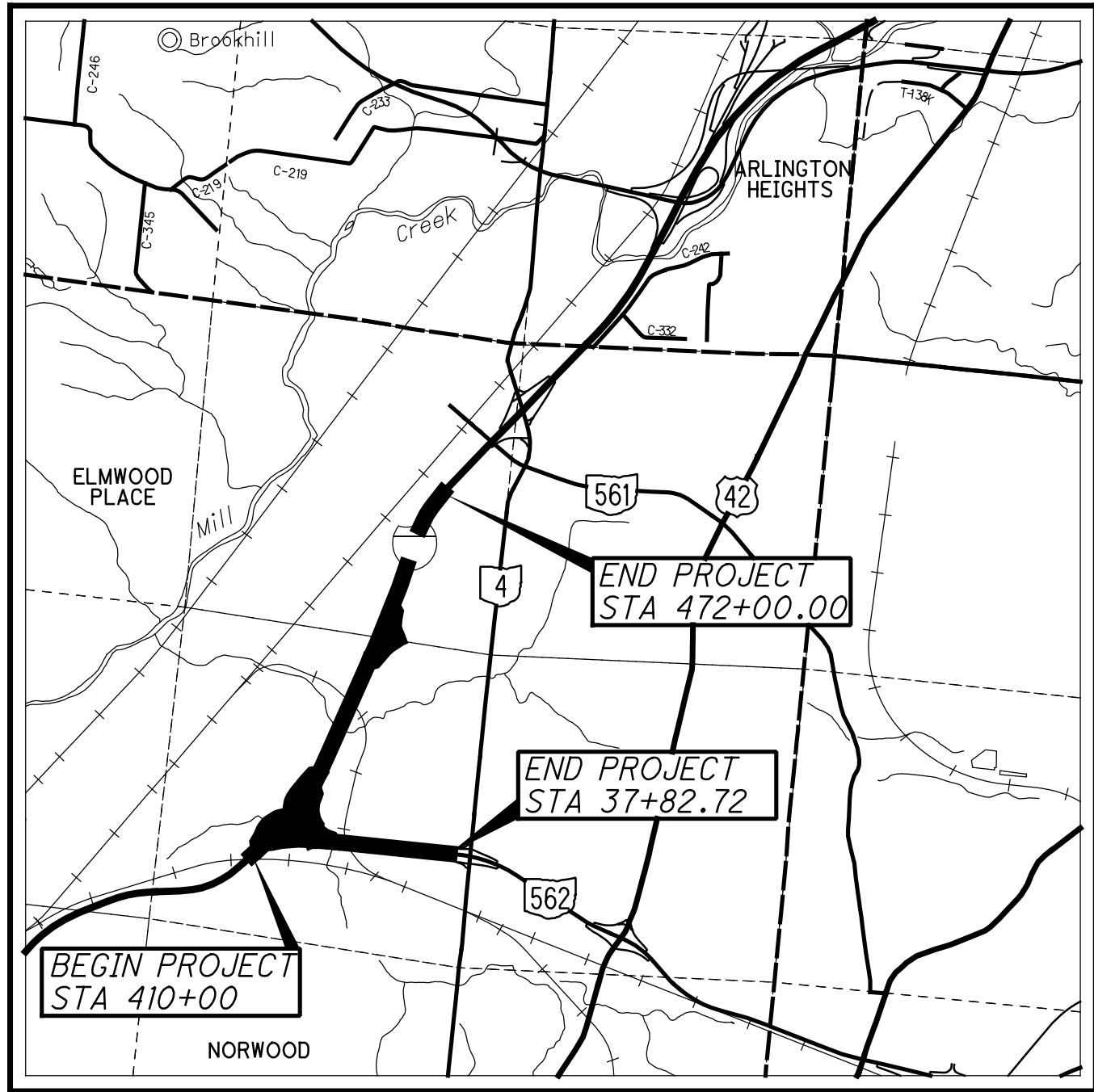


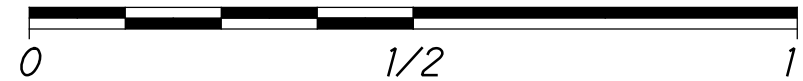
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LOCATION MAP

LATITUDE: N39°11'20" LONGITUDE: W84°28'50"

SCALE IN MILES



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

DESIGN DESIGNATION - I.R. 75, S.R. 562 & TOWNE ST

	I.R. 75	S.R. 562	TOWNE ST
CURRENT ADT (2010)	173,800	70,700	8,340
DESIGN YEAR ADT (2030)	203,000	78,000	8,340
DESIGN HOURLY VOLUME (2030)	17,050	7,410	900
DIRECTION DISTRIBUTION	53%	53%	76%
TRUCKS (24 HOUR B&C)	14%	11%	7%
DESIGN SPEED	60	60	40
LEGAL SPEED	55	55	35
DESIGN FUNCTIONAL CLASSIFICATION	01 URBAN INTERSTATE	02 URBAN FREEWAY AND EXPRESSWAY	05 URBAN COLLECTOR
NHS PROJECT	YES	YES	NO

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATE	SHEET NUMBERS
SHOULDER WIDTH	3/2/2015	267,270,
STOPPING SIGHT DISTANCE	2/20/2013	270,276,277,283, 279,280

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig

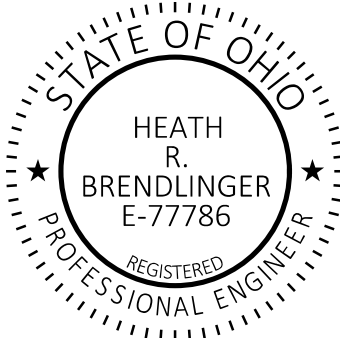
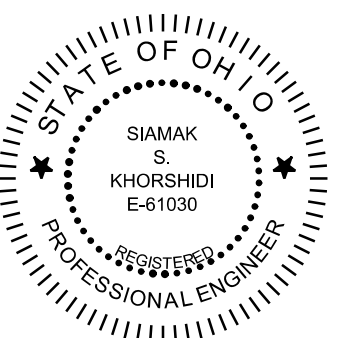
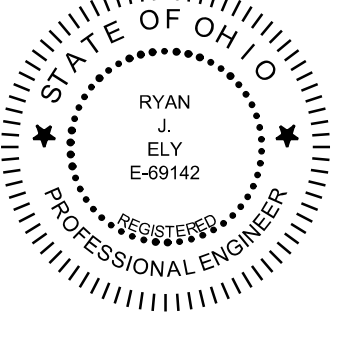
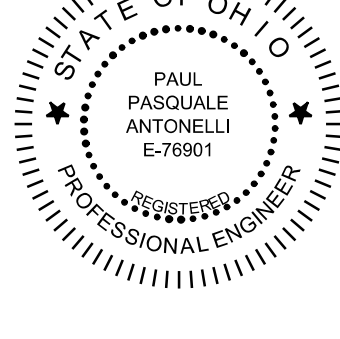
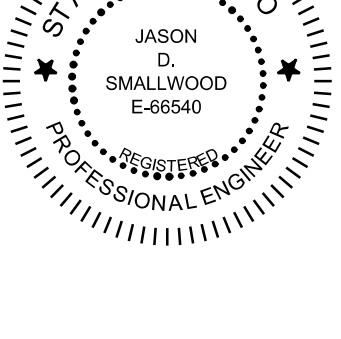
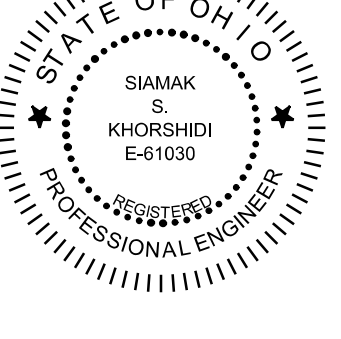


OHIO811, 8-1-1, or 1-800-362-2764 (Non-members must be called directly)

PLAN PREPARED BY:



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Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

ENGINEERS SEAL: FOR ROADWAY: 	ENGINEERS SEAL: NOISE WALLS: 1A, 1B-1, 1B-2, 1C, 2A, 2B 	ENGINEERS SEAL: BRIDGES: HAM-562-0004, HAM-75-0791, RET WALL B, RET WALL C, RET WALL D, RET WALL M 	ENGINEERS SEAL: BRIDGES: HAM-75-0823, RET WALL F, RET WALL G 	ENGINEERS SEAL: FOR ITS/LIGHTING, TRAFFIC SIGNALS 	ENGINEERS SEAL: BRIDGE: HAM-75-0857 RETAINING WALLS: S, U, T, H, I 
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STANDARD CONSTRUCTION DRAWINGS

BP-2.1	1/21/22	CB-6	7/19/24	F-3.1	7/19/13	RM-4.5	1/16/26	HL-10.31	7/15/22	MT-95.30	7/18/25	MT-98.29	1/17/20	MT-110.10	7/19/13	TC-52.20	1/15/21	ITS-18.10	7/16/21	MSD STANDARD DRAWINGS	813	7/21/23			
BP-2.2	1/16/26	CB-8	7/19/24	F-3.3	7/19/13	RM-4.6	7/18/25	HL-20.11	7/21/23	MT-95.31	7/18/25	MT-98.30	7/18/25			TC-61.10	4/21/23	ITS-30.11	1/16/26		821	4/20/12			
BP-2.3	1/16/26			F-3.4	7/19/13			HL-20.13	1/17/25	MT-95.32	7/18/25	MT-99.20	4/19/19	TC-12.31	1/16/26	TC-61.30	7/19/24	ITS-30.12	1/16/26		825	7/19/24			
BP-2.4	7/19/13	DM-1.1	1/17/25					HL-20.21	1/17/25	MT-95.40	7/18/25	MT-99.30	1/17/20	TC-15.116	1/16/26	TC-65.10	1/17/14	ITS-30.13	1/16/26		49003	832	7/18/25		
BP-3.1	1/19/24	DM-1.2	1/17/25			AS-1-15	1/20/23	HL-20.24	1/17/25	MT-95.41	7/18/25	MT-99.50	7/18/25	TC-21.11	1/16/26	TC-65.11	1/17/25	ITS-35.11	1/16/26	49005	837	1/16/26			
BP-4.1	7/19/13	DM-2.1	1/18/13	MGS-2.1	1/16/26	AS-2-15	7/21/23	HL-30.11	7/21/23	MT-95.45	7/21/23	MT-99.60	7/19/24	TC-21.21	7/18/25	TC-71.10	1/16/26	ITS-35.12	1/16/26	49031	840	1/16/26			
BP-5.1	1/16/26	DM-4.1	7/17/20	MGS-3.1	1/16/26			HL-30.21	4/17/20	MT-95.50	7/21/17	MT-100.00	1/19/24	TC-21.50	1/16/26	TC-72.20	1/16/26	ITS-35.13	1/16/26	49032	850	7/21/23			
BP-6.1	7/19/13	DM-4.3	1/15/16	MGS-3.2	7/18/25	GSD-1-19	7/19/24	HL-30.22	1/17/25	MT-95.70	7/21/23	MT-101.60	1/17/25	TC-22.20	7/18/25	TC-73.20	1/16/26	ITS-36.12	7/18/25	49037	866	4/21/17			
BP-7.1	1/16/26	DM-4.4	1/15/16	MGS-4.2	7/18/25	NBS-1-09	1/17/25	HL-30.31	1/17/25	MT-95.71	7/21/23	MT-101.70	7/19/24	TC-41.10	1/16/26	TC-74.10	1/16/26	ITS-50.10	1/16/26	49040	867	4/15/22			
BP-9.1	1/18/19			MGS-4.3	7/18/25	PCB-91	7/17/20	HL-30.32	4/17/20	MT-95.73	7/19/24	MT-101.75	7/21/23	TC-41.20	10/18/13			ITS-50.12	7/19/24	49048	878	1/16/26			
		I-3B, 3B1	1/17/25	MGS-5.2	7/15/16			HL-30.33	1/21/22	MT-95.82	7/19/13	MT-101.80	1/17/20	TC-41.30	4/21/23	ITS-10.10	1/17/25			49058-A	902	1/16/26			
CB-2-2A,2B,2C	7/19/24	I-3C, 3C1	1/17/25	MGS-5.3	7/15/16			HL-30.41	1/17/25	MT-97.10	7/18/25	MT-101.90	7/17/20	TC-41.40	1/16/26	ITS-10.11	7/18/25				904	7/15/22			
CB-2-3,2-4	7/19/24	I-3D	7/19/24	MGS-6.1	1/19/18	SICD-1-96	7/18/14	HL-40.20	1/17/25	MT-98.10	1/17/20	MT-102.10	7/21/23	TC-41.50	10/18/13	ITS-12.10	1/16/26	CITY OF CINCINNATI STANDARD DRAWINGS	SUPPLEMENTAL SPECIFICATIONS		905	1/17/25			
CB-3	1/16/26					SICD-2-14	1/15/21	HL-50.11	1/16/15	MT-98.11	1/17/20	MT-102.20	4/19/19	TC-42.10	10/18/13	ITS-14.10	1/17/25					909	1/16/26		
CB-3A	1/16/26	MH-1	7/15/22	RM-4.1	1/17/20			HL-50.21	7/15/22	MT-98.20	4/19/19	MT-102.30	10/16/15	TC-42.20	10/18/13	ITS-14.11	1/16/26			ES-6-1	9/2/04	800-2023	1/16/26	913	4/16/21
CB-4	7/19/24	MH-3	7/19/24	RM-4.2	1/16/26	HL-10.11	7/21/23	HL-60.11	7/21/17	MT-98.21	7/21/23	MT-103.10	1/21/22	TC-51.11	7/18/25	ITS-14.50	7/18/25			ES-6-2	3/29/05	804	1/16/26	921	7/19/24
CB-4A,5A,8A	7/19/24			RM-4.3	7/18/25	HL-10.12	7/21/23	HL-60.21	7/20/18	MT-98.22	1/17/20	MT-104.10	1/16/26	TC-51.12	7/18/25	ITS-15.11	1/16/26	ES-6-3	9/7/04	807	1/17/25	1136	4/21/23		
CB-5	7/19/24	F-1.1	7/18/25	RM-4.4	1/17/25	HL-10.13	1/20/23	HL-60.31	7/19/24	MT-98.28	1/17/20	MT-105.10	1/17/20	TC-52.10	10/18/13	ITS-18.00	7/16/21	ES-7	4/27/05	809	1/16/26				

PROJECT DESCRIPTION

THE PROJECT CONSISTS OF COMPLETE ASPHALT PAVEMENT RECONSTRUCTION AND WIDENING OF 1.17 MILES OF I.R. 75 WITH AN ADDITIONAL NORTHBOUND AND SOUTHBOUND LANE AND 0.25 MILES OF RECONSTRUCTION AND WIDENING OF S.R. 562 IN HAMILTON COUNTY. ADDITIONAL WORK INCLUDES RECONSTRUCTION OF 6 RAMPS, 4 ROADWAY BRIDGES, 3 RAIL ROAD BRIDGES AND 0.75 MILES OF RAIL ROAD RECONSTRUCTION. THIS WORK INCLUDES NOISE WALLS, RETAINING WALLS, ITS, LIGHTING, WATER WORK, STORM SEWER SYSTEMS AND BMP STRUCTURES. THIS IS PHASE 8 OF THE MILL CREEK EXPRESSWAY PROJECT.

PROJECT EARTH DISTURBED AREA: 58.3 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 1.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: 59.3 ACRES

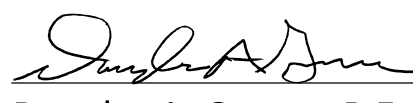
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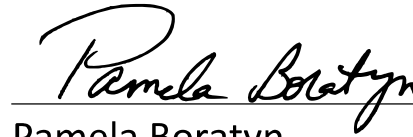
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND SIDE ROADS EXCEPT AS NOTED ON SHEETS 71 & 72 , AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.


Douglas A. Gruver, P.E.
District 08


Pamela Boratyn
Director, Department of Transportation

FEDERAL PROJECT NO.
E240(935)

PID NO.
121447

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

HAM-75-7.85

1
1047

SS#7168

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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

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

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 AT A DEPTH OF 9 INCHES. 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 AT A DEPTH OF 9 INCHES.

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.

GENERAL NOTES

HAM-75-7.85

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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 UTILIZIED 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 45 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.

LAIDLAW 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.

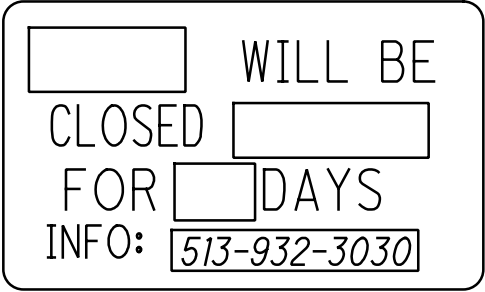
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NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED 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. STORM WORK	BOTH	1	9 AM - 4 PM	9 AM - 4 PM	NONE	NONE	NONE	14 DAY	1 MINUTE	\$50	NOTE 8
LAIDLAW AVE.	BOTH	1	9 AM - 4 PM	9 AM - 4 PM	NONE	NONE	NONE	8 PM - 6 AM	1 MINUTE	\$50	
TOWNE ST.	BOTH	1	ANYTIME	ANYTIME	NONE	NONE	11 PM - 5 AM	8 PM - 6 AM	1 MINUTE	\$50	
PADDOCK	BOTH	2	8 PM - 6 AM	7 PM - 7 AM	NONE	NONE	NONE	NONE	1 MINUTE	\$130	
SEYMOUR AVE.	BOTH	2	ANYTIME	ANYTIME	NONE	NONE	NONE	NONE	1 MINUTE	\$40	
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 SETTING OVERHEAD BEAMS, 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 DEMO/ERECTION 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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MAINTAINING INTERSTATE REFERENCE LOCATION SIGNS

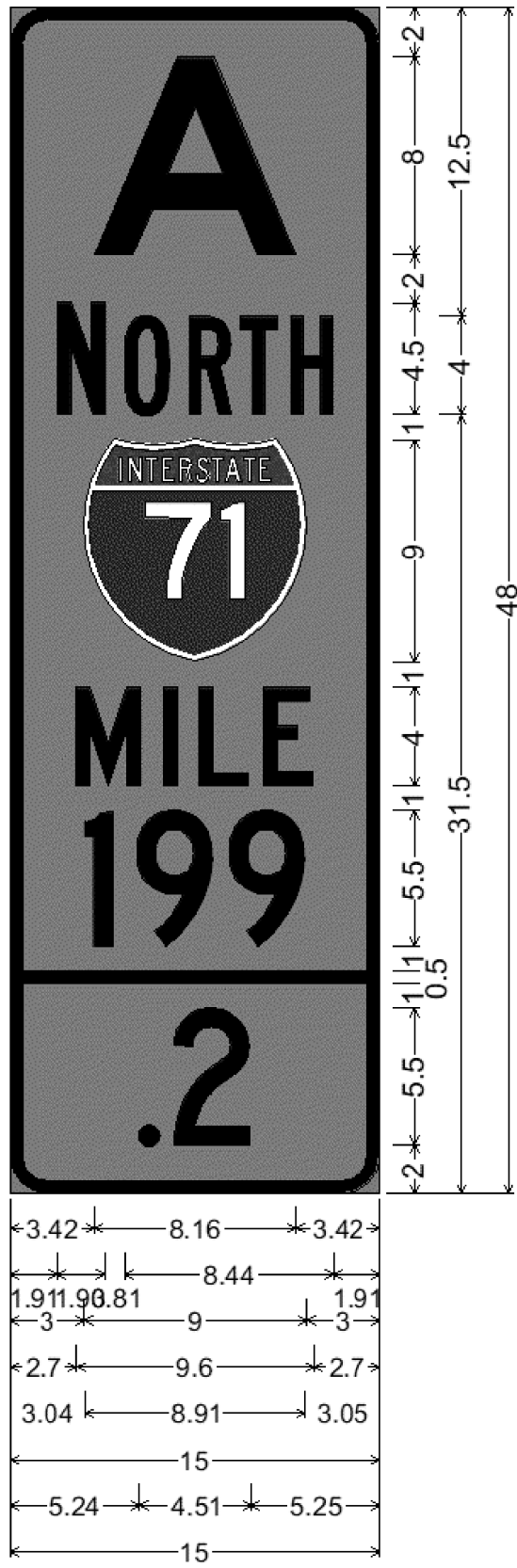
THE CONTRACTOR SHALL MAINTAIN INTERSTATE REFERENCE LOCATION SIGNS (SIGN D10-5) BY USE OF THE EXISTING, TEMPORARY (BLACK ON ORANGE), OR PROPOSED REFERENCE LOCATION SIGNS. THESE SIGNS SHALL BE SPACED EVERY 2/10 OF A MILE MAINTAINED DURING THE FOLLOWING PHASES AS DESCRIBED BELOW OR AS DETAILED WITHIN. ADDITIONAL 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 ETC 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	45	\$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

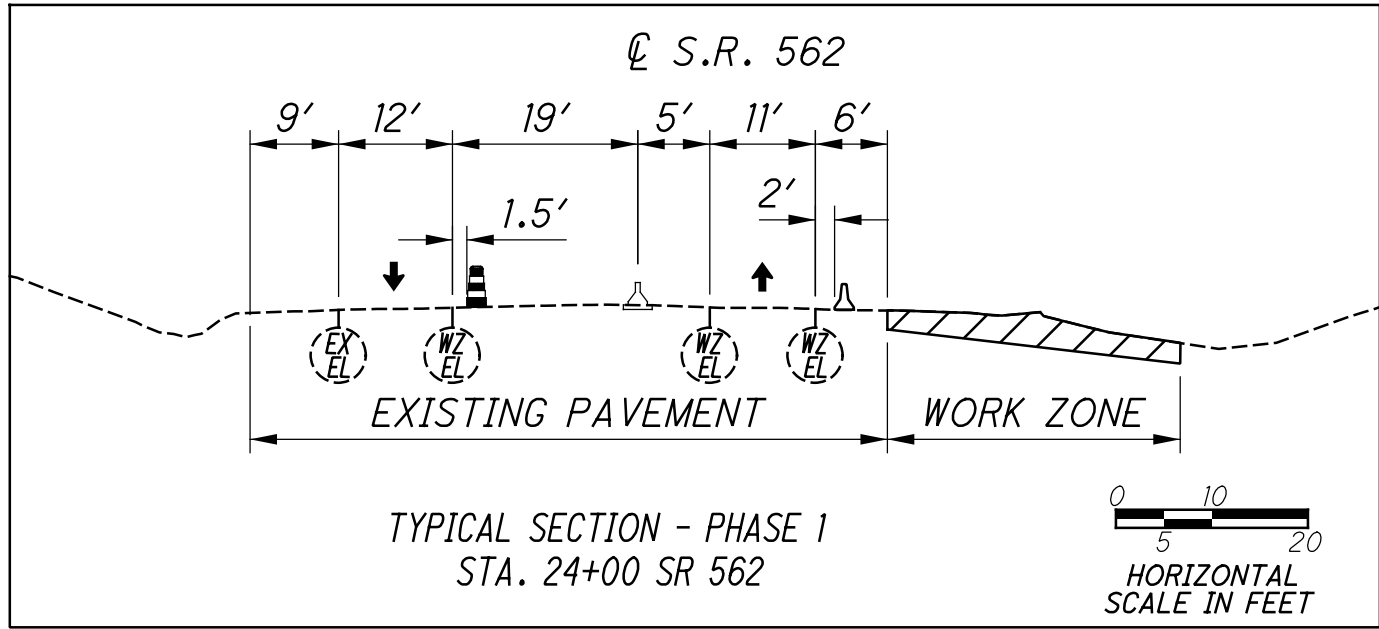
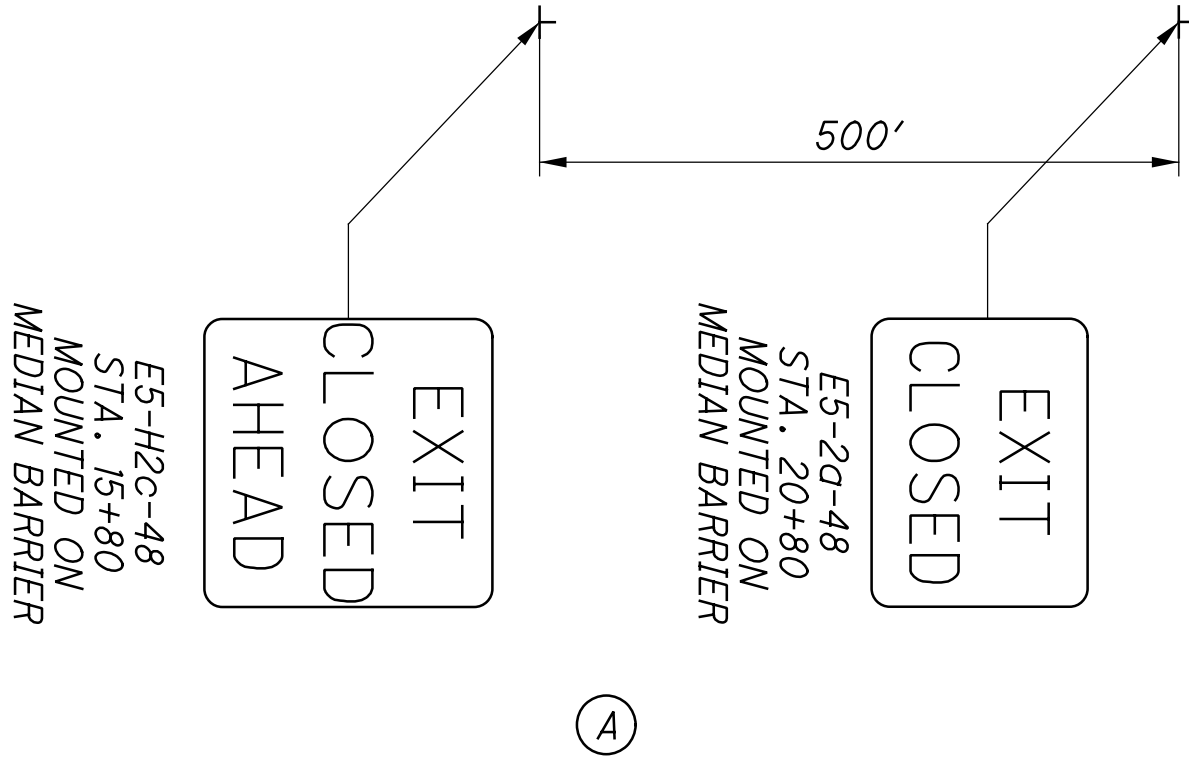
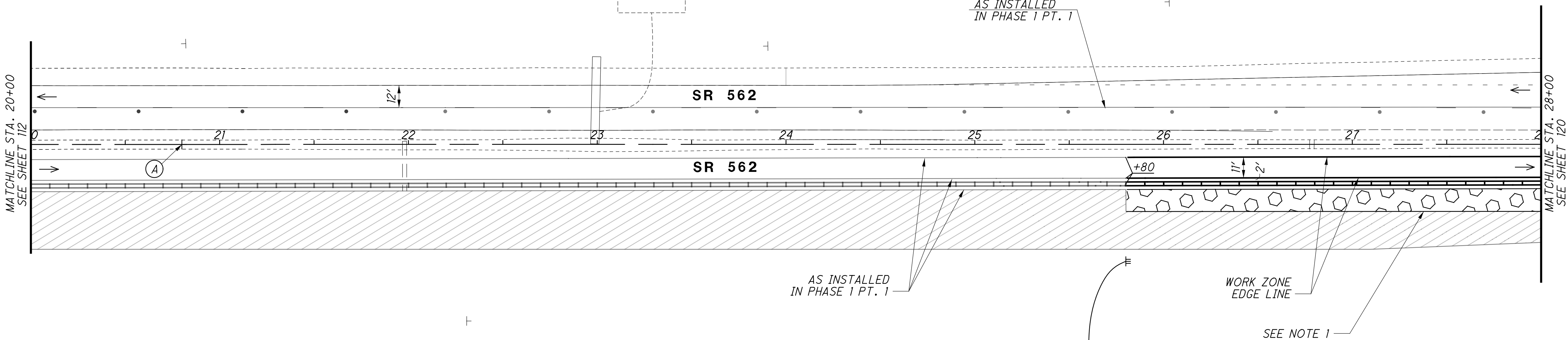
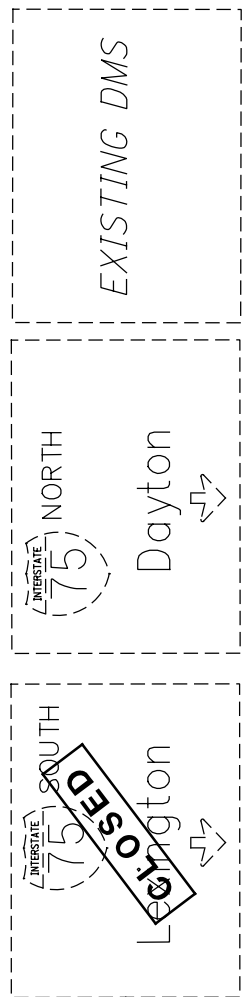
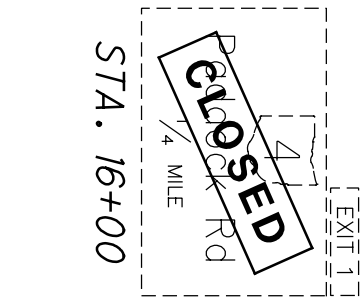
*LAIDLAW AVE. SHALL REMAIN OPEN DURING THE RAMP Q CLOSURE

CONSTRUCTION ACCESS POINTS

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

PART 2 ADVANCED SIGN UPDATES:

- FOR THE PART 2 RAMP CLOSURE, THE CONTRACTOR SHALL REMOVE OR COVER THE E5-H2b (STA. 14+40) AND E5-2 (STA. 25+90) SIGNS. ADDITIONALLY, THE RELOCATED GUIDE SIGN SHALL BE MODIFIED AS SHOWN BELOW:

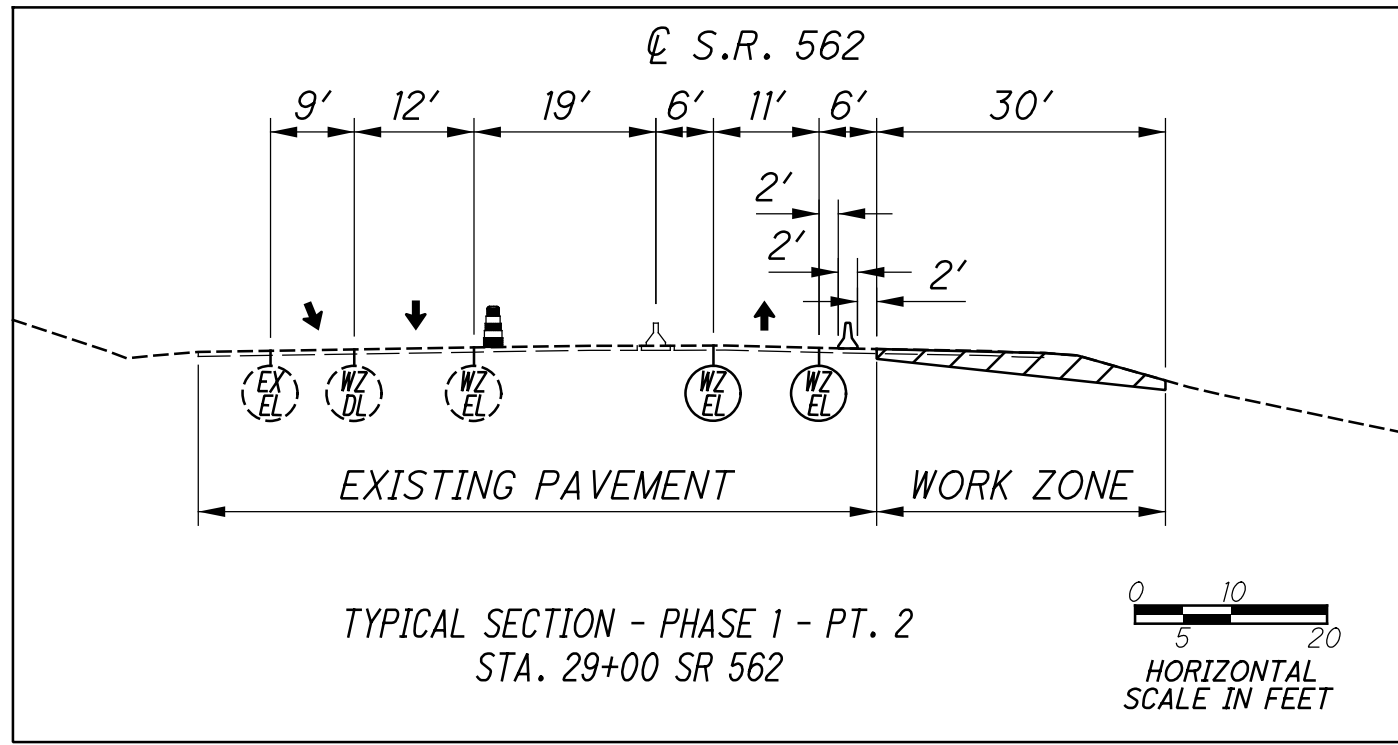
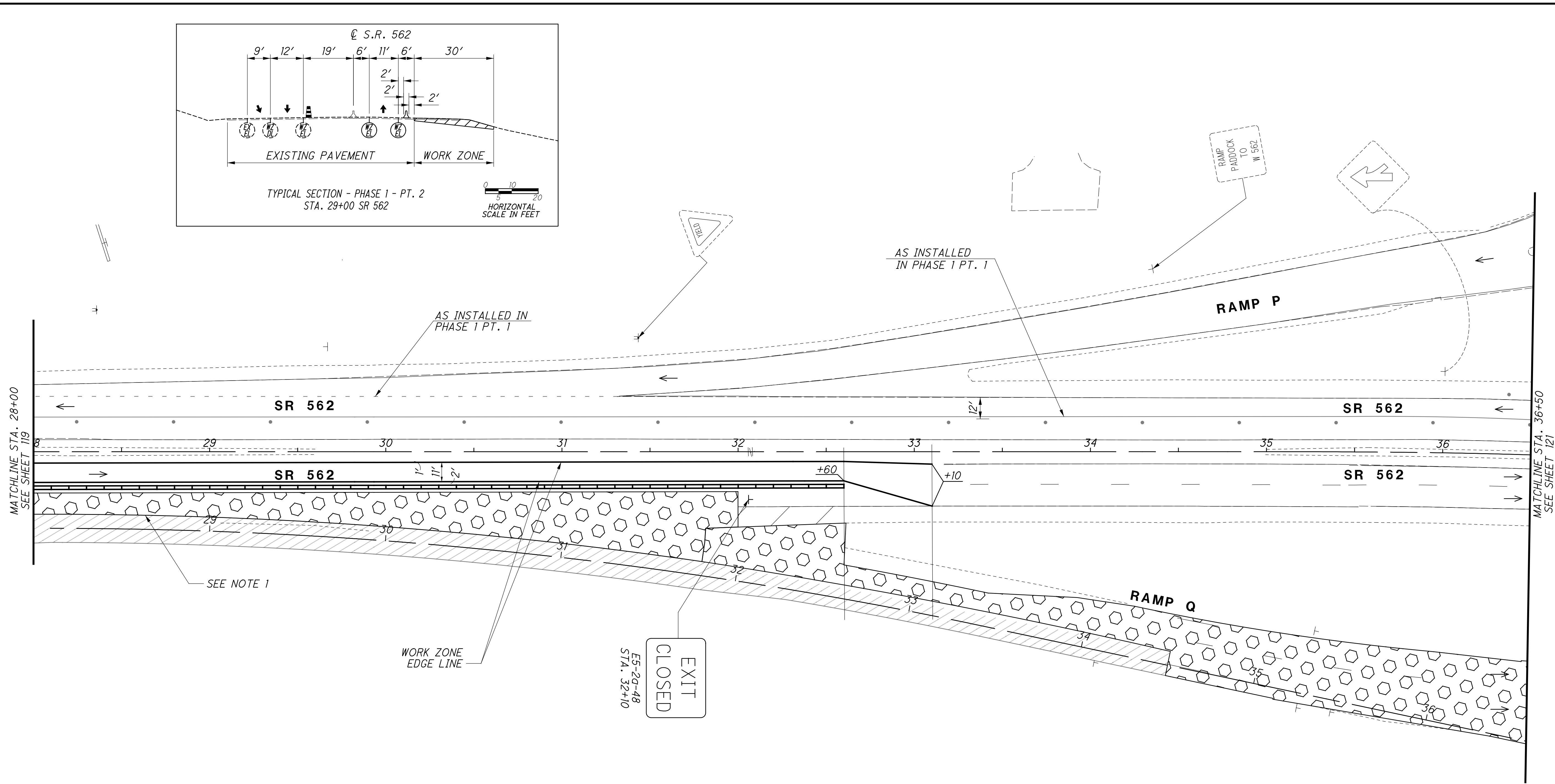


NOTES:
1. RAMP Q MAY BE CLOSED FOR UP TO 45 DAYS.
SEE SHEET 128 FOR DETOUR PLAN.

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

- LEGEND
- PHASE 1 WORK ZONE
 - PHASE 1 PT. 2 WORK ZONE
 - DRUM
 - OPEN TRAVEL LANE
 - PORTABLE BARRIER
 - PROPOSED SIGN SUPPORT

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NOTES:
1. RAMP Q MAY BE CLOSED FOR UP TO 45 DAYS.
SEE SHEET 128 FOR DETOUR PLAN.

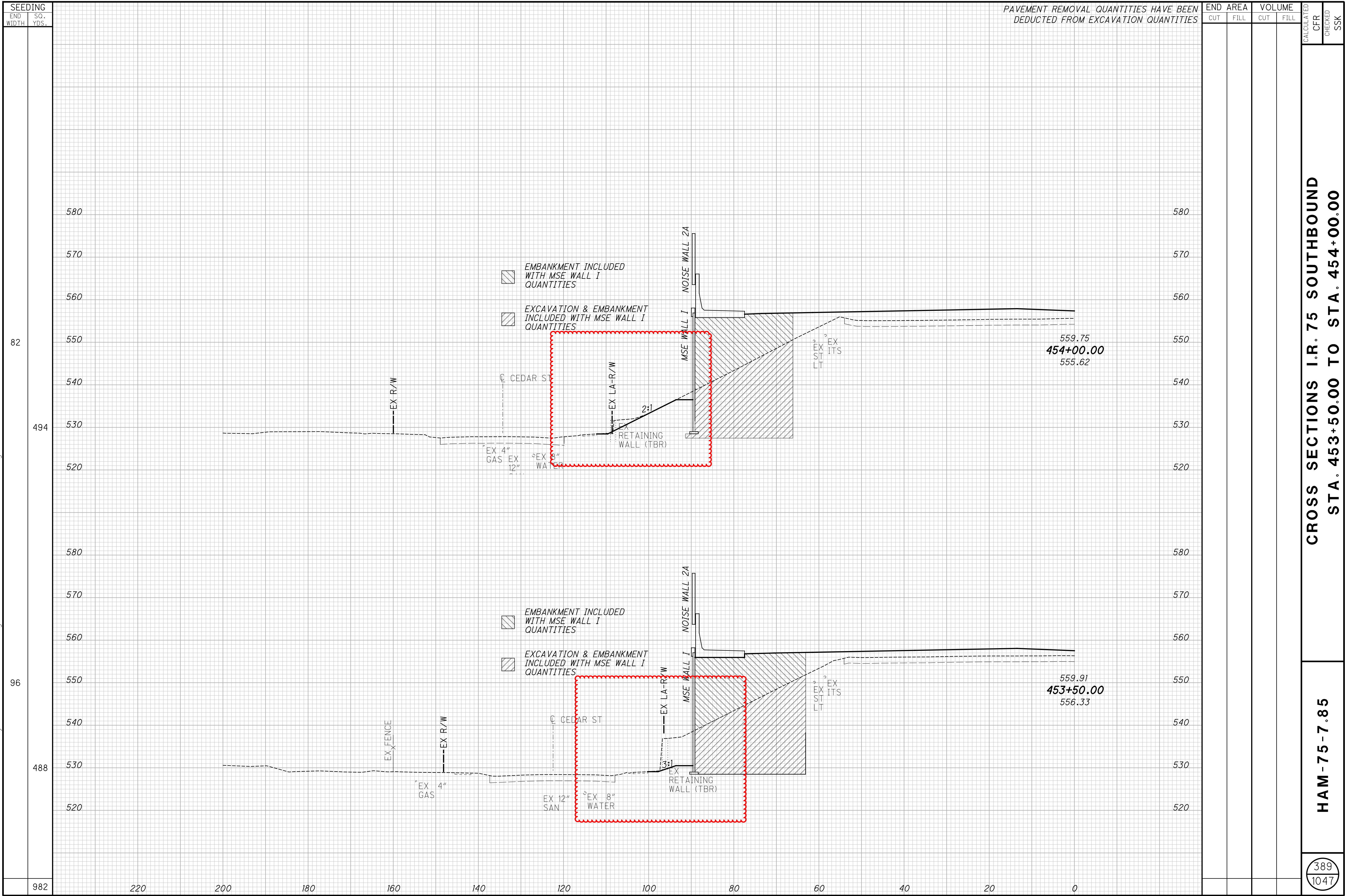
DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

- LEGEND
- PHASE 1 WORK ZONE
 - PHASE 1 PT. 2 WORK ZONE
 - DRUM
 - PROPOSED SIGN SUPPORT
 - EXISTING SIGN SUPPORT
 - OPEN TRAVEL LANE
 - TEMPORARY PAVEMENT
 - PORTABLE BARRIER

216
104

241 1047	HAM-75-7.85	ROADSIDE BARRIER ESTIMATED QUANTITIES		
		CALCULATED	SEA CHECKED	DLR

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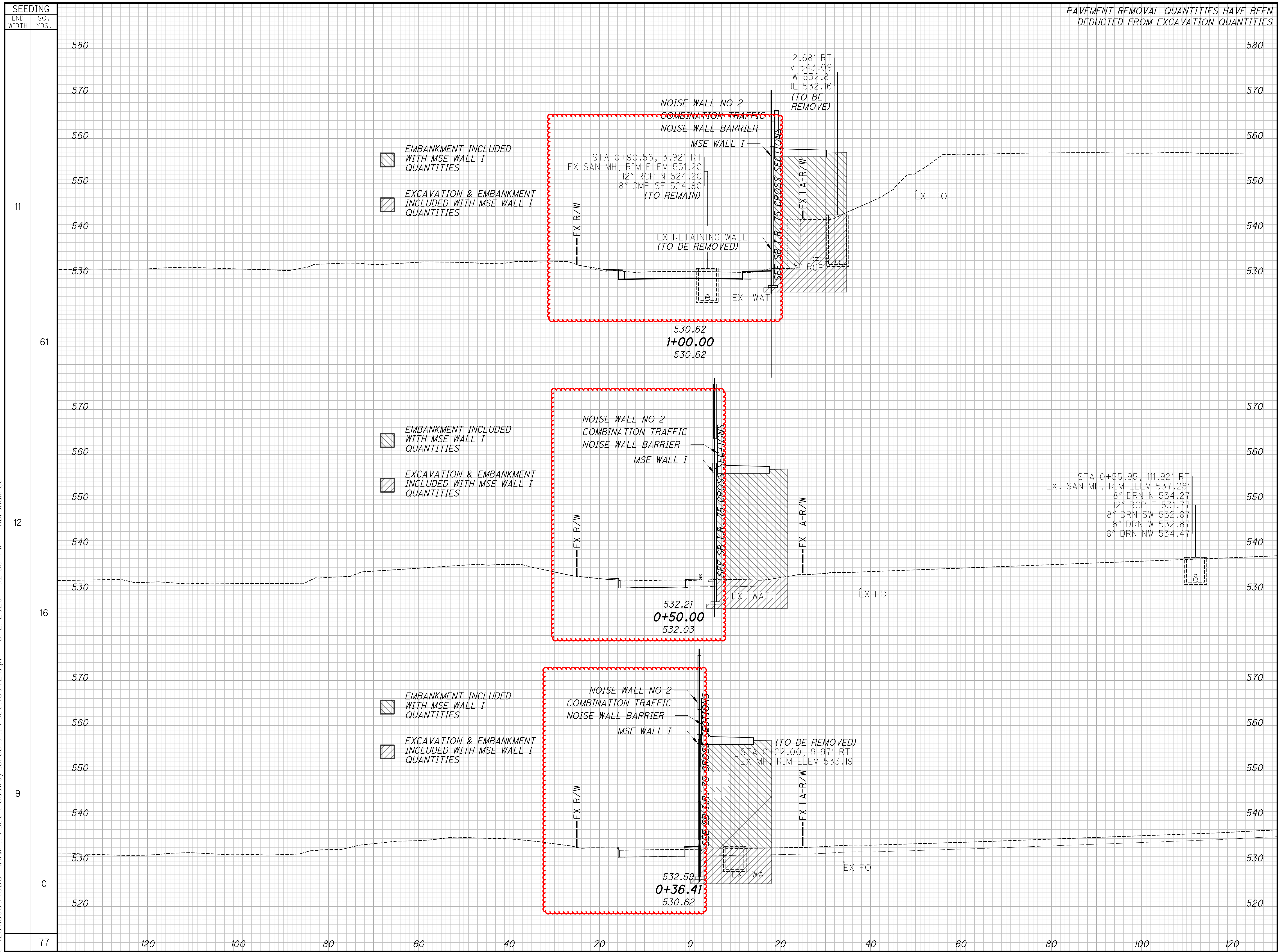


CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 453+50.00 TO STA. 454+00.00

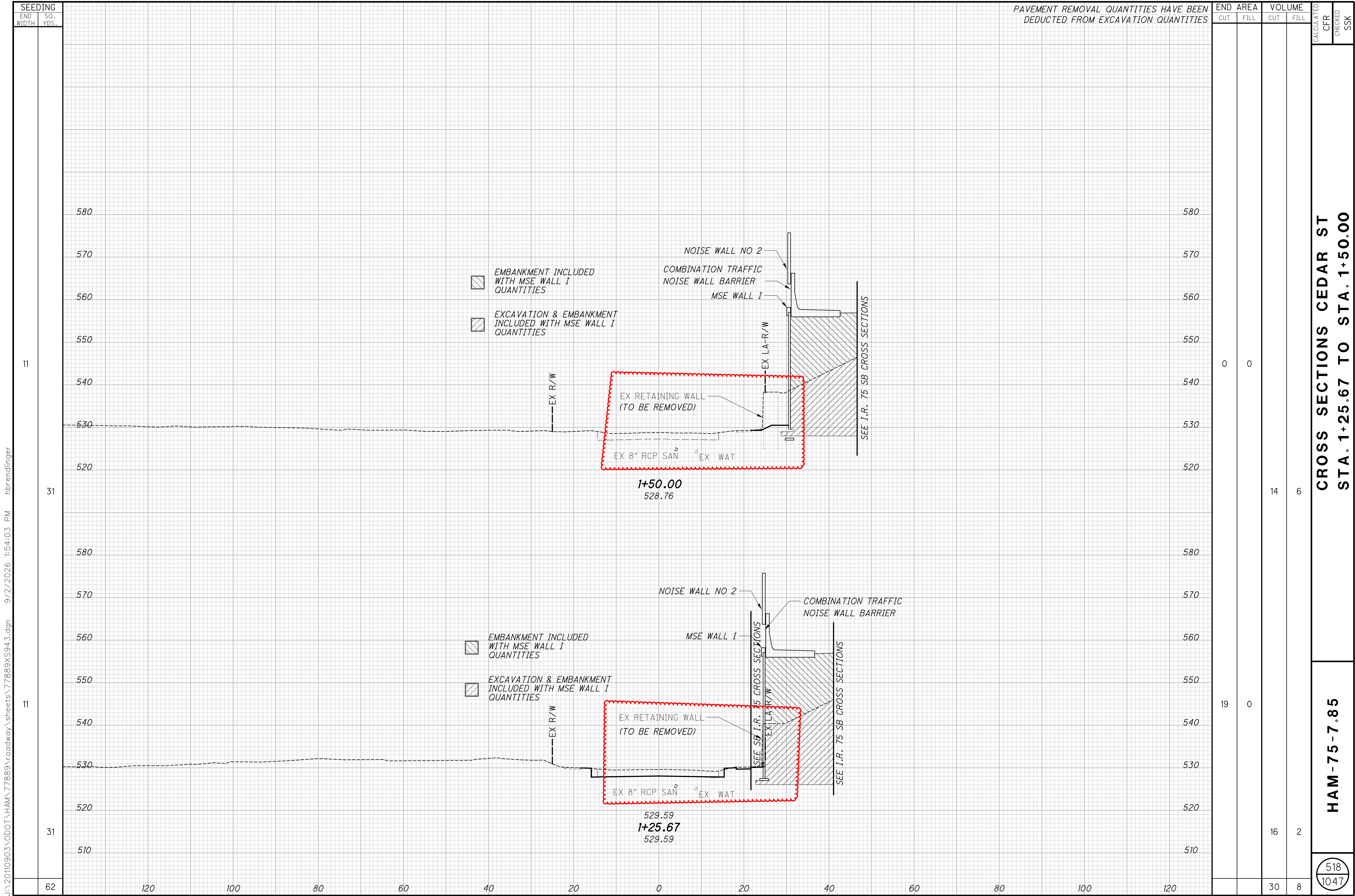
HAM-75-7.85

389
1047

END AREA		VOLUME		CALCULATED	CROSS SECTIONS CEDAR ST STA. 0+36.40 TO STA. 1+00.00	HAM - 75 - 7.85	517 1047
CUT	FILL	CUT	FILL				
14	5						
7	8	19	12				
		3	3				
7	5	0	0				
		22	15				



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REFERENCE SHALL BE MADE TO SUPPLEMENTAL SPECIFICATION

840 DATED 4-15-22
867 DATED 4-15-22

REFERENCE SHALL BE MADE TO SUPPLEMENT

1083 DATED 1-20-17

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4000 PSI (CIP FACING AND SLEEPER SLAB)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

FOUNDATION BEARING RESISTANCE

THE FACTORED BEARING RESISTANCE FOR EACH WALL IS LISTED IN THE TABLE BELOW:

FOUNDATION BEARING RESISTANCE			
WALL NUMBER	WALL LIMITS		FACTORED BEARING RESISTANCE
	FROM STA	TO STA	
B	ALL		15.1
C	ALL		8.9
F	ALL		16.9
G	ALL		16.2
H	ALL		7.7
HI	ALL		18.2
I	452+52	453+60	7.7
	453+60	456+40	13.2
	456+40	460+40	6.7
	460+40	463+56	14.1
II	ALL		6.7

MINIMUM SOIL REINFORCEMENT LENGTHS

THE FOLLOWING TABLE LISTS THE MINIMUM SOIL REINFORCEMENT LENGTHS FOR EACH WALL. SOIL REINFORCEMENT LENGTHS FOR ALL OTHER MSE WALL LOCATIONS NOT INCLUDED IN THE TABLE SHALL BE 0.7H OR 8'-0", WHICHEVER IS GREATER, WHERE H = THE WALL HEIGHT AS DETERMINED ACCORDING TO 840.04.

SOIL REINFORCEMENT LENGTHS			
MSE WALL	WALL STATION RANGE		SOIL REINFORCEMENT LENGTH
	FROM STA	TO STA	
C	0+00.00	0+13.44	20'-0"
	0+13.44	0+63.51	27'-0"
	0+63.51	2+62.00	29'-0"
	2+62.00	2+82.58	21'-6"

PROPRIETARY RETAINING WALL DATA:

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF THE MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENTS. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE A NOMINAL (I.E. UNFACTORED) HORIZONTAL STRIP LOAD DUE TO FRICTION (FR) FROM THE SUPERSTRUCTURES LISTED IN THE FOLLOWING TABLE, APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOTE INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL IN THE DESIGN CALCULATIONS.

BRIDGE SUPERSTRUCTURE LOADINGS		
MSE WALL	BRIDGE NUMBER	HORIZONTAL LOAD (K/FT)
B	HAM-562-0004	2.29
C	HAM-75-0791	0.42
F	HAM-75-0823	1.23
G	HAM-75-0823	1.23
HI	HAM-75-0857	1.1
II	HAM-75-0857	1.1

ITEM 203 - GRANULAR MATERIAL, TYPE B, AS PER PLAN

IN AREAS WHERE GRANULAR MATERIAL, TYPE B OVERLAPS WITH SELECT GRANULAR BACKFILL (I.E. IN THE AREAS OF SOIL REINFORCEMENT FOR THE MSE WALLS RUNNING PARALLEL TO IR 75) THE GRANULAR MATERIAL, TYPE B SHALL MEET THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 840.03E. IN OTHER AREAS, GRANULAR MATERIAL, TYPE B SHALL CONFORM TO CMS 203.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

SEALING OF THE MSE WALL PANELS, COPINGS, AND RAILING SHALL BE AS PER ITEM 512 AND THE COLOR SHALL BE LIGHT NEUTRAL MEETING FEDERAL COLOR STANDARD NO. 595B-17778. THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE AESTHETIC TREATMENT FINISH WITH THE MINIMUM OF 1" AND MAXIMUM OF 1/2" RELIEF SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD PER CMS 512.09.

ITEM 517 - RAILING, MISC.: TRAFFIC BARRIER ON MSE WALL

THIS ITEM PERTAINS TO ALL BARRIER AND MOMENT SLABS THAT DO NOT SUPPORT NOISE BARRIERS. THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO THE CONCRETE, CONCRETE REINFORCEMENT, DOWELS, SLEEVES, PEJF, AND JOINT SEAL NECESSARY TO FORM AND PLACE THE CONCRETE RAILING AND BARRIER MOMENT SLAB. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE ALL OTHER NECESSARY MATERIAL, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM 517 - RAILING, MISC.: TRAFFIC BARRIER ON MSE WALL

ITEM 517 - RAILING (COMBINATION NOISE AND TRAFFIC BARRIER ON MSE WALL WITH FLEXIBLE PAVEMENT)

THIS ITEM PERTAINS TO THE BARRIER AND MOMENT SLABS THAT SUPPORT NOISE BARRIERS. THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO THE CONCRETE, CONCRETE REINFORCEMENT, DOWELS, SLEEVES, PEJF, AND JOINT SEAL NECESSARY TO FORM AND PLACE THE CONCRETE RAILING AND BARRIER MOMENT SLAB. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE ALL OTHER NECESSARY MATERIAL, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER LINEAR FOOT FOR ITEM 517 - RAILING (COMBINATION NOISE AND TRAFFIC BARRIER ON MSE WALL WITH FLEXIBLE PAVEMENT). NOISE BARRIER ATTACHED TO THESE BARRIER AND MOMENT SLABS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 606 - SPECIAL: NOISE BARRIER (REFLECTIVE), PARAPET MOUNTED.

ITEM 690E98400

ITEM SPECIAL - TEMPORARY SURCHARGE

DESCRIPTION: THIS ITEM CONSISTS OF DESIGNING, CONSTRUCTING, AND REMOVING A TEMPORARY SURCHARGE BEHIND THE REAR ABUTMENT OF THE HAM-562-0004, REAR ABUTMENT OF THE HAM-75-0791 BRIDGE, REAR AND FORWARD ABUTMENTS OF THE HAM-75-0823 BRIDGE, AND REAR AND FORWARD ABUTMENTS OF THE HAM-75-0857 BRIDGE.

AS DIRECTED IN THE PILE DRIVING CONSTRAINTS, A TEMPORARY SURCHARGE IS NECESSARY AT THE ABUTMENTS TO MITIGATE EMBANKMENT SETTLEMENT. CONSTRUCT THE TEMPORARY SURCHARGE SO IT EXTENDS VERTICALLY FROM THE ELEVATION OF THE BOTTOM OF THE PROPOSED ABUTMENT FOOTING TO THE PROPOSED ROADWAY SUBGRADE ELEVATION. CONSTRUCT THE TEMPORARY SURCHARGE USING ITEM 203 EMBANKMENT WITH A DRY DENSITY OF AT LEAST 105 PCF AFTER COMPACTION. ALTERNATE MATERIALS, SUCH AS PRECAST CONCRETE, MAY BE UTILIZED FOR ALL OR A PORTION OF THE REQUIRED SURCHARGE LOAD PROVIDED THE APPLIED SURCHARGE IS GREATER THAN OR EQUIVALENT TO THE SURCHARGE OF EMBANKMENT WITH A DRY UNIT WEIGHT OF 105 PCF. SUPPORT THE SIDES OF THE TEMPORARY SURCHARGE SO THAT THE TOP OF THE SURCHARGE MATERIAL IS NO MORE THAN 2 FEET (MEASURED HORIZONTALLY) FROM THE BACK FACE OF THE PROPOSED MSE WALLS. CONSTRUCT THE TEMPORARY SURCHARGE SO THAT IT EXTENDS AT LEAST 100 FEET BEHIND EACH ABUTMENT.

REMOVE THE TEMPORARY SURCHARGE AFTER THE CONDITIONS SPECIFIED IN THE PILE DRIVING CONSTRAINTS ARE SATISFIED AND THE ENGINEER AUTHORIZES REMOVAL.

PREPARE AND PROVIDE SHOP DRAWINGS AND DESIGN CALCULATIONS FOR THE TEMPORARY SURCHARGE, INCLUDING THE METHOD USED TO SUPPORT THE SIDES OF THE TEMPORARY SURCHARGE AND ALL DETAILS OF THE SUPPORT SYSTEM. ENSURE THE TEMPORARY SURCHARGE DESIGN ACCOMMODATES THE LOCATION AND COMPOSITION OF THE PROPOSED MSE WALLS FOR THE BRIDGE STRUCTURE. HAVE TWO OHIO REGISTERED ENGINEERS SIGN, SEAL, AND DATE THE DRAWINGS AND CALCULATIONS ACCORDING TO C&MS 501.05. SUBMIT THE DRAWINGS AND CALCULATIONS TO THE ENGINEER AT LEAST 30 DAYS BEFORE CONSTRUCTION OF THE TEMPORARY SURCHARGE BEGINS.

BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO DESIGN, CONSTRUCT AND REMOVE THE TEMPORARY SURCHARGE AT THE CONTRACT LUMP SUM BID PRICE FOR ITEM SPECIAL 690E98400: SPECIAL - TEMPORARY SURCHARGE.

ITEM 840 - MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN

DO NOT INSTALL COPINGS, BARRIER MOMENT SLABS, OR RAILINGS LOCATED ON TOP OF MSE WALLS UNTIL AFTER THE MSE WALL EMBANKMENT HAS BEEN CONSTRUCTED TO WITHIN 1 FOOT OF THE PROPOSED FINISHED GRADE AND THE SETTLEMENT REQUIREMENTS HAVE BEEN MET. THE CONTRACTOR SHALL VARY THE COPING HEIGHT FROM A MINIMUM OF 1'-2" TO A MAXIMUM OF 1'-10" TO ACCOMODATE THE ANTICIPATED SETTLEMENT. NO SEPARATE PAYMENT WILL BE MADE TO EXCAVATE AND RE-COMPACT MATERIAL NECESSARY TO PLACE THE TOP PANEL, BUT THE COST THEREOF SHALL BE INCLUDED WITH ITEM 840 - MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN FOR PAYMENT.

MSE WALL PHASED CONSTRUCTION: MSE WALLS C, F, G, HI, AND II WILL BE CONSTRUCTED IN PHASES. IN ORDER TO ASSURE THAT THE WALL COPINGS ARE IN LINE, DO NOT INSTALL PERMANENT COPING ON TOP OF THESE WALLS UNTIL ALL PHASES OF WALL CONSTRUCTION ARE COMPLETE.

ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN

THIS ITEM APPLIES TO MSE WALLS C, HI, AND II, WHICH ALL REQUIRE AN UNDERCUT THAT EXCEEDS 1'-0" IN DEPTH. THE EXISTING SOILS WITHIN THE LIMITS OF THIS UNDERCUT SHALL BE REPLACED WITH ITEM 203 - GRANULAR MATERIAL, TYPE C. ITEM 203 MATERIAL SHALL BE PAID FOR UNDER ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN.

IN ADDITION TO THE FOUNDATION PREPARATION REQUIREMENTS OF ITEM 840, IF UNSUITABLE SOILS ARE ENCOUNTERED AT THE SUBGRADE ELEVATION, PROOF ROLL THE SUBGRADE AND UNDERCUT AS REQUIRED IN THE GEOTECHNICAL REPORT.

ITEM 840 - CONCRETE COPING

PROVIDE EPOXY COATED REINFORCING AND CLASS QC1 CONCRETE AS SHOWN IN THE PLANS. THE COPING SHALL NOT BE CONSTRUCTED UNTIL ALL PHASES OF MSE WALL CONSTRUCTION ARE COMPLETE. THE COPING JOINTS SHALL BE PLACED ON A MAXIMUM 20'-0" SPACING AND SHALL ALIGN WITH A PANEL JOINT. CONCRETE AND REINFORCING STEEL IN THE COPING, ADDITIONAL CONCRETE AND REINFORCING STEEL AT ROADWAY FEATURES, PEJF BETWEEN COPING AND BARRIER, AND EXPANSION AND CONTRACTION JOINTS SHALL BE INCLUDED IN THE UNIT BID PRICE PER FOOT FOR THIS ITEM.

ITEM 840 - AESTHETIC SURFACE TREATMENT

ALL MSE WALL PANELS SHALL HAVE AN "ASHLAR STONE" FINISH WITH A MINIMUM OF 1" AND A MAXIMUM OF 2" RELIEF. THE MSE WALL ASHLAR STONE SHALL MATCH THE ARCHITECTURAL POLYMERS NO. 905 PATTERN SPECIFIED FOR THE PROJECT IN THE NOISE WALL PLANS PER SHEET 669/1047.

ALL MSE WALL BASELINES ARE ALONG THE STRUCTURAL FACE OF A 5/2" MINIMUM FACING PANEL.

DESIGN AGENCY
EMH-T
Engineering & Management, Inc.
10000 Woodloch Forest Drive
Cincinnati, OH 45244-1000
Tel: 513.351.1000
Fax: 513.351.1001
www.emh-t.com

DATE
5-22-26

REVIEWED
CAS

STRUCTURE FILE NUMBER

DRAWN
GB

REVIS

DESIGNED
RUE

CHECKED
RWW/TDA

GENERAL NOTES - MSE WALLS

MSE RETAINING WALL NUMBERS B, C, F, G, H, AND I

HAM - 75 - 7.85

PID No. 121447

1 / 43

622
1047

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ESTIMATED QUANTITIES (02/IMS/03)															SEE STRUCTURE SHEET NO.
WALL B	WALL C	WALL F	WALL G	WALL H	WALL HI	WALL I	WALL II			ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION	
						LUMP				202	11000		LUMP	STRUCTURE REMOVED	
5	1187	815	608		442					203	20000	3877	CU YD	EMBANKMENT	
	4791	1614	1384		740		1175			203	35110	9704	CU YD	GRANULAR MATERIAL, TYPE B	
290					90		174			203	35111	551	CU YD	GRANULAR MATERIAL, TYPE B, AS PER PLAN	1/43
1	4	4	4	3	3	9	3			SPECIAL	20365000	31	EACH	SPECIAL - SETTLEMENT PLATFORM	2/43
LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP			503	11101		LUMP	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	1/43
215	409	388	296	1045	246	4667	253			512	10101	7519	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	1/43
34	274				204		240			516	13200	752	SQ FT	1/2" PREFORMED EXPANSION JOINT FILLER	
		247	225							516	13600	472	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	
				12		12				516	13900	24	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	
55				51						517	76300	106	FT	RAILING, MISC.: TRAFFIC BARRIER ON MSE WALL	1/43
				227		1128				517	80010	1355	FT	RAILING (COMBINATION NOISE AND TRAFFIC BARRIER ON MSE WALL WITH FLEXIBLE PAVEMENT)	1/43
7	56	37	33		52		51			601	21000	236	SQ YD	CONCRETE SLOPE PROTECTION	
	23									601	37500	23	FT	PAVED GUTTER, TYPE 1-2	
LUMP										SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL B	1/43
	LUMP									SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL C	1/43
		LUMP								SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL F	1/43
			LUMP							SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL G	1/43
					LUMP					SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL HI	1/43
							LUMP			SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL II	1/43
2082	4556	4235	3398	6300	4076	26,697	4172			840	20001	55,516	SQ FT	MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN	1/43
835	10190	1387	1043	2104	2907	7463	2889			840	21000	28,818	CU YD	WALL EXCAVATION	
219		793	696	667		2778				840	22000	5153	SQ YD	FOUNDATION PREPARATION	
	1227				656		700			840	22001	2583	SQ YD	FOUNDATION PREPARATION, AS PER PLAN	1/43
796	9084	3276	2412	3744	3500	17,578	3800			840	23000	44,190	CU YD	SELECT GRANULAR BACKFILL	
	163	37	35		11		11			840	23050	257	CU YD	NATURAL SOIL	
230	792	625	575	848	472	2670	480			840	25010	6692	FT	6" DRAINAGE PIPE, PERFORATED	
3	85	10	11		240	20				840	25020	369	FT	6" DRAINAGE PIPE, NON-PERFORATED	
139	285	299	278	322	236	1173	237			840	26000	2969	FT	CONCRETE COPING	1/43
1805	3990	3647	2841	5671	3605	24,223	3703			840	26050	49,485	SQ FT	AESTHETIC SURFACE TREATMENT	1/43
1	1	1	1	1	1	3	3			840	27000	12	DAY	ON-SITE ASSISTANCE	
	LUMP									867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL C-1)	
	LUMP									867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL C-2)	
		LUMP								867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL F1)	
		LUMP								867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL F2)	
			LUMP							867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL G1)	
			LUMP							867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL G2)	
					LUMP					867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL HI-1)	
					LUMP					867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL HI-2)	
							LUMP			867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL II-1)	
							LUMP			867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL II-2)	

NOTE

1. SEE SHEET 2/43 FOR ABBREVIATION LEGEND.

HAM-75-7.85
PID No. 121447

ESTIMATED QUANTITIES - MSE WALLS
MSE RETAINING WALL NUMBERS B, C, F, G, H, AND I

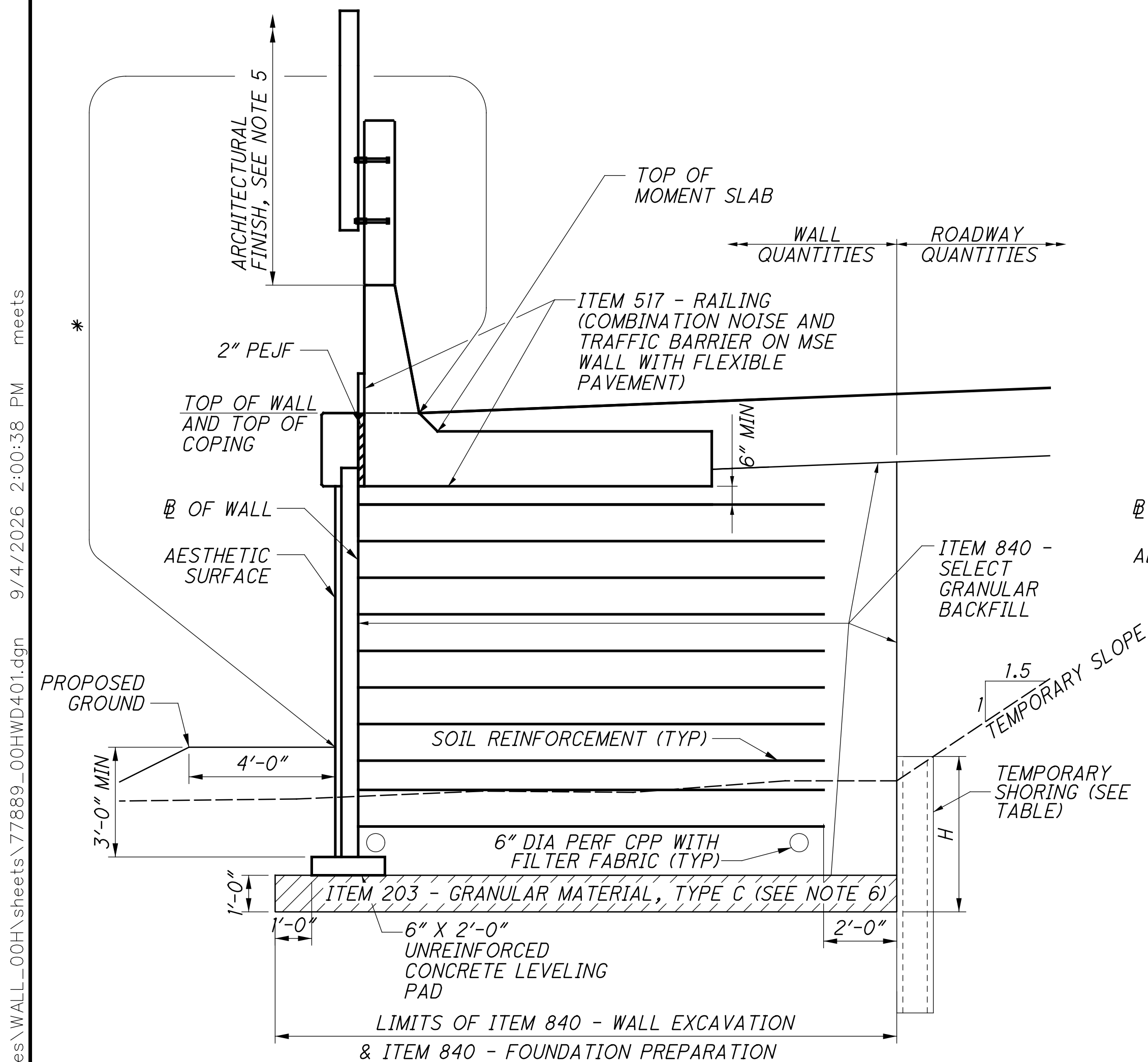
DESIGNED
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REVIEWED
CAS
DATE
5-22-26
STRUCTURE FILE NUMBER

DESIGN AGENCY
EMH-T
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10000 Highway 100, Suite 100
Houston, Texas 77036
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www.emh-t.com

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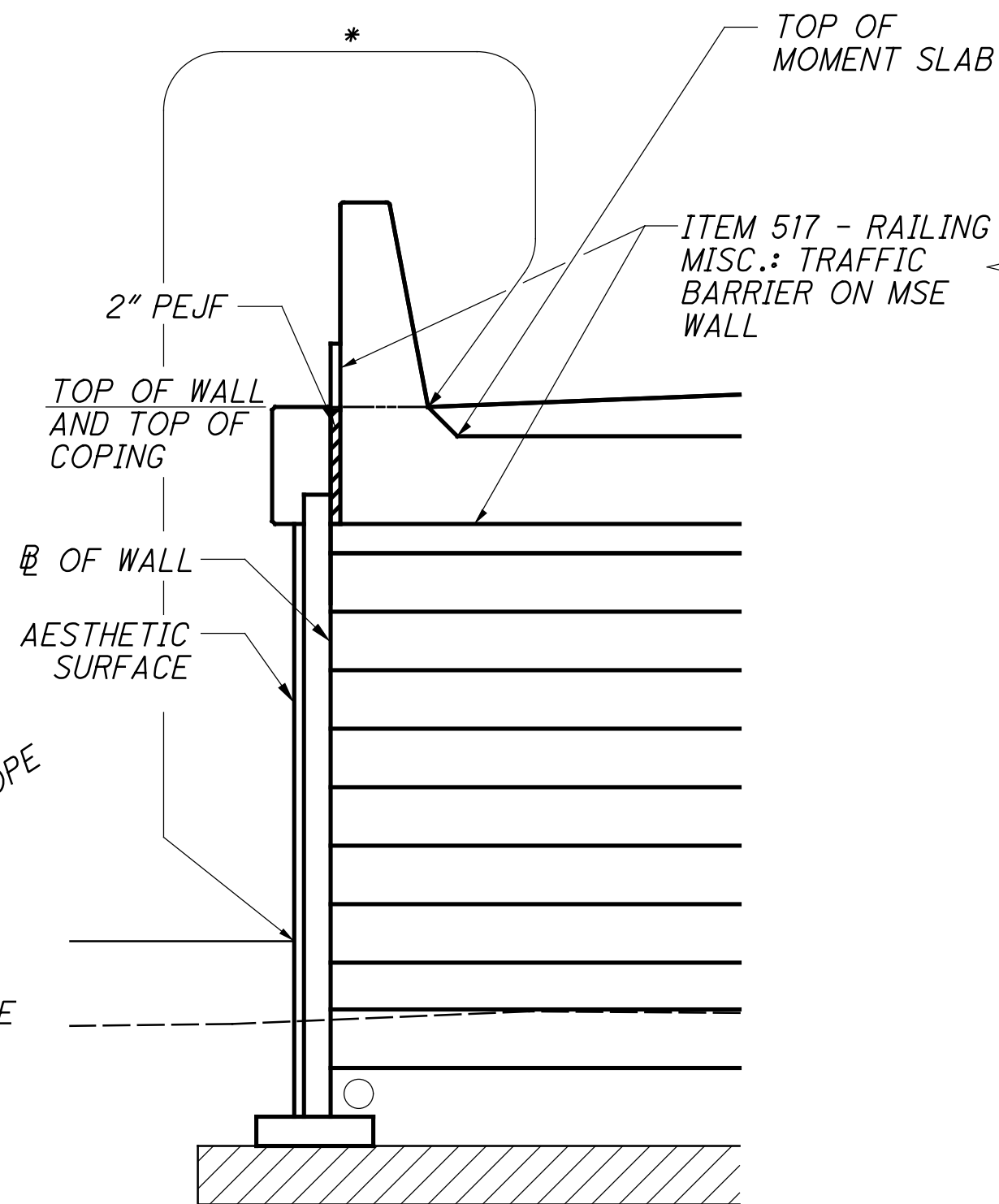
**MOMENT SLAB SECTION
WITH NOISEWALL**

NOTES

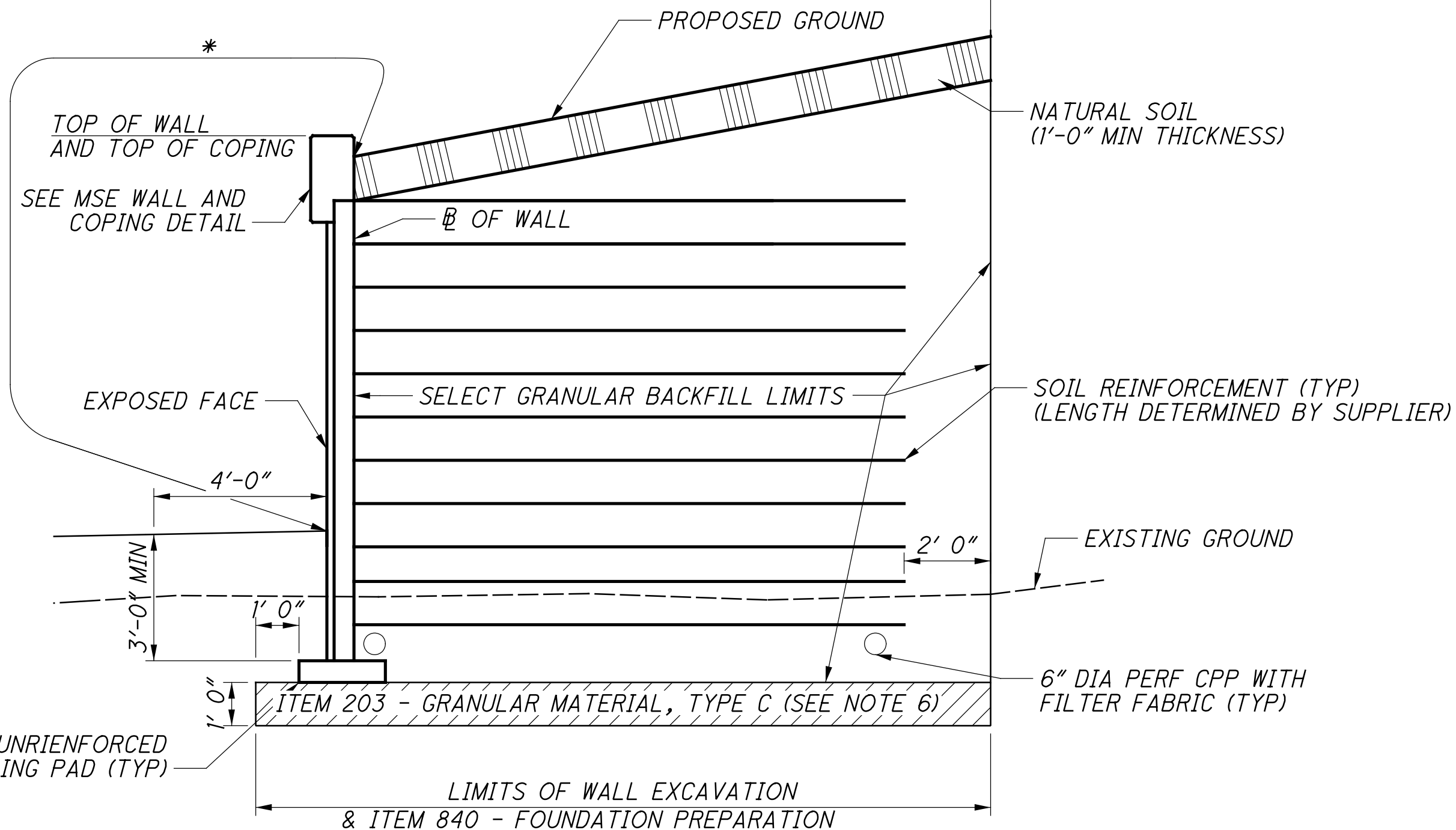
- ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION.
- ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN.
- ITEM 203 - GRANULAR MATERIAL, TYPE B, AS PER PLAN SHALL BE INCLUDED WITHIN PHASE 1 LIMITS OF WALL H1. SEE SHEET 1/43 FOR ADDITIONAL INFORMATION.

TEMPORARY SHORING TABLE		
STATION	ALIGNMENT	WALL HEIGHT (H)
		(FT)
450+00.00	I.R. 75	1
450+50.00	I.R. 75	4.5
451+00.00	I.R. 75	7
451+50.00	I.R. 75	7.5

* TEMPORARY SHORING NOT NEEDED FROM STATION 448+50 TO 449+50

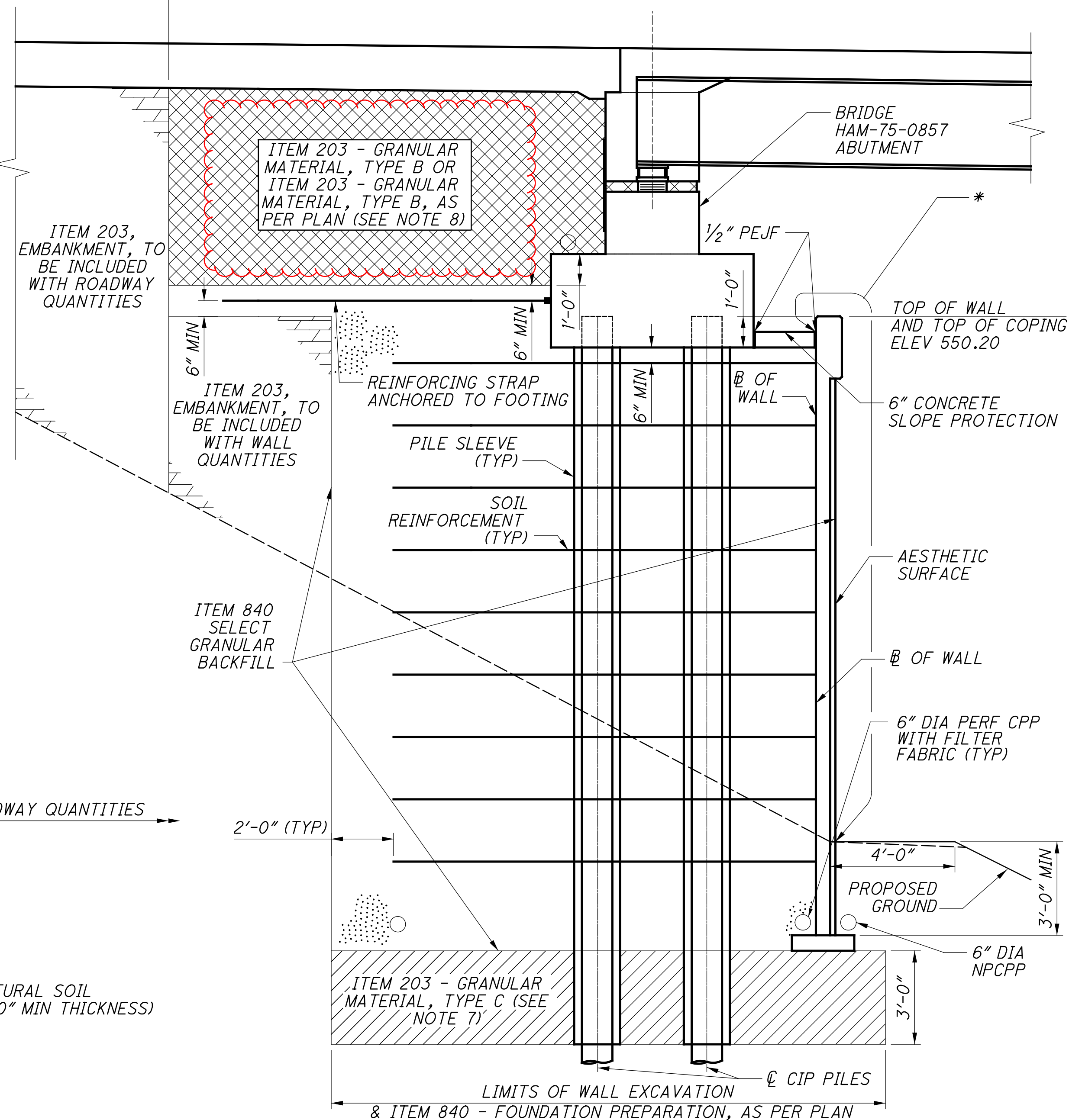


**MOMENT SLAB SECTION
WITHOUT NOISEWALL**



MSE WALL SECTION

LIMIT OF ROADWAY QUANTITIES LIMIT OF WALL QUANTITIES



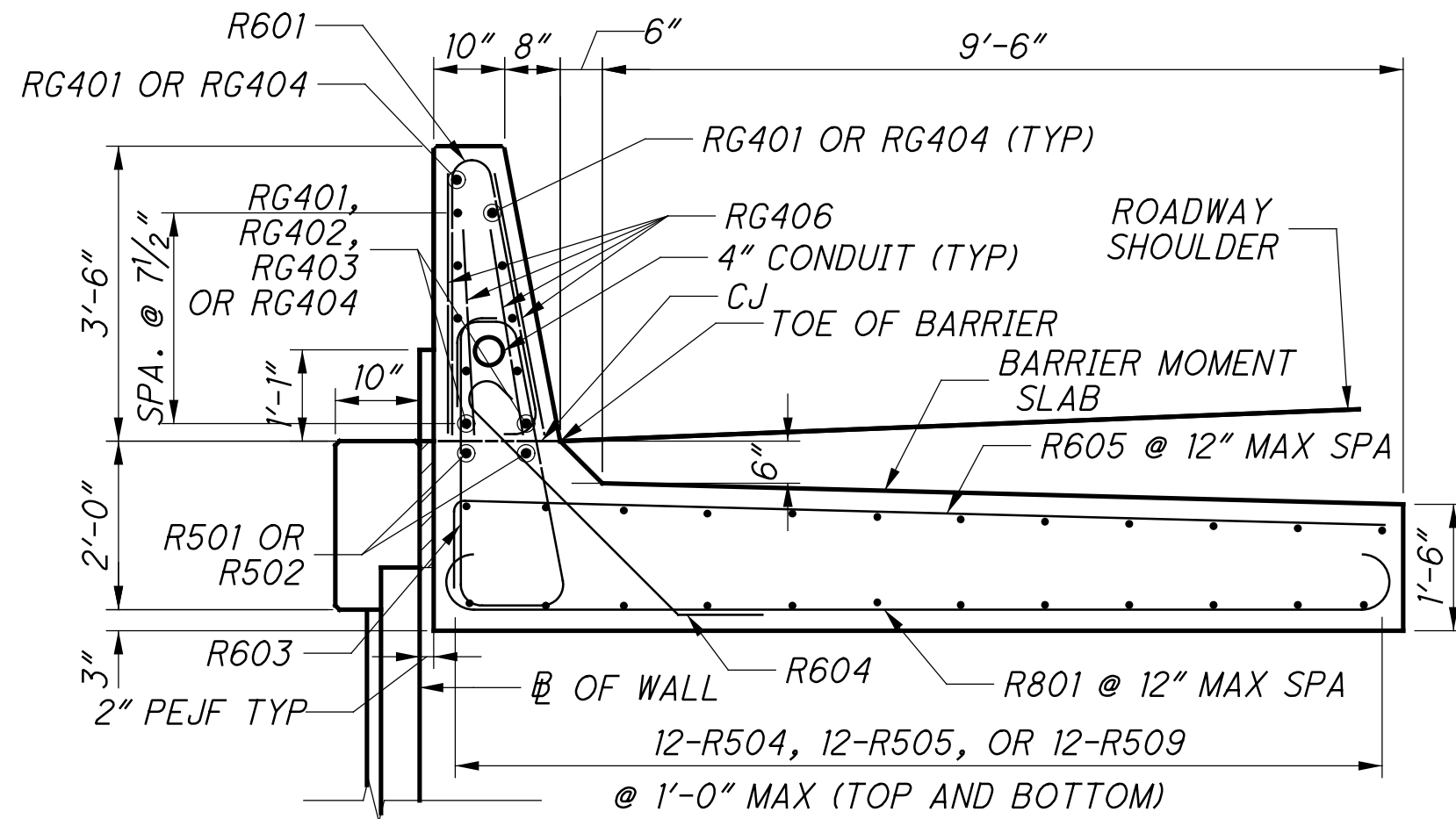
BRIDGE SECTION

* LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

NOTES

- SEE BRIDGE PLANS HAM-75-0857 FOR ADDITIONAL ABUTMENT AND WINGWALL DETAILS.
- SOIL REINFORCEMENT SHALL BE CONSTRUCTED SO AS TO AVOID INTERFERENCE WITH BRIDGE PILING.
- FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43
- SEE SHEET 30/43 FOR COPING DETAIL.
- THE ARCHITECTURAL FINISH SHALL BE BEIGE ASHLAR STONE (MANUFACTURED BY ARCHITECTURAL POLYMERS, #905 SMALL AGED ASHLAR STONE) ON THE FREEWAY SIDE AND BEIGE DRY STACK (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9110 LARGE STONE OHIO DRY STACK) ON THE PARK AND RESIDENTIAL SIDE. THE FEDERAL COLOR NUMBER FOR BEIGE IS NO. 17778.

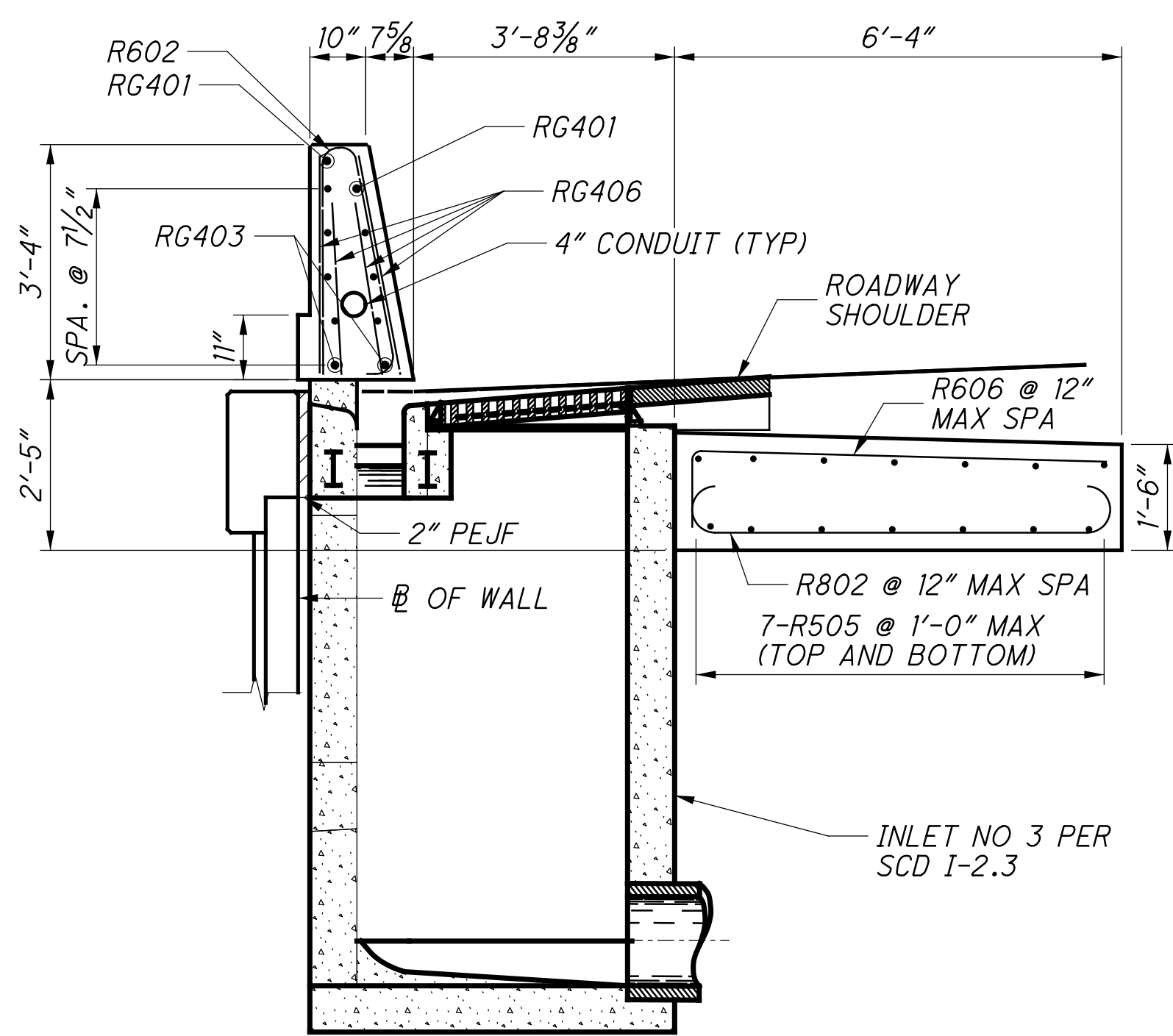
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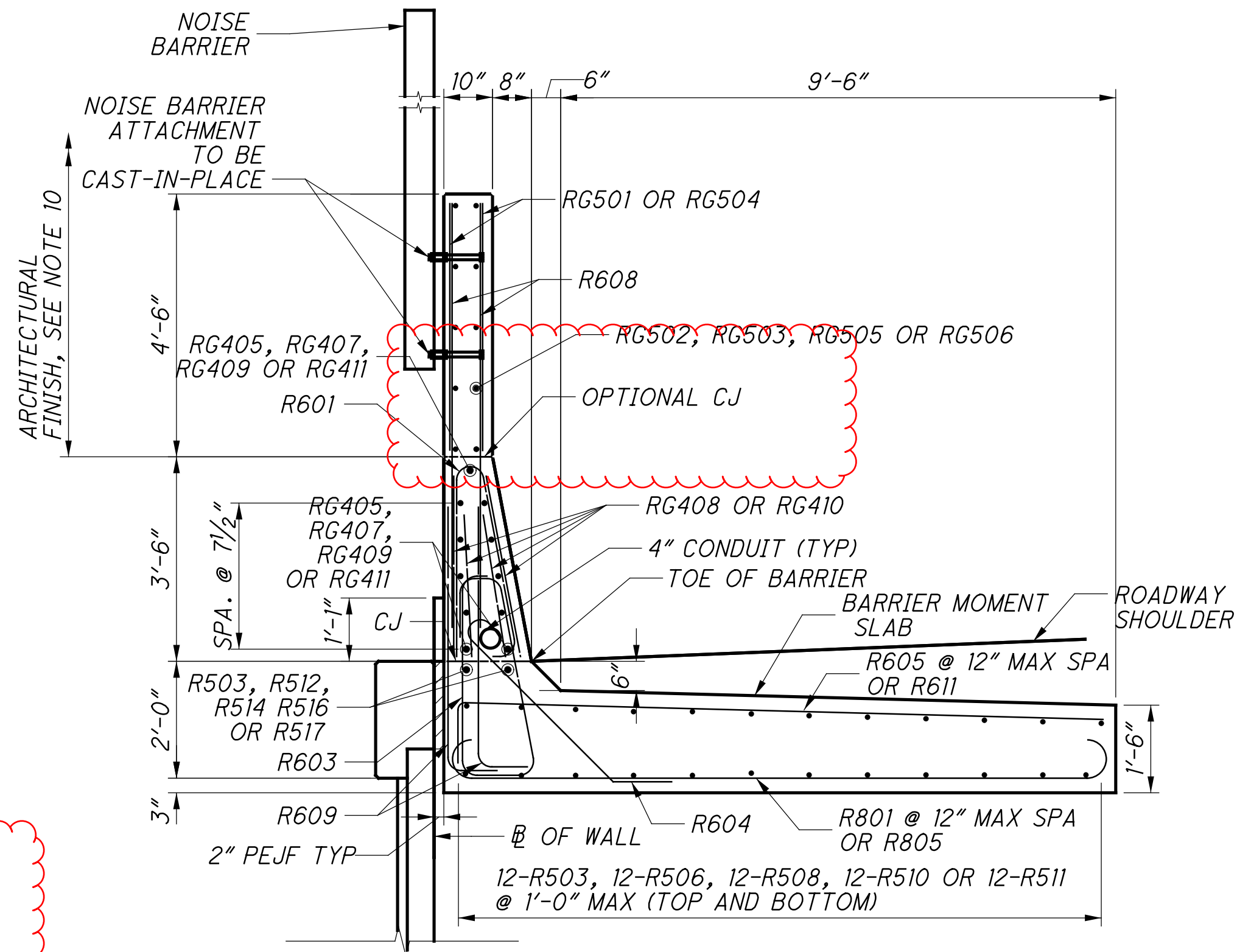
SECTION A-A

BARRIER NOTES:

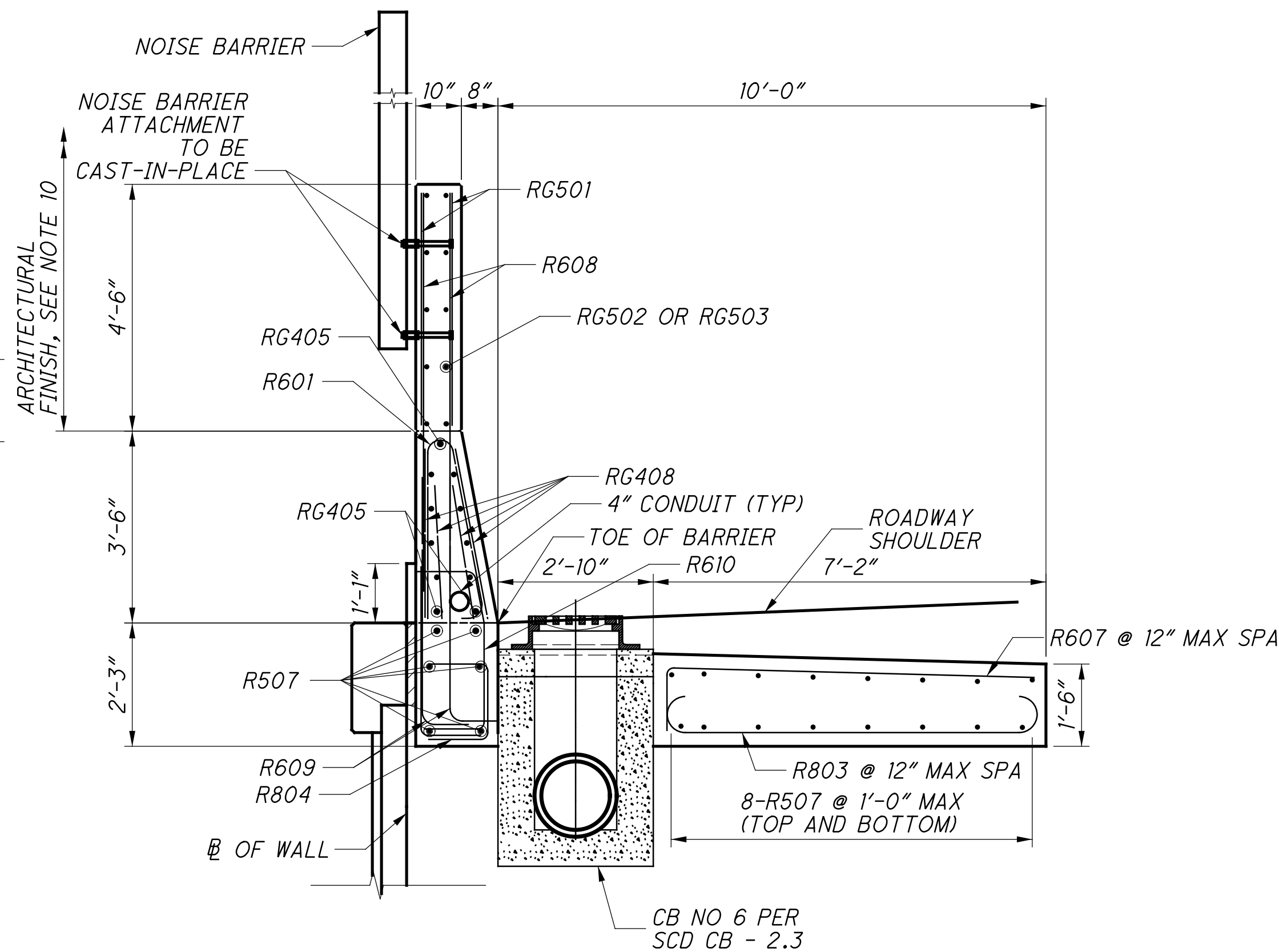
- THE TRAFFIC FACE OF THE BARRIER MAY BE TEXTURED TO A MAXIMUM DEPTH OF 1/2" ABOVE THE 42" SINGLE SLOPE BARRIER. THE OPPOSITE FACE OF THE BARRIER MAY BE TEXTURED TO A MAXIMUM DEPTH OF 1" ABOVE THE 42" BARRIER. MAINTAIN A MINIMUM CLEAR COVER OF 2" OVER REINFORCING STEEL.



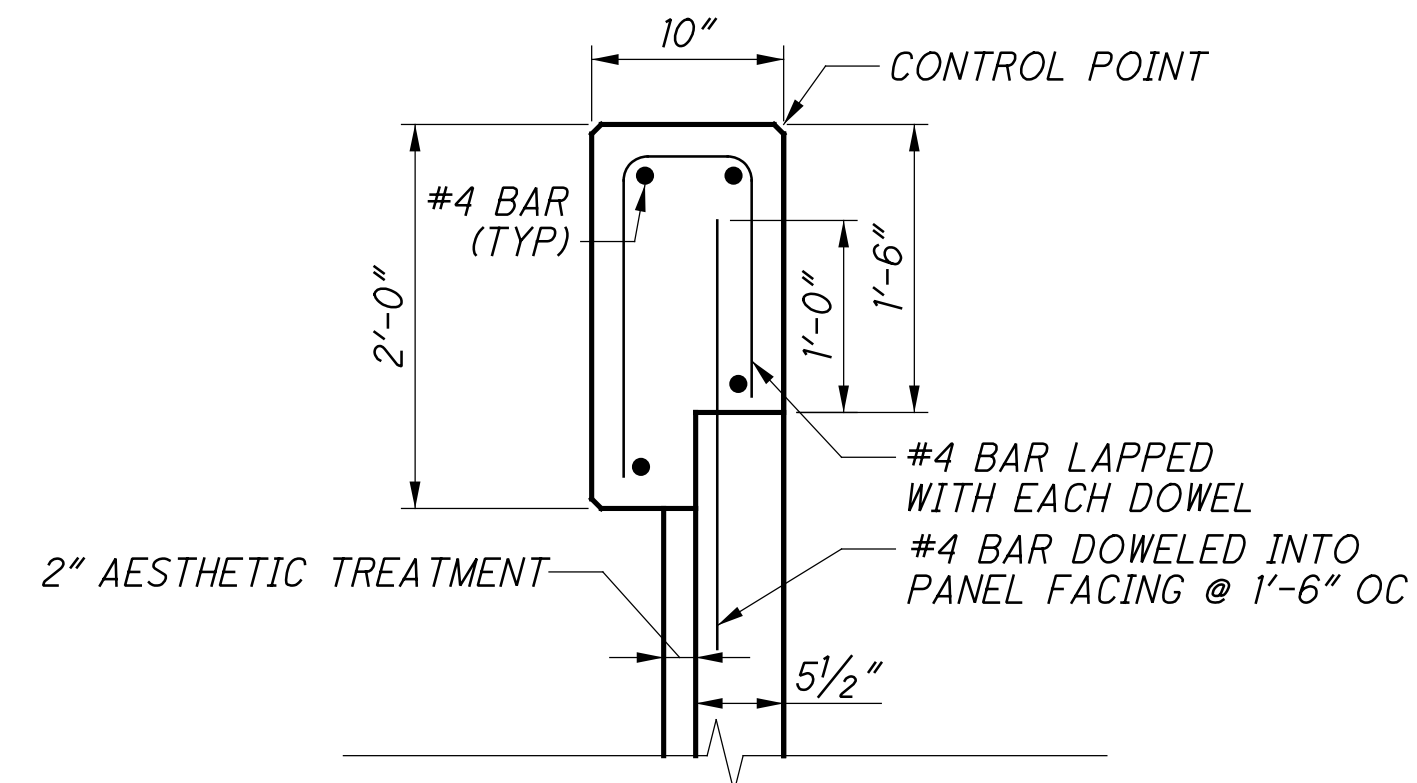
SECTION C-C



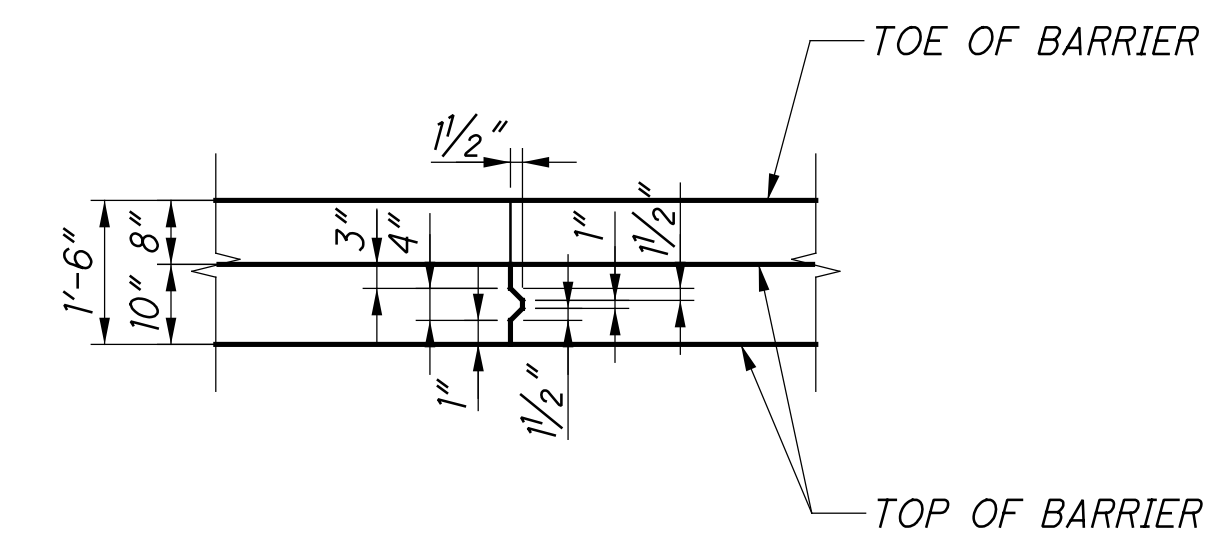
SECTION B-B



SECTION D-D



COPING DETAIL



CONTRACTION JOINT

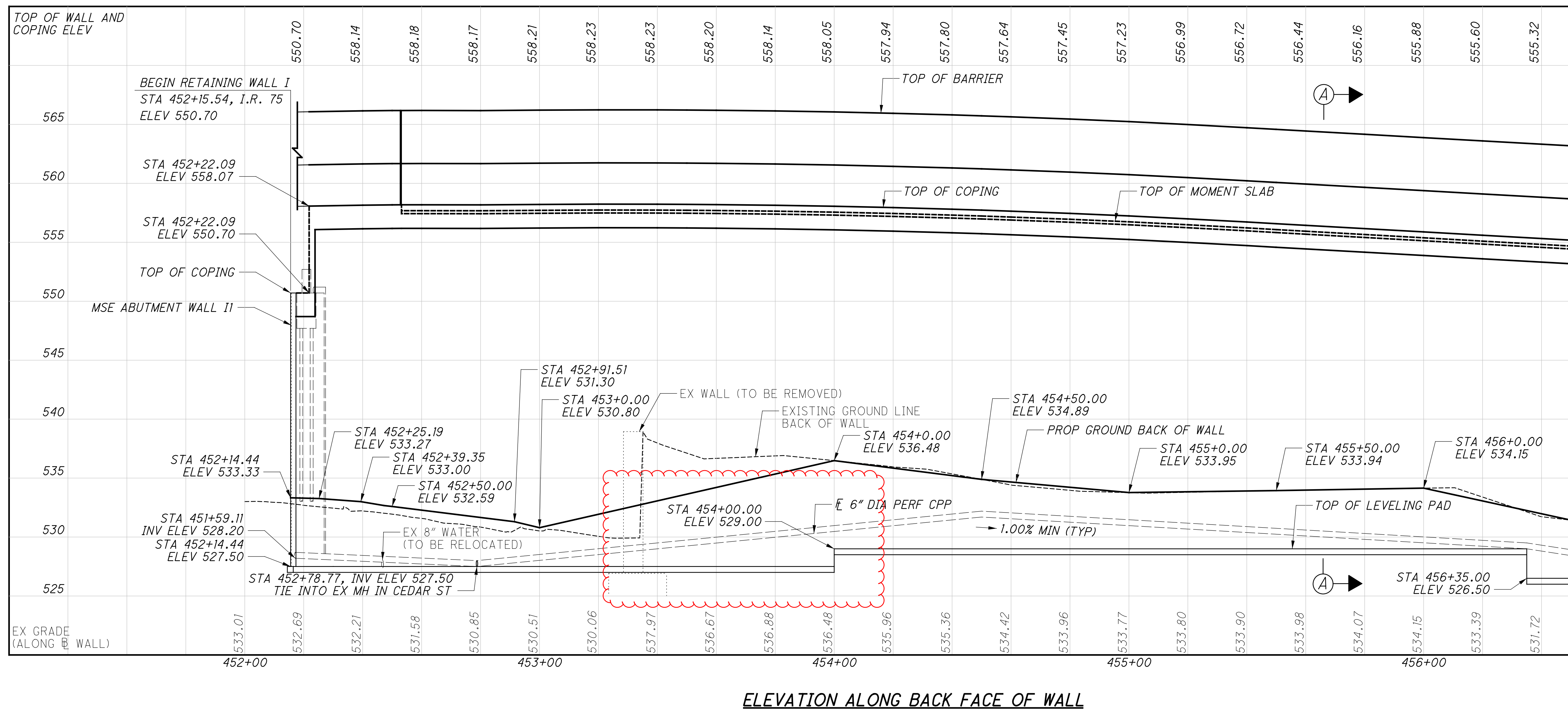
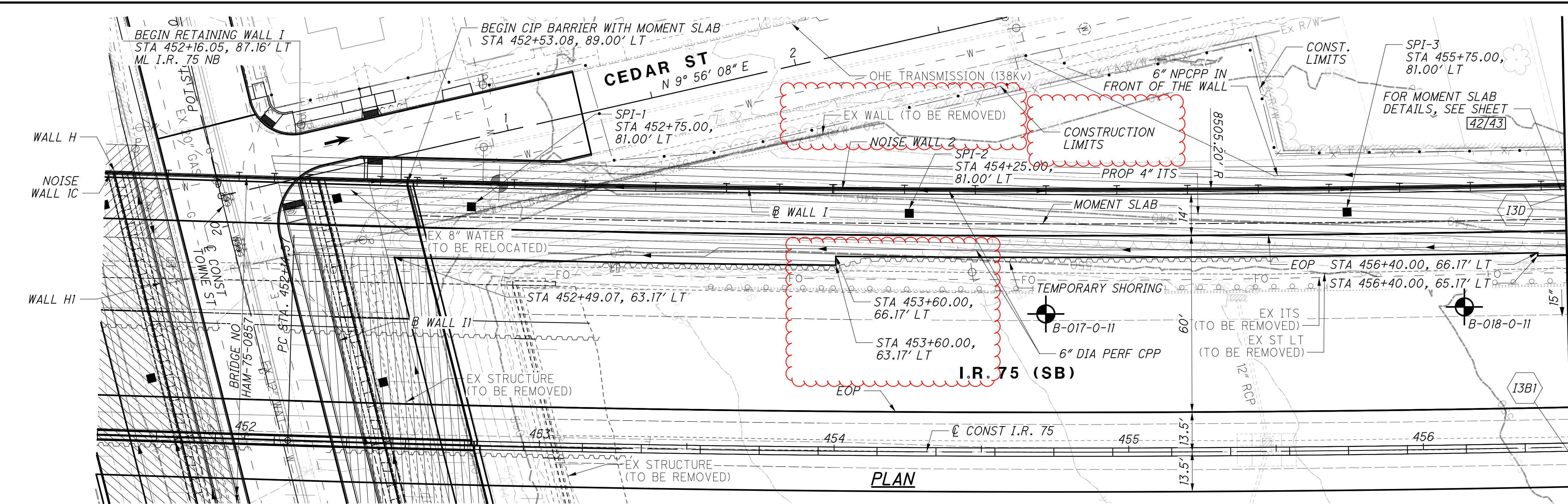
MINIMUM LAP LENGTHS:
#5 LAP LENGTH = 2'-5"
#6 LAP LENGTH = 2'-11"

NOTES:

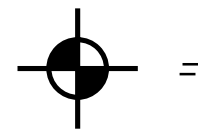
- ALL ITEMS SHOWN ON THIS SHEET, EXCLUDING PAVEMENT, ARE INCIDENTAL TO RAILING MISC: TRAFFIC BARRIER ON MSE WALL AND RAILING (COMBINATION NOISE AND TRAFFIC BARRIER ON MSE WALL)
- CONTROL JOINT: SAWCUT 1/4" DEEP CONTROL JOINTS ALONG THE PERIMETER AS SHOWN ON THIS SHEET AS SOON AS THE SAW CAN BE OPERATED 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".

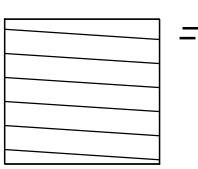
SEAL THE PERIMETER OF THE CONTROL JOINT TO A MINIMUM DEPTH OF 1" WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO C920, TYPE S. LEAVE THE BOTTOM 1/2" OF BOTH THE INSIDE AND OUTSIDE FACES OF THE BARRIER UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.
- SAWCUT CONTROL JOINTS SHALL HAVE A MINIMUM SPACING OF 6' AND A MAXIMUM SPACING OF 15'-8". THE CONTRACTOR SHALL ADJUST THE JOINT LOCATIONS IN THE FIELD AS NEEDED TO AVOID CONFLICTS WITH THE TRANSVERSE REBAR.
- SEE NOISE BARRIER PLAN SHEETS FOR NOISE BARRIER DETAILS.
- SEE SHEET [25/43] FOR CONCRETE SEALING LIMITS.
- SEE ROADWAY PLANS AND ODOT STANDARD CONSTRUCTION DRAWINGS FOR ADDITIONAL DRAINAGE INLET DETAILS.
- FOR ABBREVIATIONS LEGEND, SEE SHEET [2/43].
- THE COPING SHALL NOT BE CONSTRUCTED UNTIL ALL PHASES OF MSE WALL CONSTRUCTION ARE COMPLETE.
- THE COPING JOINTS SHALL BE PLACED ON A MAXIMUM 20 FT. SPACING AND SHALL ALIGN WITH A PANEL JOINT.
- THE ARCHITECTURAL FINISH SHALL BE BEIGE ASHLAR STONE (MANUFACTURED BY ARCHITECTURAL POLYMERS, #905 SMALL AGED ASHLAR STONE) ON THE FREEWAY SIDE AND BEIGE DRY STACK (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9110 LARGE STONE OHIO DRY STACK) ON THE PARK AND RESIDENTIAL SIDE. THE FEDERAL COLOR NUMBER FOR BEIGE IS NO. 17778.



LEGEND:



 = PLAN BOUNDARY
FOR ITEMS
INCLUDED WITH
MSE WALL II FOR
PAYMENT

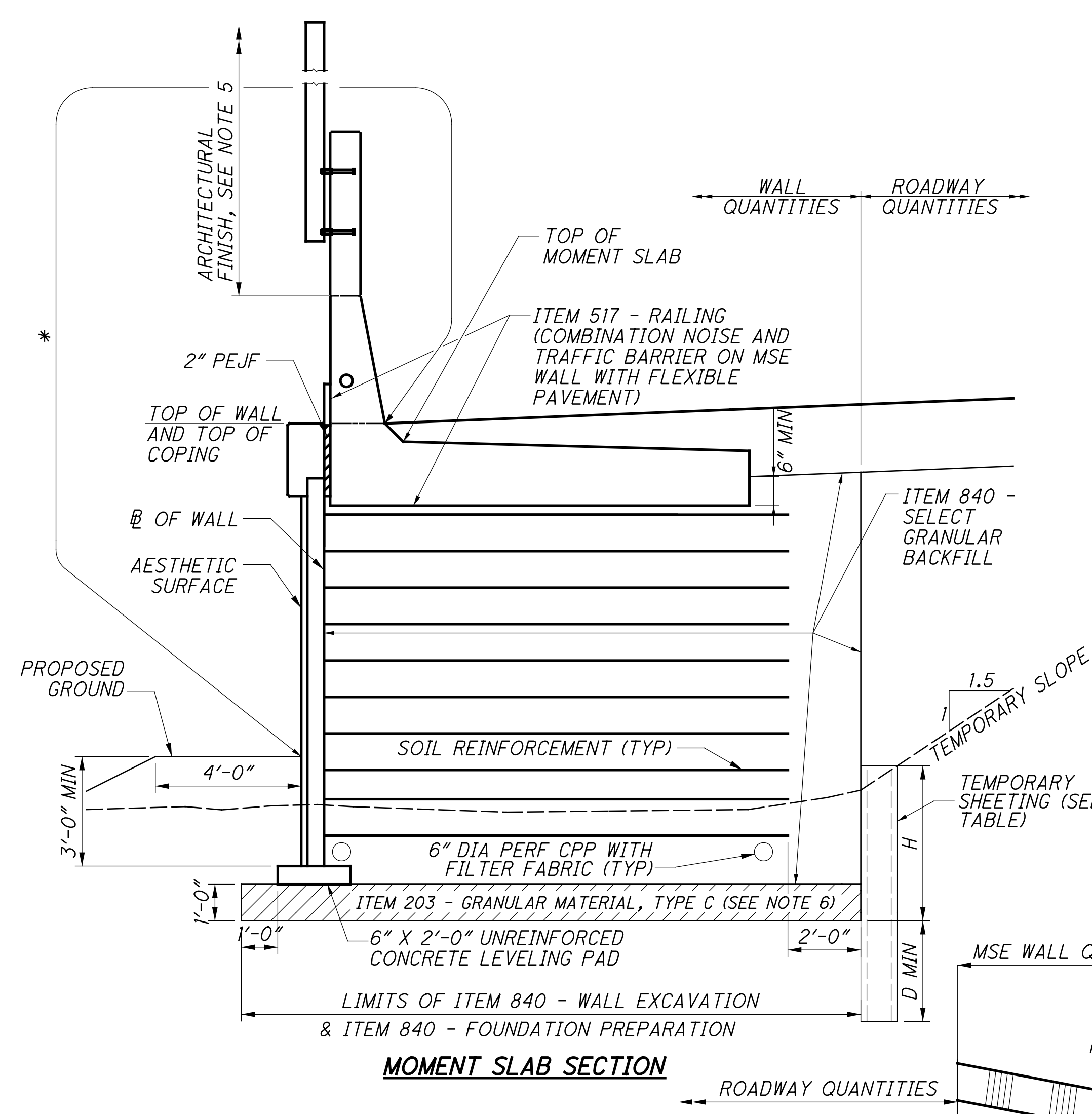


PAYMENT	
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NOTES:

1. FOR ABBREVIATIONS
LEGEND, SEE SHEET 2/43

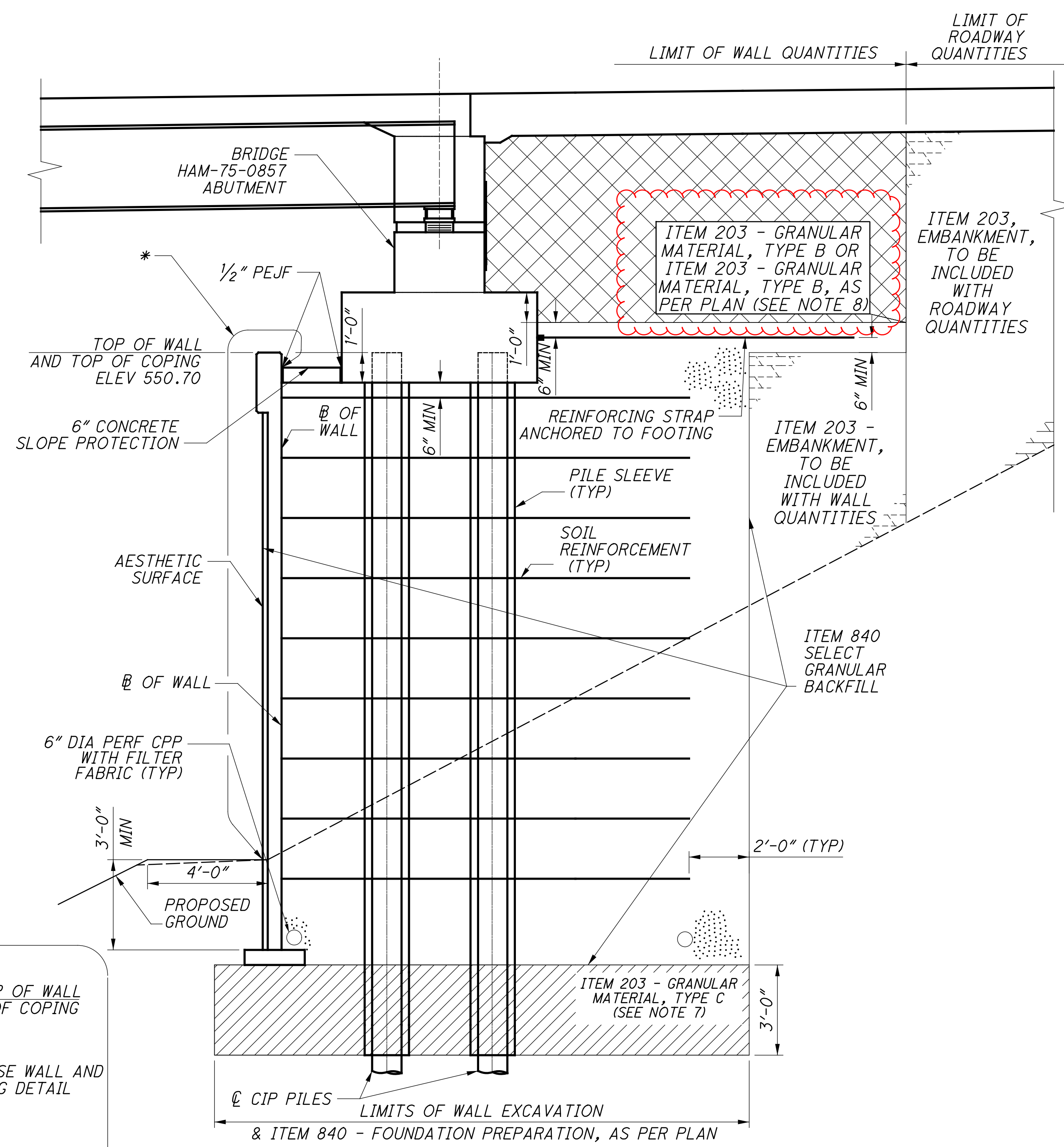
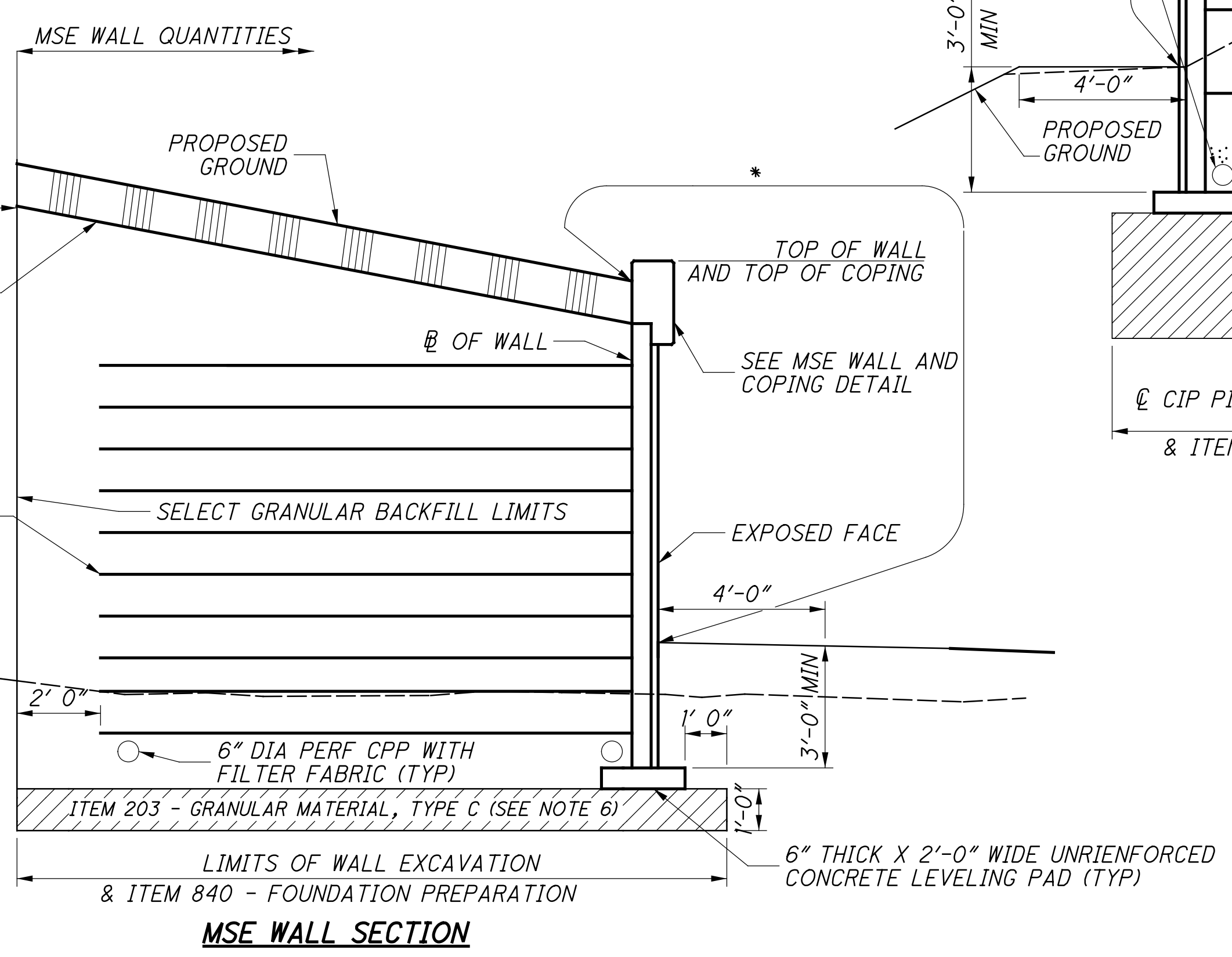
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- NOTES**
- 6. ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION.
 - 7. ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN.
 - 8. ITEM 203 - GRANULAR MATERIAL, TYPE B, AS PER PLAN SHALL BE INCLUDED WITHIN PHASE 1 LIMITS OF WALL II. SEE SHEET 1/43 FOR ADDITIONAL INFORMATION.

TEMPORARY SHORING TABLE				
STATION	ALIGNMENT	WALL HEIGHT (H)	EMBENDMENT (D)	MINIMUM SECTION MODULUS
		(FT)	(FT)	(IN ³ /FT)
453+00.00	I.R. 75	8	18	18
453+50.00	I.R. 75	6		
454+00.00	I.R. 75	4		
454+50.00	I.R. 75	3		
455+00.00	I.R. 75	2		

NOTE:
TEMPORARY SHORING NOT NEEDED FROM STATION 455+50.00 TO STATION 463+81.56.



* LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

- NOTES**
- 1. SEE BRIDGE PLANS HAM-75-0857 FOR ADDITIONAL ABUTMENT AND WINGWALL DETAILS.
 - 2. SOIL REINFORCEMENT SHALL BE CONSTRUCTED SO AS TO AVOID INTERFERENCE WITH BRIDGE PILING.
 - 3. FOR ABBREVIATIONS LEGEND, SEE SHEET 1/43.
 - 4. SEE SHEET 42/43 FOR MSE WALL COPING DETAILS.
 - 5. THE ARCHITECTURAL FINISH SHALL BE BEIGE ASHLAR STONE (MANUFACTURED BY ARCHITECTURAL POLYMERS, #905 SMALL AGED ASHLAR STONE) ON THE FREEWAY SIDE AND BEIGE DRY STACK (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9110 LARGE STONE OHIO DRY STACK) ON THE PARK AND RESIDENTIAL SIDE. THE FEDERAL COLOR NUMBER FOR BEIGE IS NO. 17778.

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4445

DATE
3-18-26

REVIEWED
SSK

DRAWN
SMJ

DESIGNED
JLM

CHECKED
NCK

STRUCTURE FILE NUMBER

REVISED

TYPICAL MSE WALL DETAILS 1 OF 2

MSE RETAINING WALLS I & II

HAM-75-7.85

PID No. 121447

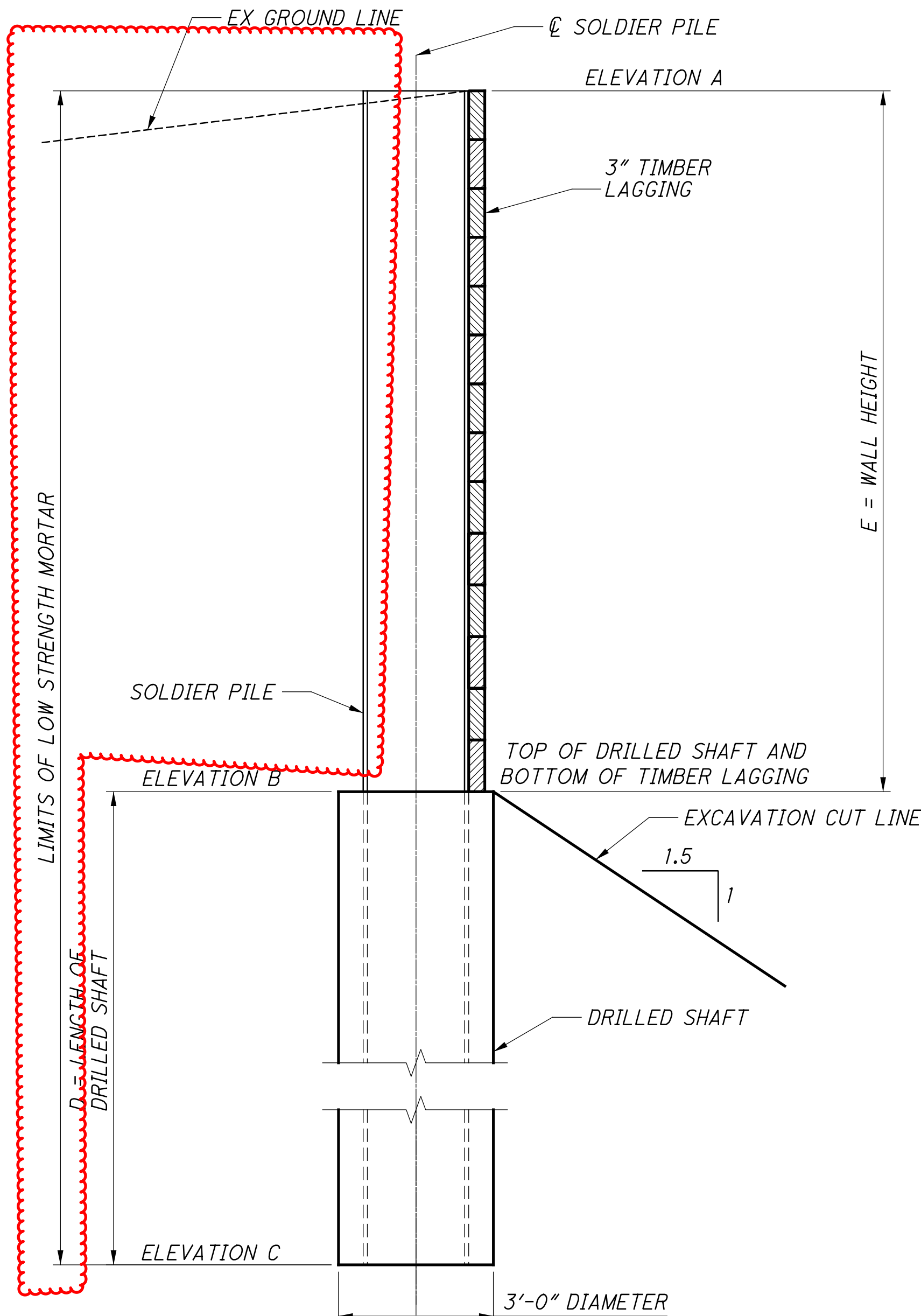
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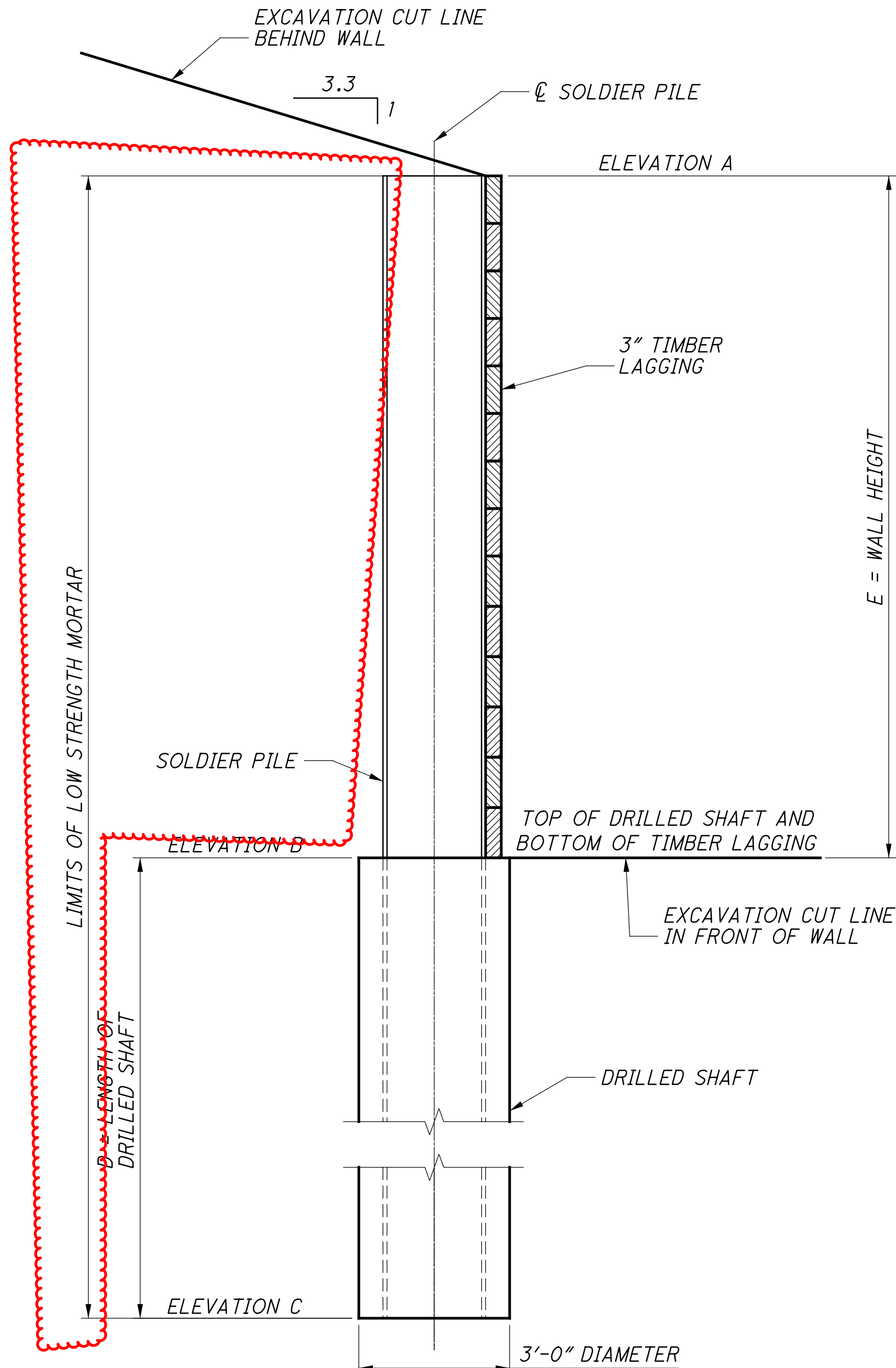
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TEMPORARY SOLDIER PILE WALL G LOCATION AND ELEVATION DATA TABLE

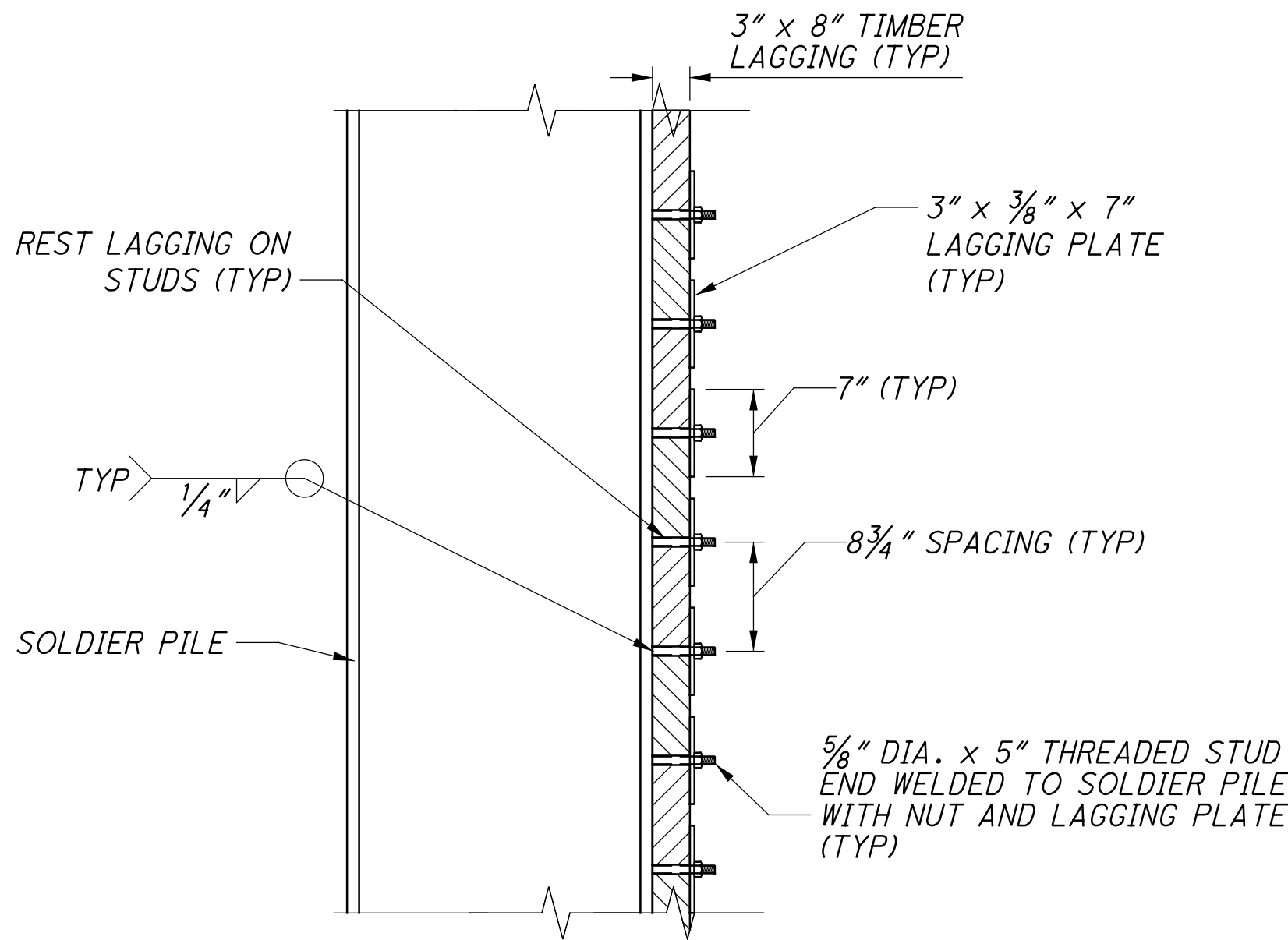
SOLDIER PILE NUMBER	SOLDIER PILE STATION (ALONG @ CONST RAMP M)	SOLDIER PILE OFFSET (ALONG @ CONST RAMP M)	TOP OF SOLDIER PILE ELEVATION A	TOP OF DRILLED SHAFT ELEVATION B	PILE TIP ELEVATION C	LENGTH OF DRILLED SHAFT D	WALL HEIGHT E	SOLDIER PILE SIZE	DRILLED SHAFT DIAMETER
1	418+99.05	23.15' RT	522.29	516.66	491.66	25'-0"	5.63'	W24x131	3'-0"
2	418+99.39	15.99' RT	524.60	516.66	491.66	25'-0"	7.94'	W24x131	3'-0"
3	418+99.73	8.83' RT	527.13	516.66	491.66	25'-0"	10.47'	W24x131	3'-0"
4	419+00.06	1.68' RT	529.29	516.66	491.66	25'-0"	12.63'	W24x131	3'-0"
5	419+00.38	5.48' LT	531.11	516.66	491.66	25'-0"	14.45'	W24x131	3'-0"
6	419.00.68	12.64' LT	532.61	516.66	491.66	25'-0"	15.95'	W24x131	3'-0"
7	419+00.98	19.80' LT	533.64	515.28	490.28	25'-0"	18.36'	W24x131	3'-0"
8	419+05.24	23.92' LT	532.50	510.83	485.83	25'-0"	21.67'	W24x131	3'-0"
9	419+11.59	23.72' LT	528.50	509.00	484.00	25'-0"	19.50'	W24x131	3'-0"
10	419+17.95	23.61' LT	524.50	509.00	484.00	25'-0"	15.50'	W24x131	3'-0"
11	419+24.31	23.58' LT	520.50	509.00	484.00	25'-0"	11.50'	W24x131	3'-0"
12	419+30.67	23.65' LT	516.50	509.00	484.00	25'-0"	7.50'	W24x131	3'-0"
13	419+37.02	23.79' LT	514.00	509.00	484.00	25'-0"	5.00'	W24x131	3'-0"



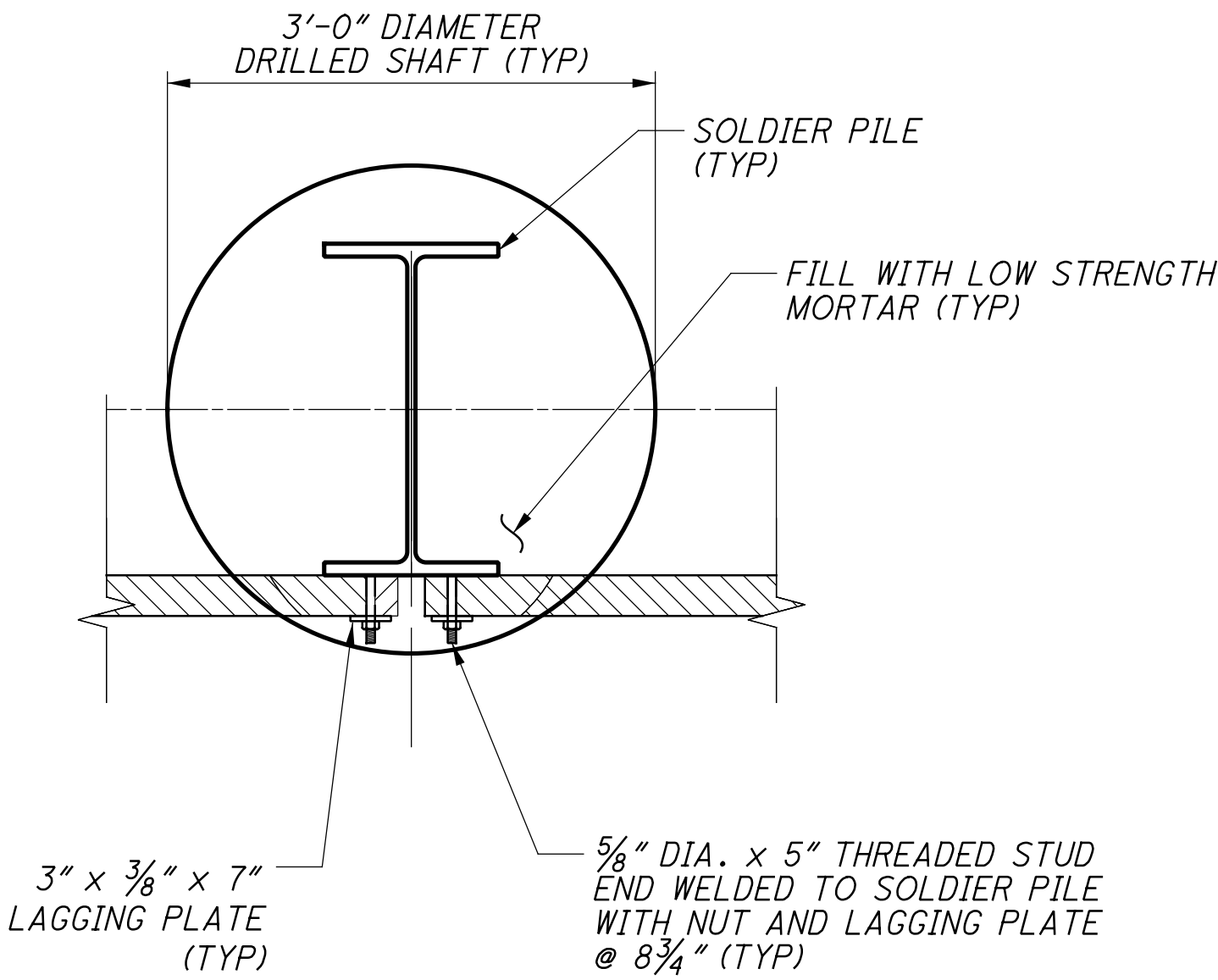
SECTION A-A



SECTION B-B



TIMBER LAGGING ATTACHMENT DETAIL



TYPICAL SECTION TEMPORARY SOLDIER PILE WALL

NOTES

1. FOR LOCATION OF SECTION A-A AND SECTION B-B, SEE SHEET 9 / 56.