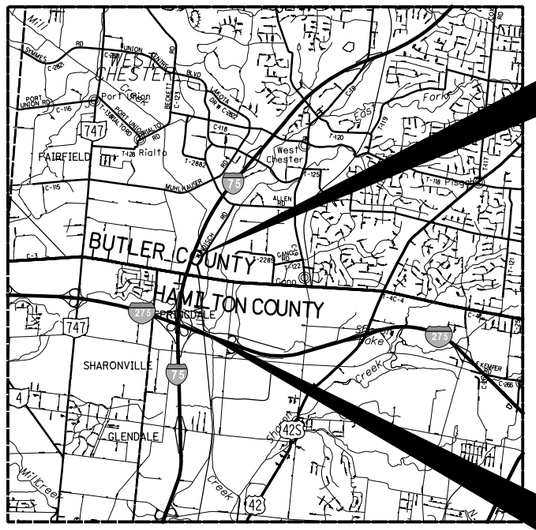


LOCATION MAP

LATITUDE: 39°17'52" LONGITUDE: -84°26'28"

SCALE IN MILES

0 1 2 3 4

N

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

DESIGN DESIGNATION

SEE BU04

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

HAM-75-16.67 DB

CITY OF SHARONVILLE AND WEST CHESTER TOWNSHIP HAMILTON AND BUTLER COUNTIES

INDEX OF SHEETS:

AS-BUILT SHEET REVISIONS DATED 11/28/17:
1
3 AB
9
10

BUILDABLE UNIT 1 OVERHEAD SIGNS AS-BUILTS DATE: 11/28/17

PROJECT DESCRIPTION

IMPROVEMENTS INCLUDE THE RECONFIGURATION OF THE I-75 RAMPS TO I-275 BY UTILIZING THE EXISTING SINGLE LANE EXIT FOR TRAFFIC TO GO WEST ON I-275 AND CREATING A SECOND EXIT FOR TRAFFIC TO GO EAST ON I-275. IMPROVEMENTS INCLUDE THE RECONSTRUCTION OF 0.35 MILES OF THE I-75 SOUTHBOUND RAMP TO I-275 WESTBOUND; THE RECONSTRUCTION OF 0.45 MILES OF THE I-75 SOUTHBOUND RAMP TO I-275 EASTBOUND; REPLACEMENT OF ALL OVERHEAD SIGNS AND RELOCATION OF AN EXISTING LIGHT TOWER INCLUDING CONCRETE MEDIAN BARRIER, DRAINAGE AND PAVEMENT MARKINGS.

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.

2016 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.

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES TWO WORKING DAYS **BEFORE YOU DIG.**
OHIO Utilities Protection SERVICE — *Call Before You Dig* **1-800-362-2764**
(Non-members must be called directly)
OIL & GAS PRODUCERS UNDERGROUND PROTECTION SERVICE **1-800-925-0988**

PLAN PREPARED BY:

AECOM
AKRON CLEVELAND COLUMBUS
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

ENGINEERS SEAL:

STATE OF OHIO
JUDITH M. BENNETT
64654
REGISTERED PROFESSIONAL ENGINEER

SIGNED:
DATE: 7/25/2017

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
TC-7.65 01/15/16					800 01/20/17	
TC-12.30 01/20/17					992 4/18/14	
TC-15.115 10/18/13						
TC-21.10 01/20/17						
TC-21.20 07/15/16						
TC-21.50 07/15/16						
TC-22.20 1/17/14						
TC-41.15 10/18/13						
TC-51.11 01/15/16						
TC-51.12 01/15/16						

NO.	REVISIONS:	DATE:
AB	AS-BUILT REVISION	11/28/17

BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

FEDERAL PROJECT NO.	PID NO.	CONSTRUCTION PROJECT NO.	RAILROAD INVOLVEMENT
E170(763)	104408	173015	NONE

HAM-75-16.67

1 / 12

ITEM 630 - RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF 630.05, 4 - 3" X 138" ANCHOR BOLTS SHALL BE FURNISHED AND INSTALLED FOR THE RELOCATED TC-12.30, DESIGN 12 CANTILEVER SUPPORT AT STA. 178+82, LT OF ℄ OF I-75.

PROJECT BUILDABLE UNITS

BUILDABLE UNITS (BUs) ARE PORTIONS OF THE PROJECT WHICH CAN BE DESIGNED, REVIEWED AND BUILT WITH ONLY LIMITED CONTROLS AND ASSUMPTIONS COMING FROM THE DESIGN OF OTHER PORTIONS OF THE PROJECT.

THIS PROJECT HAS BEEN BROKEN INTO FOUR (4) BUs AS FOLLOWS:

BU01 - OVERHEAD SIGNS
BU02 - MAINTENANCE OF TRAFFIC (MOT)
BU03 - STORM WATER POLLUTION PREVENTION PLAN (SWPPP)
BU04 - REMAINING WORK

BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

CALCULATED TKI
CHECKED JMB

TRAFFIC CONTROL GENERAL NOTES

HAM-75-16.67

2
12

SIGN LEGEND

- SIGN, SINGLE POST
- SIGN, DOUBLE POST
- CANTILEVER SIGN SUPPORT
- TRUSS TYPE SIGN SUPPORT
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN

PAVEMENT MARKING LEGEND

- (EY) ITEM 644 - EDGE LINE, 6" (YELLOW)
- (EW) ITEM 644 - EDGE LINE, 6" (WHITE)
- (LL) ITEM 644 - LANE LINE, 6"
- (CH) ITEM 644 - CHANNELIZING LINE, 12"
- (CM) ITEM 644 - CHEVRON MARKING (WHITE)
- (DL) ITEM 644 - DOTTED LINE, 6" (WHITE)

EAST TO 71 275 Columbus
REMOVE EXISTING SIGN AND SUPPORTS STA. 161+92, LT.

SOUTH 71 Cincinnati
REMOVE EXISTING BRIDGE MOUNTED SIGN AND SUPPORTS 2 SIGN STA. 161+66, LT.

EAST TO 71 275 Columbus
17' X 10'

SOUTH 75 Cincinnati
14' X 10'

SIGNS MOUNTED ON TC-7.65, DESIGN 6 TRUSS SUPPORT STA. 162+19.5 LT. STA. 162+09.5 LT. AB
STA. ELEVATION VIEW AND FOR ELEVATION VIEW AND SIGN DETAILS, SEE BUO1

12'
12'
12'

℄ EX. R/W AND CONST. I.R. 75

MATCH LINE STA. 166+00
SEE SHEET 4

155 156 157 158 159 160 161 162 163 164 165

I.R. 275

BEGIN WORK
STA. 161+64.50

BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

NO.	REVISIONS:	DATE:
AB	AS-BUILT REVISION	11/28/17

N

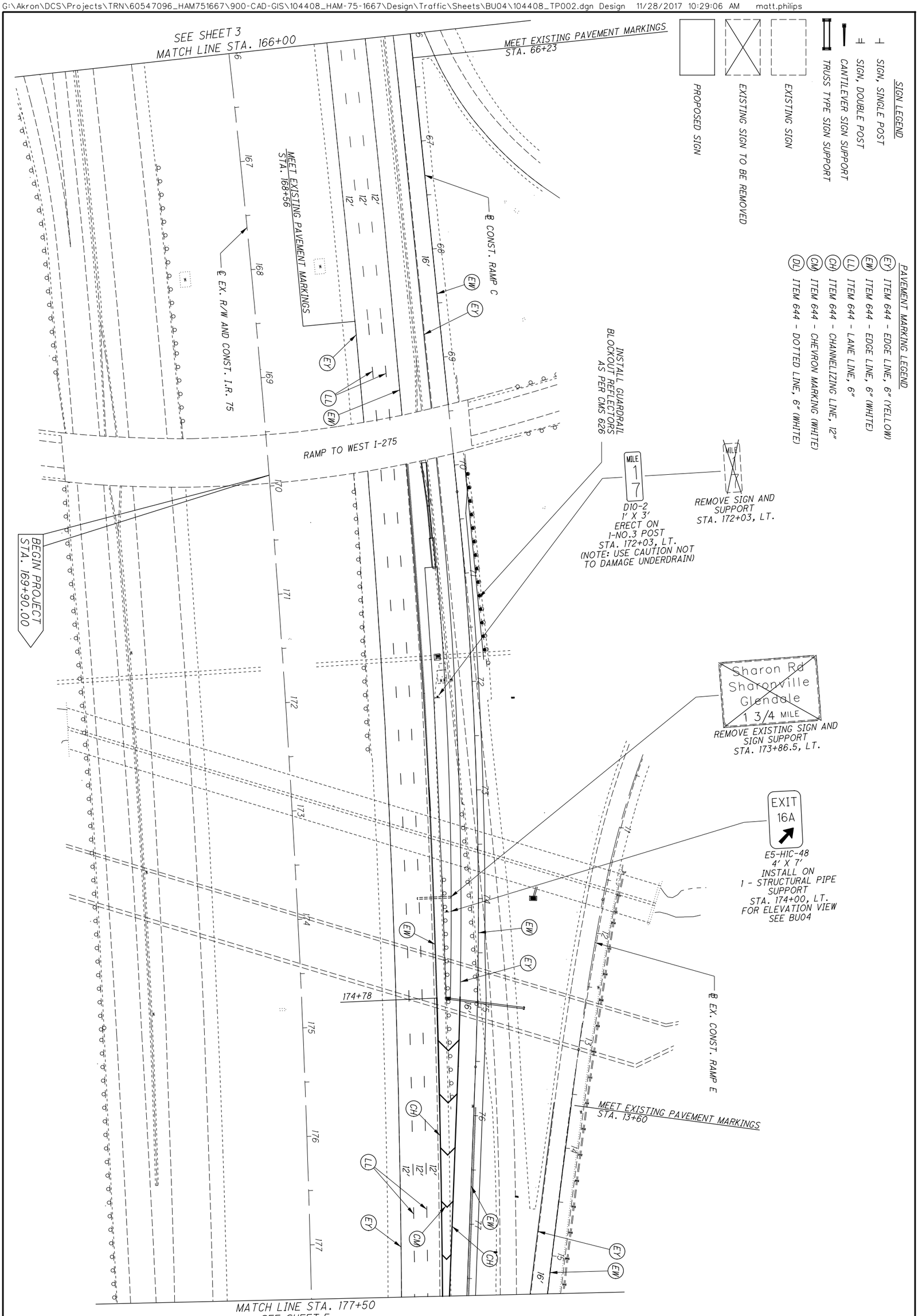
0 20 40 80 HORIZONTAL SCALE IN FEET

CALCULATED TKJ
CHECKED JMB

PAVEMENT MARKING AND SIGNING PLAN

HAM-75-16.67

3
12



BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

4 of 12	HAM-75-16.67	PAVEMENT MARKING AND SIGNING PLAN	CALCULATED TKI / CHECKED JMB	0 20 40 80 HORIZONTAL SCALE IN FEET

SIGN LEGEND

- SIGN, SINGLE POST
- SIGN, DOUBLE POST
- CANTILEVER SIGN SUPPORT
- TRUSS TYPE SIGN SUPPORT
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN

PAVEMENT MARKING LEGEND

- (EY) ITEM 644 - EDGE LINE, 6" (YELLOW)
- (EW) ITEM 644 - EDGE LINE, 6" (WHITE)
- (LL) ITEM 644 - LANE LINE, 6"
- (CH) ITEM 644 - CHANNELIZING LINE, 12"
- (CM) ITEM 644 - CHEVRON MARKING (WHITE)
- (DL) ITEM 644 - DOTTED LINE, 6" (WHITE)

WEST TO I-71 / I-275 / Indianapolis

EAST TO I-71 / I-275 / Columbus

REMOVE SIGNS AND SIGN SUPPORT STA. 16+56 RAMP E

9' X 2.5'
EXIT 16 A
EAST TO I-71 / I-275 / Columbus

17' X 10'
ERECT ON RELOCATED TC-12.30, DESIGN 12 CANTILEVER SUPPORT STA. 178+82 LT. FOR ELEVATION VIEW AND SIGN DETAILS, SEE BU01

RAMP 45 MPH
W13-3-48
4' X 5'
ERECT ON 2-NO.4 POSTS
STA. 182+75, LT.

EXISTING CONCRETE BARRIER

EXIT 16B
E5-HIC-48
4' X 7'
INSTALL ON 1 - STRUCTURAL PIPE SUPPORT
STA. 184+10, LT.
FOR ELEVATION VIEW SEE BU04

℄ EX. CONST. RAMP E

SEE SHEET 4
MATCH LINE STA. 177+50

179+06.5

INSTALL GUARDRAIL BLOCKOUT REFLECTORS AS PER CMS 626

184+00

184+63

℄ EX. R/W AND CONST. I.R. 75

END PROJECT
STA. 184+63.03

MATCH LINE STA. 189+00
SEE SHEET 6

BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

PAVEMENT MARKING AND SIGNING PLAN

HAM-75-16.67

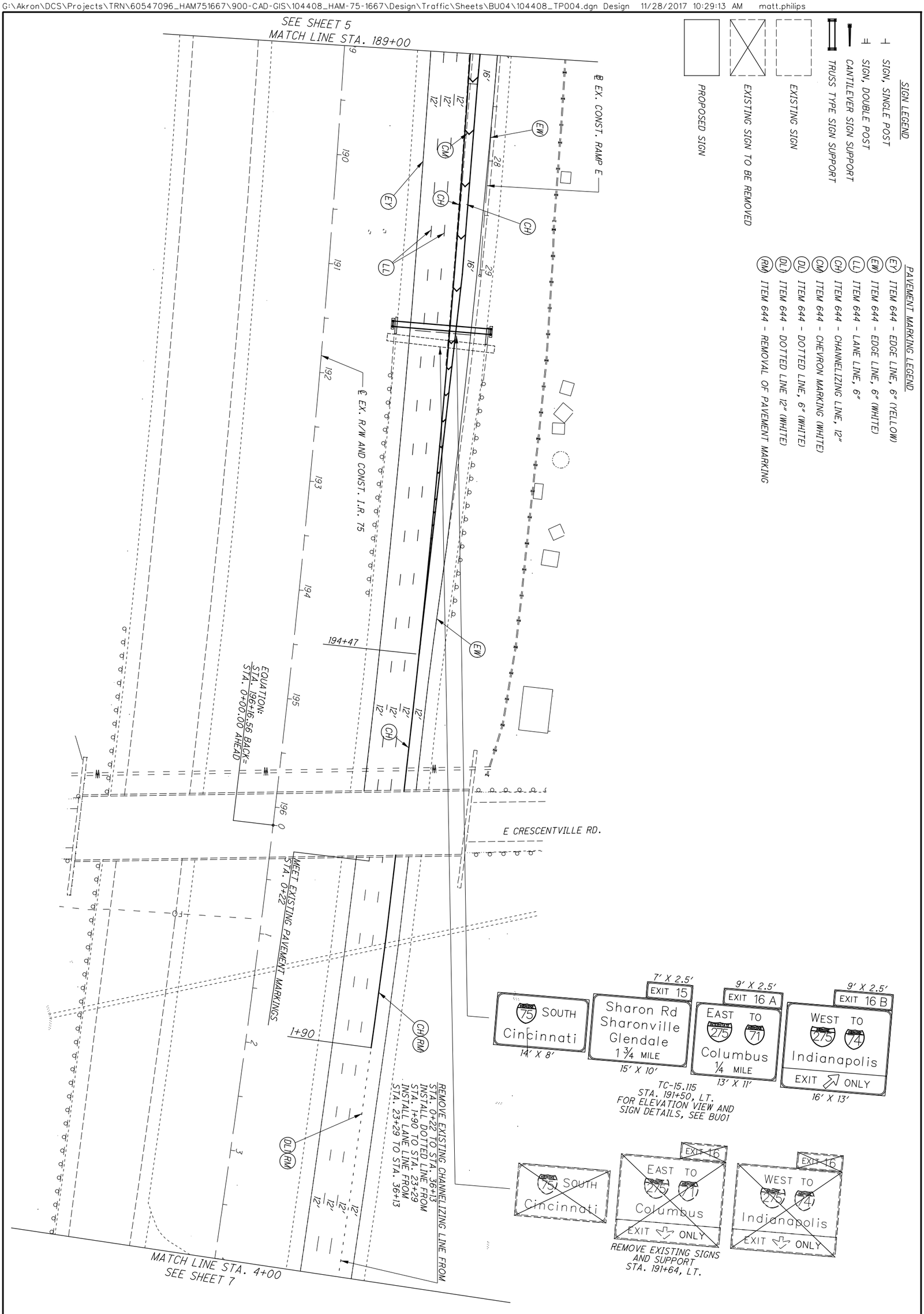
5
12

CALCULATED TKJ
CHECKED JMB

HORIZONTAL SCALE IN FEET
0 20 40 80

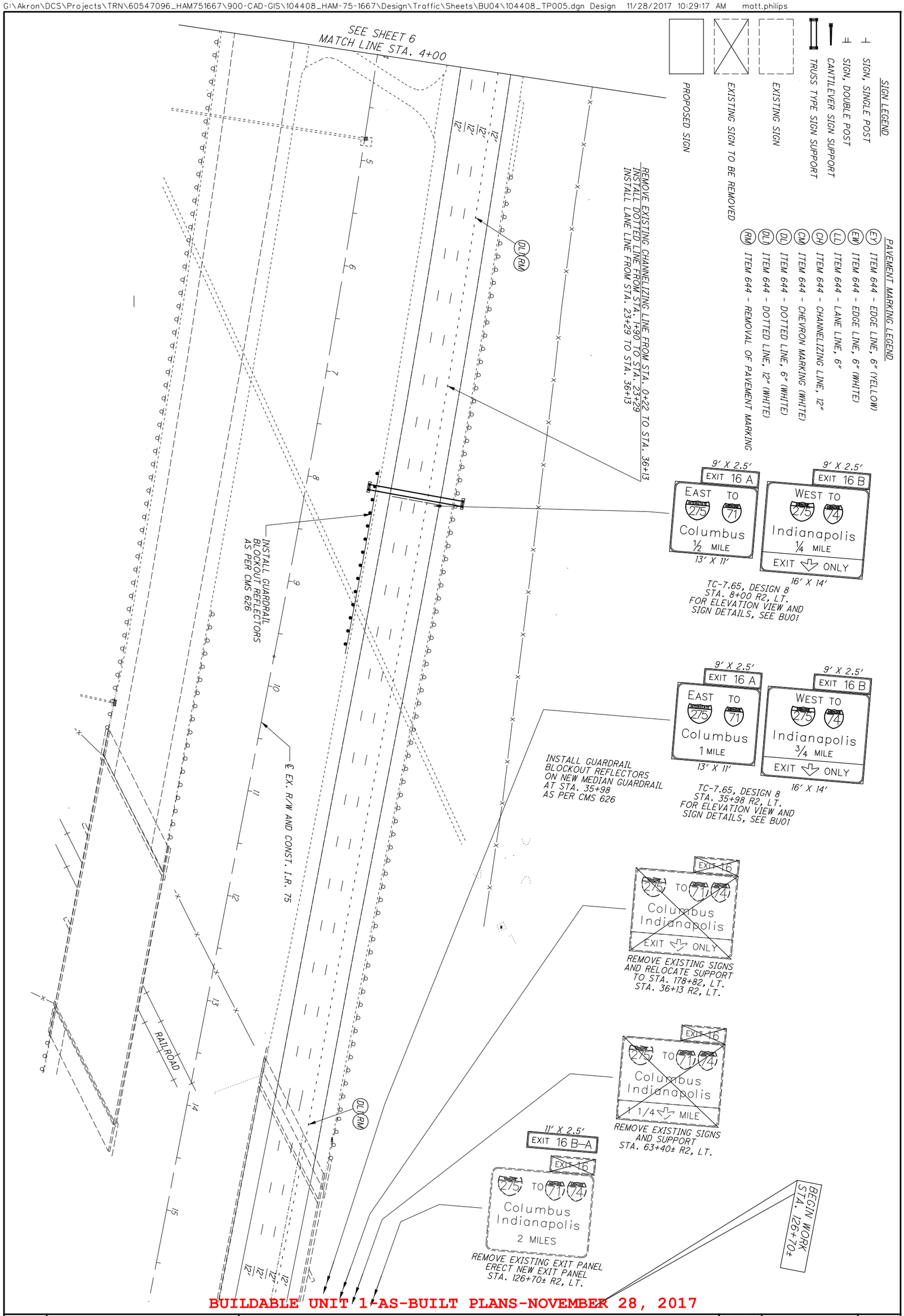
N

G:\Akron\DCS\Projects\TRN\60547096_HAM751667\900-CAD-GIS\104408_HAM-75-1667\Design\Traffic\Sheets\BU04\104408_TP003.dgn Design 11/28/2017 10:29:10 AM matt.philips



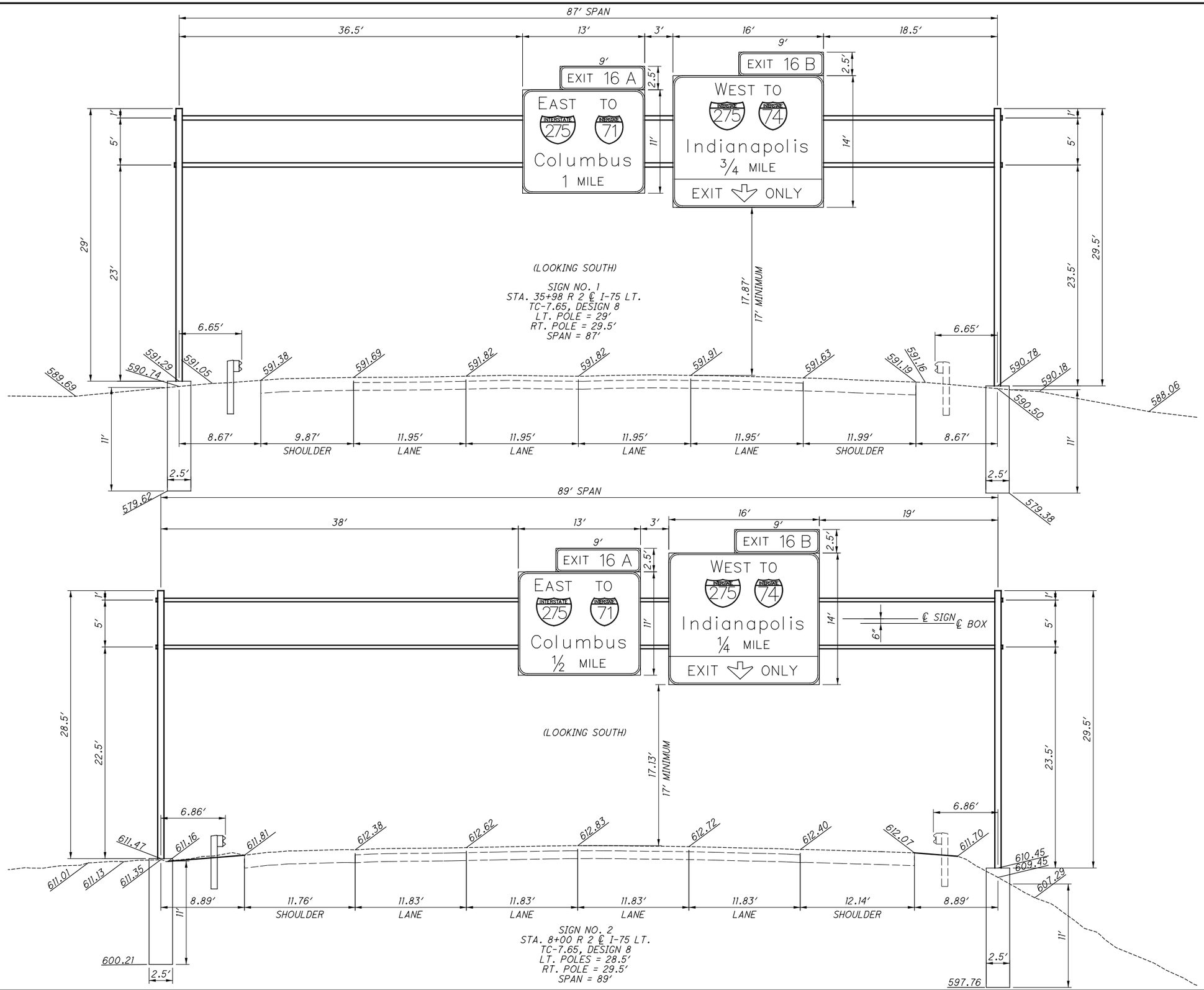
BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

6 / 12	HAM-75-16.67	PAVEMENT MARKING AND SIGNING PLAN	CALCULATED TKI / CHECKED JMB	0 40 / 20 80 HORIZONTAL SCALE IN FEET



BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

7 / 12	HAM-75-16.67	PAVEMENT MARKING AND SIGNING PLAN	CALCULATED TKI / CHECKED JMB	0 20 40 80 HORIZONTAL SCALE IN FEET



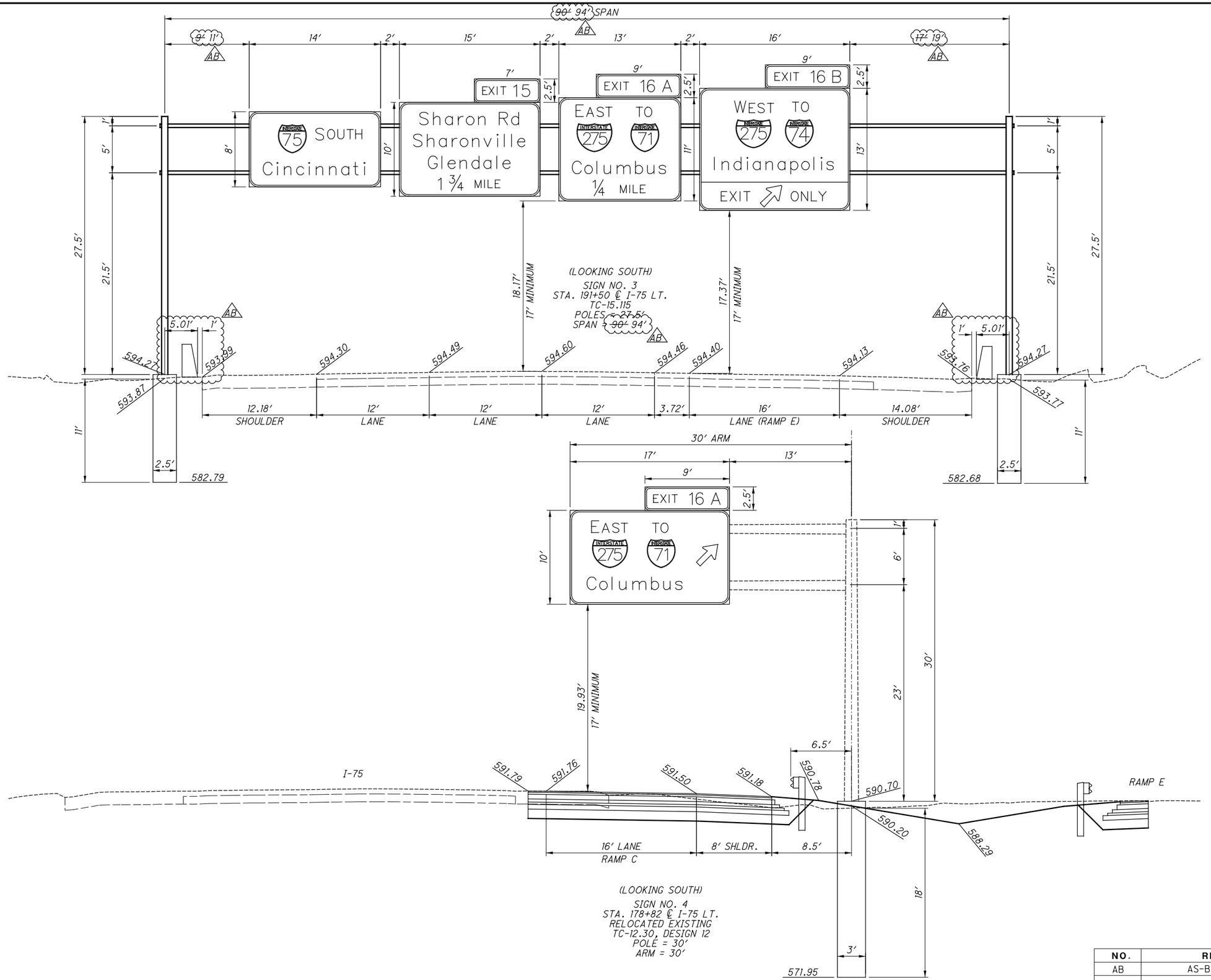
SIGN NO. 2
STA. 8+00 R 2 ℄ I-75 LT.
TC-7.65, DESIGN 8
LT. POLES = 28.5'
RT. POLE = 29.5'
SPAN = 89'

BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

CALCULATED TKI
CHECKED JMB

SIGN ELEVATION VIEWS
I-75

HAM-75-16.67



G:\Akron\DCS\Projects\TRN\60547096_HAM751667\900-CAD-GIS\104408_HAM-75-1667\Design\Traffic\Sheets\BU01\104408_TE002.dgn Design 11/28/2017 10:29:19 AM mott.philips

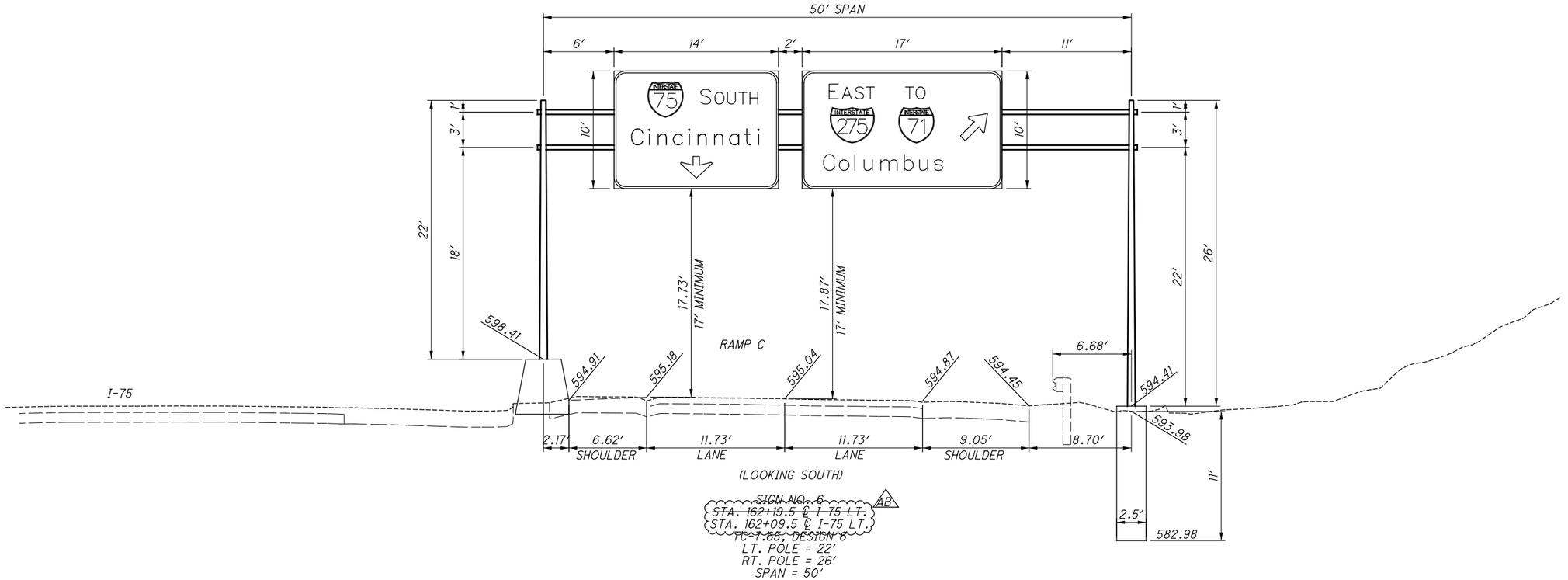
BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

SIGN ELEVATION VIEWS
I-75

CALCULATED TKI
CHECKED JMB

HAM-75-16.67

NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	11/28/17



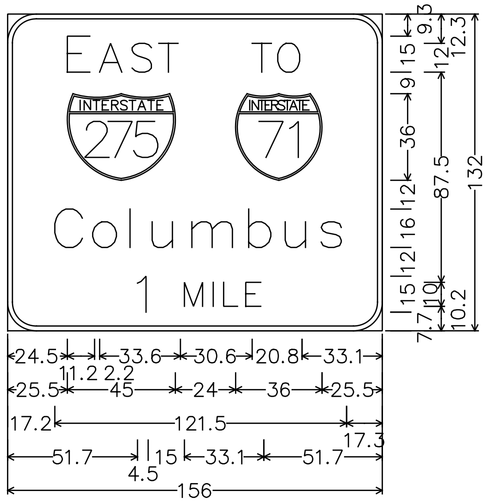
BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

SIGN ELEVATION VIEWS
I-75

CALCULATED TKI
CHECKED JMB

HAM-75-16.67

NO.	REVISIONS:	DATE:
AB	AS-BUILT REVISION	11/28/17



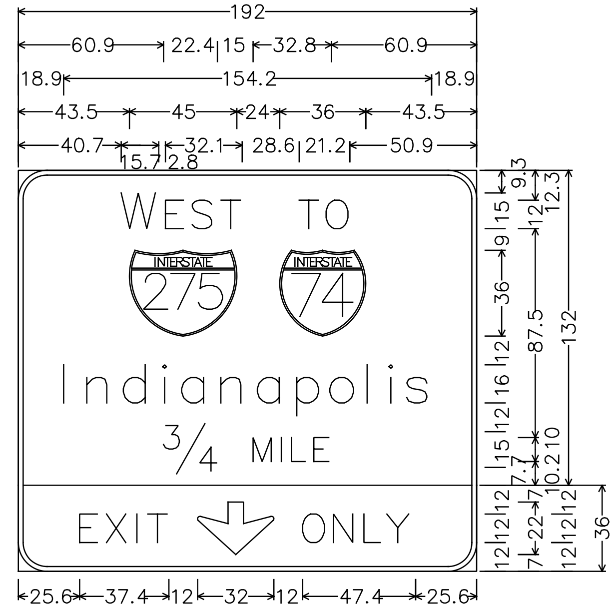
12.0" Radius, 2.0" Border, White on Green;
[E] E [AST] E ;
[TO] E ;
[Columbus] E Mod;
[1] E ; [MILE] E ;
Table of letter and object lefts.

E	A	S	T	T	O
23.9	37.3	50.9	61.9	101.8	112.5

24.9	94.9

C	o	l	u	m	b	u	s
19.6	35.5	51.0	60.2	76.8	100.4	115.6	130.6

1	M	I	L	E
54.1	73.6	85.6	90.0	99.2



12.0" Radius, 2.0" Border, White on Green;
[WEST] E; [TO] E; Interstate 275 M1–1;
Interstate 74 M1–1; [Indianapolis] E Mod;
[? MILE] E;
12.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E; Down Arrow C–1 – 22.0" 270{;
[ONLY] E;
Table of letter and object lefts.

W	E	S	T	T	O
54.1	72.6	83.8	95.9	116.7	128.0

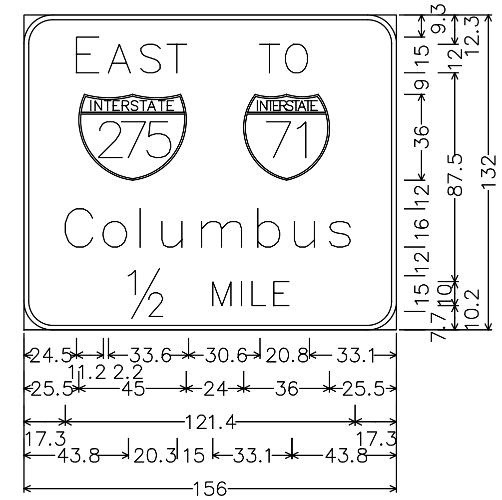
46.5	109.5

I	n	d	i	a	n	a	p	o	l	i	s
18.9	28.6	43.9	60.5	68.4	84.8	100.2	116.6	130.5	146.1	155.2	162.8

?	M	I	L	E
60.9	98.3	110.1	114.4	123.8

E	X	I	T	
25.6	36.9	49.7	54.2	75.0

O	N	L	Y
119.0	132.1	144.7	154.4



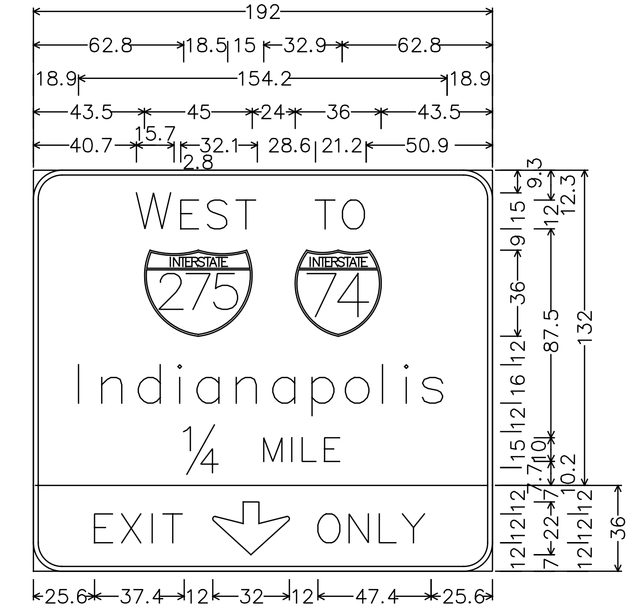
12.0" Radius, 2.0" Border, White on Green;
[E] E [AST] E;
[TO] E;
[Columbus] E Mod;
[½ MILE] E;
Table of letter and object lefts.

E	A	S	T	T	O
22.0	35.4	49.0	60.0	98.9	109.6

23.0	92.0

C	o	l	u	m	b	u	s
17.3	33.1	48.6	57.8	74.4	98.0	113.3	128.2

½	M	I	L	E
43.8	79.1	91.1	95.5	104.7



12.0" Radius, 2.0" Border, White on Green;
[WEST] E; [TO] E; Interstate 275 M1–1;
Interstate 74 M1–1; [Indianapolis] E Mod;
[¼ MILE] E;
12.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E; Down Arrow C–1 – 22.0" 270{;
[ONLY] E;
Table of letter and object lefts.

W	E	S	T	T	O
54.1	72.6	83.8	95.9	116.7	128.0

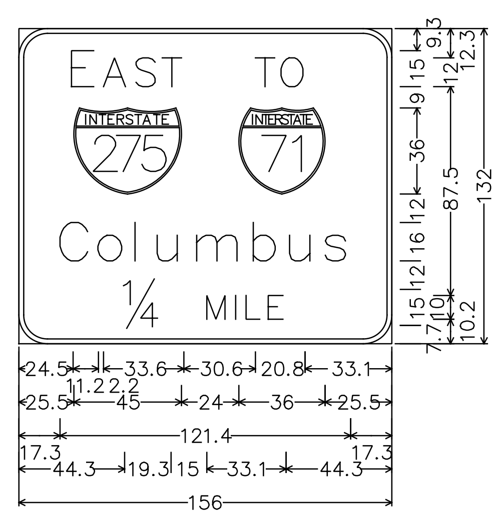
46.5	109.5

I	n	d	i	a	n	a	p	o	l	i	s
18.9	28.6	43.9	60.5	68.4	84.8	100.2	116.6	130.5	146.1	155.2	162.8

¼	M	I	L	E
62.8	96.3	108.1	112.4	121.8

E	X	I	T	
25.6	36.9	49.7	54.2	75.0

O	N	L	Y
119.0	132.1	144.7	154.4



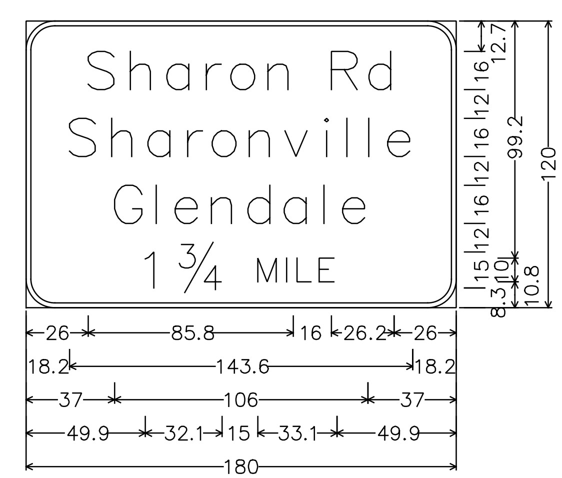
12.0" Radius, 2.0" Border, White on Green;
[E] E [AST] E;
[TO] E;
[Columbus] E Mod;
[¼ MILE] E;
Table of letter and object lefts.

E	A	S	T	T	O
22.0	35.4	49.0	60.0	98.9	109.6

23.0	92.0

C	o	l	u	m	b	u	s
17.3	33.1	48.6	57.8	74.4	98.0	113.3	128.2

¼	M	I	L	E
44.3	78.6	90.6	95.0	104.2



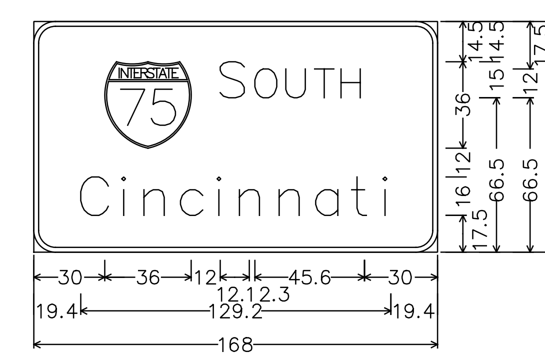
12.0" Radius, 2.0" Border, White on Green;
[Sharon Rd] E Mod 2K 94} spacing;
[Sharonville] E Mod 2K 94} spacing;
[Glendale] E Mod 2K 94} spacing;
[1? MILE] E 2K;
Table of letter and object lefts.

S	h	a	r	o	n	R	d
26.0	43.6	58.8	75.4	85.7	101.2	127.8	143.4

S	h	a	r	o	n	v	i	l	l	e
18.2	35.8	51.0	67.6	77.8	93.4	108.3	125.0	134.2	143.4	151.3

G	l	e	n	d	a	l	e
37.0	54.5	62.3	77.6	92.8	108.0	124.6	132.4

1	?	M	I	L	E
49.9	58.9	97.0	109.0	113.4	122.6



9.0" Radius, 2.0" Border, White on Green;
[S] E [OUTH] E;
[Cincinnati] E Mod;
Table of letter and object lefts.

	S	O	U	T	H
37.5	85.5	99.9	112.9	124.8	135.8

C	i	n	c	i	n	n	a	t	i
19.4	36.6	45.8	61.1	76.3	85.5	102.1	117.3	132.2	145.4

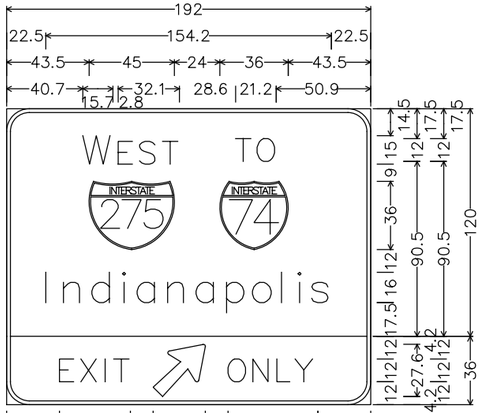
BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

TRAFFIC CONTROL SIGN DETAILS

CALCULATED TKI
CHECKED JMB

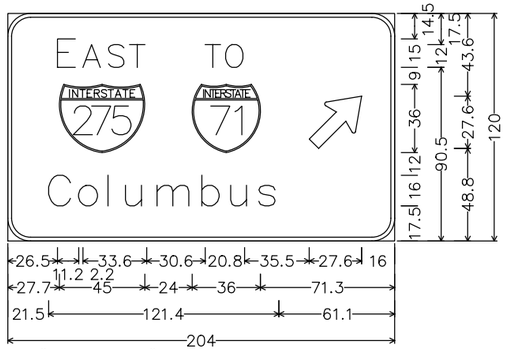
HAM-75-16.67

11 / 12



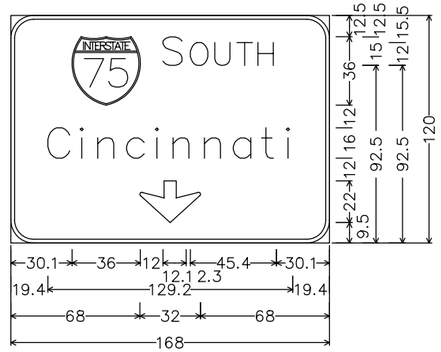
12.0" Radius, 2.0" Border, White on Green;
[WEST] E Mod; [TO] E Mod;
Interstate 275 M1-1; Interstate 74 M1-1;
[Indianapolis] E Mod;
12.0" Radius, 2.0" Border, Black on Yellow;
[EXIT] E; Arrow A-1 - 35.0" 45{; [ONLY] E;
Table of letter and object lefts.

W 51.8	E 70.4	S 81.8	T 93.9	T 118.8	O 130.1	
275 43.5	74 112.5					
l 20.7	n 30.0	d 45.0	i 61.2	a 68.8	n 84.9	a 99.9
p 116.0	o 129.6	l 144.9	i 153.8	s 161.0		
E 27.9	X 39.2	I 51.9	T 56.5	⇗ 77.3		
O 116.8	N 129.8	L 142.5	Y 152.1			



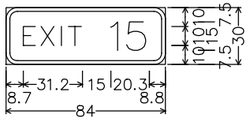
12.0" Radius, 2.0" Border, White on Green;
[E] E [AST] E;
[TO] E ;
[Columbus] E Mod;
Standard Arrow Custom 35.5" X 22.3" 45{;
Table of letter and object lefts.

E 26.2	A 39.6	S 53.1	T 64.2	T 104.1	O 114.8	⇗ 158.9	
275 27.2	71 97.2						
C 21.5	o 37.3	l 52.8	u 62.0	m 78.6	b 102.2	u 117.5	s 132.4



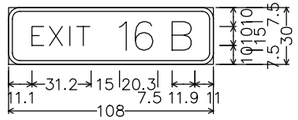
12.0" Radius, 2.0" Border, White on Green;
[SOUTH] E;
[Cincinnati] E Mod;
Down Arrow 22.0" 270{;
Table of letter and object lefts.

75 37.6	S 85.6	O 100.0	U 112.9	T 124.6	H 135.7	
C 19.4	i 36.6	n 45.8	c 61.1	i 76.3	n 85.5	n 102.1
a 117.3	t 132.2	i 145.4				
⇩ 68.0						



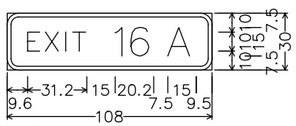
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E;
[15] E ;
Table of letter and object lefts.

E 9.1	X 18.5	I 29.2	T 33.0
1 55.3	5 63.6		



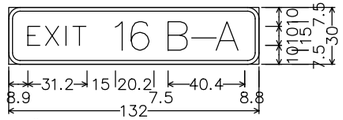
6.0" Radius, 2.0" Border, White on Green;
[EXIT] E; [16 B] E;
Table of letter and object lefts.

E 12.3	X 21.7	I 32.4	T 36.1
1 58.5	6 66.8	B 86.3	



6.0" Radius, 2.0" Border, White on Green;
[EXIT] E; [16 A] E;
Table of letter and object lefts.

E 10.8	X 20.2	I 30.8	T 34.6
1 57.0	6 65.3	A 84.7	



6.0" Radius, 2.0" Border, White on Green;
[EXIT] E; [16 B-A] E;
Table of letter and object lefts.

E 10.1	X 19.5	I 30.1	T 33.9	1 56.3	6 64.6	
B 84.0	- 99.9	A 109.4				

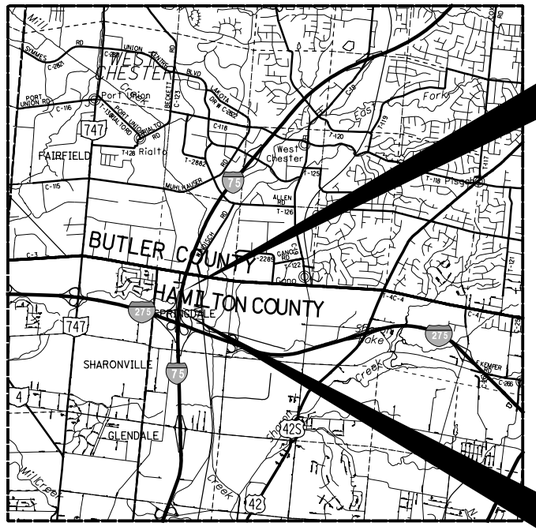
BUILDABLE UNIT 1-AS-BUILT PLANS-NOVEMBER 28, 2017

CALCULATED TKI
CHECKED JMB

TRAFFIC CONTROL SIGN DETAILS

HAM-75-16.67

12
12



LOCATION MAP

LATITUDE: N 39°17'52" LONGITUDE: W 84°26'28"

SCALE IN MILES

0 1 2 3 4

N

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

DESIGN DESIGNATION

SEE BU04

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HAM-75-16.67 DB

CITY OF SHARONVILLE AND
WEST CHESTER TOWNSHIP
HAMILTON AND BUTLER COUNTIES

INDEX OF SHEETS:

PROJECT DESCRIPTION

IMPROVEMENTS INCLUDE THE RECONFIGURATION OF THE I.R. 75 RAMPS TO I.R. 275 BY UTILIZING THE EXISTING SINGLE LANE EXIT FOR TRAFFIC TO GO WEST ON I.R. 275 AND CREATING A SECOND EXIT FOR TRAFFIC TO GO EAST ON I.R. 275. IMPROVEMENTS INCLUDE THE RECONSTRUCTION OF 0.35 MILES OF THE I.R. 75 SOUTHBOUND RAMP TO I.R. 275 WESTBOUND; THE RECONSTRUCTION OF 0.45 MILES OF THE I.R. 75 SOUTHBOUND RAMP TO I.R. 275 EASTBOUND; REPLACEMENT OF ALL OVERHEAD SIGNS AND RELOCATION OF AN EXISTING LIGHT TOWER INCLUDING CONCRETE MEDIAN BARRIER, DRAINAGE AND PAVEMENT MARKINGS.

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.

2016 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.

BUILDABLE UNIT 2
MAINTENANCE OF TRAFFIC
AS-BUILTS (NO REVISIONS)
DATE: 11/28/17

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES TWO WORKING DAYS
BEFORE YOU DIG.

OHIO Utilities Protection SERVICE
Call Before You Dig
1-800-362-2764
(Non-members must be called directly)

OIL & GAS PRODUCERS
UNDERGROUND PROTECTION SERVICE
1-800-925-0988

PLAN PREPARED BY:

AECOM
AKRON CLEVELAND COLUMBUS
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

ENGINEERS SEAL:

STATE OF OHIO
ERIC JON THELLER
80175
REGISTERED PROFESSIONAL ENGINEER

SIGNED:
DATE: 8/17/2017

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
MT-95.30 07/15/16					800	01/20/17	
MT-95.45 01/20/17					821	04/20/12	
MT-98.21 07/18/14					921	04/20/12	
MT-98.28 01/20/17							
MT-98.29 01/20/17							
MT-99.20 07/19/13							
MT-99.30 01/16/15							
MT-99.60 07/15/16							
MT-101.60 01/20/17							
MT-101.70 01/17/14							
MT-101.75 07/15/16							
MT-101.90 07/17/15							
MT-102.10 01/20/17							
MT-105.10 07/19/13							

BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

FEDERAL PROJECT NO. E170(763)
PID NO. 104408
CONSTRUCTION PROJECT NO. 173015
RAILROAD INVOLVEMENT NONE
HAM-75-16.67
1 / 18

SEQUENCE OF OPERATION

PHASE 1

DURING THE FIRST PHASE OF CONSTRUCTION, THE RAMP LANES GOING TO I-275 WILL BE REDUCED TO ONE LANE UNTIL ABOUT 79+00 WHERE EAST AND WEST WILL SPLIT DIRECTIONS. RAMP C WILL THEN SHIFT TO THE OUTSIDE SHOULDER AND THE LANE WIDTH WILL NARROW. AFTER CROSSING UNDER THE RAMP TO I-275 BRIDGE, RAMP C WILL SHIFT BACK TO THE EXISTING ALIGNMENT. MAINLINE I-75 SOUTHBOUND LANES WILL NARROW AND SHIFT TOWARDS THE MEDIAN WITHOUT ENCROACHING ON THE EXISTING SHOULDER FROM STA. 168+00 TO STA. 195+00. NORTHBOUND I-75 IS NOT AFFECTED BY ANY OF THIS WORK.

THE WORK BETWEEN THE MAINLINE AND THE RAMP WILL CONSIST OF INSTALLING FULL DEPTH PAVEMENT, SIGN FOUNDATIONS/SUPPORTS, A NEW OUTSIDE MAINLINE SHOULDER, A PART OF THE NEW RAMP C ALIGNMENT, AND PORTIONS OF STORM INLETS, STORM PIPES, UNDERDRAINS AND TRENCH DRAINS. THE STORM PIPE CROSSING UNDER THE EXISTING RAMP C SHALL BE INSTALLED DURING AND OVERNIGHT CLOSURE.

PHASE 2

DURING THE SECOND PHASE OF CONSTRUCTION, RAMP E SHALL REMAIN IN THE SAME LOCATION AS THE PREVIOUS PHASE. RAMP C WILL BE SHIFTED ONTO THE NEW PAVEMENT THAT WAS CONSTRUCTED IN PHASE 1. THE RAMP WILL SHIFT BACK TO THE EXISTING LOCATION AS IT CROSSES UNDER THE RAMP TO I-275 WEST BRIDGE. THE MAINLINE I-75 SOUTHBOUND LANES REMAIN IN THE SAME LOCATION AS THE PREVIOUS PHASE. I-75 NORTHBOUND IS STILL NOT AFFECTED DURING THIS PHASE.

THE WORK AREA IS LOCATED BETWEEN RAMPS C AND E. THIS WORK WILL INCLUDE FINISHING ALL OF THE NEW OUTSIDE SHOULDER OF RAMP C, REMOVAL OF OLD PAVEMENT, GRADING, AND ALL REMAINING DRAINAGE WORK.

OVERHEAD SIGN WORK SHALL BE PERFORMED DURING THIS PHASE. OVERLAYS AND COVERS MUST BE INSTALLED AS SHOWN IN THE PHASE 2 PLAN SHEETS UNTIL ALL NEW OVERHEAD SIGNS ARE INSTALLED.

ITEM 614, MAINTAINING TRAFFIC (AT ALL TIMES)

ALL EXISTING LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT AS PERMITTED BY THE PERMITTED LANE CLOSURE TIMES NOTE, BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC CLASS A.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

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

CHRISTMAS	FOURTH OF JULY
NEW YEAR'S	LABOR DAY
MEMORIAL DAY	THANKSGIVING
EASTER	

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

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF $125 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITEM 614, MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)

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

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, SPECIAL - MAINTAINING TRAFFIC.

PERMITTED LANE CLOSURE TIMES

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THE PERMITTED LANE CLOSURE NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC ENGINEER. SHORT TERM LANE CLOSURES SHALL ONLY BE IMPLEMENTED WHEN WORK IS BEING CONTINUOUSLY PERFORMED IN THE LANE. THE CLOSURE SHALL BE REMOVED AS SOON AS POSSIBLE AFTER WORK HAS STOPPED. PERMITTED LANE CLOSURES SHALL ONLY BE ALLOWED DURING THE TIMES SPECIFIED IN THE LANE VALUE CONTRACT TABLE, SEE BELOW.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE $ PER TIME UNIT PER LANE
SB I-75: 3 LANES MAINTAINED, 1 LANE CLOSED; SEE NOTE 2	6 AM TO 8 PM	15 MINUTE PERIOD	$1,875
SB I-75: 2 LANES MAINTAINED, 2 LANES CLOSED	6 AM TO 9 PM	15 MINUTE PERIOD	$1,875
SB I-75: EXIT RAMP TO I-275; SEE NOTE 1	5 AM TO 11 PM	15 MINUTE PERIOD	$1,875
SB I-75: SHORT DURATION CLOSING OF THE HIGHWAY	5 AM TO 12 AM	5 MINUTE PERIOD	$1,200

1. THE SOUTHBOUND I-75 EXIT RAMP IS PERMITTED TO BE CLOSED IN ACCORDANCE WITH SECTION 13.3.4 A MAXIMUM OF 6 TIMES.

2. THE SOUTHBOUND I-75 EXIT RAMP IS PERMITTED TO BE MAINTAINED BY PROVIDING AN EXIT OPENING IN LIEU OF A DROP LANE CONFORMING TO THE 3 LANES MAINTAINED TIME PERIOD.

3. NO SHOULDER CLOSURE BETWEEN THE HOURS OF 6AM TO 9AM AND 3PM TO 7PM MONDAY THROUGH FRIDAY.

TRENCH FOR WIDENING

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

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPTFOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, SPECIAL - MAINTAINING TRAFFIC.

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, SPECIAL - MAINTAINING TRAFFIC.

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

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 INCLUDED IN LUMP SUM AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, TWO CHANGEABLE MESSAGE SIGNS. 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 3 OF THE PLANS. 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 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 LUMP SUM, ITEM 614, SPECIAL - MAINTAINING TRAFFIC. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

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 OCTOBER 15 THROUGH APRIL 1.

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.

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.

CALCULATED EJT CHECKED RAM

MAINTENANCE OF TRAFFIC GENERAL NOTES

BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

HAM-75-16.67

2
18

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 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 CONCRETE PERMANENT BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE ALONG TAPERS AND TRANSITION AREAS AND 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.

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.

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.

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.

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 WILL NOT BE PERMITTED AT PROJECT COST. 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

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: 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)

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD , AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS 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.

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.

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 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. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. 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 WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

CONSTRUCTION NOTIFICATION

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 OFFICE OF COMMUNICATIONS. 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, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
START OF CONSTRUCTION & 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	2 BUSINESS DAYS PRIOR TO CLOSURE
TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO CLOSURE

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

TRUCK MOUNTED ATTENUATOR

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

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

OVERNIGHT RAMP CLOSURE

THE CONTRACTOR MAY CLOSE THE SOUTHBOUND I-75 EXIT RAMP TO EASTBOUND/WESTBOUND I-275 A MAXIMUM OF 6 TIMES FOR ANY TEMPORARY AND PROPOSED WORK. RESTRICT CLOSURES TO THE HOURS SHOWN IN THE LANE VALUE CONTRACT TABLE. PROVIDE NOTICE TO THE RAMP TRAFFIC AT LEAST 5 DAYS IN ADVANCE THROUGH THE USE OF A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS). PROVIDE A LEO WITH PATROL CAR FOR EACH RAMP CLOSURE TO REMAIN PRESENT FOR THE DURATION OF THE CLOSURE.

WHEN CLOSING THIS RAMP USE A PCMS ROUTING TRAFFIC TO THE SHARON ROAD EXIT. PROVIDE A SECOND PCMS AT THAT LOCATION TO CONFIRM THE DETOUR AND TO PROVIDE THE INFORMATION NECESSARY TO RETURN MOTORISTS TO THEIR ORIGINAL DIRECTION OF TRAVEL.

SHORT DURATION CLOSING OF THE HIGHWAY

THE FOLLOWING NOTES SHALL APPLY FOR THE ERECTION/REMOVAL OF OVERHEAD SIGN TRUSSES.

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

15 MINUTE CLOSURES XX/XX/XX	12 AM TO 5 AM

2. CLOSURES WILL ONLY BE PERMITTED FOR REMOVAL AND ERECTION OF THE OVERHEAD SIGN TRUSSES AND WILL BE PERMITTED BETWEEN THE HOURS OF 12:00 MIDNIGHT AND 5:00 AM. THE MAXIMUM DURATION OF THE CLOSURE SHALL NOT EXCEED 15 MINUTES SUBJECT TO A DISINCENTIVE IN THE AMOUNT OF $1200.00 FOR EACH 5 MINUTES OF ADDITIONAL CLOSURE TIME. TRAFFIC SHALL BE COMPLETELY CLEARED BEFORE THE NEXT CLOSING.

3. THE CONTRACTOR SHALL IMPLEMENT THE TRAFFIC CONTROL CONTAINED IN STANDARD CONSTRUCTION DRAWING MT-99.60.

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

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

MAINTENANCE OF MAJOR GUIDE SIGNS

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

ADDITIONAL DESCRIPTION OF REQUIRED WORK AND SPECIAL PROVISIONS

THE DBT SHALL PROVIDE TEMPORARY PAVEMENT WEDGES AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT SURFACE OF A DIFFERENT ELEVATION. THE MINIMUM SLOPE OF THE TEMPORARY PAVEMENT WEDGE SHALL BE 3:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED PAVEMENT COURSE.

THE DBT SHALL RESURFACE ALL TRANSITION AREAS AT THE TIME THE SURFACE COURSE IS BEING APPLIED. IN PREPARATION FOR RESURFACING, THE EXISTING PAVEMENT SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PROPOSED PAVEMENT. THE RESURFACING OF ALL TRANSITION AREAS SHALL ALSO INCLUDE THE TANGENT AREA EXTENDING BEYOND THE PROPOSED WORK LIMITS. THE DBT SHALL ALSO RESURFACE ANY AREA WHERE STRIPING HAS BEEN REMOVED OR ALTERED TO PROVIDE A CLEAN SURFACE UPON COMPLETION OF THE PROJECT. SEE SECTION 14.3 FOR THE PROPOSED PAVEMENT MAKEUP.

THE DBT SHALL VERIFY THE EXISTING PAVEMENT COMPOSITION OF ANY SHOULDER OR GORE AREA USED TO MAINTAIN TRAFFIC. ANY EXISTING PAVEMENT COMPOSITION THAT DOES NOT MEET OR EXCEED THE REQUIREMENTS OF ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC CLASS A, SHALL BE REPLACED WITH ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC CLASS A.

PAYMENT

PAYMENT FOR ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS TO COMPLETE ALL MAINTENANCE OF TRAFFIC ITEMS DESCRIBED IN SECTION 13 SHALL BE BID AS FOLLOWS:

ITEM 614E99000 SPECIAL - MAINTAINING TRAFFIC LUMP SUM

PROJECT BUILDABLE UNITS

BUILDABLE UNITS (BUS) ARE PORTIONS OF THE PROJECT WHICH CAN BE DESIGNED, REVIEWED AND BUILT WITH ONLY LIMITED CONTROLS AND ASSUMPTIONS COMING FROM THE DESIGN OF OTHER PORTIONS OF THE PROJECT.

THIS PROJECT HAS BEEN BROKEN INTO FOUR (4) BUS AS FOLLOWS:

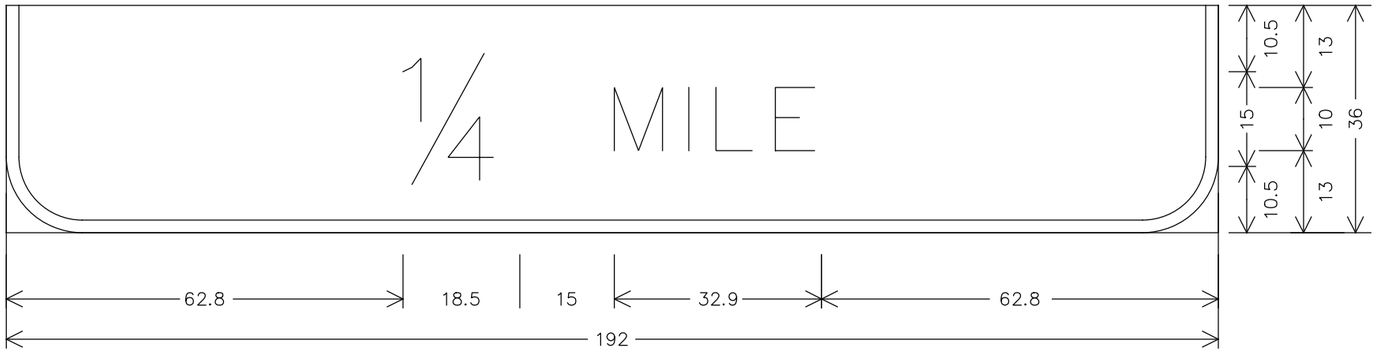
BU01 - OVERHEAD SIGNS
BU02 - MAINTENANCE OF TRAFFIC (MOT)
BU03 - STORM WATER POLLUTION PREVENTION PLAN (SWPPP)
BU04 - REMAINING WORK

BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

CALCULATED EJT CHECKED RAM

MAINTENANCE OF TRAFFIC GENERAL NOTES

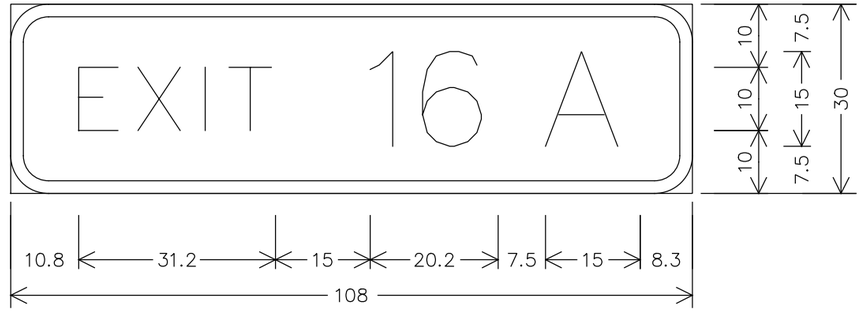
HAM-75-16.67



12.0" Radius, 2.0" Border, Black on Orange;
[¼] E; [MILE] E;
Table of letter and object lefts.

¼ 62.8	M 96.3	I 108.1	L 112.4	E 121.8

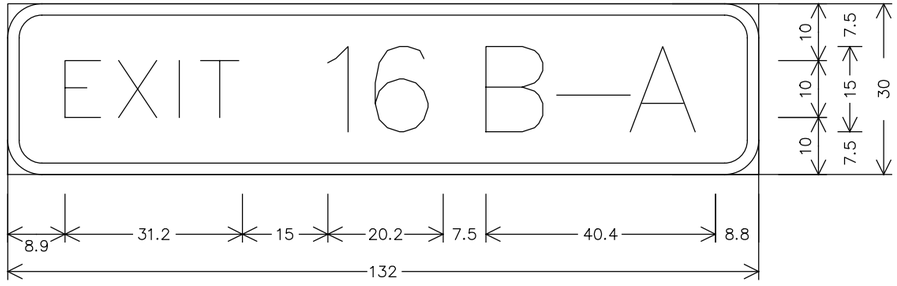
OL01
SEE SHEET 17



6.0" Radius, 2.0" Border, Black on Orange;
[EXIT] E; [16 A] E;
Table of letter and object lefts.

E 10.8	X 20.2	I 30.8	T 34.6
	1 57.0	6 65.3	A 84.7

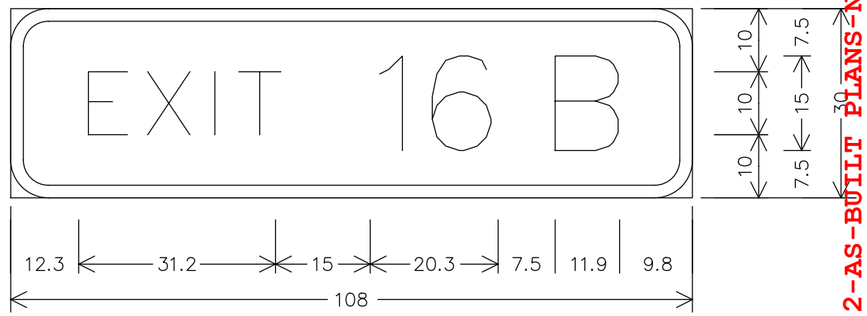
OL03
SEE SHEET 17



6.0" Radius, 2.0" Border, Black on Orange;
[EXIT] E; [16 B—A] E;
Table of letter and object lefts.

E 10.1	X 19.5	I 30.1	T 33.9	1 56.3	6 64.6
	B 84.0	— 99.9	A 109.4		

OL02
SEE SHEET 18



6.0" Radius, 2.0" Border, Black on Orange;
[EXIT] E; [16 B] E;
Table of letter and object lefts.

E 12.3	X 21.7	I 32.4	T 36.1
	1 58.5	6 66.8	B 86.3

OL04
SEE SHEET 17

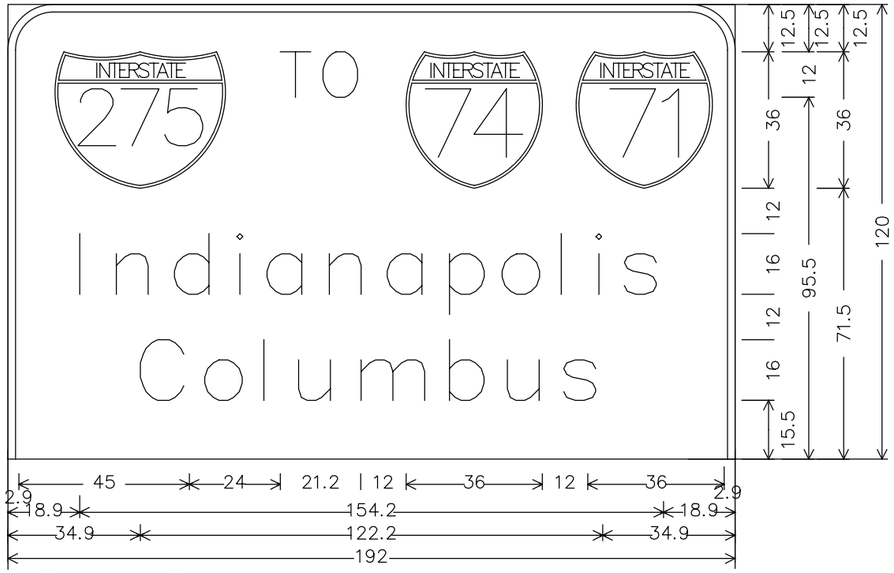
BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

CALCULATED EJT
CHECKED RAM

TRAFFIC CUSTOM SIGN DETAILS

MAINTENANCE OF TR

HAM-75-16.67



12.0" Radius, 2.0" Border, Black on Orange;
Interstate 275 M1-1; [TO] E; Interstate 74 M1-1;
Interstate 71 M1-1; [Indianapolis] E Mod;
[Columbus] E Mod;
Table of letter and object lefts.

275	T	O	74	71
2.9	71.9	83.2	105.1	153.1

I	n	d	i	a	n	a	p	o	l	i	s
18.9	28.6	43.9	60.5	68.4	84.8	100.2	116.6	130.5	146.1	155.2	162.8

C	o	l	u	m	b	u	s
34.9	51.9	67.5	76.7	93.2	116.6	131.9	146.8

OL05

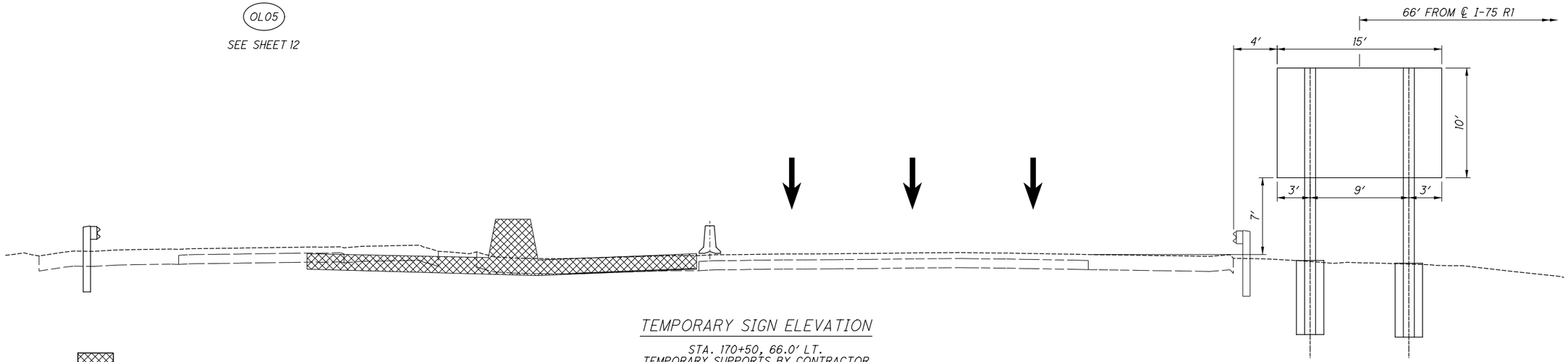
SEE SHEET 12

12.0" Radius, 2.0" Border, Black on Orange;
[1¼] E; [MILE] E;
Table of letter and object lefts.

1	¼	M	I	L	E
76.7	85.0	118.5	130.3	134.6	144.0

OL06

SEE SHEET 18



TEMPORARY SIGN ELEVATION

STA. 170+50, 66.0' LT.
TEMPORARY SUPPORTS BY CONTRACTOR

BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

MAINTENANCE OF TRAFFIC
CUSTOM SIGN DETAILS/SIGN ELEVATION

HAM-75-16.67

5
18

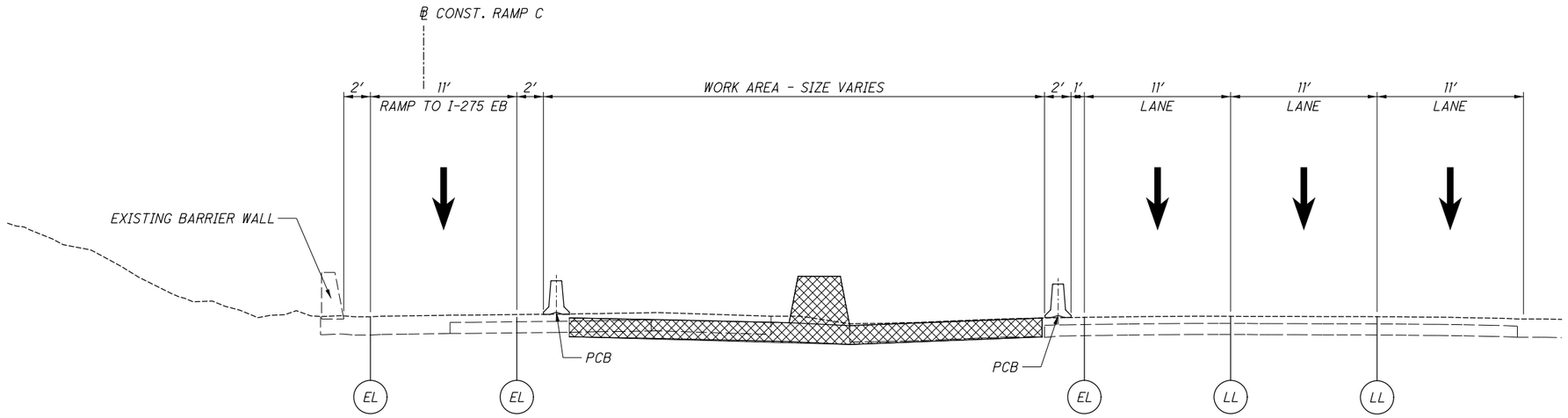
CALCULATED EJT
CHECKED RAM

G:\Akron\DCS\Projects\TRN\60547096_HAM751667\900-CAD-GIS\104408_HAM-75-1667\Design\MOT\Sheets\104408_MM003.dgn Design 11/28/2017 10:16:19 AM matt.philips

WORK AREA

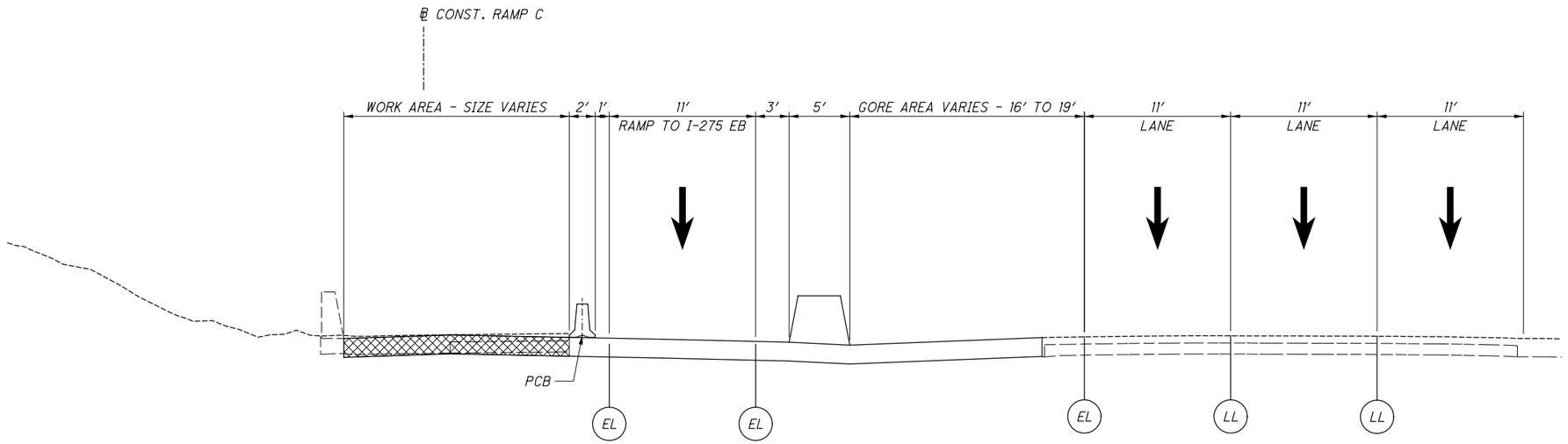
EL EDGE LINE

LL LANE LINE



TYPICAL SECTION - PHASE 1

APPROXIMATE STATION LIMITS:
STA. 70+00 TO STA. 74+92



TYPICAL SECTION - PHASE 2

APPROXIMATE STATION LIMITS:
STA. 70+00 TO STA. 74+92

NOTE: PAVEMENT MARKINGS UNCHANGED ON SB I-75 MAINLINE FROM PHASE 1

BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

CALCULATED EJT
CHECKED RAM

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

HAM-75-16.67

6
18

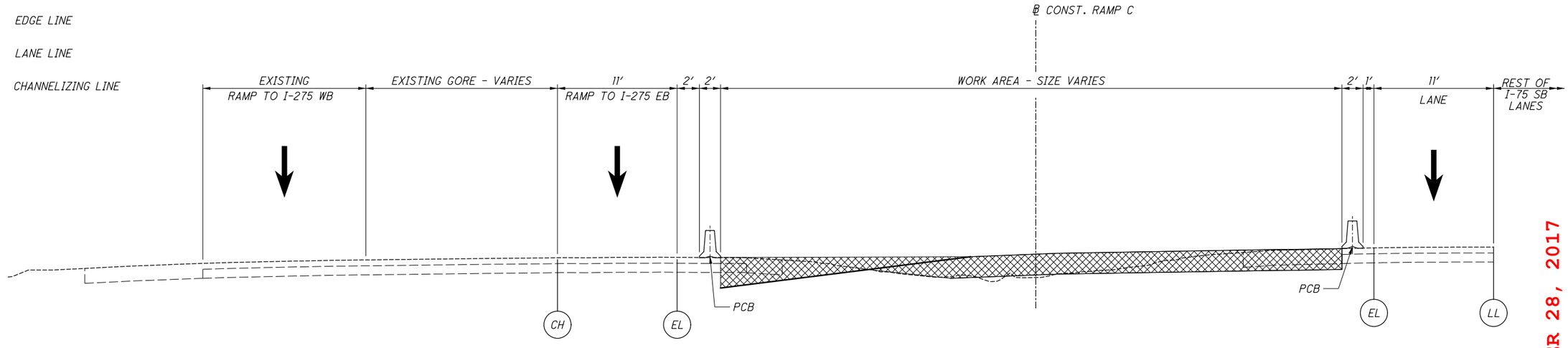
G:\Akron\DCS\Projects\TRN\60547096_HAM751667\900-CAD-GIS\104408_HAM-75-1667\Design\MOT\Sheets\104408_MY001.dgn Design 11/28/2017 10:16:25 AM matt.philips

WORK AREA

EL EDGE LINE

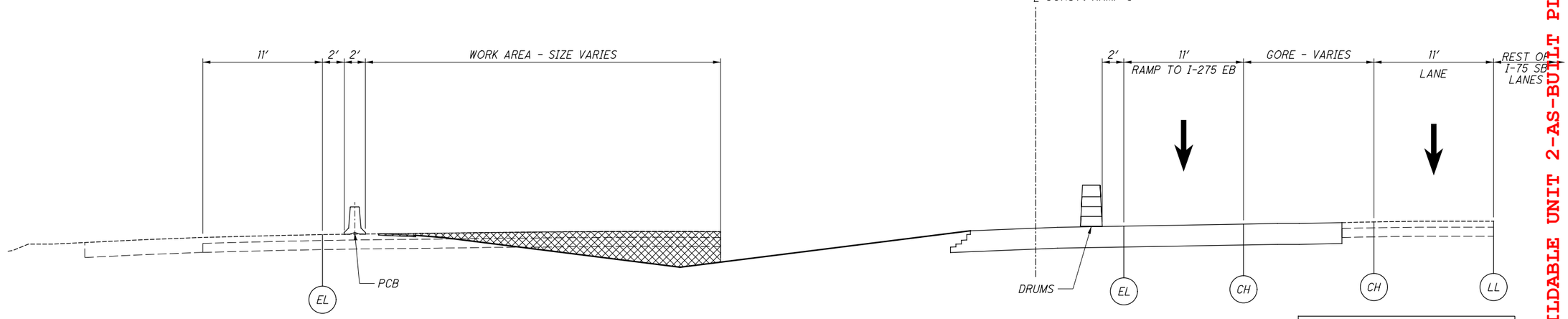
LL LANE LINE

CH CHANNELIZING LINE



TYPICAL SECTION - PHASE 1

APPROXIMATE STATION LIMITS:
STA. 74+92 TO STA. 82+00



NOTE: LANE LINES UNCHANGED ON SB I-75 MAINLINE FROM PHASE 1

TYPICAL SECTION - PHASE 2

APPROXIMATE STATION LIMITS:
STA. 74+92 TO STA. 82+00

BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

CALCULATED EJT
CHECKED RAM

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

HAM-75-16.67

NOTES:

1. CLOSE OUTSIDE RIGHT LANE AS PER MT-95.30.
2. RAMP CLOSURE AS PER MT-98.29.
3. SIGNS NOTED ** SHALL BE IN PLACE DURING ENTIRE PROJECT DURATION.

BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 2017

MAINTENANCE OF TRAFFIC
I-75 SB TO I-275 RAMP DETOUR

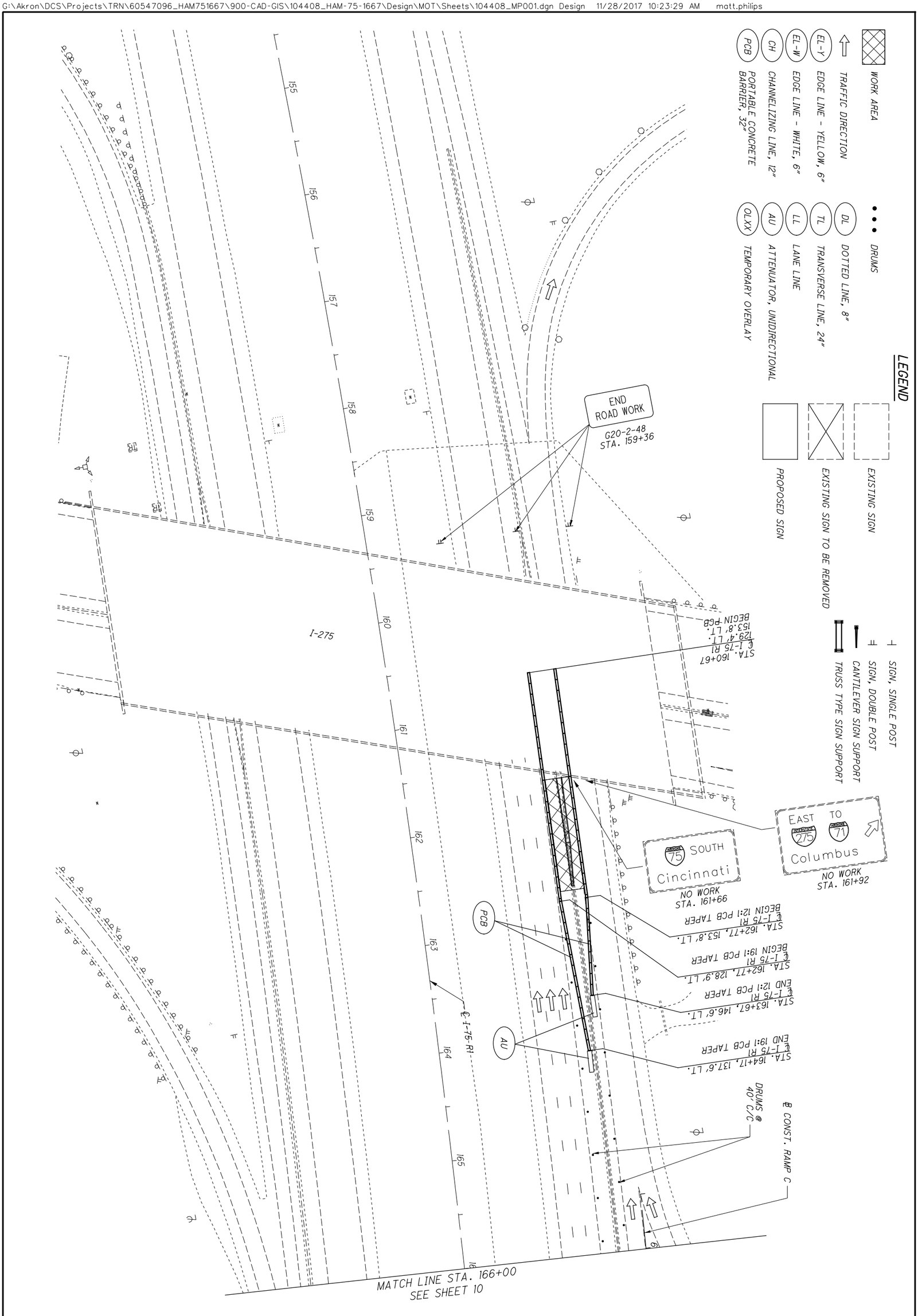
HAM-75-16.67

CALCULATED EJT
CHECKED RAM

HORIZONTAL SCALE IN FEET
0 200 400 800

8
18

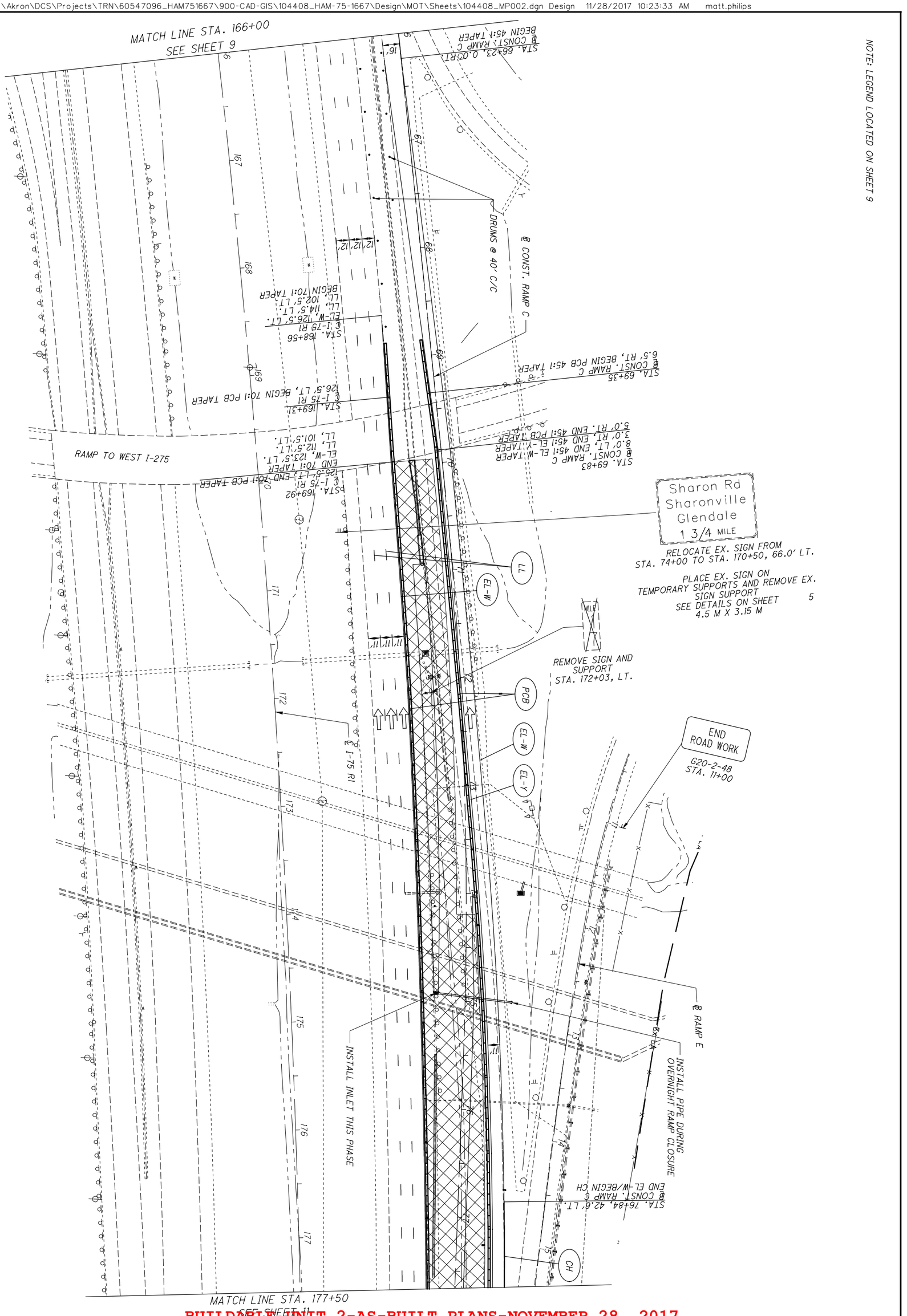
G:\Akron\DCS\Projects\TRN\60547096_HAM751667\900-CAD-GIS\104408_HAM-75-1667\Design\MOT\Sheets\104408_MD001.dgn Sheet 11/28/2017 10:17:17 AM matt.philips



BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

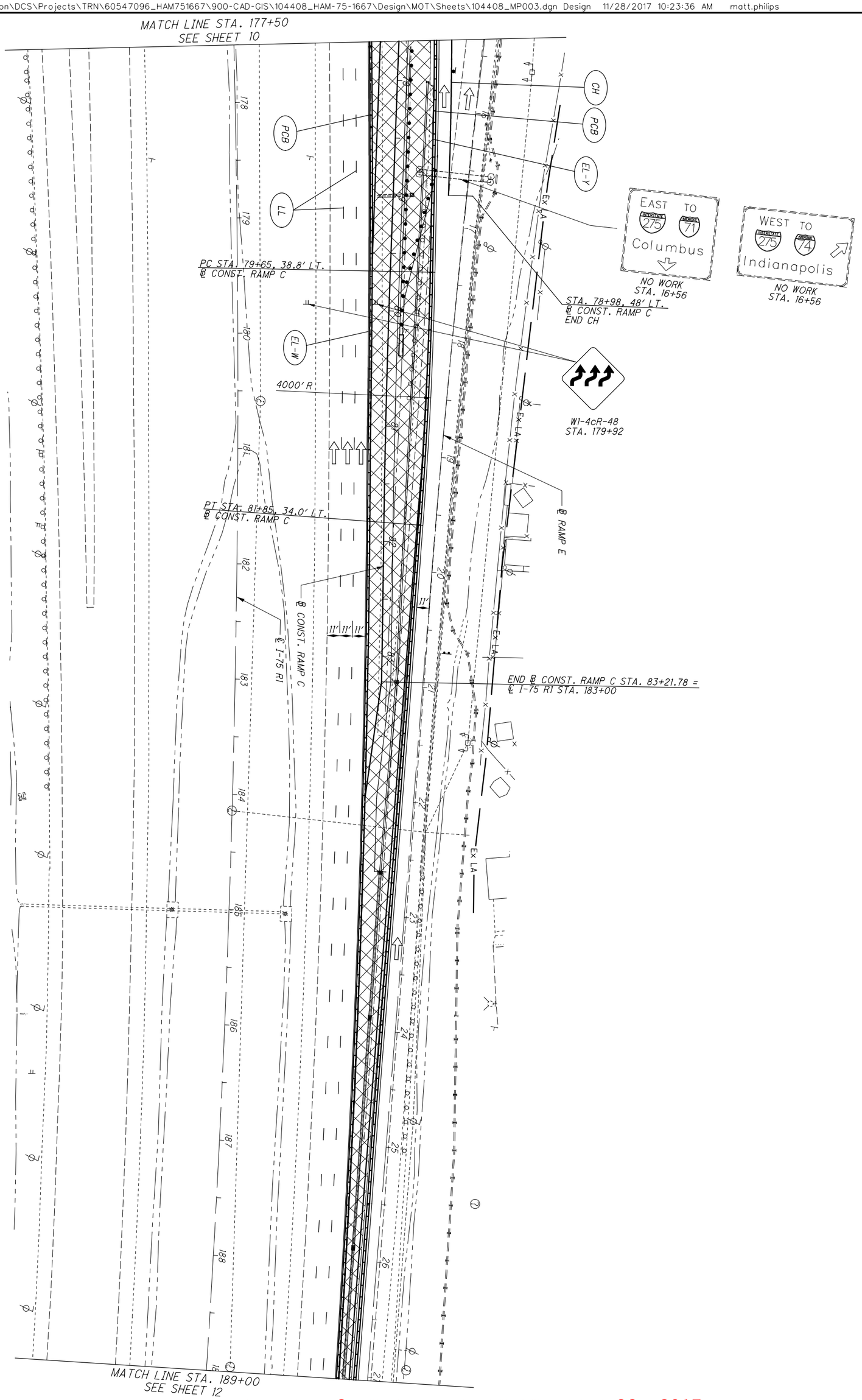
9 / 18	HAM-75-16.67	MAINTENANCE OF TRAFFIC PLAN - PHASE 1	CALCULATED EJT / CHECKED RAM	0 20 40 80 HORIZONTAL SCALE IN FEET

G:\Akron\DCS\Projects\TRN\60547096_HAM751667\900-CAD-GIS\104408_HAM-75-1667\Design\MOT\Sheets\104408_MP002.dgn Design 11/28/2017 10:23:33 AM matt.philips



BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

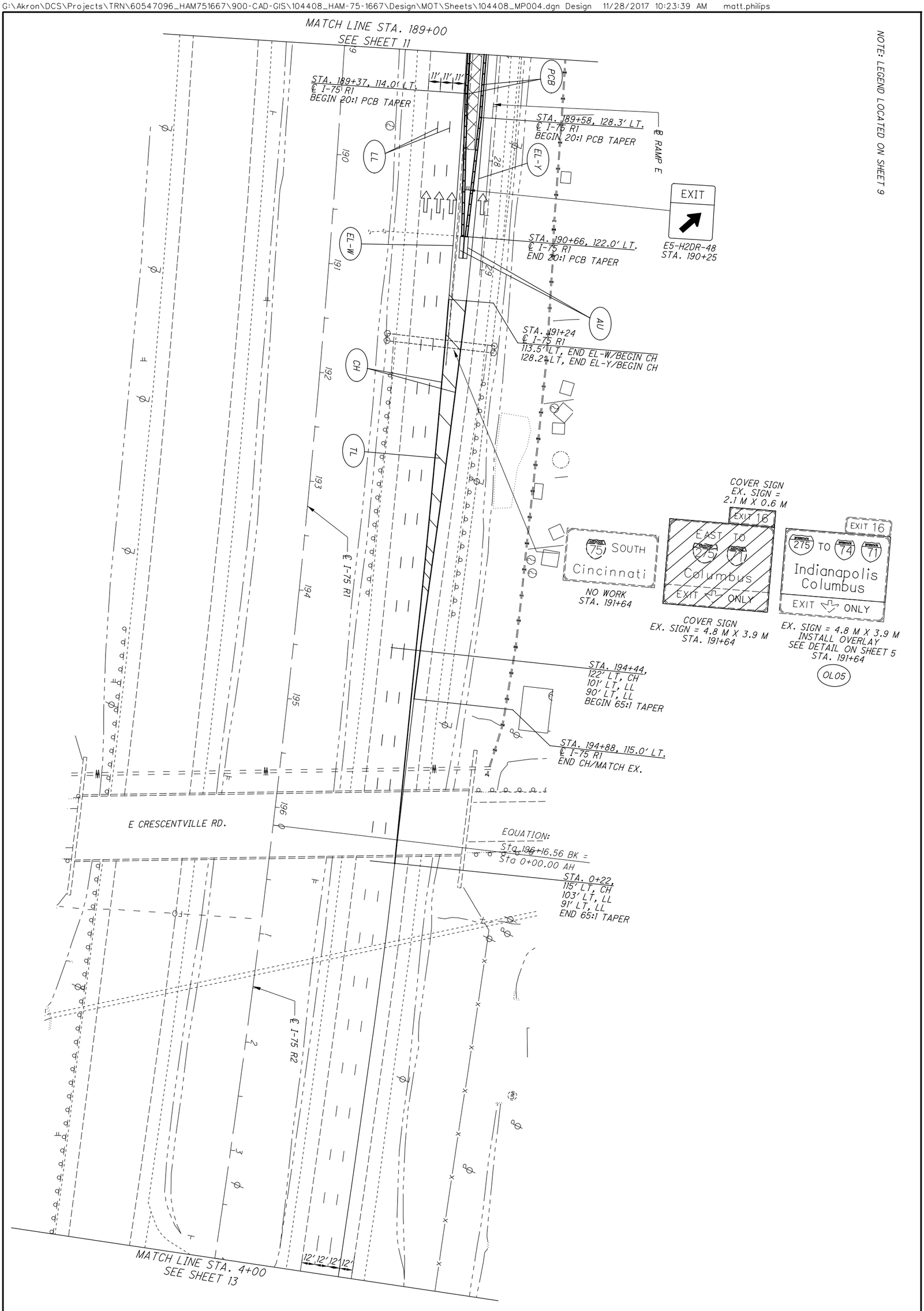
10 / 18	HAM-75-16.67	MAINTENANCE OF TRAFFIC PLAN - PHASE 1	CALCULATED EJT / CHECKED RAM	0 20 40 80 HORIZONTAL SCALE IN FEET



NOTE: LEGEND LOCATED ON SHEET 9

BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

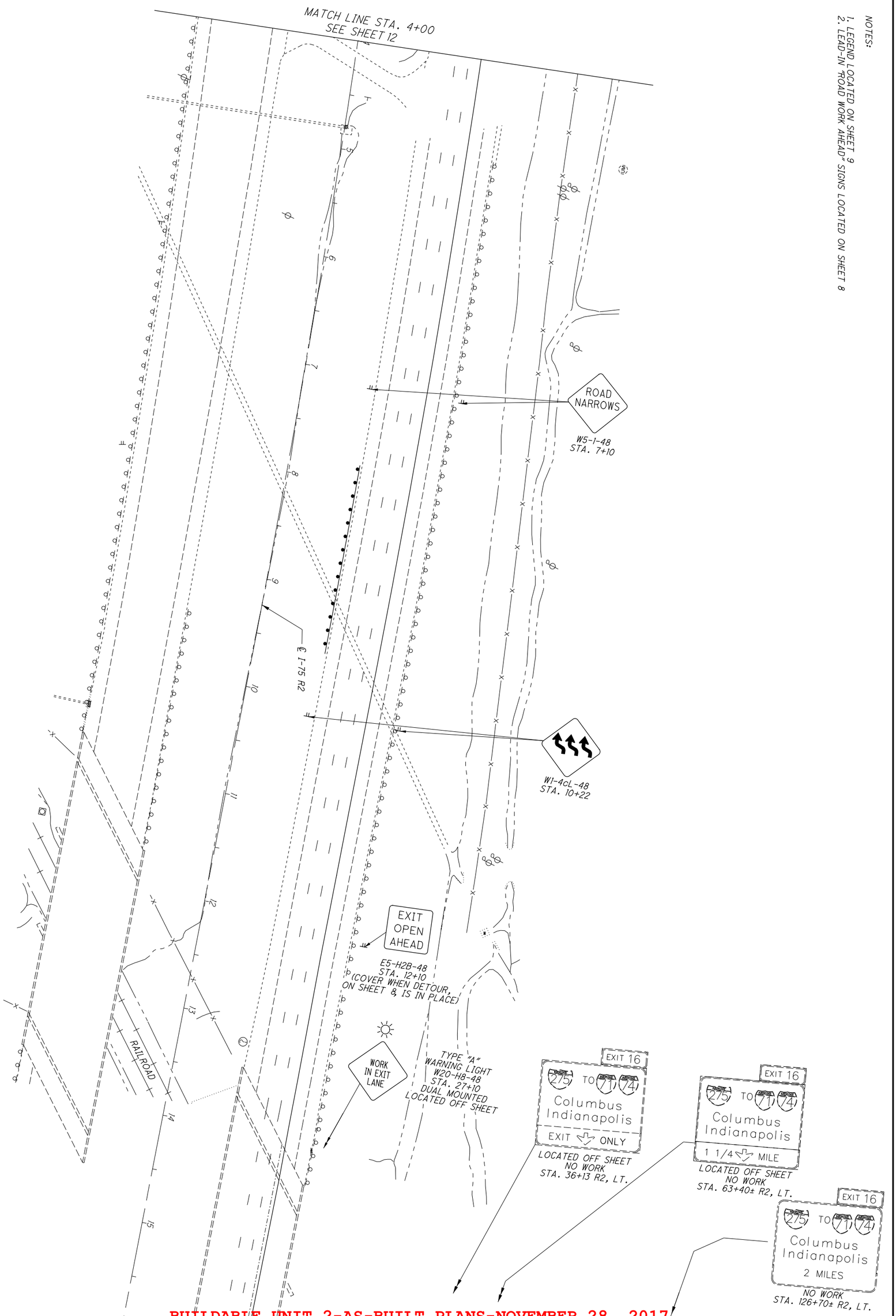
18 / 11	HAM-75-16.67	MAINTENANCE OF TRAFFIC PLAN - PHASE 1	CALCULATED EJT / CHECKED RAM	0 20 40 80 HORIZONTAL SCALE IN FEET



BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

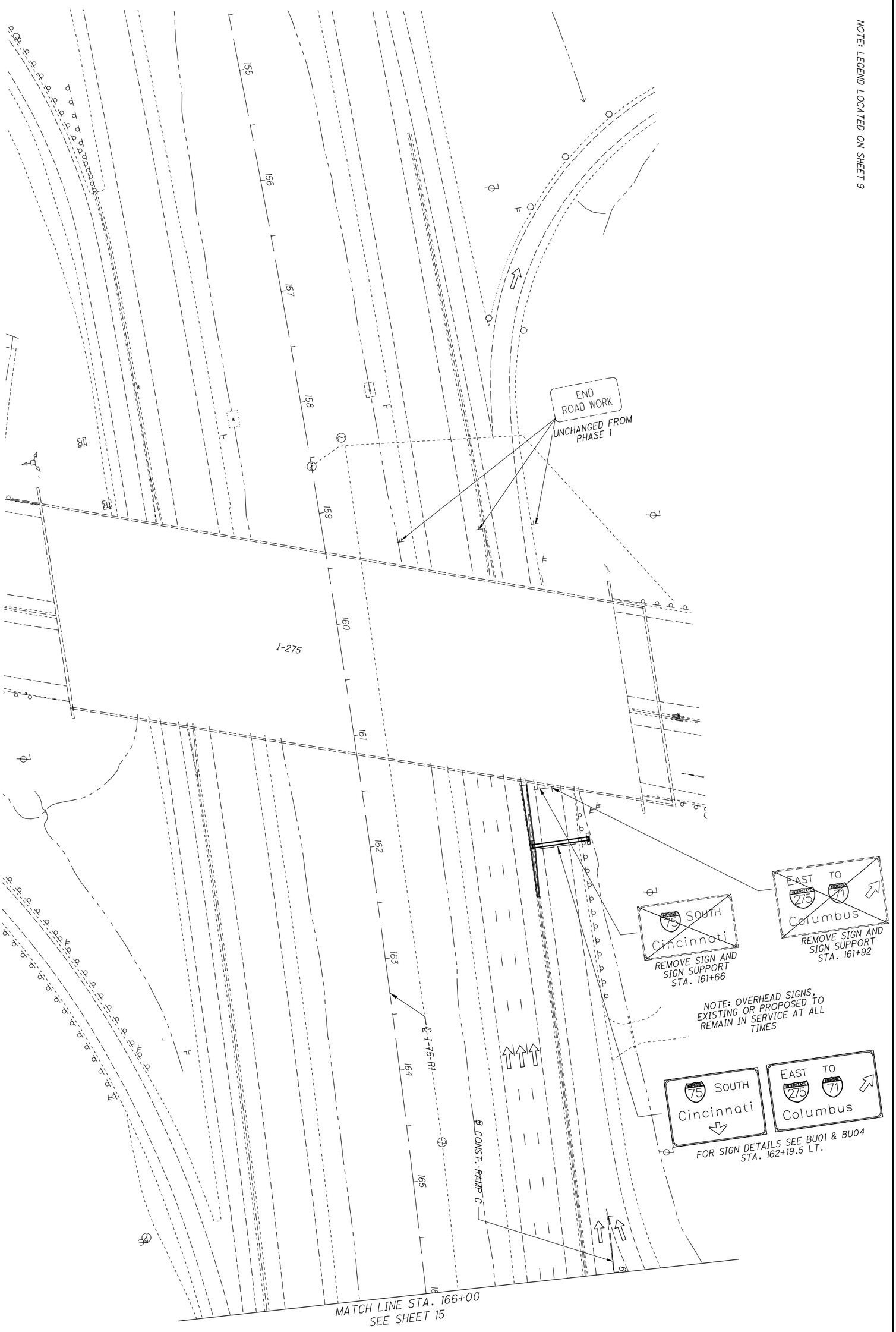
18 | 12	HAM-75-16.67	MAINTENANCE OF TRAFFIC PLAN - PHASE 1	CALCULATED EJT / CHECKED RAM	0 40 / 20 80 HORIZONTAL SCALE IN FEET

NOTES:
1. LEGEND LOCATED ON SHEET 9
2. LEAD-IN "ROAD WORK AHEAD" SIGNS LOCATED ON SHEET 8



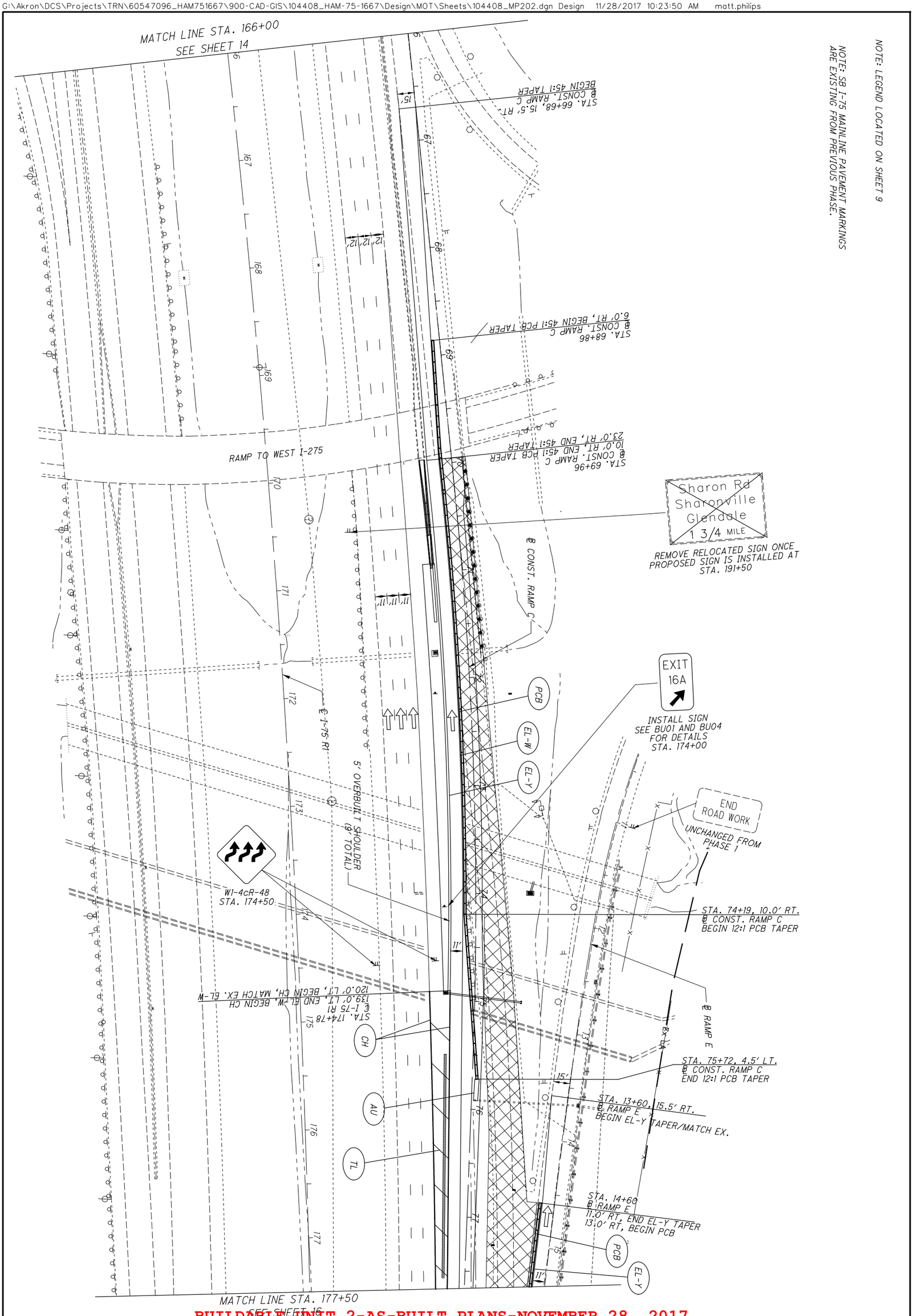
BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

13 / 18	HAM-75-16.67	MAINTENANCE OF TRAFFIC PLAN - PHASE 1	CALCULATED EJT / CHECKED RAM	0 20 40 80 HORIZONTAL SCALE IN FEET



BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

14/18	HAM-75-16.67	MAINTENANCE OF TRAFFIC PLAN - PHASE 2	CALCULATED EJT / CHECKED RAM	0 20 40 80 HORIZONTAL SCALE IN FEET

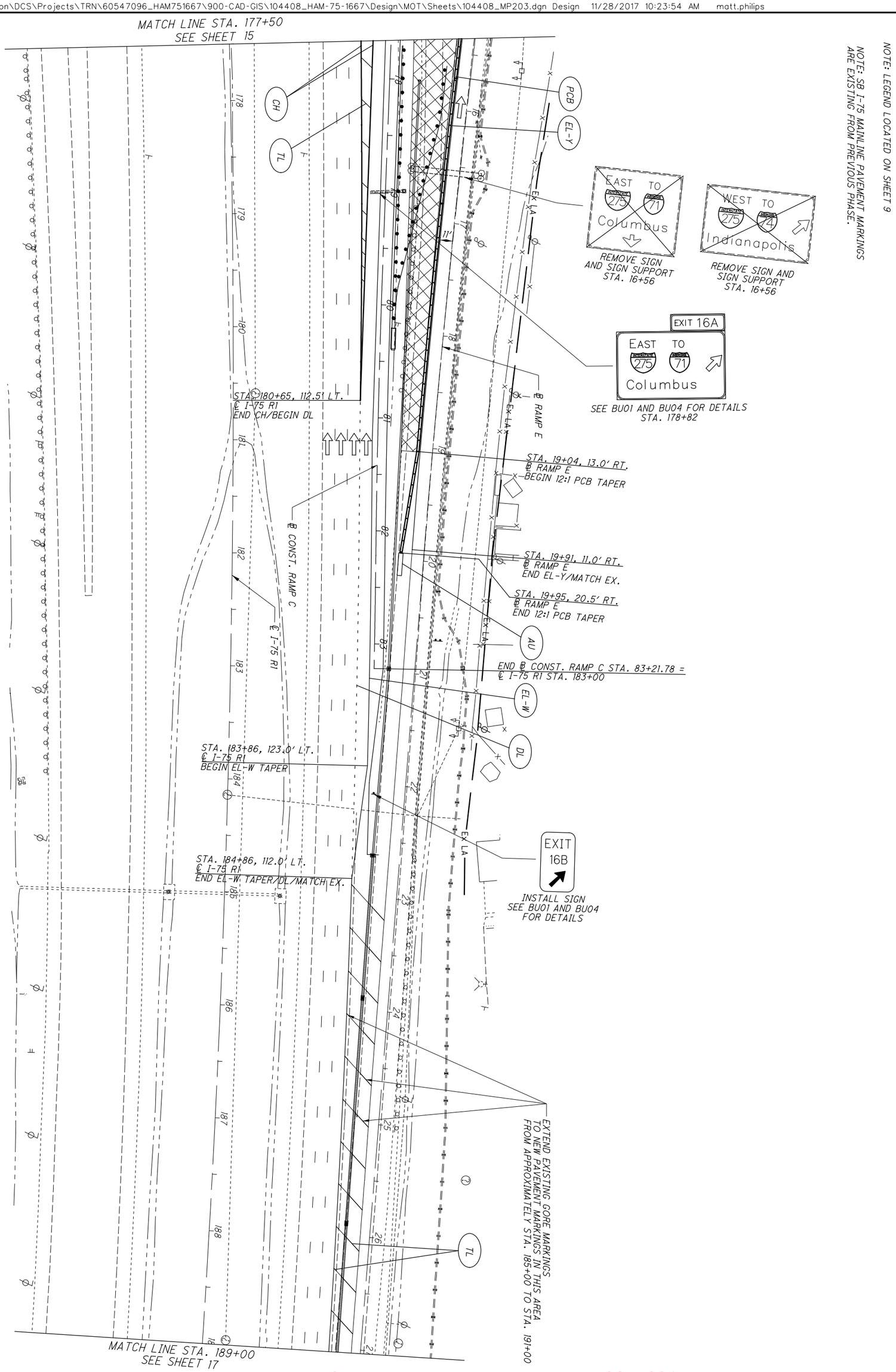


NOTE: LEGEND LOCATED ON SHEET 9

NOTE: SB I-75 MAINLINE PAVEMENT MARKINGS ARE EXISTING FROM PREVIOUS PHASE.

BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

15 / 18	HAM-75-16.67	MAINTENANCE OF TRAFFIC PLAN - PHASE 2	CALCULATED EJT / CHECKED RAM	0 20 40 80 HORIZONTAL SCALE IN FEET

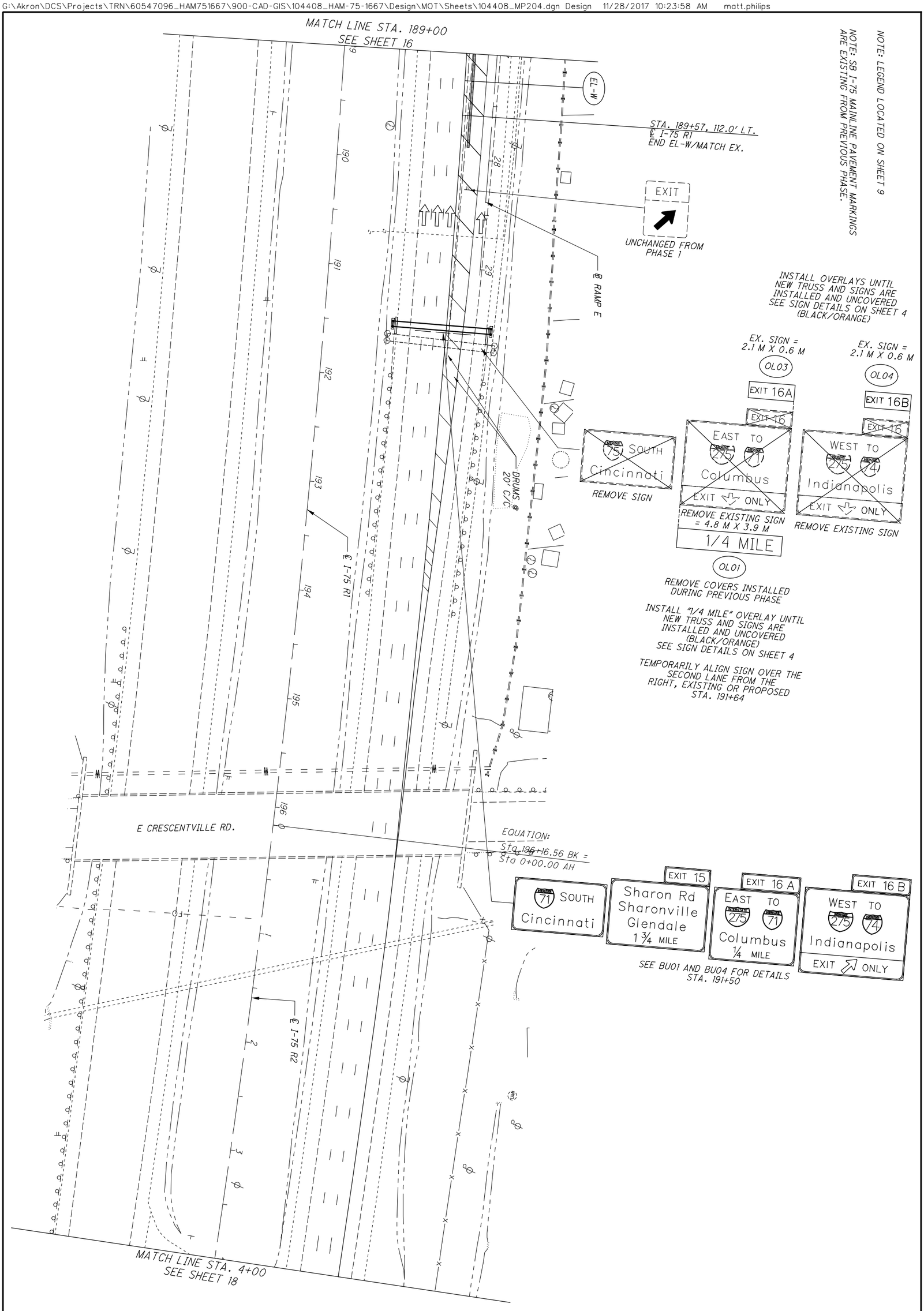


NOTE: LEGEND LOCATED ON SHEET 9

NOTE: SB I-75 MAINLINE PAVEMENT MARKINGS ARE EXISTING FROM PREVIOUS PHASE.

BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

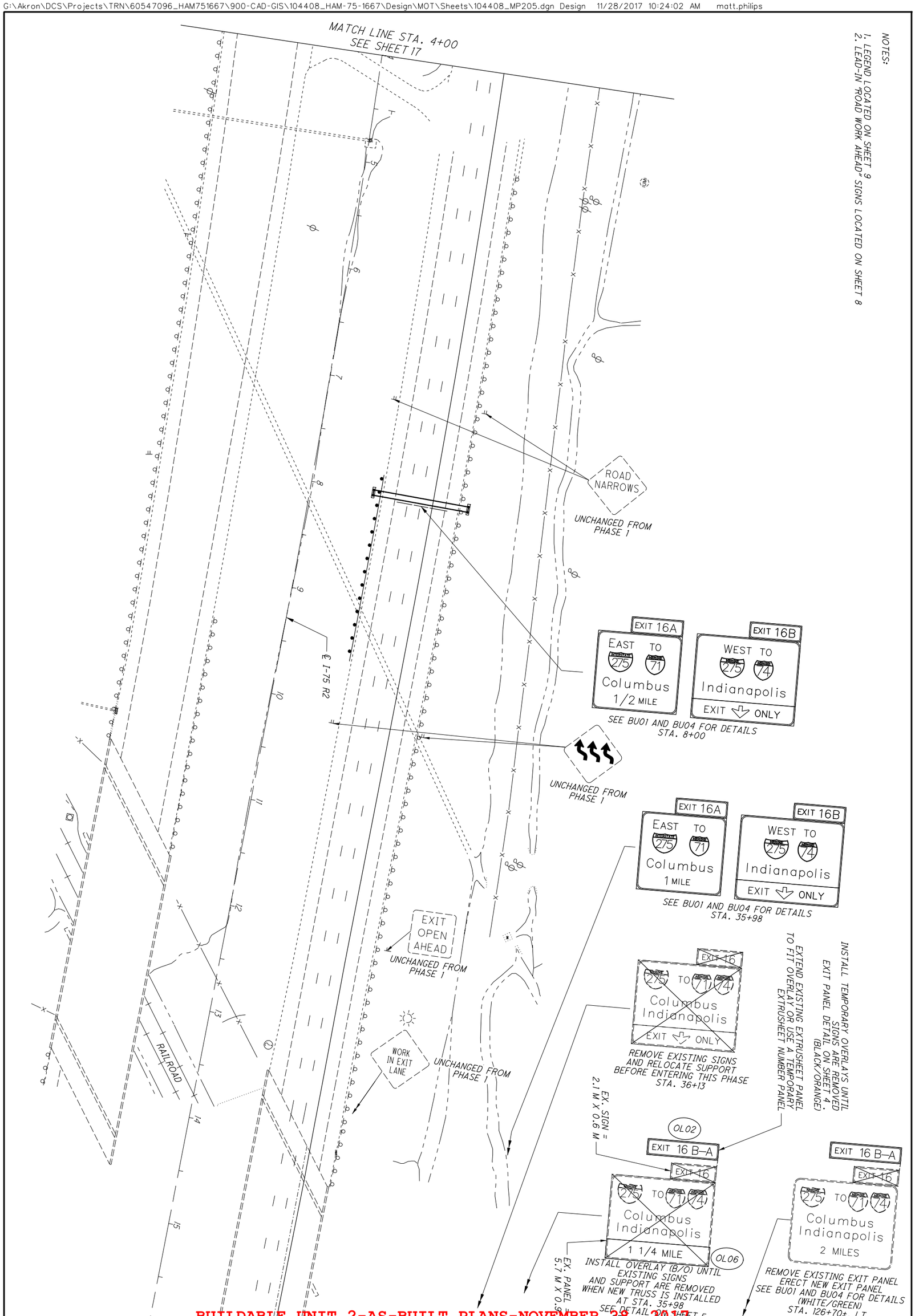
18 | 16	HAM-75-16.67	MAINTENANCE OF TRAFFIC PLAN - PHASE 2	CALCULATED EJT / CHECKED RAM	0 20 40 80 HORIZONTAL SCALE IN FEET



BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

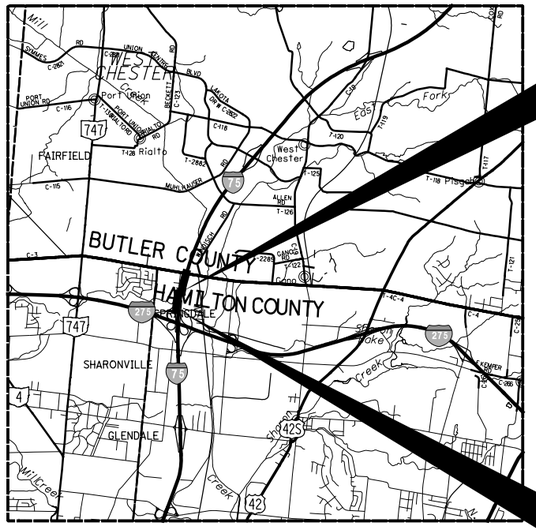
18 / 17	HAM-75-16.67	MAINTENANCE OF TRAFFIC PLAN - PHASE 2	CALCULATED EJT / CHECKED RAM	0 40 / 20 80 HORIZONTAL SCALE IN FEET

G:\Akron\DCS\Projects\TRN\60547096_HAM751667\900-CAD-GIS\104408_HAM-75-1667\Design\MOT\Sheets\104408_MP205.dgn Design 11/28/2017 10:24:02 AM matt.philips



BUILDABLE UNIT 2-AS-BUILT PLANS-NOVEMBER 28, 2017

18 / 18	HAM-75-16.67	MAINTENANCE OF TRAFFIC PLAN - PHASE 2	CALCULATED EJT / CHECKED RAM	0 40 / 20 80 HORIZONTAL SCALE IN FEET



END PROJECT
STA. 184+63.03

BEGIN PROJECT
STA. 169+90.00

LOCATION MAP

LATITUDE: N 39°17'52" LONGITUDE: W 84°26'28"

SCALE IN MILES
0 1 2 3 4

N

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

DESIGN DESIGNATION

SEE BU04

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

HAM-75-16.67 DB

CITY OF SHARONVILLE AND WEST CHESTER TOWNSHIP HAMILTON AND BUTLER COUNTIES

INDEX OF SHEETS:

AS-BUILT SHEET REVISIONS DATED 11/28/17:
1
2
4
AB

PROJECT DESCRIPTION

SEE GENERAL NOTES

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.

2016 SPECIFICATIONS

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

APPROVED Michael A. Woodring
DESIGNER - AECOM
MICHAEL A. WOODRING, P.E., CPESC No. 6383

DATE 8/15/2017

CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL
CPESC
MICHAEL WOODRING
No. 6383

BUILDABLE UNIT 03
SWPPP
AS-BUILTS
DATE: 11/28/17

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES TWO WORKING DAYS
BEFORE YOU DIG.

OHIO Utilities Protection SERVICE
Call Before You Dig
1-800-362-2764
(Non-members must be called directly)

OIL & GAS PRODUCERS
UNDERGROUND PROTECTION SERVICE
1-800-925-0988

PLAN PREPARED BY:

AECOM
AKRON CLEVELAND COLUMBUS
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

ENGINEERS SEAL:

STATE OF OHIO
MICHAEL A. WOODRING
67521
REGISTERED PROFESSIONAL ENGINEER

SIGNED: Michael A. Woodring
DATE: 8/15/2017

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
DM-4.4 01/15/16					800 01/20/17	
					832 01/17/14	

NO.	REVISIONS:	DATE:
AB	AS-BUILT REVISION	11/28/17

1
4

BUILDABLE UNIT 3-AS-BUILT PLANS-NOVEMBER 28, 2017

FEDERAL PROJECT NO. E170(763)
PID NO. 104408
CONSTRUCTION PROJECT NO. 173015
RAILROAD INVOLVEMENT NONE
HAM-75-16.67

G:\Akron\DCS\Projects\TRN\60547096_HAM751667\900-CAD-GIS\104408_HAM-75-1667\Design\Drainage\Sheets\104408_GT001.dgn Design 11/28/2017 10:27:42 AM mott.philips

PROJECT DESCRIPTION

IMPROVEMENTS INCLUDE THE RECONFIGURATION OF THE I.R. 75 RAMPS TO I.R. 275 BY UTILIZING THE EXISTING SINGLE LANE EXIT FOR TRAFFIC TO GO WEST ON I.R. 275 AND CREATING A SECOND EXIT FOR TRAFFIC TO GO EAST ON I.R. 275. IMPROVEMENTS INCLUDE THE RECONSTRUCTION OF 0.35 MILES OF THE I.R. 75 SOUTHBOUND RAMP TO I.R. 275 WESTBOUND; THE RECONSTRUCTION OF 0.45 MILES OF THE I.R. 75 SOUTHBOUND RAMP TO I.R. 275 EASTBOUND; REPLACEMENT OF ALL OVERHEAD SIGNS AND RELOCATION OF AN EXISTING LIGHT TOWER INCLUDING CONCRETE MEDIAN BARRIER, DRAINAGE AND PAVEMENT MARKINGS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	2.46 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.00 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	2.46 ACRES
IMPERVIOUS AREA PRE-CONSTRUCTION SITE:	3.86 ACRES
IMPERVIOUS AREA OF POST-CONSTRUCTION SITE:	3.79 ACRES
RUNOFF COEFFICIENT OF PRE-CONSTRUCTION SITE:	0.50-0.90
RUNOFF COEFFICIENT OF POST-CONSTRUCTION SITE:	0.70

INTERMEDIATE RECEIVING WATERS:
MILL CREEK

SUBSEQUENT RECEIVING WATERS:
OHIO RIVER

IMPLEMENTATION SCHEDULE

TEMPORARY EROSION CONTROL (BMPS) SHALL BE IMPLEMENTED PRIOR TO EARTH DISTURBING ACTIVITY AND MAINTAINED THROUGHOUT THE PROJECT DURATION UNTIL SITE HAS REACHED FINAL STABILIZATION.

POST-CONSTRUCTION BMP OVERVIEW

PROJECT EARTH DISTURBED AREA (EDA)	2.46 ACRES
IS THE PROJECT ROUTINE MAINTENANCE?	NO
BMPs REQUIRED?	YES
IS THE PROJECT REDEVELOPMENT?	YES
DOES ENTIRE SITE DRAIN TO LARGE RIVER?	NO
WATER QUALITY TREATMENT REQUIRED?	YES
WATER QUANTITY TREATMENT REQUIRED?	NO
PROJECT EDA INSIDE EXISTING R/W (Aix)	2.46 ACRES
NEW IMPERVIOUS AREA IN NEW PERMANENT R/W (Ain)	0.00 ACRES
TREATMENT PERCENTAGE (T%)	20%
TREATMENT REQUIREMENT	0.49 ACRES

PC-BMP SELECTED FOR USE: VEGETATED FILTER STRIPS

BU03 - ESTIMATED QUANTITIES

ITEM	QUANTITY	UNIT	DESCRIPTION
~~659~~	~~230~~	~~CY~~	~~TOPSOIL~~ NOT USED
670	2050	SY	SLOPE EROSION PROTECTION
832	100	FEET	FILTER FABRIC DITCH CHECK
832	200	FEET	INLET PROTECTION

AB

FILTER STRIP	ROUTE	BEGIN STATION	BEGIN LATITUDE (SEE NOTE)	BEGIN LONGITUDE (SEE NOTE)	END STATION	END LATITUDE (SEE NOTE)	END LONGITUDE (SEE NOTE)	SIDE	PAVEMENT WIDTH (FT)	FILTER STRIP WIDTH (FT)	FILTER STRIP SLOPE (z:1)	FILTER STRIP LENGTH (FT)	TRIBUTARY AREA IN ODOT R/W (ACRES)	FILTER STRIP AREA (SF)	ITEM 659 TOPSOIL VOLUME (CY)	ITEM 670 EROSION PROTECTION AREA (SY)
No. 1	RAMP C	72+25	N 39.293583	W 84.442053	73+75	N 39.293992	W 84.441983	LT	6	46 (MIN.)	8	150	0.18	7,068	~~87.3~~ NOT USED	785.3
No. 2	RAMP C	73+75	N 39.293992	W 84.441983	77+00	N 39.294871	W 84.441777	LT	31 (MAX.)	24 (MIN.)	5 (MAX.)	325	0.34	11,397	140.7	1,266.3
												TOTAL TREATMENT CREDIT		0.52		

AB

NOTE: LATITUDES AND LONGITUDES ARE AT THE EDGE OF SHOULDER.

BUILDABLE UNIT 3-AS-BUILT PLANS-NOVEMBER 28, 2017

SWPPP GENERAL NOTES

HAM-75-16.67

CALCULATED MEP CHECKED CKJ

NO.	REVISIONS:	DATE:
AB	AS-BUILT REVISION	11/28/17

2 / 4

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Drainage\Sheets\104408_DE002.dgn Design 11/28/2017 10:27:44 AM matt.phillips

SWPPP REVISION LOG

REVISION NO.	DATE	REASON FOR REVISION	RESPONSIBLE PARTY	SIGNATURE

SIGNATURE LIST

NPDES AND STORM WATER POLLUTION PREVENTION PLAN
CONTRACTORS AND SUB-CONTRACTORS RESPONSIBLE FOR ANY EARTH DISTURBING ACTIVITY
DUTY TO INFORM CONTRACTORS AND SUBCONTRACTORS
(OHIO EPA PERMIT NO. OHC000004 PART III. E)

SIGNATURE	PRINTED NAME	TITLE	COMPANY	DATE

GRADING/STABILIZATION LOG

SITE ACTIVITY (CLEARING/GRUBBING, GRADING, STABILIZATION, ETC.)	LOCATION OF SITE ACTIVITY	DATE INITIATED	DATE COMPLETED

BUILDABLE UNIT 3-AS-BUILT PLANS-NOVEMBER 28, 2017

CALCULATED MEP
CHECKED CKJ

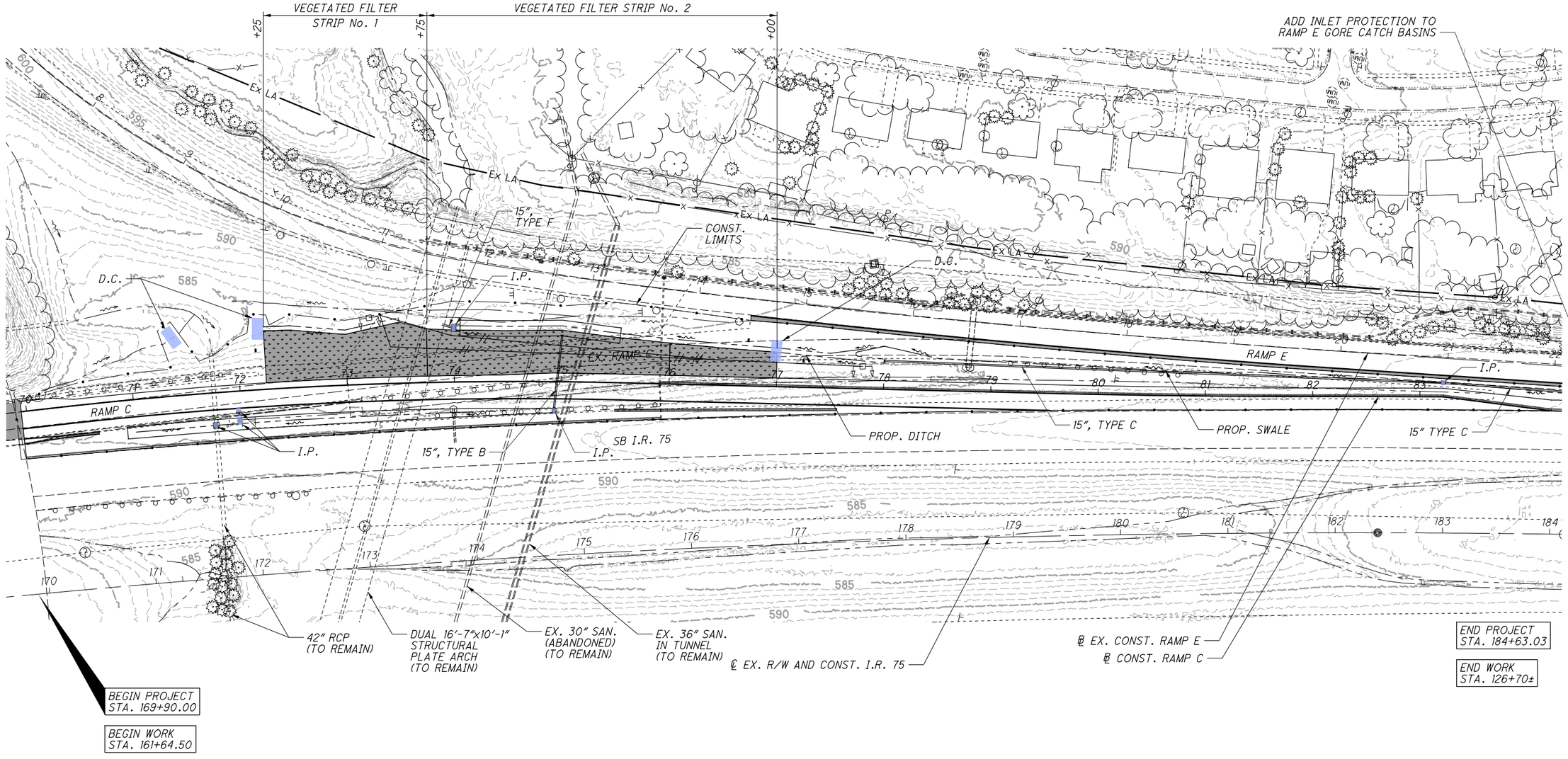
SWPPP GENERAL NOTES

HAM-75-16.67

3
4

LEGEND

D.C. FILTER FABRIC DITCH CHECK
I.P. INLET PROTECTION AB
~~NOT USED~~
LIMITS OF ~~ITEM 659 TOPSOIL AND~~ ITEM 670 - SLOPE EROSION PROTECTION
~~(EDGE OF SHOULDER TO INSIDE EDGE OF DITCH BOTTOM)~~



BUILDABLE UNIT 3-AS-BUILT PLANS-NOVEMBER 28, 2017

NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	11/28/17

HORIZONTAL SCALE IN FEET
0 25 50 100

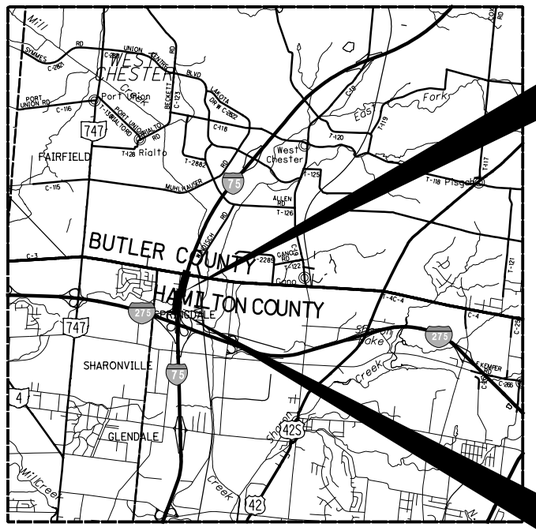
CALCULATED MEP
CHECKED CKJ

STORM WATER POLLUTION PREVENTION PLAN

HAM-75-16.67

4
4

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Drainage\Sheets\104408_DE001.dgn 11/28/2017 10:27:51 AM matt.phillips



END PROJECT
STA. 184+63.03

BEGIN PROJECT
STA. 169+90.00

LOCATION MAP

LATITUDE: N 39°17'52" LONGITUDE: W 84°26'28"

SCALE IN MILES
0 1 2 3 4

N

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

DESIGN DESIGNATION

HAM-75-16.67

CURRENT ADT (2017)	81,120
DESIGN YEAR ADT (2037)	101,190
DESIGN HOURLY VOLUME (2037)	6,760
DIRECTIONAL DISTRIBUTION	55%
TRUCKS (24 HOUR B&C)	16%
DESIGN SPEED	70 MPH
LEGAL SPEED	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION	01 URBAN INTERSTATE
NHS PROJECT	YES

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HAM-75-16.67 DB

CITY OF SHARONVILLE AND
WEST CHESTER TOWNSHIP
HAMILTON AND BUTLER COUNTIES

INDEX OF SHEETS:

AS-BUILT SHEET REVISIONS DATED 1/29/18:
1, 4-6, 9, 11, 18-20, 35 AND 38-41
AB

PROJECT DESCRIPTION

IMPROVEMENTS INCLUDE THE RECONFIGURATION OF THE I.R. 75 RAMPS TO I.R. 275 BY UTILIZING THE EXISTING SINGLE LANE EXIT FOR TRAFFIC TO GO WEST ON I.R. 275 AND CREATING A SECOND EXIT FOR TRAFFIC TO GO EAST ON I.R. 275. IMPROVEMENTS INCLUDE THE RECONSTRUCTION OF 0.35 MILES OF THE I.R. 75 SOUTHBOUND RAMP TO I.R. 275 WESTBOUND; THE RECONSTRUCTION OF 0.45 MILES OF THE I.R. 75 SOUTHBOUND RAMP TO I.R. 275 EASTBOUND; REPLACEMENT OF ALL OVERHEAD SIGNS AND RELOCATION OF AN EXISTING LIGHT TOWER INCLUDING CONCRETE MEDIAN BARRIER, DRAINAGE AND PAVEMENT MARKINGS.

PROJECT EARTH DISTURBED AREA:	2.46 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.00 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	2.46 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.

2016 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.

BUILDABLE UNIT 04
REMAINING WORK
AS-BUILTS
DATE: 1/29/18

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

FEDERAL PROJECT NO.	PID NO.	CONSTRUCTION PROJECT NO.	RAILROAD INVOLVEMENT
E170(763)	104408	173015	NONE

HAM-75-16.67

1/43

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES TWO WORKING DAYS
BEFORE YOU DIG.

OHIO Utilities Protection SERVICE
Call Before You Dig
1-800-362-2764
(Non-members must be called directly)

OIL & GAS PRODUCERS
UNDERGROUND PROTECTION SERVICE
1-800-925-0988

PLAN PREPARED BY:

AECOM
AKRON CLEVELAND COLUMBUS
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

ENGINEERS SEAL:

STATE OF OHIO
MATTHEW E. PHILIPS
76821
REGISTERED
PROFESSIONAL ENGINEER

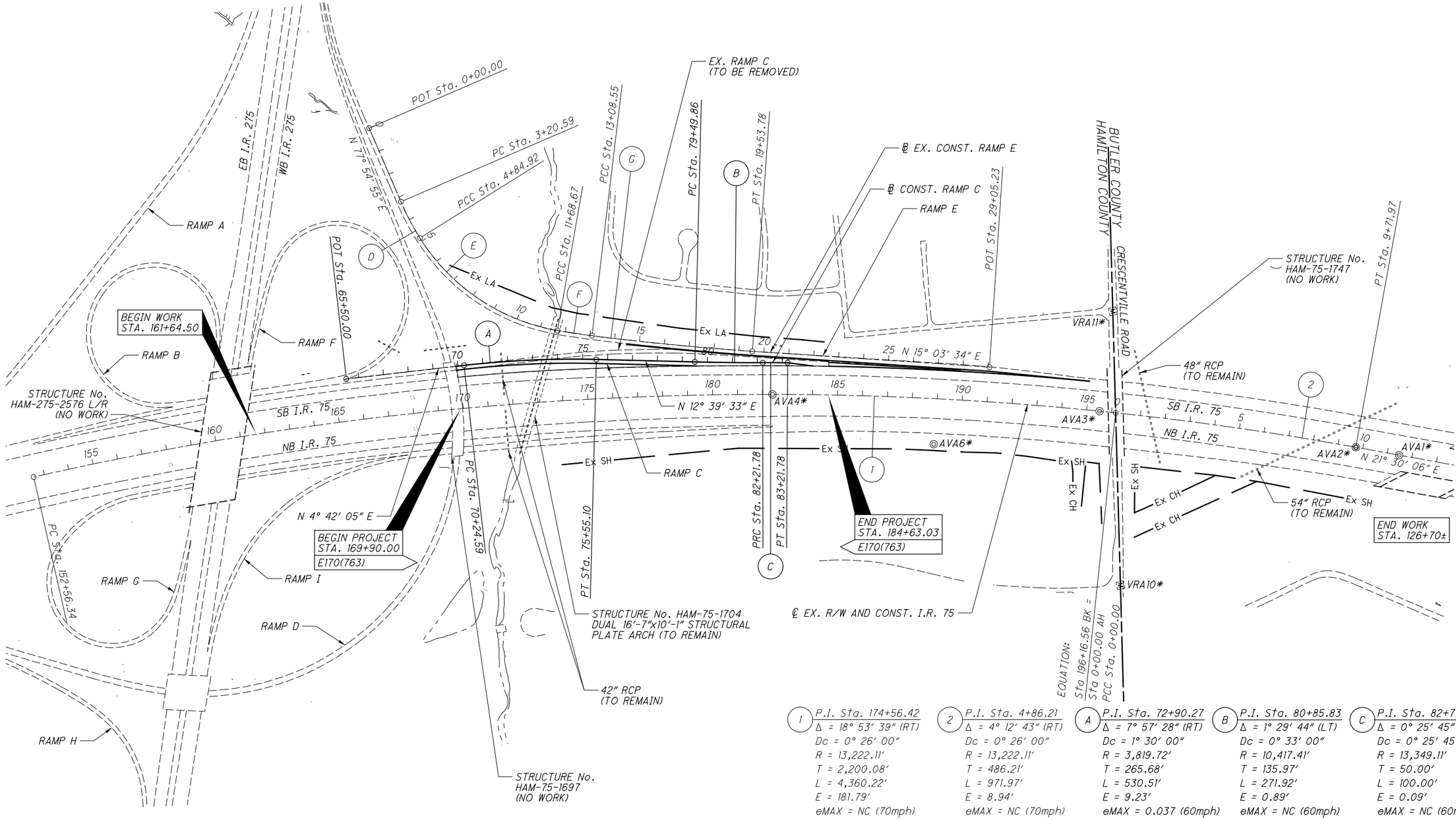
SIGNED: Matt E Phil
DATE: 8/17/2017

STANDARD CONSTRUCTION DRAWINGS												SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
BP-3.1	07/18/14	MGS-1.1	07/19/13	RM-4.3	07/18/14	TC-7.65	01/15/16	TC-52.20	07/15/16	800	01/20/17		
BP-5.1	07/19/13	MGS-2.1	07/19/13	RM-4.4	07/18/14	TC-12.30	01/20/17	TC-61.30	01/20/17	832	01/17/14		
BP-9.1	07/19/13	MGS-3.1	07/18/14	RM-4.5	07/18/14	TC-15.115	10/18/13	TC-65.10	01/17/14	839	07/17/15		
		MGS-4.2	07/19/13	RM-4.6	07/19/13	TC-21.10	01/20/17	TC-65.11	07/15/16	861	01/16/15		
CB-1.1	01/15/16	MGS-5.3	07/15/16			TC-21.20	07/15/16	TC-72.20	07/15/16	878	01/20/17		
CB-2.3	01/15/16			HL-10.31	07/17/15	TC-21.50	07/15/16			902	12/31/12		
CB-3.3	01/15/16			HL-20.11	01/20/17	TC-22.10	10/18/13			939	07/17/15		
CB-3.4	01/15/16			HL-20.21	01/20/17	TC-22.20	01/17/14			992	4/18/14		
				HL-20.24	01/15/16	TC-41.10	07/19/13						
DM-1.1	01/15/16			HL-30.11	01/20/17	TC-41.15	10/18/13						
DM-1.2	01/18/13			HL-30.21	01/17/14	TC-41.20	10/18/13						
				HL-30.22	01/17/14	TC-42.10	10/18/13						
HW-2.1	01/15/16			HL-50.11	01/16/15	TC-42.20	10/18/13						
				HL-60.21	01/16/15	TC-51.11	01/15/16						
						TC-51.12	01/15/16						
						TC-52.10	10/18/13						

NO.	REVISIONS:	DATE:
AB	AS-BUILT REVISION	1/29/18

NOTES

* SEE SHEET 3 FOR PRIMARY PROJECT CONTROL



① P.I. Sta. 174+56.42
Δ = 18° 53' 39" (RT)
Dc = 0° 26' 00"
R = 13,222.11'
T = 2,200.08'
L = 4,360.22'
E = 181.79'
eMAX = NC (70mph)

② P.I. Sta. 4+86.21
Δ = 4° 12' 43" (RT)
Dc = 0° 26' 00"
R = 13,222.11'
T = 486.21'
L = 971.97'
E = 8.94'
eMAX = NC (70mph)

Ⓐ P.I. Sta. 72+90.27
Δ = 7° 57' 28" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 265.68'
L = 530.51'
E = 9.23'
eMAX = 0.037 (60mph)

Ⓑ P.I. Sta. 80+85.83
Δ = 1° 29' 44" (LT)
Dc = 0° 33' 00"
R = 10,417.41'
T = 135.97'
L = 271.92'
E = 0.89'
eMAX = NC (60mph)

Ⓒ P.I. Sta. 82+71.78
Δ = 0° 25' 45" (RT)
Dc = 0° 25' 45"
R = 13,349.11'
T = 50.00'
L = 100.00'
E = 0.09'
eMAX = NC (60mph)

Ⓓ P.I. Sta. 4+02.91
Δ = 8° 38' 20" (LT)
Dc = 5° 15' 25"
R = 1,089.89'
T = 82.32'
L = 164.33'
E = 3.10'

Ⓔ P.I. Sta. 8+48.43
Δ = 48° 07' 57" (LT)
Dc = 7° 02' 22"
R = 813.92'
T = 363.51'
L = 683.75'
E = 77.49'

Ⓕ P.I. Sta. 12+38.63
Δ = 3° 03' 32" (LT)
Dc = 2° 11' 12"
R = 2,620.12'
T = 69.96'
L = 139.88'
E = 0.93'

Ⓖ P.I. Sta. 16+31.23
Δ = 2° 54' 36" (LT)
Dc = 0° 27' 04"
R = 12,704.19'
T = 322.68'
L = 645.23'
E = 4.10'

HORIZONTAL SCALE IN FEET
0 100 200 400

CALCULATED MEP
CHECKED JEM

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

SCHEMATIC PLAN

HAM-75-16.67

2
43

G:\Akron\DCS\Projects\TRN\60547096_HAM75i667\900-CAD-GIS\104408_HAM-75-i667\Design\Roadway\Sheets\104408_GB001.dgn Design 1/23/2018 9:35:09 AM matt.phillips

PRIMARY PROJECT CONTROL INFORMATION - COMBINED SCALE FACTOR: 1.0000000000							
POINT NUMBER	GRID COORDINATES U.S. SURVEY FEET		STATION	OFFSET	REFERENCE ALIGNMENT	ELEVATION	DESCRIPTION
	NORTHING	EASTING					
AVA1	480455.7260	1419987.1850	11+48.05	-0.04	CENTERLINE EX. R/W AND CONST. I.R. 75	611.98	CENTERLINE MONUMENT
AVA2	480291.8820	1419922.6870	9+71.97	0.00	CENTERLINE EX. R/W AND CONST. I.R. 75	611.82	CENTERLINE MONUMENT
AVA3	479313.3550	1419580.7610	195+51.72	0.04	CENTERLINE EX. R/W AND CONST. I.R. 75	598.53	CENTERLINE MONUMENT
AVA4	478041.7760	1419259.5420	182+39.65	-0.03	CENTERLINE EX. R/W AND CONST. I.R. 75	590.98	CENTERLINE MONUMENT
AVA6	478636.1800	1419580.8990	188+94.91	182.27	CENTERLINE EX. R/W AND CONST. I.R. 75	594.50	CENTERLINE MONUMENT
VRA10	479259.6630	1420280.3290	0+96.92	683.76	CENTERLINE EX. R/W AND CONST. I.R. 75	590.09	MONUMENT BOX
VRA11	479443.4150	1419199.2310	195+64.05	-402.85	CENTERLINE EX. R/W AND CONST. I.R. 75	614.87	MONUMENT BOX

FOR PRIMARY PROJECT CONTROL LOCATIONS IN PLAN, SEE SHEET 2

CALCULATED MEP
CHECKED JEM

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PRIMARY PROJECT CONTROL

HAM-75-16.67

EXISTING LEGEND:

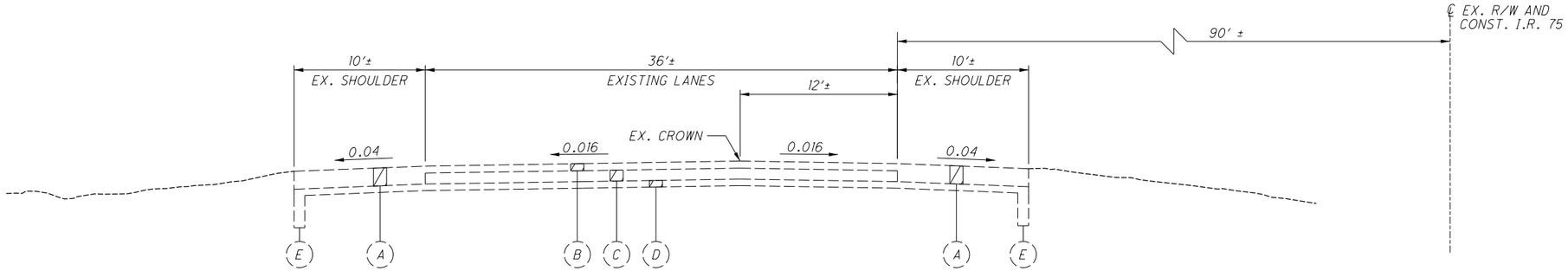
(A) ASPHALT, 16.5"±

(B) ASPHALT, 6.5"±

(C) CONCRETE, 10"±

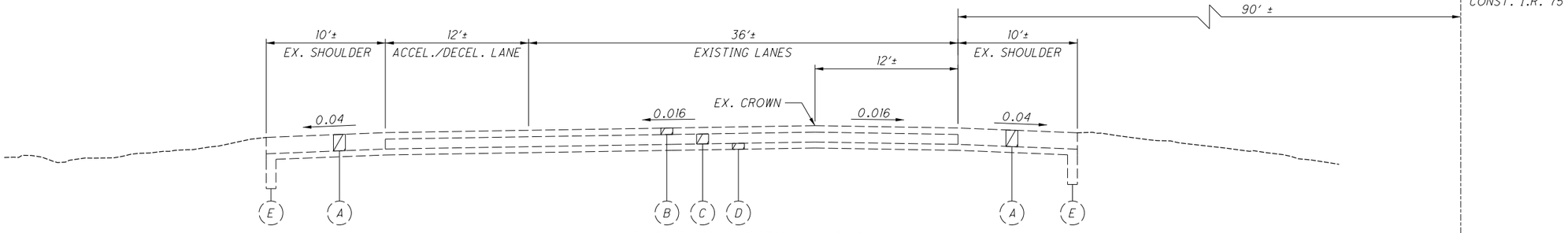
(D) AGGREGATE BASE, 6"±

(E) UNDERDRAIN, DEPTH VARIES

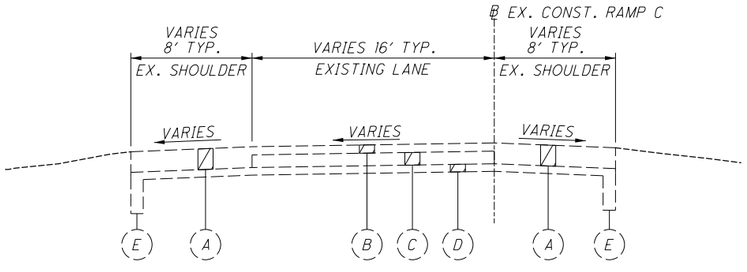


I.R. 75 EXISTING NORMAL SECTION

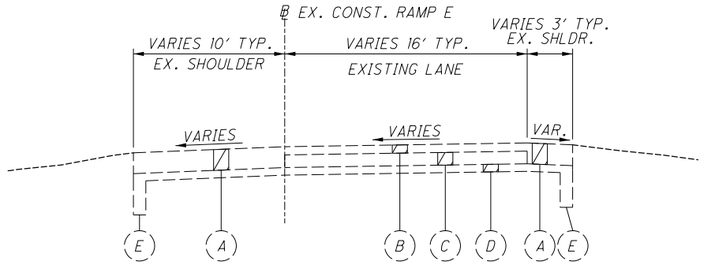
NOTE:
SOUTHBOUND OUTSIDE SHOULDER BUILD-UP FROM STA. 177+75± TO STA. 183+50± CONSISTS OF 10"± ASPHALT OVER 10"± CONCRETE. AB



I.R. 75 EXISTING NORMAL SECTION



RAMP C EXISTING NORMAL SECTION



RAMP E EXISTING NORMAL SECTION

NO.	REVISIONS:	DATE:
AB	AS-BUILT REVISION	1/29/18

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

CALCULATED JEM
CHECKED MAW

EXISTING TYPICAL SECTIONS

HAM-75-16.67

PROPOSED LEGEND

(1) ITEM 204 - EXCAVATION OF SUBGRADE (T=12")

(2) ITEM 204 - GRANULAR MATERIAL, TYPE B, AS PER PLAN

(3) ITEM 204 - GEOTEXTILE FABRIC, TYPE D

(4) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")

(5) ITEM 302 - ASPHALT CONCRETE BASE (T=13")

(6) ITEM 304 - AGGREGATE BASE (T=6")

(7) ITEM 407 - TACK COAT

(8) ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5mm, TYPE A (446) (T=1.5")

(9) ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19mm, TYPE A (446) (T=2.5")

(10) ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC, 707.31 (24" DEEP)

(11) ITEM 659 - SEEDING AND MULCHING, CLASS 2

(12) ITEM 861 - GEOGRID FOR SUBGRADE STABILIZATION

(13) ITEM 252 - FULL DEPTH PAVEMENT SAWING
(SAWCUT TO SOUND EDGE OF PAVEMENT; SEE PLAN FOR LOCATIONS)

(14) ITEM 839 - TRENCH DRAIN WITH STANDARD GRATE (ACO TRAFFIKDRAIN) AB

(15) ITEM 618 - RUMBLE STRIPS, ASPHALT CONCRETE (LIMITS PER SCD BP-9.1)

(16) ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

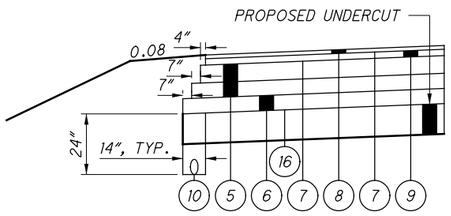
NOTES:

FOR EXISTING PAVEMENT BUILD-UP, SEE SHEET 4

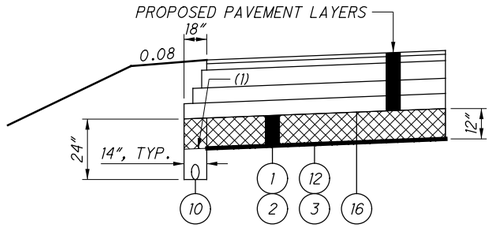
(1) DO NOT PLACE GEOGRID OR GEOTEXTILE FABRIC OVER UNDERDRAIN.

(2) VARIES FROM 9.57' AT STA. 69+95 TO 9.44' AT STA. 70+24.62
VARIES FROM 9.44' AT STA. 70+24.62 TO 6' AT STA. 70+45
VARIES FROM 6' AT STA. 74+41.41 TO 8' AT STA. 74+91.41

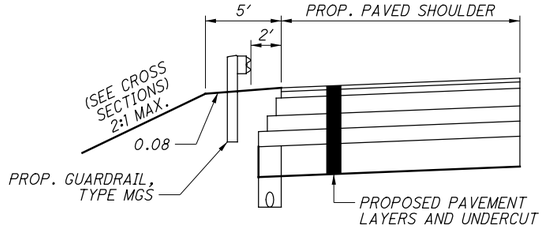
(3) VARIES FROM 13.86' AT STA. 169+90.30 TO 10' AT STA. 170+85.51



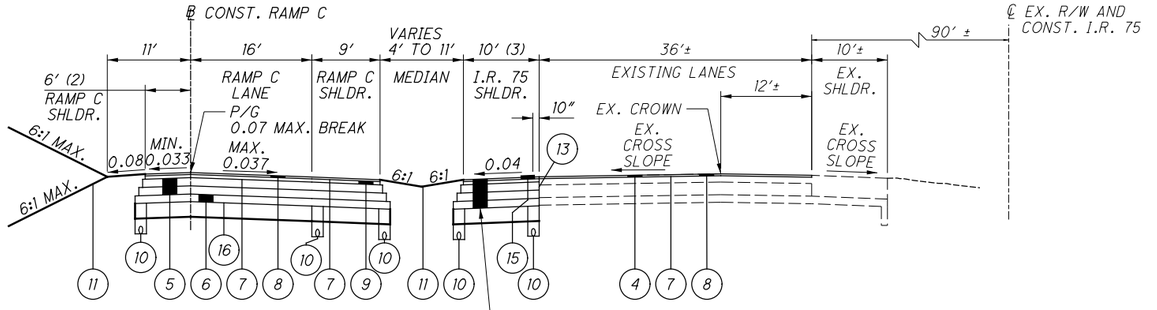
PAVEMENT BUILD-UP DETAIL



EXCAVATE AND REPLACE DETAIL - 12" DEEP



GUARDRAIL DETAIL
SEE PLANS FOR LOCATIONS



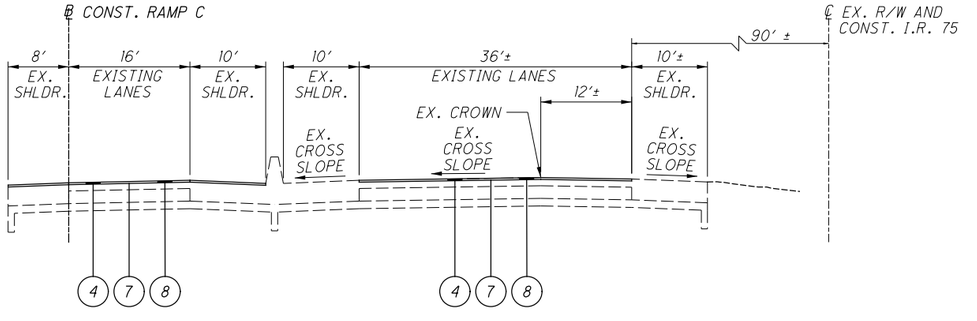
RAMP C SUPERELEVATED SECTION
STA. 69+95.00 TO STA. 74+91.41

NOTE: PAVED MEDIAN FROM
STA. 69+95.00 TO STA. 70+92.22

SEE PAVEMENT BUILD-UP DETAIL

I.R. 75 RESURFACING SECTION
STA. 169+90.30 TO STA. 174+77.93

NOTE: PAVED MEDIAN FROM
STA. 169+90.30 TO STA. 170+85.51



RAMP C SUPERELEVATED SECTION

STA. 66+23.00 TO STA. 68+75.00 (LANE RESURFACING)
STA. 68+75.00 TO STA. 69+95.00 (LANE AND SHOULDERS CROSS SLOPE TRANSITION)

NOTE: SEE PAVEMENT ELEVATION TABLE FOR MORE INFORMATION.

I.R. 75 RESURFACING SECTION
STA. 168+56.00 TO STA. 169+90.30

NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	1/29/18

CALCULATED JEM
CHECKED MEP

PROPOSED TYPICAL SECTIONS

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

HAM-75-16.67

5
43

NOTES:

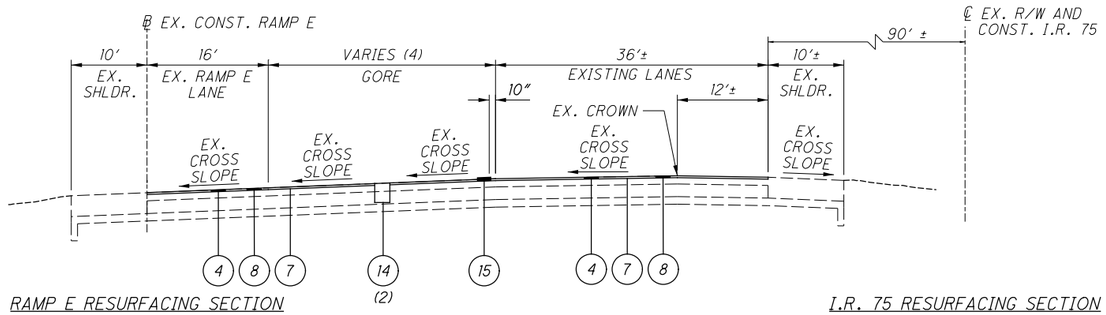
FOR PROPOSED LEGEND, SEE SHEET 5

(1) VARIES FROM 4.44' AT STA. 14+50 TO 3' AT STA. 15+00.

(2) FOR TRENCH DRAIN LIMITS, SEE TERMINAL DETAILS.

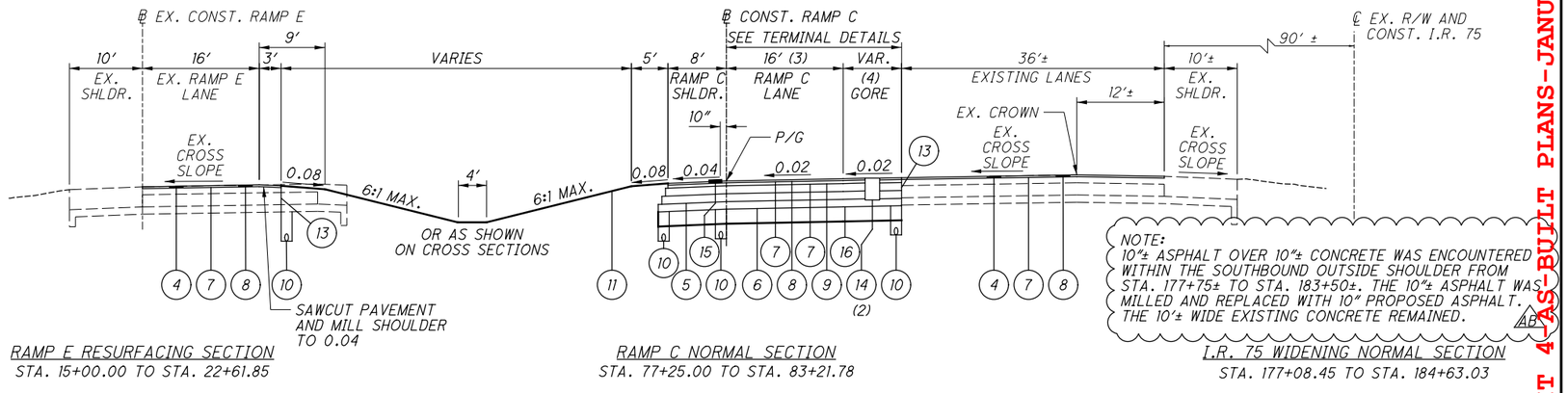
(3) VARIES FROM 16' AT STA. 79+54.99 TO 12' AT STA. 82+21.78.
12' FROM STA. 82+21.78 TO STA. 83+21.78.
VARIES FROM 12' AT STA. 183+00 TO 0' AT STA. 184+00
(REFERS TO ℄ EX. R/W AND CONST. I.R. 75).

(4) FOR GORE GEOMETRY, SEE TERMINAL DETAILS.



RAMP E RESURFACING SECTION
STA. 22+61.85 TO STA. 29+05.23

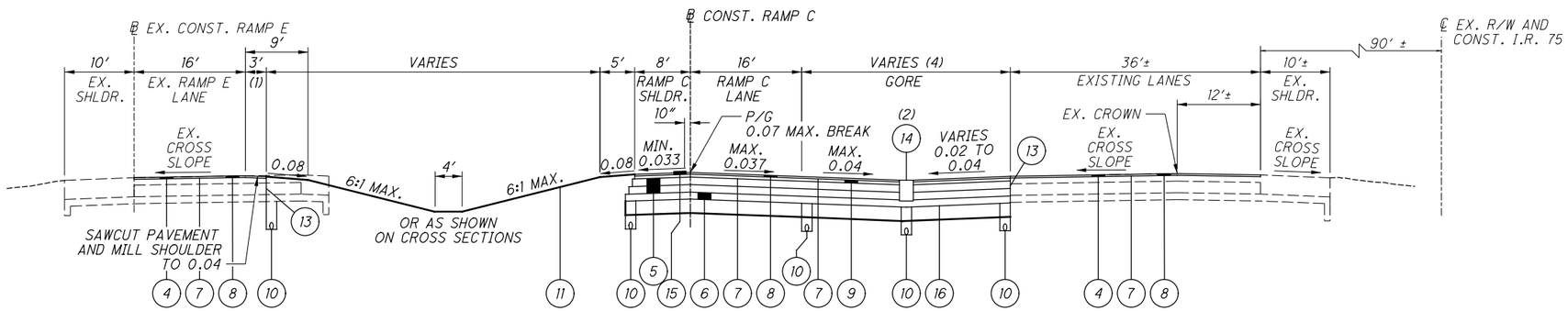
I.R. 75 RESURFACING SECTION
STA. 168+56.00 TO STA. 169+90.30
STA. 184+63.03 TO STA. 196+16.56
EQUATION: STA. 196+16.56 BK = STA. 0+00.00 AH
STA. 0+00.00 TO STA. 0+22.00



RAMP E RESURFACING SECTION
STA. 15+00.00 TO STA. 22+61.85

RAMP C NORMAL SECTION
STA. 77+25.00 TO STA. 83+21.78

I.R. 75 WIDENING NORMAL SECTION
STA. 177+08.45 TO STA. 184+63.03



RAMP E RESURFACING SECTION
STA. 13+60.00 TO STA. 14+50.00 (LANE RESURFACING ONLY)
STA. 14+50.00 TO STA. 15+00.00

RAMP C SUPERELEVATED SECTION
STA. 74+91.41 TO STA. 77+25.00

I.R. 75 WIDENING NORMAL SECTION
STA. 174+77.93 TO STA. 177+08.45

NO.	REVISIONS:	DATE:
AB	AS-BUILT REVISION	1/29/18

CALCULATED JEM
CHECKED MEP

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PROPOSED TYPICAL SECTIONS

HAM-75-16.67

GENERAL

ROUNDING

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

UTILITIES

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

CINCINNATI METROPOLITAN SEWER DISTRICT
ATTN: WHITNEY DAVIS
1600 GEST STREET
CINCINNATI, OH 45204
513-557-7019
WHITNEY.DAVIS@CINCINNATI-OH.GOV

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
ATTN: CRAIG HUTCHISON
139 E. 4th ST., RM 467A
CINCINNATI, OH 45202
513-287-3852
CRAIG.HUTCHISON@DUKE-ENERGY.COM

DUKE ENERGY - ELECTRIC (TRANSMISSION)
ATTN: TIM MEYER
139 E. 4th ST., RM 552A
CINCINNATI, OH 45202
513-287-1266
TIM.MEYER@DUKE-ENERGY.COM

DUKE ENERGY - GAS
ATTN: BRAD SEITER
139 E. 4th ST., RM 460A
CINCINNATI, OH 45202
513-287-4415
BRADLEY.SEITER@DUKE-ENERGY.COM

BUTLER COUNTY WATER AND SEWER
ATTN: JAMES C. GROVE
130 HIGH STREET
HAMILTON, OH 45011
513-785-5172 PHONE
513-887-3777 FAX
GROVEJC@BUTLERCOUNTYOHIO.ORG

LEVEL 3 COMMUNICATIONS
ATTN: TIM BOYKIN
1025 ELDORADO BLVD.
SUITE 43C-420
BROOMFIELD, CO 80021
720-888-7280
TIM.BOYKIN@LEVEL3.COM
RELO@LEVEL3.COM

ODOT D8 TRAFFIC
ATTN: JIM JUDD
505 SOUTH SR741
LEBANON, OH 45036
513-933-6692
JIM.JUDD@DOT.OHIO.GOV

CITY OF SHARONVILLE PUBLIC WORKS
ATTN: JOSEPH KEMPE
SHARONVILLE CITY HALL
10900 READING RD., RM 160
SHARONVILLE, OH 45241
513-563-1177
JKEMPE@CITYOFSHARONVILLE.COM

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

VERIZON (MCI)
ATTN: AL GUEST
120 RAVINE STREET
AKRON, OH 44303
330-253-8267

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.

ITS

ITS FACILITIES AREN'T LISTED WITH OUPS, SO THE CONTRACTOR IS REQUIRED TO CONTACT ODOT CENTRAL OFFICE ITS LAB DIRECTLY SO THAT THE ODOT UTILITIES LOCATED WITHIN THIS PROJECT ARE MARKED. THE CONTRACTOR SHALL NOTIFY ODOT CENTRAL OFFICE ITS LAB AT THE CONTACT INFORMATION LISTED BELOW AND THE PROJECT ENGINEER, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF ANY WORK FOR MARKING OF ODOT OWNED UTILITIES.

CENTRAL OFFICE ITS LAB
614-387-4113 - PHONE
614-887-4134 - FAX
CEN.ITS.LAB@DOT.STATE.OH.US - EMAIL

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

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

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

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 3 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION. USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID12B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE
COMBINED SCALE FACTOR: 1.00000000

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.

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.

CLEARING AND GRUBBING

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

ITEM 204 - GRANULAR MATERIAL, TYPE B, AS PER PLAN

THE TYPE B GRANULAR MATERIAL USED TO BACKFILL THE PAVEMENT UNDERCUT SHALL MEET THE REQUIREMENTS OF CMS 304 AND SHALL BE COMPRISED OF CRUSHED CARBONATE STONE. ALL OTHER ASPECTS OF ITEM 204 APPLY TO THIS WORK.

PROJECT BUILDABLE UNITS

BUILDABLE UNITS (BUs) ARE PORTIONS OF THE PROJECT WHICH CAN BE DESIGNED, REVIEWED AND BUILT WITH ONLY LIMITED CONTROLS AND ASSUMPTIONS COMING FROM THE DESIGN OF OTHER PORTIONS OF THE PROJECT.

THIS PROJECT HAS BEEN BROKEN INTO FOUR (4) BUs AS FOLLOWS:

BU01	OVERHEAD SIGNS
BU02	MAINTENANCE OF TRAFFIC (MOT)
BU03	STORM WATER POLLUTION PREVENTION PLAN (SWPPP)
BU04	REMAINING WORK

ROADWAY

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

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

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

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

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

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

ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). THE FACE OF THE IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

EROSION CONTROL

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SOIL ANALYSIS TEST, EACH
659, SEEDING AND MULCHING, CLASS 2, SY
659, REPAIR SEEDING AND MULCHING, SY
659, INTER-SEEDING, SY
659, COMMERCIAL FERTILIZER, TON
659, LIME, SY
659, WATER, MGAL

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

CALCULATED MEP
CHECKED JEM

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

GENERAL NOTES

HAM-75-16.67

DRAINAGE

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

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

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

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

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

REVIEW OF DRAINAGE FACILITIES

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

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

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

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

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

THE FOLLOWING ITEMS HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

601, TIED CONCRETE BLOCK MAT, TYPE 1, SY
605, AGGREGATE DRAINS, FT
611, 6" CONDUIT, TYPE F, FT
611, PRECAST REINFORCED CONCRETE OUTLET, EACH
605, 6" UNCLASSIFIED PIPE UNDERDRAINS, FT

PAVEMENT

PART-WIDTH CONSTRUCTION

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

WATER QUALITY

POST CONSTRUCTION STORM WATER TREATMENT

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT. SEE BU03 (SWPPP) FOR MORE INFORMATION.

CALCULATED MEP
CHECKED JEM

GENERAL NOTES

HAM-75-16.67

LEGEND

- PAVEMENT OR CONCRETE BARRIER TO BE REMOVED
- RESURFACING FOLLOWING MOT
- RESURFACING AND CROSS SLOPE TRANSITION
- VEGETATED FILTER STRIP (SEE BU03 FOR MORE INFORMATION)

(1) P.I. Sta. 174+56.42
Δ = 18° 53′ 39″ (RT)
Dc = 0° 26′ 00″
R = 13,222.11′
T = 2,200.08′
L = 4,360.22′
E = 181.79′
eMAX = NC (70mph)

EB I.R. 275

WB I.R. 275

EX. ODOT ITS UNDERGROUND

EX. CONC. BARRIER (TO REMAIN)

PROVIDE LOCALIZED GRADING AS NEEDED TO PROVIDE A SMOOTH FINISHED GRADE

EX. GUARDRAIL (TO REMAIN)

RAMP C

20:1 TAPER

STRUCTURE No. HAM-275-2576 L/R (NO WORK)

PROP. CONC. BARRIER, TYPE C

I.R. 75 SOUTHBOUND

12′±
26′±
8′±
14′±
36′±
12′±

+64.50
+04.50 +14.50
+24.50 +14.50
AB
+64.50

40′ ~~50′~~ TRANSITION PER SCD RM-4.4 ~~(LENGTH EXCEEDS SCD REQUIREMENT TO PROVIDE PROPER SIGN PLACEMENT)~~

~~40′ TRANSITION PER SCD RM-4.4~~

10′ SIGN SUPPORT

50′ TRANSITION PER SCD RM-4.4 (LENGTH EXCEEDS SCD REQUIREMENT TO PROVIDE PROPER SIGN PLACEMENT)

(1)

EX. ODOT ITS UNDERGROUND

DEMO. AND REMOVE EX. MEDIAN BARRIER

℄ EX. R/W AND CONST. I.R. 75

160 161 162 163 164

BEGIN WORK STA. 161+64.50

NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	1/29/18

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JEM
CHECKED MEP

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PLAN - I.R. 75
STA. 159+50.0 TO STA. 164+50.00

HAM-75-16.67

9
43

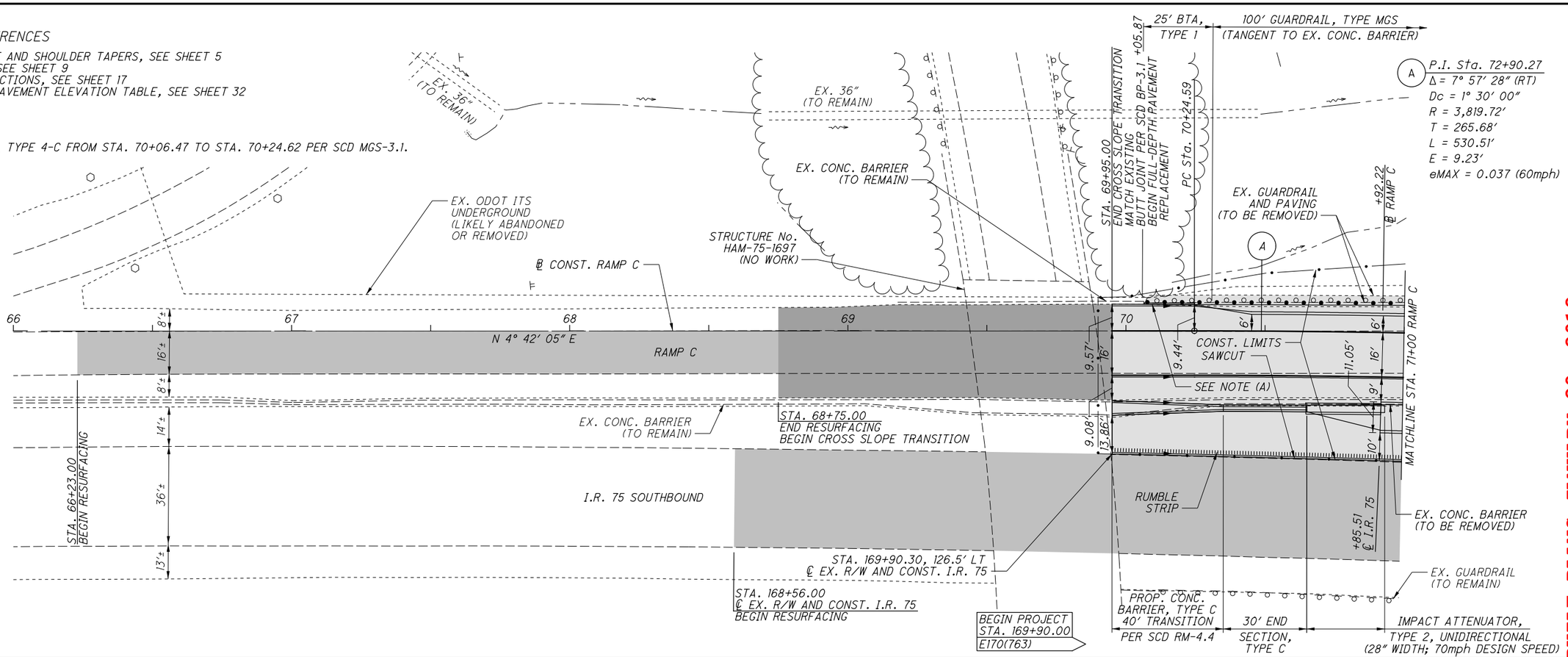
G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Roadway\Sheets\104408_GP001.dgn Design 1/23/2018 9:35:27 AM matt.philips

CROSS REFERENCES

FOR PAVEMENT AND SHOULDER TAPERS, SEE SHEET 5
FOR LEGEND, SEE SHEET 9
FOR CROSS SECTIONS, SEE SHEET 17
FOR RAMP C PAVEMENT ELEVATION TABLE, SEE SHEET 32

NOTES

(A)
INSTALL CURB, TYPE 4-C FROM STA. 70+06.47 TO STA. 70+24.62 PER SCD MGS-3.1.



BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PLAN AND PROFILE - RAMP C
STA. 66+00.00 TO STA. 71+00.00

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JEM
CHECKED MEP

HAM-75-16.67

10
43

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\04408_HAM-75-I667\Design\Roadway\Sheets\04408.GP002.dgn Design 1/23/2018 9:35:36 AM matt.phillips

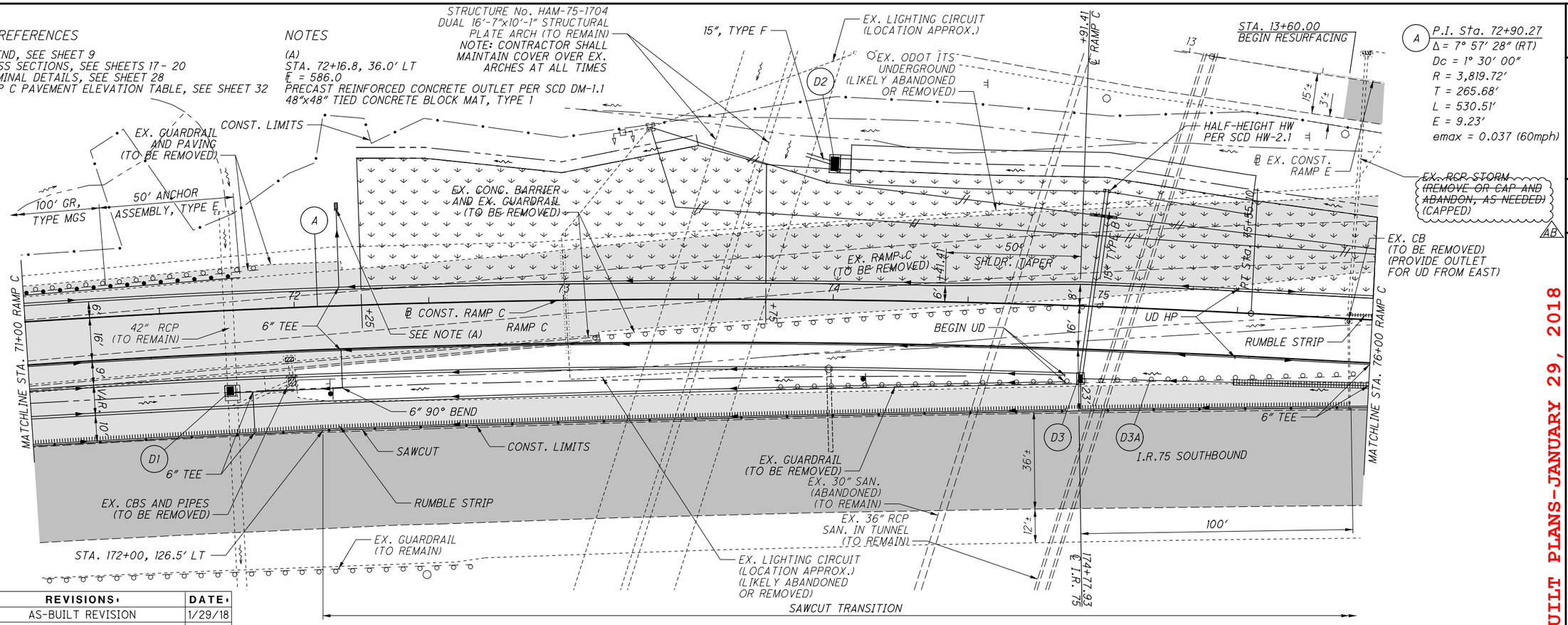
CROSS REFERENCES

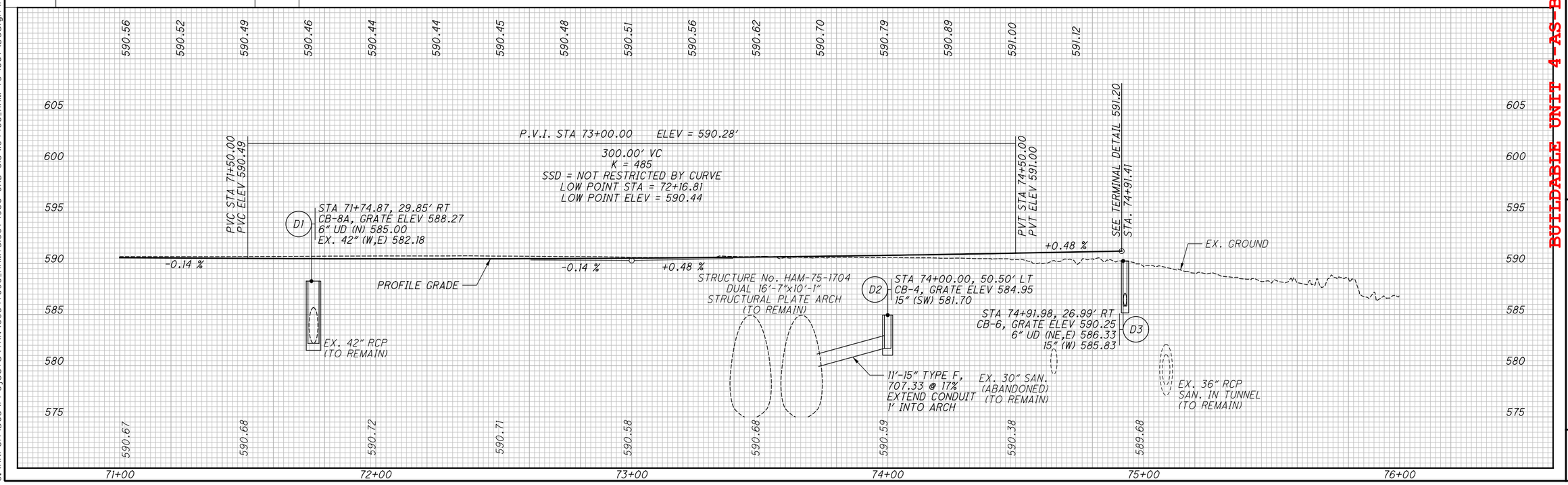
FOR LEGEND, SEE SHEET 9
FOR CROSS SECTIONS, SEE SHEETS 17- 20
FOR TERMINAL DETAILS, SEE SHEET 28
FOR RAMP C PAVEMENT ELEVATION TABLE, SEE SHEET 32

NOTES

(A)
STA. 72+16.8, 36.0' LT
℄ = 586.0
PRECAST REINFORCED CONCRETE OUTLET PER SCD DM-1.1
48"x48" TIED CONCRETE BLOCK MAT, TYPE 1

NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	1/29/18





HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JEM
CHECKED MEP

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PLAN AND PROFILE - RAMP C
STA. 71+00.00 TO STA. 76+00.00

HAM-75-16.67

CROSS REFERENCES

FOR LEGEND, SEE SHEET 9
FOR CROSS SECTIONS, SEE SHEETS 20- 23
FOR TERMINAL DETAILS, SEE SHEETS 28- 29
FOR RAMPS C AND E MEDIAN STORM SEWER PROFILE, SEE SHEET 33

NOTES

(A)
TAPER BARRIER DESIGN GUARDRAIL TO MAINTAIN 2' OFFSET FROM EDGE OF SHOULDER TO EDGE OF IMPACT ATTENUATOR.

(B)
STA. 77+25.0, 24.0' LT
℄ = 586.5
PRECAST REINFORCED CONCRETE OUTLET PER SCD DM-1.1
48"x48" TIED CONCRETE BLOCK MAT, TYPE 1

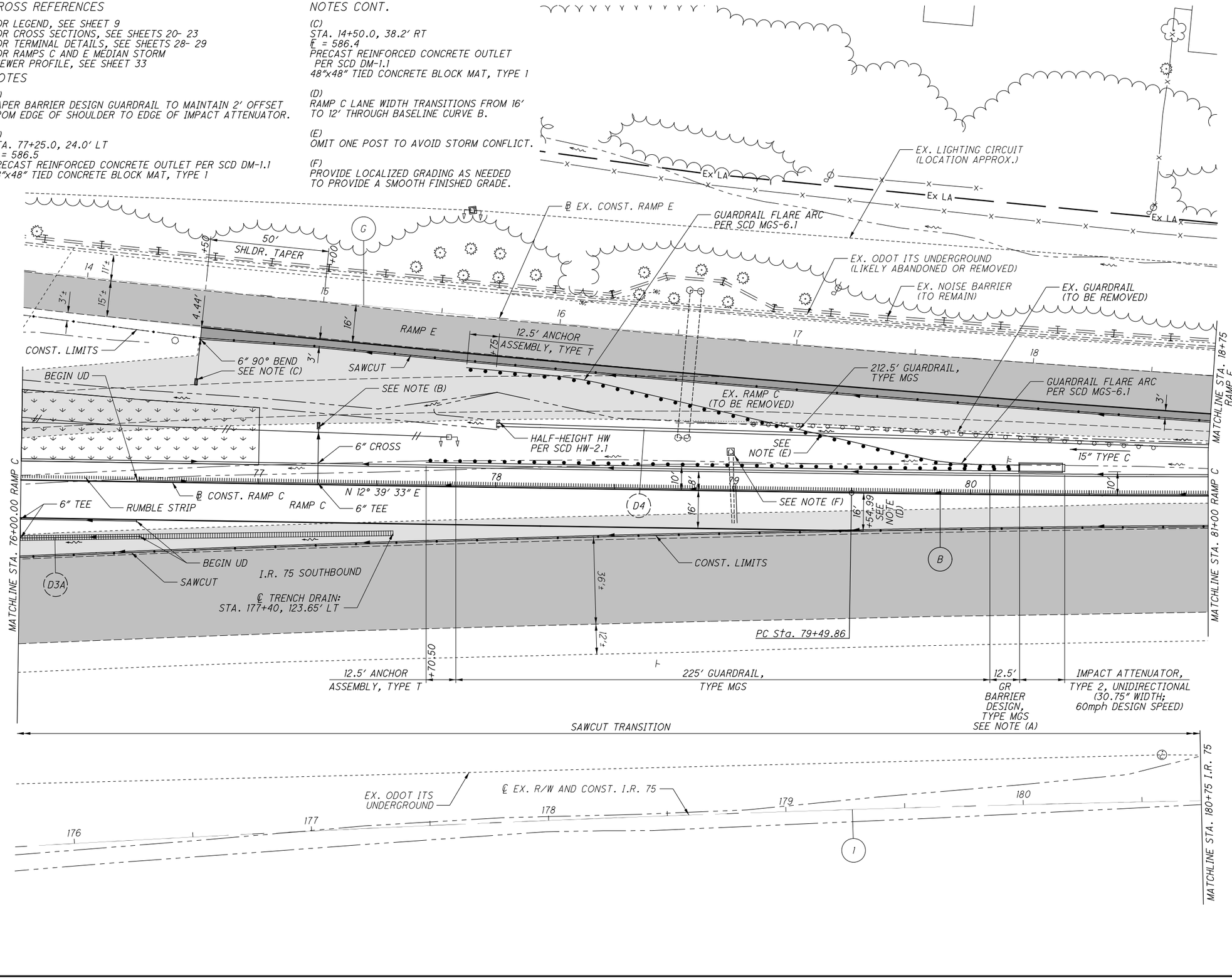
NOTES CONT.

(C)
STA. 14+50.0, 38.2' RT
℄ = 586.4
PRECAST REINFORCED CONCRETE OUTLET PER SCD DM-1.1
48"x48" TIED CONCRETE BLOCK MAT, TYPE 1

(D)
RAMP C LANE WIDTH TRANSITIONS FROM 16' TO 12' THROUGH BASELINE CURVE B.

(E)
OMIT ONE POST TO AVOID STORM CONFLICT.

(F)
PROVIDE LOCALIZED GRADING AS NEEDED TO PROVIDE A SMOOTH FINISHED GRADE.



B P.I. Sta. 80+85.83
Δ = 1° 29' 44" (LT)
Dc = 0° 33' 00"
R = 10,417.41'
T = 135.97'
L = 271.92'
E = 0.89'
eMAX = NC (60mph)

G P.I. Sta. 16+31.23
Δ = 2° 54' 36" (LT)
Dc = 0° 27' 04"
R = 12,704.19'
T = 322.68'
L = 645.23'
E = 4.10'
eMAX = NC (60mph)

1 P.I. Sta. 174+56.42
Δ = 18° 53' 39" (RT)
Dc = 0° 26' 00"
R = 13,222.11'
T = 2,200.08'
L = 4,360.22'
E = 181.79'
eMAX = NC (70mph)

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JEM
CHECKED MEP

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PLAN - RAMP C

STA. 76+00.00 TO STA. 81+00.00

HAM-75-16.67

12
43

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Roadway\Sheets\104408_GP004.dgn Design 1/23/2018 9:35:56 AM matt.phillips

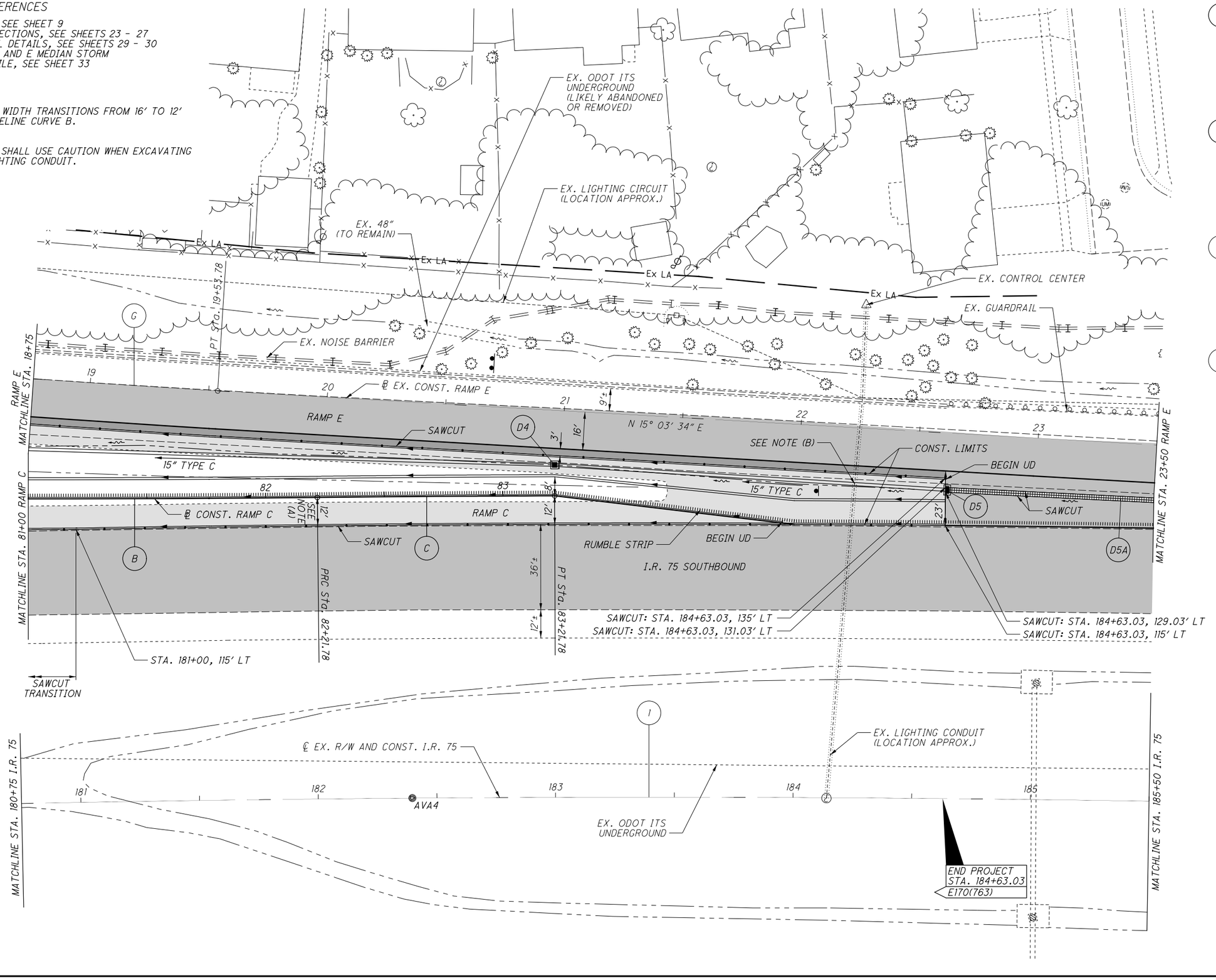
CROSS REFERENCES

FOR LEGEND, SEE SHEET 9
FOR CROSS SECTIONS, SEE SHEETS 23 - 27
FOR TERMINAL DETAILS, SEE SHEETS 29 - 30
FOR RAMPS C AND E MEDIAN STORM SEWER PROFILE, SEE SHEET 33

NOTES

(A)
RAMP C LANE WIDTH TRANSITIONS FROM 16' TO 12' THROUGH BASELINE CURVE B.

(B)
CONTRACTOR SHALL USE CAUTION WHEN EXCAVATING NEAR EX. LIGHTING CONDUIT.



(B) P.I. Sta. 80+85.83
Δ = 1° 29' 44" (LT)
Dc = 0° 33' 00"
R = 10,417.41'
T = 135.97'
L = 271.92'
E = 0.89'
emax = NC (60mph)

(C) P.I. Sta. 82+71.78
Δ = 0° 25' 45" (RT)
Dc = 0° 25' 45"
R = 13,349.11'
T = 50.00'
L = 100.00'
E = 0.09'
emax = NC (60mph)

(G) P.I. Sta. 16+31.23
Δ = 2° 54' 36" (LT)
Dc = 0° 27' 04"
R = 12,704.19'
T = 322.68'
L = 645.23'
E = 4.10'
eMAX = NC (70mph)

(I) P.I. Sta. 174+56.42
Δ = 18° 53' 39" (RT)
Dc = 0° 26' 00"
R = 13,222.11'
T = 2,200.08'
L = 4,360.22'
E = 181.79'
eMAX = NC (70mph)

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JEM
CHECKED MEP

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PLAN - I.R. 75
STA. 180+75.00 TO STA. 185+50.00

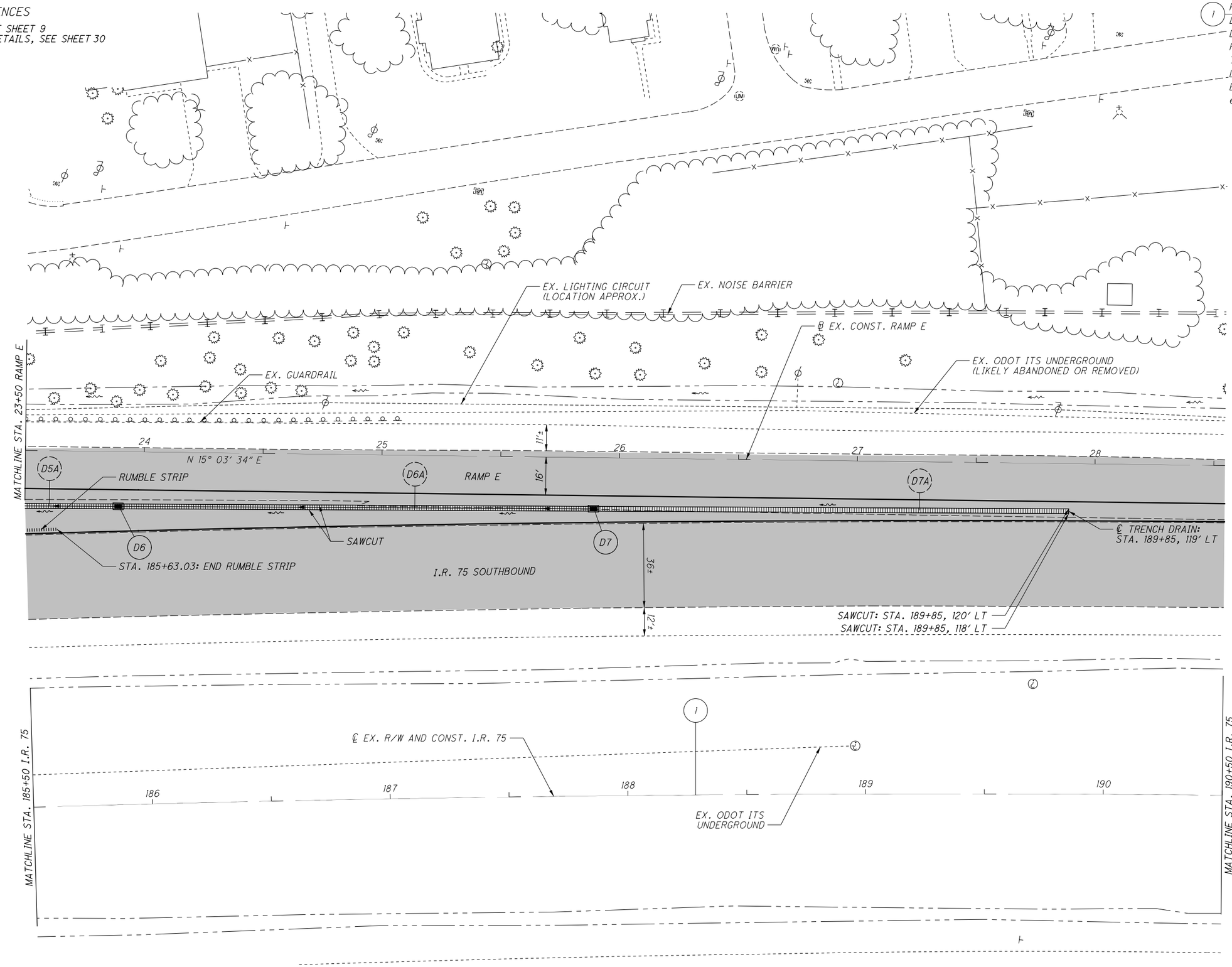
HAM-75-16.67

13
43

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\04408_HAM-75-I667\Design\Roadway\Sheets\104408_GP005.dgn 1/23/2018 9:36:05 AM matt.philips

CROSS REFERENCES

FOR LEGEND, SEE SHEET 9
FOR TERMINAL DETAILS, SEE SHEET 30



BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PLAN - I.R. 75

STA. 185+50.0 TO STA. 190+50.00

HAM-75-16.67

14
43

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JEM
CHECKED MEP

CROSS REFERENCES

FOR LEGEND, SEE SHEET 9
FOR TERMINAL DETAILS, SEE SHEET 31
FOR "1/2 MILE" AND "1 MILE" TRUSS ROADSIDE BARRIER DETAILS, SEE SHEET 16

P.I. Sta. 174+56.42
Δ = 18° 53' 39" (RT)
Dc = 0° 26' 00"
R = 13,222.11'
T = 2,200.08'
L = 4,360.22'
E = 181.79'
eMAX = NC (70mph)

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED JEM
CHECKED MEP

CRESCENTVILLE ROAD

BUTLER COUNTY
HAMILTON COUNTY

EX. NOISE BARRIER

℄ EX. CONST. RAMP E

POT Sta. 29+05.23

+46.49 15' +61.49

EX. CONC BARRIER, TYPE D (TO REMAIN)

EX. GUARDRAIL (TO REMAIN)

EX. LIGHTING CIRCUIT (LOCATION APPROX.)

RAMP E

29

10'±

16'

36'±

12'±

CONC. BARRIER, END ANCHORAGE, REINFORCED, TYPE D

I.R. 75 SOUTHBOUND

11'±

12'±

36'±

12'±

30" WAT

+43.74 15' +58.74

EX. CONC BARRIER, TYPE D (TO REMAIN)

EX. GUARDRAIL (TO REMAIN)

STA. 0+22.00
END RESURFACING

EQUATION:
Sta 196+16.56 BK =
Sta 0+00.00 AH

EX. ODOT ITS UNDERGROUND
(LIKELY ABANDONED OR REMOVED)

END WORK
STA. 126+70±

℄ EX. R/W AND CONST. I.R. 75

MATCHLINE STA. 190+50 I.R. 75

191 192 193 194 195 196

AVA3

STRUCTURE No.
HAM-75-1747
(NO WORK)

PCC Sta. 0+00.00

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PLAN - I.R. 75
STA. 190+50.00 TO ENDING

HAM-75-16.67

15
43

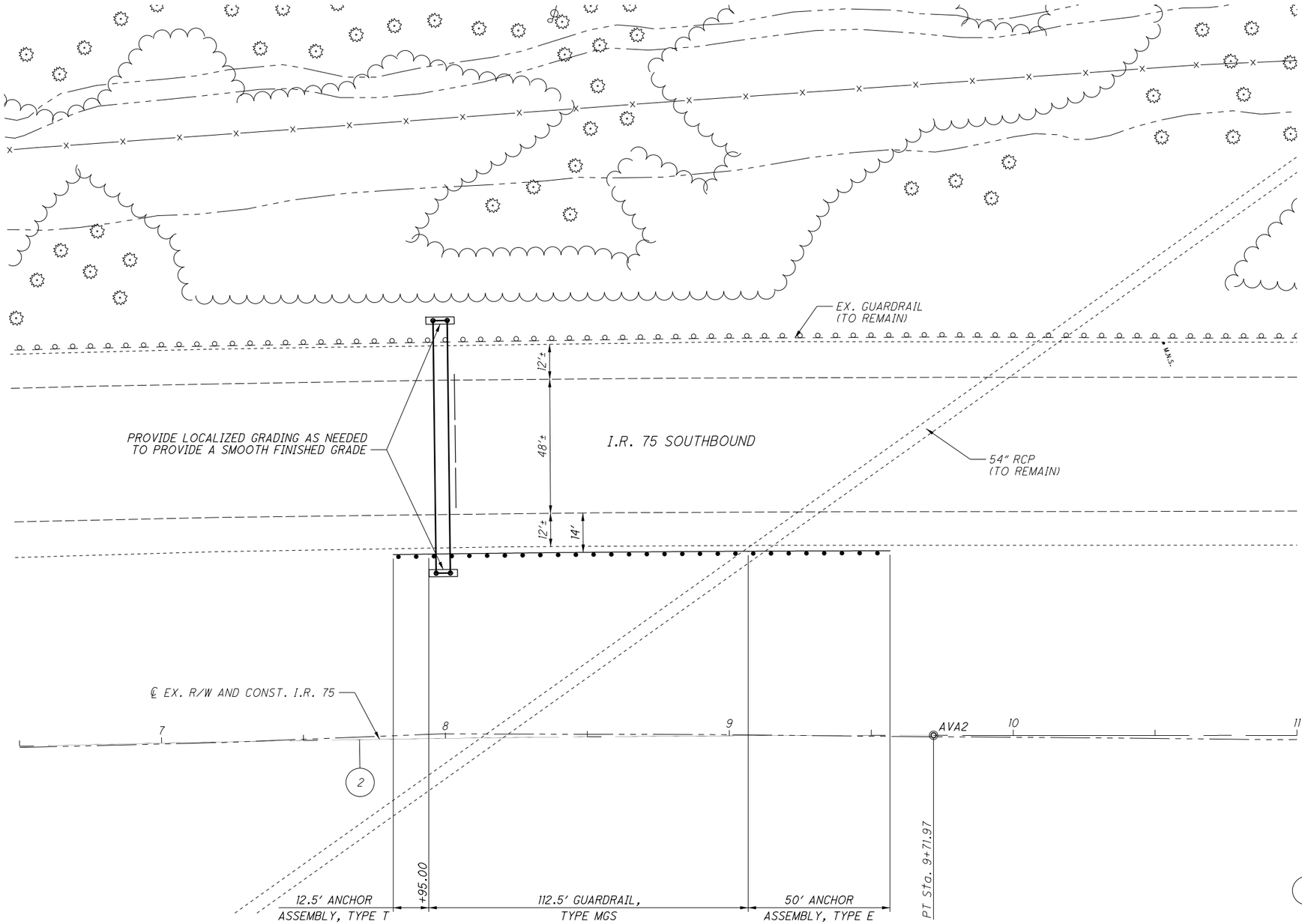
G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\04408_HAM-75-I667\Design\Roadway\Sheets\104408_GP007.dgn Design 1/23/2018 9:36:23 AM matt.phillips

CROSS REFERENCES

FOR LEGEND, SEE SHEET 9
FOR OVERHEAD SIGN SUPPORT DETAILS, SEE BU01

NOTES

ROADSIDE DESIGN FOR "I MILE" TRUSS AT STA. 35+98 IS SIMILAR.



(2) P.I. Sta. 4+86.21
Δ = 4° 12' 43" (RT)
Dc = 0° 26' 00"
R = 13,222.11'
T = 486.21'
L = 971.97'
E = 8.94'
eMAX = NC (70mph)

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PLAN - I.R. 75
STA. 6+50.00 TO STA. 11+00.00

HAM-75-16.67

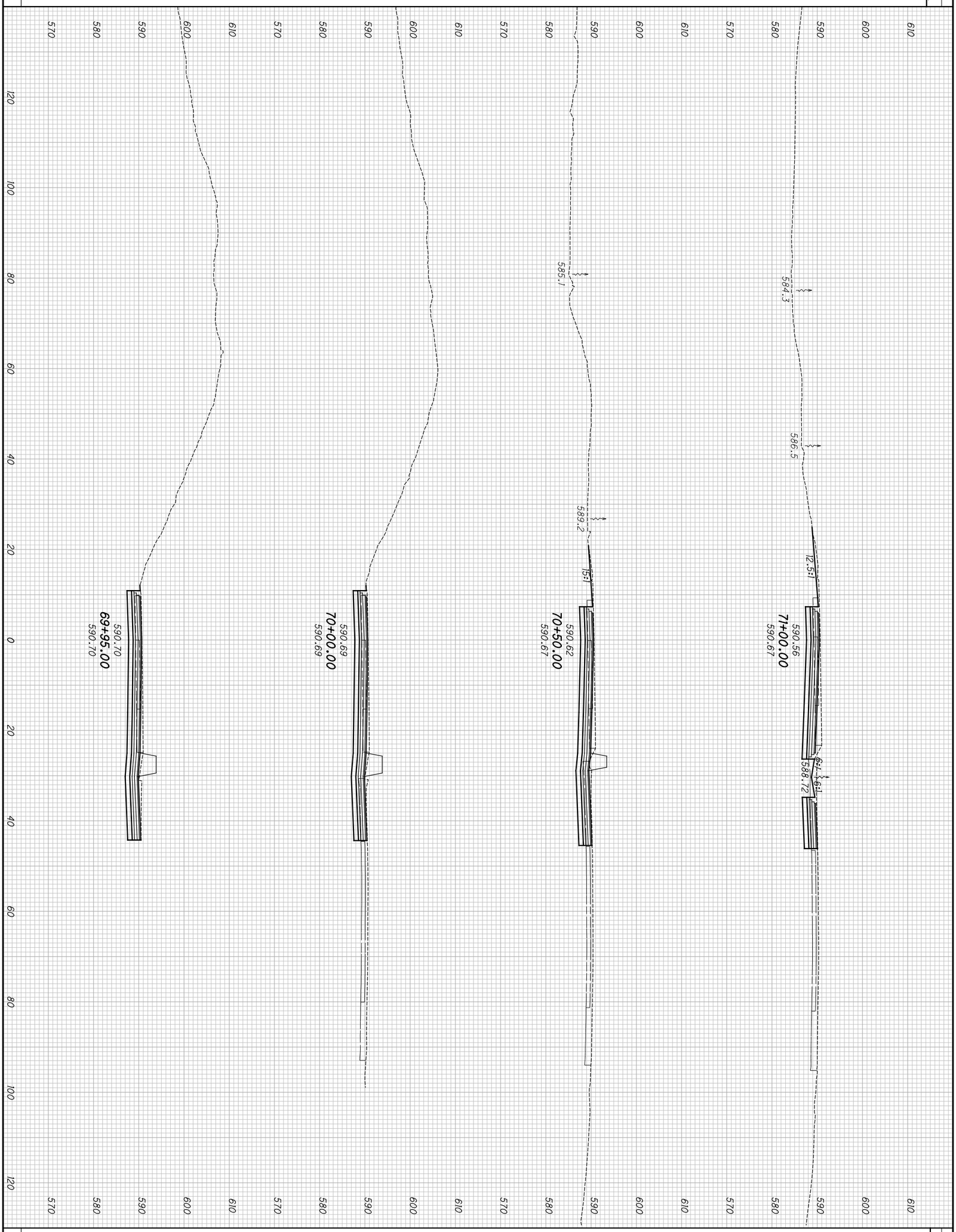
16
43

CALCULATED MEP
CHECKED JEM

HORIZONTAL SCALE IN FEET
0 10 20 40

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Roadway\Sheets\104408_XS001.dgn Sheet 1/23/2018 9:36:34 AM matt.philips

SEEDING
END WIDTH
SQ. YDS.



END AREA
CUT
FILL

VOLUME
CUT
FILL

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

17
43

HAM-75-16.67

CROSS SECTIONS RAMP C
BEGINNING TO STA. 71+00.00

CALCULATED JEM
CHECKED MEP

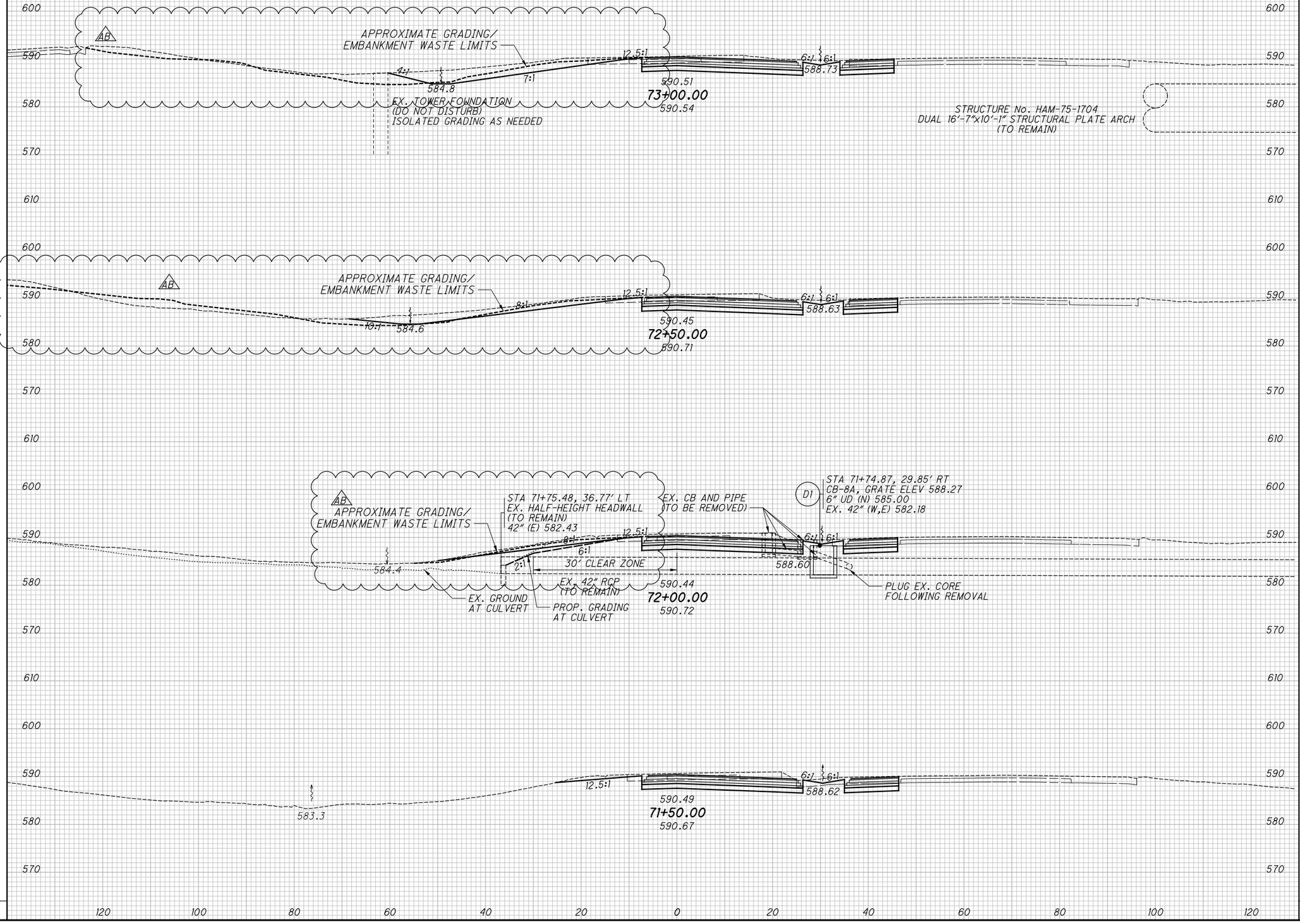
SEEDING	
END WIDTH	SQ. YDS.

NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	1/29/18

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JEM

CHECKED MEP



BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

CROSS SECTIONS RAMP C

STA. 71+50.00 TO STA. 73+00.00

HAM-75-16.67

18
43

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Roadway\Sheets\104408_XS001.dgn Sheet 1/23/2018 11:26:15 AM matt.phillips

SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED	CHECKED
JEM	MEP

EX. TOWER FOUNDATION
(DO NOT DISTURB)
ISOLATED GRADING AS NEEDED

25:1

6:1

588.93

590.62
+50.00
590.68

COV
BE MAINTAINED AT ALL TIMES.

STRUCTURE No. HAM-75-1704
DUAL 16'-7"x10'-1" STRUCTURAL PLATE ARCH
(TO REMAIN)

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

C4

HAM-75-16.67

1

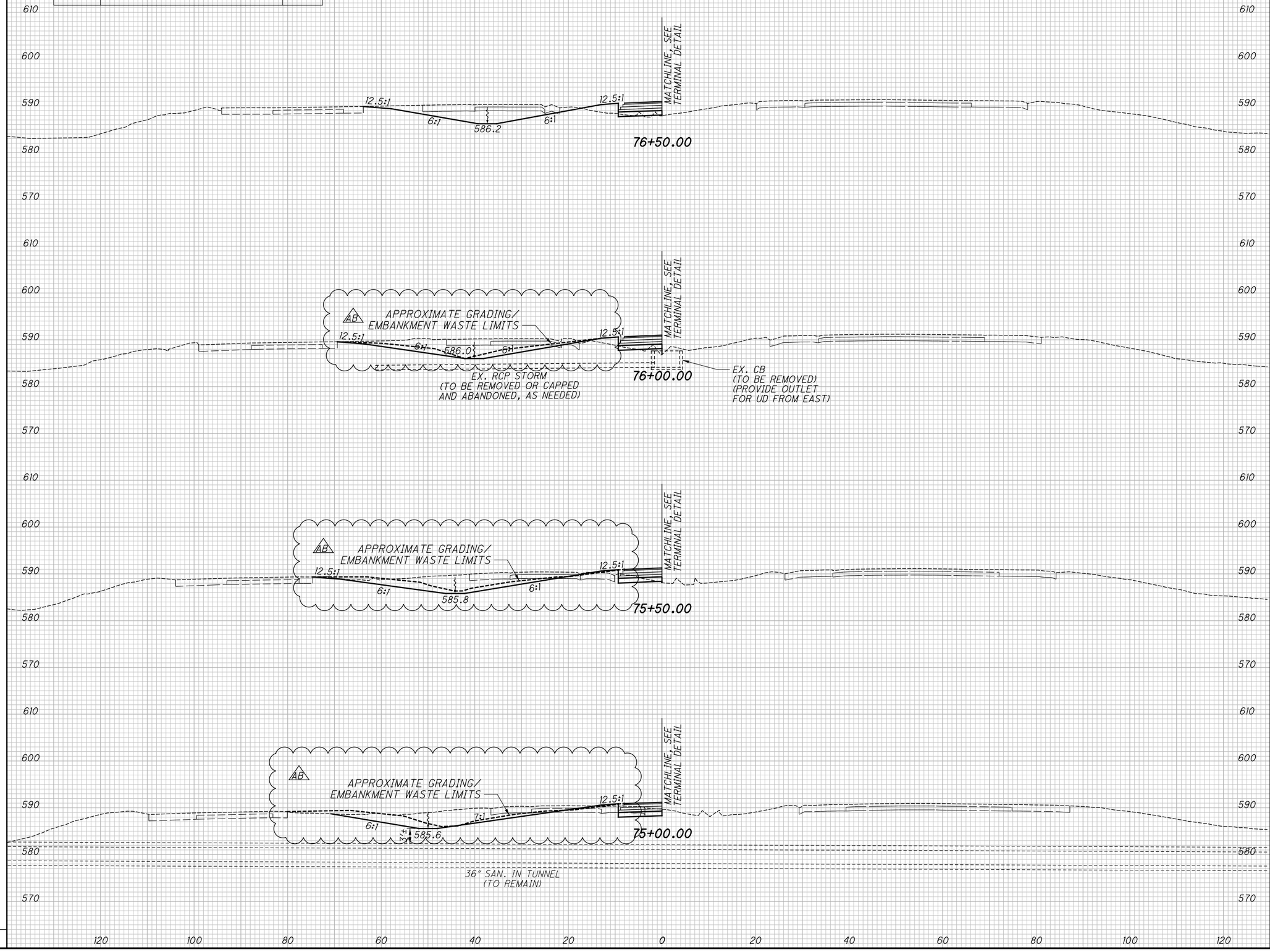
G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Roadway\Sheets\104408_XS001.dgn Sheet 1/23/2018 11:26:20 AM matt.philips

SEEDING	
END WIDTH	SQ. YDS.

NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	1/29/18

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JEM
CHECKED MEP



BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

CROSS SECTIONS RAMP C

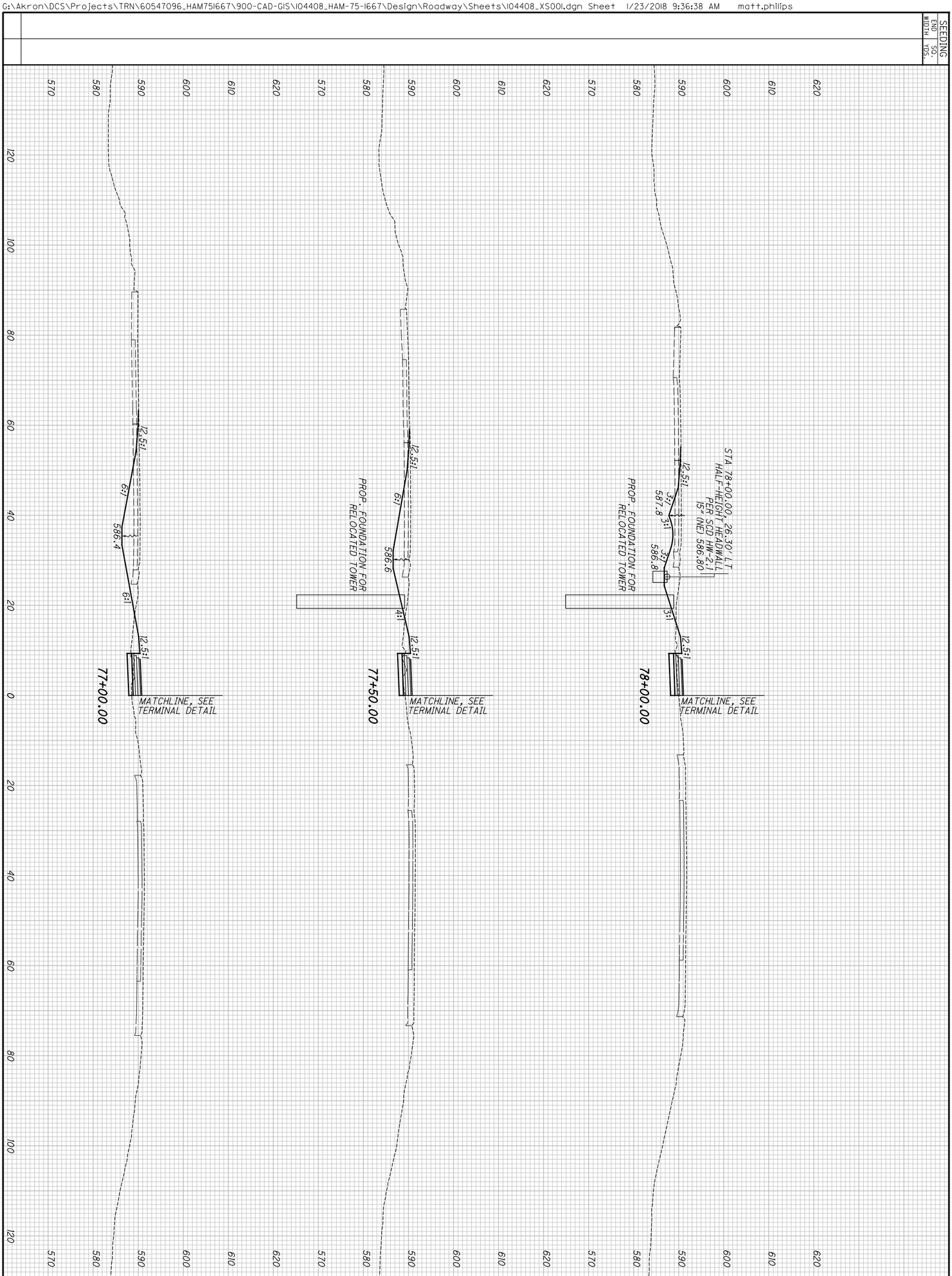
STA. 75+00.00 TO STA. 76+50.00

HAM-75-16.67

20
43

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Roadway\Sheets\104408_XS001.dgn Sheet 1/23/2018 11:26:21 AM matt.phillips

SEEDING
END AREA
CUT
FILL
VOLUME
CUT
FILL



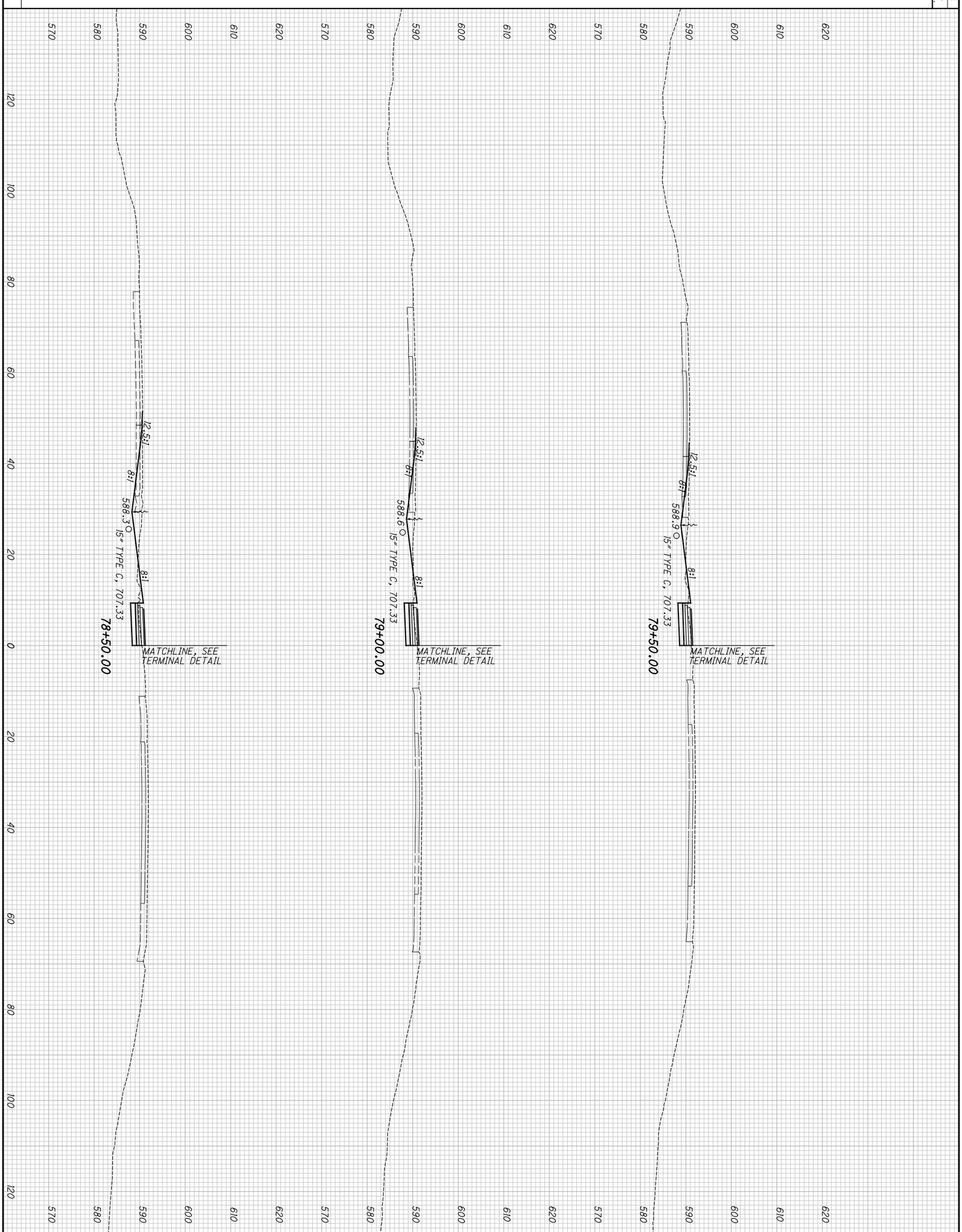
BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

HAM-75-16.67

CROSS SECTIONS RAMP C
STA. 77+00.00 TO STA. 78+00.00

CALCULATED JEM
CHECKED MEP

SEEDING
END AREA
VOLUME
CUT
FILL
SQ. YDS.
WIDTH



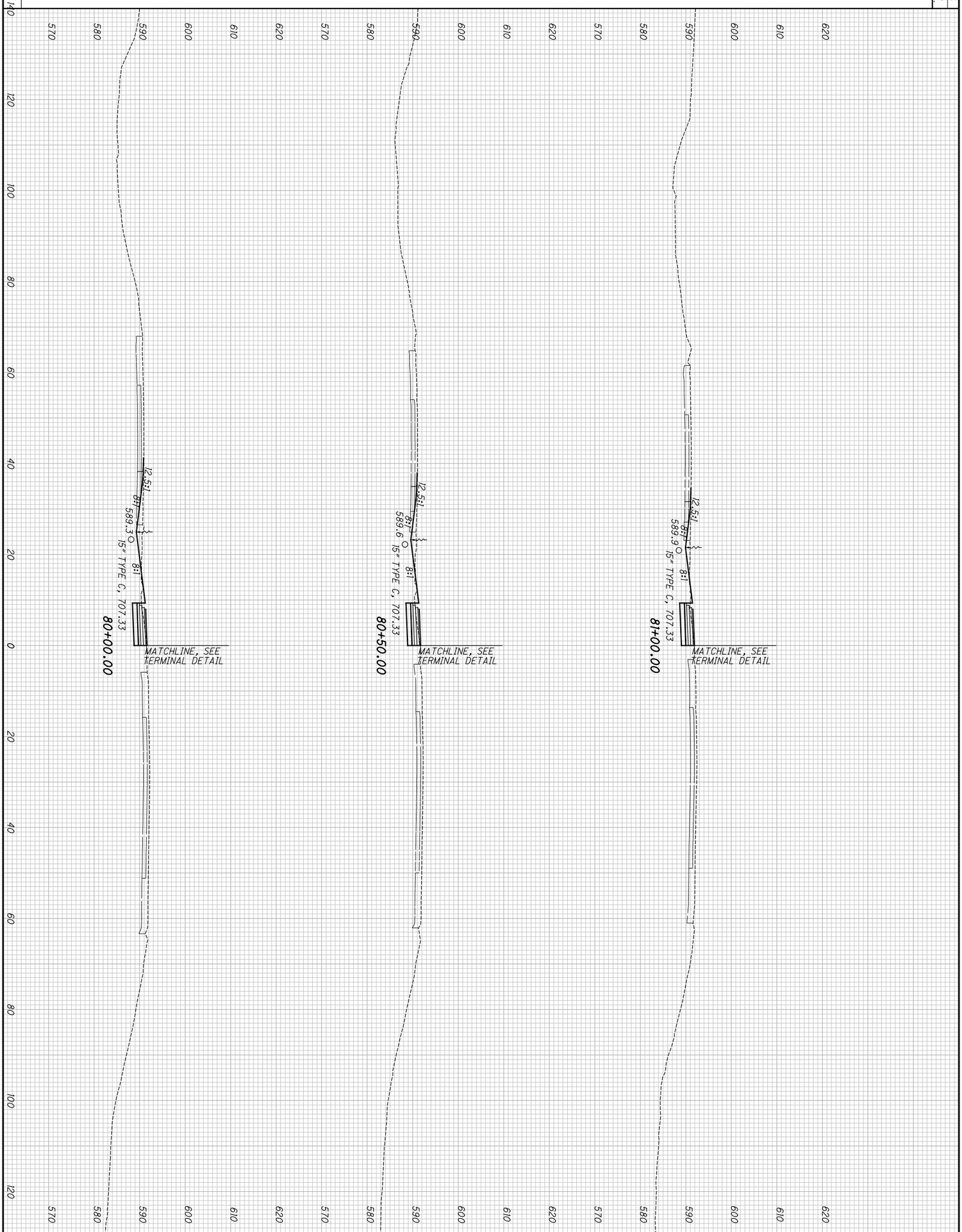
BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

22 / 43	HAM-75-16.67	CROSS SECTIONS RAMP C STA. 78+50.00 TO STA. 79+50.00

CALCULATED JEM
CHECKED MEP

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Roadway\Sheets\104408_XS001.dgn Sheet 1/23/2018 9:36:40 AM matt.philips

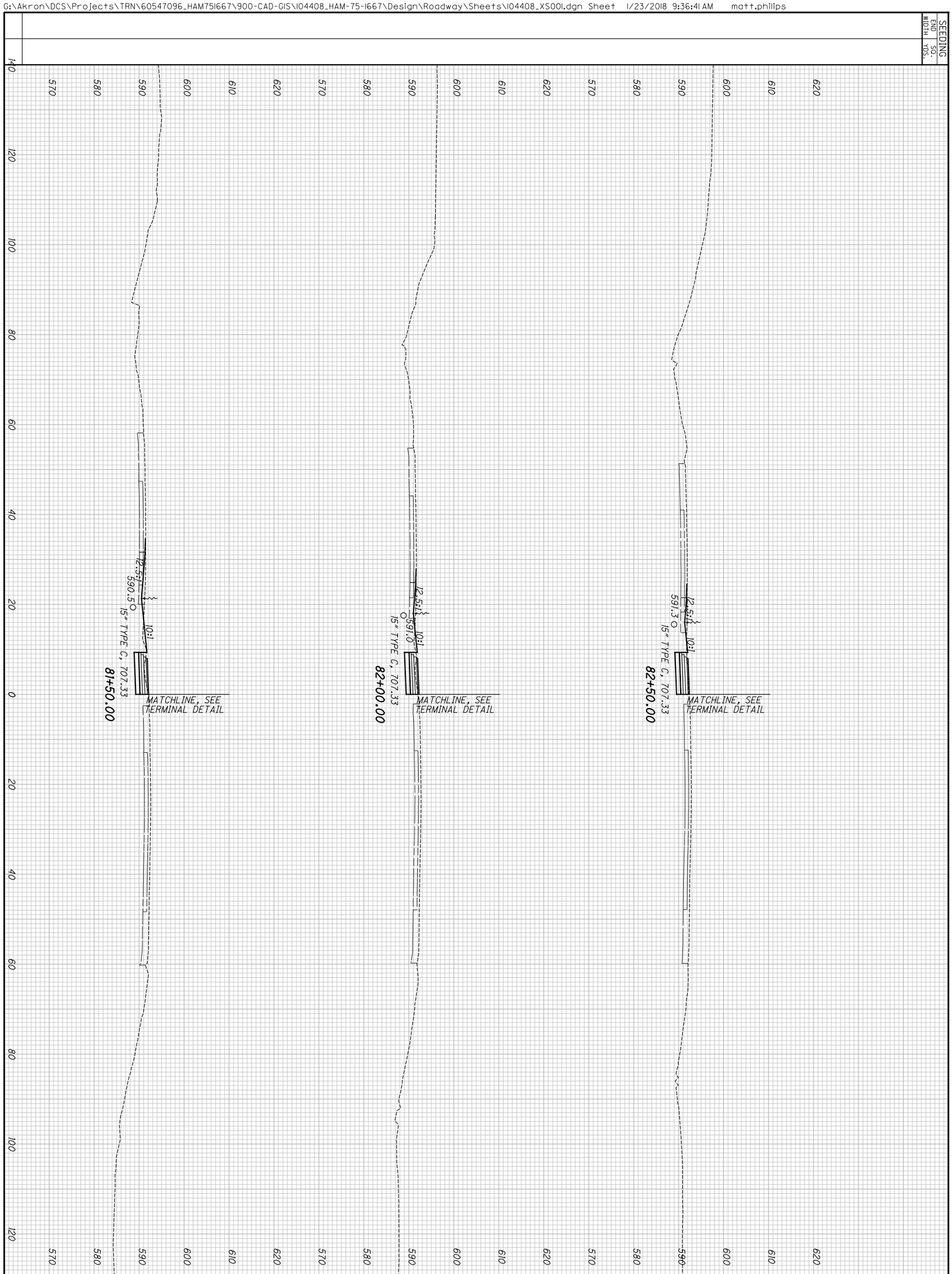
SEEDING
END AREA
VOLUME



BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

23 / 43	HAM-75-16.67	CROSS SECTIONS RAMP C STA. 80+00.00 TO STA. 81+00.00	CALCULATED JEM CHECKED MEP

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\I04408_HAM-75-I667\Design\Roadway\Sheets\I04408_XS001.dgn Sheet 1/23/2018 9:36:41 AM matt.philips



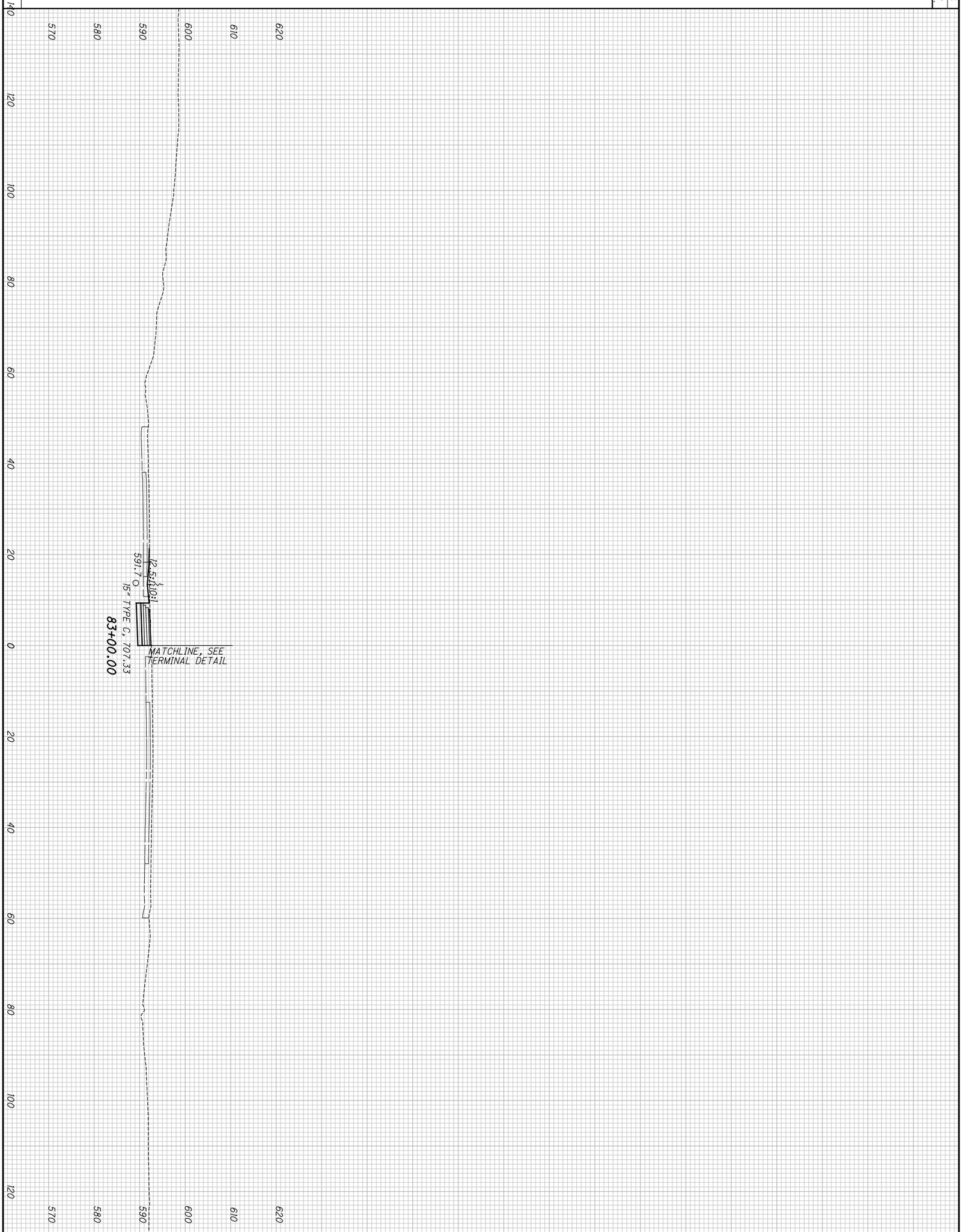
BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

24 / 43	HAM-75-16.67	CROSS SECTIONS RAMP C STA. 81+50.00 TO STA. 82+50.00

CALCULATED JEM
CHECKED MEP

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\I04408_HAM-75-I667\Design\Roadway\Sheets\I04408_XS001.dgn Sheet 1/23/2018 9:36:42 AM matt.phillips

SEEDING
END SQ. YDS.
WIDTH



END AREA
CUT
FILL

VOLUME
CUT
FILL

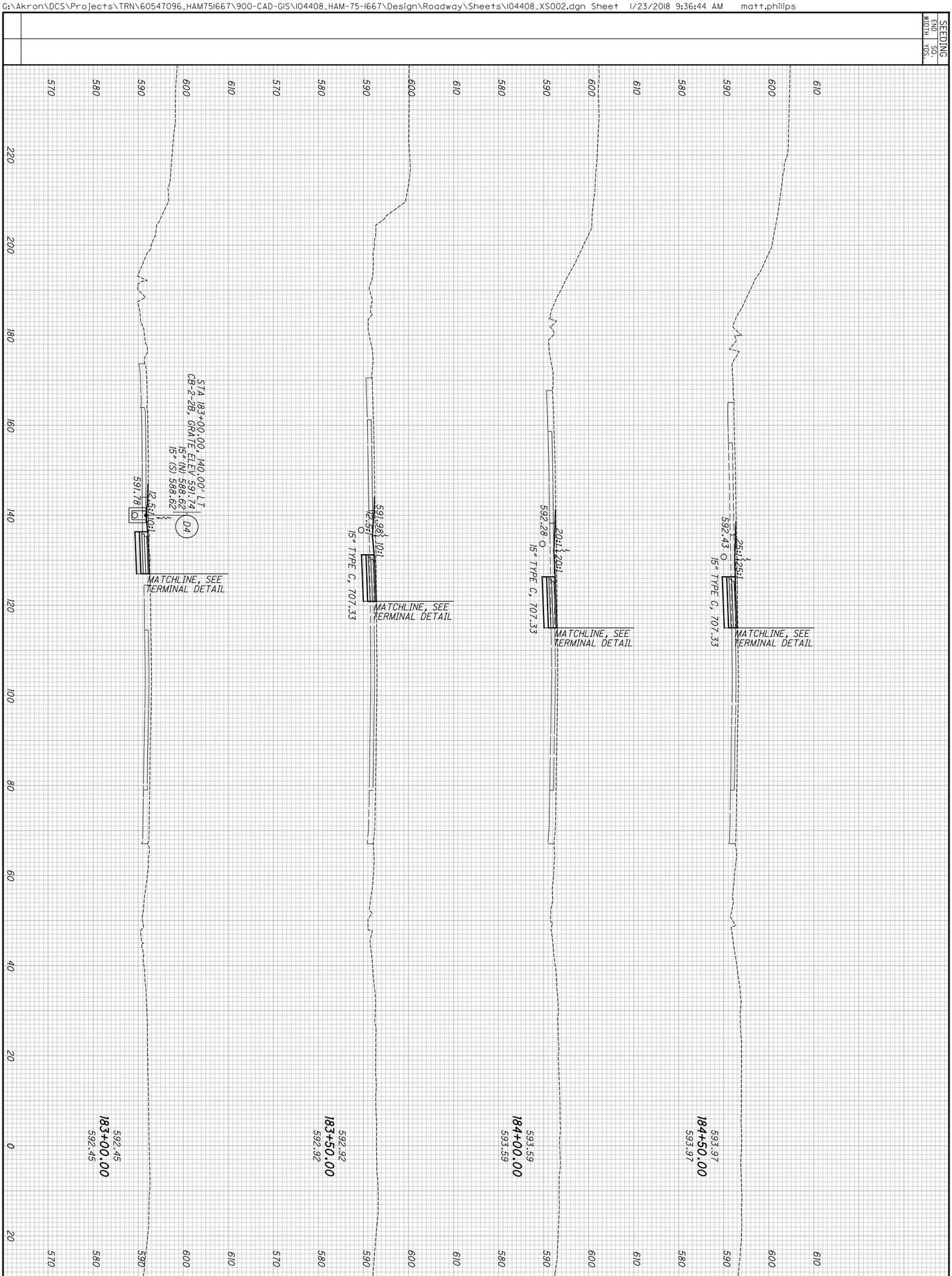
BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

25
43

HAM-75-16.67

CROSS SECTIONS RAMP C
STA. 83+00.00 TO ENDING

CALCULATED JEM
CHECKED MEP



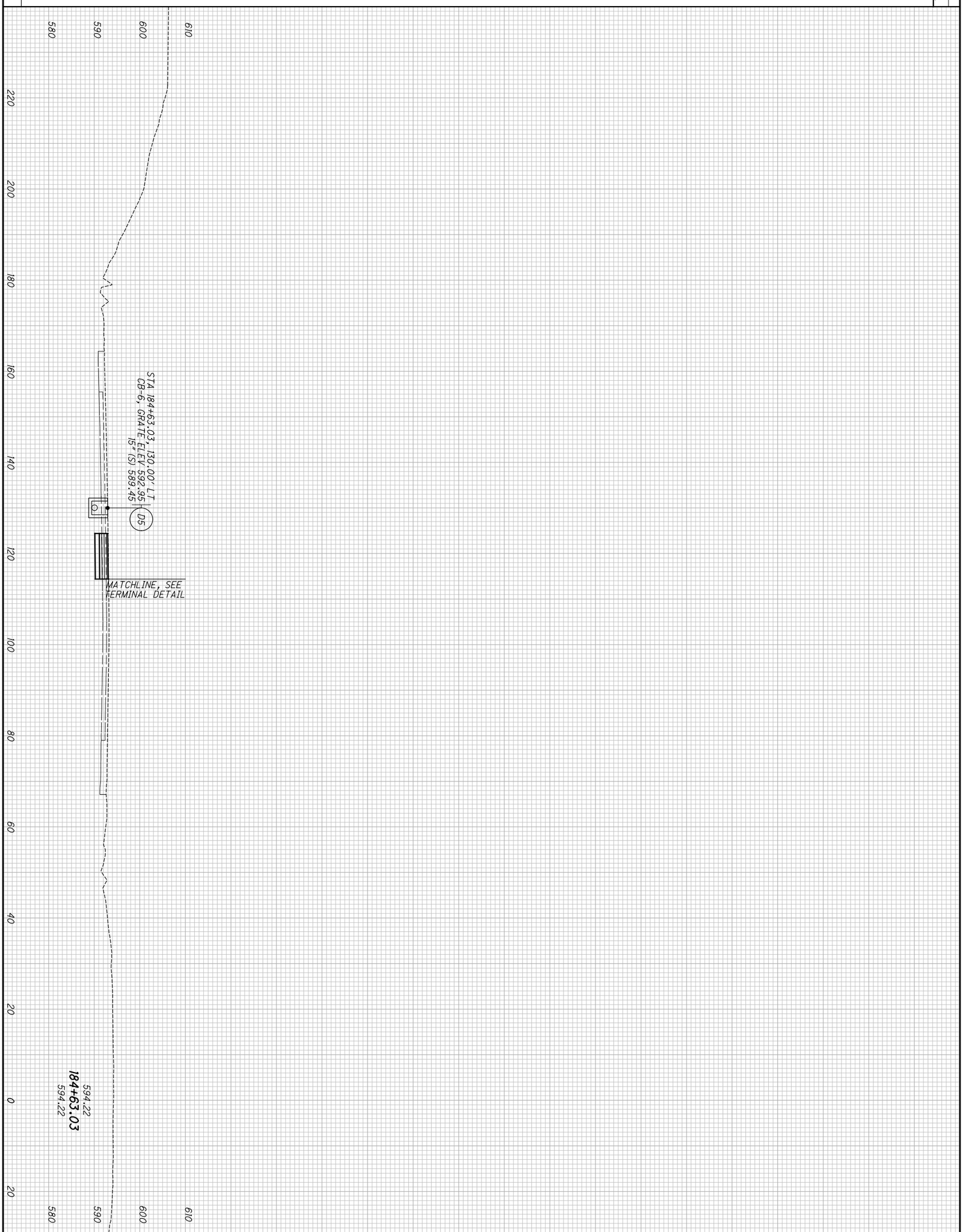
BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

HAM-75-16.67

CROSS SECTIONS I.R. 75
BEGINNING TO STA. 184+50.00

CALCULATED JEM
CHECKED MEP

SEEDING
END WIDTH
SQ. YDS.



END AREA
CUT
FILL

VOLUME
CUT
FILL

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

27
43

HAM-75-16.67

CROSS SECTIONS I.R. 75
STA. 184+63.03

CALCULATED JEM
CHECKED MEP

NOTES:

ELEVATIONS ARE AT 25' INTERVALS, UNLESS OTHERWISE NOTED.

RAMP STATIONING IS DENOTED WITH "*" (+XX.XX*).

TRENCH DRAIN SHALL BE CONSTRUCTED WITHOUT CROSS SLOPE CREATING EQUIVALENT PAVEMENT ELEVATIONS AT THE SIDES.

SAWCUT OFFSET FROM ℄ EX. R/W AND CONST. I.R. 75 VARIES. SEE PLAN SHEETS FOR DETAILS.

MINIMAL SHOULDERS ELEVATIONS HAVE BEEN LABELLED FOR CLARITY.

(A):
FROM PHYSICAL NOSE, TRANSITION 9' SHOULDER CROSS SLOPE -3.70% TO -4.00% OVER 10'.

FOR CONTINUATION OF RAMP C DETAILS SOUTH OF PHYSICAL NOSE, SEE SHEET 32

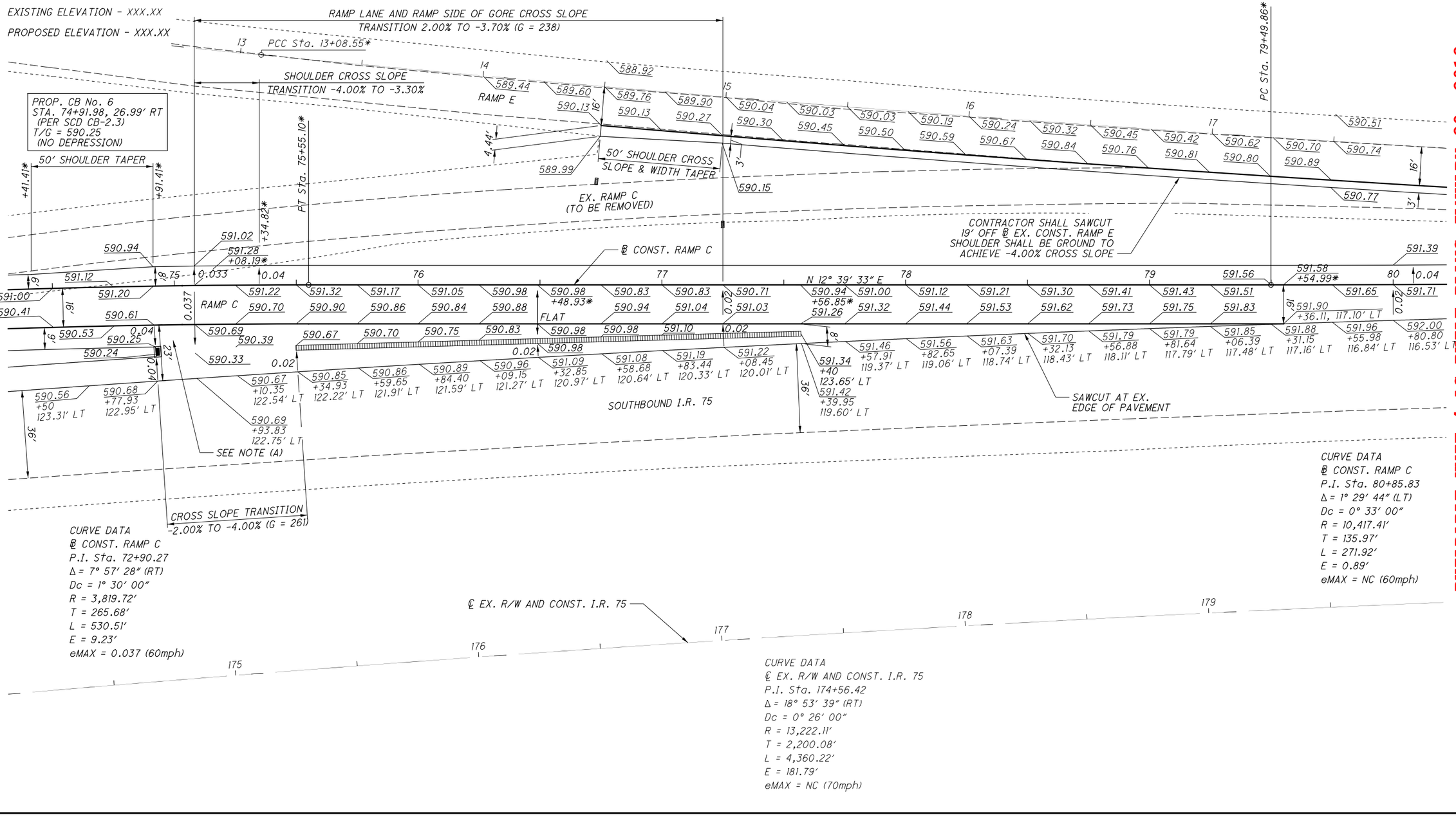
LEGEND:

EXISTING ELEVATION - XXX.XX

PROPOSED ELEVATION - XXX.XX

CURVE DATA
℄ EX. CONST. RAMP E
P.I. Sta. 12+38.63*
Δ = 3° 03' 32" (LT)
Dc = 2° 11' 12"
R = 2,620.12'
T = 69.96'
L = 139.88'
E = 0.93'

CURVE DATA
℄ EX. CONST. RAMP E
P.I. Sta. 16+31.23*
Δ = 2° 54' 36" (LT)
Dc = 0° 27' 04"
R = 12,704.19'
T = 322.68'
L = 645.23'
E = 4.10'
eMAX = NC (60mph)



CURVE DATA
℄ CONST. RAMP C
P.I. Sta. 72+90.27
Δ = 7° 57' 28" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 265.68'
L = 530.51'
E = 9.23'
eMAX = 0.037 (60mph)

CURVE DATA
℄ EX. R/W AND CONST. I.R. 75
P.I. Sta. 174+56.42
Δ = 18° 53' 39" (RT)
Dc = 0° 26' 00"
R = 13,222.11'
T = 2,200.08'
L = 4,360.22'
E = 181.79'
eMAX = NC (70mph)

CURVE DATA
℄ CONST. RAMP C
P.I. Sta. 80+85.83
Δ = 1° 29' 44" (LT)
Dc = 0° 33' 00"
R = 10,417.41'
T = 135.97'
L = 271.92'
E = 0.89'
eMAX = NC (60mph)

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MEP
CHECKED JEM

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

RAMP C AND RAMP E
TERMINAL DETAILS

HAM-75-16.67

28
43

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\04408_HAM-75-I667\Design\Roadway\Sheets\04408_GI001.dgn Sheet1 1/23/2018 9:36:53 AM matt.philips

NOTES:

ELEVATIONS ARE AT 25' INTERVALS, UNLESS OTHERWISE NOTED.

RAMP STATIONING IS DENOTED WITH "*" (+XX.XX*).

TRENCH DRAIN SHALL BE CONSTRUCTED TO MATCH THE EXISTING CROSS SLOPE.

SAWCUT OFFSET FROM ℄ EX. R/W AND CONST. I.R. 75 VARIES. SEE PLAN SHEETS FOR DETAILS.

MINIMAL SHOULDERS ELEVATIONS HAVE BEEN LABELLED FOR CLARITY.

LEGEND:

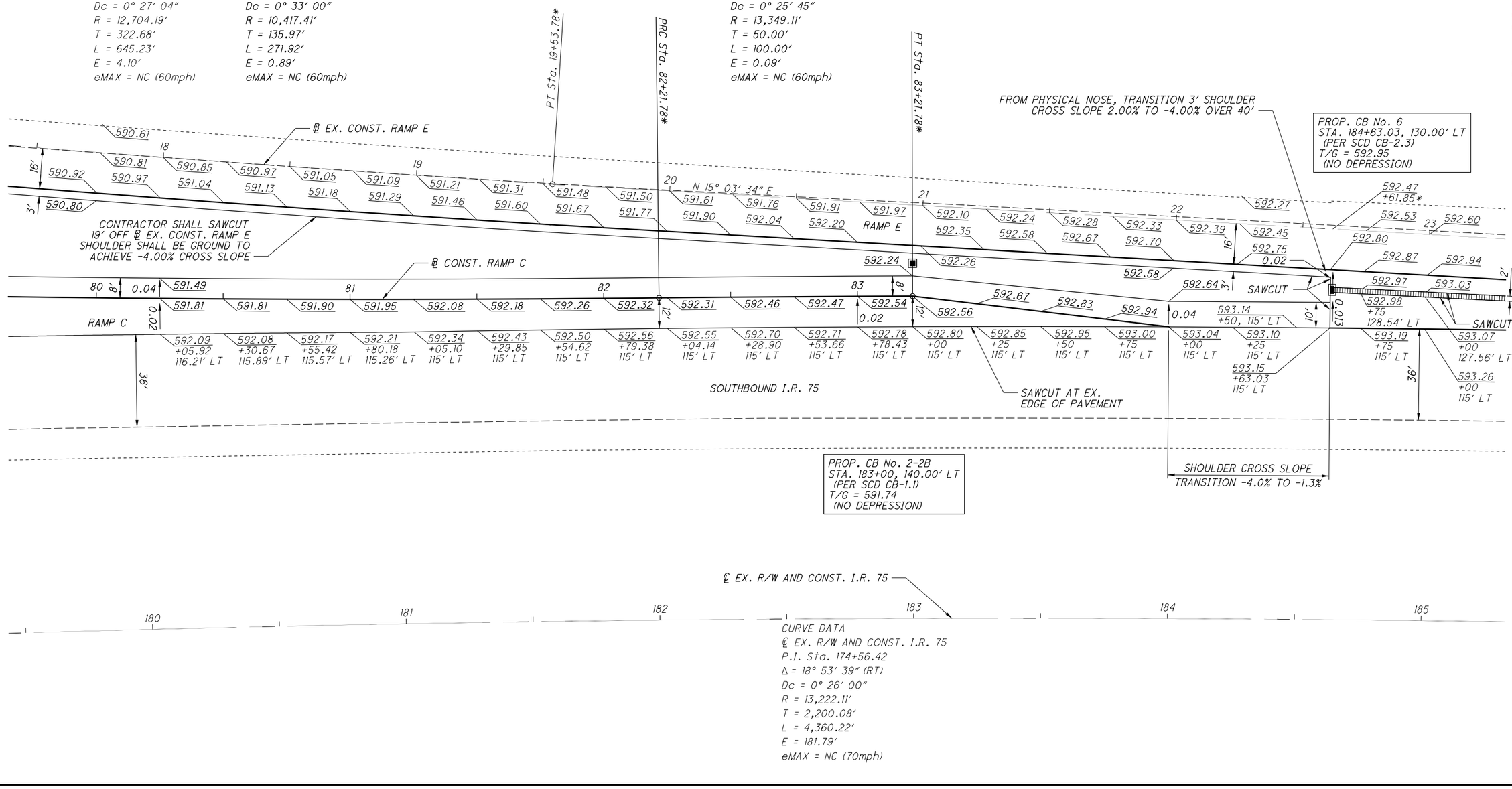
EXISTING ELEVATION - XXX.XX

PROPOSED ELEVATION - XXX.XX

CURVE DATA
℄ EX. CONST. RAMP E
P.I. Sta. 16+31.23*
Δ = 2° 54' 36" (LT)
Dc = 0° 27' 04"
R = 12,704.19'
T = 322.68'
L = 645.23'
E = 4.10'
eMAX = NC (60mph)

CURVE DATA
℄ CONST. RAMP C
P.I. Sta. 80+85.83
Δ = 1° 29' 44" (LT)
Dc = 0° 33' 00"
R = 10,417.41'
T = 135.97'
L = 271.92'
E = 0.89'
eMAX = NC (60mph)

CURVE DATA
℄ CONST. RAMP C
P.I. Sta. 82+71.78
Δ = 0° 25' 45" (RT)
Dc = 0° 25' 45"
R = 13,349.11'
T = 50.00'
L = 100.00'
E = 0.09'
eMAX = NC (60mph)



CURVE DATA
℄ EX. R/W AND CONST. I.R. 75
P.I. Sta. 174+56.42
Δ = 18° 53' 39" (RT)
Dc = 0° 26' 00"
R = 13,222.11'
T = 2,200.08'
L = 4,360.22'
E = 181.79'
eMAX = NC (70mph)

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

RAMP C AND RAMP E
TERMINAL DETAILS

HAM-75-16.67

29
43

CALCULATED MEP
CHECKED JEM

HORIZONTAL SCALE IN FEET
0 10 20 40

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\04408_HAM-75-I667\Design\Roadway\Sheets\I04408_GI002.dgn Sheet 1/23/2018 9:37:02 AM matt.philips

NOTES:

ELEVATIONS ARE AT 25' INTERVALS, UNLESS OTHERWISE NOTED.

RAMP STATIONING IS DENOTED WITH "*" (+XX.XX*).

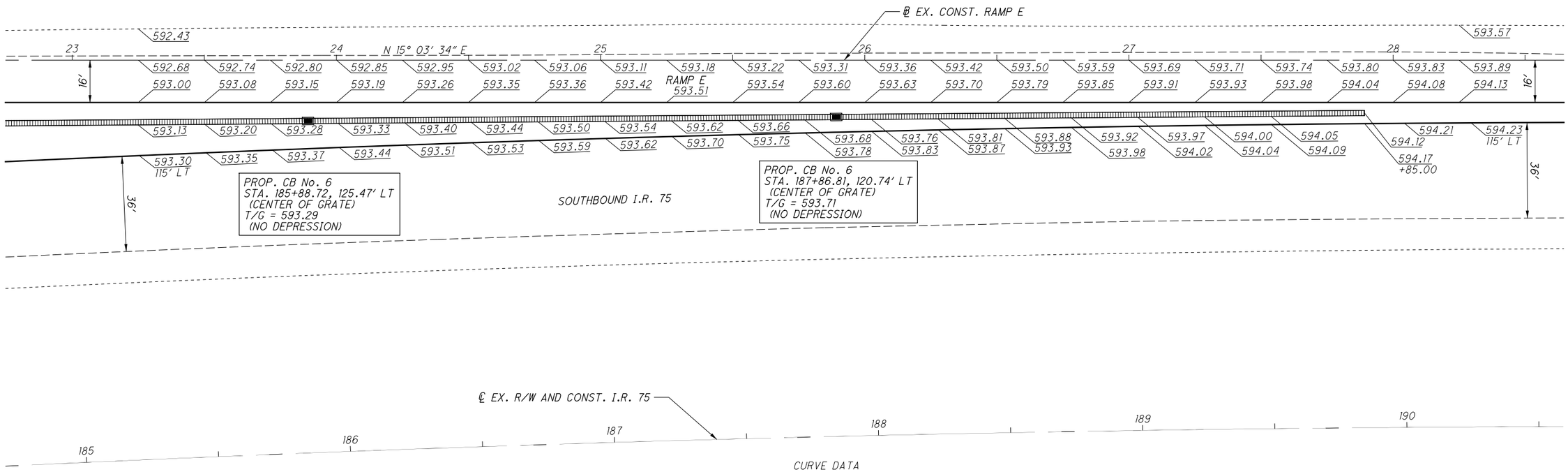
TRENCH DRAIN SHALL BE CONSTRUCTED TO MATCH THE EXISTING CROSS SLOPE.

MINIMAL SHOULDERS ELEVATIONS HAVE BEEN LABELLED FOR CLARITY.

LEGEND:

EXISTING ELEVATION - XXX.XX

PROPOSED ELEVATION - XXX.XX



CURVE DATA
℄ EX. R/W AND CONST. I.R. 75
P.I. Sta. 174+56.42
Δ = 18° 53' 39" (RT)
Dc = 0° 26' 00"
R = 13,222.11'
T = 2,200.08'
L = 4,360.22'
E = 181.79'
eMAX = NC (70mph)

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

RAMP C

TERMINAL DETAIL

HAM-75-16.67

30
43

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MEP
CHECKED JEM

G:\Akron\DCS\Projects\TRN\60547096_HAM75i667\900-CAD-GIS\104408_HAM-75-i667\Design\Roadway\Sheets\104408_GI003.dgn Sheet 1/23/2018 9:37:10 AM matt.phillips

NOTES:

ELEVATIONS ARE AT 25' INTERVALS, UNLESS OTHERWISE NOTED.

RAMP STATIONING IS DENOTED WITH "*" (+XX.XX*).

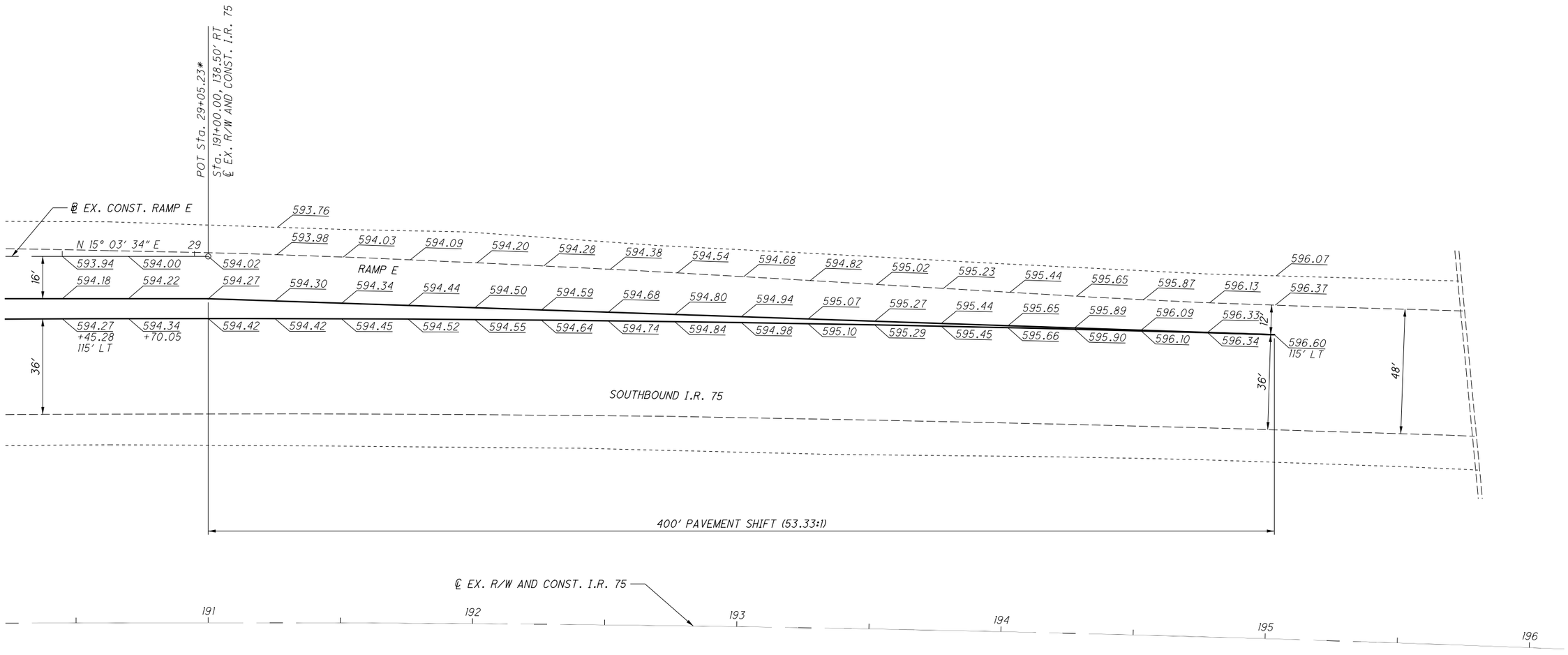
TRENCH DRAIN SHALL BE CONSTRUCTED TO MATCH THE EXISTING CROSS SLOPE.

MINIMAL SHOULDERS ELEVATIONS HAVE BEEN LABELLED FOR CLARITY.

LEGEND:

EXISTING ELEVATION - XXX.XX

PROPOSED ELEVATION - XXX.XX



CURVE DATA
℄ EX. R/W AND CONST. I.R. 75
P.I. Sta. 174+56.42
Δ = 18° 53' 39" (RT)
Dc = 0° 26' 00"
R = 13,222.11'
T = 2,200.08'
L = 4,360.22'
E = 181.79'
eMAX = NC (70mph)

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

RAMP C
RAMP TERMINAL DETAIL

HAM-75-16.67

CALCULATED MEP
CHECKED JEM

HORIZONTAL SCALE IN FEET
0 10 20 40

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Roadway\Sheets\104408_GI004.dgn Sheet 1/23/2018 9:37:9 AM matt.philips

RAMP C - PAVEMENT ELEVATION TABLE

SHOULDER						RAMP C			PAVEMENT						SHOULDER						CURVE DATA		REMARKS
PROPOSED SHOULDER WIDTH	PROPOSED EDGE OF SHOULDER ELEVATION	EXISTING CROSS SLOPE	EXISTING EDGE OF SHOULDER ELEVATION	EXISTING MINUS PROPOSED PAVEMENT ELEVATION	PROPOSED SHOULDER CROSS-SLOPE	BASELINE STATION	PROFILE GRADE ELEVATION	LONGITUDINAL SLOPE	PROPOSED PAVEMENT WIDTH	PROPOSED EDGE OF PAVEMENT ELEVATION	EXISTING CROSS SLOPE	EXISTING EDGE OF PAVEMENT ELEVATION	EXISTING MINUS PROPOSED PAVEMENT ELEVATION	PROPOSED PAVEMENT CROSS-SLOPE	PROPOSED SHOULDER CROSS-SLOPE	PROPOSED EDGE OF SHOULDER ELEVATION	EXISTING CROSS SLOPE	EXISTING EDGE OF SHOULDER ELEVATION	EXISTING MINUS PROPOSED PAVEMENT ELEVATION	PROPOSED SHOULDER WIDTH			
8.04	592.62	-1.87%	592.62		-1.87%	66+50.00	592.77		15.65	592.72	-0.32%	592.72		-0.32%	-3.33%	592.45	-3.33%	592.45		8.12			
7.63	592.37	-2.10%	592.37		-2.10%	66+75.00	592.53	-0.96%	15.54	592.70	1.09%	592.70		1.09%	-4.26%	592.35	-4.26%	592.35		8.21			
7.53	592.22	-2.79%	592.22		-2.79%	66+85.00	592.43	-1.00%	15.50	592.41	-0.13%	592.41		-0.13%	-1.71%	592.27	-1.71%	592.27		8.20			BEGIN RESURFACING
7.53	592.09	-3.19%	592.09		-3.19%	67+00.00	592.33	-0.67%	15.45	592.61	1.81%	592.61		1.81%	-4.53%	592.24	-4.53%	592.24		8.17			
7.36	591.89	-3.53%	591.89		-3.53%	67+25.00	592.15	-0.72%	15.36	592.46	2.02%	592.46		2.02%	0.24%	592.48	0.24%	592.48		8.18			
7.65	591.60	-4.71%	591.60		-4.71%	67+50.00	591.96	-0.76%	15.32	592.31	2.28%	592.31		2.28%	2.31%	592.50	2.31%	592.50		8.23			
7.78	591.42	-4.63%	591.42		-4.63%	67+75.00	591.78	-0.72%	15.30	592.10	2.09%	592.10		2.09%	2.28%	592.29	2.28%	592.29		8.33			
8.03	591.11	-6.10%	591.11		-6.10%	68+00.00	591.60	-0.72%	15.30	591.90	1.96%	591.90		1.96%	2.27%	592.09	2.27%	592.09		8.38			
8.30	591.11	-3.86%	591.11		-3.86%	68+25.00	591.43	-0.68%	15.16	591.73	1.98%	591.73		1.98%	1.87%	591.89	1.87%	591.89		8.55			
8.30	591.01	-3.25%	591.01	0.00	-3.25%	68+50.00	591.28	-0.60%	15.15	591.57	1.91%	591.57	0.00	1.91%	1.51%	591.70	1.51%	591.70	0.00	8.60			
8.31	590.88	-3.13%	590.89	0.01	-3.26%	68+75.00	591.15	-0.52%	15.17	591.43	1.85%	591.43	0.00	1.85%	0.96%	591.51	1.40%	591.55	0.04	8.57			BEGIN CROSS SLOPE TRANSITION
8.37	590.75	-2.87%	590.78	0.03	-3.26%	69+00.00	591.02	-0.52%	15.17	591.21	1.71%	591.28	0.07	1.23%	0.41%	591.24	1.31%	591.39	0.15	8.38			
9.36	590.57	-2.03%	590.69	0.12	-3.27%	69+25.00	590.88	-0.56%	15.16	590.97	1.58%	591.12	0.15	0.61%	-0.14%	590.96	1.17%	591.22	0.26	8.56			
9.42	590.51	-2.08%	590.62	0.11	-3.27%	69+50.00	590.82	-0.26%	15.17	590.82	1.15%	590.99	0.17	0.00%	-0.69%	590.75	1.13%	591.09	0.34	8.88			
9.54	590.44	-2.22%	590.54	0.10	-3.28%	69+75.00	590.75	-0.26%	15.16	590.66	1.18%	590.93	0.27	-0.62%	-1.24%	590.54	1.17%	591.04	0.50	9.41			
9.56	590.39	-1.57%	590.55	0.16	-3.28%	69+95.00	590.70	-0.26%	16.00	590.52	1.31%	590.91	0.39	-1.11%	-1.69%	590.37	0.44%	590.95	0.58	9.08		G = 253:1	END RESURFACING - BEGIN FULL-DEPTH
9.54	590.38				-3.28%	70+00.00	590.69	-0.14%	16.00	590.50				-1.24%	-1.80%	590.33				9.00			
9.44	590.35				-3.29%	70+24.59	590.66	-0.14%	16.00	590.36				-1.84%	-2.34%	590.15				9.00			P.C.
9.44	590.35				-3.29%	70+24.62	590.66	-0.14%	16.00	590.36				-1.84%	-2.34%	590.15				9.00			
6.00	590.43				-3.29%	70+45.00	590.63	-0.14%	16.00	590.26				-2.34%	-2.79%	590.01				9.00			
6.00	590.43				-3.29%	70+50.00	590.62	-0.14%	16.00	590.23				-2.47%	-2.90%	589.97				9.00			
6.00	590.39				-3.30%	70+75.00	590.59	-0.14%	16.00	590.10				-3.08%	-3.45%	589.79				9.00			
6.00	590.36				-3.30%	71+00.00	590.56	-0.14%	16.00	589.96				-3.70%	-4.00%	589.60				9.00			FULL SUPERELEVATION
6.00	590.32				-3.30%	71+25.00	590.52	-0.14%	16.00	589.93				-3.70%	-4.00%	589.57				9.00			
6.00	590.29				-3.30%	71+50.00	590.49	-0.14%	16.00	589.89				-3.70%	-4.00%	589.53				9.00			
6.00	590.26				-3.30%	71+75.00	590.46	-0.11%	16.00	589.87				-3.70%	-4.00%	589.51				9.00			
6.00	590.25				-3.30%	72+00.00	590.44	-0.06%	16.00	589.85				-3.70%	-4.00%	589.49				9.00			
6.00	590.24				-3.30%	72+25.00	590.44	-0.01%	16.00	589.85				-3.70%	-4.00%	589.49				9.00			
6.00	590.25				-3.30%	72+50.00	590.45	0.04%	16.00	589.86				-3.70%	-4.00%	589.50				9.00			
6.00	590.28				-3.30%	72+75.00	590.48	0.09%	16.00	589.88				-3.70%	-4.00%	589.52				9.00			
6.00	590.31				-3.30%	73+00.00	590.51	0.15%	16.00	589.92				-3.70%	-4.00%	589.56				9.00			
6.00	590.36				-3.30%	73+25.00	590.56	0.20%	16.00	589.97				-3.70%	-4.00%	589.61				9.00			
6.00	590.43				-3.30%	73+50.00	590.62	0.25%	16.00	590.03				-3.70%	-4.00%	589.67				9.00			
6.00	590.50				-3.30%	73+75.00	590.70	0.30%	16.00	590.11				-3.70%	-4.00%	589.75				9.00			
6.00	590.59				-3.30%	74+00.00	590.79	0.35%	16.00	590.19				-3.70%	-4.00%	589.83				9.00			
6.00	590.69				-3.30%	74+25.00	590.89	0.40%	16.00	590.30				-3.70%	-4.00%	589.94				9.00			
6.00	590.76				-3.30%	74+41.41	590.96	0.45%	16.00	590.37				-3.70%	-4.00%	590.01				9.00			
6.34	590.79				-3.30%	74+50.00	591.00	0.47%	16.00	590.41				-3.70%	-4.00%	590.05				9.00			
7.34	590.88				-3.30%	74+75.00	591.12	0.48%	16.00	590.53				-3.70%	-4.00%	590.17				9.00			
8.00	590.94				-3.30%	74+91.41	591.20	0.48%	16.00	590.61				-3.70%	-4.00%	590.25				9.00			
SEE TERMINAL DETAIL FOR CONTINUATION																							

P.I. STA. 72+90.27
Dc = 1° 30' 00"

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

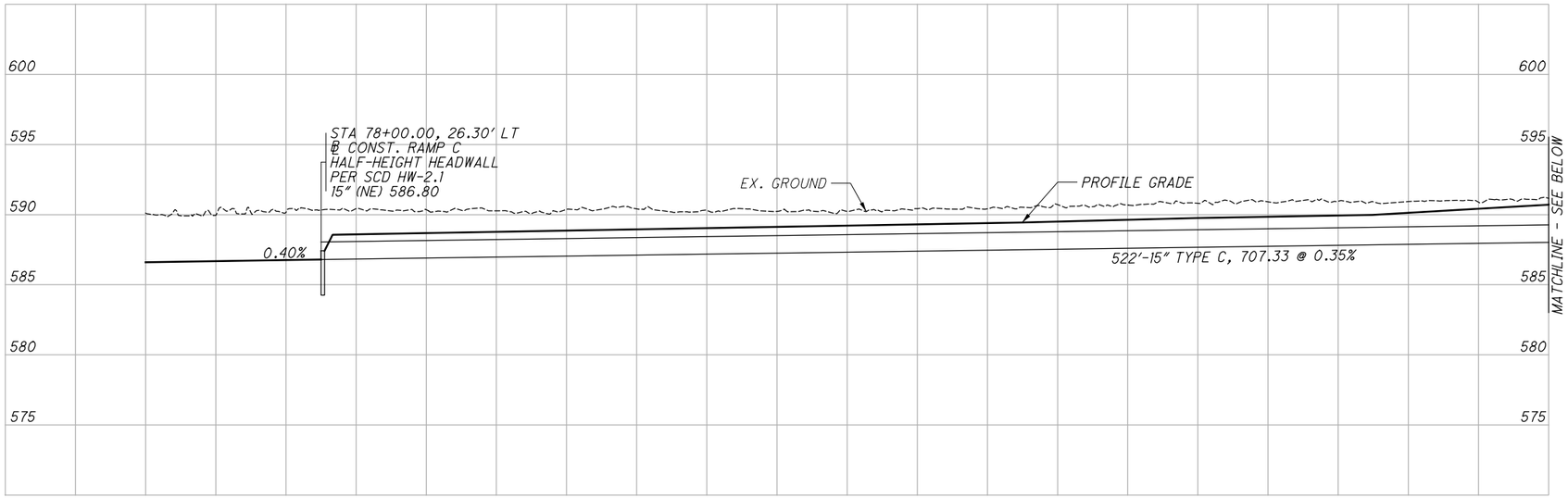
CALCULATED MEP
CHECKED JEM

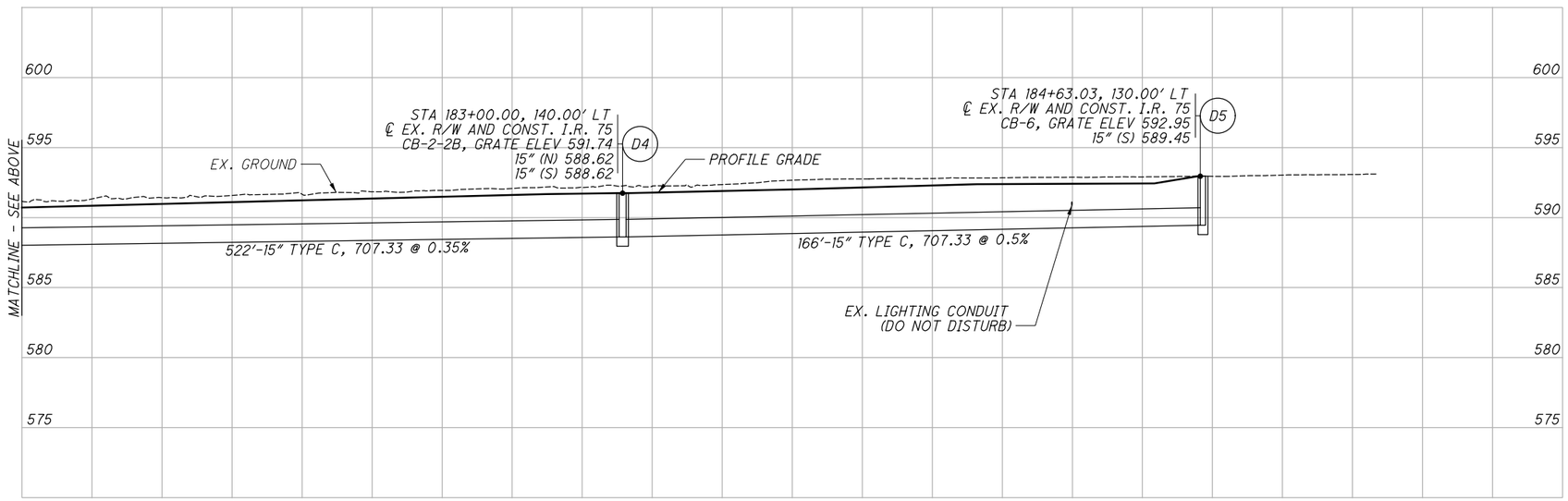
PAVEMENT ELEVATION TABLE

HAM-75-16.67

CROSS REFERENCES

FOR PLAN VIEW, SEE SHEETS 12 - 13





BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

STORM SEWER PROFILE
RAMPS C AND E MEDIAN

HAM-75-16.67

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED MEP
CHECKED JEM

33
43

G:\Akron\DCS\Projects\TRN\60547096_HAM75I667\900-CAD-GIS\104408_HAM-75-I667\Design\Roadway\Sheets\104408_DF001.dgn Design 1/23/2018 9:37:22 AM matt.philips

LIGHTING

625, LIGHT TOWER, INSTALLATION ONLY, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF INSTALLING AN EXISTING LIGHT TOWER REMOVED AND SALVAGED FROM A PREVIOUS LOCATION ON THE PROJECT SITE.

WHERE THE TOWER WILL BE INSTALLED ON A NEW FOUNDATION, NEW ANCHOR BOLTS SHALL BE FURNISHED.

THE TOWER AND LOWERING MECHANISM SHALL BE CLEANED AND LUBRICATED.

ANY REPAIRS AND ADJUSTMENTS NECESSARY TO RETURN THE TOWER AND MECHANISM TO GOOD OPERATING CONDITION SHALL BE MADE.

625, LUMINAIRE, INSTALLATION ONLY, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF INSTALLING AN EXISTING LUMINAIRE REMOVED AND SALVAGED FROM A PREVIOUS LOCATION ON THE PROJECT.

THE LUMINAIRE SHALL BE CLEANED, ADJUSTMENTS TO THE OPTICAL COMPONENTS MADE TO ENSURE THAT THE SPECIFIED DISTRIBUTION IS BEING PRODUCED.

HIGH VOLTAGE TEST WAIVED

THE HIGH VOLTAGE TEST SHALL NOT BE PERFORMED ON THE CIRCUITS CONSTRUCTED BY THIS PROJECT, SINCE THE TEST COULD DAMAGE THE PORTION OF THE COMPLETED CIRCUIT WHICH HAS BEEN IN SERVICE PRIOR TO THIS PROJECT.

CALCULATED CX
CHECKED MAW

LIGHTING GENERAL NOTES

HAM-75-16.67

STA. 11+05, 70' RT, RAMP E
EX. HIGH TOWER KA3
BB110
(TO REMAIN)

STA. 11+14, 65' RT, RAMP E
EX. PULL BOX TO REMAIN
CONNECT RELOCATED
HIGH TOWER KA2
TO EX. CIRCUITRY

EX. 1-1/2" DUCT CABLE
(LOCATION APPROX.)

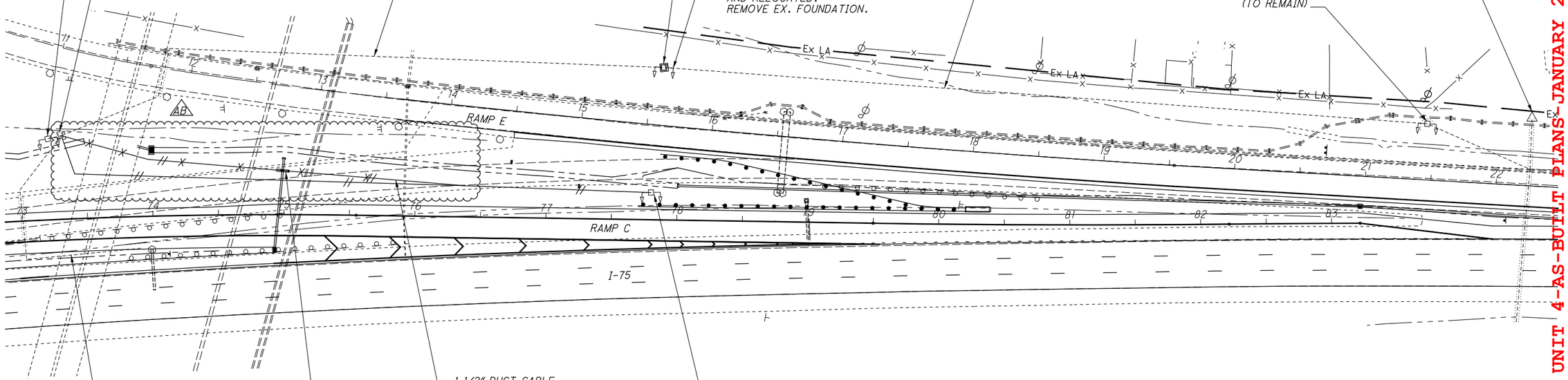
STA. 15+59, 44' LT, RAMP E
INSTALL 24" PULL BOX
(PB-1)
DISCONNECT EX. HIGH TOWER KA2,
KEEP EX. CIRCUITRY INTACT.

STA. 15+59, 44' LT, RAMP E
EX. HIGH TOWER KA2
BB100
TO BE REMOVED, SALVAGED
AND RELOCATED.
REMOVE EX. FOUNDATION.

EX. 1-1/2" DUCT CABLE
(LOCATION APPROX.)

STA. 21+45, 43' LT, RAMP E
EX. HIGH TOWER KA1
BB100
(TO REMAIN)

STA. 22+24, 52' LT, RAMP E
EX. CONTROL CENTER 'K'
(TO REMAIN)



1-1/2" DUCT CABLE
WITH 2-#4 AWG 600V CABLE

~~INSTALL 10' 4" PVC UNDER PROPOSED STORM PIPE.~~
~~KEEP DUCT CABLE AS CONTINUOUS RUN.~~
~~CONTRACTOR SHALL TEMPORARILY CAP AND MARK~~
~~THE LOCATION OF PIPE ENDS WITH LATH FOR LATER USE.~~
NON-PERFORMED
AB

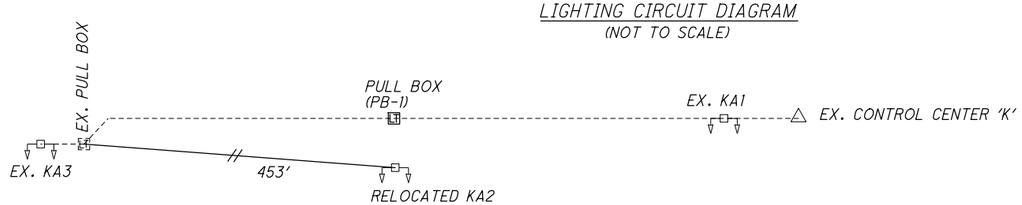
STA. 77+80, 21' LT, RAMP C
INSTALL EX. HIGH TOWER KA2
RELOCATED FROM STA. 15+59,
44' LT, RAMP E
BB100

EX. LIGHTING CIRCUIT
(LOCATION APPROX.)
(LIKELY ABANDONED
OR REMOVED)

LEGEND

- EX LIGHT TOWER (ASYMMETRICAL) WITH 2-1000W
- PULL BOX
- EX POWER SERVICE, 480 V, 2-WIRE

LIGHTING CIRCUIT DIAGRAM
(NOT TO SCALE)



NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	1/29/18

N

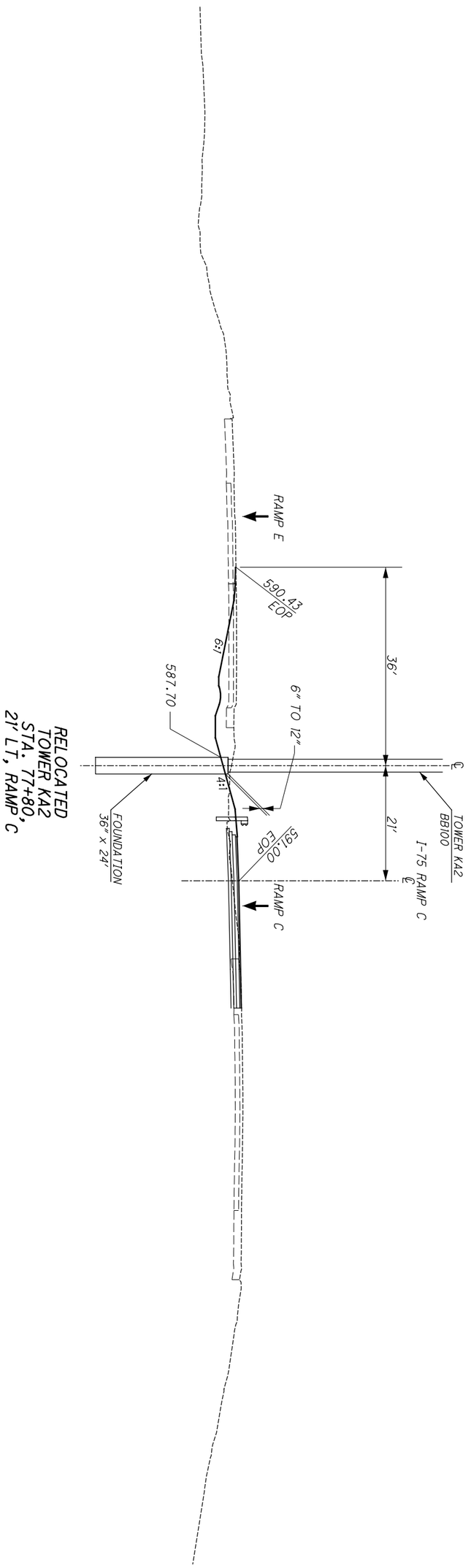
HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED CX
CHECKED MAW

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

RAMP C
LIGHTING PLAN

HAM-75-16.67



BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

HAM-75-16.67

I-75 RAMP C
LIGHTING TOWER ELEVATIONS

CALCULATED CX
CHECKED MAW

0 5 10 20
HORIZONTAL SCALE IN FEET

UTILITIES

SEE ROADWAY GENERAL NOTES

ITEM 631 - REMOVAL OF SIGN SERVICE AND DISPOSAL, AS PER PLAN

THE CONTRACTOR SHALL REMOVE THE SIGN SERVICE AND OTHER MISCELLANEOUS COMPONENTS FROM OVERHEAD AND STRUCTURE MOUNTED SIGN SUPPORTS.

IF ANY SUPPORTS RECEIVE POWER FROM A NEARBY UTILITY POLE, THE CONTRACTOR SHALL REMOVE THE POWER DROP OR CONNECTION AND NOTIFY THE UTILITY THAT IT IS BEING DISCONNECTED.

TWO (2) CABLE SPLICE KITS SHALL BE PROVIDED AS A PART OF THIS ITEM FOR EACH LOCATION WHERE SIGN LIGHTING AND SIGN SERVICE IS BEING REMOVED. THEY ARE TO BE USED TO PROPERLY RESTORE THE CONTINUITY OF THE MAIN POWER FEED AT THE PULL BOX WHERE THE SIGN SERVICE SUPPLIED POWER TO THE SIGN LOCATION. SIGN SERVICE WIRING IS NOT TO BE CUT AND CAPPED. SIGN SERVICE FROM THE DISCONNECT SWITCH SHALL BE COMPLETELY REMOVED. THE PULL BOX SHALL REMAIN IN PLACE.

REFERENCE LOCATION SIGNS

THE LOCATION OF REFERENCE LOCATION SIGNS ON THE PLANS ARE APPROXIMATE AND A MORE PRECISE LOCATION WILL BE PROVIDED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 30 DAYS IN ADVANCE OF THE PLANNED DATE OF REFERENCE LOCATION SIGN INSTALLATION. THE ENGINEER WILL CONTACT THE OFFICE OF TECHNICAL SERVICES WHICH WILL LOCATE THE LONGITUDINAL POSITION OF REFERENCE LOCATION SIGNS BY MEANS OF A PAINT MARK ON THE PAVEMENT EDGE. ALTERNATE MARKS WILL NOT BE PROVIDED ON DIVIDED HIGHWAYS AND THE CONTRACTOR SHALL SET REFERENCE LOCATION SIGNS FOR THE OPPOSITE ROADWAY ACROSS FROM THE PROVIDED MARK. DELINEATORS WHOSE NORMAL POSITION FALLS WITHIN 50 FEET OF A REFERENCE LOCATION SIGN SHALL BE OMITTED.

PROJECT BUILDABLE UNITS

BUILDABLE UNITS (BUs) ARE PORTIONS OF THE PROJECT WHICH CAN BE DESIGNED, REVIEWED AND BUILT WITH ONLY LIMITED CONTROLS AND ASSUMPTIONS COMING FROM THE DESIGN OF OTHER PORTIONS OF THE PROJECT.

THIS PROJECT HAS BEEN BROKEN INTO FOUR (4) BUs AS FOLLOWS:

BU01 - OVERHEAD SIGNS
BU02 - MAINTENANCE OF TRAFFIC (MOT)
BU03 - STORM WATER POLLUTION PREVENTION PLAN (SWPPP)
BU04 - REMAINING WORK

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

CALCULATED TKI
CHECKED JMB

TRAFFIC CONTROL GENERAL NOTES

HAM-75-16.67

SIGN LEGEND

- SIGN, SINGLE POST
- SIGN, DOUBLE POST
- CANTILEVER SIGN SUPPORT
- TRUSS TYPE SIGN SUPPORT
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN

PAVEMENT MARKING LEGEND

- (EY) ITEM 644 - EDGE LINE, 6" (YELLOW)
- (EW) ITEM 644 - EDGE LINE, 6" (WHITE)
- (LL) ITEM 644 - LANE LINE, 6"
- (CH) ITEM 644 - CHANNELIZING LINE, 12"
- (CM) ITEM 644 - CHEVRON MARKING (WHITE)
- (DL) ITEM 644 - DOTTED LINE, 6" (WHITE)

EAST 71 275 Columbus
REMOVE EXISTING SIGN AND SUPPORTS STA. 161+92, LT.

SOUTH 71 Cincinnati
REMOVE EXISTING BRIDGE MOUNTED SIGN AND MOUNTED SUPPORTS 2 SIGN STA. 161+66, LT.

EAST 71 275 Columbus
17' X 10'

SOUTH 75 Cincinnati
14' X 10'

SIGNS MOUNTED ON TC-7.65, DESIGN 6 TRUSS SUPPORT STA. 162+19.5 LT. STA. 162+09.5 LT. AB
FOR ELEVATION VIEW AND SIGN DETAILS, SEE BUOI

12'
12'
12'

℄ EX. R/W AND CONST. I.R. 75

I.R. 275

TR
TR

BEGIN WORK
STA. 161+64.50

MATCH LINE STA. 166+00
SEE SHEET 39

155 156 157 158 159 160 161 162 163 164 165

NO.	REVISIONS:	DATE:
AB	AS-BUILT REVISION	1/29/18

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PAVEMENT MARKING AND SIGNING PLAN

HAM-75-16.67

CALCULATED TKI
CHECKED JMB

0 20 40 80
HORIZONTAL SCALE IN FEET

N

38
43

SIGN LEGEND

- SIGN, SINGLE POST
- SIGN, DOUBLE POST
- CANTILEVER SIGN SUPPORT
- TRUSS TYPE SIGN SUPPORT
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN

PAVEMENT MARKING LEGEND

- (EY) ITEM 644 - EDGE LINE, 6" (YELLOW)
- (EW) ITEM 644 - EDGE LINE, 6" (WHITE)
- (LL) ITEM 644 - LANE LINE, 6"
- (CH) ITEM 644 - CHANNELIZING LINE, 12"
- (CM) ITEM 644 - CHEVRON MARKING (WHITE)
- (DL) ITEM 644 - DOTTED LINE, 6" (WHITE)

RAISED PAVEMENT MARKER LEGEND

- ITEM 621 - RAISED PAVEMENT MARKER (ONE-WAY, WHITE) SPACED AT 120' C/C
- ITEM 621 - RAISED PAVEMENT MARKER (TWO-WAY, WHITE/RED) SPACED AT 40' C/C
- ITEM 621 - RAISED PAVEMENT MARKER (TWO-WAY, YELLOW/RED) SPACED AT 80' C/C

MEET EXISTING PAVEMENT MARKINGS
STA. 66+23

℄ CONST. RAMP C

SEE SHEET 38
MATCH LINE STA. 166+00

℄ EX. R/W AND CONST. I.R. 75

MEET EXISTING PAVEMENT MARKINGS
STA. 168+56

RAMP TO WEST I-275

BEGIN PROJECT
STA. 169+90.00

INSTALL GUARDRAIL BLOCKOUT REFLECTORS AS PER CMS 626

MILE 1 7

D10-2
1' X 3'
ERECT ON
1-NO. 3 POST
STA. 172+03, LT.
(NOTE: USE CAUTION NOT TO DAMAGE UNDERDRAIN)

REMOVE SIGN AND SUPPORT
STA. 172+03, LT.

Sharon Rd
Sharonville
Glendale
1 3/4 MILE

REMOVE EXISTING SIGN AND SIGN SUPPORT
STA. 173+86.5, LT.

EXIT 16A

E5-HIC-48
4' X 7'
INSTALL ON
1 - STRUCTURAL PIPE SUPPORT
STA. 174+00, LT.
FOR ELEVATION VIEW SEE BU04

℄ EX. CONST. RAMP E

MEET EXISTING PAVEMENT MARKINGS
STA. 13+60

174+78

MATCH LINE STA. 177+50
SEE SHEET 40

NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	1/29/18

HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED TKJ
CHECKED JMB

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PAVEMENT MARKING AND SIGNING PLAN

HAM-75-16.67

39
43

SIGN LEGEND

- SIGN, SINGLE POST
- SIGN, DOUBLE POST
- CANTILEVER SIGN SUPPORT
- TRUSS TYPE SIGN SUPPORT
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN

PAVEMENT MARKING LEGEND

- (EY) ITEM 644 - EDGE LINE, 6" (YELLOW)
- (EW) ITEM 644 - EDGE LINE, 6" (WHITE)
- (LL) ITEM 644 - LANE LINE, 6"
- (CH) ITEM 644 - CHANNELIZING LINE, 12"
- (CM) ITEM 644 - CHEVRON MARKING (WHITE)
- (DL) ITEM 644 - DOTTED LINE, 6" (WHITE)

RAISED PAVEMENT MARKER LEGEND

- ITEM 621 - RAISED PAVEMENT MARKER (ONE-WAY, WHITE) SPACED AT 120' C/C
- ITEM 621 - RAISED PAVEMENT MARKER (TWO-WAY, WHITE/RED) SPACED AT 40' C/C
- ITEM 621 - RAISED PAVEMENT MARKER (TWO-WAY, YELLOW/RED) SPACED AT 80' C/C

WEST TO I-74 I-275 Indianapolis

REMOVE SIGNS AND SIGN SUPPORT STA. 16+56 RAMP E

EAST TO I-71 I-275 Columbus

9' X 2.5' EXIT 16 A EAST TO I-71 I-275 Columbus

17' X 10' ERECT ON RELOCATED TC-12.30, DESIGN 12 CANTILEVER SUPPORT STA. 178+82 LT. FOR ELEVATION VIEW AND SIGN DETAILS, SEE BU01

RAMP 45 MPH

W13-3-48 4' X 5' ERECT ON 2-NO.4 POSTS STA. 182+75, LT.

EXISTING CONCRETE BARRIER

EXIT 16B

E5-HIC-48 4' X 7' INSTALL ON 1 - STRUCTURAL PIPE SUPPORT STA. 184+10, LT. FOR ELEVATION VIEW SEE BU04

℄ EX. CONST. RAMP E

INSTALL GUARDRAIL BLOCKOUT REFLECTORS AS PER CMS 626

179+06.5

184+00

184+63

SEE SHEET 39
MATCH LINE STA. 177+50

MATCH LINE STA. 189+00
SEE SHEET 41

℄ EX. R/W AND CONST. I.R. 75

END PROJECT
STA. 184+63.03

NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	1/29/18

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PAVEMENT MARKING AND SIGNING PLAN

HAM-75-16.67

CALCULATED TKJ CHECKED JMB

HORIZONTAL SCALE IN FEET 0 20 40 80

SIGN LEGEND

- SIGN, SINGLE POST
- SIGN, DOUBLE POST
- CANTILEVER SIGN SUPPORT
- TRUSS TYPE SIGN SUPPORT
- EXISTING SIGN
- EXISTING SIGN TO BE REMOVED
- PROPOSED SIGN

PAVEMENT MARKING LEGEND

- (EY) ITEM 644 - EDGE LINE, 6" (YELLOW)
- (EW) ITEM 644 - EDGE LINE, 6" (WHITE)
- (LL) ITEM 644 - LANE LINE, 6"
- (CH) ITEM 644 - CHANNELIZING LINE, 12"
- (CM) ITEM 644 - CHEVRON MARKING (WHITE)
- (DL) ITEM 644 - DOTTED LINE, 6" (WHITE)
- (DL) ITEM 644 - DOTTED LINE 12" (WHITE)
- (RM) ITEM 644 - REMOVAL OF PAVEMENT MARKING

RAISED PAVEMENT MARKER LEGEND

- ITEM 621 - RAISED PAVEMENT MARKER (ONE-WAY, WHITE) SPACED AT 120' C/C
- ITEM 621 - RAISED PAVEMENT MARKER (TWO-WAY, WHITE/RED) SPACED AT 40' C/C
- ITEM 621 - RAISED PAVEMENT MARKER (TWO-WAY, YELLOW/RED) SPACED AT 80' C/C

℄ EX. CONST. RAMP E

SEE SHEET 40
MATCH LINE STA. 189+00

℄ EX. R/W AND CONST. I.R. 75

E CRESCENTVILLE RD.

EQUATION:
STA. 196+16.56 BACK=
STA. 0+00.00 AHEAD

194+47

1+90

MEET EXISTING PAVEMENT MARKINGS
STA. 0+22

REMOVE EXISTING CHANNELIZING LINE FROM
STA. 0+22 TO STA. 36+13
INSTALL DOTTED LINE FROM
STA. 1+90 TO STA. 23+29
INSTALL LANE LINE FROM
STA. 23+29 TO STA. 36+13

MATCH LINE STA. 4+00
SEE SHEET 42

9' X 2.5'
EXIT 16 B
WEST TO 74 275
Indianapolis
EXIT ONLY
16' X 13'

9' X 2.5'
EXIT 16 A
EAST TO 71 275
Columbus
1/4 MILE
13' X 11'

7' X 2.5'
EXIT 15
Sharon Rd
Sharonville
Glendale
1 3/4 MILE
15' X 10'

SOUTH 75
Cincinnati
14' X 8'

TC-15.115
STA. 191+50, LT.
FOR ELEVATION VIEW AND
SIGN DETAILS, SEE BU01

EXIT 16
WEST TO 74 275
Indianapolis
EXIT ONLY

EXIT 16
EAST TO 71 275
Columbus
EXIT ONLY

REMOVE EXISTING SIGNS
AND SUPPORT
STA. 191+64, LT.

SOUTH 75
Cincinnati

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

PAVEMENT MARKING AND SIGNING PLAN

HAM-75-16.67

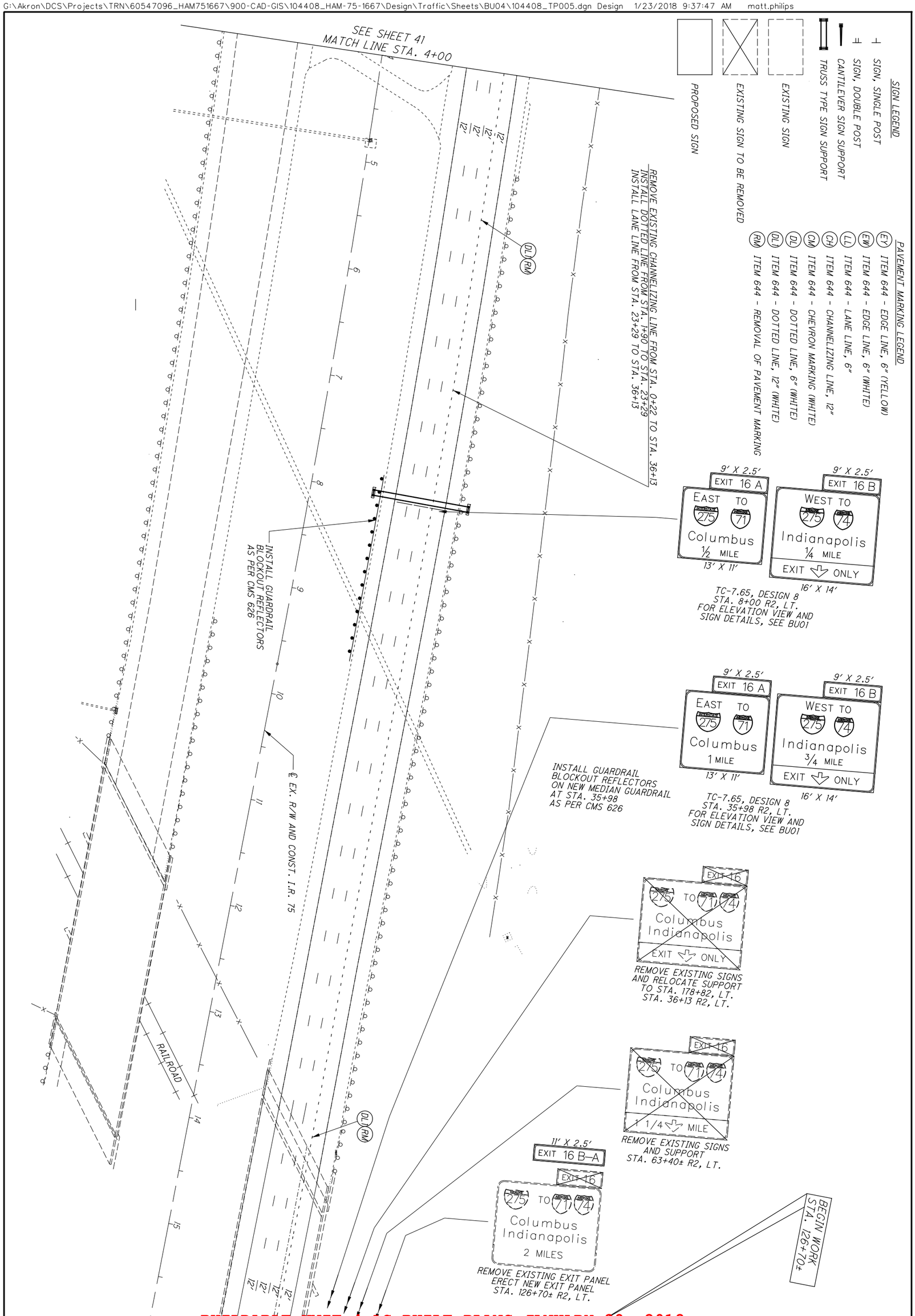
NO.	REVISIONS	DATE
AB	AS-BUILT REVISION	1/29/18

HORIZONTAL SCALE IN FEET
0 20 40 80

CALCULATED TKJ
CHECKED JMB

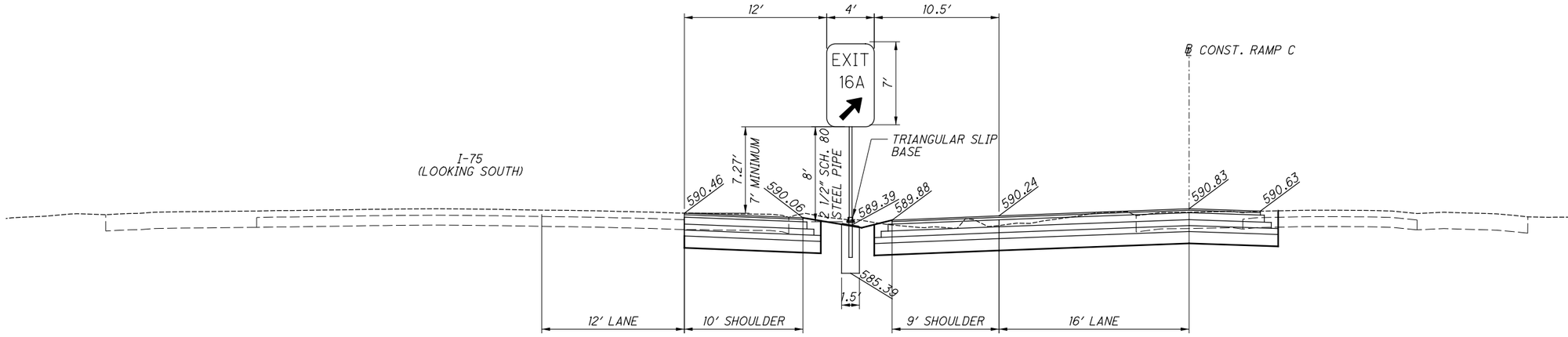
41
43

G:\Akron\DCS\Projects\TRN\60547096_HAM751667\900-CAD-GIS\104408_HAM-75-1667\Design\Traffic\Sheets\BU04\104408_TP004.dgn 1/23/2018 9:37:45 AM mott.philips

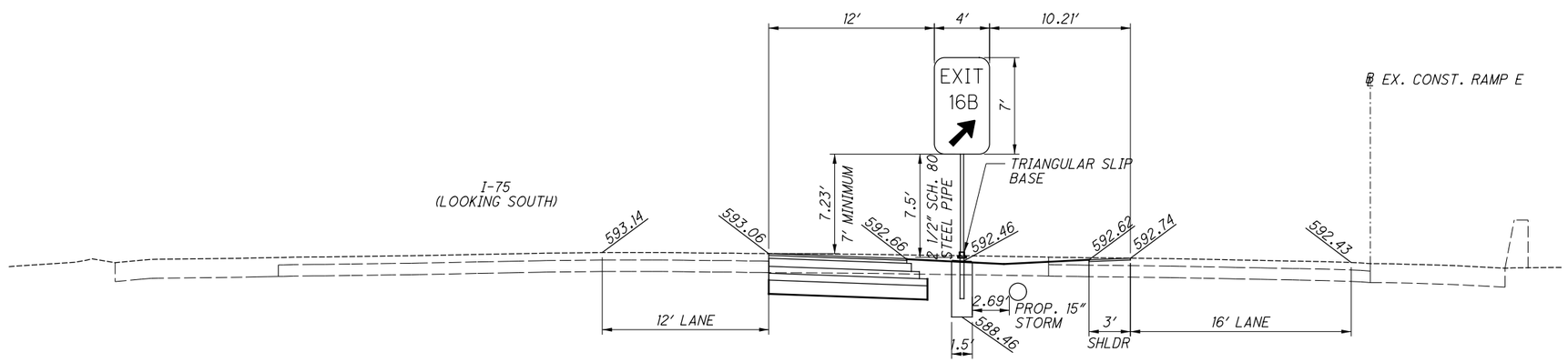


BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

42/43	HAM-75-16.67	PAVEMENT MARKING AND SIGNING PLAN	CALCULATED TKI / CHECKED JMB	0 20 40 80 HORIZONTAL SCALE IN FEET	N



STA. 174+00 ℄ EX. R/W AND CONST. I.R. 75
STRUCTURAL PIPE SIGN SUPPORT
2½″ SCH. 80 STEEL PIPE = 8′



STA. 184+10 ℄ EX. R/W AND CONST. I.R. 75
STRUCTURAL PIPE SIGN SUPPORT
2½″ SCH. 80 STEEL PIPE = 7.5′

CALCULATED TKI
CHECKED JMB

BUILDABLE UNIT 4-AS-BUILT PLANS-JANUARY 29, 2018

SIGN ELEVATION VIEWS
I-75

HAM-75-16.67

43
43