL SCALE IN FEET

0 20
10 40

MODEL: CLP_WHV4 - Plan 16 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:45:23 PM USER: jreifeis
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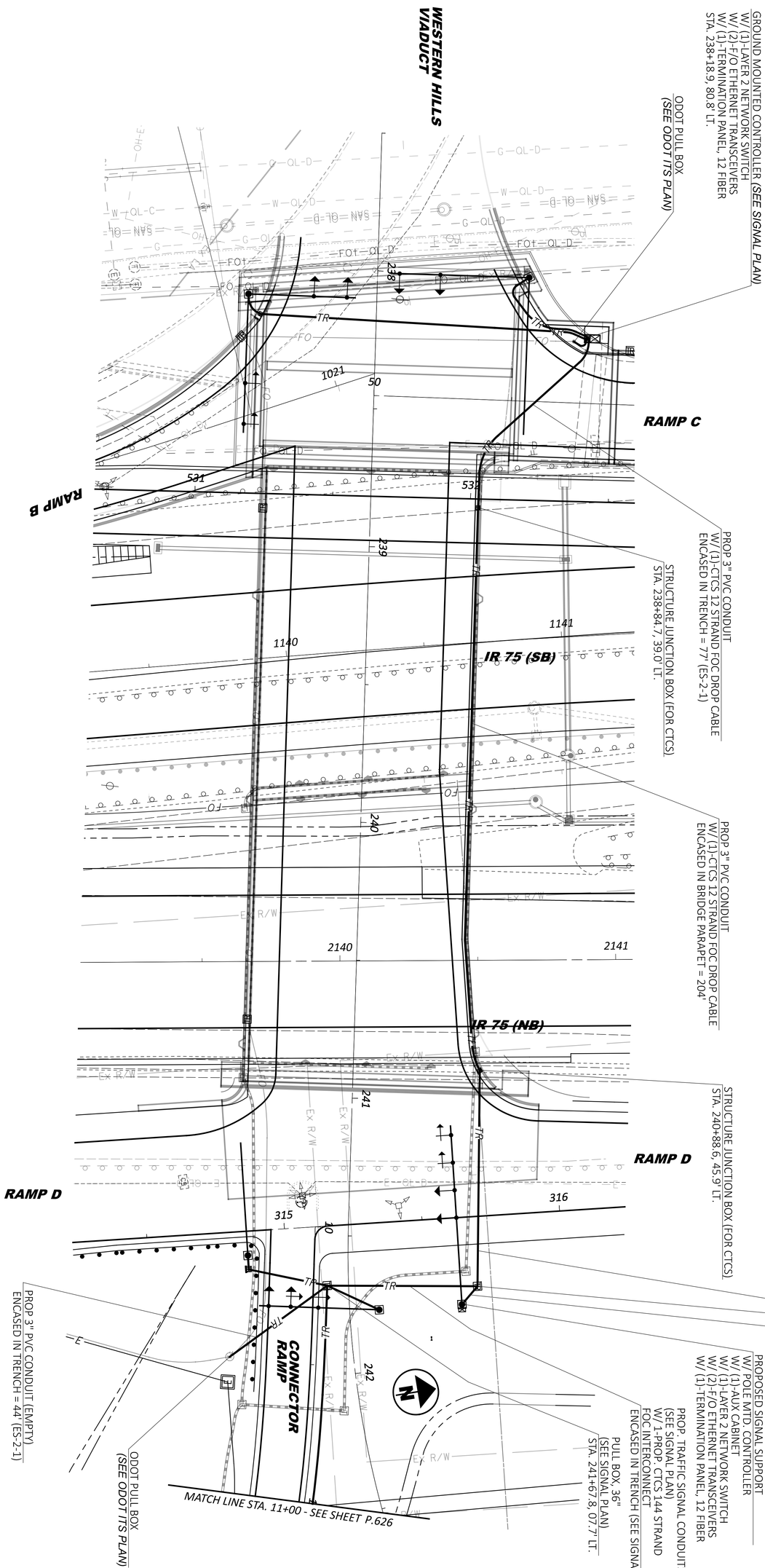

DESIGNER	REVIEWER	PROJECT ID	SHEET	TOTAL
JCR	DRM 11/01/26	114161	P.627	830

DESIGN AGENCY: EMH&T

CTCS INTERCONNECT PLAN
STA. 237+50 TO STA. 11+00

HORIZONTAL SCALE IN FEET
0 20
10 40

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 3:51:00 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_PenC.tbl USER: jreifeis@emht.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.00.205
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HAM-IR 75-1.95

TO CONTROLER CABINET
INTERSECTION F-023
SEE SHEET P.629

EX. 12 STRAND DROP

BLUE TUBE

BLUE TUBE (WEST)

BLUE TUBE (EAST)

BLUE TUBE (SOUTH)

LEGEND

- FIBER PATCH CABLES T/R STANDARD
- FIBER PATCH CABLES R/T CROSSOVER
- CAT 5E CABLE
- PATCH PANEL
- EXISTING/PROPOSED FIBER OR BUFFER TUBE LEFT COILED IN SPLICE ENCLOSURE
- FUSION SPLICE– SINGLE FIBER
- EX. FUSION SPLICE– SINGLE FIBER
- FUSION SPLICE– 12 FIBER BUFFER TUBE
- EX. FUSION SPLICE– 12 FIBER BUFFER TUBE
- LH/ZX — GBIC OPTICAL TRANSCEIVER LH–SHORT HAUL LED ZX–LONG HAUL LASER
- 8P8C CONNECTOR

EX. 144 STRAND FOC

BLUE TUBE
ORANGE TUBE
GREEN TUBE
BROWN TUBE
SLATE TUBE
WHITE TUBE
RED TUBE
BLACK TUBE
YELLOW TUBE
VIOLET TUBE
ROSE TUBE
AQUA TUBE

TO INTERSECTION# D-041:
DALTON AVE. AT FINDLAY ST.

EX. 144 STRAND FOC

TO INTERSECTION# F-051:
FINDLAY ST. AT WINCHELL AVE.

4 CABLE ENTRIES
12 FUSION SPLICES
11 COILED BUFFER TUBES
24 COILED FIBERS
11 BUFFER TUBES SPLICES

EX. DOME, 800 FUSION SPLICE,
AERIAL SPLICE ENCLOSURE

EX. 144 STRAND FOC

TO INTERSECTION# L-033:
LIBERTY ST. AT WESTERN AVE.

CTCS INTERCONNECT PLAN
FINDLAY ST. AT WESTERN AVE.: INTERSECTION# F-023

DESIGN AGENCY
EMHT

DESIGNER	JCR
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.628
TOTAL	830

FINDLAY ST. AT WESTERN AVE.
INTERSECTION# F-023

EX. 12 STRAND DROP

TO AERIAL SPLICE ENCLOSURE (SEE SHEET P.628)

EX. TRAFFIC SIGNAL CABINET ASSEMBLY

EX. LAYER 2 ETHERNET SWITCH

1 3 5 7
2 4 6 8
10/100 Mbs
9 10 11
1/2 1/2

ETHERNET SWITCH PORT DESTINATION:

PORT 9: INT# B-057: BANK ST. AT DALTON AVE. & SPRING GROVE AVE.

PORT 10: INT# L-033: LIBERTY ST. AT WESTERN AVE.

BLUE
ORANGE
GREEN
BROWN
SLATE
WHITE
RED
BLACK
YELLOW
VIOLET
ROSE
AQUA

BLUE TUBE

EX. TRAFFIC SIGNAL CONTROLLER

10/100 Mbs

EX. PATCH PANEL ENCLOSURE – 12 TERMINATION

PTZ

LEGEND

- FIBER PATCH CABLES T/R STANDARD
- FIBER PATCH CABLES R/T CROSSOVER
- CAT 5E CABLE
- PATCH PANEL
- EXISTING/PROPOSED FIBER OR BUFFER TUBE LEFT COILED IN SPLICE ENCLOSURE
- FUSION SPLICE– SINGLE FIBER
- EX. FUSION SPLICE– SINGLE FIBER
- FUSION SPLICE– 12 FIBER BUFFER TUBE
- EX. FUSION SPLICE– 12 FIBER BUFFER TUBE
- LH/ZX — GBIC OPTICAL TRANSCEIVER LH–SHORT HAUL LED ZX–LONG HAUL LASER
- 8P8C CONNECTOR

CTCS INTERCONNECT PLAN
FINDLAY ST. AT WESTERN AVE.: INTERSECTION# F-023

DESIGN AGENCY
EMH&T

DESIGNER JCR

REVIEWER DRM 11/01/26

PROJECT ID 114161

SHEET P.629 | TOTAL 830

FINDLAY ST. AT WESTERN AVE.
INTERSECTION# F-023

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:55:23 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_PenC.tbl USER: jjones@emht.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.00.205
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CTCS INTERCONNECT PLAN
DALTON AVE. AT FINDLAY ST.: INTERSECTON# D-041

EX. TRAFFIC SIGNAL CABINET ASSEMBLY

EX. LAYER 2 ETHERNET SWITCH

1 3 5 7 — 10/100 Mbs
2 4 6 8
9 10 11 — 1/G

ETHERNET SWITCH PORT DESTINATION:
PORT 9: INT# F-051: FINDLAY ST. AT WINCHELL AVE.
PORT 10: INT# H-012: HARRISON AVE. AT & SPRING GROVE AVE.

BLUE
ORANGE
GREEN
BROWN
SLATE
WHITE
RED
BLACK
YELLOW
VIOLET
ROSE
AQUA

BLUE TUBE

EX. TRAFFIC SIGNAL CONTROLLER

10/100 Mbs

EX. PATCH PANEL ENCLOSURE – 12 TERMINATION

PTZ

EX. 12 STRAND DROP

DROP: 144 STRAND FOC

BLUE TUBE
ORANGE TUBE
GREEN TUBE
BROWN TUBE
SLATE TUBE
WHITE TUBE
RED TUBE
BLACK TUBE
YELLOW TUBE
VIOLET TUBE
ROSE TUBE
AQUA TUBE

TO INTERSECTION# B-057:
BANK ST. AT DALTON AVE. & SPRING GROVE AVE.

BLUE TUBE

BLUE TUBE (NORTH)

BLUE TUBE (EAST)

BLUE
ORANGE
GREEN
BROWN
SLATE
WHITE
RED
BLACK
YELLOW
VIOLET
ROSE
AQUA

BLUE TUBE
ORANGE TUBE
GREEN TUBE
BROWN TUBE
SLATE TUBE
WHITE TUBE
RED TUBE
BLACK TUBE
YELLOW TUBE
VIOLET TUBE
ROSE TUBE
AQUA TUBE

EX. 144 STRAND FOC

TO INTERSECTION# F-023:
FINDLAY ST. AT WESTERN AVE.

3 CABLE ENTRIES
10 FUSION SPLICES
16 COILED FIBERS
11 BUFFER TUBES SPLICES

EX. DOME, 288 FUSION SPLICE, UNDERGROUND SPLICE ENCLOSURE

LEGEND

- FIBER PATCH CABLES T/R STANDARD
- FIBER PATCH CABLES R/T CROSSOVER
- CAT 5E CABLE
- PATCH PANEL
- EXISTING/PROPOSED FIBER OR BUFFER TUBE LEFT COILED IN SPLICE ENCLOSURE
- FUSION SPLICE– SINGLE FIBER
- EX. FUSION SPLICE– SINGLE FIBER
- FUSION SPLICE– 12 FIBER BUFFER TUBE
- EX. FUSION SPLICE– 12 FIBER BUFFER TUBE
- LH/ZX — GBIC OPTICAL TRANSCEIVER LH–SHORT HAUL LED ZX–LONG HAUL LASER
- 8P8C CONNECTOR

DALTON AVE. AT FINDLAY ST.
INTERSECTION# D-041

DESIGN AGENCY: EMH&T

DESIGNER	JCR
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET / TOTAL	P.630 / 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:55:28 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_PenC.tbl USER: jjones@emht.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.00.205
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2021-0742

TRAFFIC SIGNAL CABINET ASSEMBLY

LAYER 2 ETHERNET SWITCH

1 3 5 7
2 4 6 8
10/100 Mbs
9 10 11
UP UP

ETHERNET SWITCH PORT DESTINATION:
PORT 9: INT# F-023: FINDLAY ST. AS WESTERN AVE.
PORT 10: INT# B-061: BANK ST. WINCHELL AVE.

TRAFFIC SIGNAL CONTROLLER
Proposed

10/100 Mbs

PATCH PANEL ENCLOSURE – 12 TERMINATION

BLUE TUBE

BLUE
ORANGE
GREEN
BROWN
SLATE
WHITE
RED
BLACK
YELLOW
VIOLET
ROSE
AQUA

12 STRAND DROP

PTZ

LEGEND

- FIBER PATCH CABLES T/R STANDARD
- FIBER PATCH CABLES R/T CROSSOVER
- CAT 5E CABLE
- PATCH PANEL
- EXISTING/PROPOSED FIBER OR BUFFER TUBE LEFT COILED IN SPLICE ENCLOSURE
- FUSION SPLICE– SINGLE FIBER
- EX. FUSION SPLICE– SINGLE FIBER
- FUSION SPLICE– 12 FIBER BUFFER TUBE
- EX. FUSION SPLICE– 12 FIBER BUFFER TUBE
- LH/ZX GBIC OPTICAL TRANSCEIVER LH–SHORT HAUL LED ZX–LONG HAUL LASER
- 8P8C CONNECTOR

EX. 144 STRAND FOC

TO INTERSECTION# H-012:
HARRISON AVE. AT SPRING GROVE AVE.

BLUE TUBE
ORANGE TUBE
GREEN TUBE
BROWN TUBE
SLATE TUBE
WHITE TUBE
RED TUBE
BLACK TUBE
YELLOW TUBE
VIOLET TUBE
ROSE TUBE
AQUA TUBE

BLUE TUBE (NORTH)
BLUE TUBE (EAST)
BLUE TUBE (SOUTH)

PROP. 144 STRAND FOC

TO INTERSECTION# B-061:
BANK ST. AT WINCHELL AVE.

4 CABLE ENTRIES
12 FUSION SPLICES
11 COILED BUFFER TUBES
24 COILED FIBERS
11 BUFFER TUBES PASSED THROUGH UNSPLICED

PROP. DOME, 800 FUSION SPLICE, AERIAL SPLICE ENCLOSURE

PROP. 144 STRAND FOC

TO INTERSECTION# D-041:
DALTON AVE. AT FINDLAY ST.

BANK ST. AT DALTON AVE. & SPRING GROVE AVE.
INTERSECTION# B-057

CTCS INTERCONNECT PLAN
BANK ST. AT DALTON AVE. & SPRING GROVE AVE.: INTERSECTION# B-057

DESIGN AGENCY: EMH&T
DESIGNER: JCR
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.631 TOTAL: 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:55:33 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_PenC.tbl USER: jjones@emht.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.00.205
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TRAFFIC SIGNAL CABINET ASSEMBLY

LAYER 2 ETHERNET SWITCH

1 3 5 7 — 10/100 Mbs

2 4 6 8

9 10 11 — 1/E

ETHERNET SWITCH PORT DESTINATION:
PORT 9: INT# B-003: BANK ST. AT FREEMAN AVE.
PORT 10: INT# B-057: BANK ST. AT DALTON AVE. & SPRING GROVE AVE.

BLUE
ORANGE
GREEN
BROWN
SLATE
WHITE
RED
BLACK
YELLOW
VIOLET
ROSE
AQUA

BLUE TUBE

12 STRAND DROP

TRAFFIC SIGNAL CONTROLLER Proposed

10/100 Mbs

PATCH PANEL ENCLOSURE – 12 TERMINATION

PTZ

BLUE TUBE

BLUE TUBE (WEST)

BLUE TUBE (EAST)

BLUE TUBE
ORANGE TUBE
GREEN TUBE
BROWN TUBE
SLATE TUBE
WHITE TUBE
RED TUBE
BLACK TUBE
YELLOW TUBE
VIOLET TUBE
ROSE TUBE
AQUA TUBE

PROP. 144 STRAND FOC

EX. 144 STRAND FOC

TO INTERSECTION# B-057:
BANK ST. AT DALTON AVE. & SPRING GROVE AVE.

TO INTERSECTION# B-003:
BANK ST. AT FREEMAN AVE.

3 CABLE ENTRIES
10 FUSION SPLICES
16 COILED FIBERS
11 BUFFER TUBE SPLICES

PROP. DOME, 800 FUSION SPLICE, AERIAL SPLICE ENCLOSURE

LEGEND

- FIBER PATCH CABLES T/R STANDARD
- FIBER PATCH CABLES R/T CROSSOVER
- CAT 5E CABLE
- PATCH PANEL
- EXISTING/PROPOSED FIBER OR BUFFER TUBE LEFT COILED IN SPLICE ENCLOSURE
- FUSION SPLICE– SINGLE FIBER
- EX. FUSION SPLICE– SINGLE FIBER
- FUSION SPLICE– 12 FIBER BUFFER TUBE
- EX. FUSION SPLICE– 12 FIBER BUFFER TUBE
- LH/ZX — GBIC OPTICAL TRANSCEIVER LH–SHORT HAUL LED ZX–LONG HAUL LASER
- 8P8C CONNECTOR

CTC INTERCONNECT
BANK ST. AT WINCHELL AVE.: INTERSECTION# B-061

DESIGN AGENCY: EMH&T

DESIGNER: JCR
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.632 | TOTAL: 830

BANK ST. AT WINCHELL AVE.
INTERSECTION# B-061

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:55:39 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_PenC.tbl USER: jjones@emht.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.00.205
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2021-0742

EX. TRAFFIC SIGNAL CABINET ASSEMBLY

LAYER 2 ETHERNET SWITCH

1 3 5 7 2 4 6 8 10/100 Mbs

9 10 11 1/2

ETHERNET SWITCH PORT DESTINATION:

PORT 9: INT# W-000: WESTERN HILLS VIADUCT AT I-75 NORTHBOND RAMPS

PORT 10: INT# D-041: DALTON AVE. AT FINDLAY ST.

BLUE
ORANGE
GREEN
BROWN
SLATE
WHITE
RED
BLACK
YELLOW
VIOLET
ROSE
AQUA

BLUE TUBE

EX. TRAFFIC SIGNAL CONTROLLER

10/100 Mbs

EX. PATCH PANEL ENCLOSURE – 12 TERMINATION

PTZ

EX. 12 STRAND DROP

BLUE TUBE

BLUE TUBE (SOUTH)

BLUE TUBE (EAST)

BLUE_TUBE
ORANGE_TUBE
GREEN_TUBE
BROWN_TUBE
SLATE_TUBE
WHITE_TUBE
RED_TUBE
BLACK_TUBE
YELLOW_TUBE
VIOLET_TUBE
ROSE_TUBE
AQUA_TUBE

PROP. 144 STRAND FOC

TO INTERSECTION# W-000:
WESTERN HILLS VIADUCT AT I-75 NORTHBOUND RAMPS

3 CABLE ENTRIES
10 FUSION SPLICES
16 COILED FIBERS
11 BUFFER TUBE SPLICES

EX. 144 STRAND FOC

EX. DOME, 800 FUSION SPLICE, AERIAL SPLICE ENCLOSURE

TO INTERSECTION# B-057:
BANK ST. AT DALTON AVE. & SPRING GROVE AVE.

LEGEND

- FIBER PATCH CABLES T/R STANDARD
- FIBER PATCH CABLES R/T CROSSOVER
- CAT 5E CABLE
- PATCH PANEL
- EXISTING/PROPOSED FIBER OR BUFFER TUBE LEFT COILED IN SPLICE ENCLOSURE
- FUSION SPLICE– SINGLE FIBER
- EX. FUSION SPLICE– SINGLE FIBER
- FUSION SPLICE– 12 FIBER BUFFER TUBE
- EX. FUSION SPLICE– 12 FIBER BUFFER TUBE
- LH/ZX GBIC OPTICAL TRANSCEIVER LH–SHORT HAUL LED ZX–LONG HAUL LASER
- 8P8C CONNECTOR

HARRISON AVE. AT SPRING GROVE AVE.
INTERSECTION# H-012

CTCS INTERCONNECT PLAN
HARRISON AVE. AT SPRING GROVE AVE.: INTERSECTION# H-012

DESIGN AGENCY: EMH&T
DESIGNER: JCR
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.633 | TOTAL: 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:55:44 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_PenC.tbl USER: jjones@emht.com WORKSPACE: OHDOT-CE02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.00.205
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2021-0742

TRAFFIC SIGNAL CABINET ASSEMBLY

LAYER 2 ETHERNET SWITCH

1 3 5 7
2 4 6 8
10/100 Mbs
9 10 11
LH LH

ETHERNET SWITCH PORT DESTINATION:

PORT 9: INT# H-012: HARRISON AVE. AT SPRING GROVE

PORT 10: INT# W-000: WESTERN HILLS VIADUCT AT I-75 SOUTHBOUND RAMPS

TRAFFIC SIGNAL CONTROLLER Proposed

10/100 Mbs

BLUE
ORANGE
GREEN
BROWN
SLATE
WHITE
RED
BLACK
YELLOW
VIOLET
ROSE
AQUA

BLUE TUBE

PATCH PANEL ENCLOSURE – 12 TERMINATION

12 STRAND DROP

PROP. 12 STRAND DROP

TO INTERSECTION# W-000:
WESTERN HILLS VIADUCT AT I-75 SOUTHBOUND RAMPS

BLUE TUBE

BLUE TUBE

BLUE TUBE (SOUTHWEST)

BLUE TUBE
ORANGE TUBE
GREEN TUBE
BROWN TUBE
SLATE TUBE
WHITE TUBE
RED TUBE
BLACK TUBE
YELLOW TUBE
VIOLET TUBE
ROSE TUBE
AQUA TUBE

PROP. 144 STRAND FOC

TO INTERSECTION# H-012:
HARRISON AVE. AT SPRING GROVE AVE.

3 CABLE ENTRIES
6 FUSION SPLICES
24 COILED FIBERS
11 COILED BUFFER TUBES

PROP. DOME, 800 FUSION SPLICE, UNDERGROUND SPLICE ENCLOSURE

LEGEND

- FIBER PATCH CABLES T/R STANDARD
- FIBER PATCH CABLES R/T CROSSOVER
- CAT 5E CABLE
- PATCH PANEL
- EXISTING/PROPOSED FIBER OR BUFFER TUBE LEFT COILED IN SPLICE ENCLOSURE
- FUSION SPLICE– SINGLE FIBER
- EX. FUSION SPLICE– SINGLE FIBER
- FUSION SPLICE– 12 FIBER BUFFER TUBE
- EX. FUSION SPLICE– 12 FIBER BUFFER TUBE
- LH/ZX — GBIC OPTICAL TRANSCEIVER LH–SHORT HAUL LED ZX–LONG HAUL LASER
- 8P8C CONNECTOR

HAM-IR 75-1.95

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CTCS INTERCONNECT PLAN
WESTERN HILLS VIADUCT AT I-75 NORTHBOUND RAMPS: INTERSECTION# W-000

WESTERN HILLS VIADUCT AT I-75 NORTHBOUND RAMPS
INTERSECTION# W-000

DESIGN AGENCY: EMHT

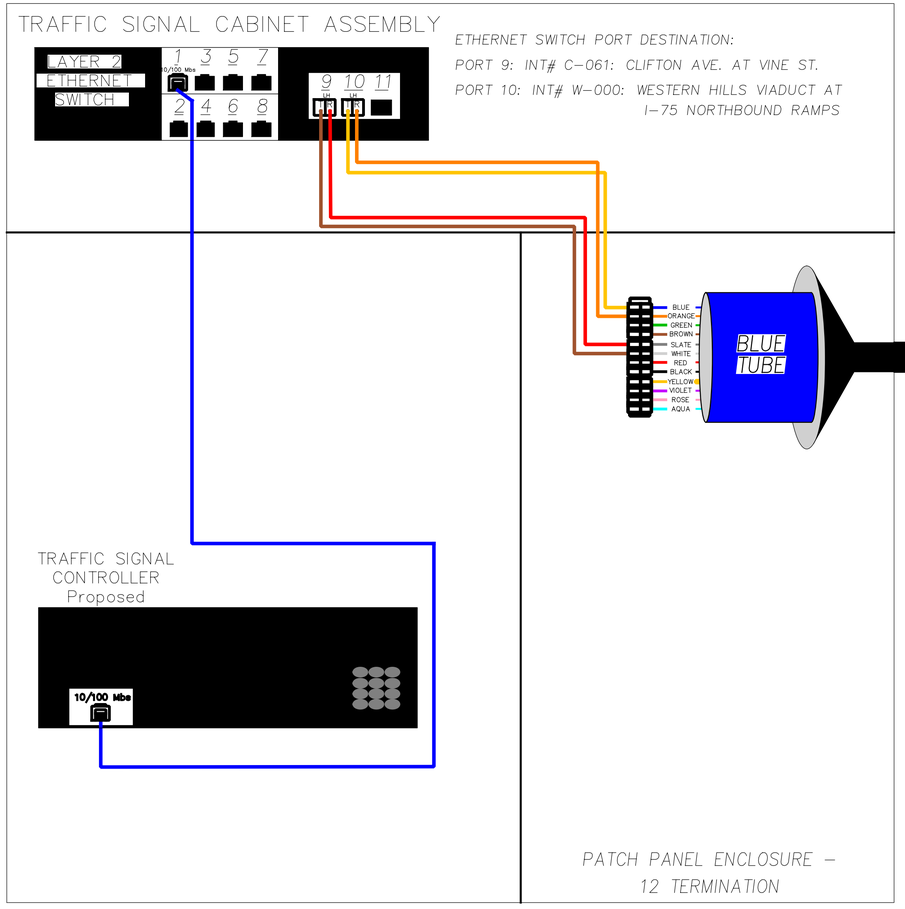
DESIGNER: JCR

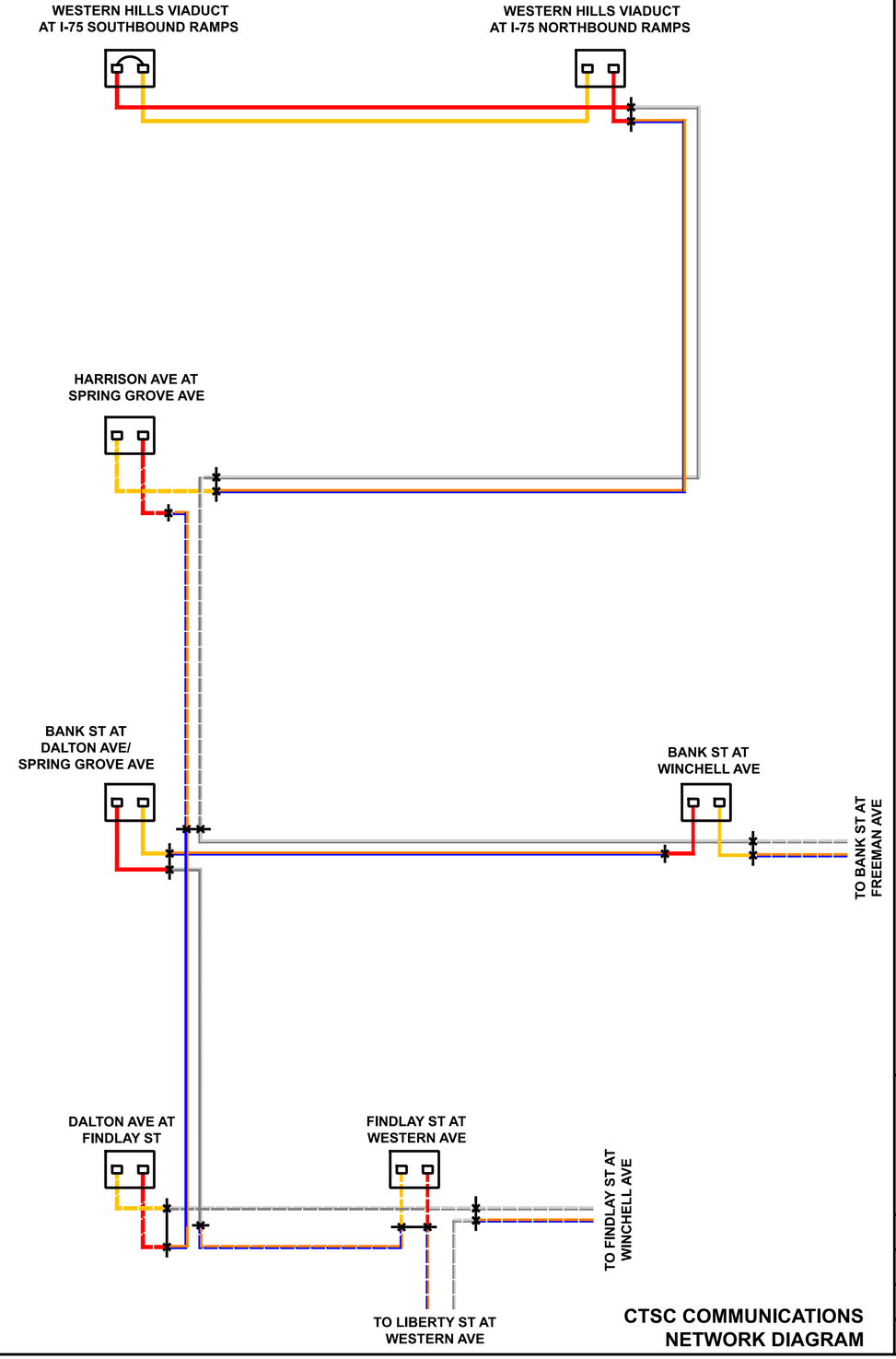
REVIEWER: DRM 11/01/26

PROJECT ID: 114161

SHEET: P.634 | TOTAL: 830

2021-0742





LEGEND

- FIBER PATCH CABLES T/R STANDARD
- FIBER PATCH CABLES R/T CROSSOVER
- CAT 5E CABLE
- PATCH PANEL
- EXISTING/PROPOSED FIBER OR BUFFER TUBE LEFT COILED IN SPLICE ENCLOSURE
- FUSION SPLICE- SINGLE FIBER
- EX. FUSION SPLICE- SINGLE FIBER
- FUSION SPLICE- 12 FIBER BUFFER TUBE
- EX. FUSION SPLICE- 12 FIBER BUFFER TUBE
- LH/ZX — GBIC OPTICAL TRANSCEIVER LH-SHORT HAUL LED ZX-LONG HAUL LASER
- 8P8C CONNECTOR

WESTERN HILLS VIADUCT AT I-75 SOUTHBOUND RAMPS
INTERSECTION# W-000

CTSC COMMUNICATIONS NETWORK DIAGRAM

CTCS INTERCONNECT PLAN
WESTERN HILLS VIADUCT AT I-75 SOUTHBOUND RAMPS: INTERSECTION# W-000

DESIGN AGENCY: EMH&T
DESIGNER: JCR
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.635 TOTAL: 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 1:55:54 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_PenC.tbl USER: jjones@emht.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.00.205
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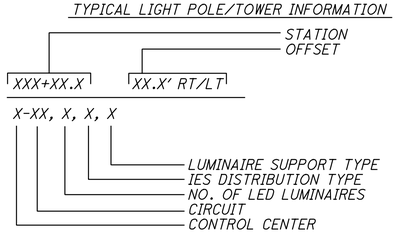
POWER SERVICE DATA								
POWER SERVICE	LINE VOLTAGE (VOLTS)	CONNECTED LOAD (KVA)	ENCLOSURE RATING (AMPS)	CIRCUIT NO.	CIRCUIT LOAD (AMPS)	CIRCUIT FUSE SIZE (AMPS)	CIRCUIT CABLE SIZE (AWG)	MAINTAINING AGENCY
CC-A								ODOT
CC-B								ODOT

(TO BE INCLUDED IN STAGE 3 SUBMITTAL)

TYPICAL LIGHT POLE/TOWER INFORMATION



PLAN LEGEND

	EXIST.	PROP
LIGHT POLE, W/ CONVENTIONAL LUMINAIRE		
LIGHT POLE, LOW MAST, W/ SYMMETRIC LUMINAIRE		
HIGH MAST UNIT W/ 4 SYMMETRIC LUMINAIRES		
UNDERPASS LUMINAIRE		
LIGHT POLE, POST TOP		
POWER SERVICE		
LIGHTING PULL BOX		
LIGHTING CONDUIT & CIRCUIT CABLE	-------	
LIGHTING DUCT CABLE	-------	

HORIZONTAL SCALE IN FEET
0 0 0 0

ODOT LIGHTING NOTES AND DETAILS

DESIGN AGENCY
EMH&T

DESIGNER
CJV

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.636 | TOTAL 830

2021-0742

HAM-IR 75-1.95

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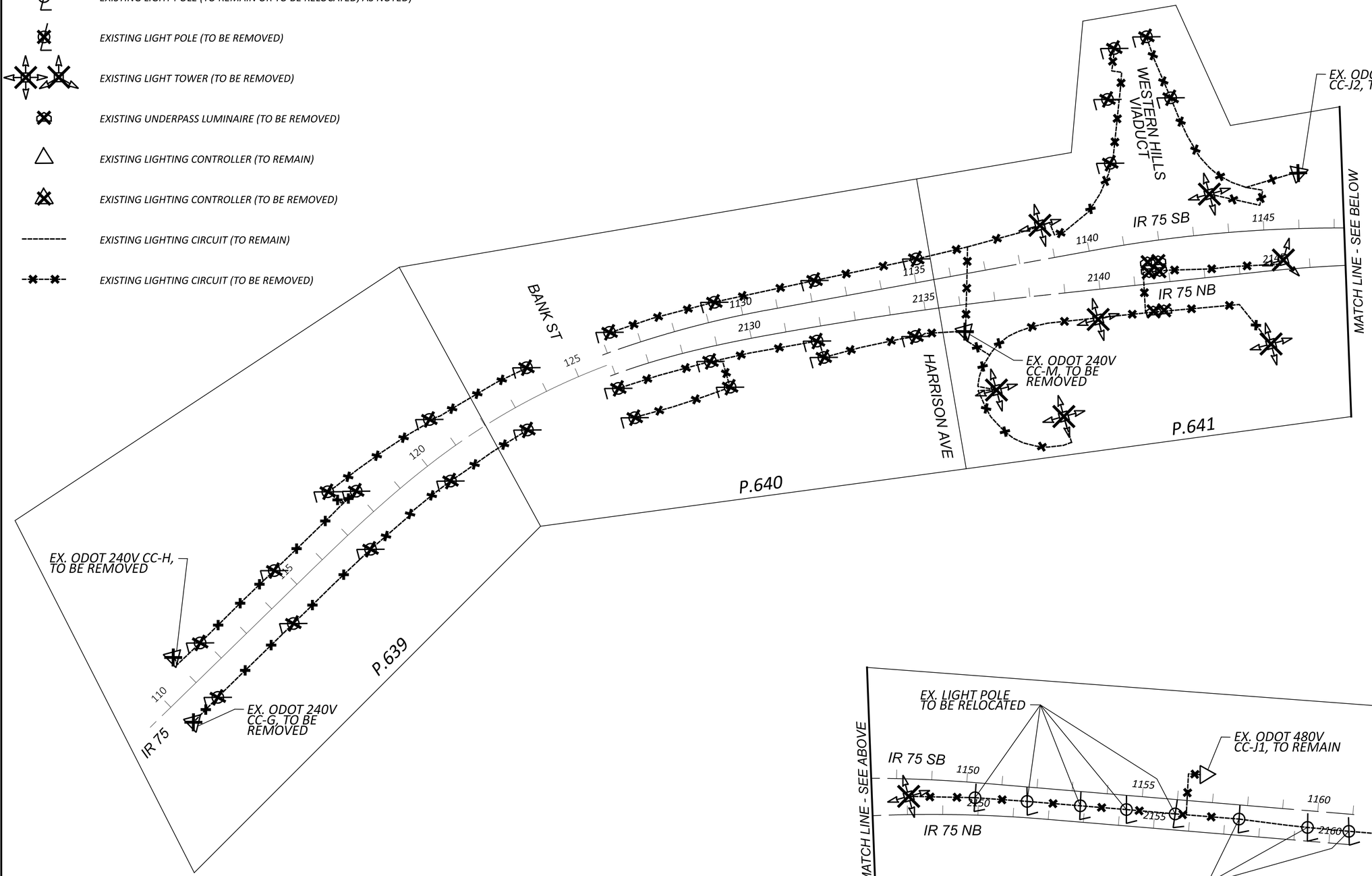
2021-0742

LEGEND

- *EXISTING LIGHT POLE (TO REMAIN OR TO BE RELOCATED, AS NOTED)*
- *EXISTING LIGHT POLE (TO BE REMOVED)*
- *EXISTING LIGHT TOWER (TO BE REMOVED)*
- *EXISTING UNDERPASS LUMINAIRE (TO BE REMOVED)*
- *EXISTING LIGHTING CONTROLLER (TO REMAIN)*
- *EXISTING LIGHTING CONTROLLER (TO BE REMOVED)*
- *EXISTING LIGHTING CIRCUIT (TO REMAIN)*
- *EXISTING LIGHTING CIRCUIT (TO BE REMOVED)*



HAM-IR 75-1.95

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HORIZONTAL SCALE IN FEET
0 0 0 0

ODOT EXISTING LIGHTING SCHEMATIC PLAN

DESIGN AGENCY
EMH&T

DESIGNER	CJV
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.637
TOTAL	830

2021-0742

HAM-IR 75-1.95

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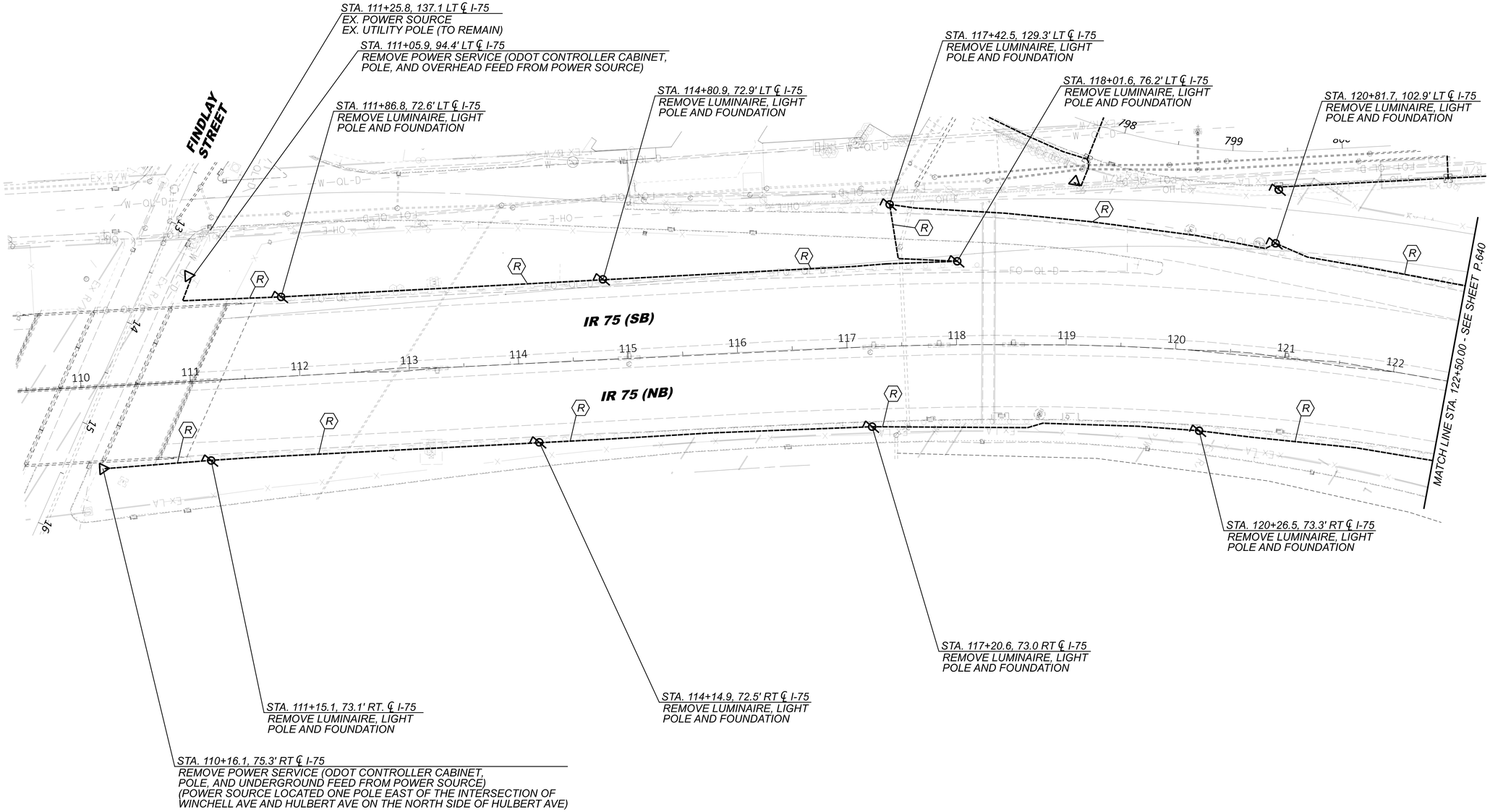
HORIZONTAL SCALE IN FEET
0 0 0 0

ODOT PROPOSED LIGHTING SCHEMATIC PLAN

DESIGN AGENCY
EMH&T

DESIGNER CJV
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.638 TOTAL 830

2021-0742



NOTES:

1. SEE P.636 FOR LIGHTING LEGEND.

2. LOCATIONS OF EXISTING LIGHTING FACILITIES BASED UPON THE AVAILABLE SURVEY INFORMATION AND THE DESIGN INFORMATION PRESENTED IN THE COMPLETED HAM-75-2.30 PROJECT. CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

3. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

CODED NOTES

Ⓡ *THE CONTRACTOR SHALL REMOVE ALL LIGHTING CABLES, INCLUDING BUT NOT LIMITED TO LIGHTING CIRCUIT CABLE, POWER SERVICE CABLE, AND ALL MISCELLANEOUS LIGHTING CABLES. THE EXISTING LIGHTING CONDUIT MAY BE ABANDONED IN PLACE, UNLESS IT CONFLICTS WITH ANY PROPOSED IMPROVEMENTS IN WHICH CASE IT SHALL BE REMVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.*

HORIZONTAL SCALE IN FEET
0 25 50 100

ODOT LIGHTING DEMOLITION PLAN - IR 75
STA. 110+00 TO STA. 122+50

DESIGN AGENCY
EMH&T

DESIGNER	CJV
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.639
TOTAL	830

HAM-IR 75-1.95

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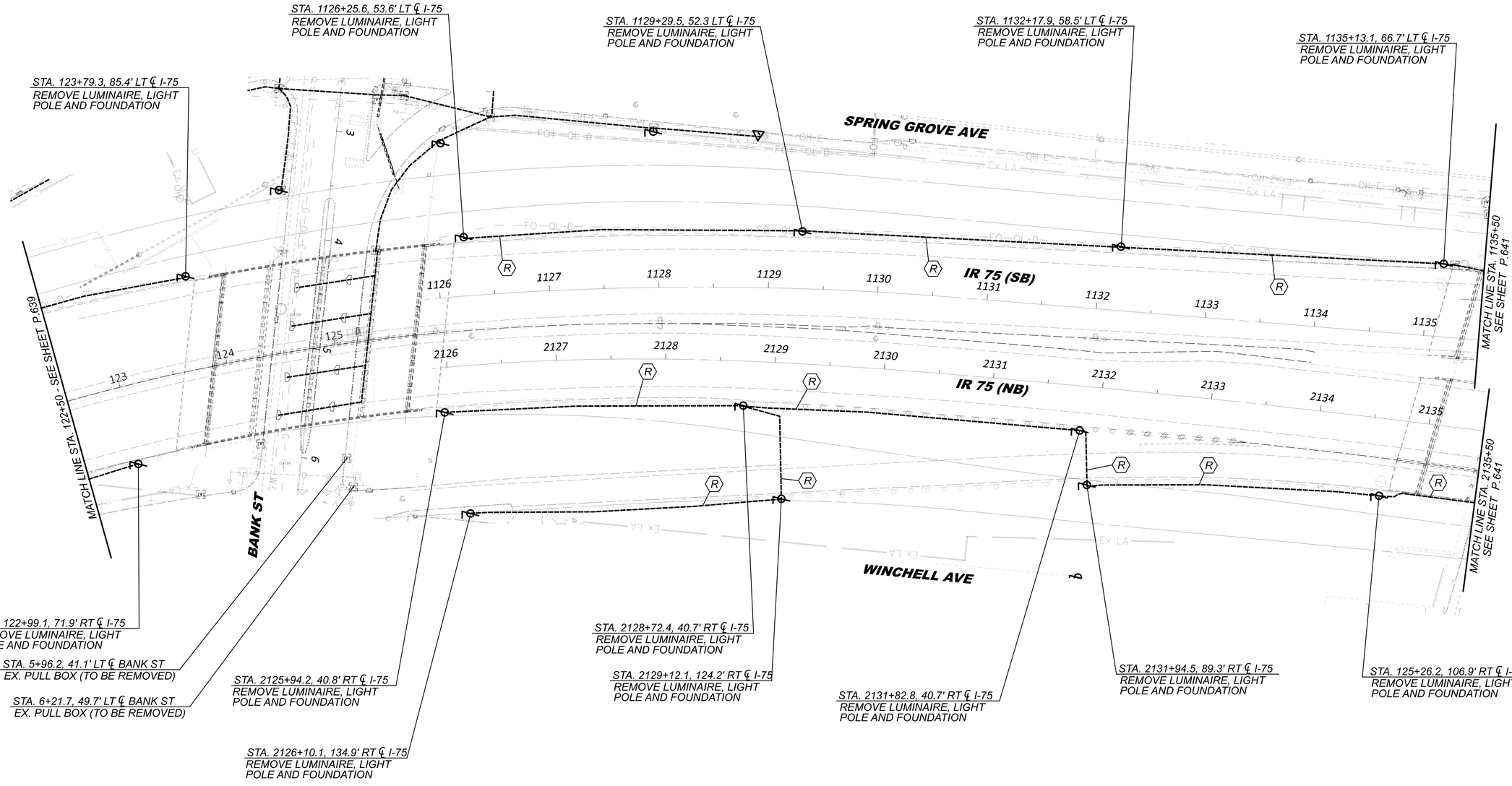

HORIZONTAL SCALE IN FEET
0 25 50 100

ODOT LIGHTING DEMOLITION PLAN - IR 75
STA. 122+50 TO STA. 1135+50

NOTES:

1. SEE P.636 FOR LIGHTING LEGEND.

2. LOCATIONS OF EXISTING LIGHTING FACILITIES BASED UPON THE AVAILABLE SURVEY INFORMATION AND THE DESIGN INFORMATION PRESENTED IN THE COMPLETED HAM-75-2.30 PROJECT. CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

3. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

CODED NOTES

(R) *THE CONTRACTOR SHALL REMOVE ALL LIGHTING CABLES, INCLUDING BUT NOT LIMITED TO LIGHTING CIRCUIT CABLE, POWER SERVICE CABLE, AND ALL MISCELLANEOUS LIGHTING CABLES. THE EXISTING LIGHTING CONDUIT MAY BE ABANDONED IN PLACE, UNLESS IT CONFLICTS WITH ANY PROPOSED IMPROVEMENTS IN WHICH CASE IT SHALL BE REMVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.*

DESIGN AGENCY
EMH&T

DESIGNER	CJV
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.640
TOTAL	830

HAM-IR 75-1.95

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NOTES:

1. SEE P.636 FOR LIGHTING LEGEND.

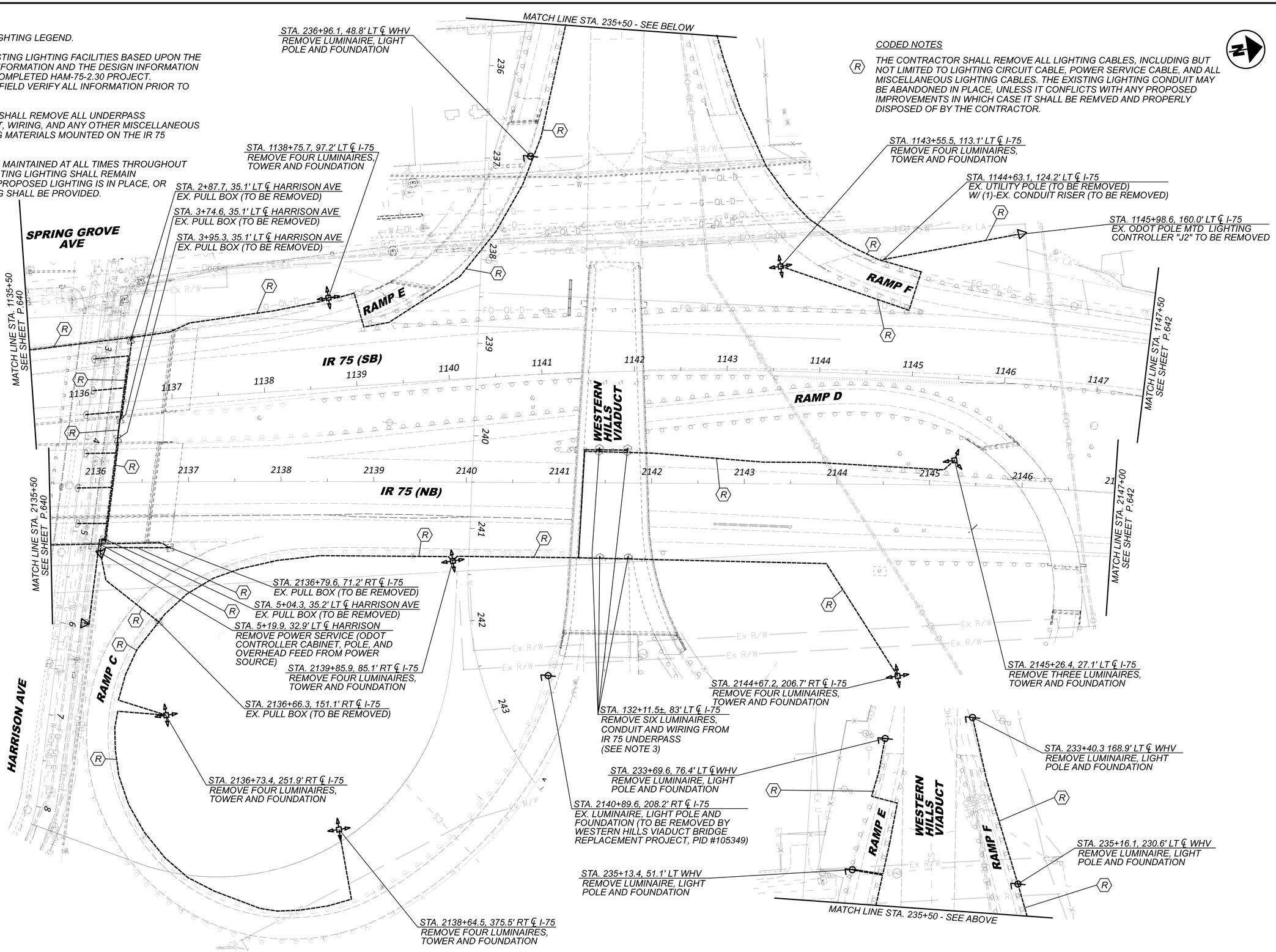
2. LOCATIONS OF EXISTING LIGHTING FACILITIES BASED UPON THE AVAILABLE SURVEY INFORMATION AND THE DESIGN INFORMATION PRESENTED IN THE COMPLETED HAM-75-2.30 PROJECT. CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

3. THE CONTRACTOR SHALL REMOVE ALL UNDERPASS WALLPACKS, CONDUIT, WIRING, AND ANY OTHER MISCELLANEOUS UNDERPASS LIGHTING MATERIALS MOUNTED ON THE IR 75 BRIDGE STRUCTURE.

4. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

CODED NOTES

(R) THE CONTRACTOR SHALL REMOVE ALL LIGHTING CABLES, INCLUDING BUT NOT LIMITED TO LIGHTING CIRCUIT CABLE, POWER SERVICE CABLE, AND ALL MISCELLANEOUS LIGHTING CABLES. THE EXISTING LIGHTING CONDUIT MAY BE ABANDONED IN PLACE, UNLESS IT CONFLICTS WITH ANY PROPOSED IMPROVEMENTS IN WHICH CASE IT SHALL BE REMVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.



HORIZONTAL SCALE IN FEET
0 25 50 100

ODOT LIGHTING DEMOLITION PLAN - IR 75
STA. 1135+50 TO STA. 1147+50

DESIGN AGENCY
EMH&T

DESIGNER CJV
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.641 TOTAL 830

HAM-IR 75-1.95

2021-0742
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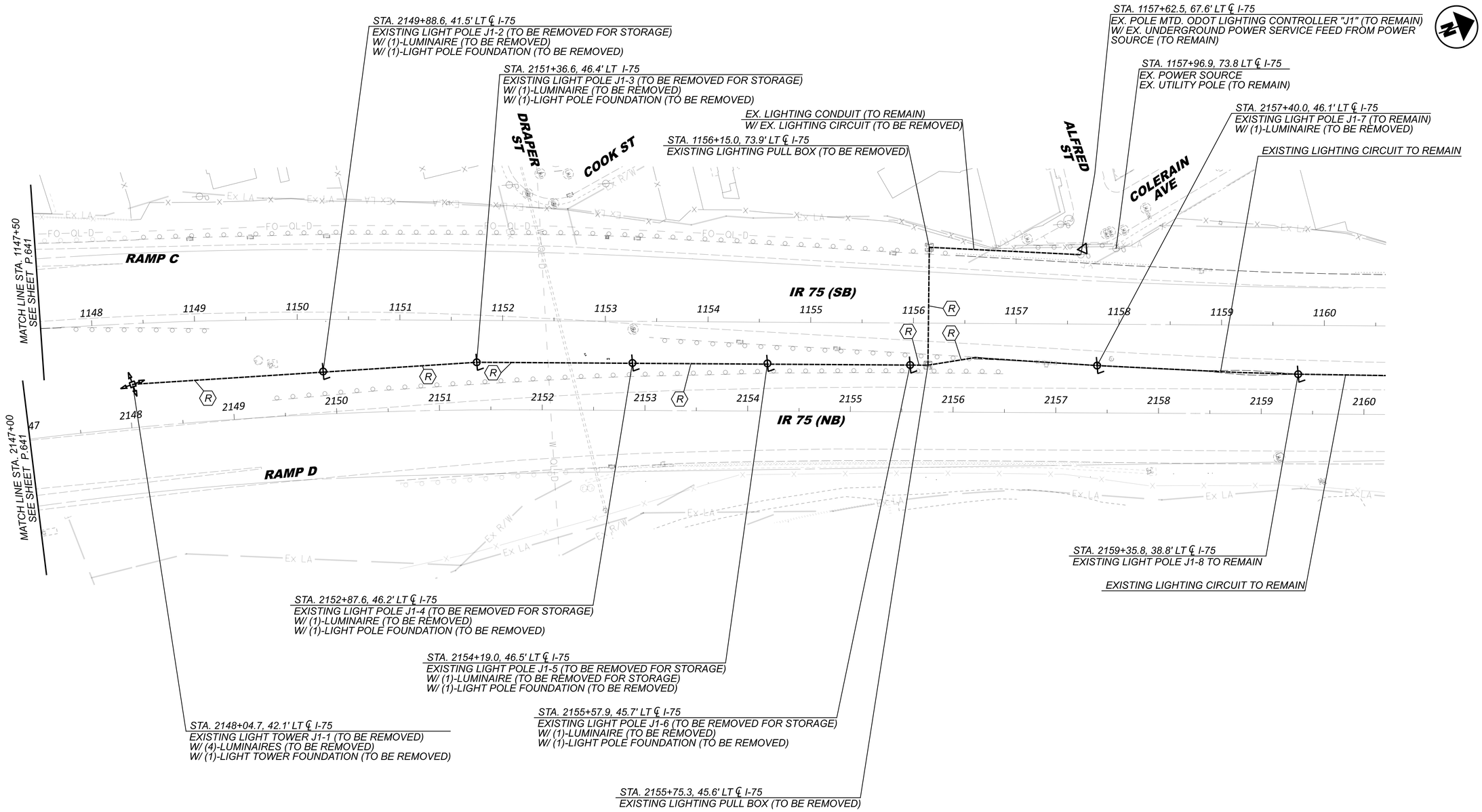

HORIZONTAL SCALE IN FEET
0 25 50 100

ODOT LIGHTING DEMOLITION PLAN - IR 75
STA. 1147+50 TO STA. 1160+50

NOTES:

1. SEE P.636 FOR LIGHTING LEGEND.

2. LOCATIONS OF EXISTING LIGHTING FACILITIES BASED UPON THE AVAILABLE SURVEY INFORMATION AND THE DESIGN INFORMATION PRESENTED IN THE COMPLETED HAM-75-2.30 PROJECT. CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

3. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

CODED NOTES

(R) THE CONTRACTOR SHALL REMOVE ALL LIGHTING CABLES, INCLUDING BUT NOT LIMITED TO LIGHTING CIRCUIT CABLE, POWER SERVICE CABLE, AND ALL MISCELLANEOUS LIGHTING CABLES. THE EXISTING LIGHTING CONDUIT MAY BE ABANDONED IN PLACE, UNLESS IT CONFLICTS WITH ANY PROPOSED IMPROVEMENTS IN WHICH CASE IT SHALL BE REMVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

DESIGN AGENCY
EMH&T

DESIGNER CJV
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.642 TOTAL 830

HAM-IR 75-1.95

2021-0742
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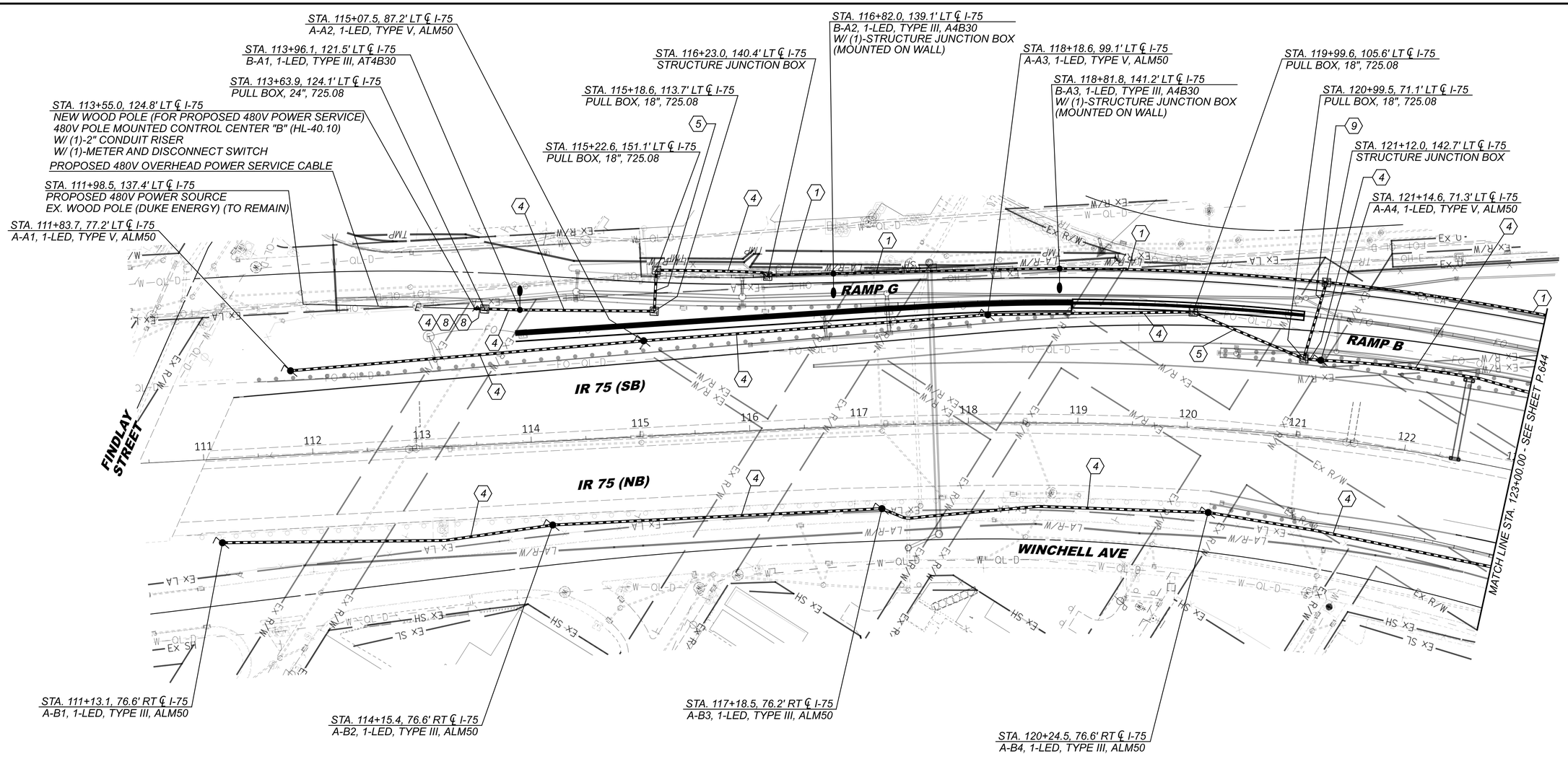

HORIZONTAL SCALE IN FEET
0 25 50 100

ODOT LIGHTING PLAN - IR 75
STA. 110+00 TO STA. 123+00

CODED NOTES

1. *(1)-4" CONDUIT IN BARRIER, 725.051 W/ (3)-NO. 4 AWG CABLES*
2. *(1)-4" CONDUIT IN BRIDGE PARAPET, 725.051 W/ (3)-NO. 4 AWG CABLES*
3. *(1)-1.5" DUCT CABLE IN TRENCH W/ (3)-NO. 4 AWG CABLES*
4. *(1)-3" CONDUIT, 725.04 IN TRENCH W/ (3)-NO. 4 AWG CABLES*
5. *(1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 4 AWG CABLES*
6. *(1)-2" UNDERPASS CONDUIT, STRUCTURE MOUNTED W/ (3)-NO. 10 AWG CABLES*
7. *(1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 1/0 AWG CABLES*
8. *(1)-3" CONDUIT, 725.04 IN TRENCH EMPTY FOR FUTURE USE*
9. *(1)-3" CONDUIT, 725.051 ENCASED IN TRENCH EMPTY FOR FUTURE USE*

NOTES:

1. SEE P.636 FOR LIGHTING LEGEND.

2. LOCATIONS OF EXISTING LIGHTING FACILITIES BASED UPON THE AVAILABLE SURVEY INFORMATION AND THE DESIGN INFORMATION PRESENTED IN THE COMPLETED HAM-75-2.30 PROJECT. CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

DESIGN AGENCY EMH&T

DESIGNER CJV

REVIEWER DRM 11/01/26

PROJECT ID 114161

SHEET P.643 TOTAL 830

HAM-IR 75-1.95

2021-0742
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STA. 1126+59.5, 47.4' LT ℄ I-75
A-A6, 1-LED, TYPE V, ALM50

STA. 1126+37.9, 120.0' LT ℄ I-75
STRUCTURE JUNCTION BOX

STA. 1126+44.7, 40.6' LT ℄ I-75
STRUCTURE JUNCTION BOX

STA. 1129+26.7, 42.0' LT ℄ I-75
A-A7, 1-LED, TYPE V, ALM50

STA. 1128+91.1, 117.0' LT ℄ I-75
STRUCTURE JUNCTION BOX

STA. 1134+11.8, 41.3' LT ℄ I-75
PULL BOX, 18", 725.08
W/ (3)-SPLICE KITS (A-A)

STA. 1135+52.5, 105.5' LT ℄ I-75
B-A5, 1-LED, TYPE III, A4B20
W/ STRUCTURE JUNCTION BOX
(MOUNTED ON WALL)

STA. 1134+66.7, 41.5' LT ℄ I-75
A-A9, 1-LED, TYPE V, ALM60

STA. 1134+24.3, 107.9' LT ℄ I-75
B-A4, 1-LED, TYPE III, A4B20
W/ STRUCTURE JUNCTION BOX
(MOUNTED ON WALL)

STA. 1132+13.6, 41.8' LT ℄ I-75
A-A8, 1-LED, TYPE V, ALM60

STA. 123+90.5, 72.3' LT ℄ I-75
A-A5, 1-LED, TYPE V, ALM50
W/ STRUCTURE JUNCTION BOX
(MOUNTED ON BRIDGE APPROACH SLAB)

STA. 123+85.9, 74.3' LT ℄ I-75
STRUCTURE JUNCTION BOX

STA. 123+54.3, 70.9' LT ℄ I-75
STRUCTURE JUNCTION BOX

SPRING GROVE AVE

RAMP G

RAMP B

IR 75 (SB)

IR 75 (NB)

RAMP A

RAMP D

BANK ST

WINCHELL AVE

MATCH LINE STA. 123+00 - SEE SHEET P.643

MATCH LINE STA. 1135+75 SEE SHEET P.645

MATCH LINE STA. 2135+50 SEE SHEET P.645

STA. 123+13.0, 90.3' RT ℄ I-75
A-B5, 1-LED, TYPE III, ALM50

STA. 123+22.0, 81.9' RT ℄ I-75
STRUCTURE JUNCTION BOX

STA. 2126+32.1, 55.1' RT ℄ I-75
STRUCTURE JUNCTION BOX

STA. 2126+43.4, 64.6' RT ℄ I-75
A-B6, 1-LED, TYPE V, ALM50

STA. 2126+94.5, 70.0' RT ℄ I-75
PULL BOX, 18", 725.08

STA. 2126+95.0, 142.8' RT ℄ I-75
PULL BOX, 18", 725.08

STA. 2129+42.9, 44.3' RT ℄ I-75
A-B7, 1-LED, TYPE V, ALM50

STA. 2130+72.6, 143.3' RT ℄ I-75
PULL BOX, 18", 725.08

STA. 2131+81.6, 54.6' RT ℄ I-75
A-B8, 1-LED, TYPE V, ALM60

(SEE P.647 FOR CONDUIT CROSSING DETAILS)

STA. 2133+95.8, 54.5' RT ℄ I-75
PULL BOX, 24", 725.08
W/ (3)-SPLICE KITS (A-B)

(SEE P.647 FOR CONDUIT CROSSING DETAILS)

STA. 2133+95.5, 144.6' RT ℄ I-75
PULL BOX, 24", 725.08
W/ (3)-SPLICE KITS (A-B)

STA. 2134+58.6, 58.9' RT ℄ I-75
A-B9, 1-LED, TYPE V, ALM60

STA. 2135+01.8, 142.9' RT ℄ I-75
NEW WOOD POLE (FOR PROPOSED 480V POWER SERVICE)
W/ 480V POLE MOUNTED CONTROL CENTER "A" (HL-40.10)
W/ (1)-2" CONDUIT RISER
W/ (1)-METER AND DISCONNECT SWITCH

STA. 2135+02.2, 137.0' RT ℄ I-75
PULL BOX, 24", 725.08

NOTE TO REVIEWER:

DUKE ENERGY IS RELOCATING THE POWER SERVICE LINES FROM THE NORTH SIDE OF HARRISON AVE TO THE SOUTH SIDE OF HARRISON AVE ONTO NEW POLES.

POWER SERVICE FOR THIS ODOT CONTROLLER SHALL COME FROM THESE RELOCATED LINES AND SHALL BE SHOWN IN A FUTURE SUBMITTAL.

CODED NOTES

1. (1)-4" CONDUIT IN BARRIER, 725.051
W/ (3)-NO. 4 AWG CABLES
2. (1)-4" CONDUIT IN BRIDGE PARAPET, 725.051
W/ (3)-NO. 4 AWG CABLES
3. (1)-1.5" DUCT CABLE IN TRENCH
W/ (3)-NO. 4 AWG CABLES
4. (1)-3" CONDUIT, 725.04 IN TRENCH
W/ (3)-NO. 4 AWG CABLES
5. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT
W/ (3)-NO. 4 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, STRUCTURE MOUNTED
W/ (3)-NO. 10 AWG CABLES
7. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT
W/ (3)-NO. 1/0 AWG CABLES
8. (1)-3" CONDUIT, 725.04 IN TRENCH
EMPTY FOR FUTURE USE
9. (1)-3" CONDUIT, 725.051 ENCASED IN TRENCH
EMPTY FOR FUTURE USE

NOTES:

1. SEE P.636 FOR LIGHTING LEGEND.

2. LOCATIONS OF EXISTING LIGHTING FACILITIES BASED UPON THE AVAILABLE SURVEY INFORMATION AND THE DESIGN INFORMATION PRESENTED IN THE COMPLETED HAM-75-2.30 PROJECT. CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

HORIZONTAL SCALE IN FEET
0 25 50 100

ODOT LIGHTING PLAN - IR 75
STA. 123+00 TO STA. 1135+75

DESIGN AGENCY
EMH&T

DESIGNER
CJV

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.644 TOTAL 830

HAM-IR 75-1.95

MODEL: 114161_LP002 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:33:29 PM USER: mrahall
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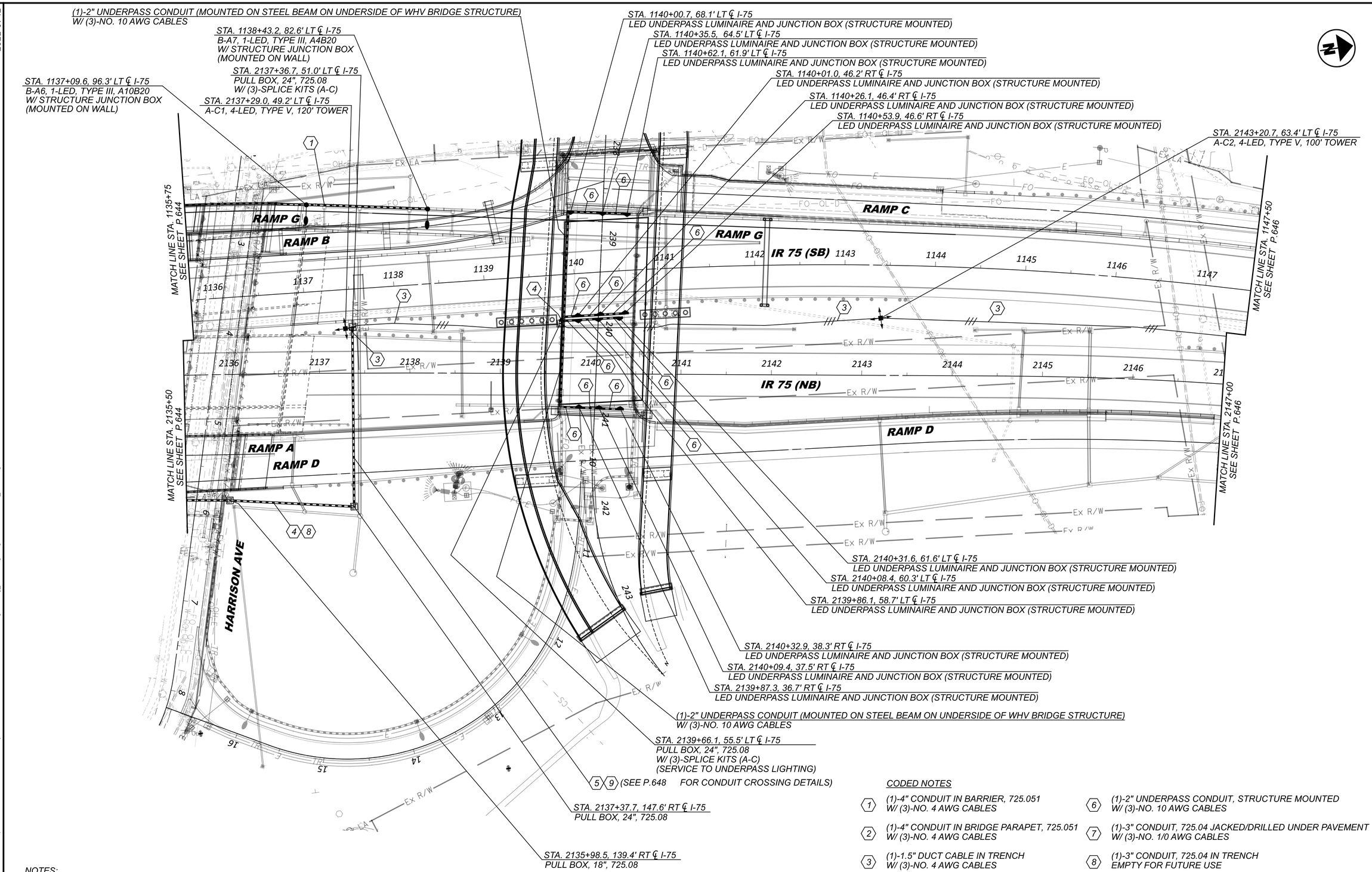


CODED NOTES

1. (1)-4" CONDUIT IN BARRIER, 725.051
   W/ (3)-NO. 4 AWG CABLES
2. (1)-4" CONDUIT IN BRIDGE PARAPET, 725.051
   W/ (3)-NO. 4 AWG CABLES
3. (1)-1.5" DUCT CABLE IN TRENCH
   W/ (3)-NO. 4 AWG CABLES
4. (1)-3" CONDUIT, 725.04 IN TRENCH
   W/ (3)-NO. 4 AWG CABLES
5. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT
   W/ (3)-NO. 4 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, STRUCTURE MOUNTED
   W/ (3)-NO. 10 AWG CABLES
7. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT
   W/ (3)-NO. 1/0 AWG CABLES
8. (1)-3" CONDUIT, 725.04 IN TRENCH
   EMPTY FOR FUTURE USE
9. (1)-3" CONDUIT, 725.051 ENCASED IN TRENCH
   EMPTY FOR FUTURE USE

NOTES:

1. SEE P.636 FOR LIGHTING LEGEND.

2. LOCATIONS OF EXISTING LIGHTING FACILITIES BASED UPON THE AVAILABLE SURVEY INFORMATION AND THE DESIGN INFORMATION PRESENTED IN THE COMPLETED HAM-75-2.30 PROJECT. CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

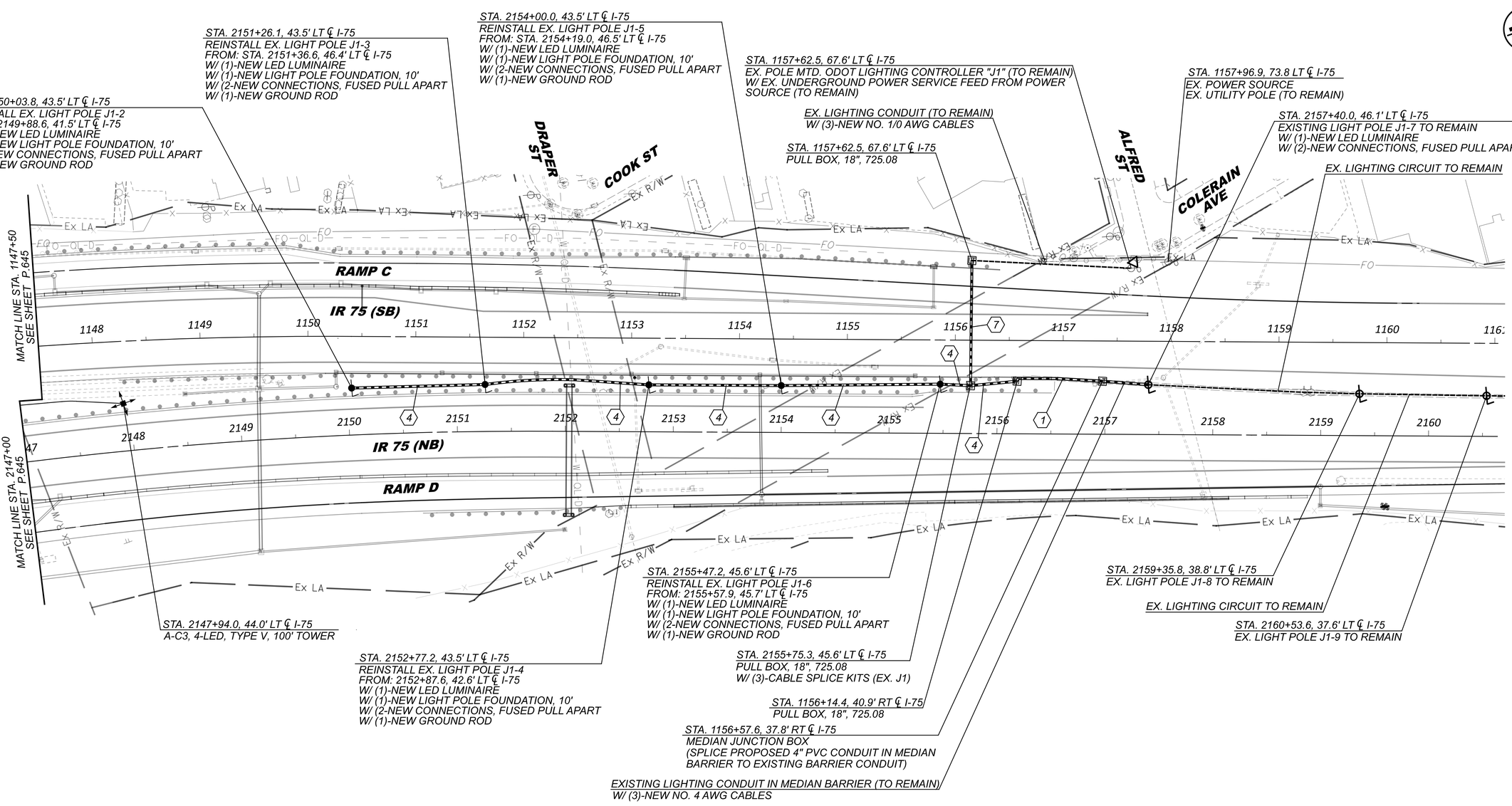
HORIZONTAL SCALE IN FEET
0 25 50 100

ODOT LIGHTING PLAN - IR 75
STA. 1135+75 TO STA. 1147+50

DESIGN AGENCY: EMH&T
DESIGNER: CJV
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.645 TOTAL: 830

HAM-IR 75-1.95

2021-0742
MODEL: 114161_LP003 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:33:53 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Lighting\Sheets\114161_LP003.dgn



NOTES:

1. SEE P.636 FOR LIGHTING LEGEND.

2. LOCATIONS OF EXISTING LIGHTING FACILITIES BASED UPON THE AVAILABLE SURVEY INFORMATION AND THE DESIGN INFORMATION PRESENTED IN THE COMPLETED HAM-75-2.30 PROJECT. CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION PRIOR TO CONSTRUCTION.

CODED NOTES

1. (1)-4" CONDUIT IN BARRIER, 725.051 W/ (3)-NO. 4 AWG CABLES
2. (1)-4" CONDUIT IN BRIDGE PARAPET, 725.051 W/ (3)-NO. 4 AWG CABLES
3. (1)-1.5" DUCT CABLE IN TRENCH W/ (3)-NO. 4 AWG CABLES
4. (1)-3" CONDUIT, 725.04 IN TRENCH W/ (3)-NO. 4 AWG CABLES
5. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 4 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, STRUCTURE MOUNTED W/ (3)-NO. 10 AWG CABLES
7. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 1/0 AWG CABLES
8. (1)-3" CONDUIT, 725.04 IN TRENCH EMPTY FOR FUTURE USE
9. (1)-3" CONDUIT, 725.051 ENCASED IN TRENCH EMPTY FOR FUTURE USE

HORIZONTAL SCALE IN FEET
0 25 50 100

ODOT LIGHTING PLAN - IR 75
STA. 1147+50 TO STA. 1160+50

DESIGN AGENCY
EMH&T
DESIGNER CJV
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.646 TOTAL 830

HAM-IR 75-1.95

2021-0742
MODEL: 114161_LP004 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:34:13 PM USER: mrahall
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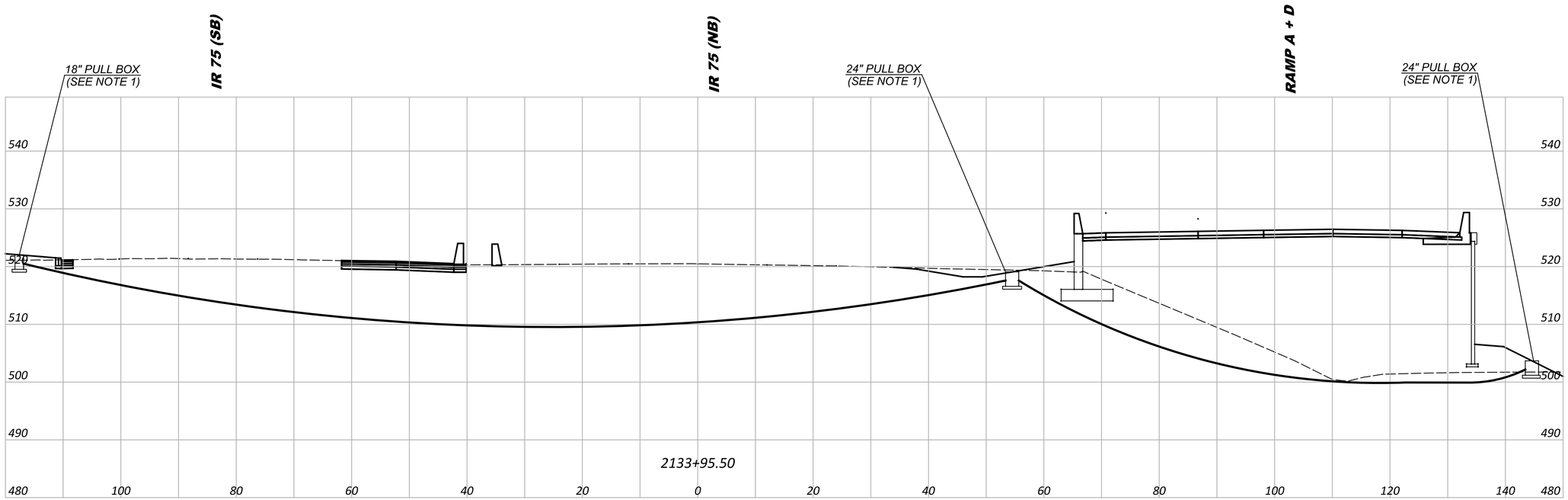
2021-0742

NOTES:

1. PROPOSED SURFACE IN WHICH PULL BOX IS INSTALLED SHALL BE GRADED AS SPECIFIED PER HL-30.11.



HAM-IR 75-1.95

MODEL: CLP_I075NB - 2133+95.50 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:34:26 PM USER: mrahall
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ODOT LIGHTING PLAN - IR 75
CONDUIT CROSSING DETAILS

DESIGN AGENCY
EMH&T

DESIGNER
CJV

REVIEWER
DRM 11/01/26

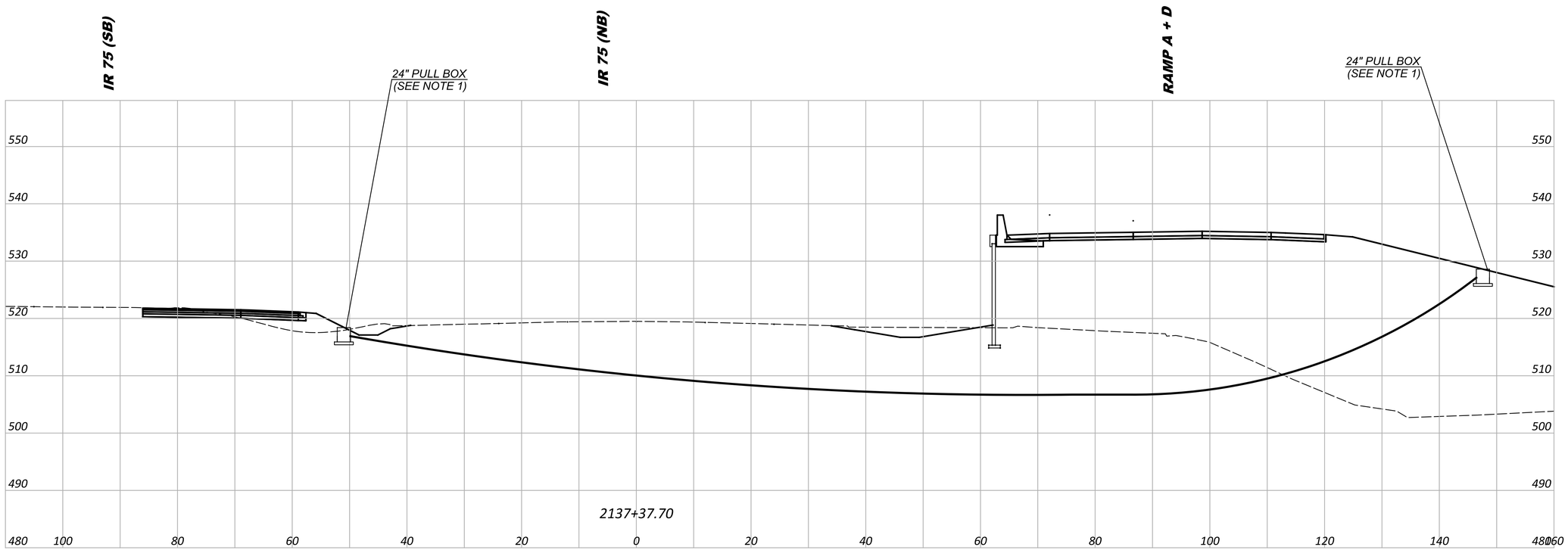
PROJECT ID
114161

SHEET P.647 | TOTAL 830

2021-0742

NOTES:

1. PROPOSED SURFACE IN WHICH PULL BOX IS INSTALLED SHALL BE GRADED AS SPECIFIED PER HL-30.11.



HAM-IR 75-1.95

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ODOT LIGHTING PLAN - IR 75
CONDUIT CROSSING DETAILS

DESIGN AGENCY
EMH&T

DESIGNER
CJV

REVIEWER
DRM 11/01/26

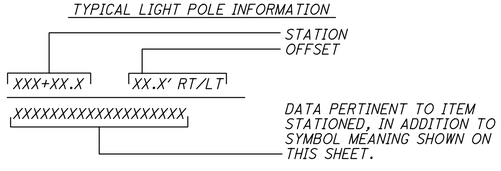
PROJECT ID
114161

SHEET P.648 TOTAL 830

POWER SERVICE DATA								
POWER SERVICE	LINE VOLTAGE (VOLTS)	CONNECTED LOAD (KVA)	ENCLOSURE RATING (AMPS)	CIRCUIT NO.	CIRCUIT LOAD (AMPS)	CIRCUIT FUSE SIZE (AMPS)	CIRCUIT CABLE SIZE (AWG)	MAINTAINING AGENCY
C-0888-M (WINCHELL AVE)								CITY OF CINCINNATI
C-1299-M (DALTON AVE)								CITY OF CINCINNATI
C-1562-M (SPRING GROVE AVE)								CITY OF CINCINNATI
C-1563-M (HARRISON AVE)								CITY OF CINCINNATI

(TO BE INCLUDED IN STAGE 3 SUBMITTAL)

TYPICAL LIGHT POLE INFORMATION



PLAN LEGEND

	EXIST.	PROP
LIGHT POLE, W/ CONVENTIONAL LUMINAIRE		
UNDERPASS LUMINAIRE		
LIGHT POLE, POST TOP		
POWER SERVICE		
LIGHTING PULL BOX		LT
LIGHTING CONDUIT & CIRCUIT CABLE	-------	———

HORIZONTAL SCALE IN FEET
0 0 0 0

CINCINNATI LIGHTING NOTES AND DETAILS

DESIGN AGENCY
EMH&T

DESIGNER
CJV

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.649 TOTAL 830

2021-0742

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:34:57 PM USER: mrahall
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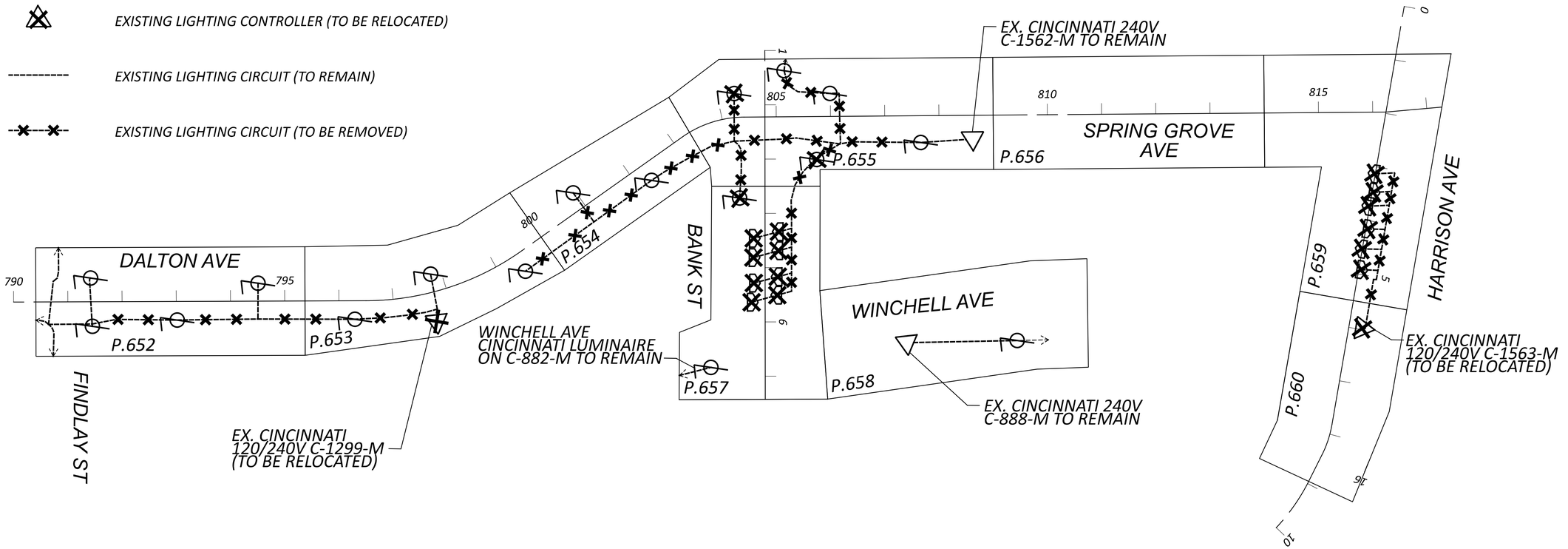
2021-0742

LEGEND

- EXISTING LIGHT POLE (TO REMAIN)
- EXISTING LIGHT POLE (TO BE REMOVED)
- EXISTING UNDERPASS LUMINAIRE (TO BE REMOVED)
- EXISTING LIGHTING CONTROLLER (TO REMAIN)
- EXISTING LIGHTING CONTROLLER (TO BE RELOCATED)
- EXISTING LIGHTING CIRCUIT (TO REMAIN)
- EXISTING LIGHTING CIRCUIT (TO BE REMOVED)



HORIZONTAL SCALE IN FEET
0 0 0 0

CINCINNATI EXISTING LIGHTING SCHEMATIC PLAN

HAM-IR 75-1.95

MODEL: LC_CINCI_CKTS - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:35:05 PM USER: mrahall
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DESIGN AGENCY: EMH&T

DESIGNER	CJV
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.650
TOTAL	830

2021-0742

DALTON AVE

790

795

P.661

P.662

FINDLAY ST

EX. CINCINNATI 120/240V
C-1299-M (RELOCATED)

800

P.663

805

810

SPRING GROVE
AVE

EX. CINCINNATI 240V
C-1562-M (REMAIN)

P.664

BANK ST

WINCHELL AVE
CINCINNATI LUMINAIRE
ON C-882-M TO REMAIN

P.665

WINCHELL AVE

P.666

EX. CINCINNATI 240V
C-888-M (REMAIN)

CINCINNATI POST TOP LUMINAIRES
CONNECTED TO C-1563-M ON
WESTERN HILLS VIADUCT

815

EX. CINCINNATI
120/240V C-1563-M
(RELOCATED)

P.667

HARRISON AVE

P.668

P.669

WESTERN HILLS VIADUCT

P.670

CINCINNATI CONVENTIONAL LUMINAIRES
CONNECTED TO C-1563-M ON CONNECTOR RAMP

HORIZONTAL
SCALE IN FEET

0 0 0 0

CINCINNATI PROPOSED LIGHTING SCHEMATIC PLAN

HAM-IR 75-1.95

MODEL: LC_CINCI_CKTS - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:35:13 PM USER: mrahall
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DESIGN AGENCY
EMH&T

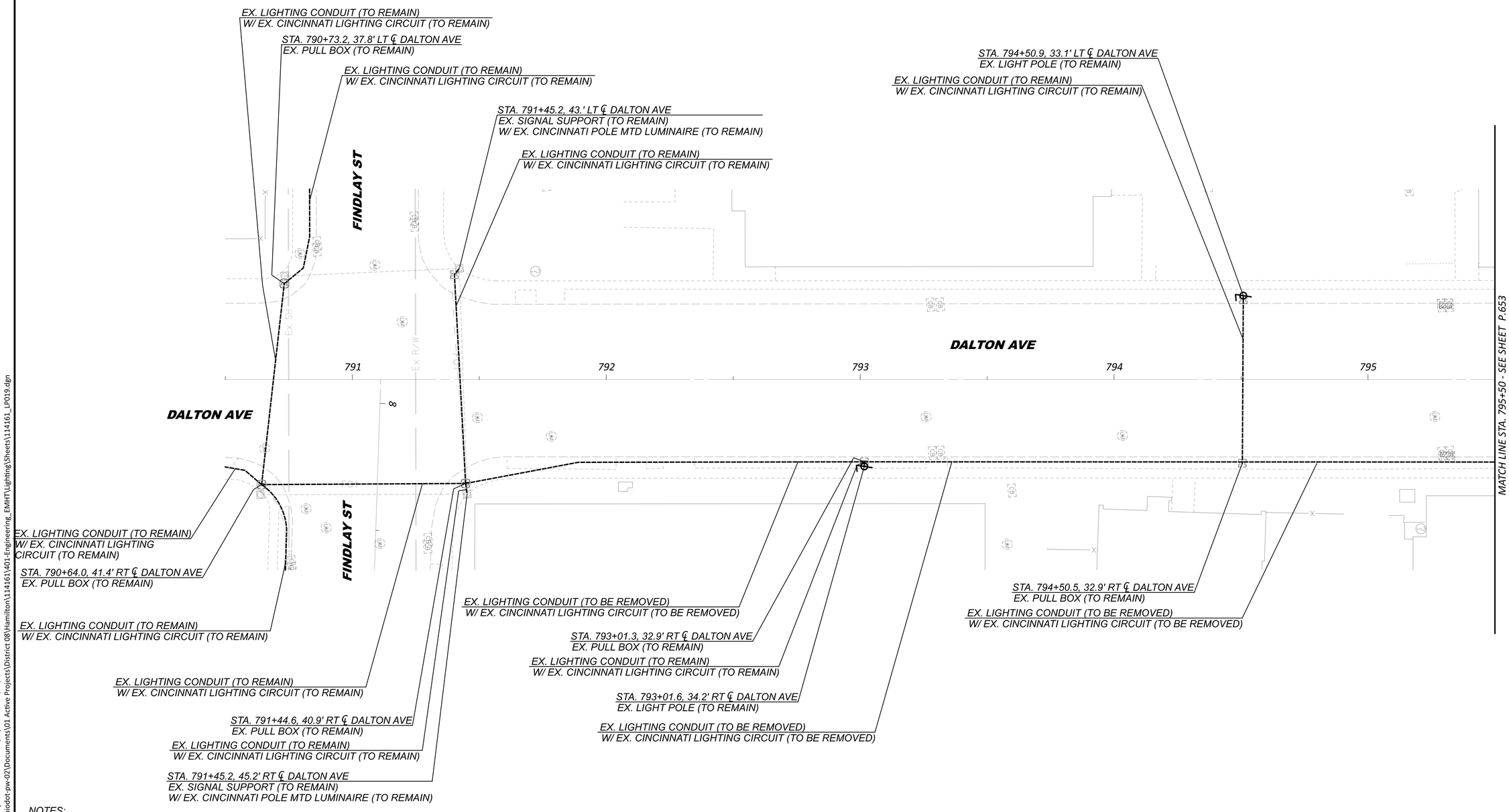
DESIGNER
CJV

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.651 | TOTAL 830

2021-0742



NOTES:

1. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING DEMOLITION PLAN - DALTON AVE STA. 790+50 TO STA. 795+50

DESIGN AGENCY
EMH&T

DESIGNER
CJV

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.652 | TOTAL 830

HAM-IR 75-1.95

MODEL: Dalton Ave - Plan 9 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:35:34 PM USER: mrahall
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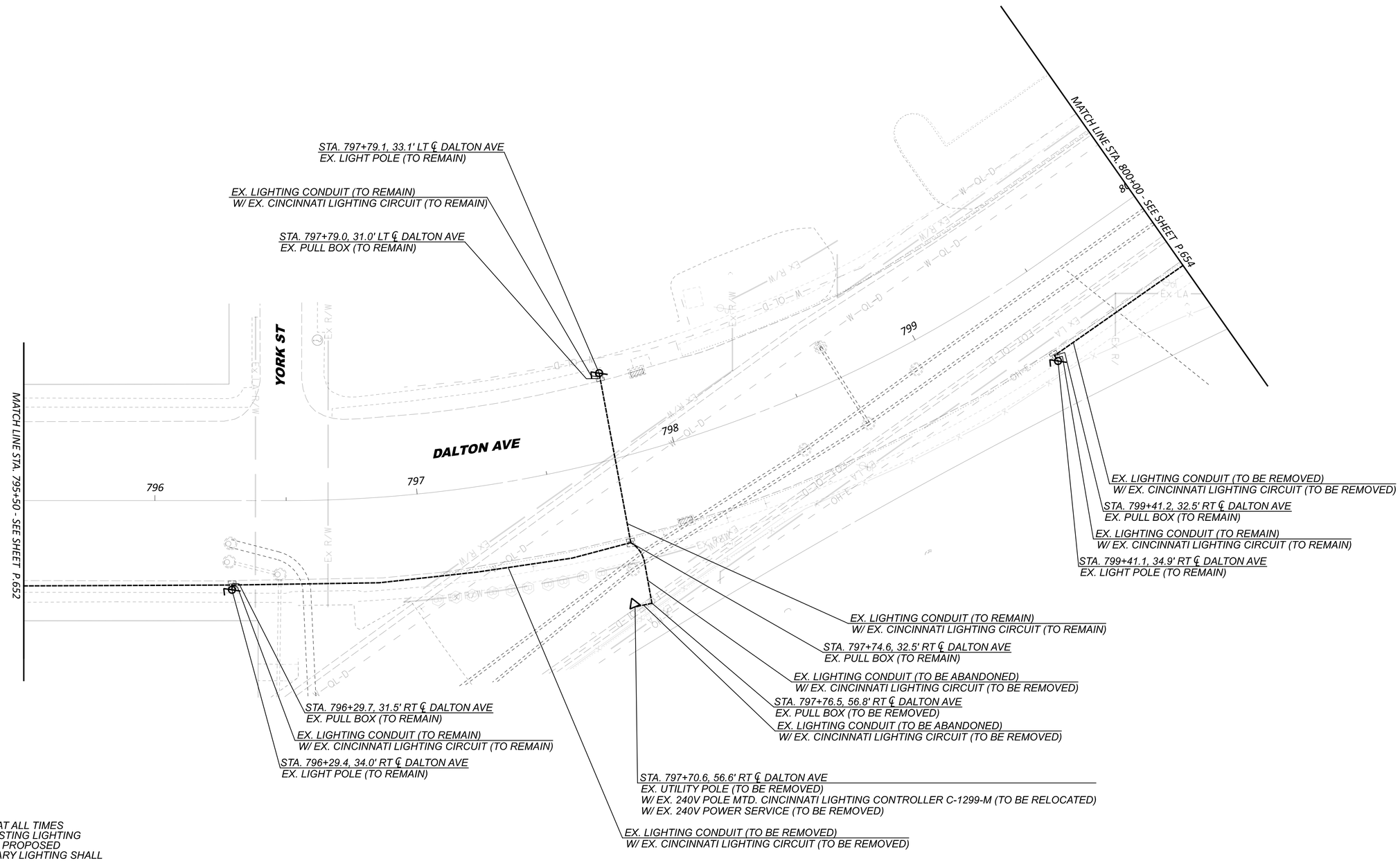

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI DEMOLITION PLAN - DALTON AVE STA. 795+50 TO STA. 800+00

NOTES:

1. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

DESIGN AGENCY: EMH&T
DESIGNER: CJV
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.653 TOTAL: 830

HAM-IR 75-1.95

MODEL: Dalton Ave - Plan 10 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:35:36 PM USER: mrahall
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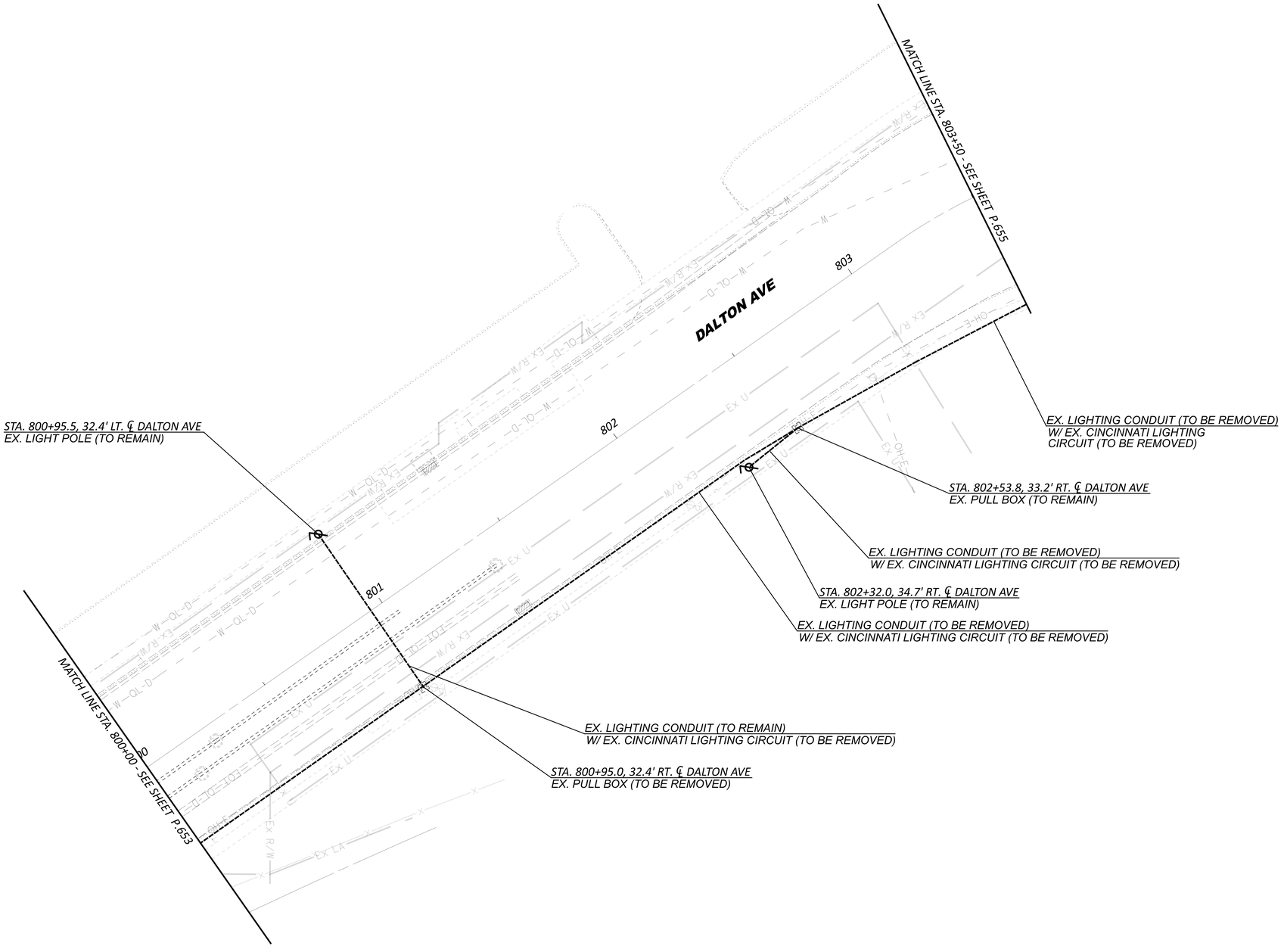

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING DEMOLITION PLAN - DALTON AVE STA. 800+00 TO STA. 803+50

NOTES:

1. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

DESIGN AGENCY
EMH&T

DESIGNER
CJV

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.654 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_SPRINGGROVE - Plan 8 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:00 PM USER: mrahall
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2021-0742

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 804+25.9, 44.2' LT ℄ SPRING GROVE AVE
EX. PULL BOX (TO BE REMOVED, SEE SIGNAL REMOVAL PLAN)

STA. 804+24.2, 46.1' LT ℄ SPRING GROVE AVE
EX. SIGNAL SUPPORT (TO BE REMOVED, SEE SIGNAL REMOVAL PLAN)
W/ EX. CINCINNATI POLE MTD LUMINAIRE (TO BE REMOVED)
(SEE NOTE 1)

EX. LIGHTING CONDUIT (TO BE ABANDONED)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

STA. 1+22.1, 37.3' LT ℄ BANK ST
EX. PULL BOX (TO REMAIN)

EX. CONDUIT (PREVIOUSLY ABANDONED)

STA. 1+71.5, 2.2' LT ℄ BANK ST
EX. PULL BOX (TO REMAIN)

EX. CONDUIT (PREVIOUSLY ABANDONED)

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 1+22.3, 39.6' LT ℄ BANK ST
EX. LIGHT POLE (TO REMAIN)

EX. LIGHTING CONDUIT (TO BE ABANDONED)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

STA. 805+39.0, 50.7' LT ℄ SPRING GROVE AVE
EX. PULL BOX (TO BE REMOVED, SEE SIGNAL REMOVAL PLAN)

EX. LIGHTING CONDUIT (TO BE ABANDONED)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

STA. 806+11.0, 44.8' LT ℄ SPRING GROVE AVE
EX. LIGHT POLE (TO REMAIN)

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 806+11.7, 42.7' LT ℄ SPRING GROVE AVE
EX. PULL BOX (TO REMAIN)

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

DALTON AVE

BANK ST

SPRING GROVE AVE

804 805 806 807 808

MATCH LINE STA. 803+50 - SEE SHEET P.654

MATCH LINE STA. 809+00 - SEE SHEET P.656

MATCH LINE STA. 3+50 - SEE SHEET P.657

STA. 804+17.0, 43.2' RT ℄ SPRING GROVE AVE
EX. PULL BOX (TO BE REMOVED, SEE SIGNAL REMOVAL PLAN)

EX. LIGHTING CONDUIT (TO BE ABANDONED)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

EX. LIGHTING CONDUIT (TO BE ABANDONED)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

STA. 806+50.3, 46.6' RT ℄ SPRING GROVE AVE
EX. PULL BOX (TO REMAIN)

EX. LIGHTING CONDUIT (TO BE ABANDONED)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

STA. 806+16.8, 50.8' RT ℄ SPRING GROVE AVE
EX. PULL BOX (TO BE REMOVED)

EX. LIGHTING CONDUIT (TO BE ABANDONED)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 807+66.2, 46.0' RT ℄ SPRING GROVE AVE
EX. PULL BOX (TO REMAIN)

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 805+72.4, 77.1' RT ℄ SPRING GROVE AVE
EX. PULL BOX (TO BE REMOVED)

STA. 807+66.2, 49.3' RT ℄ SPRING GROVE AVE
EX. LIGHT POLE (TO REMAIN)

STA. 805+71.3, 79.2' RT ℄ SPRING GROVE AVE
EX. LIGHT POLE (TO BE REMOVED)
(SEE NOTE 1)

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

EX. LIGHTING CONDUIT (TO BE ABANDONED)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

STA. 808+62.0, 40.8' RT ℄ SPRING GROVE AVE
EX. UTILITY POLE (TO REMAIN)
W/ EX. POLE MTD. CINCINNATI LIGHTING CONTROLLER C-1562-M (TO REMAIN)
W/ EX. POLE MTD. LUMINAIRE (TO REMAIN)

STA. 805+36.7, 39.2' RT ℄ SPRING GROVE AVE
EX. PULL BOX (TO BE REMOVED, SEE SIGNAL REMOVAL PLAN)

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 808+64.9, 44.1' RT ℄ SPRING GROVE AVE
EX. PULL BOX (TO REMAIN)

EX. LIGHTING CONDUIT (TO BE ABANDONED)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

NOTES:

1. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING DEMOLITION PLAN - SPRING GROVE AVE STA. 803+50 TO STA. 809+00

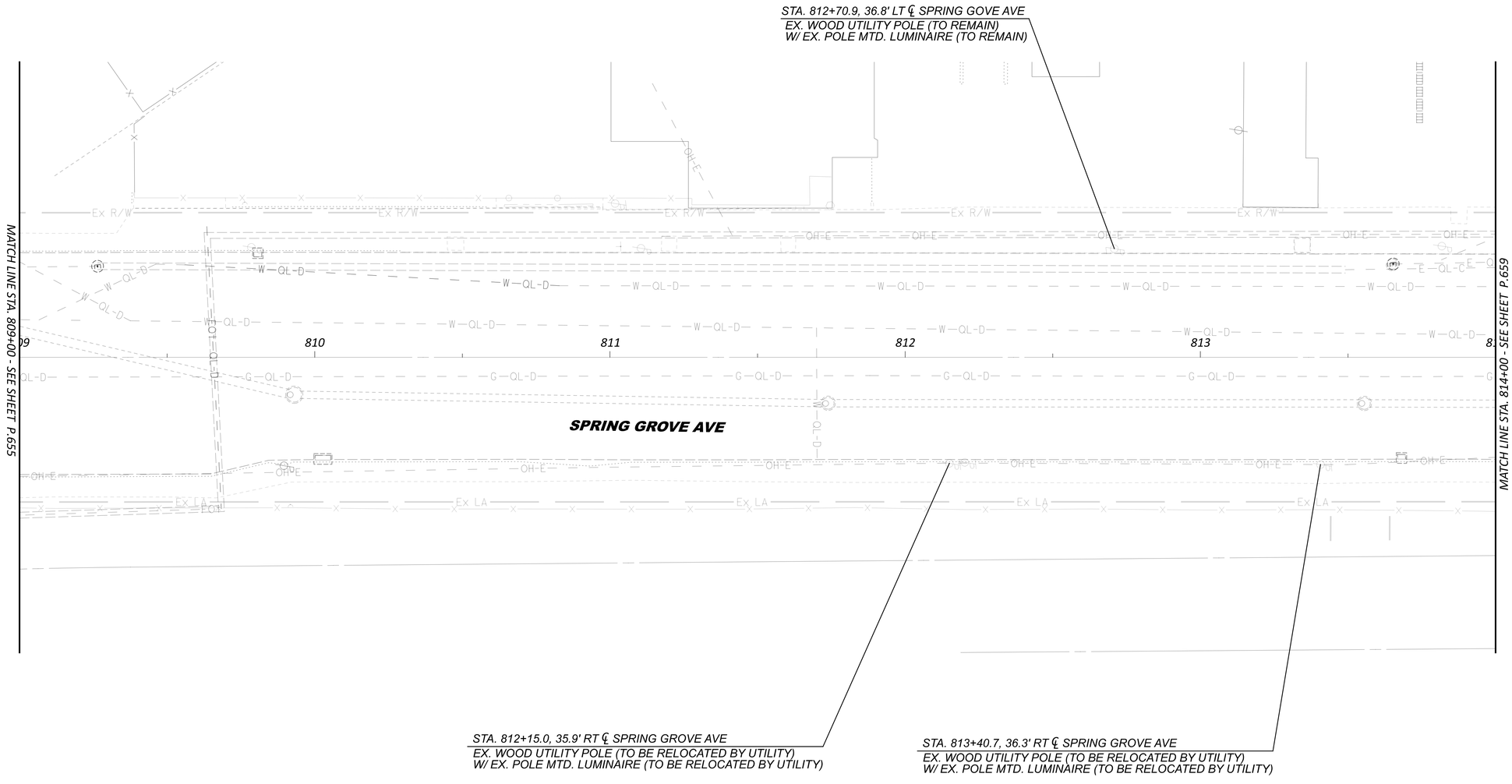
HAM-IR 75-1.95

MODEL: CLP_SPRINGGROVE - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:02 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Lighting\Sheets\114161_LP016.dgn

DESIGN AGENCY
EMH&T

DESIGNER CJV
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.655 TOTAL 830

2021-0742



HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING DEMOLITION PLAN - SPRING GROVE AVE STA. 809+00 TO STA. 814+00

NOTES:

1. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

DESIGN AGENCY
EMH&T

DESIGNER
CJV

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.656 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_SPRINGGROVE - Plan 7 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:07 PM USER: mrahall
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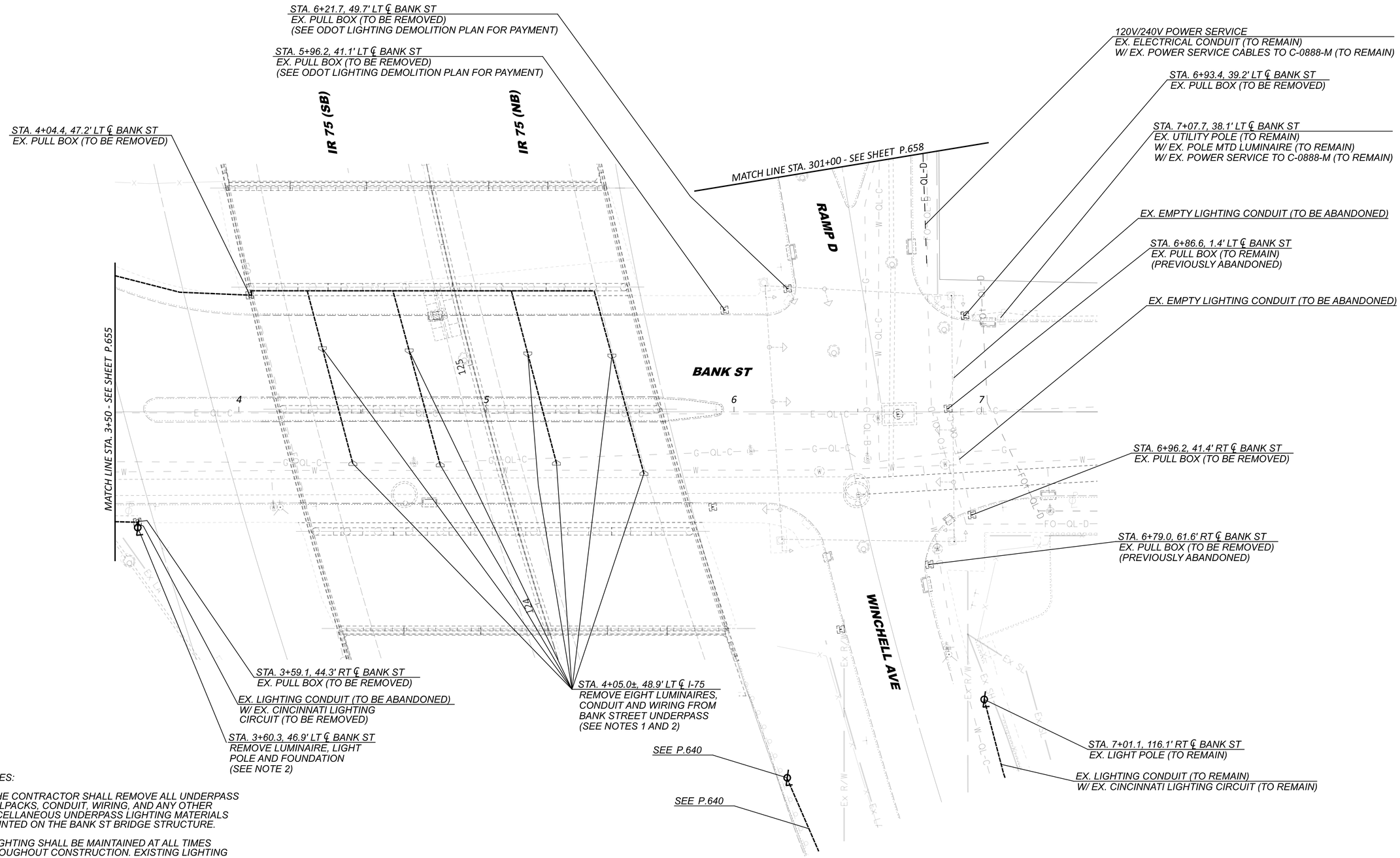

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL UNDERPASS WALLPACKS, CONDUIT, WIRING, AND ANY OTHER MISCELLANEOUS UNDERPASS LIGHTING MATERIALS MOUNTED ON THE BANK ST BRIDGE STRUCTURE.

2. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING DEMOLITION PLAN - BANK ST STA. 3+50 TO STA. 7+50

DESIGN AGENCY
EMH&T

DESIGNER
CJV

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.657 TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_Banks - Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:08 PM USER: mrahall
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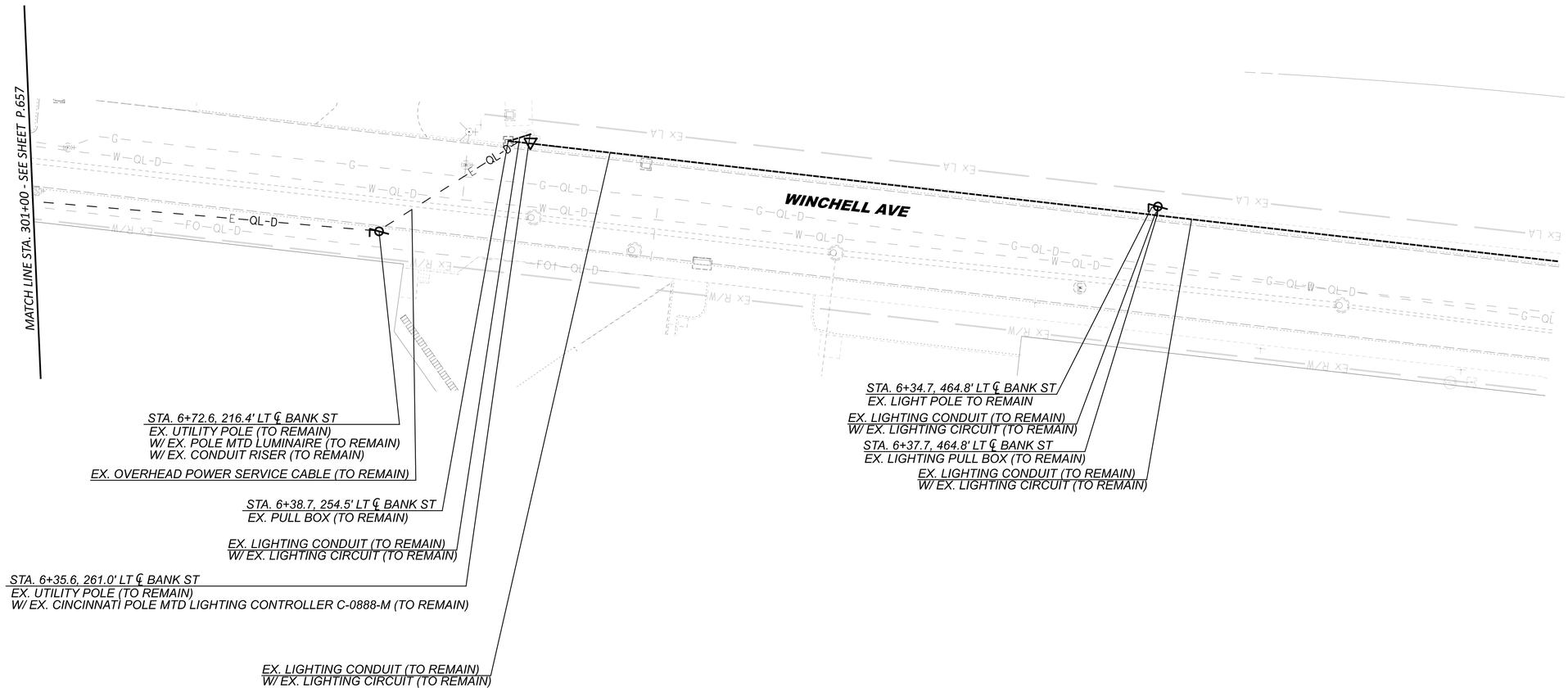

NOTES:

1. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING DEMOLITION PLAN - WINCHELL AVE

DESIGN AGENCY: EMHT
DESIGNER: CJV
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.658 TOTAL: 830

HAM-IR 75-1.95

MODEL: BLP_R075D - Plan 6 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:10 PM USER: mrahall
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2021-0742

EX. PULL BOX (TO BE REMOVED)
(SEE ODOT LIGHTING DEMOLITION PLAN FOR PAYMENT)

EX. PULL BOX (TO BE REMOVED)
(SEE ODOT LIGHTING DEMOLITION PLAN FOR PAYMENT)

EX. PULL BOX (TO BE REMOVED)
(SEE ODOT LIGHTING DEMOLITION PLAN FOR PAYMENT)

IR 75 (SB)

IR 75 (NB)

HARRISON AVE

SPRING GROVE AVE

SEE P.641

MATCH LINE STA. 5+50 - SEE SHEET P.660

SEE P.641

STA. 126+43.7±, 83' LT ℄ I-75
REMOVE SIX LUMINAIRES, CONDUIT AND WIRING FROM HARRISON AVENUE UNDERPASS (SEE NOTE 1)

STA. 815+57.8, 38.2' RT ℄ SPRING GROVE AVE
EX. WOOD UTILITY POLE (TO BE RELOCATED BY UTILITY)
W/ EX. POLE MTD. LUMINAIRE (TO BE RELOCATED BY UTILITY)

STA. 814+56.1, 36.4' RT ℄ SPRING GROVE AVE
EX. WOOD UTILITY POLE (TO BE RELOCATED BY UTILITY)
W/ EX. POLE MTD. LUMINAIRE (TO BE RELOCATED BY UTILITY)

MATCH LINE STA. 814+00 - SEE SHEET P.656

NOTES:

1. THE CONTRACTOR SHALL REMOVE ALL UNDERPASS WALLPACKS, CONDUIT, WIRING, AND ANY OTHER MISCELLANEOUS UNDERPASS LIGHTING MATERIALS MOUNTED ON THE HARRISON AVE BRIDGE STRUCTURE.

2. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING DEMOLITION PLAN - HARRISON AVE
STA. 1+00 TO STA. 5+50

DESIGN AGENCY
EMH&T

DESIGNER	CJV
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.659
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_HARRISON - Plan 4 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:31 PM USER: mrahall
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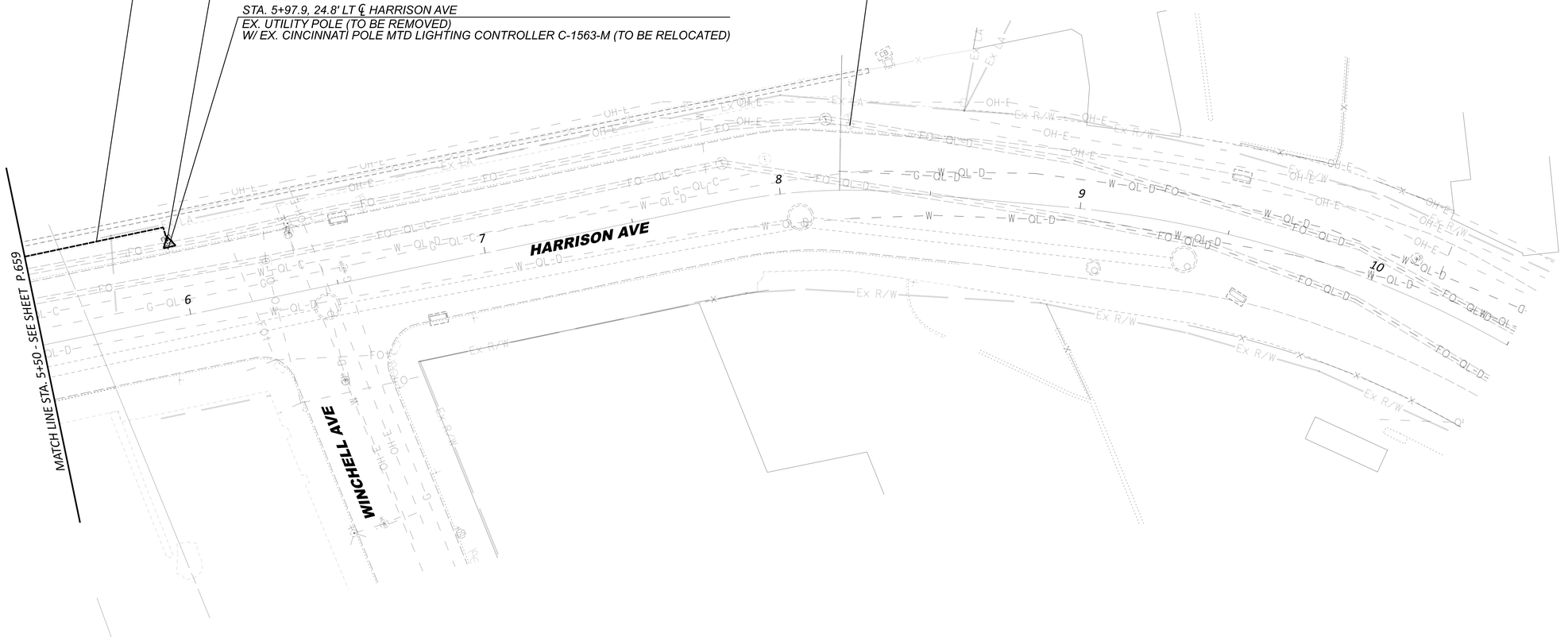
2021-0742

EX. LIGHTING CONDUIT (TO BE ABANDONED)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO BE REMOVED)

STA. 5+97.3, 25.6' LT ℄ HARRISON AVE
EX. PULL BOX (TO BE REMOVED)

STA. 5+97.9, 24.8' LT ℄ HARRISON AVE
EX. UTILITY POLE (TO BE REMOVED)
W/ EX. CINCINNATI POLE MTD LIGHTING CONTROLLER C-1563-M (TO BE RELOCATED)

STA. 8+23.2, 21.6' LT ℄ HARRISON AVE
EX. UTILITY POLE (TO BE REMOVED)
W/ EX. POLE MTD LUMINAIRE (TO BE REMOVED BY UTILITY)



HORIZONTAL SCALE IN FEET
0 10 20 40

NOTES:

1. LIGHTING SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT CONSTRUCTION. EXISTING LIGHTING SHALL REMAIN OPERATIONAL UNTIL PROPOSED LIGHTING IS IN PLACE, OR TEMPORARY LIGHTING SHALL BE PROVIDED.

CINCINNATI LIGHTING DEMOLITION PLAN - HARRISON AVE
STA. 5+50 TO STA. 10+50

HAM-IR 75-1.95

MODEL: CLP_HARRISON-1 - Plan 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:35 PM USER: mrahall
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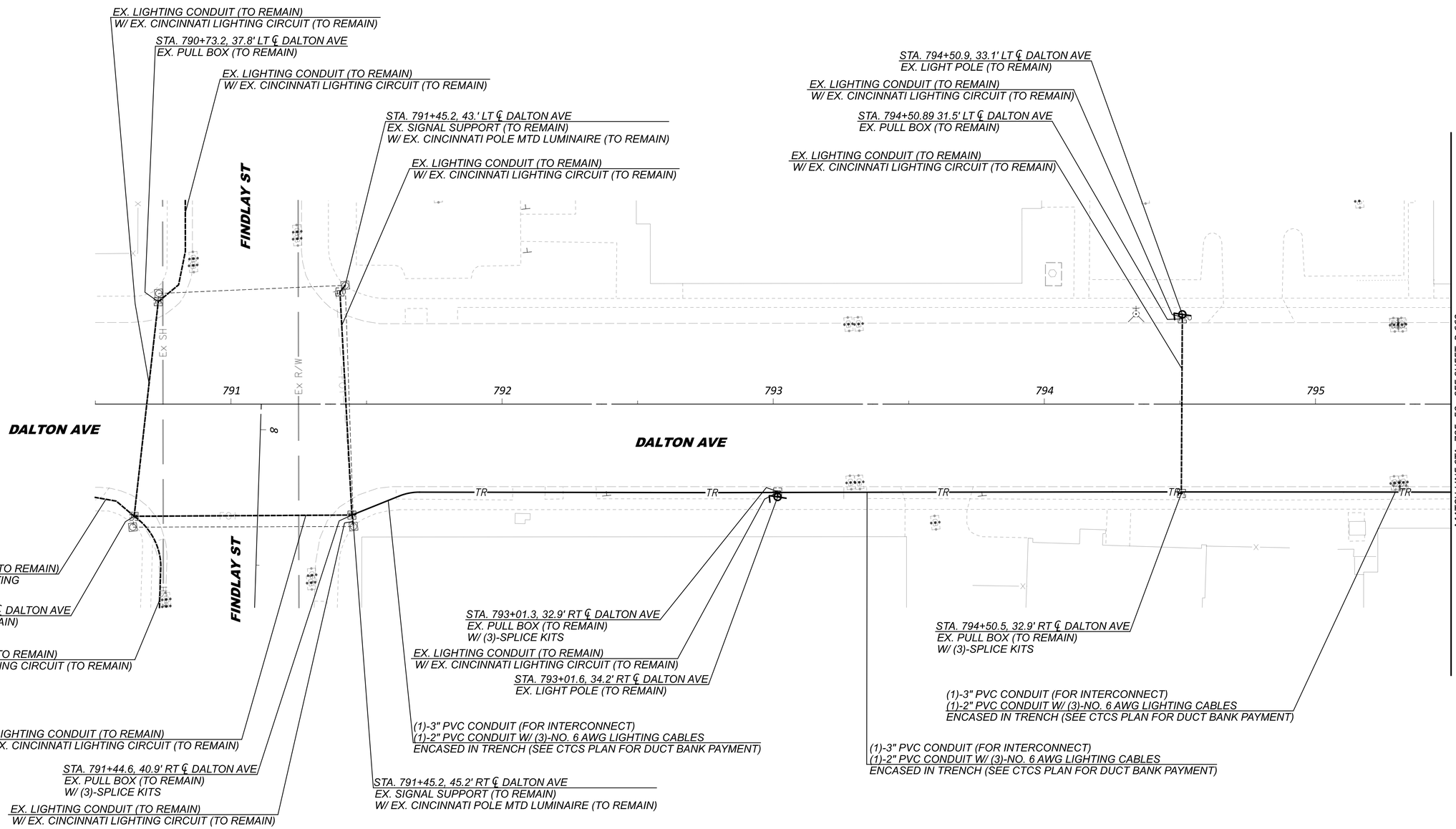
DESIGN AGENCY
EMH&T

DESIGNER
CJV

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.660 | TOTAL 830



CODED NOTES

1. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 6 AWG CABLES
2. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 6 AWG CABLES
3. (1)-4" PVC CONDUIT IN BARRIER, 725.051 W/ (3)-NO. 6 AWG CABLES
4. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 10 AWG CABLES
5. (1)-2" UNDERPASS CONDUIT, MOUNTED ON EX. STRUCTURE W/ (3)-NO. 10 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, MOUNTED ON PROP. WALL W/ (3)-NO. 10 AWG CABLES

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING PLAN - DALTON AVE
STA. 790+50 TO STA. 795+50

HAM-IR 75-1.95

MODEL: Dalton Ave Prop - Plan 22 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:36:59 PM USER: mrahall
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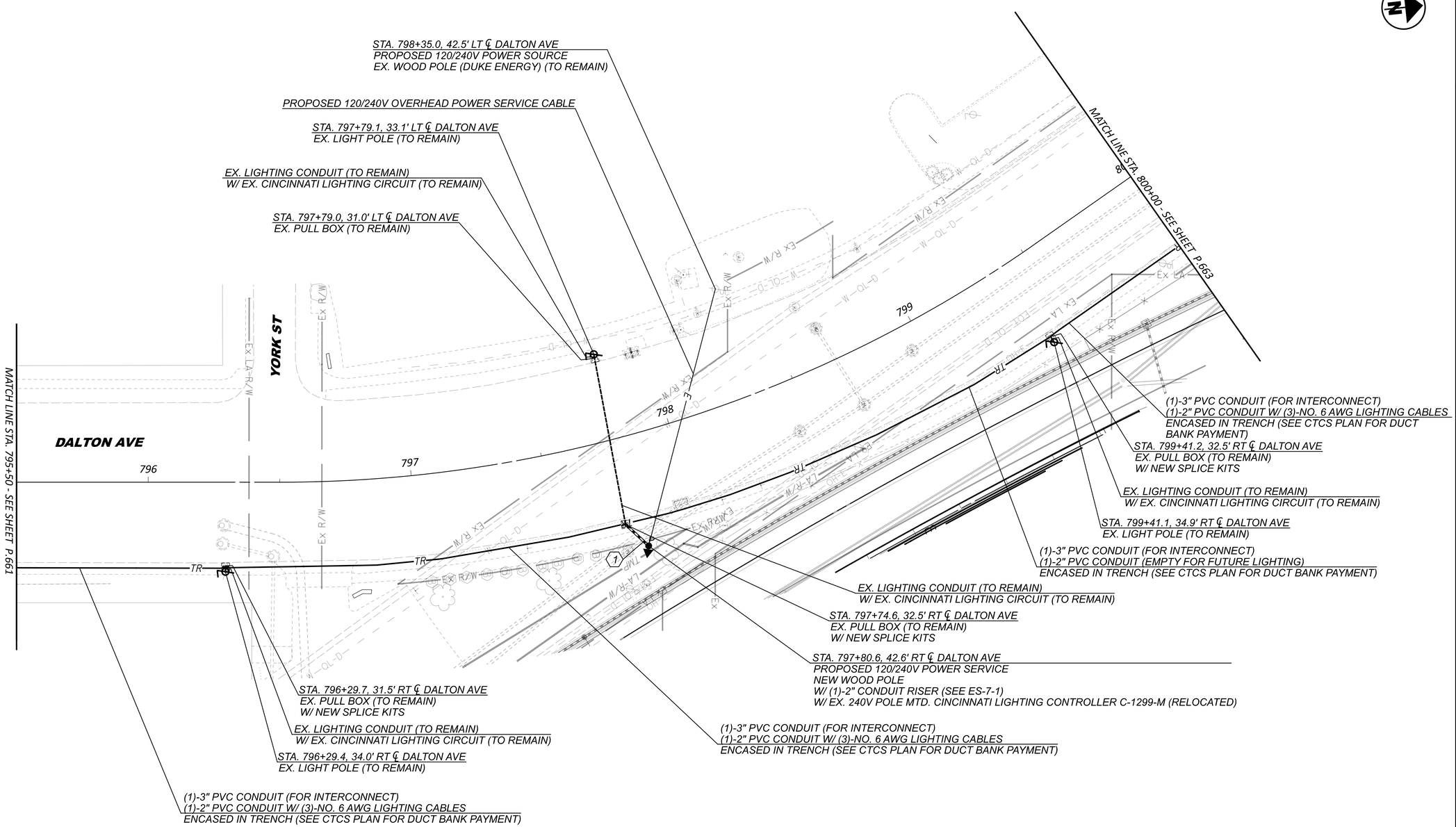
DESIGN AGENCY: EMH&T
DESIGNER: CJV
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.661
TOTAL: 830

2021-0742



HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING PLAN - DALTON AVE
STA. 795+50 TO STA. 800+00

CODED NOTES

1. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 6 AWG CABLES
2. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 6 AWG CABLES
3. (1)-4" PVC CONDUIT IN BARRIER, 725.051 W/ (3)-NO. 6 AWG CABLES
4. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 10 AWG CABLES
5. (1)-2" UNDERPASS CONDUIT, MOUNTED ON EX. STRUCTURE W/ (3)-NO. 10 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, MOUNTED ON PROP. WALL W/ (3)-NO. 10 AWG CABLES

DESIGN AGENCY: EMH&T
DESIGNER: CJV
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.662 | TOTAL: 830

HAM-IR 75-1.95

MODEL: Dalton Ave Prop - Plan 23 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:37:01 PM USER: mrahall
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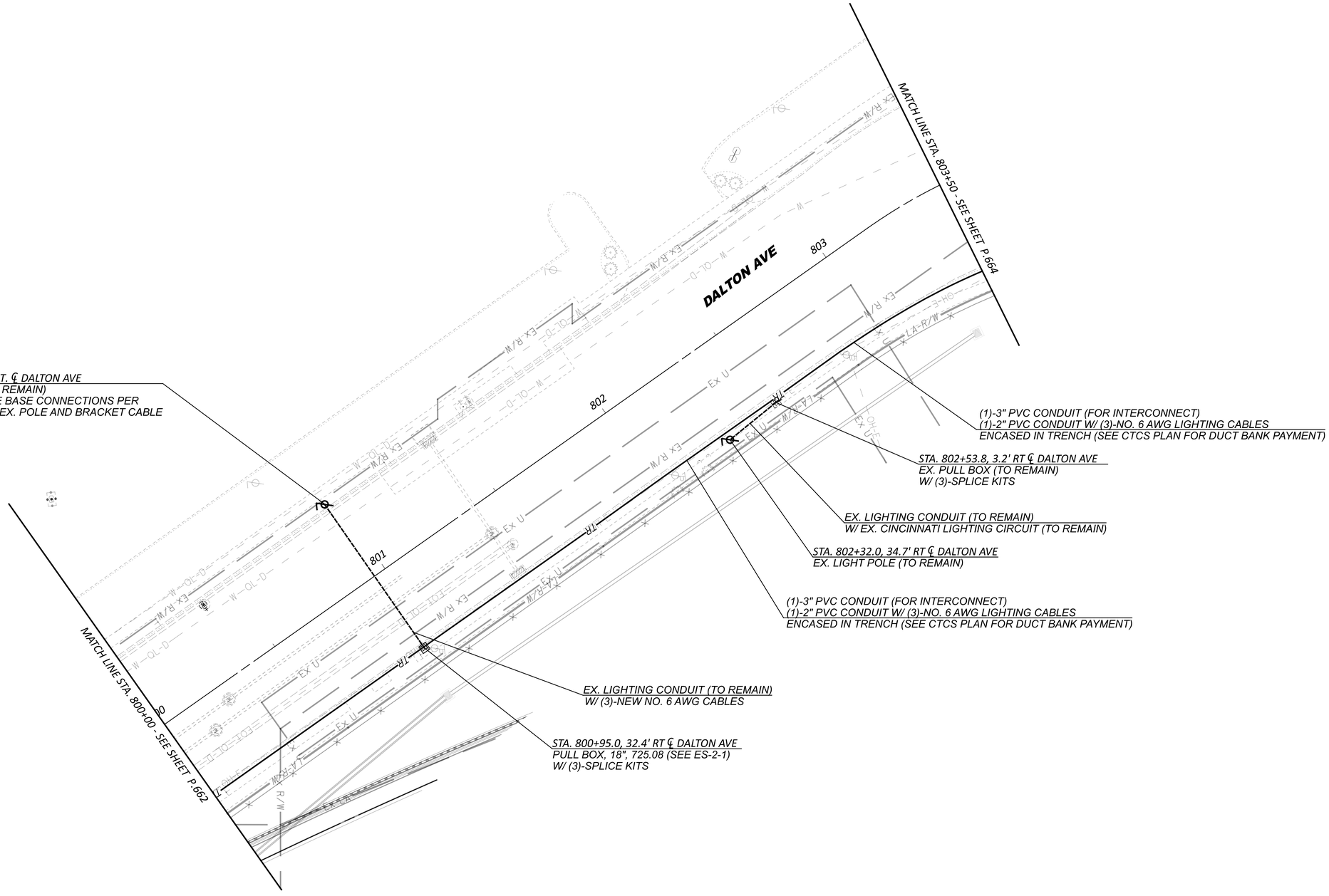

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING PLAN - SPRING GROVE AVE
STA. 800+00 TO STA. 803+50

CODED NOTES

1. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 6 AWG CABLES
2. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 6 AWG CABLES
3. (1)-4" PVC CONDUIT IN BARRIER, 725.051 W/ (3)-NO. 6 AWG CABLES
4. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 10 AWG CABLES
5. (1)-2" UNDERPASS CONDUIT, MOUNTED ON EX. STRUCTURE W/ (3)-NO. 10 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, MOUNTED ON PROP. WALL W/ (3)-NO. 10 AWG CABLES

DESIGN AGENCY: EMH&T
DESIGNER: CJV
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.663 TOTAL: 830

HAM-IR 75-1.95

MODEL: BLP_Banks-8 - Plan 18 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:37:30 PM USER: mrahall
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2021-0742

HAM-IR 75-1.95

MODEL: BLP_Banks-8 - Plan 1 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:37:31 PM USER: mrahall
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HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING PLAN - SPRING GROVE AVE
STA. 803+50 TO STA. 809+00

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 1+22.1, 37.3' LT ℄ BANK ST
EX. PULL BOX (ADJUST TO GRADE)
W/ NEW SPLICE KITS

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 1+22.3, 39.6' LT ℄ BANK ST
EX. LIGHT POLE (TO REMAIN)

EX. CONDUIT (PREVIOUSLY ABANDONED)

STA. 1+71.5, 2.2' LT ℄ BANK ST
EX. PULL BOX (TO REMAIN)

EX. CONDUIT (PREVIOUSLY ABANDONED)

COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL LIGHTING SHALL BE PROVIDED FROM TRAFFIC SIGNAL CABINET AND NOT THE STREET LIGHTING CIRCUIT)

COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL LIGHTING SHALL BE PROVIDED FROM TRAFFIC SIGNAL CABINET AND NOT THE STREET LIGHTING CIRCUIT)

PROPOSED OVERHEAD POWER SERVICE CABLE

STA. 808+35.5, 37.7' LT ℄ SPRING GROVE AVE
PROPOSED 120/240V POWER SOURCE
EX. WOOD POLE (DUKE ENERGY) (TO REMAIN)

STA. 806+11.0, 44.8' LT ℄ SPRING GROVE AVE
EX. LIGHT POLE (TO REMAIN)

STA. 806+11.7, 42.7' LT ℄ SPRING GROVE AVE
EX. PULL BOX (ADJUST TO GRADE)
W/ NEW SPLICE KITS

EX. LIGHTING CONDUIT (TO REMAIN)
W/ (3)-NEW NO. 6 AWG CABLES

MATCH LINE STA. 803+50 - SEE SHEET P.663

DALTON AVE

BANK ST

SPRING GROVE AVE

804 805 806 807 808

MATCH LINE STA. 3+25 - SEE SHEET P.665

PULL BOX
(SEE CTCS PLANS FOR PAYMENT)

COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL LIGHTING SHALL BE PROVIDED FROM TRAFFIC SIGNAL CABINET AND NOT THE STREET LIGHTING CIRCUIT)

PULL BOX
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
W/ (3)-SPLICE KITS

(1)-3" PVC CONDUIT (FOR INTERCONNECT)
(1)-2" PVC CONDUIT W/ (3)-NO. 6 AWG LIGHTING CABLES
JACKED.DRILLED UNDER PAVEMENT (SEE CTCS PLAN FOR DUCT BANK PAYMENT)

COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL LIGHTING SHALL BE PROVIDED FROM TRAFFIC SIGNAL CABINET AND NOT THE STREET LIGHTING CIRCUIT)

STA. 806+50.3, 46.6' RT ℄ SPRING GROVE AVE
EX. PULL BOX (ADJUST TO GRADE)

STA. 806+17.2, 56.0' RT ℄ SPRING GROVE AVE
PULL BOX, 18", 725.08 (SEE ES-2-1)
W/ NEW SPLICE KITS (EXTEND EX. CONDUIT)

EX. LIGHTING CONDUIT (TO REMAIN)
W/ (3)-NEW NO. 6 AWG LIGHTING CABLES

STA. 807+66.2, 46.0' RT ℄ SPRING GROVE AVE
EX. PULL BOX (TO REMAIN)
W/ NEW SPLICE KITS

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 807+66.2, 49.3' RT ℄ SPRING GROVE AVE
EX. LIGHT POLE (TO REMAIN)

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 808+62.0, 40.8' RT ℄ SPRING GROVE AVE
EX. UTILITY POLE (TO REMAIN)
W/ EX. POLE MTD. CINCINNATI LIGHTING CONTROLLER C-1562-M (TO REMAIN)
W/ EX. POLE MTD. LUMINAIRE (TO REMAIN)
W/ EX. CONDUIT RISER (TO REMAIN)

EX. LIGHTING CONDUIT (TO REMAIN)
W/ EX. CINCINNATI LIGHTING CIRCUIT (TO REMAIN)

STA. 808+64.9, 44.1' RT ℄ SPRING GROVE AVE
EX. PULL BOX (TO REMAIN)

CODED NOTES

1. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH
   W/ (3)-NO. 6 AWG CABLES
2. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT
   W/ (3)-NO. 6 AWG CABLES
3. (1)-4" PVC CONDUIT IN BARRIER, 725.051
   W/ (3)-NO. 6 AWG CABLES
4. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH
   W/ (3)-NO. 10 AWG CABLES
5. (1)-2" UNDERPASS CONDUIT, MOUNTED ON EX. STRUCTURE
   W/ (3)-NO. 10 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, MOUNTED ON PROP. WALL
   W/ (3)-NO. 10 AWG CABLES

DESIGN AGENCY
EMHT

DESIGNER
CJV

REVIEWER
DRM 11/01/26

PROJECT ID
114161

SHEET P.664 TOTAL 830

2021-0742

STA. 4+86.0, 48.8' LT ℄ BANK ST
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)

STA. 4+35.8, 48.8' LT ℄ BANK ST
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)

STA. 4+17.2, 48.8' LT ℄ BANK ST
UNDERPASS JUNCTION BOX (MOUNTED TO EX. STRUCTURE)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 4+17.2, 45.4' LT ℄ BANK ST
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 4+03.4, 42.9' LT ℄ BANK ST
UNDERPASS JUNCTION BOX (WALL MOUNTED)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 3+83.4, 42.9' LT ℄ BANK ST
LED UNDERPASS LUMINAIRE
AND JUNCTION BOX
(WALL MOUNTED)

STA. 4+03.4, 42.9' LT ℄ BANK ST
UNDERPASS JUNCTION BOX (WALL MOUNTED)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 3+31.0, 44.7' LT ℄ BANK ST
PULL BOX, 18", 725.08 (SEE ES-2-1)
SERVICE TO UNDERPASS LIGHTING
W/ WALL MTD. DISCONNECT SWITCH

COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL
LIGHTING SHALL BE PROVIDED FROM
TRAFFIC SIGNAL CABINET AND NOT THE
STREET LIGHTING CIRCUIT)

STA. 5+48.4, 48.8' LT ℄ BANK ST
LED UNDERPASS LUMINAIRE
AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)

120V/240V POWER SERVICE
EX. ELECTRICAL CONDUIT (TO REMAIN)
W/ EX. POWER SERVICE CABLES (TO REMAIN)

COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL
LIGHTING SHALL BE PROVIDED FROM
TRAFFIC SIGNAL CABINET AND NOT THE
STREET LIGHTING CIRCUIT)

STA. 7+07.7, 38.1' LT ℄ BANK ST
EX. UTILITY POLE (TO REMAIN)
W/ EX. POLE MTD LUMINAIRE (TO REMAIN)
W/ EX. POWER SERVICE TO C-0888-M (TO REMAIN)

MATCH LINE STA. 301+00 - SEE SHEET P.666

MATCH LINE STA. 3+25 - SEE SHEET P.664

RAMP B

RAMP G

RAMP D

IR 75 (SB)

IR 75 (NB)

BANK ST

WINCHELL AVE

(1)-2" UNDERPASS CONDUIT, MOUNTED ON STEEL
BEAM BENEATH RAMP G BRIDGE STRUCTURE
W/ (3)-NO. 10 AWG CABLES

STA. 3+60.1, 50.0' RT ℄ BANK ST
UNDERPASS JUNCTION BOX (WALL MOUNTED)

STA. 3+88.0, 50.0' RT ℄ BANK ST
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(WALL MOUNTED)

STA. 4+28.7, 50.0' RT ℄ BANK ST
UNDERPASS JUNCTION BOX (WALL MOUNTED)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 4+34.3, 49.8' RT ℄ BANK ST
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 4+40.6, 46.8' RT ℄ BANK ST
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 5+53.2, 46.8' RT ℄ BANK ST
LED UNDERPASS LUMINAIRE
AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)

STA. 4+90.8, 46.8' RT ℄ BANK ST
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)

COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL
LIGHTING SHALL BE PROVIDED FROM
TRAFFIC SIGNAL CABINET AND NOT THE
STREET LIGHTING CIRCUIT)

COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL
LIGHTING SHALL BE PROVIDED FROM
TRAFFIC SIGNAL CABINET AND NOT THE
STREET LIGHTING CIRCUIT)

STA. 7+01.1, 116.1' RT ℄ BANK ST
EX. LIGHT POLE (TO REMAIN)

EX. LIGHTING CIRCUIT (TO REMAIN)

CODED NOTES

1. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH
W/ (3)-NO. 6 AWG CABLES
2. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT
W/ (3)-NO. 6 AWG CABLES
3. (1)-4" PVC CONDUIT IN BARRIER, 725.051
W/ (3)-NO. 6 AWG CABLES
4. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH
W/ (3)-NO. 10 AWG CABLES
5. (1)-2" UNDERPASS CONDUIT, MOUNTED ON EX. STRUCTURE
W/ (3)-NO. 10 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, MOUNTED ON PROP. WALL
W/ (3)-NO. 10 AWG CABLES

HORIZONTAL SCALE IN FEET
0 10 20 40

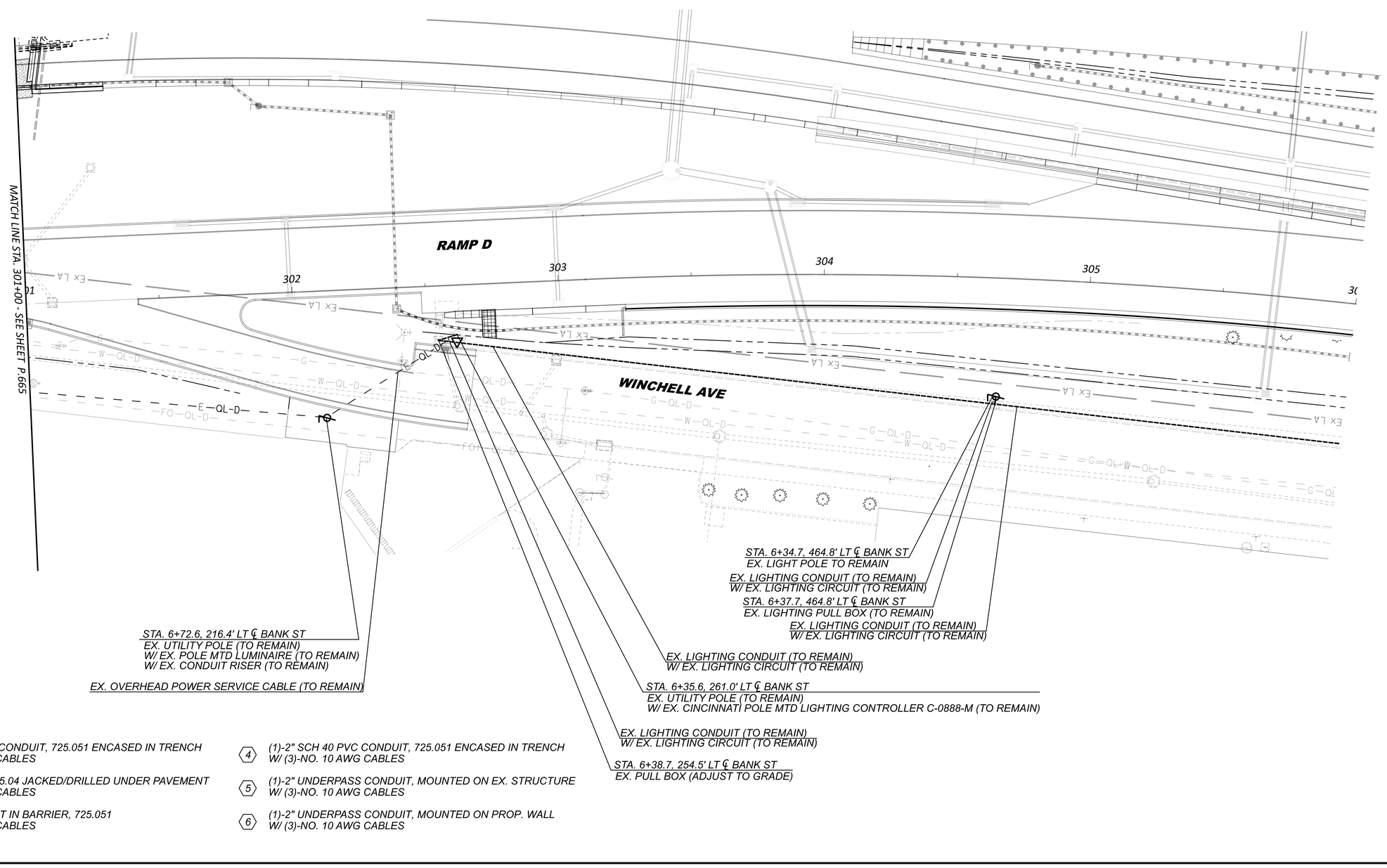
CINCINNATI LIGHTING PLAN - BANK STREET
STA. 3+50 TO STA. 7+50

HAM-IR 75-1.95

MODEL: BLP_Banks-8 - Plan 2 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:37:39 PM USER: mrahall
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Lighting\Sheets\114161_LP014.dgn

DESIGN AGENCY EMHT
DESIGNER CJV
REVIEWER DRM 11/01/26
PROJECT ID 114161
SHEET P.665 TOTAL 830

2021-0742



HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING PLAN - WINCHELL AVE

CODED NOTES

1. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 6 AWG CABLES
2. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 6 AWG CABLES
3. (1)-4" PVC CONDUIT IN BARRIER, 725.051 W/ (3)-NO. 6 AWG CABLES
4. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 10 AWG CABLES
5. (1)-2" UNDERPASS CONDUIT, MOUNTED ON EX. STRUCTURE W/ (3)-NO. 10 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, MOUNTED ON PROP. WALL W/ (3)-NO. 10 AWG CABLES

DESIGN AGENCY: EMH&T

DESIGNER	CJV
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.666
TOTAL	830

HAM-IR 75-1.95

MODEL: BLP_R07SD - Plan 5 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:37:41 PM USER: mrahall
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2021-0742

HAM-IR 75-1.95

MODEL: CLP_HARRISON-1 - Plan 3 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:38:03 PM USER: mrahall
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STA. 3+69.3, 30.0' LT ℄ HARRISON AVE
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 3+69.3, 33.5' LT ℄ HARRISON AVE
UNDERPASS JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 3+40.9, 33.5' LT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)

STA. 3+13.0, 33.5' LT ℄ HARRISON AVE
UNDERPASS JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 3+13.4, 31.0' LT ℄ HARRISON AVE
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 3+05.7, 36.2' LT ℄ HARRISON AVE
UNDERPASS JUNCTION BOX (WALL MOUNTED)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 2+89.8, 36.2' LT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(WALL MOUNTED)

STA. 4+01.5, 30.0' LT ℄ HARRISON AVE
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 4+01.5, 43.5' LT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)
W/ (1)-2" CONDUIT RISER TO PULL BOX

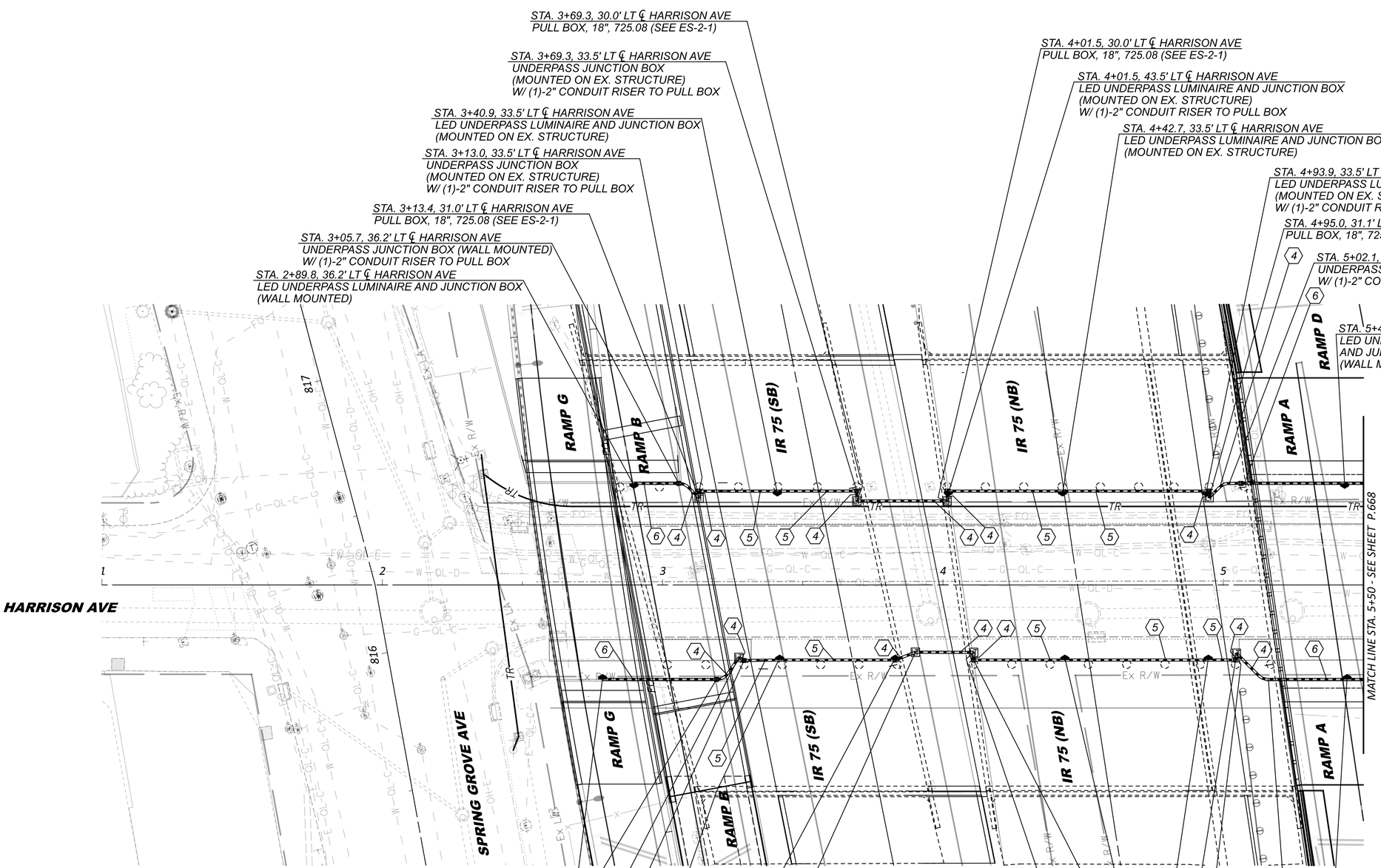
STA. 4+42.7, 33.5' LT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)

STA. 4+93.9, 33.5' LT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 4+95.0, 31.1' LT ℄ HARRISON AVE
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 5+02.1, 36.2' LT ℄ HARRISON AVE
UNDERPASS JUNCTION BOX (WALL MOUNTED)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 5+43.3, 36.2' LT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE
AND JUNCTION BOX
(WALL MOUNTED)



STA. 2+78.6, 33.7' RT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(WALL MOUNTED)

STA. 3+19.2, 33.7' RT ℄ HARRISON AVE
UNDERPASS JUNCTION BOX (WALL MOUNTED)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 3+27.2, 25.9' RT ℄ HARRISON AVE
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 3+29.1, 26.8' RT ℄ HARRISON AVE
UNDERPASS JUNCTION BOX (MOUNTED TO EX. STRUCTURE)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 3+41.8, 26.8' RT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)

STA. 3+83.0, 26.8' RT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 3+90.2, 24.0' RT ℄ HARRISON AVE
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 4+10.9, 24.1' RT ℄ HARRISON AVE
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 4+10.9, 26.8' RT ℄ HARRISON AVE
UNDERPASS JUNCTION BOX (MOUNTED TO EX. STRUCTURE)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 4+43.5, 26.8' RT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)

STA. 4+94.7, 26.8' RT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE AND JUNCTION BOX
(MOUNTED ON EX. STRUCTURE)

STA. 5+04.4, 26.8' RT ℄ HARRISON AVE
UNDERPASS JUNCTION BOX (MOUNTED TO EX. STRUCTURE)
W/ (1)-2" CONDUIT RISER TO PULL BOX

STA. 5+04.7, 24.3' RT ℄ HARRISON AVE
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 5+44.2, 33.7' RT ℄ HARRISON AVE
LED UNDERPASS LUMINAIRE
AND JUNCTION BOX
(WALL MOUNTED)

STA. 5+16.1, 33.7' RT ℄ HARRISON AVE
UNDERPASS JUNCTION BOX (WALL MOUNTED)
W/ (1)-2" CONDUIT RISER TO PULL BOX

CODED NOTES

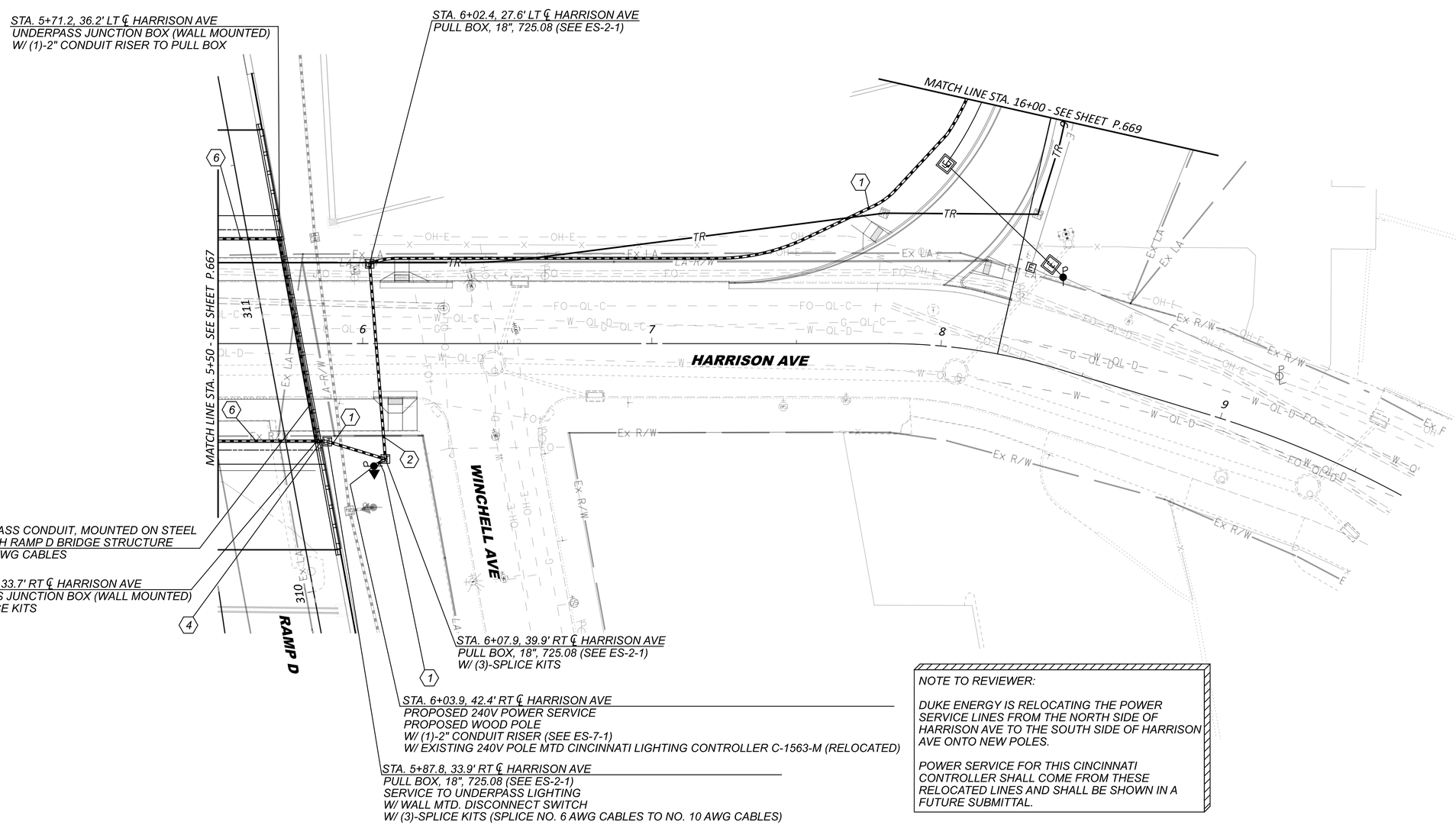
1. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH
W/ (3)-NO. 6 AWG CABLES
2. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT
W/ (3)-NO. 6 AWG CABLES
3. (1)-4" PVC CONDUIT IN BARRIER, 725.051
W/ (3)-NO. 6 AWG CABLES
4. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH
W/ (3)-NO. 10 AWG CABLES
5. (1)-2" UNDERPASS CONDUIT, MOUNTED ON EX. STRUCTURE
W/ (3)-NO. 10 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, MOUNTED ON PROP. WALL
W/ (3)-NO. 10 AWG CABLES

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING PLAN - HARRISON AVENUE STA. 1+00 TO STA. 5+00

DESIGN AGENCY
EMH&T

DESIGNER	CJV
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.667
TOTAL	830



CODED NOTES

1. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 6 AWG CABLES
2. (1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 6 AWG CABLES
3. (1)-4" PVC CONDUIT IN BARRIER, 725.051 W/ (3)-NO. 6 AWG CABLES
4. (1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 10 AWG CABLES
5. (1)-2" UNDERPASS CONDUIT, MOUNTED ON EX. STRUCTURE W/ (3)-NO. 10 AWG CABLES
6. (1)-2" UNDERPASS CONDUIT, MOUNTED ON PROP. WALL W/ (3)-NO. 10 AWG CABLES

HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING PLAN - HARRISON AVE
STA. 5+00 TO STA. 9+75

DESIGN AGENCY: EMH&T
DESIGNER: CJV
REVIEWER: DRM 11/01/26
PROJECT ID: 114161
SHEET: P.668 TOTAL: 830

HAM-IR 75-1.95

MODEL: CLP_HARRISON-1 - Plan 4 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:38:08 PM USER: mrahall
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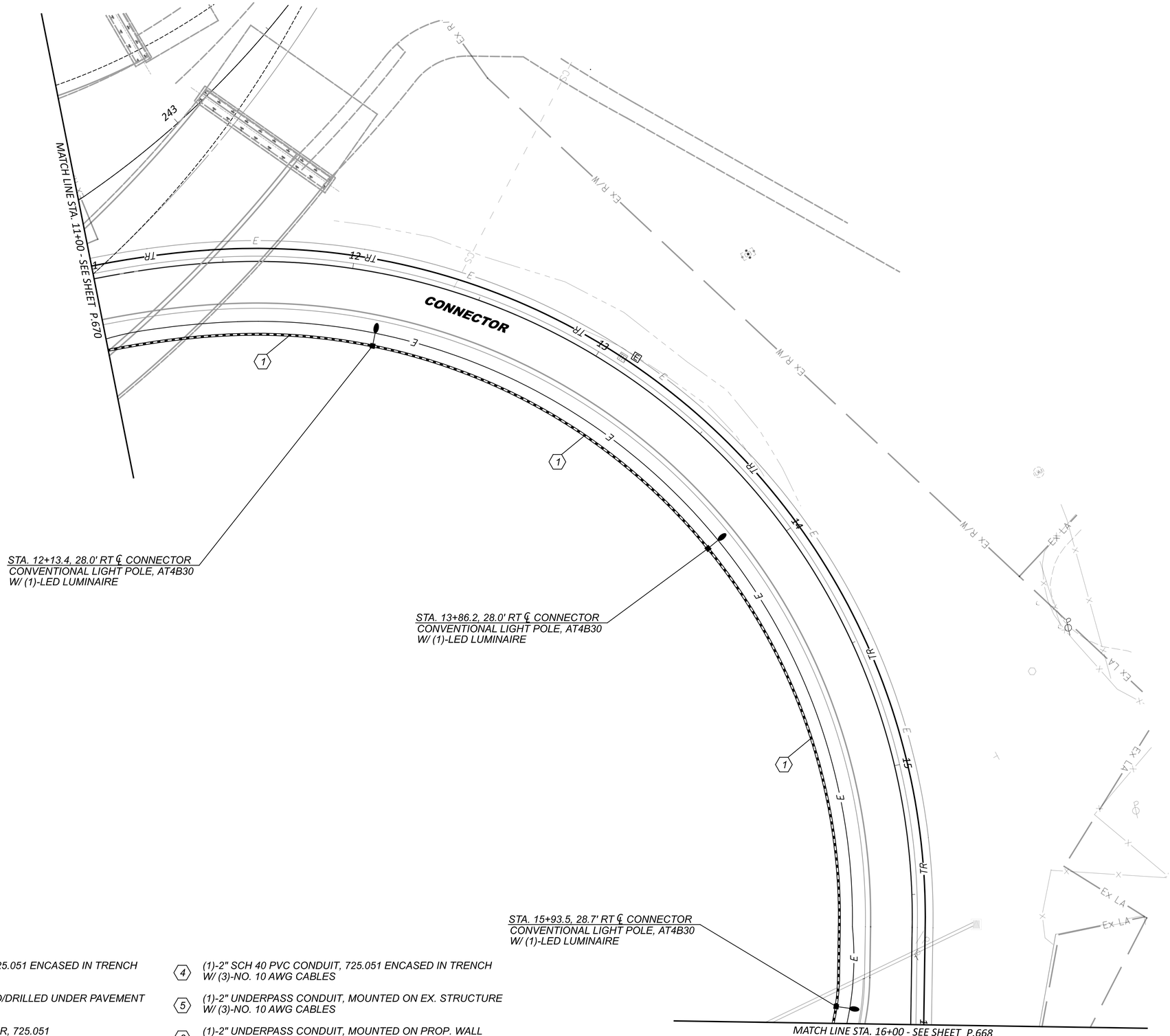
2021-0742



HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING PLAN - CONNECTOR RAMP STA. 10+50 TO STA. 16+00

CODED NOTES

1. *(1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 6 AWG CABLES*
2. *(1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 6 AWG CABLES*
3. *(1)-4" PVC CONDUIT IN BARRIER, 725.051 W/ (3)-NO. 6 AWG CABLES*
4. *(1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 10 AWG CABLES*
5. *(1)-2" UNDERPASS CONDUIT, MOUNTED ON EX. STRUCTURE W/ (3)-NO. 10 AWG CABLES*
6. *(1)-2" UNDERPASS CONDUIT, MOUNTED ON PROP. WALL W/ (3)-NO. 10 AWG CABLES*

DESIGN AGENCY EMH&T

DESIGNER CJV

REVIEWER DRM 11/01/26

PROJECT ID 114161

SHEET P.669 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_WHV6 - Plan 20 PAPERSIZE: 34x22 (in.) DATE: 10/28/2026 TIME: 12:38:27 PM USER: mrahall
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2021-0742

HAM-IR 75-1.95

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HORIZONTAL SCALE IN FEET
0 10 20 40

CINCINNATI LIGHTING PLAN - WESTERN HILLS VIADUCT STA. 237+00 TO STA. 242+00

STA. 10+65.9, 13.2' LT ℄ CONNECTOR
PULL BOX, 18", 725.08 (SEE ES-2-1)

STA. 10+50.3, 12.7' LT. ℄ CONNECTOR
CONVENTIONAL LIGHT POLE, AT4B30
W/ (1)-LED LUMINAIRE

COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL LIGHTING SHALL BE PROVIDED FROM TRAFFIC SIGNAL CABINET AND NOT THE STREET LIGHTING CIRCUIT)

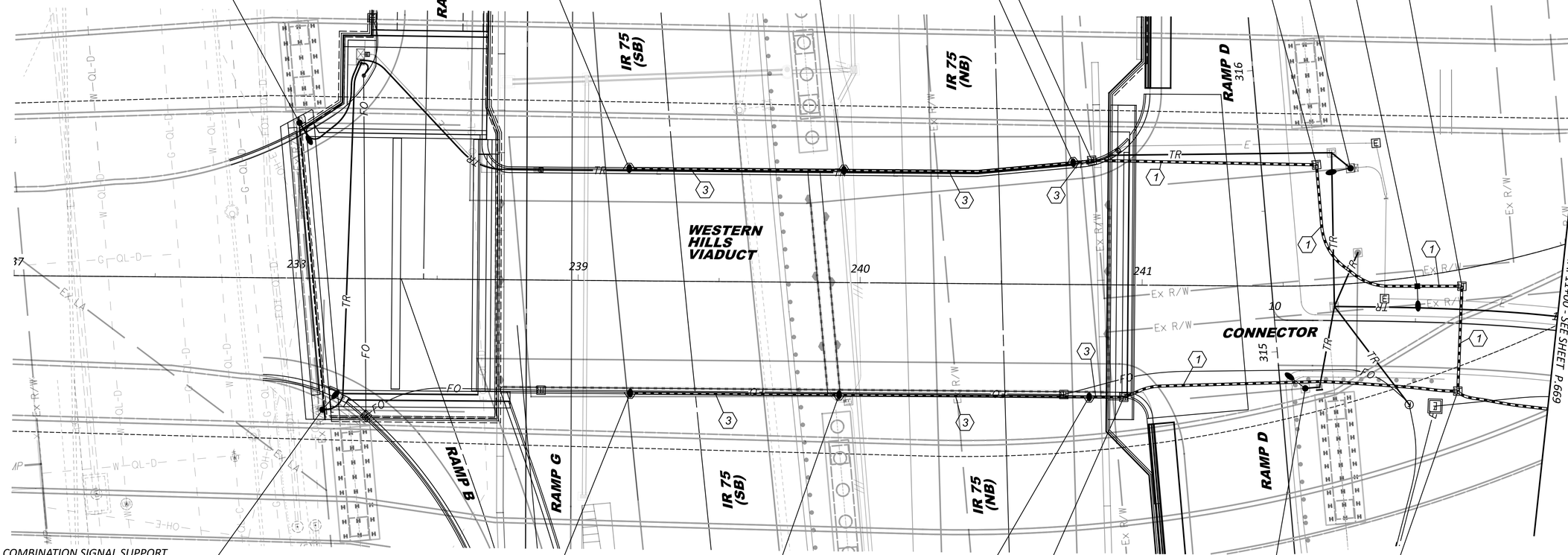
STA. 240+81.8, 44.0' LT ℄ WHV
STRUCTURE JUNCTION BOX

STA. 240+75.2, 43.2' LT ℄ WHV
BRIDGE MTD: POST TOP LIGHT POLE
W/ (1)-LED LUMINAIRE
W/ (1)-STRUCTURE JUNCTION BOX

STA. 239+17.8, 39.8' LT ℄ WHV
BRIDGE MTD: POST TOP LIGHT POLE
W/ (1)-LED LUMINAIRE
W/ (1)-STRUCTURE JUNCTION BOX

STA. 239+93.9, 39.8' LT ℄ WHV
BRIDGE MTD: POST TOP LIGHT POLE
W/ (1)-LED LUMINAIRE
W/ (1)-STRUCTURE JUNCTION BOX

STA. 10+14.5, 55.2' LT. ℄ CONNECTOR
18" PULL BOX, 725.08



COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL LIGHTING SHALL BE PROVIDED FROM TRAFFIC SIGNAL CABINET AND NOT THE STREET LIGHTING CIRCUIT)

STA. 239+18.8, 39.8' RT. ℄ WHV
BRIDGE MTD: POST TOP LIGHT POLE
W/ (1)-LED LUMINAIRE
W/ (1)-STRUCTURE JUNCTION BOX

STA. 239+92.9, 39.8' RT ℄ WHV
BRIDGE MTD: POST TOP LIGHT POLE
W/ (1)-LED LUMINAIRE
W/ (1)-STRUCTURE JUNCTION BOX

STA. 240+81.6, 39.8' RT ℄ WHV
BRIDGE MTD: POST TOP LIGHT POLE
W/ (1)-LED LUMINAIRE
W/ (1)-STRUCTURE JUNCTION BOX

STA. 240+93.8, 39.8' RT ℄ WHV
STRUCTURE JUNCTION BOX

COMBINATION SIGNAL SUPPORT
W/ (1)-15' BRACKET ARM
W/ (1)-CONVENTIONAL LED LUMINAIRE
(SEE TRAFFIC SIGNAL PLAN FOR PAYMENT)
(POWER FEED FOR COMBINATION SIGNAL LIGHTING SHALL BE PROVIDED FROM TRAFFIC SIGNAL CABINET AND NOT THE STREET LIGHTING CIRCUIT)

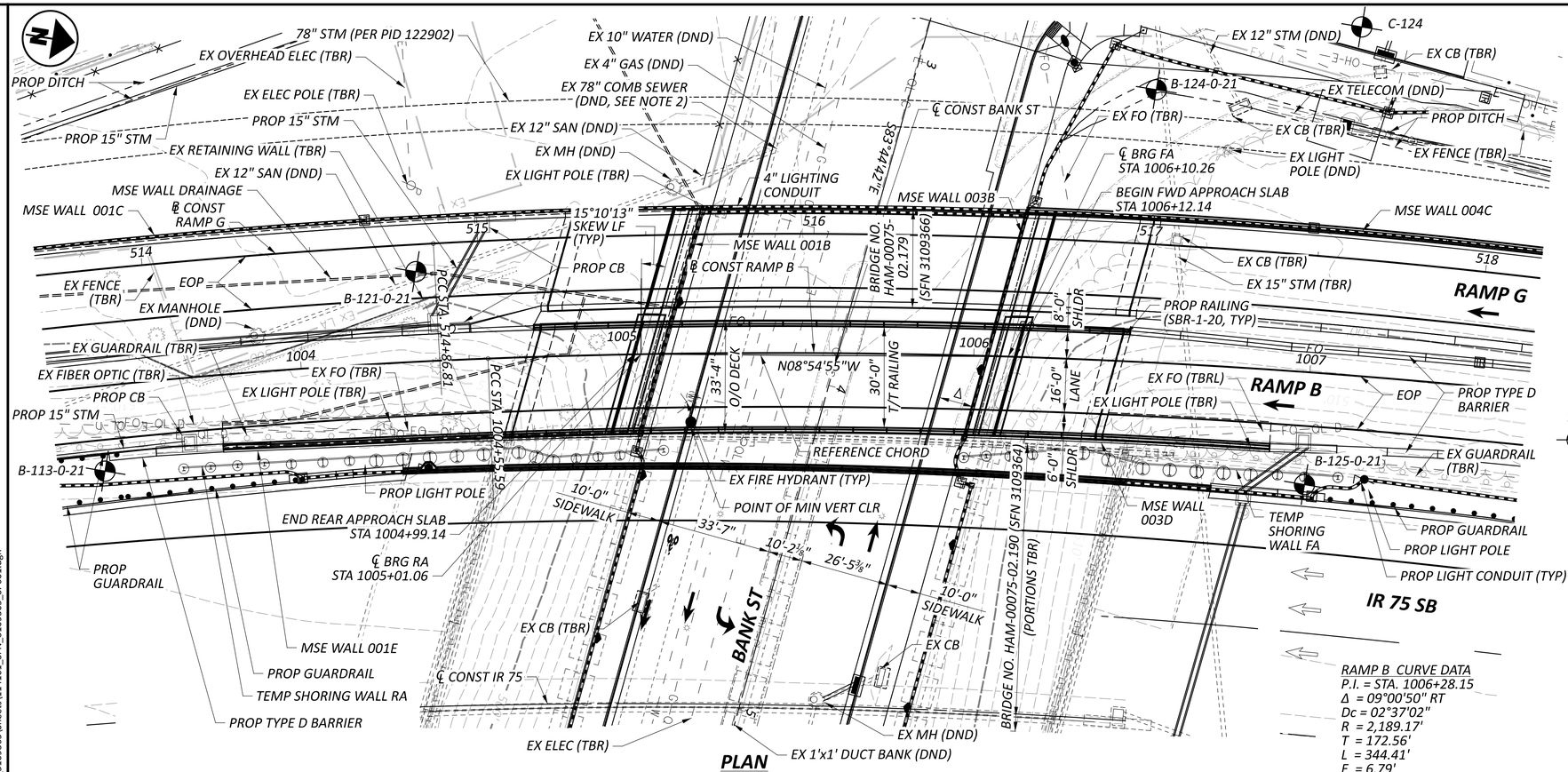
STA. 10+66.1, 24.0' RT ℄ CONNECTOR
PULL BOX, 18" 725.08 (SEE ES-2-1)
W/ (3)-SPLICE KITS

CODED NOTES

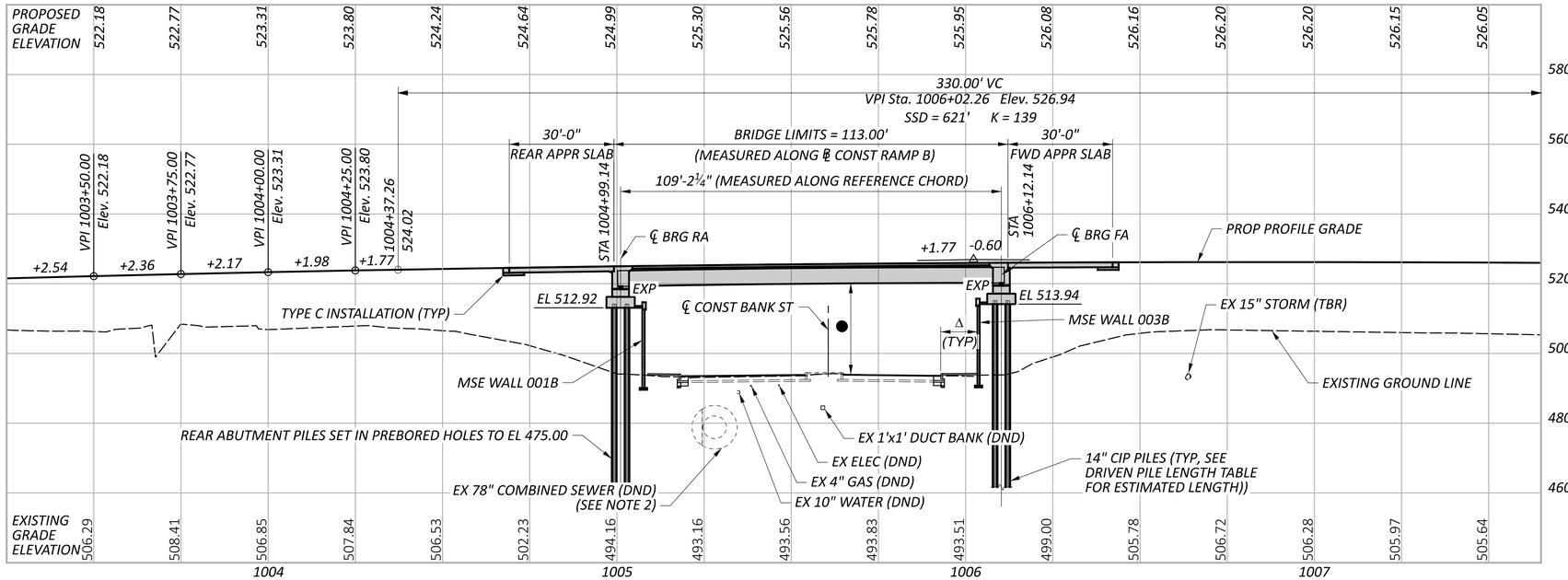
1. *(1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 6 AWG CABLES*
2. *(1)-3" CONDUIT, 725.04 JACKED/DRILLED UNDER PAVEMENT W/ (3)-NO. 6 AWG CABLES*
3. *(1)-4" PVC CONDUIT IN BARRIER, 725.051 W/ (3)-NO. 6 AWG CABLES*
4. *(1)-2" SCH 40 PVC CONDUIT, 725.051 ENCASED IN TRENCH W/ (3)-NO. 10 AWG CABLES*
5. *(1)-2" UNDERPASS CONDUIT, MOUNTED ON EX. STRUCTURE W/ (3)-NO. 10 AWG CABLES*
6. *(1)-2" UNDERPASS CONDUIT, MOUNTED ON PROP. WALL W/ (3)-NO. 10 AWG CABLES*

DESIGN AGENCY
EMH&T

DESIGNER	CJV
REVIEWER	DRM 11/01/26
PROJECT ID	114161
SHEET	P.670
TOTAL	830



PLAN



PROFILE ALONG ℄ CONST RAMP B

BENCHMARK DATA

CP205	STA.	995+40.78,	ELEV.	506.50 ,	OFFSET	205.96'	RT
CP312	STA.	1014+50.51,	ELEV.	501.22 ,	OFFSET	287.55'	RT

* STATIONS AND OFFSETS ARE ALONG ℄ CONST RAMP B

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET P.5/830.

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. EXACT WALL THICKNESS IS NOT KNOWN. MSD HAS REQUESTED A 3' WALL THICKNESS BE SHOWN ON THIS PIPE. SPECIAL CARE SHALL BE USED WHEN PLACING HEAVY EQUIPMENT AROUND THE EXISTING SEWER. COORDINATE WITH MSD PRIOR TO CONSTRUCTION TO VERIFY EQUIPMENT PLACEMENT IS ACCEPTABLE.

DESIGN TRAFFIC:

2029 ADT =	164,850	2029 ADTT =	26,376
2049 ADT =	189,800	2049 ADTT =	30,368

DIRECTIONAL DISTRIBUTION = 52%

LEGEND

- BORING LOCATION
- 16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
  25'-11¼" ACTUAL MINIMUM VERTICAL CLEARANCE
- Δ - 10'-0" REQUIRED HORIZONTAL CLEARANCE
  13'-0" - ACTUAL HORIZONTAL CLEARANCE RA
  10'-6" - ACTUAL HORIZONTAL CLEARANCE FA

DRIVEN PILE LENGTH TABLE	
ABUTMENT	ESTIMATED PILE LENGTH
REAR	80'
FORWARD	85'

EXISTING STRUCTURE

TYPE: FOUR-SPAN CONTINUOUS ROLLED STEEL BEAM WITH NON-COMPOSITE CONCRETE DECK, SUPPORTED ON STUB ABUTMENTS ON CAST-IN-PLACE CONCRETE PILES

SPANS: 41'-0"±, 51'-0"±, 51'-0"±, 41'-0"± (MEASURED ALONG REFERENCE CHORD)

ROADWAY: 78'-0"± (LEFT), 66'-3"± (RIGHT) T/T RAILING

LOADING: CF-2000(57)

SKEW: 14°50'21"± LF

WEARING SURFACE: 1¾" SUPERPLASTICIZED DENSE CONCRETE OVERLAY

APPROACH SLABS: AS-1-54 (25' LONG)

ALIGNMENT: 3° CURVE RIGHT

SUPERELEVATION: 0.049 FT/FT

STRUCTURE FILE NUMBER: 3109364

DATE BUILT: 7/1/1961

DISPOSITION: PORTIONS TO BE REMOVED AND REPLACED

PROPOSED STRUCTURE

TYPE: SINGLE-SPAN PRESTRESSED CONCRETE I-BEAMS WITH COMPOSITE REINFORCED CONCRETE DECK, SUPPORTED ON SEMI-INTEGRAL ABUTMENTS ON CAST-IN-PLACE CONCRETE PILES BEHIND MSE WALLS

SPAN: 109'-2¼" (MEASURED ALONG REFERENCE CHORD)

ROADWAY: 30'-0" TOE/TOE RAILING

LOADING: VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE: 0.06 KIPS/FT²

SKEW: 15°10'13" LF (MEASURED ALONG REFERENCE CHORD)

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 30'-0" LONG, TYPE C INSTALLATION (AS-1-15, AS-2-15)

ALIGNMENT: 2°37'02" CURVE RT

SUPERELEVATION: 0.048 FT/FT

COORDINATES: LATITUDE 39° 07' 10.8" N
LONGITUDE 84° 32' 08.9" W

DECK AREA: 3767 SF

SITE PLAN
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365
DESIGN AGENCY: EM H&T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 1 | TOTAL 25
SHEET P.671 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:16:31 PM USER: aibrahimkhail
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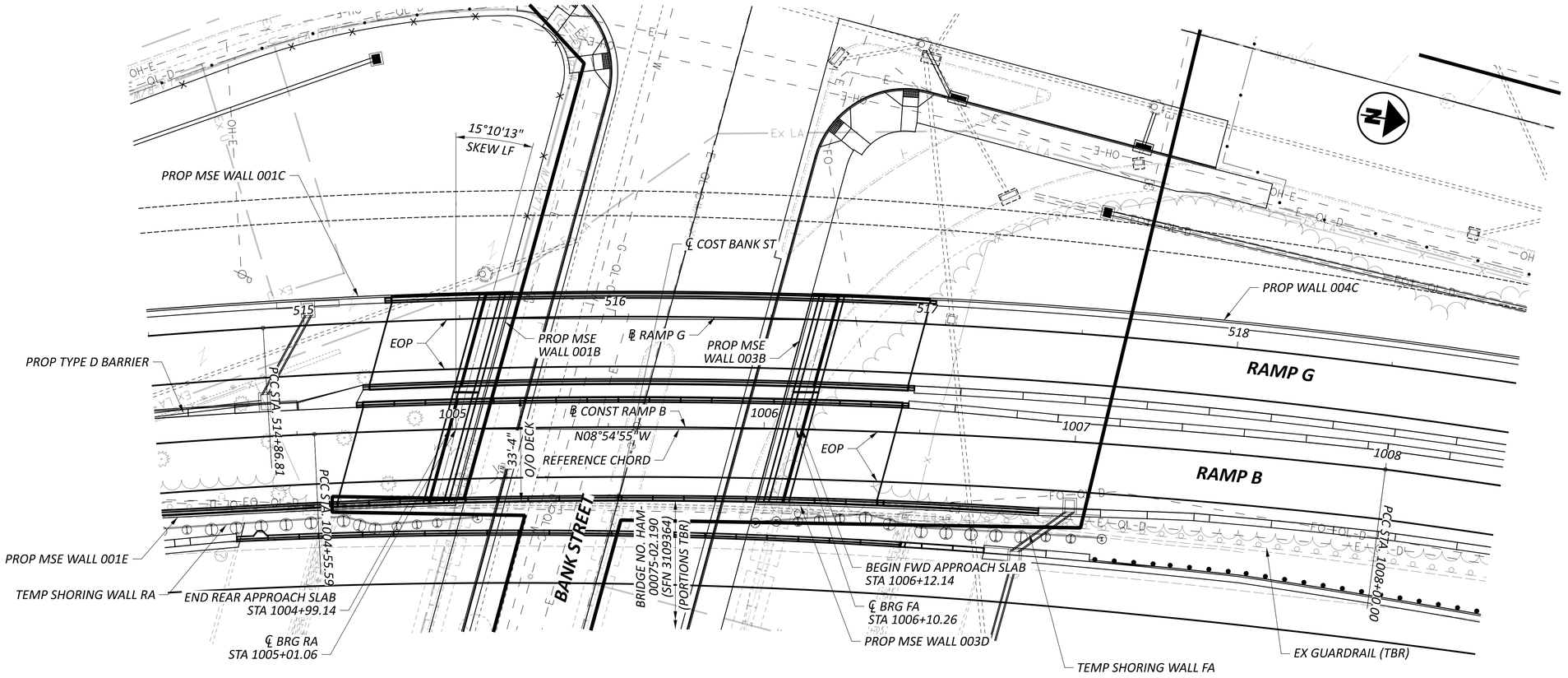
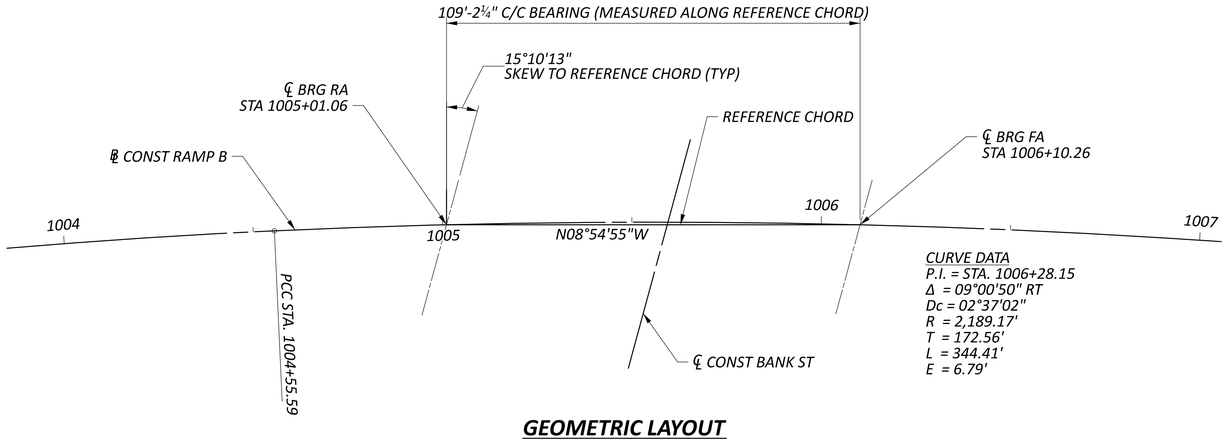


GENERAL PLAN



GEOMETRIC LAYOUT

CURVE DATA
P.I. = STA. 1006+,
Δ = 09°00'50" R1
Dc = 02°37'02"
R = 2,189.17'
T = 172.56'
L = 344.41'
E = 6.79'

GENERAL PLAN
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:19:46 PM USER: albrahimkhail
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SFN	3109365
DESIGN AGENCY	EMHT
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	2
TOTAL	25
SHEET	P.672
TOTAL	830

REFER TO THE FOLLOWING STANDARD DRAWINGS:

AS-1-15	REVISED	01/20/2023
AS-2-15	REVISED	07/21/2023
PSID-1-13	REVISED	07/18/2025
SBR-1-20	REVISED	07/19/2024
SICD-2-14	REVISED	01/15/2021

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.0 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.

DESIGN LOADING:

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ FT

DESIGN DATA:

CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) - 8.5 KSI
COMPRESSIVE STRENGTH (RELEASE) - 7.0 KSI

WELDED WIRE FABRIC:
YIELD STRENGTH - 70 KSI

PRESTRESSING STRAND:
AREA = 0.217 SQ.IN.
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

CONCRETE CLASS QC3:
COMPRESSIVE STRENGTH 4.5 KSI (ABUTMENT DIAPHRAGM, DECK, PARAPET, APPROACH SLABS)

CONCRETE CLASS QC1:
COMPRESSIVE STRENGTH 4.0 KSI (ABUTMENT FOOTING)

CONCRETE CLASS QC3:
COMPRESSIVE STRENGTH 4.0 KSI (ABUTMENT EXCLUDING FOOTING)

CONCRETE REINFORCEMENT:
UNCOATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI (PRESTRESSED BEAMS, NOT INCLUDING TRANSVERSE BARS EXTENDING INTO DECK)

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI (DECK, RAILING, APPROACH SLABS, ABUTMENTS, BARS EXTENDING FROM PRESTRESSED BEAMS)

GFRP REINFORCEMENT (PARAPET)

STEEL CIP PILES - ASTM A252 GRADE 3 - YIELD STRENGTH 45 KSI

STEEL SHEET PILING - ASTM A572 GRADE 50 - YIELD STRENGTH 50 KSI

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

ITEM 203 - EMBANKMENT, AS PER PLAN:

PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT.

PILE DRIVING CONSTRAINTS :

PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV), CONSTRUCT THE MSE WALL UP TO THE BOTTOM OF THE FOOTING AND CONSTRUCT A TEMPORARY WIRE-FACED MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE LEVEL OF THE SUBGRADE ELEVATION FOR A MINIMUM DISTANCE OF 200 FEET BEHIND THE ABUTMENT PER THE ABUTMENT SECTION DETAIL DRAWING. 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. PROVIDE AT LEAST 3 FEET OF PILE ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF C&MS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE DRIVING CRITERIA DETERMINED BY SETUP RESTRIKE TESTING UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A 20 CALENDAR DAY WAITING PERIOD HAS ELAPSED. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT 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 1/2 INCH.

IF NOT PRE-DRIVING FORWARD 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.

ITEM 507E00601 - 14" CAST-IN-PLACE REINFORCED CONCRETE PILES DRIVEN, AS PER PLAN:

FOLLOWING REMOVAL OF ALL EXISTING CONCRETE FOOTINGS WITHIN THE PROPOSED BRIDGE LIMITS, FIELD LOCATE, BY SURVEY, EACH OF THE EXISTING PILES AND PROVIDE A SCALED DRAWING TO THE ENGINEER ILLUSTRATING THE EXISTING PILES AND THE PROPOSED PILE LOCATIONS. DEPICT POTENTIAL PILE CONFLICTS WITH CONFLICT DIMENSIONS ON THE DRAWING AND PROPOSE NEW LOCATIONS OF THE PILES. THE ENGINEER WILL COORDINATE WITH THE DESIGNER OF RECORD TO ADJUST THE PILE LAYOUT TO AVOID CONFLICTS. PROVIDE THE PILE LAYOUT DRAWING AT LEAST 10 WORKING DAYS PRIOR TO PROPOSED COMMENCEMENT OF PILE DRIVING OPERATIONS. THE ENGINEER WILL PROVIDE A MODIFIED PILE LAYOUT ON OR BEFORE 10 WORKING DAYS. BEGIN PILE DRIVING OPERATIONS FOLLOWING RECEIVING THE MODIFIED PILE LAYOUT. INCLUDE SPECIFIC TASKS IN THE CPM SCHEDULE FOR SUBMITTAL OF THE PILE LAYOUT DRAWING AS WELL AS TIME TO RECEIVE A MODIFIED PILE LAYOUT. DRIVE PILES TO THE DESIGNATED ULTIMATE BEARING VALUE PER THE REQUIREMENTS OF ITEM 507.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 319 KIPS PER PILE FOR THE REAR ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS 278 KIPS PER PILE FOR THE FORWARD ABUTMENT PILES.

REAR ABUTMENT PILES:
14" DIAMETER PILES 85 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

FORWARD ABUTMENT PILES:
14" DIAMETER PILES 90 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM
1 RESTRIKE

PROVIDE PLAIN CYLINDRICAL CASINGS WITH A MINIMUM PILE WALL THICKNESS OF 1/4 INCH FOR THE CAST-IN-PLACE REINFORCED CONCRETE PILES. USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP REINFORCED CONCRETE PIPE PILES AT THE REAR AND FORWARD ABUTMENTS.

PILES DRIVEN TO FULL ESTIMATED LENGTH WITH PILE/SOIL SETUP:

THE ULTIMATE BEARING VALUE (UBV) IS 319 KIPS PER PILE FOR THE 14" CONCRETE CAST-IN-PLACE FORWARD ABUTMENT PILES. PART OF THE UBV WILL BE ACHIEVED THROUGH PILE/SOIL SETUP, WHICH IS A TIME DEPENDENT INCREASE IN RESISTANCE THAT OCCURS IN SOME SOILS.

NOTIFY ENGINEER AT LEAST 5 DAYS BEFORE DRIVING PILES SO THAT THE ENGINEER CAN NOTIFY DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF GEOTECHNICAL ENGINEERING.

DRIVE THE FIRST TWO (2) PILES AT THE FORWARD ABUTMENT TO THE FULL ESTIMATED LENGTH OF EIGHTY-FIVE (85) FEET. PERFORM DYNAMIC LOAD TESTING ON BOTH PILES WHILE DRIVING. IF THE DYNAMIC LOAD TESTING DURING THE INITIAL DRIVING (BEFORE THE WAITING PERIOD) INDICATES A PILE HAS ACHIEVED THE REQUIRED UBV PRIOR TO DRIVING THE FULL ESTIMATED LENGTH, STOP DRIVING AND NOTIFY THE ENGINEER. AFTER DRIVING AND TESTING THE FIRST TWO (2) PILES, DRIVE ALL PILES TO THE ESTIMATED LENGTH, CEASE ALL DRIVING OPERATIONS AT THE SUBSTRUCTURE FOR A PERIOD OF SEVEN (7) DAYS. INCLUDE WAITING PERIOD AS A SEPARATE ACTIVITY IN PROGRESS SCHEDULE. AFTER THE WAITING PERIOD, PERFORM PILE RESTRIKES ON BOTH OF THE FIRST TWO (2) PILES (ONE RESTRIKE ITEM). SUBMIT ALL TEST RESULTS TO THE ENGINEER. IF THE RESTRIKE TEST RESULTS INDICATE THAT BOTH PILES ACHIEVED THE REQUIRED UBV, ALL PILES IN THE SUBSTRUCTURE MAY BE ACCEPTED BY THE ENGINEER.

IF THE RESTRIKE TEST RESULTS INDICATE EITHER OF THE TWO (2) PILES DID NOT ACHIEVE THE REQUIRED UBV, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE ENGINEER CAN NOTIFY THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF GEOTECHNICAL ENGINEERING. THE ENGINEER WILL REVIEW THE TEST RESULTS AND ESTABLISH ADDITIONAL RESTRIKE TESTING OR DRIVING CRITERIA FOR THE PILING IN THE SUBSTRUCTURE WITH THE ASSISTANCE OF THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF GEOTECHNICAL ENGINEERING.

IF DIRECTED BY THE ENGINEER, PERFORM ADDITIONAL RESTRIKE TESTING OR DRIVE ALL PILES IN THE SUBSTRUCTURE TO THE ESTABLISHED DRIVING CRITERIA. THE DEPARTMENT WILL PAY FOR SPLICING OF THE PILES BEYOND THE ESTIMATED LENGTH PROVIDED IN THE PLANS UNDER C&MS 109.05 WITH A NEGOTIATED PRICE PER SPLICE.

THIS PLAN NOTE INCLUDES A QUANTITY OF ONE EACH ITEM 523 DYNAMIC LOAD TESTING, AS PER PLAN AND A QUANTITY OF ONE EACH ITEM 523 RESTRIKE, AS PER PLAN PER EACH SUBSTRUCTURE UNIT.

ITEM 509E40000 - CONCRETE REINFORCEMENT, MISC.: ADDITIONAL EPOXY COATED STEEL REINFORCEMENT FOR ABUTMENT FOOTINGS:

PLEASE SEE ITEM 507E00600 14"CAST-IN-PLACE REINFORCED CONCRETE PILES DRIVEN, AS PER PLAN FOR ADDITIONAL INFORMATION. THE FINAL EPOXY COATED REINFORCING STEEL DETAILS WILL BE PROVIDED WITH THE MODIFIED PILE LAYOUT REFERENCED IN ITEM 507E00600 - 14" CAST-IN-PLACE REINFORCED CONCRETE PILES DRIVEN, AS PER PLAN. INCLUDE SPECIFIC TASKS IN THE CPM SCHEDULE FOR THE NECESSARY TIME REQUIRED TO OBTAIN ADDITIONAL EPOXY COATED REINFORCING STEEL BASED ON THE FINAL REINFORCING DETAILS FOR THE FOOTERS BASED ON THE MODIFIED PILE LAYOUT. COMPENSATION FOR ANY ADDITIONAL EPOXY COATED REINFORCING STEEL REQUIRED BASED ON THE MODIFIED PILE LAYOUT WILL BE MADE UNDER THIS ITEM. IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR FIELD CUT THE STEEL REINFORCEMENT DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS. REPAIR ALL DAMAGE TO THE BAR COATING ACCORDING TO C&MS 709.16.

A QUANTITY OF 200 LBS. OF ITEM 509 - CONCRETE REINFORCEMENT, MISC.: ADDITIONAL EPOXY COATED STEEL REINFORCEMENT FOR ABUTMENT FOOTINGS HAS BEEN CARRIED TO THE SUMMARY FOR THIS PURPOSE.

ITEM 511E46513 - CLASS QC1 CONCRETE WITH QC/QA, FOOTING, AS PER PLAN:

THE DIMENSIONS OF THE FOOTERS MAY CHANGE BASED ON THE LOCATION OF THE EXISTING PILING. 16" OF ADDITIONAL FOOTING LENGTH HAS BEEN ADDED TO THE BACK OF THE ABUTMENT FOOTING DESIGN TO HELP ACCOUNT FOR PILE PLACEMENT VARIANCES. PLEASE SEE ITEM 507E00600 14" CAST-IN-PLACE REINFORCED CONCRETE PILES DRIVEN, AS PER PLAN FOR ADDITIONAL INFORMATION. THE FINAL DIMENSIONS OF THE FOOTERS WILL BE PROVIDED WITH THE MODIFIED PILE LAYOUT REFERENCED IN ITEM 507E00600 14" CAST-IN-PLACE REINFORCED CONCRETE PILES DRIVEN, AS PER PLAN. ADJUSTMENTS TO THE DIMENSIONS OF THE FOOTERS BASED ON THE LOCATION OF THE EXISTING PILING IS CONSIDERED INCIDENTAL TO THIS ITEM. PAYMENT WILL BE IN ACCORDANCE WITH C&MS 511.23 AND CALCULATIONS FROM PLAN DIMENSIONS, IN PLACE, COMPLETED AND ACCEPTED WILL BE BASED UPON THE FINAL DIMENSIONS OF THE FOOTERS PROVIDED WITH THE MODIFIED PILE LAYOUT REFERENCED IN ITEM 507E00600 14" CAST-IN-PLACE REINFORCED CONCRETE PILES DRIVEN, AS PER PLAN

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 2.26 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

GENERAL NOTES
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
RJE	TDA

REVIEWER CAS 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
3	25

SHEET	TOTAL
P.673	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:11:21 PM USER: tadams
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ITEM 511 - CLASS QC3 CONCRETE, MISC.: ABUTMENT NOT INCLUDING FOOTING, WITH QC/QA

THIS ITEM MODIFIES THE STANDARD 511 CONCRETE FOR STRUCTURES SPECIFICATION TO INCLUDE MACRO-SYNTHETIC, AND CORROSION INHIBITORS INTO THE SUBSTRUCTURE 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 QC3 MEETING ALL REQUIREMENTS OF QC1, A DESIGN STRENGTH OF 4000 PSI, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02

FIBERS FOR CONCRETE: ASTM C1116, TYPE III
CORROSION INHIBITOR: 515.15

THE CLASS QC3 CONCRETE FOR THE SUBSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA:

ALL REQUIREMENTS OF QC1 WATER/CEMENT RATIO = 0.40 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.0 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.

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 1.5 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURE'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY. 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.

THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED.

ITEM 511 - CLASS QC3 CONCRETE, MISC.: BRIDGE DECK, WITH QC/QA:
ITEM 511 - CLASS QC3 CONCRETE, MISC.: PARAPET, WITH QC/QA:

THIS ITEM MODIFIES THE STANDARD 511 CONCRETE FOR STRUCTURES SPECIFICATION TO INCLUDE MACRO-SYNTHETIC, AND CORROSION INHIBITORS 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 QC3 MEETING ALL REQUIREMENTS OF QC2, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02

FIBERS FOR CONCRETE: ASTM C1116, TYPE III
CORROSION INHIBITOR: 515.15

THE CLASS QC3 CONCRETE FOR THE SUPERSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA:

MEETING ALL REQUIREMENTS OF QC2, WATER/CEMENT RATIO = 0.43 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.0 IN. MIN. TO 2.5 IN. MAX.) MEETING ASTM C1116. TYPE III SHALL BE ADDED TO THE MIX. MINIMUM SLUMP IN ANY RAILING COMPONENTS IS 2".

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.

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 1.5 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURE'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY. 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 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.

THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED. THE PLACING OF THE DECK AND THE APPROACH SLABS IN THE SAME CONCRETE POUR IS NOT PERMITTED.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T = 17"), AS PER PLAN

THE REQUIREMENTS OF 511.03 AND 511.04 SHALL APPLY TO THIS ITEM OF WORK. THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO THE CONCRETE AND STEEL REINFORCEMENT NECESSARY TO FORM AND PLACE THE APPROACH SLABS AS SHOWN IN THE PLANS. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE THE ITEMS LISTED ON STANDARD DRAWING AS-1-15 AND ALL OTHER NECESSARY MATERIALS, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE PER SQUARE YARD FOR ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T = 17"), AS PER PLAN.

THE REQUIREMENTS IN THE GENERAL NTOES FOR ITEM 511 - CLASS QC3 CONCRETE, MISC: BRIDGE DECK, WITH QC/QA SHALL APPLY TO THIS ITEM OF WORK.

GENERAL NOTES (CONTINUED)
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365

DESIGN AGENCY EM H&T

DESIGNER	CHECKER
RJE	TDA

REVIEWER CAS 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
4	25

SHEET	TOTAL
P.674	830

HAM-IR 75-1.95

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ITEM 530 SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION:

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING TO MINIMIZE THE POTENTIAL FOR DAMAGE TO THE EXISTING 78" DIAMETER COMBINED SEWER RUNNING FROM WEST TO EAST AND LOCATED APPROXIMATELY 15 FEET NORTH OF THE PROPOSED REAR ABUTMENT.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA, AND WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT, OR BEFORE, THE PRECONSTRUCTION MEETING. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN THE ENGINEER'S ACCEPTANCE OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND OF PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:

1. MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.

2. ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.

3. MONITOR GROUND VIBRATIONS DURING PILE DRIVING.

4. IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.

5. FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:
   A. IDENTIFICATION OF SEISMOGRAPH.
   B. DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING.
   C. START TIME AND DURATION OF PILE DRIVING.
   D. LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL.

IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS.

SUBMIT THREE COPIES OF THE FINAL REPORT WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURE MISC.: VIBRATION MONITORING. THE DEPARTMENT WILL PAY THE FINAL TWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

THE DEPARTMENT WILL PAY ACCORDING TO C&MS 109.05 FOR ALTERNATIVE CONSTRUCTION PROCEDURES THAT THE ENGINEER DETERMINES ARE NECESSARY TO REDUCE VIBRATIONS.

BEFORE PILE DRIVING BEGINS, CONDUCT A CONDITION SURVEY OF ALL EXISTING BUILDINGS, STRUCTURES, AND UTILITIES WITHIN 200-FT OF THE PILE DRIVING WORK. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS, STRUCTURES, OR UTILITIES PRIOR TO PILE DRIVING, SO THAT CLAIMS OF DAMAGE CAUSED BY THE PILE DRIVING CAN BE VERIFIED. RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO PERFORM OR SUPERVISE THE CONDITION SURVEY. USE A VIBRATION SPECIALIST THAT MEETS THE QUALIFICATION REQUIREMENTS FOR VIBRATION MONITORING. RECORD THE CONDITION OF EXISTING STRUCTURES AND BUILDING MATERIALS, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT INTERIOR WALLS, CEILINGS, AND FLOORS THAT ARE ACCESSIBLE. INSPECT THE EXTERIOR OF THE BUILDING THAT IS VISIBLE FROM GROUND LEVEL. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.
IF OWNERS OR OCCUPANTS FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRECONSTRUCTION CONDITION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT. SUBMIT THREE COPIES OF A REPORT TO THE ENGINEER THAT SUMMARIZES THE PRECONSTRUCTION CONDITION OF THE BUILDINGS, STRUCTURES, AND UTILITIES, AND THAT IDENTIFIES AREAS OF CONCERN. PAYMENT FOR THE PRECONSTRUCTION CONDITION SURVEY IS INCLUSIVE OF THE CONTRACT LUMP SUM PRICE FOR ITEM 530 SPECIAL – STRUCTURAL SURVEY AND MONITORING OF VIBRATION.

ABBREVIATION LEGEND

ABUT - ABUTMENT
ADT - AVERAGE DAILY TRAFFIC
ADTT - AVERAGE DAILY TRUCK TRAFFIC
APPR - APPROACH
BOT - BOTTOM
BRGS - BEARINGS
BTA - BRIDGE TERMINAL ASSEMBLY
C/C - CENTER TO CENTER
CB - CATCH BASIN
CJ - CONSTRUCTION JOINT
℄ - CENTERLINE
CLR - CLEARANCE
CONST - CONSTRUCTION
DIA - DIAMETER
EF - EACH FACE
EL - ELEVATION
E/P - EDGE OF PAVEMENT
E/S - EDGE OF SHOULDER
EX - EXISTING
EXP - EXPANSION
FWD - FORWARD
F/F - FACE TO FACE
FF - FAR FACE
FWD - FORWARD
HORIZ - HORIZONTAL
INCR - INCREMENT
LT - LEFT
MAX - MAXIMUM
MIN - MINIMUM
MID - MIDDLE
N/A - NOT APPLICABLE
NF - NEAR FACE
NPCPP - NON-PERFORATED CORRUGATED PLASTIC PIPE
O/O - OUT TO OUT
PC - POINT OF CURVE
PCPP - PERFORATED CORRUGATED PLASTIC PIPE
PT - POINT OF TANGENT
PEJF - PREFORMED EXPANSION JOINT FILLER
PG - PROFILE GRADE
PGD - PREFABRICATED GEOCOMPOSITE DRAINAGE SYSTEM
PROP - PROPOSED
PT - POINT
PVMT - PAVEMENT
RT - RIGHT
SER - SERIES
SHLDR - SHOULDER
SPA - SPACES
ST - STREET
STA - STATION
SCD - STANDARD CONSTRUCTION DRAWING
STD - STANDARD
TBRLO - TO BE RELOCATED BY OTHERS
TEMP - TEMPORARY
T/S - TOP OF SLOPE
T/T - TOE TO TOE
TYP - TYPICAL
UNO - UNLESS NOTED OTHERWISE
VC - VERTICAL CURVE
VERT - VERTICAL

GENERAL NOTES (CONTINUED)
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365
DESIGN AGENCY EM&T
DESIGNER RJE | CHECKER TDA
REVIEWER CAS 11/02/26
PROJECT ID 114161
SUBSET 5 | TOTAL 25
SHEET P.675 | TOTAL 830

HAM-IR 75-1.95

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CALCULATED: AI		ESTIMATED QUANTITIES			CHECKED: TDA			
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	SUPER.	GEN.	SHEET #
505	11100		LS	PILE DRIVING EQUIPMENT MOBILIZATION				
507	00601		FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN				3/25
507	00650		FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED				
507	92200		FT	PREBORED HOLES				
507	93300		EACH	STEEL POINTS OR SHOES				
509	10000		LB	EPOXY COATED STEEL REINFORCEMENT				
509	30020		FT	NO. 4 DEFORMED GFRP REINFORCEMENT				
509	40000		LB	CONCRETE REINFORCEMENT, MISC.: CONCRETE REINFORCEMENT, MISC.: ADDITIONAL EPOXY COATED REINFORCING FOR ABUTMENT FOOTINGS				3/25
511	33501		EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN				3/25
511	46513		CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING, AS PER PLAN				3/25
511	53014		CY	CLASS QC3 CONCRETE, MISC.: BRIDGE DECK, WITH QC/QA				4/25
511	53014		CY	CLASS QC3 CONCRETE, MISC.: BRIDGE DECK (PARAPET), WITH QC/QA				4/25
511	53014		CY	CLASS QC3 CONCRETE, MISC.:, ABUTMENT NOT INCLUDING FOOTING WITH QA/QC				4/25
512	10100		SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)				
512	33000		SY	TYPE 2 WATERPROOFING				
515	15100		EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF54-49, (LENGTH = 110'-8'')				
515	20000		EACH	INTERMEDIATE DIAPHRAGMS				
516	10010		FT	ARMORLESS PREFORMED JOINT SEAL				
516	13600		SF	1" PREFORMED EXPANSION JOINT FILLER				
516	13900		SF	2" PREFORMED EXPANSION JOINT FILLER				
516	14020		FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL				
516	44101		EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (18''x14''x 2'' ELASTOMERIC PAD WITH 19''x15''x 1 1/2'' LOAD PLATE)				11/25
518	21200		CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC				
518	40000		FT	6" PERFORATED CORRUGATED PLASTIC PIPE				
523	20000		EACH	DYNAMIC LOAD TESTING				
523	20500		EACH	RESTRIKE				
526	30011		SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN				4/25
526	90030		FT	TYPE C INSTALLATION				
530	14000		LS	SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION				5/25

ESTIMATED QUANTITIES
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365
DESIGN AGENCY EMH&T
DESIGNER RJE | CHECKER TDA
REVIEWER CAS 11/02/26
PROJECT ID 114161
SUBSET 6 | TOTAL 25
SHEET P.676 | TOTAL 830

HAM-IR 75-1.95

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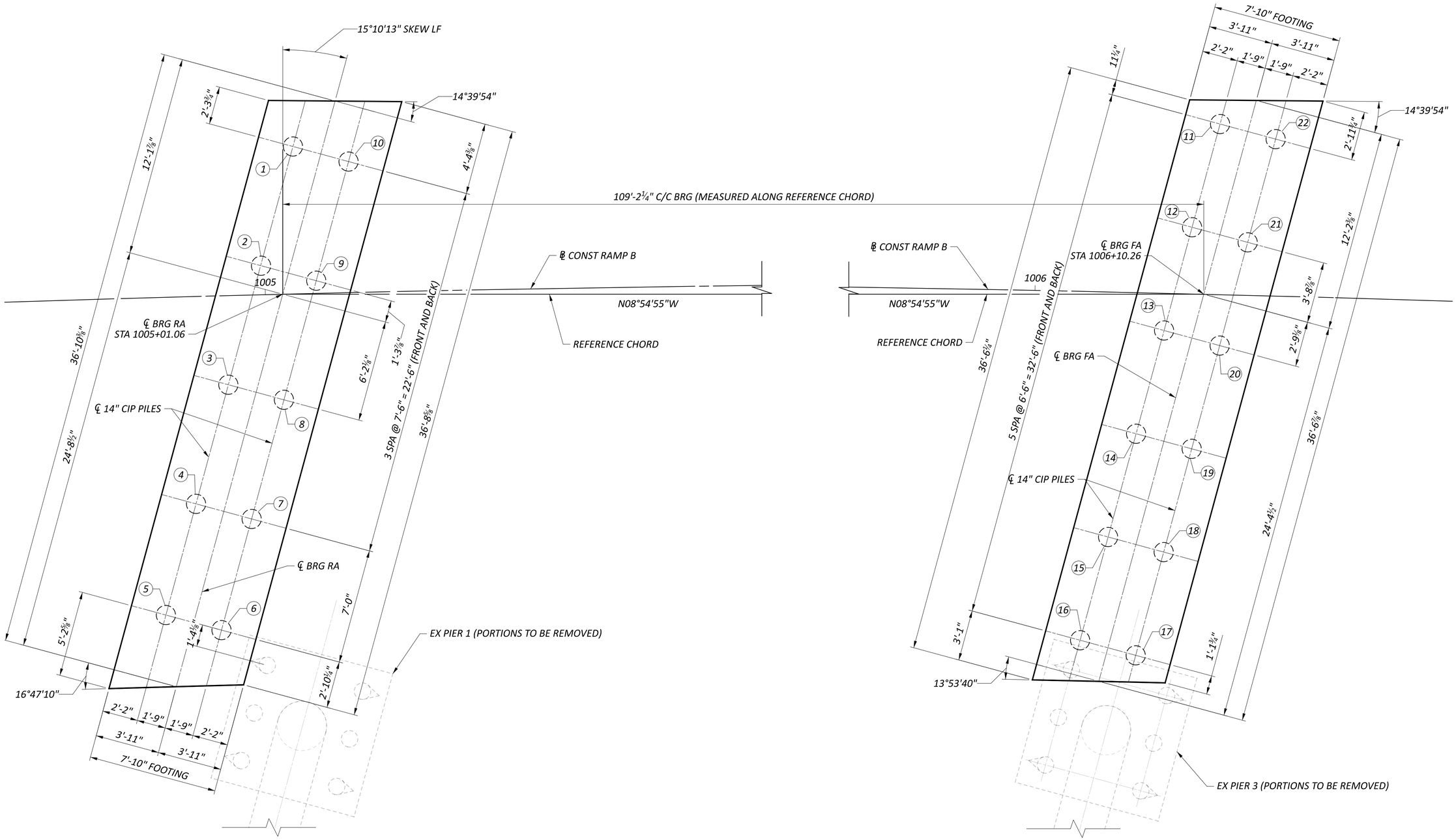

PLAN

LEGEND:

- (#) - INDICATES PILE NUMBER
- - 14" DIA VERTICAL PILES
- - EXISTING VERTICAL PILE
- - EXISTING BATTERED PILE

HAM-IR 75-1.95

MODEL: Foundation Plan Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:12:28 PM USER: tadams
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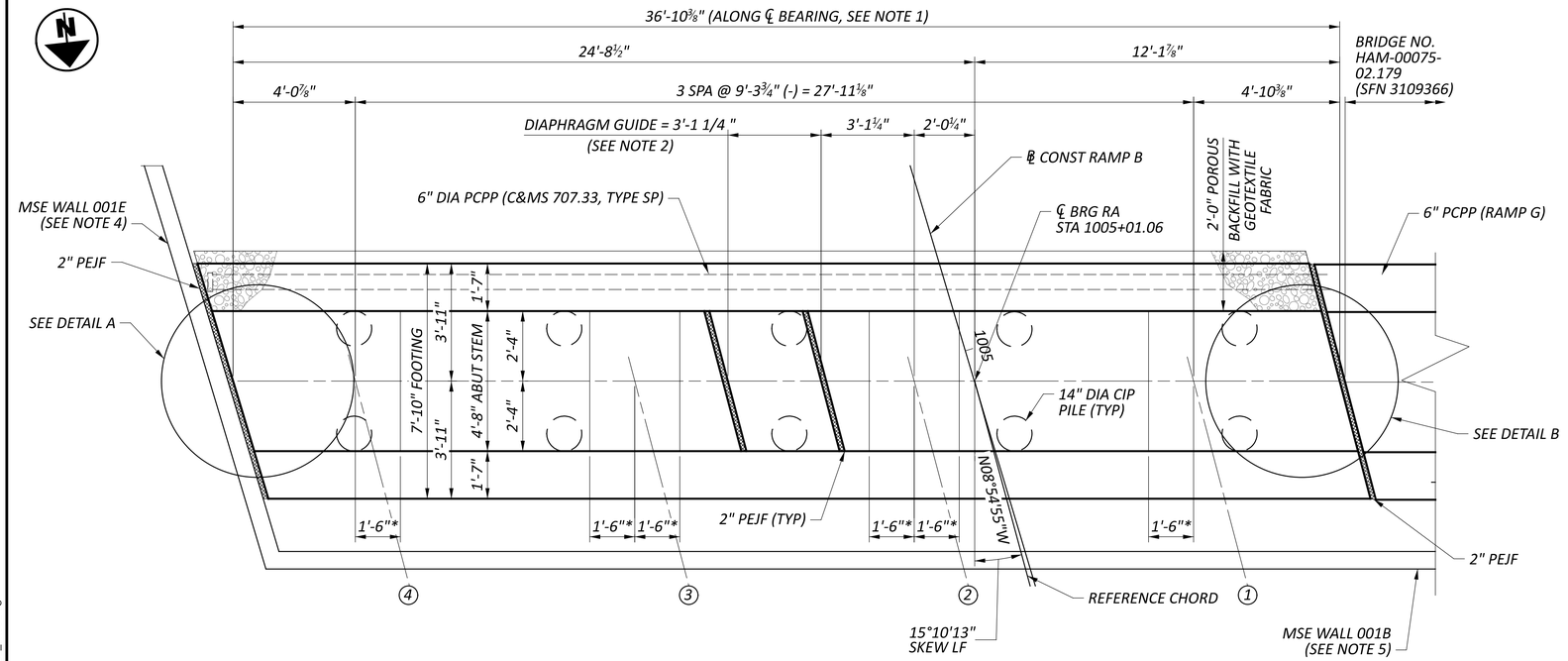
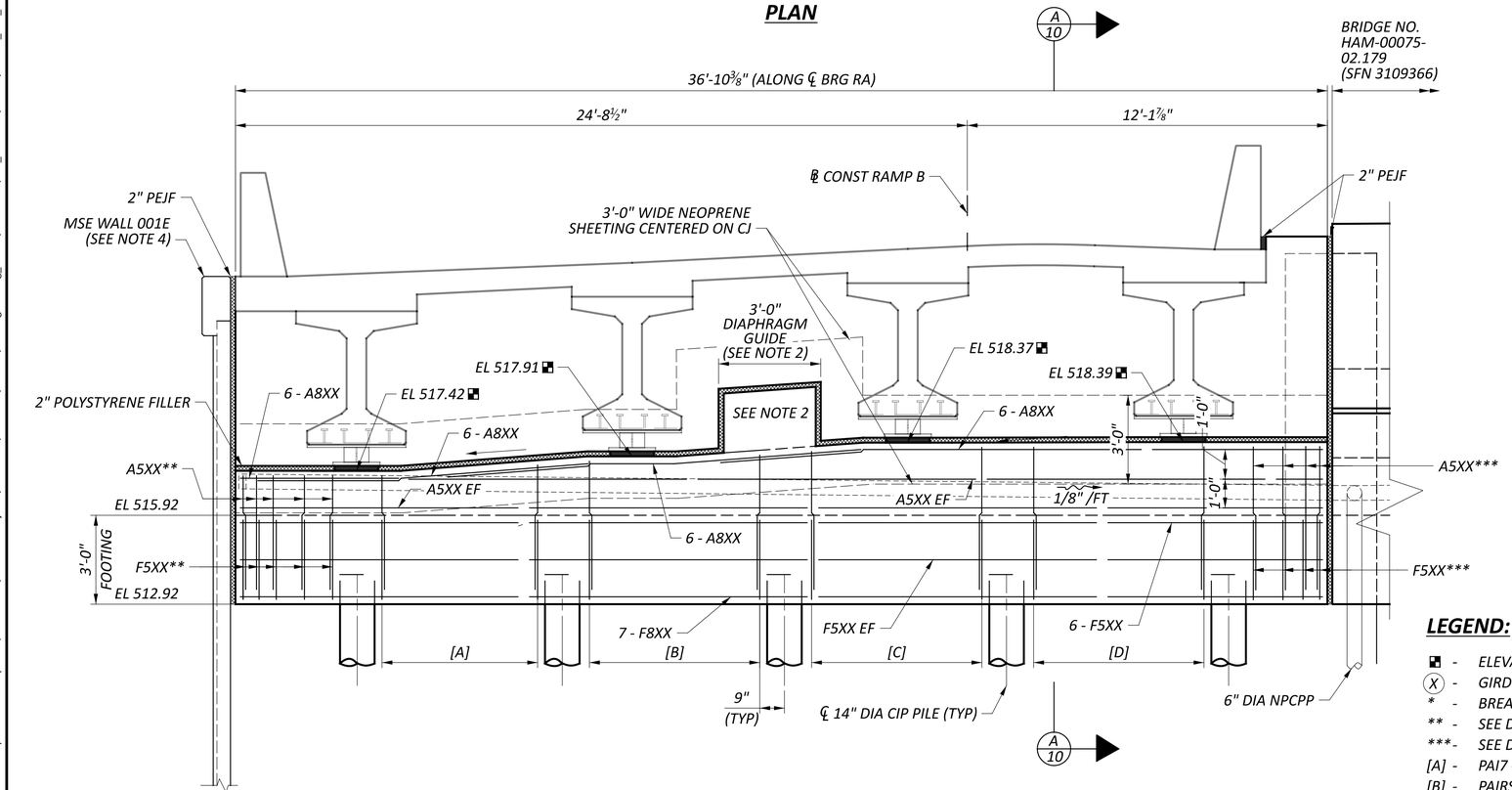
FOUNDATION PLAN
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

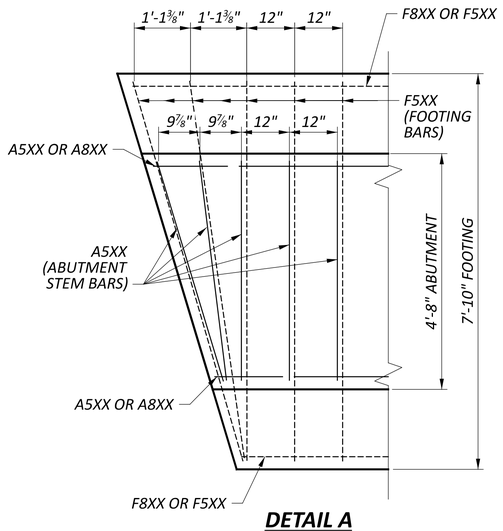
SFN	3109365
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	7
TOTAL	25
SHEET	P.677
TOTAL	830



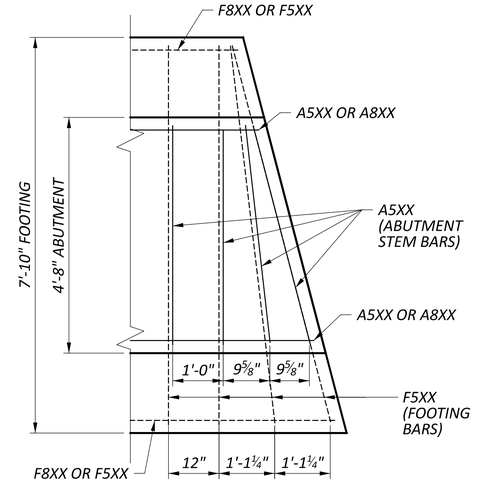
PLAN



ELEVATION



DETAIL A



DETAIL B

MINIMUM LAP LENGTHS		
	HORIZONTAL	VERTICAL
#5 BAR	2'-6"	2'-0"
#8 BAR	5'-10"	5'-2"

LEGEND:

- ■ - ELEVATION AT ℄ BRG RA
- (X) - GIRDER NO. X
- * - BREAKPOINT IN BEAM SEAT
- ** - SEE DETAIL A FOR BAR PLACEMENT
- *** - SEE DETAIL B FOR BAR PLACEMENT
- [A] - PAI7 - A5XX & 7 - F5XX SPA @ 1'-0" MAX = 5'-9"
- [B] - PAIRS OF 7 - A5XX, & 7 - F5XX SPA @ 1'-0" MAX = 5'-9"
- [C] - PAIRS OF 7 - A5XX, & 7 - F5XX SPA @ 1'-0" MAX = 5'-9"
- [D] - PAIRS OF 7 - A5XX, & 7 - F5XX SPA @ 1'-0" MAX = 5'-9"

NOTES:

1. FOR ABUTMENT DIAPHRAGM DETAILS AND REINFORCEMENT, SEE SHEET 16/25.
2. FOR DIAPHRAGM GUIDE DETAILS, SEE STANDARD DRAWING SICD-2-14 AND SHEET 17/25.
3. SEAT ELEVATIONS: THE BEAM SEAT ELEVATIONS WERE CALCULATED USING THE ASSUMED CAMBER D30 WITH A MINIMUM SACRIFICIAL HAUNCH THICKNESS OF 2 INCHES. REFER TO SHEET 18/25 FOR CAMBER INFORMATION. THE CONTRACTOR SHALL ADJUST SEAT ELEVATIONS BASED UPON THE ACTUAL BEAM CAMBER AT THE TIME OF FABRICATION IF AVAILABLE.

REAR ABUTMENT PLAN AND ELEVATION
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
AI	RJE

REVIEWER CAS 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
8	25

SHEET	TOTAL
P.678	830

HAM-IR 75-1.95

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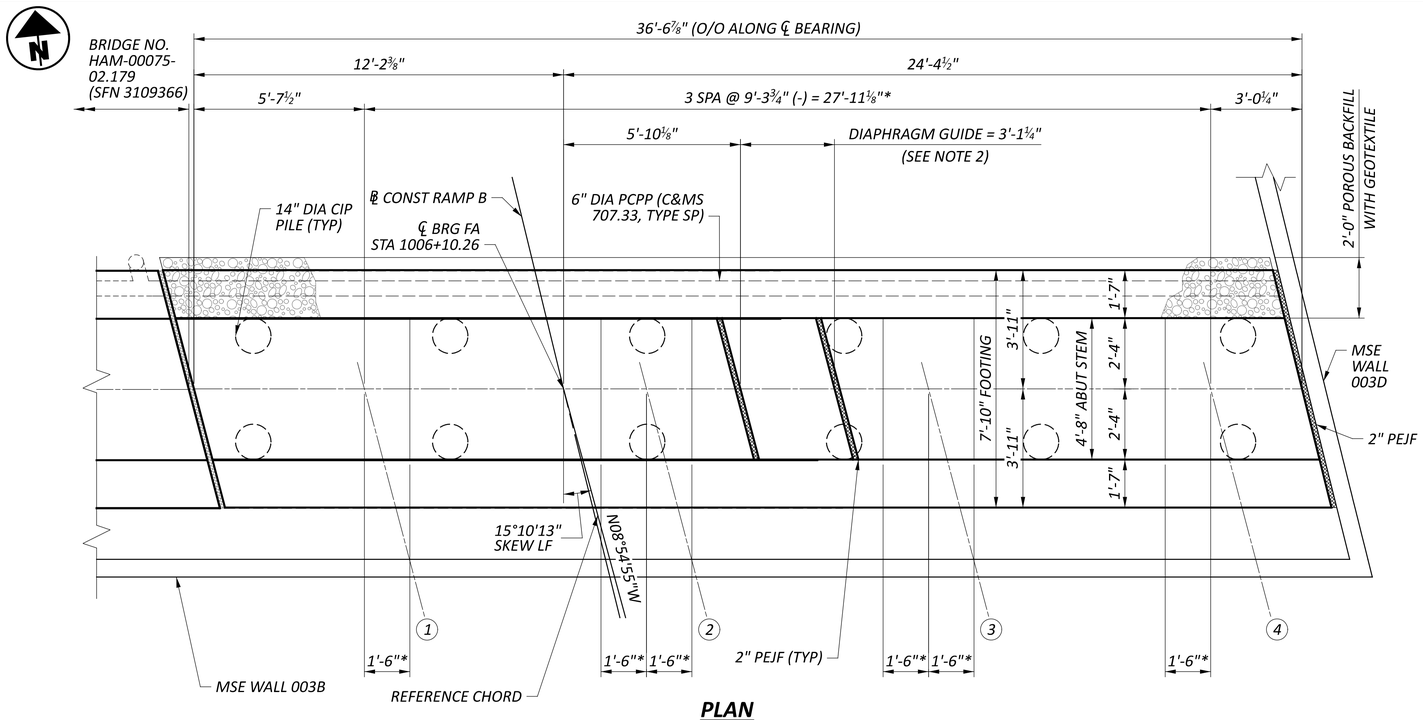
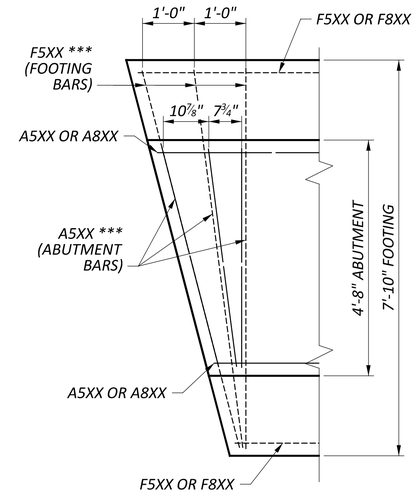
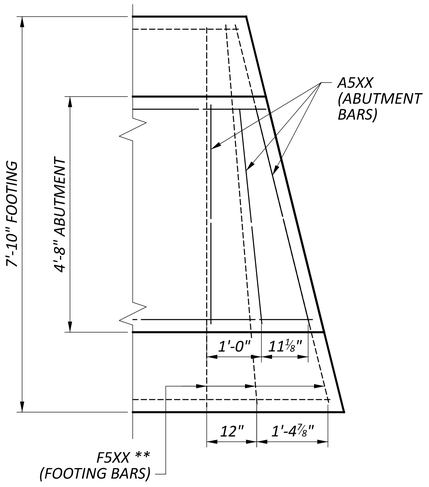


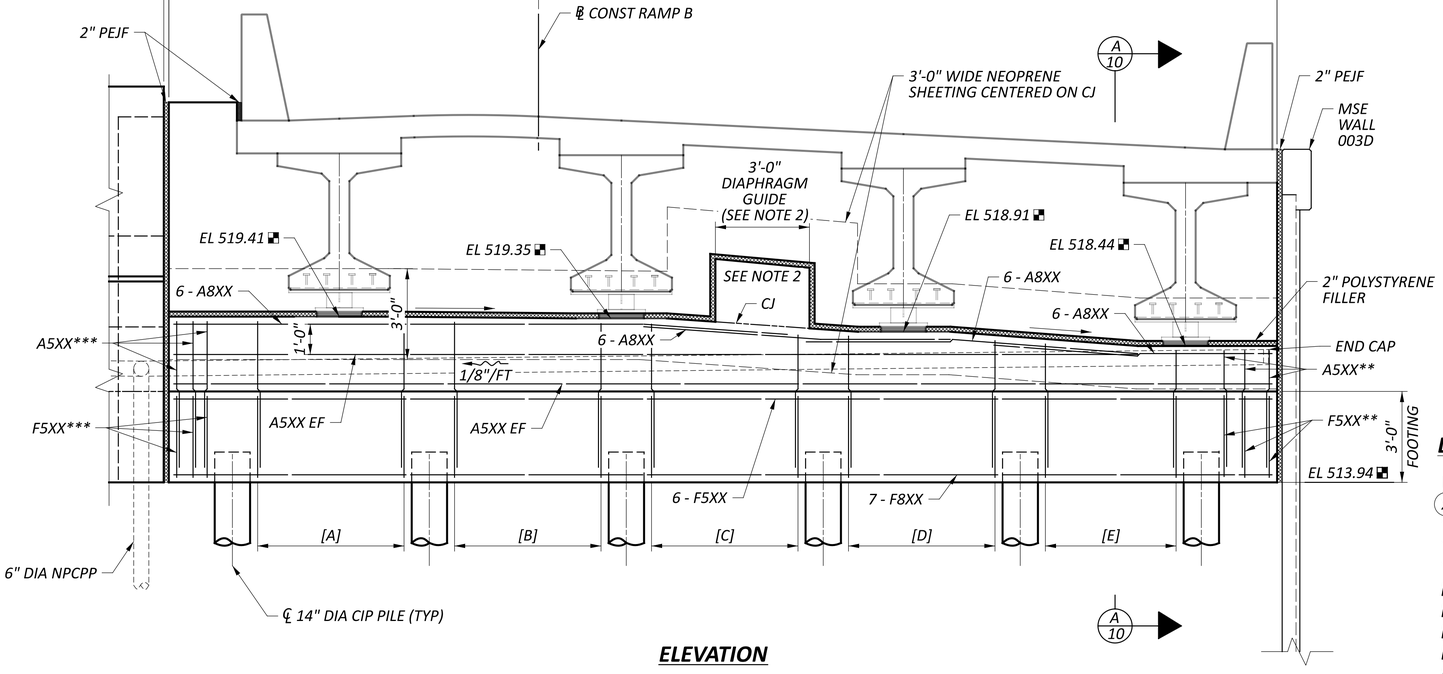
PLAN



DETAIL A



DETAIL B



ELEVATION

MINIMUM LAP LENGTHS		
	HORIZONTAL	VERTICAL
#5 BAR	2'-6"	2'-0"
#8 BAR	5'-10"	5'-2"

LEGEND:

- ▪ - ELEVATION AT ℄ BRG FA
- (X) - GIRDER NO. X
- * - BREAKPOINT IN BEAM SEAT
- ** - SEE DETAIL B FOR BAR PLACEMENT
- *** - SEE DETAIL A FOR BAR PLACEMENT
- [A] - PAIR OF 6 - A5XX, & 6 - F5XX SPA @ 1'-0" MAX = 4'-10"
- [B] - PAIR OF 6 - A5XX, & 6 - F5XX SPA @ 1'-0" MAX = 4'-10"
- [C] - PAIR OF OF 6 - A5XX (SER), & 6 - F5XX SPA @ 1'-0" MAX = 4'-10"
- [D] - PAIR OF 6 - A5XX, & 6 - F5XX SPA @ 1'-0" MAX = 4'-10"
- [E] - PAIR OF 6 - A5XX, & 6 - F5XX SPA @ 1'-0" MAX = 4'-10"

NOTES:

1. FOR ABUTMENT DIAPHRAGM DETAILS AND REINFORCEMENT, SEE SHEET 16/25.
2. FOR DIAPHRAGM GUIDE DETAILS, SEE STANDARD DRAWING SICD-2-14 AND SHEET 17/25.
3. SEAT ELEVATIONS: THE BEAM SEAT ELEVATIONS WERE CALCULATED USING THE ASSUMED CAMBER D30 WITH A MINIMUM SACRIFICIAL HAUNCH THICKNESS OF 2 INCHES. REFER TO SHEET 18/25 FOR CAMBER INFORMATION'S. THE CONTRACTOR SHALL ADJUST SEAT ELEVATIONS BASED UPON THE ACTUAL BEAM CAMBER AT THE TIME OF FABRICATION IF AVAILABLE.

FORWARD ABUTMENT PLAN AND ELEVATION
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 9 | TOTAL 25
SHEET P.679 | TOTAL 830

HAM-IR 75-1.95

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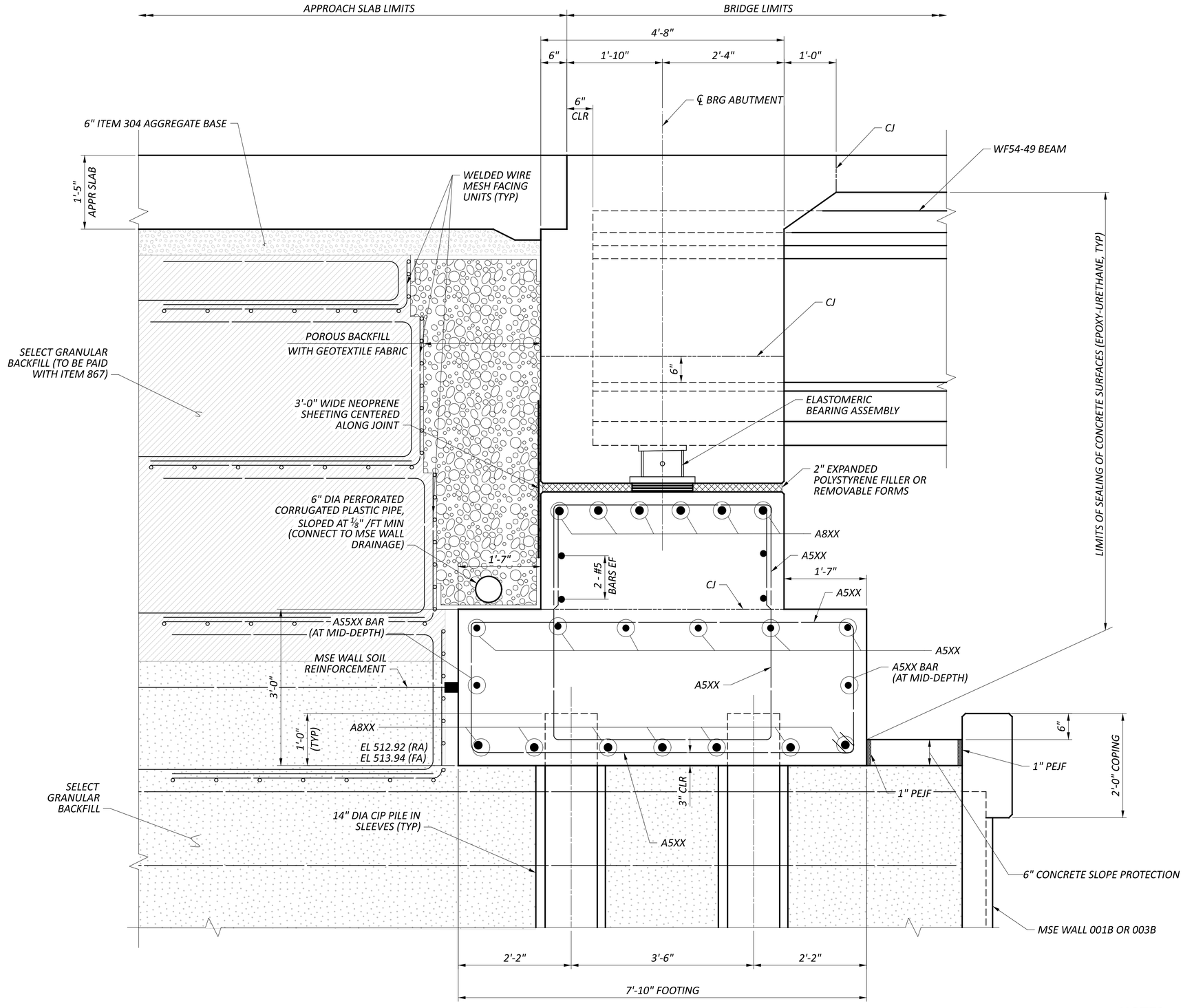

A8 A9 **SECTION**

NOTES:

1. FOR MSE WALL DETAILS, SEE SHEET P.487/830 TO P.543/830.

ABUTMENT TYPICAL SECTION
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN	3109365
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	10
TOTAL	25
SHEET	P.680
TOTAL	830

HAM-IR 75-1.95

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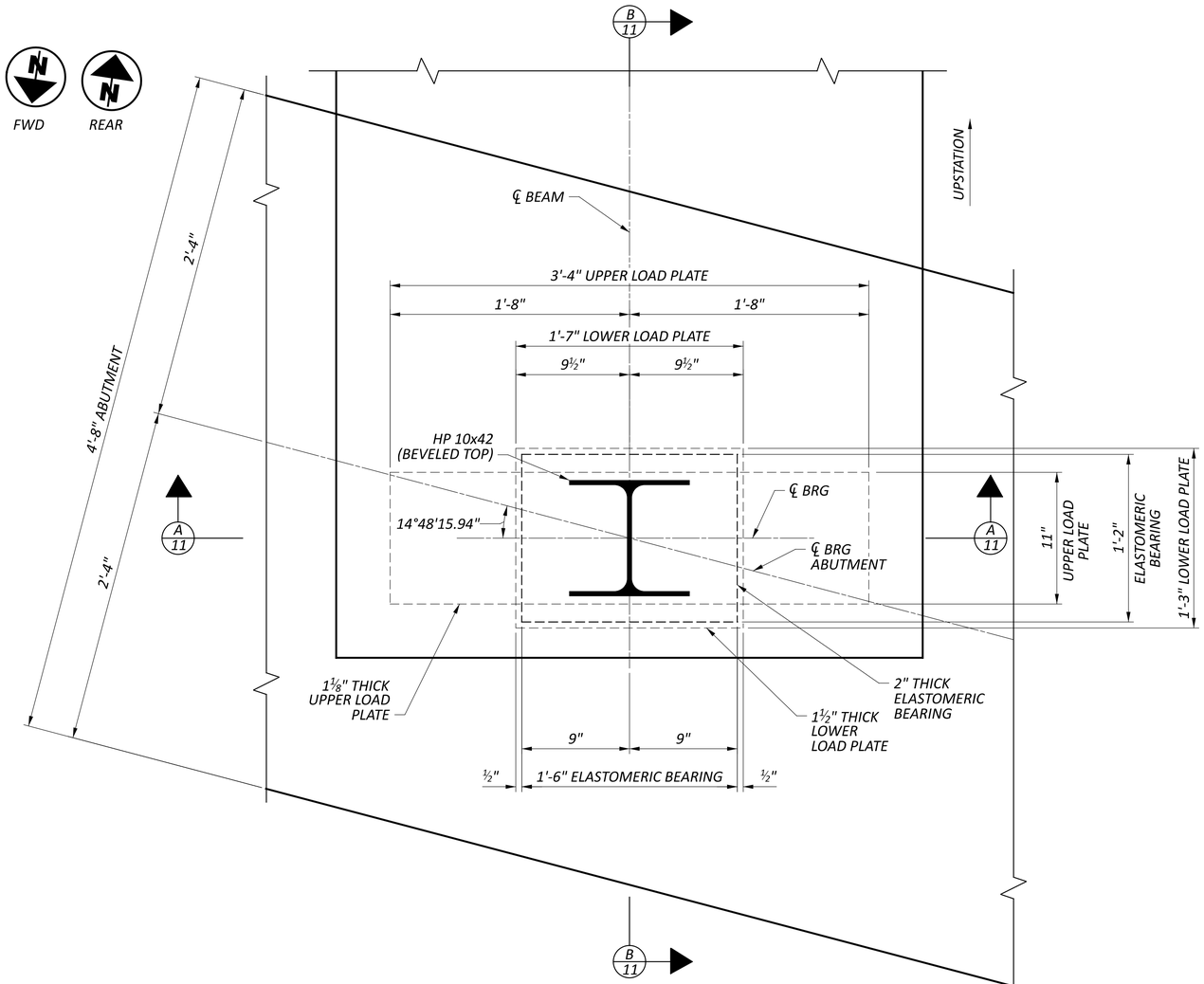
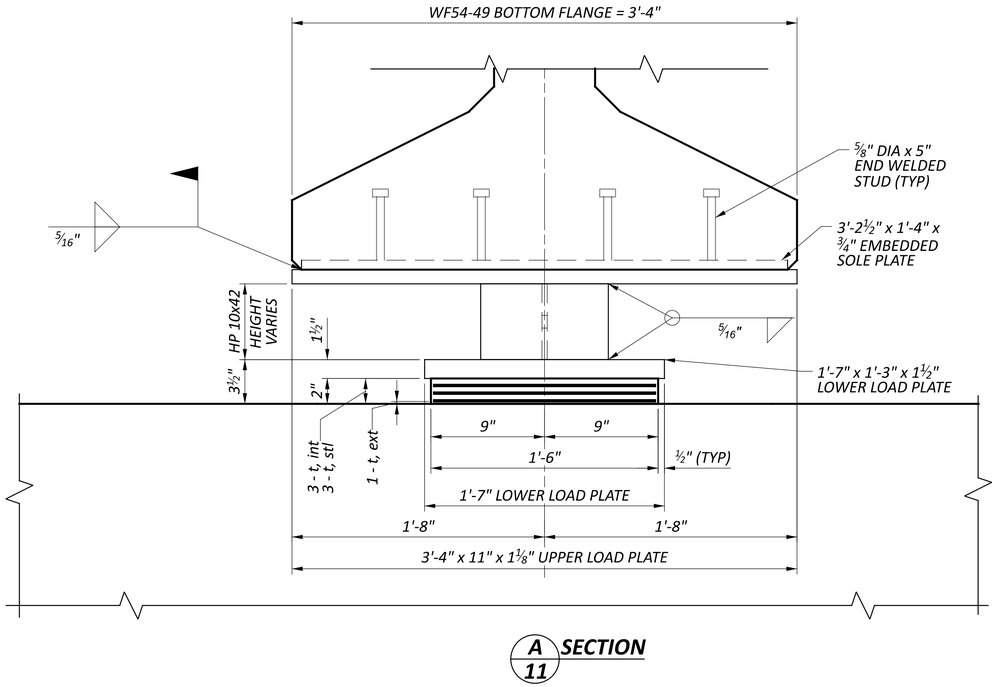
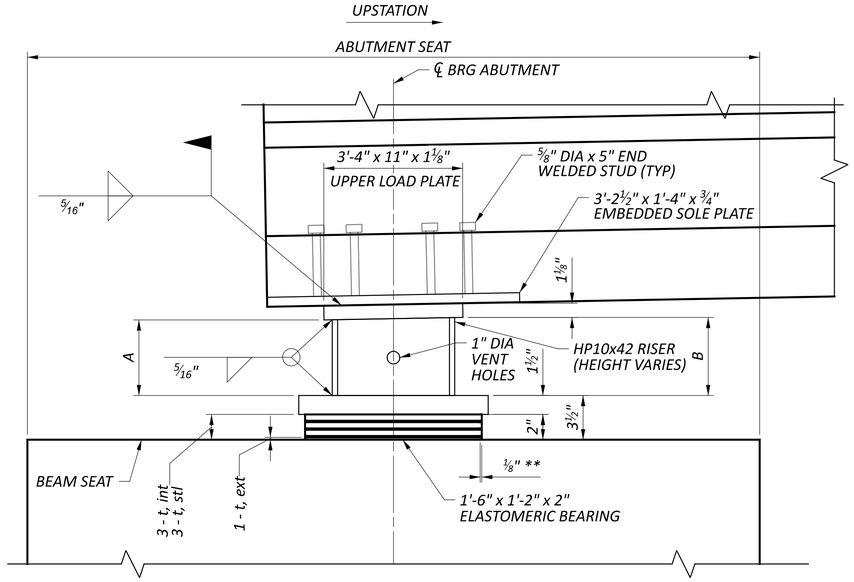


BEARING PLAN



A SECTION 11



B SECTION 11

LEGEND:

** - COVER TO STEEL LAMINATES (TYP)

NOTES:

1. THE ELASTOMER SHALL HAVE A HARDNESS OF 60 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
2. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
3. VULCANIZE STEEL BEARING ASSEMBLY TO TOP OF ELASTOMERIC BEARING.

ABUTMENT BEARINGS (EXPANSION BEARING 60 DUROMETER)			
INTERIOR ELASTOMERIC LAYERS (t, int)	3 @ 0.5000" = 1.5000"	MAXIMUM UNFACTORED DEAD LOAD (KIPS)	180.00
STEEL PLATE LAMINATES (t, stl)	3 @ 0.1046" = 0.3138"	MAXIMUM UNFACTORED FUTURE WEARING SURFACE (KIPS)	25.00
EXTERIOR ELASTOMERIC LAYERS (t, ext)	1 @ 0.1875" = 0.1875"	MAXIMUM UNFACTORED LIVE LOAD WITHOUT IMPACT (KIPS)	94.00
TOTAL THICKNESS	T = 2.000"	MAXIMUM DESIGN LOAD (KIPS)	298.00

HP10x42 RISER DIMENSIONS		
ABUTMENT LOCATION	A (MIN END)	B (MAX END)
REAR ABUTMENT	6"	6 3⁄16"
FORWARD ABUTMENT	6"	6"

BEARING DETAILS
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 11 | TOTAL 25
SHEET P.681 | TOTAL 830

HAM-IR 75-1.95

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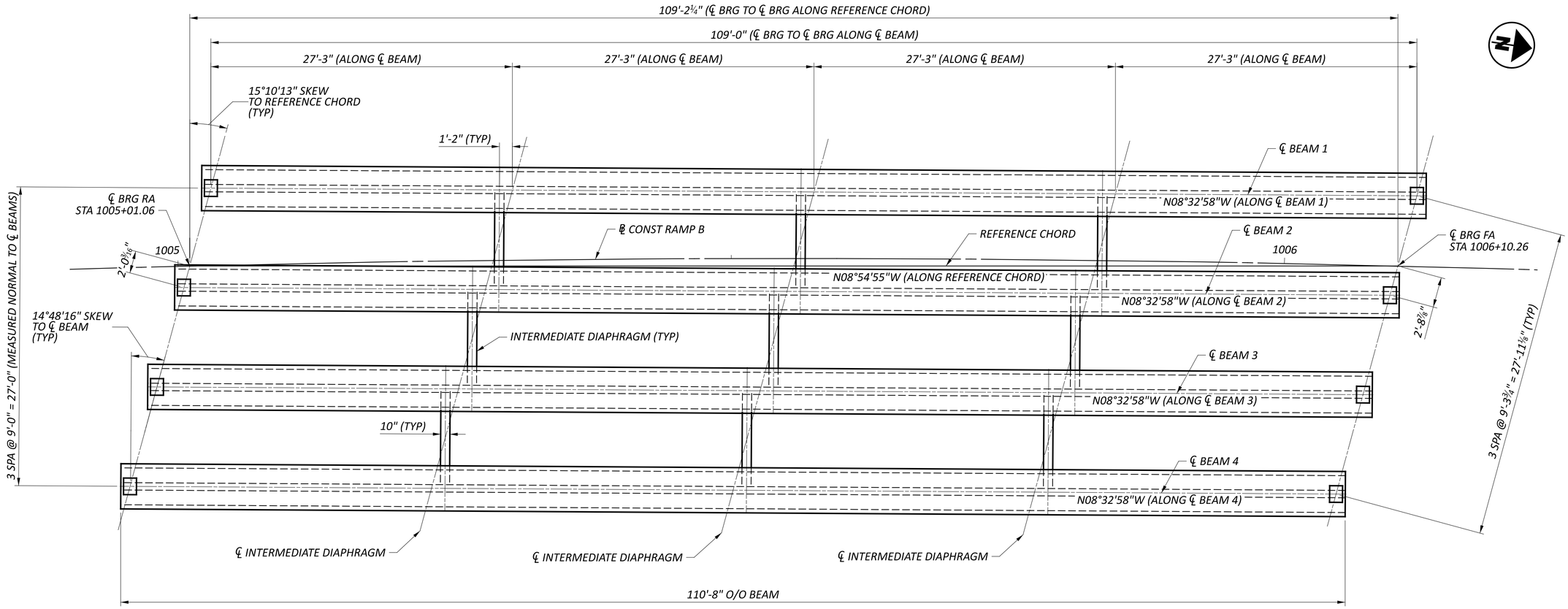
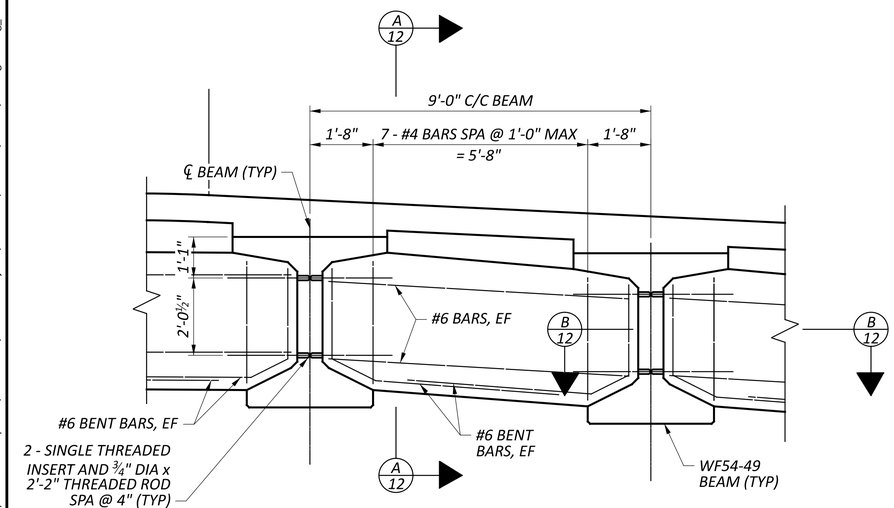
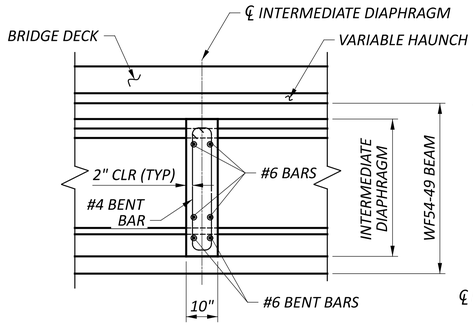


FRAMING PLAN

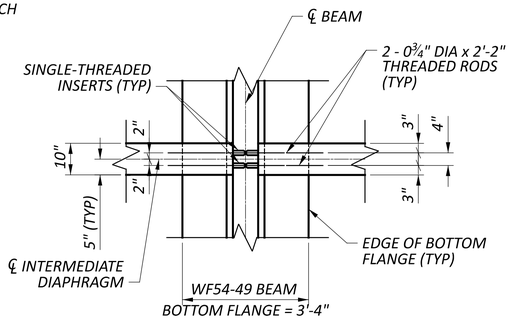


INTERMEDIATE DIAPHRAGM PARTIAL ELEVATION

(REINFORCING TYP AT EACH DIAPHRAGM, SEE NOTE 2)



A 12 SECTION



B 12 SECTION

NOTES:

1. *FOR ADDITIONAL INTERMEDIATE DIAPHRAGM DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STD DWG PSID-1-13.*
2. *ALL REINFORCING WITHIN THE INTERMEDIATE DIAPHRAGM SHALL BE INCLUDED WITH ITEM 515 - INTERMEDIATE DIAPHRAGMS FOR PAYMENT.*
3. *NOTE THAT BEAMS ARE NOT PARALLEL TO THE REFERENCE CHORD.*

LEGEND:

* - *MEASURED ALONG ℄ BRG ABUTMENT*

FRAMING PLAN
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN	3109365
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	12
TOTAL	25
SHEET	P.682
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:13:40 PM USER: tadams
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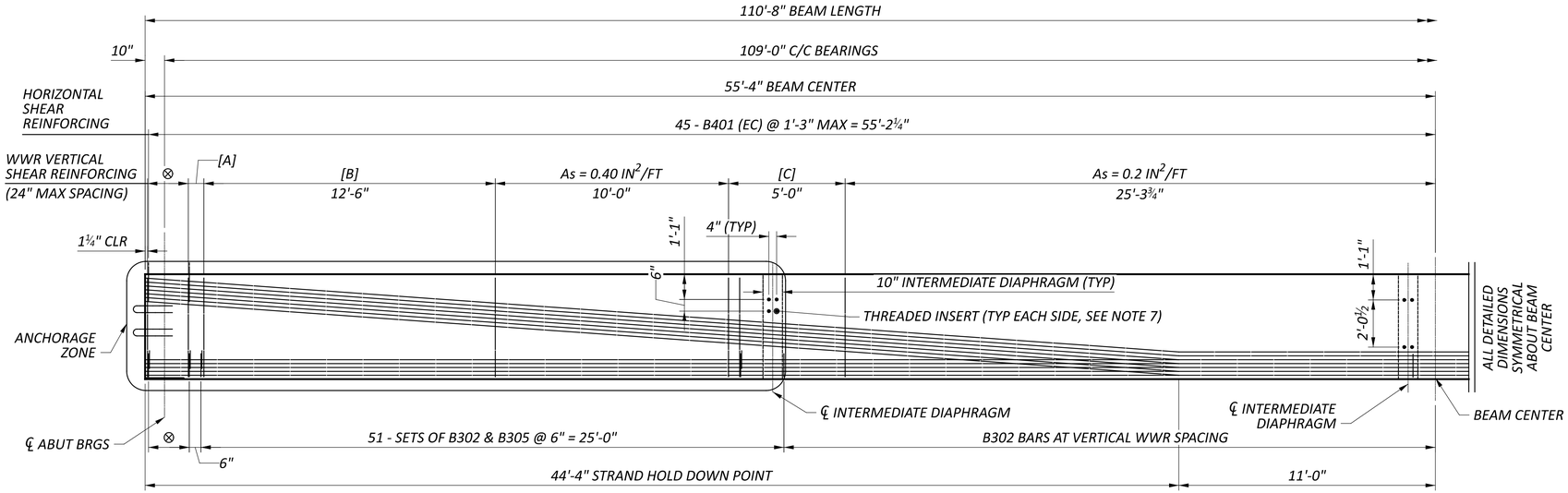
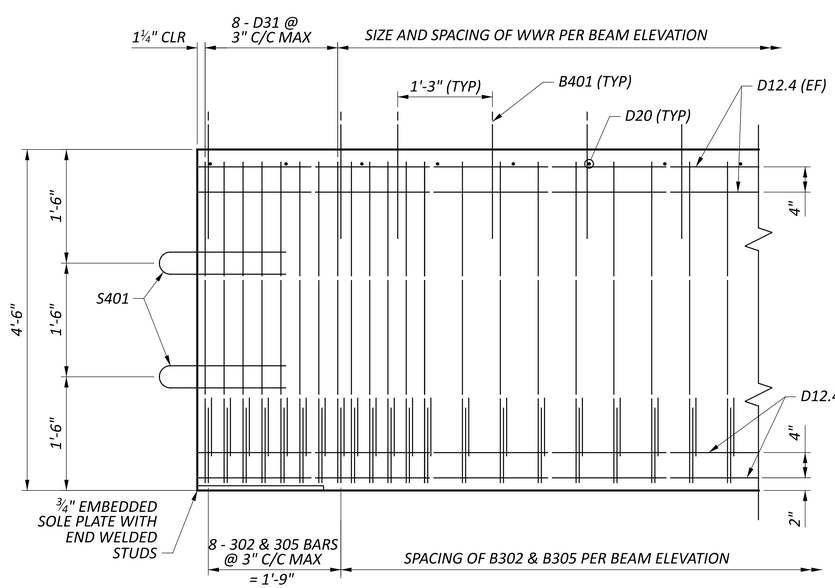


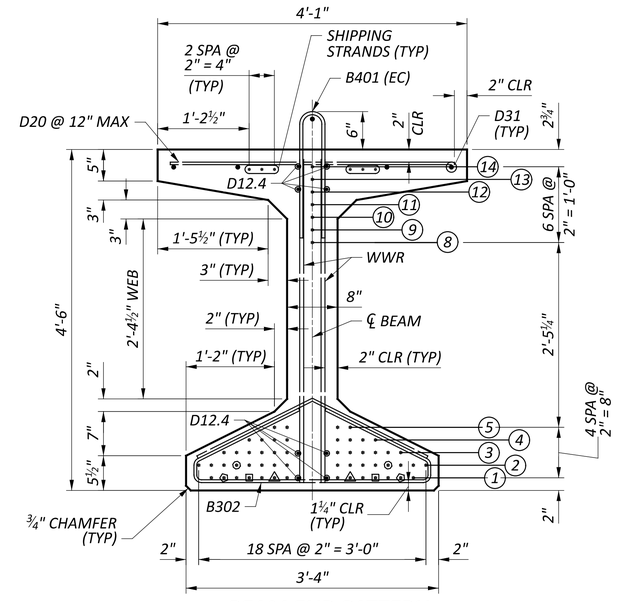
NOTES:

1. FOR ADDITIONAL DETAILS AND NOTES, SEE ODOT STANDARD DRAWING PSID-1-13.
2. ADJUST SPACING OF REINFORCING STEEL TO CLEAR EMBEDDED STEEL PLATE AND END WELDED STUDS.
3. ADJUST LOCATION OF THREADED INSERTS FOR THE INTERMEDIATE DIAPHRAGMS TO AVOID DRAPED PRESTRESSING STRANDS IN THE BEAM. THE MINIMUM CLEAR DISTANCE SHALL BE 2" MINIMUM.
4. WWR TO BE PLACED IN TWO SEPARATE MATS WITHIN THE WEB ON EITHER SIDE OF THE ℄ BEAM TO ACCOMMODATE THE EQUIVALENT AREA OF STEEL AS SHOWN.
5. TROWEL EXTERIOR 9" OF THE TOP FLANGE SMOOTH. APPLY TWO COATS OF CMS 705.07, TYPE 1 OR 1D MEMBRANE CURING COMPOUND WITH A ROLLER TO ACT AS A BOND BREAKER.
6. INITIAL TENSION LOAD FOR LOW RELAXATION STRANDS SHALL BE 43.95 KIP/STRAND FOR A STRAND AREA OF 0.217 SQ IN AND INITIAL STRESS OF 202.5 KSI.
7. THREADED INSERTS AT INTERMEDIATE DIAPHRAGMS ARE NOT REQUIRED AT THE OUTSIDE OF BEAMS 1 AND BEAM 4.
8. BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT INDICATES THE BAR SIZE AND THE REMAINING DIGITS ITS SEQUENCE NUMBER. ALL STEEL SHALL BE BLACK UNLESS OTHERWISE SHOWN.

BEAM ELEVATION

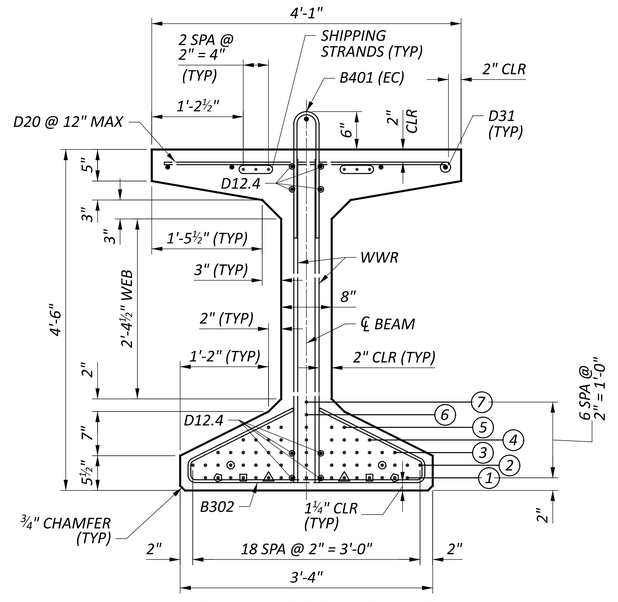


ANCHORAGE ZONE REINFORCING STEEL



BEAM END PATTERN

(WF54-49)

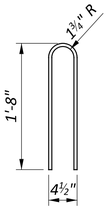


BEAM MID SPAN PATTERN

(WF54-49)

STRAND PATTERN

STRAND ROW	1	2	3	4	5	6	7	8	9	10	11	12	13	14	TOTAL STRANDS	CONCRETE STRENGTHS
BEAM END	14	16	12	8	4	0	0	1	1	1	1	1	1	1	61	f'ci = 7.0 ksi
MIDSPAN	15	17	13	9	5	1	1	0	0	0	0	0	0	0	61	f'c = 8.5 ksi



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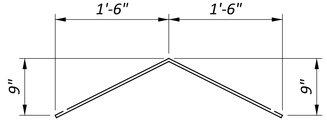
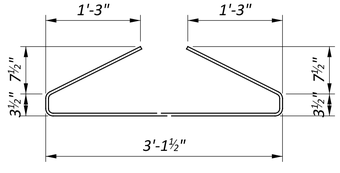


B305



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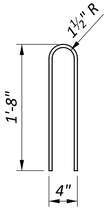
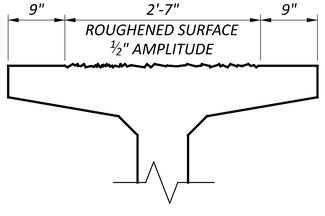


B401 (EC)



TOP FLANGE FINISHING

(SEE NOTE 5)

LEGEND:

- ● - STRAND
- ▲ - STRAND DEBONDED 17'-0" AT EACH END
- ■ - STRAND DEBONDED 14'-0" AT EACH END
- ✱ - STRAND DEBONDED 11'-0" AT EACH END
- ◉ - STRAND DEBONDED 20'-0" AT EACH END
- (#) - STRAND ROW
- (EC) - EPOXY COATED
- ⊗ - SEE ANCHORAGE ZONE REINFORCEMENT DETAIL
- [A] - As = 1.60 IN²/FT FOR 0'-8"
- [B] - As - 0.80 IN²/FT
- [C] - As = 0.2670 IN²/FT

BEAM DETAILS
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 13 | TOTAL 25
SHEET P.683 | TOTAL 830

HAM-IR 75-1.95

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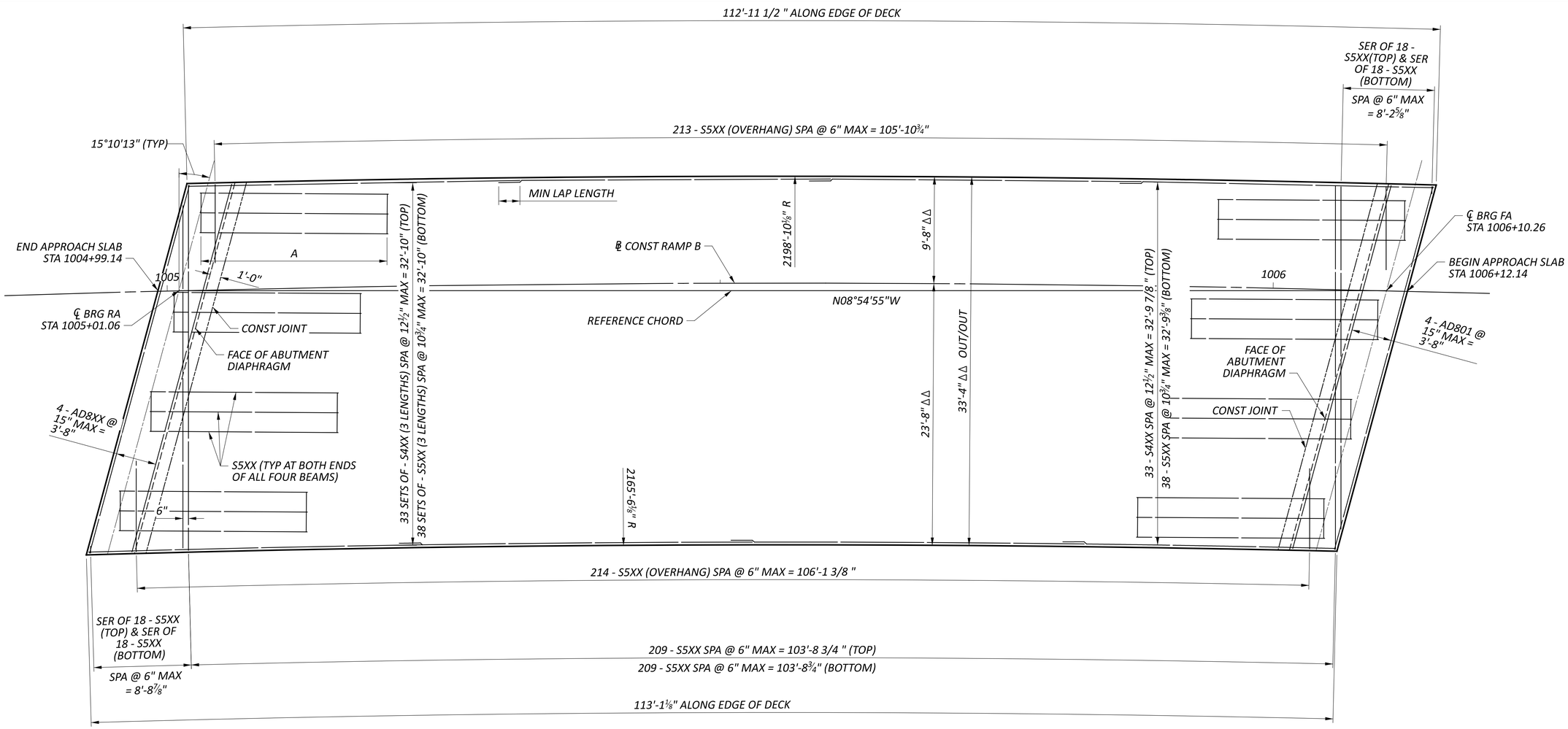
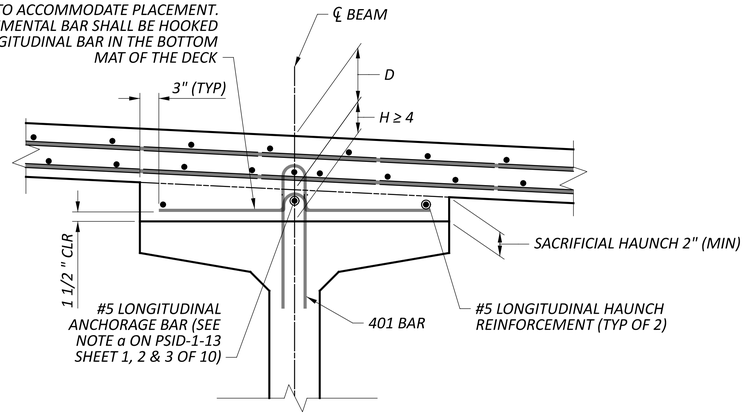


DECK PLAN

#4 SUPPLEMENTAL HAUNCH BAR - SPACING SHALL MATCH 401 BAR, BUT LAP SPLICE WITH THE 401 BAR IS NOT REQUIRED. SUPPLEMENTAL BAR MAY BE TIPPED OVER FROM VERTICAL 4"1 MAX. (V:H) TO ACCOMMODATE PLACEMENT. TOP OF SUPPLEMENTAL BAR SHALL BE HOOKED OVER A LONGITUDINAL BAR IN THE BOTTOM MAT OF THE DECK



D - DESIGN DECK THICKNESS

H - HAUNCH DEPTH MEASURED AT THE BEAM CENTERLINE AT ANY POINT ALONG ITS LENGTH

DECK PLAN

(NOTE - THE SUPPLEMENTAL HAUNCH BAR IS NOT REQUIRED WHERE H ≤ 4")

LEGEND:

A - 17 - S4XX* (MATCH B401 BARS IN BEAM) SPA @ 1'-3" MAX = 20'-0" (AT EACH BEAM END)

* - REINFORCING STEEL PROVIDED WHERE HAUNCH THICKNESS EXCEEDS 4".

ΔΔ - RADIAL LENGTH

MINIMUM LAP LENGTHS	
#4 BAR	1'-7"
#5 BAR	2'-10"

NOTES:

1. DRIP GROOVES SHALL TERMINATE 2'-0" FROM THE FRONT FACE OF THE THE ABUTMENT DIAPHRAGMS.
2. FOR TRANSVERSE SECTION, SEE SHEET 15/25.
3. REINFORCING BARS SHALL MAINTAIN 2" OF CLEARANCE UNLESS OTHERWISE NOTED.

DECK REINFORCING PLAN
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365

DESIGN AGENCY E M H&T

DESIGNER	CHECKER
AI	RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
14	25

SHEET	TOTAL
P.684	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:03:06 AM USER: aibrahimkhail
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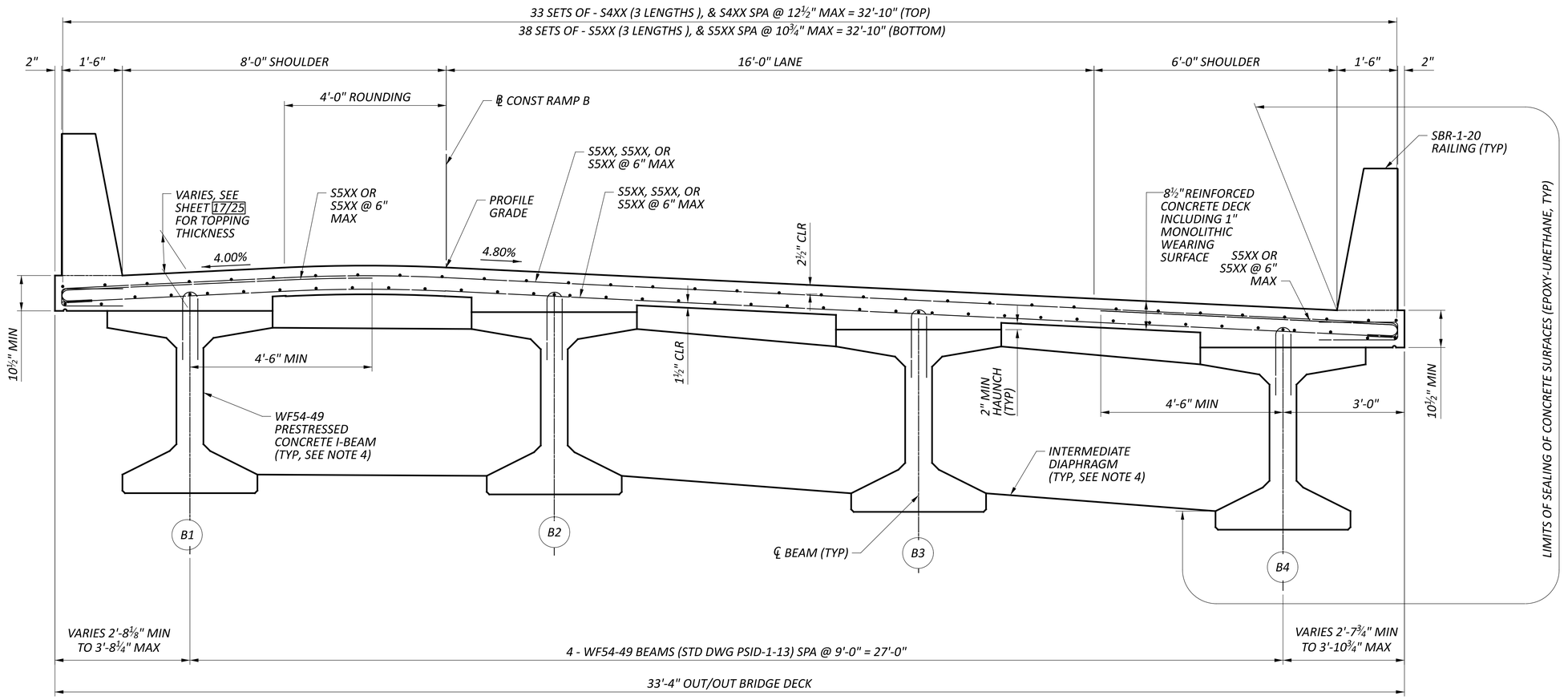

LEGEND:

(#) - PROPOSED BEAM NUMBER

TRANSVERSE SECTION

NOTES:

1. THE ESTIMATED QUANTITY OF DECK CONCRETE IS MEASURED ACCORDING TO CMS 511. IN ADDITION TO THE DESIGN SLAB THICKNESS, THE QUANTITY INCLUDES A VARIABLE HAUNCH THICKNESS THAT PROVIDES AN ALLOWANCE FOR BEAM CAMBER, VERTICAL GRADE ADJUSTMENT, AND ADDITIONAL SACRIFICIAL HAUNCH THICKNESS.
2. FOR DECK PLAN AND LIMITS OF ADDITIONAL HAUNCH REINFORCEMENT, SEE SHEET 14/25.
3. FOR RAILING DETAILS, SEE SHEETS 22/25 & 23/25.
4. FOR ADDITIONAL BEAM AND INTERMEDIATE DIAPHRAGM NOTES AND DETAILS, SEE ODOT STANDARD DRAWING PSID-1-13 AND SHEET 12/25.

TRANSVERSE SECTION
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 15 | TOTAL 25
SHEET P.685 | TOTAL 830

HAM-IR 75-1.95

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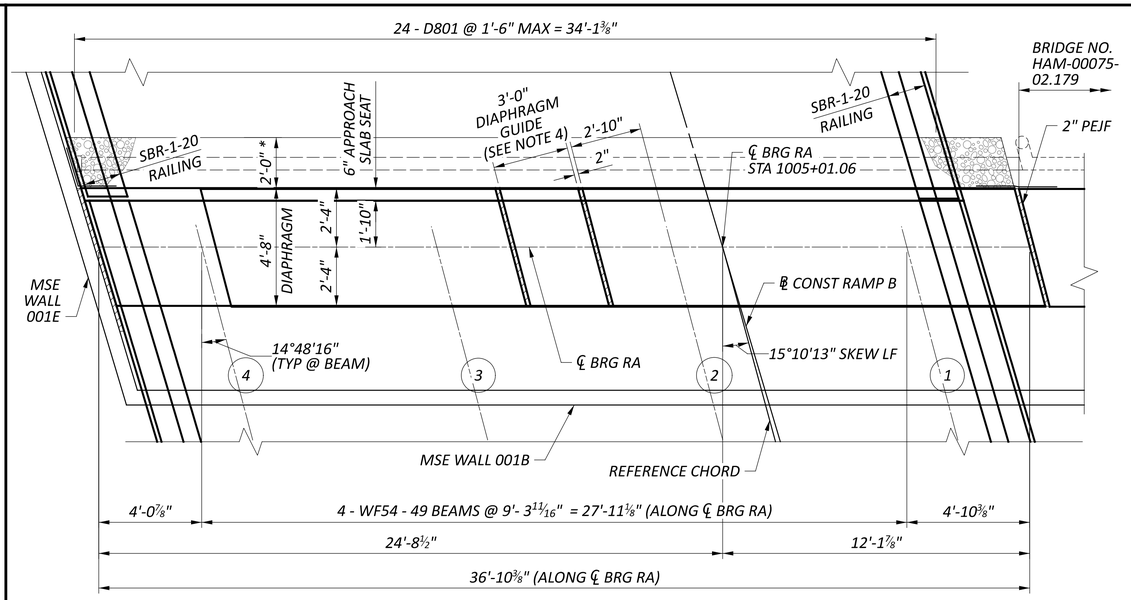
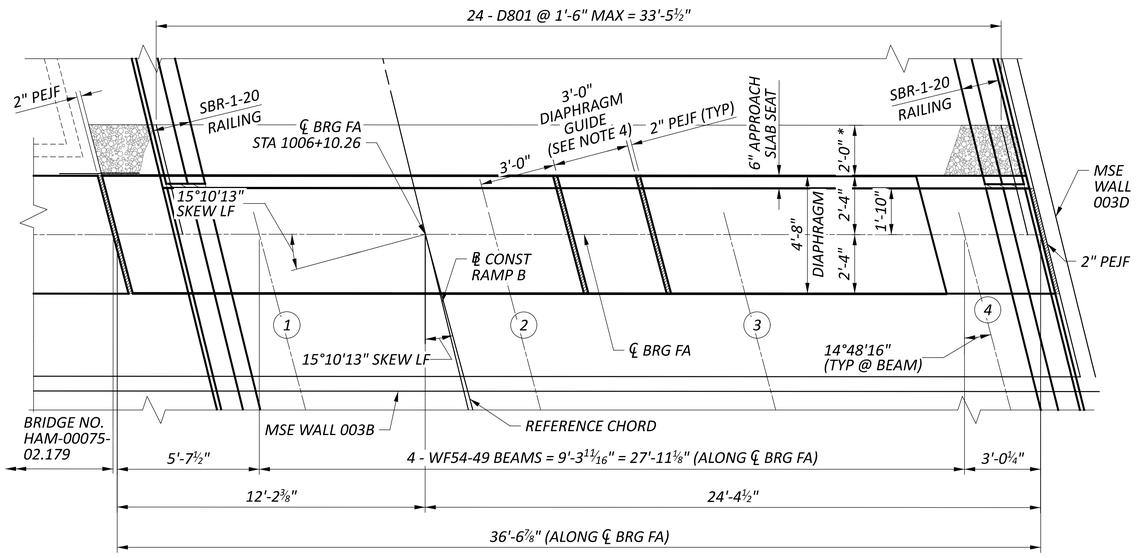
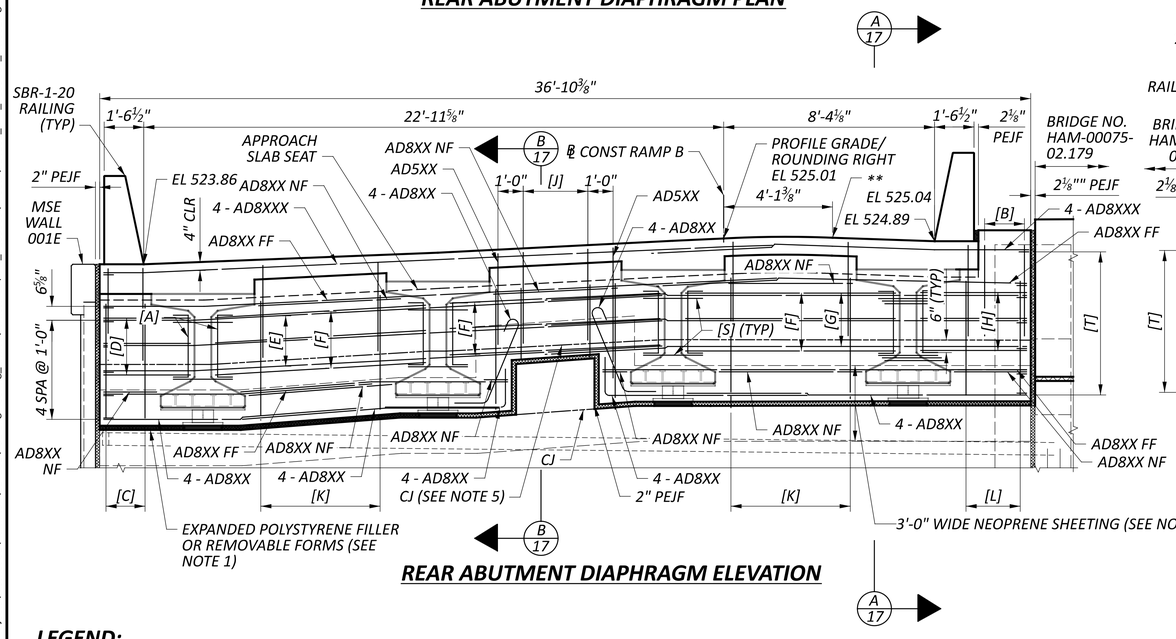


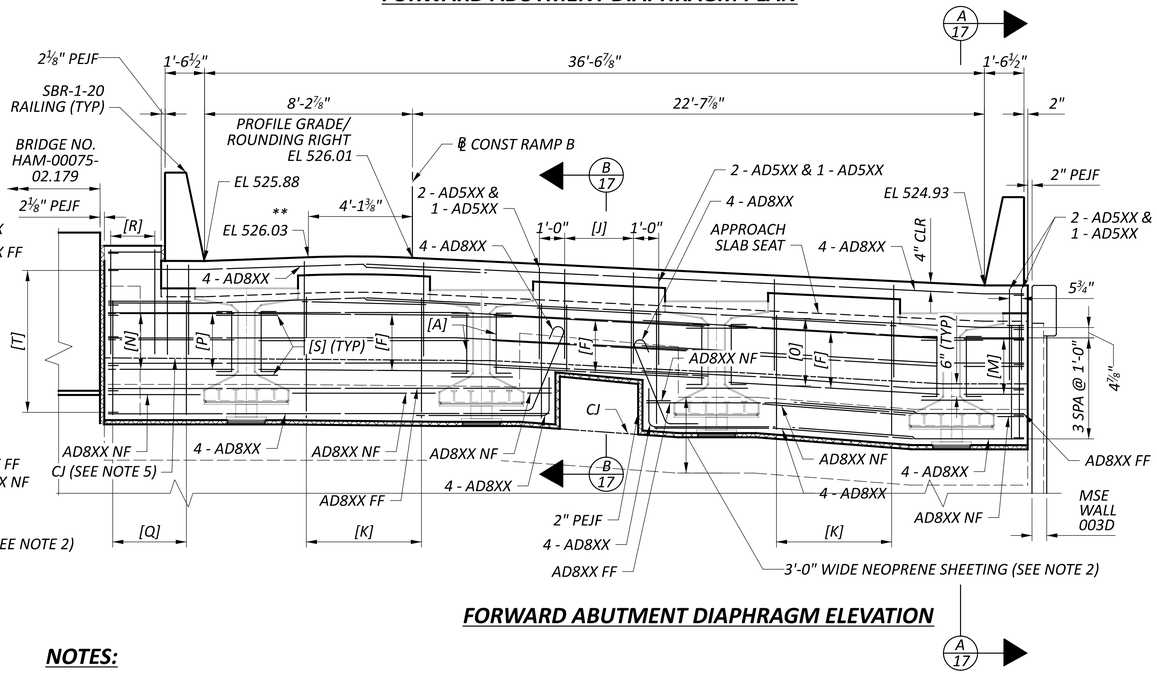
REAR ABUTMENT DIAPHRAGM PLAN



FORWARD ABUTMENT DIAPHRAGM PLAN



REAR ABUTMENT DIAPHRAGM ELEVATION



FORWARD ABUTMENT DIAPHRAGM ELEVATION

LEGEND:

- [A] - AD4XX BARS (2" CLR OF WEB EF, TYP)
- [B] - X SETS OF 1 - AD5XX SPA @ 1'-0" MAX
- [C] - X SETS OF 2 - AD5XX & 1 - AD5XX SPA @ 1'-0" MAX
- [D] - 3 - AD8XX, NF SPA @ 1'-0" MAX (EQUALLY SPACED ALONG WEB)
- [E] - 4 - AD8XX, FF SPA @ 1'-0" MAX
- [F] - 3 - AD8XX, NF SPA @ 1'-0" MAX (EQUALLY SPACED ALONG WEB)
- [G] - 4 - AD8XX, FF SPA @ 1'-0" MAX
- [H] - 3 - AD8XX, NF SPA @ 1'-0" MAX (EQUALLY SPACED ALONG WEB)
- [J] - X SETS OF 2 - AD5XX & 1 - AD5XX SPA @ 1'-0" MAX
- [K] - X SETS OF 2 - AD5XX & 1 - AD5XX SPA @ 1'-0" MAX
- [L] - X SETS OF 2 - AD5XX SPA @ 1'-0" MAX
- [M] - 3 - AD8XX, NF SPA @ 1'-0" MAX (EQUALLY SPACED ALONG WEB)
- [N] - 4 - AD8XX, FF SPA @ 1'-0" MAX
- [P] - 3 - AD8XX, NF SPA @ 1'-0" MAX (EQUALLY SPACED ALONG WEB)
- [Q] - X SETS OF 2 - AD5XX SPA @ 1'-0" MAX
- [R] - X SETS OF 1 - AD5XX SPA @ 1'-0" MAX
- [S] - #4 BARS 2" CLEAR OF END OF BEAM (TYP ALL BEAMS)
- [T] - #4 BARS TO LAP WITH #8 BARS AT BOTH ENDS OF DIAPHRAGM

* - 2'-0" POROUS BACKFILL WITH GEOTEXTILE FABRIC
** - ROUNDING LEFT

MINIMUM LAP LENGTHS		
	HORIZONTAL	VERTICAL
#5 BAR	2'-6"	2'-0"
#8 BAR	5'-10"	5'-2"

NOTES:

1. FURNISH MATERIAL MEETING THE REQUIREMENTS OF ASTM C578 TYPE IV. NEATLY CUT MATERIAL AS NECESSARY TO ALLOW FOR PROPER INSTALLATION. JOINTS AT ABUTTING PIECES SHALL BE SEALED WITH DUCT TAPE. ALLOWABLE TOLERANCE FOR THE TOTAL THICKNESS OF THE MATERIAL SHALL BE -0", +1/2". DO NOT PLACE MORE THAN TWO LAYERS OF POLYSTYRENE TO ACHIEVE TOTAL THICKNESS.
2. 3'-0" WIDE NEOPRENE SHEETING, CENTERED ON JOINT OVERLAP SHEETS ALONG THE DIAPHRAGM BY 1'-6" MINIMUM AND/OR EXTEND LIMITS WITHIN 1' OF THE PROP GROUND SURFACE OR THE BASE OF THE APPROACH SLAB, WHICH IS ENCOUNTERED FIRST. NEOPRENE SHEETING SHALL BE INSTALLED ALONG THE CENTER OF ALL HORIZONTAL AND VERTICAL EXPANSION JOINTS. THE COSTS OF ALL MATERIAL AND LABOR IS INCLUDED WITH ITEM 516 - INTEGRAL ABUTMENT EXPANSION JOINT SEAL, FOR PAYMENT.
3. PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET.
4. DIAPHRAGM GUIDES SHALL BE PLACED PARALLEL TO THE ℄ BEAMS. FOR DIAPHRAGM GUIDE DETAILS, SEE SHEET 19/25 & ODOT STANDARD DRAWING SICD-2-14.
5. HORIZONTAL CONSTRUCTION JOINT IN DIAPHRAGM SHALL BE LOCATED 6" ABOVE THE BOTTOM OF THE BEAM WEB AS SPECIFIED IN PSID-1-13.

ABUTMENT DIAPHRAGM DETAILS
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN	3109365
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	16
TOTAL	25
SHEET	P.686
TOTAL	830

HAM-IR 75-1.95

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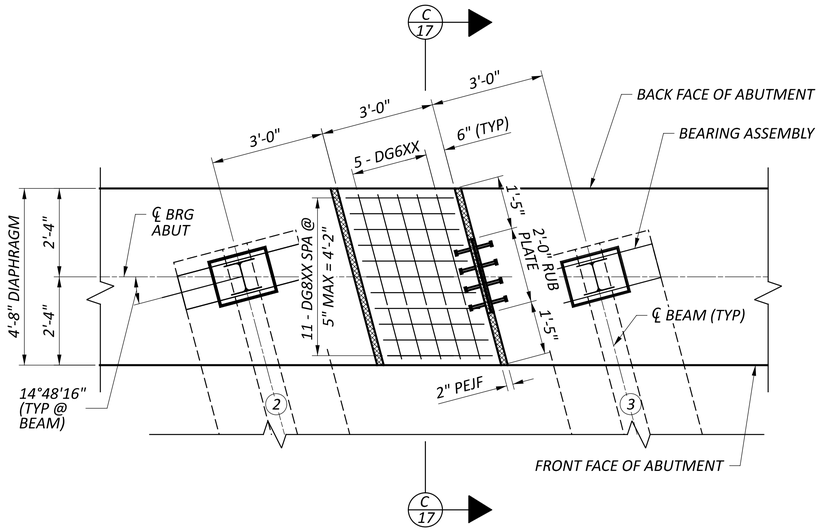
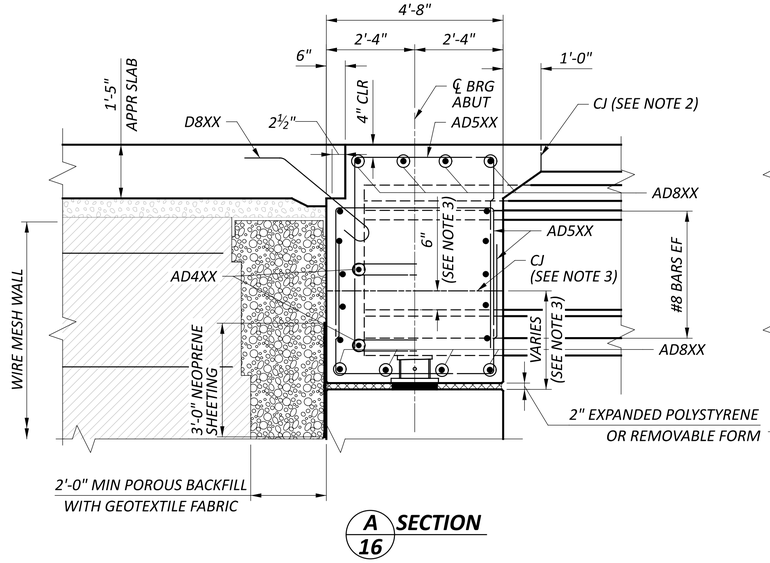


DIAPHRAGM GUIDE PLAN

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)



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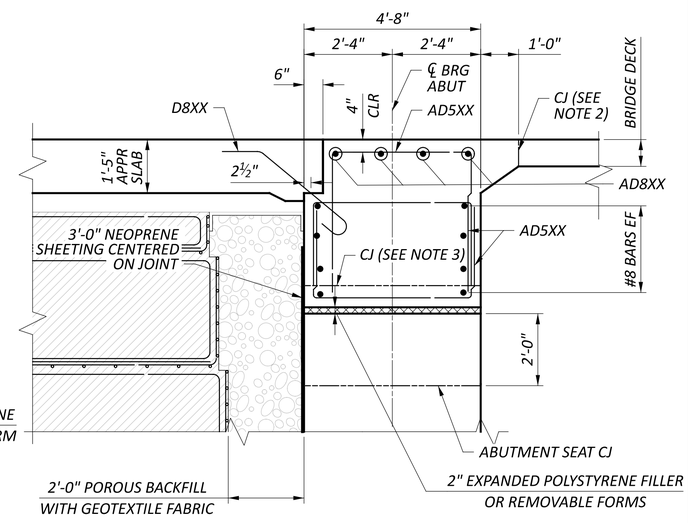

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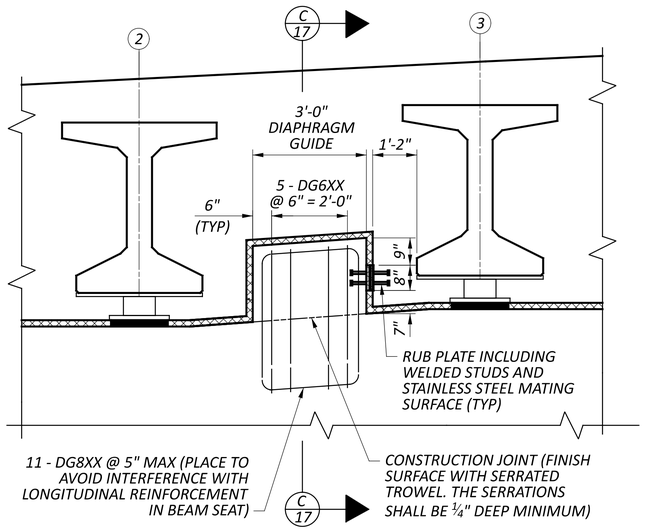
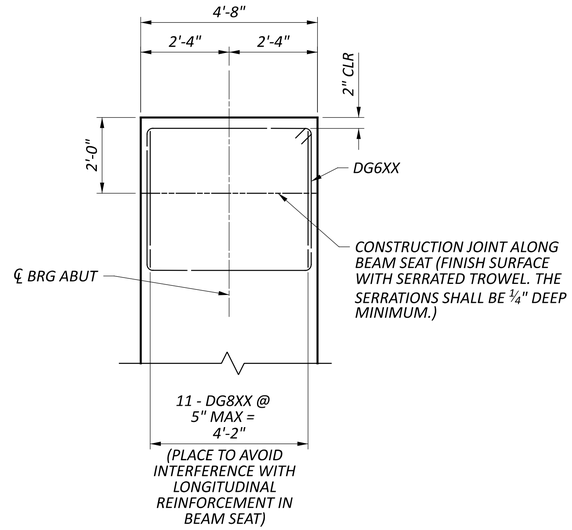


DIAPHRAGM GUIDE ELEVATION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)



C 17 SECTION

LEGEND

(#) - PROPOSED BEAM NUMBER

NOTES:

1. FOR ADDITIONAL DETAILS AND NOTES NOT SHOWN SEE ODOT STD DWG SICD-2-14
2. PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET.
3. HORIZONTAL CONSTRUCTION JOINT IN DIAPHRAGM SHALL BE LOCATED 6" ABOVE THE BOTTOM OF THE BEAM WEB AS SPECIFIED IN PSID-1-13.

DIAPHRAGM GUIDE DETAILS
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN	3109365
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	17
TOTAL	25
SHEET	P.687
TOTAL	830

HAM-IR 75-1.95

MODEL: Diaphragm Guide Details Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:14:44 PM USER: tadams
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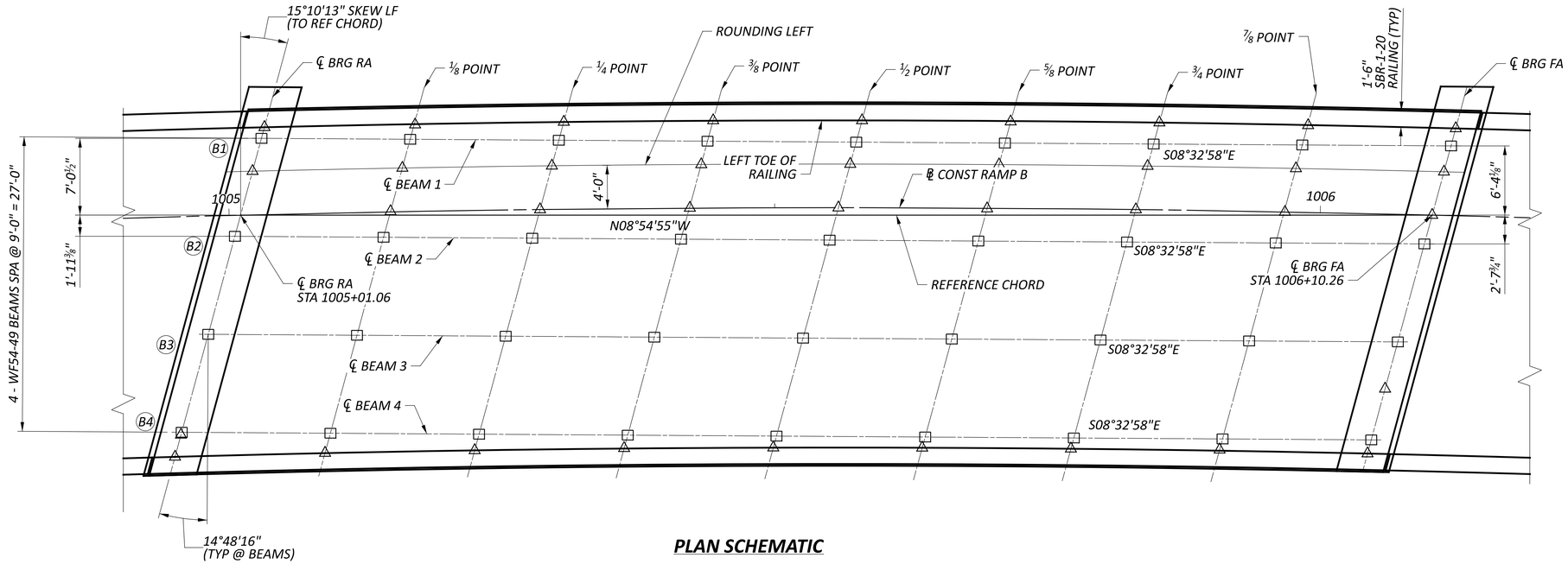
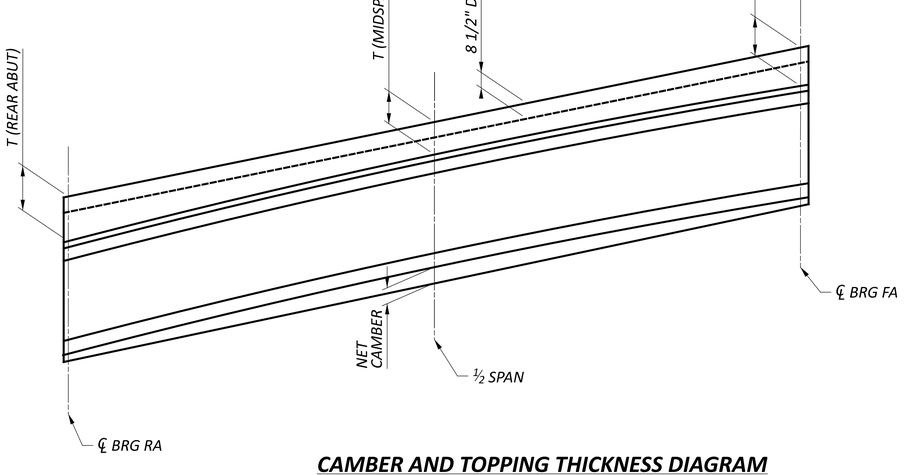


PLAN SCHEMATIC



CAMBER AND TOPPING THICKNESS DIAGRAM

(NOT TO SCALE)

TOPPING THICKNESS				
BEAMS	T (REAR ABUT)	T (MIDSPAN)	T (3/4 POINT)	T (FWD ABUT)
1	13.69	11.48	11.99	13.69
2-3	13.68	11.68	12.12	13.68
4	13.95	11.68	12.20	13.95

NOTES:

1. ESTIMATED BEAM CAMBER AT DAY 0 (D_0) IS 3.36 INCHES.

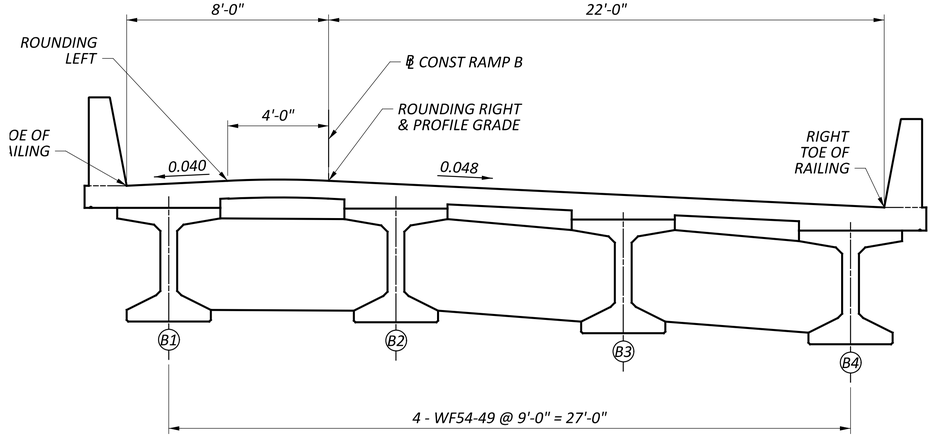
   ESTIMATED BEAM CAMBER AT DAY 30 (D_{30}) IS 5.36 INCHES.

   BEAM 1 DEFLECTION DUE TO REMAINING DEAD LOAD (E.G. CONCRETE DECK, CROSSFRAMES, DIAPHRAGMS, BARRIERS, UTILITIES, ETC.) IS 1.87 INCHES.

   BEAM 2-3 DEFLECTION DUE TO REMAINING DEAD LOAD (E.G. CONCRETE DECK, CROSSFRAMES, DIAPHRAGMS, BARRIERS, UTILITIES, ETC.) IS 2.08 INCHES.

   BEAMS 4 DEFLECTION DUE TO REMAINING DEAD LOAD (E.G. CONCRETE DECK, CROSSFRAMES, DIAPHRAGMS, BARRIERS, UTILITIES, ETC.) IS 1.81 INCHES.

2. FOR FINAL DECK, SCREED, AND TOP OF HAUNCH ELEVATIONS, SEE SHEET 19/25.



DECK ELEVATION LOCATION SECTION

LEGEND:

(#) - PROPOSED BEAM NUMBER

□ - TOP OF HAUNCH AND FINAL DECK ELEVATIONS

△ - SCREED AND FINAL DECK ELEVATIONS

CAMBER, TOPPING THICKNESS, AND DECK ELEVATION LOCATIONS
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
AI	RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
18	25

SHEET	TOTAL
P.688	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:15:00 PM USER: tadams
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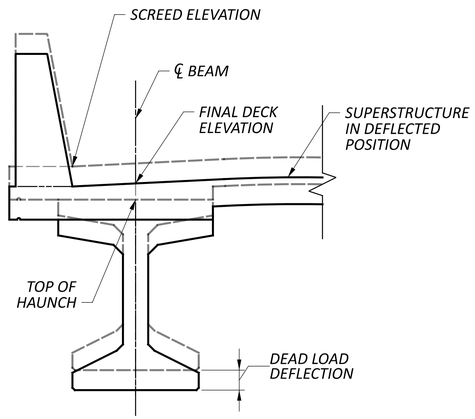
SCREED ELEVATIONS																		
LOCATION	RA BRG		1/8 PT		1/4 PT		3/8 PT		1/2 PT		5/8 PT		3/4 PT		7/8 PT		FA BRG	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
LEFT TOE OF RAILING	1005+03.43	524.89	1005+17.11	525.12	1005+30.77	525.33	1005+44.40	525.51	1005+58.00	525.65	1005+71.59	525.75	1005+85.15	525.82	1005+98.69	525.86	1006+12.21	525.88
ROUNDING LEFT	1005+02.25	525.04	1005+15.95	525.27	1005+29.63	525.48	1005+43.29	525.65	1005+56.92	525.80	1005+70.53	525.90	1005+84.12	525.97	1005+97.69	526.01	1006+11.23	526.03
BL RAMP G & PG/ROUNDING RIGHT	1005+01.06	525.01	1005+14.79	525.24	1005+28.50	525.46	1005+42.18	525.64	1005+55.84	525.79	1005+69.48	525.89	1005+83.09	525.96	1005+96.68	526.00	1006+10.26	526.01
RIGHT TOE OF RAILING	1004+94.43	523.86	1005+08.31	524.10	1005+22.17	524.32	1005+36.01	524.50	1005+49.82	524.66	1005+63.60	524.77	1005+77.36	524.85	1005+91.10	524.90	1006+04.82	524.93

TOP OF HAUNCH ELEVATIONS																		
LOCATION	RA BRG		1/8 PT		1/4 PT		3/8 PT		1/2 PT		5/8 PT		3/4 PT		7/8 PT		FA BRG	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
CL BEAM 1	1005+03.13	524.22	1005+16.71	524.46	1005+30.29	524.68	1005+43.88	524.87	1005+57.47	525.02	1005+71.05	525.12	1005+84.64	525.19	1005+98.23	525.22	1006+11.81	525.23
CL BEAM 2	1005+00.48	524.20	1005+14.11	524.41	1005+27.75	524.62	1005+41.39	524.79	1005+55.03	524.93	1005+68.68	525.03	1005+82.32	525.10	1005+95.96	525.15	1006+09.61	525.17
CL BEAM 3	1004+97.81	523.73	1005+11.49	523.95	1005+25.19	524.16	1005+38.88	524.33	1005+52.58	524.48	1005+66.28	524.58	1005+79.98	524.65	1005+93.68	524.70	1006+07.38	524.73
CL BEAM 4	1004+95.11	523.27	1005+08.85	523.48	1005+22.60	523.68	1005+36.35	523.86	1005+50.11	524.00	1005+63.87	524.11	1005+77.62	524.19	1005+91.38	524.24	1006+05.13	524.28

FINAL DECK ELEVATIONS																		
LOCATION	RA BRG		1/8 PT		1/4 PT		3/8 PT		1/2 PT		5/8 PT		3/4 PT		7/8 PT		FA BRG	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
LEFT TOE OF RAILING	1005+03.43	524.89	1005+17.11	525.06	1005+30.77	525.22	1005+44.40	525.36	1005+58.00	525.49	1005+71.59	525.61	1005+85.15	525.71	1005+98.69	525.80	1006+12.21	525.88
CL BEAM 1	1005+03.13	524.93	1005+16.71	525.11	1005+30.29	525.28	1005+43.88	525.43	1005+57.47	525.57	1005+71.05	525.69	1005+84.64	525.79	1005+98.23	525.87	1006+11.81	525.94
ROUNDING LEFT	1005+02.25	525.04	1005+15.95	525.21	1005+29.63	525.37	1005+43.29	525.51	1005+56.92	525.64	1005+70.53	525.76	1005+84.12	525.86	1005+97.69	525.96	1006+11.23	526.03
CL RAMP B & PG/ROUNDING RIGHT	1005+01.06	525.01	1005+14.79	525.18	1005+28.50	525.34	1005+42.18	525.48	1005+55.84	525.62	1005+69.48	525.74	1005+83.09	525.84	1005+96.68	525.93	1006+10.26	526.01
CL BEAM 2	1005+00.48	524.91	1005+14.11	525.06	1005+27.75	525.20	1005+41.39	525.34	1005+55.03	525.47	1005+68.68	525.58	1005+82.32	525.69	1005+95.96	525.79	1006+09.61	525.88
CL BEAM 3	1004+97.81	524.44	1005+11.49	524.60	1005+25.19	524.75	1005+38.88	524.88	1005+52.58	525.01	1005+66.28	525.13	1005+79.98	525.24	1005+93.68	525.34	1006+07.38	525.43
CL BEAM 4	1004+95.11	523.98	1005+08.85	524.14	1005+22.60	524.29	1005+36.35	524.43	1005+50.11	524.56	1005+63.87	524.68	1005+77.62	524.79	1005+91.38	524.89	1006+05.13	524.99
RIGHT TOE OF RAILING	1004+94.43	523.86	1005+08.31	524.04	1005+22.17	524.21	1005+36.01	524.36	1005+49.82	524.50	1005+63.60	524.63	1005+77.36	524.74	1005+91.10	524.84	1006+04.82	524.93



BEAM DIAGRAM

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO THE DEFLECTIONS CAUSE BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
4. FOR FINAL DECK ELEVATION LOCATIONS, SEE SHEET 18/25.

SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 19 | TOTAL 25
SHEET P.689 | TOTAL 830

HAM-IR 75-1.95

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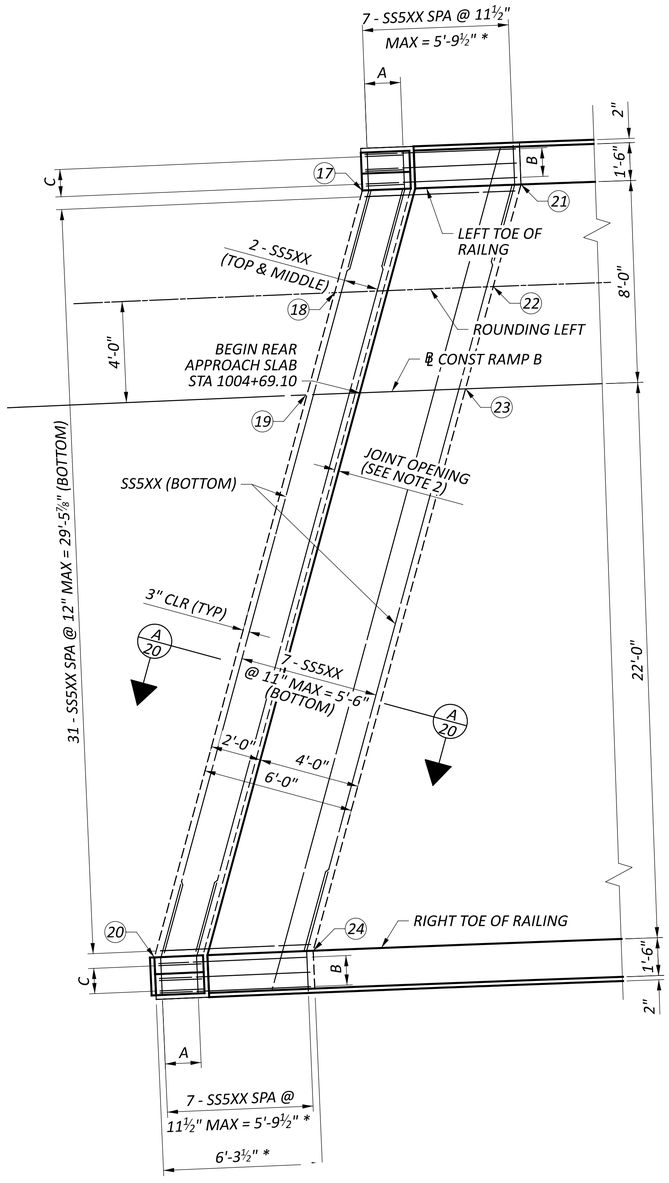
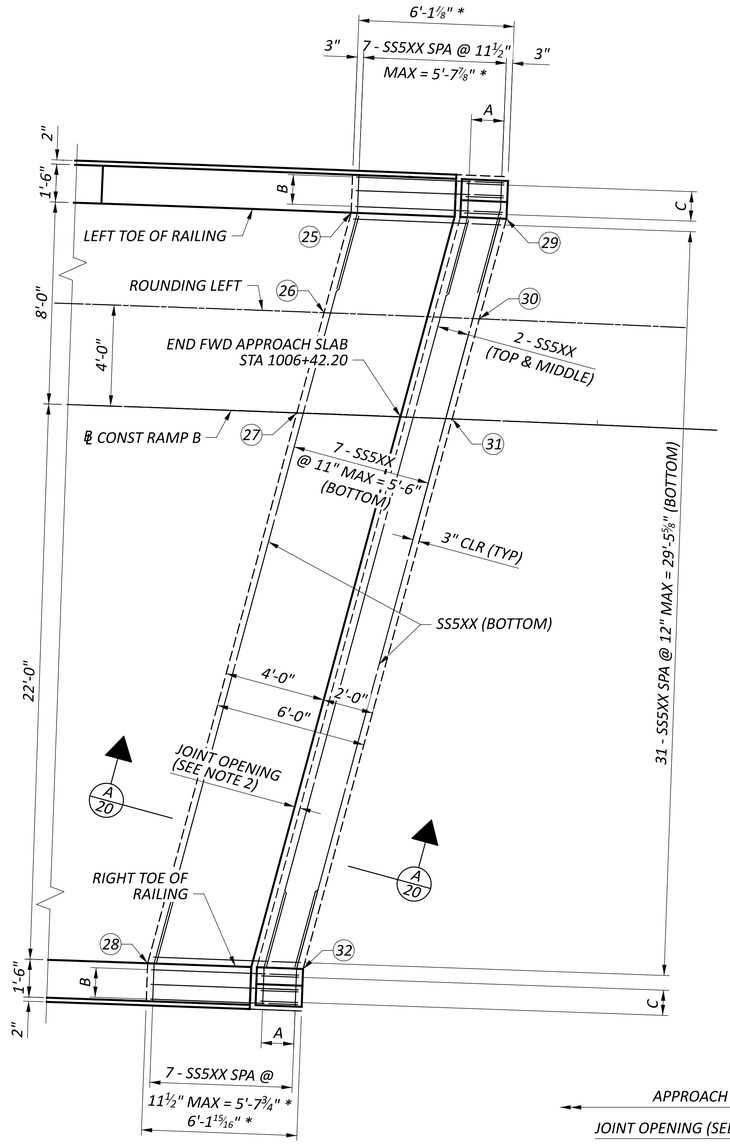




SLEEPER SLAB SURFACE ELEVATIONS			
MARK	STATION	OFFSET	ELEVATION
17	1004+69.52	-8.00	523.00
18	1004+68.26	-4.00	523.14
19	1004+67.00	0.00	523.10
20	1004+60.00	22.00	521.93
21	1004+75.78	-8.00	523.09
22	1004+74.54	-4.00	523.23
23	1004+73.29	0.00	523.20
24	1004+66.36	22.00	522.03
25	1006+39.94	-8.00	524.58
26	1006+39.02	-4.00	524.73
27	1006+38.09	0.00	524.71
28	1006+32.96	22.00	523.64
29	1006+46.07	-8.00	524.59
30	1006+45.16	-4.00	524.75
31	1006+44.25	0.00	524.73
32	1006+39.18	22.00	523.66

LEGEND:

A - 2 SS5XX (TOP & MIDDLE)

B - 3 - SS5XX

C - 3 - SS5XX

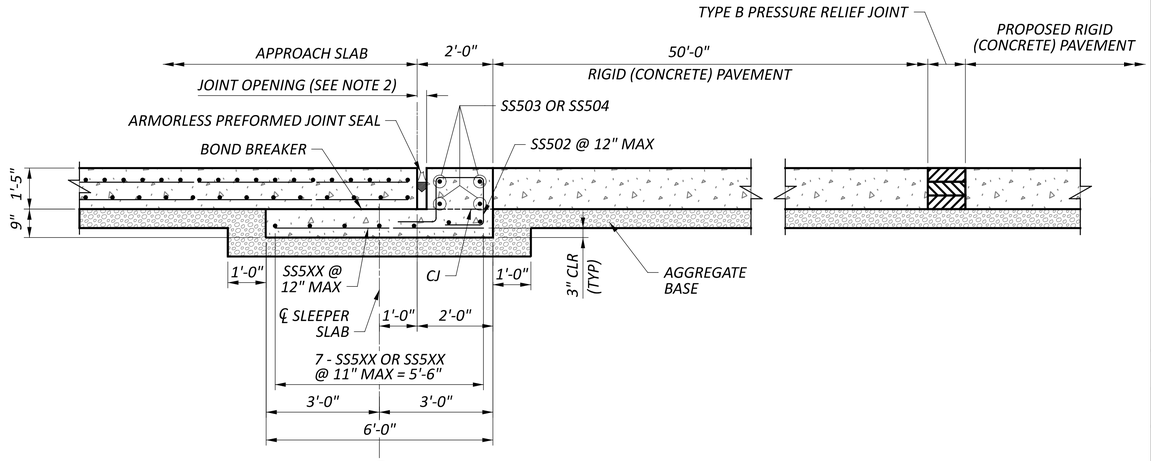
* - DIMENSION MEASURED ALONG THE LEFT OR RIGHT EDGE OF APPROACH SLAB

NOTES:

1. FOR ADDITIONAL SLEEPER SLAB NOTES, AND DETAILS, SEE STD DWG AS-2-15
2. SEE TABLE 1 ON SHEET 7/14 OF STANDARD DRAWING AS-2-14 FOR EXPANSION JOINT OPENING.

REAR APPROACH SLEEPER SLAB

FORWARD APPROACH SLEEPER SLAB



A 20 SECTION

MINIMUM LAP LENGTHS	
	2" CLEAR COVER
#5 BAR	2'-6"

SLEEPER SLAB DETAILS
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365
DESIGN AGENCY E M H & T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 20 | TOTAL 25
SHEET P.690 | TOTAL 830

HAM-IR 75-1.95

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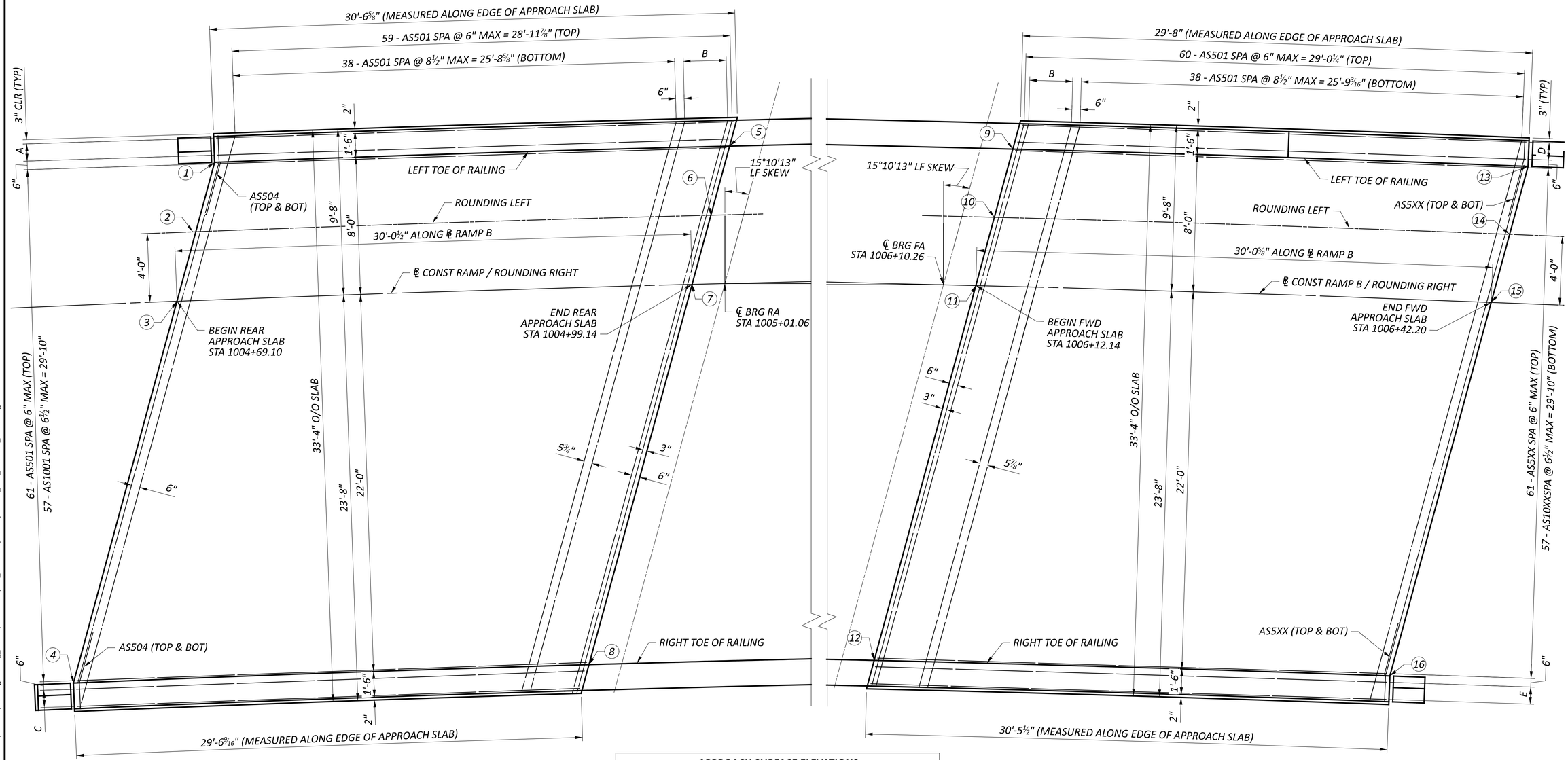

REAR APPROACH SLAB PLAN

(SLEEPER SLAB, TYPE INSTALLATION AND MSE WALL NOT SHOWN FOR CLARITY)

APPROACH SURFACE ELEVATIONS			
MARK	STATION	OFFSET	ELEVATION
1	1004+71.60	-8.00	524.44
2	1004+70.35	-4.00	524.58
3	1004+69.10	0.00	524.55
4	1004+62.12	22.00	523.38
5	1005+01.53	-8.00	524.87
6	1005+00.34	-4.00	525.01
7	1004+99.14	0.00	524.98
8	1004+92.50	22.00	523.83
9	1006+14.08	-8.00	525.89
10	1006+13.12	-4.00	526.04
11	1006+12.14	0.00	526.02
12	1006+06.73	22.00	524.94
13	1006+44.03	-8.00	526.01
14	1006+43.11	-4.00	526.16
15	1006+42.20	0.00	526.14
16	1006+37.11	22.00	525.07

FORWARD APPROACH SLAB PLAN

(SLEEPER SLAB, TYPE INSTALLATION AND MSE WALL NOT SHOWN FOR CLARITY)

NOTES:

1. FOR RAILING DETAILS, SEE SHEET 22/25 TO 23/25.
2. FOR SLEEPER SLAB TYPE C INSTALLATION DETAILS, SEE SHEET 20/25.
3. SEE STD DWG AS-1-15 FOR ADDITIONAL APPROACH SLAB DETAILS.

LEGEND:

A - SER OF 3 - AS5XX SPA @ 6" MAX = 1'-0" (TOP) & SER OF 3 - AS10XX SPA @ 6½" MAX = 1'-0" (BOTTOM)

B - 6 - AS5XX (2 LENGTHS) SPA @ 6" = 2'-6" (BOTTOM)

C - SER OF 3 - AS5XX SPA @ 6" MAX = 1'-0" (TOP) & SER OF 3 - AS10XX SPA @ 6½" MAX = 1'-0" (BOTTOM)

D - SER OF 3 - AS5XX SPA @ 6" MAX = 1'-0" (TOP) & SER OF 3 AS10XX SPA @ 6½" MAX = 1'-0" (BOTTOM)

E - SER OF 3 - AS5XX SPA @ 6" MAX = 1'-0" (TOP) & SER OF 3 AS10XX SPA @ 6½" MAX = 1'-0" (BOTTOM)

APPROACH SLAB DETAILS
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

HAM-IR 75-1.95

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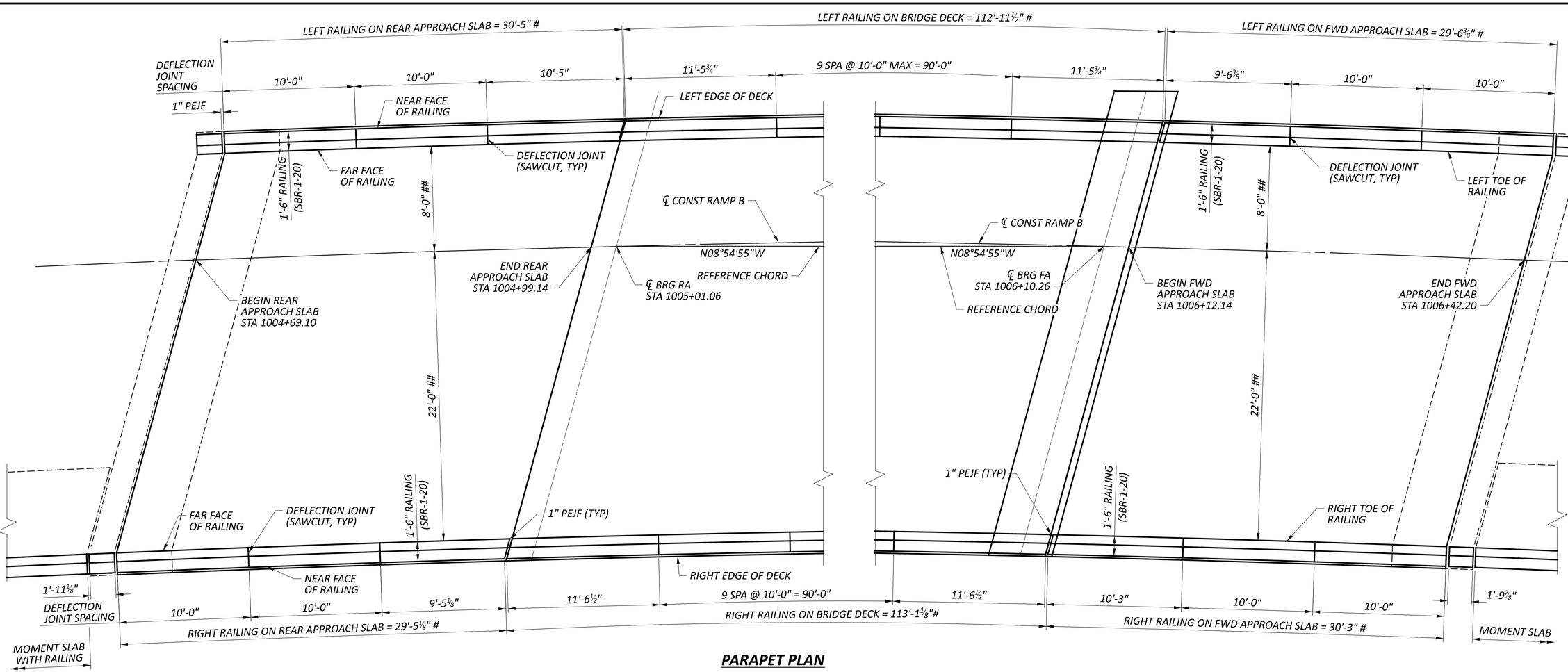
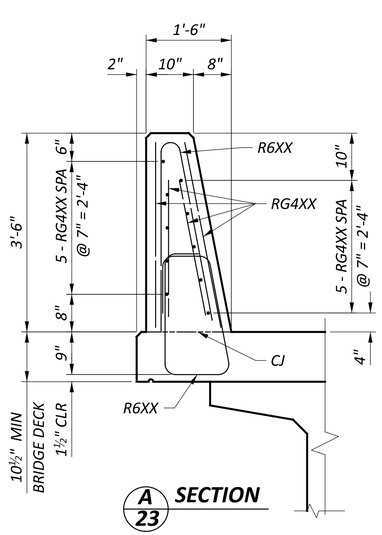
SFN 3109365
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 21 | TOTAL 25
SHEET P.691 | TOTAL 830

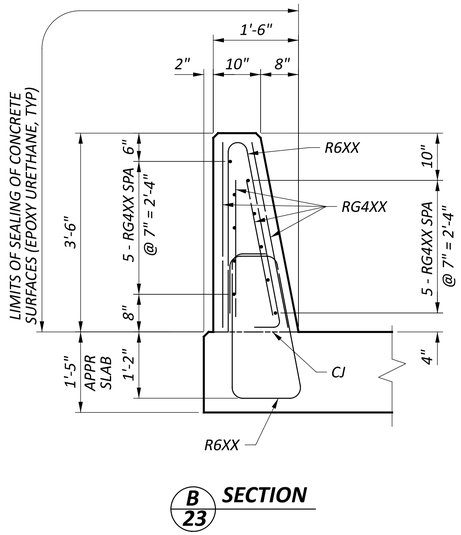


PARAPET PLAN

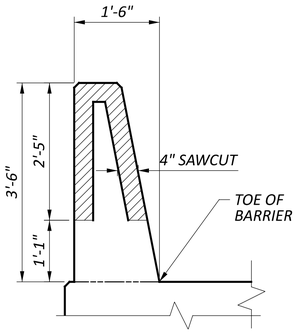
(ALL DIMENSIONS ARE ALONG BACK FACE OF RAILING, EXCEPT SHOWN OTHERWISE)



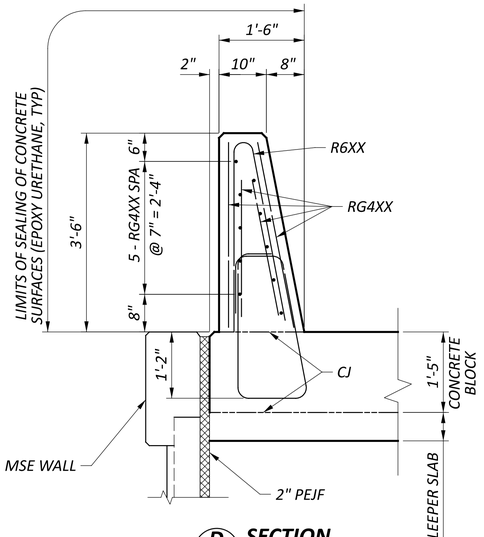
A 23 SECTION



B 23 SECTION



C 23 SECTION



D 23 SECTION

LEGEND:

 # - MEASURED ALONG ARC

- MEASURED RADIALLY

NOTES:

1. *FOR ADDITIONAL RAILING DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20*
2. *FOR LOCATIONS OF SECTION A-A, B-B, AND C-C, SEE SHEET 23/25.*
3. *DEFLECTION JOINTS SHALL BE INSTALLED RADIALLY.*

PARAPET PLAN AND SECTION DETAILS
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

HAM-IR 75-1.95

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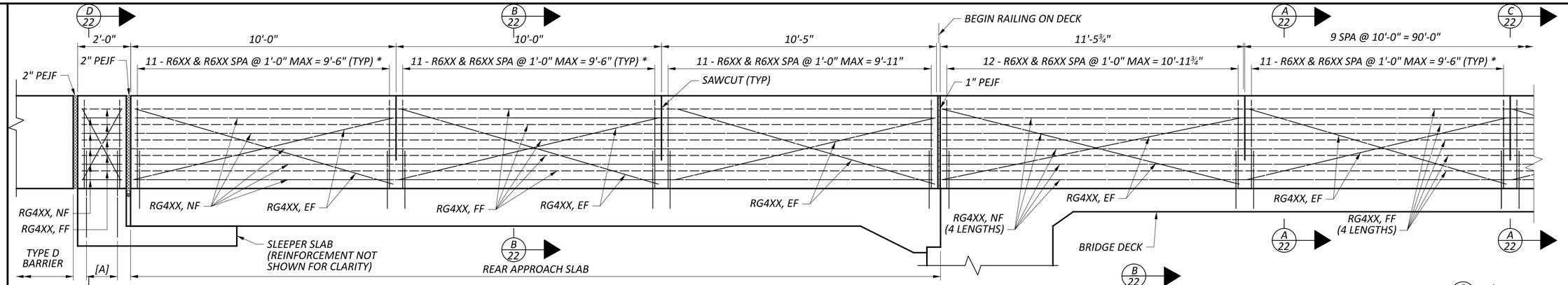
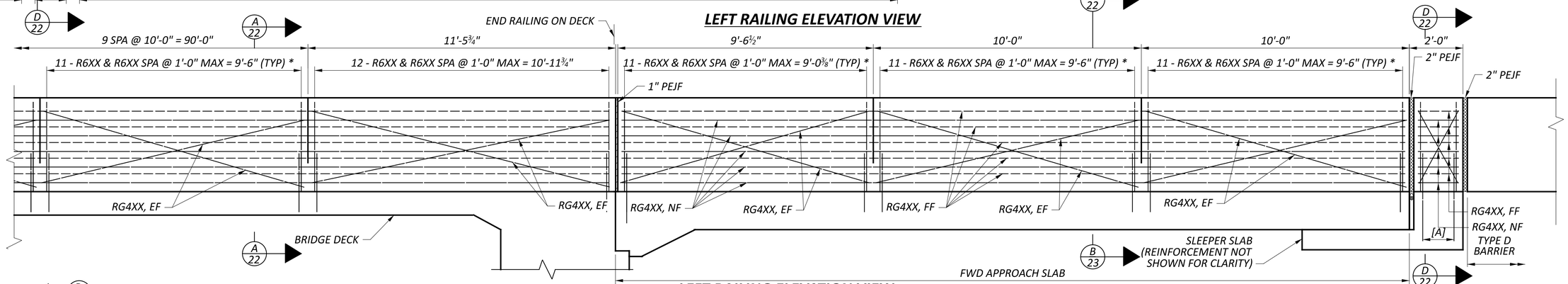
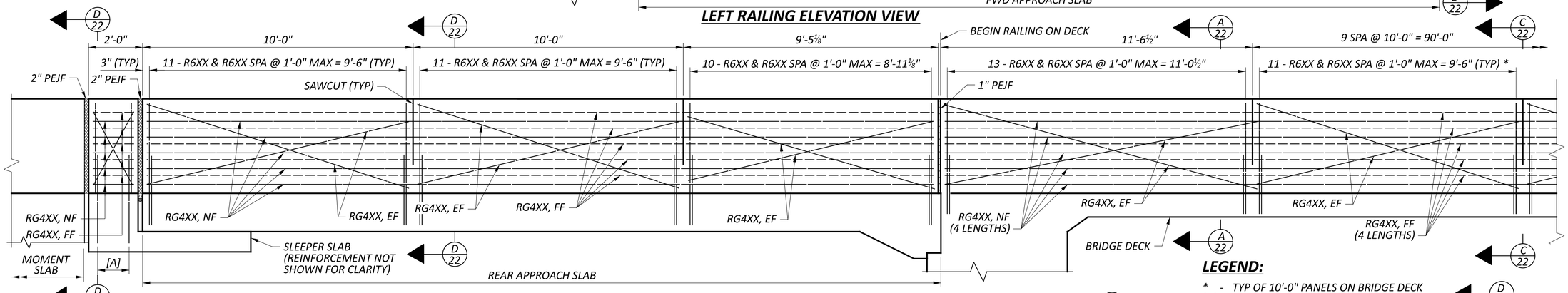
SFN	3109365
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	22
TOTAL	25
SHEET	P.692
TOTAL	830



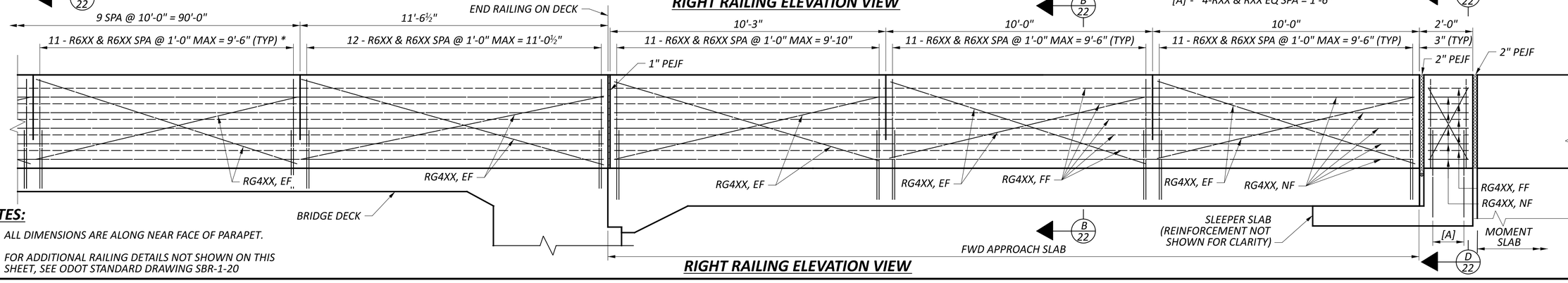
LEFT RAILING ELEVATION VIEW



LEFT RAILING ELEVATION VIEW



RIGHT RAILING ELEVATION VIEW



RIGHT RAILING ELEVATION VIEW

LEGEND:

* - TYP OF 10'-0" PANELS ON BRIDGE DECK
[A] - 4-RXX & RXX EQ SPA = 1'-6"

NOTES:

1. ALL DIMENSIONS ARE ALONG NEAR FACE OF PARAPET.
2. FOR ADDITIONAL RAILING DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20

PARAPET ELEVATION
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:15:41 PM USER: tadams
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SFN	3109365
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	23
TOTAL	25
SHEET	P.693
TOTAL	830

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REINFORCING STEEL LIST 1
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

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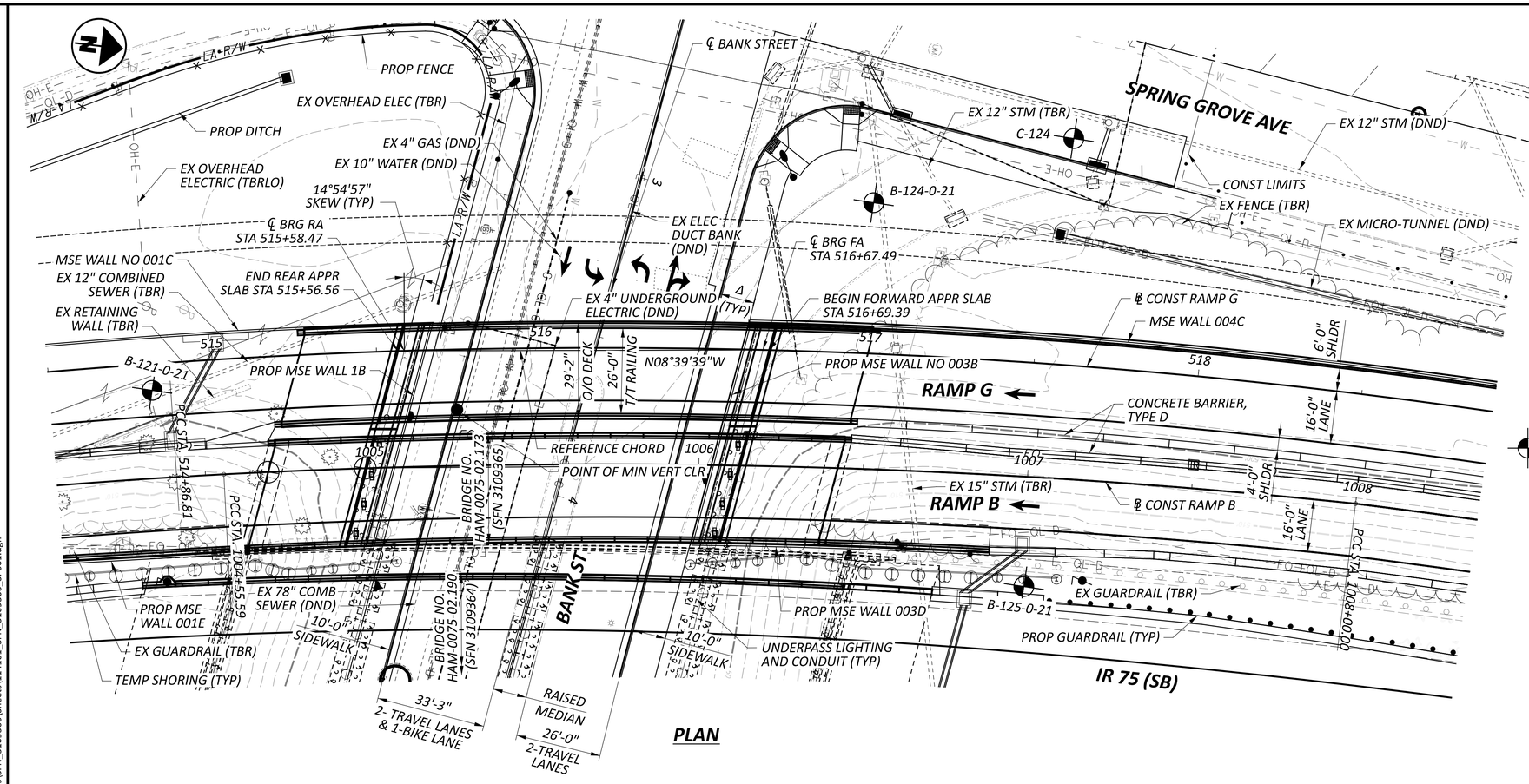
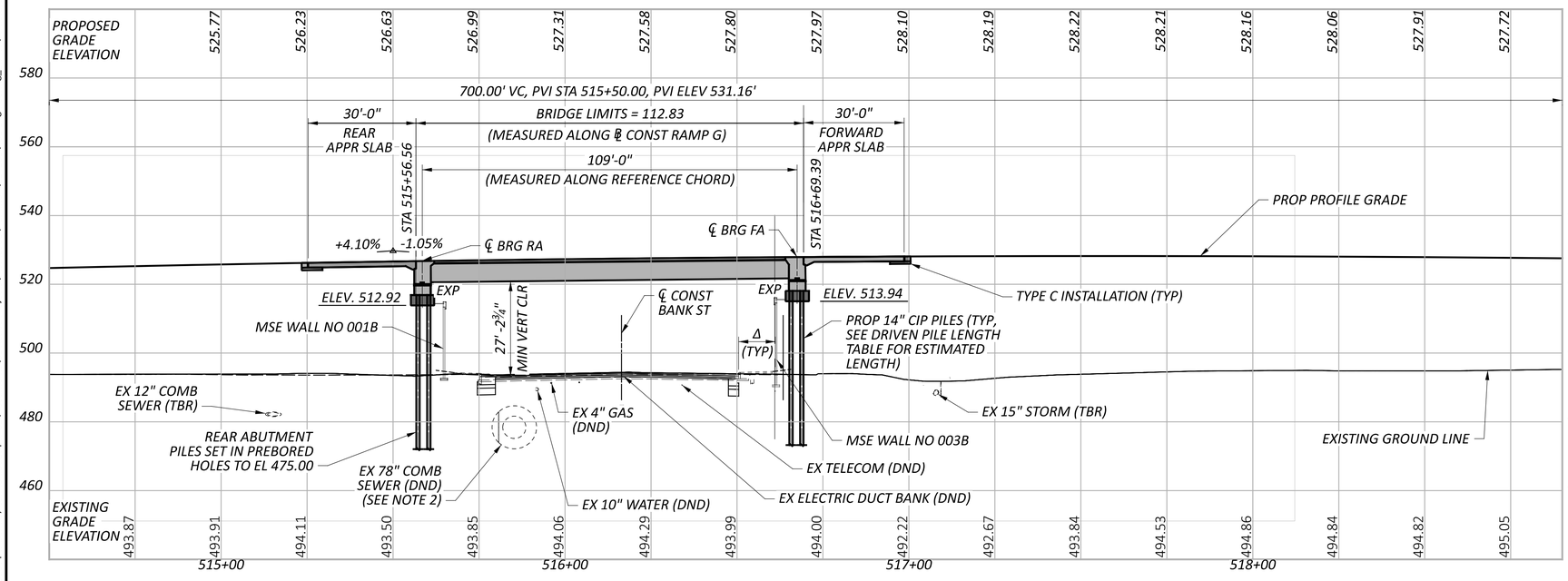
REINFORCING STEEL LIST 2
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET



PLAN



PROFILE ALONG ℄ CONST RAMP G

BENCHMARK DATA*

CP205	506+03.38	ELEV.	506.50 ,	OFFSET	275.54'	RT
CP312	525+06.35	ELEV.	501.22 ,	OFFSET	319.01'	RT

* STATIONS AND OFFSETS ARE ALONG ℄ CONST RAMP G.

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET P.1/830 .

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. EXACT WALL THICKNESS IS NOT KNOWN. MSD HAS REQUESTED A 3' WALL THICKNESS BE SHOWN ON THIS PIPE. SPECIAL CARE SHALL BE USED WHEN PLACING HEAVY EQUIPMENT AROUND THE EXISTING SEWER. COORDINATE WITH MSD PRIOR TO CONSTRUCTION TO VERIFY EQUIPMENT PLACEMENT IS ACCEPTABLE.

DESIGN TRAFFIC:

2029 ADT =	7,150	2029 ADTT =	858
2049 ADT =	7,350	2049 ADTT =	882

LEGEND

- BORING LOCATION
- 16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE; 27'-2¾" ACTUAL MINIMUM VERTICAL CLEARANCE
- Δ 10'-0" REQUIRED HORIZONTAL CLEARANCE; 10'-10" ACTUAL HORIZONTAL CLEARANCE

RAMP G
CURVE DATA
P.I. = STA. 517+86.50
Δ = 17°50'09" RT
Dc = 03°00'00"
R = 1,909.86'
T = 299.69'
L = 594.53'
E = 23.37'

DRIVEN PILE LENGTH TABLE	
ABUTMENT	ESTIMATED PILE LENGTH
REAR	80'
FORWARD	85'

PROPOSED STRUCTURE

TYPE: SEMI- INTEGRAL SINGLE SPAN PRESTRESSED CONCRETE I-BEAM WITH COMPOSITE REINFORCED CONCRETE DECK, SUPPORTED ON SEMI-INTEGRAL ABUTMENTS ON CAST-IN-PLACE CONCRETE PILES BEHIND MSE WALLS.

SPANS: 109'-0" C/C BRGS (MEASURED ALONG REFERENCE CHORD)

ROADWAY: 26'-0" TOE/TOE RAILING

LOADING: VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE: 0.06 KIPS/FT²

SKEW: 14°54'57" LF (MEASURED PERPENDICULAR TO REFERENCE CHORD)

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 30'-0" LONG, TYPE C INSTALLATION (AS-1-15, AS-2-15)

ALIGNMENT: 3°00'00" CURVE RIGHT

SUPERELEVATION: 0.045 FT/FT

COORDINATES: LATITUDE 39° 7' 10.93" N
LONGITUDE 84° 32' 09.34" W

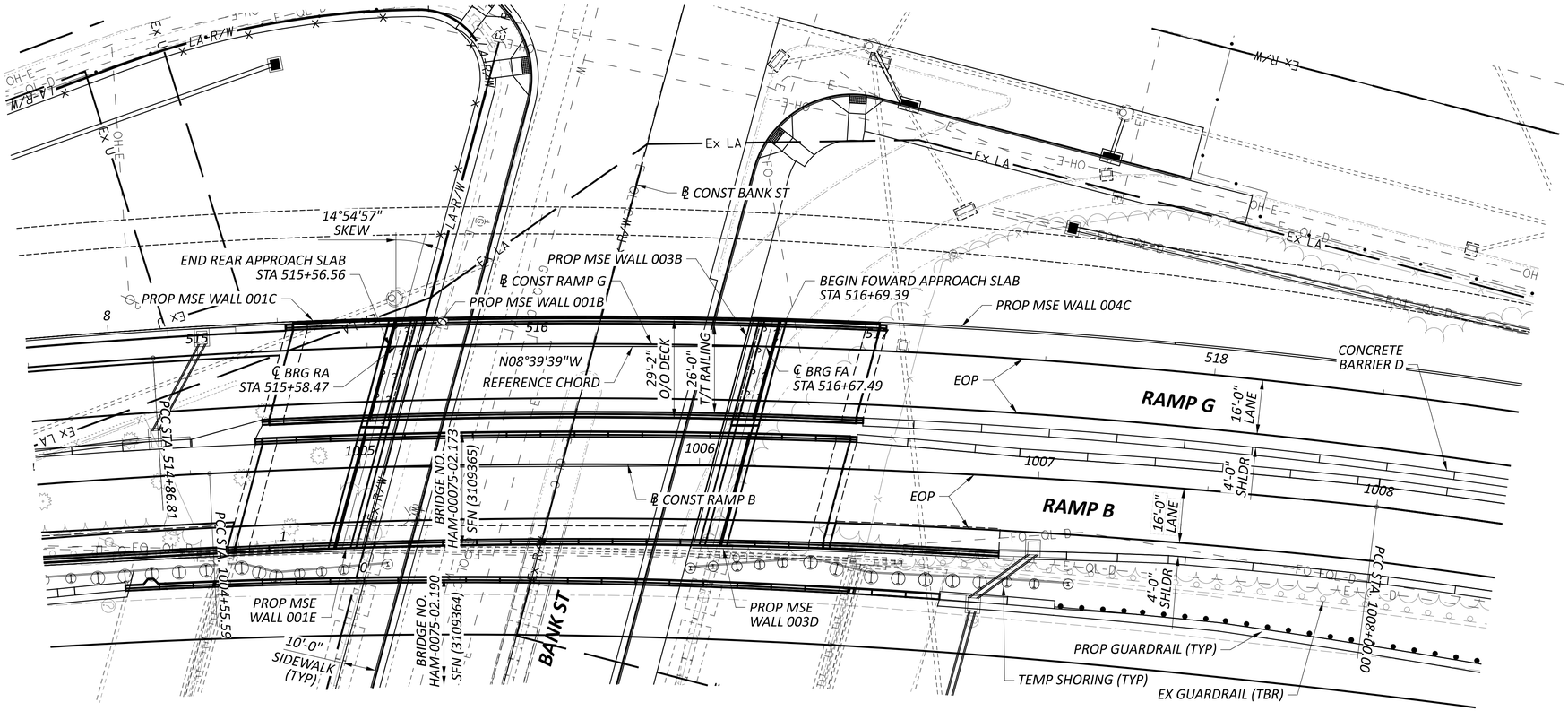
DECK AREA: 3292 SF

SITE PLAN
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

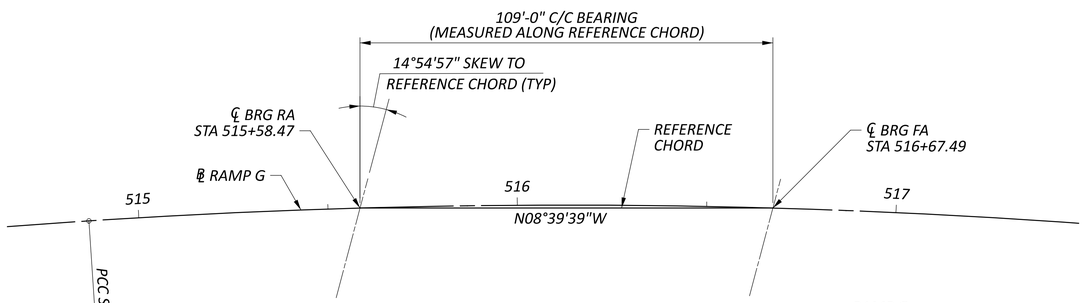
SFN	3109366
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	1
TOTAL	27
SHEET	P.696
TOTAL	830

HAM-IR 75-1.95

MODEL: Plan_Ramp G over Bank St PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 9:30:23 AM USER: rbolden
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMHT\Structures\SFN_3109366\Sheets\114161_SFN_3109366_SP001.dgn



PLAN



GEOMETRIC LAYOUT

RAMP G
CURVE DATA
P.I. = STA. 517+86.50
Δ = 17°50'09" RT
Dc = 03°00'00"
R = 1,909.86'
T = 299.69'
L = 594.53'
E = 23.37'

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:49:16 PM USER: aibrahimkhail
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GENERAL PLAN
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN	3109366
DESIGN AGENCY	EMH&T
DESIGNER	AJH
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REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	2
TOTAL	27
SHEET	P.697
TOTAL	830

REFER TO THE FOLLOWING STANDARD DRAWINGS:

AS-1-15	REVISED	01/20/2023
AS-2-15	REVISED	07/21/2023
PSID-1-13	REVISED	07/18/2025
SBR-1-20	REVISED	07/19/2024
SICD-2-14	REVISED	01/15/2021

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.0 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.

DESIGN LOADING:

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ FT

DESIGN DATA:

CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) - 8.0 KSI
COMPRESSIVE STRENGTH (RELEASE) - 6.5 KSI

WELDED WIRE FABRIC:
YIELD STRENGTH - 70 KSI

PRESTRESSING STRAND:
AREA = 0.217 SQ.IN.
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

CONCRETE CLASS QC SCC:
COMPRESSIVE STRENGTH 4.5 KSI (LEFT RAILING)

CONCRETE CLASS QC3:
COMPRESSIVE STRENGTH 4.5 KSI (ABUTMENT DIAPHRAGM, DECK, RIGHT RAILING, APPROACH SLABS)

CONCRETE CLASS QC3:
COMPRESSIVE STRENGTH 4.0 KSI (ABUTMENT EXCLUDING FOOTING)

CONCRETE CLASS QC1:
COMPRESSIVE STRENGTH 4.0 KSI (ABUTMENT FOOTING)

CONCRETE REINFORCEMENT:
UNCOATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI (PRESTRESSED BEAMS, NOT INCLUDING TRANSVERSE BARS EXTENDING INTO DECK)

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI (DECK, RAILING, APPROACH SLABS, ABUTMENTS, BARS EXTENDING FROM PRESTRESSED BEAMS)

GFRP REINFORCEMENT (PARAPET)

STEEL CIP PILES - ASTM A252 GRADE 3 - YIELD STRENGTH 45 KSI

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

ITEM 203 - EMBANKMENT, AS PER PLAN:

PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT.

PILE DRIVING CONSTRAINTS :

PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV), CONSTRUCT THE MSE WALL UP TO THE BOTTOM OF THE FOOTING AND CONSTRUCT A TEMPORARY WIRE-FACED MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE LEVEL OF THE SUBGRADE ELEVATION FOR A MINIMUM DISTANCE OF 200 FEET BEHIND THE ABUTMENT PER THE ABUTMENT SECTION DETAIL DRAWING. 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. PROVIDE AT LEAST 3 FEET OF PILE ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF C&MS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE DRIVING CRITERIA DETERMINED BY SETUP RESTRIKE TESTING UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A 20 CALENDAR DAY WAITING PERIOD HAS ELAPSED. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT 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 1/2 INCH.

IF NOT PRE-DRIVING FORWARD 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.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 303 KIPS PER PILE FOR THE REAR ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS 284 KIPS PER PILE FOR THE FORWARD ABUTMENT PILES.

REAR ABUTMENT PILES:
14" DIAMETER PILES 85 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

FORWARD ABUTMENT PILES:
14" DIAMETER PILES 90 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM
1 RESTRIKE

PROVIDE PLAIN CYLINDRICAL CASINGS WITH A MINIMUM PILE WALL THICKNESS OF 1/4 INCH FOR THE CAST-IN-PLACE REINFORCED CONCRETE PILES. USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP REINFORCED CONCRETE PIPE PILES AT THE REAR AND FORWARD ABUTMENTS.

PILES DRIVEN TO FULL ESTIMATED LENGTH WITH PILE/SOIL SETUP:

THE ULTIMATE BEARING VALUE (UBV) IS 283.80 KIPS PER PILE FOR THE 14" CONCRETE CAST-IN-PLACE FORWARD ABUTMENT PILES. PART OF THE UBV WILL BE ACHIEVED THROUGH PILE/SOIL SETUP, WHICH IS A TIME DEPENDENT INCREASE IN RESISTANCE THAT OCCURS IN SOME SOILS.

NOTIFY ENGINEER AT LEAST 5 DAYS BEFORE DRIVING PILES SO THAT THE ENGINEER CAN NOTIFY DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF GEOTECHNICAL ENGINEERING.

DRIVE THE FIRST TWO (2) PILES AT THE FORWARD ABUTMENT TO THE FULL ESTIMATED LENGTH OF EIGHTY-FIVE (85) FEET. PERFORM DYNAMIC LOAD TESTING ON BOTH PILES WHILE DRIVING. IF THE DYNAMIC LOAD TESTING DURING THE INITIAL DRIVING (BEFORE THE WAITING PERIOD) INDICATES A PILE HAS ACHIEVED THE REQUIRED UBV PRIOR TO DRIVING THE FULL ESTIMATED LENGTH, STOP DRIVING AND NOTIFY THE ENGINEER. AFTER DRIVING AND TESTING THE FIRST TWO (2) PILES, DRIVE ALL PILES TO THE ESTIMATED LENGTH, CEASE ALL DRIVING OPERATIONS AT THE SUBSTRUCTURE FOR A PERIOD OF SEVEN (7) DAYS. INCLUDE WAITING PERIOD AS A SEPARATE ACTIVITY IN PROGRESS SCHEDULE. AFTER THE WAITING PERIOD, PERFORM PILE RESTRIKES ON BOTH OF THE FIRST TWO (2) PILES (ONE RESTRIKE ITEM). SUBMIT ALL TEST RESULTS TO THE ENGINEER. IF THE RESTRIKE TEST RESULTS INDICATE THAT BOTH PILES ACHIEVED THE REQUIRED UBV, ALL PILES IN THE SUBSTRUCTURE MAY BE ACCEPTED BY THE ENGINEER.

IF THE RESTRIKE TEST RESULTS INDICATE EITHER OF THE TWO (2) PILES DID NOT ACHIEVE THE REQUIRED UBV, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE ENGINEER CAN NOTIFY THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF GEOTECHNICAL ENGINEERING. THE ENGINEER WILL REVIEW THE TEST RESULTS AND ESTABLISH ADDITIONAL RESTRIKE TESTING OR DRIVING CRITERIA FOR THE PILING IN THE SUBSTRUCTURE WITH THE ASSISTANCE OF THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF GEOTECHNICAL ENGINEERING.

IF DIRECTED BY THE ENGINEER, PERFORM ADDITIONAL RESTRIKE TESTING OR DRIVE ALL PILES IN THE SUBSTRUCTURE TO THE ESTABLISHED DRIVING CRITERIA. THE DEPARTMENT WILL PAY FOR SPLICING OF THE PILES BEYOND THE ESTIMATED LENGTH PROVIDED IN THE PLANS UNDER C&MS 109.05 WITH A NEGOTIATED PRICE PER SPLICE.

THIS PLAN NOTE INCLUDES A QUANTITY OF ONE EACH ITEM 523 DYNAMIC LOAD TESTING, AS PER PLAN AND A QUANTITY OF ONE EACH ITEM 523 RESTRIKE, AS PER PLAN PER EACH SUBSTRUCTURE UNIT.

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 2.20 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

ABBREVIATION LEGEND

ABUT - ABUTMENT
ADT - AVERAGE DAILY TRAFFIC
ADTT - AVERAGE DAILY TRUCK TRAFFIC
APPR - APPROACH
BOT - BOTTOM
BRGS - BEARINGS
BTA - BRIDGE TERMINAL ASSEMBLY
C/C - CENTER TO CENTER
CB - CATCH BASIN
CJ - CONSTRUCTION JOINT
℄ - CENTERLINE
CLR - CLEARANCE
CONST - CONSTRUCTION
DIA - DIAMETER
DJ - DEFLECTION JOINT
EF - EACH FACE
EL - ELEVATION
E/P - EDGE OF PAVEMENT
E/S - EDGE OF SHOULDER
EX - EXISTING
EXP - EXPANSION
FWD - FORWARD
F/F - FACE TO FACE
FF - FAR FACE
FWD - FORWARD
HORIZ - HORIZONTAL
INCR - INCREMENT
LT - LEFT
MAX - MAXIMUM
MIN - MINIMUM
MID - MIDDLE
N/A - NOT APPLICABLE
NF - NEAR FACE
NPCPP - NON-PERFORATED CORRUGATED PLASTIC PIPE
O/O - OUT TO OUT
PC - POINT OF CURVE
PCPP - PERFORATED CORRUGATED PLASTIC PIPE
PEJF - PREFORMED EXPANSION JOINT FILLER
PG - PROFILE GRADE
PGD - PREFABRICATED GEOCOMPOSITE DRAINAGE SYSTEM
PROP - PROPOSED
PT - POINT
PVMT - PAVEMENT
RT - RIGHT
SER - SERIES
SHLDR - SHOULDER
SPA - SPACES
ST - STREET
STA - STATION
SCD - STANDARD CONSTRUCTION DRAWING
STD - STANDARD
TBRLO - TO BE RELOCATED BY OTHERS
TEMP - TEMPORARY
T/S - TOP OF SLOPE
T/T - TOE TO TOE
TYP - TYPICAL
UNO - UNLESS NOTED OTHERWISE
VC - VERTICAL CURVE
VERT - VERTICAL

GENERAL NOTES
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366
DESIGN AGENCY EMH&T
DESIGNER RJE | CHECKER AJH
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 3 | TOTAL 27
SHEET P.698 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:23:28 PM USER: tadams
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ITEM 511 - CLASS QC3 CONCRETE, MISC.: ABUTMENT NOT INCLUDING FOOTING, WITH QC/QA

THIS ITEM MODIFIES THE STANDARD 511 CONCRETE FOR STRUCTURES SPECIFICATION TO INCLUDE MACRO-SYNTHETIC, AND CORROSION INHIBITORS INTO THE SUBSTRUCTURE 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 QC3 MEETING ALL REQUIREMENTS OF QC1, A DESIGN STRENGTH OF 4000 PSI, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02

FIBERS FOR CONCRETE: ASTM C1116, TYPE III
CORROSION INHIBITOR: 515.15

THE CLASS QC3 CONCRETE FOR THE SUBSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA:

ALL REQUIREMENTS OF QC1 WATER/CEMENT RATIO = 0.40 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.0 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.

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 1.5 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURE'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY. 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.

THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED.

ITEM 511 - CLASS QC3 CONCRETE, MISC.: BRIDGE DECK, WITH QC/QA:
ITEM 511 - CLASS QC3 CONCRETE, MISC.: PARAPET, WITH QC/QA:

THIS ITEM MODIFIES THE STANDARD 511 CONCRETE FOR STRUCTURES SPECIFICATION TO INCLUDE MACRO-SYNTHETIC, AND CORROSION INHIBITORS 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 QC3 MEETING ALL REQUIREMENTS OF QC2, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02

FIBERS FOR CONCRETE: ASTM C1116, TYPE III
CORROSION INHIBITOR: 515.15

THE CLASS QC3 CONCRETE FOR THE SUPERSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA:

MEETING ALL REQUIREMENTS OF QC2, WATER/CEMENT RATIO = 0.43 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.0 IN. MIN. TO 2.5 IN. MAX.) MEETING ASTM C1116. TYPE III SHALL BE ADDED TO THE MIX. MINIMUM SLUMP IN ANY RAILING COMPONENTS IS 2".

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.

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 1.5 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURE'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY. 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 RIGHT BRIDGE RAILING CONCRETE 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.

THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED. THE PLACING OF THE DECK AND THE APPROACH SLABS IN THE SAME CONCRETE POUR IS NOT PERMITTED.

ITEM 511 - CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN

SEE SHEETS 21/27 THROUGH 24/27 FOR LEFT PARAPET DETAILS, INCLUDING JOINT TREATMENTS. THIS ITEM INCLUDES THE DECORATIVE LEFT PARAPET ON THE BRIDGE AND APPROACH SLABS.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T = 17"), AS PER PLAN

THE REQUIREMENTS OF 511.03 AND 511.04 SHALL APPLY TO THIS ITEM OF WORK. THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO THE CONCRETE AND STEEL REINFORCEMENT NECESSARY TO FORM AND PLACE THE APPROACH SLABS AS SHOWN IN THE PLANS. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE THE ITEMS LISTED ON STANDARD DRAWING AS-1-15 AND ALL OTHER NECESSARY MATERIALS, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE PER SQUARE YARD FOR ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T = 17"), AS PER PLAN.

THE REQUIREMENTS IN THE GENERAL NOTES FOR ITEM 511 - CLASS QC3 CONCRETE, MISC: BRIDGE DECK, WITH QC/QA SHALL APPLY TO THIS ITEM OF WORK.

GENERAL NOTES (CONTINUED)
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366
DESIGN AGENCY EM H&T
DESIGNER RJE | CHECKER AJH
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 4 | TOTAL 27
SHEET P.699 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:23:43 PM USER: tadams
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\401-Engineering_EMH\Structures\SFN_3109366\Sheets\114161_SFN_3109366_SN002.dgn

ITEM 530 SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION:

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING TO MINIMIZE THE POTENTIAL FOR DAMAGE TO THE EXISTING 78" DIAMETER COMBINED SEWER RUNNING FROM WEST TO EAST AND LOCATED APPROXIMATELY 15 FEET NORTH OF THE PROPOSED REAR ABUTMENT.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA, AND WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT, OR BEFORE, THE PRECONSTRUCTION MEETING. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN THE ENGINEER'S ACCEPTANCE OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND OF PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:

1. MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.

2. ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.

3. MONITOR GROUND VIBRATIONS DURING PILE DRIVING.

4. IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.

5. FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:
   A. IDENTIFICATION OF SEISMOGRAPH.
   B. DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING.
   C. START TIME AND DURATION OF PILE DRIVING.
   D. LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL.

IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS.

SUBMIT THREE COPIES OF THE FINAL REPORT WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURE MISC.: VIBRATION MONITORING. THE DEPARTMENT WILL PAY THE FINAL TWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

THE DEPARTMENT WILL PAY ACCORDING TO C&MS 109.05 FOR ALTERNATIVE CONSTRUCTION PROCEDURES THAT THE ENGINEER DETERMINES ARE NECESSARY TO REDUCE VIBRATIONS.

BEFORE PILE DRIVING BEGINS, CONDUCT A CONDITION SURVEY OF ALL EXISTING BUILDINGS, STRUCTURES, AND UTILITIES WITHIN 200-FT OF THE PILE DRIVING WORK. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS, STRUCTURES, OR UTILITIES PRIOR TO PILE DRIVING, SO THAT CLAIMS OF DAMAGE CAUSED BY THE PILE DRIVING CAN BE VERIFIED. RETAIN ANEXPERIENCED VIBRATION SPECIALIST TO PERFORM OR SUPERVISE THE CONDITION SURVEY. USE A VIBRATION SPECIALIST THAT MEETS THE QUALIFICATION REQUIREMENTS FOR VIBRATION MONITORING. RECORD THE CONDITION OF EXISTING STRUCTURES AND BUILDING MATERIALS, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT INTERIOR WALLS, CEILINGS, AND FLOORS THAT ARE ACCESSIBLE. INSPECT THE EXTERIOR OF THE BUILDING THAT IS VISIBLE FROM GROUND LEVEL. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.
IF OWNERS OR OCCUPANTS FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRECONSTRUCTION CONDITION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT. SUBMIT THREE COPIES OF A REPORT TO THE ENGINEER THAT SUMMARIZES THE PRECONSTRUCTION CONDITION OF THE BUILDINGS, STRUCTURES, AND UTILITIES, AND THAT IDENTIFIES AREAS OF CONCERN. PAYMENT FOR THE PRECONSTRUCTION CONDITION SURVEY IS INCLUSIVE OF THE CONTRACT LUMP SUM PRICE FOR ITEM 530 SPECIAL – STRUCTURAL SURVEY AND MONITORING OF VIBRATION.

ABBREVIATION LEGEND

ABUT - ABUTMENT
ADT - AVERAGE DAILY TRAFFIC
ADTT - AVERAGE DAILY TRUCK TRAFFIC
APPR - APPROACH
AVE - AVENUE
BOT - BOTTOM
BRGS - BEARINGS
BTA - BRIDGE TERMINAL ASSEMBLY
C/C - CENTER TO CENTER
CB - CATCH BASIN
CJ - CONSTRUCTION JOINT
℄ - CENTERLINE
CLR - CLEARANCE
CONST - CONSTRUCTION
DIA - DIAMETER
EF - EACH FACE
EL - ELEVATION
E/P - EDGE OF PAVEMENT
E/S - EDGE OF SHOULDER
EX - EXISTING
EXP - EXPANSION
FA - FORWARD ABUTMENT
FWD - FORWARD
F/F - FACE TO FACE
FF - FAR FACE
FWD - FORWARD
HORIZ - HORIZONTAL
INCR - INCREMENT
LT - LEFT
MAX - MAXIMUM
MIN - MINIMUM
MID - MIDDLE
N/A - NOT APPLICABLE
NF - NEAR FACE
NPCPP - NON-PERFORATED CORRUGATED PLASTIC PIPE
O/O - OUT TO OUT
PC - POINT OF CURVE
PCPP - PERFORATED CORRUGATED PLASTIC PIPE
PT - POINT OF TANGENT
PEJF - PREFORMED EXPANSION JOINT FILLER
PG - PROFILE GRADE
PGD - PREFABRICATED GEOCOMPOSITE DRAINAGE SYSTEM
PROP - PROPOSED
PT - POINT
PVMT - PAVEMENT
RA - REAR ABUTMENT
RT - RIGHT
SER - SERIES
SHLDR - SHOULDER
SPA - SPACES
ST - STREET
STA - STATION
SCD - STANDARD CONSTRUCTION DRAWING
STD - STANDARD
TBRLO - TO BE RELOCATED BY OTHERS
TEMP - TEMPORARY
T/S - TOP OF SLOPE
T/T - TOE TO TOE
TYP - TYPICAL
UNO - UNLESS NOTED OTHERWISE
VC - VERTICAL CURVE
VERT - VERTICAL

GENERAL NOTES (CONTINUED)
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366
DESIGN AGENCY EM H&T
DESIGNER RJE | CHECKER AJH
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 5 | TOTAL 27
SHEET P.700 | TOTAL 830

HAM-IR 75-1.95

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CALCULATED: AJH		ESTIMATED QUANTITIES			CHECKED: TDA			
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	SUPER.	GEN.	SHEET #
505	11100		LS	PILE DRIVING EQUIPMENT MOBILIZATION				
507	00600		FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN				
507	00650		FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED				
507	92200		FT	PREBORED HOLES				
507	93300		EACH	STEEL POINTS OR SHOES				
509	10000		LB	EPOXY COATED STEEL REINFORCEMENT				
509	30040		FT	NO. 6 DEFORMED GFRP REINFORCEMENT				
511	33501		EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN				
511	34462		CY	CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)				4/27
511	46512		CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING				
511	53014		CY	CLASS QC3 CONCRETE, MISC.: BRIDGE DECK, WITH QC/QA				4/27
511	53014		CY	CLASS QC3 CONCRETE, MISC.: BRIDGE DECK (PARAPET), WITH QC/QA				4/27
511	53014		CY	CLASS QC3 CONCRETE, MISC.:, ABUTMENT NOT INCLUDING FOOTING WITH QA/QC				4/27
512	10100		SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)				
515	15100		EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF54-49, (LENGTH = 110'-8'')				
515	20000		EACH	INTERMEDIATE DIAPHRAGMS				
516	10010		FT	ARMORLESS PREFORMED JOINT SEAL				
516	13600		SF	1" PREFORMED EXPANSION JOINT FILLER				
516	14020		FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL				
516	44100		EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (18''x14''x 2'' ELASTOMERIC PAD WITH 19''x15''x 1 1/2'' LOAD PLATE)				11/27
518	21200		CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC				
518	40000		FT	6" PERFORATED CORRUGATED PLASTIC PIPE				
523	20000		EACH	DYNAMIC LOAD TESTING				
523	20500		EACH	RESTRIKE				
526	30011		SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN				4/27
526	90030		FT	TYPE C INSTALLATION				
530	14000		LS	SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION				5/27

ESTIMATED QUANTITIES
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
RJE	AJH

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
6	27

SHEET	TOTAL
P.701	830

HAM-IR 75-1.95

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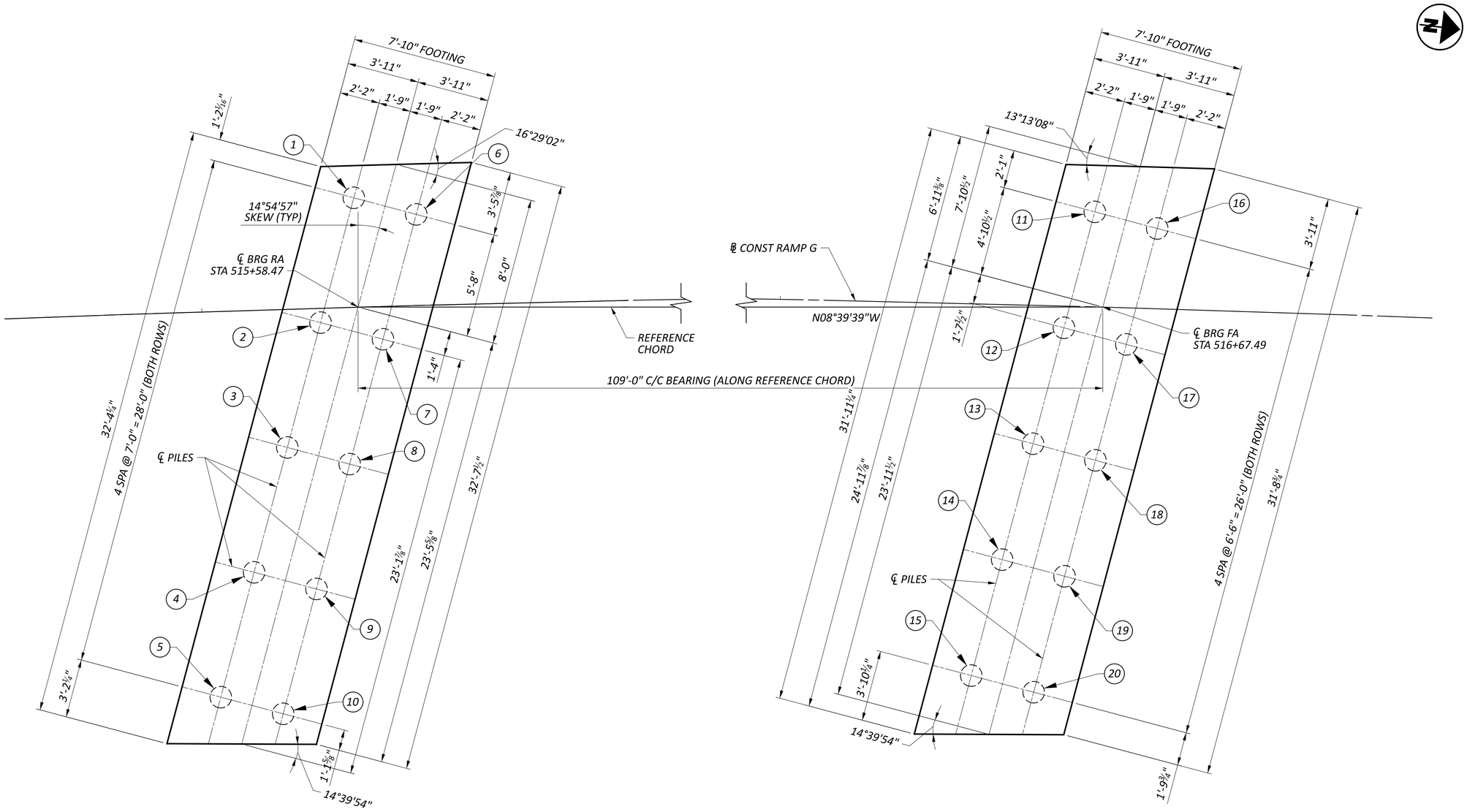

PLAN

LEGEND

(X) - *PILE NUMBER*

( ) - *PROPOSED 14" CIP PILE*

NOTES

1. *ALL PILES TO BE SLEEVED THROUGH PROPOSED MSE WALL SELECT GRANULAR BACKFILL.*

FOUNDATION PLAN
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN	9109366
DESIGN AGENCY	EMH&T
DESIGNER	RJE
CHECKER	AJH
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	7
TOTAL	27
SHEET	P.702
TOTAL	830

HAM-IR 75-1.95

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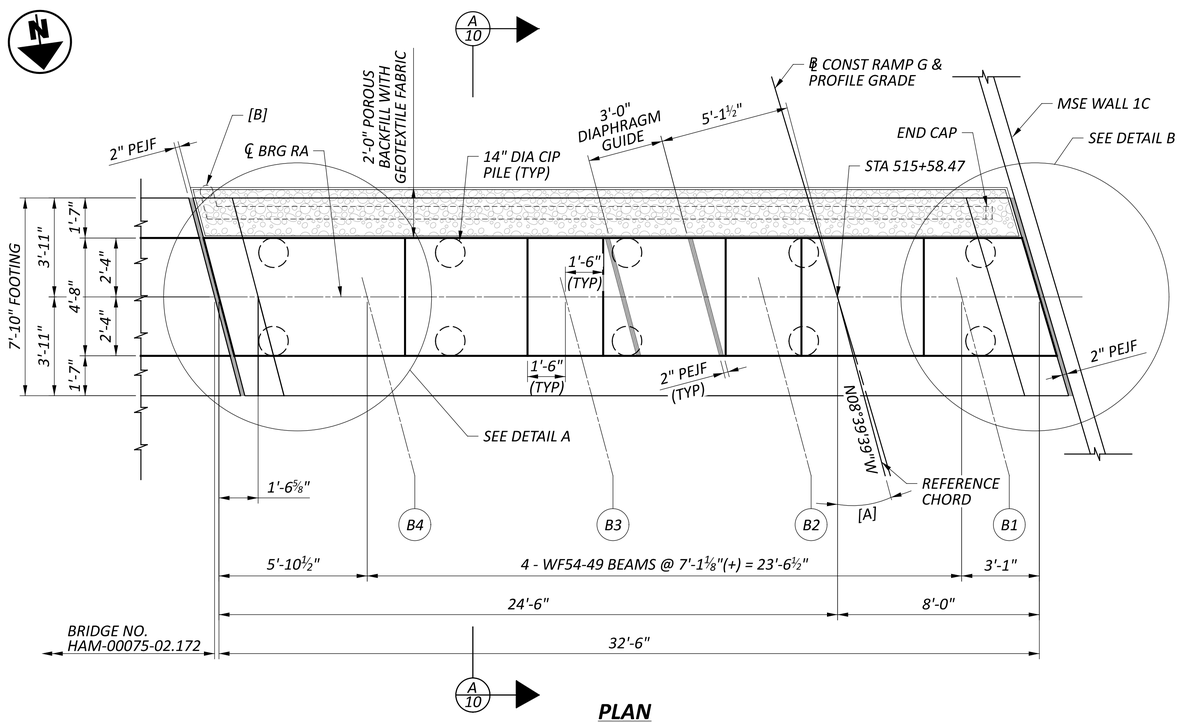
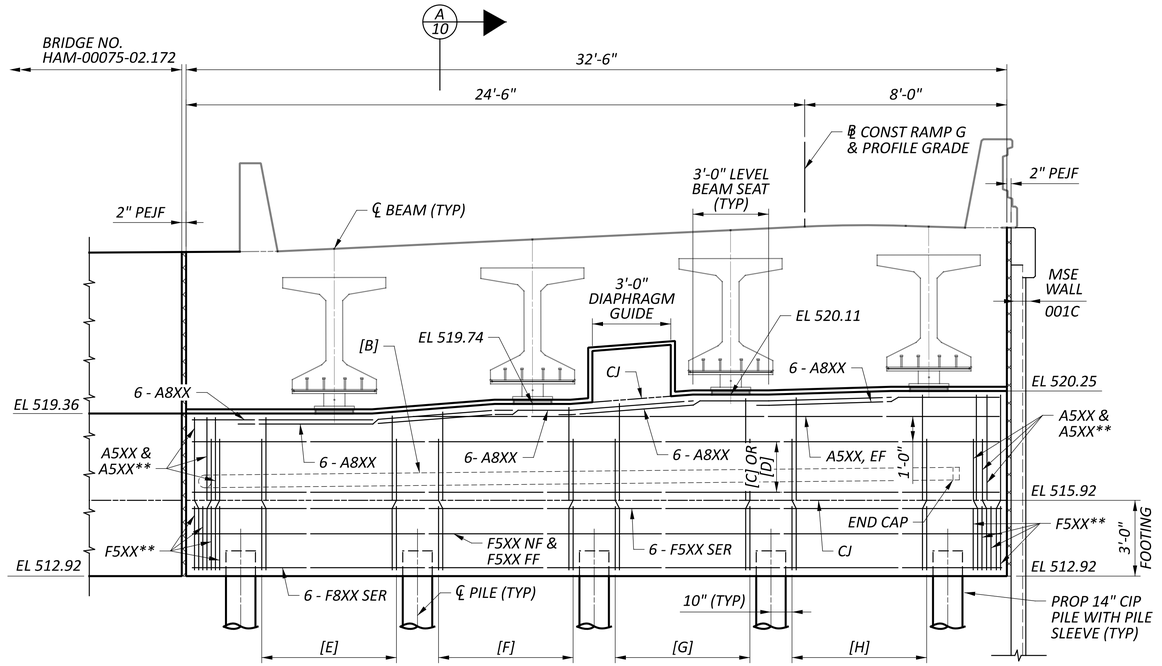
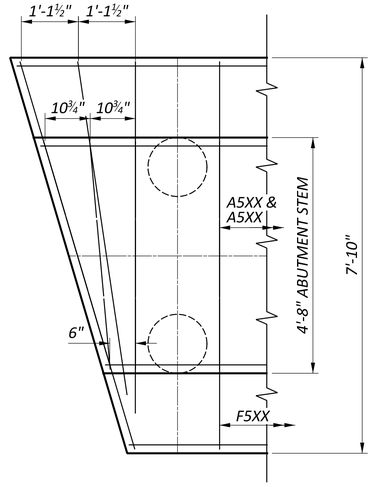


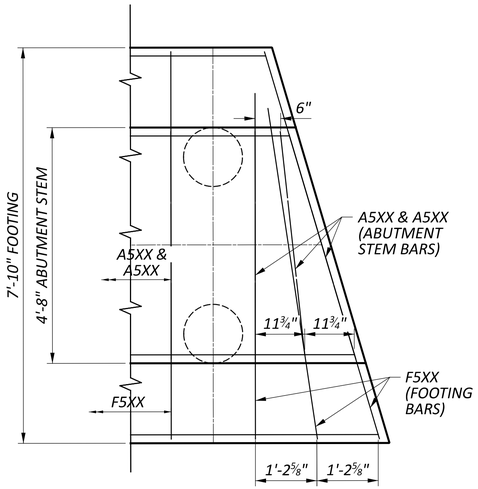
PLAN



ELEVATION



DETAIL A



DETAIL B

MINIMUM LAP LENGTHS	
#5 BAR	2'-0" (VERTICAL)
#8 BAR	5'-10" (HORIZONTAL)

NOTES

1. FOR REAR ABUTMENT DIAPHRAGM DETAILS, SEE SHEET 16/27.
2. FOR DIAPHRAGM GUIDE DETAILS, SEE SHEET 17/27.
3. SEAT ELEVATIONS: THE BEAM SEAT ELEVATIONS WERE CALCULATED USING THE ASSUMED CAMBER D30 WITH A MINIMUM SACRIFICIAL HAUNCH THICKNESS OF 2 INCHES. REFER TO SHEET 19/27 FOR CAMBER INFORMATION. THE CONTRACTOR SHALL ADJUST SEAT ELEVATIONS BASED UPON THE ACTUAL BEAM CAMBER AT THE TIME OF FABRICATIONS IF AVAILABLE.

LEGEND

(#) - PROPOSED BEAM NUMBER

[A] - 14°54'57" SKEW

[B] - 6" DIA PCPP, SLOPED AT 1/8"/FT MIN (CONNECT TO MSE DRAINAGE)

[C] - 3 - A5XX, NF @ 12" MAX = 2'-0"

[D] - 3 - A5XX, FF @ 12" MAX = 2'-0"

[E] - 7 - A5XX, A5XX (SER) & F5XX, @ 12" MAX = 5'-4"

[F] - 7 - A5XX, A5XX (SER) & F5XX, @ 12" MAX = 5'-4"

[G] - 7 - A5XX, A5XX (SER) & F5XX, @ 12" MAX = 5'-4"

[H] - 7 - A5XX, A5XX (SER) & F5XX, @ 12" MAX = 5'-4"

** - SEE DETAIL A FOR PLACEMENT

REAR ABUTMENT DETAILS
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366
DESIGN AGENCY EMH&T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 8 | TOTAL 27
SHEET P.703 | TOTAL 830

HAM-IR 75-1.95

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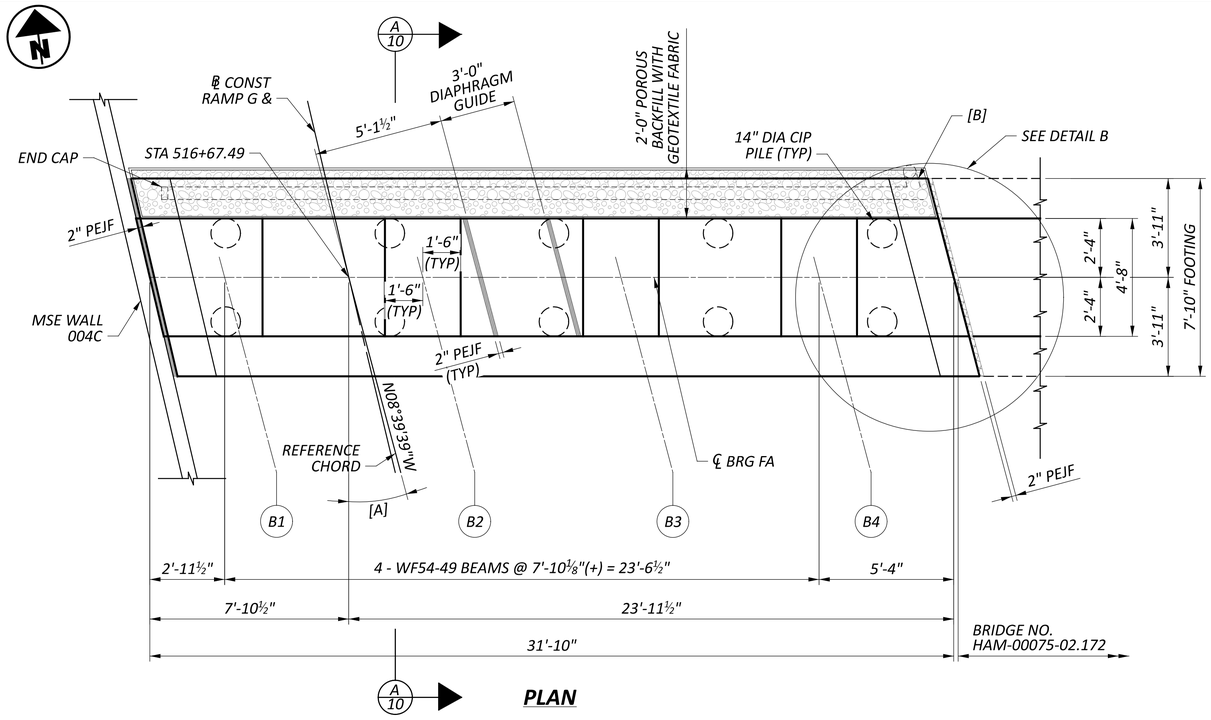
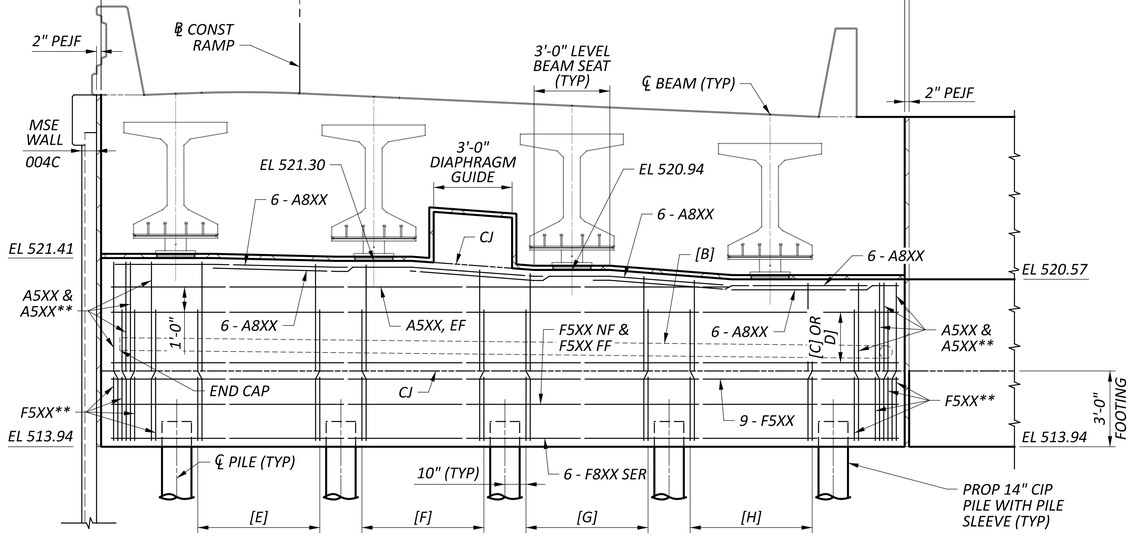
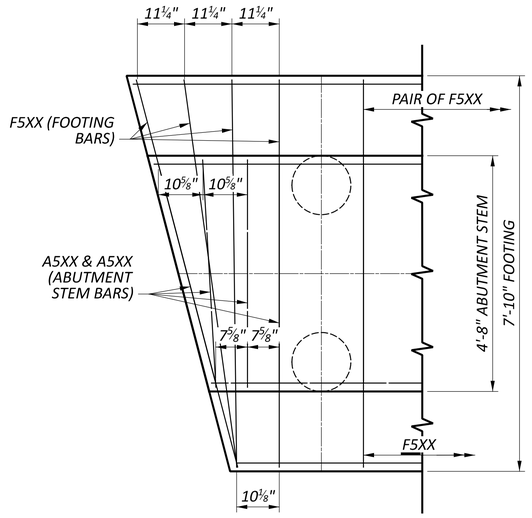


PLAN

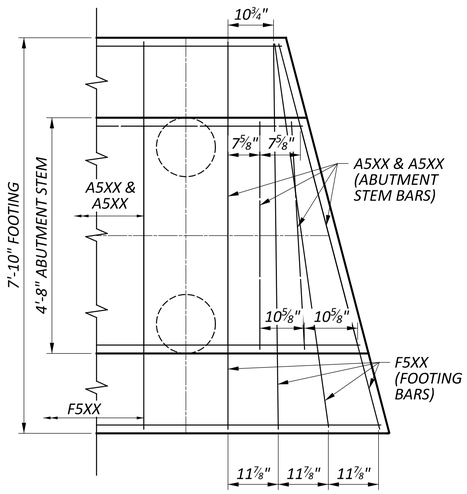


ELEVATION



DETAIL C

(LEFT SIDE SHOWN)



DETAIL D

(RIGHT SIDE SHOWN)

MINIMUM LAP LENGTHS	
#5 BAR	2'-5" (VERTICAL)
#8 BAR	5'-4" (HORIZONTAL)

NOTES

1. FOR REAR ABUTMENT DIAPHRAGM DETAILS, SEE SHEET 16/27.
2. FOR DIAPHRAGM GUIDE DETAILS, SEE SHEET 17/27
3. SEAT ELEVATIONS: THE BEAM SEAT ELEVATIONS WERE CALCULATED USING THE ASSUMED CAMBER D30 WITH A MINIMUM SACRIFICIAL HAUNCH THICKNESS 2 INCHES. REFER TO SHEET 19/27 FOR CAMBER INFORMATION. THE CONTRACTOR SHALL ADJUST SEAT ELEVATIONS BASED UPON THE ACTUAL BEAM CAMBER AT THE TIME OF FABRICATION IF AVAILABLE.

LEGEND

(#) - PROPOSED BEAM NUMBER

[A] - 14°54'57" SKEW

[B] - 6" DIA PCPP, SLOPED AT 1/8"/FT MIN (CONNECT TO MSE DRAINAGE)

[C] - 3 - A5XX, NF @ 12" MAX = 2'-0"

[D] - 3 - A5XX, FF @ 12" MAX = 2'-0"

[E] - 7 - A5XX, A5XX (SER), & PAIRS OF F5XX @ 12" MAX = 5'-4"

[F] - 7 - A5XX, A5XX (SER),& PAIRS OF F5XX @ 12" MAX = 5'-4"

[G] - 7 - A5XX, A5XX (SER), & PAIRS OF F5XX@ 12" MAX = 5'-4"

[H] - 7 - A5XX, A5XX (SER), & PAIRS OF F5XX@ 12" MAX = 5'-4"

** - SEE DETAIL A FOR PLACEMENT

FORWARD ABUTMENT DETAILS
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366
DESIGN AGENCY: E M H T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 9 | TOTAL 27
SHEET P.704 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:38:15 PM USER: REIv
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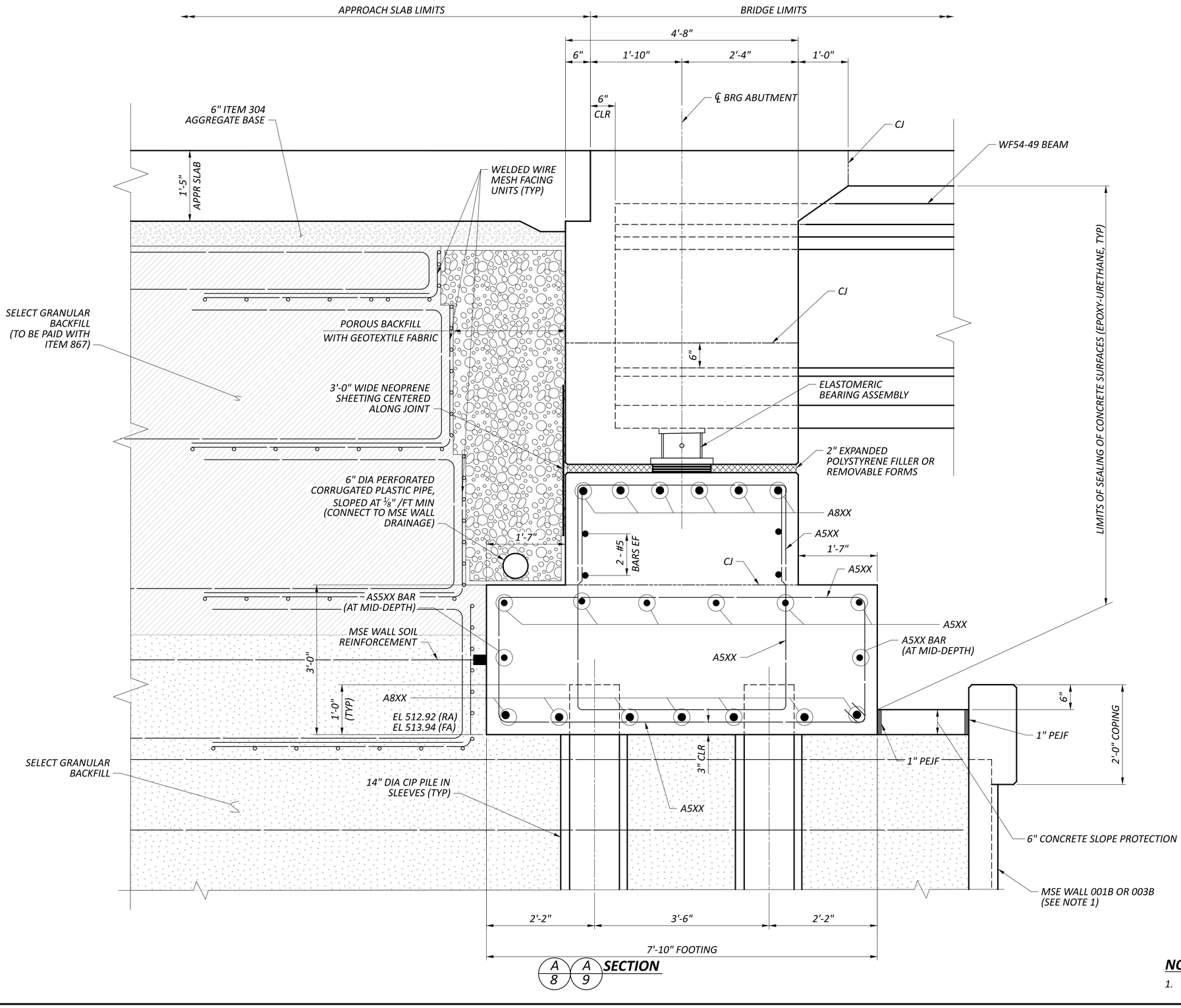

A8 A9 **SECTION**

NOTES:

1. FOR MSE WALL DETAILS, SEE SHEET P.487/830 TO P.543/830.

ABUTMENT SECTIONS
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN	3109366
DESIGN AGENCY	E M H T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	10
TOTAL	27
SHEET	P.705
TOTAL	830

HAM-IR 75-1.95

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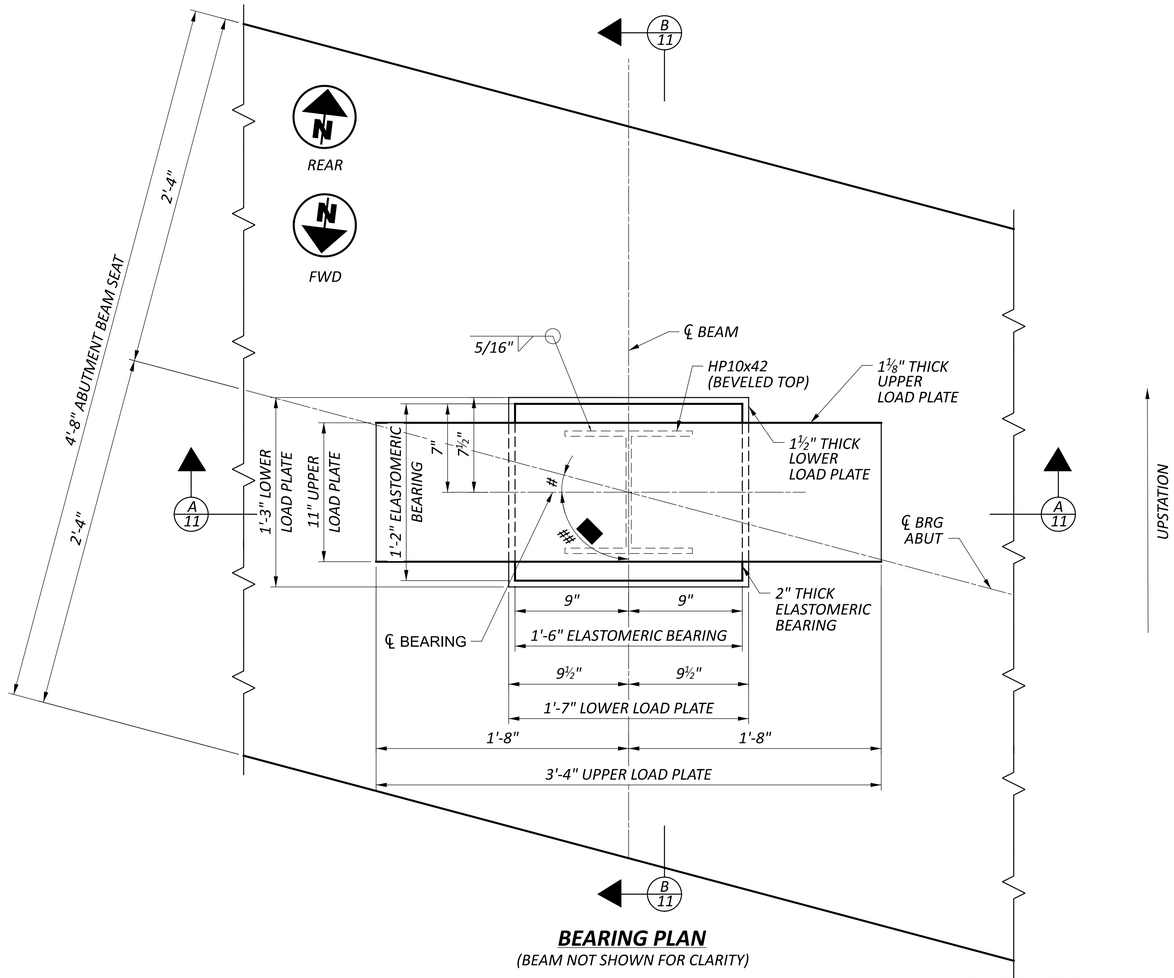
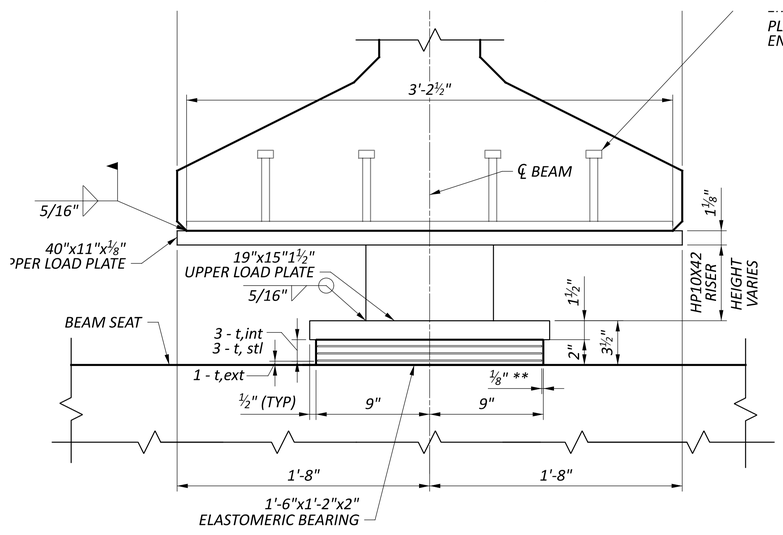


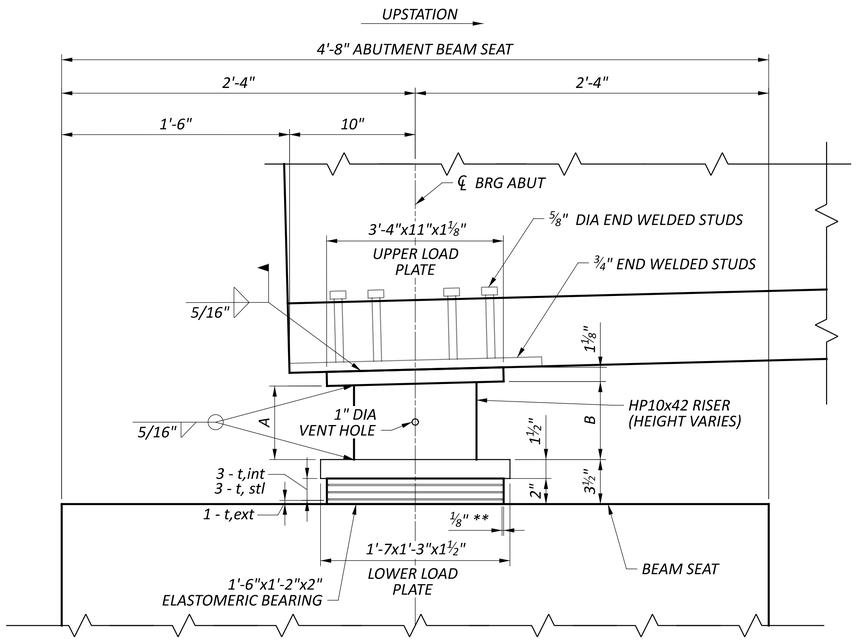
BEARING PLAN
(BEAM NOT SHOWN FOR CLARITY)



A 11 SECTION

HP10x42 RISER DIMENSIONS		
BEAM NUMBER	A (MIN END)	B (MAX END)
REAR ABUTMENT	6"	6 ¼"
FORWARD ABUTMENT	6"	6"

ABUTMENT BEARINGS (EXPANSION BEARING 60 DUROMETER)			
INTERIOR ELASTOMERIC LAYERS (t, int)	3 @ 0.5000" = 1.5000"	MAXIMUM UNFACTORED DEAD LOAD (KIPS)	176.00
STEEL PLATE LAMINATES (t, stl)	3 @ 0.1046" = 0.3138"	MAXIMUM UNFACTORED FUTURE WEARING SURFACE (KIPS)	19.00
EXTERIOR ELASTOMERIC LAYERS (t, ext)	1 @ 0.1875" = 0.1875"	MAXIMUM UNFACTORED LIVE LOAD WITHOUT IMPACT (KIPS)	92.00
TOTAL THICKNESS	T = 2.00"	MAXIMUM DESIGN LOAD (KIPS)	286.00



B 11 SECTION

LEGEND:

** - COVER TO STEEL LAMINATES (TYP)
\# - 90°00'00"
- 14°54'57"

NOTES:

1. THE ELASTOMER SHALL HAVE A HARDNESS OF 60 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
2. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
3. VULCANIZE STEEL BEARING ASSEMBLY TO TOP OF ELASTOMERIC BEARING.

BEARING DETAILS
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366
DESIGN AGENCY EMHT
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 11 | TOTAL 27
SHEET P.706 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:24:53 PM USER: tadams
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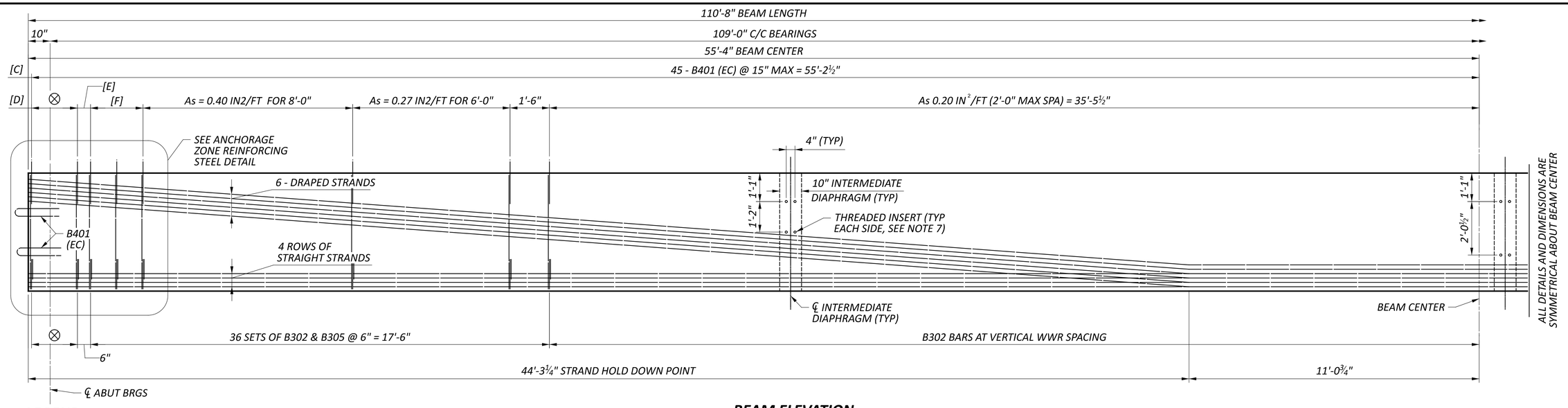


LEGEND:

+ - STRAND (#) - STRAND ROW (EC) - EPOXY-COATED

⚠ - STRAND DEBONDED 12'-0" AT EACH END

⊞ - STRAND DEBONDED 9'-0" AT EACH END

[A] - As 1.60 IN2/FT = 1'-0"

[B] - As 0.80 IN2/FT = 1'-0"

- 11 SETS OF B302 & B305 @ 3" = 2'-6"

- 3 SETS OF B302 & B305 @ 6" = 1'-0"

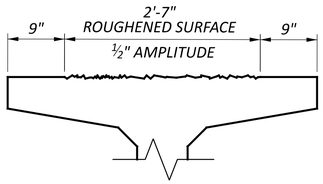
[C] - HORIZONTAL SHEAR REINFORCING

[D] - WWR VERTICAL SHEAR REINFORCING (24" MAX SPACING)

[E] - 1.60 IN2/FT FOR 6"

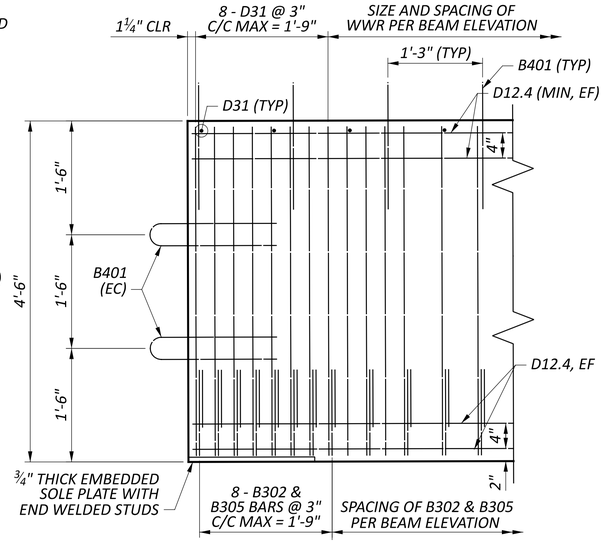
[F] - 0.80 IN2/FT FOR 2'-0"

⊗ - SEE ANCHORAGE ZONE REINFORCING DETAIL



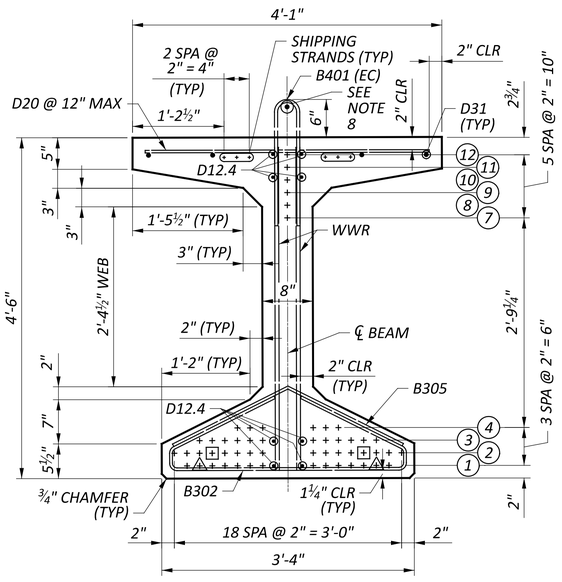
TOP FLANGE FINISHING

(SEE NOTE 5)



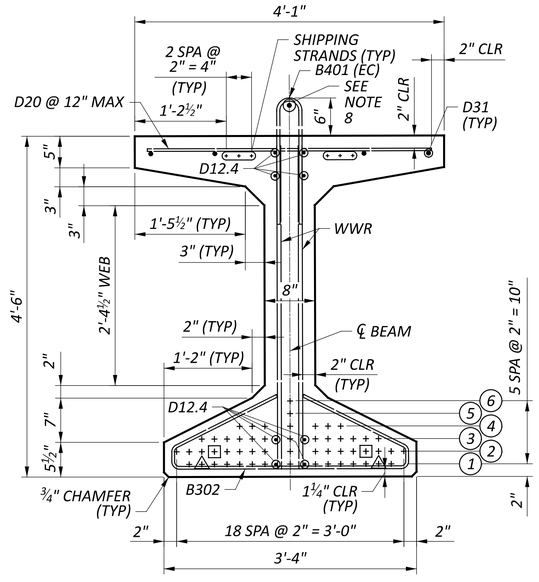
ANCHORAGE ZONE REINFORCING STEEL

BEAM ELEVATION



BEAM END PATTERN

(WF54-49)

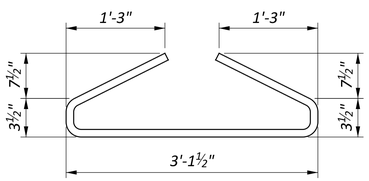


BEAM MID SPAN PATTERN

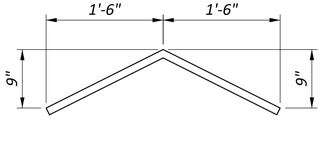
(WF54-49)

STRAND PATTERN

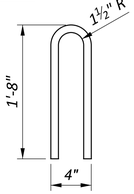
STRAND ROW	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL STRANDS	CONCRETE STRENGTHS
BEAM END	14	16	12	6	0	0	1	1	1	1	1	1	54	f'ci = 6.5 ksi
MIDSPAN	15	17	13	7	1	1	0	0	0	0	0	0	54	f'c = 8 ksi



B302



B305



B401 (EC)

NOTES:

1. FOR ADDITIONAL DETAILS AND NOTES, SEE ODOT STANDARD DRAWING PSID-1-13.
2. ADJUST SPACING OF REINFORCING STEEL TO CLEAR EMBEDDED STEEL PLATE AND END WELDED STUDS.
3. ADJUST LOCATION OF THREADED INSERTS FOR THE INTERMEDIATE DIAPHRAGMS TO AVOID DRAPED PRESTRESSING STRANDS IN THE BEAM. THE MINIMUM CLEAR DISTANCE SHALL BE 2" MINIMUM.
4. WWR TO BE PLACED IN TWO SEPARATE MATS WITHIN THE WEB ON EITHER SIDE OF THE ℄ BEAM TO ACCOMMODATE THE EQUIVALENT AREA OF STEEL AS SHOWN.
5. TROWEL EXTERIOR 9" OF THE TOP FLANGE SMOOTH. APPLY TWO COATS OF CMS 705.07, TYPE 1 OR 1D MEMBRANE CURING COMPOUND WITH A ROLLER TO ACT AS A BOND BREAKER.
6. INITIAL TENSION LOAD FOR LOW RELAXATION STRANDS SHALL BE 43.94-KIP/STRAND FOR A STRAND AREA OF 0.217 SQ IN AND INITIAL STRESS OF 202.5 KSI.
7. THREADED INSERTS AT INTERMEDIATE DIAPHRAGMS ARE NOT REQUIRED AT THE OUTSIDE OF BEAM 1 AND BEAM 4.
8. ONE LONGITUDINAL BAR FROM THE BOTTOM MAT OF DECK REINFORCING SHALL BE PLACED UNDER EACH 401 BAR.
9. BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT INDICATES THE BAR SIZE AND THE REMAINING DIGITS ITS SEQUENCE. ALL STEEL SHALL BE BLACK UNLESS OTHERWISE SHOWN.

BEAM DETAILS
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
12	27

SHEET	TOTAL
P.707	830

HAM-IR 75-1.95

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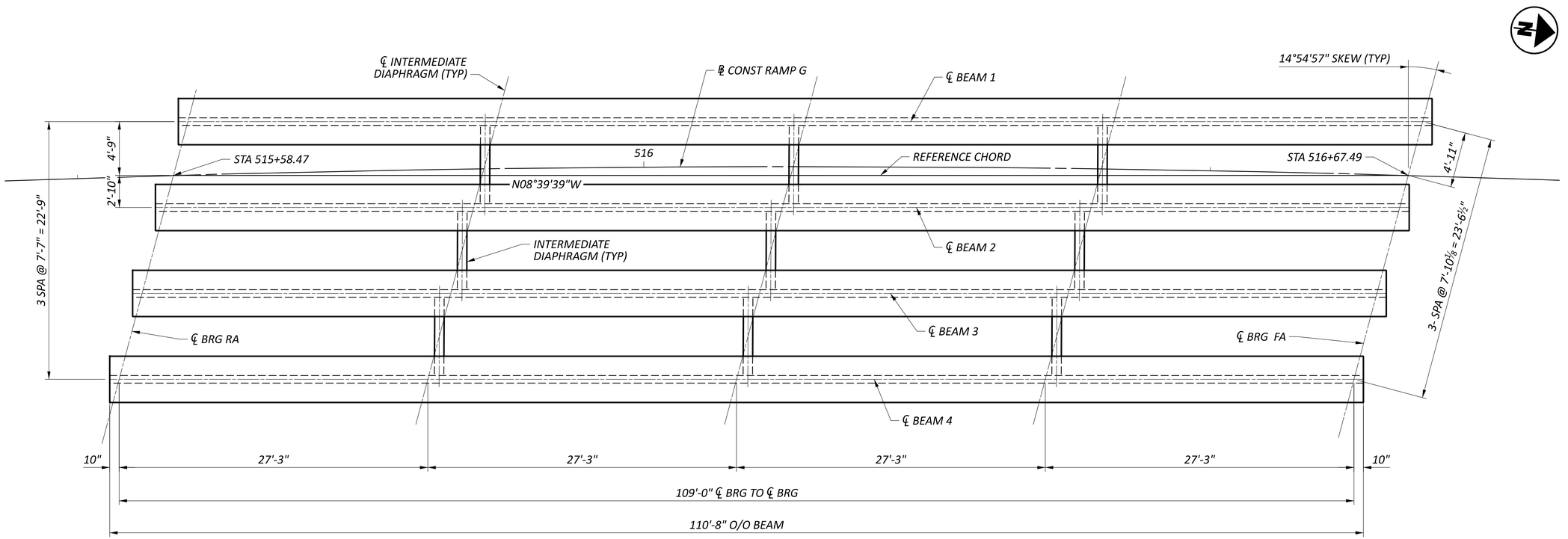
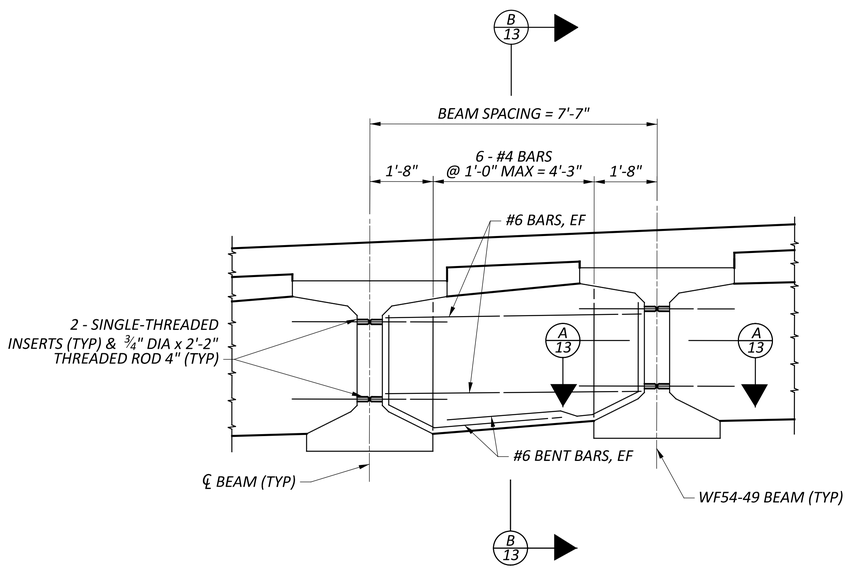
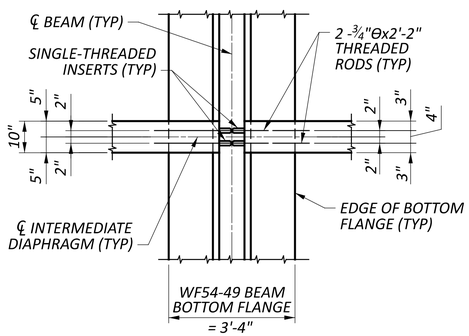


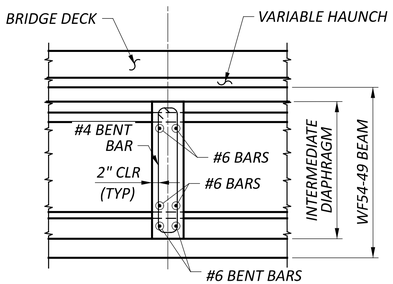
FRAMING PLAN



INTERMEDIATE DIAPHRAGM PARTIAL ELEVATION



A 13 **SECTION**



B 13 **SECTION**

NOTES:

1. *FOR ADDITIONAL BEAM AND INTERMEDIATE DIAPHRAGM DETAILS NOT SHOWN IN THIS SHEET, SEE ODOT STANDARD DRAWING PSID-1-13.*
2. *ALL REINFORCING WITHIN THE INTERMEDIATE DIAPHRAGM SHALL BE INCLUDED WITH ITEM 515 - INTERMEDIATE DIAPHRAGMS FOR PAYMENT. FOR BEAM DETAILS, SEE SHEET 12/27.*

FRAMING PLAN
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3103966
DESIGN AGENCY EMH&T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 13 | TOTAL 27
SHEET P.708 | TOTAL 830

HAM-IR 75-1.95

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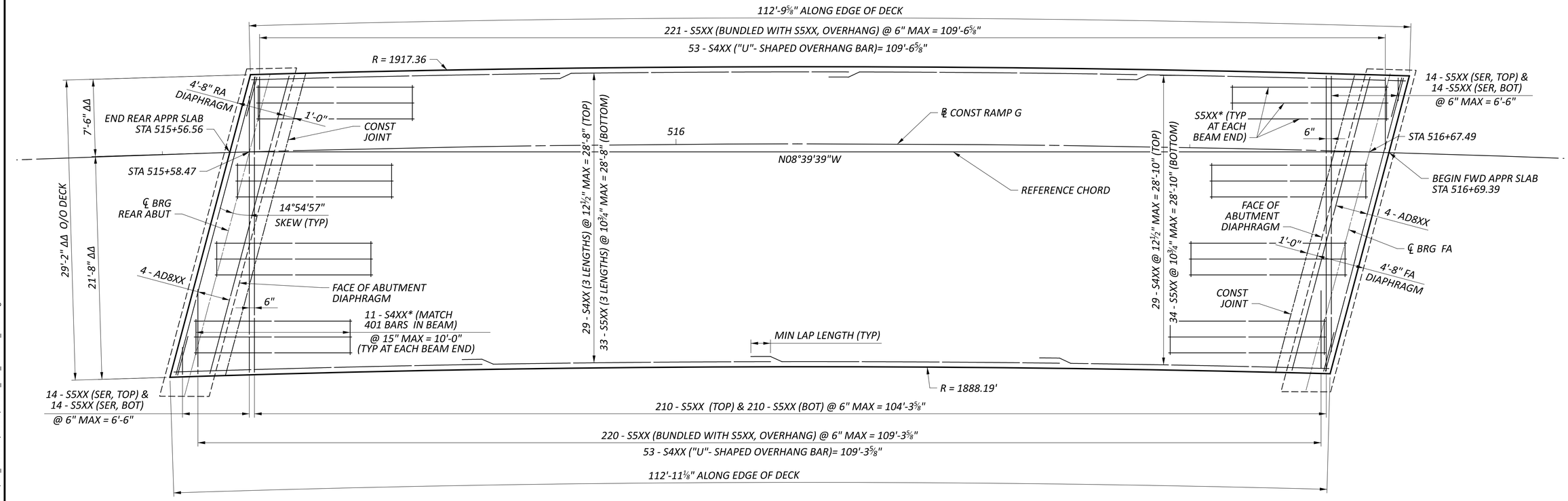
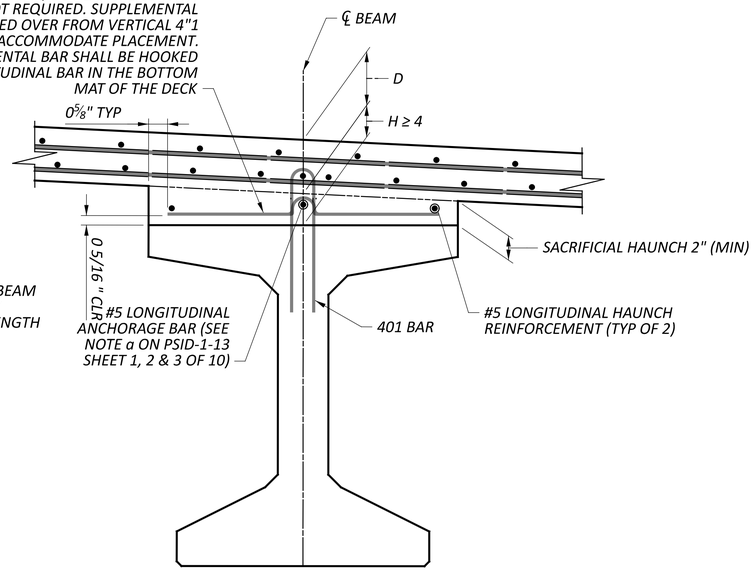


DECK PLAN

#4 SUPPLEMENTAL HAUNCH BAR - SPACING SHALL MATCH 401 BAR, BUT LAP SPLICE WITH THE 401 BAR IS NOT REQUIRED. SUPPLEMENTAL BAR MAY BE TIPPED OVER FROM VERTICAL 4"1 MAX. (V:H) TO ACCOMMODATE PLACEMENT. TOP OF SUPPLEMENTAL BAR SHALL BE HOOKED OVER A LONGITUDINAL BAR IN THE BOTTOM MAT OF THE DECK



HAUNCH REINFORCEMENT

MINIMUM LAP LENGTHS	
#4 BAR	1'-7"
#5 BAR	2'-10"

LEGEND:

* - REINFORCING STEEL PROVIDED WHERE HAUNCH THICKNESS EXCEEDS 4".

ΔΔ - RADIAL LENGTH

NOTES:

1. DRIP GROOVES SHALL TERMINATE 2'-0" FROM THE FRONT FACE OF THE ABUTMENT DIAPHRAGMS.
2. FOR TRANSVERSE SECTION, SEE SHEET 15/27.
3. REINFORCING BARS SHALL MAINTAIN 2" OF CLEARANCE UNLESS OTHERWISE NOTED.

DECK REINFORCING PLAN
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366
DESIGN AGENCY EMH&T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 14 | TOTAL 27
SHEET P.709 | TOTAL 830

HAM-IR 75-1.95

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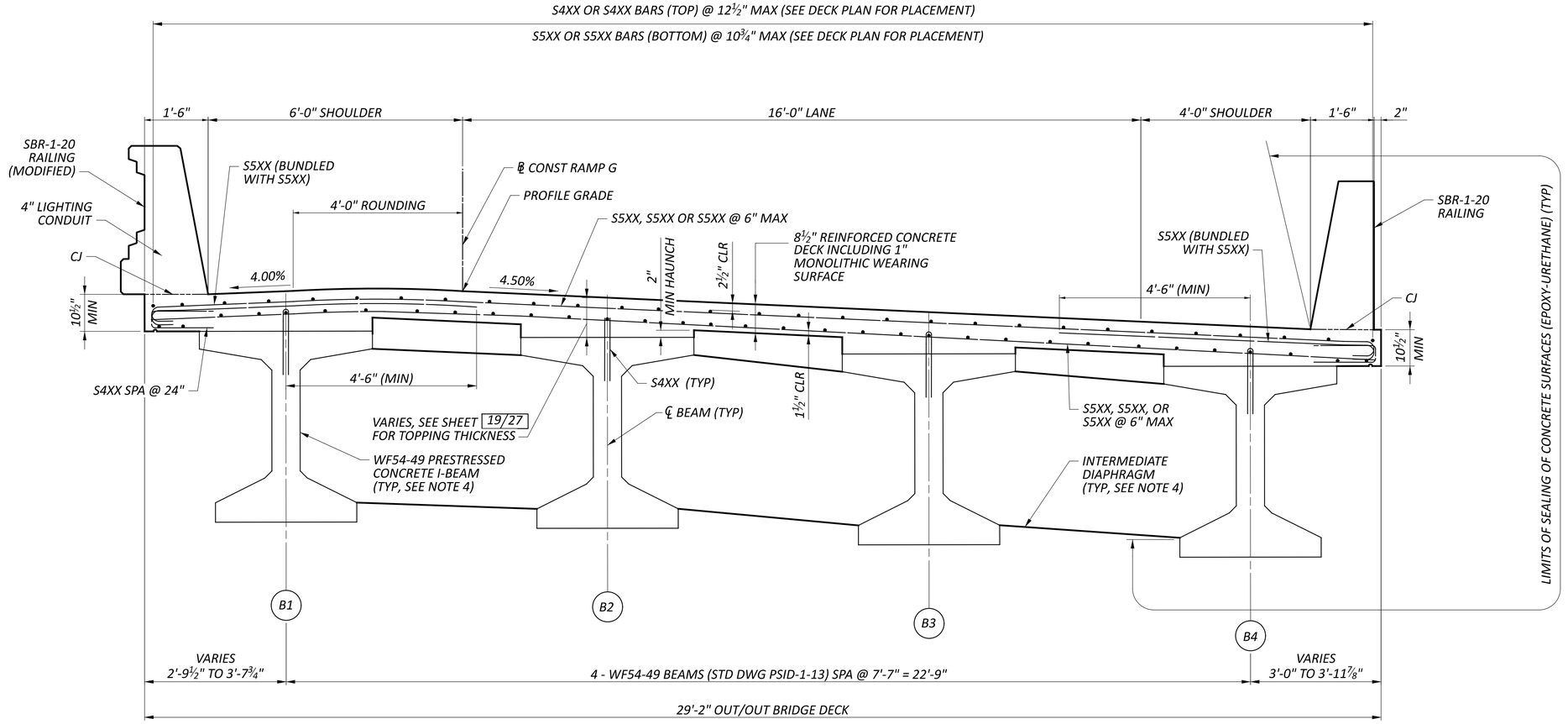

TRANSVERSE SECTION

MINIMUM LAP LENGTHS	
#4 BAR	1'-5"
#5 BAR	2'-10"

LEGEND:

(#) - PROPOSED BEAM NUMBER

NOTES:

1. THE ESTIMATED QUANTITY OF DECK CONCRETE IS MEASURED ACCORDING TO C&MS 511. IN ADDITION TO THE DESIGN SLAB THICKNESS, THE QUANTITY INCLUDES A VARIABLE HAUNCH THICKNESS THAT PROVIDES AN ALLOWANCE FOR BEAM CAMBER, VERTICAL GRADE ADJUSTMENT, AND ADDITIONAL SACRIFICIAL HAUNCH THICKNESS.
2. FOR DECK PLAN AND LIMITS OF ADDITIONAL HAUNCH REINFORCEMENT, SEE SHEET 14/27.
3. FOR RAILING DETAILS, SEE SHEETS 21/27 - 25/27.
4. FOR ADDITIONAL BEAM AND INTERMEDIATE DIAPHRAGM NOTES AND DETAILS, SEE ODOT STANDARD DRAWING PSID-1-13. AND SHEET 13/27.

TRANSVERSE SECTION
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366
DESIGN AGENCY E M H&T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 15 | TOTAL 27
SHEET P.710 | TOTAL 830

HAM-IR 75-1.95

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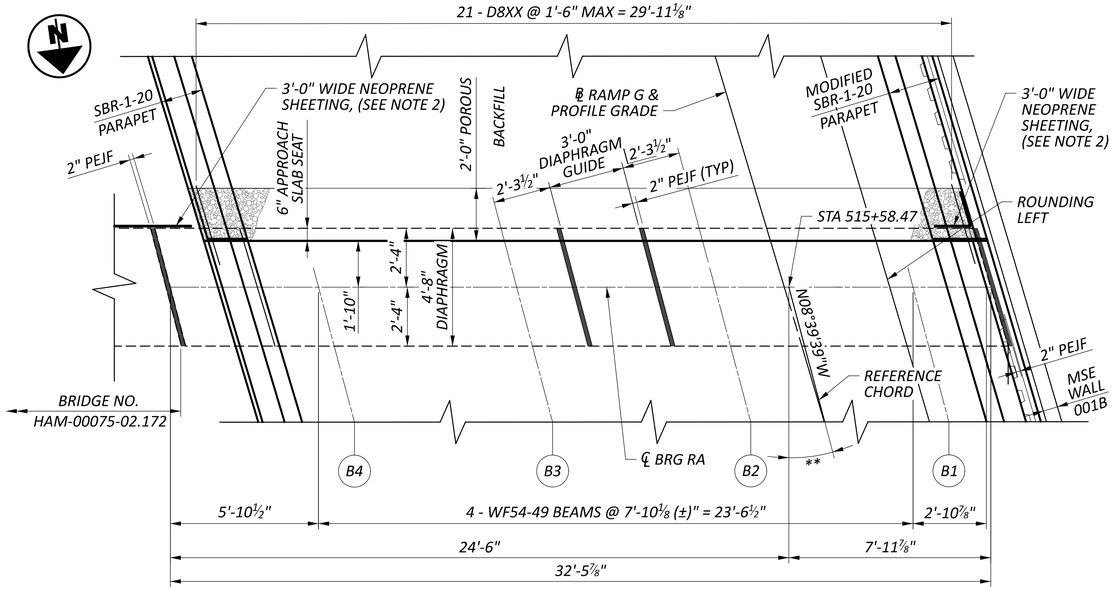
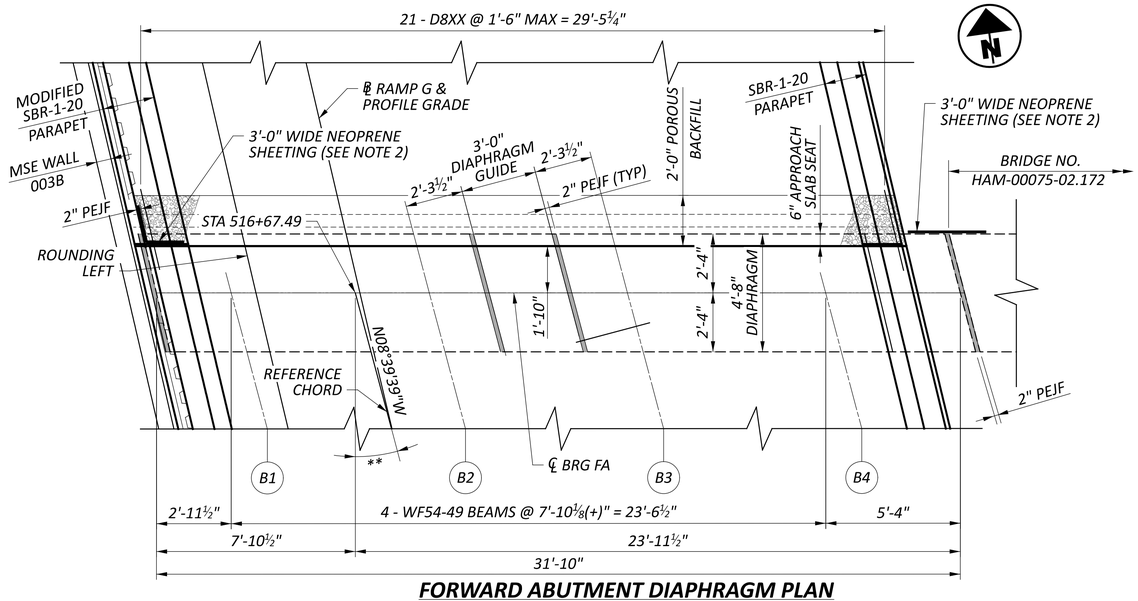
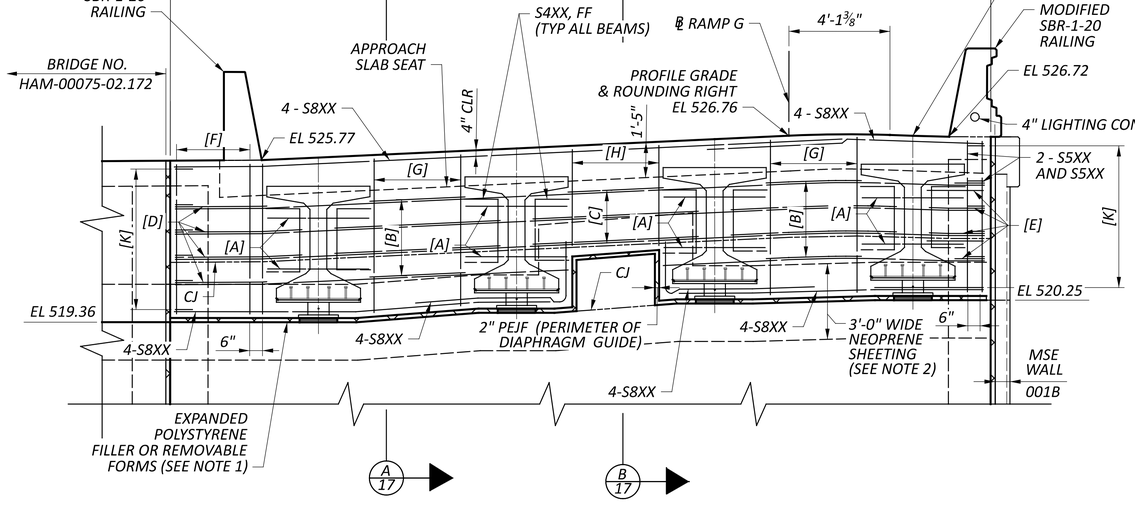


REAR ABUTMENT DIAPHRAGM PLAN

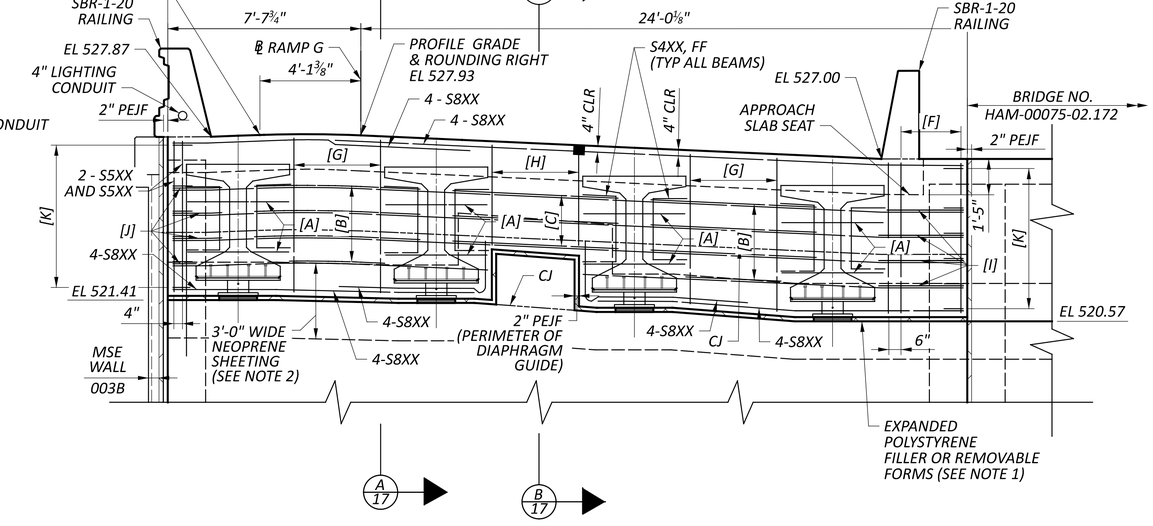


FORWARD ABUTMENT DIAPHRAGM PLAN



REAR ABUTMENT DIAPHRAGM ELEVATION

(ALL DIMENSIONS AND ELEVATIONS MEASURED ALONG ℄ REAR ABUTMENT)



FORWARD ABUTMENT DIAPHRAGM ELEVATION

(ALL DIMENSIONS AND ELEVATIONS MEASURED ALONG ℄ FORWARD ABUTMENT)

NOTES:

1. *FURNISH MATERIAL MEETING THE REQUIREMENTS OF ASTM C578 TYPE IV. NEATLY CUT MATERIAL AS NECESSARY TO ALLOW FOR PROPER INSTALLATION. JOINTS AT ABUTTING PIECES SHALL BE SEALED WITH DUCT TAPE. ALLOWABLE TOLERANCE FOR THE TOTAL THICKNESS OF THE MATERIAL SHALL BE -0", +1/2". DO NOT PLACE MORE THAN TWO LAYERS OF POLYSTYRENE TO ACHIEVE TOTAL THICKNESS.*
2. *3'-0" WIDE NEOPRENE SHEETING, CENTERED ON JOINT OVERLAP SHEETS ALONG THE DIAPHRAGM BY 1'-6" MINIMUM AND/OR EXTEND LIMITS WITHIN 1' ON THE PROP GROUND SURFACE OR THE BASE OF THE APPROACH SLAB, WHICH IS ENCOUNTERED FIRST. NEOPRENE SHEETING SHALL BE INSTALLED ALONG THE CENTER OF ALL HORIZONTAL AND VERTICAL EXPANSION JOINTS. THE COSTS OF ALL MATERIAL AND LABOR IS INCLUDED WITH ITEM 516 - INTEGRAL ABUTMENT EXPANSION JOIN SEAL, FOR PAYMENT.*
3. *PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET.*
4. *FOR DIAPHRAGM GUIDE DETAILS, SEE SHEET 17/27 & ODOT STANDARD DRAWING SICD-2-14.*

LEGEND:

(#) - *PROPOSED BEAM NUMBER*
** - *14°54'57" SKEW*
[A] - *S4XX (2" CLEAR OF END OF BEAM)*
[B] - *4 - S8XX, NF @ 12" MAX (EQUALLY SPACED ALONG WEB) = 3'-0"*
[C] - *3 - S8XX, NF @ 12" MAX (EQUALLY SPACED ALONG WEB) = 2'-0"*
[D] - *S8XX, NF (EQUALLY SPACED ALONG WEB) = 3'-0"*
[E] - *S8XX, NF (EQUALLY SPACED ALONG WEB) = 3'-0"*
[F] - *4 - SETS OF 2 - S5XX & S5XX @ 12" MAX = 3'-5"*
[G] - *5 - SETS OF 2 - S5XX & S5XX @ 12" MAX = 3'-5"*
[H] - *5 - SETS OF 2 - S5XX & S5XX @ 12" MAX = 3'-5"*
[I] - *S8XX, NF (EQUALLY SPACED ALONG WEB)*
[J] - *S8XX, NF (EQUALLY SPACED ALONG WEB)*
[K] - *6 - S4XX BARS LAPPED WITH S8XX BARS*

MINIMUM LAP LENGTHS	
#8 BAR	5'-10"

ABUTMENT DIAPHRAGM DETAILS
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN	3109366
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	16
TOTAL	27
SHEET	P.711
TOTAL	830

HAM-IR 75-1.95

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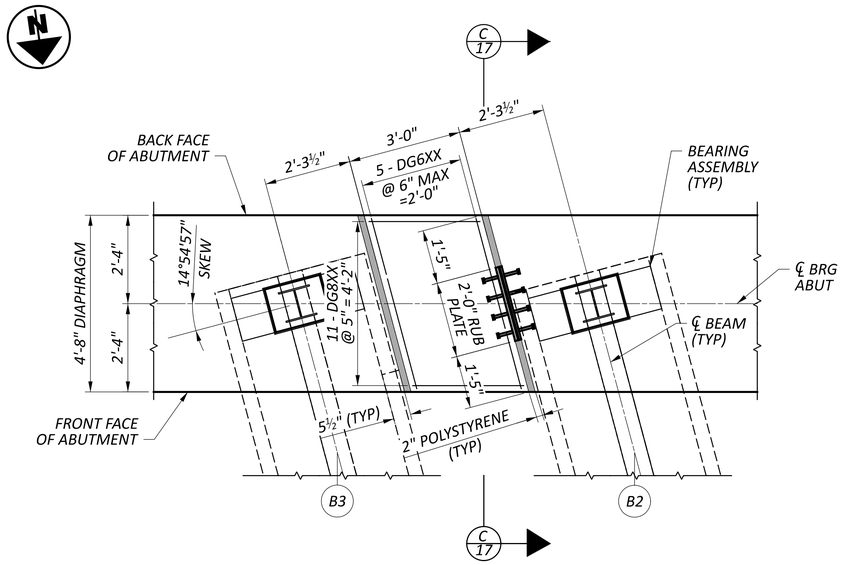
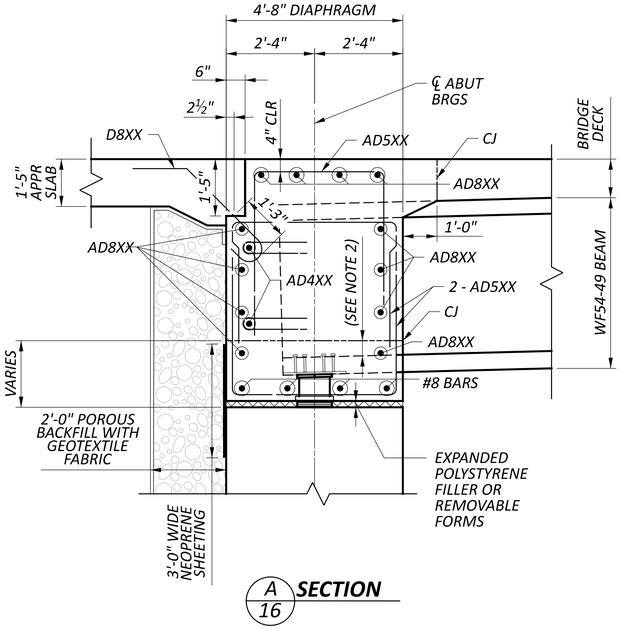
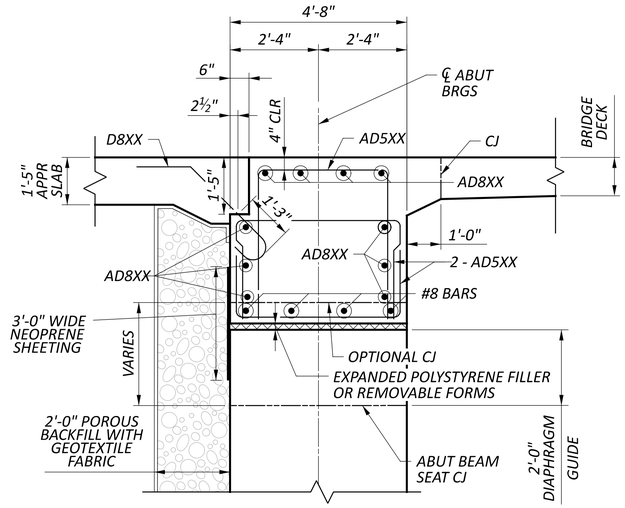


DIAPHRAGM GUIDE PLAN

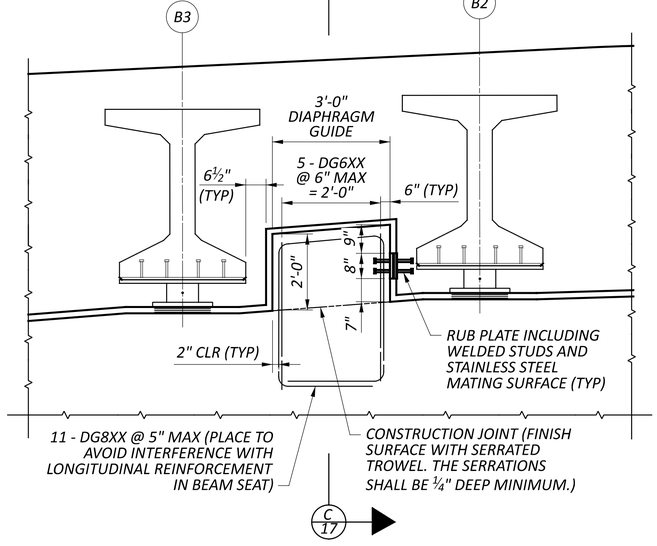
(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)



A 16 **SECTION**

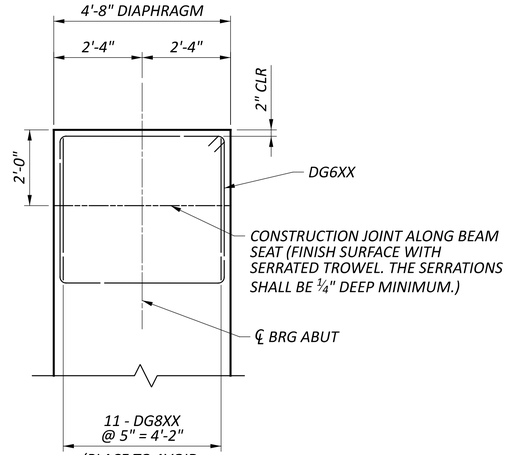


B 16 **SECTION**



DIAPHRAGM GUIDE ELEVATION

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)



C 17 **SECTION**

LEGEND

(#) - *PROPOSED BEAM NUMBER*

NOTES

1. *FOR ADDITIONAL DETAILS AND NOTES NOT SHOWN, SEE ODOT STD DWG SICD-2-14*
2. *HORIZONTAL CONSTRUCTION JOINT IN DIAPHRAGM SHALL BE LOCATED 6" ABOVE THE BOTTOM OF THE BEAM WEB AS SPECIFIED IN PSID-1-13*

DIAPHRAGM GUIDE DETAILS
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN	3109366
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	17
TOTAL	27
SHEET	P.712
TOTAL	830

HAM-IR 75-1.95

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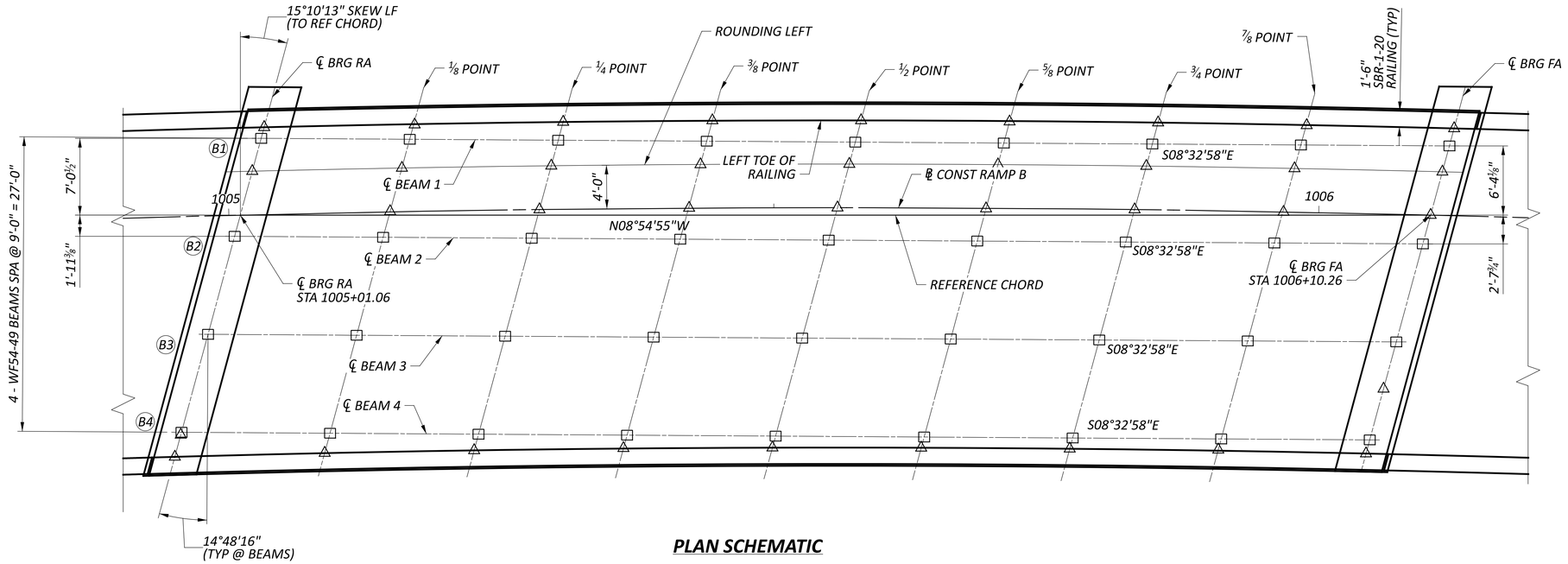


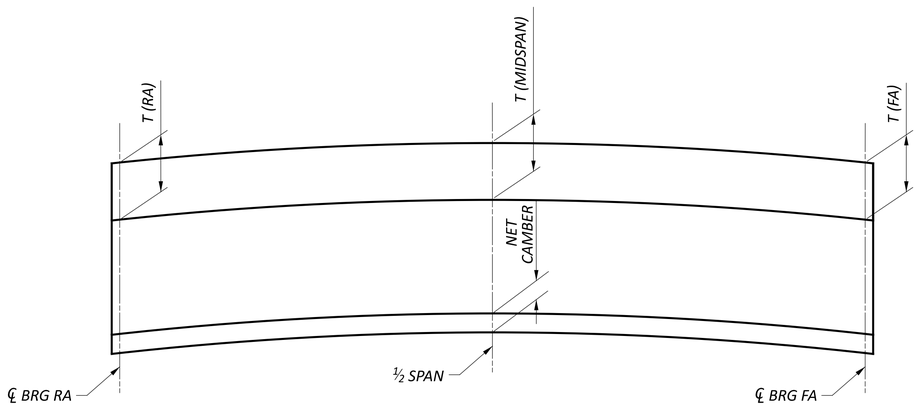
PLAN SCHEMATIC

LEGEND:

(#) - PROPOSED BEAM NUMBER

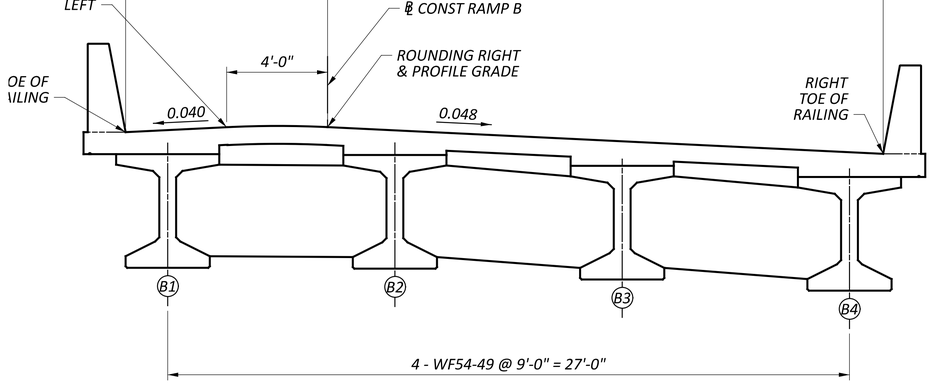
□ - TOP OF HAUNCH AND FINAL DECK ELEVATIONS

△ - SCREED AND FINAL DECK ELEVATIONS



CAMBER AND TOPPING THICKNESS DIAGRAM

(NOT TO SCALE)



DECK ELEVATION LOCATION SECTION

TOPPING THICKNESS				
BEAMS	T (REAR ABUT)	T (MIDSPAN)	T (3/4 POINT)	T (FWD ABUT)
1	13.69	11.48	11.99	13.69
2-3	13.68	11.68	12.12	13.68
4	13.95	11.68	12.20	13.95

NOTES:

1. ESTIMATED BEAM CAMBER AT DAY 0 (D_0) IS 3.36 INCHES.

   ESTIMATED BEAM CAMBER AT DAY 30 (D_{30}) IS 5.36 INCHES.

   BEAM 1 DEFLECTION DUE TO REMAINING DEAD LOAD (E.G. CONCRETE DECK, CROSSFRAMES, DIAPHRAGMS, BARRIERS, UTILITIES, ETC.) IS 1.87 INCHES.

   BEAM 2-3 DEFLECTION DUE TO REMAINING DEAD LOAD (E.G. CONCRETE DECK, CROSSFRAMES, DIAPHRAGMS, BARRIERS, UTILITIES, ETC.) IS 2.08 INCHES.

   BEAMS 4 DEFLECTION DUE TO REMAINING DEAD LOAD (E.G. CONCRETE DECK, CROSSFRAMES, DIAPHRAGMS, BARRIERS, UTILITIES, ETC.) IS 1.81 INCHES.

2. FOR FINAL DECK, SCREED, AND TOP OF HAUNCH ELEVATIONS, SEE SHEET 19/25.

CAMBER, TOPPING THICKNESS, AND DECK ELEVATION LOCATIONS
BRIDGE NO. HAM-00075-02.172
RAMP B OVER BANK STREET

SFN 3109365

DESIGN AGENCY EMH&T

DESIGNER AI | CHECKER RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET 18 | TOTAL 25

SHEET P.688 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:06:27 AM USER: rbolden
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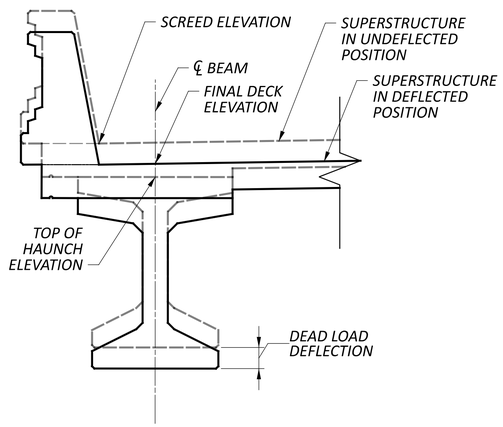
SCREED ELEVATIONS																		
LOCATION	RA BRG		1/8 PT		1/4 PT		3/8 PT		1/2 PT		5/8 PT		3/4 PT		7/8 PT		FA BRG	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
LEFT TOE OF RAILING	515+60.25	526.72	515+73.83	526.96	515+87.42	527.19	516+00.99	527.37	516+14.57	527.54	516+28.16	527.66	516+41.74	527.76	516+55.31	527.82	516+68.92	527.87
ROUNDING LEFT	515+59.66	526.79	515+73.25	527.03	515+86.86	527.26	516+00.44	527.45	516+14.04	527.62	516+27.64	527.73	516+41.24	527.84	516+54.83	527.90	516+68.43	527.95
BL RAMP G & PG/ROUNDING RIGHT	515+58.47	526.76	515+72.10	527.01	515+85.73	527.24	515+99.35	527.43	516+12.98	527.61	516+26.61	527.73	516+40.24	527.83	516+53.86	527.89	516+67.49	527.93
RIGHT TOE OF RAILING	515+52.46	525.77	515+66.25	526.03	515+80.04	526.26	515+93.81	526.46	516+07.60	526.64	516+21.38	526.77	516+35.16	526.88	516+48.93	526.94	516+62.72	527.00

TOP OF HAUNCH ELEVATIONS																		
LOCATION	RA BRG		1/8 PT		1/4 PT		3/8 PT		1/2 PT		5/8 PT		3/4 PT		7/8 PT		FA BRG	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
CL BEAM 1	515+59.87	526.06	515+73.37	526.31	515+86.90	526.55	516+00.45	526.74	516+14.04	526.91	516+27.65	527.03	516+41.29	527.12	516+54.94	527.17	516+68.61	527.21
CL BEAM 2	515+57.64	525.92	515+71.19	526.15	515+84.77	526.37	515+98.37	526.55	516+12.02	526.73	516+25.68	526.85	516+39.38	526.96	516+53.08	527.03	516+66.81	527.09
CL BEAM 3	515+55.39	525.54	515+68.99	525.78	515+82.63	526.00	515+96.28	526.19	516+09.98	526.37	516+23.70	526.49	516+37.45	526.60	516+51.21	526.67	516+65.00	526.73
CL BEAM 4	515+53.12	525.17	515+66.77	525.40	515+80.47	525.63	515+94.18	525.81	516+07.93	525.99	516+21.70	526.12	516+35.51	526.23	516+49.32	526.31	516+63.17	526.38

FINAL DECK ELEVATIONS																		
LOCATION	RA BRG		1/8 PT		1/4 PT		3/8 PT		1/2 PT		5/8 PT		3/4 PT		7/8 PT		FA BRG	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
LEFT TOE OF RAILING	515+60.25	526.72	515+73.83	526.91	515+87.42	527.09	516+00.99	527.25	516+14.57	527.40	516+28.16	527.54	516+41.74	527.66	516+55.31	527.77	516+68.92	527.87
CL BEAM 1	515+59.87	526.77	515+73.37	526.97	515+86.90	527.16	516+00.45	527.33	516+14.04	527.48	516+27.65	527.61	516+41.29	527.73	516+54.94	527.83	516+68.61	527.92
ROUNDING LEFT	515+59.66	526.79	515+73.25	526.98	515+86.86	527.16	516+00.44	527.33	516+14.04	527.48	516+27.64	527.62	516+41.24	527.74	516+54.83	527.85	516+68.43	527.95
BL RAMP G & PG/ROUNDING RIGHT	515+58.47	526.76	515+72.10	526.96	515+85.73	527.14	515+99.35	527.30	516+12.98	527.46	516+26.61	527.60	516+40.24	527.72	516+53.86	527.83	516+67.49	527.93
CL BEAM 2	515+57.64	526.62	515+71.19	526.80	515+84.77	526.97	515+98.37	527.13	516+12.02	527.28	516+25.68	527.43	516+39.38	527.56	516+53.08	527.68	516+66.81	527.80
CL BEAM 3	515+55.39	526.25	515+68.99	526.43	515+82.63	526.61	515+96.28	526.77	516+09.98	526.92	516+23.70	527.06	516+37.45	527.20	516+51.21	527.33	516+65.00	527.44
CL BEAM 4	515+53.12	525.88	515+66.77	526.06	515+80.47	526.24	515+94.18	526.40	516+07.93	526.56	516+21.70	526.70	516+35.51	526.84	516+49.32	526.97	516+63.17	527.09
RIGHT TOE OF RAILING	515+52.46	525.77	515+66.25	525.98	515+80.04	526.16	515+93.81	526.34	516+07.60	526.50	516+21.38	526.64	516+35.16	526.78	516+48.93	526.89	516+62.72	527.00



BEAM DIAGRAM

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM HAUNCH PRIOR TO THE DEFLECTIONS CAUSE BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
4. FOR FINAL DECK ELEVATION LOCATIONS, SEE SHEET 18/27.

SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366

DESIGN AGENCY EMH&T

DESIGNER AJH | CHECKER RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET 19 | TOTAL 27

SHEET P.714 | TOTAL 830

HAM-IR 75-1.95

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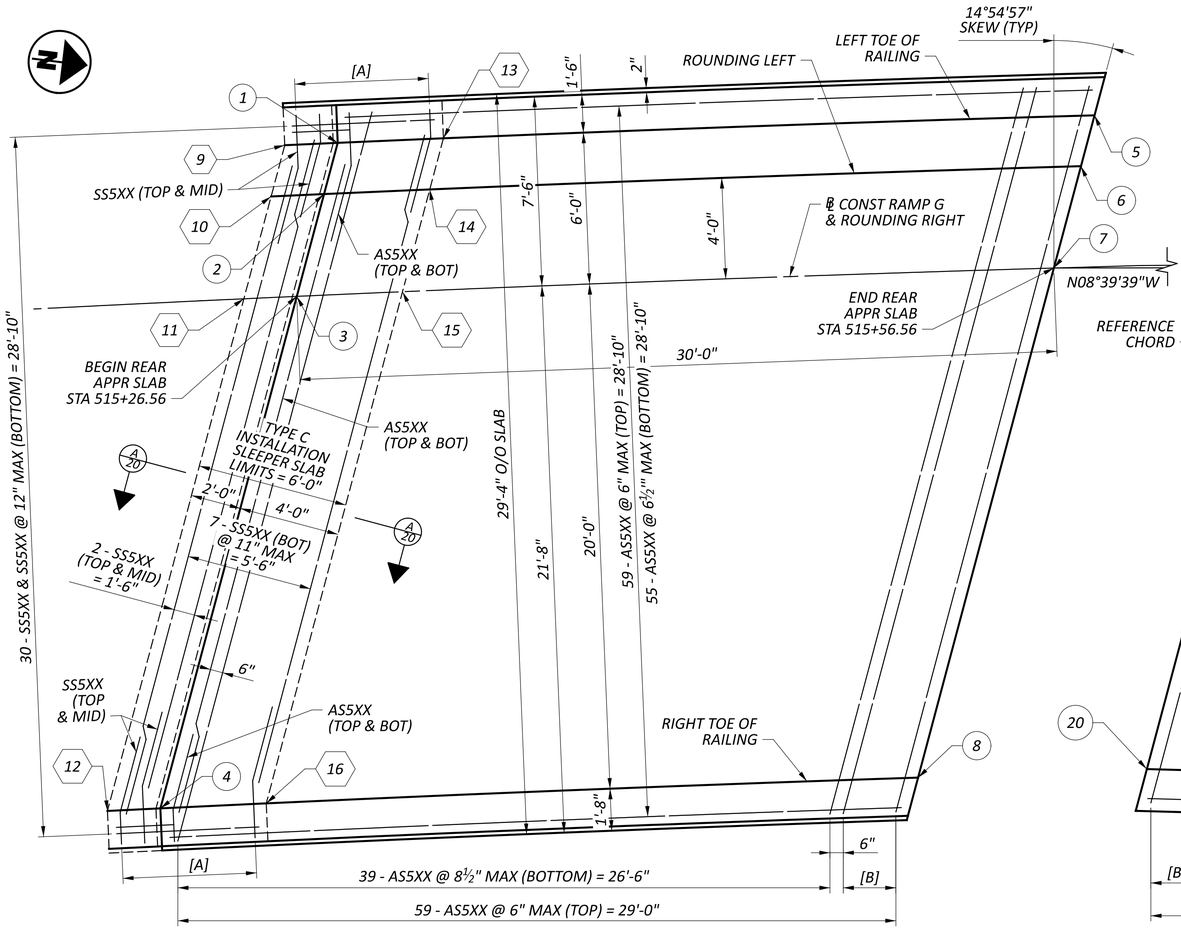
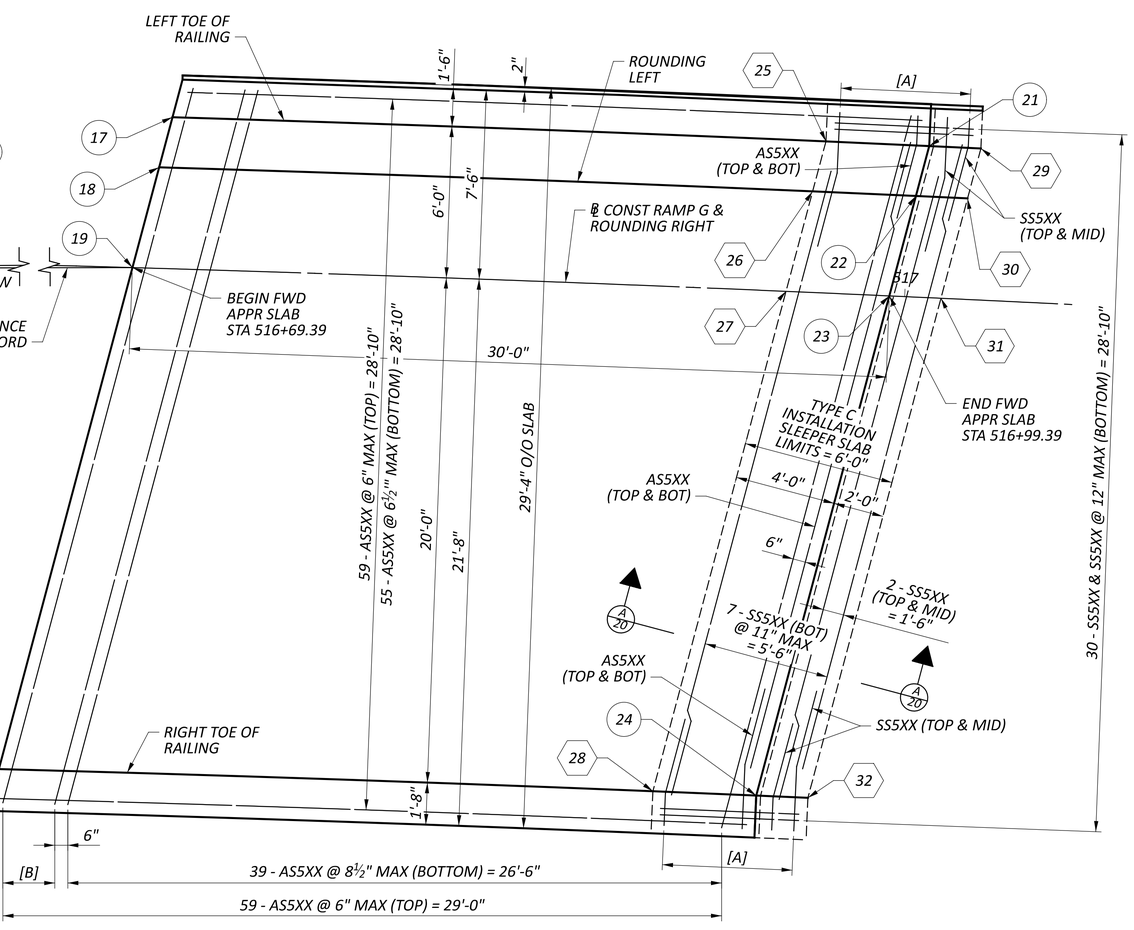
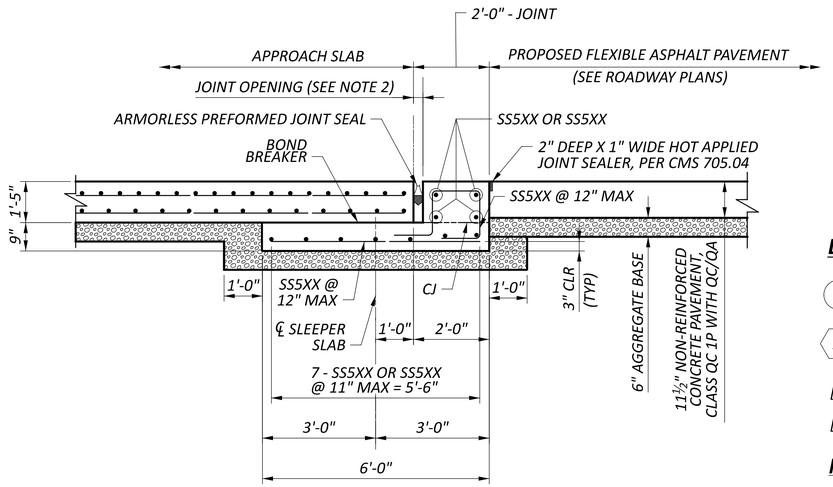


REAR APPROACH SLAB



FORWARD APPROACH SLAB



MINIMUM LAP LENGTHS	
#5 BAR	3'-1"

A/20 **SECTION**

LEGEND:

(X) — APPROACH SLAB SURFACE LOCATION

⟨X⟩ — SLEEPER SLAB SURFACE LOCATION

[A] - 7 - SS5XX @ 11" MAX (TOP & MID) = 5'-6"

[B] - 5 - AS5XX @ 6" MAX (BOTTOM) = 2'-0"

NOTES:

1. FOR ADDITIONAL REINFORCED APPROACH SLAB NOTES AND DETAILS, SEE STANDARD DRAWINGS AS-1-15 AND AS-2-15.
2. ASSUME A 2" CLEAR COVER UNLESS OTHERWISE NOTED.

REAR APPROACH SLAB ELEVATIONS

TOP OF APPROACH SLAB ELEVATIONS				TOP OF SLEEPER SLAB ELEVATIONS			
MARK	STATION	OFFSET	ELEVATION	MARK	STATION	OFFSET	ELEVATION
1	515+28.44	6.00 LT	526.22	9	515+26.35	6.00 LT	524.76
2	515+27.19	4.00 LT	526.27	10	515+25.09	4.00 LT	524.82
3	515+26.56	0.00	526.25	11	515+24.46	0.00	524.80
4	515+20.18	20.00 RT	525.24	12	515+18.06	20.00 RT	523.79
5	515+58.34	6.00 LT	526.69	13	515+32.62	6.00 LT	524.87
6	515+57.16	4.00 LT	526.75	14	515+31.38	4.00 LT	524.93
7	515+56.56	0.00	526.73	15	515+30.79	0.00	524.91
8	515+50.53	20.00 RT	525.74	16	515+24.42	20.00 RT	523.90

FORWARD APPROACH SLAB ELEVATIONS

TOP OF APPROACH SLAB ELEVATIONS				TOP OF SLEEPER SLAB ELEVATIONS			
MARK	STATION	OFFSET	ELEVATION	MARK	STATION	OFFSET	ELEVATION
17	516+70.80	6.00 LT	527.88	25	516+96.61	6.00 LT	526.60
18	516+69.86	4.00 LT	527.95	26	516+95.74	4.00 LT	526.68
19	516+69.39	0.00	527.94	27	516+95.29	0.00	526.67
20	516+64.64	20.00 RT	527.01	28	516+90.83	20.00 RT	525.74
21	517+00.70	6.00 LT	528.04	29	517+02.74	6.00 LT	526.63
22	516+99.83	4.00 LT	528.11	30	517+01.87	4.00 LT	526.70
23	516+99.39	0.00	528.10	31	517+01.44	0.00	526.69
24	516+94.97	20.00 RT	527.18	32	516+97.04	20.00 RT	525.77

APPROACH SLAB PLAN
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

HAM-IR 75-1.95

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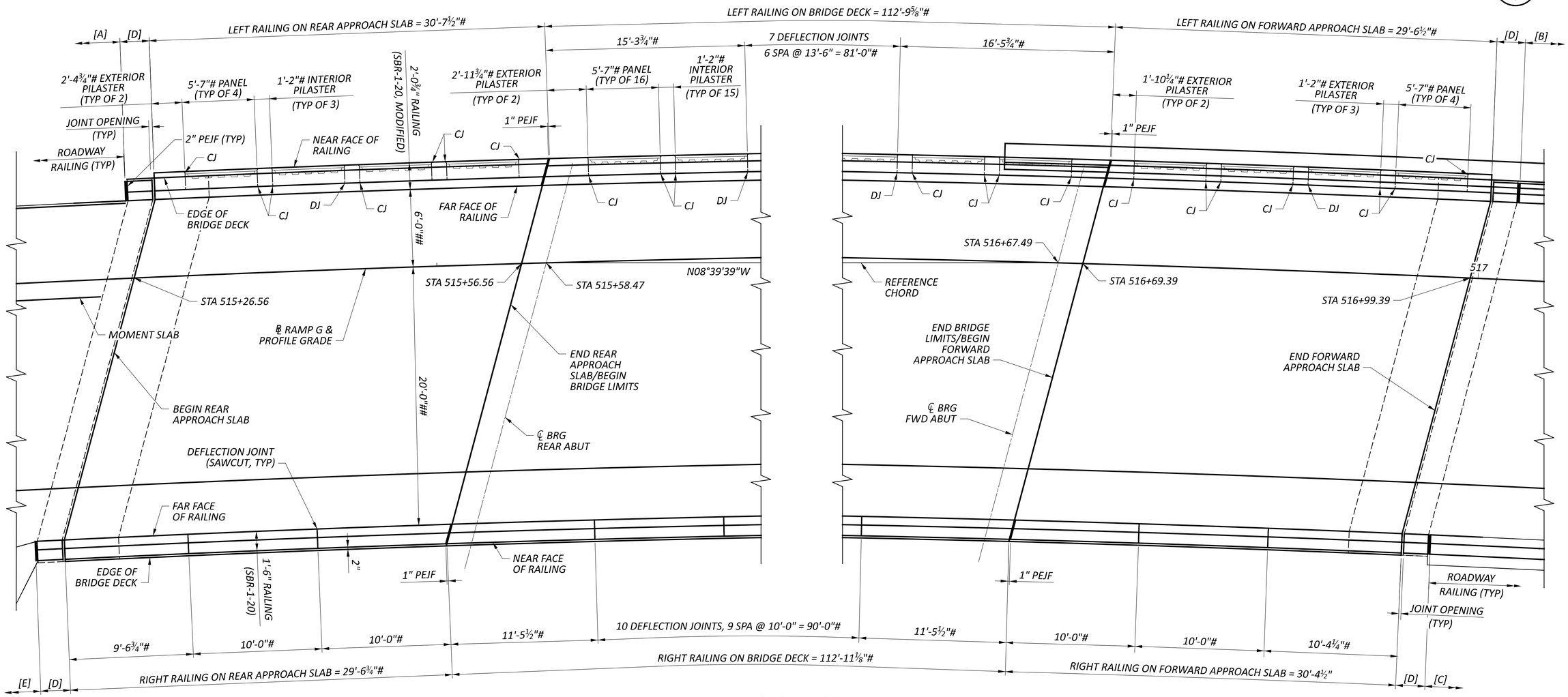
SFN 3109366
DESIGN AGENCY EM H&T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 20 | TOTAL 27
SHEET P.715 | TOTAL 830



PARAPET PLAN

LEGEND

- \# - MEASURED ALONG THE EXTERIOR FACE OF RAILING
- ## - MEASURED RADIALLY
- [A] - MOMENT SLAB AT MSE WALL 1C
- [B] - MOMENT SLAB AT MSE WALL 4C
- [C] - TYPE C CONCRETE BARRIER
- [D] - RAILING ON SLEEPER SLAB
- [E] - RAILING/BARRIER TRANSITION

NOTES

1. FOR ADDITIONAL RAILING DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20.
2. FOR LEFT RAILING ELEVATION, SECTIONS, AND AESTHETIC RELIEF DETAILS, SEE SHEETS 22/27 TO 24/27.
3. FOR RIGHT RAILING ELEVATION AND SECTIONS, SEE SHEET 25/27.
4. DEFLECTION JOINTS SHALL BE INSTALLED RADIALLY.

RAILING PLAN
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
AJH	RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
21	27

SHEET	TOTAL
P.716	830

HAM-IR 75-1.95

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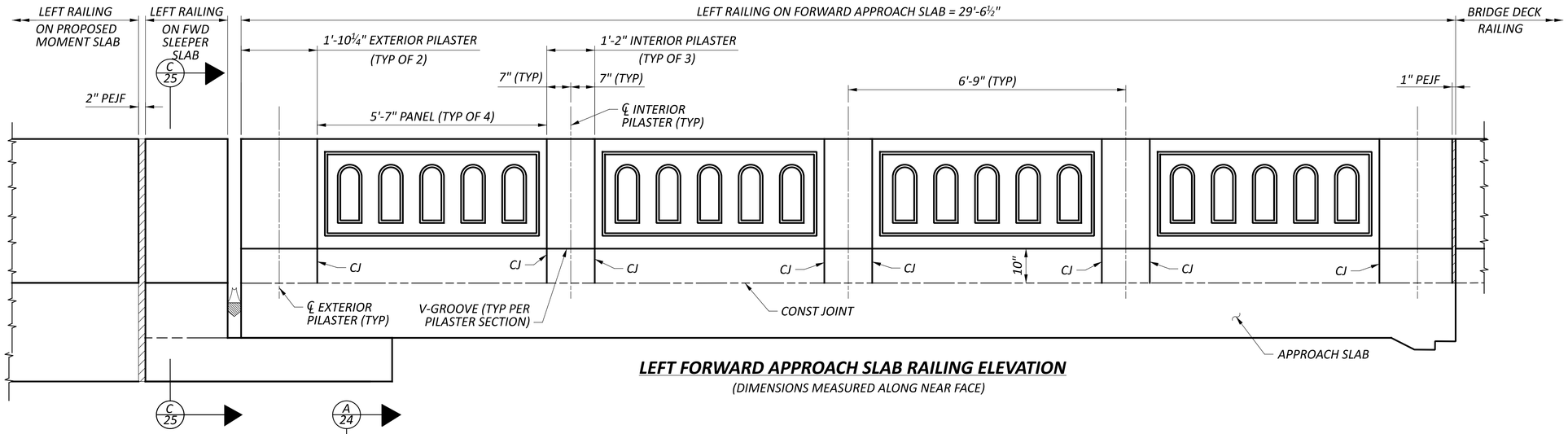
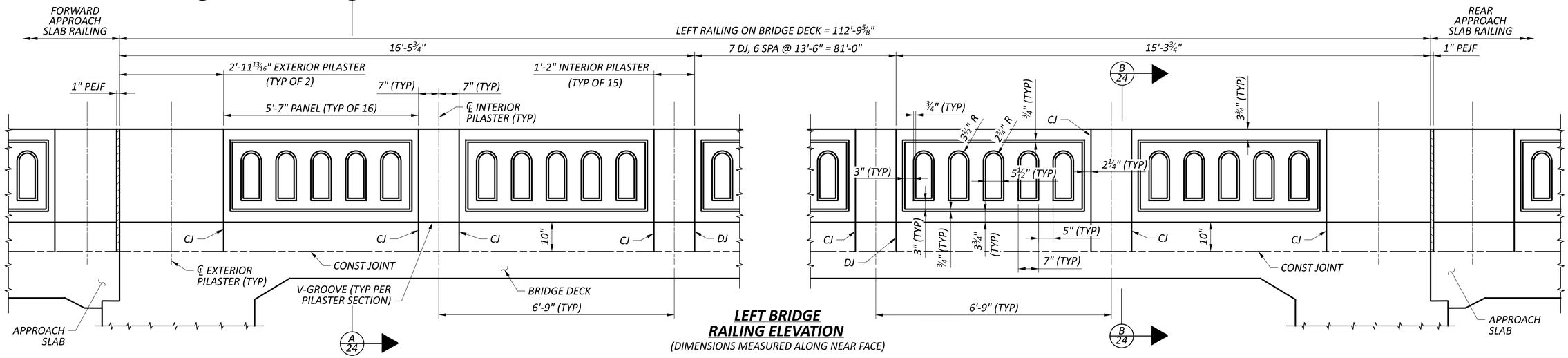


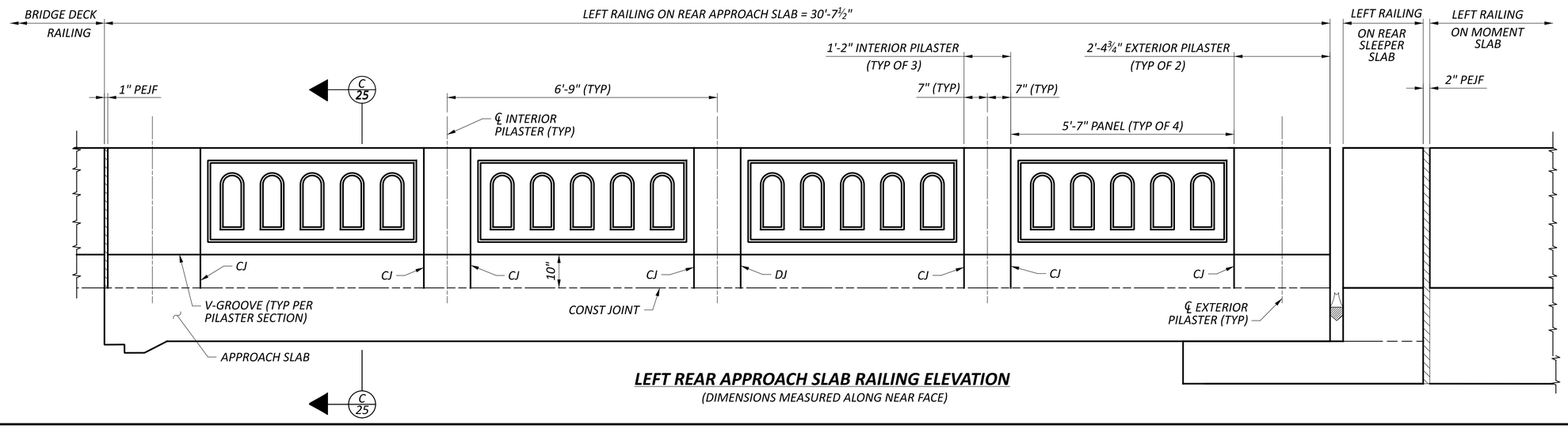
LEFT FORWARD APPROACH SLAB RAILING ELEVATION

(DIMENSIONS MEASURED ALONG NEAR FACE)



LEFT BRIDGE RAILING ELEVATION

(DIMENSIONS MEASURED ALONG NEAR FACE)



LEFT REAR APPROACH SLAB RAILING ELEVATION

(DIMENSIONS MEASURED ALONG NEAR FACE)

NOTES

1. FOR ADDITIONAL RAILING DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20.
2. FOR SECTIONS A-A, B-B, DEFLECTION JOINT DETAILS, AND CONTRACTION JOINT DETAILS, SEE SHEET 24/27.

LEFT RAILING ELEVATION
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN	3109366
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	22
TOTAL	27
SHEET	P.717
TOTAL	830

HAM-IR 75-1.95

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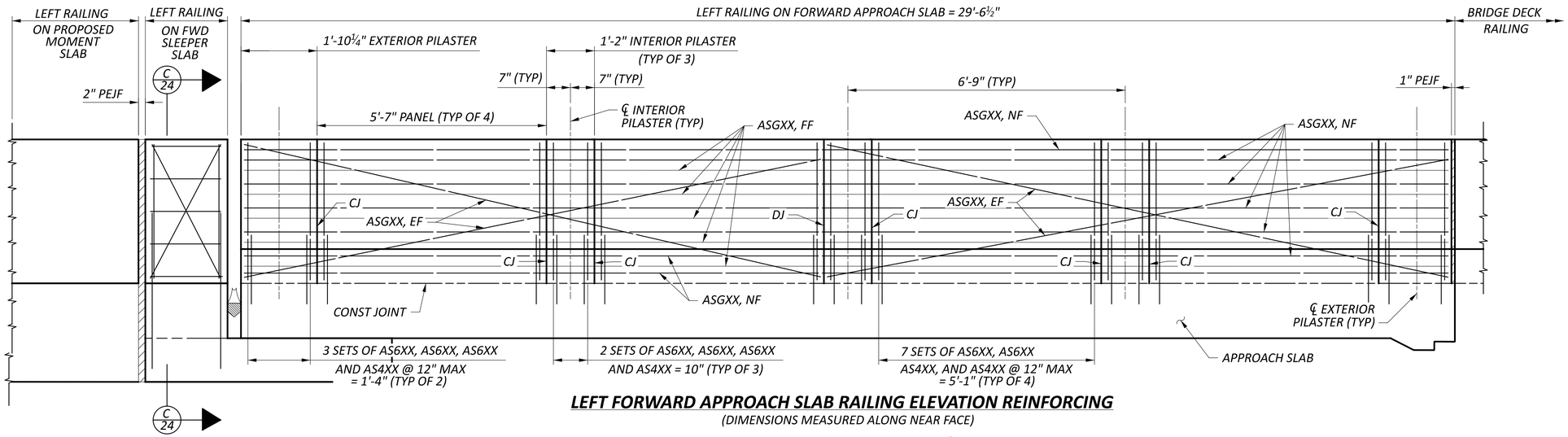
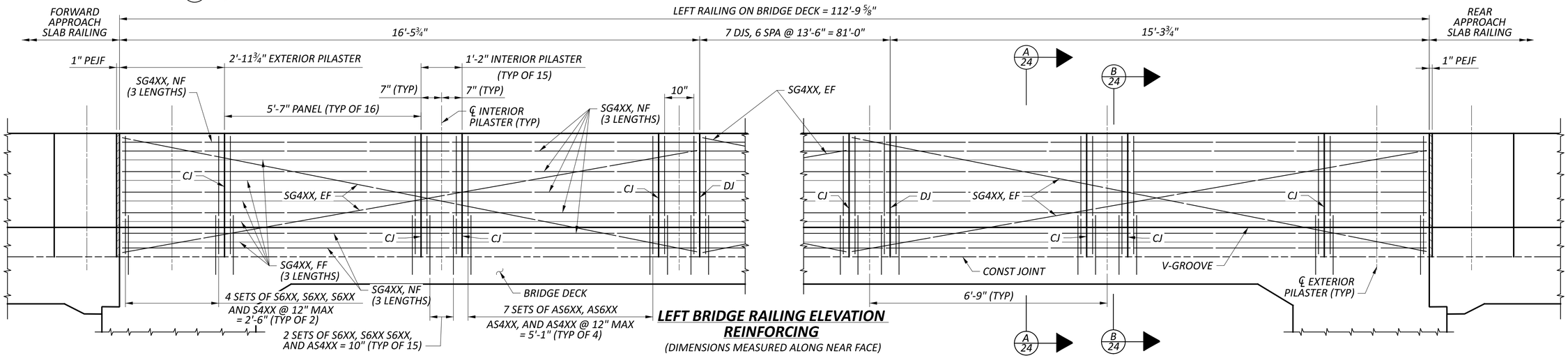


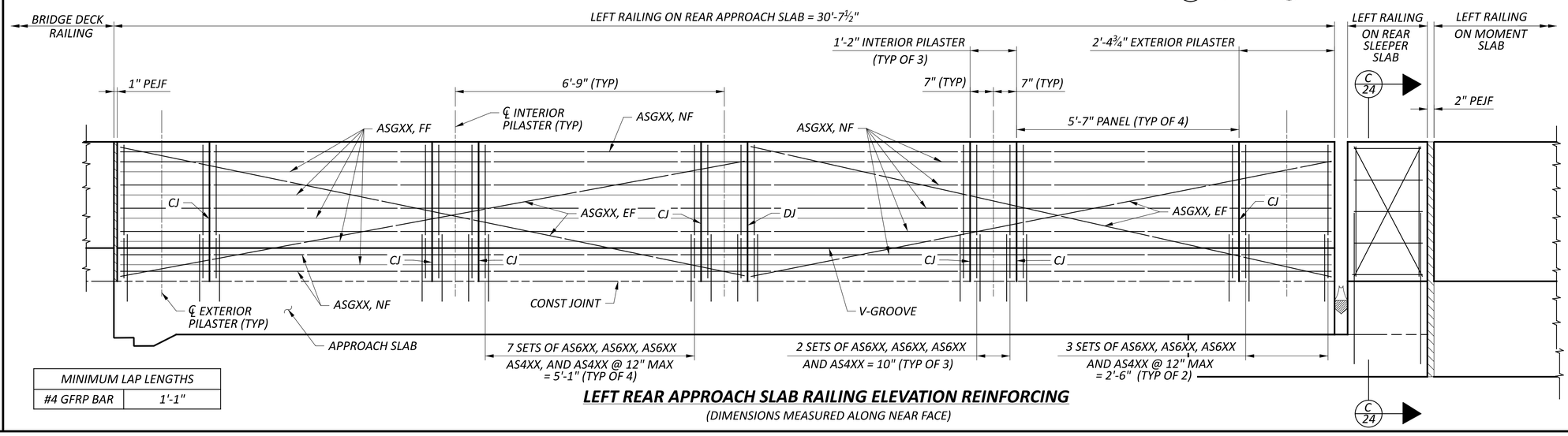
LEFT FORWARD APPROACH SLAB RAILING ELEVATION REINFORCING

(DIMENSIONS MEASURED ALONG NEAR FACE)



LEFT BRIDGE RAILING ELEVATION REINFORCING

(DIMENSIONS MEASURED ALONG NEAR FACE)



LEFT REAR APPROACH SLAB RAILING ELEVATION REINFORCING

(DIMENSIONS MEASURED ALONG NEAR FACE)

MINIMUM LAP LENGTHS	
#4 GFRP BAR	1'-1"

NOTES

1. FOR ADDITIONAL RAILING DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20.
2. FOR SECTIONS A-A, B-B, DEFLECTION JOINT DETAILS, AND CONTRACTION JOINT DETAILS, SEE SHEET 23/25.

LEFT RAILING REINFORCING DETAILS
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366
DESIGN AGENCY EMH&T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 23 | TOTAL 27
SHEET P.718 | TOTAL 830

HAM-IR 75-1.95

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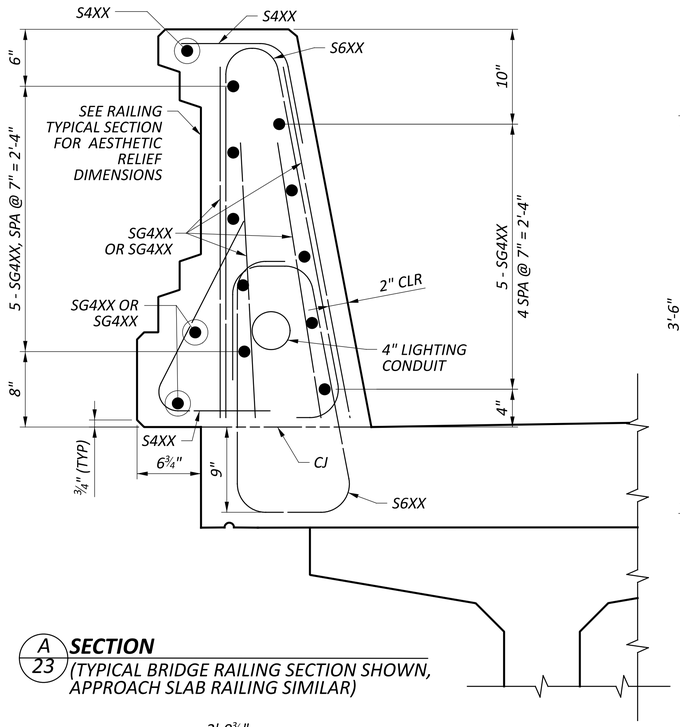
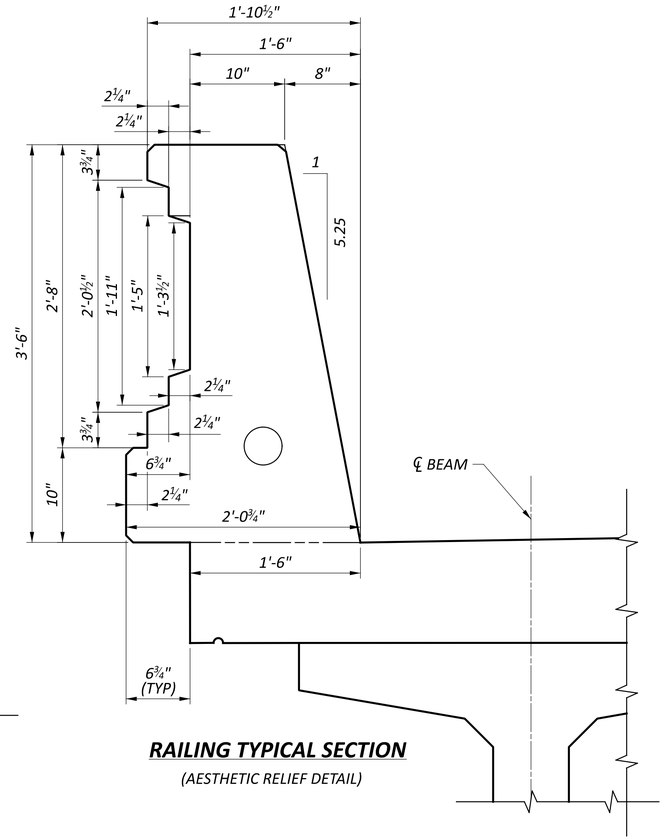
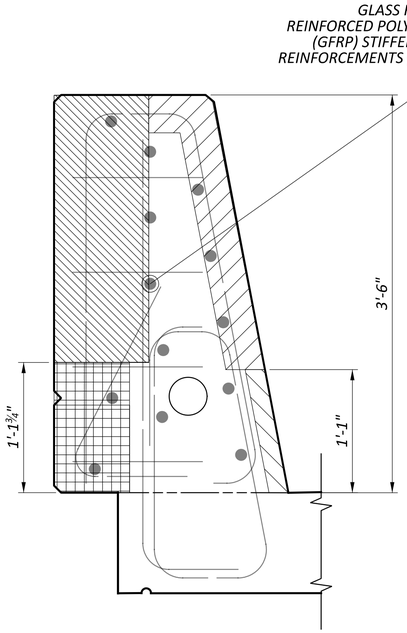


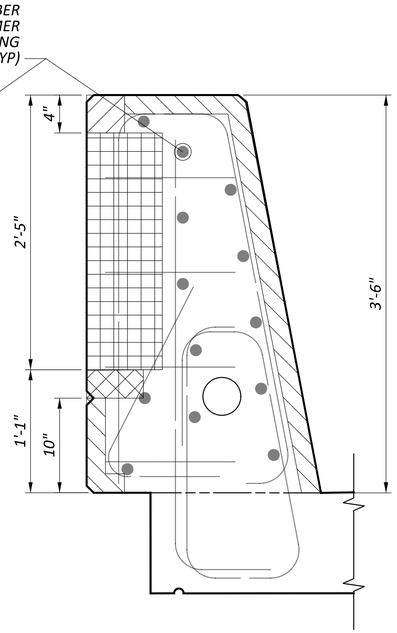
A 23 SECTION
(TYPICAL BRIDGE RAILING SECTION SHOWN, APPROACH SLAB RAILING SIMILAR)



RAILING TYPICAL SECTION
(AESTHETIC RELIEF DETAIL)



DEFLECTION JOINT
(SEE NOTE 2)



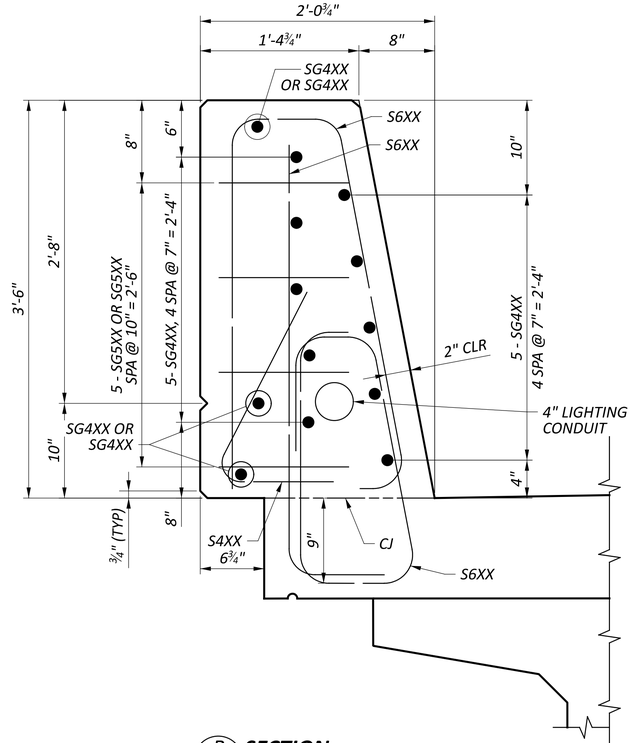
CONTRACTION JOINT
(SEE NOTE 2)

LEGEND

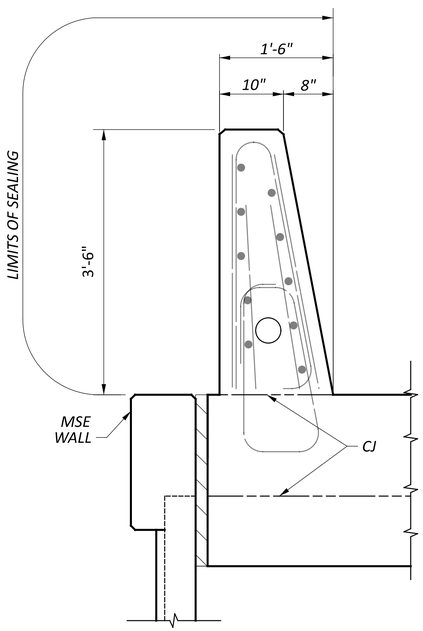
- *10" WIDE PREFORMED JOINT MATERIAL*
- *8" WIDE PREFORMED JOINT MATERIAL*
- *6" WIDE PREFORMED JOINT MATERIAL*
- *4" WIDE PREFORMED JOINT MATERIAL*
- *2" WIDE PREFORMED JOINT MATERIAL*

NOTES

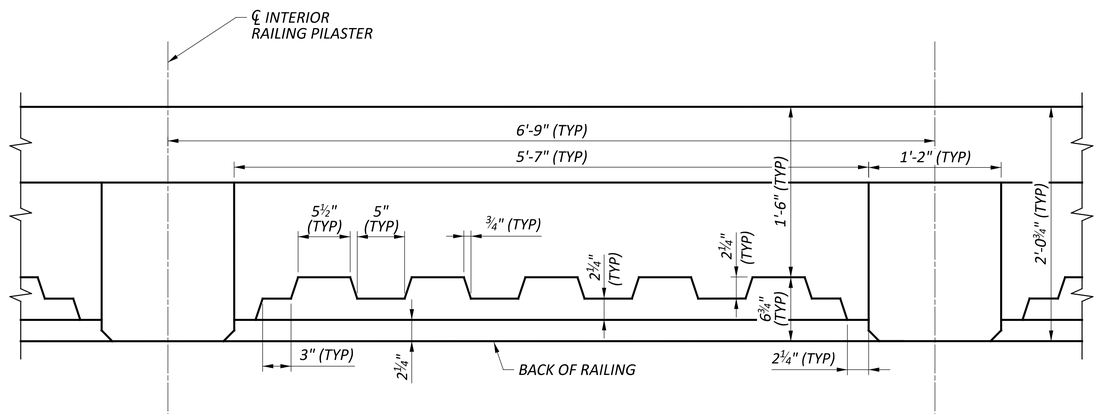
1. *FOR ADDITIONAL RAILING DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20.*
2. *DEFLECTION JOINTS AND CONTRACTION JOINTS ARE TO BE CAST INTO THE RAILINGS AND HELD IN WITH CHAMFER STRIPS. THE EXCESS MATERIAL WILL BE TRIMMED TO THE BASE OF THE CHAMFER. THE MATERIAL THAT WILL BE USED NEEDS TO NOT ABSORB WATER AND BE SUFFICIENTLY RIGID TO NOT SIGNIFICANTLY MOVE DURING THE CASTING OF THE RAILING. THE JOINT MATERIAL IS TO BE 0.5" IN THICKNESS AND WILL BE NOMAFLEX BY NOMACO OR FIBER LITE BY W.R. MEADOWS OR SIMILAR PRODUCT APPROVED BY THE ENGINEER.*



B 23 SECTION
(TYPICAL BRIDGE RAILING SECTION SHOWN, APPROACH SLAB RAILING SIMILAR)



C 23 SECTION
(TYPICAL SLEEPER SLAB RAILING SECTION SHOWN)



RAILING PARTIAL PLAN
(AESTHETIC RELIEF DETAIL)

LEFT RAILING DETAILS
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN	3109366
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	24
TOTAL	27
SHEET	P.719
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 9:00:50 AM USER: aham
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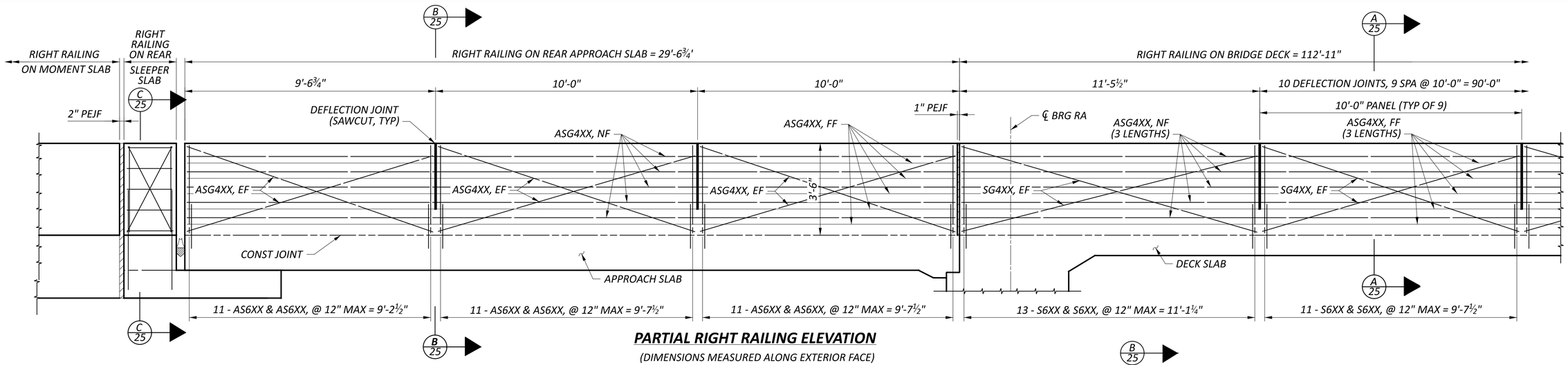
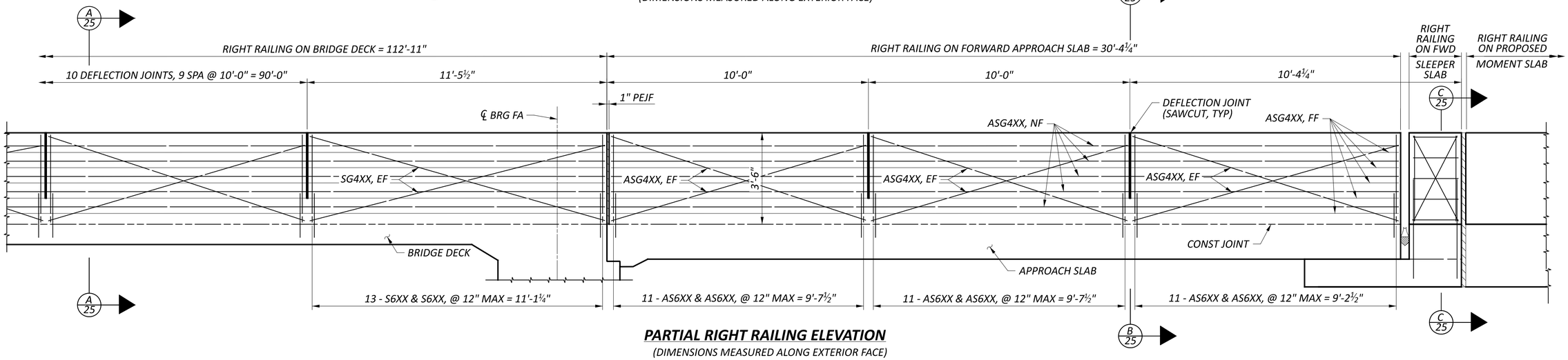


PARTIAL RIGHT RAILING ELEVATION

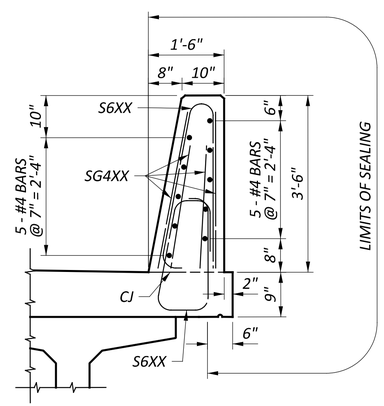
(DIMENSIONS MEASURED ALONG EXTERIOR FACE)



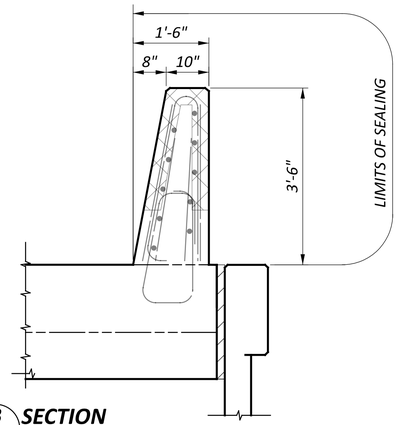
PARTIAL RIGHT RAILING ELEVATION

(DIMENSIONS MEASURED ALONG EXTERIOR FACE)

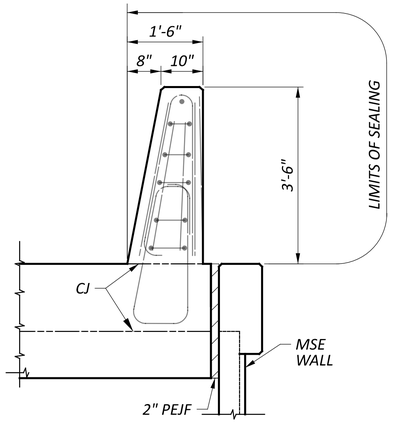
MINIMUM LAP LENGTHS	
#4 GFRP BAR	1'-1"



A 25 **SECTION**
(TYPICAL BRIDGE RAILING SECTION SHOWN, APPROACH SLAB RAILING SIMILAR)



B 25 **SECTION**
(TYPICAL BRIDGE RAILING SAWCUT SECTION)



C 25 **SECTION**
(TYPICAL SLEEPER SLAB RAILING SECTION SHOWN)

NOTES

1. FOR ADDITIONAL RAILING DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20.

RIGHT RAILING ELEVATION
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

SFN 3109366
DESIGN AGENCY EMH&T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 25 | TOTAL 27
SHEET P.720 | TOTAL 830

HAM-IR 75-1.95

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SHEET P.721 | TOTAL 830

SUBSET 26 | TOTAL 27

PROJECT ID 114161

REVIEWER TDA 11/02/26

DESIGNER AJH | CHECKER RJE

EMH&T

DESIGN AGENCY

SFN 3109366

REINFORCING STEEL LIST
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:27:40 PM USER: tadams
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SHEET P.722 | TOTAL 830

SUBSET 27 | TOTAL 27

PROJECT ID 114161

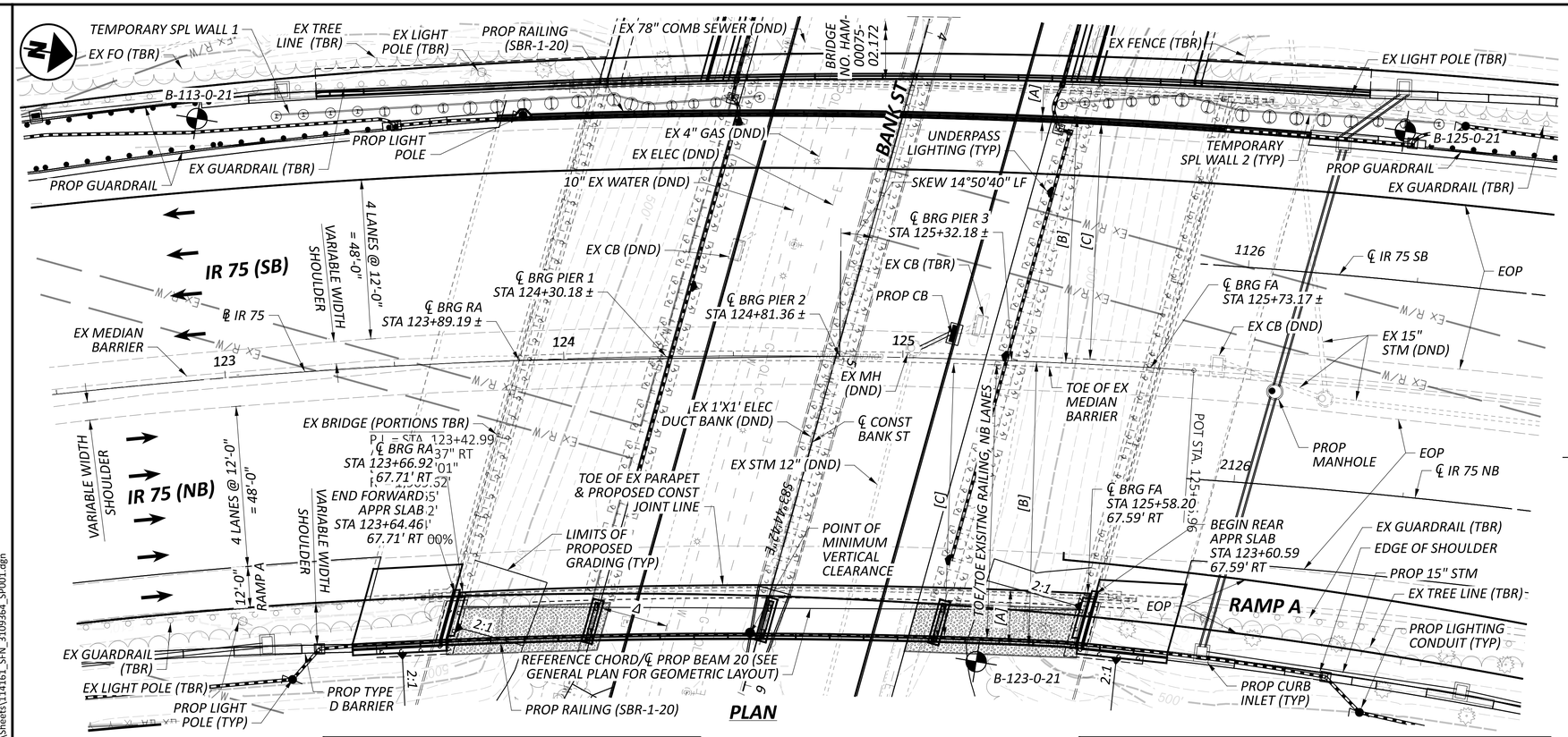
TDA REVIEWER 11/02/26

DESIGNER AJH | CHECKER RJE

EMH&T DESIGN AGENCY

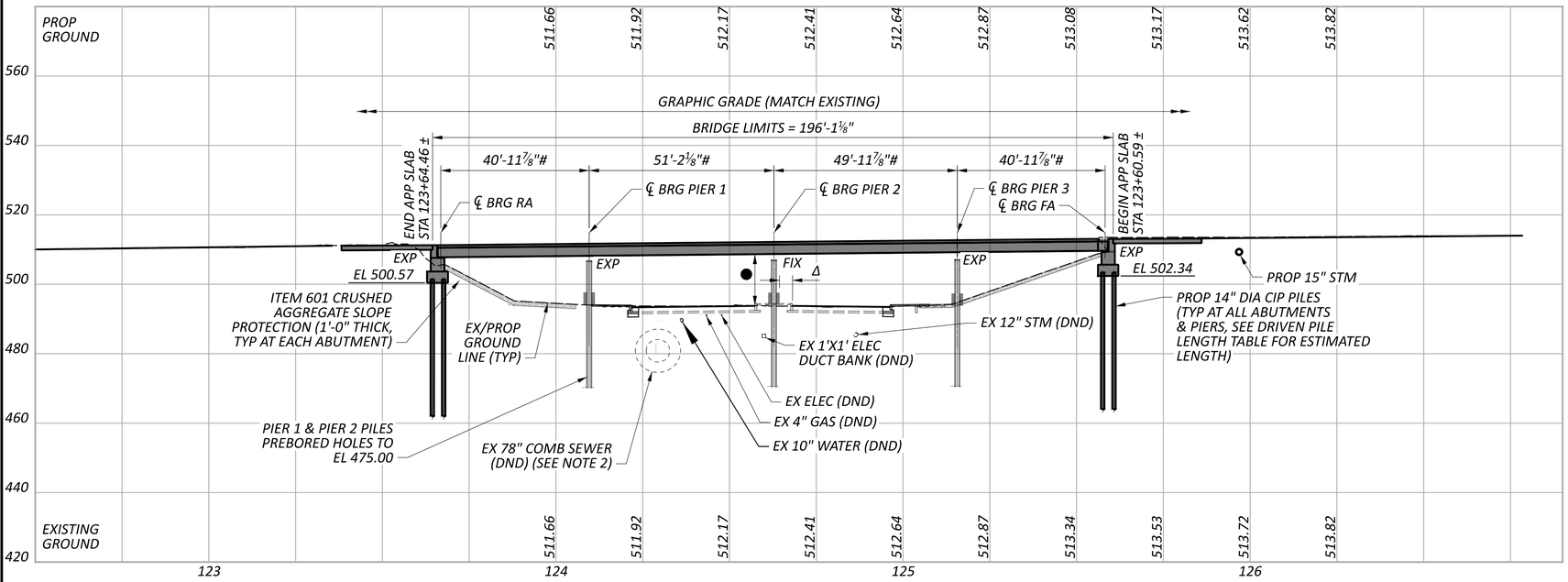
SFN 3109366

REINFORCING STEEL LIST
BRIDGE NO. HAM-00075-02.179
RAMP G OVER BANK STREET



HORIZONTAL CLEARANCE - Δ			
PIER 1 EASTBOUND	PIER 2 EASTBOUND	PIER 2 WESTBOUND	PIER 3 WESTBOUND
18'-10 ½"	1'-9"	1'-11"	27'-8 ⅞"

DRIVEN PILE LENGTH TABLE				
REAR ABUTMENT	PIER 1	PIER 2	PIER 3	FORWARD ABUTMENT
65'	80'	80'	80'	70'



ELEVATION ALONG PROPOSED CONST JOINT LINE

CONTROL POINT DATA*

CP #1 STA.	105+87.14,	ELEV.	506.50 ,	OFFSET	141.01,	RT
CP #2 STA.	124+31.09,	ELEV.	501.22 ,	OFFSET	178.50,	RT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET P.5/830.

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. EXACT WALL THICKNESS IS NOT KNOWN. MSD HAS REQUESTED A 3' WALL THICKNESS BE SHOWN ON THIS PIPE. SPECIAL CARE SHALL BE USED WHEN PLACING HEAVY EQUIPMENT AROUND THE EXISTING SEWER. COORDINATE WITH MSD PRIOR TO CONSTRUCTION TO VERIFY EQUIPMENT PLACEMENT IS ACCEPTABLE.
3. SEE GENERAL PLAN FOR CURVE DATA.

DESIGN TRAFFIC:

2029 ADT =	164,850	2029 ADTT =	26,376
2049 ADT =	189,800	2049 ADTT =	30,368

DIRECTIONAL DISTRIBUTION = 52%

LEGEND

- BORING LOCATION
- 14'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
  14'-8" ACTUAL MINIMUM VERTICAL CLEARANCE
- Δ - SEE TABLE FOR ACTUAL HORIZONTAL CLEARANCES
- [A] - 1'-8" (SB BRIDGE), WIDTH VARIES FROM 15'-5⅛" MIN TO 16'-3¼" MAX TO (NB BRIDGE)
- [B] - 72'-4" OUT/OUT (SB BRIDGE), 83'-1⅛" MIN OUT/OUT TO 83'-9¼" MAX (NB BRIDGE)
- [C] - 69'-5" TOE/TOE RAILING (SB BRIDGE) 80'-2" MIN TOE/TOE RAILING TO 80'-10½" MAX (NB BRIDGE)
- # - SPAN LENGTHS MEASURED ALONG PROPOSED ℄ CONST IR 75

EXISTING STRUCTURE

TYPE: FOUR-SPAN CONTINOUS ROLLED STEEL BEAM WITH NON-COMPOSITE CONCRETE DECK, SUPPORTED ON STUB ABUTMENTS AND CAP AND COLUMN PIERS ON CAST-IN-PLACE CONCRETE PILES.

SPANS: 41'-0"±, 51'-0"±, 51'-0"±, 41'-0"± (MEASURED ALONG REFERENCE CHORD)

ROADWAY: 78'-0"± (LEFT), 66'-3"± (RIGHT) TOE/TOE RAILING

LOADING: CF-2000(57)

SKEW: 14°50'40"± LF (MEASURED NORMAL TO REFERENCE CHORD)

WEARING SURFACE: 1¾" SUPERPLASTICIZED DENSE CONCRETE OVERLAY

APPROACH SLABS: AS-1-54 (25' LONG)

ALIGNMENT: 3°00'01" CURVE RIGHT

SUPERELEVATION: 0.049 FT/FT

STRUCTURE FILE NUMBER: 3109364

DATE BUILT: 7/1/1961

DISPOSITION: PORTIONS TO BE REMOVED AND REPLACED

PROPOSED STRUCTURE

PROPOSED WORK: REMOVE A PORTION OF THE EXISTING SOUTHBOUND BRIDGE, REBUILD EDGE OF DECK, AND INSTALL NEW WEST RAILING. WIDEN EXISTING NORTHBOUND BRIDGE TO THE EAST AND INSTALL NEW EAST RAILING.

SPAN: 40'-7⅝"±, 51'-1"±, 51'-1"±, 41'-5⅜"± (MEASURED ALONG REFERENCE CHORD)

ROADWAY: 69'-5"± (LEFT), VARIES FROM 80'-2" MIN TO 80'-10½" MAX (RIGHT) T/T RAILING

LOADING: VEHICULAR LIVE LOAD: HL-93

SKEW: 15°11'29" LF (MEASURED NORMAL TO REFERENCE CHORD)

APPROACH SLABS: 25'-0" LONG (AS-1-81)

ALIGNMENT: 3°00'01" CURVE RIGHT

SUPERELEVATION: 0.049 FT/FT

COORDINATES: LATITUDE 39° 07' 10.81" N
LONGITUDE 84° 32' 07.51" W

DECK AREA: 28,914 SF (TOTAL NB & SB BRIDGE DECK AREAS AFTER CONSTRUCTION)

SITE PLAN
BRIDGE NO. HAM-00075-02.190
IR 75 OVER BANK STREET

SFN 3109364

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
RJE	TDA

REVIEWER CAS 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
1	34

SHEET	TOTAL
P.723	830

HAM-IR 75-1.95

MODEL: CIX_I075 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 4:25:54 PM USER: REly
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TEMP SHORING WALL 1

BRIDGE NO. HAM-0075-02.172

PROP RAILING (SBR-1-20)

IR 75 (SB)

BANK ST

TEMPORARY SHORING WALL 2

℄ BRG RA STA 123+89.19 ±

℄ BRG PIER 1 STA 124+30.18 ±

℄ BRG PIER 2 STA 124+81.36 ±

℄ BRG PIER 3 STA 125+32.18 ±

℄ BRG FA STA 125+73.17 ±

℄ IR 75

℄ IR 75 SB

PCC STA. 1126+39.45

IR 75 (NB)

℄ CONST BANK ST

S83°44'42"E

POT STA. 125+85.96

℄ IR 75 NB

℄ IR 75 CURVE DATA
P.I. = STA. 123+42.99
Δ = 14°39'37" RT
Dc = 03°00'01"
R = 1,909.62'
T = 245.65'
L = 488.62'
E = 15.74'

15°11'29" LF (TYP)

END APPR SLAB STA 123+64.46 ±

BEGIN APPR SLAB STA 125+60.59

REFERENCE CHORD/℄ PROP BEAM 20

13'-8⅛"

3'-0"

14'-5⅝"

44'-4⅛" CONCRETE SLOPE PROTECTION

50'-9⅜" CONCRETE SLOPE PROTECTION

POT STA. 497+81.

6" NON-PERFORATED CORRUGATED PLASTIC PIPE WITH PRECAST REINFORCED CONCRETE OUTLET AND 4'X4' TIED CONCRETE BLOCK MAT, TYPE 1 PER DM-1.1, STA 123+48.80, 105.99' RT, INVERT EL 495.45

6" NON-PERFORATED CORRUGATED PLASTIC PIPE WITH PRECAST REINFORCED CONCRETE OUTLET AND 4'X4' TIED CONCRETE BLOCK MAT, TYPE 1 PER DM-1.1, STA 125+54.55, 102.83' RT, INVERT EL 495.50

℄ CONST RAMP A

RAMP A

℄ RAMP A CURVE DATA
P.I. = STA. 500+81.71
Δ = 23°41'10" RT
Dc = 04°00'00"
R = 1,432.40'
T = 300.37'
L = 592.15'
E = 31.15'
Emax = 0.057

PLAN

℄ BRG RA STA 123+89.19

℄ BRG PIER 1 STA 124+30.18

℄ BRG PIER 2 STA 124+81.36

℄ BRG PIER 3 STA 125+32.18

℄ BRG FA STA 125+73.17

℄ IR 75

75'-5⅛"

76'-9⅛"

77'-1⅛"

76'-1"

74'-2½"

15°11'29" LF (TYP)

REFERENCE CHORD (ALONG ℄ PROP BEAM 20)

S08°26'23"W

40'-7⅝"

51'-1"

51'-1"

41'-5⅜"

184'-2⅞"

GEOMETRIC LAYOUT

LEGEND
- PHASE 1A CONSTRUCTION
- PHASE 2A CONSTRUCTION

GENERAL PLAN
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	2
TOTAL	34
SHEET	P.724
TOTAL	830

HAM-IR 75-1.95

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REFER TO THE FOLLOWING STANDARD DRAWINGS:

AS-1-15	REVISED	01/20/2023
CSB-2-56	REVISED	02/02/59 (ARCHIVED)
GSD-1-19	REVISED	07/19/2024
PCB-91	REVISED	07/20/2020
SBR-1-20	REVISED	07/19/2024

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.0 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.

DESIGN LOADING:

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HL-93

DESIGN DATA:

CONCRETE CLASS QC2:
COMPRESSIVE STRENGTH 4.5 KSI (DECK, PARAPET, APPROACH SLABS)

CONCRETE CLASS QC1:
COMPRESSIVE STRENGTH 4.0 KSI (ABUTMENT, FOOTING)

CONCRETE REINFORCEMENT:
EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI (DECK, RAILING, APPROACH SLABS, ABUTMENTS)

GFRP REINFORCEMENT (RAILING)

STRUCTURAL STEEL - ASTM A709 GRADE 50W - YIELD STRENGTH 50 KSI

STEEL CIP PILES - ASTM A252 GRADE 3 - YIELD STRENGTH 45 KSI

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS SECTIONS 102.05, 105.02 AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

ITEM 203 - EMBANKMENT, AS PER PLAN:

PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT. BETWEEN STATIONS 122+65.83 TO 123+65.83 AT THE REAR ABUTMENT AND STATIONS 125+60.59 TO 126+60.59 AT THE FORWARD ABUTMENT.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING CONCRETE BRIDGE RAILINGS, DECK JOINTS AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, CROSS FRAMES, ETC.). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING BEGINS, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF CONCRETE REINFORCEMENT IN THE DECK SLAB. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

REMOVAL METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS (STEEL BEAMS, CROSS FRAMES, ETC.), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS. DUE TO THE POSSIBLE PRESENCE OF ATTACHMENTS (E.G., FINISHING MACHINE AND FORM SUPPORTS, ETC.) TO EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STRUCTURAL MEMBERS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

EXISTING WELDED ATTACHMENTS: REMOVE EXISTING WELDED ATTACHMENTS (E.G., FINISHING MACHINE AND FORM SUPPORTS) LOCATED IN THE DESIGNATED TENSION PORTIONS OF THE TOP FLANGES OF EXISTING STEEL MEMBERS AND GRIND THE FLANGE SURFACES SMOOTH. CAREFULLY GRIND PARALLEL TO THE FLANGES.

CUT LINE CONSTRUCTION JOINT PREPARATION: PRIOR TO REMOVING THE DECK EDGE, PLACE A 1-IN (+0-IN,-1/4-IN) DEEP SAW CUT AT THE BOUNDARIES OF PROPOSED CONCRETE REMOVALS. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING CONCRETE REINFORCEMENT, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING STEEL REINFORCEMENT DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL: REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE RAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18-IN LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

THE EXISTING PIER PILES MAY CONFLICT WITH MSE WALLS 1 & 3 AND ABUTMENT PILES FOR THE PROPOSED HAM-00075-02.172 RAMP B BRIDGE OVER BANK STREET. TO MITIGATE PILING CONFLICTS, REMOVE THE EXISTING BRIDGE FOOTINGS ENTIRELY WITHIN THE LIMITS OF THE PROPOSED NEW BRIDGE AND ABUTMENT WALLS TO EXPOSE THE TOP OF ALL EXISTING PILES.

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. THE DEPARTMENT WILL NOT MAKE ADDITIONAL PAYMENT FOR PROVIDING AN ALTERNATE DESIGN.

ITEM 509 – CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN:

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT CONCRETE REINFORCEMENT BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING STEEL REINFORCEMENT BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW CONCRETE REINFORCEMENT OF THE SAME SIZE, COATING, AND MATERIAL AT NO COST TO THE DEPARTMENT.

PILE DRIVING CONSTRAINTS:

PRIOR TO DRIVING PILES, CONSTRUCT THE SPILL THROUGH SLOPES AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENTS UP TO THE LEVEL OF THE SUBGRADE ELEVATION FOR A MINIMUM DISTANCE OF 200 FEET BEHIND EACH ABUTMENT. DO NOT BEGIN THE EXCAVATION FOR THE ABUTMENT FOOTINGS AND THE INSTALLATION OF THE ABUTMENT PILES UNTIL AFTER THE ABOVE REQUIRED EMBANKMENT HAS BEEN CONSTRUCTED.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 218 KIPS PER PILE FOR THE REAR ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS 346 KIPS PER PILE FOR THE PIER 1, PIER 2, AND PIER 3 PILES. THE ULTIMATE BEARING VALUE IS 225 KIPS PER PILE FOR THE FORWARD ABUTMENT PILES.

REAR ABUTMENT PILES:
14" DIAMETER PILES 70 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PIER 1 PILES:
14" DIAMETER PILES 80 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PIER 2 PILES:
14" DIAMETER PILES 80 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PIER 3 PILES:
14" DIAMETER PILES 80 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

FORWARD ABUTMENT PILES:
14" DIAMETER PILES 75 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PROVIDE PLAIN CYLINDRICAL CASINGS WITH A MINIMUM PILE WALL THICKNESS OF 1/4 INCH FOR THE CAST-IN-PLACE REINFORCED CONCRETE PILES. USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP REINFORCED CONCRETE PIPE PILES AT THE REAR AND FORWARD ABUTMENTS.

ITEM 516 - BEARING DEVICE, MISC.: EXPANSION SLIDING PLATE BEARINGS
ITEM 516 - BEARING DEVICE, MISC.: FIXED SLIDING PLATE BEARINGS

THE PROPOSED BEARINGS SUPPORTING THE PROPOSED BEAM LINES 20 AND 21 SHALL MATCH THE DETAILS OF THE EXISITING PIER BEARINGS. THE PROPOSED BEARINGS AT PIER 1 AND PIER 3 SHALL BE EXPANSION SLIDING BEARINGS. THE PROPOSED BEARINGS AT PIER 2 SHALL BE FIXED SLIDING BEARINGS. DETAILS FOR BOTH THE EXPANSION AND FIXED SLIDING BEARINGS SHALL BE PER ARCHIVED STANDARD DRAWING CSB-2-56 (REVISED ON 02/02/1959).

ITEM 519 - PATCHING CONCRETE BRIDGE DECK - TYPE B:

A CONTINGENCY QUANTITY OF 25 SY HAS BEEN INCLUDED TO REPAIR THE EXISTING BRIDGE DECK AS DIRECTED BY THE ENGINEER.

GENERAL NOTES
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN 3109364
DESIGN AGENCY EMH&T
DESIGNER RJE | CHECKER AI
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 3 | TOTAL 34
SHEET P.725 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:07:32 AM USER: REly
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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 2.20 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

ITEM 530 SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION:

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING TO MINIMIZE THE POTENTIAL FOR

1. DAMAGE TO THE EXISTING 78" DIAMETER COMBINED SEWER RUNNING FROM WEST TO EAST AND LOCATED APPROXIMATELY 20 FEET NORTH OF PIER 1.

2. DAMAGE TO THE BUILDING LOCATED AT 2108 WINCHELL AVENUE, LOCATED APPROXIMATELY 130' EAST OF THE EDGE OF THE EXISTING BRIDGE.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA, AND WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT, OR BEFORE, THE PRECONSTRUCTION MEETING. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN THE ENGINEER'S ACCEPTANCE OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND OF PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:

1. MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.

2. ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.

3. MONITOR GROUND VIBRATIONS DURING PILE DRIVING.

4. IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.

5. FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:
   A. IDENTIFICATION OF SEISMOGRAPH.
   B. DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING.
   C. START TIME AND DURATION OF PILE DRIVING.
   D. LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL.

IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS.

SUBMIT THREE COPIES OF THE FINAL REPORT WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURE MISC.: VIBRATION MONITORING. THE DEPARTMENT WILL PAY THE FINAL TWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

THE DEPARTMENT WILL PAY ACCORDING TO C&MS 109.05 FOR ALTERNATIVE CONSTRUCTION PROCEDURES THAT THE ENGINEER DETERMINES ARE NECESSARY TO REDUCE VIBRATIONS.

BEFORE PILE DRIVING BEGINS, CONDUCT A CONDITION SURVEY OF ALL EXISTING BUILDINGS, STRUCTURES, AND UTILITIES WITHIN 200-FT OF THE PILE DRIVING WORK. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS, STRUCTURES, OR UTILITIES PRIOR TO PILE DRIVING, SO THAT CLAIMS OF DAMAGE CAUSED BY THE PILE DRIVING CAN BE VERIFIED. RETAIN ANEXPERIENCED VIBRATION SPECIALIST TO PERFORM OR SUPERVISE THE CONDITION SURVEY. USE A VIBRATION SPECIALIST THAT MEETS THE QUALIFICATION REQUIREMENTS FOR VIBRATION MONITORING. RECORD THE CONDITION OF EXISTING STRUCTURES AND BUILDING MATERIALS, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT INTERIOR WALLS, CEILINGS, AND FLOORS THAT ARE ACCESSIBLE. INSPECT THE EXTERIOR OF THE BUILDING THAT IS VISIBLE FROM GROUND LEVEL. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.
IF OWNERS OR OCCUPANTS FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRECONSTRUCTION CONDITION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT. SUBMIT THREE COPIES OF A REPORT TO THE ENGINEER THAT SUMMARIZES THE PRECONSTRUCTION CONDITION OF THE BUILDINGS, STRUCTURES, AND UTILITIES, AND THAT IDENTIFIES AREAS OF CONCERN. PAYMENT FOR THE PRECONSTRUCTION CONDITION SURVEY IS INCLUSIVE OF THE CONTRACT LUMP SUM PRICE FOR ITEM 530 SPECIAL – STRUCTURAL SURVEY AND MONITORING OF VIBRATION.

ABBREVIATION LEGEND

ABUT - ABUTMENT
ADT - AVERAGE DAILY TRAFFIC
ADTT - AVERAGE DAILY TRUCK TRAFFIC
APPR - APPROACH
BOT - BOTTOM
BRGS - BEARINGS
BTA - BRIDGE TERMINAL ASSEMBLY
C/C - CENTER TO CENTER
CB - CATCH BASIN
CJ - CONSTRUCTION JOINT
℄ - CENTERLINE
CLR - CLEARANCE
CONST - CONSTRUCTION
DIA - DIAMETER
EF - EACH FACE
EL - ELEVATION
E/P - EDGE OF PAVEMENT
E/S - EDGE OF SHOULDER
EX - EXISTING
EXP - EXPANSION
FWD - FORWARD
F/F - FACE TO FACE
FF - FAR FACE
FWD - FORWARD
HORIZ - HORIZONTAL
INCR - INCREMENT
LT - LEFT
MAX - MAXIMUM
MIN - MINIMUM
MID - MIDDLE
N/A - NOT APPLICABLE
NF - NEAR FACE
NPCPP - NON-PERFORATED CORRUGATED PLASTIC PIPE
O/O - OUT TO OUT
PC - POINT OF CURVE
PCPP - PERFORATED CORRUGATED PLASTIC PIPE
PEJF - PREFORMED EXPANSION JOINT FILLER
PG - PROFILE GRADE
PGD - PREFABRICATED GEOCOMPOSITE DRAINAGE SYSTEM
PROP - PROPOSED
PT - POINT
PVMT - PAVEMENT
RT - RIGHT
SER - SERIES
SHLDR - SHOULDER
SPA - SPACES
SPL - SOLDIER PILE & LAGGING
ST - STREET
STA - STATION
SCD - STANDARD CONSTRUCTION DRAWING
STD - STANDARD
TBRLO - TO BE RELOCATED BY OTHERS
TEMP - TEMPORARY
T/S - TOP OF SLOPE
T/T - TOE TO TOE
TYP - TYPICAL
UNO - UNLESS NOTED OTHERWISE
VC - VERTICAL CURVE
VERT - VERTICAL

GENERAL NOTES
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN 3109364
DESIGN AGENCY EM H&T
DESIGNER RJE | CHECKER AI
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 4 | TOTAL 34
SHEET P.726 | TOTAL 830

HAM-IR 75-1.95

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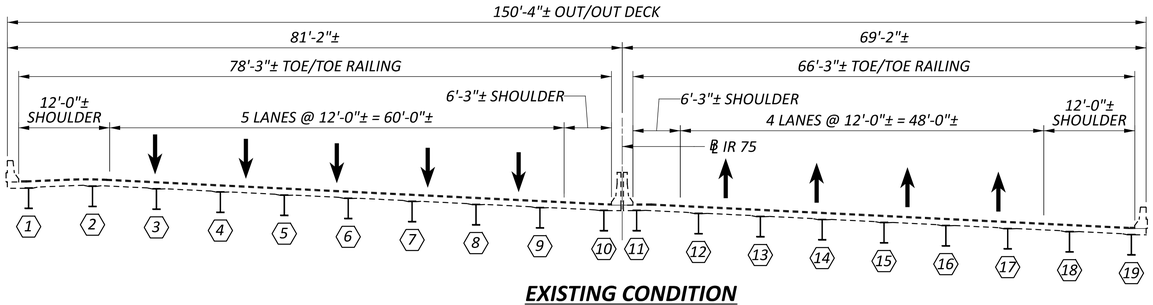
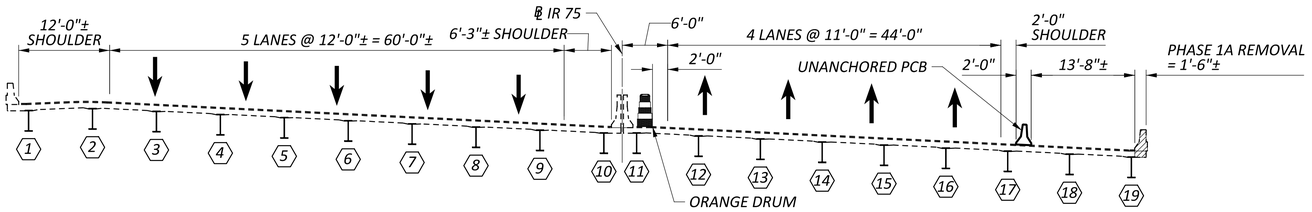
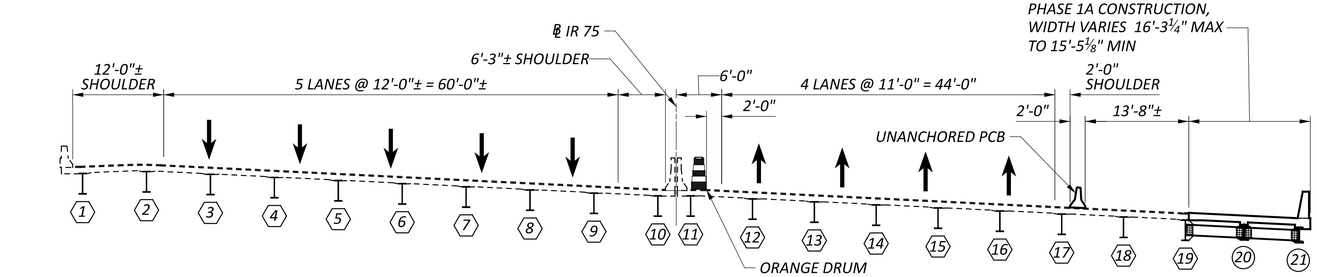


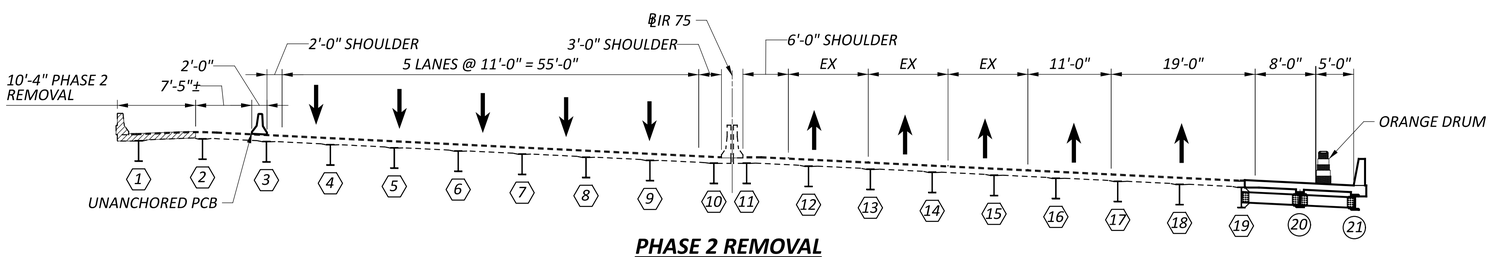
EXISTING CONDITION



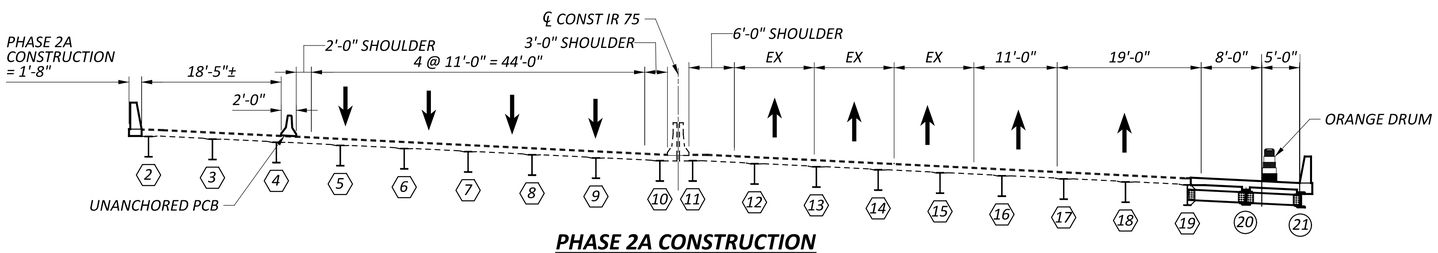
PHASE 1A REMOVAL



PHASE 1A CONSTRUCTION



PHASE 2 REMOVAL



PHASE 2A CONSTRUCTION

SUGGESTED SEQUENCE OF CONSTRUCTION:

PHASE 1A REMOVAL:

1. INSTALL PORTABLE CONCRETE BARRIER AND ORANGE DRUMS PER THE MAINTENANCE OF TRAFFIC PLANS.

2. REMOVE 1'-8" OF THE EXISTING PARAPET AND BRIDGE DECK ON THE NORTHBOUND BRIDGE.

PHASE 1A CONSTRUCTION:

1. WIDEN THE NORTHBOUND BRIDGE. PROPOSED CONSTRUCTION INCLUDES INSTALLATION OF ABUTMENTS, PIERS, BEAMS, CROSSFRAMES, CONCRETE DECK AND SBR-1-20 PARAPET.

PHASE 2 REMOVAL:

1. INSTALL PCB ON THE SOUTHBOUND BRIDGE AND SHIFT TRAFFIC AS SHOWN.

2. REMOVE 10'-4" OF THE EXISTING MAINLINE SOUTHBOUND BRIDGE.

PHASE 2A CONSTRUCTION:

1. CONSTRUCT 1'-8" OF NEW BRIDGE DECK AND SBR-1-20 PARAPET ON THE SOUTHBOUND BRIDGE.

LEGEND:

- *DENOTES AREAS TO BE REMOVED PER ITEM 202 - STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN*
- (#) - *PROPOSED BEAM LINE*
- ⟨#⟩ - *EXISTING BEAM LINE*

PHASE CONSTRUCTION DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	5
TOTAL	34
SHEET	P.727
TOTAL	830

HAM-IR 75-1.95

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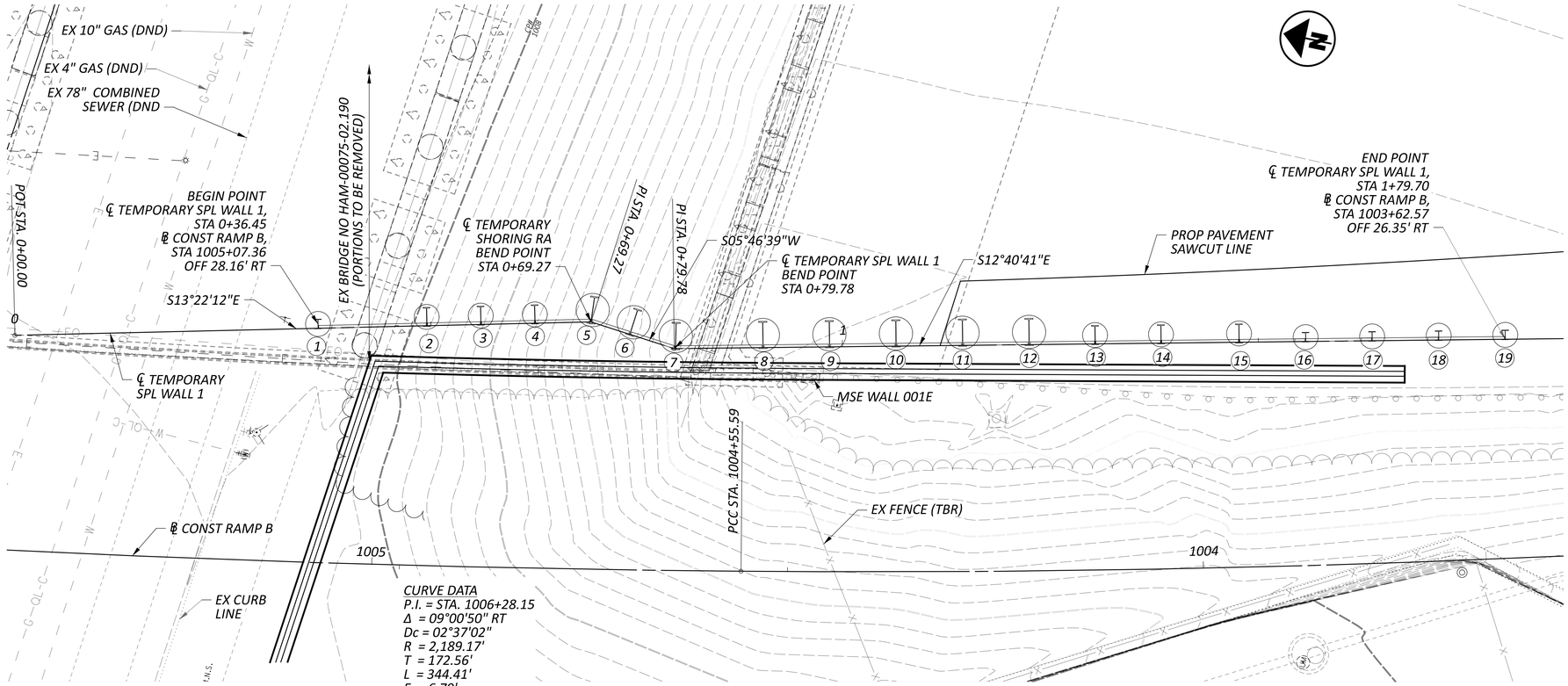
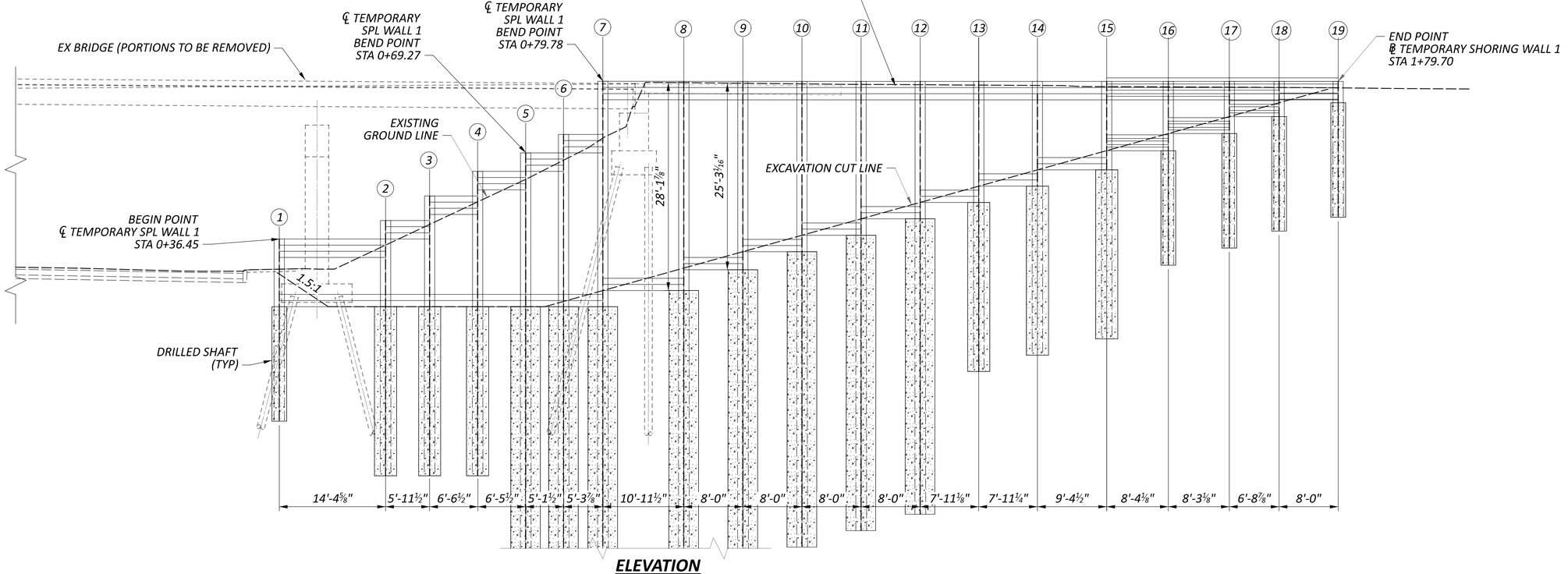


PLAN

(RAMP B BRIDGE AND RAMP NOT SHOWN FOR CLARITY)



ELEVATION

NOTES:

1. SOLDIER PILES AND ATTACHED PLATES SHALL BE ASTM A709 GRADE 50 (MINIMUM YIELD STRENGTH = 50 KSI) STEEL.
2. PAYMENT FOR SOLDIER PILES, DRILLED SHAFTS, LOW STRENGTH MORTAR BACKFILL, AND ALL OTHER ITEMS ASSOCIATED WITH TEMPORARY SHORING WALL CONSTRUCTION SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (TEMPORARY SPL WALL 1), FOR PAYMENT.
3. DRILL ALL SOLDIER PILES PER CMS ITEM 524 FROM THE EXISTING GROUND SURFACE TO THE DESIGN TIP ELEVATION. PLACE THE SOLDIER PILE IN THE EXCAVATED HOLE AND FILL THE DRILLED HOLE TO THE GROUND SURFACE WITH LOW STRENGTH MORTAR.
4. EXCAVATE THE LOW STRENGTH MORTAR IN A TOP-DOWN MANNER TO PERMIT LAGGING INSTALLATION. PERFORM EXCAVATION WITH A SMOOTH PLATE BUCKET TO MINIMIZE OVER EXCAVATION.
5. INSTALL WOOD LAGGING IN TOP-DOWN MANNER. NO MORE THAN 5 FEET OF UNSUPPORTED EXCAVATION SHALL BE EXPOSED AT ANY GIVEN TIME. REDUCE EXCAVATION AS NECESSARY DUE TO WATER OR WEAK SOIL.
6. LAGGING SHALL BE HARDWOOD. MINIMUM THICKNESS DIMENSION SHALL BE 5 INCHES BETWEEN SOLDIER PILE 7 & 8. MINIMUM THICKNESS DIMENSION SHALL BE 4 INCHES BETWEEN ALL OTHER SOLDIER PILES.

LEGEND:

(#) - SOLDIER PILE NUMBER

TEMPORARY SHORING PLAN - TEMPORARY SPL WALL 1

BRIDGE NO. HAM-00075-02.190
IR 75 OVER BANK STREET

HAM-IR 75-1.95

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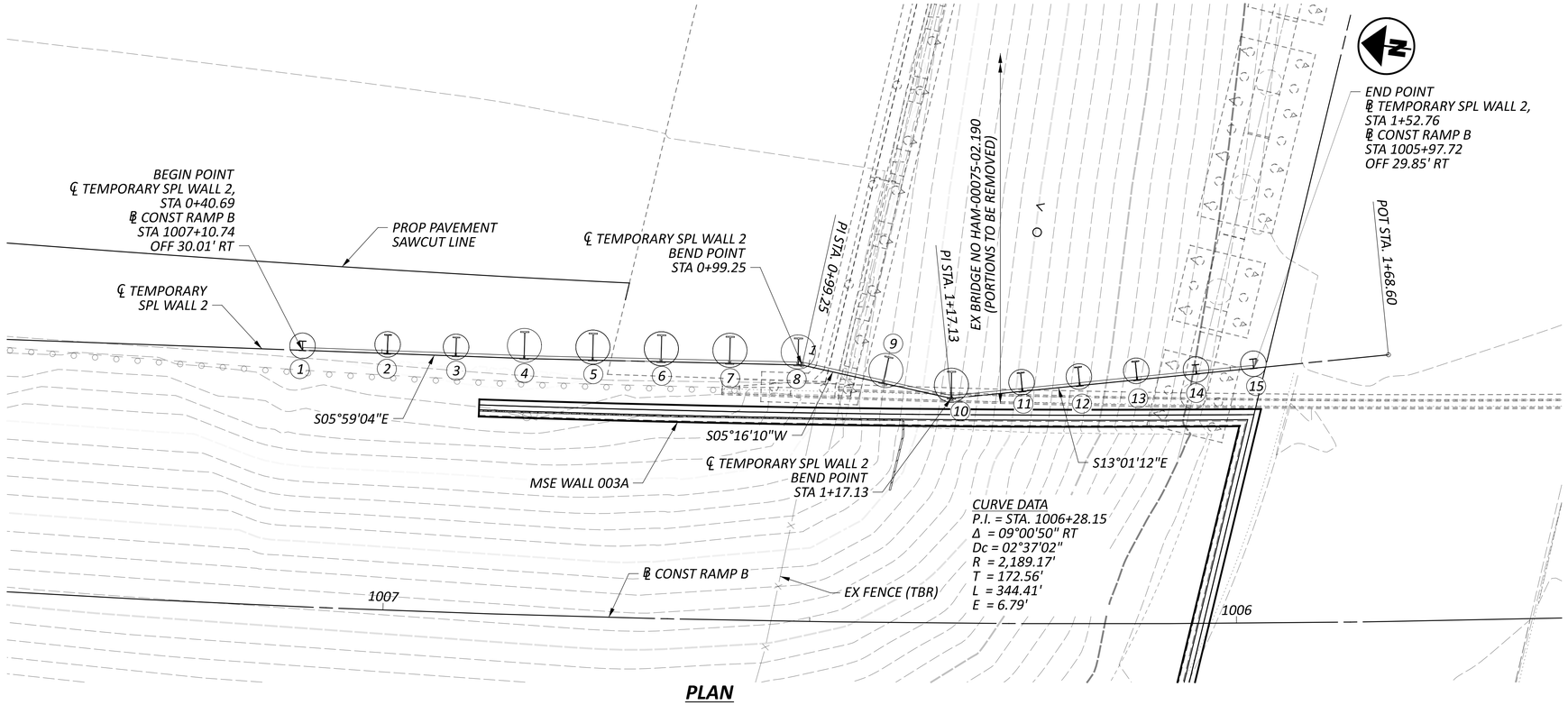
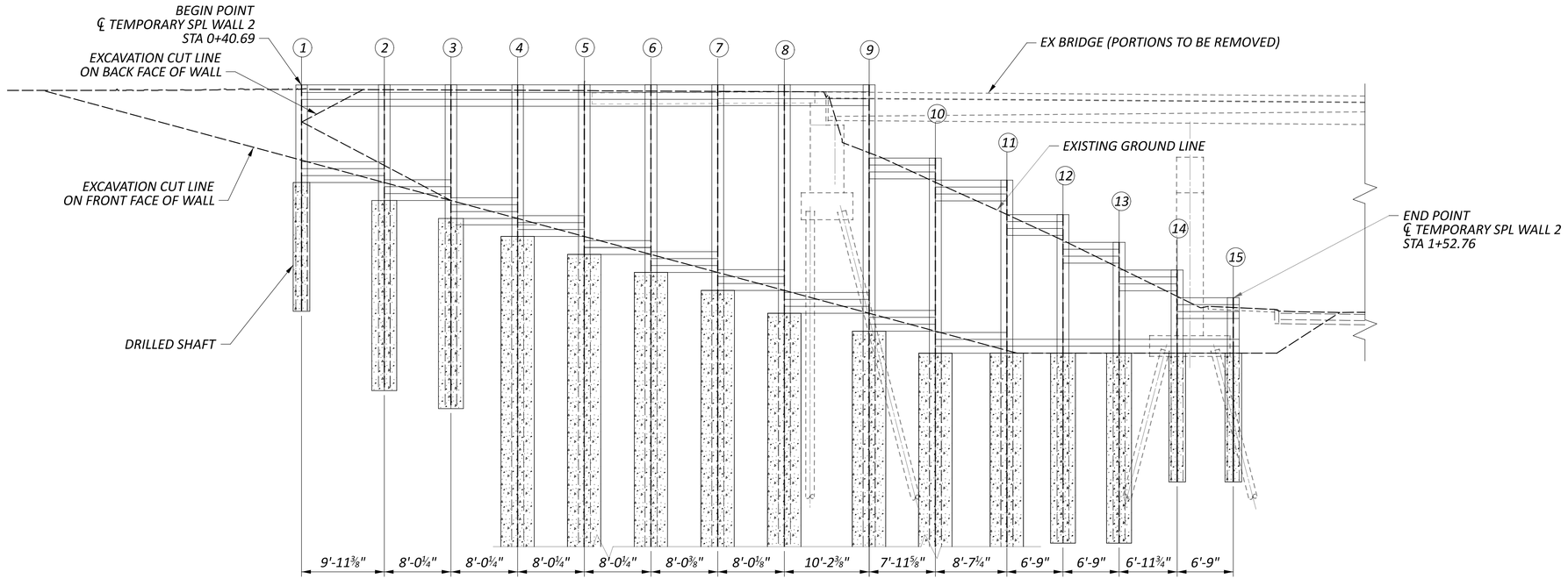
SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	6
TOTAL	34
SHEET	P.728
TOTAL	830



PLAN



ELEVATION

NOTES:

1. SOLDIER PILES AND ATTACHED PLATES SHALL BE ASTM A709 GRADE 50 (MINIMUM YIELD STRENGTH = 50 KSI) STEEL.
2. PAYMENT FOR SOLDIER PILES, DRILLED SHAFTS, LOW STRENGTH MORTAR BACKFILL, AND ALL OTHER ITEMS ASSOCIATED WITH TEMPORARY SHORING WALL CONSTRUCTION SHALL BE INCLUDED IN THE CONTRACT LUM SUM PRICE FOR ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (TEMPORARY SPL WALL 2), FOR PAYMENT.
3. DRILL ALL SOLDIER PILES PER CMS ITEM 524 FROM THE EXISTING GROUND SURFACE TO THE DESIGN TIP ELEVATION. PLACE THE SOLDIER PILE IN THE EXCAVATED HOLE AND FILL THE DRILLED HOLE TO THE GROUND SURFACE WITH LOW STRENGTH MORTAR.
4. EXCAVATE THE LOW STRENGTH MORTAR IN A TOP-DOWN MANNER TO PERMIT LAGGING INSTALLATION. PERFORM EXCAVATION WITH A SMOOTH PLATE BUCKET TO MINIMIZE OVER EXCAVATION.
5. INSTALL WOOD LAGGING IN TOP-DOWN MANNER. NO MORE THAN 5 FEET OF UNSUPPORTED EXCAVATION SHALL BE EXPOSED AT ANY GIVEN TIME. REDUCE EXCAVATION AS NECESSARY DUE TO WATER OR WEAK SOIL.
6. LAGGING SHALL BE HARDWOOD. MINIMUM THICKNESS DIMENSION SHALL BE 5 INCHES BETWEEN SOLDIER PILE 8 & 9. MINIMUM THICKNESS DIMENSION SHALL BE 4 INCHES BETWEEN ALL OTHER SOLDIER PILES.

LEGEND:

(#) - SOLDIER PILE NUMBER

TEMPORARY SHORING FORWARD ABUTMENT
BRIDGE NO. HAM-00075-02.190
IR 75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	7
TOTAL	34
SHEET	P.729
TOTAL	830

HAM-IR 75-1.95

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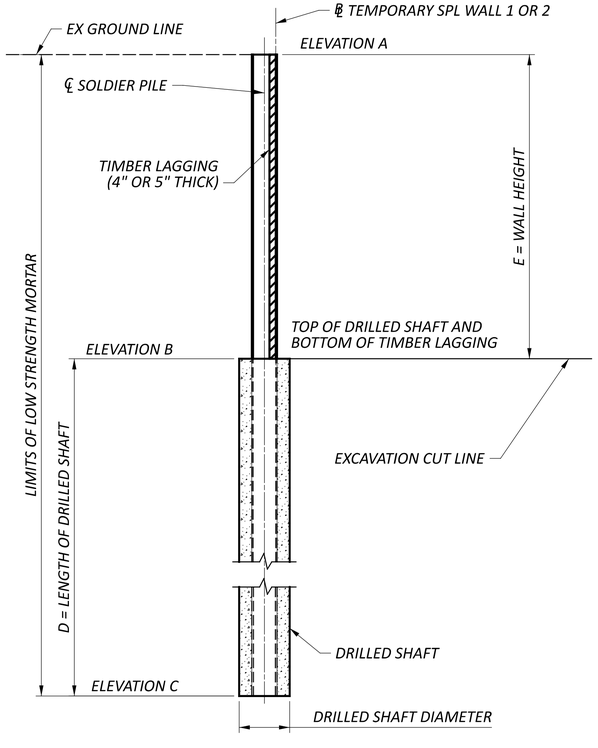
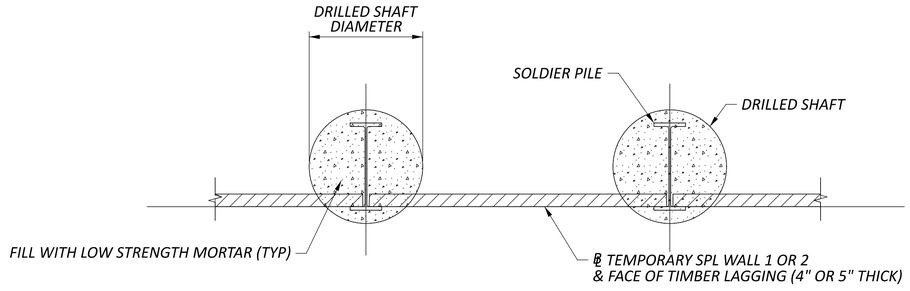
REAR ABUTMENT TEMPORARY SOLDIER PILE WALL DATA TABLE									
SOLDIER PILE NUMBER	STA (ALONG CL TEMP SHORING RA)	OFFSET (ALONG CL TEMP SHORING RA)	TOP OF SOLDIER PILE WALL ELEVATION A	TOP OF DRILLED SHAFT ELEVATION B	PILE TIP ELEVATION C	LENGTH OF DRILLED SHAFT D	WALL HEIGHT E	SOLDIER PILE SIZE	DRILLED SHAFT DIAMETER (INCHES)
1	0+36.45	0.52' LT	496.88	487.71	472.21	15.50	9.17	W14x61	24.00
2	0+49.54	1.06' LT	499.38	487.71	459.71	28.00	11.67	W27x129	36.00
3	0+56.04	1.06' LT	502.71	487.71	459.71	28.00	15.00	W27x129	36.00
4	0+62.54	1.06' LT	506.04	487.71	459.71	28.00	18.33	W27x129	36.00
5	0+69.29	1.44' LT	508.54	487.71	447.71	40.00	20.83	W40x183	48.00
6	0+74.17	1.52' LT	511.04	487.71	447.71	40.00	23.33	W40x183	48.00
7	0+79.49	1.50' LT	518.23	487.71	442.71	45.00	30.52	W40x278	48.00
8	0+90.45	1.52' LT	518.23	489.90	444.90	45.00	28.33	W40x278	48.00
9	0+98.45	1.52' LT	518.23	492.71	447.71	45.00	25.52	W40x278	48.00
10	1+06.45	1.52' LT	518.23	495.16	455.16	40.00	23.07	W40x183	48.00
11	1+14.45	1.52' LT	518.23	497.39	457.39	40.00	20.84	W40x183	48.00
12	1+22.45	1.52' LT	518.23	499.61	459.61	40.00	18.62	W40x183	48.00
13	1+30.38	1.06' LT	518.23	501.83	473.83	28.00	16.40	W27x129	36.00
14	1+38.31	1.06' LT	518.23	504.03	476.03	28.00	14.20	W27x129	36.00
15	1+47.70	1.06' LT	518.23	506.24	478.24	28.00	11.99	W27x129	36.00
16	1+55.70	0.52' LT	518.23	508.83	493.33	15.50	9.40	W14x61	24.00
17	1+63.70	0.52' LT	518.23	511.16	495.66	15.50	7.07	W14x61	24.00
18	1+71.70	0.52' LT	518.23	513.46	497.96	15.50	4.77	W14x61	24.00
19	1+79.70	0.52' LT	518.23	515.33	499.83	15.50	2.90	W14x61	24.00

FORWARD ABUTMENT TEMPORARY SOLDIER PILE WALL DATA TABLE									
SOLDIER PILE NUMBER	STA (ALONG CL TEMP SHORING RA)	OFFSET (ALONG CL TEMP SHORING RA)	TOP OF SOLDIER PILE WALL ELEVATION A	TOP OF DRILLED SHAFT ELEVATION B	PILE TIP ELEVATION C	LENGTH OF DRILLED SHAFT D	WALL HEIGHT E	SOLDIER PILE SIZE	DRILLED SHAFT DIAMETER (INCHES)
1	0+40.69	0.52' LT	520.23	508.46	492.96	15.50	11.77	W14x61	24.00
2	0+50.64	1.06' LT	520.23	506.30	478.30	28.00	13.93	W27x129	36.00
3	0+58.66	1.06' LT	520.23	504.13	476.13	28.00	16.10	W27x129	36.00
4	0+66.66	1.52' LT	520.23	501.97	461.97	40.00	18.26	W40x183	48.00
5	0+74.70	1.52' LT	520.23	499.81	459.81	40.00	20.42	W40x183	48.00
6	0+82.72	1.52' LT	520.23	497.64	452.64	45.00	22.59	W40x183	48.00
7	0+90.75	1.52' LT	520.23	495.48	450.48	45.00	24.75	W40x278	48.00
8	0+98.75	1.52' LT	520.23	492.73	447.73	45.00	27.50	W40x278	48.00
9	1+08.96	1.52' LT	520.23	490.58	445.58	45.00	29.65	W40x278	48.00
10	1+16.83	1.51' LT	511.41	487.92	447.92	40.00	23.49	W40x183	48.00
11	1+25.52	1.06' LT	508.76	487.92	447.92	40.00	20.84	W40x183	48.00
12	1+32.27	1.06' LT	504.60	487.92	459.92	28.00	16.68	W27x129	36.00
13	1+39.02	1.06' LT	501.27	487.92	459.92	28.00	13.35	W27x129	36.00
14	1+46.01	0.52' LT	497.93	487.92	472.42	15.50	10.01	W14x61	24.00
15	1+52.76	0.52' LT	494.60	487.92	472.42	15.50	6.68	W14x61	24.00



SOLDIER PILE WALL TYPICAL SECTION



SOLDIER PILE WALL TYPICAL

NOTES:

1. *FOR PLAN AND PROFILE VIEWS, SEE SHEET* 6/34 *TO* 7/34.

TEMPORARY SHEETING DETAILS
BRIDGE NO. HAM-00075-02.190
IR 75 OVER BANK STREET

SFN 3109364

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
AI	RJE

REVIEWER TDA 11/02/26

PROJECT ID 114161

SUBSET	TOTAL
8	34

SHEET	TOTAL
P.730	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:30:15 AM USER: aibrahimkhail
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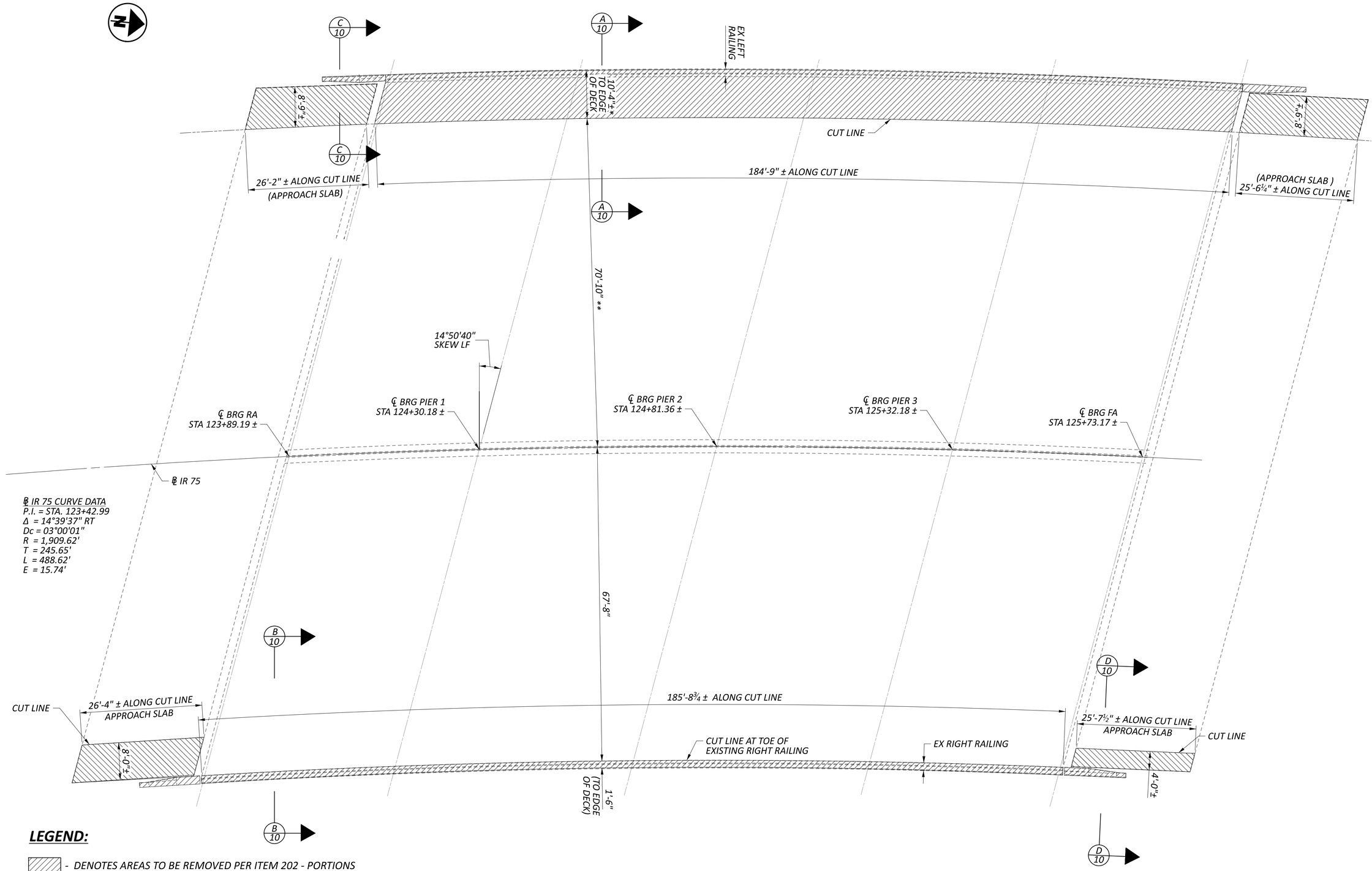

LEGEND:

- ▨ - DENOTES AREAS TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN
- ▨ - DENOTES AREAS TO BE REMOVED PER ITEM 202- APPROACH SLAB REMOVED
- * - MEASURED RADIALLY
- ** - MEASURED RADIALLY AND TO THE ℄ IR 75

EXISTING BRIDGE DECK AND APPROACH SLAB REMOVAL PLAN

NOTES:

1. FOR PIER REMOVAL DETAILS SEE SHEET 15/34.
2. FOR ABUTMENT REMOVAL DETAILS SEE SHEET 11/34 TO 14/34.

DECK REMOVAL PLAN
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMHT
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	9
TOTAL	34
SHEET	P.731
TOTAL	830

HAM-IR 75-1.95

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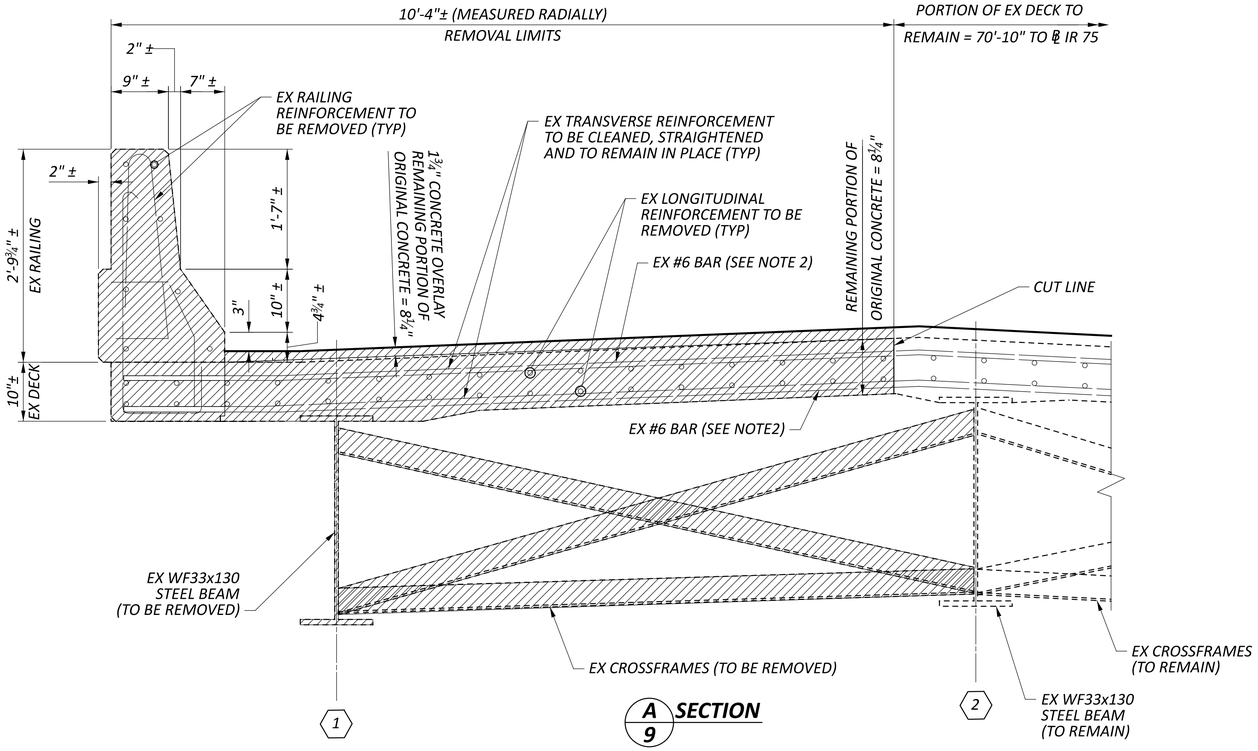
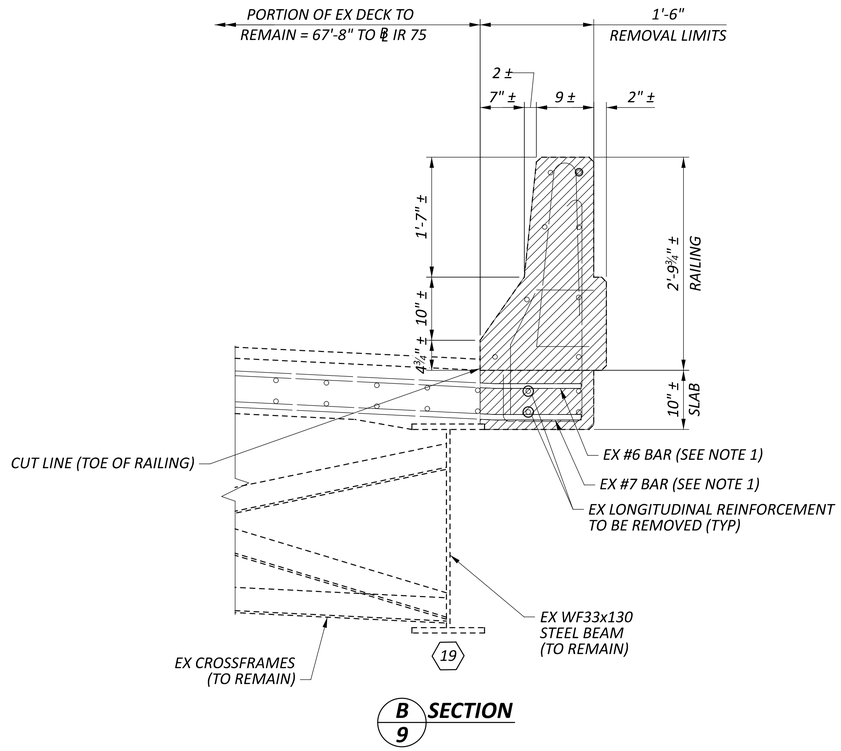
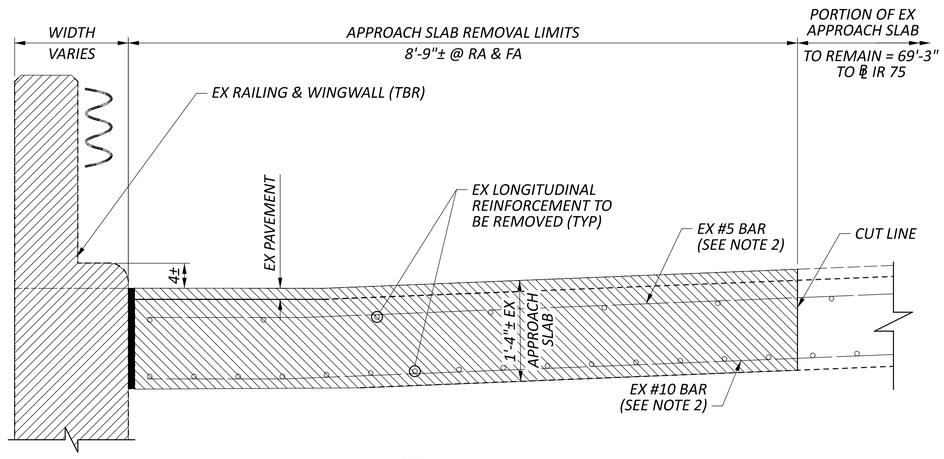


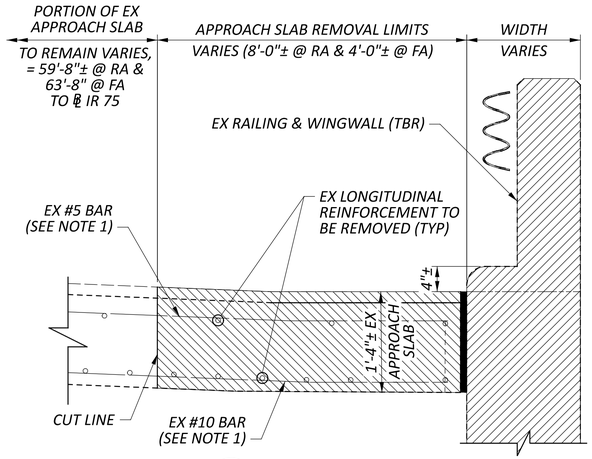
A/9 SECTION



B/9 SECTION



C/9 SECTION



D/9 SECTION

LEGEND:

- DENOTES AREAS TO BE REMOVED PER ITEM 202 - PORTION OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN
- DENOTES AREAS TO BE REMOVED PER ITEM 202- APPROACH SLAB REMOVED
- (#) - EXISTING BEAM LINE

NOTES

1. SALVAGE A PORTION OF THE EXISTING #6 AND #7 TRANSVERSE BARS TO APPLY MECHANICAL CONNECTORS.
2. FIELD TRIM AND SALVAGE A PORTION OF THE EXISTING TRANSVERSE BARS TO BE INCORPORATED INTO THE PROPOSED DECK EDGE. FIELD BEND AS NECESSARY TO MAINTAIN REQUIRED CLEARANCES IN THE DECK AND APPROACH SLAB.

DECK AND APPROACH SLAB REMOVAL DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	RJE
CHECKER	TDA
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	10
TOTAL	34
SHEET	P.732
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:33:40 AM USER: aibrahimkhail
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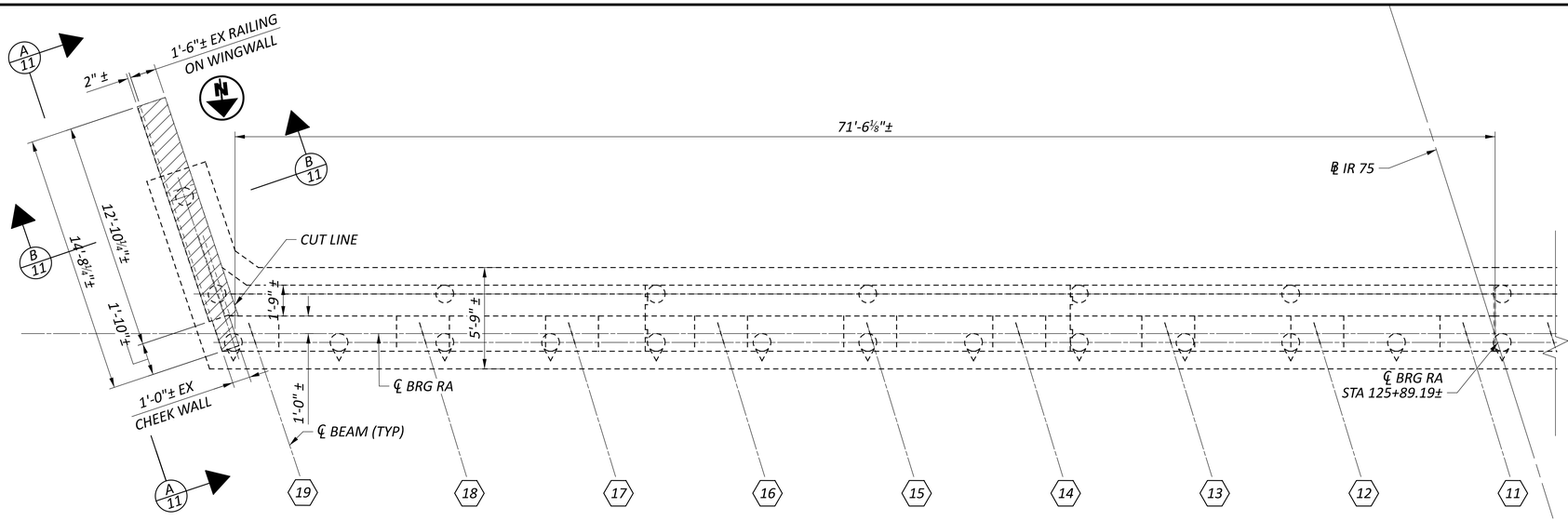
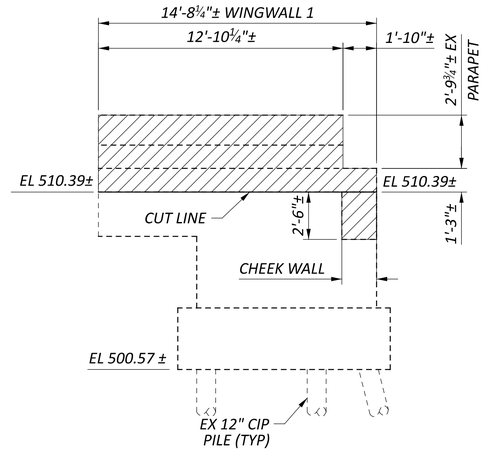
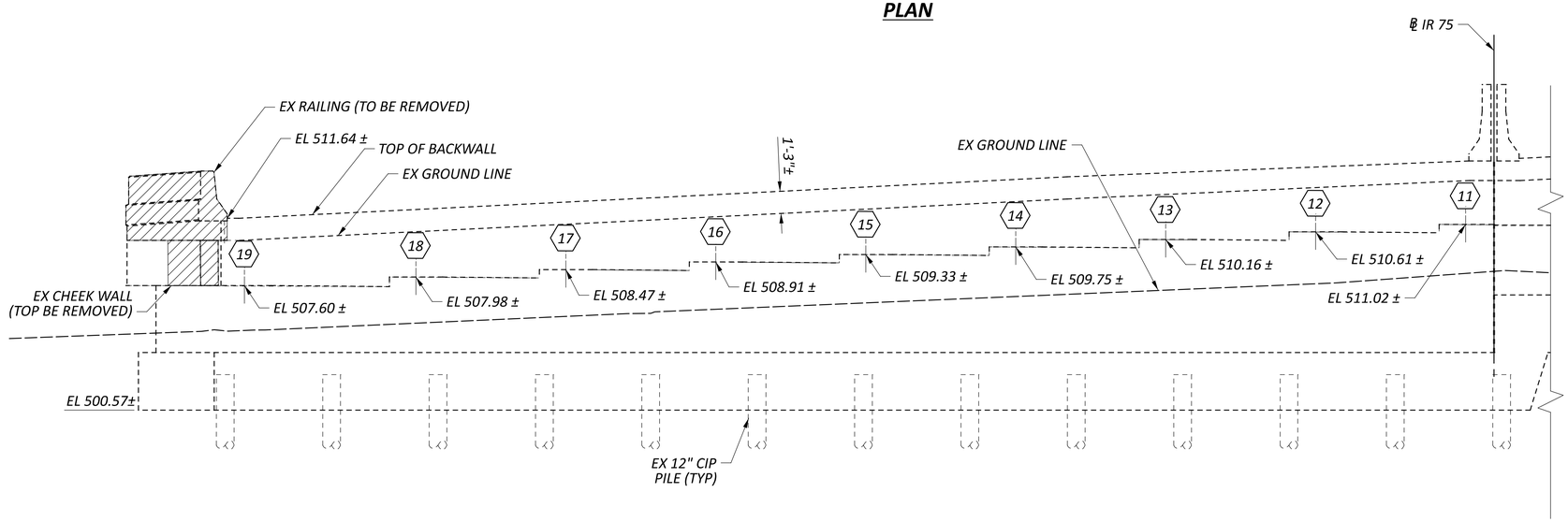


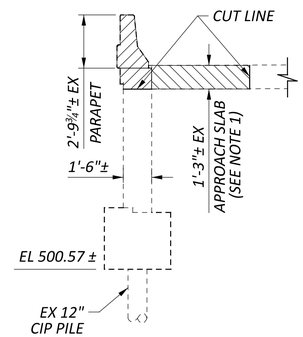
PLAN



A 11 VIEW



ELEVATION



B 11 SECTION

NOTES:

1. SEE SHEET 9/34 FOR APPROACH SLAB REMOVAL LIMITS.

LEGEND:

- ▨ - DENOTES AREAS TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- ▨ - DENOTES AREAS OF APPROACH SLAB TO BE REMOVED PER ITEM 202 - APPROACH SLAB REMOVED
- ◌ - EX 12" DIA CAST-IN-PLACE REINFORCED CONCRETE VERTICAL PILE
- ◌ - EX 12: DIA CAST-IN-PLACE REINFORCED CONCRETE BATTER 1:4 PILE
- (#) - EXISTING BEAM LINE

REAR ABUTMENT - NORTHBOUND REMOVAL DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	11
TOTAL	34
SHEET	P.733
TOTAL	830

HAM-IR 75-1.95

MODEL: Rear Abut - NB Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:40:11 AM USER: albrahimkhail
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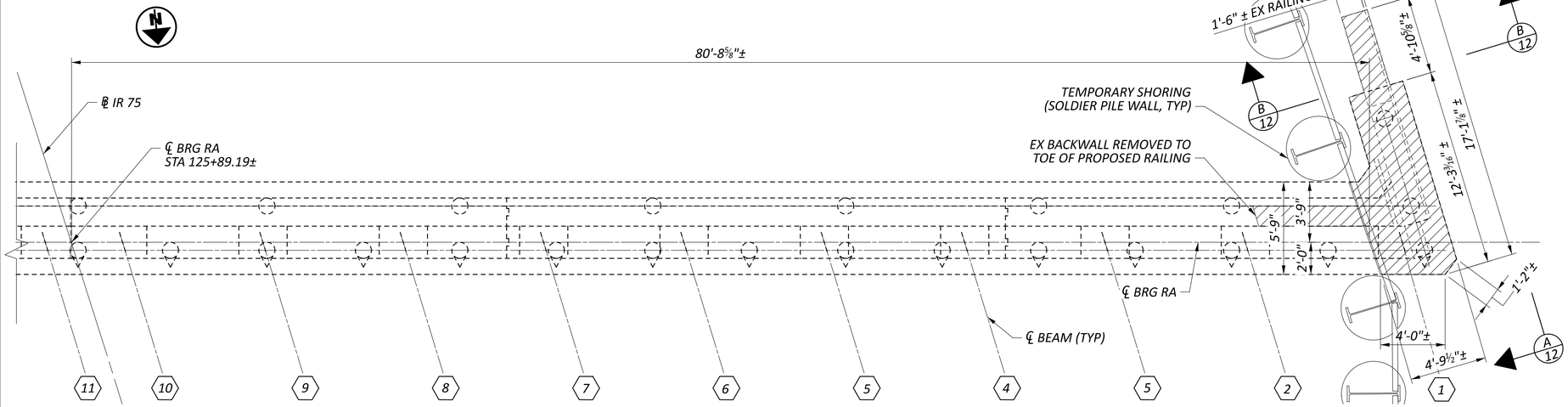
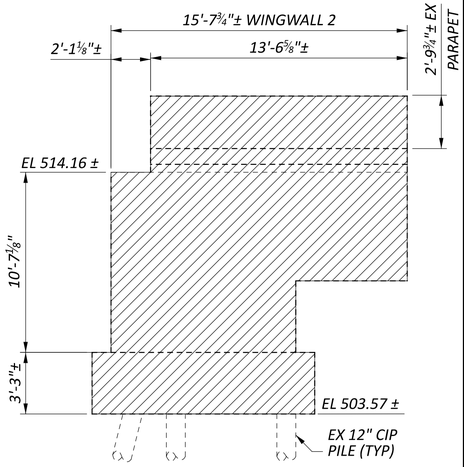
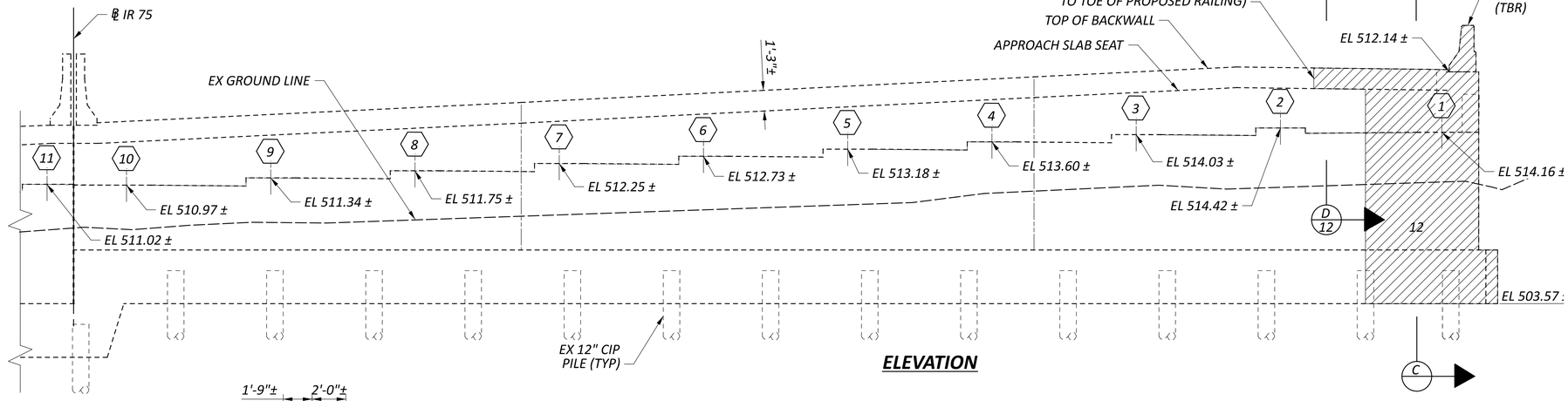


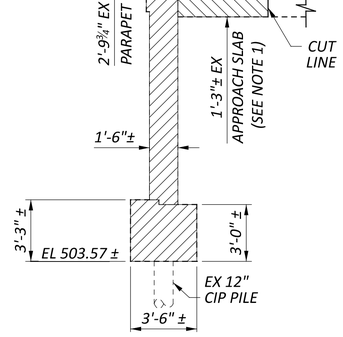
PLAN



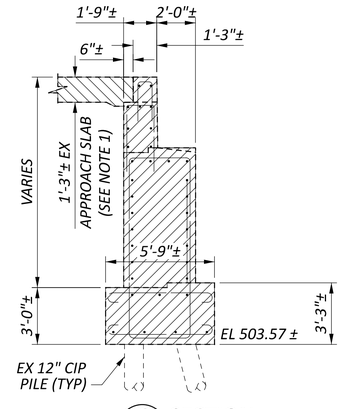
A 12 VIEW



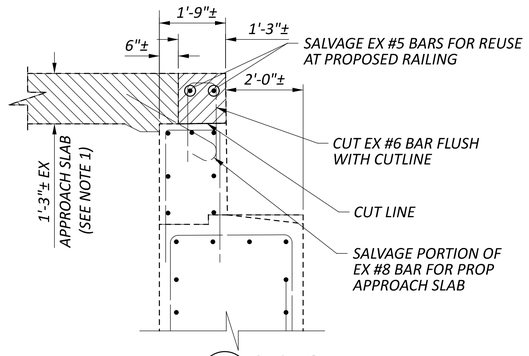
ELEVATION



B 12 SECTION



C 12 SECTION



D 12 SECTION

NOTES:

1. SEE SHEET 9/34 FOR APPROACH SLAB REMOVAL LIMITS.

LEGEND:

- ▨ - DENOTES AREAS TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- ▨ - DENOTES AREAS OF APPROACH SLAB TO BE REMOVED PER ITEM 202 - APPROACH SLAB REMOVED
- ◌ - EX 12" DIA CAST-IN-PLACE REINFORCED CONCRETE VERTICAL PILE
- ◌ - EX 12: DIA CAST-IN-PLACE REINFORCED CONCRETE BATTER 1:4 PILE
- ⬡ # - EXISTING BEAM LINE

REAR ABUTMENT - SOUTHBOUND REMOVAL DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	12
TOTAL	34
SHEET	P.734
TOTAL	830

HAM-IR 75-1.95

MODEL: Rear Abut - SB Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:41:54 AM USER: aibrahimkhail
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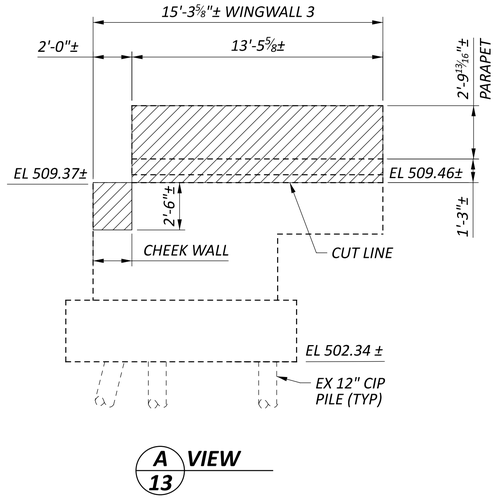
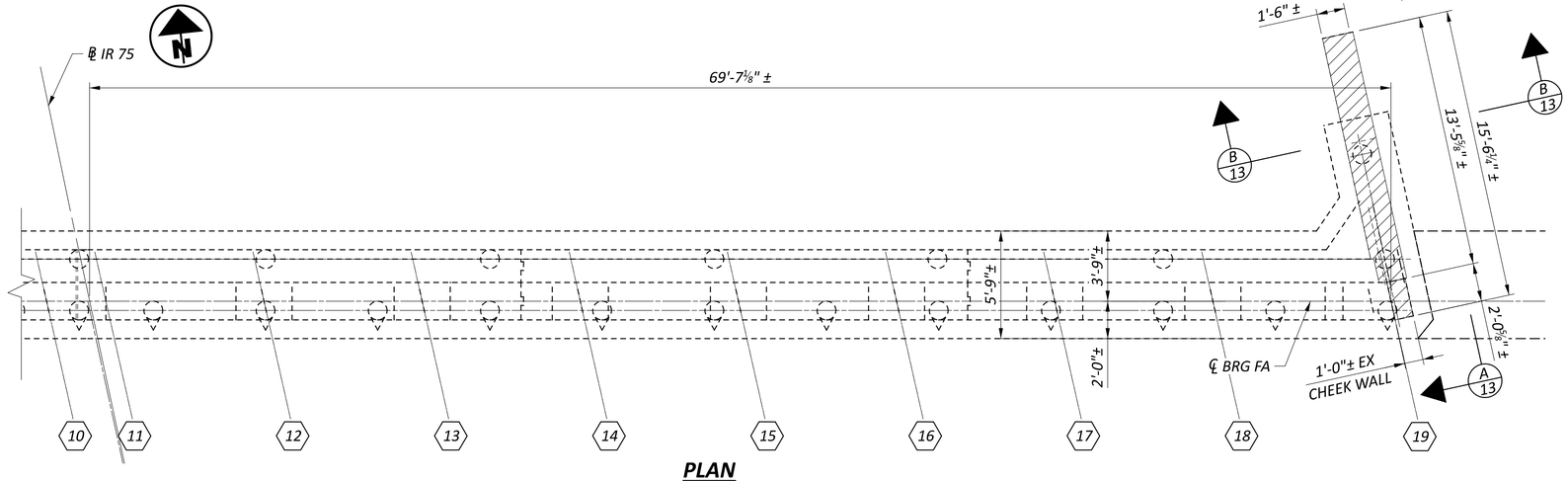
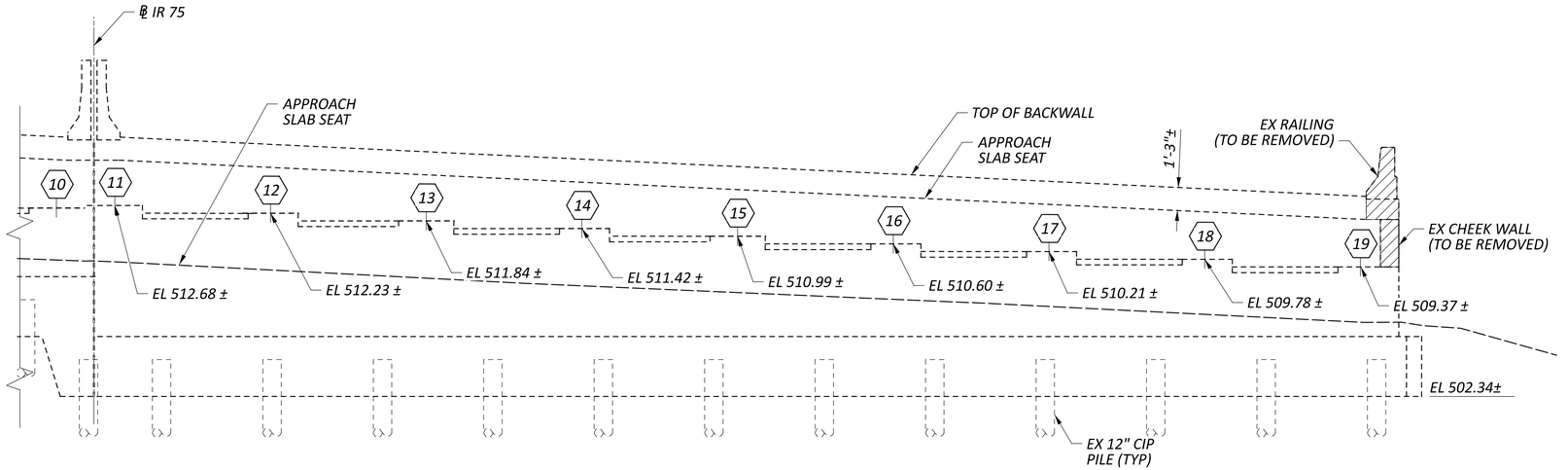


A/13 VIEW

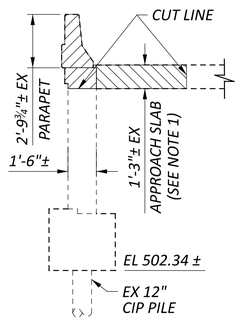


PLAN



ELEVATION

(NORTHBOUND FORWARD ABUTMENT REMOVAL)



B/13 SECTION

NOTES:

1. SEE SHEET 9/34 FOR APPROACH SLAB REMOVAL LIMITS.

LEGEND:

- ▨ - DENOTES AREAS TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- ▨ - DENOTES AREAS OF APPROACH SLAB TO BE REMOVED PER ITEM 202 - APPROACH SLAB REMOVED
- ◌ - EX 12" DIA CAST-IN-PLACE REINFORCED CONCRETE VERTICAL PILE
- ◌ - EX 12: DIA CAST-IN-PLACE REINFORCED CONCRETE BATTER 1:4 PILE
- (#) - EXISTING BEAM LINE

FORWARD ABUTMENT - NORTHBOUND REMOVAL DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	13
TOTAL	34
SHEET	P.735
TOTAL	830

HAM-IR 75-1.95

MODEL: Forward Abut - NB Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:14:40 PM USER: tadams
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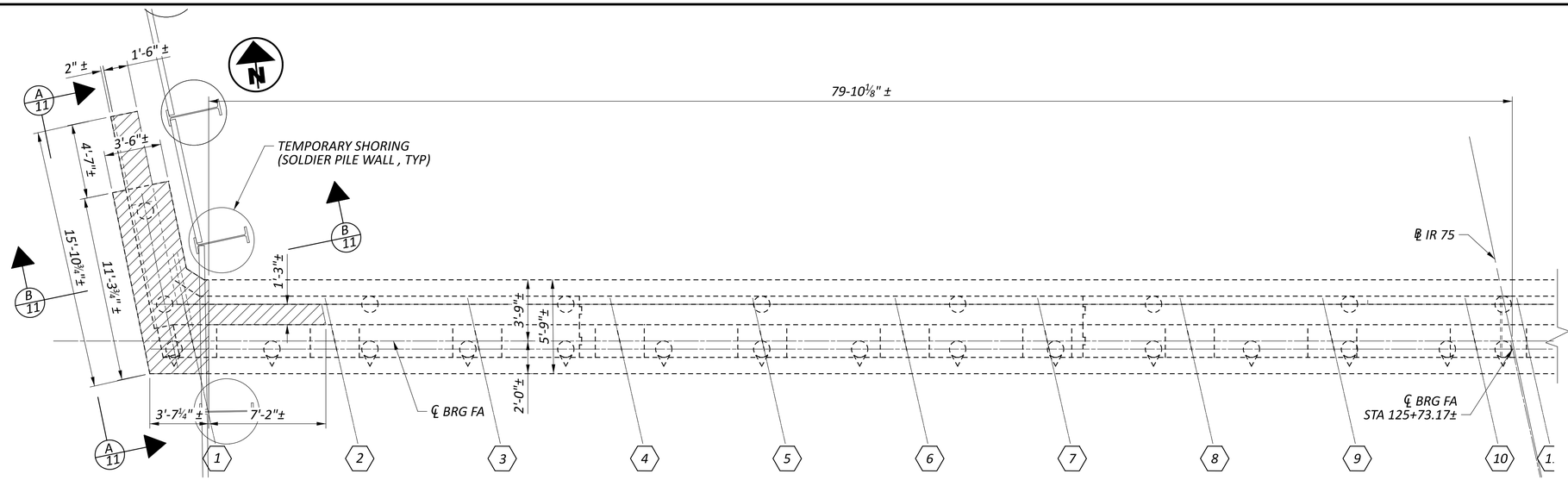
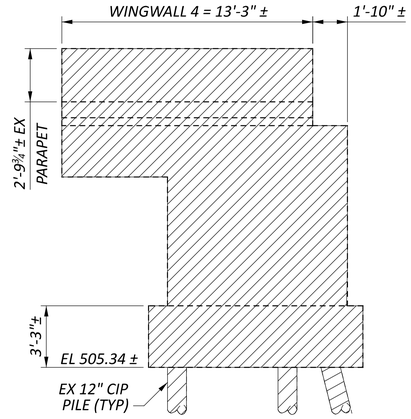
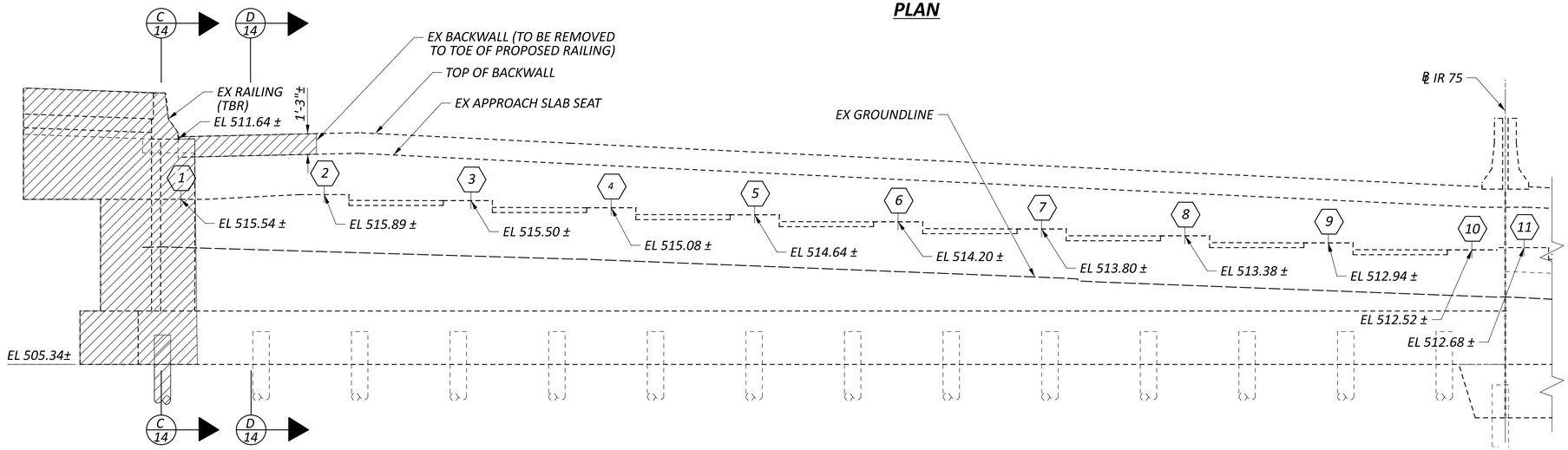


PLAN

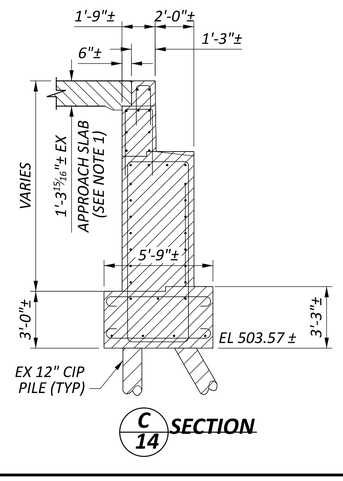


A 14 VIEW

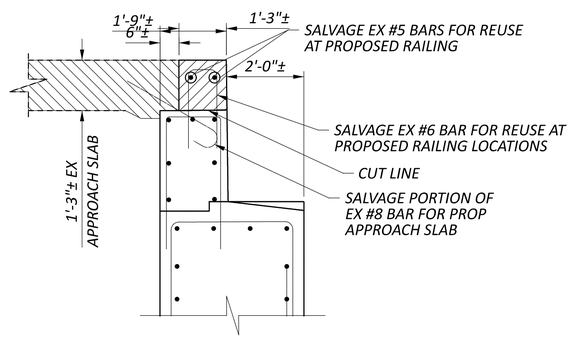


ELEVATION

B 14 SECTION



C 14 SECTION



D 14 SECTION

NOTES:

1. SEE SHEET 9/34 FOR APPROACH SLAB REMOVAL LIMITS.

LEGEND:

- DENOTES AREAS TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- DENOTES AREAS OF APPROACH SLAB TO BE REMOVED PER ITEM 202 - APPROACH SLAB REMOVED
- EX 12" DIA CAST-IN-PLACE REINFORCED CONCRETE VERTICAL PILE
- EX 12: DIA CAST-IN-PLACE REINFORCED CONCRETE BATTER 1:4 PILE
- (#) - EXISTING BEAM LINE

FORWARD ABUTMENT - SOUTHBOUND REMOVAL DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	14
TOTAL	34
SHEET	P.736
TOTAL	830

HAM-IR 75-1.95

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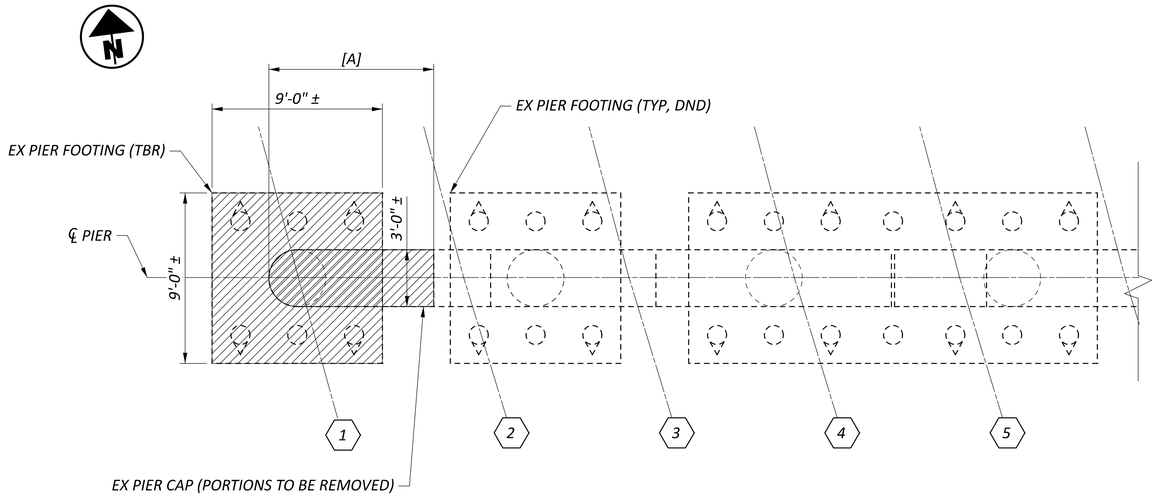
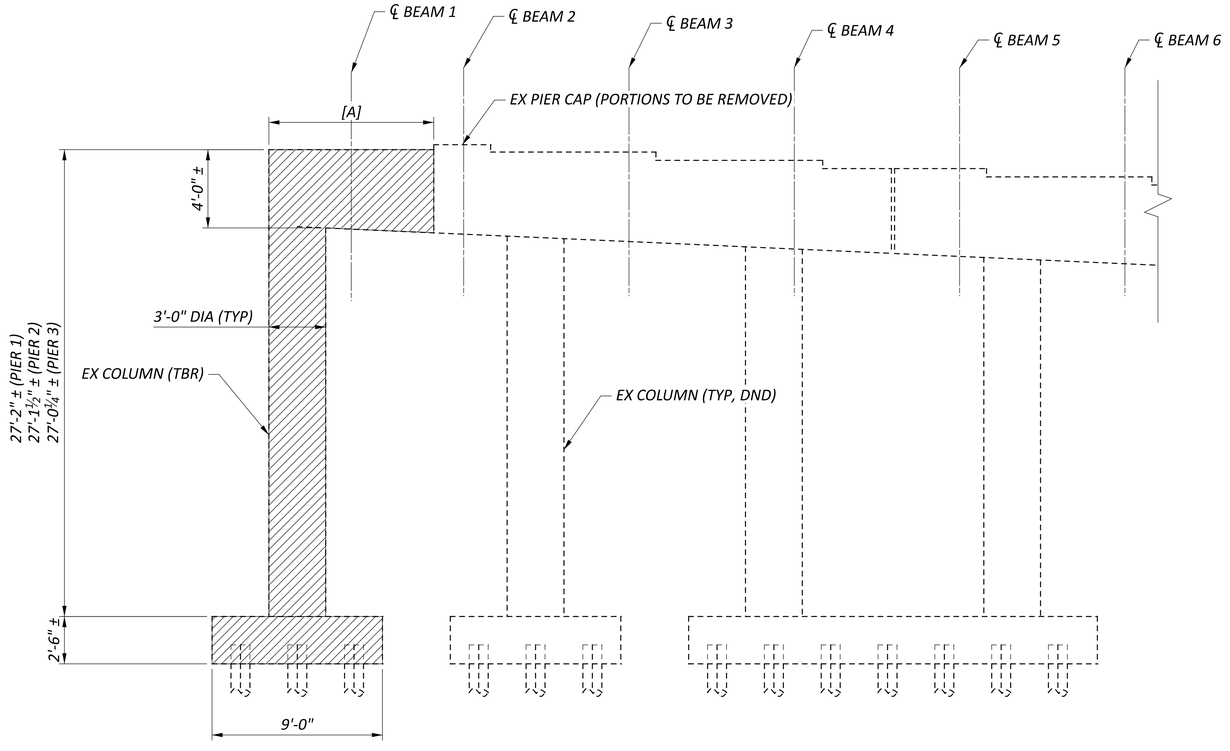


LEGEND:

DIMENSION "[A]"		
PIER 1	PIER 2	PIER 3
8'-8½"	8'-9⅜"	9'-0⅜"

- EX 12" DIA CAST-IN-PLACE REINFORCED CONCRETE VERTICAL PILE
- EX 12" DIA CAST-IN-PLACE REINFORCED CONCRETE BATTER 1:4 PILE
- DENOTES AREAS TO BE REMOVED PER ITEM 202- PORTIONJS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- (X) EXISTING BEAM LINE

TYPICAL EXISTING PIER PLAN



TYPICAL EXISTING PIER ELEVATION

PIER REMOVAL DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	15
TOTAL	34
SHEET	P.737
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:14:54 PM USER: tadams
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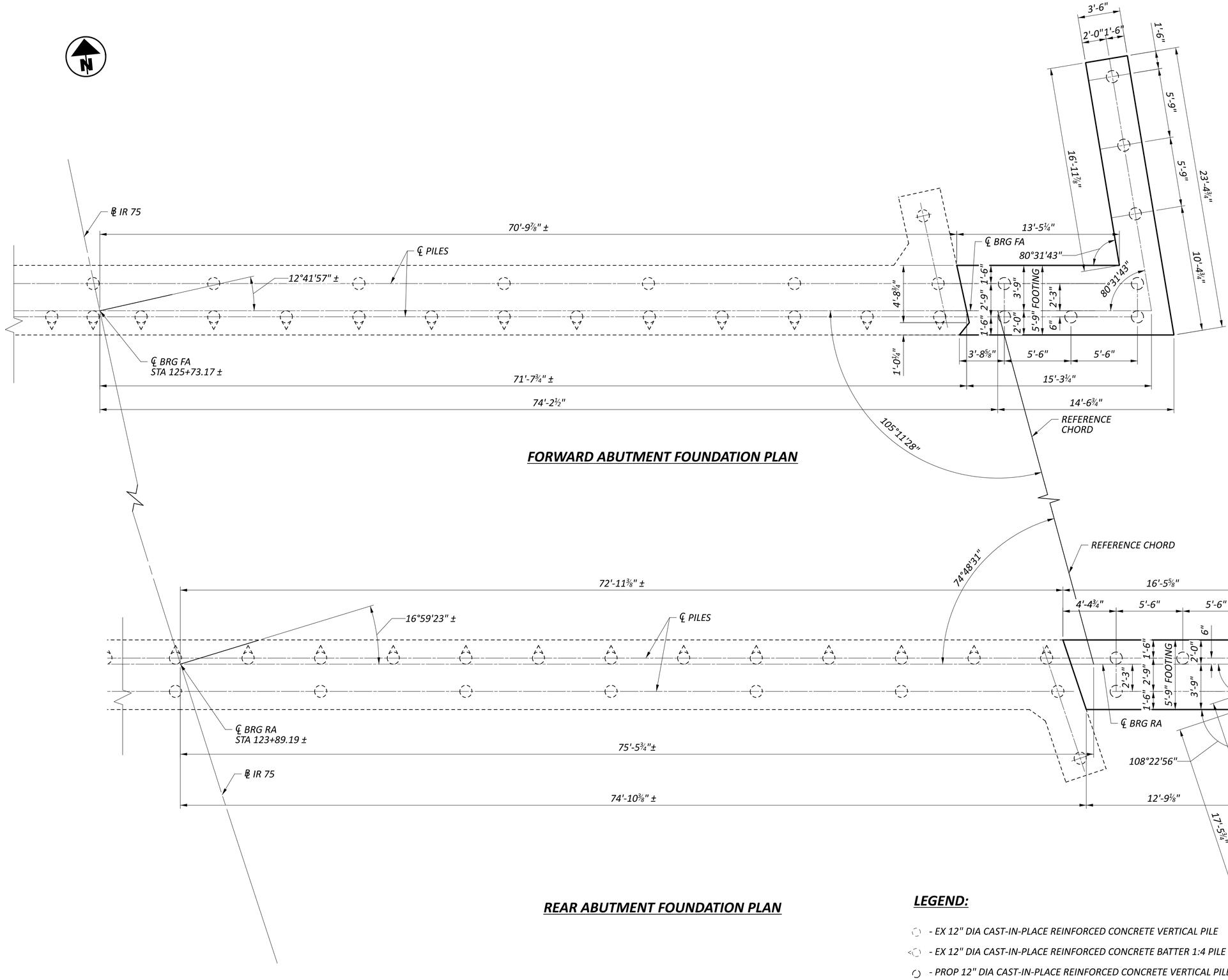

FOUNDATION PLAN
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	16
TOTAL	34
SHEET	P.738
TOTAL	830

HAM-IR 75-1.95

MODEL: Foundation Plan Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:15:04 PM USER: tadams
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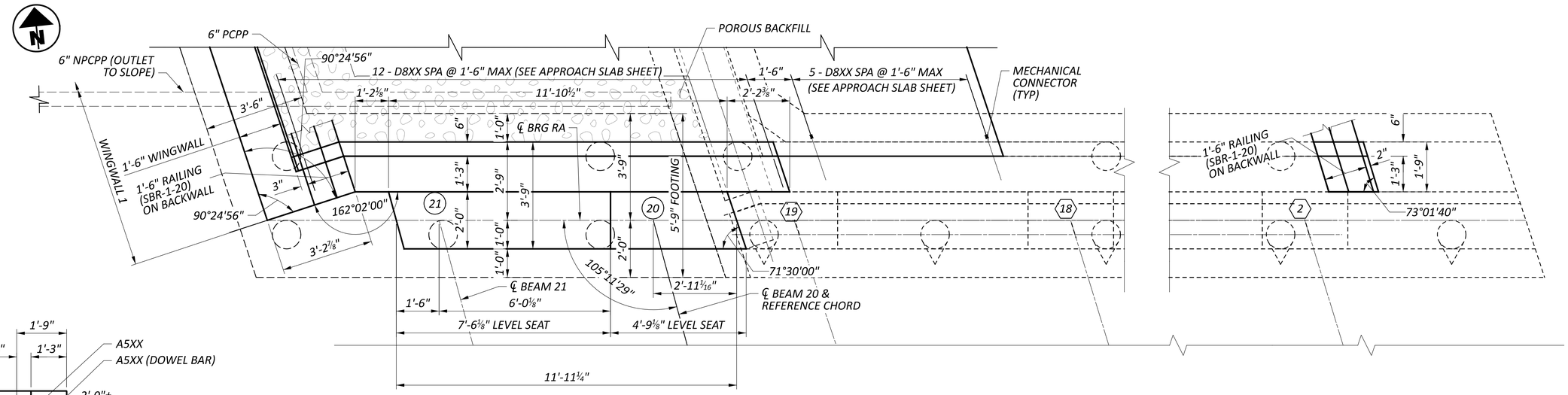
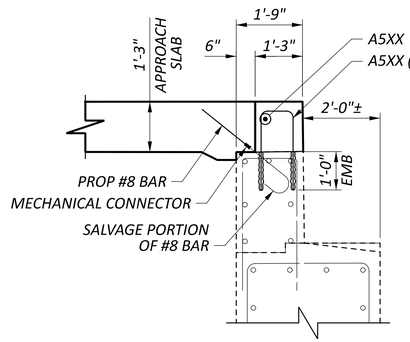
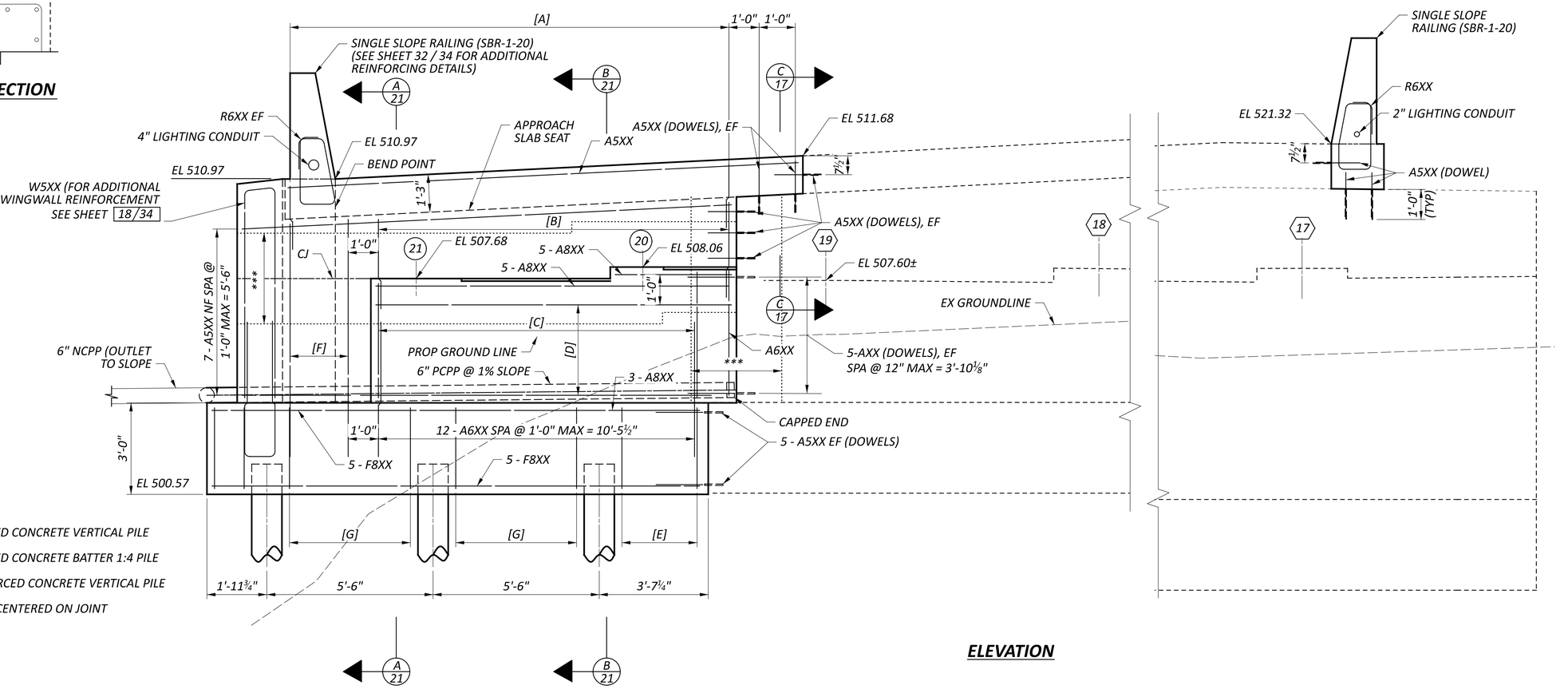


PLAN



C 17 SECTION



ELEVATION

LEGEND:

- [A] - 15 - A5XX SPA @ 1'-0" MAX = 14'-6"
- [B] - 12 - A6XX SPA @ 1'-0" MAX = 11'-8"
- [C] - 11 - A6XX SPA @ 1'-0" MAX = 10'-6"
- [D] - 4 - A5XX NF SPA @ 1'-0" MAX = 3'-0"
- [E] - 4 - F6XX SPA @ 1'-0" MAX = 2'-5⅞"
- [F] - 3 - A6XX SPA @ 1'-0" MAX = 3'-0"
- [G] - 5- F6XX SPA @ 1'-0" MAX = 4'-0"
- ◌ - EX 12" DIA CAST-IN-PLACE REINFORCED CONCRETE VERTICAL PILE
- ◌ - EX 12" DIA CAST-IN-PLACE REINFORCED CONCRETE BATTER 1:4 PILE
- ◌ - PROP 12" DIA CAST-IN-PLACE REINFORCED CONCRETE VERTICAL PILE
- *** - 3'-0" WIDE TYPE 2 WATERPROOFING CENTERED ON JOINT
- (#) - PROPOSED BEAM LINE
- ⟨#⟩ - EXISTING BEAM LINE

REAR ABUTMENT DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	17
TOTAL	34
SHEET	P.739
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:51:12 AM USER: aibrahimkhail
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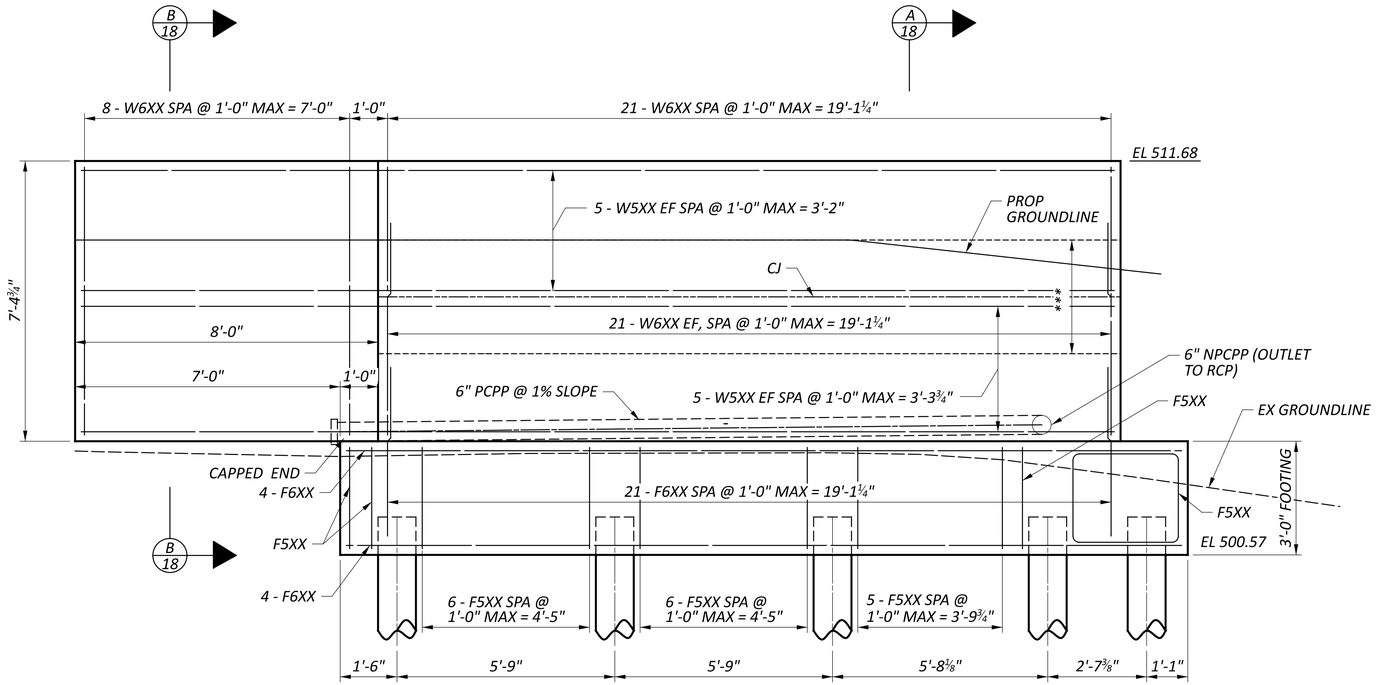
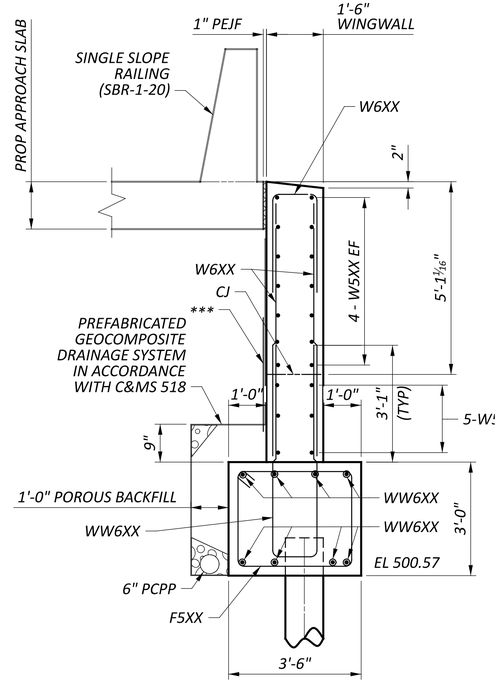
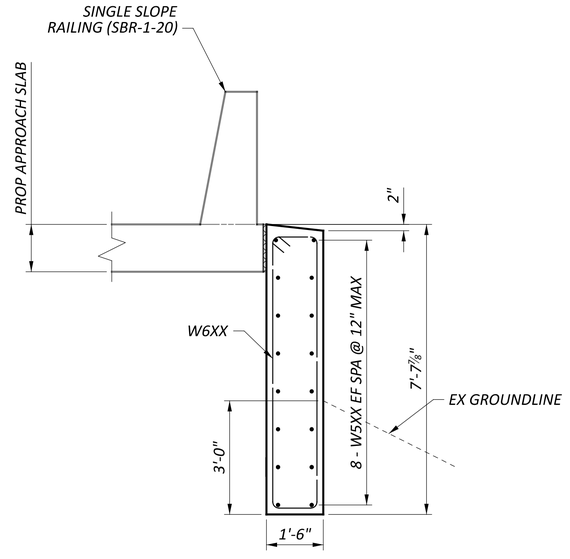


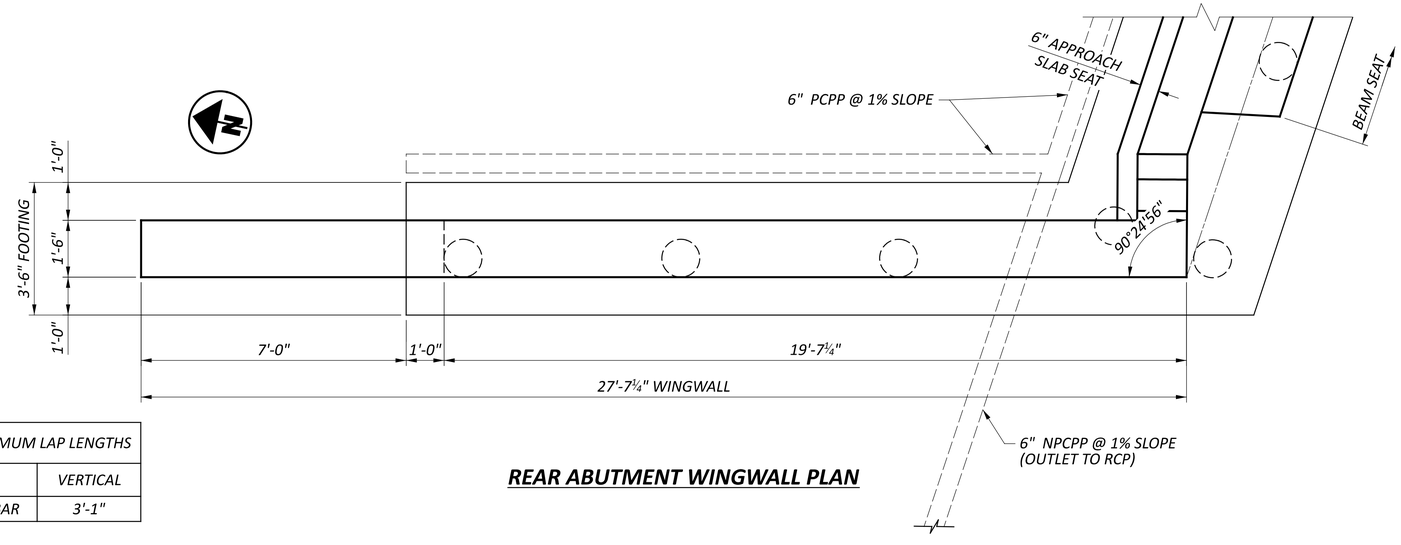
REAR ABUTMENT WINGWALL ELEVATION



A SECTION 18



B SECTION 18



REAR ABUTMENT WINGWALL PLAN

MINIMUM LAP LENGTHS	
	VERTICAL
#6 BAR	3'-1"

REAR ABUTMENT WINGWALL DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN 3109364
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER CAS 11/02/26
PROJECT ID 114161
SUBSET 18 | TOTAL 34
SHEET P.740 | TOTAL 830

HAM-IR 75-1.95

MODEL: RA Wingwall Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:27:37 AM USER: rholden
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LEGEND:

[A] - 3 - A5XX (DOWELS), EF SPA @ 1'-0" MAX = 1'-5"

[B] - 5 - A5XX (DOWELS), EF SPA @ 1'-0" MAX = 3'-10"

[C] - 4 - A5XX (DOWELS), EF SPA @ 1'-0" MAX = 2'-4½ "

[D] - 16 - A5XX SPA @ 1'-0" MAX = 14'-11½"

[E] - 13 - A6XX SPA @ 1'-0" MAX = 11'-9¾"

[F] - 12 - F6XX SPA @ 1'-0" MAX = 10'-8"

[G] - 7- A5XX FF SPA @ 1'-0" MAX = 5'-5¼"

[H] - 4- A6XX SPA @ 1'-0" MAX = 2'-1⅜"

[I] - 4- F6XX SPA @ 1'-0" MAX = 2'-1⅜"

[J] - 4- A5XX, NF SPA @ 1'-0" MAX = 2'-1⅜"

[K] - 12 - A6XX SPA @ 1'-0" MAX = 2'-1⅜"

[L] - 3 - F5XX SPA @ 1'-0" MAX = 1'-10⅞"

[M] - 5 - F5XX SPA @ 1'-0" MAX = 4'-0"

[N] - 4 - F5XX SPA @ 1'-0" MAX = 2'-0¼"

- EX 12" DIA CAST-IN-PLACE REINFORCED CONCRETE VERTICAL PILE

- EX 12" DIA CAST-IN-PLACE REINFORCED CONCRETE BATTER 1:4 PILE

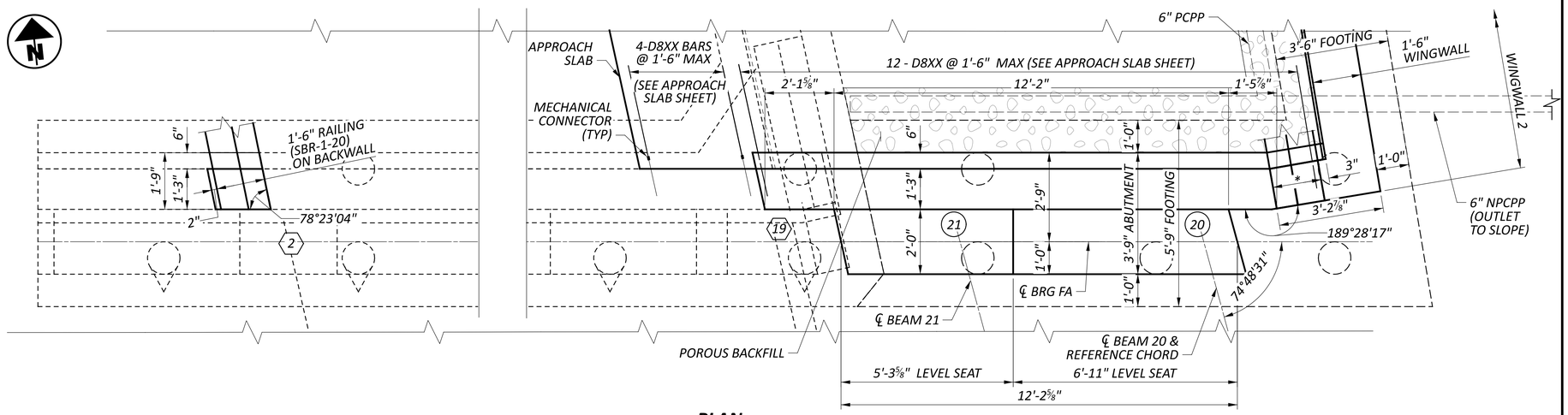
- PROP 12" DIA CAST-IN-PLACE REINFORCED CONCRETE VERTICAL PILE

*** - 3'-0" WIDE TYPE 2 WATERPROOFING CENTERED ON JOINT

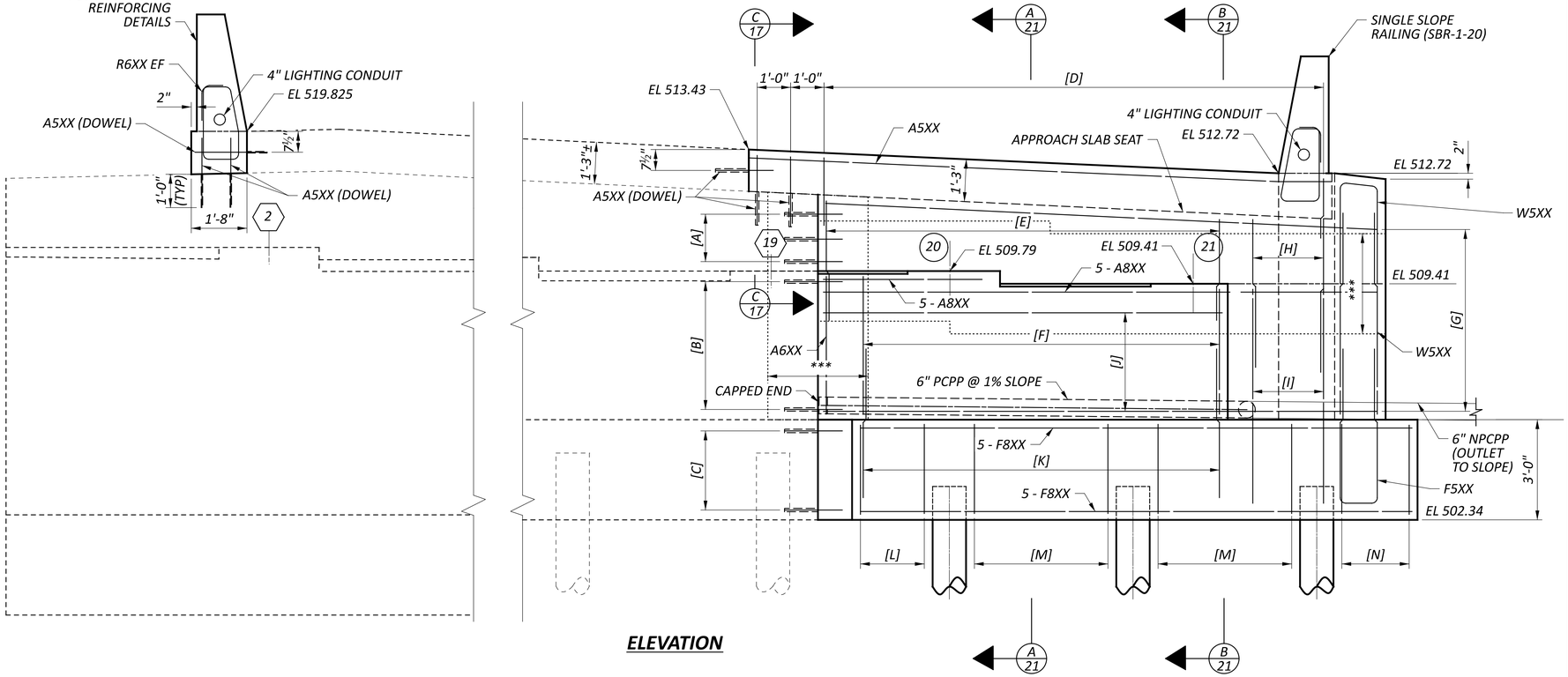
* - RAILING (SBR-1-20) ON BACKWALL

(#) - PROPOSED BEAM LINE

<#> - EXISTING BEAM LINE



PLAN



ELEVATION

FORWARD ABUTMENT DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	19
TOTAL	34
SHEET	P.741
TOTAL	830

HAM-IR 75-1.95

MODEL: FWD Abutment Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:55:01 PM USER: REIy
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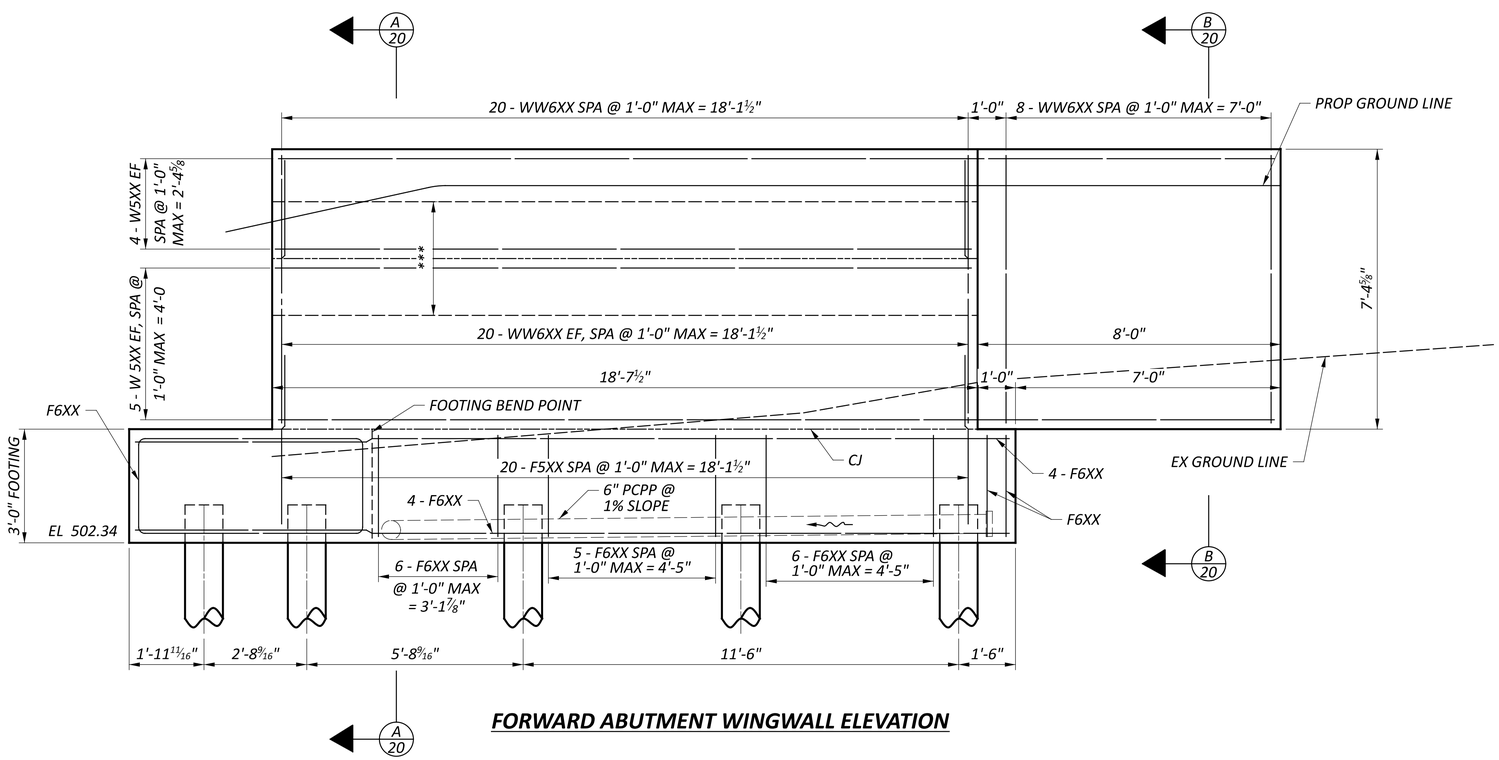
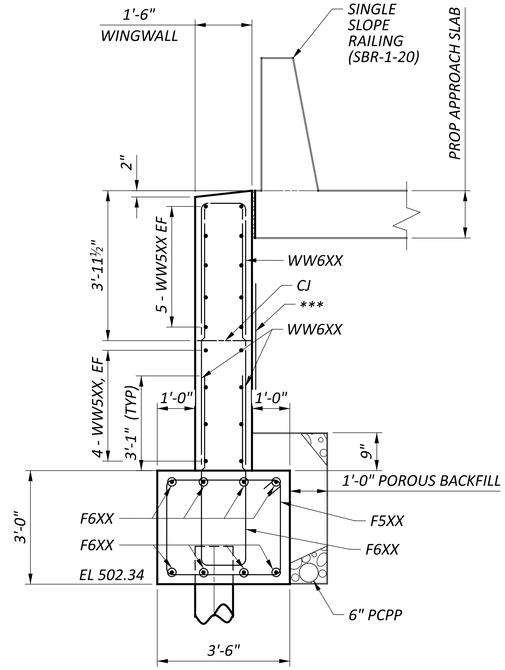
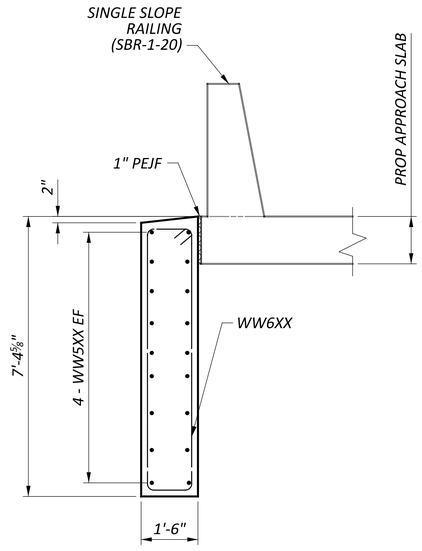


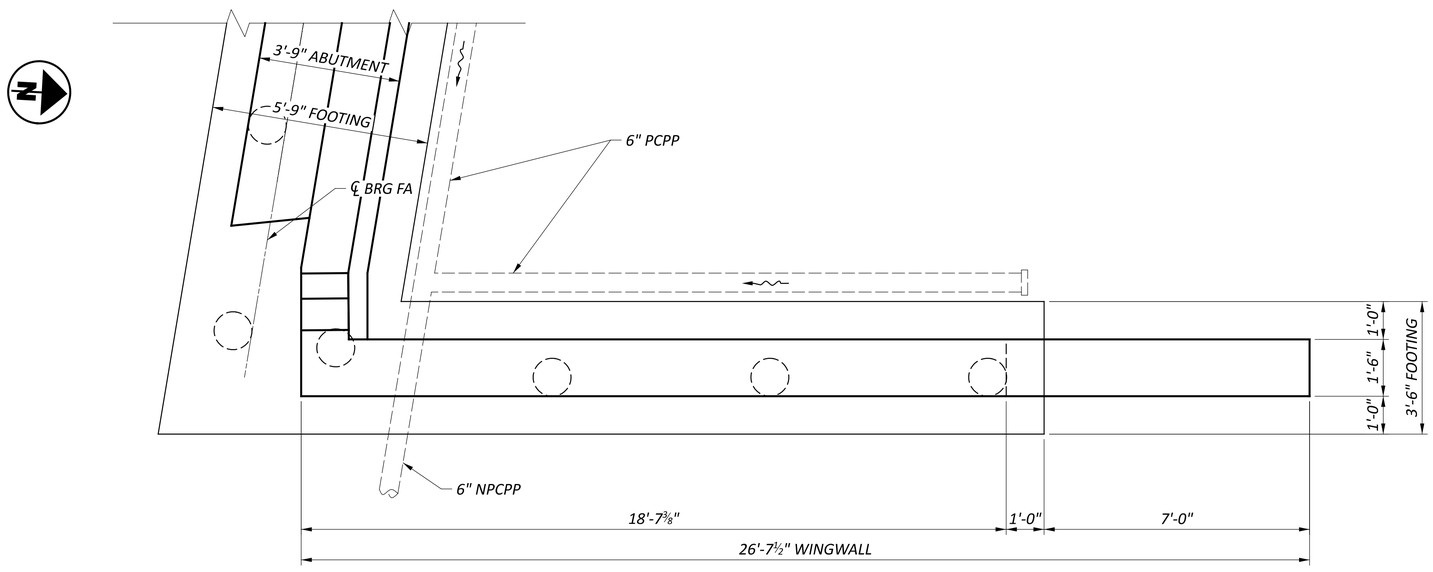
FORWARD ABUTMENT WINGWALL ELEVATION



A 20 SECTION



B 20 SECTION



FORWARD ABUTMENT WINGWALL PLAN

FORWARD ABUTMENT WINGWALL DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	20
TOTAL	34
SHEET	P.742
TOTAL	830

HAM-IR 75-1.95

MODEL: FWD Abut Wingwall Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:57:42 AM USER: alibrahimkhail
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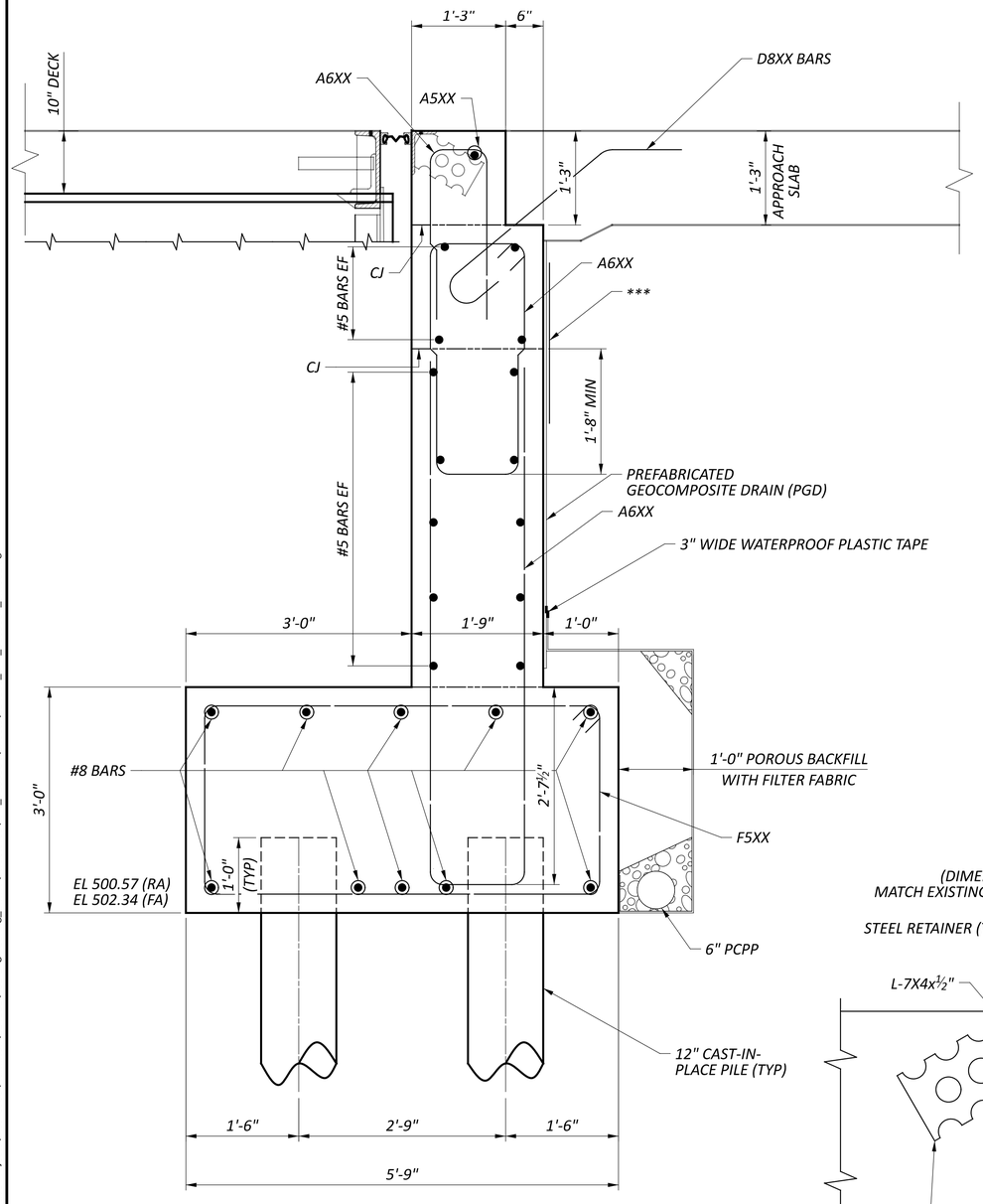
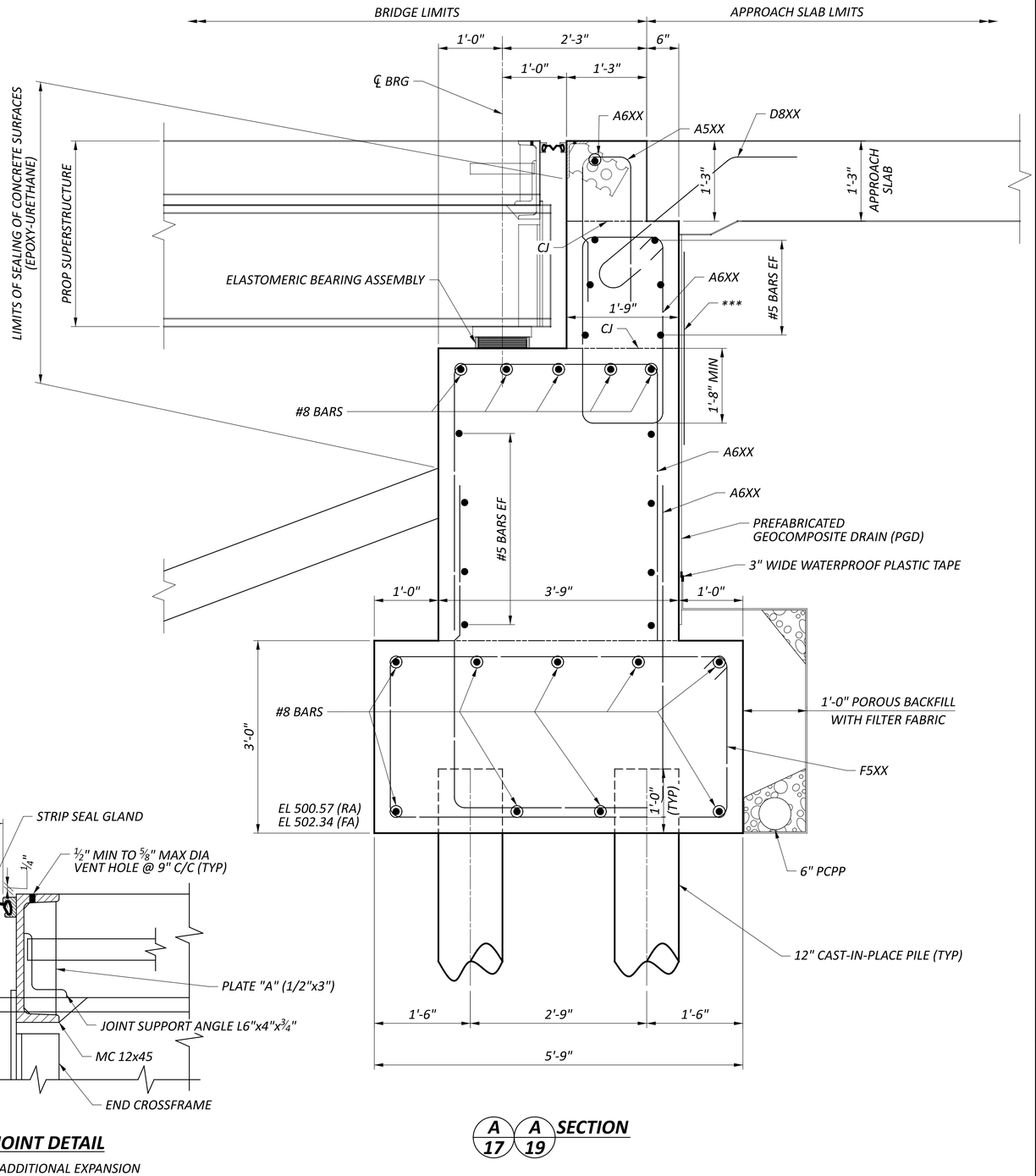
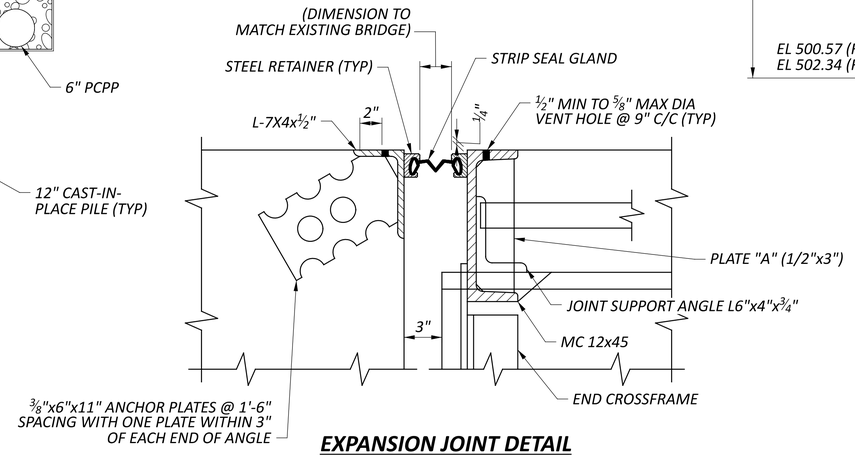


B 17 / B 19 SECTION



A 17 / A 19 SECTION



EXPANSION JOINT DETAIL

(NOTE TO REVIEWER: ADDITIONAL EXPANSION JOINT DETAILS WILL BE PROVIDED IN STAGE 3)

LEGEND:

*** - 3'-0" WIDE TYPE 2 WATERPROOFING CENTERED ON JOINT

NOTES:

1. SEE STANDARD DRAWING A-1-20 FOR ADDITIONAL DETAILS NOT SHOWN HERE.
2. FOR ADDITIONAL EXPANSION JOINT DETAILS SEE STANDARD DRAWING EXJ-4-87

ABUTMENT TYPICAL SECTIONS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	21
TOTAL	34
SHEET	P.743
TOTAL	830

HAM-IR 75-1.95

MODEL: General Plan PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:02:21 PM USER: aibrahimkhail
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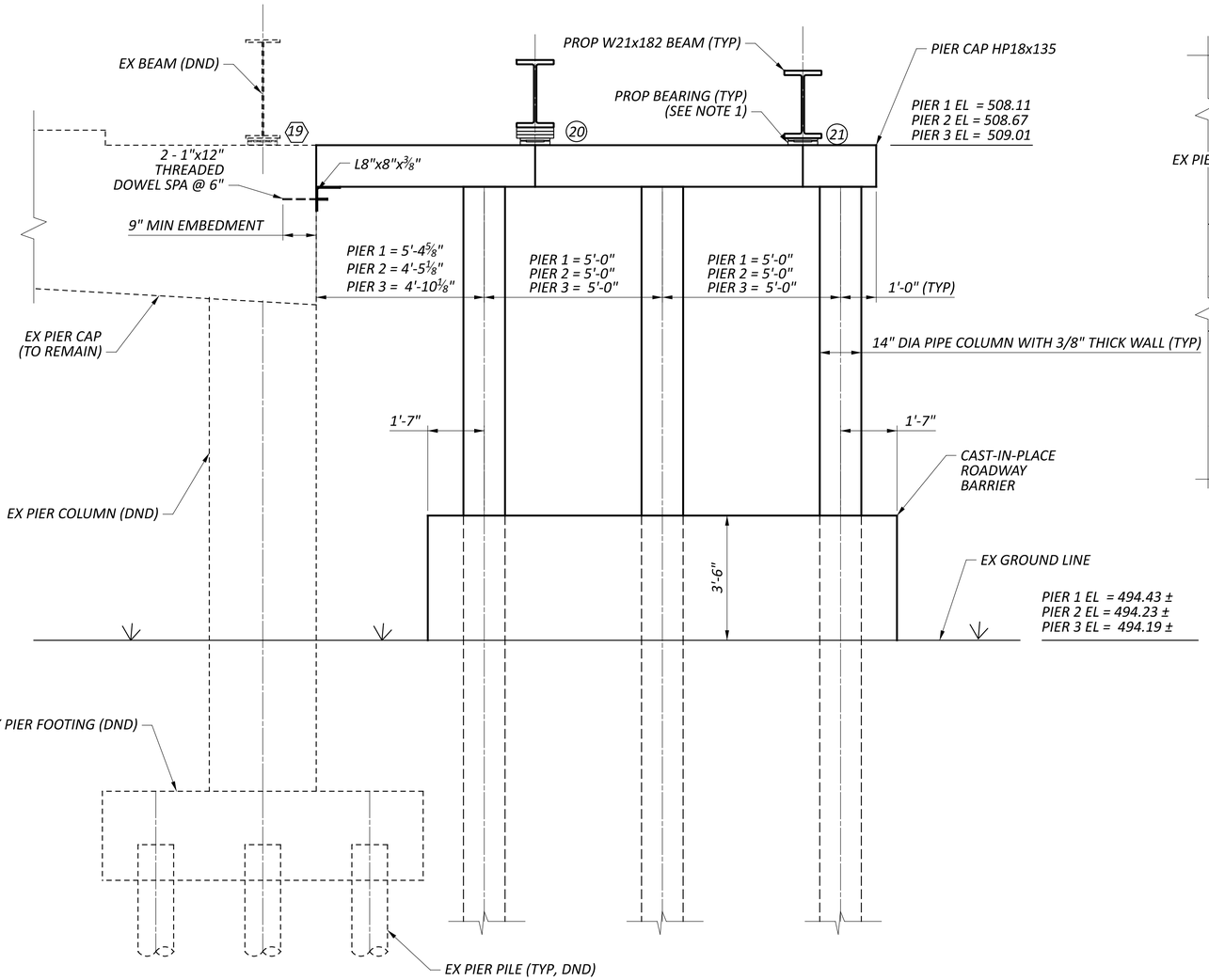
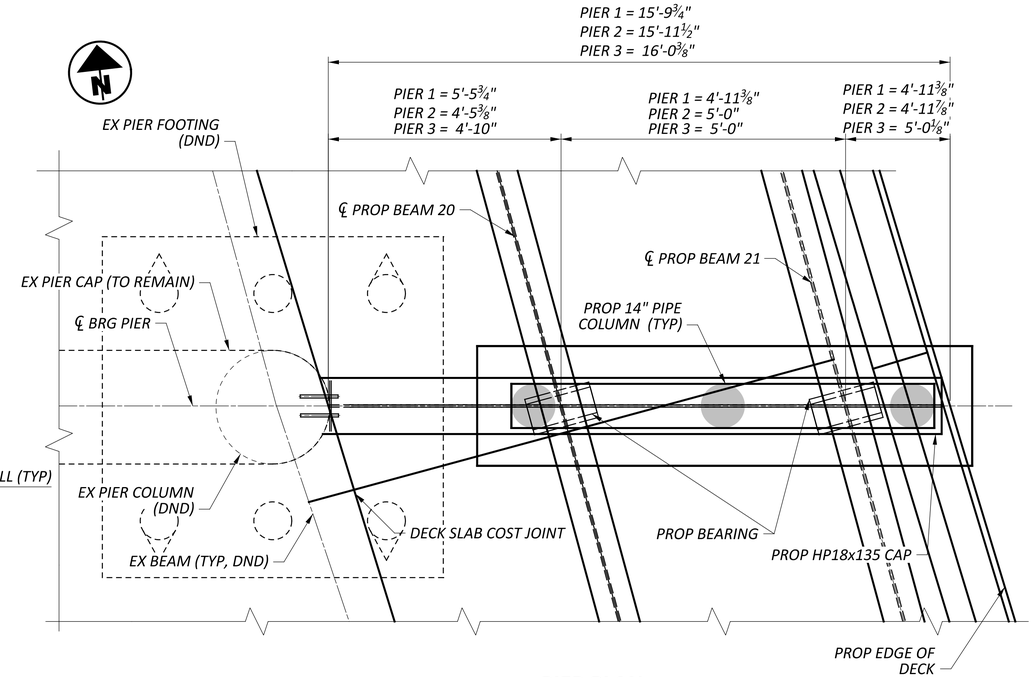
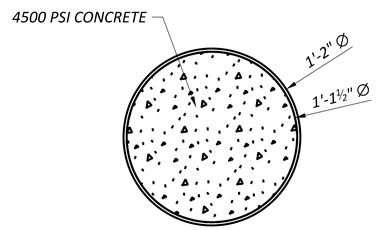


PIER ELEVATION



PIER PLAN

(CAST-IN-PLACE BARRIER NOT SHOWN FOR CLARITY)



14" PILE TYPICAL SECTION

PIER DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN 3109364

DESIGN AGENCY E M H&T

DESIGNER	CHECKER
AI	RJE

REVIEWER: CAS 11/02/26

PROJECT ID: 114161

SUBSET	TOTAL
22	34

SHEET	TOTAL
P.744	830

HAM-IR 75-1.95

MODEL: Pier Details Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 4:48:00 PM USER: rholden
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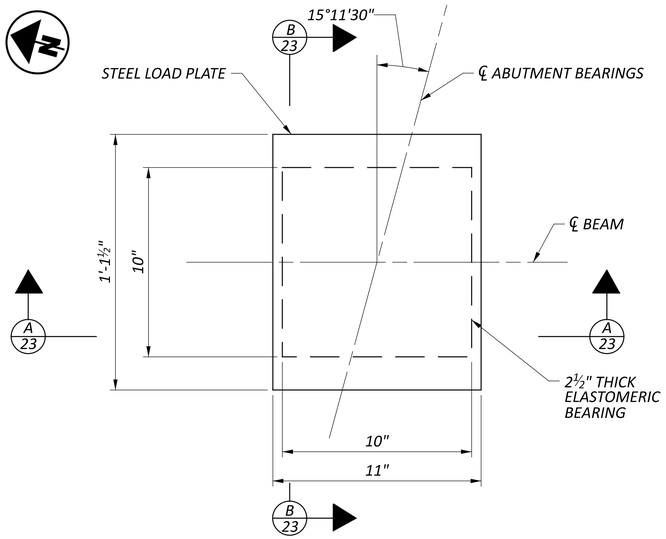
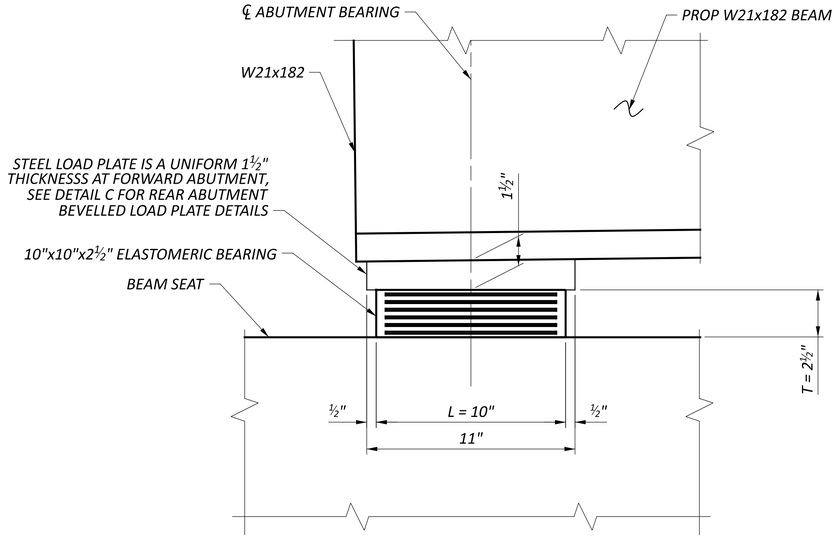
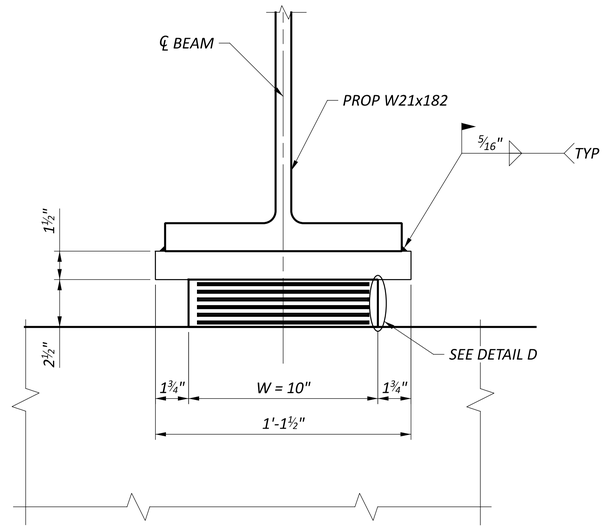


BEARING PLAN



A 23 SECTION



B 23 SECTION

LEGEND:

t_i - THICKNESS OF INTERNAL LAYER

t_e - THICKNESS OF EXTERNAL LAYER

T - TOTAL THICKNESS

* - LOADS GIVEN IN THE BEARINGS SCHEDULE ARE SERVICE LOADS AND WITH NO IMPACT

NOTES:

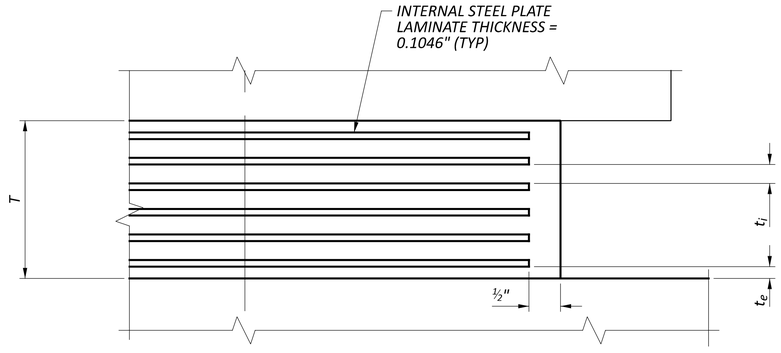
1. THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.

2. THE STEEL LOAD PLATES SECTION SHALL BE ASTM A709 GRADE 50 STEEL AND SHALL BE GALVANIZED PER CMS 711.02.

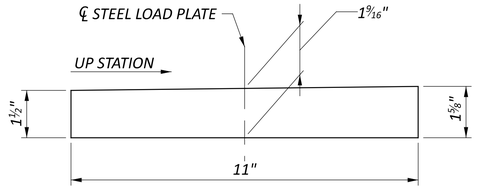
3. THE BOTTOM STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE LAMINATED ELASTOMERIC BEARING DURING THE MOLDING PROCESS

4. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.

5. THE PROPOSED BEARINGS SUPPORTING THE PROPOSED BEAMS LINES 20 AND 21 SHALL MATCH THE DETAILS OF THE EXISTING PIER BEARINGS. THE PROPOSED BEARINGS AT PIER 1 AND PIER 3 SHALL BE EXPANSION SLIDING BEARINGS. THE PROPOSED BEARINGS AT PIER 2 SHALL BE FIXED SLIDING BEARINGS. DETAILS FOR BOTH THE EXPANSION AND FIXED SLIDING BEARING SHALL BE PER ARCHIVED STANDARD DRAWING CSB-2-56 (REVISED ON 02/02/1959).



DETAIL D



DETAIL C (REAR ABUTMENT ONLY)

(BEVELED STEEL LOAD PLATE)

ELASTOMERIC BEARING SCHEDULE

	BEARING TYPE	NO OF BEARINGS	ELASTIMERIC BEARING PAD SIZE LxWxT	NO OF STEEL LAMINATES 0.1046" THICK	INTERNAL LAYERS NO	INTERNAL LAYERS ti	EXTERNAL LAYERS NO	EXTERNAL LAYERS te	UNFACTORED DESIGN LOADS* DEAD LOAD (KIPS)	UNFACTORED DESIGN LOADS* LIVE LOAD (KIPS)	UNFACTORED DESIGN LOADS* TOTAL LOAD (KIPS)
RA	EXP	2	10 "x10"x2.50"	6	6	0.28"	1	0.1875"	30.83	56.51	87.34
FA	EXP	2	10 "x10"x2.50"	6	6	0.28"	1	0.1875"	30.83	56.51	87.34

BEARING DETAILS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN 3109364
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER CAS 11/02/26
PROJECT ID 114161
SUBSET 23 | TOTAL 34
SHEET P.745 | TOTAL 830

HAM-IR 75-1.95

MODEL: Bearing Details Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:05:28 PM USER: alibrahimkhail
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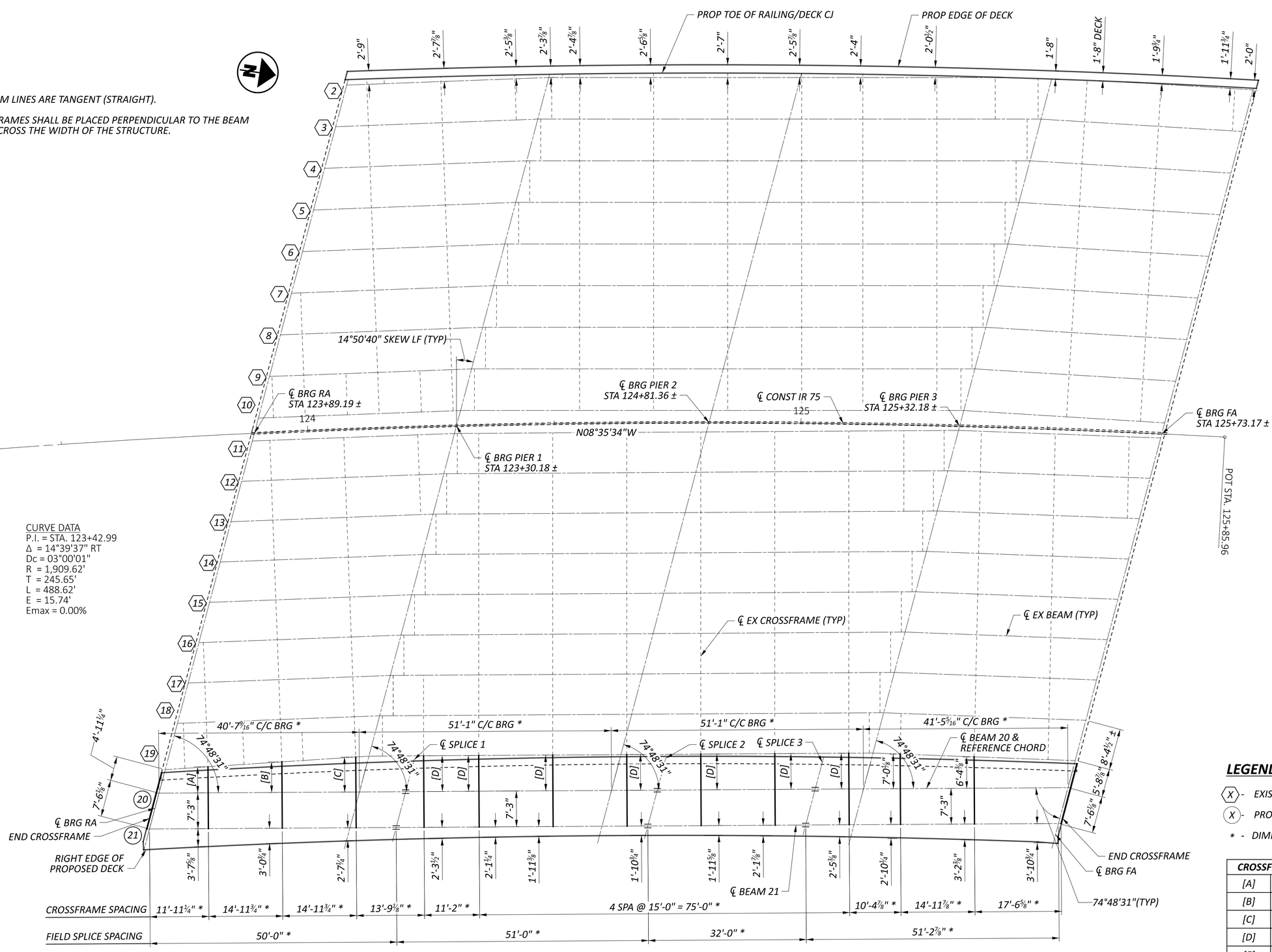
NOTES:

1. ALL BEAM LINES ARE TANGENT (STRAIGHT).
2. CROSSFRAMES SHALL BE PLACED PERPENDICULAR TO THE BEAM LINES ACROSS THE WIDTH OF THE STRUCTURE.



FRAMING PLAN

LEGEND:

- (X) - EXISTING BEAM
- (X) - PROPOSED BEAM
- * - DIMENSIONED ALONG ℄ BEAM

CROSSFRAME TABLE	
[A]	5'-3½"
[B]	6'-2¼"
[C]	7'-1⅛"
[D]	7'-3"
[E]	7'-0⅛"
[F]	6'-4⅜"
[G]	5'-8⅝"

FRAMING PLAN
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN 3109364
DESIGN AGENCY EM|H&T
DESIGNER AI | CHECKER RJE
REVIEWER CAS 11/02/26
PROJECT ID 114161
SUBSET 24 | TOTAL 34
SHEET P.746 | TOTAL 830

HAM-IR 75-1.95

MODEL: Framing Plan Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:16:39 PM USER: tadams
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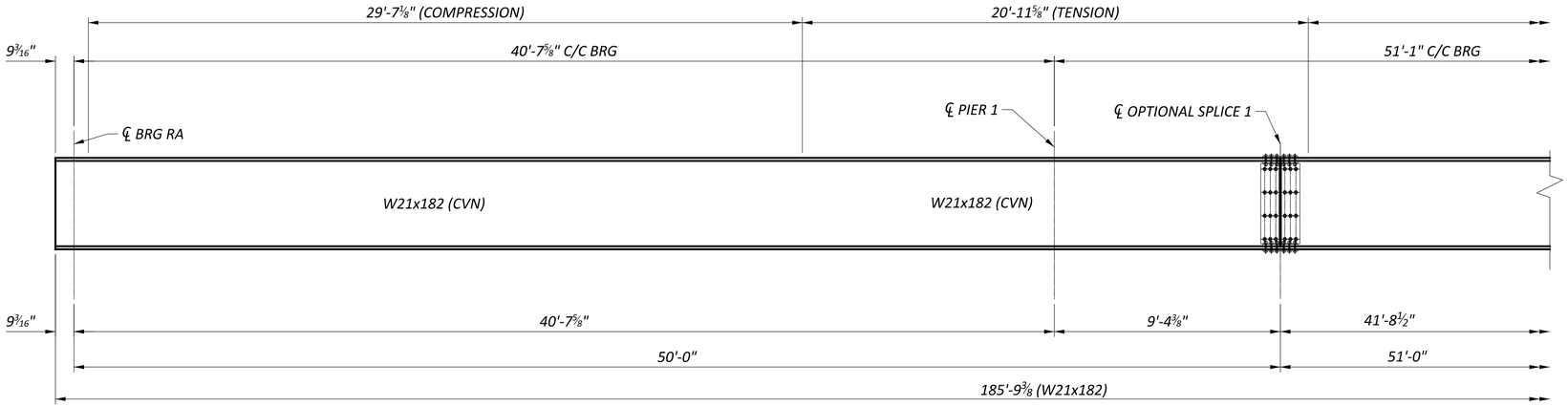
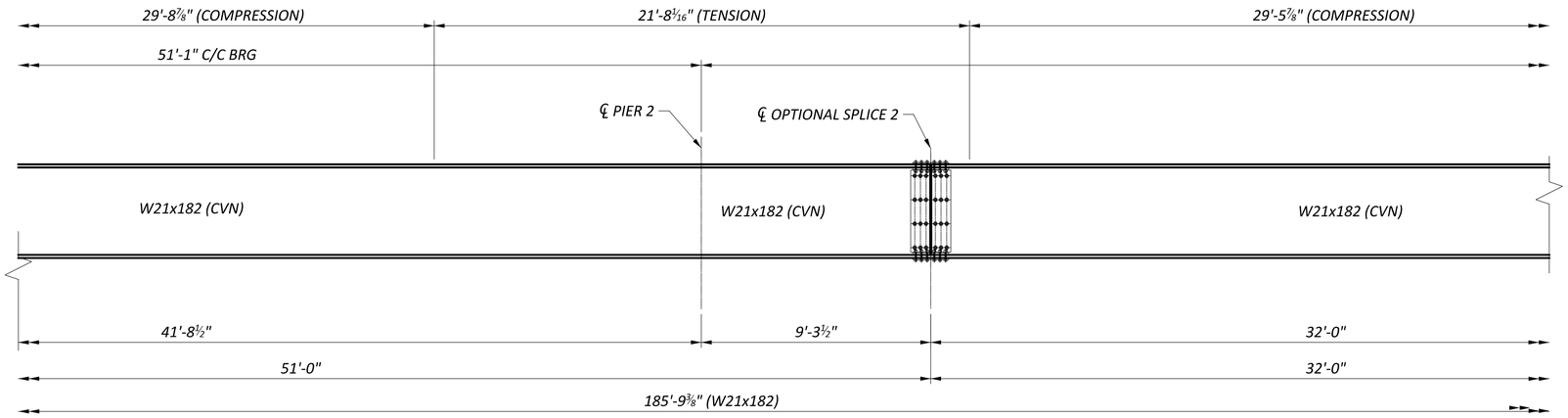


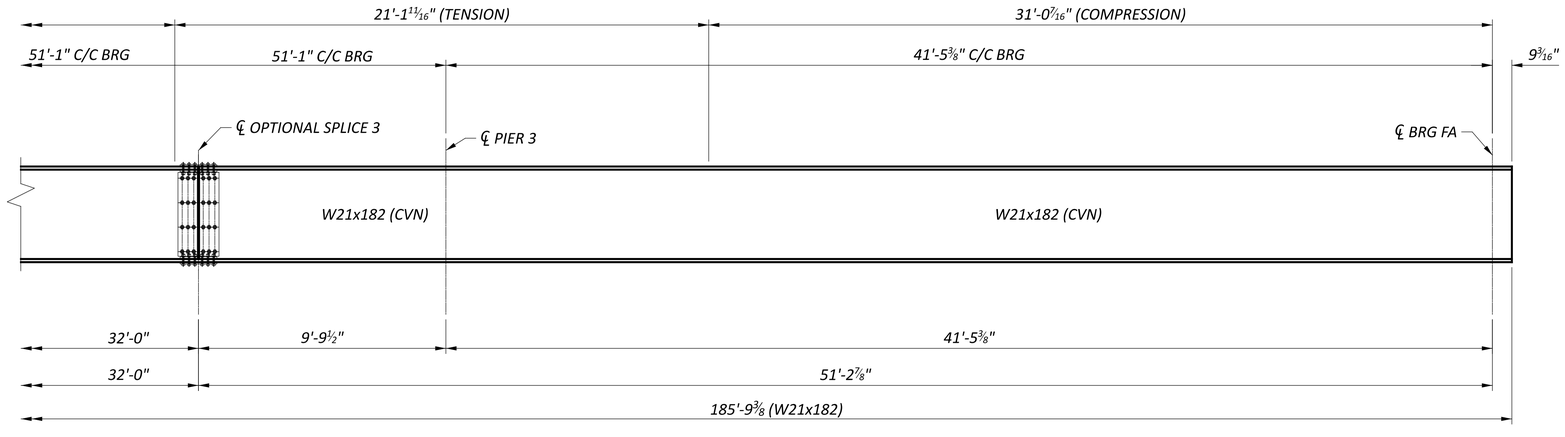
BEAM ELEVATION

(VERTICAL SCALE EXAGGERATED)



BEAM ELEVATION

(VERTICAL SCALE EXAGGERATED)



BEAM ELEVATION

(VERTICAL SCALE EXAGGERATED)

NOTES:

1. WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESSES UP TO 3/4" OR 5/16" FOR GREATER THAN 3/4" THICK.

2. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.

BEAM ELEVATION
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	25
TOTAL	34
SHEET	P.747
TOTAL	830

HAM-IR 75-1.95

MODEL: Beam Details Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:16:47 PM USER: tadams
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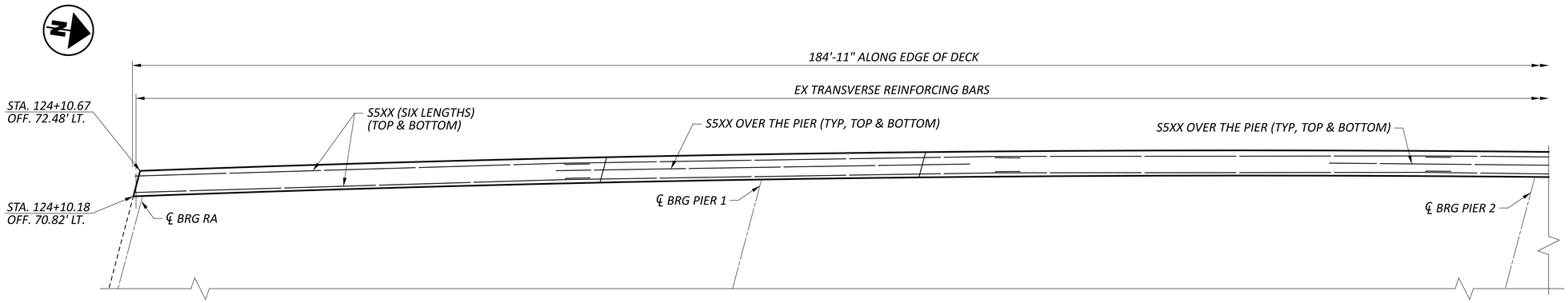
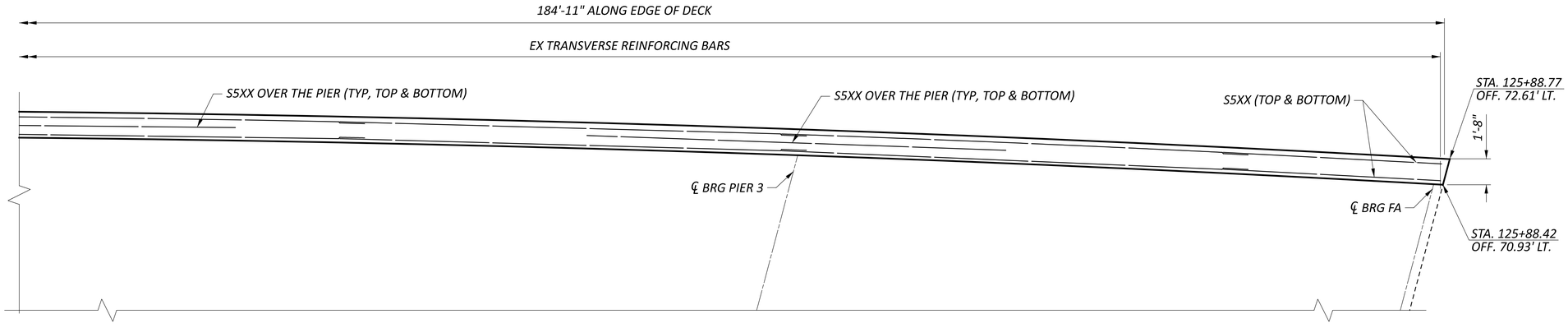


PLAN



PLAN

LEGEND:

[A] - 17 - S5XX (6 LENGTHS) SPA @ 12" MAX (TOP),
22 - S5XX (6 LENGTHS) SPA @ 9" MAX (BOTTOM) = 15'-5"

[B] - 17 - S5XX SPA @ 12" MAX (TOP),
22 - S5XX SPA @ 9" MAX (BOTTOM) = 15'-5"

[C] - SER OF 7 - S5XX SPA @ 8" MAX = 3'-8"

[D] - SER OF 4 - S5XX SPA @ 8" MAX = 2'-0"

◓ - *REINFORCING BAR INCLUDED MECHANICAL CONNECTOR ON ONE END.*

DECK PLAN - SOUTHBOUND BRIDGE
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN 3109364
DESIGN AGENCY E M H&T
DESIGNER AI | CHECKER RJE
REVIEWER CAS 11/02/26
PROJECT ID 114161
SUBSET 26 | TOTAL 34
SHEET P.748 | TOTAL 830

HAM-IR 75-1.95

MODEL: Deck Plan Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 4:47:46 PM USER: aibrahimkhail
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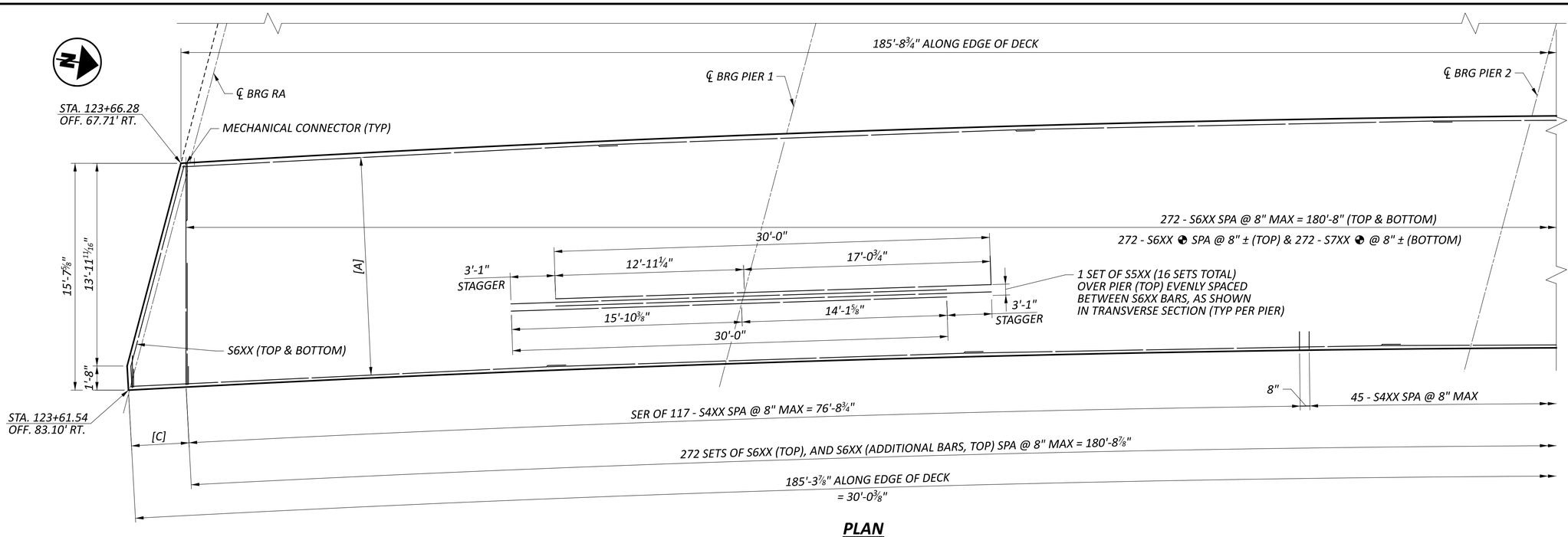
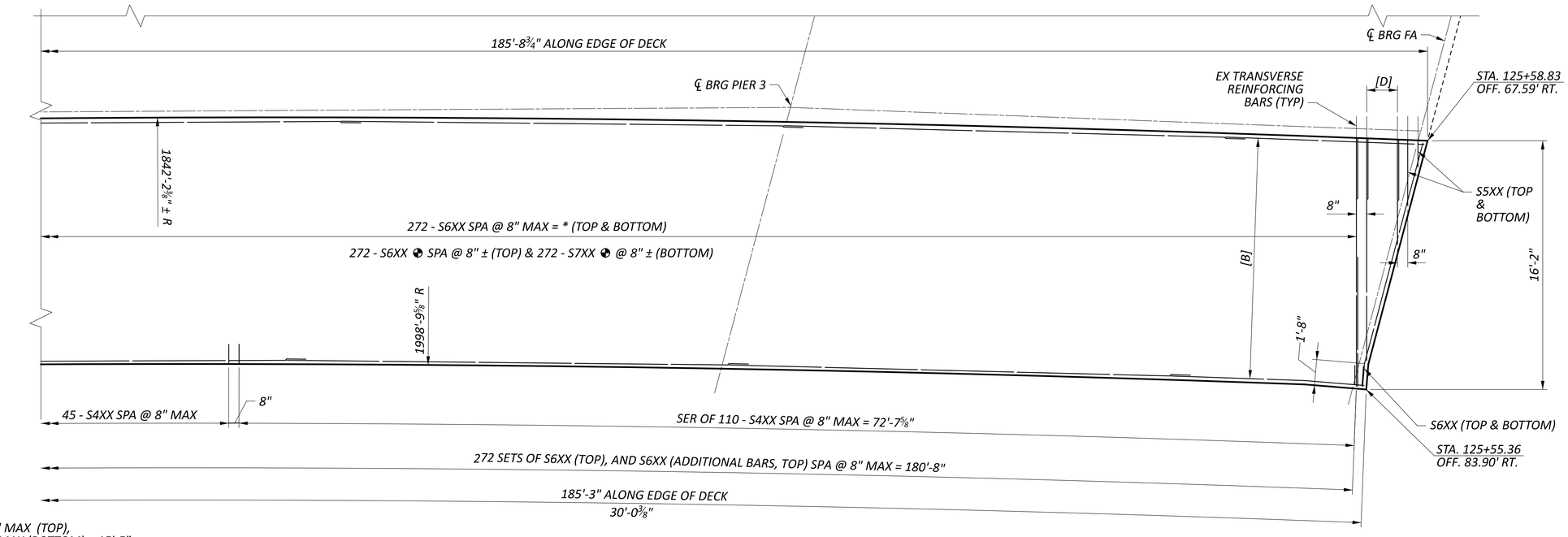


PLAN



PLAN

LEGEND:

[A] - 17 - S5XX (6 LENGTHS) SPA @ 12" MAX (TOP),
22 - S5XX (6 LENGTHS) SPA @ 9" MAX (BOTTOM) = 15'-5"

[B] - 17 - S5XX SPA @ 12" MAX (TOP),
22 - S5XX SPA @ 9" MAX (BOTTOM) = 15'-5"

[C] - SER OF 7 - S5XX SPA @ 8" MAX = 3'-8"

[D] - SER OF 4 - S5XX SPA @ 8" MAX = 2'-0"

◔ - REINFORCING BAR INCLUDED MECHANICAL CONNECTOR ON ONE END.

DECK PLAN - NORTHBOUND BRIDGE
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	27
TOTAL	34
SHEET	P.749
TOTAL	830

HAM-IR 75-1.95

MODEL: Deck Plan Sheet - 2 PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:08:50 PM USER: aibrahimkhail
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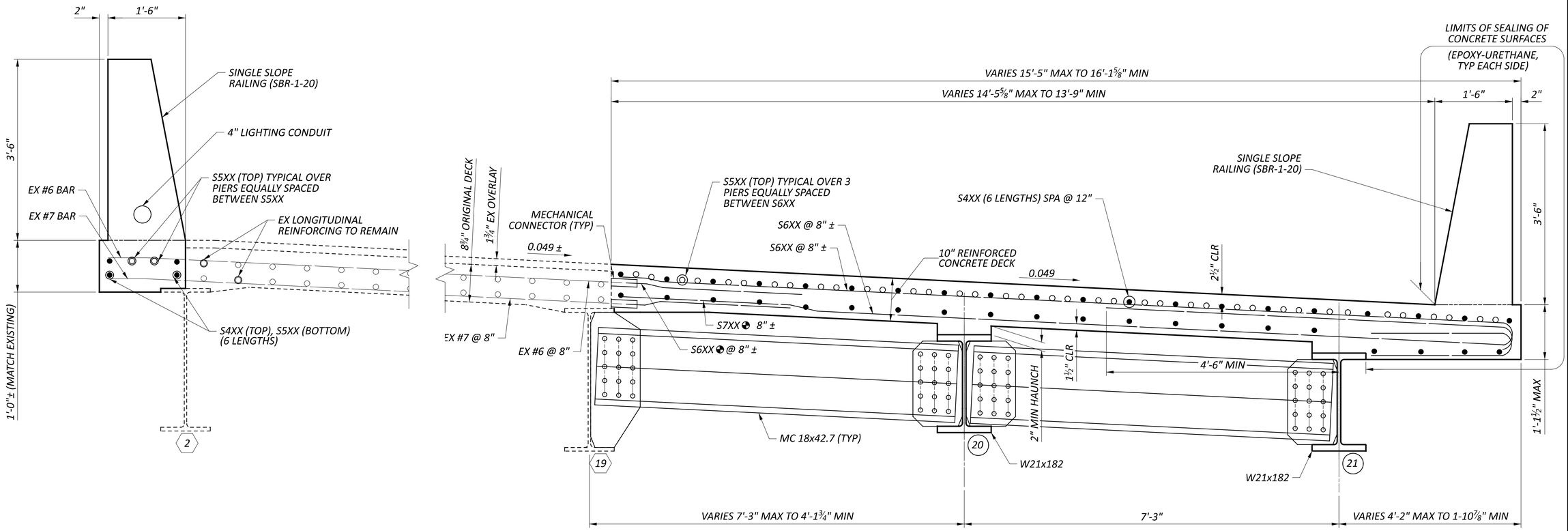

TRANSVERSE SECTION

NOTES:

1. FOR INTERMEDIATE DIAPHRAGM DETAILS NOT SHOWN ON THIS SHEET, SEE STD DWG GSD-1-19, SHEET 2/4

LEGEND:

◒ - FOR INTERMEDIATE DIAPHRAGM DETAILS NOT SHOWN ON THIS SHEET, SEE STD DWG GSD-1-19, SHEET 2/4

⬡X⬡ - EXISTING GIRDER

(X) - PROPOSED BEAM

* - DIMENSIONED ALONG ℄ BEAM

DECK PLAN AND TRANSVERSE SECTION
BRIDGE NO. HAM-00075-02.172
IR-75 OVER BANK STREET

SFN 3109364

DESIGN AGENCY EMH&T

DESIGNER	CHECKER
AI	RJE

REVIEWER: CAS 11/02/26

PROJECT ID: 114161

SUBSET	TOTAL
28	34

SHEET	TOTAL
P.750	830

HAM-IR 75-1.95

MODEL: General Plan PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:40:58 AM USER: rbolden
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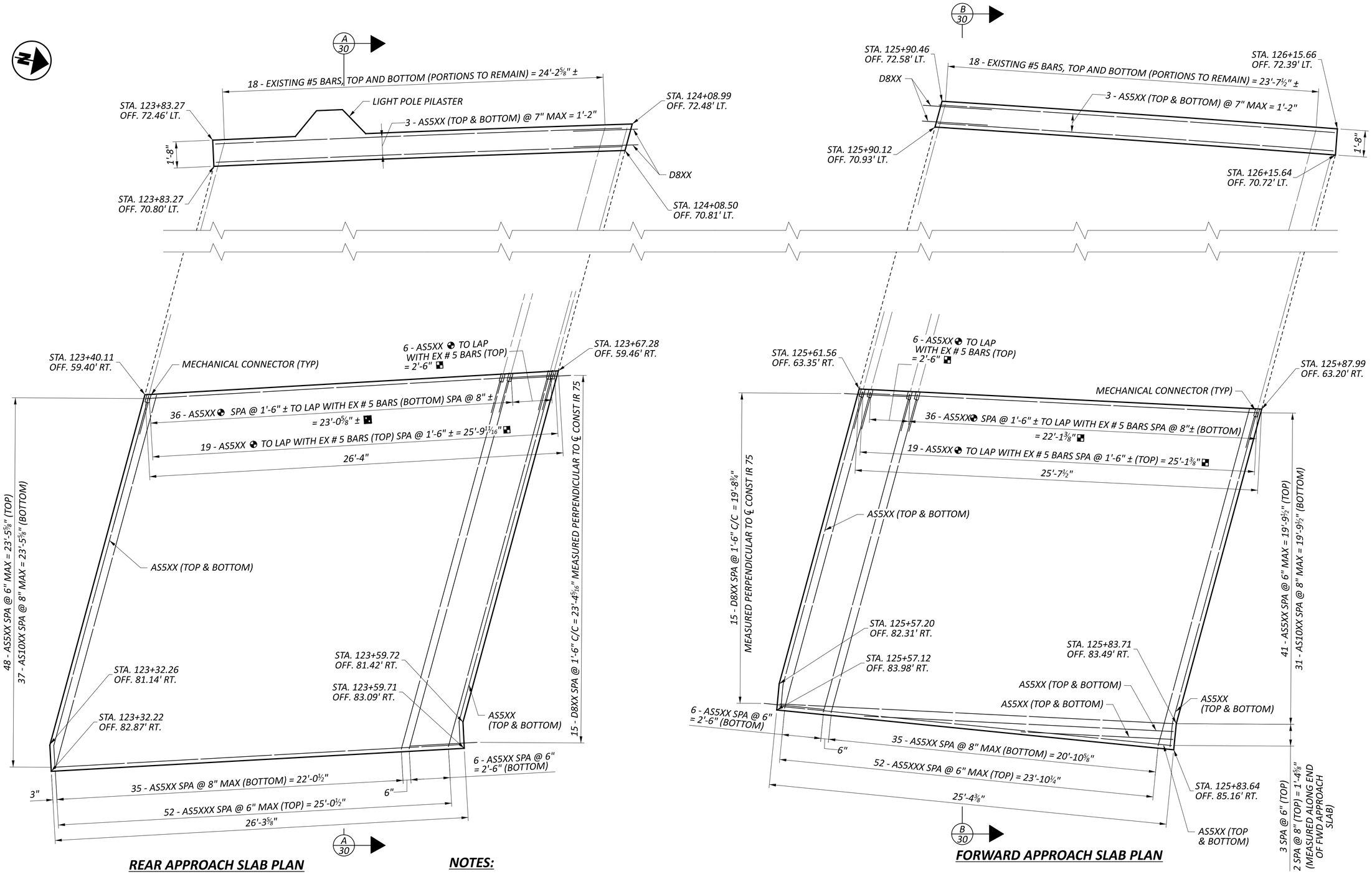

REAR APPROACH SLAB PLAN

FORWARD APPROACH SLAB PLAN

LEGEND:

◔ - *BAR INCLUDES MECHANICAL CONNECTOR ON ONE END*

■ - *PROPOSED TRANSVERSE REINFORCING SHALL HAVE THE SAME SPACING AS THE EXISTING TRANSVERSE REINFORCING STEEL*

NOTES:

1. *FOR ADDITIONAL REINFORCED CONCRETE APPROACH SLAB DETAILS NOT SHOWN ON THIS SHEET, REFER TO ODOT STANDARD DRAWING AS-1-15 AND AS-2-15.*
2. *ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO CONSTRUCT THE APPROACH SLAB, TYPE A SHALL BE INCLUDED WITH ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=15"), FOR PAYMENT.*
3. *THE TRANSVERSE REINFORCING SHALL BE PLACED PARALLEL TO CENTERLINE OF ABUTMENT BEARINGS.*
4. *RAILING NOT SHOWN FOR CLARITY.*

APPROACH SLAB PLAN
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

HAM-IR 75-1.95

MODEL: Railing Plan Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:44:54 AM USER: rbolden
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SFN 3109364

DESIGN AGENCY EMH&T

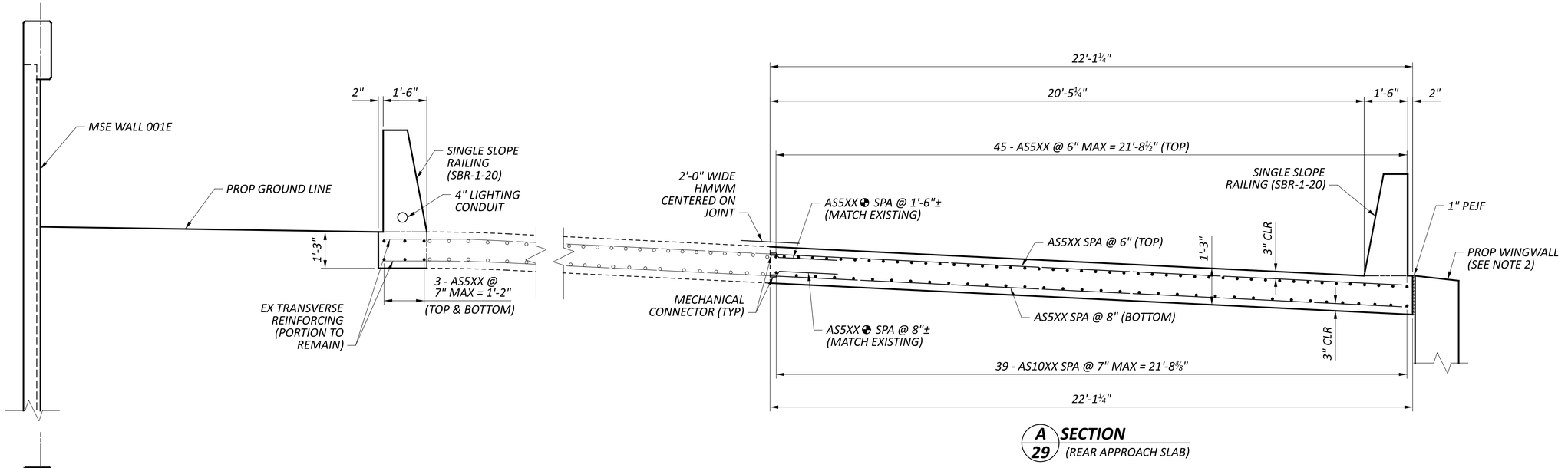
DESIGNER	CHECKER
AI	RJE

REVIEWER CAS 11/02/26

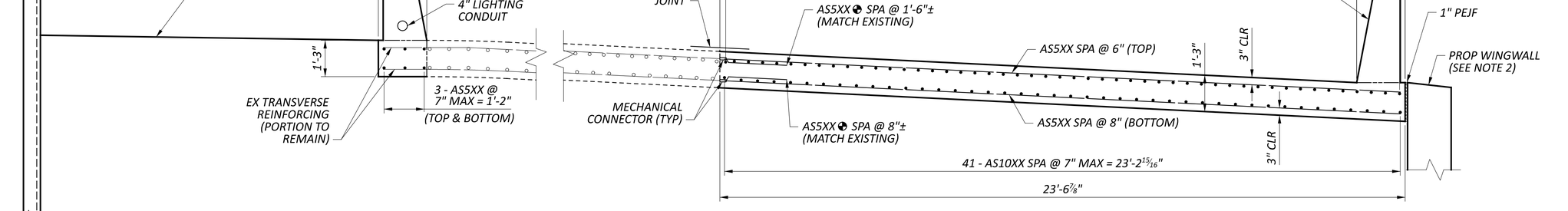
PROJECT ID 114161

SUBSET	TOTAL
29	34

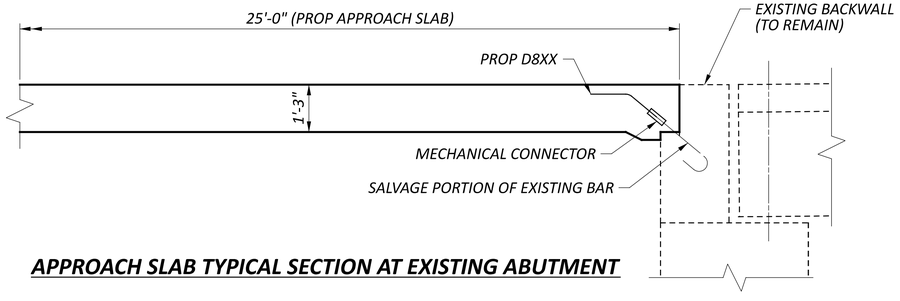
SHEET	TOTAL
P.751	830



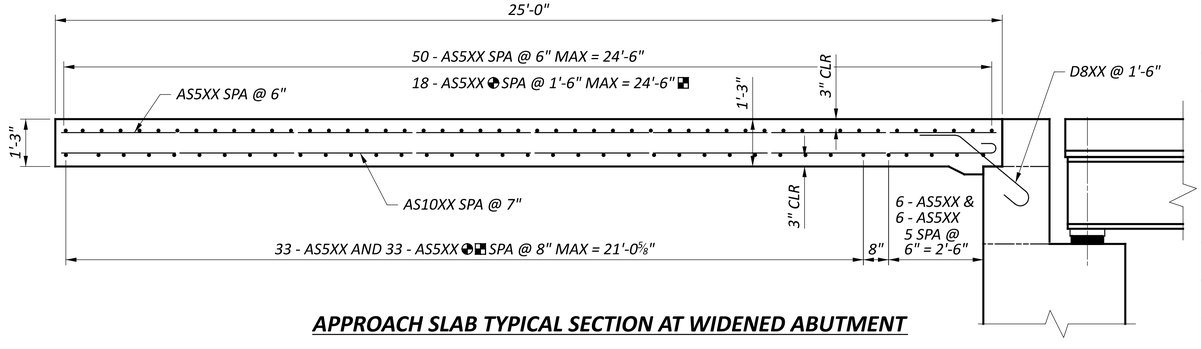
A / 29 SECTION (REAR APPROACH SLAB)



B / 29 SECTION (FWD APPROACH SLAB)



APPROACH SLAB TYPICAL SECTION AT EXISTING ABUTMENT



APPROACH SLAB TYPICAL SECTION AT WIDENED ABUTMENT

NOTES:

1. FOR ADDITIONAL REINFORCED CONCRETE APPROACH SLAB DETAILS NOT SHOWN ON THIS SHEET, REFER TO ODOT STANDARD DRAWING AS-1-15.
2. FOR WINGWALL DETAILS SEE SHEET 18/34.

LEGEND:

- ◔ - REINFORCING BAR INCLUDED MECHANICAL CONNECTOR ON ONE END.
- ◪ - PROPOSED TRANSVERSE REINFORCING STEEL SHALL HAVE THE SAME SPACING AS THE EXISTING TRANSVERSE REINFORCING STEEL.

APPROACH SLAB SECTIONS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN 3109364
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RJE
REVIEWER CAS 11/02/26
PROJECT ID 114161
SUBSET 30 | TOTAL 34
SHEET P.752 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 11:46:41 AM USER: rbolden
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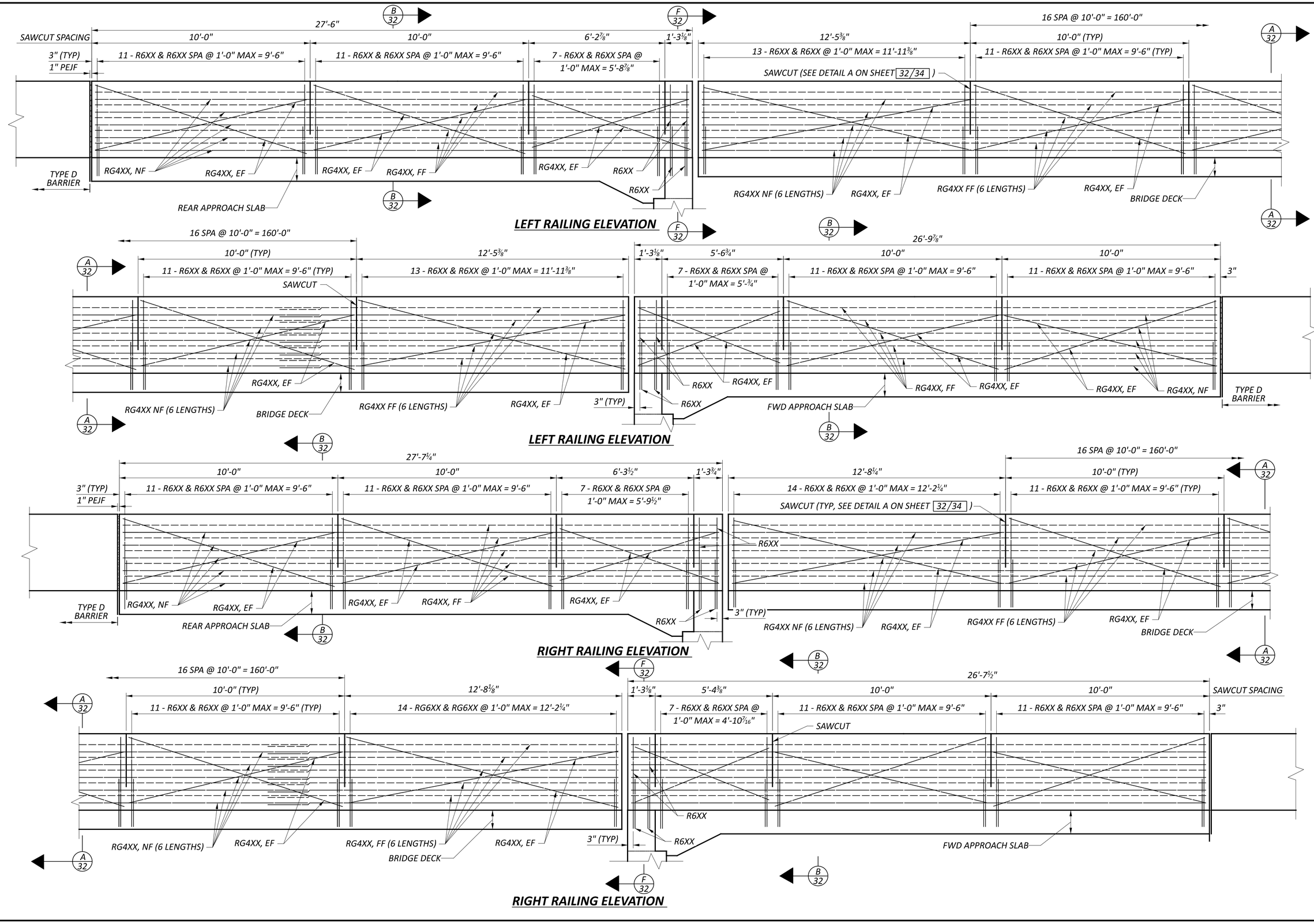

RAILING ELEVATION
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	31
TOTAL	34
SHEET	P.753
TOTAL	830

HAM-IR 75-1.95

MODEL: Rail Elevation Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:05:27 PM USER: rbolden
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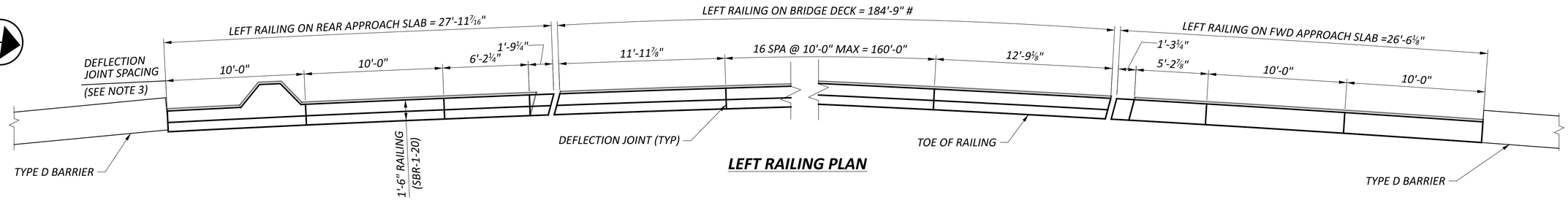
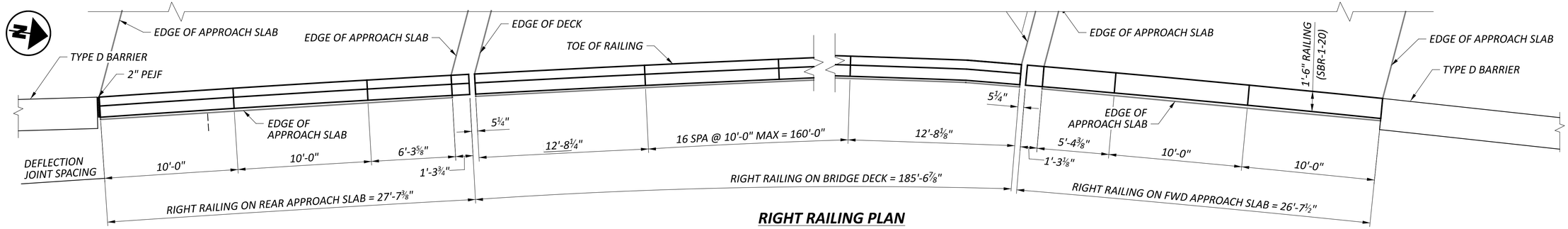
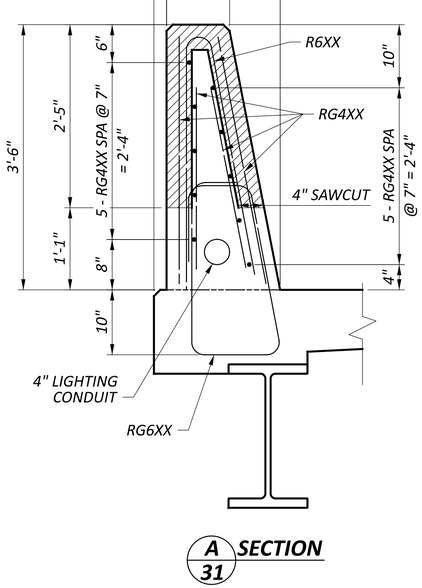


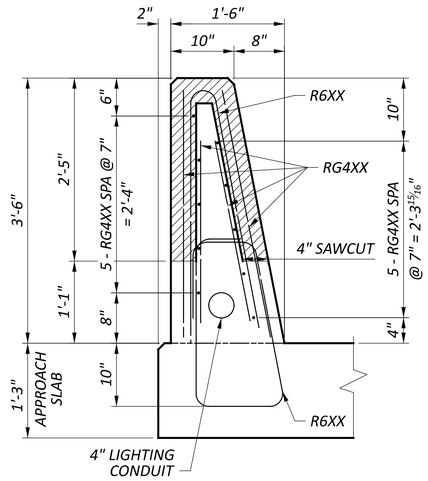
LEFT RAILING PLAN



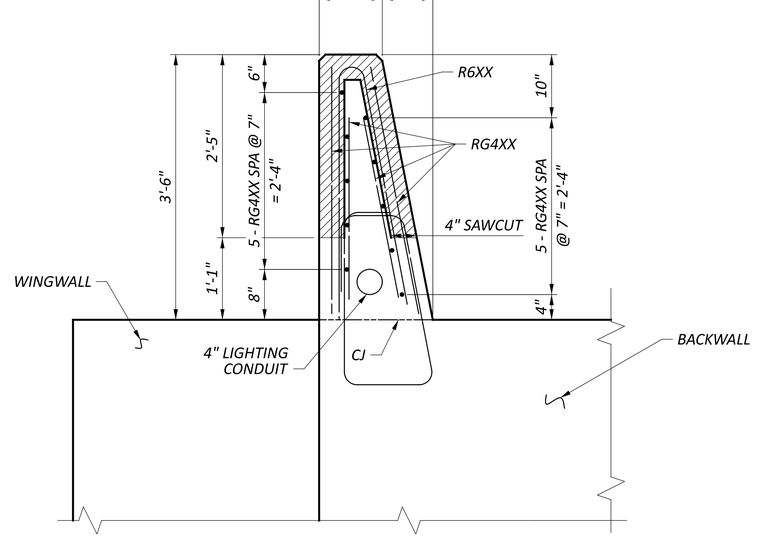
RIGHT RAILING PLAN



A SECTION 31



B SECTION 31



C SECTION 31

NOTES:

1. FOR ADDITIONAL RAILING DETAILS NOT SHOWN ON THIS SHEET, SEE ODOT STANDARD DRAWING SBR-1-20.
2. DEFLECTIONS JOINTS SHALL BE INSTALLED RADIALLY.
3. SECTIONS SHOWN ARE ALONG THE LEFT RAILING, RIGHT RAILING SECTIONS SIMILAR.

RAILING PLAN AND SECTIONS
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	RJE
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	32
TOTAL	34
SHEET	P.754
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:23:07 PM USER: albrahimkhail
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REINFORCING STEEL LIST
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	RJE
CHECKER	TDA
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	33
TOTAL	34
SHEET	P.755
TOTAL	830

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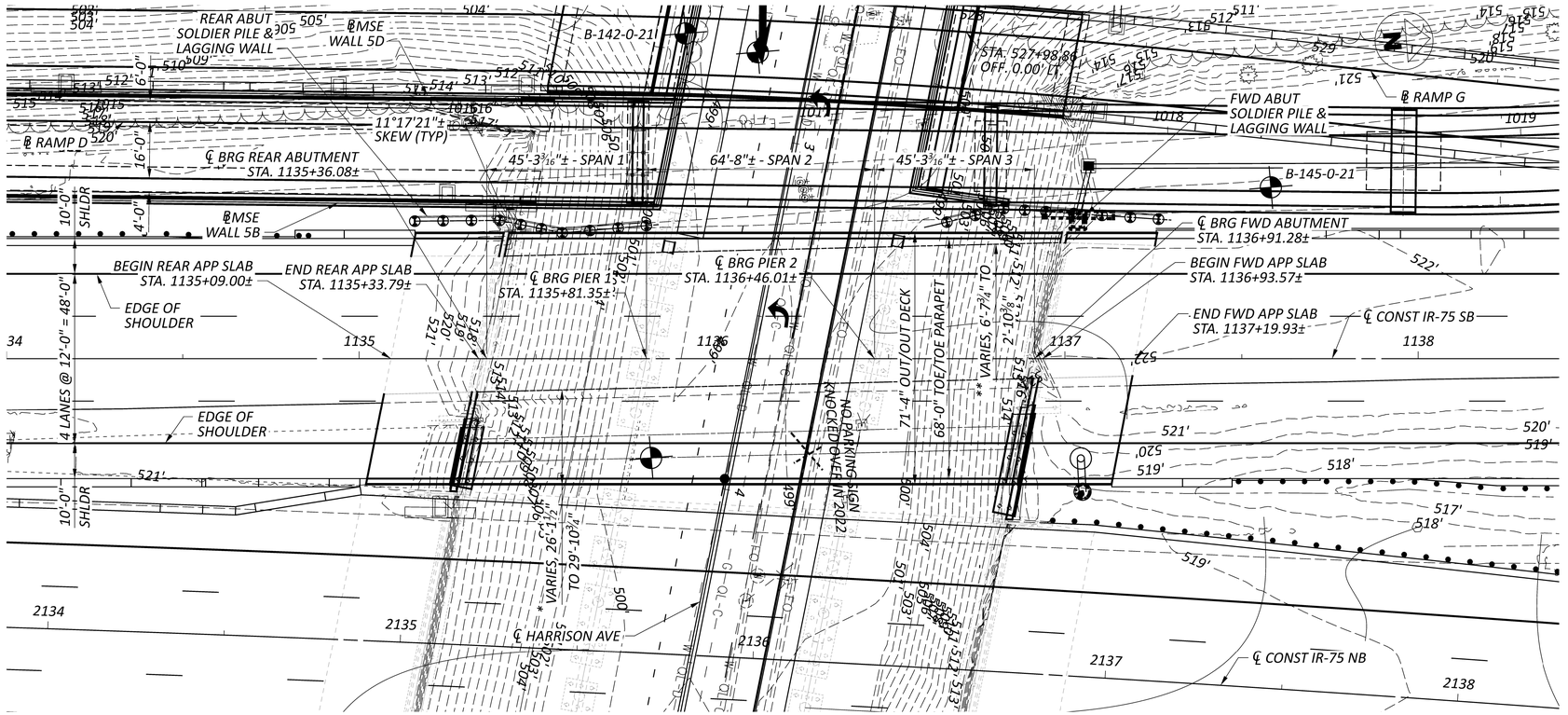
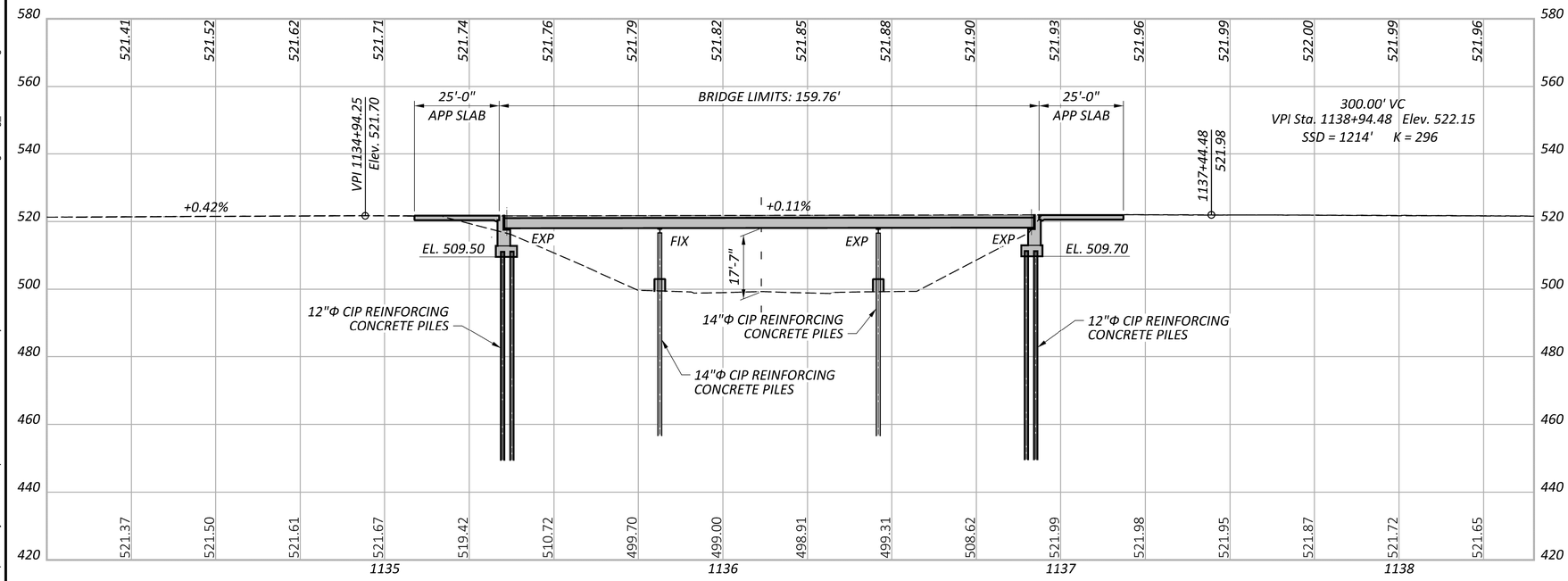
REINFORCING STEEL LIST (CONTINUED)
BRIDGE NO. HAM-00075-02.190
IR-75 OVER BANK STREET

SFN	3109364
DESIGN AGENCY	EMH&T
DESIGNER	RJE
CHECKER	TDA
REVIEWER	CAS 11/02/26
PROJECT ID	114161
SUBSET	34
TOTAL	34
SHEET	P 756
TOTAL	830



PLAN



PROFILE ALONG EDGE OF SHOULDER OF IR-75 SB

BENCHMARK DATA

BM #1 STA.	,	ELEV.	,	OFFSET	,
BM #2 STA.	,	ELEV.	,	OFFSET	,
BM #3 STA.	,	ELEV.	,	OFFSET	,
BM #4 STA.	,	ELEV.	,	OFFSET	,

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
20XX ADT = 20XX ADTT =
20XX ADT = 20XX ADTT =
DIRECTIONAL DISTRIBUTION =

LEGEND

- *BORING LOCATION*
- ** - PHASE 1B CONSTRUCTION*
- *** - PHASE 2 CONSTRUCTION*
- *● 14'-6" REQUIRED MINIMUM VERTICAL CLEARANCE*
  17'-7" ACTUAL MINIMUM VERTICAL CLEARANCE

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

EXISTING STRUCTURE

TYPE: CONTINUOUS NONCOMPOSITE ROLLED STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 45'-6"±, 60'-0"±, 45'-6"± C/C BEARINGS
ROADWAY: VARIES, 80'-0"± TO 85'-9"± TOE/TOE PARAPETS
LOADING: CF 2000 (57)
SKEW: 12° 40' 45"± LEFT FORWARD
WEARING SURFACE: 2" INTEGRAL CONCRETE
APPROACH SLABS: AS-1-54 (25'-0"± LONG)
ALIGNMENT: TANGENT
CROWN: 3/16± "/FT
STRUCTURE FILE NUMBER: 3109399
DATE BUILT: 1961
DISPOSITION: PARTIALLY DEMOLISHED AND WIDENED

PROPOSED STRUCTURE

TYPE: CONTINUOUS NONCOMPOSITE ROLLED STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 45'-3 3/16", 64'-8", 45'-3 3/16" C/C BEARINGS
ROADWAY: 68'-0" TOE/TOE PARAPET
LOADING: HL93
SKEW: 11° 17' 21"± LEFT FORWARD
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 25'-0" LONG (AS-1-54) (MATCH EXISTING)
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT
DECK AREA: 11,180 SF

COORDINATES: LATITUDE 39° 07' 21.7" N
LONGITUDE 84° 32' 08.3" W

SITE PLAN
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	1
TOTAL	23
SHEET	P.757
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:17:41 PM USER: stony
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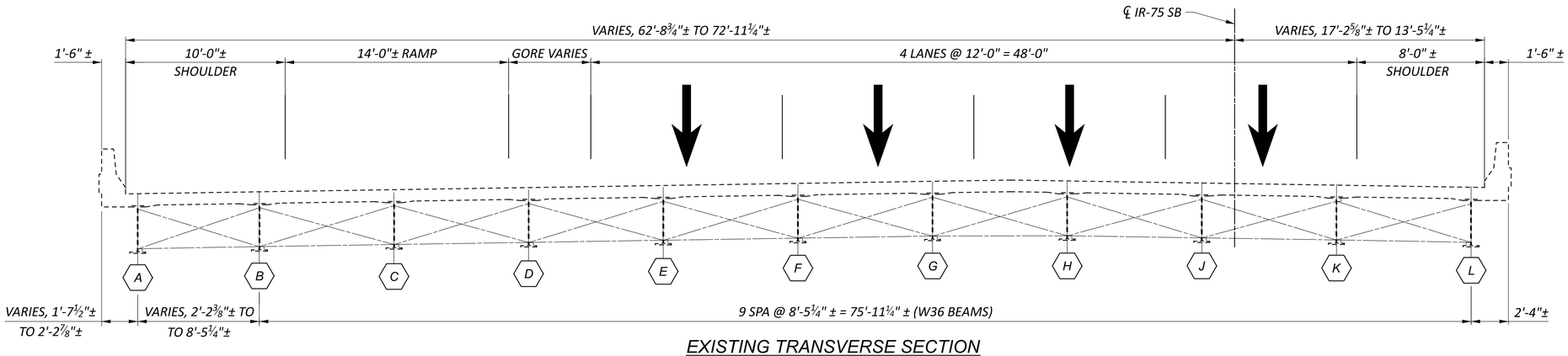
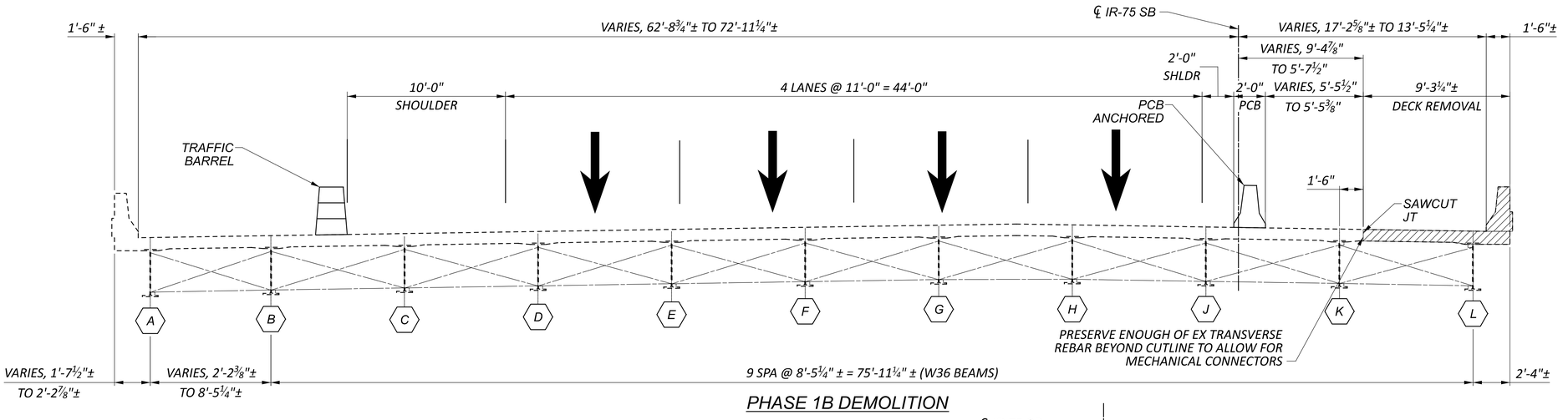
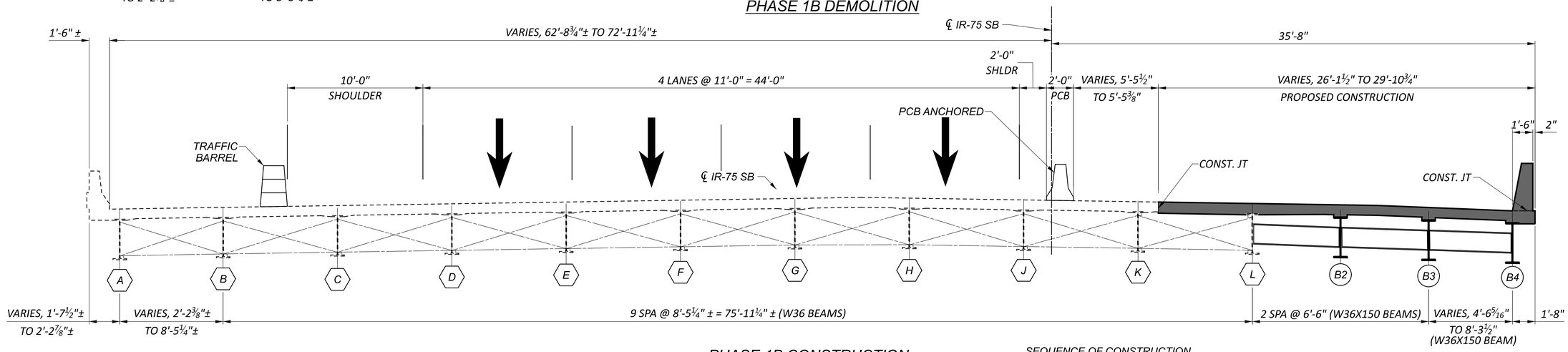


EXISTING TRANSVERSE SECTION



PHASE 1B DEMOLITION



PHASE 1B CONSTRUCTION

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

LEGEND

- LIMITS OF REMOVAL
- LIMITS OF PROPOSED CONSTRUCTION

SEQUENCE OF CONSTRUCTION

PHASE 1B:

1. INSTALL PCB AND SHIFT TRAFFIC AS SHOWN.
2. REMOVE 9'-3¼" OF THE EXISTING DECK.
3. CONSTRUCT 25'-5⅜" TO 29'-3¼" OF PROPOSED DECK AND 3 PROPOSED BEAMS, ALONG WITH WIDENED ABUTMENTS AND TEMPORARY STEEL PIER STRUCTURES.

PHASED CONSTRUCTION DETAILS (1 OF 2)
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN 3109399
DESIGN AGENCY GFT
DESIGNER SAT | CHECKER MTO
REVIEWER EFD 11/2026
PROJECT ID 114161
SUBSET 2 | TOTAL 23
SHEET P.758 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:18:59 PM USER: stony
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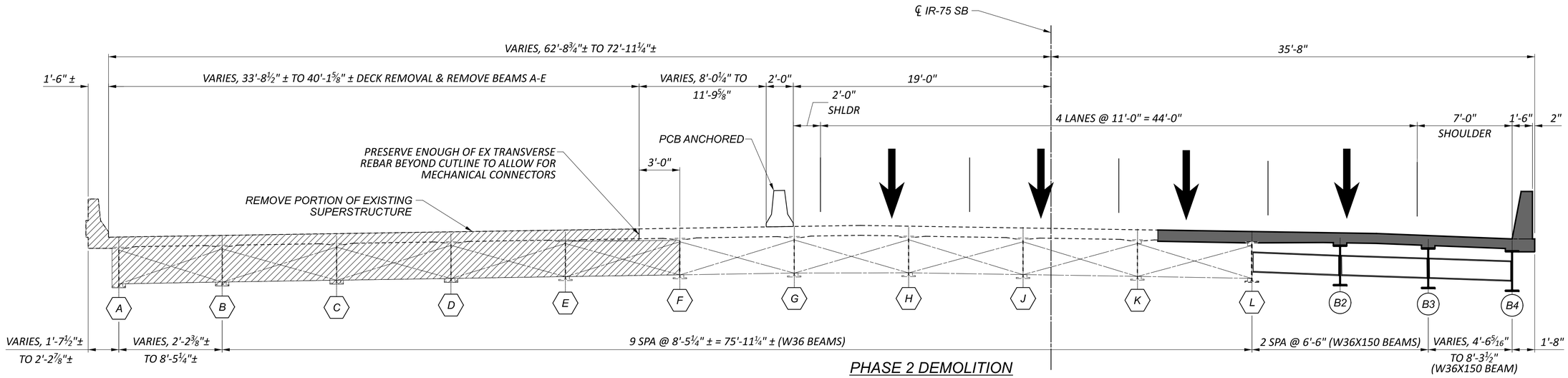
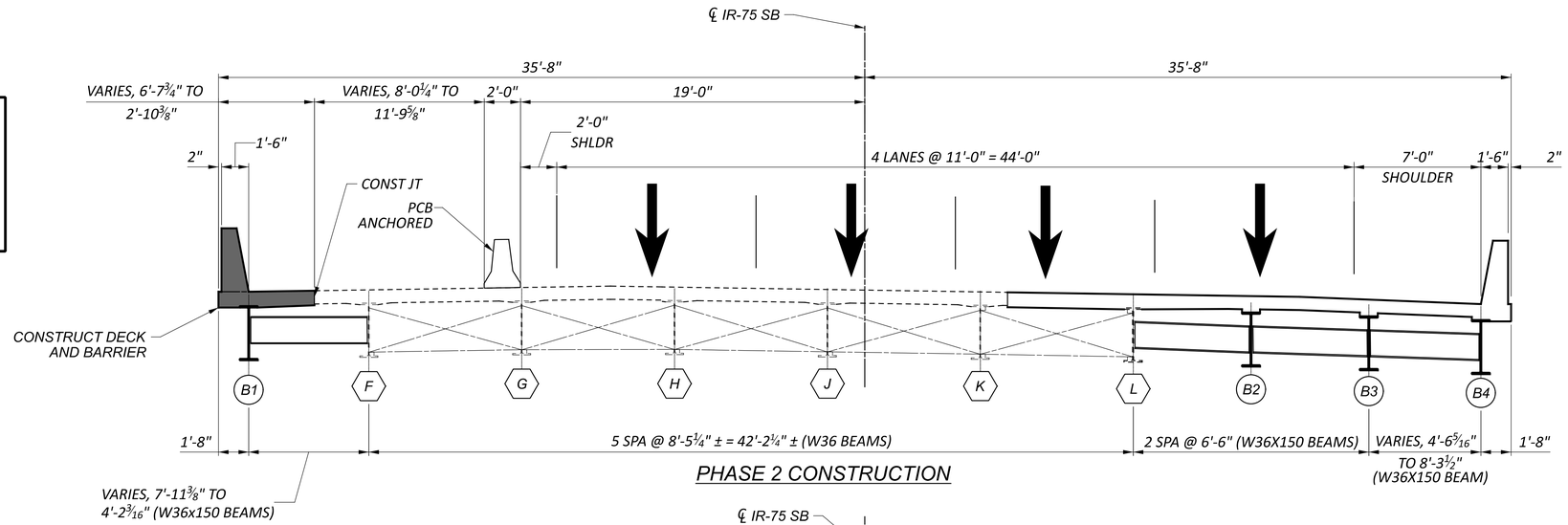
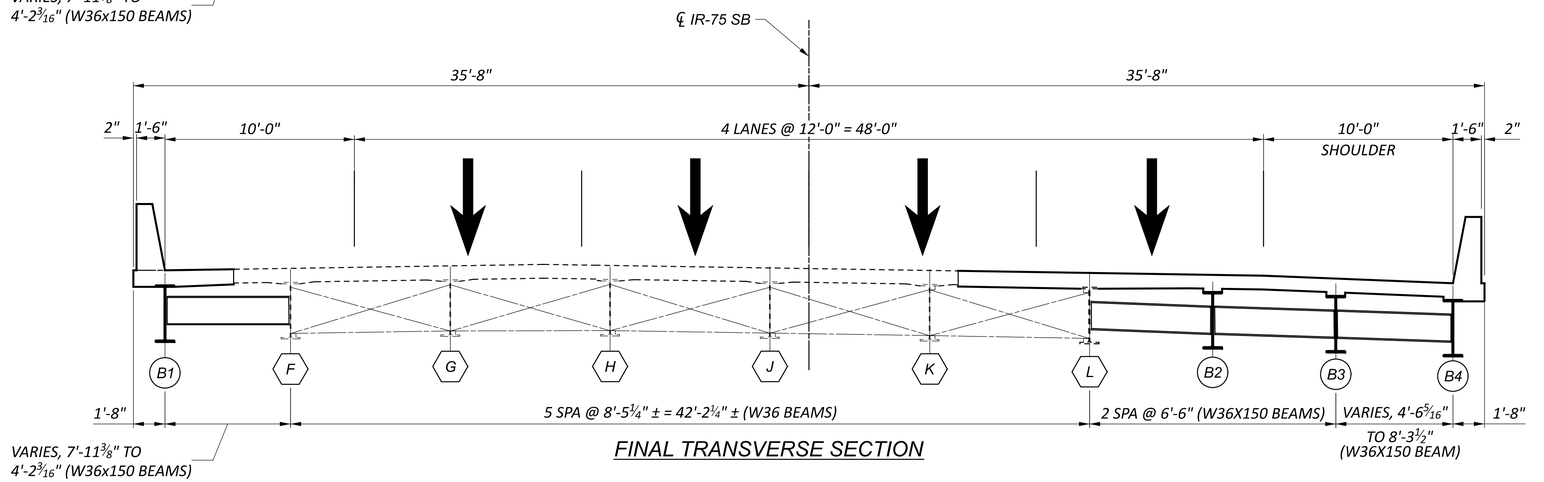


PHASE 2 DEMOLITION



PHASE 2 CONSTRUCTION



FINAL TRANSVERSE SECTION

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

LEGEND

- LIMITS OF REMOVAL
- LIMITS OF PROPOSED CONSTRUCTION

SEQUENCE OF CONSTRUCTION

PHASE 2:

4. INSTALL PCB AND SHIFT TRAFFIC AS SHOWN.
5. REMOVE 30'-7" TO 37'-½" OF DECK AS WELL AS EXISTIN BEAMS A-D, ALONG WITH PORTIONS OF EXISTING ABUTMENTS AND PIERS.
6. CONSTRUCT 3'-2" TO 5'-2" PORTIONS OF DECK AND PARAPE AS SHOWN.

NOTE:

1. PHASE 1C DOES NOT AFFECT THE LEFT BRIDGE.

PHASED CONSTRUCTION DETAILS (2 OF 2)
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	3
TOTAL	23
SHEET	P.759
TOTAL	830

HAM-IR 75-1.95

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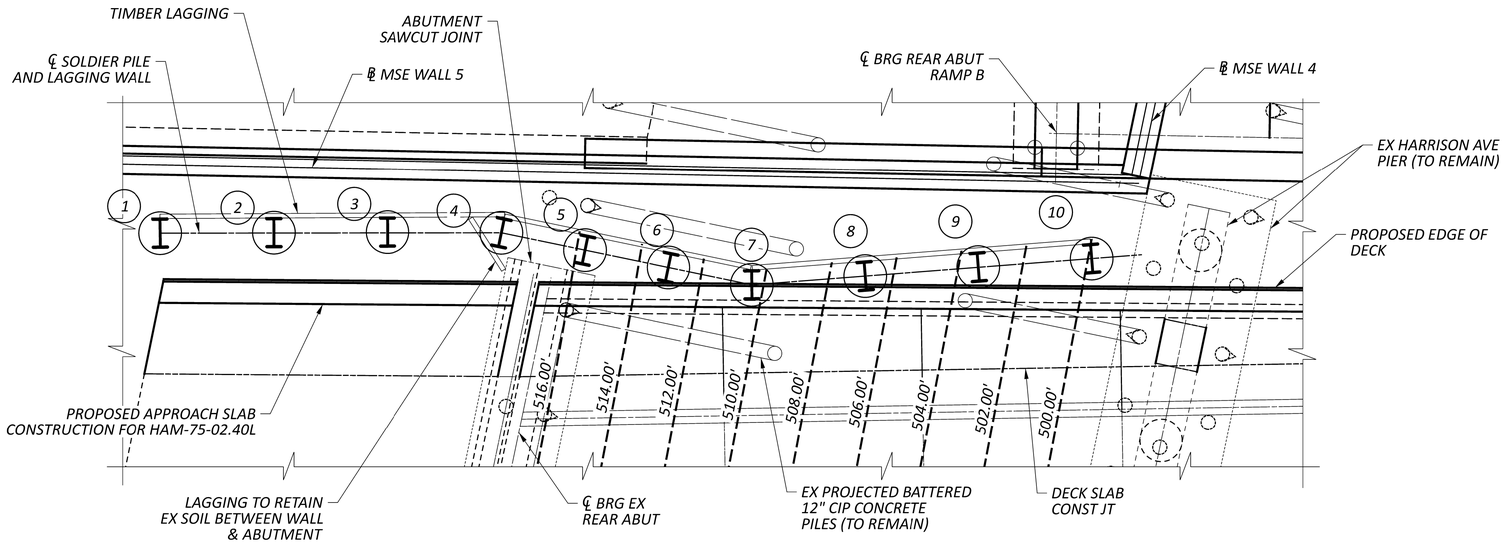
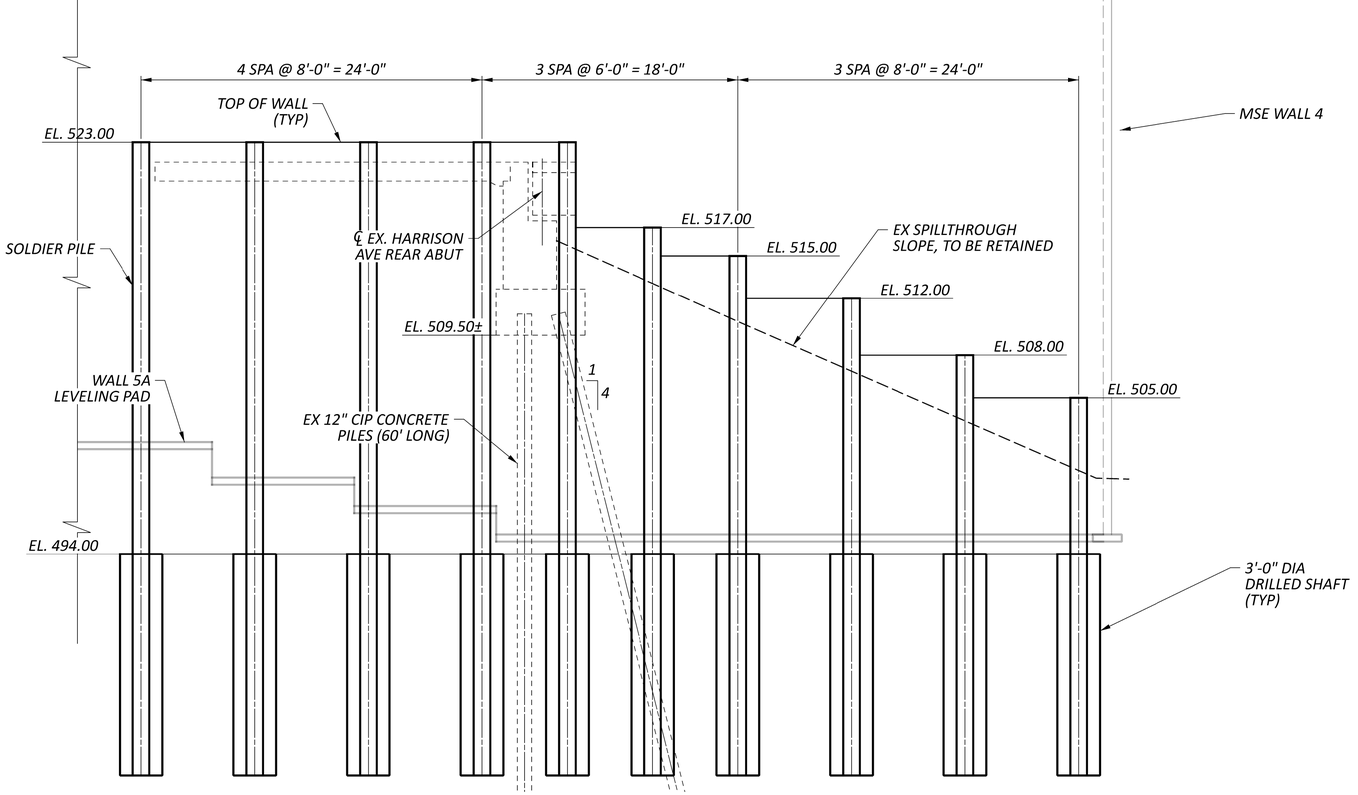


REAR ABUTMENT TEMPORARY SHORING PLAN



REAR ABUTMENT TEMPORARY SHORING ELEVATION

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

NOTE

1. *LIMITS, SPACING, AND DRILLED SHAFT SIZE FOR SOLDIER PILE AND LAGGING WALL TO BE FINALIZED FOR NEXT SUBMITTAL*

TEMPORARY SHORING DETAILS (1 OF 2)
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN 3109399

DESIGN AGENCY

GFT

DESIGNER	CHECKER
SAT	MTO

REVIEWER: EFD 11/2026

PROJECT ID: 114161

SUBSET	TOTAL
4	23

SHEET	TOTAL
P.760	830

HAM-IR 75-1.95

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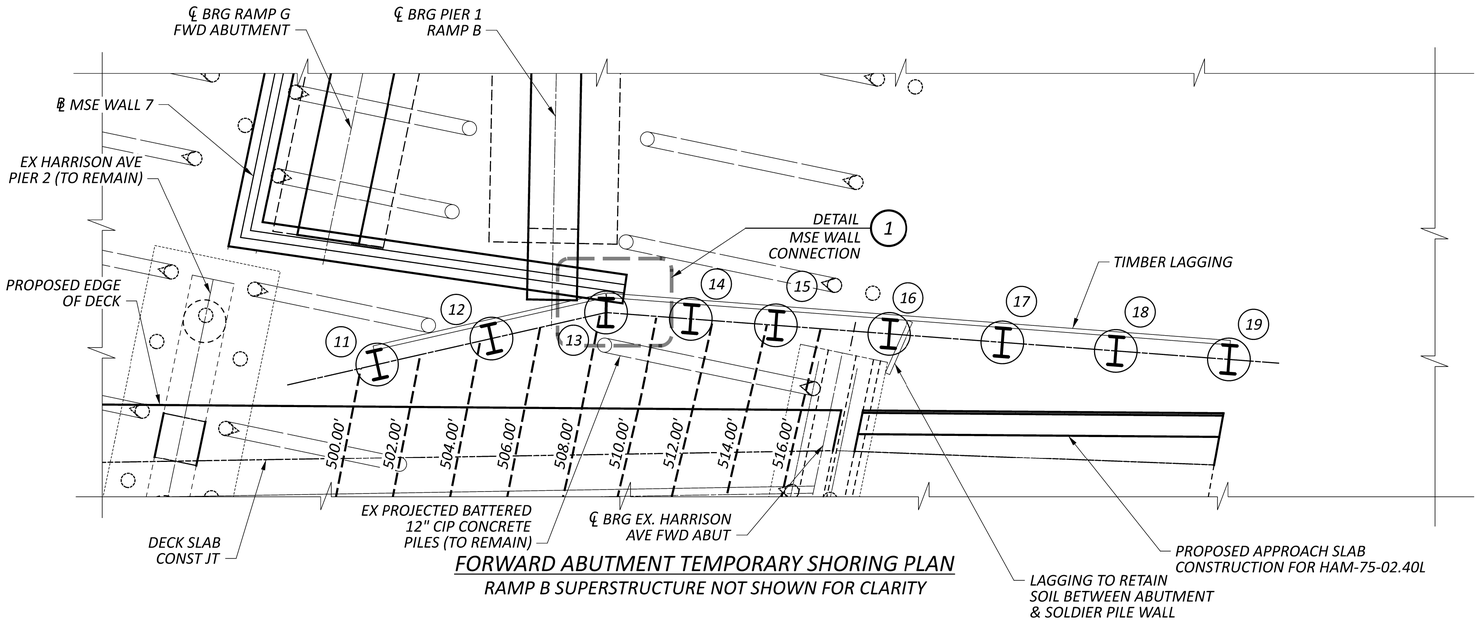
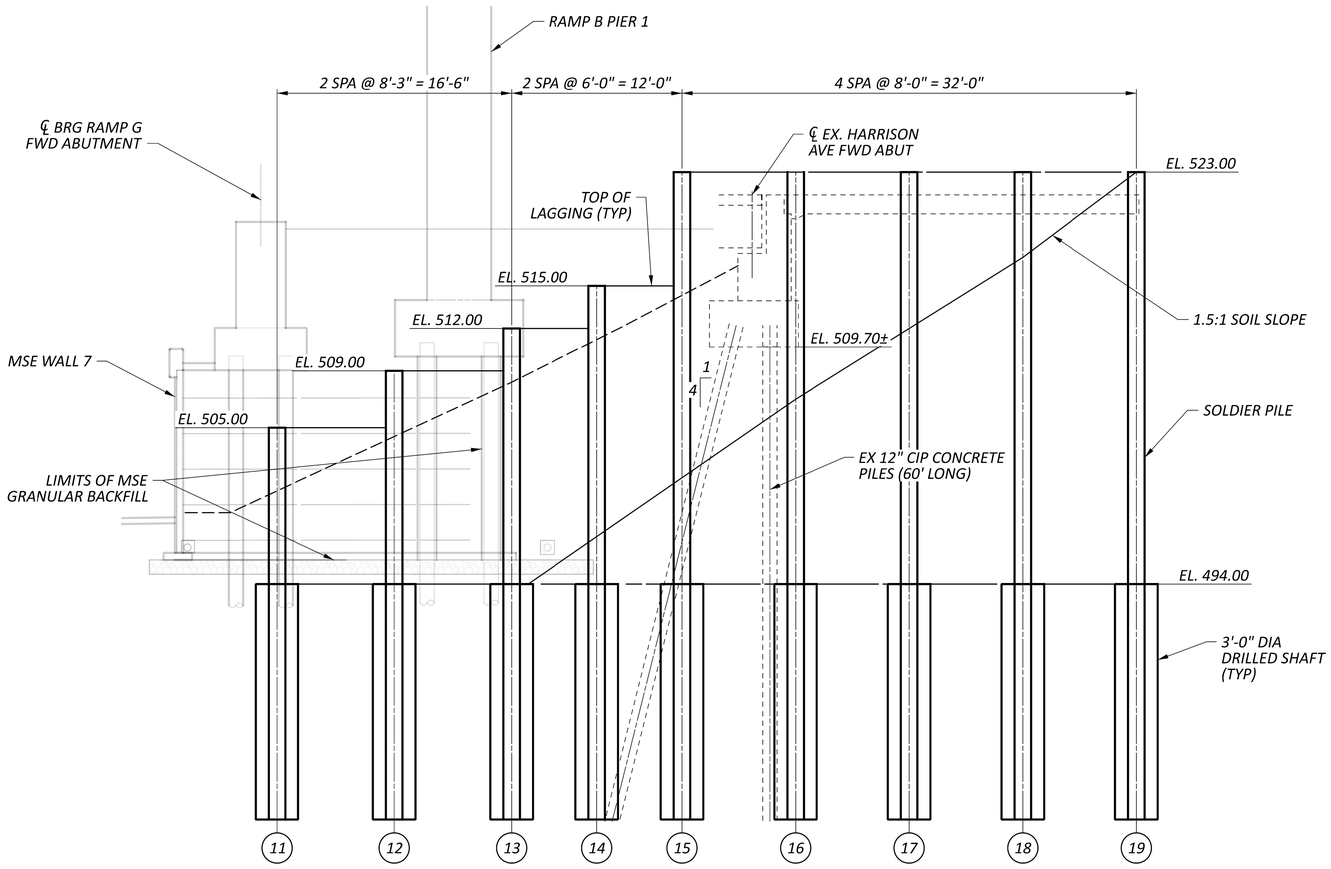


FORWARD ABUTMENT TEMPORARY SHORING PLAN

RAMP B SUPERSTRUCTURE NOT SHOWN FOR CLARITY



FORWARD ABUTMENT TEMPORARY SHORING ELEVATION

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

NOTE

1. LIMITS, SPACING, AND DRILLED SHAFT SIZE FOR SOLDIER PILE AND LAGGING WALL TO BE FINALIZED FOR NEXT SUBMITTAL

TEMPORARY SHORING DETAILS (2 OF 2)
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	5
TOTAL	23
SHEET	P.761
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:20:48 PM USER: stony
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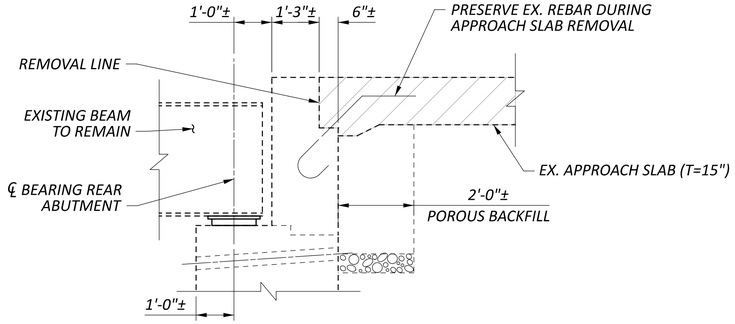
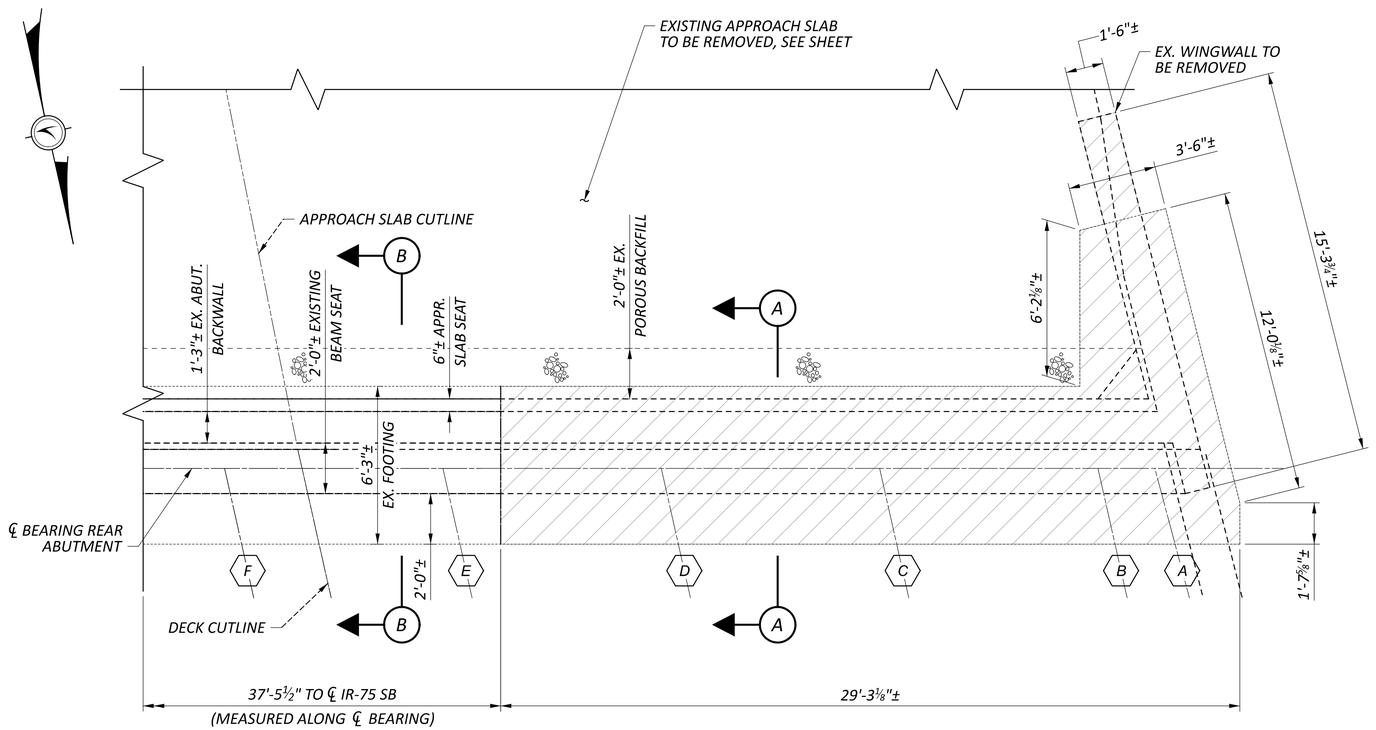
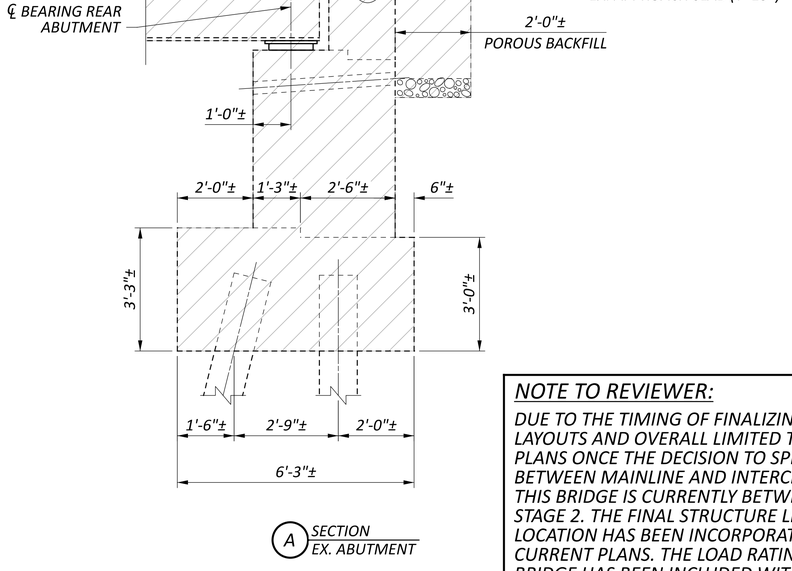


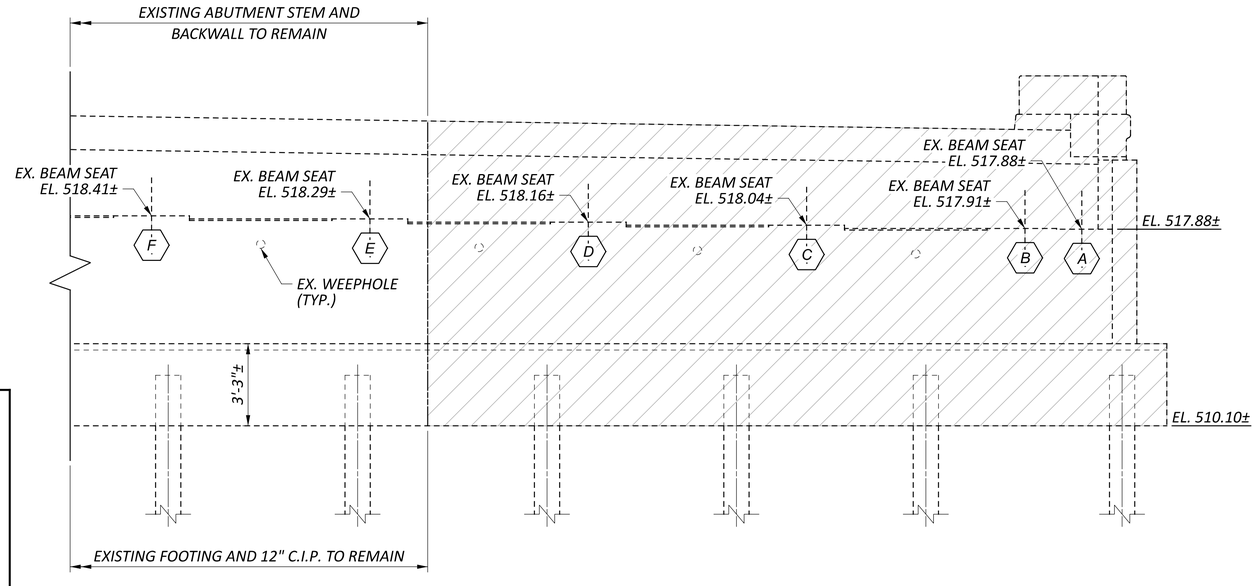
B SECTION
EX. APPROACH SLAB



PARTIAL REAR ABUTMENT PLAN - PHASE 2 REMOVAL
REMOVAL LIMITS



A SECTION
EX. ABUTMENT



PARTIAL REAR ABUTMENT ELEVATION - PHASE 2 REMOVAL
REMOVAL LIMITS

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

LEGEND
EXISTING ABUTMENT TO BE REMOVED

REAR ABUTMENT REMOVAL - PHASE 2
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN 3109399
DESIGN AGENCY GFT
DESIGNER SAT | CHECKER MTO
REVIEWER EFD 11/2026
PROJECT ID 114161
SUBSET 6 | TOTAL 23
SHEET P.762 | TOTAL 830

HAM-IR 75-1.95

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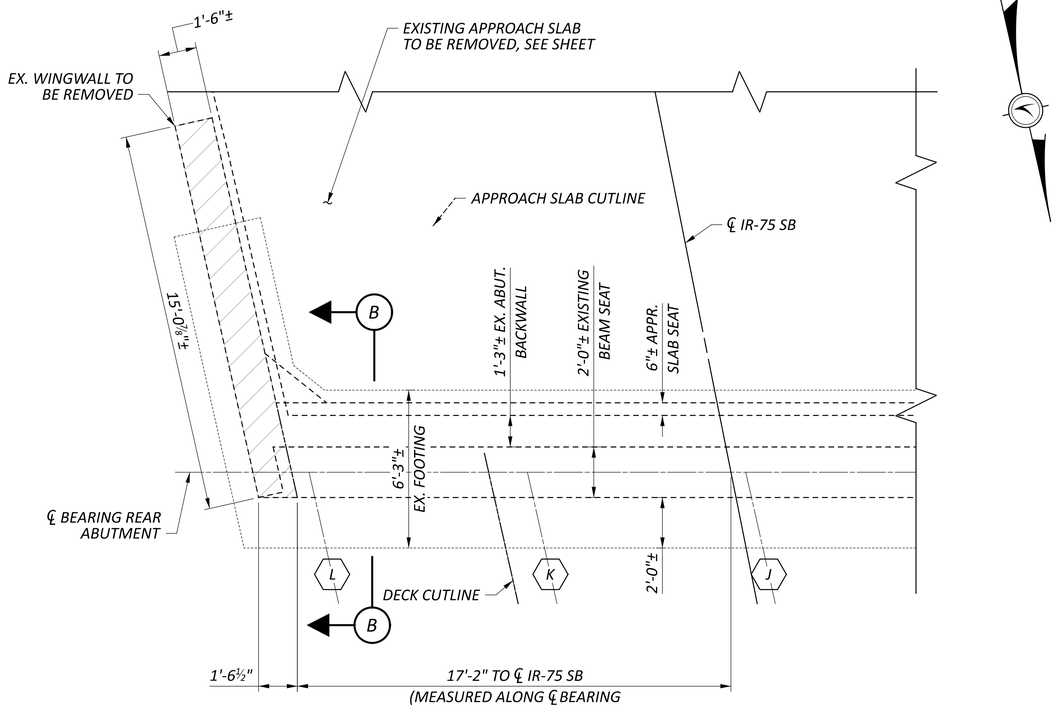
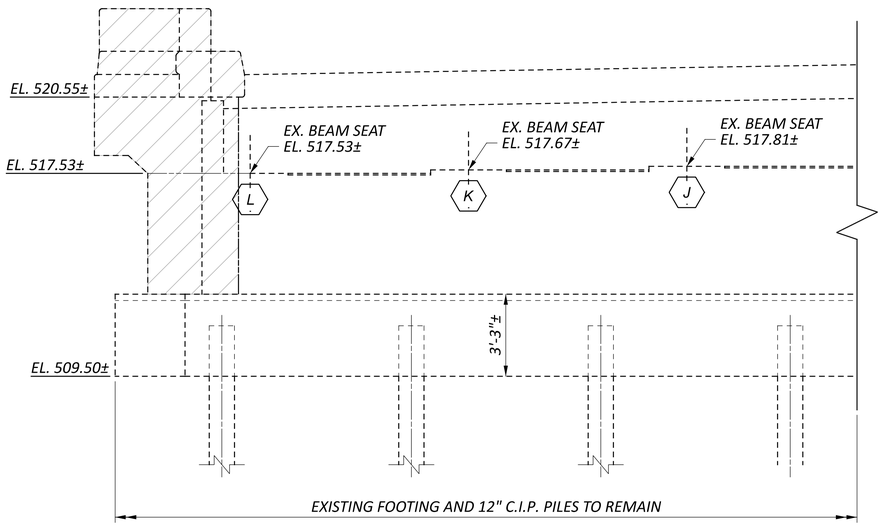


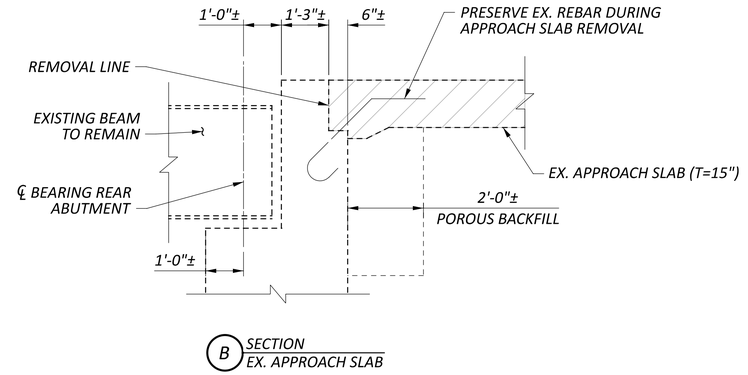
PARTIAL REAR ABUTMENT PLAN - PHASE 1B REMOVAL

REMOVAL LIMITS



PARTIAL REAR ABUTMENT ELEVATION - PHASE 1B REMOVAL

REMOVAL LIMITS



B SECTION EX. APPROACH SLAB

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

LEGEND

EXISTING ABUTMENT/WINGWALL TO BE REMOVED

REAR ABUTMENT REMOVAL - PHASE 1B
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	7
TOTAL	23
SHEET	P.763
TOTAL	830

HAM-IR 75-1.95

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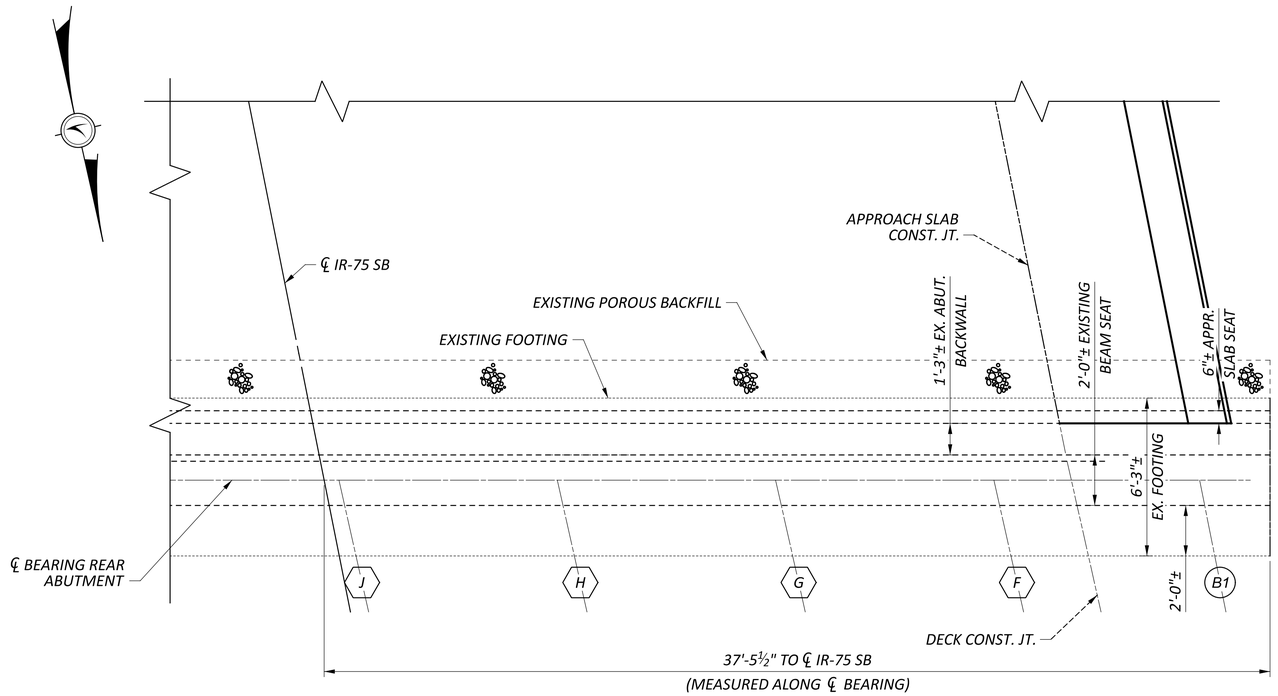
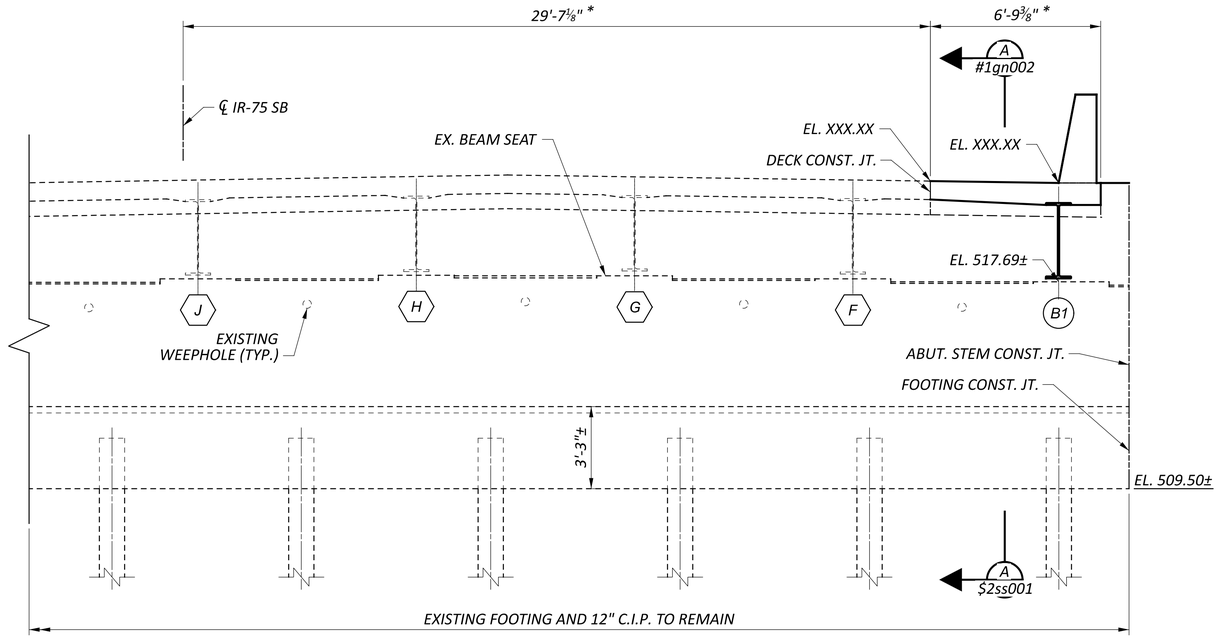
NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.



PARTIAL REAR ABUTMENT PLAN - PHASE 2 CONSTRUCTION



PARTIAL REAR ABUTMENT ELEVATION - PHASE 2 CONSTRUCTION

NOTES:

1. *PROVIDE 3'-0" WIDE LEVEL BEAM SEAT UNDER EACH BEAM.*
2. *SEE SHEET ☐/☐ FOR FOUNDATION PLAN.*
3. *SEE SHEET ☐/☐ FOR APPROACH SLAB DETAILS.*

LEGEND

** MEASURED ALONG ABUTMENT ℄ BEARING*

REAR ABUTMENT CONSTRUCTION - PHASE 2
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	8
TOTAL	23
SHEET	P.764
TOTAL	830

HAM-IR 75-1.95

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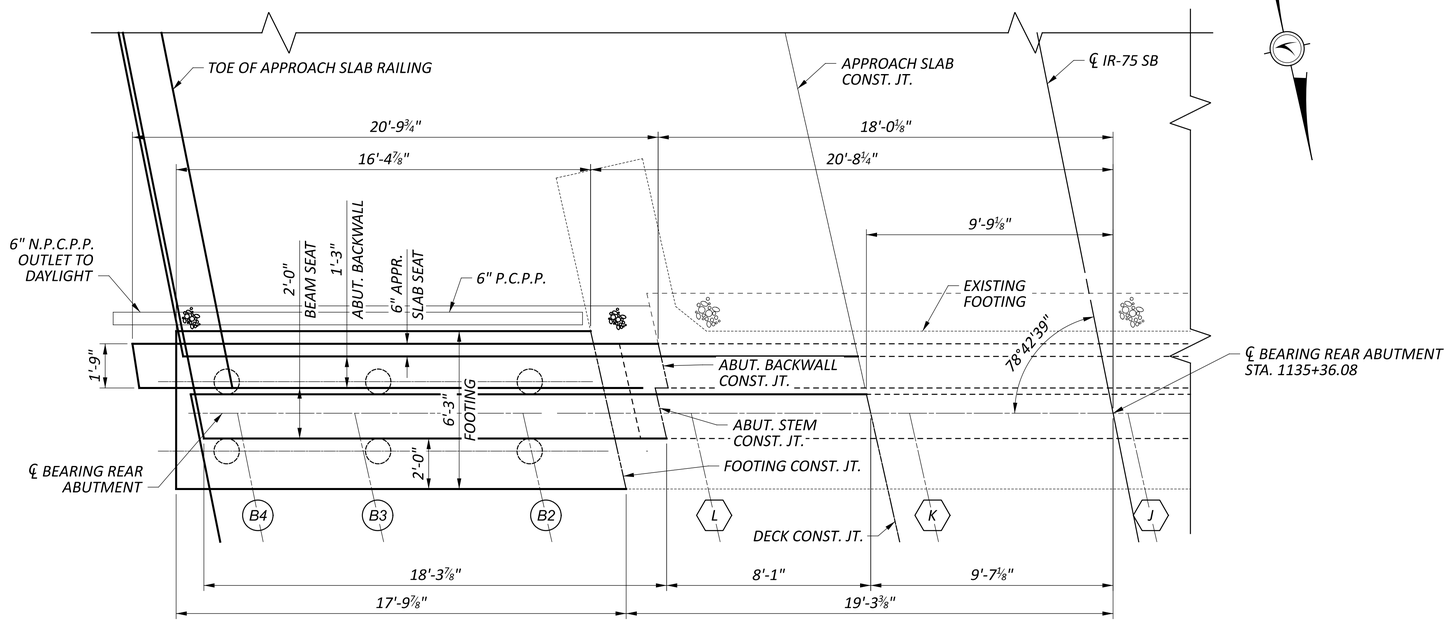
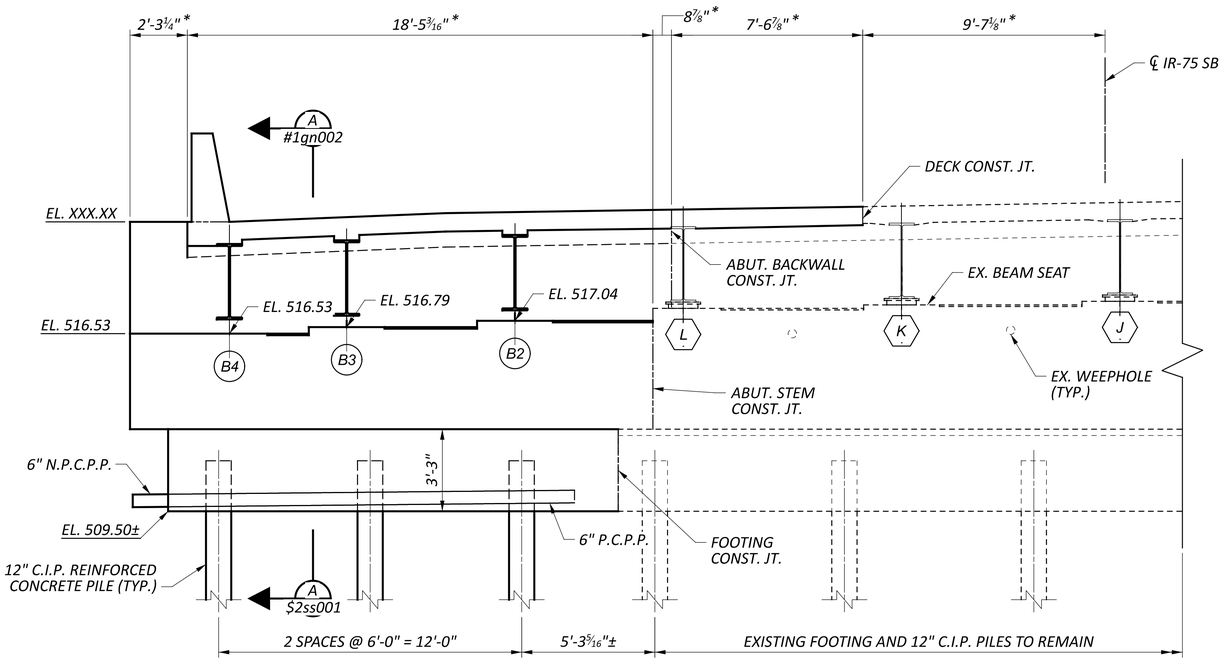


PARTIAL REAR ABUTMENT PLAN - PHASE 1B CONSTRUCTION



PARTIAL REAR ABUTMENT ELEVATION - PHASE 1B CONSTRUCTION

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

NOTES:

1. PROVIDE 3'-0" WIDE LEVEL BEAM SEAT UNDER EACH BEAM.
2. SEE SHEET ___ FOR FOUNDATION PLAN.
3. SEE SHEET ___ FOR APPROACH SLAB DETAILS.

LEGEND

* MEASURED ALONG ABUTMENT ℄ BEARING

REAR ABUTMENT CONSTRUCTION - PHASE 1B
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	9
TOTAL	23
SHEET	P.765
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:22:13 PM USER: stony
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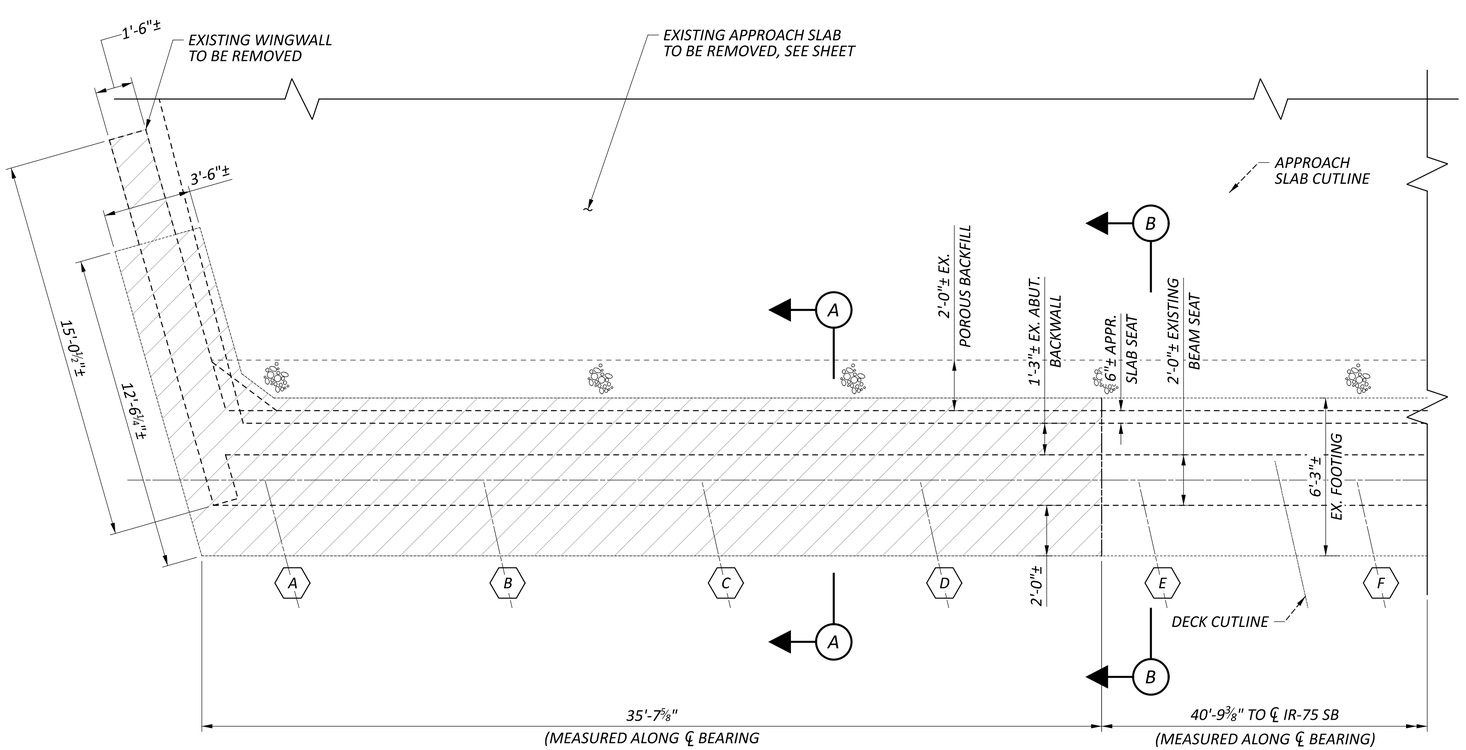
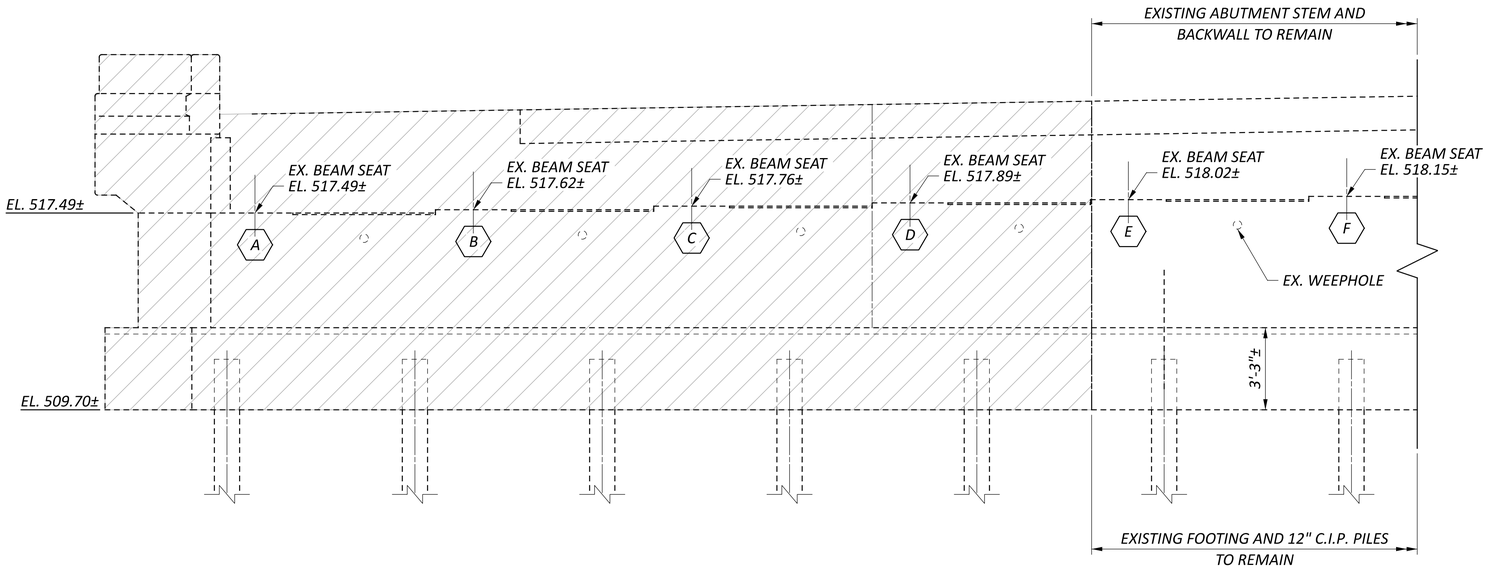
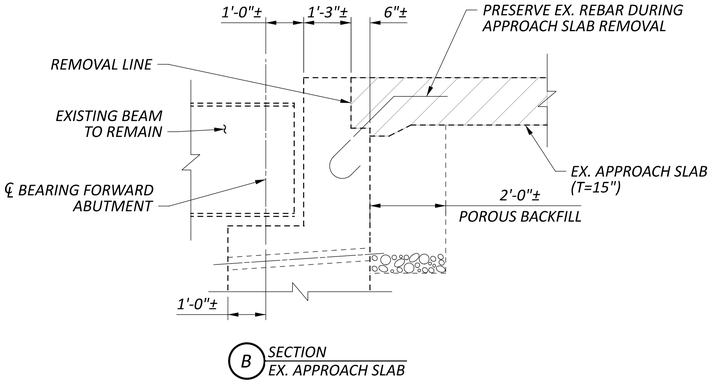


PARTIAL LEFT FORWARD ABUTMENT PLAN - PHASE 2 DEMOLITION
REMOVAL LIMITS



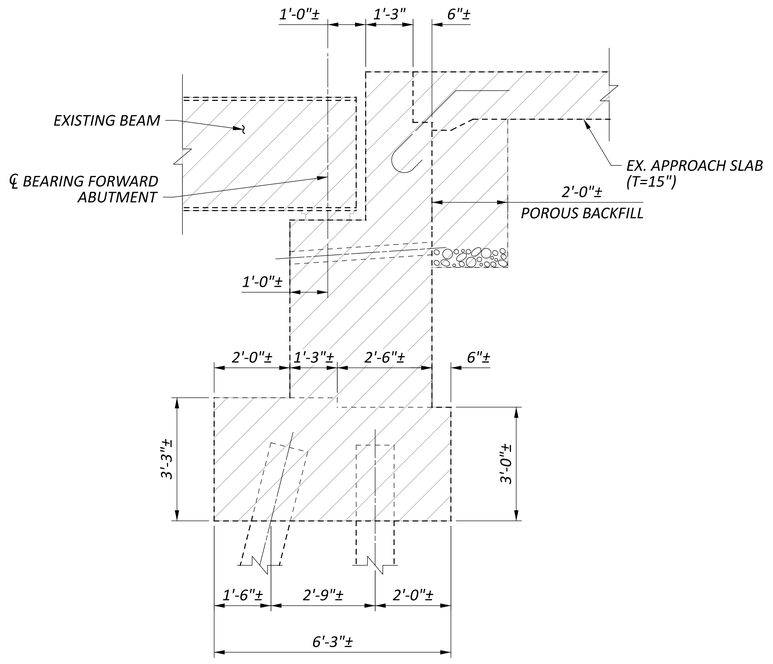
PARTIAL FORWARD ABUTMENT ELEVATION - -PHASE 2 DEMOLITION
REMOVAL LIMITS



B SECTION EX. APPROACH SLAB

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.



A SECTION EX. ABUTMENT

LEGEND

EXISTING ABUTMENT/WINGWALL TO BE REMOVED

LEFT FORWARD ABUTMENT REMOVAL
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	10
TOTAL	23
SHEET	P.766
TOTAL	830

HAM-IR 75-1.95
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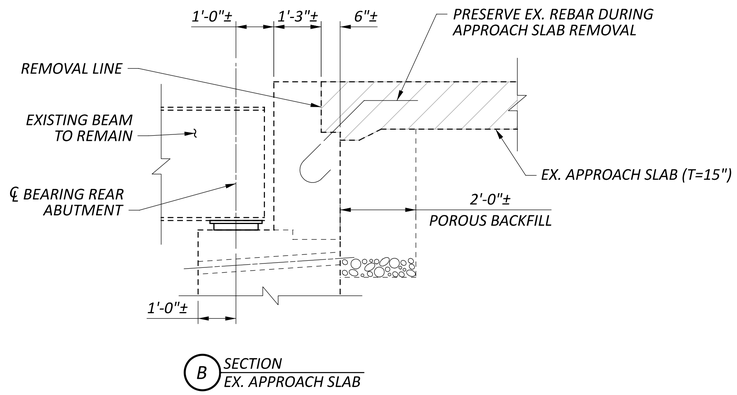
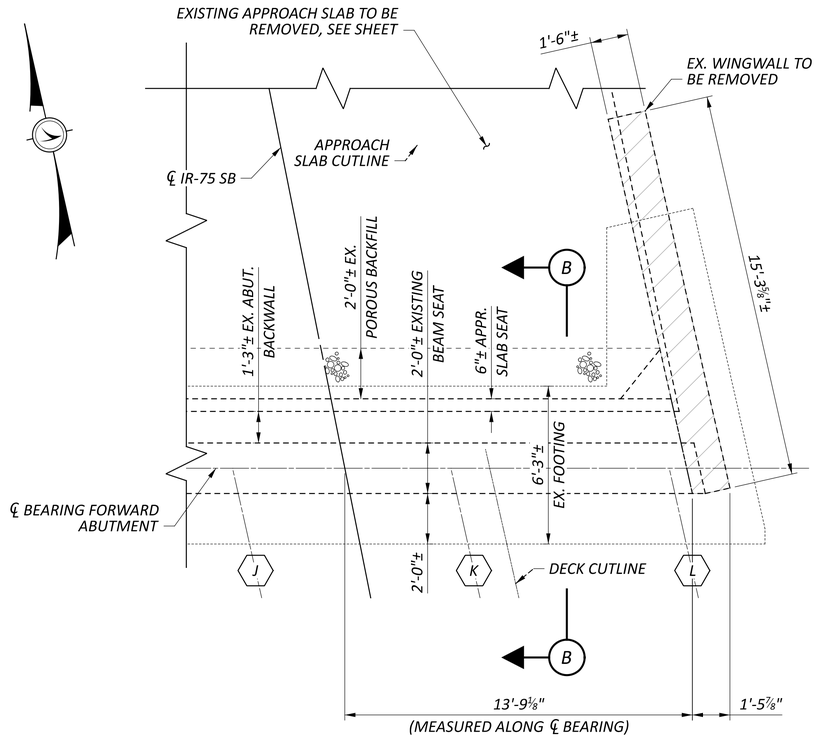
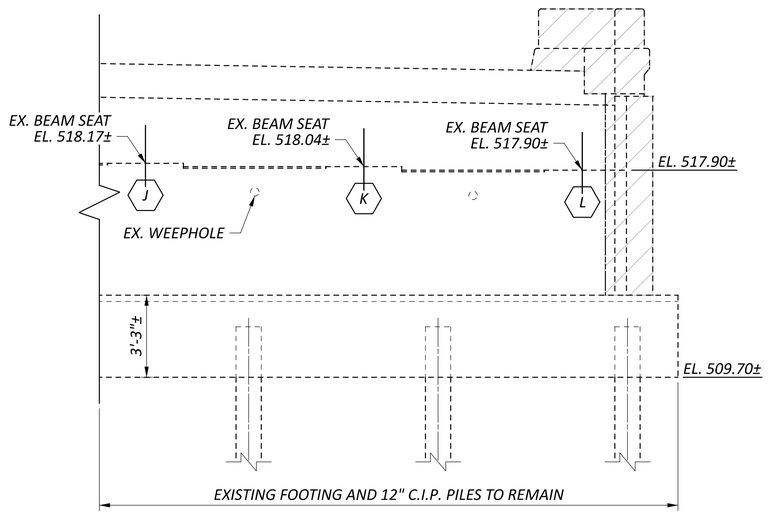


B SECTION
EX. APPROACH SLAB



PARTIAL FORWARD ABUTMENT PLAN - PHASE 1B REMOVAL
REMOVAL LIMITS



PARTIAL FORWARD ABUTMENT ELEVATION - PAHSE 1B REMOVAL
REMOVAL LIMITS

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

LEGEND

EXISTING ABUTMENT/WINGWALL TO BE REMOVED

FORWARD ABUTMENT REMOVAL - PHASE 1B
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	11
TOTAL	23
SHEET	P.767
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:41:02 PM USER: stony
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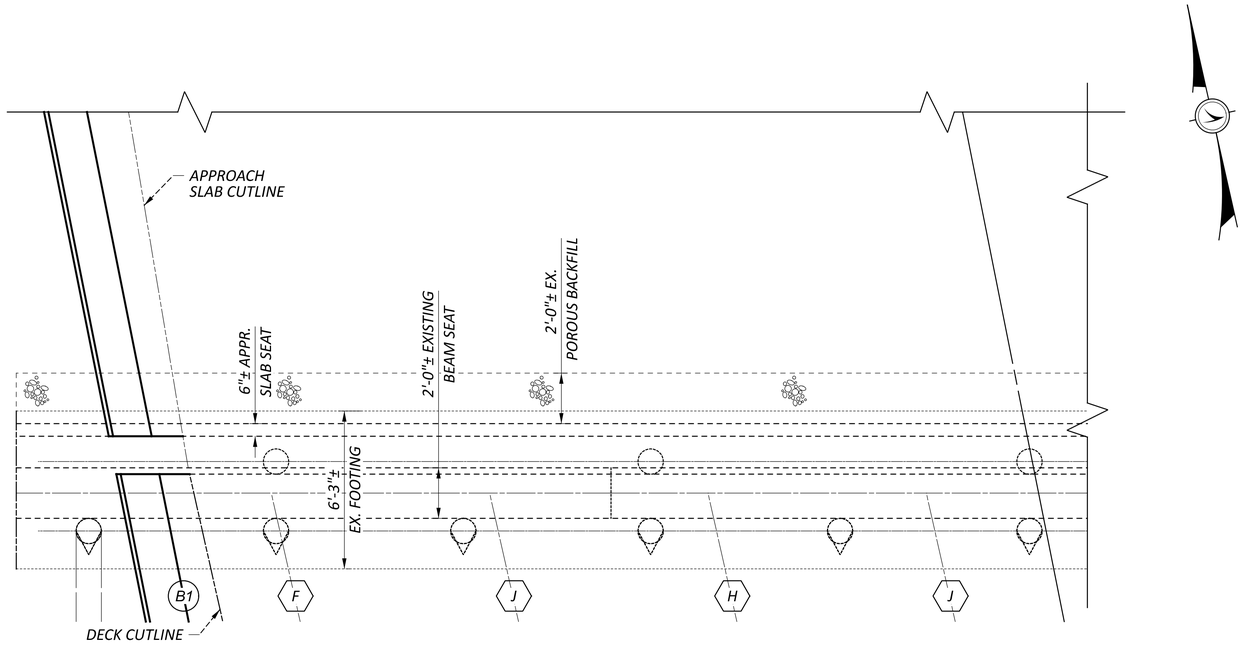
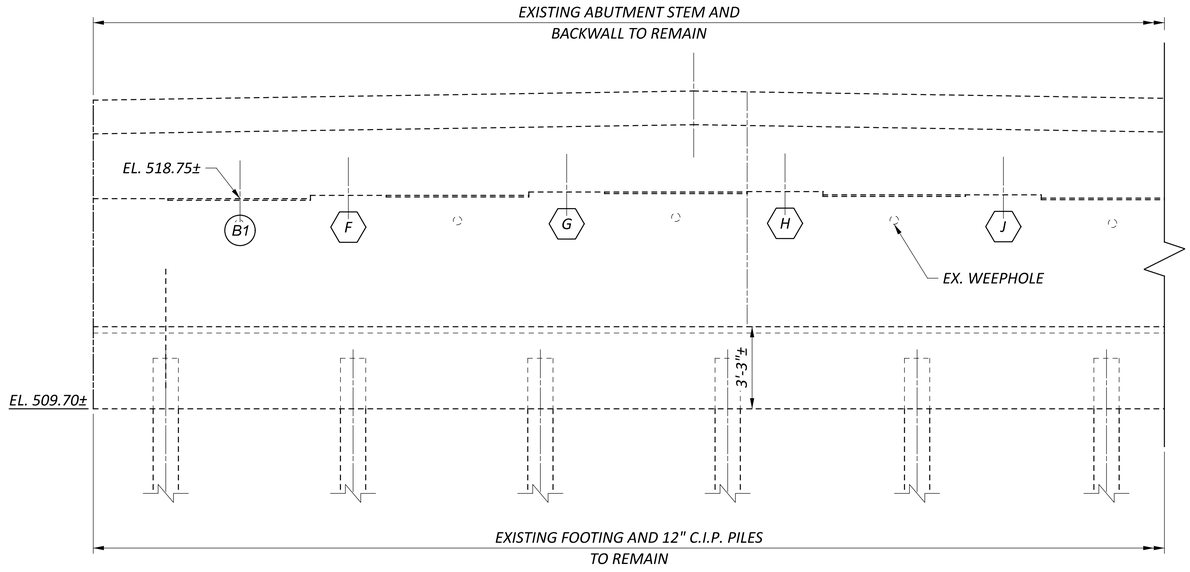


PARTIAL LEFT FORWARD ABUTMENT PLAN - PHASE 2 CONSTRUCTION



PARTIAL FORWARD ABUTMENT ELEVATION - -PHASE 2 CONSTRUCTION

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

LEGEND

EXISTING ABUTMENT/WINGWALL TO BE REMOVED

FORWARD ABUTMENT CONSTRUCTION - PHASE 2
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	12
TOTAL	23
SHEET	P.768
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:41:09 PM USER: stony
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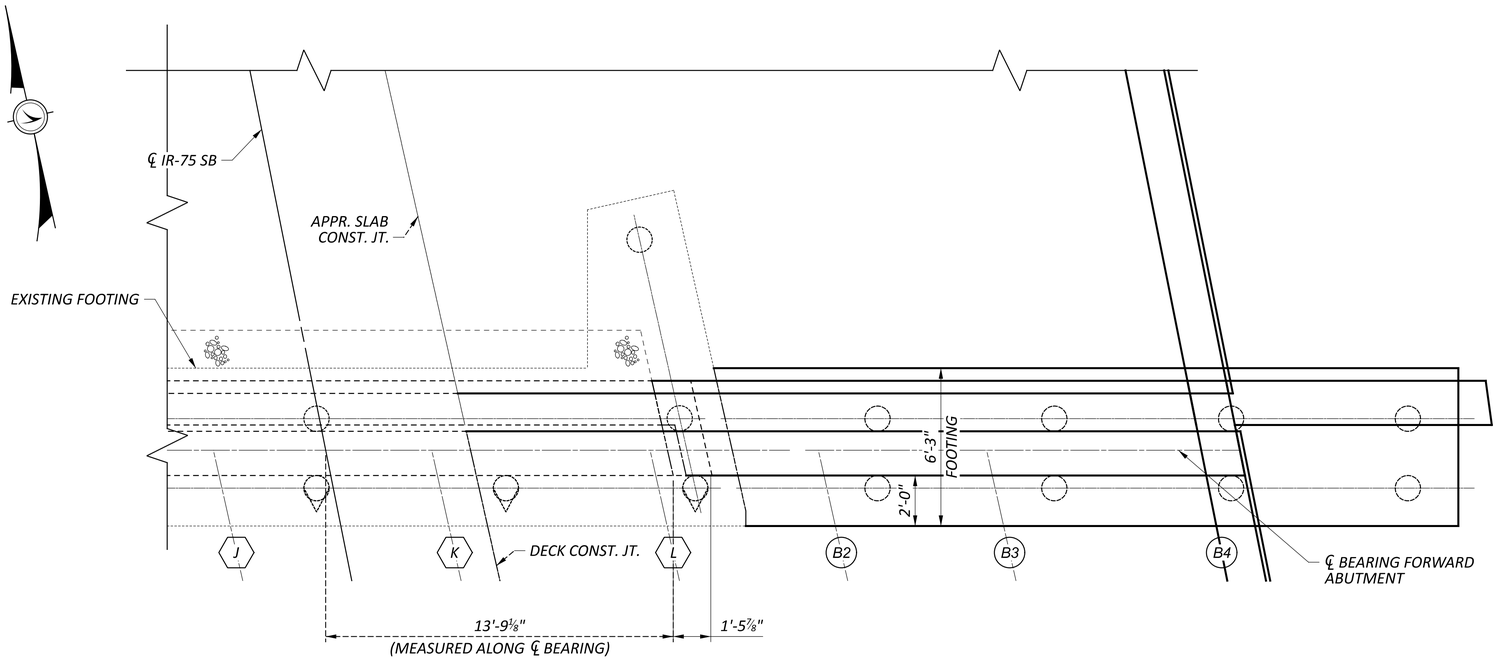
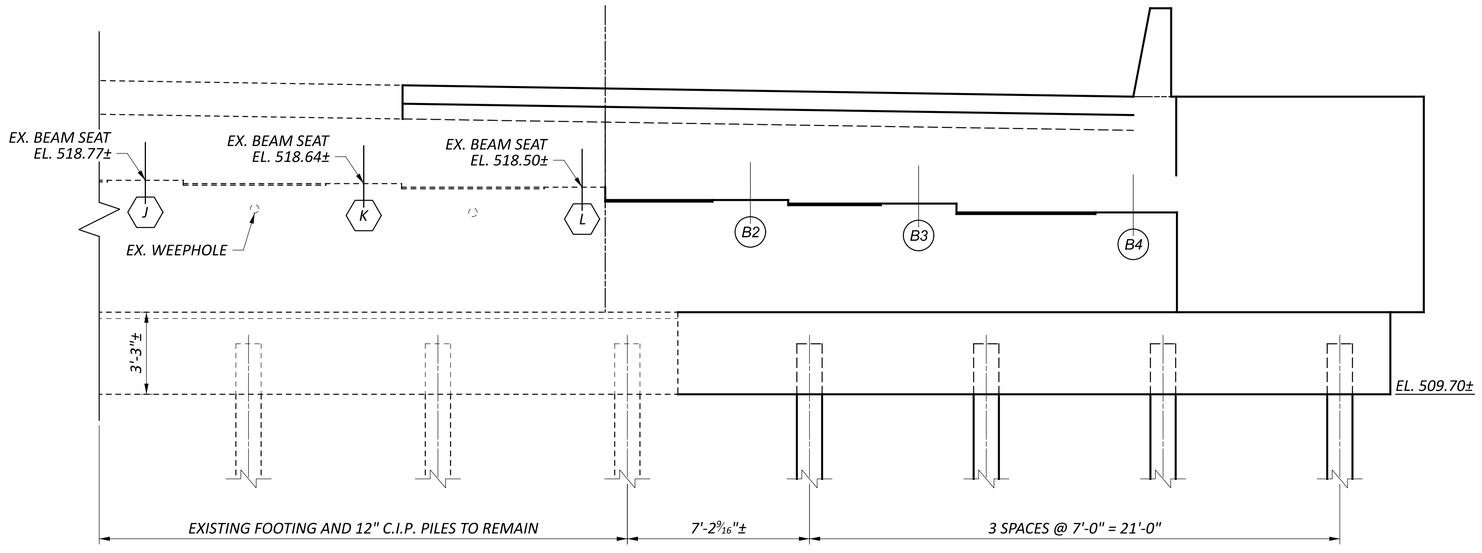
NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.



PARTIAL FORWARD ABUTMENT PLAN - PHASE 1B CONSTRUCTION



PARTIAL FORWARD ABUTMENT ELEVATION - PHASE 1B CONSTRUCTION

LEGEND

EXISTING ABUTMENT/WINGWALL TO BE REMOVED

FORWARD ABUTMENT CONSTRUCTION - PHASE 1B
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER / CHECKER	SAT / MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET / TOTAL	13 / 23
SHEET / TOTAL	P.769 / 830

HAM-IR 75-1.95

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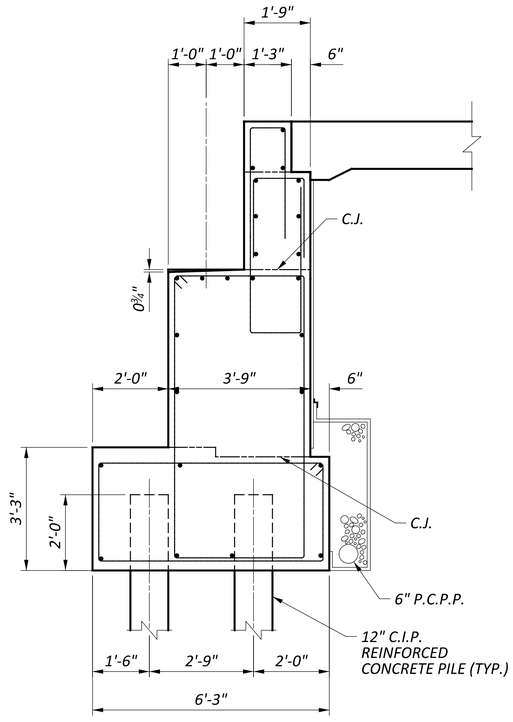
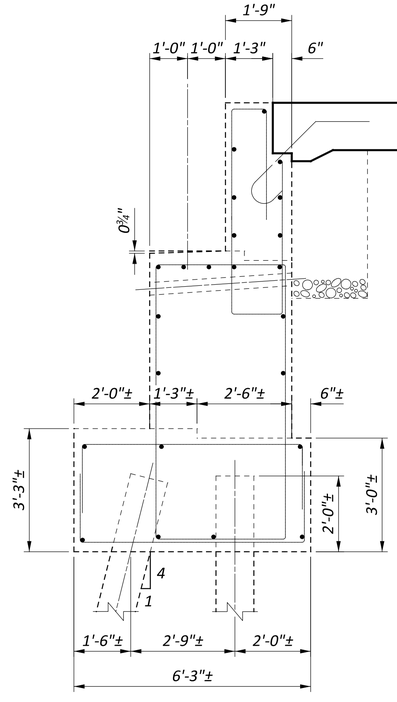
NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.



A SECTION
PROPOSED ABUTMENT - PHASE 1B



B SECTION
PROPOSED ABUTMENT - PHASE 2

TYPICAL SECTIONS AND DETAILS (1 OF 2)
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	14
TOTAL	23
SHEET	P.770
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:41:25 PM USER: stony
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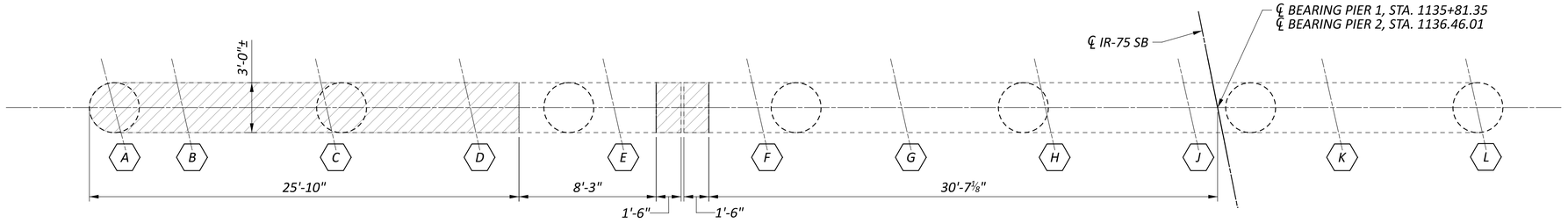
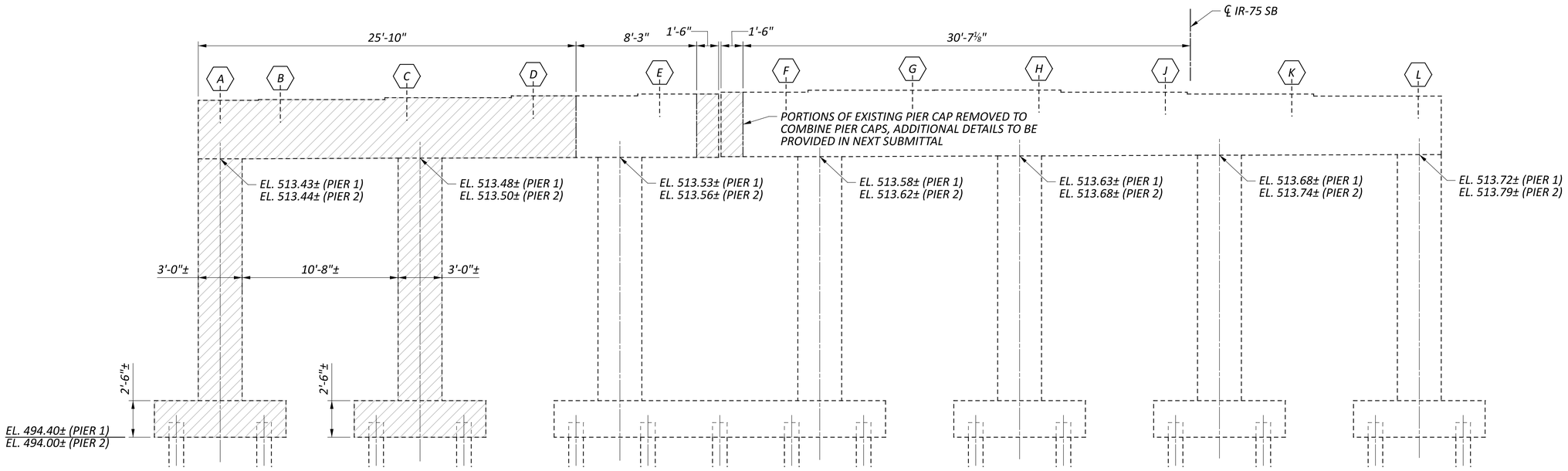
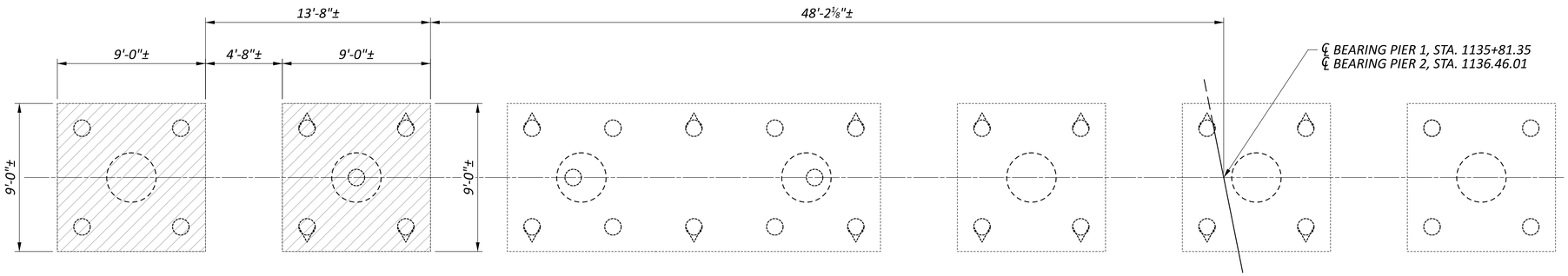


PIER PLAN
REMOVAL LIMITS



PIER ELEVATION
REMOVAL LIMITS

LEGEND
EXISTING PIER TO BE REMOVED



FOOTING PLAN
REMOVAL LIMITS

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

EXISTING BEAM SEAT ELEVATIONS

LOCATION	A	B	C	D	E	F	G	H	J	K	L
PIER 1	517.43	517.48	517.61	517.74	517.86	517.99	518.12	518.13	517.99	517.86	517.72
PIER 2	517.44	517.53	517.66	517.79	517.92	518.05	518.18	518.19	518.06	517.93	517.79

PIER REMOVAL
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN 3109399
DESIGN AGENCY GFT
DESIGNER SAT | CHECKER MTO
REVIEWER EFD 11/2026
PROJECT ID 114161
SUBSET 15 | TOTAL 23
SHEET P.771 | TOTAL 830

HAM-IR 75-1.95

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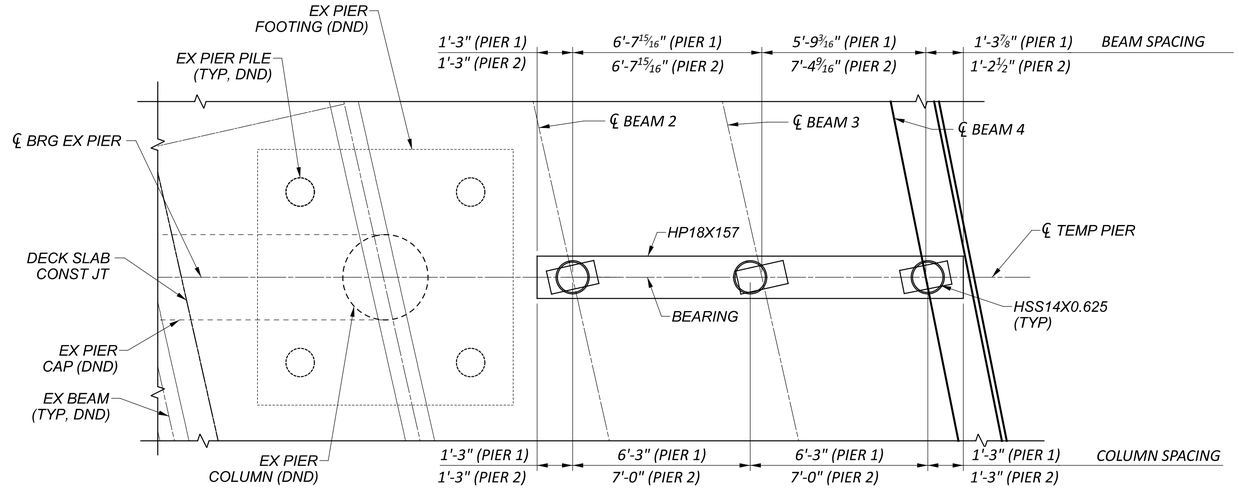
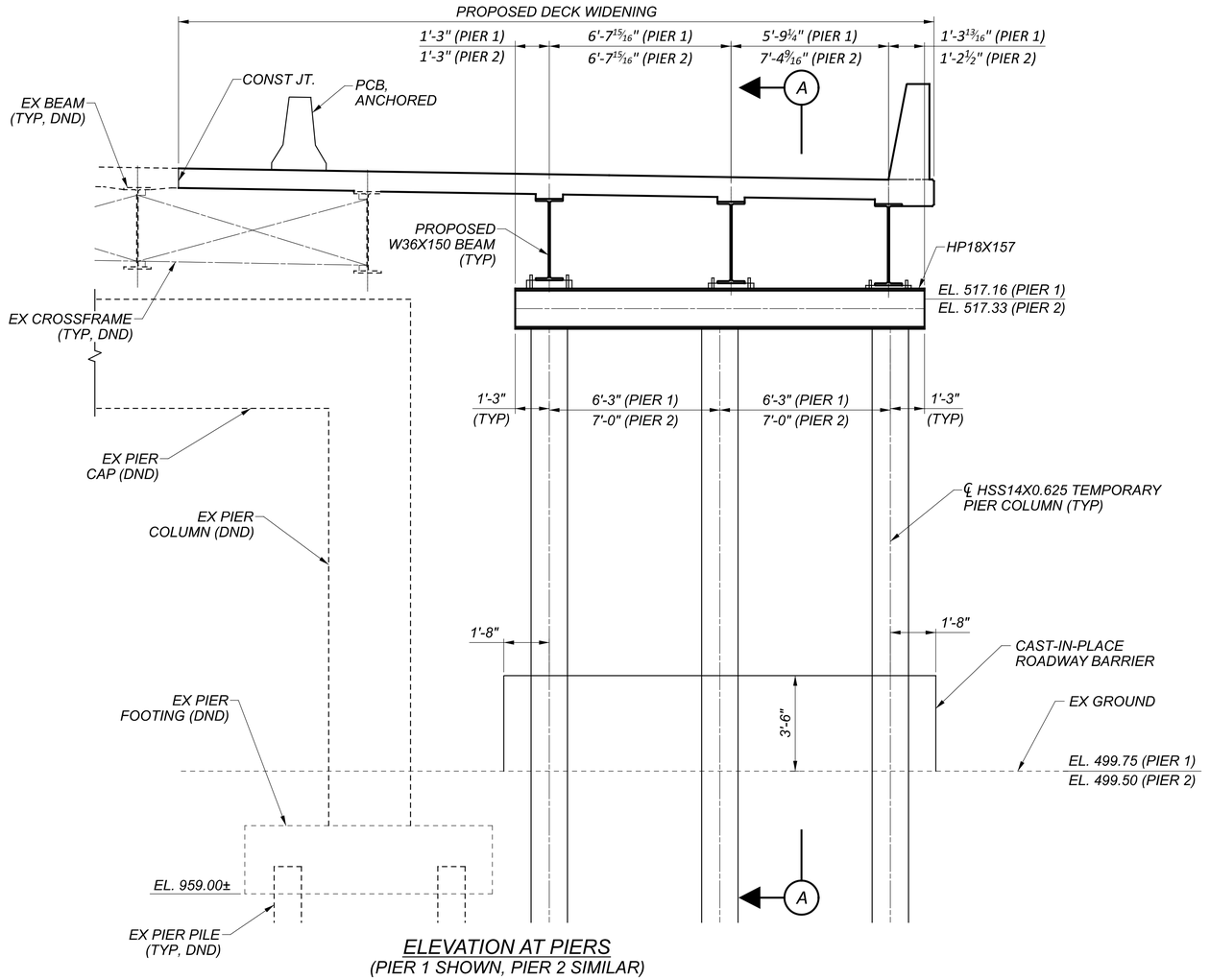
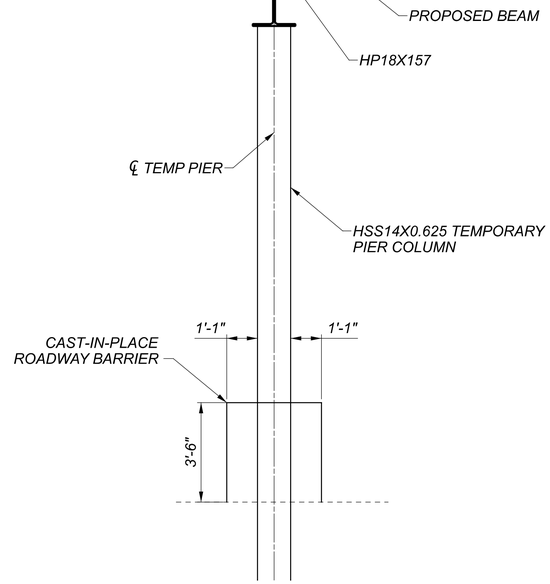


PLAN AT PIER



ELEVATION AT PIERS
(PIER 1 SHOWN, PIER 2 SIMILAR)



SECTION A-A

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

TEMPORARY PIER SUPPORT DETAILS
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	16
TOTAL	23
SHEET	P.772
TOTAL	830

HAM-IR 75-1.95

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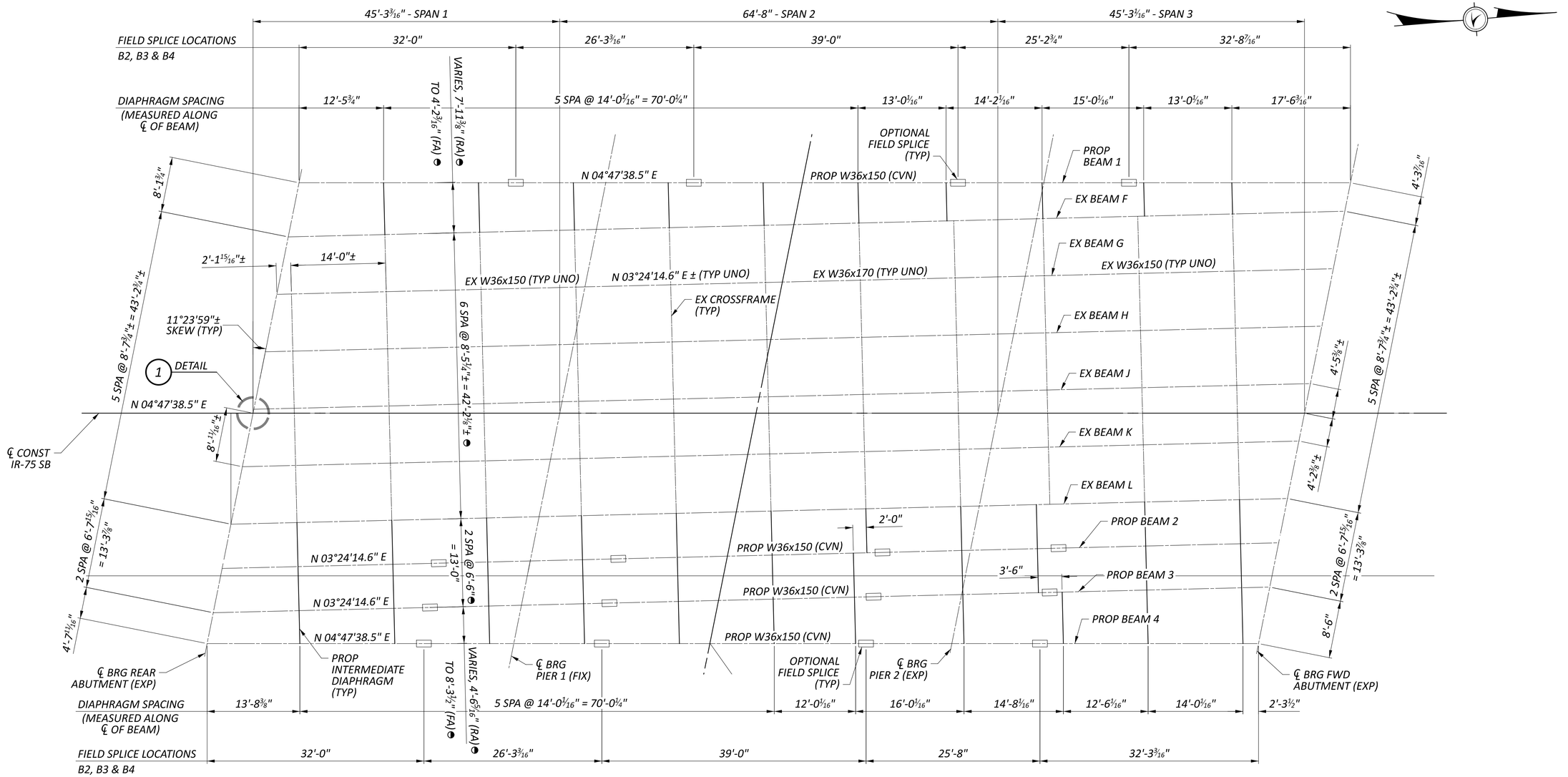
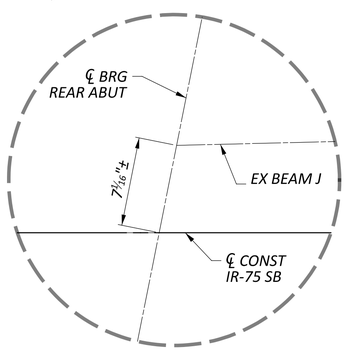


FRAMING PLAN



DETAIL 1

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

NOTES

1. FOR BEAM ELEVATION DETAILS, SEE SHEET .
2. FOR INTERMEDIATE AND END DIAPHRAGM DETIAILS, SEE SHEET .

LEGEND

◑ - MEASURED PERPENDICULAR TO EXISTING BEAMS

FRAMING PLAN
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN 3109399
DESIGN AGENCY GFT
DESIGNER SAT | CHECKER MTO
REVIEWER EFD 11/2026
PROJECT ID 114161
SUBSET 17 | TOTAL 23
SHEET P.773 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:41:53 PM USER: stony
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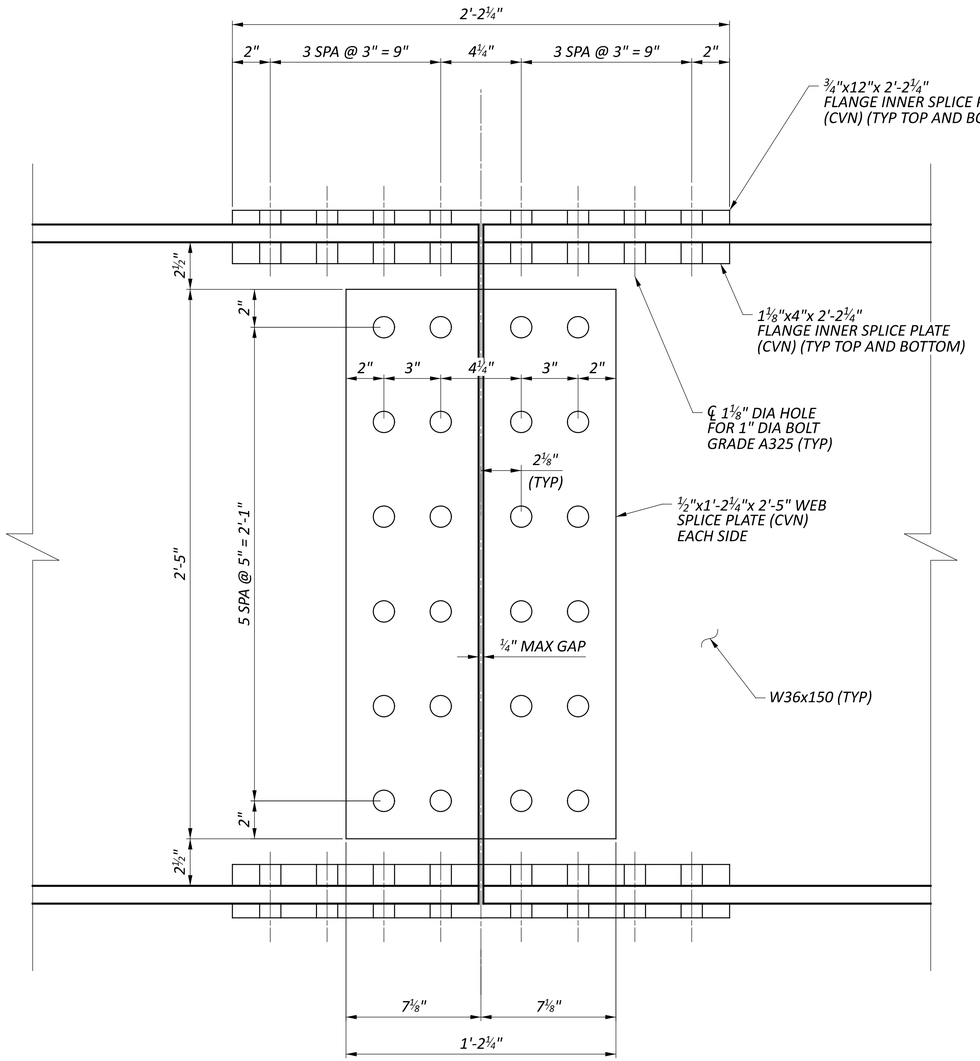
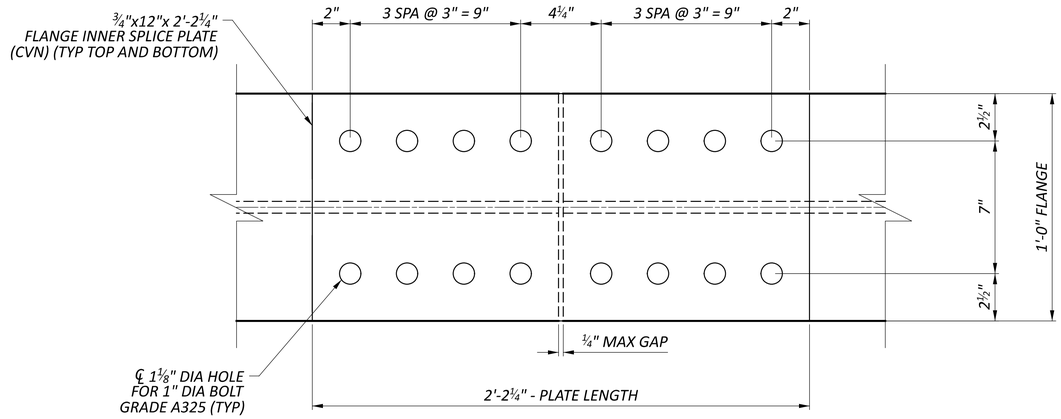


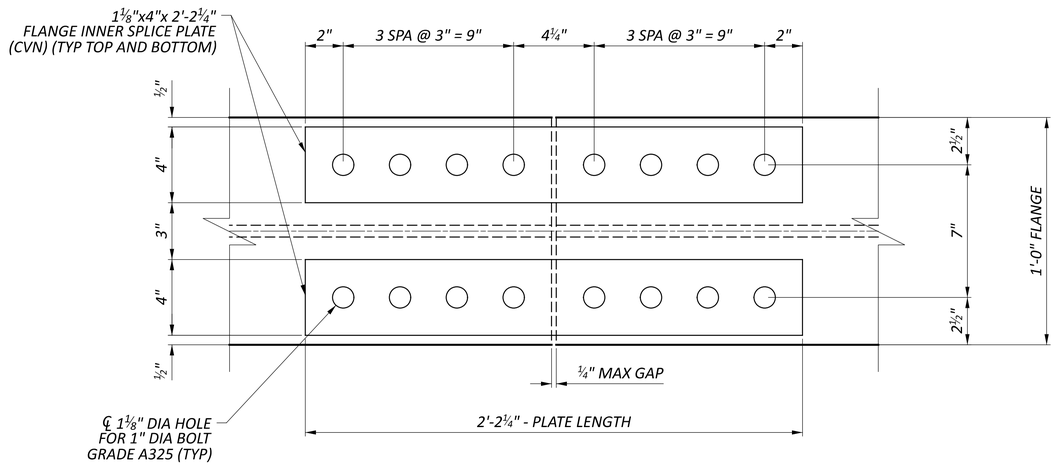
SPLICE ELEVATION

TOP FLANGE DETAILED,
BOTTOM FLANGE IDENTICAL



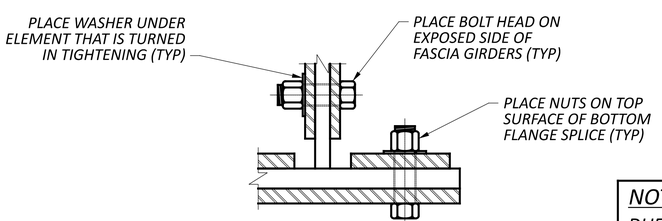
OUTER SPLICE PLATE DETAIL

(TOP FLANGE SHOWN, BOTTOM FLANGE SIMILAR AS NOTED)
(SYMMETRICAL ABOUT ℄ SPLICE & ℄ BEAM)



INNER SPLICE PLATE DETAIL

(TOP AND BOTTOM FLANGE)
(SYMMETRICAL ABOUT ℄ SPLICE & ℄ BEAM)



PARTIAL SECTION

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

NOTES:

1. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN C&MS 711.01.
2. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER ASTM F3125, GRADE A325.
3. FOR FIELD SPLICE LOCATIONS, SEE FRAMING PLAN SHEETS ST001 & ST36

SPLICE DETAILS

BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	18
TOTAL	23
SHEET	P.774
TOTAL	830

HAM-IR 75-1.95

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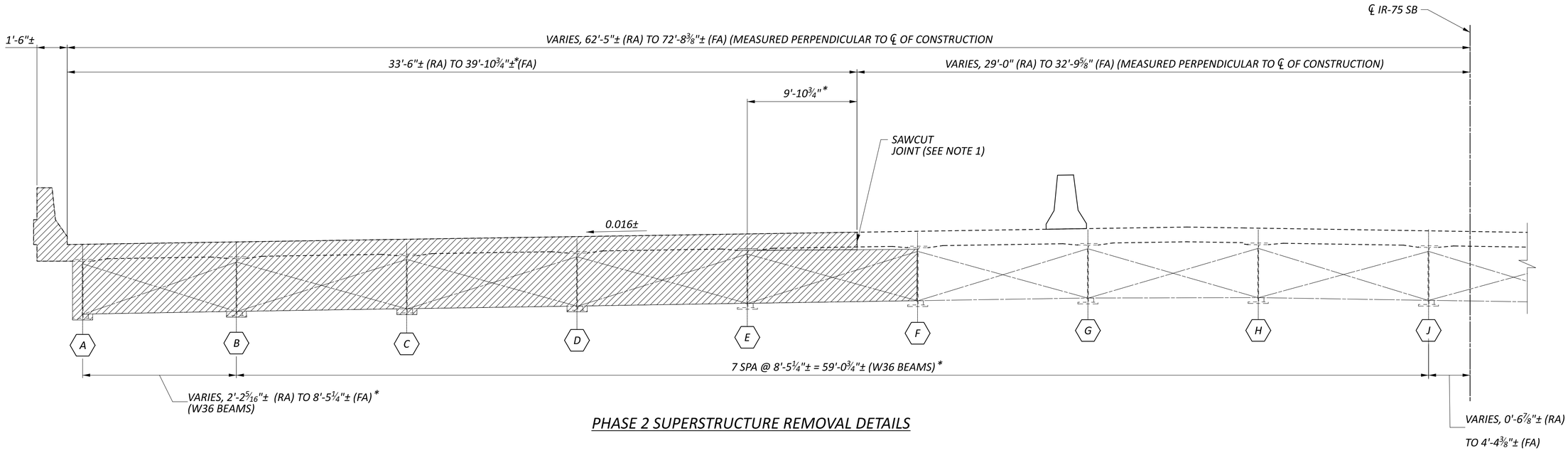
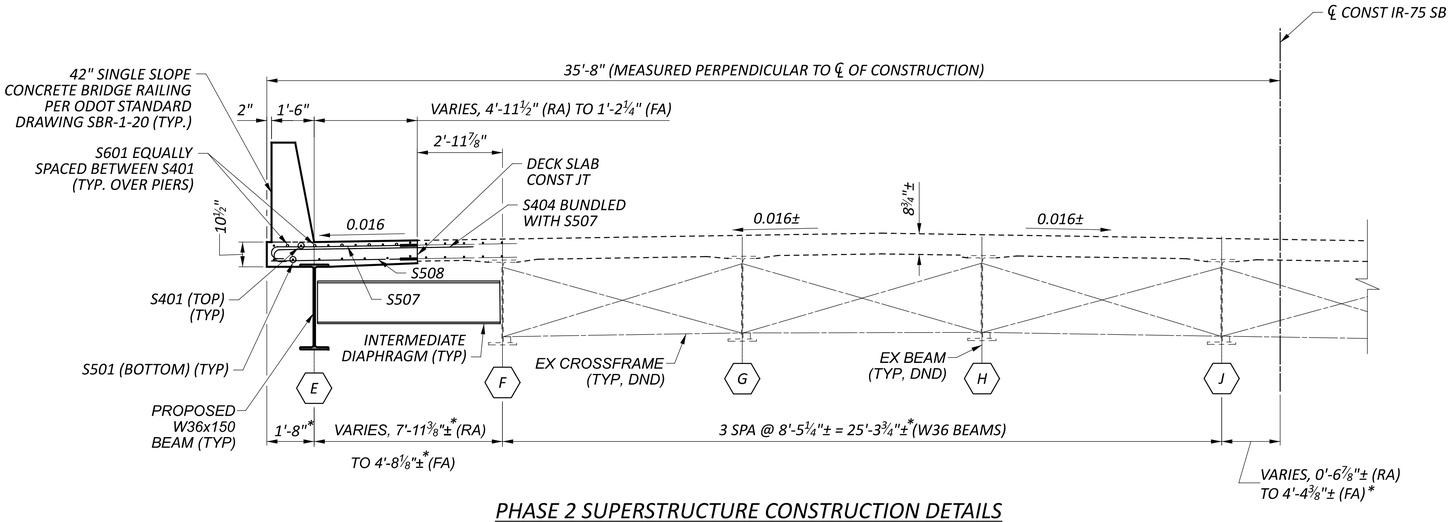


PHASE 2 SUPERSTRUCTURE REMOVAL DETAILS



PHASE 2 SUPERSTRUCTURE CONSTRUCTION DETAILS

LEGEND

- REMOVAL LIMITS
- * - MEASURED PERPENDICULAR TO BEAMS

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

NOTES

1. PRESERVE TRANSVERSE REINFORCING REBAR BEYOND CUTLINE TO ALLOW FOR MECHANICAL CONNECTORS.

SUPERSTRUCTURE WIDENING DETAILS (1 OF 2)
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN 3109399
DESIGN AGENCY GFT
DESIGNER SAT | CHECKER MTO
REVIEWER EFD 11/2026
PROJECT ID 114161
SUBSET 19 | TOTAL 23
SHEET P.775 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:42:09 PM USER: stony
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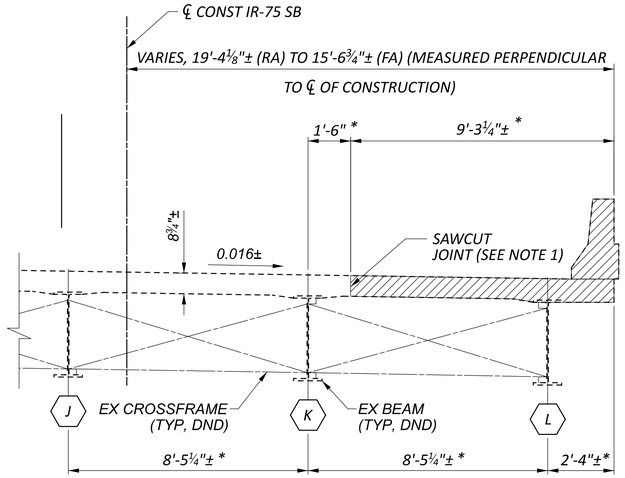
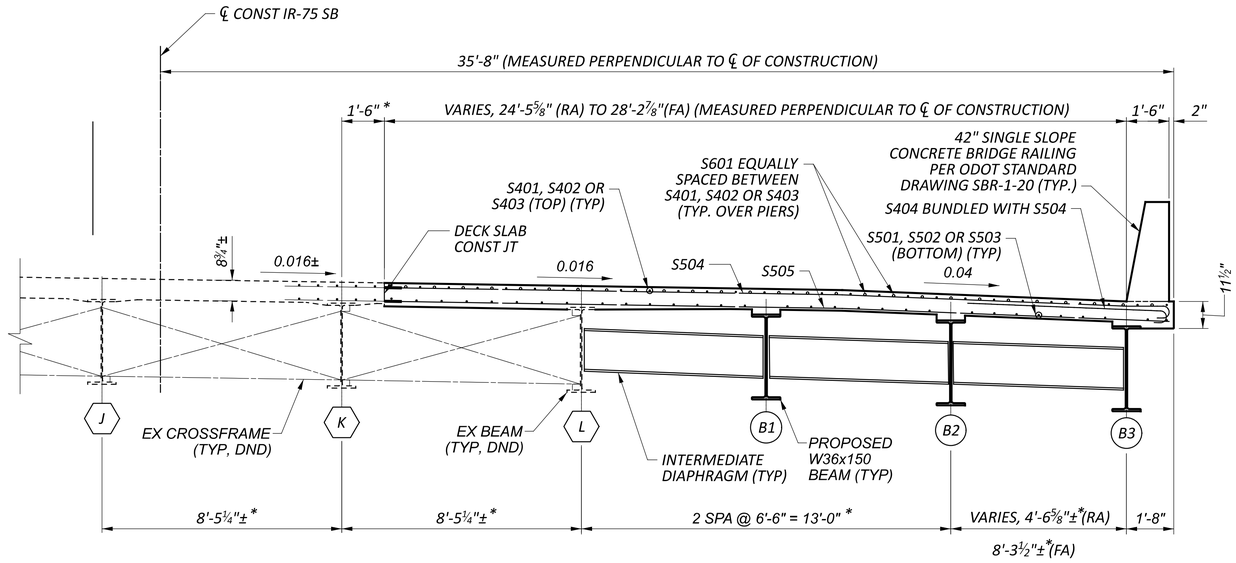


PHASE 1B SUPERSTRUCTURE REMOVAL DETAILS



PHASE 1B SUPERSTRUCTURE CONSTRUCTION DETAILS

LEGEND

- REMOVAL LIMITS

* - MEASURED PERPENDICULAR TO BEAMS

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

NOTES

1. PRESERVE TRANSVERSE REINFORCING REBAR BEYOND CUTLINE TO ALLOW FOR MECHANICAL CONNECTORS.

SUPERSTRUCTURE WIDENING DETAILS (2 OF 2)
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN 3109399
DESIGN AGENCY GFT
DESIGNER SAT | CHECKER VDT
REVIEWER EFD 11/2026
PROJECT ID 114161
SUBSET 20 | TOTAL 23
SHEET P.776 | TOTAL 830

HAM-IR 75-1.95

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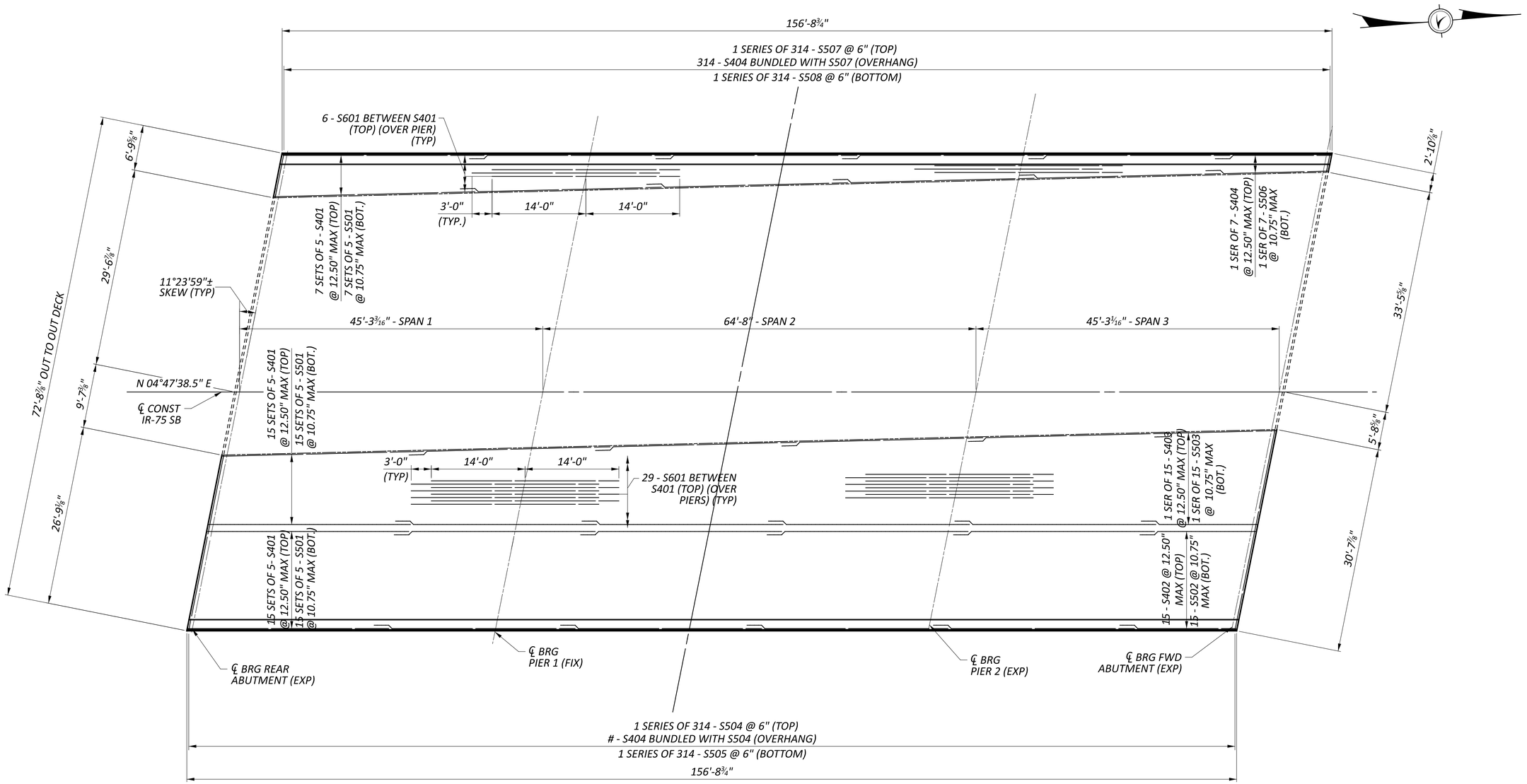

DECK REINFORCING PLAN

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 4 LONGITUDINAL	2'-2" MIN.
NO. 5 LONGITUDINAL	3'-1" MIN.

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

NOTES

1. CONTRACTOR SHALL SUBMIT MECHANICAL SPLICE CUT SHEET BEFORE DECK REMOVAL BEGINS SO THE LENGTH OF THE EXISTING REBAR PRESERVATION IS KNOWN.

DECK PLAN
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN 3109399
DESIGN AGENCY GFT
DESIGNER SAT | CHECKER MTO
REVIEWER EFD 11/2026
PROJECT ID 114161
SUBSET 21 | TOTAL 23
SHEET P.777 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:42:25 PM USER: stony
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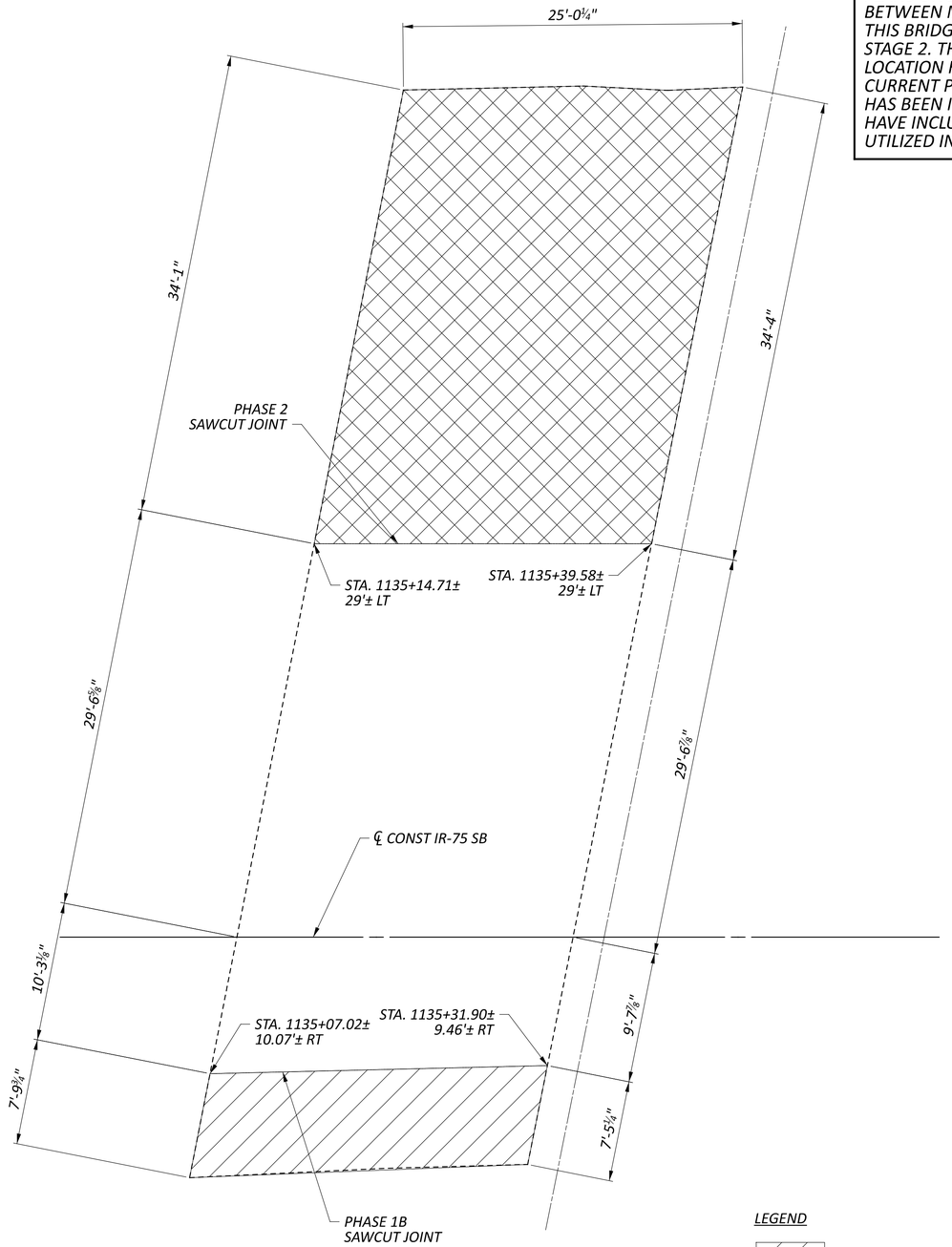
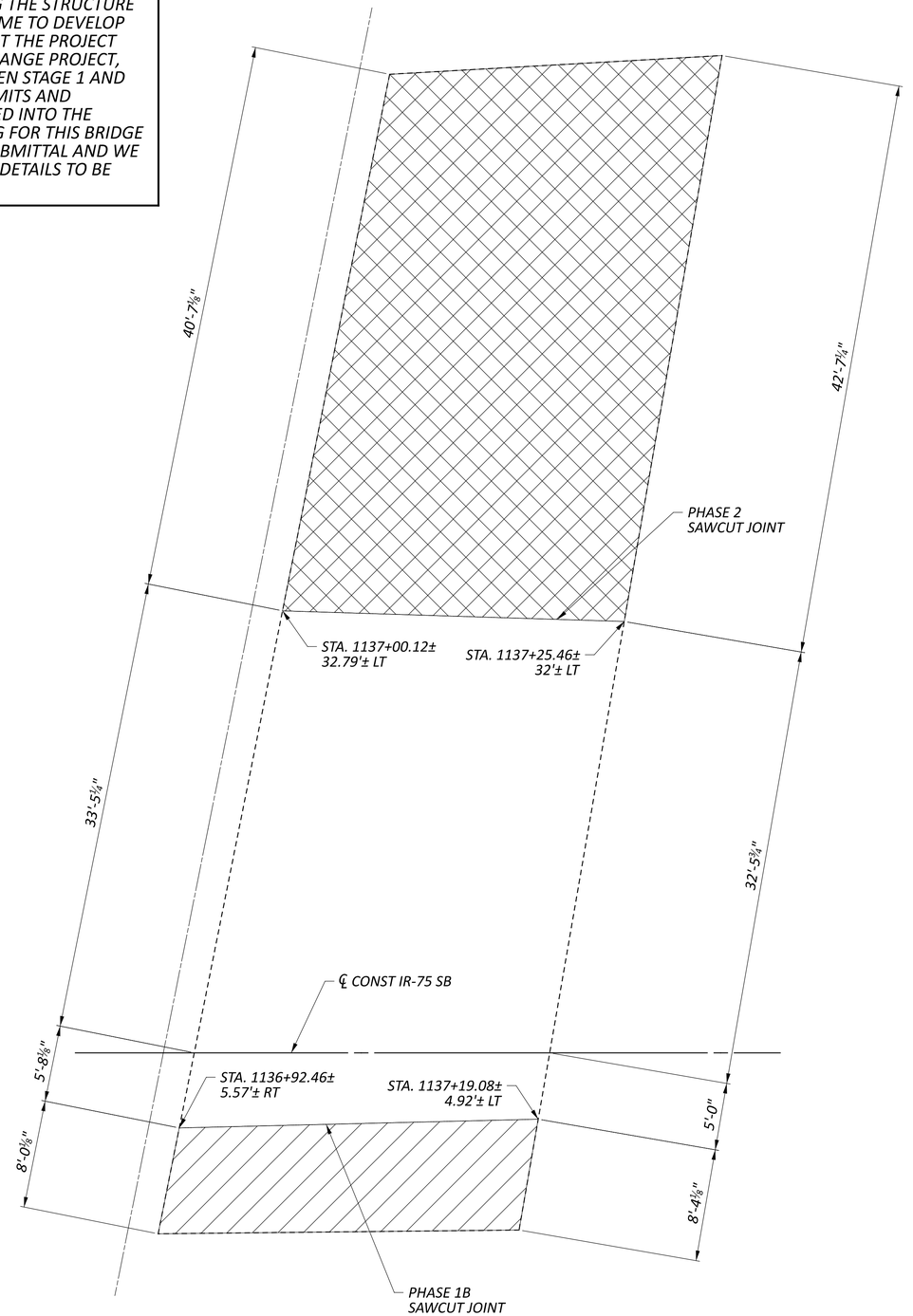
NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.



REAR APPROACH SLAB



FORWARD APPROACH SLAB

LEGEND

PHASE 1B REMOVAL LIMITS

PHASE 2 REMOVAL LIMITS

APPROACH SLAB REMOVAL DETAILS
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	22
TOTAL	23
SHEET	P.778
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 1:42:33 PM USER: stony
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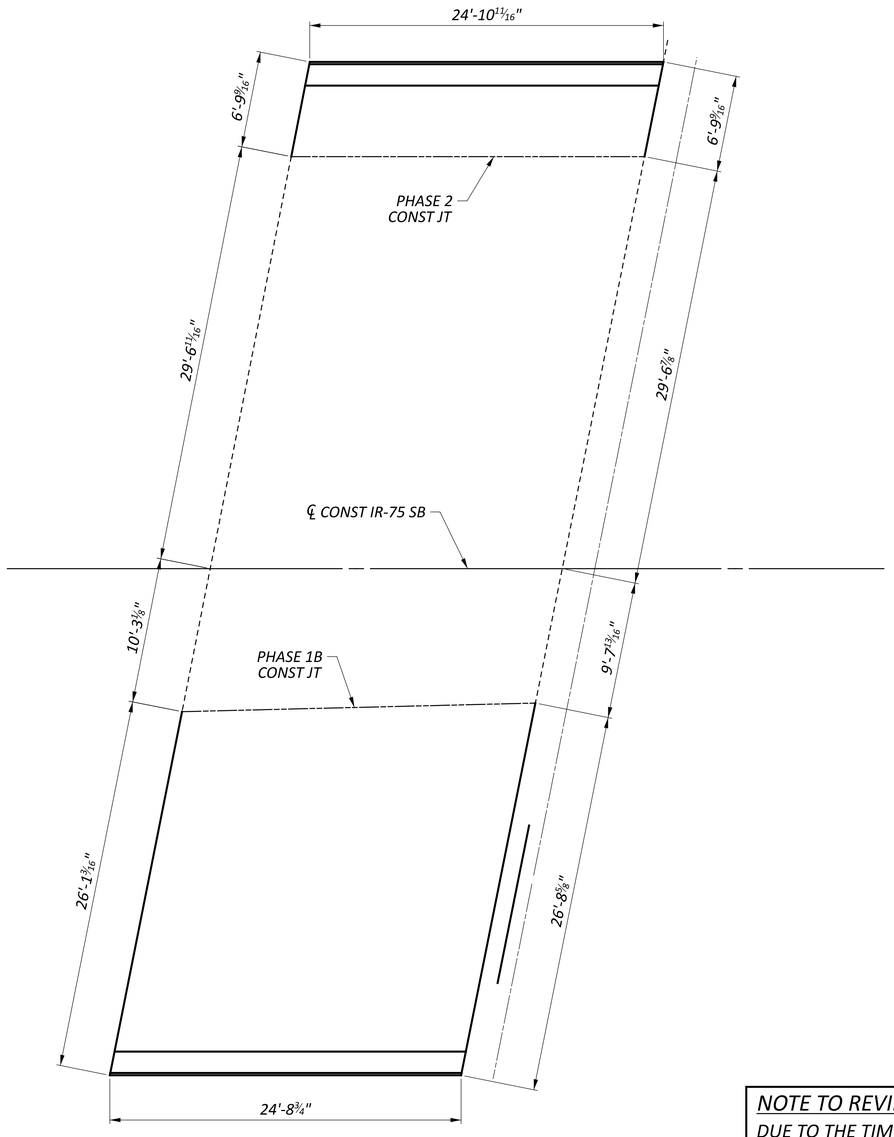
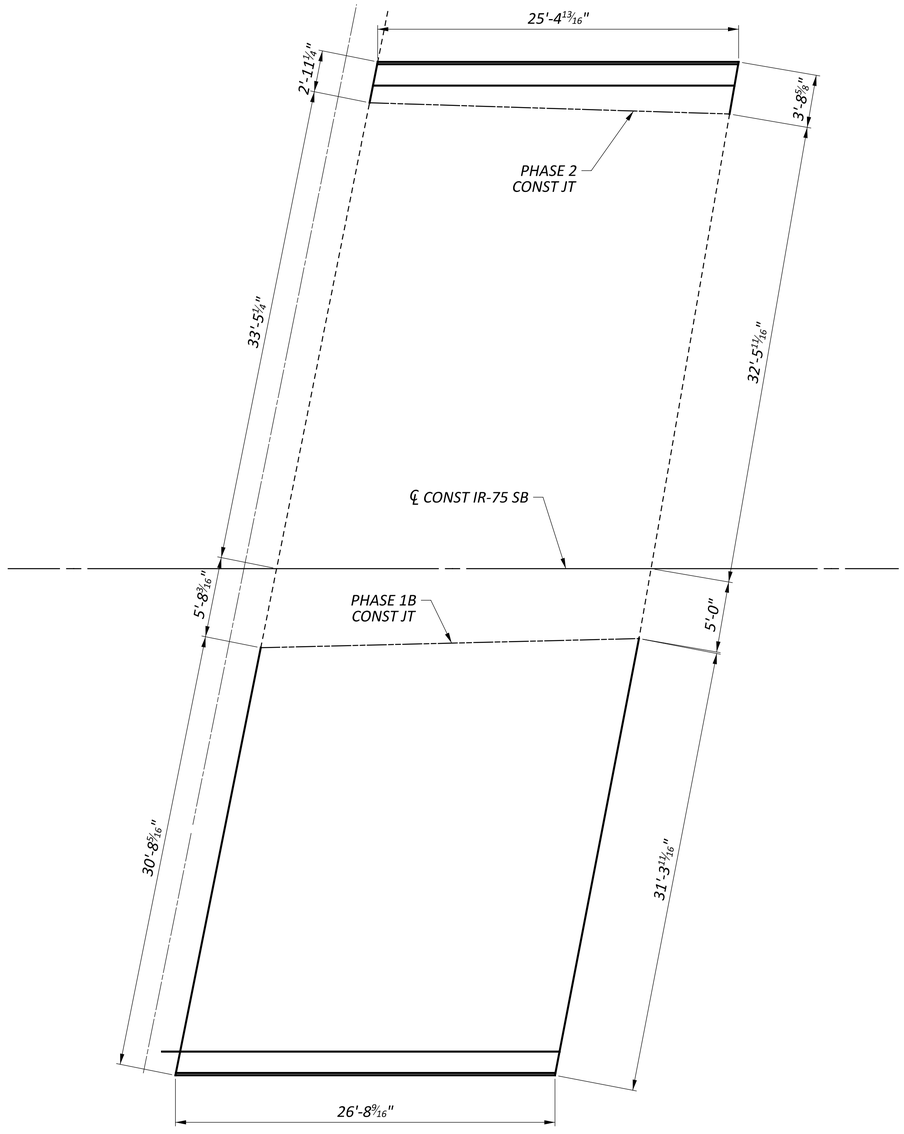


REAR APPROACH SLAB



FORWARD APPROACH SLAB

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

APPROACH SLAB CONSTRUCTION DETAILS
BRIDGE NO. HAM-75-2.238L
IR-75 OVER HARRISON AVENUE

SFN	3109399
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	23
TOTAL	23
SHEET	P.779
TOTAL	830

HAM-IR 75-1.95

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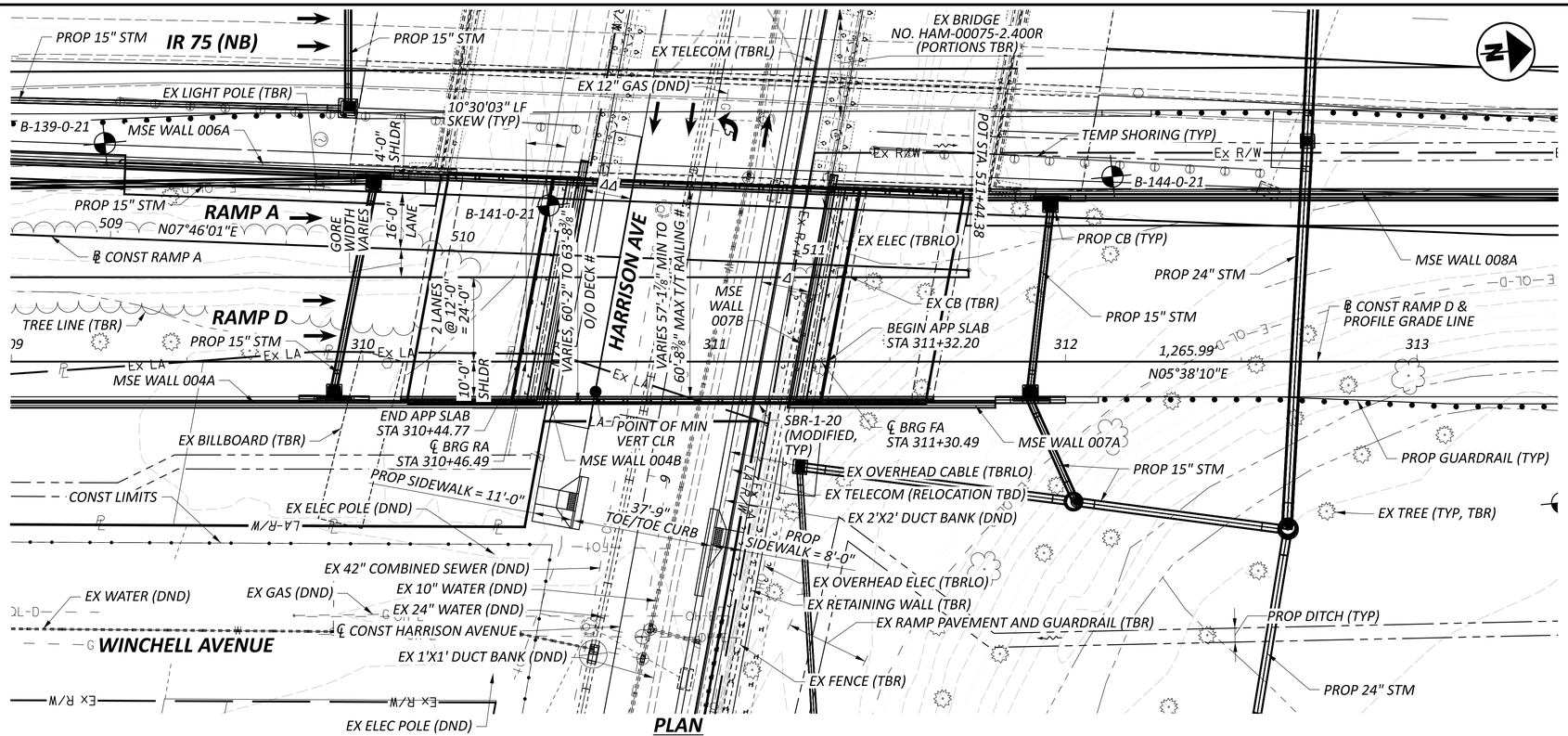
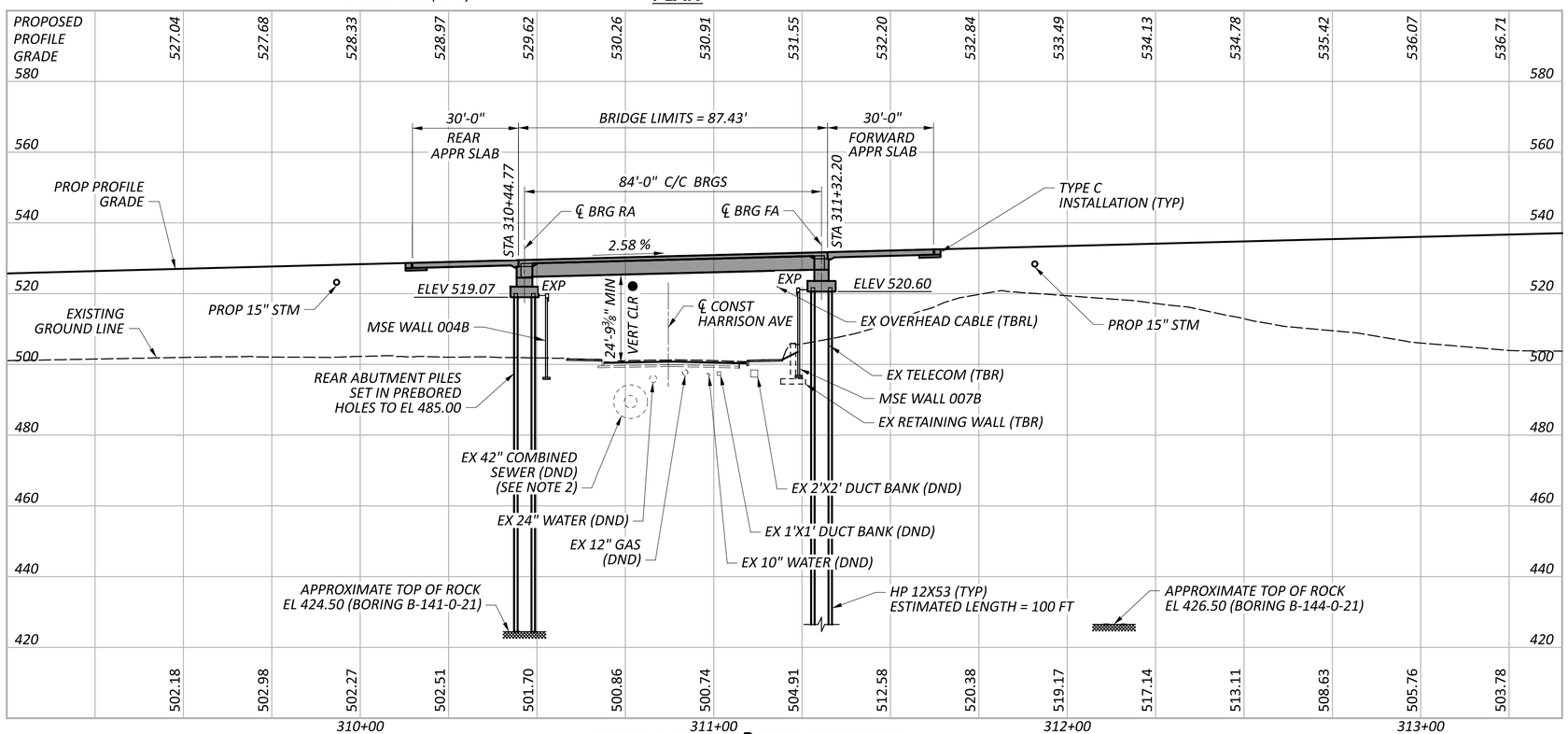


PLAN



PROFILE ALONG ℄ CONST RAMP D

CONTROL POINT DATA*

CP #1 STA.	124+31.09,	ELEV.	501.22 ,	OFFSET	178.50,	RT
CP #2 STA.	135+03.11,	ELEV.	508.78 ,	OFFSET	169.34,	RT

** STATIONS AND OFFSET ARE ALONG ℄ CONST IR 75.*

FOR ADDITIONAL CONTROL POINT INFORMATION. SEE ROADWAY PLAN SHEET P.3 - P.5 / 830

NOTES:

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

2. EXACT WALL THICKNESS IS NOT KNOWN. MSD HAS REQUESTED A 3' WALL THICKNESS BE SHOWN ON THIS PIPE. SPECIAL CARE SHALL BE UED WHEN PLACING HEAVY EQUIPMENT AROUND THE EXISTING SEWER. COORDINATE WITH MSD PRIOR TO CONSTRUCTION TO VERIFY EQUIPMENT PLACEMENT IS ACCEPTABLE.

DESIGN TRAFFIC:

RAMP A:

2029 ADT =	18,900	2029 ADTT =	3,024
2049 ADT =	19,450	2049 ADTT =	3,112

RAMP D:

2029 ADT =	16,300	2029 ADTT =	978
2049 ADT =	16,600	2049 ADTT =	996

LEGEND:

- ⊕ - BORING LOCATION
- ● - 16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
- Δ - 13'-9¼" ACTUAL HORIZONTAL CLEARANCE (10'-0" REQUIRED)
- ΔΔ - 13'-10½" ACTUAL HORIZONTAL CLEARANCE (10'-0" REQUIRED)
- ⧺ - MEASURED NORMAL TO ℄ CONST RAMP D

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE REAR ABUTMENT LOCATION, DEVELOPMENT OF THIS BRIDGE IS CURRENTLY BETWEEN THE STAGE 1 AND STAGE 2 LEVELS. THE FINAL ABUTMENT LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. FOR REVIEW OF TYPICAL DESIGN ELEMENTS AND DETAILS, REFER TO THE SINGLE-SPAN PRESTRESSED CONCRETE BRIDGES AT BANK STREET, WHICH HAVE BEEN DEVELOPED TO A FULL STAGE 2 LEVEL. APPLICABLE COMMENTS FROM THE REVIEW OF THOSE BRIDGES WILL BE INCORPORATED INTO THIS BRIDGE AS PART OF THE NEXT SUBMITTAL. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

PROPOSED STRUCTURE

TYPE: SINGLE-SPAN COMPOSITE PRESTRESSED CONCRETE I-BEAM WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED ON SEMI-INTEGRAL ABUTMENTS ON DRIVEN PILES BEHIND MSE WALLS

SPANS: 84'-0" C/C BRGS

ROADWAY: VARIES TOE/TOE PARAPET

LOADING: VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE: 0.06 KIPS/FT^2

SKEW: 10°30'03" LF (MEASURED PERP TO ℄ CONST RAMP D)

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 30'-0" LONG, TYPE C INSTALLATION (AS-1-15, AS-2-15)

ALIGNMENT: TANGENT

CROWN: 0.016 FT/FT

COORDINATES: LATITUDE N 39°07'21.49"
LONGITUDE W 84°32'05.46"

DECK AREA: 5403 SF

SITE PLAN
BRIDGE NO. HAM-00075-02.381
RAMP A&D OVER HARRISON AVENUE

SFN	3109401
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	1
TOTAL	5
SHEET	P.780
TOTAL	830

HAM-IR 75-1.95

MODEL: PLAN_RAMP D PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:31:20 PM USER: aham
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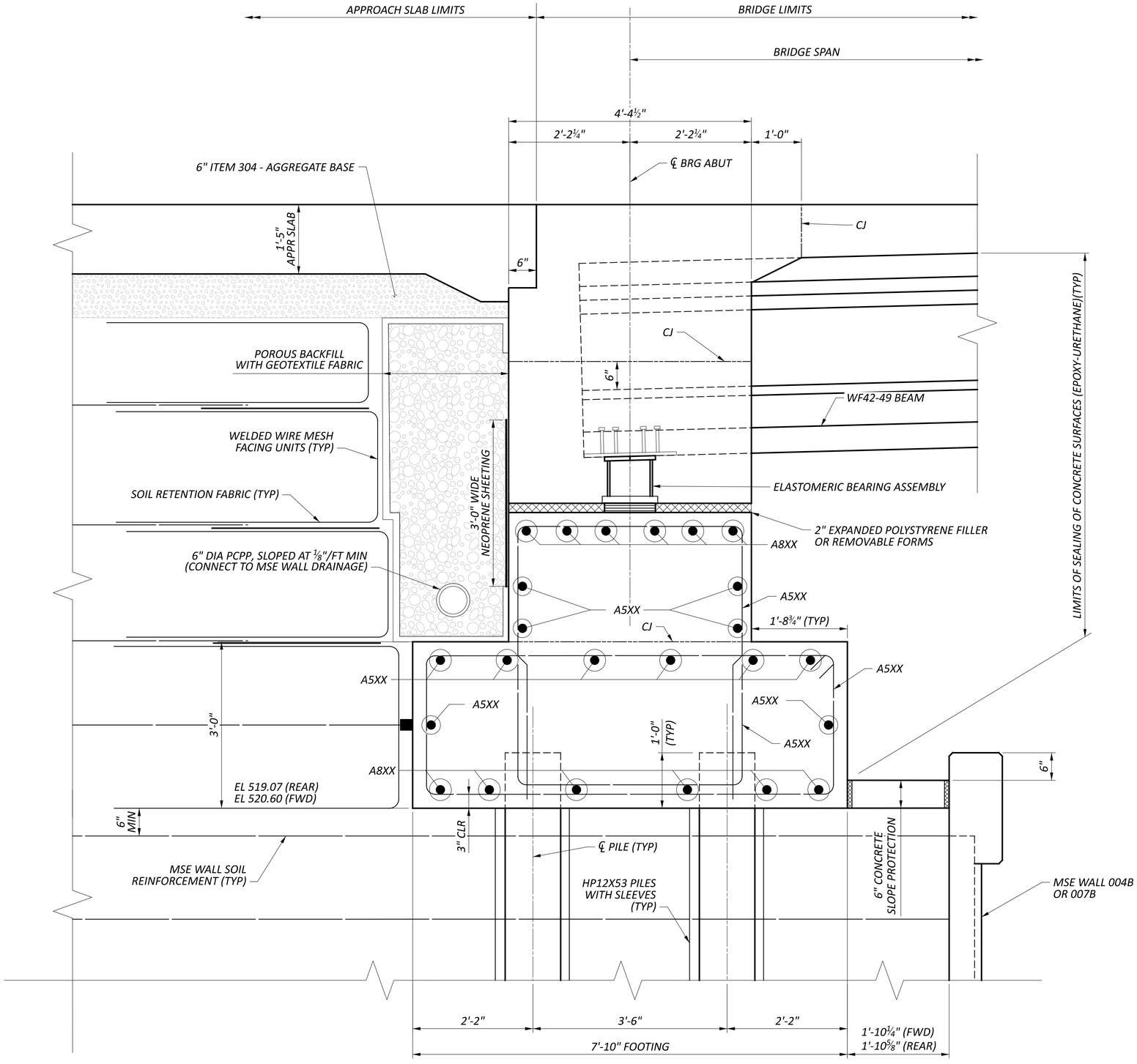

TYPICAL ABUTMENT SECTION

NOTES:

1. *FOR MSE WALL 004B AND MSE WALL 007B DETAILS, SEE MSE WALL SUBSET.*

ABUTMENT SECTION DETAILS
BRIDGE NO. HAM-00075-02.381
RAMP A&D OVER HARRISON AVENUE

SFN	3109401
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	2
TOTAL	5
SHEET	P.781
TOTAL	830

HAM-IR 75-1.95

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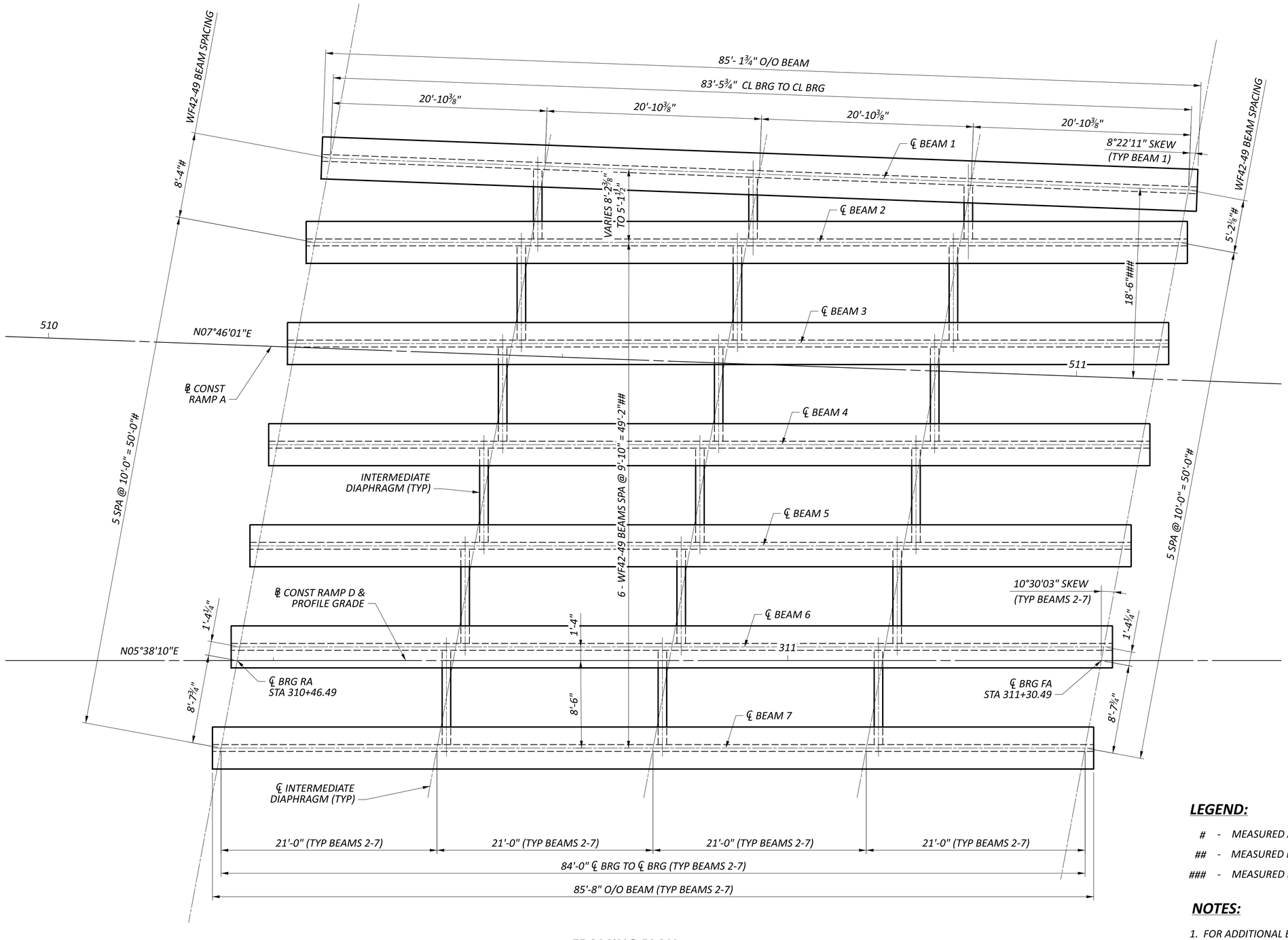

FRAMING PLAN

LEGEND:

#	-	MEASURED ALONG ℄ BRG ABUTMENT
##	-	MEASURED NORMAL TO ℄ CONST RAMP D
###	-	MEASURED NORMAL TO ℄ CONST RAMP A

NOTES:

1. FOR ADDITIONAL BEAM AND INTERMEDIATE DIAPHRAGM NOTES AND DETAILS, SEE ODOT STANDARD DRAWING PSID-1-13.
2. BEAMS 2-7 SHALL BE PLACED PARALLEL TO THE ℄ CONST RAMP D. BEAM 1 SHALL BE PLACED PARALLEL TO THE ℄ CONST RAMP A.

FRAMING PLAN
BRIDGE NO. HAM-00075-02.381
RAMP A&D OVER HARRISON AVENUE

SFN	3109401
DESIGN AGENCY	EMH&T
DESIGNER	AJH
CHECKER	RJE
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	3
TOTAL	5
SHEET	P.782
TOTAL	830

HAM-IR 75-1.95

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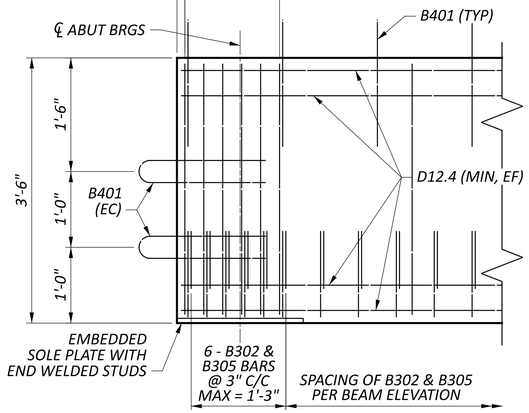
85'-1¾"* BEAM LENGTH (BEAM 1)
85'-8"* BEAM LENGTH (BEAMS 2-7)
10"
83'-5¾" C/C BEARINGS (BEAM 1)
84'-0" C/C BEARINGS (BEAMS 2-7)
42'-6⅞" BEAM CENTER (BEAM 1)
42'-10" BEAM CENTER (BEAMS 2-7)
HORIZONTAL SHEAR REINFORCING
35 - B401 (EC) @ 15" MAX = 42'-3" (BEAM 1), = 42'-6" (BEAMS 2-7)
VERTICAL SHEAR REINFORCING (2'-0" MAX SPACING)
** [A] As = 0.80 IN²/FT FOR 5'-6" As = 0.40 IN²/FT FOR 14'-0" As = 0.20 IN²/FT TO BEAM CENTER
SEE ANCHORAGE ZONE REINFORCING STEEL DETAIL
℄ ABUT BRGS
B401 (EC)
4 - DRAPED STRANDS
3 ROWS OF STRAIGHT STRANDS
1'-0½"
6"
4" (TYP)
10" (TYP) DIAPHRAGM
THREADED INSERT (TYP EACH SIDE, SEE NOTE 7)
1'-1"
1'-0½"
ALL DETAILS AND DIMENSIONS ARE SYMMETRICAL ABOUT BEAM CENTER
℄ INTERMEDIATE DIAPHRAGM (TYP)
BEAM CENTER
1¼" CLR
** 6"
24 - B302 & B305 @ 6" MAX = 12'-0"
16 - B302 BARS @ 2'-0" MAX TO BEAM CENTER (SPACE WITH VERTICAL WWR BARS)
34'-0⅞" STRAND HOLD DOWN POINT (BEAM 1)
34'-3⅜" STRAND HOLD DOWN POINT (BEAMS 2-7)
8'-6⅜" (BEAM 1)
8'-6⅞" (BEAMS 2-7)

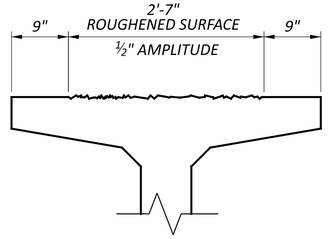
BEAM ELEVATION

LEGEND:

- \+ - STRAND
- (#) - STRAND ROW
- ⚠ - STRAND DEBONDED 12'-0" AT EACH END
- ⊡ - STRAND DEBONDED 9'-0" AT EACH END
- (EC) - EPOXY-COATED
- ** - SEE ANCHORAGE ZONE REINFORCING DETAIL
- [A] - As = 1.60 IN²/FT FOR 1'-3"

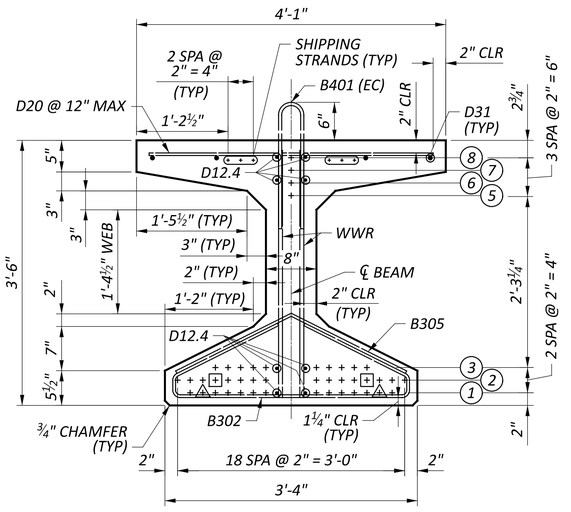


ANCHORAGE ZONE REINFORCING STEEL



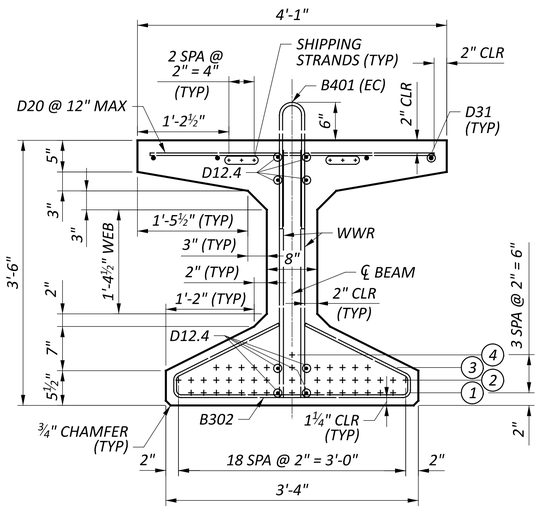
TOP FLANGE FINISHING

(SEE NOTE 5)



BEAM END PATTERN

(WF42-49)

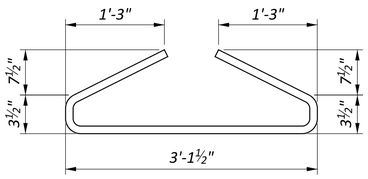


BEAM MID SPAN PATTERN

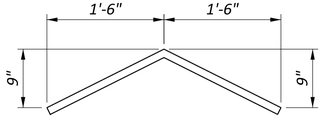
(WF42-49)

STRAND PATTERN

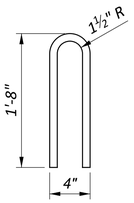
STRAND ROW	1	2	3	4	5	6	7	8	TOTAL STRANDS	CONCRETE STRENGTHS
BEAM END	14	16	10	0	1	1	1	1	44	f'ci = 6.0 ksi
MIDSPAN	15	17	11	1	0	0	0	0	44	f'c = 8.0 ksi



B302



B305



B401 (EC)

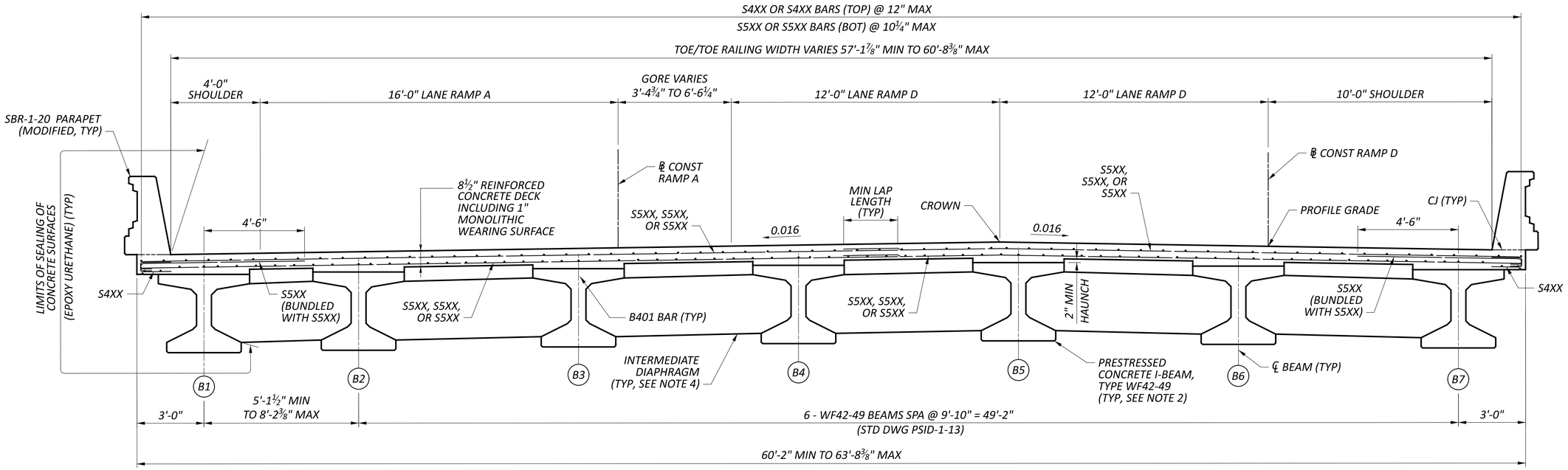
NOTES:

1. FOR ADDITIONAL DETAILS AND NOTES, SEE ODOT STANDARD DRAWINGS PSID-1-13.
2. ADJUST SPACING OF REINFORCING STEEL TO CLEAR EMBEDDED STEEL PLATE AND END WELDED STUDS.
3. ADJUST LOCATION OF THREADED INSERTS FOR THE INTERMEDIATE DIAPHRAGMS TO AVOID DRAPED PRESTRESSING STRANDS IN THE BEAM. THE MINIMUM CLEAR DISTANCE SHALL BE 2" MINIMUM.
4. WWR TO BE PLACED IN TWO SEPARATE MATS WITHIN THE WEB ON EITHER SIDE OF THE ℄ BEAM TO ACCOMODATE THE EQUIVALENT AREA OF STEEL AS SHOWN.
5. TROWEL EXTERIOR 9" OF THE TOP FLANGE SMOOTH. APPLY TWO COATS OF CMS 705.07, TYPE 1 OR 1D MEMBRANE CURING COMPOUND WITH A ROLLER TO ACT AS A BOND BREAKER.
6. INITIAL TENSION LOAD FOR LOW RELAXATION STRANDS SHALL BE 43.95-KIP/STRAND FOR A STRAND AREA OF 0.217 SQ IN AND INITIAL STRESS OF 202.5 KSI.
7. THREADED INSERTS AT INTERMEDIATE DIAPHRAGMS ARE NOT REQUIRED AT THE OUTSIDE OF BEAMS 1 AND BEAM 7.
8. NOTE TO FABRICATOR: THE DIMENSIONS MEASURED ALONG THE LENGTH OF THE BEAM, MARKED WITH A*, DO NOT CONTAIN AN ALLOWANCE FOR THE EFFECT OF THE LONGITUDINAL GRADE. INCLUDE THE PROPER ALLOWANCE FOR THE DIMENSIONS IN THE SHOP DRAWINGS.

BEAM DETAILS

BRIDGE NO. HAM-00075-02.381
RAMP A&D OVER HARRISON AVENUE

SFN 3109401
DESIGN AGENCY EM H&T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 4 | TOTAL 5
SHEET P.783 | TOTAL 830



TRANSVERSE SECTION

MINIMUM LAP LENGTHS	
#4 BAR	1'-7"
#5 BAR	2'-10"

LEGEND:

(#) - PROPOSED BEAM NUMBER

NOTES:

1. THE ESTIMATED QUANTITY OF DECK CONCRETE IS MEASURED ACCORDING TO C&MS 511. IN ADDITION TO THE DESIGN SLAB THICKNESS, THE QUANTITY INCLUDES A VARIABLE HAUNCH THICKNESS THAT PROVIDES AN ALLOWANCE FOR BEAM CAMBER AND ADDITIONAL SACRIFICIAL HAUNCH THICKNESS.
2. FOR ADDITIONAL BEAM AND INTERMEDIATE DIAPHRAGM NOTES AND DETAILS, SEE ODOT STANDARD DRAWING PSID-1-13 AND SHEET XXX/XXX.

TRANSVERSE SECTION
BRIDGE NO. HAM-00075-02.381
RAMP A&D OVER HARRISON AVENUE

SFN 3109401
DESIGN AGENCY EMH&T
DESIGNER AJH | CHECKER RJE
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 5 | TOTAL 5
SHEET P.784 | TOTAL 830

HAM-IR 75-1.95

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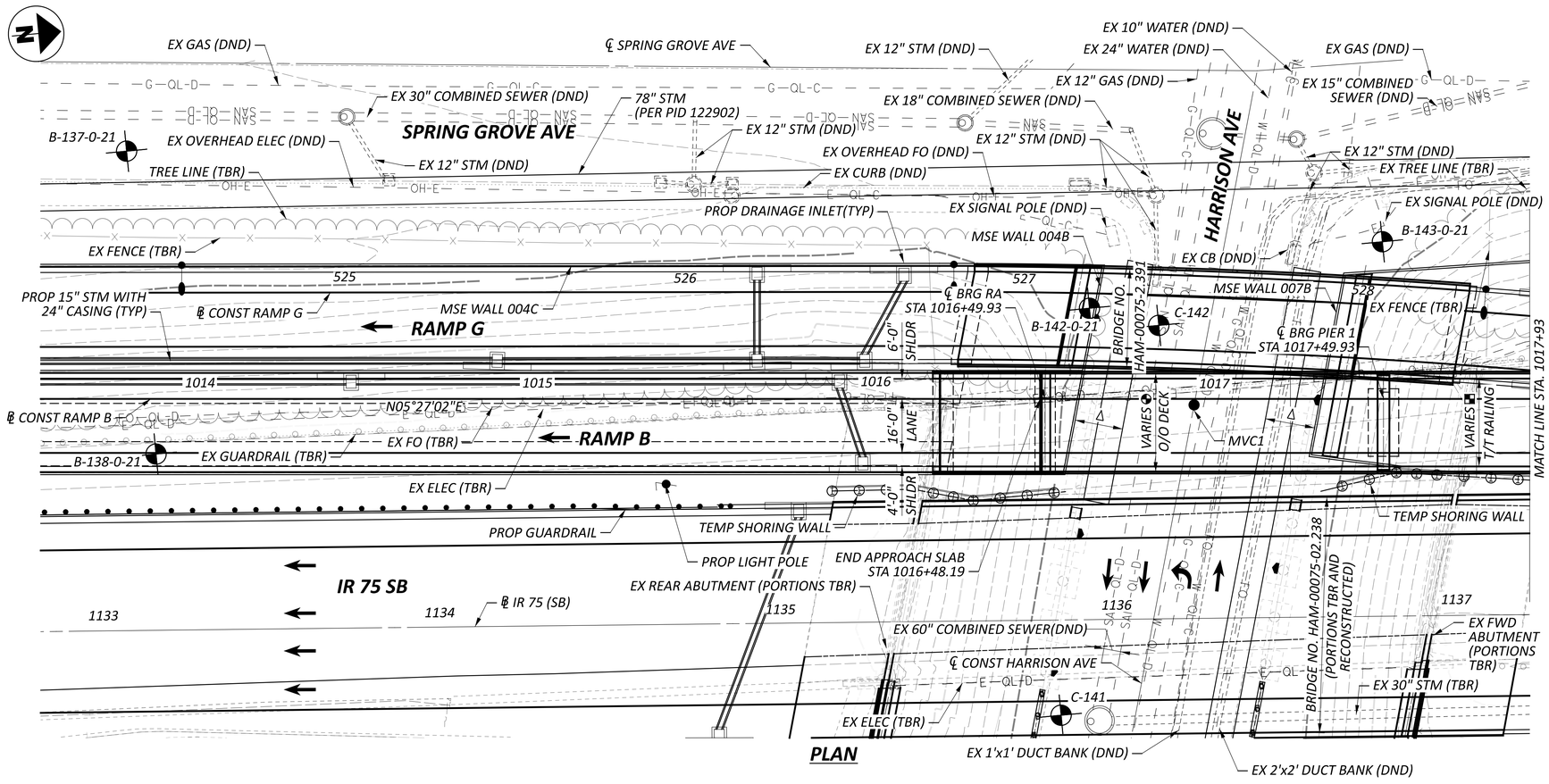
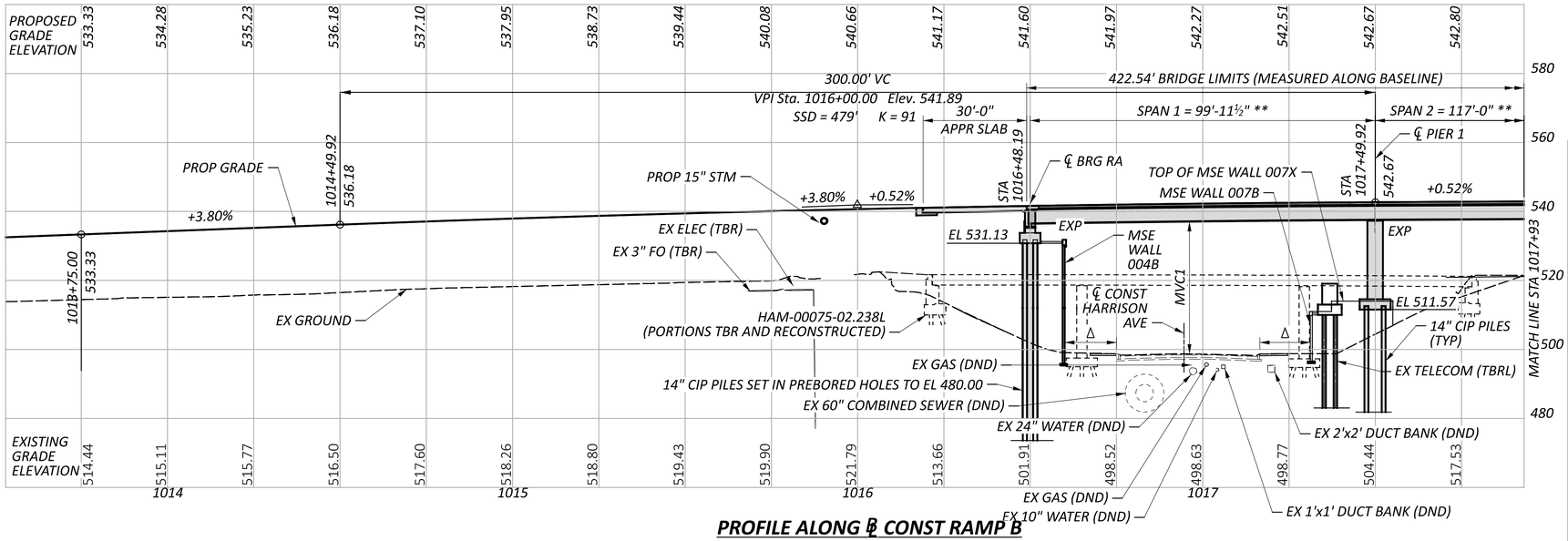


PLAN



PROFILE ALONG ℄ CONST RAMP B

CONTROL POINT DATA*

CP205 STA.	995+40.78	ELEV.	514.07,	OFFSET	205.96,	RT
CP312 STA.	1014+50.51	ELEV.	528.30	OFFSET	287.55,	RT

* STATIONS AND OFFSETS ARE ALONG ℄ CONST RAMP B.

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET P.5/830.

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:

2030 ADT = 11,430 2030 ADTT = 457
2050 ADT = 12,000 2050 ADTT = 480
DIRECTIONAL DISTRIBUTION = 100%

LEGEND

- BORING LOCATION
- ● 16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
  16'-6" ACTUAL MINIMUM VERTICAL CLEARANCE, SEE BELOW FOR CRITICAL CLEARANCE AREAS:
  MVC1 = OVER HARRISON AVE = 38'-9⅛"
  MVC2 = PIER 2 CAP OVER RAMP G = 16'-8"
  MVC3 = PIER 3 CAP OVER RAMP G= 16'-6"
- Δ 10'-0" REQUIRED HORIZONTAL CLEARANCE
  14'-2¾" ACTUAL HORIZONTAL CLEARANCE WALL 004B
  14'-8¾" ACTUAL HORIZONTAL CLEARANCE WALL 007B
- ** C/C BEARINGS, MEASURED ALONG ℄ CONST RAMP B
- ◔ VARIES FROM 29'-0" MIN TO 56'-7" MAX
- ◪ VARIES FROM 26'-0" MIN TO 52'-11¼" MAX

CURVE DATA
P.I. = STA. 527+73.51
Δ = 05°25'15" RT
Dc = 02°45'00"
R = 2,083.48'
T = 98.64'
L = 197.12'
E = 2.33'

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE REAR ABUTMENT LOCATION AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL ABUTMENT LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

PROPOSED STRUCTURE

TYPE: CONTINUOUS COMPOSITE STEEL GIRDERS (50W) WITH REINFORCED CONCRETE DECK ON T-TYPE AND STRADDLE BENT PIERS, AND SEMI-INTEGRAL (REAR) AND STUB (FWD) ABUTMENTS WITH MSE WALLS

SPANS: 100'-0", 117'-0", 117'-0", 83'-7"

ROADWAY: VARIES FROM 26'-0" TO 52'-11¼ " MAX TOE/TOE PARAPET

LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE

SKEW: VARIES, 0° (REAR ABUT) 0° (PIERS 1, 2, AND 3), 19° 49' 51.6" LEFT FORWARD (FWD ABUT)

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 30'-0" LONG (AS-1-15, AS-2-15) REAR ONLY

ALIGNMENT: TANGENT AND CURVED

CROWN: VARIES

DECK AREA: 12,787 SF

COORDINATES: LATITUDE 39° 07' 22.1" N
LONGITUDE 84° 32' 08.8" W

SITE PLAN (1 OF 2)
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN 3109402
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER CAS
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 1 | TOTAL 11
SHEET P.785 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_R075B - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:02:24 PM USER: albrahimkhail
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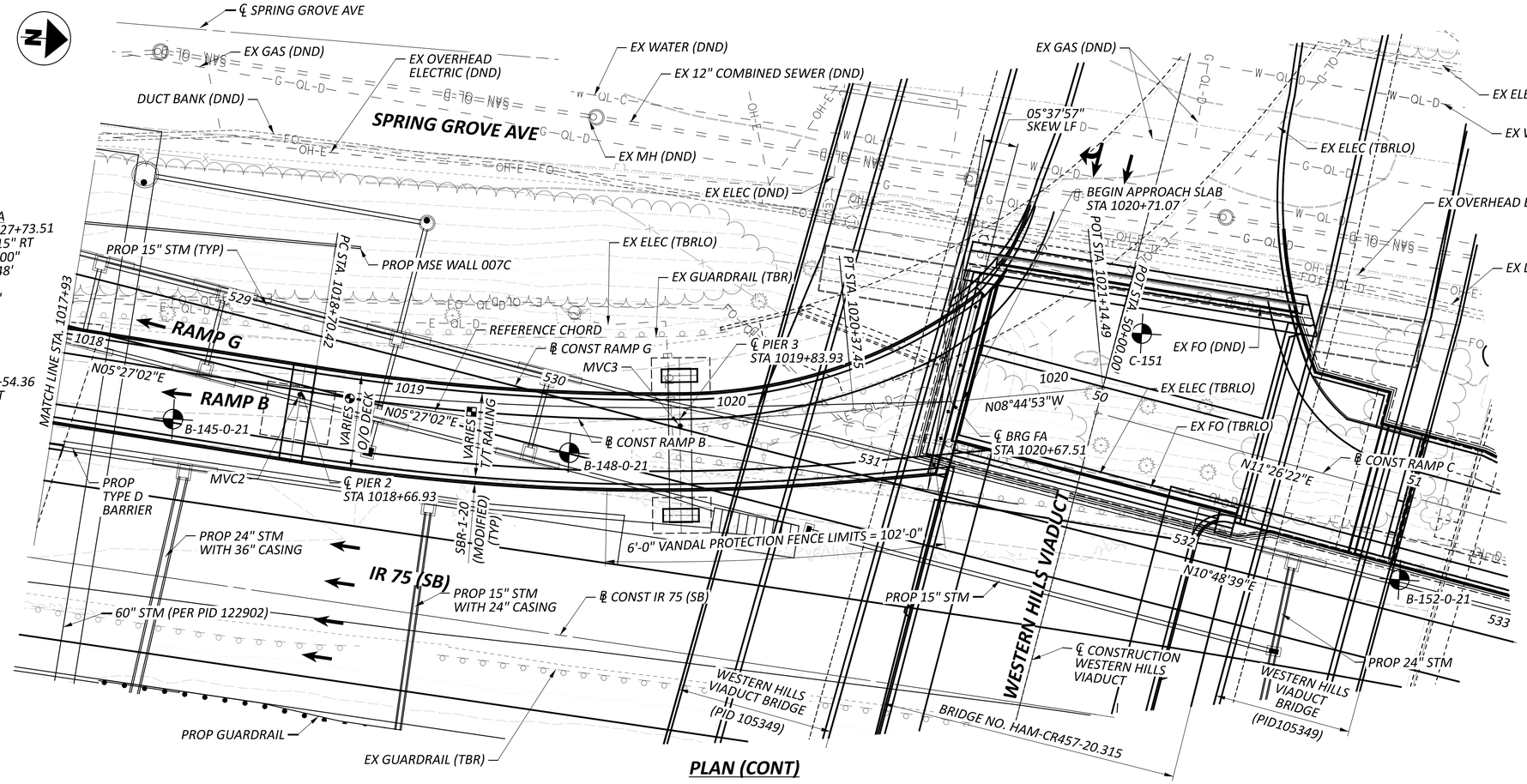
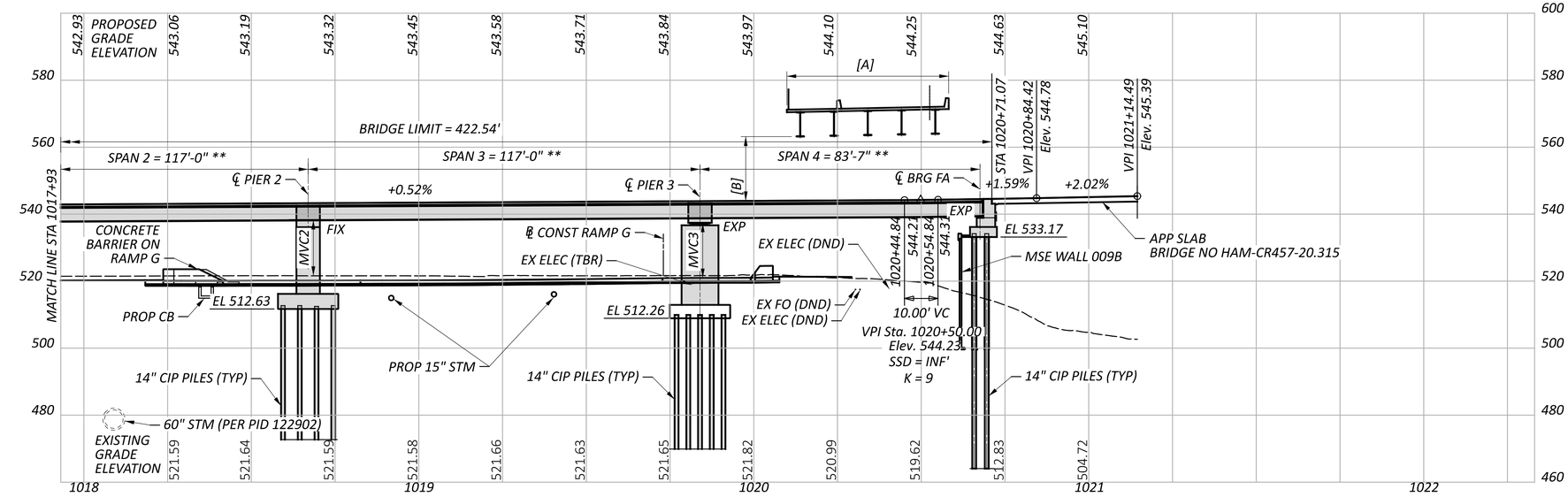


PLAN (CONT)

LEGEND:

- ** - C/C BEARINGS, MEASURED ALONG ℄ CONST RAMP B
- [A]- WESTERN HILLS VIADUCT BRIDGE (PID 105349)
- [B]- MIN VERT CLEARANCE = 19'-1¾"
- VARIES FROM 29'-0" MIN TO 56'-7" MAX
- VARIES FROM 26'-0" MIN TO 52'-11¼" MAX



PROFILE ALONG ℄ CONST RAMP B (CONT)

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 1/11.

SITE PLAN (2 OF 2)
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN	3109402
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	CAS
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	2
TOTAL	11
SHEET	P.786
TOTAL	830

HAM-IR 75-1.95

MODEL: BLP_R075B - Plan 2 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 3:06:39 PM USER: albrahimkhail
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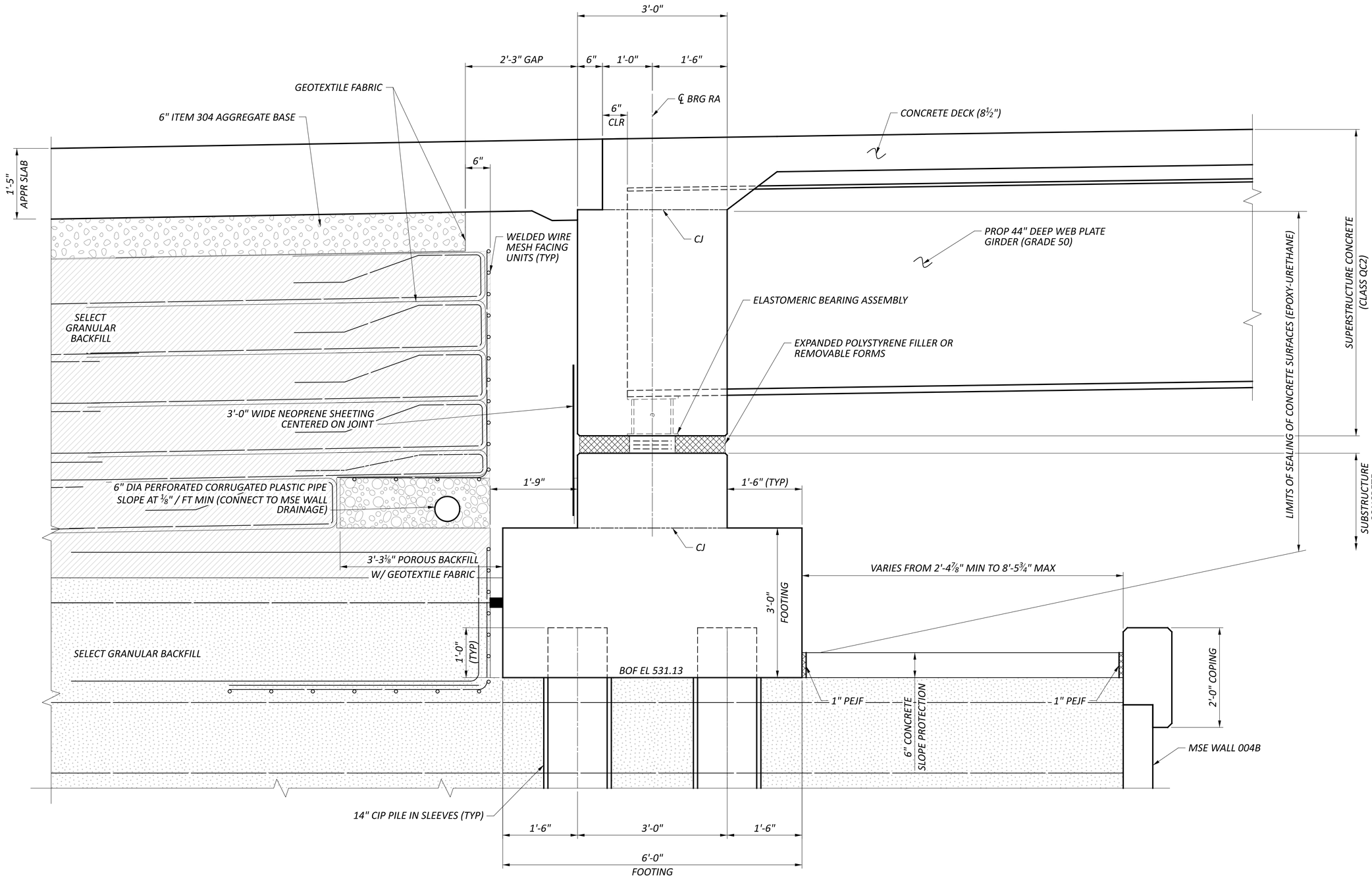

RAMP B REAR ABUTMENT TYPICAL SECTION

REAR ABUTMENT TYPICAL SECTION
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN 3109402
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER CAS
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 3 | TOTAL 11
SHEET P.787 | TOTAL 830

HAM-IR 75-1.95

MODEL: Rear Abutment Section Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:35:58 PM USER: albrahimkhail
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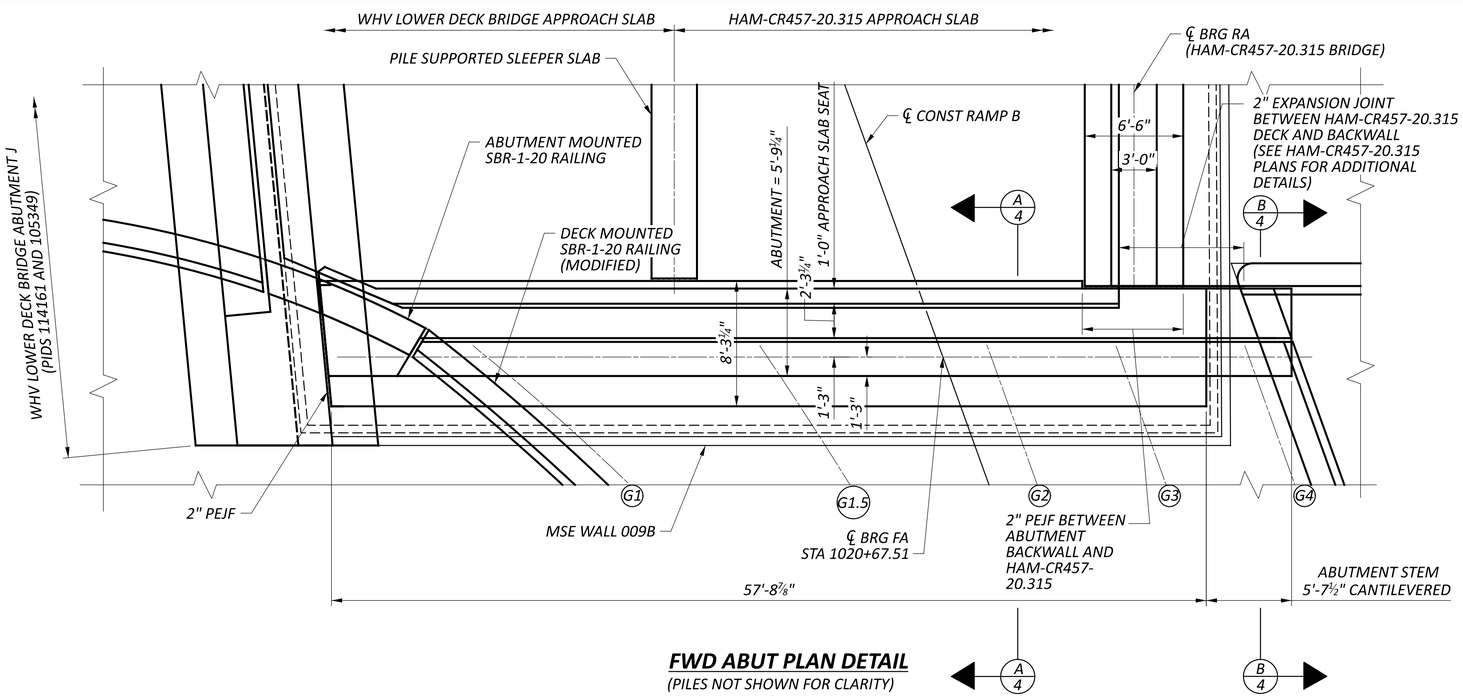
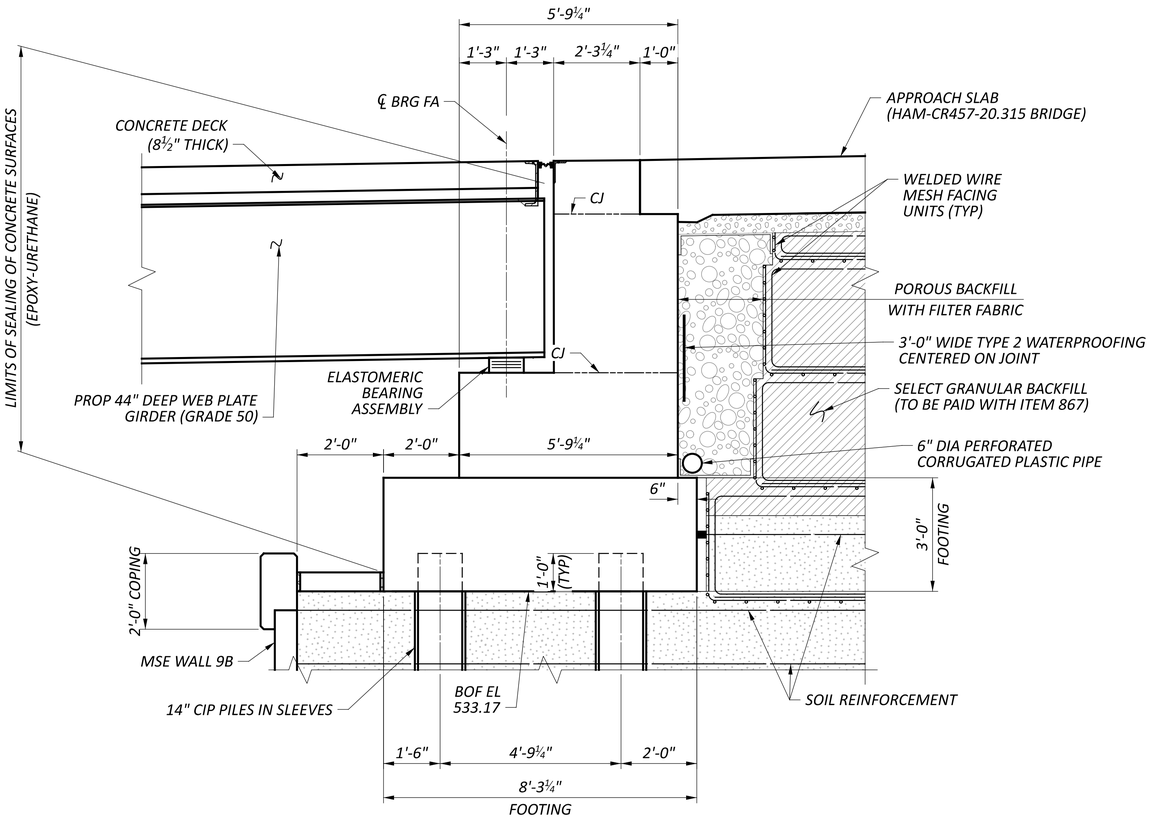
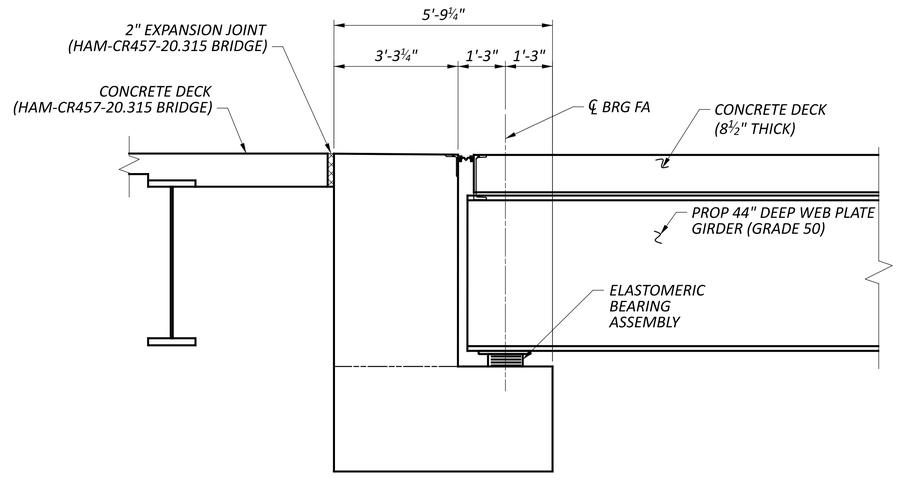


FWD ABUT PLAN DETAIL
(PILES NOT SHOWN FOR CLARITY)



A/4 SECTION



B/4 SECTION
(BRIDGE RAILING NOT SHOWN FOR CLARITY)

FWD ABUTMENT DETAILS
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN	3109402
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	CAS
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	4
TOTAL	11
SHEET	P.788
TOTAL	830

HAM-IR 75-1.95

MODEL: FWD Abut Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:50:12 PM USER: tadams
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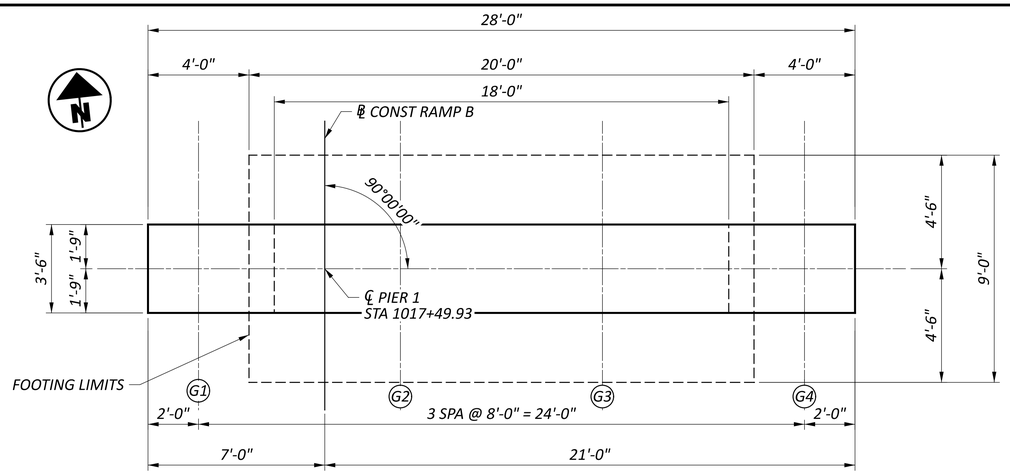
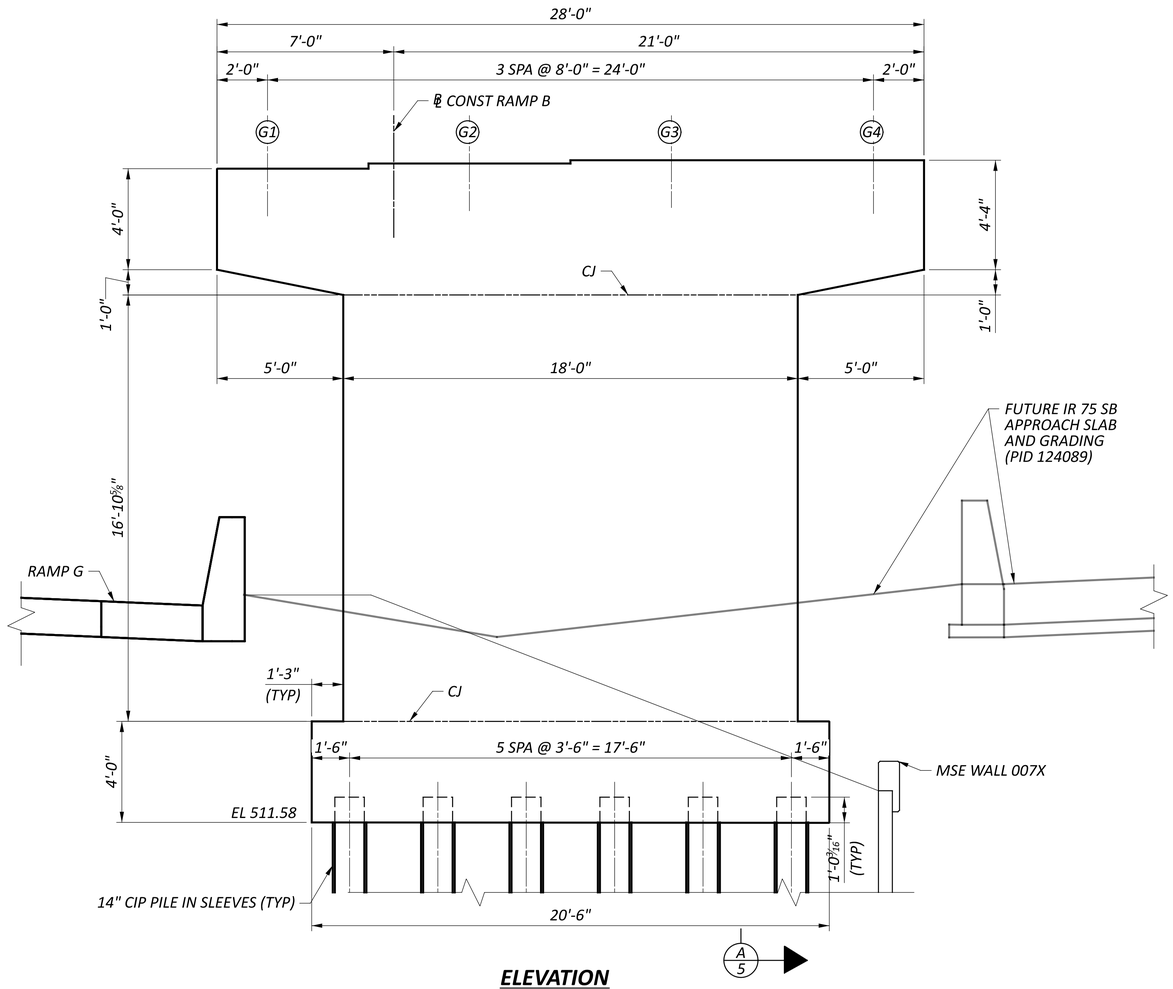


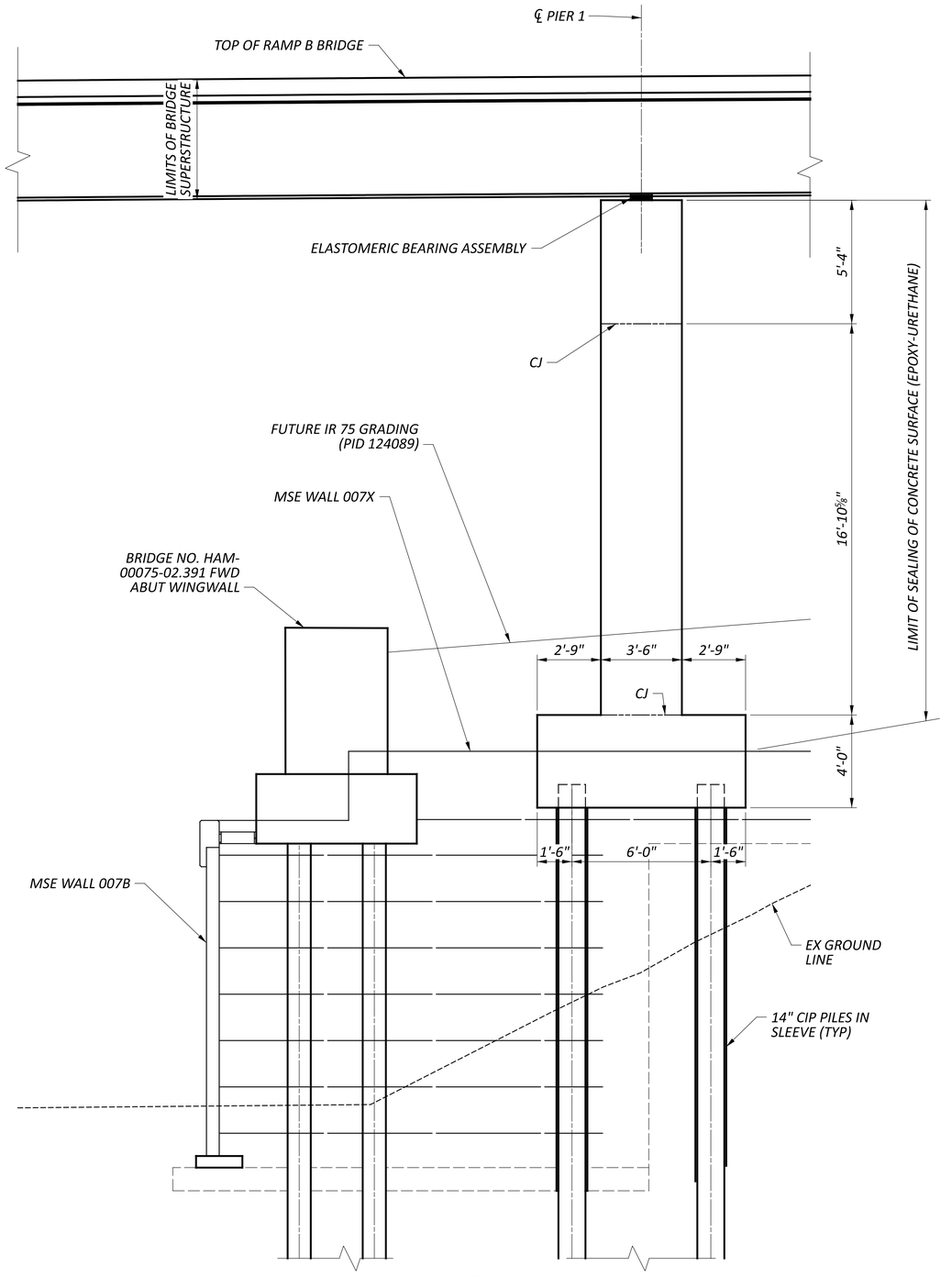
PLAN
(PILES NOT SHOWN)

A 5



ELEVATION

A 5



SECTION

A 5

LEGEND:

(X) - PROPOSED GIRDER

PIER 1 DETAILS
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN	3109402
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	CAS
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	5
TOTAL	11
SHEET	P.789
TOTAL	830

HAM-IR 75-1.95

MODEL: Pier 1 Details Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:50:42 PM USER: tadams
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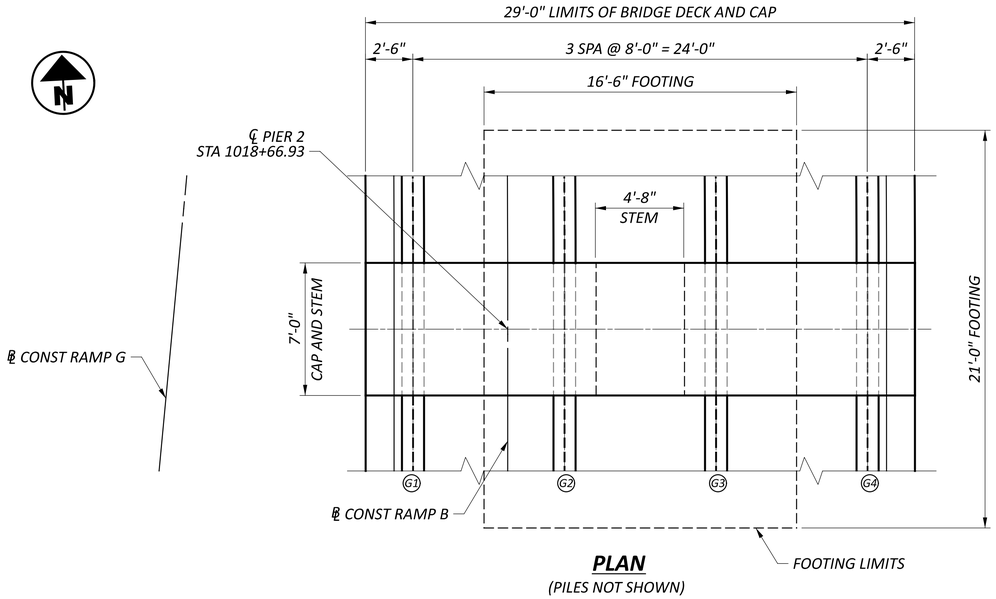
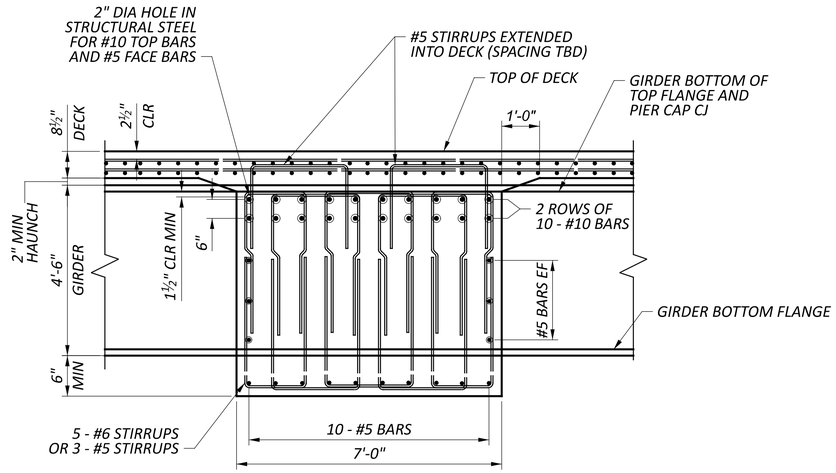
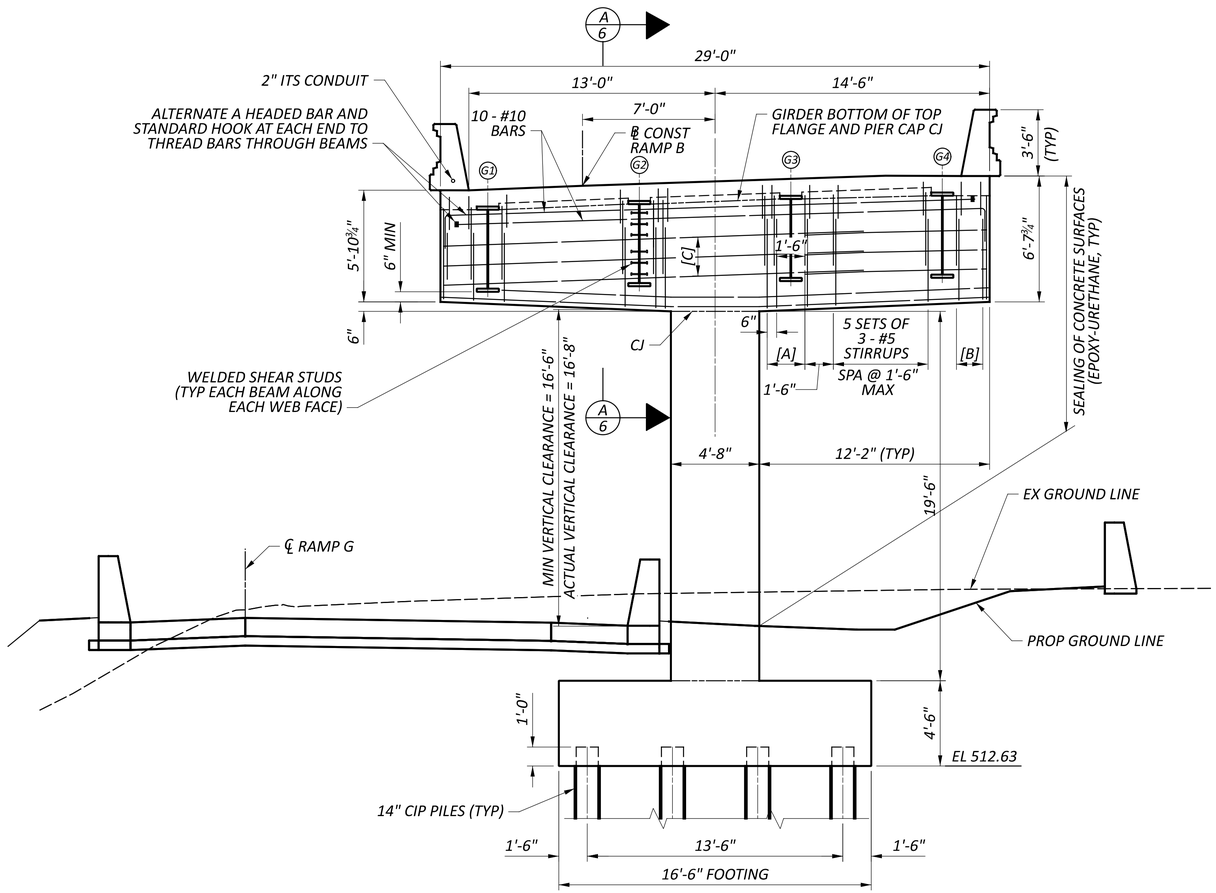


PLAN
(PILES NOT SHOWN)



A/6 SECTION



ELEVATION
(DECK REINFORCING NOT SHOWN FOR CLARITY)

LEGEND:

(X) - PROPOSED GIRDER LINE

[A] - 3 SETS OF 5 - #6 STIRRUPS SPA AS SHOWN (TYP)

[B] - 2 SETS OF 3 - #5 STIRRUPS SPA @ 1'-6" (TYP)

[C] - 3 - #5 BARS EF

PIER 2 DETAILS
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN	3109402
DESIGN AGENCY	E M H & T
DESIGNER	AI
CHECKER	CAS
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	6
TOTAL	11
SHEET	P.790
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:51:25 PM USER: tadams
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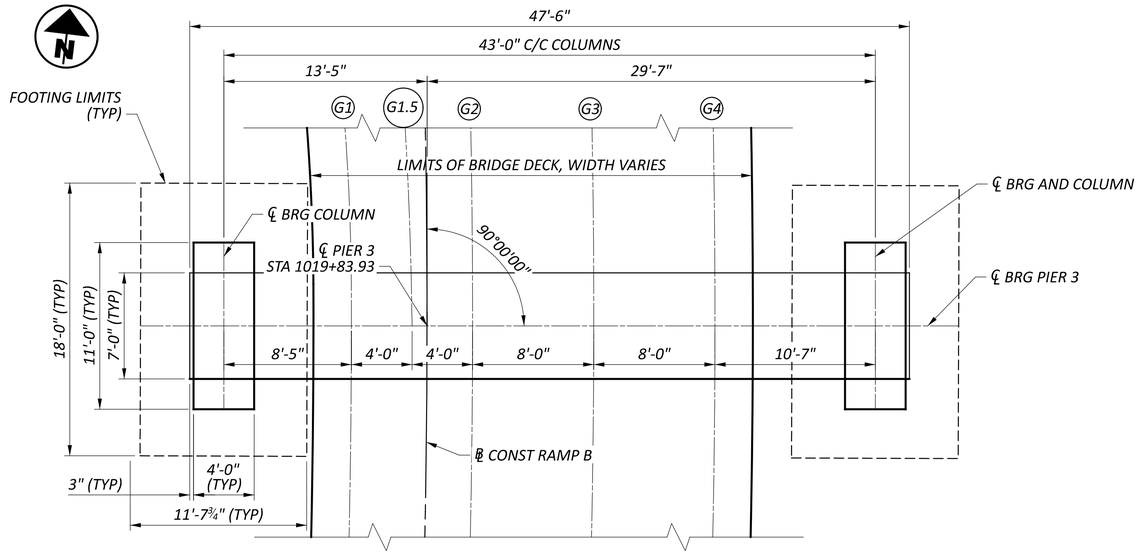
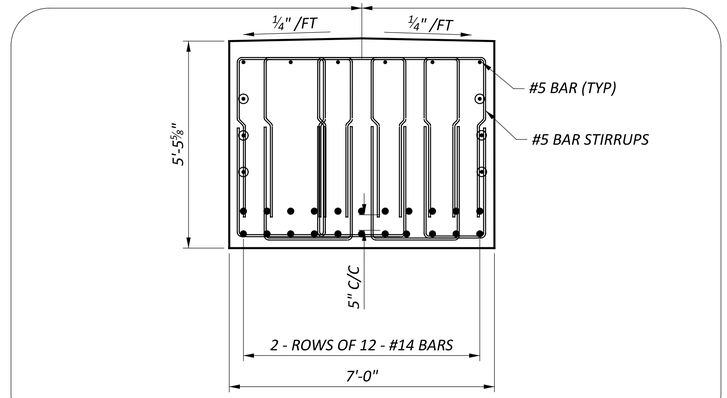
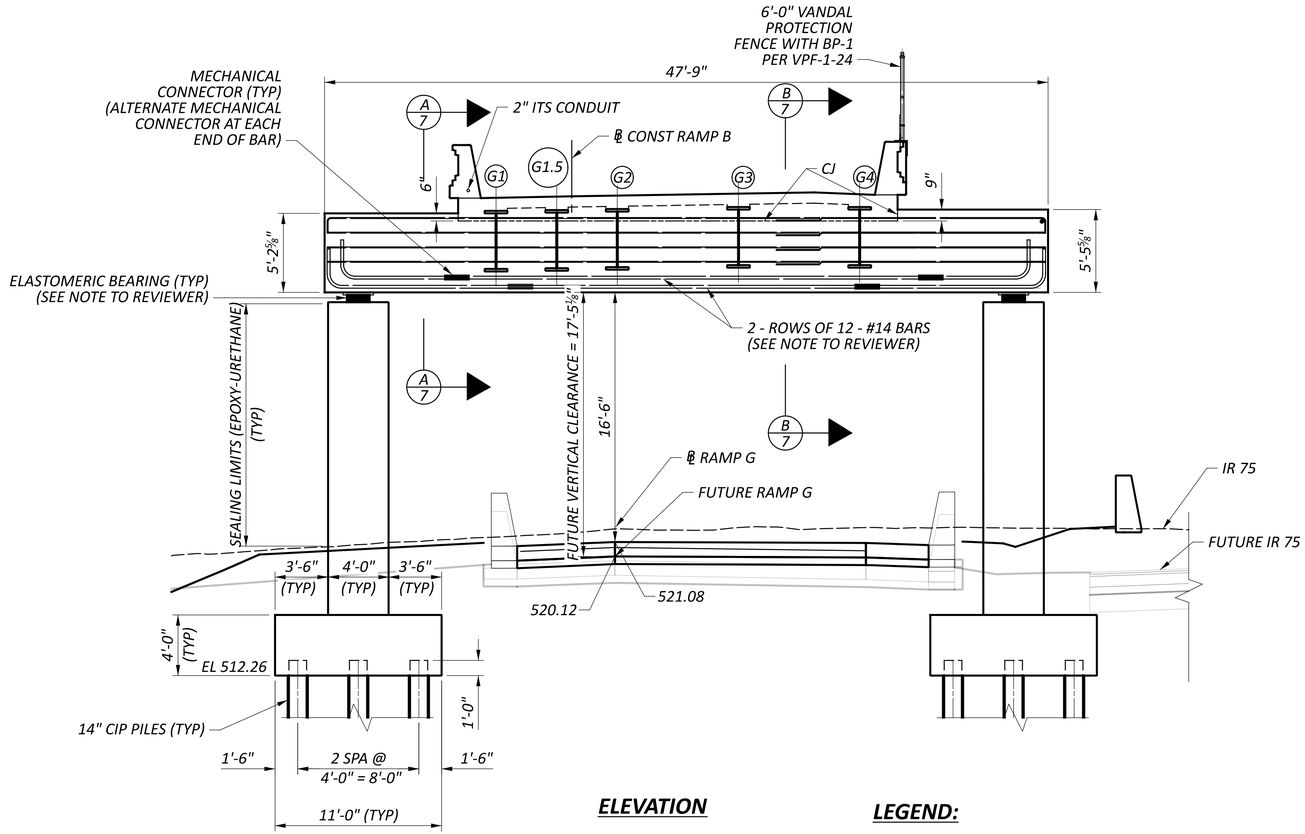


PLAN
(PILES NOTE SHOWN)



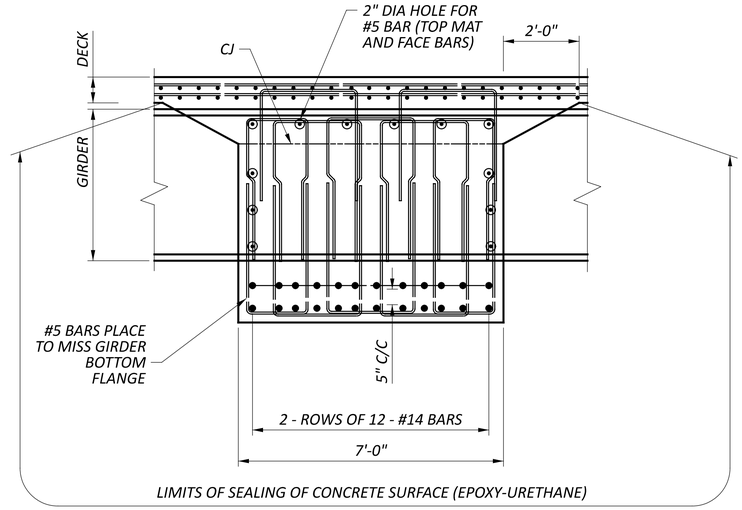
A/7 SECTION



ELEVATION

LEGEND:

Ⓧ - PROPOSED GIRDER LINE



B/7 SECTION

NOTE TO REVIEWER:

CAP REINFORCING: THE BARS IN THE PIER CAP WILL BE CHROMIUM STEEL REINFORCEMENT GRADE 100, Fy = 100-KSI IN ACCORDANCE WITH C&MS 709.17 TO REDUCE BAR CONGESTION IN THE CAP. MECHANICAL CONNECTORS WILL BE UTILIZED AND SPLICES WILL BE STAGGERED. THE REBAR SIZE AND SPACING ON THIS SHEET ARE PRELIMINARY AND WILL BE FINALIZED AT THE NEXT SUBMITTAL.

BEARING: PRELIMINARY ANALYSIS INDICATES TRADITIONAL ELASTOMERIC BEARINGS CAN SUPPORT THE LOADS AND MOVEMENT OF THE BEARINGS AT EACH END OF THE PIER CAP. THIS WILL BE FINALIZED AT THE NEXT SUBMITTAL.

PIER 3 DETAILS
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN 3109402
DESIGN AGENCY: EMH&T
DESIGNER: AI | CHECKER: CAS
REVIEWER: TDA 11/02/26
PROJECT ID: 114161
SUBSET: 7 | TOTAL: 11
SHEET: P.791 | TOTAL: 830

HAM-IR 75-1.95

MODEL: Pier 3 Details Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:52:00 PM USER: tadams
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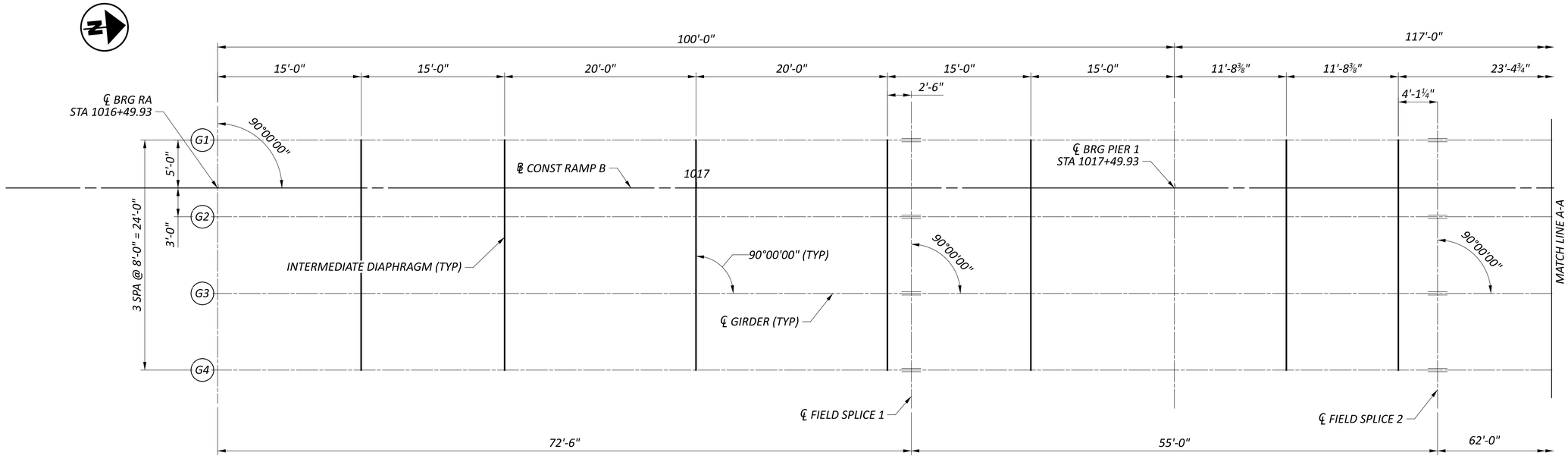
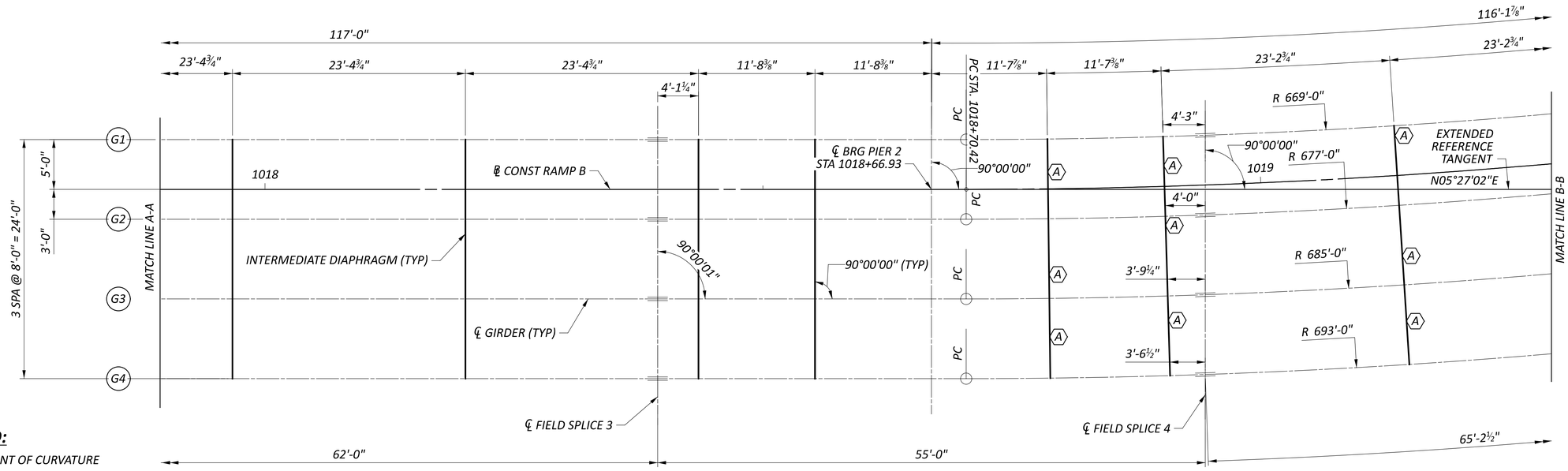


FRAMING PLAN



FRAMING PLAN (CONT)

LEGEND:

- PC - POINT OF CURVATURE
- PCC - POINT OF COMPOUND CURVATURE
- PT - POINT OF TANGENCY
- ⟨X⟩ - INTERMEDIATE CROSSFRAME TYPE
- (X) - PROPOSED GIRDER LINE

FRAMING PLAN (1 OF 2)
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN	3109402
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	CAS
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	8
TOTAL	11
SHEET	P.792
TOTAL	830

HAM-IR 75-1.95

MODEL: Framing Plan Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:52:12 PM USER: tadams
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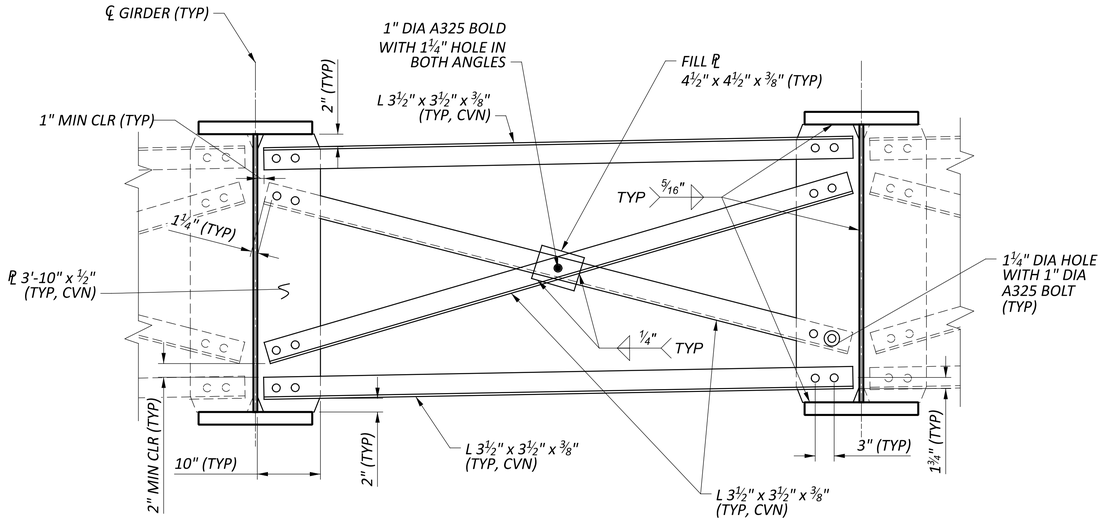

INTERMEDIATE CROSSFRAME DETAIL

(TYPE A SHOWN, TYPE B SIMILAR)

FRAMING PLAN (CONT)

LEGEND:

- PC - POINT OF CURVATURE
- PCC - POINT OF COMPOUND CURVATURE
- PT - POINT OF TANGENCY
- ⟨X⟩ - INTERMEDIATE CROSSFRAME TYPE
- (X) - PROPOSED GIRDER LINE

FRAMING PLAN (2 OF 2)
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN	3109402
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	CAS
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	9
TOTAL	11
SHEET	P.793
TOTAL	830

HAM-IR 75-1.95

MODEL: Framing Plan Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:52:15 PM USER: tadams
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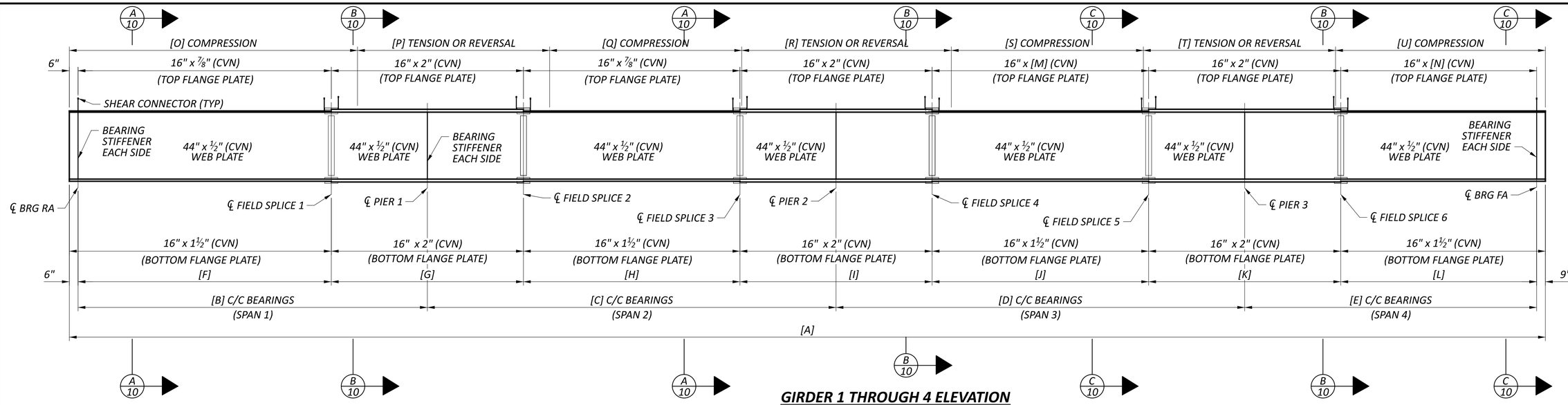
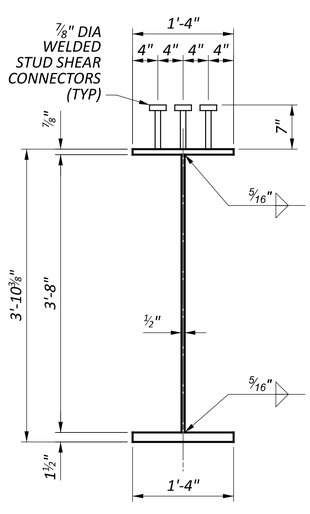
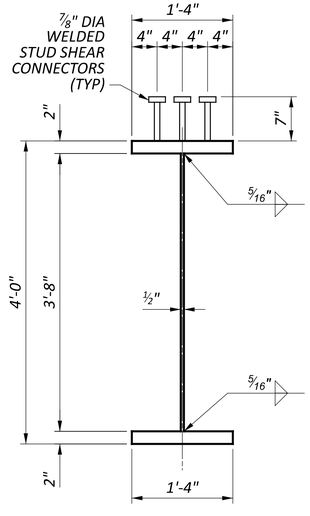


GIRDER 1 THROUGH 4 ELEVATION

GIRDER DIMENSION TABLE																				
GIRDER	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**Q**	**R**	**S**	**T**	**U**
G1	431'-8 1/4"	100'-0"	117'-0"	116'-1 3/4"	97'-3 1/2"	72'-6"	55'-0"	62'-0"	55'-0"	61'-0"	55'-0"	69'-11 1/4"	7/8"	1 1/2"	80'-0"	55'-0"	55'-0"	60'-0"	55'-0"	55'-0"	70'-5 1/4"
G2	418'-5 13/16"	100'-0"	117'-0"	117'-5 15/16"	82'-8 13/16"	72'-6"	55'-0"	62'-0"	55'-0"	62'-6"	55'-0"	55'-2 13/16"	7/8"	7/8"	80'-0"	55'-0"	55'-0"	60'-0"	55'-0"	55'-0"	57'-2 15/16"
G3	417'-6 15/16"	100'-0"	117'-0"	118'-10 3/16"	80'-5 3/4"	72'-6"	55'-0"	62'-0"	55'-0"	64'-0"	55'-0"	52'-9 15/16"	7/8"	7/8"	80'-0"	55'-0"	55'-0"	60'-0"	60'-0"	55'-0"	51'-3 15/16"
G4	416'-8 1/8"	100'-0"	117'-0"	120'-2 3/8"	78'-2 3/4"	72'-6"	55'-0"	62'-0"	55'-0"	65'-0"	55'-0"	50'-11 1/8"	1 1/2"	7/8"	80'-0"	55'-0"	55'-0"	60'-0"	65'-0"	55'-0"	50'-5 1/8"



A 10 SECTION



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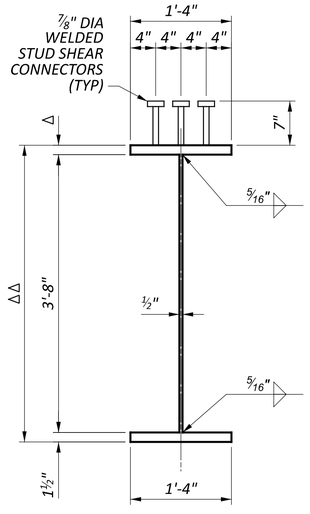
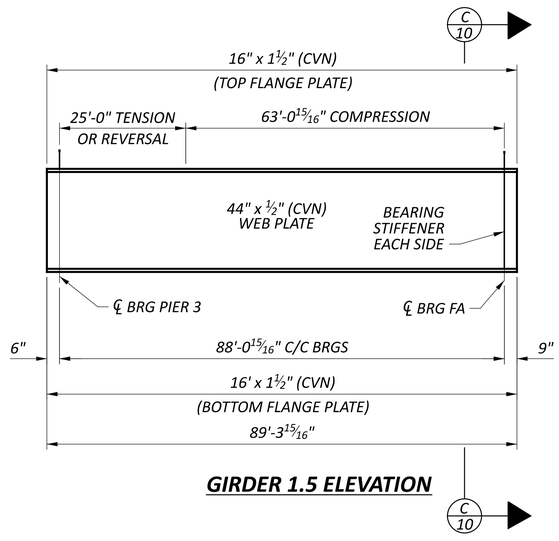


C 10 SECTION



GIRDER 1.5 ELEVATION

	Δ				
	G1	G1.5	G2	G3	G4
SEGMENT [J]	7/8"	-	7/8"	7/8"	1 1/2"
SEGMENT [L]	1 1/2"	1 1/2"	7/8"	7/8"	7/8"

	ΔΔ				
	G1	G1.5	G2	G3	G4
SEGMENT [J]	3'-10 3/8"	-	3'-10 3/8"	3'-10 3/8"	3'-11"
SEGMENT [L]	3'-11"	3'-11"	3'-10 3/8"	3'-10 3/8"	3'-10 3/8"

NOTES:

1. SHEAR STUD CONNECTOR SPACING TO BE PROVIDED IN FUTURE SUBMITTAL.

GIRDER ELEVATION AND DETAILS
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN 3109402
DESIGN AGENCY EMH&T
DESIGNER AI | CHECKER RMW
REVIEWER TDA 11/02/26
PROJECT ID 114161
SUBSET 10 | TOTAL 11
SHEET P.794 | TOTAL 830

HAM-IR 75-1.95

MODEL: Girder Elevation Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:52:24 PM USER: tadams
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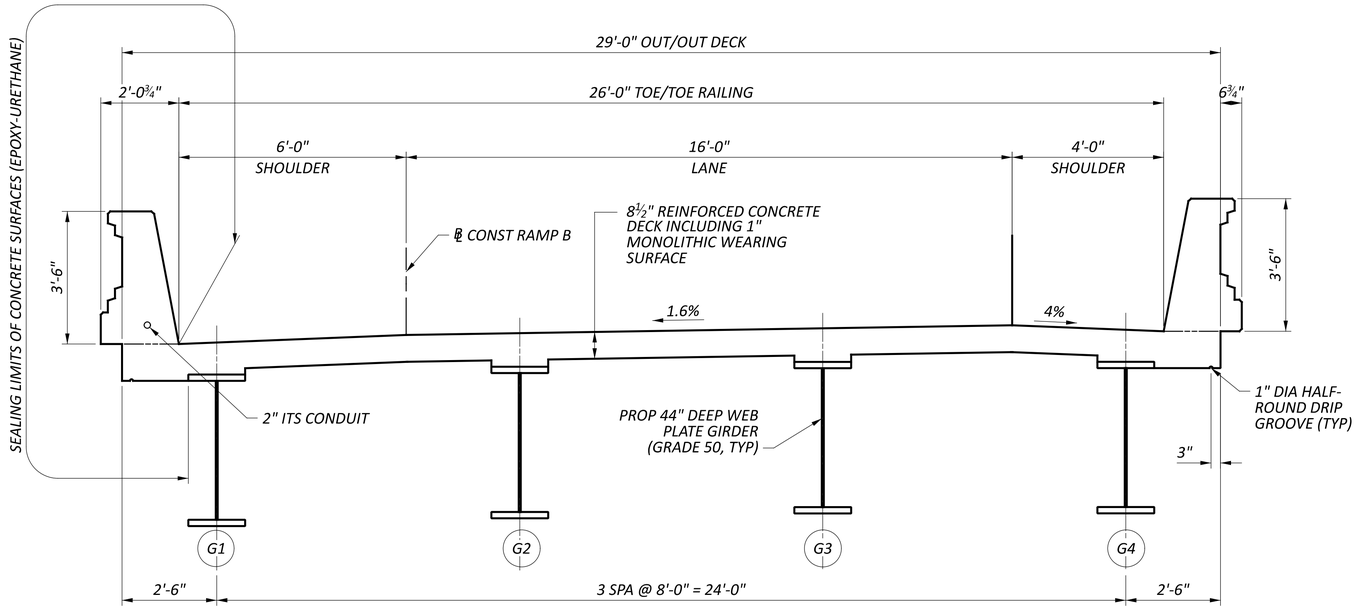
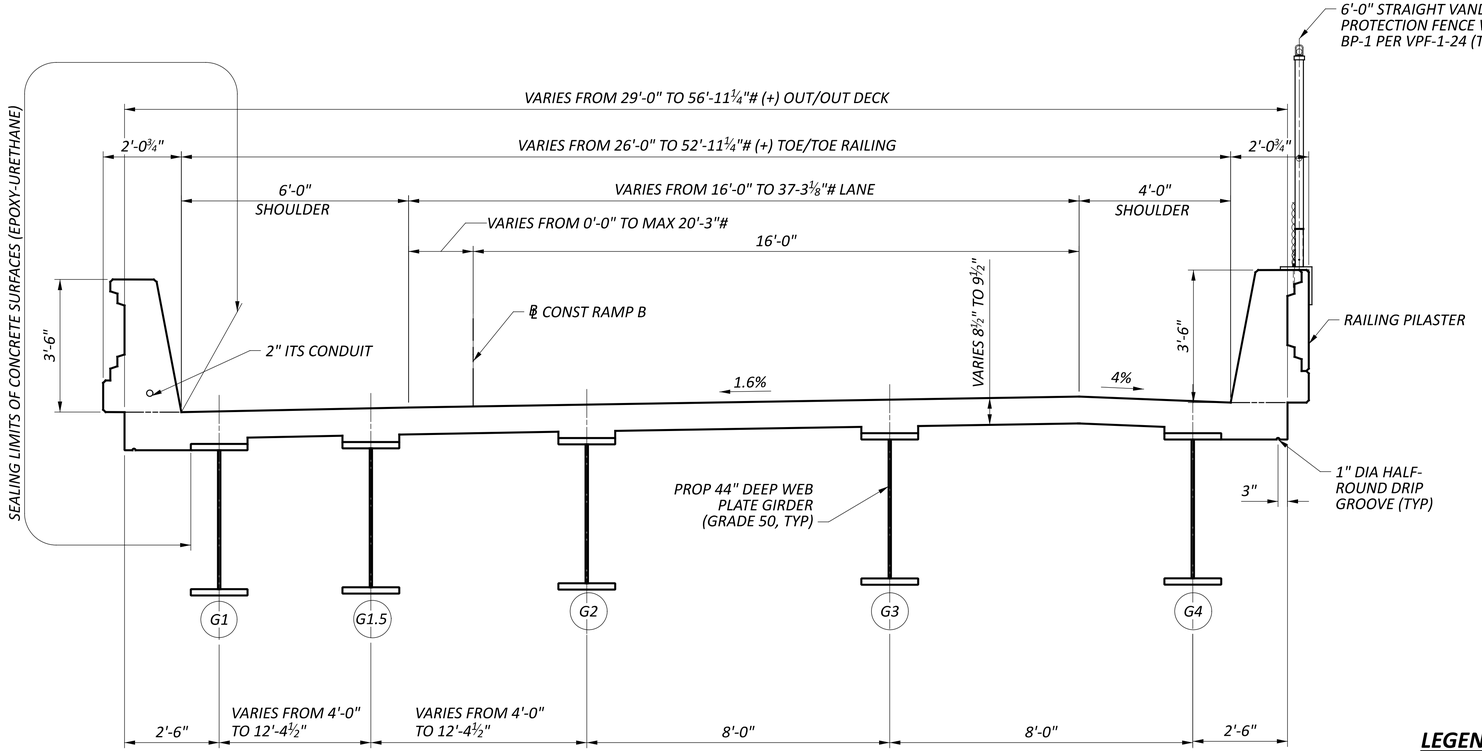


TRANSVERSE SECTION

FROM STA 1016+49.93 TO 1019+83.93



TRANSVERSE SECTION

FROM STA 1019+83.93 TO 1020+67.51

LEGEND:

(X) - *PROPOSED GIRDER LINE*

\# - *MAX DIMENSIONS ARE MEASURED ALONG ℄ BRG FA*

HAM-IR 75-1.95

MODEL: Transverse Section Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 2:52:34 PM USER: tadams
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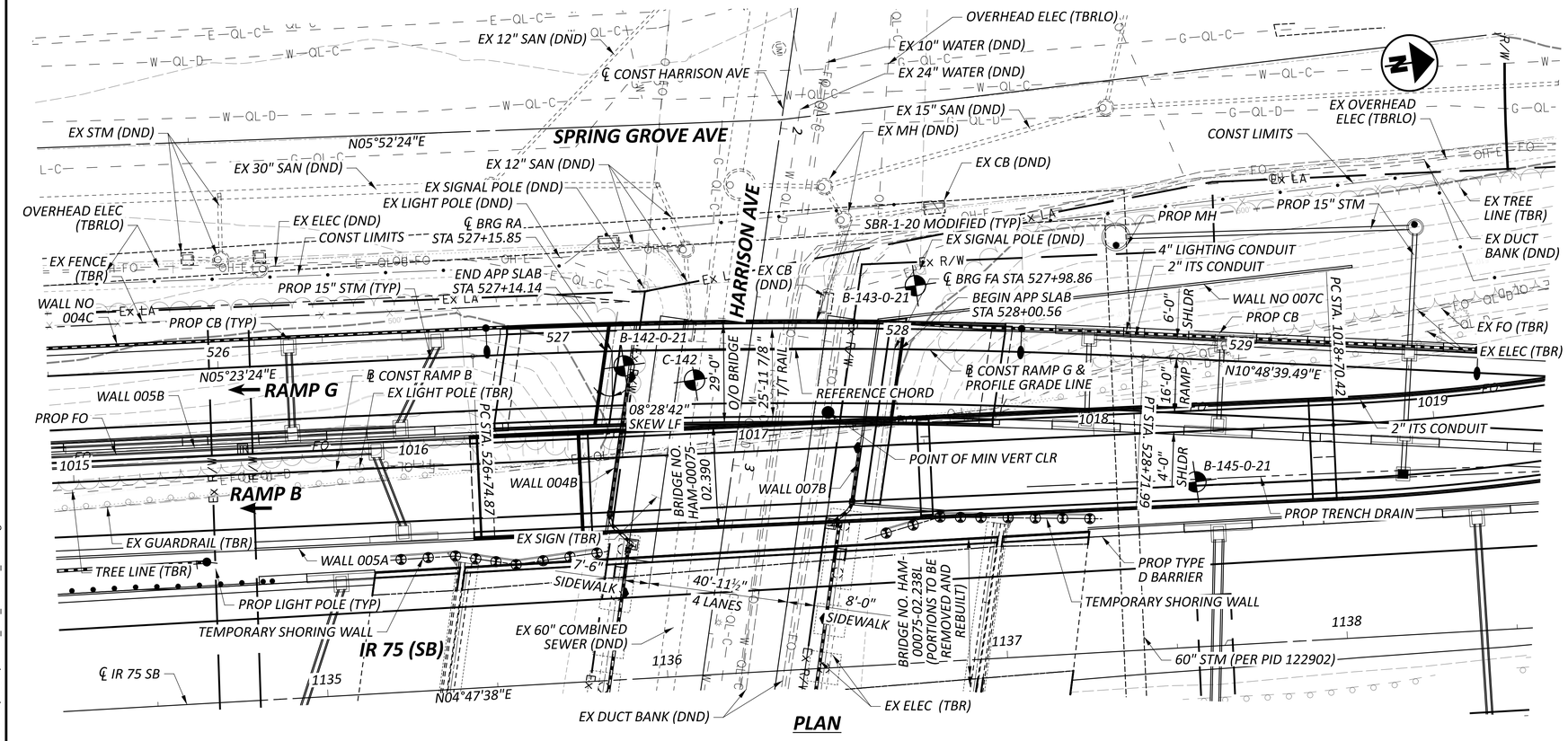
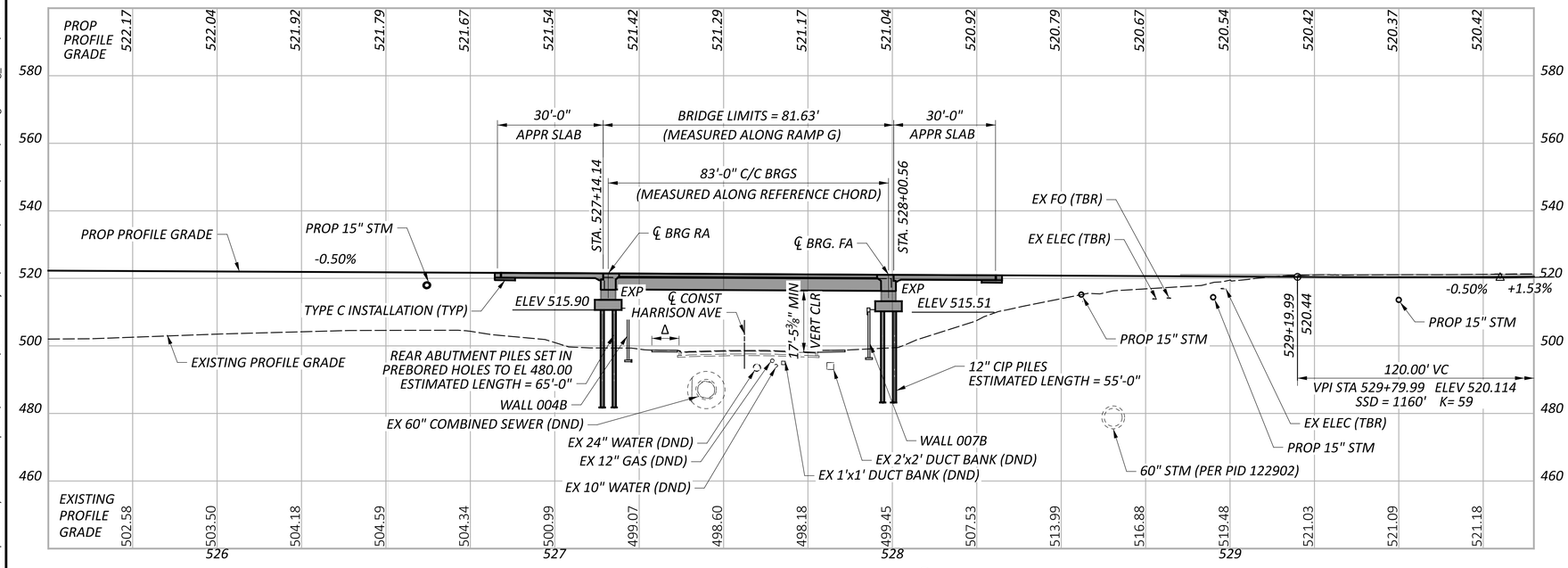
TRANSVERSE SECTION
BRIDGE NO. HAM-0075-02.390
RAMP B OVER HARRISON AVE AND RAMP G

SFN	3109402
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	CAS
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	11
TOTAL	11
SHEET	P.795
TOTAL	830



PLAN



PROFILE ALONG ℄ RAMP G

CONTROL POINT DATA*

CP #205 STA.	506+03.39,	ELEV.	506.50,	OFFSET	275.54,	RT
CP #312 STA.	525+06.36,	ELEV.	501.22,	OFFSET	319.01	RT

** STATIONS AND OFFSETS ARE ALONG ℄ CONST RAMP G.*

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET P.5/830.

NOTES:

1. *EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.*
2. *EXACT WALL THICKNESS IS NOT KNOWN. MSD HAS REQUESTED A 3' WALL THICKNESS BE SHOWN ON THIS PIPE. SPECIAL CARE SHALL BE USED WHEN PLACING HEAVY EQUIPMENT AROUND THE EXISTING SEWER. COORDINATE WITH MSD PRIOR TO CONSTRUCTION TO VERIFY EQUIPMENT PLACEMENT IS ACCEPTABLE.*

DESIGN TRAFFIC:

2029 ADT =	7,150	2029 ADTT =	858
2049 ADT =	7,350	2049 ADTT =	882

LEGEND:

- BORING LOCATION
- 16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
- 17'-5⅜" ACTUAL MINIMUM VERTICAL CLEARANCE
- Δ - 10'-0" REQUIRED HORIZONTAL CLEARANCE
  10'-8" ACTUAL HORIZONTAL CLEARANCE

RAMP G
CURVE DATA
P.I. = STA. 527+73.51
Δ = 05°25'15" RT
Dc = 02°45'00"
R = 2,083.48'
T = 98.64'
L = 197.12'
E = 2.33'

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE REAR ABUTMENT LOCATION, DEVELOPMENT OF THIS BRIDGE IS CURRENTLY BETWEEN THE STAGE 1 AND STAGE 2 LEVELS. THE FINAL ABUTMENT LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. FOR REVIEW OF TYPICAL DESIGN ELEMENTS AND DETAILS, REFER TO THE SINGLE-SPAN PRESTRESSED CONCRETE BRIDGES AT BANK STREET, WHICH HAVE BEEN DEVELOPED TO A FULL STAGE 2 LEVEL. APPLICABLE COMMENTS FROM THE REVIEW OF THOSE BRIDGES WILL BE INCORPORATED INTO THIS BRIDGE AS PART OF THE NEXT SUBMITTAL. THE LOAD RATING FOR THIS BRIDGE WILL BE SUBMITTED AT THE NEXT SUBMITTAL. WE HAVE INCLUDED THE LOAD RATING FOR THE RAMP A&D BRIDGE, WHICH WILL BE VERY SIMILAR TO THIS STRUCTURE, FOR REVIEW.

PROPOSED STRUCTURE

TYPE: SEMI-INTEGRAL SINGLE-SPAN PRESTRESSED CONCRETE I-BEAM WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED ON SEMI-INTEGRAL ABUTMENT BEHIND MSE WALLS

SPANS: 83'-0" C/C BRGS (MEASURED ALONG REFERENCE CHORD)

ROADWAY: 26'-0" TOE/TOE PARAPET

LOADING: HL93 AND 0.06 KSF FUTURE WEARING SURFACE

SKEW: 08°28'42" LF (MEASURED PERP TO REFERENCE CHORD)

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 30'-0" LONG (AS-1-15, AS-2-15)

ALIGNMENT: 2°45'00" CURVE

SUPERELEVATION: 0.042 FT/FT

DECK AREA: 2506 SF

COORDINATES: LATITUDE N 39°07'22.25"
LONGITUDE W 84°32'09.17"

SITE PLAN
BRIDGE NO. HAM-00075-02.391
RAMP G OVER HARRISON AVENUE

SFN	3109403
DESIGN AGENCY	EM H&T
DESIGNER	AI
CHECKER	CAS
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	1
TOTAL	2
SHEET	P.796
TOTAL	830

HAM-IR 75-1.95

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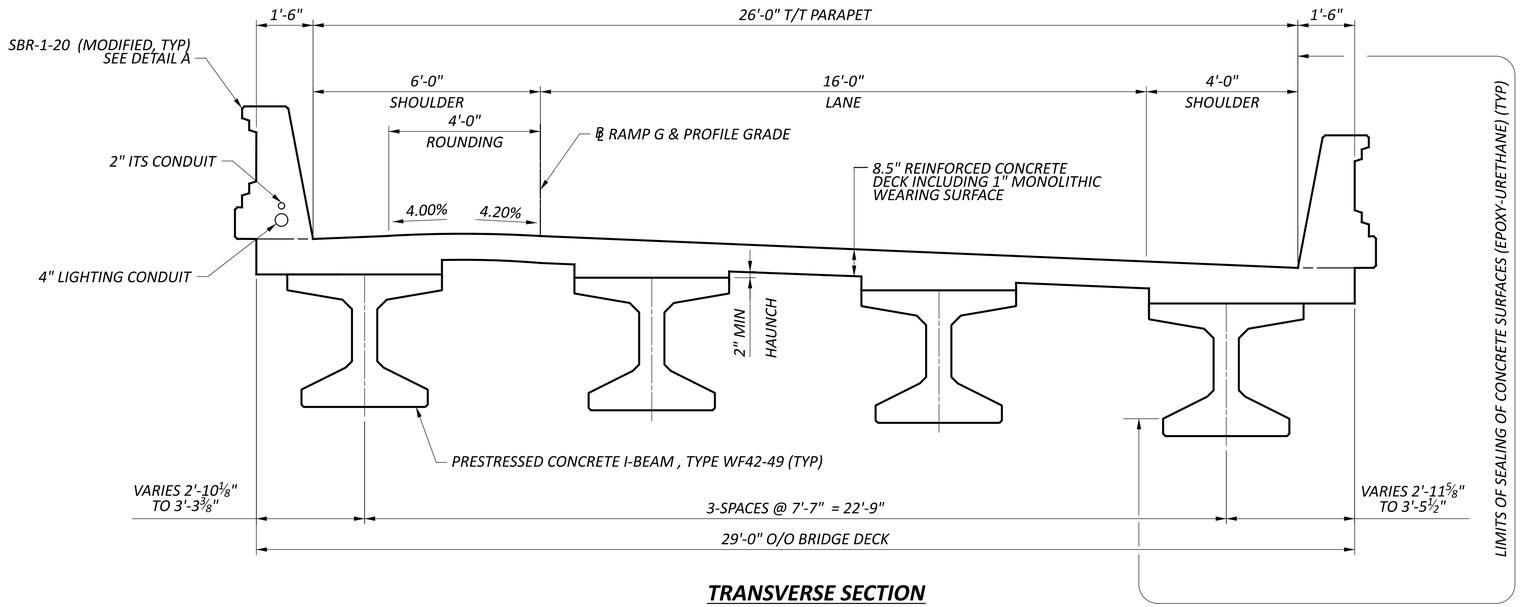
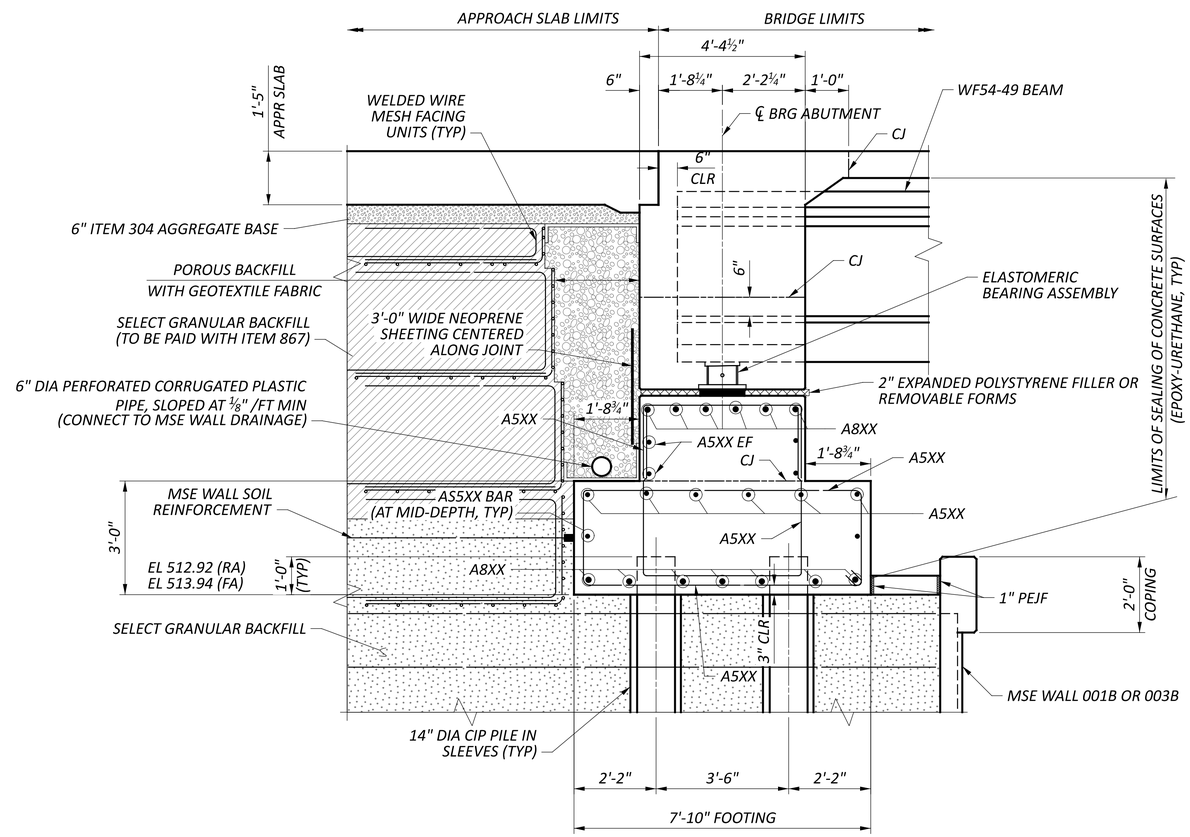


TRANSVERSE SECTION



ABUTMENT SECTION

TRANSVERSE SECTION & ABUTMENT SECTION
BRIDGE NO. HAM-00075-02.391
RAMP G OVER HARRISON AVENUE

SFN	3109403
DESIGN AGENCY	EMH&T
DESIGNER	AI
CHECKER	CAS
REVIEWER	TDA 11/02/26
PROJECT ID	114161
SUBSET	2
TOTAL	2
SHEET	P.797
TOTAL	830

HAM-IR 75-1.95

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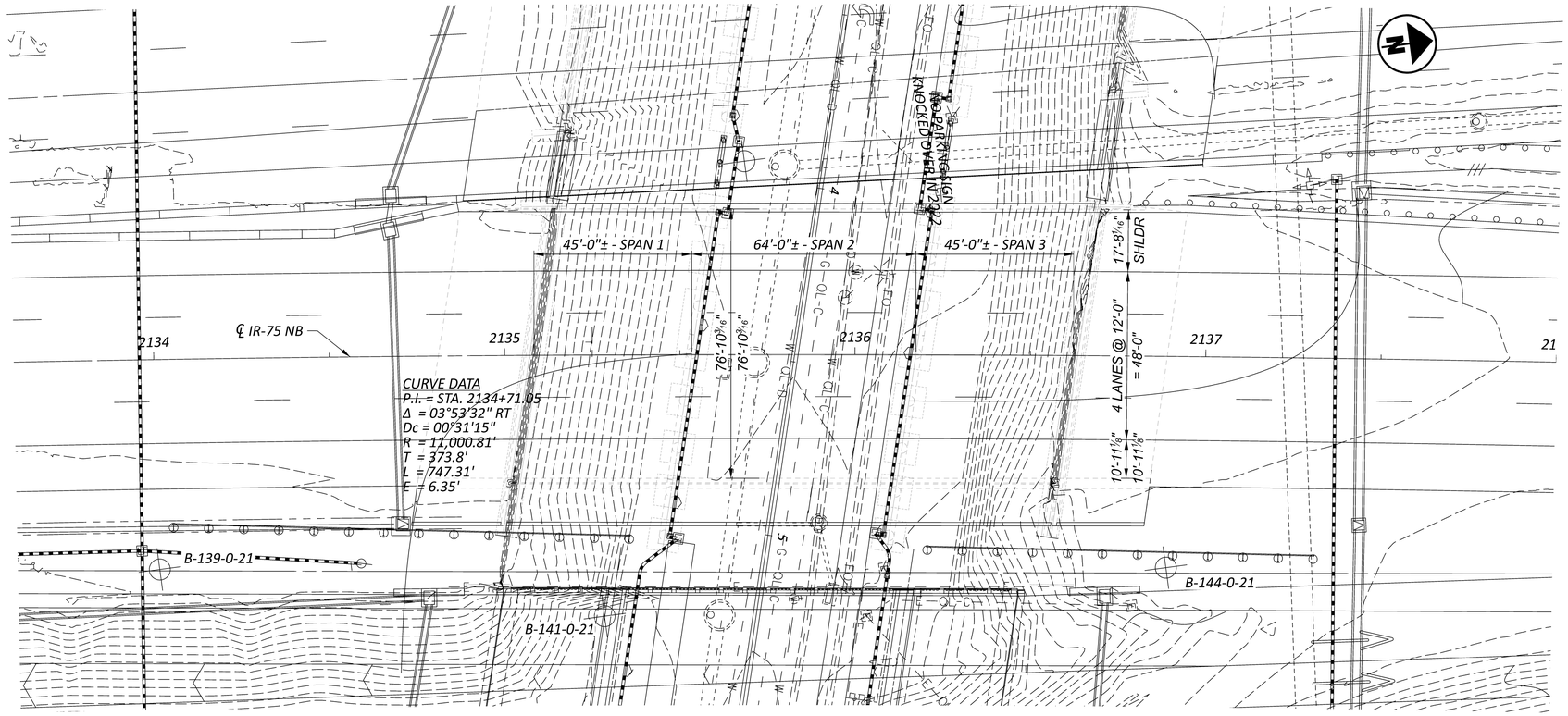

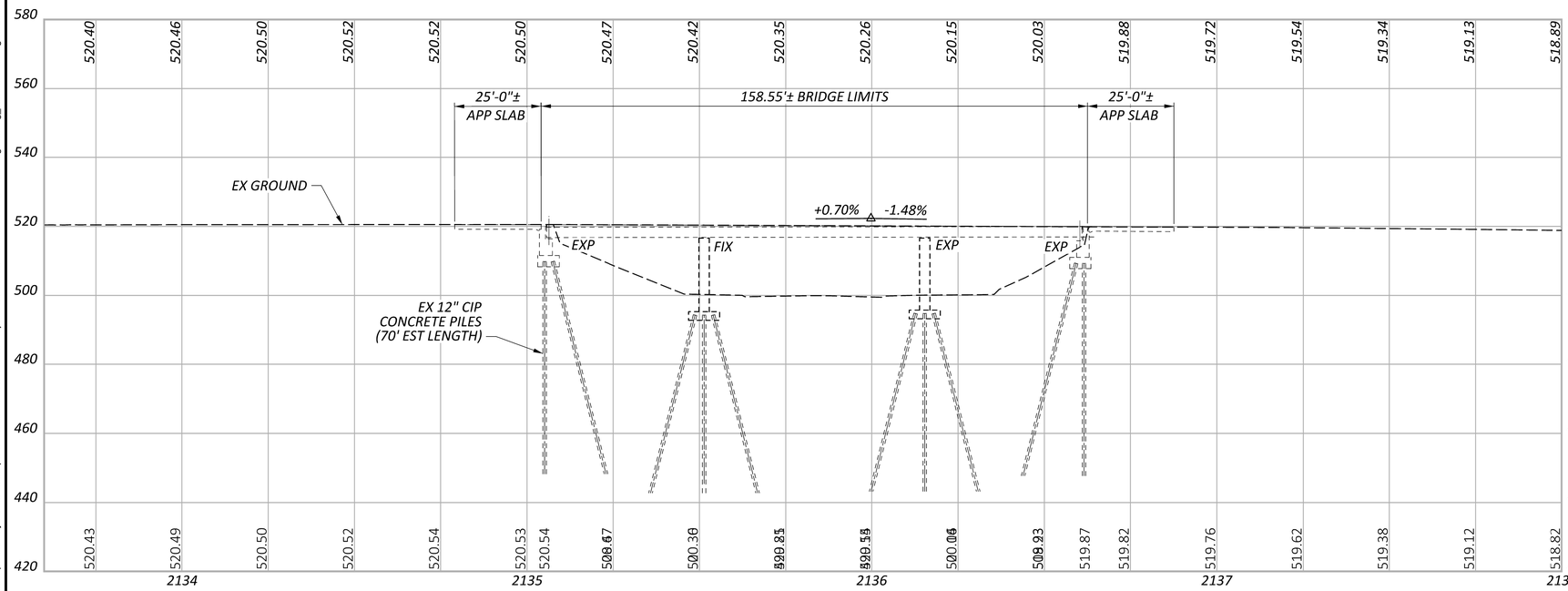

BENCHMARK DATA

BM #1 STA.	,	ELEV.	,	OFFSET	,
BM #2 STA.	,	ELEV.	,	OFFSET	,
BM #3 STA.	,	ELEV.	,	OFFSET	,
BM #4 STA.	,	ELEV.	,	OFFSET	,

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
20XX ADT = 20XX ADTT =
20XX ADT = 20XX ADTT =
DIRECTIONAL DISTRIBUTION =

LEGEND

- BORING LOCATION
- 14'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
  15'-6" ACTUAL MINIMUM VERTICAL CLEARANCE

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

EXISTING STRUCTURE

TYPE: CONTINUOUS NONCOMPOSITE ROLLED STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 45'-0"±, 60'-0"±, 45'-0"± C/C BEARINGS
ROADWAY: 76'-10"± TOE/TOE PARAPETS (MAINLINE)
LOADING: CF 2000 (57)
SKEW: 8° 28' 09"± LEFT FORWARD
WEARING SURFACE: 2" INTEGRAL CONCRETE
APPROACH SLABS: 25'-0"± LONG (AS-1-54)
ALIGNMENT: 00° 31' 15" CURVE RIGHT
CROWN: 3/16± "/FT
STRUCTURE FILE NUMBER: 3109399
DATE BUILT: 1961
DISPOSITION: PARTIALLY DEMOLISHED

PROPOSED STRUCTURE

TYPE: CONTINUOUS NONCOMPOSITE ROLLED STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 45'-0"±, 60'-0"±, 45'-0"± C/C BEARINGS
ROADWAY: 76'-10"± TOE/TOE PARAPETS (MAINLINE)
LOADING: HL93 LOADING
SKEW: 8 27' 59"± LEFT FORWARD (FROM REF CHORD)
WEARING SURFACE: MATCH EXISTING
APPROACH SLABS: MATCH EXISTING
ALIGNMENT: 00° 31' 15" CURVE RIGHT
CROWN: MATCH EXISTING
DECK AREA: SF

COORDINATES: LATITUDE N 39° 07' 21.5"
LONGITUDE W 84° 32' 07"

SITE PLAN
BRIDGE NO. HAM-75-2.400R
IR-75 OVER HARRISON AVENUE

SFN	3109429
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	1
TOTAL	10
SHEET	P.798
TOTAL	830

HAM-IR 75-1.95

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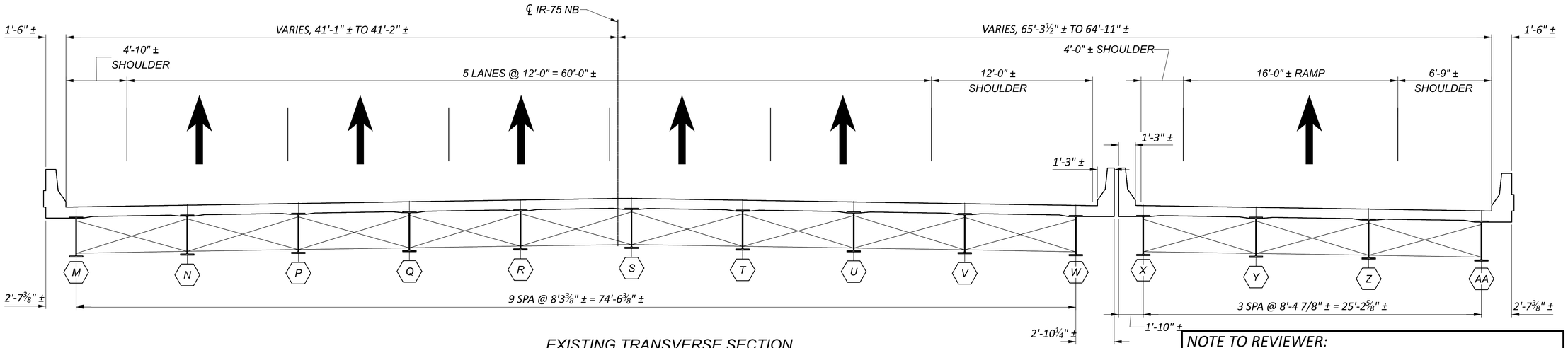
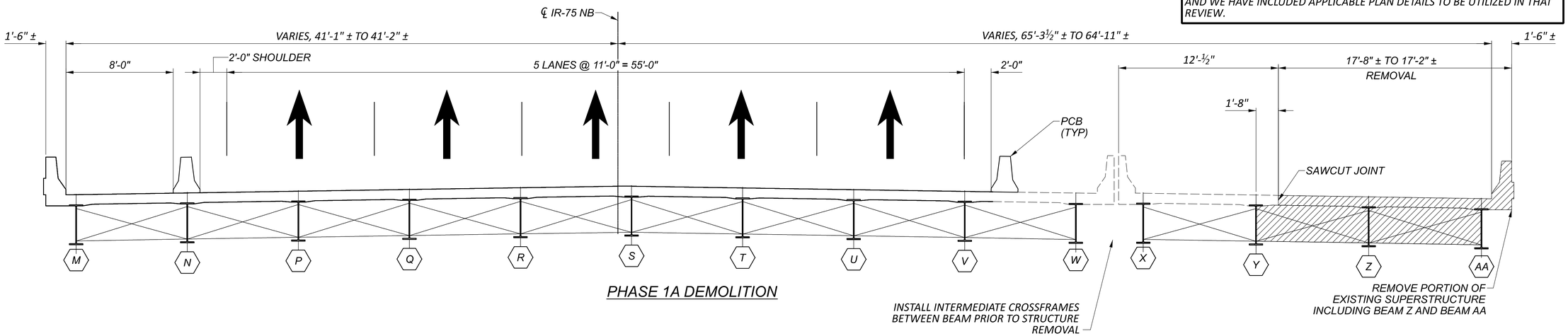


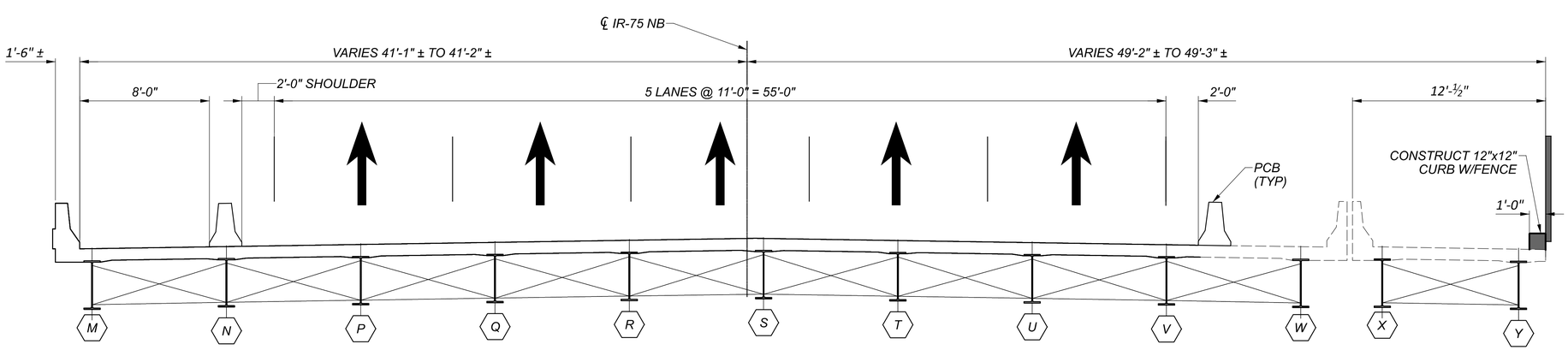
EXISTING TRANSVERSE SECTION

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.



PHASE 1A DEMOLITION



PHASE 1A CONSTRUCTION

LEGEND

- *LIMITS OF REMOVAL*
- *LIMITS OF PROPOSED CONSTRUCTION*

SEQUENCE OF CONSTRUCTION

PHASE 1A:

1. *INSTALL PCB AND SHIFT TRAFFIC AS SHOWN.*
2. *INSTALL CROSSFRAMES BETWEEN BEAMS W AND X.*
3. *REMOVAL OF EXISTING DECK VARIES FROM 17'-8" (RA) TO 17"-2" (FA) ON BRIDGE. REMOVE BEAMS Z AND AA ALONG WITH THEIR CROSSFRAMES.*
4. *CONSTRUCT CURB WITH FENCE ON OVERHANG AS SHOWN.*

PHASED CONSTRUCTION DETAILS (1 OF 2)
BRIDGE NO. HAM-75-2.400R
IR-75 OVER HARRISON AVENUE

SFN	3109429
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	2
TOTAL	10
SHEET	P.799
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:16:13 PM USER: stony
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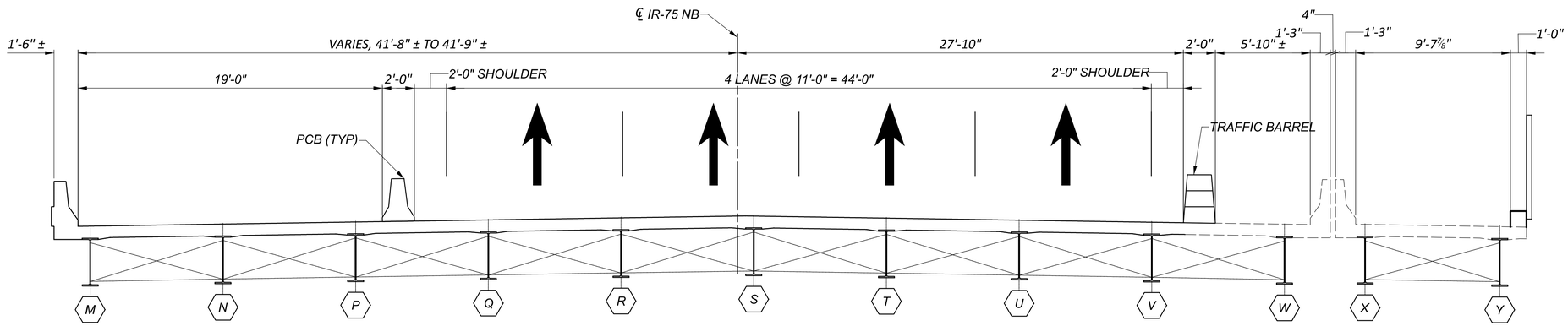
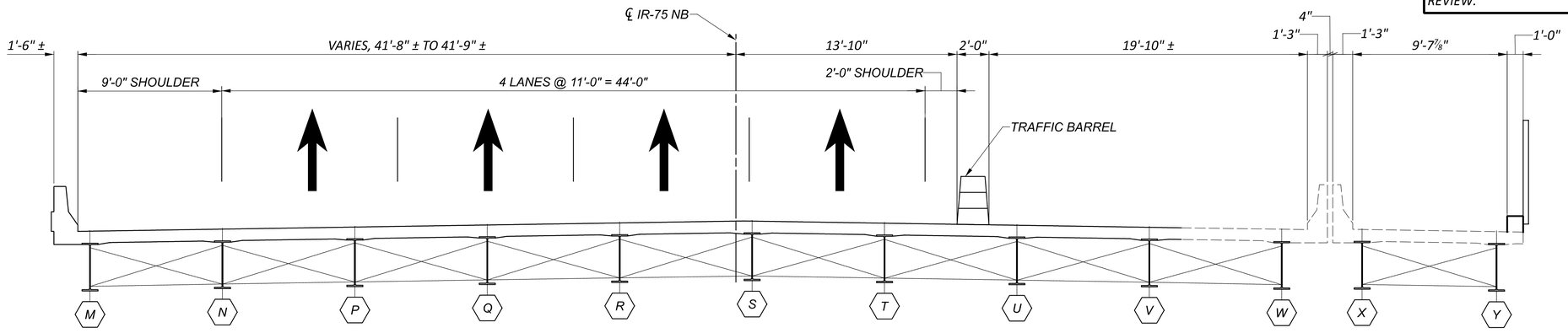


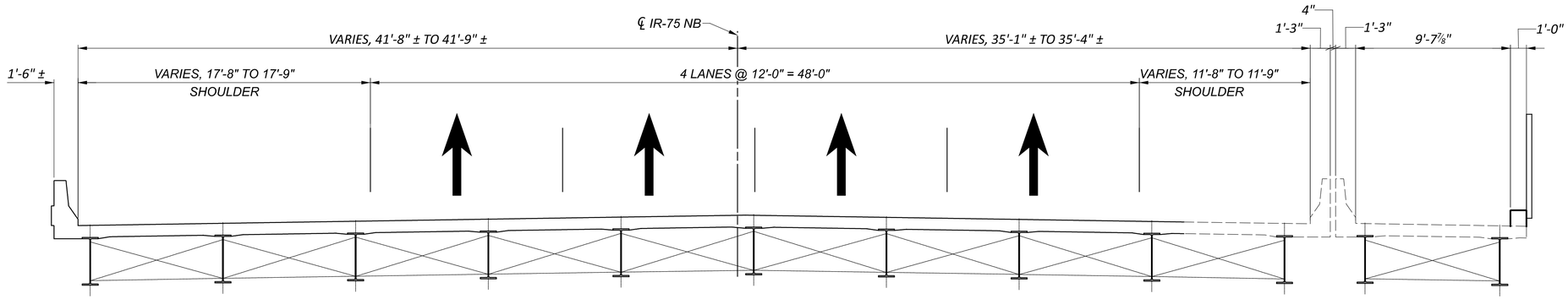
PHASE 1B PHASING

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.



PHASE 1C PHASING



FINAL LAYOUT

SEQUENCE OF CONSTRUCTION

PHASE 1B:

1. *SHIFT TRAFFIC AS SHOWN.*

PHASE 1C:

1. *SHIFT TRAFFIC AS SHOWN.*

NOTE:

1. *PHASE 2 DOES NOT AFFECT THE RIGHT BRIDGE.*

PHASED CONSTRUCTION DETAILS (2 OF 2)
BRIDGE NO. HAM-75-2.400R
IR-75 OVER HARRISON AVENUE

SFN	3109429
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	3
TOTAL	10
SHEET	P.800
TOTAL	830

HAM-IR 75-1.95

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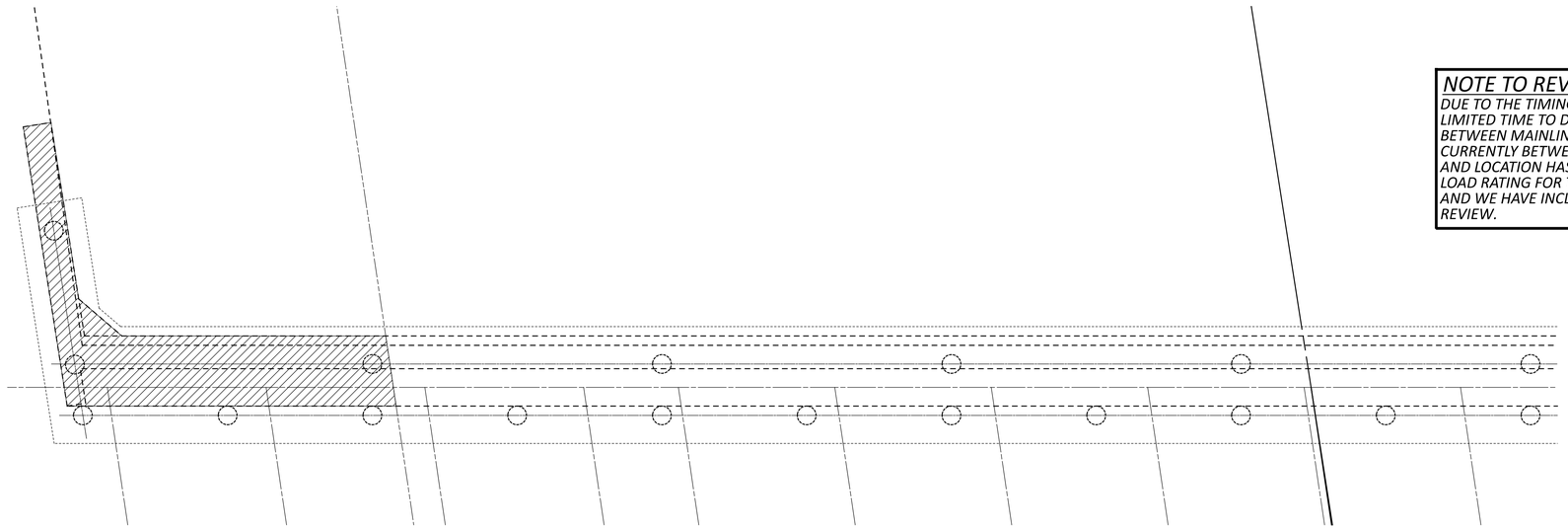
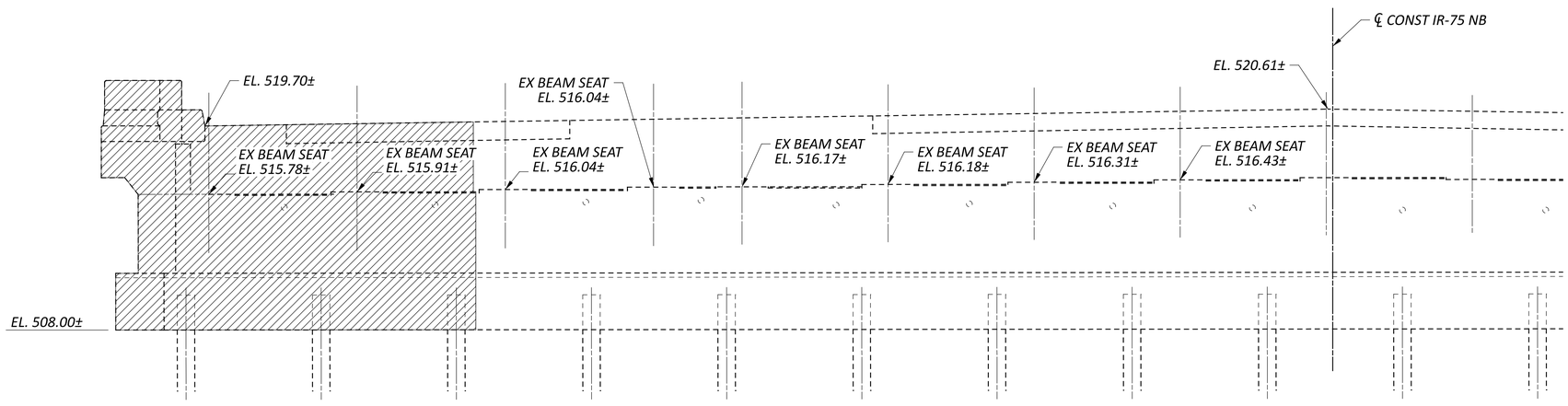


PARTIAL REAR ABUTMENT PLAN

NOTE TO REVIEWER:
DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.



PARTIAL REAR ABUTMENT ELEVATION

LEGEND
EXISTING ABUTMENT TO BE REMOVED

HAM-IR 75-1.95

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REAR PARTIAL ABUTMENT DEMOLITION PLAN AND ELEVATION
BRIDGE NO. HAM-75-2.400R
IR-75 OVER HARRISON AVENUE

SFN	3109429
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	4
TOTAL	10
SHEET	P.801
TOTAL	830

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

REAR ABUTMENT CONSTRUCTION PLAN AND ELEVATION

BRIDGE NO. HAM-75-2.400R

IR-75 OVER HARRISON AVENUE

SFN
3109429

DESIGN AGENCY
GFT

DESIGNER	CHECKER
SAT	MTO

REVIEWER
EFD 11/2026

PROJECT ID
114161

SUBSET	TOTAL
5	10

SHEET	TOTAL
P.802	830

HAM-IR 75-1.95

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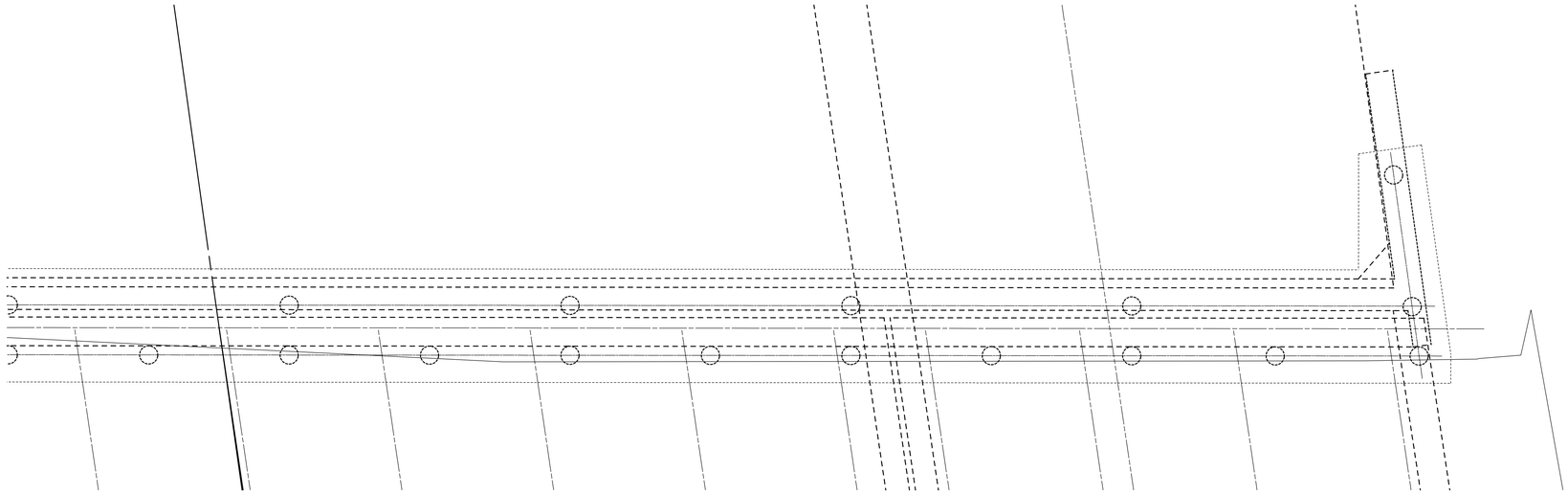

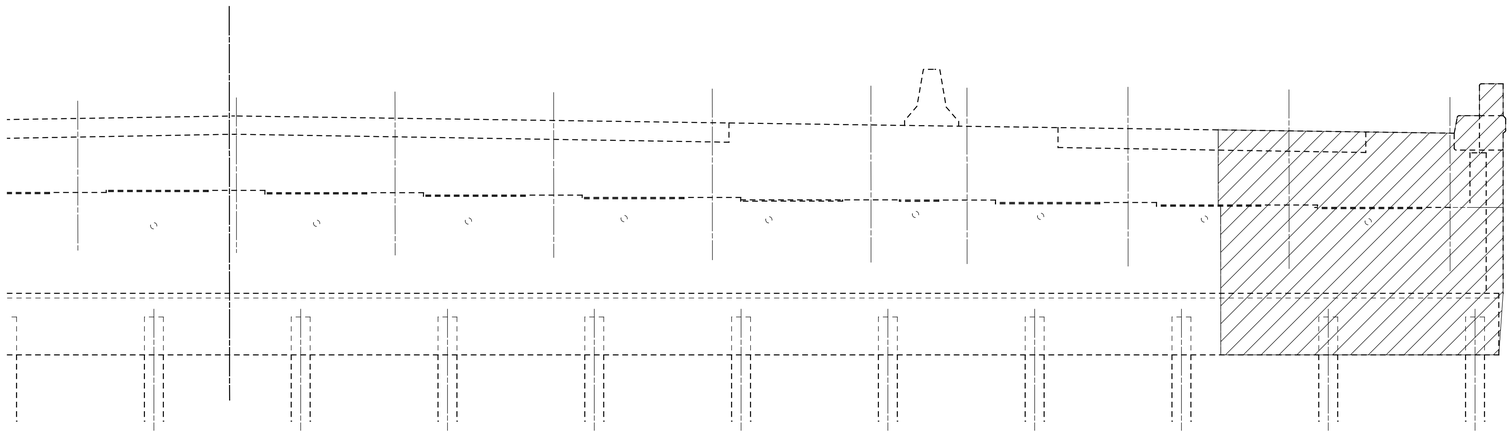

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

FORWARD PARTIAL ABUTMENT DEMOLITION PLAN AND ELEVATION
BRIDGE NO. HAM-75-2.400R
IR-75 OVER HARRISON AVENUE

SFN	3109429
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	6
TOTAL	10
SHEET	P.803
TOTAL	830

HAM-IR 75-1.95

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HAM-IR 75-1.95

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NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

FORWARD ABUTMENT CONSTRUCTION PLAN AND ELEVATION
BRIDGE NO. HAM-75-2.400R
IR-75 OVER HARRISON AVENUE

SFN
3109429

DESIGN AGENCY
GFT

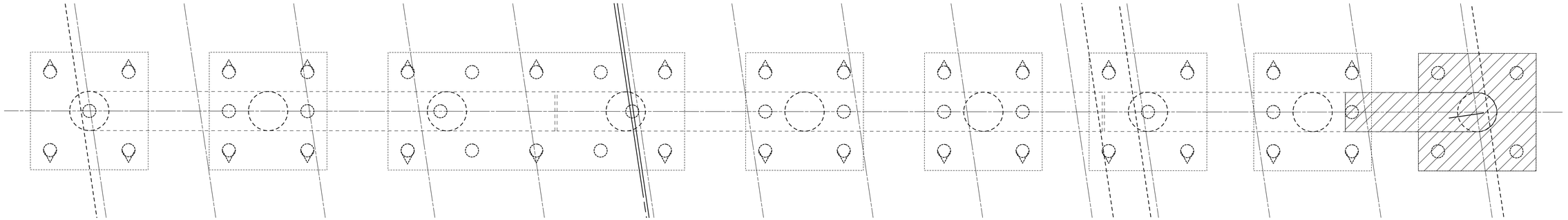
DESIGNER	CHECKER
SAT	MTO

REVIEWER
EFD 11/2026

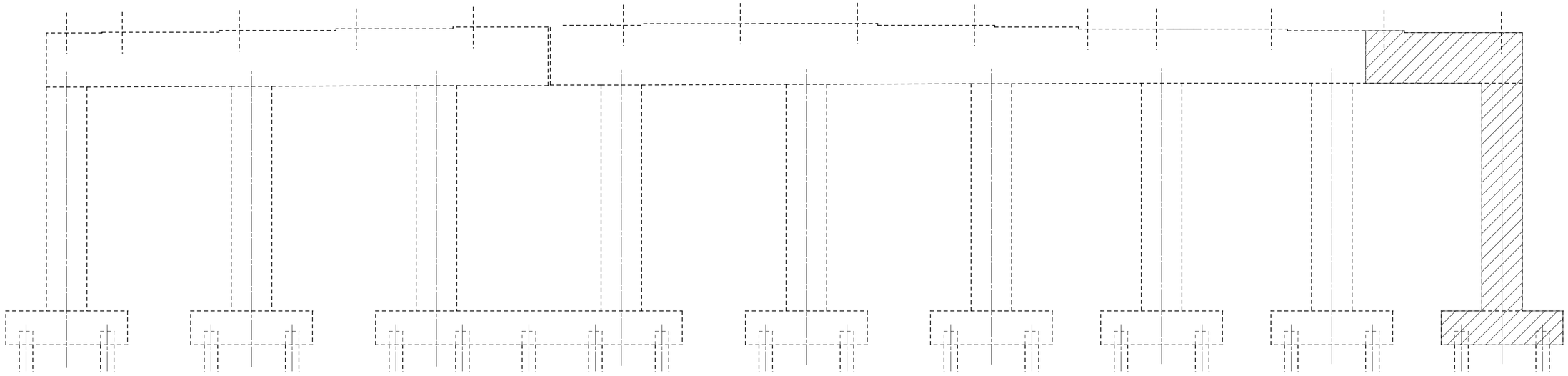
PROJECT ID
114161

SUBSET	TOTAL
7	10

SHEET	TOTAL
P.804	830



PIER PLAN



PIER ELEVATION

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.

PARTIAL PIER DEMOLITION
BRIDGE NO. HAM-75-2.400R
IR-75 OVER HARRISON AVENUE

SFN	3109429
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	8
TOTAL	10
SHEET	P.805
TOTAL	830

HAM-IR 75-1.95

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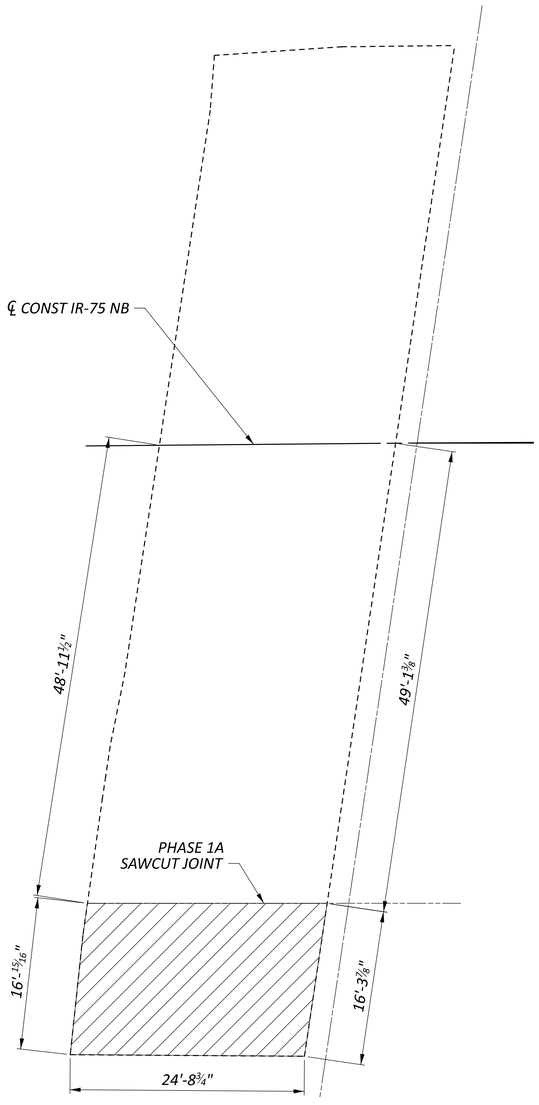
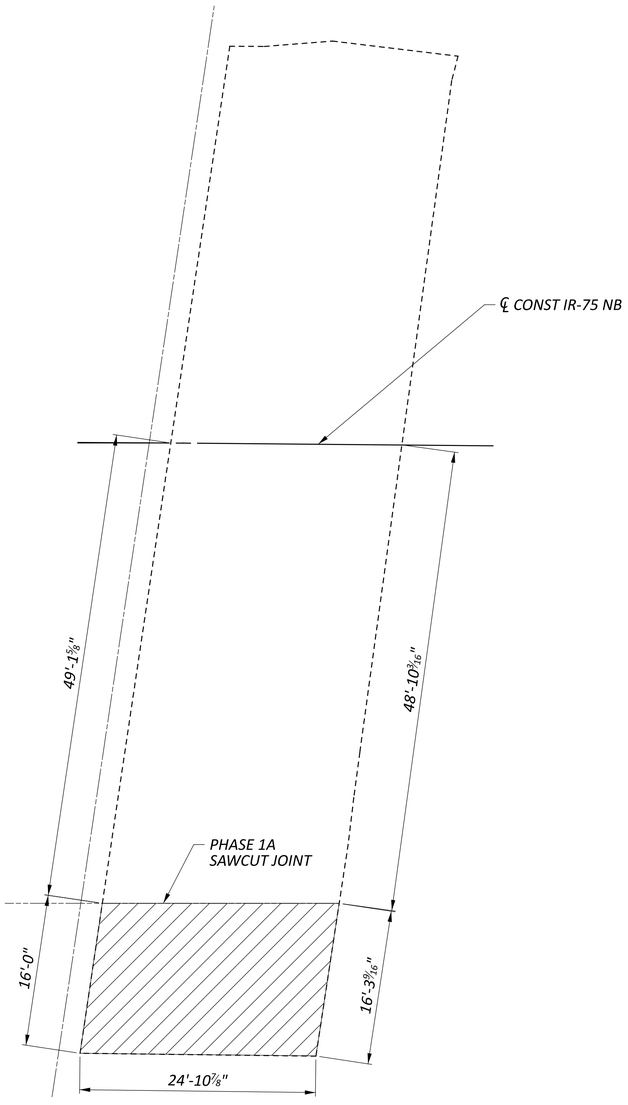
NOTE TO REVIEWER:
DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.



REAR APPROACH SLAB



FORWARD APPROACH SLAB

APPROACH SLAB REMOVAL DETAILS
BRIDGE NO. HAM-75-2.400R
IR-75 OVER HARRISON AVENUE

SFN	3109429
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	9
TOTAL	10
SHEET	P.806
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:16:58 PM USER: stony
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HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 12:17:06 PM USER: stony
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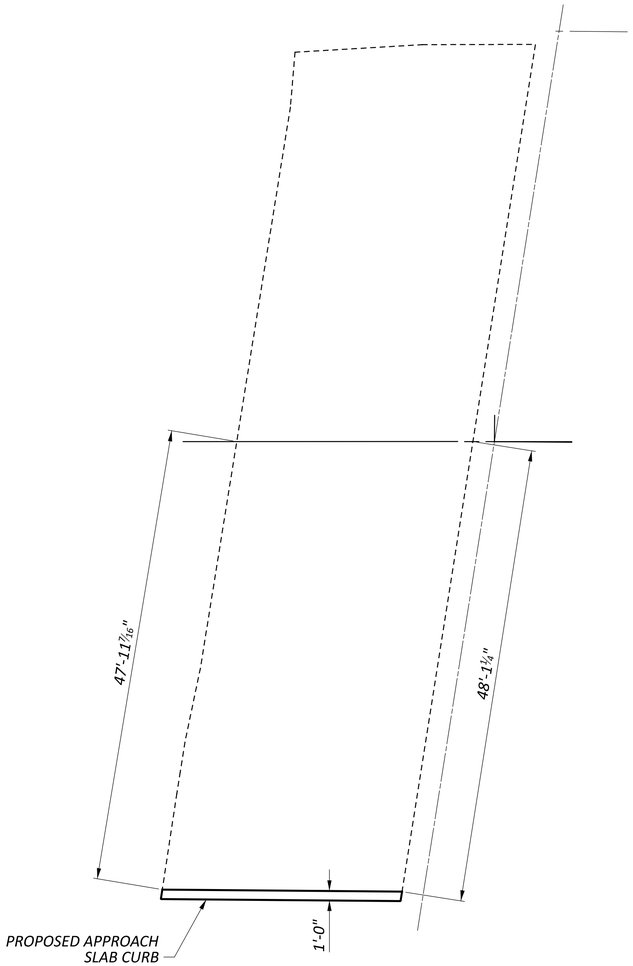
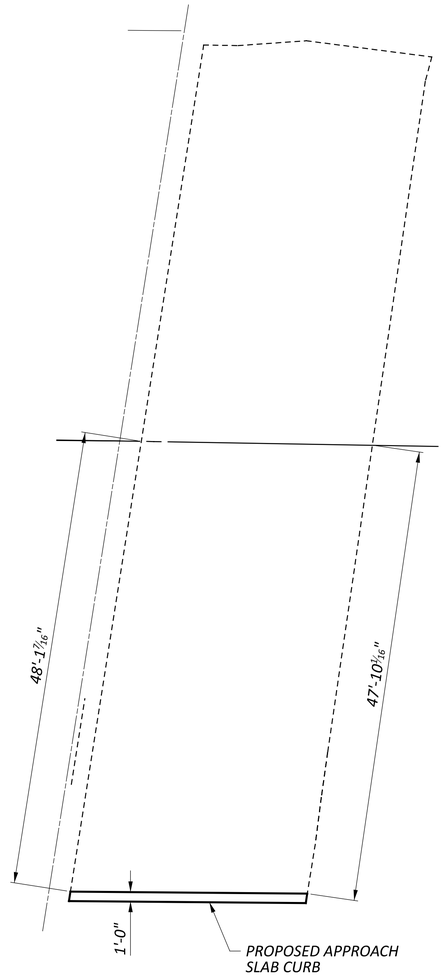
NOTE TO REVIEWER:
DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY BETWEEN STAGE 1 AND STAGE 2. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS. THE LOAD RATING FOR THIS BRIDGE HAS BEEN INCLUDED WITH THIS SUBMITTAL AND WE HAVE INCLUDED APPLICABLE PLAN DETAILS TO BE UTILIZED IN THAT REVIEW.



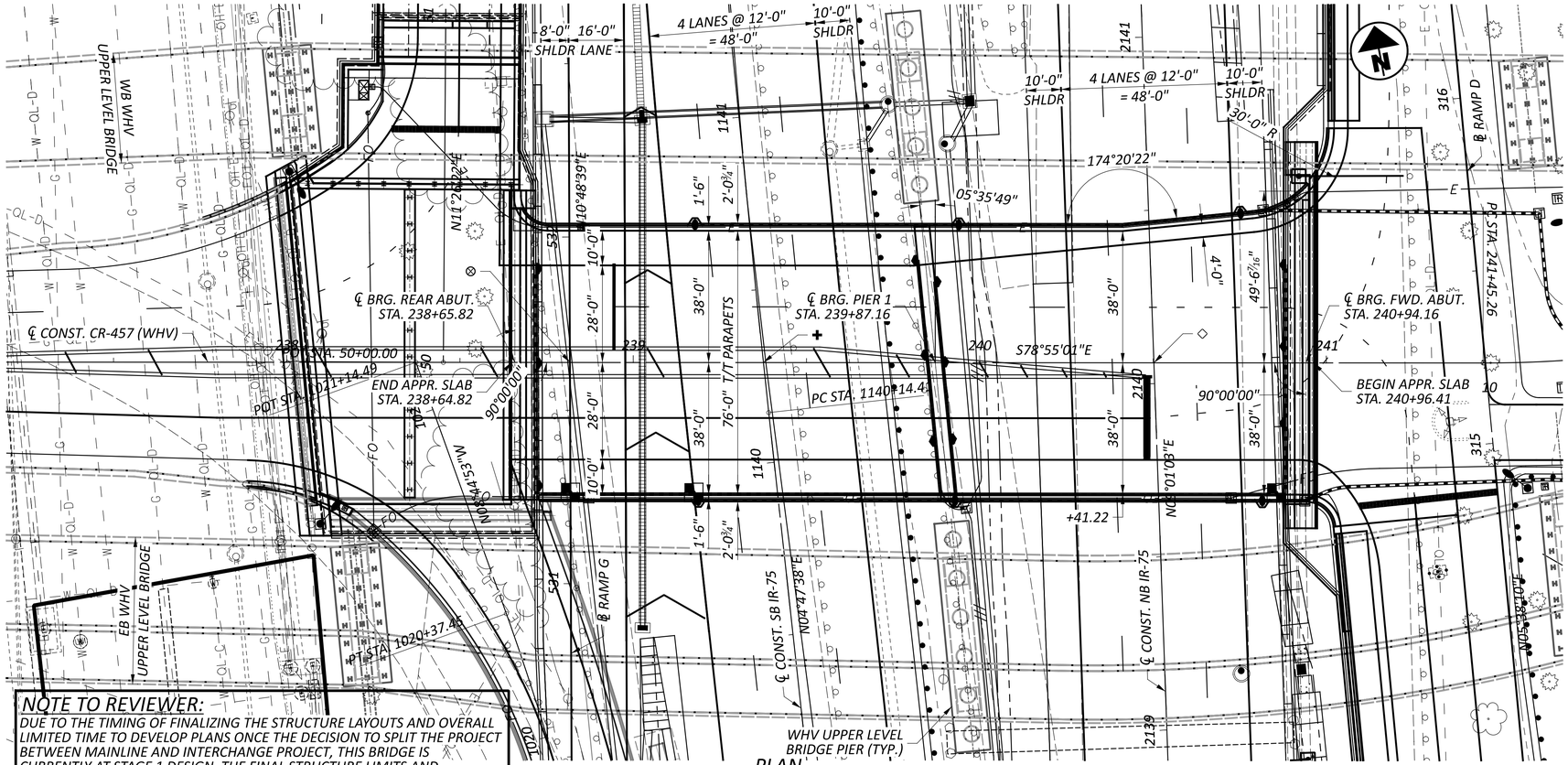
REAR APPROACH SLAB



FORWARD APPROACH SLAB

APPROACH SLAB CONSTRUCTION DETAILS
BRIDGE NO. HAM-75-2.400R
IR-75 OVER HARRISON AVENUE

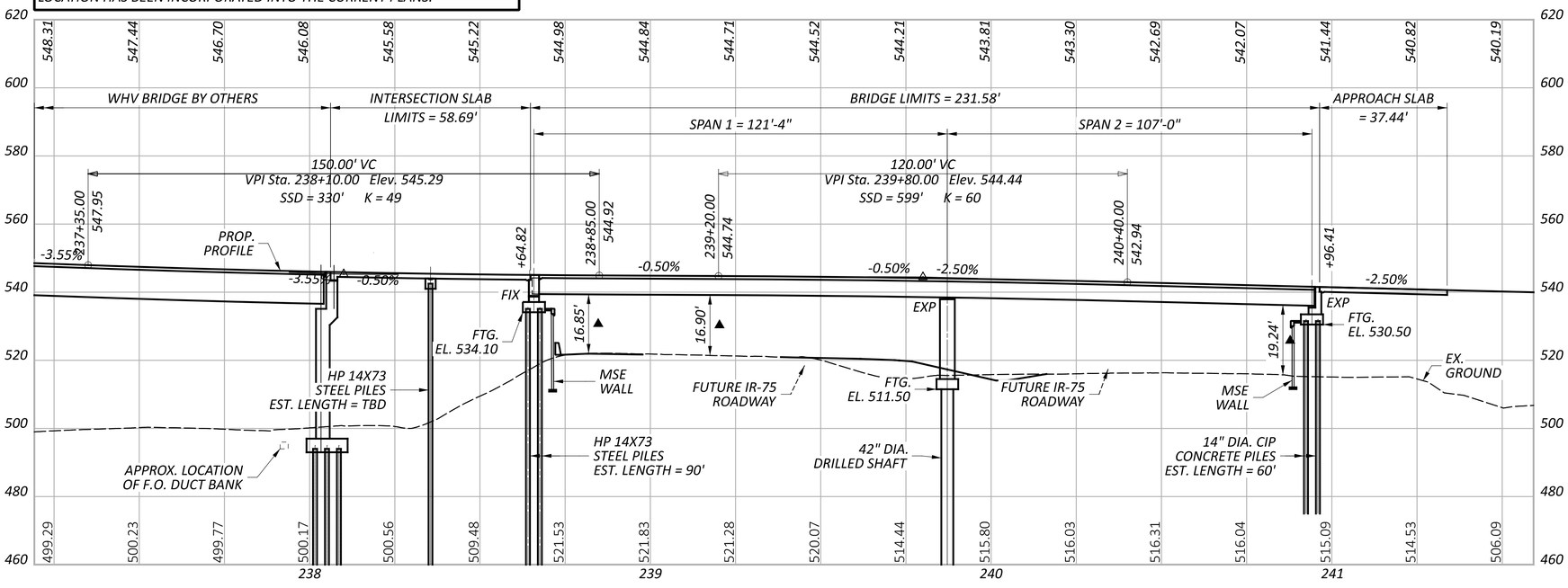
SFN	3109429
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/2026
PROJECT ID	114161
SUBSET	10
TOTAL	10
SHEET	P.807
TOTAL	830



PLAN

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY AT STAGE 1 DESIGN. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.



PROFILE ALONG ℄ CONST. CR-457 (WHV)

CONTROL POINT DATA*

CP #1 STA.	124+31.09,	ELEV.	501.22,	OFFSET	178.50,	RT
CP #2 STA.	135+03.11,	ELEV.	508.78,	OFFSET	169.34,	RT

** STATIONS AND OFFSETS ARE ALONG ℄ CONST IR-75.*

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEETS P.3 - P.5 /####.

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:

2029 ADT = 22,900 *2029 ADTT = 2,519*
2049 ADT = 23,350 *2049 ADTT = 2,568*
DIRECTIONAL DISTRIBUTION = 53%

LEGEND

- *BORING LOCATION*
- *POINT OF MINIMUM VERTICAL CLEARANCE*
- *VERTICAL CLEARANCE TO EXISTING IR-75 ROADWAY (16'-6" MINIMUM REQUIRED)*
- *⊗ - ℄ CONST. WHV STA. 238+81.71 = ℄ CONST. RAMP G STA. 531+63.80*
- *✚ - ℄ CONST. WHV STA. 239+37.53 = ℄ CONST. SB IR-75 STA. 1140+28.93*
- *◇ - ℄ CONST. WHV STA. 240+50.25 = ℄ CONST. NB IR-75 STA. 2140+06.00*

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL PLATE GIRDERS (A373) WITH NON-COMPOSITE REINFORCED CONCRETE DECK ON REINFORCED CONCRETE CAP AND COLUMN PIERS AND STUB ABUTMENT

SPANS: 46'-7", 78'-1", 73'-1", 117'8", 78'-7"± C/C BEARINGS
ROADWAY: VARIES, 40'-0"± MIN. T/T CURBS WITH 6'-0" SIDEWALK EACH SIDE
LOADING: CF-2000 (57)
SKEW: NONE
WEARING SURFACE: 2"± ASPHALT CONCRETE
APPROACH SLABS: AS-1-54 (25'-0"± LONG FORWARD ABUTMENT)
ALIGNMENT: TANGENT
CROWN: VARIES ⅛"/FT TO ¼"/FT ±
STRUCTURE FILE NUMBER: 3105458
YEAR BUILT: 1962
DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: CONTINUOUS STEEL PLATE GIRDERS (A709, GR 50) WITH COMPOSITE CONCRETE DECK ON REINFORCED CONCRETE CAP AND COLUMN PIER AND SEMI-INTEGRAL AND STUB ABUTMENTS ON MSE WALLS
SPANS: 121'-4", 107'-0" C/C BEARINGS
ROADWAY: VARIES 76'-0" (MIN.) TO 87'-10 1/8" (MAX.) T/T PARAPETS
LOADING: HL93 AND 0.060 KSF FUTURE WEARING SURFACE
SKEW: 0°00'00" AT ABUTMENTS, 5°37'57" RIGHT FORWARD AT PIER
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: NONE (REAR ABUTMENT) AS-1-15 (37'-5 1/4" LONG FORWARD ABUTMENT)
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT
DECK AREA: 18,402 SF
COORDINATES: LATITUDE N 39°07'26.97"
LONGITUDE W 84°32'07.28"

SITE PLAN
BRIDGE NO. HAM-CR457-20.315
WESTERN HILLS VIADUCT OVER IR-75

SFN 3105459
DESIGN AGENCY GFT
DESIGNER MTO | CHECKER SAT
REVIEWER EFD 11/26
PROJECT ID 114161
SUBSET 1 | TOTAL 7
SHEET P.808 | TOTAL 830

HAM-IR75-1.95

MODEL: CLP_WHV2 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 10:30:36 AM USER: mdonnell
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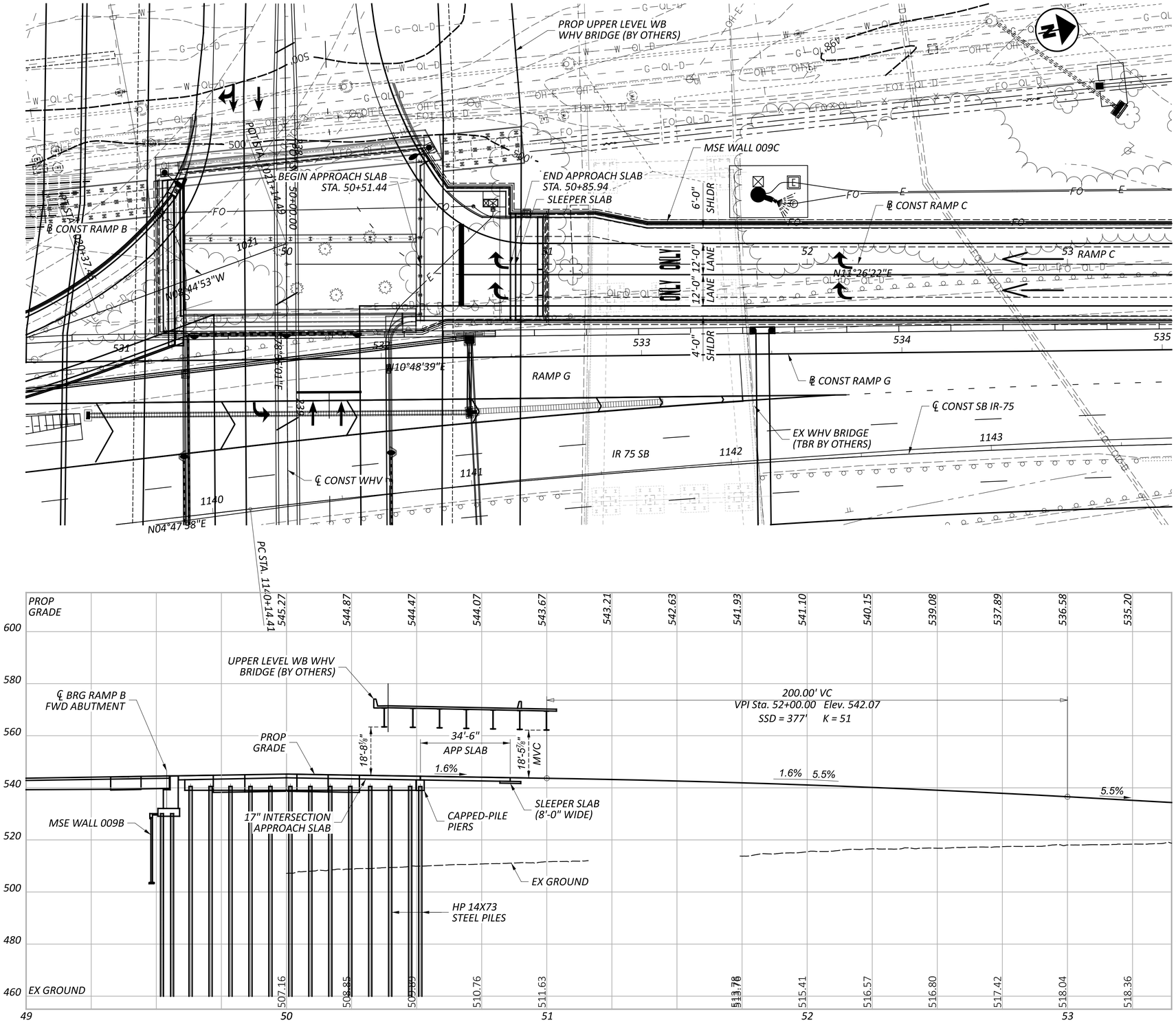

PROFILE ALONG ℄ RAMP C

BENCHMARK DATA

BM #1 STA.	,	ELEV.	,	OFFSET	,
BM #2 STA.	,	ELEV.	,	OFFSET	,
BM #3 STA.	,	ELEV.	,	OFFSET	,
BM #4 STA.	,	ELEV.	,	OFFSET	,

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:

2029 ADT = 9,094 *2029 ADTT = 455*
2049 ADT = 9,180 *2049 ADTT = 459*
DIRECTIONAL DISTRIBUTION = 100%

LEGEND

BORING LOCATION

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY AT STAGE 1 DESIGN. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

INTERSECTION SLAB SITE PLAN
BRIDGE NO. HAM-CR457-20.315
WESTERN HILLS VIADUCT OVER IR-75

SFN 3105459
DESIGN AGENCY GFT
DESIGNER SAT | CHECKER MTO
REVIEWER EFD 11/26
PROJECT ID 114161
SUBSET 2 | TOTAL 7
SHEET P.809 | TOTAL 830

HAM-IR 75-1.95

MODEL: BLP_RAMP C - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 10:53:45 AM USER: modonnell
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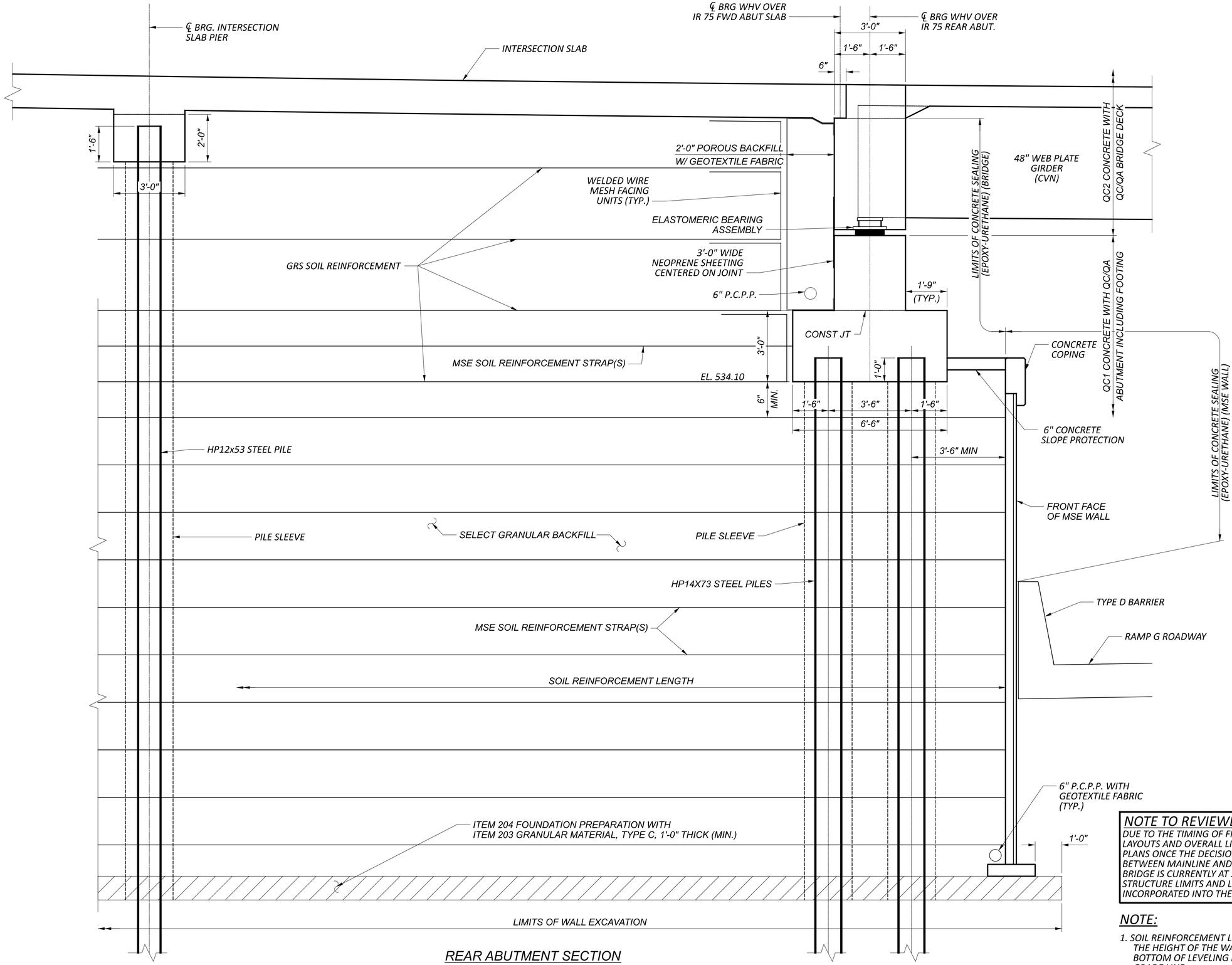

REAR ABUTMENT SECTION

NOTE TO REVIEWER:
DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY AT STAGE 1 DESIGN. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

NOTE:

1. *SOIL REINFORCEMENT LENGTH SHALL BE 0.7 TIMES THE HEIGHT OF THE WALL, MEASURED FROM THE BOTTOM OF LEVELING PAD TO THE PROFILE GRADE LINE.*

REAR ABUTMENT DETAILS
BRIDGE NO. HAM-CR457-20.315
WESTERN HILLS VIADUCT OVER IR-75

SFN	3105459
DESIGN AGENCY	GFT
DESIGNER	CMH
CHECKER	MTO
REVIEWER	EFD 11/26
PROJECT ID	114161
SUBSET	3
TOTAL	7
SHEET	P.810
TOTAL	830

HAM-IR 75-1.95
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 10:55:57 AM USER: modonnell
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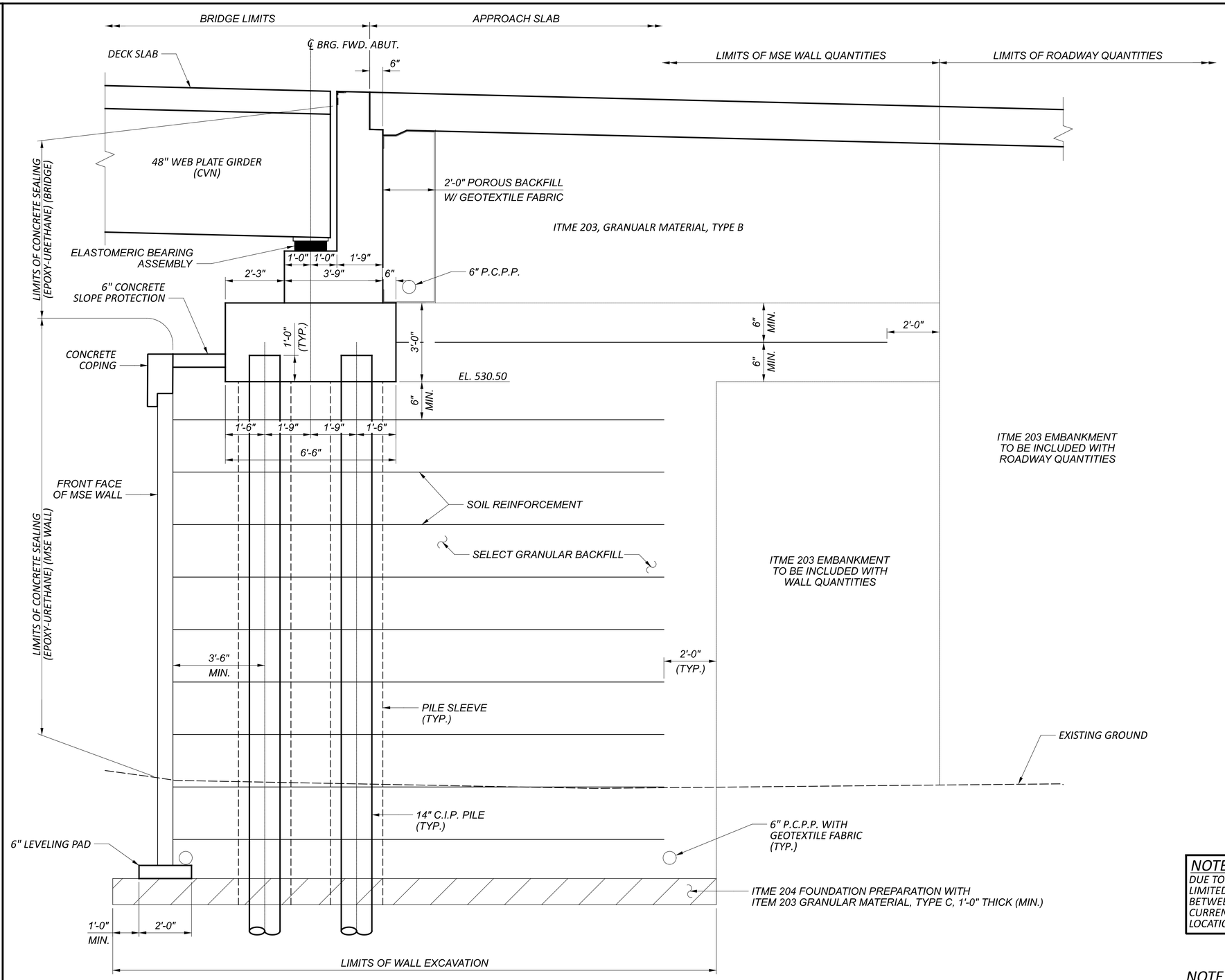

FORWARD ABUTMENT SECTION

NOTE TO REVIEWER:
DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY AT STAGE 1 DESIGN. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

NOTE:

1. *SOIL REINFORCEMENT LENGTH SHALL BE 0.7 TIMES THE HEIGHT OF THE WALL, MEASURED FROM THE BOTTOM OF LEVELING PAD TO THE PROFILE GRADE LINE.*

FORWARD ABUTMENT DETAILS
BRIDGE NO. HAM-CR457-20.315
WESTERN HILLS VIADUCT OVER IR-75

SFN	3105459
DESIGN AGENCY	GFT
DESIGNER	CMH
CHECKER	MTO
REVIEWER	EFD 11/26
PROJECT ID	114161
SUBSET	4
TOTAL	7
SHEET	P.811
TOTAL	830

HAM-IR 75-1.95

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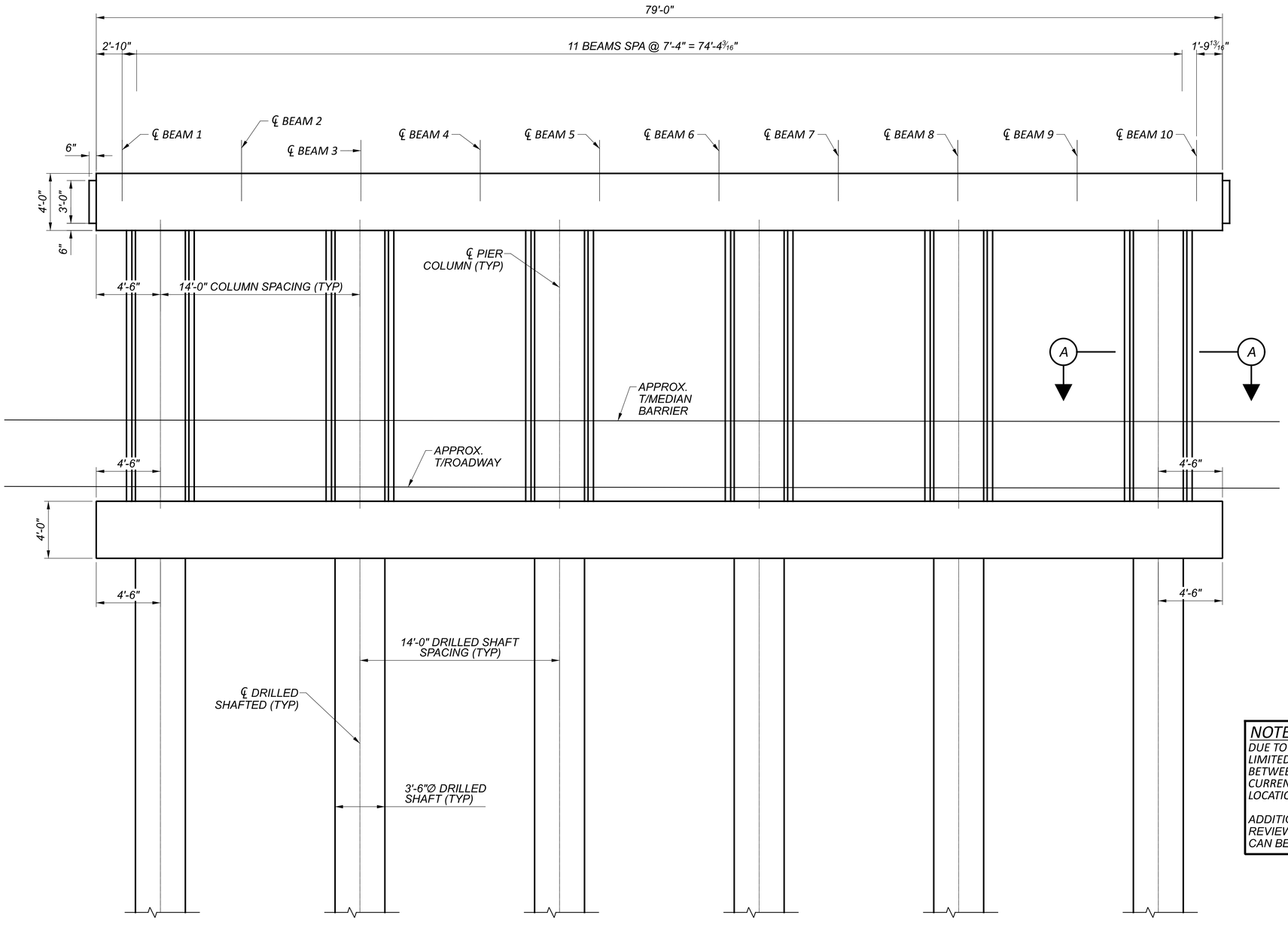
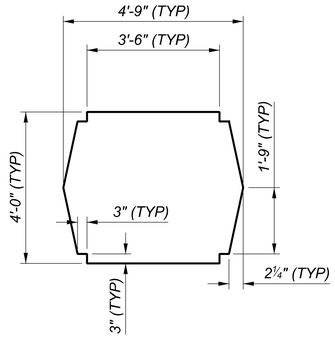


PIER ELEVATION



SECTION A-A
(TYPICAL FOR ALL PIER COLUMNS)

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY AT STAGE 1 DESIGN. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

ADDITIONALLY, THE TRANSITION FROM SHAFT TO COLUMN WILL BE REVIEWED DURING STAGE 2 DESIGN TO DETERMINE IF THE FOOTING CAN BE ELIMINATED.

PIER ELEVATION
BRIDGE NO. HAM-CR457-20.315
WESTERN HILLS VIADUCT OVER IR-75

SFN 3105459
DESIGN AGENCY GFT
DESIGNER MTO | CHECKER VDT
REVIEWER EFD 11/26
PROJECT ID 114161
SUBSET 5 | TOTAL 7
SHEET P.812 | TOTAL 830

HAM-IR 75-1.95

MODEL: CLP_WHV - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 10:18:14 AM USER: mcdonnell
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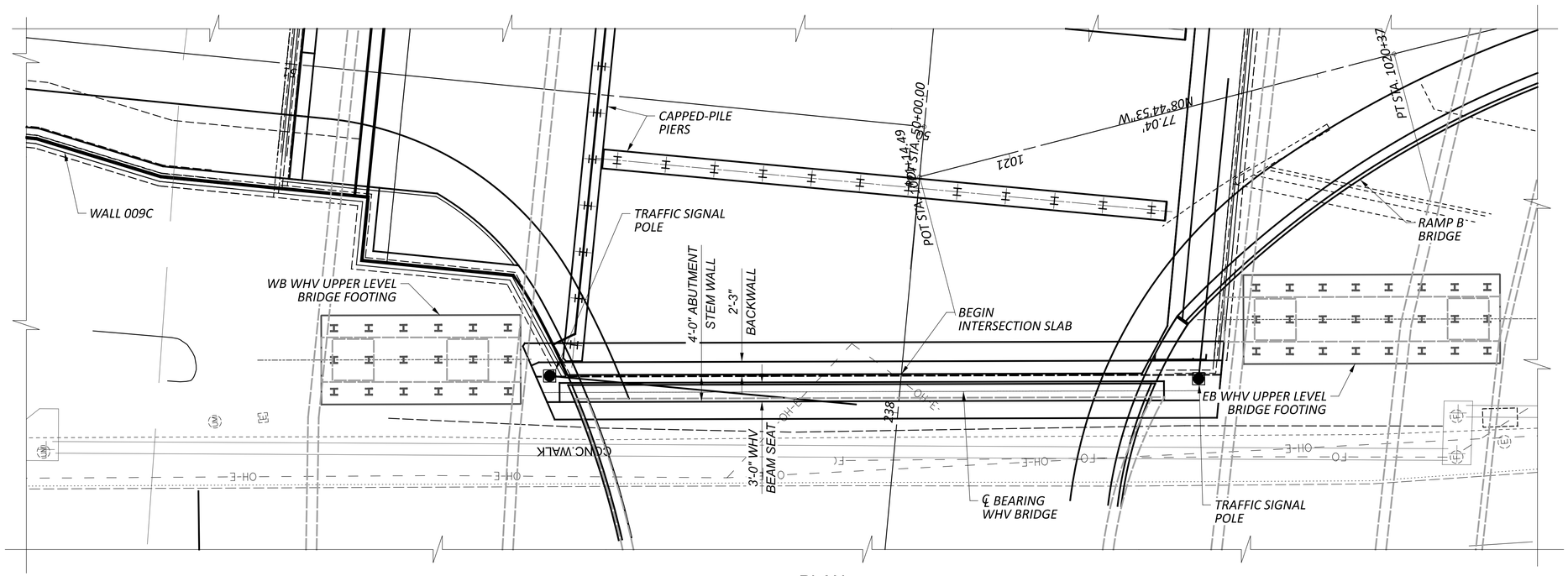

NOTE TO REVIEWER:
DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY AT STAGE 1 DESIGN. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.

FULL-HEIGHT ABUTMENT/PIER J CONCEPT
BRIDGE NO. HAM-CR457-20.315
WESTERN HILLS VIADUCT OVER IR-75

SFN	3105459
DESIGN AGENCY	GFT
DESIGNER	SAT
CHECKER	MTO
REVIEWER	EFD 11/26
PROJECT ID	114161
SUBSET	6
TOTAL	7
SHEET	P.813
TOTAL	830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 10:22:29 AM USER: mdonnell
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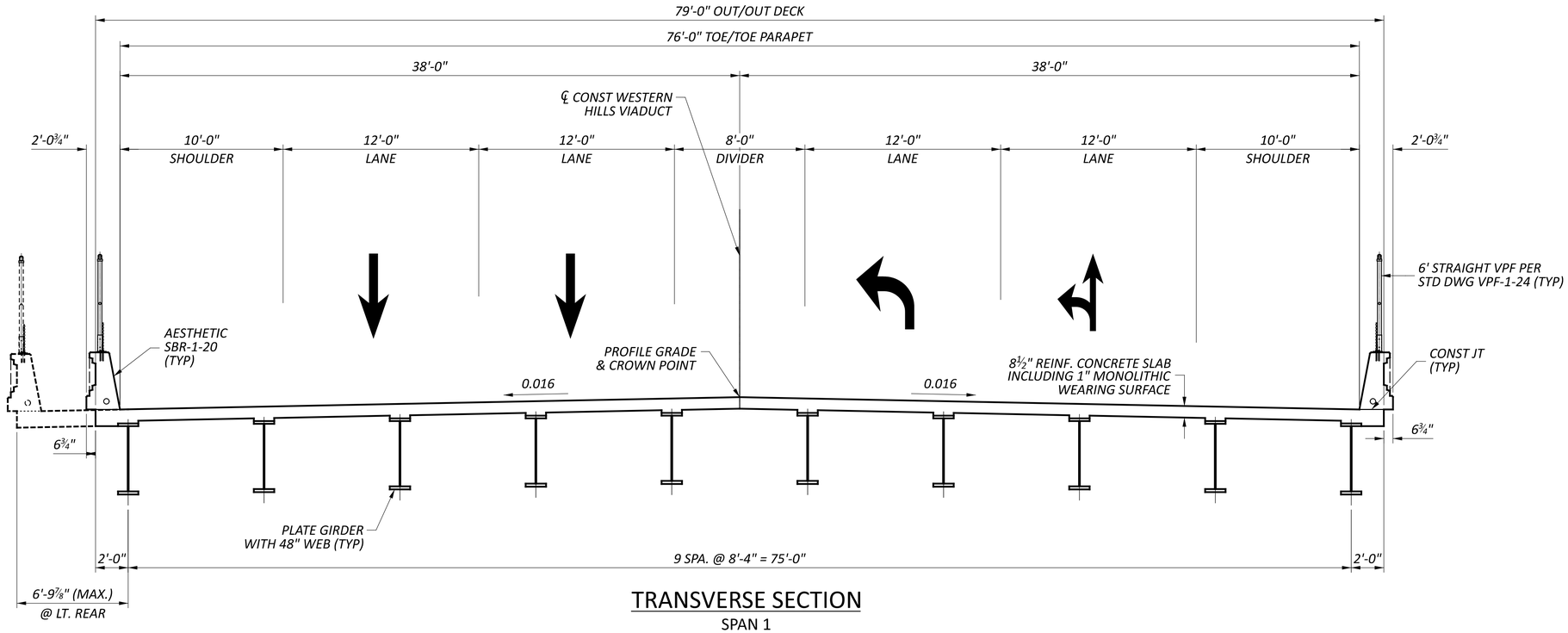
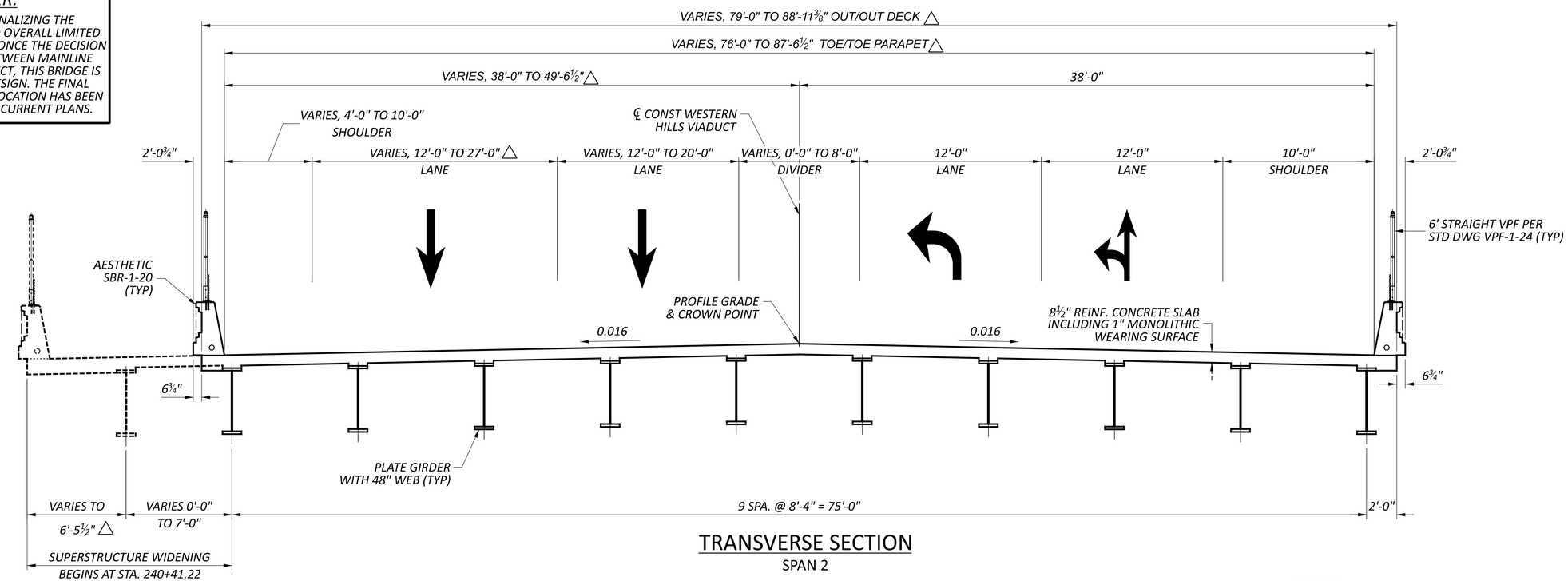
1 Drawing



TRANSVERSE SECTION
SPAN 1

NOTE TO REVIEWER:

DUE TO THE TIMING OF FINALIZING THE STRUCTURE LAYOUTS AND OVERALL LIMITED TIME TO DEVELOP PLANS ONCE THE DECISION TO SPLIT THE PROJECT BETWEEN MAINLINE AND INTERCHANGE PROJECT, THIS BRIDGE IS CURRENTLY AT STAGE 1 DESIGN. THE FINAL STRUCTURE LIMITS AND LOCATION HAS BEEN INCORPORATED INTO THE CURRENT PLANS.



TRANSVERSE SECTION
SPAN 2

LEGEND

△ - *MEASURED ALONG ℄ BEARING OF FORWARD ABUTMENT*

TRANSVERSE SECTION
BRIDGE NO. HAM-CR457-20.315
WESTERN HILLS VIADUCT OVER IR-75

SFN	3105459
DESIGN AGENCY	GFT
DESIGNER	JAA
CHECKER	MTO
REVIEWER	EFD 11/26
PROJECT ID	114161
SUBSET	7
TOTAL	7
SHEET	P.814
TOTAL	830

HAM-IR 75-1.95

MODEL: CLP_WHV - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 11/2/2026 TIME: 10:47:15 AM USER: modonnell
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LEGEND

A.C. - ABUTMENT CONNECTION

C.T.P. - CORNER POST ASSEMBLY

E.P.A. - END POST ASSEMBLY

I.A.P.A. - INTERMEDIATE ANCHOR POST ASSEMBLY

- CONST LIMITS

STA. 124+67.38, 237.52' LT.
I.A.P.A.

STA. 123+89.37, 223.65' LT.
I.A.P.A.

DALTON AVE

258.0' R

18.0' R

STA. 121+31.90, 153.15' LT.
I.A.P.A.

STA. 120+90.07, 147.84' LT.
C.T.P.

STA. 120+90.09, 142.84' LT.
BEGIN PR FENCE
E.P.A.

PR FENCE

STA. 124+83.06, 214.82' LT.
I.A.P.A.

STA. 124+68.55, 155.29' LT.
END PR FENCE
A.C.

BANK ST

℄ CONST RAMP G

℄ CONST RAMP B

℄ IR 75

512 513 514 515 516

1001 1002 1003 1004 1005

121 122 123 124

STA. 505+63.98, 6.68' LT.
BEGIN PR FENCE
E.P.A.

STA. 505+62.90, 16.39' LT.
C.T.P.

PR FENCE

STA. 506+52.23, 17.76' LT.
I.A.P.A.

STA. 506+57.66, 13.21' LT.
I.A.P.A.

STA. 506+82.42, 12.79' LT.
C.T.P.

STA. 506+82.64, 6.00' LT.
END PR FENCE
E.P.A.

505 506

℄ CONST RAMP G

HORIZONTAL SCALE IN FEET
0 10 20 40

FENCING PLAN
IR 75

HAM-IR 75-1.95

MODEL: Fence Plan I75 - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 10/29/2026 TIME: 1:48:16 PM USER: jheuring
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DESIGN AGENCY
EMH&T

DESIGNER
JSJ

REVIEWER
MJR 11/02/26

PROJECT ID
114161

SHEET P.815 | TOTAL 830

PROJECT DESCRIPTION

THE HAM-75-1.05 PROJECT CONSISTS OF THE RECONSTRUCTION AND WIDENING OF INTERSTATE 75 IN CINCINNATI, HAMILTON COUNTY, OHIO. THIS PHASE OF THE PROJECT IS FOCUSED ON IMPROVEMENTS TO THE I-75 INTERCHANGE WITH THE WESTERN HILLS VIADUCT AND INCLUDES BRIDGE REPLACEMENTS, ROADWAY IMPROVEMENTS, AND CONSTRUCTION OF MECHANICALLY STABILIZED EARTH (MSE) RETAINING WALLS.

HISTORIC RECORDS

HISTORICAL GEOTECHNICAL RECORDS WERE LOCATED IN ODOT'S TRANSPORTATION INFORMATION MAPPING SYSTEM (TIMS) AND WERE CONSIDERED DURING THE GEOTECHNICAL EVALUATION. THE HISTORICAL EXPLORATION INFORMATION IS NOT SHOWN ON THE CURRENT SUBSURFACE PROFILES BUT WILL BE INCORPORATED INTO THE PROFILES, WHERE THEY CAN BE CONVENIENTLY DISPLAYED, FOR THE FINAL SUBMITTAL.

GEOLOGY

THE PROJECT IS LOCATED WITHIN THE OUTER BLUEGRASS PHYSIOGRAPHIC REGION. THE REGION IS CHARACTERIZED BY DISSECTED TERRAIN WITH STREAM VALLEYS AND ADJACENT UPLANDS. OVERBURDEN WITHIN THE PROJECT AREA CONSISTS OF VARIABLE FILL AND NATIVE COHESIVE AND GRANULAR SOILS. BEDROCK IS MAPPED AS THE ORDOVICIAN-AGE POINT PLEASANT FORMATION, CONSISTING OF INTERBEDDED LIMESTONE AND SHALE, WITH APPROXIMATELY 60 PERCENT LIMESTONE AND 40 PERCENT SHALE. THE LIMESTONE AND SHALE ARE GENERALLY GRAY TO BLUISH GRAY AND THIN TO MEDIUM BEDDED.

RECONNAISSANCE

FIELD RECONNAISSANCE WAS COMPLETED IN JANUARY 2022 BY TERRACON PERSONNEL. THE EXISTING BRIDGE STRUCTURES WERE GENERALLY IN FAIR CONDITION AND THE ROADWAY IN FAIR TO POOR CONDITION. THE PAVEMENT WAS RESURFACED IN 2023. THE EMBANKMENT SLOPES WERE HEAVILY VEGETATED WITH BRUSH AND SMALL TREES, BUT GENERALLY WERE IN FAIR CONDITION, WITH NO VISIBLE SIGNS OF INSTABILITY. THE SURROUNDING LAND USAGE IS RESIDENTIAL AND COMMERCIAL.

SUBSURFACE EXPLORATION

FIFTY-FOUR (54) BORINGS WERE COMPLETED AS PART OF THE SUBSURFACE EXPLORATION. THE BORINGS WERE ADVANCED PRIMARILY USING 3.25-INCH I.D. HOLLOW STEM AUGERS WITH CME 55 AND CME 55 X DRILL RIGS EQUIPPED WITH AUTOMATIC HAMMERS HAVING REPORTED ENERGY RATIOS (ER) OF 89.5 AND 90 PERCENT, RESPECTIVELY. STANDARD PENETRATION TEST (SPT) AND SHELBY TUBE SAMPLES WERE OBTAINED. SELECT BRIDGE BORINGS WERE ADVANCED INTO BEDROCK USING NQ-SIZE WIRELINE CORING. THE BORINGS EXTENDED TO DEPTHS RANGING FROM APPROXIMATELY 20 TO 95 FEET BELOW EXISTING GRADE.

EXPLORATION FINDINGS

THE BORINGS GENERALLY ENCOUNTERED PAVEMENT OR TOPSOIL OVER VARIABLE EXISTING FILL, FOLLOWED BY NATIVE COHESIVE AND NON-COHESIVE SOILS. THE FILL CONSISTED OF VARYING MIXTURES OF CLAY, SILT, SAND, AND GRAVEL, WITH BRICK, CINDERS, SLAG, ROCK, AND OTHER DEBRIS LOCALLY ENCOUNTERED. NATIVE SOILS GENERALLY CONSISTED OF SOFT TO HARD COHESIVE SOILS AND VERY LOOSE TO VERY DENSE SILT, SAND, AND GRAVEL. MOIST TO WET CONDITIONS WERE COMMONLY ENCOUNTERED. BEDROCK, WHERE ENCOUNTERED, GENERALLY CONSISTED OF INTERBEDDED LIMESTONE AND SHALE.

SPECIFICATIONS

THIS GEOTECHNICAL EXPLORATION WAS PERFORMED IN ACCORDANCE WITH THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, OFFICE OF GEOTECHNICAL ENGINEERING, SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS, DATED JANUARY 2021.

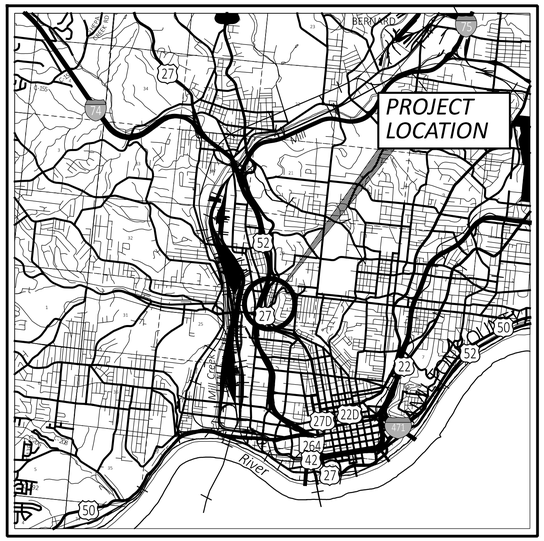
AVAILABLE INFORMATION

THE SOIL, BEDROCK, AND GROUNDWATER INFORMATION COLLECTED FOR THIS SUBSURFACE EXPLORATION THAT CAN BE CONVENIENTLY DISPLAYED ON THE SOIL PROFILE SHEETS HAS BEEN PRESENTED. GEOTECHNICAL REPORTS ARE AVAILABLE FOR REVIEW ON THE OFFICE OF CONTRACT SALES WEBSITE.

LEGEND

DESCRIPTION	ODOT CLASS	CLASSIFIED MECH.	CLASSIFIED VISUAL
GRAVEL AND/OR STONE FRAGMENTS	A-1-a	1	0
GRAVEL AND/OR STONE FRAGMENTS WITH SAND	A-1-b	12	19
GRAVEL AND/OR STONE FRAGMENTS WITH SAND AND SILT	A-2-4	6	9
GRAVEL AND/OR STONE FRAGMENTS WITH SAND, SILT AND CLAY	A-2-6	6	11
GRAVEL AND/OR STONE FRAGMENTS WITH SAND, SILT AND CLAY	A-2-7	1	0
FINE SAND	A-3	7	15
COARSE AND FINE SAND	A-3a	36	83
SANDY SILT	A-4a	45	84
SILT	A-4b	71	120
SILT AND CLAY	A-6a	55	87
SILTY CLAY	A-6b	48	99
CLAY	A-7-6	29	64
	TOTAL	318	512

INTERBEDDED SHALE AND LIMESTONE	
LIMESTONE	
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS	VISUAL
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS	VISUAL
BORING LOCATION - PLAN VIEW.	
DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.	
WC — INDICATES WATER CONTENT IN PERCENT.	
N_{60} — INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.	
X/Y/Z — NUMBER OF BLOWS FOR STANDARD PENETRATION TEST (SPT): X= NUMBER OF BLOWS FOR FIRST 6 INCHES. Y= NUMBER OF BLOWS FOR SECOND 6 INCHES. Z= NUMBER OF BLOWS FOR THIRD 6 INCHES.	
W — INDICATES FREE WATER ELEVATION.	
● — INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.	
⊖ — INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25 % OR GREATER THAN 19 % WITH A WET APPEARANCE.	
* — INDICATES A SAMPLE TAKEN WITHIN 3 FT OF PROPOSED GRADE.	
SS — INDICATES A SPLIT SPOON SAMPLE.	
NP — INDICATES A NON-PLASTIC SAMPLE.	



LOCATION MAP

SCALE IN MILES

0 1 2 3 4

PARTICLE SIZE DEFINITIONS

12"	3"	2.0 mm	0.42 mm	0.074 mm	0.005 mm
BOULDERS |	COBBLES |	GRAVEL |	COARSE SAND |	FINE SAND |	SILT | CLAY
		No. 10 SIEVE	No. 40 SIEVE	No. 200 SIEVE	

RECON. - JANUARY 2022
DRILLING - 1/25/22 - 8/26/22
DRAWN - BM 10/16/26
REVIEWED - DWW 10/16/26

TITLE SHEET
GEOTECHNICAL PROFILE

DESIGN AGENCY
Terracon Explore with us

DESIGNER XXX
REVIEWER DWW 10-23-26
PROJECT ID 114161
SUBSET 1 | TOTAL 15
SHEET P.816 | TOTAL 830

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:30:16 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\404-Engineering_Terracon\Geotechnical\Sheets\114161_IC001.dgn

HAM-IR 75-1.95

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:31:36 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\404-Engineering_Terracon\Geotechnical\Sheets\114161_ID001.dgn

EXPLOR. ID	SAMPLE FROM	-	TO	ID	N60	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-100-0-21	3.50	-	5.00	SS-2	14	39	1.25	-	-	-	-	-	-	-	-	12	A-6a (VISUAL)	-
STA. 106+00, 121' LT.	6.00	-	7.50	SS-3	17	94	-	-	-	-	-	-	-	-	-	5	A-4a (VISUAL)	-
LATITUDE = 39.117264	11.00	-	12.50	SS-5	8	100	-	-	-	-	-	-	-	-	-	31	A-4b (VISUAL)	-
LONGITUDE = -84.534572	16.00	-	17.50	SS-7	11	100	-	-	-	-	-	-	-	-	-	30	A-4b (VISUAL)	-
	23.50	-	25.00	SS-9	5	100	0.25	-	-	-	-	-	-	-	-	24	A-6a (VISUAL)	-
	25.00	-	27.00	SS-10	-	100	-	-	-	-	-	-	-	-	-	24	A-6a (VISUAL)	-
	38.50	-	40.00	SS-13	15	100	-	-	-	-	-	-	-	-	-	24	A-3 (VISUAL)	-
B-101-0-21	1.50	-	3.00	SS-1	14	100	3	-	-	-	-	-	-	-	-	18	A-6a (VISUAL)	-
STA. 106+23, 66' RT.	3.00	-	4.50	SS-2	24	100	4	-	-	-	-	-	-	-	-	18	A-6a (VISUAL)	-
LATITUDE = 39.117581	4.50	-	6.00	SS-3	20	89	2.5	-	-	-	-	-	-	-	-	13	A-6a (VISUAL)	-
LONGITUDE = -84.534050	6.00	-	7.50	SS-4	41	67	-	38	21	21	11	9	NP	NP	NP	10	A-1-b (0)	-
	8.50	-	9.33	SS-5	18/50/4"	40	-	-	-	-	-	-	-	-	-	2	A-1-b (VISUAL)	-
	11.00	-	12.08	SS-6	8/10/50/1"	15	-	-	-	-	-	-	-	-	-	4	A-1-b (VISUAL)	-
	13.50	-	13.67	SS-7	50/2"	100	-	-	-	-	-	-	-	-	-	5	A-1-b (VISUAL)	-
	16.00	-	17.50	SS-8	17	22	-	45	26	15	8	6	NP	NP	NP	8	A-1-b (0)	-
	18.50	-	20.00	SS-9	15	94	-	-	-	-	-	-	-	-	-	15	A-3a (VISUAL)	-
	21.00	-	22.50	SS-10	14	89	-	-	-	-	-	-	-	-	-	13	A-3a (VISUAL)	-
	23.50	-	25.00	SS-11	9	100	-	-	-	-	-	-	-	-	-	32	A-4a (VISUAL)	-
	26.00	-	27.50	SS-12	8	100	-	-	-	-	-	-	-	-	-	31	A-4a (VISUAL)	-
	28.50	-	30.00	SS-13	8	100	-	0	0	11	68	21	22	19	3	25	A-4b (8)	-
	30.00	-	32.00	ST-14	ST	79	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	33.50	-	35.00	SS-15	8	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	38.50	-	40.00	SS-16	30	100	-	-	-	-	-	-	-	-	-	27	A-4b (VISUAL)	-
	43.50	-	45.00	SS-17	26	100	-	1	3	43	41	12	NP	NP	NP	26	A-4a (4)	-
	48.50	-	50.00	SS-18	15	100	-	-	-	-	-	-	-	-	-	-	A-4a (VISUAL)	-
B-103-0-21	1.50	-	3.00	SS-1	15	6	-	-	-	-	-	-	-	-	-	12	A-4a (VISUAL)	-
STA. 106+94, 58' LT.	3.00	-	4.50	SS-2	20	56	1.5	-	-	-	-	-	-	-	-	11	A-4a (VISUAL)	-
LATITUDE = 39.117572	4.50	-	6.00	SS-3	17	100	1.5	13	23	16	26	22	24	15	9	17	A-4a (3)	-
LONGITUDE = -84.534553	6.00	-	7.50	SS-4	20	83	2	-	-	-	-	-	-	-	-	12	A-4a (VISUAL)	-
	8.50	-	10.00	SS-5	24	100	-	-	-	-	-	-	-	-	-	13	A-4a (VISUAL)	-
	11.00	-	12.50	SS-6	9	33	-	40	31	15	10	4	NP	NP	NP	16	A-1-b (0)	-
	13.50	-	15.50	ST-7	ST	100	-	-	-	-	-	-	-	-	-	4	A-1-b (VISUAL)	-
	16.00	-	17.50	SS-8	14	89	-	-	-	-	-	-	-	-	-	-	A-3a (VISUAL)	-
	18.50	-	20.00	SS-9	26	83	-	13	25	48	11	3	NP	NP	NP	5	A-3a (0)	-
	21.00	-	22.50	SS-10	27	83	-	-	-	-	-	-	-	-	-	26	A-3a (VISUAL)	-
	23.50	-	25.00	SS-11	9	100	-	-	-	-	-	-	-	-	-	5	A-4b (VISUAL)	-
	26.00	-	27.50	SS-12	8	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
	28.50	-	30.00	SS-13	8	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	33.50	-	35.00	SS-14	27	94	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	38.50	-	40.00	SS-15	12	100	-	0	0	7	66	27	24	19	5	23	A-4b (8)	-
	43.50	-	45.00	SS-16	17	67	-	-	-	-	-	-	-	-	-	25	A-3 (VISUAL)	-
	48.50	-	50.00	SS-17	14	100	-	-	-	-	-	-	-	-	-	26	A-3 (VISUAL)	-
	53.50	-	55.00	SS-18	20	100	-	-	-	-	-	-	-	-	-	29	A-3 (VISUAL)	-
	58.50	-	60.00	SS-19	27	100	-	0	0	91	5	4	NP	NP	NP	30	A-3 (0)	-
	63.50	-	65.00	SS-20	21	100	-	-	-	-	-	-	-	-	-	30	A-3 (VISUAL)	-
B-106-0-21	1.00	-	2.50	SS-1	15	89	2.5	-	-	-	-	-	-	-	-	15	A-6b (VISUAL)	-
STA. 107+79, 99' RT.	3.50	-	5.00	SS-2	9	100	2	1	7	28	26	38	32	15	17	22	A-6b (9)	-
LATITUDE = 39.117994	6.00	-	7.50	SS-3	12	100	2.25	-	-	-	-	-	-	-	-	23	A-6b (VISUAL)	-
LONGITUDE = -84.534233	8.50	-	10.00	SS-4	30	100	-	-	-	-	-	-	-	-	-	4	A-3 (VISUAL)	-
	11.00	-	12.50	SS-5	30	89	-	0	9	82	5	4	NP	NP	NP	4	A-3 (0)	-
	13.50	-	15.00	SS-6	15	100	-	-	-	-	-	-	-	-	-	24	A-3 (VISUAL)	-
	16.00	-	17.50	SS-7	15	78	-	-	-	-	-	-	-	-	-	4	A-3 (VISUAL)	-
	18.50	-	20.00	SS-8	12	100	-	-	-	-	-	-	-	-	-	21	A-4b (VISUAL)	-
	23.00	-	25.00	ST-9	ST	100	-	3	0	1	84	12	23	21	2	27	A-4b (8)	-
	28.50	-	30.00	SS-10	21	100	-	-	-	-	-	-	-	-	-	28	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	21	100	-	-	-	-	-	-	-	-	-	24	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	25	100	-	-	-	-	-	-	-	-	-	-	A-3a (VISUAL)	-
	43.50	-	45.00	SS-13	34	100	-	-	-	-	-	-	-	-	-	-	A-3a (VISUAL)	-
B-107-0-21	1.00	-	2.50	SS-1	9	100	-	21	20	28	21	10	29	30	NP	24	A-4a (VISUAL)	-
STA. 108+66, 154' LT.	3.50	-	5.00	SS-2	3	100	-	-	-	-	-	-	-	-	-	31	A-4a (VISUAL)	-
LATITUDE = 39.117864	6.00	-	7.50	SS-3	30	44	-	13	16	35	24	12	21	18	3	13	A-4a (VISUAL)	-
LONGITUDE = -84.535161	8.50	-	10.00	SS-4	39	56	-	-	-	-	-	-	-	-	-	15	A-4a (VISUAL)	-
	13.50	-	15.00	SS-6	51	28	-	-	-	-	-	-	-	-	-	20	A-6a (VISUAL)	-
	16.00	-	17.50	SS-7	8	72	1.75	-	-	-	-	-	-	-	-	23	A-6a (VISUAL)	-
	28.50	-	30.00	SS-11	11	89	-	-	-	-	-	-	-	-	-	29	A-3a (VISUAL)	-
	38.50	-	40.00	SS-13	14	100	-	-	-	-	-	-	-	-	-	27	A-3a (VISUAL)	-
B-108-0-21	1.00	-	2.50	SS-1	17	44	3.25	-	-	-	-	-	-	-	-	3	A-6a (VISUAL)	-
STA. 108+51, 56' LT.	2.50	-	4.00	SS-2	14	100	-	-	-	-	-	-	-	-	-	16	A-6a (VISUAL)	-
LATITUDE = 39.117953	5.50	-	7.00	SS-4	17	100	3.5	-	-	-	-	-	-	-	-	17	A-6a (VISUAL)	-
LONGITUDE = -84.534831	8.50	-	10.00	SS-5	38	100	3	-	-	-	-	-	-	-	-	18	A-6a (VISUAL)	-
	11.00	-	12.50	SS-6	23	83	-	8	0	0	88	4	31	19	12	17	A-6a (9)	-
	13.50	-	15.00	SS-7	3	78	-	-	-	-	-	-	-	-	-	28	A-4a (VISUAL)	-
	16.00	-	17.50	SS-8	6	100	0.5	-	-	-	-	-	-	-	-	14	A-6b (VISUAL)	-
	23.50	-	25.00	SS-10	23	100	1.75	-	-	-	-	-	-	-	-	16	A-6b (VISUAL)	-
	30.00	-	32.00	ST-12	ST	100	-	-	-	-	-	-	-	-	-	-	A-4b (VISUAL)	-
	33.50	-	35.00	SS-13	8	100	-	-	-	-	-	-	-	-	-	28	A-4b (VISUAL)	-
	38.50	-	40.00	SS-14	27	89	-	-	-	-	-	-	-	-	-	17	A-4b (VISUAL)	-
	48.50	-	50.00	SS-16	23	100	-	-	-	-	-	-	-	-	-	30	A-4a (VISUAL)	-
	53.50	-	55.00	SS-17	32	100	-	-	-	-	-	-	-	-	-	25	A-3a (VISUAL)	-
B-109-0-21	1.00	-	2.50	SS-1	33	100	4.5	-	-	-	-	-	-	-	-	16	A-4a (VISUAL)	-
STA. 109+71, 102' RT.	3.50	-	5.00	SS-2	15	100	3.5	-	-	-	-	-	-	-	-	19	A-4a (VISUAL)	-
LATITUDE = 39.118439	6.00	-	7.50	SS-3	13	100	1.25	0	7	30	42	21	25	17	8	22	A-4a (6)	-
LONGITUDE = -84.534525	8.00	-	10.00	ST-4	ST	58	-	-	-	-	-	-	-	-	-	14	A-4a (VISUAL)	-
	11.00	-	12.50	SS-5	15	100	1.25	-	-	-	-	-	-	-	-	17	A-4a (VISUAL)	-
	13.50	-	15.00	SS-6	15	100	1	0	9	64	20	7	23	16	7	19	A-2-4 (0)	-
	16.00	-	17.50	SS-7	16	100	2	-	-	-	-	-	-	-	-	30	A-4b (VISUAL)	-
	18.50	-	20.00	SS-8	12	100	3.25	-	-	-	-	-	-	-	-	28	A-4b (VISUAL)	-
	23.50	-	25.00	SS-9	19	100	-	-	-	-	-	-	-	-	-	27	A-4b (VISUAL)	-
	28.50	-	30.00	SS-10	27	100	-	0	25	53	21	1	NP	NP	NP	27	A-3a (0)	-
	33.50	-	35.00	SS-11	24	100	-	-	-	-	-	-	-	-	-	25	A-3a (VISUAL)	-
	38.50	-	40.00	SS-12	27	100	-	-	-	-	-	-	-	-	-	30	A-3a (VISUAL)	-
	43.50	-	45.00	SS-13	30	100	-	-	-	-	-	-	-	-	-	-	A-3a (VISUAL)	-
	48.50	-	50.00	SS-14	27	100	-	-	-	-	-	-	-	-	-	-	A-3a (VISUAL)	-
B-110-0-21	1.00	-	2.50	SS-1	18	78	-	-	-	-	-	-	-	-	-	12	A-2-4 (VISUAL)	-
STA. 110+02, 163' LT.	3.50	-	5.00	SS-2	4	100	-	27	20	24	22	7	NP	NP	NP	32	A-2-4 (0)	-
LATITUDE = 39.118211	6.00	-	7.50	SS-3	12	100	-	-	-	-	-	-	-	-	-	23	A-2-4 (VISUAL)	-
LONGITUDE = -84.535417	8.50	-	10.00	SS-4	24	100	3	1	2	8	51	38	36	19	17	19	A-6b (11)	-
	11.00	-	13.00	ST-5	ST	92	2.5	2	12	23	25	38	40	19	21	19	A-6b (10)	-
	13.50	-	15.00	SS-6	6	100	2	-	-	-	-	-	-	-	-	20	A-6b (VISUAL)	-
	16.00	-	17.50	SS-7	24	100	4	4	20	19	6	51	27	16	11	15	A-6a (5)	-
	18.50	-	20.00	SS-8	12	100	3	-	-	-	-	-	-	-	-	9	A-6a (VISUAL)	-
	23.50	-	25.00	SS-9	15	100	-	0	0	44	53	3	NP	NP	NP	17	A-4b (4)	-
	28.50	-	30.00	SS-10	13	100	-	-	-	-	-	-	-	-	-	29	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	21	100	-	-	-	-	-	-	-	-	-	23	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	31	56	-	-	-	-	-	-	-	-	-	20	A-4b (VISUAL)	-
B-111-0-21	1.50	-	3.00	SS-1	17	89	3.75	-	-	-	-	-	-	-	-	18	A-6a (VISUAL)	-
STA. 110+24, 55' LT.	3.00	-	4.50	SS-2	20	89	3.5	-	-	-	-	-	-	-	-	18	A-6a (VISUAL)	-
LATITUDE = 39.118392	4.50	-	6.00	SS-3	29	100	4.25	7	8	11	39	35	32	18	14	19	A-6a (9)	-
LONGITUDE = -84.535106	6.00	-	7.50	SS-4	36	100	1.5	-	-	-	-	-	-	-	-	12	A-6a (VISUAL)	-
	8.50	-	10.00	SS-5	20	100	2.5	-	-	-	-	-	-	-	-	18	A-6b (VISUAL)	-
	11.00	-	12.50	SS-6	33	67	3	8	9	13	41	29	34	18	16	20	A-6b (9)	-
	13.50	-	15.00	SS-7	17	100	1.25	-	-	-	-	-	-	-	-	23	A-6b (VISUAL)	-
	16.00	-	17.50	SS-8	6	100	-	-	-	-	-	-	-	-	-	17	A-4a (VISUAL)	-
	18.50	-	20.00	SS-9	9	78	-	11	6	27	36	20	25	16	9	17	A-4a (4)	-
	23.50	-	25.00	SS-10	11	100	-	-	-	-	-	-	-	-	-	26	A-7-6 (VISUAL)	-
	28.50	-	30.00	SS-11	29	100	-	-	-	-	-	-	-	-	-	22	A-7-6 (VISUAL)	-
	33.50	-	35.00	SS-12	12	100	-	0	3	58	22	17	21	19	2	16	A-4a (1)	-
	38.50	-	40.00	SS-13	15	89	-	-	-	-	-	-	-	-	-	12	A-4a (VISUAL)	-
	43.50	-	45.00	SS-14	9	83	-	-	-	-	-	-	-	-	-	21	A-4a (VISUAL)	-
B-112-0-21	1.00	-	2.50	SS-1	22	89	-	-	-	-	-	-	-	-	-	13	A-4a (VISUAL)	-
STA. 110+97, 104' RT.	3.50	-	5.00	SS-2	12	100	-	0	4	24	49	23	23	16	7	17	A-4a (7)	-
LATITUDE = 39.118744	6.00	-	7.50	SS-3	12	89	-	-	-	-	-	-	-	-	-	24	A-4a (VISUAL)	-
LONGITUDE = -84.534689	8.50	-	10.00	SS-4	7	100	-	-	-	-	-	-	-	-	-	241	A-3a (VISUAL)	-
	11.00	-	12.50	SS-5	6	100	-	0	3	9	56	32	34	22	12	26	A-6a (9)	-
	13.00	-	15.00	ST-6	ST	100	-	-	-	-	-	-	-	-	-	22	A-6a (VISUAL)	-
	16.00	-	17.50	SS-7	22	100	2	0	3	6	52	39	41	19	22	23	A-7-6 (13)	-
	18.50	-	20.00	SS-8	19	100	2	-	-	-	-	-	-	-	-	21	A-7-6 (VISUAL)	-
	23.50	-	25.00	SS-9	19	100	-	-	-	-	-	-	-	-	-	27	A-4b (VISUAL)	-
	28.50	-	30.00	SS-10	19	100	-	-	-	-	-	-	-	-	-	16	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	7	100	-	0	1	1	85	13	NP	NP	NP	31	A-4b (8)	-
	38.50	-	40.00	SS-12	12	100	-	-	-	-	-	-	-	-	-	28	A-3a (VISUAL)	-
	43.50	-	45.00	SS-13	33	100	-	-	-	-	-	-	-	-	-	26	A-3a (VISUAL)	-
	48.50	-	50.00	SS-14	13	100	-	-	-	-	-	-	-	-	-	24	A-3a (VISUAL)	-

SUMMARY OF SOIL TEST DATA
GEOTECHNICAL PROFILE

HAM-IR 75-1.95

MODEL: Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:34:14 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\404-Engineering_Terracon\Geotechnical\Sheets\114161_ID001.dgn

EXPLOR. ID	SAMPLE FROM	-	TO	ID	N60	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-113-0-21	1.50	-	3.00	SS-1	20	44	-	-	-	-	-	-	-	-	-	16	A-4a (VISUAL)	-
STA. 113+57, 75' LT.	3.00	-	4.50	SS-2	11	78	-	-	-	-	-	-	-	-	-	18	A-4a (VISUAL)	-
LATITUDE = 39.119261	6.00	-	7.50	SS-4	8	100	-	-	-	-	-	-	-	-	-	17	A-4a (VISUAL)	-
LONGITUDE = -84.535572	13.50	-	15.00	SS-7	26	100	4.25	-	-	-	-	-	-	-	-	31	A-6b (VISUAL)	-
	16.00	-	17.50	SS-8	30	94	-	-	-	-	-	-	-	-	-	18	A-4a (VISUAL)	-
	21.00	-	22.50	SS-10	53	100	-	-	-	-	-	-	-	-	-	19	A-4a (VISUAL)	-
	23.50	-	25.00	SS-11	8	100	-	-	-	-	-	-	-	-	-	15	A-4a (VISUAL)	-
	38.50	-	40.00	SS-14	17	100	-	-	-	-	-	-	-	-	-	30	A-4b (VISUAL)	-
	43.50	-	45.00	SS-15	23	100	-	-	-	-	-	-	-	-	-	10	A-4a (VISUAL)	-
B-114-0-21	1.00	-	2.50	SS-1	21	89	-	-	-	-	-	-	-	-	-	13	A-4a (VISUAL)	-
STA. 111+50, 161' LT.	3.50	-	5.00	SS-2	21	78	3.5	4	11	20	40	25	23	16	7	16	A-4a (6)	-
LATITUDE = 39.118619	6.00	-	7.50	SS-3	63	67	-	-	-	-	-	-	-	-	-	16	A-4a (VISUAL)	-
LONGITUDE = -84.535625	8.50	-	10.00	SS-4	22	100	3	0	0	9	88	3	37	18	19	19	A-6b (12)	-
	11.00	-	12.50	SS-5	15	100	1.5	-	-	-	-	-	-	-	-	20	A-6b (VISUAL)	-
	13.50	-	15.00	SS-6	9	89	-	18	13	13	44	12	22	16	6	13	A-4a (4)	-
	16.00	-	17.50	SS-7	18	100	-	-	-	-	-	-	-	-	-	10	A-4a (VISUAL)	-
	18.50	-	20.00	SS-8	18	67	-	-	-	-	-	-	-	-	-	6	A-3a (VISUAL)	-
	23.50	-	25.00	SS-9	13	78	-	0	1	72	26	1	NP	NP	NP	23	A-3a (0)	-
	28.50	-	30.00	SS-10	21	89	-	-	-	-	-	-	-	-	-	10	A-3a (VISUAL)	-
	33.50	-	35.00	SS-11	22	100	-	-	-	-	-	-	-	-	-	29	A-3a (VISUAL)	-
	38.50	-	40.00	SS-12	25	100	-	-	-	-	-	-	-	-	-	28	A-3a (VISUAL)	-
B-115-0-21	1.00	-	2.50	SS-1	19	78	4.5	-	-	-	-	-	-	-	-	12	A-7-6 (VISUAL)	-
STA. 112+67, 147' LT.	3.50	-	5.00	SS-2	39	100	4.5	-	-	-	-	-	-	-	-	16	A-7-6 (VISUAL)	-
LATITUDE = 39.118956	6.00	-	7.00	SS-3	30/50/6"	100	3	-	-	-	-	-	-	-	-	15	A-6b (VISUAL)	-
LONGITUDE = -84.535722	8.50	-	10.00	SS-4	21	100	3.25	2	13	31	21	33	34	21	13	18	A-6a (5)	-
	11.00	-	12.50	SS-5	22	100	2.75	-	-	-	-	-	-	-	-	0	A-6a (VISUAL)	-
	13.50	-	15.00	SS-6	9	100	-	10	28	51	9	2	NP	NP	NP	7	A-3a (0)	-
	16.00	-	17.50	SS-7	28	100	-	-	-	-	-	-	-	-	-	5	A-3a (VISUAL)	-
	18.50	-	20.00	SS-8	12	100	-	49	26	6	16	3	NP	NP	NP	6	A-3a (VISUAL)	-
	23.50	-	25.00	SS-9	12	100	-	-	-	-	-	-	-	-	-	246	A-6a (VISUAL)	-
	28.50	-	30.00	SS-10	21	100	-	0	2	3	65	30	29	18	11	28	A-6a (8)	-
	33.50	-	35.00	SS-11	15	100	-	-	-	-	-	-	-	-	-	0	A-3a (VISUAL)	-
	38.50	-	40.00	SS-12	10	100	-	-	-	-	-	-	-	-	-	29	A-3a (VISUAL)	-
	43.50	-	45.00	SS-13	16	100	-	0	1	74	24	1	NP	NP	NP	22	A-3a (0)	-
	48.50	-	50.00	SS-14	25	100	-	-	-	-	-	-	-	-	-	23	A-3a (VISUAL)	-
	53.50	-	55.00	SS-15	33	100	-	-	-	-	-	-	-	-	-	23	A-3a (VISUAL)	-
B-116-0-21	1.00	-	2.50	SS-1	21	89	-	-	-	-	-	-	-	-	-	16	A-6b (VISUAL)	-
STA. 112+63, 111' RT.	3.50	-	5.00	SS-2	19	100	2.25	-	-	-	-	-	-	-	-	16	A-6b (VISUAL)	-
LATITUDE = 39.119156	6.00	-	7.50	SS-3	12	89	-	-	-	-	-	-	-	-	-	15	A-6b (VISUAL)	-
LONGITUDE = -84.534850	8.50	-	10.00	SS-4	7	100	1.75	0	1	5	60	34	34	21	13	22	A-6a (9)	-
	11.00	-	13.00	ST-5	ST	100	-	-	-	-	-	-	-	-	-	-	A-6a (VISUAL)	-
	13.50	-	15.00	SS-6	9	100	1.5	0	3	23	51	23	30	16	14	19	A-6a (9)	-
	16.00	-	17.50	SS-7	10	89	-	-	-	-	-	-	-	-	-	21	A-4a (VISUAL)	-
	18.50	-	20.00	SS-8	10	44	1.25	56	19	8	15	2	NP	NP	NP	13	A-4a (VISUAL)	-
	23.50	-	25.00	SS-9	15	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
	28.50	-	30.00	SS-10	30	100	-	-	-	-	-	-	-	-	-	6	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	15	100	0.75	0	0	38	59	3	NP	NP	NP	26	A-4b (5)	-
	38.50	-	40.00	SS-12	10	100	-	-	-	-	-	-	-	-	-	32	A-4b (VISUAL)	-
	43.50	-	45.00	SS-13	28	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	48.50	-	50.00	SS-14	28	100	-	-	-	-	-	-	-	-	-	23	A-4b (VISUAL)	-
B-117-0-21	1.50	-	3.00	SS-1	11	28	-	-	-	-	-	-	-	-	-	15	A-1-b (VISUAL)	-
STA. 111+58, 83' LT.	8.50	-	10.00	SS-5	17	89	-	-	-	-	-	-	-	-	-	24	A-4a (VISUAL)	-
LATITUDE = 39.118714	16.00	-	17.50	SS-8	42	67	-	-	-	-	-	-	-	-	-	16	A-4a (VISUAL)	-
LONGITUDE = -84.535378	18.50	-	18.67	SS-9	50/2"	100	-	-	-	-	-	-	-	-	-	5	A-4a (VISUAL)	-
	21.00	-	22.50	SS-10	15	100	-	-	-	-	-	-	-	-	-	17	A-4a (VISUAL)	-
	38.50	-	40.00	SS-14	12	100	-	-	-	-	-	-	-	-	-	28	A-6b (VISUAL)	-
	43.50	-	45.00	SS-15	12	100	-	-	-	-	-	-	-	-	-	18	A-4b (VISUAL)	-
B-120-0-21	1.00	-	2.50	SS-1	31	33	1.5	-	-	-	-	-	-	-	-	16	A-6b (VISUAL)	-
STA. 114+30, 109' RT.	3.50	-	5.00	SS-2	15	100	1.25	-	-	-	-	-	-	-	-	19	A-6b (VISUAL)	-
LATITUDE = 39.119575	6.00	-	7.50	SS-3	9	100	1.25	4	14	13	34	35	45	17	28	23	A-7-6 (15)	-
LONGITUDE = -84.535003	8.50	-	10.50	ST-4	ST	0	-	-	-	-	-	-	-	-	-	-	A-7-6 (VISUAL)	-
	11.50	-	13.00	SS-5	12	100	1.5	-	-	-	-	-	-	-	-	27	A-7-6 (VISUAL)	-
	14.00	-	15.50	SS-6	7	100	-	-	-	-	-	-	-	-	-	17	A-7-6 (VISUAL)	-
	15.50	-	17.50	ST-7	ST	100	-	9	23	28	22	18	27	13	14	16	A-6a (2)	-
	18.50	-	20.00	SS-8	18	100	-	47	21	12	14	6	25	15	10	11	A-2-4 (0)	-
	23.50	-	25.00	SS-9	7	100	-	-	-	-	-	-	-	-	-	27	A-2-4 (VISUAL)	-
	28.50	-	30.00	SS-10	24	100	-	0	0	71	26	3	NP	NP	NP	7	A-3a (0)	-
	33.50	-	35.00	SS-11	12	100	-	-	-	-	-	-	-	-	-	33	A-3a (VISUAL)	-
	38.50	-	40.00	SS-12	15	100	-	-	-	-	-	-	-	-	-	30	A-4a (VISUAL)	-
	43.50	-	45.00	SS-13	18	100	-	0	0	49	44	7	NP	NP	NP	28	A-4a (3)	-
	48.50	-	50.00	SS-14	34	100	-	-	-	-	-	-	-	-	-	26	A-4a (VISUAL)	-
	53.50	-	55.00	SS-15	36	89	-	-	-	-	-	-	-	-	-	18	A-4a (VISUAL)	-
	58.50	-	60.00	SS-16	36	100	-	-	-	-	-	-	-	-	-	25	A-4a (VISUAL)	-
	63.50	-	65.00	SS-17	36	100	-	0	0	48	45	7	NP	NP	NP	26	A-4a (3)	-
	68.50	-	70.00	SS-18	73	100	-	0	0	84	14	2	NP	NP	NP	20	A-3a (0)	-
	73.50	-	75.00	SS-19	64	100	-	-	-	-	-	-	-	-	-	20	A-3a (VISUAL)	-
	78.50	-	80.00	SS-20	39	100	-	-	-	-	-	-	-	-	-	20	A-3a (VISUAL)	-
B-121-0-21	1.00	-	2.50	SS-1	16	100	-	-	-	-	-	-	-	-	-	16	A-2-6 (VISUAL)	-
STA. 114+48, 130' LT.	3.50	-	5.00	SS-2	10	100	1.5	11	18	27	21	23	25	13	12	15	A-6a (2)	-
LATITUDE = 39.119480	6.00	-	7.50	SS-3	12	100	1.5	-	-	-	-	-	-	-	-	24	A-6a (VISUAL)	-
LONGITUDE = -84.535837	8.50	-	10.00	SS-4	12	100	-	-	-	-	-	-	-	-	-	16	A-1-b (VISUAL)	-
	11.00	-	13.00	ST-5	ST	0	-	-	-	-	-	-	-	-	-	-	A-1-b (VISUAL)	-
	13.50	-	15.00	SS-6	31	78	-	44	25	15	11	5	NP	NP	NP	6	A-1-b (0)	-
	16.00	-	17.50	SS-7	16	89	-	-	-	-	-	-	-	-	-	8	A-1-b (VISUAL)	-
	18.50	-	20.00	SS-8	19	100	-	-	-	-	-	-	-	-	-	7	A-1-b (VISUAL)	-
	23.50	-	25.00	SS-9	6	89	-	-	-	-	-	-	-	-	-	10	A-4b (VISUAL)	-
	28.50	-	30.00	SS-10	13	100	-	0	0	66	31	3	NP	NP	NP	20	A-3a (0)	-
	33.50	-	35.00	SS-11	6	100	-	-	-	-	-	-	-	-	-	36	A-3a (VISUAL)	-
	38.50	-	40.00	SS-12	10	100	-	0	4	5	86	5	NP	NP	NP	27	A-4b (8)	-
	43.50	-	45.00	SS-13	24	67	-	-	-	-	-	-	-	-	-	28	A-4b (VISUAL)	-
	48.50	-	50.00	SS-14	30	100	-	-	-	-	-	-	-	-	-	21	A-3a (VISUAL)	-
	53.50	-	55.00	SS-15	21	78	-	1	2	81	15	1	NP	NP	NP	25	A-3a (0)	-
	58.50	-	60.00	SS-16	33	100	-	-	-	-	-	-	-	-	-	21	A-3a (VISUAL)	-
	63.50	-	65.00	SS-17	34	100	-	-	-	-	-	-	-	-	-	21	A-3a (VISUAL)	-
	68.50	-	70.00	SS-18	39	100	-	0	1	73	23	3	NP	NP	NP	23	A-3a (0)	-
	73.50	-	75.00	SS-19	40	100	-	-	-	-	-	-	-	-	-	21	A-3a (VISUAL)	-
	78.50	-	80.00	SS-20	42	100	-	-	-	-	-	-	-	-	-	21	A-3a (VISUAL)	-
B-123-0-21	1.00	-	2.50	SS-1	42	33	-	-	-	-	-	-	-	-	-	10	A-2-6 (VISUAL)	-
STA. 115+84, 89' RT.	3.50	-	5.00	SS-2	15	44	-	-	-	-	-	-	-	-	-	18	A-6b (VISUAL)	-
LATITUDE = 39.119962	6.00	-	8.00	ST-3	ST	100	-	6	6	22	38	28	33	9	24	18	A-6b (12)	-
LONGITUDE = -84.535165	8.50	-	10.00	SS-4	16	100	-	-	-	-	-	-	-	-	-	24	A-7-6 (VISUAL)	-
	11.00	-	12.50	SS-5	19	100	-	1	11	13	33	42	45	20	25	23	A-7-6 (15)	-
	13.50	-	15.00	SS-6	6	89	-	-	-	-	-	-	-	-	-	19	A-7-6 (VISUAL)	-
	16.00	-	17.50	SS-7	9	100	-	-	-	-	-	-	-	-	-	29	A-4b (VISUAL)	-
	18.50	-	20.00	SS-8	10	100	-	0	0	1	87	12	27	25	2	32	A-4b (8)	-
	23.50	-	25.00	SS-9	19	100	-	-	-	-	-	-	-	-	-	23	A-4b (VISUAL)	-
	28.50	-	30.00	SS-10	18	100	-	-	-	-	-	-	-	-	-	9	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	16	100	-	-	-	-	-	-	-	-	-	27	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	15	100	-	0	0	35	55	10	20	20	NP	30	A-4b (6)	-
	43.50	-	45.00	SS-13	15	100	-	-	-	-	-	-	-	-	-	21	A-3a (VISUAL)	-
	48.50	-	50.00	SS-14	16	89	-	1	0	77	20	2	NP	NP	NP	22	A-3a (0)	-
	53.50	-	55.00	SS-15	30	67	-	-	-	-	-	-	-	-	-	23	A-3a (VISUAL)	-
	58.50	-	60.00	SS-16	30	67	-	0	1	82	14	3	NP	NP	NP	19	A-3a (0)	-
	63.50	-	65.00	SS-17	37	78	-	-	-	-	-	-	-	-	-	15	A-3a (VISUAL)	-
	68.50	-	70.00	SS-18	48	89	-	1	0	75	20	4	NP	NP	NP	21	A-3a (0)	-
	73.50	-	75.00	SS-19	18	100	-	-	-	-	-	-	-	-	-	28	A-3a (VISUAL)	-
	78.50	-	80.00	SS-20	19	100	-	-	-	-	-	-	-	-	-	31	A-3a (VISUAL)	-
B-124-0-21	1.00	-	2.50	SS-1	9	100	-	-	-	-	-	-	-	-	-	8	A-3 (VISUAL)	-
STA. 116+51, 188' LT.	3.50	-	5.00	SS-2	7	100	-	2	14	76	7	1	NP	NP	NP	8	A-3 (0)	-
LATITUDE = 39.120047	6.00	-	7.50	SS-3	7	100	-	-	-	-	-	-	-	-	-	9	A-3 (VISUAL)	-
LONGITUDE = -84.536167	8.50	-	10.00	SS-4	9	100	2	-	-	-	-	-	-	-	-	18	A-6b (VISUAL)	-
	11.00	-	12.50	SS-5	7	100	1	-	-	-	-	-	-	-	-	21	A-6b (VISUAL)	-
	13.50	-	15.00	SS-6	9	100	2	13	12	15	46	14	-	-	-	19	A-6b (VISUAL)	-
	16.00	-	17.50	SS-7	7	67	1.75	-	-	-	-	-	-	-	-	20	A-6a (VISUAL)	-
	18.50	-	20.00	SS-8	9	100	-	26	17	17	30	10	31	19	12	21	A-6a (2)	-
	23.50	-	25.00	SS-9	7	100	-	0	0	83	16	1	NP	NP	NP	8	A-3a (0)	-
	28.50	-	30.00	SS-10	27	100	-	-	-	-	-	-	-	-	-	23	A-3a (VISUAL)	-
	33.50	-	35.00	SS-11	4	100	-	0	0	3	-	-	NP	NP	NP	33	A-4 (8)	-
	38.50	-	40.00	SS-12	24	100	-	-	-	-	-	-	-	-	-	27	A-3a (VISUAL)	-
	43.50	-	45.00	SS-13	30	100	-	0	39	44	16	1	NP	NP	NP	29	A-3a (0)	-
	48.50	-	50.00	SS-14	12	100	-	-	-	-	-	-	-	-	-	26	A-3a (VISUAL)	-

SUMMARY OF SOIL TEST DATA
GEOTECHNICAL PROFILE

HAM-IR 75-1.95

MODEL: Sheet 3 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:41:55 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\404-Engineering_Terracon\Geotechnical\Sheets\114161_ID001.dgn

EXPLOR. ID	SAMPLE FROM	-	TO	ID	N60	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-125-0-21	1.50	-	3.00	SS-1	18	22	4.5	-	-	-	-	-	-	-	-	14	A-6a (VISUAL)	-
STA. 117+01, 75' LT.	3.00	-	4.50	SS-2	15	89	4	-	-	-	-	-	-	-	-	14	A-6a (VISUAL)	-
LATITUDE = 39.120225	4.50	-	6.00	SS-3	12	67	1	9	22	28	19	22	27	16	11	17	A-6a (1)	-
LONGITUDE = -84.535789	6.00	-	7.50	SS-4	29	100	4	-	-	-	-	-	-	-	-	17	A-6a (VISUAL)	-
	8.50	-	10.00	SS-5	20	100	4.5	-	-	-	-	-	-	-	-	15	A-6a (VISUAL)	-
	11.00	-	12.50	SS-6	21	100	4.5	2	6	14	43	35	33	19	14	16	A-6a (10)	-
	13.50	-	15.00	SS-7	32	100	3.5	-	-	-	-	-	-	-	-	18	A-7-6 (VISUAL)	-
	16.00	-	17.50	SS-8	38	100	4.25	-	-	-	-	-	-	-	-	16	A-4a (VISUAL)	-
	18.50	-	20.00	SS-9	24	100	3.25	-	-	-	-	-	-	-	-	18	A-4a (VISUAL)	-
	21.00	-	22.50	SS-10	35	100	-	19	19	21	23	18	23	17	6	12	A-4a (1)	-
	23.50	-	25.00	SS-11	44	100	4.5	-	-	-	-	-	-	-	-	17	A-4a (VISUAL)	-
	28.50	-	30.00	SS-12	8	89	1.25	-	-	-	-	-	-	-	-	22	A-6b (VISUAL)	-
	33.50	-	35.00	SS-13	14	100	3.25	0	1	11	55	33	36	20	16	22	A-6b (10)	-
	38.50	-	40.00	SS-14	27	100	3.25	-	-	-	-	-	-	-	-	20	A-7-6 (VISUAL)	-
	43.50	-	45.00	SS-15	21	100	1.75	1	0	2	76	21	45	22	23	26	A-7-6 (14)	-
	48.50	-	50.00	SS-16	18	100	-	-	-	-	-	-	-	-	-	8	A-3a (VISUAL)	-
	53.50	-	55.00	SS-17	26	78	-	0	0	80	16	4	NP	NP	NP	26	A-3a (0)	-
	58.50	-	60.00	SS-18	17	100	-	-	-	-	-	-	-	-	-	27	A-3a (VISUAL)	-
	63.50	-	65.00	SS-19	14	100	-	0	0	33	59	8	NP	NP	NP	29	A-4b (6)	-
	68.50	-	70.00	SS-20	26	100	-	-	-	-	-	-	-	-	-	24	A-4b (VISUAL)	-
	73.50	-	75.00	SS-21	17	100	-	-	-	-	-	-	-	-	-	28	A-4b (VISUAL)	-
	78.50	-	80.00	SS-22	6	100	-	0	2	8	80	10	21	20	1	27	A-4b (8)	-
	83.50	-	85.00	SS-23	23	100	-	-	-	-	-	-	-	-	-	22	A-4b (VISUAL)	-
	88.50	-	90.00	SS-24	44	100	-	-	-	-	-	-	-	-	-	21	A-4b (VISUAL)	-
	93.50	-	95.00	SS-25	9	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
B-126-0-21	1.00	-	2.50	SS-1	33	100	-	-	-	-	-	-	-	-	-	12	A-6b (VISUAL)	-
STA. 117+43, 137' RT.	3.50	-	5.00	SS-2	25	100	3	-	-	-	-	-	-	-	-	18	A-6b (VISUAL)	-
LATITUDE = 39.120386	6.00	-	7.50	SS-3	13	89	2.5	-	-	-	-	-	-	-	-	16	A-6b (VISUAL)	-
LONGITUDE = -84.535056	8.50	-	10.00	SS-4	10	100	2.5	0	1	1	64	34	35	21	14	20	A-6a (10)	-
	11.00	-	13.00	ST-5	ST	100	-	-	-	-	-	-	-	-	-	29	A-6a (VISUAL)	-
	13.50	-	15.00	SS-6	9	100	-	0	0	2	73	25	23	21	2	27	A-4b (8)	-
	16.00	-	17.50	SS-7	9	100	-	-	-	-	-	-	-	-	-	29	A-4b (VISUAL)	-
	18.50	-	20.00	SS-8	9	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
	23.50	-	25.00	SS-9	9	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	28.50	-	30.00	SS-10	15	89	-	1	0	5	87	7	24	25	NP	32	A-4b (8)	-
	33.50	-	35.00	SS-11	30	100	-	-	-	-	-	-	-	-	-	26	A-4a (VISUAL)	-
	38.50	-	40.00	SS-12	28	100	-	-	-	-	-	-	-	-	-	24	A-4a (VISUAL)	-
	43.50	-	45.00	SS-13	31	100	-	0	15	57	26	2	NP	NP	NP	29	A-3a (0)	-
	48.50	-	50.00	SS-14	33	100	-	-	-	-	-	-	-	-	-	27	A-3a (VISUAL)	-
B-127-0-21	1.00	-	2.50	SS-1	13	33	2.25	-	-	-	-	-	-	-	-	15	A-6b (VISUAL)	-
STA. 118+34, 195' LT.	3.50	-	5.00	SS-2	18	100	-	17	19	23	31	10	NP	NP	NP	25	A-4a (1)	-
LATITUDE = 39.120592	6.00	-	7.50	SS-3	7	50	-	-	-	-	-	-	-	-	-	48	A-4a (VISUAL)	-
LONGITUDE = -84.536242	8.50	-	10.00	SS-4	3	33	-	-	-	-	-	-	-	-	-	59	A-4a (VISUAL)	-
	11.00	-	12.50	SS-5	7	100	0.5	3	1	18	55	23	31	18	13	26	A-6a (9)	-
	13.50	-	15.00	SS-6	6	100	0.5	-	-	-	-	-	-	-	-	19	A-6a (VISUAL)	-
	16.00	-	17.50	SS-7	12	100	-	-	-	-	-	-	-	-	-	21	A-4b (VISUAL)	-
	18.50	-	20.00	SS-8	9	100	-	0	1	2	81	16	26	22	4	27	A-4b (8)	-
	23.50	-	25.00	SS-9	10	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
	28.50	-	30.00	SS-10	12	100	-	0	0	52	45	3	NP	NP	NP	26	A-4a (3)	-
	33.50	-	35.00	SS-11	13	100	-	0	37	41	21	1	NP	NP	NP	28	A-3a (0)	-
	38.50	-	40.00	SS-12	7	100	-	1	0	12	79	8	28	18	10	27	A-4b (8)	-
	43.50	-	45.00	SS-13	30	100	-	-	-	-	-	-	-	-	-	29	A-4b (VISUAL)	-
	48.50	-	50.00	SS-14	25	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
B-128-0-21	1.50	-	3.00	SS-1	15	78	-	-	-	-	-	-	-	-	-	11	A-4a (VISUAL)	-
STA. 119+24, 62' RT.	3.00	-	4.50	SS-2	39	56	-	-	-	-	-	-	-	-	-	15	A-4a (VISUAL)	-
LATITUDE = 39.120853	4.50	-	6.00	SS-3	39	89	-	13	11	20	30	26	28	20	8	12	A-4a (4)	-
LONGITUDE = -84.535339	6.00	-	7.50	SS-4	30	100	-	-	-	-	-	-	-	-	-	17	A-4a (VISUAL)	-
	7.50	-	9.00	SS-5	48	100	-	-	-	-	-	-	-	-	-	12	A-4a (VISUAL)	-
	9.00	-	10.50	SS-6	36	78	-	13	10	19	32	26	26	16	10	16	A-4a (5)	-
	10.50	-	12.00	SS-7	54	89	-	-	-	-	-	-	-	-	-	15	A-4a (VISUAL)	-
	12.00	-	13.50	SS-8	35	100	-	-	-	-	-	-	-	-	-	18	A-4a (VISUAL)	-
	13.50	-	15.00	SS-9	71	100	-	12	17	33	21	17	20	15	5	13	A-4a (1)	-
	15.00	-	16.50	SS-10	66	44	-	-	-	-	-	-	-	-	-	13	A-4a (VISUAL)	-
	16.50	-	18.00	SS-11	29	100	-	19	21	27	19	14	20	13	7	10	A-2-4 (0)	-
	18.00	-	19.50	SS-12	24	100	-	-	-	-	-	-	-	-	-	15	A-2-4 (VISUAL)	-
	19.50	-	21.00	SS-13	54	100	-	-	-	-	-	-	-	-	-	12	A-2-4 (VISUAL)	-
B-129-0-21	1.00	-	2.50	SS-1	27	89	4.5	-	-	-	-	-	-	-	-	13	A-6b (VISUAL)	-
STA. 119+44, 128' RT.	3.50	-	5.00	SS-2	33	100	4.5	5	6	12	39	38	40	20	20	18	A-6b (12)	-
LATITUDE = 39.120900	6.00	-	7.50	SS-3	37	89	4.5	-	-	-	-	-	-	-	-	14	A-6b (VISUAL)	-
LONGITUDE = -84.535103	8.50	-	10.00	SS-4	13	89	1.75	-	-	-	-	-	-	-	-	24	A-6b (VISUAL)	-
	11.00	-	13.00	ST-5	ST	79	-	1	8	18	41	32	38	19	19	24	A-6b (11)	-
	13.50	-	15.00	SS-6	15	100	2.75	-	-	-	-	-	-	-	-	26	A-7-6 (VISUAL)	-
	16.00	-	17.50	SS-7	21	100	2.75	-	-	-	-	-	-	-	-	21	A-7-6 (VISUAL)	-
	18.50	-	20.00	SS-8	9	89	-	6	3	26	48	17	22	22	NP	15	A-4a (6)	-
	23.50	-	25.00	SS-9	7	100	-	0	0	1	63	36	29	19	10	26	A-4b (8)	-
	28.50	-	30.00	SS-10	6	100	0.75	-	-	-	-	-	29	19	10	27	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	6	100	-	0	0	1	80	19	23	21	2	24	A-4b (8)	-
	38.50	-	40.00	SS-12	13	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	43.50	-	45.00	SS-13	24	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
	48.50	-	50.00	SS-14	21	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
B-130-0-21	1.00	-	2.50	SS-1	8	67	4.5	-	-	-	-	-	-	-	-	17	A-7-6 (VISUAL)	-
STA. 119+40, 77' LT.	2.50	-	4.00	SS-2	15	100	3	-	-	-	-	-	-	-	-	20	A-4a (VISUAL)	-
LATITUDE = 39.120903	4.00	-	5.50	SS-3	18	100	-	4	6	14	37	39	27	17	10	16	A-4a (8)	-
LONGITUDE = -84.535828	5.50	-	7.00	SS-4	23	100	4.5	-	-	-	-	-	-	-	-	18	A-4a (VISUAL)	-
	7.00	-	8.50	SS-5	20	89	3	-	-	-	-	-	-	-	-	15	A-4a (VISUAL)	-
	8.50	-	10.00	SS-6	21	100	-	16	15	22	24	23	28	18	10	17	A-4a (2)	-
	10.00	-	11.50	SS-7	20	100	3.5	-	-	-	-	-	-	-	-	14	A-4a (VISUAL)	-
	11.50	-	13.00	SS-8	27	100	4.5	-	-	-	-	-	-	-	-	15	A-4a (VISUAL)	-
	13.00	-	14.50	SS-9	26	100	3.5	11	27	25	21	16	20	14	6	15	A-4a (0)	-
	14.50	-	16.00	SS-10	24	100	-	-	-	-	-	-	-	-	-	18	A-4a (VISUAL)	-
	16.00	-	17.50	SS-11	26	100	3.75	-	-	-	-	-	-	-	-	14	A-4a (VISUAL)	-
	17.50	-	19.00	SS-12	26	100	3.75	8	15	17	32	28	27	18	9	14	A-4a (5)	-
	19.00	-	20.50	SS-13	24	78	4.5	-	-	-	-	-	-	-	-	11	A-4a (VISUAL)	-
B-131-0-21	1.00	-	2.50	SS-1	22	33	-	-	-	-	-	-	-	-	-	4	A-2-6 (VISUAL)	-
STA. 119+98, 185' LT.	3.50	-	5.00	SS-2	22	33	-	-	-	-	-	-	-	-	-	20	A-4a (VISUAL)	-
LATITUDE = 39.121083	6.00	-	7.50	SS-3	7	100	2	14	13	18	38	17	29	21	8	23	A-4a (4)	-
LONGITUDE = -84.536200	8.50	-	10.00	SS-4	7	89	-	-	-	-	-	-	-	-	-	53	A-4a (VISUAL)	-
	11.00	-	12.50	SS-5	19	89	2	-	-	-	-	-	-	-	-	28	A-7-6 (VISUAL)	-
	13.50	-	15.00	SS-6	25	100	3	3	10	10	38	39	42	19	23	23	A-7-6 (14)	-
	16.00	-	18.00	ST-7	ST	63	-	7	20	17	27	29	40	17	23	26	A-6b (9)	-
	18.50	-	20.00	SS-8	27	100	3.5	-	-	-	-	-	-	-	-	26	A-6b (VISUAL)	-
	23.50	-	25.00	SS-9	12	100	-	3	9	9	56	23	26	18	8	23	A-4b (8)	-
	28.50	-	30.00	SS-10	10	100	-	0	1	1	85	13	NP	NP	NP	29	A-4b (8)	-
	33.50	-	35.00	SS-11	28	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	39	100	-	0	0	65	34	1	NP	NP	NP	22	A-3a (0)	-
	43.50	-	45.00	SS-13	30	100	-	-	-	-	-	-	-	-	-	30	A-3a (VISUAL)	-
	48.50	-	50.00	SS-14	28	100	-	-	-	-	-	-	-	-	-	29	A-3a (VISUAL)	-
B-132-0-21	1.00	-	2.50	SS-1	15	6	-	-	-	-	-	-	-	-	-	6	A-3a (VISUAL)	-
STA. 121+38, 127' RT.	2.50	-	4.00	SS-2	9	33	-	-	-	-	-	-	-	-	-	3	A-3a (VISUAL)	-
LATITUDE = 39.121417	4.00	-	5.50	SS-3	9	0	-	-	-	-	-	-	-	-	-	-	A-3a (VISUAL)	-
LONGITUDE = -84.535069	6.00	-	7.50	SS-4	6	56	-	-	-	-	-	-	-	-	-	16	A-6a (VISUAL)	-
	8.50	-	10.00	SS-5	16	78	1.5	15	8	12	34	31	33	20	13	15	A-6a (7)	-
	11.00	-	12.50	SS-6	21	100	2	-	-	-	-	-	-	-	-	16	A-6a (VISUAL)	-
	13.50	-	15.00	SS-7	7	22	-	-	-	-	-	-	-	-	-	25	A-1-b (VISUAL)	-
	16.00	-	17.50	SS-8	16	22	-	50	17	17	11	5	NP	NP	NP	20	A-1-b (0)	-
	18.50	-	20.00	SS-9	15	100	1.5	-	-	-	-	-	-	-	-	20	A-6b (VISUAL)	-
	20.00	-	22.00	ST-10	ST	83	-	-	-	-	-	-	-	-	-	-	A-6b (VISUAL)	-
	23.50	-	25.00	SS-11	7	100	-	1	2	22	43	32	27	17	10	25	A-4a (8)	-
	28.50	-	30.00	SS-12	7	78	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
	33.50	-	35.00	SS-13	3	100	-	0	0	1	85	14	24	21	3	29	A-4b (8)	-
	38.50	-	40.00	SS-14	6	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
B-133-0-21	1.00	-	2.50	SS-1	19	100	3	-	-	-	-	-	-	-	-	12	A-6a (VISUAL)	-
STA. 121+97, 185' LT.	3.50	-	5.00	SS-2	12	100	3.25	7	16	10	39	28	31	16	15	16	A-6a (8)	-
LATITUDE = 39.121639	6.00	-	7.50	SS-3	13	100	2.5	5	18	21	37	19	33	21	12	22	A-6a (5)	-
LONGITUDE = -84.536150	8.50	-	10.00	SS-4	18	100	-	9	34	33	7	17	NP	NP	NP	20	A-3a (0)	-
	11.00	-	12.50	SS-5	13	100	-	-	-	-	-	-	-	-	-	7	A-1-b (VISUAL)	-
	13.50	-	15.00	SS-6	15	100	-	45	25	9	12	9	23	17	6	8	A-1-b (0)	-
	16.00	-	17.50	SS-7	7	50	-	-	-	-	-	-	-	-	-	20	A-6a (VISUAL)	-
	18.50	-	20.00	SS-8	7	100	-	28	16	4	28	24	32	20	12	12	A-6a (4)	-
	23.00	-	25.00	ST-9	ST	100	-	1	0	0	57	42	32	16	16	-	A-6b (10)	-
	28.50	-	30.00	SS-10	0	100	-	3	1	1	74	21	26	21	5	33	A-4b (8)	-
	33.50	-	35.00	SS-11	3	100	-	1	1	1	70	27	28	20	8	24	A-4b (8)	-
	38.50	-	40.00	SS-12	30	100	-	1	0	2	93	4	NP	NP	NP	29	A-4b (8)	-
	43.50	-	45.00	SS-13	7	100	-	0	2	10	77	11	NP	NP	NP	30	A-4b (8)	-
	48.50	-	50.00	SS-14	13	100	-	-	-	-	-	-	-	-	-	35	A-4b (VISUAL)	-

SHEET	TOTAL	SUBSET	TOTAL	PROJECT ID	REVIEWER	DESIGNER	DESIGN AGENCY
P.819	830	4	15	114161	DWW 10-23-26	XXX	Terracon Explore with us

SUMMARY OF SOIL TEST DATA
GEOTECHNICAL PROFILE

HAM-IR 75-1.95

MODEL: Sheet 4 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:49:56 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\404-Engineering_Terracon\Geotechnical\Sheets\114161_ID001.dgn

EXPLOR. ID	SAMPLE FROM	-	TO	ID	N60	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-134-0-21	1.00	-	2.50	SS-1	11	78	3.5	-	-	-	-	-	-	-	-	15	A-6a (VISUAL)	-
STA. 122+09, 89' LT.	3.50	-	5.00	SS-2	17	100	2	6	10	19	35	30	28	16	12	17	A-6a (7)	-
LATITUDE = 39.121653	6.00	-	7.50	SS-3	24	83	-	-	-	-	-	-	-	-	-	15	A-6a (VISUAL)	-
LONGITUDE = -84.535808	8.50	-	10.00	SS-4	23	100	3.25	3	9	14	40	34	29	18	11	16	A-6a (8)	-
	11.00	-	12.50	SS-5	24	89	3.5	-	-	-	-	-	-	-	-	17	A-6b (VISUAL)	-
	13.00	-	15.00	ST-6	ST	75	3	-	-	-	-	-	-	-	-	-	A-6b (VISUAL)	-
	16.00	-	17.50	SS-7	27	100	-	-	-	-	-	-	-	-	-	8	A-6b (VISUAL)	-
	18.50	-	20.00	SS-8	32	83	4	-	-	-	-	-	-	-	-	15	A-7-6 (VISUAL)	-
B-135-0-21	1.00	-	2.50	SS-1	18	44	-	-	-	-	-	-	-	-	-	7	A-3a (VISUAL)	-
STA. 122+27, 114' RT.	2.50	-	4.00	SS-2	13	78	3.5	-	-	-	-	-	-	-	-	16	A-6a (VISUAL)	-
LATITUDE = 39.121661	4.00	-	5.50	SS-3	18	100	4.5	2	3	10	61	24	32	18	14	14	A-6a (10)	-
LONGITUDE = -84.535092	6.00	-	7.50	SS-4	9	56	4.5	-	-	-	-	-	-	-	-	15	A-6a (VISUAL)	-
	8.50	-	10.00	SS-5	13	100	4.5	-	-	-	-	-	-	-	-	17	A-6b (VISUAL)	-
	11.00	-	12.50	SS-6	13	100	4.5	11	4	4	39	42	40	22	18	20	A-6b (11)	-
	13.50	-	15.00	SS-7	22	100	4.5	-	-	-	-	-	-	-	-	12	A-6b (VISUAL)	-
	16.00	-	17.50	SS-8	22	100	4.5	-	-	-	-	-	-	-	-	10	A-6b (VISUAL)	-
	18.50	-	20.00	SS-9	34	44	-	-	-	-	-	-	-	-	-	24	A-6b (VISUAL)	-
	23.50	-	25.00	SS-10	18	100	1.75	1	25	28	20	26	36	19	17	20	A-6b (4)	-
	26.00	-	28.00	ST-11	ST	92	-	-	-	-	-	-	-	-	-	-	A-6b (VISUAL)	-
	28.50	-	30.00	SS-12	12	100	-	0	0	0	75	25	27	21	6	26	A-4b (8)	-
	33.50	-	35.00	SS-13	9	100	-	-	-	-	-	-	-	-	-	27	A-4b (VISUAL)	-
	38.50	-	40.00	SS-14	9	100	-	-	-	-	-	-	-	-	-	27	A-4b (VISUAL)	-
	43.50	-	45.00	SS-15	13	100	-	-	-	-	-	-	-	-	-	21	A-4b (VISUAL)	-
	48.50	-	50.00	SS-16	39	100	-	0	26	56	15	3	NP	NP	NP	28	A-3a (0)	-
	53.50	-	55.00	SS-17	37	100	-	-	-	-	-	-	-	-	-	25	A-3a (VISUAL)	-
B-136-0-21	1.00	-	2.50	SS-1	15	89	-	-	-	-	-	-	-	-	-	20	A-4a (VISUAL)	-
STA. 123+22, 169' RT.	3.50	-	5.00	SS-2	30	100	-	-	-	-	-	-	-	-	-	22	A-4a (VISUAL)	-
LATITUDE = 39.121911	6.00	-	7.50	SS-3	19	100	-	12	12	21	44	11	29	19	10	18	A-4a (4)	-
LONGITUDE = -84.534872	8.50	-	10.00	SS-4	21	100	2	-	-	-	-	-	-	-	-	21	A-7-6 (VISUAL)	-
	11.00	-	13.00	ST-5	ST	67	2.5	1	10	13	35	41	42	17	25	21	A-7-6 (14)	-
	13.50	-	15.00	SS-6	12	100	1.5	-	-	-	-	-	-	-	-	26	A-6a (VISUAL)	-
	16.00	-	17.50	SS-7	7	100	1	-	-	-	-	-	-	-	-	28	A-6a (VISUAL)	-
	18.50	-	20.00	SS-8	4	100	1	0	0	1	53	46	32	18	14	24	A-6a (10)	-
	23.50	-	25.00	SS-9	3	100	0.75	-	-	-	-	-	-	-	-	25	A-6a (VISUAL)	-
	28.50	-	30.00	SS-10	15	100	-	0	0	35	-	-	-	-	-	37	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	3	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	15	100	-	0	0	47	51	2	NP	NP	NP	25	A-4b (4)	-
	43.50	-	45.00	SS-13	31	89	-	-	-	-	-	-	-	-	-	21	A-4b (VISUAL)	-
	48.50	-	50.00	SS-14	18	100	-	0	0	3	83	14	NP	NP	NP	26	A-4b (8)	-
	53.50	-	55.00	SS-15	98	100	-	-	-	-	-	-	-	-	-	20	A-3a (VISUAL)	-
	58.50	-	60.00	SS-16	46	67	-	-	-	-	-	-	-	-	-	21	A-3a (VISUAL)	-
B-137-0-21	1.00	-	2.50	SS-1	30	100	4.25	-	-	-	-	-	-	-	-	17	A-6b (VISUAL)	-
STA. 123+60, 184' LT.	3.50	-	5.00	SS-2	21	100	3.25	-	-	-	-	-	-	-	-	20	A-6b (VISUAL)	-
LATITUDE = 39.122086	6.00	-	7.50	SS-3	15	89	1.75	-	-	-	-	-	-	-	-	17	A-6b (VISUAL)	-
LONGITUDE = -84.536103	8.00	-	10.00	ST-4	ST	0	-	-	-	-	-	-	-	-	-	-	A-3a (VISUAL)	-
	11.00	-	12.50	SS-5	12	67	-	-	-	-	-	-	-	-	-	6	A-3a (VISUAL)	-
	13.50	-	15.00	SS-6	10	78	3	-	-	-	-	-	-	-	-	20	A-6a (VISUAL)	-
	16.00	-	17.50	SS-7	9	100	-	-	-	-	-	-	-	-	-	25	A-6a (VISUAL)	-
	18.50	-	20.00	SS-8	22	50	-	-	-	-	-	-	-	-	-	14	A-2-4 (VISUAL)	-
	23.50	-	25.00	SS-9	10	100	-	-	-	-	-	-	-	-	-	27	A-4b (VISUAL)	-
	28.50	-	30.00	SS-10	9	100	-	-	-	-	-	-	-	-	-	28	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	9	100	-	-	-	-	-	-	-	-	-	22	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	12	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
	43.50	-	45.00	SS-13	16	89	-	0	1	51	47	1	NP	NP	NP	29	A-4a (3)	-
	48.50	-	50.00	SS-14	13	100	-	-	-	-	-	-	-	-	-	19	A-4a (VISUAL)	-
B-138-0-21	1.00	-	2.50	SS-1	21	67	3.5	-	-	-	-	-	-	-	-	19	A-6a (VISUAL)	-
STA. 123+69, 94' LT.	3.50	-	5.00	SS-2	41	100	-	-	-	-	-	-	-	-	-	24	A-6a (VISUAL)	-
LATITUDE = 39.122092	6.00	-	7.50	SS-3	18	89	1.5	9	17	22	29	23	26	15	11	22	A-6a (4)	-
LONGITUDE = -84.535786	8.50	-	10.00	SS-4	30	100	-	-	-	-	-	-	-	-	-	18	A-6a (VISUAL)	-
	11.00	-	12.50	SS-5	18	100	-	9	10	24	28	29	29	16	13	16	A-6a (6)	-
	13.50	-	15.00	SS-6	41	94	-	-	-	-	-	-	-	-	-	17	A-6a (VISUAL)	-
	16.00	-	17.50	SS-7	21	78	-	11	8	14	34	33	31	18	13	18	A-6a (8)	-
	18.50	-	20.00	SS-8	35	100	-	-	-	-	-	-	-	-	-	14	A-6a (VISUAL)	-
B-139-0-21	1.00	-	2.50	SS-1	18	22	-	-	-	-	-	-	-	-	-	7	A-6a (VISUAL)	-
STA. 124+65, 93' RT.	2.50	-	4.00	SS-2	7	33	-	-	-	-	-	-	-	-	-	5	A-6a (VISUAL)	-
LATITUDE = 39.122319	4.00	-	5.50	SS-3	6	67	-	46	9	5	21	19	35	20	15	5	A-6a (2)	-
LONGITUDE = -84.535103	6.00	-	7.50	SS-4	15	89	2	-	-	-	-	-	-	-	-	16	A-7-6 (VISUAL)	-
	8.50	-	10.00	SS-5	22	0	-	-	-	-	-	-	-	-	-	14	A-7-6 (VISUAL)	-
	11.00	-	12.50	SS-6	31	100	3.5	-	-	-	-	-	-	-	-	18	A-4a (VISUAL)	-
	13.50	-	15.00	SS-7	34	100	-	19	13	19	28	21	28	19	9	19	A-4a (3)	-
	16.00	-	17.50	SS-8	25	100	-	-	-	-	-	-	-	-	-	17	A-7-6 (VISUAL)	-
	18.50	-	20.00	SS-9	21	100	-	-	-	-	-	-	-	-	-	16	A-7-6 (VISUAL)	-
	23.50	-	25.00	SS-10	22	100	1.25	33	15	13	19	20	39	22	17	26	A-6b (2)	-
	28.50	-	30.00	SS-11	28	89	-	-	-	-	-	-	-	-	-	13	A-6b (VISUAL)	-
	33.50	-	35.00	SS-12	9	100	0.5	-	-	-	-	-	-	-	-	25	A-6a (VISUAL)	-
	36.00	-	38.00	ST-13	ST	100	-	0	0	0	59	41	28	17	11	24	A-6a (8)	-
	38.50	-	40.00	SS-14	6	100	-	-	-	-	-	-	-	-	-	29	A-4b (VISUAL)	-
	43.50	-	45.00	SS-15	6	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	48.50	-	50.00	SS-16	6	100	-	1	0	2	70	27	23	19	4	25	A-4b (8)	-
	53.50	-	55.00	SS-17	7	100	0.5	-	-	-	-	-	-	-	-	23	A-4b (VISUAL)	-
	58.50	-	60.00	SS-18	10	100	-	-	-	-	-	-	-	-	-	22	A-4b (VISUAL)	-
	63.50	-	65.00	SS-19	9	100	-	0	0	2	84	14	NP	NP	NP	23	A-4b (8)	-
	68.50	-	70.00	SS-20	9	100	-	-	-	-	-	-	-	-	-	22	A-4b (VISUAL)	-
	73.50	-	75.00	SS-21	49	56	-	-	-	-	-	-	-	-	-	19	A-4a (VISUAL)	-
B-140-0-21	1.00	-	2.50	SS-1	15	89	2.5	-	-	-	-	-	-	-	-	21	A-6b (VISUAL)	-
STA. 133+95, 261' LT.	3.50	-	5.00	SS-2	18	100	2.5	-	-	-	-	-	-	-	-	22	A-6b (VISUAL)	-
LATITUDE = 39.124986	6.00	-	8.00	ST-3	ST	63	-	2	21	35	22	20	NP	NP	NP	-	A-4a (1)	-
LONGITUDE = -84.536067	8.50	-	10.00	SS-4	13	67	-	16	61	14	7	2	NP	NP	NP	5	A-1-b (0)	-
	11.00	-	12.50	SS-5	10	78	-	-	-	-	-	-	-	-	-	10	A-1-b (VISUAL)	-
	13.50	-	15.00	SS-6	9	33	-	-	-	-	-	-	-	-	-	20	A-3 (VISUAL)	-
	16.00	-	17.50	SS-7	7	50	-	0	1	89	5	5	NP	NP	NP	31	A-3 (0)	-
	18.50	-	20.00	SS-8	19	89	3.5	-	-	-	-	-	-	-	-	23	A-6b (VISUAL)	-
	23.50	-	25.00	SS-9	7	100	-	-	-	-	-	-	-	-	-	23	A-4b (VISUAL)	-
	28.50	-	30.00	SS-10	9	100	-	-	-	-	-	-	20	14	6	23	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	6	100	-	-	-	-	-	-	23	17	6	22	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	28	100	-	-	-	-	-	-	-	-	-	23	A-3a (VISUAL)	-
	43.50	-	45.00	SS-13	28	100	-	0	5	61	22	12	NP	NP	NP	30	A-3a (0)	-
	48.50	-	50.00	SS-14	37	100	-	-	-	-	-	-	-	-	-	28	A-4a (VISUAL)	-
B-141-0-21	1.00	-	2.50	SS-1	54	61	-	-	-	-	-	-	-	-	-	38	A-6a (VISUAL)	-
STA. 125+92, 111' RT.	3.50	-	5.00	SS-2	25	78	-	-	-	-	-	-	-	-	-	16	A-6a (VISUAL)	-
LATITUDE = 39.122661	6.00	-	7.50	SS-3	24	100	2.75	12	11	9	32	36	30	19	11	18	A-6a (7)	-
LONGITUDE = -84.535007	8.50	-	10.00	SS-4	72	72	-	-	-	-	-	-	27	18	9	12	A-6a (VISUAL)	-
	11.00	-	12.50	SS-5	19	33	-	56	15	12	10	7	NP	NP	NP	7	A-1-b (0)	-
	13.50	-	15.00	SS-6	12	33	-	14	42	23	16	5	NP	NP	NP	24	A-1-b (0)	-
	16.00	-	17.50	SS-7	58	78	-	-	-	-	-	-	-	-	-	19	A-1-b (VISUAL)	-
	18.50	-	20.00	SS-8	12	33	-	-	-	-	-	-	-	-	-	34	A-1-b (VISUAL)	-
	23.50	-	25.00	SS-9	6	100	-	-	-	-	-	-	24	17	7	23	A-4b (VISUAL)	-
	28.00	-	30.00	ST-10	ST	100	-	0	0	0	67	33	26	20	6	27	A-4b (8)	-
	33.50	-	35.00	SS-11	6	100	-	0	0	1	55	44	24	20	4	26	A-4b (8)	-
	38.50	-	40.00	SS-12	4	100	-	-	-	-	-	-	24	19	5	24	A-4b (VISUAL)	-
	43.50	-	45.00	SS-13	4	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	48.50	-	50.00	SS-14	7	100	-	-	-	-	-	-	25	16	9	23	A-4b (VISUAL)	-
	53.50	-	55.00	SS-15	7	100	-	0	0	4	74	22	23	19	4	24	A-4b (8)	-
	58.50	-	60.00	SS-16	13	100	-	-	-	-	-	-	21	19	2	23	A-4b (VISUAL)	-
	63.50	-	65.00	SS-17	7	100	-	-	-	-	-	-	-	-	-	29	A-4b (VISUAL)	-
	68.50	-	70.00	SS-18	33	100	-	2	0	2	79	17	NP	NP	NP	20	A-4b (8)	-
	73.50	-	75.00	SS-19	4	100	-	-	-	-	-	-	-	-	-	20	A-4a (VISUAL)	-
	78.50	-	79.00	SS-20	75/6"	100	-	-	-	-	-	-	-	-	-	9	Rock (VISUAL)	-

SUMMARY OF SOIL TEST DATA
GEOTECHNICAL PROFILE

HAM-IR 75-1.95

MODEL: Sheet 5 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:55:54 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\404-Engineering_Terracon\Geotechnical\Sheets\114161_ID001.dgn

EXPLOR. ID	FROM	-	TO	SAMPLE ID	N60	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-142-0-21	1.00	-	2.50	SS-1	21	89	-	-	-	-	-	-	-	-	-	18	A-6a (VISUAL)	-
STA. 126+45, 137' LT.	3.50	-	5.00	SS-2	12	28	1.5	-	-	-	-	-	-	-	-	7	A-6a (VISUAL)	-
LATITUDE = 39.122856	6.00	-	7.50	SS-3	15	33	2	-	-	-	-	-	32	19	13	4	A-6a (VISUAL)	-
LONGITUDE = -84.535867	8.50	-	10.00	SS-4	9	100	1	-	-	-	-	-	-	-	-	11	A-4b (VISUAL)	-
	11.00	-	12.50	SS-5	13	100	1.5	-	-	-	-	-	-	-	-	23	A-4b (VISUAL)	-
	13.00	-	15.00	ST-6	ST	100	2	0	0	2	75	23	24	18	6	26	A-4b (8)	-
	16.00	-	17.50	SS-7	15	100	1.5	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	18.50	-	20.00	SS-8	18	100	2	-	-	-	-	-	-	-	-	22	A-4b (VISUAL)	-
	23.50	-	25.00	SS-9	6	100	-	0	0	0	79	21	25	20	5	28	A-4b (8)	-
	28.50	-	30.00	SS-10	6	100	-	0	0	2	66	32	23	18	5	24	A-4b (8)	-
	33.50	-	35.00	SS-11	3	100	-	-	-	-	-	-	-	-	-	22	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	4	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	43.50	-	45.00	SS-13	4	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	48.50	-	50.00	SS-14	67	100	-	-	-	-	-	-	-	-	-	23	A-4b (VISUAL)	-
	53.50	-	55.00	SS-15	27	100	-	0	0	5	92	3	NP	NP	NP	19	A-4b (8)	-
	58.50	-	60.00	SS-16	16	100	-	-	-	-	-	-	-	-	-	21	A-4b (VISUAL)	-
	63.50	-	65.00	SS-17	39	100	-	-	-	-	-	-	NP	NP	NP	17	A-3a (VISUAL)	-
	68.50	-	70.00	SS-18	45	100	-	0	0	65	31	4	NP	NP	NP	20	A-3a (0)	-
	73.50	-	75.00	SS-19	37	100	-	-	-	-	-	-	NP	NP	NP	16	A-3a (VISUAL)	-
	78.50	-	78.60	SS-20	75/1"	100	-	-	-	-	-	-	-	-	-	11	Rock (VISUAL)	-
B-143-0-21	1.00	-	2.50	SS-1	52	72	-	-	-	-	-	-	-	-	-	28	A-6b (VISUAL)	-
STA. 127+31, 157' LT.	3.50	-	5.00	SS-2	9	44	1.5	-	-	-	-	-	-	-	-	18	A-6b (VISUAL)	-
LATITUDE = 39.123097	6.00	-	7.50	SS-3	10	61	1.5	-	-	-	-	-	-	-	-	21	A-6b (VISUAL)	-
LONGITUDE = -84.535914	8.50	-	10.00	SS-4	9	89	-	-	-	-	-	-	NP	NP	NP	11	A-3a (VISUAL)	-
	11.00	-	12.50	SS-5	9	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
	13.00	-	15.00	ST-6	ST	100	-	0	0	24	72	4	NP	NP	NP	24	A-4b (8)	-
	16.00	-	17.50	SS-7	9	100	-	-	-	-	-	-	-	-	-	28	A-6a (VISUAL)	-
	18.50	-	20.00	SS-8	9	100	-	0	1	1	52	46	31	19	12	27	A-6a (9)	-
	23.50	-	25.00	SS-9	9	100	-	2	1	6	50	41	25	18	7	27	A-4b (8)	-
	28.50	-	30.00	SS-10	6	100	-	-	-	-	-	-	26	16	10	27	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	7	100	-	-	-	-	-	-	-	-	-	23	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	24	89	-	-	-	-	-	-	-	-	-	29	A-3a (VISUAL)	-
	43.50	-	45.00	SS-13	27	100	-	0	0	86	11	3	NP	NP	NP	19	A-3a (0)	-
	48.50	-	50.00	SS-14	63	50	-	-	-	-	-	-	-	-	-	14	A-3a (VISUAL)	-
	53.50	-	55.00	SS-15	48	89	-	-	-	-	-	-	NP	NP	NP	17	A-3a (VISUAL)	-
	58.50	-	60.00	SS-16	51	78	-	0	1	95	1	3	NP	NP	NP	20	A-3 (0)	-
	63.50	-	65.00	SS-17	33	100	-	-	-	-	-	-	-	-	-	19	A-3 (VISUAL)	-
	68.50	-	70.00	SS-18	16	100	2.5	-	-	-	-	-	39	21	18	35	A-6a (VISUAL)	-
	73.50	-	75.00	SS-19	21	89	3.5	0	4	4	49	43	35	20	15	30	A-6a (10)	-
	78.50	-	78.58	SS-20	50/1"	100	-	-	-	-	-	-	-	-	-	37	Rock (VISUAL)	-
B-144-0-21	1.50	-	3.00	SS-1	33	44	-	-	-	-	-	-	-	-	-	10	A-3a (VISUAL)	-
STA. 127+52, 104' RT.	3.00	-	4.50	SS-2	16	56	-	-	-	-	-	-	-	-	-	9	A-3a (VISUAL)	-
LATITUDE = 39.123102	6.00	-	7.50	SS-4	15	100	-	-	-	-	-	-	-	-	-	17	A-6a (VISUAL)	-
LONGITUDE = -84.534993	8.50	-	10.00	SS-5	19	100	-	-	-	-	-	-	-	-	-	23	A-6b (VISUAL)	-
	11.00	-	12.50	SS-6	19	100	-	21	6	7	33	33	36	18	18	23	A-6b (9)	-
	13.50	-	15.00	SS-7	24	100	-	-	-	-	-	-	-	-	-	16	A-7-6 (VISUAL)	-
	16.00	-	17.50	SS-8	21	89	-	-	-	-	-	-	-	-	-	15	A-7-6 (VISUAL)	-
	23.50	-	25.00	SS-10	21	100	-	-	-	-	-	-	-	-	-	25	A-6b (VISUAL)	-
	28.50	-	30.00	SS-11	16	100	-	-	-	-	-	-	-	-	-	24	A-6b (VISUAL)	-
	30.00	-	32.00	ST-12	ST	100	-	20	36	16	6	22	43	21	22	16	A-2-7 (2)	-
	33.50	-	35.00	SS-13	16	100	-	-	-	-	-	-	-	-	-	22	A-4b (VISUAL)	-
	38.50	-	40.00	SS-14	6	100	-	0	0	1	68	31	23	18	5	24	A-4b (8)	-
	43.50	-	45.00	SS-15	12	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	48.50	-	50.00	SS-16	13	100	-	-	-	-	-	-	-	-	-	21	A-4b (VISUAL)	-
	53.50	-	55.00	SS-17	15	100	-	0	0	21	66	13	19	17	2	23	A-4b (8)	-
	58.50	-	60.00	SS-18	10	100	-	-	-	-	-	-	-	-	-	31	A-4a (VISUAL)	-
	63.50	-	65.00	SS-19	6	100	-	-	-	-	-	-	-	-	-	26	A-4a (VISUAL)	-
	68.50	-	70.00	SS-20	27	100	-	38	6	9	34	13	22	17	5	21	A-4a (2)	-
	73.50	-	75.00	SS-21	6	100	-	-	-	-	-	-	-	-	-	22	A-6a (VISUAL)	-
	78.50	-	80.00	SS-22	98	100	-	-	-	-	-	-	-	-	-	20	A-6a (VISUAL)	-
	83.50	-	85.00	SS-23	9	100	-	0	14	32	33	21	NP	NP	NP	17	A-4a (4)	-
	88.50	-	90.00	SS-24	31	100	-	-	-	-	-	-	-	-	-	23	A-4a (VISUAL)	-
	93.50	-	95.00	SS-25	101	100	-	-	-	-	-	-	-	-	-	14	Rock (VISUAL)	-
B-145-0-21	1.50	-	3.00	SS-1	6	50	4	-	-	-	-	-	-	-	-	23	A-6a (VISUAL)	-
STA. 128+11, 95' LT.	3.00	-	4.50	SS-2	11	17	2.25	-	-	-	-	-	-	-	-	23	A-6a (VISUAL)	-
LATITUDE = 39.123303	8.00	-	10.00	ST-5	ST	63	-	7	7	17	33	36	31	20	11	18	A-7-6 (VISUAL)	-
LONGITUDE = -84.535678	11.00	-	12.50	SS-6	21	78	3.25	-	-	-	-	-	-	-	-	18	A-7-6 (VISUAL)	-
	16.00	-	17.50	SS-8	21	100	3.5	-	-	-	-	-	-	-	-	20	A-7-6 (VISUAL)	-
	18.50	-	20.00	SS-9	57	56	-	-	-	-	-	-	-	-	-	17	A-6b (VISUAL)	-
	23.50	-	25.00	SS-11	42	44	3	-	-	-	-	-	-	-	-	18	A-6b (VISUAL)	-
	28.50	-	30.00	SS-12	17	89	4.5	-	-	-	-	-	-	-	-	13	A-6b (VISUAL)	-
	38.50	-	40.00	SS-14	6	100	-	-	-	-	-	-	-	-	-	19	A-4b (VISUAL)	-
B-147-0-21	1.00	-	2.50	SS-1	10	67	-	-	-	-	-	-	37	21	16	32	A-6b (VISUAL)	-
STA. 128+80, 197' RT.	3.50	-	5.00	SS-2	9	100	2.5	2	5	8	39	46	37	21	16	23	A-6b (10)	-
LATITUDE = 39.123433	6.00	-	7.50	SS-3	9	78	1.5	-	-	-	-	-	-	-	-	25	A-6a (VISUAL)	-
LONGITUDE = -84.534633	8.50	-	10.00	SS-4	13	100	2	0	3	7	48	42	32	21	11	21	A-6a (8)	-
	11.00	-	12.50	SS-5	24	100	4.5	-	-	-	-	-	-	-	-	15	A-6b (VISUAL)	-
	13.50	-	15.00	SS-6	12	100	0.75	0	3	18	46	33	35	16	19	27	A-6b (12)	-
	16.00	-	17.50	SS-7	15	89	1	-	-	-	-	-	-	-	-	24	A-6b (VISUAL)	-
	18.50	-	20.00	SS-8	6	100	-	-	-	-	-	-	-	-	-	19	A-4b (VISUAL)	-
	23.50	-	25.00	SS-9	16	100	-	0	0	4	72	24	26	19	7	24	A-4b (8)	-
	28.50	-	30.00	SS-10	9	100	-	-	-	-	-	-	-	-	-	21	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	18	100	-	0	0	89	8	3	NP	NP	NP	27	A-3a (0)	-
	38.50	-	40.00	SS-12	39	100	-	-	-	-	-	-	-	-	-	24	A-3a (VISUAL)	-
B-147-1-24	1.00	-	2.50	SS-1	27	22	-	-	-	-	-	-	-	-	-	7	A-3a (VISUAL)	-
STA. ,	3.50	-	5.00	SS-2	11	28	1	-	-	-	-	-	-	-	-	-	A-6b (VISUAL)	-
LATITUDE = 39.123253	6.00	-	7.50	SS-3	20	94	1.75	-	-	-	-	-	-	-	-	33	A-6b (VISUAL)	-
LONGITUDE = -84.534676	8.00	-	10.00	ST-4	ST	73	1	6	7	7	45	35	44	24	20	21	A-7-6 (13)	-
	11.00	-	12.50	SS-5	26	100	1.5	1	10	17	39	33	43	17	26	24	A-7-6 (14)	-
	13.00	-	14.50	SS-6	11	61	-	-	-	-	-	-	-	-	-	-	A-7-6 (VISUAL)	-
	16.00	-	17.50	SS-7	5	56	-	22	39	15	18	6	27	14	13	20	A-2-6 (0)	-
	18.50	-	20.00	SS-8	9	100	-	-	-	-	-	-	-	-	-	-	A-2-6 (VISUAL)	-
	23.50	-	25.00	SS-9	11	83	-	0	0	7	82	11	NP	NP	NP	26	A-4b (8)	-
	28.50	-	30.00	SS-10	24	100	-	-	-	-	-	-	-	-	-	-	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	26	100	-	0	0	5	78	17	NP	NP	NP	25	A-4b (8)	-
	38.50	-	40.00	SS-12	45	67	2.5	0	0	1	40	59	43	20	23	22	A-7-6 (14)	-
	43.50	-	45.00	SS-13	30	100	2.25	0	0	2	52	46	40	19	21	25	A-6b (12)	-
	48.50	-	50.00	SS-14	32	78	3	-	-	-	-	-	-	-	-	23	A-6b (VISUAL)	-
	53.50	-	55.00	SS-15	33	61	1.5	15	9	5	41	30	34	22	12	17	A-6a (8)	-
	58.50	-	60.00	SS-16	141	28	4	-	-	-	-	-	-	-	-	18	A-6a (VISUAL)	-
	63.50	-	65.00	SS-17	66	100	4	-	-	-	-	-	-	-	-	-	A-6a (VISUAL)	-
	68.50	-	70.00	SS-18	53	94	2.5	-	-	-	-	-	-	-	-	-	A-6a (VISUAL)	-
B-148-0-21	1.00	-	2.50	SS-1	9	100	1.75	-	-	-	-	-	-	-	-	19	A-7-6 (VISUAL)	-
STA. 129+27, 118' LT.	2.50	-	4.00	SS-2	10	100	1.25	-	-	-	-	-	-	-	-	21	A-7-6 (VISUAL)	-
LATITUDE = 39.123639	4.00	-	5.50	SS-3	16	100	2.5	10	6	9	38	37	41	22	19	20	A-7-6 (12)	-
LONGITUDE = -84.535678	5.50	-	7.00	SS-4	25	100	1.25	-	-	-	-	-	-	-	-	23	A-7-6 (VISUAL)	-
	8.50	-	10.00	SS-5	7	100	1.25	-	-	-	-	-	-	-	-	22	A-7-6 (VISUAL)	-
	11.00	-	12.50	SS-6	31	89	0.25	24	8	10	29	29	36	17	19	25	A-6b (8)	-
	13.50	-	15.00	SS-7	57	100	3.25	-	-	-	-	-	-	-	-	18	A-6b (VISUAL)	-
	16.00	-	17.50	SS-8	33	100	4.5	-	-	-	-	-	-	-	-	12	A-6a (VISUAL)	-
	18.50	-	20.00	SS-9	28	100	3	8	7	14	42	29	31	16	15	19	A-6a (9)	-
	23.50	-	25.00	SS-10	21	33	-	-	-	-	-	-	-	-	-	18	A-2-6 (VISUAL)	-
	28.50	-	30.00	SS-11	22	100	2	0	13	6	40	41	46	22	24	22	A-7-6 (15)	-
B-149-0-21	0.00	-	1.50	SS-1	25	17	-	-	-	-	-	-	-	-	-	22	A-2-4 (VISUAL)	-
STA. 131+27, 160' RT.	1.50	-	3.00	SS-2	33	89	-	-	-	-	-	-	-	-	-	13	A-2-4 (VISUAL)	-
LATITUDE = 39.124117	3.00	-	4.50	SS-3	18	44	-	43	22	13	13	9	34	25	9	19	A-2-4 (0)	-
LONGITUDE = -84.534700	4.50	-	6.00	SS-4	25	100	-	-	-	-	-	-	-	-	-	29	A-4a (VISUAL)	-
	8.50	-	10.00	SS-5	9	6	-	-	-	-	-	-	-	-	-	-	A-4a (VISUAL)	-
	11.00	-	12.50	SS-6	19	100	1	3	2	3	51	41	44	28	16	37	A-7-6 (11)	-
	13.50	-	15.00	SS-7	24	100	4.5	-	-	-	-	-	-	-	-	22	A-7-6 (VISUAL)	-
	16.00	-	18.00	ST-8	ST	96	3.5	-	-	-	-	-	-	-	-	22	A-7-6 (VISUAL)	-
	18.50	-	20.00	SS-9	28	100	-	40	27	5	22	6	27	19	8	18	A-2-4 (0)	-
	23.50	-	25.00	SS-10	18	100	-	-	-	-	-	-	-	-	-	13	A-2-4 (VISUAL)	-
	28.50	-	30.00	SS-11	21	100	3	6	5	3	-	-	42	21	21	17	A-7-6 (13)	-
	33.50	-	35.00	SS-12	51	100	4.5	-	-	-	-	-	-	-	-	23	A-7-6 (VISUAL)	-
	38.50	-	40.00	SS-13	55	100	4.5	-	-	-	-	-	-	-	-	20	A-7-6 (VISUAL)	-
	43.50	-	45.00	SS-14	146	100	-	-	-	-	-	-	-	-	-	-	Rock (VISUAL)	-

SUMMARY OF SOIL TEST DATA
GEOTECHNICAL PROFILE

HAM-IR 75-1.95

MODEL: Sheet 6 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:10:24 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\404-Engineering_Terracon\Geotechnical\Sheets\114161_ID001.dgn

EXPLOR. ID	SAMPLE FROM	-	TO	ID	N60	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-150-0-21	1.50	-	3.00	SS-1	11	89	4.5	14	13	13	33	27	-	-	-	18	A-6a (VISUAL)	-
STA. 131+77, 39' RT.	3.00	-	4.50	SS-2	11	83	1.5	-	-	-	-	-	-	-	-	13	A-6a (VISUAL)	-
LATITUDE = 39.124278	8.50	-	10.00	SS-5	20	100	2	0	2	58	36	4	NP	NP	NP	25	A-4a (VISUAL)	-
LONGITUDE = -84.535111	13.50	-	15.00	SS-7	6	100	2	0	1	1	61	37	NP	NP	NP	11	A-4b (VISUAL)	-
	16.00	-	17.50	SS-8	6	100	1	-	-	-	-	-	-	-	-	31	A-6b (VISUAL)	-
	23.50	-	25.00	SS-10	18	100	4	-	-	-	-	-	-	-	-	21	A-4b (VISUAL)	-
	28.50	-	30.00	SS-11	18	100	2.5	0	4	4	75	17	NP	NP	NP	21	A-4b (VISUAL)	-
	38.50	-	40.00	SS-13	3	100	-	-	-	-	-	-	-	-	-	22	A-4b (VISUAL)	-
	43.50	-	45.00	SS-14	5	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	53.50	-	55.00	SS-16	20	100	-	-	-	-	-	-	-	-	-	23	A-3a (VISUAL)	-
	63.50	-	65.00	SS-18	36	100	-	-	-	-	-	-	-	-	-	15	A-3 (VISUAL)	-
	73.50	-	75.00	SS-20	26	100	-	-	-	-	-	-	-	-	-	19	A-4b (VISUAL)	-
	83.50	-	83.80	SS-22	50/3"	100	-	-	-	-	-	-	-	-	-	10	Rock (VISUAL)	-
B-151-0-21	1.50	-	3.00	SS-1	19	22	-	-	-	-	-	-	-	-	-	3	A-2-6 (VISUAL)	-
STA. 131+12, 48' LT.	6.00	-	7.50	SS-3	7	33	1.5	-	-	-	-	-	-	-	-	25	A-6b (VISUAL)	-
LATITUDE = 39.124119	13.50	-	15.00	SS-5	22	33	4.5	-	-	-	-	-	-	-	-	19	A-6b (VISUAL)	-
LONGITUDE = -84.535436	23.50	-	25.00	SS-7	28	56	-	-	-	-	-	-	-	-	-	15	A-2-6 (VISUAL)	-
	33.50	-	35.00	SS-9	10	100	-	-	-	-	-	-	-	-	-	13	A-3a (VISUAL)	-
	43.50	-	45.00	SS-11	6	100	-	-	-	-	-	-	-	-	-	23	A-3a (VISUAL)	-
	53.50	-	55.00	SS-13	9	100	-	-	-	-	-	-	-	-	-	22	A-3a (VISUAL)	-
	63.50	-	65.00	SS-15	45	100	-	-	-	-	-	-	-	-	-	19	A-3a (VISUAL)	-
	73.50	-	75.00	SS-17	43	100	4.5	-	-	-	-	-	-	-	-	15	A-6b (VISUAL)	-
	83.50	-	85.00	SS-19	21	44	-	-	-	-	-	-	-	-	-	14	A-1-b (VISUAL)	-
	88.50	-	88.90	SS-20	50/5"	100	-	-	-	-	-	-	-	-	-	20	A-7-6 (VISUAL)	-
B-152-0-21	1.00	-	2.50	SS-1	16	50	-	-	-	-	-	-	-	-	-	3	A-2-6 (VISUAL)	-
STA. 131+89, 107' LT.	2.50	-	4.00	SS-2	15	67	-	60	17	8	9	6	24	13	11	7	A-2-6 (0)	-
LATITUDE = 39.124347	4.00	-	5.50	SS-3	3	33	2.5	-	-	-	-	-	-	-	-	22	A-6b (VISUAL)	-
LONGITUDE = -84.535617	5.50	-	7.00	SS-4	10	100	1	7	7	11	37	38	37	17	20	26	A-6b (12)	-
	8.50	-	10.00	SS-5	12	100	1	-	-	-	-	-	-	-	-	23	A-6b (VISUAL)	-
	11.00	-	12.50	SS-6	10	100	1.5	-	-	-	-	-	-	-	-	20	A-6b (VISUAL)	-
	13.50	-	15.00	SS-7	12	100	1	4	5	9	37	45	40	19	21	24	A-6b (12)	-
	16.00	-	17.50	SS-8	19	100	2.25	-	-	-	-	-	-	-	-	21	A-6b (VISUAL)	-
	18.50	-	20.00	SS-9	16	100	3	8	6	11	37	38	37	19	18	20	A-6b (11)	-
	23.50	-	25.00	SS-10	21	100	1.5	-	-	-	-	-	-	-	-	21	A-6b (VISUAL)	-
	28.50	-	30.00	SS-11	22	100	2.5	1	10	23	32	34	36	19	17	18	A-6b (9)	-
B-153-0-21	1.00	-	2.50	SS-1	9	67	-	-	-	-	-	-	-	-	-	4	A-3a (VISUAL)	-
STA. 132+88, 108' LT.	2.50	-	4.00	SS-2	9	89	2	-	-	-	-	-	-	-	-	19	A-7-6 (VISUAL)	-
LATITUDE = 39.124625	4.00	-	5.50	SS-3	9	100	1	4	5	8	38	45	42	19	23	26	A-7-6 (14)	-
LONGITUDE = -84.535586	5.50	-	7.00	SS-4	9	78	1	-	-	-	-	-	-	-	-	21	A-7-6 (VISUAL)	-
	8.50	-	10.00	SS-5	12	72	1.25	-	-	-	-	-	-	-	-	22	A-7-6 (VISUAL)	-
	11.00	-	12.50	SS-6	13	100	1.75	4	3	3	41	49	45	25	20	22	A-7-6 (13)	-
	13.50	-	15.00	SS-7	15	100	1.5	-	-	-	-	-	-	-	-	23	A-7-6 (VISUAL)	-
	16.00	-	17.50	SS-8	18	100	1.5	-	-	-	-	-	-	-	-	15	A-7-6 (VISUAL)	-
	18.50	-	20.00	SS-9	18	100	3.75	7	7	9	35	42	42	20	22	16	A-7-6 (13)	-
	23.50	-	25.00	SS-10	18	100	1.25	1	12	14	39	34	30	17	13	18	A-6a (9)	-
	28.50	-	30.00	SS-11	9	100	-	-	-	-	-	-	-	-	-	11	A-1-b (VISUAL)	-
	33.50	-	35.00	SS-12	6	100	-	20	39	21	17	3	NP	NP	NP	11	A-1-b (0)	-
	38.50	-	40.00	SS-13	9	100	0.5	-	-	-	-	-	-	-	-	26	A-6a (VISUAL)	-
B-153-1-24	1.00	-	2.50	SS-1	23	44	1.5	-	-	-	-	-	-	-	-	27	A-6b (VISUAL)	-
STA. ,	3.50	-	5.00	SS-2	36	89	-	-	-	-	-	-	-	-	-	-	A-2-6 (VISUAL)	-
LATITUDE = 39.124676	6.00	-	7.50	SS-3	11	56	1.25	0	4	6	52	38	39	27	12	23	A-6a (9)	-
LONGITUDE = -84.534620	8.50	-	10.00	SS-4	30	94	3.5	-	-	-	-	-	-	-	-	-	A-6a (VISUAL)	-
	11.00	-	12.50	SS-5	27	100	4	-	-	-	-	-	-	-	-	22	A-6a (VISUAL)	-
	13.50	-	15.00	SS-6	21	100	2.5	-	-	-	-	-	-	-	-	21	A-6a (VISUAL)	-
	16.00	-	17.50	SS-7	15	100	1	4	24	14	30	28	40	18	22	22	A-6b (9)	-
	18.50	-	20.50	ST-8	ST	0	-	-	-	-	-	-	-	-	-	-	A-6b (VISUAL)	-
	23.50	-	25.00	SS-9	38	83	1	0	0	3	62	35	42	20	22	24	A-7-6 (13)	-
	28.50	-	30.00	SS-10	71	83	4.5	-	-	-	-	-	-	-	-	-	A-7-6 (VISUAL)	-
	33.50	-	35.00	SS-11	38	89	4.25	0	1	3	54	42	32	18	14	21	A-6a (10)	-
	38.50	-	40.00	SS-12	29	67	3.25	-	-	-	-	-	-	-	-	-	A-6a (VISUAL)	-
	43.50	-	45.00	SS-13	42	83	3	2	3	4	43	48	47	21	26	21	A-7-6 (16)	-
B-154-0-21	1.00	-	2.50	SS-1	18	100	3.5	-	-	-	-	-	-	-	-	19	A-6b (VISUAL)	-
STA. 133+39, 187' LT.	3.50	-	5.00	SS-2	24	100	4.5	3	6	6	41	44	39	20	19	20	A-6b (12)	-
LATITUDE = 39.124797	6.00	-	7.50	SS-3	27	100	3	-	-	-	-	-	-	-	-	19	A-7-6 (VISUAL)	-
LONGITUDE = -84.535836	8.50	-	10.00	SS-4	24	22	2.25	-	-	-	-	-	-	-	-	15	A-7-6 (VISUAL)	-
	11.00	-	12.50	SS-5	7	67	-	-	-	-	-	-	-	-	-	11	A-6a (VISUAL)	-
	13.50	-	15.00	SS-6	4	89	0.5	-	-	-	-	-	-	-	-	33	A-6a (VISUAL)	-
	16.00	-	18.00	ST-7	ST	100	-	0	0	0	53	47	33	20	13	31	A-6a (9)	-
	18.50	-	20.00	SS-8	6	100	0.75	-	-	-	-	-	-	-	-	31	A-6a (VISUAL)	-
	23.50	-	25.00	SS-9	9	100	-	0	0	3	70	27	25	19	6	25	A-4b (8)	-
	28.50	-	30.00	SS-10	4	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	4	100	-	0	0	4	91	5	22	20	2	28	A-4b (8)	-
	38.50	-	40.00	SS-12	21	100	2.75	-	-	-	-	-	-	-	-	26	A-6a (VISUAL)	-
	43.50	-	45.00	SS-13	16	100	1.25	0	0	2	52	46	32	19	13	32	A-6a (9)	-
	48.50	-	50.00	SS-14	21	100	3	-	-	-	-	-	-	-	-	31	A-6a (VISUAL)	-
	53.50	-	55.00	SS-15	40	100	2.5	-	-	-	-	-	-	-	-	23	A-7-6 (VISUAL)	-
	58.50	-	60.00	SS-16	40	89	2.25	-	-	-	-	-	-	-	-	20	A-7-6 (VISUAL)	-
	63.50	-	64.00	SS-17	50/6"	100	-	-	-	-	-	-	-	-	-	8	Rock (VISUAL)	-
B-155-0-21	2.50	-	4.00	SS-2	10	100	2	-	-	-	-	-	-	-	-	22	A-7-6 (VISUAL)	-
STA. 133+51, 110' LT.	4.00	-	5.50	SS-3	10	100	2.25	8	5	6	39	42	44	19	25	28	A-7-6 (15)	-
LATITUDE = 39.124800	5.50	-	7.00	SS-4	15	50	2.5	-	-	-	-	-	-	-	-	24	A-7-6 (VISUAL)	-
LONGITUDE = -84.535561	8.50	-	10.00	SS-5	9	33	2.5	-	-	-	-	-	-	-	-	21	A-7-6 (VISUAL)	-
	11.00	-	12.50	SS-6	16	100	2.25	3	5	6	49	37	37	20	17	23	A-6b (11)	-
	13.50	-	15.00	SS-7	46	100	4.5	-	-	-	-	-	-	-	-	17	A-6b (VISUAL)	-
	16.00	-	16.90	SS-8	5/50/5"	100	2.5	-	-	-	-	-	-	-	-	21	A-7-6 (VISUAL)	-
	18.50	-	20.00	SS-9	19	100	2.25	1	4	7	37	51	46	23	23	24	A-7-6 (14)	-
	23.50	-	25.00	SS-10	31	100	-	-	-	-	-	-	-	-	-	19	A-4b (VISUAL)	-
	28.50	-	30.00	SS-11	22	17	-	-	-	-	-	-	-	-	-	9	A-4b (VISUAL)	-
	33.50	-	35.00	SS-12	28	100	-	0	1	8	55	36	30	19	11	27	A-6a (8)	-
B-156-0-21	1.00	-	2.50	SS-1	15	44	-	-	-	-	-	-	-	-	-	2	A-1-b (VISUAL)	-
STA. 134+06, 109' LT.	2.50	-	4.00	SS-2	10	67	1.25	25	9	9	28	29	39	19	20	23	A-6b (8)	-
LATITUDE = 39.124956	4.00	-	5.50	SS-3	10	89	1	-	-	-	-	-	-	-	-	8	A-6b (VISUAL)	-
LONGITUDE = -84.535531	5.50	-	7.00	SS-4	16	100	1.25	14	6	9	34	37	40	16	24	20	A-6b (13)	-
	8.50	-	10.00	SS-5	22	89	-	-	-	-	-	-	-	-	-	15	A-1-b (VISUAL)	-
	11.00	-	12.50	SS-6	24	100	1.5	-	-	-	-	-	-	-	-	19	A-6b (VISUAL)	-
	13.50	-	15.00	SS-7	22	100	2.5	-	-	-	-	-	-	-	-	21	A-6b (VISUAL)	-
	16.00	-	17.50	SS-8	30	100	2.5	26	13	12	22	27	36	17	19	12	A-6b (6)	-
	18.50	-	20.00	SS-9	31	100	2.75	-	-	-	-	-	-	-	-	15	A-6b (VISUAL)	-
	23.50	-	25.00	SS-10	33	100	4.5	0	5	9	47	39	35	21	14	16	A-6a (10)	-
	28.50	-	30.00	SS-11	10	100	-	-	-	-	-	-	-	-	-	14	A-3a (VISUAL)	-
	33.50	-	35.00	SS-12	15	100	-	1	0	17	71	11	NP	NP	NP	27	A-4b (8)	-
	38.50	-	40.00	SS-13	12	100	-	-	-	-	-	-	-	-	-	29	A-4b (VISUAL)	-
B-157-0-21	1.00	-	2.50	SS-1	19	56	2	-	-	-	-	-	-	-	-	14	A-6b (VISUAL)	-
STA. 134+91, 223' LT.	3.50	-	5.00	SS-2	4	33	-	-	-	-	-	-	-	-	-	22	A-2-6 (VISUAL)	-
LATITUDE = 39.125244	6.00	-	7.50	SS-3	4	100	-	14	23	43	3	17	34	16	18	20	A-2-6 (0)	-
LONGITUDE = -84.535878	8.50	-	10.00	SS-4	6	100	-	-	-	-	-	-	-	-	-	31	A-6a (VISUAL)	-
	11.00	-	13.00	ST-5	ST	100	-	0	0	1	60	39	32	21	11	26	A-6a (8)	-
	13.50	-	15.00	SS-6	9	100	-	-	-	-	-	-	-	-	-	28	A-4b (VISUAL)	-
	16.00	-	17.50	SS-7	16	100	-	-	-	-	-	-	-	-	-	29	A-4b (VISUAL)	-
	18.50	-	20.00	SS-8	13	100	-	1	0	1	72	26	30	20	10	30	A-4b (8)	-
	23.50	-	25.00	SS-9	12	100	-	-	-	-	-	-	-	-	-	27	A-4b (VISUAL)	-
	28.50	-	30.00	SS-10	6	100	-	1	1	4	66	28	28	19	9	27	A-4b (8)	-
	33.50	-	35.00	SS-11	13	100	-	-	-	-	-	-	-	-	-	25	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	7	100	-	0	0	17	71	12	20	19	1	23	A-4b (8)	-
	43.50	-	43.80	SS-13	75/3"	100	-	-	-	-	-	-	-	-	-	17	A-3a (VISUAL)	-
B-158-0-21	1.50	-	3.00	SS-1	13	6	-	-	-	-	-	-	-	-	-	3	A-1-b (VISUAL)	-
STA. 135+11, 111' LT.	3.00	-	4.50	SS-2	24	100	1.5	7	5	7	39	42	40	19	21	20	A-6b (12)	-
LATITUDE = 39.125247	4.50	-	6.00	SS-3	21	100	2	-	-	-	-	-	40	19	21	21	A-6b (VISUAL)	-
LONGITUDE = -84.535475	8.50	-	10.00	SS-4	19	100	2.25	-	-	-	-	-	-	-	-	20	A-7-6 (VISUAL)	-
	11.00	-	12.50	SS-5	24	33	-	6	6	9	41	38	NP	NP	NP	20	A-4a (8)	-
	13.00	-	15.00	ST-6	ST	75	-	-	-	-	-	-	-	-	-	19	A-6b (VISUAL)	-
	16.00	-	17.50	SS-7	31	100	2.25	14	8	10	35	33	37	17	20	20	A-6b (11)	-
	18.50	-	20.00	SS-8	48	100	-	-	-	-	-	-	-	-	-	13	A-2-6 (VISUAL)	-
	23.50	-	25.00	SS-9	27	100	3.25	0	2	5	46	47	40	21	19	22	A-6b (12)	-
	28.50	-	30.00	SS-10	21	100	1	-	-	-	-	-	-	-	-	18	A-6b (VISUAL)	-

SUMMARY OF SOIL TEST DATA
GEOTECHNICAL PROFILE

HAM-IR 75-1.95

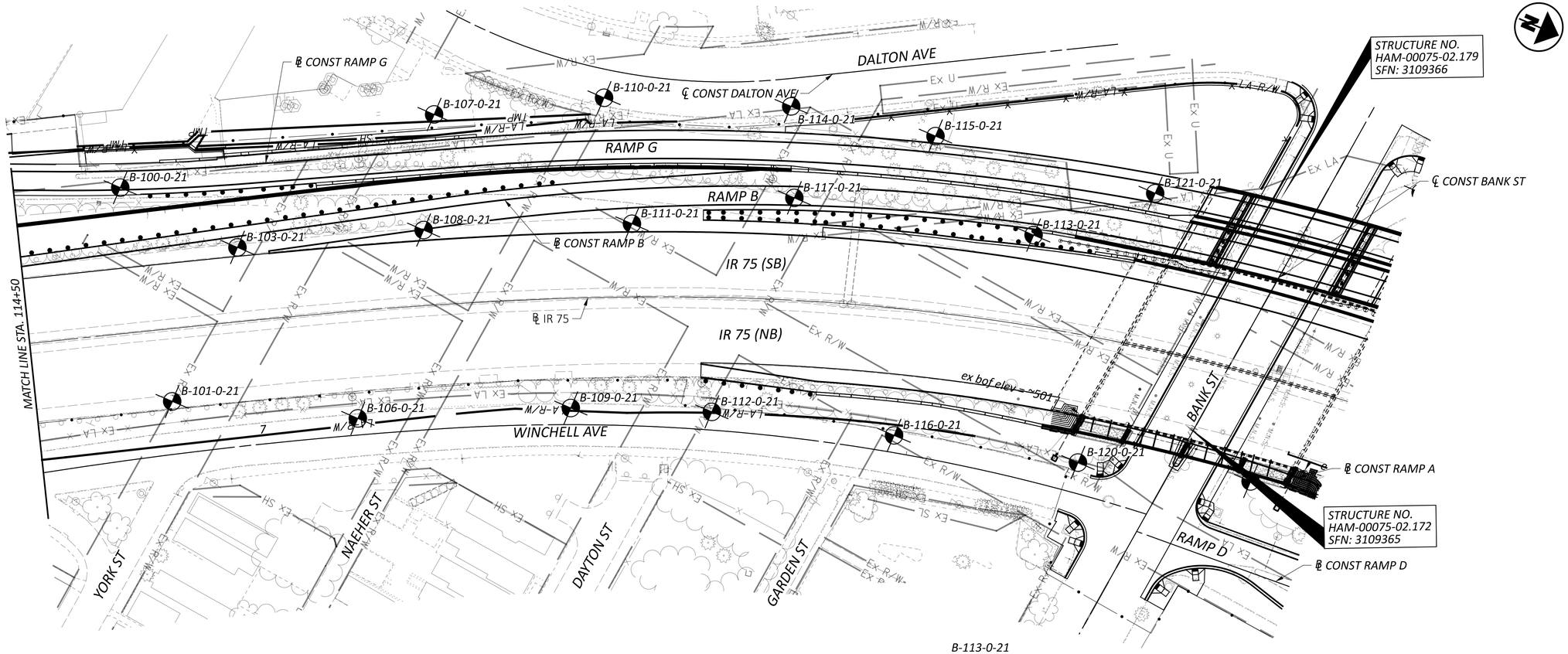
MODEL: Sheet 7 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:16:11 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\114161\404-Engineering_Terracon\Geotechnical\Sheets\114161_ID001.dgn

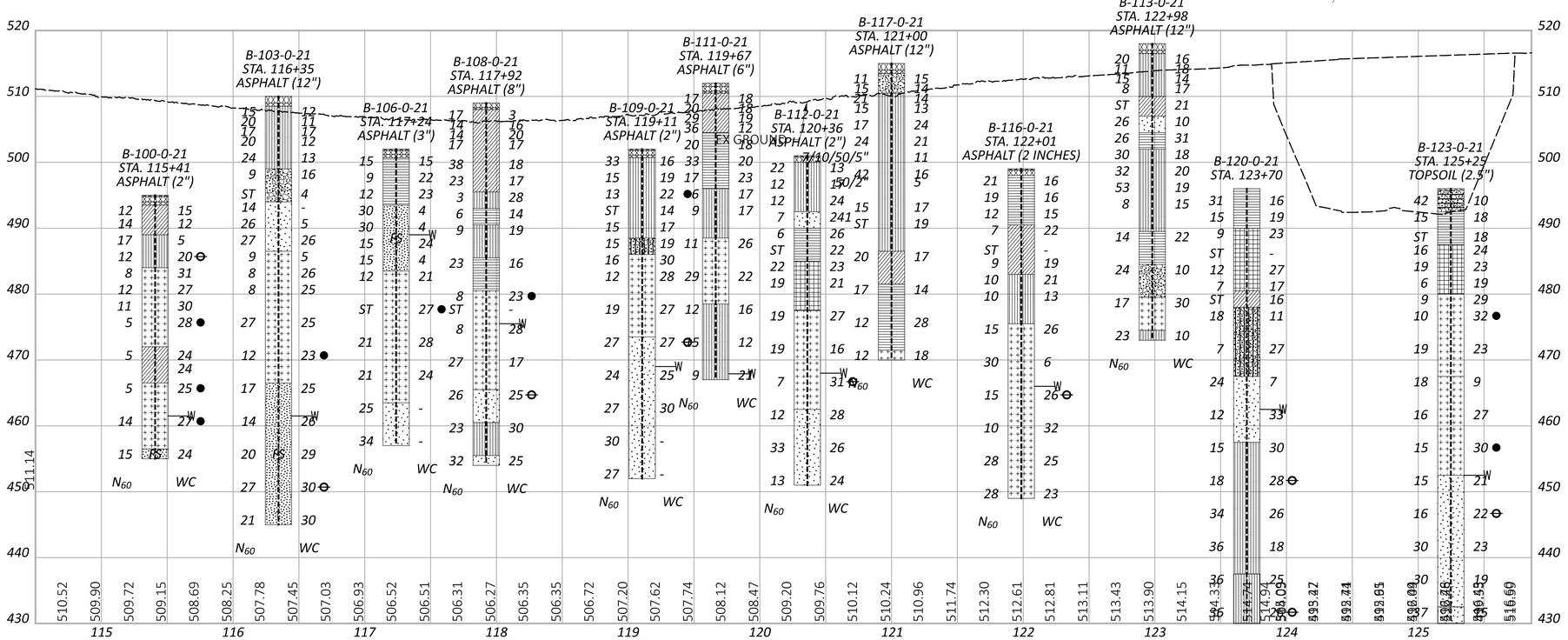
EXPLOR. ID	SAMPLE FROM	-	TO	ID	N60	% REC	tsf HP	% GR	% CS	% FS	% SILT	% CLAY	LL	PL	PI	% WC	ODOT CLASS (GI)	ppm SO4
B-158-1-24	1.00	-	2.50	SS-1	12	78	2.5	-	-	-	-	-	-	-	-	21	A-7-6 (VISUAL)	-
STA. ,	3.50	-	5.00	SS-2	30	100	4.25	0	1	4	54	41	46	20	26	20	A-7-6 (16)	-
LATITUDE = 39.125122	6.00	-	7.50	SS-3	33	100	2.25	-	-	-	-	-	-	-	-	20	A-7-6 (VISUAL)	-
LONGITUDE = -84.534469	8.50	-	10.00	SS-4	21	100	1	0	1	6	57	36	41	18	23	25	A-7-6 (13)	-
	11.00	-	13.00	ST-5	ST	42	0.5	-	-	-	-	-	-	-	-	-	A-7-6 (VISUAL)	-
	13.50	-	15.00	SS-6	20	83	0.5	-	-	-	-	-	-	-	-	24	A-6b (VISUAL)	-
	16.00	-	17.50	SS-7	26	89	4	-	-	-	-	-	-	-	-	-	A-6b (VISUAL)	-
	18.50	-	20.00	SS-8	39	39	2	8	13	14	46	19	31	15	16	17	A-6b (8)	-
	23.50	-	25.00	SS-9	29	11	-	-	-	-	-	-	-	-	-	-	A-6b (VISUAL)	-
	28.50	-	30.00	SS-10	41	44	4	-	-	-	-	-	-	-	-	4	A-6b (VISUAL)	-
	33.50	-	35.00	SS-11	27	11	-	-	-	-	-	-	-	-	-	17	A-6b (VISUAL)	-
	38.50	-	40.00	SS-12	39	50	4.25	1	2	3	55	39	-	-	-	21	A-6b (VISUAL)	-
	43.50	-	43.70	SS-13	50/2"	100	-	-	-	-	-	-	-	-	-	9	Rock (VISUAL)	-
B-159-0-21	1.50	-	3.00	SS-1	12	100	3.25	-	-	-	-	-	-	-	-	22	A-7-6 (VISUAL)	-
STA. 136+04, 116' LT.	3.00	-	4.50	SS-2	17	89	4.5	-	-	-	-	-	-	-	-	10	A-6b (VISUAL)	-
LATITUDE = 39.125508	6.00	-	7.50	SS-4	20	67	2.25	-	-	-	-	-	-	-	-	16	A-6b (VISUAL)	-
LONGITUDE = -84.535431	8.50	-	10.00	SS-5	26	56	2.75	-	-	-	-	-	-	-	-	16	A-6b (VISUAL)	-
	13.50	-	15.00	SS-7	29	56	4.25	-	-	-	-	-	-	-	-	20	A-7-6 (VISUAL)	-
	16.00	-	17.50	SS-8	20	22	3	-	-	-	-	-	-	-	-	17	A-6b (VISUAL)	-
	18.50	-	20.00	SS-9	14	89	2.5	-	-	-	-	-	-	-	-	18	A-6b (VISUAL)	-
	28.50	-	30.00	SS-11	11	100	1.25	-	-	-	-	-	-	-	-	24	A-6b (VISUAL)	-
	43.50	-	45.00	SS-14	5	100	-	-	-	-	-	-	-	-	-	27	A-4b (VISUAL)	-
B-159-1-24	1.00	-	2.50	SS-1	18	50	4	-	-	-	-	-	-	-	-	-	A-6a (VISUAL)	-
STA. ,	3.50	-	5.00	SS-2	17	72	2	0	1	3	44	52	32	17	15	22	A-6a (10)	-
LATITUDE = 39.125502	6.00	-	7.50	SS-3	26	61	2.75	-	-	-	-	-	-	-	-	-	A-6a (VISUAL)	-
LONGITUDE = -84.534420	8.50	-	10.00	SS-4	8	44	-	-	-	-	-	-	-	-	-	18	A-6a (VISUAL)	-
	11.00	-	12.50	SS-5	26	72	1	25	30	12	21	12	29	14	15	18	A-2-6 (1)	-
	13.50	-	15.50	ST-6	ST	82	2.5	14	17	10	31	28	34	16	18	-	A-6b (8)	-
	16.00	-	17.50	SS-7	59	56	3.75	24	11	11	34	20	30	16	14	10	A-6a (5)	-
	18.50	-	19.58	SS-8	11/20/50/1"	100	4.5	-	-	-	-	-	-	-	-	-	A-6a (VISUAL)	-
	23.50	-	25.00	SS-9	26	56	1.75	38	15	3	36	8	30	18	12	26	A-6a (2)	-
	28.50	-	30.00	SS-10	23	78	2	-	-	-	-	-	-	-	-	28	A-6b (VISUAL)	-
	33.50	-	35.00	SS-11	26	100	2	0	1	9	90	0	27	20	7	26	A-4b (8)	-
	38.50	-	39.00	SS-12	75/6"	100	2.5	-	-	-	-	-	-	-	-	8	A-7-6 (VISUAL)	-
B-160-0-21	1.00	-	2.50	SS-1	24	44	-	-	-	-	-	-	-	-	-	20	A-7-6 (VISUAL)	-
STA. 136+40, 200' LT.	3.50	-	5.00	SS-2	6	67	-	-	-	-	-	-	-	-	-	20	A-7-6 (VISUAL)	-
LATITUDE = 39.125658	11.00	-	12.50	SS-5	5	89	-	-	-	-	-	-	-	-	-	20	A-3a (VISUAL)	-
LONGITUDE = -84.535692	16.00	-	17.50	SS-7	8	100	-	-	-	-	-	-	-	-	-	24	A-4b (VISUAL)	-
	23.50	-	25.00	SS-9	8	100	-	-	-	-	-	-	-	-	-	24	A-4b (VISUAL)	-
	38.50	-	40.00	SS-12	32	100	4	-	-	-	-	-	-	-	-	3	A-6b (VISUAL)	-
B-161-0-21	1.00	-	2.50	SS-1	23	56	-	-	-	-	-	-	-	-	-	16	A-4a (VISUAL)	-
STA. 138+60, 175' LT.	6.00	-	7.50	SS-3	5	28	-	-	-	-	-	-	-	-	-	27	A-4a (VISUAL)	-
LATITUDE = 39.126256	16.00	-	17.50	SS-7	5	78	-	-	-	-	-	-	-	-	-	19	A-3 (VISUAL)	-
LONGITUDE = -84.535414	23.50	-	25.00	SS-9	12	100	1.5	-	-	-	-	-	-	-	-	23	A-4b (VISUAL)	-
	33.50	-	35.00	SS-11	14	100	-	-	-	-	-	-	-	-	-	26	A-4b (VISUAL)	-
B-162-0-21	1.50	-	3.00	SS-1	107	39	-	-	-	-	-	-	-	-	-	4	A-3a (VISUAL)	-
STA. 139+53, 131' LT.	3.00	-	4.50	SS-2	33	56	-	-	-	-	-	-	-	-	-	3	A-3a (VISUAL)	-
LATITUDE = 39.126478	4.50	-	6.00	SS-3	9	28	-	-	-	-	-	-	-	-	-	22	A-4a (VISUAL)	-
LONGITUDE = -84.535169	6.00	-	7.50	SS-4	19	56	1.5	-	-	-	-	-	-	-	-	23	A-4a (VISUAL)	-
	8.50	-	10.00	SS-5	16	83	1.5	19	11	34	20	16	26	16	10	21	A-4a (0)	-
	11.00	-	12.50	SS-6	31	100	-	-	-	-	-	-	-	-	-	9	A-3 (VISUAL)	-
	13.50	-	15.00	SS-7	9	83	-	7	8	79	4	2	NP	NP	NP	10	A-3 (0)	-
	16.00	-	17.50	SS-8	13	83	-	-	-	-	-	-	-	-	-	8	A-3a (VISUAL)	-
	18.50	-	20.00	SS-9	12	67	-	17	16	56	9	2	NP	NP	NP	5	A-3a (0)	-
	21.00	-	22.50	SS-10	9	56	-	-	-	-	-	-	-	-	-	12	A-3a (VISUAL)	-
	23.50	-	25.00	SS-11	31	78	-	-	-	-	-	-	-	-	-	12	A-3a (VISUAL)	-
	28.50	-	30.00	SS-12	9	78	-	5	5	6	41	43	40	22	18	28	A-6b (11)	-
	33.50	-	35.00	SS-13	9	100	-	-	-	-	-	-	-	-	-	29	A-6b (VISUAL)	-
	38.50	-	40.50	ST-14	ST	100	-	-	-	-	-	-	-	-	-	23	A-4b (VISUAL)	-
	43.50	-	45.00	SS-15	6	100	-	-	-	-	-	-	-	-	-	24	A-4b (VISUAL)	-
	48.50	-	50.00	SS-16	9	100	-	0	4	5	78	13	NP	NP	NP	25	A-4b (8)	-
	53.50	-	55.00	SS-17	22	61	-	-	-	-	-	-	-	-	-	14	A-6b (VISUAL)	-
	58.50	-	60.00	SS-18	27	100	-	-	-	-	-	-	-	-	-	23	A-7-6 (VISUAL)	-
B-163-0-21	3.50	-	5.00	SS-2	6	39	2.25	-	-	-	-	-	-	-	-	30	A-6a (VISUAL)	-
STA. 140+99, 185' LT.	8.50	-	10.00	SS-4	14	100	3	-	-	-	-	-	-	-	-	22	A-6a (VISUAL)	-
LATITUDE = 39.126917	13.50	-	15.00	SS-6	14	-	2.5	-	-	-	-	-	-	-	-	21	A-7-6 (VISUAL)	-
LONGITUDE = -84.535189	16.00	-	17.50	SS-7	8	-	0.5	-	-	-	-	-	-	-	-	26	A-7-6 (VISUAL)	-
	23.50	-	25.00	SS-9	6	-	1.25	-	-	-	-	-	-	-	-	26	A-7-6 (VISUAL)	-
	38.50	-	40.00	SS-12	29	-	3.5	-	-	-	-	-	-	-	-	23	A-6a (VISUAL)	-

SUMMARY OF SOIL TEST DATA
GEOTECHNICAL PROFILE

PLAN AND PROFILE - IR 75
STA 114+50 TO STA 125+85.96

HORIZONTAL SCALE IN FEET
0 25 50 100





HAM-IR 75-1.95

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DESIGN AGENCY
Terracon Explore with us

DESIGNER	XXX
REVIEWER	DWW 10-23-26
PROJECT ID	114161
SUBSET	9
TOTAL	15
SHEET	P.824
TOTAL	830

MODEL: IR-75 - Sheet3 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:50:20 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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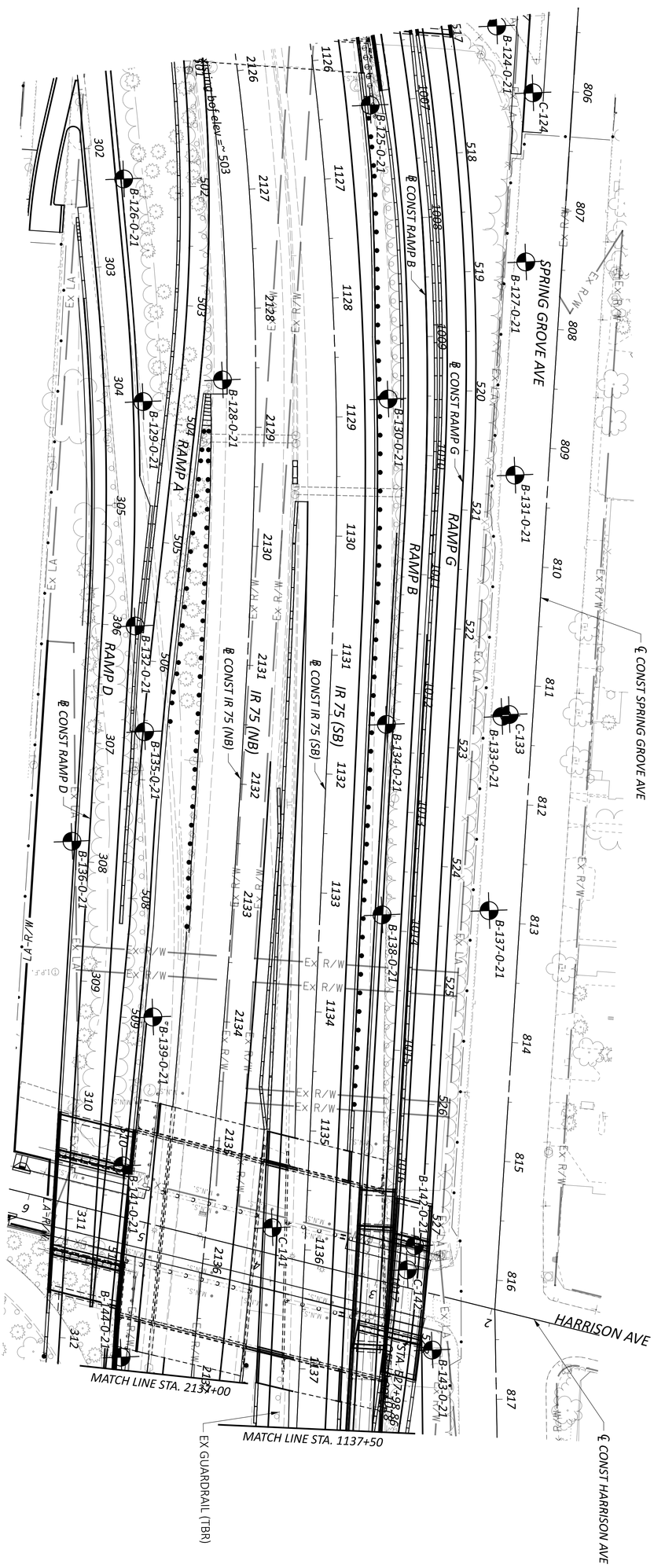
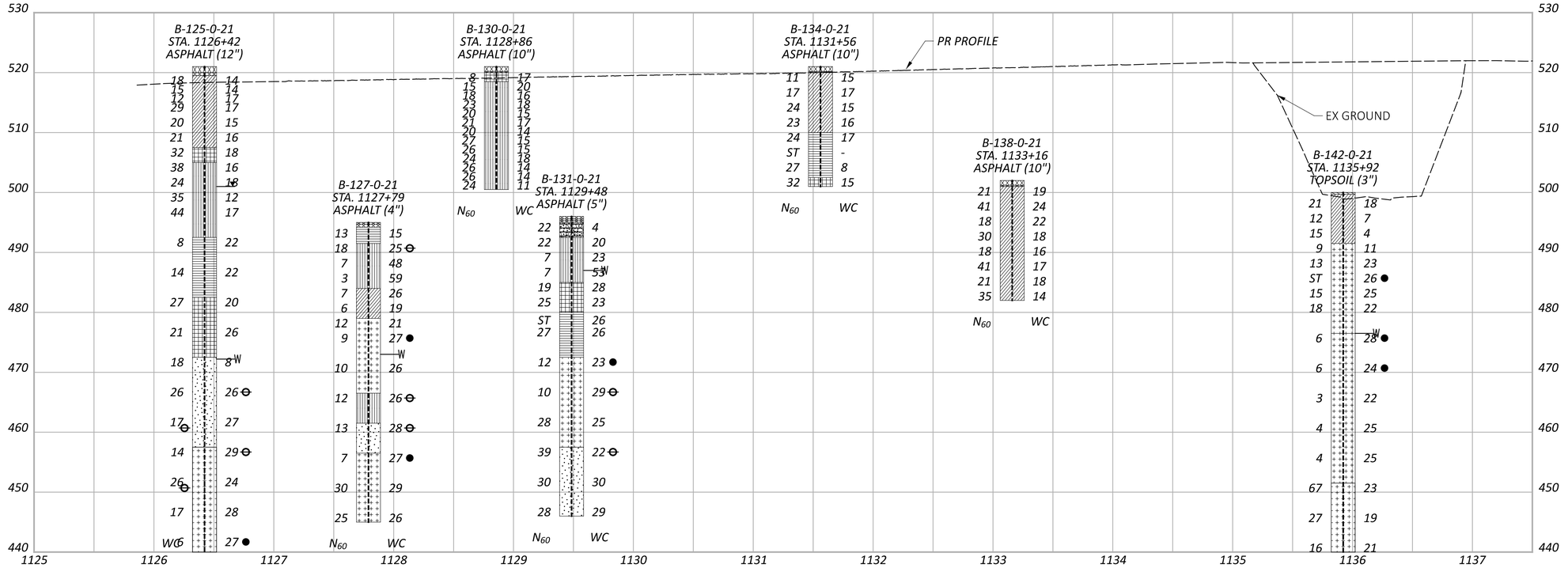


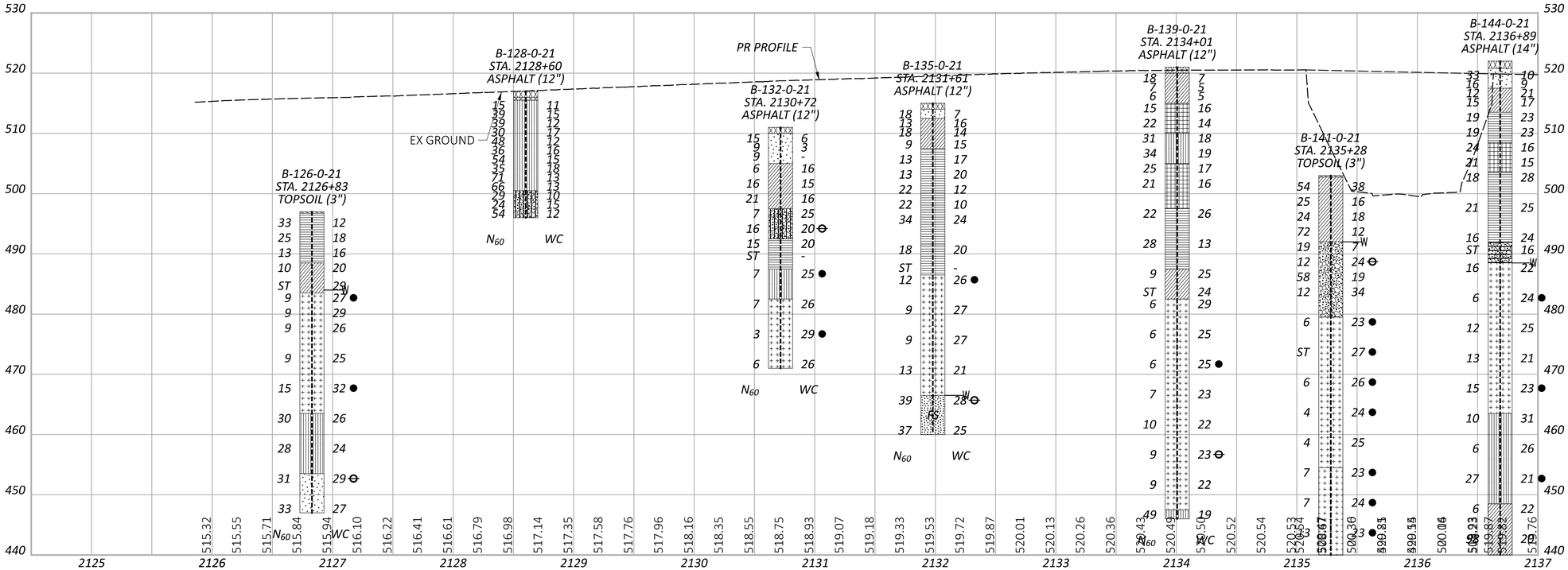
PLAN - IR 75
STA 1125+85.96 TO STA 1137+50

HORIZONTAL SCALE IN FEET
0 50
25 100

DESIGNER	DESIGN AGENCY
XXX	Terracon Explore with us

REVIEWER	PROJECT ID	SUBSET	TOTAL	SHEET	TOTAL
DWW 10-23-26	114161	10	15	P.825	830





HORIZONTAL SCALE IN FEET
0 25 50 100

PROFILE - IR 75
STA 1125+85.96 TO STA 1137+50

HAM-IR 75-1.95

MODEL: IR-75 - Sheet4 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:51:59 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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DESIGN AGENCY
Terracon
Explore with us

DESIGNER	XXX
REVIEWER	DWW 10-23-26
PROJECT ID	114161
SUBSET	11
TOTAL	15
SHEET	P.826
TOTAL	830

HJAM-IR 75-1.95

MODEL: IR-75 - Sheet5 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:52:30 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - IR 75
STA 1137+50 TO STA 1150+00

DESIGN AGENCY
Terracon Explore with us

DESIGNER	XXX
REVIEWER	DWW 10-23-26
PROJECT ID	114161
SUBSET / TOTAL	12 / 15
SHEET / TOTAL	P.827 / 830

MODEL: IR-75 - Sheet6 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 10:53:53 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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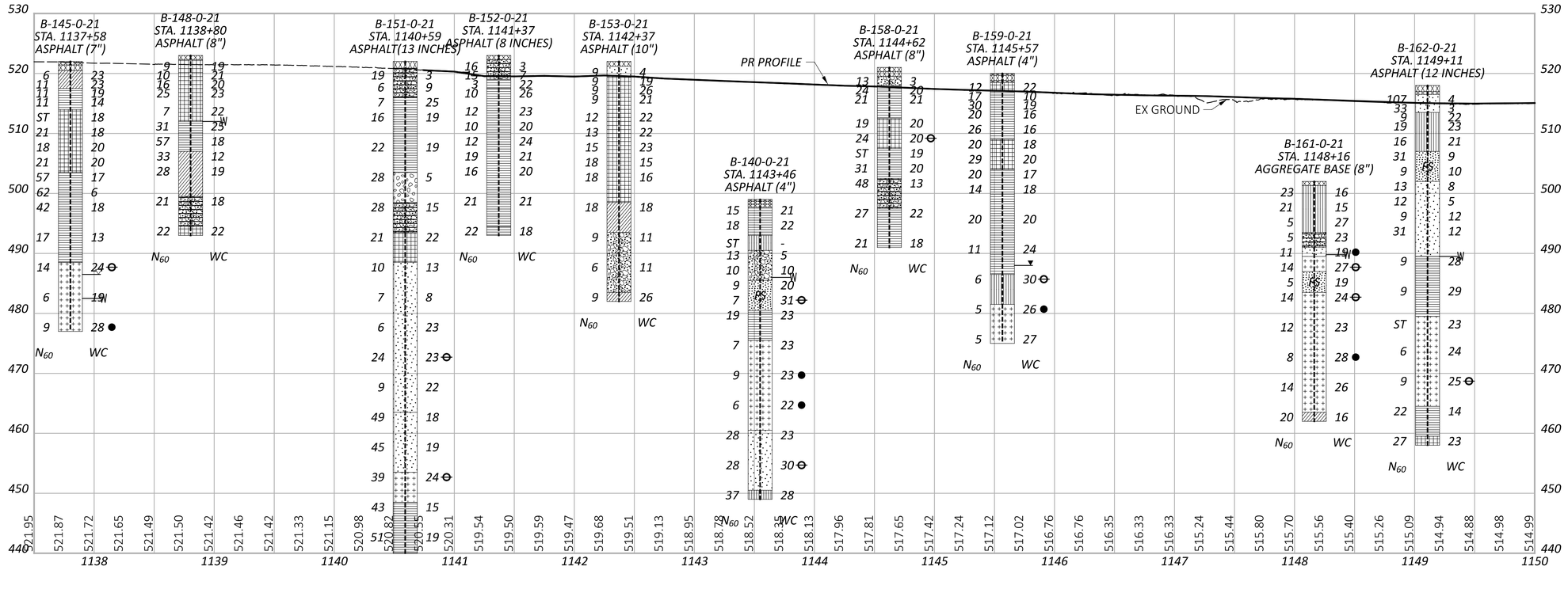
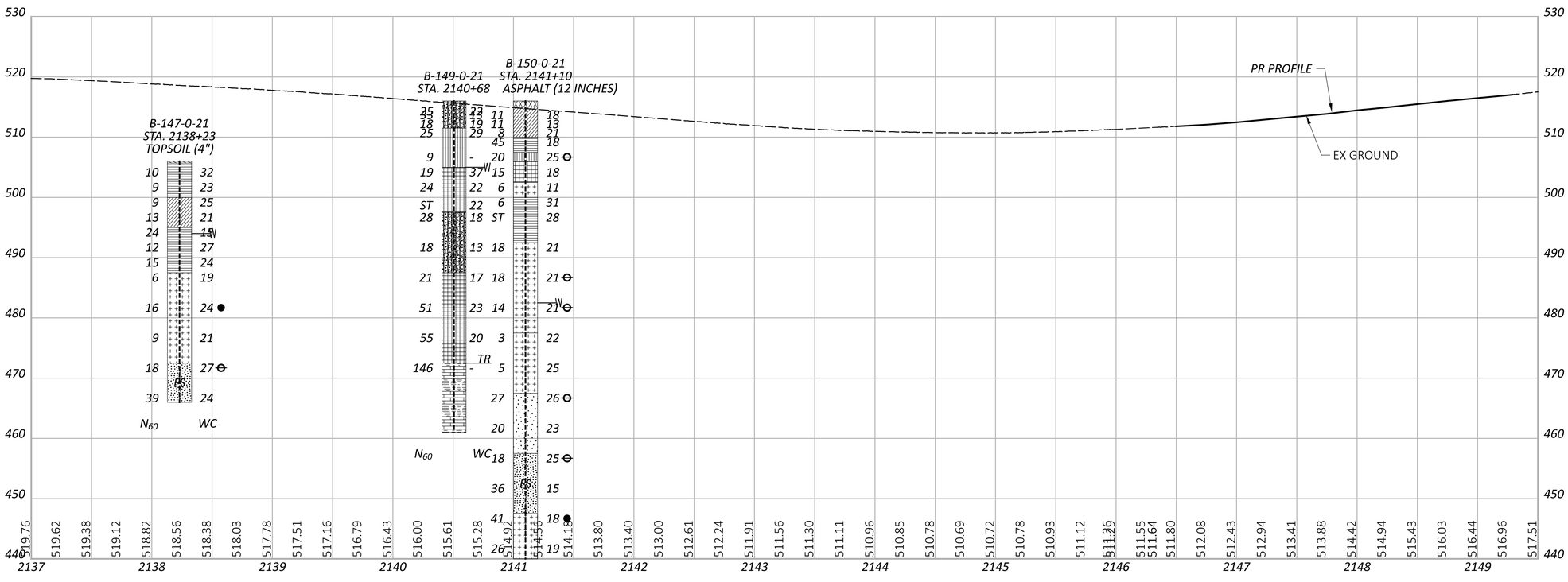
HAM-IR 75-1.95





HORIZONTAL SCALE IN FEET
0 25 50 100

PROFILE - IR 75
STA 1137+50 TO STA 1150+00

DESIGN AGENCY
Terracon
Explore with us

DESIGNER	XXX
REVIEWER	DWW 10-23-26
PROJECT ID	114161
SUBSET	13
TOTAL	15
SHEET	P.828
TOTAL	830

HAM-IR 75-1.95

MODEL: IR-75 - Sheet7 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:04:17 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN - IR 75
STA 1150+00 TO STA 1161+02.85

DESIGN AGENCY
Terracon Explore with us

DESIGNER	XXX
REVIEWER	DWW 10-23-26
PROJECT ID	114161
SUBSET / TOTAL	14 / 15
SHEET / TOTAL	P.829 / 830

HAM-IR 75-1.95

MODEL: IR-75 - Sheet8 PAPERSIZE: 34x22 (in.) DATE: 10/30/2026 TIME: 11:07:12 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: bcmilner@terracon.com WORKSPACE: OHDOTCEv02 WORKSET: 114161 PRODUCT: OpenRoadsDesigner 24.00.03.05
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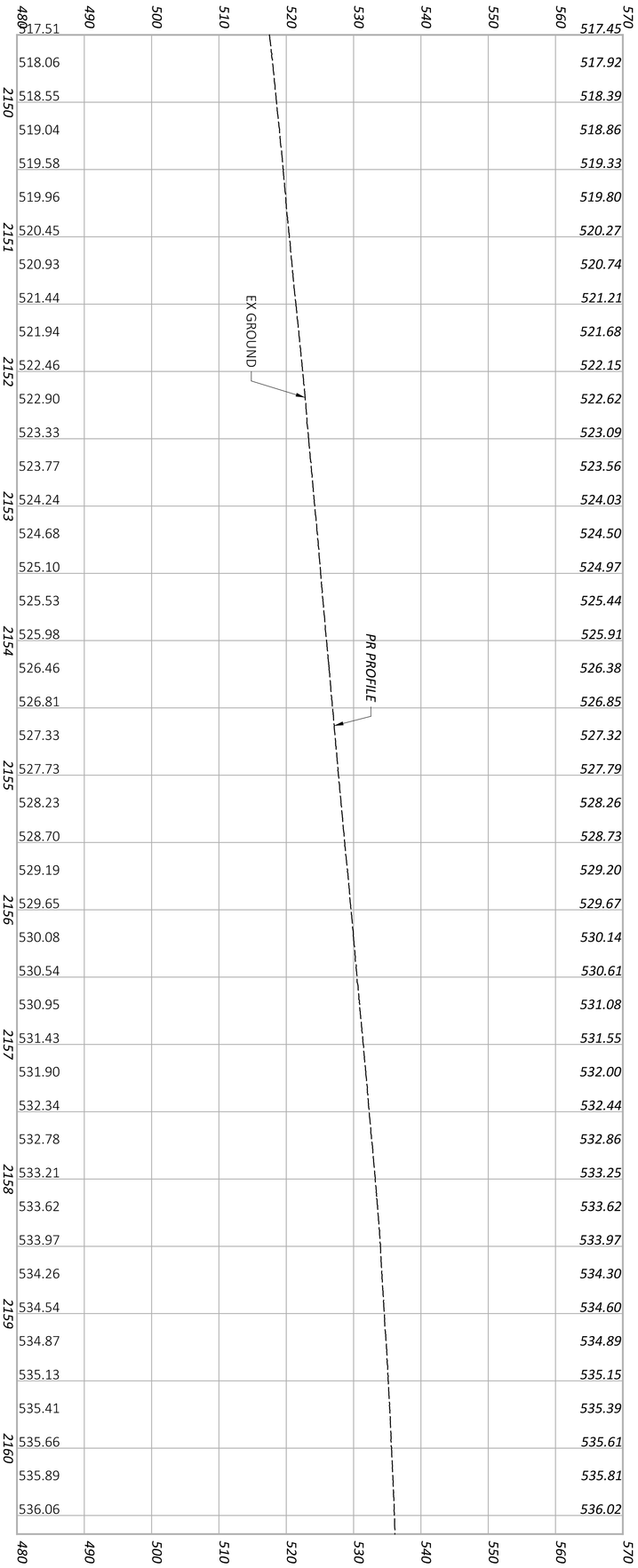

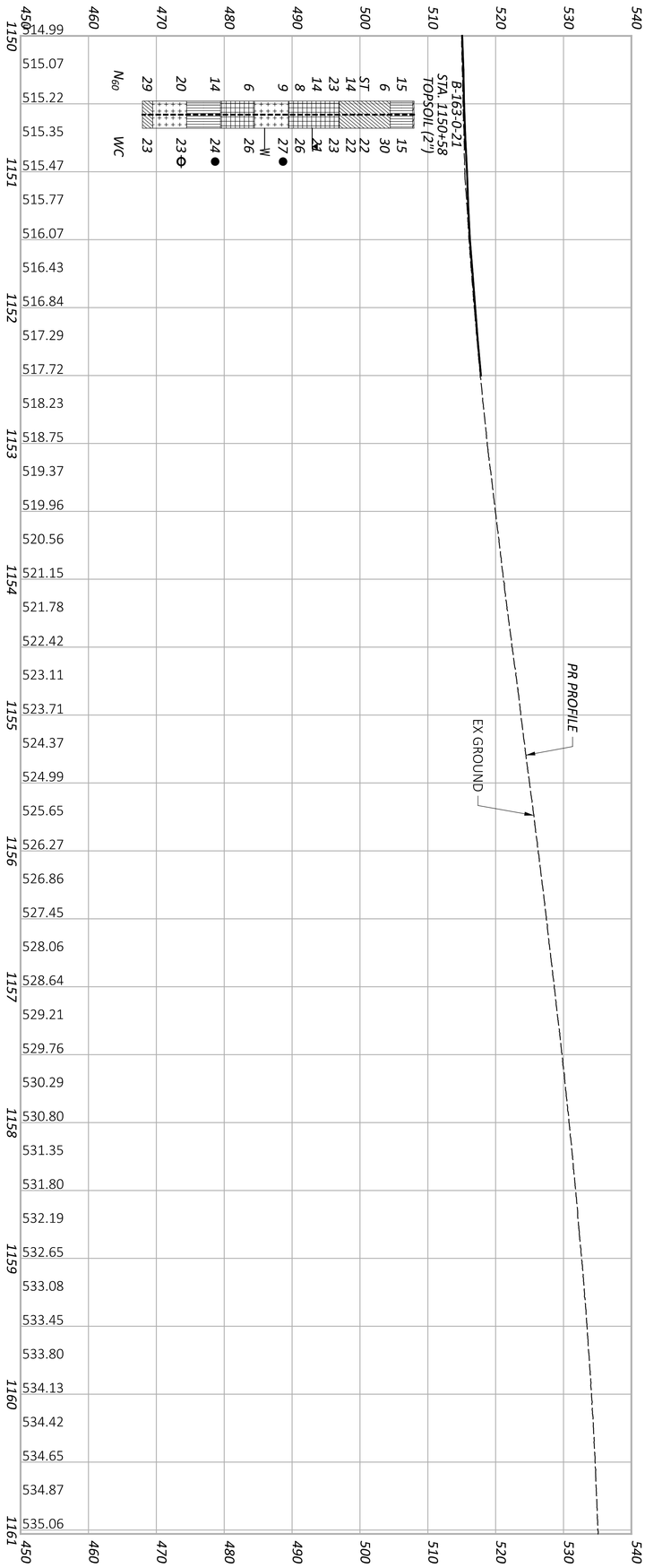

PROFILE - IR 75
STA 1150+00 TO STA 1161+02.85

HORIZONTAL SCALE IN FEET
0 50
25 100

SHEET	TOTAL
P.830	830

SUBSET	TOTAL
15	15

PROJECT ID: 114161
REVIEWER: DWW 10-23-26
DESIGNER: XXX
DESIGN AGENCY: Terracon Explore with us