

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HAM-75-14.61

CITY OF SHARONVILLE VILLAGE OF EVENDALE VILLAGE OF GLENDALE HAMILTON COUNTY

1 2-19-2021 - Added Sheet 444A

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF TOTAL RECONSTRUCTION OF 2.0 MILES OF I-75 THROUGH HAMILTON COUNTY FROM APPROXIMATELY 0.2 MILES NORTH OF GLENDALE-MILFORD INTERCHANGE TO I-275 INTERCHANGE, IN ADDITION TO TOTAL RECONSTRUCTION OF 1.0 MILE OF ALL RAMP AT THE SHARON ROAD INTERCHANGE AND STRUCTURE REPLACEMENT OF HAM-75-15.39 L&R OVER SHARON ROAD. THIS PROJECT ALSO INVOLVES PLANING & RESURFACING WITH WIDENING AND RECONSTRUCTION ALONG PORTIONS OF SHARON ROAD AND CHESTER ROAD.

IN ADDITION, IT INCLUDES DRAINAGE AND BMP'S, MODIFICATION OF THREE (3) TRAFFIC SIGNALS ALONG SHARON ROAD, HIGHWAY LIGHTING AND TRAFFIC SURVEILLANCE ALONG I-75, TRAFFIC CONTROL, WATER WORKS ALONG SHARON ROAD, AND STRUCTURE REPAIR AT HAM-75-16.42 L OVER KEMPER ROAD.

THIS PROJECT IS PHASE 8 OF THE BROADER I-75 TTV "THRU THE VALLEY" PROJECT, WHICH WILL RECONSTRUCT A PORTION OF THE I-75 CORRIDOR TO ADD CAPACITY TO EFFECTIVELY HANDLE HIGH TRAFFIC VOLUMES AND AND HIGH PERCENTAGES OF COMMERCIAL TRAFFIC USING THIS SECTION OF ROADWAY.

EARTH DISTURBED AREA (E.D.A.)

PROJECT E.D.A.	47.0 ACRES
ESTIMATED CONTRACTOR E.D.A.	5.0 ACRES
TOTAL PROJECT E.D.A.	52.0 ACRES
NOTICE OF INTENT E.D.A.	52.0 ACRES

LIMITED ACCESS

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

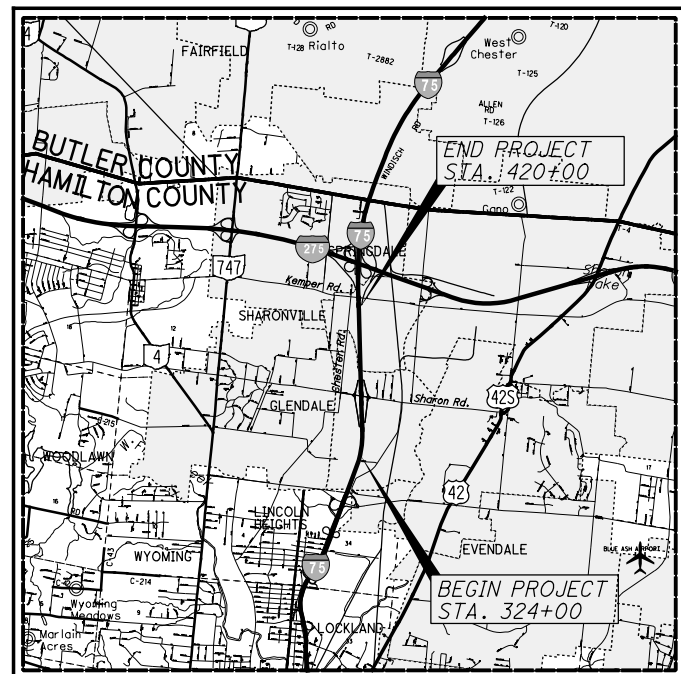
2019 SPECIFICATIONS

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

I HEREBY APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED _____
DATE 5-8-2020 DISTRICT DEPUTY DIRECTOR

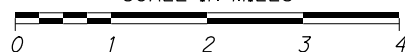
APPROVED _____
DATE 5-8-2020 DIRECTOR, DEPARTMENT OF TRANSPORTATION



LOCATION MAP

LATITUDE: N 39°16'15" LONGITUDE: W 84°26'25"

SCALE IN MILES



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

DESIGN DESIGNATION - SEE SHEET 2

DESIGN EXCEPTIONS

NONE

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org
Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

PLAN PREPARED BY:



IBI Group
8101 North High Street, Suite 100
Columbus, OH 43235 USA
Phone: 614-818-4900
Fax: 614-818-4901

FOR ENTIRE PLAN, EXCEPT STRUCTURES AND WATER WORKS

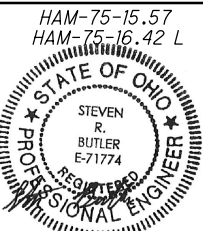
ENGINEERS SEAL:

ROADWAY



SIGNED: Jeffrey O. Hackenbracht
DATE: 5-8-2020

ENGINEERS SEAL:



SIGNED: Steven R. Butler
DATE: 5-8-2020

ENGINEERS SEAL:



SIGNED: Michael John Zwick
DATE: 5-8-2020

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STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS			
BP-2.1	7-17-2015	HL-30.22	4-17-2020	MGS-3.2	1-18-2013	MT-102.30	10-16-2015	TC-61.30	7-19-2019		
BP-2.2	7-18-2008	HL-30.31	4-17-2020	MGS-4.2	7-19-2013	MT-103.10	1-19-2018	TC-64.10	1-17-2020	800-2019	4-17-2020
BP-3.1	1-17-2020	HL-30.32	4-17-2020	MGS-5.2	7-15-2016	MT-104.10	10-16-2015	TC-65.10	1-17-2014	804	4-17-2020
BP-4.1	7-19-2013	HL-30.33	4-17-2020	MGS-5.3	7-15-2016	MT-105.10	1-17-2020	TC-65.11	7-21-2017	808	1-18-2019
BP-5.1	1-18-2019	HL-40.20	1-17-2020	MGS-6.1	1-19-2018	MT-110.10	7-19-2013	TC-71.10	1-19-2018	809	1-17-2020
BP-6.1	7-19-2013	HL-50.11	1-16-2015	MH-1.2	1-15-2016	RM-1.1	7-18-2014	TC-72.20	7-20-2018	813	10-19-2018
BP-7.1	7-20-2018	HL-50.21	4-17-2020	MT-95.30	7-19-2019	RM-4.2	1-17-2020	TC-73.20	1-17-2020	816	10-18-2019
BP-9.1	1-18-2019	HL-60.11	7-21-2017	MT-95.31	7-19-2019	RM-4.4	7-19-2019	TC-81.22	4-17-2020	821	4-20-2012
CB-2.1	7-20-2018	HL-60.31	1-17-2020	MT-95.32	4-19-2019	RM-4.5	7-21-2017	TC-85.10	4-17-2020	824	1-18-2019
CB-2.2	7-20-2018	HW-2.1	7-20-2018	MT-95.40	1-17-2020	RM-4.6	7-19-2013	TC-85.20	7-20-2018	832	10-19-2018
CB-3.1	1-15-2016	HW-2.2	7-20-2018	MT-95.41	1-17-2020	TC-9.31	4-17-2020			836	1-19-2018
CB-3.2	1-15-2016	I-2.3	1-15-2016	MT-95.45	1-17-2020	TC-12.31	4-17-2020			840	1-17-2020
CB-3.3	1-15-2016	ITS-10.10	7-19-2019	MT-95.50	7-21-2017	TC-15.116	4-17-2020			843	10-18-2019
CB-3.4	1-15-2016	ITS-10.11	7-19-2019	MT-97.10	4-19-2019	TC-16.22	4-17-2020			846	4-17-2015
CB-4.1	1-18-2013	ITS-12.10	7-19-2019	MT-98.10	1-17-2020	TC-17.11	4-17-2020			866	4-21-2017
DM-1.1	7-21-2017	ITS-13.10	1-17-2020	MT-98.11	1-17-2020	TC-21.11	4-17-2020			867	1-18-2019
DM-1.2	1-18-2013	ITS-14.10	7-17-2015	MT-98.20	4-19-2019	TC-21.21	4-17-2020			878	1-17-2020
DM-2.1	1-18-2013	ITS-14.11	1-18-2019	MT-98.21	1-17-2020	TC-21.50	4-17-2020			902	7-19-2019
DM-4.3	1-15-2016	ITS-15.10	7-19-2019	MT-98.28	1-17-2020	TC-22.20	1-17-2014			904	7-19-2019
DM-4.4	1-15-2016	ITS-15.11	7-19-2019	MT-98.29	1-17-2020	TC-41.10	7-19-2013			907	10-18-2019
F-2.1	7-20-2018	ITS-18.00	7-19-2019	MT-98.30	7-19-2019	TC-41.20	10-18-2013			908	10-20-2017
F-3.1	7-19-2013	ITS-35.12	1-15-2016	MT-99.20	4-19-2019	TC-41.30	10-18-2013			913	4-21-2017
F-3.3	7-19-2013	ITS-35.14	7-19-2019	MT-99.30	1-17-2020	TC-41.40	10-18-2013	AS-1-15	7-17-2015	916	1-19-2018
F-3.4	7-19-2013	ITS-40.10	7-19-2019	MT-99.60	7-15-2016	TC-41.41	7-19-2019	AS-2-15	1-18-2019	921	4-20-2012
HL-10.11	4-17-2020	ITS-50.10	7-19-2019	MT-101.70	1-17-2020	TC-41.50	10-18-2013	BR-1-13	1-17-2014	977	4-17-2009
HL-10.12	1-20-2017	ITS-50.12	1-19-2018	MT-101.75	1-17-2020	TC-42.10	10-18-2013	PCB-91	1-18-2013		
HL-10.13	4-17-2020	ITS-76.10	4-17-2020	MT-101.80	1-17-2020	TC-42.20	10-18-2013	PSID-1-13	7-20-2018		
HL-20.11	4-17-2020	MGS-1.1	1-19-2018	MT-101.90	7-21-2017	TC-51.11	1-15-2016	SBR-1-13	7-20-2018		
HL-30.11	4-17-2020	MGS-2.1	1-19-2018	MT-102.10	1-20-2017	TC-52.10	10-18-2013	SICD-1-96	7-18-2014		
HL-30.21	4-17-2020	MGS-3.1	1-19-2018	MT-102.20	4-19-2019	TC-52.20	7-20-2018	SICD-2-14	7-18-2014		

SPECIAL PROVISIONS

FEDERAL PROJECT NO.
E040(822)

PID NO.
76256

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

HAM-75-14.61

1
708

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PROPOSED LEGEND

- 1 ITEM 442 - (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (442), AS PER PLAN
- 2A ITEM 442 - (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), PG64-28
- 2B ITEM 442 - (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN (0" MIN, 4" MAX)
- 3 ITEM 302 - 11" ASPHALT CONCRETE BASE, PG64-22 (PLACED IN TWO 5.5" LIFTS WITH 6" EDGE COURSE)
- 4 ITEM 407 - NON-TRACKING TACK COAT (APPLIED @ AVG 0.055 GAL/SY FOR NEW ASPHALT) (APPLIED @ AVG 0.085 GAL/SY FOR MILLED ASPHALT SURFACE)
- 5 ITEM 304 - (8") AGGREGATE BASE
- 6 CHEMICALLY STABILIZED SUBGRADE:
ITEM 204 - PROOF ROLLING (APPLIED @ 1 HR/2000 SY FOR RECONSTRUCTION) (APPLIED @ 1 HR/3000 SY FOR NEW CONSTRUCTION)
ITEM 206 - CEMENT (APPLIED @ 5% PER 115 LB/CF SOIL)
ITEM 206 - CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP
ITEM 206 - CURING COAT
ITEM 206 - MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS (SPECIFIED ON PROJECTS > 40,000 SY, SEE SUPPLEMENT 1120)
- 7 ITEM 442 - (1.5") ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (442)
- 8A ITEM 442 - (1.75") ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), PG64-28
- 8B ITEM 442 - (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN (0" MIN, 4" MAX)
- 9A ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 (10" SHARON ROAD (PLACED IN TWO 5" LIFTS), 6" CHESTER ROAD)
- 9B ITEM 301 - (VAR. DEPTH, 2" AVG) ASPHALT CONCRETE BASE, PG64-22, AS PER PLAN (4" MIN)
- 10 ITEM 204 - SUBGRADE COMPACTION
ITEM 204 - PROOF ROLLING (APPLIED @ 1 HR/2000 SY FOR RECONSTRUCTION) (APPLIED @ 1 HR/3000 SY FOR NEW CONSTRUCTION)
- 11 ITEM 605 - 6" BASE PIPE UNDERDRAINS (18" DEPTH)
- 12 ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS (24" OR 30" DEPTH)
- 13 ITEM 659 - SEEDING AND MULCHING
- 14 ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- 15 UNDERCUT AND REPLACE:
ITEM 204 - EXCAVATION OF SUBGRADE, 18 INCHES DEEP
ITEM 204 - GRANULAR MATERIAL, TYPE C
ITEM 204 - GEOTEXTILE FABRIC
- 16 ITEM 606 - GUARDRAIL, TYPE MGS
- 17 ITEM 452 - 13.5" NON-REINFORCED CONCRETE PAVEMENT, CLASS QCI
- 18 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2
- 19 ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN (13.25" THICK)
- 20 ITEM 608 - 4" CONCRETE WALK
- 21 ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=17")
- 23 ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1"-3.25") (1" MIN, 3.25" MAX)
- 24 ITEM 252 - FULL DEPTH PAVEMENT SAWING
- 25 ITEM 601 - PAVED GUTTER, TYPE 4
- 26 ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN
ITEM 622 - INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN
ITEM 622 - CONCRETE BARRIER, END SECTION, TYPE D, AS PER PLAN
- 27 ITEM 202 - PAVEMENT REMOVED
- 28 ITEM 202 - PAVEMENT REMOVED, ASPHALT
- 29 ITEM 202 - WEARING COURSE REMOVED

5-20-2020 - ADDED BINDER TYPE (PG64-28) FOR ITEM 442E10101 AND ITEM 442E20201

1-15-2021 - UPDATED EX. PVT DEPTHS AND EARTHWORK EQ ON CROSS SECTIONS
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
2-19-2021 - ADDED PAVED EDGE COURSE DETAIL FOR ROADWAY PARAPET AS SHOWN ON SHEET 444
2-19-2021 - UPDATED TYPICAL SECTION BALLOON CALLOUTS FOR 8B AND 9B FOR CLARITY. ADDED SHEET REFERENCE TO "AS PER PLAN" NOTES AND UPDATED NOTES FOR CLARITY.
2-19-2021 - ADDED PAY ITEMS AND BALLOONS TO EXISTING TYPICAL SECTIONS FOR CLARITY.

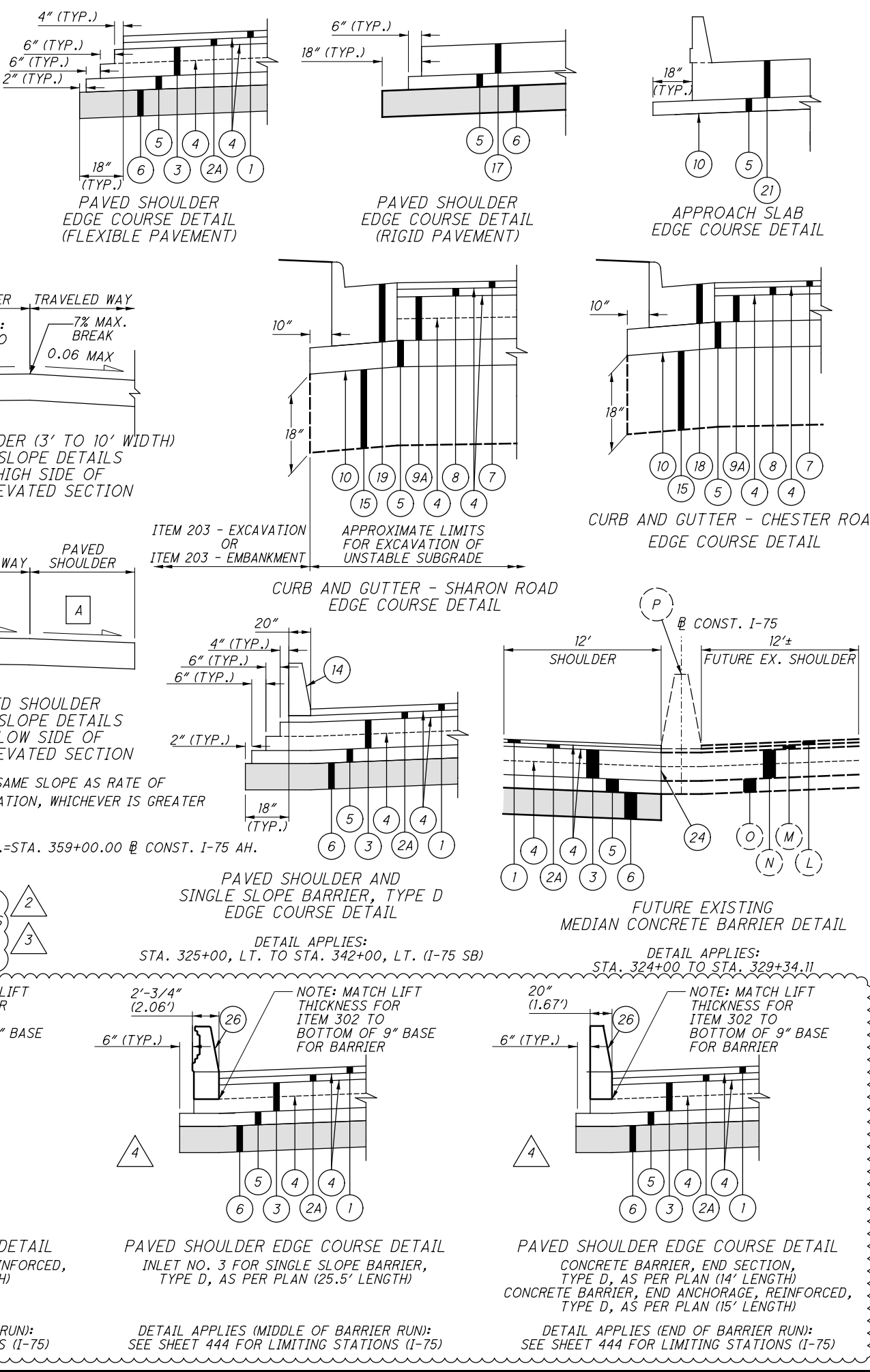
EXISTING LEGEND

- A EXISTING ASPHALT CONCRETE (3 1/2" I-75 MAINLINE, 3 1/2" RAMPS, 4" SHARON ROAD, 3" CHESTER ROAD)
- B EXISTING REINFORCED CONCRETE PAVEMENT (9" RAMPS, 9" SHARON ROAD, 10" I-75 MAINLINE)
- C EXISTING SUBBASE (VARIES 6-8", 6" TYP.)
- D EXISTING 3" WATERPROOFED BITUMINOUS BASE COURSE, TYPE B
- E EXISTING 5" STABILIZED CRUSHED AGGREGATE SHOULDERS
- F EXISTING CONCRETE CURB AND GUTTER
- G EXISTING CONCRETE WALK
- H 6"-10" ASPHALT CONCRETE BASE
- I EXISTING 12" BITUMINOUS 301 BASE
- J EXISTING 6" BITUMINOUS 301 BASE
- K EXISTING 5" BITUMINOUS 301 BASE
- L FUTURE EXISTING ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446) (SEE HAM-75-12.60, PID 82288)
- M FUTURE EXISTING ITEM 442 - 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446) (SEE HAM-75-12.60, PID 82288)
- N FUTURE EXISTING ITEM 302 - 13" ASPHALT CONCRETE BASE, PG64-22 (SEE HAM-75-12.60, PID 82288)
- O FUTURE EXISTING ITEM 304 - 6" AGGREGATE BASE (SEE HAM-75-12.60, PID 82288)
- P FUTURE EXISTING ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 (STA. 324+00 TO STA. 327+00 @ CONST. I-75 SB) OR TYPE C1 (STA. 327+00 TO STA. 329+34.11 @ CONST. I-75 SB) (SEE HAM-75-12.60, PID 82288)
- Q EXISTING NON-REINFORCED CONCRETE PAVEMENT (13.5" RAMP C, RAMP G)

NOTES

1. STATION EQUATION FOR I-75 MAINLINE SPLIT:
STA. 358+82.52 @ CONST. I-75 SB BK.= STA. 359+17.48 @ CONST. I-75 NB BK.=STA. 359+00.00 @ CONST. I-75 AH.
2. THE PAVED SHOULDER WIDTHS IDENTIFIED WITH "##" INDICATES THE PAVED WIDTH IS EQUAL TO THE GRADED SHOULDER WIDTH
3. THE EXISTING PAVEMENT BUILDUP (COMPOSITION AND DEPTHS) ARE BASED ON EXISTING PLAN INFORMATION AND AVERAGE RESULTS OF BORING LOCATIONS PER SUBSURFACE INVESTIGATION REPORT BY RESOURCE INTERNATIONAL DATED OCTOBER 2016

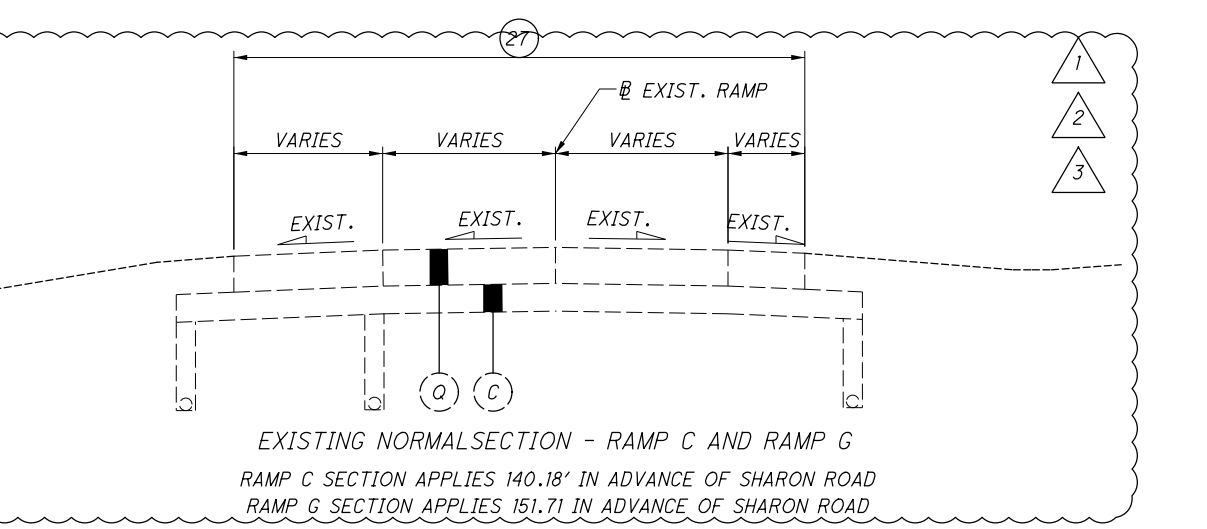
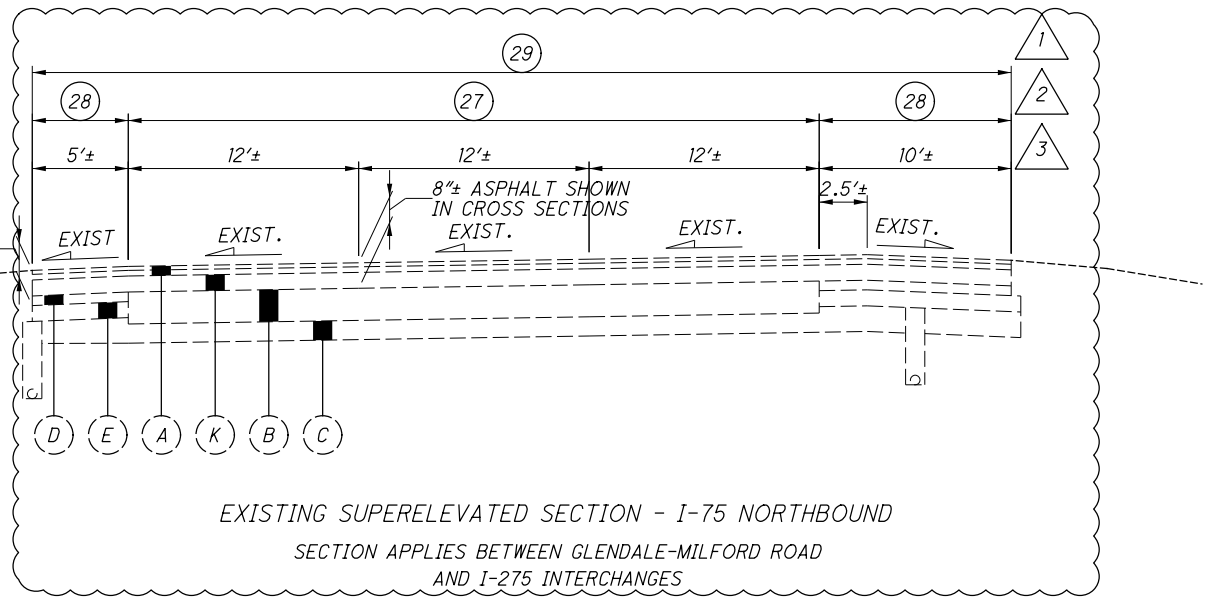
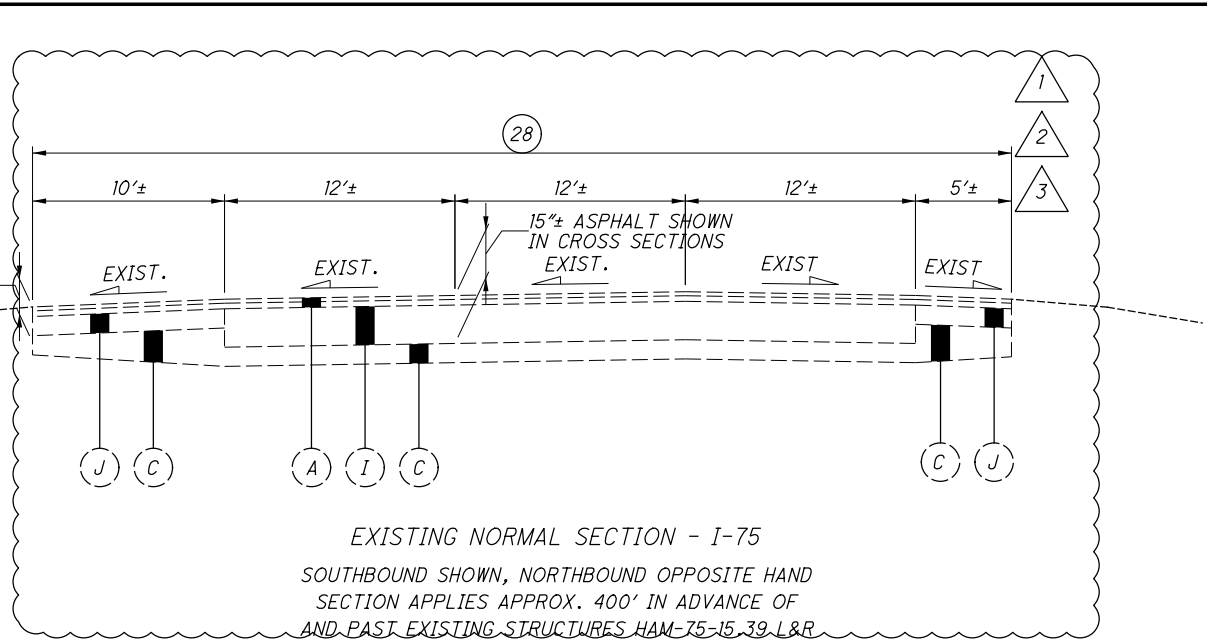
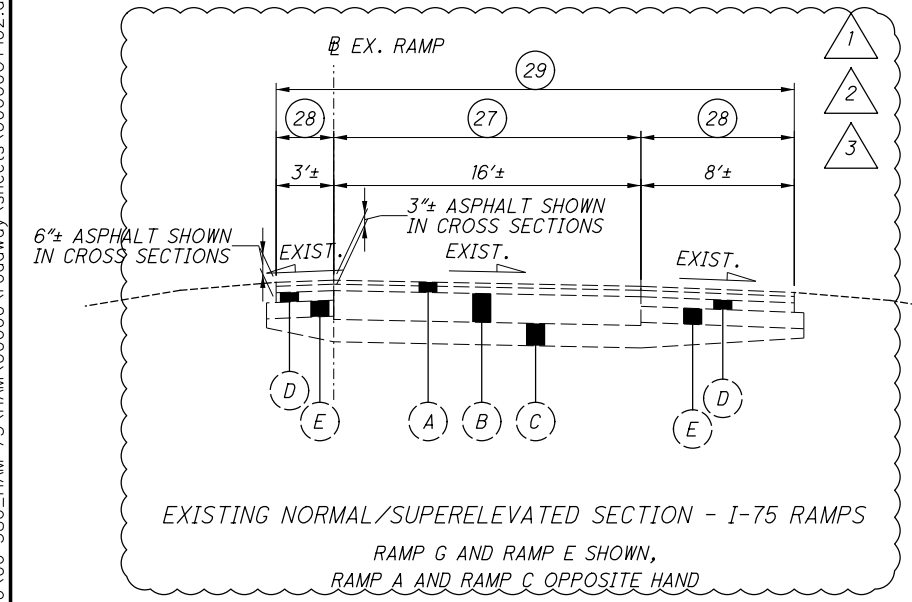
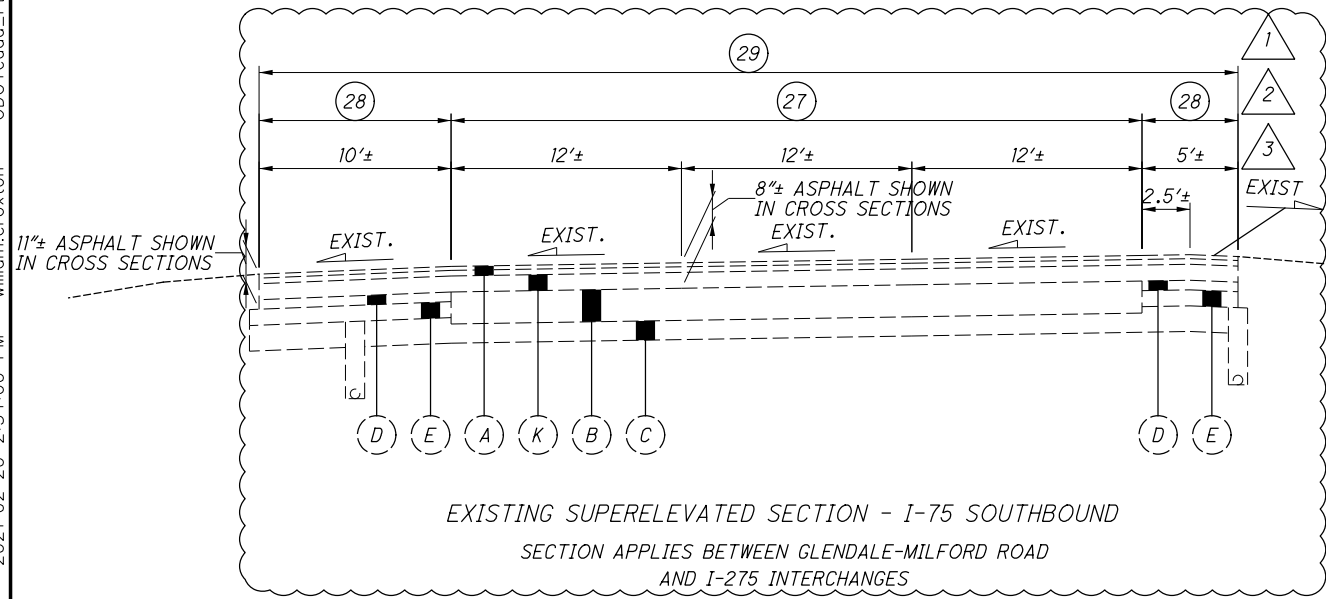
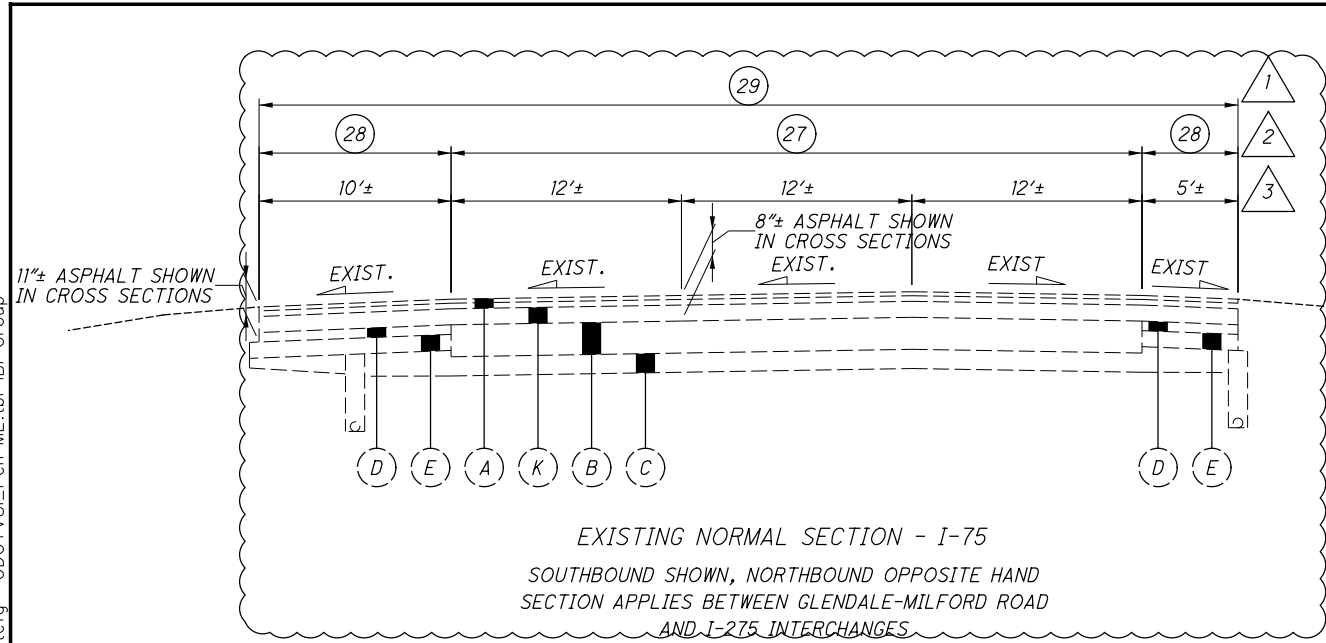
§ SEE SHEET 24 FOR PLAN NOTES FOR APPLICATION REQUIREMENTS OF 2B, 8B, 9B



TYPICAL SECTIONS

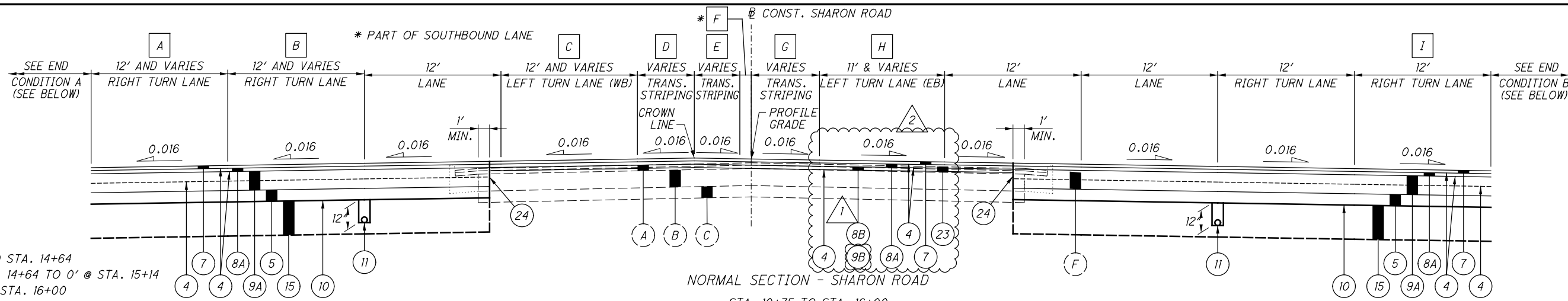
HAM-75-14.61

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- 1 1-15-2021 - UPDATED EX. PVT DEPTHS AND EARTHWORK EQ ON CROSS SECTIONS
- 2 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
- 3 2-19-2021 - ADDED PAY ITEMS AND BALLOONS TO EXISTING TYPICAL SECTIONS FOR CLARITY.

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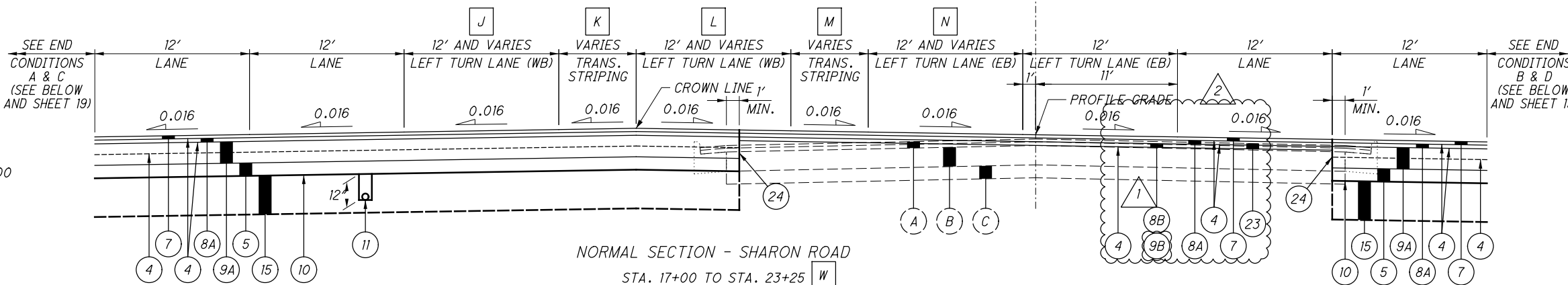


NORMAL SECTION - SHARON ROAD

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.

- 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



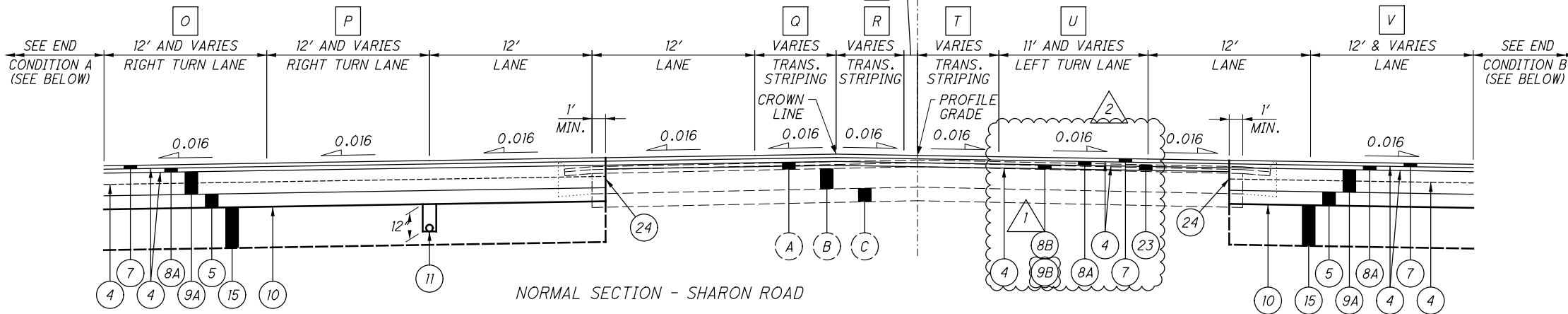
NORMAL SECTION - SHARON ROAD

STA. 17+00 TO STA. 23+25

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

1 2-5-2021 - UPDATED TYPICAL SECTION BALLOON CALLOUT
 2 2-19-2021 - UPDATED TYPICAL SECTION BALLOON CALLOUTS FOR 8B AND 9B FOR CLARITY. ADDED SHEET REFERENCE TO "AS PER PLAN" NOTES AND UPDATED NOTES FOR CLARITY.

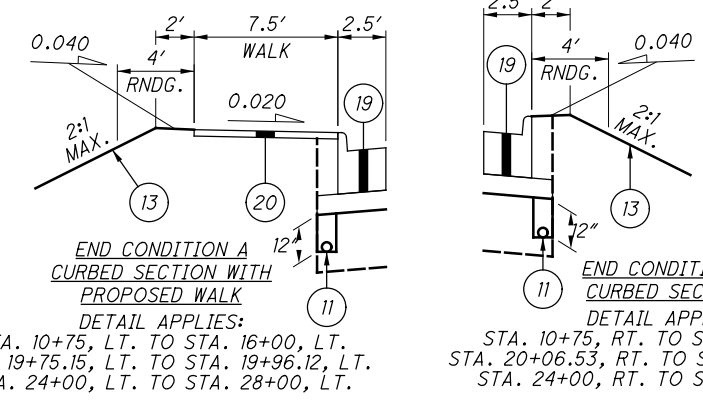
- J** 12': STA. 17+00 TO STA. 22+30
 VARIES: 12' @ STA. 22+30 TO 0' @ STA. 22+80
 0': STA. 22+80 TO STA. 23+25
- K** 0': STA. 17+00 TO STA. 22+30
 VARIES: 0' @ STA. 22+30 TO 12' @ STA. 22+80
 12': STA. 22+80 TO STA. 23+25
- L** 12': STA. 17+00 TO STA. 18+50
 VARIES: 12' @ STA. 18+50 TO 0' @ STA. 19+00
 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. 24+00 TO STA. 28+00

** PART OF LEFT TURN LANE

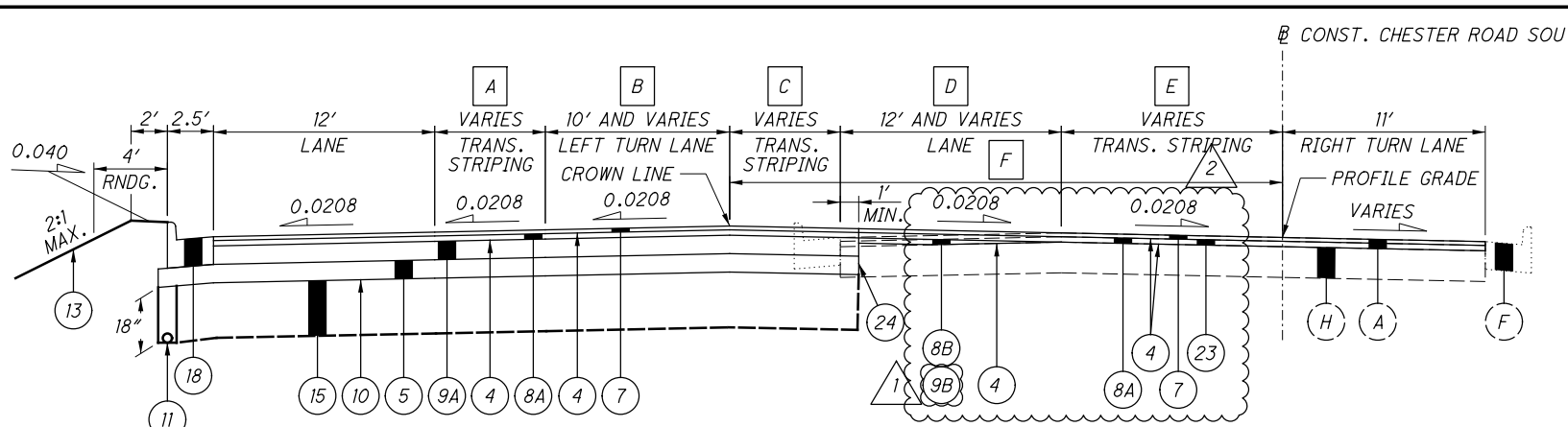


- R** VARIES: 10.89' @ STA. 24+00 TO 1.46' @ STA. 28+00
- S** 0': STA. 24+00 TO STA. 24+50.83
 VARIES: 0' @ STA. 24+50.83 TO 1' @ STA. 24+55
 1': STA. 24+55 TO STA. 28+00
- T** 11': STA. 24+00 TO STA. 24+05
 VARIES: 11' @ STA. 24+05 TO 0' @ STA. 24+50.83
 0': STA. 24+50.83 TO STA. 28+00
- U** 0': STA. 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
- W** CROSS SLOPE VARIES
 VARIES: 0.016 @ STA. 18+50, LT TO 0.018 @ STA. 18+71.82, LT
 VARIES: 0.018 @ STA. 18+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

TYPICAL SECTIONS - SHARON ROAD

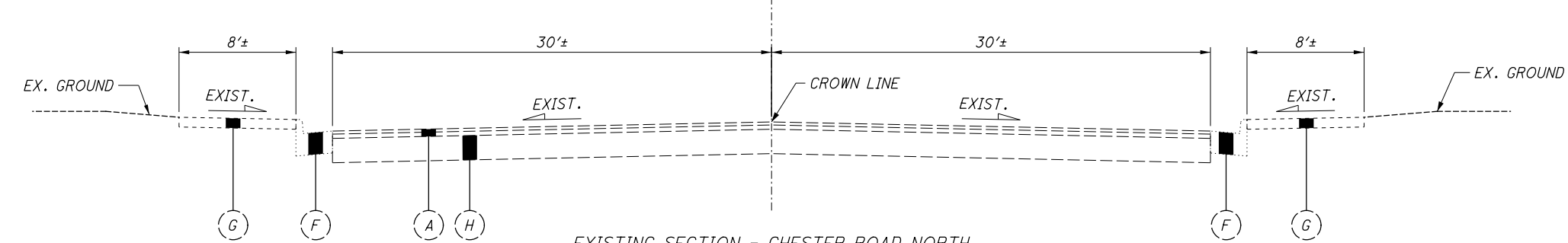
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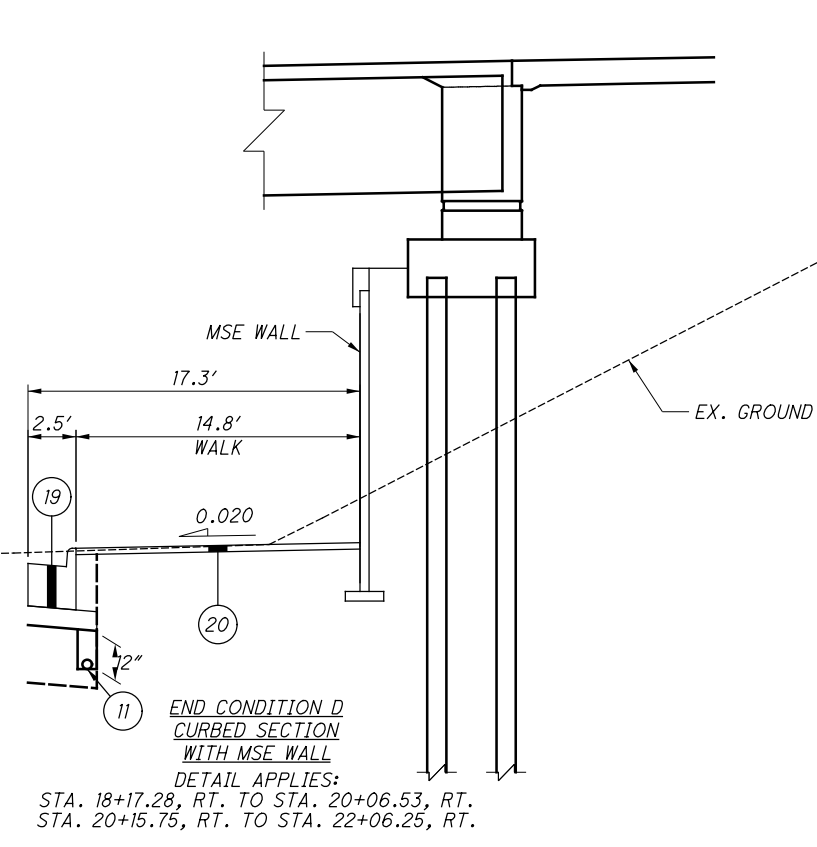
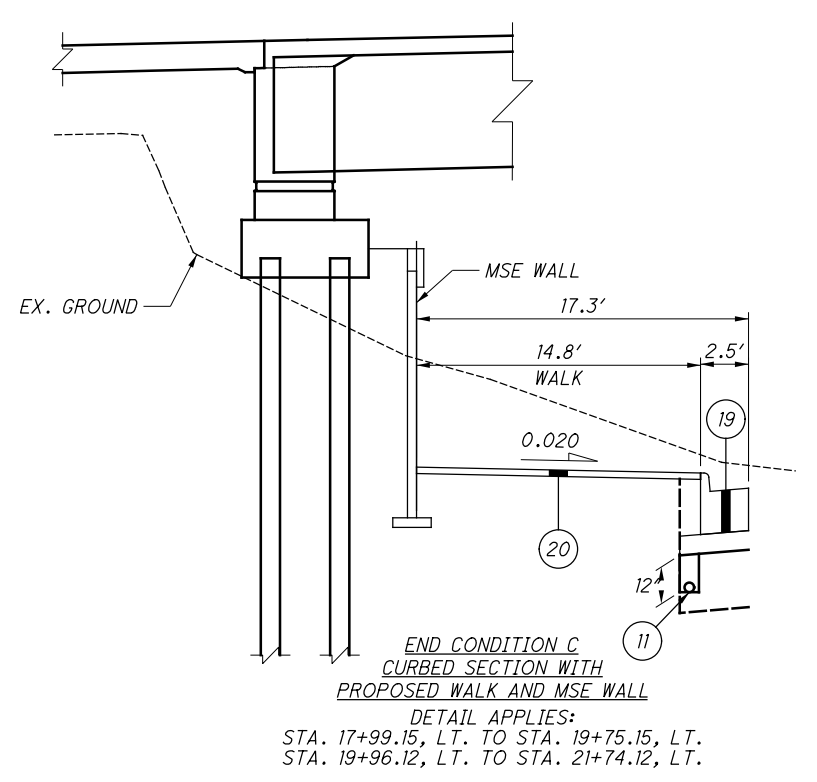
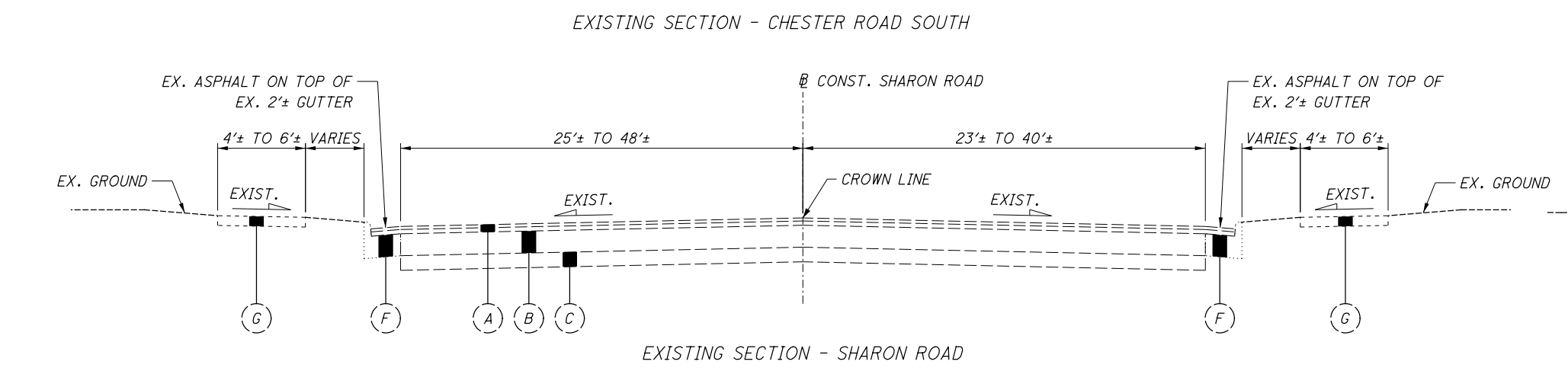
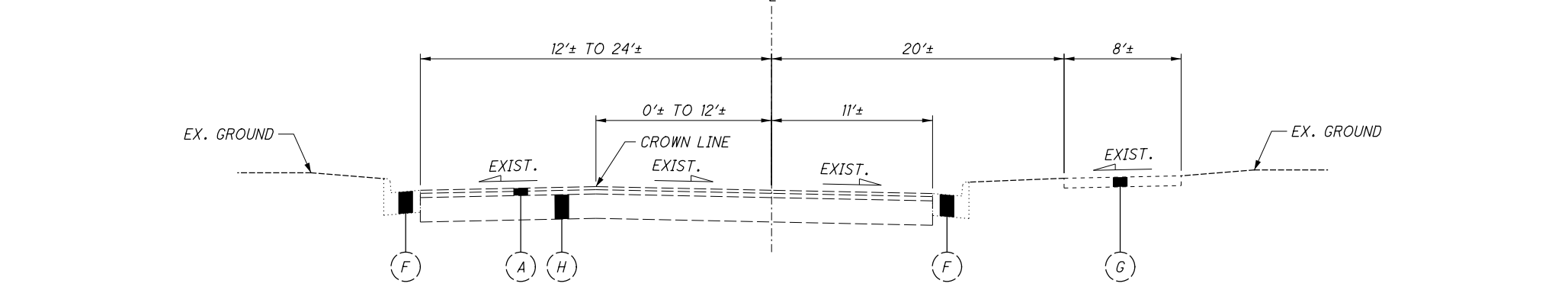


1 2-5-2021 - UPDATED TYPICAL SECTION BALLOON CALLOUT
 2-19-2021 - UPDATED TYPICAL SECTION BALLOON CALLOUTS FOR 8B AND 9B FOR CLARITY. ADDED SHEET REFERENCE TO "AS PER PLAN" NOTES AND UPDATED NOTES FOR CLARITY.

- 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
- 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 SOUTH
 CONST. CHESTER ROAD SOUTH



TYPICAL SECTIONS - CHESTER ROAD

HAM-75-14.61

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

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

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

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

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

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

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

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

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

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 IN U.S. SURVEY FEET.

ROUNDING:

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

2

4

CONSTRUCTION NOISE:

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.

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.

CONTRACT REQUIREMENT:

THE CONTRACTOR SHALL NOT BEGIN WORK UNTIL ON OR AFTER AUGUST 1, 2021.

CONSTRUCTION DATES:

THE CONTRACTOR SHALL ADHERE TO THE FOLLOWING CONSTRUCTION DATES FOR THIS PROJECT:

- START DATE: ON OR AFTER 8-1-2021
- INTERIM COMPLETION: 9-30-2023
- END CONSTRUCTION: 6-30-2024

INTERIM COMPLETION REQUIREMENTS:

THE PROJECT HAS AN INTERIM COMPLETION DATE OF 9-30-2023. ON OR BEFORE THE INTERIM COMPLETION DATE, ALL ROADWAYS SHALL BE PLACED IN THEIR FINAL TRAFFIC CONFIGURATION WITH ALL CONTRACT ITEMS OF WORK COMPLETE EXCEPT FOR THE FINAL ASPHALT CONCRETE SURFACE COURSE, FINAL PAVEMENT MARKINGS, RAISED PAVEMENT MARKERS AND RUMBLE STRIPS.

THE CONTRACTOR WILL BE SUBJECT TO DAILY DISCONTINUES IN THE AMOUNT OF \$3500 PER DAY FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK AND ASSOCIATED INCIDENTALS RELATED TO THE WORK PRIOR TO THE INTERIM COMPLETION DATE. DAILY DISCONTINUES ARE APPLICABLE TO THE WORK REQUIRED TO THE 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 CONSTRUCTION DATES
2 NOISE NOTE
3 DATES AND ADDED INTERIM COMPLETION DATE NOTE
4 RIGHT-OF-WAY LANDSCAPING NOTE
5 UPDATED PLAN NOTES FOR CONTRACT REQUIREMENT, CONSTRUCTION DATES, INTERIM COMPLETION REQUIREMENTS

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ITEM 201-CLEARING AND GRUBBING:

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201-CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201-CLEARING AND GRUBBING.

ITEM SPECIAL-FILL AND PLUG EXISTING CONDUIT

THIS ITEM SHALL CONSIST OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING 12" DIAMETER CONDUIT AND FILLING THE AREA THUS SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

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

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

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED IN ACCORDANCE WITH THE PROVISIONS OF 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

ITEM 204- EMBANKMENT, AS PER PLAN:

THE REQUIREMENTS OF ITEM 204 WILL APPLY; DEVIATIONS FROM THESE ARE AS FOLLOWS:

THE CONTRACTOR SHALL REPLACE UNSUITABLE SUBGRADE WITH NEW EMBANKMENT WITH A PLASTICITY INDEX OF 20 OR LESS. APPROXIMATE LIMITS FOR EXCAVATION OF UNSUITABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE ALONG I-75 SOUTHBOUND FROM APPROXIMATELY STA. 325+00 TO STA. 351+00. THE USE OF EXISTING SHALE BEDROCK AS A REPLACEMENT MATERIAL FOR UNSUITABLE SUBGRADE IS NOT PERMITTED.

ITEM 606-ANCHOR ASSEMBLY, MGS TYPE B:

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND, THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

THE FACE OF THE TYPE B IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE B, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING REFLECTIVE SHEETING AND ALL RELATED HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606- ANCHOR ASSEMBLY, MGS TYPE E:

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 606-IMPACT ATTENUATOR, TYPE 3 (UNIDIRECTIONAL) (DS=70 MPH, W=90 INCHES)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 3 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS. THE FACE OF THE IMPACT HEAD SHALL BE COVERED WITH TYPE G REFLECTIVE SHEETING, PER CMS 730.19.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 3 (SPEED (IN MPH), HAZARD WIDTH (IN INCHES)), (UNIDIRECTIONAL OR BIDIRECTIONAL), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 607-FENCE MISC.: TEMPORARY CONSTRUCTION FENCE

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING TEMPORARY CONSTRUCTION FENCE ALONG THE PRINCETON CITY SCHOOL DISTRICT PROPERTY TO IMPROVE SAFETY DURING CONSTRUCTION ALONG I-75 AT LOCATIONS IN WHICH LIMITED ACCESS FENCE IS TO BE REMOVED. BEFORE ANY FENCE WORK, THE CONTRACTOR SHALL CONTACT THE SCHOOL DISTRICT FOR PERMISSION TO ACCESS THE PROPERTY AND TO MUTUALLY DETERMINE APPROPRIATE LOCATION TO CONSTRUCT TEMPORARY CONSTRUCTION FENCE ON PRIVATE PROPERTY.

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

ITEM 607 - FENCE MISC.: TEMPORARY CONSTRUCTION FENCE 2000 FT

2

ITEM 622-CONCRETE BARRIER, END SECTION, TYPE D, AS PER PLAN
(IN ADDITION TO THE REQUIREMENTS OF CMS 622, THE CONCRETE BARRIER SHALL BE CONSTRUCTED AS SHOWN ON SHEET 444 AND SHEET 444A. THE CONCRETE SHALL UTILIZE SELF-COMPACTING CONCRETE AS SPECIFIED ON SHEET 609 AND SHEET 645. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH FOR ITEM 622-CONCRETE BARRIER, END SECTION, TYPE D, AS PER PLAN

2

ITEM 622-CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN
(IN ADDITION TO THE REQUIREMENTS OF CMS 622, THE CONCRETE BARRIER SHALL BE CONSTRUCTED AS SHOWN ON SHEET 444 AND SHEET 444A. THE CONCRETE SHALL UTILIZE SELF-COMPACTING CONCRETE AS SPECIFIED ON SHEET 609 AND SHEET 645. REINFORCING STEEL FROM ODOT SCD RM-4.5 SHALL BE UTILIZED EXCEPT WHERE NOTED WITHIN THE PLANS. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH FOR ITEM 622-CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN.

ITEM 623-MONUMENT ASSEMBLY, ITEM 623-RIGHT OF WAY ASSEMBLY

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE ODOT SCD RM-1.1 AND AT THE LOCATIONS SHOWN IN THE RIGHT OF WAY PLANS ON SHEETS 692-693.

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

ITEM 623 - MONUMENT ASSEMBLY 4 EACH
ITEM 623 - RIGHT OF WAY MONUMENT 2 EACH

ITEM SPECIAL, MISC.: BOLLARD REMOVED AND RESET

IN ADDITION TO THE REQUIREMENTS OF SCD RM-5.1, THE EXISTING BOLLARDS SHALL BE REMOVED AND RESET AT LOCATIONS SHOWN IN THE PLANS. THE BOLLARDS SHALL BE RESET INTO THE EXISTING ASPHALT CONCRETE DRIVEWAY PAVEMENT AT A DISTANCE OF 1-FOOT BEYOND THE LIMITS OF PROPOSED ASPHALT CONCRETE DRIVEWAY PAVEMENT. THE CENTER BOLLARD SHALL BE CONSTRUCTED AT CENTER OF EXISTING DRIVEWAY. THE OUTER BOLLARDS SHALL BE CONSTRUCTED AT 6-FOOT SPACING FROM CENTER BOLLARD. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH FOR ITEM SPECIAL, MISC.: BOLLARD REMOVED AND RESET.

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

2-19-2021 - UPDATED PLAN NOTES ASSOCIATED WITH ROADWAY BARRIER APP DETAILS

CALCULATED
WLC
CHECKED
JDH

GENERAL NOTES (2 OF 4)

HAM-75-14.61

22
708

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

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

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

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

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

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

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

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

1 2-19-2021 - UPDATED PLAN NOTES ASSOCIATED WITH ROADWAY BARRIER APP DETAILS

2 2-19-2021 - UPDATED PLAN SHEET REFERENCE FROM 449 TO 452

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

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

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

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

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

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

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

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

SEEDING AND MULCHING:

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT OF WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT OF WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

POST CONSTRUCTION STORM WATER TREATMENT:

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT.

1.) BIORETENTION CELLS - I-75 MEDIAN DITCH

THE CONTRACTOR SHALL PLACE BIORETENTION CELLS TO SATISFY BMP REQUIREMENTS AT THE FOLLOWING I-75 MEDIAN LOCATIONS:

STA 331+53 TO STA 366+20

SEE PLAN SHEETS 216, 218, 220, 222 FOR LOCATIONS AND BMP DETAIL SHEETS 450C-450D FOR ADDITIONAL DETAILS. SEE SHEET 450D FOR PAY ITEMS.

2.) VEGETATED FILTER STRIPS - I-75 MEDIAN DITCH

THE CONTRACTOR SHALL PLACE VEGETATED FILTER STRIPS TO SATISFY BMP REQUIREMENTS AT THE FOLLOWING I-75 MEDIAN LOCATIONS:

STA 372+50 TO STA 392+66 AND STA 392+84 TO STA 415+00

SEE PLAN SHEETS 223, 225-226, 228 FOR LOCATIONS AND CROSS SECTION SHEETS 284-308 AND 330-354 FOR ADDITIONAL DETAILS. SEE SHEET 205 FOR PAY ITEMS. QUANTITY CALCULATIONS BASED ON 25-FOOT WIDTH FOR ITEM 670-SLOPE EROSION PROTECTION & ITEM 659-TOPSOIL AND 6-INCH DEPTH FOR ITEM 659-TOPSOIL

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES:

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

PAYMENT FOR ALL THE OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEM.

REVIEW OF DRAINAGE FACILITIES:

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE AND LOCAL GOVERNMENT AGENCIES, REPRESENTATIVES OF THE STATE AND LOCAL GOVERNMENT AGENCIES AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE AND LOCAL GOVERNMENT AGENCIES.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

UNRECORDED STORM WATER DRAINAGE:

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

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

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

ITEM 611 - 4" CONDUIT, TYPE B 100 FT
ITEM 611 - 6" CONDUIT, TYPE B 100 FT
ITEM 611 - 4" CONDUIT, TYPE C 100 FT
ITEM 611 - 6" CONDUIT, TYPE C 100 FT

EXISTING UNDERDRAINS

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE.

UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

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

ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 1 10 SY
ITEM 611 - 6" CONDUIT, TYPE F 100 FT
ITEM 611 - PRECAST REINFORCED CONCRETE OUTLET 5 EACH
ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS 100 FT

2 ITEM 602-MASONRY, MISC.: SPECIAL HALF-HEIGHT HEADWALL (IN ADDITION TO THE REQUIREMENTS OF CMS 602 AND SCD HW-2.2, THE CONCRETE HEADWALL SHALL BE CONSTRUCTED AS SHOWN ON SHEET 452. ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER CUBIC YARD FOR ITEM 602-MASONRY, MISC.: SPECIAL HALF-HEIGHT HEADWALL)

ITEM 611-CONDUIT BORED OR JACKED

WHERE IT IS SPECIFIED THAT A CONDUIT BE INSTALLED BY THE METHOD OF BORING OR JACKING, NO TRENCH EXCAVATION SHALL BE CLOSER THAN 25 FEET TO THE EDGE OF THE PAVEMENT. PROVIDE A 0.50 INCH (12.7 MM) UNGALVANIZED CASING PIPE CONFORMING TO 748.06 THAT HAS JOINTS WITH A CIRCUMFERENCIAL FULLY PENETRATING B-U4B WELD THAT IS PERFORMED BY AN ODOT APPROVED FIELD WELDER. THE INSTALLED CASING PIPE IS THE STORM WATER CONVEYANCE CARRIER UNLESS OTHERWISE SPECIFIED IN THE PLANS. HYDROSTATIC TESTING IS NOT REQUIRED FOR THE CASING PIPE.

1 ITEM 611-INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN

(IN ADDITION TO THE REQUIREMENTS OF CMS 611, THE CONCRETE BARRIER SHALL BE CONSTRUCTED AS SHOWN ON SHEET 444 AND SHEET 444A. THE CONCRETE SHALL UTILIZE SELF-COMPACTING CONCRETE AS SPECIFIED ON SHEET 609 AND SHEET 645. REINFORCING STEEL FROM ODOT SCD I-2.3 SHALL BE UTILIZED EXCEPT WHERE NOTED WITHIN THE PLANS. IN ADDITION TO THE END SECTION, THE ADJACENT SECTION OF UNREINFORCED BARRIER SHALL BE PAID FOR UNDER THIS ITEM ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO PERFORM THE REQUIRED WORK SHALL BE INCLUDED IN THE CONTRACT BID PRICE PER EACH FOR ITEM 611-INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN.)

ITEM SPECIAL-MISCELLANEOUS METAL:

THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY ENGINEER (ADBE) AND SHALL CONSIST OF PROVIDING CASTINGS OF THE TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR ANY STRUCTURE THAT MAY PROVE TO BE UNSUITABLE FOR REUSE PER ITEM 611 SPECIFICATIONS AND SHALL HAVE THE PRIOR APPROVAL OF THE ENGINEER.

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

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

ITEM SPECIAL - MISCELLANEOUS METAL 1000 LB

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

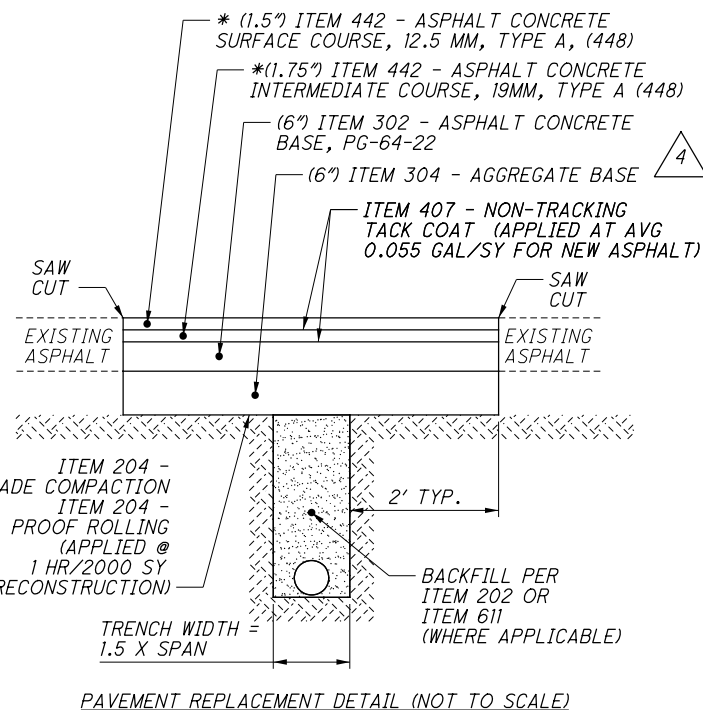
THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

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.



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 CONSTRUCTING A VARIABLE DEPTH ITEM 301 ASPHALT WEDGE COURSE (4" MIN) IN BETWEEN THE EXISTING PLANED PAVEMENT SURFACE AND INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/PROPOSED PROFILE GRADE ELEVATIONS AND CROWN SHIFTS WITHIN THE PLANING & RESURFACING AREA (1" MIN, 3.25" MAX) AS SHOWN IN THE CROSS SECTIONS. THIS ITEM SHALL BE USED AS A WEDGE COURSE TO FILL AND MAKE UP ELEVATION DIFFERENCES IN EXCESS OF THE UNIFORM 3.25" DEPTH OF OVERLYING SURFACE AND INTERMEDIATE COURSES. IN AREAS WHERE THIS ITEM 442 ASPHALT WEDGE COURSE (AS PER PLAN) EXCEEDS 4", AN ITEM 301 ASPHALT WEDGE COURSE (AS PER PLAN) SHALL BE CONSTRUCTED UNDERNEATH TO SUPPLEMENT THE ITEM 442 ASPHALT WEDGE COURSE IN THICKENED SECTIONS. QUANTITY CALCULATIONS ARE BASED ON AN AVERAGE 2" DEPTH

ALL REQUIREMENTS OF ITEM 301 ARE APPLICABLE.

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 MAINLINE 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.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446), AS PER PLAN, PG64-28

(THIS ITEM SHALL CONSIST OF CONSTRUCTING A VARIABLE DEPTH ITEM 442 ASPHALT WEDGE COURSE (0" MIN, 4" MAX) IN BETWEEN THE EXISTING PLANED PAVEMENT SURFACE AND INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/PROPOSED PROFILE GRADE ELEVATIONS AND CROWN SHIFTS WITHIN THE PLANING & RESURFACING AREA (1" MIN, 3.25" MAX) AS SHOWN IN THE CROSS SECTIONS. THIS ITEM SHALL BE USED AS A WEDGE COURSE TO FILL AND MAKE UP ELEVATION DIFFERENCES IN EXCESS OF THE UNIFORM 3.25" DEPTH OF OVERLYING SURFACE AND INTERMEDIATE COURSES. QUANTITY CALCULATIONS ARE BASED ON AN AVERAGE 2" DEPTH

ALL REQUIREMENTS OF ITEM 442 ARE APPLICABLE.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (448), AS PER PLAN, PG64-28

(THIS ITEM SHALL CONSIST OF CONSTRUCTING A VARIABLE DEPTH ITEM 442 ASPHALT WEDGE COURSE (0" MIN, 4" MAX) IN BETWEEN THE EXISTING PLANED PAVEMENT SURFACE AND INTERMEDIATE COURSE TO ACCOUNT FOR DIFFERENCES IN EXISTING/PROPOSED PROFILE GRADE ELEVATIONS AND CROWN SHIFTS WITHIN THE PLANING & RESURFACING AREA (1" MIN, 3.25" MAX) AS SHOWN IN THE CROSS SECTIONS. THIS ITEM SHALL BE USED AS A WEDGE COURSE TO FILL AND MAKE UP ELEVATION DIFFERENCES IN EXCESS OF THE UNIFORM 3.25" DEPTH OF OVERLYING SURFACE AND INTERMEDIATE COURSES. IN AREAS WHERE THE ITEM 442 ASPHALT WEDGE COURSE (AS PER PLAN) EXCEEDS 4", AN ITEM 301 ASPHALT WEDGE COURSE (AS PER PLAN) SHALL BE CONSTRUCTED UNDERNEATH TO SUPPLEMENT THE ITEM 442 ASPHALT WEDGE COURSE IN THICKENED SECTIONS. QUANTITY CALCULATIONS ARE BASED ON AN AVERAGE 2" DEPTH

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

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.

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
- 5 2-19-2021 - UPDATED TYPICAL SECTION BALLOON CALLOUTS FOR 8B AND 9B FOR CLARITY. ADDED SHEET REFERENCE TO "AS PER PLAN" NOTES AND UPDATED NOTES FOR CLARITY.

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)
FRIDAY	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
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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		3000 CY

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)


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-NON-TRACKING TACK COAT (APPLIED AT 0.85 GAL/SY) AND 2" OF ITEM 442-ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN. 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)

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.

 1-15-2021 - UPDATED MOT QUANTITIES

 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

 2-19-2021 - UPDATED EMBANKMENT QUANTITY FOR EMBANKMENT FOR MAINTAINING TRAFFIC. DELETED PARAGRAPH WITH UNDERCUTS.

 2-19-2021 - UPDATED PAVEMENT PAY ITEMS WITHIN ITEM 614-MAINTAINING TRAFFIC, MISC.: RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)

FIELD OFFICE, TYPE C, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 619, THE CONTRACTOR SHALL PROVIDE A SUITABLE FIELD OFFICE WITH A MINIMUM OF 2000 S.F. OF USABLE OFFICE SPACE. OFFICE TO INCLUDE A SEPARATE MINIMUM 12' X 36' CONFERENCE ROOM, AND EIGHT (8) SEPARATE OFFICES WITH SHELVING UNITS. FURTHER ITEMS ARE AS FOLLOWS:

1. FURNITURE
 - ELEVEN (11) SETS OF DESK, OFFICE CHAIR, AND 4 DRAWER LEGAL SIZE LOCKABLE FILE CABINETS
 - TWO (2) LOCKABLE CABINETS
 - FOURTEEN (14) 2' X 8' COLLAPSIBLE TABLES
 - TWENTY (20) FOLDING CHAIRS
2. COPY MACHINE WITH SCAN/PRINT/FAX/INTERNET HOOK UP CAPABILITIES. THE COPIER WILL PRINT 25 PPM AND CAPABLE OF COLOR PRINTING SHEETS 8.5"x11", 8.5"x14", AND 11"x17". COPIER PAPER SUPPLIES AND MAINTENANCE TO BE INCLUDED.
3. CONTRACTOR TO SUPPLY INTERNET SERVICE WITH MINIMUM SPEED OF 200 MBPS. THE CONTRACTOR SHALL SUPPLY THE PROJECT WITH THE IP ADDRESS SO THAT ODOT CAN ATTACH AN ODOT OWNED HUB. ODOT'S OWNED HUB WILL PROVIDE THE ODOT STAFF WITH A WIRELESS ROUTER AND ODOT FIREWAL.
4. ONE (1) SEPARATE WATER COOLER AND SERVICE.
5. FIELD OFFICE SHALL INCLUDE A SECURE PARKING AREA OF NOT LESS THAN 4000 S.F. CAPABLE OF SUPPLYING 20 EACH "ALL WEATHER" PARKING SPOTS. "ALL WEATHER" SHALL BE DEFINED AS A HARD SMOOTH SURFACE THAT WILL ALLOW FOR SNOW REMOVAL. GRAVEL SURFACE IS NOT ACCEPTABLE. PARKING AREA TO BE SURROUNDED BY A 6 FT. HIGH SECURITY FENCE WITH A LOCKABLE GATE INCLUDING KEYS AND ILLUMINATED BY SECURITY LIGHTING.
6. SNOW REMOVAL SHALL BE REQUIRED FOR PARKING AREA.
7. BI-WEEKLY CLEANING SERVICE.
8. DUMPSTER WITH NECESSARY SERVICE.
9. FIVE (5) EACH TELEPHONES.

THE CONTRACTOR SHALL OBTAIN APPROVAL OF THE PROPOSED FACILITY FROM THE ENGINEER PRIOR TO USE. THIS FACILITY SHALL BE AVAILABLE FOR ODOT USE NOT MORE THAN 30 DAYS FROM AWARD OF CONTRACT.

PERMITTED LANE CLOSURE TIMES

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THE PERMITTED LANE CLOSURE NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC CONTROL MANAGER. SHORT TERM LANE CLOSURES SHALL ONLY BE IMPLEMENTED WHEN WORK IS BEING CONTINUOUSLY PERFORMED IN THE LANE. THE CLOSURE SHALL BE REMOVED AS SOON AS POSSIBLE AFTER WORK HAS STOPPED. PERMITTED LANE CLOSURES SHALL ONLY BE ALLOWED DURING THE TIMES SPECIFIED IN THE UNAUTHORIZED LANE USE TABLE INCLUDED AT THE BOTTOM OF THIS SHEET.

UNAUTHORIZED LANE USE TABLE NOTES

1. NORTHBOUND I-75: NO CLOSURES FROM 2 HOURS BEFORE TO THE SCHEDULED START TIME OF EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR US BANK ARENA. THIS RESTRICTION ALSO APPLIES TO EVENTS REACHING AN ATTENDANCE OF 10,000+.
2. SOUTHBOUND I-75: NO CLOSURES FROM THE SCHEDULED START TIME TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR US BANK ARENA. THIS RESTRICTION ALSO APPLIES TO EVENTS REACHING AN ATTENDANCE OF 10,000+.
3. NO SHORT-TERM SHOULDER CLOSURE BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM MONDAY THROUGH FRIDAY.
4. NO SHORT-TERM RAMP SHOULDER CLOSURE BETWEEN 6 AM TO 9 AM AND 3 PM TO 7 PM MONDAY THROUGH FRIDAY.
5. CHESTER RD SHALL HAVE A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD WHEN TRAFFIC MAY BE MAINTAINED USING A FLAGGER OPERATION AS DETAILED IN SCD MT-97.10.
6. RAMP CLOSURES ARE PERMITTED FOR TRAFFIC SWITCHES ONLY. ONLY 1 RAMP IS PERMITTED TO BE CLOSED AT A TIME. CLOSURE OF AN I-75/I-275 RAMP REQUIRES THE USE OF 2 PCMS FOR DETOUR INFORMATION.

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UNAUTHORIZED LANE USE TABLE										
LOCATION	DIRECTION	EX. NO. OF THRU LANES	1 LANE CLOSED		2 LANES CLOSED		15 MIN. SHORT DURATION COMPLETE CLOSURE	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER TIME UNIT PER LANE
			WEEKDAY	WEEKEND	WEEKDAY	WEEKEND				
I-75	NB/SB	3	8 PM - 6 AM	8 PM - 8 AM	11 PM - 5 AM	11 PM - 6 AM	12 AM - 4 AM	NONE	1 MIN.	\$495
RAMPS	ALL	1	NONE	NONE	NONE	NONE	NONE	NONE	1 MIN.	\$495
		2	8 PM - 6 AM	8 PM - 8 AM	NONE	NONE	10PM-5PM; SHARON ROAD RAMPS ONLY	1 MIN.	\$495	
SHARON RD	BOTH	2	9 AM - 3 PM 7 PM - 6 AM	7 PM - 3 PM	NONE	NONE	11 PM - 5 AM	NONE	1 MIN.	\$115
CHESTER RD	BOTH	1	9 AM - 4 PM 7 PM - 6 AM	ALL TIMES	NONE	NONE	NONE	NONE	1 MIN.	\$35
KEMPER RD	BOTH	2	7 PM - 6 AM	7 PM - 6 AM	NONE	NONE	NONE	NONE	1 MIN.	\$70

NOTES:
 1. SHARON ROAD RAMP CLOSURES ARE PERMITTED FOR MOT TRAFFIC SWITCHES ONLY. WHEN CLOSING THE ENTRANCE/EXIT RAMP IN ONE DIRECTION, THE OPPOSITE DIRECTION RAMPS SHALL REMAIN OPEN.
 2. SHOULDER CLOSURES ARE NOT PERMITTED BETWEEN THE HOURS OF 6AM-9AM AND 3PM-7PM MONDAY THRU FRIDAY.

1 2-19-2021 - UPDATED MOT NOTES

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SHEET NUM.							PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
23	203	205	206	450C	450D	458	01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
			9					9				601	11000	9	SY	EROSION CONTROL	
10					1,320	38	28	20	1,320			601	21050	1,368	SY	TIED CONCRETE BLOCK MAT, TYPE 1	
			4					4				601	32004	4	CY	ROCK CHANNEL PROTECTION, TYPE A WITH GEOTEXTILE FABRIC	
			29					29				601	32104	29	CY	ROCK CHANNEL PROTECTION, TYPE B WITH GEOTEXTILE FABRIC	
			33					3	30			601	32204	33	CY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	
		1,626						1,626				601	39000	1,626	FT	PAVED GUTTER, TYPE 4	
				4,459					4,459			601	45050	4,459	CY	BIORETENTION CELL	
		5						5				659	00100	5	EACH	SOIL ANALYSIS TEST	
		28,390						28,390				659	00300	28,390	CY	TOPSOIL	
	220,445						132,320	88,125				659	10000	220,445	SY	SEEDING AND MULCHING	
		11,023						11,023				659	14000	11,023	SY	REPAIR SEEDING AND MULCHING	
		11,023						11,023				659	15000	11,023	SY	INTER-SEEDING	
		30.74						30.74				659	20000	30.74	TON	COMMERCIAL FERTILIZER	
		45.55						45.55				659	31000	45.55	ACRE	LIME	
		1,221						1,221				659	35000	1,221	MGAL	WATER	
			497					497				659	40000	497	MSF	MOWING	
				3,350					3,350			659	98000	3,350	SY	SEEDING, MISC.: BIORETENTION CELLS	450C
		23,512						23,512				670	00500	23,512	SY	SLOPE EROSION PROTECTION	
		4,425					974	3,451				670	00700	4,425	SY	DITCH EROSION PROTECTION	
					3,937				3,937			671	15000	3,937	SY	EROSION CONTROL MAT, TYPE A	
		LS						LS				832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
		LS						LS				832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
		LS						LS				832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
		1,248,307					382	1,248,307				832	30000	1,248,307	EACH	EROSION CONTROL	
		2,531						2,149				836	10000	2,531	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 1	
		658					458	200				836	10020	658	SY	SEEDING AND EROSION CONTROL WITH TURF REINFORCING MAT, TYPE 2	
																DRAINAGE	
			6.72				0.92	5.8				602	20000	6.72	CY	CONCRETE MASONRY	
			4				4					602	98200	4	CY	MASONRY, MISC.: SPECIAL HALF-HEIGHT HEADWALL	23
						50,564	30,070	20,494				605	1110	50,564	FT	6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
100								100				605	13300	100	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
						389	44	345				605	13410	389	FT	6" UNCLASSIFIED PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
						51,887	23,924	27,963				605	14020	51,887	FT	6" BASE PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC	
100								100				611	00100	100	FT	4" CONDUIT, TYPE B	
100								100				611	00200	100	FT	4" CONDUIT, TYPE C	
					2,709				2,709			611	00200	2,709	FT	4" CONDUIT, TYPE C, 707.41 (PERFORATED)	
					627				627			611	00200	627	FT	4" CONDUIT, TYPE C, 707.41 (NON-PERFORATED)	
						3,922	1,403	2,519				611	00510	3,922	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
100					59		27	132				611	00900	159	FT	6" CONDUIT, TYPE B	
100								100				611	01100	100	FT	6" CONDUIT, TYPE C	
100								100				611	01500	100	FT	6" CONDUIT, TYPE F	
			325					325				611	04400	325	FT	12" CONDUIT, TYPE B	
			66					66				611	04400	66	FT	12" CONDUIT, TYPE B, 706.02	
			20					20				611	04600	20	FT	12" CONDUIT, TYPE C	
			87					87				611	05900	87	FT	15" CONDUIT, TYPE B	
			123					123				611	05900	123	FT	15" CONDUIT, TYPE B, 706.02	
			339					339				611	07400	339	FT	18" CONDUIT, TYPE B	
			150				150					611	07400	150	FT	18" CONDUIT, TYPE B, 706.02	
			401					401				611	07600	401	FT	18" CONDUIT, TYPE C	
			17					17				611	08900	17	FT	21" CONDUIT, TYPE B, 706.02	
			50					50				611	10400	50	FT	24" CONDUIT, TYPE B	
			87					87				611	10400	87	FT	24" CONDUIT, TYPE B, 706.02	
			17					17				611	12100	17	FT	27" CONDUIT, TYPE C, 706.02	

GENERAL SUMMARY (2 OF 10)

HAM-75-14.61

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SHEET NUM.						PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
204	476	479	480	484	548	01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
				1,693			1,693				621	00100	1,693	EACH	TRAFFIC CONTROL	
				1,524			1,524				621	54000	1,524	EACH	RAISED PAVEMENT MARKER REMOVED	
		8	22				30				625	32000	30	EACH	GROUND ROD	
28	2						28				626	00102	28	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
8							8				626	00102	8	EACH	BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL	
139							139				626	00110	139	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY	
27							27				626	00110	27	EACH	BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL	
		1,374			45		1,419				630	03100	1,419	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
		99.9					99.9				630	06400	99.9	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7	
		348.7					348.7				630	07500	348.7	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22	
		172.6					172.6				630	07600	172.6	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X12	
		120					120				630	08004	120	FT	ONE WAY SUPPORT, NO. 3 POST	
		18					18				630	08600	18	EACH	SIGN POST REFLECTOR	
		14					14				630	09000	14	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
			2				2				630	20800	2	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.30, DESIGN 8	
			2				2				630	74500	2	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-16.22 DESIGN 13	512
			2				2				630	74500	2	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-17.11 DESIGN 8	496
			1				1				630	74500	1	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-17.11 DESIGN 10	512
			2				2				630	74500	2	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-12.31 DESIGN 6	512
			4				4				630	74500	4	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-12.31 DESIGN 12	496
			6				6				630	74500	6	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-15.116 DESIGN 2	496
			1				1				630	74500	1	EACH	OVERHEAD SIGN SUPPORT, MISC.: TYPE TC-15.116 DESIGN 3	496
		3			11		14				630	79100	14	EACH	SIGN HANGER ASSEMBLY, MAST ARM	
					2		2				630	79500	2	EACH	SIGN SUPPORT ASSEMBLY, POLE MOUNTED	
		1,087.7			115		1,202.7				630	80100	1,202.7	SF	SIGN, FLAT SHEET	
		549					549				630	80200	549	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
			3,429.5				3,429.5				630	80224	3,429.5	SF	SIGN, OVERHEAD EXTRUSHEET	
		1					1				630	81020	1	EACH	CONCRETE MEDIAN BARRIER SIGN BRACKET	
									2		630	84010	1	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50	
		28					28				630	84500	28	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
		2	19				21				630	84510	21	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
		6					6				630	84520	6	EACH	SPAN WIRE SIGN SUPPORT FOUNDATION	
	130						130				630	84900	130	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
	6						6				630	85400	6	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
	7						7				630	85600	7	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION	
	112						112				630	86002	112	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
	43						43				630	86102	43	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
	2						2				630	86310	2	EACH	REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL	
					1		1				630	87100	1	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	
	41				1		42				630	87400	42	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
	4						4				630	87500	4	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
	5						5				630	89706	5	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	
	5						5				630	89802	5	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-7.65	
	4						4				630	89810	4	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-17.10	
	1						1				630	89812	1	EACH	REMOVAL OF WOOD POLE AND DISPOSAL	
					2		1				631	94406	1	EACH	REMOVAL OF SIGNS WIRED	
							2				631	97700	2	EACH	SIGN LIGHTING MISC.: REMOVE AND REERECT ILLUMINATED SIGN	545
				15.1			15.1				642	00104	15.1	MILE	EDGE LINE, 6", TYPE 1	
				18.14			18.14				642	00204	18.14	MILE	LANE LINE, 6", TYPE 1	
				20,866			20,866				642	00404	20,866	FT	CHANNELIZING LINE, 12", TYPE 1	
				9,705			9,705				642	01510	9,705	FT	DOTTED LINE, 6", TYPE 1	
											644	00100	0.1	MILE	EDGE LINE, 4"	
				0.41			0.41				644	00104	0.41	MILE	EDGE LINE, 6"	
				0.71			0.71				644	00200	0.71	MILE	LANE LINE, 4"	
							1				644	00300	1	MILE	CENTER LINE	
				6,531			6,531				644	00400	6,531	FT	CHANNELIZING LINE, 8"	
				1,162			1,162				644	00404	1,162	FT	CHANNELIZING LINE, 12"	
				392			392				644	00500	392	FT	STOP LINE	
				630			630				644	00600	630	FT	CROSSWALK LINE	
				735			735				644	00700	735	FT	TRANSVERSE/DIAGONAL LINE	
				887			887				644	00720	887	FT	CHEVRON MARKING	
				640			640				644	00900	640	SF	ISLAND MARKING	
				2			2				644	01120	2	EACH	SCHOOL SYMBOL MARKING, 120"	
				86			86				644	01300	86	EACH	LANE ARROW	
				620			620				644	01500	620	FT	DOTTED LINE, 4"	
				3.72			3.72				644	30030	3.72	MILE	REMOVAL OF PAVEMENT MARKING	

GENERAL SUMMARY (6 OF 10)

HAM-75-14.61

197
708

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SHEET NUM.					PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
484	545	548	549		01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR						
TRAFFIC CONTROL (CONT.)															
						169				646	10400	169	FT	STOP LINE	
						265				646	10500	265	FT	CROSSWALK LINE	
						31				646	20300	31	EACH	LANE ARROW	
						4				646	20320	4	EACH	WRONG WAY ARROW	
						276				646	20502	276	FT	DOTTED LINE, 4"	
TRAFFIC SIGNALS															
	100					100				611	00400	100	FT	4" CONDUIT, TYPE E	
		2				2				625	00450	2	EACH	CONNECTION, FUSED PULL APART	
		2				2				625	00460	2	EACH	CONNECTION, UNFUSED PULL APART	
		2				2				625	18401	2	EACH	BRACKET ARM, 20', AS PER PLAN	546
		646				646				625	23304	646	FT	NO. 8 AWG 600 VOLT DISTRIBUTION CABLE	
						420				625	23400	420	FT	NO. 10 AWG POLE AND BRACKET CABLE	
						272				625	25400	272	FT	CONDUIT, 2", 725.04	
						187				625	25600	187	FT	CONDUIT, 4", 725.04	
						2				625	27551	2	EACH	LUMINAIRE, DECORATIVE, AS PER PLAN (SHARONVILLE)	546
						459				625	29000	459	FT	TRENCH	
						1				625	30700	1	EACH	PULL BOX, 725.08, 18"	
						3				625	31506	3	EACH	PULL BOX REMOVED AND REPLACED	
						8				625	32001	8	EACH	GROUND ROD, AS PER PLAN	545
						272				625	36000	272	FT	PLASTIC CAUTION TAPE	
						4				632	05007	4	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN (NO BACKPLATES)	545
						10				632	05007	10	EACH	VEHICULAR SIGNAL HEAD, (LED), 3-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	545
						2				632	05087	2	EACH	VEHICULAR SIGNAL HEAD, (LED), 5-SECTION, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN (NO BACKPLATES)	545
						5				632	20731	5	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN	545
						16				632	25000	16	EACH	COVERING OF VEHICULAR SIGNAL HEAD	
						7				632	25010	7	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	
						3				632	26000	3	EACH	PEDESTRIAN PUSHBUTTON	
			3			3				632	26501	3	EACH	DETECTOR LOOP, AS PER PLAN	545
			1,975			1,975				632	40500	1,975	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG	
			1,546			1,546				632	40700	1,546	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
			3			3				632	64010	3	EACH	SIGNAL SUPPORT FOUNDATION	
			5			5				632	64020	5	EACH	PEDESTAL FOUNDATION	
			7			7				632	70400	7	EACH	CONDUIT RISER, 2" DIAMETER	
			3			3				632	80700	3	EACH	SIGNAL SUPPORT, MISC.:SIGNAL SUPPORT, MECHANICAL DAMPER FOR TYPE TC-81.22 MAST ARM (GREATER THAN 39' IN LENGTH)	546
			1			1				632	80700	1	EACH	SIGNAL SUPPORT, MISC.:SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 13	546
			2			2				632	81700	2	EACH	COMBINATION SIGNAL SUPPORT, MISC.:COMBINATION SIGNAL SUPPORT, TYPE TC-81.22, DESIGN 13 (SHARONVILLE)	546
			4			4				632	89900	4	EACH	PEDESTAL, 8', TRANSFORMER BASE	
			1			1				632	89901	1	EACH	PEDESTAL, 8', TRANSFORMER BASE, AS PER PLAN	546
			3			3				632	90100	3	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	545
			9			9				632	90200	9	EACH	REUSE OF VEHICULAR SIGNAL HEAD	
			2			2				632	90202	2	EACH	REUSE OF PEDESTRIAN SIGNAL HEAD	
			LS			LS				633	99300	LS		CONTROLLER ITEM, MISC.: PREEMPTION REUSE / REINSTALLATION	546
			4			4				804	30000	4	EACH	FAN-OUT KIT, 6 FIBER	
			4			4				804	32020	4	FT	DROP CABLE, 6 FIBER	
			4			4				804	34000	4	EACH	FIBER TERMINATION PANEL, 6 FIBER	
			4			4				804	36000	4	EACH	SLACK INSTALLATION	
			4			4				804	37001	4	EACH	SPLICE ENCLOSURE, AS PER PLAN	546
			LS			LS				804	37700	LS		FIBER OPTIC CABLE TESTING	
			4			4				804	38000	4	EACH	FIBER OPTIC CABLE MODEM	
			100			100				804	98000	100	FT	FIBER OPTIC CABLE, MISC.: FIBER OPTIC CABLE, ARMORED, 6 FIBER	546
			1,686			1,686				804	98000	1,686	FT	FIBER OPTIC CABLE, MISC.: REROUTE EXISTING FIBER OPTIC INTERCONNECT	546
			6			6				809	69100	6	EACH	STOP LINE RADAR DETECTION	
			2			2				816	30001	2	EACH	VIDEO DETECTION SYSTEM, AS PER PLAN	546
			LS			LS				824	00010	LS		SYSTEM ANALYSIS	
RETAINING WALLS (HAM-75-15.39L MSE WALL)															
						298				203	20000	298	CY	EMBANKMENT	
						1,025				203	35110	1,025	CY	GRANULAR MATERIAL, TYPE B	
						518				512	10101	518	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	609

CALCULATED WLC CHECKED JDH
 GENERAL SUMMARY (7 OF 10)
 HAM-75-14.61
 198
 708

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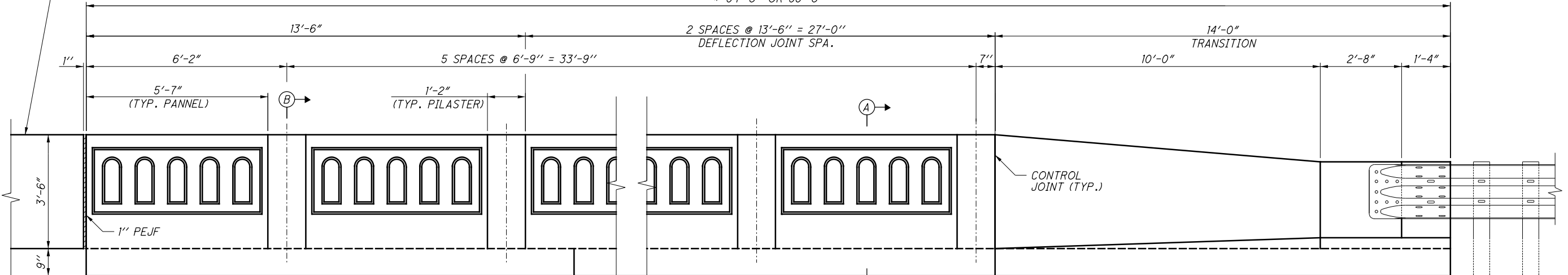
SHEET NUM.						PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
25	26	27	28	29	31	48	01/IMS/PV	02/NHS/OT	03/IMS/OT	04/IMS/BR	05/IMS/BR					
MAINTENANCE OF TRAFFIC																
100			3,000					100				410	12000	100	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B
			11,680					3,000				614	1110	3,000	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE
								11,680				614	11630	11,680	FT	INCREASED BARRIER DELINEATION
		20						38	4			614	12380	38	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)
								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
100								100				614	13000	100	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
			2,720					2,213	4			614	13310	4,933	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY
								50				614	13312	50	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY
			2,770					2,213	4			614	13350	4,983	EACH	OBJECT MARKER, ONE WAY
		LS						13				614	18000	13	EACH	MAINTAINING TRAFFIC, MISC.: MAINTENANCE OF MAJOR GUIDE SIGNS
								LS				614	18002	LS		MAINTAINING TRAFFIC, MISC.: TEMPORARY TRAFFIC SIGNAL
14,000								14,000				614	18030	14,000	FT	MAINTAINING TRAFFIC, MISC.: RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)
2	60							60				614	18601	60	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
5				7.75				7.75				614	20011	7.75	MILE	WORK ZONE LANE LINE, CLASS I, 6", SPRAY THERMOPLASTIC, AS PER PLAN
				2				1.34	4			614	20100	3.34	MILE	WORK ZONE LANE LINE, CLASS I, 4", 642 PAINT
				24.75				15.62				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
				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
				12,042				5,282	4			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
				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				614	27200	1,071	FT	WORK ZONE CROSSWALK LINE, CLASS I, 642 PAINT
								1,112				614	28200	1,112	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT
				163				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
								LS				615	10000	LS		ROADS FOR MAINTAINING TRAFFIC
								38,914				615	20001	38,914	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
2,550								2,550				616	10000	2,550	MGAL	WATER
								105,800	4			622	41100	105,800	FT	PORTABLE BARRIER, UNANCHORED
								1,528				622	4110	1,528	FT	PORTABLE BARRIER, ANCHORED
								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
								36	6			619	16021	36	MNTH	FIELD OFFICE, TYPE C, AS PER PLAN
								LS				623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING
								LS				623	11000	LS		PROVIDING ELECTRONIC INSTRUMENTATION
								LS				624	10000	LS		MOBILIZATION

6-26-2020 - ADDED FUNDING COLUMNS FOR 04/IMS/BR, 05/IMS/BR
 1-19-2021 - ADDED SUPPLEMENTAL NOTES FOR PCMS. APP ADDED 6 MONTHS TO ITEM 614-PCSM, APP
 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
 2-9-2021 - UPDATED SHARON ROAD MOT QUANTITIES
 2-5-2021 - UPDATED PCMS NOTE AND ESTIMATED QUANTITY (54 TO 60) BECAUSE OF CONFLICTS WITH ADDENDUM #1 PCMS UDRATES.
 2-19-2021 - UPDATED QUANTITY FOR PAY ITEM 619/6021-FIELD OFFICE, TYPE C, AS PER PLAN

CALCULATED	WLC	CHECKED	JDH
GENERAL SUMMARY (10 OF 10)			
HAM-75-14.61			
201		708	

PARAPET ON FORWARD APPROACH SLAB,
SEE SHEET 630-631 FOR HAM-75-15.39L AND
SHEET 666-667 FOR HAM-75-15.39R.

* 54'-6" OR 55'-6"

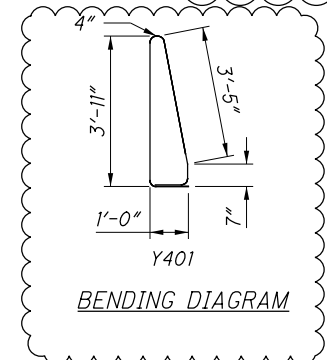


15'-0" ITEM 622 -
CONCRETE BARRIER, END ANCHORAGE REINFORCED TYPE D, AS PER PLAN
SEE ODOT SCD RM-4.5 FOR DETAILS.
REPLACE THE Y401 REBAR LISTED IN THE SCD RM-4.5 WITH Y401 SHOWN BELOW
SEE SHEET 22 FOR NOTES.

5'-6" UNREINFORCED BARRIER
PAID FOR WITH ITEM 611 -INLET NO. 3
FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN

20'-0" ITEM 611 -
INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN
SEE ODOT SCD I-2.3 FOR DETAILS.
REPLACE THE Y501 AND Y502 REBAR LISTED IN THE SCD I-2.3
WITH Y501 AND Y502 SHOWN ON SHEET 444A OF 708
SEE SHEET 23 FOR NOTES.

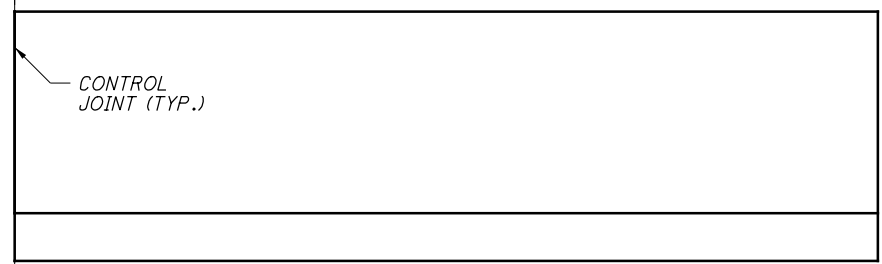
14'-0" ITEM 622 -
CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN
SEE ODOT SCD RM-4.6 FOR DETAILS
SEE SHEET 22 FOR NOTES.



PARAPET PARTIAL ELEVATION
RIGHT PARAPET BACK FACE SHOWN

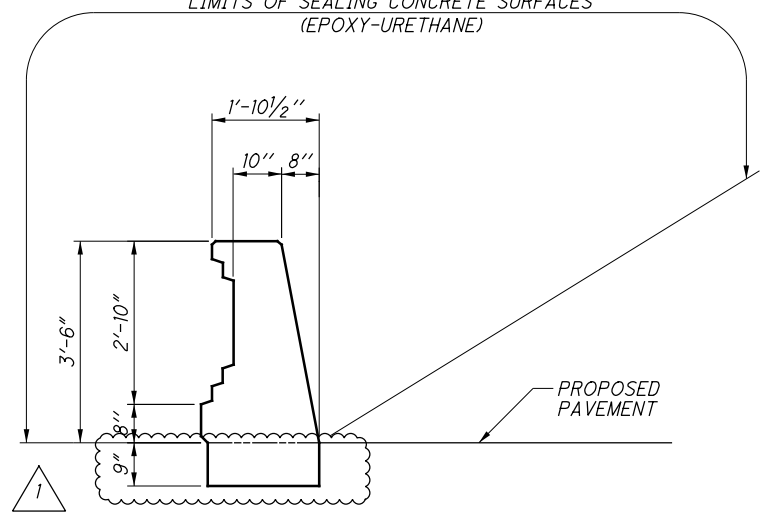
* 54'-6":
STA. 368+64.53 TO STA. 369+19.03 OFFSET 138' LT.
STA. 368+49.66 TO STA. 369+04.16 OFFSET 57.83' LT.
STA. 368+13.34 TO STA. 368+67.84 OFFSET 138' RT.

* 55'-6":
STA. 368+28.21 TO STA. 368+83.71 OFFSET 57.83' RT.

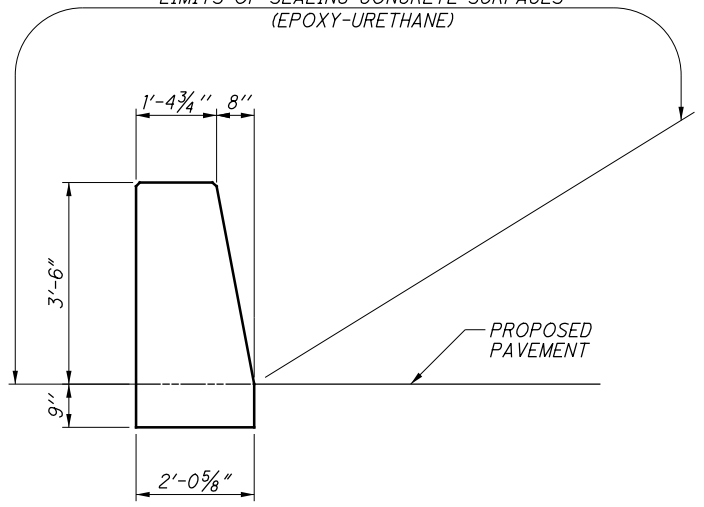


15'-0" ITEM 622 -
CONCRETE BARRIER, END ANCHORAGE REINFORCED TYPE D, AS PER PLAN
SEE ODOT SCD RM-4.5 FOR DETAILS.
SEE SHEET 22 FOR NOTES.

LIMITS OF SEALING CONCRETE SURFACES
(EPOXY-URETHANE)



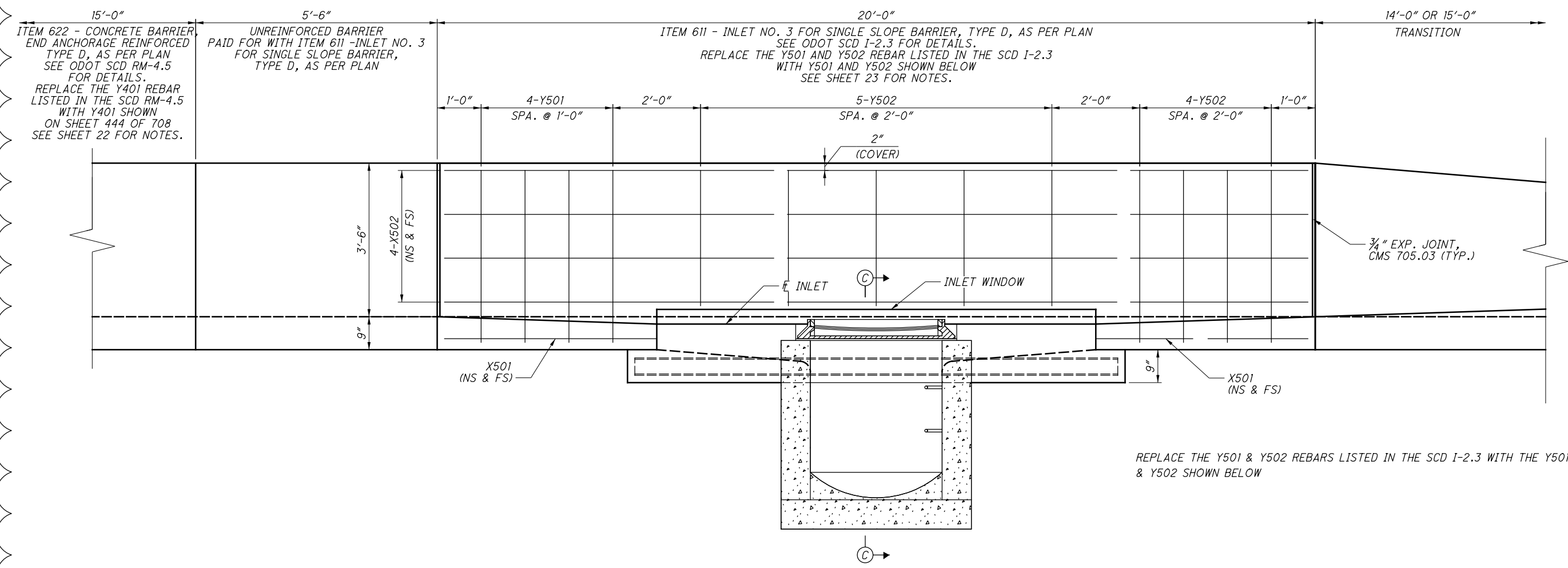
LIMITS OF SEALING CONCRETE SURFACES
(EPOXY-URETHANE)



NOTES:

1. FOR AESTHETIC RELIEF DETAILS, SEE SHEET 632 FOR HAM-75-15.39L AND SHEET 668 FOR HAM-75-15.39R.
2. SEE SHEET 444A AND ODOT SCD RM-4.5, RM-4.6, I-2.3 FOR ADDITIONAL DETAILS.

1 2-19-21 - MODIFIED BARRIER
DETAILS PROVIDED

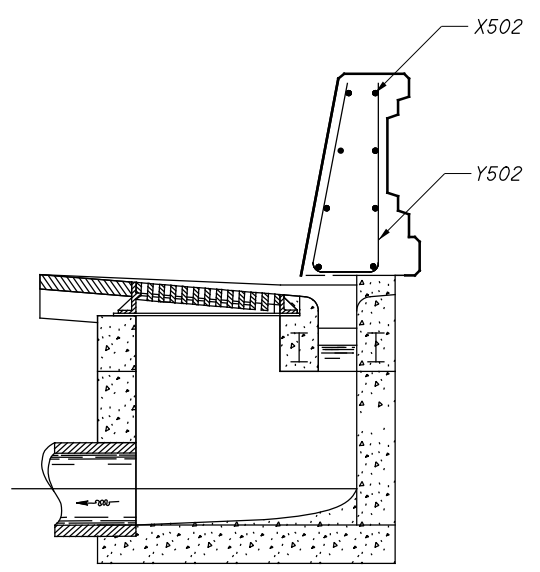


ITEM 622 - CONCRETE BARRIER END ANCHORAGE REINFORCED TYPE D, AS PER PLAN SEE ODOT SCD RM-4.5 FOR DETAILS. REPLACE THE Y401 REBAR LISTED IN THE SCD RM-4.5 WITH Y401 SHOWN ON SHEET 444 OF 708 SEE SHEET 22 FOR NOTES.

UNREINFORCED BARRIER PAID FOR WITH ITEM 611 -INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN

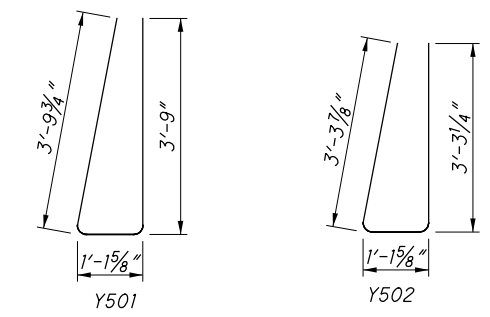
ITEM 611 - INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D, AS PER PLAN SEE ODOT SCD I-2.3 FOR DETAILS. REPLACE THE Y501 AND Y502 REBAR LISTED IN THE SCD I-2.3 WITH Y501 AND Y502 SHOWN BELOW SEE SHEET 23 FOR NOTES.

REPLACE THE Y501 & Y502 REBARS LISTED IN THE SCD I-2.3 WITH THE Y501 & Y502 SHOWN BELOW



SECTION C-C

1 2-19-21 - MODIFIED BARRIER DETAILS PROVIDED



BENDING DIAGRAMS

NOTES:

1. FOR AESTHETIC RELIEF DETAILS, SEE SHEET 632 FOR HAM-75-15.39L AND SHEET 668 FOR HAM-75-15.39R.
2. SEE ODOT SCD RM-4.5, RM-4.6, I-2.3 FOR ADDITIONAL DETAILS.

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BIORETENTION CELLS

CONSTRUCT THE BIORETENTION CELLS AFTER ALL CONTRIBUTING DRAINAGE AREAS ARE STABILIZED AS SHOWN ON THE CONTRACT PLANS AND TO THE SATISFACTION OF THE ENGINEER. DO NOT USE THE COMPLETED BIORETENTION CELLS AS TEMPORARY SEDIMENT CONTROL FACILITIES DURING CONSTRUCTION. DO NOT OPERATE HEAVY EQUIPMENT WITHIN THE PERIMETER OF A BIORETENTION FACILITY DURING EXCAVATION, UNDERDRAIN PLACEMENT, BACKFILLING, PLANTING, OR MULCHING OF THE FACILITY. USE ALL SUITABLE EXCAVATED MATERIAL IN THE WORK. ALTERNATIVELY, LEGALLY USE, RECYCLE, OR DISPOSE OF ALL EXCAVATED MATERIALS ACCORDING TO 105.16 AND 105.17.

EXCAVATE THE BIORETENTION CELLS TO THE DIMENSIONS, SIDE SLOPES, AND ELEVATIONS SHOWN ON THE CONTRACT PLANS. MINIMIZE THE COMPACTION OF THE BOTTOM OF THE BIORETENTION FACILITY BY THE METHOD OF EXCAVATION. EMBANKMENT WILL BE MEASURED AND PAID AS ITEM 203, EMBANKMENT, USING NATURAL SOIL, 703.16.A.

THE BIORETENTION SOIL SHALL BE A UNIFORM MIX THAT IS FREE OF STONES, STUMPS, ROOTS, OR ANY OTHER OBJECT THAT IS LARGER THAN TWO INCHES. THE SOIL MAY CONSIST OF EXISTING SOIL, FURNISHED SOIL, OR A COMBINATION OF BOTH PROVIDED THAT IT MEETS THE FOLLOWING REQUIREMENTS:

PH RANGE: 5.2-7.0

COMPOSITION BY VOLUME:

- 4 PARTS SAND - CMS FINE AGGREGATE AS PER 703
- 2 PARTS COMPOST - CMS 659.06
- 2 PARTS TOPSOIL - CMS 659.05

THOROUGHLY MIX THE BIORETENTION SOIL PRIOR TO PLACEMENT. TEST AND ADJUST THE PH AS PER CMS 659.02.B. ALL SAND USED SHALL MEET CMS 203.02.H, NATURAL GRANULAR MATERIALS.

PLACE THE SOIL IN 12 INCH LIFTS AND CONSOLIDATE BY WATERING UNTIL SATURATED.

CONSTRUCT THE UNDERDRAIN SYSTEM AS PER CMS 605. PLACE THE GRANULAR BACKFILL MATERIAL TO THE INVERT OF THE BIORETENTION SOIL. ENSURE A MINIMUM OF 2 INCHES OF GRANULAR COVER OVER THE UNDERDRAIN PRIOR TO PLACEMENT OF THE BIORETENTION SOIL.

PLACE OBSERVATION WELLS (CLEAN-OUTS) WHERE SHOWN IN THE PLANS. CONNECT THE OBSERVATION WELLS TO THE PERFORATED 4" CONDUIT, TYPE C WITH THE APPROPRIATE MANUFACTURED CONNECTIONS. THE OBSERVATION WELLS SHALL EXTEND 4 INCHES ABOVE THE TOP ELEVATION OF THE BIORETENTION FACILITY MULCH. CAP THE OBSERVATION WELLS WITH A THREADED SCREW CAP. CAP THE ENDS OF 4" CONDUIT, TYPE C NOT TERMINATING IN AN OBSERVATION WELL OR CONNECTED TO OTHER CONDUITS/STRUCTURES. MANUFACTURED CONNECTIONS AND CAPS ARE INCLUDED IN THE COST OF THE 4" CONDUIT, TYPE C.

PLACE SEED AS SPECIFIED IN THE BIORETENTION CELL SEEDING NOTE ON THIS SHEET.

BIORETENTION CELLS WILL BE PAID FOR AS ITEM 601-BIORETENTION CELLS BY THE CUBIC YARD, COMPLETED AND ACCEPTED IN PLACE ACCORDING TO THE DIMENSIONS SHOWN ON THE PLANS. THE PAYMENT WILL BE FULL COMPENSATION FOR ALL APPLICABLE INCIDENTALS NECESSARY TO SATISFACTORILY COMPLETE THE WORK, UNLESS ITEMIZED ON THE BIORETENTION CELL NOTES AND DETAIL SHEETS.

BIORETENTION CELL SEEDING

THE CONTRACTOR SHALL APPLY SEED TO THE BIORETENTION CELL AREAS ACCORDING TO THE SEED MIX SPECIFIED IN THE PLANS. ENSURE THAT THE BIORETENTION CELL AREAS ARE NOT COMPACTED, OR RAKE LIGHTLY TO LOOSEN BED AREA PRIOR TO SEED APPLICATION.

THOROUGHLY MIX ALL SEED, AND EVENLY SOW THE SEED OVER THE PREPARED AREAS AT THE REQUIRED RATES. DO NOT SOW SEED DURING HIGH WINDS. BROADCAST SEED DIRECTLY TO BIORETENTION CELL AREA; DO NOT APPLY USING HYDRO SEEDING METHODS. BIORETENTION CELL SEEDING SHALL BE COMPLETED BETWEEN MARCH 15 AND MAY 31 OR BETWEEN AUGUST 15 AND NOVEMBER 15.

BIORETENTION NATIVE GRASS SEED MIX:

- APPLY AT A RATE OF 70 LB/ACRE
- 32% LITTLE BLUESTEM (SCHIZACHYRIUM SCOPARIUM)
- 6% SIDEOATS GRAMA GRASS (BOUPELLOUA CURTIPENDULA)
- 6% PRAIRIE DROPSEED (SPOROBOLUS HETEROLEPIS)
- 28% GRAIN OATS (AVENA SATIVA)
- 28% GRAIN RYE (SECALE CEREAL)

DO NOT ROLL OR COMPACT THE SEEDED AREA WITH EQUIPMENT AFTER BROADCASTING. THOROUGHLY WATER ALL SEEDED AREAS TO HELP INCORPORATE THE SEED. DO NOT APPLY LIME OR FERTILIZER TO THE BIORETENTION CELL AREAS.

WITHIN 48 HOURS OF APPLYING SEED TO BIORETENTION AREAS, CONSTRUCT EROSION CONTROL MAT TYPES A PER CMS 671 OVER THE SURFACE OF ALL BIORETENTION CELLS. PLACE EROSION CONTROL MATS SUCH THAT THEY EXTEND A MINIMUM OF 1 FOOT OUTSIDE THE PERIMETER OF THE BIORETENTION CELLS ON ALL SIDES TO ENABLE THE MATS TO BE SECURED TO THE SOIL OUTSIDE OF THE BIORETENTION CELLS THOROUGHLY WATER THE BIORETENTION CELL AREAS AFTER INSTALLATION OF EROSION CONTROL MAT.

CONTRACTOR SHALL WATER ONE INCH PER WEEK FOR THE FIRST SIX TO EIGHT WEEKS KEEPING THE SEEDED AREA MOIST UNTIL ESTABLISHMENT. NO SEPARATE PAYMENTS WILL BE MADE.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS SHALL BE INCLUDED WITHIN THE UNIT PRICE BID ITEM.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 659 SEEDING, MISC.: BIORETENTION CELLS 3350 SY

ITEM 203-EXCAVATION, AS PER PLAN

IN ADDITION TO THE REQUIREMENT OF ITEM 203-EXCAVATION, PERFORM EXCAVATION TO THE LINES AND GRADES REQUIRED FOR INSTALLATION OF THE BIORETENTION CELLS. BASED ON THE EXISTING BORING INFORMATION, WEATHERED AND UNWEATHERED INTERBEDDED SHALE AND LIMESTONE BEDROCK IS EXPECTED WHEN EXCAVATING FOR THE BIORETENTION CELLS, ESPECIALLY FROM STA 332+00 TO 353+00. BEDROCK ELEVATION AND DIFFICULTY TO REMOVE MAY VARY ALONG THE PROJECT LENGTH AND WITH DEPTH. ALL EXCAVATION FOR THE BIORETENTION CELLS IS UNCLASSIFIED AND ADDITIONAL COMPENSATION WILL NOT BE CONSIDERED FOR BEDROCK REMOVAL. ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO EXCAVATE FOR THE BIORETENTION CELLS IS INCLUDED WITHIN THE UNIT PRICE OF ITEM 203-EXCAVATION, AS PER PLAN.



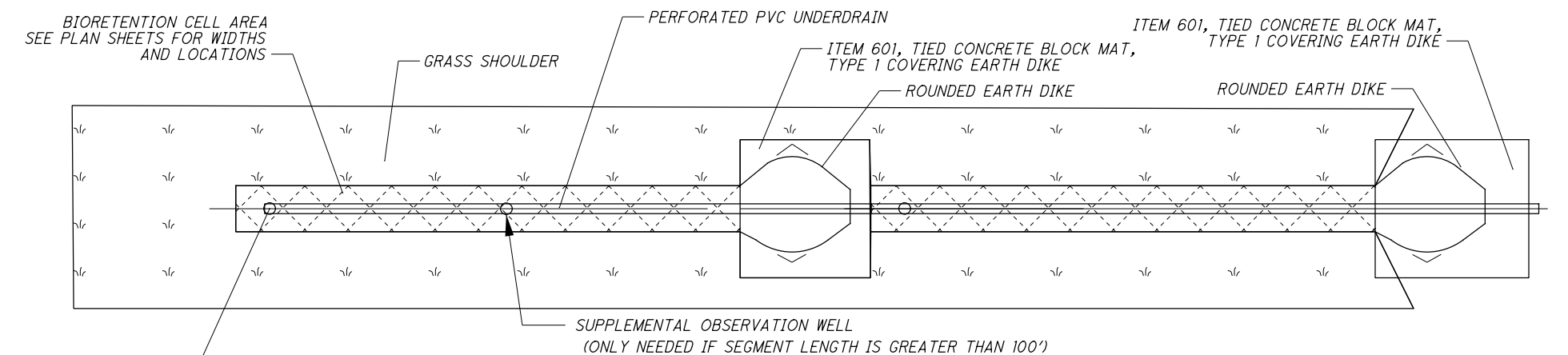
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CALCULATED
ODOT D8
CHECKED
ODOT D8

BIORETENTION CELL NOTES

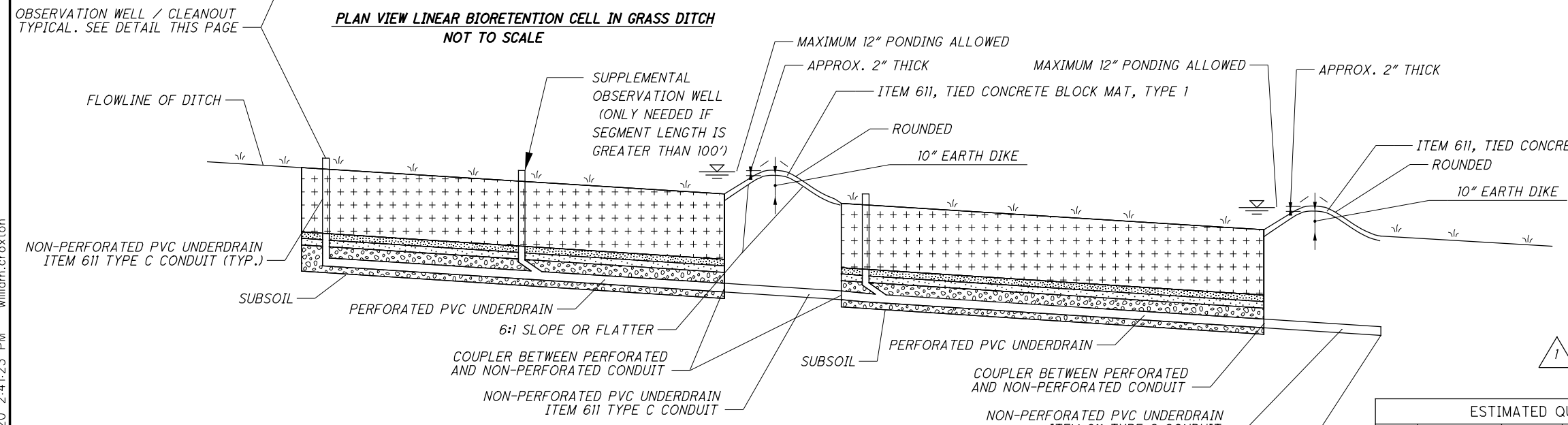
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PLAN VIEW LINEAR BIORETENTION CELL IN GRASS DITCH
 NOT TO SCALE

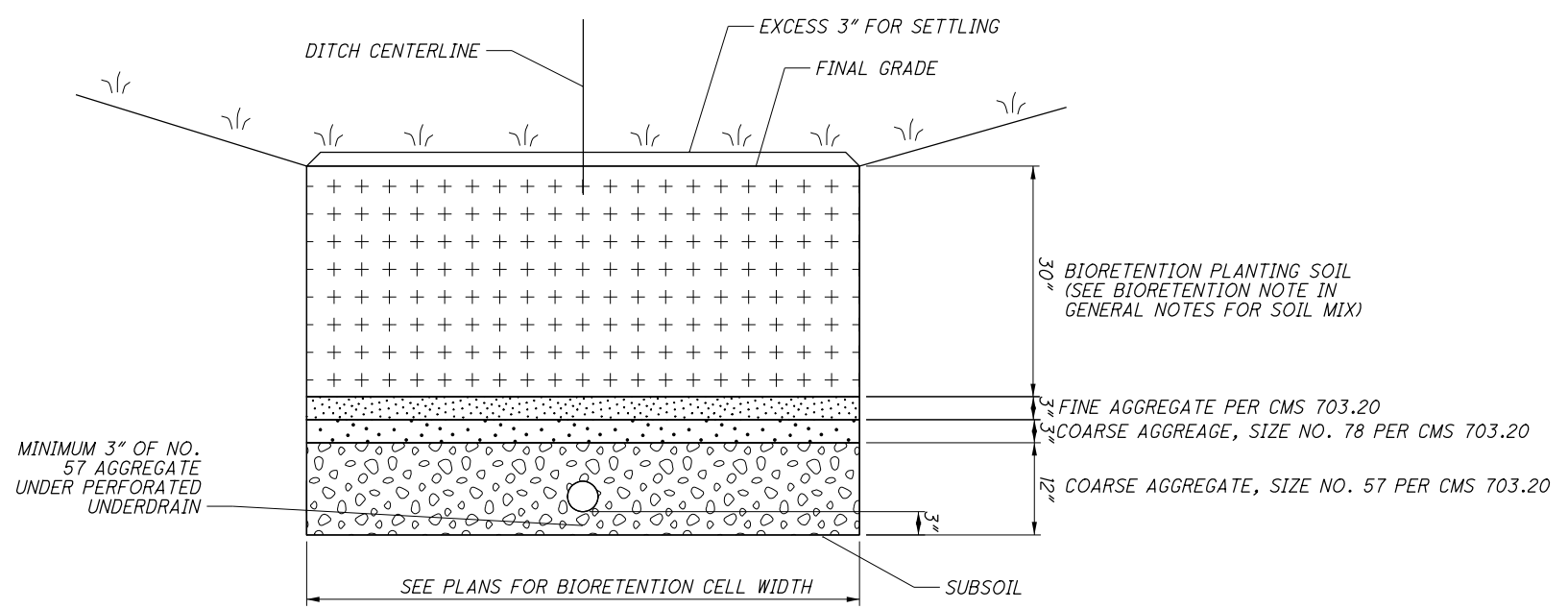
- NOTES:
1. SCARIFY THE SUBSOIL 3" MINIMUM BEFORE INSTALLATION OF AGGREGATE INTO BIORETENTION CELL.
 2. CONSTRUCT BIORETENTION CELLS WITH VERTICAL SIDES.
 3. 4" CONDUIT FITTINGS AND CAPS ARE INCLUDED IN THE COST FOR THE 4" CONDUIT.



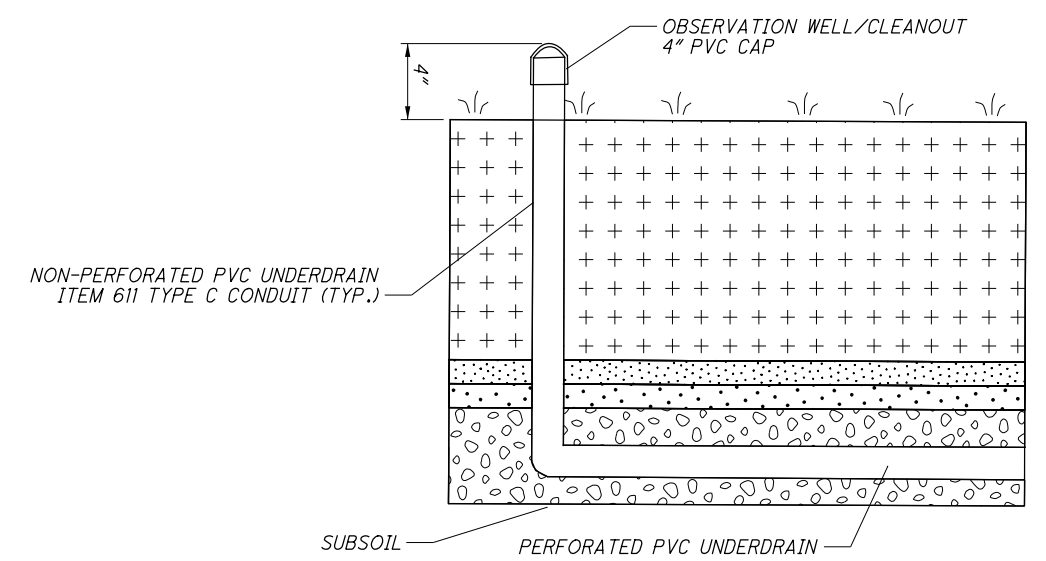
PROFILE OF BIORETENTION CELL IN GRASS DITCH
 NOT TO SCALE

1 2-19-2021 - UPDATED TO ITEM 203-EXCAVATION, AS PER PLAN

ESTIMATED QUANTITIES (CARRIED TO GENERAL SUMMARY)			
ITEM	QUANTITY	UNIT	DESCRIPTION
203	4459	CY	EXCAVATION, AS PER PLAN
203	275	CY	EMBANKMENT
601	1320	SY	TIED CONCRETE BLOCK MAT, TYPE 1
601	4459	CY	BIORETENTION CELL
611	2709	FT	4" CONDUIT, TYPE C, 707.41 (PERFORATED)
611	627	FT	4" CONDUIT, TYPE C, 707.41 (NON-PERFORATED)
671	3937	SY	EROSION CONTROL MAT, TYPE A



SECTION OF BIORETENTION CELL IN GRASS DITCH
 NOT TO SCALE



OBSERVATION WELL / CLEANOUT
 NOT TO SCALE

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SHEET NO.	REFERENCE NO.	LOCATION	STATION		SIDE	621		642					644											646									
			FROM	TO		RPM	RAISED PAVEMENT MARKER REMOVED	EDGE LINE, 6", TYPE 1 (WHITE)	EDGE LINE, 6", TYPE 1 (YELLOW)	LANE LINE, 6", TYPE 1	CHANNELIZING LINE, 12", TYPE 1	DOTTED LINE, 6", TYPE 1 (WHITE)	EDGE LINE, 4" (WHITE)	EDGE LINE, 6" (WHITE)	EDGE LINE, 6" (YELLOW)	LANE LINE, 4"	CENTER LINE	CHANNELIZING LINE, 8"	CHANNELIZING LINE, 12"	STOP LINE	CROSSWALK LINE	TRANSVERSE/DIAGONAL LINE (YELLOW)	CHEVRON MARKING	ISLAND MARKING	SCHOOL SYMBOL MARKING, 120"	LANE ARROW	DOTTED LINE, 4" (WHITE)	REMOVAL OF PAVEMENT MARKING	STOP LINE	CROSSWALK LINE	LANE ARROW	WRONG WAY ARROW	DOTTED LINE, 4" (WHITE)
			EACH	EACH		EACH	EACH	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
518	CL-5	CHESTER RD	94+10	99+30	LT	8								0.10																			
518	CL-6	CHESTER RD	94+94	99+30	LT	7								0.08																			
518	TY-5	CHESTER RD	94+94	99+30	LT															80													
518	CH-43	CHESTER RD	96+95	99+47	CL	8										252																	
518	A-42	CHESTER RD		97+10	RT																		1										
518	A-43	CHESTER RD		97+93	RT																		1										
518	CH-44	CHESTER RD	98+50	99+47	LT	4									97																		
518	A-44	CHESTER RD		98+61	LT/RT																		3										
518	A-45	CHESTER RD		99+17	LT/RT																		3										
518	SL-13	CHESTER RD		99+30	LT																												
518	DW-13	CHESTER RD	99+30	100+55	LT																				116								
518	SL-14	CHESTER RD		99+47	LT/RT												10																
518	XW-6	CHESTER RD	99+52	99+62	LT/RT														126														
519	DW-14	CHESTER RD	99+86	100+53	LT/RT																			98									
519	DW-15	CHESTER RD	100+34	100+53	RT																			35									
519	XW-7	CHESTER RD	100+55	100+65	LT/RT																												
519	SL-15	CHESTER RD		100+74	LT/RT																												
519	CL-7	CHESTER RD	100+74	105+45	RT	7								0.09																			
519	CH-45	CHESTER RD	100+74	104+75	LT	12									401																		
519	CH-46	CHESTER RD	100+74	104+75	LT	12									401																		
519	LL-16	CHESTER RD	100+74	105+45	RT	6							0.09																				
519	A-45	CHESTER RD		100+84	LT/RT																		2										
519	A-46	CHESTER RD		101+50	LT/RT																		2										
519	A-47	CHESTER RD		102+16	LT/RT																		2										
519	SS-2	CHESTER RD		102+92	RT																												
519	A-48	CHESTER RD		103+48	LT/RT																		1										
519	A-49	CHESTER RD		104+50	LT/RT																			2									
RPM REMOVED QUANTITY ESTIMATED AS 90% OF PROPOSED RPM QUANTITY						1524																											
TOTALS THIS SHEET						64	1524	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.09	0.27	1151	0	71	286	80	0	0	1	18	249	0.00	0	0	0	0	
TOTALS FROM SHEET 481						1302	0	5.57	9.53	18.1	19236	9705	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	3.72	48	0	0	2	0
TOTALS FROM SHEET 482						225	0	0.00	0.00	0.00	1630	0	0.10	0.20	0.21	0.36	0.60	3015	1162	75	276	273	0	0	0	27	0	0.00	121	265	31	2	0
TOTALS FROM SHEET 483						102	0	0.00	0.00	0.00	0	0	0.00	0.00	0.00	0.27	0.13	2365	0	246	68	382	0	640	1	41	371	0.00	0	0	0	0	276
TOTALS CARRIED TO GENERAL SUMMARY						1693	1524	15.10	18.14	20866	9705	0.10	0.41	0.71	1.00	6531	1162	392	630	735	887	640	2	86	620	3.72	169	265	31	4	276		




PAVEMENT MARKING SUBSUMMARY

HAM-75-14.61

CALCULATED
BSS
CHECKED
JDH

484
708

SIGN AND PAVEMENT MARKING LEGEND

- EW EDGE LINE (WHITE)
 - EY EDGE LINE (YELLOW)
 - LL LANE LINE
 - DW DOTTED LINE (WHITE)
 - DY DOTTED LINE (YELLOW)
 - CL CENTER LINE: SOLID, DOUBLE
 - CH CHANNELIZING LINE
 - SL STOP LINE
 - XW CROSSWALK LINE
 - SS SCHOOL SYMBOL MARKING, 120"
 - TY TRANSVERSE/DIAGONAL LINE (YELLOW)
 - CV CHEVRON MARKING
 - IY ISLAND MARKING (YELLOW)
 - A LANE ARROW
 - S-1
-  PROPOSED SIGNS
  EXISTING SIGNS
-  DIRECTION OF TRAVEL

NOTES:

1. INSTALL RAISED PAVEMENT MARKERS ACCORDING TO STANDARD CONSTRUCTION DRAWINGS TC-65.10 AND TC-65.11

2. ALL LONG-LINE PERMANENT MARKINGS ON THE FREEWAY AND RAMPS SHALL BE ITEM 642, EXCEPT AT SPECIFIC LOCATIONS SPECIFIED IN THE PAVEMENT MARKING SUBSUMMARY. ALL OTHER PAVEMENT MARKINGS ON ASPHALT PAVEMENT SHALL BE ITEM 644 AND ON CONCRETE PAVEMENT SHALL BE ITEM 646.

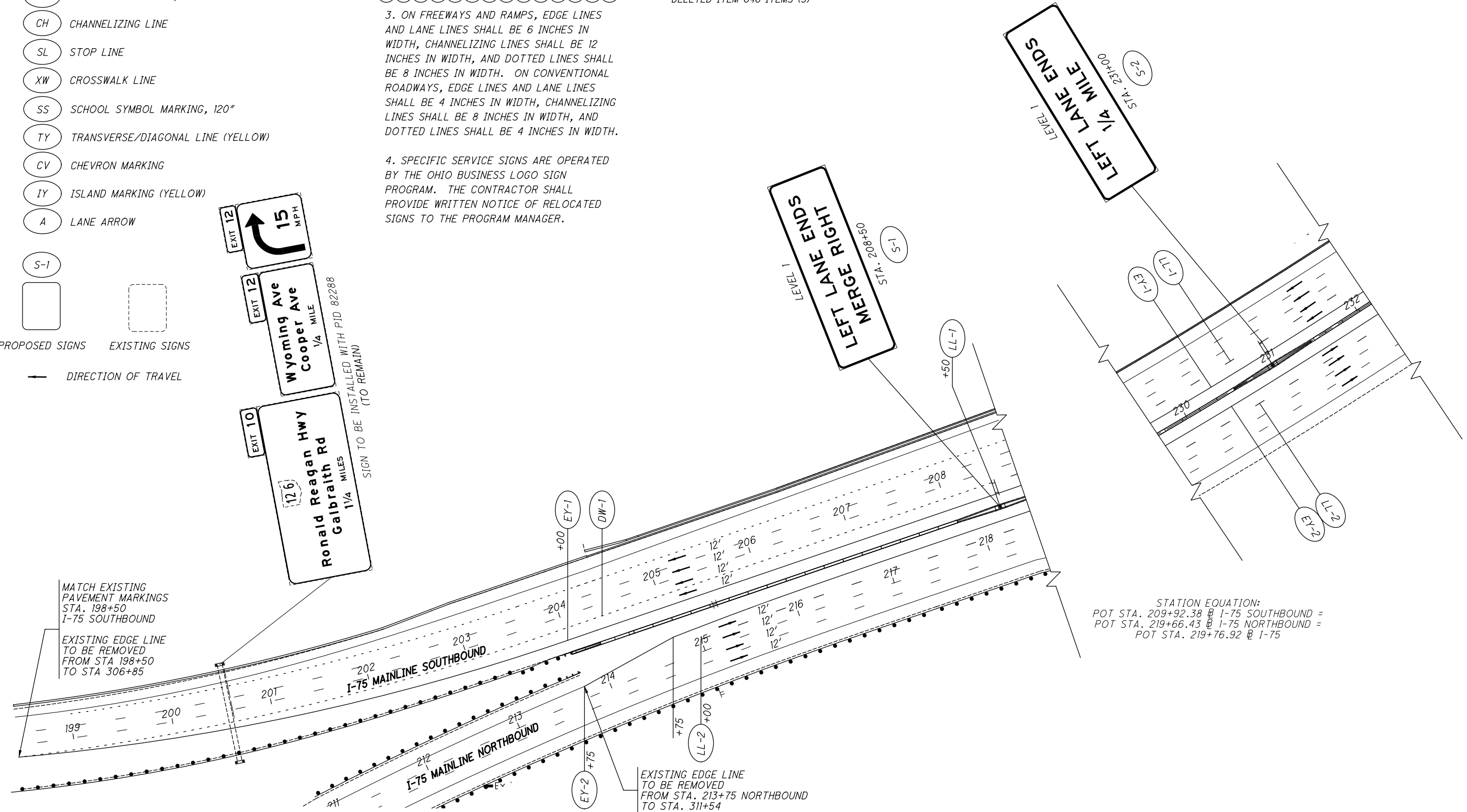
3. ON FREEWAYS AND RAMPS, EDGE LINES AND LANE LINES SHALL BE 6 INCHES IN WIDTH, CHANNELIZING LINES SHALL BE 12 INCHES IN WIDTH, AND DOTTED LINES SHALL BE 8 INCHES IN WIDTH. ON CONVENTIONAL ROADWAYS, EDGE LINES AND LANE LINES SHALL BE 4 INCHES IN WIDTH, CHANNELIZING LINES SHALL BE 8 INCHES IN WIDTH, AND DOTTED LINES SHALL BE 4 INCHES IN WIDTH.

4. SPECIFIC SERVICE SIGNS ARE OPERATED BY THE OHIO BUSINESS LOGO SIGN PROGRAM. THE CONTRACTOR SHALL PROVIDE WRITTEN NOTICE OF RELOCATED SIGNS TO THE PROGRAM MANAGER.

ITEM 630 - OVERHEAD SIGN SUPPORT, MISC.: TYPE (TC-12.31 DESIGN 12, TC-15.116 DESIGN 2, TC-15.116 DESIGN 3, OR TC-17.11 DESIGN 8)

THESE ITEMS SHALL CONFORM TO THE REQUIREMENTS OF ODOT CMS 630.06 AND ODOT STANDARD CONSTRUCTION DRAWINGS TC-12.31, TC-15.116, AND TC-17.11.

2-19-2021 - ADDED ITEM 642 ITEMS (4),
 UPDATED ITEM 644 ITEMS (2),
 DELETED ITEM 644 ITEMS (2),
 DELETED ITEM 646 ITEMS (3)



STATION EQUATION:
 POT STA. 209+92.38 @ I-75 SOUTHBOUND =
 POT STA. 219+66.43 @ I-75 NORTHBOUND =
 POT STA. 219+76.92 @ I-75



CALCULATED BSS CHECKED PCG

SIGN AND PAVEMENT MARKING PLAN - I-75
 STA 198+50 TO STA 232+00

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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- AS-1-15 DATED/REVISED 7-17-15
- AS-2-15 DATED/REVISED 1-18-19
- PCB-91 DATED/REVISED 1-18-13
- PSID-1-13 DATED/REVISED 7-20-18
- SBR-1-13 DATED/REVISED 7-20-18
- SICD-1-96 DATED/REVISED 7-18-14
- SICD-2-14 DATED/REVISED 7-18-14

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

- 840 DATED 4-17-20
- 846 DATED 4-17-15
- 866 DATED 4-21-17
- 867 DATED 1-18-19
- 878 DATED 1-17-20

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO THE 8TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2017 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

LOAD MODIFIER FOR OPERATIONAL IMPORTANCE

OPERATIONAL IMPORTANCE: A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN LOADING

DESIGN LOADING: HL-13

FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

DESIGN DATA

- CONCRETE CLASS QC3 - COMPRESSIVE STRENGTH 4.5 KSI (BRIDGE DECK, DIAPHRAGM, APPROACH SLAB)
- CONCRETE CLASS CO SCC - COMPRESSIVE STRENGTH 4.5 KSI (PARAPETS)
- CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
- REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI
- STEEL PIPE PILES - GRADE A 252 - GRADE 3 - YIELD STRENGTH 45 KSI
- STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) - 9.5 KSI
COMPRESSIVE STRENGTH (RELEASE) - 7 KSI

WELDED WIRE FABRIC:
YIELD STRENGTH - 70 KSI

PRESTRESSING STRAND:
AREA = 0.217 IN²
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL

2.5" CONCRETE COVER

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

EXISTING STRUCTURE PLANS:

CONSTRUCTION PLANS FOR EXISTING BRIDGE ARE ON FILE AT THE DEPARTMENT OF TRANSPORTATION, DISTRICT 8 OFFICE, 505 SOUTH STATE ROUTE 741, LEBANON, OHIO AND ARE AVAILABLE FOR REFERENCE.

PILE DRIVING CONSTRAINTS

PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV), CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT UP TO THE BOTTOM OF THE FOOTINGS. PROVIDE A SURCHARGE FROM THE BOTTOM OF THE ABUTMENT FOOTING TO THE BOTTOM OF THE SUBGRADE FOR A MINIMUM DISTANCE OF 100 FEET BEHIND THE ABUTMENT. SURCHARGE LOADS SHALL REMAIN UNTIL THE REQUIRED SETTLEMENT HAS OCCURRED AND AS DIRECTED BY THE ENGINEER. COMPLETE THE MSE WALL CONSTRUCTION IMMEDIATELY FOLLOWING THE SURCHARGE REMOVAL.

THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING PILES, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

ABUTMENT PILE DRIVING TO THE UBV (FOR PILES DRIVEN AFTER MSE CONSTRUCTION) OR PILE REDRIVING (FOR PILES PRE-DRIVEN BEFORE MSE CONSTRUCTION) MAY NOT BEGIN UNTIL A MINIMUM 30 DAY CALENDAR DAY WAITING PERIOD HAS ELAPSED AFTER THE COMPLETION OF EMBANKMENT AND SURCHARGE CONSTRUCTION. THE WAITING PERIOD BEGINS ONCE THE APPROACH EMBANKMENT HAS REACHED THE PROPOSED SUBGRADE ELEVATION. THE WAITING PERIOD WILL BE EVALUATED ON A PER READING BASIS AND MAY BE EXTENDED OR TERMINATED BY THE DEPARTMENT BASED ON THE SETTLEMENT PLATFORM READINGS. CONSECUTIVE SETTLEMENT READINGS SHOULD BE RECORDED AT LEAST ONE WEEK AFTER EMBANKMENT CONSTRUCTION IS COMPLETE. TERMINATION OF THE SETTLEMENT MONITORING WILL BE EVALUATED AFTER THE 30 DAY WAITING PERIOD, PROVIDED THE SETTLEMENT PLATFORMS HAVE INDICATED 1/8" OR LESS OF SETTLEMENT FOR EACH OF THE LAST TWO WEEKS OF READING.

AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE PILES TO THE UBV. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH.

PROPRIETARY RETAINING WALL DATA

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE A NOMINAL (I.E. UNFACTORED) HORIZONTAL STRIP LOAD DUE TO FRICTION (FR) FROM THE SUPERSTRUCTURE OF 6.0 K/FT APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOT INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL IN THE DESIGN CALCULATIONS.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.4 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

PILES DRIVEN TO TIP ELEVATION FOR PILE/SOIL SETUP

THE ULTIMATE BEARING VALUE IS 330 KIPS PER PILE FOR THE ABUTMENT PILES. PART OF THE ULTIMATE BEARING VALUE WILL BE ACHIEVED THROUGH PILE/SOIL SETUP, WHICH IS A TIME-DEPENDENT INCREASE IN RESISTANCE THAT OCCURS IN SOME SOILS.

NOTIFY THE ENGINEER AT LEAST 5 DAYS BEFORE DRIVING PILES SO THAT THE ENGINEER CAN NOTIFY THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF STRUCTURAL ENGINEERING. DRIVE THE FIRST TWO PILES IN EACH SUBSTRUCTURE TO THE TIP ELEVATION GIVEN BELOW FOR THE SUBSTRUCTURE. DRIVE THE THIRD AND FORTH PILES TO 75% AND 85% OF THE LENGTH OF THE FIRST TWO PILES. PERFORM DYNAMIC LOAD TESTING ON ALL FOUR PILES WHILE DRIVING. AFTER DRIVING THE FOUR PILES, CEASE ALL DRIVING OPERATIONS AT THE SUBSTRUCTURE FOR A MINIMUM OF 7 DAYS. INCLUDE THE WAITING PERIOD AS A SEPARATE ACTIVITY IN THE PROGRESS SCHEDULE. AFTER THE WAITING PERIOD, PERFORM PILE RESTRIKES ON THE FOUR PILES (TWO RESTRIKE ITEMS). SUBMIT ALL TEST RESULTS TO THE ENGINEER. THE ENGINEER WILL REVIEW THE TEST RESULTS AND ESTABLISH DRIVING CRITERIA FOR THE PILING IN THE SUBSTRUCTURE WITH ASSISTANCE OF THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF STRUCTURAL ENGINEERING.

IF THE DYNAMIC LOAD TESTING INDICATES A PILE HAS ACHIEVED THE ULTIMATE BEARING VALUE ABOVE THE TIP ELEVATION DURING THE INITIAL DRIVING (BEFORE THE WAITING PERIOD), STOP DRIVING AND NOTIFY THE ENGINEER. IF THE RESTRIKE TEST RESULTS ON THE FOUR PILES INDICATE THAT A PILE DID NOT ACHIEVE THE REQUIRED ULTIMATE BEARING VALUE, DRIVE THE PILE TO THE ESTABLISHED DRIVING CRITERIA.

REAR ABUTMENT PILES:
36 PILES 70 FEET LONG, ORDER LENGTH
TIP ELEVATION, 558.00 FEET
2 DYNAMIC LOAD TESTING ITEMS
2 RESTRIKES

FORWARD ABUTMENT PILES:
36 PILES 75 FEET LONG, ORDER LENGTH
TIP ELEVATION, 550.30 FEET
2 DYNAMIC LOAD TESTING ITEMS
2 RESTRIKES

ITEM 503. COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

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

ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

THE EXISTING STRUCTURE SHALL BE REMOVED IN ACCORDANCE WITH ITEM 202 EXCEPT THAT THE EXISTING ABUTMENTS SHALL BE REMOVED IN THEIR ENTIRETY.

ITEM 511 CLASS QC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK & ITEM 511 CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK PARAPET

THIS ITEM MODIFIES THE STANDARD 511 CONCRETE FOR STRUCTURES SPECIFICATION TO INCLUDE MACRO-SYNTHETIC AND CORROSION INHIBITORS INTO THE SUPERSTRUCTURE CONCRETE. THIS ITEM SHALL CONFORM TO CMS 511 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

PROVIDE MATERIALS CONFORMING TO 511.02 EXCEPT AS MODIFIED BELOW:

PORTLAND CEMENT CONCRETE
499.03, CLASS QC3 MEETING A DESIGN STRENGTH OF 4,500 PSI, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02 FIBERS FOR CONCRETE: ASTM C 1116, TYPE III
CORROSION INHIBITOR: 515.15

THE CLASS QC3 CONCRETE FOR THE SUPERSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA: WATER/CEMENT RATIO = 0.40 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.5 IN. MIN. TO 2.5 IN. MAX.) MEETING ASTM C1116 TYPE III SHALL BE ADDED TO THE MIX.

MIX SHALL INCLUDE A MIGRATING CORROSION INHIBITOR AS MANUFACTURED BY AN APPROVED SUPPLIER LISTED ON ODOT'S QUALIFIED APPROVED SUPPLIERS, ITEM 515.15. THE DOSAGE RATE LISTED ON THE ODOT QUALIFIED APPROVED SUPPLIERS LIST WILL APPLY.

ITEM 511 CLASS QC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK, & ITEM 511 CLASS QC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) CONTINUED

THE MACRO-SYNTHETIC FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO 'BALLING' OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY 'BALLING' OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR. IT IS IMPORTANT TO FOLLOW INDUSTRY STANDARDS AND ASTM SPECIFICATIONS ON THE PREMIXING OF THE CEMENT, AGGREGATE, AND MACRO-SYNTHETIC FIBERS PRIOR TO THE ADDITION OF WATER AND ADMIXTURES. PROVIDE MACRO-SYNTHETIC FIBERS THAT ARE MONOFILAMENT FIBERS MADE FROM VIRGIN POLYPROPYLENE, POLYETHYLENE, OR CO-POLYMERS THAT ARE INERT TO ALKALI ATTACK. ENSURE THE MACRO-SYNTHETIC FIBERS HAVE A MINIMUM TENSILE STRENGTH OF 70 KSI, A MINIMUM MODULUS OF ELASTICITY OF 800 KSI, A MINIMUM FILAMENT DIAMETER OF 0.012 INCHES, AND ASPECT RATIO BETWEEN 60 AND 100, AND ARE BETWEEN 1.0 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURER'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE TRANSIT MIXER CHARGE SHALL BE LIMITED TO 3/4 OF ITS RATED CAPACITY OR 6 CUBIC YARDS, WHICHEVER IS SMALLER. THE FIRST THREE TRANSIT MIXER LOADS ARE REQUIRED TO BE AT THE MINIMUM YARDAGE LISTED ABOVE TO SHOW PROOF OF THE SUCCESSFUL BATCHING OPERATION. AFTER CONSISTENCY IN THE DELIVERED MATERIAL HAS BEEN ESTABLISHED, THE CONCRETE SUPPLIER MAY INCREASE THE BATCH DELIVERED QUANTITIES AS LONG AS THE QUALITY REMAINS ACCEPTABLE TO THE ENGINEER. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY.

CONCRETE SUPPLIERS SHOULD RECOGNIZE THAT THE CORROSION INHIBITOR AND ADMIXTURES MAY HAVE AN EFFECT ON STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE CORROSION INHIBITOR IS SUGGESTED TO BE A MCI PRODUCT BY CORTEC OR AN APPROVED EQUAL FROM THE QUALIFIED PRODUCTS LIST. THE CONCRETE SUPPLIER'S CHOICE OF ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS. PLEASE BE ADVISED THAT SOME PRODUCTS ON THE LIST EFFECT THE DELIVERED MIX PROPERTIES GREATLY WHILE OTHER PRODUCTS DO NOT.

APPROACH SLABS, DIAPHRAGMS, AND BRIDGE RAILING CONCRETE (WHEN APPLICABLE) ARE TO USE THE SAME MIX DESIGN AS THE BRIDGE DECK. THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED. USE SELF-COMPACTING CONCRETE ON DECORATIVE RAILING SIMILAR TO TEXAS RAILING AND MACRO-SYNTHETIC CONCRETE PER THIS SPECIFICATION ON TRADITIONAL CONCRETE RAILING WHEN APPLICABLE.

THE CONTRACTOR SHALL PROVIDE TRADITIONAL BRIDGE DECK FORMS CONFORMING TO CMS 508. PERMANENT STAY-IN-PLACE (SIP) FORMS ARE NOT ALLOWED. THE PLACING OF THE DECK AND THE APPROACH SLABS IN THE SAME CONCRETE POUR IS NOT PERMITTED.

DESIGN AGENCY	DATE	REVIEWED	DRAWN	DESIGNED	GENERAL NOTES
TWO WIRANOVA PLACE SUITE 480 COLUMBUS, OHIO 43215	4/24/20	MJZ	RLC	RLC	
	STRUCTURE FILE NUMBER		REVISED	CHECKED	BRIDGE NO. HAM-75-1539L I-75 SB OVER SHARON RD.
	3110931			SAP	
					HAM-75-14.61
					PID No. 76256
					3/36
					609 708

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
SUPERSTRUCTURE											
S401	396		30'-00"	7,936	STR						
S402	94		23'-07"	1,481	STR						
S403	563		8'-11"	3,354	16	8'-5"					
S404	28		4'-07"	86	35	3'-9"	7"			2"	
S405	4		4'-00"	11	STR						
S406	8		6'-07"	36	STR						
S407	8		6'-04"	34	STR						
S408	32		5'-11"	127	28	4'-0"	1'-0"				
S409	48		4'-00"	129	STR						
S410	32		5'-00"	107	2	8"	3'-10"	8"			
S411	364		3'-00"	730	11	1'-1"	1'-8"	1'-1"			
S412	364		1'-08"	406	19	10"	2"	10"			
S501	420		30'-00"	13,142	STR						
S502	105		28'-07"	3,131	STR						
S504	276		20'-03"	5,830	STR						
* S505	273		24'-11"	7,095	STR						
* S506	548		21'-06"	12,289	STR						
	1		5'-10"								
S507	SER. OF	TO		58	STR						2'-7"
	5		16'-02"								
	1		3'-00"								
S508	SER. OF	TO		101	STR						2'-7"
	8		21'-01"								
	1		5'-00"								
* S509	SER. OF	TO		144	STR						2'-7"
	9		25'-08"								
	1		5'-11"								
S510	SER. OF	TO		125	STR						2'-7"
	8		24'-00"								
	1		5'-10"								
S511	SER. OF	TO		125	STR						2'-7"
	8		23'-11"								
	1		1'-08"								
* S512	SER. OF	TO		113	STR						2'-7"
	9		22'-04"								
	1		1'-07"								
S513	SER. OF	TO		112	STR						2'-7"
	9		22'-03"								
	1		5'-11"								
S514	SER. OF	TO		78	STR						2'-7"
	6		18'-10"								
S516	274		25'-11"	7,407	STR						
* S517	275		19'-11"	5,713	STR						
* S518	276		16'-01"	4,630	STR						
S519	273		27'-07"	7,855	STR						
S520	12		7'-06"	94	STR						
S521	NOT USED										
	1		6'-04"								
S522	SER. OF	TO		103	STR						2'-7"
	7		21'-10"								
	1		3'-00"								
S523	SER. OF	TO		153	STR						2'-7"
	10		26'-03"								
	1		2'-05"								
* S524	SER. OF	TO		96	STR						2'-7"
	8		20'-06"								
	1		6'-01"								
S525	SER. OF	TO		79	STR						2'-7"
	6		19'-00"								
	1		5'-07"								
S526	SER. OF	TO		57	STR						2'-7"
	5		15'-11"								
	1		1'-08"								
* S527	SER. OF	TO		69	STR						2'-7"
	7		17'-02"								
	1		1'-07"								
S528	SER. OF	TO		167	STR						2'-7"
	11		27'-05"								

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
SUPERSTRUCTURE (CONT.)											
S529	1		6'-10"								
	SER. OF	TO		133	STR						2'-7"
	8		24'-11"								
S530	116		8'-05"	1,019	2	2'-7"	3'-6"	2'-7"			
S531	244		13'-01"	3,330	2	4'-8"	4'-0"	4'-8"			
S532	NOT USED										
S533	6		11'-05"	72	2	3'-10"	4'-0"	3'-10"			
S534	40		30'-00"	1,252	STR						
S535	368		7'-04"	2,815	23	11"	3'-3"	3'-0"			2 3/4"
S536	120		8'-05"	1,054	29	11"	1'-7"	3'-2"	3'-0"		
S537	54		4'-11"	277	3	11"	1'-3"				
S538	54		5'-03"	296	3	11"	1'-5"				
S539	4		6'-05"	27	3	1'-8"	1'-3"				
S540	4		6'-09"	29	3	1'-8"	1'-5"				
S541	8		5'-08"	48	STR						
S542	8		5'-08"	48	25	1'-10"	2'-5"	1'-5"	1 1/2"	5"	
S543	10		7'-07"	80	STR						
S544	220		6'-05"	1,473	STR						
S545	10		8'-05"	88	STR						
S546	10		7'-03"	76	STR						
S547	8		29'-07"	247	STR						
S548	8		25'-09"	215	STR						
S549	4		12'-03"	52	STR						
S601	46		6'-05"	444	STR						
S602	488		5'-02"	3,788	1	1'-6"	3'-10"				
S603	492		3'-01"	2,279	28	11"	1'-7"				
S604	4		2'-05"	15	1	1'-0"	1'-7"				
	4		3'-11"				3'-1"				
S605	SER. OF	TO		316	1	1'-0"	TO				1"
	12		4'-10"				4'-0"				
S606	12		4'-00"	73	1	1'-0"	3'-2"				
S607	2		8'-05"	26	STR						
S608	2		7'-07"	23	STR						
S609	2		4'-06"	14	STR						
S610	2		7'-03"	22	STR						
* S801	36		24'-03"	2,331	STR						
* S802	8		31'-07"	675	1	30'-5"	1'-4"				
S803	8		8'-03"	177	1	7'-1"	1'-4"				
S804	16		6'-07"	282	18	4'-2"	1'-1"	1'-1"			
* S805	30		2'-06"	201	STR						
S806	20		10'-08"	570	STR						
* S807	10		7'-03"	194	STR						
S808	30		9'-10"	788	STR						
* S809	64		25'-04"	4,329	STR						
S810	4		7'-11"	85	STR						
S811	6		7'-01"	114	STR						
* S812	2		1'-02"	7	STR						
* S813	2		5'-11"	32	STR						
S814	6		7'-01"	114	STR						
* S815	6		30'-05"	488	STR						
S816	4		2'-01"	23	STR						
S817	10		12'-06"	334	17	10'-8"					
D801	116		4'-11"	1,523	18	2'-7"	1'-0"	1'-0"			
SUPERSTRUCTURE TOTAL				115,101							

MARK	NUMBER		LENGTH	TOTAL LENGTH	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	R	INC
SUPERSTRUCTURE (PARAPET GLASS FIBER POLYMER REINFORCING)											
GS601	144		4'-06"	648'-0"	STR						
GFRP TOTAL				648'-0"							
INCLUDED WITH ITEM 509: NO XX GFRP DEFORMED BARS FOR PAYMENT											

REINFORCING STEEL LIST BRIDGE NO. HAM-75-1539L I-75 SB OVER SHARON RD.	DESIGN AGENCY TWO MIRANOVA PLACE SUITE 450 COLUMBUS, OHIO 43215	DATE 4/24/20	REVIEWED MJZ	STRUCTURE FILE NUMBER 3110931
HAM-75-14.61 PID No. 76256	30/36 636 708			

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS			
	REAR	FWD.	TOTAL				A	B	C	INC
ABUTMENTS										
A501	32	32	64	30'-00"	2,003	STR				
*A502	7	7	14	9'-03"	136	STR				
*A503	7	7	14	11'-06"	168	STR				
A504	8	8	16	23'-01"	386	STR				
*A505	2	2	4	13'-09"	58	STR				
*A506	2	2	4	15'-11"	67	STR				
A507	122	122	244	18'-01"	4,603	3	6'-2"	2'-7"		
A508	81	81	162	15'-05"	2,605	3	4'-0"	3'-5"		
A509	22	22	44	14'-03"	654	2	6'-2"	2'-2"	6'-2"	
A510	4	3	7	15'-07"	114	3	4'-1"	3'-5"		
A511	2	1	3	18'-05"	58	3	6'-3"	2'-8"		
A512	2	2	4	13'-01"	55	3	2'-2"	4'-1"		
A513	2	2	4	13'-11"	59	3	2'-2"	4'-6"		
	2	2	4	15'-03"				5'-2"		
A514	SER. OF	SER. OF	SER. OF	TO	514	3	2'-2"	TO		9 3/8"
	7	7	7	19'-11"				7'-6"		
	2	2	4	10'-05"			4'-3"		4'-3"	
A515	SER. OF	SER. OF	SER. OF	TO	370	2	TO	2'-2"	TO	9"
	7	7	7	14'-11"			6'-6"		6'-6"	
A516	1	1	2	16'-05"	35	2	7'-3"	2'-2"	7'-3"	
A517	4	4	8	17'-01"	143	2	7'-7"	2'-2"	7'-7"	
A518	3	3	6	17'-09"	112	2	7'-11"	2'-2"	7'-11"	
	1	1	2	3'-08"						
A519	SER. OF	SER. OF	SER. OF	TO	159	STR				2'-4 7/8"
	7	7	7	18'-00"						
	1	1	2	3'-03"						
A520	SER. OF	SER. OF	SER. OF	TO	153	STR				2'-4 7/8"
	7	7	7	17'-07"						
A521	1	1	2	21'-07"	46	19	1'-7"	18'-5"	7'-9"	
A522	1	1	2	21'-02"	45	19	1'-2"	18'-5"	7'-9"	
A523	1	1	2	15'-11"	34	2	7'-0"	2'-2"	7'-0"	
A524	1	1	2	16'-09"	35	2	7'-5"	2'-2"	7'-5"	
	1	1	2	3'-04"						
A525	SER. OF	SER. OF	SER. OF	TO	159	STR				2'-6"
	7	7	7	18'-04"						
	1	1	2	3'-09"						
A526	SER. OF	SER. OF	SER. OF	TO	165	STR				2'-6"
	7	7	7	18'-09"						
A527	1	1	2	21'-01"	44	19	1'-3"	18'-5"	7'-5"	
A528	1	1	2	21'-05"	45	19	1'-7"	18'-5"	7'-5"	
A801	32	32	64	30'-00"	5,127	STR				
*A802	5	5	10	12'-03"	328	STR				
*A803	5	5	10	14'-05"	385	STR				
*A804	6	6	12	19'-10"	636	STR				
*A805	6	6	12	17'-08"	567	STR				
ABUTMENT TOTAL					20,068					

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS			
	REAR	FWD.	TOTAL				A	B	C	INC
DIAPHRAGM GUIDE										
DG601	5	5	10	16'-09"	252	3	4'-0 3/4"	3'-8 1/2"		
DG801	9	9	18	13'-08"	657	5	2'-8"	3'-7"	2'-4"	

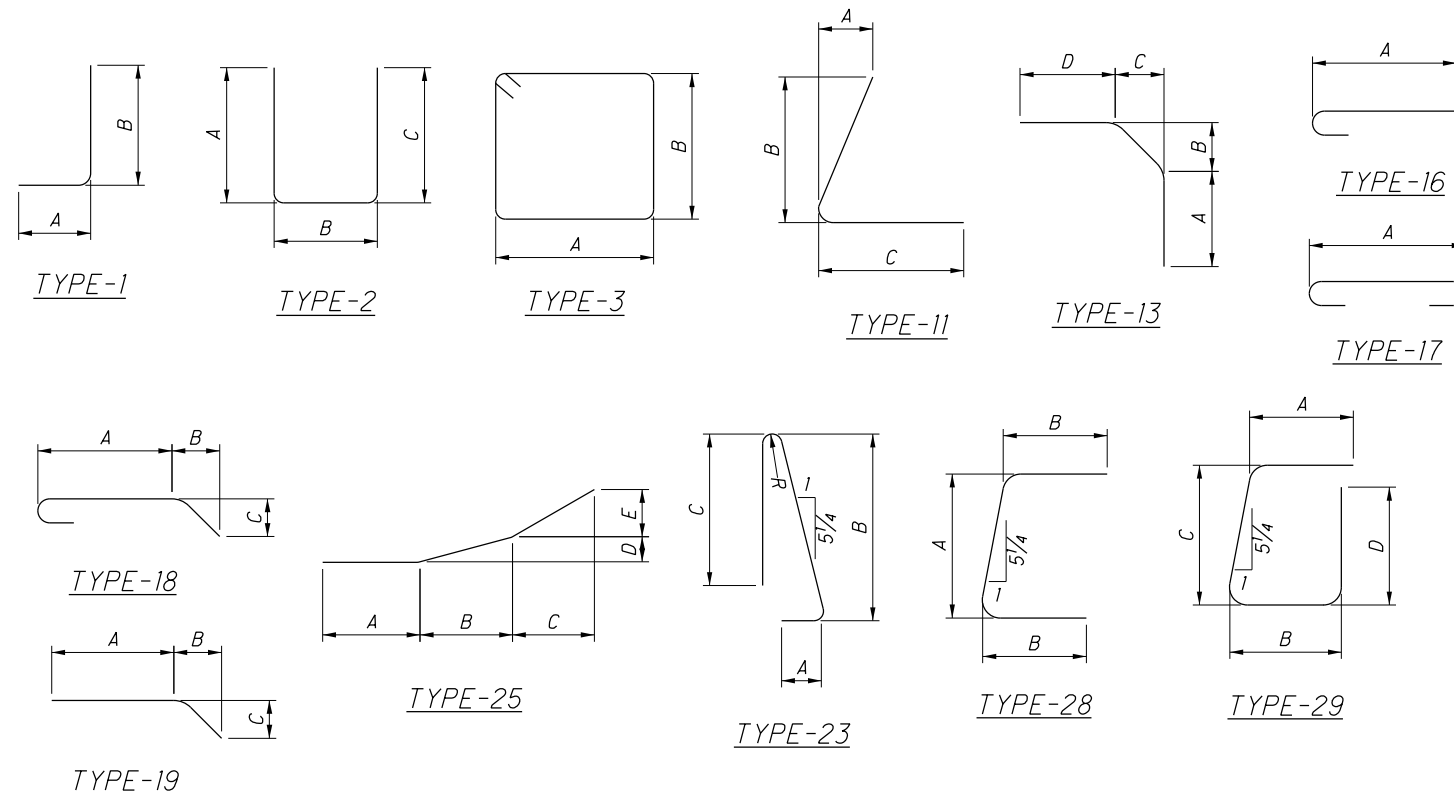
FOR INFORMATION ONLY. NOT INCLUDED WITH ITEM 509.

NOTES:

- THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
- ALL REINFORCEMENT IS TO BE EPOXY COATED.
- * - MECHANICALLY SPLICED BAR: LENGTH GIVEN INCLUDES 2 INCHES OF CLEARANCE AT EACH END. CONTRACTOR SHALL ADJUST LENGTH AS REQUIRED FOR TYPE OF MECHANICAL SPLICE USED.

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS			
					A	B	C	D
SUPERSTRUCTURE (INTERMEDIATE DIAPHRAGMS)								
SI401	198	10'-08"	1,411	3	6"	4'-9"		
SI601	72	9'-08"	1,045	STR				
SI602	84	11'-00"	1,388	13	3'-10"	7"	1'-2"	6'-0"
SI603	54	10'-06"	852	STR				
INTERMEDIATE DIAPHRAGM TOTAL			4,696					

FOR INFORMATION ONLY NOT INCLUDED WITH ITEM 509.



STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- AS-1-15 DATED/REVISED 7-17-15
- AS-2-15 DATED/REVISED 1-18-19
- PCB-91 DATED/REVISED 1-18-13
- PSID-1-13 DATED/REVISED 7-20-18
- SBR-1-13 DATED/REVISED 7-20-18
- SICD-1-96 DATED/REVISED 7-18-14
- SICD-2-14 DATED/REVISED 7-18-14

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

- 840 DATED 4-17-20
- 846 DATED 4-17-15
- 866 DATED 4-21-17
- 867 DATED 1-18-19
- 878 DATED 1-17-20

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO THE 8TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2017 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

LOAD MODIFIER FOR OPERATIONAL IMPORTANCE

OPERATIONAL IMPORTANCE: A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN LOADING

DESIGN LOADING: HL-13

FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

DESIGN DATA

- CONCRETE CLASS QC3 - COMPRESSIVE STRENGTH 4.5 KSI (BRIDGE DECK, DIAPHRAGM, APPROACH SLAB)
- CONCRETE CLASS CO SCC - COMPRESSIVE STRENGTH 4.5 KSI (PARAPETS)
- CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
- REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI
- STEEL PIPE PILES - GRADE A 252 - GRADE 3 - YIELD STRENGTH 45 KSI
- STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) - 9.5 KSI
COMPRESSIVE STRENGTH (RELEASE) - 7 KSI

WELDED WIRE FABRIC:
YIELD STRENGTH - 70 KSI

PRESTRESSING STRAND:
AREA = 0.217 IN²
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL

2.5" CONCRETE COVER

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

EXISTING STRUCTURE PLANS:

CONSTRUCTION PLANS FOR EXISTING BRIDGE ARE ON FILE AT THE DEPARTMENT OF TRANSPORTATION, DISTRICT 8 OFFICE, 505 SOUTH STATE ROUTE 741, LEBANON, OHIO AND ARE AVAILABLE FOR REFERENCE.

PILE DRIVING CONSTRAINTS

PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV), CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT UP TO THE BOTTOM OF THE FOOTINGS. PROVIDE A SURCHARGE FROM THE BOTTOM OF THE ABUTMENT FOOTING TO THE BOTTOM OF THE SUBGRADE FOR A MINIMUM DISTANCE OF 100 FEET BEHIND THE ABUTMENT. SURCHARGE LOADS SHALL REMAIN UNTIL THE REQUIRED SETTLEMENT HAS OCCURRED AND AS DIRECTED BY THE ENGINEER. COMPLETE THE MSE WALL CONSTRUCTION IMMEDIATELY FOLLOWING THE SURCHARGE REMOVAL.

THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING PILES, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

ABUTMENT PILE DRIVING TO THE UBV (FOR PILES DRIVEN AFTER MSE CONSTRUCTION) OR PILE REDRIVING (FOR PILES PRE-DRIVEN BEFORE MSE CONSTRUCTION) MAY NOT BEGIN UNTIL A MINIMUM 30 DAY CALENDAR DAY WAITING PERIOD HAS ELAPSED AFTER THE COMPLETION OF EMBANKMENT AND SURCHARGE CONSTRUCTION. THE WAITING PERIOD BEGINS ONCE THE APPROACH EMBANKMENT HAS REACHED THE PROPOSED SUBGRADE ELEVATION. THE WAITING PERIOD WILL BE EVALUATED ON A PER READING BASIS AND MAY BE EXTENDED OR TERMINATED BY THE DEPARTMENT BASED ON THE SETTLEMENT PLATFORM READINGS. CONSECUTIVE SETTLEMENT READINGS SHOULD BE RECORDED AT LEAST ONE WEEK AFTER EMBANKMENT CONSTRUCTION IS COMPLETE. TERMINATION OF THE SETTLEMENT MONITORING WILL BE EVALUATED AFTER THE 30 DAY WAITING PERIOD, PROVIDED THE SETTLEMENT PLATFORMS HAVE INDICATED 1/8" OR LESS OF SETTLEMENT FOR EACH OF THE LAST TWO WEEKS OF READING.

AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE PILES TO THE UBV. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH.

PROPRIETARY RETAINING WALL DATA

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE A NOMINAL (I.E. UNFACTORED) HORIZONTAL STRIP LOAD DUE TO FRICTION (FR) FROM THE SUPERSTRUCTURE OF 6.0 K/FT APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOT INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL IN THE DESIGN CALCULATIONS.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.4 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

PILES DRIVEN TO TIP ELEVATION FOR PILE/SOIL SETUP

THE ULTIMATE BEARING VALUE IS 330 KIPS PER PILE FOR THE ABUTMENT PILES. PART OF THE ULTIMATE BEARING VALUE WILL BE ACHIEVED THROUGH PILE/SOIL SETUP, WHICH IS A TIME-DEPENDENT INCREASE IN RESISTANCE THAT OCCURS IN SOME SOILS.

NOTIFY THE ENGINEER AT LEAST 5 DAYS BEFORE DRIVING PILES SO THAT THE ENGINEER CAN NOTIFY THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF STRUCTURAL ENGINEERING. DRIVE THE FIRST TWO PILES IN EACH SUBSTRUCTURE TO THE TIP ELEVATION GIVEN BELOW FOR THE SUBSTRUCTURE. DRIVE THE THIRD AND FORTH PILES TO 75% AND 85% OF THE LENGTH OF THE FIRST TWO PILES. PERFORM DYNAMIC LOAD TESTING ON ALL FOUR PILES WHILE DRIVING. AFTER DRIVING THE FOUR PILES, CEASE ALL DRIVING OPERATIONS AT THE SUBSTRUCTURE FOR A MINIMUM OF 7 DAYS. INCLUDE THE WAITING PERIOD AS A SEPARATE ACTIVITY IN THE PROGRESS SCHEDULE. AFTER THE WAITING PERIOD, PERFORM PILE RESTRIKES ON THE FOUR PILES (TWO RESTRIKE ITEMS). SUBMIT ALL TEST RESULTS TO THE ENGINEER. THE ENGINEER WILL REVIEW THE TEST RESULTS AND ESTABLISH DRIVING CRITERIA FOR THE PILING IN THE SUBSTRUCTURE WITH ASSISTANCE OF THE DISTRICT GEOTECHNICAL ENGINEER, THE OFFICE OF CONSTRUCTION ADMINISTRATION, AND THE OFFICE OF STRUCTURAL ENGINEERING.

IF THE DYNAMIC LOAD TESTING INDICATES A PILE HAS ACHIEVED THE ULTIMATE BEARING VALUE ABOVE THE TIP ELEVATION DURING THE INITIAL DRIVING (BEFORE THE WAITING PERIOD), STOP DRIVING AND NOTIFY THE ENGINEER. IF THE RESTRIKE TEST RESULTS ON THE FOUR PILES INDICATE THAT A PILE DID NOT ACHIEVE THE REQUIRED ULTIMATE BEARING VALUE, DRIVE THE PILE TO THE ESTABLISHED DRIVING CRITERIA.

REAR ABUTMENT PILES:
36 PILES 75 FEET LONG, ORDER LENGTH
TIP ELEVATION, 558.00 FEET
2 DYNAMIC LOAD TESTING ITEMS
2 RESTRIKES

FORWARD ABUTMENT PILES:
36 PILES 65 FEET LONG, ORDER LENGTH
TIP ELEVATION, 550.30 FEET
2 DYNAMIC LOAD TESTING ITEMS
2 RESTRIKES

ITEM 503. COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

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

ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

THE EXISTING STRUCTURE SHALL BE REMOVED IN ACCORDANCE WITH ITEM 202 EXCEPT THAT THE EXISTING ABUTMENTS SHALL BE REMOVED IN THEIR ENTIRETY.

ITEM 511 CLASS QC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK & ITEM 511 CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)

THIS ITEM MODIFIES THE STANDARD 511 CONCRETE FOR STRUCTURES SPECIFICATION TO INCLUDE MACRO-SYNTHETIC INTO THE SUPERSTRUCTURE CONCRETE. THIS ITEM SHALL CONFORM TO CMS 511 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

PROVIDE MATERIALS CONFORMING TO 511.02 EXCEPT AS MODIFIED BELOW:

PORTLAND CEMENT CONCRETE
499.03, CLASS QC 3 MEETING A DESIGN STRENGTH OF 4,500 PSI, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02 FIBERS FOR CONCRETE: ASTM C 1116, TYPE III
CORROSION INHIBITOR: 515.15

THE CLASS QC3 CONCRETE FOR THE SUPERSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA: WATER/CEMENT RATIO = 0.40 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.5 IN. MIN. TO 2.5 IN. MAX.) MEETING ASTM C1116 TYPE III SHALL BE ADDED TO THE MIX.

MIX SHALL INCLUDE A MIGRATING CORROSION INHIBITOR AS MANUFACTURED BY AN APPROVED SUPPLIER LISTED ON ODOT'S QUALIFIED APPROVED SUPPLIERS, ITEM 515.15. THE DOSAGE RATE LISTED ON THE ODOT QUALIFIED APPROVED SUPPLIERS LIST WILL APPLY.

ITEM 511 CLASS QC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK, & ITEM 511 CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) CONTINUED

THE MACRO-SYNTHETIC FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO 'BALLING' OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY 'BALLING' OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR. IT IS IMPORTANT TO FOLLOW INDUSTRY STANDARDS AND ASTM SPECIFICATIONS ON THE PREMIXING OF THE CEMENT, AGGREGATE, AND MACRO-SYNTHETIC FIBERS PRIOR TO THE ADDITION OF WATER AND ADMIXTURES. PROVIDE MACRO-SYNTHETIC FIBERS THAT ARE MONOFILAMENT FIBERS MADE FROM VIRGIN POLYPROPYLENE, POLYETHYLENE, OR CO-POLYMERS THAT ARE INERT TO ALKALI ATTACK. ENSURE THE MACRO-SYNTHETIC FIBERS HAVE A MINIMUM TENSILE STRENGTH OF 70 KSI, A MINIMUM MODULUS OF ELASTICITY OF 800 KSI, A MINIMUM FILAMENT DIAMETER OF 0.012 INCHES, AND ASPECT RATIO BETWEEN 60 AND 100, AND ARE BETWEEN 1.0 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURER'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE TRANSIT MIXER CHARGE SHALL BE LIMITED TO 3/4 OF ITS RATED CAPACITY OR 6 CUBIC YARDS, WHICHEVER IS SMALLER. THE FIRST THREE TRANSIT MIXER LOADS ARE REQUIRED TO BE AT THE MINIMUM YARDAGE LISTED ABOVE TO SHOW PROOF OF THE SUCCESSFUL BATCHING OPERATION. AFTER CONSISTENCY IN THE DELIVERED MATERIAL HAS BEEN ESTABLISHED, THE CONCRETE SUPPLIER MAY INCREASE THE BATCH DELIVERED QUANTITIES AS LONG AS THE QUALITY REMAINS ACCEPTABLE TO THE ENGINEER. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY.

CONCRETE SUPPLIERS SHOULD RECOGNIZE THAT THE CORROSION INHIBITOR AND ADMIXTURES MAY HAVE AN EFFECT ON STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE CORROSION INHIBITOR IS SUGGESTED TO BE A MCI PRODUCT BY CORTEC OR AN APPROVED EQUAL FROM THE QUALIFIED PRODUCTS LIST. THE CONCRETE SUPPLIER'S CHOICE OF ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS. PLEASE BE ADVISED THAT SOME PRODUCTS ON THE LIST EFFECT THE DELIVERED MIX PROPERTIES GREATLY WHILE OTHER PRODUCTS DO NOT.

APPROACH SLABS, DIAPHRAGMS, AND BRIDGE RAILING CONCRETE (WHEN APPLICABLE) ARE TO USE THE SAME MIX DESIGN AS THE BRIDGE DECK. THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED. USE SELF-COMPACTING CONCRETE ON DECORATIVE RAILING SIMILAR TO TEXAS RAILING AND MACRO-SYNTHETIC CONCRETE PER THIS SPECIFICATION ON TRADITIONAL CONCRETE RAILING WHEN APPLICABLE.

THE CONTRACTOR SHALL PROVIDE TRADITIONAL BRIDGE DECK FORMS CONFORMING TO CMS 508. PERMANENT STAY-IN-PLACE (SIP) FORMS ARE NOT ALLOWED. THE PLACING OF THE DECK AND THE APPROACH SLABS IN THE SAME CONCRETE POUR IS NOT PERMITTED.

DESIGN AGENCY	TWO WIRANOVA PLACE SUITE 480 COLUMBUS, OHIO 43215	
	wsp	
DATE	4/24/20	STRUCTURE FILE NUMBER
REVIEWED	MJZ	3110966
DRAWN	RLC	REVISED
DESIGNED	RLC	CHECKED
		SAP
GENERAL NOTES		
BRIDGE NO. HAM-75-1539R I-75 NB OVER SHARON RD.		
HAM-75-14.61 PID No. 76256		
3/36		
645 708		

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
SUPERSTRUCTURE											
S401	396	30'-00"	7,936	STR							
S402	94	23'-07"	1,481	STR							
S403	563	8'-11"	3,354	16	8'-5"						
S404	28	4'-07"	86	35	3'-9"	7"				2"	
S405	4	4'-00"	11	STR							
S406	8	6'-07"	36	STR							
S407	8	6'-04"	34	STR							
S408	32	5'-11"	127	28	4'-0"	1'-0"					
S409	48	4'-00"	129	STR							
S410	32	5'-00"	107	2	8"	3'-10"	8"				
S411	364	3'-00"	730	11	1'-1"	1'-8"	1'-1"				
S412	364	1'-08"	406	19	10"	2"	10"				
S501	420	30'-00"	13,142	STR							
S502	105	28'-07"	3,131	STR							
S504	276	20'-03"	5,830	STR							
* S505	273	24'-11"	7,095	STR							
* S506	548	21'-06"	12,289	STR							
S507	SER. OF	TO	58	STR							2'-7"
	5	16'-02"									
	1	3'-00"									
S508	SER. OF	TO	101	STR							2'-7"
	8	21'-01"									
	1	5'-00"									
* S509	SER. OF	TO	144	STR							2'-7"
	9	25'-08"									
	1	5'-11"									
S510	SER. OF	TO	125	STR							2'-7"
	8	24'-00"									
	1	5'-10"									
S511	SER. OF	TO	125	STR							2'-7"
	8	23'-11"									
	1	1'-08"									
* S512	SER. OF	TO	113	STR							2'-7"
	9	22'-04"									
	1	1'-07"									
S513	SER. OF	TO	112	STR							2'-7"
	9	22'-03"									
	1	5'-11"									
S514	SER. OF	TO	78	STR							2'-7"
	6	18'-10"									
S516	274	25'-11"	7,407	STR							
* S517	275	19'-11"	5,713	STR							
* S518	276	16'-01"	4,630	STR							
S519	273	27'-07"	7,855	STR							
S520	12	7'-06"	94	STR							
S521	NOT USED										
	1	6'-04"									
S522	SER. OF	TO	103	STR							2'-7"
	7	21'-10"									
	1	3'-00"									
S523	SER. OF	TO	153	STR							2'-7"
	10	26'-03"									
	1	2'-05"									
* S524	SER. OF	TO	96	STR							2'-7"
	8	20'-06"									
	1	6'-01"									
S525	SER. OF	TO	79	STR							2'-7"
	6	19'-00"									
	1	5'-07"									
S526	SER. OF	TO	57	STR							2'-7"
	5	15'-11"									
	1	1'-08"									
* S527	SER. OF	TO	69	STR							2'-7"
	7	17'-02"									
	1	1'-07"									
S528	SER. OF	TO	167	STR							2'-7"
	11	27'-05"									

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
SUPERSTRUCTURE (CONT.)											
S529	SER. OF	TO	133	STR							2'-7"
	8	24'-11"									
S530	116	8'-05"	1,019	2	2'-7"	3'-6"	2'-7"				
S531	244	13'-01"	3,330	2	4'-8"	4'-0"	4'-8"				
S532	NOT USED										
S533	6	11'-05"	72	2	3'-10"	4'-0"	3'-10"				
S534	40	30'-00"	1,252	STR							
S535	368	7'-04"	2,815	23	11"	3'-3"	3'-0"			2 3/4"	
S536	120	8'-05"	1,054	29	11"	1'-7"	3'-2"	3'-0"			
S537	54	4'-11"	277	3	11"	1'-3"					
S538	54	5'-03"	296	3	11"	1'-5"					
S539	4	6'-05"	27	3	1'-8"	1'-3"					
S540	4	6'-09"	29	3	1'-8"	1'-5"					
S541	8	5'-08"	48	STR							
S542	8	5'-08"	48	25	1'-10"	2'-5"	1'-5"	1 1/2"	5"		
S543	10	7'-07"	80	STR							
S544	220	6'-05"	1,473	STR							
S545	10	8'-05"	88	STR							
S546	10	7'-03"	76	STR							
S547	8	29'-07"	247	STR							
S548	8	25'-09"	215	STR							
S549	4	12'-03"	52	STR							
S601	46	6'-05"	444	STR							
S602	488	5'-02"	3,788	1	1'-6"	3'-10"					
S603	492	3'-01"	2,279	28	11"	1'-7"					
S604	4	2'-05"	15	1	1'-0"	1'-7"					
	4	3'-11"				3'-1"					
S605	SER. OF	TO	316	1	1'-0"	TO					1"
	12	4'-10"				4'-0"					
S606	12	4'-00"	73	1	1'-0"	3'-2"					
S607	2	8'-05"	26	STR							
S608	2	7'-07"	23	STR							
S609	2	4'-06"	14	STR							
S610	2	7'-03"	22	STR							
* S801	36	24'-03"	2,331	STR							
* S802	8	31'-07"	675	1	30'-5"	1'-4"					
S803	8	8'-03"	177	1	7'-1"	1'-4"					
S804	16	6'-07"	282	18	4'-2"	1'-1"	1'-1"				
* S805	30	2'-06"	201	STR							
S806	20	10'-08"	570	STR							
* S807	10	7'-03"	194	STR							
S808	30	9'-10"	788	STR							
* S809	64	25'-04"	4,329	STR							
S810	4	7'-11"	85	STR							
S811	6	7'-01"	114	STR							
* S812	2	1'-02"	7	STR							
* S813	2	5'-11"	32	STR							
S814	6	7'-01"	114	STR							
* S815	6	30'-05"	488	STR							
S816	4	2'-01"	23	STR							
S817	10	12'-06"	334	17	10'-8"						
D801	116	4'-11"	1,523	18	2'-7"	1'-0"	1'-0"				
SUPERSTRUCTURE TOTAL			115,101								

MARK	NUMBER	LENGTH	TOTAL LENGTH	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	R	INC	
SUPERSTRUCTURE (PARAPET GLASS FIBER POLYMER REINFORCING)											
GS601	144	4'-06"	648'-0"	STR							
GFRP TOTAL			648'-0"								
INCLUDED WITH ITEM 509: NO XX GFRP DEFORMED BARS FOR PAYMENT											

REINFORCING STEEL LIST
 BRIDGE NO. HAM-75-1539R
 I-75 NB OVER SHARON RD.

HAM-75-14.61
 PID No. 76256

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

 REVIEWED: MJZ 4/24/20
 DATE: 3110966
 DRAWN: LEL
 CHECKED: RLC
 REVISIONS: 3110966
 GPC

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MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS			
	REAR	FWD.	TOTAL				A	B	C	INC
ABUTMENTS										
A501	32	32	64	30'- 00"	2,003	STR				
* A502	7	7	14	9'- 03"	136	STR				
* A503	7	7	14	11'- 06"	168	STR				
A504	8	8	16	23'- 01"	386	STR				
* A505	2	2	4	13'- 09"	58	STR				
* A506	2	2	4	15'- 11"	67	STR				
A507	122	122	244	18'- 01"	4,603	3	6'-2"	2'-7"		
A508	81	81	162	15'- 05"	2,605	3	4'-0"	3'-5"		
A509	22	22	44	14'- 03"	654	2	6'-2"	2'-2"	6'-2"	
A510	4	4	8	15'- 07"	131	3	4'-1"	3'-5"		
A511	2	2	4	18'- 05"	77	3	6'-3"	2'-8"		
A512	2	2	4	13'- 01"	55	3	2'-2"	4'-1"		
A513	2	2	4	13'- 11"	59	3	2'-2"	4'-6"		
	2	2	4	15'- 01"				5'-1"		
A514	SER. OF	SER. OF	SER. OF	TO	507	3	2'-2"	TO		9"
	7	7	7	19'- 07"				7'-4"		
	1	1	2	10'- 03"			4'-2"		4'-2"	
A515	SER. OF	SER. OF	SER. OF	TO	183	2	TO	2'-2"	TO	9"
	7	7	7	14'- 09"			6'-5"		6'-5"	
A516	1	1	2	15'- 11"	34	2	7'-0"	2'-2"	7'-0"	
A517	2	2	4	16'- 05"	69	2	7'-3"	2'-2"	7'-3"	
A518	4	4	8	17'- 03"	144	2	7'-8"	2'-2"	7'-8"	
	1	1	2	3'- 08"						
A519	SER. OF	SER. OF	SER. OF	TO	159	STR				2'-4 7/8"
	7	7	7	18'- 00"						
	1	1	2	3'- 03"						
A520	SER. OF	SER. OF	SER. OF	TO	153	STR				2'-4 7/8"
	7	7	7	17'- 07"						
A521	1	1	2	21'- 07"	46	19	1'-7"	18'-5"	7'-9"	
A522	1	1	2	21'- 02"	45	19	1'-2"	18'-5"	7'-9"	
A523	3	3	6	18'- 01"	114	2	8'-1"	2'-2"	8'-1"	
	1	1	2	10'- 09"			4'-5"		4'-5"	
A524	SER. OF	SER. OF	SER. OF	TO	190	2	TO	2'-2"	TO	9"
	7	7	7	15'- 03"			6'-8"		6'-8"	
	1	1	2	3'- 04"						
A525	SER. OF	SER. OF	SER. OF	TO	159	STR				2'-6"
	7	7	7	18'- 04"						
	1	1	2	3'- 09"						
A526	SER. OF	SER. OF	SER. OF	TO	165	STR				2'-6"
	7	7	7	18'- 09"						
A527	1	1	2	21'- 01"	44	19	1'-3"	18'-5"	7'-5"	
A528	1	1	2	21'- 05"	45	19	1'-7"	18'-5"	7'-5"	
A801	32	32	64	30'- 00"	5,127	STR				
* A802	5	5	10	12'- 03"	328	STR				
* A803	5	5	10	14'- 05"	385	STR				
* A804	6	6	12	19'- 10"	636	STR				
* A805	6	6	12	17'- 08"	567	STR				
ABUTMENT TOTAL					20,102					

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS			
	REAR	FWD.	TOTAL				A	B	C	INC
DIAPHRAGM GUIDE										
DG601	5	5	10	16'- 09"	252	3	4'-0 3/4"	3'-8 1/2"		
DG801	9	9	18	13'- 08"	657	5	2'-8"	3'-7"	2'-4"	
FOR INFORMATION ONLY. NOT INCLUDED WITH ITEM 509.										

- NOTES:**
- THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
 - ALL REINFORCEMENT IS TO BE EPOXY COATED.
 - * - MECHANICALLY SPLICED BAR: LENGTH GIVEN INCLUDES 2 INCHES OF CLEARANCE AT EACH END. CONTRACTOR SHALL ADJUST LENGTH AS REQUIRED FOR TYPE OF MECHANICAL SPLICE USED.

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS			
		TOTAL				A	B	C	D
SUPERSTRUCTURE (INTERMEDIATE DIAPHRAGMS)									
SI401	198		10'- 08"	1,411	3	6"	4'-9"		
SI601	72		9'- 08"	1,045	STR				
SI602	84		11'- 00"	1,388	13	3'-10"	7"	1'-2"	6'-0"
SI603	54		10'- 06"	852	STR				
INTERMEDIATE DIAPHRAGM TOTAL				4,696					
FOR INFORMATION ONLY NOT INCLUDED WITH ITEM 509.									

