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PROTECTION OF RIGHT-OF-WAY LANDSCAPING

PRIOR TO BEGINNING WORK, THE CONTRACTOR, THE PROJECT ENGINEER, AND A REPRESENTATIVE OF THE MAINTAINING AGENCY WILL REVIEW AND RECORD ALL LANDSCAPING ITEMS WITHIN THE RIGHT OF WAY (BOTH WITHIN AND OUTSIDE THE CONSTRUCTION LIMITS) A RECORD OF THIS REVIEW WILL BE KEPT IN THE PROJECT ENGINEER'S FILES. PRIOR TO FINAL ACCEPTANCE, A FINAL REVIEW OF LANDSCAPING ITEMS WILL BE MADE.

CONSTRICT ALL ACTIVITIES, EQUIPMENT STORAGE, AND STAGING TO WITHIN THE CONSTRUCTION LIMITS. UNLESS OTHERWISE IDENTIFIED IN THE PLANS OR PROPOSAL, THE CONSTRUCTION LIMITS ARE IDENTIFIED AS 30 FEET FROM THE EDGE OF PAVEMENT.

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. THE REQUEST MUST BE APPROVED, IN WRITING, BEFORE THE CONTRACTOR HAS PERMISSION TO USE THE AREA.

ANY ITEMS DAMAGED BEYOND THE CONSTRUCTION LIMITS AS DEFINED ABOVE WILL BE REPLACED IN KIND OR AS APPROVED BY THE PROJECT ENGINEER.

FENCE LENGTHS

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

ROUNDING

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

CLEARING AND GRUBBING

THE DEPARTMENT HAS NOT MARKED INDIVIDUAL TREES AND STUMPS FOR REMOVAL. UNLESS SPECIFICALLY DESIGNATED AS "DO NOT DISTURB" IN THE PLANS, REMOVE ALL TREES AND STUMPS WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201 CLEARING AND GRUBBING.

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.

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

611 TYPE B CONDUIT. AS PER PLAN

USE 703.11 STRUCTURAL BACKFILL TYPE 1 OR 613 LOW STRENGTH MORTAR AS STRUCTURAL BACKFILL FOR ALL TYPE B FLEXIBLE CONDUITS 12-INCH DIAMETER AND LARGER. DETAIL THE SELECTED CONDUIT MATERIAL AND STRUCTURAL BACKFILL IN THE 611 INSTALLATION PLAN PER 611.04 B.

EXISTING PLANS

THE FOLLOWING PREVIOUS CONSTRUCTION PLANS, WHICH SHOW THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 8 OFFICE IN LEBANON, OHIO:
HAM-75-8.91, PUMP STATION, 2024
HAM-4W-7.81 ORIGINAL CONSTRUCTION PLANS, 1956
HAM-75-4.21 ORIGINAL CONSTRUCTION PLANS, 1992
HAM-4-4.00 REDEVELOPMENT PLANS, 2000
HAM-561-7.00 REDECKING PLANS, 2004

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES IN AREAS WHERE FULL-WIDTH PAVEMENT RECONSTRUCTION IS NOT BEING PERFORMED AS A PART OF THE PROJECT IMPROVEMENTS. THE ESTIMATED QUANTITIES ARE BASED ON A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH PLUS TWO FEET ON EACH SIDE OF THE TRENCH. DEEPER EXCAVATIONS MAY REQUIRE MORE RESTORATION AND ADDITIONAL MATERIALS WILL BE PROVIDED BY THE CONTRACTOR AT THE BID UNIT PRICE, AS DIRECTED BY THE ENGINEER.

SUMMIT ROAD:

ITEM 452, 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QCIP - 209 SY

ITEM 441, 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), P664-22 - 9 CY

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448) - 15 CY

ITEM 618 - RUMBLE STRIPS. SHOULDER (ASPHALT CONCRETE)

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY FOR THE INSTALLATION OF RUMBLE STRIPS IN NEW ASPHALT SHOULDERS. FOR LOCATION AND INSTALLATION DETAILS, REFER TO SCD BP-9.1.

THE QUANTITIES SHOWN IN THE TABLE BELOW HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ROUTE	STATION RANGE	LOCATION	ITEM 618 - RUMBLE STRIPS,SHOULDER (ASPHALT CONCRETE)
IR 75 NB	453+36 TO 532+07	RT SHOULDER - OUT	1.45 MI
IR 75 NB	453+26 TO 531+78	RT SHOULDER - IN	1.46 MI
IR 75 SB	453+13 TO 531+70	LT SHOULDER - OUT	1.46 MI
IR 75 SB	453+23 TO 531+34	LT SHOULDER - IN	1.46 MI
TOTALS CARRIES TO GENERAL SUMMARY			5.83 MI

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441). AS PER PLAN

THIS WORK THE REPAIR OF PAVEMENT NORTH OF STATION 534+00 TO REPAIR THE VOID CREATED WITH THE REMOVAL OF THE WZRP. THE FOLLOWING CONTINGENCY QUANTITIES HAVE BEEN ESTIMATED BELOW TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN - 5 SY

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT. VARIES

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN EXISTING CONDUITS AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

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

THE FILL MATERIAL SHALL BE PUMPED INTO PLACE, OR PLACED BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT, AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH, SHALL BE FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

UNRECORDED STORM WATER DRAINAGE

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

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

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

611, 6" CONDUIT, TYPE B	100 FT.
611, 6" CONDUIT, TYPE C	100 FT.
611, 6" CONDUIT, TYPE E	100 FT.
611, 6" CONDUIT, TYPE F	100 FT.

UNRECORDED ACTIVE SANITARY SEWER CONNECTIONS

FURNISH A CONTINUANCE FOR ALL UNRECORDED ACTIVE SANITARY SEWER CONNECTIONS SUCH AS SANITARY, WASTEWATER, CURTAIN/ GRADIENT DRAINS, AND FOUNDATION FLOOR DRAINS DISTURBED BY THE WORK. FURNISH AN UNOBSTRUCTED CONTINUANCE OF THE UNRECORDED ACTIVE SANITARY SEWER CONNECTIONS TO THE SATISFACTION OF THE ENGINEER. ALL SUCH CONTINUANCE REQUIRES A RIGHT OF WAY USE PERMIT. ALL SANITARY AND SANITARY WASTEWATER CONTINUANCE MAY ALSO REQUIRE A NPDES PERMIT FROM THE OHIO ENVIRONMENTAL PROTECTION AGENCY. REPORT ALL CONTINUANCE TO THE LOCAL HEALTH DEPARTMENT.

THE FOLLOWING CONDUIT TYPES MAY BE USED: 707.42, 707.43, 707.44, 707.45, 707.46, 707.47, 707.51, 707.52 SDR35, 706.01, 706.02, OR 706.08 WITH JOINTS AS PER 706.11 OR 706.12.

UNRECORDED ACTIVE SANITARY SEWER CONNECTIONS (CONT)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

611, 8" CONDUIT, TYPE B	100 FT.
611, 8" CONDUIT, TYPE C	100 FT.

MANHOLES. CATCH BASINS AND INLETS REMOVED OR ABANDONED

ALL CASTINGS SHALL BE CAREFULLY REMOVED AND STORED WITHIN THE RIGHT OF WAY FOR SALVAGE BY STATE FORCES.

PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 202 ITEM.

ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. ALL MATERIAL SHALL MEET ITEM 611 OF THE SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

SPECIAL, MISCELLANEOUS METAL 1000 POUNDS

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

EXISTING UNDERDRAINS

ALL EXISTING UNDERDRAINS NOT REMOVED DURING PROPOSED CONSTRUCTION SHALL BE PROVIDED WITH A POSITIVE OUTLET. ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO PROVIDE AN OUTLET FOR THE EXISTING UNDERDRAIN SHALL BE INCLUDED IN THE FOLLOWING BID ITEMS. CONTINGENCY QUANTITIES HAVE BEEN ESTIMATED BELOW TO BE USED AS DIRECTED BY THE ENGINEER:

611, PRECAST REINFORCED OUTLET	5 EACH
611, 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET	200 FT
601, TIED CONCRETE BLOCK MAT, TYPE 1 UNDERLAYMENT	10 SY

PROPOSED UNDERDRAINS

UNDERDRAIN OULET CONNECTIONS AND TRANSVERSE UNDERDRAINS MAY EXTEND ACROSS ADJOINING CONSTRUCTION PHASES. IN THESE SITUATIONS THE CONTRACTOR SHALL PROVIDE AND INSTALL TEMPORARY PLUGS OR CAPS AT THE LIMITS OF THE UNDERDRAIN CONSTRUCTION OF THE SUBSEQUENT PHASE. THE TEMPORARY CAP SHALL BE REMOVED, THE EXISTING OUTLET SHALL BE INSPECTED FOR CLEANLINESS, CLEANED IF NECESSARY, AND THE UNDERDRAIN OR OUTLET CONSTRUCTION COMPLETED OR CONTINUED TO THE NEXT STAGE LIMIT. ALL MATERIAL, LABOR AND INCIDENTALS NECESSARY TO PROVIDE, TO THE SATISFACTION OF THE ENGINEER, THE TEMPORARY CAPPING AND PIPE CLEANOUT BETWEEN EACH PHASE SHALL BE INCLUDED IN ITEM 611 - CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS OR ITEM 605 - SHALLOW PIPE UNDERDRAIN, BY SIZE AND TYPE.

ALL MATERIAL, LABOR AND INCIDENTALS, INCLUDING BENDS AND BRANCHES NECESSARY TO PROVIDE THE CONSTRUCTION OF THE PROPOSED UNDERDRAIN SHALL BE INCLUDED IN ITEM 611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS.

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ITEM 203 – EXCAVATION AS PER PLAN, ADDITIONAL EXCAVATION (CIN. 1119)

ADDITIONAL EXCAVATION SHALL BE IN ACCORDANCE WITH GREATER CINCINNATI WATER WORKS SPECIFICATION 1119.

ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN CONTRACT PRICE FOR THIS WORK.

ITEM 203 – EXCAVATION AS PER PLAN, EXPLORATORY EXCAVATION (CIN. 1120)

EXPLORATORY EXCAVATION SHALL BE IN ACCORDANCE WITH GREATER CINCINNATI WATER WORKS SPECIFICATION 1120.

ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN CONTRACT PRICE FOR THIS WORK.

ITEM 602 – CONCRETE MASONRY AS PER PLAN, CONCRETE, CLASS C (CIN. 1110)

CONCRETE MASONRY SHALL BE IN ACCORDANCE WITH GREATER CINCINNATI WATER WORKS SPECIFICATION 1110.

ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN CONTRACT PRICE FOR THIS WORK.

ITEM 202 – REMOVAL MISC.: DRAINAGE STRUCTURE ABANDONED, AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL OF PREVIOUSLY ABANDONED DRAINAGE STRUCTURES AS IDENTIFIED ON THE RECORD PLANS WITHIN THE CORRIDOR THAT MAY BE ENCOUNTERED DURING CONSTRUCTION. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

ITEM 202 – REMOVAL MISC.: DRAINAGE STRUCTURE ABANDONED, AS PER PLAN 56 EACH

ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN CONTRACT PRICE FOR THIS WORK.

ITEM 202 – REMOVAL MISC.: DRAINAGE PIPE ABANDONED, 24" AND UNDER, AS PER PLAN

THIS ITEM INCLUDES THE REMOVAL OF PREVIOUSLY ABANDONED DRAINAGE CONDUIT AS IDENTIFIED ON THE RECORD PLANS WITHIN THE CORRIDOR THAT MAY BE ENCOUNTERED DURING CONSTRUCTION. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER FOR THE WORK NOTED ABOVE:

ITEM 202 – REMOVAL MISC.: DRAINAGE PIPE ABANDONED, 24" AND UNDER, AS PER PLAN 1,824 FT

ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN CONTRACT PRICE FOR THIS WORK.

ITEM SPECIAL – CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION

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

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

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

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

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

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

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

ITEM SPECIAL – CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION (CONT)

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

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

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

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

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

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

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

ITEM 202 – PAVEMENT REMOVED, AS PER PLAN

THIS WORK SHALL BE THE REMOVAL OF THE EXISTING CONCRETE BASE. THE ASPHALT REMOVAL IS PAID FOR UNDER A SEPERATE ITEM.

ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

THIS WORK IS THE SEALING OF THE HAM-561-0701 SEYMOURE AVENUE ABUTMENTS AND PIER COLUMNS THAT WILL BE EXPOSED BY THE LOWERING OF THE I-75 PROFILE AND GROUNDLINE.

THE QUANTITY INCLUDED IS ESTIMATED AND TO BE USED AT THE DIRECTION OF THE ENGINEER.

WORK INCLUDES ALL MATERIAL, EQUIPMENT, LABOR AND INCIDENTALS REQUIRED TO COMPLETE THE WORK.

ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) 175 SY

ITEM 512 – SEALING OF CONCRETE SURFACES (GRAFFITI PROTECTION)

THIS WORK IS THE SEALING OF THE HAM-561-0701 SEYMOURE AVENUE ABUTMENTS WITH GRAFFITI PROTECTION.

THE QUANTITY INCLUDED IS ESTIMATED AND TO BE USED AT THE DIRECTION OF THE ENGINEER.

WORK INCLUDES ALL MATERIAL, EQUIPMENT, LABOR AND INCIDENTALS REQUIRED TO COMPLETE THE WORK.

ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) 375 SY

ITEM 442 – ASPHALT CONCRETE SURFACE COURSE, TYPE A (447), AS PER PLAN

THIS NOTE ONLY PERTAINS TO JOINTS ON I-75. GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), INTERSECTION CROSS-SLOPES (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS.

LOCATE LONGITUDINAL JOINTS IN THE SURFACE COURSE SUBJECT TO THE FOLLOWING REQUIREMENTS:

PLACE THE MAINLINE PAVEMENT SURFACE COURSE WITH A SINGLE COLD LONGITUDINAL JOINT LOCATED BETWEEN LANES 2 AND 3 (LANE 1 IS THE EXISTING LEFT LANE WITH NUMBERING INCREASING FROM LEFT TO RIGHT IN THE DIRECTION OF TRAVEL). A COLD LONGITUDINAL JOINT IS PERMITTED BETWEEN THE SHOULDER AND MAINLINE PAVEMENT AND BETWEEN LANES 3 AND 4. NO OTHER COLD JOINTS ARE PERMITTED IN THE SURFACE COURSE OF MAINLINE PAVEMENT.

IN THE NORTHBOUND DIRECTION, THE 4TH LANE/AUXILLIARY LANE FROM 475+22 TO 532+00 IS CONSIDERED MAINLINE PAVEMENT.

IN THE SOUTHBOUND DIRECTION, THE FUTURE 12 FOOT WIDE 4TH LANE FROM 472+00 TO 531+44 IS CONSIDERED MAINLINE PAVEMENT INCLUDING:
THE RAMP C MERGE AND GORE AREAS FROM 472+00 to 491+00.
THE WIDE SHOULDER AREA BETWEEN RAMP C AND RAMP B FROM 491+00 TO 507+71.
THE AUXILIARY LANE FROM 513+74 TO 531+44.

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SEQUENCE OF CONSTRUCTION
CONSTRUCTION SEQUENCE - IR 75

PRE-PHASE 1
PRIOR TO IMPLEMENTATION OF THE PHASE 1 SET-UP, TEMPORARY PAVEMENT SHALL BE CONSTRUCTED AT ALL LOCATIONS FOR USE IN FUTURE PHASES (WITH THE EXCEPTION OF THE RAMP A ISLAND TEMPORARY PAVEMENT, WHICH SHALL BE DELAYED UNTIL THE END OF PHASE 3, AS WELL AS THE TEMPORARY PAVEMENT ADJACENT TO THE SOUTHBOUND WORK ZONE, WHICH IS SHOWN TO BE CONSTRUCTED IN PHASE 1). THIS WILL BE COMPLETED UTILIZING SHOULDER CLOSURES (PER ODOT SCD MT-95.45), AND NIGHT-TIME LANE CLOSURES (PER ODOT SCD MT-95.30) AS PERMITTED BY THE PLCM.

PHASE 1
PHASE 1 SHALL CONSTRUCT THE OUTSIDE PORTIONS OF SB IR 75 WITH TRAFFIC MAINTAINED ON EXISTING PAVEMENT. ONE SB LANE WILL BE CROSSED OVER INTO CONTRA FLOW DURING PHASE 1. A SUB-PHASE (PHASE 1A) HAS BEEN IMPLEMENTED TO ALLOW FOR PART-WIDTH CONSTRUCTION NEAR AND WITHIN INTERCHANGE RAMPS.

DRAINAGE HAS BEEN SHOWN ON VARIOUS MOT PLAN SHEETS. THE CONTRACTOR SHALL INSTALL THE DRAINAGE SHOWN DURING THOSE PHASES FOR USE IN FUTURE MOT PHASES. ALL OTHER DRAINAGE SHOWN SHALL BE INSTALLED ACCORDING TO THE CONTRACTORS WORK SCHEDULE.

PHASE 2
PHASE 2 SHALL CONSTRUCT INSIDE PORTIONS OF SB IR 75 WITH TRAFFIC MAINTAINED ON EXISTING AND NEWLY CONSTRUCTED PAVEMENT. ONE SB LANE WILL BE CROSSED OVER INTO CONTRA FLOW DURING PHASE 2 IN THE SAME SET-UP AS THE PREVIOUS PHASE.

PHASE 3
PHASE 3 SHALL CONSTRUCT THE INSIDE PORTION OF NB IR 75, WITH TRAFFIC MAINTAINED ON EXISTING AND NEWLY CONSTRUCTED PAVEMENT. ONE NB LANE SHALL BE CROSSED OVER INTO CONTRA FLOW DURING THIS PHASE.

PHASE 4
PHASE 4 SHALL CONSTRUCT THE OUTSIDE PORTION OF NB IR 75, WITH NB TRAFFIC CROSSED OVER TO THE SB SIDE OF THE HIGHWAY. A SUB-PHASE (PHASE 4A) HAS BEEN INCLUDED TO ALLOW FOR PART-WIDTH CONSTRUCTION NEAR AND WITHIN INTERCHANGE RAMPS.

PHASE 5
PHASE 5 SHALL CONSTRUCT THE MEDIAN WALL IN AREAS PREVIOUSLY UTILIZED FOR CROSSEOVERS. ADDITIONALLY, THE TOWNE ST RAMPS SHALL BE REMOVED. WORK ZONE PAVEMENT MARKINGS SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN. WORK SHALL BE COMPLETED BY UTILIZING SHOULDER CLOSURES (PER ODOT SCD MT-95.45), AND NIGHT-TIME LANE CLOSURES (PER ODOT SCD MT-95.30) AS PERMITTED BY THE PLCM. IF PREFERRED, SB TRAFFIC CAN REMAIN IN THE PHASE 4 SET-UP WITH CONTRACTOR ACCESS TO/FROM SB LANES. AT THE CONCLUSION OF PHASE 5, FINAL SURFACE AND PAVEMENT MARKINGS SHALL BE INSTALLED. ADDITIONALLY, ALL WZRPMS (INCLUDING CASTINGS) SHALL BE REMOVED FROM THE PAVEMENT NORTH OF THE HAM-75-1010 STRUCTURE.

CONSTRUCTION SEQUENCE - STRUCTURES OVER MAINLINE HIGHWAYS
WORK OVER MAINLINE LANES SHALL BE COMPLETED WITH TRAFFIC MAINTAINED BELOW IN EACH PHASE AS DETAILED WITHIN. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PROTECT TRAFFIC AND PEDESTRIANS FROM FALLING DEBRIS AT ALL TIMES. IF DEMOLITION, BEAM PLACEMENT OR ANY OTHER MAJOR CONSTRUCTION ACTIVITY MUST BE PERFORMED OVER TRAVEL LANES, SHORT TERM NIGHTTIME CLOSURES SHALL BE IMPLEMENTED PER ODOT SCD MT-99.60.

HAM-75-0992 (PEDESTRIAN BRIDGE OVER IR 75)
THE EXISTING PEDESTRIAN BRIDGE SHALL BE CLOSED DURING PHASES 1-4. THE EXISTING DECK AS WELL AS THE WESTERN PIER SHALL BE REMOVED IN PHASE 1, WHILE THE PROPOSED WESTERN PIER IS CONSTRUCTED. THE EXISTING CENTER PIER SHALL BE REMOVED AND REPLACED IN PHASE 3 AND THE EXISTING EASTERN PIER SHALL BE REMOVED AND REPLACED IN PHASE 4. THE PROPOSED BRIDGE DECK SHALL ALSO BE COMPLETED IN PHASE 4.

CONSTRUCTION SEQUENCE - LOCAL STREETS
TOWNE ST
WORK SHALL BE COMPLETED WITH TOWNE STREET MAINTAINED IN EXISTING LANES AS DETAILED WITHIN. IN PHASES 4 AND 4A, THE NB ENTRANCE TO I-75 SHALL BE CLOSED. IN PHASE 5, THE EXISTING NB RAMPS TO/FROM TOWNE STREET SHALL BE PERMANENTLY REMOVED.

SUMMIT RD
PHASE 4 INCLUDES THE COMPLETION OF THE PEDESTRIAN BRIDGE AS WELL AS RECONSTRUCTION OF THE ADJACENT CURB RAMP (NW CORNER OF SUMMIT RD/SECTION RD INTERSECTION). THIS WORK SHALL BE COMPLETED WITH SB TRAFFIC SHIFTED AWAY FROM THE WORK ZONE AS DETAILED WITHIN. ROAD CLOSURES WILL ALSO BE UTILIZED IN PHASE 4 TO CONSTRUCT STORM CROSSINGS AS WELL AS FOR ACCESS TO WALL CONSTRUCTION ALONG THE WEST SIDE OF SUMMIT. IN PHASE 4A, THE OPPOSITE CURB RAMP (NE CORNER OF THE INTERSECTION) SHALL BE REPLACED WITH NB TRAFFIC SHIFTED AS DETAILED WITHIN. EXISTING TRAVEL LANES ON SUMMIT RD SHALL BE MAINTAINED DURING ALL OTHER PHASES.

ITEM 614, MAINTAINING TRAFFIC
MAINTAIN ALL EXISTING LANES OF TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE TIMES NOTE BY USE OF THE EXISTING PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AND THE COMPLETED PAVEMENT.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES ON I-75 SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
EASTER	GENERAL/REGULAR ELECTION DAY (NOV)

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
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT AS SPECIFIED IN THE PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE.

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.

ACCESS TO ALL ADJOINING PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. ACCESS FOR MAIL DELIVERY, EMERGENCY AND SERVICE VEHICLES SHALL NOT BE DISRUPTED. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE ENGINEER AND THE OWNERS OF THE ABUTTING PROPERTIES IN ADVANCE (10 DAYS) OF ANY OPERATIONS WHICH AFFECT ACCESS.

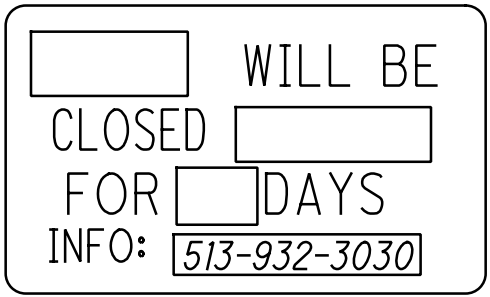
ANY WORK (FALSEWORK, TRAFFIC PROTECTION, CONTAINMENT, ETC.) OVER LIVE TRAFFIC BY THE CONTRACTOR THAT REDUCES THE EXISTING VERTICAL CLEARANCE IS PROHIBITED UNLESS 30 DAYS ADVANCED NOTICE IS PROVIDED TO THE ENGINEER WITH NEW PROPOSED VERTICAL CLEARANCES. THE CONTRACTOR SHALL PROVIDE FIELD MEASUREMENTS BEFORE ALLOWING TRAFFIC UNDERNEATH. IF ANY WORK IS TO OCCUR BELOW 14'-6", THEN SIGNS ON THE STRUCTURE AND ADVANCE WARNING SIGNS SHALL BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO PERFORMING SUCH WORK. SIGNING SHALL BE IN ACCORDANCE WITH THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD) AND THE OHIO "TRAFFIC ENGINEERING MANUAL" (TEM). NO WORK OVER TRAFFIC SHALL OCCUR WITH A VERTICAL CLEARANCE LESS THAN 14'-0". LOWERING THE VERTICAL CLEARANCE DURING CONSTRUCTION IS CONSIDERED THE CONTRACTOR'S MEANS AND METHODS OF ACCOMPLISHING THE WORK, AND THEREFORE THE STATE IS NOT RESPONSIBLE FOR ANY DAMAGE FROM VEHICULAR IMPACTS THAT MAY RESULT AS PER 107.10.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTIFICATION TIME FRAME TABLE			
ITEM	DURATION OF CLOSURE	SIGN DISPLAY TO PUBLIC	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	>12 HOURS & <2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.



W20-H13-60

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

POTHOLE PATCHING
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR USE AS DETERMINED BY THE ENGINEER FOR POTHOLE PATCHING:

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 75 CU YD

DRUM REQUIREMENTS
IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED. PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

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

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

DUST CONTROL
THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 810 M. GAL.

$$\begin{array}{r} 151 \\ \hline 826 \end{array}$$

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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED DLR	CHECKED EDK
23	24	180									01/IMS/04	02/IMS/03	03/IMS/10								
																		DRAINAGE			
		9									7	2		611	98410	9	EACH	CATCH BASIN, NO. 8			
		4									3	1		611	98434	4	EACH	CATCH BASIN, NO. 8A			
		1									1			611	98470	1	EACH	CATCH BASIN, NO. 2-2B			
		11									8	3		611	98510	11	EACH	CATCH BASIN, NO. 2-3			
		2									1	1		611	99100	2	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1			
		5									4	1		611	99101	5	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN	25		
		6									4	2		611	99101	6	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, A	31A		
		7									5	2		611	99101	7	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, B	32		
		2									1	1		611	99101	2	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, C	33		
		8									6	2		611	99110	8	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1			
		1									1			611	99111	1	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN	34		
		9									7	2		611	99114	9	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D			
		1									1			611	99115	1	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN, A	35		
		1									1			611	99115	1	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN, B	36		
		4									3	1		611	99115	4	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN, C	27		
		25									18	7		611	99574	25	EACH	MANHOLE, NO. 3			
		1									1			611	99575	1	EACH	MANHOLE, NO. 3, AS PER PLAN	27		
		1									1			611	99900	1	EACH	DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 54" CONDUIT	24		
		1									1			SPECIAL	69098000	1	EACH	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49003			
		4									3	1		SPECIAL	69098000	4	EACH	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49037			
		2									1	1		SPECIAL	69098000	2	EACH	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49040			
		2									1	1		SPECIAL	69098000	2	EACH	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49046			
		876									639	237		839	30000	876	FT	TRENCH DRAIN, TYPE B WITH STANDARD GRATE			
5	12										4	1		611	99710	5	EACH	PRECAST REINFORCED CONCRETE OUTLET			
											9	3		SPECIAL	69099550	12	MNTH	TEMPORARY DRAINAGE PUMP	24		
												34		611	06100	34	FT	DRAINAGE ALTERNATES - 69TH STREET - STA 481			
												126		611	13400	126	FT	15" CONDUIT, TYPE C, WITH CLASS II BEDDING (ALTERNATE 1)			
												1		SPECIAL	69098000	1	EACH	30" CONDUIT, TYPE B, WITH CLASS II BEDDING (ALTERNATE 1)			
												1		SPECIAL	69098000	1	EACH	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49003 (ALTERNATE 1)			
																		MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49037 (ALTERNATE 1)			
		34										34		611	06100	34	FT	15" CONDUIT, TYPE C, WITH CLASS II BEDDING (ALTERNATE 2)			
		126										126		611	13400	126	FT	30" CONDUIT, TYPE B, WITH CLASS II BEDDING (ALTERNATE 2)			
		1										1		SPECIAL	69098000	1	EACH	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49003 (ALTERNATE 2)			
		1										1		SPECIAL	69098000	1	EACH	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49037 (ALTERNATE 2)			
		18										18		611	16600	18	FT	36" CONDUIT, TYPE C, WITH CLASS II BEDDING (ALTERNATE 2)			
		252										252		611	96600	252	FT	CONDUIT, BORED OR JACKED 36", TYPE B, WITH JOINTS PER 706.11 (ALTERNATE 2)			
		3										3		611	99574	3	EACH	MANHOLE, NO. 3 (ALTERNATE 2)			
												93		611	06100	93	FT	DRAINAGE ALTERNATES - SEYMORE AVE - STA 492			
												256		611	96600	256	FT	15" CONDUIT, TYPE C, WITH CLASS II BEDDING (ALTERNATE 1)			
												23		611	16600	23	FT	CONDUIT, BORED OR JACKED 36", TYPE B, WITH JOINTS PER 706.11 (ALTERNATE 1)			
												3		SPECIAL	69098000	3	EACH	36" CONDUIT, TYPE C, WITH CLASS II BEDDING (ALTERNATE 1)			
																		MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49037 (ALTERNATE 1)			
		256										256		611	96600	256	FT	CONDUIT, BORED OR JACKED 36", TYPE B, WITH JOINTS PER 706.11 (ALTERNATE 2)			
		23										23		611	16600	23	FT	36" CONDUIT, TYPE C, WITH CLASS II BEDDING (ALTERNATE 2)			
		2										2		SPECIAL	69098000	2	EACH	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49037 (ALTERNATE 2)			
		235										235		611	22400	235	FT	54" CONDUIT, TYPE B, WITH CLASS II BEDDING (ALTERNATE 2)			
		112										112		611	22600	112	FT	54" CONDUIT, TYPE C, WITH CLASS II BEDDING (ALTERNATE 2)			
		2										2		SPECIAL	69098000	2	EACH	MANHOLE MISC.: SANITARY MANHOLE PER MSD ACC NO. 49040 (ALTERNATE 2)			
																		DRAINAGE ALTERNATES - WOODLAND/SUMMIT - STA 525			
		32										32		611	05901	32	FT	15" CONDUIT, TYPE B, AS PER PLAN (ALTERNATE 1)	23		
		147										147		611	07401	147	FT	18" CONDUIT, TYPE B, AS PER PLAN (ALTERNATE 1)	23		
		79										79		611	08901	79	FT	21" CONDUIT, TYPE B, AS PER PLAN (ALTERNATE 1)	23		
		312										312		611	10401	312	FT	24" CONDUIT, TYPE B, AS PER PLAN (ALTERNATE 1)	23		
		244										244		611	10600	244	FT	24" CONDUIT, TYPE C (ALTERNATE 1)			
												223		611	10401	223	FT	24" CONDUIT, TYPE B, AS PER PLAN (ALTERNATE 2)	23		
												32		611	13401	32	FT	30" CONDUIT, TYPE B, AS PER PLAN (ALTERNATE 2)	23		
												135		611	16401	135	FT	36" CONDUIT, TYPE B, AS PER PLAN (ALTERNATE 2)	23		
												244		611	16600	244	FT	36" CONDUIT, TYPE C (ALTERNATE 2)			
												180		611	19401	180	FT	42" CONDUIT, TYPE B, AS PER PLAN (ALTERNATE 2)	23		

GENERAL SUMMARY

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SHEET NUM.											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	GENERAL SUMMARY
23	167	172	503							01/IMS/04	02/IMS/03	03/IMS/10								
																	PAVEMENT			
5										4	1		251	01001	5	SY	PARTIAL DEPTH PAVEMENT REPAIR (441), AS PER PLAN	23		
		24,273								17,719	6,554		254	01000	24,273	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" DEPTH			
		41,085								29,992	11,093		302	56000	41,085	CY	ASPHALT CONCRETE BASE, PG64-22, (449)			
	95	22,524								16,512	6,107		304	20000	22,619	CY	AGGREGATE BASE			
		20,397								14,890	5,507		407	20000	20,397	GAL	NON-TRACKING TACK COAT			
		543								396	147		411	10000	543	CY	STABILIZED CRUSHED AGGREGATE			
9										7	2		441	50000	9	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22			
15										11	4		441	50200	15	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)			
		9,937								7,254	2,683		442	00100	9,937	CY	ANTI-SEGREGATION EQUIPMENT			
		5,513								4,024	1,489		442	10080	5,513	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)			
		5,437								3,969	1,468		442	10301	5,437	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	27		
	176									128	48		452	10010	176	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P			
209										153	56		452	13010	209	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P			
		19,273								14,069	5,204		452	18010	19,273	SY	15" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P			
	1,399									1,021	378		609	24511	1,399	FT	CURB, TYPE 4-C, AS PER PLAN	29		
	1,020									745	275		609	26000	1,020	FT	CURB, TYPE 6			
5.83										4.26	1.57		618	40600	5.83	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)			
																	WATER WORK			
		10									10		203	10001	10	CY	EXCAVATION, AS PER PLAN ADDITIONAL EXCAVATION (CIN. 1119)			
		10									10		203	10001	10	CY	EXCAVATION, AS PER PLAN EXPLORATORY EXCAVATION (CIN. 1120)			
		9,354									9,354		509	25000	9,354	LB	UNCOATED STEEL REINFORCEMENT			
		89									89		602	20000	89	CY	CONCRETE MASONRY (CIN. 1110)			
		2									2		602	98200	2	CY	MASONRY, MISC.: BRICK MASONRY			
		1									1		638	11103	1	EACH	METER AND VAULT REMOVED AND RESET, AS PER PLAN (CIN. 1134)			
		49									49		SPECIAL	63811602	49	FT	6" WATER MAIN DIP AND FITTINGS (CIN. 1101)			
		13									13		SPECIAL	63811604	13	FT	8" WATER MAIN DIP AND FITTINGS (CIN. 1101)			
		806									806		SPECIAL	63811610	806	FT	16" WATER MAIN DIP AND FITTINGS (CIN. 1101)			
		200									200		SPECIAL	63820468	200	FT	30" STEEL PIPE ENCASEMENT, BORED OR JACKED (CIN. 1108)			
		7									7		SPECIAL	63820498	7	EACH	VALVE BOX (CIN. 1116)			
		5									5		SPECIAL	63820738	5	EACH	2" AIR RELEASE VALVE (CIN. 1116)			
		5									5		SPECIAL	63820750	5	EACH	6" FIRE HYDRANT (CIN. 1112)			
		2									2		SPECIAL	63820760	2	EACH	FIRE HYDRANT REMOVED AND DISPOSED OF (CIN. 1114)			
		2									2		SPECIAL	63820762	2	EACH	FIRE HYDRANT SERVICE LINE EXTENDED AND ADJUSTED TO GRADE (CIN. 1115)			
		1									1		SPECIAL	63820806	1	FT	RETAP, RECONNECT AND EXTEND 3/4" POLYETHYLENE WATER SERVICE CONNECTION (CIN. 1128)			
		1									1		SPECIAL	63820826	1	FT	RETAP, RECONNECT AND EXTEND 1" POLYETHYLENE WATER SERVICE CONNECTION (CIN. 1128)			
		25									25		SPECIAL	63820834	25	FT	INSTALL 1" POLYETHYLENE WATER SERVICE CONNECTION (CIN. 1126)			
		51									51		SPECIAL	63820864	51	FT	INSTALL 2" COPPER WATER SERVICE CONNECTION (CIN. 1126)			
		1									1		SPECIAL	63820884	1	EACH	CUT AND PLUG EXISTING 12" WATER LINE (CIN. 1105)			
		1									1		SPECIAL	63820886	1	EACH	CUT AND PLUG EXISTING 16" WATER LINE (CIN. 1105)			
		2									2		SPECIAL	63820904	2	EACH	SERVICE BOX (RENEW) (CIN. 1131)			
		1									1		SPECIAL	63820904	1	EACH	SERVICE BOX (RECONNECT) (CIN. 1131)			
		2									2		SPECIAL	63830002	2	MBF	SHEETING AND BRACING ORDERED LEFT IN PLACE			
		5									5		638	98000	5	EACH	WATER WORK, MISC.:REMOVING EXISTING MANHOLE CURB AND COVER (CIN. 1122)			
		1									1		638	98000	1	EACH	WATER WORK, MISC.:REMOVING EXISTING VALVE BOX (CIN. 1122)			
		1									1		638	98100	LS		WATER WORK, MISC.:HAULING WATER WORKS MATERIAL (CIN. 1101)			

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REF. NO.	SHEET NO.	STATION		SIDE	CENTERLINE ROADWAY REFERENCE	601	602	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	611	690	690	690	839		
						ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	CONCRETE MASONRY	15" CONDUIT, TYPE B, AS PER PLAN	15" CONDUIT, TYPE C	18" CONDUIT, TYPE B, AS PER PLAN	30" CONDUIT, TYPE C	36" CONDUIT, TYPE B, AS PER PLAN	36" CONDUIT, TYPE B, WITH CLASS II BEDDING	36" CONDUIT, TYPE C	54" CONDUIT, TYPE B, WITH CLASS II BEDDING	54" CONDUIT, TYPE C, WITH CLASS II BEDDING	CONDUIT BORED OR JACKED: 18", TYPE B	CONDUIT BORED OR JACKED: 36", TYPE B	CONDUIT BORED OR JACKED: 36", TYPE B WITH JOINTS PER 706.11												
		FROM	TO			CU YD	CU YD	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT
D16	402	492+99	493+28	LT/RT	RAMP D																										
D17	402	492+00	492+99	RT	RAMP D					92																					
D18	402	491+53	491+93	RT	I.R. 75	8	0.25		40																						
D19	402	493+50	494+34	RT	I.R. 75			85																							
D20	402	492+00	493+50	RT	I.R. 75			150																							
D21	402	494+34		RT	I.R. 75																										
D22	402	494+50		LT	I.R. 75										20																
D23	402	493+05	494+50	LT	I.R. 75									145																	
D24	402	492+99	493+05	LT	I.R. 75			41																							
D25	402	492+98	492+99	LT	I.R. 75			6																							
D26	402	492+08	492+99	RT	RAMP C				91																						
D27	402	492+08	493+05	LT	I.R. 75					97																					
D28	402	491+78	491+95	LT/RT	I.R. 75																										
D29	402	491+56	491+71	LT/RT	I.R. 75											235															
D30	402	491+54	491+56	LT	I.R. 75											10															
D31	402	491+56	491+78	LT	I.R. 75								23																		
D32	402	489+50	491+00	LT	I.R. 75					125																					
D33	402	489+50	489+91	RT	I.R. 75					40																					
D34	402	491+71	491+78	RT	I.R. 75												112														
D35	402	489+84		RT	I.R. 75				8																						
D36	402	491+78	491+92	LT	I.R. 75									15																	
D37	402	491+92	491+94	LT	I.R. 75																										
D38	402	491+94	492+36	LT	I.R. 75							60																			
D39	402	492+36	492+43	LT	I.R. 75							42																			
D40	402	482+00	484+50	LT	I.R. 75			100																							
D41	402	484+50	485+50	LT	I.R. 75			100																							
D42	402	485+50	486+50	LT	I.R. 75			100																							
D43	402	486+50	487+50	LT	I.R. 75			100																							
D44	402	487+50	488+50	LT	I.R. 75			100																							
D45	402	488+50	489+50	LT	I.R. 75			100																							
TOTALS CARRIED TO DRAINAGE SUBSUMMARY						8	0.3	882	139	314	40	102	23	15	245	112	145	89	256		8	1	2	2	1	2	8	1	2	3	876

CALCULATED

RSH
CHECKED

DLR

DRAINAGE ESTIMATED QUANTITIES

HAM - 75 - 8.91

182
826

CALCULATED	RSH
CHECKED	DLR

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REF. NO.	SHEET NO.	STATION		SIDE	CENTERLINE ROADWAY REFERENCE	611 15" CONDUIT, TYPE B, AS PER PLAN	611 15" CONDUIT, TYPE C	611 24" CONDUIT, TYPE B, AS PER PLAN	611 24" CONDUIT, TYPE C	611 30" CONDUIT, TYPE C	611 42" CONDUIT, TYPE B, AS PER PLAN	611 48" CONDUIT, TYPE B, AS PER PLAN	611 CATCH BASIN, NO. 3	611 CATCH BASIN, NO. 6	611 CATCH BASIN, NO. 2-3	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, B	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, C	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN, B	611 MANHOLE NO. 3
		FROM	TO			FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
D8	405	508+00	508+00	RT	I.R. 75						98								1	
D9	405	508+00	511+00	LT	I.R. 75						300					1				
D10	405	511+00	514+00	LT	I.R. 75							300				1				
D11	405	511+00	511+00	RT	I.R. 75	93												1		
D12	405	514+00	517+00	LT	I.R. 75							300				1				
D13	405	514+00	514+00	RT	I.R. 75	88												1		
D14	405	517+00	520+00	LT	I.R. 75							300				1				
D15	405	517+00	517+00	RT	I.R. 75	83												1		
D16	405	506+07	508+21	RT	I.R. 75					218					1					
D17	405	508+21	509+94	RT	I.R. 75					173					1					
D18	405	509+93	509+94	RT	I.R. 75	41							1							
D19	405	509+94	512+03	RT	I.R. 75					209					1					
D20	405	512+03	514+03	RT	I.R. 75				200						1					
D21	405	514+01	514+03	RT	I.R. 75		21							1						
D22	405	514+03	514+03	RT	I.R. 75	37							1		1					
D23	405	514+03	517+13	RT	I.R. 75		311								1					
D24	405	517+13	517+13	RT	I.R. 75	38							1							
D25	405	517+03	517+13	RT	I.R. 75		22							1						
D26	405	518+41	520+58	RT	I.R. 75		223								1					
D1	406	520+00	520+00	LT	I.R. 75							84					1			
D2-D8		NOT USED																		
D9	406	520+58	521+60	RT	I.R. 75			108												1
D10	406	520+57	520+58	RT	I.R. 75		20								1					
D11	406	520+58	520+58	RT	I.R. 75		13						1							
D12	406	520+58	520+59	RT	I.R. 75	29							1							
D13	406	521+60	522+54	RT	I.R. 75			97							1					
D14	406	522+54	524+91	RT	I.R. 75				244						1					
D15	406	522+54	522+54	RT	I.R. 75		30						1							
D16	406	524+90	524+91	RT	I.R. 75			56							1					
D17	406	524+49	524+49	RT	I.R. 75	29							1							
D18	406	524+49	524+49	RT	I.R. 75		6						1							
D19	406	524+49	524+91	RT	I.R. 75		43													1
D20	406	524+91	524+91	RT	I.R. 75			26												1
D21	406	524+91	525+00	RT	I.R. 75			10												1
D22	406	525+00	525+00	RT	I.R. 75						180									1
D23	406	525+00	525+09	RT	I.R. 75			10												1
TOTALS CARRIED TO DRAINAGE SUBSUMMARY						438	689	307	444	600	578	984	8	2	10	3	2	3	1	6

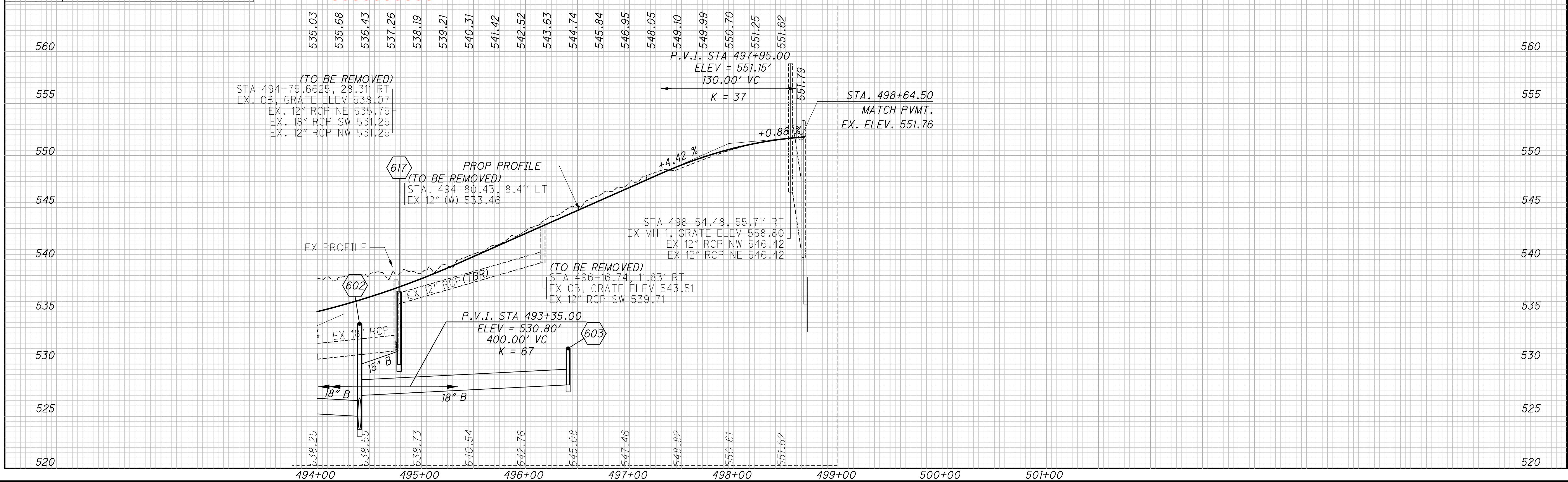
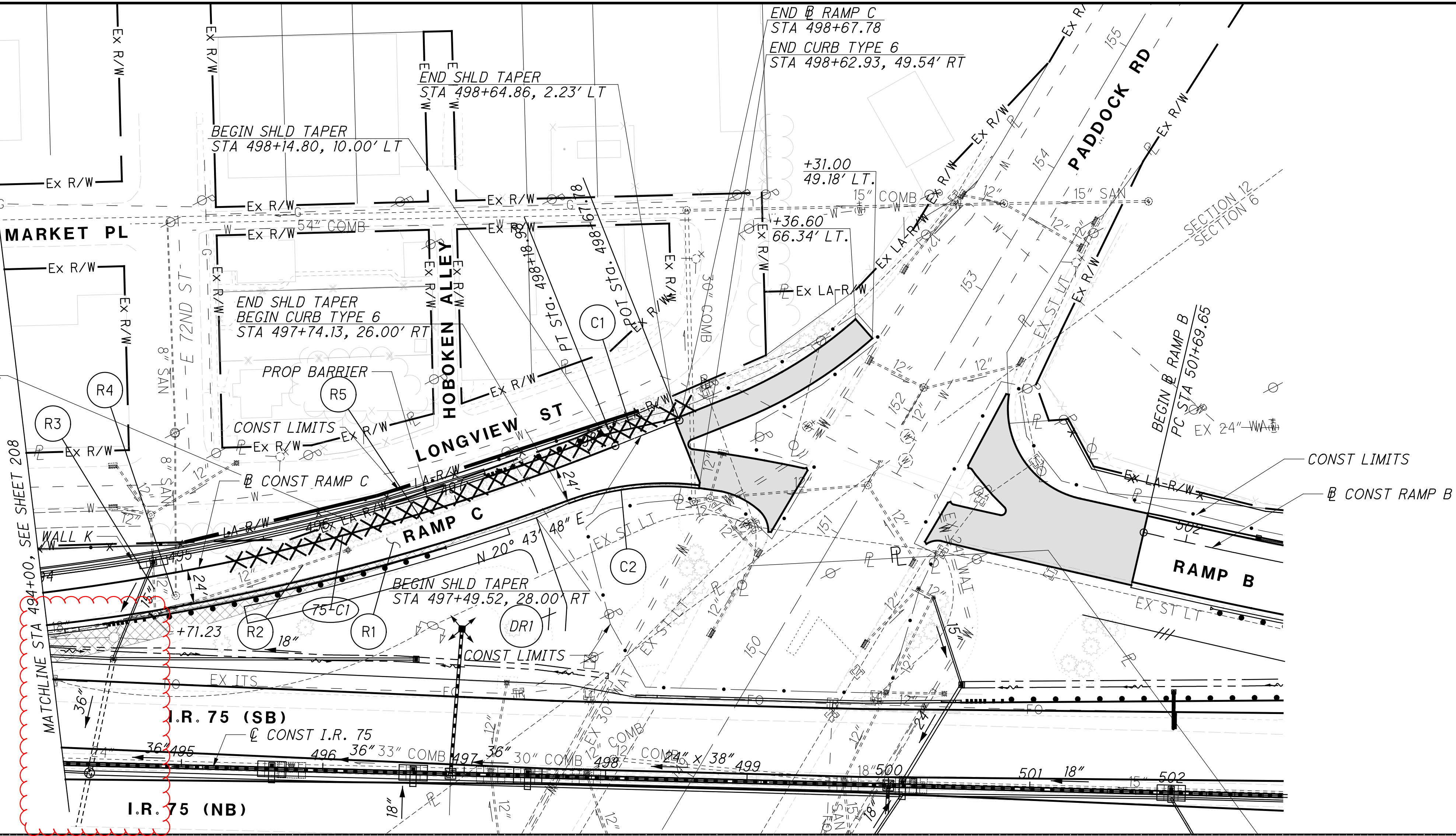
CURVE 75-C1
P.I. Sta. 495+04.93
 $\Delta = 22^\circ 05' 04''$ (LT)
 $D_c = 3^\circ 30' 00''$
 $R = 1,637.00'$
 $\Delta c = 18^\circ 35' 04''$ (LT)
 $L_c = 530.98'$
 $E = 31.40'$
 $C = 528.65'$
 $C.B.1 = N 41^\circ 38' 52'' E$
 $C.B. = N 30^\circ 01' 20'' E$
 $e_{MAX} = 0.037$
 $PT STA = 498+18.98$
 $SC STA = 492+88.00$

SPIRAL 75-C1
P.I. STA. 492+21.36
 $L_s = 200.00'$
 $f_s = 3^\circ 30' 00''$
 $LT = 133.36'$
 $ST = 66.69'$
 $x = 199.93'$
 $y = 4.07'$
 $k = 99.99'$
 $p = 1.02'$
 $TS STA = 490+88.00$
 $SC STA = 492+88.00$

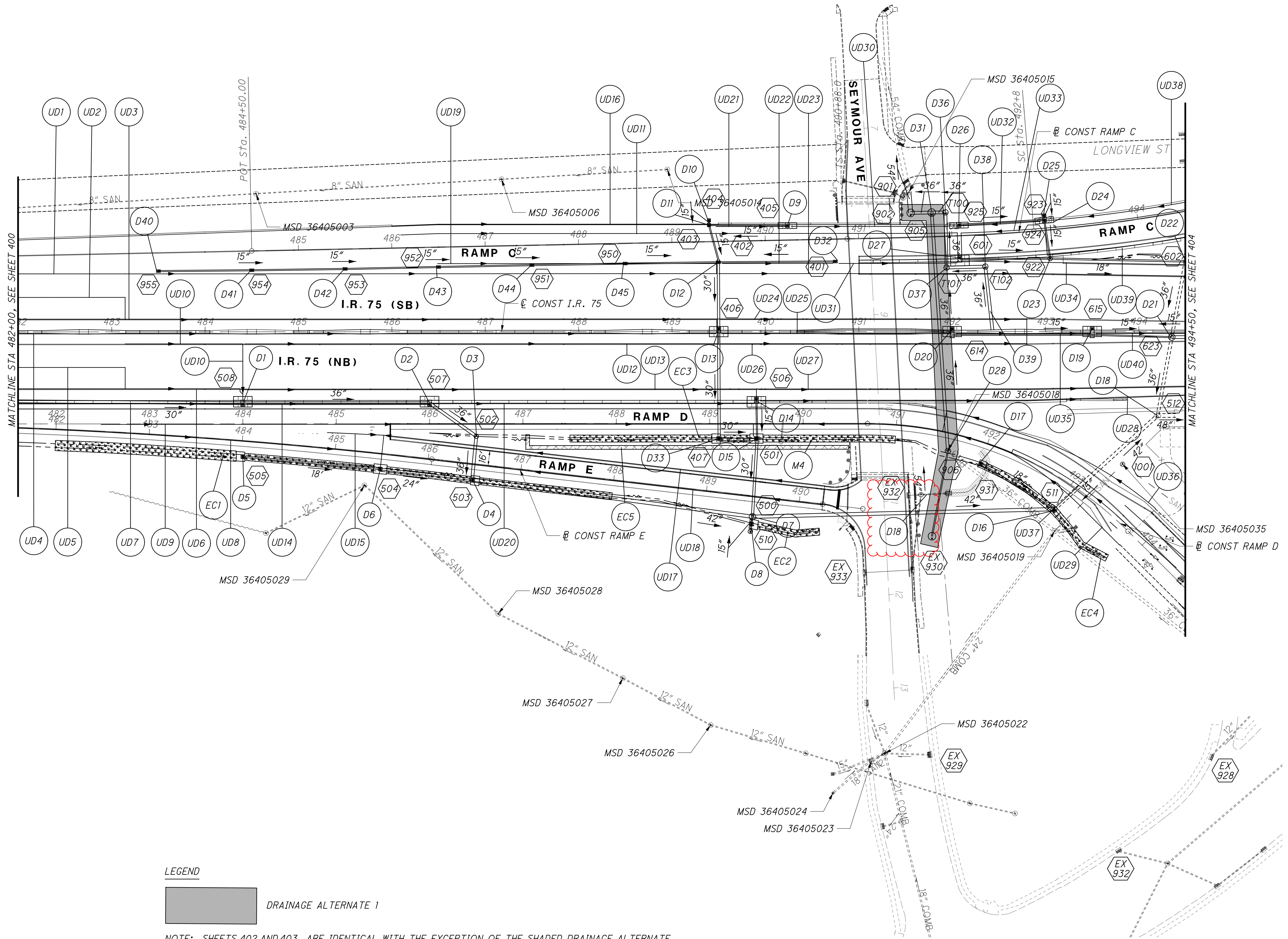
RESURFACING
LIMITS OF PAVEMENT REMOVED

CROSS REFERENCES	
SHEET NO	DESCRIPTION
397 - 407	DRAINAGE PLANS
408 - 428	STORM AND SANITARY SEWER PROFILES
164 - 191	ESTIMATED QUANTITIES
375 - 384	SUPERELEVATION TABLES
506 - 511	ROADSIDE BARRIER PLANS
385 - 393	INTERCHANGE DETAILS
595 - 614	LIGHTING PLANS
633 - 637	FENCING PLANS

END WALL K (RAMP C)
STA 496+20.39, 10.80' LT



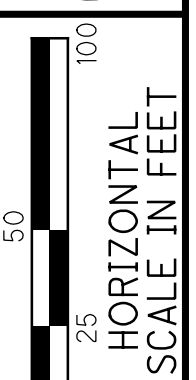
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LEGEND

 DRAINAGE ALTERNATE 1

NOTE: SHEETS 402 AND 403 ARE IDENTICAL WITH THE EXCEPTION OF THE SHADED DRAINAGE ALTERNATE



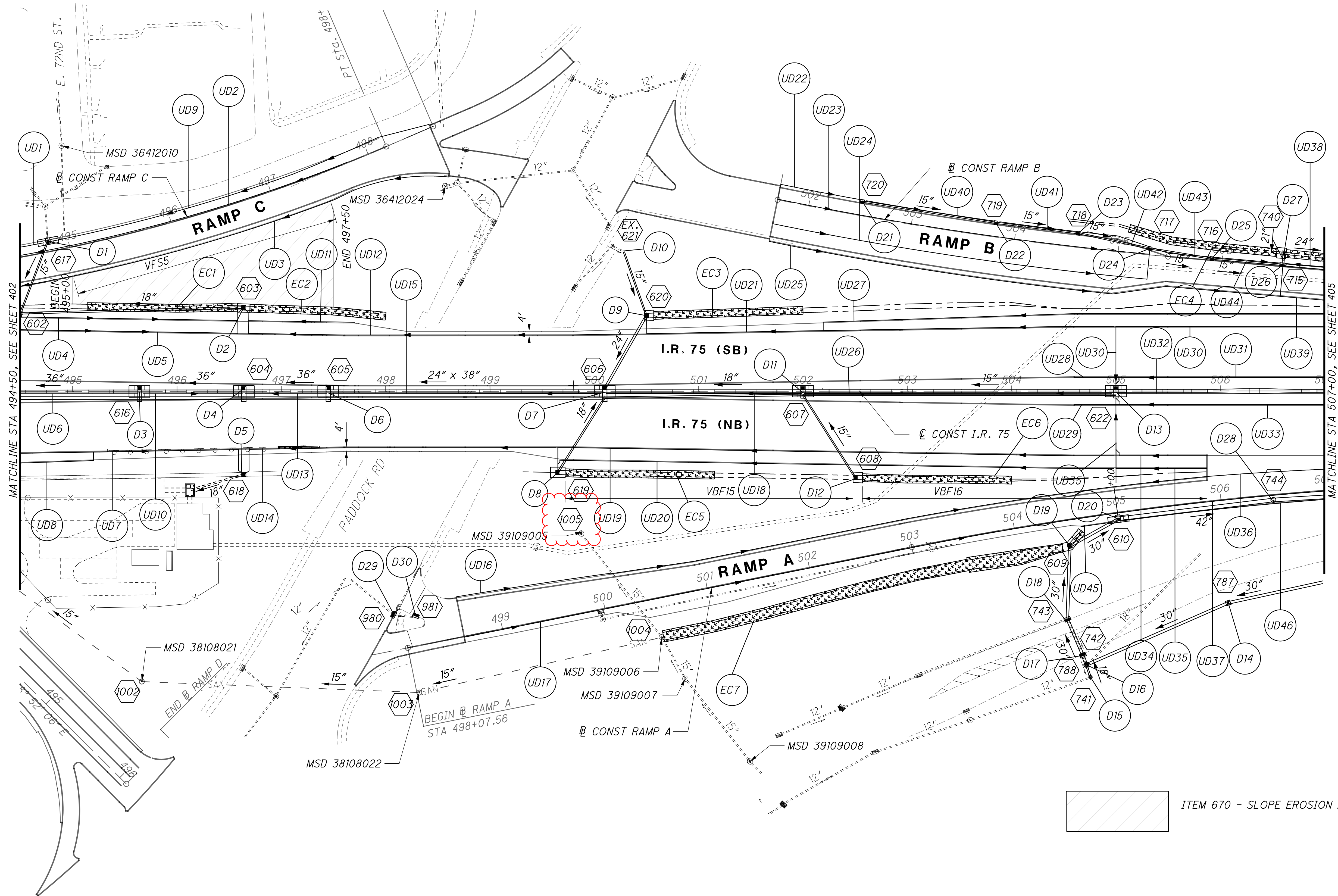
CALCULATED
CT
CHECKED
SSK

DRAINAGE PLANS - I.R. 75
STA 482+00 TO STA 494+50

HAM-75-8.91

402
826

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0

50

100

25

50

75

100

HORIZONTAL SCALE IN FEET

CALCULATED

CT

CHECKED

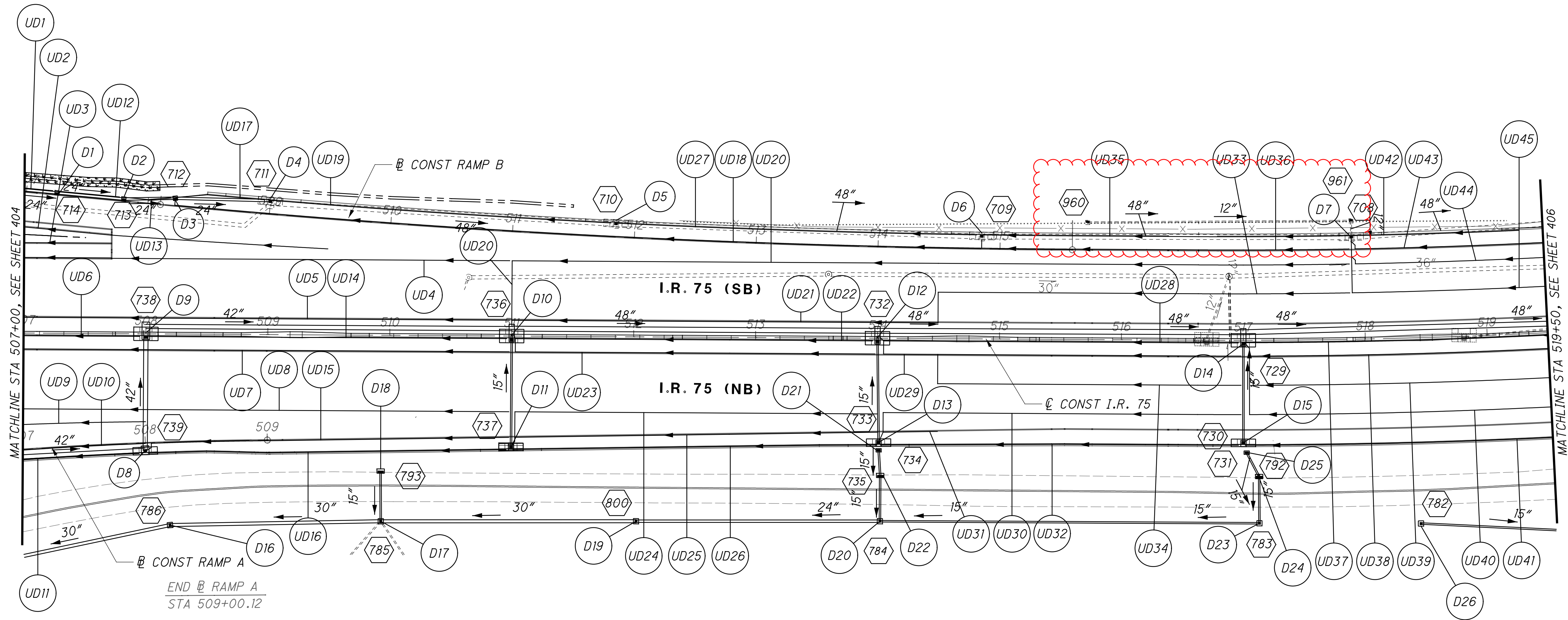
SSK

HAM-75-8.91

404
826

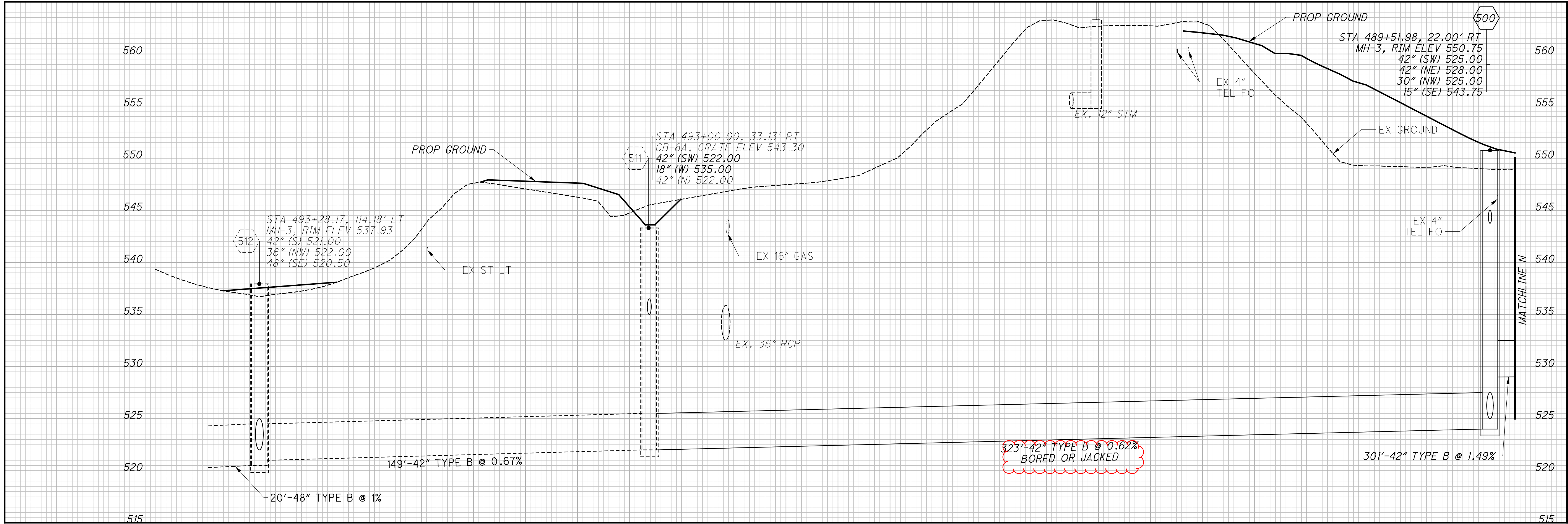
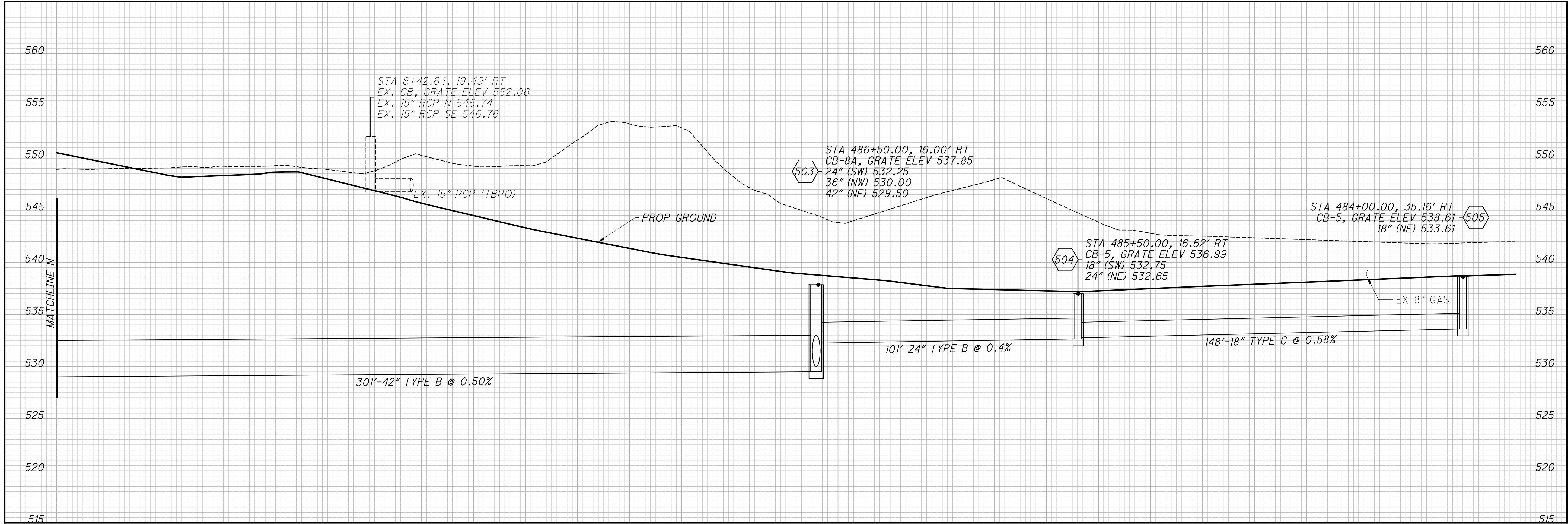
DRAINAGE PLANS - I.R. 75

STA 494+50 TO STA 507+00



	 HORIZONTAL SCALE IN FEET	DRAINAGE PLANS - I.R. 75 STA 507+00 TO STA 519+50		HAM-75-8.91	405 826
		CALCULATED CT	CHECKED SSK		

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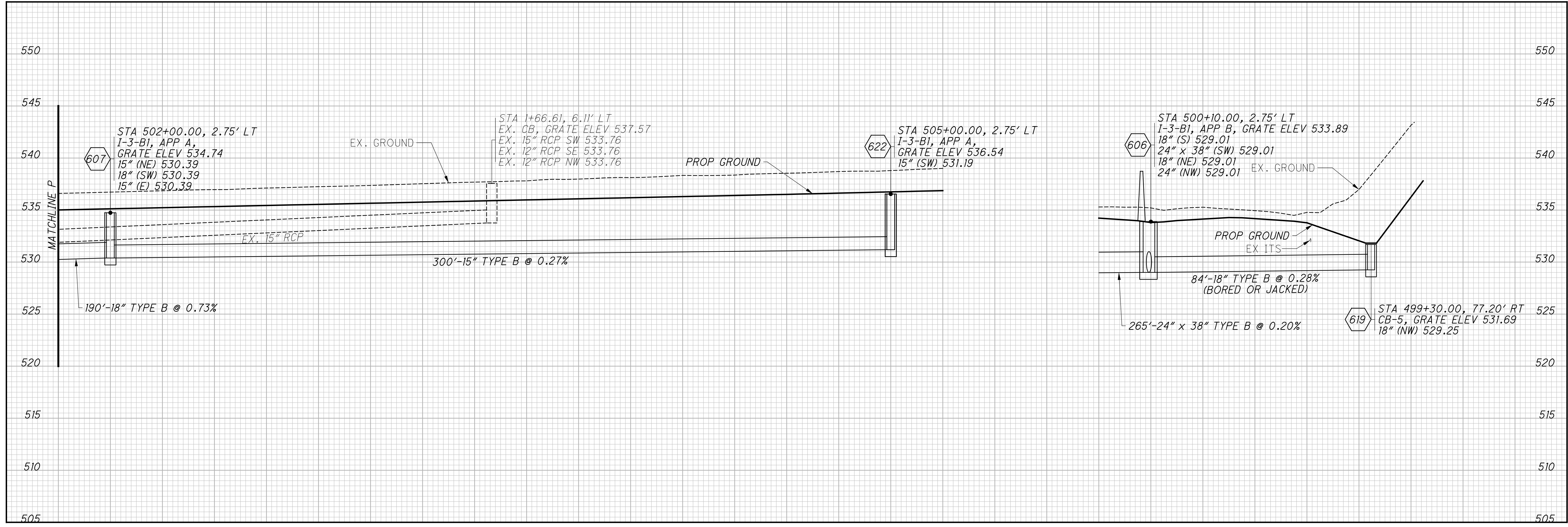
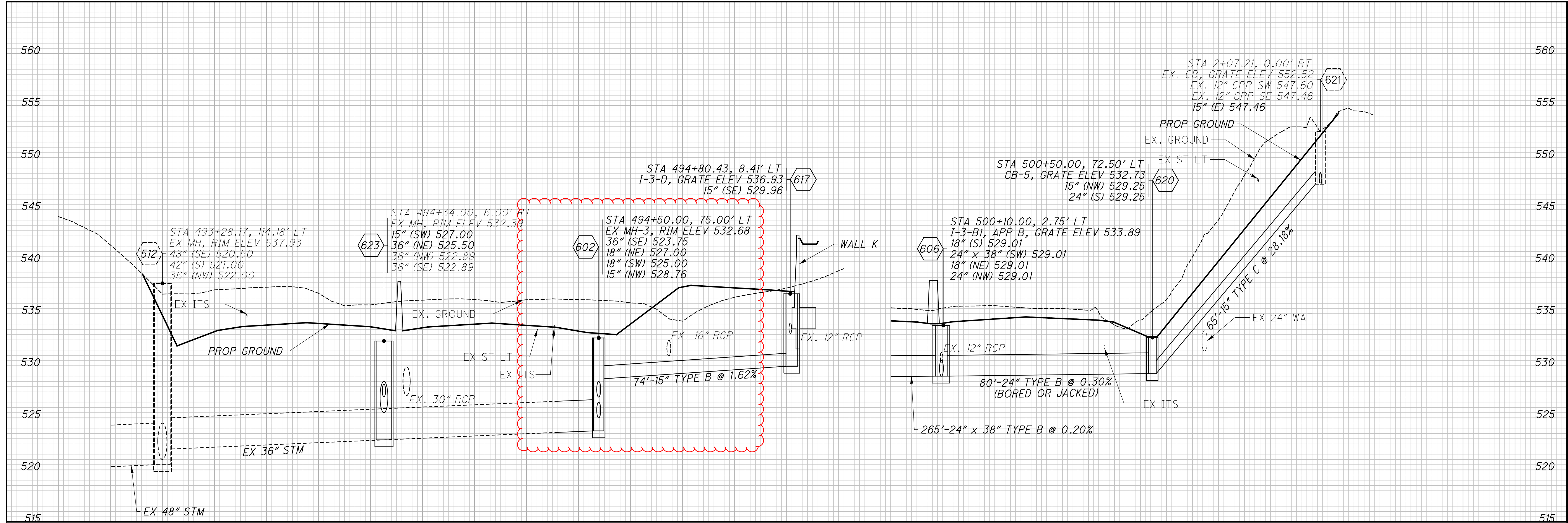
CALCULATED
ECH
CHECKED
SSK

STORM SEWER PROFILES

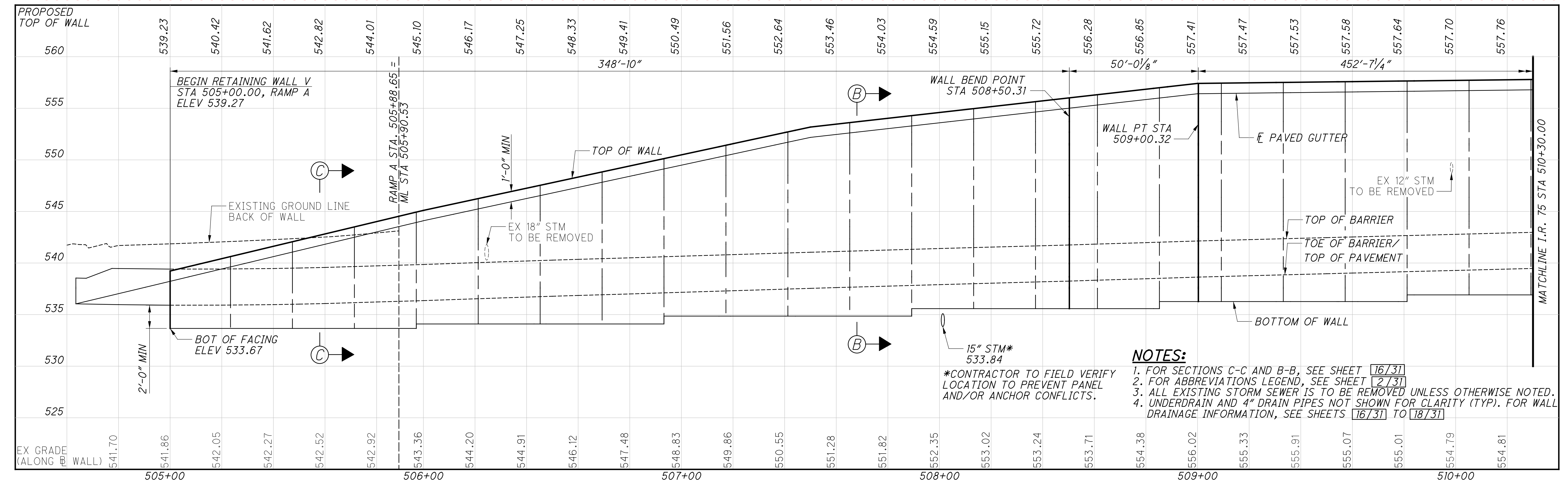
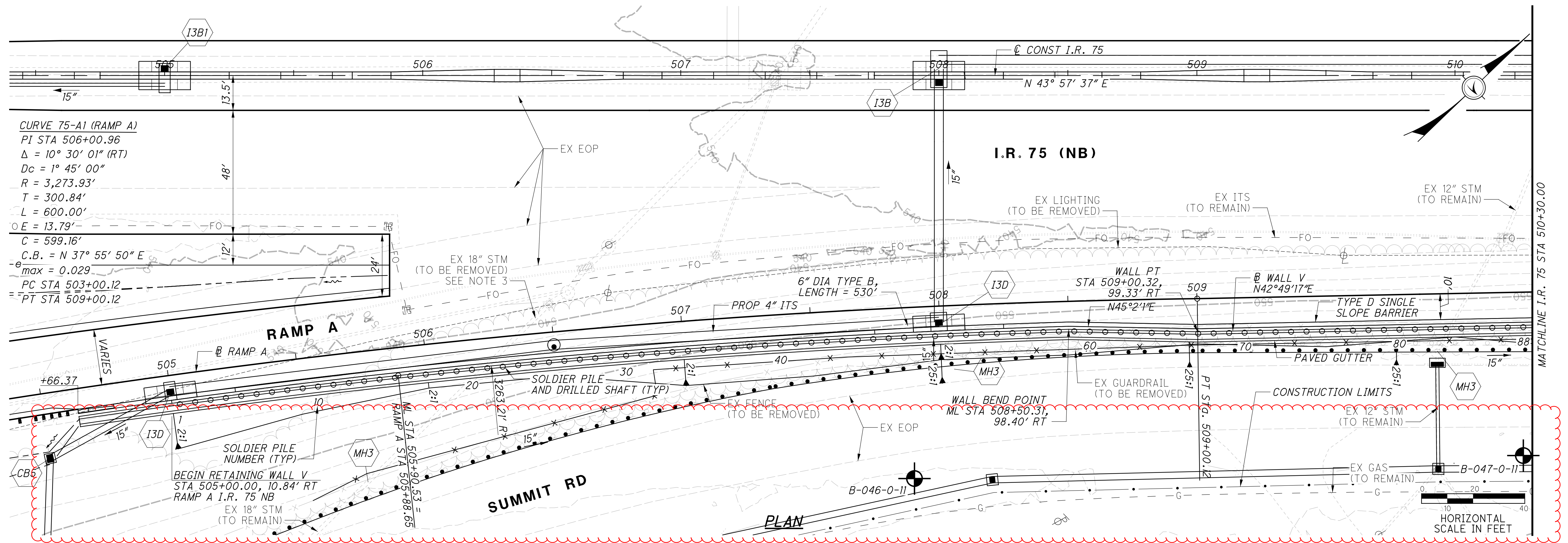
HAM-75-8.91

415
826

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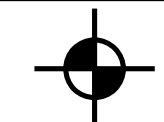


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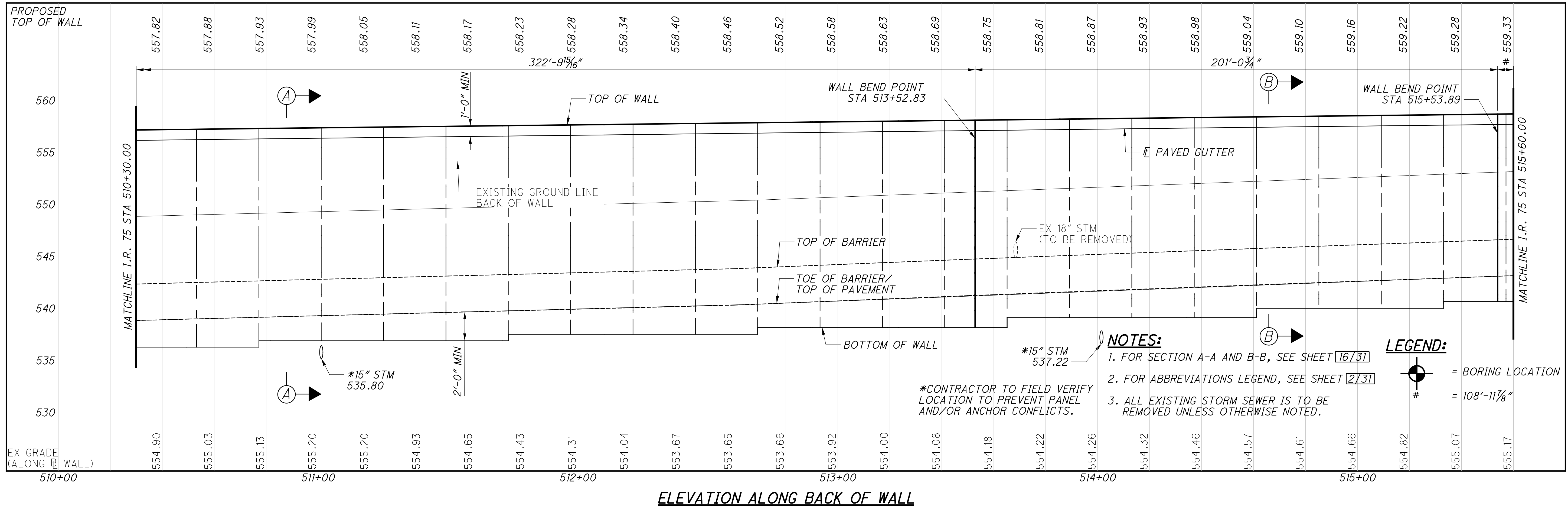
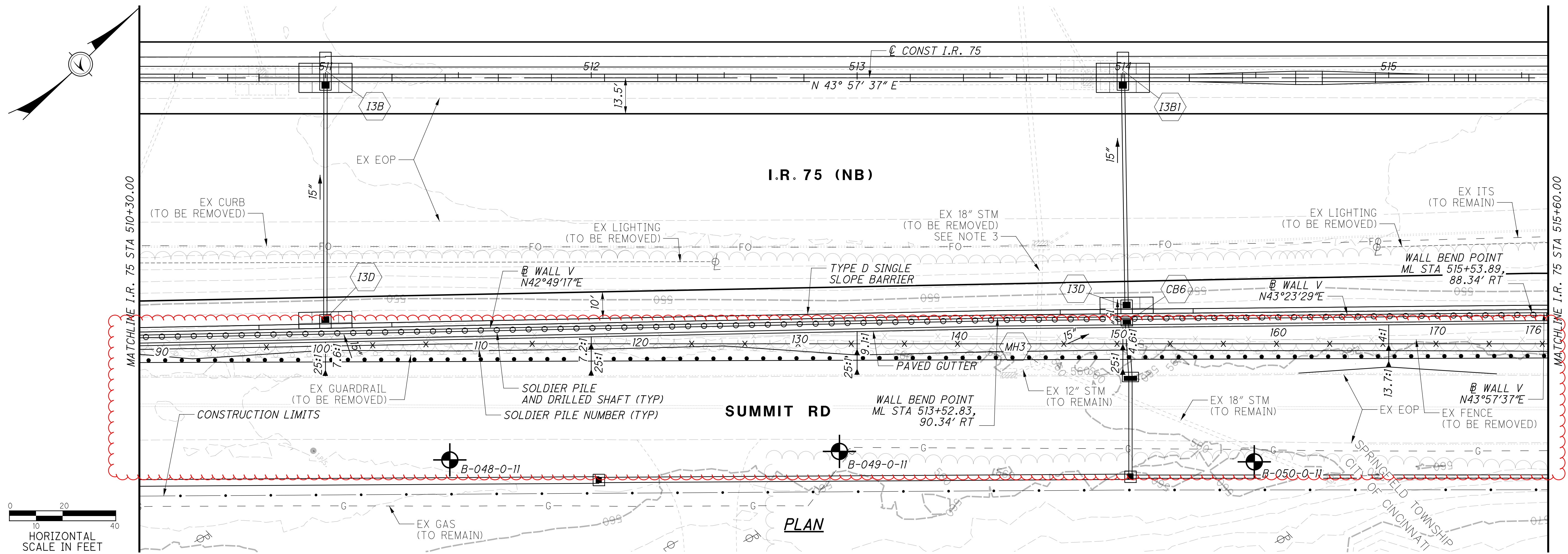
ELEVATION ALONG BACK OF WALL

LEGEND:



= BORING LOCATION

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NOTES:

1. FOR SECTION A-A AND B-B, SEE SHEET [16/31]
2. FOR ABBREVIATIONS LEGEND, SEE SHEET [2/31]
3. ALL EXISTING STORM SEWER IS TO BE REMOVED UNLESS OTHERWISE NOTED.

LEGEND:

⊙ = BORING LOCATION

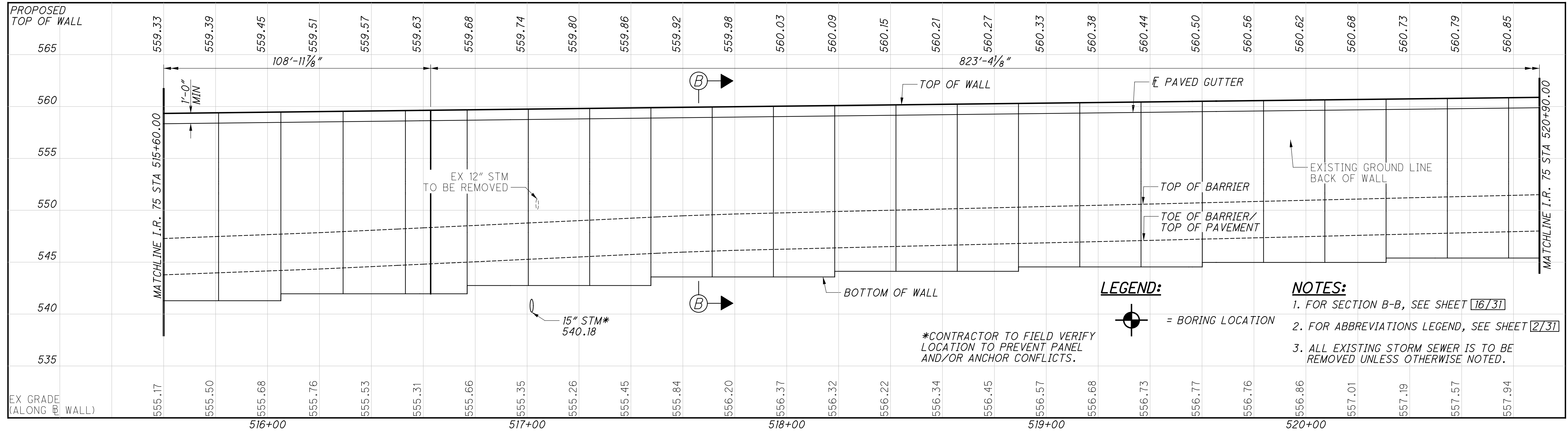
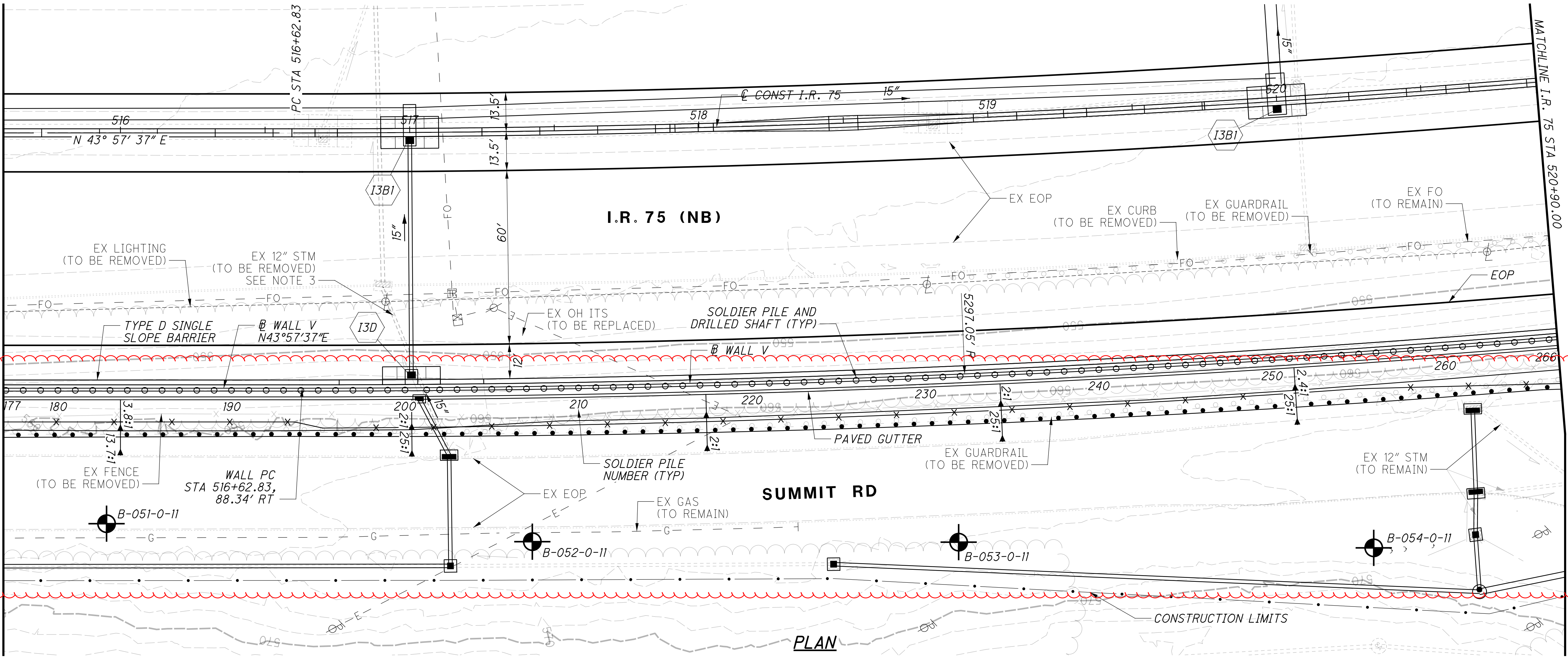
= 108'-11 7/8"

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CURVE 75-5 (ML I.R. 75)
PI STA 523+96.89
 $\Delta = 16^\circ 02' 37''$ (LT)
 $Dc = 1^\circ 06' 00''$
 $R = 5,208.71'$
 $T = 734.06'$
 $L = 1,458.52'$
 $E = 51.47'$
 $C = 1,453.75'$
 $C.B. = N 35^\circ 56' 18'' E$
 $e_{max} = 0.030$
PC STA 516+62.83
PT STA 531+21.35



MATCHLINE I.R. 75 STA 515+60.00



ELEVATION ALONG BACK OF WALL

LEGEND:



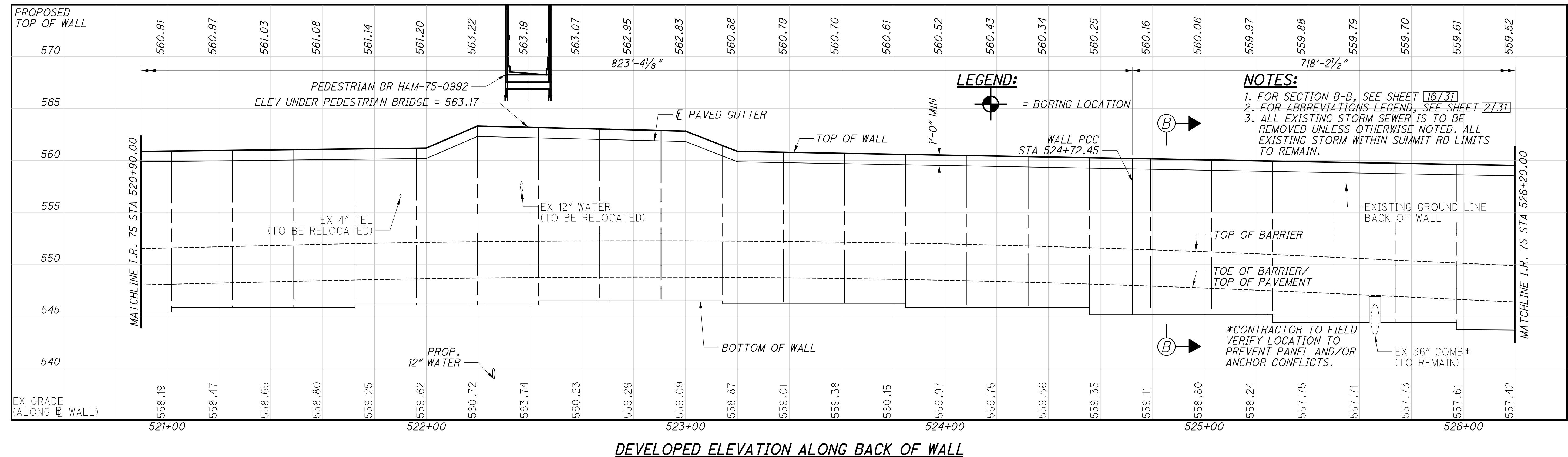
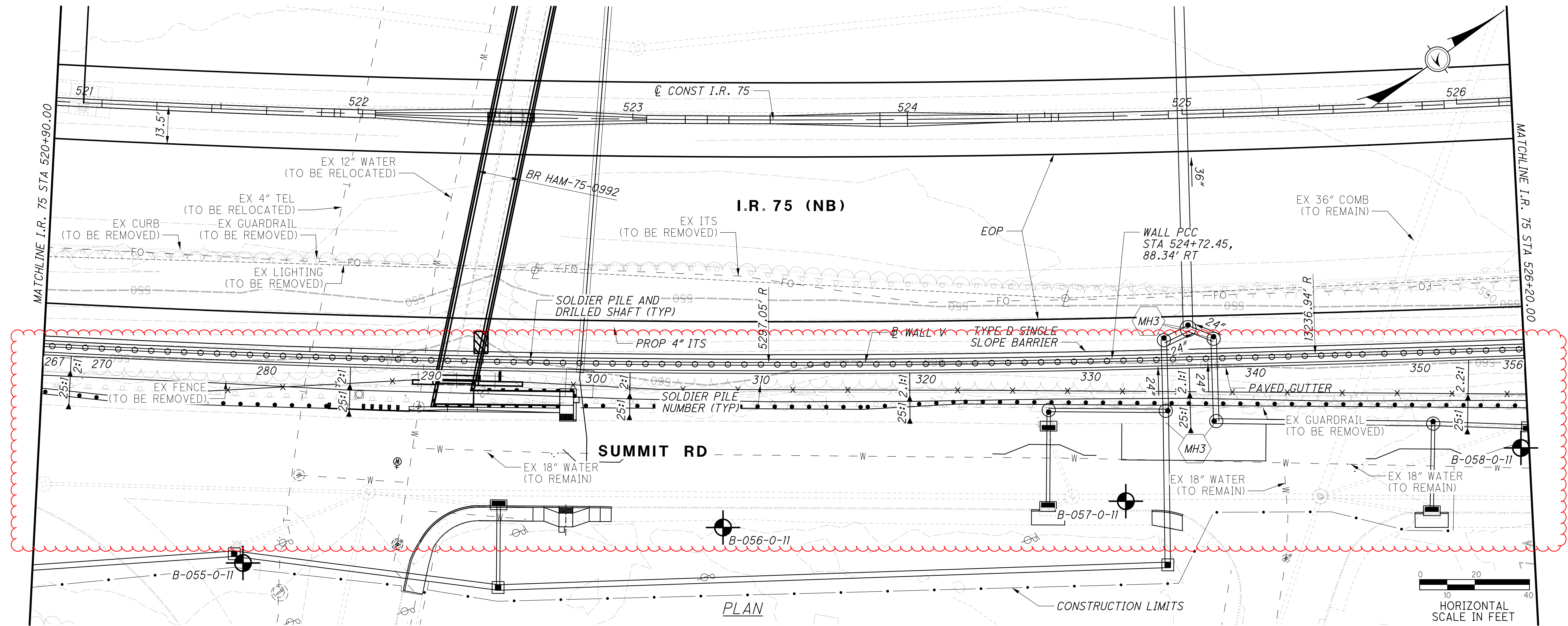
= BORING LOCATION

*CONTRACTOR TO FIELD VERIFY LOCATION TO PREVENT PANEL AND/OR ANCHOR CONFLICTS.

NOTES:

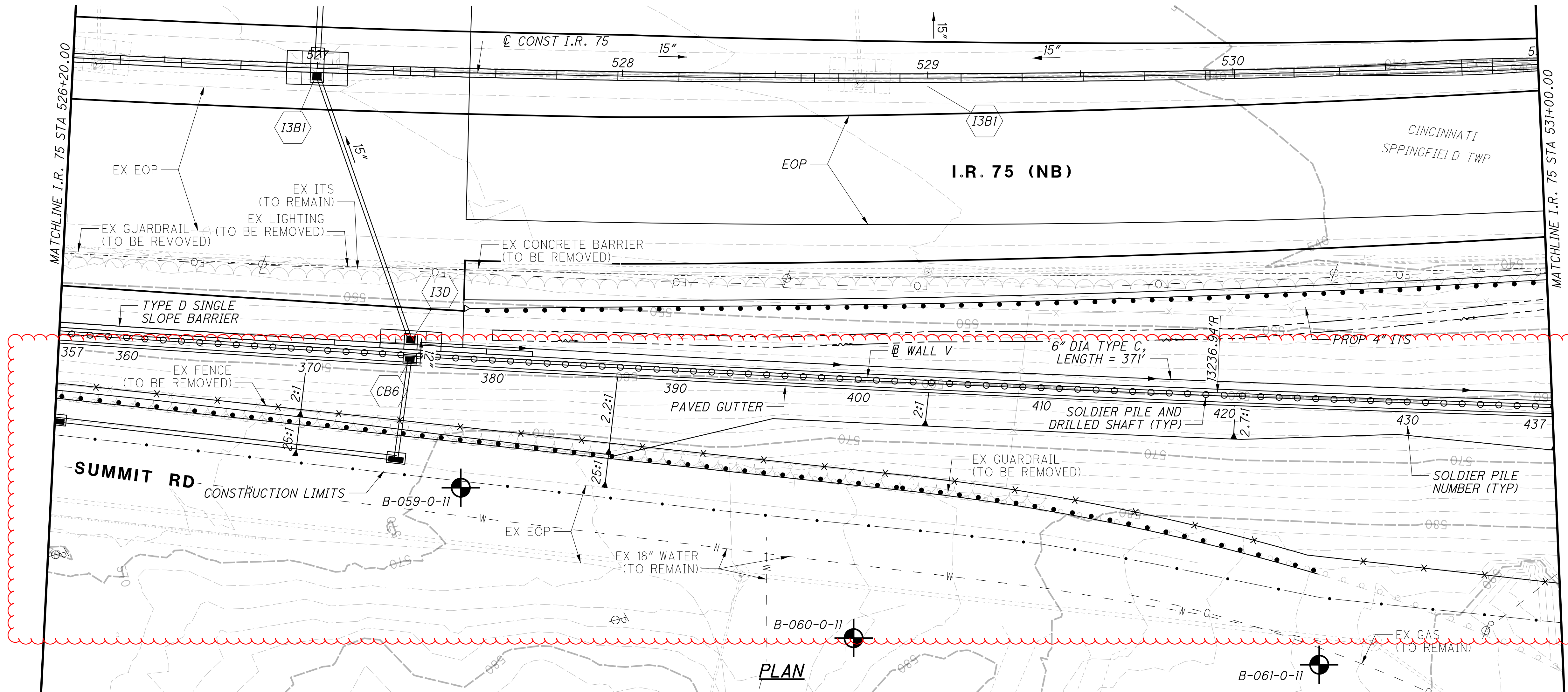
1. FOR SECTION B-B, SEE SHEET [16/31]
2. FOR ABBREVIATIONS LEGEND, SEE SHEET [2/31]
3. ALL EXISTING STORM SEWER IS TO BE REMOVED UNLESS OTHERWISE NOTED.

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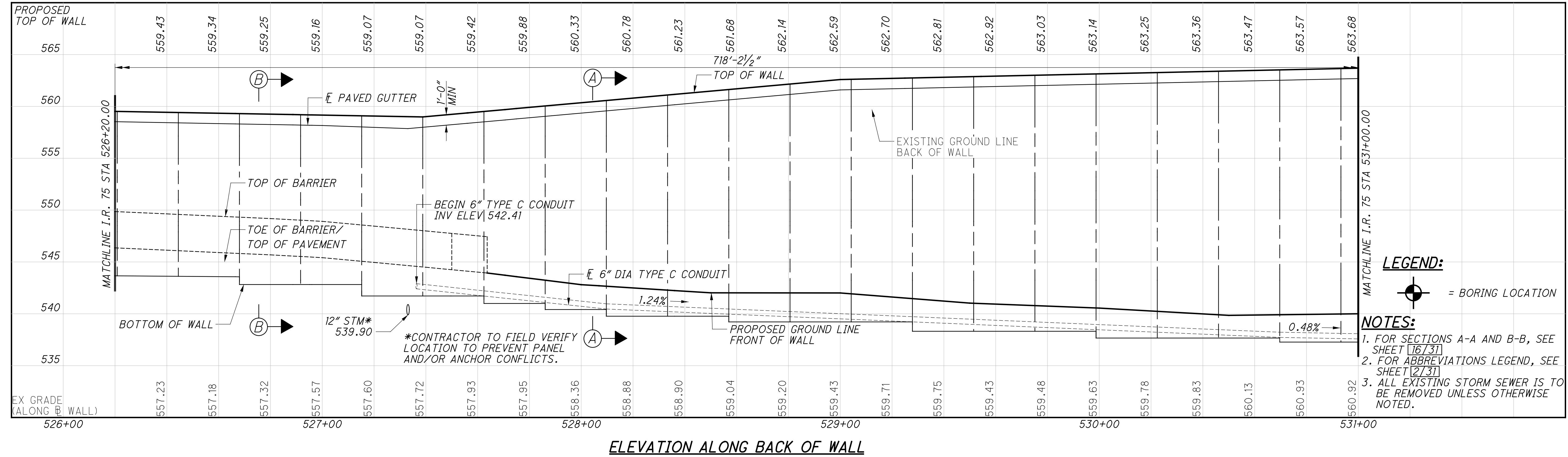
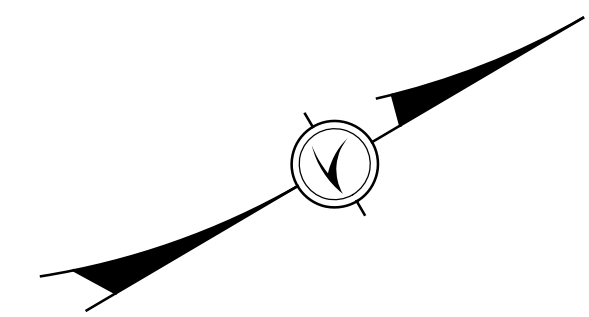


DEVELOPED ELEVATION ALONG BACK OF WALL

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CURVE 75-5 (ML I.R. 75)
PI STA 523+96.89
 $\Delta = 16^\circ 02' 37''$ (LT)
 $D_c = 1^\circ 06' 00''$
 $R = 5,208.71'$
 $T = 734.06'$
 $L = 1,458.52'$
 $E = 51.47'$
 $C = 1,453.75'$
C.B. = N $35^\circ 56' 18''$ E
 $e_{max} = 0.030$
PC STA 516+62.83
PT STA 531+21.35

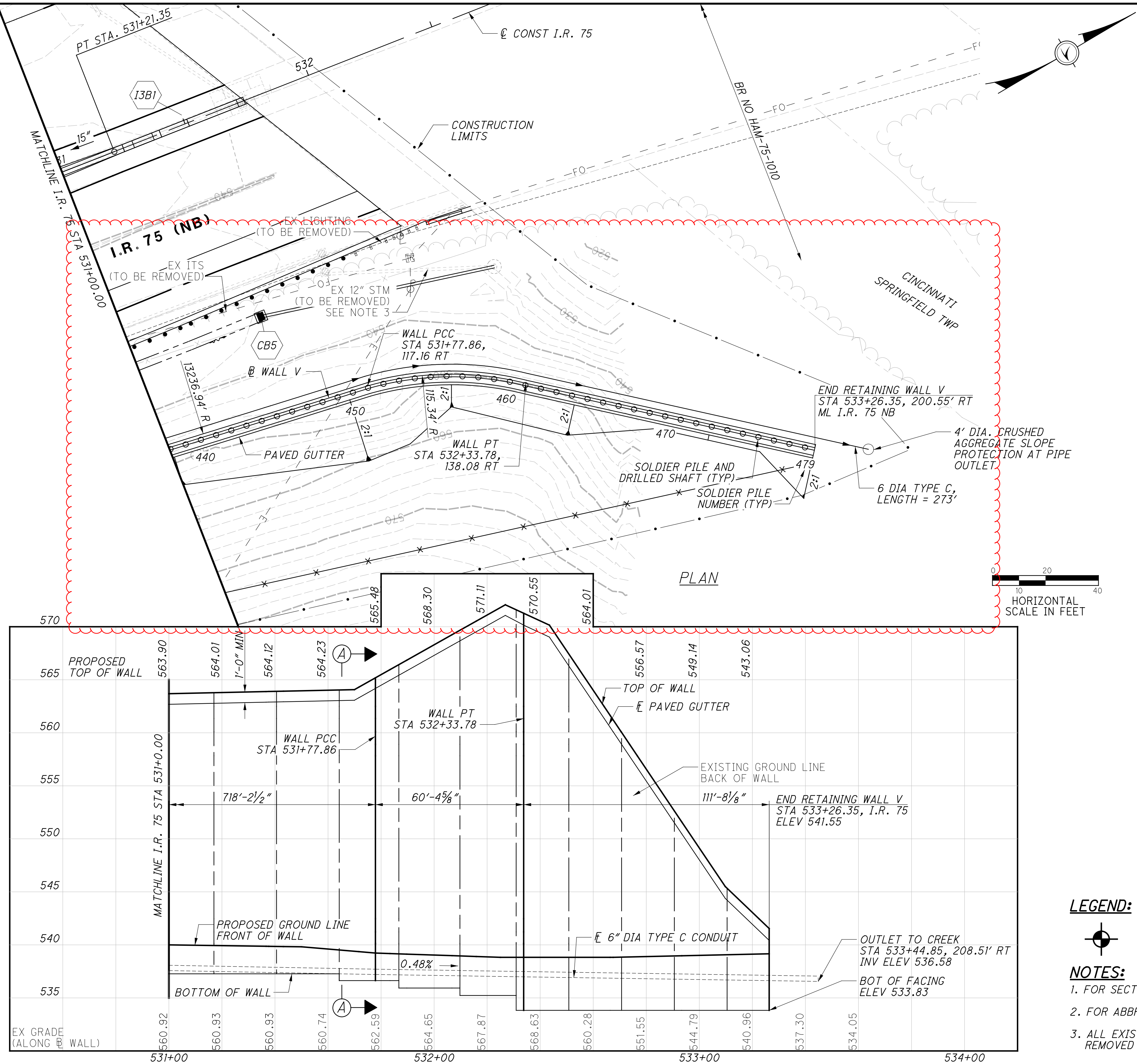


LEGEND:
 = BORING LOCATION

NOTES:
1. FOR SECTIONS A-A AND B-B, SEE SHEET 16/31
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/31
3. ALL EXISTING STORM SEWER IS TO BE REMOVED UNLESS OTHERWISE NOTED.

ELEVATION ALONG BACK OF WALL

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ESTIMATED QUANTITIES (02/IMS/03)							SEE STRUCTURE SHEET NO.
WALL J1	WALL L	ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION	
	70	203	35111	70	CU YD	GRANULAR MATERIAL, TYPE B, AS PER PLAN	1/10
5		SPECIAL	20365000	5	EACH	SPECIAL - SETTLEMENT PLATFORM	2/10
LUMP		503	11101		LUMP	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	1/10
2108	124	512	10001	2304	SQ YD	SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)	1/10
2108	124	512	10101	2304	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	1/10
	56	516	13600	56	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	
537		517	76300	537	FT	RAILING, MISC.: TRAFFIC BARRIER ON MSE WALL	1/10
	9	601	21000	9	SQ YD	CONCRETE SLOPE PROTECTION	
489		601	37500	489	FT	PAVED GUTTER, TYPE 1-2	
18,006	1807	840	20001	19,813	SQ FT	MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN	1/10
4742	705	840	21000	5447	CU YD	WALL EXCAVATION	
1396	223	840	22000	1619	SQ YD	FOUNDATION PREPARATION	
4004	936	840	23000	4940	CU YD	SELECT GRANULAR BACKFILL	
599	58	840	23050	657	CU YD	NATURAL SOIL	
2798	164	840	25010	2962	FT	6" DRAINAGE PIPE, PERFORATED	
30	62	840	25020	92	FT	6" DRAINAGE PIPE, NON-PERFORATED	
1052	167	840	26000	1219	FT	CONCRETE COPING	1/10
15,902	1475	840	26050	17,377	SQ FT	AESTHETIC SURFACE TREATMENT	1/10
5	1	840	27000	5	DAY	ON-SITE ASSISTANCE	

NOTE
1. SEE SHEET 2/10 FOR ABBREVIATION LEGEND.

DESIGN AGENCY

EMH&T

ENGINEERING, MECHANICAL & ARCHITECTURE, INC.
11000 WEST 10TH AVENUE, SUITE 100
DENVER, COLORADO 80231
303.751.1000
WWW.EMH&T.COM

REVIEWED

CAS

DATE

11-15-24

DRAWN

GB

REVISED

-

DESIGNED

RJE

CHECKED

RMW

ESTIMATED QUANTITIES - MSE WALLS

MSE RETAINING WALLS J1 AND L

HAM-75-8.91

PID No. 117525

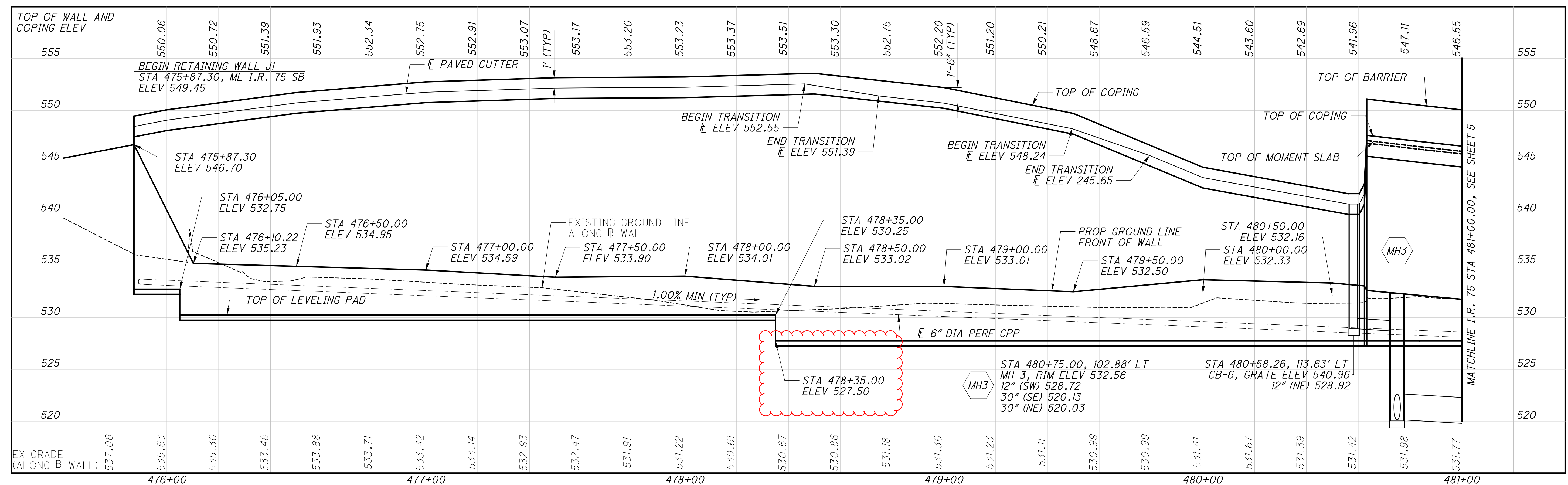
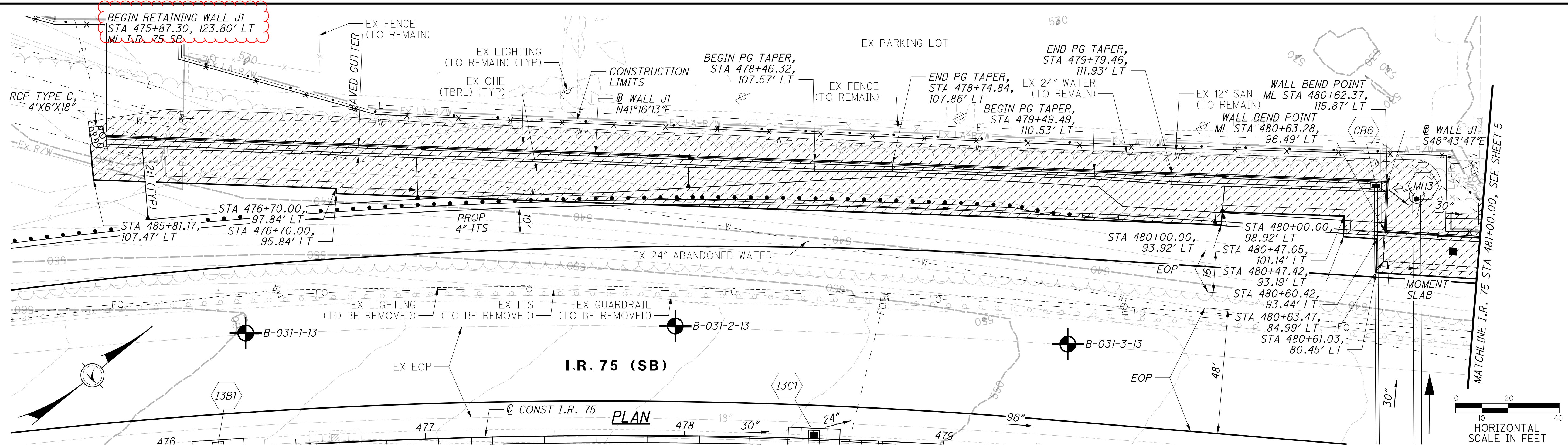
3

10

494

826

J:\20240445\0DOT\HAM\117525\Design\Structures\MSE_Wall_J1\77889_01WP401.dgn 4/30/2025 5:50:56 PM hbrendinger



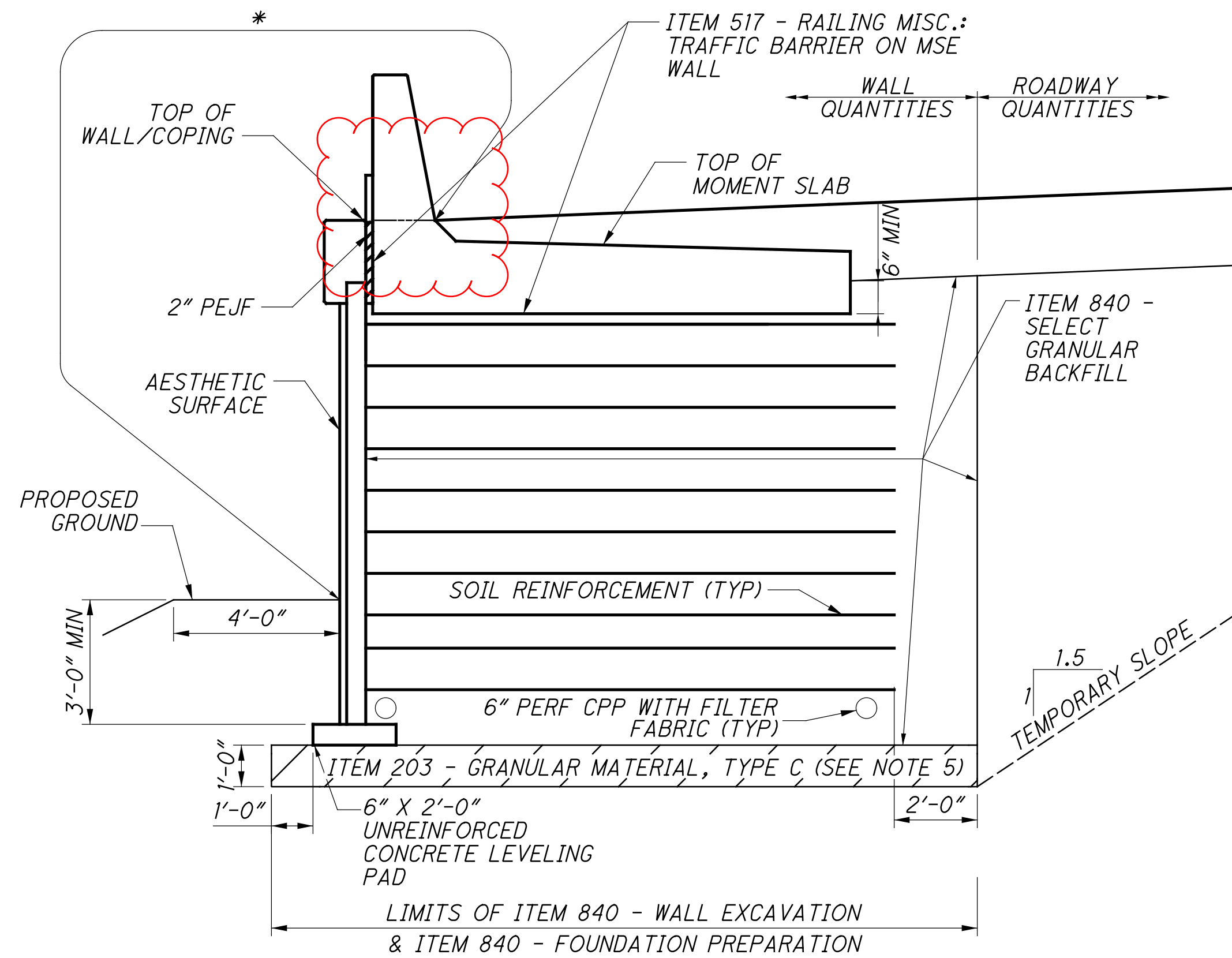
ELEVATION ALONG BACK FACE OF WALL

NOTES:

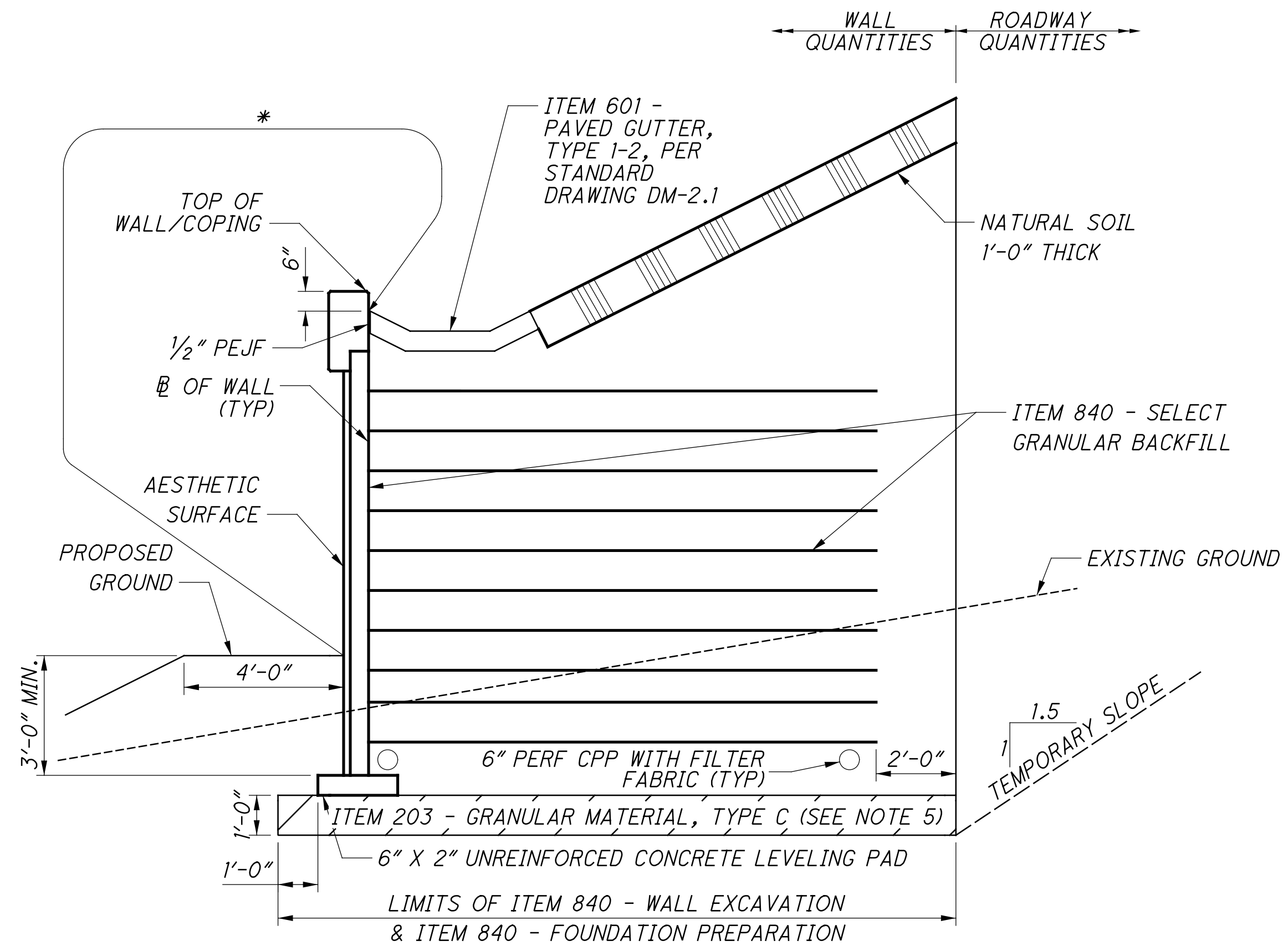
1. FOR TYPICAL SECTION, SEE SHEET [6/10]
2. FOR ABBREVIATIONS LEGEND, SEE SHEET [2/10]
3. ALL EXISTING STORM SEWER WITHIN THE CONSTRUCTION LIMITS IS TO BE REMOVED UNLESS OTHERWISE NOTED.

LEGEND:

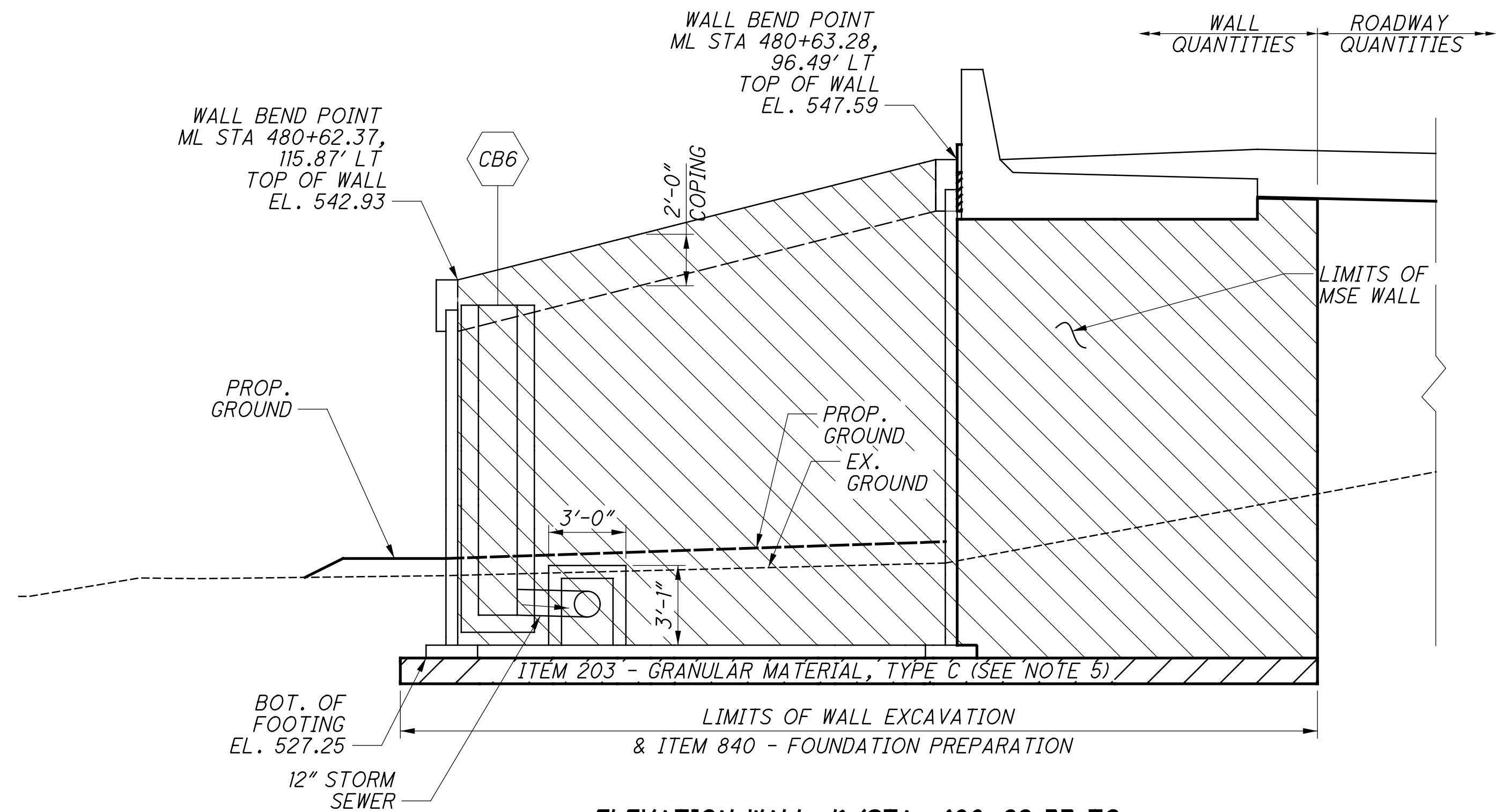
- = BORING LOCATION
- = SETTLEMENT PLATFORM
- = PLAN BOUNDARY FOR ITEMS INCLUDED WITH MSE WALL J1 FOR PAYMENT



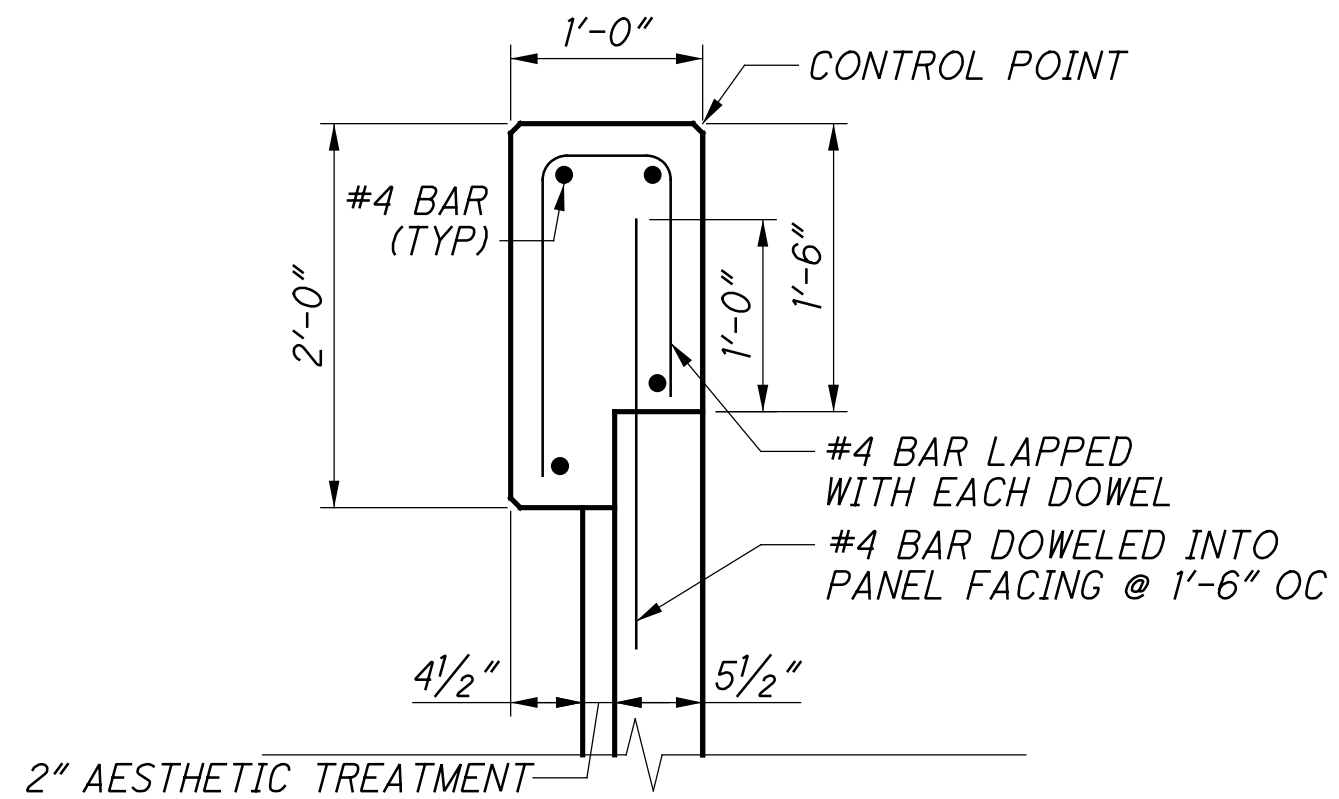
TYPICAL SECTION
WALL J1



TYPICAL SECTION
WALL J1-MSE WALL



ELEVATION WALL J1 (STA. 480+62.37 TO
STA. 480+63.28)
ROADWAY C/S STA 480+62.50



COPING DETAIL

* - LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) AND
ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI
PROTECTION)

MINIMUM LAP LENGTHS:
#5 LAP LENGTH = 2'-5"
#6 LAP LENGTH = 2'-11"

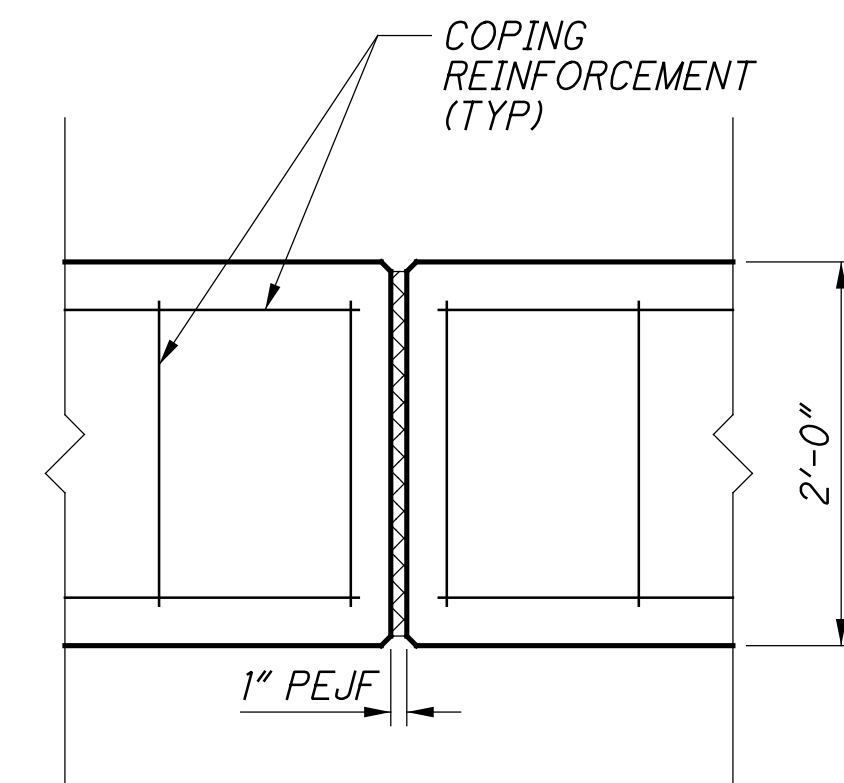
NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET, EXCLUDING PAVEMENT, ARE INCIDENTAL TO RAILING MISC: TRAFFIC BARRIER ON MSE WALL.
2. CONTROL JOINT: SAWCUT $1\frac{1}{4}$ " DEEP CONTROL JOINTS ALONG THE PERIMETER AS SHOWN ON THIS SHEET AS SOON AS THE SAW CAN BE OPERATED WITHOUT DAMAGING THE CONCRETE.

USE AN EDGE GUIDE, FENCE OR JIG TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE AND ALIGNED ON ALL FACES OF THE BARRIER. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 1/4".

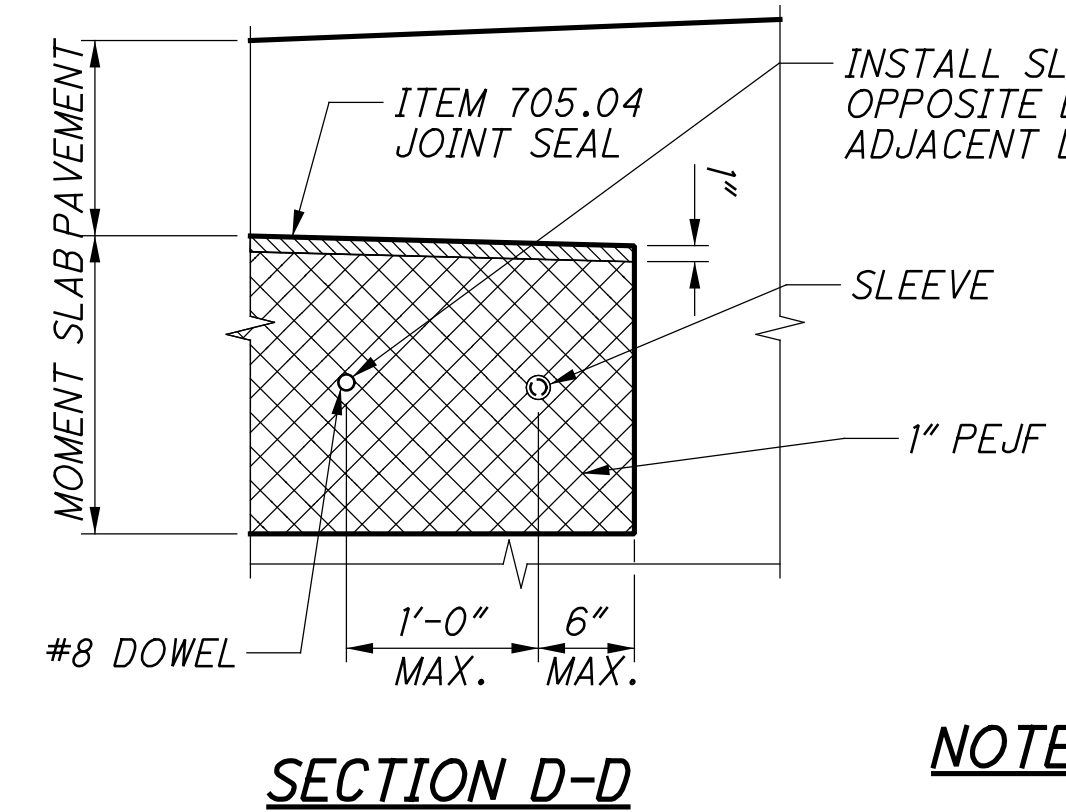
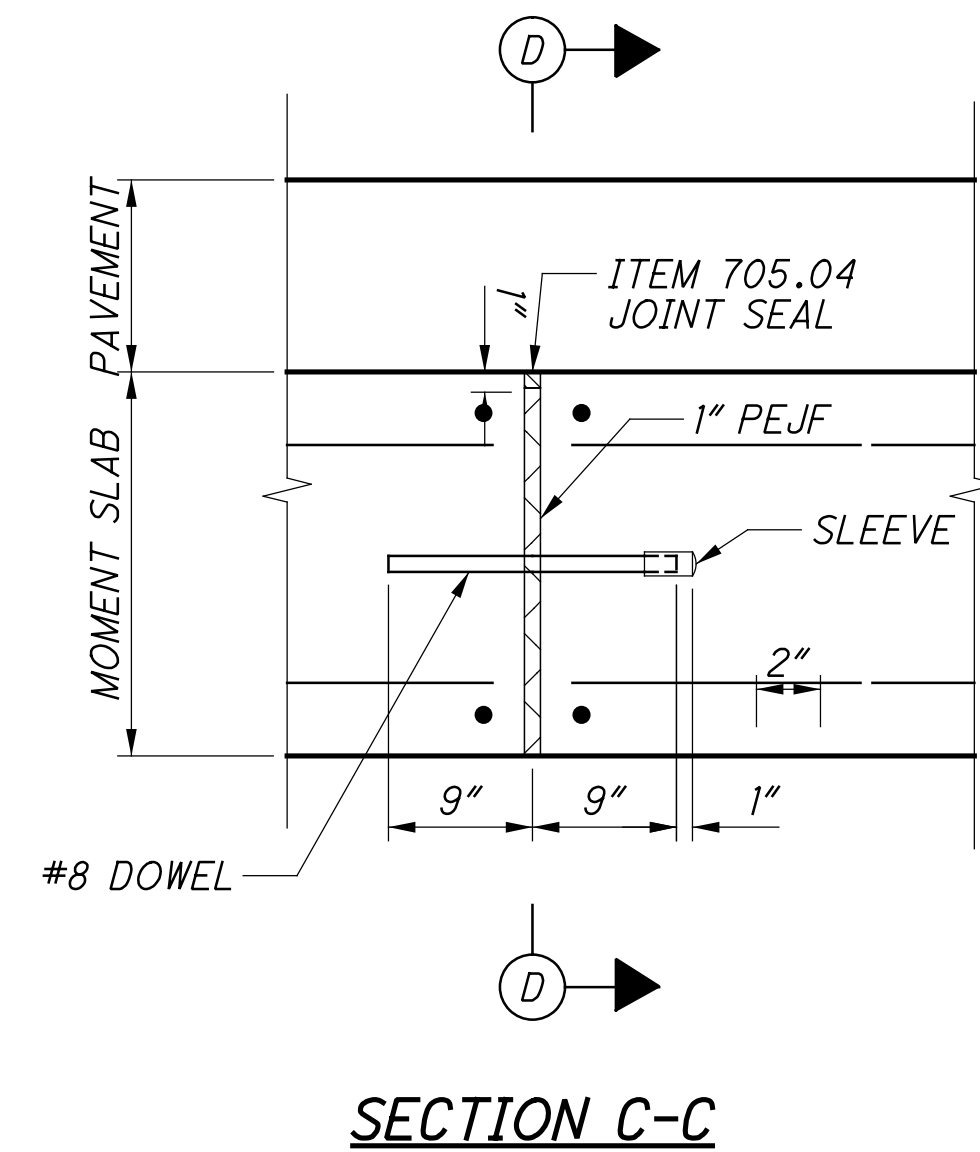
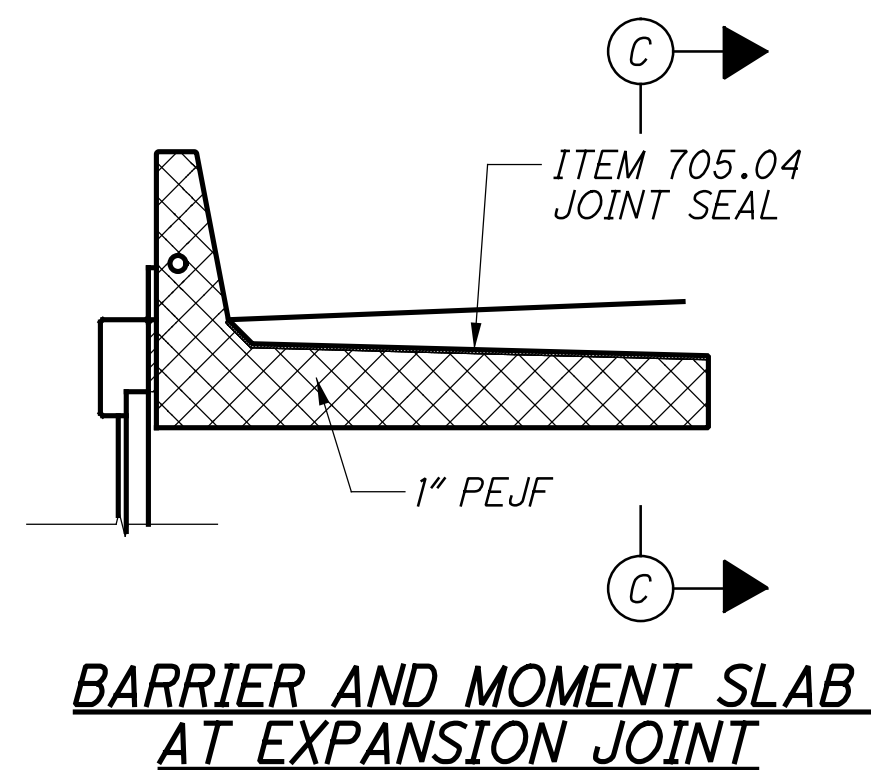
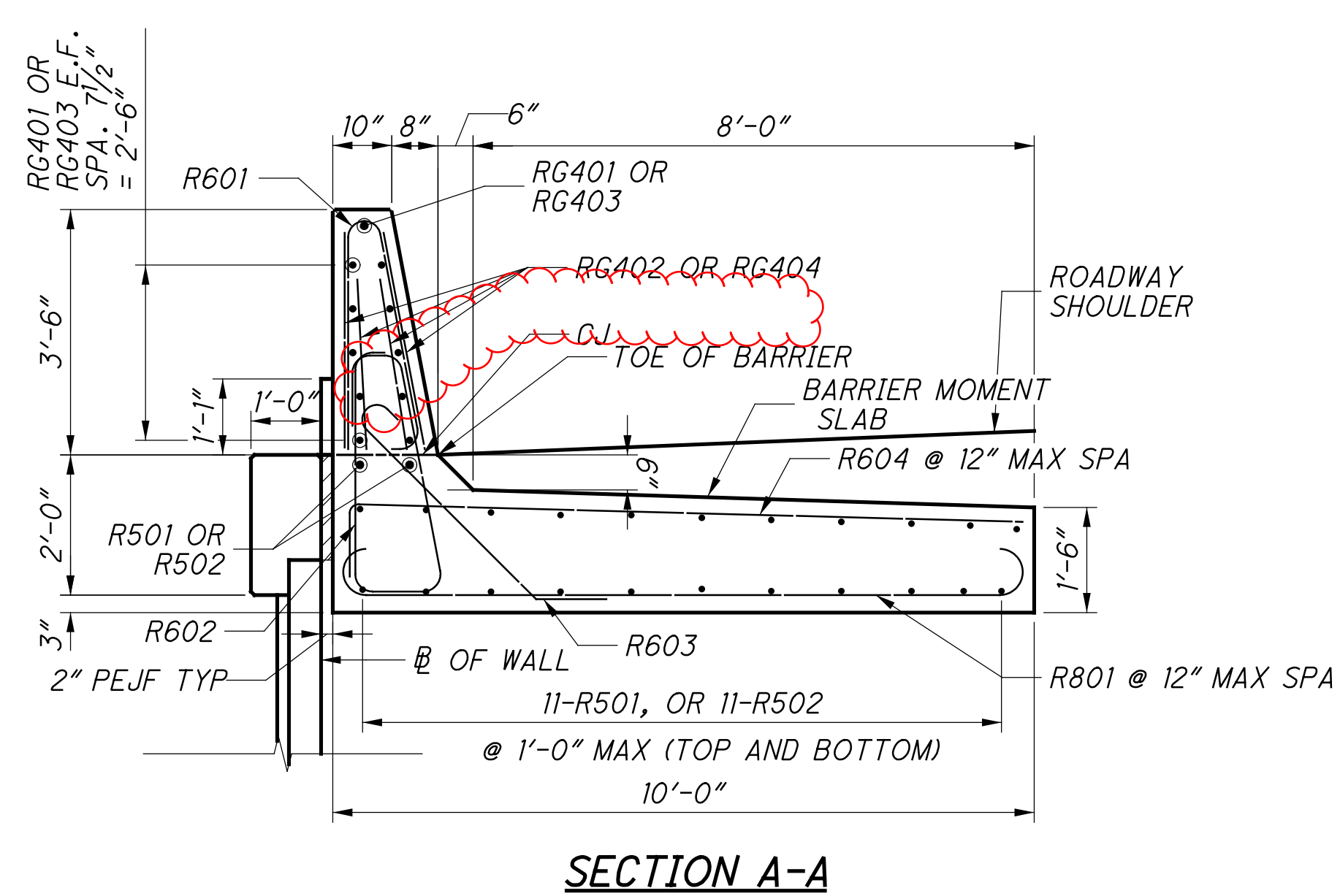
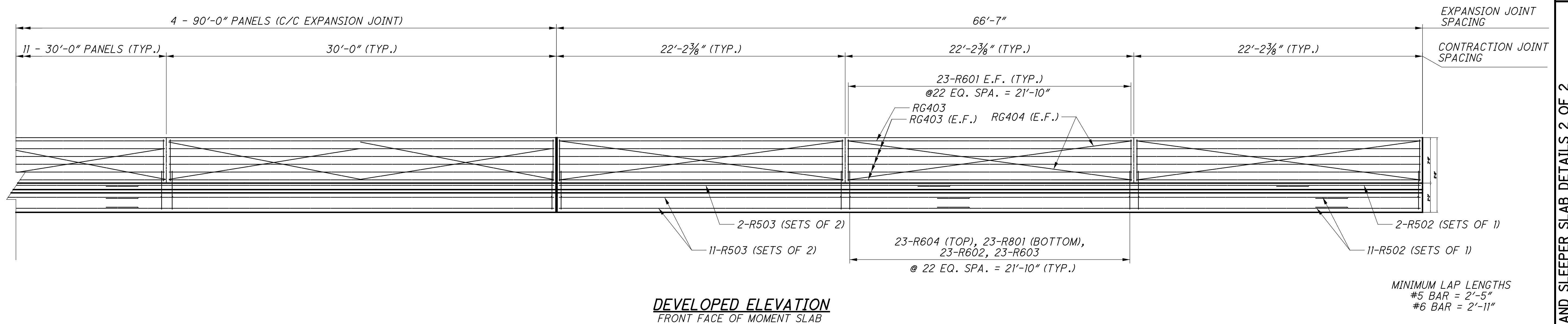
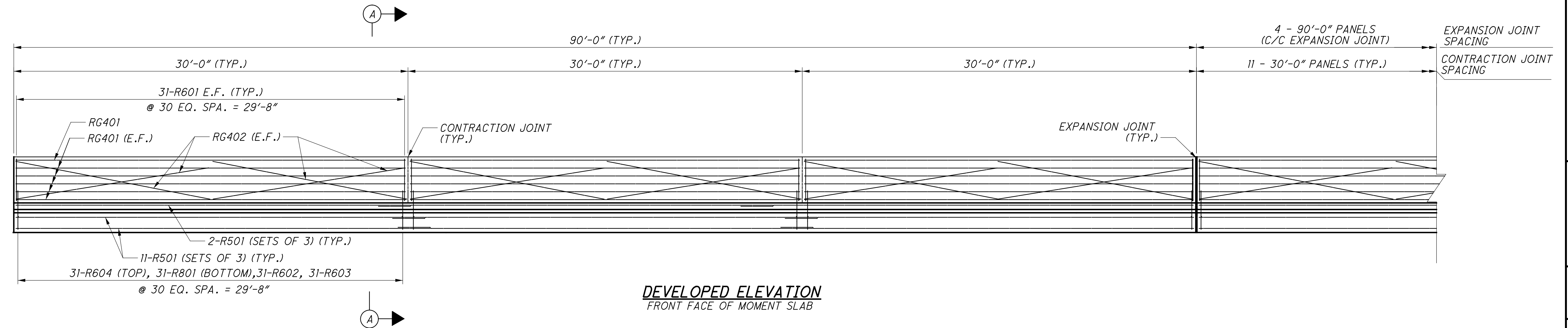
SEAL THE PERIMETER OF THE CONTROL JOINT TO A MINIMUM DEPTH OF 1" WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO C920, TYPE S. LEAVE THE BOTTOM 1/2" OF BOTH THE INSIDE AND OUTSIDE FACES OF THE BARRIER UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.

3. SEE PLANS FOR BARRIER CONTROL JOINT LOCATIONS.
4. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/10
5. ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION.



COPING EXPANSION JOINTS

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- NOTES:**
- *-FIELD BEND ALONG CURVE [6/10]
 - FOR ABBREVIATIONS LEGEND, SEE SHEET [2/10].
 - MAXIMUM SPACING OF EXPANSION JOINTS SHALL BE 90'-0".