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METROPOLITAN SEWER DISTRICT COORDINATION

ALL PROPOSED COMBINED SEWER AND SANITARY PIPING AND RELATED APPURTENANCES TO BE PROVIDED TO THE METROPOLITAN SEWER DISTRICT MUST BE INSTALLED AND TESTED IN ACCORDANCE WITH MSD RULES AND REGULATIONS AND STANDARD DRAWINGS. ALL MATERIALS MUST CONFORM TO MSD RULES AND REGULATIONS AND STANDARD DRAWINGS. MSD MUST BE CONTACTED FOR INSPECTION 48 HOURS PRIOR TO THE BEGINNING OF ANY MSD WORK. ALL STORMWATER CONNECTIONS TO THE COMBINED SEWER REQUIRE A STORMWATER CONNECTION PERMIT FROM MSD’S DEVELOPMENT SERVICES OFFICE. THE PERMIT IS AVAILABLE FROM THE FOLLOWING WEBSITE: [http://www.msdbg.org/downloads/customer\\_care/permits\\_and\\_records/sewer\\_tap\\_application.pdf](http://www.msdbg.org/downloads/customer_care/permits_and_records/sewer_tap_application.pdf)

ALL EXISTING SEWERS TO REMAIN IN SERVICE MUST BE VIDEO RECORDED PRE AND POST CONSTRUCTION PER THE REQUIREMENTS OF ODOT SUPPLEMENTAL SPECIFICATON 902, SECTION 902.01. ANY DAMAGE CAUSED TO THE SEWERS DURING CONSTRUCTION MUST BE REPAIRED TO THE SATISFACTION OF MSD. ANY CORRECTIVE ACTION WHERE THE CONTRACTOR IS NOT AT FAULT WILL BE HANDLED IN ACCORDANCE WITH CME 109.05. MSD RULES AND REGULATIONS AND STANDARD CONSTRUCTION DRAWINGS MAY BE FOUND AT THE FOLLOWING WEBSITE: [http://www.msdbg.org/ABOUT\\_MSD/LEGAL\\_AND\\_ORGANIZATIONAL\\_DOCUMENTS/INDEX.HTML](http://www.msdbg.org/ABOUT_MSD/LEGAL_AND_ORGANIZATIONAL_DOCUMENTS/INDEX.HTML)

ITEM 690 – PRE-CONSTRUCTION SEWER VIDEO LUMP SUM  
ITEM 690 – POST-CONSTRUCTION SEWER VIDEO LUMP SUM

ROSS RUN SEWER CONNECTION

THE ASSOCIATED PLAN NOTE APPLIES TO THE ROSS RUN CONNECTION AT THE FOLLOWING LOCATIONS:

LOCATION 1: 553  
STA. 414+94.93, 95.05’ LT:  
PLAN AND PROFILE SHEET 267  
DRAINAGE PLAN SHEET 544  
STORM SEWER PROFILE SHEET

LOCATION 2: 559  
STA. 415+76.20, 109.98’ RT:  
PLAN AND PROFILE SHEET 267  
DRAINAGE PLAN SHEET 544  
STORM SEWER PROFILE SHEET

CONNECTIONS TO EXISTING MSD INFRASTRUCTURE SHALL BE MADE BY MAKING NEAT SAWCUTS OR CORES AT THE LOCATIONS SHOWN IN THE PLANS. WASTE FROM THE SAWCUT OR CORE SHALL BE REMOVED AND SHALL NOT ENTER THE SEWER. WHERE THE EDGE OF THE OPENING IS MORE THAN 6 INCHES FROM THE OUTSIDE WALL OF THE PROPOSED CONDUIT, PLACE DOWELS CONSISTING OF NO. 4 BARS A MINIMUM OF 6 INCHES DEEP INTO THE EXISTING SIDE WALL AT 6 INCHES ON CENTER AROUND THE EDGES OR CIRCUMFERENCE OF THE OPENING.

EXTEND THE DOWELS INTO THE VOID SPACE TO A POINT NO GREATER THAN 2 INCHES FROM THE OUTSIDE EDGE OF THE PROPOSED CONDUIT. AFTER PLACING THE PROPOSED CONDUIT AND DOWELS INTO THE EXISTING STRUCTURE, FILL THE VOID WITH CLASS QC1 CONCRETE.ALL COSTS ASSOCIATED WITH THE PROPOSED SEWER CONNECTION TO THE ROSS RUN SEWER ARE INCLUDED PER ITEM 611 IN THE ODOT CMS.

SEE PLAN SHEETS 44 - 46 FOR THE ROSS RUN RECORD PLAN DETAILS.

RECONNECT SEWER LATERAL

THE CONTRACTOR SHALL RECONNECT ANY SEWER LATERAL DISTURBED DURING CONSTRUCTION PER MSD RULES AND REGULATIONS. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 611 – 8” CONDUIT, TYPE B, 706.02, JOINTS PER 706.11.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 10 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL

POSITIONING METHOD: STATIC GPS OBSERVATIONS FOR HORIZONTAL CONTROL AND DIFFERENTIAL LEVELING FOR VERTICAL CONTROL

MONUMENT TYPE: TYPE A

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88  
GEOID: 03

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD 83 (1995)  
ELLIPSOID: GRS 80  
MAP PROJECTION: LAMBERT CONFORMAL CONIC  
COORDINATE SYSTEM: OHIO STATE PLANE (SOUTH ZONE)  
COMBINED SCALE FACTOR: 0.999916593  
ORIGIN OF COORDINATE  
SYSTEM: NORTHING: 0.0, EASTING 0.0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 823.

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CLEARING AND GRUBBING. AS PER PLAN

TREE REMOVAL HAS BEEN PERFORMED ON THE SOUTHBOUND SIDE OF I-75 BETWEEN STATIONS 410+00 TO 475+00 AND ON NORFOLK SOUTHERN RAILROAD. REFER TO PID 117762 FOR FURTHER INFORMATION.

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.

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.

PROTECTION OF RIGHT-OF-WAY LANDSCAPING (CONT)

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.

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.

ITEM 202 – REMOVAL MISC.: ABANDONED WATER LINE

THE CONTRACTOR SHALL FURNISH ALL LABOR AND EQUIPMENT NECESSARY TO REMOVE THE ABANDONED 6” WATER LINE PER ITEM 202 UNDER TOWNE STREET AS SHOWN IN THE PLAN.

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.

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-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

MEDIAN AND/OR CURBING ON APPROACH SLABS

WITHIN THE LIMITS OF THE APPROACH SLAB, TRANSITION THE SHAPE OF THE MEDIAN AND/OR CURBING ON APPROACH SLABS FROM THE STANDARD SECTION ON THE APPROACHES TO THE SECTION USED ON THE BRIDGE.

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.

LAIDLAW AVE:

ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC MS – 270 SQ YD

PROSSER AVE:

ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC MS – 216 SQ YD

ITEM 609, CURB, TYPE 2-A 37 FT

PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS

THE FOLLOWING ESTIMATED QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES 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 AN ADDITIONAL TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE.

ITEM 255 – FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC MS – 8 SQ YD

THE FOLLOWING QUANTITY IS BASED ON A 304 THICKNESS OF 8 INCHES USED TO REPAIR THE DRIVEWAY ADJACENT TO THE STRUCTURE ON LAIDLAW IMPACTED BY THE RELOCATION OF THE 60” COMBINED SEWER PIPE IDENTIFIED IN THE PLANS.

ITEM 304, AGGREGATE BASE – 12 CU YD

ADDITIONAL MATERIALS, IF NEEDED, WILL BE PROVIDED BY THE CONTRACTOR AT THE BID UNIT PRICE, AS DIRECTED BY THE ENGINEER.

|               |         |     |
|---------------|---------|-----|
| CALCULATED    | CHECKED | DLR |
| GENERAL NOTES |         |     |
| HAM-75-7.85   |         |     |
| 32<br>1047    |         |     |

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ELECTRONIC TICKETING

PURPOSE:  
PROVIDE ELECTRONIC MATERIAL TICKETS IN AN ELECTRONIC  
FORMAT DIRECTLY RECORDED FROM THE MATERIAL LOADING  
SOURCE.

PROVIDE ELECTRONIC MATERIAL TICKETS FOR THE FOLLOWING  
MATERIALS:

AGGREGATE  
ASPHALT CONCRETE  
PORTLAND CONCRETE

THIS NOTE IN NO WAY SUPERSEDES ANY OTHER COMMERCIAL  
REGULATIONS OR ANY OTHER LEGAL REQUIREMENTS REGULATING  
THE TRANSPORTATION OF COMMERCIAL MATERIALS.

REQUIREMENTS:  
AT THE PRE-CONSTRUCTION MEETING, SUBMIT AN ELECTRONIC  
TICKETING PLAN TO THE ENGINEER DESCRIBING THE PROPOSED  
ELECTRONIC TICKET DELIVERY METHOD. THE ELECTRONIC  
MATERIAL TICKET SHALL CONTAIN INFORMATION AS REQUIRED PER  
THE APPLICABLE MATERIAL SPECIFICATION FOR WEIGHT  
MEASUREMENT AND OTHER MATERIAL CHARACTERISTICS; PROVIDE  
AN EXAMPLE(S) OR A MOCK-UP OF THE PROPOSED ELECTRONIC  
TICKET TO SHOW THE DETAILS ON WHAT IS TO BE TRANSMITTED  
TO THE DEPARTMENT. NAMING OF THE ELECTRONIC MATERIAL  
TICKET FILES SHALL BE DISTINCT SUCH THAT THE TICKET S  
REPRESENTED MATERIAL IS EASILY DETERMINED; INCLUDE THE  
PROPOSED NAMING CONVENTION. DELIVERY MAY BE THROUGH A  
PRODUCER WEBSITE UPLOAD ACCESSIBLE TO THE ENGINEER, ODOT  
PROJECT SPECIFIC SHAREPOINT DOCUMENTATION SITE UPLOAD,  
OR ANOTHER SECURE ELECTRONIC TRANSMITTAL MEANS.  
EMAILING OF A TICKET TO AN ODOT CONTACT IS ACCEPTABLE  
BUT IS NOT PREFERRED. THE ELECTRONIC TICKETING PLAN SHALL  
IDENTIFY A CONTINGENCY METHOD FOR MANUALLY CAPTURING AND  
DELIVERING TICKET INFORMATION IF ELECTRONIC TRANSMISSION  
IS TEMPORARILY UNAVAILABLE. AN ELECTRONIC TICKETING PLAN  
WHICH INCLUDES SOLELY THE USE OF DIGITAL PHOTOS OF PAPER  
TICKETS IS NOT ACCEPTABLE.

THE DEPARTMENT RECOGNIZES THAT VARIOUS DIGITAL TICKETING  
SYSTEMS MAY BE COMMERCIALLY AVAILABLE AND USED TO  
ACCOMMODATE INDIVIDUAL CONTRACTORS AND MATERIAL  
SUPPLIER CAPABILITIES. THE CONTRACTOR MAY PROVIDE A  
DIGITAL TICKETING SYSTEM GIVING SECURE ACCESS TO  
ORGANIZED DIGITAL DATA. IF UTILIZED, THE DIGITAL TICKETING  
SYSTEM MAY ALSO BE ACCESSIBLE BY REAL-TIME MONITORING  
WITH A MOBILE COMMUNICATION DEVICE SUCH AS A TABLET,  
SMARTPHONE, ETC. THROUGH MOBILE DEVICE APPLICATIONS (   
MOBILE APP ) IF ACCEPTABLE TO THE DEPARTMENT. IF A DIGITAL  
TICKETING SYSTEM REQUIRES A MOBILE APP, THE MOBILE APP  
SHALL BE AT NO COST TO THE DEPARTMENT. THE DIGITAL DATA  
MUST BE ABLE TO BE EXPORTED IN A FORMAT USABLE BY THE  
ENGINEER UPON REQUEST (I.E. MICROSOFT WORD, MICROSOFT  
EXCEL, PDF FORMATS).

DELIVER EACH ELECTRONIC MATERIAL TICKET TO THE ENGINEER  
PRIOR TO THE PLACEMENT OF MATERIAL, BUT NOT PRIOR TO THE  
LOADING OF MATERIAL AT THE SOURCE.

PROVIDE THE ENGINEER A DAILY MATERIAL SUMMARY REPORT BY  
THE END OF THE DAY S HAULING ACTIVITIES, OR AT A TIME AS  
APPROVED BY THE ENGINEER. THE DAILY MATERIAL SUMMARY  
REPORT INCLUDES SUMMARY INFORMATION LISTED FOR EACH  
MATERIAL AS OUTLINED IN THE RESPECTIVE MATERIAL  
SPECIFICATION.

PAYMENT:  
COSTS FOR THE ELECTRONIC TICKETING SHALL BE INCIDENTAL TO  
THE PROJECT.

ITEM 624 - MOBILIZATION, AS PER PLAN

ODOT 2019 CONSTRUCTION AND MATERIAL SPECIFICATION  
SECTION 624.02 LIMITATION, SHALL BE DELETED AND REPLACED  
WITH THE FOLLOWING.

624.02 LIMITATION.  
THE DEPARTMENT WILL LIMIT THE SUM OF THE PARTIAL  
PAYMENTS SPECIFIED IN 624.04.A AND 624.04.B TO 5% OF THE  
ORIGINAL CONTRACT AMOUNT. THE DEPARTMENT WILL PAY THE  
BALANCE OF THE LUMP SUM AMOUNT BID, AS SPECIFIED IN  
624.04.C. IF THE LUMP SUM AMOUNT BID FOR MOBILIZATION  
EXCEEDS 5% OF THE ORIGINAL CONTRACT AMOUNT, THE  
DEPARTMENT WILL PAY THE EXCESS UPON COMPLETION OF THE  
PROJECT.

SECTION 624.04 BASIS OF PAYMENT, SHALL BE DELETED AND  
REPLACED WITH THE FOLLOWING.

624.04 BASIS OF PAYMENT.  
THE DEPARTMENT WILL MAKE PARTIAL PAYMENTS ACCORDING TO  
109.09 AND AS MODIFIED BY THE FOLLOWING SCHEDULE:

A. THE DEPARTMENT WILL RELEASE 50 PERCENT OF THE LUMP  
SUM AMOUNT BID FOR MOBILIZATION OR 50 PERCENT OF 5% OF  
THE ORIGINAL CONTRACT AMOUNT, WHICHEVER IS LESS, TO THE  
CONTRACTOR WITH THE FIRST ESTIMATE PAYABLE, BUT NOT  
SOONER THAN 15 DAYS AFTER THE START OF WORK AT THE  
PROJECT SITE.

B. THE DEPARTMENT WILL RELEASE AN ADDITIONAL 40 PERCENT  
OF THE LUMP SUM AMOUNT BID FOR MOBILIZATION OR 40  
PERCENT OF 5% OF THE ORIGINAL CONTRACT AMOUNT,  
WHICHEVER IS LESS, WITH THE FIRST REGULAR ESTIMATE AFTER  
10 PERCENT OF THE ORIGINAL TOTAL CONTRACT AMOUNT,  
INCLUDING PAYMENTS FOR DELIVERED MATERIALS BUT  
EXCLUDING MOBILIZATION, IS EARNED.

C. UPON COMPLETION OF ALL WORK ON THE PROJECT,  
INCLUDING FINAL CLEANUP, THE DEPARTMENT WILL RELEASE  
PAYMENT OF THE REMAINING 10 PERCENT OF THE LUMP SUM  
AMOUNT BID FOR MOBILIZATION AND ANY AMOUNT OF THE LUMP  
SUM PRICE BID FOR MOBILIZATION, IN EXCESS OF 5% OF THE  
ORIGINAL CONTRACT AMOUNT FOR PARTIAL PAYMENT. FINAL  
CLEANUP INCLUDES BUT IS NOT LIMITED TO THE REMOVAL OF  
CONSTRUCTION LAYOUT STAKES AND SEDIMENT AND EROSION  
CONTROL ITEMS.

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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 FOR USE IN FUTURE PHASES. THIS WILL 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.

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, WHILE THE OTHER TWO SB LANES ARE MAINTAINED ON THE EXISTING INSIDE PAVEMENT. PID 117525 (HAM-75-8.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME AS PID 77889, AND THE MOT SET-UPS FOR BOTH PROJECTS WILL OVERLAP WITH EACH OTHER. ADDITIONAL PLAN SHEETS HAVE BEEN INCLUDED IN PHASE 1 TO ACCOUNT FOR THE DIFFERENT PID 117525 MOT PHASES.

PHASE 1 PART 2  
PHASE 1 PART 2 IS AN OPTIONAL SET-UP THAT CAN BE UTILIZED IF ALL PHASE 1 WORK IS COMPLETED SOUTH OF STATION 430+25. THIS SET-UP ALLOWS FOR AN EARLY START ON PHASE 2 STRUCTURE WORK INCLUDING DECK REMOVAL AND RAMP M PIER CONSTRUCTION. PART 2 WORK SHALL BE COMPLETED WITH THE TWO SB NON-CONTRAFLOW LANES SHIFTED ONTO THE NEWLY CONSTRUCTED BRIDGE OVER RAMP J. ALL OTHER LANES SHALL REMAIN IN THEIR PHASE 1 ALIGNMENT. PHASE 1 PART 2 ON IR 75 DOES NOT NEED TO COINCIDE WITH PHASE 1 PART 2 ON SR 562.

PHASE 2  
PHASE 2 SHALL CONSTRUCT INSIDE PORTIONS OF SB IR 75 WITH NB TRAFFIC MAINTAINED ON EXISTING PAVEMENT AND SB SHIFTED ONTO NEWLY CONSTRUCTED OUTSIDE PAVEMENT.

PHASE 3A  
PHASE 3A SHALL REMOVE THE REMAINING MAINLINE STRUCTURE OVER RAMP J AND CONSTRUCT THE REMAINDER OF THE PROPOSED RAMP J PAVEMENT. IR 75 THRU LANES SHALL BE MAINTAINED PER THE PHASE 3 DESCRIPTION BELOW (NB IN FULL CROSSOVER). RAMP D (NB EXIT TO PADDOCK RD) WILL REMAIN OPEN DURING THIS PHASE, HOWEVER ACCESS FROM IR 75 WILL BE REROUTED VIA SR-562 AS DETAILED WITHIN.

PHASE 3  
PHASE 3 SHALL CONSTRUCT ALL OF THE NB IR 75 PAVEMENT, WITH NB TRAFFIC CROSSED OVER TO THE SB SIDE OF THE HIGHWAY. THREE LANES PER DIRECTION SHALL BE MAINTAINED ON THE NEWLY CONSTRUCTED PAVEMENT. A SUB-PHASE (PART 2) SHALL BE UTILIZED AT THE NORTH END OF THE PROJECT SO THAT RAMP D (NB EXIT TO PADDOCK RD) CAN BE MAINTAINED FOR THE DURATION OF PHASE 3.

PHASE 4  
PHASE 4 SHALL CONSTRUCT SECTIONS OF MEDIAN BARRIER THAT WERE NON-PERFORMED IN PREVIOUS PHASES. SB IR 75 TRAFFIC SHALL REMAIN IN THE PHASE 3 ALIGNMENT, AND NB IR 75 TRAFFIC SHALL BE SHIFTED TO THE OUTSIDE OF NEWLY CONSTRUCTED NB PAVEMENT, ALL RAMP TRAFFIC SHALL BE MAINTAINED IN PHASE 4. THE FINAL PAVEMENT SURFACE COURSE AND PAVEMENT MARKINGS SHALL BE INSTALLED AFTER COMPLETION OF PHASE 4.

CONSTRUCTION SEQUENCE - SR 562 AND RAMP CONNECTIONS  
RAMP J (IR 75 SB TO SR 562 EB)  
RAMP J WILL BE CONSTRUCTED IN PIECES UNDER CLOSURE DURING PHASES 1, 2 AND 3A. ONCE DEMOLITION OF THE MAINLINE STRUCTURE OVERHEAD IS COMPLETE (EARLY PHASE 3A) THE REMAINING RAMP J PAVEMENT SHALL BE CONSTRUCTED. RAMP J SHALL BE OPEN TO TRAFFIC IN PHASES 3 AND 4.

RAMP M (SR 562 WB TO IR 75 SB)  
RAMP M WILL BE CONSTRUCTED IN PIECES UNDER CLOSURE DURING PHASES 1 AND 2. THE EXISTING STRUCTURE WILL BE REMOVED IN PHASE 1 SO THAT THE PROPOSED REAR ABUTMENT CAN BE CONSTRUCTED. THE CENTER PIER, FORWARD ABUTMENT AND PROPOSED DECK WILL BE COMPLETED IN PHASE 2. RAMP M SHALL BE OPEN TO TRAFFIC IN PHASES 3A, 3 AND 4.

RAMP K (SR 562 WB TO IR 75 NB)  
RAMP K SHALL BE MAINTAINED ON EXISTING PAVEMENT IN PHASES 1, 2 AND 3A. RAMP K WILL BE CONSTRUCTED UNDER CLOSURE IN PHASE 3, THEN REOPENED IN PHASE 4.

RAMP N (IR 75 NB TO SR 562 EB)  
RAMP N SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT. RAMP N CONSTRUCTION SHALL BE COMPLETED PART WIDTH IN PHASES 1 AND 2.

SR 562  
IN PHASE 1, SR 562 EB OUTSIDE PAVEMENT WILL BE CONSTRUCTED, WITH ONE LANE MAINTAINED IN EACH DIRECTION ON EXISTING PAVEMENT. A 30 DAY CLOSURE OF RAMP Q (EB EXIT TO PADDOCK RD) IS PERMITTED IN PHASE 1. IN PHASE 2, INSIDE PAVEMENT WILL BE CONSTRUCTED FOR EB AND WB SR 562 WITH ONE LANE MAINTAINED IN EACH DIRECTION ON EXISTING AND NEWLY CONSTRUCTED PAVEMENT. IN PHASE 3 SR 562 WB OUTSIDE PAVEMENT WILL BE CONSTRUCTED WITH ONE LANE MAINTAINED WB, AND TWO LANES MAINTAINED EB ON NEWLY CONSTRUCTED PAVEMENT. A 45 DAY CLOSURE OF RAMP P (WB ENTRANCE FROM PADDOCK RD) IS PERMITTED IN PHASE 3.

CONSTRUCTION SEQUENCE - LOCAL STREETS  
TOWNE ST  
OVERHEAD WORK FOR PHASES 1, 2 AND 3 SHALL BE COMPLETED WITH TOWNE STREET MAINTAINED AS DETAILED WITHIN. TOWNE STREET PAVEMENT WORK WILL BE COMPLETED IN PHASES 2 AND 3. PEDESTRIAN TRAFFIC SHALL BE DETOURED FOR PHASES 2 AND 3 WORK, HOWEVER BOTH EB AND WB VEHICULAR TRAFFIC SHALL BE MAINTAINED.

CEDAR ST  
CEDAR STREET SHALL BE RECONSTRUCTED INTO THE PERMANENT ONE-WAY CONDITION DURING PHASE 1. THIS WORK SHALL BE COMPLETED WITH CEDAR STREET CLOSED AS DETAILED IN THE TOWNE ST MOT PLANS. ONE-WAY CEDAR ST SHALL THEN BE MAINTAINED FOR THE REMAINING PHASES.

LIDLAW AVE  
UTILITY WORK SHALL BE COMPLETED WITHIN LAIDLAW AVE UNDER FULL CLOSURE PER THE WINDOW CONTRACT TABLE. LEFT LANE CLOSURES SHALL BE UTILIZED FOR BOTH DIRECTIONS DURING NON-PEAK HOURS AS DETAILED WITHIN. RIGHT LANE CLOSURES SHALL BE UTILIZED ANYTIME ADJACENT STRUCTURE WORK IMPACTS THE ROADWAY. THIS SAME SETUP SHALL BE IMPLEMENTED THROUGHOUT PHASES 1-3.

PROSSER AVE  
UTILITY WORK ON PROSSER AVE SHALL OCCUR DURING PHASE 1 UNDER CLOSURE. PROSSER AVE PEDESTRIAN AND VEHICULAR TRAFFIC SHALL BE DETOURED DURING PHASE 1 AS DETAILED WITHIN.

ITEM 614, MAINTAINING TRAFFIC  
NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)  
GENERAL/REGULAR ELECTION DAY(NOV)  
TOTAL SOLAR ECLIPSE (4/8/24) THANKSGIVING  
MEMORIAL DAY  
CHRISTMAS (OBSERVED)  
FOURTH OF JULY (OBSERVED)  
LABOR DAY

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

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

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

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

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

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.

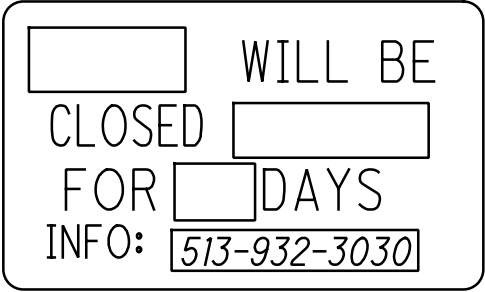
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NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED 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 8 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.



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 90 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 1230 M. GAL.

PORTABLE BARRIER

32" PORTABLE BARRIER SHALL BE ANCHORED ANYTIME THERE IS LESS THAN 2' BETWEEN THE BACK OF BARRIER AND THE WORK ZONE. PORTABLE BARRIER QUANTITIES HAVE BEEN SPLIT INTO ANCHORED AND UNANCHORED LENGTHS ACCORDINGLY.

WORK ZONE MARKINGS

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

ITEM 614, WORK ZONE LANE LINE, CLASS III, 642 PAINT 11.33 MILE  
ITEM 614, WORK ZONE EDGE LINE, CLASS III, 642 PAINT 11.34 MILE  
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT 10,758 FEET  
ITEM 614, WORK ZONE DOTTED LINE, CLASS III, 642 PAINT 17,387 FEET

ITEM 614, REPLACEMENT SIGN

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

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

AN ESTIMATED QUANTITY OF 15 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 150 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

PERMITTED LANE CLOSURE TIMES

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

| PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE                                                                                                                                                                                             |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------------|-----------------|-----------------|----------------|--------------|--------------------------|------------------|-----------|-------------------------------------|------------------------------------------------------------------|
| LOCATION                                                                                                                                                                                                                                                 | DIRECTION | EX. NO. OF THRU | 1 LANE CLOSED   |                 | 2 LANES CLOSED |              | 15 MINUTE SHORT DURATION | COMPLETE CLOSURE | TIME UNIT | DISINCENTIVE PER LANE PER TIME UNIT | NOTES                                                            |
|                                                                                                                                                                                                                                                          |           |                 | WEEKDAY         | WEEKEND         | WEEKDAY        | WEEKEND      |                          |                  |           |                                     |                                                                  |
| IR-75                                                                                                                                                                                                                                                    | BOTH      | 3               | 8 PM - 6 AM     | 7 PM - 6 AM     | 11 PM - 5 AM   | 10 PM - 6 AM | 12 AM - 4 AM             | 11 PM - 5 AM     | 1 MINUTE  | \$540                               | NOTE 1 (SOUTHBOUND), NOTE 2 (NORTHBOUND), NOTE 3, NOTE 4, NOTE 9 |
| SR-562                                                                                                                                                                                                                                                   | BOTH      | 2               | 8 PM - 6 AM     | 7 PM - 7 AM     | NONE           | NONE         | 11 PM - 5 AM             | 11 PM - 5 AM     | 1 MINUTE  | \$305                               | NOTE 1, NOTE 3, NOTE 4                                           |
| RAMPS                                                                                                                                                                                                                                                    | BOTH      |                 | NONE            | NONE            | NONE           | NONE         | NONE                     | 10 PM - 5 AM     | 1 MINUTE  | \$540                               | NOTE 5, NOTE 6                                                   |
| LAIDLAW AVE.                                                                                                                                                                                                                                             | BOTH      | 1               | 9AM-4PM 6PM-7AM | 9AM-4PM 6PM-7AM | NONE           | NONE         | NONE                     | STORM WORK       | 1 MINUTE  | \$50                                | NOTE 8                                                           |
| TOWNE ST.                                                                                                                                                                                                                                                | BOTH      | 1               | ANYTIME         | ANYTIME         | NONE           | NONE         | 11 PM - 5 AM             | NONE             | 1 MINUTE  | \$50                                |                                                                  |
| PADDOCK SEYMOUR AVE.                                                                                                                                                                                                                                     | BOTH      | 2               | 8 PM - 6 AM     | 7 PM - 7 AM     | NONE           | NONE         | NONE                     | NONE             | 1 MINUTE  | \$130                               |                                                                  |
| PROSSER AVE                                                                                                                                                                                                                                              | BOTH      | 1               | ANYTIME         | ANYTIME         | NONE           | NONE         | NONE                     | 9 AM - 3 PM      | 1 MINUTE  | \$50                                | NOTE 7                                                           |
| NOTES                                                                                                                                                                                                                                                    |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |
| 1 NO CLOSURES 2 HOURS BEFORE TO 1 HOUR AFTER THE START TIME OF EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE REACHING AN ATTENDANCE OF 20,000+                  |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |
| 2 NO CLOSURES FROM 30 MINUTES BEFORE THE SCHEDULED FINISH TIME TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE REACHING AN ATTENDANCE OF 20,000+ |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |
| 3 COMPLETE CLOSURES OF IR-75 AND SR-562 ARE PERMITTED ACCORDING TO THE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION NOTE ONLY.                                                                                                                       |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |
| 4 NO SHORT TERM SHOULDER CLOSURES BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM MONDAY THROUGH FRIDAY.                                                                                                                                              |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |
| 5 APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION RAMP CLOSURES: DISINCENTIVES SHALL BE ASSESSED FOR FAILURE TO REOPEN THE RAMP IN THE SPECIFIED TIME PERIOD.                                                                                           |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |
| 6 RAMPS ARE PERMITTED TO BE CLOSED OVERNIGHT FOR MOT TRAFFIC SWITCHES AND FINAL SURFACING ONLY. ONLY ONE RAMP IS PERMITTED TO BE CLOSED AT A TIME.                                                                                                       |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |
| 7 PROSSER AVE IS PERMITTED TO BE CLOSED BETWEEN THE HOURS OF 9 AM AND 3 PM FOR DEMOLITION OF THE STRUCTURE AS WELL AS FOR SEWER/WATERLINE WORK WITHIN THE ROADWAY.                                                                                       |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |
| 8 LAIDLAW AVE IS PERMITTED TO BE CLOSED FOR A PERIOD OF 14 DAYS FOR PROPOSED STORM SEWER WORK WITHIN THE ROADWAY.                                                                                                                                        |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |
| 9 ONCE IR-75 TRAFFIC HAS BEEN PLACED IN THE FINAL CONFIGURATION, TRIPLE LANE CLOSURES MAY BE PERFORMED ACCORDING TO THE TIMES SHOWN ABOVE FOR IR-75 2 LANES CLOSED.                                                                                      |           |                 |                 |                 |                |              |                          |                  |           |                                     |                                                                  |

THE CONTRACTOR WILL BE PERMITTED TO REDUCE SB IR-75 TO ONE LANE FOR A PERIOD OF ONE WEEKEND TO CONSTRUCT THE TRANSITION AREA OF THE TEMPORARY ROAD DURING PHASE 1 PART 2.

ITEM 441, ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (449), AS PER PLAN

THIS ITEM IS USED FOR TEMPORARY MOT PAVING WITHIN THE CROSS OVER AREAS INDICATED IN THE PLANS. THE ITEM IS VARIABLE DEPTH AND TO BE PLACED FROM EDGE OF LANE TO EDGE OF LANE TO CREATE A SMOOTH TRANSITION WITHIN THE CROSSOVER AREA.

ALL MATERIAL, LABOR AND EQUIPMENT NECESSARY TO PERFORM THE WORK IS INCLUDED IN THIS ITEM.

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

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

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

ITEM 614, BARRIER REFLECTOR, TYPE 2 25 EACH  
ITEM 614, OBJECT MARKER, ONE-WAY 25 EACH

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

**ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS**  
USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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

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

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

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

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

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 2100 HOURS

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

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

**ITEM 614, WORK ZONE PAVEMENT MARKINGS, 648**  
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS AND AT TIMES AS DIRECTED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11.  
ITEM 614 WORK ZONE LANE LINE, CLASS I, 6", 648, 2.10 MILES  
ITEM 614 WORK ZONE EDGE LINE, CLASS I, 6", 648, 5.00 MILES  
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 648, 2,825 FEET  
ITEM 614 WORK ZONE DOTTED LINE, CLASS I, 6", 648, 1,290 FEET

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

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

| NOTIFICATION TIME FRAME TABLE                   |                      |                                                      |                                   |
|-------------------------------------------------|----------------------|------------------------------------------------------|-----------------------------------|
| ITEM                                            | DURATION OF CLOSURE  | NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE | SIGN DISPLAYED TO PUBLIC          |
| RAMP & ROAD CLOSURES                            | >=2 WEEKS            | 21 CALENDAR DAYS PRIOR TO CLOSURE                    | 14 CALENDAR DAYS PRIOR TO CLOSURE |
|                                                 | >12 HOURS & <2 WEEKS | 14 CALENDAR DAYS PRIOR TO CLOSURE                    | 7 CALENDAR DAYS PRIOR TO CLOSURE  |
|                                                 | <12 HOURS            | 4 BUSINESS DAYS PRIOR TO CLOSURE                     | 2 BUSINESS DAYS PRIOR TO CLOSURE  |
| LANE CLOSURE & RESTRICTIONS                     | >=2 WEEKS            | 14 CALENDAR DAYS PRIOR TO CLOSURE                    |                                   |
|                                                 | <2 WEEKS             | 5 BUSINESS DAYS PRIOR TO CLOSURE                     |                                   |
| START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES | N/A                  | 14 CALENDAR DAYS PRIOR TO IMPLEMENTATION             |                                   |

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

**ITEM 614, MAINTAINING EXISTING RAMPS, AS PER PLAN**  
AS APPROVED BY THE ENGINEER, THE CONTRACTOR MAY MAINTAIN RAMP M THROUGH A PORTION OF PHASE 1 OR 2 AND RAMP J THROUGH A PORTION OF PHASE 1, 2, OR 3A.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE MOT SUBSUMMARY:

ITEM 614, MAINTAINING TRAFFIC, MISC.: MAINTAIN EXISTING RAMP M, AS PER PLAN, 1 LUMP SUM  
ITEM 614, MAINTAINING TRAFFIC, MISC.: MAINTAIN EXISTING RAMP J, AS PER PLAN, 1 LUMP SUM

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS TO MAINTAIN THE RAMPS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR THE ITEMS LISTED ABOVE. THESE ITEMS INCLUDE BUT ARE NOT LIMITED TO THE COST TO INSTALL PORTABLE CONCRETE BARRIER WALL, TEMPORARY STRIPING, AND RPMS. ALL COSTS ASSOCIATED WITH CLOSING AND OPENING THE RAMPS PER THE ESTABLISHED MOT PHASING WOULD BE INCLUDED WITH THOSE BID PRICES.

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NOTIFICATION CONTACT INFO:

DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT DOT.D08.PIO@dot.ohio.gov  
DISTRICT PERMIT SECTION BY EMAIL AT D08.Permits@dot.ohio.gov  
CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT DOT.D08.Detours@dot.ohio.gov  
DISTRICT TRAFFIC, DETOUR SECTION BY EMAIL AT DOT.D08.Detours@dot.ohio.gov

ITEM 615, ROADS FOR MAINTAINING TRAFFIC

PER THE REQUIREMENTS OF THE 2023 CONSTRUCTION AND MATERIALS SPECIFICATIONS (CMS), ALL COSTS ASSOCIATED WITH DRAINAGE RELATED TO TEMPORARY PAVEMENT CONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, ROADS FOR MAINTAINING TRAFFIC. THE MAINTENANCE OF TRAFFIC PLANS IDENTIFY SPECIFIC LOCATIONS WHERE TEMPORARY DRAINAGE CONDUITS ARE EXPECTED TO BE NEEDED. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE ACTUAL DESIGN NEEDS. THESE SPECIFIC ITEMS, AS WELL AS ALL OTHER REQUIREMENTS OF THE CMS SHALL BE INCLUDED IN THE BASE BID OF ROADS FOR MAINTAINING TRAFFIC.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY. THESE QUANTITIES DO NOT INCLUDE ALL ASPECTS OF ITEM 615, BUT HAVE BEEN PROVIDED FOR ASSISTANCE IN BIDDING:

12" CONDUIT, TYPE B = 300 FEET  
12" CONDUIT, TYPE C = 100 FEET  
DRAINAGE MISC.: CONVERT MEDIAN INLET TO CB-6 = 3 EACH

EXCAVATION FOR MAINTAINING TRAFFIC 590 CU. YD.  
EMBANKMENT FOR MAINTAINING TRAFFIC 355 CU. YD.

PAYMENT FOR ALL COSTS SHALL BE INCLUDED IN THE CONTRACT PRICE PER LUMP SUM FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC.

ITEM 615, ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN

THIS ITEM OF WORK SHALL INCLUDE EARTHWORK AND PAVEMENT FOR CONSTRUCTING THE PAVEMENT TRANSITION AREA IN THE OPTIONAL SUB-PHASE (PHASE 1 PART 2) ON IR-75.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED FOR INFORMATION ONLY. THESE QUANTITIES DO NOT INCLUDE ALL ASPECTS OF ITEM 615, BUT HAVE BEEN PROVIDED FOR ASSISTANCE IN BIDDING:

EMBANKMENT FOR MAINTAINING TRAFFIC 1760 CU. YD.  
PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A 995 SQ. YD.

PAYMENT FOR ALL COSTS SHALL BE INCLUDED IN THE CONTRACT PRICE PER LUMP SUM FOR ITEM 615, ROADS FOR MAINTAINING TRAFFIC, AS PER PLAN.

ITEM 615, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

IN ORDER TO REMOVE EXISTING RUMBLE STRIPS PRIOR TO SHIFTING TRAFFIC ONTO SHOULDERS, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SHALL INCLUDE MILLING 2' WIDE BY 1.5" DEEP STRIP OF EXISTING INSIDE AND OUTSIDE SHOULDERS FOR THE STATION RANGES DETAILED BELOW. THE MILLED AREAS SHALL THEN BE RESURFACED WITH 1.5" OF ASPHALT CONCRETE SURFACE COURSE (ITEM 448, TYPE I). THIS WORK SHALL BE COMPLETED PRIOR TO SHIFTING MAINLINE TRAFFIC ONTO THE SHOULDERS.

PAYMENT FOR ALL MATERIALS AND LABOR ASSOCIATED WITH MILLING AND RESURFACING EXISTING SHOULDERS SHALL BE INCIDENTAL TO ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN.

A QUANTITY OF 5480 S.Y. FOR THIS ITEM HAS BEEN CARRIED TO THE GENERAL SUMMARY.

THE MILLING AND RESURFACING DESCRIBED ABOVE SHALL BE APPLIED TO THE FOLLOWING LENGTHS OF EXISTING SHOULDER:

IR 75 NB INSIDE SHOULDER STA. 401+00 - STA. 483+00  
IR 75 NB OUTSIDE SHOULDER STA. 401+00 - STA. 471+00  
IR 75 SB INSIDE SHOULDER STA. 408+00 - STA. 461+00  
SR 562 WB OUTSIDE SHOULDER STA. 14+00 - STA. 36+00

ITEM 622, PORTABLE BARRIER, 50"

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

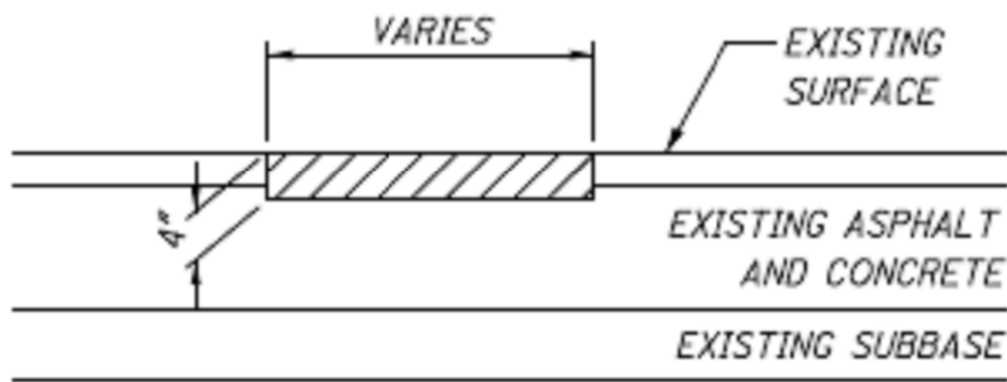
FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

50" PORTABLE BARRIER SHALL BE ANCHORED ANYTIME THERE IS LESS THAN 2' BETWEEN THE BACK OF BARRIER AND WORK ZONE.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

ITEM, 253 PARTIAL DEPTH PAVEMENT REPAIR

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



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

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2027  
400 CU YDS

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2028  
400 CU YDS

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2029  
400 CU YDS

ITEM 503, COFFERDAMS AND EXCAVATION BRACING

TEMPORARY SHORING WILL BE REQUIRED TO FACILITATE MAINTAINING TRAFFIC IN THE LOCATIONS DEPICTED IN THE MAINTENANCE OF TRAFFIC PLANS. APPROXIMATE LENGTHS OF THE TEMPORARY SHORING HAS BEEN PROVIDED IN PLAN TO AID IN THE BIDDING OF THESE WALLS. SEPERATE PAY ITEMS HAVE BEEN INCLUDED FOR EACH LOCATION. THE SHORING IS ANTICIPATED TO HAVE AN EXPOSED HEIGHT OF LESS THAN 8'-0". THE CONTRACTOR IS RESPONSIBLE FOR THEIR CHOSEN METHOD OF SHORING. PLANS, INCLUDING DESIGN AND GEOTECHNICAL EVALUATION, FOR THE TEMPORARY SHORING SHALL BE PREPARED AND PROVIDED PER CMS 501.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS ITEM. ALL COSTS ASSOCIATED WITH TEMPORARY SHORING SHALL BE INCIDENTAL TO THE LUMP SUM FOR ITEM 503, COFFERDAMS AND EXCAVATION BRACING, FOR EACH LOCATION IN THE GENERAL SUMMARY.

| ID  | PHASE  | LOCATION | TYPE        | STATION         | TEMP. SHORING LENGTH (FT) | TEMP. SHORING AREA (SF) |
|-----|--------|----------|-------------|-----------------|---------------------------|-------------------------|
| TS1 | 1      | IR-75    | SHEET PILE  | 439+50- 442+00  | 250                       | 1000                    |
| TS2 | 1      | IR-75    | TWFMSE WALL | 453+50- 465+00  | 1150                      | 6325                    |
| TS3 | 1      | IR-75    | SHEET PILE  | 465+00- 472+10  | 710                       | 2840                    |
| TS4 | 1      | RAMP N   | SHEET PILE  | 412+35 - 415+50 | 315                       | 1260                    |
| TS5 | 1      | RAMP N   | TWFMSE WALL | 420+25- 422+00  | 175                       | 525                     |
| TS6 | 1      | RAMP N   | SHEET PILE  | 422+00- 428+13  | 613                       | 4904                    |
| TS7 | 1 PT 1 | RAMP Q   | SHEET PILE  | 28+00 - 34+50   | 650                       | 2600                    |
| TS8 | 2      | IR-75    | SHEET PILE  | 453+00- 470+27  | 1727                      | 6908                    |
| TS9 | 2      | IR-75    | SHEET PILE  | 410+00 - 412+50 | 250                       | 1000                    |

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:  
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS1  
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS2  
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS3  
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS4  
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS5  
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS6  
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS7  
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS8  
ITEM 503 COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS9

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

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

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER5#32S SPECIFICATIONS.

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

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

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

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

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MAINTAINING INTERSTATE REFERENCE LOCATION SIGNS

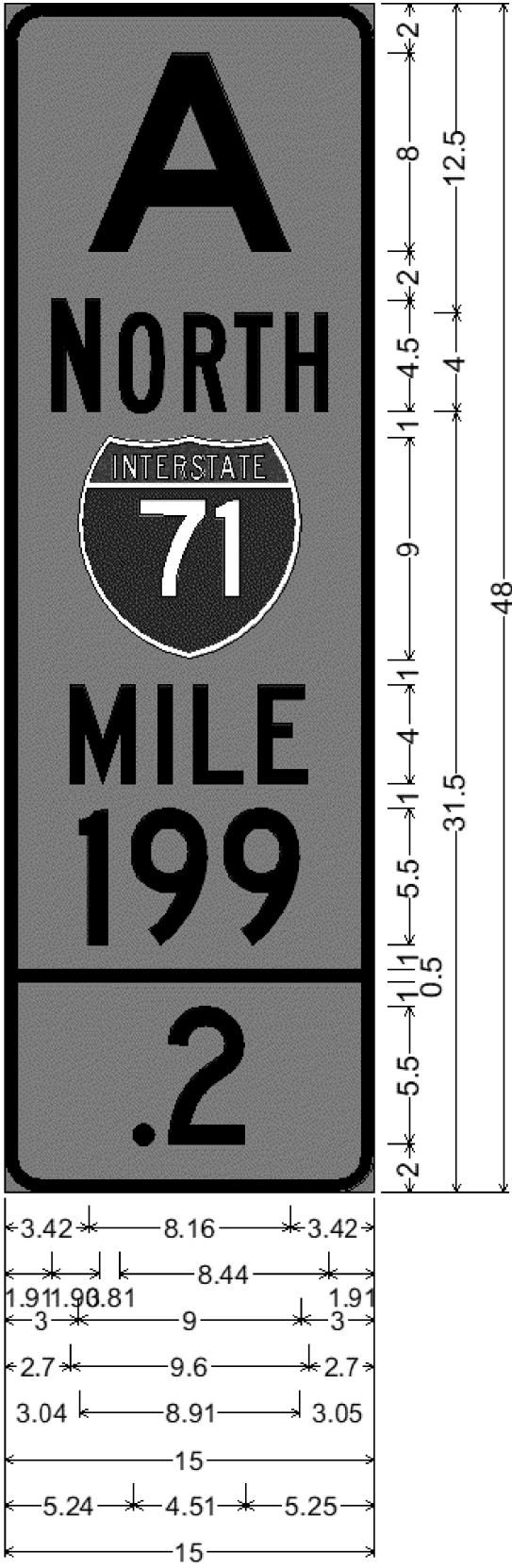
THE CONTRACTOR SHALL MAINTAIN INTERSTATE REFERENCE LOCATION SIGNS (SIGN D10-5) BY USE OF THE EXISTING, TEMPORARY (BLACK ON ORANGE), OR PROPOSED REFERENCE LOCATION SIGNS. THESE SIGNS SHALL BE SPACED EVERY 2/10 OF A MILE MAINTAINED DURING THE FOLLOWING PHASES AS DESCRIBED BELOW OR AS DETAILED WITHIN. ADDITIONAL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

PHASE 1:  
- EXISTING D10-5 SIGNS MOUNTED ON MEDIAN BARRIER

PHASE 2:  
- TEMPORARY D10-5 SIGNS GROUND MOUNTED ALONG THE SB RIGHT SHOULDER  
- EXISTING D10-5 SIGNS MOUNTED ON MEDIAN BARRIER

PHASE 3:  
- TEMPORARY D10-5 SIGNS GROUND MOUNTED ALONG THE SB RIGHT SHOULDER (FROM PHASE 2)  
- TEMPORARY D10-5 SIGNS GROUND MOUNTED ALONG THE NB RIGHT SHOULDER.  
- TEMPORARY D10-5 SIGNS PB MOUNTED ALONG RIGHT SHOULDER OF NB CONTRA FLOW.

PHASE 4:  
- TEMPORARY D10-5 SIGNS GROUND MOUNTED ALONG THE SB RIGHT SHOULDER (FROM PHASE 2)  
- PROPOSED D10-5 SIGNS MOUNTED ON THE MEDIAN BARRER.



1.50" Radius, 0.50" Border, Black on Orange;  
"A", E 2K specified length;  
"NORTH", B 2K;  
Interstate 71 M1-1;  
"MILE", C 2K;  
"199", C 2K; ".2", C 2K;

INTERIM COMPLETION REQUIREMENTS

PHASE 1 WORK SHALL NOT BEGIN UNTIL 5/15/2027. THE PROJECT HAS AN INTERIM COMPLETION DATE OF 11/1/2030. ON OR BEFORE THE INTERIM COMPLETION DATE, THE ROADWAY SHALL BE PLACED IN THE PHASE 4 TRAFFIC CONFIGURATION ON INTERMEDIATE COURSE ASPHALT.

THE CONTRACT WILL BE SUBJECT TO DAILY DISINCENTIVES FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK, AND ASSOCIATED INCIDENTALS RELATED TO THE WORK, AS OUTLINED IN THE TABLE INCLUDED IN THIS NOTE. APPLICATION OF THE DISINCENTIVES WILL BE BASED ON THE OVERALL CONTRACT AMOUNT. DAILY DISINCENTIVES ARE APPLICABLE TO THE WORK REQUIRED TO THE INTERIM COMPLETION DATE ONLY. THE CONTRACT IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN CMS 108.07 FOR THE REMAINDER OF THE CONTRACT. THE END CONSTRUCTION DATE SHALL BE 9/30/2031, BY WHICH THE FINAL SURFACE COURSE, PERMANENT PAVEMENT MARKINGS, RPM'S, ETC SHALL BE COMPLETED.

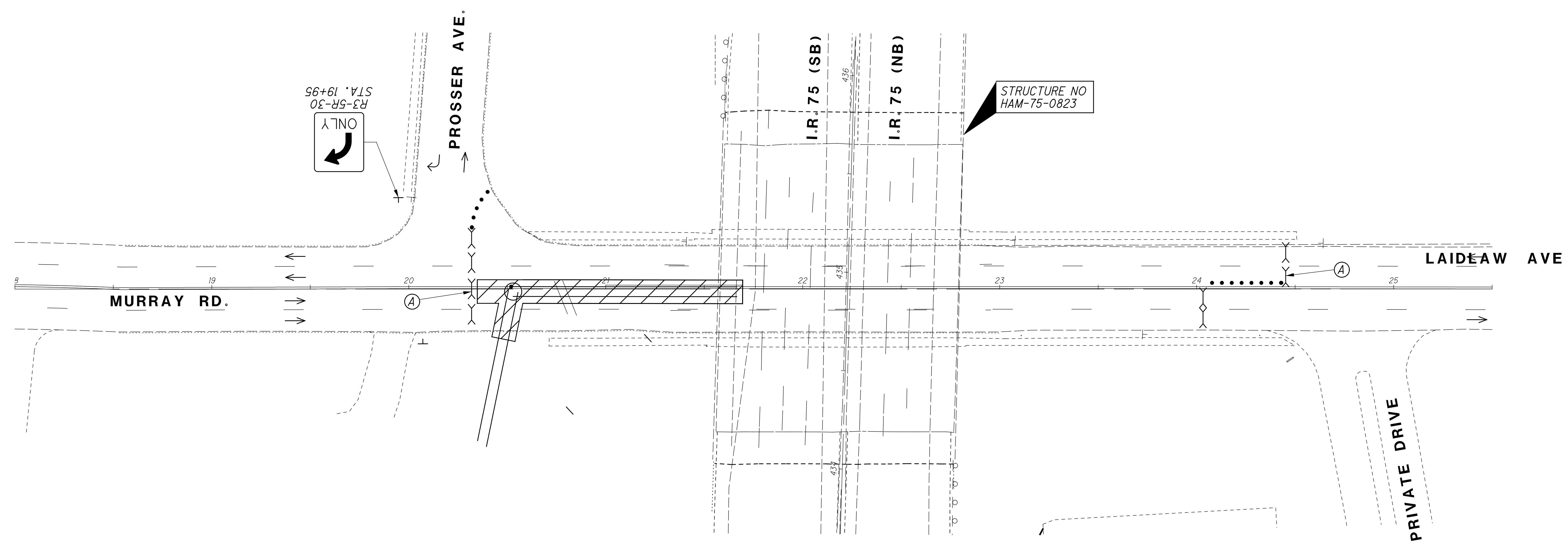
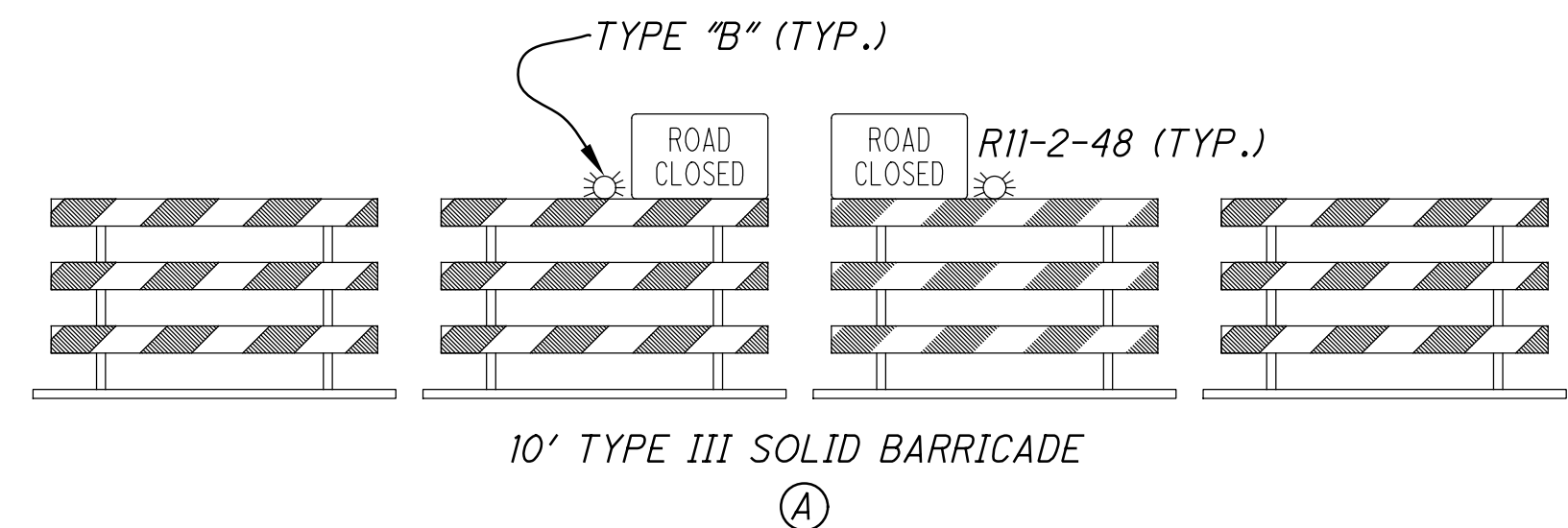
| DESCRIPTION OR LOCATION OF CRITICAL WORK                                       | COMPLETION DATE | TIME PERIOD | DISINCENTIVE \$ PER TIME PERIOD |
|--------------------------------------------------------------------------------|-----------------|-------------|---------------------------------|
| ROADWAY PLACED IN PHASE 4 TRAFFIC CONFIGURATION ON INTERMEDIATE COURSE ASPHALT | 11/1/2030       | DAY         | \$13,700                        |

WINDOW CONTRACT TABLE

| DESCRIPTION OF CRITICAL WORK                                                       | CALENDAR DAYS TO COMPLETE | DISINCENTIVE \$ PER DAY | WORK WINDOW                              |                  |
|------------------------------------------------------------------------------------|---------------------------|-------------------------|------------------------------------------|------------------|
|                                                                                    |                           |                         | START                                    | END              |
| CLOSURE OF RAMP M (SR-562 WB TO I-75 SB) - PHASES 1 & 2                            | 900                       | \$25,000                | 5/15/2027                                | 10/31/2029       |
| CLOSURE OF RAMP J (I-75 SB TO SR-562 EB) - PHASES 1, 2 & 3A                        | 900                       | \$17,000                | 5/15/2027                                | 10/31/2029       |
| CLOSURE OF RAMP K (SR-562 WB TO I-75 NB) - PHASE 3                                 | 365                       | \$20,000                | FOLLOWING THE REOPENING OF RAMPS M AND J | 11/1/2030        |
| CLOSURE OF RAMP P (PADDOCK RD TO SR-562 WB) - PHASE 3                              | 45                        | \$8,100                 | FOLLOWING THE REOPENING OF RAMPS M AND J | 11/1/2030        |
| CLOSURE OF RAMP Q (SR-562 EB TO PADDOCK RD) - PHASE 1                              | 30                        | \$8,100                 | 5/15/2027                                | 11/1/2030        |
| *CLOSURE OF LAIDLAW AVE. FOR 60" SANITARY SEWER INSTALLATION AS SHOWN ON SHEET 270 | 14                        | \$1,800                 | CONTRACT EXECUTION DATE                  | START OF PHASE 3 |

\*LAIDLAW AVE. SHALL REMAIN OPEN DURING THE RAMP Q CLOSURE

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NOTES:

1. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PHYSICALLY SEPERATE PEDESTRIAN TRAFFIC FROM THE WORK ZONE AS DISCLOSED IN THE GENERAL NOTES.

|                                               |                   |                                                                        |             |  |
|-----------------------------------------------|-------------------|------------------------------------------------------------------------|-------------|--|
| <br>0 15 30 60<br>HORIZONTAL<br>SCALE IN FEET | CALCULATED<br>RLS | MAINTENANCE OF TRAFFIC PLAN<br>LAIDLAW AVE. - STA. 18+00 TO STA. 25+50 | HAM-75-7.85 |  |
|                                               | CHECKED<br>SMM    |                                                                        |             |  |

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TWO WEEKS PRIOR TO CLOSURE

ROAD WILL BE  
CLOSED **DATE**  
FOR **#** DAYS  
OHIO DEPT. OF TRANSPORTATION  
W20-H14-60

(A)

SPECIAL  
BLACK ON ORANGE  
60"x48"  
LAIDLAW AVE  
CLOSED  
FOLLOW DETOUR

(B)

DETOUR  
LAIDLAW AVE  
M4-8-30  
SPECIAL  
BLACK ON ORANGE  
48"x24"  
M6-3-30

(C)

DETOUR  
LAIDLAW AVE  
M4-8-30  
SPECIAL  
BLACK ON ORANGE  
48"x24"  
M5-1R-30

(D)

DETOUR  
LAIDLAW AVE  
M4-8-30  
SPECIAL  
BLACK ON ORANGE  
48"x24"  
M6-1R-30

(E)

DETOUR  
LAIDLAW AVE  
M4-8-30  
SPECIAL  
BLACK ON ORANGE  
48"x24"  
M5-1L-30

(F)

DETOUR  
LAIDLAW AVE  
M4-8-30  
SPECIAL  
BLACK ON ORANGE  
48"x24"  
M6-1L-30

(G)

DETOUR  
LAIDLAW AVE  
M4-8-30  
SPECIAL  
BLACK ON ORANGE  
48"x24"  
M5-2L-30

(H)

DETOUR  
LAIDLAW AVE  
M4-8-30  
SPECIAL  
BLACK ON ORANGE  
48"x24"  
M5-2R-30

(I)

DETOUR  
LAIDLAW AVE  
M4-8-30  
SPECIAL  
BLACK ON ORANGE  
48"x24"  
M6-2L-30

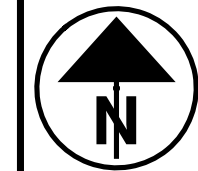
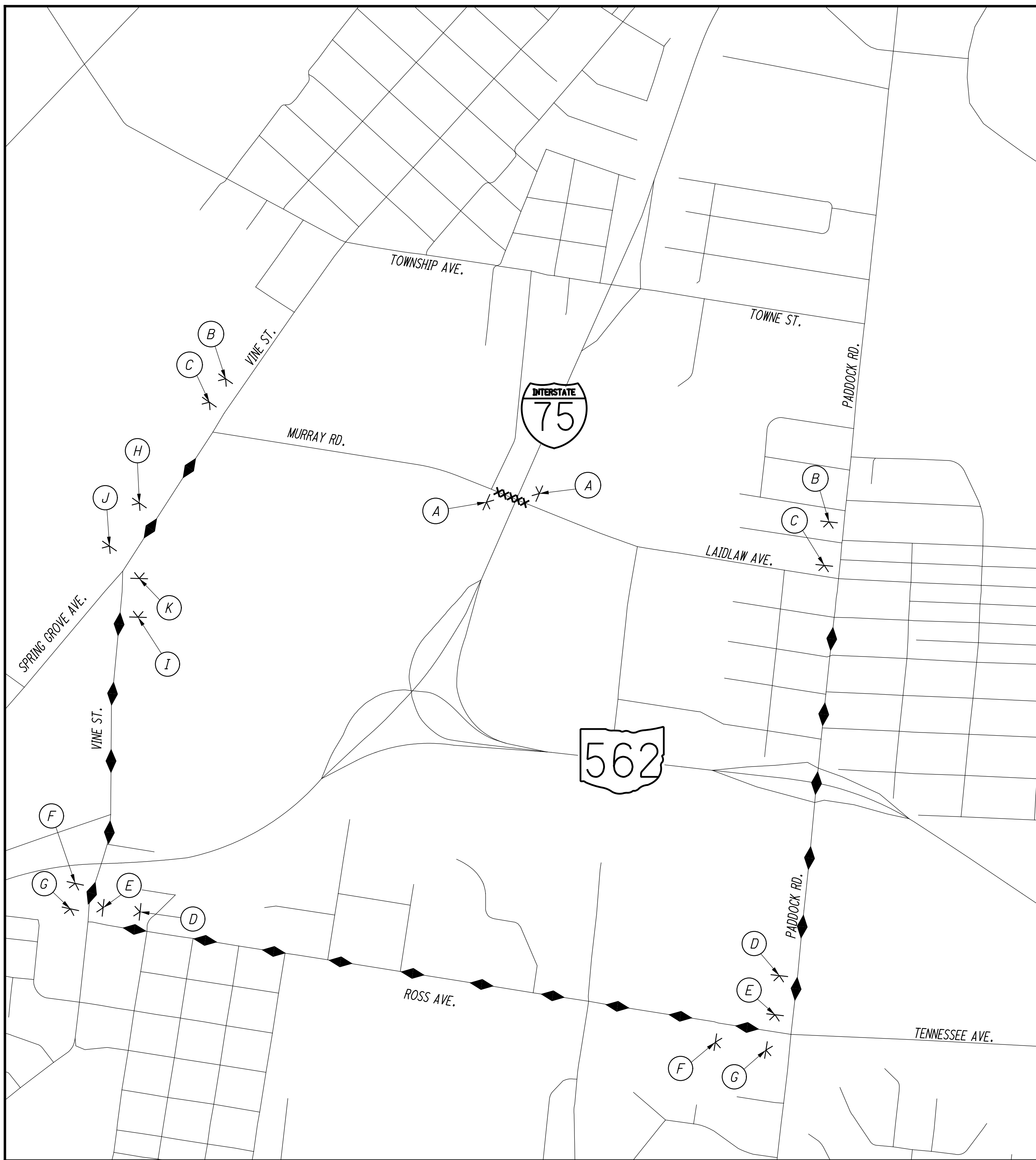
(J)

DETOUR  
LAIDLAW AVE  
M4-8-30  
SPECIAL  
BLACK ON ORANGE  
48"x24"  
M6-2R-30

(K)

LEGEND

- ✕ ROAD CLOSURE
- ▶ DETOUR ROUTE
- ⋈ TEMPORARY SIGN SUPPORT



0 500 1000  
250  
HORIZONTAL  
SCALE IN FEET

CALCULATED  
RLS  
CHECKED  
SMM

MAINTENANCE OF TRAFFIC DETOUR PLAN  
LAIDLAW AVENUE

HAM-75-7.85

79A  
1047

[illegible]

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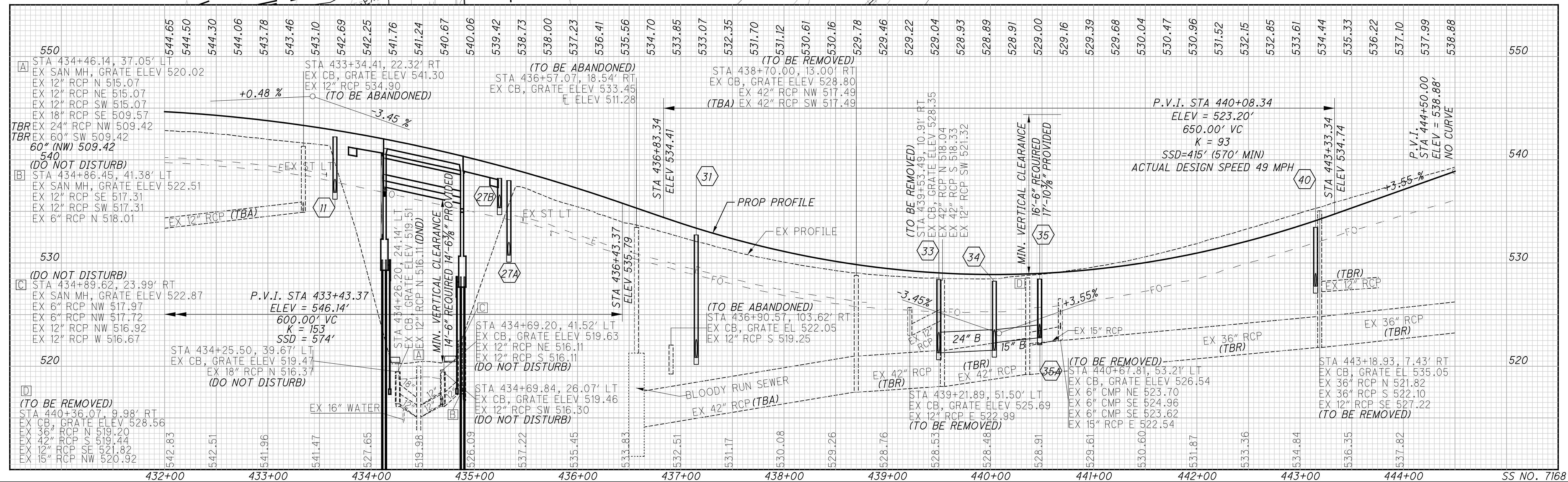
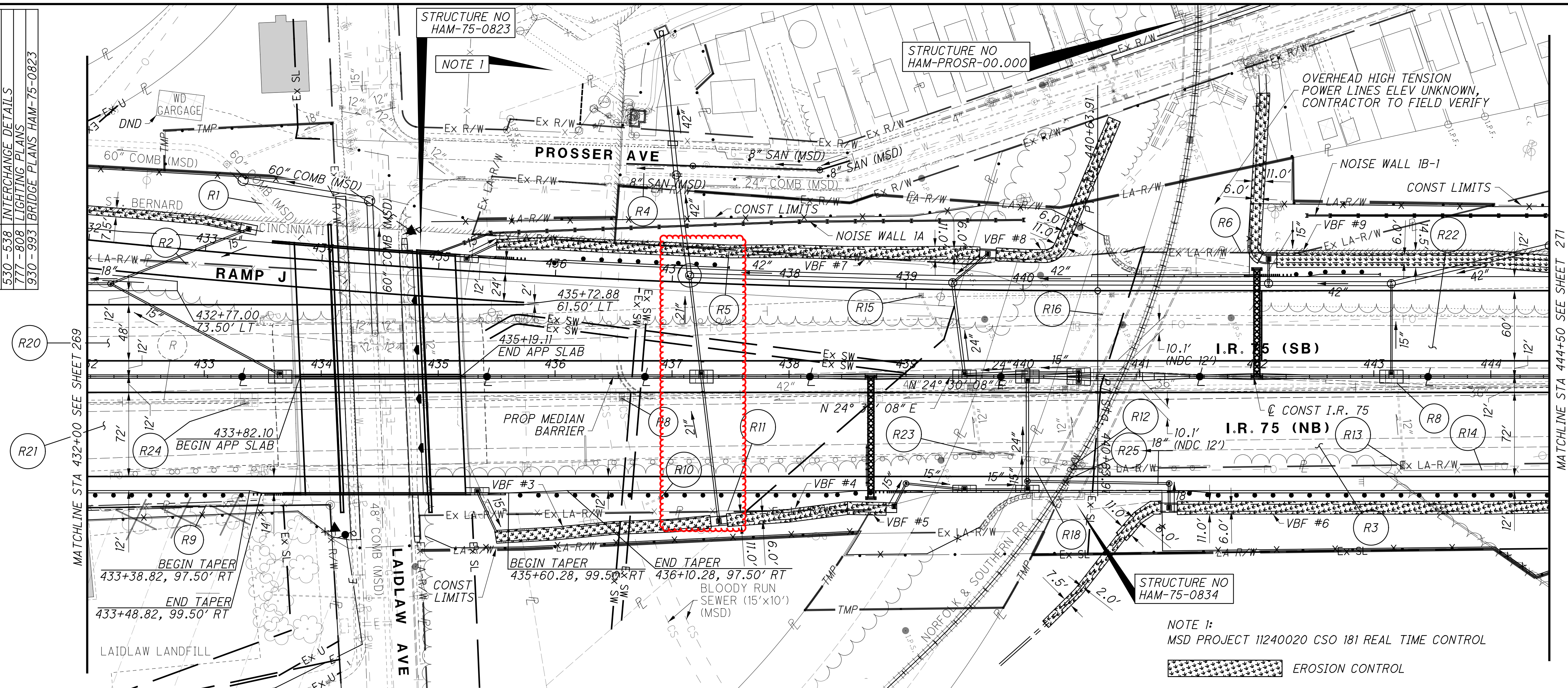
| SHEET NUMBER |    |     |     |  |  |  |           | PART.     |         | ITEM     | ITEM<br>EXT | GRAND<br>TOTAL | UNIT                                                                                                                            | DESCRIPTION | SEE<br>SHEET<br>NO. |
|--------------|----|-----|-----|--|--|--|-----------|-----------|---------|----------|-------------|----------------|---------------------------------------------------------------------------------------------------------------------------------|-------------|---------------------|
| 32           | 33 | 247 | 686 |  |  |  | 01/IMS/04 | 02/IMS/03 |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     | 5   |  |  |  |           | 5         | 203     | 10001    | 5           | CY             | WATER WORK                                                                                                                      |             |                     |
|              |    |     | 5   |  |  |  |           | 5         | 203     | 10001    | 5           | CY             | EXCAVATION, AS PER PLAN, ADDITIONAL EXCAVATION, (CIN. 1119)                                                                     | 37          |                     |
|              |    |     | 216 |  |  |  |           | 216       | 509     | 25000    | 216         | LB             | EXCAVATION, AS PER PLAN, EXPLORATORY EXCAVATION, (CIN. 1120)                                                                    | 37          |                     |
|              |    |     | 2   |  |  |  |           | 2         | 602     | 20001    | 2           | CY             | UNCOATED STEEL REINFORCEMENT, (CIN. 509)                                                                                        | 37          |                     |
|              |    |     | 1   |  |  |  |           | 1         | 602     | 98200    | 1           | CY             | CONCRETE MASONRY, AS PER PLAN, CONCRETE, CLASS C, (CIN. 1110)                                                                   | 686         |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                | MASONRY, MISC.: BRICK MASONRY, (CIN. 602)                                                                                       | 686         |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     | 19  |  |  |  |           | 19        | SPECIAL | 63811602 | 19          | FT             | 6" WATER MAIN DIP AND FITTINGS, FURNISHING AND LAYING 6" DUCTILE IRON PIPE AND FITTINGS, (CIN. 1101)                            | 686         |                     |
|              |    |     | 145 |  |  |  |           | 145       | SPECIAL | 63811604 | 145         | FT             | 8" WATER MAIN DIP AND FITTINGS, FURNISHING AND LAYING 8" DUCTILE IRON PIPE AND FITTINGS, (CIN. 1101)                            | 686         |                     |
|              |    |     | 5   |  |  |  |           | 5         | SPECIAL | 63811608 | 5           | FT             | 12" WATER MAIN DIP AND FITTINGS, FURNISHING AND LAYING 12" DUCTILE IRON PIPE FITTINGS, (CIN. 1101)                              | 686         |                     |
|              |    |     | 20  |  |  |  |           | 20        | SPECIAL | 63811610 | 20          | FT             | 16" WATER MAIN DIP AND FITTINGS, FURNISHING AND LAYING 16" DUCTILE IRON PIPE AND FITTINGS, (CIN. 1101)                          | 686         |                     |
|              |    |     | 3   |  |  |  |           | 3         | SPECIAL | 63820498 | 3           | EACH           | VALVE BOX, FURNISHING AND INSTALLING VALVE BOX, COMPLETE (CIN. 1116)                                                            | 686         |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     | 8   |  |  |  |           | 8         | SPECIAL | 63820500 | 8           | EACH           | VALVE BOX ADJUSTED TO GRADE, (CIN. 1125)                                                                                        | 686         |                     |
|              |    |     | 2   |  |  |  |           | 2         | SPECIAL | 63820750 | 2           | EACH           | 6" FIRE HYDRANT, FURNISHING AND INSTALLING FIRE HYDRANT, (CIN. 1112)                                                            | 686         |                     |
|              |    |     | 2   |  |  |  |           | 2         | SPECIAL | 63820760 | 2           | EACH           | FIRE HYDRANT REMOVED AND DISPOSED OF, (CIN. 1114)                                                                               | 686         |                     |
|              |    |     | 2   |  |  |  |           | 2         | SPECIAL | 63820762 | 2           | EACH           | FIRE HYDRANT SERVICE LINE EXTENDED AND ADJUSTED TO GRADE FURNISHING AND INSTALLING FIRE HYDRANT EXTENSION, 6" LONG, (CIN. 1115) | 686         |                     |
|              |    |     | 1   |  |  |  |           | 1         | SPECIAL | 63820904 | 1           | EACH           | SERVICE BOX, FURNISHING AND INSTALLING CURB AND ROADWAY BOX, (CIN. 1131)                                                        | 686         |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     | 1   |  |  |  |           | 1         | SPECIAL | 63830002 | 1           | MBF            | SHEETING AND BRACING ORDERED LEFT IN PLACE, (CIN. 637)                                                                          | 686         |                     |
|              |    |     | 1   |  |  |  |           | 1         | 638     | 98000    | 1           | EACH           | WATER WORK, MISC.: RECONNECTING EXISTING 3/4" SERVICE BRANCH, (CIN. 1128)                                                       | 686         |                     |
|              |    |     | 1   |  |  |  |           | 1         | 638     | 98000    | 1           | EACH           | WATER WORK, MISC.: FIRE HYDRANT FLOW TESTING (EXISTING), (CIN. 1112)                                                            | 686         |                     |
|              |    |     | 2   |  |  |  |           | 2         | 638     | 98000    | 2           | EACH           | WATER WORK, MISC.: FIRE HYDRANT FLOW TESTING (NEW), (CIN. 1112)                                                                 | 686         |                     |
|              |    |     | 1   |  |  |  |           | 1         | 638     | 98000    | 1           | EACH           | WATER WORK, MISC.: FIRE HYDRANT PAINTING (EXISTING), (CIN. 1112)                                                                | 686         |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     | 2   |  |  |  |           | 2         | 638     | 98000    | 2           | EACH           | WATER WORK, MISC.: FIRE HYDRANT PAINTING (NEW), (CIN. 1112)                                                                     | 686         |                     |
|              |    |     | 1   |  |  |  |           | 1         | 638     | 98000    | 1           | EACH           | WATER WORK, MISC.: REMOVING EXISTING MANHOLE CURB AND COVER, (CIN. 1122)                                                        | 686         |                     |
|              |    |     | 2   |  |  |  |           | 2         | 638     | 98000    | 2           | EACH           | WATER WORK, MISC.: REMOVING EXISTING VALVE BOX, (CIN. 1122)                                                                     | 686         |                     |
|              |    |     | 2   |  |  |  |           | 2         | 638     | 98000    | 2           | EACH           | WATER WORK, MISC.: RESETTNG EXISTING CURB AND ROADWAY BOX, (CIN. 1132)                                                          | 686         |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |
|              |    |     |     |  |  |  |           |           |         |          |             |                |                                                                                                                                 |             |                     |



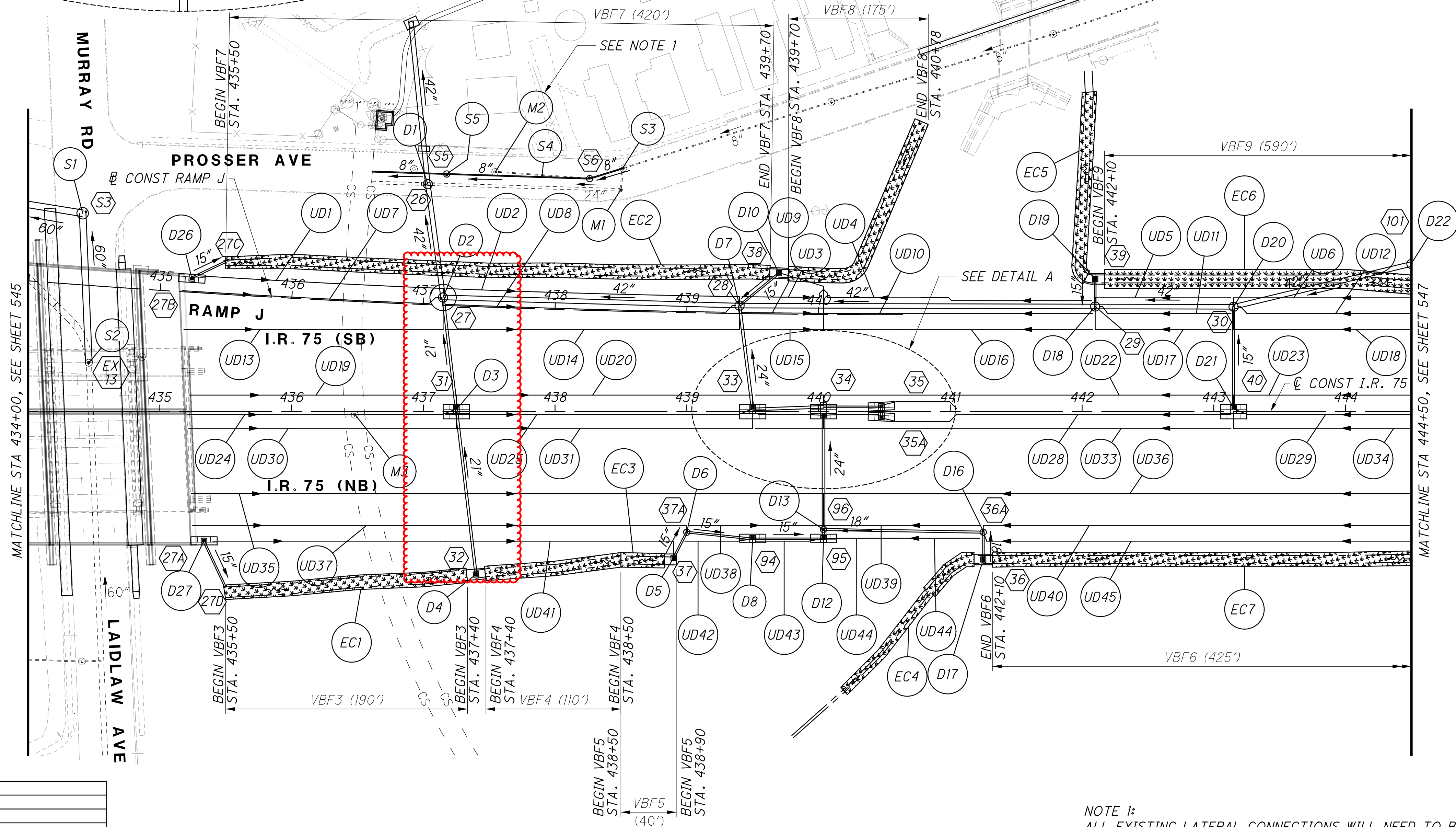
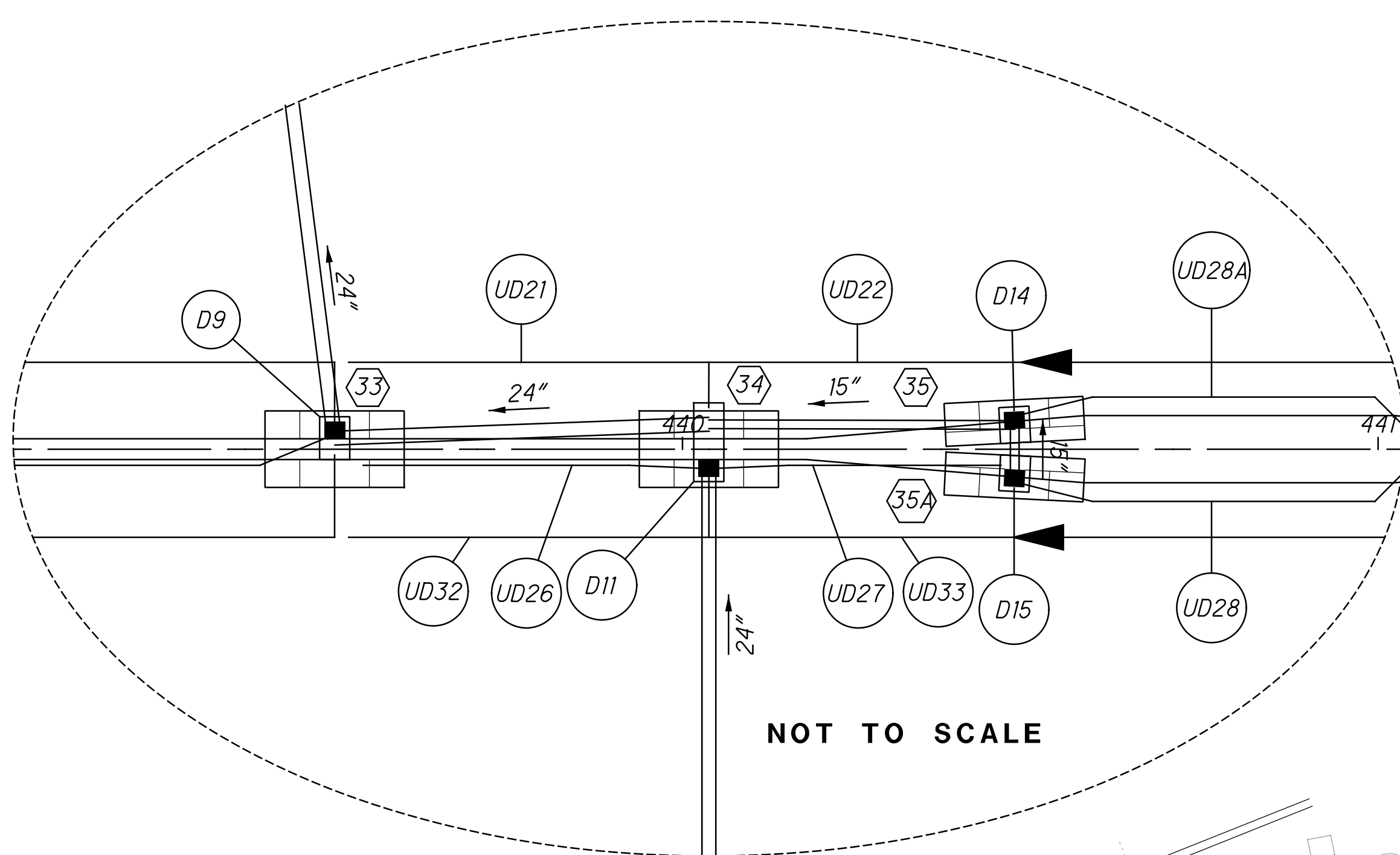
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| CROSS REFERENCES |                          |
|------------------|--------------------------|
| SHEET NO         | DESCRIPTION              |
| 552 - 570        | STORM SEWER PROFILES     |
| 544 - 551        | DRAINAGE PLANS           |
| 683 - 684        | SANITARY SEWER PROFILES  |
| 231 - 262        | ESTIMATED QUANTITIES     |
| 519 - 529        | SUPELEVATION TABLES      |
| 688 - 695        | ROADSIDE BARRIER PLAN    |
| 530 - 538        | INTERCHANGE DE TAIL S    |
| 777 - 808        | LIGHTING PLANS           |
| 930 - 993        | BRIDGE PLANS HAM-75-0823 |



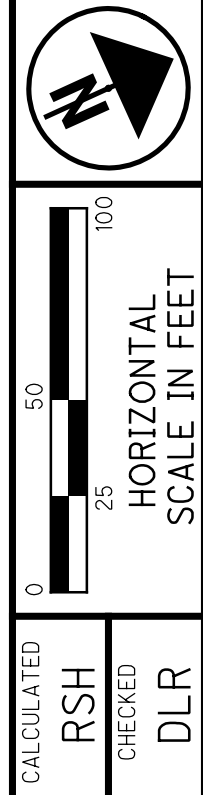
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| CROSS REFERENCES |                                     |
|------------------|-------------------------------------|
| SHEET NO         | DESCRIPTION                         |
| 31 - 47          | GENERAL NOTES                       |
| 231 - 262        | ESTIMATED QUANTITIES                |
| 552 - 570        | STORM SEWER PROFILES                |
| 571              | CULVERT DETAIL                      |
| 572 - 577        | STORMWATER DETENTION SYSTEM DETAILS |
| 683 - 684        | SANITARY SEWER PROFILES             |

NOTE 1:  
ALL EXISTING LATERAL CONNECTIONS WILL NEED TO BE RECONNECTED TO THE NEW 8 INCH SANITARY SEWER IN PROSSER AVENUE. ANY CONNECTIONS WILL NEED TO VERIFY EXISTING FLOOR ELEVATION OF CONNECTED STRUCTURE IS ABOVE ELEVATION 525.00.

MSD STRUCTURE NUMBER:  
M1:36507017  
M2:36502007  
M3:36502011  
S2: EX13:36502003  
S2 WILL REPLACE EX13  
S3:36507016  
S5: DROP MANHOLE  
S6:36507008



DRAINAGE PLANS - I.R. 75  
STA 434+00 TO STA 444+50

HAM-75-7.85

546  
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SS NO. 7168

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