

LOCATION MAP

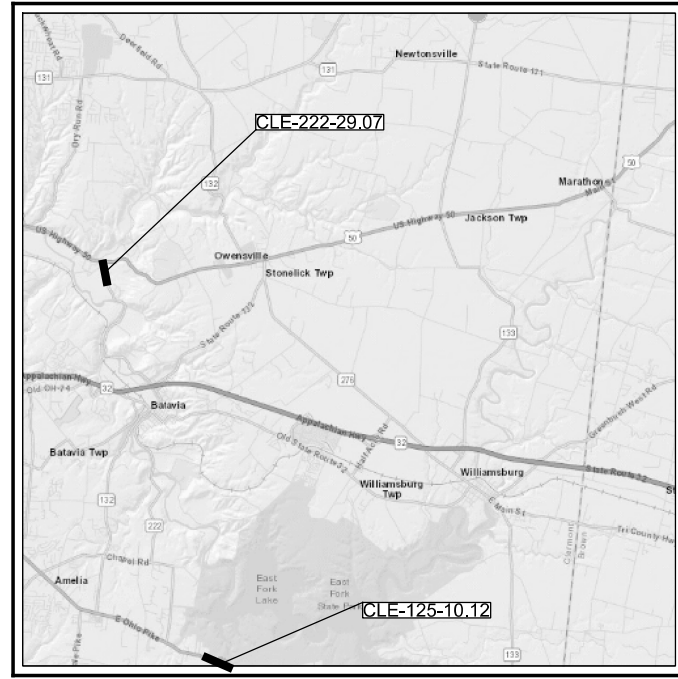
LATITUDE: N 39°11'40" LONGITUDE: W 84°3'19"



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

DESIGN DESIGNATION - SR 133

CURRENT ADT (2022)	-----	1,800
DESIGN YEAR ADT (2034)	-----	2,100
DESIGN HOURLY VOLUME (2034)	-----	200
DIRECTIONAL DISTRIBUTION	-----	50%
TRUCKS (24 HOUR B&C)	-----	18%
DESIGN SPEED	-----	55
LEGAL SPEED	-----	55
DESIGN FUNCTIONAL CLASSIFICATION:		
RURAL MAJOR COLLECTOR	-----	
NHS PROJECT	-----	NO



LOCATION MAP

LATITUDE: N 39°0'7" LONGITUDE: W 84°9'4"



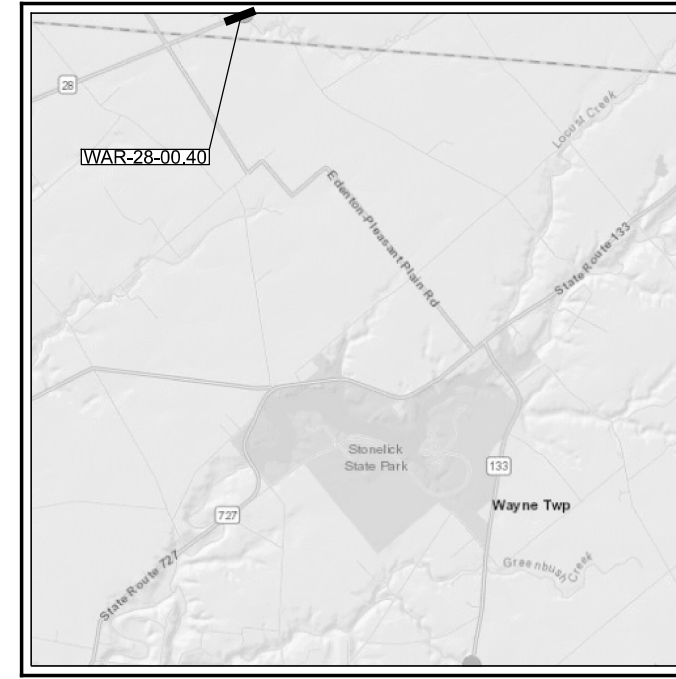
PORTION TO BE IMPROVED	-----	=====
INTERSTATE HIGHWAY	-----	=====
FEDERAL ROUTES	-----	=====
STATE ROUTES	-----	=====
COUNTY & TOWNSHIP ROADS	-----	=====
OTHER ROADS	-----	=====

DESIGN DESIGNATION - SR 125

CURRENT ADT (2022)	-----	22,500
DESIGN YEAR ADT (2034)	-----	25,500
DESIGN HOURLY VOLUME (2034)	-----	2,600
DIRECTIONAL DISTRIBUTION	-----	63%
TRUCKS (24 HOUR B&C)	-----	6%
DESIGN SPEED	-----	55
LEGAL SPEED	-----	55
DESIGN FUNCTIONAL CLASSIFICATION:		
PRINCIPAL ARTERIAL	-----	
NHS PROJECT	-----	YES

DESIGN DESIGNATION - SR 222

CURRENT ADT (2022)	-----	4,700
DESIGN YEAR ADT (2034)	-----	5,000
DESIGN HOURLY VOLUME (2034)	-----	650
DIRECTIONAL DISTRIBUTION	-----	61%
TRUCKS (24 HOUR B&C)	-----	10%
DESIGN SPEED	-----	55
LEGAL SPEED	-----	55
DESIGN FUNCTIONAL CLASSIFICATION:		
RURAL MAJOR COLLECTOR	-----	
NHS PROJECT	-----	NO



LOCATION MAP

LATITUDE: N 39°15'45" LONGITUDE: W 84°5'7"



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

DESIGN DESIGNATION - SR 28

CURRENT ADT (2022)	-----	6,600
DESIGN YEAR ADT (2034)	-----	7,300
DESIGN HOURLY VOLUME (2034)	-----	750
DIRECTIONAL DISTRIBUTION	-----	65%
TRUCKS (24 HOUR B&C)	-----	6%
DESIGN SPEED	-----	55
LEGAL SPEED	-----	55
DESIGN FUNCTIONAL CLASSIFICATION:		
RURAL MAJOR COLLECTOR	-----	
NHS PROJECT	-----	NO

DESIGN AGENCY



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PROJECT ID

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TOTAL

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CMP REPAIR METHOD A- METAL SEALER

PROTECTIVE COATING REPAIR USING A METAL SEALER: CMP REPAIR METHOD A IS INTENDED FOR REPAIRING AREAS OF CORRUGATED METAL PIPES THAT HAVE NOT EXPERIENCED ANY SIGNIFICANT SECTION LOSS, BUT HAS EXPERIENCED MINOR SURFACE RUST, FRECKLED RUST, LEACHING, OR LOSS OF GALVANIZATION. SHOW SPECIFIC AREAS IN THE PLANS AND REPAIR PER ONE OF THE FOLLOWING MANUFACTURES PRODUCTS AS FOLLOWS:

REPAIR USING DIAMANT/STRONGHOLD ONE METAL SEALER: CLEAN SURFACE TO BE TREATED WITH DIAMANT CLEANER #1417 TO REMOVE ANY OIL, GREASE OR DIRT. APPLY DICTOL 1546 BLUE BY BRUSH OR BY SPRAY METHOD PER MANUFACTURER APPROVED METHOD. APPLY A MINIMUM OF 2 COATS AT 1 MINUTE INTERVALS FOR A TOTAL THICKNESS OF 0.003". MULTIPLE COATS MAY BE NEEDED UNTIL SEALER BEGINS TO BUILD. DO NOT ALLOW TO DRY BETWEEN COATS.

OR

REPAIR USING DEVCON EZ SPRAY CERAMIC RED/BLUE: CLEAN THE SURFACE WITH DEVCON CLEANER BLEND 300 TO REMOVE ANY OIL, GREASE OR DIRT. GRIT BLAST SURFACE WITH 8-40 MESH TO AN SSPC SP-10 PROFILE THEN LEAVE OVERNIGHT TO ALLOW ANY SALT TO SWEAT TO THE SURFACE. REPEAT BLASTING NEXT DAY. PERFORM CHLORIDE PENETRATION TEST TO DETERMINE SOLUBLE SALT CONTENT IS LESS THAN 40 PPM. CLEAN SURFACE AGAIN WITH DEVCON CLEANER BLEND 300. APPLY THE FIRST COAT OF EZ SPRAY CERAMIC AT A THICKNESS OF APPROXIMATELY 15 MIL (0.015 IN). APPLY A SECOND COAT OF EZ SPRAY CERAMIC AT A THICKNESS OF APPROXIMATELY 15 MIL (0.015 IN) DURING THE RE-COAT TIME PERIOD OF 4-6 HOURS AFTER THE FIRST COAT WAS APPLIED TO ENSURE PROPER ADHESION.

OR

REPAIR USING LOCTITE PC 7693 COLD GALVANIZING COATING COMPOUND: CLEAN THE SURFACE WITH LOCTITE 7840 TO REMOVE ANY OIL GREASE OR DIRT. GRIT BLAST SURFACE WITH 8-40 MESH TO AN SSPC SP-10 PROFILE THEN LEAVE OVERNIGHT TO ALLOW ANY SALT TO SWEAT TO THE SURFACE. REPEAT BLASTING NEXT DAY. PERFORM CHLORIDE PENETRATION TEST TO DETERMINE IF SOLUBLE SALT CONTENT IS LESS THAN 40 PPM. USE SALT REMOVER SUCH AS CHLOR-RID OR APPROVED EQUAL TO REMOVE SALTS. APPLY TWO COATS OF LOCTITE PC 7693 GALVANIZING COATING COMPOUND AT 15 MINUTE INTERVALS.

PAYMENT FOR ALL REPAIRS OPTIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 611 CONDUIT, MISC.: REPAIR METHOD A. QUANTITIES LISTED ON PLAN SHEETS ARE FOR ESTIMATE PURPOSES ONLY AND SHALL BE FIELD VERIFIED. THE ENGINEER SHALL BE NOTIFIED OF ANY DISCREPENCIES.

CMP REPAIR METHOD B- METAL REPAIR OF SECTION LOSS

CMP REAIR METHOD B IS INTENDED TO USE A METAL REPAIR PUTTY FOR REPAIRING AREAS OF CORRUGATED METAL PIPES THAT HAVE EXPERIENCED MINOR TO MODERATE SECTION LOSS AS EVIDENT BY DARK BROWN AREAS, LOSS OF MATERIAL WITH DEEP PITS, AND/OR SMALL FLAKING METAL. REPAIR PER ONE OF THE FOLLOWING MANUFACTURERS PRODUCTS:

REPAIR USING DIAMANT/STRONGHOLD ONE MATERIAL REPACOAT 2447: GRIT BLAST AREAS WITH AN 8-40 MESH GRIT TO AN SSPC SP-10 PROFILE AND TREAT WITH ONE COAT OF DICTOL 1546 PER REPAIR METHOD A FOR A DISTANCE OF 12" PAST THE LIMITS OF RUST. APPLY REPACOUR 2447 TO FILL THE AREAS OF SECTION LOSS AND RUSTING PLUS AN ADDITIONAL 2" PERIMETER IN ALL DIRECTIONS. THE TOTAL COATING SHALL FILL THE DETERIORATED AND HAVE A MINIMUM THICKNESS OF 0.010"-0.015" THICK.

OR

REPAIR USING DEVCON PLASTIC STEEL LIQUID AND EZ SPRAY CERAMIC RED/BLUE: CLEAN THE SURFACE WITH DEVCON CLEANER BLEND 300 TO REMOVE ANY OIL, GREASE OR DIRT. GRIT BLAST TO AN SSPC SP-10 PROFILE FOR A DISTANCE OF 12" PAST THE LIMITS OF RUST. APPLY PLASTIC STEEL LIQUID (B) TO FILL THE AREAS OF SECTION LOSS AND RUSTING FOR A DISTANCE OF 2" PAST THE ORIGINAL LIMITS OF RUST. THE SECTION LOSS SHALL BE FILLED PLUS AN ADDITIONAL MINIMUM THICKNESS OF 1/8" OF MATERIAL SHALL BE SPREAD OVER THE RUSTED/REPAIRED AREA AND THE 2" PERIMETER AREA. APPLY THE FIRST COAT OF EZ SPRAY CERAMIC AT A THICKNESS OF APPROXIMATELY 15 MIL (0.015 IN) DURING THE RE-COAT TIME PERIOD OF 2-4 HOURS AFTER THE PLASTIC STEEL LIQUID IS APPLIED TO ENSURE PROPER ADHESION. APPLY A SECOND COAT OF EZ SPRAY CERAMIC AT A THICKNESS OF APPROXIMATELY 15 MIL (0.015 IN) DURING THE RE-COAT TIME PERIOD OF 4-6 HOURS AFTER THE FIRST COAT WAS APPLIED TO ENSURE PROPER ADHESION.

OR

CLEAN THE SURFACE WITH LOCTITE 7840 TO REMOVE ANY OIL, GREASE, OR DIRT. REPAIR USING LOCTITE EA 3471 NA (FIXMASTER STEEL PUTTY): GRIT BLAST AREAS WITH AN 8-40 MESH GRIT TO AN SSPC SP-10 PROFILE AND TREAT WITH EITHER PRODUCT IN CMP REPAIR METHOD A FOR A DISTANCE OF 12" PAST THE LIMITS OF RUST. APPLY LOCTITE EA 3471 TO FILL THE AREAS OF SECTION LOSS AND RUSTING FOR A DISTANCE OF 2" PAST THE ORIGINAL LIMITS OF RUST. THE SECTION LOSS SHALL BE FILLED PLUS AN ADDITIONAL MINIMUM THICKNESS OF 1/16" OF MATERIAL SHALL BE SPREAD OVER THE RUSTED/REPAIRED AREA AND THE 2" PERIMETER AREA.

OR

CLEAN THE SURFACE WITH LOCTITIE 7840 TO REMOVE ANY GREASE OR DIRT. GRIT BLAST AREAS WITH AN 8-40 MESH GRIT TO AN SSPC SP-10 PROFILE. APPLY LOCTITIE EA 3471 TO FILL THE AREAS OF SECTION LOSS AND RUSTING PLUS AN ADDITIONAL 4" PERIMETER IN ALL DIRECTIONS. TREAT WITH ONE COAT OF LOCTITE PC 7693 GALVANIZING COATING COMPOUND PER REPAIR METHOD A FOR A DISTANCE OF 12" PAST THE LIMITS OF RUST. THE SECTION LOSS SHALL BE FILLED PLUS AN ADDITIONAL MINIMUM THICKNESS OF 1/16" OF MATERIAL SHALL BE SPREAD OVER THE REPAIR AREA.

PAYMENT FOR ALL REPAIRS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 611 CONDUIT, MISC.: REPAIR METHOD B. QUANTITIES LISTED ON PLAN SHEETS ARE FOR ESTIMATE PURPOSES ONLY AND SHALL BE FIELD VERIFIED. THE ENGINEER SHALL BE NOTIFIED OF ANY DISCREPENCIES.

CMP REPAIR METHOD C- METAL REPAIR OF SECTION LOSS WITH PERFORATIONS

CMP REPAIR METHOD C IS INTENDED FOR REPAIRING AREAS OF CORRUGATED METAL PIPES THAT ARE PERFORATED OR ARE EXPECTED TO BE PERFORATED OR VERY THIN AFTER GRIT BLASTING AS EVIDENT BY DARK BROWN LAYERED RUST AND OR

THE PRESENCE OF HOLES. THIS REPAIR IS NOT INTENDED TO ACT AS A FULLY STRUCTURAL REPAIR, BUT IT IS INTENDED TO STOP CORROSION AND PREVENT BACKFILL INFILTRATION.

REPAIR AS FOLLOWS:

REPAIR USING DIAMANT/STRONGHOLD ONE MATERIAL MM1018 PUTTY: FILL HOLES THAT ARE LEAKING BACKFILL WITH EXPANDABLE FOAM, HYDRAULIC CEMENT, OR OTHER REPAIR METHODS AS NECESSARY. THE FILL MATERIAL SHALL NOT REDUCE THE REPAIR THICKNESS BY EXTENDING INTO THE THICKNESS OF THE CONDUIT WALL REPAIR. GRIT BLAST AREAS WITH AN 8-40 MESH GRIT TO AN SSPC SP-10 PROFILE AND TREAT WITH ONE COAT OF DICTOL 1546 PER REPAIR METHOD A FOR A DISTANCE OF 12" PAST THE LIMITS OF RUST. APPLY MM1018 METAL POLYMER PUTTY TO FILL THE AREAS OF SECTION LOSS AND RUSTING PLUS AN ADDITIONAL 4" PERIMETER IN ALL DIRECTIONS. THE SECTION LOSS SHALL BE FILLED PLUS AN ADDITIONAL MINIMUM THICKNESS OF 1/16" OF MATERIAL SHALL BE SPREAD OVER THE REPAIR AREA. AN 18 GAGE, GALVANIZED METAL MESH WITH A 1/2" GRID SPACING SHALL BE PRESSED INTO THE REPAIR AREA CONFORMING TO THE METAL CORRUGATIONS. THE METAL MESH SHALL EXTEND 2" PAST THE RUSTED AREAS. ADDITIONAL MATERIAL SHALL BE PLACED IN A SECOND COATING TO ENSURE THE METAL MESH IS IN FULLY ENGULFED BY THE PUTTY AND HAS A 1/16" MINIMUM THICKNESS OVERTOP OF THE MESH.

OR

REPAIR USING DEVCON PLASTIC STEEL PUTTY AND EZ SPRAY CERAMIC RED/BLUE: FILL HOLES THAT ARE LEAKING BACKFILL WITH EXPANDABLE FOAM, HYDRAULIC CEMENT, OR OTHER REPAIR METHODS AS NECESSARY. THE FILL MATERIAL SHALL NOT REDUCE THE REPAIR THICKNESS BY EXTENDING INTO THE THICKNESS OF THE CONDUIT WALL REPAIR. CLEAN THE SURFACE WITH DEVCON CLEANER BLEND 300 TO REMOVE ANY OIL, GREASE OR DIRT. GRIT BLAST TO AN SSPC SP-10 PROFILE FOR A DISTANCE OF 12" PAST THE LIMITS OF RUST. APPLY DEVCON PLASTIC STEEL PUTTY (A) TO FILL THE AREAS OF SECTION LOSS AND RUSTING PLUS AN ADDITIONAL 4" PERIMETER IN ALL DIRECTIONS. THE SECTION LOSS SHALL BE FILLED PLUS AN ADDITIONAL MINIMUM THICKNESS OF 1/16" OF MATERIAL SHALL BE SPREAD OVER THE REPAIR AREA. AN 18 GAGE, GALVANIZED METAL MESH WITH A 1/2" GRID SPACING SHALL BE PRESSED INTO THE REPAIR AREA CONFORMING TO THE METAL CORRUGATIONS. THE METAL MESH SHALL EXTEND 2" PAST THE RUSTED AREAS. ADDITIONAL MATERIAL SHALL BE PLACED IN A SECOND COATING TO ENSURE THE METAL MESH IS IN FULLY ENGULFED BY THE PUTTY AND HAS A 1/16" MINIMUM THICKNESS OVERTOP OF THE MESH. APPLY THE FIRST COAT OF EZ SPRAY CERAMIC AT A THICKNESS OF APPROXIMATELY 15 MIL (0.015 IN) DURING THE RECOAT TIME PERIOD OF 2-4 HOURS AFTER THE PLASTIC STEEL PUTTY IS APPLIED TO ENSURE PROPER ADHESION. APPLY A SECOND COAT OF EZ SPRAY CERAMIC AT A THICKNESS OF APPROXIMATELY 15 MIL (0.015 IN) DURING THE RECOAT TIME PERIOD OF 4-6 HOURS AFTER THE FIRST COAT WAS APPLIED TO ENSURE PROPER ADHESION.

OR

REPAIR USING LOCTITE EA 3471 NA (FIXMASTER STEEL PUTTY): FILL HOLES THAT ARE LEAKING BACKFILL WITH EXPANDABLE FOAM (LOCTITE TITE FOAM), HYDRAULIC CEMENT, OR OTHER REPAIR METHODS AS NECESSARY. THE FILL MATERIAL SHALL NOT REDUCE THE REPAIR THICKNESS BY EXTENDING INTO THE THICKNESS OF THE CONDUIT WALL. CLEAN THE SURFACE WITH LOCTITE 7840 TO REMOVE ANY OIL, GREASE, OR DIRT. GRIT BLAST AREAS WITH AN 8-40 MESH GRIT TO AN SSPC SP-10 PROFILE. APPLY LOCTITE FIXMASTER STEEL PUTTY TO FILL THE AREAS OF SECTION LOSS AND RUSTING PLUS AN ADDITIONAL 4" PERIMETER IN ALL DIRECTIONS. AN 18 GAUGE FALVANIZED METAL MESH WITH 1/2" GIRD SPACING SHALL BE PRESSED INTO THE REPAIR AREA CONFORMING TO THE METAL CORRUGATIONS. THE METAL MESH SHALL EXTEND 2" PAST THE RUSTED AREA. TREAT WITH ONE COAT OF

LOCTITE PC 7693 GALVANIZING COATING COMPOUND PER REPAIR METHOD A FOR A DISTANCE OF 12" PAST THE LIMITS OF RUST. THE SECTION LOSS SHALL BE FILLED PLUS AN ADDITIONAL MINIMUM THICKNESS OF 1/16" OF MATERIAL SHALL BE SPREAD OVER THE REPAIR AREA. AN 18 GAGE, GALVANIZED METAL MESH WITH A 1/2" GRID SPACING SHALL BE PRESSED INTO THE REPAIR AREA CONFORMING TO THE METAL CORRUGATIONS. THE METAL MESH SHALL EXTEND 2" PAST THE RUSTED AREA. ADDITIONAL MATERIAL SHALL BE PLACED IN A SECOND COATING TO ENSURE THE METAL MESH IS FULLY ENGULFED BY THE PUTTY AND HAS A 1/16" MINIMUM THICKNESS OVERTOP OF THE MESH.

PAYMENT FOR ALL REPAIRS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 611 CONDUIT, MISC.: REPAIR METHOD C. QUANTITIES LISTED ON PLAN SHEETS ARE FOR ESTIMATE PURPOSES ONLY AND SHALL BE FIELD VERIFIED. THE ENGINEER SHALL BE NOTIFIED OF ANY QUANTITY DISCREPENCIES.

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER, OR ADJACENT TO, THE WORK AREA.

MOCK UP

FOR REPAIR METHOD A, REPAIR METHOD B, AND REPAIR METHOD C, THE CONTRACTOR SHALL CONDUCT A SEPARATE MOCK-UP REPAIR USING THE PRODUCTS CHOSEN BY THE CONTRACTOR FOR EACH REPAIR METHOD. THE MOCK-UP SHALL BE CONDUCTED IN THE PRESENCE OF THE ENGINEER AND THE PRODUCT'S REPRESENTATIVE FOR ACCEPTANCE OF THE APPLICATION, MEANS AND METHODS. THIS MOCK-UP MAY BE CONDUCTED ON A REPRESENTATIVE SECTION OF THE DEFECTIVE PIPE AT A LOCATION AGREED UPON BY THE ENGINEER. UPON ACCEPTANCE OF THE MOCK-UP BY THE ENGINEER, THE CONTRACTOR MAY PROCEED WITH PROJECT REPAIRS.

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PROJECT ID

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ACCESS BEHIND GUARDRAIL

REMOVE AND RE-ERECT GUARDRAIL AS NECESSARY FOR ACCESS TO A WORK LOCATION. REMOVE GUARDRAIL ONLY WHEN IT CAN BE REPLACED ON THE SAME DAY. OBTAIN APPROVAL FROM THE ENGINEER FOR EACH LOCATION, PRIOR TO PERFORMING THE WORK. THIS WORK INCLUDES REMOVAL OF EXISTING GUARDRAIL AND POSTS AND RE-ERECTION OF THE SAME MATERIALS. EXISTING RAIL ELEMENTS AND BARRIER REFLECTORS MAY BE REUSED. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM SPECIAL - PIPE CLEANOUT

THIS WORK SHALL CONSIST OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER 105.16 AND 105.17. ALL SEWERS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER.

CLEANOUT OF THE PIPE SHALL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL - PIPE CLEANOUT. THIS PRICE SHALL INCLUDE THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

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

SPECIAL, PIPE CLEANOUT, OVER 48" 678 FT.

TEMPORARY ACCESS FILL

COFFERDAMS AND EXCAVATION BRACING INSTALLED FOR THE PROJECT ARE FOR DEWATERING THE WORK AREA. COFFERDAMS AND EXCAVATION BRACING DESIGN, CONSTRUCTION, AND REIMBURSEMENT FOR DAMAGE IS BASED ON CMS 503. THE CONTRACTOR MUST COMPLY WITH THE IN-STREAM RESTRICTION IN THE SPECIAL PROVISIONS WATERWAY PERMIT. ADDING FILL TO THE STREAM TO DEWATER THE WORK AREA REQUIRES A TEMPORARY ACCESS FILL (TAF) SUBMISSION PER THE SPECIAL PROVISIONS. FILLING AN EXCAVATED AREA AFTERWARDS IS CONSIDERED A PERMANENT FILL AND MAY VIOLATE THE WATERWAY PERMIT'S THRESHOLDS OF IMPACTS.

IF THE CONTRACTOR CHOOSES TO IMPACT THE STREAM DURING THE MONTHS OF APRIL THROUGH OCTOBER: ALL REQUIREMENTS OF CMS 503 APPLY, UNLESS STIPULATED ELSEWHERE IN THIS NOTE. THE REHABILITATION WORK REQUIRED IN THE PLANS MUST BE COMPLETED IN SECTIONS. THE LONGEST SECTION THAT CAN BE COMPLETED AT ONE TIME IS 300'. IF THE CONTRACTOR CHOOSES TO COMPLETE SECTIONS GREATER THAN 300' AT A TIME, THEN THE DEPARTMENT WILL ONLY REIMBURSE THE CONTRACTOR FOR RESULTING DAMAGE TO 300' OF WORK PROTECTED BY THE COFFERDAM, PROVIDED THE CONTRACTOR HAS EXERCISED DUE DILIGENCE AS DETERMINED BY THE ENGINEER.

IF THE CONTRACTOR CHOOSES TO IMPACT THE STREAM AT ANY TIME IN THE MONTHS OF NOVEMBER THROUGH MARCH: EVEN IF THE ACTUAL WATER ELEVATION EXCEEDS 3 FEET ABOVE THE STATED ORDINARY HIGH WATER MARK, THE DEPARTMENT WILL NOT REIMBURSE THE CONTRACTOR FOR RESULTING DAMAGE TO THE WORK PROTECTED BY THE COFFERDAM. ALL OTHER REQUIREMENTS OF CMS 503 APPLY.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER, OR ADJACENT TO, THE WORK AREA.

MOCK UP

FOR REPAIR METHOD A, REPAIR METHOD B, AND REPAIR METHOD C, THE CONTRACTOR SHALL CONDUCT A SEPARATE MOCK-UP REPAIR USING THE PRODUCTS CHOSEN BY THE CONTRACTOR FOR EACH REPAIR METHOD. THE MOCK-UP SHALL BE CONDUCTED IN THE PRESENCE OF THE ENGINEER AND THE PRODUCT'S REPRESENTATIVE FOR ACCEPTANCE OF THE APPLICATION, MEANS AND METHODS. THIS MOCK-UP MAY BE CONDUCTED ON A REPRESENTATIVE SECTION OF THE DEFECTIVE PIPE AT A LOCATION AGREED UPON BY THE ENGINEER. UPON ACCEPTANCE OF THE MOCK-UP BY THE ENGINEER, THE CONTRACTOR MAY PROCEED WITH PROJECT REPAIRS. PAYMENT FOR MOCK UPS IS INCIDENTAL TO THE DIFFERENT REPAIR METHODS.

EAST FORK STATE PARK (CLE-125-10.12)

THE CONTRACTOR WILL INSTALL AND MAINTAIN TEMPORARY CONSTRUCTION FENCING ALONG THE KNOWN BOUNDARIES OF EAST FORK STATEPARK WITHIN THE ROJECT CONSTRUCTION LIMITS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

DRINKING WATER PROTECTION AREA (CLE-125-10.12)

CULVERT MAINTENANCE AT CLE-125-10.12 IS LOCATED OVER A PORTION OF THE INLAND SURFACE WATER SOURCE WATERSHED AND CORRIDOR MANAGEMENT ZONE FOR THE CLERMONT PUBLIC WATER SYSTEM (OH1302212). IN ORDER TO MINIMIZE THE POTENTIAL FOR A RELEASE IN THIS SENSITIVE AREA, ALL PROJECT RELATED FUELING AND/OR MAINTENANCE ACTIVITIES ARE TO BE UNDERTAKEN IN AN ENVIRONMENTALLY RESPONSIBLE MANNER.. THE CONTRACTOR SHALL UTILIZE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS, AND SHALL NOT STORE AND IDLE EQUIPMENT, FUELS AND ANY TOXIC/HAZARDOUS MATERIALS AND CHEMICALS NEAR ANY DRAINAGE WAYS, DITCHES OR STREAMS. A SPILL KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. SPILLS OF FUELS, OILS, CHEMICALS OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR. REPORT ALL SPILLS OR EVENTS TO THE CLERMONT COUNTY WATERWORKS DIVISION (513-732-7970) AND REFERENCE THE BOB MCEWEN WATER TREATMENT PLANT. IF THE SPILL IS A REPORTABLE AMOUNT, THE CONTRACTOR SHOULD CONTACT THE BETHEL-TATE FIRE DEPARTMENT (513-734-4444), LOCAL EMERGENCY COORDINATOR (513-553-4113) AND THE OEPA (1-800-282-9378) WITHIN 30 MINUTES OF KNOWLEDGE OF THE RELEASE.

ITEM 614, MAINTAINING TRAFFIC

ALL LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT. ON SR 125, LANE CLOSURES ARE PERMITTED PER MT-95.31 DURING WORKING HOURS; EXCEPT ALL EASTBOUND LANES SHALL BE OPEN TO TRAFFIC FROM 3 PM TO 6 PM. ON ALL OTHER ROUTES, LANE CLOSURES ARE PERMITTED PER MT-97.10 DURING WORKING HOURS.

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
 (OTHER HOLIDAY OR EVENT)

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 TIME ALL LANES
 OR EVENT MUST BE OPEN TO TRAFFIC

SUNDAY 12:00N FRIDAY THROUGH 6:00AM MONDAY
 MONDAY 12:00N FRIDAY THROUGH 6:00AM TUESDAY
 TUESDAY 12:00N MONDAY THROUGH 6:00AM WEDNESDAY
 WEDNESDAY 12:00N TUESDAY THROUGH 6:00AM THURSDAY
 THURSDAY 12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
 THURSDAY (THANKSGIVING ONLY)
 6:00AM WEDNESDAY THROUGH 6:00AM MONDAY
 FRIDAY 12:00N THURSDAY THROUGH 6:00AM MONDAY
 SATURDAY 12:00N FRIDAY THROUGH 6:00AM MONDAY

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

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

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

DESIGN AGENCY



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PROJECT ID

94182

SHEET TOTAL

P.4 15

SHEET NUM.											PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
7	9	11	13	15						01/STR/BR	02/NHS/BR							
																	ROADWAY	
LS										LS	LS	201	11000	LS		CLEARING AND GRUBBING		
82	102	248	90	156						430	248	SPECIAL	20270130	678	FT	PIPE CLEANOUT OVER 48"	4	
LS										LS	LS	503	11100	LS		COFFERDAMS AND EXCAVATION BRACING		
																	MISCELLANEOUS STRUCTURE	
469	603	110	228	261						1,562	109	611	97700	1,671	SF	CONDUIT, MISC.:REPAIR METHOD A	3	
229	67	93	120	193						609	93	611	97700	702	SF	CONDUIT, MISC.:REPAIR METHOD B	3	
15	3		13							31		611	97700	31	SF	CONDUIT, MISC.:REPAIR METHOD C	3	
																	INCIDENTALS	
LS										LS	LS	614	11000	LS		MAINTAINING TRAFFIC		
LS										LS	LS	624	10000	LS		MOBILIZATION		

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

SEC

REVIEWER

XXX MM-DD-YY

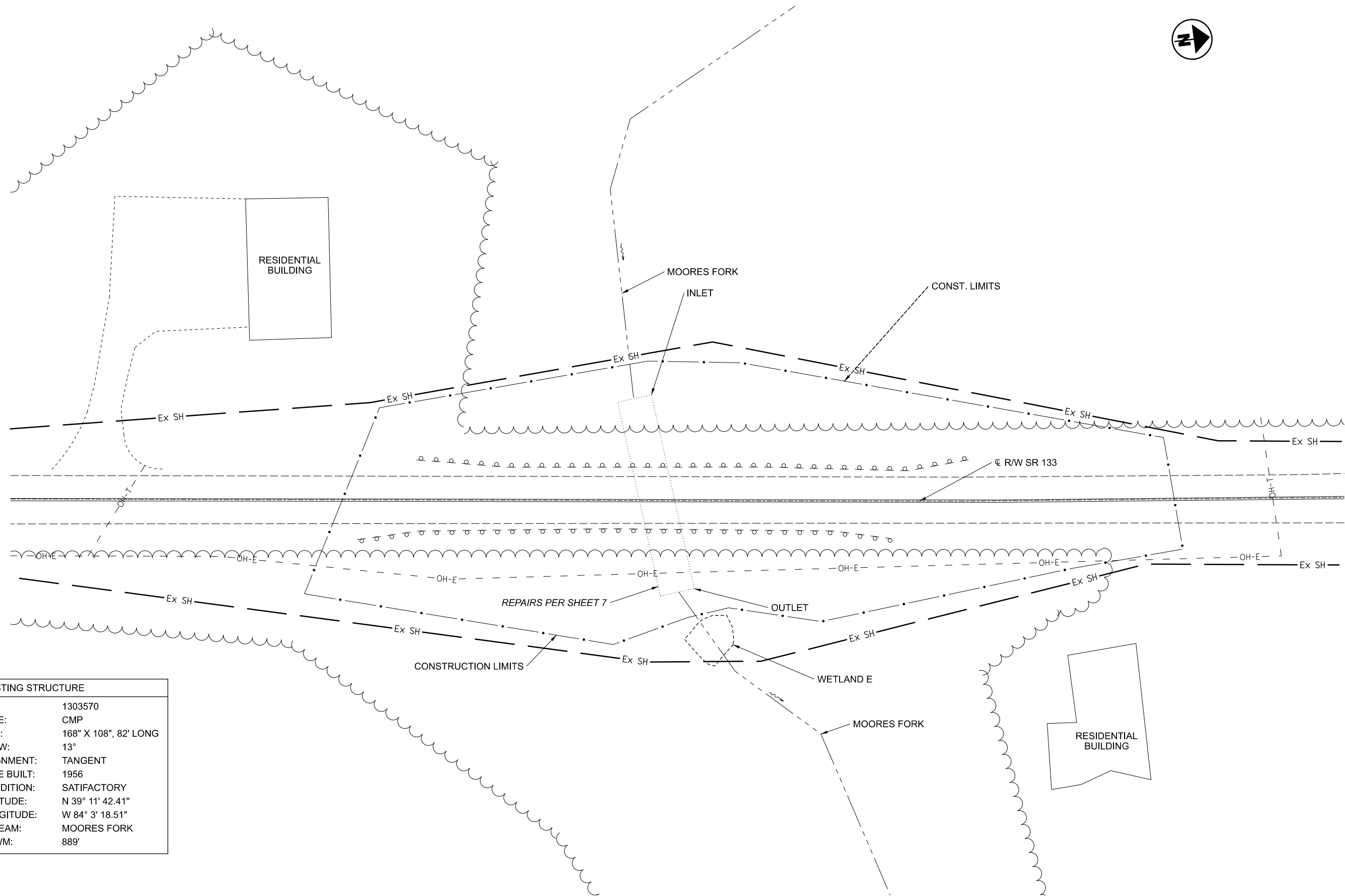
PROJECT ID

94182

SHEET TOTAL

P.5 15

EXISTING STRUCTURE	
SFN:	1303570
TYPE:	CMP
SIZE:	168" X 108", 82' LONG
SKEW:	13°
ALIGNMENT:	TANGENT
DATE BUILT:	1956
CONDITION:	SATISFACTORY
LATITUDE:	N 39° 11' 42.41"
LONGITUDE:	W 84° 3' 18.51"
STREAM:	MOORES FORK
OHWM:	889'

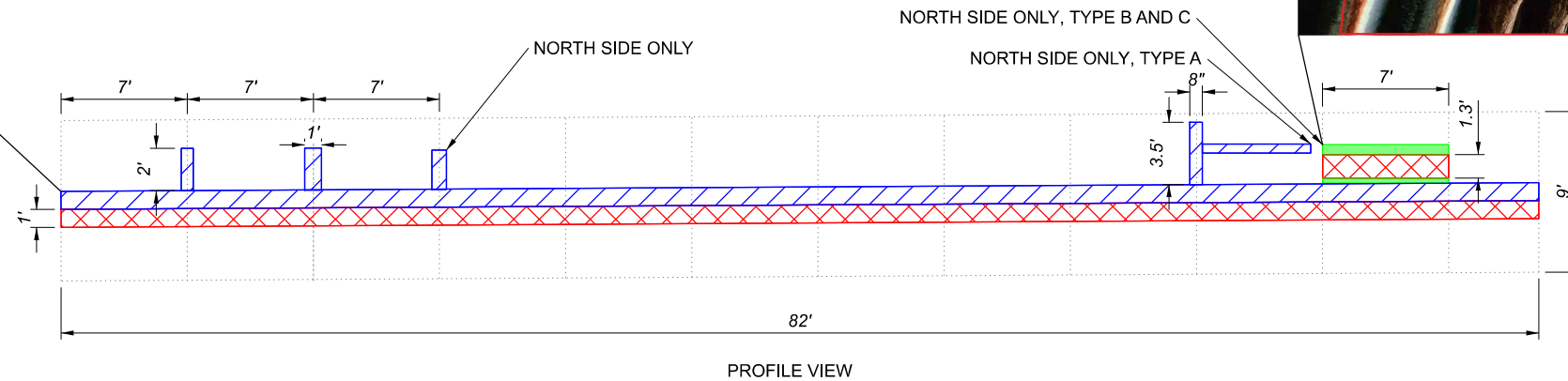
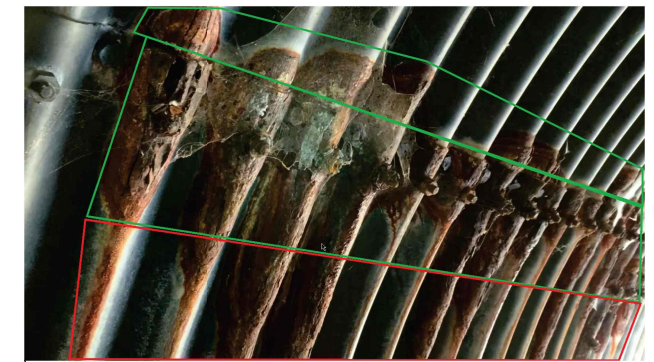
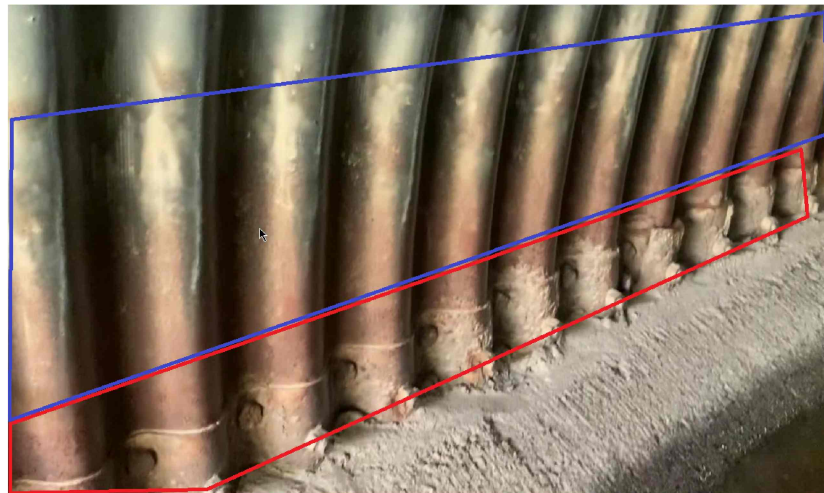


PLAN SHEET
 CLE-133-32.16

DESIGN AGENCY

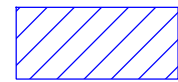


DESIGNER	GAT
REVIEWER	XXX MM-DD-YY
PROJECT ID	94182
SHEET	TOTAL
P.6	15

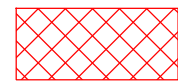


PROFILE VIEW

LEGEND



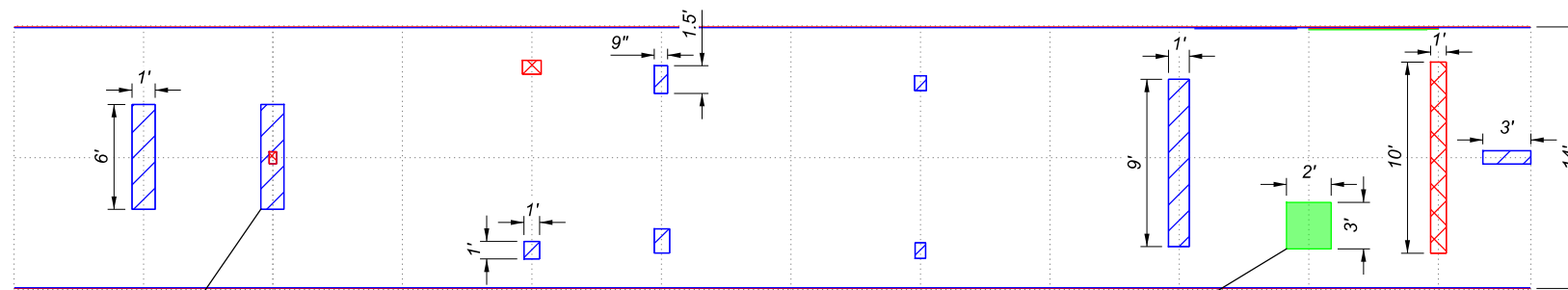
REPAIR METHOD A



REPAIR METHOD B



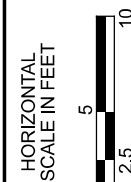
REPAIR METHOD C



PLAN VIEW



ESTIMATED QUANTITIES (CLE-133-32.16)			
ITEM	GRAND TOTAL	UNIT	DESCRIPTION
202	82	FT	SPECIAL - PIPE CLEANOUT OVER 48"
503	LS	LS	COFFERDAMS AND EXCAVATION BRACING
611	469	SF	CONDUIT, MISC.: REPAIR METHOD A
611	229	SF	CONDUIT, MISC.: REPAIR METHOD B
611	15	SF	CONDUIT, MISC.: REPAIR METHOD C



CULVERT DETAIL SHEET
 CLE-133-3216

DESIGN AGENCY



DESIGNER

GAT

REVIEWER

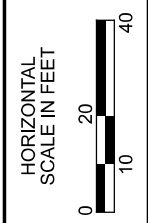
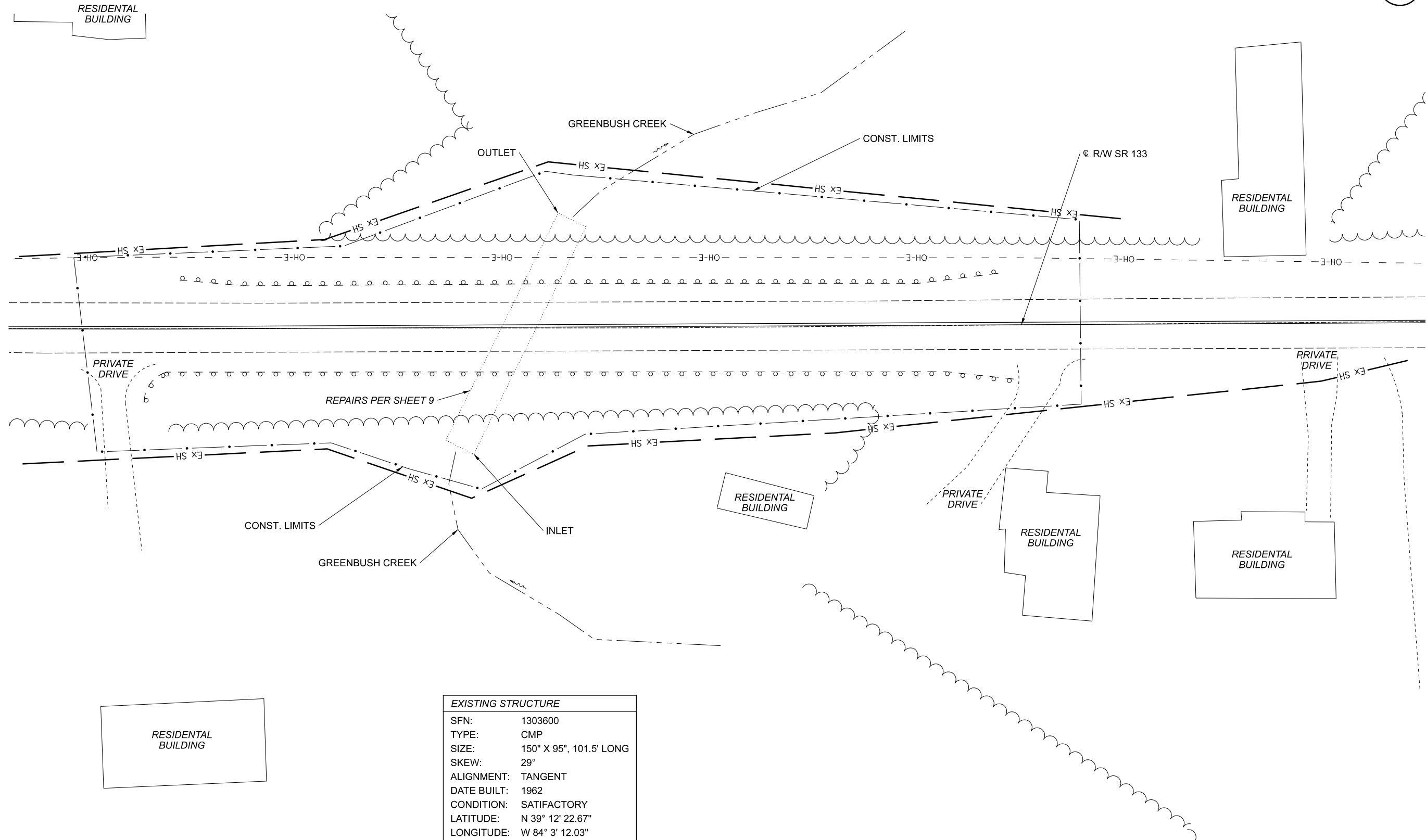
XXX MM-DD-YY

PROJECT ID

94182

SHEET TOTAL

P.7 15



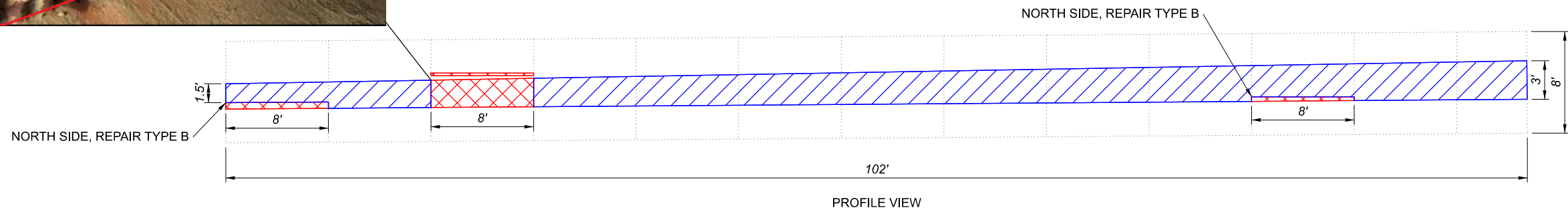
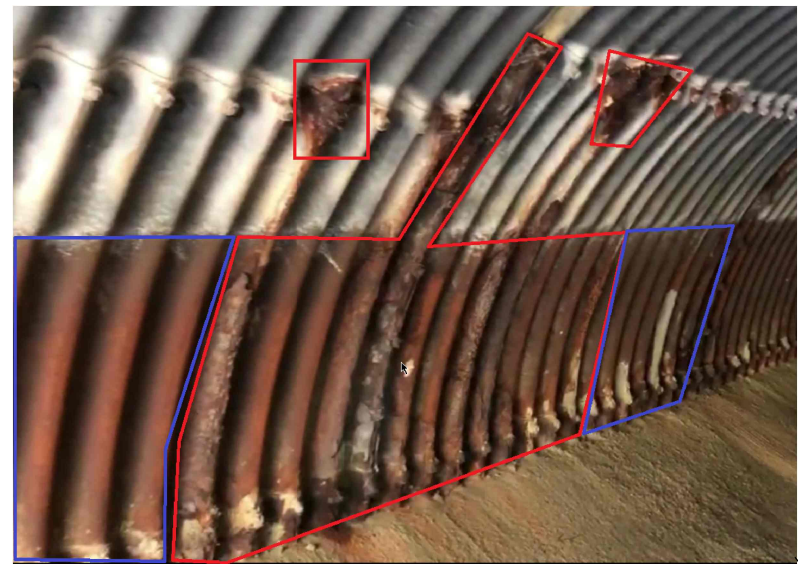
PLAN SHEET
 CLE-133-3293

EXISTING STRUCTURE	
SFN:	1303600
TYPE:	CMP
SIZE:	150" X 95", 101.5' LONG
SKEW:	29°
ALIGNMENT:	TANGENT
DATE BUILT:	1962
CONDITION:	SATISFACTORY
LATITUDE:	N 39° 12' 22.67"
LONGITUDE:	W 84° 3' 12.03"
STREAM:	GREENBUSH CREEK
OHWM:	893'

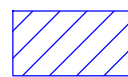
DESIGN AGENCY



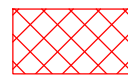
DESIGNER	GAT
REVIEWER	XXX MM-DD-YY
PROJECT ID	94182
SHEET	TOTAL
P.8	15



LEGEND



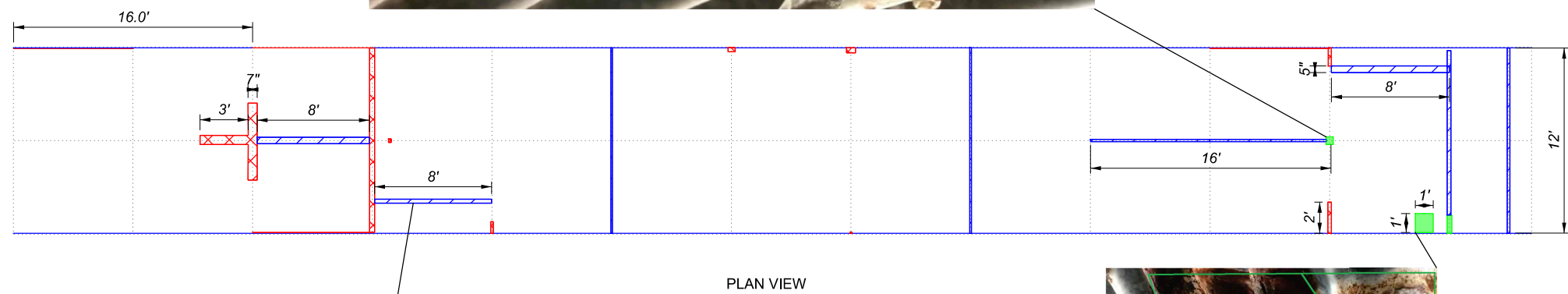
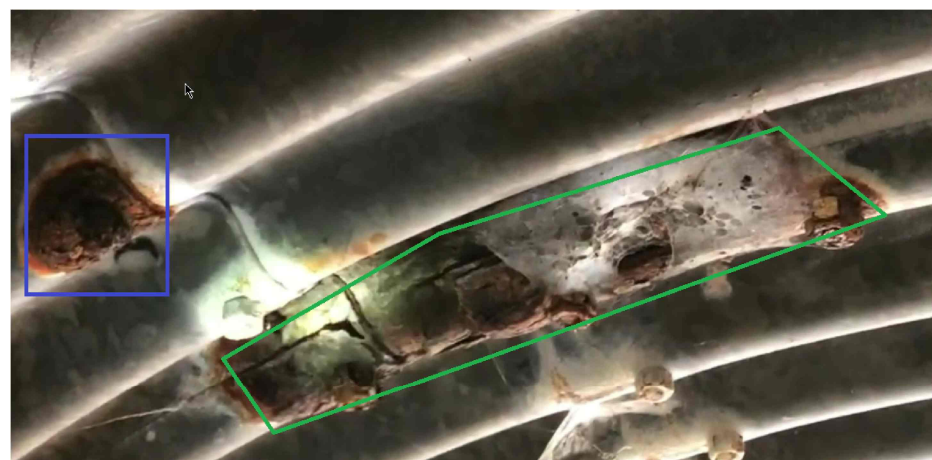
REPAIR METHOD A



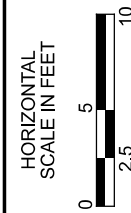
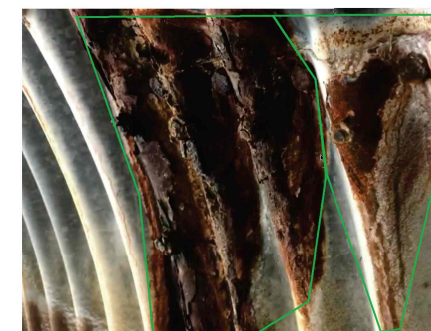
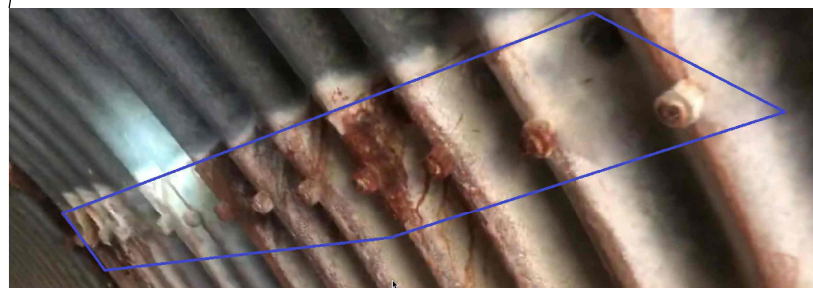
REPAIR METHOD B



REPAIR METHOD C



ESTIMATED QUANTITIES (CLE-133-32.93)			
ITEM	GRAND TOTAL	UNIT	DESCRIPTION
202	102	FT	SPECIAL - PIPE CLEANOUT OVER 48"
503	LS	LS	COFFERDAMS AND EXCAVATION BRACING
611	603	SF	CONDUIT, MISC.: REPAIR METHOD A
611	67	SF	CONDUIT, MISC.: REPAIR METHOD B
611	3	SF	CONDUIT, MISC.: REPAIR METHOD C



CULVERT DETAIL SHEET
 CLE-133-3293

DESIGN AGENCY



DESIGNER

GAT

REVIEWER

XXX MM-DD-YY

PROJECT ID

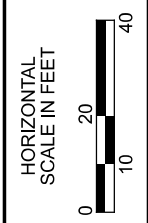
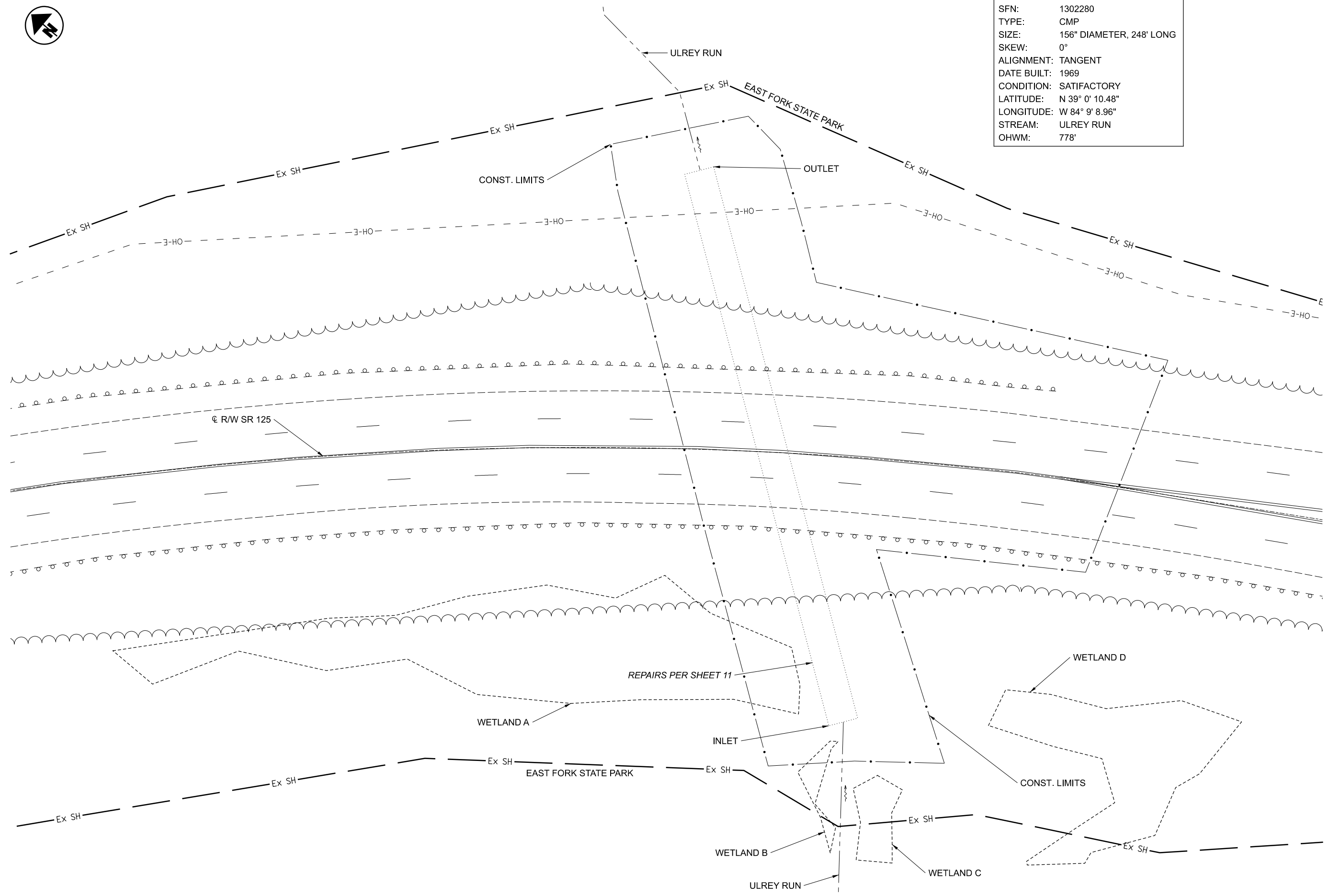
94182

SHEET TOTAL

P.9 15



EXISTING STRUCTURE	
SFN:	1302280
TYPE:	CMP
SIZE:	156" DIAMETER, 248' LONG
SKEW:	0°
ALIGNMENT:	TANGENT
DATE BUILT:	1969
CONDITION:	SATISFACTORY
LATITUDE:	N 39° 0' 10.48"
LONGITUDE:	W 84° 9' 8.96"
STREAM:	ULREY RUN
OHWM:	778'



PLAN SHEET
CLE-125-1012

DESIGN AGENCY

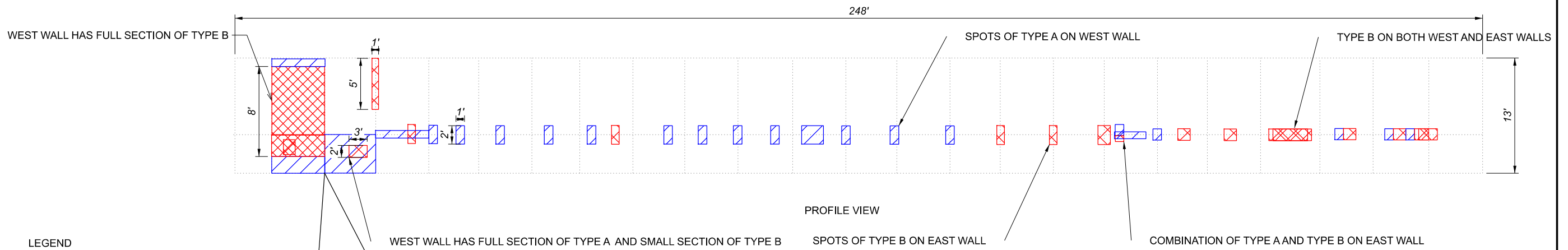


DESIGNER
GAT

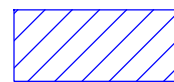
REVIEWER
XXX MM-DD-YY

PROJECT ID
94182

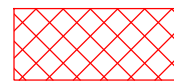
SHEET	TOTAL
P.10	15



LEGEND



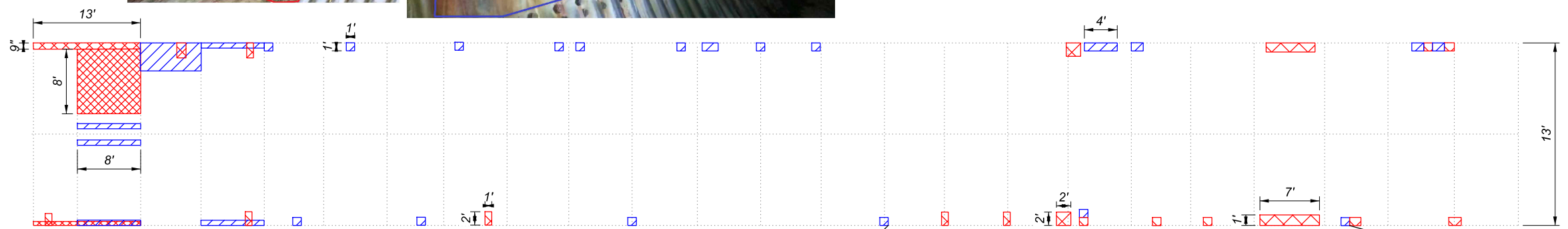
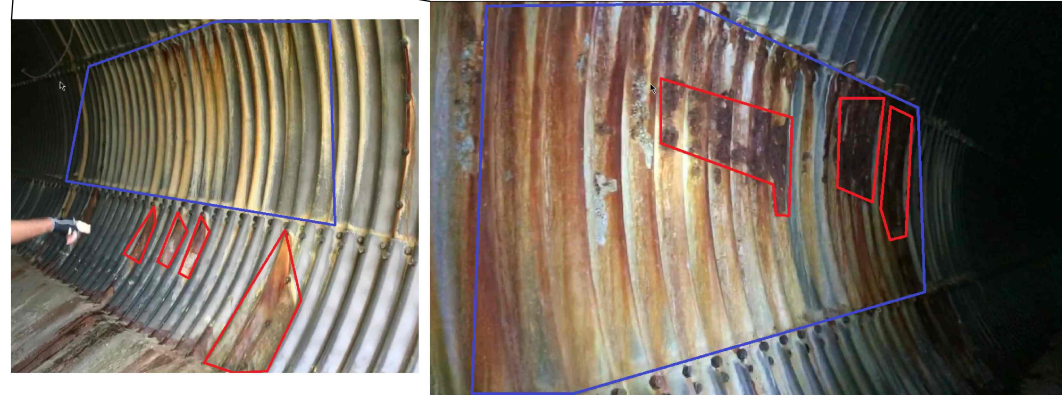
REPAIR METHOD A



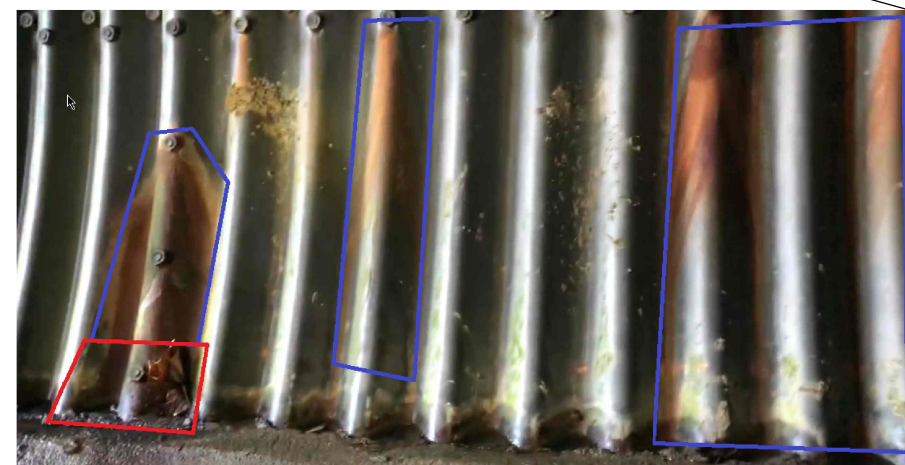
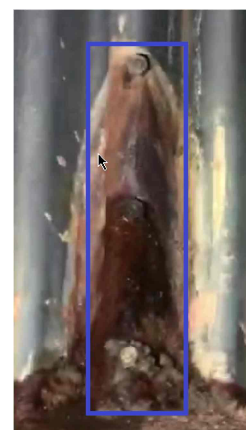
REPAIR METHOD B



REPAIR METHOD C



PLAN VIEW



ESTIMATED QUANTITIES (CLE-125-10.12)			
ITEM	GRAND TOTAL	UNIT	DESCRIPTION
202	248	FT	SPECIAL - PIPE CLEANOUT OVER 48"
503	LS	LS	COFFERDAMS AND EXCAVATION BRACING
611	110	SF	CONDUIT, MISC.: REPAIR METHOD A
611	93	SF	CONDUIT, MISC.: REPAIR METHOD B

NOT TO SCALE

CULVERT DETAIL SHEET
 CLE-125-1012

DESIGN AGENCY



DESIGNER

GAT

REVIEWER

XXX MM-DD-YY

PROJECT ID

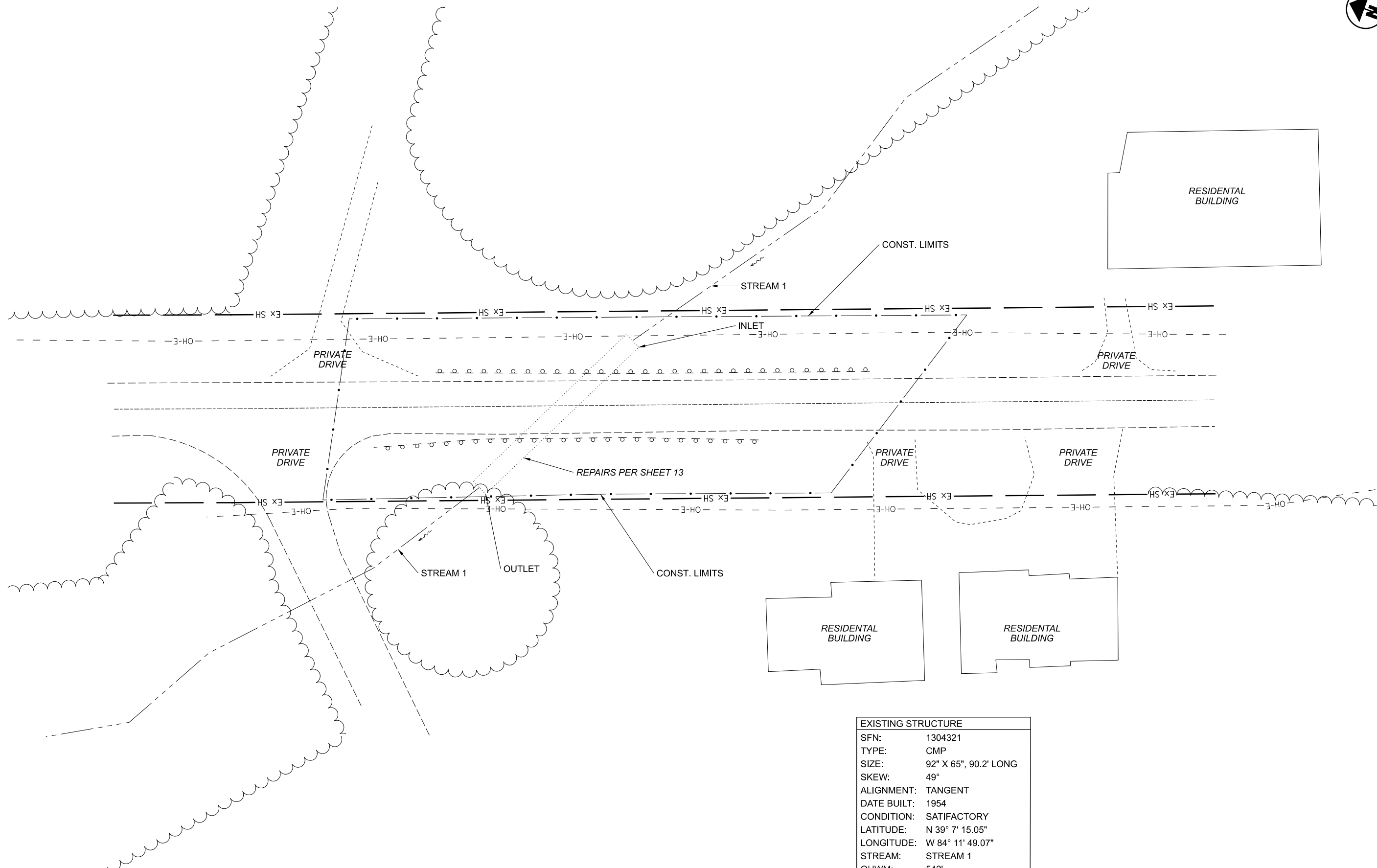
94182

SHEET TOTAL

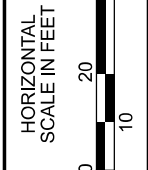
P.11 5

D08 CULVERT REPAIR FY2022

MODEL: Sheet PAPER:SIZE: 11x17 (in.) DATE: 1/18/2022 TIME: 8:34:42 AM USER: gtout
 pw:\\ohlodot-pw.bentley.com\ohlodot-pw-02\Documents\01 Active Projects\District 08\D08 94182\400-Engineering\Drainage\Sheets\94182_GP401.dgn



EXISTING STRUCTURE	
SFN:	1304321
TYPE:	CMP
SIZE:	92" X 65", 90.2' LONG
SKEW:	49°
ALIGNMENT:	TANGENT
DATE BUILT:	1954
CONDITION:	SATISFACTORY
LATITUDE:	N 39° 7' 15.05"
LONGITUDE:	W 84° 11' 49.07"
STREAM:	STREAM 1
OHWM:	542'



**PLAN SHEET
 CLE-222-2907**

DESIGN AGENCY



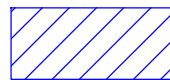
DESIGNER
GAT

REVIEWER
 XXX MM-DD-YY

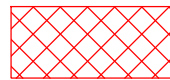
PROJECT ID
94182

SHEET	TOTAL
P.12	15

LEGEND



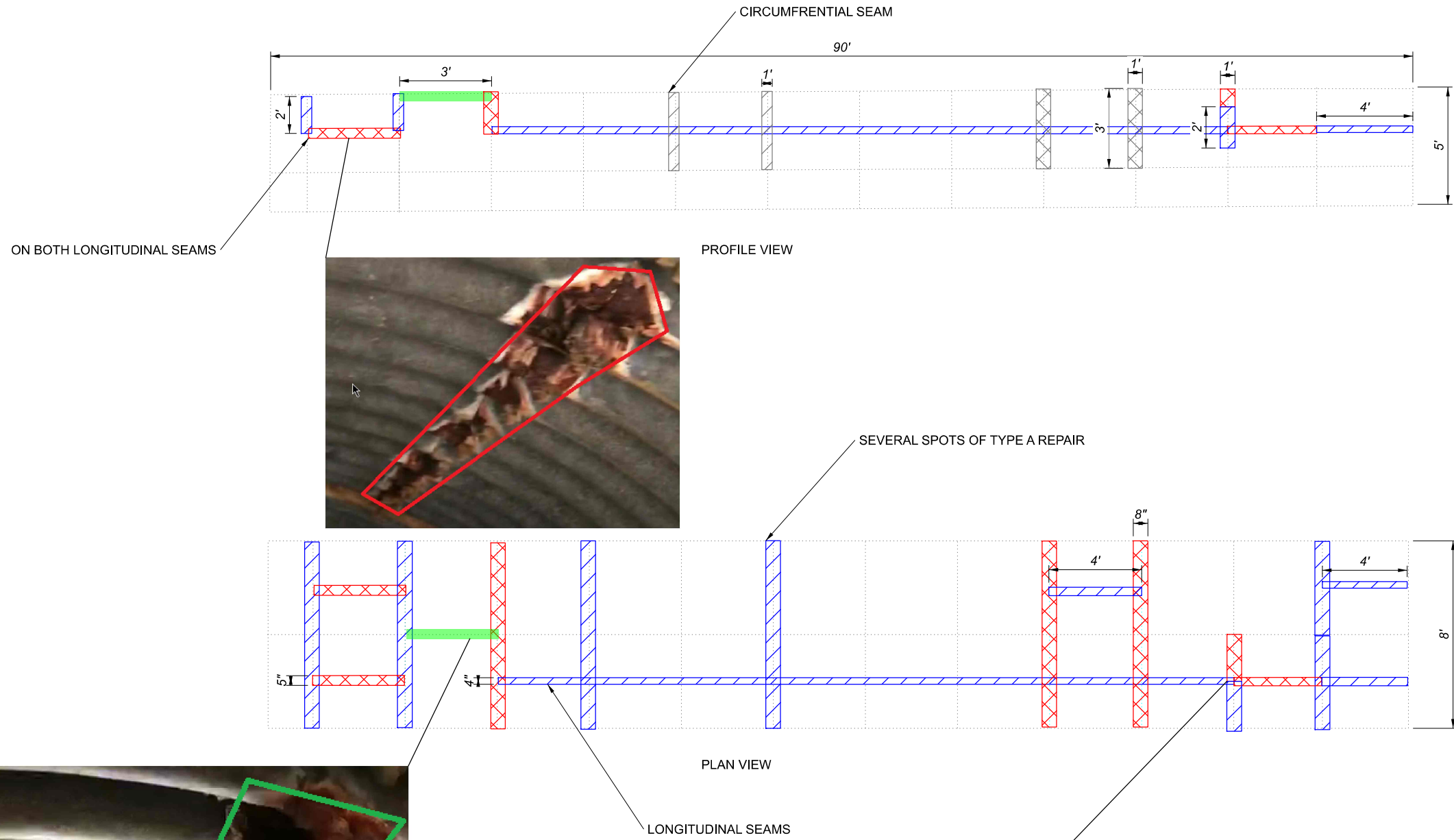
REPAIR METHOD A



REPAIR METHOD B

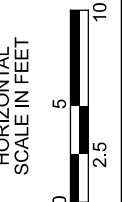


REPAIR METHOD C



ESTIMATED QUANTITIES (CLE-222-29.07)

ITEM	GRAND TOTAL	UNIT	DESCRIPTION
202	90	FT	SPECIAL - PIPE CLEANOUT OVER 48"
503	LS	LS	COFFERDAMS AND EXCAVATION BRACING
611	228	SF	CONDUIT, MISC.: REPAIR METHOD A
611	120	SF	CONDUIT, MISC.: REPAIR METHOD B
611	13	SF	CONDUIT, MISC.: REPAIR METHOD C



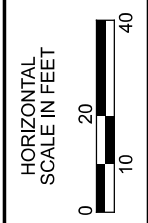
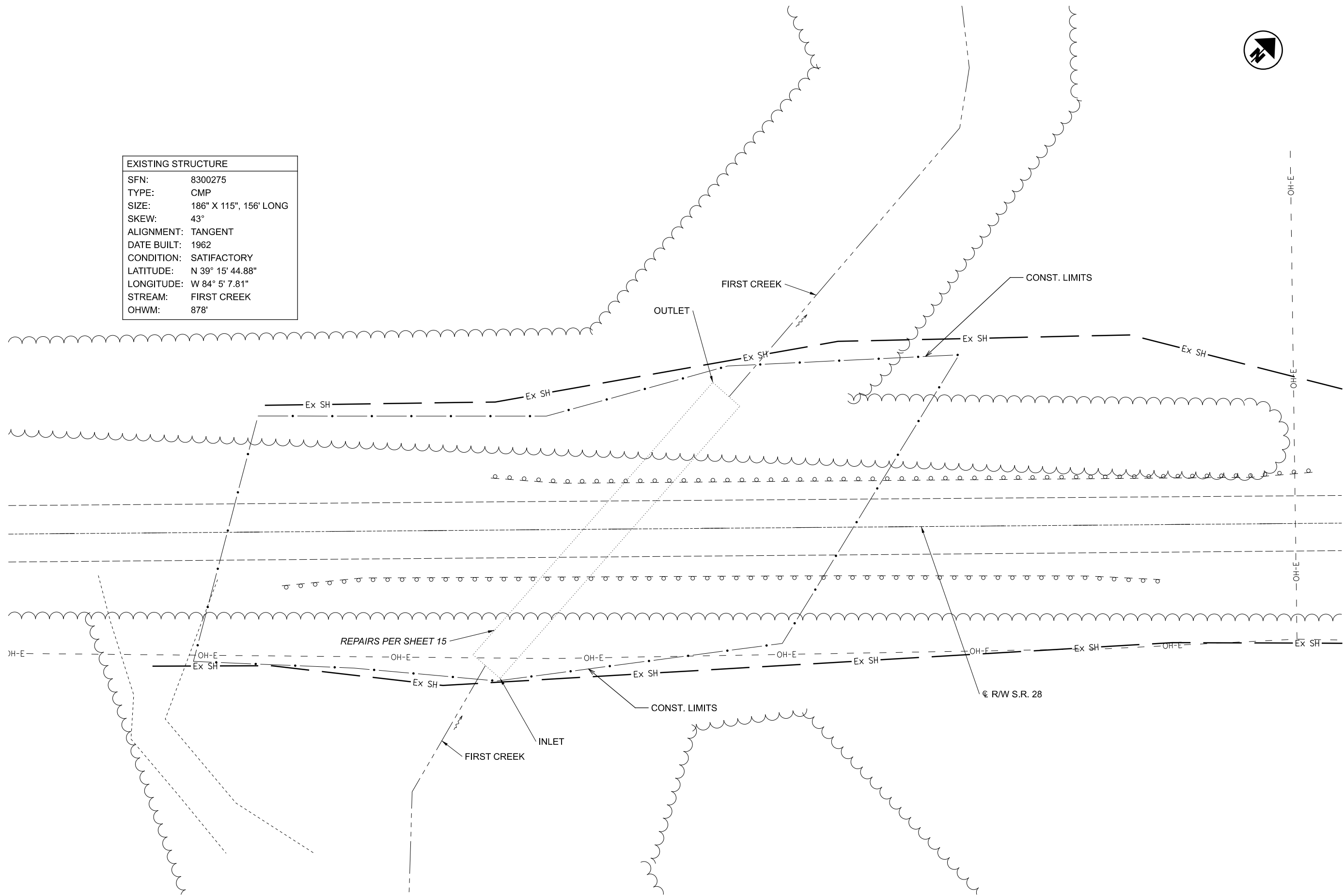
CULVERT DETAIL SHEET
 CLE-222-2907

DESIGN AGENCY



DESIGNER
 GAT
 REVIEWER
 XXX MM-DD-YY
 PROJECT ID
 94182
 SHEET TOTAL
 P.13 15

EXISTING STRUCTURE	
SFN:	8300275
TYPE:	CMP
SIZE:	186" X 115", 156' LONG
SKEW:	43°
ALIGNMENT:	TANGENT
DATE BUILT:	1962
CONDITION:	SATISFACTORY
LATITUDE:	N 39° 15' 44.88"
LONGITUDE:	W 84° 5' 7.81"
STREAM:	FIRST CREEK
OHWM:	878'



PLAN SHEET
 WAR-28-0040

DESIGN AGENCY



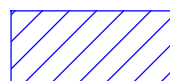
DESIGNER
 GAT

REVIEWER
 XXX MM-DD-YY

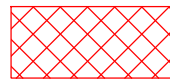
PROJECT ID
 94182

SHEET	TOTAL
P.14	15

LEGEND



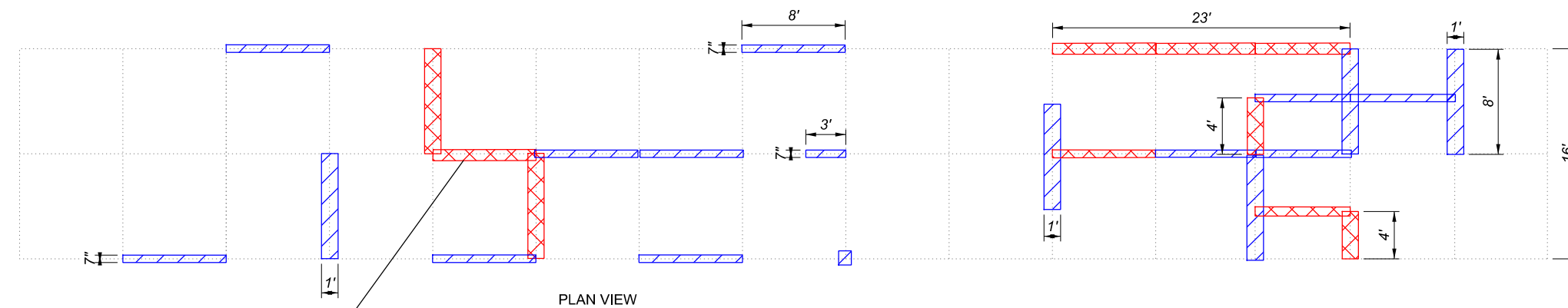
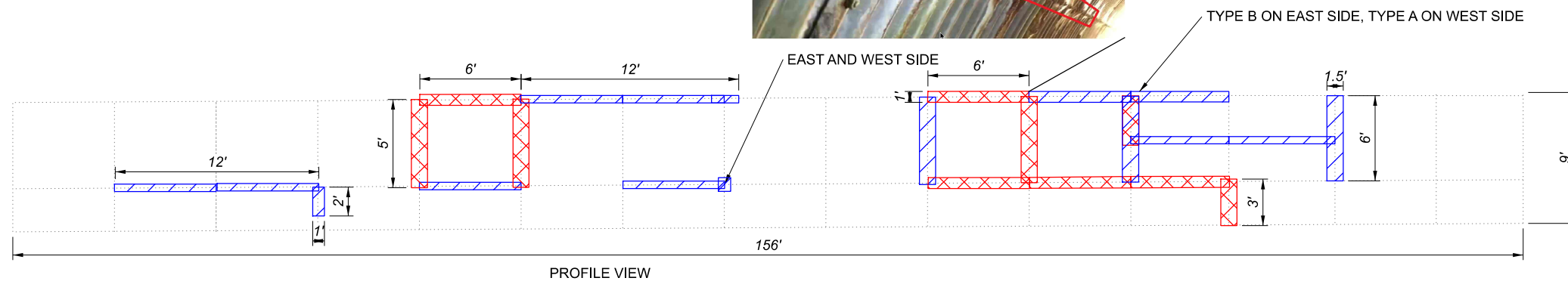
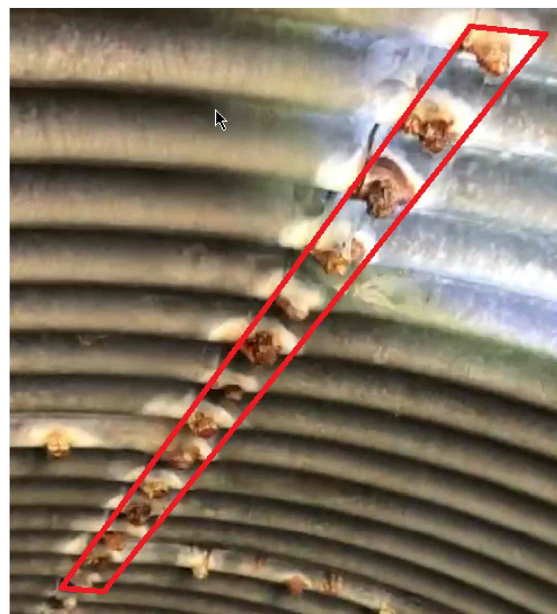
REPAIR METHOD A



REPAIR METHOD B



REPAIR METHOD C



ESTIMATED QUANTITIES (WAR-28-00.40)			
ITEM	GRAND TOTAL	UNIT	DESCRIPTION
202	156	FT	SPECIAL - PIPE CLEANOUT OVER 48"
503	LS	LS	COFFERDAMS AND EXCAVATION BRACING
611	261	SF	CONDUIT, MISC.: REPAIR METHOD A
611	193	SF	CONDUIT, MISC.: REPAIR METHOD B

DESIGN AGENCY



DESIGNER

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REVIEWER

XXX MM-DD-YY

PROJECT ID

94182

SHEET TOTAL

P.15 15

CULVERT DETAIL SHEET
 WAR-28-0040

NOT TO SCALE