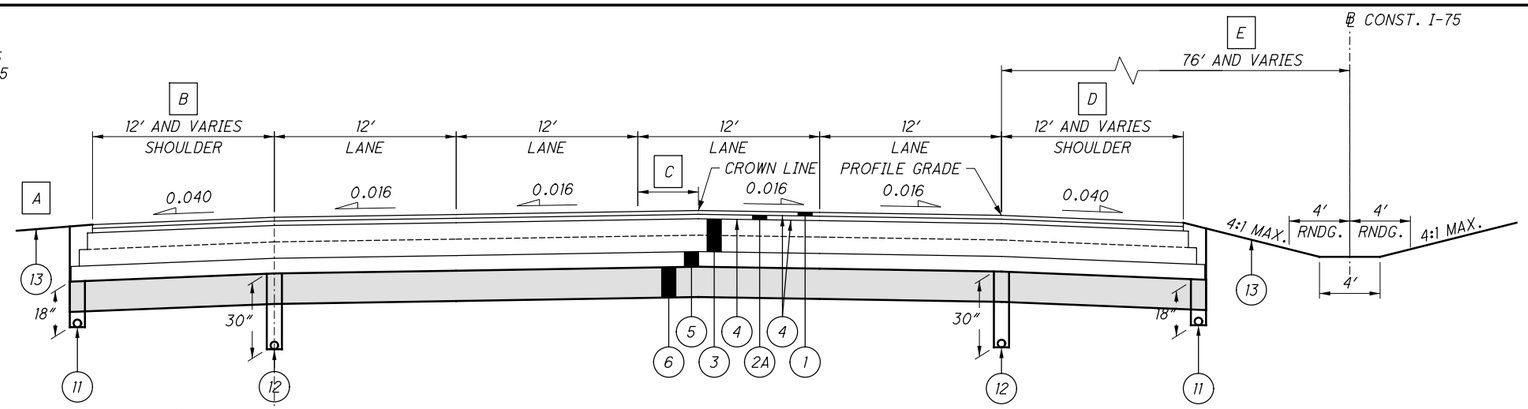
SEE GUARDRAIL DETAIL SHEET 20 FOR:
STA. 363+45.22, 138' LT. ℄ CONST. I-75 TO STA. 366+70.22, 138' LT. ℄ CONST. I-75
STA. 366+17.85, 57.83' LT. ℄ CONST. I-75 TO STA. 366+55.35, 57.83' LT. ℄ CONST. I-75
STA. 369+03.55, 57.83' LT. ℄ CONST. I-75 TO STA. 370+28.28, 50.26' LT. ℄ CONST. I-75
STA. 369+18.42, 138' LT. ℄ CONST. I-75 TO STA. 372+43.42, 138' LT. ℄ CONST. I-75
STA. 386+78.71, 54.43' RT. ℄ CONST. I-75 TO STA. 388+15.79, 62' RT. ℄ CONST. I-75
STA. 392+51.50, 150' LT. ℄ CONST. I-75 TO STA. 393+98.75, 150' LT. ℄ CONST. I-75
STA. 399+01.50, 150' LT. ℄ CONST. I-75 TO STA. 400+48.75, 150' LT. ℄ CONST. I-75
STA. 408+93.63, 150' LT. ℄ CONST. I-75 TO STA. 420+55.89, 168.79' LT. ℄ CONST. I-75

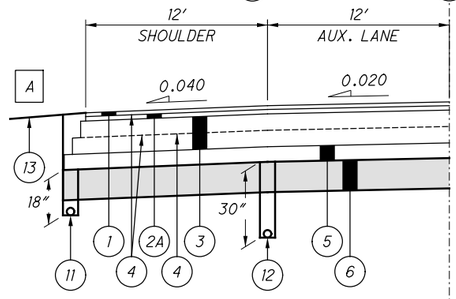
STATION EQUATIONS
STA. 358+82.52 ℄ CONST. I-75 SB (BK.)= STA. 359+00 ℄ CONST. I-75 (AH.)

EQUIVALENT MAINLINE / RAMP STATIONING
STA. 380+22.10 ℄ CONST. I-75 = STA. 380+22.92 ℄ CONST. RAMP C
STA. 385+01.55 ℄ CONST. I-75 = STA. 385+02.46 ℄ CONST. RAMP C
STA. 389+76.39 ℄ CONST. I-75 = STA. 389+76.34 ℄ CONST. RAMP C
STA. 390+26.39 ℄ CONST. I-75 = STA. 390+26.38 ℄ CONST. RAMP C



NORMAL SECTION - I-75 SOUTHBOUND

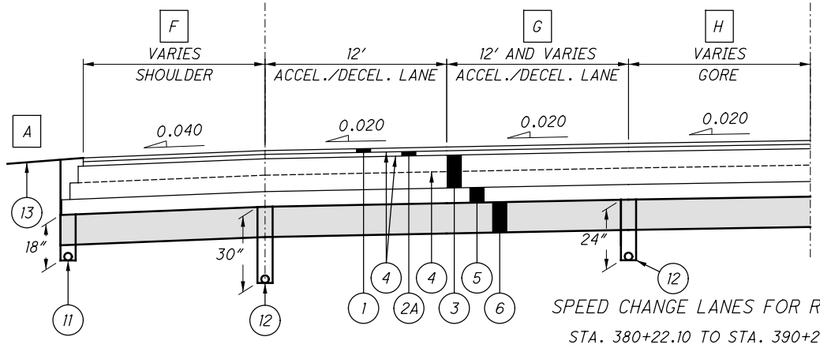
STA. 359+00 TO STA. 366+42.63
STA. 368+38.85 TO STA. 416+00



℄ CONST. RAMP C

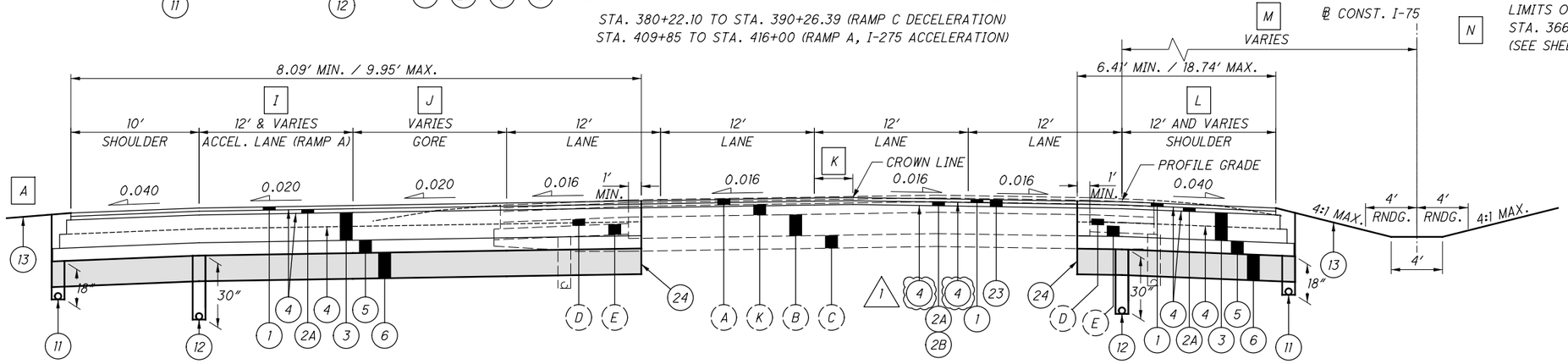
AUXILIARY LANES FOR MAINLINE - I-75 SOUTHBOUND

STA. 390+26.39 TO STA. 409+85



SPEED CHANGE LANES FOR RAMPS - I-75 SOUTHBOUND

STA. 380+22.10 TO STA. 390+26.39 (RAMP C DECELERATION)
STA. 409+85 TO STA. 416+00 (RAMP A, I-275 ACCELERATION)



WIDENING AND RESURFACING SECTION - I-75 SOUTHBOUND

STA. 416+00 TO STA. 420+00

A SEE SHEET 20 FOR GRADING DETAILS.

B
12': STA. 359+00 TO STA. 365+93.83
VARIES: 12' @ STA. 365+93.83 TO 14' @ STA. 366+43.83
14': STA. 368+38.85 TO STA. 369+43.42
VARIES: 14' @ STA. 369+43.42 TO 12' @ STA. 369+53.42
12': STA. 369+53.42 TO STA. 409+85
VARIES: 12' @ STA. 409+85 TO 10' @ STA. 411+25
10': STA. 411+25 TO STA. 416+00

C
0': STA. 359+00 TO STA. 366+42.63
0': STA. 368+38.85 TO STA. 409+85
VARIES: 0' @ STA. 409+85 TO 7.27' @ STA. 416+00

D
16': STA. 359+00 TO STA. 363+70.83
VARIES: 16' @ STA. 363+70.83 TO 18.17' @ STA. 364+25
18.17': STA. 364+25 TO STA. 366+42.63
18.17': STA. 368+38.85 TO STA. 370+50
VARIES: 18.17' @ STA. 370+50 TO 16' @ STA. 370+60.92
16': STA. 370+60.92 TO STA. 383+75
12': STA. 383+75 TO STA. 416+00

E
76': STA. 359+00 TO STA. 366+42.63
76': STA. 368+38.85 TO STA. 409+85
VARIES: 76' @ STA. 409+85 TO 84.79' @ 416+00

F
10': STA. 380+22.10 TO STA. 389+76.39
VARIES: 10' @ STA. 389+76.39 TO 12' @ STA. 390+26.39
VARIES: 12' @ STA. 409+85 TO 10' @ STA. 411+25
10': STA. 411+25 TO STA. 416+00

G
12': STA. 380+22.10 TO STA. 385+01.55
VARIES: 12' @ STA. 385+01.55 TO 0' @ STA. 390+26.39
0': STA. 409+85 TO STA. 416+00

H
VARIES: 32' @ STA. 380+22.10 TO 0' @ STA. 385+01.55
0': STA. 385+01.55 TO STA. 390+26.39
0': STA. 410+50 TO STA. 416+00

I
12': STA. 416+00 TO 16' @ STA. 417+41.70
VARIES: 12' @ STA. 417+41.70 TO 16' @ STA. 420+00

J
0': STA. 416+00 TO STA. 417+95.54
VARIES: 0' @ STA. 417+95.54 TO 1.17' @ STA. 420+00

K
VARIES: 7.27' @ STA. 416+00 TO 12' @ STA. 420+00

L
12': STA. 416+00 TO STA. 418+25
VARIES: 12' @ STA. 418+25 TO 5' @ STA. 420+00

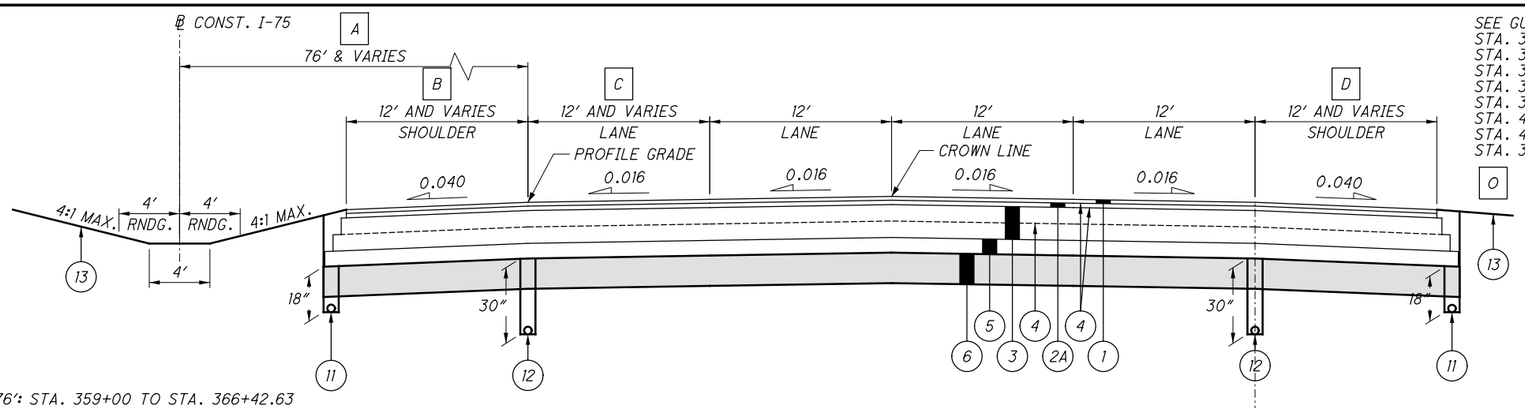
M
VARIES: 84.79' @ STA. 416+00 TO 90.50' @ STA. 420+00

N
LIMITS OF SKEWED STRUCTURE HAM-75-15.39 L
STA. 366+42.63 TO STA. 368+38.85
(SEE SHEET 13 FOR APPROACH SLAB SECTIONS)

1 2-5-2021 - UPDATED TYPICAL SECTION BALLOON CALLOUT FROM 8B TO 4

TYPICAL SECTIONS - I-75 SOUTHBOUND

HAM-75-14.61



SEE GUARDRAIL DETAIL SHEET 20 FOR:
STA. 359+55.14, 138' RT. ℄ CONST. I-75 TO STA. 366+17.64, 138' RT. ℄ CONST. I-75
STA. 365+08.39, 50.26' RT. ℄ CONST. I-75 TO STA. 366+32.51, 57.83' RT. ℄ CONST. I-75
STA. 368+65.84, 138' RT. ℄ CONST. I-75 TO STA. 375+40.84, 138' RT. ℄ CONST. I-75
STA. 368+80.70, 57.83' RT. ℄ CONST. I-75 TO STA. 369+18.20, 57.83' RT. ℄ CONST. I-75
STA. 394+75.42, 54.43' RT. ℄ CONST. I-75 TO STA. 396+12.50, 62' RT. ℄ CONST. I-75
STA. 404+75.42, 54.43' RT. ℄ CONST. I-75 TO STA. 406+12.50, 62' RT. ℄ CONST. I-75
STA. 418+31.23, 74.33' RT. ℄ CONST. I-75 TO STA. 420+30.95, 84.50' RT. ℄ CONST. I-75
STA. 374+01.25, 12' RT. ℄ CONST. RAMP E TO STA. 418+00, 12' RT. ℄ CONST. RAMP D

EQUIVALENT MAINLINE / RAMP STATIONING	
STA. 376+27.58 ℄ CONST. I-75 = STA. 376+29.48 ℄ CONST. RAMP E	*STA. 408+22.55 ℄ CONST. I-75 = STA. 408+22.55 ℄ CONST. RAMP D*
STA. 376+71.41 ℄ CONST. I-75 = STA. 376+69.28 ℄ CONST. RAMP E	*STA. 408+72.52 ℄ CONST. I-75 = STA. 408+72.56 ℄ CONST. RAMP D*
STA. 377+45.63 ℄ CONST. I-75 = STA. 377+44.70 ℄ CONST. RAMP E	*STA. 412+00 ℄ CONST. I-75 = STA. 411+99.67 ℄ CONST. RAMP D*
STA. 378+34.47 ℄ CONST. I-75 = STA. 378+35.13 ℄ CONST. RAMP E	*STA. 413+67.59 ℄ CONST. I-75 = STA. 413+66.65 ℄ CONST. RAMP D*
STA. 380+19.26 ℄ CONST. I-75 = STA. 380+19.26 ℄ CONST. RAMP E	*STA. 417+47.52 ℄ CONST. I-75 = STA. 417+45.81 ℄ CONST. RAMP D*
STA. 387+89.26 ℄ CONST. I-75 = STA. 387+89.26 ℄ CONST. RAMP E	

A
76': STA. 359+00 TO STA. 366+42.63
76': STA. 368+38.85 TO STA. 409+85
VARIES: 76' @ STA. 409+85 TO 79.07' @ STA. 412+00

B
16' - STA. 359+00 TO STA. 364+15
VARIES - 16' @ STA. 164+16 TO 18.17' @ STA. 364+25
18.17' - STA. 364+25 TO STA. 366+42.63
18.17' - STA. 368+38.85 TO STA. 370+50
VARIES - 18.17' @ STA. 370+50 TO 16' @ STA. 371+04.65
16' - STA. 371+04.65 TO STA. 383+75
12' - STA. 383+75 TO STA. 412+00

C
12': STA. 359+00 TO STA. 366+42.63
12': STA. 368+38.85 TO STA. 409+85
VARIES: 12' @ STA. 409+85 TO 10.24' @ STA. 412+00

D
12' - STA. 359+00 TO STA. 365+82.64
VARIES - 12' @ STA. 365+82.64 TO 14' @ STA. 365+92.64
14' - STA. 365+92.64 TO STA. 366+42.63
14' - STA. 368+38.85 TO STA. 369+00
VARIES - 14' @ STA. 369+00 TO 12' @ STA. 369+50
12' - STA. 369+50 TO STA. 412+00

E
VARIES: 23' @ STA. 376+27.58 TO 9' @ STA. 378+34.47
9': STA. 378+34.47 TO STA. 387+50
VARIES: 9' @ STA. 387+50 TO 0' @ STA. 394+39.44
0': STA. 408+22.55 TO STA. 412+00

F
VARIES: 13.40' @ STA. 376+27.58 TO 16' @ STA. 380+19.26
16': STA. 380+19.26 TO STA. 387+50
VARIES: 16' @ STA. 387+50 TO 16.51' @ STA. 387+89.26
VARIES: 16.51' @ STA. 387+89.26 TO 12' @ STA. 394+39.26
VARIES: 0' @ STA. 408+22.55 TO 5.96' @ STA. 412+00

NORMAL SECTION - I-75 NORTHBOUND

STA. 359+00 TO STA. 366+42.63
STA. 368+38.85 TO STA. 412+00

G
VARIES: 7.80' @ STA. 376+27.58 TO 0' @ STA. 380+19.26
0': STA. 380+19.26 TO STA. 394+39.26
12': STA. 408+22.55 TO STA. 412+00

H
15': STA. 376+27.58 TO STA. 376+71.41
VARIES: 15' @ STA. 376+71.41 TO 10' @ STA. 377+45.63
10': STA. 377+45.63 TO STA. 393+39.26
VARIES: 10' @ STA. 393+39.26 TO 12' @ STA. 394+39.26
VARIES: 12' @ STA. 408+22.55 TO 10' @ STA. 408+72.52
10': STA. 408+72.52 TO STA. 412+00

I
VARIES: 79.07' @ STA. 412+00 TO 90.50' @ STA. 420+00

J
12': STA. 412+00 TO STA. 418+25
VARIES: 12' @ STA. 418+25 TO 5' @ STA. 420+00

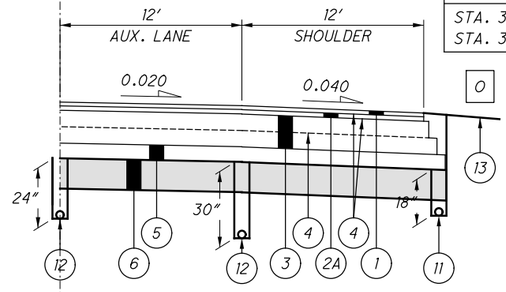
K
VARIES: 10.24' @ STA. 412+00 TO 0' @ STA. 420+00

L
VARIES: 1.97' @ STA. 412+00 TO 0' @ STA. 420+00

M
0': STA. 412+00 TO STA. 413+67.59
VARIES: 0' @ STA. 413+67.59 TO 32.05' @ STA. 417+47.52

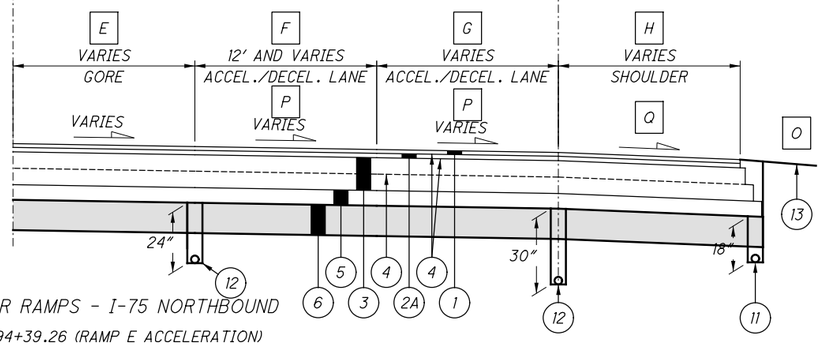
N
VARIES: 5.96' @ STA. 412+00 TO 12' @ STA. 413+67.59
12': STA. 413+67.59 TO STA. 417+47.52

O
SEE SHEET 20 FOR GRADING DETAILS.



AUXILIARY LANES FOR MAINLINE - I-75 NORTHBOUND

STA. 394+39.26 TO STA. 408+22.55



SPEED CHANGE LANES FOR RAMPS - I-75 NORTHBOUND

STA. 376+27.58 TO STA. 394+39.26 (RAMP E ACCELERATION)
STA. 408+22.55 TO STA. 412+00 (RAMP D DECELERATION)

P
RAMP E: 0.040 MAX
RAMP D: 0.020 MAX

Q
FOR LOW AND HIGH SIDE OF SUPERELEVATED SECTION, SEE PLAN SHEET NO. 5 FOR PAVED SHOULDER CROSS SLOPE DETAILS.

R
LIMITS OF SKEWED STRUCTURE HAM-75-15.39 R
STA. 366+42.63 TO STA. 368+38.85
(SEE SHEET 13 FOR APPROACH SLAB SECTIONS)

WIDENING AND RESURFACING SECTION - I-75 NORTHBOUND

STA. 412+00 TO STA. 420+00

1 *2-5-2021 - UPDATED TYPICAL SECTION BALLOON CALLOUT FROM 8B TO 4*

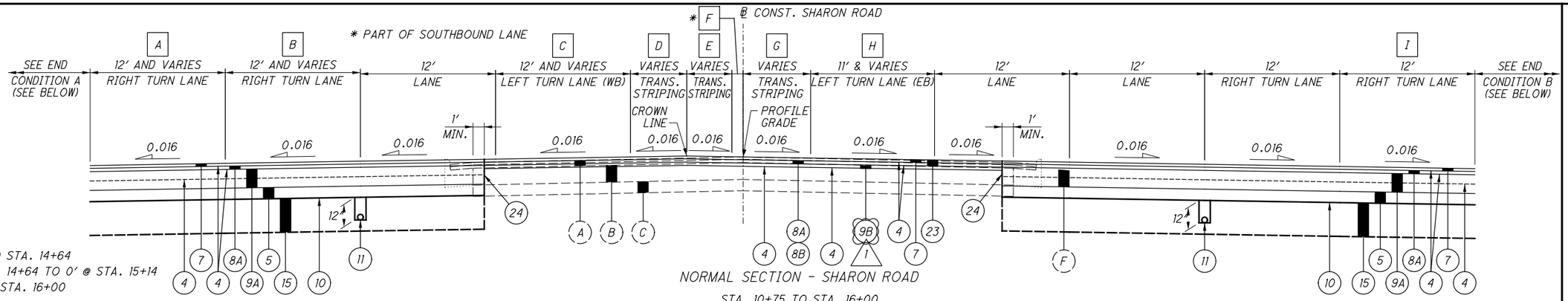
STATION EQUATIONS
STA. 359+17.48 ℄ CONST. I-75 NB (BK.) = STA. 359+00 ℄ CONST. I-75 (AH.)

TYPICAL SECTIONS - I-75 NORTHBOUND

HAM-75-14.61

12
708

TYPICAL SECTIONS - SHARON ROAD



NORMAL SECTION - SHARON ROAD

STA. 10+75 TO STA. 16+00
INTERSECTION WITH RAMP C: STA. 16+00 TO STA. 17+00, LT.
INTERSECTION WITH RAMP A: STA. 16+00 TO STA. 17+00, RT.

△1 2-5-2021 - UPDATED TYPICAL SECTION BALLOON CALLOUT

A 12′: STA. 10+75 TO STA. 14+64
VARIES: 12′ @ STA. 14+64 TO 0′ @ STA. 15+14
0′: STA. 15+14 TO STA. 16+00

B 12′: STA. 10+75 TO STA. 15+38.49
VARIES: 12′ @ STA. 15+38.49 TO 20′ @ STA. 15+88.27
20′: STA. 15+88.27 TO STA. 16+00

C 12′: STA. 10+75 TO STA. 14+85
VARIES: 12′ @ STA. 14+85 TO 0′ @ STA. 15+35
0′: STA. 15+35 TO STA. 16+00

D 0′: STA. 10+75 TO STA. 14+85
VARIES: 0′ @ STA. 14+85 TO 12′ @ STA. 15+35
VARIES: 12′ @ STA. 15+35 TO 11.77′ @ STA. 16+00

E 0′: STA. 10+75 TO STA. 12+30
VARIES: 0′ @ STA. 12+30 TO 5.98′ @ STA. 14+85
VARIES: 5.98′ @ STA. 14+85 TO 9.18′ @ STA. 16+00

F 0′: STA. 10+75 TO STA. 13+99.68
VARIES: 0′ @ STA. 13+99.68 TO 1′ @ STA. 14+05
1′: STA. 14+05 TO STA. 16+00

G 0′: STA. 10+75 TO STA. 11+25
VARIES: 0′ @ STA. 11+25 TO 8.43′ @ STA. 13+55
VARIES: 8.43′ @ STA. 13+55 TO 0′ @ STA. 13+99.68
0′: STA. 13+99.65 TO STA. 16+00

H 0′: STA. 10+75 TO STA. 13+55
VARIES: 0′ @ STA. 13+55 TO 11′ @ STA. 13+99.68
11′: STA. 13+99.68 TO 16+00

I VARIES: 0′ @ STA. 10+75 TO 12′ @ STA. 11+25
12′: STA. 11+25 TO STA. 15+72.89
VARIES: 12′ @ 15+72.89 TO 16′ @ STA. 16+12.87

J 12′: STA. 17+00 TO STA. 22+30
VARIES: 12′ @ STA. 22+30 TO 0′ @ STA. 22+80
0′: STA. 22+80 TO STA. 23+25

K 0′: STA. 17+00 TO STA. 22+30
VARIES: 0′ @ STA. 22+30 TO 12′ @ STA. 22+80
12′: STA. 22+80 TO STA. 23+25

L 12′: STA. 17+00 TO STA. 18+50
VARIES: 12′ @ STA. 18+50 TO 0′ @ STA. 19+00
0′: STA. 19+00 TO STA. 23+25

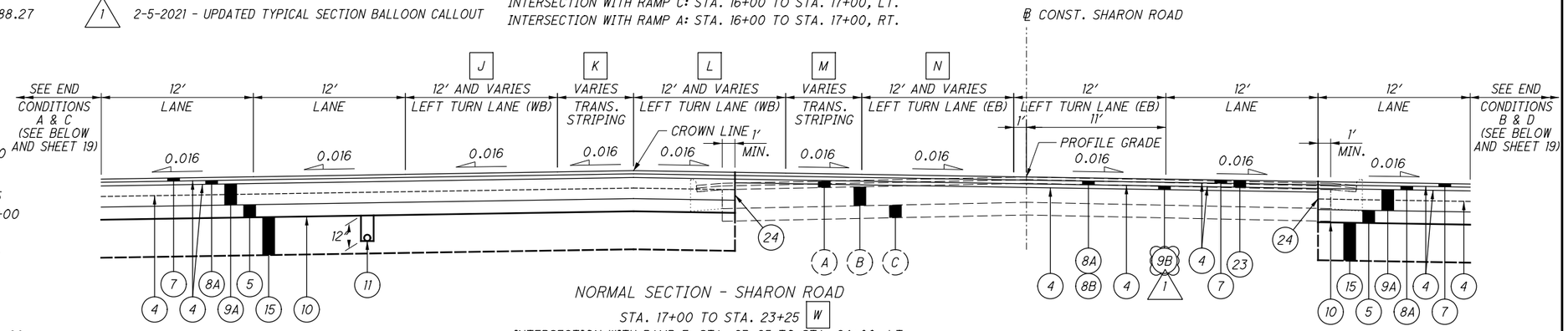
M 0′: STA. 17+00 TO STA. 18+50
VARIES: 0′ @ STA. 18+50 TO 12′ @ STA. 19+00
VARIES: 12′ @ STA. 19+00 TO 0′ @ STA. 19+50
0′: STA. 19+50 TO STA. 23+25

N 0′: STA. 17+00 TO STA. 19+00
VARIES: 0′ @ STA. 19+00 TO 12′ @ STA. 19+50
12′: STA. 19+50 TO STA. 23+25

O VARIES: 16′ @ STA. 23+89.07 TO 12′ @ STA. 24+28.89
12′: STA. 24+28.89 TO STA. 25+75
VARIES: 12′ @ STA. 25+75 TO 0′ @ STA. 26+25
0′: STA. 26+25 TO STA. 28+00

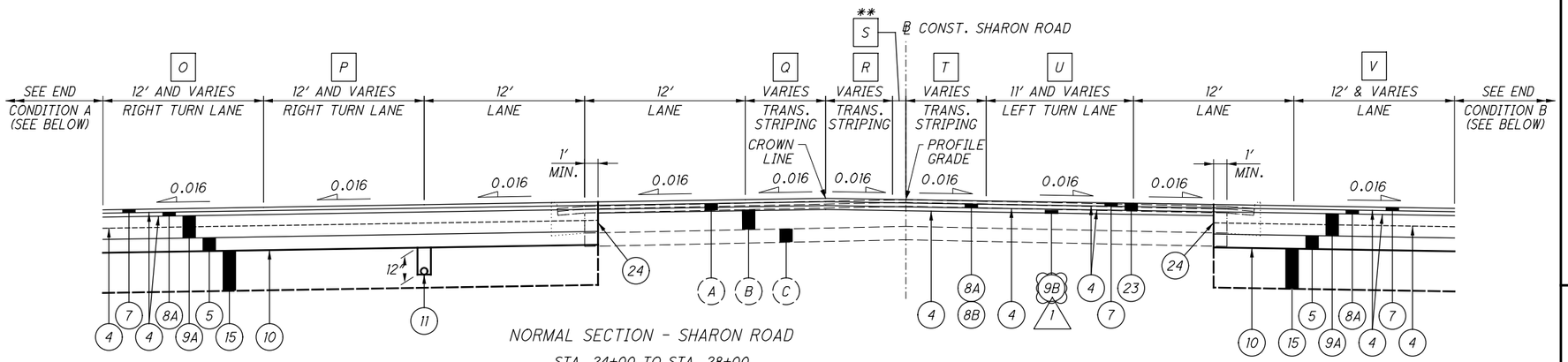
P 12′: STA. 24+00 TO STA. 26+25
VARIES: 12′ @ STA. 26+25 TO 0′ @ STA. 26+75
0′: STA. 26+75 TO STA. 28+00

Q VARIES: 8.39′ @ STA. 24+00 TO 1.82′ @ STA. 28+00



NORMAL SECTION - SHARON ROAD

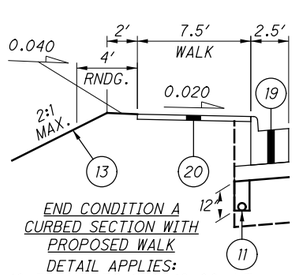
STA. 17+00 TO STA. 23+25 W
INTERSECTION WITH RAMP E: STA. 23+25 TO STA. 24+00, LT.
INTERSECTION WITH RAMP G: STA. 23+25 TO STA. 24+00, RT.



NORMAL SECTION - SHARON ROAD

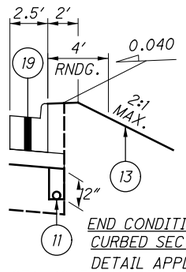
STA. 24+00 TO STA. 28+00

** PART OF LEFT TURN LANE



END CONDITION A
CURBED SECTION WITH PROPOSED WALK

DETAIL APPLIES:
STA. 10+75, LT. TO STA. 16+00, LT.
STA. 19+75.15, LT. TO STA. 19+96.12, LT.
STA. 24+00, LT. TO STA. 28+00, LT.



END CONDITION B
CURBED SECTION

DETAIL APPLIES:
STA. 10+75, RT. TO STA. 16+00, RT.
STA. 20+06.53, RT. TO STA. 20+15.75, RT.
STA. 24+00, RT. TO STA. 28+00, RT.

R VARIES: 10.89′ @ STA. 24+00 TO 1.46′ @ STA. 28+00

S 0′: STA. 24+00 TO STA. 24+50.83
VARIES: 0′ @ STA. 24+50.83 TO 1′ @ STA. 24+55
1′: STA. 24+55 TO STA. 28+00

T 11′: STA. 24+00 TO STA. 24+05
VARIES: 11′ @ STA. 24+05 TO 0′ @ STA. 24+50.83
0′: STA. 24+50.83 TO STA. 28+00

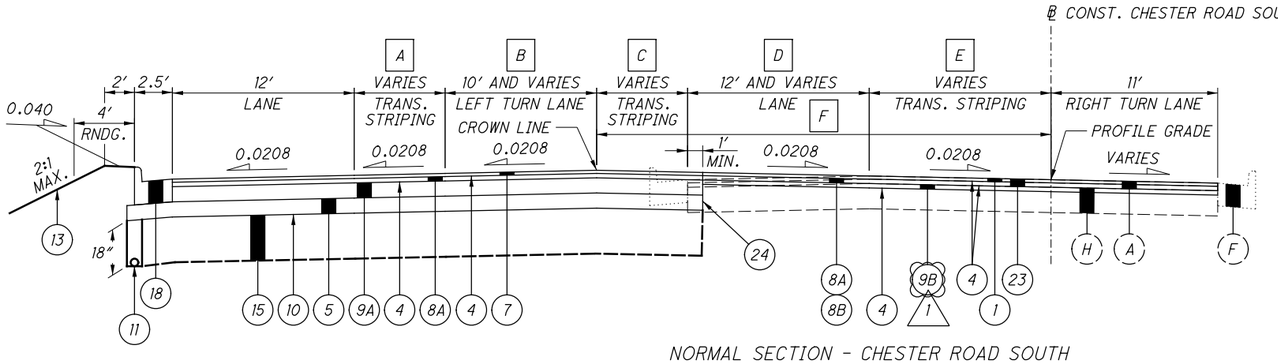
U 0′: STA. 24+00 TO STA. 24+05
VARIES: 0′ @ STA. 24+05 TO 11′ @ STA. 24+50.83
11′: STA. 24+50.83 TO STA. 28+00

V 20′: STA. 24+00 TO STA. 24+43.69
VARIES: 20′ @ STA. 24+43.69 TO 12′ @ STA. 24+93.71
12′: STA. 24+93.71 TO STA. 28+00

CROSS SLOPE VARIES

W
VARIES: 0.016 @ STA. 18+50, LT TO 0.018 @ STA. 18+71.82, LT
VARIES: 0.018 @ STA. 81+71.82, LT TO 0.016 @ STA. 19+00, LT
VARIES: 0.016 @ STA. 18+50, RT TO 0.018 @ STA. 18+71.35, RT
VARIES: 0.018 @ STA. 18+71.35, RT TO 0.016 @ STA. 19+00, RT

HAM-75-14.61



NORMAL SECTION - CHESTER ROAD SOUTH

STA. 94+94.95 TO STA. 99+90.70
INTERSECTION AREA SHARON ROAD: STA. 99+44.95 TO STA. 99+90.70 SKEWED
(SEE INTERSECTION DETAIL ON PLAN SHEET 437)

1 2-5-2021 - UPDATED TYPICAL SECTION BALLOON CALLOUT

A
0': STA. 94+94.95 TO STA. 98+30
VARIES: 0' @ STA. 98+30 TO 6.98' @ STA. 99+30

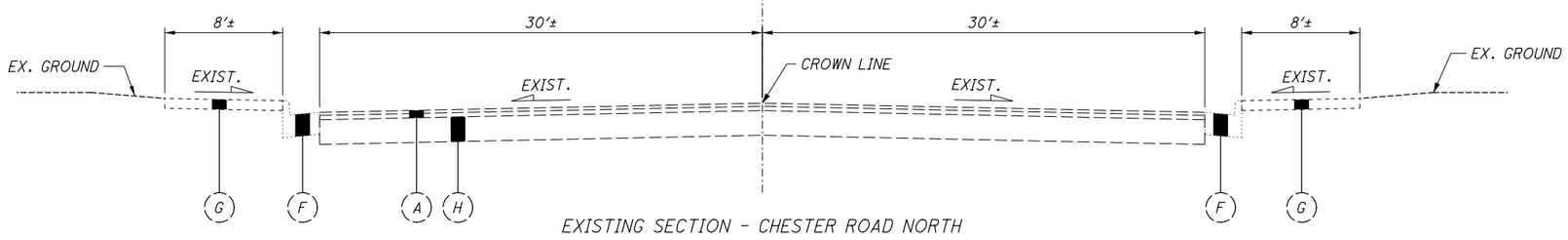
B
0': STA. 94+94.95 TO STA. 97+80
VARIES: 0' @ STA. 97+80 TO 10' @ STA. 98+30
10': STA. 98+30 TO STA. 99+90.70

C
0': STA. 94+94.95 TO STA. 96+74.95
VARIES: 0' @ STA. 96+74.95 TO 6.98' @ STA. 97+80
VARIES: 6.98' @ STA. 97+80 TO 0' @ STA. 98+30
0': STA. 98+30 TO STA. 99+90.70

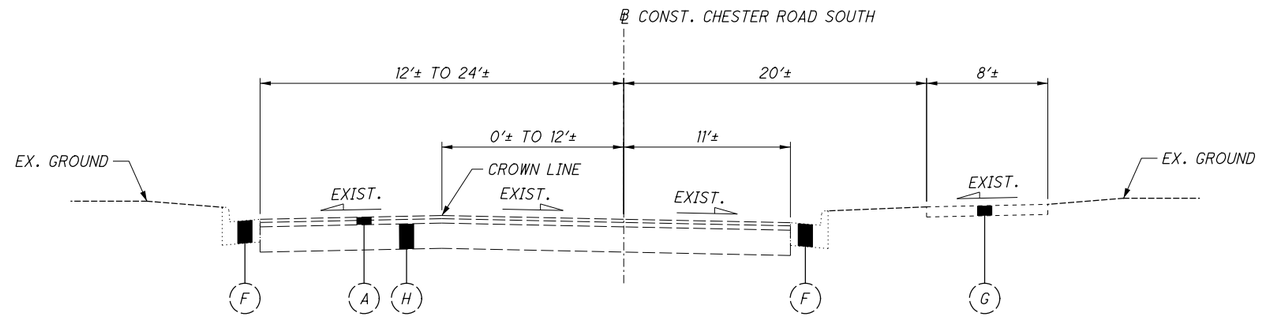
D
0': STA. 94+94.95 TO STA. 96+25
VARIES: 0' @ STA. 96+25 TO 12' @ STA. 96+74.95
12': STA. 96+74.95 TO STA. 99+90.70

E
VARIES: 0' @ STA. 94+94.95 TO 8.65' @ STA. 96+25
VARIES: 8.65' @ STA. 96+25 TO 0' @ STA. 96+74.95
0': STA. 96+74.95 TO STA. 99+90.70

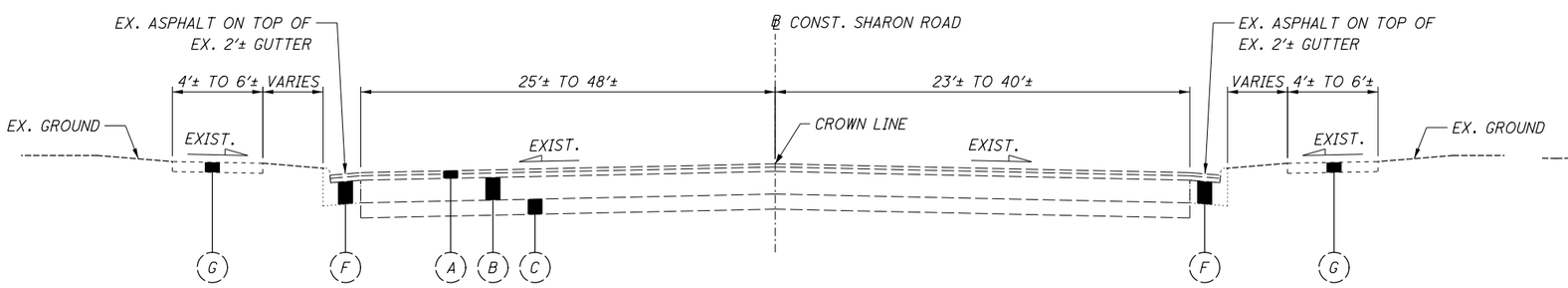
F
VARIES: 0' @ STA. 94+94.95 TO 12' @ STA. 96+74.95
12': STA. 96+74.95 TO STA. 99+90.70



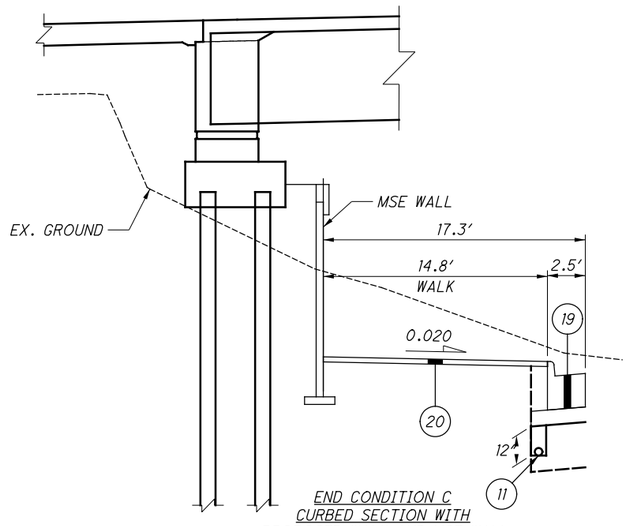
EXISTING SECTION - CHESTER ROAD NORTH



EXISTING SECTION - CHESTER ROAD SOUTH

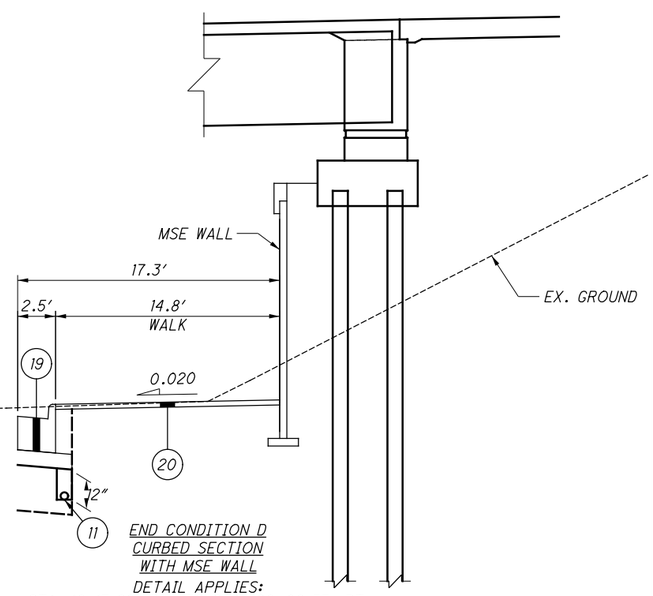


EXISTING SECTION - SHARON ROAD



END CONDITION C
CURBED SECTION WITH
PROPOSED WALK AND MSE WALL

DETAIL APPLIES:
STA. 17+99.15, LT. TO STA. 19+75.15, LT.
STA. 19+96.12, LT. TO STA. 21+74.12, LT.



END CONDITION D
CURBED SECTION
WITH MSE WALL

DETAIL APPLIES:
STA. 18+17.28, RT. TO STA. 20+06.53, RT.
STA. 20+15.75, RT. TO STA. 22+06.25, RT.

TYPICAL SECTIONS - CHESTER ROAD

HAM-75-14.61

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

DUKE ELECTRIC
139 E. 4TH STREET, ROOM 467A
CINCINNATI, OH 45202
513-287-3674
AARON WRIGHT
AARON.WRIGHT@DUKE-ENERGY.COM

DUKE GAS
139 E. 4TH STREET, ROOM 460A
CINCINNATI, OH 45202
513-287-1232
RICHARD HACKER
RICHARD.HACKER@DUKE-ENERGY.COM

SPECTRUM
11254 CORNELL PARK DRIVE,STE 430B
CINCINNATI, OH 45242
513-386-5499
KENT RIEGER
KENT.RIEGER@CHARTER.COM

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

METROPOLITAN SEWER DISTRICT
1600 GEST STREET
CINCINNATI, OH 45204
513-557-7188
ROB FRANKLIN
ROB.FRANKLIN@CINCINNATI-OH.GOV

VILLAGE OF GLENDALE
UTILITY DEPARTMENT
30 VILLAGE SQUARE
GLENDALE, OH 45246
513-678-0992
KEVIN BELL
KBELL@GLENDALEOHIO.ORG
513-200-5627
LORETTA ROKEY

DUKE ENERGY (TRANSMISSION)
139 E. 4TH STREET, ROOM 552A
CINCINNATI, OH 45202
513-287-1266
TIM MEYER
TIM.MEYER@DUKE-ENERGY.COM

CINCINNATI BELL TELEPHONE
221 E. 4TH STREET, BLDG 121-900
CINCINNATI, OH 45201
513-565-7043
MARK CONNER
MARK.CONNER@CINBELL.COM

GREATER CINCINNATI WATER WORKS
1600 GEST STREET
CINCINNATI, OH 45204
513-557-5799
JON HUNSEDER
JON.HUNSEDER@GCWW.CINCINNATI-OH.GOV

ITS (FORMERLY ARTIMIS)
ODOT CENTRAL OFFICE
OF TRAFFIC ENGINEERING
1980 WEST BROAD STREET
COLUMBUS, OH 43223
614-466-2168
JASON M. YERAY, P.E.
CEN.ITS.LAB@DOT.OHIO.GOV

CITY OF SHARONVILLE
10900 READING ROAD
SHARONVILLE, OH 45241
503-563-1177
JOSEPH KEMPE
JKEMPE@CITYOFSHARONVILLE.COM

VILLAGE OF EVENDALE
10500 READING ROAD
EVENDALE, OH 45241
513-563-2244
JAMES JEFFERS
JJEFFERS@PEGROUPLLC.COM

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

UTILITY NOTIFICATION
THE OHIO DEPARTMENT OF TRANSPORTATION HAS UTILITY FACILITIES (HIGHWAY LIGHTING, TRAFFIC SIGNALS, ARTIMIS) WITHIN THE LIMITS OF THIS PROJECT.

IN ADDITION TO THE INFORMATION OUTLINED IN THE 4A NOTES OF THIS CONTRACT, AND EVEN THOUGH ODOT IS LISTED AS A MEMBER OF THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE CONTRACTOR ON THIS PROJECT IS REQUIRED TO CONTACT ODOT, DISTRICT 8, TRAFFIC DEPARTMENT, AND ARTIMIS DIRECTLY SO THAT THE ODOT UTILITIES, LOCATED WITHIN THIS PROJECT, ARE MARKED.

THE CONTRACTOR SHALL NOTIFY DISTRICT 8, TRAFFIC AT (513) 933-6689, CENTRAL OFFICE ITS AT (614) 387-4113 OR CEN.ITS.Lab@dot.ohio.gov, AND THE PROJECT ENGINEER, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF WORK, FOR THE NEED TO MARK ODOT OWNED UTILITIES. CONTRACTOR SHALL RE-MARK EXISTING AND NEW ITS UTILITIES AFTER EXISTING IS MARKED FIRST TIME BY ODOT ACCORDING TO SS809.

THE ABOVE REQUIREMENTS ARE IN ADDITION TO SECTION 105.07 & 107.16 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE 4A PROPOSAL NOTE.

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

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

UTILITY NOTIFICATION (CONT.)
UTILITY LINE AT STA. 390+56:
THE UNKNOWN UTILITY LINE APPEARS TO BE ABANDONED AS THE UTILITY COMPANIES LISTED ON THIS SHEET PROVIDED NO RECORD OF CURRENT USAGE OF THIS LINE. PRIOR TO CONSTRUCTION NEAR THIS LINE, THE CONTRACTOR SHALL EXPOSE THE LINE IN THREE (3) LOCATIONS AS DETERMINED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE TYPE, SIZE, AND DEPTH OF THE UNKNOWN UTILITY LINE TO THE ENGINEER FOR FURTHER COORDINATION. THE COST FOR THE ABOVE DESCRIBED WORK SHALL BE INCIDENTAL TO THE OVERALL BID PRICE OF THE PROJECT.

EXISTING PLANS:
THE FOLLOWING EXISTING PLANS MAY BE INSPECTED AT ODOT DISTRICT 8:

1958 - HAM-25-13.84
BY VOGT, IVERS, SEAMAN & ASSOCIATES

1958 - HAM-25-15.60 & HAM-50B-22.02
BY VOGT, IVERS, SEAMAN & ASSOCIATES

1992 - HAM-75-14.26
BY HAZELET & ERDAL, INC.

2011 - HAM-75-15.34 (PID 86798)
BY M-E COMPANIES

2013 - GRE/HAM-PPS-FY2013 (PID 75909)
BY ODOT DISTRICT 8

THE FOLLOWING EXISTING PLANS MAY BE INSPECTED AT THE CITY OF SHARONVILLE:

2012 - CHESTER RD. AT SHARON RD. ROADWAY IMPROVEMENTS
BY KLEINGERS & ASSOCIATES

SURVEYING PARAMETERS:
PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEETS 2-4 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

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

VERTICAL POSITIONING:
ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 09

HORIZONTAL POSITIONING:
REFERENCE FRAME: NAD83 (CORS96)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, SOUTH ZONE
COMBINED SCALE FACTOR: 0.999916593
ORIGIN OF COORDINATE SYSTEM: OHIO SOUTH ZONE (0,0)

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IS U.S. SURVEY FEET.

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

CONSTRUCTION NOISE: 2
THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING AND COMPLYING WITH ALL LOCAL NOISE ORDINANCES FOR CITY OF SHARONVILLE & CITY OF GLENDALE AND THESE LOCAL ORDINANCES, IF IN PLACE, SHALL SUPERSEDE THE MINIMUM TIME FRAMES MENTIONED ABOVE.

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.

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

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

SUBMIT A WRITTEN REQUEST TO THE PROJECT ENGINEER TO USE ANY AREA OUTSIDE THESE LIMITS. THE DOCUMENT SUBMITTED MUST CLEARLY IDENTIFY THE AREA AND EXPLAIN THE PROPOSED USE AND RESTORATION OF THE AREA. EXCEPT AS INDICATED ON SHEET 3 USE OF THESE AREAS FOR DISPOSAL OF WASTE MATERIAL AND CONSTRUCTION DEBRIS, EXCAVATION OF BORROW MATERIAL AND PLACEMENT OF PORTABLE PLANTS IS PROHIBITED. 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.

BENCHING OF FOUNDATION SLOPES:
ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

CONSTRUCTION DATES:
THE CONTRACTOR SHALL ADHERE TO THE FOLLOWING CONSTRUCTION DATES FOR THIS PROJECT: 1 2
- INTERIM COMPLETION: 9-30-2023
- END CONSTRUCTION: 6-30-2024

INTERRIM COMPLETION DATE:
THIS PROJECT HAS AN INTERIM COMPLETION DATE OF 9-30-2023 ON OR BEFORE THE INTERIM COMPLETION, THE ROADWAY SHALL BE PLACED IN FINAL CONDITION, ALL PAVEMENT MARKINGS IN PLACE AND OPEN TO TRAFFIC. THE CONTRACTOR SHALL BE ASSESSED A DAILY DISCENTIVE IN THE AMOUNT OF $3500 PER DAY FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK AND ASSOCIATED INCIDENTALS RELATED TO THE WORK. DAILY DISINCENTIVES ARE APPLICABLE TO THE WORK REQUIRED TOTHE INTERIM COMPLETION DATE ONLY. THE CONTRACTOR IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN CMS 108.07 FOR THE REMAINDER OF THE CONTRACT.

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING:
CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE UNSUITABLE SUBGRADE IS A BEDROCK UNDERCUT. APPROXIMATE LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE ALONG I-75 SOUTHBOUND. THE LIMITING STATIONS HAVE BEEN ESTIMATED BASED ON BEDROCK ELEVATIONS FROM HISTORIC BORINGS PER ORIGINAL I-75 CONSTRUCTION PLANS. IT IS ANTICIPATED THAT THE TOP OF EXISTING BEDROCK IS PRESENT AT OR NEAR THE PROPOSED SUBGRADE ALONG I-75 SOUTHBOUND FROM APPROXIMATELY STA. 325+00 TO STA. 351+00. WITH AGGREGATE BASE BEING PART OF THE PAVEMENT DESIGN AND PER ODOT CMS 204.05, A TOTAL EXCAVATION DEPTH OF 18" SHALL BE MAINTAINED BELOW THE BOTTOM OF SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO 204.05.

IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

3. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE ALONG SHARON RD. AND CHESTER RD. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.

4. COMPACT THE SUBGRADE ACCORDING TO 204.03.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.

6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204 - EXCAVATION OF SUBGRADE.

THE PAY ITEMS FOR REPLACING THE UNSUITABLE SUBGRADE IS PAID UNDER ITEM 204 - EMBANKMENT, AS PER PLAN

THE PAY ITEMS FOR REPLACING THE UNSTABLE SUBGRADE IS PAID UNDER ITEM 204 - GRANULAR MATERIAL, TYPE C AND ITEM 204 - GEOTEXTILE FABRIC.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL:
WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

1 5-20-2020 - ADDED NOTE FOR CONSTRUCTION DATES
2 2-5-2021 - UPDATED CONSTRUCTION NOISE NOTE
3 2-5-2021 - UPDATED CONSTRUCTION DATES AND ADDED INTERIM COMPLETION DATE NOTE

CALCULATED WLC
CHECKED JDH

GENERAL NOTES (1 OF 4)

HAM-75-14.61

21
708

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS:
THIS ITEM SHALL CONSIST OF RESTORATION OF ASPHALT PAVEMENT AREAS FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES OUTSIDE OF PAVEMENT LIMITS ALREADY ITEMIZED IN THE ROADWAY PLANS.

AREAS INCLUDED IN THIS ESTIMATION ARE AS FOLLOWS:

SHARON RD.: 11 SY
CHESTER RD.: 27 SY

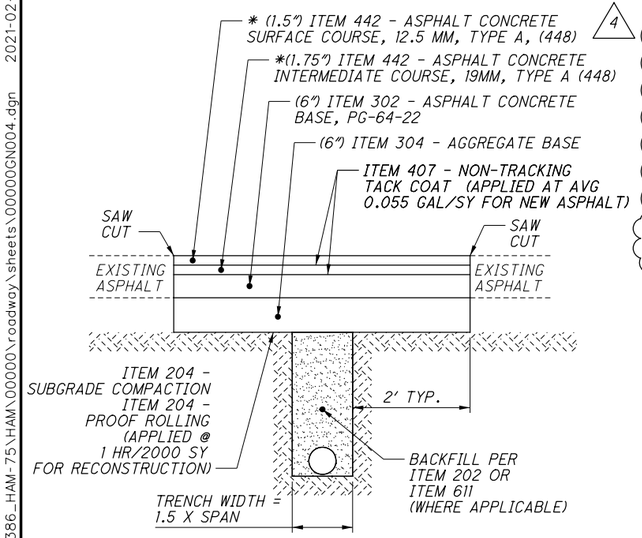
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 204-SUBGRADE COMPACTION	38 SY
ITEM 204-PROOF ROLLING	1 HR
(38 SY) X (1/3000) = 0.13 HR	
ITEM 302-ASPHALT CONCRETE BASE, PG64-22	7 CY
(38 SY) X (6") X (1/12) X (1/3) = 6.3 CY	
ITEM 304-AGGREGATE BASE	7 CY
(38 SY) X (6") X (1/12) X (1/3) = 6.3 CY	
ITEM 407-NON-TRACKING TACK COAT	5 GAL
(38 SY) X 0.055 (2) = 4.18 GAL	
*ITEM 442-ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (448)	2 CY
(38 SY) X (1.5") X (1/12) X (1/3) = 1.6 CY	
*ITEM 442-ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	2 CY
(38 SY) X (1.75") X (1/12) X (1/3) = 1.8 CY	

* FOR AREAS WITHIN PAVEMENT PLANING & RESURFACING AREAS, ITEM 302 MAY BE INSTALLED TO EXISTING SURFACE IN PLACE OF ITEM 442 ITEMS.

THE ABOVE QUANTITIES ARE BASED ON THE PAVEMENT REPLACEMENT DETAIL BELOW AND A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.



PAVEMENT REPLACEMENT DETAIL (NOT TO SCALE)

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.

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING:
WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE, PROVIDE CONTRACTION JOINTS IN THE NEW CONCRETE TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE.

THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE ARE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2, IF NECESSARY, ADDITIONAL JOINTS MAY BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

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 301 - ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN
THIS ITEM SHALL CONSIST OF A VARIABLE DEPTH ASPHALT CONCRETE BASE WEDGE COURSE (4" MIN) IN BETWEEN THE SALVAGED PLANED PAVEMENT SURFACE COURSE (1" MIN) AND STANDARD DEPTH INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/ PROPOSED PAVEMENT CROSS SLOPES AND TO MEET THE PROPOSED PROFILE GRADE ELEVATIONS WITHIN THE PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE SECTIONS BASED ON A 1-INCH MINIMUM PLANING DEPTH AS SPECIFIED IN THE PLANS. AN AVERAGE DEPTH OF 2-INCHES SHALL BE USED FOR PAVEMENT CALCULATIONS BASED ON ACTUAL CROSS SECTIONS.

ALL REQUIREMENTS OF ITEM 301 ARE APPLICABLE.

△4 **ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN**
PLACE THE MAINLINE PAVEMENT SURFACE COURSE WITH A SINGLE COLD LONGITUDINAL JOINT LOCATED BETWEEN LANES 2 AND 3. WHERE THE NUMBER OF MAININE LANES EXCEEDS FOUR (4) LANES, AN ADDITIONAL COLD JOINT IS PERMITTED.

NO OTHER COLD JOINTS ARE PERMITTED IN THE SURFACE COURSE OF MAINLINE PAVEMENT UNLESS APPROVED BY THE ENGINEER.

△1 **ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG64-28**
THIS ITEM SHALL CONSIST OF A VARIABLE DEPTH INTERMEDIATE WEDGE COURSE (0" MIN, 4" MAX) IN BETWEEN THE SALVAGED PLANED PAVEMENT SURFACE COURSE (1" MIN) AND STANDARD DEPTH INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/ PROFILE GRADE ELEVATIONS WITHIN THE PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE SECTIONS BASED ON A 1-INCH MINIMUM PLANING DEPTH AS SPECIFIED IN THE PLANS. AN AVERAGE DEPTH OF 2-INCHES SHALL BE USED FOR PAVEMENT CALCULATIONS BASED ON ACTUAL CROSS SECTIONS.

ALL REQUIREMENTS OF ITEM 442 ARE APPLICABLE.

△1 **ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN, PG64-28**
THIS ITEM SHALL CONSIST OF A VARIABLE DEPTH INTERMEDIATE WEDGE COURSE (0" MIN, 4" MAX) IN BETWEEN THE SALVAGED PLANED PAVEMENT SURFACE COURSE (1" MIN) AND STANDARD DEPTH INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/ PROFILE GRADE ELEVATIONS WITHIN THE PLANING & RESURFACING, (1" MIN, 3.25" MAX) WITH WEDGE COURSE SECTIONS BASED ON A 1-INCH MINIMUM PLANING DEPTH AS SPECIFIED IN THE PLANS. AN AVERAGE DEPTH OF 2-INCHES SHALL BE USED FOR PAVEMENT CALCULATIONS BASED ON ACTUAL CROSS SECTIONS.

ALL REQUIREMENTS OF ITEM 442 ARE APPLICABLE.

ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN
THE REQUIREMENTS OF ITEM 609 AND STANDARD CONSTRUCTION DRAWING BP-5.1 WILL APPLY; DEVIATIONS FROM THESE ARE AS FOLLOWS:

THE GUTTER PLATE THICKNESS SHALL BE 13.25 INCHES TO MATCH PROPOSED ASPHALT BUILDUP DEPTH OF ITEM 442 AND ITEM 301 ALONG SHARON RD.

ITEM 618 - RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) AS PER PLAN
RUMBLE STRIPS SHALL BE PLACED ALONG I-75 PER SCD BP-9.1; HOWEVER, THEY SHALL BE PLACED 5' FROM THE EDGE OF PAVEMENT FOR BOTH THE INSIDE AND OUTSIDE SHOULDERS. WHEN TRANSITIONING FROM A NORMAL SHOULDER WIDTH TO AN EXISTING SHOULDER WIDTH, THE OFFSET DISTANCE SHALL VARY FROM 5' TO THE MIDPOINT OF THE EXISTING SHOULDER WIDTH.

ITEM SPECIAL - SANITARY SEWER, MSD SANITARY SEWER PROTECTION
THE CONTRACTOR SHALL BE REQUIRED TO VIDEO INSPECT ALL SANITARY SEWER FACILITIES BOTH PRE AND POST CONSTRUCTION. THE CONTRACTOR SHALL CONTACT WASTEWATER COLLECTION (WWC) DIVISION OF MSD (513-352-4204) AND REQUEST ADVANCE NOTIFICATION/COORDINATION OF AT LEAST 7 DAYS PRIOR TO ANY VIDEO WORK. ONE (1) COPY OF THE VIDEO INSPECTION SHALL BE PROVIDED TO THE PROJECT ENGINEER AND MSD FOR REVIEW. IF DAMAGE IS FOUND IN THE PRE-CONSTRUCTION VIDEO, THE CONTRACTOR SHALL DOCUMENT THE DAMAGE AND PROVIDE THE DOCUMENTATION TO THE PROJECT ENGINEER. IF DAMAGE IS FOUND IN THE POST-CONSTRUCTION VIDEO, THEN REPAIRS TO THE SATISFACTION OF THE DEPARTMENT AND MSD SHALL BE PERFORMED BY THE CONTRACTOR AT CONTRACTOR EXPENSE.

ALL LABOR, MATERIAL AND INCIDENTALS FOR THE ABOVE WORK SHALL BE PAID FOR BY LUMP SUM, ITEM SPECIAL - SANITARY SEWER, MSD SANITARY SEWER PROTECTION.

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

ITEM SPECIAL-SANITARY SEWER, MSD SANITARY SEWER PROTECTION	△3	LS

WATERWAY PERMITS:
ALL NECESSARY 404/401 WATERWAY PERMITS WILL BE ACQUIRED PRIOR TO ANY CONSTRUCTION ACTIVITY. PER THE NOVEMBER 9, 2007 COMMENTS RECEIVED FROM ODNR, NO IN-STREAM WORK WILL OCCUR BETWEEN APRIL 15 AND JUNE 30.

ENDANGERED BAT HABITAT REMOVAL:
THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. △2

WETLANDS
WETLANDS AVOIDANCE - UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR IMPACT THE WETLANDS (WETLANDS ID A AND B) INDICATED ON THE SCHEMATIC PLAN. NO EXCAVATION, GRADING OR FILLING OPERATIONS SHALL BE PERFORMED IN THESE WETLANDS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR STORE CONSTRUCTION EQUIPMENT AND/OR MATERIALS IN THESE WETLANDS. TEMPORARY CONSTRUCTION FENCE AND FILTER FABRIC FENCE SHALL BE INSTALLED BY THE CONTRACTOR TO PROTECT THE BOUNDARY OF THESE WETLAND PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES WITHIN THESE LIMITS AND ADJACENT AREA AND MAINTAINED BY THE CONTRACTOR THROUGHOUT PROJECT CONSTRUCTION. BEST MANAGEMENT PRACTICES AND PRACTICES FOR SOIL EROSION CONTROL SHALL BE FULLY COMPLIED WITH, AS WELL AS, ALL OF THE REGULATIONS AND CONDITIONS ASSOCIATED WITH THE REQUIRED SWPPP AND NPDES PERMIT.

△1 5-20-2020 - ADDED BINDER TYPE (PG64-28) FOR ITEM 442E10101 AND ITEM 442E20201
△2 1-15-2021 - UPDATED BAT NOTE
△3 2-5-2021 - UPDATED SANITARY SEWER PROTECTION NOTE
△4 2-5-2021 - UPDATED ITEM 442E10301 PLAN NOTE

CALCULATED WLC CHECKED JDH

GENERAL NOTES (4 OF 4)

HAM-75-14.61

ITEM 614 - MAINTAINING TRAFFIC

IR-75 AND RAMPS
MAINTAIN THE SAME NUMBER OF LANES AS CURRENTLY EXISTS IN EACH DIRECTION AND RAMPS AT ALL TIMES, EXCEPT IN ACCORDANCE WITH THE UNAUTHORIZED LANE USE TABLE (SEE SHEET 34), BY USE OF THE EXISTING PAVEMENT, COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC AND ITEM 615 ROADS FOR MAINTAINING TRAFFIC.

SHARON RD
A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY UTILIZING A COMBINATION OF EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410, AND 614.

CHESTER RD
A MINIMUM OF 1 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD WHEN TRAFFIC MAY BE MAINTAINED USING A FLAGGER OPERATION AS DETAILED IN SCD MT-97.10.

NO WORK SHALL BE PERFORMED ON I-75 AND A MINIMUM OF THREE LANES OF TRAFFIC IN EACH DIRECTION ON I-75 SHALL BE OPEN TO TRAFFIC ALONG WITH NO WORK ON THE RAMPS, SHARON ROAD, AND CHESTER ROAD DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
EASTER	

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

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	6:00 AM FRIDAY THROUGH 9:00 PM MONDAY
MONDAY	6:00 AM FRIDAY THROUGH 9:00 PM TUESDAY
TUESDAY	6:00 AM MONDAY THROUGH 9:00 PM WEDNESDAY
WEDNESDAY	6:00 AM TUESDAY THROUGH 9:00 PM THURSDAY
THURSDAY	6:00 AM WEDNESDAY THROUGH 9:00 PM FRIDAY (THANKSGIVING ONLY) 6:00 AM WEDNESDAY THROUGH 9:00 PM MONDAY
FRIDAY	6:00 AM THURSDAY THROUGH 9:00 PM MONDAY
SATURDAY	6:00 AM FRIDAY THROUGH 9:00 PM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT SHOWN IN THE UNAUTHORIZED LANE USE TABLE ON SHEET 34 WHEN THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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

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.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 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.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

SHARON ROAD AT CURB RETURN TO I-75 SB EXIT RAMP
SHARON ROAD AT CURB RETURN TO I-75 SB ENTRANCE RAMP
SHARON ROAD AT CURB RETURN TO I-75 NB EXIT RAMP
SHARON ROAD AT CURB RETURN TO I-75 SB ENTRANCE RAMP
CHESTER ROAD STA. 95+00 AND STA. 96+50

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B 100 CU YD

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 100 CU YD

ITEM 616, WATER 50 M GAL

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

TRENCH FOR WIDENING

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

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UN-COMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

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, SHALL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

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 2,500 M GAL

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 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

EARTHWORK FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

EXCAVATION FOR MAINTAINING TRAFFIC 5000 CY

EMBANKMENT FOR MAINTAINING TRAFFIC 5000 CY

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS.

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

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 20 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614 - MAINTAINING TRAFFIC, MISC.: RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) 2

THE CONTRACTOR SHALL MILL 2" DEEP BY 4' WIDE OF THE EXISTING ASPHALT SHOULDER IN ORDER TO ELIMINATE THE EXISTING EDGE LINE AND RUMBLE STRIPS ALONG I-75 IN THE AREA WHERE TRAFFIC IS SHIFTED. NEXT THE CONTRACTOR SHALL PLACE ITEM 407, TACK COAT, APPLIED AT 0.1 GAL/SY, AND 2" OF ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-28. ALL COST ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER MILE OF ITEM 614-MAINTAINING TRAFFIC, MISC,: RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) 1

AN ESTIMATED QUANTITY OF 14,000 FT HAS BEEN CARRIED TO THE GENERAL SUMMARY.

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

THE TEMPORARY PAVEMENT BUILD-UP SHALL BE CONSTRUCTED AS SPECIFIED PER CMS 615 FOR CLASS A FLEXIBLE PAVEMENT WITH THE EXCEPTION THAT A SINGLE LAYER OF 2" OF ITEM 448, TYPE 2, PG64-22 PLACED ABOVE 8" ITEM 302 AND 6" ITEM 304.

1 1-15-2021 - UPDATED MOT QUANTITIES

2 2-5-2021 - UPDATED PAY ITEM FOR RUMBLE STRIPS FOR MOT TO ITEM 614-MAINTAINING TRAFFIC, MISC.: RUMBLE STRIPS (ASPHALT) (FT), UPDATED ESTIMATED QUANTITY FOR RUMBLE STRIPS FOR ROADWAY

CALCULATED STC CHECKED JDH

MAINTENANCE OF TRAFFIC GENERAL NOTES

HAM-75-14.61

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE (OFFICE OF MATERIALS MANAGEMENT WEB PAGE). THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FEET AND 475 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. The PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY
OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS ARE LISTED BELOW:

NORTHBOUND - I-75 1000 FT ADVANCE OF NORTHBOUND OFF RAMPS TO RONALD REAGAN HIGHWAY.
SOUTHBOUND - 1000 FT IN ADVANCE OF I-275 SOUTHBOUND OF RAMPS

DMS LOCATION - I-75 300 FT IN ADVANCE OF SHARON RD OVERPASS.

TWO 'CLASS A' PCMS AT THE SHARON ROAD OVERPASS SHALL HAVE THE ABILITY FOR THE ODOT TRAFFIC MANAGEMENT CENTER (TMC) TO ACCESS REMOTELY AND UPDATE THE MESSAGE WHILE THE EXISTING DMS IS REMOVED AND REPLACED. THESE PCMS SHALL BE SETUP AND OPERATIONAL THRU THE TMC IN PRE-PHASE 1 AS SHOWN ON SHEET 32 PRIOR TO DEACTIVATION AND REMOVAL OF THE EXISTING DMS. THE PCMS WILL BE ACTIVE UNTIL THE PROPOSED DMS IS INSTALLED AND OPERATIONAL, HOWEVER, THE USE OF THESE PCMS SHALL NOT EXCEED 6 MONTHS.

IF THE CONTRACTOR DEACTIVATES THE EXISTING DMS PRIOR TO BOTH PCMS BEING OPERATIONAL, THEN A DISINCENTIVE OF $500 PER DAY PER PCMS SIGN SHALL BE APPLIED UNTIL BOTH SIGNS ARE OPERATIONAL. IN ADDITION, THIS DISINCENTIVE PER SIGN SHALL ALSO APPLY FOR EACH DAY THAT THE PCMS ARE IN USE PAST 6 MONTHS.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 4 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS

SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

△1 PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN — 60 SIGN MONTH

△1 △3

SHORT DURATION CLOSING OF THE HIGHWAY

THE FOLLOWING NOTES SHALL APPLY TO ALL WORK ON I-75.

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

I-75 12M
CLOSES TO
DATE 4AM

2. CLOSURES WILL ONLY BE PERMITTED FOR REMOVAL AND ERECTION OF THE STRUCTURAL BEAMS AND SIGN TRUSSES, TO PROTECT TRAFFIC DURING DEMOLITION OPERATIONS AS CALLED FOR IN C&MS 501.05, FOR OVERHEAD UTILITY WIRE CROSSING, AND FOR TRAFFIC SWITCHES. CLOSURES WILL BE PERMITTED DURING THE HOURS SPECIFIED IN THE PERMITTED LANE CLOSURE AND UNAUTHORIZED LANE USE TABLE, ON SHEET 34. THE MAXIMUM DURATION OF THE CLOSURE SHALL NOT EXCEED 15 MINUTES SUBJECT TO A DISINCENTIVE IN THE AMOUNT SPECIFIED IN THE PERMITTED LANE CLOSURE AND UNAUTHORIZED LANE USE TABLE, ON SHEET 34. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ONLY ONE (1) BEAM SHALL BE REMOVED OR SET PER CLOSING. TRAFFIC SHALL BE COMPLETELY CLEARED BEFORE THE NEXT CLOSING.

3. THE CONTRACTOR SHALL IMPLEMENT THE TRAFFIC CONTROL CONTAINED IN STANDARD CONSTRUCTION DRAWING MT-99.60. IN THE EVENT THE CLOSURE OCCURS IN CLOSE PROXIMITY TO SYSTEM-SYSTEM INTERCHANGE, TRAFFIC CONTROL SHALL EXTEND ONTO ANY ENTERING DIVIDED HIGHWAY ACCORDING TO THE LIMITS PROVIDED IN MT-99.60.

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

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

△2

△1 1-25-2021 - UPDATED PCMS NOTE

△2 2-5-2021 - REMOVED SPECIAL-WORK ZONE GUARDRAIL NOTE

△3 2-5-2021 - UPDATED PCMS NOTE AND ESTIMATED QUANTITY (54 TO 60) BECAUSE OF CONFLICTS WITH ADDENDUM #1 PCMS UDPATES.

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 APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS. THE APPROVED LIST IS AVAILABLE AT THE "ROADWAY STANDARDS: PROPRIETARY ROADSIDE SAFETY DEVICES" WEB PAGE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

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

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

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

PAYMENT FOR THE ABOVE WORK SHALL BE 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.

ITEM 614 - MAINTAINING TRAFFIC, MISC.: MAINTENANCE OF MAJOR GUIDE SIGNS

THE CONTRACTOR SHALL MAINTAIN THE SAME NUMBER OF GUIDE SIGNS AS CURRENTLY EXIST FOR EACH FREEWAY EXIT/ENTRANCE WHICH IS TO REMAIN OPEN DURING EACH PHASE OF CONSTRUCTION IN ORDER TO ALLOW MOTORIST TO FIND THEIR DESTINATIONS SAFELY. ERECTION/DISMANTLING OF THE OVERHEAD SIGN SUPPORTS WHICH WILL BE AFFECTED BY THE PROPOSED CONSTRUCTION SHALL BE COMPLETED PRIOR TO THAT PHASE OF CONSTRUCTION.
NO MORE THAN ONE SIGN FOR ANY EXIT OR ENTRANCE RAMP MAY BE REMOVED AT ANY TIME. IN INSTANCES WHERE THE COPY ON THE REPLACEMENT SIGN IS SUBSTANTIALLY DIFFERENT FROM THE COPY ON THE EXISTING SIGNS FOR A PARTICULAR EXIT OR ENTRANCE RAMP, ALL OF THE SIGNS IN THE SEQUENCE FOR THAT RAMP SHALL BE CHANGED WITHIN ONE CALENDAR DAY. IN SOME CASES IT SHALL BE NECESSARY TO SUPPLY AND INSTALL TEMPORARY SUPPORTS. THE CONTRACTOR SHALL BE RESPONSIBLE TO DESIGN, INSTALL, PROVIDE POSITIVE PROTECTION, AND REMOVE THE TEMPORARY SUPPORTS AS NEEDED IN ACCORDANCE WITH MT-105.10.

PAYMENT FOR ALL THE MATERIALS, INSTALLATION AND WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE PER EACH FOR ITEM 614, MAINTAINING TRAFFIC, MISC.; MAINTENANCE OF MAJOR GUIDE SIGNS.

CALCULATED STC CHECKED JDH

MAINTENANCE OF TRAFFIC GENERAL NOTES

HAM-75-14.61

WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

R11-H5A-48 SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED IN GOOD CONDITION AND/OR REPLACED AS NECESSARY AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. SIGNS SHALL BE MOUNTED AT THE APPROPRIATE OFFSETS AND ELEVATIONS AS PRESCRIBED BY THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE MAINTAINED ON SUPPORTS MEETING CURRENT SAFETY CRITERIA.

THE SIGNS MAY BE ERECTED OR UNCOVERED NO MORE THAN FOUR HOURS BEFORE THE ACTUAL START OF WORK. THE SIGNS SHALL BE REMOVED OR COVERED NO LATER THAN FOUR HOURS FOLLOWING RESTORATION OF ALL LANES TO TRAFFIC WITH NO RESTRICTIONS, OR SOONER AS DIRECTED BY THE ENGINEER. TEMPORARY SIGN COVERING AND UNCOVERING DUE TO TEMPORARY LANE RESTORATIONS SHALL BE GUIDED BY THE FOUR-HOUR LIMITATIONS STATED ABOVE. SUCH LANE RESTORATIONS SHOULD BE EXPECTED TO REMAIN IN EFFECT FOR 30 OR MORE CONSECUTIVE CALENDAR DAYS, SUCH AS DURING WINTER SHUTDOWNS.

(THE SIGNS ON THE MAINLINE SHALL BE DUAL MOUNTED UNLESS NOT PHYSICALLY POSSIBLE. THE FIRST SIGN SHALL BE PLACED BETWEEN THE ROAD WORK AHEAD (W20-1) SIGN AND THE NEXT SIGN IN THE SEQUENCE. SIGNS SHALL BE ERECTED ON EACH ENTRANCE RAMP AND EVERY 2 MILES THROUGH THE CONSTRUCTION WORK LIMITS. SIGNS ON THE MAINLINE SHALL BE R11-H5A-48. SIGNS USED ON THE RAMPS SHALL BE R11-H5A-24. R11-H5A-24 SIGNS MAY BE USED IN THE MEDIAN IN LIEU OF R11-H5A-48 SIGNS IF IT IS NOT PHYSICALLY POSSIBLE TO PROVIDE R11-H5A-48 SIGNS IN THE MEDIAN.)

THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS. SIGN FACES SHALL BE RETROREFLECTORIZED WITH TYPE G SHEETING COMPLYING WITH THE REQUIREMENTS OF CMS 730.19.

WORK ZONE INCREASED PENALTIES SIGNS AND SUPPORTS WILL BE MEASURED AS THE NUMBER OF SIGN INSTALLATIONS, INCLUDING THE SIGN AND NECESSARY SUPPORTS. IF A SIGN AND SUPPORT COMBINATION IS REMOVED AND REERECTED AT ANOTHER LOCATION AS DIRECTED BY THE ENGINEER, IT SHALL BE CONSIDERED ANOTHER UNIT.

PAYMENT FOR ACCEPTED QUANTITIES, COMPLETE, IN PLACE WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, ERECTING, MAINTAINING, COVERING DURING SUSPENSION OF WORK, AND REMOVAL OF THE SIGN AND SUPPORT.

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 20 EACH

WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AT THE FOLLOWING LOCATIONS:

BEGINNING AND APPROXIMATE MIDDLE AND END OF BOTH THE NORTHBOUND AND SOUTHBOUND I-75 FOR PHASES 1 - 5.

STA. 364+00 ON RAMP A.

STA. 369+00 ON RAMP E.

GLENDALE-MILFORD ON RAMP TO I-75 NB.

I-275 EB ON RAMP TO I-75 SB.

MAINTENANCE OF TRAFFIC SIGNAL INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION AT AN INTERSECTION FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK ACCEPTED.

2. NEW OR REUSED SIGNAL INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT, THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR THE CITY OF SHARONVILLE FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM.

WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 8 HOURS AND SHALL NOT INCLUDE THE HOURS OF 7:00 AM TO 6:00 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF-DUTY CITY OF SHARONVILLE POLICE, HIRED BY THE CONTRACTOR.

1. SHARON ROAD & I-75 RAMPS

2. SHARON ROAD & CHESTER ROAD

3. SHARON ROAD & DOWLIN DRIVE/CROWNE POINT DRIVE

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH SHALL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;
2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;
5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614 - MAINTAINING TRAFFIC, MISC.: TEMPORARY TRAFFIC SIGNAL

THE CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL AND REMOVE THE TEMPORARY SIGNAL HEADS AS SHOWN IN THE PLANS. IN ADDITION THE CONTRACTOR SHALL BE RESPONSIBLE TO ADJUST AND OR INSTALL TEMPORARY LANE USE SIGNS ON THE EXISTING OR PROPOSED MESSENGER WIRE AND INSTALL TEMPORARY VEHICLE DETECTION WHERE EXISTING CANNOT BE UTILIZED. VEHICLE DETECTION CAN BE EITHER LOOP DETECTORS, VIDEO OR MICROWAVE DETECTION. THE CONTRACTOR SHALL BE RESPONSIBLE TO COMPLETE THE WORK AS SHOWN ON THE TEMPORARY SIGNAL PLANS TO HAVE A COMPLETE AND FUNCTIONAL TRAFFIC SIGNAL.

PAYMENT FOR ALL THE ITEMS LISTED ABOVE AND AS SHOWN IN THE TEMPORARY SIGNAL PLANS SHALL BE INCLUDED IN THE LUMP SUM BID OF ITEM 614, MAINTAINING TRAFFIC, MISC.: TEMPORARY TRAFFIC SIGNAL

MAINTENANCE OF TRAFFIC TEMPORARY SIGNALS LOCATIONS:
SHARON ROAD & RAMP C - PHASE 1 (SIGNAL)
SHARON ROAD & RAMP G - PHASE 1 (PED. SIGNAL)

ITEM 614 - BUSINESS ENTRANCE SIGN, AS PER PLAN

THE BUSINESS ENTRANCE (M4-H15) SIGN SHOULD BE PROVIDED AT EACH TEMPORARILY RELOCATED COMMERCIAL DRIVEWAY FOR WHICH THE RELOCATION IS NOT OBVIOUS TO THE MOTORIST. THE PROJECT ENGINEER SHALL DETERMINE WHETHER OR NOT THE DRIVEWAY RELOCATION IS, OR IS NOT, OBVIOUS AND WHETHER OR NOT A SIGN SHOULD BE PROVIDED. ONLY ONE SIGN PER BUSINESS SHALL BE PERMITTED. THE SIGN SHALL BE 36 INCH X 48 INCH IN SIZE WITH TYPE G OR TYPE H ORANGE RETROREFLECTIVE SHEETING. THE SIGN LEGEND SHALL BE PLACED ON BOTH SIDES OF THE SIGN (BACK TO BACK). THE SIGN SHALL HAVE THE STANDARD M4-H15 LEGEND WITH THE WORD "BUSINESS" ON THE TOP LINE, EXCEPT UNDER UNUSUAL CIRCUMSTANCES WHERE IT MAY NOT BE INTUITIVE THAT A DRIVEWAY SERVES A SPECIFIC BUSINESS. IN SUCH UNUSUAL CASES, THE ACTUAL BUSINESS NAME MAY BE SUBSTITUTED FOR THE WORD "BUSINESS".

THE SIGN SHALL BE MOUNTED ON TWO NO. 3 POSTS OR ON TEMPORARY POSTS IN ACCORDANCE WITH SCD MT-105.10 AND IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION. THE SIGN SHALL BE CLEARLY VISIBLE AND SHALL CLEARLY IDENTIFY THE LOCATION OF THE DRIVEWAY. THE SIGN SHOULD BE POSITIONED AT 90 DEGREES TO THE DIRECTION(S) OF TRAFFIC. THE SIGN MAY NEED TO BE MOVED FOR EACH PHASE OF THE MAINTENANCE OF TRAFFIC OPERATIONS.

PAYMENT FOR ALL COSTS ASSOCIATED WITH MANUFACTURING, MOUNTING, RELOCATING, AND REMOVING THE SIGN, INCLUDING ALL LABOR, MATERIALS AND EQUIPMENT SHALL BE INCLUDED IN THE CONTRACT PRICE PER EACH FOR ITEM 614, BUSINESS ENTRANCE SIGN, AS PER PLAN.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, BUSINESS ENTRANCE SIGN, AS PER PLAN 2 EACH

1 2-5-2021 - UPDATED MOT NOTE TO INCLUDE PED SIGNAL LOCATION

CALCULATED STC CHECKED JDH

MAINTENANCE OF TRAFFIC GENERAL NOTES

MAINTENANCE

HAM-75-14.61

WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER	COUNTY & ROUTE	DIRECTION
WZ-45093	HAM I-75	NB/SB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF >=55 MPH, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDIED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ. THE PRIMARY SIGNING STRATEGY USES DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLIES. THE SECONDARY STRATEGY USES TEMPORARY FLATSHEET SPEED LIMIT SIGNS (R2-1) FOR WHEN THERE ARE NO DSL SIGN ASSEMBLIES ON THE APPROVED LIST, OR DSL SIGN ASSEMBLIES ARE NOT AVAILABLE.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, SUPPLEMENTAL SPECIFICATION (SS) 808, AND TRAFFIC SCD MT-104.10. WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (>=55 MPH) MULTI-LANE HIGHWAYS

	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
ORIGINAL POSTED SPEED LIMIT	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 162 SIGN MNTH
ASSUMING 6 DSL SIGN ASSEMBLY(IES) FOR MONTH(S) 27 MONTH(S)

PAVEMENT RESTORATION FOR MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF RESTORATION OF ASPHALT PAVEMENT SURFACE AREAS WITHIN THE MOT TRANSITION AREAS OUTSIDE OF PAVEMENT LIMITS ALREADY ITEMIZED IN THE ROADWAY PLANS.

THE MOT TRANSITION AREAS HAVE PAVEMENT MARKINGS REMOVED AND INSTALLED FOR VARIOUS MOT PHASES AND TRAFFIC SHIFTS. MOST GENERALLY THE REMOVAL EXISTING AND TEMPORARY MARKINGS SCARS THE PAVEMENT SURFACE AND RESULTS IN PAVEMENT MARKING SHADOWS. THE AS DIRECTED QUANTITIES ARE TO CORRECT THIS SITUATION.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED. PRIOR TO THE APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE SURFACE COURSE OF THE EXISTING PAVEMENT WITHIN THE TRANSTION AREA SHALL BE REMOVED TO A DEPTH EQUIVALENT TO THE DEPTH OF THE PROPOSED SURFACE COURSE, AS DETERMINED BY THE ENGINEER. PLACEMENT OF THE PERMANENT PAVEMENT MARKINGS AND RPMS IN THE ORIGINAL LOCATIONS SHALL BE PLACED ON THE NEW SURFACE. THE EXTENT OF THE REMOVAL AND REPLACEMENT OF ASPHALT WITHIN THE MOT TRANSITION AREAS SHALL BE AS DIRECTED BY THE ENGINEER.

AREAS INCLUDED IN THIS ESTIMATION ARE AS FOLLOWS:

I-75 NB:
STA 311+54 (MOT PH. 2) TO STA 329+34.11 = 12384 SY
STA 329+34.11 TO STA 337+12.25 = 7303 SY
STA 420+00 TO STA 420+30± (EX. BRIDGE) = 149 SY
STA 422+48± (EX. BRIDGE) TO STA 429+80 (MOT PH. 3) = 4932 SY

I-75 SB:
STA 306+85 (MOT PH. 2) TO STA 323+39.12 = 11484 SY
STA 323+39.12 TO STA 324+00 = 569 SY
STA 420+00 TO STA 420+51± (EX. BRIDGE) = 282 SY
STA 422+91± (EX. BRIDGE) TO STA 444+25 (MOT PH. 2) = 12750 SY

I-75 SB GLENDALE-MILFORD CD RD. (INCLUDING GORE):
STA 309+85 (MOT PH. 2) TO STA 323+39.12 = 6099 SY

GLENDALE-MILFORD RAMP DR. TO I-75 NB (INCLUDING GORE):
STA 315+00 (MOT PH. 4) TO STA 329+34.11 = 4964 SY

RAMP A I-275 EB TO I-75 SB:
STA 420+00 TO STA 420+53± (EX. BRIDGE) = 171 SY
STA 422+53 (EX. BRIDGE) TO STA 433+20 (MOT PH. 3) = 4057 SY

RAMP D I-75 NB TO I-275 WB/EB:
STA 417+47.52 TO STA 420+33± (EX. BRIDGE) = 1211 SY
STA 422+19± (EX. BRIDGE) TO STA 422+50 = 137 SY

I-75 SB I-275 CD RD. (INCLUDING GORE):
STA 426+67 TO STA 439+50 = 4408 SY

SHARON RD.:
STA 2+30 (MOT PH. 1) TO STA 10+75 = 4562 SY
STA 28+00 TO STA 29+16.67 (MOT PH. 3) = 929 SY

CHESTER RD.:
STA 94+10 (MOT PH. 1) TO STA 94+94 = 208 SY
STA 100+50 TO STA 105+50 (RESTRIPING) = 3395 SY

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1.5" AVG.) 79996 SY
ITEM 407 - NON-TRACKING TACK COAT 6800 GAL
ITEM 442 - (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN 2954 CY
ITEM 442 - (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448) 379 CY

TEMPORARY PAVEMENT WEDGE

TEMPORARY PAVEMENT WEDGES SHALL BE PROVIDED AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT WEDGE. WEDGE SHALL BE 3:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED PAVEMENT COURSE. PAYMENT FOR ALL WORK, MATERIALS, ETC. ASSOCIATED WITH THIS ITEM SHALL BE PAID FOR UNDER ITEM 614, MAINTAINING TRAFFIC.

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC SHALL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

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 FOLLOWING CONTACTS:

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

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 TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	21 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & 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	21 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 NOTIFICATION TIME TABLE.

1 2-5-2021 - UPDATED RESURFACING AREAS AND ESTIMATED QUANTITIES FOR ROADWAYS UNDER PAVEMENT RESTORATION FOR MAINTENANCE OF TRAFFIC NOTE

CALCULATED STC CHECKED JDH

MAINTENANCE OF TRAFFIC GENERAL NOTES

HAM-75-14.61

MAINTENANCE OF TRAFFIC SUBSUMMARY

HAM-75-14.61

CALCULATED MAM
CHECKED STC

△1 2-9-2021 - REVISED SHARON RD MOT QUANTITIES

REF.	SHEET	STATION TO STATION		608	614													615		622										
				△1 TEMPORARY ASPHALT CONCRETE WALK	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 1, ONE-WAY	OBJECT MARKER, ONE WAY	MAINTAINING TRAFFIC, MISC.: MAINTENANCE OF MAJOR GUIDE SIGNS	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	WORK ZONE ARROW, CLASS I, 642 PAINT	ROADS FOR MAINTAINING TRAFFIC	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	PORTABLE BARRIER, UNANCHORED	△1 PORTABLE BARRIER, ANCHORED	PORTABLE BARRIER, "Y" CONNECTOR							
				SF	EACH	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	LS	SY	FT	FT	EACH							
		SHARON RD - PHASE 1																												
WCL-1	152	2+30	5+40							0.06																				
WCL-2	152	2+30	7+85							0.11																				
WEW-1	152	2+30	8+42								0.12																			
WCH-1	152	5+60	7+85									225																		
WA-1	152	5+77															1													
WA-2	152	6+63															1													
WA-3	152	7+51															1													
WCH-2	153	9+14	10+70									156																		
WCH-3	153	9+14	10+70									156																		
WCH-4	153	9+14	10+00									86																		
WEW-2	153	10+48	16+34								0.11																			
WLL-1	153	10+70	16+34						0.11																					
~~WCL-3~~	~~153~~	~~10+90~~	~~13+75~~							~~0.05~~											△1									
TEMPORARY WALK	153-155	13+48	23+37	4500																										
PB-1		NOT USED																												
~~WSL-1~~	~~154~~	~~17+75~~												~~33~~																
WXW-1	154	15+90	16+11												62															
WXW-2	154	16+62	16+87												48															
WSL-2	155	24+30												23																
WDW-1	155	23+39	24+15										103																	
WXW-3	155	23+29	23+37												114															
		SHARON RD - PHASE 2																												
WA-1	157	9+36															1													
WA-2	157	10+07															1													
WA-3	157	11+20															4													
WA-4	157	12+50															3													
WA-5	157	13+96															3													
WCH-1	157	9+14	14+45									531																		
WCH-2	157	9+14	14+45									531																		
WCH-3	157	9+14	11+60									246																		
WEW-1	157-158	11+80	15+73								0.07																			
WCL-1	157-158	12+35	15+90							0.07																				
WLL-1	157-158	14+45	15+90						0.03																					
WSL-1	158	15+90												23																
WXW-1	158	15+86	16+56												134															
WSL-2	159	24+50			△1									22																
~~WDW-1~~	~~159~~	~~23+16~~	~~23+83~~										99																	
TEMPORARY WALK	159	24+40	28+22	1910																										
~~WXW-2~~	~~159~~	~~28+22~~	~~28+88~~												~~121~~															
							△1															△1								
TOTALS CARRIED TO SHEET 48				6410	0	0	0	0	0.14	0.29	0.3	1931	202	101	479	0	15	0	0	0	0	0								

1 2-9-2021 - REVISED SHARON RD MOT QUANTITIES

CALCULATED MAM
CHECKED STC

REF.	SHEET	STATION TO STATION		608	614												615		622										
				TEMPORARY ASPHALT CONCRETE WALK	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 1, ONE-WAY	OBJECT MARKER, ONE WAY	MAINTAINING TRAFFIC, MISC.: MAINTENANCE OF MAJOR GUIDE SIGNS	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	WORK ZONE ARROW, CLASS I, 642 PAINT	ROADS FOR MAINTAINING TRAFFIC	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED	PORTABLE BARRIER, "Y" CONNECTOR					
				SF	EACH	EACH	EACH	EACH	MILE	MILE	MILE	FT	FT	FT	FT	FT	EACH	LS	SY	FT	FT	EACH					
		SHARON RD - PHASE 3																										
WXW-1	162	22+99	24+38												266													
WDW-1	162	23+14	23+76										102															
WDW-2	162	23+20	24+40										120															
WSL-1	162	24+50												40														
WLL-1	162	24+40	28+05						0.07																			
WLL-2	162	24+50	28+05						0.07																			
WEW-1	162	24+40	27+97								0.07																	
1 WCL-1	162	24+50	26+00							0.03																		
~~WCL-2~~	~~162~~	~~24+50~~	~~28+05~~							~~0.07~~																		
PB-1		NOT USED																										
~~WCH-1~~	~~162~~	~~26+20~~	~~28+05~~									~~185~~																
WCH-2	162	24+50	27+05									255																
WA-1	162	26+50															1											
WA-2	162	27+10															1											
WA-3	162	27+75															1											
WSL-2	162	28+05												8														
WDW-3	162	28+05	28+94										89															
WDW-4	162	28+05	28+94										89															
WDW-5	162	28+05	28+94										89															
WDW-6	162	28+05	28+94										89															
		SHARON RD - PHASE 4																										
WXW-1	164	16+31	16+87												117													
WEW-1	164-165	16+68	28+25								0.22																	
WSL-1	164	17+00												20														
WSL-2	164	17+25												9														
WLL-1	164-165	17+25	28+05						0.20																			
WLL-2	164-165	17+00	28+05						0.21																			
WA-1	164	17+55															1											
WA-2	164	18+30															1											
WCL-1	164-165	17+25	28+05							0.20																		
WCL-2	164	18+50	21+50							0.06																		
WCH-1	164	17+00	18+30									130																
WCH-2	164-165	21+70	23+20									150																
WA-3	164	21+80															1											
WA-4	164	21+50															1											
WDW-1	165	23+20	24+00										90															
WDW-2	165	23+11	23+76										97															
WDW-3	165	23+11	24+04										77															
WSL-3	165	22+60												9														
WSL-4	165	24+00												33														
WXW-2	165	23+40	24+54												209													
WEW-2	165	24+44	28+07								0.07																	
WCL-3	165	24+00	25+50							0.03																		
WCH-3	165	24+00	26+25									225																
WCH-4	165	25+70	28+05									235																
WA-5	165	26+58															1											
WA-6	165	27+24															1											
WA-7	165	27+90															1											
PB-2	165	24+40	28+13		1	8	8													373								
		SHARON RD - PHASE 4-2																										
WCH-1	165B	367+55	23+49									75																
WCH-2	165B	23+49	27+00									351																
WCH-3	165B	367+55	25+19					1				390																
WEW-1	165B	23+48	27+50								0.08																	
TOTALS CARRIED TO SHEET 48				0	1	8	8	0	0.55	0.39	0.44	1996	842	119	592	0	10	0	0	373	0	0						

1 1

MAINTENANCE OF TRAFFIC SUBSUMMARY

HAM-75-14.61

1 2-9-2021 - REVISED SHARON RD MOT QUANTITIES

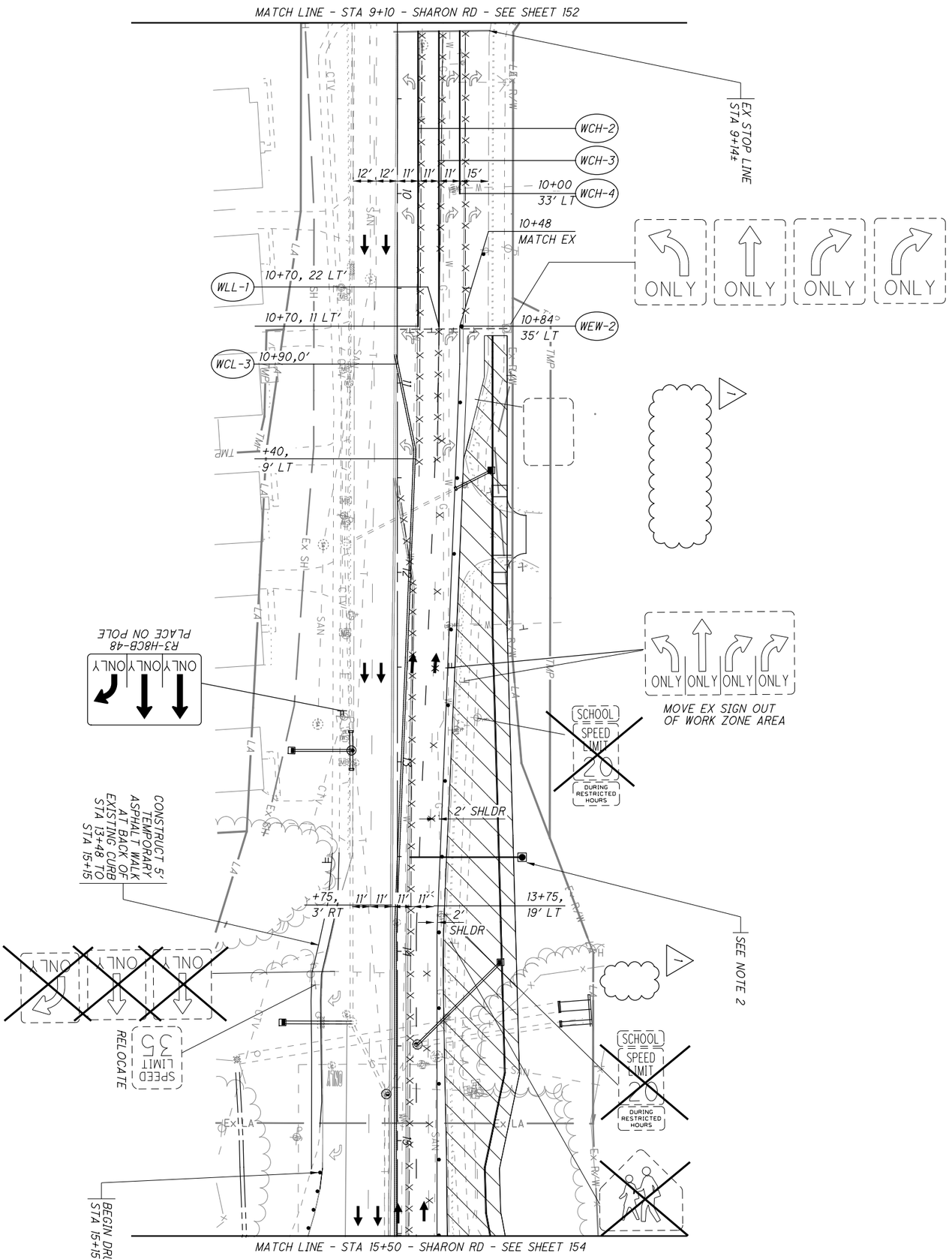
REF.	SHEET	STATION TO STATION		608	614																	615		622			
				1 TEMPORARY ASPHALT CONCRETE WALK	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 1, ONE-WAY	OBJECT MARKER, ONE WAY	MAINTAINING TRAFFIC, MISC.: MAINTENANCE OF MAJOR GUIDE SIGNS	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 642, 4", PAINT	WORK ZONE DOTTED LINE, CLASS I, 642, 6", PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	WORK ZONE ARROW, CLASS I, 642 PAINT	ROADS FOR MAINTAINING TRAFFIC	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED	PORTABLE BARRIER, "Y" CONNECTOR	
				SF	EACH	EACH	EACH	EACH	MILE	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	FT	FT	EACH	LS	SY	FT	FT	EACH	
		SHARON RD - PHASE 5																									
WEW-1	166-168	9+15	28+00									0.36															
WEW-2	166-168	10+75	28+18									0.33															
WCL-1	166-168	9+15	28+00								0.36																
WCL-2	166-167	10+75	16+00								0.10																
WLL-1	166-167	9+15	15+65						0.12																		
WLL-2	166-167	10+75	28+00						0.33																		
WCH-1		NOT USED																									
WCH-2	166-167	14+35	15+65											130													
WA-1A	167	14+70													1						1						
WA-1	167	15+50																			1						
WSL-1	167	15+65																20									
WDW-1	167	15+65	17+30													165											
WDW-2	167	15+65	17+30													165											
WSL-2	167	17+30																20									
WCH-4	167	17+30	20+20											580													
PB-2	167-168	17+45	22+85		1	12	12																	540			
WLL-3	167-168	17+30	28+00						0.20																		
WA-2	167	17+60																			1						
WA-3	167	18+90																			1						
WA-4	167	20+00																			1						
WA-5	167	21+60																			1						
WCH-5	167-168	21+20	23+10											190													
WA-6	168	22+65																			1						
WSL-3	168	22+95																20									
WSL-4	168	23+10																20									
WSL-5	168	24+00																20									
WCL-3	168	24+00	25+00								0.02																
WCH-6	168	25+20	28+00											280													
WA-7	168	25+30																			1						
WA-8	168	26+58																			1						
WA-9	168	27+24																			1						
WA-10	168	27+90																			1						
WSL-6	168	28+00																20									
		CHESTER ROAD - PHASE 1																									
WCL-1, CHESTER RD	169	94+90	99+50								0.09																
WEW-1, CHESTER RD	169	94+90	99+50									0.09															
WCH-1, CHESTER RD	169	97+70	99+45											175													
					1					1					1													
TOTALS THIS SHEET				0	1	12	12	0	0.65		0.57	0.78		1355		330		120	0	0	11	0	0	540	0	0	
TOTALS FROM SHEET 35					10	265	265	1		0.36	0		2.5		10274		0	0	0	0	0	LS	32543	12041	582	1	
TOTALS FROM SHEET 36					1	168	168	4		0	0		0.08		4106		832	0	0	0	0	0	0	8285	0	0	
TOTALS FROM SHEET 37					4	537	537	2		2.69	0		9.79		15123		2935	0	0	0	0	LS	6371	26024	508	0	
TOTALS FROM SHEET 38					3	245	245	4		2.66	0		1.27		18815		4265	0	0	100	0	0	0	11843	0	1	
TOTALS FROM SHEET 39					3	424	424	1		4.81	0		11.44		18526		3288	0	0	442	0	0	0	20236	438	2	
TOTALS FROM SHEET 40					0	0	0	0		1.18	0		0.53		12244		4395	0	0	140	0	0	0	0	0	0	
TOTALS FROM SHEET 41					1	283	283	1		1.24	0		6.43		14229		6135	0	0	0	0	0	0	13972	0	0	
TOTALS FROM SHEET 42					1	28	28	0		1.01	0		1.33		9175		2183	0	0	300	0	0	0	1290	0	1	
TOTALS FROM SHEET 43					1	16	16	0		1.52	0		2.86		8258		2802	0	0	130	0	0	0	740	0	1	
TOTALS FROM SHEET 44					5	103	103	0		0	0		1.24		618		0	52	0	0	16	0	0	4714	0	0	
TOTALS FROM SHEET 45					7	124	124	0		0.15	0		2		2154		324	106	0	0	25	0	0	5742	0	0	
TOTALS FROM SHEET 46				6410	0	0	0	0	0.14		0.29	0.3		1931		202		101	479	0	15	0	0	0	0	0	
TOTALS FROM SHEET 47				0	1	8	8	0	0.55		0.39	0.44		1936		842		119	592	0	10	0	0	373	0	0	
TOTALS CARRIED TO GENERAL SUMMARY				6410	38	2213	2213	13	1.34	15.62	1.25	1.52	39.47	5282	113,522	1374	27,159	498	1071	1112	77	LS	38,914	105,800	1528	6	

1 Revised

CALCULATED MAM
CHECKED STC

MAINTENANCE OF TRAFFIC SUBSUMMARY

HAM-75-14.61

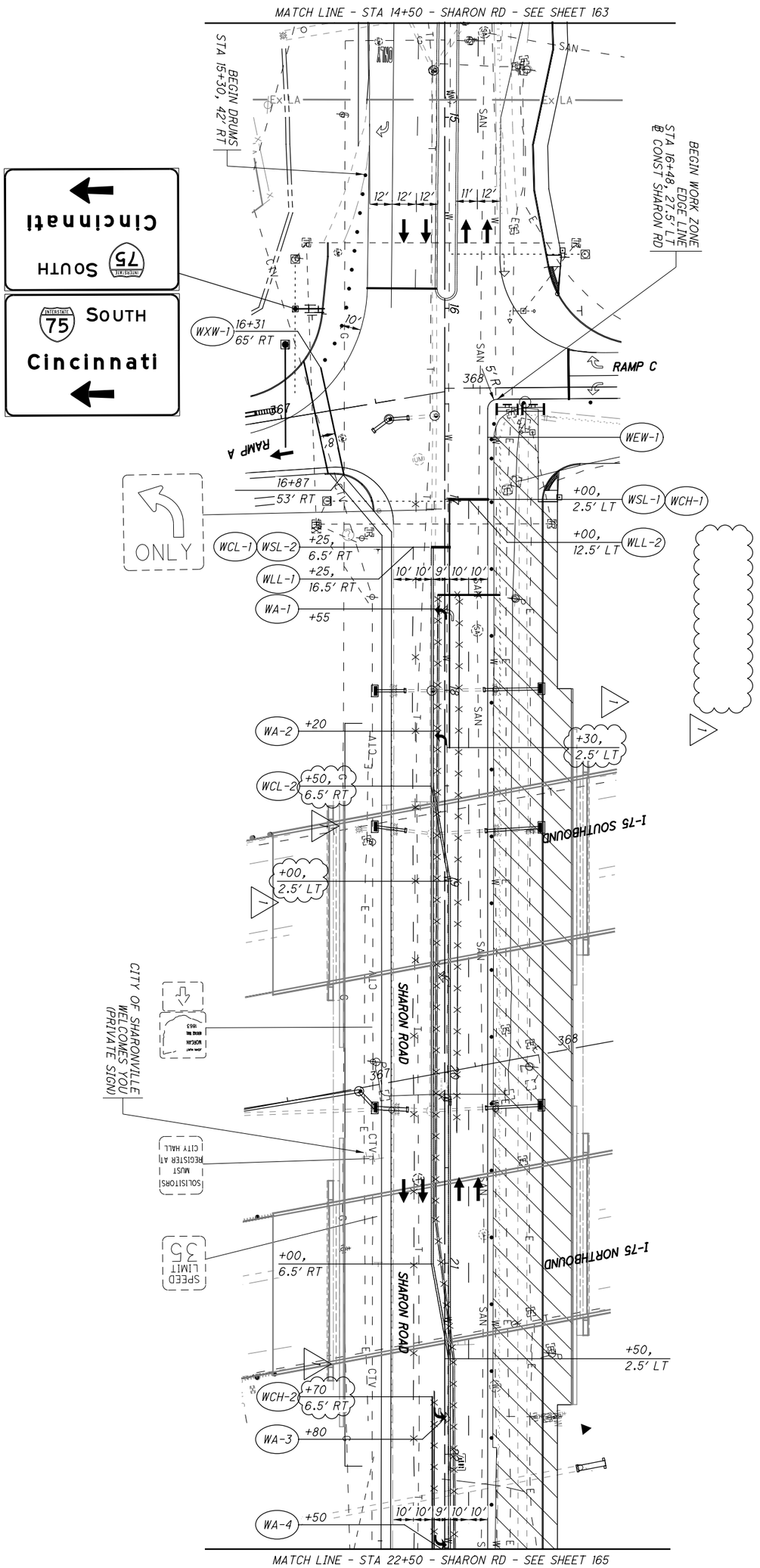


NOTES:

1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 49.
2. CONTRACTOR SHALL CONSTRUCT STRUCTURE AS SHOWN IN THE SIGN AND PAVEMENT MARKING PLANS.

1 2-9-2021 - REMOVED PB

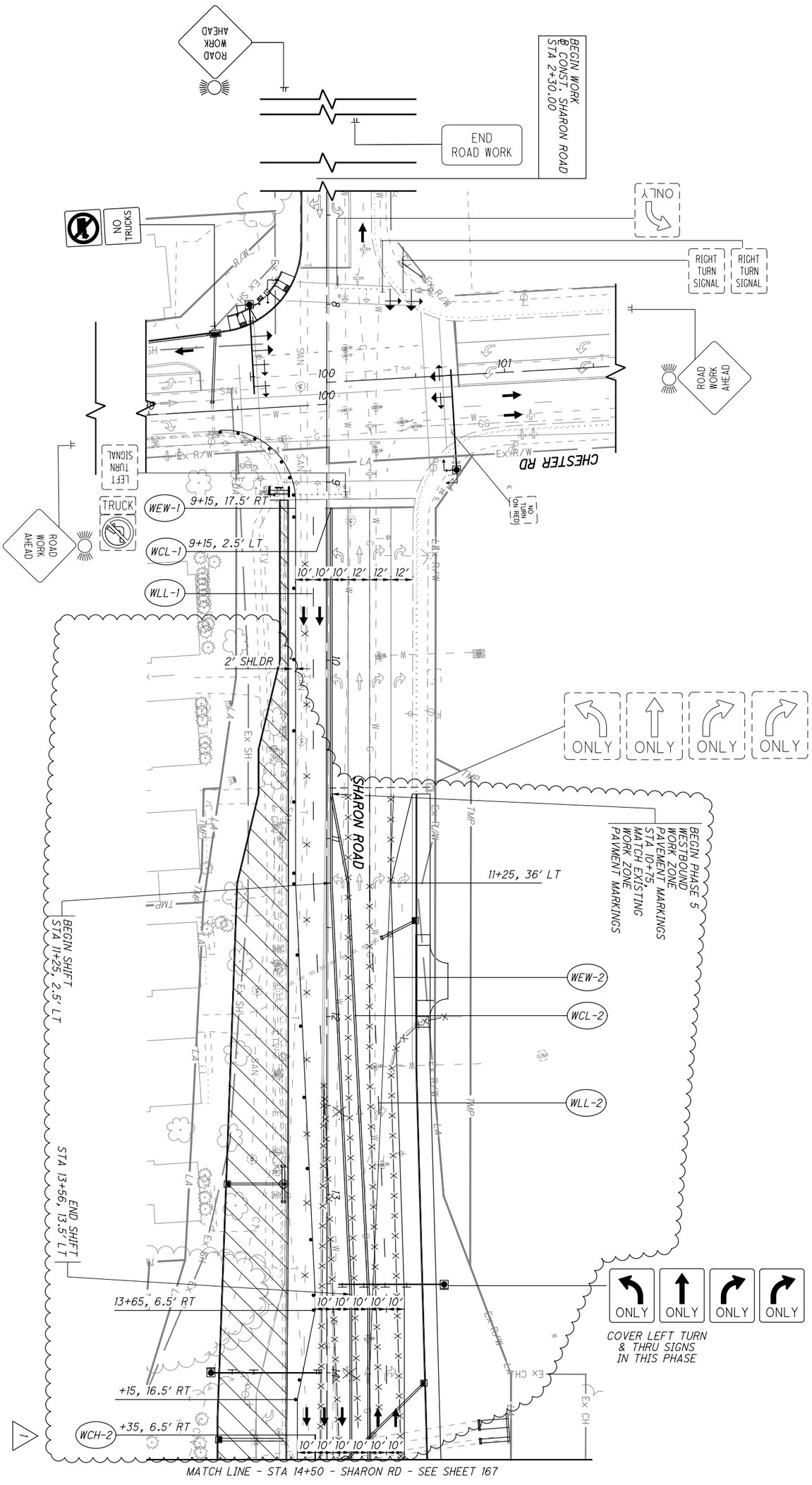
153 / 708	HAM-75-14.61	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 SHARON RD - STA 9+10 TO STA 15+50	CALCULATED MAM CHECKED STC	0 30 15 60 HORIZONTAL SCALE IN FEET



1 2-9-2021 - REMOVED PB, UPDATED PAVEMENT MARKINGS

NOTES:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 49.
2. FOR RAMP C PHASE 4 MAINTENANCE OF TRAFFIC PLAN SEE SHEET 138.
3. FOR RAMP A PHASE 4 MAINTENANCE OF TRAFFIC PLAN SEE SHEET 143.

164 / 708	HAM-75-14.61	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 SHARON RD - STA 14+50 TO STA 22+50	CALCULATED MAM CHECKED STC	0 30 15 60 HORIZONTAL SCALE IN FEET



1 2-9-2021 - REMOVED PB & UPDATED PAVEMENT MARKINGS

NOTES:
1. FOR MAINTENANCE OF TRAFFIC LEGEND SEE SHEET 49.
2. UPON COMPLETION OF PHASE 5 CONTRACTOR SHALL INSTALL REMAINING SIGNS, PLACE THE SURFACE COURSE AND PLACE THE PROPOSED PAVEMENT MARKINGS.

SHEET NUM.												PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
22	23	24	48	202	203	204	206	212	445	450C	450D	01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
			(5)																		ROADWAY	
LS													LS				201	11000	LS		CLEARING AND GRUBBING	
							3					1	2				202	20010	3	EACH	HEADWALL REMOVED	
								88,203	201			50,937	37,467			(3)	202	23000	88,404	SY	PAVEMENT REMOVED	
								39,444				19,254	20,190				202	23010	39,444	SY	PAVEMENT REMOVED, ASPHALT	
								127,644				70,189	57,455			(3)	202	23500	127,644	SY	WEARING COURSE REMOVED	
				10,228									10,228				202	30000	10,228	SF	WALK REMOVED	
				315								212	103			(4)	202	30700	315	FT	CONCRETE BARRIER REMOVED	
				1,307									1,307				202	32000	1,307	FT	CURB REMOVED	
				1,391									1,391				202	32500	1,391	FT	CURB AND GUTTER REMOVED	
				1,419			75					345	1,149				202	35100	1,494	FT	PIPE REMOVED, 24" AND UNDER	
							68					30	38				202	35200	68	FT	PIPE REMOVED, OVER 24"	
				10,069								5,684.5	4,384.5				202	38000	10,069	FT	GUARDRAIL REMOVED	
						5							5				202	53100	5	EACH	MAILBOX REMOVED	
				3								1	2				202	58000	3	EACH	MANHOLE REMOVED	
				29								2	27				202	58100	29	EACH	CATCH BASIN REMOVED	
				3									3				202	58500	3	EACH	CATCH BASIN ABANDONED	
				341								341					SPECIAL	20270000	341	FT	FILL AND PLUG EXISTING CONDUIT	23
				2,306								536	1,770				202	75000	2,306	FT	FENCE REMOVED	
					(114,258)						4,459	63,495	50,763	4,459		(2)	203	10000	118,717	CY	EXCAVATION	
										2,430				2,430			203	10001	2,430	CY	EXCAVATION, AS PER PLAN	450C
					(156,142)						275	91,274	64,868	275		(2)	203	20000	156,417	CY	EMBANKMENT	
		38						11,120	114			819	10,453				204	10000	11,272	SY	SUBGRADE COMPACTION	
					(17,915)							9,170	8,745			(2)	204	13000	17,915	CY	EXCAVATION OF SUBGRADE, 18 INCHES DEEP	
					(13,866)							9,845	4,021		(2)		204	20001	13,866	CY	EMBANKMENT, AS PER PLAN	22
					(5,041)								5,041			(2)	204	30020	5,041	CY	GRANULAR MATERIAL, TYPE C	
		1					(5)	(73)	1			42	33				204	45000	75	HOUR	PROOF ROLLING	
								9,966					9,966				204	50000	9,966	SY	GEOTEXTILE FABRIC	
								(5,759)				3,588	(2,171)				206	10500	(5,759)	TON	CEMENT	
							(5)	(190,682)				118,822	(71,860)				206	11000	(190,682)	SY	CURING COAT	
								(190,682)				118,822	(71,860)				206	15020	(190,682)	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
								LS				LS	LS				206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
						12,037.5						9,237.5	2,800				606	15050	12,037.5	FT	GUARDRAIL, TYPE MGS	
						9							9				606	26050	9	EACH	ANCHOR ASSEMBLY, MGS TYPE B	
						11						4	7				606	26150	11	EACH	ANCHOR ASSEMBLY, MGS TYPE E, MASH 2016	
						16						4	12				606	26550	16	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
						6						2	4				606	35002	6	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
						3						3					606	35102	3	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
						1							1				606	60040	1	EACH	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL ,(DS=70 MPH, W=90 INCHES)	
						2,017						451	1,566				607	23000	2,017	FT	FENCE, TYPE CLT	
						2,017						451	1,566				607	70000	2,017	FT	FENCELINE SEEDING AND MULCHING	
2,000													2,000				607	98000	2,000	FT	FENCE, MISC.:TEMPORARY CONSTRUCTION FENCE	22
						13,636							13,636				608	10000	13,636	SF	4" CONCRETE WALK	
						390							390				608	15000	390	SF	8" CONCRETE WALK	
		(5)	(6,410)										(6,410)			(5)	608	21200	6,410	SF	TEMPORARY ASPHALT CONCRETE WALK	
						761							761				608	52000	761	SF	CURB RAMP	
						(80)							(80)			(4)	622	10140	80	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
						1,590							1,590				622	10160	1,590	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
						1							1				622	25000	1	EACH	CONCRETE BARRIER END SECTION, TYPE D	
						3							3				622	25001	3	EACH	CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN	22
						2							(2)			(4)	622	25014	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
						(5)							5				622	25050	5	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
						5							5				622	25051	5	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	22
4													4				623	38500	4	EACH	MONUMENT ASSEMBLY	
2													2				623	40520	2	EACH	RIGHT-OF-WAY MONUMENT	
						3							3				SPECIAL	69098000	3	EACH	BOLLARD REMOVED AND RESET	22
	LS											LS	LS				SPECIAL	69098400	LS		CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION	23
						LS						LS	LS				878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	

(1) 6-26-2020 - ADDED FUNDING COLUMNS FOR 04/IMS/BR, 05/IMS/BR
(2) 1-15-2021 - UPDATED EX. PVT DEPTHS AND EARTHWORK EQ ON CROSS SECTIONS
(3) 1-15-2021 - ADDED ITEM 202-WEARING COURSE REMOVED REMOVED ITEM 202-PAVEMENT REMOVED, COMBINE INTO SINGLE PAY ITEM
(4) 1-15-2021 - UPDATED SIGN SUPPORT FOUNDATION DUE TO PID 82288 CONSTRUCTION
(5) 2-5-2021 - UPDATED RAMP E PAVEMENT AREA AND ESTIMATED QUANTITIES
(6) 2-9-2021 - REVISED SHARON ROAD MOT QUANTITIES

CALCULATED WLC
CHECKED JDH

GENERAL SUMMARY (1 OF 10)

HAM-75-14.61

SHEET NUM.										PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
23	24	29	31	204	206	212	445	458	473B	01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
																			DRAINAGE (CONT.)	
					25					25					611	13400	25	FT	30" CONDUIT, TYPE B, 706.02	
					45					10	35				611	13600	45	FT	30" CONDUIT, TYPE C, 706.02	
					15						15				611	16600	15	FT	36" CONDUIT, TYPE C, 706.02	
					17						17				611	24000	17	FT	60" CONDUIT, TYPE C, 706.02	
					956						956				611	26400	956	FT	72" CONDUIT, TYPE C	
					50						50				611	96600	50	FT	CONDUIT, BORED OR JACKED, 18" CONDUIT, TYPE B, 748.06	
					280					280					611	96600	280	FT	CONDUIT, BORED OR JACKED, 24" CONDUIT, TYPE B, 748.06	
					7						7				611	98150	7	EACH	CATCH BASIN, NO. 3	
					5						5				611	98180	5	EACH	CATCH BASIN, NO. 3A	
					9						9				611	98230	9	EACH	CATCH BASIN, NO. 4	
					2						2				611	98300	2	EACH	CATCH BASIN, NO. 5	
					1						1				611	98341	1	EACH	CATCH BASIN, NO. 5A	
					2						2				611	98390	2	EACH	CATCH BASIN, NO. 7	
					1						1				611	98410	1	EACH	CATCH BASIN, NO. 8	
					1						1				611	99114	1	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	
					4					2	2				611	99115	4	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN	23
					8						8				611	99574	8	EACH	MANHOLE, NO. 3	
					8					6	2				611	99654	8	EACH	MANHOLE ADJUSTED TO GRADE	
5								19		14	10				611	99710	24	EACH	PRECAST REINFORCED CONCRETE OUTLET	
1,000											1,000				SPECIAL	61199820	1,000	LB	MISCELLANEOUS METAL	23
																			WATER WORK	
									5		5				203	10001	5	CY	EXCAVATION, AS PER PLAN (ADDITIONAL EXCAVATION (CIN. 1119)) *	473A
									5		5				203	10001	5	CY	EXCAVATION, AS PER PLAN (EXPLORATORY EXCAVATION (CIN. 1120)) *	473A
									120		120				509	25000	120	LB	UNCOATED REINFORCING STEEL	
									1		1				602	98200	1	CY	MASONRY, MISC.: CONCRETE, CLASS QC (CIN. 1110)	473A
									1		1				602	98200	1	CY	MASONRY, MISC.: BRICK MASONRY *	473A
									1		1				638	11500	1	MBF	SHEETING AND BRACING ORDERED LEFT IN PLACE *	473A
									2		2				638	98000	2	EACH	WATER WORK, MISC.: FURNISHING AND INSTALLING VALVE BOX, COMPLETE (CIN. 1116)	473A
									2		2				638	98000	2	EACH	WATER WORK, MISC.: REMOVING EXISTING VALVE BOX (CIN. 1122)	473A
									3		3				638	98000	3	EACH	WATER WORK, MISC.: RESETTING EXISTING VALVE BOXES COMPLETE (CIN. 1125)	473A
									4		4				638	98000	4	EACH	WATER WORK, MISC.: ADJUST EXISTING VALVE CHAMBER TO GRADE (CIN. 604)	473A
									2		2				638	98000	2	EACH	WATER WORK, MISC.: FURNISHING AND INSTALLING FIRE HYDRANT (CIN. 1112)	473A
									2		2				638	98000	2	EACH	WATER WORK, MISC.: REMOVING FIRE HYDRANT (CIN. 1114)	473A
									2		2				638	98000	2	EACH	WATER WORK, MISC.: FURNISHING AND INSTALLING 6" FIRE HYDRANT EXTENSION (CIN. 1115)	473A
									1		1				638	98000	1	EACH	WATER WORK, MISC.: DISCONNECTING EXISTING 5/8-INCH THRU 2-INCH SERVICE BRANCHES (CIN. 1138)	473A
									1		1				638	98000	1	EACH	WATER WORK, MISC.: REMOVING CURB AND ROADWAY BOXES (CIN. 1138)	473A
									82		82				638	98600	82	FT	WATER WORK, MISC.: FURNISHING AND LAYING 6" DUCTILE IRON PIPE AND FITTINGS (CIN. 1101)	473A
									24		24				638	98600	24	FT	WATER WORK, MISC.: FURNISHING AND LAYING 12" DUCTILE IRON PIPE AND FITTINGS (CIN. 1101)	473A
																			PAVEMENT	
		1,000									1,000				251	98000	1,000	CY	PARTIAL DEPTH REPAIR, MISC.:PERFORMED IN 2021	29
		1,000									1,000				251	98000	1,000	CY	PARTIAL DEPTH REPAIR, MISC.:PERFORMED IN 2022	29
		300									300				251	98000	300	CY	PARTIAL DEPTH REPAIR, MISC.:PERFORMED IN 2023	29
						19,447				5,299	14,148				254	01000	19,447	SY	PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	
		500	79,996	6							80,496				254	01000	80,496	6 SY	PAVEMENT PLANING, ASPHALT CONCRETE, (1.5")	
						2,273	5				2,278				301	46000	2,278	CY	ASPHALT CONCRETE BASE, PG64-22	
						667					667				301	46001	667	CY	ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	24
	7					50,032				35,523	14,509				302	46000	50,039	CY	ASPHALT CONCRETE BASE, PG64-22	
	7				5	44,472	11			26,484	18,006				304	20000	44,490	CY	AGGREGATE BASE	
	5		6,800	6		32,556	8			20,000	19,369				407	20000	39,369	6 GAL	NON-TRACKING TACK COAT	
							2				2				441	50400	2	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), (DRIVEWAYS)	
							3				3				441	50600	3	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448), (DRIVEWAYS)	
						8,212				5,831	2,381				442	10100	8,212	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)	
						415				295	120				442	10101	415	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG64-28	24
			2,954	6		6,992				4,964	4,982				442	10301	9,946	6 CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	24
	2		379			851					1,232				442	20000	1,232	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	
	2					993					995				442	20200	995	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448)	
						667					667				442	20201	667	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN, PG64-28	24
							67				67				452	10010	67	SY	6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
					5	21,778					21,778				452	16050	21,778	SY	13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
				555							555				609	12000	555	FT	COMBINATION CURB AND GUTTER, TYPE 2	
				3,272							3,272				609	12001	3,272	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	24
				419							419				609	14000	419	FT	CURB, TYPE 2-A	
				76						38	38				609	24510	76	FT	CURB, TYPE 4-C	
		4				6.58				4.61	1.97				618	40601	6.58	3 4 MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	24/25

1 5-20-2020 - ADDED BINDER TYPE (PG64-28) FOR ITEM 442E10101 AND ITEM 442E20201
2 6-26-2020 - ADDED FUNDING COLUMNS FOR 04/IMS/BR, 05/IMS/BR

(*=WATER WORKS CONTINGENCY)

3 1-15-2021 - REVISED EQ FOR ITEM 618-RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

4 2-5-2021 - UPDATED PAY ITEM FOR RUMBLE STRIPS FOR MOT TO ITEM 614-MAINTAINING TRAFFIC, MISC.: RUMBLE STRIPS (ASPHALT) (FT), UPDATED ESTIMATED QUANTITY FOR RUMBLE STRIPS FOR ROADWAY

5 2-5-2021 - UPDATED RAMP E PAVEMENT AREA AND ESTIMATED QUANTITIES

6 2-5-2021 - UPDATED RESURFACING AREAS AND ESTIMATED QUANTITIES FOR ROADWAYS UNDER PAVEMENT RESTORATION FOR MAINTENANCE OF TRAFFIC NOTE

CALCULATED WLC
CHECKED JDH

GENERAL SUMMARY (3 OF 10)

HAM-75-14.61

SHEET NUM.							PART. (2)				ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION (1) (2) (3)	SEE SHEET NO.
611	647						01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
															RETAINING WALLS (HAM-75-15.39L MSE WALL) (3)	
298								298				203	20000	298	CY	EMBANKMENT	
1,025								1,025				203	35110	1,025	CY	GRANULAR MATERIAL, TYPE B	
518								518				512	10101	518	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	609
117								117				601	37501	117	FT	PAVED GUTTER, TYPE 1-2, AS PER PLAN	610
5,225								5,225				840	20000	5,225	SF	MECHANICALLY STABILIZED EARTH WALL	
3,782								3,782				840	21000	3,782	CY	WALL EXCAVATION	
861								861				840	22000	861	SY	FOUNDATION PREPARATION	
3,804								3,804				840	23000	3,804	CY	SELECT GRANULAR BACKFILL	
162								162				840	23050	162	CY	NATURAL SOIL	
777								777				840	25010	777	FT	6" DRAINAGE PIPE, PERFORATED	
73								73				840	25020	73	FT	6" DRAINAGE PIPE, NON-PERFORATED	
376								376				840	26000	376	FT	CONCRETE COPING	
5,225								5,225				840	26050	5,225	SF	AESTHETIC SURFACE TREATMENT	
5								5				840	27000	5	DAY	ON-SITE ASSISTANCE	
LS								LS				867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL	
															RETAINING WALLS (HAM-75-15.39R MSE WALL) (3)	
	369							369				203	20000	369	CY	EMBANKMENT	
	1,058							1,058				203	35110	1,058	CY	GRANULAR MATERIAL, TYPE B	
	528							528				512	10101	528	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	646
	116							116				601	37501	116	FT	PAVED GUTTER, TYPE 1-2, AS PER PLAN	646
	5,487							5,487				840	20000	5,487	SF	MECHANICALLY STABILIZED EARTH WALL	
	3,974							3,974				840	21000	3,974	CY	WALL EXCAVATION	
	891							891				840	22000	891	SY	FOUNDATION PREPARATION	
	4,018							4,018				840	23000	4,018	CY	SELECT GRANULAR BACKFILL	
	182							182				840	23050	182	CY	NATURAL SOIL	
	769							769				840	25010	769	FT	6" DRAINAGE PIPE, PERFORATED	
	56							56				840	25020	56	FT	6" DRAINAGE PIPE, NON-PERFORATED	
	380							380				840	26000	380	FT	CONCRETE COPING	
	5,487							5,487				840	26050	5,487	SF	AESTHETIC SURFACE TREATMENT	
	5							5				840	27000	5	DAY	ON-SITE ASSISTANCE	
	LS							LS				867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL	
															STRUCTURE OVER 20 FOOT SPAN (HAM-75-15.39L,SFN 3110931)	
LS										LS	LS	202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	609
288										84	204	202	22900	288	SY	APPROACH SLAB REMOVED	
4										1	3	SPECIAL	20365000	4	EACH	SETTLEMENT PLATFORM	610
LS										LS	LS	503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	609
LS										LS	LS	505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
4,860										1,409	3,451	507	00600	4,860	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	
5,220										1,514	3,706	507	00650	5,220	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	
135,169										39,199	95,970	509	10000	135,169	LB	EPOXY COATED REINFORCING STEEL	
648										188	460	509	30040	648	FT	NO. 6 GFRP DEFORMED BARS	
2										1	1	511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	
78										23	55	511	34462	78	CY	CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)	
252										73	179	511	43512	252	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	
546										158	388	511	53014	546	CY	CLASS QC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK	609
1,222										354	868	512	10100	1,222	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
61										18	43	512	10300	61	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
12										3	9	512	33000	12	SY	TYPE 2 WATERPROOFING	
8										2	6	515	15130	8	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF72-49 (134'-8" LONG) (1)	
21										6	15	515	20000	21	EACH	INTERMEDIATE DIAPHRAGMS	
163										47	116	516	13600	163	SF	1" PREFORMED EXPANSION JOINT FILLER	
84										24	60	516	13900	84	SF	2" PREFORMED EXPANSION JOINT FILLER	
203										59	144	516	14020	203	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
16										5	11	516	44201	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN:	623
																16"X24"X 3.398" WITH 17"X25"X1.5" LOAD PLATES	
130										38	92	518	21200	130	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
253										73	180	518	40000	253	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
78										23	55	518	40012	78	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE	
4										1	3	523	20000	4	EACH	DYNAMIC LOAD TESTING	
4										1	3	523	20500	4	EACH	RESTRIKE	
558										162	396	526	30000	558	SY	REINFORCED CONCRETE APPROACH SLABS (T=17")	
164										48	116	526	90010	164	FT	TYPE A INSTALLATION	
9										3	6	601	21050	9	SY	TIED CONCRETE BLOCK MAT, TYPE 1	
467										135	332	625	25604	467	FT	CONDUIT, 4", 725.051	
2										1	1	625	29921	2	EACH	STRUCTURE JUNCTION BOX, AS PER PLAN	610
2										1	1	625	30700	2	EACH	PULL BOX, 725.08, 18"	
LS										LS	LS	SPECIAL	69098400	LS		TEMPORARY SURCHARGE	610
68										20	48	846	00110	68	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	

(1) 5-20-2020 - ADDED BEAM LENGTH TO QUANTITY
(2) 6-26-2020 - ADDED FUNDING COLUMNS FOR 04/IMS/BR, 05/IMS/BR
(3) 2-5-2021 - REMOVED ITEM 203E35120- GRANULAR MATERIAL, TYPE C

CALCULATED WLC
CHECKED JDH

GENERAL SUMMARY (8 OF 10)

HAM-75-14.61

199
708

SHEET NUM.							PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
25	26	27	28	29	31	48	01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR (1)	05/IMS/BR						
																MAINTENANCE OF TRAFFIC	
100								100				410	12000	100	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
			3,000					3,000				614	11110	3,000	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
			11,680					11,680				614	11630	11,680	FT	INCREASED BARRIER DELINEATION	
						38	4	38				614	12380	38	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
		20						20				614	12484	20	EACH	WORK ZONE INCREASED PENALTIES SIGN	
20								20				614	12500	20	EACH	REPLACEMENT SIGN	
100								100				614	12600	100	EACH	REPLACEMENT DRUM	
				12,500				12,500				614	12801	12,500	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	29
100								100				614	13000	100	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			2,720			2,213	4	4,933				614	13310	4,933	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
			50					50				614	13312	50	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY	
			2,770			2,213	4	4,983				614	13350	4,983	EACH	OBJECT MARKER, ONE WAY	
						13		13				614	18000	13	EACH	MAINTAINING TRAFFIC, MISC.: MAINTENANCE OF MAJOR GUIDE SIGNS	26
		LS						LS				614	18002	LS		MAINTAINING TRAFFIC, MISC.: TEMPORARY TRAFFIC SIGNAL	27
14,000								14,000				614	18030	14,000	FT	MAINTAINING TRAFFIC, MISC.: RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE) (3)	25
2	60							60				614	18601	60	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	26
				7.75				7.75				614	20011	7.75	MILE	WORK ZONE LANE LINE, CLASS I, 6", SPRAY THERMOPLASTIC, AS PER PLAN	29
5				2		1.34	4	3.34				614	20100	3.34	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT	
				24.75		15.62		40.37				614	20110	40.37	MILE	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	
				0.71				0.71				614	20550	0.71	MILE	WORK ZONE LANE LINE, CLASS III, 4", 642 PAINT	
				17				17				614	20560	17	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
				2.25		1.25		3.5				614	21100	3.5	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
				1				1				614	21550	1	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
				22.06				22.06				614	22011	22.06	MILE	WORK ZONE EDGE LINE, CLASS I, 6", SPRAY THERMOPLASTIC, AS PER PLAN	29
				1.62		1.52		3.14				614	22100	3.14	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	
				34.8		39.47		74.27				614	22110	74.27	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
				0.1				0.1				614	22350	0.1	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
				12.74				12.74				614	22360	12.74	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
				60,114				60,114				614	23011	60,114	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", SPRAY THERMOPLASTIC, AS PER PLAN	29
				12,042		5,282	4	17,324				614	23200	17,324	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
				78,870		113,522		192,392				614	23210	192,392	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
				6,531				6,531				614	23680	6,531	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 8", 642 PAINT	
				18,756				18,756				614	23690	18,756	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
				15,842				15,842				614	24001	15,842	FT	WORK ZONE DOTTED LINE, CLASS I, 6", SPRAY THERMOPLASTIC, AS PER PLAN	29
				2,093		1,374		3,467				614	24200	3,467	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
				25,547		27,159		52,706				614	24202	52,706	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
				620				620				614	24610	620	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT	
				9,705				9,705				614	24612	9,705	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
				890		498		1,388				614	26200	1,388	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
				392				392				614	26610	392	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
						1,071		1,071				614	27200	1,071	FT	WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT	
						1,112		1,112				614	28200	1,112	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	
				163		77		240				614	30200	240	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
				86				86				614	30650	86	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
		2						2				614	40051	2	EACH	BUSINESS ENTRANCE SIGN, AS PER PLAN	27
						LS		LS				615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
						38,914		38,914				615	20001	38,914	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	25
2,550								2,550				616	10000	2,550	MGAL	WATER	
						105,800	4	105,800				622	41100	105,800	FT	PORTABLE BARRIER, UNANCHORED	
						1,528		1,528				622	41110	1,528	FT	PORTABLE BARRIER, ANCHORED	
						6		6				622	41050	6	EACH	PORTABLE BARRIER, "Y" CONNECTOR	
					162			162				808	18700	162	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
																INCIDENTALS	
								LS				103	05000	LS		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
								LS				108	10000	LS		CPM PROGRESS SCHEDULE	
								LS				614	11000	LS		MAINTAINING TRAFFIC	
								24				619	16021	24	MNTH	FIELD OFFICE, TYPE C, AS PER PLAN	34
								LS				623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
								LS				623	11000	LS		PROVIDING ELECTRONIC INSTRUMENTATION	
								LS				624	10000	LS		MOBILIZATION	

(1) 6-26-2020 - ADDED FUNDING COLUMNS FOR 04/IMS/BR, 05/IMS/BR
(2) 1-19-2021 - ADDED SUPPLEMENTAL NOTES FOR PCMS, APP ADDED 6 MONTHS TO ITEM 614-PCSM, APP
(3) 2-5-2021 - UPDATED PAY ITEM FOR RUMBLE STRIPS FOR MOT TO ITEM 614-MAINTAINING TRAFFIC, MISC.: RUMBLE STRIPS (ASPHALT) (FT), UPDATED ESTIMATED QUANTITY FOR RUMBLE STRIPS FOR ROADWAY
(4) 2-9-2021 - UPDATED SHARON ROAD MOT QUANTITIES
(5) 2-5-2021 - UPDATED PCMS NOTE AND ESTIMATED QUANTITY (54 TO 60) BECAUSE OF CONFLICTS WITH ADDENDUM #1 PCMS UPDATES.

CALCULATED WLC
CHECKED JDH

GENERAL SUMMARY (10 OF 10)

HAM-75-14.61

201
708

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SUBSUMMARY - PAVEMENT (5 OF 6)

CALCULATED WLC
CHECKED JDH

STATION RANGE			ROUTE	SIDE	L=LENGTH (FT)	W=WIDTH (FT)	A=L x W=AREA (SF)	202 PAVEMENT REMOVED	202 PAVEMENT REMOVED, ASPHALT	202 WEARING COURSE REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)	204 PROOF ROLLING (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)	204 GEOTEXTILE FABRIC	206 CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	254 PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	301 (6") ASPHALT CONCRETE BASE, PG64-22	301 (10") ASPHALT CONCRETE BASE, PG64-22	301 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	302 (11") ASPHALT CONCRETE BASE, PG64-22	304 (8") AGGREGATE BASE	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.055 GAL/SY FOR NEW ASPHALT)	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	452 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN
								SY	SY	SY	SY	HOUR	HOUR	SY	TON	SY	SY	LS	SY	CY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	MILE
			RAMP A																															
343+23.26	TO	367+57.83	MAIN	LT/RT			44695.05	4966.12		4966.12																								
343+22.75	TO	367+49.13	INS SHLDR	RT			14448.93		1605.44	1605.44																								
343+22.96	TO	367+72.87	OUT SHLDR	LT/RT			25039.86		2782.21	2782.21																								
366+30.31	TO	367+57.86	MEDIAN SHLDR	LT/RT			1006.60		111.84	111.84																								
352+30.24	TO	367+51.17	MAIN/SHLDR FD	LT/RT			59870.00						2.22		200.81	6652.22	6652.22	LS							1478.27								6652.22	
352+30.24	TO	367+51.17	INS SHLDR 6" EC	RT	1520.93	0.50	760.47																		18.78									
352+30.24	TO	367+51.17	OUT SHLDR 6"EC	LT	1520.93	0.50	760.47																		18.78									
352+30.24	TO	367+51.17	INS SHLDR 18" EC	RT	1520.93	1.50	2281.40						0.08		7.65	253.49	253.49	LS																
352+30.24	TO	367+51.17	OUT SHLDR 18"EC	LT	1520.93	1.50	2281.40						0.08		7.65	253.49	253.49	LS																
			RAMP C																															
368+11.82	TO	379+41.35	MAIN	LT/RT			20790.61	2310.07		2310.07																								
368+13.62	TO	379+41.72	INS SHLDR	RT			8076.01		897.33	897.33																								
368+15.05	TO	379+40.88	OUT SHLDR	LT/RT			10980.47		1220.05	1220.05																								
368+34.09	TO	380+22.92	MAIN/SHLDR FD	LT/RT			54305.00						2.01		182.15	6033.89	6033.89	LS							1340.86								6033.89	
368+34.09	TO	380+22.92	INS SHLDR 6" EC	RT	1188.83	0.50	594.42																		14.68									
368+34.09	TO	380+22.92	OUT SHLDR 6"EC	LT	1188.83	0.50	594.42																		14.68									
368+34.09	TO	380+22.92	INS SHLDR 18" EC	RT	1188.83	1.50	1783.25						0.07		5.98	198.14	198.14	LS																
368+34.09	TO	380+22.92	OUT SHLDR 18"EC	LT	1188.83	1.50	1783.25						0.07		5.98	198.14	198.14	LS																
			RAMP E																															
366+72.45	TO	383+17.33	MAIN	LT/RT			30014.08	3334.90		3334.90																								
366+71.64	TO	383+17.00	INS SHLDR	LT			13115.14		1457.24	1457.24																								
367+11.17	TO	383+17.52	OUT SHLDR	LT/RT			14247.02		1583.00	1583.00																								
366+72.51	TO	367+44.44	MEDIAN SHLDR	RT			760.85		84.54	84.54																								
366+93.35	TO	376+29.48	MAIN/SHLDR FD	LT/RT			37234.00	3					1.38		124.89	4137.11	4137.11	LS							919.36								4137.11	
366+93.35	TO	376+29.48	INS SHLDR 6" EC	RT	936.13	0.50	468.07																		11.56									
366+93.35	TO	376+29.48	OUT SHLDR 6"EC	LT	936.13	0.50	468.07																		11.56									
366+93.35	TO	376+29.48	INS SHLDR 18" EC	RT	936.13	1.50	1404.20						0.05		4.71	156.02	156.02	LS																
366+93.35	TO	376+29.48	OUT SHLDR 18"EC	LT	936.13	1.50	1404.20						0.05		4.71	156.02	156.02	LS																
			RAMP G																															
349+84.59	TO	366+80.08	MAIN	LT/RT			36983.83	4109.31		4109.31																								
349+84.96	TO	366+80.21	INS SHLDR	LT/RT			8373.01		930.33	930.33																								
349+84.31	TO	366+70.34	OUT SHLDR	RT			14879.29		1653.25	1653.25																								
356+70.22	TO	366+71.35	MAIN/SHLDR FD	LT/RT			44585.00						1.65		149.55	4953.89	4953.89	LS							1100.86								4953.89	
356+70.22	TO	366+71.35	INS SHLDR 6" EC	RT	1001.13	0.50	500.56																		12.36									
356+70.22	TO	366+71.35	OUT SHLDR 6"EC	LT	1001.13	0.50	500.56																		12.36									
356+70.22	TO	366+71.35	INS SHLDR 18" EC	RT	1001.13	1.50	1501.70						0.06		5.04	166.86	166.86	LS																
356+70.22	TO	366+71.35	OUT SHLDR 18"EC	LT	1001.13	1.50	1501.70						0.06		5.04	166.86	166.86	LS															2	
P&R=PLANING & RESURFACING, FD=FULL DEPTH, WID=WIDENING, EC=EDGE COURSE																																		
TOTALS CARRIED TO SHEET 212								14,721	12,326	27,046	0	0	8	0	705	23,327	23,327	LS	0	0	0	0	0	4,955	0	0	0	0	0	0	0	21,778	0.00
										1			3		3	3	3							3								3	

1 1-15-2021 - ADDED ITEM 202-WEARING COURSE REMOVED
REMOVED ITEM 202-PAVEMENT REMOVED, APP
USE ITEM 202-PAVEMENT REMOVED, COMBINE INTO SINGLE PAY ITEM

2 1-15-2021 - REVISED QUANTITY FOR ITEM 618-
RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

3 2-5-2021 - UPDATED RAMP E PAVEMENT AREA
AND ESTIMATED QUANTITIES

HAM-75-14.61

SUBSUMMARY - PAVEMENT (6 OF 6)

CALCULATED WLC
CHECKED JDH

STATION RANGE			ROUTE	SIDE	L=LENGTH (FT)	W=WIDTH (FT)	A=LxW=AREA (SF)	202 (1) PAVEMENT REMOVED	202 PAVEMENT REMOVED, ASPHALT	202 (1) WEARING COURSE REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)	204 PROOF ROLLING (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)	204 GEOTEXTILE FABRIC	206 CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	254 PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	301 (6") ASPHALT CONCRETE BASE, PG64-22	301 (10") ASPHALT CONCRETE BASE, PG64-22	301 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	302 (11") ASPHALT CONCRETE BASE, PG64-22	304 (8") AGGREGATE BASE	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.055 GAL/SY FOR NEW ASPHALT)	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	452 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN
								SY	SY	SY	SY	HOUR	HOUR	SY	TON	SY	SY	LS	SY	CY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	MILE
SHARON ROAD																																		
10+75.00	TO	28+51.86	MAIN	LT			8631.09	959.01		959.01																								
9+10.00	TO	28+24.63	MAIN	RT			7023.18	780.35		780.35																								
10+75.00	TO	14+00.00	MAIN P&R	LT	325.00	30.00	9750.00												1083.33			60.19			178.75	92.08				45.14	52.66	60.19		
14+00.00	TO	15+00.00	MAIN P&R	LT	100.00	24.00	2400.00												266.67			14.81			44.00	22.67				11.11	12.96	14.81		
15+00.00	TO	28+22.95	MAIN P&R	LT	1322.95	25.00	33073.75												3674.86			204.16			606.35	312.36				153.12	178.64	204.16		
28+22.95	TO	29+16.67	MAIN P&R	LT			2348.00												260.89			14.49			43.05	22.18				10.87	12.68	14.49		
9+10.00	TO	13+00.00	MAIN P&R	RT	390.00	21.50	8385.00												931.67			51.76			153.73	79.19				38.82	45.29	51.76		
13+00.00	TO	16+75.00	MAIN P&R	RT	375.00	22.75	8531.25												947.92			52.66			156.41	80.57				39.50	46.08	52.66		
16+75.00	TO	24+50.00	MAIN P&R	RT	775.00	24.00	18600.00												2066.67			114.81			341.00	175.67				86.11	100.46	114.81		
24+50.00	TO	28+00.00	MAIN P&R	RT	350.00	28.00	9800.00												1088.89			60.49			179.67	92.56				45.37	52.93	60.49		
10+75.00	TO	15+79.22	MAIN FD WID	LT			10813.00				1201.44	0.60		1201.44							333.73			266.99	198.24				50.06	58.40			
10+75.00	TO	15+79.22	C&G 40" EC	LT	504.22	3.33	1680.73				186.75	0.09		186.75										41.50										
15+79.22	TO	23+97.11	MAIN FD WID	LT	817.89	24.00	19629.36				2181.04	1.09		2181.04							605.84			484.68	359.87				90.88	106.02			
15+79.22	TO	23+97.11	C&G 40" EC	LT	817.89	3.33	2726.30				302.92	0.15		302.92										67.32										
23+97.11	TO	28+51.86	MAIN FD WID	LT			10011.00				1112.33	0.56		1112.33							308.98			247.19	183.54				46.35	54.07			
23+97.11	TO	28+51.86	C&G 40" EC	LT	454.75	3.33	1515.83				168.43	0.08		168.43										37.43										
9+10.00	TO	16+75.00	MAIN FD WID	RT			18861.00				2095.67	1.05		2095.67							582.13			465.70	345.79				87.32	101.87			
9+10.00	TO	16+75.00	C&G 40" EC	RT	765.00	3.33	2550.00				283.33	0.14		283.33										62.96										
16+75.00	TO	24+50.00	MAIN FD WID	RT	775.00	11.00	8525.00				947.22	0.47		947.22							263.12			210.49	156.29				39.47	46.05			
16+75.00	TO	24+50.00	C&G 40" EC	RT	775.00	3.33	2583.33				287.04	0.14		287.04										63.79										
24+50.00	TO	28+24.63	MAIN FD WID	RT			2655.00				295.00	0.15		295.00							81.94			65.56	48.68				12.29	14.34			
24+50.00	TO	28+24.63	C&G 40" EC	RT	374.63	3.33	1248.77				138.75	0.07		138.75										30.83										
TOTALS CARRIED TO SHEET 212								1,740	0	(1,740)	9,200	5	0	9,200	0	0	0	LS	10,321	0	2,176	574	0	2,045	2,996	878	0	0	0	757	883	574	0	0.00
CHESTER ROAD																																		
94+94.95	TO	99+90.70	MAIN P&R	LT/RT			14965.00												1662.78			92.38			274.36	141.34				69.28	80.83	92.38		
94+94.95	TO	99+90.70	MAIN FD	LT			5233.00				581.44	0.29		581.44						96.91			129.21	95.94				24.23	28.26			
94+94.95	TO	99+90.70	C&G 40" EC	LT	495.75	3.33	1652.50				183.61	0.09		183.61										40.80										
P&R=PLANING & RESURFACING, FD=FULL DEPTH, WID=WIDENING, EC=EDGE COURSE																																		
TOTALS CARRIED TO SHEET 212								0	0	(0)	766	1	0	766	0	0	0	LS	1,663	97	0	93	0	171	371	142	0	0	0	94	110	93	0	0.00

1 1-15-2021 - ADDED ITEM 202-WEARING COURSE REMOVED
REMOVED ITEM 202-PAVEMENT REMOVED, APP
USE ITEM 202-PAVEMENT REMOVED, COMBINE INTO SINGLE PAY ITEM

2 1-15-2021 - REVISED QUANTITY FOR ITEM 618-
RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

SHEET NO. | DESCRIPTION

3 2-5-2021 - UPDATED RAMP E PAVEMENT AREA
AND ESTIMATED QUANTITIES

		202 (1) PAVEMENT REMOVED	202 PAVEMENT REMOVED, ASPHALT	202 (1) WEARING COURSE REMOVED	204 SUBGRADE COMPACTION	204 PROOF ROLLING (APPLIED AT 1 HR/2000 SY FOR RECONSTRUCTION)	204 PROOF ROLLING (APPLIED AT 1 HR/3000 SY FOR NEW CONSTRUCTION)	204 GEOTEXTILE FABRIC	206 CEMENT (APPLIED AT 5% PER 115 LB/CF SOIL)	206 CURING COAT	206 CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	206 MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	254 PAVEMENT PLANING, ASPHALT CONCRETE, (1"-3.25")	301 (6") ASPHALT CONCRETE BASE, PG64-22	301 (10") ASPHALT CONCRETE BASE, PG64-22	301 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN	302 (11") ASPHALT CONCRETE BASE, PG64-22	304 (8") AGGREGATE BASE	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.055 GAL/SY FOR NEW ASPHALT)	407 NON-TRACKING TACK COAT (APPLIED AT AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN	442 (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	442 (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448)	442 (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	452 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1	618 RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN
		SY	SY	SY	SY	HOUR	HOUR	SY	TON	SY	SY	LS	SY	CY	CY	CY	CY	CY	GAL	GAL	CY	CY	CY	CY	CY	CY	SY	MILE
208	I-75 SB	39,199	14,918	54,116	577	0	32	0	2,717	89,973	89,973	LS	2,895	0	0	0	26,906	20,045	14,686	247	4,362	161	3,740	0	0	0	0	3.53
210	I-75 NB	32,543	12,200	44,742	577	0	27	0	2,337	77,382	77,382	LS	4,568	0	0	0	23,126	17,256	12,847	389	3,850	254	3,252	0	0	0	0	3.05
211	RAMPS	14,721	12,326	27,046	0	0	(8)	0	(705)	(23,327)	(23,327)	LS	0	0	0	0	0	(4,955)	0	0	0	0	0	0	0	0	(21,778)	0.00
212	SHARON ROAD	1,740	0	1,740	9,200	5	0	9,200	0	0	0	LS	10,321	0	2,176	574	0	2,045	2,996	878	0	0	0	757	883	574	0	0.00
212	CHESTER ROAD	0	0	0	766	1	0	766	0	0	0	LS	1,663	97	0	93	0	171	371	142	0	0	0	94	110	93	0	0.00
TOTALS CARRIED TO GENERAL SUMMARY		88,203	39,444	(127,644)	11,120	(73)		9,966	(5,759)	(190,682)	(190,682)	LS	19,447	2,273		667	50,032	(44,472)	32,556		8,212	415	6,992	851	993	667	(21,778)	6.58
						3			3	3	3							3									3	
FUNDING SPLITS																												2
01/IMS/PV:																												
I-75 MAINLINE MULTI-LANE 71%		50937	19254	70189	819	42		0	3588	118822	118822	LS	5299	0		0	35523	26484	20000		5831	295	4964	0	0	0	0	4.67
02/NHS/OT:																												
I-75 MAINLINE MAJOR NEW 29%		20805	7864	28669	335	17		0	1466	48533	48533	LS	2164	0		0	14509	10817	8169		2381	120	2028	0	0	0	0	1.91
ALL OTHERS MAJOR NEW FUNDING		16,461	12,326	28,786	9,966	(14)		9,966	(705)	(23,327)	(23,327)	LS	11,984	2,273		667	0	(7,171)	4,387		0	0	0	851	993	667	(21,778)	0.00
SUBOTOTAL		37,266	20,190	57,455	10,301	(31)		9,966	(2,171)	(71,860)	(71,860)	LS	14,148	2,273		667	14,509	(17,988)	12,556		2,381	120	2,028	851	993	667	(21,778)	1.91

HAM-75-14.61

PULL BOX COVERS
PULL BOX COVERS SHALL BE INSTALLED PER SECTION 725 OF THE CMS. THE WORD "TRAFFIC" SHALL BE CAST ON THE SURFACE OF THE PULL BOX COVER. COVERS ARE INCIDENTAL TO THE PULL BOXES.

UTILITIES
FOR LOCATING INFORMATION AND CONTACT INFORMATION REFER TO THE UTILITIES NOTE LOCATED IN THE GENERAL NOTES OF THIS PLAN SET.

MAINTAINING ITS DURING CONSTRUCTION
THE CONTRACTOR SHALL MAINTAIN ALL PREEXISTING OR NEWLY INSTALLED PERMANENT ITS/TRAFFIC DEVICES AND INFRASTRUCTURE DURING CONSTRUCTION ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809.

DYNAMIC MESSAGE SIGN INSTALLATIONS 1 2
THE CONTRACTOR SHALL CONSTRUCT THE DMS TRUSS SUPPORT AND RELOCATE THE EXISTING ITS DEVICES SUCH THAT IT LIMITS THE AMOUNT OF ITS DOWN TIME. WHILE THE ITS EQUIPMENT IS OUT OF SERVICE, THE CONTRACTOR SHALL UTILIZE A PORTABLE CHANGEABLE MESSAGE SIGN TO DISPLAY THE INFORMATION RELAYED ON THE EXISTING DMS SIGN. THE CONTRACTOR SHALL COORDINATE WITH CENTRAL OFFICE (BRYAN COMER AT (614) 378-1253) TO OBTAIN A MODEM TO USE WITH THE PORTABLE CHANGEABLE MESSAGE SIGN. THE WORK AND DISINCENTIVE ASSOCIATED WITH INSTALLING AND FURNISHING THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE PAID FOR UNDER ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN AS SHOWN ON SHEET 26.

CCTV INSTALLATIONS
THE CONTRACTOR SHALL FURNISH AND INSTALL THIS ITEM ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809, AS WELL AS ANY STANDARD CONSTRUCTION DRAWINGS NOTED ON THE PLANS.

ITEM 809 - ATC V6.24 CONTROLLER, AS PER PLAN
THE CONTROLLER UNIT SHALL BE FURNISHED AND INSTALLED PER SUPPLEMENTAL SPECIFICATION 809 AND BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS (TAP) LIST.

THE CONTROLLER SHALL BE AN ECONOLITE COBALT AND COMPATIBLE WITH THE CABINET TYPE BEING INSTALLED.

1 1-19-2021 - ADDED SUPPLEMENTAL NOTES FOR PCMS, APP ADDED 6 MONTHS TO ITEM 614-PCSM, APP

2 2-5-2021 - UPDATED PCMS NOTE AND ESTIMATED QUANTITY (54 TO 60) BECAUSE OF CONFLICTS WITH ADDENDUM #1 PCMS UDPATES.

CALCULATED MAM
CHECKED PCG

TRAFFIC SURVEILLANCE GENERAL NOTES

HAM-75-14.61

561
708

ITEM	EXTENSION	TOTAL	UNIT	ESTIMATED QUANTITIES DESCRIPTION	HAM-75-1539L ABUT.	 SUPER.	 GEN.	SEE SHEET NO.
202	11003	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LUMP	3/36
202	22900	288	SY	APPROACH SLAB REMOVED			288	
SPECIAL	203E65000	4	EACH	SETTLEMENT PLATFORM			4	4/36
503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN			LUMP	3/36
505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION	LUMP			
507	00600	4,860	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	4860			
507	00650	5,220	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	5220			
509	10000	135,169	LB	EPOXY COATED REINFORCING STEEL	20,068	115,101		
509	30040	648	FT	NO. 6 GFRP DEFORMED BARS		648		
511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2			
511	43512	252	CY	CLASS OC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	252			
511	53014	546	CY	CLASS OC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK		546		3/36
511	34462	78	CY	CLASS OC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)		78		
512	10100	1,222	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	251	843	128	
512	10300	61	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN		61		
512	33000	12	SY	TYPE 2 WATERPROOFING		12		
515	15130	8	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF72-49 (134'-8" LONG)		8		
515	20000	21	EACH	INTERMEDIATE DIAPHRAGMS		21		
516	13600	163	SF	1" PREFORMED EXPANSION JOINT FILLER		37	126	
516	13900	84	SF	2" PREFORMED EXPANSION JOINT FILLER		84		
516	14020	203	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL		203		
516	44201	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN: 16"X24"X3.398" WITH 17"X25"X1.5" LOAD PLATES		16		17/36
518	21200	130	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	130			
518	40000	253	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	253			
518	40010	78	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	78			
523	20000	4	EACH	DYNAMIC LOAD TESTING	4			
523	20500	4	EACH	RESTRIKE	4			
526	30000	558	SY	REINFORCED CONCRETE APPROACH SLABS (T=17")			558	
526	90010	164	FT	TYPE A INSTALLATION			164	
601	21050	9	SY	TIED CONCRETE BLOCK MAT, TYPE 1			9	
625	25604	467	FT	CONDUIT, 4", 725.051		273	194	
625	29921	2	EACH	STRUCTURE JUNCTION BOX, AS PER PLAN			2	4/36
625	30700	2	EACH	PULL BOX, 725.08, 18"			2	
846	00110	68	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM			68	
SPECIAL	69098400	LUMP		MISC.: TEMPORARY SURCHARGE	LUMP			4/36

CALC BY: GCC DATE: 3/9/2015
CHCK BY: RLC DATE: 2/26/2016

ESTIMATED MSE WALL QUANTITIES - HAM-75-1539L

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	SEE SHEET
203	20000	298	CY	EMBANKMENT	
203	35110	1025	CY	GRANULAR MATERIAL, TYPE B	
512	10100	818	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
601	37501	117	FT	PAVED GUTTER, TYPE 1-2, AS PER PLAN	4/36
840	20000	5225	SF	MECHANICALLY STABILIZED EARTH WALL	
840	21000	3782	CY	WALL EXCAVATION	
840	22000	861	SY	FOUNDATION PREPARATION	
840	23000	3804	CY	SELECT GRANULAR BACKFILL	
840	23050	162	CY	NATURAL SOIL	
840	25010	777	FT	6" DRAINAGE PIPE, PERFORATED	
840	25020	73	FT	6" DRAINAGE PIPE, NON-PERFORATED	
840	26000	376	FT	CONCRETE COPING	
840	26050	5225	SF	AESTHETIC SURFACE TREATMENT	
840	27000	5	DAY	ON-SITE ASSISTANCE	
867	00100	LUMP		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL	

DESIGN AGENCY
wsp
TWO MIRANOVA PLACE
SUITE 450
COLUMBUS, OHIO 43215

DESIGNED	DRAWN	REVIEWED	DATE
GCC	RLC	MJZ	4/24/20
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RLC		3110931	

ESTIMATED QUANTITIES

BRIDGE NO. HAM-75-1539L
I-75 SB OVER SHARON RD.

HAM-75-14.61
PID No. 76256

ITEM	EXTENSION	TOTAL	UNIT	ESTIMATED QUANTITIES DESCRIPTION	HAM-75-1539R ABUT.	SUPER.	GEN.	SEE SHEET NO.
202	11003	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LUMP	3/36
202	22900	288	SY	APPROACH SLAB REMOVED			288	
SPECIAL	203E65000	4	EACH	SETTLEMENT PLATFORM			4	4/36
503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN			LUMP	3/36
505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION	LUMP			
507	00600	4,680	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	4680			
507	00650	5,040	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	5040			
509	10000	135,203	LB	EPOXY COATED REINFORCING STEEL	20,102	115,101		
509	30040	648	FT	NO. 6 GFRP DEFORMED BARS		648		
511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2			
511	43512	252	CY	CLASS OC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	252			
511	53014	546	CY	CLASS OC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK		546		3/36
511	34462	78	CY	CLASS OC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)		78		
512	10100	1,222	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	251	843	128	
512	10300	61	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN		61		
512	33000	13	SY	TYPE 2 WATERPROOFING		13		
515	15130	8	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF72-49 (134'-8" LONG)		8		
515	20000	21	EACH	INTERMEDIATE DIAPHRAGMS		21		
516	13600	163	SF	1" PREFORMED EXPANSION JOINT FILLER		37	126	
516	13900	85	SF	2" PREFORMED EXPANSION JOINT FILLER		85		
516	14020	203	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL		203		
516	44201	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN: 16"X24"X3.398" WITH 17"X25"X1.5" LOAD PLATES		16		17/36
518	21200	131	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	131			
518	40000	252	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	252			
518	40010	51	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	51			
523	20000	4	EACH	DYNAMIC LOAD TESTING	4			
523	20500	4	EACH	RESTRIKE	4			
526	30000	558	SY	REINFORCED CONCRETE APPROACH SLABS (T=17")			558	
526	90010	164	FT	TYPE A INSTALLATION			164	
601	21050	9	SY	TIED CONCRETE BLOCK MAT, TYPE 1			9	
625	25604	467	FT	CONDUIT, 4", 725.051		273	194	
625	29921	2	EACH	STRUCTURE JUNCTION BOX, AS PER PLAN			2	4/36
625	30700	2	EACH	PULL BOX, 725.08, 18"			2	
846	00110	68	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM			68	
SPECIAL	69098400	LUMP		MISC.: TEMPORARY SURCHARGE	LUMP			4/36

CALC BY: GCC DATE: 3/9/2015
CHCK BY: RLC DATE: 2/26/2016

ESTIMATED MSE WALL QUANTITIES - HAM-75-1539R					
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	SEE SHEET
203	20000	369	CY	EMBANKMENT	
203	35110	1058	CY	GRANULAR MATERIAL, TYPE B	
512	10100	528	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
601	37501	116	FT	PAVED GUTTER, TYPE 1-2, AS PER PLAN	4/36
840	20000	5487	SF	MECHANICALLY STABILIZED EARTH WALL	
840	21000	3974	CY	WALL EXCAVATION	
840	22000	891	SY	FOUNDATION PREPARATION	
840	23000	4018	CY	SELECT GRANULAR BACKFILL	
840	23050	182	CY	NATURAL SOIL	
840	25010	769	FT	6" DRAINAGE PIPE, PERFORATED	
840	25020	56	FT	6" DRAINAGE PIPE, NON-PERFORATED	
840	26000	380	FT	CONCRETE COPING	
840	26050	5487	SF	AESTHETIC SURFACE TREATMENT	
840	27000	5	DAY	ON-SITE ASSISTANCE	
867	00100	LUMP		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL	

DESIGN AGENCY
wsp
TWO MIRANOVA PLACE
SUITE 480
COLUMBUS, OHIO 43215

DESIGNED GCC | DRAWN RLC | CHECKED RLC | REVIEWED MJZ | DATE 4/24/20 | REVISED | STRUCTURE FILE NUMBER 3110966

ESTIMATED QUANTITIES

BRIDGE NO. HAM-75-1539R
I-75 NB OVER SHARON ROAD

HAM-75-14.61
PID No. 76256