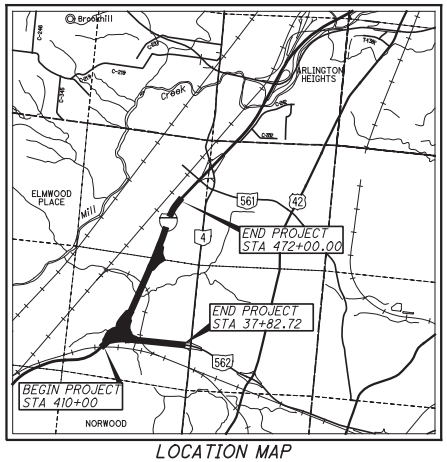
STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

HAM-75-7.85

CITY OF CINCINNATI

HAMILTON COUNTY



LOCATION MAP

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

SCALE IN MILES

0 1/2 1

N

PORTION TO BE IMPROVED

INTERSTATE HIGHWAY

FEDERAL ROUTES

STATE ROUTES

COUNTY & TOWNSHIP ROADS

OTHER ROADS

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

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

DESIGN EXCEPTIONS

DESIGN FEATURE	APPROVAL DATE	SHEET NUMBERS
SHOULDER WIDTH	3/2/2015	265,268,
STOPPING SIGHT DISTANCE	2/20/2013	268,274,275,281, 277,278

ADA DESIGN WAIVERS

NONE REQUIRED

PROJECT DESCRIPTION

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

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

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.

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND SIDE ROADS EXCEPT AS NOTED ON SHEETS 37 & 38, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

NOT FOR CONSTRUCTION
REFERENCE ONLY

STANDARD CONSTRUCTION DRAWINGS

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

SPECIAL PROVISIONS

WATERWAY PERMIT (08/14/23)

OHIO EPA 513 PERMIT (7/7/21)

CROSSHOLE SONIC LOGGING (CSL) (6/11/19)

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:

EMH&T
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

FEDERAL PROJECT NO. E240(935)

PID NO. 121447

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

HAM-75-7.85

1/1045

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INDEX OF SHEETS

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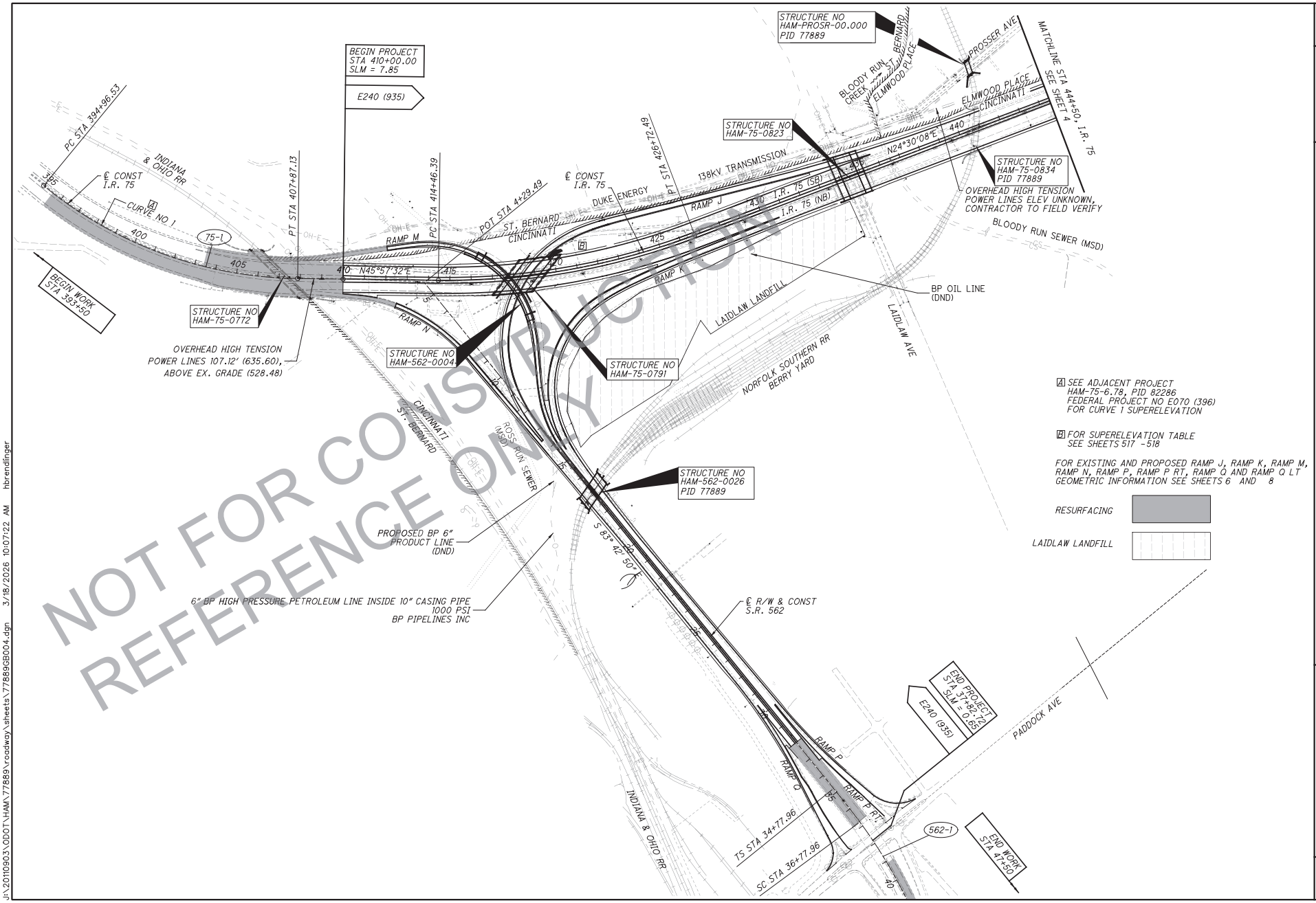

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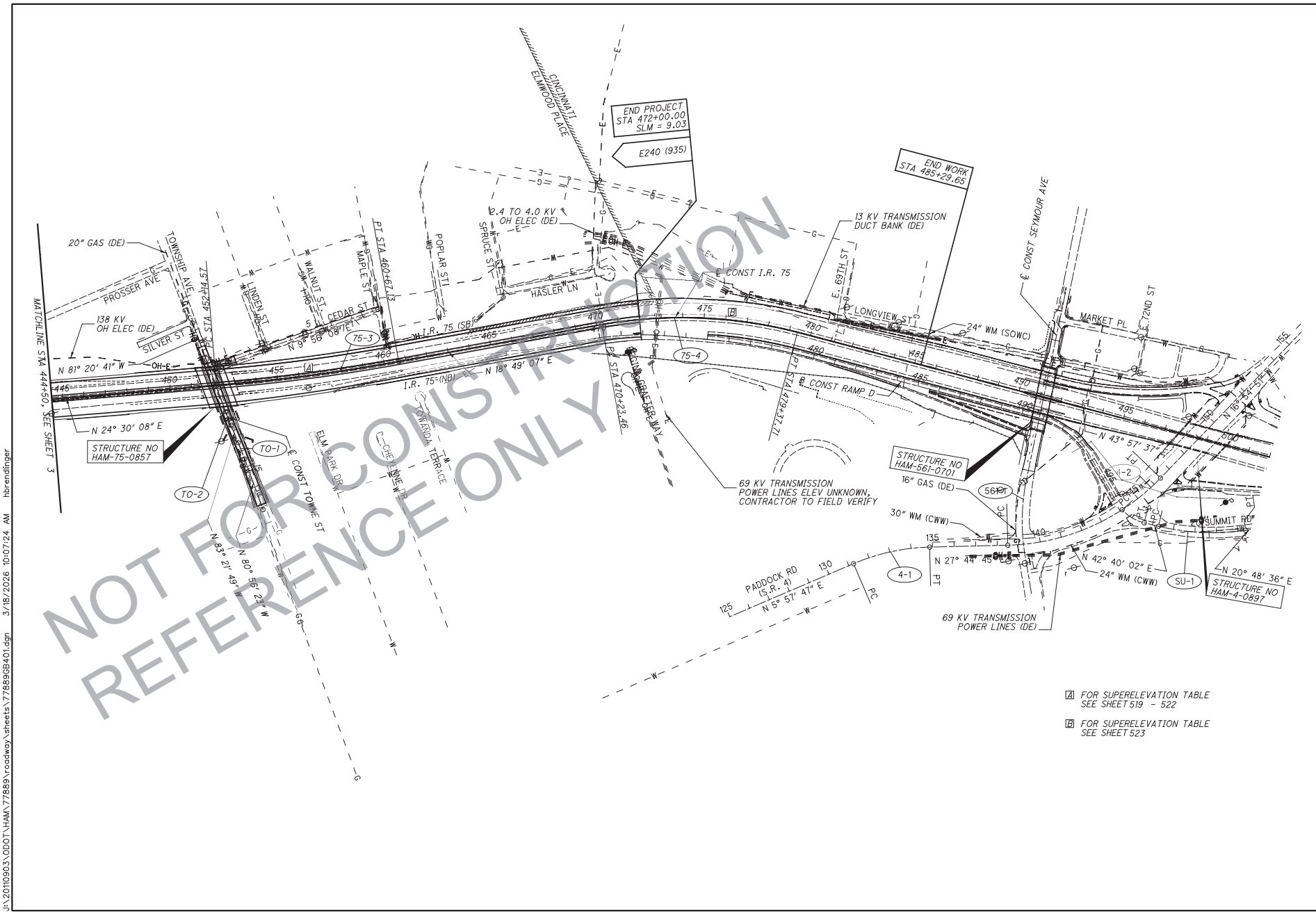
SCHEMATIC PLAN
I.R. 75 & S.R. 562 NORWOOD LATERAL PKWY

HAM-75-7.85



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REFERENCE ONLY

HORIZONTAL SCALE IN FEET
0 100 200 400

SCHEMATIC PLAN
I.R. 75

HAM-75-7.85

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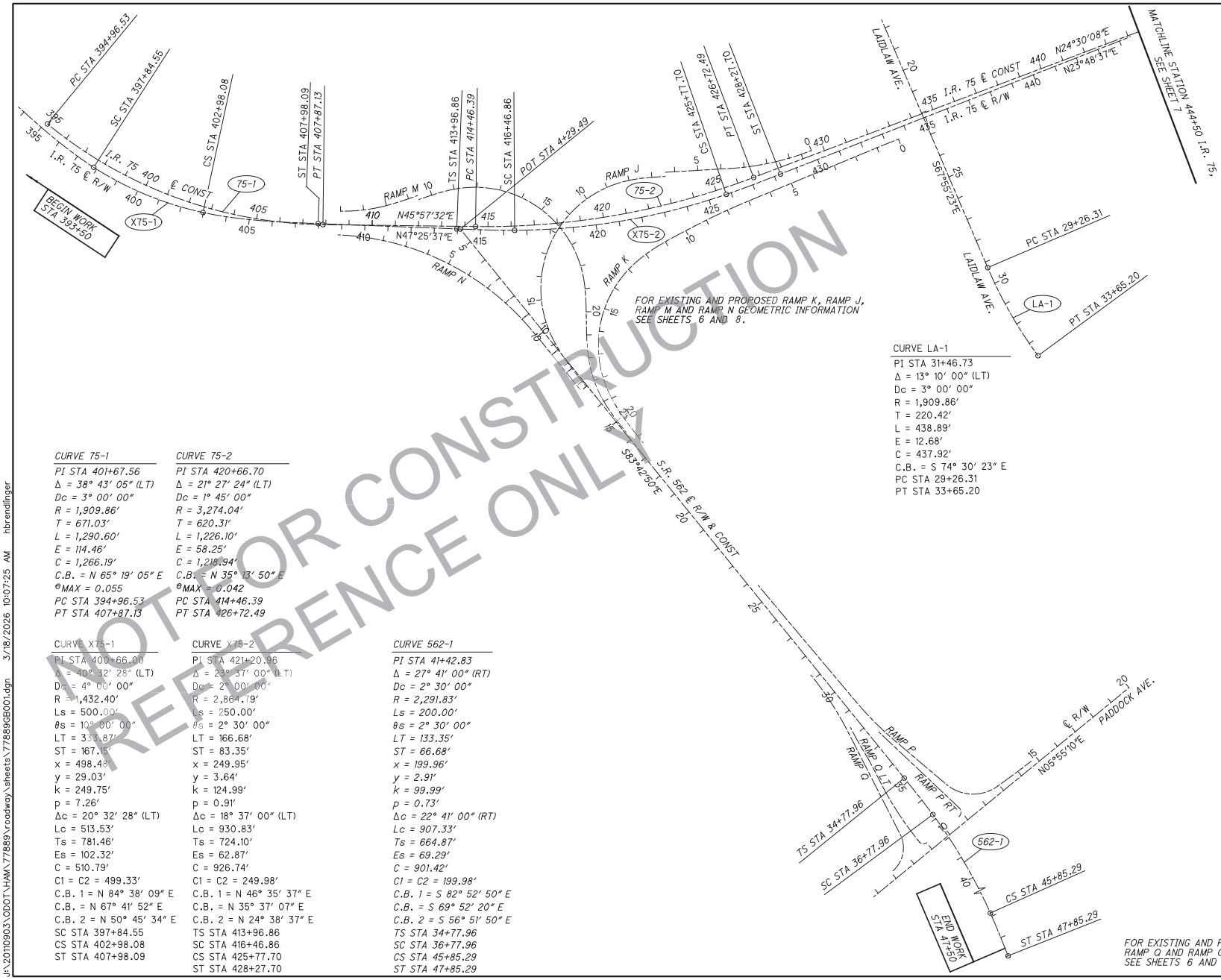

CURVE LA-1
PI STA 31+46.73
Δ = 13° 10′ 00″ (LT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 220.42′
L = 438.89′
E = 12.68′
C = 437.92′
C.B. = S 74° 30′ 23″ E
PC STA 29+26.31
PT STA 33+65.20

CURVE 75-1
PI STA 401+67.56
Δ = 38° 43′ 05″ (LT)
Dc = 3° 00′ 00″
R = 1,909.86′
T = 671.03′
L = 1,290.60′
E = 114.46′
C = 1,266.19′
C.B. = N 65° 19′ 05″ E
θMAX = 0.055
PC STA 394+96.53
PT STA 407+87.13

CURVE 75-2
PI STA 420+66.70
Δ = 21° 27′ 24″ (LT)
Dc = 1° 45′ 00″
R = 3,274.04′
T = 620.31′
L = 1,226.10′
E = 58.25′
C = 1,218.94′
C.B. = N 35° 13′ 50″ E
θMAX = 0.042
PC STA 414+46.39
PT STA 426+72.49

CURVE X75-1
PI STA 400+66.00
Δ = 40° 32′ 28″ (LT)
Dc = 4° 00′ 00″
R = 1,432.40′
Ls = 500.00′
θs = 10° 00′ 00″
LT = 338.87′
ST = 167.15′
x = 498.48′
y = 29.03′
k = 249.75′
p = 7.26′
Δc = 20° 32′ 28″ (LT)
Lc = 513.53′
Ts = 781.46′
Es = 102.32′
C = 510.79′
C1 = C2 = 499.33′
C.B. 1 = N 84° 38′ 09″ E
C.B. = N 67° 41′ 52″ E
C.B. 2 = N 50° 45′ 34″ E
SC STA 397+84.55
CS STA 402+98.08
ST STA 407+98.09

CURVE X75-2
PI STA 421+20.96
Δ = 23° 37′ 00″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
Ls = 250.00′
θs = 2° 30′ 00″
LT = 166.68′
ST = 83.35′
x = 249.96′
y = 3.64′
k = 124.99′
p = 0.91′
Δc = 18° 37′ 00″ (LT)
Lc = 930.83′
Ts = 724.10′
Es = 62.87′
C = 926.74′
C1 = C2 = 249.98′
C.B. 1 = N 46° 35′ 37″ E
C.B. = N 35° 37′ 07″ E
C.B. 2 = N 24° 38′ 37″ E
TS STA 413+96.86
SC STA 416+46.86
CS STA 425+77.70
ST STA 428+27.70

CURVE 562-1
PI STA 41+42.83
Δ = 27° 41′ 00″ (RT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 200.00′
θs = 2° 30′ 00″
LT = 133.35′
ST = 66.68′
x = 199.96′
y = 2.91′
k = 99.99′
p = 0.73′
Δc = 22° 41′ 00″ (RT)
Lc = 907.33′
Ts = 664.87′
Es = 69.29′
C = 901.42′
C1 = C2 = 199.98′
C.B. 1 = S 82° 52′ 50″ E
C.B. = S 69° 52′ 20″ E
C.B. 2 = S 56° 51′ 50″ E
TS STA 34+77.96
SC STA 36+77.96
CS STA 45+85.29
ST STA 47+85.29

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET
0 100 200 400

GEOMETRIC PLAN
MAINLINE I.R. 75 AND S.R. 562 DATA

HAM-75-7.85

5
1045

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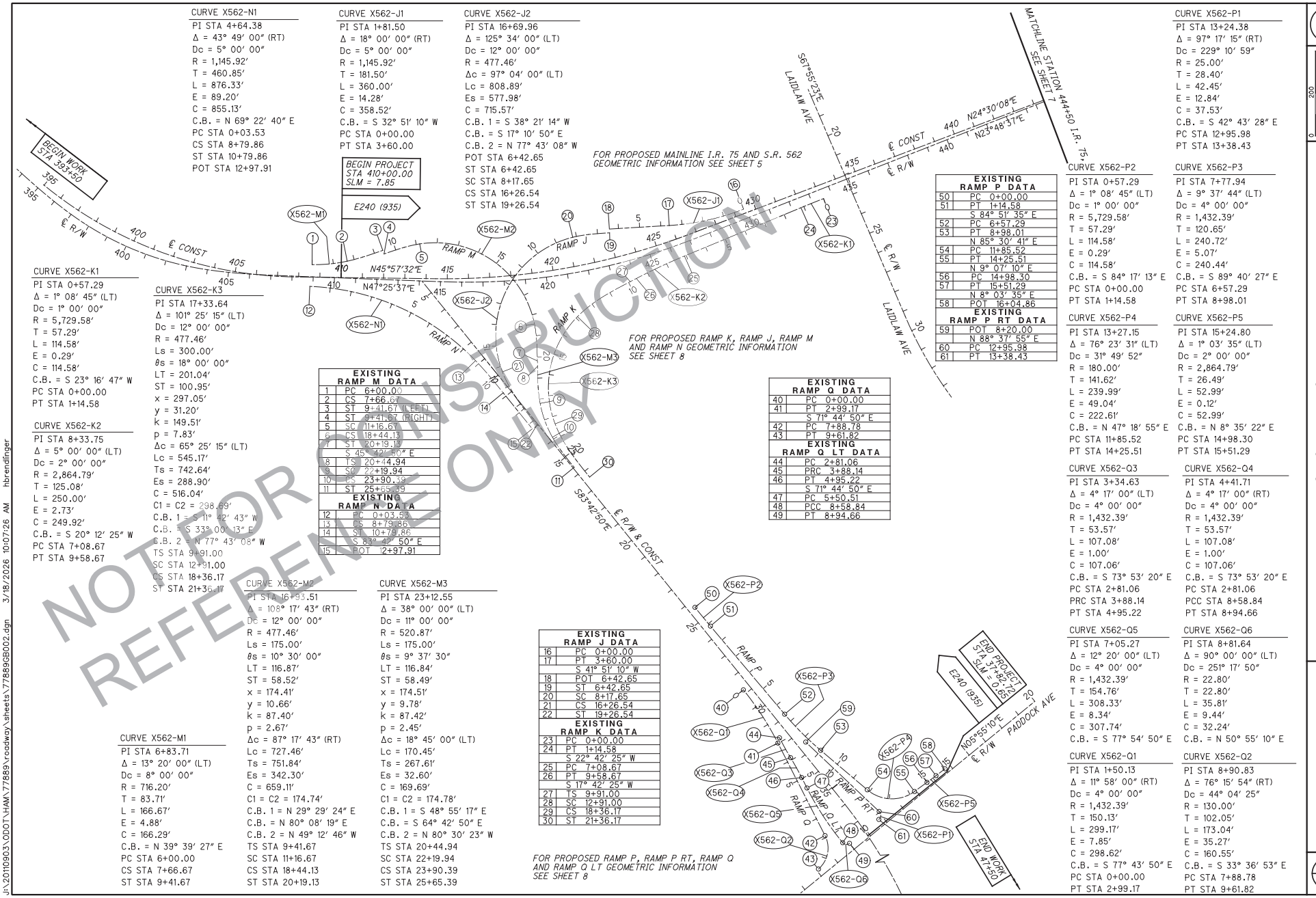

CURVE X562-N1
PI STA 4+64.38
Δ = 43° 49′ 00″ (RT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 460.85′
L = 876.33′
E = 89.20′
C = 855.13′
C.B. = N 69° 22′ 40″ E
PC STA 0+03.53
CS STA 8+79.86
ST STA 10+79.86
POT STA 12+97.91

CURVE X562-J1
PI STA 1+81.50
Δ = 18° 00′ 00″ (RT)
Dc = 5° 00′ 00″
R = 1,145.92′
T = 181.50′
L = 360.00′
E = 14.28′
C = 358.52′
C.B. = S 32° 51′ 10″ W
PC STA 0+00.00
PT STA 3+60.00

CURVE X562-J2
PI STA 16+69.96
Δ = 125° 34′ 00″ (LT)
Dc = 12° 00′ 00″
R = 477.46′
Δc = 97° 04′ 00″ (LT)
Lc = 808.89′
Es = 577.98′
C = 715.57′
C.B. 1 = S 38° 21′ 14″ W
C.B. = S 17° 10′ 50″ E
C.B. 2 = N 77° 43′ 08″ W
POT STA 6+42.65
ST STA 8+17.65
CS STA 16+26.54
ST STA 19+26.54

CURVE X562-P1
PI STA 13+24.38
Δ = 97° 17′ 15″ (RT)
Dc = 229° 10′ 59″
R = 25.00′
T = 28.40′
L = 42.45′
E = 12.84′
C = 37.53′
C.B. = S 42° 43′ 28″ E
PC STA 12+95.98
PT STA 13+38.43

CURVE X562-K1
PI STA 0+57.29
Δ = 1° 08′ 45″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 57.29′
L = 114.58′
E = 0.29′
C = 114.58′
C.B. = S 23° 16′ 47″ W
PC STA 0+00.00
PT STA 1+14.58

CURVE X562-K2
PI STA 8+33.75
Δ = 5° 00′ 00″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 125.08′
L = 250.00′
E = 2.73′
C = 249.92′
C.B. = S 20° 12′ 25″ W
PC STA 7+08.67
PT STA 9+58.67

CURVE X562-K3
PI STA 17+33.64
Δ = 101° 25′ 15″ (LT)
Dc = 12° 00′ 00″
R = 477.46′
Ls = 300.00′
θs = 18° 00′ 00″
LT = 201.04′
ST = 100.95′
x = 297.05′
y = 31.20′
k = 149.51′
p = 7.83′
Δc = 65° 25′ 15″ (LT)
Lc = 545.17′
Ts = 742.64′
Es = 288.90′
C = 516.04′
C1 = C2 = 298.69′
C.B. 1 = S 11° 42′ 43″ W
C.B. = S 33° 00′ 13″ E
C.B. 2 = N 77° 43′ 08″ W
TS STA 9+91.00
SC STA 12+91.00
CS STA 18+36.17
ST STA 21+36.17

EXISTING RAMP M DATA

1	PC	6+00.00
2	CS	7+66.67
3	ST	9+41.67 (LEFT)
4	ST	9+41.67 (RIGHT)
5	SC	11+16.67
6	CS	18+44.13
7	ST	20+19.13
		S 45° 42′ 50″ E
8	TS	20+44.94
9	SC	22+19.94
10	CS	23+90.39
11	ST	25+65.39

EXISTING RAMP N DATA

12	PC	0+03.58
13	CS	8+79.86
14	ST	10+79.86
		S 83° 42′ 50″ E
15	POT	12+97.91

EXISTING RAMP P DATA

50	PC	0+00.00
51	PT	1+14.58
		S 84° 51′ 35″ E
52	PC	6+57.29
53	PT	8+98.01
		N 85° 30′ 41″ E
54	PC	11+85.52
55	PT	14+25.51
		N 9° 07′ 10″ E
56	PC	14+98.30
57	PT	15+51.29
		N 8° 03′ 35″ E
58	POT	16+04.86

EXISTING RAMP P RT DATA

59	POT	8+20.00
		N 88° 37′ 55″ E
60	PC	12+95.98
61	PT	13+38.43

EXISTING RAMP Q DATA

40	PC	0+00.00
41	PT	2+99.17
		S 71° 44′ 50″ E
42	PC	7+88.78
43	PT	9+61.82

EXISTING RAMP Q LT DATA

44	PC	2+81.06
45	PRC	3+88.14
46	PT	4+95.22
		S 71° 44′ 50″ E
47	PC	5+50.51
48	PCC	8+58.84
49	PT	8+94.66

EXISTING RAMP J DATA

16	PC	0+00.00
17	PT	3+60.00
		S 41° 51′ 10″ W
18	POT	6+42.65
19	ST	6+42.65
20	SC	8+17.65
21	CS	16+26.54
22	ST	19+26.54

EXISTING RAMP K DATA

23	PC	0+00.00
24	PT	1+14.58
		S 22° 42′ 25″ W
25	PC	7+08.67
26	PT	9+58.67
		S 17° 42′ 25″ W
27	TS	9+91.00
28	SC	12+91.00
29	CS	18+36.17
30	ST	21+36.17

CURVE X562-P2
PI STA 0+57.29
Δ = 1° 08′ 45″ (LT)
Dc = 1° 00′ 00″
R = 5,729.58′
T = 57.29′
L = 114.58′
E = 0.29′
C = 114.58′
C.B. = S 84° 17′ 13″ E
PC STA 0+00.00
PT STA 1+14.58

CURVE X562-P3
PI STA 7+77.94
Δ = 9° 37′ 44″ (LT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 120.65′
L = 240.72′
E = 5.07′
C = 240.44′
C.B. = S 89° 40′ 27″ E
PC STA 6+57.29
PT STA 8+98.01

CURVE X562-P4
PI STA 13+27.15
Δ = 76° 23′ 31″ (LT)
Dc = 31° 49′ 52″
R = 180.00′
T = 141.62′
L = 239.99′
E = 49.04′
C = 222.61′
C.B. = N 47° 18′ 55″ E
PC STA 11+85.52
PT STA 14+25.51

CURVE X562-P5
PI STA 15+24.80
Δ = 1° 03′ 35″ (LT)
Dc = 2° 00′ 00″
R = 2,864.79′
T = 26.49′
L = 52.99′
E = 0.12′
C = 52.99′
C.B. = N 8° 35′ 22″ E
PC STA 14+98.30
PT STA 15+51.29

CURVE X562-Q3
PI STA 3+34.63
Δ = 4° 17′ 00″ (LT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 53.57′
L = 107.08′
E = 1.00′
C = 107.06′
C.B. = S 73° 53′ 20″ E
PC STA 2+81.06
PRC STA 3+88.14
PT STA 4+95.22

CURVE X562-Q4
PI STA 4+41.71
Δ = 4° 17′ 00″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 53.57′
L = 107.08′
E = 1.00′
C = 107.06′
C.B. = S 73° 53′ 20″ E
PC STA 2+81.06
PCC STA 8+58.84
PT STA 8+94.66

CURVE X562-Q5
PI STA 7+05.27
Δ = 12° 20′ 00″ (LT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 154.76′
L = 308.33′
E = 8.34′
C = 307.74′
C.B. = S 77° 54′ 50″ E

CURVE X562-Q6
PI STA 8+81.64
Δ = 90° 00′ 00″ (LT)
Dc = 251° 17′ 50″
R = 22.80′
T = 22.80′
L = 35.81′
E = 9.44′
C = 32.24′
C.B. = N 50° 55′ 10″ E

CURVE X562-Q1
PI STA 1+50.13
Δ = 11° 58′ 00″ (RT)
Dc = 4° 00′ 00″
R = 1,432.39′
T = 150.13′
L = 299.17′
E = 7.85′
C = 298.62′
C.B. = S 77° 43′ 50″ E
PC STA 0+00.00
PT STA 2+99.17

CURVE X562-Q2
PI STA 8+90.83
Δ = 76° 15′ 54″ (RT)
Dc = 44° 04′ 25″
R = 130.00′
T = 102.05′
L = 173.04′
E = 35.27′
C = 160.55′
C.B. = S 33° 36′ 53″ E
PC STA 7+88.78
PT STA 9+61.82

CURVE X562-M1
PI STA 6+83.71
Δ = 13° 20′ 00″ (LT)
Dc = 8° 00′ 00″
R = 716.20′
T = 83.71′
L = 166.67′
E = 4.88′
C = 166.29′
C.B. = N 39° 39′ 27″ E
PC STA 6+00.00
CS STA 7+66.67
ST STA 9+41.67

CURVE X562-M2
PI STA 16+93.51
Δ = 108° 17′ 43″ (RT)
Dc = 12° 00′ 00″
R = 477.46′
Ls = 175.00′
θs = 10° 30′ 00″
LT = 116.87′
ST = 58.52′
x = 174.41′
y = 10.66′
k = 87.40′
p = 2.67′
Δc = 87° 17′ 43″ (RT)
Lc = 727.46′
Ts = 751.84′
Es = 342.30′
C = 659.11′
C1 = C2 = 174.74′
C.B. 1 = N 29° 29′ 24″ E
C.B. = N 80° 08′ 19″ E
C.B. 2 = N 49° 12′ 46″ W
TS STA 9+41.67
SC STA 11+16.67
CS STA 18+44.13
ST STA 20+19.13

CURVE X562-M3
PI STA 23+12.55
Δ = 38° 00′ 00″ (LT)
Dc = 11° 00′ 00″
R = 520.87′
Ls = 175.00′
θs = 9° 37′ 30″
LT = 116.84′
ST = 58.49′
x = 174.51′
y = 9.78′
k = 87.42′
p = 2.45′
Δc = 18° 45′ 00″ (LT)
Lc = 170.45′
Ts = 267.61′
Es = 32.60′
C = 169.69′
C1 = C2 = 174.78′
C.B. 1 = S 48° 55′ 17″ E
C.B. = S 64° 42′ 50″ E
C.B. 2 = N 80° 30′ 23″ W
TS STA 20+44.94
SC STA 22+19.94
CS STA 23+90.39
ST STA 25+65.39

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET
0 100 200 400

GEOMETRIC PLAN
EXISTING RAMP BASELINE DATA

HAM-75-7.85

6
1045

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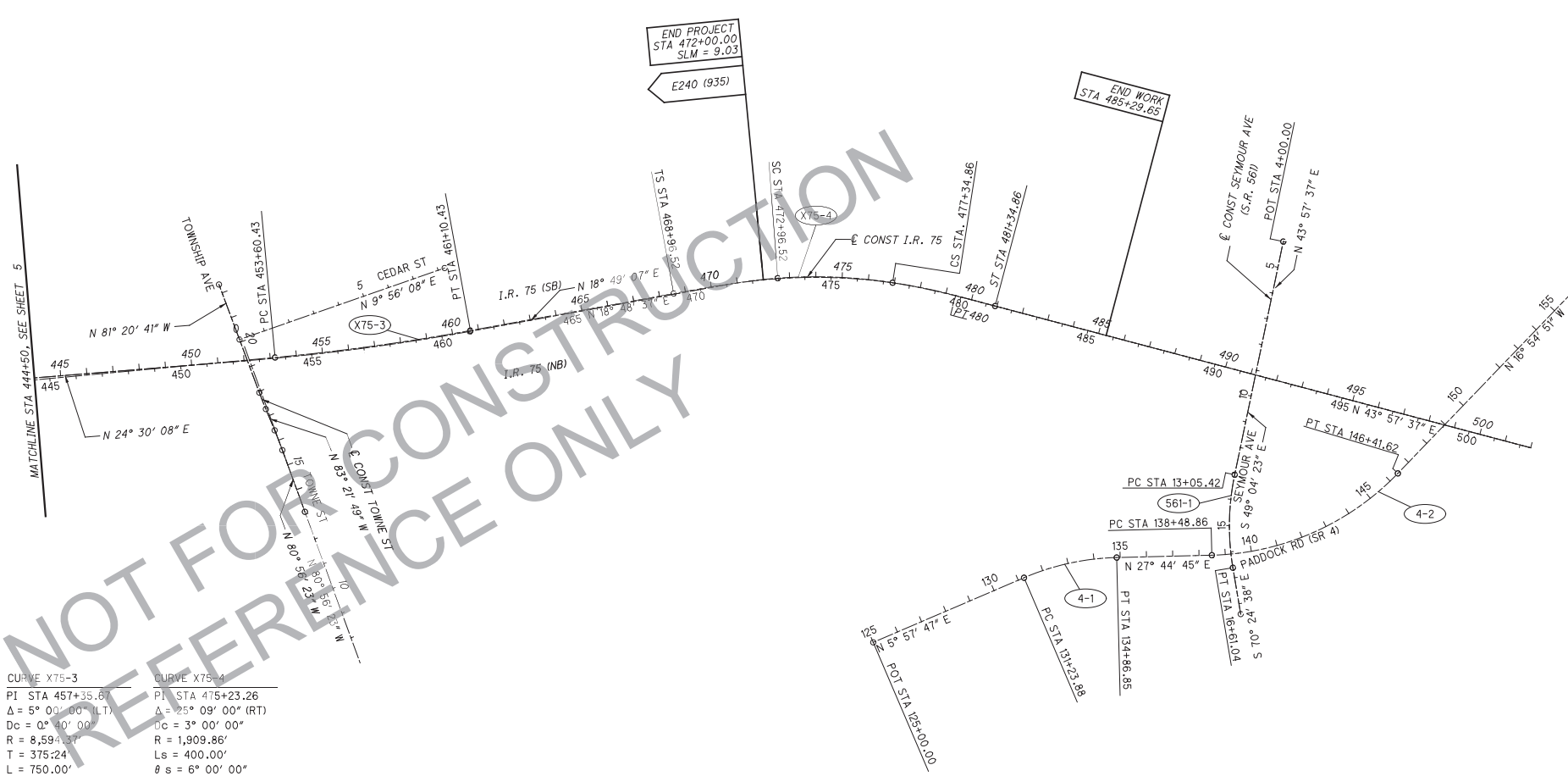

NOT FOR CONSTRUCTION
REFERENCE ONLY

CURVE X75-3
PI STA 457+35.67
Δ = 5° 00' 00" (LT)
Dc = 0° 40' 00"
R = 8,594.37'
T = 375.24'
L = 750.00'
E = 8.19'
e_{max} = 0.019
PC STA. 453+60.43
PT STA. 461+10.43

CURVE X75-4
PI STA 475+23.26
Δ = 25° 09' 00" (RT)
Dc = 3° 00' 00"
R = 1,909.86'
Ls = 400.00'
θ s = 6° 00' 00"
LT = 266.82'
ST = 133.47'
x = 399.56'
y = 13.95'
k = 199.93'
p = 3.49'
D c = 13° 09' 00" (RT)
Lc = 438.34'
Ts = 626.73'
Es = 50.52'
e_{max} = 0.055
TS STA. 468+96.52
SC STA. 472+96.52
CS STA. 477+34.86
ST STA. 481+34.86

CURVE 4-1
PI STA 133+07.58
Δ = 21° 46' 58" (RT)
Dc = 6° 00' 05"
R = 954.72'
T = 183.70'
L = 362.97'
E = 17.51'
C = 360.79'
C.B. = N 16° 51' 16" E
e_{max} = NC
PC STA. 131+23.88
PT STA. 134+86.85

CURVE 4-2
PI STA 142+66.61
Δ = 44° 39' 36" (LT)
Dc = 5° 38' 01"
R = 1,017.06'
T = 417.75'
L = 792.76'
E = 82.45'
C = 772.84'
C.B. = N 5° 24' 57" E
e_{max} = NC
PC STA. 138+48.86
PT STA. 146+41.62

CURVE 561-1
PI STA 14+85.32
Δ = 21° 20' 15" (LT)
Dc = 6° 00' 00"
R = 954.93'
T = 179.90'
L = 355.62'
E = 16.80'
C = 353.57'
C.B. = S 59° 44' 30" E
e_{max} = NC
PC STA. 13+05.42
PT STA. 16+61.04

CURVE 75-H1

PI STA 3+97.24	*PI STA 8+26.34*
D = 31° 00' 00" (RT)	*D = 43° 06' 15" (RT)*
Dc = 4° 00' 00"	*Dc = 44° 04' 25"*
R = 1,432.39'	*R = 130.00'*
T = 397.24'	*T = 51.34'*
L = 775.00'	*L = 97.80'*
E = 54.06'	*E = 9.77'*
C = 765.58'	*C = 95.51'*
C.B. = N 39° 18' 37" E	*C.B. = N 76° 21' 45" E*
e_{max} =	e_{max} =
PC Sta. 0+00.00	*PCC Sta. 7+75.00*
PT Sta. 7+75.00	*PT Sta. 8+72.80*

HORIZONTAL SCALE IN FEET
0 100 200 400

GEOMETRIC I.R. 75 PLAN
EXISTING MAINLINE I.R. 75 AND RAMP DATA

HAM-75-7.85

7
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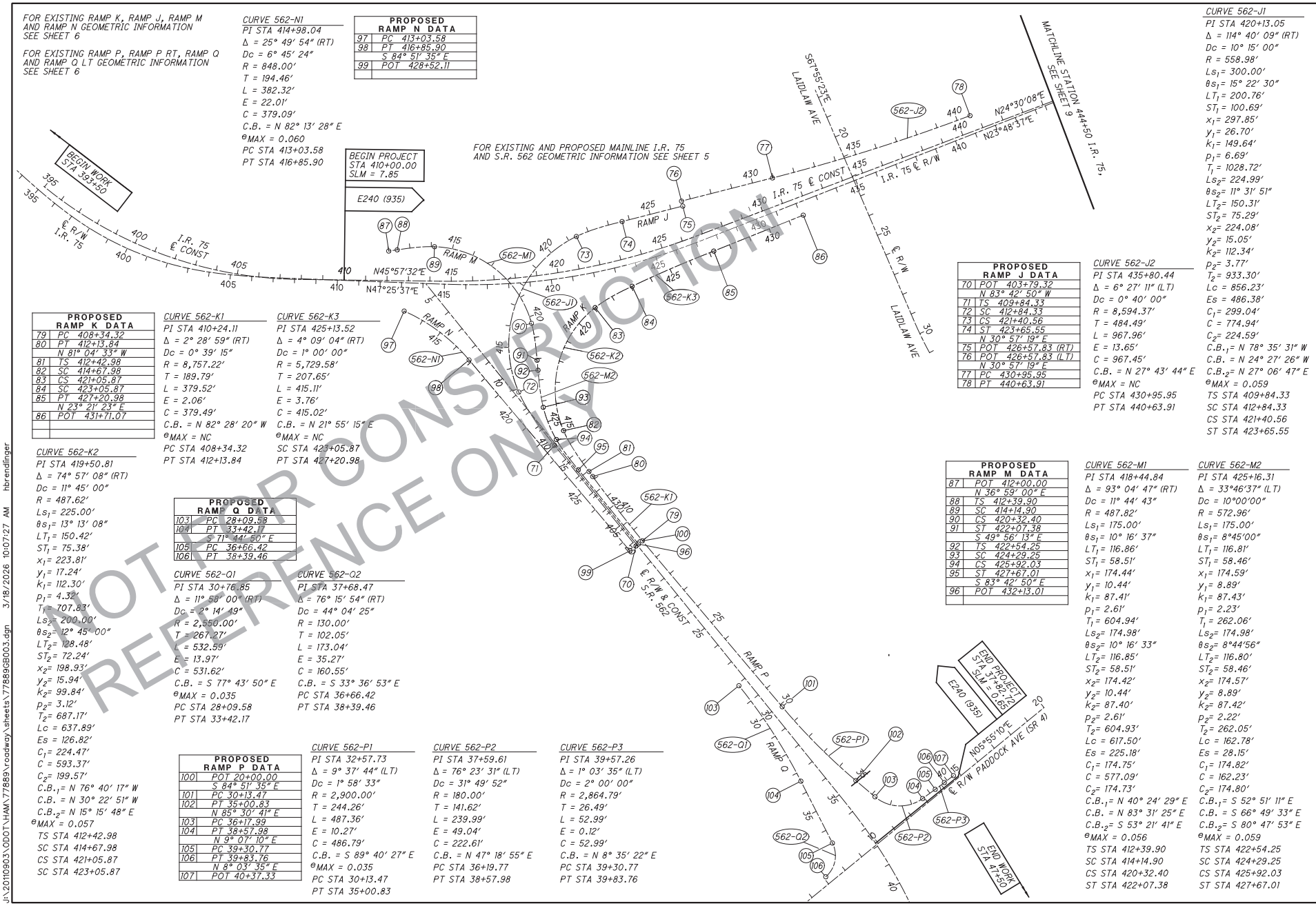

PROPOSED RAMP N DATA

97	PC 413+03.58
98	PT 416+85.90
	S 84° 51' 35" E
99	POT 428+52.11

CURVE 562-N1
PI STA 414+98.04
Δ = 25° 49' 54" (RT)
Dc = 6° 45' 24"
R = 848.00'
T = 194.46'
L = 382.32'
E = 22.01'
C = 379.09'
C.B. = N 82° 13' 28" E
e_{MAX} = 0.060
PC STA 413+03.58
PT STA 416+85.90

PROPOSED RAMP K DATA

79	PC 408+34.32
80	PT 412+13.84
	N 81° 04' 33" W
81	TS 412+42.98
82	SC 414+67.98
83	CS 421+05.87
84	SC 423+05.87
85	PT 427+20.98
	N 23° 21' 23" E
86	POT 431+71.07

CURVE 562-K1
PI STA 410+24.11
Δ = 2° 28' 59" (RT)
Dc = 0° 39' 15"
R = 8,757.22'
T = 189.79'
L = 379.52'
E = 2.06'
C = 379.49'
C.B. = N 82° 28' 20" W
e_{MAX} = NC
PC STA 408+34.32
PT STA 412+13.84

CURVE 562-K3
PI STA 425+13.52
Δ = 4° 09' 04" (RT)
Dc = 1° 00' 00"
R = 5,729.58'
T = 207.65'
L = 415.11'
E = 3.76'
C = 415.02'
C.B. = N 21° 55' 15" E
e_{MAX} = NC
SC STA 423+05.87
PT STA 427+20.98

CURVE 562-K2
PI STA 419+50.81
Δ = 74° 57' 08" (RT)
Dc = 11° 45' 00"
R = 487.62'
Ls_1 = 225.00'
θs_1 = 13° 13' 08"
LT_1 = 150.42'
ST_1 = 75.38'
x_1 = 223.81'
y_1 = 17.24'
k_1 = 112.30'
p_1 = 4.32'
T_1 = 707.83'
Ls_2 = 200.00'
θs_2 = 12° 45' 00"
LT_2 = 128.48'
ST_2 = 72.24'
x_2 = 198.93'
y_2 = 15.94'
k_2 = 99.84'
p_2 = 3.12'
T_2 = 687.17'
Lc = 637.89'
Es = 126.82'
C_1 = 224.47'
C = 593.37'
C_2 = 199.57'
$C.B._1$ = N 76° 40' 17" W
C.B. = N 30° 22' 51" W
$C.B._2$ = N 15° 15' 48" E
e_{MAX} = 0.057
TS STA 412+42.98
SC STA 414+67.98
CS STA 421+05.87
SC STA 423+05.87

PROPOSED RAMP Q DATA

103	PC 28+09.58
104	PT 33+42.17
	S 71° 44' 50" E
105	PC 36+66.42
106	PT 38+39.46

CURVE 562-Q1
PI STA 30+76.85
Δ = 11° 58' 00" (RT)
Dc = 2° 14' 49"
R = 2,550.00'
T = 267.27'
L = 532.59'
E = 13.97'
C = 531.62'
C.B. = S 77° 43' 50" E
e_{MAX} = 0.035
PC STA 28+09.58
PT STA 33+42.17

CURVE 562-Q2
PI STA 37+68.47
Δ = 76° 15' 54" (RT)
Dc = 44° 04' 25"
R = 130.00'
T = 102.05'
L = 173.04'
E = 35.27'
C = 160.55'
C.B. = S 33° 36' 53" E
PC STA 36+66.42
PT STA 38+39.46

PROPOSED RAMP P DATA

100	POT 20+00.00
	S 84° 51' 35" E
101	PC 30+13.47
102	PT 35+00.83
	N 85° 30' 41" E
103	PC 36+17.99
104	PT 38+57.98
	N 9° 07' 10" E
105	PC 39+30.77
106	PT 39+83.76
	N 8° 03' 35" E
107	POT 40+37.33

CURVE 562-P1
PI STA 32+57.73
Δ = 9° 37' 44" (LT)
Dc = 1° 58' 33"
R = 2,900.00'
T = 244.26'
L = 487.36'
E = 10.27'
C = 486.79'
C.B. = S 89° 40' 27" E
e_{MAX} = 0.035
PC STA 30+13.47
PT STA 35+00.83

CURVE 562-P2
PI STA 37+59.61
Δ = 76° 23' 31" (LT)
Dc = 31° 49' 52"
R = 180.00'
T = 141.62'
L = 239.99'
E = 49.04'
C = 222.61'
C.B. = N 47° 18' 55" E
PC STA 36+19.77
PT STA 38+57.98

CURVE 562-P3
PI STA 39+57.26
Δ = 1° 03' 35" (LT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 26.49'
L = 52.99'
E = 0.12'
C = 52.99'
C.B. = N 8° 35' 22" E
PC STA 39+30.77
PT STA 39+83.76

PROPOSED RAMP J DATA

70	POT 403+79.32
	N 83° 42' 50" W
71	TS 409+84.33
72	SC 412+84.33
73	CS 421+40.56
74	ST 423+66.55
	N 30° 57' 19" E
75	POT 426+57.83 (RT)
76	POT 426+57.83 (LT)
	N 30° 57' 19" E
77	PC 430+95.95
78	PT 440+63.91

CURVE 562-J2
PI STA 435+80.44
Δ = 6° 27' 11" (LT)
Dc = 0° 40' 00"
R = 8,594.37'
T = 484.49'
L = 967.96'
E = 13.65'
C = 967.45'
C.B. = N 27° 43' 44" E
e_{MAX} = NC
PC STA 430+95.95
PT STA 440+63.91

CURVE 562-J1
PI STA 420+13.05
Δ = 114° 40' 09" (RT)
Dc = 10° 15' 00"
R = 558.98'
Ls_1 = 300.00'
θs_1 = 15° 22' 30"
LT_1 = 200.76'
ST_1 = 100.69'
x_1 = 297.85'
y_1 = 26.70'
k_1 = 149.64'
p_1 = 6.69'
T_1 = 1028.72'
Ls_2 = 224.99'
θs_2 = 11° 31' 51"
LT_2 = 150.31'
ST_2 = 75.29'
x_2 = 224.08'
y_2 = 15.05'
k_2 = 112.34'
p_2 = 3.77'
T_2 = 933.30'
Lc = 856.23'
Es = 486.38'
C_1 = 299.04'
C = 774.94'
C_2 = 224.59'
$C.B._1$ = N 78° 35' 31" W
C.B. = N 24° 27' 26" W
$C.B._2$ = N 27° 06' 47" E
e_{MAX} = 0.059
TS STA 409+84.33
SC STA 412+84.33
CS STA 421+40.56
ST STA 423+65.55

PROPOSED RAMP M DATA

87	POT 412+00.00
	N 36° 59' 00" E
88	TS 412+39.90
89	SC 414+14.90
90	CS 420+32.40
91	ST 422+07.38
	S 49° 56' 13" E
92	TS 422+54.25
93	SC 424+29.25
94	CS 425+92.03
95	ST 427+67.01
	S 83° 42' 50" E
96	POT 432+13.01

CURVE 562-M1
PI STA 418+44.84
Δ = 93° 04' 47" (RT)
Dc = 11° 44' 43"
R = 487.82'
Ls_1 = 175.00'
θs_1 = 10° 16' 37"
LT_1 = 116.86'
ST_1 = 58.51'
x_1 = 174.44'
y_1 = 10.44'
k_1 = 87.41'
p_1 = 2.61'
T_1 = 604.94'
Ls_2 = 174.98'
θs_2 = 10° 16' 33"
LT_2 = 116.85'
ST_2 = 58.51'
x_2 = 174.42'
y_2 = 10.44'
k_2 = 87.40'
p_2 = 2.61'
T_2 = 604.93'
Lc = 617.50'
Es = 225.18'
C_1 = 174.75'
C = 577.09'
C_2 = 174.73'
$C.B._1$ = N 40° 24' 29" E
C.B. = N 83° 31' 25" E
$C.B._2$ = S 53° 21' 41" E
e_{MAX} = 0.056
TS STA 412+39.90
SC STA 414+14.90
CS STA 420+32.40
ST STA 422+07.38

CURVE 562-M2
PI STA 425+16.31
Δ = 33°46'37" (LT)
Dc = 10°00'00"
R = 572.96'
Ls_1 = 175.00'
θs_1 = 8°45'00"
LT_1 = 116.81'
ST_1 = 58.46'
x_1 = 174.59'
y_1 = 8.89'
k_1 = 87.43'
p_1 = 2.23'
T_1 = 262.06'
Ls_2 = 174.98'
θs_2 = 8°44'56"
LT_2 = 116.80'
ST_2 = 58.46'
x_2 = 174.57'
y_2 = 8.89'
k_2 = 87.42'
p_2 = 2.22'
T_2 = 262.05'
Lc = 162.78'
Es = 28.15'
C_1 = 174.82'
C = 162.23'
C_2 = 174.80'
$C.B._1$ = S 52° 51' 11" E
C.B. = S 66° 49' 33" E
$C.B._2$ = S 80° 47' 53" E
e_{MAX} = 0.059
TS STA 422+54.25
SC STA 424+29.25
CS STA 425+92.03
ST STA 427+67.01

HORIZONTAL SCALE IN FEET
0 100 200 400

GEOMETRIC PLAN
PROPOSED RAMP BASELINE DATA

HAM-75-7.85

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1045

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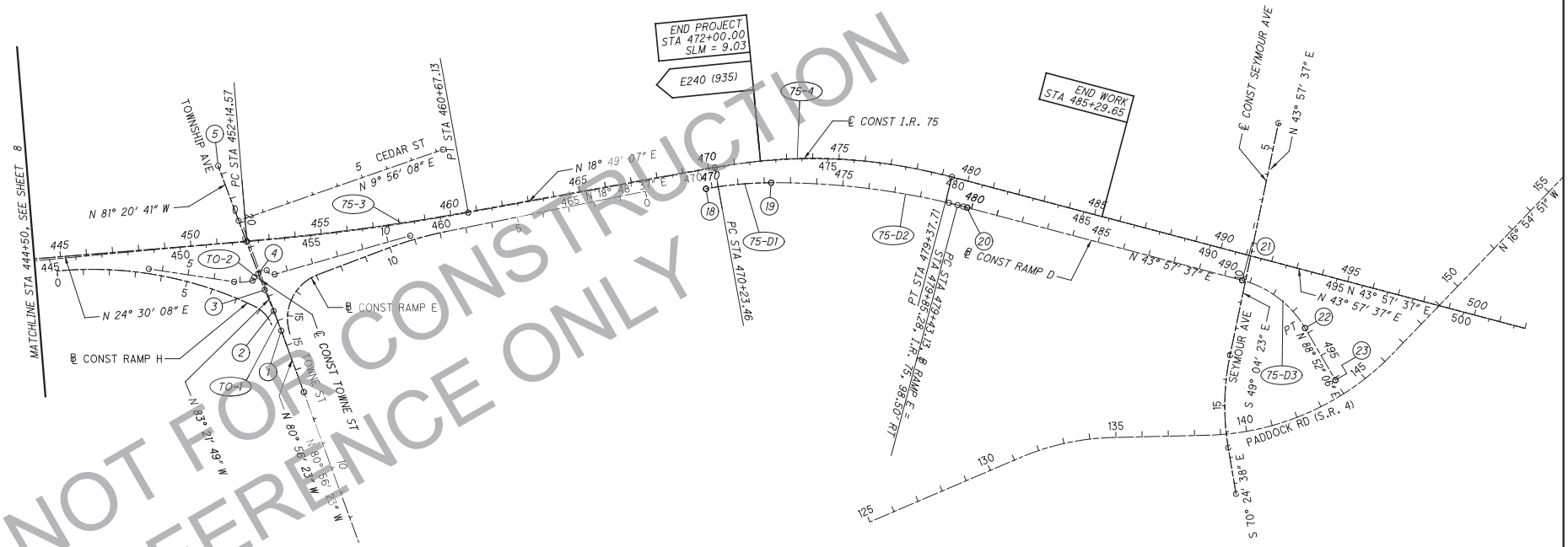
CL CONST TOWNE ST DATA	
1	PC 15+59.60
2	PT 16+40.40
	N 83°21'49" W 87.30'
3	PC 17+27.70
4	PC 17+95.00
	N 81°20'41" W 483.74'
5	POT 22+33.74

CURVE TO-1
PI STA 16+00.01
Δ = 2° 25' 26" (LT)
Dc = 2° 59' 59"
R = 1,910.00'
T = 40.41'
L = 80.80'
E = 0.43'
C = 80.80'
C.B. = N 82° 09' 06" W
e max = NC
PC STA 15+59.60
PT STA 16+40.40

CURVE TO-2
PI STA 17+61.35
Δ = 2° 01' 08" (RT)
Dc = 2° 59' 59"
R = 1,910.00'
T = 33.65'
L = 67.30'
E = 0.30'
C = 67.30'
C.B. = N 82° 21' 15" W
e max = NC
PC STA 17+27.70
PT STA 17+95.00

CURVE 75-3
PI STA 456+41.20
Δ = 5° 41' 01" (LT)
Dc = 0° 40' 00"
R = 8,594.37'
T = 426.63'
L = 852.56'
E = 10.58'
C = 852.21'
C.B. = N 21° 39' 37" E
e max = 0.019
PC STA 452+14.57
PT STA 460+67.13

CURVE 75-4
PI STA 474+88.06
Δ = 25° 08' 30" (RT)
Dc = 2° 45' 00"
R = 2,083.48'
T = 464.60'
L = 914.25'
E = 51.17'
C = 906.93'
C.B. = N 31° 23' 22" E
e max = 0.053
PC STA 470+23.46
PT STA 479+37.71



NOT FOR CONSTRUCTION
REFERENCE ONLY

REMAINING PORTION OF RAMP D TO BE CONSTRUCTED WITH PID 117525

PROPOSED RAMP D DATA	
18	PC 469+76.37
19	PCC 472+26.37
20	PT 479+83.46
	N 43°57'37" E 1085.57'
21	PC 490+69.03
22	PT 493+78.68
	N 88°52'06" E 230.01'
23	POT 496+08.69

CURVE 75-D1
PI STA 472+01.69
D = 10° 00' 00" (RT)
Dc = 4° 00' 00"
R = 1,432.40'
T = 125.32'
L = 250.00'
E = 5.47'
C = 249.68'
C.B. = N 23° 49' 07" E
e max = 0.053
PC STA 469+76.37
PT STA 472+26.37

CURVE 75-D2
PI STA 476+07.13
D = 15° 08' 30" (RT)
Dc = 2° 00' 00"
R = 2,864.79'
T = 380.76'
L = 757.09'
E = 25.19'
C = 754.89'
C.B. = N 36° 23' 22" E
e max = 0.030
PCC STA 472+26.37
PT STA 479+83.46

CURVE 75-D3
PI STA 492+32.30
D = 44° 54' 29" (RT)
Dc = 14° 30' 09"
R = 395.07'
T = 163.27'
L = 309.65'
E = 32.41'
C = 301.79'
C.B. = N 66° 24' 52" E
e max = 0.053
PC STA 490+69.03
PT STA 493+78.68

HORIZONTAL SCALE IN FEET
0 100 200 400

GEOMETRIC I.R. 75 PLAN
PROPOSED MAINLINE I.R. 75 AND RAMP DATA

HAM-75-7.85

9
1045

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VERTICAL CONTROL

BENCHMARK	ELEVATION	DESCRIPTION
SOURCE BENCHMARK NGS MONUMENT X 144	529.74	IN IVORYDALE, AT THE INTERSECTION OF MURRAY ROAD AND THE CONRAIL RAILROAD, SET VERTICALLY IN THE SOUTH FACE OF THE WEST CONCRETE PIER OF AN ABANDONED OVERPASS, 290.0 M (951.4 FT) NORTH OF THE ROAD CENTER, 12.2 M (40.0 FT) NORTHWEST OF THE NEAR RAIL, 3.6 M (11.8 FT) WEST OF A SWITCH STAND, 0.8 M (2.6 FT) ABOVE THE GROUND SURFACE, 0.6 M (2.0 FT) WEST OF THE SOUTHEAST CORNER OF THE PIER, AND 0.4 M (1.3 FT) ABOVE THE LEVEL OF THE TRACK.
NGS MONUMENT Y 144	549.88	IN ELMWOOD PLACE, AT THE INTERSECTION OF 69TH STREET AND THE CONRAIL RAILROAD, IN TOP OF AND 1.1 M (3.6 FT) NORTHWEST OF THE SOUTHEAST END OF THE SOUTHWEST CONCRETE ABUTMENT OF THE RAILROAD OVERPASS OF THE STREET, 10.4M (34.1 FT) SOUTHWEST OF THE STREET CENTER, 2.2 M (7.2 FT) SOUTHEAST OF THE NEAR RAIL, AND 0.4 M (1.3 FT) ABOVE THE LEVEL OF THE TRACK.
NGS MONUMENT Z 144	556.75	IN CARTHAGE, AT THE INTERSECTION OF THE CONRAIL RAILROAD AND PADDOCK ROAD, IN TOP OF AND 0.4 M (1.3 FT) NORTHEAST OF THE SOUTHWEST END OF A CONCRETE RETAINING WALL, 19.7 M (64.6 FT) EAST OF THE ROAD CENTER, 9.1 M (29.9 FT) NORTHEAST OF THE EAST CORNER OF A RAILROAD OVERPASS, 2.1 M (6.9 FT) SOUTHEAST OF THE NEAR RAIL, AND 0.2 M (0.7 FT) ABOVE THE LEVEL OF THE TRACK.
BM #401	519.64	CHISELED BOX ON THE SOUTHEAST CORNER OF A CONCRETE PAD FOR A SIGNAL CONTROL BOX, LOCATED ON THE SOUTHWEST CORNER OF VINE STREET AND RAILROAD AVENUE.
BM #402	534.36	CHISELED BOX ON THE SOUTHEAST CORNER OF A RETAINING WALL, ON TOP, LOCATED ON THE NORTHWEST CORNER OF PADDOCK ROAD AND EAST ROSS AVENUE.
BM #403	585.33	CHISELED "X" ON THE SOUTHEAST BOLT OF A SIGNAL POLE BASE LOCATED ON THE NORTHWEST CORNER OF LAIDLAW AVENUE AND PADDOCK ROAD.
BM #404	523.26	CHISELED "X" ON THE NORTHWEST CORNER OF A CATCH BASIN 250 FEET +/- EAST OF THE INTERSTATE-75 OVERPASS ON THE NORTH CURB LINE OF LAIDLAW AVENUE ACROSS FROM THE INTERSECTION OF NORFOLK SOUTHERN YARD.
BM #405	521.92	CHISELED BOX ON THE NORTHWEST CORNER ON THE TOP OF A CURB ON A CURB AND GUTTER INLET, ON THE SOUTH SIDE OF MURRAY ROAD, 350 FEET +/- WEST OF THE INTERSECTION OF MURRAY ROAD AND PROSSER AVENUE NEXT TO THE ENTRANCE OF EXEL YARD.
BM #406	529.61	CHISELED BOX ON THE SOUTHWEST CORNER OF A CONCRETE PAD FOR A SIGNAL CONTROL BOX, LOCATED ON THE NORTHEAST CORNER OF VINE STREET AND MURRAY ROAD.
BM #407	529.74	CHISELED BOX ON THE SOUTHWEST CORNER OF THE TOP OF CURB TO A CURB AND GUTTER INLET ON THE SOUTH SIDE OF TOWNSHIP AVENUE, 140 FEET +/- EAST OF INTERSECTION TOWNSHIP AVENUE AND VINE STREET 2 FEET +/- EAST OF THE NORTH ENTRANCE TO UNITED DAIRY FARMERS.
BM #408	530.70	CHISELED BOX ON THE SOUTHWEST CORNER OF THE BACK OF CURB ON A CURB AND GUTTER INLET ON THE SOUTH SIDE OF TOWNSHIP AVENUE ON THE SOUTHEAST CORNER OF TOWNSHIP AVENUE AND SILVER STREET.
BM #409	564.07	CHISELED BOX ON THE SOUTHWEST CORNER OF A CONCRETE PAD FOR A WATER METER PIT ON THE SOUTH SIDE OF TOWN STREET 200 FEET +/- EAST OF THE NORTH BOUND EXIT RAMP TO TOWNE STREET ACROSS FROM 1028 TOWN STREET 12 FEET +/- SOUTH OF SIDEWALK.
BM #410	541.01	NORTH RIM OF A MANHOLE LOCATED IN THE SIDEWALK AT THE SOUTHWEST INTERSECTION OF PADDOCK ROAD AND TOWNE STREET.
BM #411	568.65	CHISELED "X" ON THE NORTH RIM OF A STORM MANHOLE LOCATED IN THE CENTERLINE OF REGINA GRAETER WAY 150 FEET +/- WEST FROM THE CENTERLINE INTERSECTION OF PADDOCK DRIVE AND REGINA GRAETER WAY BETWEEN 2 CURB AND GUTTER INLETS.
BM #412	585.83	CHISELED BOX ON THE BACK OF CURB AT THE SOUTHWEST CORNER OF GIVAUDAN PARKING LOT, 25 FEET +/- NORTH OF CENTERLINE FROM REGINA GRAETER WAY AND 75 FEET +/- EAST OF CENTERLINE CUL-DE-SAC OF REGINA GRAETER WAY.
BM #413	569.62	CHISELED "X" ON THE SOUTHWEST BOLT OF A SIGN POLE WITH A MAST ARM 75 FEET +/- NORTH FROM THE CENTERLINE OF EAST SEYMOUR AVENUE 200 FEET +/- EAST FROM THE INTERSECTION OF EAST SEYMOUR AVENUE AND PADDOCK ROAD.
BM #414	564.64	SOUTHWEST CORNER OF A CURB AND GUTTER INLET 60 FEET +/- SOUTH FROM THE CENTERLINE OF WEST SEYMOUR AVENUE 250 FEET +/- WEST FROM THE INTERSECTION OF PADDOCK ROAD AND WEST SEYMOUR AVENUE.
BM #415	549.37	CHISELED "X" ON THE NORTH RIM OF A WATER MANHOLE, ON THE NORTHWEST CORNER OF WEST SEYMOUR AVENUE AND LONGVIEW, 40 FEET +/- NORTH FROM THE CENTERLINE OF WEST SEYMOUR AVENUE AND 20 FEET +/- WEST FROM THE CENTERLINE OF LONGVIEW STREET.
BM #416	533.94	CONCRETE MONUMENT WITH A BRASS DISC FOUND ON THE NORTHEAST CORNER OF VINE STREET AND WEST SEYMOUR AVENUE IN A BRICK SIDEWALK, MARKED CITY OF CINCINNATI TOPOGRAPHIC SURVEY 1912, BENCHMARK NO.15.
BM #417	529.06	CHISELED "X" ON THE NORTH RIM OF A WATER MANHOLE AT THE INTERSECTION OF VINE STREET AND 69TH STREET 45 FEET +/- EAST FROM THE CENTERLINE OF VINE STREET, IN THE WEST BOUND LANE OF 69TH STREET 7 FEET +/- SOUTH OF NORTH CURB LINE.
BM #418	524.02	CHISELED "X" ON THE NORTH RIM OF A UNION GAS AND ELECTRIC CO. MANHOLE IN THE ROADWAY ON THE NORTHEAST CORNER OF VINE STREET AND 66TH STREET 30 FEET +/- EAST FROM THE CENTERLINE OF VINE STREET AND 5 FEET +/- SOUTH OF THE NORTH CURB LINE OF 66TH STREET.
BM #419	553.98	CHISELED "X" ON THE NORTH RIM OF A SANITARY MANHOLE AND THE INTERSECTION OF 66TH STREET AND HASLER AVENUE, THE WEST MOST OF 2 SANITARY MANHOLES IN THE INTERSECTION.
BM #420	557.46	CHISELED "X" ON THE NORTH RIM OF A TELEPHONE MANHOLE AT THE NORTHEAST CORNER OF THE INTERSECTION OF SUMMIT ROAD AND THE ENTRANCE TO SUMMIT BEHAVIORAL, 60 FEET +/- EAST OF THE CENTERLINE OF SUMMIT ROAD AND 30 FEET +/- NORTH OF THE CENTERLINE OF THE ENTRANCE ROAD.
BM #421	565.44	CHISELED BOX ON THE WEST SIDE OF A CONCRETE BASE TO A SIGNAL SUPPORT POST, LOCATED IN THE ISLAND AT THE INTERSECTION OF SUMMIT ROAD AND SECTION ROAD.
BM #422	554.98	CHISELED "X" ON THE NORTH RIM OF A TELEPHONE MANHOLE IN THE SIDEWALK AT THE EAST END OF CITY CENTER DRIVE ON THE NORTH SIDE OF THE ROAD, 120 FEET +/- WEST OF THE ENTRANCE TO THE FOOTBRIDGE OVER INTERSTATE-75.
BM #423	546.71	CONCRETE MONUMENT WITH A BRASS DISK FOUND AND STAMPED "CITY OF CINCINNATI TRAVERSE STATION 2069 BENCHMARK SET 1948" ON THE WEST SIDE OF ANTHONY WAYNE AVENUE IN A CONCRETE SIDEWALK OPPOSITE CITY CENTER DRIVE, 25 FEET +/- SOUTH OF ENTRANCE TO HAMILTON COUNTY FAIR.

BENCH MARKS

POINT	TYPE	ELEVATION	NORTHING *	EASTING *
SOURCE BENCHMARK	(NGS MONUMENT X 144	529.74	436899.45	1404236.13
NGS MONUMENT Y 144		549.88	440216.54	1407194.85
NGS MONUMENT Z 144		556.75	441899.76	1408647.98
BM #401		519.64	433397.74	1402542.37
BM #402		534.36	431756.17	1407619.45
BM #403		585.33	435184.27	1408015.62
BM #404		523.26	435638.38	1405916.72
BM #405		521.92	435852.17	1405243.99
BM #406		529.61	436262.48	1403444.45
BM #407		529.74	437598.66	1404495.44
BM #408		530.70	437354.95	1406061.26
BM #409		564.07	437227.21	1406856.18
BM #410		541.01	437010.17	1408206.76
BM #411		568.65	438837.41	1408284.17
BM #412		585.83	439053.13	1407330.44
BM #413		569.62	440239.91	1409025.80
BM #414		564.64	440364.65	1408538.43
BM #415		549.37	440823.27	1408141.26
BM #416		533.94	441274.60	1407592.02
BM #417		529.06	440487.90	1406933.68
BM #418		524.02	439547.32	1406114.74
BM #419		553.98	439117.64	1406753.95
BM #420		557.46	441207.86	1409333.96
BM #421		565.44	442791.64	1410499.46
BM #422		554.98	443097.85	1410219.47
BM #423		546.71	443326.70	1409556.64

HORIZONTAL CONTROL - PRIMARY

POINT	ELEVATION	NORTHING*	EASTING*	REMARK
502	543.04	432931.60	1403155.57	5/8 IPS IN CONC W/ALUM CAP IRSW/CAP
503	559.20	432611.55	1403612.64	5/8 IPS IN CONC W/ALUM CAP IRSW/CAP
507	522.25	435915.06	1405239.17	5/8 IPS IN CONC W/ALUM CAP IRSW/CAP
530	535.56	440928.89	1408675.89	5/8 IPS IN CONC W/ALUM CAP IRSW/CAP
537	534.35	444337.58	1411412.82	5/8 IPS IN CONC W/ALUM CAP IRSW/CAP
538	544.85	444809.07	1412047.99	5/8 IPS IN CONC W/ALUM CAP IRSW/CAP

HORIZONTAL CONTROL - SECONDARY

POINT	ELEVATION	NORTHING*	EASTING*	REMARK
501	534.52	431790.14	1407660.51	IRS W/CAP
504	523.52	433489.85	1402439.33	IRS W/CAP
505	528.48	436241.70	1403290.67	IRS W/CAP
506	521.40	436085.30	1404454.95	IRS W/CAP
508	521.60	435693.66	1405777.03	IRS W/CAP
509	552.81	435319.16	1406580.83	IRS W/CAP
510	551.25	434024.21	1406396.65	MAGS W/SHINER MAGS
511	583.63	435115.23	1408003.01	MAGS W/SHINER MAGS
512	540.61	437035.44	1408277.55	IRS W/CAP
513	565.45	437201.89	1407088.23	IRS W/CAP
514	561.58	437245.60	1406808.10	IRS W/CAP
515	529.65	437421.91	1405951.11	IRS W/CAP
516	527.74	437561.56	1405042.59	IRS W/CAP
517	529.92	437602.09	1404458.49	IRS W/CAP
518	524.89	439509.16	1406086.54	IRS W/CAP
519	537.56	439306.93	1406403.06	IRS W/CAP
520	554.30	439165.95	1406736.13	IRS W/CAP
521	585.96	439000.84	1407311.34	IRS W/CAP
522	574.35	438889.87	1407894.11	IRS W/CAP
523	569.68	438798.67	1408374.64	IRS W/CAP
524	566.68	440283.45	1408951.52	IRS W/CAP
525	567.56	440318.68	1408756.84	IRS W/CAP
526	563.95	440496.42	1408502.65	IRS W/CAP
527	551.46	440775.36	1408167.30	IRS W/CAP
528	534.73	441143.50	1407664.41	IRS W/CAP
529	534.87	441388.53	1407473.46	IRS W/CAP
531	559.39	441341.71	1409403.81	IRS W/CAP
532	557.96	441986.06	1409736.65	IRS W/CAP
533	564.68	442772.93	1410471.90	IRS W/CAP
534	555.99	443065.00	1410247.20	IRS W/CAP
535	544.31	443272.35	1409768.33	IRS W/CAP
536	547.52	443314.45	1409594.27	IRS W/CAP

* ALL NORTHING AND EASTING COORDINATES ARE GROUND COORDINATES.

BASIS OF BEARINGS:

THE BEARINGS SHOWN ON THIS PLAT ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, SOUTH ZONE, NAD83 (1995). SAID BEARINGS ORIGINATED FROM A FIELD TRAVERSE WHICH WAS TIED (REFERENCED) TO SAID COORDINATE SYSTEM BY GPS OBSERVATIONS AND OBSERVATIONS OF SELECTED NATIONAL GEODETIC SURVEY MONUMENTS 7008, 7016, 6954, AND 6937. THE PORTION OF THE CENTERLINE OF I.R. 75, HAVING A BEARING OF NORTH 43° 57' 37" EAST, IS DESIGNATED THE "BASIS OF BEARING" FOR THIS SURVEY.

BASIS OF STATIONING:

I.R. 75: THE CENTERLINE STATIONING ESTABLISHED BY WOOLPERT WAS HELD.
SEYMOUR:THE CENTERLINE STATIONING ESTABLISHED BY WOOLPERT WAS HELD.

PADDOCK: THE CENTERLINE STATIONING WAS ESTABLISHED BASED ON OHIO DEPARTMENT TRANSPORTATION RIGHT-OF-WAY PLANS "HAM-S.R. 4 - 4.000" (2000), (METRIC UNITS). HOLDING STATION 4+221.140 AND APPLYING A CONVERSION FACTOR OF 1 U.S. FOOT = (1200/3937) METERS.

SUMMIT: THE CENTERLINE STATIONING WAS ESTABLISHED BASED ON OHIO DEPARTMENT TRANSPORTATION RIGHT-OF-WAY PLANS "S.H. 987 SEC. CINCINNATI (PT) B, ARLINGTON HEIGHTS & LOCKLAND (PT)" (1947). HOLDING STATION 0+04.59 AND ADDING 1000 FEET.

VERTICAL DATUM CONVERSION TO NGVD 1929:

THE ELEVATION ESTABLISHED BY THE NATIONAL GEODETIC SURVEY, AT MONUMENT X144 IS AS FOLLOWS:
NORTH AMERICAN VERTICAL DATUM OF 1988 IS 529.74 FEET IN ELEVATION.
NATIONAL GEODETIC VERTICAL DATUM OF 1929 IS 530.32 FEET IN ELEVATION.
529.74 FEET (NAVD88) + 0.58 FEET = 530.32 FEET (NGVD 29)

PRIMARY CONTROL MONUMENTS:

PRIMARY CONTROL MONUMENTS ARE CONCRETE MONUMENTS WITH ALUMINUM DISKS CONFORMING TO THE SPECIFICATIONS OF A "TYPE A" MONUMENT AS SHOWN IN THE OHIO DEPARTMENT OF TRANSPORTATION SURVEY AND MAPPING SPECIFICATIONS OF THE OFFICE OF AERIAL ENGINEERING, DATED JULY 15, 2011.

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED JM
CHECKED EDK

HORIZONTAL AND VERTICAL CONTROL

HAM-75-7.85

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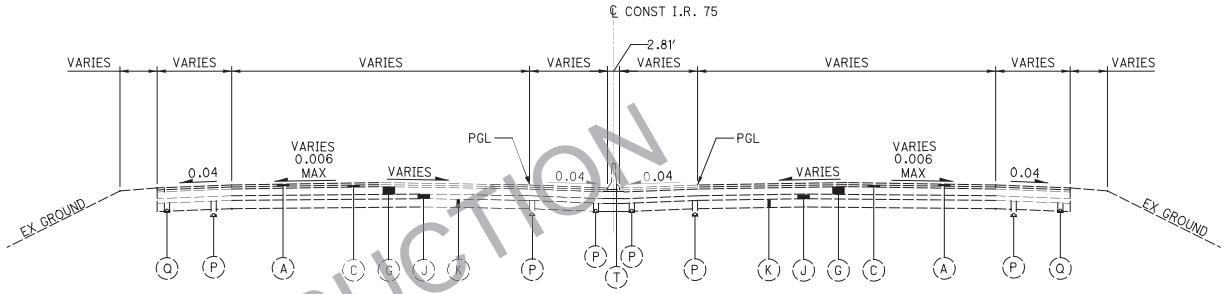
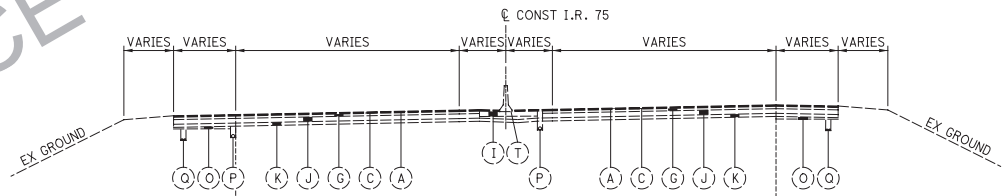
EXISTING LEGEND

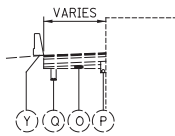
- (A) 1 ¼" ASPHALT CONCRETE SURFACE COURSE
- (B) 1 ½" ASPHALT CONCRETE SURFACE COURSE
- (C) ASPHALT CONCRETE INTERMEDIATE COURSE, VARIABLE DEPTH
- (D) 1 ¾" ASPHALT CONCRETE, INTERMEDIATE COURSE
- (E) 2" MIN. DEPTH ASPHALT CONCRETE SURFACE COURSE
- (F) 3" BITUMINOUS AGGREGATE BASE
- (G) 4 ½" BITUMINOUS AGGREGATE BASE
- (I) 9" CONCRETE PAVEMENT
- (J) 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT (HAM-4W-7.81 (1956) FILE #08C1412)
- (K) 6" AGGREGATE BASE
- (L) AGGREGATE BASE, VARIABLE DEPTH
- (M) STABILIZED CRUSHED AGGREGATE
- (N) SUBBASE
- (O) AGGREGATE BASE, VARIES 3" MIN
- (P) SHALLOW UNDERDRAIN
- (Q) CONDUIT, 713.04, (2) 4" CONDUITS
- (R) 6" PIPE UNDERDRAIN
- (S) CONCRETE BARRIER, TYPE A
- (T) 50" CONCRETE BARRIER TYPE B
- (V) 3" BITUMINOUS AGGREGATE BASE
- (W) 4" CONCRETE WALK
- (X) EXISTING CURB
- (Y) EXISTING BARRIER
- (Z) 13" ASPHALT CONCRETE BASE
- (AA) CEMENT STABILIZED SUBGRADE



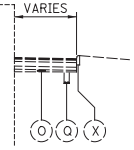
EXISTING SECTIONS - I.R. 75
STA 410+00.00 TO STA 416+52.71
(PER PID 82286)



EXISTING SUPERELEVATED SECTIONS - I.R. 75
STA 468+96.52 TO STA 481+34.86



I.R. 75 SB LANE
STA 426+57.83 TO 428+27.70



I.R. 75 NB LANE
STA 471+59.61 TO STA 479+87.30

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TYPICAL SECTIONS - EXISTING I.R. 75

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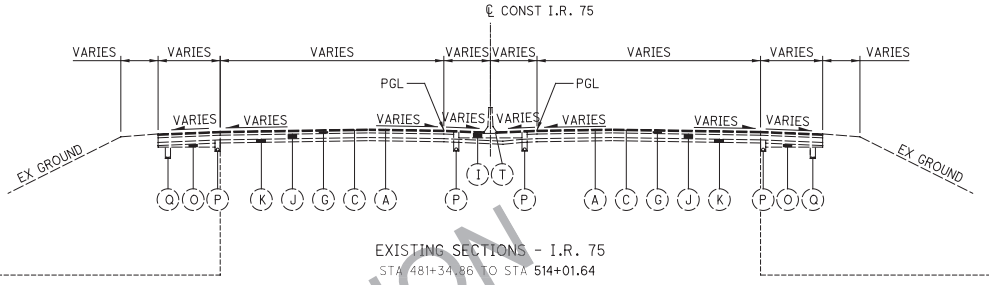
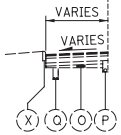
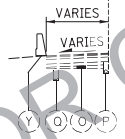


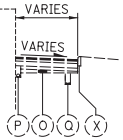
EXISTING SECTIONS - I.R. 75
STA 481+34.86 TO STA 514+01.64



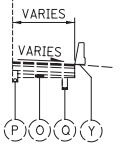
I.R. 75 SB LANE
STA 433+34.29 TO STA 433+60.24
STA 453+57.93 TO STA 463+42.62



I.R. 75 SB LANE
STA 480+84.13 TO STA 481+57.99
STA 498+15.23 TO STA 500+49.41
STA 506+96.23 TO STA 507+33.85



I.R. 75 NB LANE
STA 505+92.57 TO STA 514+01.64



I.R. 75 NB LANE
STA 490+90.39 TO STA 492+25.78
STA 497+36.60 TO STA 499+30.90

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REFERENCE ONLY

FOR EXISTING LEGEND, SEE SHEET 11

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TYPICAL SECTIONS - EXISTING I.R. 75

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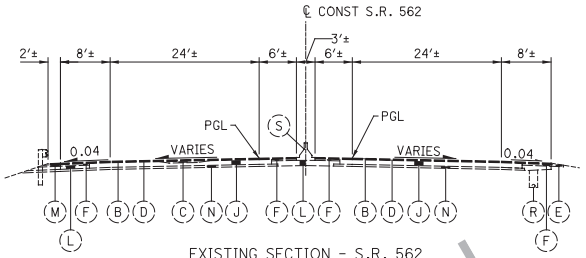
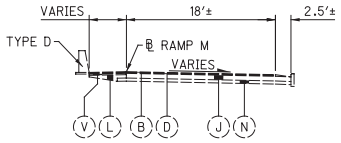


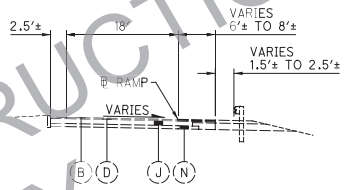
EXISTING SECTION - S.R. 562

STA 16+46.49 TO STA 35+44.45



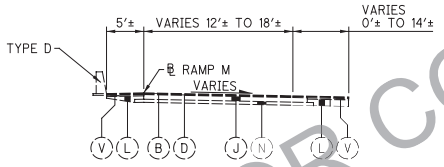
EXISTING SECTION - RAMP M

STA 7+20.00 TO STA 14+72.44
STA 17+51.44 TO STA 20+45.00



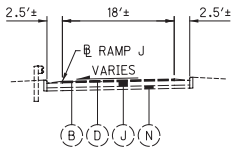
EXISTING SECTION - RAMPS K & N

RAMP K STA 8+82.84 TO STA 16+41.30
RAMP N STA 2+31.15 TO STA 15+70.62



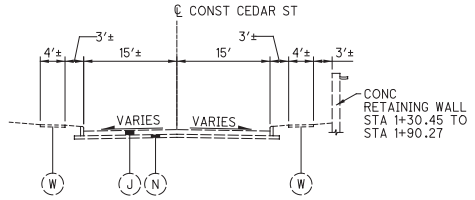
EXISTING SECTION - RAMP M

STA 21+26.37 TO STA 25+82.04



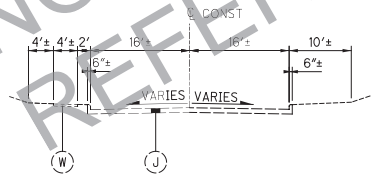
EXISTING SECTION - RAMP J

STA 2+70.00 TO STA 17+18.20



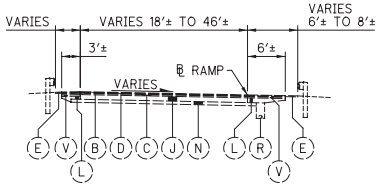
EXISTING SECTION - CEDAR ST

STA 0+00.00 TO STA 2+73.94



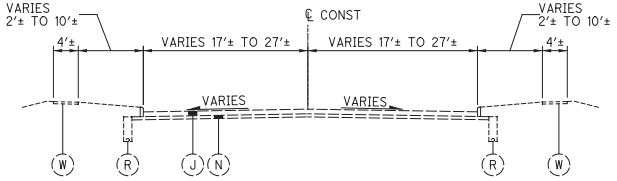
EXISTING SECTION - PROSSER AVE

PROSSER AVE STA 19+85.16 TO 22+00.00



EXISTING SECTION - RAMPS P & Q

RAMP P STA 8+20.00 TO STA 11+85.52
RAMP Q STA 3+16.21 TO STA 7+88.78



EXISTING SECTION - TOWNSHIP AVE & TOWNE ST

TOWNE ST STA 15+50.00 TO STA 19+85.16
TOWNSHIP AVE STA 19+85.16 TO 22+00.00

NOT FOR CONSTRUCTION
REFERENCE ONLY

FOR EXISTING LEGEND SHEET 11

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TYPICAL SECTIONS - EXISTING S.R. 562, RAMPS, SIDE ROADS

HAM-75-7.85

1 18.5′
STA 403+40.00 TO STA 406+00.00
VARIES 18.5′ TO 19.5′
STA 406+00.00 TO STA 406+60.61
19.5′
STA 406+60.61 TO STA 407+87.13
VARIES 19.5′ TO 16′
STA 407+87.13 TO STA 410+00.00

2 13.5′
STA 395+50.00 TO STA 407+87.13
VARIES 13.5′ TO 14.5′
STA 407+87.13 TO STA 408+47.13
14.5′
STA 408+47.13 TO STA 410+00.00

3 4′
STA 395+50.00 TO STA 407+87.13
VARIES 4′ TO 1.16′
STA 407+87.13 TO STA 410+00.00

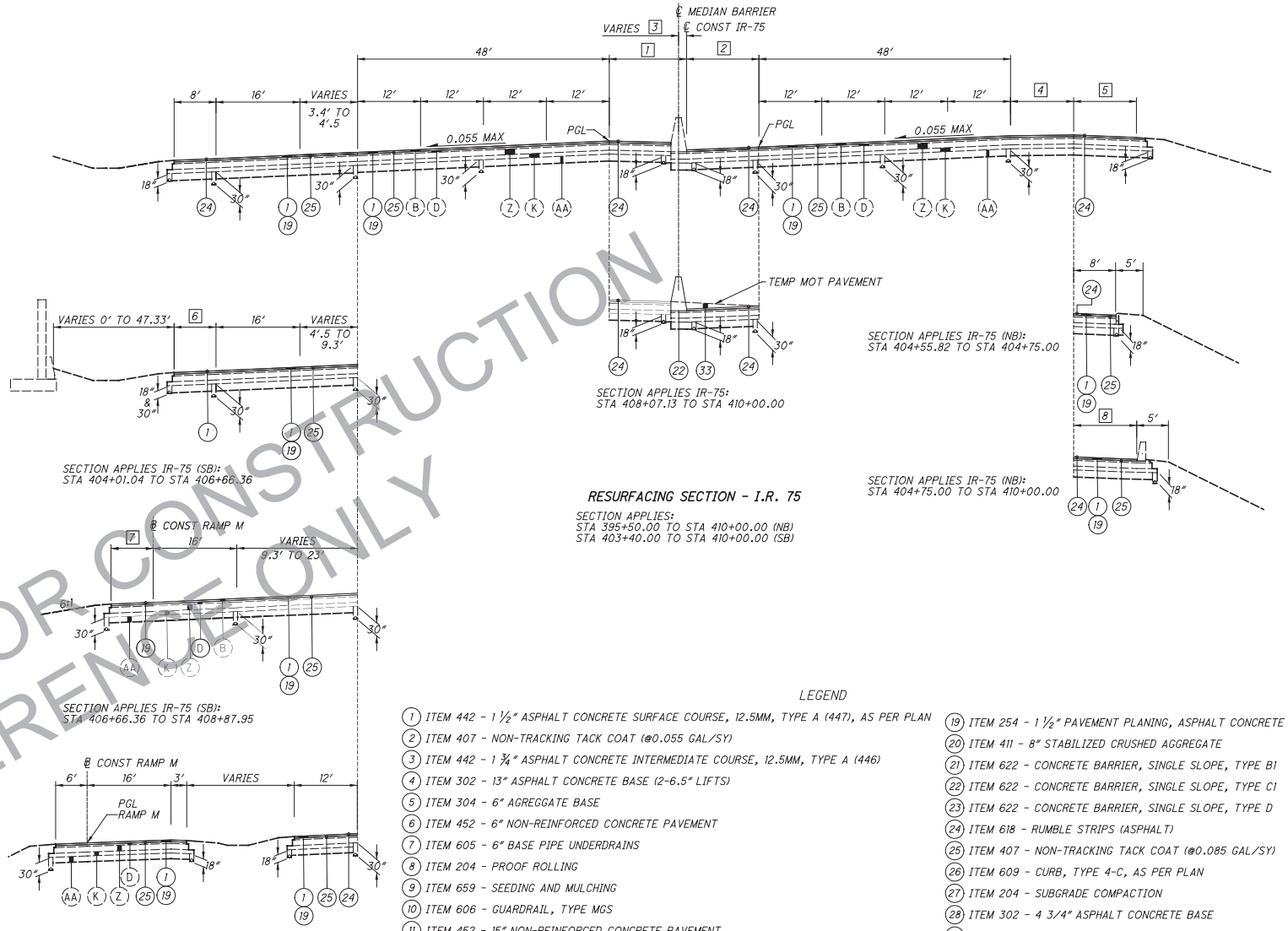
4 0′
STA 395+50.00 TO STA 403+21.63
VARIES 0′ TO 12′
STA 403+21.63 TO STA 404+21.63

5 12′
STA 395+50.00 TO STA 403+21.63
VARIES 12′ TO 8′
STA 403+21.63 TO STA 404+21.63
8′
STA 404+21.63 TO STA 404+55.82

6 8′
STA 404+01.04 TO STA 405+39.61
VARIES 20.21′ TO 24.58′
STA 405+39.61 TO STA 406+16.11
8′
STA 406+16.11 TO STA 406+26.34
VARIES 8′ TO 6.5′
STA 406+26.34 TO STA 406+66.36

7 VARIES 6.5′ TO 6′
STA 406+66.36 TO STA 406+78.90
6′
STA 406+78.90 TO STA 408+87.95

8 8′
STA 404+75.00 TO STA 405+99.99
VARIES 8′ TO 24′
STA 405+99.99 TO STA 410+00.00



RESURFACING SECTION - I.R. 75

SECTION APPLIES:
STA 395+50.00 TO STA 410+00.00 (NB)
STA 403+40.00 TO STA 410+00.00 (SB)

LEGEND

(1) ITEM 442 - 1 ½″ ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447), AS PER PLAN
(2) ITEM 407 - NON-TRACKING TACK COAT (@0.055 GAL/SY)
(3) ITEM 442 - 1 ¾″ ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)
(4) ITEM 302 - 13″ ASPHALT CONCRETE BASE (2-6.5″ LIFTS)
(5) ITEM 304 - 6″ AGREGGATE BASE
(6) ITEM 452 - 6″ NON-REINFORCED CONCRETE PAVEMENT
(7) ITEM 605 - 6″ BASE PIPE UNDERDRAINS
(8) ITEM 204 - PROOF ROLLING
(9) ITEM 659 - SEEDING AND MULCHING
(10) ITEM 606 - GUARDRAIL, TYPE MGS
(11) ITEM 452 - 15″ NON-REINFORCED CONCRETE PAVEMENT
(12) ITEM 206 - CEMENT STABILIZED SUBGRADE, 14″ DEEP
(13) ITEM 605 - 6″ SHALLOW PIPE UNDERDRAINS
(14) ITEM 605 - 6″ UNCLASSIFIED PIPE UNDERDRAINS
(15) ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T=17″)
(16) ITEM 302 - 9″ ASPHALT CONCRETE BASE (2-4.5″ LIFTS)
(17) ITEM 609 - CURB, TYPE 6
(18) ITEM 608 - 4″ CONCRETE WALK
(19) ITEM 254 - 1 ½″ PAVEMENT PLANING, ASPHALT CONCRETE
(20) ITEM 411 - 8″ STABILIZED CRUSHED AGGREGATE
(21) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1
(22) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1
(23) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
(24) ITEM 618 - RUMBLE STRIPS (ASPHALT)
(25) ITEM 407 - NON-TRACKING TACK COAT (@0.085 GAL/SY)
(26) ITEM 609 - CURB, TYPE 4-C, AS PER PLAN
(27) ITEM 204 - SUBGRADE COMPACTION
(28) ITEM 302 - 4 3/4″ ASPHALT CONCRETE BASE
(29) ITEM 659 - TOPSOIL
(30) ITEM 441 - 1 1/2″ ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG 64-22
(31) ITEM 408 - PRIME COAT
(32) ITEM 441 - 1.75″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1 (448)
(33) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH

NOTE:
FOR RUMBLE STRIP DETAILS SEE SHEET 30

FOR EXISTING LEGEND, SEE SHEET 11

NOT FOR CONSTRUCTION
REFERENCE ONLY

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TYPICAL SECTIONS - RESURFACING I.R. 75

HAM-75-7.85

[1] VARIES 16′ TO 13.5′
STA 410+00.00 TO STA 411+50.00
13.5′
STA 411+50.00 TO STA 412+26.87
STA 428+92.01 TO STA 433+82.10

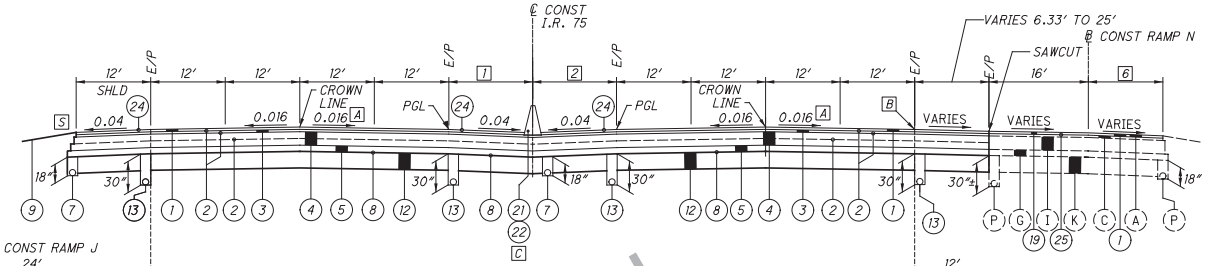
[2] VARIES 14.5′ TO 13.5′
STA 410+00.00 TO STA 411+50.00
13.5′
STA 411+50.00 TO STA 412+26.87
STA 428+92.01 TO STA 433+82.10

[3] VARIES 24′ TO 15.28′
STA 432+77.00 TO STA 433+82.10

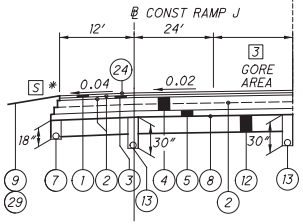
[4] VARIES 5.58′ TO 0′
STA 428+92.01 TO STA 431+70.83
0′
STA 431+70.83 TO STA 433+48.82

[5] 10′
STA 428+92.01 TO STA 430+71.07
VARIES 10′ TO 12′
430+71.07 TO 431+71.07
12′
STA 431+71.07 TO STA 433+38.82
VARIES 12′ TO 14′
STA 433+38.82 TO 433+48.82

[6] 8′
STA 410+00.00 TO STA 410+69.34
VARIES 8′ TO 6′
STA 410+69.34 TO STA 411+18.85
6′
STA 411+18.85 TO STA 411+61.42

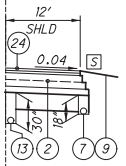


NORMAL FOUR LANE SECTION - I.R. 75
STA 410+00.00 TO STA 412+26.87
STA 428+92.01 TO STA 433+82.10

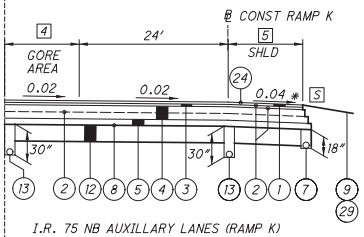


I.R. 75 SB AUXILLARY LANE (RAMP J)
STA 432+77.00 TO STA 433+82.10

*BRIDGE PARAPET
STA 433+58.55 TO STA 433+82.10

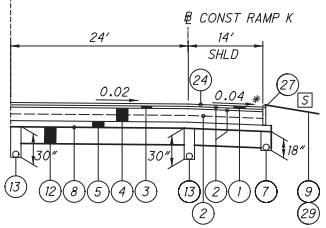


SECTION APPLIES:
STA 411+61.42 TO STA 412+26.87



BRIDGE PARAPET *
STA 435+19.11 TO STA 435+40.28

I.R. 75 NB AUXILLARY LANES (RAMP K)
STA 428+92.01 TO STA 433+48.82



BRIDGE PARAPET *
STA 433+68.03 TO STA 433+82.10

I.R. 75 NB AUXILLARY LANES (RAMP K)
STA 433+48.82 TO STA 433+82.10

[A] VARIES 0.00 TO 0.016
STA 410+00.00 TO STA 410+87.87

[B] 0.032 MAX GRADE BREAK
SEE INTERCHANGE DETAILS

[C] SINGLE SLOPE BARRIER
TYPE C1
STA 407+87.13 TO STA 411+49.93

TYPE B1
STA 411+49.93 TO STA 412+26.87
STA 428+92.01 TO STA 433+82.10

[S] SEE SHEET 26 FOR GRADING DETAILS.
SEE SHEETS 28 - 30 FOR ROADSIDE BARRIER DETAILS

FOR LEGEND, SEE SHEET 14

NOTES:
FOR PAVEMENT STEP DETAILS SEE SHEET 27
FOR RUMBLE STRIP DETAILS SEE SHEET 30

NOT FOR CONSTRUCTION
REFERENCE ONLY

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TYPICAL SECTIONS - I.R. 75

HAM-75-7.85

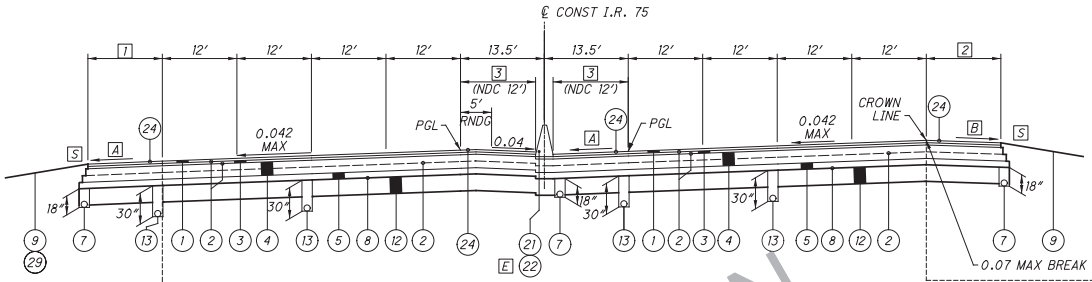
[1] 12′
STA 412+26.87 TO STA 415+00.00
VARIES 12′ TO 14′
STA 415+00.00 TO STA 415+50.00
VARIES 14′ TO 12′
STA 420+51.15 TO STA 420+61.15
12′
STA 420+61.15 TO STA 428+92.01

[2] 12′
STA 412+26.87 TO STA 416+02.82
VARIES 12′ TO 14′
STA 416+02.82 TO STA 416+46.29
12′
STA 419+52.73 TO STA 424+64.86

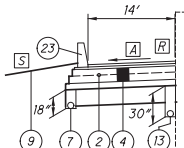
[3] 12′
STA 412+26.87 TO STA 417+12.66
VARIES 12′ TO 10.4′
STA 417+12.66 TO STA 417+52.66
10.4′
STA 417+52.66 TO STA 417+63.36

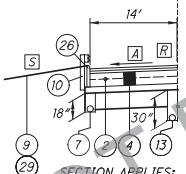
[4] 10.4′
STA 417+63.36 TO STA 417+93.36
12′
STA 419+22.73 TO STA 419+52.73

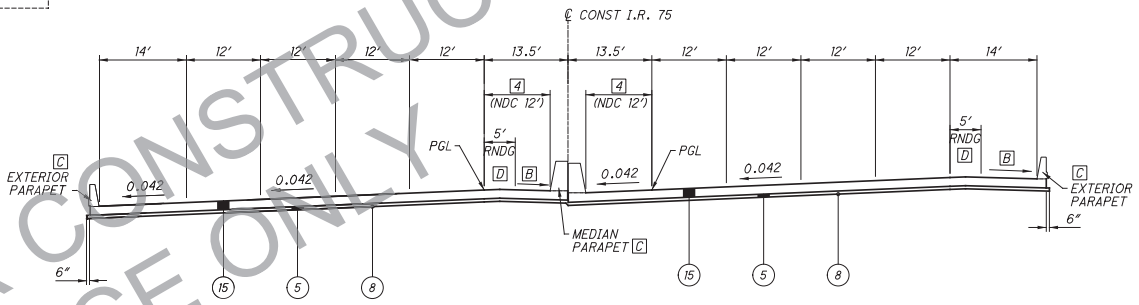
[5] VARIES 15.01′ TO 12.68′
STA 433+82.10 TO STA 434+12.10
VARIES 7.19′ TO 5.24′
STA 434+89.11 TO STA 435+19.11



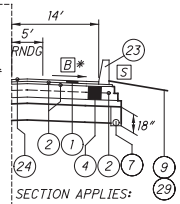
SUPERELEVATED FOUR LANE SECTION - I.R. 75
STA 412+26.87 TO STA 417+63.36
STA 419+52.73 TO STA 428+92.01

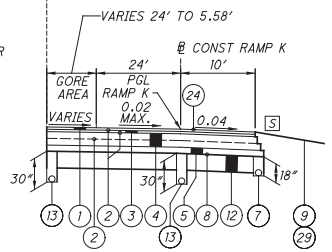

SECTION APPLIES:
STA 415+50.00 TO STA 417+63.36


*BRIDGE PARAPET
STA 419+52.73 TO STA 420+32.57
SECTION APPLIES:
STA 419+52.73 TO STA 420+51.15

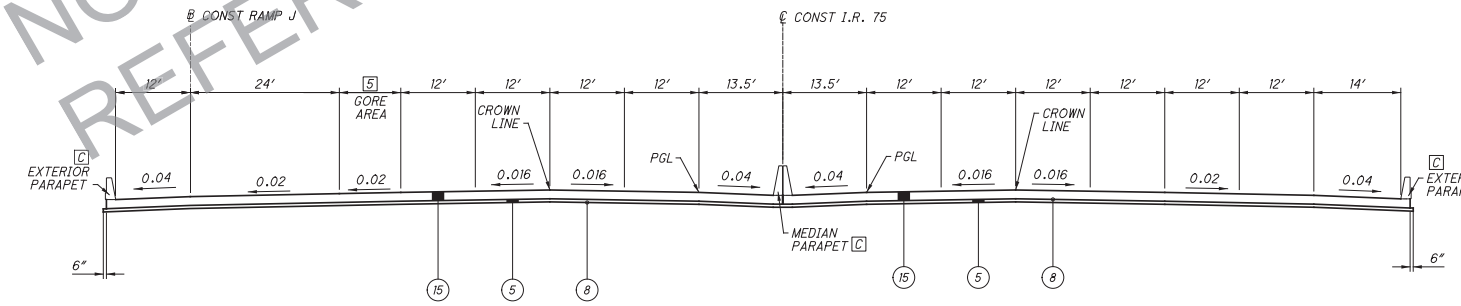


APPROACH SLAB SECTION - I.R. 75
HAM-75-0791 OVER RAMP J
STA 417+63.36 TO STA 417+93.36
STA 419+22.73 TO STA 419+52.73


BRIDGE PARAPET*
STA 416+96.92 TO STA 417+63.36
SECTION APPLIES:
STA 416+46.29 TO STA 417+63.36



I.R. 75 NB AUXILLARY LANES (RAMP K)
STA 424+64.86 TO STA 428+92.01



APPROACH SLAB SECTION - I.R. 75
HAM-75-0823 OVER LAIDLAW AVE.
STA 433+82.10 TO STA 434+12.10
STA 434+89.11 TO STA 435+19.11

[A] 0.04 OR RATE OF SUPER IF GREATER

[B] VARIES 0.04 TO 0.028 (SEE NOTE 2)

[C] PAID FOR AS PART OF APPROACH SLAB
FOR BARRIER DETAILS SEE SHEET 863

[D] TRANSITION FROM 0.028 TO SHOULDER ROUNDING
SEE NOTE 2

[E] TYPE B1 SINGLE SLOPE BARRIER
STA 412+26.87 TO STA 414+72.74
STA 426+46.92 TO STA 428+92.01

TYPE C1 SINGLE SLOPE BARRIER
STA 414+72.74 TO STA 417+60.53
STA 419+54.31 TO STA 426+46.92

MEDIAN PARAPET
STA 417+60.53 TO STA 417+63.36
STA 419+52.73 TO STA 419+54.31

[S] SEE SHEET 26 FOR GRADING DETAILS.
SEE SHEETS 28 - 30 FOR ROADSIDE
BARRIER DETAILS

NOTES:
1. FOR PAVEMENT STEP DETAILS SEE SHEET 27
2. SEE HAM-75-0791 APPROACH SLAB SECTIONS SHEET 56 65 FOR LIMITS OF SHOULDER CROSS SLOPE TRANSITIONS.
3. FOR RUMBLE STRIP DETAILS SEE SHEET 30

FOR LEGEND, SEE SHEET 14

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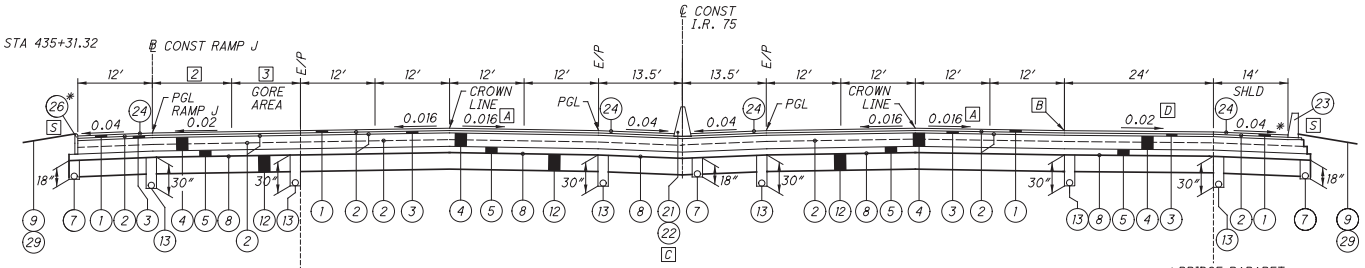
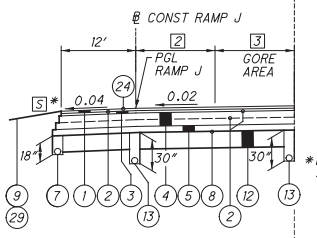
TYPICAL SECTIONS - I.R. 75

HAM-75-7.85



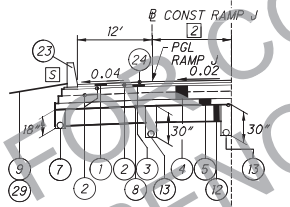
NORMAL FOUR LANE SECTION - I.R. 75

STA 435+19.11 TO STA 449+08.29



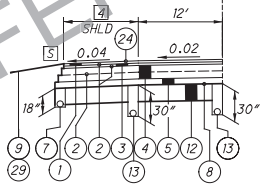
I.R. 75 SB AUXILLARY LANE (RAMP J)

STA 435+55.67 TO STA 440+58.66



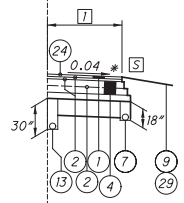
I.R. 75 SB AUXILLARY LANE (RAMP J)

STA 440+58.66 TO STA 442+03.31



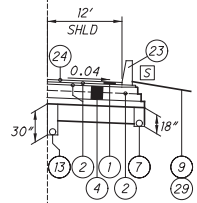
I.R. 75 SB AUXILLARY LANE

STA 442+03.31 TO STA 449+08.29



SECTION APPLIES:

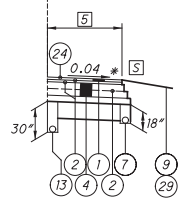
STA 435+57.53 TO STA 439+00.00



SECTION APPLIES:

STA 439+00.00 TO STA 441+23.52

STA 445+13.90 TO STA 448+00.00



SECTION APPLIES:

STA 441+23.52 TO STA 449+08.29

[1] 14′
STA 435+57.53 TO STA 435+60.28
VARIES 14′ TO 12′
STA 435+60.28 TO STA 436+10.28
12′
STA 436+10.28 TO STA 439+00.00

[2] 24′
STA 435+19.11 TO STA 436+09.27
VARIES 24′ TO 12′
STA 436+09.27 TO STA 440+58.66
12′
STA 440+58.66 TO STA 442+03.31

[3] VARIES 5.24′ TO 0′
STA 435+19.11 TO STA 436+09.27
0′
STA 436+09.27 TO STA 439+85.00

[4] 12′
STA 442+03.31 TO STA 447+94.67
VARIES 12′ TO 14′
STA 447+94.67 TO STA 448+44.67
14′
STA 448+44.67 TO STA 449+08.29

[5] 12′
STA 441+23.52 TO STA 445+03.91
VARIES 12′ TO 14′
STA 445+03.91 TO STA 445+13.91
14′
STA 445+13.91 TO STA 448+00.00
VARIES 14′ TO 12′
STA 448+00.00 TO STA 448+50.00
12′
STA 448+50.00 TO STA 449+08.29

[A] VARIES 0.00 TO 0.016
STA 410+00.00 TO STA 410+87.87

[B] 0.032 MAX GRADE BREAK
SEE INTERCHANGE DETAILS

[C] SINGLE SLOPE BARRIER
TYPE C1
STA 407+87.13 TO STA 411+49.93

TYPE B1
STA 411+49.93 TO STA 412+26.87
STA 428+92.01 TO STA 433+82.10
STA 435+19.11 TO STA 444+50.00

[D] PVMT CROSS SLOPE TRANSITIONS
0.02 TO 0.016
STA 448+65.55 TO STA 449+08.29

[S] SEE SHEET 26 FOR GRADING DETAILS.
SEE SHEETS 28 - 30 FOR ROADSIDE BARRIER DETAILS

NOTE:
FOR PAVEMENT STEP DETAILS SEE SHEET 27
FOR RUMBLE STRIP DETAILS SEE SHEET 30

FOR LEGEND, SEE SHEET 14

NOT FOR CONSTRUCTION
REFERENCE ONLY

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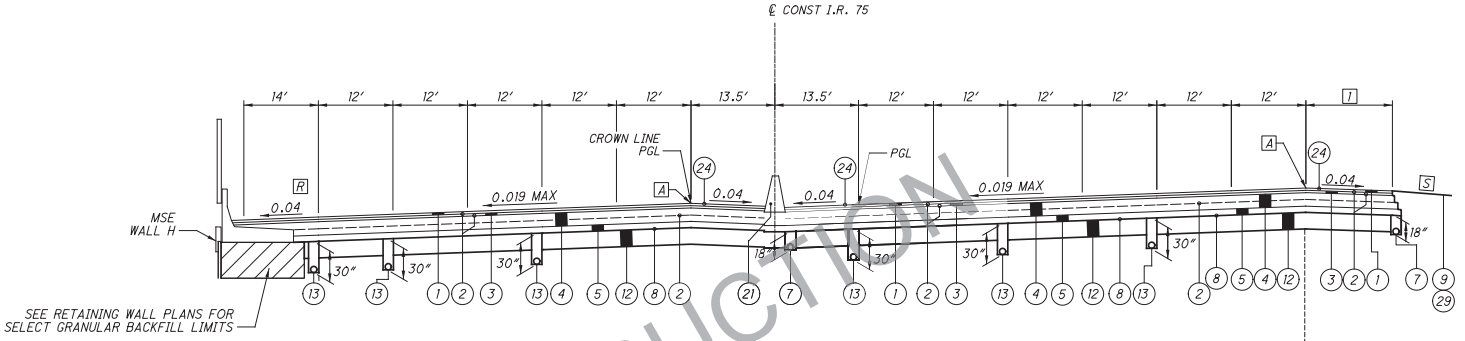
TYPICAL SECTIONS - I.R. 75

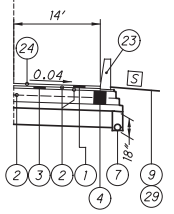
HAM-75-7.85

[1] 12'
STA 449+08.29 TO STA 451+35.90
VARIES 12' TO 14'
STA 451+35.90 TO STA 451+45.90

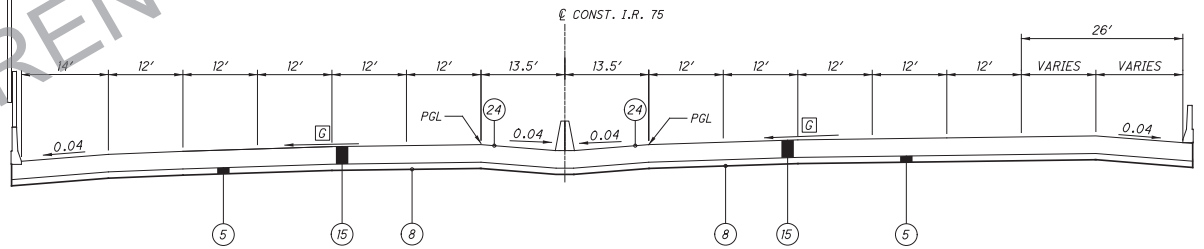


SUPERELEVATED SECTION - I.R. 75

STA 449+08.29 TO STA 451+48.21



SECTION APPLIES
STA 451+45.90 TO STA 451+48.21



APPROACH SLAB SECTION - I.R. 75
HAM-75-0857 OVER TOWNE STREET

STA 451+48.21 TO STA 451+78.21
STA 452+47.26 TO STA 452+77.26

[A] 0.07 MAX BREAK

[S] SEE SHEET 26 FOR GRADING DETAILS.
SEE SHEETS 28 - 30 FOR ROADSIDE BARRIER DETAILS

NOTES:
FOR RUMBLE STRIP DETAILS SEE SHEET 30

FOR LEGEND, SEE SHEET 14

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REFERENCE ONLY

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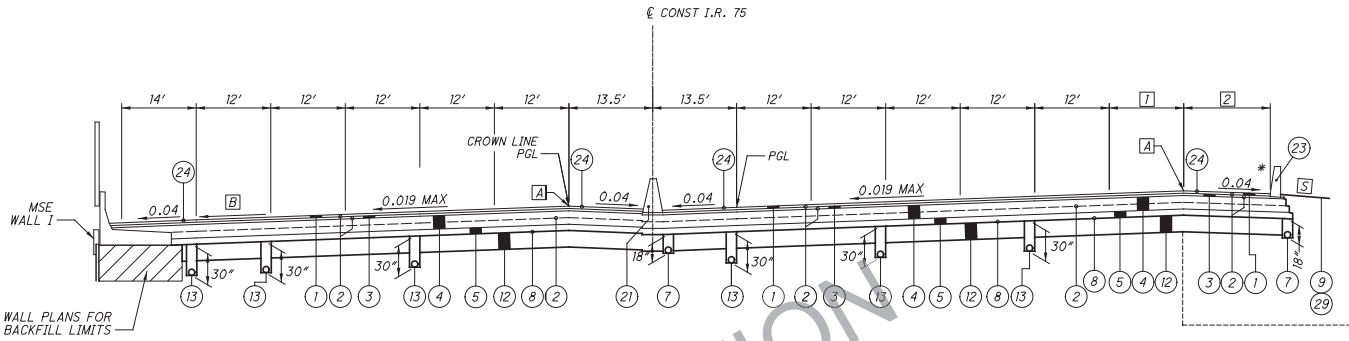
TYPICAL SECTIONS - I.R. 75

HAM-75-7.85



SUPERELEVATED SECTION - I.R. 75

STA 452+77.26 TO STA 463+73.42

* BRIDGE PARAPET
STA 452+77.26 TO STA 453+04.39

[1] VARIES 10.32′ TO 0′
STA 452+77.26 TO STA 458+91.07
0′
STA 458+91.07 TO STA 463+73.42

[2] VARIES 16.22′ TO 14.73′
STA 452+77.26 TO STA 453+37.95

[3] VARIES 14.73′ TO 12′
STA 453+37.95 TO STA 454+09.39
12′
STA 454+09.39 TO STA 459+40.00
VARIES 12′ TO 14′
STA 459+40.00 TO STA 459+50.00

[4] VARIES 14′ TO 12′
STA 462+90.91 TO STA 463+40.91
12′
STA 463+40.91 TO STA 463+73.42

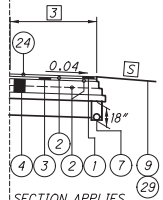
[A] 0.07 MAX BREAK

[B] PVMT CROSS SLOPE TRANSITIONS
0.019 TO 0.02
STA 459+99.47 TO STA 460+10.15
PVMT CROSS SLOPE
0.02
STA 460+10.15 TO STA 463+73.42

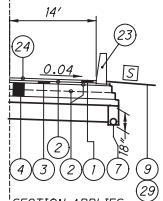
[C] PVMT CROSS SLOPE TRANSITIONS
0.02 TO 0.016
STA 464+65.55 TO STA 464+76.22

[D] PVMT CROSS SLOPE TRANSITIONS
0.016 TO 0.02
STA 463+73.42 TO STA 463+84.09

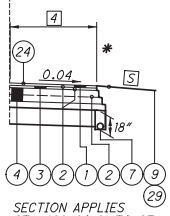
[S] SEE SHEET 26 FOR GRADING DETAILS.
SEE SHEETS 28 - 30 FOR ROADSIDE
BARRIER DETAILS



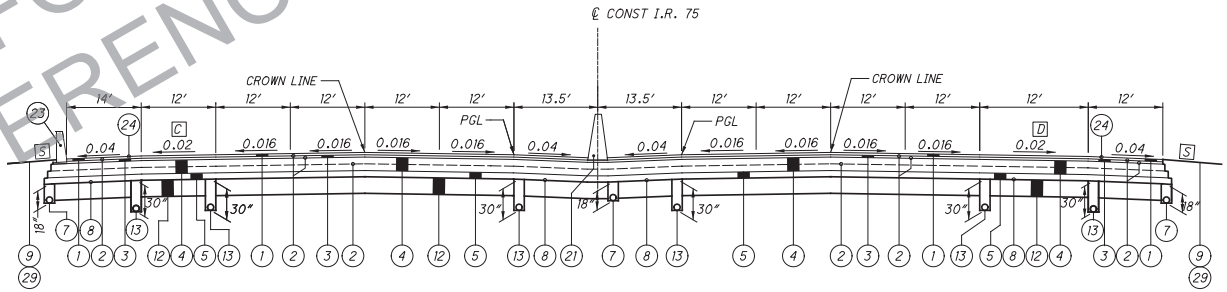
SECTION APPLIES
STA 453+37.95 TO STA 459+50.00



SECTION APPLIES
STA 459+50.00 TO STA 462+90.91



SECTION APPLIES
STA 462+90.91 TO STA 463+73.42



NORMAL SECTION - I.R. 75

STA 463+73.42 TO STA 464+76.22

NOTES:
FOR RUMBLE STRIP DETAILS SEE SHEET 30

FOR LEGEND, SEE SHEET 14

NOT FOR CONSTRUCTION
REFERENCE ONLY

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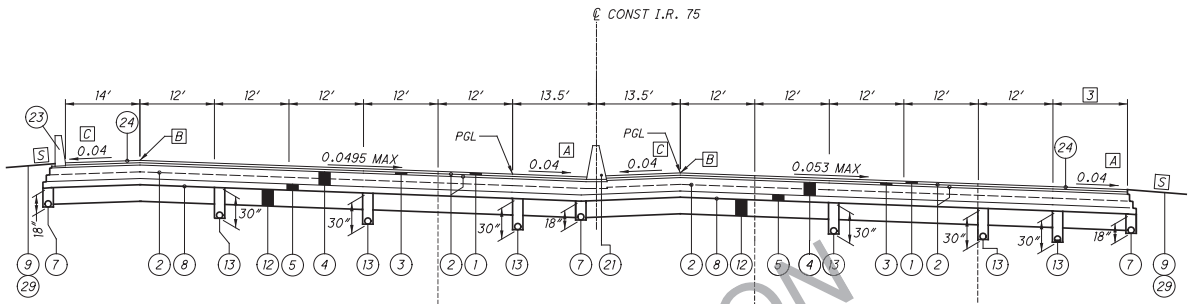
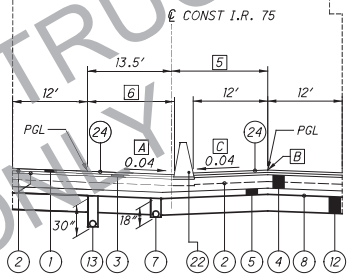
TYPICAL SECTIONS - I.R. 75

HAM-75-7.85



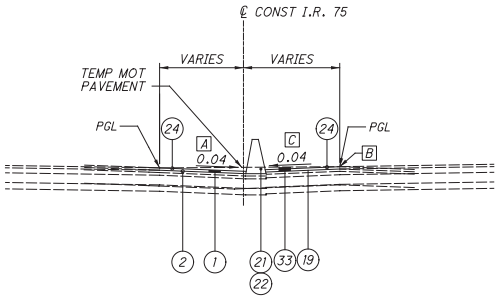
SUPERELEVATED SECTION - I.R. 75

STA 464+76.22 TO STA 472+00.00



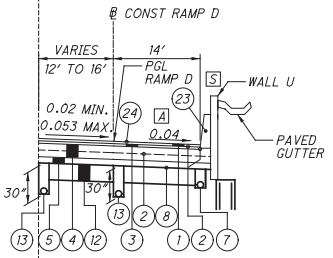
I.R. 75 SHOULDER WIDENING

STA 470+05.06 TO STA 472+00.00



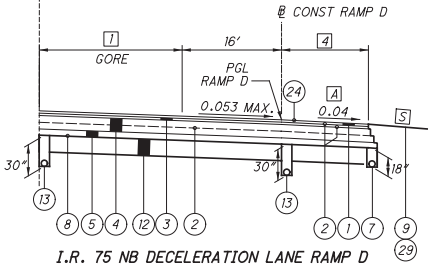
I.R. 75 BARRIER REPLACEMENT

STA 472+00.00 TO STA 482+25.00



I.R. 75 NB AUXILIARY/ DECELERATION LANE

STA 469+76.37 TO STA 471+23.05



I.R. 75 NB DECELERATION LANE RAMP D

STA 471+23.05 TO STA 472+00.00

1 VARIES 0′ TO 20′
STA 471+23.05 TO STA 475+21.64

2 NOT USED

3 12′
STA 464+76.22 TO STA 465+81.60
VARIES 12′ TO 14′
STA 465+81.60 TO STA 465+91.60
14′
STA 465+91.60 TO STA 469+76.37

4 14′
STA 471+23.05 TO STA 471+29.52

14′ TO 12′
STA 471+29.52 TO STA 471+81.42

12′
STA 471+81.42 TO STA 472+00.00

5 VARIES 13.5′ TO 15.5′
STA 470+05.06 TO STA 472+00.00

6 VARIES 12′ TO 14′
STA 470+05.06 TO STA 472+00.00

A 0.04 OR RATE OF SUPER IF GREATER

B 0.07 MAX BREAK

C VARIES 0.04 TO 0.01

S SEE SHEET 26 FOR GRADING DETAILS.
SEE SHEETS 28 - 30 FOR ROADSIDE BARRIER DETAILS

FOR LEGEND, SEE SHEET 14

NOTES:
FOR RUMBLE STRIP DETAILS SEE SHEET 30

NOT FOR CONSTRUCTION
REFERENCE ONLY

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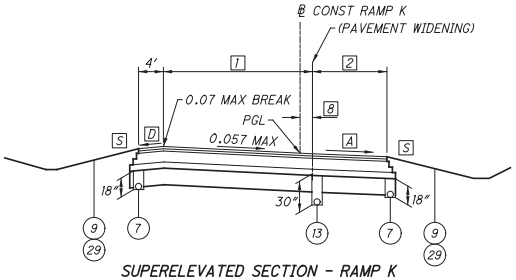
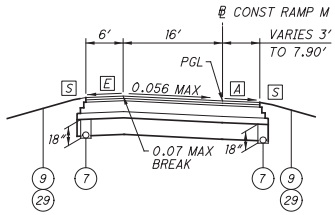
TYPICAL SECTIONS - I.R. 75

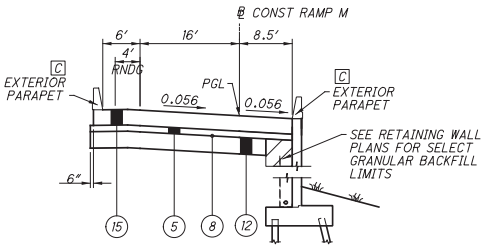
HAM-75-7.85



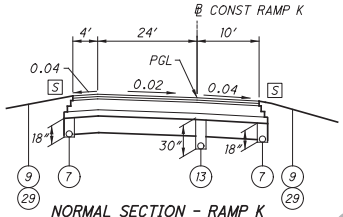
SUPERELEVATED SECTION - RAMP K
STA 416+12.76 TO STA 423+05.87
FOR PAVEMENT BUILD UP, SEE DETAIL A SHEET 22



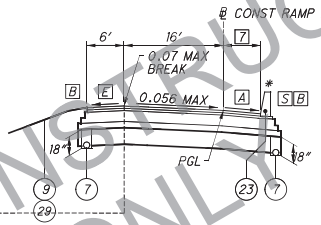
SUPERELEVATED SECTION - RAMP M
STA 412+39.90 TO STA 413+88.11
FOR PAVEMENT BUILD UP, SEE DETAIL A SHEET 22



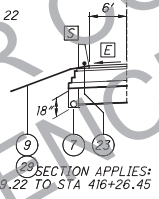
FORWARD APPROACH SLAB SECTION - RAMP M
HAM-562-0004 OVER I.R. 75
STA 419+94.75 TO STA 420+24.75
SEE RETAINING WALL PLANS FOR
SELECT GRANULAR BACKFILL LIMITS



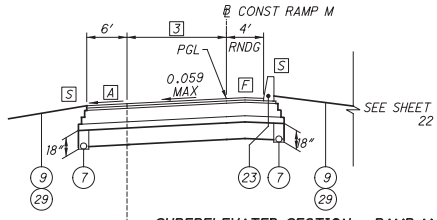
NORMAL SECTION - RAMP K
STA 423+05.87 TO STA 424+61.11
FOR PAVEMENT BUILD UP, SEE DETAIL A SHEET 22



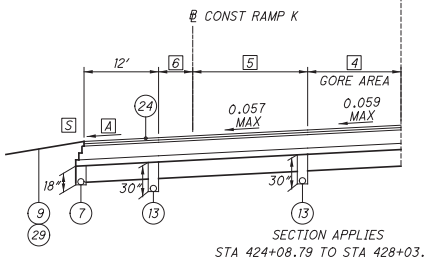
SUPERELEVATED SECTION - RAMP M
STA 413+88.11 TO STA 416+26.45
STA 420+24.75 TO STA 422+25.65
FOR PAVEMENT BUILD UP, SEE DETAIL A SHEET 22
*BRIDGE PARAPET
STA 415+68.84 TO STA 416+26.45
STA 420+24.75 TO STA 420+60.83



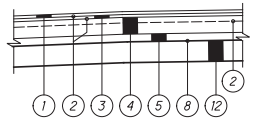
SECTION APPLIES:
STA 416+09.22 TO STA 416+26.45



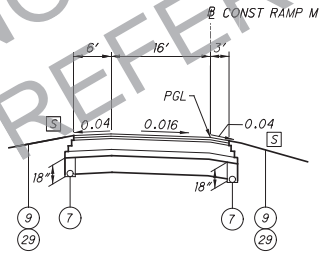
SUPERELEVATED SECTION - RAMP M
STA 422+25.65 TO STA 428+03.50
FOR PAVEMENT BUILD UP, SEE DETAIL A SHEET 22



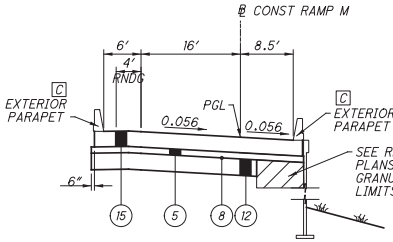
SECTION APPLIES
STA 424+08.79 TO STA 428+03.50
FOR PAVEMENT BUILD UP, SEE DETAIL A SHEET 22



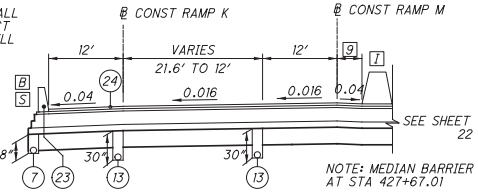
DETAIL A
ASPHALT RAMP PAVEMENT
BUILD UP DETAIL
TYPICAL RAMPS J, K, M & N



NORMAL SECTION - RAMP M
STA 412+00.00 TO STA 412+39.90
FOR PAVEMENT BUILD UP, SEE DETAIL A SHEET 22



REAR APPROACH SLAB SECTION - RAMP M
HAM-562-0004 OVER I.R. 75
STA 416+26.45 TO STA 416+56.45



NOTE: MEDIAN BARRIER BEGINS
AT STA 427+67.01

NORMAL SECTION - RAMP M
STA 428+03.50 TO STA 432+13.01
FOR PAVEMENT BUILD UP, SEE SHEET 22

1 29.5′
STA 416+12.76 TO STA 421+05.87
VARIES 29.5′ TO 24′
STA 421+05.87 TO STA 423+05.87

2 VARIES 12′ TO 10′
STA 416+12.76 TO STA 416+64.40
10′
STA 416+64.40 TO STA 423+05.87

3 16′
STA 422+25.65 TO STA 426+92.80
VARIES 16′ TO 12′
STA 426+92.80 TO STA 428+03.50

4 VARIES 24′ TO 0′
STA 424+08.79 TO STA 426+92.80
0′
STA 426+92.80 TO STA 428+03.50

5 24′
STA 424+08.79 TO STA 426+92.80
VARIES 24′ TO 21.6′
STA 426+92.80 TO STA 428+03.50

6 5.5′
STA 424+08.79 TO STA 425+72.28
VARIES 5.5′ TO 0′
STA 425+72.28 TO STA 428+03.50

7 VARIES 7.90′ TO 8.5′
STA 413+88.11 TO STA 414+14.90
8.5′
STA 414+14.90 TO STA 416+26.45
VARIES 8.5′ TO 4′
STA 420+24.75 TO STA 422+07.38
4′
STA 422+07.38 TO STA 422+25.65

8 5.5′
STA 416+12.76 TO STA 421+05.87
VARIES 5.5′ TO 0′
STA 421+05.87 TO STA 423+05.87

9 4′
STA 428+03.50 TO STA 429+43.13
VARIES 4′ TO 6′
STA 429+43.13 TO STA 429+83.10
6′
STA 429+83.10 TO STA 432+13.01

A 0.04 OR RATE OF SUPER IF GREATER

B FOR SHOULDER TREATMENTS, SEE SHEET 30

C PAID FOR AS PART OF APPROACH SLAB

D VARIES 0.013 TO 0.04

E VARIES 0.014 TO 0.04

F VARIES 0.011 TO 0.04

S SEE SHEET 26 FOR GRADING DETAILS.
SEE SHEETS 28 - 30 FOR ROADSIDE
BARRIER DETAILS

NOTE:
FOR RUMBLE STRIP DETAILS SEE SHEET 30

FOR LEGEND, SEE SHEET 14

NOT FOR CONSTRUCTION
REFERENCE ONLY

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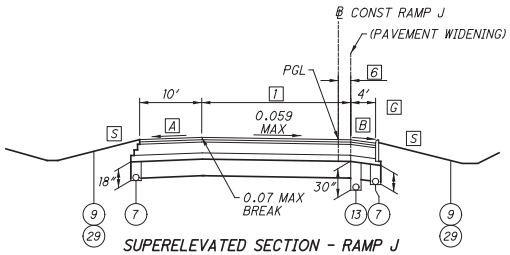
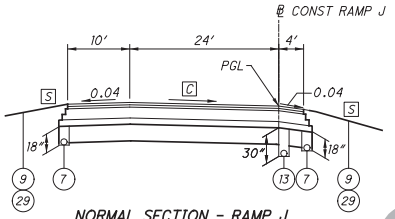
TYPICAL SECTIONS - I.R. 75 & S.R. 562 INTERCHANGE

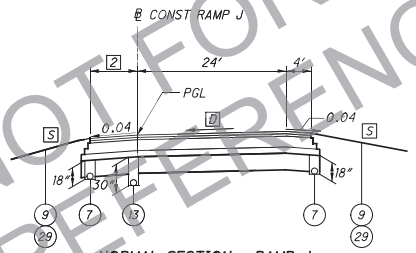
HAM-75-7.85



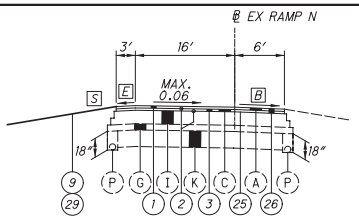
SUPERELEVATED SECTION – RAMP J
STA 412+01.35 TO STA 423+65.55
FOR PAVEMENT BUILDUP,
SEE DETAIL A THIS SHEET



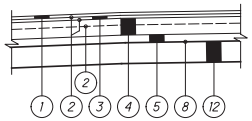
NORMAL SECTION – RAMP J
STA 423+65.55 TO STA 426+57.83
FOR PAVEMENT BUILDUP,
SEE DETAIL A THIS SHEET



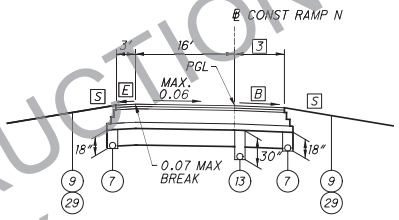
NORMAL SECTION – RAMP J
STA 426+57.83 TO STA 432+78.47
FOR PAVEMENT BUILDUP,
SEE DETAIL A THIS SHEET



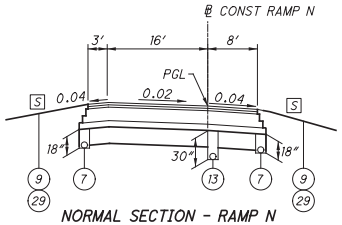
RESURFACING SECTION – RAMP N
STA 411+72.13 TO STA 412+64.37



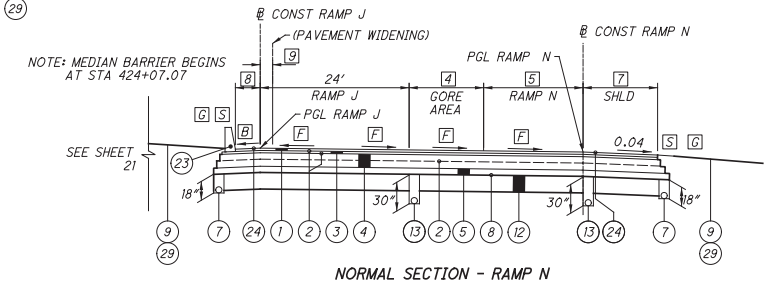
DETAIL A
ASPHALT RAMP PAVEMENT BUILD UP DETAIL
TYPICAL RAMPS J, K, M & N



SUPERELEVATED SECTION – RAMP N
STA 412+64.37 TO STA 417+45.10
FOR PAVEMENT BUILDUP,
SEE DETAIL A THIS SHEET



NORMAL SECTION – RAMP N
STA 417+45.10 TO STA 420+25.37
FOR PAVEMENT BUILDUP,
SEE DETAIL A THIS SHEET



NORMAL SECTION – RAMP N
STA 420+25.37 TO STA 428+52.11

1 VARIES 27.26′ TO 28.5′
STA 412+01.35 TO STA 412+84.33
28.5′
STA 412+84.33 TO STA 421+40.56
VARIES 28.5′ TO 24′
STA 421+40.56 TO STA 423+65.55

2 10′
STA 426+57.83 TO STA 432+28.40
VARIES 10′ TO 12′
STA 432+28.40 TO STA 432+78.47

3 6′
STA 412+64.37 TO STA 416+85.90
VARIES 6′ TO 8′
STA 416+85.90 TO STA 417+35.90
8′
STA 417+35.90 TO STA 417+45.10

4 VARIES 23′ TO 0′
STA 420+25.37 TO STA 426+52.23
0′
STA 426+52.23 TO STA 428+52.11

5 16′
STA 420+25.37 TO STA 426+52.23
VARIES 16′ TO 12′
STA 426+52.23 TO STA 428+52.11

6 VARIES 3.26′ TO 4.5′
STA 412+01.35 TO STA 412+84.33
4.5′
STA 412+84.33 TO STA 421+40.56
VARIES 4.5′ TO 0′
STA 421+40.56 TO STA 423+65.55

7 8′
STA 420+25.37 TO STA 424+67.51
VARIES 8′ TO 12′
STA 426+48.29 TO STA 428+51.87

8 4′
STA 420+25.37 TO STA 425+83.02
VARIES 4′ TO 6′
STA 425+83.02 TO STA 426+23.09
6′
STA 426+23.09 TO STA 428+52.11

9 VARIES 3.26′ TO 0′
STA 420+25.37 TO STA 422+47.94
0′
STA 422+47.94 TO STA 428+52.11

A VARIES 0.04 TO 0.011

B 0.04 OR RATE OF SUPER IF GREATER

C VARIES 0.016 TO -0.016

D VARIES 0.016 TO 0.02

E VARIES 0.010 TO 0.04

F FOR SLOPE DETAILS SEE SUPERELEVATION TABLE SHEETS 524-527

G FOR SHOULDER TREATMENTS, SEE SHEET 30

S SEE SHEET 26 FOR GRADING DETAILS. SEE SHEETS 28 - 30 FOR ROADSIDE BARRIER DETAILS

NOTE:
FOR RUMBLE STRIP DETAILS SEE SHEET 30

FOR LEGEND, SEE SHEET 14

NOT FOR CONSTRUCTION
REFERENCE ONLY

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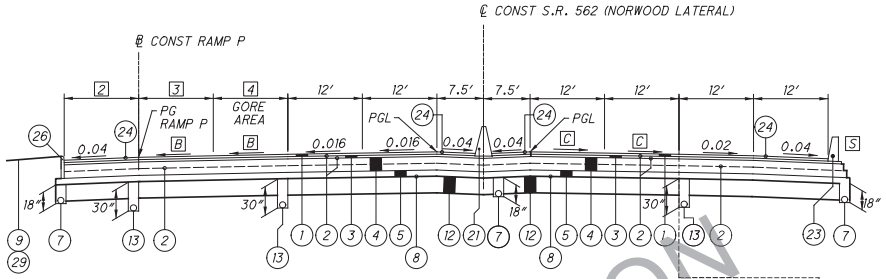
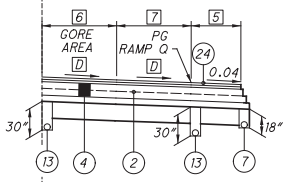
TYPICAL SECTIONS - I.R. 75 & S.R. 562 INTERCHANGE

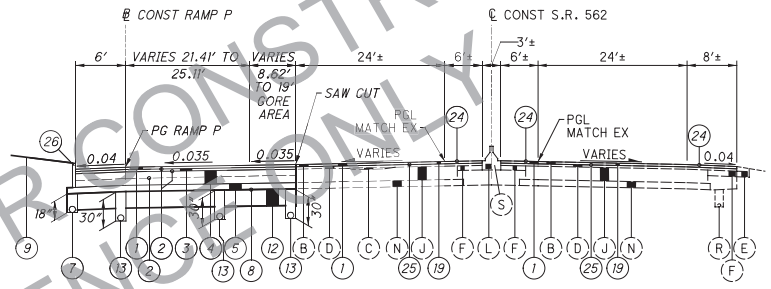
HAM-75-7.85



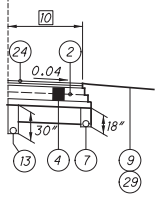
NORMAL SECTION - S.R. 562
STA 20+00.00 TO STA 32+00.00



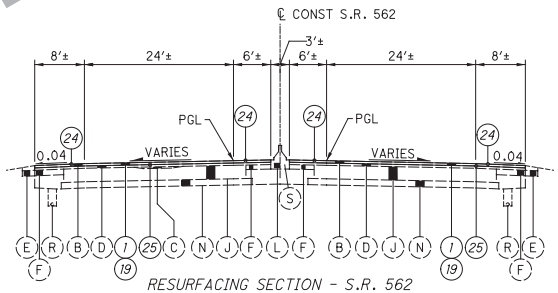
S.R. 562 EB AUXILLARY LANES (RAMP Q)
STA 24+00.00 TO STA 31+81.64
FOR PAVEMENT BUILDUP,
SEE DETAIL A SHEET 22



NORMAL SECTION - S.R. 562
STA 32+00.00 TO STA 33+32.56



SECTION APPLIES:
STA 31+81.64 TO STA 32+00.00
FOR PAVEMENT BUILDUP,
SEE DETAIL A SHEET 22



RESURFACING SECTION - S.R. 562
STA 33+32.56 TO STA 36+71.54 (WB)
STA 35+03.63 TO STA 36+76.44 (EB)
STA 39+09.48 TO STA 47+50.00 (WB)
SEE PLAN AND PROFILE FOR RESURFACING AREAS

NOT FOR CONSTRUCTION
REFERENCE ONLY

1 6′
STA 33+30.18 TO STA 34+50.73
VARIES 6′ TO 4′
STA 34+50.73 TO STA 35+09.21

2 VARIES 12′ TO 8′
STA 20+00.00 TO STA 21+99.92
8′
STA 21+99.92 TO STA 30+13.10
VARIES 8′ TO 6′
STA 30+13.10 TO STA 30+62.78
6′
STA 30+62.78 TO STA 32+00.00

3 VARIES 0′ TO 16′
STA 20+00.00 TO STA 28+00.16
16′
STA 28+00.16 TO STA 30+13.01
VARIES 16′ TO 21.41′
STA 30+13.01 TO STA 32+00.00

4 0′
STA 20+00.00 TO STA 28+00.16
VARIES 0′ TO 8.62′
STA 28+00.16 TO STA 32+00.00

5 12′
STA 24+00.00 TO STA 27+09.58
VARIES 12′ TO 8′
STA 27+09.58 TO STA 28+09.58
8′
STA 28+09.58 TO STA 31+81.64

6 0′
STA 24+00.00 TO STA 29+52.80
VARIES 0′ TO 23.12′
STA 29+52.80 TO STA 31+81.64

7 12′
STA 24+00.00 TO STA 28+09.58
VARIES 12′ TO 16′
STA 28+09.58 TO 29+52.80
16′
STA 29+52.80 TO STA 31+81.64

8 16′
STA 31+79.61 TO STA 33+42.17
VARIES 16′ TO 24′
STA 33+42.17 TO STA 33+92.17
VARIES 24′ TO 27.36′
STA 33+92.17 TO STA 34+50.00

9 VARIES 8′ TO 6′
STA 31+79.61 TO STA 32+29.61
6′
STA 32+29.61 TO STA 34+50.00

10 VARIES 12′ TO 11.31′
STA 31+81.64 TO STA 32+00.00

A VARIES 0.035 TO 0.04

B VARIES 0.016 TO 0.035

C 0.016
STA 20+00.00 TO STA 31+56.30
VARIES 0.016 TO 0.0175
STA 31+56.30 TO STA 32+00.00

D VARIES 0.02 TO 0.035

L LONGITUDINAL JOINT PER SCD-BP-2.1

S SEE SHEET 26 FOR GRADING DETAILS.
SEE SHEETS 28 - 30 FOR ROADSIDE BARRIER DETAILS

FOR LEGEND, SEE SHEET 14
FOR EXISTING LEGEND, SEE SHEET 11

TYPICAL SECTIONS - S.R. 562

HAM-75-7.85

23
1045

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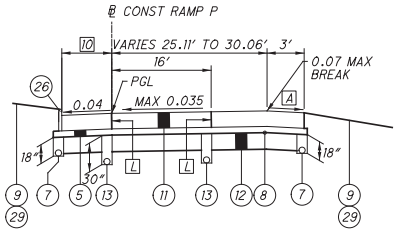
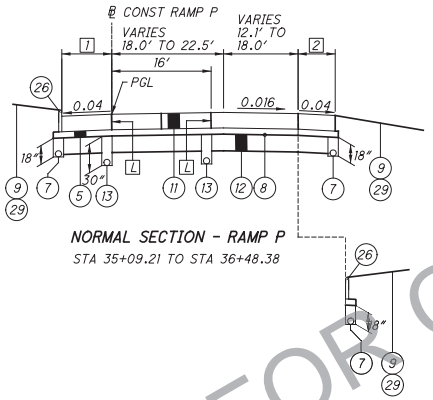


SUPERELEVATED SECTION - RAMP P

STA 33+30.18 TO STA 35+09.21

10 6'
STA 33+30.18 TO STA 34+50.73
VARIES 6' TO 4'
STA 34+50.73 TO STA 35+09.21



NORMAL SECTION - RAMP P

STA 35+09.21 TO STA 36+48.38

1 STA 35+09.21 TO STA 35+97.99
4.0'

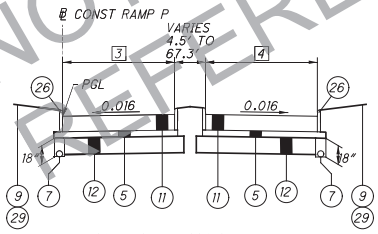
STA 35+97.99 TO STA 36+17.99
4.0' TO 0'

STA 36+17.99 TO STA 38+21.83
0'

2 STA 35+09.21 TO STA 35+64.09
3.0'

STA 35+64.09 TO STA 35+81.73
3.0' TO 0'

STA 35+81.73 TO STA 36+48.38
0'



NORMAL SECTION - RAMP P

STA 36+48.38 TO STA 38+31.83

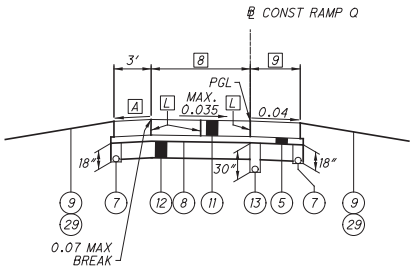
3 STA 36+48.38 TO STA 36+97.76
18.5'

STA 36+97.76 TO STA 37+66.41
18.5' TO 25.3'

STA 37+66.41 TO STA 38+32.09
25.3' TO 2.0'

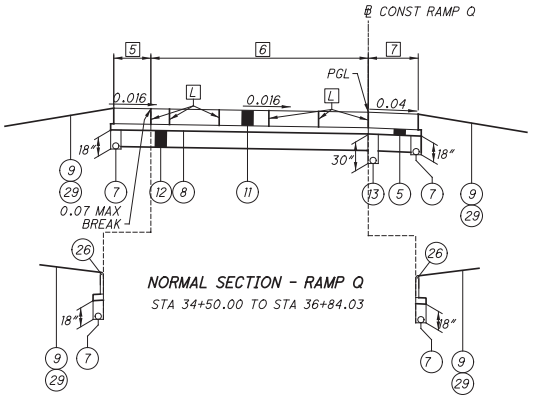
4 STA 36+48.38 TO STA 37+00.10
18.0'

STA 37+00.10 TO STA 37+26.14
18.0' TO 36.9'



SUPERELEVATED SECTION - RAMP Q

STA 31+79.61 TO STA 34+50.00



NORMAL SECTION - RAMP Q

STA 34+50.00 TO STA 36+84.03

5 STA 34+50.00 TO STA 35+96.17
3.0'

STA 35+96.17 TO STA 36+46.01
3.0' TO 1.0'

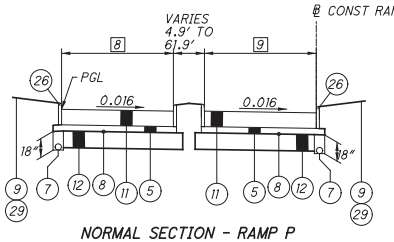
STA 36+46.01 TO STA 37+19.27
1.0'

6 STA 34+50.00 TO STA 36+84.03
26.1' TO 49.6'

7 STA 34+50.00 TO STA 35+12.50
6.0'

STA 35+12.50 TO STA 36+37.50
6.0' TO 1.0'

STA 36+37.50 TO STA 38+19.08
1.0'



NORMAL SECTION - RAMP P

STA 36+84.03 TO STA 38+19.37

8 STA 36+84.03 TO STA 37+20.24
30.1' TO 3.0'

9 STA 36+48.03 TO STA 38+19.37
21.6' TO 3.0'

A VARIES 0.035 TO 0.04

L LONGITUDINAL JOINT PER SCD-BP-2.1

NOT FOR CONSTRUCTION
REFERENCE ONLY

FOR LEGEND, SEE SHEET 14
FOR EXISTING LEGEND, SEE SHEET 11

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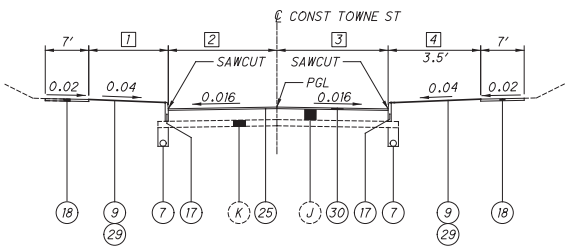
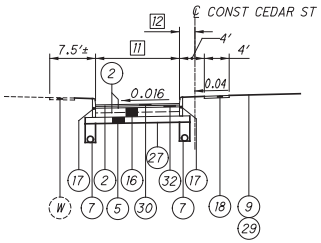
TYPICAL SECTIONS - RAMP P AND RAMP Q

HAM-75-7.85



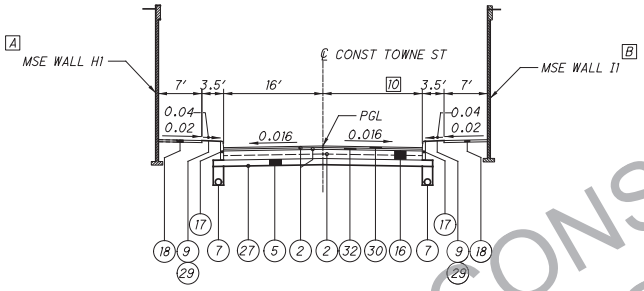
NORMAL SECTION - TOWNE ST

STA 13+34.00 TO STA 15+59.60



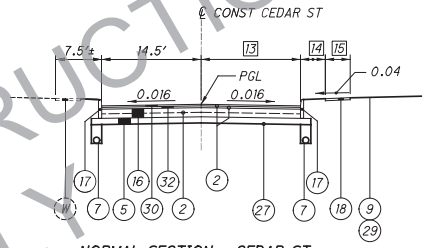
NORMAL SECTION - CEDAR ST

STA 0+26.75 TO STA 0+59.26



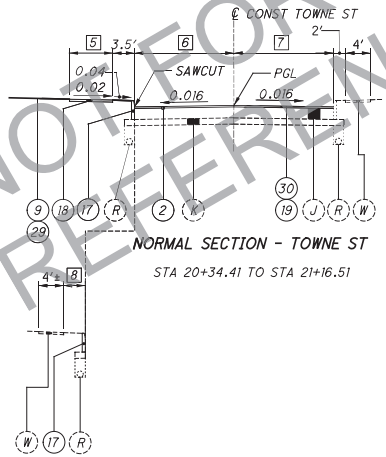
NORMAL SECTION - TOWNE ST

STA 15+59.60 TO STA 20+34.41



NORMAL SECTION - CEDAR ST

STA 0+59.26 TO STA 1+25.67



NORMAL SECTION - TOWNE ST

STA 20+34.41 TO STA 21+16.51

SECTION APPLIES
STA 20+88.51 TO STA 21+16.51

FOR EXISTING LEGEND, SEE SHEET 11
FOR LEGEND, SEE SHEET 14

1 VARIES 6.85′ TO 3.5′
STA 13+34.00 TO STA 13+99.65
3.5′
STA 13+99.65 TO 15+59.60

2 VARIES 21.6± TO 16′

3 VARIES 23′± TO 16′

4 8′
STA. 13+34.00 TO STA. 15+00.00
VARIES 8′ TO 3.5′
STA 15+00.00 TO STA 15+59.60

5 7′
STA 20+34.41 TO STA 20+38.51
VARIES 7′ TO 4′±
STA 20+38.51 TO STA 20+88.51

6 16′
STA 20+34.41 TO STA 20+66.51
VARIES 16′ TO 16.4′±
STA 20+66.51 TO STA 21+16.51

7 VARIES 17.3′ TO 18′±
STA 20+34.41 TO STA 21+16.51

8 VARIES 3.5′± TO 2.7′±
STA 20+88.51 TO STA 21+16.51

9 VARIES 0′ TO 12′
STA 4+98.41 TO STA 5+04.04
12′ STA 5+04.04 TO 6+33.72

10 16′
STA.15+59.60 TO STA. 19+92.12
VARIES 16′ TO 17.3′±
STA 19+92.12 TO STA 20+34.41

11 VARIES 14.5′ TO 12′
STA 0+26.75 TO STA 0+36.40
12′
STA 0+36.40 TO STA 0+49.36
VARIES 12′ TO 14.5′
STA 0+49.36 TO STA 0+59.26

12 VARIES 0′ TO 2.5′
STA 0+26.75 TO STA 0+36.40
2.5′
STA 0+36.40 TO STA 0+49.36
VARIES 2.5′ TO 0′
STA 0+49.36 TO STA 0+59.26

13 VARIES 0′ TO 14′
STA 0+59.26 TO STA 1+14.71
14′
STA 1+14.71 TO STA 1+25.67

14 3.5′
STA. 0+59.26 TO STA. 1+14.71
VARIES 3.5′ TO 4.2±
STA. 1+14.71 TO STA. 1+25.67

15 4′
STA. 0+59.26 TO STA. 1+14.71
VARIES 3.5′ TO 4.2±
STA. 1+14.71 TO STA. 1+25.67

A MSE WALL H1
STA 17+89.70 TO STA 20+24.79

B MSE WALL I1
STA 17+72.56 TO STA 20+07.83

NOT FOR CONSTRUCTION
REFERENCE ONLY

TYPICAL SECTIONS - TOWNE ST. & CEDAR ST.

HAM-75-7.85

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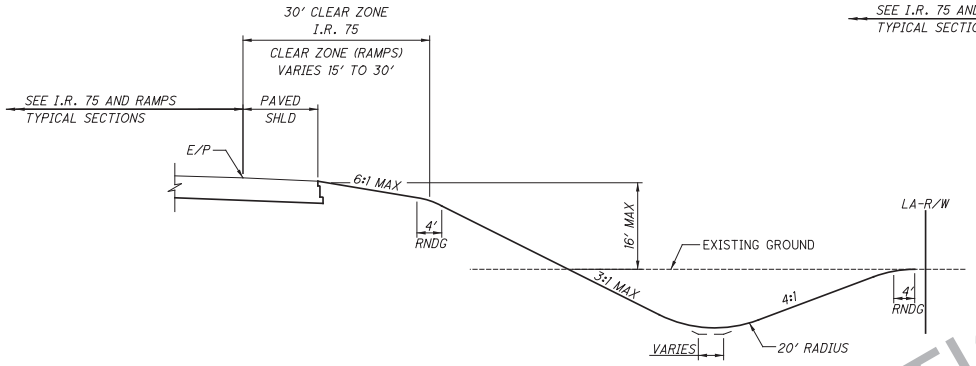
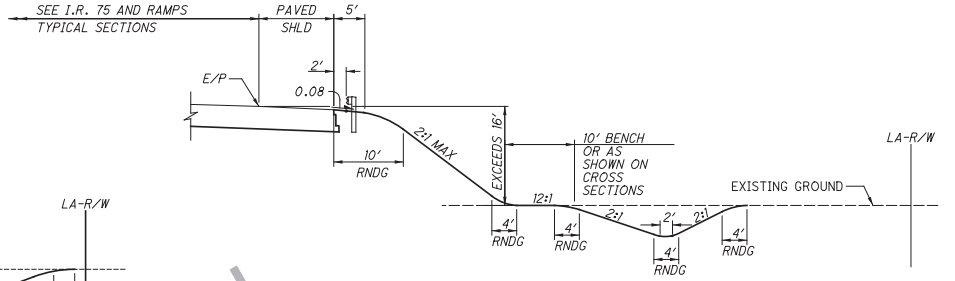


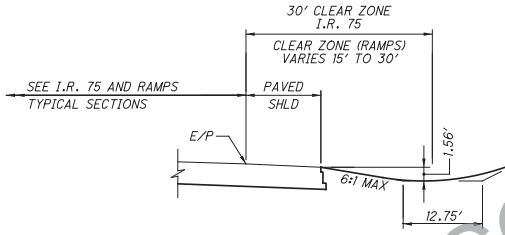
SAFETY GRADING: MEDIUM FILL SECTION

OPPOSITE HAND ALSO, SEE CROSS SECTIONS



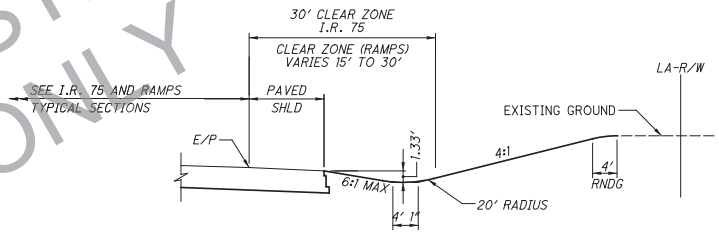
BARRIER GRADING SECTION

OPPOSITE HAND ALSO, SEE CROSS SECTIONS



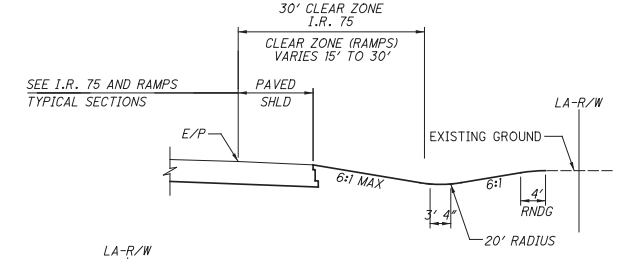
SAFETY GRADING: CUT SECTION

OPPOSITE HAND ALSO, SEE CROSS SECTIONS



SAFETY GRADING: CUT SECTION

OPPOSITE HAND ALSO, SEE CROSS SECTIONS

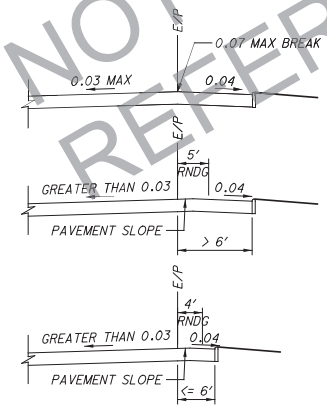


SAFETY GRADING: SHALLOW CUT OR FILL SECTION

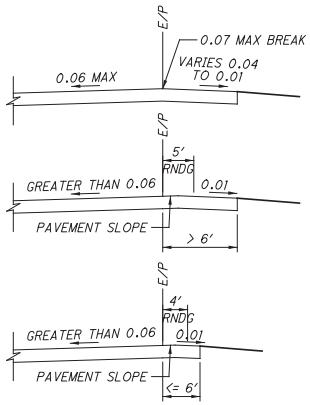
OPPOSITE HAND ALSO, SEE CROSS SECTIONS

PAVED SHOULDER CROSS SLOPES

CURBED-HIGH SIDE OF SUPERELEVATED SECTIONS



UNCURBED-HIGH SIDE OF SUPERELEVATED SECTIONS



NOT FOR CONSTRUCTION
REFERENCE ONLY

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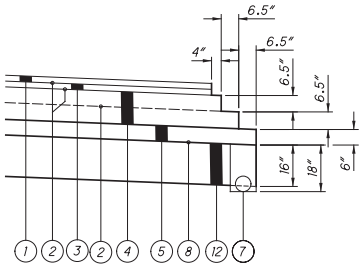
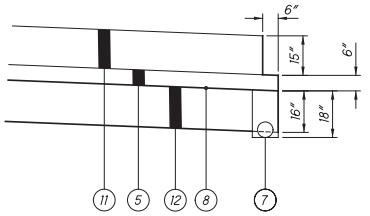
TYPICAL SECTIONS - ROADSIDE GRADING

HAM-75-7.85

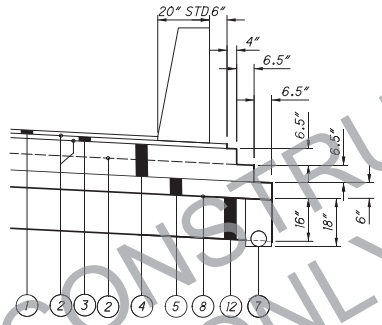
ASPHALT EDGE COURSE DETAIL



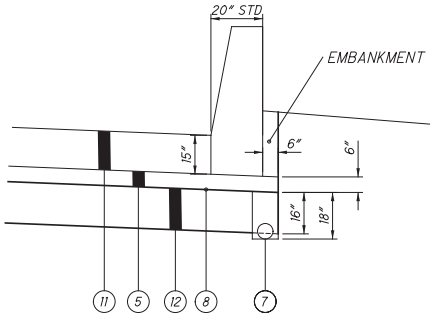
CONCRETE EDGE COURSE DETAIL



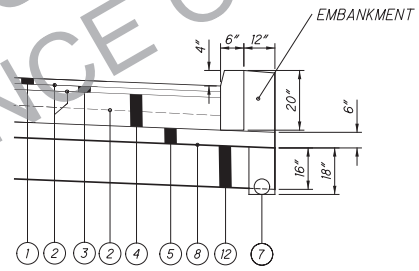
ASPHALT EDGE COURSE DETAIL
(WITH TYPE D BARRIER)



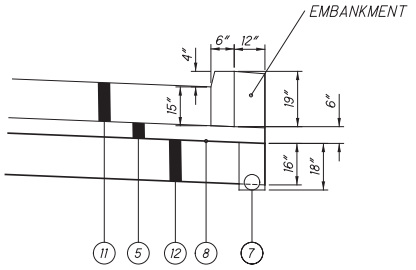
CONCRETE EDGE COURSE DETAIL
(WITH TYPE D BARRIER)



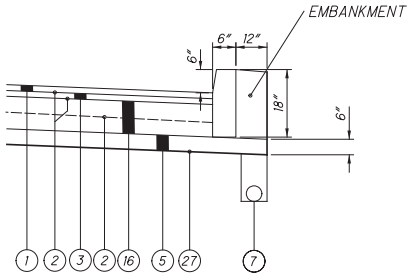
ASPHALT EDGE COURSE DETAIL
(WITH TYPE 4-C CURB, AS PER PLAN)



CONCRETE EDGE COURSE DETAIL
(WITH TYPE 4-C CURB, AS PER PLAN)



ASPHALT EDGE COURSE DETAIL
(WITH TYPE 6 CURB)



FOR LEGEND, SEE SHEET 14

NOT FOR CONSTRUCTION
REFERENCE ONLY

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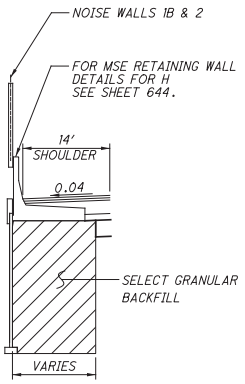
TYPICAL SECTIONS - PAVEMENT STEP DETAILS

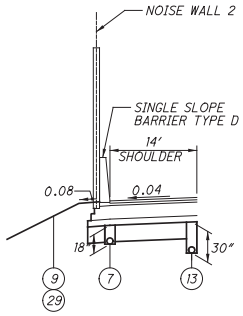
HAM-75-7.85



MSE WALL H & I SECTION - I.R. 75 SB

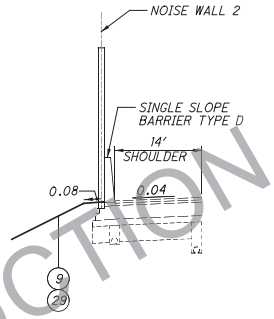
STA 448+44.67 TO STA 451+59.91
STA 452+15.54 TO STA 463+81.56

SEE RETAINING WALL PLANS FOR SELECT GRANULAR BACKFILL LIMITS



SINGLE SLOPE BARRIER TYPE D W/ NOISE WALL SECTION - I.R. 75 SB

STA 463+81.56 TO STA 472+00.00



SINGLE SLOPE BARRIER TYPE D W/ NOISE WALL SECTION - I.R. 75 SB

STA 472+00.00 TO STA 474+04.00

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REFERENCE ONLY

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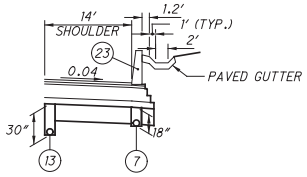
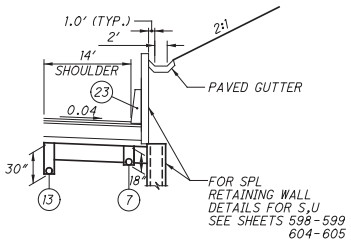
TYPICAL SECTIONS - DETAILS

HAM-75-7.85



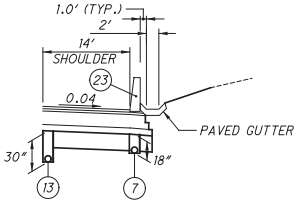
SINGLE SLOPE BARRIER
TYPE D W/ PAVED GUTTER, WALLS S & U
SECTION – I.R. 75 NB

STA 445+13.91 TO STA 445+38.00 – WALL S
STA 447+42.00 TO STA 448+00.00 – WALL S
STA 465+91.60 TO STA 466+27.00 – WALL U
STA 470+83.00 TO STA 471+00.00 – WALL U



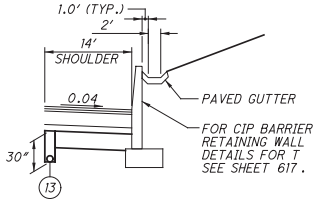
SPL RETAINING WALL
W/ PAVED GUTTER, WALLS S & U
SECTION – I.R. 75 NB

STA 445+38.00 TO STA 447+42.00 – WALL S
STA 466+27.00 TO STA 470+83.00 – WALL U



SINGLE SLOPE BARRIER
TYPE D W/ PAVED GUTTER,
WALL T SECTION – I.R. 75 NB

STA 459+50.00 TO STA 460+00.00
STA 461+90.00 TO STA 462+00.00



CIP BARRIER RETAINING WALL T
SECTION – I.R. 75 NB

STA 460+00.00 TO STA 461+90.00

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REFERENCE ONLY

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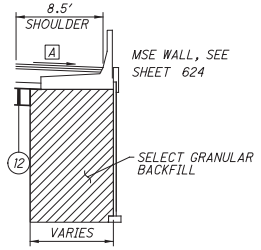
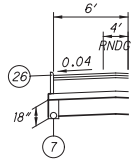


MSE WALL SECTION - RAMP M

STA 415+68.84 TO STA 416+26.45

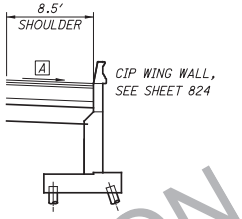
SEE RETAINING WALL PLANS FOR SELECT GRANULAR BACKFILL LIMITS



CURB SECTION - RAMP M

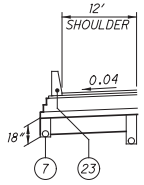
STA 416+07.33 TO STA 416+26.45

STA 420+24.75 TO STA 420+42.11



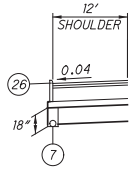
CIP WING WALL SECTION - RAMP M

STA 420+24.75 TO STA 420+60.83



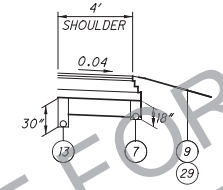
BARRIER SECTION - RAMP M

STA 427+79.14 TO STA 429+61.94



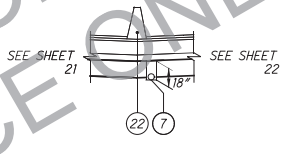
CURB SECTION - RAMP M

STA 429+61.94 TO STA 432+13.01



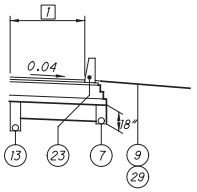
NORMAL SECTION - RAMP J

STA 421+30.00 TO STA 423+65.55



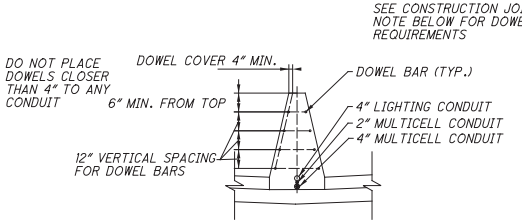
MEDIAN BARRIER DETAIL - RAMP N

STA 425+83.12 TO STA 428+52.11



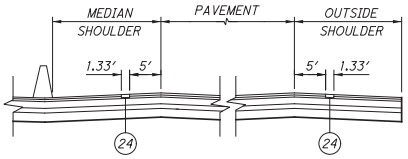
BARRIER SECTION - RAMP N

STA 424+17.89 TO STA 428+52.11

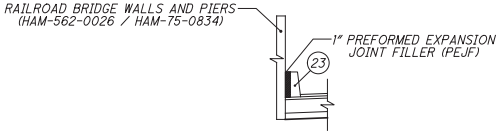


MEDIAN BARRIER CONDUIT DETAIL

CONSTRUCTION JOINTS: BARRIER RUNS WITH ABUTTING VERTICAL SURFACED AT EITHER REQUIRED OR PERMISIBLE CONSTRUCTION JOINTS ARE TO BE DOWERLED TO EACH OTHER BY USE OF 3/4' DIA. BY 18" LONG EPOXY COATED DEFORMED DOWEL BARS AS PER CMS 622.02. BARS ARE TO BE PLACED AS SHOWN. PROVIDE A 4" CLEARNACE TO BARIER SURFACES AND TO ANY RACEWAYS.



RUMBLE STRIP DETAIL



BARRIER EXPANSION JOINT DETAIL BETWEEN RAILROAD BRIDGE WALLS AND PIERS

1 SEE SHEET 22

A 0.04 OR RATE OF SUPER IF GREATER

B ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN

FOR LEGEND, SEE SHEET 14

NOT FOR CONSTRUCTION
REFERENCE ONLY

TYPICAL SECTIONS - DETAILS

HAM-75-7.85

30
1045

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UTILITIES

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

GAS
DUKE ENERGY (GAS)
139 EAST 4TH ST., ROOM 460A
CINCINNATI, OH 45202
OH/KYHOUSEBILL@DUKE-ENERGY.COM

OIL
BP PIPELINES (NORTH AMERICA) INC.
BLAKE PATRICK
30 SOUTH WACKER DRIVE
SUITE 900
CHICAGO, IL 60606
312-809-3155
BLAKE.PATRICK@BP.COM
BPPIPELINESROW@BP.COM

BP PIPELINES NORTH AMERICA, INC.
KIM MILLER
930 TENNESSEE AVENUE
CINCINNATI, OH 45229
513-649-6187

ELECTRIC:
DUKE ENERGY - ELECTRIC (DISTRIBUTION)
AARON WRIGHT
2010 DANA AVE
CINCINNATI, OH 45207
513-514-8211
AARON.WRIGHT@DUKE-ENERGY.COM

DUKE ELECTRIC - TRANSMISSION
TIM MEYER
139 EAST 4TH STREET, 552A
CINCINNATI, OH 45202
513-287-1266

CABLE
CHARTER COMMUNICATIONS
KENT RIEGER
10920 KENWOOD ROAD
BLUE ASH, OHIO 45242
DL-SOUTHERN-OHIO-OUTSIDE-PLANT@CHARTER.COM
513-366-5499
KENT.REIGER@CHARTER.COM

TELEPHONE
CINCINNATI BELL - AERIAL & PLACING
ROB STROCHINSKY
221 E. 4TH STREET
BLDG. 121-900
CINCINNATI, OH 45201
513-565-6014
ROBERT.STROCHINSKY@CINBELL.COM
ROADPROJECTS@CINBELL.COM

CINCINNATI BELL - UNDERGROUND STRUCTURES
BRECK COWAN
221 E. 4TH STREET
BLDG. 121-900
CINCINNATI, OH 45201
513-565-7187 - OFFICE
BRECK.COWAN@CINBELL.COM

VERIZON
ALLEN GUEST
120 RAVINE STREET
AKRON, OH 44303
330-253-8267

UTILITIES (CONT)

TELEPHONE (CONT)
SPRINT NEXTEL
STEVE HUGHES
11370 ENTERPRISE PARK DRIVE
SHARONVILLE, OH 45251
513-459-5796
STEVEN.HUGHES@SPRINT.COM

QWEST/CENTURYLINK/LUMEN
JORDAN LANGSTON
20 N MECHANIC STREET
LEBANON, OH 45036
513-933-3502
RELOCATIONS@LUMEN.COM

SANITARY SEWER
CINCINNATI METROPOLITAN SEWER DISTRICT
ROBERT FRANKLIN
1600 GEST STREET
CINCINNATI, OH 45204
513-577-7188
MSDUTILITYREVIEW@CINCINNATI-OH.GOV
ROB.FRANKLIN@CINCINNATI-OH.GOV

WATER
GREATER CINCINNATI WATER WORKS
KYLE BUCKLEY
3845 EASTERN AVENUE
CINCINNATI, OH 45226
513-591-7674
KYLE.BUCKLEY@GCWW.CINCINNATI-OH.GOV

SOUTHWESTERN OHIO WATER COMPANY
MIKE FLAVIN
600 W. LOVELAND AVENUE, SUITE 3
LOVELAND, OH 45140
513-489-4844

STORM
CINCINNATI STORMWATER MANAGEMENT UTILITY
ROBERT GOODPASTER
4747 SPRING GROVE AVENUE
CINCINNATI, OHIO 45232
513-591-7746
ROBERT.GOODPASTER@CINCINNATI-OH.GOV
SMUPLANREVIEW@CINCINNATI-OH.GOV

MISC
GIVAUDAN FLAVORS CORPORATION
FRED WILSON
1199 EDISON DRIVE
CINCINNATI, OH 45216
PHONE: 513.948.4284
MOBILE: 847.226.3863
FAX: 513.482.8535

ODOT ITS
CENTRAL OFFICE ODOT ITS
1606 WEST BROAD STREET
COLUMBUS, OH 43223
614.387.4113
CEN.ITS.LAB@DOT.OHIO.GOV

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, ITS) 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 MEMEBER OF THE OHIO UTILITIES PROTECTION

UTILITY NOTIFICATION (CONT)

SERVICES (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, ARTIMIS AT 513-564-6118, AND THE PROJECT ENGINEER, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF ANY WORK, FOR THE NEED TO MARK ODOT'S OWNED UTILITIES.

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 THOUGH OUPS OR DIRECTLY A MINIMUM OF FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY WORK.

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

EXISTING OVERHEAD ELECTRIC FACILITIES

WITHIN THE CORRIDOR SEVERAL OVERHEAD ELECTRIC FACILITIES EXIST. CONTRACTOR TO EXERCISE CAUTION WHEN WORKING UNDER OR NEAR ANY ELECTRIC UTILITY.

BRITISH PETROLEUM COORDINATION

CONSTRUCTION NEAR STA. 433+35 UNDER I-75 AND NEAR STA. 413.50 UNDER SR 562 WEST OF THE NORWOOD LATERAL NORFOLK SOUTHERN RAIL ROAD BRIDGE REQUIRE COORDINATION WITH BRITISH PETROLEUM.

ALL CONSTRUCTION AND ANY WORK DONE NEAR THE NEW BP PIPELINE SHALL MAINTAIN A MINIMUM OF THREE (3) FEET OF COVER. AND A MINIMUM OF THREE (3) FEET OF HORIZONTAL CLEARANCES BETWEEN THE PIPELINE AND WORK PROPOSED FOR THE PROJECT. A BP OIL REPRESENTATIVE SHALL BE CONTACTED AND PRESENT DURING WORK NEAR THE PIPELINE. CONTACT INFORMATION FOR THE LOCAL BP DAMAGE PREVENTION SPECIALIST IS INCLUDED IN THE UTILITY INFORMATION WITH THE GENERAL NOTES AND THIS SECTION.

THE PIPELINES BP OPERATES TRANSPORT VARIOUS LIQUIDS AND GASSES AT HIGH PRESSURE. THERE ARE POTENTIAL HAZARDS ASSOCIATED WITH CONSTRUCTION OR EXCAVATION WORK AROUND PIPELINES. AS A RESULT OF THESE POTENTIAL HAZARDS, AND IN COMPLIANCE WITH THE REQUIREMENTS IMPOSED UPON BP AS AN INDUSTRY REGULATED BY THE U.S. DEPARTMENT OF TRANSPORTATION AND OFFICE OF PIPELINE SAFETY, THE FOLLOWING LIST OF GENERAL REQUIREMENTS FOR WORKING ON PIPELINE RIGHTS-OF-WAY HAS BEEN COMPILED.

GENERAL SAFETY REQUIREMENTS:
811 THE NATIONAL ONE-CALL NUMBER, MUST BE CONTACTED AT LEAST 48 HOURS (2 WORKING DAYS) BEFORE ANY CONSTRUCTION AND/OR EXCAVATION ACTIVITIES ARE INITIATED WITHIN THE PIPELINE RIGHT-OF-WAY SO THAT BP MAY HAVE A REPRESENTATIVE PREVENT TO ENSURE THAT THERE ARE NO CONFLICTS WITH THE PIPELINE.

THE CONTRACTOR IS RESPONSIBLE FOR CONDUCTING AN ONSITE PRECONSTRUCTION MEETING PRIOR TO THE START OF ANY WORK NEAR THE BP PIPELINE FOR EACH NEW LOCATION AS APPLICABLE. THE PURPOSE OF THE MEETING IS TO IDENTIFY AND DISCUSS THE LOCATION OF THE PIPELINE RELATIVE TO THE

BRITISH PETROLEUM COORDINATION (CONT)

WORK, SAFETY AND CONTRACT REQUIREMENTS, AND OTHER PERTINENT SITE SPECIFIC CONDITIONS. THE REQUIRED ATTENDEES ARE THE BP REPRESENTATIVE, ODOT PROJECT REPRESENTATIVE, CONTRACTOR AND SUB-CONTRACTOR REPRESENTATIVE(S), AND PERSONNEL DIRECTLY INVOLVED IN THE WORK ACTIVITIES NEAR THE PIPELINE.

TO HAVE THE PIPELINE PHYSICALLY LOCATED AND DEPTH VERIFIED, CONTACT BP5#325 LOCAL FIELD REPRESENTATIVE, MR. KIM MILLER AT 513-646-6187, TWO (2) WEEKS PRIOR.
THE CONTRACTOR IS RESPONSIBLE FOR TAKING ALL NECESSARY SAFETY PRECAUTIONS AND WILL BE HELD RESPONSIBLE FOR ANY DAMAGES CAUSED TO THE PIPELINE OR PROPERTY AS A RESULT OF THEIR WORK.

EXCAVATION SPECIFIC REQUIREMENTS:
NO EXCAVATION OR CONSTRUCTION ACTIVITY WILL BE PERMITTED IN THE VICINITY OF A PIPELINE UNTIL ALL APPROPRIATE COMMUNICATIONS HAVE BEEN MADE WITH BP'S FIELD OPERATIONS AND THE BP RIGHT-OF-WAY DEPARTMENT. IN SOME INSTANCES, EXCAVATION AND OTHER CONSTRUCTION ACTIVITIES AROUND CERTAIN PIPELINES CAN BE CONDUCTED SAFELY ONLY WHEN THE PIPELINE OPERATING PRESSURE HAS BEEN REDUCED. CONTRACTORS ARE THEREFORE CAUTIONED THAT EXCAVATION WHICH EXPOSES OR SIGNIFICANTLY REDUCES THE COVER OVER A PIPELINE MAY HAVE TO BE DELAYED UNTIL THE REDUCED OPERATING PRESSURES ARE ACHIEVED.

GENERAL CONSTRUCTION ACTIVITIES:
THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN EXCAVATING IN AREAS OF THE ABANDONED PIPELINE. THE CONTRACTOR SHALL NOT BE PERMITTED TO TRANSPORT CONSTRUCTION MATERIALS OR EQUIPMENT LONGITUDINALLY OVER THE ABANDONED PIPELINE. WHERE IT IS NECESSARY FOR CONSTRUCTION EQUIPMENT (I.E., TRACTORS, BACKHOES, DUMP TRUCKS, ETC.) OR EQUIPMENT TRANSPORTING CONSTRUCTION MATERIALS TO CROSS THE PIPELINE, THE CROSSING OF THE PIPELINE RIGHT-OF-WAY SHALL BE AT, OR AS NEAR TO, A 90 ANGLE AS IS FEASIBLE.

NO TRACK TYPE CONSTRUCTION EQUIPMENT SHALL BE PERMITTED TO PIVOT OR TURN DIRECTLY OVER THE TOP OF THE ABANDONED PIPELINE.

A SCRAPER OR PAN TYPE TRACTOR SHALL NOT BE USED FOR REMOVAL OF SOIL WITHIN TEN FEET (10') OF THE CENTERLINE OF THE ABANDONED PIPELINE. RUBBER TIRE OR SMALL TRACK TYPE EQUIPMENT IS AN ACCEPTABLE ALTERNATIVE.

A SHEEPSFOOT ROLLER SHALL NOT BE USED FOR COMPACTION PURPOSES WITHIN FIVE FEET (5') OR DIRECTLY ABOVE THE CENTERLINE OF THE ABANDONED PIPELINE.

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

GENERAL NOTES

HAM-75-7.85

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CONSTRUCTION NOTIFICATION

THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNER OF PARCEL 201-T, SOLVAY RARE EARTH SYSTEMS, 48 HOURS PRIOR TO ENTERING UPON OR BEGINNING WORK ON THE TEMPORARY EASEMENT. NOTIFICATION SHALL BE IN WRITING AND INDICATE THE ANTICIPATED START DATE OF THE USE OF THE TEMPORARY EASEMENT FOR ACCESS OR CONSTRUCTION. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE A COPY OF THIS WRITTEN NOTIFICATION TO THE PROJECT ENGINEER FOR PROJECT RECORDING PURPOSES AND TRACKING THE DURATION OF USE FOR THE PARCEL.

METROPOLITAN SEWER DISTRICT COORDINATION

ALL PROPOSED COMBINED SEWER AND SANITARY PIPING AND RELATED APPURTENANCES TO BE PROVIDED TO THE METROPOLITAN SEWER DISTRICT MUST BE INSTALLED AND TESTED IN ACCORDANCE WITH MSD RULES AND REGULATIONS AND STANDARD DRAWINGS. ALL MATERIALS MUST CONFORM TO MSD RULES AND REGULATIONS AND STANDARD DRAWINGS. MSD MUST BE CONTACTED FOR INSPECTION 48 HOURS PRIOR TO THE BEGINNING OF ANY MSD WORK. ALL STORMWATER CONNECTIONS TO THE COMBINED SEWER REQUIRE A STORMWATER CONNECTION PERMIT FROM MSD'S DEVELOPMENT SERVICES OFFICE. THE PERMIT IS AVAILABLE FROM THE FOLLOWING WEBSITE: http://www.msdgc.org/downloads /customer_care/permits_and_records/sewer_tap_application.pdf

ALL EXISTING SEWERS TO REMAIN IN SERVICE MUST BE VIDEO RECORDED PRE AND POST CONSTRUCTION PER THE REQUIREMENTS OF ODOT SUPPLEMENTAL SPECIFICATON 902, SECTION 902.01. ANY DAMAGE CAUSED TO THE SEWERS DURING CONSTRUCTION MUST BE REPAIRED TO THE SATISFACTION OF MSD. MSD RULES AND REGULATIONS AND STANDARD CONSTRUCTION DRAWINGS MAY BE FOUND AT THE FOLLOWING WEBSITE: http://www.msdgc.org/ABOUT_MSD/LEGAL_AND_ ORGANIZATIONAL_DOCUMENTS/INDEX.HTML

ROSS RUN SEWER CONNECTION

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

LOCATION 1:

STA. 414+94.93, 95.05' LT:
PLAN AND PROFILE SHEET 265
DRAINAGE PLAN SHEET 542
STORM SEWER PROFILE SHEET 551

LOCATION 2:

STA. 415+76.20, 109.98' RT:
PLAN AND PROFILE SHEET 265
DRAINAGE PLAN SHEET 542
STORM SEWER PROFILE SHEET 557

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

SIDE WALL AT 6 INCHES ON CENTER AROUND THE EDGES OR CIRCUMFERENCE OF THE OPENING. EXTEND THE DOWELS INTO THE VOID SPACE TO A POINT NO GREATER THAN 2 INCHES FROM THE OUTSIDE EDGE OF THE PROPOSED CONDUIT. AFTER PLACING THE PROPOSED CONDUIT AND DOWELS INTO THE EXISTING STRUCTURE, FILL THE VOID WITH CLASS QC1 CONCRETE. ALL COSTS ASSOCIATED WITH THE PROPOSED SEWER CONNECTION TO THE ROSS RUN SEWER ARE INCLUDED PER ITEM 611 IN THE ODOT CMS.

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

RECONNECT SEWER LATERAL

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

SURVEYING PARAMETERS

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

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

PROJECT CONTROL

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

MONUMENT TYPE: TYPE A

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: 03

HORIZONTAL POSITIONING

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

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

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

WORK LIMITS

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

CLEARING AND GRUBBING, AS PER PLAN

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

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

PROTECTION OF RIGHT-OF-WAY LANDSCAPING

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

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

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

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

FENCE LENGTHS

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

ROUNDING

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

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

ITEM 202 - REMOVAL MISC.: ABANDONED WATER LINE

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

CONTRACTION AND/OR EXPANSION JOINTS

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

EXISTING PLANS

THE FOLLOWING PREVIOUS CONSTRUCTION PLANS, WHICH SHOW THE ORIGINAL ALIGNMENT AND PROFILE, ARE AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 8 OFFICE IN LEBANON, OHIO:

HAM-4W-7.81 ORIGINAL CONSTRUCTION PLANS, 1956
HAM-75-4.21 ORIGINAL CONSTRUCTION PLANS, 1992
HAM-4-4.00 REDEVELOPMENT PLANS, 2000
HAM-561-7.00 REDECKING PLANS, 2004

MEDIAN AND/OR CURBING ON APPROACH SLABS

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

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS

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

LAIDLAW AVE:

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

PROSSER AVE:

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

ITEM 609, CURB, TYPE 2-A 37 FT

PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS

THE FOLLOWING ESTIMATED QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES IN AREAS WHERE FULL-WIDTH PAVEMENT RECONSTRUCTION IS NOT BEING PERFORMED AS A PART OF THE PROJECT IMPROVEMENTS. THE ESTIMATED QUANTITIES ARE BASED ON A PAVEMENT RESTORATION WIDTH THAT INCLUDES AN ADDITIONAL TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE.

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

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

ITEM 304, AGGREGATE BASE - 12 CU YD

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

GENERAL NOTES

HAM-75-7.85

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ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT, VARIES

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

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

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

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

UNRECORDED STORM WATER DRAINAGE

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

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

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

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

UNRECORDED ACTIVE SANITARY SEWER CONNECTIONS

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

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

UNRECORDED ACTIVE SANITARY SEWER CONNECTIONS (CONT)

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

611, 8" CONDUIT, TYPE B WITH CLASS II BEDDING	100 FT.
611, 8" CONDUIT, TYPE C WITH CLASS II BEDDING	100 FT.

MANHOLES, CATCH BASINS AND INLETS REMOVED OR ABANDONED

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

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

ITEM SPECIAL - MISCELLANEOUS METAL

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

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

SPECIAL, MISCELLANEOUS METAL 1000 POUNDS

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

EXISTING UNDERDRAINS

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

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

PROPOSED UNDERDRAINS

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

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

UNDERDRAIN CONNECTIONS

ALL EXISTING UNDERDRAINS SHALL BE CONNECTED INTO THE PROPOSED UNDERDRAINS AS SHOWN IN UNDERDRAIN PLAN AND DETAILS. SECTIONS OF EXISTING UNDERDRAIN DESIGNATED TO BE REMOVED SHALL BE CONSIDERED TO BE INCIDENTAL TO THE EXCAVATION. ALL MATERIAL, LABOR AND INCIDENTALS, INCLUDING BENDS AND BRANCHES NECESSARY TO PROVIDE THE CONNECTION OF THE EXISTING UNDERDRAINS SHALL BE INCLUDED IN ITEM 611 - 6" CONDUIT, TYPE F.

ITEM SPECIAL - PIPE CLEANOUT

THIS WORK CONSISTS OF REMOVING SEDIMENT AND DEBRIS FROM THE EXISTING DRAINAGE CONDUITS SPECIFIED IN THE PLANS. DISPOSE OF ALL MATERIAL PER 105.16 AND 105.17. CLEAN OUT TO THE APPROVAL OF THE ENGINEER. CLEANOUT OF THE PIPE IS PAID FOR AT THE UNIT PRICE BID FOR ITEM SPECIAL, PIPE CLEANOUT. THIS PRICE INCLUDES THE COST FOR MATERIAL, EQUIPMENT, LABOR, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CLEANOUT.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM SPECIAL, PIPE CLEANOUT, 24" AND UNDER	100 FT.
ITEM SPECIAL, PIPE CLEANOUT, 27" TO 48"	100 FT.
ITEM SPECIAL, PIPE CLEANOUT, OVER 48"	100 FT.

POST CONSTRUCTION STORM WATER TREATMENT

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

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.

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS AS SHOWN BELOW, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF SECTION 203.05 NOT INDICATED IN THE PLANS.

SHEET	BENCHING
328	243 CY
330	241 CY
375	28 CY
423	172 CY

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK.

ITEM 203 - EXCAVATION	684 CY
ITEM 203 - EMBANKMENT	684 CY

ITEM 611 - INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN

THIS WORK IS THE CONSTRUCTION OF THE SINGLE SLOPE BARRIER OVER THE EXISTING INLET STRUCTURE PER THE STANDARD CONSTRUCTION DRAWING.

ALL MATERIAL, EQUIPMENT, LABOR AND INCIDENTALS NECESSARY TO CONSTRUCT THE SINGLE SLOPE BARRIER SHALL BE INCLUDED IN THE ITEM 611 - INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B, AS PER PLAN.

ITEM 611 - INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN

THIS WORK IS THE CONSTRUCTION OF THE SINGLE SLOPE BARRIER OVER THE EXISTING INLET SRUCTURE PER THE STANDARD CONSTRUCTION DRAWING.

ALL MATERIAL, EQUIPMENT, LABOR AND INCIDENTALS NECESSARY TO CONSTRUCT THE SINGLE SLOPE BARRIER SHALL BE INCLUDED IN THE ITEM 611 - INLET NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C, AS PER PLAN.

NOT FOR CONSTRUCTION
REFERENCE ONLY

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ITEM 611 DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 24" CONDUIT

PROVIDE AND INSTALL AN INLINE CHECK VALVE SUCH AS THE TIDEFLEX CHECKMATE OR APPROVED EQUAL AT THE LOCATIONS SHOWN IN THE PLANS. THE INTERNAL DIAMETER OF THE CHECK VALVE PROVIDED SHALL BE THE MAXIMUM SIZE AVAILABLE FROM INDUSTRY FOR THE SPECIFIC CONDUIT IN WHICH IT IS BEING INSTALLED. THE CHECK VALVE SHALL PREVENT ALL COMBINED SEWER BACKFLOW FROM PASSING THROUGH IT AND BE AN ALL RUBBER OR NEOPRENE LOW-HEADLOSS CHECK SLEEVE WITH NO MECHANICAL PARTS AND SHALL OPERATE ON DIFFERENTIAL PRESSURE AS A PASSIVE DEVICE. THE VALVE SHALL OPEN WITH AS LITTLE AS ONE INCH OF HEAD PRESSURE AND BE SELF DRAINING. THE VALVE SHALL HAVE A MINIMUM 25 YEAR SERVICE LIFE. INSTALL THE CHECK VALVE PER THE MANUFACTURE'S RECOMMENDATIONS.

INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR INSTALLATION IN THE UNIT PRICE BID FOR 611, DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 24" CONDUIT.

ITEM 611 DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 36" CONDUIT

PROVIDE AND INSTALL AN INLINE CHECK VALVE SUCH AS THE TIDEFLEX CHECKMATE OR APPROVED EQUAL AT THE LOCATIONS SHOWN IN THE PLANS. THE INTERNAL DIAMETER OF THE CHECK VALVE PROVIDED SHALL BE THE MAXIMUM SIZE AVAILABLE FROM INDUSTRY FOR THE SPECIFIC CONDUIT IN WHICH IT IS BEING INSTALLED. THE CHECK VALVE SHALL PREVENT ALL COMBINED SEWER BACKFLOW FROM PASSING THROUGH IT AND BE AN ALL RUBBER OR NEOPRENE LOW-HEADLOSS CHECK SLEEVE WITH NO MECHANICAL PARTS AND SHALL OPERATE ON DIFFERENTIAL PRESSURE AS A PASSIVE DEVICE. THE VALVE SHALL OPEN WITH AS LITTLE AS ONE INCH OF HEAD PRESSURE AND BE SELF DRAINING. THE VALVE SHALL HAVE A MINIMUM 25 YEAR SERVICE LIFE. INSTALL THE CHECK VALVE PER THE MANUFACTURE'S RECOMMENDATIONS.

INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED FOR INSTALLATION IN THE UNIT PRICE BID FOR 611, DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 36" CONDUIT.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE 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.

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.

ITEM 690E98400 SPECIAL-MISC.: STORMWATER DETENTION SYSTEM

PROVIDE AN UNDERGROUND DETENTION SYSTEMS MEETING THE REQUIREMENTS AS OUTLINED IN THIS NOTE AND LOCATED WITHIN THE FOOTPRINT PROVIDED ON SHEETS 570-572.

MATERIAL REQUIREMENTS: PROVIDE A SYSTEM CONSISTING OF A COMBINATION OF DRAINAGE CONDUITS AND STRUCTURES. CONDUIT MATERIALS SHALL BE LIMITED TO 706.02, 706.05, 707.04, 707.42 AND STRUCTURES PER 611.10. DRAINAGE STRUCTURES SHALL MEET CMS 611. ONLY A CLOSED SYSTEM WITH THE ENTIRE REQUIRED STORAGE VOLUME BEING HELD WITHIN THE CONDUITS AND STRUCTURES WILL BE ALLOWED. ALL JOINTS AND STRUCTURE CONNECTIONS SHALL BE ADEQUATELY SEALED TO PREVENT INFILTRATION OR EXFILTRATION OF WATER.

SYSTEM ACCESS: PROVIDE A MINIMUM OF TWO MANHOLE ACCESS POINTS ON EACH RUN OF CONDUIT THAT IS USED TO PROVIDE THE STORAGE VOLUME. ACCESS POINTS ARE NOT REQUIRED ON SHORT RUNS OF SMALL CONDUITS USED TO CONNECT THE LARGER SYSTEM. LOCATE AT LEAST ONE ACCESS POINT INTO THE SYSTEM AT THE POINT FURTHEST AWAY FROM THE OUTLET STRUCTURE. PROVIDE MANHOLE RISERS AT THE ACCESS POINTS MEETING THE REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING MH-1.2 AND PROVIDE A MINIMUM OPENING DIAMETER OF 30 INCHES FOR FRAMES AND COVERS.

OUTLET CONTROL STRUCTURE: CONTROL THE RELEASE RATE USING A PASSIVE SYSTEM CONSISTING OF WEIR WALLS OR THE OUTLET CONDUIT SIZE OR A COMBINATION OF THE TWO. PROVIDE A MINIMUM ORIFICE OR CONDUIT SIZE OF 15 INCHES. A MANHOLE ACCESS POINT SHALL BE LOCATED IMMEDIATELY ABOVE THE OUTLET CONTROL DEVICE(S) TO ALLOW FOR MAINTENANCE AND CLEANING.

HYDRAULIC REQUIREMENTS (STORMWATER DETENTION SYSTEM 1):
REQUIRED STORAGE VOLUME: 28,480 CUBIC FEET
MAXIMUM RELEASE RATE: 27.23 CUBIC FEET PER SECOND
PROVIDE A MINIMUM SLOPE OF 0.25 PERCENT ALONG THE SYSTEM INVERT TO ENSURE POSITIVE DRAINAGE FROM ALL POINTS IN THE SYSTEM TO THE OUTLET STRUCTURE.

HYDRAULIC REQUIREMENTS (STORMWATER DETENTION SYSTEM 2):
REQUIRED STORAGE VOLUME: 10,230 CUBIC FEET
MAXIMUM RELEASE RATE: 12.9 CUBIC FEET PER SECOND
PROVIDE A MINIMUM SLOPE OF 0.25 PERCENT ALONG THE SYSTEM INVERT TO ENSURE POSITIVE DRAINAGE FROM ALL POINTS IN THE SYSTEM TO THE OUTLET STRUCTURE.

HYDRAULIC REQUIREMENTS (STORMWATER DETENTION SYSTEM 3):
REQUIRED STORAGE VOLUME: 35,070 CUBIC FEET
MAXIMUM RELEASE RATE: 16.6 CUBIC FEET PER SECOND
PROVIDE A MINIMUM SLOPE OF 0.25 PERCENT ALONG THE SYSTEM INVERT TO ENSURE POSITIVE DRAINAGE FROM ALL POINTS IN THE SYSTEM TO THE OUTLET STRUCTURE.

ITEM 690E98400 SPECIAL-MISC.: STORMWATER DETENTION SYSTEM (CONT)

SUBMITTAL REQUIREMENTS: PROVIDE ALL OF THE FOLLOWING DOCUMENTATION PRIOR TO SHIPPING ANY MATERIALS TO THE PROJECT. ALLOW A MINIMUM OF FOUR WEEKS FOR APPROVAL.

A.
HYDRAULIC CALCULATIONS: PROVIDE TWO SETS OF HYDRAULIC CALCULATIONS STAMPED AND SIGNED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER. SHOW THAT THE MINIMUM STORAGE VOLUME IS BEING PROVIDED AND THAT THE ALLOWABLE RELEASE RATE IS NOT BEING EXCEEDED.
B.
MAINTENANCE PROCEDURES: PROVIDE RECOMMENDED ROUTINE CLEANING/MAINTENANCE PROCEDURES FROM THE SYSTEM MANUFACTURER ADDRESSING HOW THE SYSTEM IS ACCESSED, ESTIMATED NUMBER OF LABORERS, EQUIPMENT NEEDED, AND HOW DEBRIS AND SEDIMENTS ARE TO BE REMOVED.

C.
SHOP DRAWINGS: ENSURE THE SHOP DRAWINGS INCLUDE THE FOLLOWING:

1. ALL MATERIAL SPECIFICATIONS.
2. THE MANUFACTURER'S RECOMMENDED INSTALLATION PROCEDURES.
3. PLAN VIEW OF DETENTION SYSTEM, ADDITIONAL MANHOLES, AND THE CONDUIT CONNECTIONS TO THE MANHOLES. INCLUDE THE DELINEATED FOOTPRINT AS SHOWN IN THE PLANS ALONG WITH THE STORM SEWER AND THE PROVIDED MANHOLE WITH DIVERSION LABELED BY OTHERS. LABEL THE STATION AND OFFSET AT ALL ENDS OF CONDUIT RUNS, ACCESS POINTS AND STRUCTURES UTILIZING THE PROJECT ALIGNMENT STATIONING.
4. ELEVATION VIEWS SHOWING ELEVATION LABELS (CORRELATED TO THE PROJECT PLAN DATUM) OF THE DETENTION SYSTEM, ADDITIONAL MANHOLES, AND THE CONDUIT CONNECTIONS TO THE MANHOLES.
5. ALL DIMENSIONS. MANHOLE DIMENSIONS SHOWN IN THE SHOP DRAWINGS THAT DIFFER FROM THE MANHOLE DIMENSIONS IN THE PLANS REQUIRE APPROVAL FROM THE DISTRICT ENGINEERING OFFICE.

D.
STRUCTURAL CALCULATIONS: PROVIDE TWO SETS OF HYDRAULIC CALCULATIONS STAMPED AND SIGNED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER. SHOW THAT THE SYSTEM IS DESIGNED TO HANDLE HS-20 VEHICLE LOADING AND ALL APPLICABLE CONSTRUCTION LOADS. SHOW THAT THE SYSTEM IS DESIGNED TO RESIST BUOYANCY UNDER POTENTIAL GROUNDWATER CONDITIONS.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE STORMWATER DETENTION SYSTEM BY THE NUMBER OF EACH IN PLACE (INCLUDING ALL MANHOLES, ACCESS POINTS, OUTLET CONTROL STRUCTURE, CONDUITS), COMPLETED AND ACCEPTED.

A SINGLE MANHOLE IS PROVIDED IN THE PLANS ALONG THE TRUNK STORM SEWER FROM WHICH WATER WILL BE DIRECTED INTO THE DETENTION SYSTEM. AN ADDITIONAL MANHOLE IS PROVIDED ALONG THE TRUNK SEWER TO RECEIVE THE WATER DISCHARGING FROM THE DETENTION SYSTEM. MINOR ADJUSTMENTS TO THE CONDUIT INVERT ELEVATIONS OF THESE MANHOLES WILL BE ALLOWED IF SUPPORTED BY THE SUBMITTED HYDRAULIC CALCULATIONS

THE FOLLOWING ITEMS HAVE BEEN CARRIED TO THE GENERAL SUMMARY AND IS CONSIDERED COMPENSATION IN FULL FOR ALL ITEMS LISTED ABOVE.

ITEM 690 - STORM WATER DETENTION SYSTEM 1, LUMP SUM
ITEM 690 - STORM WATER DETENTION SYSTEM 2, LUMP SUM
ITEM 690 - STORM WATER DETENTION SYSTEM 3, LUMP SUM

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 6 FEET TO THE (EDGE OF PAVEMENT) (NEAREST RAIL). PROVIDE AN UNGALVANIZED CASING PIPE CONFORMING TO 748.06 THAT HAS JOINTS WITH A CIRCUMFERENCIAL FULLY PENETRATING B-U48 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.

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.

NOT FOR CONSTRUCTION
REFERENCE ONLY

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ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING 92 HOUR.

CHEMICALLY STABILIZED SUBGRADE

THE ROADWAY SUBGRADE SHALL BE CEMENT STABILIZED AT THE LOCATIONS DESIGNATED IN THE TYPICAL SECTIONS. ALL CEMENT STABILIZATION SHALL BE 14" DEEP AND SHALL BE CONSTRUCTED PER THE REQUIREMENTS STATED IN CMS SPECIFICATION ITEM 206.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE USE TO COMPLETE THE WORK NOTED ABOVE (FOR ESTIMATING CEMENT, A SPREAD RATE OF 5 PERCENT PER A SOIL DRY UNIT WEIGHT OF 115 POUNDS PER CUBIC FOOT WAS USED):

206, CEMENT 4,902 TONS

206, CEMENT STABILIZED SUBGRADE, 14" DEEP 162,367 SQ YD

206, CURING COAT 162,367 SQ YD

206, MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS LUMP

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, SOIL ANALYSIS TEST	2 EACH
659, TOPSOIL	10,270CU. YD.
659, SEEDING AND MULCHING	92,518 SQ. YD.
659, REPAIR SEEDING AND MULCHING	4,626 SQ. YD
659, INTER-SEEDING	4,626 SQ. YD
659, COMMERCIAL FERTILIZER	20.82 TON
659, LIME	19.12 ACRES
659, WATER	525 M. GAL.
659, MOWING	209 M. SQ. FT.

ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 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.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 [(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 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 611 - 8" CONDUIT, TYPE B WITH CLASS II BEDDING
ITEM 611 - 8" CONDUIT, TYPE C WITH CLASS II BEDDING
ITEM 611 - 42" CONDUIT, TYPE B WITH CLASS II BEDDING
ITEM 611 - 42" CONDUIT, TYPE C WITH CLASS II BEDDING
ITEM 611 - 60" CONDUIT, TYPE B WITH CLASS II BEDDING

BACKFILL SHALL BE IN ACCORDANCE WITH MSD STANDARD CONSTRUCTION DRAWING ACC. NO. 49032.

PIPE MATERIAL SHALL BE IN ACCORDANCE WITH MSDGC APPROVED PIPE MATERIALS LIST UPDATED DECEMBER 30, 2025

https://msdgc.org/sites/default/assets/downloads/doing_business/capital_project_resource_library/Design/MSDGC_approved_pipe_materials.pdf

CONNECTION TO MSD ASSESTS WITHOUT MANHOLES

THE CONTRACTOR SHALL PROVIDE A PLAN SHOWING THE CONNECTION MEETS THE REQUIREMENTS OF OEPA PIPE JOINT REQUIREMENTS. THIS PLAN SHALL BE SIGNED AND SEALED BY A STRUCTURAL ENGINEER AND SUBMITTED FOR APPROVAL BY ODOT, MSDGC AND OEPA PRIOR TO THE WORK BEING PERFORMED.

MSD SANITARY SEWER FILLED, PLUGED AND ABANDONED

PER CITY SUPPLEMENT SECTION 202.041: SEAL ALL SEWERS TO BE ABANDONED ONE FOOT OR LESS IN DIAMETER. SEAL AND FILL ALL SEWERS LARGER THAN ONE FOOT IN DIAMTERE, AS INDICATED IN THE CONTRACT PLANS AND/OR CONTRACT SPECIFICATIONS. FILLING MAY BE DONE HYDRAULICALLY (USING SAND OR GRAVEL) OR BY MUD JACKING (USING SUITABLE CLAY). FILL MATERIAL MUST BE APPROVED BY THE ENGINEER BEFORE IT IS PLACED. PLACE ENOUGH APPROVED FILL MATERIAL TO OCCUPY AT LEAST 90% OF THE SEWER CROSS SECTIONAL AREA WITH SOLIDS.

MSD SANITARY SEWER NOTES

1. ALL PLANS AND CONSTRUCTION WITHIN HAMILTON COUNTY SHALL COMPLY WITH THE LATEST EDITION OF THE "RULES AND REGULATIONS" MANUAL GOVERNING THE DESIGN, CONSTRUCTION, MAINTENANCE, OPERATION , AND USE OF SANITARY AND COMBINED SEWERS IN THE METROPOLITAN SEWER DISTRICT OF GREATER CINCINNATI, HAMILTON COUNTY, OHIO, EFFECTIVE MARCH 1, 2001. COPIES MAY BE OBTAINED FROM THE DIVISION OF WASTEWATER ENGINEERING MSD, 1600 GEST STREET, CINCINNATI, OHIO 45204.

2. ALL SANITARY SEWERS SHALL BE CONSTRUCTED UNDER THE INSPECTION OF THE CHIEF ENGINEER, MSD.

3. THE OWNERS OF ALL PROPERTIES SHOWN ON THIS IMPROVEMENT PLAN SHALL BE SUBJECT TO ALL APPLICABLE SEWER SERVICE CHARGES, ASSESSMENTS, TAP-IN CHARGES OR FEES WHICH HAVE BEEN OR MAY BE ESTABLISHED BY THE BOARD OF COUNTY COMMISSIONERS.

4. APPROPRIATE UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO BREAKING GROUND FOR THE PURPOSE OF VERIFYING BY FIELD INSPECTION THE EXACT LOCATION OF UNDERGROUND UTILITIES.

5. ALL SANITARY SEWER PIPE SHALL BE PVC, SDR35, ASTM D-3034 IN ACCORDANCE WITH MSD RULES AND REGULATIONS, EXCEPT WHERE NOTED.

6. ALL MANHOLES ON SANITARY SEWERS SHALL BE TYPE "S" MSD ACCESSION NO. 49037.

7. SANITARY MANHOLES SHALL BE TEMPORARILY CONSTRUCTED TO AN ELEVATION OF TWO FEET ABOVE THE SURROUNDING GRADE BY MEANS OF AN ADDITIONAL MANHOLE SECTION OR BRICK MASONRY ON TOP OF THE CONE.

8. SANITARY BUILDING SEWERS FOR PUBLIC AND PRIVATE SEWERS SHALL NOT BE EXTENDED MORE THAN TEN (10) FEET BEYOND THE PROPOSED RIGHT-OF-WAY LINE, EASEMENT LINE OR, IN CASES OF PRIVATE SEWERS, NO MORE THAN TEN (10) FEET BEYOND THE MAIN LINE SEWER PRIOR TO ISSUANCE OF TAP PERMITS.

9. TWO-WAY CLEANOUTS SHALL BE INSTALLED AT THE RIGHT-OF-WAY LINE OR SANITARY SEWER EASEMENT, WHERE APPLICABLE, IN ACCORDANCE TO MSD ACCESSION NO. 61979.

10. ALL LOWEST FINISHED FLOOR ELEVATIONS SHALL BE AT LEAST 36 INCHES ABOVE THE CROWN OF THE SEWER AT THE POINT OF TAP CONNECTION TO SAID SEWER, WHETHER PUBLIC OR PRIVATE, AND/OR IN ACCORDANCE WITH CITY OF CINCINNATI SUPPLEMENT CC-51-49. ANY BUILDING TO BE SERVED BY MEANS OTHER THAN GRAVITY MUST BE SO NOTED ON THE PLANS.

11. ALL MANHOLES ON PUBLIC SANITARY SEWERS SHALL HAVE STANDARD LIDS AND FRAMES, MSD ACCESSION. NO 49005, EXCEPT WHERE NOTED. THE FRAME SHALL BE SECURELY FASTENED TO THE TOP MANHOLE SECTION BY FOUR 3/4-INCH STAINLESS STEEL CINCH ANCHORS.

12. CONTRACTOR'S LICENSE - ALL WORK DONE ON SANITARY AND/OR COMBINED SEWERS WITHIN THE JURISDICTION OF THE METROPOLITAN SEWER DISTRICT MUST BE DONE BY A CONTRACTOR WHO IS AN APPROVED SEWER TAPPER PROPERLY LICENSED BY THE DEPARTMENT AND BONDED.

13. SANITARY BUILDING SEWERS SHALL BE CONNECTED TO THE MAIN LINE WITH WYES. TEE FITTINGS ARE TO BE USED ONLY WHERE SHOWN ON THE APPROVED PLAN.

14. A TAP PERMIT IS REQUIRED FOR EACH BUILDING. BOND OR FINAL APPROVAL OF THE MAIN LINE IS REQUIRED PRIOR TO ISSUANCE OF A TAP PERMIT.

MSD SANITARY SEWER NOTES CON'T

15. SANITARY SEWER CONSTRUCTION MUST COMMENCE WITHIN 12 MONTHS AND BE COMPLETED WITHIN 36 MONTHS OF THE DATE OF APPROVAL SHOWN HEREON OR THESE PLANS BECOME VOID.

16. FOR SANITARY SEWER MANHOLES 15. SANITARY SEWER CONSTRUCTION MUST COMMENCE WITHIN 12 MONTHS AND BE COMPLETED WITHIN 36 MONTHS OF THE DATE OF APPROVAL SHOWN HEREON OR THESE PLANS BECOME VOID. CONSTRUCTED IN PARKING LOTS, THE RIM ELEVATION SHALL BE 1" HIGHER THAN THE SURROUNDING GRADE AND THE PAVEMENT SHALL BE FEATHERED AWAY FROM THE MANHOLE RIM AT A GRADUAL SLOPE.

17. FOR SANITARY MANHOLES CONSTRUCTED IN GRASS AREAS, THE RIM ELEVATION SHALL BE 3" HIGHER THAN THE SURROUNDING GRADE, AND THE FILL SHALL BE FEATHERED AWAY FROM THE MANHOLE RIM AT A GRADUAL SLOPE.

18. ROOF DRAINS, FOUNDATION DRAINS, COOLING WATER, SWIMMING POOL WATER OR OTHER CLEAN WATER CONNECTIONS TO THE SANITARY SEWER SYSTEM ARE PROHIBITED.

19. TO ASSURE THAT STORMWATER DOES NOT ENTER THE SANITARY SEWER SYSTEM, A SCHEMATIC PLAN OF THE FOOTING AND FOUNDATION DRAINAGE SYSTEM, INCLUDING THE POINT OF DISCHARGE, IS NECESSARY.

20. THE CONTRACTOR SHALL TEST ALL MANHOLES LEAKAGE BY MEANS OF VACUUM TESTING. THE VACUUM TESTING CANNOT BE DONE UNTIL AFTER THE MANHOLES ARE SET TO FINAL GRADE AND THE MANHOLE CASTINGS ARE BOLTED DOWN. ALL LIFT HOLES SHALL BE PLUGGED. ANY OTHER OPENINGS, SUCH AS FOR PRESSURE RELIEF VALVES, SHALL BE TEMPORARILY PLUGGED TO ALLOW THE VACUUM TEST. ALL PIPES ENTERING THE MANHOLE SHALL BE PLUGGED AND CARE SHALL BE TAKEN TO SECURELY BRACE THE PLUGS FROM BEING DRAWN INTO THE MANHOLE. THE VACUUM EQUIPMENT TEST HEAD SHALL BE PLACED IN THE OPENING OF THE CASTING ONLY, AND THE SEAL INFLATED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
VACUUM TESTING SHALL BE IN ACCORDANCE WITH ASTM C1244. A VACUUM OF 10 INCHES MERCURY (10" HG) SHALL BE DRAWN AND THE VACUUM PUMP SHUT OFF. WITH THE VALVES CLOSED, THE TIME SHALL BE MEASURED FOR THE VACUUM TO DROP TO NINE INCHES MERCURY (9" HG). THE MANHOLE SHALL PASS IF THE TIME MEETS OR EXCEEDS THE ALLOWABLE TIMES AS CALCULATED FROM ASTIM C1244, OR AS APPROVED BY THE ENGINEER. ALL MANHOLE REPAIR AND RETESTING REQUIRED BECAUSE OF THE FAILURE TO MEET THE TESTING REQUIREMENTS SHALL BE BORNE BY THE CONTRACTOR AT HIS COST.

MSD SANITARY SEWER BY-PASS PUMPING

SANITARY AND COMBINED SEWER FLOWS MUST BE MAINTAINED AT ALL TIMES. CONTRACTOR SHALL SUBMIT A BYPASS PUMPING PLAN TWO (2) WEEKS PRIOR TO WORK. CONTRACTOR WILL BE RESPONSIBLE FOR ANY SEWER BACKUPS THAT OCCUR DURING CONSTRUCTION IF THE CONSTRUCTION WORK IS PROVEN TO BE THE CAUSE. THE FOLLOWING FLOW DATA IS PROVIDED FOR INFORMATION ONLY.

PIPE NAME		36502003-36502002	36610021-36610020
		60-inch relocation	42-inch relocation
PIPE HEIGHT ft		5	3.5
DWF PEAK FLOW RATE cfs		1	1
6MO PEAK FLOW RATE cfs		72	54
2YR PEAK FLOW RATE cfs		150	90
5YR PEAK FLOW RATE cfs		170	110
10YR PEAK FLOW RATE cfs		180	120
MODEL VERSION		2023Q3	2023Q3
Note	Flow meter MC-RR-016 just downstream at MH 36502001 from 7/2015 to 7/2023		

SS NO. 7168

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CALCULATED SEA
CHECKED DLR

GENERAL NOTES

HAM-75-7.85

ENVIRONMENTAL, CONTAMINATED SOILS

ON RULE 513 SITE #16 - LAIDLAW LANDFILL (PARCEL ID 118-0003 0004-00 WITH THE HAMILTON COUNTY AUDITOR; CURRENT STREET ADDRESS 925 LAIDLAW AVENUE, CINCINNATI, OHIO 45237) THE SOIL EXCAVATION FOR THE ROADWAY AND STRUCTURES SHALL BE DISPOSED OF AND CONSIDERED CONTAMINATED.

THE CONTRACTOR SHALL PROPERLY TRANSPORT AND DISPOSE OF THE EXCAVATED MATERIAL IN A LICENSED (BY THE LOCAL HEALTH DEPARTMENT) AND PERMITTED (BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY) SOLID WASTE FACILITY. IF REQUIRED BY THE DISPOSAL FACILITY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONDUCTING ANY ADDITIONAL SAMPLING AND ANALYSIS OF THE EXCAVATED MATERIAL.

IF EXCAVATIONS WITHIN THE AFOREMENTIONED LIMITS REQUIRE DEWATERING FOR CONSTRUCTION PURPOSES, THE CONTRACTOR SHALL DEWATER, CONTAINERIZE, AND SUBSEQUENTLY DISPOSE OF WATERS BY METHODS APPROVED BY THE ENGINEER. ALL WATER CONTAINERIZED BY THE CONTRACTOR BETWEEN THESE LIMITS SHALL BE SUBJECT TO TESTING BY AN INSPECTOR PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE INSPECTOR SELECTED BY THE CONTRACTOR, MUST BE EMPLOYED BY AN ODOT PREQUALIFIED CONSULTANT IN ENVIRONMENTAL SITE ASSESSMENT (ESA) REMEDIATION DESIGN. A LIST OF THESE ODOT PREQUALIFIED CONSULTANTS AVAILABLE FOR USE BUY THE CONTRACTOR CAN BE FOUND AT THE FOLLOWING WEB ADDRESS:

HTTP://WWW.DOT.STATE.OH.US/DIVISIONS/ENGINEERING/CONSULTANT/CONSULTANT/PREQUAL-ENVIRON.PDF

THE INSPECTOR WILL CLASSIFY THE WATER AS EITHER NON REGULATED OR REGULATED. THE METHOD FOR DISPOSING OF THE NON-REGULATED WATER SHALL BE APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF THE REGULATED WATER IN ACCORDANCE WITH RECOMMENDATIONS MADE BY THE ODOT PREQUALIFIED INSPECTOR AND APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND/OR AUTHORIZATIONS NEEDED TO PROPERLY HANDLE, STORE, TEST, TRANSPORT, AND DISPOSE OF WATER IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.

THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PROPERLY DEVELOP A SSHP, EXCAVATE, STORE, TEST (FOR DISPOSAL TRANSPORT) AND DISPOSE OF CONTAMINATED MATERIALS, INCLUDING ANY REQUIRED APPROVALS OR FEES WITHIN THE LIMITS DEFINED ABOVE. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICES BID PER CUBIC YARD. APPLICABLE PERMITS FOR DISPOSAL OF CONTAMINATED SOIL AND WATER SHALL BE SUBMITTED TO THE DISTRICT REGULATED WASTE PROJECT ENGINEER (RWPE) FOR SIGNATURE.

AN ESTIMATED EXCAVATION QUANTITY OF 73 CY HS BEEN ESTIMATED FOR STRUCTURE HAM-75-0823. SEE CROSS SECTIONS FOR ADDITIONAL CONTAMINATED SOIL EXCAVATION QUANTITIES (SUMMARY PROVIDED ON SHEET 242 RULE 13 USES A CONVERSION FACTOR OF 1 CY = 1.55 TONS. LAND FILL WEIGHT TICKETS CAN BE CONVERTED TO CUBIC YARDS FOR PAYMENT.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

ITEM 203 - EXCAVATION, AS PER PLAN - 73 CY

690E65020 ITEM SPECIAL - WORK INVOLVING WATER - 10,000 GALLONS

690E65022 ITEM SPECIAL - WORK INVOLVING NON-REGULATED WATER 15,000 GALLONS

690E98400 ITEM SPECIAL - CONTAMINATED MATERIAL INSPECTION AND TESTING - LUMP SUM

ENVIRONMENTAL COMMITMENTS

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

INFORMATION SHOULD INCLUDE, BUT IS NO LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARNACE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & IPO
RAMP & ROAD CLOSURES	* 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	* 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	* 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORSEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRINGTRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECTENGINEER USING THE NOTIFICATION TIME TABLE.

EARTH DISTURBANCE

NO VEGETATION SHALL BE REMOVED/DAMAGED OUTSIDE OF THE PHYSICAL WORK LIMITS. THE CONTRACTOR WILL BE REQUIRED TO NOTIFY THE ENGINEER IF THE VEGETATION OUTSIDE OF THE WORK LIMITS WILL BE IMPACTED PRIOR TO COMMENCING WORK.

THREATENED & ENDANGERED SPECIES

PRIOR TO BRIDGE DEMOLITION ACTIVITIES, THE UNDERSIDE OF THE BRIDGES SHALL BE CAREFULLY EXAMINED FOR THE PRESENCE OF BATS, ESPECIALLY FROM APRIL 1 TO SEPTEMBER 30. IF ANY BATS ARE FOUND ROOSTING ON THE UNDERSIDE OF THE BRIDGE, THE USFWS, ODOT OFFICE OF ENVIRONMENTAL SERVICES AND ODOT DISTRICT 8 ENVIRONMENTAL SECTION SHALL BE CONTACTED TO PROVIDE THIS INFORMATION.

PERMITS

THE CONTRACTOR MUST ENSURE THAT A NOTICE OF INTENT (NOI) IS SUBMITTED TO THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) A MINIMUM OF TWENTY-ONE (21) DAYS PRIOR TO CONSTRUCTION FOR COVERAGE UNDER THE NPDES CONSTRUCTION STORMWATER GENERAL PERMIT. AS REQUIRED BY THE PERMIT, A STORMWATER POLLUTION PREVENTION PLAN MUST BE DEVELOPED AND IMPLEMENTED PRIOR TO PROJECT CONSTRUCTION IN ACCORDANCE WITH ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS.

ENVIRONMENTAL COMMITMENTS (CONT)

ENDANGERED BAT HABITAT REMOVAL

THE 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. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

PARKS AND RECREATIONAL AREAS

ELMWOOD PLACE MEMORIAL PARK - THE EXISTING BALLFIELD FENCE WILL BE EXTENDED AND CONNECTED TO THE PROPOSED IR75 RETAINING WALL TO BE CONSTRUCTED IMMEDIATELY ADJACENT TO THE PARK. AS SUCH, COORDINATION WITH THE VILLAGE OF ELMWOOD PLACE WILL BE REQUIRED A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO BEGINNING WORK IN THIS AREA.

HAZARDOUS MATERIALS

FORMER LAIDLAW AVENUE LANDFILL - AS PER THE OCTOBER 1, 2013 RULE 3745-27-13 (RULE 513) AUTHORIZATION GRANTED BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA), ALL WORK TO BE CONDUCTED IN THE VICINITY OF THE FORMER LAIDLAW AVENUE LANDFILL MUST BE CONDUCTED IN COMPLIANCE WITH CONDITIONS OUTLINED IN THE RULE 513 AUTHORIZATION.

ASBESTOS CONTAINING MATERIALS

HIRE A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST TO DETERMINE IF REGULATED ASBESTOS IS PRESENT ON THE FOLLOWING STRUCTURES: SFN 3113779, SFN 3110036, SFN 3110087, AND SFN 3110176. THE SPECIALIST WILL DETERMINE IF REGULATED ASBESTOS IS PRESENT IN EXCESS OF THE ALLOWABLE REGULATORY LIMITS AND REQUIRES ABATEMENT. THE HAZARD EVALUATION SPECIALIST SHALL PREPARE AN ASBESTOS INSPECTION REPORT CONTAINING THE QUANTITIES AND LOCATIONS OF ASBESTOS CONTAINING MATERIALS. SUBMIT A COMPLETED NOTIFICATION OF DEMOLITION AND RENOVATION FORM (NDRF), APPLICABLE FEES, AND THE ASBESTOS INSPECTION REPORT TO THE OEPA AT LEAST 10 DAYS PRIOR TO ANY DEMOLITION ACTIVITY, RENOVATION ACTIVITY, OR BOTH.

ALL MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE PAID FOR UNDER ITEM SPECIAL 690E71050 - ASBESTOS INSPECTION, VARIOUS STRUCTURES - 4 EACH

ENVIRONMENTAL COMMITMENTS (CONT)

ITEM SPECIAL 690E70100 - NON-FRIABLE MATERIAL, SFN 3113779 - 160 SF
ITEM SPECIAL 690E70100 - FRIABLE MATERIAL, SFN 3113779 - 50 SF
ITEM SPECIAL 690E70120 - PIPE, SFN 3113779 - 260 SF
ITEM SPECIAL 690E70100 - NON-FRIABLE MATERIAL, SFN 3110036 - 160 SF
ITEM SPECIAL 690E70100 - FRIABLE MATERIAL, SFN 3110036 - 50 SF
ITEM SPECIAL 690E70120 - PIPE, SFN 3110036 - 260 SF
ITEM SPECIAL 690E70100 - NON-FRIABLE MATERIAL, SFN 3110087 - 160 SF
ITEM SPECIAL 690E70100 - FRIABLE MATERIAL, SFN 3110087 - 50 SF
ITEM SPECIAL 690E70120 - PIPE, SFN 3110087 - 260 SF
ITEM SPECIAL 690E70100 - NON-FRIABLE MATERIAL, SFN 3110176 - 160 SF
ITEM SPECIAL 690E70100 - FRIABLE MATERIAL, SFN 3110176 - 50 SF
ITEM SPECIAL 690E70120 - PIPE, SFN 3110176 - 260 SF

FIELD OFFICE, TYPE C AS PER PLAN

IN ADDITION, TO THE REQUIREMENTS OF ITEM 619, THE CONTRACTOR SHALL PROVIDE/LEASE A SUITABLE FIELD OFFICE WITH A MINIMUM OF 1500 SF OF USABLE OFFICE SPACE. OFFICE TO INCLUDE A SEPARATE MINIMUM 12 X36 CONFERENCE ROOM, AND SIX (6) SEPARATE OFFICES WITH SHELVING UNITS. FURTHER ITEMS ARE AS FOLLOWED:

1) FURNITURE:
   - -ELEVEN (11) SETS OF DESKS, OFFICE CHAIRS, AND FOUR DRAWER FILE CABINETS
   - -TWO (2) LOCKABLE FILE CABINETS
   - -TEN (10) 2'X8' COLLAPSIBLE TABLES
   - -TWENTY (20) FOLDING CHAIRS
2) COPY MACHINE WITH SCAN/PRINT/FAX/INTERNET HOOKUP CAPABILITIES. THE COPIER WILL PRINT 25PPM AND CAPABLE OF PRINTING SHEETS 8.5"X11", 8.5"X14", AND 11"X17". COPIER PAPER SUPPLIES AND MAINTENANCE TO BE INCLUDED.
3) CONTRACTOR TO PROVIDE INTERNET SERVICES WITH A MINIMUM SPEED OF 100 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 STAFF WITH A WIRELESS ROUTER AND ODOT FIREWALL.
4) ONE (1) SEPARATE WATER COOLER AND SERVICE.
5) FIELD OFFICE SHALL INCLUDE A SECURE PARKING AREA NOT LESS THAN 4000 SF CAPABLE OF SUPPLYING 10 EA 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' 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. THE FACILITY SHALL BE AVAILABLE FOR ODOT USE NOT MORE THAN 30 DAYS FROM THE AWARD OF CONTRACT.

SET FOR CONSTRUCTION REFERENCE ONLY

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GENERAL NOTES

HAM-75-7.85

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

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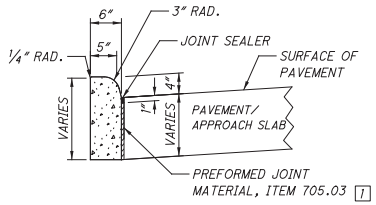
ITEM 609 - CURB, TYPE 4-C, AS PER PLAN

CONSTRUCT AS PER STANDARD CONSTRUCTION DRAWING BP-5.1, EXCEPT THAT THE 16" HEIGHT OF CURB SHALL BE ADJUSTED. SO THAT THE BOTTOM OF CURB RESTS ON TOP OF THE AGGREGATE BASE COURSE AS SHOWN IN THE TYPICAL SECTIONS.



LEGEND

[1] EXPANSION JOINT MATERIAL AND JOINT SEALER ARE NOT REQUIRED FOR THE PORTION OF THE CURB THAT IS ADJACENT TO A FLEXIBLE PAVEMENT TYPE. BOTH MATERIALS ARE REQUIRED, AS DETAILED, FOR THE FULL HEIGHT OF RIGID PAVEMENT AND CONCRETE BASES.

FOR VARIABLE DIMENSIONS, SEE SHEET 27

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN

ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN

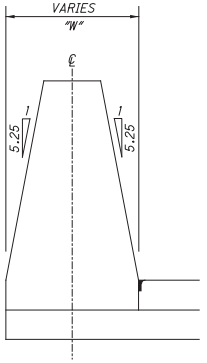
THE ITEMS LISTED ABOVE SHALL BE CONSTRUCTED PER ITEM 622 AND RM-4.3 AND RM-4.5 EXCEPT WITH THE DIMENSIONS AND ADDITIONAL DETAILS SHOWN BELOW. ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK DETAILED BELOW SHALL BE INCLUDED IN THE THIS PAY ITEM PER THE GENERAL SUMMARY.

CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN

ALIGNMENT	STATION FROM	STATION TO	SIDE	DIMENSION "W" (FT) BEGIN/END	
IR-75	465+30.00	465+70.00	CL	2.8	5.0
IR-75	465+70.00	466+05.00	CL	5.0	5.0
IR-75	466+05.00	466+45.00	CL	5.0	2.8

CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN

ALIGNMENT	STATION FROM	STATION TO	SIDE	DIMENSION "W" (FT) BEGIN/END	
SR 562	15+54.00	17+30.12	CL	7.0	
SR 562	17+30.12	17+70.09	CL	7.0	2.8



ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN

ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN

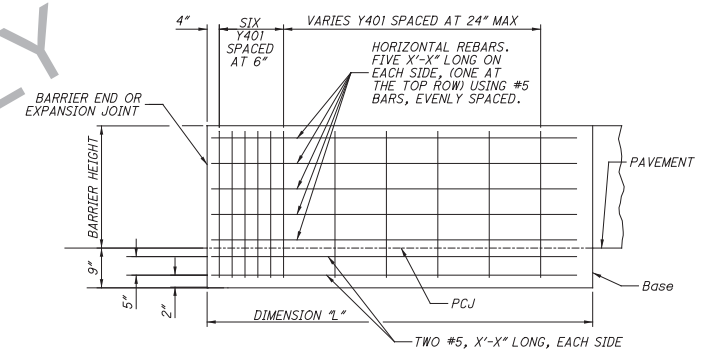
ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN

THE ITEMS LISTED ABOVE SHALL BE CONSTRUCTED PER ITEM 622 AND RM-4.3 AND RM-4.5 EXCEPT WITH THE DIMENSIONS AND ADDITIONAL DETAILS SHOWN BELOW. ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK DETAILED BELOW SHALL BE INCLUDED IN THE THIS PAY ITEM PER THE GENERAL SUMMARY.

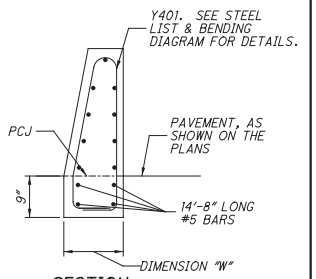
CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, C1, D, AS PER PLAN

ALIGNMENT	TYPE	STATION FROM	STATION TO	SIDE	DIMENSION "L" (FT)	DIMENSION "W" (FT) BEGIN/END		SEE DETAIL
IR-75	C1	419+54.31	419+69.3	CL	15.0	3.58	2.81	A
IR-75	D	416+79.53	416+96.92	RT	17.8	1.67	1.67	B
IR-75	B1	427+85.00	427+91.72	CL	6.7	2.81	2.81	A
IR-75	B1	433+75.00	433+82.10	CL	7.1	2.81	3.50	B
IR-75	B1	435+19.11	435+34.11	CL	15.0	3.50	2.81	A
IR-75	B1	439+15.00	439+25.00	CL	10.0	2.81	2.81	A
IR-75	B1	440+13.79	440+17.78	CL	4.0	2.81	2.81	B
IR-75	B1	441+42.28	441+55.00	CL	12.7 *	2.81	2.81	B
IR-75	B1	461+60.00	461+80.00	CL	20.0 *	2.81	2.81	B
IR-75	D	463+81.60	463+90.00	CL	8.4	1.67	1.67	B
IR-75	C1	474+28.35	474+36.35	CL	15.0**	2.81	2.81	A
IR-75	C1	478+68.44	478+76.44	CL	15.0*	2.81	2.81	A
SR 562	C1	17+70.09	17+80.00	CL	9.9	2.81	2.81	A
RAMP N	D	424+51.96	424+61.18	RT	9.4	1.67	1.67	A

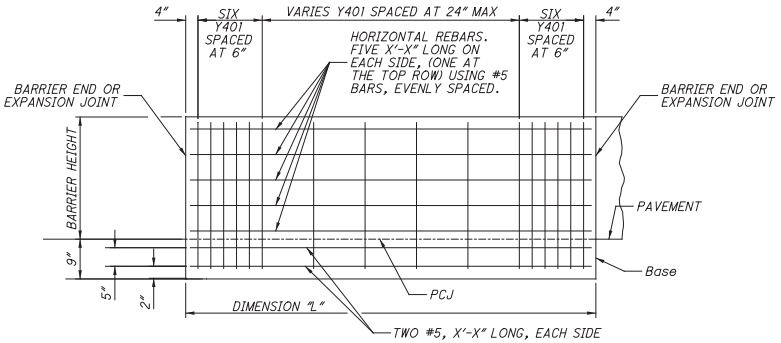
* HAS LIGHT POLE IN END ANCHORAGE



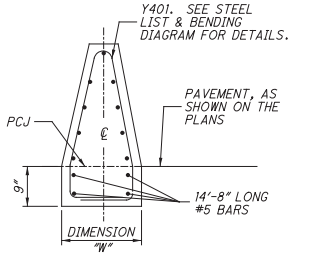
DETAIL "A"



SECTION
(APPLIES TO ALL TYPE D END ANCHORAGES)



DETAIL "B"



SECTION
(APPLIES TO ALL TYPE B1 AND C1 END ANCHORAGES)

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REFERENCE ONLY

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GENERAL NOTES

HAM-75-7.85

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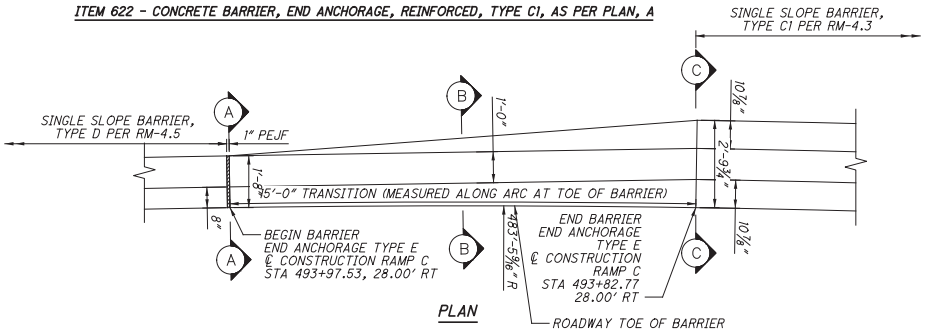
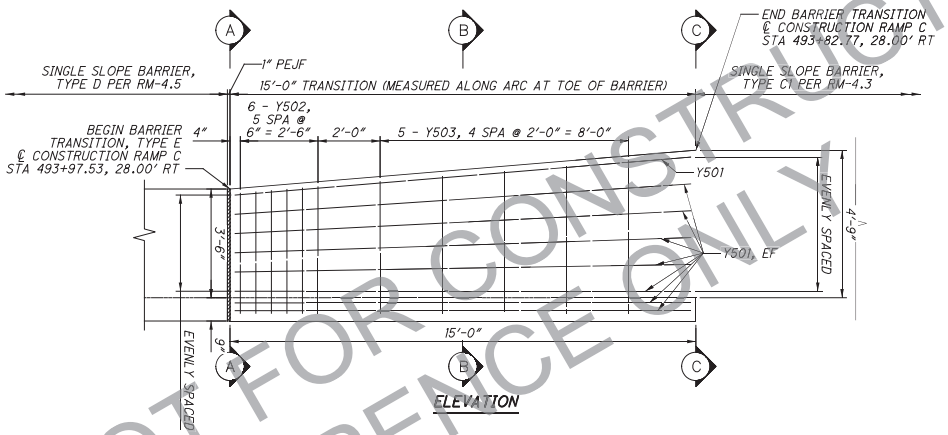
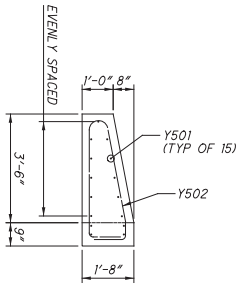
ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN, A



PLAN



ELEVATION



SECTION A-A
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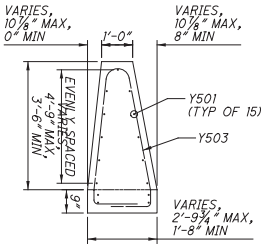
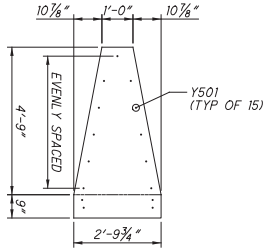


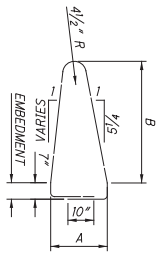
SECTION B-B



SECTION C-C
(SECTION AT ℄ CONSTRUCTION RAMP J STA 275+24.51)

NOT FOR CONSTRUCTION
REFERENCE ONLY

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC (A)	INC (B)
BARRIER END ANCHORAGE, TYPE D TO TYPE C1 BARRIER												
Y501	15	14'-8"	229	STR								
Y502	6	10'-0" TO 10'-7"	64	1	1'-3" TO 1'-5"	3'-3½" TO 3'-5½"					0'-0⅜" (+)	0'-0⅜" (+)
Y503	5	11'-1" TO 13'-1"	63	1	1'-6¾" TO 2'-2¼"	3'-7½" TO 4'-4"					0'-1⅞" (+)	0'-2⅛" (+)



TYPE-1

NOTES

1. MATERIALS ARE SAME FOR THOSE SHOWN ON RM-4.3 AND RM-4.5, EXCEPT THAT CAST-IN-PLACE IS THE ONLY ACCEPTABLE METHOD. EDGES MAY BE CHAMFERED OR RADIUSED AS SHOWN ON THOSE DRAWINGS.
2. ALL LABOR, MATERIALS, AND INCIDENTALS NECESSARY TO CONSTRUCT THE BARRIER END ANCHORAGE PER THE DETAILS ON THIS SHEET SHALL BE INCLUDED FOR PAYMENT WITH ITEM 622 - CONCRETE BARRIER END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN C.
3. PROVIDE 2" CLEAR COVER UNLESS NOTED OTHERWISE.

CALCULATED SEA
CHECKED DLR

GENERAL NOTES

HAM-75-7.85

39
1045

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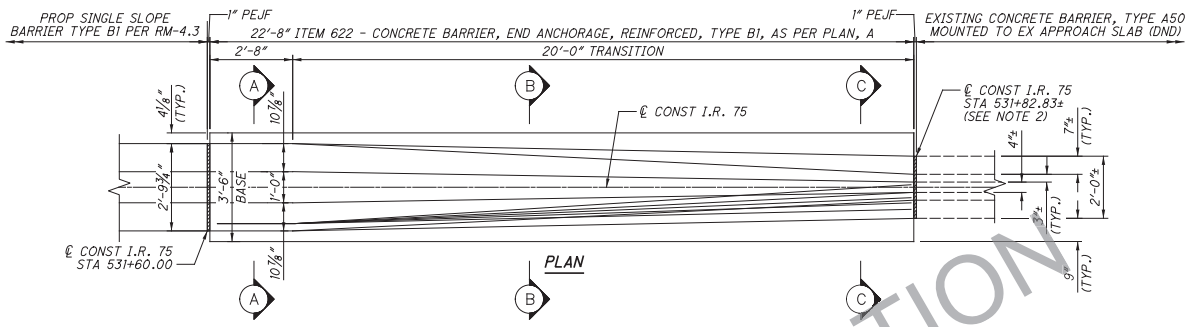
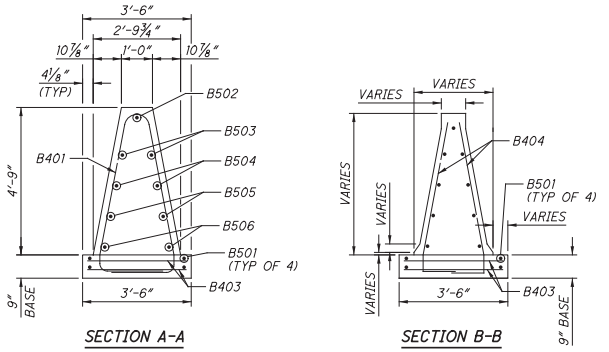
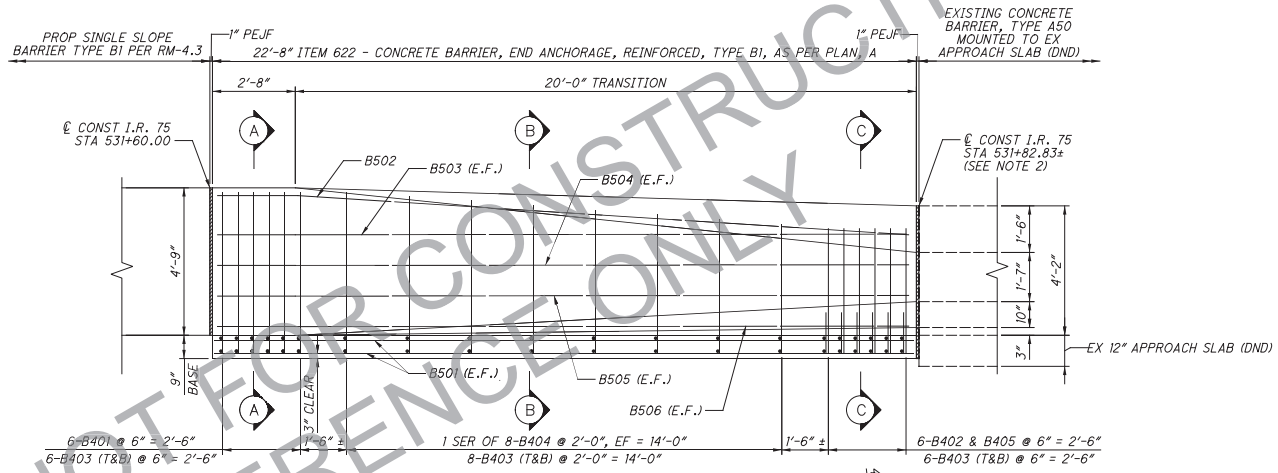
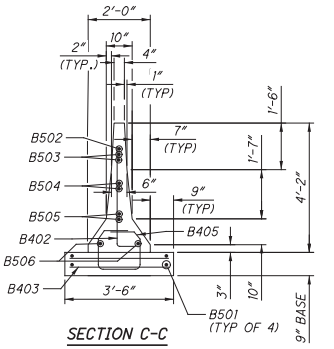
ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN, A



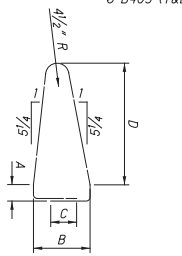


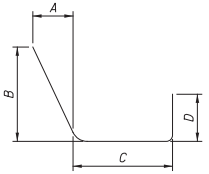


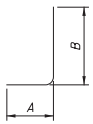
ELEVATION

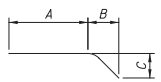


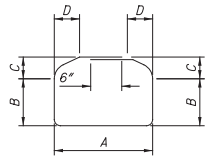
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
BARRIER TRANSITION - FOR INFORMATION ONLY											
B401	6	14'-2"	57	34	0'-7"	2'-5"	1'-0"	4'-7"		0'-5"	
B402	6	3'-11"	16	1	3'-4"	0'-8"					
B403	40	3'-2"	85	STR							
	2 SR	5'-0"			3'-6"	0'-4"					A = 1¾"
B404	OF	TO	60	10	TO	TO	0'-7"	1'-0 ½"			B = 1"
	8	6'-1"			4'-6"	11"					
B405	6	4'-7"	18	99	1'-4"	0'-11 ½"	0'-3"	0'-2 ¼"			
B501	4	22'-4"	93	STR							
B502	1	22'-4"	23	19	2'-6"	19'-10"	1'-3"				
B503	2	22'-4"	47	19	2'-6"	19'-10"	0'-5 ½"				
B504	2	22'-4"	47	19	2'-6"	19'-10"	0'-8"				
B505	2	22'-4"	47	19	2'-6"	19'-10"	0'-10"				
B506	2	22'-4"	47	19	2'-6"	19'-10"	1'-0"				
SUB-TOTAL			540								











LEGEND

T&B = TOP AND BOTTOM
EF = EACH FACE
TYP = TYPICAL
DND = DO NOT DISTURB

NOTES

1. BARRIER TRANSITION TO BE PAID WITH ITEM 622 - CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN, A.
2. THE NORTH END OF THE BARRIER TRANSITION SHALL REPLACE THE EXISTING I-3A BARRIER MEDIAN INLET AND WILL ABUT THE EXISTING BARRIER JOINT ON THE REAR (SOUTH) APPROACH SLAB.
3. PROVIDE 2" CLEAR COVER UNLESS NOTED OTHERWISE.

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED BDE
CHECKED RJE

GENERAL NOTES

HAM-75-7.85

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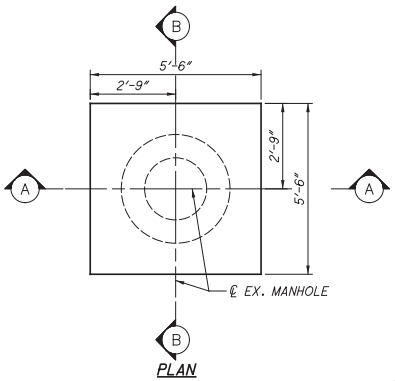
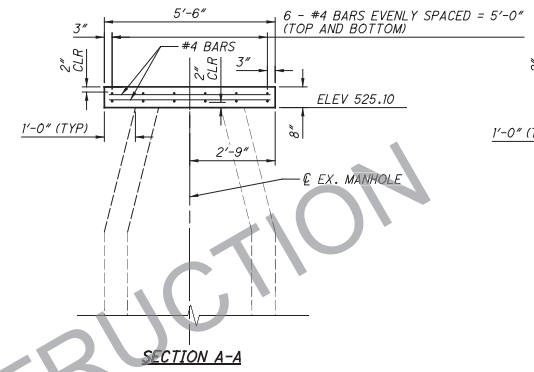
ITEM 202 - MANHOLE ABANDONED, AS PER PLAN

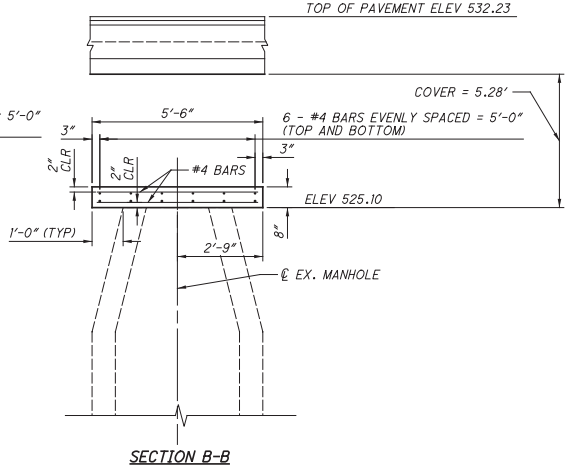
THE FOLLOWING DETAILS ARE PROVIDED FOR THE STRUCTURES LISTED BELOW. ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK DETAILED BELOW SHALL BE INCLUDED IN THE THIS PAY ITEM PER THE GENERAL SUMMARY.



PLAN



SECTION A-A



SECTION B-B

CAP FOR EXISTING MANHOLE @ STA 419+02.25, 20.23' LT (℄ CONST RAMP N)

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

▨ - PORTIONS OF EXISTING DRAINAGE STRUCTURES TO BE REMOVED

DESIGN DATA

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI

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

CALCULATED R.JE CHECKED RSH

GENERAL NOTES

HAM-75-7.85

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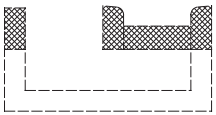
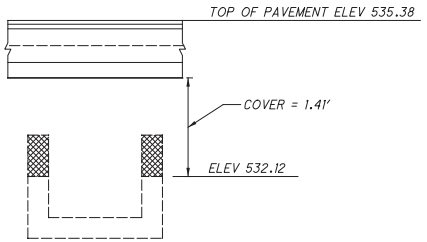
ITEM 202 - INLET ABANDONED, AS PER PLAN

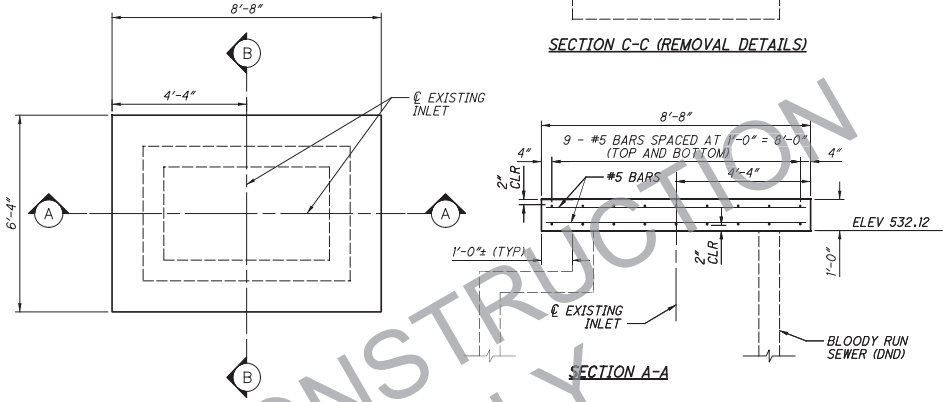
THE FOLLOWING DETAILS ARE PROVIDED FOR THE STRUCTURES LISTED BELOW. ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK DETAILED BELOW SHALL BE INCLUDED IN THE THIS PAY ITEM PER THE GENERAL SUMMARY.



SECTION C-C (REMOVAL DETAILS)

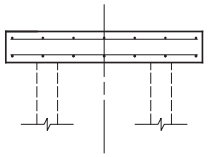


SECTION D-D (REMOVAL DETAILS)



PLAN

SECTION A-A



SECTION B-B

CAP FOR EXISTING INLET @ STA 136+57.07, 18.54 RT (℄ CONST I-75)

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

▨ - PORTIONS OF EXISTING DRAINAGE STRUCTURES TO BE REMOVED

DESIGN DATA

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI

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

CALCULATED R.JE CHECKED RSH

GENERAL NOTES

HAM-75-7.85

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ITEM 611 - INLET NO.3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, A

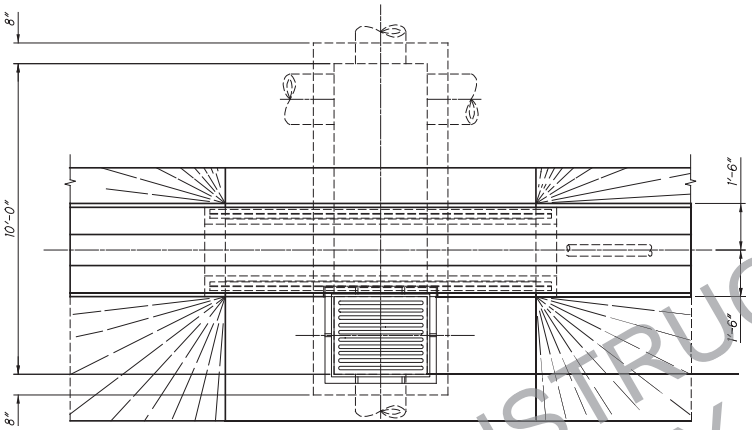
THE FOLLOWING DETAILS ARE PROVIDED FOR THE STRUCTURES LISTED BELOW. ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THE WORK DETAILED BELOW SHALL BE INCLUDED IN THE THIS PAY ITEM PER THE GENERAL SUMMARY.

STR. NO.	STATION	SIDE	STR. NO.	STATION	SIDE
47	22+45	RT			
48	26+30	RT			
34	440+04	RT			
116	416+00	RT			
118	444+50	RT			
113	464+00	RT			
114	465+80	RT			
132	459+50	LT			
131	460+48	LT			
133	461+50	RT			

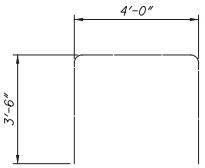
THIS DETAIL APPLIES TO INLETS AT THE FOLLOWING LOCATIONS: SEE TABLE ABOVE

INLET REINFORCING LIST

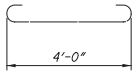
BAR A			BAR B			BAR C			BAR D		
NUMBER	SIZE	LENGTH	NUMBER	SIZE	LENGTH	NUMBER	SIZE	LENGTH	NUMBER	SIZE	LENGTH
10	#6	10'-10"	10	#6	5'-4"	8	#6	8'-1"	8	#6	6'-0"



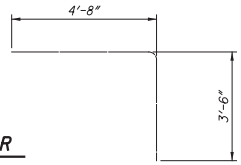
PLAN



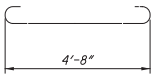
A BAR



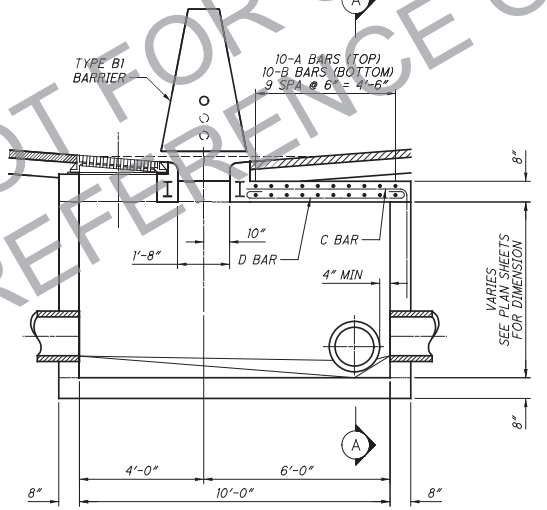
B BAR



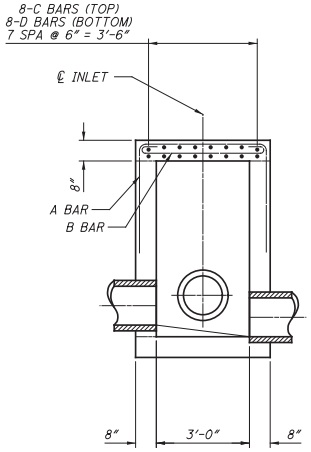
C BAR



D BAR



SECTION D-D



SECTION A-A

NOTES

1. FOR ADDITIONAL DETAILS, DIMENSIONS AND REINFORCING, SEE STANDARD CONSTRUCTION DRAWING I-2.1.
2. ROTATE BARS AS NECESSARY TO MAINTAIN REQUIRED MINIMUM CONCRETE COVER.

NOT FOR CONSTRUCTION
REFERENCE ONLY

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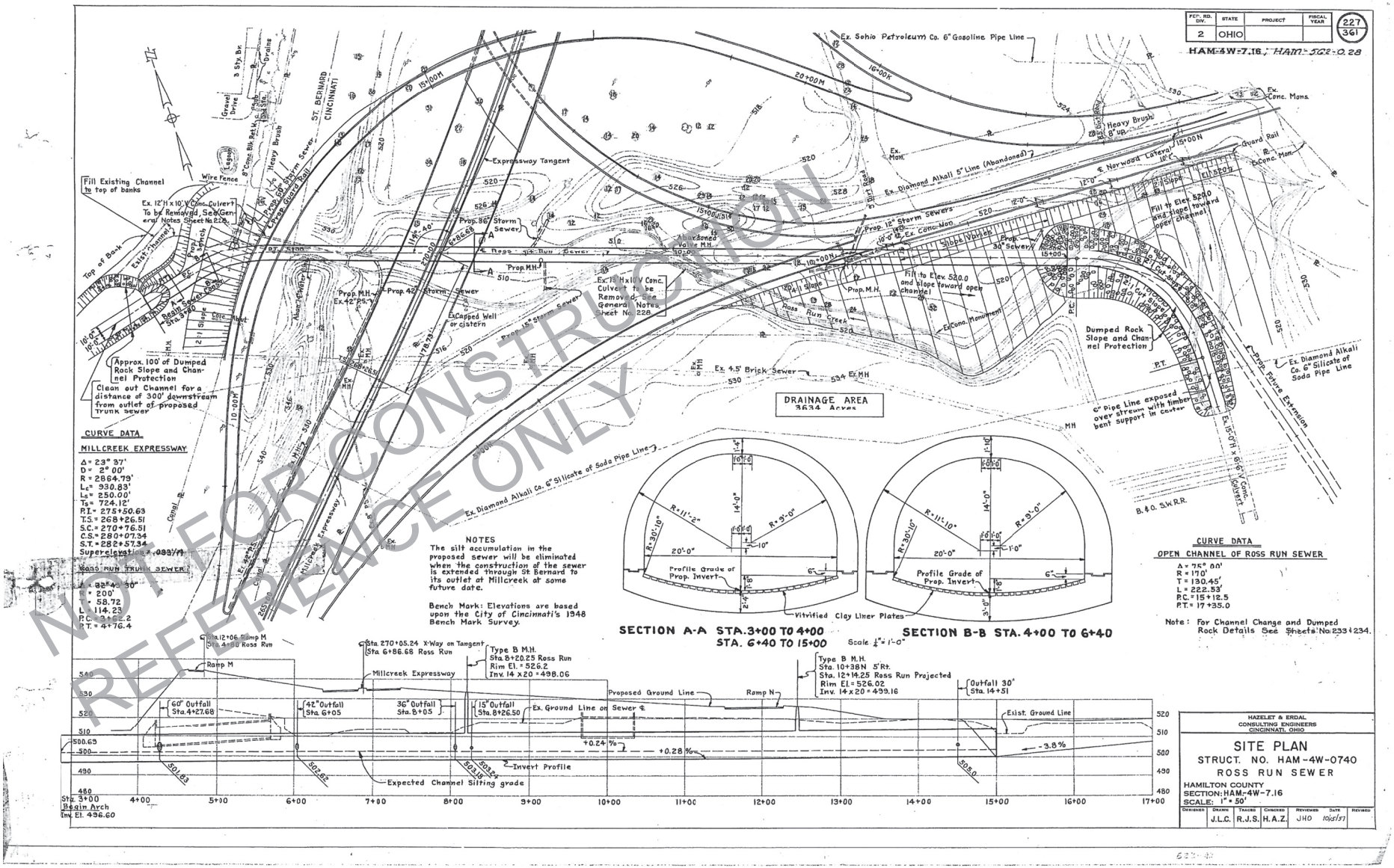
CALCULATED RJE CHECKED RSH

GENERAL NOTES

HAM-75-7.85

ROSS RUN SEWER PLANS PROVIDED TO FACILITATE PROPOSED DRAIANGE CONNECTION



NOT FOR CONSTRUCTION
REFERENCE ONLY

FOR INFORMATION ONLY

CALCULATED RJE
CHECKED RSH

GENERAL NOTES

HAM-75-7.85

44
1045

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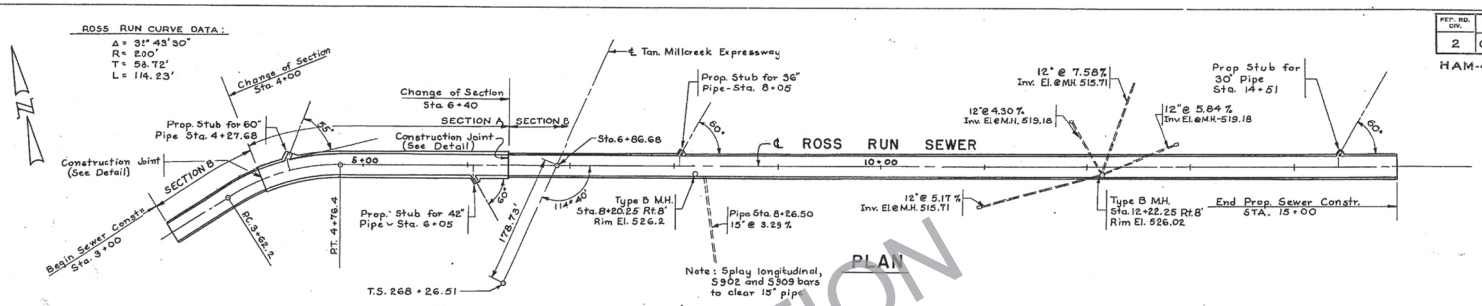
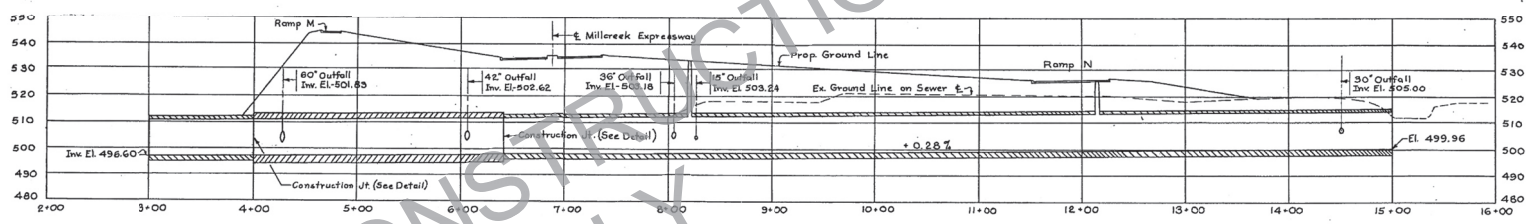
ROSS RUN SEWER PLANS PROVIDED TO FACILITATE PROPOSED DRAIANGE CONNECTION





PROFILE

NOT FOR CONSTRUCTION
REFERENCE ONLY

GENERAL NOTES

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 10-15-51, together with revisions thereof dated 7-15-52, 4-1-54, and 2-1-55.

REMOVAL OF EXISTING STRUCTURE: The existing 12'x10' and 8'x10' concrete culverts shall be removed in accordance with the provisions of Item S-24.

CONCRETE: Shall be Class "C".

SURFACE FINISH OF CONCRETE: The inside of the sewer shall be finished in accordance with the provisions of Item S-1.

BACKFILL: Shall be placed symmetrically on both sides of the structure and preferably simultaneously along the entire length, in addition to observing the provisions of Item E-2.

VITRIFIED CLAY LINER PLATES: Vitrified clay liner plates shall conform to Supplemental Specification Number 30 dated May 28, 1948.

Liner plates shall be flat, and shall have a wearing surface not less than ¾ inch thick. The back of the plates shall be provided with approximately five longitudinal dovetail shaped ribs to act as keys in the mortar. The plates shall be uniform in size, approximately 9 inches wide and 18 to 20 inches long. However, the widths shall be such that the surface is divided into an exact number of whole plates, due allowance being made for the joints. Shorter lengths shall be provided for breaking joints.

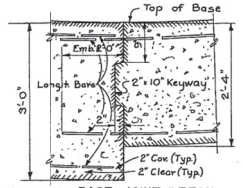
The joints in the liner plates shall be filled with an acid and caustic resistant joint material such as Furan resin cement similar and equal to "Permanite", "Alkor 5E", or "Muken All-Purposes" placed in accordance with the manufacturer's specifications. All excess filler shall be removed from the surface of the liner plates.

MANHOLE STEPS: Shall be identical to those furnished in Type B Manhole.

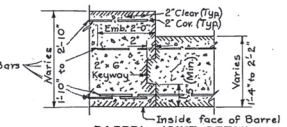
ESTIMATED QUANTITIES

ITEM	TOTAL	UNIT	DESCRIPTION
E-2	24,920	Cu Yds.	Unclassified Excavation
S-1	5762	Cu Yds.	Class "C" Concrete
S-4	1321,968	Lbs.	Reinforcing Steel
S-24	Lump Sum	Lump Sum	Removal of Existing Structures
SS-30	24,442	Sq. Ft.	Vitrified Clay Liner Plates
I-8	2	Each	Manholes, Type B Complete, Including Manhole Steps.
T-10	3000	Cu Yds.	Dumped Rock Channel Protection
E-2	Lump Sum	Lump Sum	Cofferdams, Cribs and Sheeting
E-3	6813	Cu Yds	Channel Excavation

COFFERDAMS, CRIBS AND SHEETING: Adequate facilities for handling the flow of Ross Run Creek shall be provided and shall be considered as included in the Lump Sum price bid for Item E-2, Cofferdams, Cribs and Sheeting



BASE JOINT DETAIL



BARREL JOINT DETAIL

CONSTRUCTION JOINT DETAILS

HAZELET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

GENERAL PLAN
STRUCT. NO. HAM-4W-0740
ROSS RUN SEWER
HAMILTON COUNTY
SECTION: HAM.-4W-7.16
SCALE:

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.R.B.	H.L.L.	KJH.	H.A.Z.	JHO	10/15/57	

FED. RD. DIV. 2 | STATE OHIO | PROJECT | FISCAL YEAR | 228 | 361

HAM-4W-7.16 ; HAM-562-0.28

CALCULATED R.J.E. CHECKED R.S.H.

GENERAL NOTES

HAM-75-7.85

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1045

FOR INFORMATION ONLY

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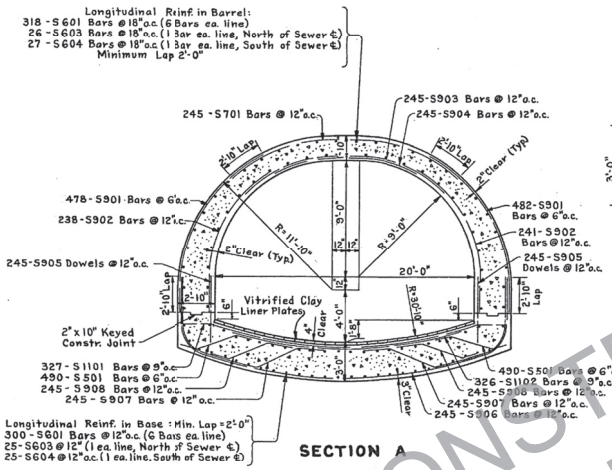
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

229
361

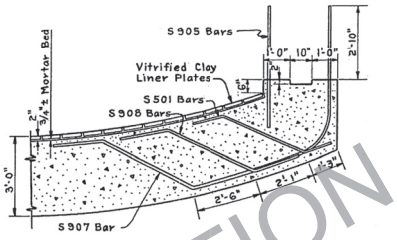
HAM-4W-7.16 / HAM-562-0.28



SECTION A

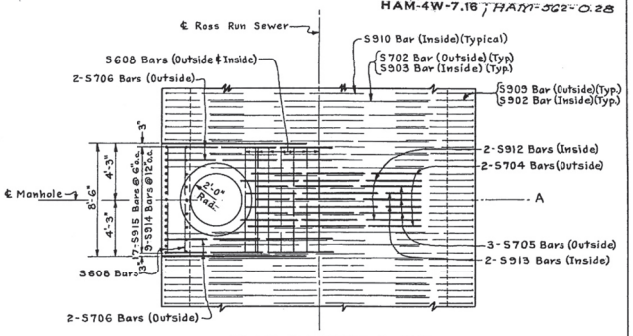
STA. 4+00 to STA. 6+40

Note: Reinforcement for the curved portion of the sewer (Sta. 4+00 to Sta. 4+76.4) to be set radially. For typical spacing dimensions, see "Detail of Reinforcement at Curve".



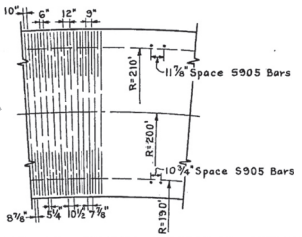
CORNER & CONSTR. JOINT DETAIL

STA. 4+00 to 6+40



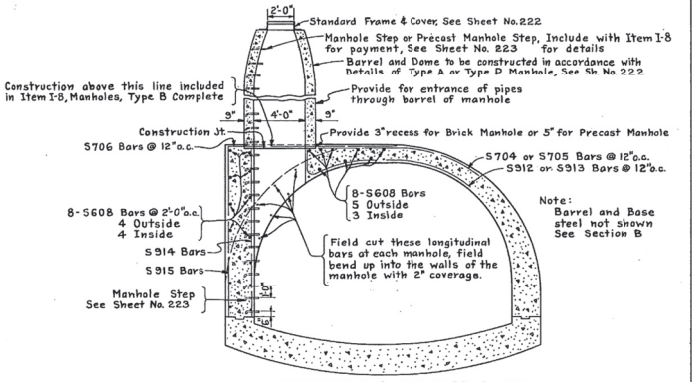
PLAN AT TYPE B M.H.

Note: Type B Manhole is similar to Type A or Type P Manhole, except base is omitted.



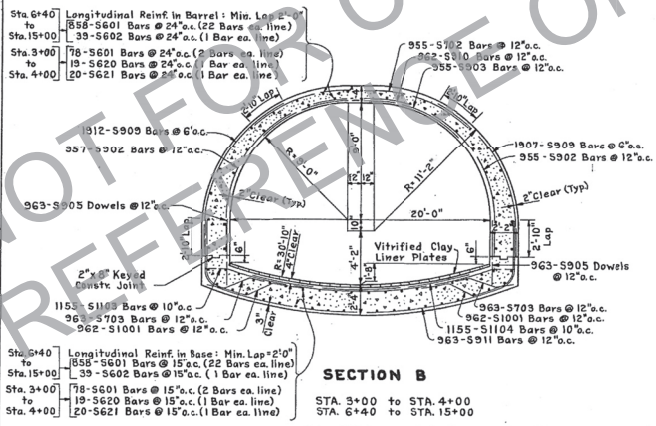
DETAIL OF REINFORCEMENT AT CURVE

STA. 3+62.2 to STA. 4+76.4



SECTION A-A AT TYPE B M.H.

1 Req'd. Sta. 8+20.25
1 Req'd. Sta. 12+14.25

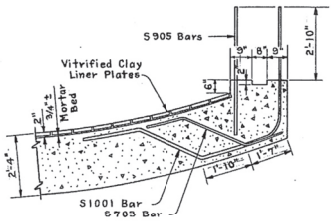


SECTION B

STA. 3+00 to STA. 4+00
STA. 6+40 to STA. 15+00

Note: Section A & Section B are taken looking in the direction of stationing.

Note: Reinforcement for the curved portion of the Sewer (Sta. 3+62.2 to Sta. 4+00) to be set radially. For typical spacing dimensions, see "Detail of Reinforcement at Curve"



CORNER & CONSTR. JOINT DETAIL

STA. 3+00 to STA. 4+00
STA. 6+40 to STA. 15+00

HAZELET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

DETAILS

STRUCT. NO. HAM-4W-0740
ROSS RUN SEWER
HAMILTON COUNTY
SECTION: HAM.-4W-7.16
SCALE:

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
E.R.B.	H.L.L.	R.J.S	H.A.Z.	JHO	11/15/57	

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED R.J.E.
CHECKED R.S.H.

GENERAL NOTES

HAM-75-7.85

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1045

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ELECTRONIC TICKETING

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

PROVIDE ELECTRONIC MATERIAL TICKETS FOR THE FOLLOWING MATERIALS:

- AGGREGATE
- ASPHALT CONCRETE
- PORTLAND CONCRETE

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

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

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

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

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

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

NON-WORK PERIODS FOR MULTI-YEAR CONTRACTS

INDENTIFY THE ENTIRE MONTH OF EACH NOVEMBER OF THE ORIGINAL CONTRACT PERIOD AS A NON-WORK PERIOD IN THE CPM CALENDARS. THIS NON-WORK PERIOD WILL BE MADE AVAILABLE FOR USE AS AN OPPORTUNITY TO MITIGATE CRITICAL DELAYS. THE CONTRACTOR WILL BE PERMITTED TO CONTINUE WORK DURING THIS NON-WORK PERIOD BUT MUST GIVE PRECEDENCE TO PERFORMING WORK THAT MITIGATES ANY EXISTING PROJECT DELAY. MITIGATE CRITICAL DELAYS IN THE FOLLOWING ORDER:

1) EXCUSABLE, COMPENSABLE DELAYS
2) NON-EXCUSABLE DELAYS
3) EXCUSABLE, NON-COMPENSABLE DELAYS

THE DEPARTMENT WILL COMPENSATE THE CONTRACTOR FOR ADDITIONAL COSTS INCURRED DUE TO COLD WEATHER WORK RESULTING FROM THE MITIGATION OF AN EXCUSABLE, COMPENSABLE DELAY OR DEPARTMENT DIRECTED MITIGATION OF AN EXCUSABLE, NON-COMPENSABLE DELAY.

COMPENSATION FOR THESE ADDITIONAL COLD WEATHER WORK COSTS WILL BE COMPUTED PER C&MS 109.05A, B, C &E. PROVIDE NOTICE PER C&MS 108.02.F FOR ADDITIONAL COSTS. OTHER THAN COLD WEATHER WORK IMPACTS THAT ARE A DIRECT RESULT OF MITIGATING EXCUSABLE, COMPENSABLE OR DEPARTMENT DIRECTED EXCUSABLE, NON-COMPENSABLE DELAYS DURING THIS TIME PERIOD. MITIGATION OF ANY DELAY, WHETHER CAUSED BY THE DEPARTMENT, CONTRACTOR, THIRD-PARTY OR AN INTERVENING EVENT, IS A SHARED CONTRACT AND LEGAL REQUIREMENT. EXECUTE REASONABLE MITIGATION EFFORTS IN A TIMELY MANNER.

BY THE FOLLOWING DECEMBER 10TH, DETERMINE THE EFFECT OF MITIGATION OF ANY DELAY DURING THE MONTH OF NOVEMBER BY PERFORMING A TIME IMPACT ANALYSIS PER PN 107. A CHANGE ORDER WILL THEN BE WRITTEN TO MODIFY THE FINAL COMPLETION DATE AND ANY INTERIM COMPLETION DATES, IF WARRANTED.

ITEM 624 - MOBILIZATION, AS PER PLAN

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

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

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

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

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

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

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

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GENERAL NOTES

HAM-75-7.85

SEQUENCE OF CONSTRUCTION

CONSTRUCTION SEQUENCE - IR 75

PRE-PHASE 1
PRIOR TO IMPLEMENTATION OF THE PHASE 1 SET-UP, TEMPORARY PAVEMENT SHALL BE CONSTRUCTED FOR USE IN FUTURE PHASES. THIS WILL BE COMPLETED BY UTILIZING SHOULDER CLOSURES (PER ODOT SCD MT-95.45), AND NIGHT-TIME LANE CLOSURES (PER ODOT SCD MT-95.30) AS PERMITTED BY THE PLCM.

PHASE 1
PHASE 1 SHALL CONSTRUCT THE OUTSIDE PORTIONS OF SB IR 75 WITH TRAFFIC MAINTAINED ON EXISTING PAVEMENT. ONE SB LANE WILL BE CROSSED OVER INTO CONTRA FLOW DURING PHASE 1, WHILE THE OTHER TWO SB LANES ARE MAINTAINED ON THE EXISTING INSIDE PAVEMENT. PID 117525 (HAM-75-8.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME AS PID 77889, AND THE MOT SET-UPS FOR BOTH PROJECTS WILL OVERLAP WITH EACH OTHER. ADDITIONAL PLAN SHEETS HAVE BEEN INCLUDED IN PHASE 1 TO ACCOUNT FOR THE DIFFERENT PID 117525 MOT PHASES.

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

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

PHASE 3A
PHASE 3A SHALL REMOVE THE REMAINING MAINLINE STRUCTURE OVER RAMP J AND CONSTRUCT THE REMAINDER OF THE PROPOSED RAMP J PAVEMENT. IR 75 THRU LANES SHALL BE MAINTAINED PER THE PHASE 3 DESCRIPTION BELOW (NB IN FULL CROSSOVER). RAMP D (NB EXIT TO PADDOCK RD) WILL REMAIN OPEN DURING THIS PHASE, HOWEVER ACCESS FROM IR 75 WILL BE REROUTED VIA SR-562 AS DETAILED WITHIN. PHASE 3A SHALL BE LIMITED TO 30 DAYS MAX DURATION.

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

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

CONSTRUCTION SEQUENCE - SR 562 AND RAMP CONNECTIONS

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

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

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

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

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

CONSTRUCTION SEQUENCE - LOCAL STREETS

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

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

LAIDLAW AVE
PRIOR TO PHASE 1, UTILITY WORK SHALL BE COMPLETED WITHIN LAIDLAW AVE. LEFT LANE CLOSURES SHALL BE UTILIZED FOR BOTH DIRECTIONS DURING NON-PEAK HOURS AS DETAILED WITHIN. RIGHT LANE CLOSURES SHALL BE UTILIZED ANYTIME ADJACENT STRUCTURE WORK IMPACTS THE ROADWAY. THIS SAME SETUP SHALL BE IMPLEMENTED THROUGHOUT PHASES 1-3.

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

ITEM 614, MAINTAINING TRAFFIC

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

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

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)	12:00N FRIDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

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

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

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

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

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

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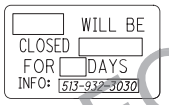
NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE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

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

NOTIFICATION TIME FRAME TABLE

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

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



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

POTHOLE PATCHING

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

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 90 CU YD

DRUM REQUIREMENTS

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

FLOODLIGHTING

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

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

DUST CONTROL

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

ITEM 616, WATER 1230 M. GAL.

PORTABLE BARRIER

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

WORK ZONE MARKINGS

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

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

ITEM 614, REPLACEMENT SIGN

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

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

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

ITEM 614, REPLACEMENT DRUM

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

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

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

PERMITTED LANE CLOSURE TIMES

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

PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE

LOCATION	DIRECTION	EX. NO. OF THRU	1 LANE CLOSED		2 LANES CLOSED		15 MINUTE SHORT DURATION	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER LANE PER TIME UNIT	NOTES
			WEEKDAY	WEEKEND	WEEKDAY	WEEKEND					
IR-75	BOTH	3	8 PM - 6 AM	7 PM - 6 AM	11 PM - 5 AM	10 PM - 6 AM	12 AM - 4 AM	11 PM - 5 AM	1 MINUTE	$540	NOTE 1 (SOUTHBOUND), NOTE 2 (NORTHBOUND), NOTE 3, NOTE 4
SR-562	BOTH	2	8 PM - 6 AM	7 PM - 7 AM	NONE	NONE	11 PM - 5 AM	11 PM - 5 AM	1 MINUTE	$305	NOTE 1, NOTE 3, NOTE 4
RAMPS	BOTH		NONE	NONE	NONE	NONE	NONE	10 PM - 5 AM	1 MINUTE	$540	NOTE 5, NOTE 6
LAIDLAW AVE.	BOTH	1	9AM-4PM 6PM-7AM	9AM-4PM 6PM-7AM	NONE	NONE	NONE	NONE	1 MINUTE	$50	
TOWNE ST.	BOTH	1	ANYTIME	ANYTIME	NONE	NONE	11 PM - 5 AM	NONE	1 MINUTE	$50	
PADDOCK	BOTH	2	8 PM - 6 AM	7 PM - 7 AM	NONE	NONE	NONE	NONE	1 MINUTE	$130	
SEYMOUR AVE.	BOTH	2	ANYTIME	ANYTIME	NONE	NONE	NONE	NONE	1 MINUTE	$40	
PROSSER AVE	BOTH	1	ANYTIME	ANYTIME	NONE	NONE	NONE	9 AM - 3 PM	1 MINUTE	$50	NOTE 7

NOTES

1 NO CLOSURES 2 HOURS BEFORE TO 1 HOUR AFTER THE START TIME OF EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE REACHING AN ATTEDANCE OF 20,000+

2 NO CLOSURES FROM 30 MINUTES BEFORE THE SCHEDULED FINISH TIME TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE REACHING AN ATTEDANCE OF 20,000+

3 COMPLETE CLOSURES OF IR-75 AND SR-562 ARE PERMITTED ACCORDING TO THE APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION NOTE ONLY.

4 NO SHORT TERM SHOULDER CLOSURES BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM MONDAY THROUGH FRIDAY.

5 APPROVED MAINTENANCE OF TRAFFIC POLICY EXCEPTION RAMP CLOSURES: DISINCENTIVES SHALL BE ASSESSED FOR FAILURE TO REOPEN THE RAMP IN THE SPECIFIED TIME PERIOD.

6 RAMPS ARE PERMITTED TO BE CLOSED OVERNIGHT FOR MOT TRAFFIC SWITCHES AND FINAL SURFACING ONLY. ONLY ONE RAMP IS PERMITTED TO BE CLOSED AT A TIME.

7 PROSSER AVE IS PERMITTED TO BE CLOSED BETWEEN THE HOURS OF 9 AM AND 3 PM FOR DEMO/ERECTION OF THE STRUCTURE AS WELL AS FOR SEWER/WATERLINE WORK WITHIN THE ROADWAY.

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

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

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

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

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REFERENCE ONLY

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WORK ZONE SPEED ZONES (WZSZS)

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

WZSZ REVISION NUMBER	COUNTY-ROUTE-SECTION	DIRECTION
45099	HAM-75-7.85	NB & SB

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

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

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

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

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

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

ITEM 808 DIGITAL SPEED LIMIT SIGN ASSEMBLY HAS BEEN SEPERATELY ITEMIZED IN THE PLANS. QUANTITIES FOR EACH SIGN HAVE BEEN SHOWN IN THE SUB-SUMMARY WITH THEIR ASSOCIATED PLAN SHEET. A SUMMARY OF DSL SIGN ASSEMBLIES IS AS FOLLOWS:
5 SIGNS FOR 24 MONTHS
4 SIGNS FOR 10 MONTHS
3 SIGNS FOR 6 MONTHS

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

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)

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

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

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

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES.

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

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

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

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 11 EACH

WORK ZONE INCREASED PENALTIES SIGNS WILL BE PLACED AS DETAILED IN THE PLANS.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

- MOTPE #1, #2 AND #4 ARE NO LONGER APPLICABLE AND HAVE BEEN REPLACED WITH MOTPE #7A AND #7B.
- MOTPE #3: CLOSE RAMP P, PADDOCK ROAD TO WESTBOUND SR 562, AS SHOWN IN PHASE 3, PART 1. SEE WINDOW CONTRACT TABLE FOR DURATION.
- MOTPE #5: CLOSE IR 75 OVERNIGHT FROM 11 PM TO 5 AM TO OCCUR 3 TIMES PER DIRECTION (2-INSTALL, 1-DEMO) AT HAM-75-0834, AND TO OCCUR AN ADDITIONAL 4 TIMES PER YEAR (PER DIRECTION) AT LOCATIONS DEEMED NECESSARY BY THE CONTRACTOR.
- MOTPE #6: NO LONGER APPLICABLE.
- MOTPE #7A: CLOSE RAMP J, SOUTHBOUND I-75 TO EASTBOUND SR-562, DURING PHASES 1, 2 AND 3A. SEE WINDOW CONTRACT TABLE FOR DURATION.
- MOTPE #7B: CLOSE RAMP M, WESTBOUND SR-562 TO SOUTHBOUND I-75, DURING PHASES 1 AND 2. SEE WINDOW CONTRACT TABLE FOR DURATION.
- MOTPE #8: CLOSE RAMP K, WESTBOUND SR-562 TO NORTHBOUND I-75, DURING PHASE 3. SEE WINDOW CONTRACT TABLE FOR DURATION.
- MOTPE #9: NO LONGER APPLICABLE.
- MOTPE #10: NO LONGER APPLICABLE

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND CITY OF CINCINNATI AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED [____/____/____] FOR PID 77889" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED

IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

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EXTRA ADVANCE WARNING SIGNS

AN EXTRA ADVANCE WARNING SIGN GROUP CONSISTS OF TWO W20-1 (ROAD WORK AHEAD) SIGNS, TWO W20-5 (RIGHT /LEFT LANE CLOSED AHEAD) SIGNS WITH W16-3A DISTANCE PLATES, AND TWO W3-H7 (WATCH FOR STOPPED TRAFFIC) SIGNS AND REQUIRED WARNING LIGHTS. THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND REMOVE EXTRA ADVANCE WARNING SIGN GROUPS DURING MOTPE LANE CLOSURES ON IR 75 AND SR 562. SIGNS SHALL BE INSTALLED AS SHOWN ON TRAFFIC SCD MT-95.50, WITH THE EXTRA W20-5 LANE CLOSURE SIGNS PLACED 2 MILES FROM THE BEGINNING OF THE TAPER WITH THE APPROPRIATE W16-3A DISTANCE PLATES.

PAYMENT FOR PROVIDING, ERECTING, MAINTAINING AND REMOVING EXTRA ADVANCE WARNING SIGN GROUPS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM

THIS WORK SHALL CONSIST OF FURNISHING, ERECTING, OPERATING, MAINTAINING AND REMOVING A WORK ZONE LIGHTING SYSTEM FOR A SINGLE CROSSOVER, OR OVERLAPPING A PAIR OF CROSSOVERS. THE SYSTEM SHALL BE AS SHOWN ON TRAFFIC SCD MT-100.00. THE CONTRACTOR SHALL ARRANGE FOR AND PAY FOR POWER. ALL MATERIALS AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE PORTIONS OF 625 AND 725 EXCEPT: THE PERFORMANCE TEST OF 625.19F, AND CERTIFIED DRAWING REQUIREMENT OF 625.04, ARE WAIVED AND USED MATERIALS IN GOOD CONDITION ARE ACCEPTABLE.

POLES WHICH ARE NOT PROTECTED BY GUARDRAIL OR PORTABLE BARRIER SHALL BE LOCATED OUTSIDE THE CLEAR ZONE, AND SHOULD BE LOCATED AT LEAST 30 FEET (PREFERABLY 40 FEET) FROM THE EDGE OF PAVEMENT WHEN POSSIBLE. ADDITIONAL POLE LINES, CABLES AND APPURTENANCES NECESSARY TO FURNISH POWER TO THE LIGHTING SYSTEM SHALL BE INCLUDED IN THIS ITEM. SERVICE POLES SHALL BE POSITIONED WITH THE SAME CONSTRAINTS AS THE LIGHTING POLES AS A MINIMUM.

PAYMENT WILL BE MADE AT THE UNIT PRICE PER EACH FOR ITEM 614, WORK ZONE CROSSOVER LIGHTING SYSTEM THROUGHOUT ALL PHASES OF WORK WHEN THE CROSSOVER ROADWAYS ARE USED.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) AS DETAILED WITHIN. IN ADDITION TO THE SPECIFIC LOCATIONS AND APPLICATIONS DETAILED IN THE PLAN SHEETS, THE CONTRACTOR SHALL PROVIDE PCMS PRIOR TO EACH MAJOR PHASE CHANGE. SIGNS SHALL BE IN PLACE 7 DAYS PRIOR TO AND 7 DAYS AFTER EACH PHASE CHANGE AND SHALL BE LOCATED A MINIMUM OF 1500' IN ADVANCE OF THE TEMPORARY TRAFFIC CONTROL SETUP FOR SB I-75, NB I-75 AND WB SR-562. THE PCMS LOCATIONS SHALL NOT BE IN CONFLICT WITH ANY OTHER EXISTING OR TEMPORARY SIGNAGE. PRIOR TO THE PHASE CHANGE, THE MESSAGE SHOULD READ "NEW TRAFFIC PATTERN/*DATE*". AFTER THE PHASE CHANGE, THE MESSAGE SHOULD READ "NEW TRAFFIC PATTERN". AN ADDITIONAL 14 SIGN MONTHS OF ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR PCMS UTILIZED FOR PHASE CHANGES.

ALL SIGNS SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

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

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

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

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

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

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

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

ITEM 614, WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
9. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.
11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:
    A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
    B. DAILY TTC SETUP AND REMOVAL.
    C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
    D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
    E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
    F. ALL OTHER EMERGENCY TTC NEEDS.
12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING.
    ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.

B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

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C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.
4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
   A. COLLABORATE WITH ODOT AND SAFETY FORCES;
   B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
   C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.
5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:
   A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:
      I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL
      II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN
      III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN
      IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN
      V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN
      VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE
   B. FOLLOWING AN INCIDENT/CRASH:
      I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
      II. RECOMMEND ROADWAY REPAIR NEEDS.
      III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
      IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

ACCESS MANAGEMENT FOR DAILY/NIGHTLY WORK OPERATIONS

ACCESS MANAGEMENT IS PART OF THE CONTRACTOR'S MEANS AND METHODS. IT IS ANTICIPATED THAT EQUIPMENT WILL BE TRAILERED IN/OUT OF THE WORK AREA OR DRIVEN ACROSS LANES OF TRAFFIC SINCE THE MEDIAN BARRIER RESTRICTS AVAILABLE STAGING AREAS.

IF THE CONTRACTOR ELECTS TO CROSS OPEN LANES OF TRAVEL, MT-99.60 IS THE GOVERNING STANDARD EXCEPT AS FOLLOWS: THE SHORT DURATION CLOSURE IS PERMITTED TO BE PERFORMED BETWEEN 11:00 PM AND 5:00 AM; THE DURATION OF THE CLOSURE SHALL NOT EXCEED 5 MINUTES; AND ALL EQUIPMENT SHALL CROSS PERPENDICULAR TO THE ROAD. REMOVE, TURN, OR COVER ALL SIGNS USED IN THE SHORT-DURATION CLOSURE IF THE NEXT SHORT-DURATION CLOSURE WILL OCCUR MORE THAN 2 HOURS LATER. THIS INCLUDES TURNING OFF OR REVISING THE MESSAGE ON THE PORTABLE CHANGEABLE MESSAGE SIGN.

ALL COSTS ASSOCIATED WITH ACCESS MANAGEMENT INCLUDING LAW ENFORCEMENT OFFICERS AND PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

- RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.
- RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08.

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER. FOR QUANTITIES PROVIDED BELOW, IT WAS ASSUMED THAT 1 1/2" OF SURFACE COURSE (ITEM 442) WILL BE NEEDED.

THE FOLLOWING BID ITEMS SHOULD BE INCLUDED IN THE PLANS:

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 5035 EACH

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKERS ON PERMANENT CONCRETE SURFACES

RAISED PAVEMENT MARKERS IN WORK ZONES, INSTALLED ON PERMANENT CONCRETE SURFACES, SHALL BE ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS.
WZRPMS ARE INTENDED FOR USE ONLY DURING THE NON-SNOW-PLOWING SEASON. WZRPMS SHALL NOT BE PROVIDED DURING THE SNOW-PLOWING SEASON.

THE SNOW-PLOWING SEASON SHALL RUN FROM OCTOBER 15 THROUGH APRIL 1.

WHERE A TEMPORARY ALIGNMENT WILL REMAIN IN USE THROUGH THE WINTER, THE WZRPMS SHALL BE REMOVED PRIOR TO THE BEGINNING OF THE SNOW-PLOWING SEASON AND REPLACED APPROXIMATELY APRIL 1, OR AS OTHERWISE DETERMINED BY THE ENGINEER.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS.

AN ESTIMATED QUANTITY OF 200 EACH OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER HAS BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL AND ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND TRAFFIC SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND CONCRETE PERMANENT BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE ALONG TAPERS AND TRANSITION AREAS AND ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

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

ITEM 614, BARRIER REFLECTOR, TYPE 1 1235 EACH
ITEM 614, BARRIER REFLECTOR, TYPE 2 18 EACH
ITEM 614, OBJECT MARKER, ONE-WAY 1235 EACH
ITEM 614, OBJECT MARKER, TWO-WAY 230 EACH
ITEM 614, INCREASED BARRIER DELINEATION 8000 FEET

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

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DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

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

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

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

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

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

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

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

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

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).
- FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
  - ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
  - AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
  - AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
- THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR
- OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

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

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

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

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

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

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

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

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

ITEM 614, WORK ZONE PAVEMENT MARKINGS, 648

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS AND AT TIMES AS DIRECTED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11.

ITEM 614 WORK ZONE LANE LINE, CLASS I, 6", 648, 2.10 MILES
ITEM 614 WORK ZONE EDGE LINE, CLASS I, 6", 648, 5.00 MILES
ITEM 614 WORK ZONE CHANNELIZING LINE, CLASS I, 8", 648, 2,825 FEET
ITEM 614 WORK ZONE DOTTED LINE, CLASS I, 6", 648, 1,290 FEET

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION TIME FRAME TABLE

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

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

ITEM 614, MAINTAINING EXISTING RAMPS, AS PER PLAN

AS APPROVED BY THE ENGINEER, THE CONTRACTOR MAY MAINTAIN RAMP M THROUGH A PORTION OF PHASE 1 OR 2 AND RAMP J THROUGH A PORTION OF PHASE 1, 2, OR 3A.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE MOT SUBSUMMARY:

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

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

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

ITEM 615, ROADS FOR MAINTAINING TRAFFIC
PER THE REQUIREMENTS OF THE 2019 CONSTRUCTION AND MATERIALS SPECIFICATIONS (CMS), ALL COSTS ASSOCIATED WITH DRAINAGE RELATED TO TEMPORARY PAVEMENT CONSTRUCTION SHALL BE INCIDENTAL TO ITEM 615, ROADS FOR MAINTAINING TRAFFIC. THE MAINTENANCE OF TRAFFIC PLANS IDENTIFY SPECIFIC LOCATIONS WHERE TEMPORARY DRAINAGE CONDUITS AND TEMPORARY GUARDRAIL ARE EXPECTED TO BE NEEDED. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE ACTUAL DESIGN NEEDS. THESE SPECIFIC ITEMS, AS WELL AS ALL OTHER REQUIREMENTS OF THE CMS SHALL BE INCLUDED IN THE BASE BID OF ROADS FOR MAINTAINING TRAFFIC.

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

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

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

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

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

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

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

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

IN ORDER TO REMOVE EXISTING RUMBLE STRIPS PRIOR TO SHIFTING TRAFFIC ONTO SHOULDERS, PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN SHALL INCLUDE MILLING 2' WIDE BY 1.5" DEEP STRIP OF EXISTING INSIDE AND OUTSIDE SHOULDERS FOR THE STATION RANGES DETAILED BELOW. THE MILLED AREAS SHALL THEN BE RESURFACED WITH 1.5" OF ASPHALT CONCRETE SURFACE COURSE (ITEM 448, TYPE 1). THIS WORK SHALL BE COMPLETED PRIOR TO SHIFTING MAINLINE TRAFFIC ONTO THE SHOULDERS.

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

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

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

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

ITEM 622, PORTABLE BARRIER, 50"
THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

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

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

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

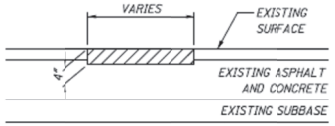
THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

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

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

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

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



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

ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2027
400 CU YDS
ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2028
400 CU YDS
ITEM 253 PAVEMENT REPAIR, MISC.: PERFORMED IN 2029
400 CU YDS

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

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

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

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)
THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

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

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

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

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

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

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CALCULATED BDM
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MAINTENANCE OF TRAFFIC NOTES

HAM-75-7.85

MAINTAINING TRAFFIC, MISC.:OPTIMIZED TRAFFIC SIGNAL OPERATIONS FOR RAMP CLOSURES

GENERAL

THIS ITEM OF WORK SHALL INCLUDE THE DEVELOPMENT, IMPLEMENTATION, EVALUATION, AND MODIFICATION OF OPTIMIZED TRAFFIC SIGNAL TIMINGS ON THE LOCAL ROADWAY NETWORK DURING FREEWAY RAMP CLOSURES. DIVERTED TRAFFIC CAUSING SIGNIFICANT DELAYS AND QUEUES ROADWAYS SHALL BE MITIGATED THRU OPTIMIZED TRAFFIC SIGNAL TIMINGS. OTHER MITIGATION STRATEGIES, SUCH AS REVISED LANE ASSIGNMENTS OR ADDITIONAL SIGNAL PHASING ALONG PADDOCK RD, SHALL BE INCLUDED IN SEPARATION PAY ITEMS IN THIS CONTRACT.

THE CONTRACTOR SHALL PERFORM THIS WORK FOR THE EACH OF THE THREE FOLLOWING RAMP CLOSURE SCENARIOS:

1. CLOSURES OF RAMP M (WB 562 TO 75 SB) AND RAMP J (75 SB TO 562 EB) TOGETHER.
2. CLOSURE OF RAMP J BUT RAMP M IS OPEN.
3. CLOSURE OF RAMP K (562 WB TO 75 NB.)

IT'S ANTICIPATED THAT 75 TRAFFIC SIGNALS ACROSS MULTIPLE ENTITIES MAY BE IMPACTED BY DIVERTED TRAFFIC. THESE JURISDICTIONS ARE THE OHIO DEPARTMENT OF TRANSPORTATION, CITIES OF CINCINNATI AND NORWOOD, AND THE VILLAGES OF ELMWOOD PLACE AND ST. BERNARD. THE AREA CONTAINING THESE TRAFFIC SIGNALS IS GENERALLY BOUND BY PADDOCK RD/CARTHAGE AVE TO THE NORTH, VINE STREET/SPRING GROVE AVENUE TO THE WEST, MITCHELL AVENUE/DANA AVE TO THE SOUTH, AND MONTGOMERY ROAD TO THE EAST. THE TRAFFIC SIGNALS ANTICIPATED TO BE IMPACTED ARE ALONG THE FOLLOWING ROADWAYS: PADDOCK ROAD, READING RD, VINE STREET/SPRING GROVE AVENUE, SEYMOUR AVENUE, MITCHELL AVENUE, ROSS AVENUE, DANA AVENUE, AND TOWNE STREET/TOWNSHIP AVENUE, NORWOOD AVENUE, AND MONTGOMERY ROAD. HOWEVER, THE QUANTITY AND LOCATION OF TRAFFIC SIGNALS REQUIRING OPTIMIZATION MAY CHANGE BECAUSE OF, INCLUDING BUT NOT LIMITED TO THE CONSTRUCTION PHASING, TRAFFIC DATA AND MODELING, OBSERVATIONS/FEEDBACK, OR TO IMPROVE SIGNAL OPERATIONS AT AN ADJACENT SIGNAL.

GOAL OF OPTIMIZED TRAFFIC SIGNAL TIMINGS

WITH EACH OF THE THREE RAMP CLOSURE SCENARIOS THAT'S EXPECTED TO DIVERT TRAFFIC FROM THE FREEWAYS TO THE LOCAL ROADWAYS, THE CONTRACTOR SHALL OPTIMIZE THE TRAFFIC SIGNAL TIMING ALONG EACH IMPACTED SIGNALIZED CORRIDOR OR INTERSECTION TO ACHIEVE THE FOLLOWING PRIORITIZED GOALS:

1. PREVENT STOPPED OR SLOW TRAFFIC ON THE RAMPS AT THE FREEWAY INTERCHANGES FORM BACKING UP ONTO THE FREEWAY MAINLINE.
2. DEPENDENT ON THE TRAFFIC PATTERN AND TIME OF DAY, PROGRESSION SHALL FAVOR GETTING TO OR AWAY FROM THE INTERCHANGES.
3. MINIMIZING TRAVEL TIMES ALONG THE COORDINATED PHASES ON EACH CORRIDOR. IN ADDITION, PROGRESSION SHALL FAVOR THE HEAVIEST COORDINATED DIRECTION.
4. PROVIDING SUFFICIENT TIME PER ODOT OR LOCAL STANDARDS FOR PEDESTRIAINS TO CROSS EACH EXISTING SIGNALIZED CROSSWALK. THIS SHALL BE PERFORMED WITHOUT KNOCKING THE SIGNALS OUT OF COORDINATION
5. MINIMIZE DELAY AND QUEUE LENGTHS ON THE NON-COORDINATED PHASES OR CORRIDORS NOT DIRECTLY CONNECTED TO THE INTERSTATE.

FOR THIS WORK, THE CONTRACTOR SHALL FOLLOW SUPPLEMENTAL SPECIFICATION 824 DATED 1/20/2023 AND AS NOTED BELOW:

1. 824.03 EQUIPMENT INSPECTION
   A. THE FULL REQUIREMENTS OF 824.03 SHALL NOT APPLY. THE FOLLOWING IS REQUIRED TO ENSURE PROPER GPS TIME CLOCK IS PROVIDED (SEE BELOW): INTERSECTION IDENTIFICATION, CABINET TYPE, CONTROLLER TYPE, CURRENT COMMUNICATIONS METHOD, AND PICTURE(S) OF THE INSIDE OF THE CABINET SHOWING THE FRONT/BACK OF THE CONTROLLER AND ALL PORTS.
2. 824.04 COUNTS:
   A. 824.04 WILL BE FOLLOWED FOR EXISTING COUNT INFORMATION IN CREATING A BASE MODEL OF ALL INTERSECTIONS.
3. 824.05 MEASURE OF EFFECTIVENESS-EXISTING TIMING:
   A. THE CONTRACTOR SHALL COLLECT TRAVEL TIMES ON EACH OF THE EXISTING CORRIDORS TO BE USED AS A COMPARISON FOR EACH RAMP CLOSURE AND THEIR OPTIMIZED SIGNAL TIMINGS.
4. 824.06 TIMING PARAMETERS:
   A. THE PROPOSED SIGNAL TIMINGS SHALL FOLLOW THE STANDARDS AND PREFERENCES OF EACH AGENCY. IF ANY AGENCY HAS NO STANDARDS OR PREFERENCES, THEN THE CONTRACTOR SHALL FOLLOW ODOT STANDARDS FOR THOSE SIGNALS.
5. 824.07 MODELING:
   A. THE CONTRACTOR SHALL CREATE A SYNCHRO MODEL OF THE EXISTING CONDITIONS BUT SHALL NOT OPTIMIZE THE EXISTING SIGNAL TIMING. THE EXISTING CONDITIONS MODEL SHALL BE USED AS A BASELINE COMPARISION AND STARTING POINT FOR THE OPTIMIZED MODELS AND SIGNAL TIMING FOR EACH OF THE THREE RAMP CLOSURES.
   B. FOLLOW 824.07 FOR EACH OF THE THREE RAMP CLOSURES USING ASSUMED TRAFFIC VOLUMES FOR THE 7 PEAK PERIODS SPECIFIED IN 824.07.B. THE CONTRACTOR SHALL MAKE ASSUMPTIONS OF TRAFFIC VOLUMES WITHOUT CUSTOMARY TURNING MOVEMENT COUNT INFORMATION AVAILABLE FOR EACH. ODOT WILL PROVIDED AVERAGE DAILY TRAFFIC (ADT) MAPS FOR THREE SCENARIOS SHOWING THE DIFFERENCE OR 'DELTA' BETWEEN THE EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUME AND THE FORECASTED ADT VOLUMES FOR EACH CORRIDOR TO ASSIST WITH MODELING.
6. 824.08 FIELD TIMING PLAN IMPLEMENTATION:
   A. THE CONTRACTOR SHALL SUBMIT HIS PROPOSED TIMINGS FOR EACH OF THE THREE RAMP CLOSURES FOR REVIEW AND APPROVAL BY THE ENGINEER AND THE MAINTAINING AGENCY AT LEAST 60 DAYS PRIOR TO IMPLEMENTATION. ONCE APPROVED, THE CONTRACTOR SHALL IMPLEMENT AT THE SAME TIME AS CLOSING THE RAMPS.
7. 824.09 FIELD OBSERVATION AND TIMING ADJUSTMENT RECOMMENDATIONS:
   A. FOR EACH PROPOSED SCENARIO, THE CONTRACTOR SHALL ASSUME COLLECTING TURNING MOVEMENT COUNT INFORMATION AT A MAXIMUM OF 15 INTERSECTIONS POST-IMPLEMENTATION TO HELP VERIFY ASSUMPTIONS AND FOR TWEAKING THE MODELS AND SIGNAL TIMINGS.
   B. OBSERVATIONS AND TRAFFIC COUNTS SHALL BEGIN IMMEDIATELY UPON IMPLEMENTING EACH RAMP CLOSURES.
   C. TRAFFIC COUNT INFORMATION SHALL BE COLLECTED AND INCORPORATED INTO MODEL, SO THAT THE PROPOSED TRAFFIC SIGNAL TIMING CAN BE ANALYZED AND MODIFIED WITHIN 30 DAYS OF THE START OF EACH RAMP CLOSURE.
   D. THE CONTRACTOR SHALL PROVIDE A SUMMARY OF ALL TIMING CHANGES AS WELL AS UPDATED TIMING CHARTS TO THE ENGINEER.
   E. THE CONTRACTOR SHALL ALSO BE REQUIRED TO LOG, ANALYZE, AND RESPOND TO ALL SIGNAL TIMING REQUESTS/REPORTS RECEIVED FROM THE ENGINEER AND MAINTAINING AGENCIES.
8. 824.11 MEEETINGS:
   A. AT THE PRE-CONSTRUCTION MEETING, ANY EXISTING TRAFFIC SIGNAL PLANS, TIMING CHARTS, AND MAPS FOR THREE RAMP CLOSURES SHOWING THE DIFFERENCE OR 'DELTA' BETWEEN THE EXISTING AVERAGE DAILY TRAFFIC (ADT) VOLUME AND THE FORECASTED ADT VOLUMES FOR EACH CORRIDOR WILL BE PROVIDED TO THE CONTRACTOR.
   B. PRIOR TO STARTING ANY WORK FOR THIS PAY ITEM, THE CONTRACTOR SHALL HOLD A MEETING WITH THE ENGINEER AND EACH MAINTAINING AGENCY TO DISCUSS THIS WORK. THE PURPOSE OF THE MEETING IS TO DISCUSS UNDERSTANDING THE SCOPE OF WORK, SCHEDULE, METHODS OF COLLECTING DATA, MODELING, TIMING PREFERENCES, SIGNAL CONDITIONS, SIGNAL COMMUNCIATIONS, IDENTIFYING COORDINATED MOVEMENTS, AND IMPLEMENTING RECOMMENDED TRAFFIC SIGNAL TIMINGS. IN ADDITION, THE DISCUSSION SHALL INCLUDE EXPECTATIONS OF DELIVERABLES, REVIEW AND RESPONSE TIMES, METHODS TO RESOLVE ACTUAL VERSUS EXPECTED TRAFFIC FLOW, AND COMPLAINTS. THE DISCUSSION SHALL INCLUDE SETTING A COMMON GOAL OR EXPECTATION OF HOW WELL TRAFFIC WILL FLOW ON EACH CORRIDOR WITH DIVERTED TRAFFIC AND OPTIMIZED SIGNAL TIMINGS.
   C. THE CONTRACTOR SHALL SUBMIT THEIR RECOMMENDED TRAFFIC SIGNAL TIMING PLAN FOR EACH DIFFERENT CLOSURE TO THE TRAFFIC SIGNAL OWNERS FOR REVIEW AND APPROVAL 60 DAYS PRIOR TO IMPLEMENTATION. THE CONTRACTOR SHALL ALSO CONDUCT A MEETING WITH EACH OWNER TO REVIEW THE MODELS AND TIMING PLANS TO DISCUSS TIMING CHANGES, ASSUMPTIONS, AND IMPLEMENTATION.
   D. 60 DAYS AFTER IMPLEMENTING TIMING PLANS FOR EACH DIFFERENT CONSTRUCTION PHASE, THE CONTRACTOR SHALL CONDUCT A MEETING WITH EACH TRAFFIC SIGNAL OWNER TO REVIEW THE PERFORMANCE OF THOSE TIMING PLANS AND THEIR MEASURE OF EFFECTIVENESS. ONCE EACH AGENCY AND THE CONTRACTOR AGREES THAT NO FURTHER CHANGES THEN THE CONTRACTOR WILL SUBMIT AN INTIAL REPORT WITH MOE'S.
9. 824.12 DELIVERABLES
   A. THE CONTRACTOR SHALL PROVIDE THE DELIVERABLES OF THIS SECTION FOR EACH OF THE RAMP CLOSURE SCENARIOS.

IN ADDITION TO THE ABOVE, THE FOLLOWING SHALL ALSO APPLY:

1. WHILE THE PURPOSE OF THIS NOTE IS FOR THE CONTRACTOR TO PROVIDE AND IMPLEMENT OPTIMIZED TRAFFIC SIGNAL TIMNGS, THE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR THE PHYSICAL MAINTENANCE OF THE TRAFFIC SIGNAL INSTALLATIONS. ANY INSTANCES OF DETECTION ISSUES, CONDITION REPORTS, SIGNALS IN FLASH, ETC WILL BE HANDLED BY THE MAINTAINING AGENCY UNLESS THE CONTRACTOR HAS CAUSED THE ISSUE.
2. CONTRACTOR SHALL FURNISH AND INSTALL GPS TIME CLOCKS FOR EACH INTERSECTION IN ORDER TO MAINTAIN ACCURATE TIME OF DAY AMONGST INTERSECTIONS. THE GPS TIME CLOCKS SHALL BE ELTEC OR APPROVED EQUAL AND COMPATIBLE WITH EXISTING THE CONTROLLER AND CABINET. THESE GPS TIME CLOCKS SHALL BECOME THE PROPERTY OF THE MAINTAINING AGENCY UPON COMPLETION OF THE PROJECT.
3. UNLESS INDICATED IN THE PLANS, THE CONTRACTOR ISN'T PERMITTED TO INSTALL ADDITIONAL PHASES OR MODIFY PHASING MODES (I.E. ADD A LEFT TURN PHASE, CHANGE FROM PROTECTED TO PROTECTED/PERMISSIVE LEFT TURN PHASES OR CHANGING FROM LEADING TO LAGGING LEFTS) UNLESS THE CONTRACTOR'S STUDY PROVES AN OPERATIONAL IMPROVEMENT AND THE ENGINEER AND MAINTAINING AGENCY APPROVE OF THE CHANGE. ANY COST TO MAKE SUCH A RECOMMENDED CHANGE SHALL BE INCIDENTAL TO THIS PAY ITEM.

METHOD OF MEASUREMENT

THE DEPARTMENT WILL MEASURE MAINTAINING TRAFFIC, MISC.: OPTIMIZED TRAFFIC SIGNAL OPERATIONS FOR RAMP CLOSURES PER EACH INTERSECTION, AND WHICH INCLUDES PROVIDING ALL MATERIALS, EQUIPMENT, LABOR, SOFTWARE, FINAL DELIVERABLES, AND INCIDENTALS TO OPTIMIZE AND IMPLEMENT TRAFFIC SIGNAL TIMINGS FOR MITIGATING DIVERTED TRAFFIC FROM THE FREEWAY ONTO THE LOCAL ROADWAY NETWORK.

THE CONTRACTOR SHALL USE AN ODOT PREQUALIFIED DESIGN CONSULTANT, SPECIFICALLY PREQUALIFIED IN TRAFFIC SIGNALS SYSTEM DESIGN. PRIOR TO COMMENCING DESIGN WORK, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE DESIGN CONSULTANT'S FEE PROPOSAL. THE FEE PROPOSAL SHALL BE IN ACCORDANCE WITH ODOT FEE PROPOSAL SPREADSHEET AND ODOT FEE ESTIMATION GUIDANCE, AND ODOT CONSULTANT SERVICES MANUAL. ALL INVOICES SHALL BE SUBMITTED MONTHLY.

PAYMENT FOR OPTIMIZED TRAFFIC SIGNAL OPERATIONS FOR RAMP CLOSURES WILL BE MADE PER ITEM 614 EACH, MAINTAINING TRAFFIC, MISC.: OPTIMIZED TRAFFIC SIGNAL OPERATIONS FOR RAMP CLOSURES BASED UPON THE INVOICES RECEIVED FROM THE TRAFFIC SIGNAL OPTIMIZATION SERVICES FOR THE DOLLARS USED, INCLUDING A FIVE PERCENT MARKUP FOR CONTRACTOR OVERHEAD FOR ADMINISTERING THE CONTRACT WITH THE TRAFFIC SIGNAL OPTIMIZATION SERVICES. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS FOR THE SIGNAL TIMING ADJUSTMENTS WILL BE JUSTIFIED PER C&MS 109.05.C.

THE CONTRACTOR SHALL BID THIS PAY ITEM AT $1 EACH TO ALLOW FOR AN ALLOWANCE OF $750,000.

NOT FOR CONSTRUCTION
REFERENCE ONLY

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CALCULATED BDM
CHECKED SMM

MAINTENANCE OF TRAFFIC NOTES

HAM-75-7.85

WINDOW CONTRACT TABLE

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE $ PER DAY	WORK WINDOW	
			START	END
CLOSURE OF RAMP M (SR-562 WB TO I-75 SB) - PHASES 1 & 2	724	$25,000	NOTICE TO PROCEED	CONTRACT COMPLETION DATE
CLOSURE OF RAMP J (I-75 SB TO SR-562 EB) - PHASES 1, 2 & 3A	1,080	$17,000	NOTICE TO PROCEED	CONTRACT COMPLETION DATE
CLOSURE OF RAMP K (SR-562 WB TO I-75 NB) - PHASE 3	433	$20,000	FOLLOWING THE REOPENING OF RAMPS M AND J	CONTRACT COMPLETION DATE
CLOSURE OF RAMP P (PADDOCK RD TO SR-562 WB) - PHASE 3	45	$8,100	FOLLOWING THE REOPENING OF RAMPS M AND J	CONTRACT COMPLETION DATE
CLOSURE OF RAMP Q (SR-562 EB TO PADDOCK RD) - PHASE 1	30	$8,100	NOTICE TO PROCEED	CONTRACT COMPLETION DATE

WORK ZONE QUEUE DETECTION WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE DETECTION WARNING SYSTEM (WZQDWS) AS PER SUPPLEMENTAL SPECIFICATION 896.

THE PROBABLE INITIAL LOCATIONS OF THE WZQDWS DEVICES ARE AS FOLLOWS:

- SB I-75 APPROACHING PADDOCK ROAD
- WB SR-562 APPROACHING PADDOCK ROAD

IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

THE FOLLOWING TRAFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES SHALL BE USED:

- GREATER THAN OR EQUAL TO 50 MPH - USE FOUR CORNER FLASHING CAUTION MODE

- BETWEEN 50 MPH AND 25 MPH - TRAFFIC AHEAD XX MPH / SLOW DOWN

- BELOW OR EQUAL TO 25 MPH - TRAFFIC AHEAD XX MPH / PREPARE TO STOP

FOUR CORNER FLASHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE ASTERISK IN EACH CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).

XX SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS 1. OCCUPANCY MAY BE DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC CONDITIONS AND SCENARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE THRESHOLDS TO BE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED TO BE USED.

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

ITEM 896, PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I - 52 SIGN MONTHS
(ASSUMING 2 SENSORS FOR 26 MONTHS)

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN - 52 SIGN MONTHS
(ASSUMING 2 PCMS SIGNS) FOR 26 MONTH(S)

ITEM 614 SPECIAL - WORK ZONE TRAFFIC SIGNAL

UNDER THIS ITEM OF WORK, THE CONTRACTOR SHALL FURNISH, INSTALL, RELOCATE, MODIFY AND SUBSEQUENTLY REMOVE: TEMPORARY SIGNALS, DOWN GUYS, GROUND RODS, SIGNAL CABLE, POWER CABLE, SERVICE CABLE, CONDUIT RISERS, MESSENGER WIRE, SIGNAL HEADS, COVERING OF VEHICULAR SIGNAL HEADS, SIGNS, TEMPORARY DETECTION AND LOOP DETECTORS AS NEEDED TO RENDER A FULLY FUNCTIONAL TEMPORARY SIGNALIZED INTERSECTION.

AS DETAILED WITHIN, TEMPORARY TRAFFIC SIGNALS OR TRAFFIC SIGNAL MODIFICATIONS TO ACCOMMODATE INDIVIDUAL MAINTENANCE OF TRAFFIC PHASES SHALL BE INSTALLED AT THE INTERSECTIONS LISTED BELOW.

- PADDOCK ROAD AT SR 562 (NORWOOD LATERAL) EB RAMPS
- PADDOCK ROAD AT SR 562 (NORWOOD LATERAL) WB RAMPS

AS DETAILED WITHIN, TRAFFIC SIGNAL MODIFICATIONS SHALL BE IMPLEMENTED AT THE INTERSECTION LISTED BELOW. TRAFFIC SIGNAL MODIFICATIONS TO ACCOMMODATE MAINTENANCE OF TRAFFIC AT THIS LOCATION SHALL BE CONSIDERED PERMANENT AND SHALL BE LEFT IN PLACE AT THE END OF THE PROJECT.

- PADDOCK ROAD AT LAIDLAW AVENUE.

ALL METHODS OF TRAFFIC CONTROL SHALL BE APPROVED BY THE ENGINEER AND SHALL BE IN PLACE AND OPERATING PRIOR TO THE DEACTIVATION AND REMOVAL AND/OR RELOCATION OF ANY EXISTING SIGNAL EQUIPMENT. ALL MODIFICATIONS TO SIGNALIZATION SHALL BE DONE UNDER THE PROTECTION OF A LAW ENFORCEMENT OFFICER. REFERENCE IS MADE TO ITEM 614 MAINTAINING TRAFFIC. ANY VEHICULAR TRAFFIC SIGNAL HEAD THAT WILL BE OUT OF OPERATION SHALL BE COVERED IN ACCORDANCE WITH 632.25. ANY EXISTING VEHICULAR OR PEDESTRIAN HEAD THAT IS NOT FUNCTIONAL SHALL BE REMOVED IMMEDIATELY OR COVERED.

AN EXISTING TRAFFIC SIGNAL, OR ANY PART THEREOF, SHALL NOT BE TAKEN OUT OF SERVICE UNLESS ALTERNATE MEANS OF TRAFFIC CONTROL ARE IN PLACE AND OPERATIONAL. UNLESS DIRECTED BY THE CITY OF CINCINNATI.

THE CONTRACTOR SHALL SHIFT EXISTING SIGNAL HEADS TO ALIGN WITH LANES IN THE INDIVIDUAL MAINTENANCE OF TRAFFIC PHASES. DETAILED HEAD PLACEMENT HAS BEEN PROVIDED FOR EACH PHASE OF WORK IN THE MAINTENANCE OF TRAFFIC PLAN. THIS ITEM SHALL CONSIST OF ADJUSTING THE LOCATION OF TEMPORARY TRAFFIC SIGNAL HEADS FOR EACH PHASE OF CONSTRUCTION INCLUDING UNLASHING AND RELASHING ALL WIRING. ALL TEMPORARY AERIAL WIRING SHALL BE A MINIMUM OF 21 FT. ABOVE THE ROADWAY SURFACE. NO TWO VEHICULAR SIGNAL HEADS SHALL BE LOCATED WITHIN EIGHT FEET OF ONE ANOTHER, MEASURED PERPENDICULAR TO THE TRAVEL LANE. SIGNS SHALL BE ALIGNED PER THE PLANS.

VEHICULAR DETECTION SHALL BE MAINTAINED AT ALL TIMES AND DURING ALL PHASES OF CONSTRUCTION USING EITHER EXISTING LOOP DETECTORS OR TEMPORARY VIDEO OR RADAR DETECTION. UNLESS NOTED IN THE PLAN OR AS REQUIRED BY ITEM 614E18000-MAINTAINING TRAFFIC, MISC.: OPTIMIZED TRAFFIC SIGNAL OPERATIONS FOR RAMP CLOSURES, THE TRAFFIC SIGNAL SHALL UTILIZE THE EXISTING TIMING AND PHASING.

TEMPORARY TRAFFIC SIGNAL SPECIFICATIONS

ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT SHALL COMPLY WITH THE FOLLOWING SPECIFICATIONS. ALL 1300 SERIES REFERENCES CONTAINED HEREIN ARE PER THE SUPPLEMENT TO STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS, PUBLISHED BY THE CITY OF CINCINNATI, OHIO, AND DATED JANUARY 1, 2019.

THESE SPECIFICATIONS, TOGETHER WITH THE ACCOMPANYING PLANS ARE INTENDED TO DESCRIBE THE TYPE, SIZE AND LOCATION OF THE PRODUCTS AND MATERIALS TO BE PROVIDED AND INSTALLED UNDER THE VARIOUS BID ITEMS RELATED TO TRAFFIC CONTROL. THE CONTRACTOR SHALL FURNISH AND INSTALL TRAFFIC CONTROL DEVICES AND RELATED MATERIALS IN COMPLIANCE WITH THESE PLANS AND SPECIFICATIONS, AS WELL AS THE 2023 OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE 2019 CITY OF CINCINNATI SUPPLEMENT TO THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE STANDARD CONSTRUCTION DRAWINGS ISSUED BY THE CITY OF CINCINNATI AND THE OHIO DEPARTMENT OF TRANSPORTATION. THESE SPECIFICATIONS SET FORTH THE MINIMUM PERFORMANCE AND OPERATING REQUIREMENTS OF THE TRAFFIC CONTROL ITEMS REFERRED TO HEREIN.

ALL INCIDENTAL WORK ITEMS CALLED FOR IN THESE PLANS FOR WHICH NO SPECIFIC METHOD OF PAYMENT IS PROVIDED SHALL BE PERFORMED BY THE CONTRACTOR AND THE TOTAL COST OF SAID ITEMS SHALL BE INCLUDED IN THE PRICE OF ITS ASSOCIATED BID ITEM.

COVERING OF VEHICULAR SIGNAL HEAD

COVER VEHICULAR SIGNAL HEADS IF ERECTED AT INTERSECTIONS WHERE TRAFFIC IS MAINTAINED BEFORE ENERGIZING THE SIGNALS. USE A STURDY OPAQUE COVERING MATERIAL SPECIFICALLY MADE FOR USE WITH TRAFFIC SIGNALS, AND ENSURE THAT THE COLOR OF THE COVER IS DIFFERENT THAN THE SIGNAL HEAD, TAN OR BEIGE, SO THAT IT IS CLEAR TO DRIVERS THE HEADS ARE COVERED, NOT DARK. USE A METHOD OF COVERING TO COVER ATTACHMENT AND MATERIALS, INCLUDING BACKPLATES, AS APPROVED BY THE ENGINEER. COVERS ARE TO BE FREE OF TEXT, PICTURES, OR ANY TYPE OF ADVERTISING. MAINTAIN COVERS, AND REMOVE THEM WHEN DIRECTED BY THE ENGINEER.

DETECTOR LOOP

IN ADDITION TO THE REQUIREMENTS OF ITEM 632, DETECTOR LOOPS SHALL BE PER ITEM 1328 AND CITY OF CINCINNATI STANDARD CONSTRUCTION DRAWING ES-4-1.

1303 EQUIPMENT QUALITY

ALL EQUIPMENT AND MATERIALS SHALL BE NEW AND OF FIRST QUALITY AS PER SPECIFICATION 1303.

1304 UTILITIES PERMITS AND REGULATIONS

THE CONTRACT DRAWINGS SHOW ALL UTILITIES, WATER, GAS, SEWER LINES AND UNDER GROUND TUNNELS KNOWN TO EXIST. HOWEVER, THIS DOES NOT GUARANTEE THAT ALL EXISTING LINES, FACILITIES AND APPURTENANCES HAVE BEEN SHOWN ON THE CONTRACT DRAWINGS, AND THE CITY AND ENGINEER ASSUME NO RESPONSIBILITY FOR THE ACCURACY THEREOF AND DOES NOT FREE THE CONTRACTOR FROM NECESSARY PRECAUTIONS FOR THE PROTECTION OF ANY UTILITY ENCOUNTERED ON THE PROJECT OR THE RESTORATION OF ANY UTILITY DAMAGED DURING THE WORK. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL NECESSARY PERMITS, AND COMPLY WITH ALL LOCAL AND NATIONAL SAFETY CODES.

THE CONTRACTOR SHALL NOTIFY AT LEAST 48 HOURS BEFORE BREAKING GROUND, ALL PUBLIC AND/OR PRIVATE SERVICE CORPORATIONS HAVING WIRE, POLES, PIPES, CONDUIT, MANHOLES, TUNNELS OR OTHER STRUCTURES THAT MAY BE AFFECTED BY THIS OPERATION, INCLUDING ALL STRUCTURES WHICH ARE AFFECTED AND NOT SHOWN ON THESE PLANS. OWNERS OF UNDERGROUND UTILITIES WHICH ARE MEMBERS OF THE OHIO UTILITIES PROTECTION SERVICE CAN BE NOTIFIED BY CALLING 800-362-2764 (TOLL FREE). NON-MEMBER UNDERGROUND UTILITY OWNERS MUST BE CALLED DIRECTLY.

SUPPORTING AND/OR PROTECTING EXISTING WATER LINES, GAS MAINS, TELEPHONE CONDUIT, STORM SEWERS, ETC. SHALL BE INCLUDED IN PAYMENT FOR THE VARIOUS CONTRACT ITEMS OF WORK.

ALL WORK REQUIRED FOR THE MAINTENANCE OF SERVICE OF EXISTING UTILITIES SHALL BE DONE BY, AND AT THE EXPENSE OF, THE CONTRACTOR.

ALL MAINTENANCE, REPAIR AND/OR REPLACEMENT OF EXISTING UTILITIES SHALL BE IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE VARIOUS UTILITY COMPANIES HAVING JURISDICTION.

ALL EXISTING STORM SEWERS, DRIVEWAY DRAINS, AND OTHER SURFACE DRAIN PIPES, WHETHER SHOWN ON THE CONTRACT DRAWINGS OR NOT, REMOVED OR DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AND RECONNECTED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER AT NO COST TO THE CITY OR PROJECT. REPLACED DRAIN PIPES SHALL BE LAID ON COMPACTED BEDDING EQUAL IN DENSITY TO SURROUNDING STRATUM. ALL UTILITIES OTHER THAN WATER AND SEWER LINES ARE TO BE RELOCATED. AS DIRECTED BY THE ENGINEER, AT NO COST TO THE CITY OR PROJECT.

IT IS ASSUMED THAT THERE ARE WATER AND GAS BRANCH LINES, ETC., SERVING EACH ADJACENT BUILDING. THE CONTRACTOR SHALL REPAIR AND REPLACE THESE UTILITIES, IF DAMAGED, AT NO COST TO THE CITY OR PROJECT.

IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY WITH THE INDIVIDUAL UTILITY OWNERS THAT ABANDONED SERVICE TAPS HAVE BEEN PROPERLY DISCONNECTED AND TERMINATED IF THE TAPS ARE ENCOUNTERED DURING CONSTRUCTION.

NOT FOR CONSTRUCTION
REFERENCE ONLY

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CALCULATED BDM CHECKED SMM

MAINTENANCE OF TRAFFIC NOTES

HAM-75-7.85

1308 CONTRACTOR FURNISHED EQUIPMENT
THE CONTRACTOR SHALL SUBMIT TO THE CITY TRAFFIC ENGINEER FOR REVIEW AND APPROVAL SEVEN (7) SETS OF DRAWINGS, CATALOG CUTS, SPECIFICATIONS, DATA SHEETS, WIRING DIAGRAMS, ETC., FOR ALL APPARATUS AND EQUIPMENT THAT THE CONTRACTOR PROPOSES TO FURNISH. NO EQUIPMENT MAY BE PURCHASED OR INSTALLED WITHOUT WRITTEN APPROVAL.

1308 EQUIPMENT FURNISHED BY THE CITY
THE FOLLOWING EQUIPMENT WILL BE FURNISHED TO THE CONTRACTOR BY THE CITY:

1. CTCS SECTIONALIZERS (NOT STANDARD SECTIONALIZERS).
2. OVERHEAD AND PUSHBUTTON SIGNS, FLAT SHEET TYPE.

1309 INSTALLATION PRACTICES
MINOR REPOSITIONING OF SIGNS OR SIGNALS MAY BE NECESSARY AND THE CONTRACTOR SHALL MAKE THE ADJUSTMENTS AS DIRECTED BY THE ENGINEER. WORK SHALL BE INCIDENTAL TO THE COST OF THE ITEM BEING REPOSITIONED.

1311 INSPECTION
IN ADDITION TO THE PROVISIONS OF ITEM 105.10, THE CONTRACTOR SHALL OBSERVE THE FOLLOWING:

1. ALL CONDUIT IN TRENCH SHALL BE APPROVED BEFORE BACKFILL AND/ OR CONCRETE ENCASEMENT IS COMPLETED.
2. ALL FOUNDATIONS FOR ANCHOR BASE POLES, COMPLETE WITH ANCHOR BOLTS AND REBAR CAGES INTACT, SHALL BE APPROVED PRIOR TO PLACING CONCRETE.

1313 TESTING
THE CONTRACTOR SHALL OPERATE ALL NEW TRAFFIC SIGNALS FOR FIVE CONTINUOUS DAYS IN FLASHING OPERATION, UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. REBUILT OR REPLACED TRAFFIC SIGNALS ARE TO BE OPERATED IN COLOR MODE DIRECTLY. PRIOR TO ACCEPTANCE OF ANY NEW, REBUILT OR REPLACED TRAFFIC SIGNAL, THE TRAFFIC SIGNAL SHALL HAVE A FINAL TEST CONSISTING OF 30 MINUTES OF COLOR OPERATION WITHOUT FAILURE OR MALFUNCTIONS.

1314 MAINTENANCE OF TRAFFIC AND SYSTEMS
IN ADDITION TO THE REQUIREMENTS OF ITEM 614 "MAINTAINING TRAFFIC" IN THE ODOT CMS AND THE MODIFICATIONS THERETO IN THIS SUPPLEMENT, THE FOLLOWING APPLY:

- PROVIDE ADEQUATE AND SAFE TRAFFIC CONTROL AT LOCATIONS UNDER THIS CONTRACT UTILIZING ADVANCE WARNING DEVICES, POLICE, FLAGMEN, LABOR AND MATERIALS CONSISTENT WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND WHICH THE CITY APPROVES.
- SUBMIT A PLAN OR PLANS FOR THE MAINTENANCE OF TRAFFIC TO THE CITY. SUCH A PLAN OR PLANS MUST MEET WITH THE APPROVAL OF THE DIVISION OF TRAFFIC ENGINEERING. SUBMIT THE PLAN AT LEAST FIVE DAYS IN ADVANCE OF ANY CONTRACT WORK AT THE LOCATION(S) INVOLVED.
- PROVIDE POLICE IN ASSISTANCE OF TRAFFIC MAINTENANCE AND CONTROL DURING THE PERIODS WHERE THE TRAFFIC SIGNALS MAY HAVE TO BE TURNED OUT AND AT ALL LOCATIONS THE CITY TRAFFIC ENGINEER DEEMS NECESSARY.
- DISABLE NO MORE THAN ONE TRAFFIC SIGNAL LOCATION FOR THE PURPOSE OF CONTRACT WORK AT ANY TIME WHERE MORE THAN ONE OF THE SPECIFIED LOCATIONS ARE ON THE ADJOINING MAJOR STREET AND ARE ADJACENT TO ONE ANOTHER, UNLESS THE CITY TRAFFIC ENGINEER APPROVES IN WRITING. DO NOT WORK AT ANY LOCATION DURING THE HOURS OF 7:00 – 9:00 A.M. AND 4:00 – 6:00 P.M., MONDAY THROUGH FRIDAY, OR AS THE CONTRACT BID PROPOSAL PROVISION INDICATES.

IF FOR ANY REASON THE CONTRACTOR IS UNABLE TO COMPLY WITH THE PROVISIONS OF HIS CONTRACT, THE ENGINEER WILL IMPOSE SPECIAL REQUIREMENTS AS MAY BE NECESSARY FOR THE SAFETY AND CONVENIENCE OF THE PUBLIC. SPECIAL REQUIREMENTS MAY INCLUDE, BUT WILL NOT BE LIMITED TO: A) SERVICES OF AN OFF-DUTY CINCINNATI POLICE OFFICER(S), B) WORK ON A CONTINUING BASIS, OR C) TEMPORARY RESTORATION OR PLATING.

1314 MAINTENANCE OF EXISTING TRAFFIC SIGNAL
THE CONTRACTOR SHALL MAINTAIN AND KEEP OPERATIONAL THE EXISTING TRAFFIC SIGNAL UNTIL ALL NEW EQUIPMENT HAS BEEN INSTALLED AND IS FUNCTIONAL. WORK WILL INCLUDE ANY MODIFICATIONS TO EXISTING OR TEMPORARY TRAFFIC SIGNAL INSTALLATIONS AS REQUIRED BY CHANGES IN CONSTRUCTION OR OPERATIONAL CONDITIONS IN THE PROJECT AREA THROUGHOUT THE ENTIRE CONTRACT PERIOD. THIS WILL INCLUDE RELOCATIONS, REMOVALS, COVERING OR UNCOVERING OF TRAFFIC/PEDESTRIAN SIGNALS AND ILLUMINATED/REFLECTORIZED SIGNS AND OTHER TRAFFIC SIGNAL EQUIPMENT, AND THE INSTALLATION OF TEMPORARY POLES OR TEMPORARY POLE GUYS TO SATISFY SAFETY AND OPERATIONAL CONDITIONS THROUGHOUT THE PROJECT. THIS WORK WILL BE PERFORMED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO ANY OF THE TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING RELOCATION OF POLES AND MODIFICATIONS TO THE SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR NORMAL MAINTENANCE OF THE TRAFFIC SIGNAL, INCLUDING LAMP REPLACEMENT AND REPAIRS REQUIRED DUE TO OUTAGES CAUSED BY CIRCUMSTANCES OTHER THAN THE CONTRACTOR'S OPERATIONS. THE CITY OF CINCINNATI WILL BE RESPONSIBLE THE MAINTENANCE OF THE CONTROLLER EQUIPMENT.

WHERE PROPOSED NEW EQUIPMENT BLOCKS OR OBSCURES THE LINE OF SIGHT OF EXISTING EQUIPMENT, OR WHERE NEW EQUIPMENT IS PROPOSED IN THE SAME LOCATION AS EXISTING EQUIPMENT, THE CONTRACTOR SHALL TEMPORARILY ADJUST EXISTING OR NEW SIGNALS AND SIGNS. NEW TRAFFIC SIGNALS AND SIGNS WHICH WERE TEMPORARY ADJUSTED. SHALL BE RE-POSITIONED IN THE PROPOSED LOCATIONS AS INDICATED IN THE PLANS AFTER EXISTING EQUIPMENT IS REMOVED.

ALL ADJUSTMENTS SHALL BE APPROVED BY THE CITY OF CINCINNATI TRAFFIC ENGINEER.

SCHEDULE CONSTRUCTION THROUGHOUT THE PROJECT TO MAINTAIN THE INTERCONNECT SYSTEM DURING THE CONTRACT PERIOD. USE EXISTING, TEMPORARY CABLE OR NEWLY INSTALLED INTERCONNECT CABLE TO MAINTAIN THE INTERCONNECT SYSTEM.

REMOVAL OF EXISTING TRAFFIC SIGNALS
PORTIONS OF THE EXISTING TRAFFIC SIGNALS AT THE FOLLOWING INTERSECTIONS SHALL BE REMOVED. ONLY ITEMS SPECIFIED FOR REMOVAL SHALL BE REMOVED. WHERE ITEMS ARE REMOVED FOR TEMPORARY MAINTENANCE OF TRAFFIC APPLICATIONS, THE CONTRACTOR SHALL RESTORE THE REMOVED MATERIAL AND REINSTALL WHEN THE MAINTENANCE OF TRAFFIC SETUPS ARE REMOVED.

- PADDOCK ROAD AT SR 562 (NORWOOD LATERAL) EB RAMPS (SHALL BE RESTORED TO ORIGINAL CONDUITS WHEN MAINTENANCE OF TRAFFIC SETUPS ARE REMOVED)
- PADDOCK ROAD AT SR 562 (NORWOOD LATERAL) WB RAMPS (SHALL BE RESTORED TO ORIGINAL CONDUITS WHEN MAINTENANCE OF TRAFFIC SETUPS ARE REMOVED)
- PADDOCK ROAD AT LAIDLAW AVENUE. (SIGNAL MODIFICATIONS AT THIS INTERSECTION ARE PERMANENT)

THE CONTRACTOR SHALL REMOVE ALL OLD EQUIPMENT AND MAKE THE NECESSARY RESTORATIONS. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO RETURN TO THE CITY OF CINCINNATI ALL OLD EQUIPMENT EXCEPT CUT OFF STEEL EMBEDDED BASE POLES, OLD SIGNAL CABLE, AND OLD SPAN WIRE. THE CONTRACTOR SHALL CONTACT THE TRAFFIC SERVICES BUREAU SUPERVISOR AT 591-6097 TO ARRANGE RETURN OF THE OLD EQUIPMENT UNDAMAGED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISPOSAL OF UNWANTED EQUIPMENT.

ITEM 1323 SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG, AS PER PLAN
TRAFFIC SIGNAL CABLE SHALL BE STRANDED COPPER CONDUCTOR AND MEET THE REQUIREMENTS OF IMSA SPECIFICATION 19-1 OR 20-1. ANY OTHER CABLE AND WIRE SHALL BE THE TYPE AND SIZE SPECIFIED IN ACCORDANCE WITH THE PLANS AND STANDARD DRAWINGS. ALL ACCESSORIES, SPLICES AND HARDWARE WILL BE INCLUDED WITH THE CABLE AND WIRE. THE CITY SHALL APPROVE ALL CONNECTIONS AND SPLICES.

CONNECTION TO THE ENERGIZED TRAFFIC SIGNAL INTERCONNECT CABLE, OR DISCONNECTION, SHALL BE MADE BY THE CITY OF CINCINNATI FORCES. THE CONTRACTOR SHALL CONTACT THE CITY'S TRAFFIC SERVICES BUREAU FIVE (5) DAYS IN ADVANCE AT 352-3712 TO ARRANGE THIS WORK.

CITY FORCES SHALL MAKE ALL SECTIONALIZER CONNECTIONS. THE CONTRACTOR SHALL DO ALL OTHER WORK INVOLVED IN COMPLETING THE INSTALLATION OF THE CABLE SYSTEM.

CABLE TAGS SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.

1327 VEHICULAR SIGNAL HEAD ASSEMBLY, 3 SECTION, 12 INCH LENS, 1-WAY
1327 VEHICULAR SIGNAL HEAD ASSEMBLY, 5 SECTION, 12 INCH LENS, 1-WAY
ALL TRAFFIC SIGNAL INDICATIONS SHALL BE OF THE LED TYPE AND ALL TRAFFIC SIGNAL HEADS SHALL BE OF POLYCARBONATE CONSTRUCTION AND BE PROVIDED WITH A 3/8" DRAIN HOLE IN THE BOTTOM. ALL TRAFFIC SIGNALS SHALL BE CONNECTED TO THE DROP PIPE WITH LOCK NUTS ON THE TOP, AND UNDERNEATH THE TOP SECTION, PER ES-3-5. THE LED OPTICAL UNIT AND MOUNTING HARDWARE INCLUDING REFLECTORIZED SIGN ATTACHMENT (WHERE SPECIFIED) SHALL BE INCLUDED IN THE UNIT PRICE OF THE TRAFFIC SIGNAL, SEE STANDARD DRAWINGS ES-3-2, ES-3-4 AND ES-3-5 FOR MORE INFORMATION. ENTRANCE HEADS FOR TRAFFIC SIGNALS SHALL BE UNPAINTED CAST ALUMINUM, CONTINUOUS SLOT TYPE (TRAFFIC PARTS NO. 7092 OR APPROVED EQUAL). BALANCE ADJUSTERS SHALL BE UNPAINTED GALVANIZED, CAST IRON (TRAFFIC PARTS NO. 1010 OR APPROVED EQUAL). SPAN WIRE CLAMPS SHALL BE UNPAINTED CAST ALUMINUM, U-BOLT TYPE (TRAFFIC PARTS NO. 1504 OR APPROVED EQUAL).

WHERE LOUVERS ARE SPECIFIED FOR TRAFFIC SIGNALS, THE CIRCULAR GREEN AND ARROW LENSES SHALL BE FURNISHED WITH LOUVERS IN LIEU OF STANDARD VISORS. THE LOUVERS SHALL BE POLYCARBONATE, FLAT BLACK IN COLOR, 5 VANE, AND 12" LONG. THE COST OF THE LOUVERS SHALL BE INCIDENTAL TO THE TRAFFIC SIGNAL HEADS FURNISHED AND INSTALLED.

ALL TRAFFIC SIGNAL INDICATIONS SHALL BE OF THE LED TYPE (LEOTEK, GELCORE GE OR APPROVED EQUAL) AND BE ON THE CURRENT ODOT PREQUALIFIED LIST (QPL).

1329 SIGN FLAT SHEET, TYPE G
1329 SPAN MOUNTED SIGN ATTACHMENT (HANGER) ASSEMBLY
ALL OVERHEAD SIGNS WILL BE SUPPLIED BY THE CITY OF CINCINNATI SIGN SHOP. THE CONTRACTOR SHALL CONTACT THE CONSTRUCTION ENGINEER A MINIMUM OF TEN (10) WORKING DAYS TO ARRANGE TO PICK UP THE SIGNS TO BE INSTALLED. ENTRANCE HEADS FOR OVERHEAD REFLECTORIZED SIGNS SHALL BE UNPAINTED CAST ALUMINUM, CONTINUOUS SLOT TYPE (TRAFFIC PARTS NO. 7092 OR APPROVED EQUAL).

ANY SIGNS THAT ARE NOT INSTALLED SHALL BE RETURNED THE SIGN SHOP IN NEW CONDITION.

THE CONTRACTOR IS TO INCLUDE ALL FURNISHING OF ALUMINUM DROP PIPE, STAINLESS STEEL MOUNTING HARDWARE, SPAN WIRE ATTACHMENT AND ANY OTHER HARDWARE NEEDED TO MOUNT EACH SIGN PER CITY STANDARD DRAWING ES-3-10A. CONTRACTOR TO SUPPLY AND INSTALL NYLON WASHER BETWEEN STAINLESS STEEL BOLT HEADS AND SIGN FACES.

1335 CABLE AND POLE IDENTIFICATION
IN ADDITION TO ITEM 1335, ALL AERIAL INTERCONNECT CABLE INSTALLATIONS SHALL INCLUDE THE INSTALLATION OF WEATHERPROOF PLASTIC CABLE TAGS WITH INDELIBLE, IMPRINTED TEXT COC 591-6000, ZIP TIED TO THE CABLE AT EVERY POLE ATTACHMENT POINT.

PAYMENT
ALL ELEMENTS OF WORK OUTLINED ABOVE SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM OF WORK AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO FURNISH, INSTALL, MODIFY, REMOVE, STORE, ERECT, RELOCATE, ADJUST AND REPAIR TEMPORARY TRAFFIC SIGNAL ITEMS AS DESCRIBED HEREIN. ALL COSTS FOR THE ABOVE WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 614 SPECIAL – WORK ZONE TRAFFIC SIGNAL AND SHALL BE PER EACH INTERSECTION.

PROJECT COORDINATION
PID 77889 (HAM-75-7.85) AND PID 117525 (HAM-75-8.91) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 77889 WILL HAVE CONTRA FLOW AND OR LANE SHIFTS IN BOTH DIRECTIONS SOUTH OF TOWNE STREET WITH SHORT TERM LANE CLOSURES EXTENDING BEYOND TOWNE STREET. THE CONTRACTOR FOR PID 77889 SHALL COORDINATE THEIR WORK AND MOT WITH THE ADJACENT PROJECT. WORK AND MOT ON PID 77889 GOVERNS AND CONTROLS.

PID 105204 (HAM-126-11.30) AND PID 77889 (HAM-75-7.85) WILL BE UNDER CONSTUCTION AT THE SAME TIME. PID 105204 WILL HAVE WEEKEND RAMP CLOSURES AT THE I-75 AND SR 126 INTERCHANGE ALONG WITH OTHER LOCAL SERVICE RAMPS IN THIS AREA. THE CONTRACTOR FOR PID 77889 SHALL COORDINATE THEIR WORK AND MOT WITH THE ADJACENT PROJECT. WORK AND MOT ON PID 105204 GOVERNS AND CONTROLS.

NOT FOR CONSTRUCTION
REFERENCE ONLY

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MAINTAINING INTERSTATE REFERENCE LOCATION SIGNS

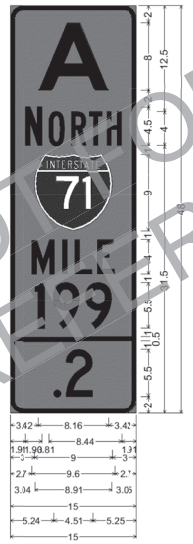
THE CONTRACTOR SHALL MAINTAIN INTERSTATE REFERENCE LOCATION SIGNS (SIGN D10-5) BY USE OF THE EXISTING, TEMPORARY (BLACK ON ORANGE), OR PROPOSED REFERENCE LOCATION SIGNS. THESE SIGNS SHALL BE SPACED EVERY 2/10 OF A MILE MAINTAINED DURING THE FOLLOWING PHASES AS DESCRIBED BELOW OR AS DETAILED WITHIN. ADDITIONAL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

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

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

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

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



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

NOT FOR CONSTRUCTION
REFERENCE ONLY

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CALCULATED BDM
CHECKED SWM

MAINTENANCE OF TRAFFIC NOTES

HAM-75-7.85

SHEET NUMBER									ITEM	ITEM EXT.	TOTALS CARRIED TO GENERAL SUMMARY	UNIT	DESCRIPTION	SEE SHEET NO.
61	62	63	64	65										
													MAINTENANCE OF TRAFFIC	
400									253	90000	400	CU YD	PAVEMENT REPAIR, MISC.: PERFORMED IN 2027	54
400									253	90000	400	CU YD	PAVEMENT REPAIR, MISC.: PERFORMED IN 2028	54
400									253	90000	400	CU YD	PAVEMENT REPAIR, MISC.: PERFORMED IN 2029	54
	137								441	70201	137	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN	
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS1	54
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS2	54
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS3	54
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS4	54
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS5	54
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS6	54
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS7	54
LUMP									503	11101	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS8	54
			1	1					606	60040	2	EACH	IMPACT ATTENUATOR, TYPE 3, UNIDIRECTIONAL, 60 MPH, 48" WIDE	
2100									614	11110	2100	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	53
	3								614	11300	3	EACH	SPECIAL - WORK ZONE TRAFFIC SIGNAL	56
8000									614	11630	8000	FT	INCREASED BARRIER DELINEATION	52
	9	2		5					614	12380	16	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL)	54
	4	2							614	12384	6	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (BIDIRECTIONAL)	54
	1	1	1	1					614	12400	4	EACH	WORK ZONE IMPACT ATTENUATOR, MISC.: 24" WIDE HAZARDS (UNIDIRECTIONAL), TYPE 3	54
	LUMP	LUMP	LUMP	LUMP					614	12420	LUMP		DETOUR SIGNING	
	5	4	2						614	12484	11	EACH	WORK ZONE INCREASED PENALTIES SIGN	50
15									614	12500	15	EACH	REPLACEMENT SIGN	49
150									614	12600	150	EACH	REPLACEMENT DRUM	49
2									614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	51
200									614	12800	200	EACH	WORK ZONE RAISED PAVEMENT MARKER	52
5035									614	12801	5035	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	52
90									614	13000	90	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	49
1235									614	13310	1235	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	52
43									614	13312	43	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	52
1260									614	13350	1260	EACH	OBJECT MARKER, ONE WAY	52
230									614	13360	230	EACH	OBJECT MARKER, TWO WAY	52
750000									614	18000	750000	EACH	MAINTAINING TRAFFIC, MISC.: OPTIMIZED TRAFFIC SIGNAL OPERATIONS FOR RAMP CLOSURE	55
LUMP									614	18002	LUMP		MAINTAINING TRAFFIC, MISC.: MAINTAIN EXISTING RAMP M, AS PER PLAN	53
LUMP									614	18002	LUMP		MAINTAINING TRAFFIC, MISC.: MAINTAIN EXISTING RAMP J, AS PER PLAN	53
14	222			12					614	18600	248	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN	51

CALCULATED JMH
CHECKED SMM

MAINTENANCE OF TRAFFIC SUBSUMMARY

HAM-75-7.85

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SHEET NUMBER									ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
61	62	63	64	65										
	2.7	1.5	3.0	3.6					614	20056	10.8	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
11.33									614	20560	11.33	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	13.1	7.1	7.9	11.1					614	22056	39.2	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
11.34									614	22360	11.34	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	21724	19704	8353	9573					614	23110	59354	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
10758									614	23690	10758	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	6775	1655		11481					614	24102	19911	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
17387									614	24612	17387	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
2.1									614	20366	2.1	MILE	WORK ZONE LANE LINE, CLASS I, 6", 648	53
5									614	22336	5	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 648	53
2825									614	23140	2825	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 648	53
1290									614	24142	1290	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 648	53
	228								614	28200	228	FT	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	
	11								614	30000	11	EACH	WORK ZONE ARROW, CLASS I	
LUMP									615	10000	LUMP		ROADS FOR MAINTAINING TRAFFIC	
	3051								615	20000	3051	SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
5480									615	20001	5480	SQ YD	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	54
1230									616	10000	1230	MGAL	WATER	
	7197	14005							622	41011	21202	FT	PORTABLE BARRIER, 50", AS PER PLAN	54
			1	1					622	41060	2	FT	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	
	13247	1873	6015	10383					622	41100	31518	FT	PORTABLE BARRIER, UNANCHORED	
	2840	3516		3560					622	41110	9916	FT	PORTABLE BARRIER, ANCHORED	
	60	40	24						808	10700	124	SNMT	DIGITAL SPEED LIMIT SIGN ASSEMBLY	
52									896	00010	52	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I	56
52									896	00021	52	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	56
													INCIDENTALS	
LUMP									614	11000	LUMP		MAINTAINING TRAFFIC	

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MAINTENANCE OF TRAFFIC SUBSUMMARY

HAM-75-7.85

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MAINTENANCE OF TRAFFIC ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED BDM
CHECKED SMM

SHEET NO.	253	503	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	615	615	616	614	896	896
	PAVEMENT REPAIR, MISC.: (BY YEAR)	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (BY LOCATION)	MAINTAINING TRAFFIC	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	INCREASED BARRIER DELINEATION	REPLACEMENT SIGN	REPLACEMENT DRUM	WORK ZONE CROSSOVER LIGHTING SYSTEM	WORK ZONE RAISED PAVEMENT MARKER	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	OBJECT MARKER, ONE WAY	OBJECT MARKER, TWO WAY	MAINTAINING TRAFFIC, MISC.: MAINTAIN EXISTING RAMP M, AS PER PLAN	MAINTAINING TRAFFIC MISC.: MAINTAIN EXISTING RAMP J, AS PER PLAN	PORTABLE CHANGEABLE MESSAGE SIGN	WORK ZONE LANE LINE, CLASS 1, 6", 648	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS 1, 6", 648	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 648	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	WORK ZONE DOTTED LINE, CLASS 1, 6", 648	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	ROADS FOR MAINTAINING TRAFFIC	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	WATER	MAINTAINING TRAFFIC, MISC.: OPTIMIZED TRAFFIC SIGNAL OPERATIONS FOR RAMP CLOSURE	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS 1	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
	CU YD			HOUR	FT	EACH	EACH	EACH	EACH	EACH	CU YD	EACH	EACH	EACH	EACH			SMMT	MILE	MILE	MILE	MILE	FT	FT	FT	FT		SQ YD	MGAL	EACH	SMMT	SMMT
48			LUMP																												
49						15	150				90									11.33			10758		17387				1230			
50																															
51								2										14													
52					8000				200	5035		1235	18	1235	230															52	52
53	1200			2100									25	25		LUMP	LUMP		2.1		5		2825		1290						
54		LUMP																									LUMP	5480				
55																														750000		
56																															52	52
TOTALS CARRIED TO SUB SUMMARY	1200	LUMP	LUMP	2100	8000	15	150	2	200	5035	90	1235	43	1260	230	LUMP	LUMP	14	2.1	11.33	5	11.34	2825	10758	1290	17387	LUMP	5480	1230	750000	52	52

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SHEET NO.	PHASE	441		614	614	614	614	614	614	614	614	614	614	614	614	614		615		622	622	622		808
		ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLAN, PG-64-22		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL), TYPE 3	DETOUR SIGNING	WORK ZONE INCREASED PENALTIES SIGN	PORTABLE CHANGEABLE MESSAGE SIGN	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	SPECIAL - WORK ZONE TRAFFIC SIGNAL	WORK ZONE GORE MARKING, CLASS II, 642 PAINT	WORK ZONE ARROW, CLASS I		PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		PORTABLE BARRIER, 50", AS PER PLAN	PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED		DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
		CY		EACH	EACH	EACH		EACH	SNMT	FT	FT	FT	FT		FT	EACH		SQ YD		FT	FT	FT		SNMT
69	PRE-PHASE 1						LUMP																	
70	PRE-PHASE 1						LUMP																	
71	PRE-PHASE 1								172															
72	PRE-PHASE 1			1														2271			1010			
73	PRE-PHASE 1																	558						
74	PRE-PHASE 1																	35						
75	PRE-PHASE 1	27									400													
76	PRE-PHASE 1	110									2200													
78	PRE-PHASE 1													1										
79	PRE-PHASE 1													1										
80	PRE-PHASE 1													1										
82	1							2																
83	1																							12
84	1										1432	1932												
85	1			1						46	3534	3796						87		657	680			
86	1									800	4800	1600						44		800	650	150		
87	1									2150	4800	250	475							800	800			
88	1									1925	4800	475	375							800	620	180		24
89	1			1						1600	4800	800	598							800	1190			
90	1									2162	4788	238	125							800	540	260		12
91	1			1						1683	4079	717								800	140	660		
92	1			1							772	792									370			
93	1										556	695	139											
94	1										1238	1258	236											
95	1									417	834									140		140		
96	1									2400	4800		370							800		800		
97	1			1		1				300	4300	2500	644							800	600	200		
98	1			1							2778	2869	321		72						465			
99	1										548	1148												12
100	1							3																
102	1 PT. 2									404	1414	303									446			
103	1 PT. 2									446	1600	354									800			
104	1 PT. 2										1600	800									1176			
105	1 PT. 2										48	324									24			
108	1										525													
109	1										1962										681	300		
110	1			1							1962										620			
111	1										2400		544								800			
112	1										2933		533					56			665			
113	1									135	1275	491	103		137	11								
114	1											382	532		19									
115	1												800											
116	1												980											
117	1 PT. 2										440										220			
118	1 PT. 2										1020										460			
119	1 PT. 2										632													
120	1				4																290	150		
123	1						LUMP																	
124	1 & 2						LUMP		25															
125	1 & 2						LUMP		25															
126	1 PT. 2						LUMP																	
SUBTOTAL										14468	69270													
TOTALS CARRIED TO SUBSUMMARY		137		9	4	1	LUMP	5	222	2.7 MI	13.1 MI	21724	6775	3	228	11		3051		7197	13247	2840		60

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CALCULATED BDM
CHECKED SMM

MAINTENANCE OF TRAFFIC ESTIMATED QUANTITIES

HAM-75-7.85

MAINTENANCE OF TRAFFIC ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED BDM
CHECKED SMM

SHEET NO.	PHASE	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL) EACH	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL) EACH	614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL), TYPE 3 EACH	614 DETOUR SIGNING	614 WORK ZONE INCREASED PENALTIES SIGN EACH	614 WORK ZONE LANE LINE, CLASS I, 6" PAINT FT	614 WORK ZONE EDGE LINE, CLASS I, 6" PAINT FT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12" PAINT FT	614 WORK ZONE DOTTED LINE, CLASS I, 6" PAINT FT		622 PORTABLE BARRIER, 50", AS PER PLAN FT	622 PORTABLE BARRIER, UNANCHORED FT	622 PORTABLE BARRIER, ANCHORED FT		808 DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY SNMT							
127	2					2																	
128	2								1164							10							
129	2							1492	4800														
130	2	1		1			800	3329	2800			1280		150									
131	2						1974	2250	276			1600											
132	2						1600	1600				1600											
133	2						1600	1600				1600				10							
134	2						920	1600	680			1600											
135	2							1600	1600			1600											
136	2						800	1600	800			1600											
137	2							1600	1600			1600											
138	2							2000	2000			1100											
139	2							3252	3024	660		425											
140	2							2048	960							20							
141	2					2																	
143	2							1200					132										
144	2							1962					561	420									
145	2							2572					620	666									
146	2							3200		225			220	1380									
147	2	1						4644		770			280	800									
148	2							133															
149	2		2		LUMP								60	100									
SUBTOTAL							7694	37682															
TOTALS CARRIED TO SUBSUMMARY		2	2	1	LUMP	4	1.5 MI	7.1 MI	19704	1655		14005	1873	3516		40							

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MAINTENANCE OF TRAFFIC ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED BDM CHECKED SMM

SHEET NO.	PHASE	606 IMPACT ATTENUATOR, TYPE 3, UNIDIRECTIONAL, 60 MPH, 48" WIDE		614 WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL), TYPE 3	614 DETOUR SIGNING	614 WORK ZONE INCREASED PENALTIES SIGN	614 WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT		622 PORTABLE BARRIER, UNANCHORED	622 DUAL PORTABLE BARRIER TRANSITION/TERMINATION		808 DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY									
		EACH		EACH		EACH	FT	FT	FT		FT	EACH		SNMT									
150	3A					2																
151	3A													6								
152	3A							1546	2319													
153	3A	1						3320	1880		1570	1										
154	3A						974	2800	626													
155	3A						1600	2430														
156	3A						1600	3200														
157	3A						2240	3432			116											
158	3A						3200	4800			800			18								
159	3A						2800	4200			1200											
160	3A						2960	4710			1480											
161	3A						250	3300	1846		525											
162	3A							3200	1600													
163	3A							123	82													
166	3A							2264			144											
167	3A							28			14											
168	3A			1				1702			166											
171	3A				LUMP																	
SUBTOTAL							16024 FT	41655 FT														
TOTALS CARRIED TO SUBSUMMARY		1		1	LUMP	2	3.0 MI	7.9 MI	8353		6015			24								

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SHEET NO.	PHASE	606		614	614		614	614	614	614	614	614		622	622	622								
		IMPACT ATTENUATOR, TYPE 3, UNIDIRECTIONAL, 60 MPH, 48" WIDE		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL), TYPE 3		DETOUR SIGNING	PORTABLE CHANGEABLE MESSAGE SIGN	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT		PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED	DUAL PORTABLE BARRIER TRANSITION/TERMINATION							
		EACH		EACH	EACH			SNMT	FT	FT	FT	FT		FT	FT	EACH								
174	3										26													
175	3									1012	140			400										
176	3								600	1200														
177	3								800	1600														
178	3									1193		407												
179	3									13		13												
182	3 PT. 1								342	1153		469		640										
183	3 PT. 1								250	2740	1400			545										
184	3									1096	1096													
185	3 PT. 2									492		420												
186	3 PT. 2	1								2454				1510		1								
187	3 PT. 2									1094				490	180									
188	3									1061				400										
189	3								605	3169														
190	3 PT. 1								620	2600	240	500		680										
191	3 PT. 1								800	3200	100	700		800										
192	3 PT. 1			1					400	2704	627				1290									
193	3									1418														
195	3 PT. 2			1	1					4000		656		170	1000									
196	3 PT. 2									5041		339			1090									
198	3						LUMP	12																
199	3 PT. 1						LUMP																	
200	4									560	1160	580												
201	4			1						1400	1400	700		305										
202	4								516	2000	1084	383		1020										
203	4								1600	1600				57										
204	4								1947	2294		97												
205	4								1600	1727		1528												
206	4								1600	1600		1600												
207	4			1					1600	1600		1200		50										
208	4								1600	1600		800		800										
209	4								1600	1600		800		800										
210	4								1600	2072		289		800										
211	4			1					858	1600	742			916										
212	4									1558	1558													
SUBTOTAL									18938	58454														
TOTALS CARRIED TO SUBSUMMARY		1		5	1		LUMP	12	3.6 MI	11.1 MI	9573	11481		10383	3560									

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MAINTENANCE OF TRAFFIC ESTIMATED QUANTITIES

CALCULATED BDM
CHECKED SMM

HAM-75-7.85

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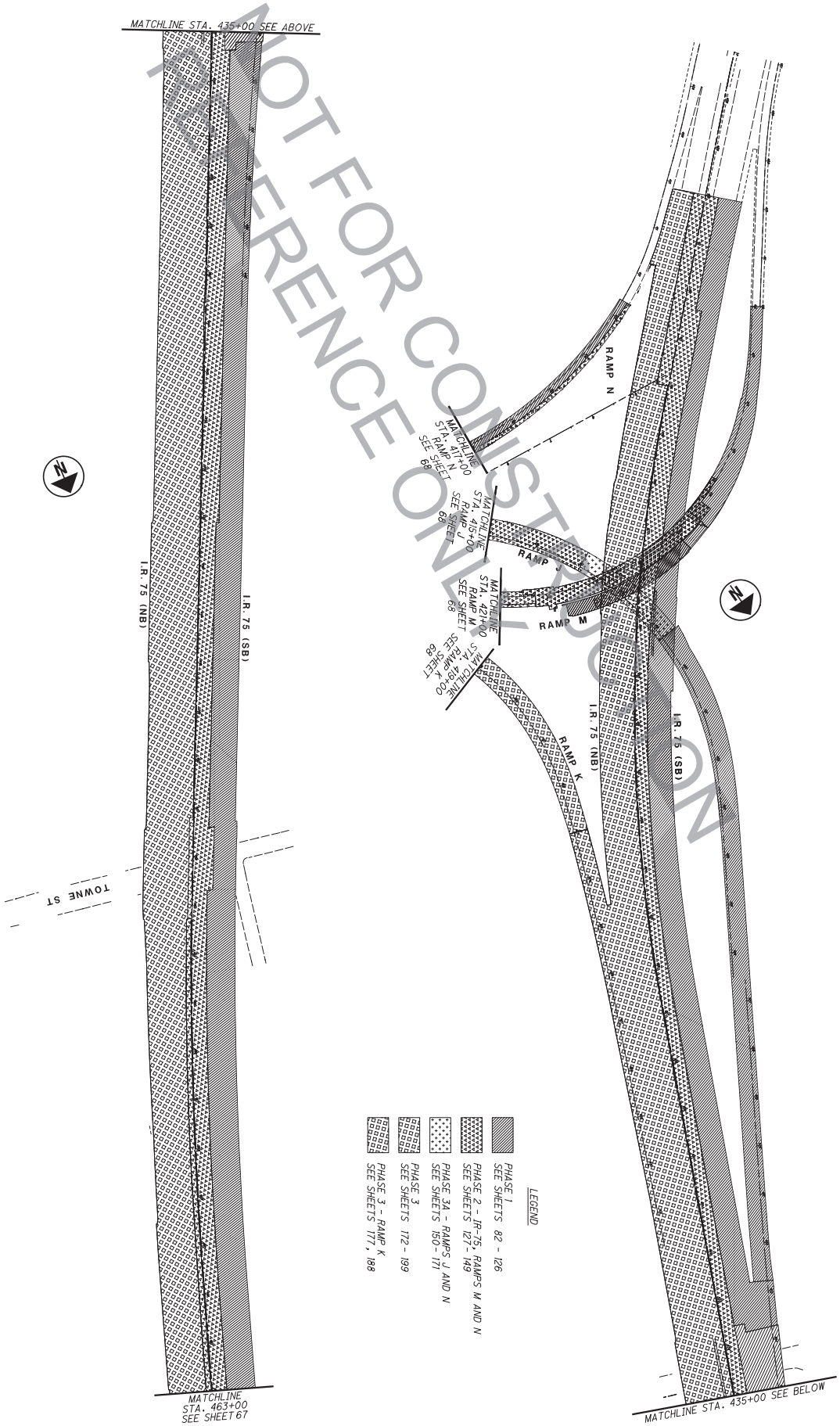

66 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC - PHASING OVERVIEW IR 75 - STA. 407+00 TO STA. 463+00	CALCULATED RLS CHECKED SMM	0 100 50 200 HORIZONTAL SCALE IN FEET

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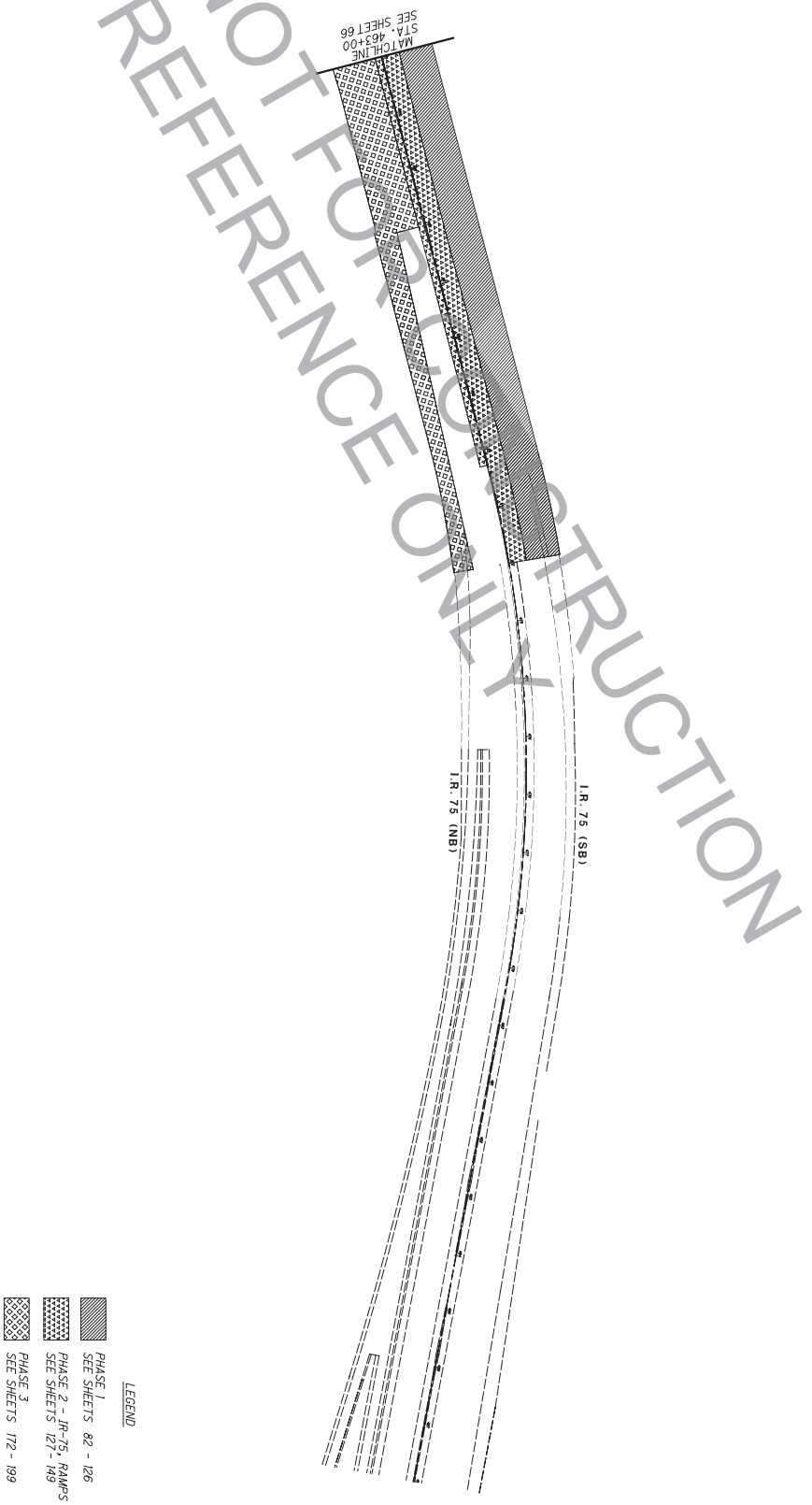

67 / 1045	HAM-75-7.82	MAINTENANCE OF TRAFFIC - PHASING OVERVIEW IR 75 - STA. 463+00 TO STA. 488+00	CALCULATED RLS CHECKED SMM	0 100 50 200 HORIZONTAL SCALE IN FEET	

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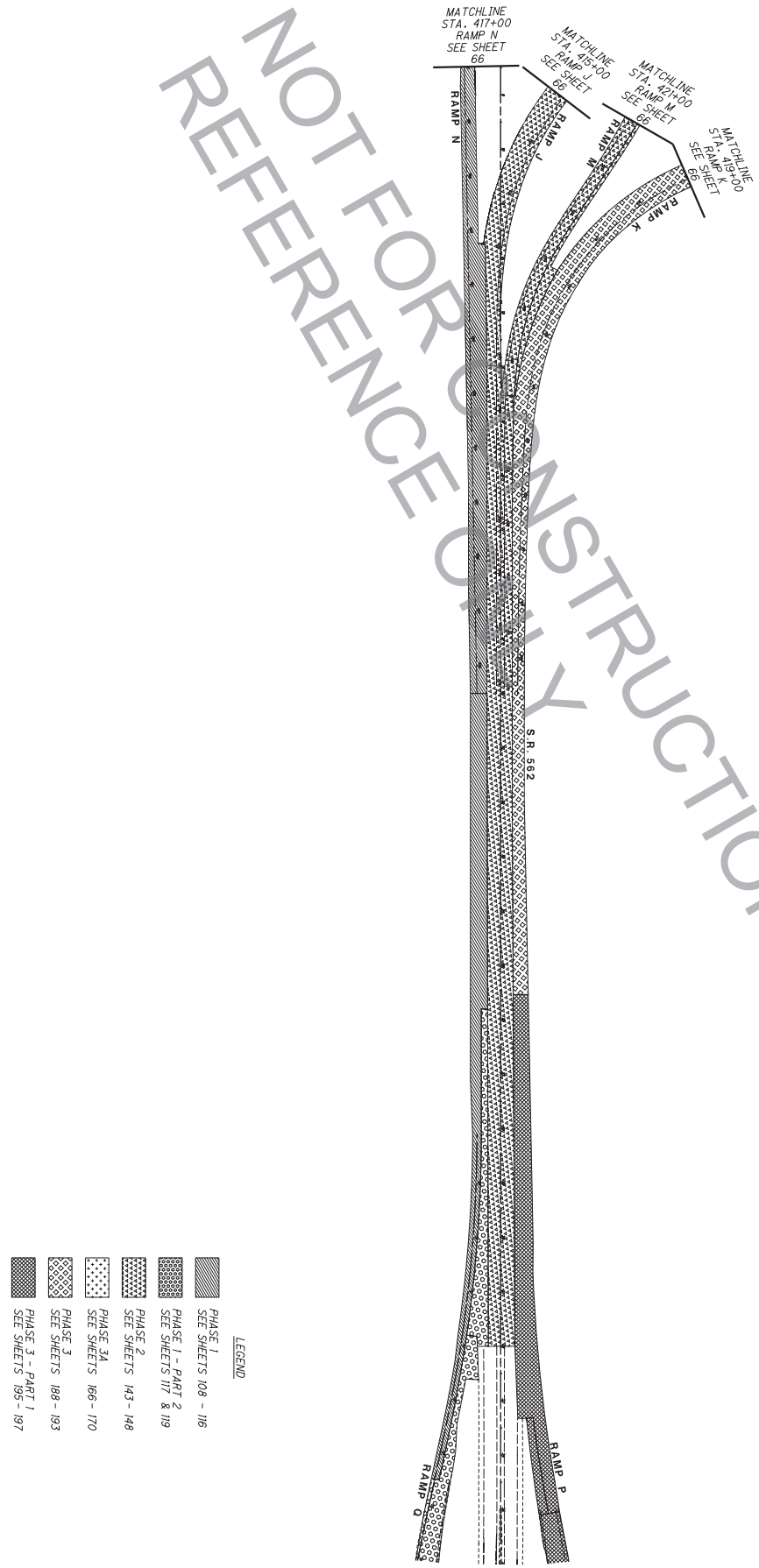
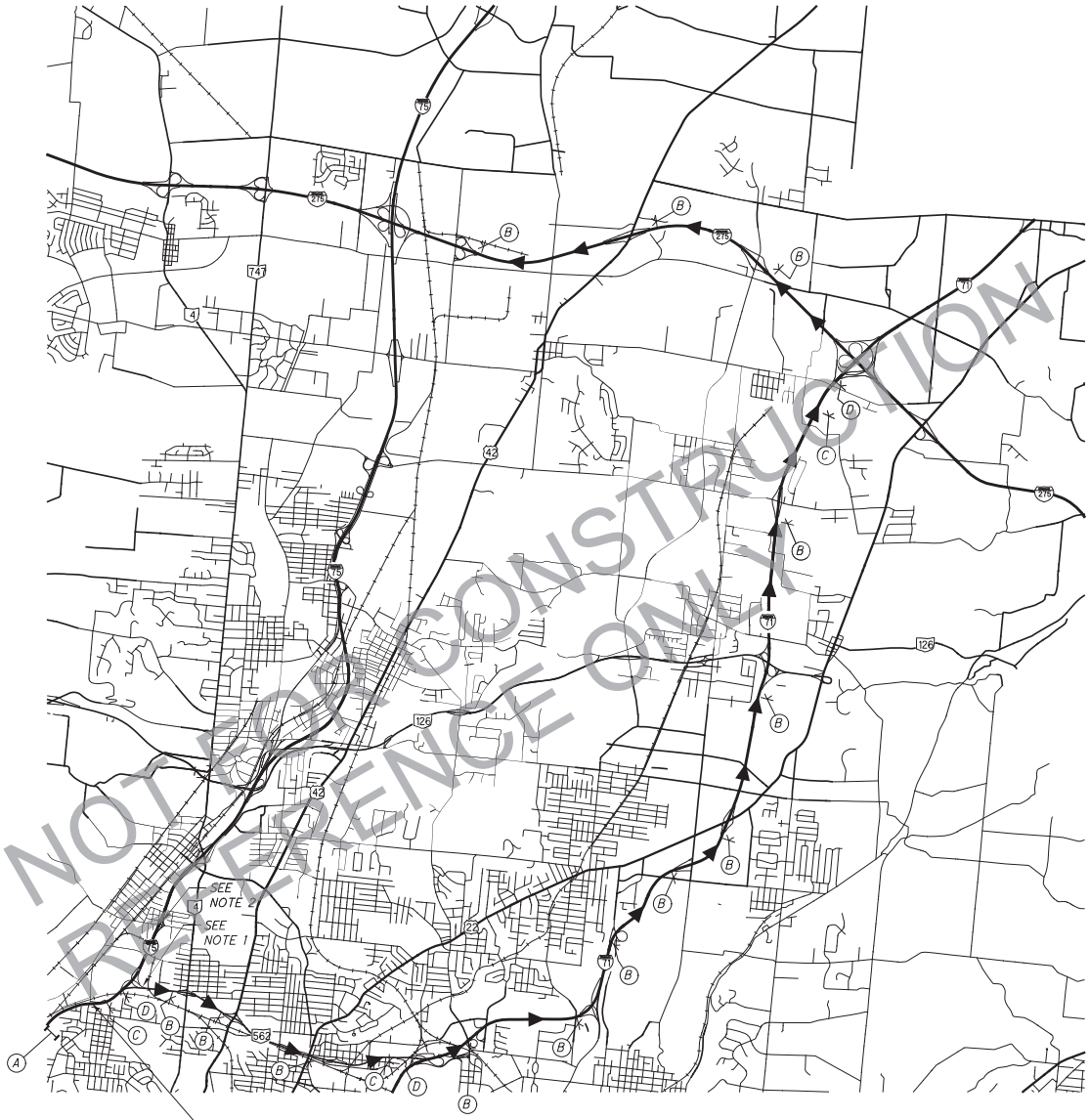


68 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC - PHASING OVERVIEW SR 562 - STA. 8+50 TO STA. 36+00	CALCULATED RLS CHECKED SMM	0 100 50 200 HORIZONTAL SCALE IN FEET



LEGEND

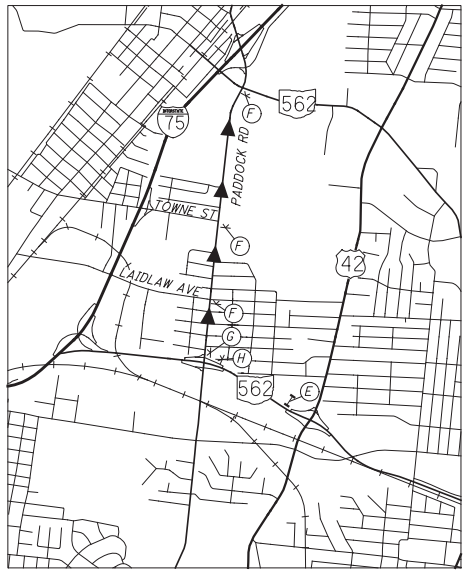
- DETOUR ROUTE
- TEMPORARY SIGN SUPPORT
- PORTABLE CHANGEABLE MESSAGE SIGN

PORTABLE CHANGEABLE MESSAGE SIGNS PLACED 1 MILE AND 2 MILES IN ADVANCE OF DETOUR

(A)	(B)	(C)	(D)
I-75 NB CLOSED AHEAD	DETOUR M4-8-30	DETOUR M4-8-30	DETOUR M4-8-30
FOLLOW DETOUR	NORTH M3-1-30	NORTH M3-1-30	NORTH M3-1-30
	INTERSTATE 75 M1-1-30-2	INTERSTATE 75 M1-1-30-2	INTERSTATE 75 M1-1-30-2
	M6-3-30	M5-2R-30	M6-2R-30

PORTABLE CHANGEABLE MESSAGE SIGNS PLACED 1 MILE AND 2 MILES IN ADVANCE OF DETOUR

(E)	(F)	(G)	(H)
SR-562 WB CLOSED AHEAD	DETOUR M4-8-30	DETOUR M4-8-30	DETOUR M4-8-30
FOLLOW DETOUR TO I-75	TO M4-5-30	TO M4-5-30	TO M4-5-30
	INTERSTATE 75 M1-1-30-2	INTERSTATE 75 M1-1-30-2	INTERSTATE 75 M1-1-30-2
	M6-3-30	M6-1-30	M5-1R-30



NOTES:
1. CLOSE SR 562 WESTBOUND RAMP TO I-75 NORTHBOUND PER ODOT SCD MT-95.31 AND MT-98.29

2. IF OPEN TO TRAFFIC, CLOSE NORTHBOUND I-75 ENTRANCE RAMP FROM TOWNE ST PER ODOT SCD MT-98.30.

NOT FOR CONSTRUCTION
REFERENCE ONLY

N

NO SCALE

CALCULATED BDM
CHECKED SMM

MOTPE DETOUR PLAN
I-75 NORTHBOUND

HAM-75-7.85

69
1045

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PORTABLE CHANGEABLE MESSAGE SIGNS PLACED 1 MILE AND 2 MILES IN ADVANCE OF DETOUR

Ⓐ

Ⓑ

Ⓒ

Ⓓ

Ⓔ

NOT FOR CONSTRUCTION
REFERENCE ONLY

MOTPE DETOUR PLAN
I-75 SOUTHBOUND - ALTERNATIVE 1

CALCULATED BDM | CHECKED SMM

NO SCALE

HAM-75-7.85

70
1045

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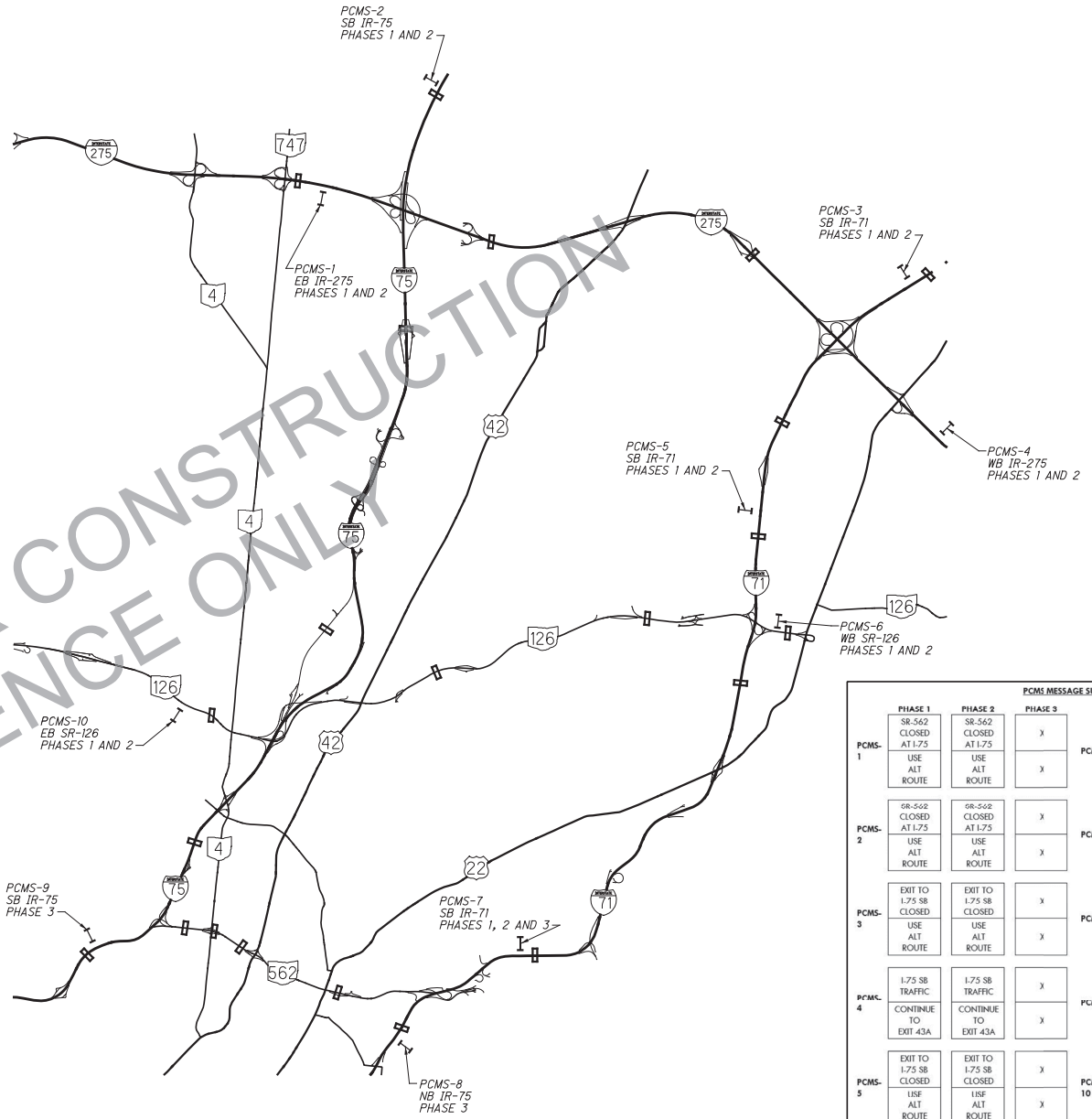
NOTES:

1. IN AN EFFORT TO HELP DIVERT TRAFFIC AWAY FROM THE MOT SET-UP, EXISTING DMS SIGNS THROUGHOUT THE AREA OF IMPACT SHALL BE UTILIZED TO SUPPLEMENT PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS'S) DURING THE FIRST 30 DAYS OF THE RAMP J, RAMP M AND RAMP K CLOSURES.
2. DMS MESSAGES WILL BE COORDINATED WITH THE TMC BY THE DISTRICT.
3. AFTER 30 DAYS THE DMS SIGNS SHALL BE RESTORED TO STANDARD MESSAGING.
4. PCMS'S SHALL BE PLACED A MINIMUM OF 500' FROM EXISTING DMS SIGNS AND GUIDE SIGNS. THE MESSAGE SHALL BE LIMITED TO TWO PANELS PER SIGN, THREE LINES PER PANEL AND EIGHT CHARACTERS PER LINE.



NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

- EXISTING DMS
- PORTABLE CHANGEABLE MESSAGE SIGN

PCMS MESSAGE SUMMARY

	PHASE 1	PHASE 2	PHASE 3
PCMS-1	SR-562 CLOSED AT I-75	SR-562 CLOSED AT I-75	X
	USE ALT ROUTE	USE ALT ROUTE	X
PCMS-2	SR-562 CLOSED AT I-75	SR-562 CLOSED AT I-75	X
	USE ALT ROUTE	USE ALT ROUTE	X
PCMS-3	EXIT TO I-75 SB CLOSED	EXIT TO I-75 SB CLOSED	X
	USE ALT ROUTE	USE ALT ROUTE	X
PCMS-4	I-75 SB TRAFFIC	I-75 SB TRAFFIC	X
	CONTINUE TO EXIT 43A	CONTINUE TO EXIT 43A	X
PCMS-5	EXIT TO I-75 SB CLOSED	EXIT TO I-75 SB CLOSED	X
	USE ALT ROUTE	USE ALT ROUTE	X
PCMS-6	I-75 SB TRAFFIC	I-75 SB TRAFFIC	X
	CONTINUE TO EXIT 27	CONTINUE TO EXIT 27	X
PCMS-7	EXIT TO I-75 SB CLOSED	EXIT TO I-75 SB CLOSED	EXIT TO I-75 NB CLOSED
	USE ALT ROUTE	USE ALT ROUTE	USE ALT ROUTE
PCMS-8	X	X	I-75 NB RAMP CLOSED
	X	X	USE ALT ROUTE
PCMS-9	X	X	NB I-75 USE EXIT 6
	X	X	FOLLOW DETOUR
PCMS-10	SR-562 CLOSED AT I-75	SR-562 CLOSED AT I-75	X
	USE ALT ROUTE	USE ALT ROUTE	X

N

NO SCALE

CALCULATED BDM
CHECKED SMM

AREA WIDE MESSAGING PLAN

HAM-75-7.85

71
1045

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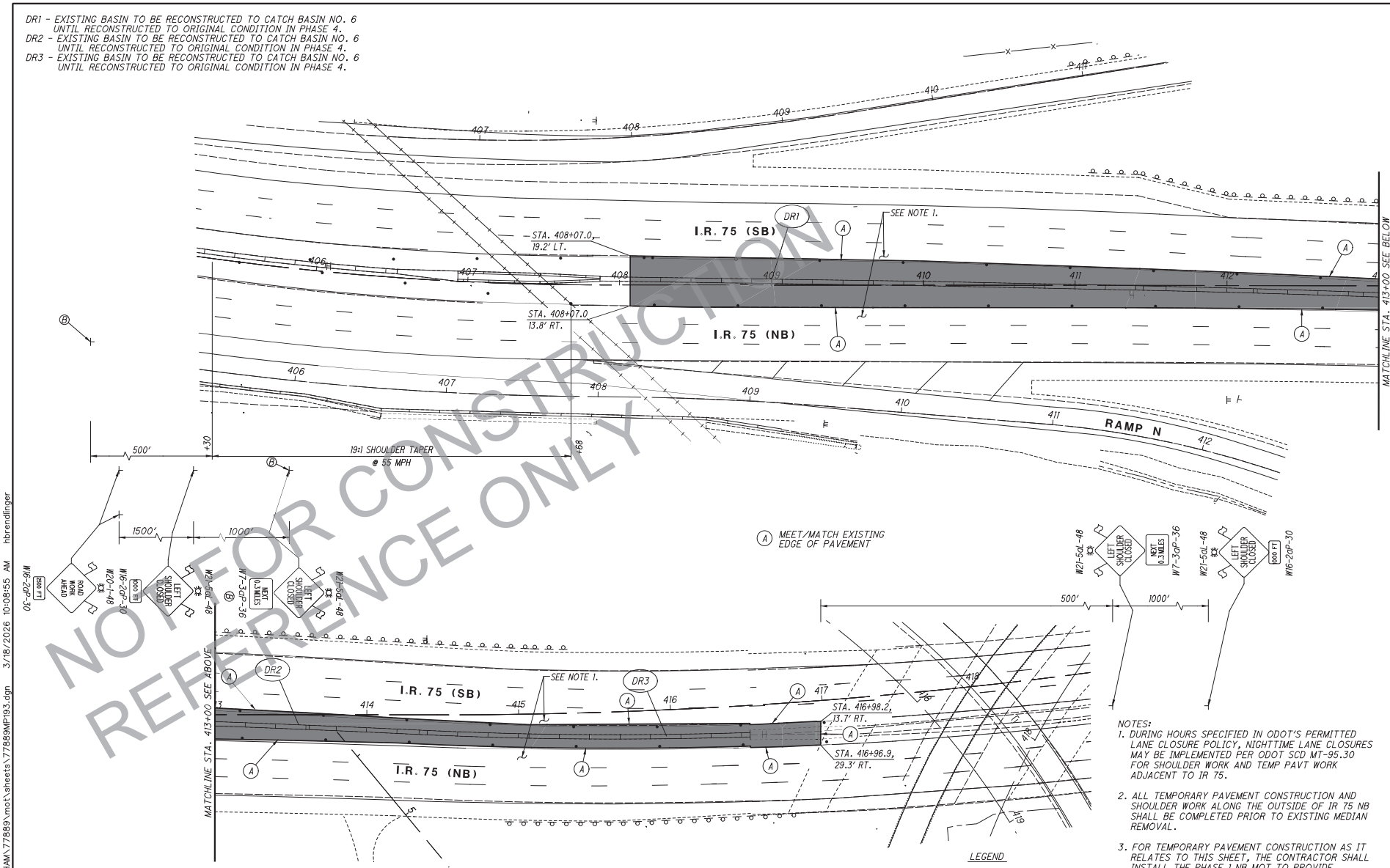
DR1 - EXISTING BASIN TO BE RECONSTRUCTED TO CATCH BASIN NO. 6 UNTIL RECONSTRUCTED TO ORIGINAL CONDITION IN PHASE 4.
DR2 - EXISTING BASIN TO BE RECONSTRUCTED TO CATCH BASIN NO. 6 UNTIL RECONSTRUCTED TO ORIGINAL CONDITION IN PHASE 4.
DR3 - EXISTING BASIN TO BE RECONSTRUCTED TO CATCH BASIN NO. 6 UNTIL RECONSTRUCTED TO ORIGINAL CONDITION IN PHASE 4.



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

LEGEND
- TEMPORARY PAVEMENT
- DRUM
- PROPOSED SIGN SUPPORT

NOTES:
1. DURING HOURS SPECIFIED IN ODOT'S PERMITTED LANE CLOSURE POLICY, NIGHTTIME LANE CLOSURES MAY BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMP PAVT WORK ADJACENT TO IR 75.
2. ALL TEMPORARY PAVEMENT CONSTRUCTION AND SHOULDER WORK ALONG THE OUTSIDE OF IR 75 NB SHALL BE COMPLETED PRIOR TO EXISTING MEDIAN REMOVAL.
3. FOR TEMPORARY PAVEMENT CONSTRUCTION AS IT RELATES TO THIS SHEET, THE CONTRACTOR SHALL INSTALL THE PHASE 1 NB MOT TO PROVIDE ADDITIONAL WORK SPACE AND PROTECT THE EXPOSED ENDS OF THE MEDIAN. ADDITIONALLY, THE SB SHOULDER SHALL BE CLOSED WITH PORTABLE BARRIER PER ODOT SCD MT- 95.45. QUANTITIES FOR THE SB SHOULDER CLOSURE HAVE BEEN PROVIDED. THIS SET-UP SHALL REMAIN IN PLACE UNTIL PHASE 1.

NOT FOR CONSTRUCTION REFERENCE ONLY

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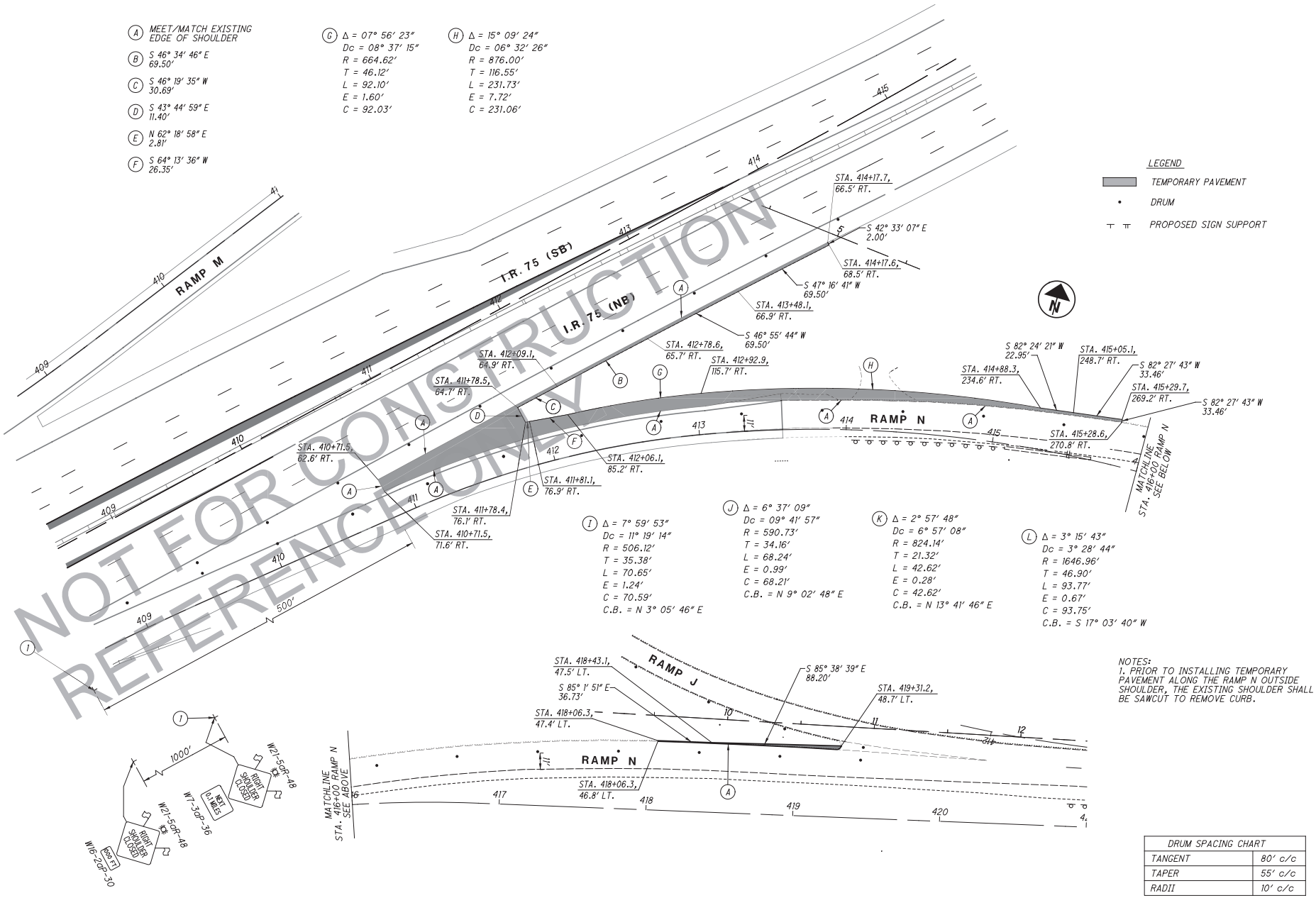
HORIZONTAL SCALE IN FEET
0 15 30 60
CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
I.R. 75 TEMPORARY PAVEMENT PLAN

HAM-75-7.85

72
1045



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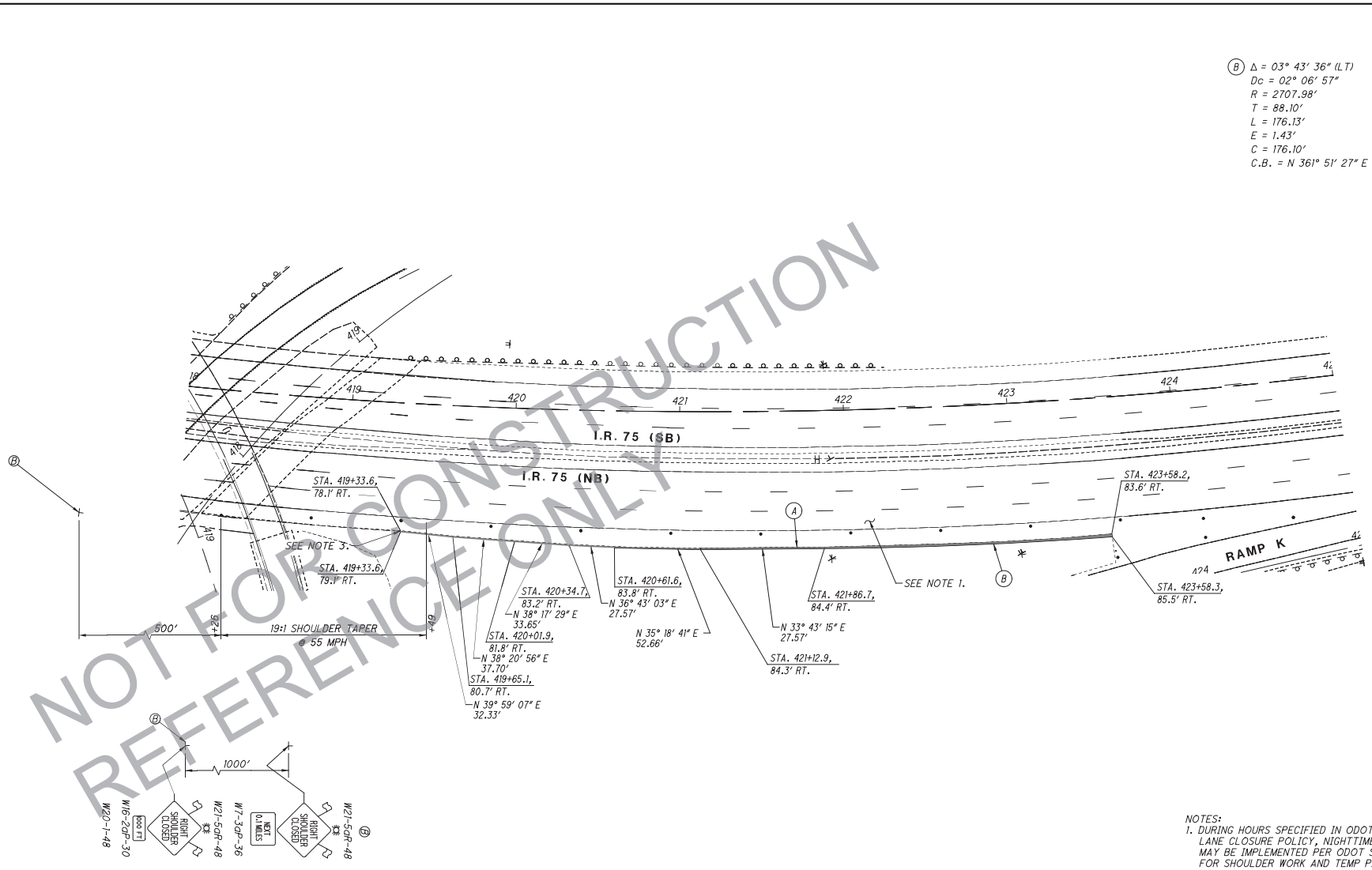
CALCULATED RLS
CHECKED SMM
HORIZONTAL SCALE IN FEET 0 15 30 60

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
RAMP N TEMPORARY PAVEMENT PLAN

HAM-75-7.85

73
1045



NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:
1. DURING HOURS SPECIFIED IN ODOT'S PERMITTED LANE CLOSURE POLICY, NIGHTTIME LANE CLOSURES MAY BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMP PAVT WORK ADJACENT TO IR 75.
2. ALL TEMPORARY PAVEMENT CONSTRUCTION AND SHOULDER WORK ALONG THE OUTSIDE OF IR 75 NB SHALL BE COMPLETED PRIOR TO EXISTING MEDIAN REMOVAL.
3. TEMPORARY PAVEMENT SHOULD MEET THE END OF THE CONCRETE BARRIER ON THE EAST SIDE OF NB IR 75 AT APPROXIMATE STA. 419+34

HORIZONTAL SCALE IN FEET 0 15 30 60
CALCULATED RLS CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
I.R. 75 TEMPORARY PAVEMENT PLAN

HAM-75-7.85

74
1045

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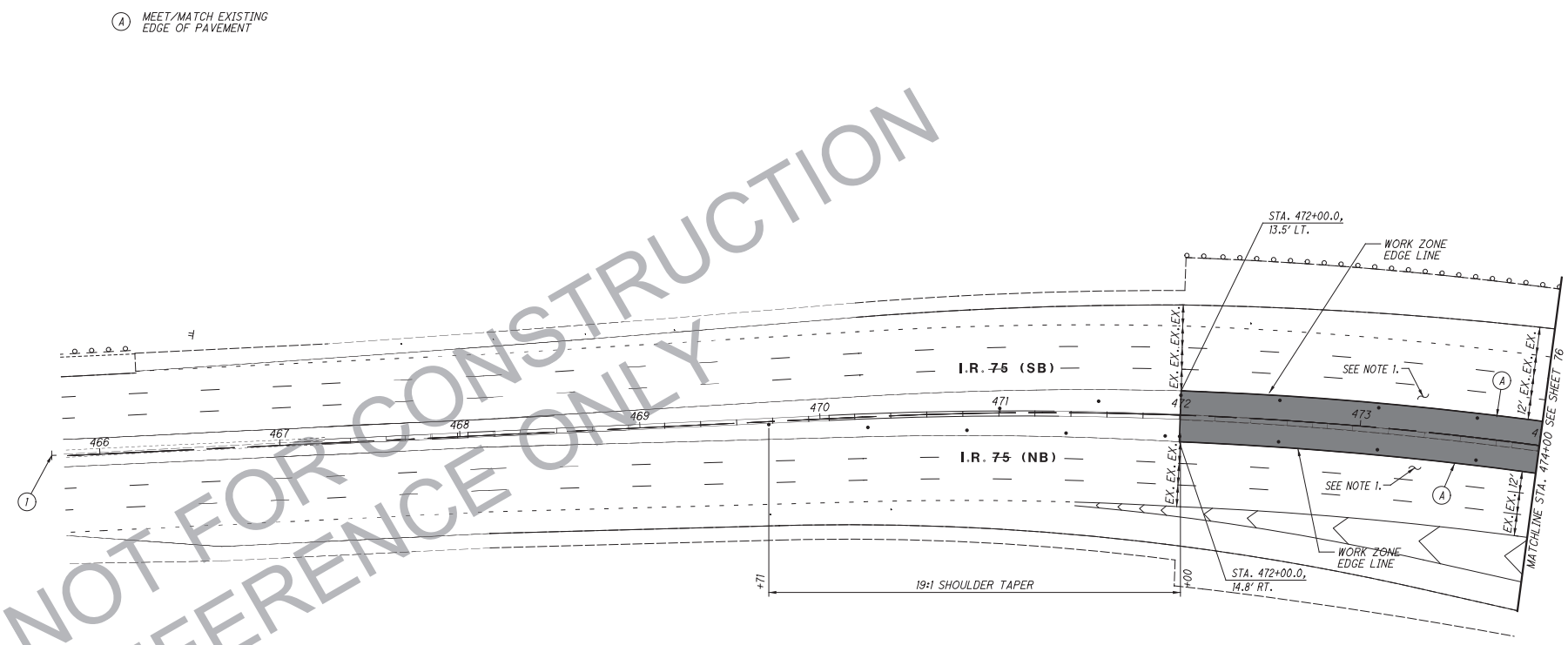

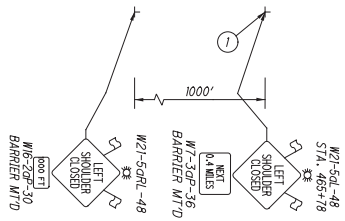

Ⓐ MEET/MATCH EXISTING EDGE OF PAVEMENT

NOTES:
1. DURING HOURS SPECIFIED IN ODOT'S PERMITTED LANE CLOSURE POLICY, NIGHTTIME LANE CLOSURES MAY BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMP PAVT WORK ADJACENT TO IR 75.

LEGEND
- TEMPORARY PAVEMENT
- DRUM
- PROPOSED SIGN SUPPORT

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

N

0 15 30 60 HORIZONTAL SCALE IN FEET

CALCULATED RLS CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
I.R. 75 TEMPORARY PAVEMENT PLAN

HAM-75-7.85

75 / 1045

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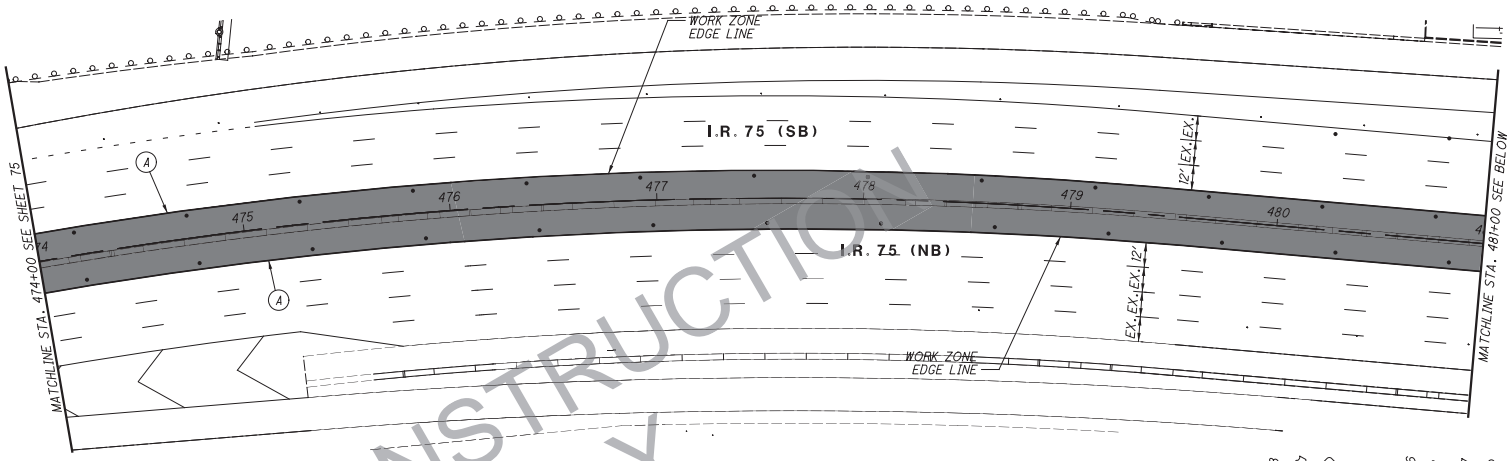
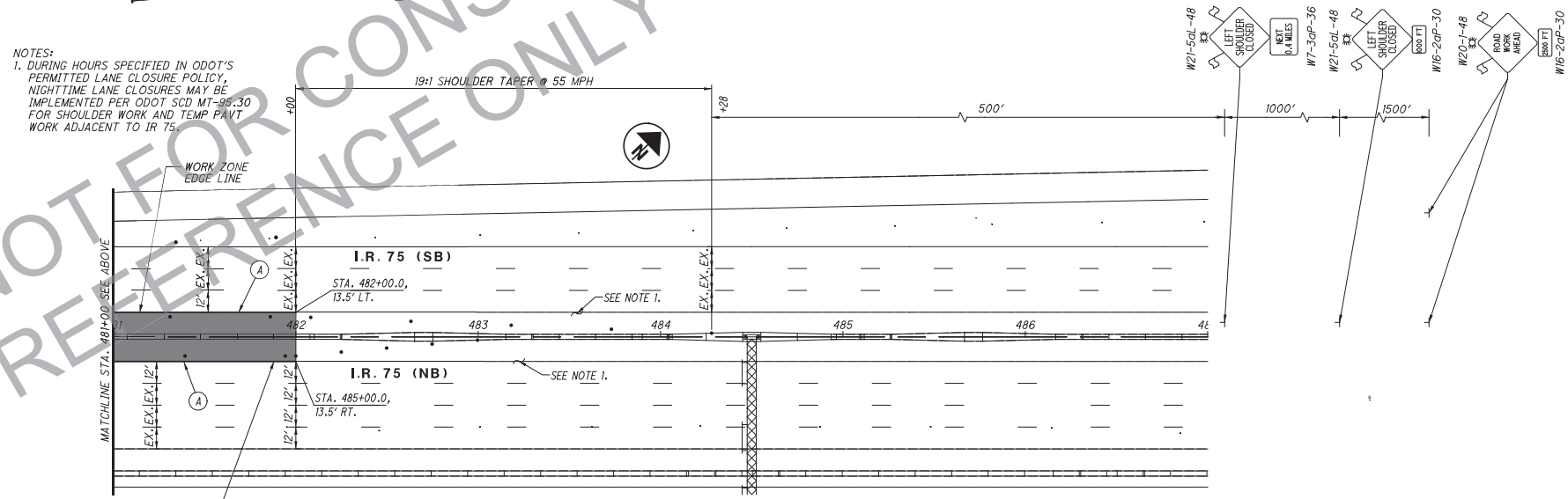


NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:
1. DURING HOURS SPECIFIED IN ODOT'S PERMITTED LANE CLOSURE POLICY, NIGHTTIME LANE CLOSURES MAY BE IMPLEMENTED PER ODOT SCD MT-95.30 FOR SHOULDER WORK AND TEMP PAVT WORK ADJACENT TO IR 75.



LEGEND
- TEMPORARY PAVEMENT
- DRUM
- PROPOSED SIGN SUPPORT
- (A) MEET/MATCH EXISTING EDGE OF PAVEMENT

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

CALCULATED RLS
CHECKED SMM
HORIZONTAL SCALE IN FEET 0 15 30 60

MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
I.R. 75 TEMPORARY PAVEMENT PLAN

HAM-75-7.85

76
1045

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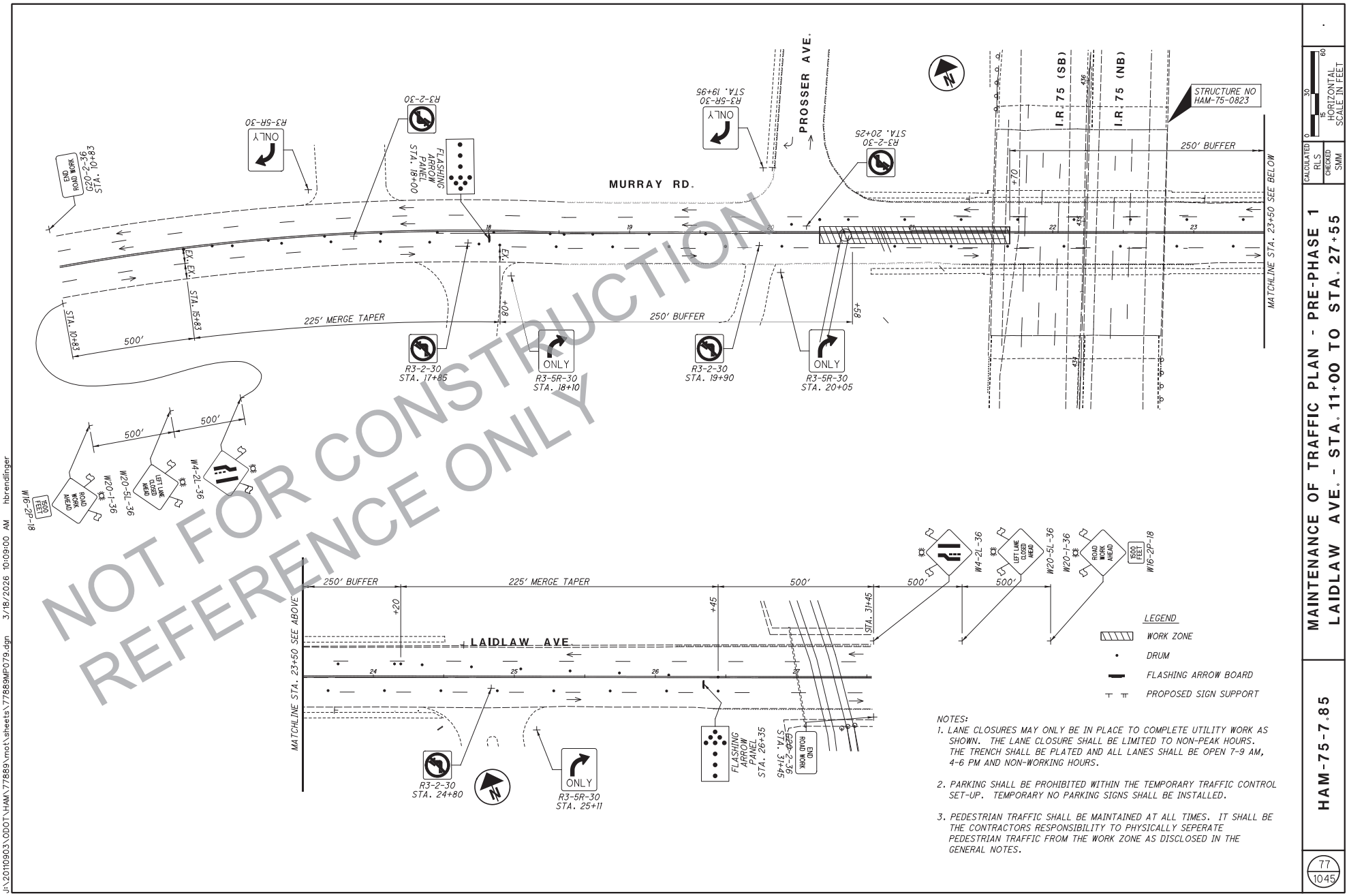

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:

1. LANE CLOSURES MAY ONLY BE IN PLACE TO COMPLETE UTILITY WORK AS SHOWN. THE LANE CLOSURE SHALL BE LIMITED TO NON-PEAK HOURS. THE TRENCH SHALL BE PLATED AND ALL LANES SHALL BE OPEN 7-9 AM, 4-6 PM AND NON-WORKING HOURS.
2. PARKING SHALL BE PROHIBITED WITHIN THE TEMPORARY TRAFFIC CONTROL SET-UP. TEMPORARY NO PARKING SIGNS SHALL BE INSTALLED.
3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PHYSICALLY SEPERATE PEDESTRIAN TRAFFIC FROM THE WORK ZONE AS DISCLOSED IN THE GENERAL NOTES.

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CALCULATED RLS | CHECKED SMM

0 15 30 60 HORIZONTAL SCALE IN FEET

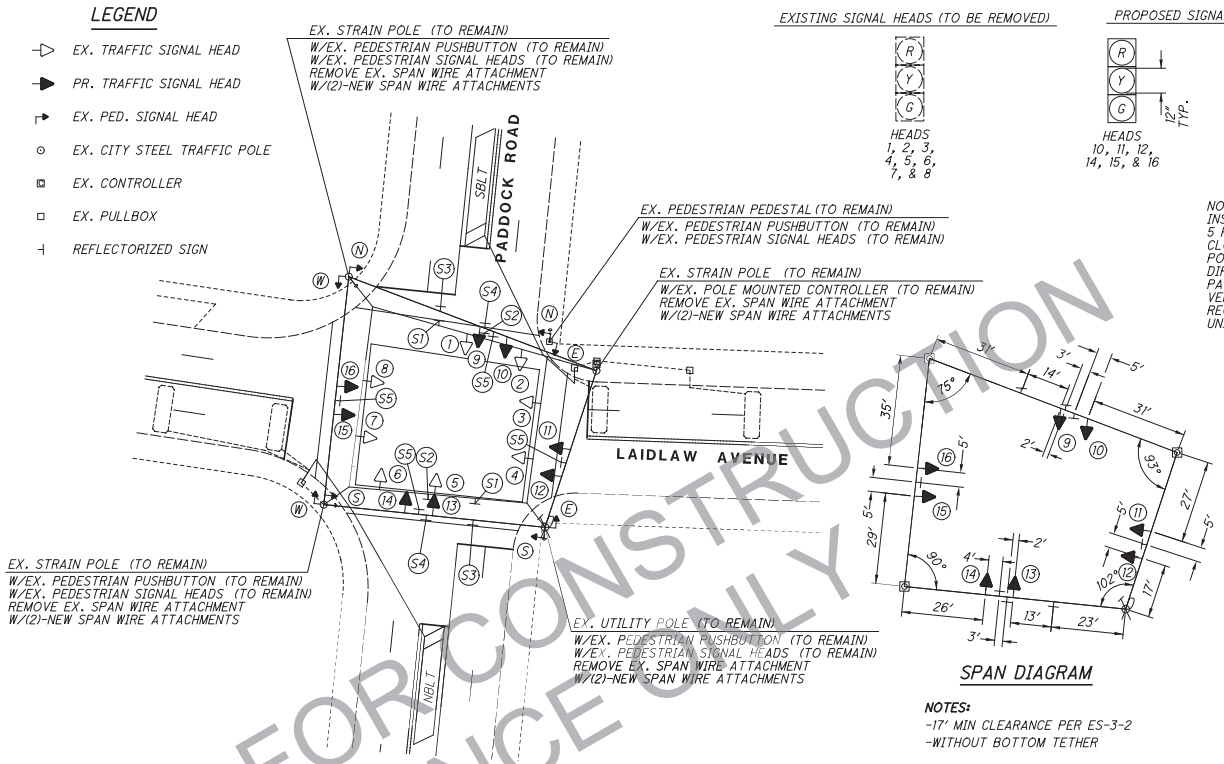
MAINTENANCE OF TRAFFIC PLAN - PRE-PHASE 1
LAIDLAW AVE. - STA. 11+00 TO STA. 27+55

HAM-75-7.85

77
1045

LEGEND

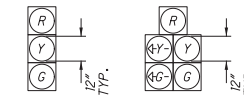
- EX. TRAFFIC SIGNAL HEAD
- PR. TRAFFIC SIGNAL HEAD
- EX. PED. SIGNAL HEAD
- EX. CITY STEEL TRAFFIC POLE
- EX. CONTROLLER
- EX. PULLBOX
- REFLECTORIZED SIGN



EXISTING SIGNAL HEADS (TO BE REMOVED)

HEADS 1, 2, 3, 4, 5, 6, 7, & 8

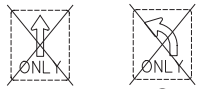
PROPOSED SIGNAL HEADS



HEADS 10, 11, 12, 14, 15, & 16 — HEADS 9 & 13

EXISTING PEDESTRIAN SIGNAL HEADS (REMAIN)

EXISTING SPAN MOUNTED SIGNS (REMOVE)



PROPOSED SPAN MOUNTED SIGNS

NOTE:
INSTALL THE SPAN TO PROVIDE FOR A 4 TO 5 PERCENT SAG. ATTACH THE SPAN NO CLOSER THAN 1 FT. FROM THE TOP OF THE POLE. THE LOWEST VEHICULAR HEAD IN EACH DIRECTION SHALL BE 17 FT. ABOVE PAVEMENT SURFACE WITH THE REMAINING VEHICULAR HEADS MEETING THE REQUIREMENTS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

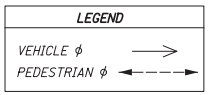
SPAN DIAGRAM

NOTES:
-17' MIN CLEARANCE PER ES-3-2
-WITHOUT BOTTOM TETHER

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
9 (NBLT)	R	ϕNB R	EX.	13 (SBLT)	R	ϕSB R	EX.
	Y	ϕNB Y			Y	ϕSB Y	
	G	ϕNB G			G	ϕSB G	
	←Y–	ϕNBLT Y			–Y→	ϕSBLT Y	
	←G–	ϕNBLT G			–G→	ϕSBLT G	
10 (NB)	R	ϕNB R	EX.	14 (SB)	R	ϕSB R	EX.
	Y	ϕNB Y			Y	ϕSB Y	
	G	ϕNB G			G	ϕSB G	
11 & 12 (EB)	R	ϕEB R	EX.	15 & 16 (WB)	R	ϕWB R	EX.
	Y	ϕEB Y			Y	ϕWB Y	
	G	ϕEB G			G	ϕWB G	

PHASING DIAGRAM



PHASE NUMBERS FOR FIELD WIRING HOOK-UP CHART AND PHASING DIAGRAM TO BE FURNISHED BY THE CITY OF CINCINNATI.

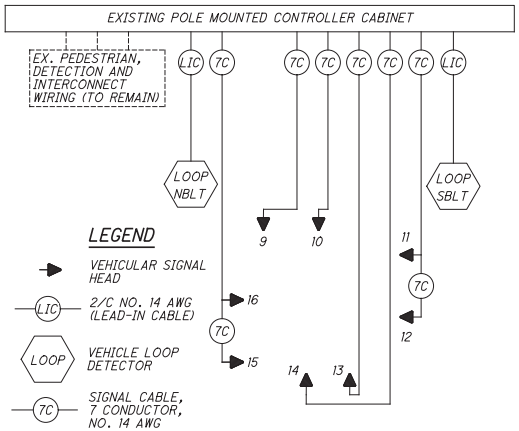
SIGNAL TIMING CHART

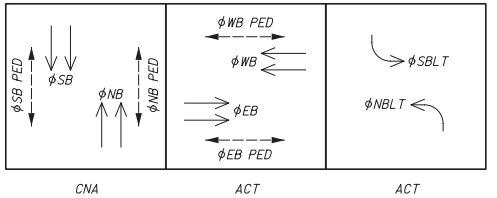
INTERSECTION: PADDOCK RD AT LAIDLAW AVE
MAINTAINING AGENCY: CITY OF CINCINNATI

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			NBLT	SB	-	WB	SBLT	NB	-	EB
DIRECTION			NBLT	SB	-	WB	SBLT	NB	-	EB
MINIMUM GREEN (INITIAL)		(SEC.)	7	EX.	-	EX.	7	EX.	-	EX.
ADDED INITIAL		(SEC./ACTUATION)	-	-	-	-	-	-	-	-
MAXIMUM INITIAL		(SEC.)	-	EX.	-	EX.	-	EX.	-	EX.
PASSAGE TIME (PRESET GAP)		(SEC.)	3.7	EX.	-	EX.	3.7	EX.	-	EX.
TIME BEFORE REDUCTION		(SEC.)	-	-	-	-	-	-	-	-
MINIMUM GAP		(SEC.)	-	-	-	-	-	-	-	-
TIME TO REDUCE		(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	20	EX.	-	EX.	EX.	20	-	EX.
MAXIMUM GREEN II		(SEC.)	20	EX.	-	EX.	EX.	20	-	EX.
YELLOW CHANGE		(SEC.)	3.2	EX.	-	EX.	3.2	EX.	-	EX.
ALL RED CLEARANCE		(SEC.)	1.7	EX.	-	EX.	1.3	EX.	-	EX.
WALK		(SEC.)	-	EX.	-	EX.	-	EX.	-	EX.
PEDESTRIAN CLEARANCE		(SEC.)	-	EX.	-	EX.	-	EX.	-	EX.
RECALL	MAXIMUM	(ON/OFF)	OFF	EX.	-	EX.	OFF	EX.	-	EX.
	MINIMUM	(ON/OFF)	OFF	EX.	-	EX.	OFF	EX.	-	EX.
	PEDESTRIAN	(ON/OFF)	OFF	EX.	-	EX.	OFF	EX.	-	EX.
MEMORY		(ON/OFF)	OFF	EX.	-	EX.	OFF	EX.	-	EX.

NOTES:
1. TRAFFIC SIGNAL TIMING VALUES LISTED ABOVE HAVE BEEN FURNISHED FOR INITIAL ACTIVATION. TRAFFIC SIGNAL TIMINGS SHALL BE UPDATED/ADJUSTED AS NEEDED FOR THE DURATION OF THE PROJECT AS DIRECTED BY THE CITY OF CINCINNATI OR BASED ON RESULTS OF THE TRAFFIC SIGNAL COORDINATION STUDY.
2. PHASE NUMBERS TO BE FURNISHED BY THE CITY OF CINCINNATI.

WIRING DIAGRAM





DETECTION CHART

LOOP DESIGNATION	LOOP CONFIGURATION**	SIZE (FT.)	PULSE OR PRESENCE	DELAY (SEC.)	EXTENSION (SEC.)	CONNECT TO DETECTOR UNIT (UNIT-CHANNEL)	ASSOCIATED CONTROLLER PHASE
NBLT	P	5'x30'	PRESENCE	3	-	NEW: 1/1	NBLT
SBLT	P	5'x30'	PRESENCE	3	-	NEW: 1/2	SBLT

** CONFIGURATIONS: POWERHEAD (P), QUADRUPOLE (Q), ANGULAR DESIGN DETECTOR (ADD), OR RECTANGULAR (R); PER TC-82.10

NOT FOR CONSTRUCTION
REFERENCE ONLY

TRAFFIC SIGNAL MODIFICATION PLAN
PADDOCK RD AT LAIDLAW AVE

HAM-75-7.85

78
1045

CALCULATED MSJ
CHECKED DRM/JDS

HORIZONTAL SCALE IN FEET
0 10 20 40

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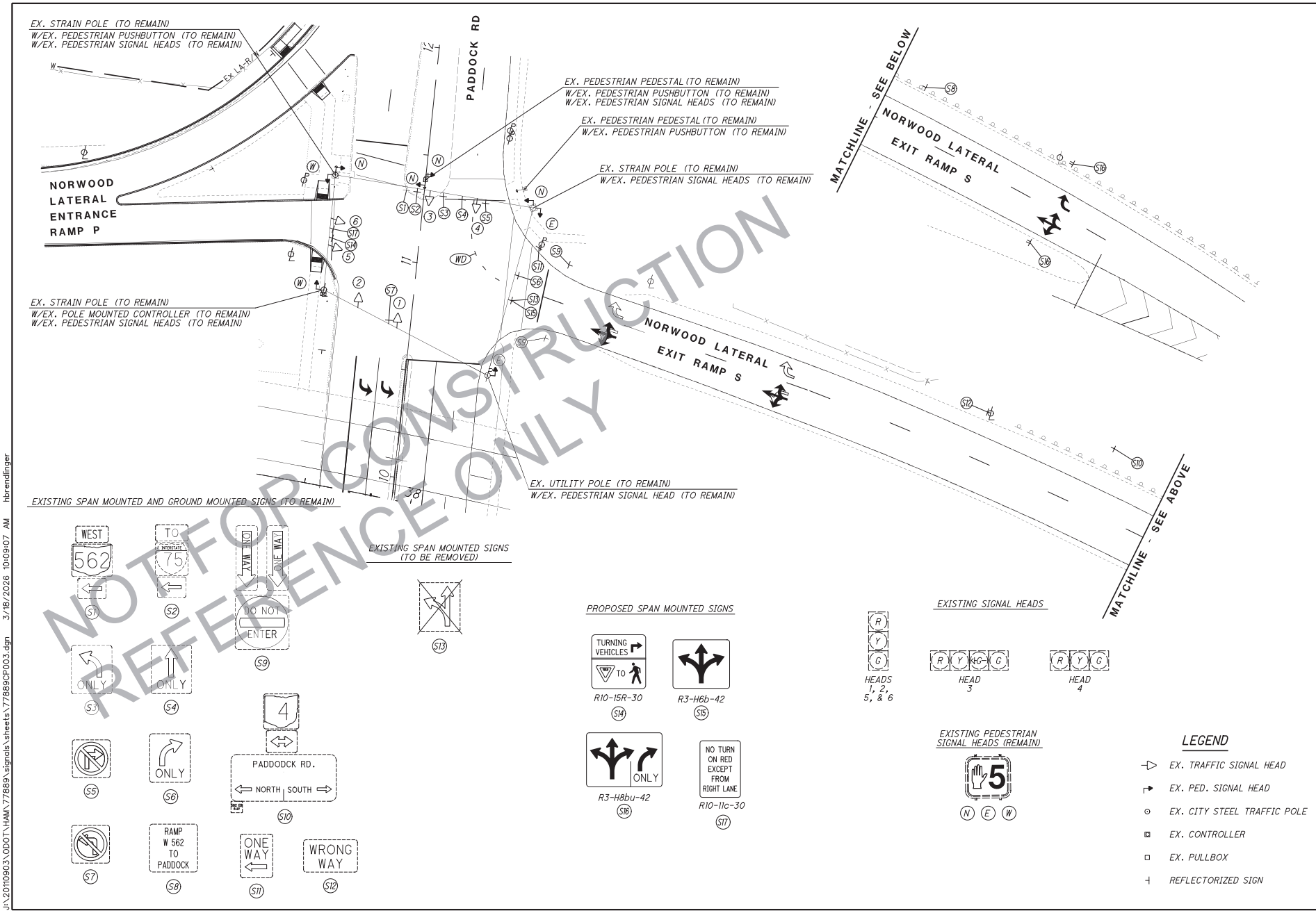

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CALCULATED M.S.J. CHECKED DRM/ JDS

HORIZONTAL SCALE IN FEET 0 10 20 40

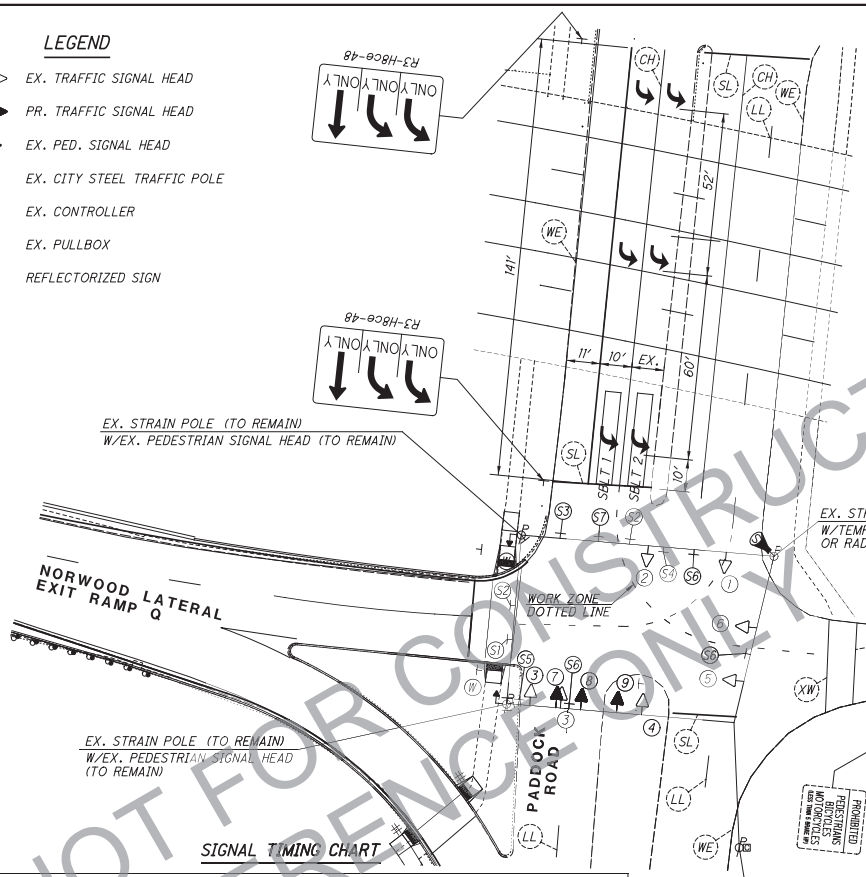
TEMPORARY TRAFFIC SIGNAL MODIFICATION PLAN
PADDOCK RD AT NORWOOD LATERAL WB RAMPS

HAM-75-7.85

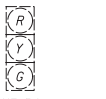
79
1045

LEGEND

- EX. TRAFFIC SIGNAL HEAD
- PR. TRAFFIC SIGNAL HEAD
- EX. PED. SIGNAL HEAD
- EX. CITY STEEL TRAFFIC POLE
- EX. CONTROLLER
- EX. PULLBOX
- REFLECTORIZED SIGN



EXISTING SIGNAL HEADS (TO REMAIN)



HEADS 1, 2, 5, & 6

EXISTING SIGNAL HEADS (TO BE RELOCATED)

HEAD 3

EXISTING SIGNAL HEADS (TO BE REMOVED AND STORED)

HEAD 4

TEMPORARY TRAFFIC SIGNAL HEADS

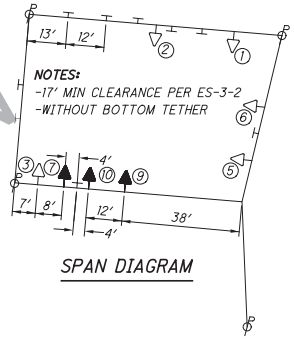
HEAD 7

HEADS 8 & 9

EXISTING PEDESTRIAN SIGNAL HEADS (TO REMAIN)

(W)

NOTES:
1. INSTALL TEMPORARY VEHICULAR HEADS MIN. 17 FT. ABOVE PAVEMENT SURFACE WITH THE REMAINING VEHICULAR HEADS MEETING THE REQUIREMENTS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.



SPAN DIAGRAM

TEMPORARY SPAN MOUNTED SIGNS

W23-H2b-30 (S6)

(S1)

EXISTING SPAN MOUNTED SIGNS

(S2)

(S3) (TEMPORARILY (RELOCATED)

R3-5L-30 (S7)

(S4)

(S5) (TEMPORARILY (RELOCATED)

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
3 & 7 (SB)	R	ϕSB R	EX.	8 & 9 (SBLT)	→R–	ϕSBLT R	MATCH HEADS 3 & 7
	Y	ϕSB Y			→Y–	ϕSBLT Y	
	G	ϕSB G			→G–	ϕSBLT G	

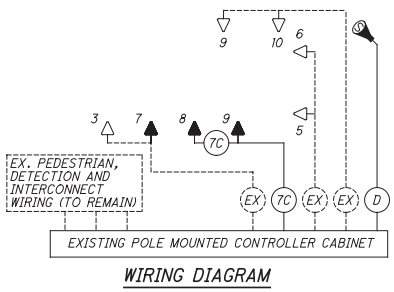
NOTES:
1. PHASE NUMBERS FOR FIELD WIRING HOOK-UP CHART AND PHASING DIAGRAM TO BE FURNISHED BY THE CITY OF CINCINNATI.

SIGNAL TIMING CHART

INTERSECTION: PADDOCK RD AT NORWOOD LATERAL EASTBOUND RAMPS
MAINTAINING AGENCY: CITY OF CINCINNATI

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			–	SB	–	–	SBLT	NB	–	EB
DIRECTION			–	SB	–	–	SBLT	NB	–	EB
MINIMUM GREEN (INITIAL)		(SEC.)	–	EX.	–	–	EX.	EX.	–	EX.
ADDED INITIAL		(SEC./ACTUATION)	–	–	–	–	–	–	–	–
MAXIMUM INITIAL		(SEC.)	–	EX.	–	–	EX.	EX.	–	EX.
PASSAGE TIME (PRESET GAP)		(SEC.)	–	EX.	–	–	EX.	EX.	–	EX.
TIME BEFORE REDUCTION		(SEC.)	–	–	–	–	–	–	–	–
MINIMUM GAP		(SEC.)	–	–	–	–	–	–	–	–
TIME TO REDUCE		(SEC.)	–	–	–	–	–	–	–	–
MAXIMUM GREEN I		(SEC.)	–	EX.	–	–	EX.	EX.	–	EX.
MAXIMUM GREEN II		(SEC.)	–	EX.	–	–	EX.	EX.	–	EX.
YELLOW CHANGE		(SEC.)	–	EX.	–	–	3.2	EX.	–	EX.
ALL RED CLEARANCE		(SEC.)	–	EX.	–	–	1.9	EX.	–	EX.
WALK		(SEC.)	–	EX.	–	–	EX.	EX.	–	EX.
PEDESTRIAN CLEARANCE		(SEC.)	–	EX.	–	–	EX.	EX.	–	EX.
RECALL	MAXIMUM	(ON/OFF)	–	EX.	–	–	EX.	EX.	–	EX.
	MINIMUM	(ON/OFF)	–	EX.	–	–	EX.	EX.	–	EX.
	PEDESTRIAN	(ON/OFF)	–	EX.	–	–	EX.	EX.	–	EX.
MEMORY		(ON/OFF)	–	EX.	–	–	EX.	EX.	–	EX.

NOTES:
1. TRAFFIC SIGNAL TIMING VALUES LISTED ABOVE HAVE BEEN FURNISHED FOR INITIAL ACTIVATION. TRAFFIC SIGNAL TIMINGS SHALL BE UPDATED/ADJUSTED AS NEEDED FOR THE DURATION OF THE PROJECT AS DIRECTED BY THE CITY OF CINCINNATI OR BASED ON RESULTS OF THE TRAFFIC SIGNAL COORDINATION STUDY.
2. PHASE NUMBERS TO BE FURNISHED BY THE CITY OF CINCINNATI.



WIRING DIAGRAM

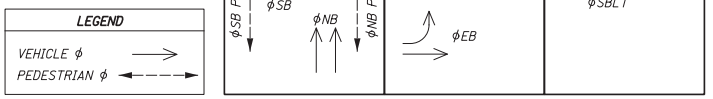
WIRING DIAGRAM LEGEND

- TEMPORARY VEHICULAR SIGNAL HEAD
- EXISTING VEHICULAR SIGNAL HEAD
- (D) RADAR/VIDEO DETECTOR CABLE
- RADAR/VIDEO DETECTOR UNIT
- (7C) SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG

DETECTION CHART

DETECTION DESIGNATION	SIZE (FT.)	PULSE OR PRESENCE	DELAY (SEC.)	EXTENSION (SEC.)	CONNECT TO DETECTOR UNIT (UNIT-CHANNEL)	ASSOCIATED CONTROLLER PHASE
SBLT 1	5'x30'	PRESENCE	3	–	NEW 1/1	SBLT
SBLT 2	5'x30'	PRESENCE	3	–	NEW 1/2	SBLT

PHASING DIAGRAM



NOT FOR CONSTRUCTION REFERENCE ONLY

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HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED MSJ | CHECKED DRM/JDS

TEMPORARY TRAFFIC SIGNAL MODIFICATION PLAN
PADDOCK RD AT NORWOOD LATERAL EB RAMPS

HAM-75-7.85

80
1045

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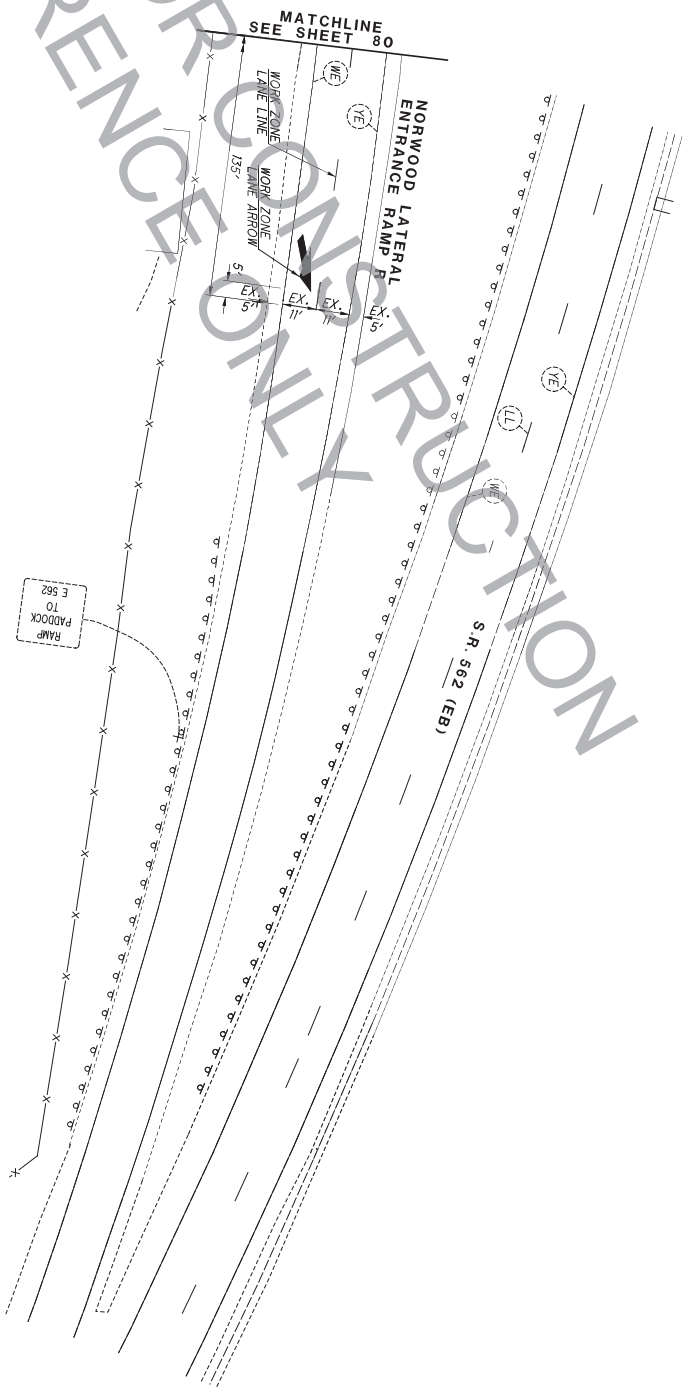

81 / 1045	HAM-75-7.85	TRAFFIC SIGNAL PLAN PADDOCK RD AT NORWOOD LATERAL EB RAMPS	CALCULATED MSJ CHECKED DRM/JDS	0 20 10 40 HORIZONTAL SCALE IN FEET

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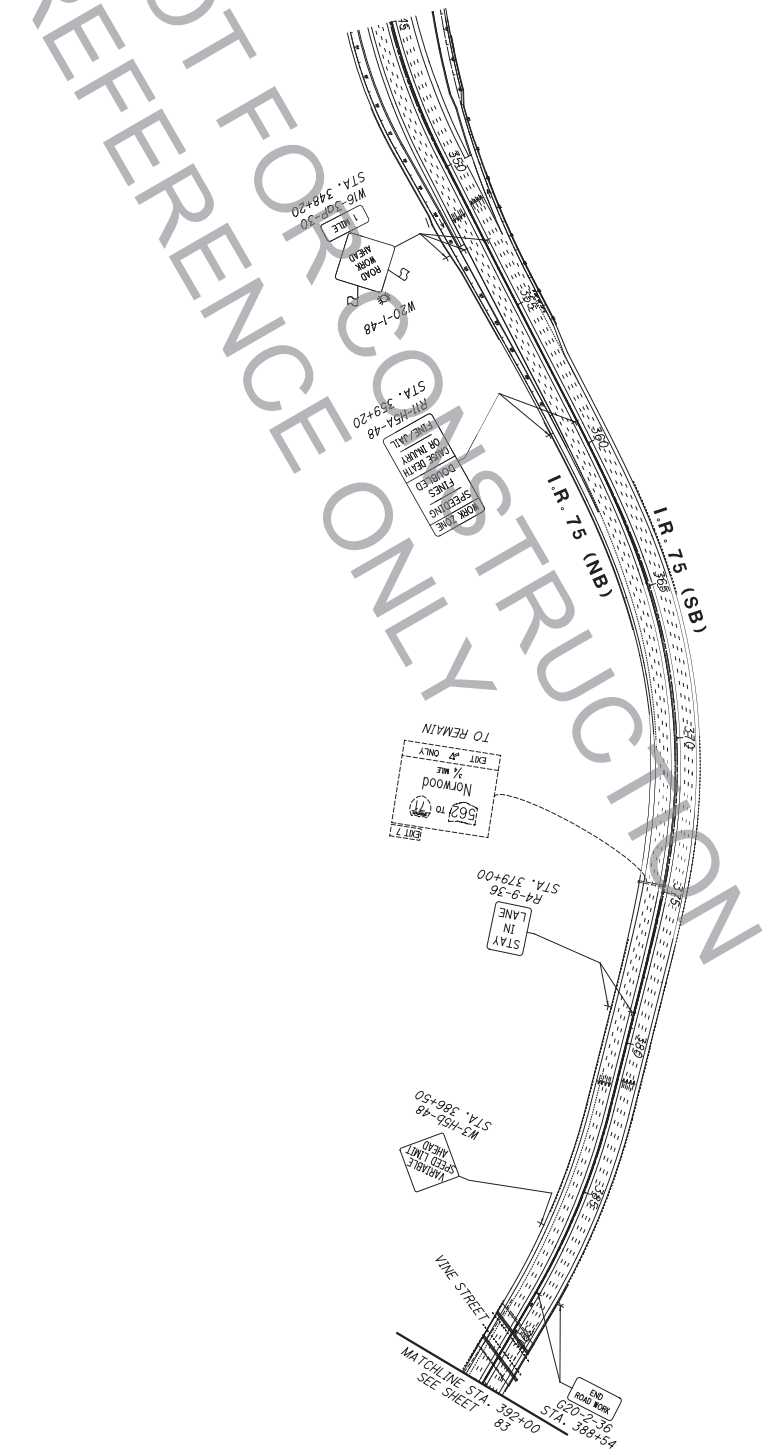

LEGEND

PROPOSED SIGN SUPPORT

82 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 I.R. 75 - STA. 345+00 TO STA. 392+00	CALCULATED RLS CHECKED SMM	0 100 50 200 HORIZONTAL SCALE IN FEET

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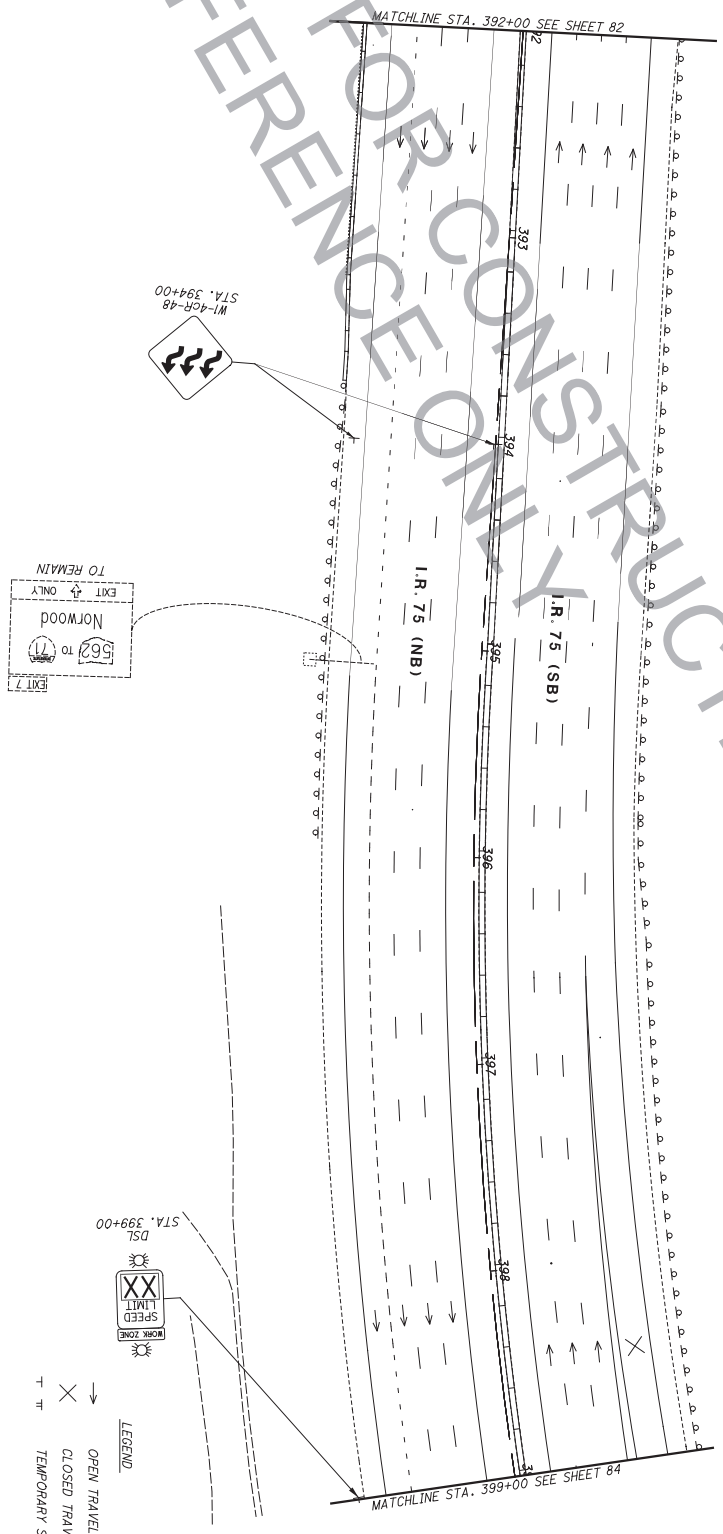
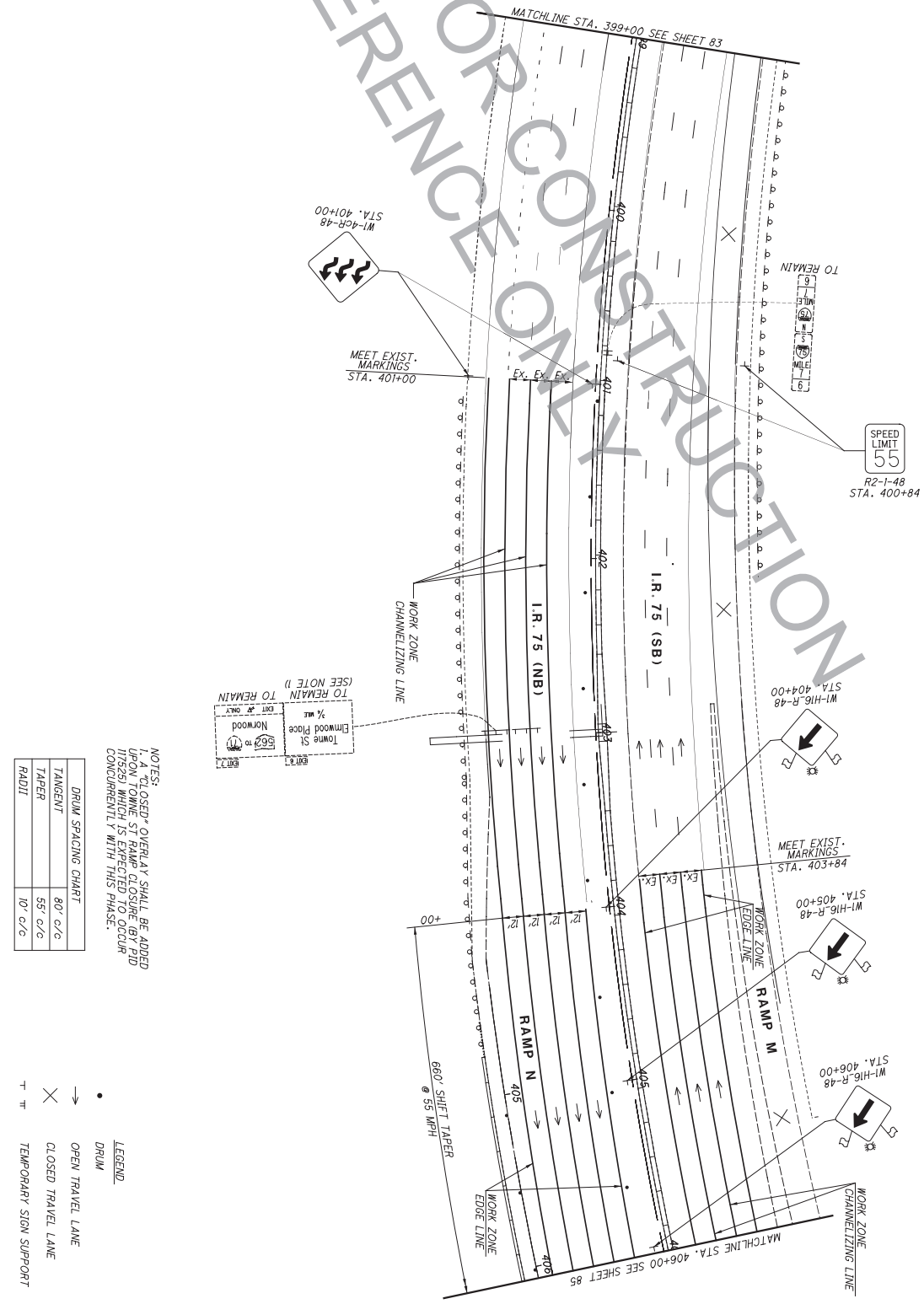


DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

83 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 I.R. 75 - STA. 392+00 TO STA. 399+00	CALCULATED RLS CHECKED SMM 0 15 30 60 HORIZONTAL SCALE IN FEET

NOT FOR CONSTRUCTION
REFERENCE ONLY



NOTES:
1. A "CLOSED" OVERLAY SHALL BE ADDED UPON TOWNE ST RAMP CLOSURE (BY PID 117525) WHICH IS EXPECTED TO OCCUR CONCURRENTLY WITH THIS PHASE.

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

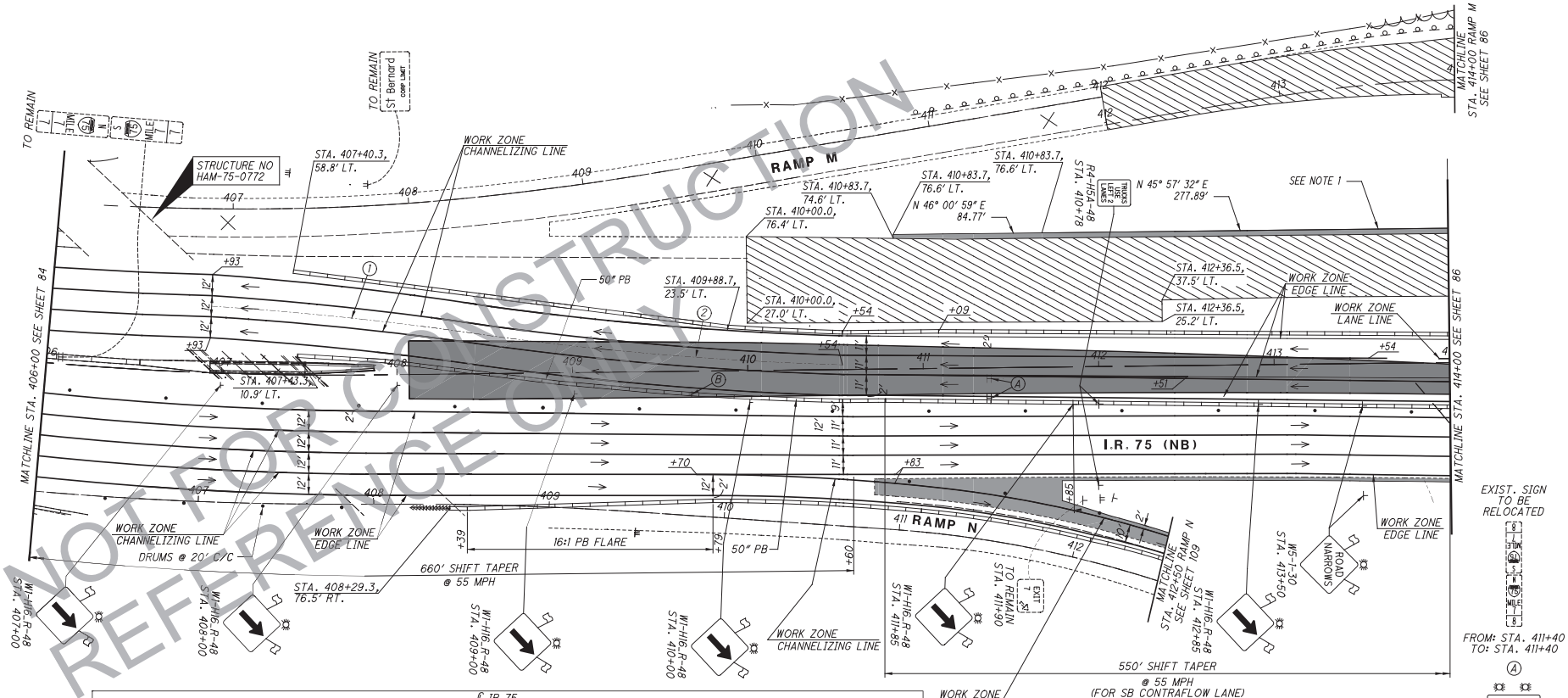
LEGEND
- DRUM
- OPEN TRAVEL LANE
- CLOSED TRAVEL LANE
- TEMPORARY SIGN SUPPORT

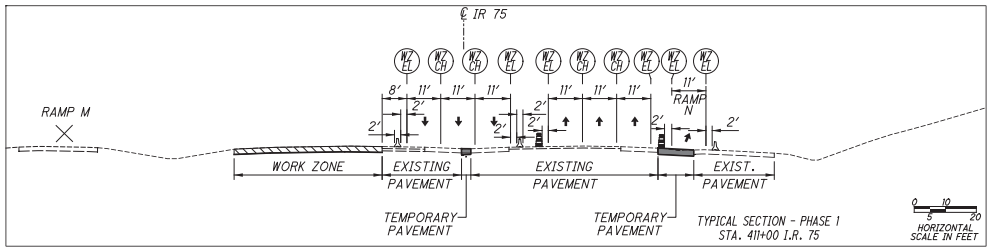
84 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 I.R. 75 - STA. 399+00 TO STA. 406+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET	

① Δ = 4° 44′ 40″ (RT)
Dc = 2° 59′ 59″
R = 1910.00′
T = 79.13′
L = 158.16′
E = 1.64′
C = 158.11′
C.B. = N 52° 39′ 07″ E

② Δ = 6° 3′28″ (LT)
Dc = 2° 59′ 59″
R = 1910.00′
T = 101.62′
L = 203.05′
E = 2.70′
C = 202.96′
C.B. = N 51° 21′ 44″ E

NOTES:
1. INSTALL TEMPORARY PAVEMENT IN PHASE 1





LEGEND
- PHASE 1 WORK ZONE
- TEMPORARY PAVEMENT
- DRUM
- PORTABLE BARRIER
- IMPACT ATTENUATOR
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE
- CLOSED TRAVEL LANE

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
I.R. 75 - STA. 406+00 TO STA. 414+00

HAM-75-7.85

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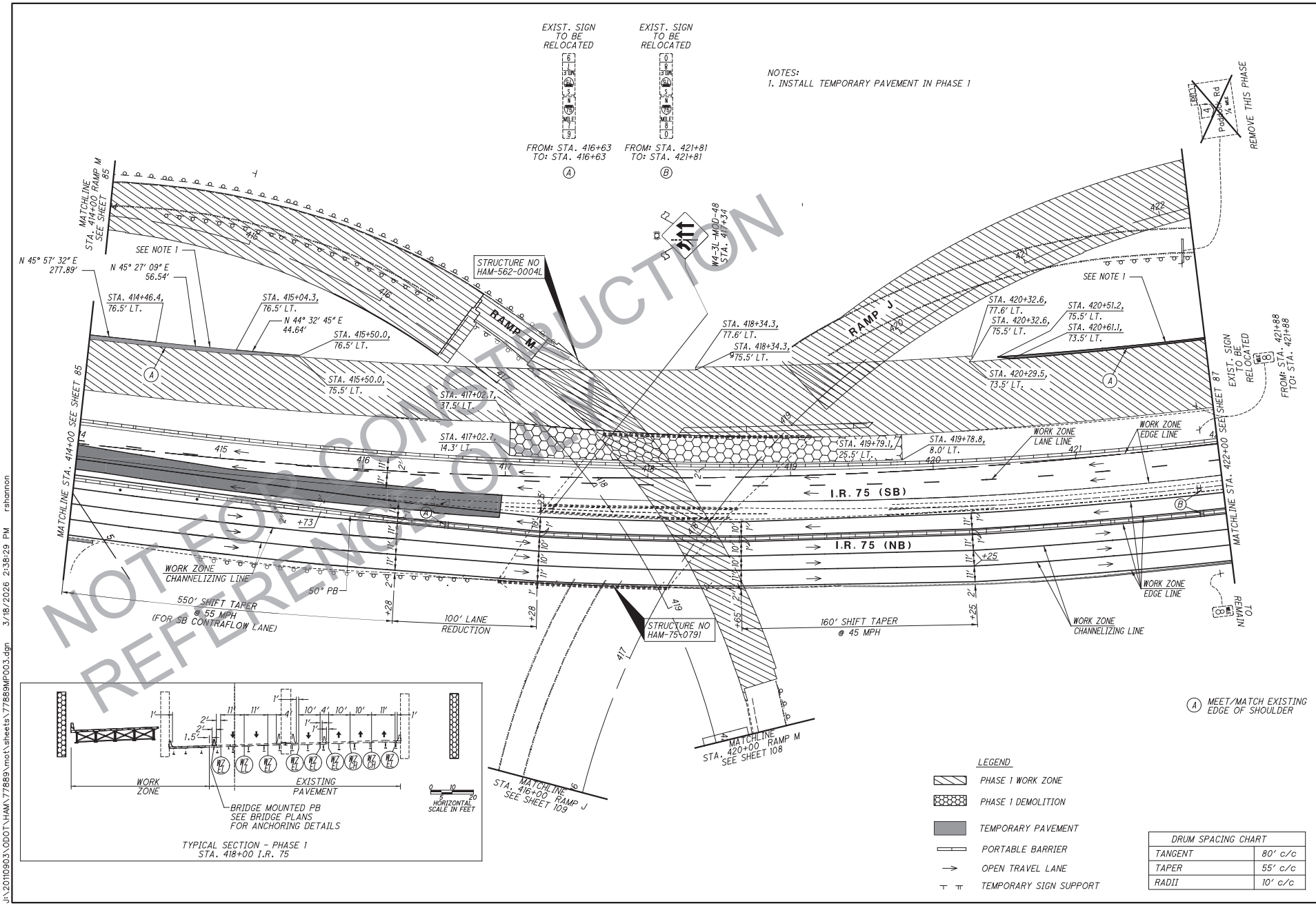

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CALCULATED RLS CHECKED SMM

HORIZONTAL SCALE IN FEET 0 15 30 60

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
I.R. 75 - STA. 414+00 TO STA. 422+00

HAM-75-7.85

86
1045

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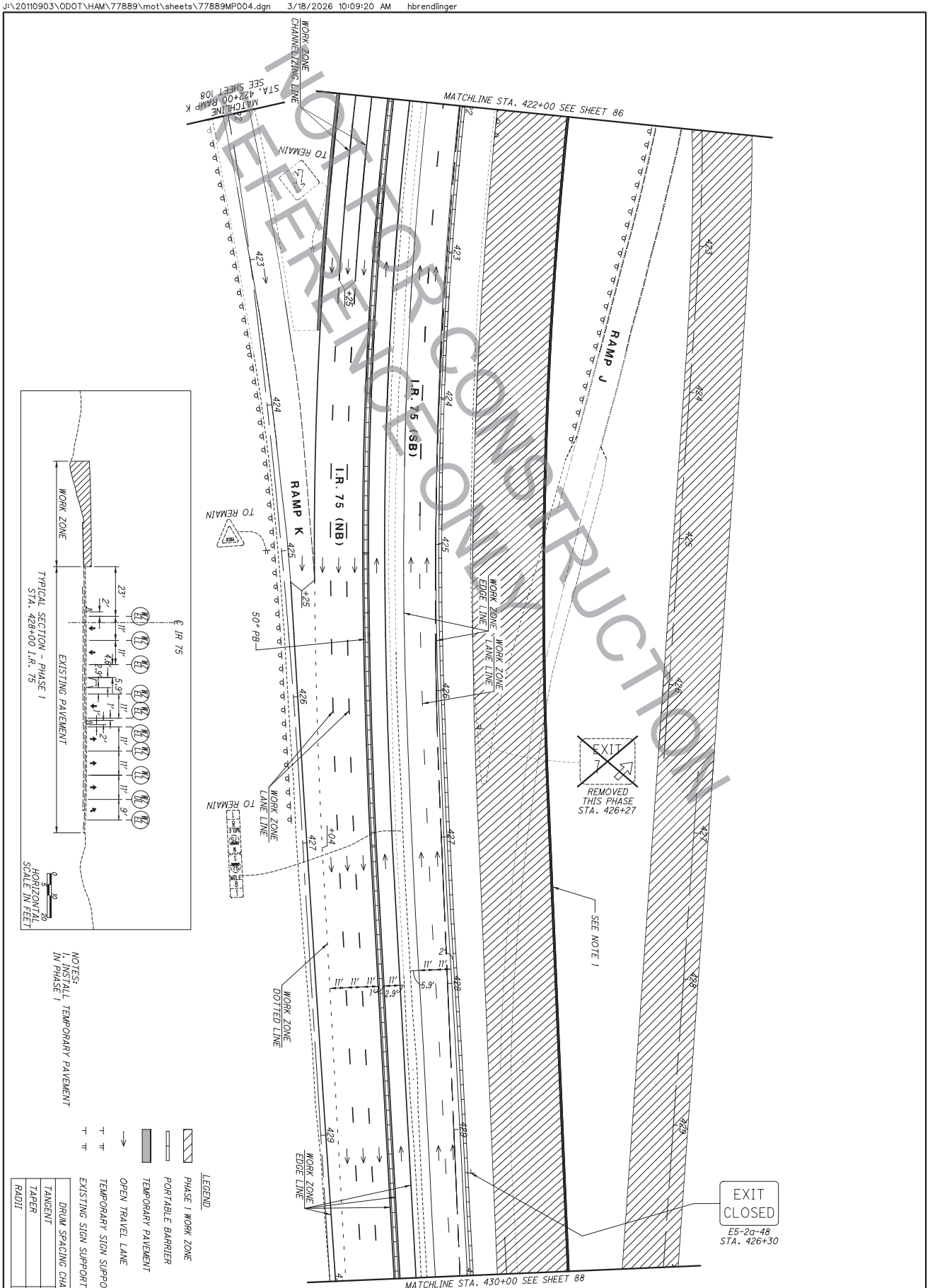
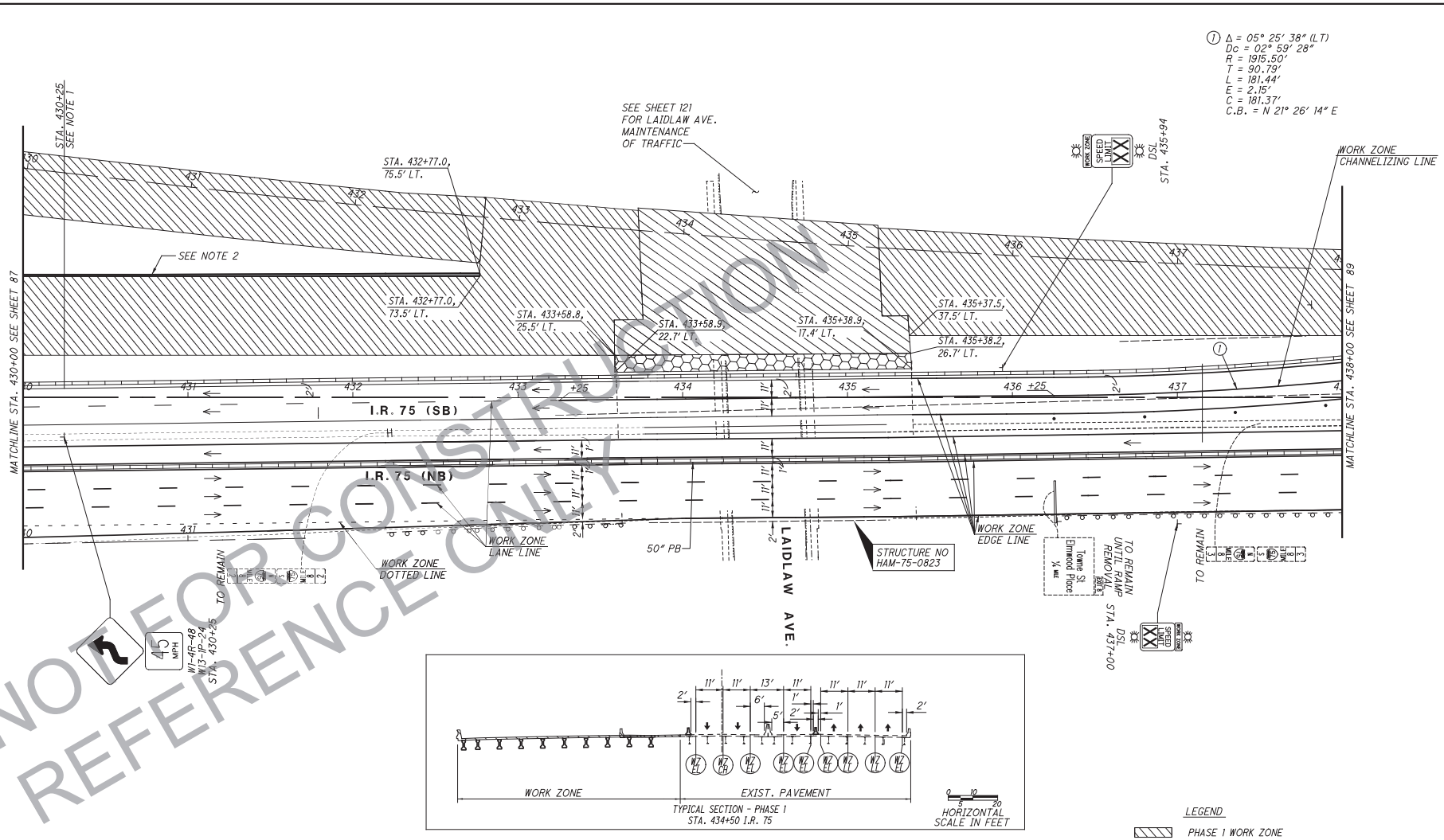


87 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 I.R. 75 - STA. 422+00 TO STA. 430+00	CALCULATED RLS CHECKED SMM 0 30 15 60 HORIZONTAL SCALE IN FEET



NOTES:
1. ONCE ALL IR-75 SB WORK IS COMPLETED SOUTH OF STATION 430+25, THE CONTRACTOR HAS THE OPTION TO MOVE INTO PHASE 1 - PART 2 TO BEGIN PHASE 2 STRUCTURE WORK OVER RAMP J. THE REMAINING PHASE 1 WORK TO THE NORTH WOULD CONTINUE DURING PART 2. SEE SHEETS 102 & 105 .
2. INSTALL TEMPORARY PAVEMENT IN PHASE .

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
I.R. 75 - STA. 430+00 TO STA. 438+00

HAM-75-7.85

88
1045

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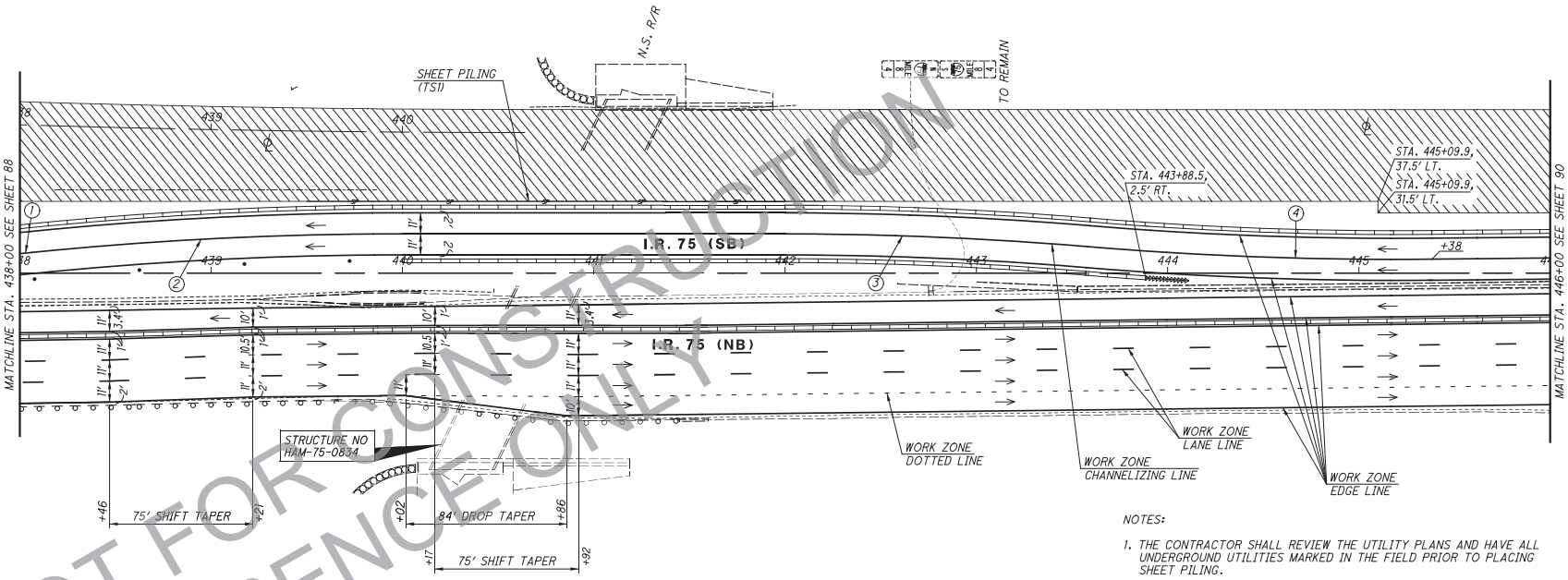
① Δ = 05° 25′ 38″ (LT)
Dc = 02° 59′ 28″
R = 1915.50′
T = 90.79′
L = 181.44′
E = 2.15′
C = 181.37′
C.B. = N 21° 26′ 14″ E

② Δ = 05° 25′ 38″ (RT)
Dc = 02° 59′ 23″
R = 1916.50′
T = 97.11′
L = 194.05′
E = 2.46′
C = 193.97′
C.B. = N 21° 37′ 27″ E

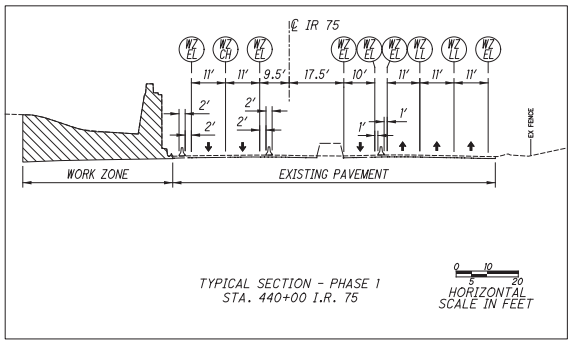
③ Δ = 04° 44′ 30″ (RT)
Dc = 02° 59′ 28″
R = 1915.50′
T = 79.31′
L = 158.53′
E = 1.64′
C = 158.48′
C.B. = N 26° 54′ 40″ E

④ Δ = 05° 23′ 14″ (LT)
Dc = 02° 59′ 28″
R = 1915.50′
T = 90.12′
L = 180.10′
E = 2.12′
C = 180.03′
C.B. = N 26° 35′ 18″ E



NOTES:

1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.



TYPICAL SECTION - PHASE 1
STA. 440+00 I.R. 75

HORIZONTAL SCALE IN FEET

LEGEND
- PHASE 1 WORK ZONE
- DRUM
- PORTABLE BARRIER
- IMPACT ATTENUATOR
- EXISTING SIGN SUPPORT
- OPEN TRAVEL LANE

NOT FOR CONSTRUCTION
REFERENCE ONLY

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
I.R. 75 - STA. 438+00 TO STA. 446+00

HAM-75-7.85

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET

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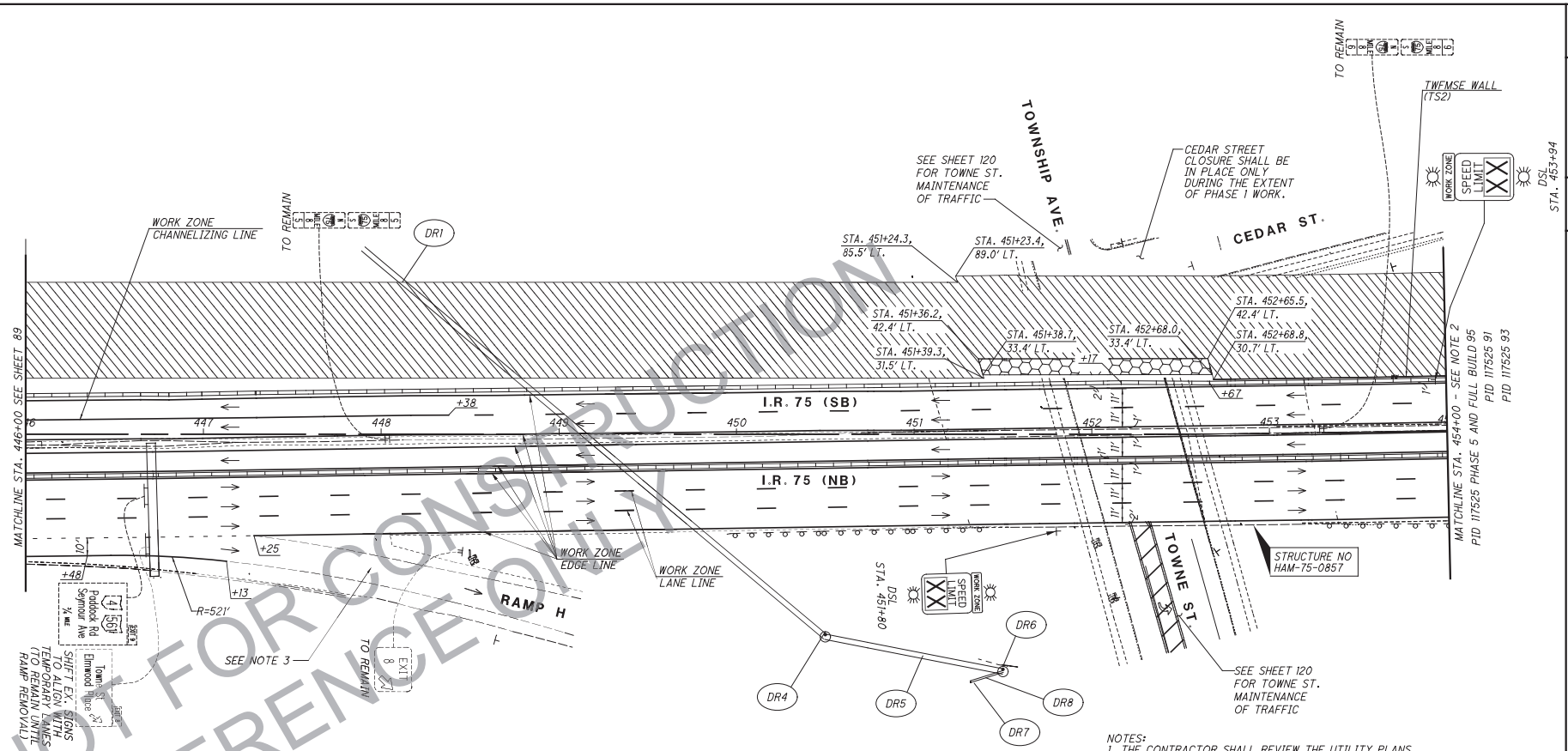

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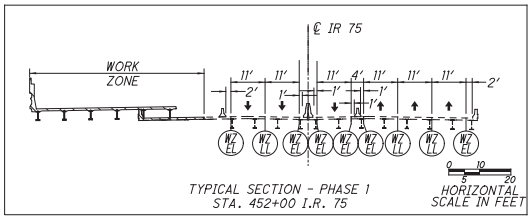

NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.
2. PHASE 1 WORK ON THIS PROJECT (PID 121447) IS EXPECTED TO OVERLAP WITH PHASE 3 AND 4 OF AN ADJACENT PROJECT TO THE NORTH (PID 117525). MOT LAYOUTS HAVE BEEN PROVIDED FOR EACH EXPECTED SCENARIO OF THE OVERLAP.
3. TOWNE STREET RAMPS WILL BE REMOVED BY PID 117525 - MOT PHASE 5. RAMP REMOVAL IS EXPECTED TO OCCUR CONCURRENTLY WITH THE PHASE 1 MOT SHOWN ON THIS SHEET.

LEGEND
- PHASE 1 WORK ZONE
- PHASE 1 DEMOLITION
- PORTABLE BARRIER
- EXISTING SIGN SUPPORT
- OPEN TRAVEL LANE

DR1 - INSTALL PROPOSED PIPE TO MAINTAIN EXISTING DRAINAGE.
DR4 - INSTALL PROPOSED MANHOLE STA. 450+50.00, 114.0' RT.
DR5 - INSTALL PROPOSED MANHOLE STA. 451+50.00, 113.5' RT.
DR6 - INSTALL PROPOSED PIPE TO MAINTAIN EXISTING DRAINAGE.
DR7 - EXISTING MANHOLE TO BE REMOVED DURING PHASE 3.
DR8 - 20' - 12" CONUIT, TYPE C TO BE REMOVED IN PHASE 3.

CALCULATED RLS
CHECKED SMM
HORIZONTAL SCALE IN FEET 0 15 30 60

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
I.R. 75 - STA. 446+00 TO STA. 454+00

HAM-75-7.85

90
1045

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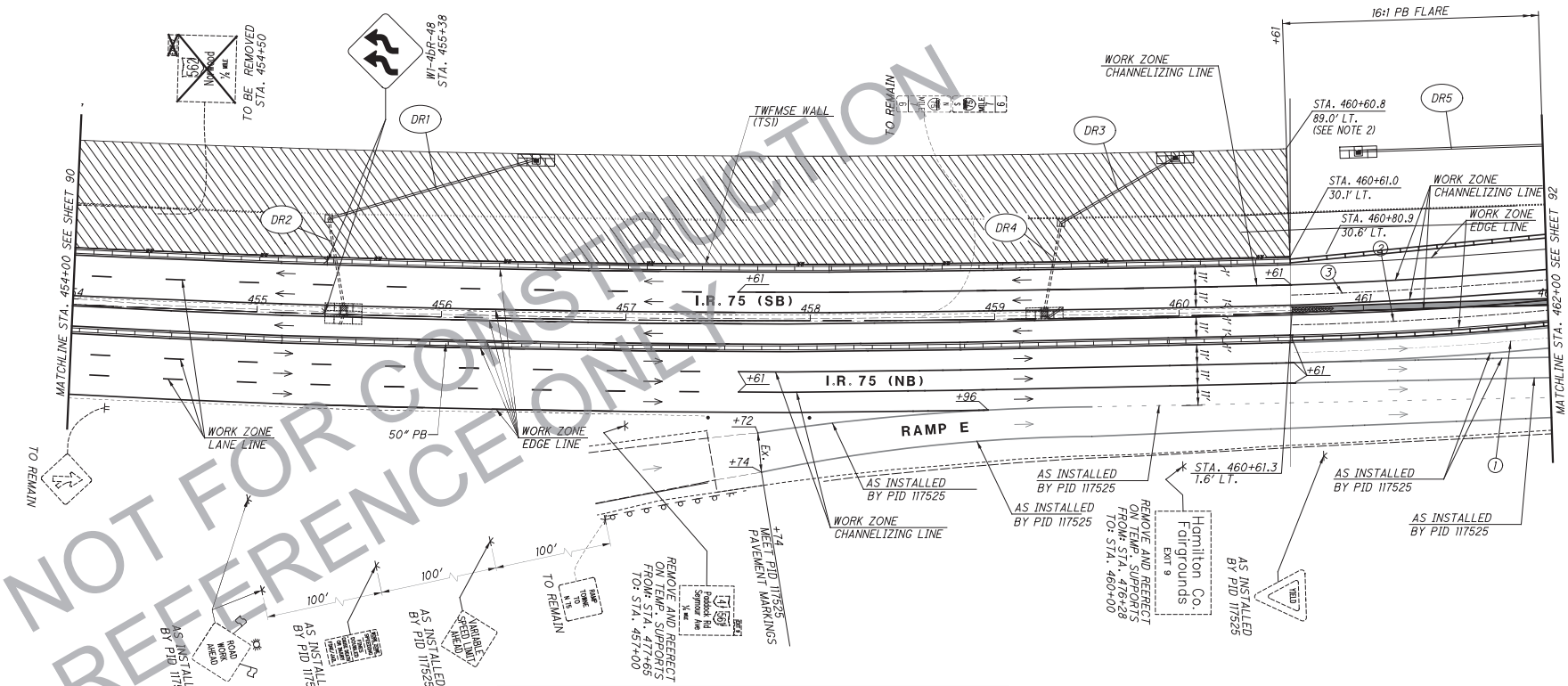
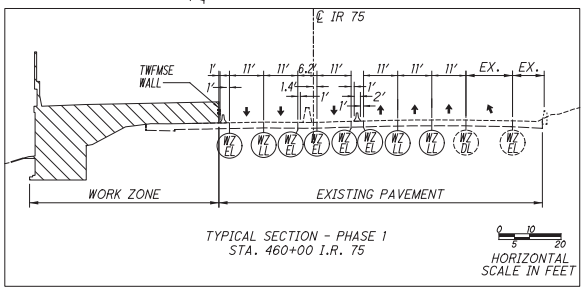
NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.
2. ROADWAY WORK NORTH OF STA. 460+60.8 SHALL NOT BEGIN UNTIL PID 117525 PHASE 4 IS COMPLETE.

LEGEND
- PHASE 1 WORK ZONE
- PORTABLE BARRIER
- TEMPORARY PAVEMENT
- DRUM
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE

DR1 - 117'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR2 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR3 - 72'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR4 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR5 - 300'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.





TYPICAL SECTION - PHASE 1
STA. 460+00 I.R. 75

① Δ = 10° 08' 56" (LT)
Dc = 3° 00' 02"
R = 1909.50'
T = 169.56'
L = 338.23'
E = 7.51'
C = 337.79'
C.B. = N 14° 24' 15" E

② Δ = 10° 05' 16" (LT)
Dc = 2° 59' 59"
R = 1910.00'
T = 168.58'
L = 336.28'
E = 7.43'
C = 335.85'
C.B. = N 14° 24' 15" E

③ Δ = 08° 15' 17" (LT)
Dc = 02° 06' 55"
R = 2708.78'
T = 195.46'
L = 390.25'
E = 7.043'
C = 389.92'
C.B. = N 14° 34' 13" E

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RLS
CHECKED SMM
HORIZONTAL SCALE IN FEET 0 15 30 60

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 DURING PID 117525 PHASE 3
I.R. 75 - STA. 454+00 TO STA. 462+00

HAM-75-7.85

91
1045

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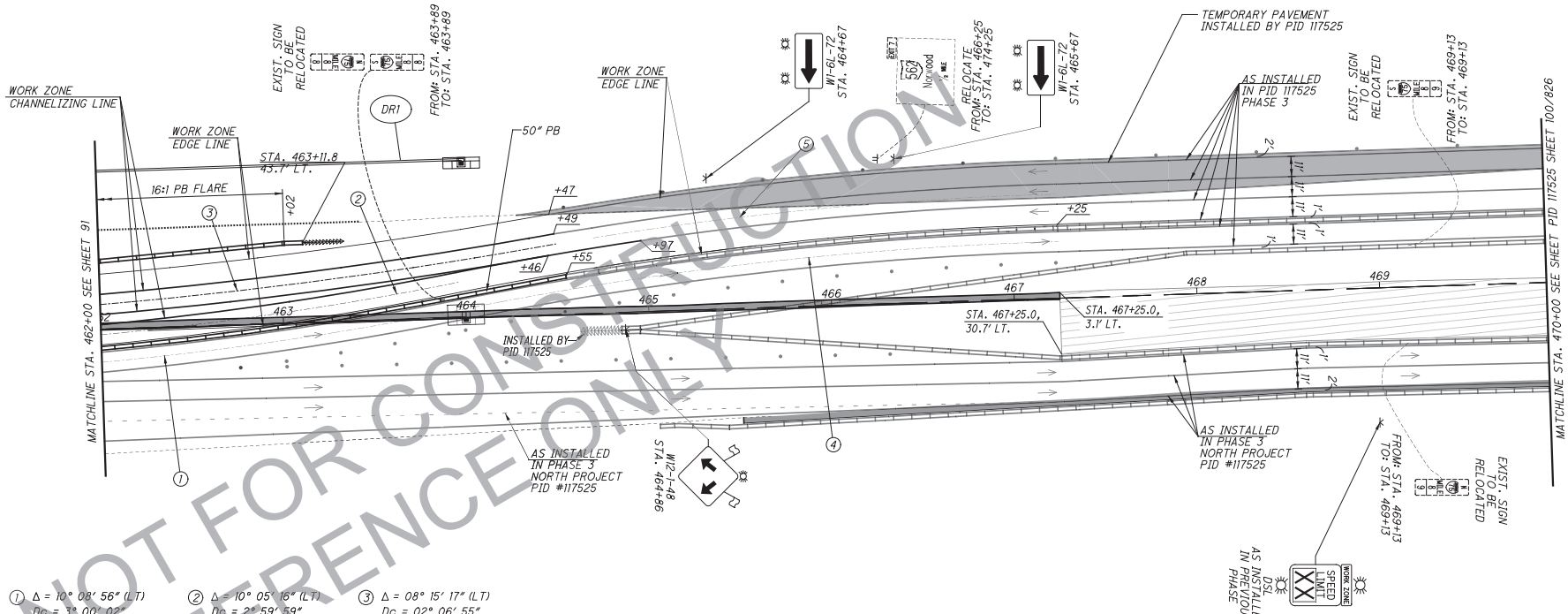
DR1 - 300' - 12" CONDUIT, TYPE B W/4'X4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 2.



① Δ = 10° 08' 56" (LT)
Dc = 3° 00' 02"
R = 1909.50'
T = 169.56'
L = 338.23'
E = 7.51'
C = 337.79'
C.B. = N 14° 24' 15" E

② Δ = 10° 05' 16" (LT)
Dc = 2° 59' 59"
R = 1910.00'
T = 169.58'
L = 336.28'
E = 7.43'
C = 335.85'
C.B. = N 14° 24' 15" E

③ Δ = 08° 15' 17" (LT)
Dc = 02° 06' 55"
R = 2708.78'
T = 195.46'
L = 390.25'
E = 7.043'
C = 389.92'
C.B. = N 14° 34' 13" E

④ Δ = 09° 45' 23" (RT)
Dc = 2° 58' 56"
R = 1932.00'
T = 164.89'
L = 328.98'
E = 7.02'
C = 328.59'
C.B. = N 14° 11' 19" E

⑤ Δ = 07° 35' 55" (RT)
Dc = 2° 58' 52"
R = 1922.00'
T = 127.64'
L = 254.90'
E = 4.23'
C = 254.71'
C.B. = N 15° 16' 36" E

LEGEND
- PID 117525 PHASE 3 WORK ZONE
- PORTABLE BARRIER
- TEMPORARY PAVEMENT
- DRUM
- IMPACT ATTENUATOR (48" WIDE HAZARD) - ITEM 606, UNIDIRECTIONAL, TYPE 3
- TEMPORARY SIGN SUPPORT
- EXISTING SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

NOT FOR CONSTRUCTION REFERENCE ONLY

HORIZONTAL SCALE IN FEET 0 15 30 60
CALCULATED RLS CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 DURING PID 117525 PHASE 3
I.R. 75 - STA. 462+00 TO STA. 470+00

HAM-75-7.85

92
1045

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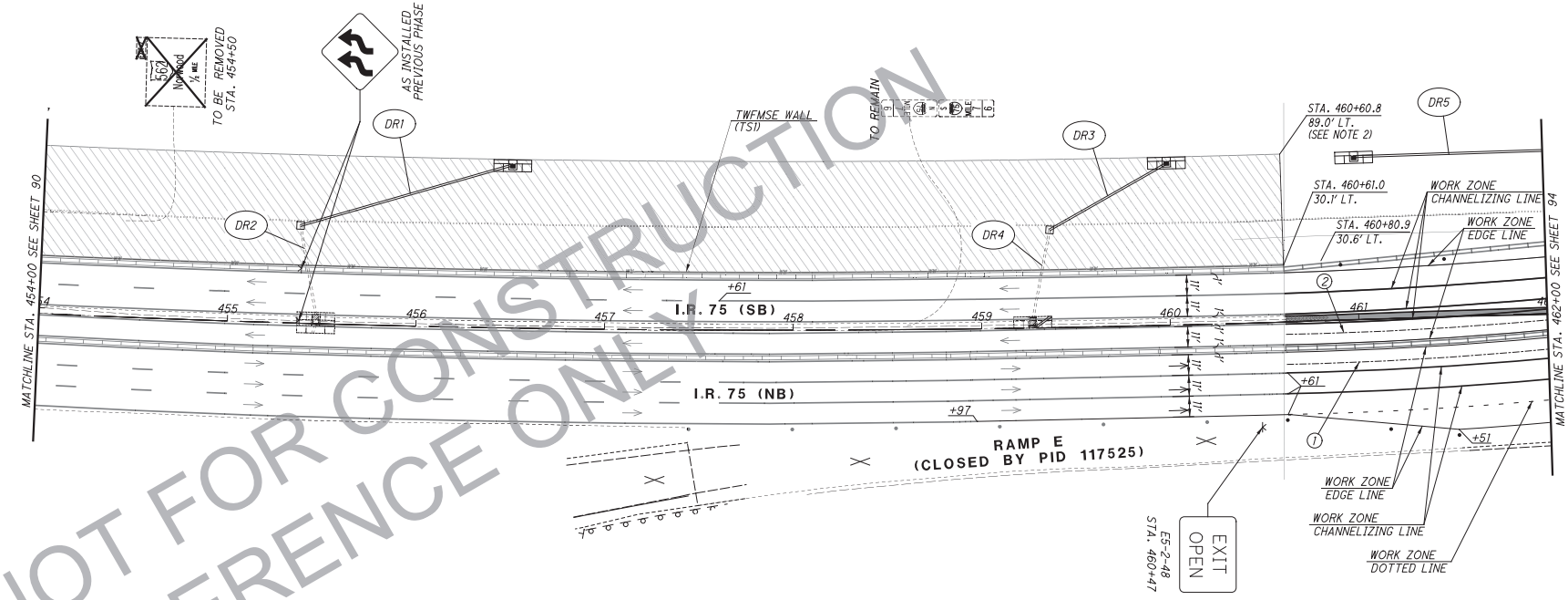
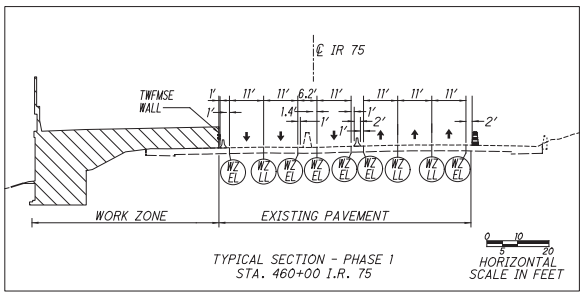
NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.
2. ROADWAY WORK NORTH OF STA. 460+60.8 SHALL NOT BEGIN UNTIL PID 117525 PHASE 4 IS COMPLETE.

DR1 - 117'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR2 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR3 - 72'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR4 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR5 - 300'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.



NOT FOR CONSTRUCTION
REFERENCE ONLY



TYPICAL SECTION - PHASE 1
STA. 460+00 I.R. 75

① Δ = 11° 02' 51" (LT)
Dc = 2° 59' 28"
R = 1915.50'
T = 185.24'
L = 369.34'
E = 8.94'
C = 368.77'
C.B. = N 13° 52' 13" E

② Δ = 11° 16' 22" (LT)
Dc = 2° 59' 59"
R = 1910.00'
T = 188.50'
L = 375.79'
E = 9.28'
C = 375.19'
C.B. = N 13° 56' 34" E

LEGEND
- PHASE 1 WORK ZONE
- PORTABLE BARRIER
- TEMPORARY PAVEMENT
- DRUM
- IMPACT ATTENUATOR
- OPEN TRAVEL LANE
- PROPOSED SIGN SUPPORT
- CLOSED TRAVEL LANE

0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 DURING PID 117525 PHASE 4
I.R. 75 - STA. 454+00 TO STA. 462+00

HAM-75-7.85

93
1045

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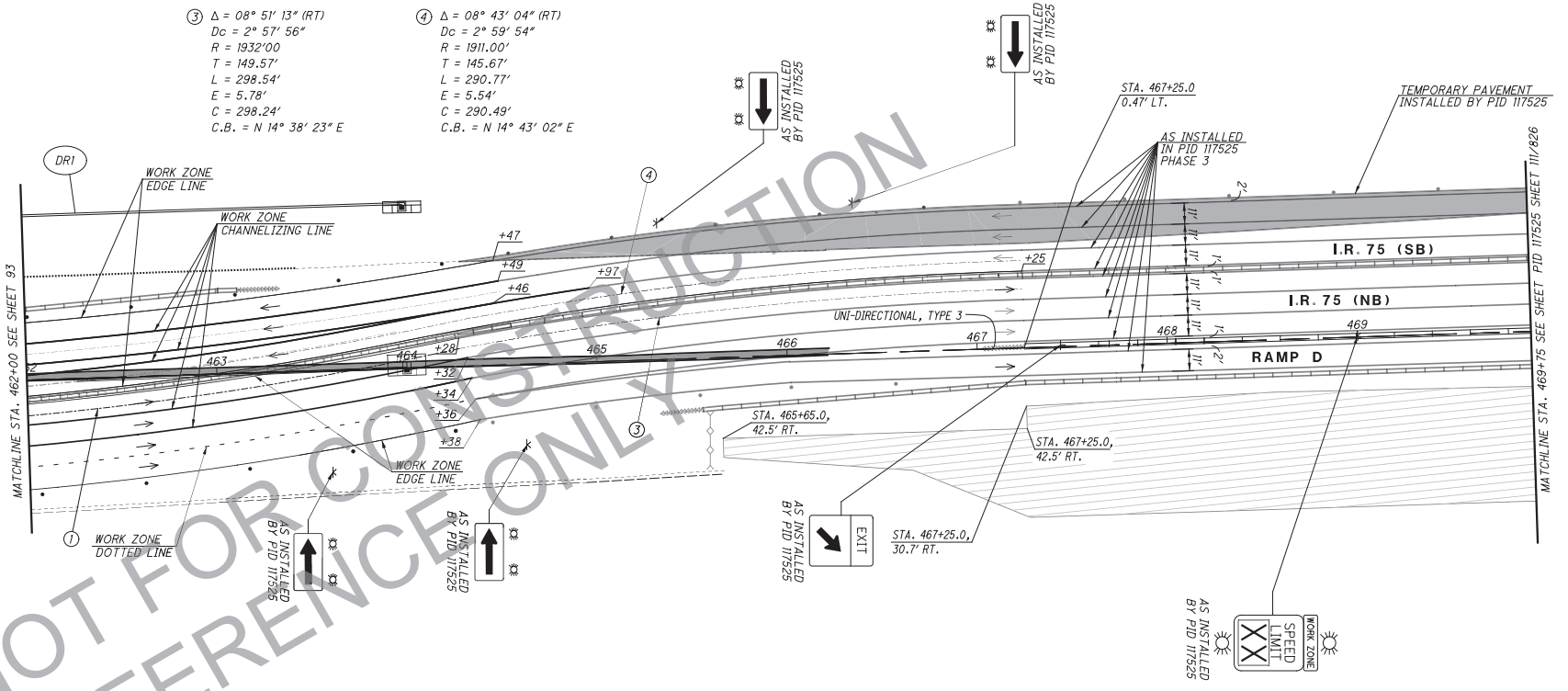
NOTES:

DR1 - 300' -12" CONDUIT, TYPE B W/4'X4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 2



NOT FOR CONSTRUCTION
REFERENCE ONLY

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 DURING PID 117525 PHASE 4
I.R. 75 - STA. 462+00 TO STA. 469+75

HAM-75-7.85

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED RLS CHECKED SMM

94
1045

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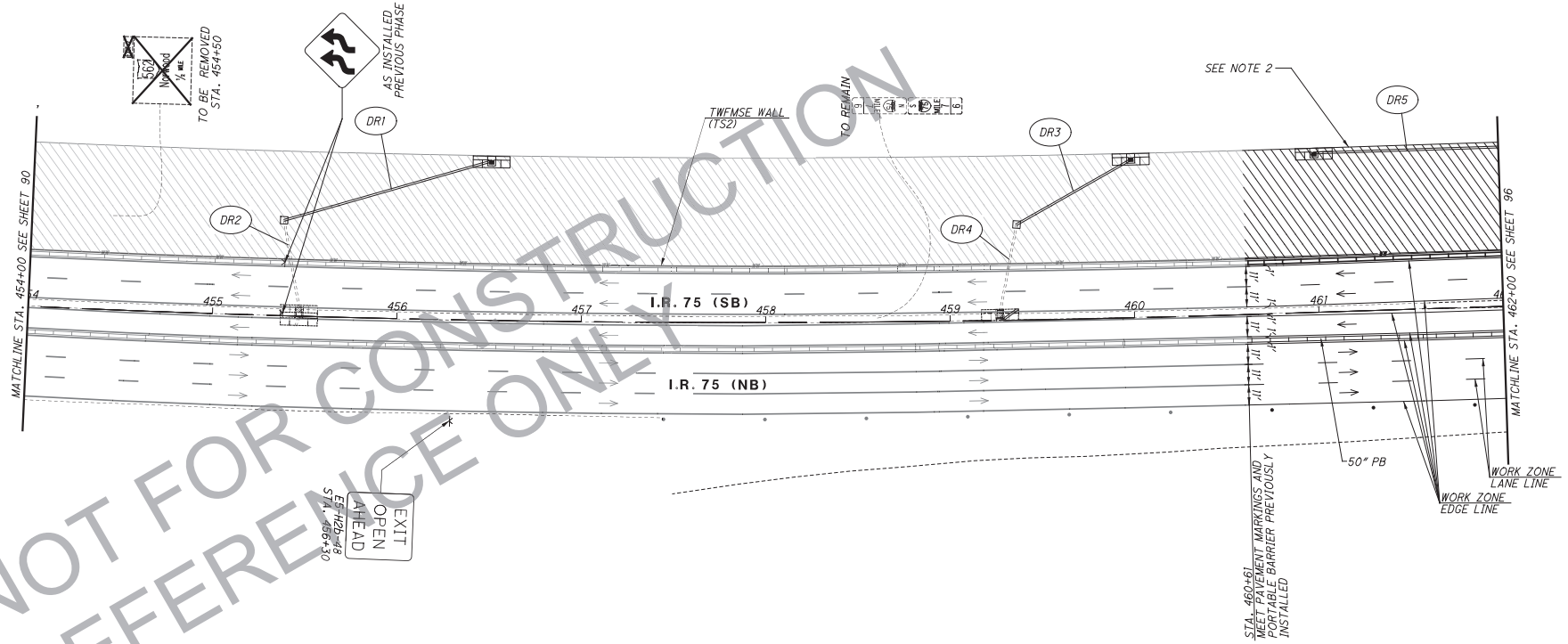
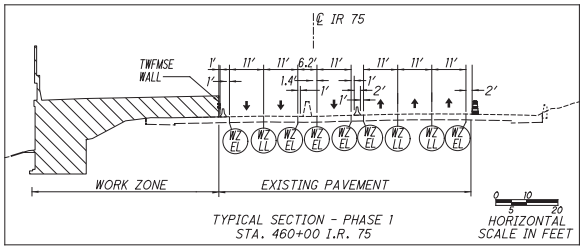
NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.
2. ROADWAY WORK NORTH OF STA. 460+60.8 SHALL NOT BEGIN UNTIL PID 117525 PHASE 4 IS COMPLETE.

DR1 - 117'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR2 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR3 - 72'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR4 - EXISTING CONDUIT TO REMAIN IN SERVICE UNTIL FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.
DR5 - 300'-12" CONDUIT, TYPE B W/4'x4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 3.





LEGEND
- PHASE 1 WORK ZONE
- PORTABLE BARRIER
- TEMPORARY PAVEMENT
- DRUM
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET
0 15 30 60
CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 AFTER PID 117525 PHASE 4
I.R. 75 - STA. 454+00 TO STA. 462+00

HAM-75-7.85

95
1045

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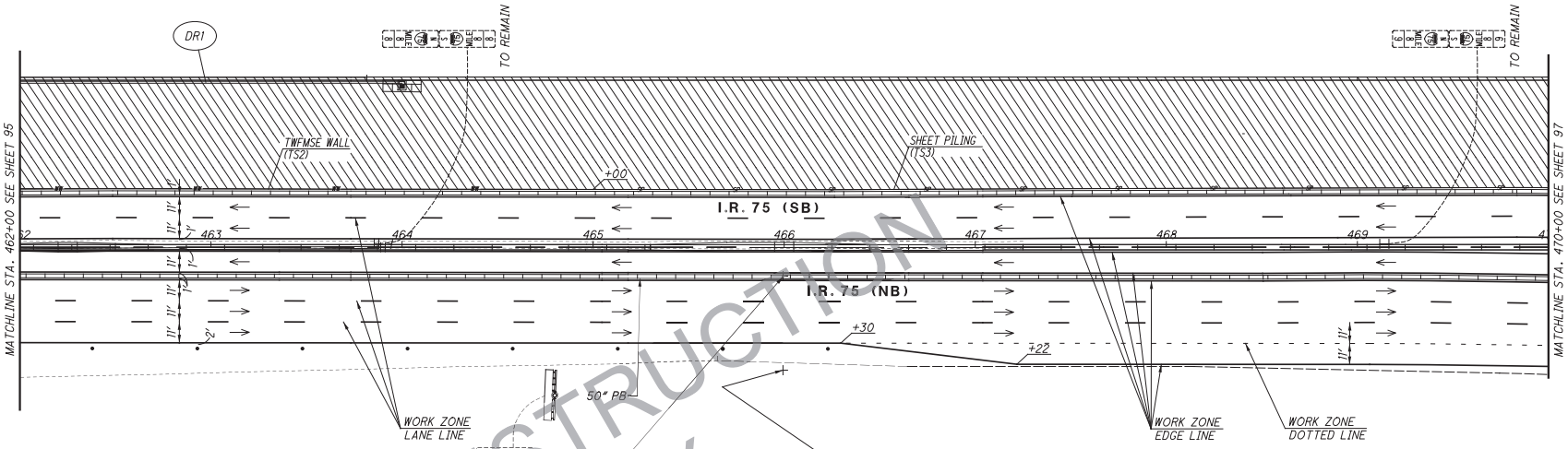
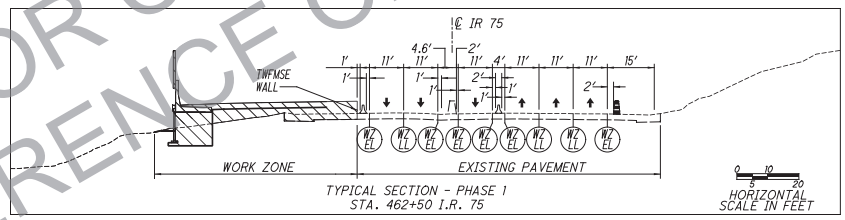
DR1 - 300'-12" CONDUIT, TYPE B W/4'X4' BOX CONNECTION TO BE FILLED WITH CONCRETE AND ABANDONED IN PLACE IN PHASE 2.





TYPICAL SECTION - PHASE 1
STA. 462+50 I.R. 75

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

DR1 - COVER GRATE UNTIL CONNECTION TO THE MEDIAN INLET IS COMPLETED IN PHASE 2.

NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET 0 15 30 60
CALCULATED RLS CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 AFTER PID 117525 PHASE 4
I.R. 75 - STA. 462+00 TO STA. 470+00

HAM-75-7.85

96
1045

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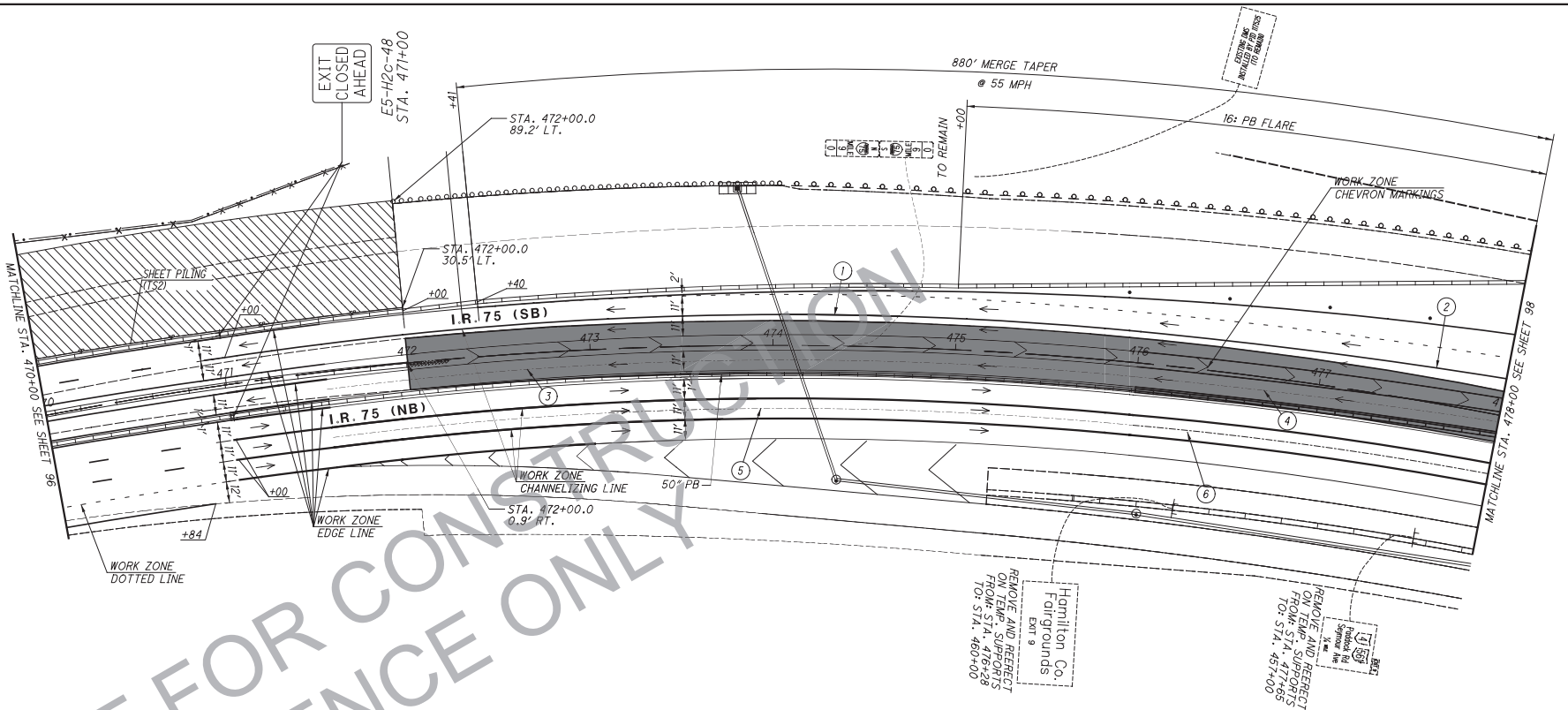

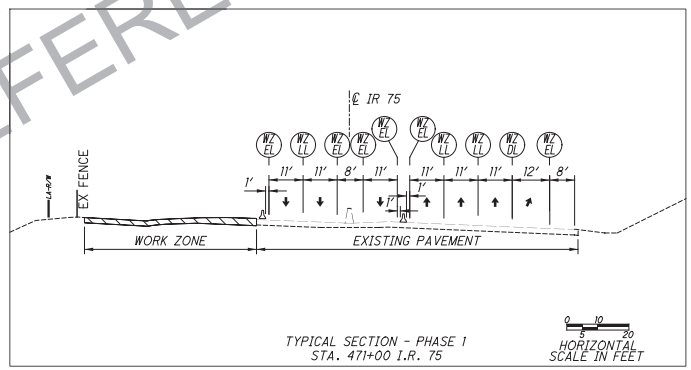

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

- PHASE 1 WORK ZONE
- PORTABLE BARRIER
- IMPACT ATTENUATOR
- TEMPORARY PAVEMENT
- EXISTING SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

(1) Δ = 12° 50′ 42″ (RT)
Dc = 02° 51′ 32″
R = 2004.10′
T = 225.59′
L = 449.30′
E = 12.66′
C = 448.36′
C.B. = N 28° 17′ 51″ E

(2) Δ = 09° 19′ 53″ (RT)
Dc = 01° 46′ 44″
R = 3220.87′
T = 262.86′
L = 524.56′
E = 10.71′
C = 523.98′
C.B. = N 39° 23′ 08″ E

(3) Δ = 12° 50′ 27″ (RT)
Dc = 02° 53′ 38″
R = 1979.90′
T = 222.79′
L = 443.72′
E = 12.50′
C = 442.79′
C.B. = N 28° 17′ 54″ E

(4) Δ = 09° 11′ 59″ (RT)
Dc = 01° 31′ 45″
R = 3746.43′
T = 301.42′
L = 601.55′
E = 12.11′
C = 600.90′
C.B. = N 39° 19′ 11″ E

(5) Δ = 12° 50′ 43″ (RT)
Dc = 02° 56′ 03″
R = 1952.73′
T = 219.81′
L = 437.78′
E = 12.33′
C = 436.87′
C.B. = N 28° 17′ 51″ E

(6) Δ = 9° 51′ 32″ (RT)
Dc = 02° 48′ 36″
R = 2038.79′
T = 175.84′
L = 350.81′
E = 7.57′
C = 350.38′
C.B. = N 39° 07′ 06″ E

NOTES:
1. PROPOSED DRAINAGE SHOWN ON THIS SHEET SHALL BE INSTALLED PER THE CONSTRUCTION SEQUENCE NOTES.
2. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.

HORIZONTAL SCALE IN FEET: 0, 15, 30, 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
I.R. 75 - STA. 470+00 TO STA. 478+00

HAM-75-7.85

97
1045

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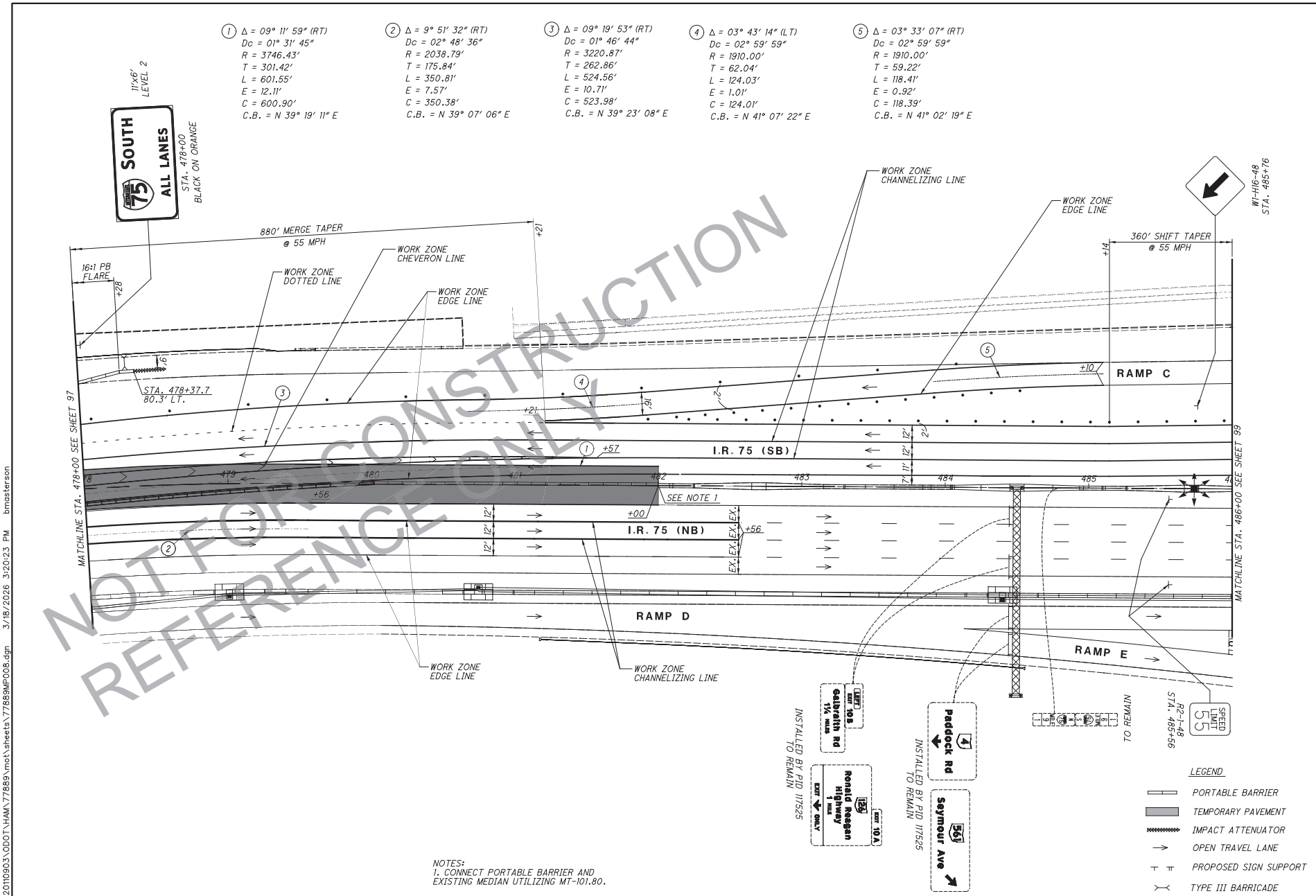

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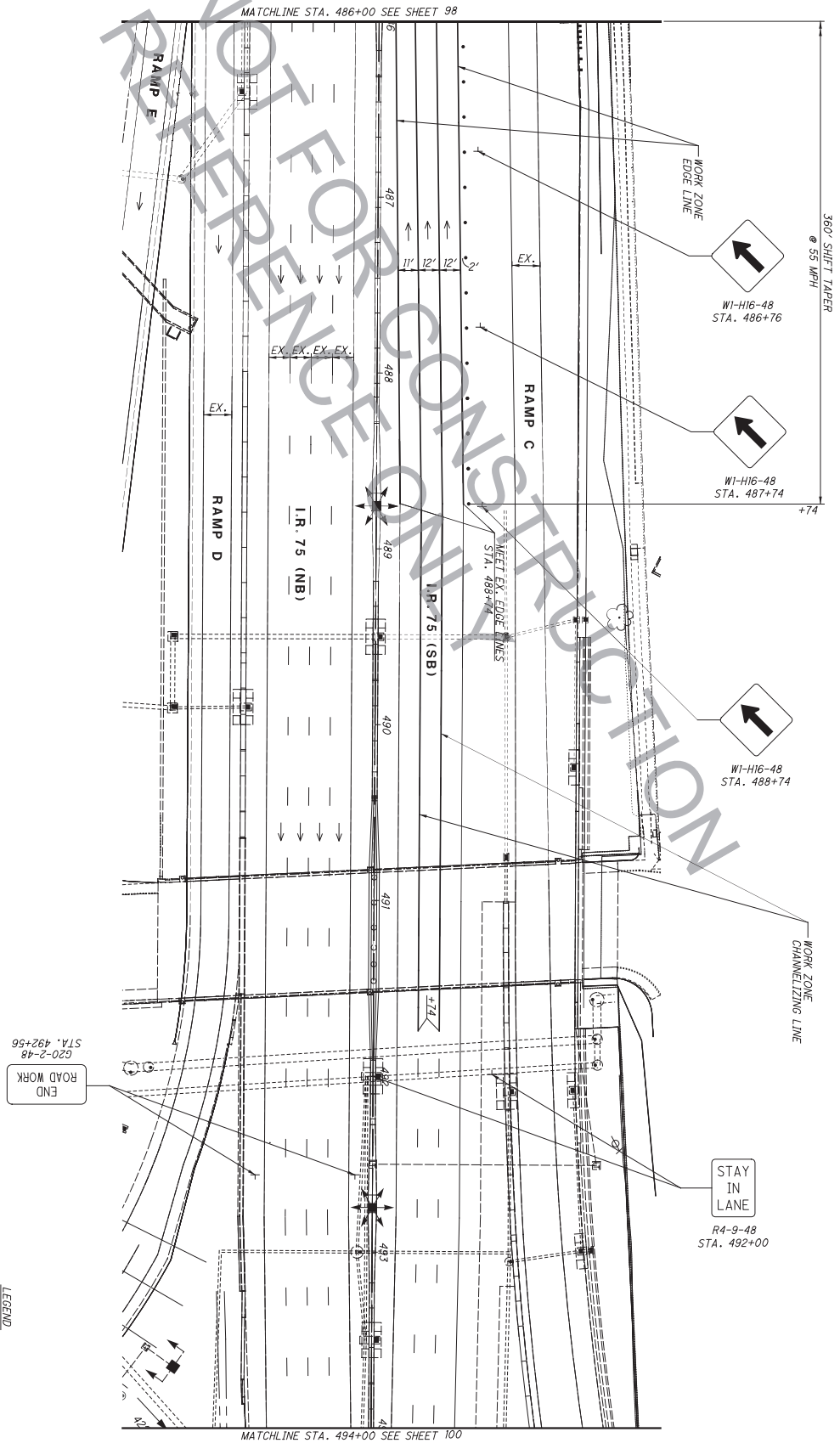
HORIZONTAL SCALE IN FEET
0 15 30 60
CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
I.R. 75 - STA. 478+00 TO STA. 486+00

HAM-75-7.85

98
1045

NOT FOR CONSTRUCTION
REFERENCE ONLY



NOTES:
1. RAMP D AND E SIGNAGE SHALL BE PER PID 117525

LEGEND
PORTABLE BARRIER
TEMPORARY PAVEMENT
DRUM
PROPOSED SIGN SUPPORT
OPEN TRAVEL LANE

99 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 I.R. 75 - STA. 486+00 TO STA. 494+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET

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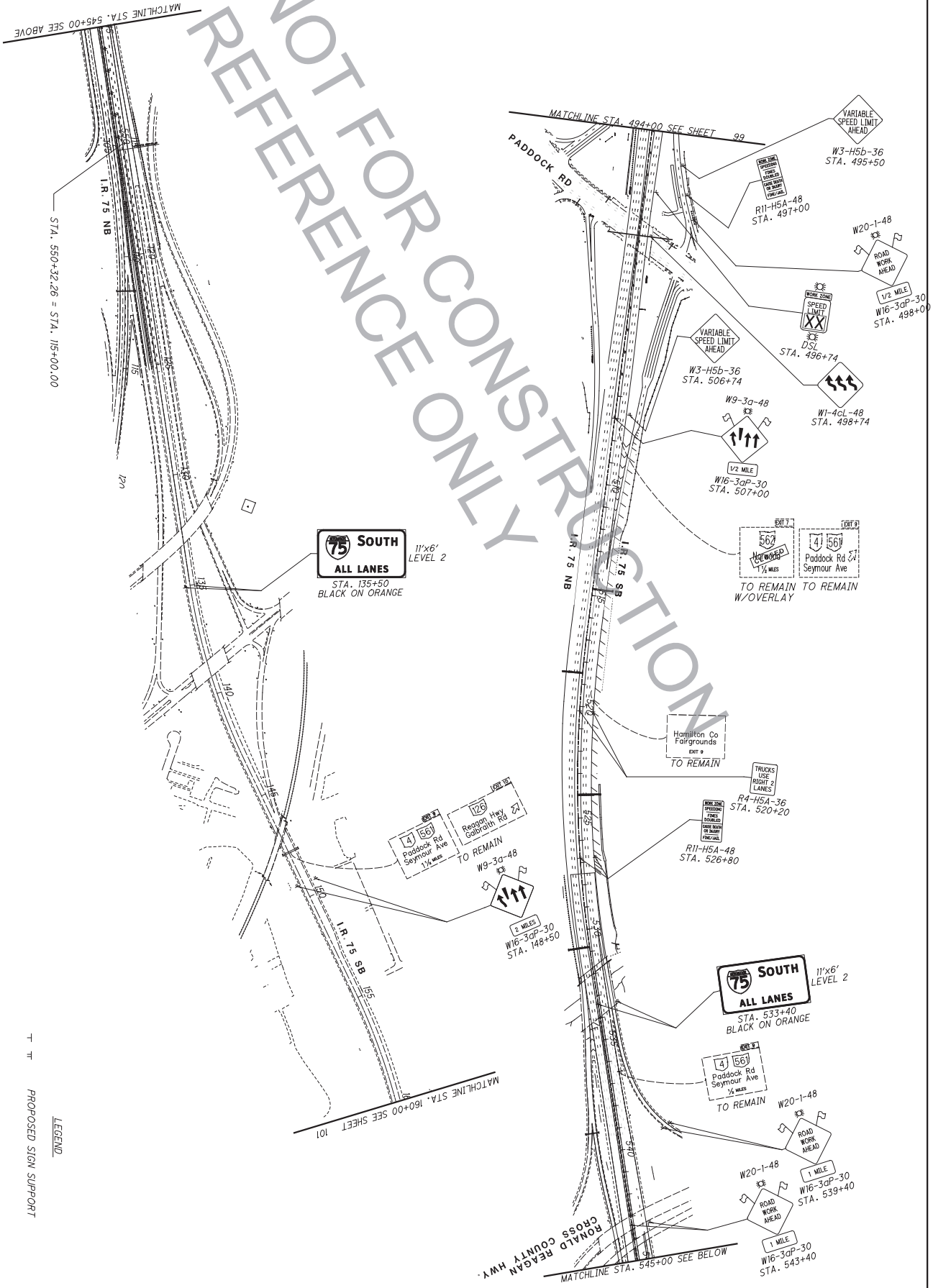
REFERENCE ONLY



100 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 I.R. 75 - STA. 494+00 TO STA. 160+00	CALCULATED RLS CHECKED SMM	0 100 50 200 HORIZONTAL SCALE IN FEET

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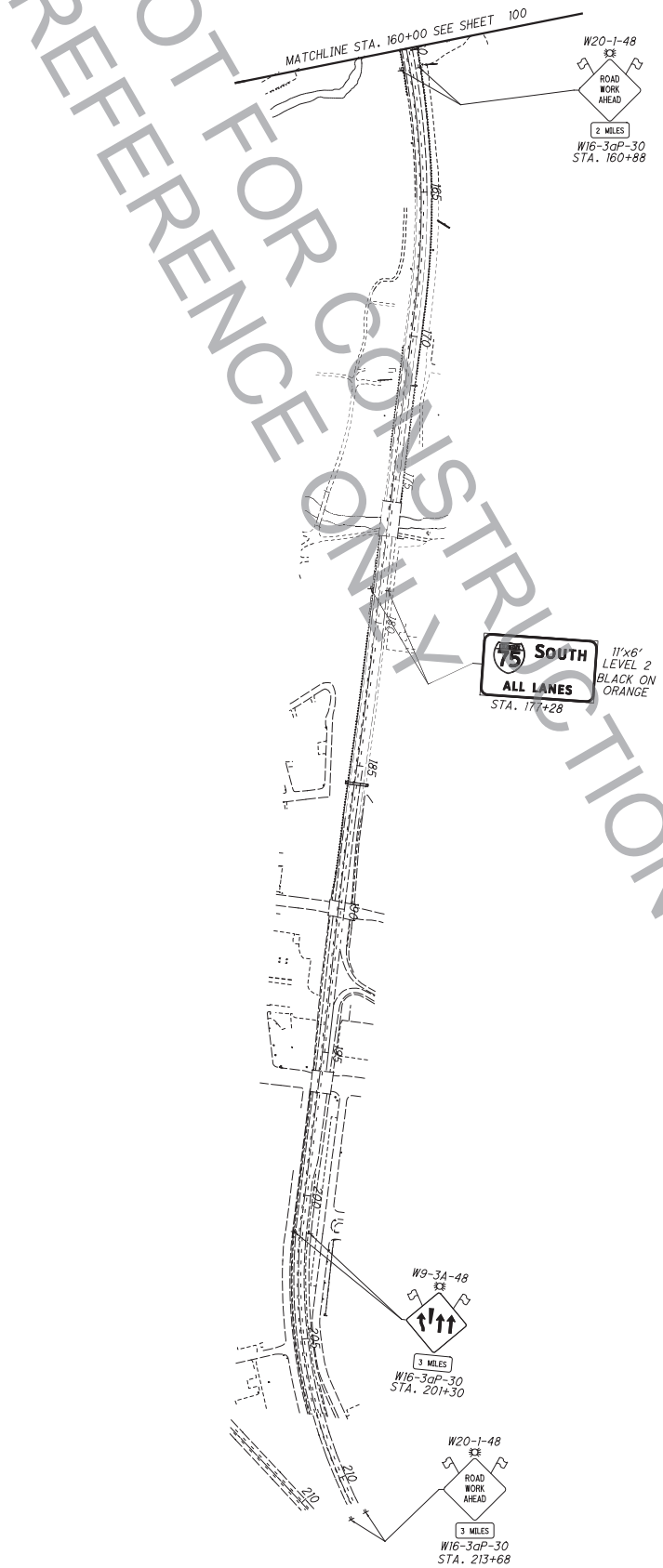
NOT FOR CONSTRUCTION
REFERENCE ONLY

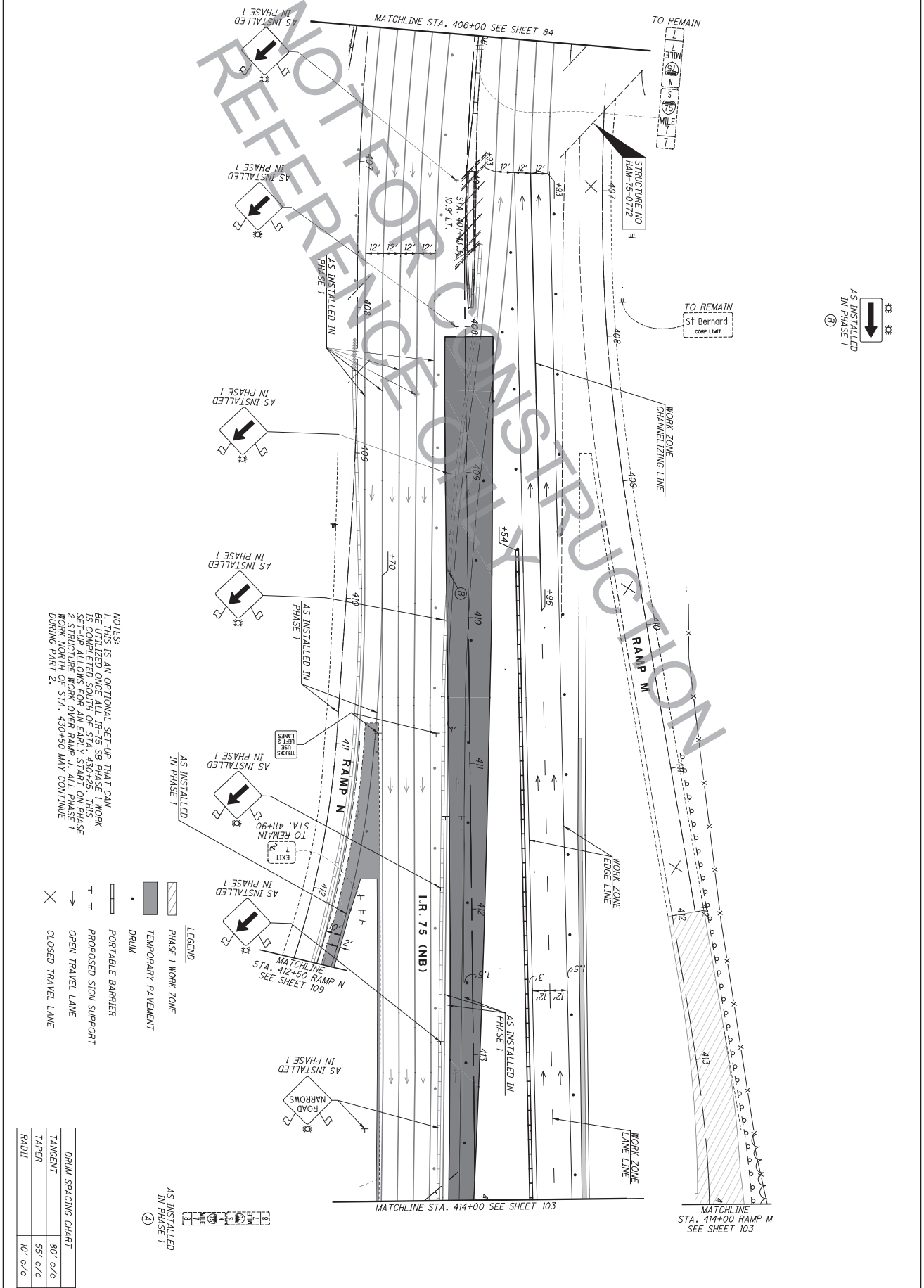


LEGEND

T T PROPOSED SIGN SUPPORT

101 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 I.R. 75 - STA. 160+00 TO STA. 210+00	CALCULATED RLS CHECKED SMM	0 100 50 200 HORIZONTAL SCALE IN FEET	

NOT FOR CONSTRUCTION
REFERENCE ONLY



NOTES:
1. THIS IS AN OPTIONAL SET-UP THAT CAN BE UTILIZED ONCE ALL IR-75 SB PHASE 1 WORK IS COMPLETED SOUTH OF STA. 430+25. THIS SET-UP ALLOWS FOR AN EARLY START ON PHASE 2 STRUCTURE WORK OVER RAMP J. ALL PHASE 1 WORK NORTH OF STA. 430+50 MAY CONTINUE DURING PART 2.

LEGEND

- PHASE 1 WORK ZONE
- TEMPORARY PAVEMENT
- DRUM
- PORTABLE BARRIER
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE
- CLOSED TRAVEL LANE

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

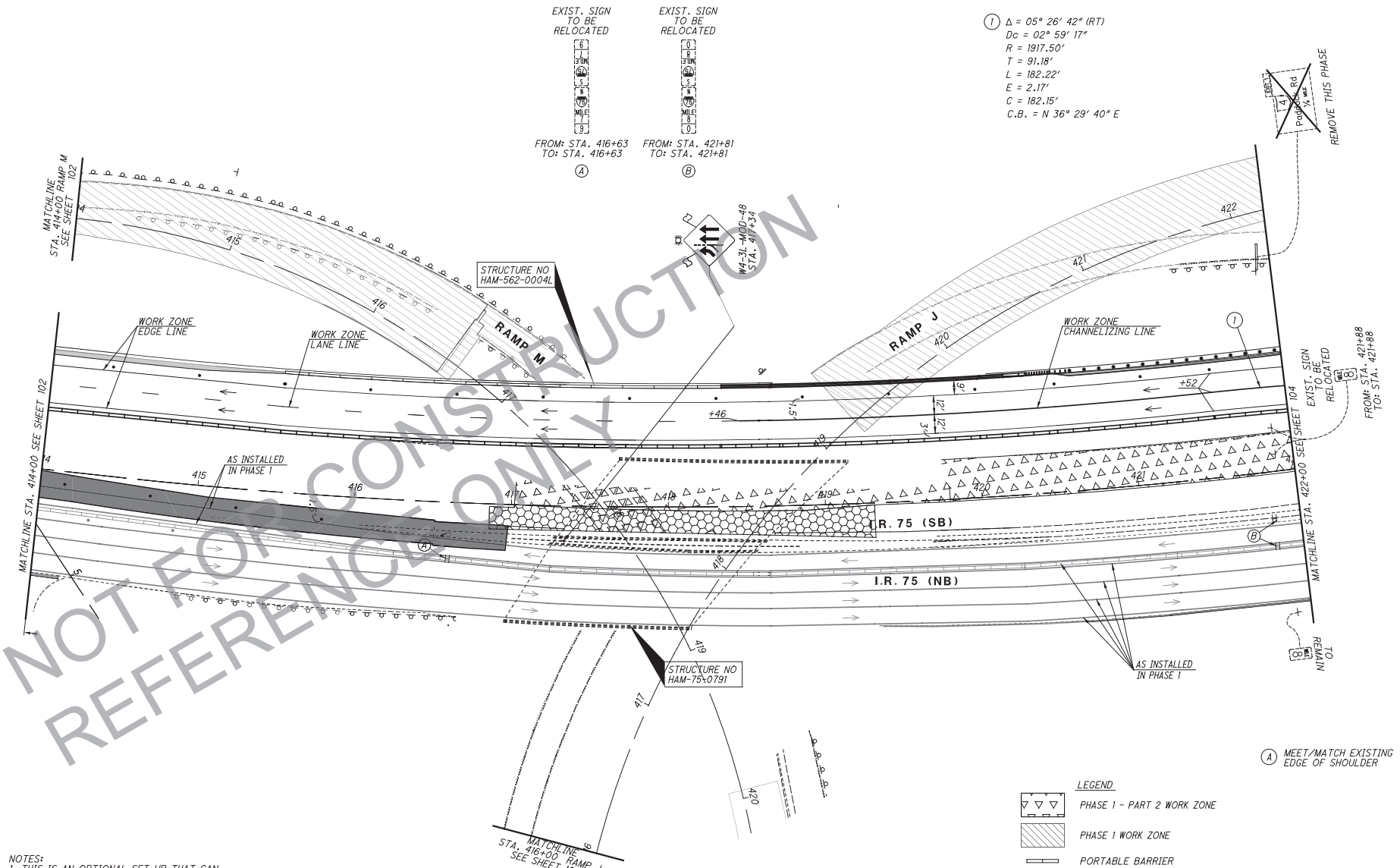
102
1045

HAM-75-7.85

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 - PT. 2
I.R. 75 - STA. 406+00 TO STA. 414+00

CALCULATED RLS
CHECKED SMM

0 30
15 60
HORIZONTAL SCALE IN FEET



NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:
1. THIS IS AN OPTIONAL SET-UP THAT CAN BE UTILIZED ONCE ALL IR-75 SB PHASE 1 WORK IS COMPLETED SOUTH OF STA. 430+25. THIS SET-UP ALLOWS FOR AN EARLY START ON PHASE 2 STRUCTURE WORK OVER RAMP J. ALL PHASE 1 WORK NORTH OF STA. 430+50 MAY CONTINUE DURING PART 2.

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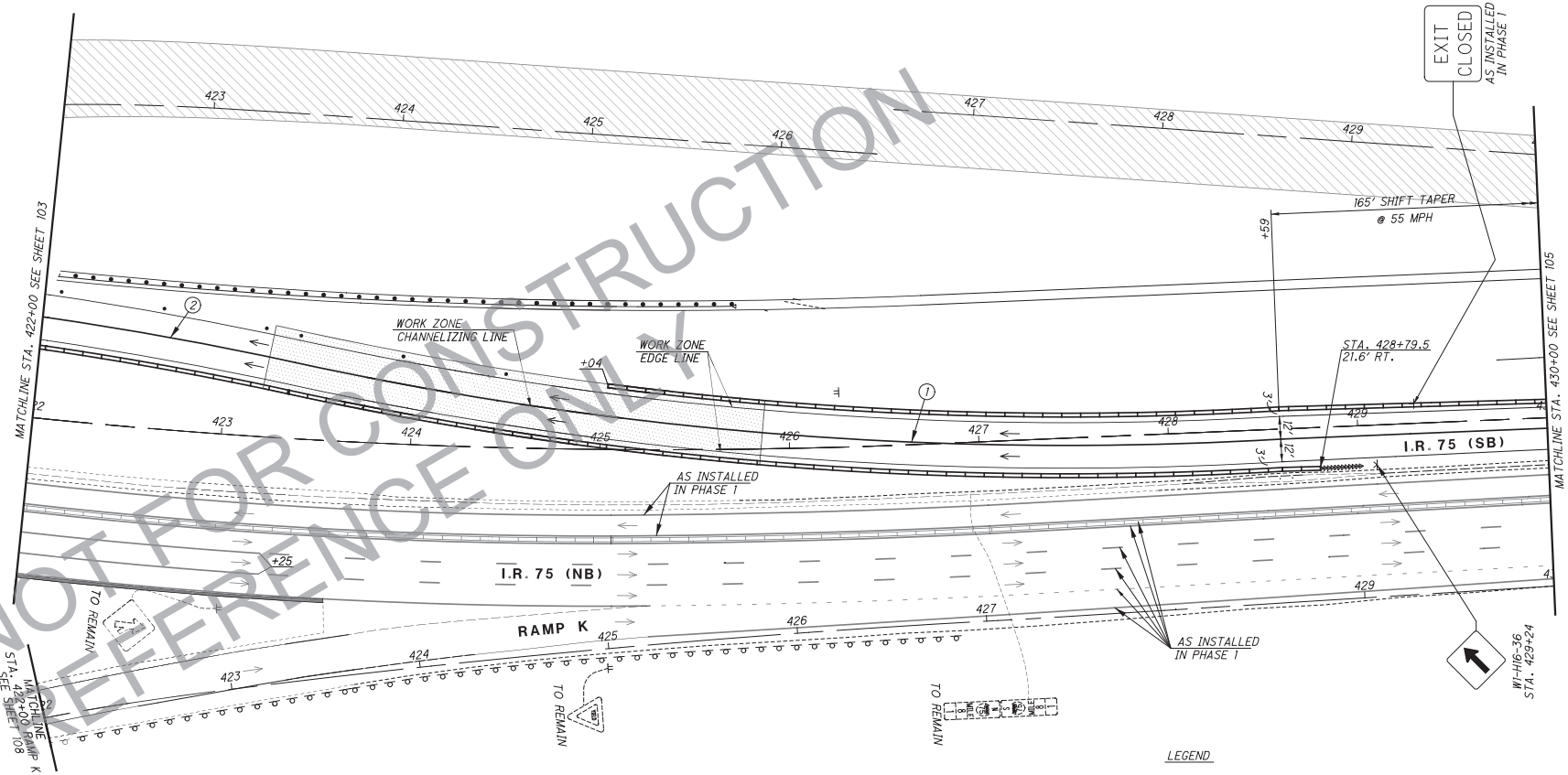
CALCULATED RLS CHECKED SMM

HORIZONTAL SCALE IN FEET 0 15 30 60

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 - PT. 2
I.R. 75 - STA. 414+00 TO STA. 422+00

HAM-75-7.85

103
1045



NOT FOR CONSTRUCTION REFERENCE ONLY

NOTES:
1. THIS IS AN OPTIONAL SET-UP THAT CAN BE UTILIZED ONCE ALL IR-75 SB PHASE 1 WORK IS COMPLETED SOUTH OF STA. 430+25. THIS SET-UP ALLOWS FOR AN EARLY START ON PHASE 2 STRUCTURE WORK OVER RAMP J. ALL PHASE 1 WORK NORTH OF STA. 430+50 MAY CONTINUE DURING PART 2.
2. THIS SET-UP WILL REQUIRE THE CONTRACTOR TO CONSTRUCT A TRANSITION FROM EXISTING PAVEMENT TO THE NEWLY CONSTRUCTED STRUCTURE OVER RAMP J. SEE SHEETS 106 - 107 FOR DETAILS. THE FILL AND PAVEMENT NEEDED FOR THIS TRANSITION SHALL BE CONSTRUCTED UNDER A 3:1 SOUTHBOUND LANE REDUCTION BEFORE THE SINGLE SB CONTRAFLOW LANE PER ODOT SCD MT-95.40 FOR A MAXIMUM OF ONE WEEKEND. THE IR-75 SB ENTRANCE RAMP FROM PADDOCK RD SHALL BE CLOSED PER ODOT SCD MT-98.30. THE DETOUR SIGNING SHOWN ON SHEET 70 SHALL BE IN PLACE DURING THIS SET-UP.

① Δ = 15° 39′ 46″ (LT)
Dc = 02° 59′ 39″
R = 1913.50′
T = 263.19′
L = 523.09′
E = 18.02′
C = 521.46′
C.B. = N 31° 23′ 08″ E

② Δ = 05° 26′ 42″ (RT)
Dc = 02° 59′ 17″
R = 1917.50′
T = 91.18′
L = 182.22′
E = 2.17′
C = 182.15′
C.B. = N 36° 29′ 40″ E

LEGEND
- PORTABLE BARRIER
- DRUM
- IMPACT ATTENUATOR
- OPEN TRAVEL LANE
- TEMPORARY SIGN SUPPORT
- PHASE 1 WORK ZONE
- PAVEMENT TRANSITION (SEE NOTE 2)

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

HORIZONTAL SCALE IN FEET: 0, 15, 30, 60

CALCULATED RLS | CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 - PT. 2
I.R. 75 - STA. 422+00 TO STA. 430+00

HAM-75-7.85

104
1045

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NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:
1. THIS IS AN OPTIONAL SET-UP THAT CAN BE UTILIZED ONCE ALL IR-75 SB PHASE 1 WORK IS COMPLETED SOUTH OF STA. 430+25. THIS SET-UP ALLOWS FOR AN EARLY START ON PHASE 2 STRUCTURE WORK OVER RAMP J. ALL PHASE 1 WORK NORTH OF STA. 430+50 MAY CONTINUE DURING PART 2.

LEGEND

- PORTABLE BARRIER
- EXISTING SIGN SUPPORT
- OPEN TRAVEL LANE
- TEMPORARY SIGN SUPPORT
- PHASE 1 WORK ZONE

HORIZONTAL SCALE IN FEET: 0, 15, 30, 60

CALCULATED: RLS
CHECKED: SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 - PT. 2
I.R. 75 - STA. 430+00 TO STA. 438+00

HAM-75-7.85

105
1045

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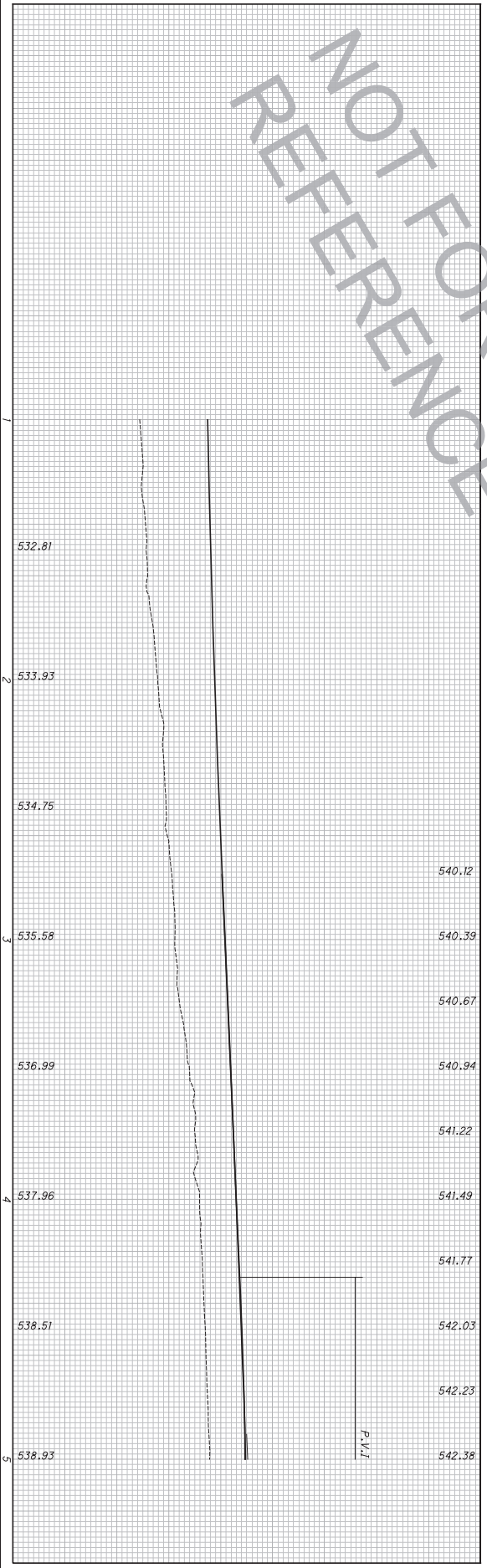
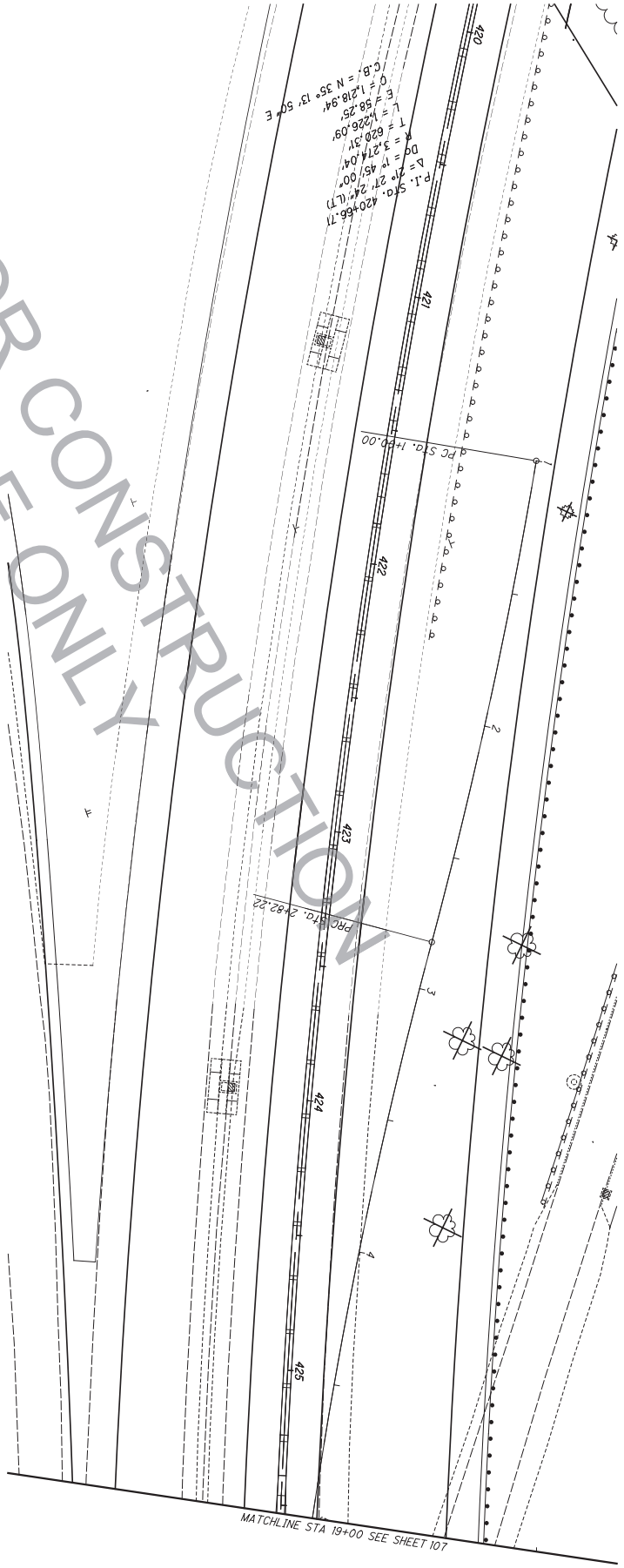
REFERENCE ONLY





106 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN STA. 19+00 TO STA. 21+96.47	CALCULATED BLM CHECKED HDB	0 20 10 40 HORIZONTAL SCALE IN FEET

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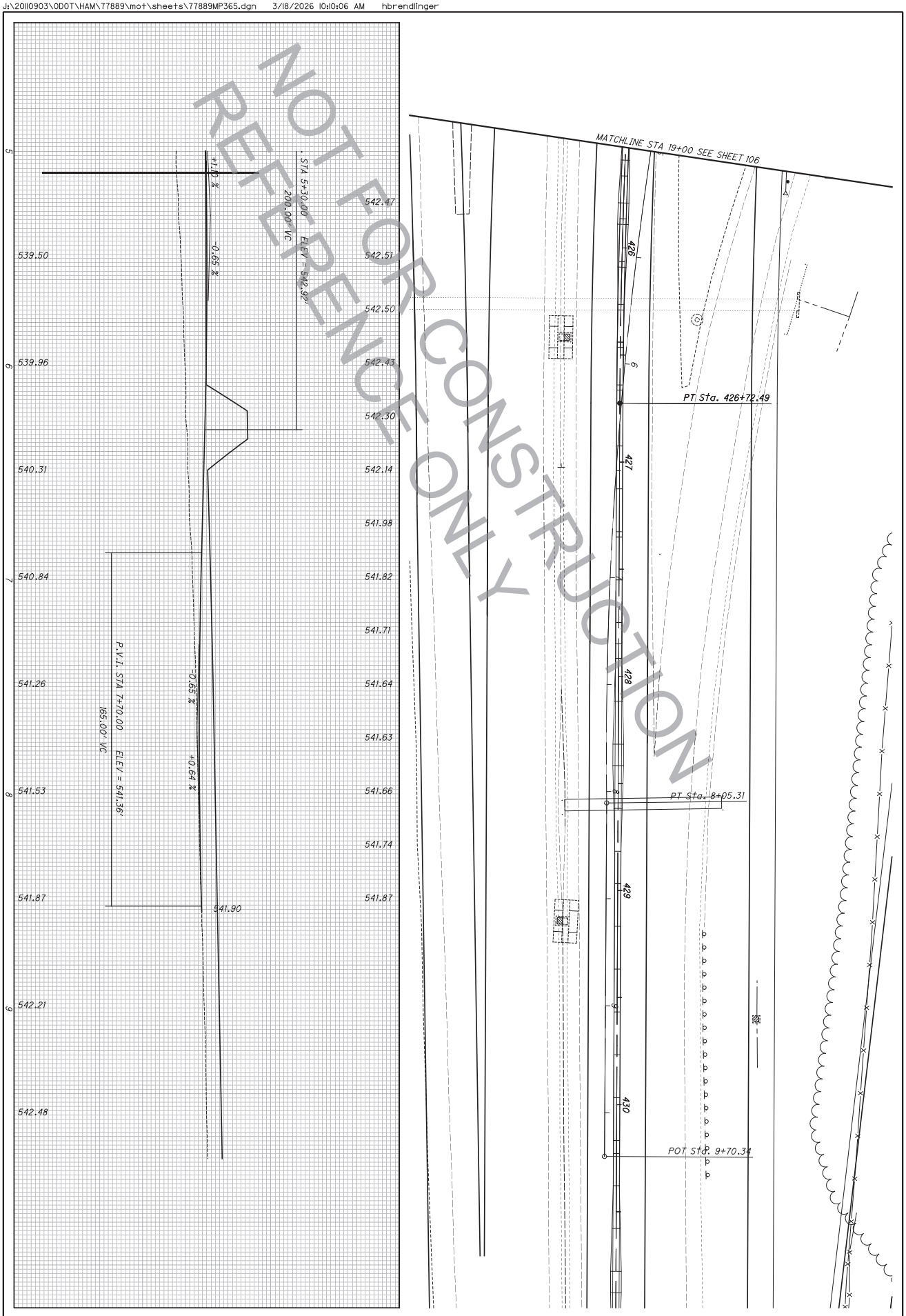

107 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN STA. 5+00 TO STA. 9+70.34	CALCULATED BLM CHECKED HDB	0 20 10 40 HORIZONTAL SCALE IN FEET

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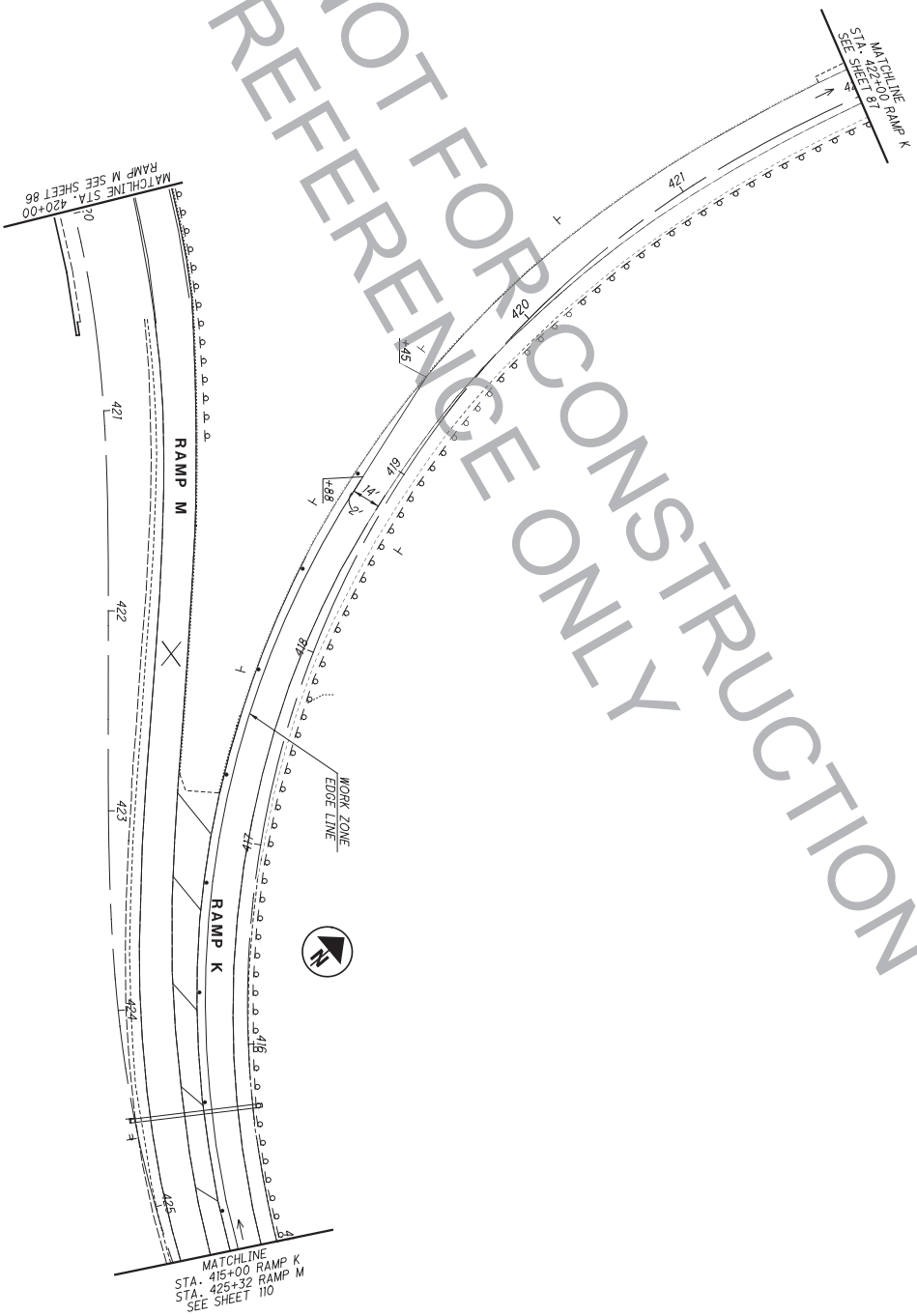
REFERENCE ONLY



108 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 RAMP K - STA. 415+00 TO STA. 422+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET

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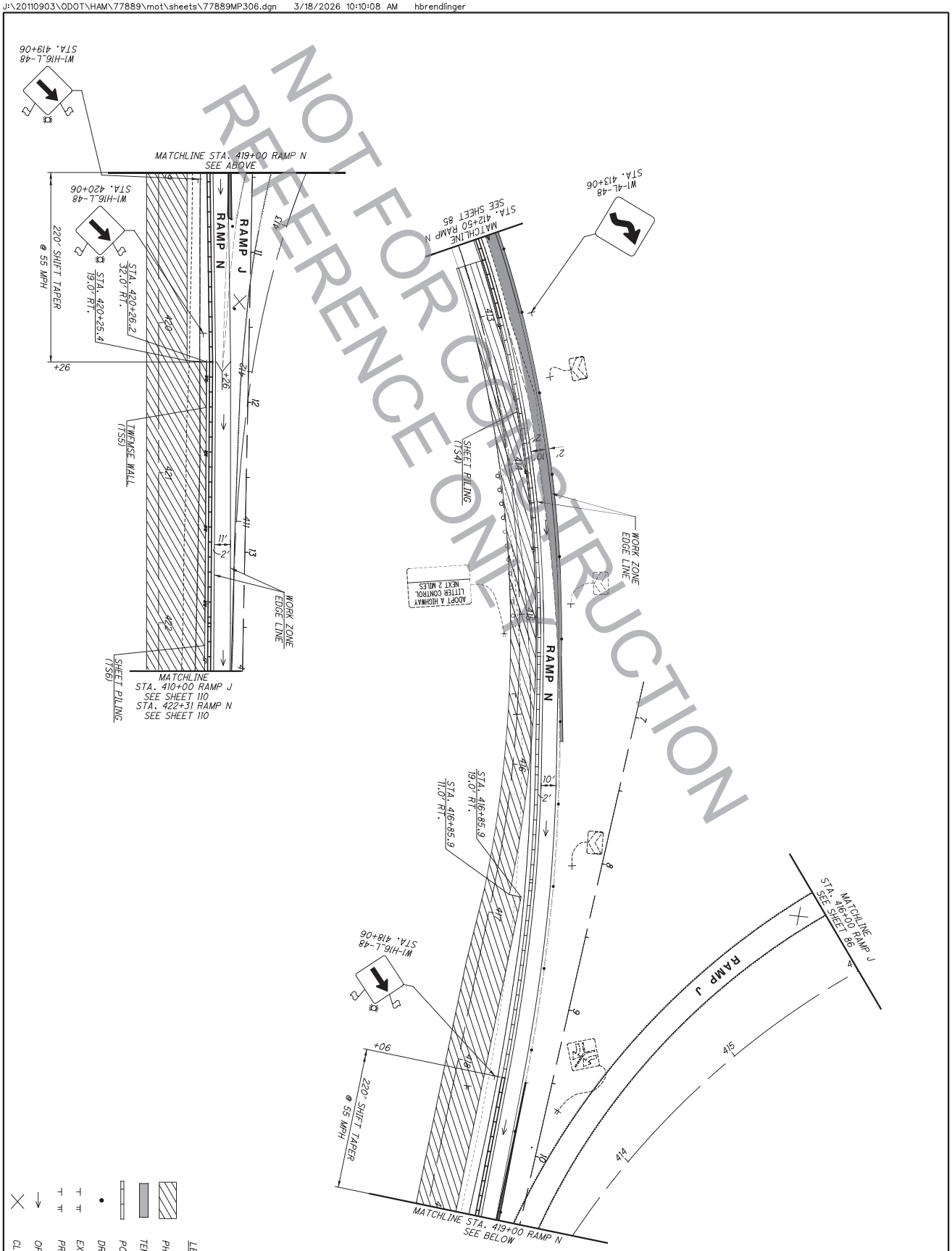
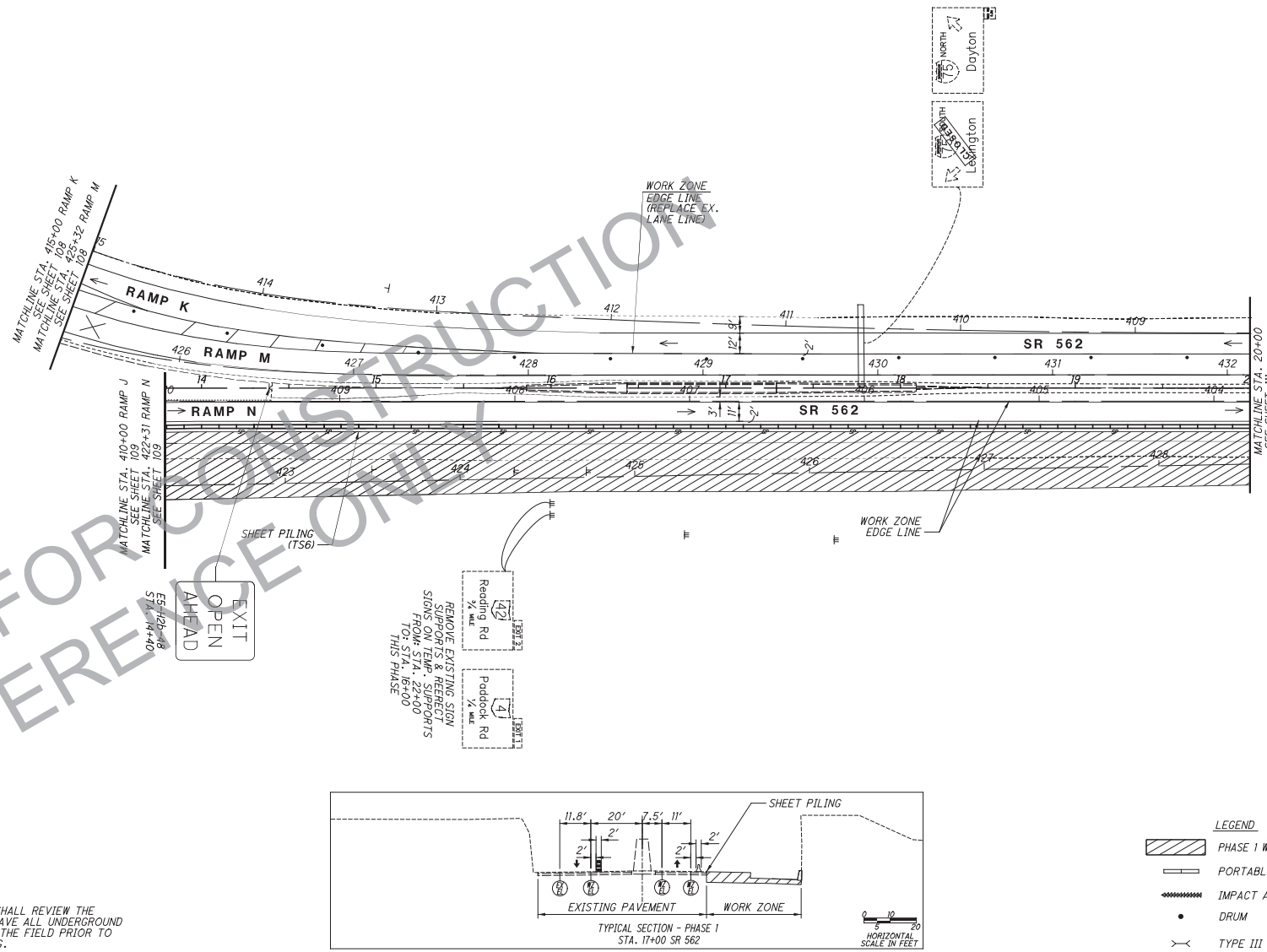


109 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 RAMP N - STA. 412+50 TO STA. 422+31	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET



NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.

LEGEND
- PHASE 1 WORK ZONE
- PORTABLE BARRIER
- IMPACT ATTENUATOR
- DRUM
- TYPE III BARRICADE
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE
- CLOSED TRAVEL LANE

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
S.R 562 - STA. 13+80 TO STA. 20+00

CALCULATED RLS
CHECKED SMM
HORIZONTAL SCALE IN FEET

HAM-75-7.85

110
1045

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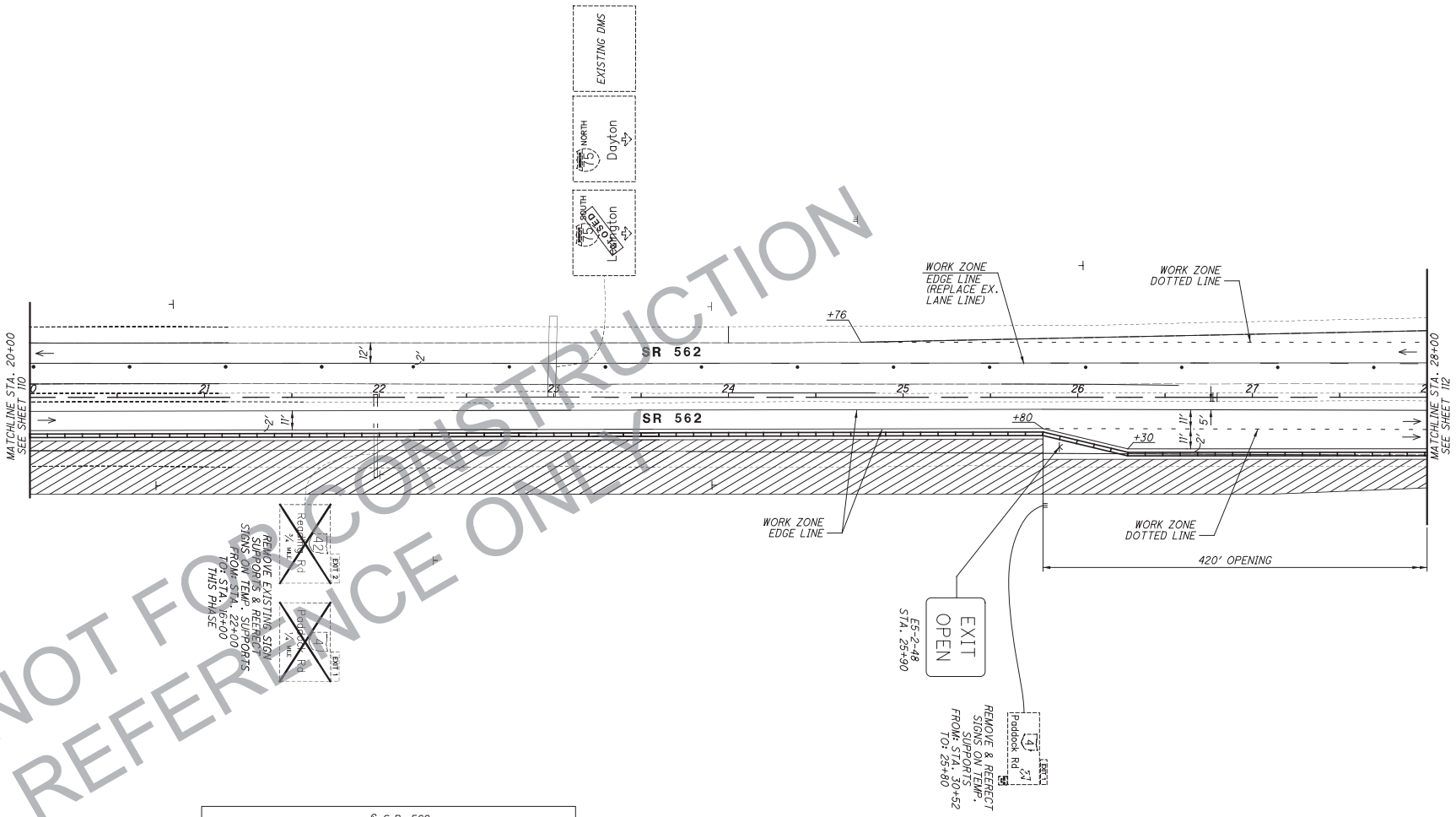

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED RLS CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 - PT. 1

S.R. 562 - STA. 20+00 TO STA. 28+00

HAM-75-7.85

111
1045

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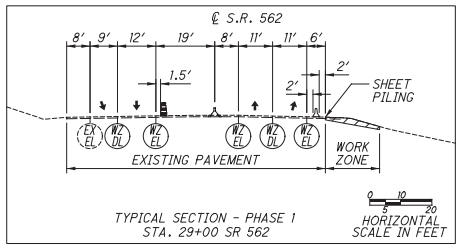
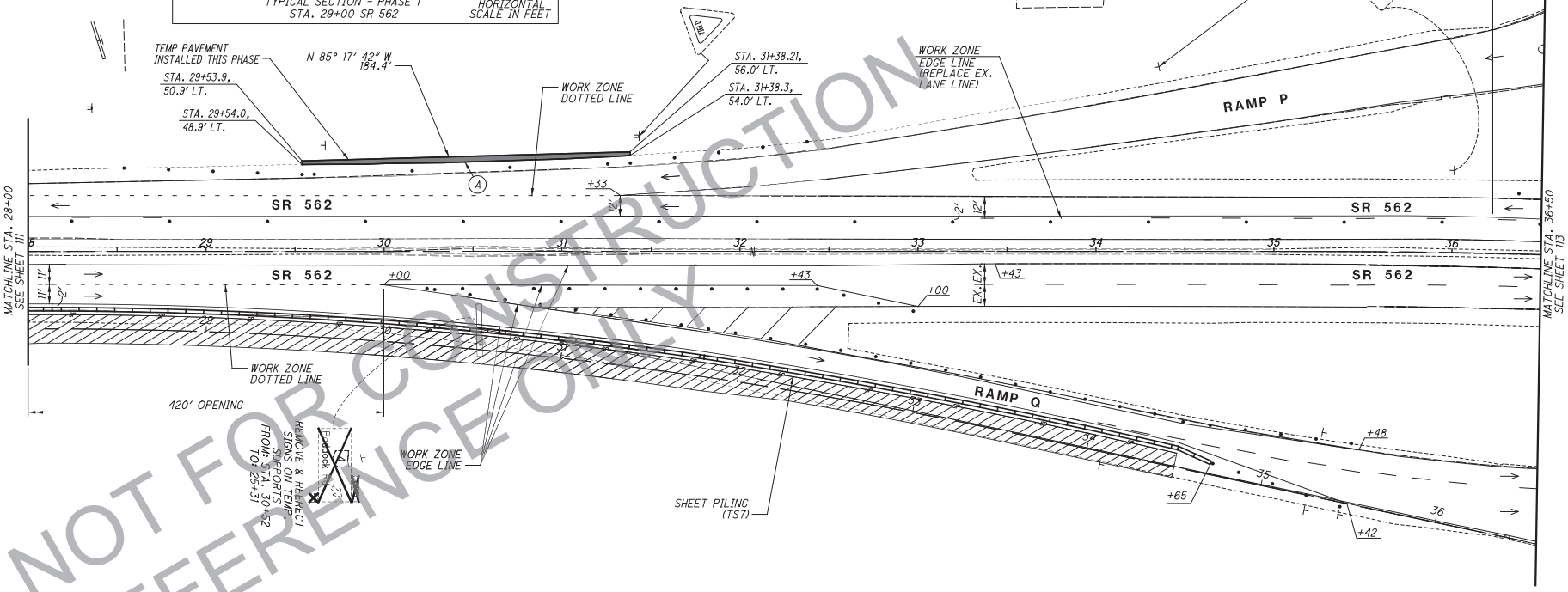


TYPICAL SECTION - PHASE 1
STA. 29+00 SR 562



Ⓐ MEET/MATCH EDGE OF SHOULDER

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

LEGEND

- PHASE 1 WORK ZONE
- DRUM
- TEMPORARY SIGN SUPPORT
- EXISTING SIGN SUPPORT
- OPEN TRAVEL LANE
- TEMPORARY PAVEMENT
- PORTABLE BARRIER

NOT FOR CONSTRUCTION
REFERENCE ONLY

N

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 - PT. 1
S.R. 562 - STA. 28+00 TO STA. 36+50

HAM-75-7.85

112
1045

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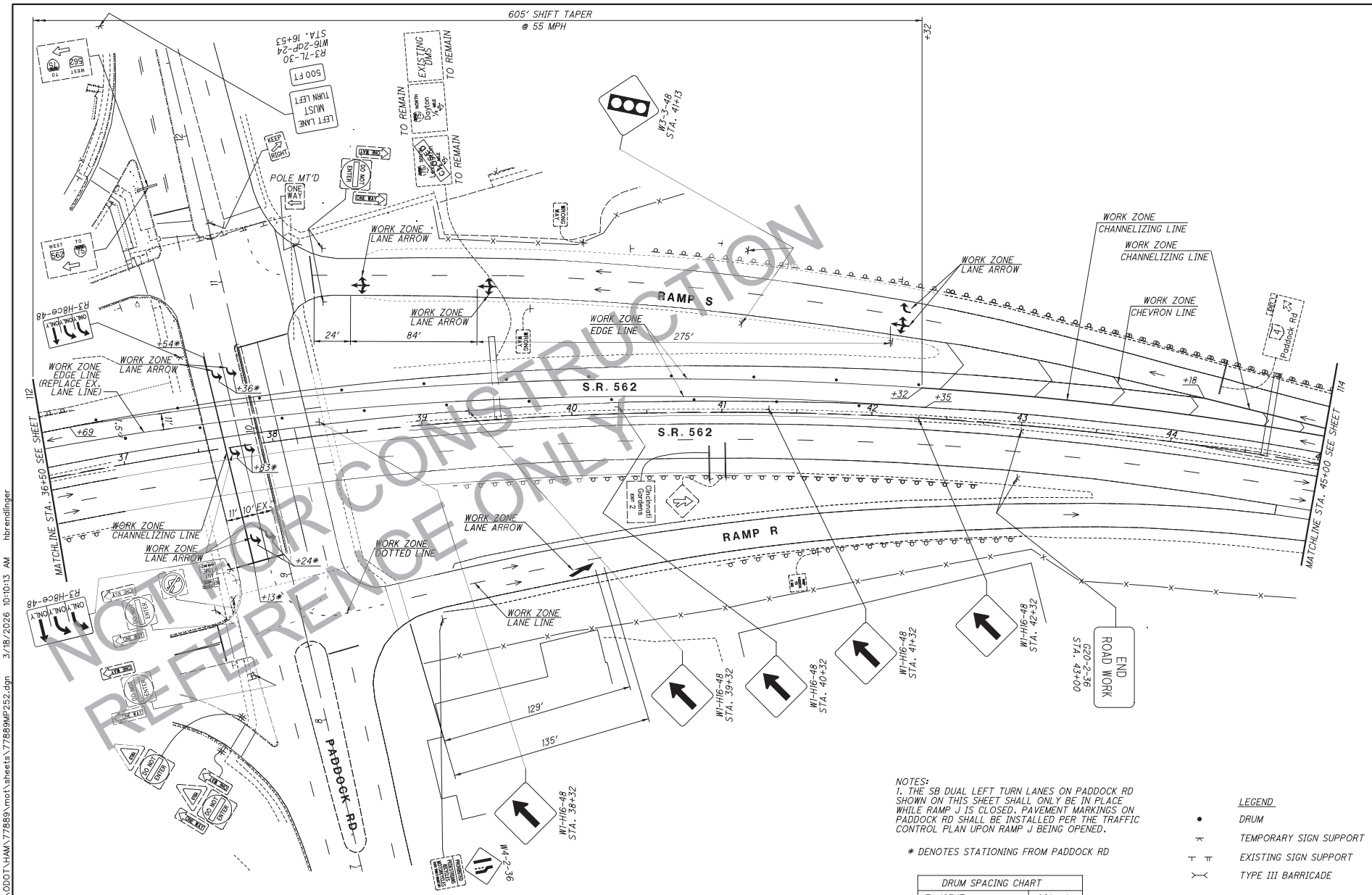

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:
1. THE SB DUAL LEFT TURN LANES ON PADDOCK RD SHOWN ON THIS SHEET SHALL ONLY BE IN PLACE WHILE RAMP J IS CLOSED. PAVEMENT MARKINGS ON PADDOCK RD SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN UPON RAMP J BEING OPENED.

* DENOTES STATIONING FROM PADDOCK RD

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

LEGEND

- DRUM
- TEMPORARY SIGN SUPPORT
- EXISTING SIGN SUPPORT
- TYPE III BARRICADE
- OPEN TRAVEL LANE

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 - PT. 1
S.R. 562 - STA. 36+50 TO STA. 45+00

HAM-75-7.85

113
1045

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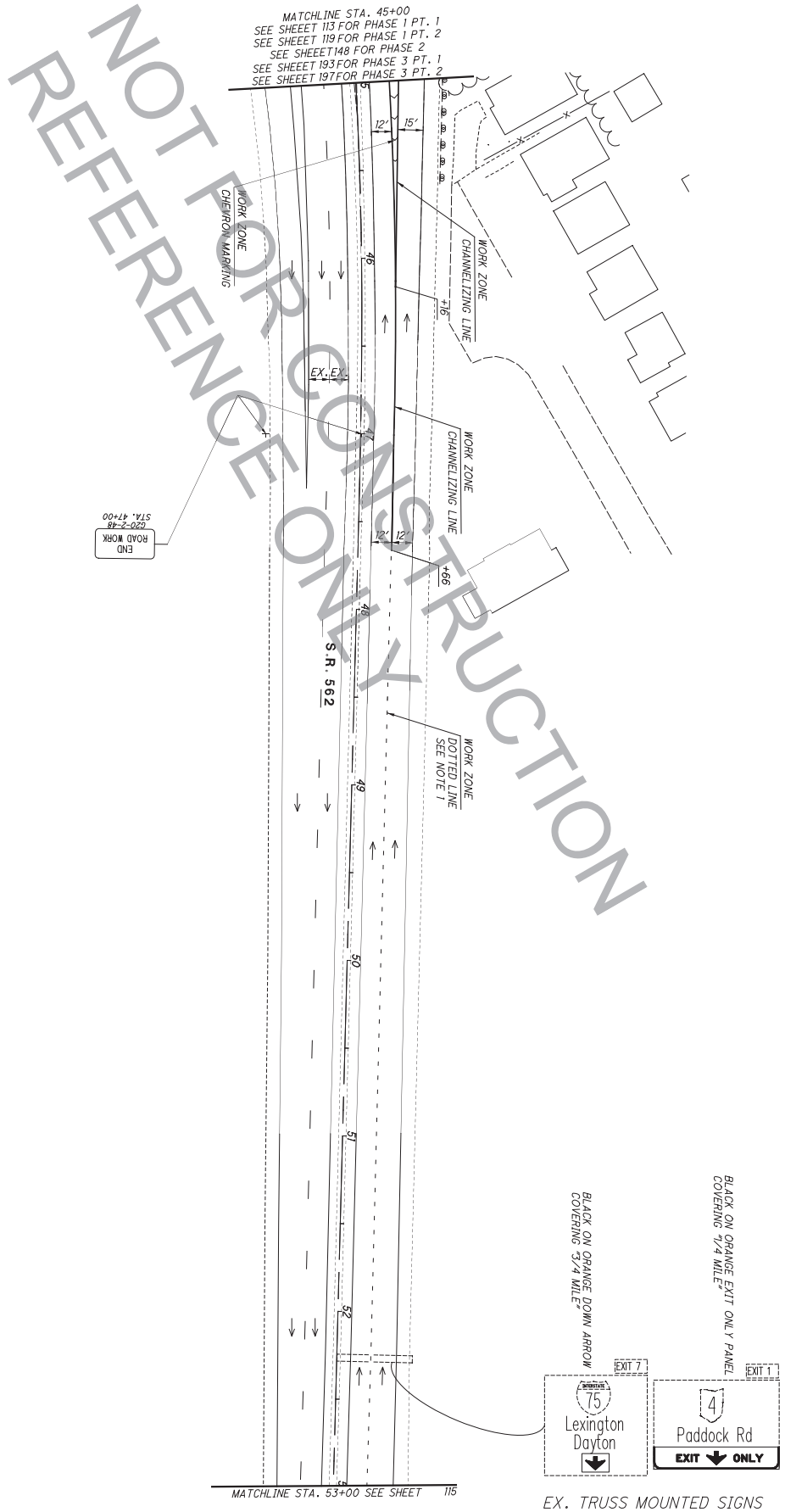
REFERENCE ONLY



EX. TRUSS MOUNTED SIGNS

NOTES

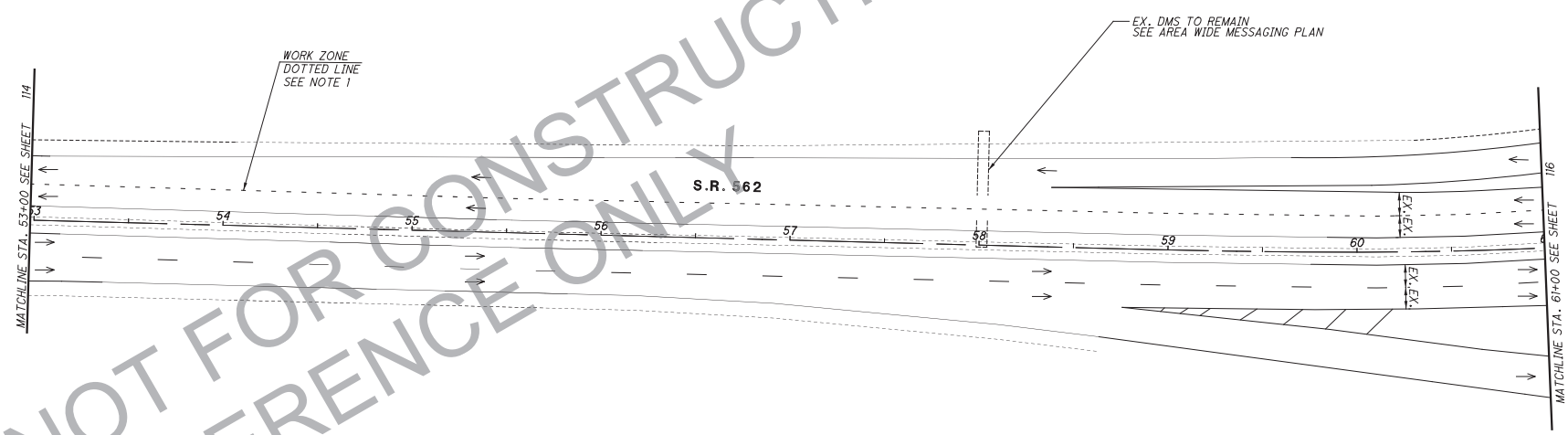
1. AT THE CONCLUSION OF PHASE 3, THE WORK ZONE DOTTED LINE SHALL BE REMOVED AND REPLACED WITH A WORK ZONE LANE LINE.

LEGEND

PROPOSED SIGN SUPPORT

OPEN TRAVEL LANE

114 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASES 1, 2 & 3 S.R. 562 - STA. 45+00 TO STA. 53+00	CALCULATED RLS CHECKED SMM	0 15 30 60 HORIZONTAL SCALE IN FEET	N



NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES

1. AT THE CONCLUSION OF PHASE 3, THE WORK ZONE DOTTED LINE SHALL BE REMOVED AND REPLACED WITH A WORK ZONE LANE LINE.

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

LEGEND

→ OPEN TRAVEL LANE

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASES 1, 2 & 3
S.R. 562 - STA. 53+00 TO STA. 61+00

HAM-75-7.85

115
1045

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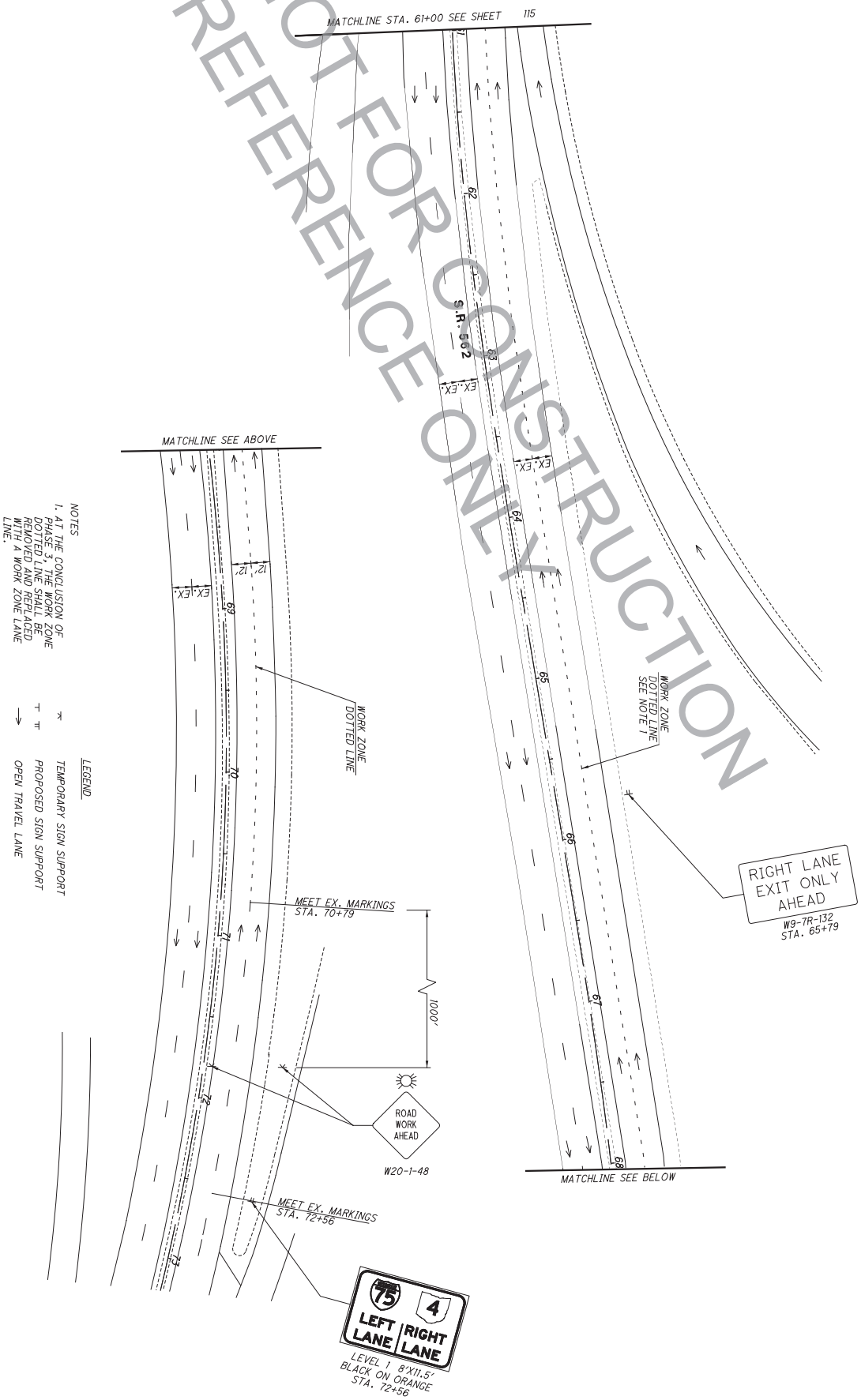
REFERENCE ONLY



NOTES

1. AT THE CONCLUSION OF PHASE 3, THE WORK ZONE DOTTED LINE SHALL BE REMOVED AND REPLACED WITH A WORK ZONE LANE LINE.

LEGEND

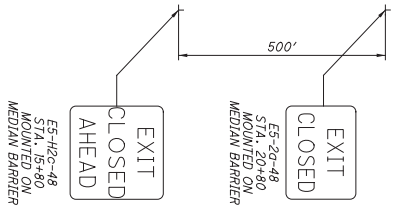
- TEMPORARY SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

116 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASES 1, 2 & 3 S.R. 562 - STA. 61+00 TO STA. 73+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET

PART 2 ADVANCED SIGN UPDATES:

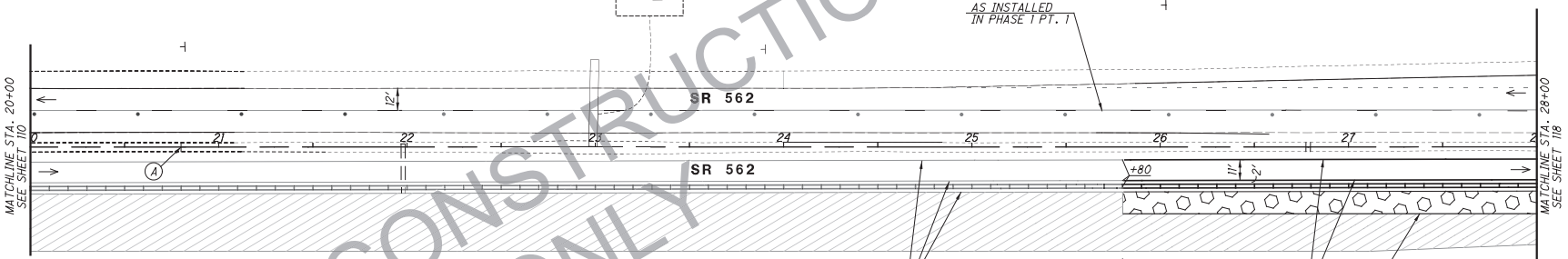
- FOR THE PART 2 RAMP CLOSURE, THE CONTRACTOR SHALL REMOVE OR COVER THE E5-H2b (STA. 14+40) AND E5-2 (STA. 25+90) SIGNS. ADDITIONALLY, THE RELOCATED GUIDE SIGN SHALL BE MODIFIED AS SHOWN BELOW:

STA. 16+00



E5-H2c-48
STA. 15+80
MOUNTED ON
MEDIAN BARRIER

E5-2c-48
STA. 20+60
MOUNTED ON
MEDIAN BARRIER



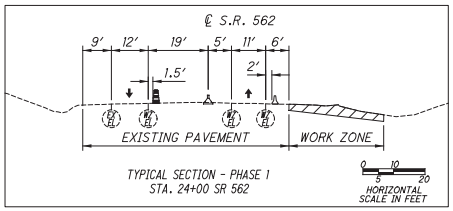
AS INSTALLED IN PHASE 1 PT. 1

AS INSTALLED IN PHASE 1 PT. 1

WORK ZONE EDGE LINE

30 DAY CLOSURE

STA. 25+80



NOTES:
1. RAMP Q MAY BE CLOSED FOR UP TO 30 DAYS. SEE SHEET 126 FOR DETOUR PLAN.

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

LEGEND

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

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REFERENCE ONLY

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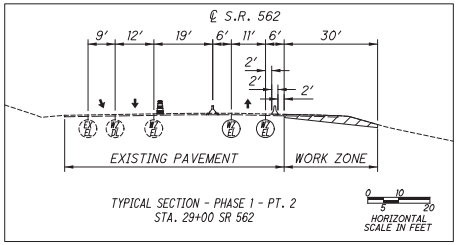
HORIZONTAL SCALE IN FEET
0 15 30 60

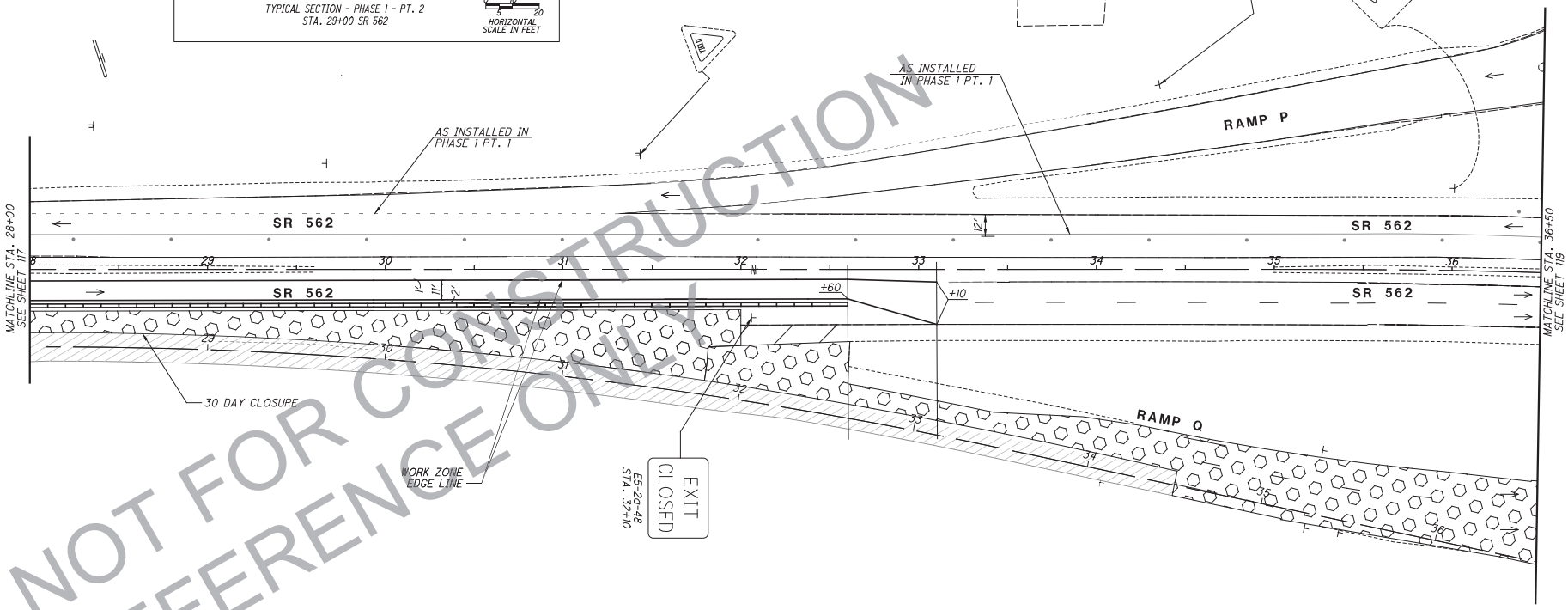
CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 - PT. 2
S.R. 562 - STA. 20+00 TO STA. 28+00

HAM-75-7.85

117
1045





NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:
1. RAMP Q MAY BE CLOSED FOR UP TO 30 DAYS. SEE SHEET 126 FOR DETOUR PLAN.

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

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

N

0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 1 - PT. 2
S.R. 562 - STA. 28+00 TO STA. 36+50

HAM-75-7.85

118
1045

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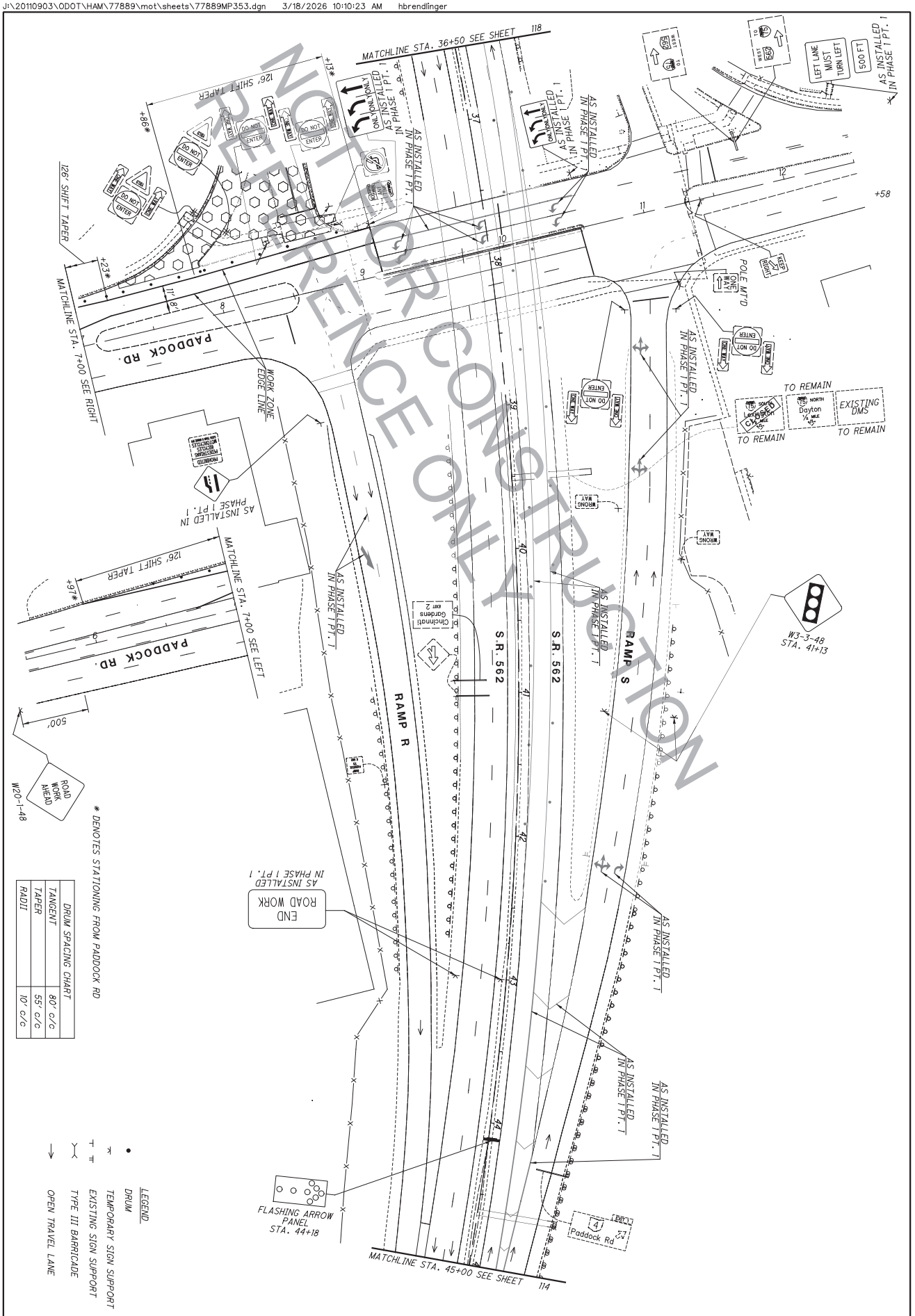
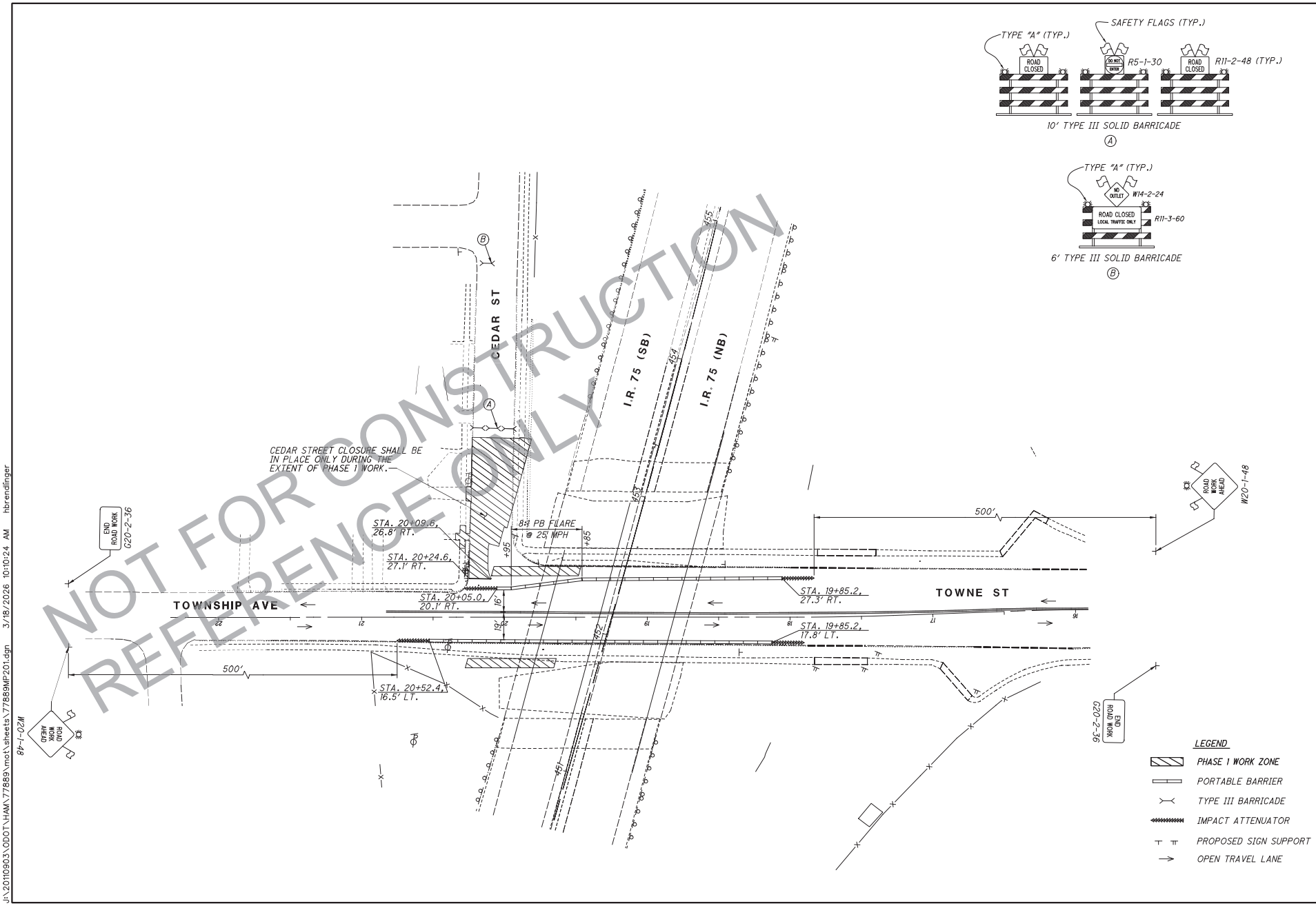


119 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 1 - PT. 2 S.R. 562 - STA. 36+50 TO STA. 45+00	CALCULATED RLS CHECKED SMM	0 15 30 60 HORIZONTAL SCALE IN FEET



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REFERENCE ONLY

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HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENACE OF TRAFFIC PLAN - PHASE 1
CEDAR STREET CLOSURE DETAIL

HAM-75-7.85

120
1045

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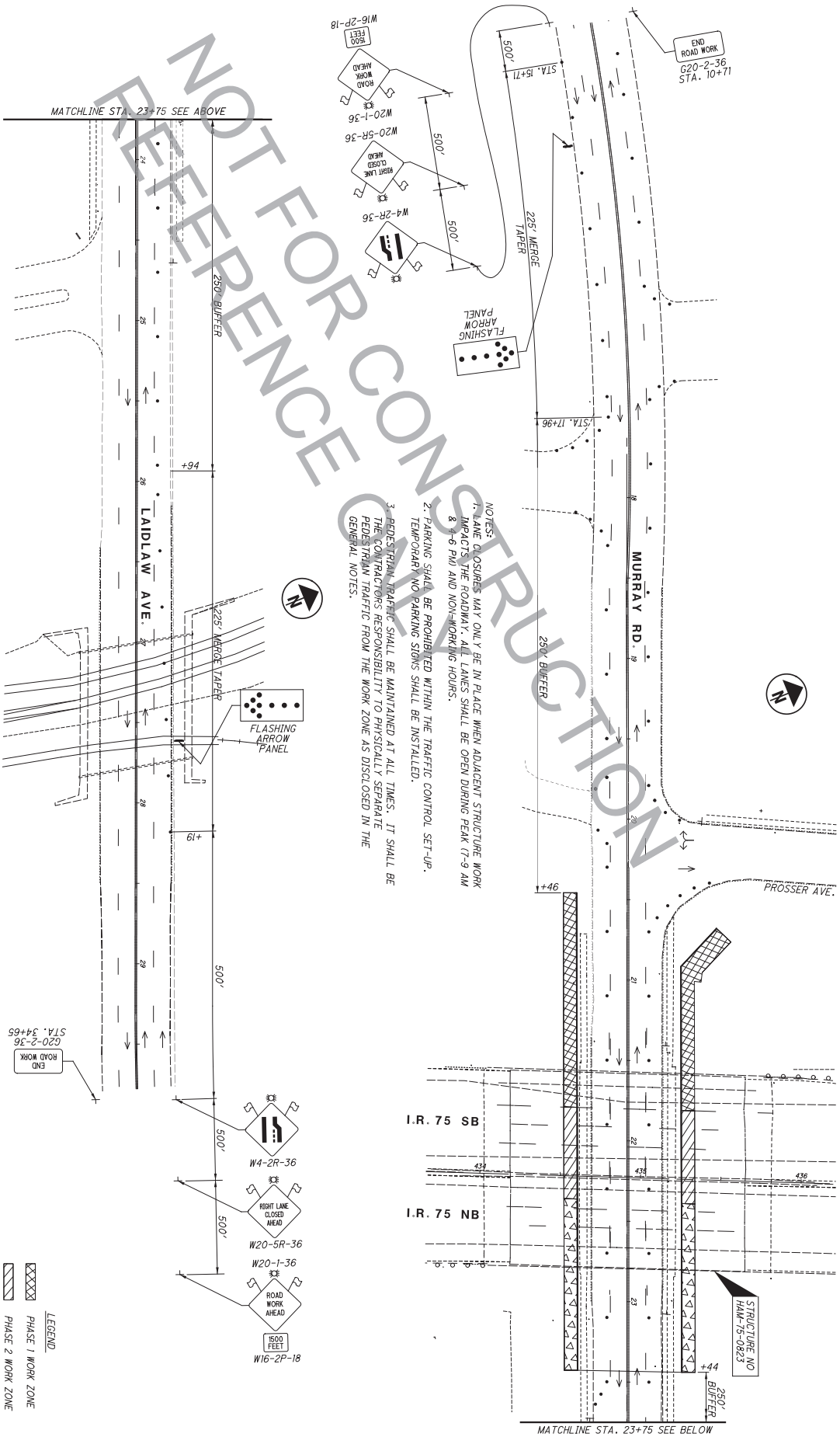
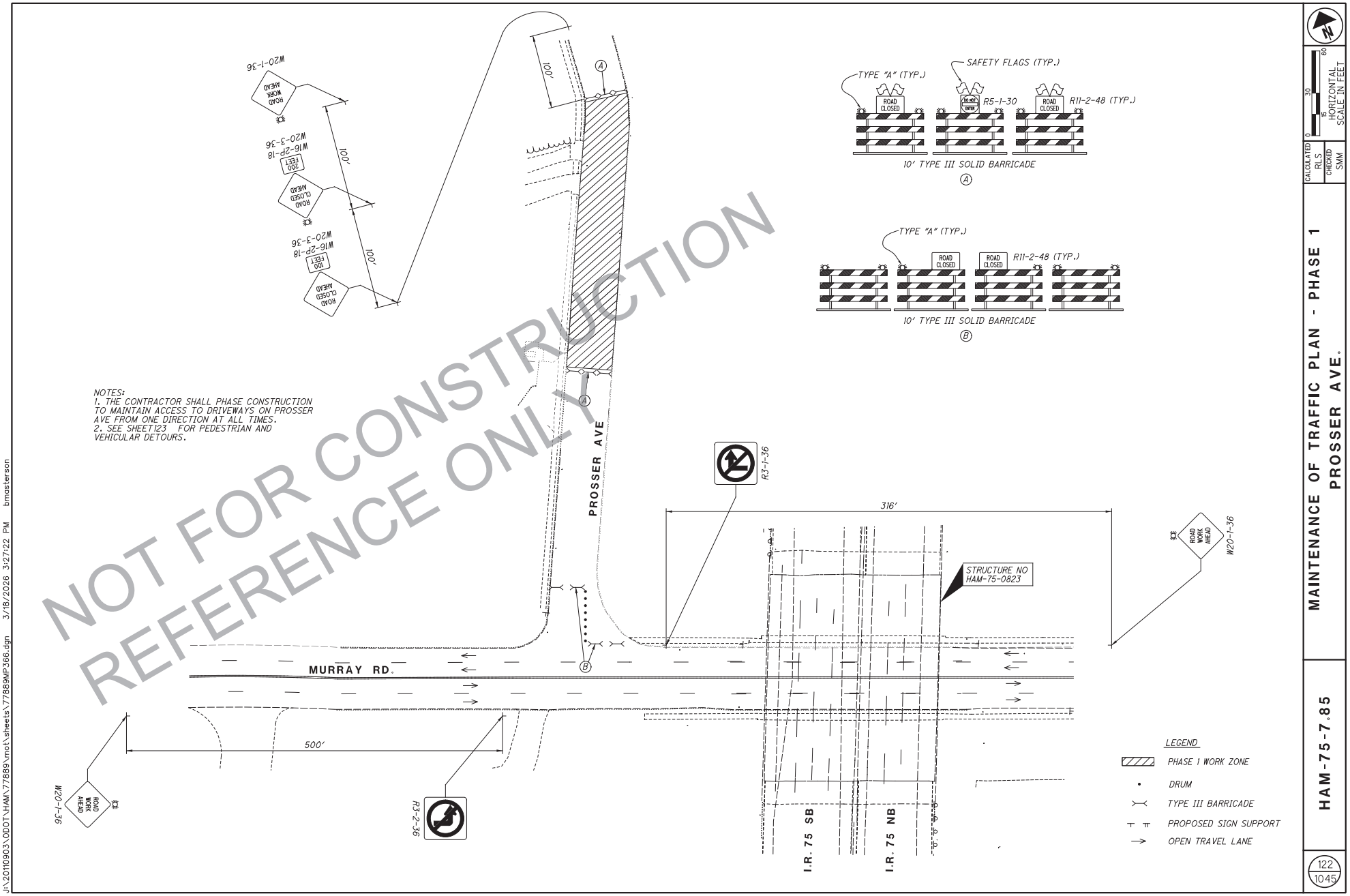
REFERENCE ONLY



NOTES:
1. LANE CLOSURES MAY ONLY BE IN PLACE WHEN ADJACENT STRUCTURE WORK IMPACTS THE ROADWAY. ALL LANES SHALL BE OPEN DURING PEAK (7-9 AM & 3-6 PM) AND NON-WORKING HOURS.
2. PARKING SHALL BE PROHIBITED WITHIN THE TRAFFIC CONTROL SET-UP. TEMPORARY NO PARKING SIGNS SHALL BE INSTALLED.
3. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PHYSICALLY SEPARATE PEDESTRIAN TRAFFIC FROM THE WORK ZONE AS DISCLOSED IN THE GENERAL NOTES.

LEGEND
- PHASE 1 WORK ZONE
- PHASE 2 WORK ZONE
- PHASE 3 WORK ZONE
- DRUM
- FLASHING ARROW BOARD
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

121 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASES 1-3 LAIDLAW AVE - STA. 15+50 TO STA. 29+75	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET



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REFERENCE ONLY

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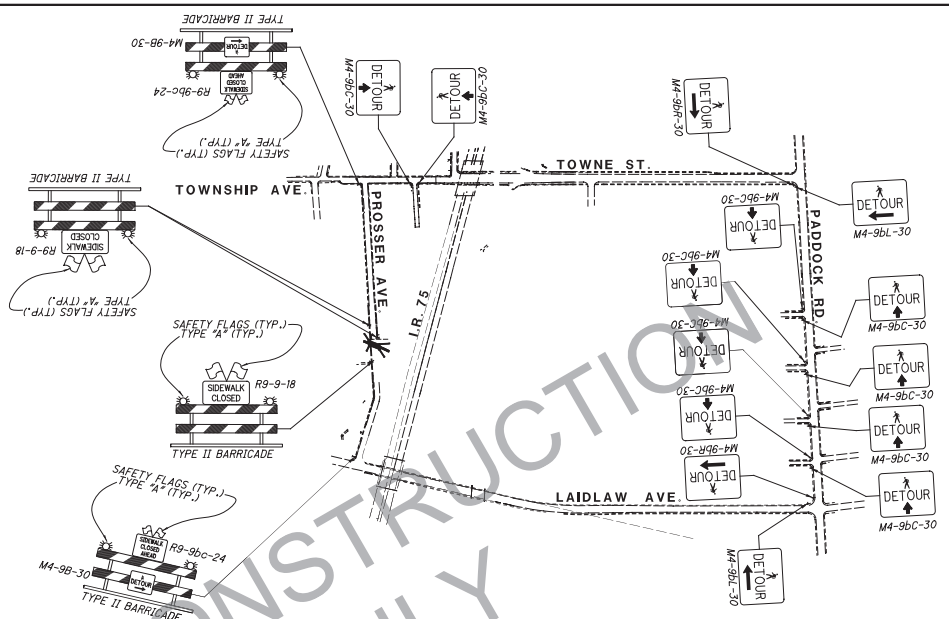
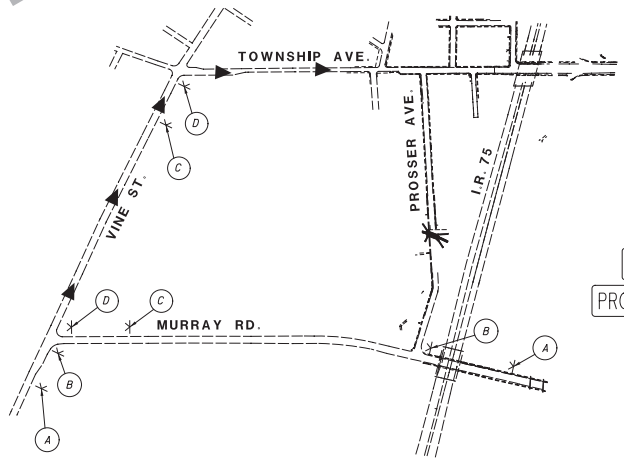
CALCULATED RLS
CHECKED SMM
0 15 30 60
HORIZONTAL SCALE IN FEET

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
PROSSER AVE.

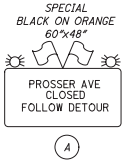
HAM-75-7.85

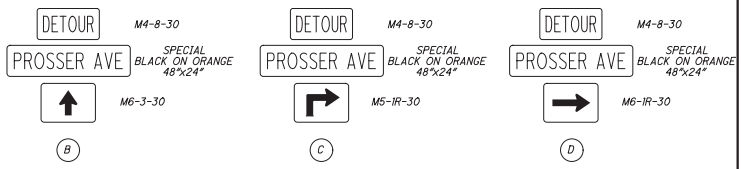


PEDESTRIAN DETOUR PLAN



VEHICULAR DETOUR PLAN





LEGEND

- DETOUR ROUTE
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE

NOT FOR CONSTRUCTION
REFERENCE ONLY

MAINTENANCE OF TRAFFIC PLAN - PHASE 1
PROSSER AVE DETOUR PLANS

HAM-75-7.85

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 300 600 1200

123
1045

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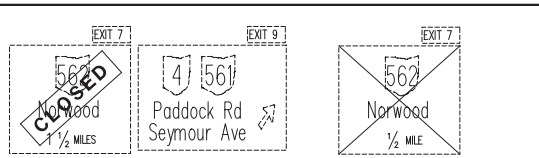


TRUSS MOUNTED SIGNS

(1)

CANTILEVER MOUNTED SIGN REMOVED

(2)

CANTILEVER MOUNTED SIGN

(3)

CANTILEVER MOUNTED SIGN

(4)

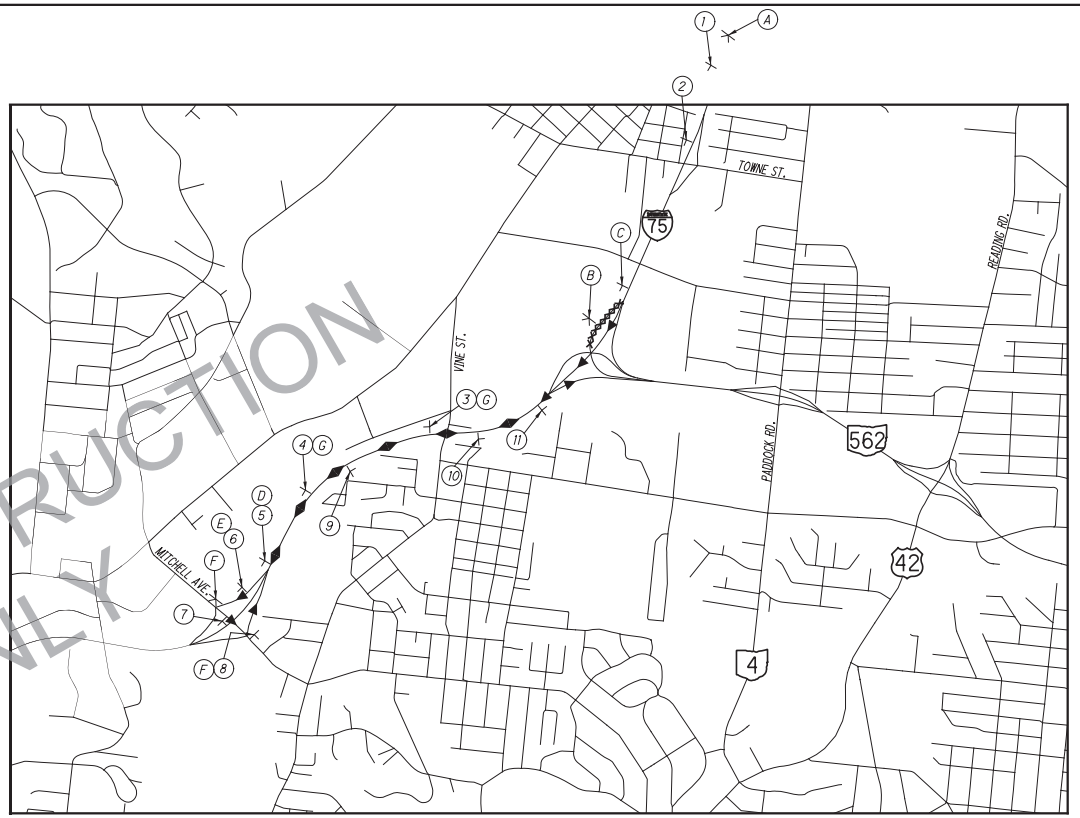
CANTILEVER MOUNTED SIGN

(5)

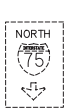
BLACK ON ORANGE OVERLAY "CLOSED" SIGN

GROUND MOUNTED SIGN

(6)



NOT FOR CONSTRUCTION
REFERENCE ONLY

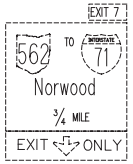


BRIDGE MOUNTED SIGNS

(7)

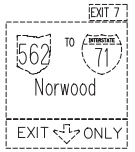
CANTILEVER MOUNTED SIGN

(8)



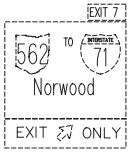
TRUSS MOUNTED SIGN

(9)



CANTILEVER MOUNTED SIGN

(10)

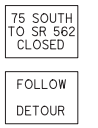


TRUSS MOUNTED SIGNS

(11)

PORTABLE CHANGEABLE MESSAGE SIGNS

DURING CLOSURE

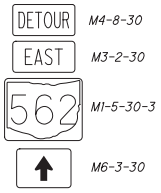


(A)

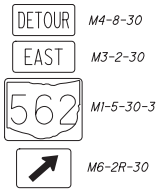
ONE WEEK PRIOR TO CLOSURE

W20-H13-60

(B)



(C)



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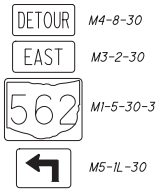
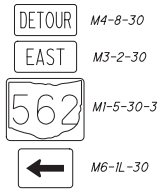


(E)



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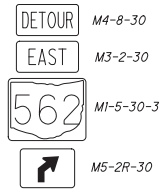

(G)

LEGEND

× RAMP CLOSURE

► DETOUR ROUTE

⊥ EXISTING SIGN SUPPORT

⊻ TEMPORARY SIGN SUPPORT

MAINTENANCE OF TRAFFIC DETOUR PLAN
RAMP J - PHASE 1, 2 AND 3A

HAM-75-7.85

124
1045

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 500 1000 2000

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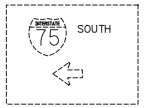
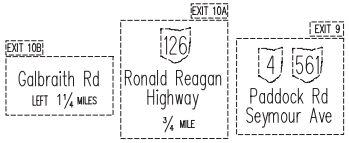


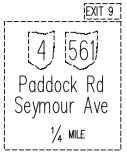
CANTILEVER MOUNTED SIGN

(1)



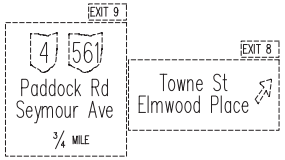
TRUSS MOUNTED SIGNS

(2)



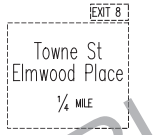
GROUND MOUNTED SIGN

(3)



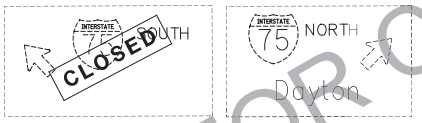
TRUSS MOUNTED SIGNS

(4)



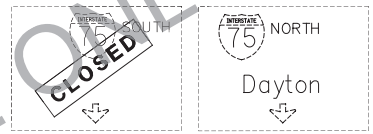
CANTILEVER MOUNTED SIGN

(5)



TRUSS MOUNTED SIGNS

(6)



TRUSS MOUNTED SIGNS

(7)

TRUSS MOUNTED SIGNS

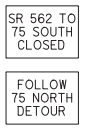
(8)

BLACK ON ORANGE OVERLAY "CLOSED" SIGN

ALL OVERHEAD WORK (INCLUDING BEAM PLACEMENT) IMPACTING I.R. 75 TRAFFIC BELOW SHALL BE COMPLETED PER ODOT SCD MT-99.60

PORTABLE CHANGEABLE MESSAGE SIGNS

DURING CLOSURE

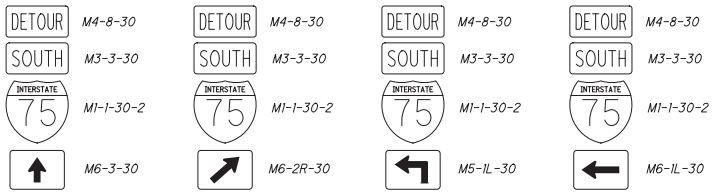


(A)

ONE WEEK PRIOR TO CLOSURE

W20-H13-60

(B)



(C) (D) (E) (F)

LEGEND

- × RAMP CLOSURE
- ► DETOUR ROUTE
- ⊥ EXISTING SIGN SUPPORT
- ⊻ TEMPORARY SIGN SUPPORT

NOT FOR CONSTRUCTION
REFERENCE ONLY

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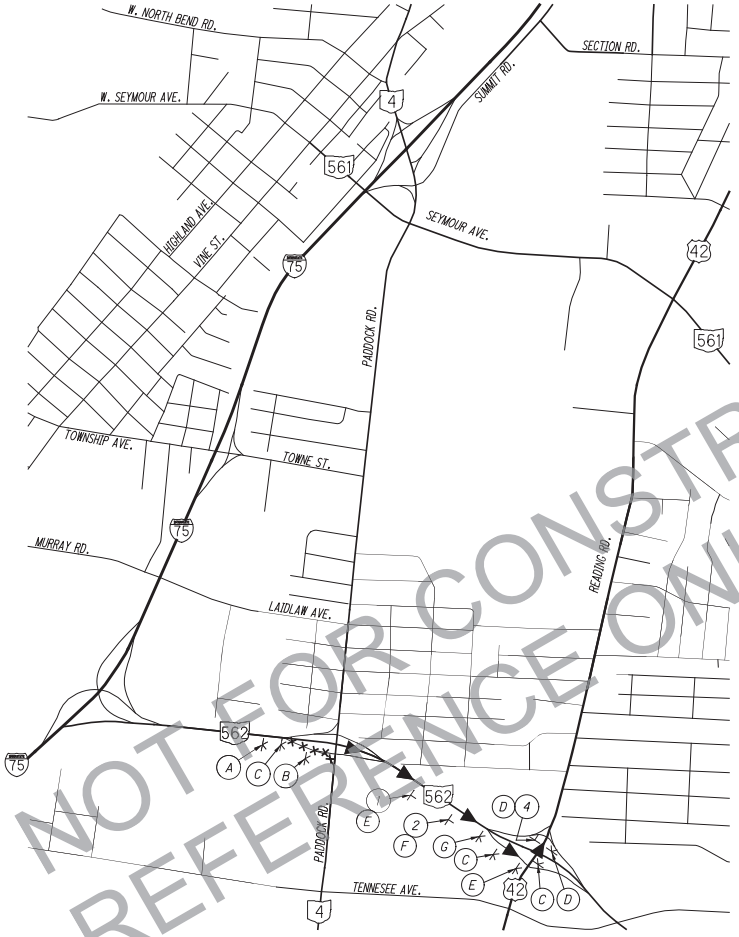
N

HORIZONTAL SCALE IN FEET
0 500 1000 2000

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC DETOUR PLAN
RAMP M - PHASES 1 AND 2

HAM-75-7.85



NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

- × RAMP CLOSURE
- ▶ DETOUR ROUTE
- ⊢× TEMPORARY SIGN SUPPORT
- ⊢ EXISTING SIGN SUPPORT

PORTABLE CHANGEABLE MESSAGE SIGNS

DURING CLOSURE

(A)

EXIT TO PADDOCK CLOSED

FOLLOW DETOUR

ONE WEEK PRIOR TO CLOSURE

RAMP CLOSED [DATE] FOR [*] DAYS INFO:

W20-H13-60

(B)

DETOUR M4-8-30
Paddock Rd 54"x12" BLK/ORG
M6-3-30

(C)

DETOUR M4-8-30
Paddock Rd 54"x12" BLK/ORG
M5-1L-30

(D)

DETOUR M4-8-30
Paddock Rd 54"x12" BLK/ORG
M6-1L-30

(E)

DETOUR M4-8-30
Paddock Rd 54"x12" BLK/ORG
M5-2R-30

(F)

DETOUR M4-8-30
Paddock Rd 54"x12" BLK/ORG
M6-2R-30

(G)

EXIT 2
42
Reading Rd
½ MILE

CANTILEVER MOUNTED SIGN

(1)

EXIT 2
42
Reading Rd

CANTILEVER MOUNTED SIGN

(2)

EXIT
2

GROUND MOUNTED SIGN

(3)

WEST TO
562
75

CENTER MOUNTED SIGN

(4)

TEMPORARY TRAFFIC SIGNAL MODIFICATIONS

1. AN EXISTING TRAFFIC SIGNAL, OR ANY PART THEREOF, SHALL NOT BE TAKEN OUT OF SERVICE UNLESS ALTERNATE MEANS OF TRAFFIC CONTROL ARE IN PLACE AND OPERATIONAL. UNLESS DIRECTED BY THE CITY OF CINCINNATI OR ENGINEER. EXISTING TRAFFIC SIGNALS SHALL NOT BE TAKEN OUT OF SERVICE BETWEEN THE HOURS OF:

-7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM, MONDAY THROUGH FRIDAY
-OR ONE HOUR BEFORE SUNSET THROUGH ONE-HALF HOUR AFTER SUN RISE, WHICHEVER IS THE LONGEST DURATION.

2. ANY UNUSED SIGNAL HEAD, OR SPAN/ARM MOUNTED SIGN SHALL BE COVERED AND DISCONNECTED.

3. WHEN THE EASTBOUND EXIT RAMP TO PADDOCK RD FROM SR 562 IS CLOSED THE FOLLOWING TRAFFIC SIGNAL MODIFICATIONS SHALL BE IMPLEMENTED AT THE PADDOCK ROAD/SR 562 EB RAMPS INTERSECTION:

A.COVER VEHICULAR SIGNAL INDICATIONS FOR THE EXIT RAMP.
B.DEACTIVATE THE EB PHASE.
C. INSTALL SIGNAL OPERATION CHANGED SIGNS (W23-H2B) FOR ALL DIRECTIONS. CENTER THE SIGN OVER THE APPROACH.

N

NO SCALE

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - DETOUR PLAN
RAMP Q - PHASE 1 PT. 2

HAM-75-7.85

126
1045

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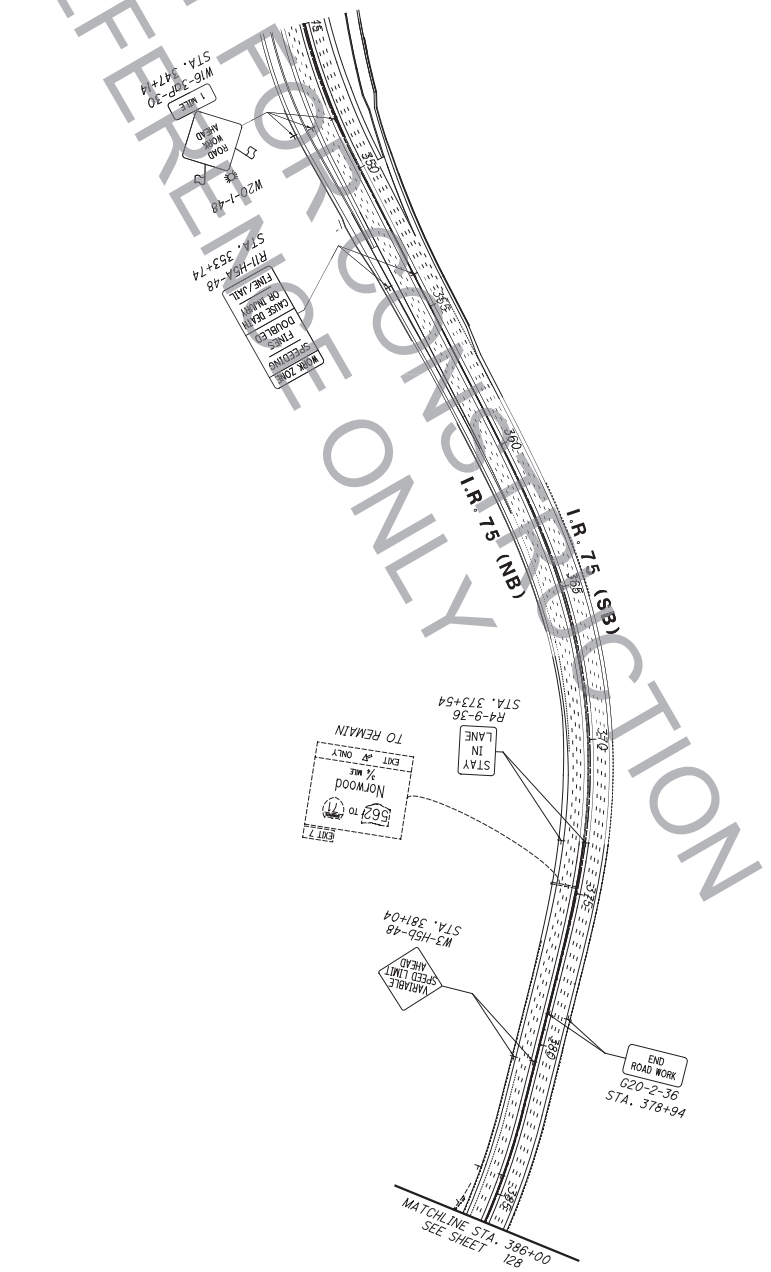
NOT FOR CONSTRUCTION
REFERENCE ONLY

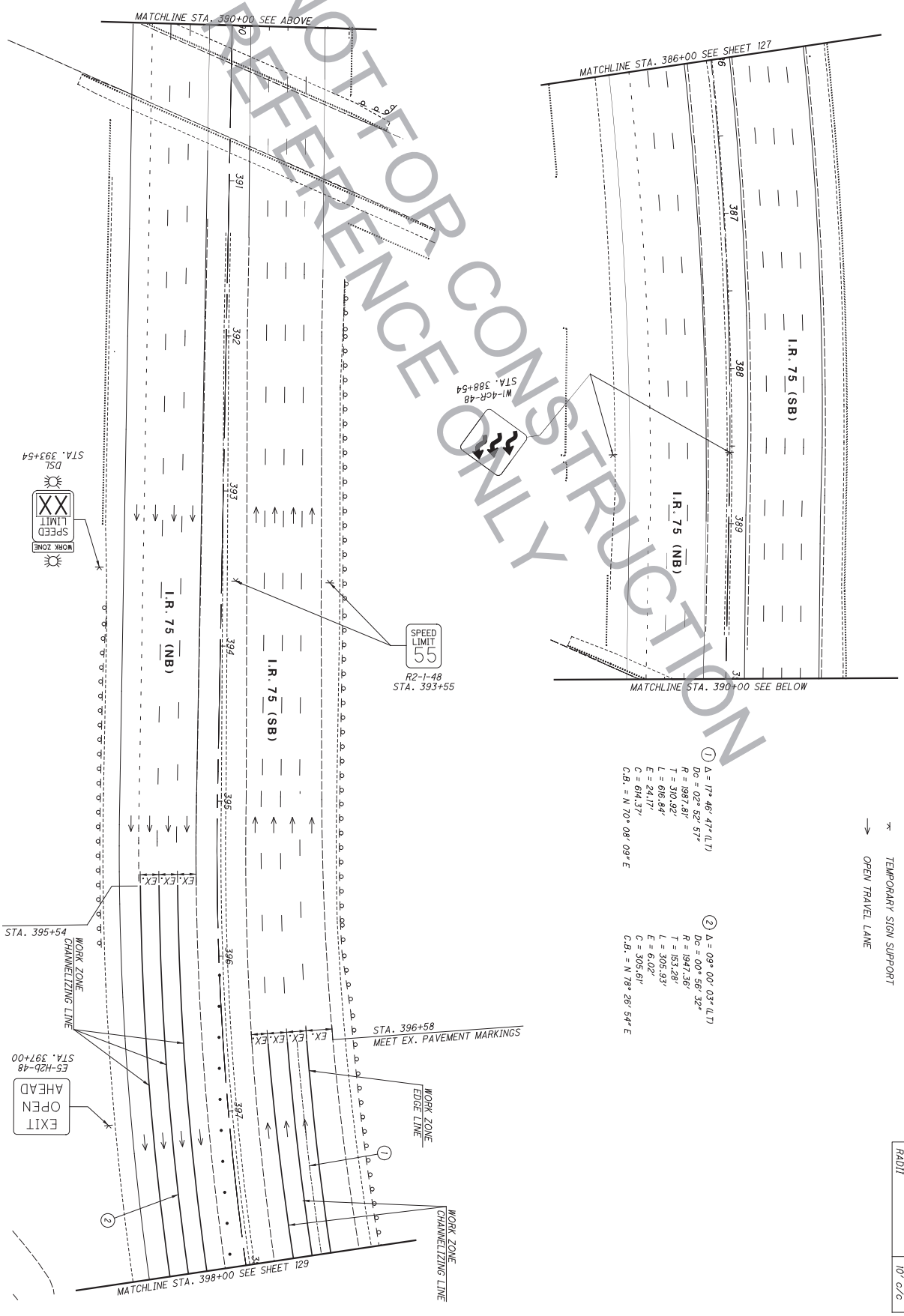


LEGEND

PROPOSED SIGN SUPPORT

127 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 I.R. 75 - STA. 345+00 TO STA. 386+00	CALCULATED RLS CHECKED SMM	0 100 50 200 HORIZONTAL SCALE IN FEET

NOT FOR CONSTRUCTION
REFERENCE ONLY



1 Δ = 17° 46' 47" (LT)
Dc = 02° 52' 57"
R = 1987.81'
T = 310.92'
L = 616.84'
E = 24.17'
C = 614.37'
C.B. = N 70° 08' 09" E

2 Δ = 09° 00' 03" (LT)
Dc = 00° 56' 32"
R = 1947.36'
T = 153.28'
L = 305.93'
E = 6.02'
C = 305.61'
C.B. = N 78° 28' 54" E

LEGEND

- DRUM
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE

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

128 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 I.R. 75 - STA. 386+00 TO STA. 398+00	CALCULATED RLS CHECKED SMM 0 30 15 60 HORIZONTAL SCALE IN FEET

(1) Δ = 17° 46′ 47″ (LT)
Dc = 02° 52′ 57″
R = 1987.81′
T = 310.92′
L = 616.84′
E = 24.17′
C = 614.37′
C.B. = N 70° 08′ 09″ E

(2) Δ = 09° 00′ 03″ (LT)
Dc = 00° 56′ 32″
R = 1947.36′
T = 153.28′
L = 305.93′
E = 6.02′
C = 305.61′
C.B. = N 78° 26′ 54″ E

(3) Δ = 15° 34′ 36″ (LT)
Dc = 03° 45′ 03″
R = 1527.00′
T = 208.93′
L = 415.28′
E = 14.22′
C = 414.00′
C.B. = N 52° 56′ 47″ E

(4) Δ = 19° 49′ 22″ (LT)
Dc = 02° 56′ 20″
R = 1949.62′
T = 340.66′
L = 674.52′
E = 29.54′
C = 671.16′
C.B. = N 65° 03′ 59″ E

(5) Δ = 08° 12′ 02″ (LT)
Dc = 02° 55′ 28″
R = 1959.33′
T = 140.46′
L = 280.43′
E = 5.03′
C = 280.19′
C.B. = N 50° 03′ 33″ E

NOT FOR CONSTRUCTION
REFERENCE ONLY

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

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 398+00 TO STA. 406+00

HAM-75-7.85

129
1045

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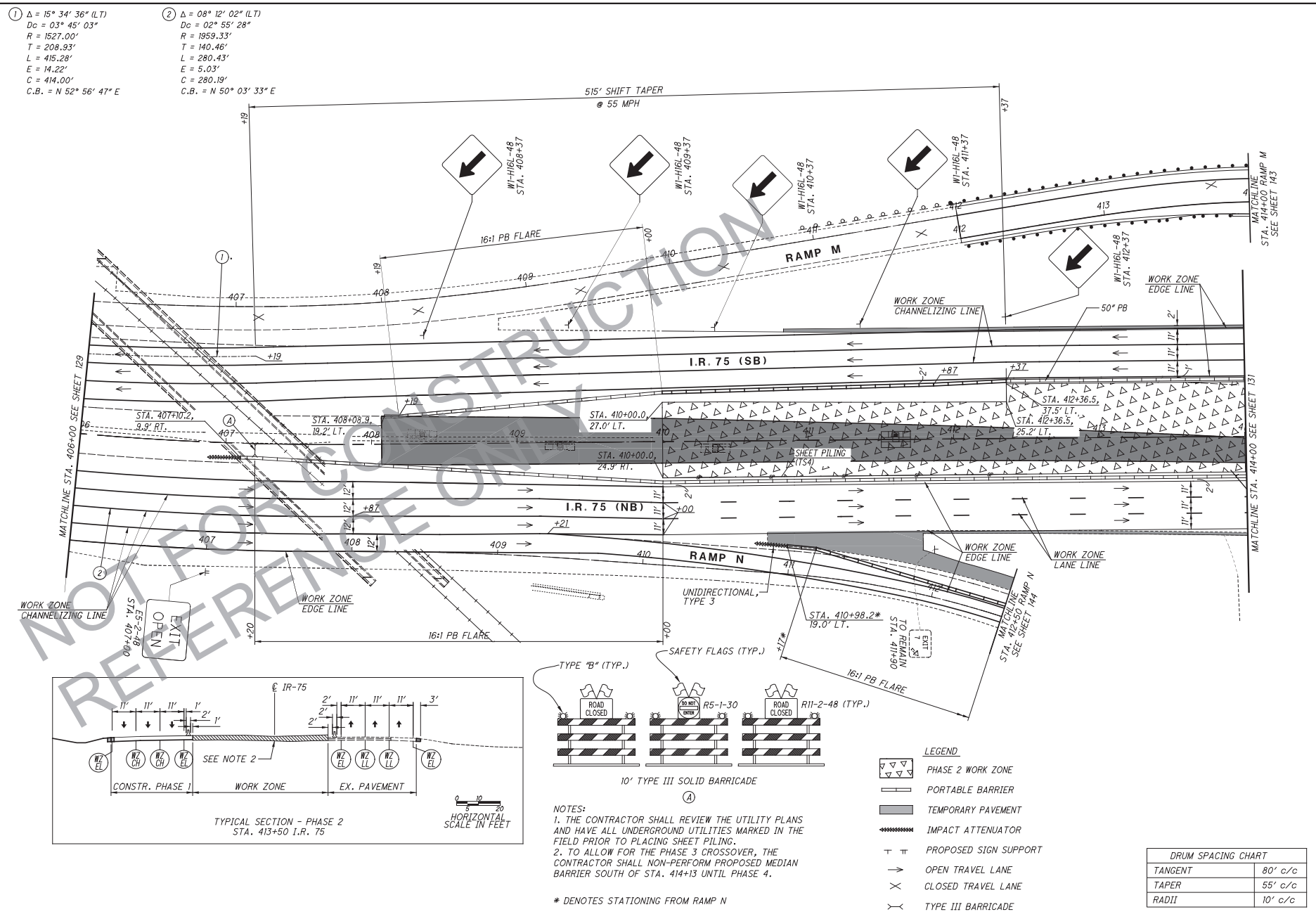

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 406+00 TO STA. 414+00

HAM-75-7.85

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 15 30 60

130
1045

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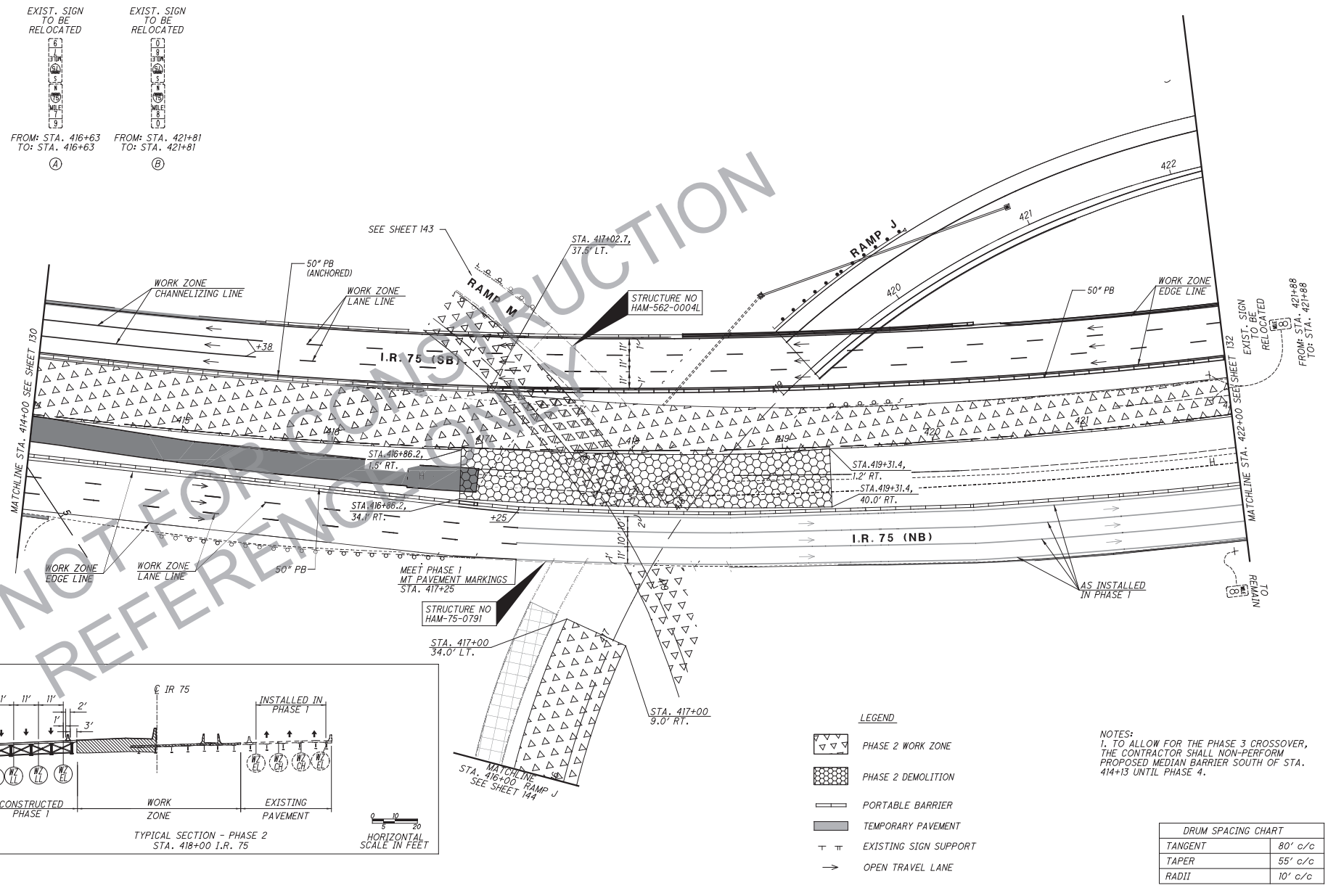

NOT FOR CONSTRUCTION
REFERENCE ONLY

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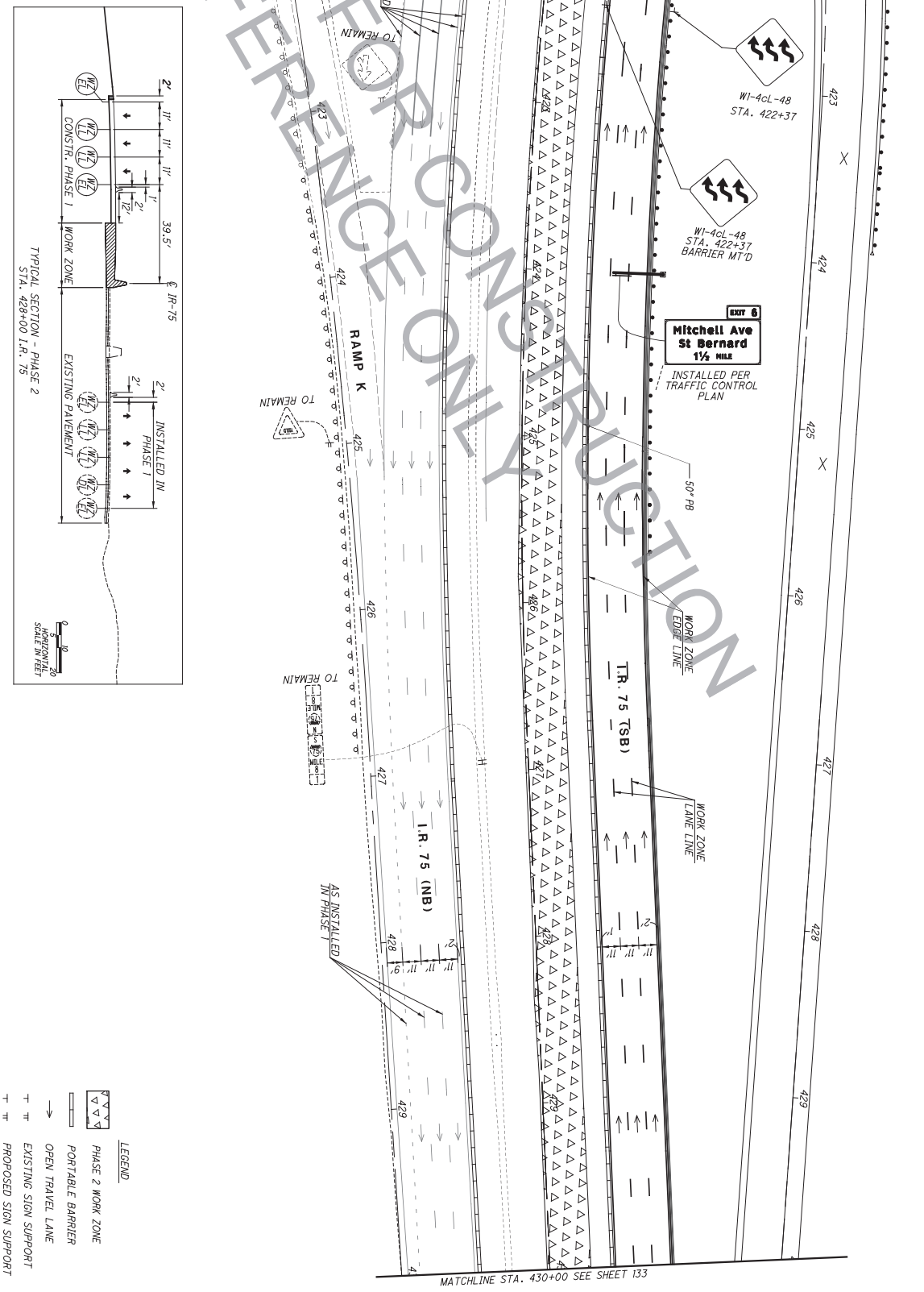
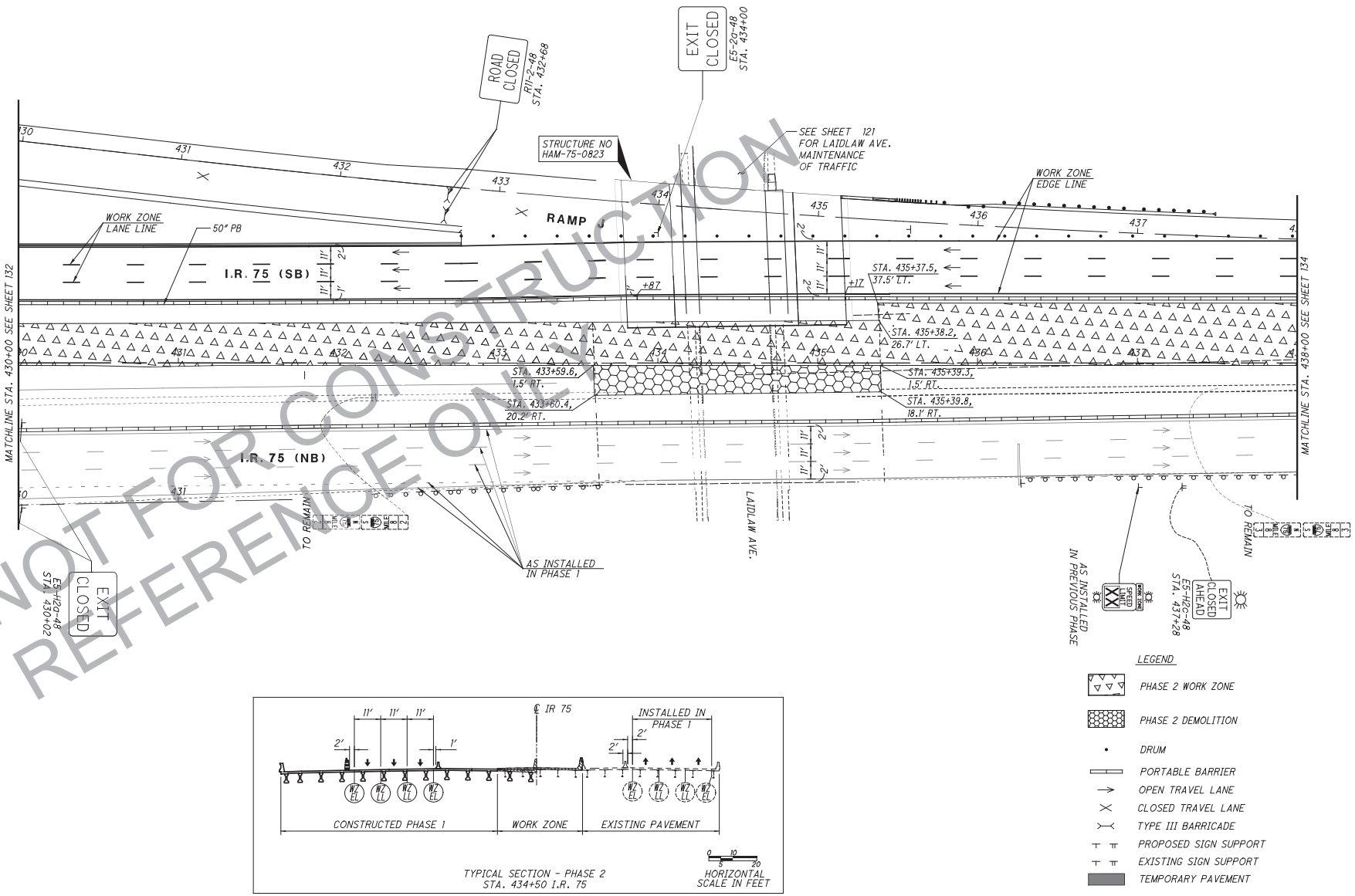
NOT FOR CONSTRUCTION
REFERENCE ONLY



LEGEND

- PHASE 2 WORK ZONE
- PORTABLE BARRIER
- OPEN TRAVEL LANE
- EXISTING SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- CLOSED TRAVEL LANE

132 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 I.R. 75 - STA. 424+00 TO STA. 430+00	CALCULATED RLS CHECKED SMM HORIZONTAL SCALE IN FEET



HORIZONTAL SCALE IN FEET

CALCULATED RLS | CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 430+00 TO STA. 438+00

HAM-75-7.85

133
1045

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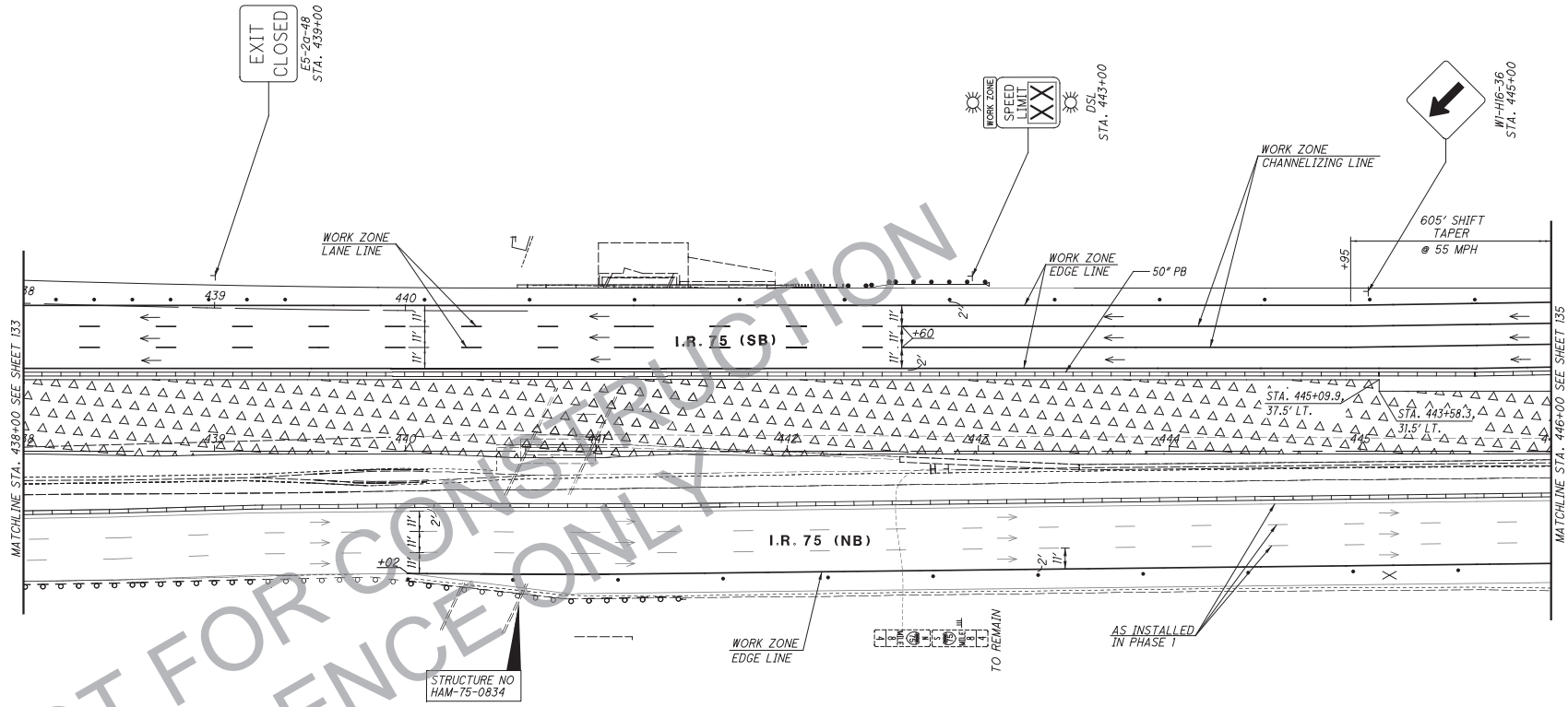

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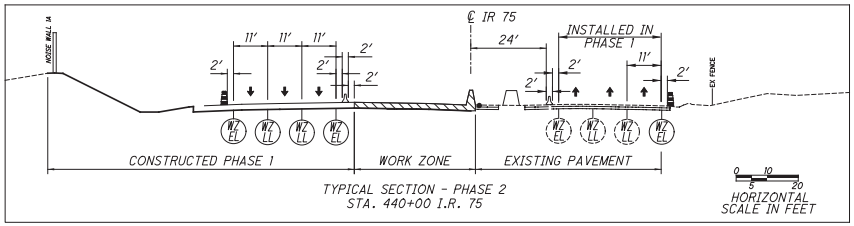
REFERENCE ONLY



LEGEND

- PHASE 2 WORK ZONE
- DRUM
- PORTABLE BARRIER
- OPEN TRAVEL LANE
- CLOSED TRAVEL LANE
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT

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

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 438+00 TO STA. 446+00

HAM-75-7.85

134
1045

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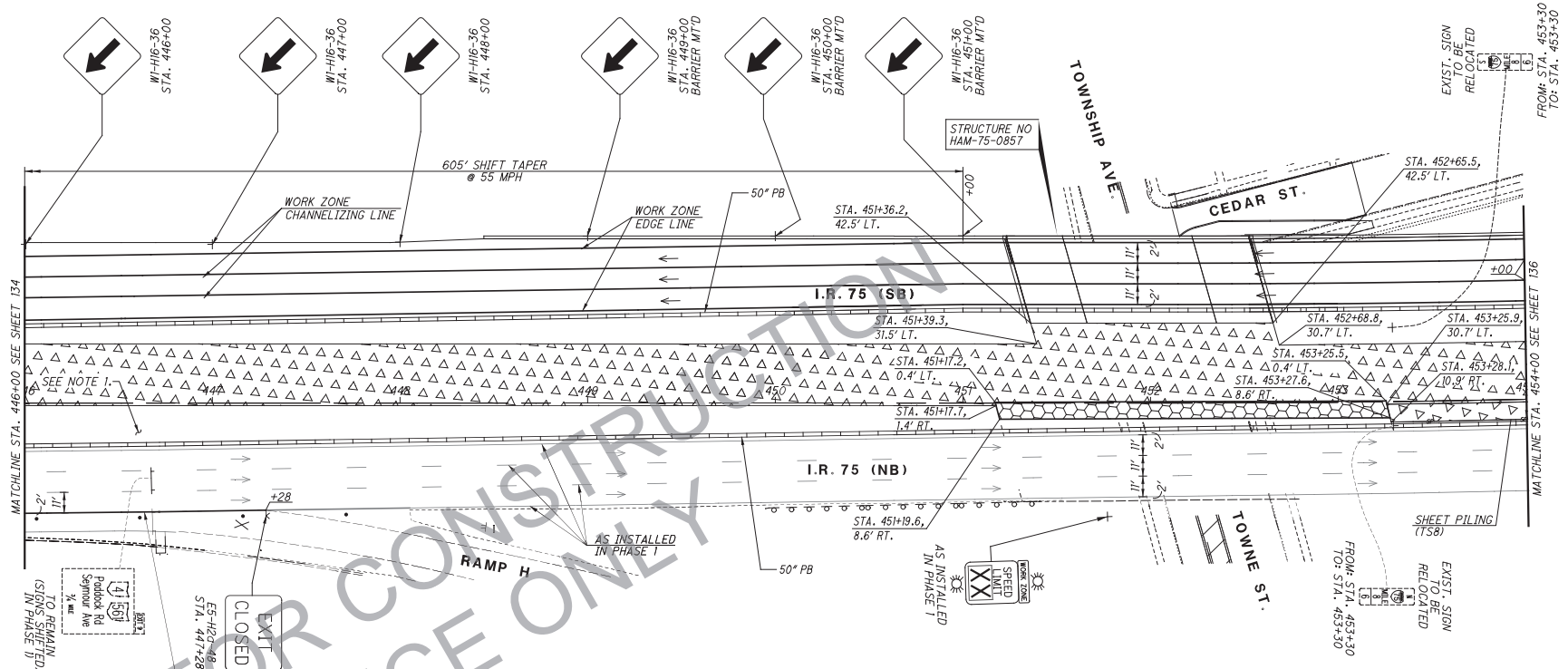

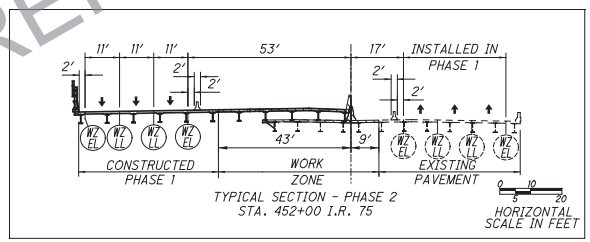

LEGEND

- PHASE 2 WORK ZONE
- PHASE 2 DEMOLITION
- DRUM
- PORTABLE BARRIER
- TEMPORARY SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- OPEN TRAVEL LANE
- CLOSED TRAVEL LANE

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED RLS CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 446+00 TO STA. 454+00

HAM-75-7.85

135
1045

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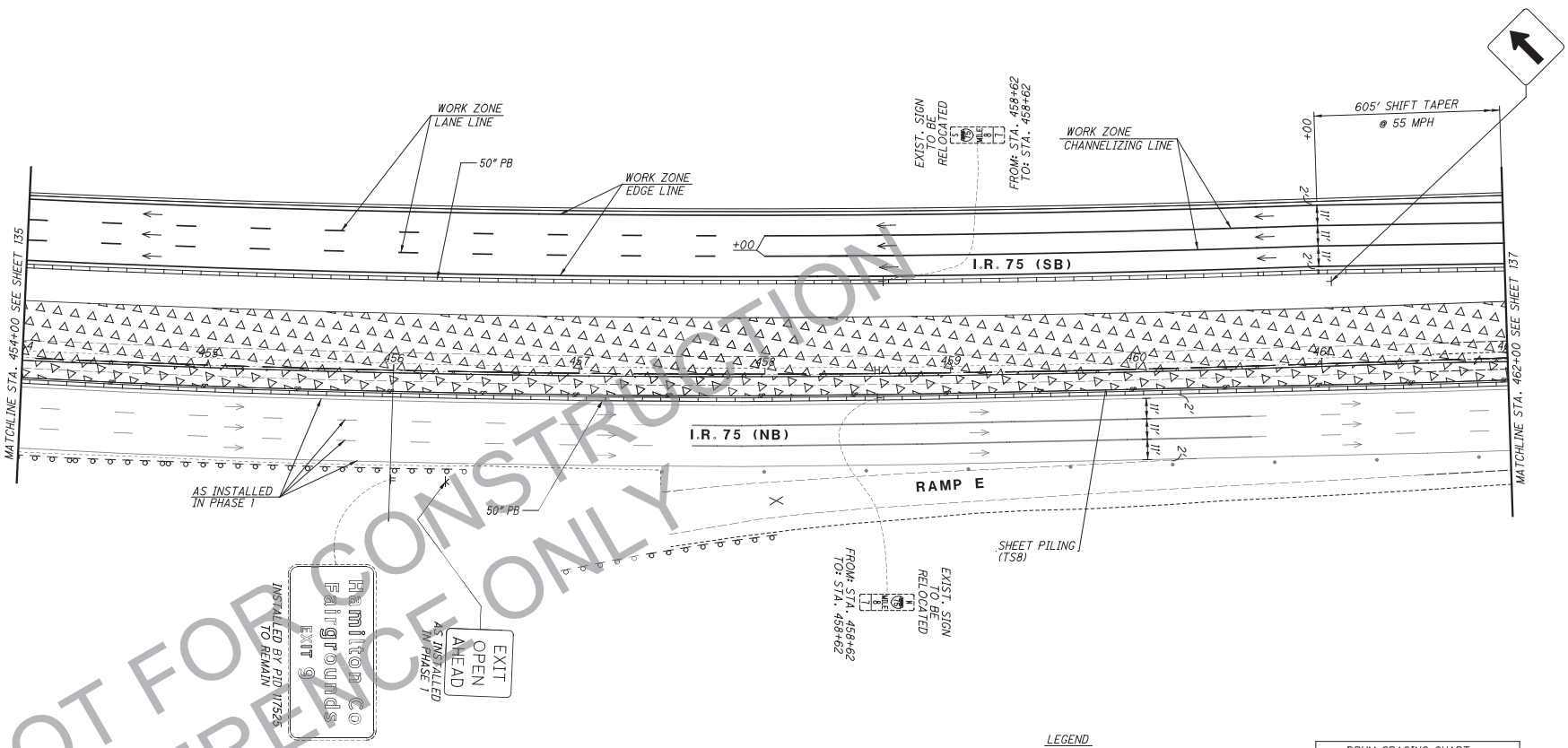


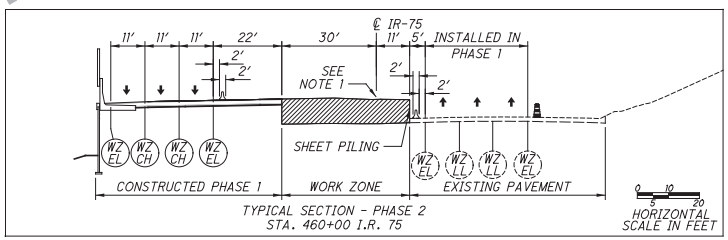
NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

- PHASE 2 WORK ZONE
- PORTABLE BARRIER
- DRUM
- PROPOSED SIGN SUPPORT
- EXISTING SIGN SUPPORT
- OPEN TRAVEL LANE
- CLOSED TRAVEL LANE

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

NOTES:
1. THE CONTRACTOR SHALL NON-PERFORM MEDIAN BARRIER CONSTRUCTION FROM STA. 456+00 TO STA. 482+25 UNTIL PHASE 4 TO ALLOW FOR THE PHASE 3 RAMP CROSSOVERS.



TYPICAL SECTION - PHASE 2
STA. 460+00 I.R. 75

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED RLS CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 454+00 TO STA. 462+00

HAM-75-7.85

136
1045

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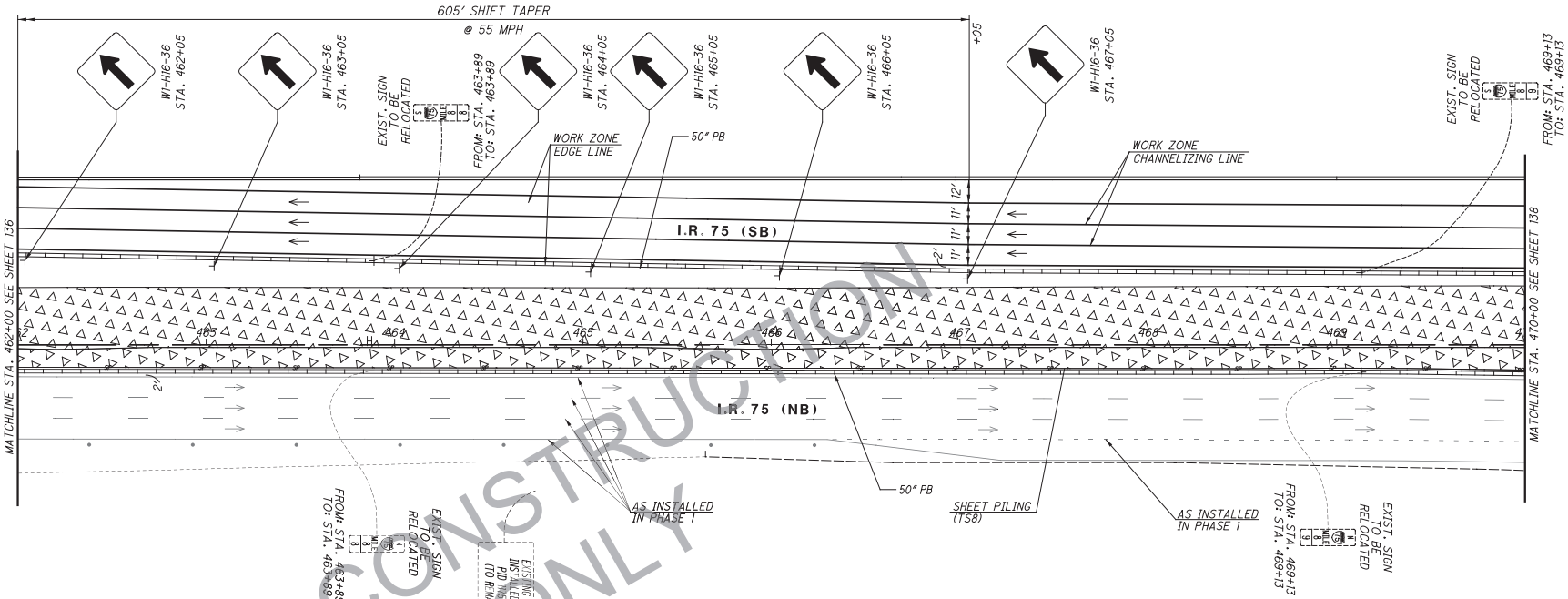
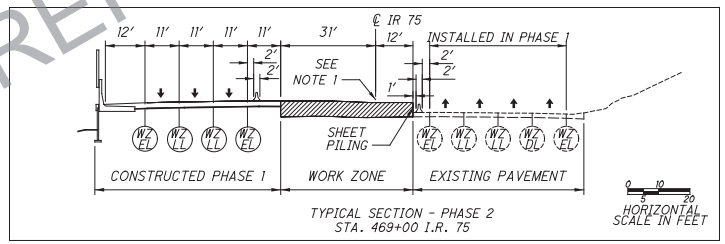


NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

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



TYPICAL SECTION - PHASE 2
STA. 469+00 I.R. 75

NOTES:
1. THE CONTRACTOR SHALL NON-PERFORM MEDIAN BARRIER CONSTRUCTION FROM STA. 456 +00 TO STA. 482+25 UNTIL PHASE 4 TO ALLOW FOR THE PHASE 3 RAMP CROSSOVERS.

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 462+00 TO STA. 470+00

HAM-75-7.85

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 15 30 60

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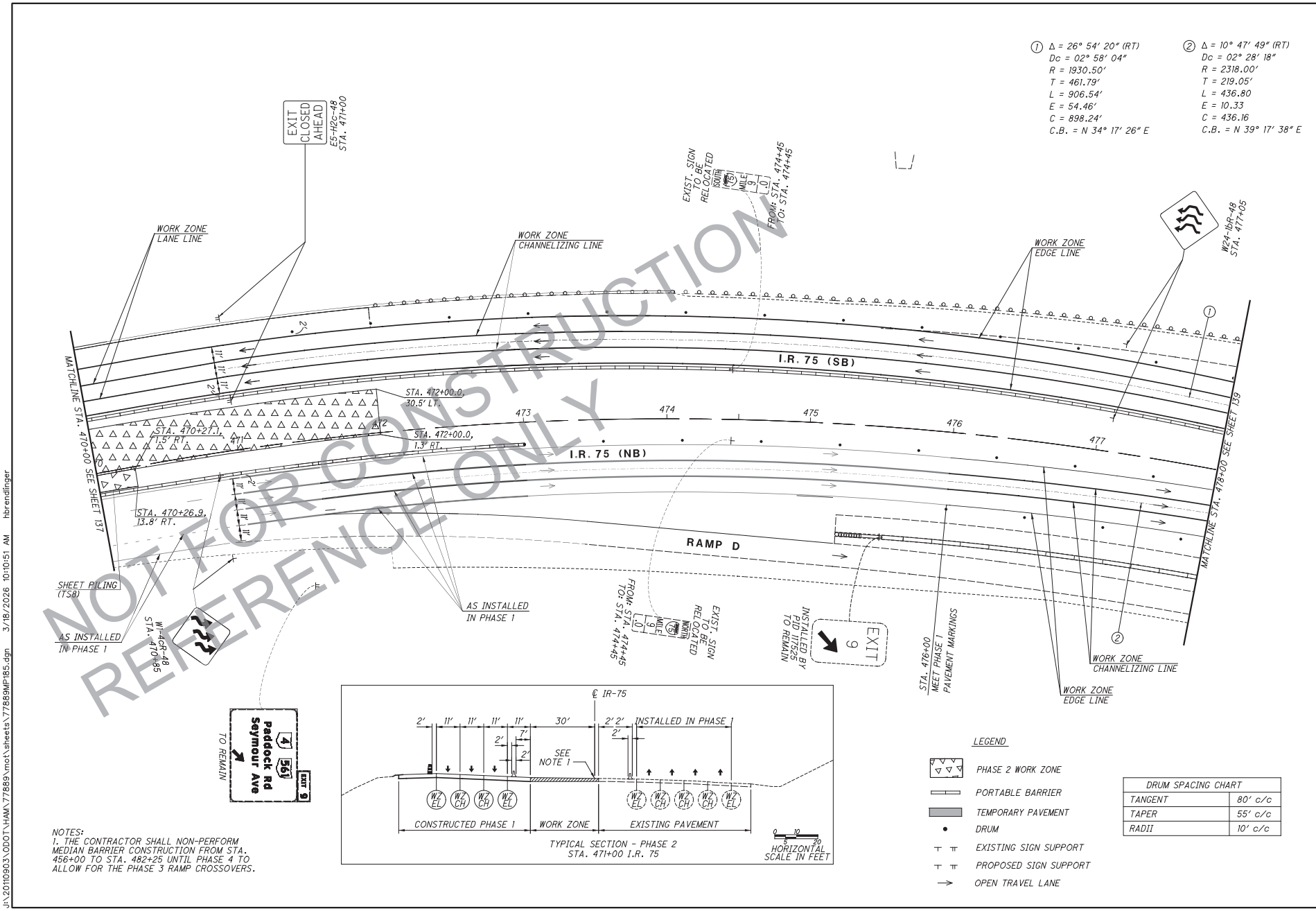

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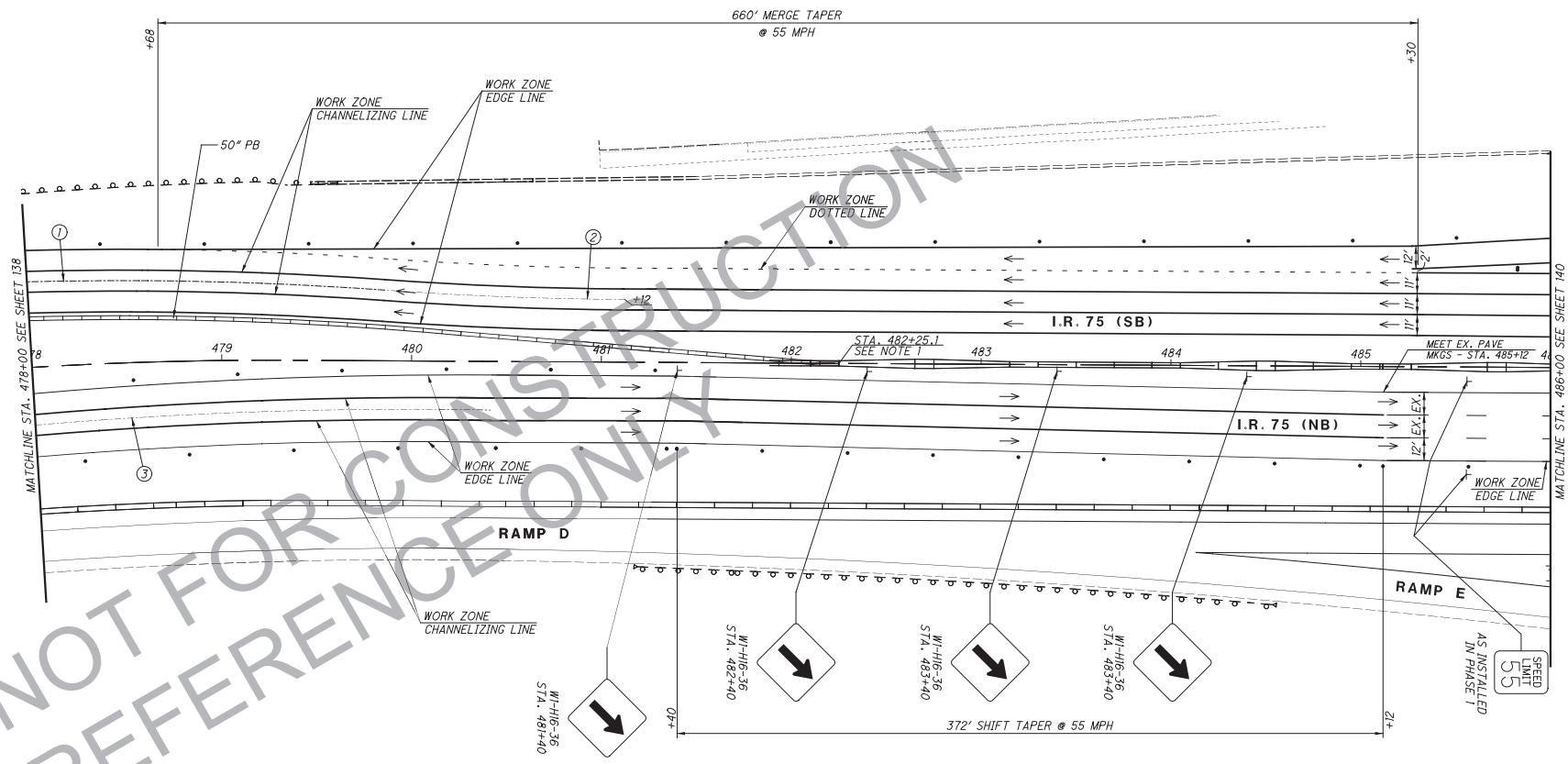
HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED RLS CHECKED SWM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 470+00 TO STA. 478+00

HAM-75-7.85

138
1045



NOT FOR CONSTRUCTION
REFERENCE ONLY

① Δ = 26° 54′ 20″ (RT)
Dc = 02° 58′ 04″
R = 1930.50′
T = 461.79′
L = 906.54′
E = 54.46′
C = 898.24′
C.B. = N 34° 17′ 26″ E

② Δ = 03° 46′ 28″ (LT)
Dc = 02° 58′ 57″
R = 1921.00′
T = 63.30′
L = 126.55′
E = 1.04′
C = 126.52′
C.B. = N 45° 51′ 22″ E

③ Δ = 10° 47′ 49″ (RT)
Dc = 02° 28′ 18″
R = 2318.00′
T = 219.05′
L = 436.80
E = 10.33
C = 436.16
C.B. = N 39° 17′ 38″ E

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

LEGEND
- PORTABLE BARRIER
- TEMPORARY PAVEMENT
- DRUM
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

NOTES:
1. CONNECT PORTABLE BARRIER AND EXISTING MEDIAN UTILIZING MT-101.80
2. THE CONTRACTOR SHALL NON-PERFORM MEDIAN BARRIER CONSTRUCTION FROM STA. 456+00 TO STA. 482+25 UNTIL PHASE 4 TO ALLOW FOR THE PHASE 3 RAMP CROSSOVERS.

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 478+00 TO STA. 486+00

HAM-75-7.85

139
1045

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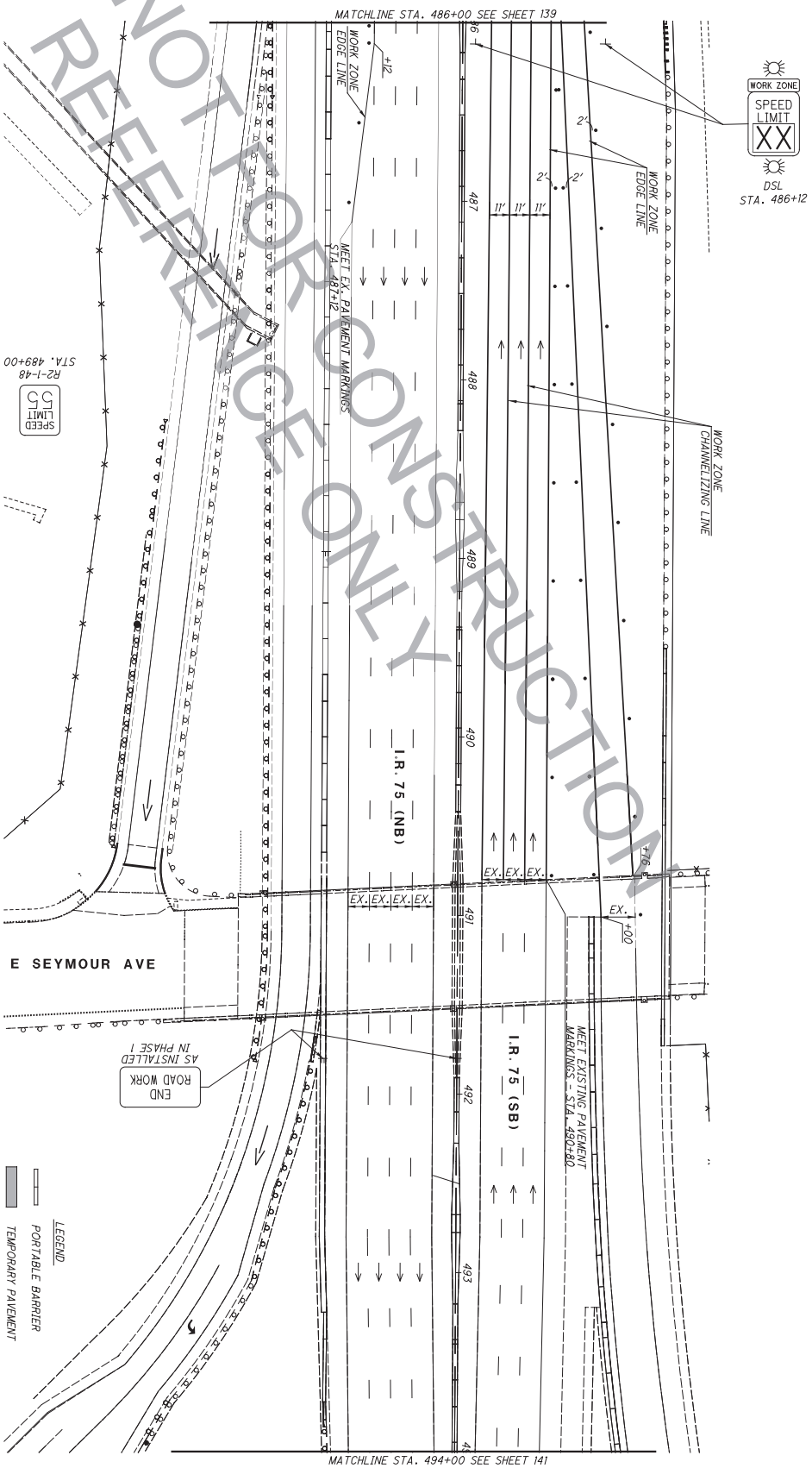
REFERENCE ONLY



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

LEGEND

PORTABLE BARRIER

TEMPORARY PAVEMENT

DRUM

PROPOSED SIGN SUPPORT

OPEN TRAVEL LANE

NOTE: THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.

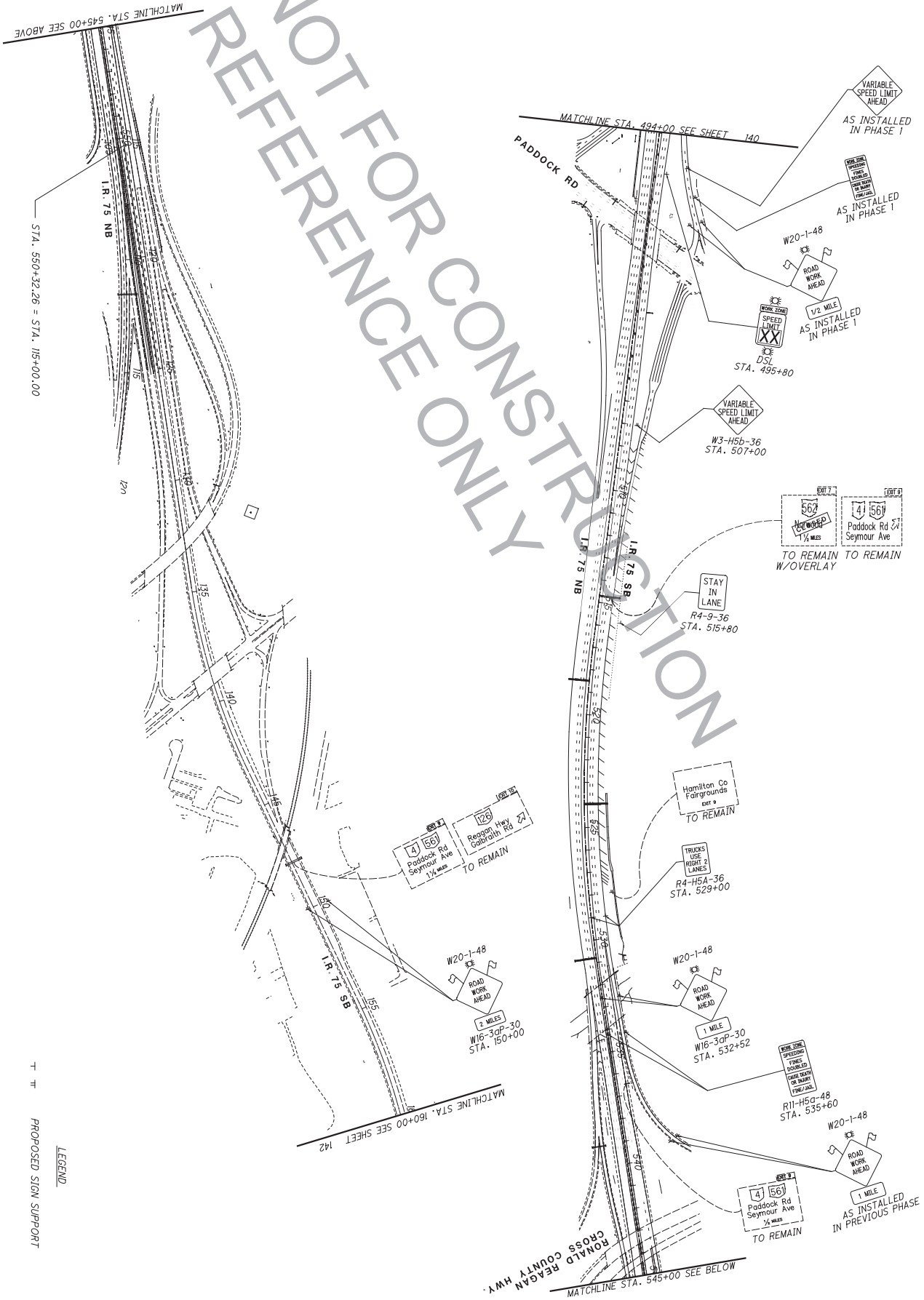
HAM-75-7.85

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
I.R. 75 - STA. 486+00 TO STA. 494+00

CALCULATED RLS
CHECKED SMM

0 15 30 60
HORIZONTAL SCALE IN FEET

NOT FOR CONSTRUCTION
REFERENCE ONLY



141 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 I.R. 75 - STA. 486+00 TO STA. 160+00	CALCULATED RLS CHECKED SMM 0 50 100 200 HORIZONTAL SCALE IN FEET

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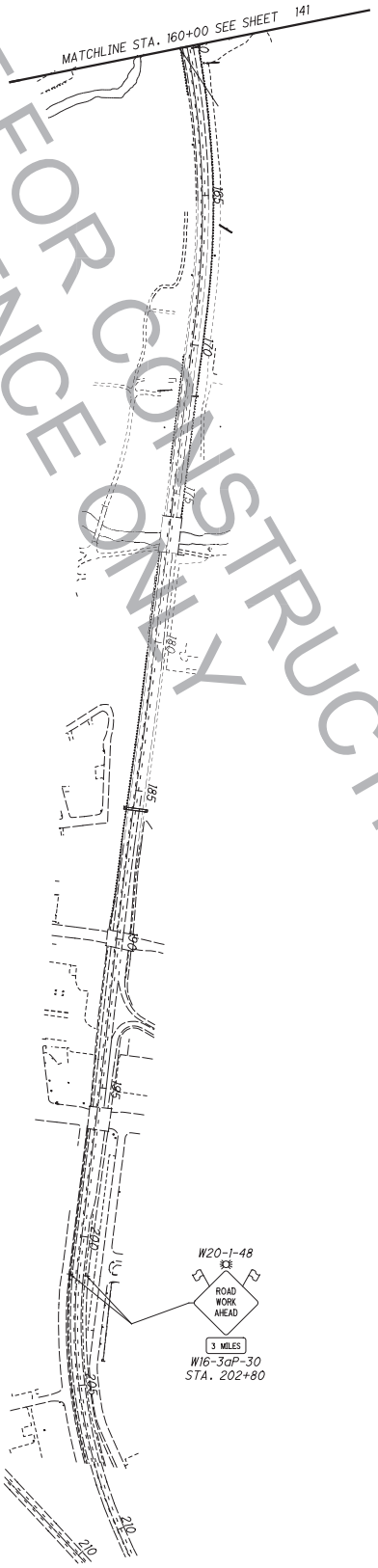
NOT FOR CONSTRUCTION
REFERENCE ONLY



LEGEND

PROPOSED SIGN SUPPORT

142 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 I.R. 75 - STA. 160+00 TO STA. 210+00	CALCULATED RLS CHECKED SMM	0 15 30 60 HORIZONTAL SCALE IN FEET

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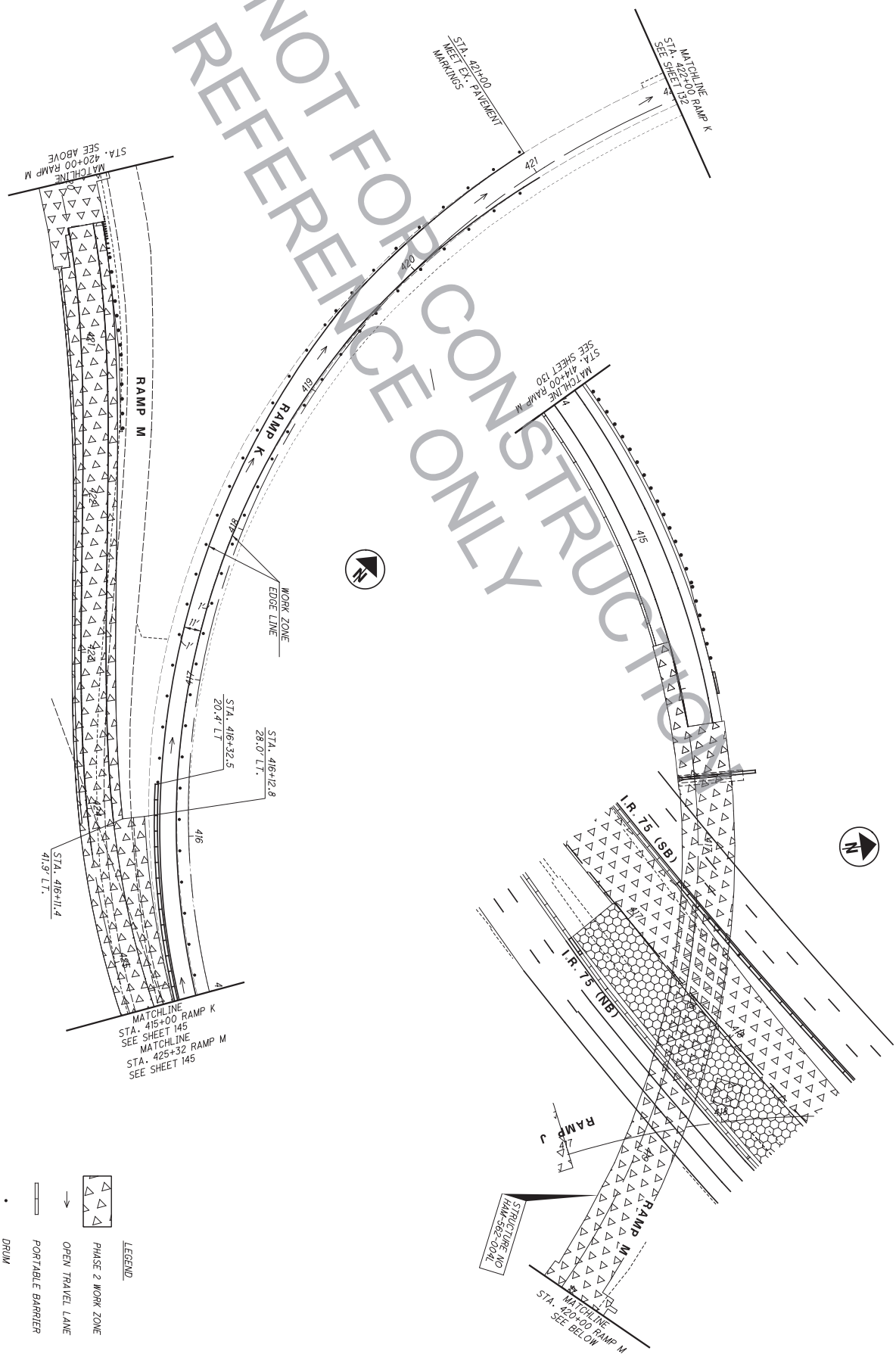
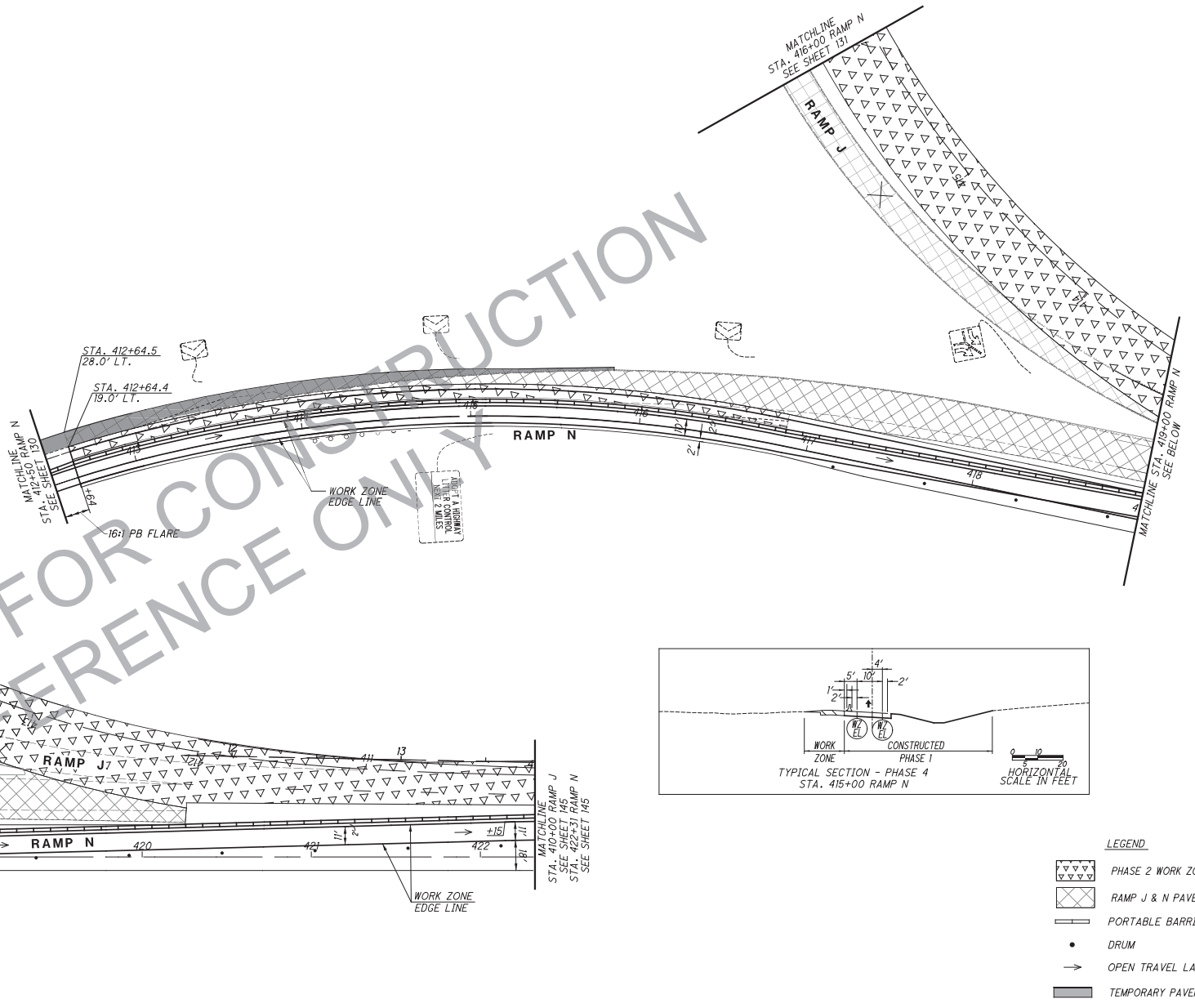
NOT FOR CONSTRUCTION
REFERENCE ONLY



143 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 2 RAMP M - STA. 414+00 TO STA. 425+32	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET



NOT FOR CONSTRUCTION
REFERENCE ONLY

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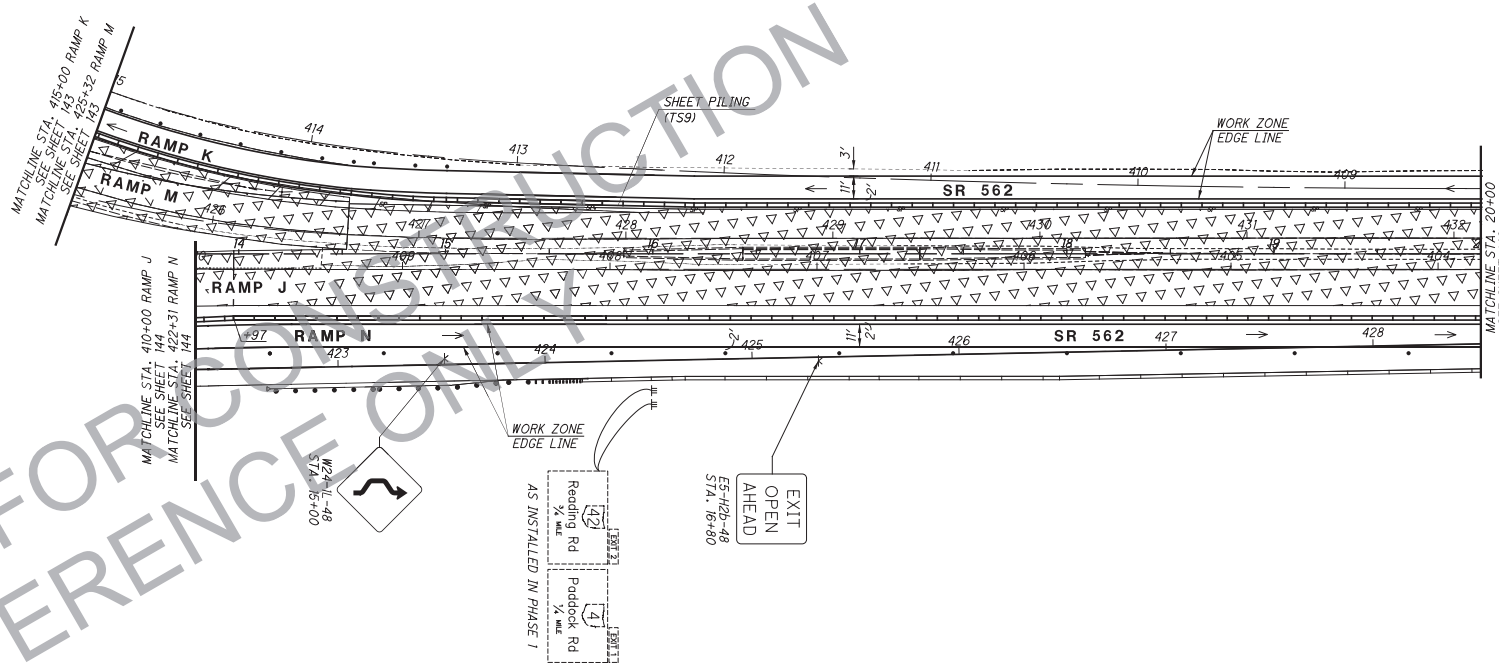
CALCULATED RLS
CHECKED SMM

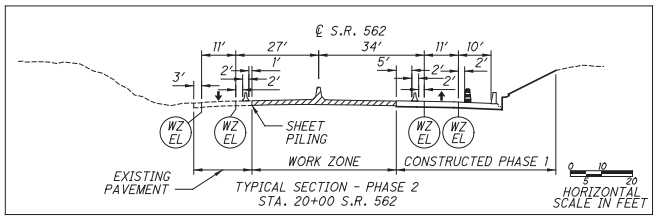
HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
RAMP N - STA. 412+50 TO STA. 422+31

HAM-75-7.85

144
1045





NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.

DRUM SPACING CHART	
TANGENT	80′ c/c
TAPER	55′ c/c
RADII/CLOSURE	10′ c/c

LEGEND
- PHASE 2 WORK ZONE
- PORTABLE BARRIER
- DRUM
- OPEN TRAVEL LANE
- TEMPORARY SIGN SUPPORT
- PROPOSED SIGN SUPPORT

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET: 0, 15, 30, 60

CALCULATED RLS | CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R 562 - STA. 10+90 TO STA. 20+00

HAM-75-7.85

145
1045

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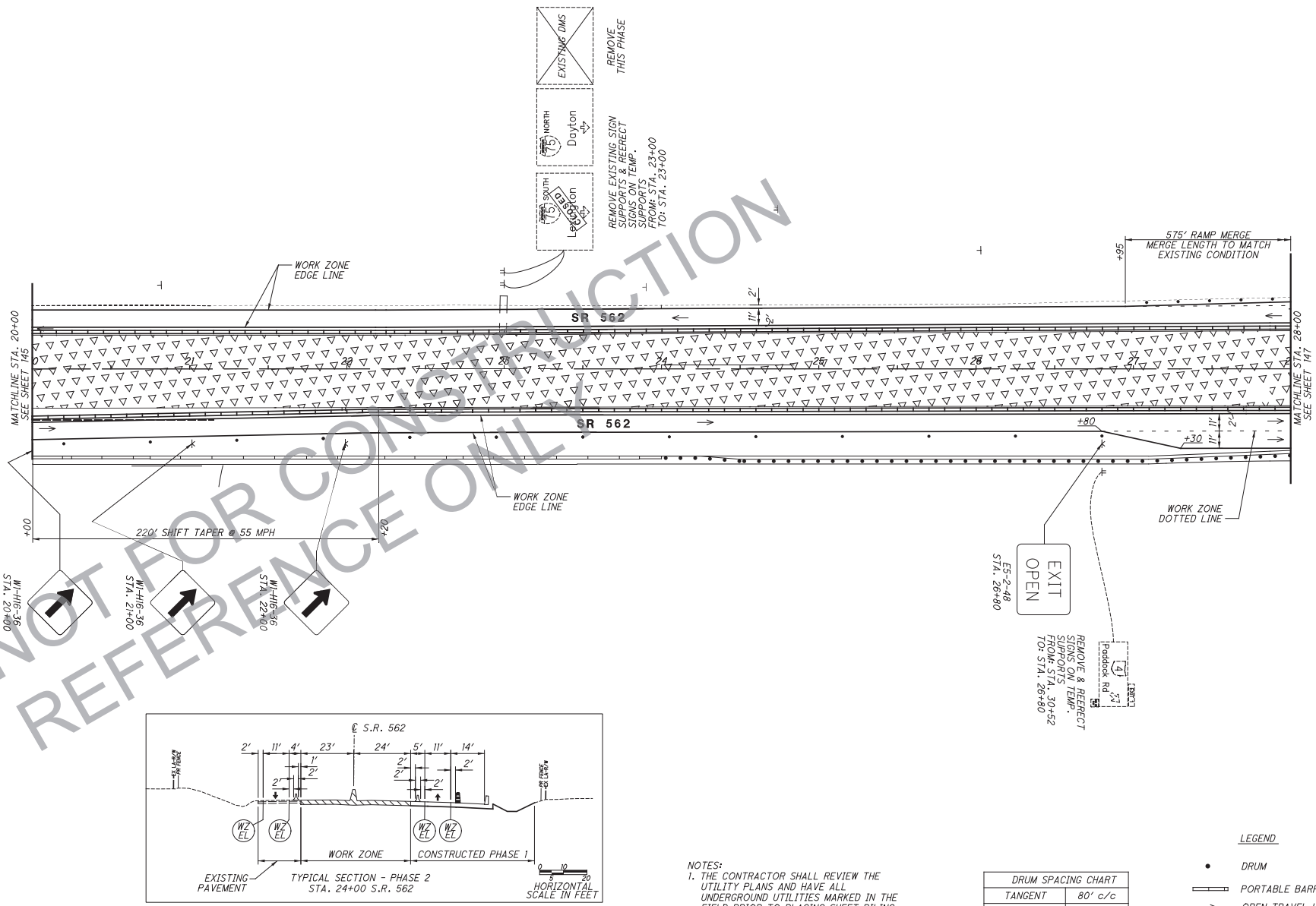

NOTES:
1. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.

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

LEGEND
- DRUM
- PORTABLE BARRIER
- OPEN TRAVEL LANE
- TEMPORARY SIGN SUPPORT

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET: 0, 15, 30, 60

CALCULATED: RLS
CHECKED: SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 562 - STA. 20+00 TO STA. 28+00

HAM-75-7.85

146
1045

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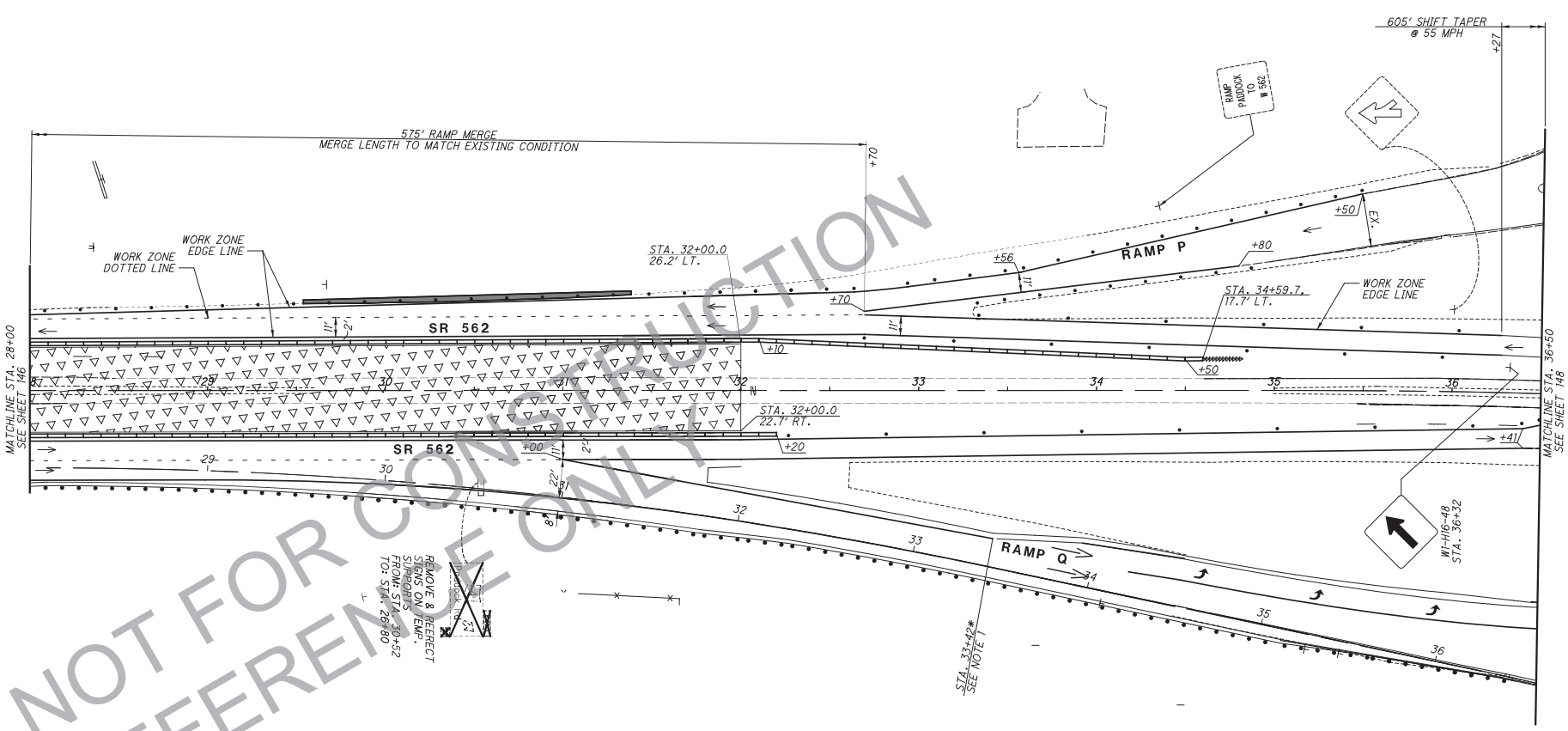

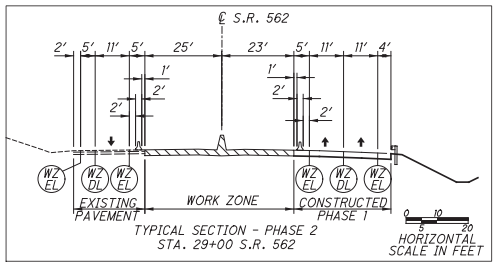

TYPICAL SECTION - PHASE 2
STA. 29+00 S.R. 562

NOTES:
1. RAMP Q PAVEMENT MARKINGS EAST OF STA. 33+42* SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN
2. THE CONTRACTOR SHALL REVIEW THE UTILITY PLANS AND HAVE ALL UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO PLACING SHEET PILING.

* DENOTES STATIONING FROM RAMP Q

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

LEGEND
- PHASE 2 WORK ZONE
- PORTABLE BARRIER
- IMPACT ATTENUATOR
- EXISTING SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 562 - STA. 28+00 TO STA. 36+50

HAM-75-7.85

147
1045

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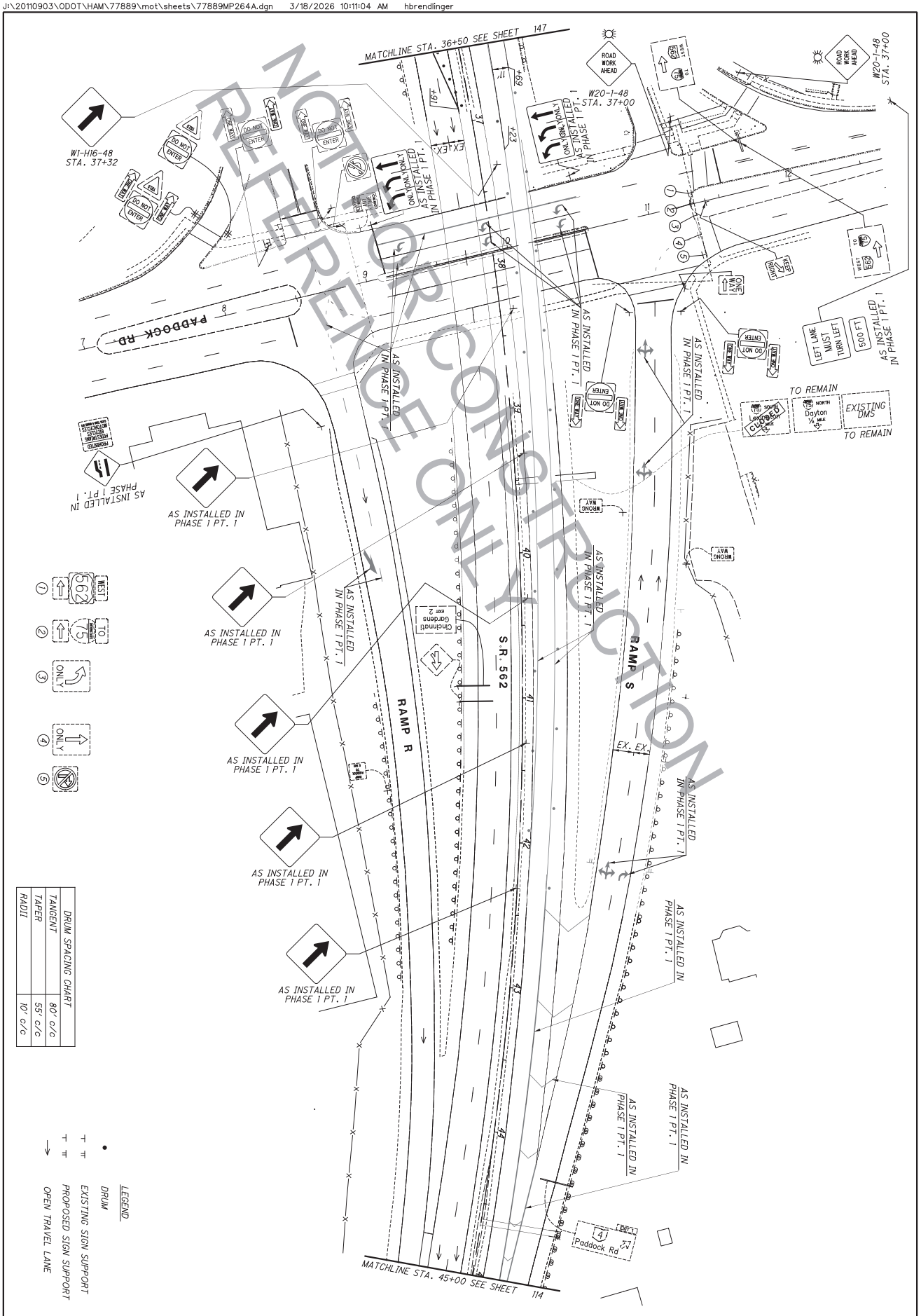

148
1045

HAM-75-7.85

MAINTENANCE OF TRAFFIC PLAN - PHASE 2
S.R. 562 - STA. 36+50 TO STA. 45+00

CALCULATED RLS
CHECKED SMM

0 15 30 60
HORIZONTAL SCALE IN FEET

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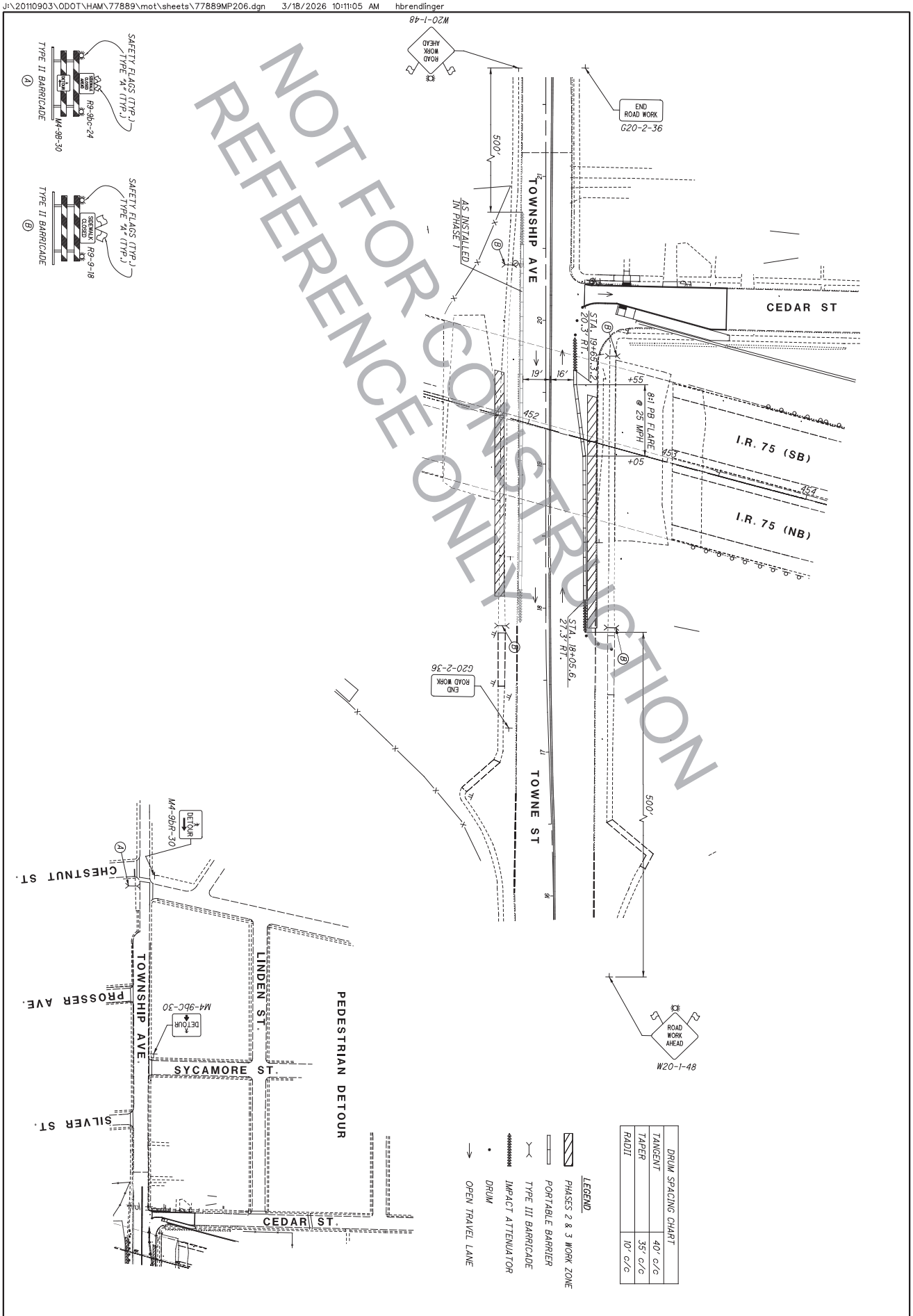

149
1045

MAINTENANCE OF TRAFFIC PLAN - PHASES 2 & 3
TOWNE STREET

CALCULATED RLS
CHECKED SMM

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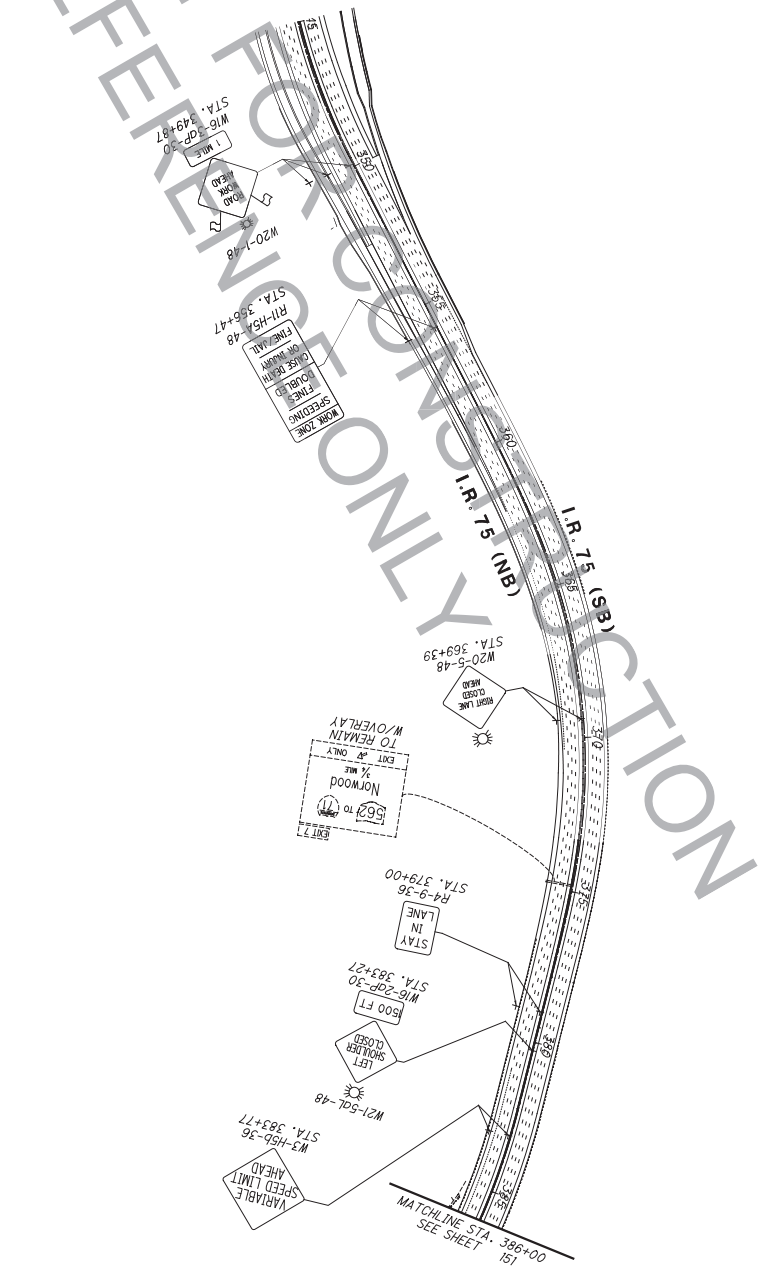
NOT FOR CONSTRUCTION
REFERENCE ONLY

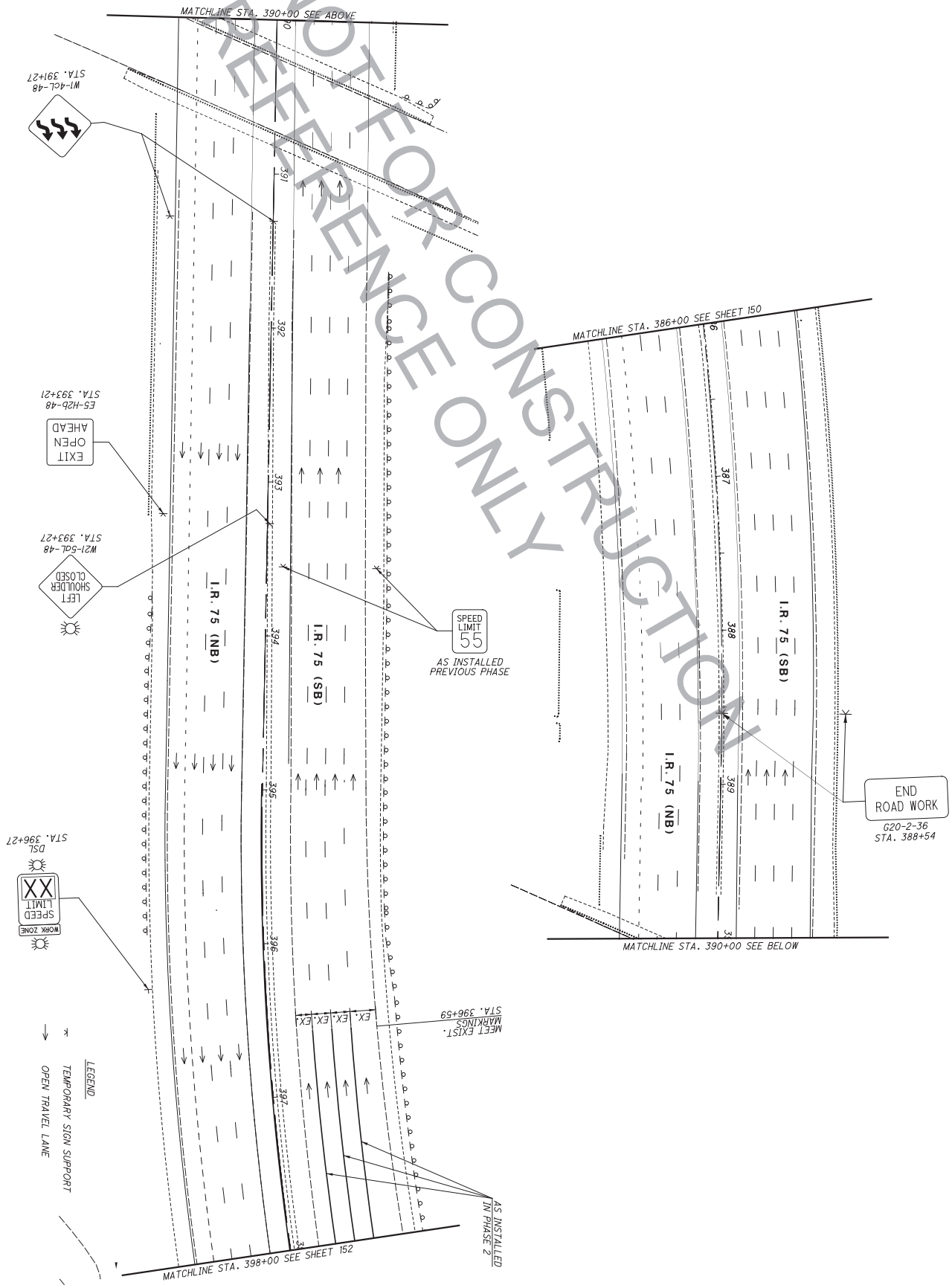


LEGEND

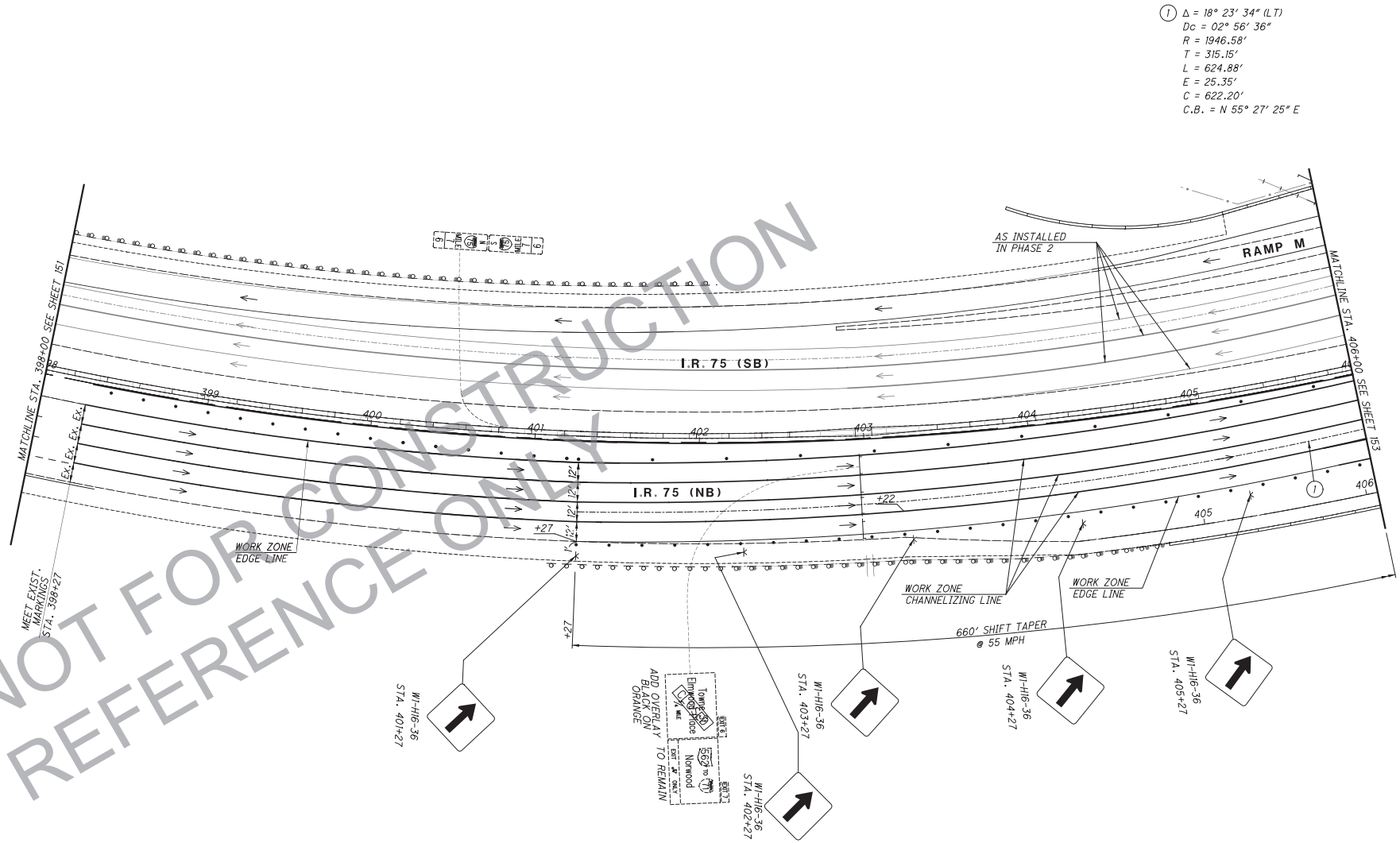
PROPOSED SIGN SUPPORT

150 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3A I.R. 75 - STA. 345+00 TO STA. 386+00	CALCULATED RLS CHECKED SMM	0 100 50 200 HORIZONTAL SCALE IN FEET	

NOT FOR CONSTRUCTION
REFERENCE ONLY



151 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3A I.R. 75 - STA. 386+00 TO STA. 398+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET



NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

- • DRUM
- TEMPORARY SIGN SUPPORT
- → OPEN TRAVEL LANE

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

0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 398+00 TO STA. 406+00

HAM-75-7.85

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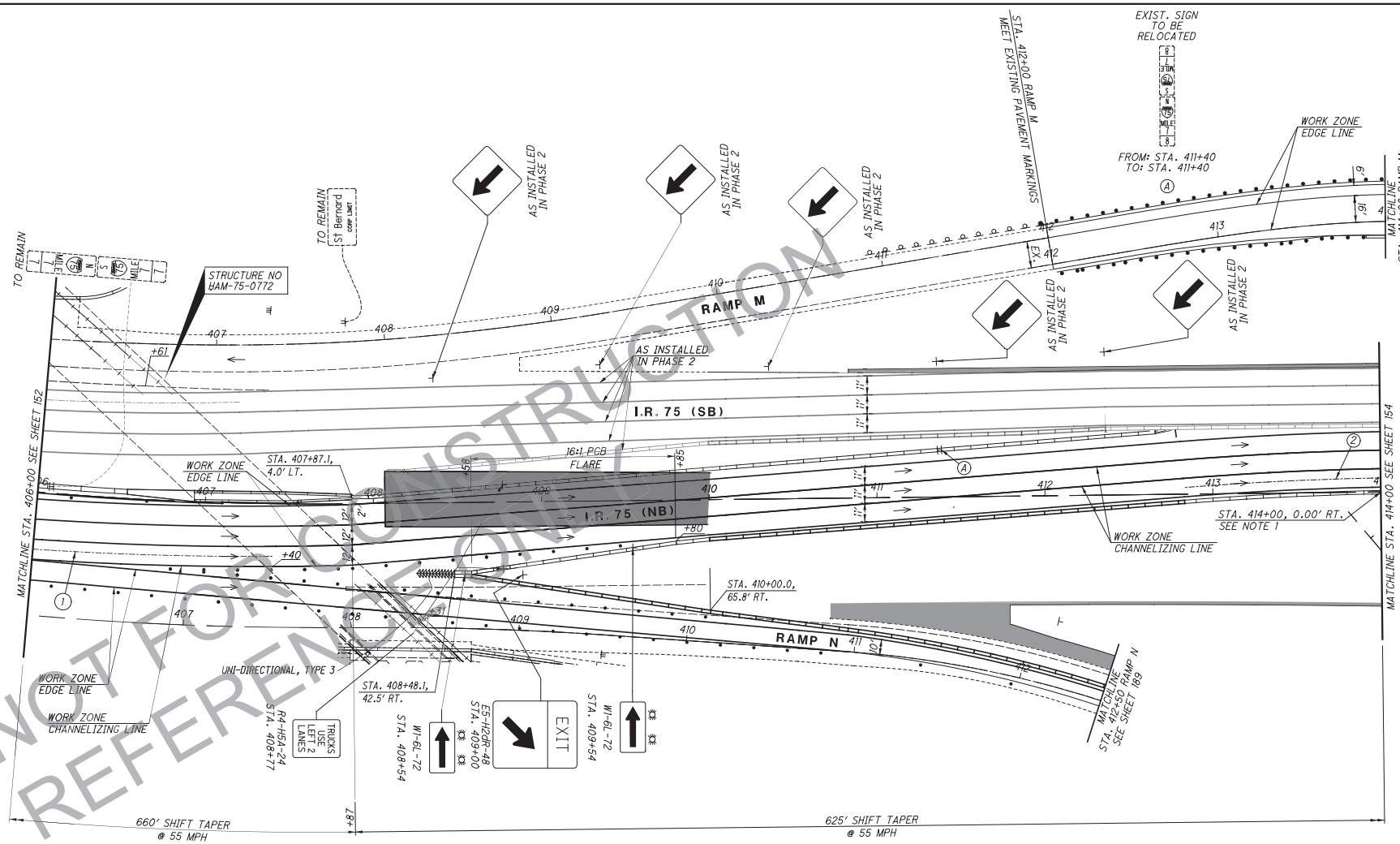

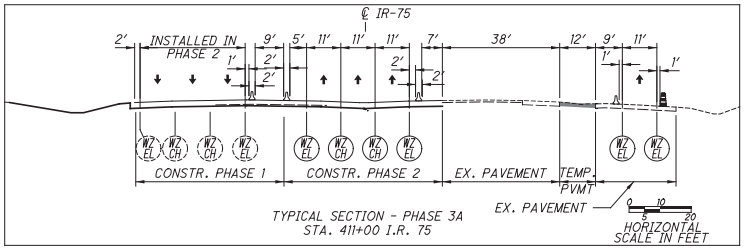

TYPICAL SECTION - PHASE 3A
STA. 411+00 I.R. 75

(1) Δ = 18° 23′ 34″ (LT)
Dc = 02° 56′ 36″
R = 1946.58′
T = 315.15′
L = 624.88′
E = 25.35′
C = 622.20′
C.B. = N 55° 27′ 25″ E

(2) Δ = 03° 55′ 31″
Dc = 3° 59′ 59″
R = 1910.00′
T = 65.45′
L = 130.85′
E = 1.12′
C = 130.83′
C.B. = N 43° 59′ 47″ E

LEGEND

- DRUM
- PORTABLE BARRIER
- TEMPORARY PAVEMENT
- IMPACT ATTENUATOR (48″ WIDE HAZARD) - ITEM 606, UNIDIRECTIONAL, TYPE 3
- EXISTING SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

NOTES:
1. CONNECT PORTABLE BARRIER AND MEDIAN CONSTRUCTED IN PREVIOUS PHASE UTILIZING MT-101.80.

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

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 406+00 TO STA. 414+00

HAM-75-7.85

NOT FOR CONSTRUCTION REFERENCE ONLY

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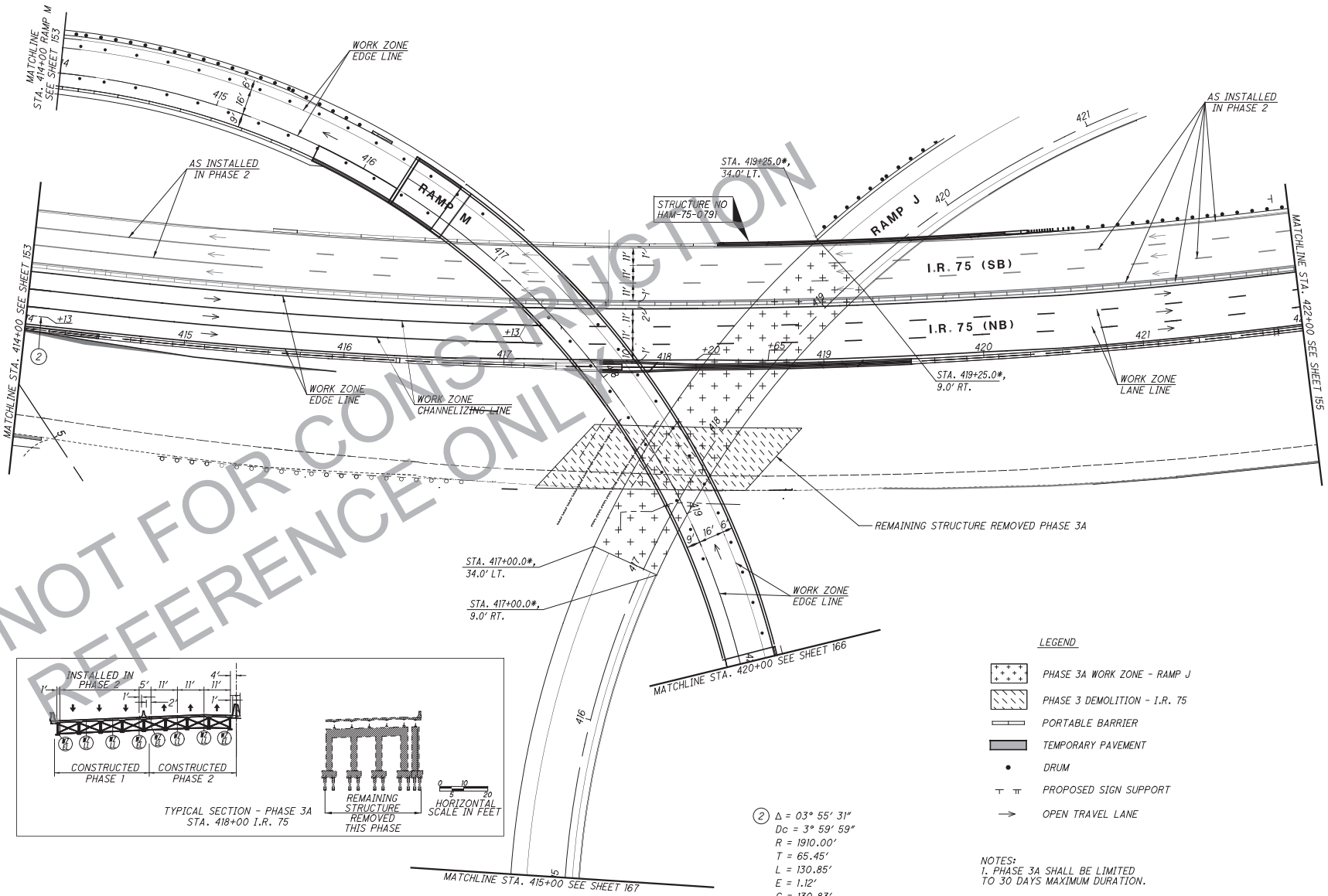

NOT FOR CONSTRUCTION
REFERENCE ONLY

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 414+00 TO STA. 422+00

HAM-75-7.85

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 15 30 60

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NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 422+00 TO STA. 430+00

HAM-75-7.85

155
1045

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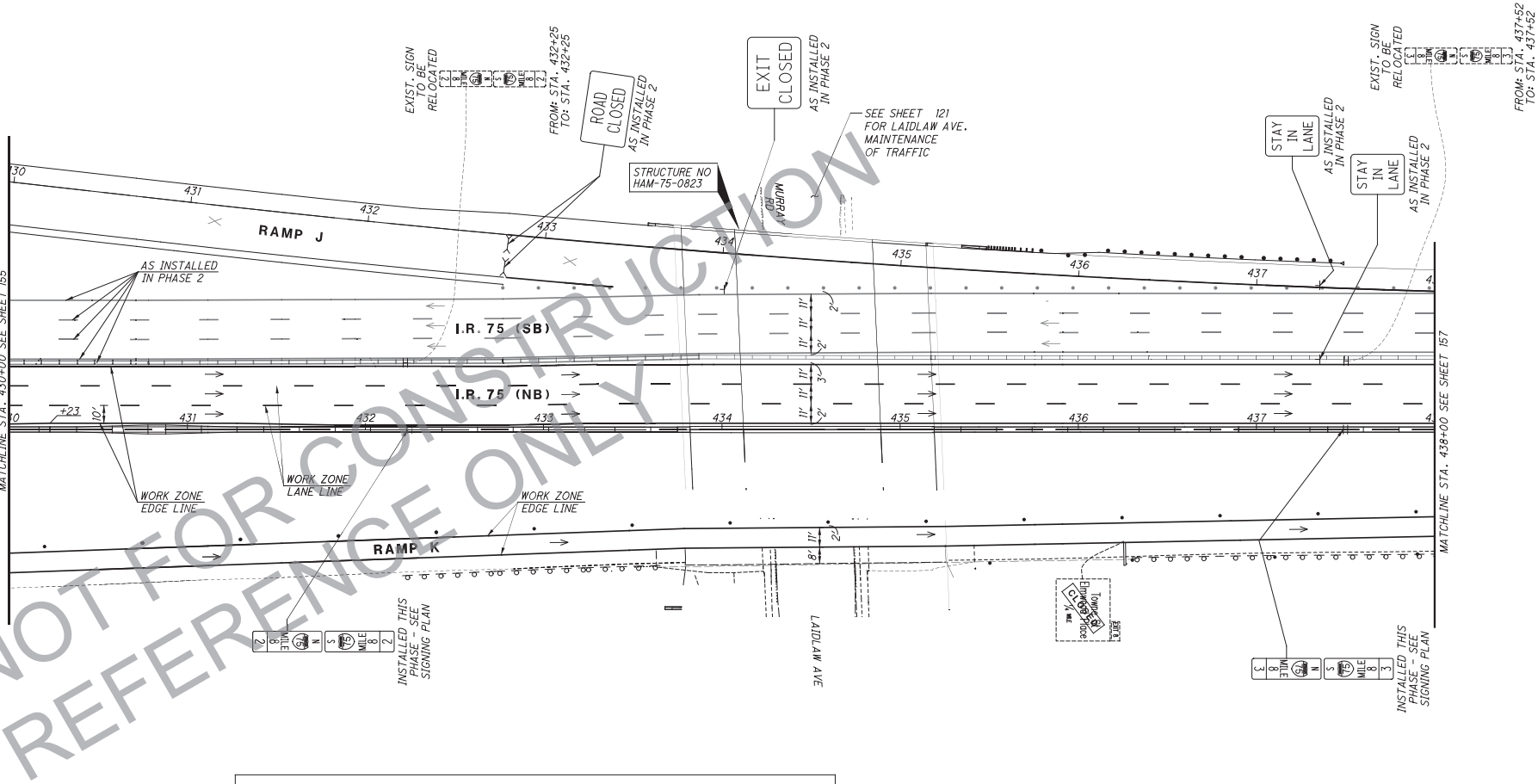

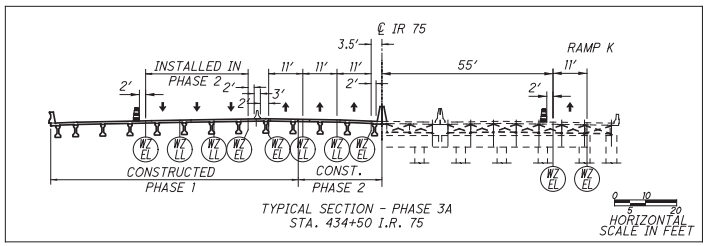

LEGEND

- DRUM
- PORTABLE BARRIER
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE
- CLOSED ROADWAY

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 430+00 TO STA. 438+00

HAM-75-7.85

156
1045

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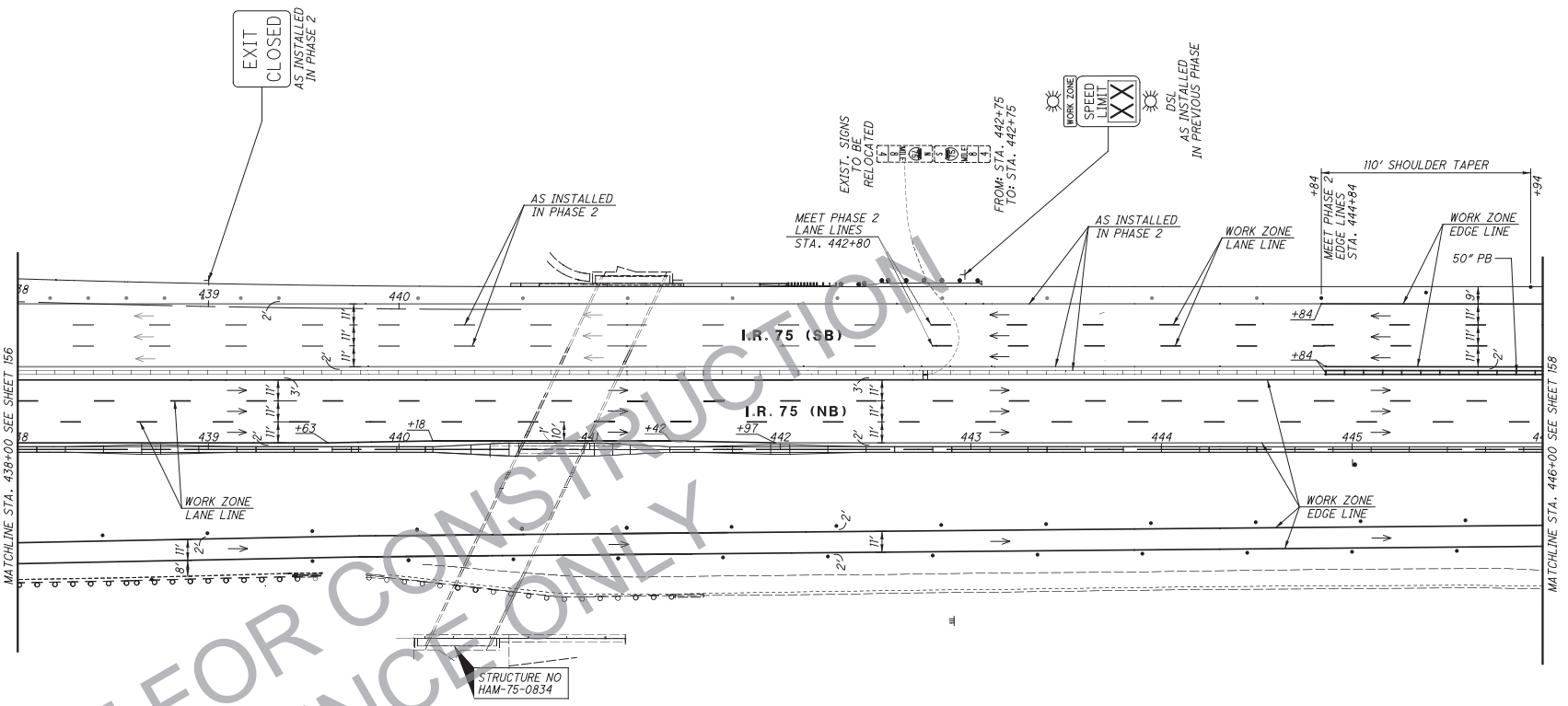

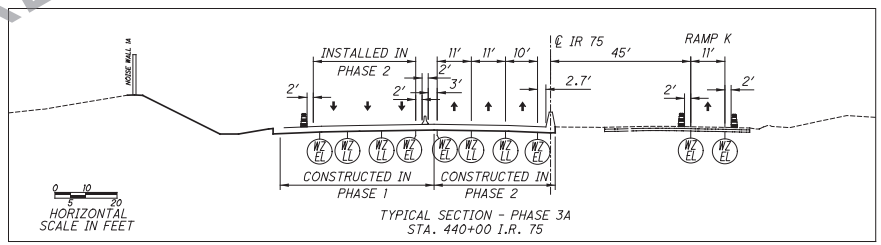

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII	10' c/c

LEGEND
- PORTABLE BARRIER
- DRUM
- OPEN TRAVEL LANE
- PROPOSED SIGN SUPPORT

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 438+00 TO STA. 446+00

HAM-75-7.85

157
1045

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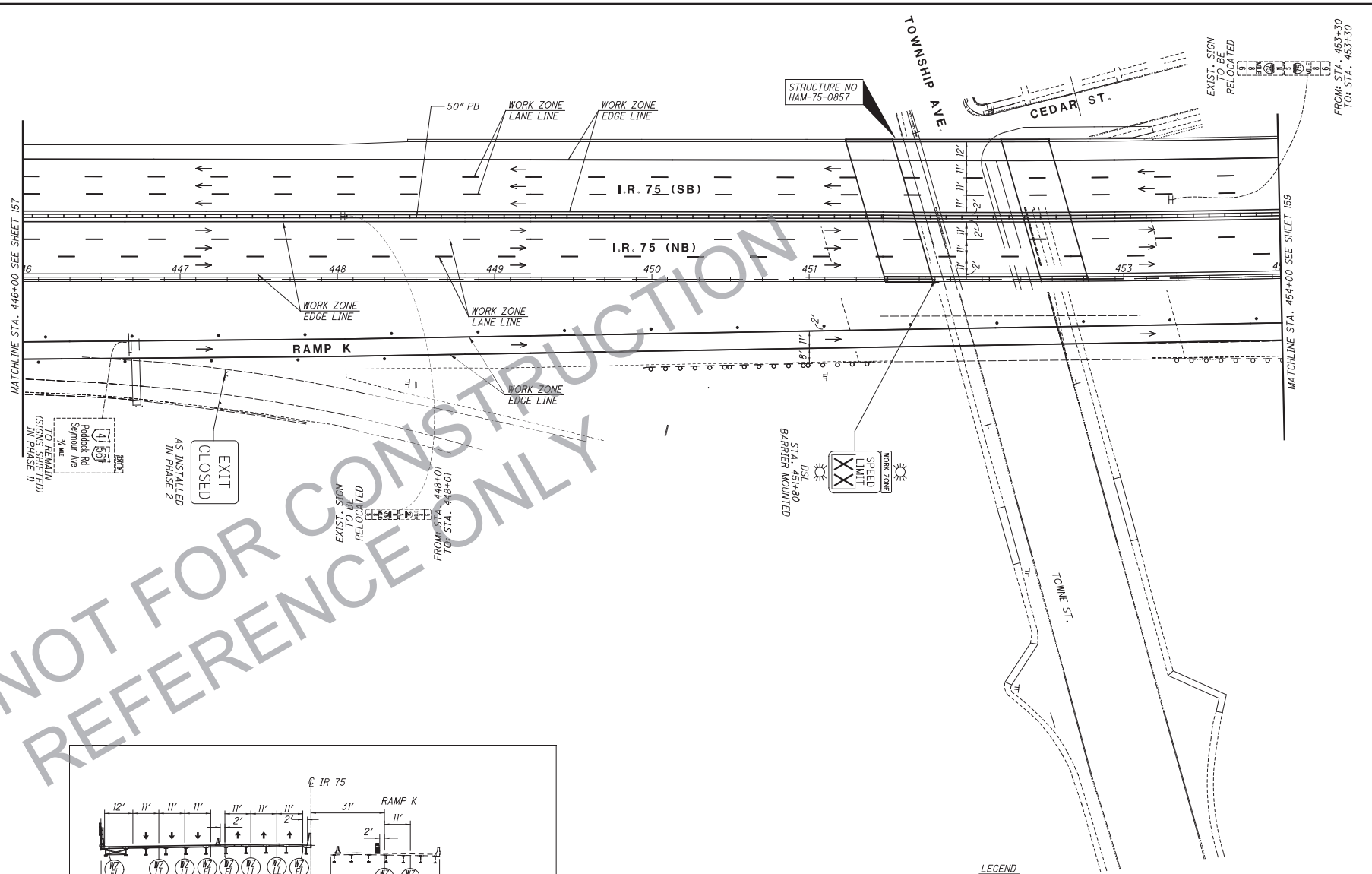
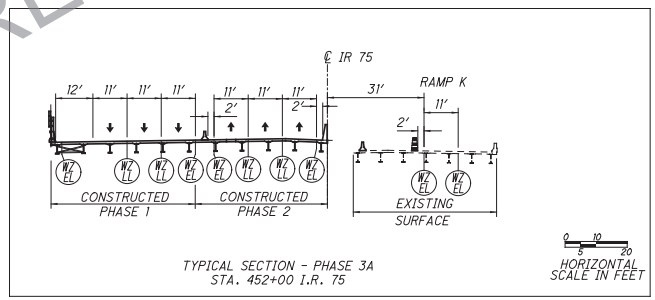




DRUM SPACING CHART	
TANGENT	80′ c/c
TAPER	55′ c/c
RADII	10′ c/c

LEGEND

- PORTABLE BARRIER
- DRUM
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

NOT FOR CONSTRUCTION
REFERENCE ONLY

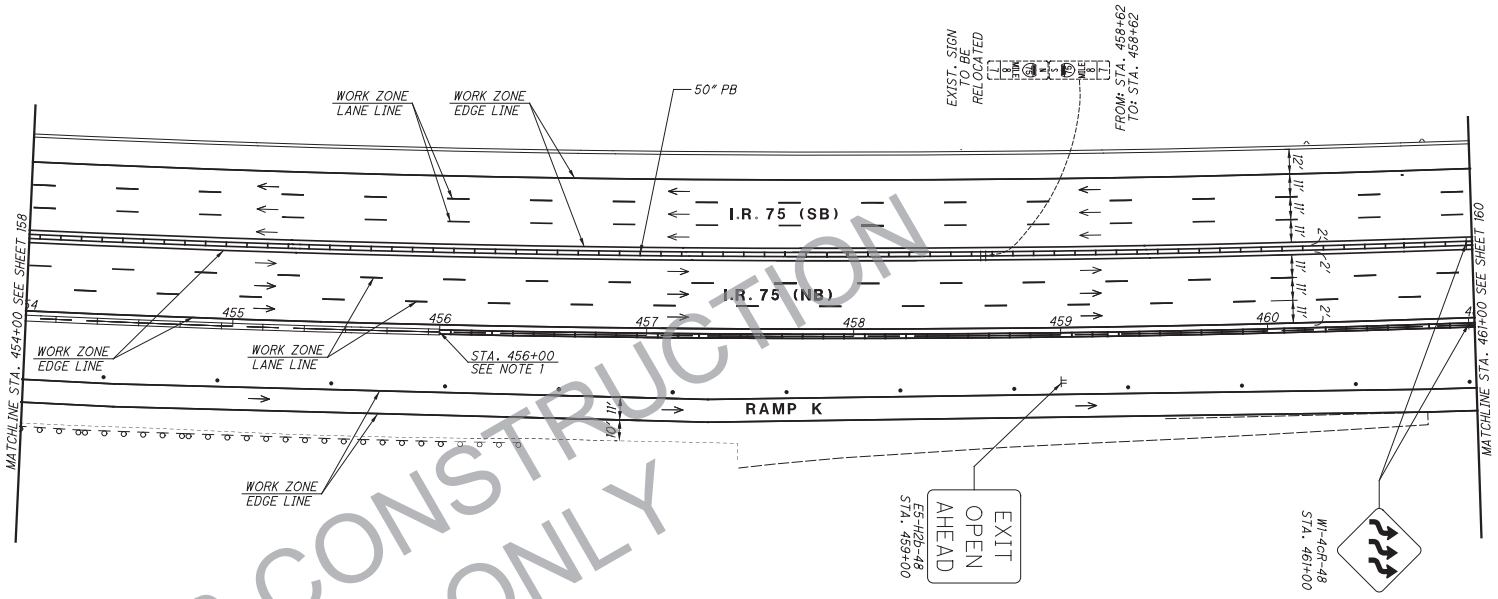
MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 446+00 TO STA. 454+00

HAM-75-7.85

CALCULATED RLS
CHECKED SMM

158
1045

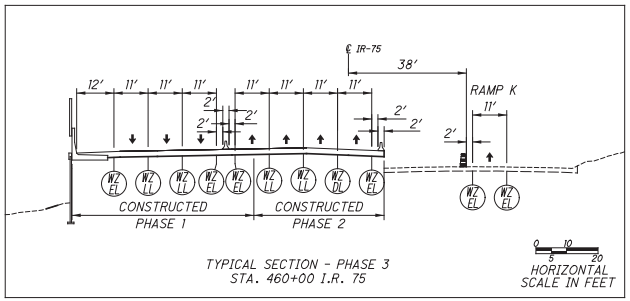
J:\2011\0903\ODOT\HAM\77889\mot\sheets\77889MP321.dgn 3/18/2026 10:11:26 AM hbrendlinger



NOT FOR CONSTRUCTION
REFERENCE ONLY

① Δ = 10° 14′ 50″ (LT)
Dc = 03° 00′ 30″
R = 1904.50′
T = 170.76′
L = 340.61′
E = 7.64′
C = 340.16′
C.B. = N 18° 19′ 08″ E

② Δ = 06° 35′ 11″ (RT)
Dc = 02° 59′ 28″
R = 1915.50′
T = 110.22′
L = 220.20′
E = 3.17′
C = 220.08′
C.B. = N 16° 29′ 19″ E



TYPICAL SECTION – PHASE 3
STA. 460+00 I.R. 75

NOTES:
1. CONNECT PORTABLE BARRIER AND EXISTING MEDIAN UTILIZING ODOT SCD MT-101.80.

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

LEGEND
- PORTABLE BARRIER
- DRUM
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE
- IMPACT ATTENUATOR

HORIZONTAL SCALE IN FEET
CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 454+00 TO STA. 461+00

HAM-75-7.85

159
1045

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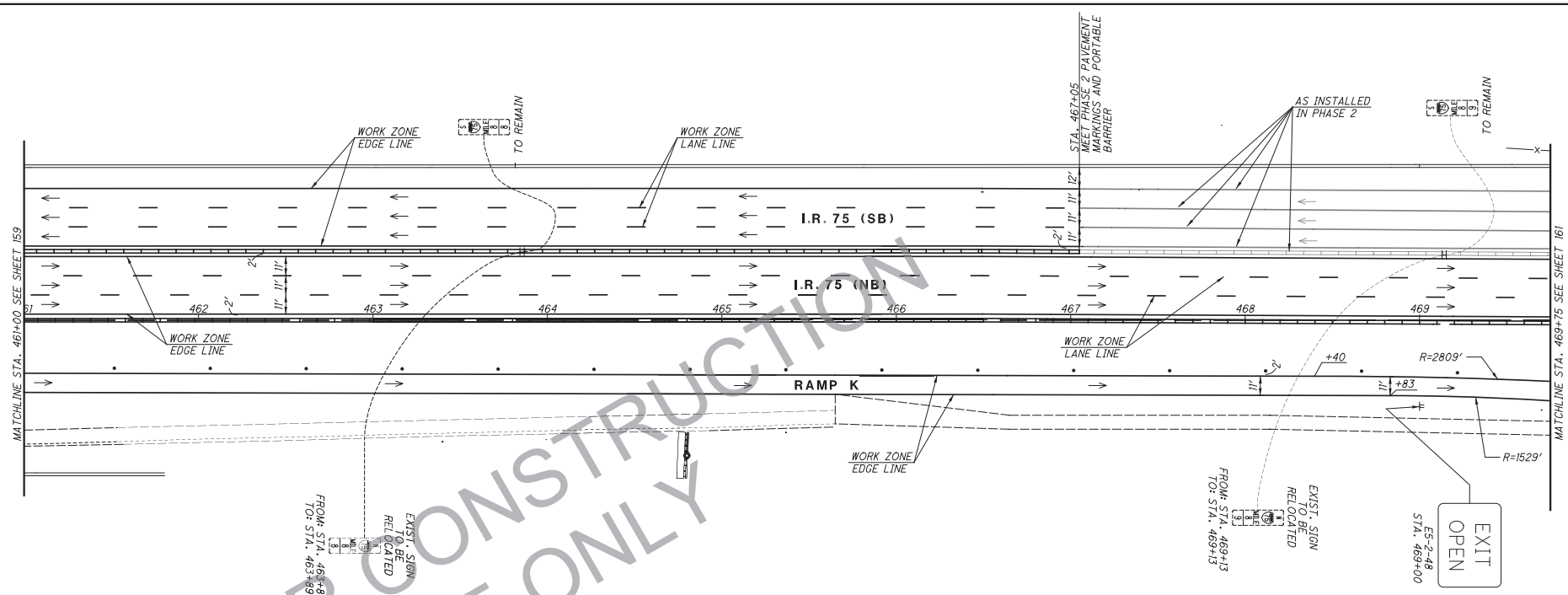
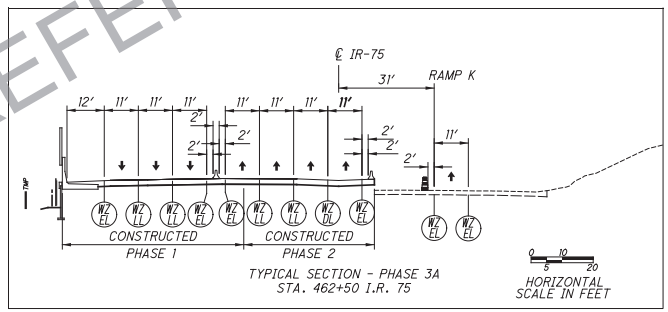


NOT FOR CONSTRUCTION
REFERENCE ONLY



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

LEGEND

- PORTABLE BARRIER
- DRUM
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

HORIZONTAL SCALE IN FEET: 0, 30, 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 461+00 TO STA. 469+75

HAM-75-7.85

160
1045

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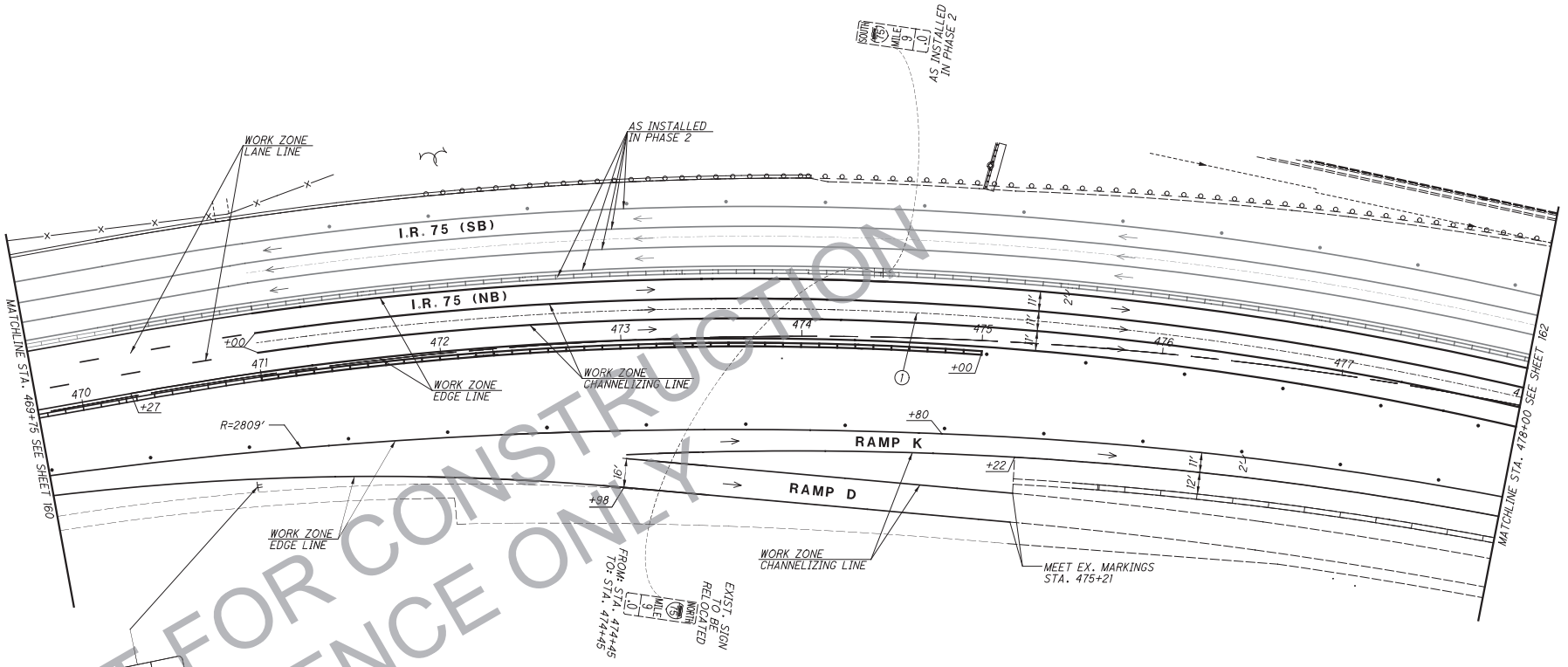

NOT FOR CONSTRUCTION
REFERENCE ONLY

① Δ = 30° 09' 33" (RT)
Dc = 02° 59' 59"
R = 1910.00'
T = 514.63'
L = 1005.38'
E = 68.12'
C = 993.82'
C.B. = N 36° 09' 50" E

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

LEGEND
PORTABLE BARRIER
DRUM
OPEN TRAVEL LANE
PROPOSED SIGN SUPPORT

HORIZONTAL SCALE IN FEET
0 15 30 60
CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 469+75 TO STA. 478+00

HAM-75-7.85

161
1045

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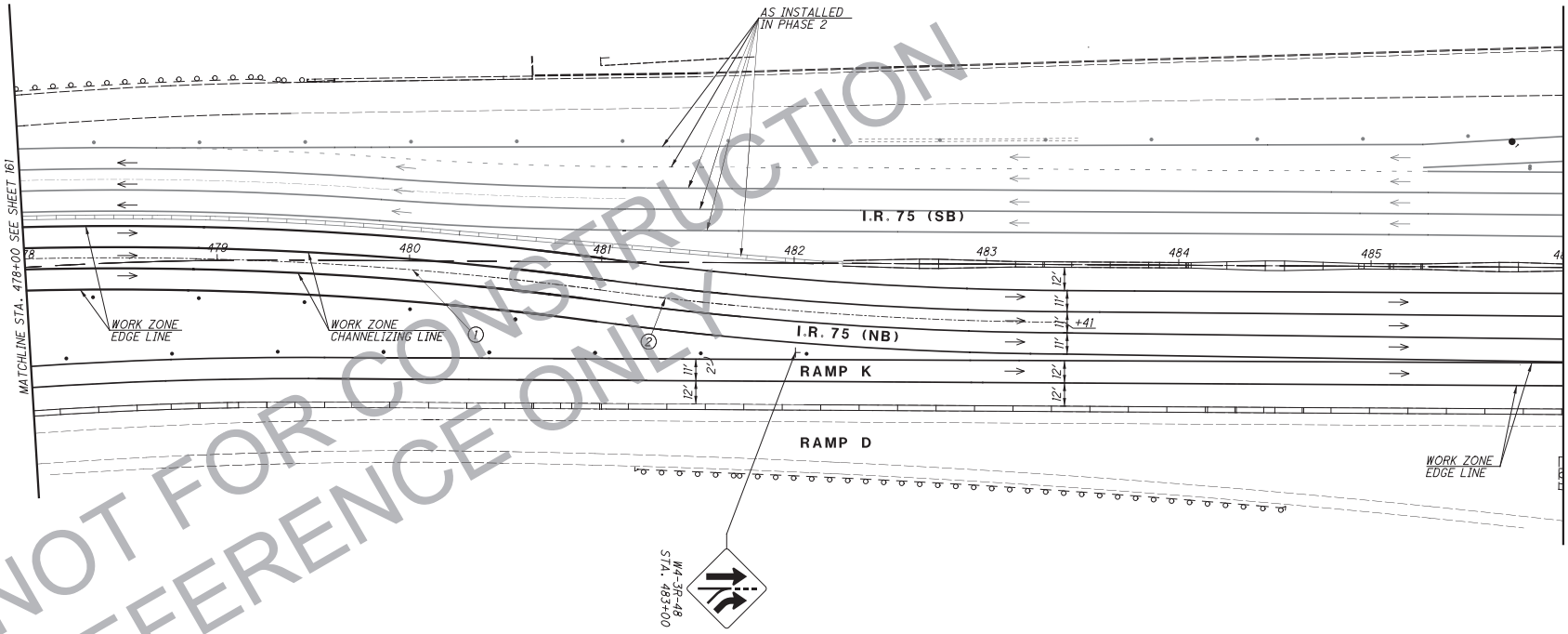

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

- DRUM
- PORTABLE BARRIER
- OPEN TRAVEL LANE
- PROPOSED SIGN SUPPORT

(1) Δ = 30° 09′ 33″ (RT)
Dc = 02° 59′ 59″
R = 1910.00′
T = 514.63′
L = 1005.38′
E = 68.12′
C = 993.82′
C.B. = N 36° 09′ 50″ E

(2) Δ = 07° 15′ 44″ (LT)
Dc = 02° 58′ 57″
R = 1921.00′
T = 121.91′
L = 243.49′
E = 3.86′
C = 243.33′
C.B. = N 47° 35′ 29″ E

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

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 478+00 TO STA. 486+00

HAM-75-7.85

162
1045

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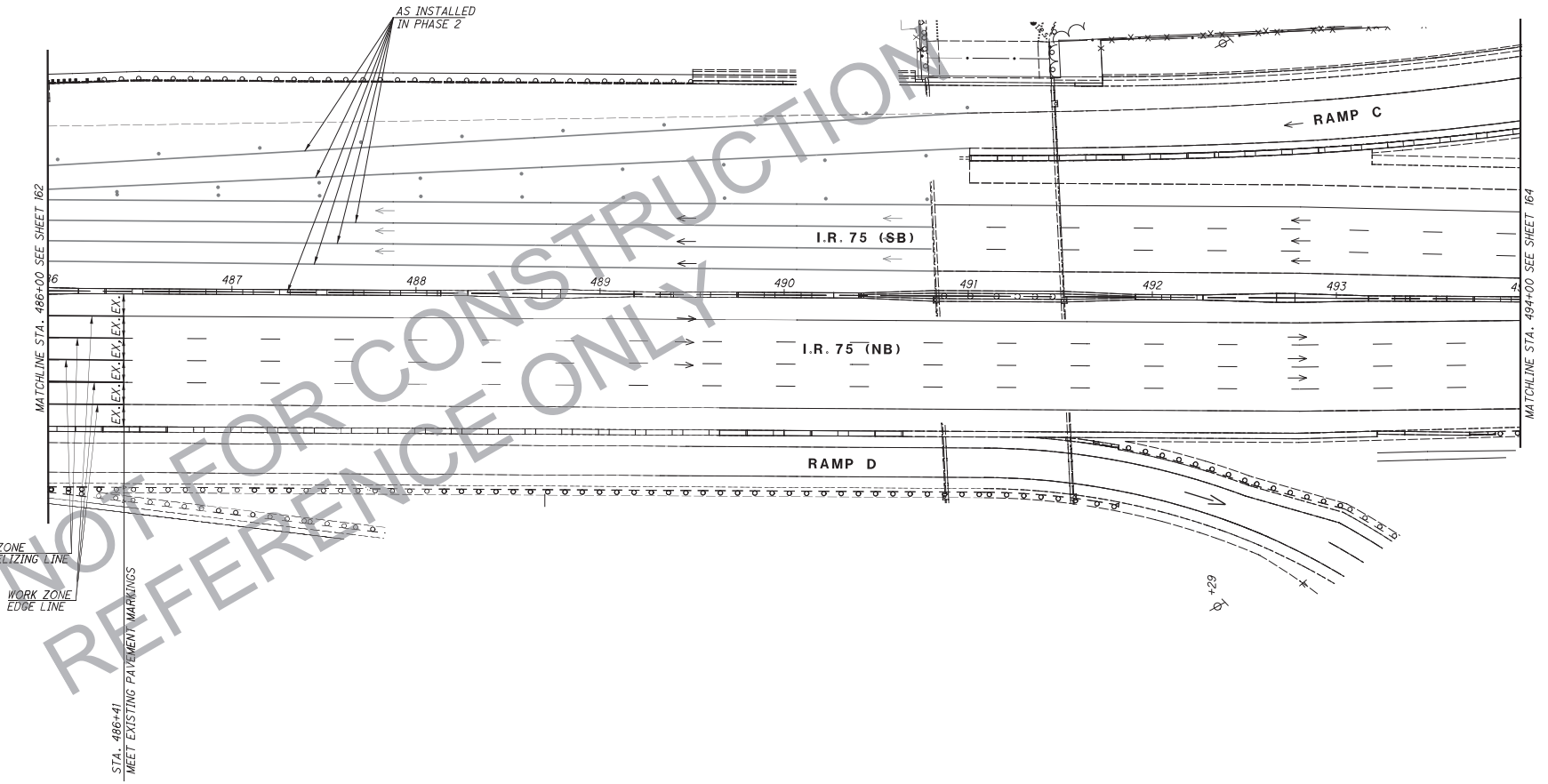

NOT FOR CONSTRUCTION
REFERENCE ONLY

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

LEGEND

- DRUM
- OPEN TRAVEL LANE
- TEMPORARY SIGN SUPPORT
- PROPOSED SIGN SUPPORT

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
I.R. 75 - STA. 486+00 TO STA. 494+00

HAM-75-7.85

163
1045

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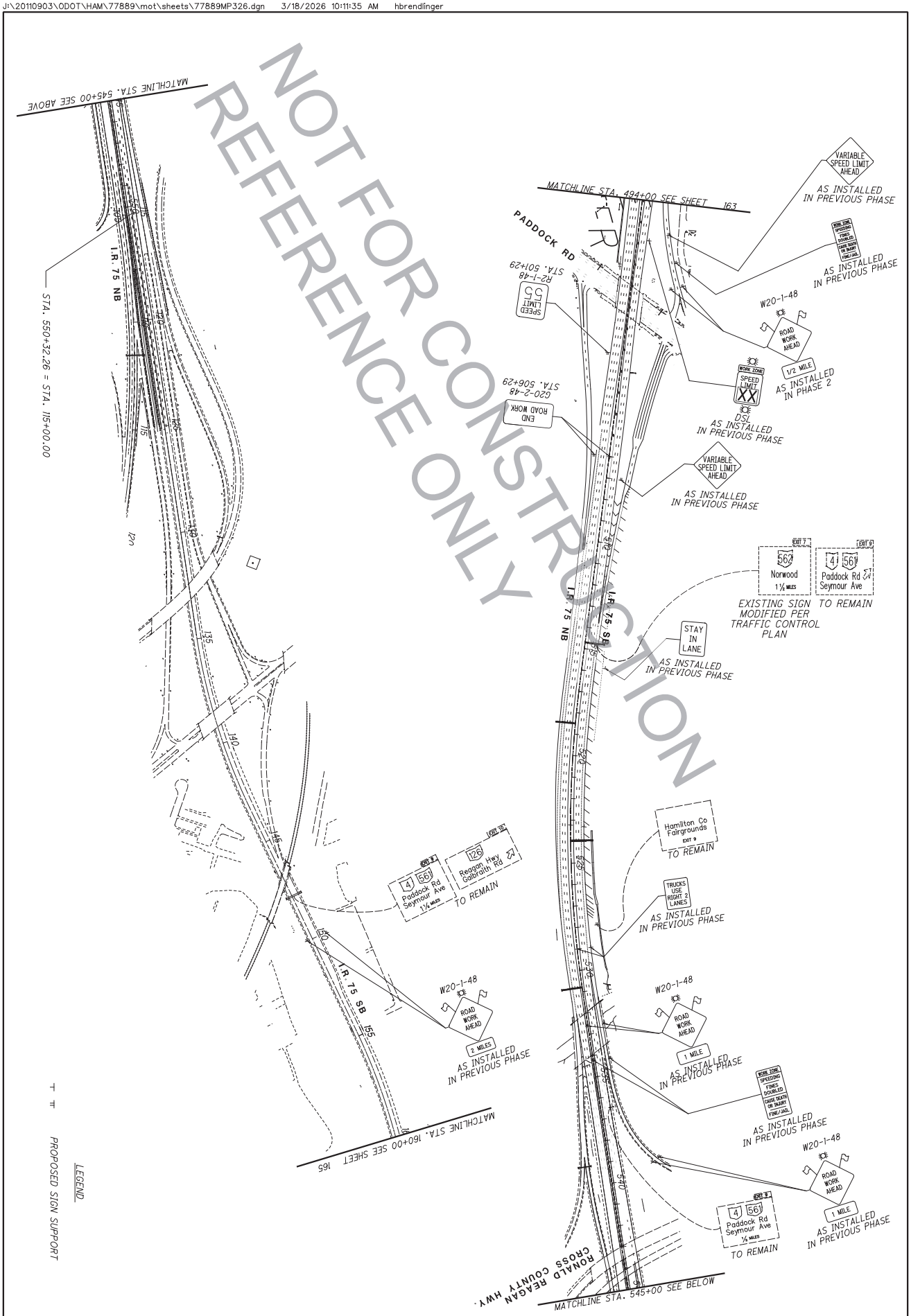

164 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASES 3A & 3 I.R. 75 - STA. 494+00 TO STA. 160+00	CALCULATED RLS CHECKED SMM	0 100 50 200 HORIZONTAL SCALE IN FEET

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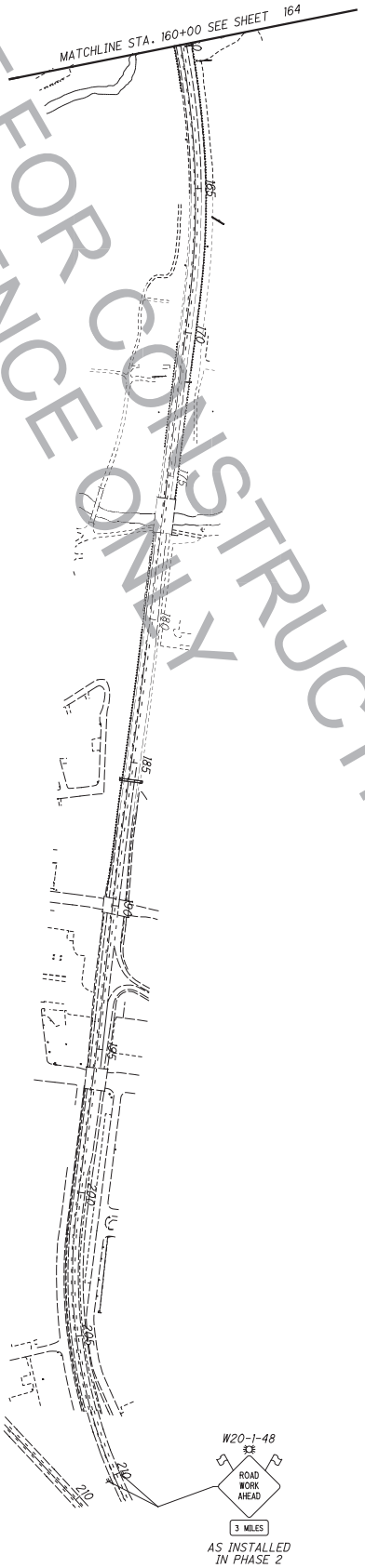
NOT FOR CONSTRUCTION
REFERENCE ONLY



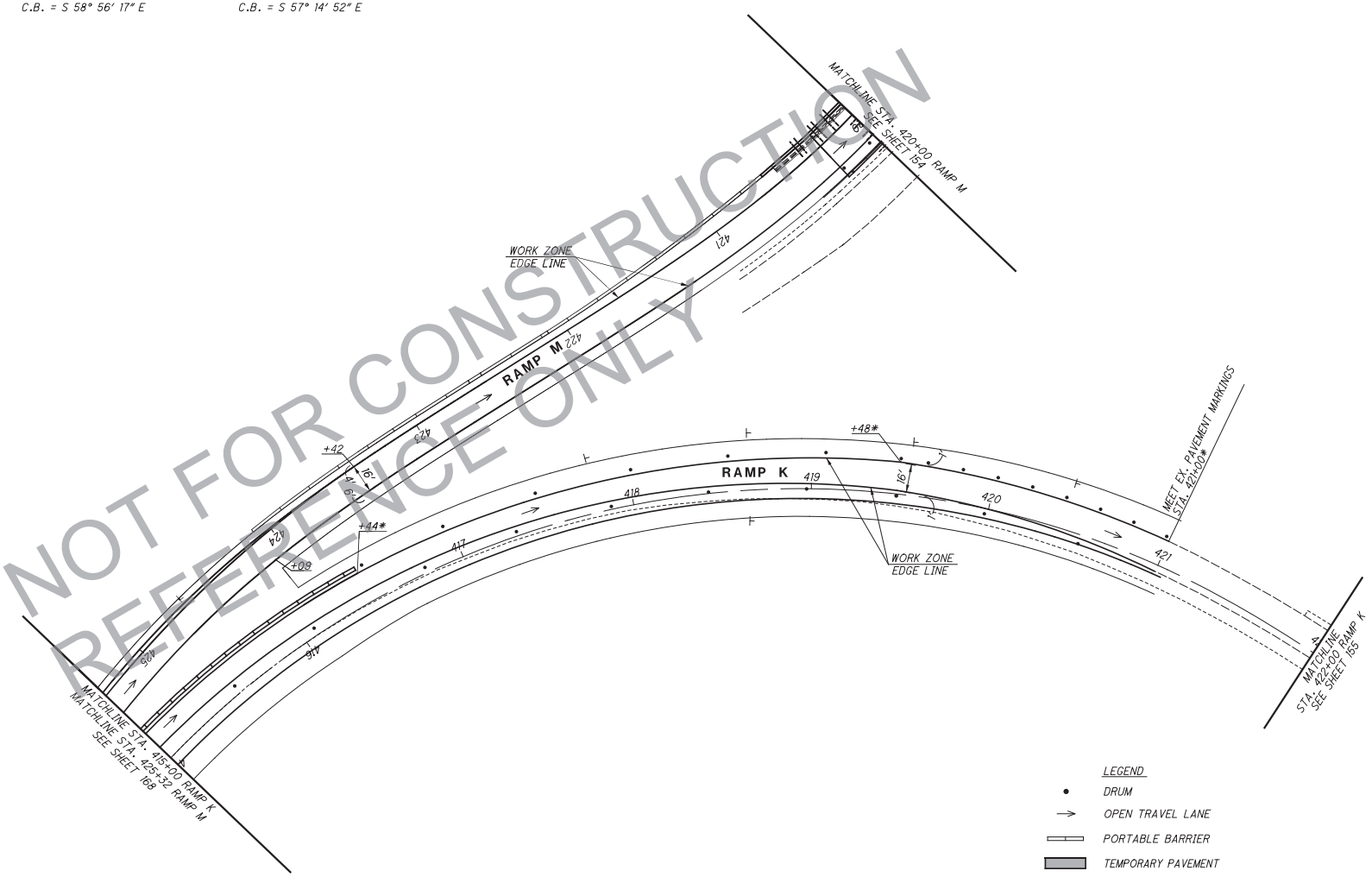
LEGEND

PROPOSED SIGN SUPPORT

165 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASES 3A & 3 I.R. 75 - STA. 160+00 TO STA. 210+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET

(1) Δ = 15° 37′ 15″ (LT)
Dc = 08° 53′ 24″
R = 644.50′
T = 88.41′
L = 175.71′
E = 6.04′
C = 175.17′
C.B. = S 58° 56′ 17″ E

(2) Δ = 09° 17′ 50″ (RT)
Dc = 05° 00′ 22″
R = 1144.50′
T = 93.06′
L = 185.71′
E = 3.78′
C = 185.51′
C.B. = S 57° 14′ 52″ E



LEGEND
- DRUM
- OPEN TRAVEL LANE
- PORTABLE BARRIER
- TEMPORARY PAVEMENT
- PROPOSED SIGN SUPPORT

* DENOTES RAMP K STATIONING

NOT FOR CONSTRUCTION
REFERENCE ONLY

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
RAMP K - STA. 415+00 TO STA. 422+00

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 15 30 60

HAM-75-7.85

166
1045

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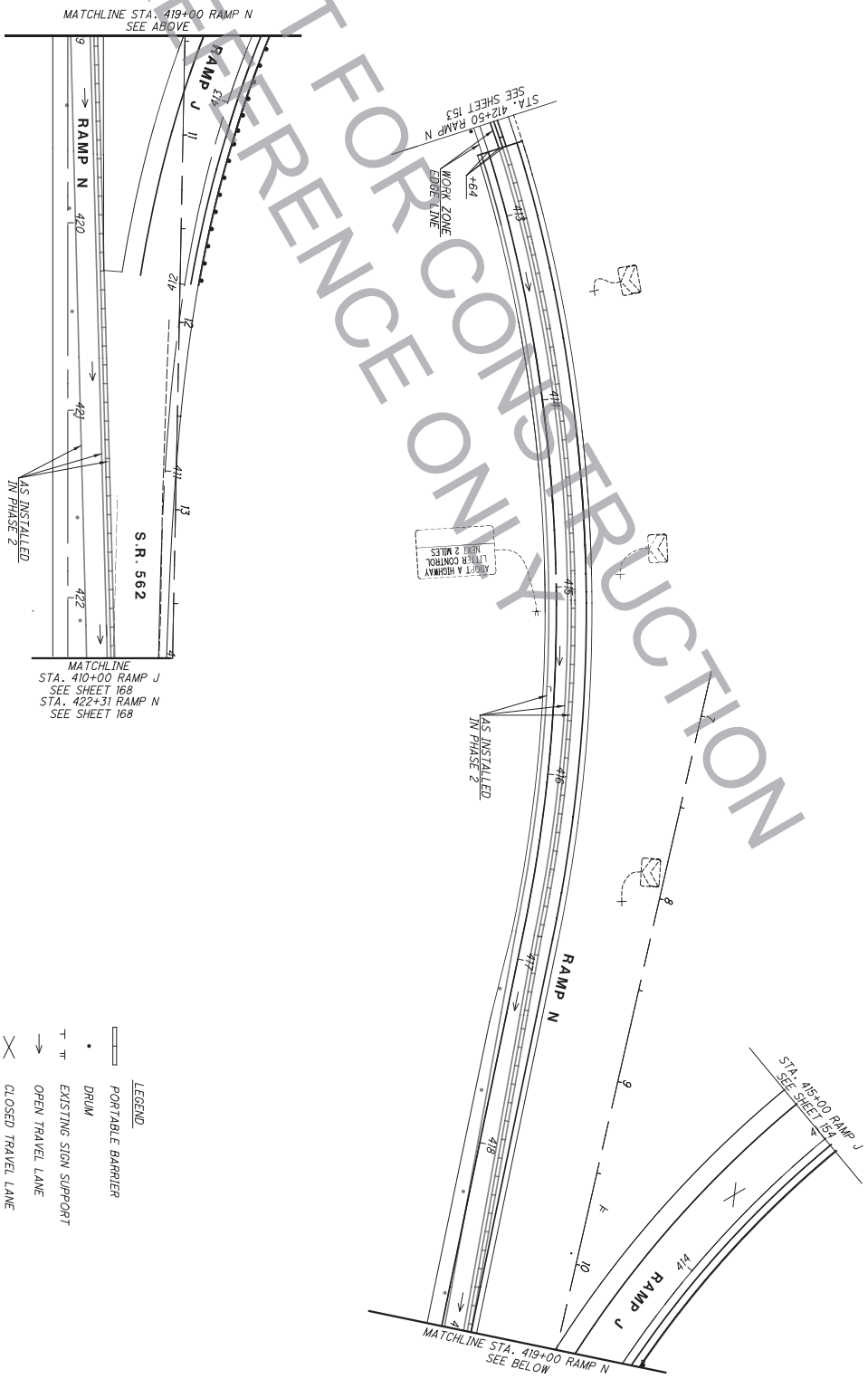
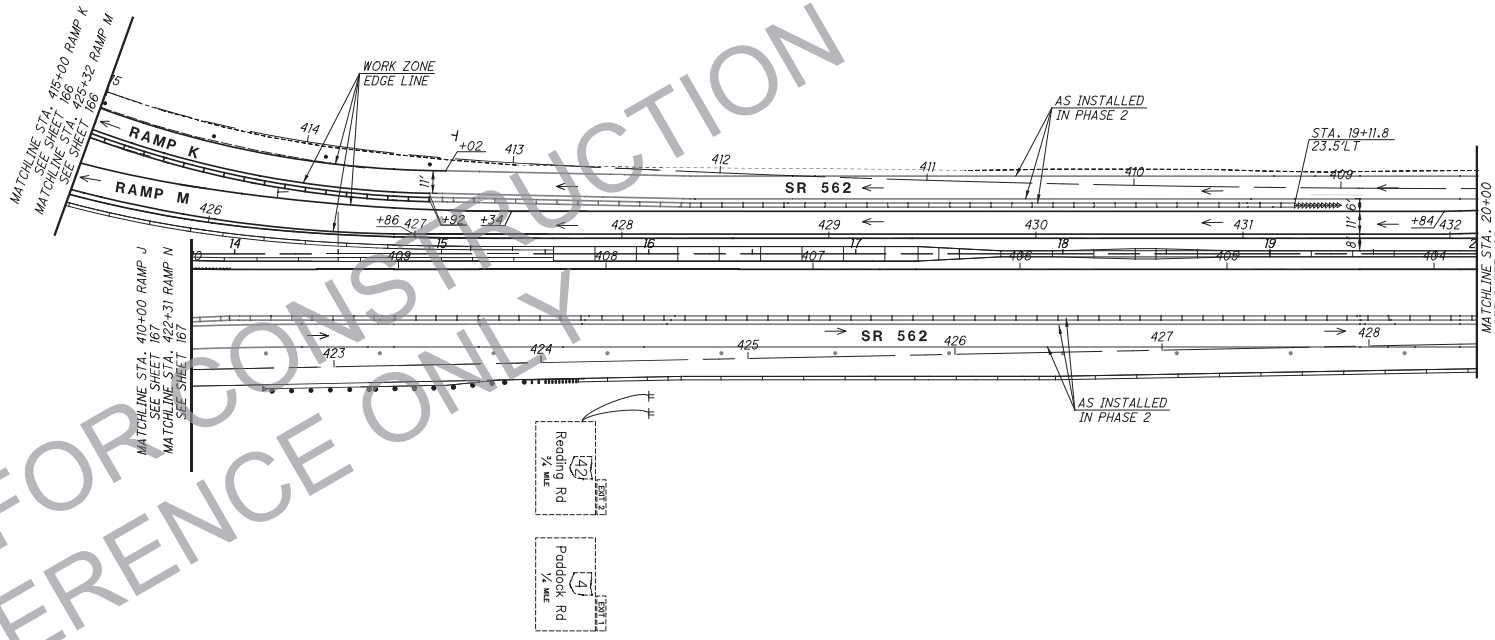
NOT FOR CONSTRUCTION
REFERENCE ONLY



167 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3A RAMP N - STA. 412+50 TO STA. 422+31	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET

(1) Δ = 12° 50′ 30″ (RT)
Dc = 11° 36′ 59″
R = 493.24′
T = 55.51′
L = 110.55′
E = 3.11′
C = 110.32′
C.B. = S 76° 21′ 16″ E



NOT FOR CONSTRUCTION
REFERENCE ONLY

* DENOTES STATIONING
FROM RAMP K

DRUM SPACING CHART	
TANGENT	80′ c/c
TAPER	55′ c/c
RADII/CLOSURE	10′ c/c

LEGEND
PORTABLE BARRIER
DRUM
PROPOSED SIGN SUPPORT
OPEN TRAVEL LANE

HORIZONTAL SCALE IN FEET
0 15 30 60
CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
S.R 562 - STA. 13+79 TO STA. 20+00

HAM-75-7.85

168
1045

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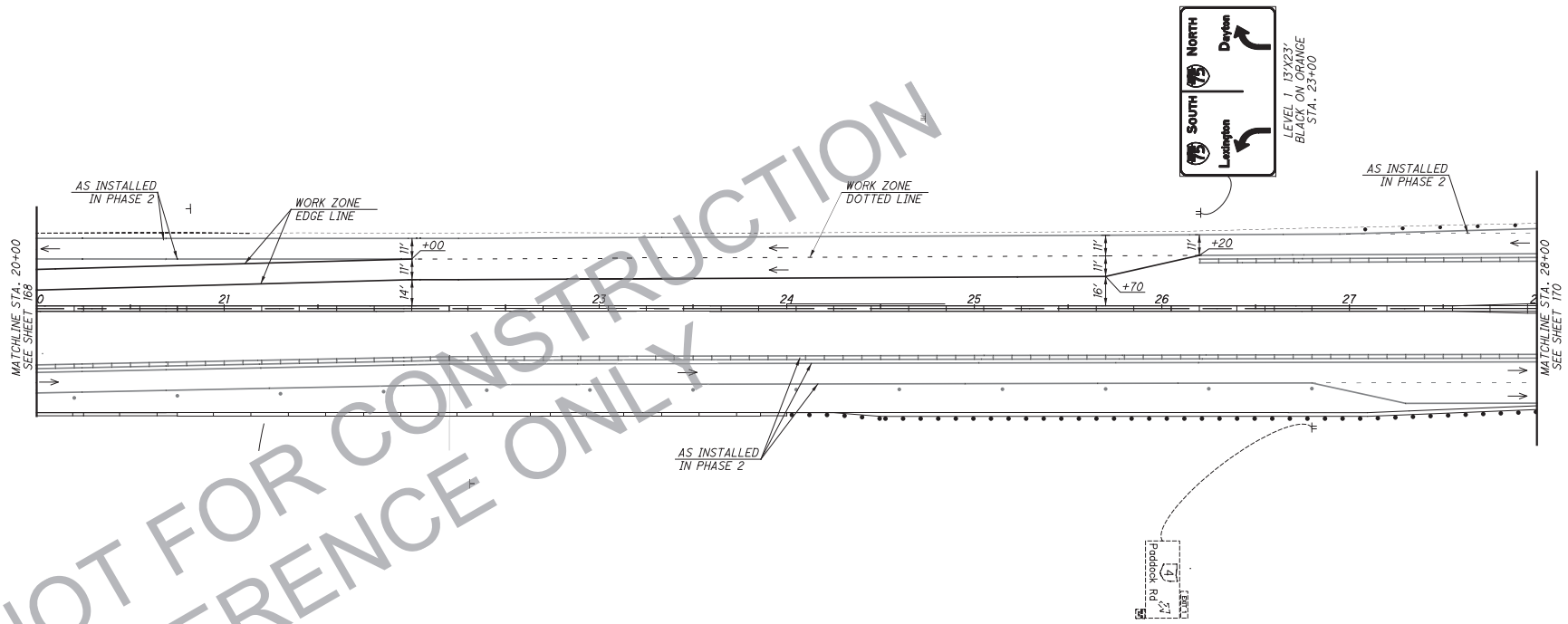

DRUM SPACING CHART	
TANGENT	80' c/c
TAPER	55' c/c
RADII/CLOSURE	10' c/c

NOT FOR CONSTRUCTION
REFERENCE ONLY

N

0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
S.R. 562 - STA. 20+00 TO STA. 28+00

HAM-75-7.85

169
1045

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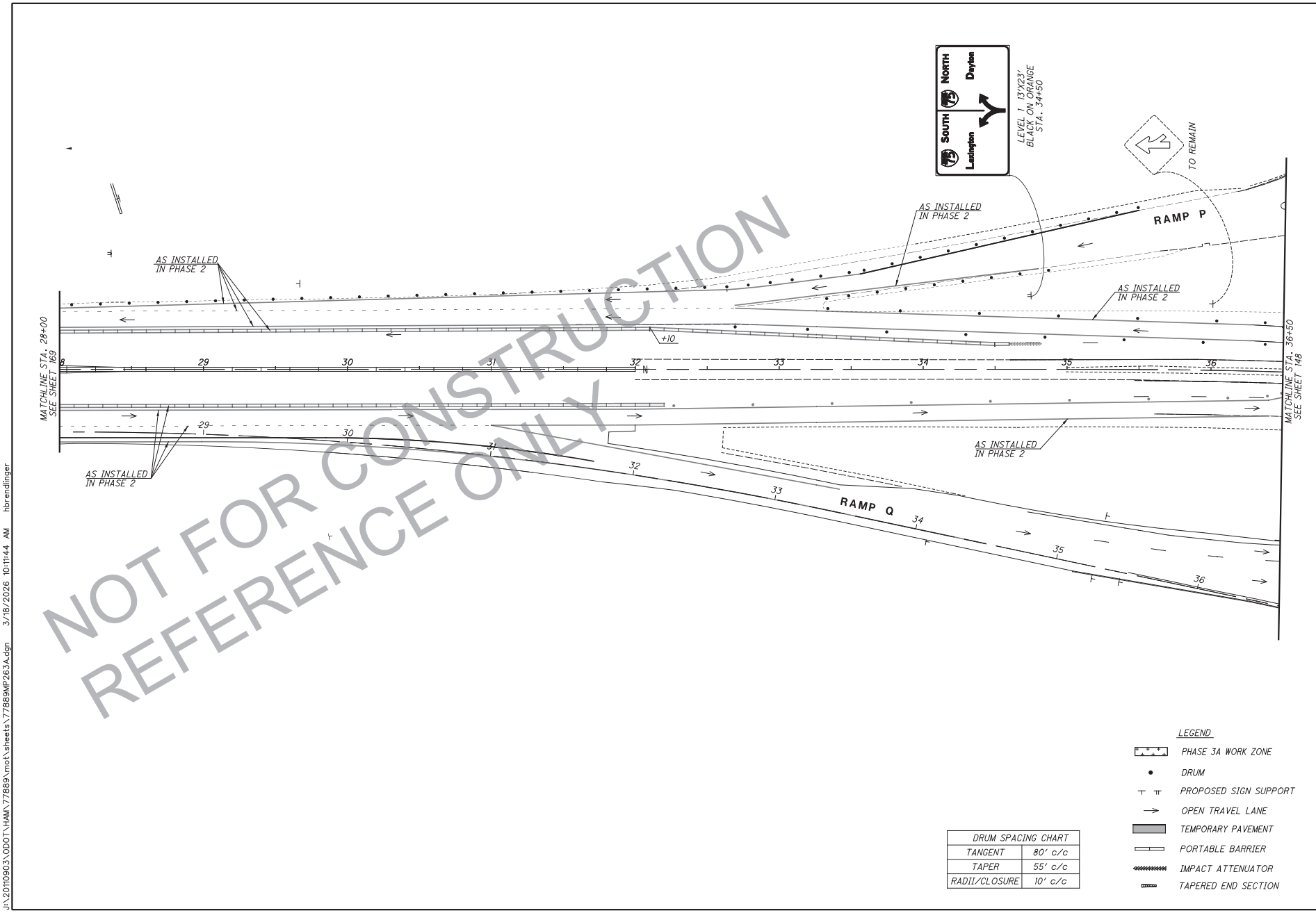

MAINTENANCE OF TRAFFIC PLAN - PHASE 3A
S.R. 562 - STA. 28+00 TO STA. 36+50

HAM-75-7.85

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 15 30 60

170
1045

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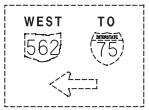
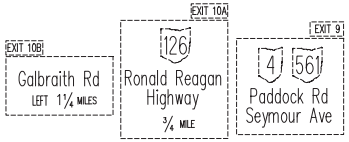


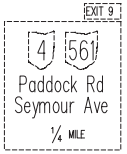
CENTER MOUNTED SIGN

(1)



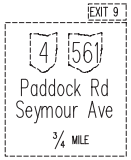
TRUSS MOUNTED SIGNS

(2)



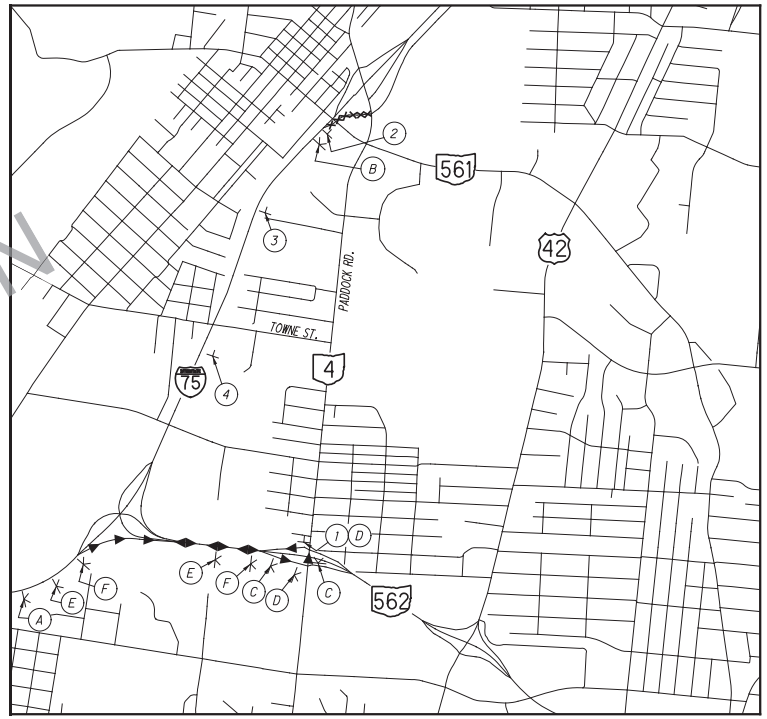
GROUND MOUNTED SIGN

(3)



TRUSS MOUNTED SIGNS

(4)



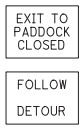
ALL OVERHEAD WORK (INCLUDING BEAM PLACEMENT) IMPACTING I.R. 75 TRAFFIC BELOW SHALL BE COMPLETED PER ODOT SCD MT-99.60

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:
1. RAMP D SHALL BE CLOSED TO TRAFFIC ON THE IR 75 NB MAINLINE. THE RAMP SHALL REMAIN OPEN TO TRAFFIC ON RAMP K DURING THIS PHASE.

PORTABLE CHANGEABLE MESSAGE SIGNS

DURING CLOSURE

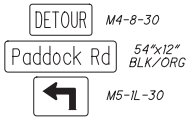


(A)

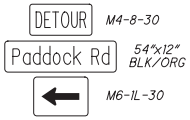
ONE WEEK PRIOR TO CLOSURE

W20-H13-60

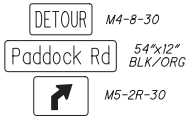
(B)



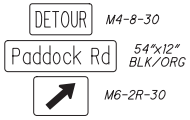
(C)



(D)



(E)



(F)

LEGEND

- × RAMP CLOSURE
- ► DETOUR ROUTE
- ⊥ EXISTING SIGN SUPPORT
- ⊻ TEMPORARY SIGN SUPPORT

MAINTENANCE OF TRAFFIC DETOUR PLAN
RAMP D FROM I-75 - PHASE 3A

HAM-75-7.85

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 500 1000 2000

125
1045

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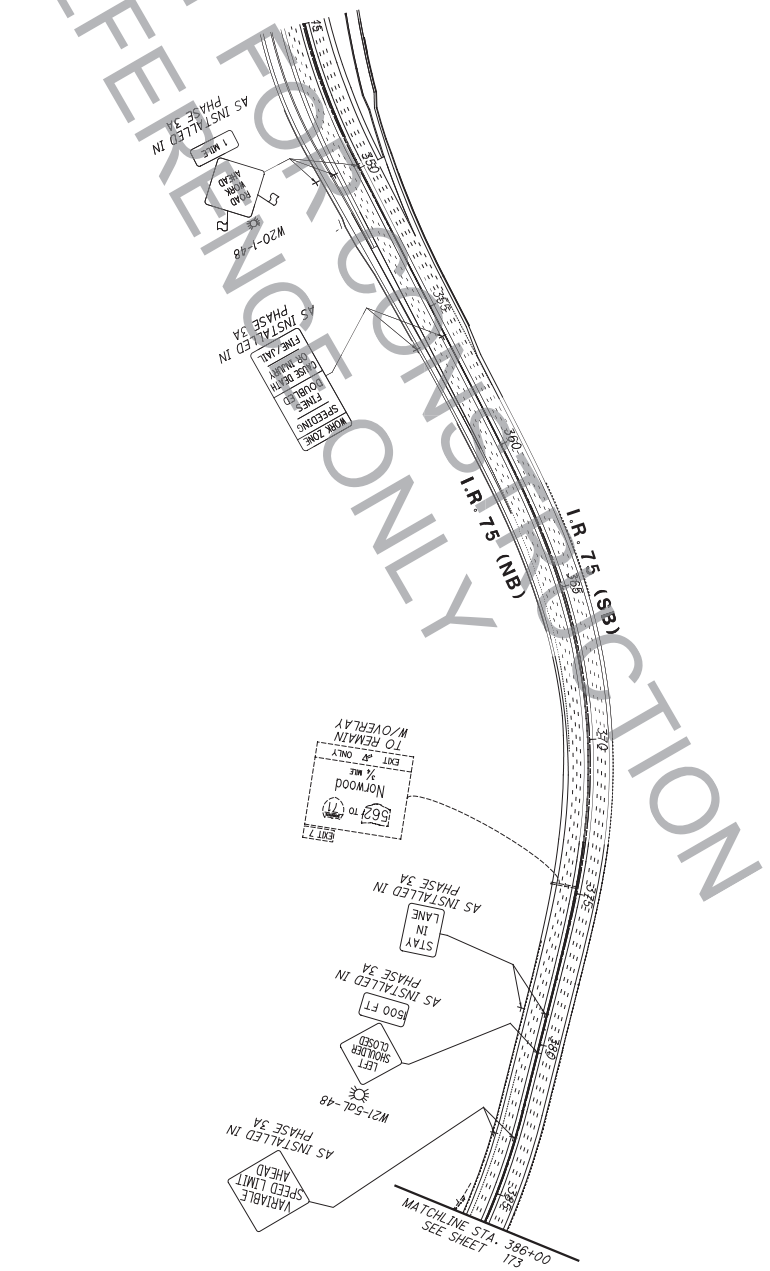
REFERENCE ONLY



LEGEND

TEMPORARY SIGN SUPPORT

172 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 I.R. 75 - STA. 345+00 TO STA. 386+00	CALCULATED RLS CHECKED SMM	0 100 50 200 HORIZONTAL SCALE IN FEET

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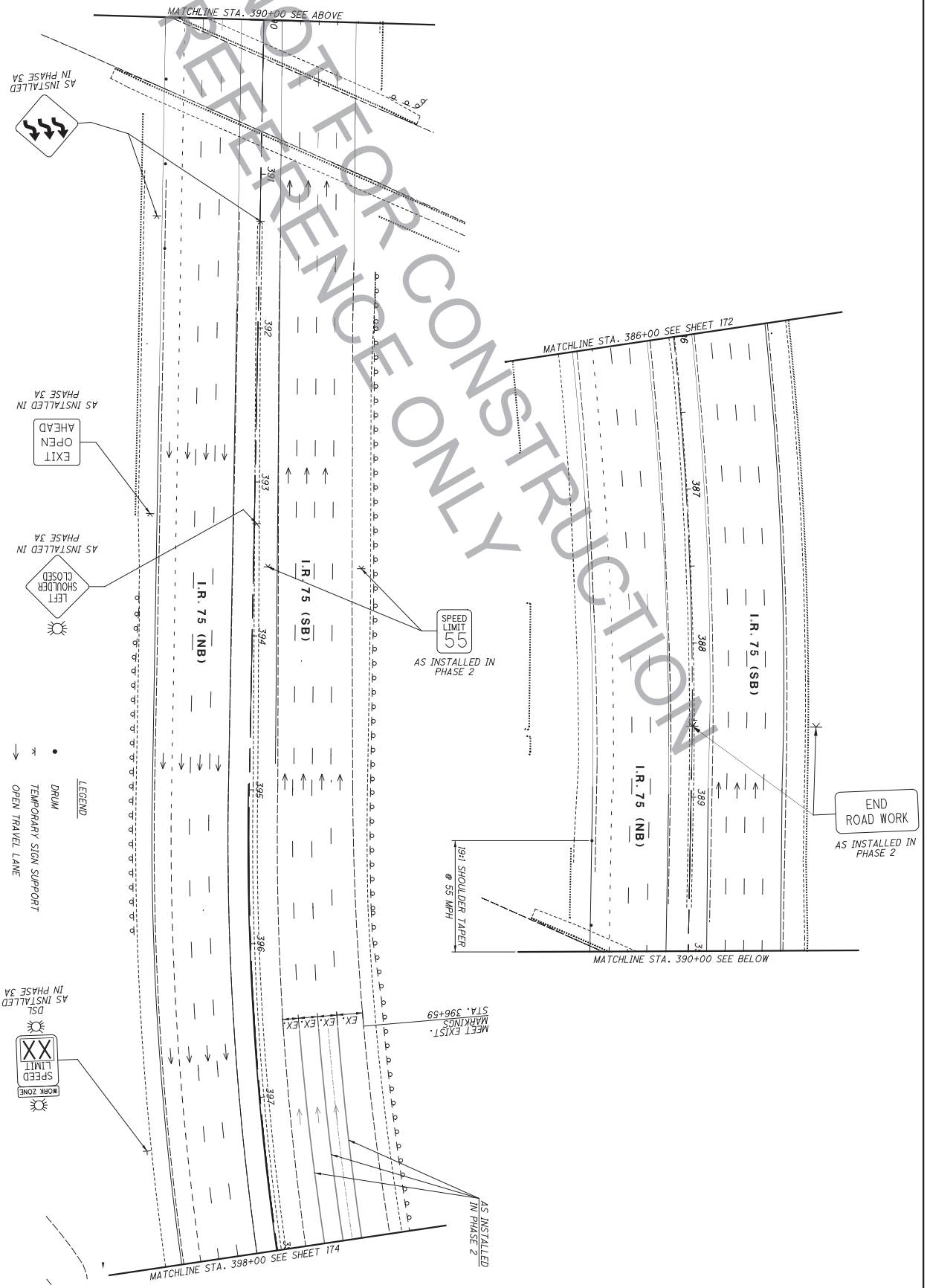
REFERENCE ONLY



173 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 I.R. 75 - STA. 386+00 TO STA. 398+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET

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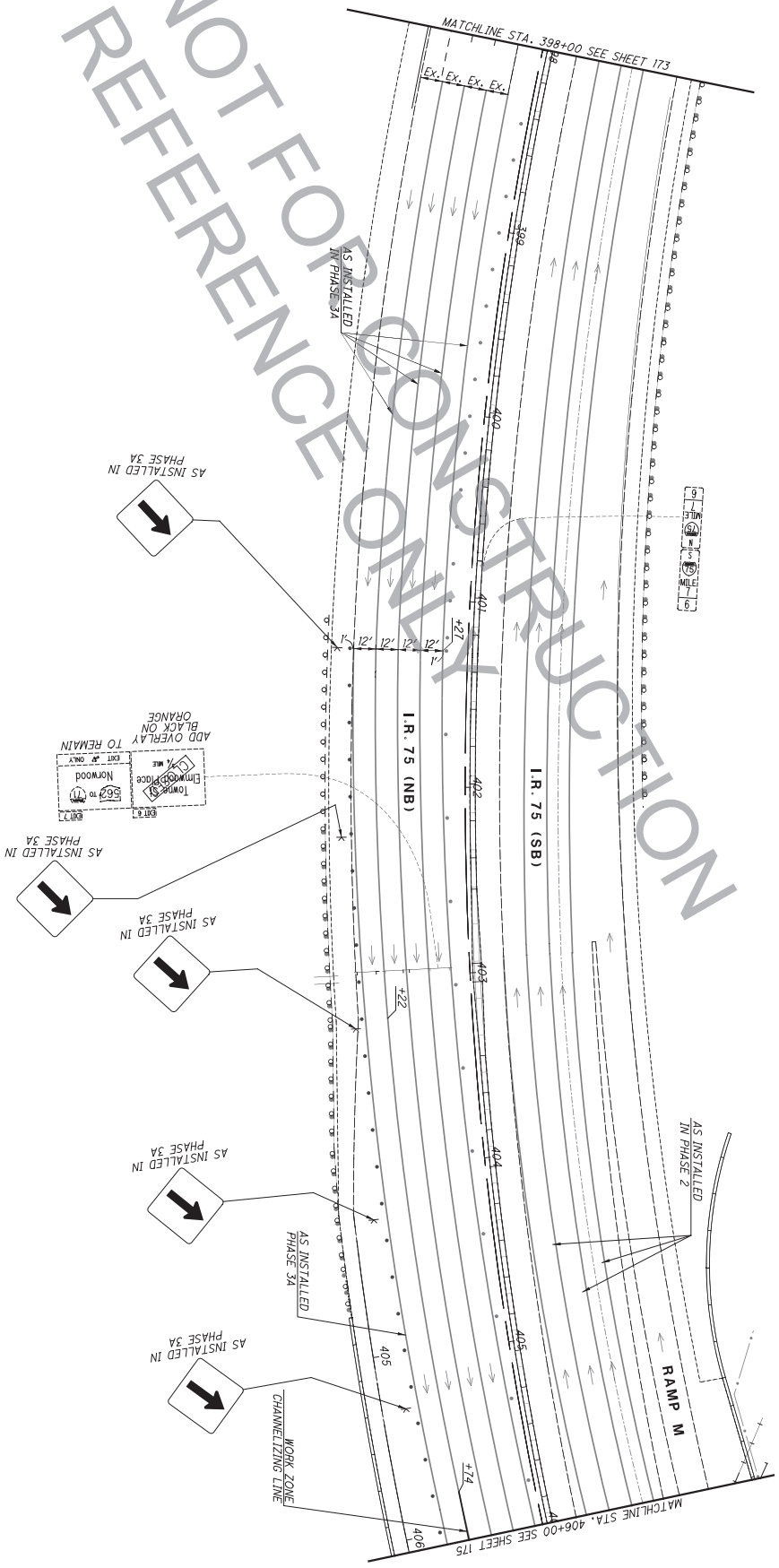
REFERENCE ONLY

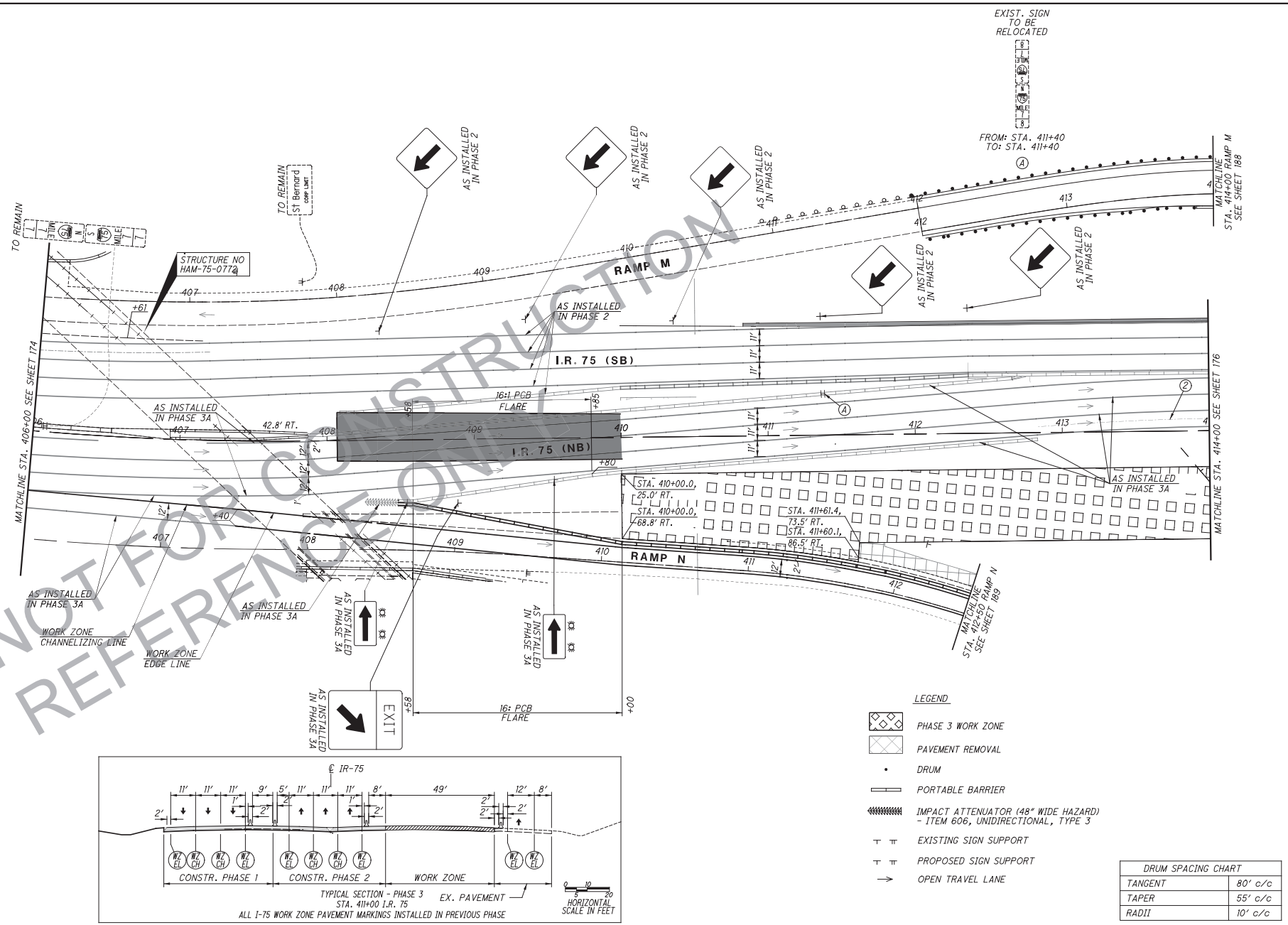


LEGEND

- DRUM
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

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

174 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 I.R. 75 - STA. 398+00 TO STA. 406+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET



MAINTENANCE OF TRAFFIC PLAN - PHASE 3
I.R. 75 - STA. 406+00 TO STA. 414+00

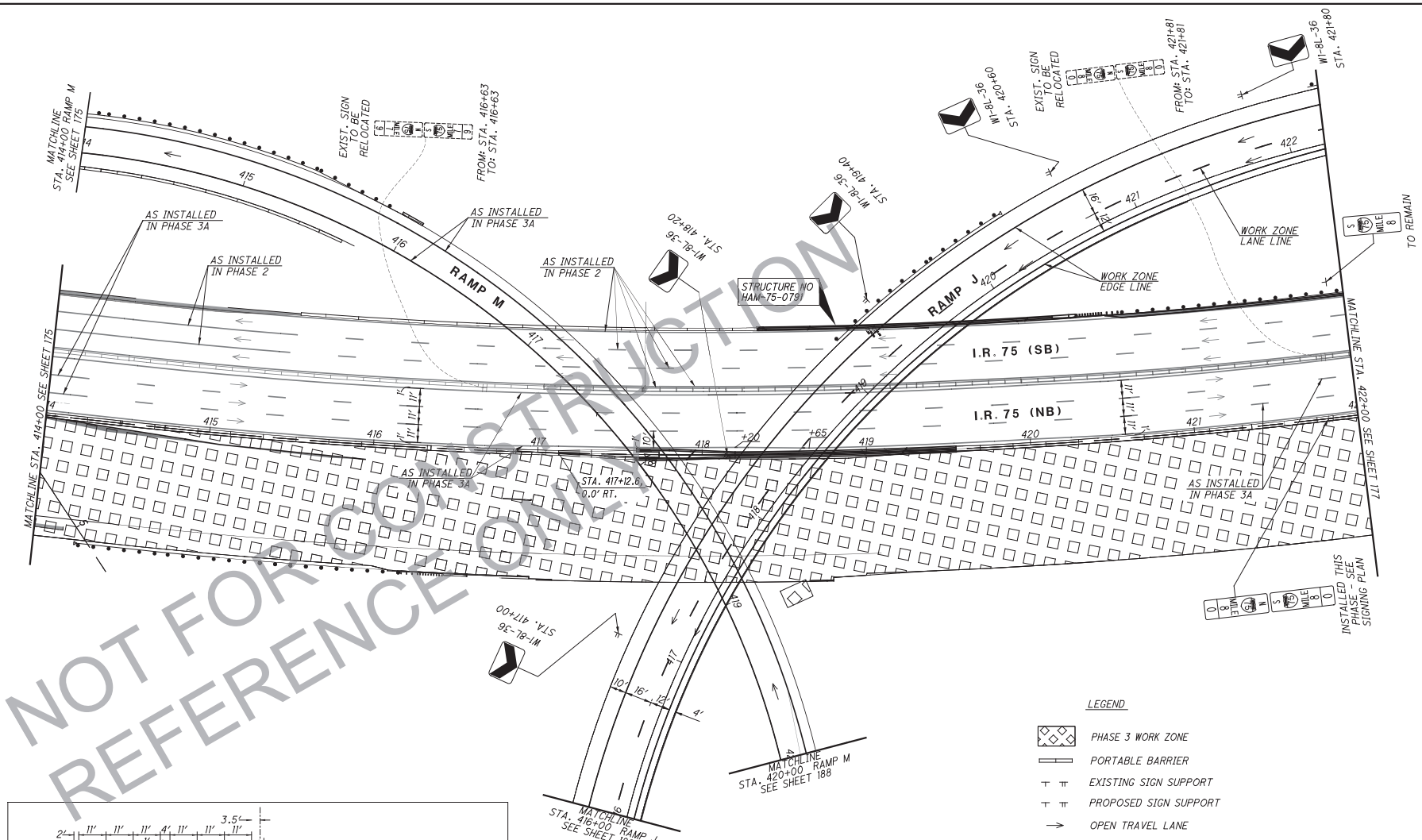
HAM-75-7.85

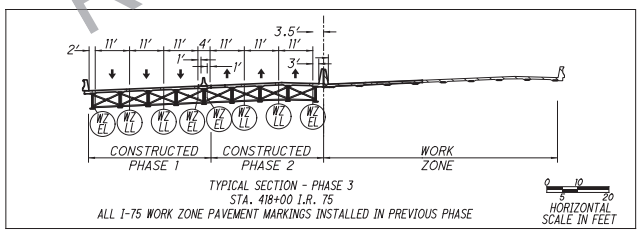
CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET

175
1045

J:\20110903\ODOT\HAM\77889\mot\sheets\77889MP039.dgn 3/18/2026 10:11:52 AM hbrendlinger





LEGEND

- PHASE 3 WORK ZONE
- PORTABLE BARRIER
- EXISTING SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

NOTE:

1. RAMP J SIGNAGE TO BE INSTALLED PER THE TRAFFIC CONTROL PLANS PRIOR TO THE OPENING OF RAMP J.

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

HORIZONTAL SCALE IN FEET

CALCULATED RLS CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
I.R. 75 - STA. 414+00 TO STA. 422+00

HAM-75-7.85

176
1045

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REFERENCE ONLY

TYPICAL SECTION - PHASE 3
STA. 428+00 I.R. 75
ALL I-75 WORK ZONE PAVEMENT MARKINGS INSTALLED IN PREVIOUS PHASE

LEGEND

- PHASE 3 WORK ZONE
- PORTABLE BARRIER
- EXISTING SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

* DENOTES STATIONING FROM RAMP J

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

0 30 60
15
HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
I.R. 75 - STA. 422+00 TO STA. 430+00

HAM-75-7.85

177
1045

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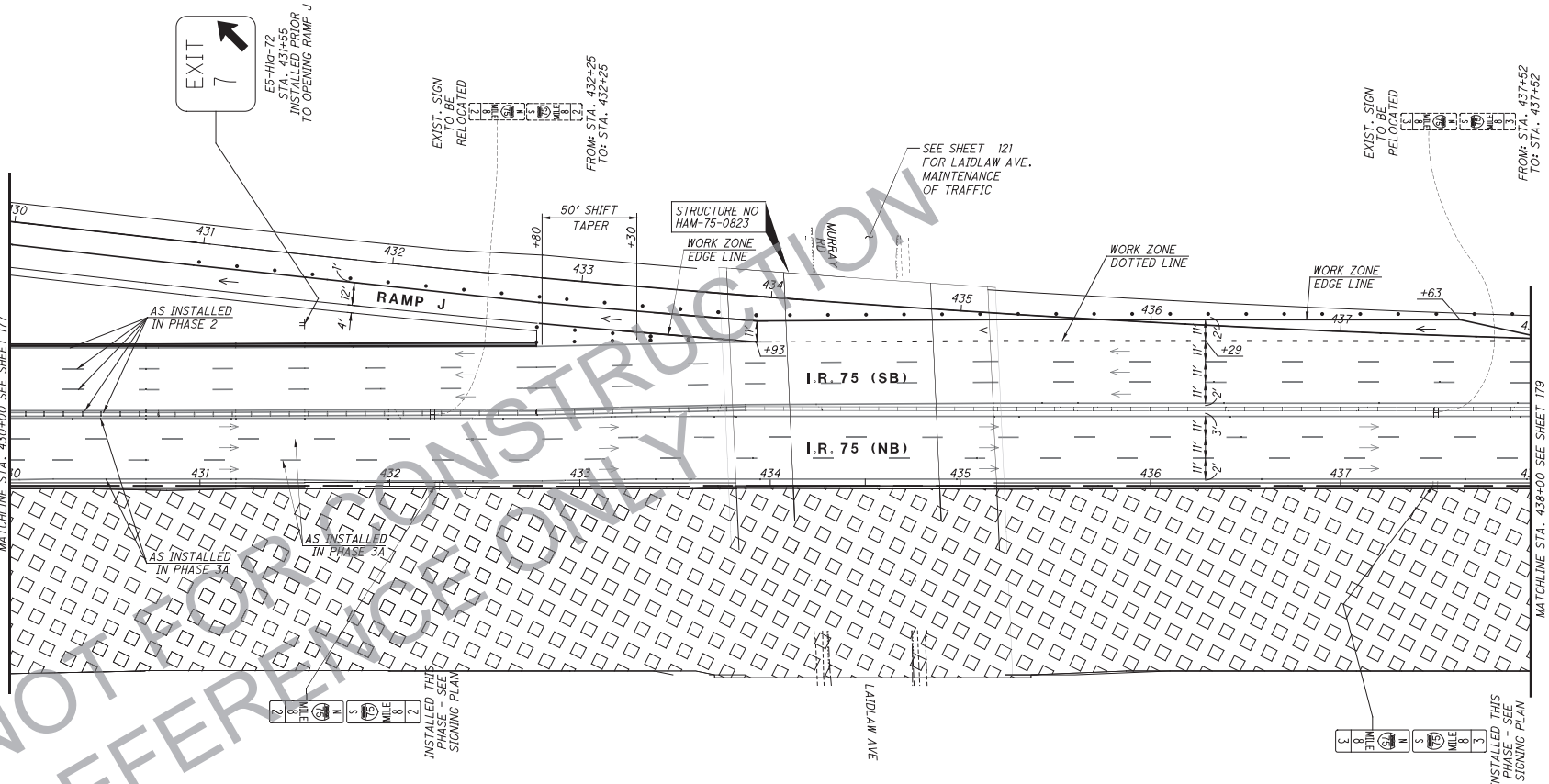

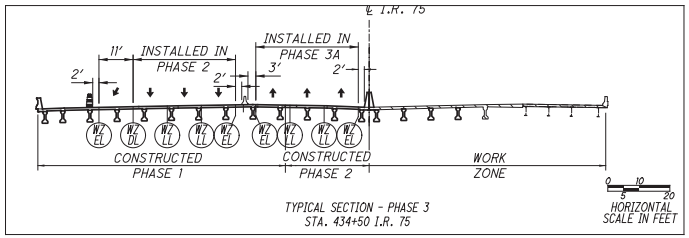

TYPICAL SECTION - PHASE 3
STA. 434+50 I.R. 75

LEGEND

- PHASE 3 WORK ZONE
- DRUM
- PORTABLE BARRIER
- EXISTING SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

N

0 15 30 60
HORIZONTAL
SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
I.R. 75 - STA. 430+00 TO STA. 438+00

HAM-75-7.85

178
1045

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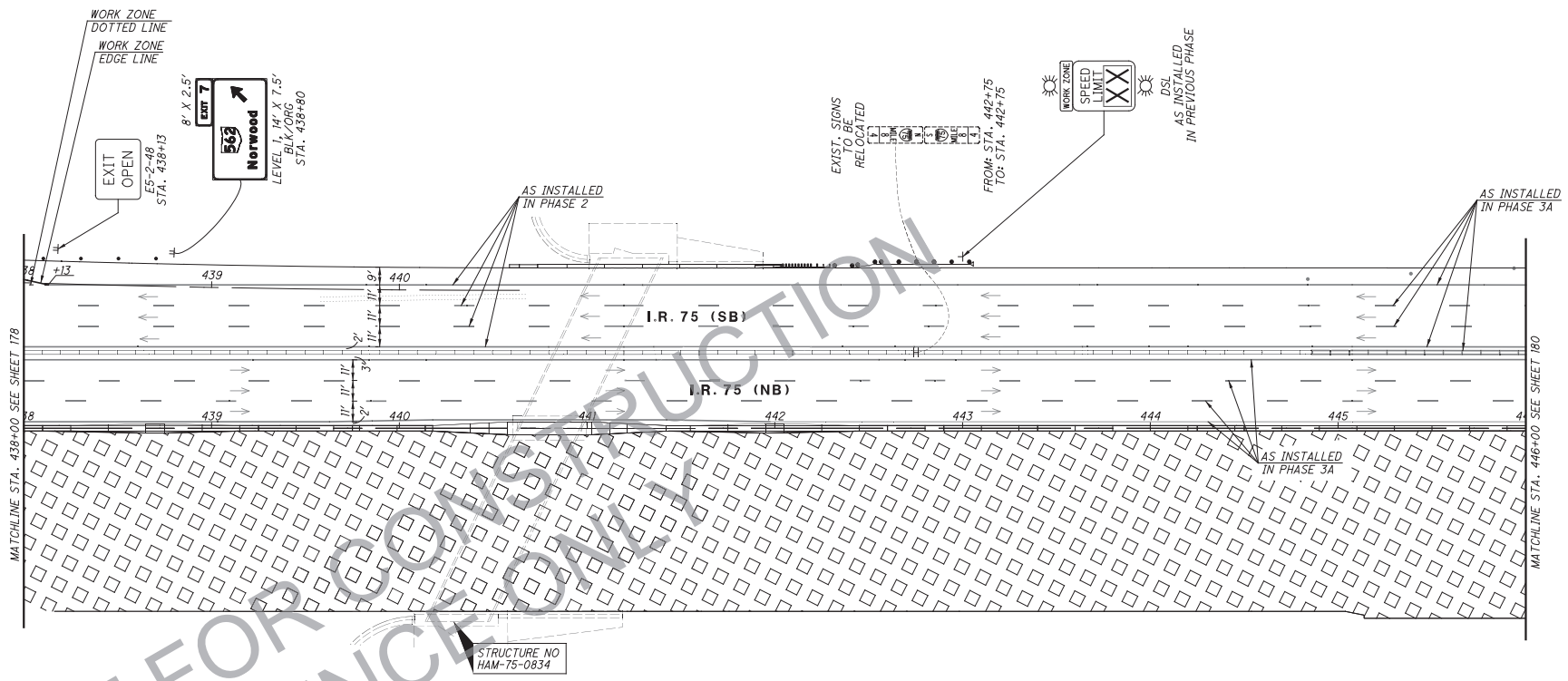

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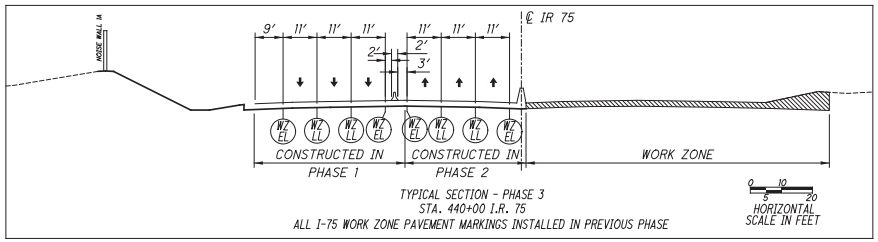
REFERENCE ONLY



TYPICAL SECTION - PHASE 3
STA. 440+00 I.R. 75
ALL I-75 WORK ZONE PAVEMENT MARKINGS INSTALLED IN PREVIOUS PHASE

HORIZONTAL SCALE IN FEET

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

LEGEND

- PHASE 3 WORK ZONE
- PORTABLE BARRIER
- DRUM
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
I.R. 75 - STA. 438+00 TO STA. 446+00

HAM-75-7.85

179
1045

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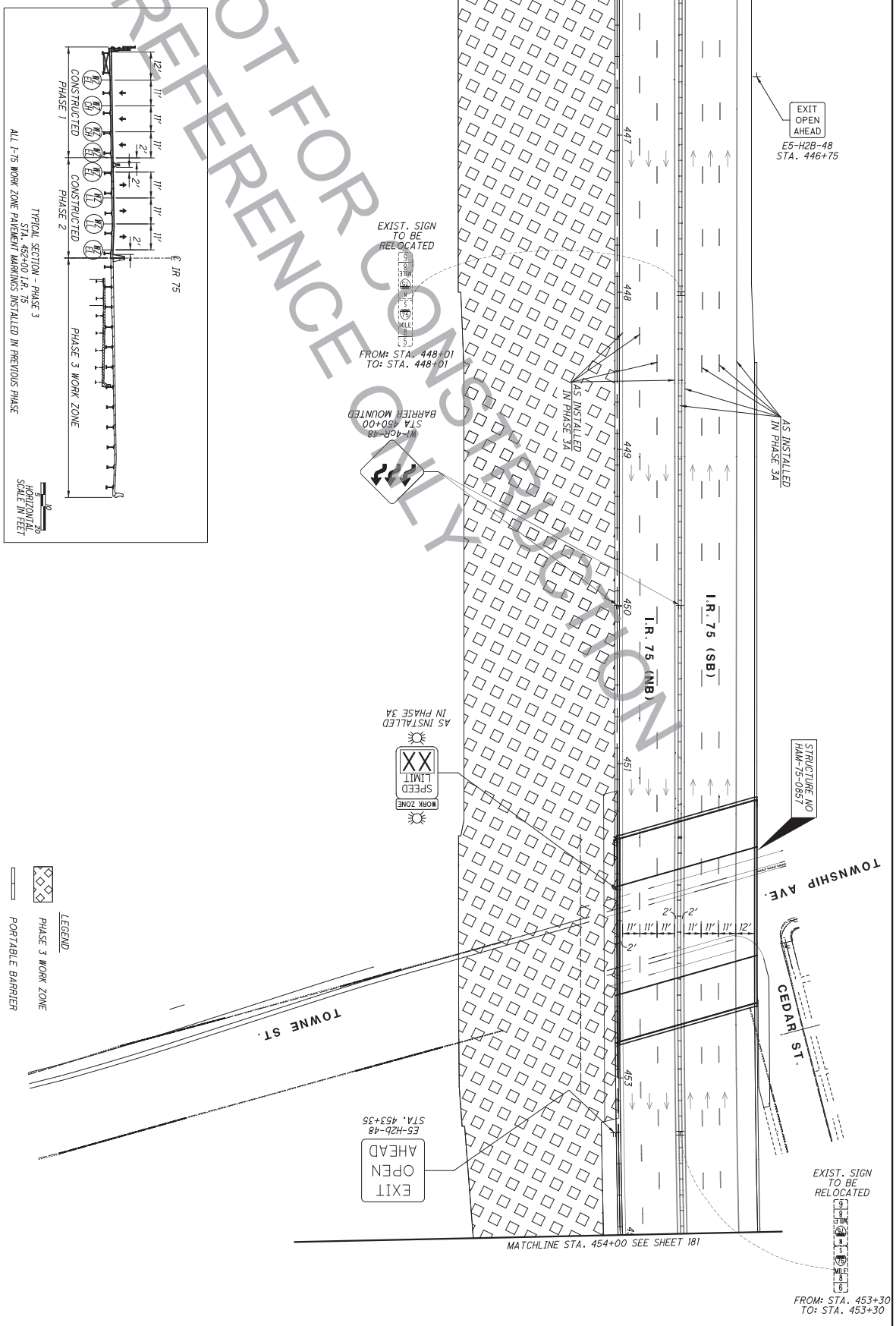
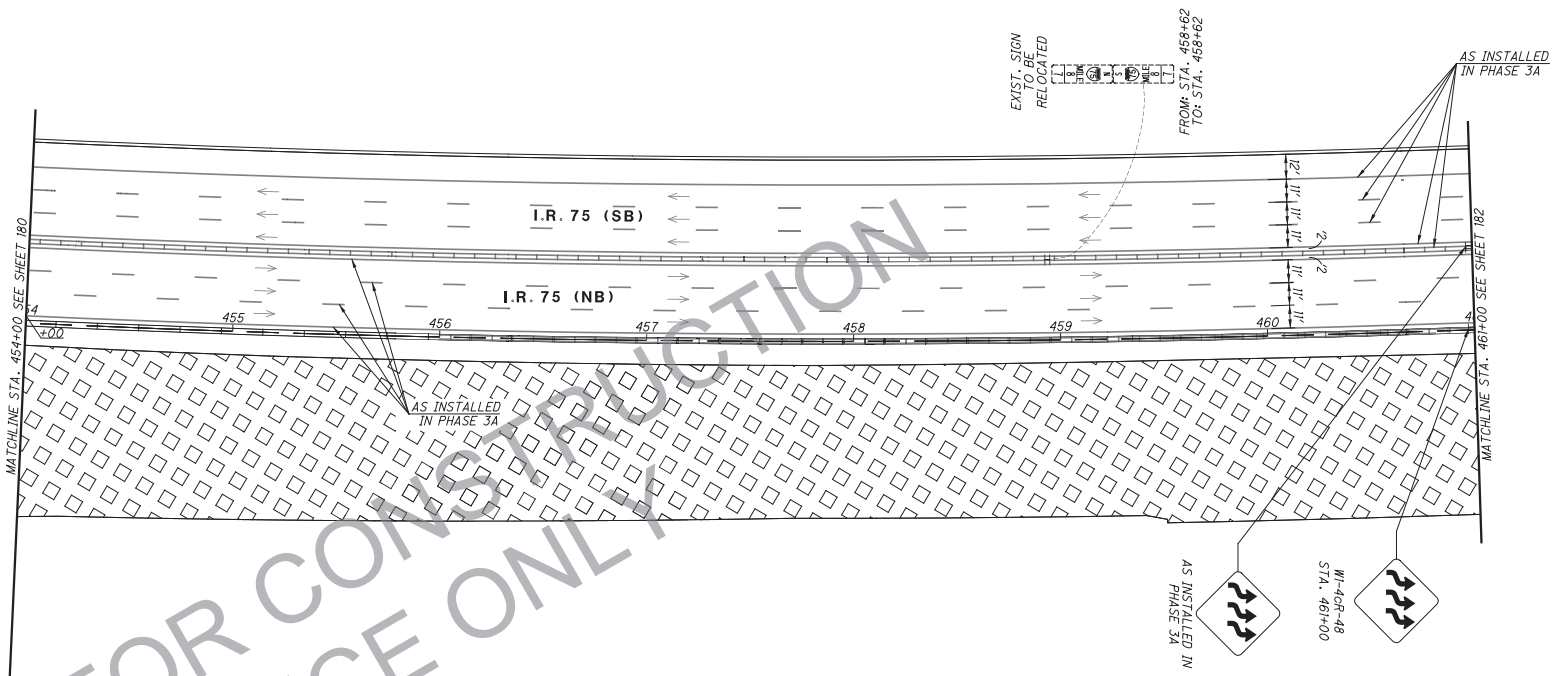
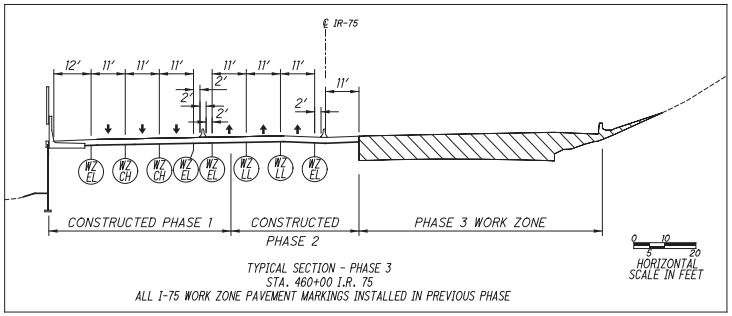
REFERENCE ONLY



180 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 I.R. 75 - STA. 446+00 TO STA. 454+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET





TYPICAL SECTION - PHASE 3
STA. 460+00 I.R. 75
ALL I-75 WORK ZONE PAVEMENT MARKINGS INSTALLED IN PREVIOUS PHASE

LEGEND

- PHASE 3 WORK ZONE
- PORTABLE BARRIER
- DRUM
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3 - PT. 1
I.R. 75 - STA. 454+00 TO STA. 461+00

HAM-75-7.85

181
1045

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REFERENCE ONLY

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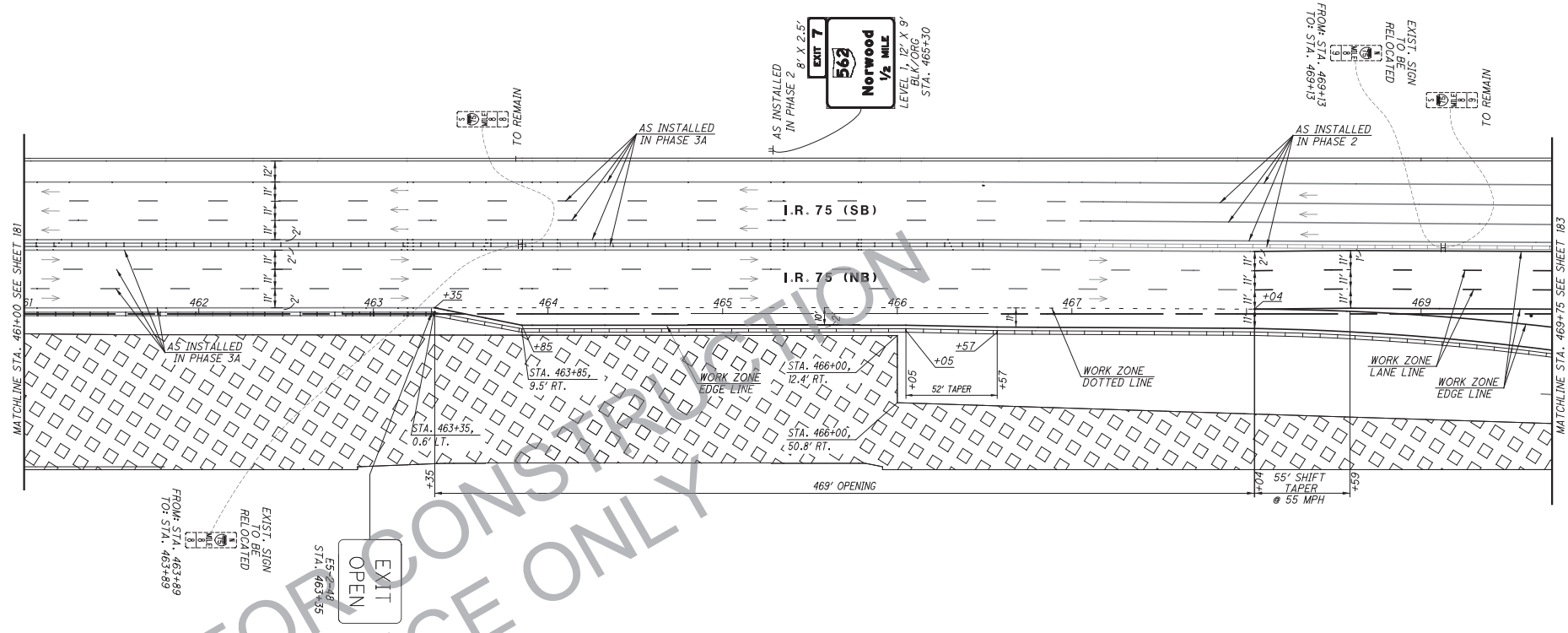

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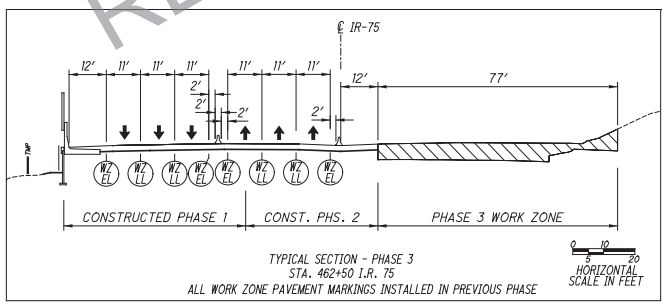
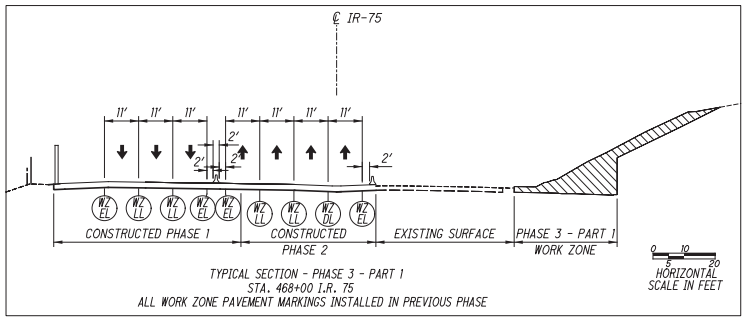
REFERENCE ONLY



TYPICAL SECTION - PHASE 3
STA. 462+50 I.R. 75
ALL WORK ZONE PAVEMENT MARKINGS INSTALLED IN PREVIOUS PHASE



TYPICAL SECTION - PHASE 3 - PART 1
STA. 468+00 I.R. 75
ALL WORK ZONE PAVEMENT MARKINGS INSTALLED IN PREVIOUS PHASE

LEGEND

- PHASE 3 WORK ZONE
- DRUM
- PORTABLE BARRIER
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

HORIZONTAL SCALE IN FEET: 0, 15, 30, 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3 - PT. 1
I.R. 75 - STA. 461+00 TO STA. 469+75

HAM-75-7.85

182
1045

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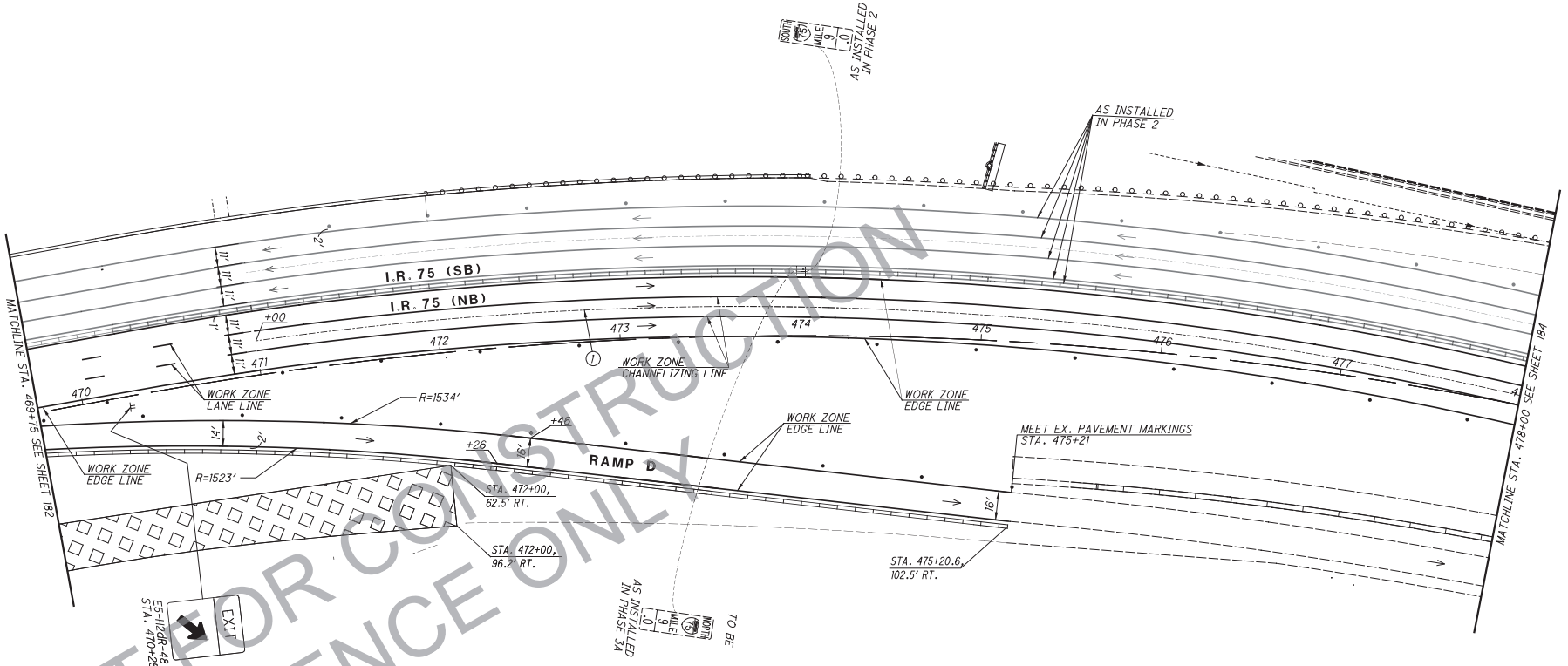

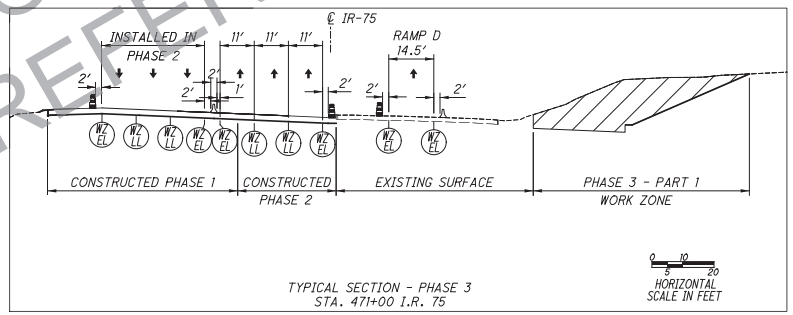

TYPICAL SECTION - PHASE 3
STA. 471+00 I.R. 75

① Δ = 30° 13' 46" (RT)
Dc = 02° 59' 59"
R = 1910.00'
T = 515.89'
L = 1007.72'
E = 68.44'
C = 996.08'
C.B. = N 36° 11' 58" E

LEGEND
- PHASE 3 WORK ZONE
- PORTABLE BARRIER
- DRUM
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET 0 15 30 60

CALCULATED RLS CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3 - PT. 1
I.R. 75 - STA. 469+75 TO STA. 478+00

HAM-75-7.85

183
1045

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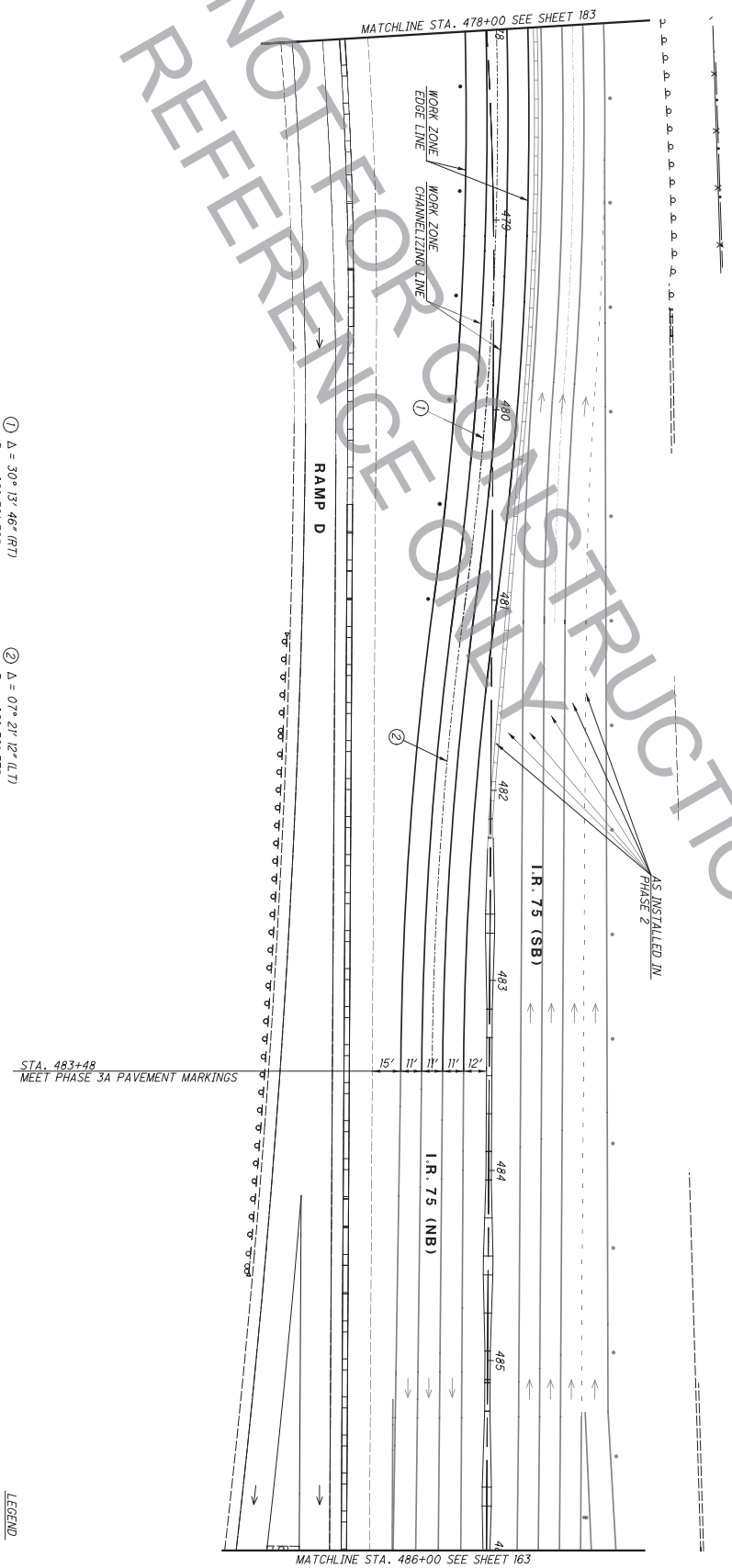
REFERENCE ONLY



① Δ = 30° 13' 46" (RT)
Dc = 02° 59' 59"
R = 1910.00'
T = 515.89'
L = 1007.72'
E = 68.44'
C = 996.08'
C.B. = N 36° 11' 58" E

② Δ = 07° 21' 12" (LT)
Dc = 02° 58' 57"
R = 1921.00'
T = 123.44'
L = 246.54'
E = 3.96'
C = 246.38'
C.B. = N 47° 38' 13" E

LEGEND
PORTABLE BARRIER
DRUM
OPEN TRAVEL LANE

184 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 I.R. 75 - STA. 478+00 TO STA. 486+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET

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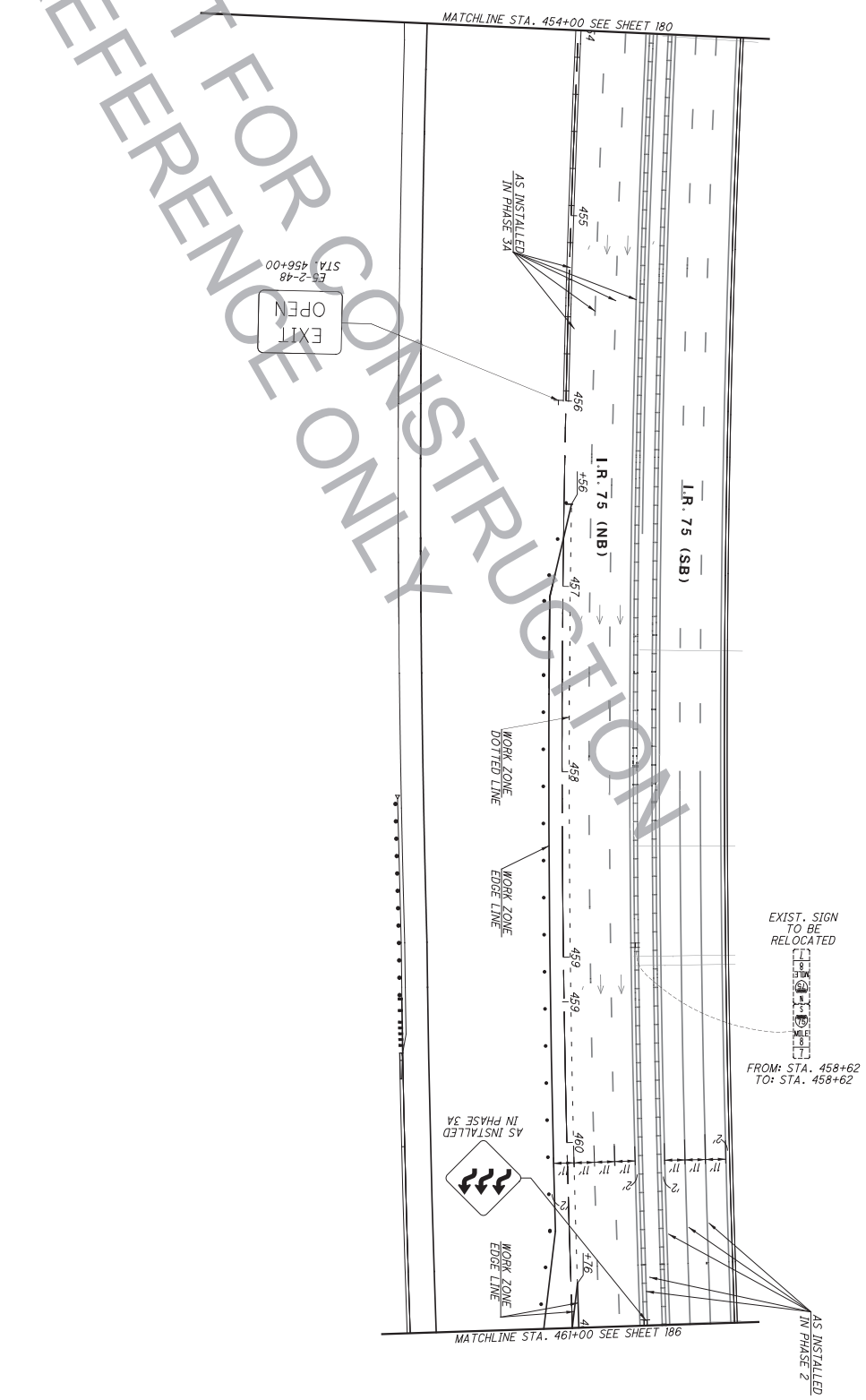
REFERENCE ONLY



LEGEND

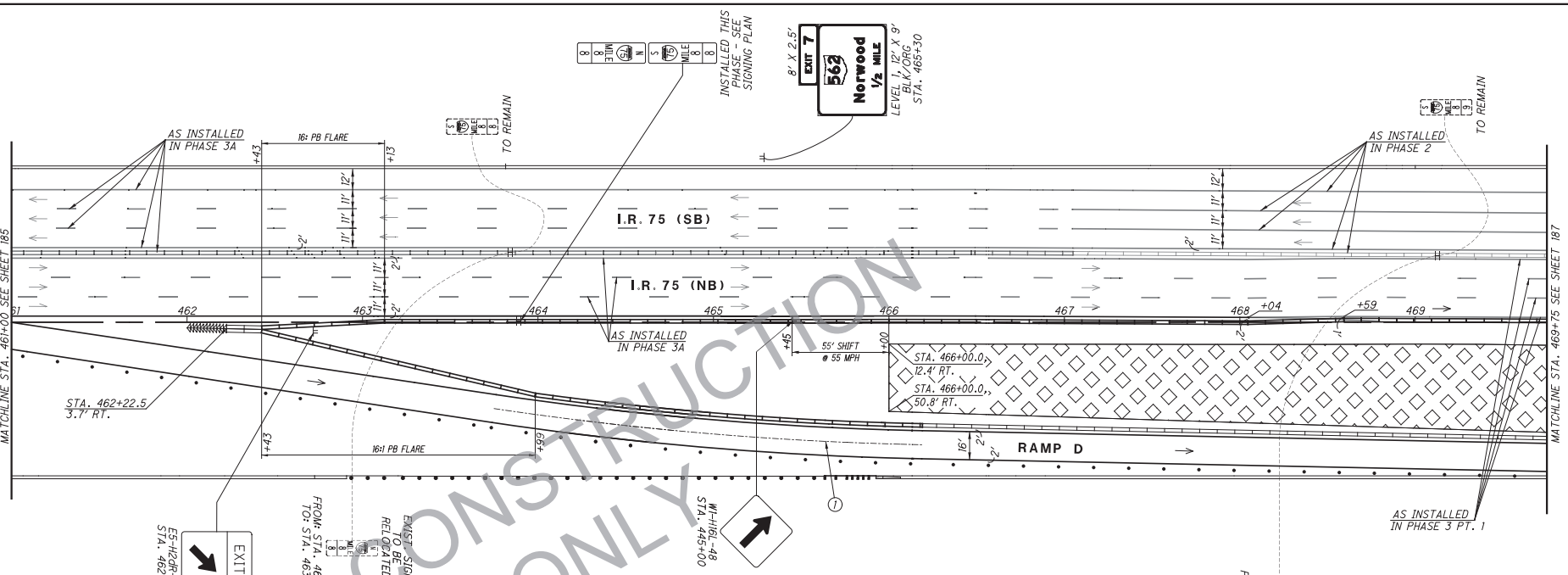
PORTABLE BARRIER

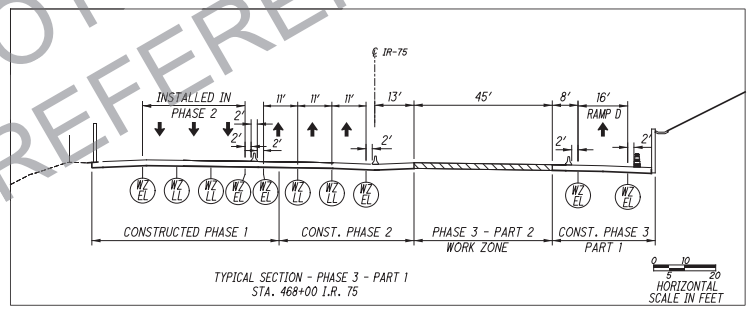
DRUM

PROPOSED SIGN SUPPORT

OPEN TRAVEL LANE

185 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 - PT. 2 I.R. 75 - STA. 454+00 TO STA. 461+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET





LEGEND

- PHASE 3 - PART 2 WORK ZONE
- DRUM
- PORTABLE BARRIER
- PROPOSED SIGN SUPPORT
- IMPACT ATTENUATOR (48" WIDE HAZARD) - ITEM 606, UNIDIRECTIONAL, TYPE 3
- OPEN TRAVEL LANE

① Δ = 07° 18' 57" (LT)
Dc = 02° 59' 14"
R = 1918.00'
T = 122.62'
L = 244.90'
E = 3.92'
C = 244.74'
C.B. = N 23° 38' 39" E

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3 - PT. 2
I.R. 75 - STA. 461+00 TO STA. 469+75

HAM-75-7.85

186
1045

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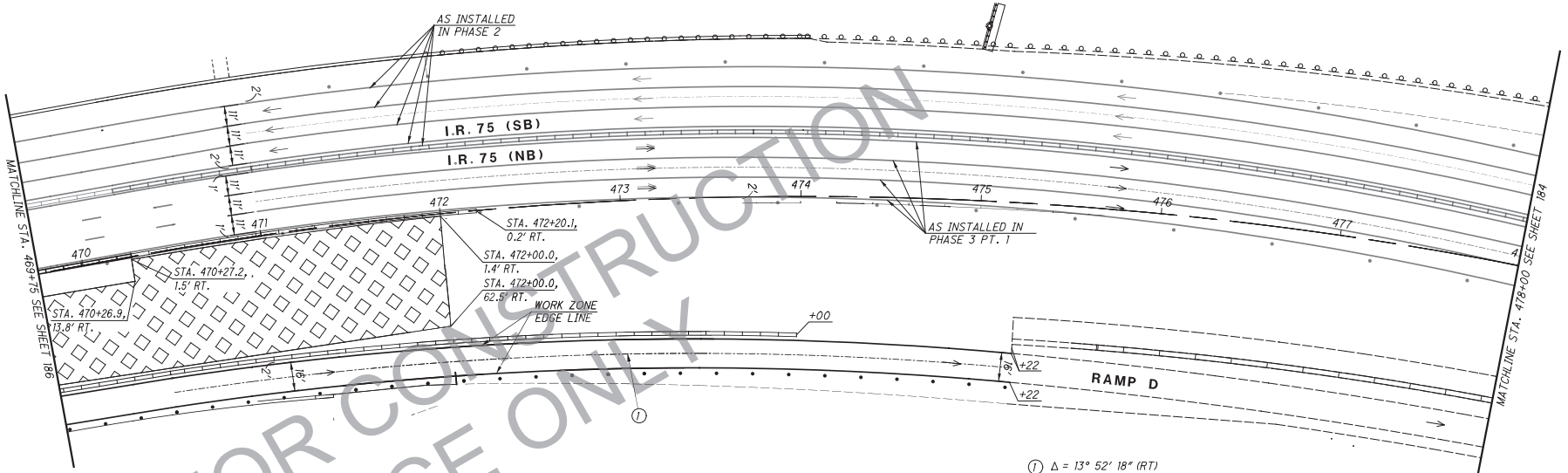
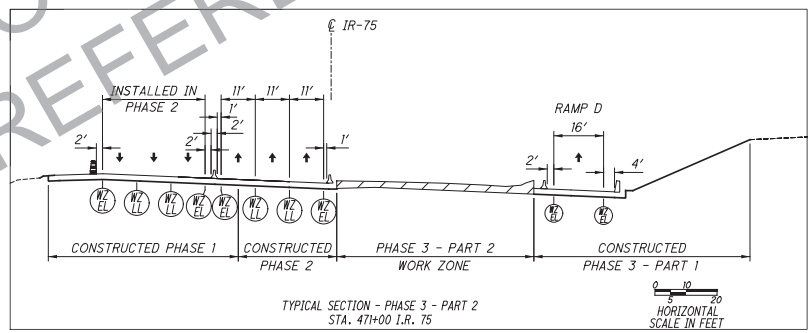


NOT FOR CONSTRUCTION
REFERENCE ONLY

① Δ = 13° 52′ 18″ (RT)
Dc = 02° 59′ 14″
R = 1918.00′
T = 233.32′
L = 464.36′
E = 14.14′
C = 463.23′
C.B. = N 27° 28′ 56″ E



LEGEND
PHASE 3 - PT. 2 WORK ZONE
PORTABLE BARRIER
DRUM
OPEN TRAVEL LANE

HORIZONTAL SCALE IN FEET
CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3 - PT. 2
I.R. 75 - STA. 469+75 TO STA. 478+00

HAM-75-7.85

187
1045

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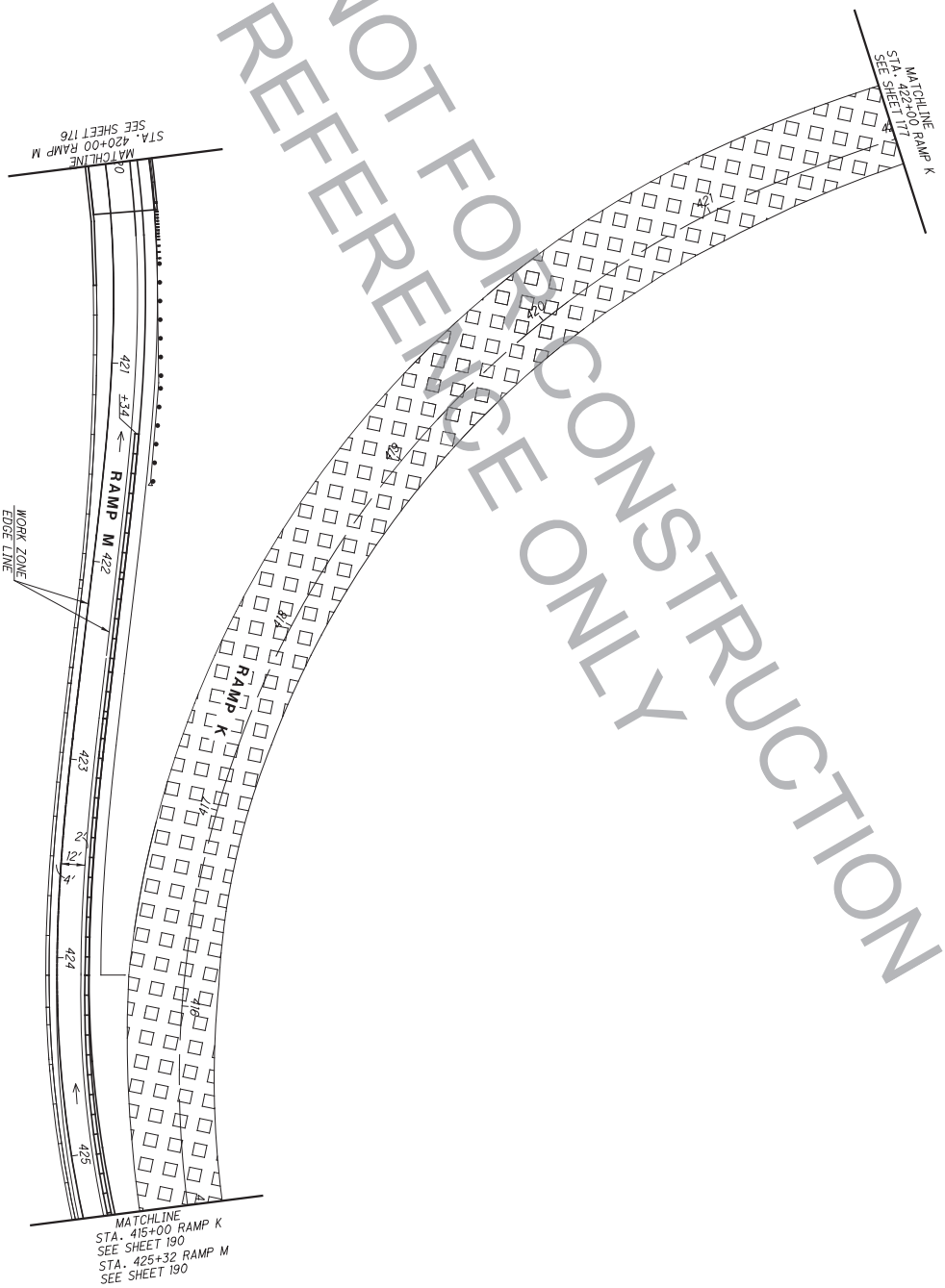
REFERENCE ONLY



LEGEND

PHASE 3 WORK ZONE

DRUM

OPEN TRAVEL LANE

PORTABLE BARRIER

188 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 RAMP M - STA. 420+00 TO STA. 425+32	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET

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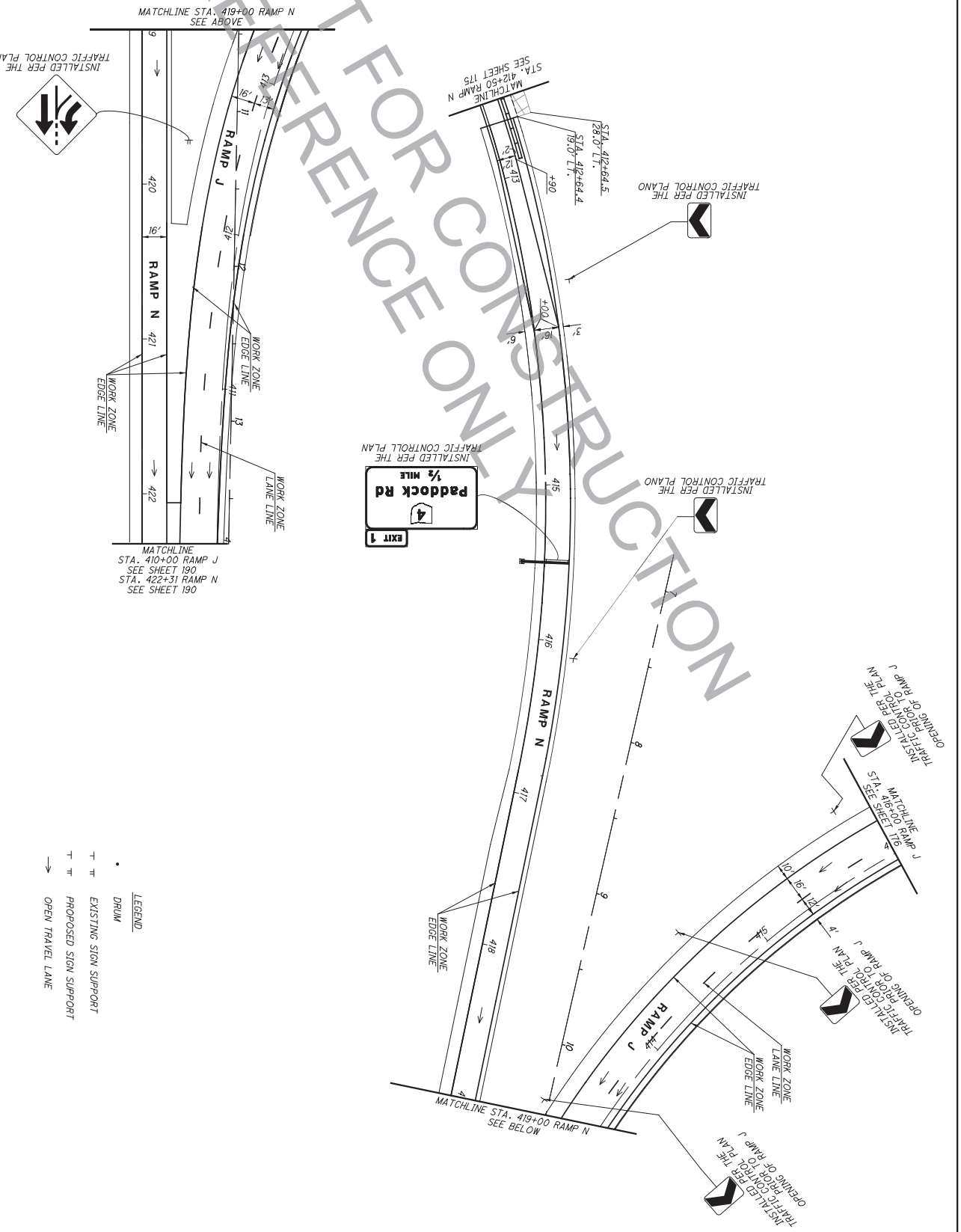
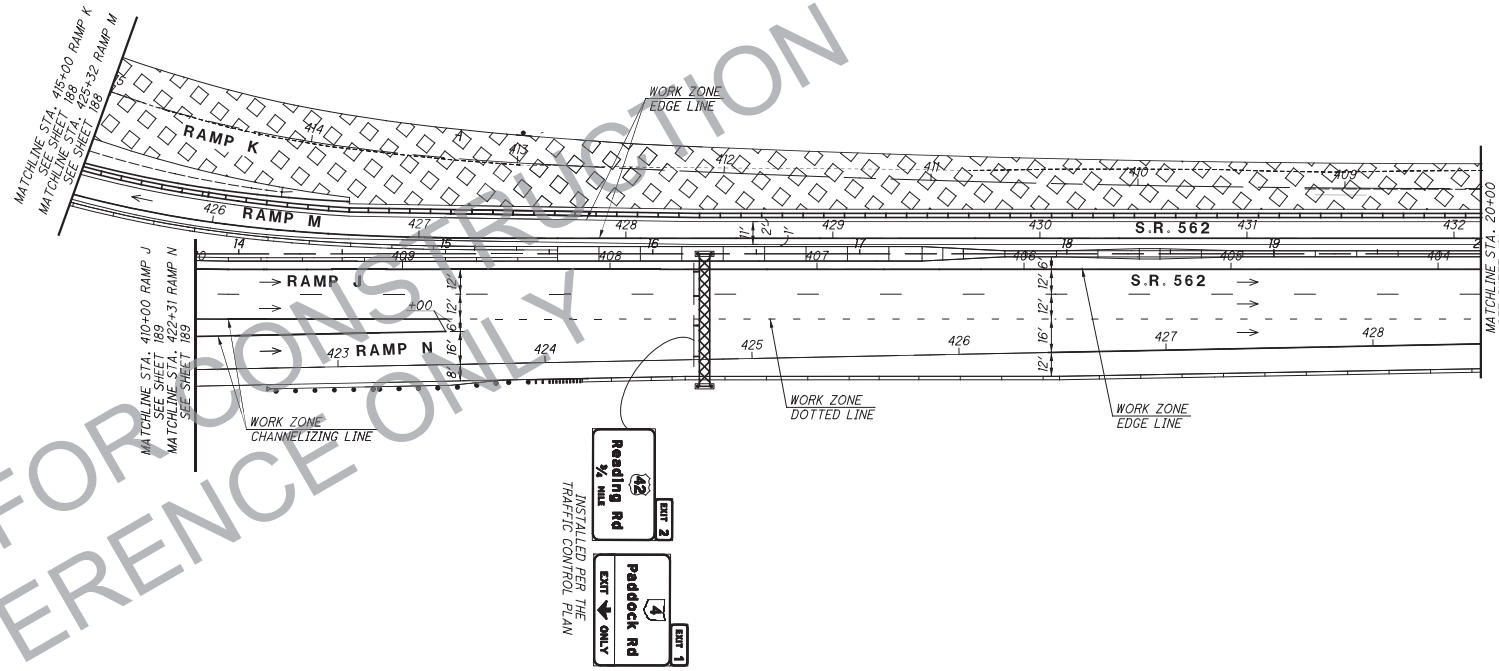
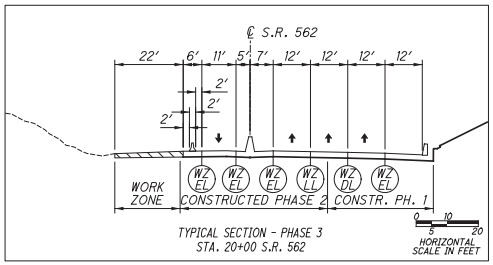
NOT FOR CONSTRUCTION
REFERENCE ONLY



188 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 RAMP N - STA. 412+50 TO STA. 422+31	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET





DRUM SPACING CHART	
TANGENT	80′ c/c
TAPER	55′ c/c
RADII/CLOSURE	10′ c/c

LEGEND

- RAMP K PHASE 3 WORK ZONE
- PORTABLE BARRIER
- DRUM
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R 562 - STA. 13+79 TO STA. 20+00

HAM-75-7.85

190
1045

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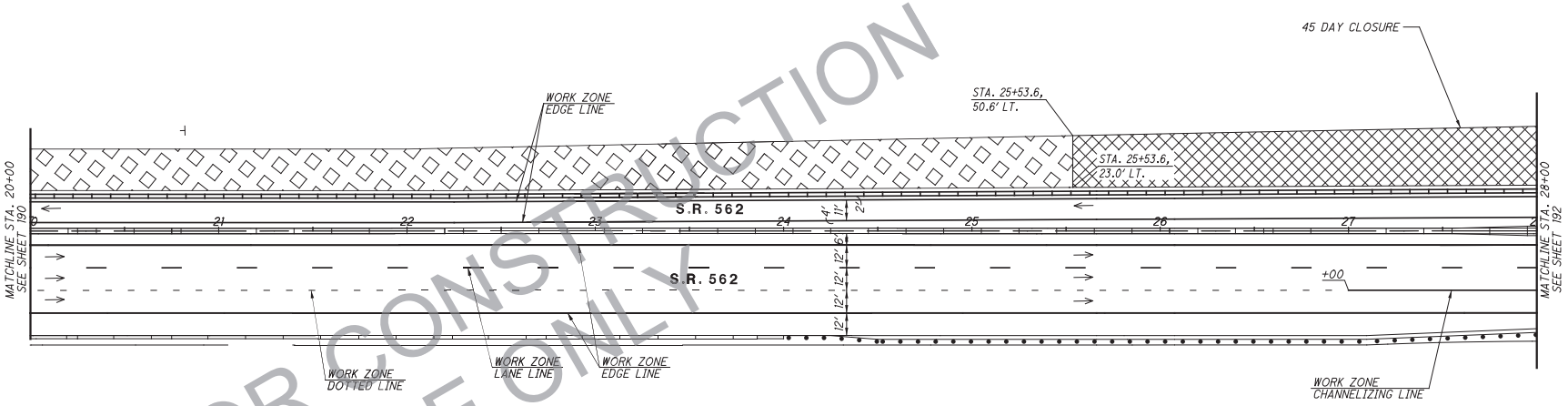
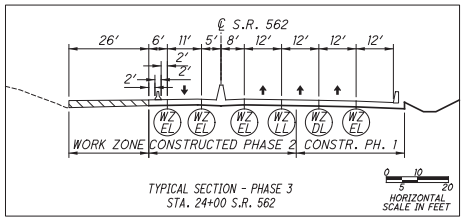


NOT FOR CONSTRUCTION
REFERENCE ONLY



TYPICAL SECTION - PHASE 3
STA. 24+00 S.R. 562

NOTES:
1. ONCE WORK IS COMPLETED IN THE RAMP CLOSURE AREA (45 DAY MAX), THE CONTRACTOR SHALL TRANSITION INTO THE PHASE 3 - PART 2 SET-UP.

DRUM SPACING CHART	
TANGENT	80′ c/c
TAPER	55′ c/c
RADII/CLOSURE	10′ c/c

LEGEND
- PHASE 3 WORK ZONE
- WORK ZONE - 45 DAY CLOSURE
- PORTABLE BARRIER
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

N

0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 562 - STA. 20+00 TO STA. 28+00

HAM-75-7.85

191
1045

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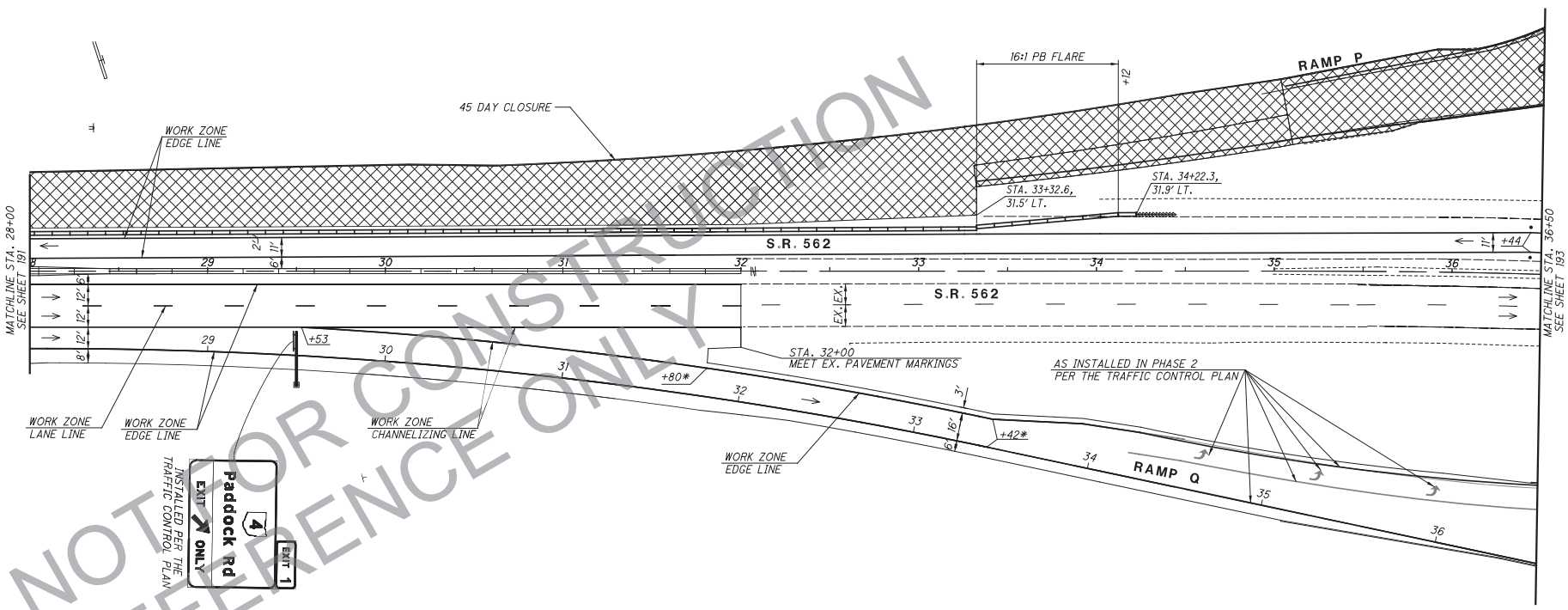

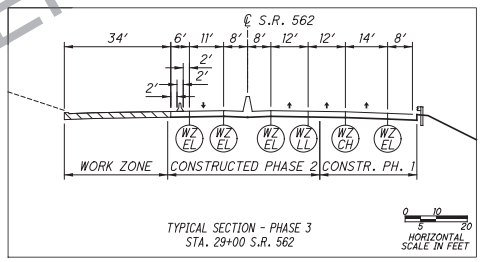

NOT FOR CONSTRUCTION
REFERENCE ONLY

* DENOTES STATIONING FROM RAMP Q

NOTES:
1. ONCE WORK IS COMPLETED IN THE RAMP CLOSURE AREA (45 DAY MAX), THE CONTRACTOR SHALL TRANSITION INTO THE PHASE 3 - PART 2 SET-UP.

2. THE RAMP Q PAVEMENT MARKINGS SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN.

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

LEGEND

- WORK ZONE - 45 DAY CLOSURE
- DRUM
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE
- PORTABLE BARRIER
- IMPACT ATTENUATOR

N

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 562 - STA. 28+00 TO STA. 36+50

HAM-75-7.85

192
1045

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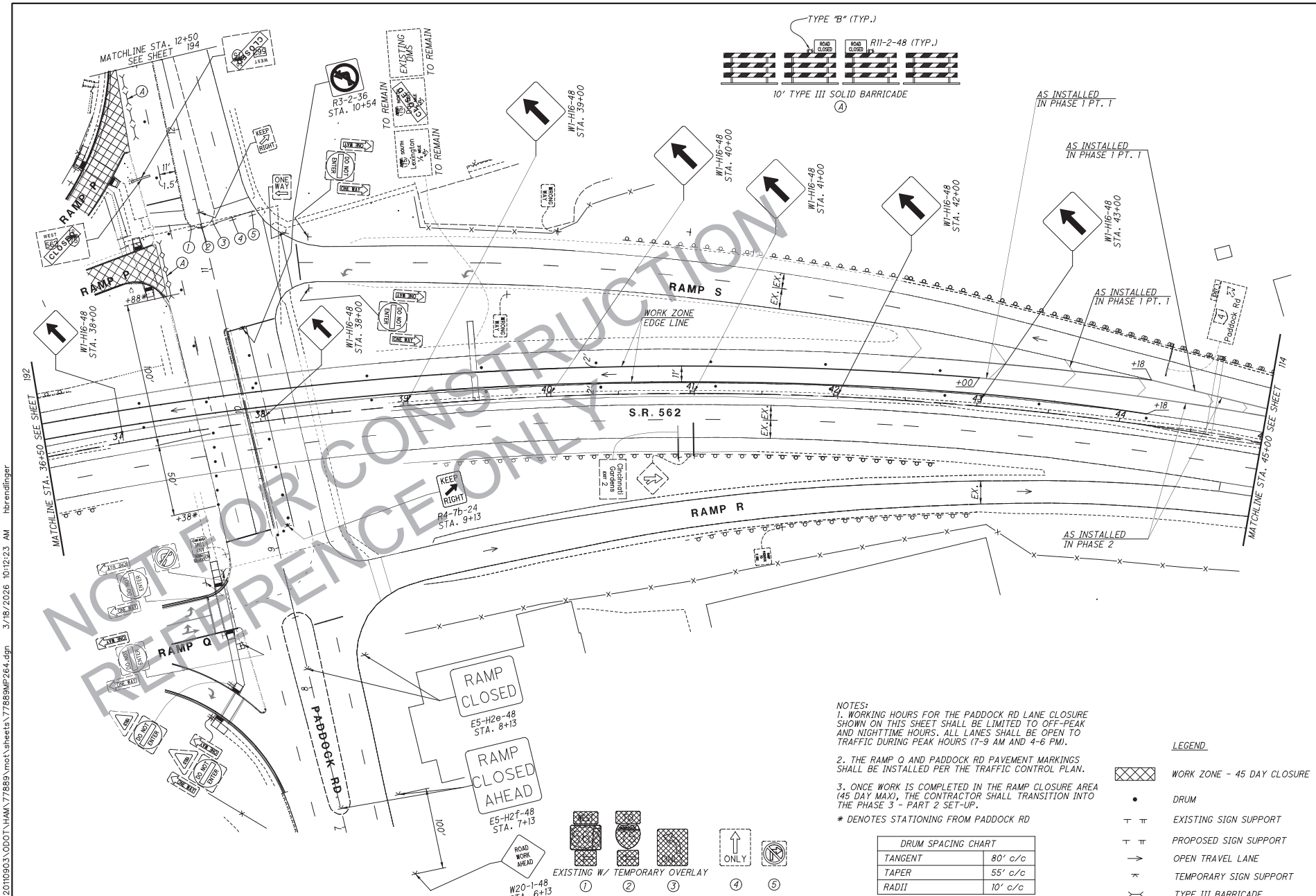

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:
1. WORKING HOURS FOR THE PADDOCK RD LANE CLOSURE SHOWN ON THIS SHEET SHALL BE LIMITED TO OFF-PEAK AND NIGHTTIME HOURS. ALL LANES SHALL BE OPEN TO TRAFFIC DURING PEAK HOURS (7-9 AM AND 4-6 PM).

2. THE RAMP Q AND PADDOCK RD PAVEMENT MARKINGS SHALL BE INSTALLED PER THE TRAFFIC CONTROL PLAN.

3. ONCE WORK IS COMPLETED IN THE RAMP CLOSURE AREA (45 DAY MAX), THE CONTRACTOR SHALL TRANSITION INTO THE PHASE 3 - PART 2 SET-UP.

* DENOTES STATIONING FROM PADDOCK RD

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

LEGEND

- WORK ZONE - 45 DAY CLOSURE
- DRUM
- EXISTING SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
S.R. 562 - STA. 36+50 TO STA. 45+00

HAM-75-7.85

193
1045

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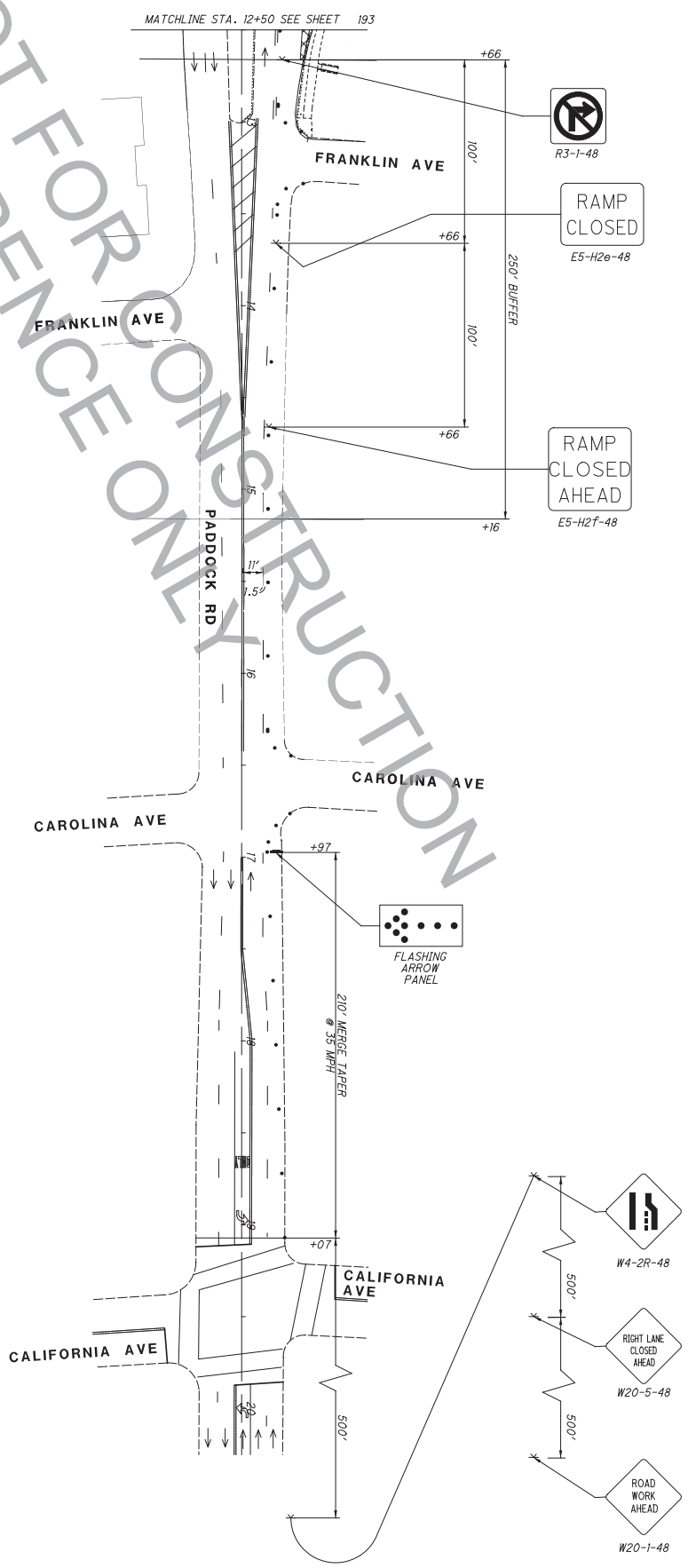
NOT FOR CONSTRUCTION
REFERENCE ONLY



NOTES:
1. WORKING HOURS FOR THE PADDOCK RD LANE CLOSURE SHOWN ON THIS SHEET SHALL BE LIMITED TO OFF-PEAK AND NIGHTTIME HOURS. ALL LANES SHALL BE OPEN TO TRAFFIC DURING PEAK HOURS (7-9 AM AND 4-6 PM).

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

LEGEND

- DRUM
- FLASHING ARROW BOARD
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE

194
1045

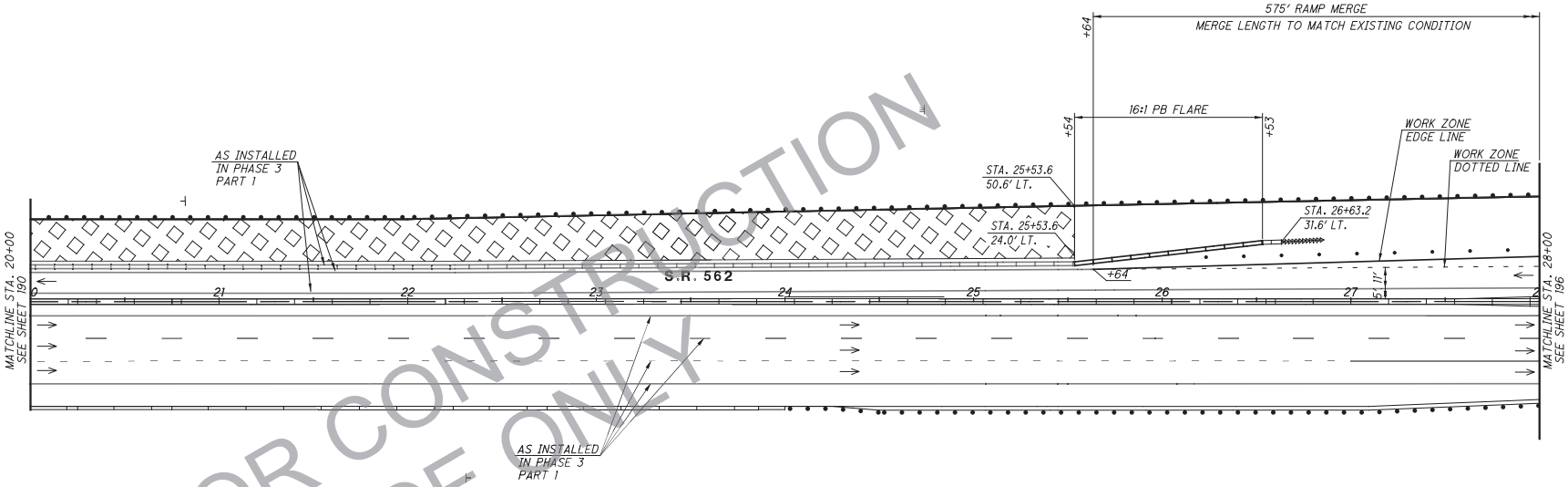
HAM-75-7.85

MAINTENANCE OF TRAFFIC PLAN - PHASE 3 - PT. 1
PADDOCK RD - STA. 12+50 TO STA. 20+00

CALCULATED RLS
CHECKED SMM

0 15 30 60
HORIZONTAL SCALE IN FEET

N



NOT FOR CONSTRUCTION
REFERENCE ONLY

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

LEGEND

- PHASE 3 WORK ZONE
- DRUM
- PROPOSED SIGN SUPPORT
- PORTABLE BARRIER
- IMPACT ATTENUATOR
- OPEN TRAVEL LANE

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3 - PT. 2
S.R. 562 - STA. 20+00 TO STA. 28+00

HAM-75-7.85

195
1045

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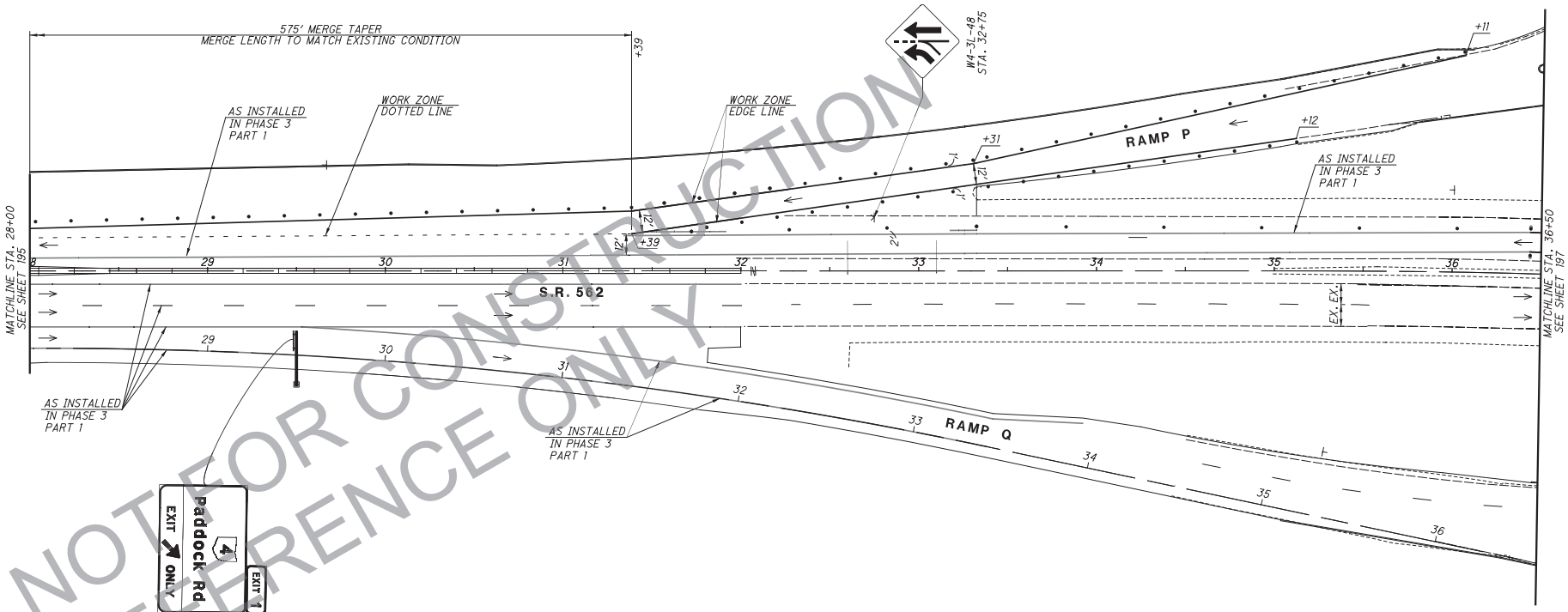

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

- DRUM
- OPEN TRAVEL LANE
- TEMPORARY SIGN SUPPORT

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

HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3 - PT. 2
S.R. 562 - STA. 28+00 TO STA. 36+50

HAM-75-7.85

196
1045

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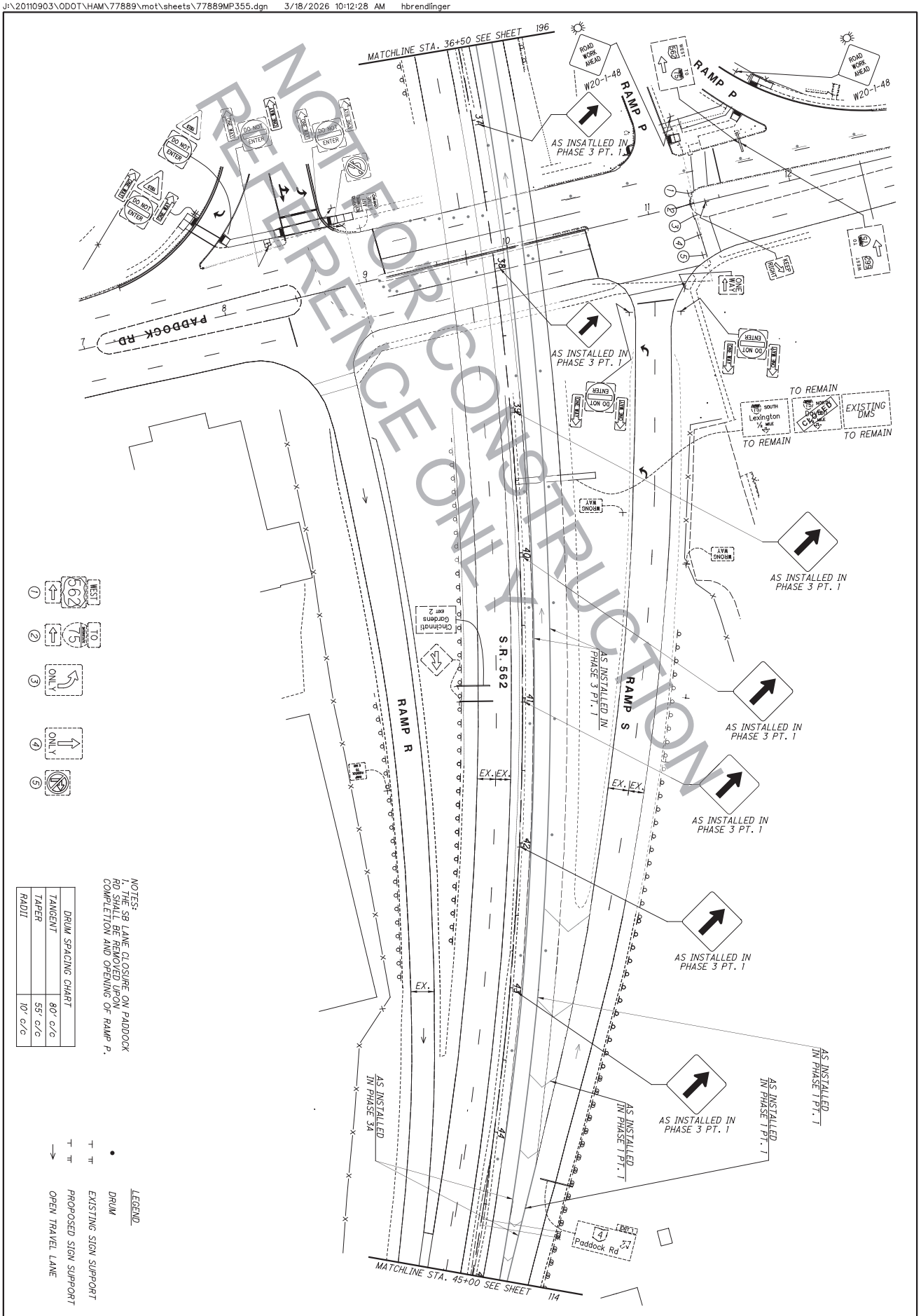
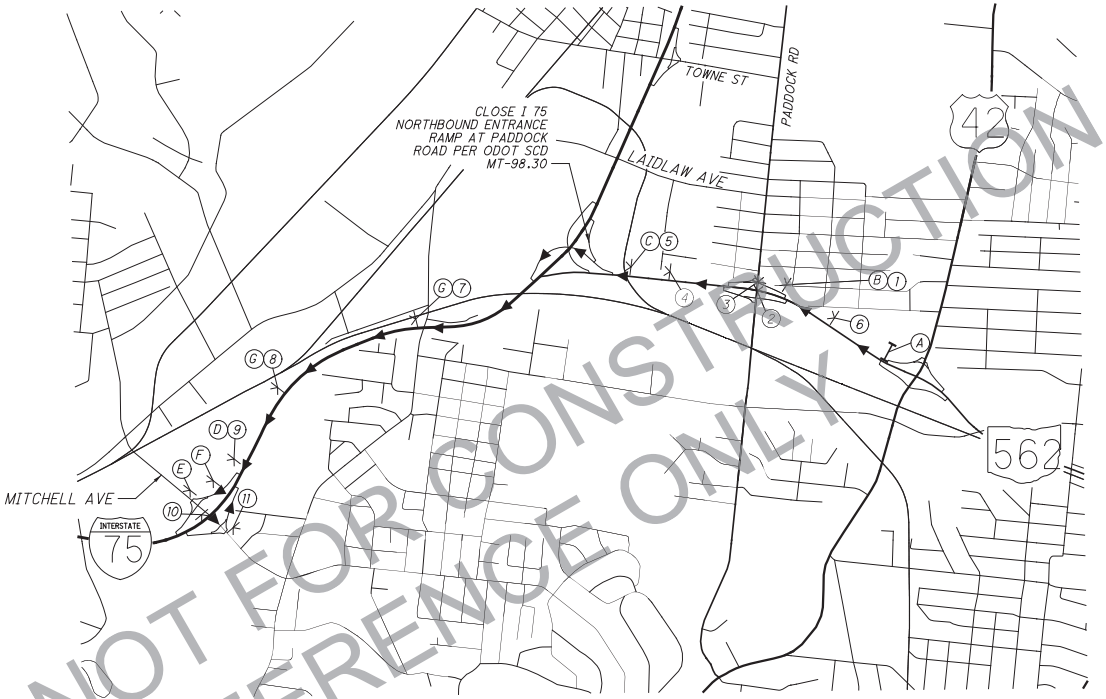


NOT FOR CONSTRUCTION
REFERENCE ONLY

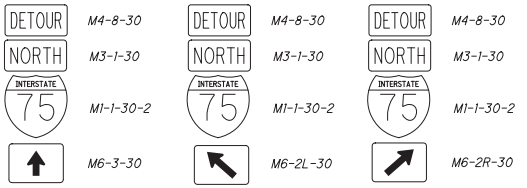
197 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 3 - PT. 2 S.R. 562 - STA. 36+50 TO STA. 45+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET



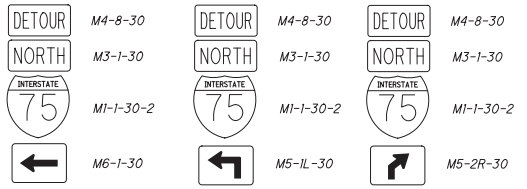
NOT FOR CONSTRUCTION
REFERENCE ONLY

PORTABLE CHANGEABLEMESSAGE SIGN PLACED 1 MILE IN ADVANCE OF DETOUR

Ⓐ



Ⓑ Ⓒ Ⓓ



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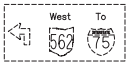
①



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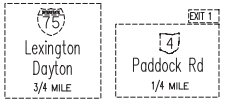

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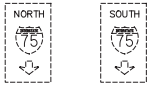
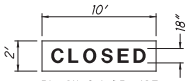


⑩

⑪

LEGEND

- DETOUR ROUTE
- TEMPORARY SIGN SUPPORT
- PORTABLE CHANGEABLE MESSAGE SIGN



BLACK ON ORANGE OVERLAY "CLOSED" SIGN

NOT TO SCALE

CALCULATED BDM CHECKED SMM

MAINTENANCE OF TRAFFIC DETOUR PLAN
RAMP K - PHASE 3

HAM-75-7.85

198
1045

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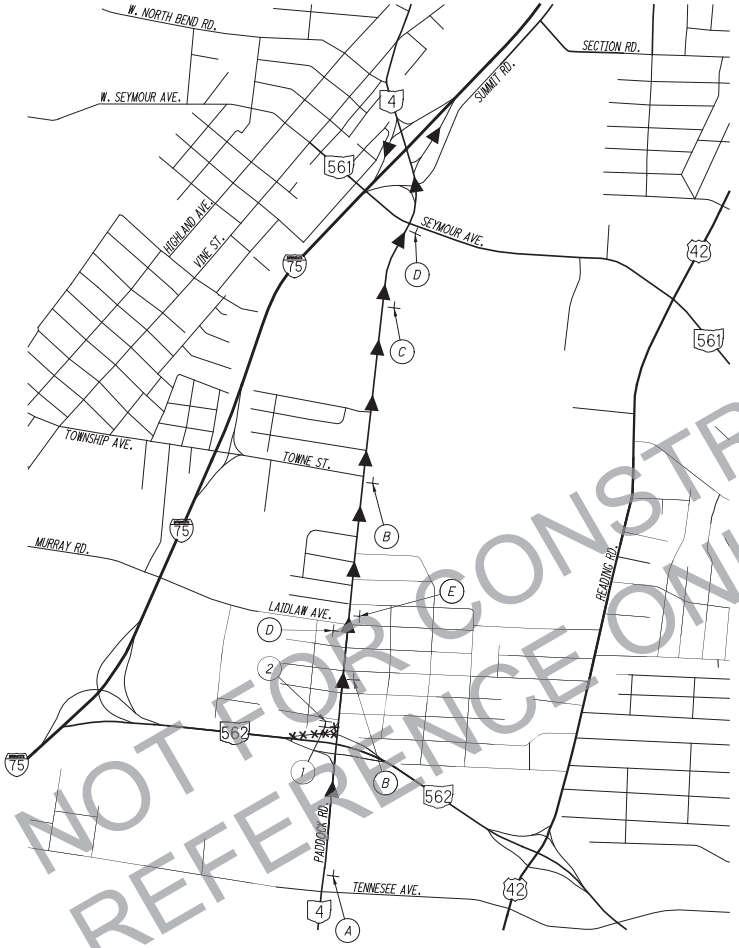


LEGEND

- × RAMP CLOSURE
- ▶ DETOUR ROUTE
- ⊥ EXISTING SIGN SUPPORT
- ⊥ TEMPORARY SIGN SUPPORT
- ⊥ TYPE III BARRICADE

SPECIAL
BLACK ON ORANGE
60"×48"

RAMP TO
SR 562 WEST
CLOSED
FOLLOW DETOUR

(A)

10'

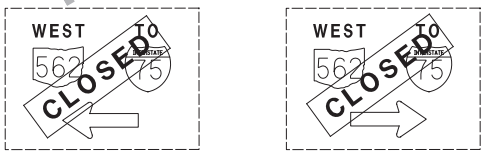
2'

18"

CLOSED

BLACK ON ORANGE
OVERLAY "CLOSED" SIGN

(B)	(C)	(D)	(E)
DETOUR M4-8-30	DETOUR M4-8-30	DETOUR M4-8-30	DETOUR M4-8-30
WEST M3-4-30	WEST M3-4-30	WEST M3-4-30	WEST M3-4-30
562 M1-1-30-2	562 M1-1-30-2	562 M1-1-30-2	562 M1-1-30-2
M6-3-30	M5-1L-30	M6-1L-30	M6-1R-30



CANTILEVER MOUNTED SIGN

(1)

CANTILEVER MOUNTED SIGN

(2)

TEMPORARY TRAFFIC SIGNAL MODIFICATIONS

1. AN EXISTING TRAFFIC SIGNAL, OR ANY PART THEREOF, SHALL NOT BE TAKEN OUT OF SERVICE UNLESS ALTERNATE MEANS OF TRAFFIC CONTROL ARE IN PLACE AND OPERATIONAL. UNLESS DIRECTED BY THE CITY OF CINCINNATI OR ENGINEER. EXISTING TRAFFIC SIGNALS SHALL NOT BE TAKEN OUT OF SERVICE BETWEEN THE HOURS OF:

-7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM, MONDAY THROUGH FRIDAY
-OR ONE HOUR BEFORE SUNSET THROUGH ONE-HALF HOUR AFTER SUN RISE, WHICHEVER IS THE LONGEST DURATION.

2. ANY UNUSED SIGNAL HEAD, OR SPAN/ARM MOUNTED SIGN SHALL BE COVERED AND DISCONNECTED.

3. WHEN THE WESTBOUND ENTRANCE RAMP FROM PADDOCK TO SR 562 IS CLOSED THE FOLLOWING TRAFFIC SIGNAL MODIFICATIONS SHALL BE IMPLEMENTED AT THE PADDOCK ROAD/SR 562 WB RAMPS INTERSECTION:

A.COVER VEHICULAR SIGNAL INDICATIONS FOR THE NB LEFT TURN MOVEMENT.
B.DEACTIVATE THE NB LEFT TURN PHASE.
C. INSTALL SIGNAL OPERATION CHANGED SIGNS (W23-H2B) FOR ALL DIRECTIONS. CENTER THE SIGN OVER THE APPROACH.
D. MOUNTED A (NO LEFT TURN) SIGN ON THE TRAFFIC SIGNAL SPAN WIRE 3 FEET WEST OF THE NB LEFT TURN SIGNAL HEAD.
E. MOUNTED A (NO RIGHT TURN) SIGN ON THE TRAFFIC SIGNAL SPAN WIRE 3 FEET WEST OF THE SB SIGNAL HEADS.

NOT FOR CONSTRUCTION
REFERENCE ONLY

N

NO SCALE

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 3
RAMP P DETOUR ROUTE

HAM-75-7.85

199
1045

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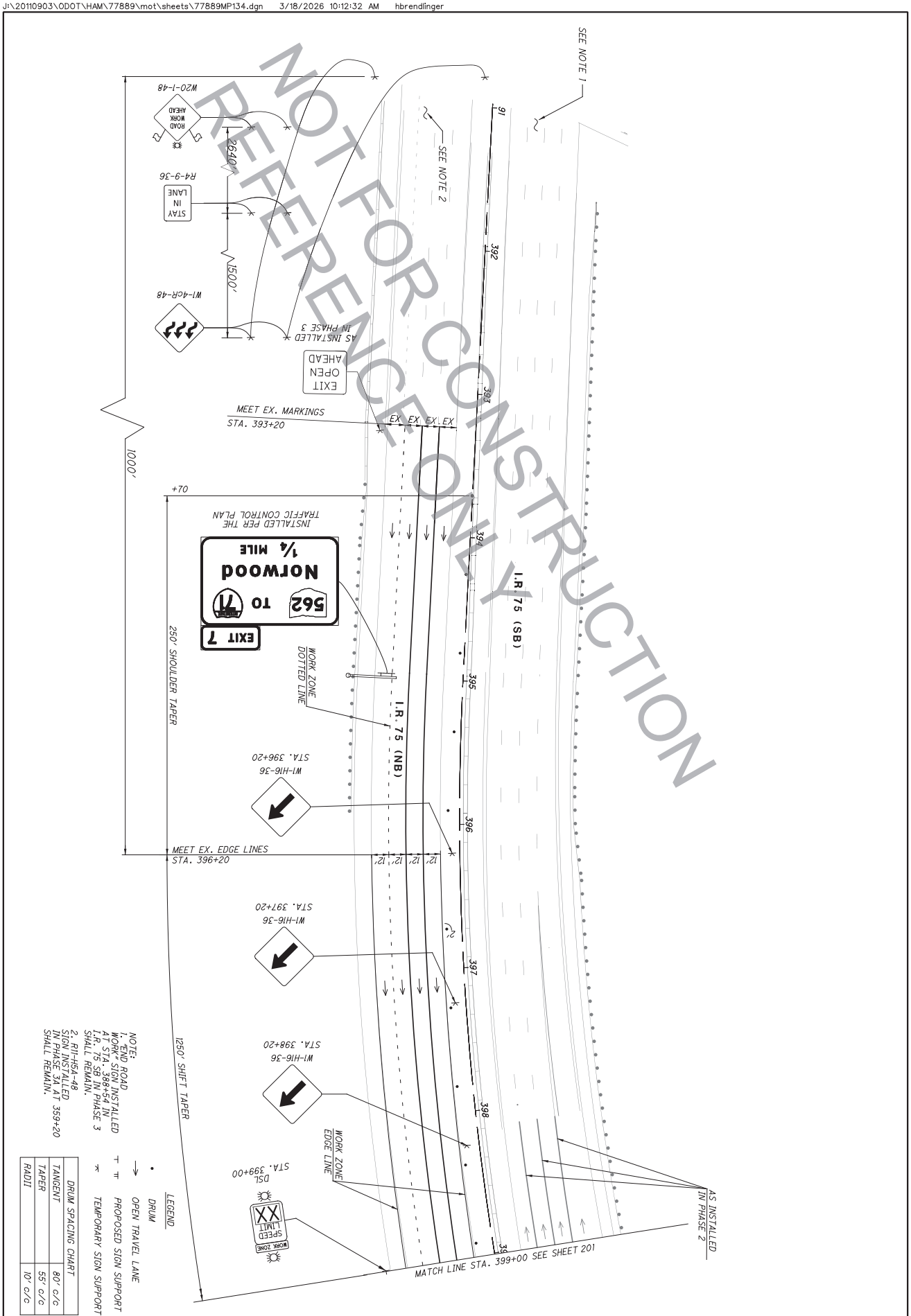


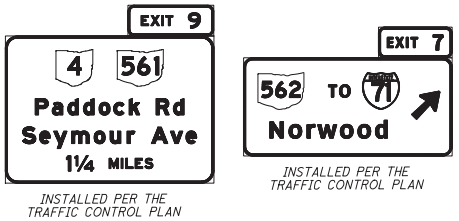
NOTE:
1. "END ROAD WORK" SIGN INSTALLED AT STA. 388+54 IN I.R. 75 SB IN PHASE 3 SHALL REMAIN.
2. R11-H5A-48 SIGN INSTALLED IN PHASE 3A AT 359+20 SHALL REMAIN.

LEGEND

- DRUM
- OPEN TRAVEL LANE
- PROPOSED SIGN SUPPORT
- TEMPORARY SIGN SUPPORT

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

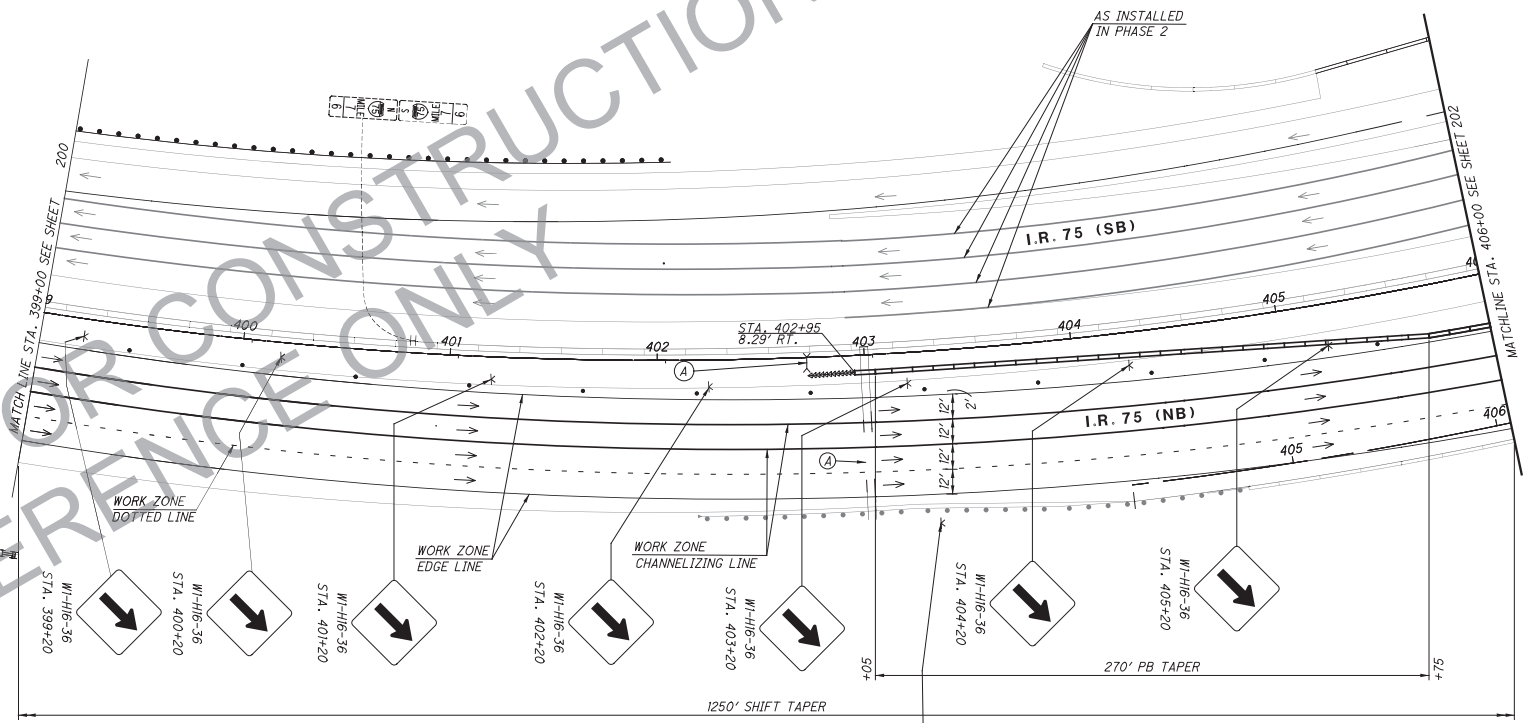
200 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 I.R. 75 - STA. 391+00 TO STA. 399+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET



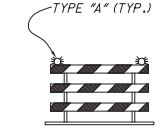
INSTALLED PER THE TRAFFIC CONTROL PLAN

INSTALLED PER THE TRAFFIC CONTROL PLAN

Ⓐ



NOTES:
1. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.



9' TYPE III SOLID BARRICADE

Ⓐ

LEGEND

- DRUM
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- TYPE III BARRICADE

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

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HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 399+00 TO STA. 406+00

HAM-75-7.85

201
1045

LEGEND

- PHASE 4 WORK ZONE
- PORTABLE BARRIER
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE
- TEMPORARY SIGN SUPPORT

NOTES:

1. RAMP N MARKINGS/SIGNS INSTALLED PER TC PLAN.
2. RAMP M MARKINGS/SIGNS INSTALLED PER TC PLAN.
3. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET: 0, 15, 30, 60

CALCULATED RLS | CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 406+00 TO STA. 414+00

HAM-75-7.85

202
1045

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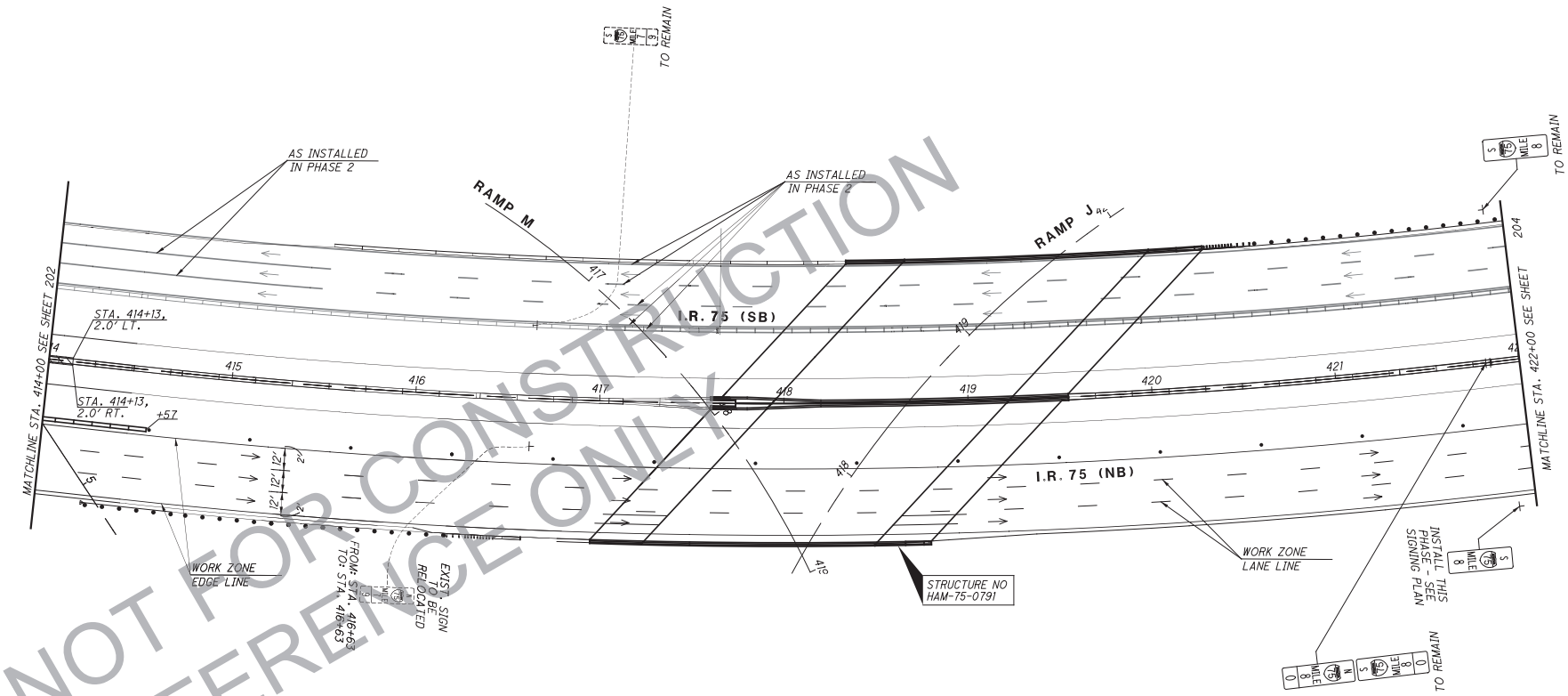

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

- DRUM
- PORTABLE BARRIER
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

NOTES:
1. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.

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

0 15 30 60
HORIZONTAL SCALE IN FEET

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 414+00 TO STA. 422+00

HAM-75-7.85

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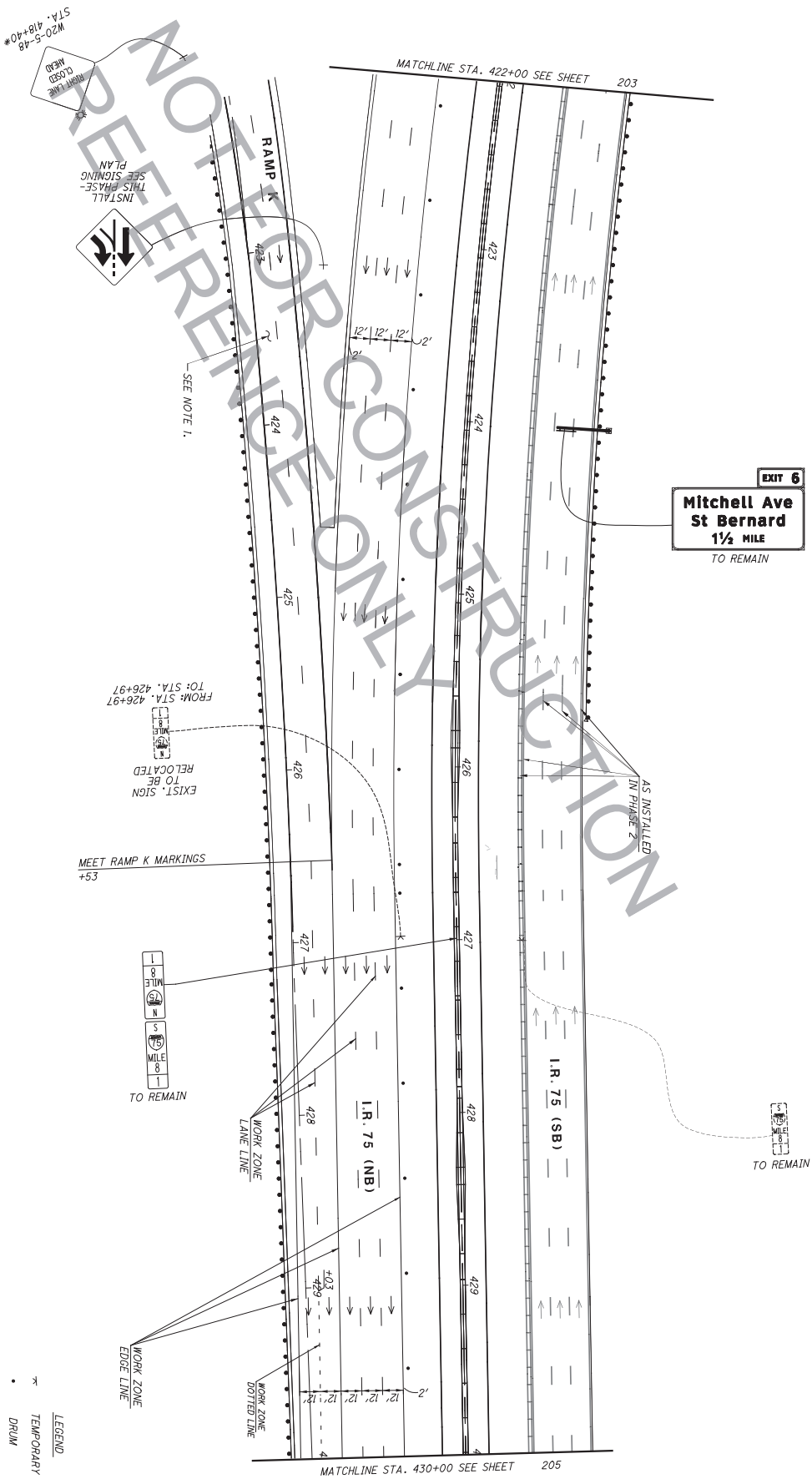
NOT FOR CONSTRUCTION
REFERENCE ONLY



* DENOTES STATIONING FROM RAMP K

NOTE:
1. RAMP K MARKINGS/SIGNS INSTALLED PER TC PLAN.
2. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK IS COMPLETE.

LEGEND

- TEMPORARY SIGN SUPPORT
- DRUM
- PORTABLE BARRIER
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

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

204
1045

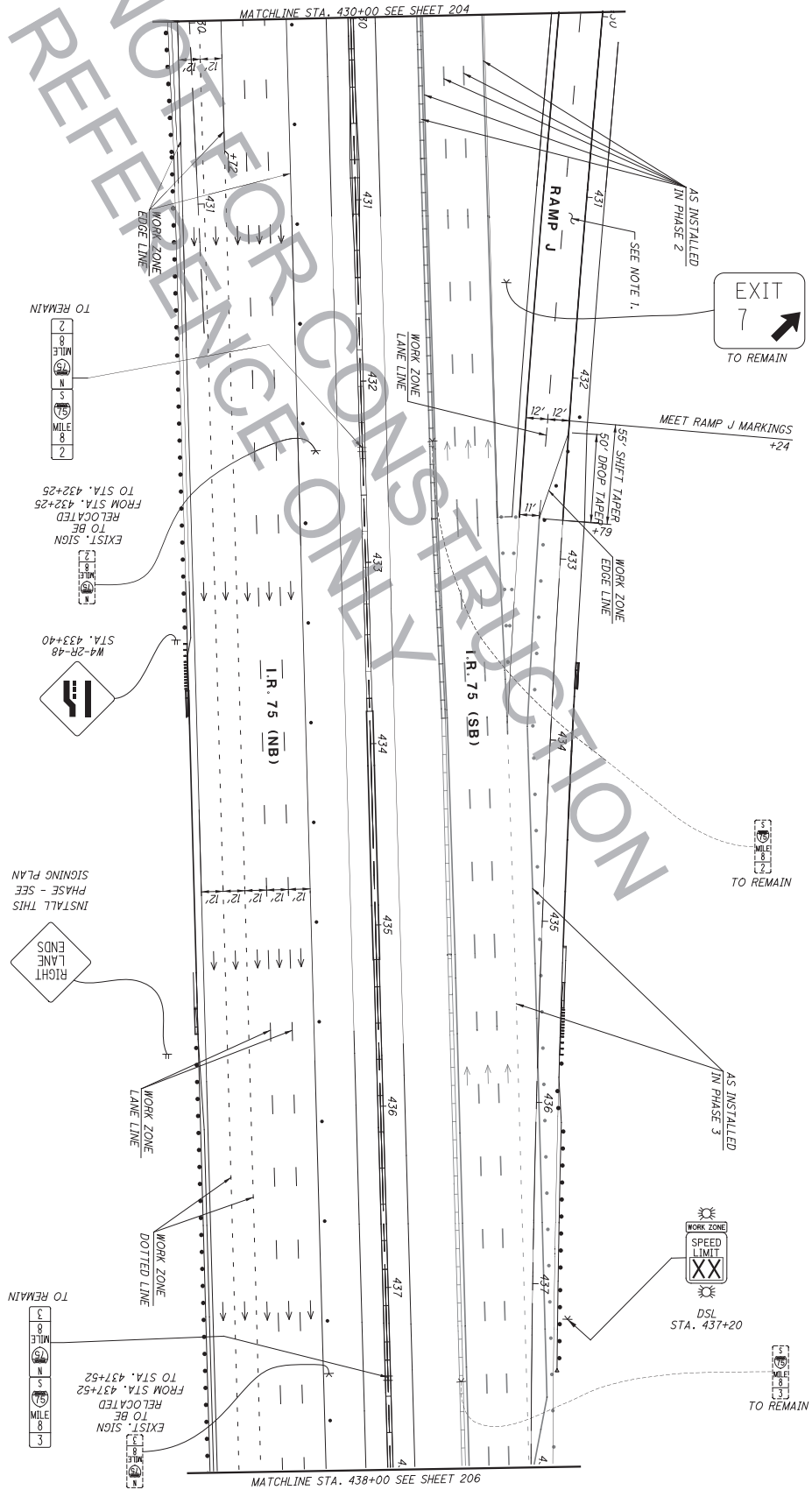
HAM-75-7.85

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 422+00 TO STA. 430+00

CALCULATED RLS
CHECKED SMM

0 30
15 60
HORIZONTAL SCALE IN FEET

NOT FOR CONSTRUCTION
REFERENCE ONLY



LEGEND

- DRUM
- PORTABLE BARRIER
- OPEN TRAVEL LANE
- TEMPORARY SIGN SUPPORT
- PROPOSED SIGN SUPPORT

NOTES:
1. RAMP J MARKINGS/SIGNS INSTALLED PER TC PLAN.
2. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK IS COMPLETED.

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

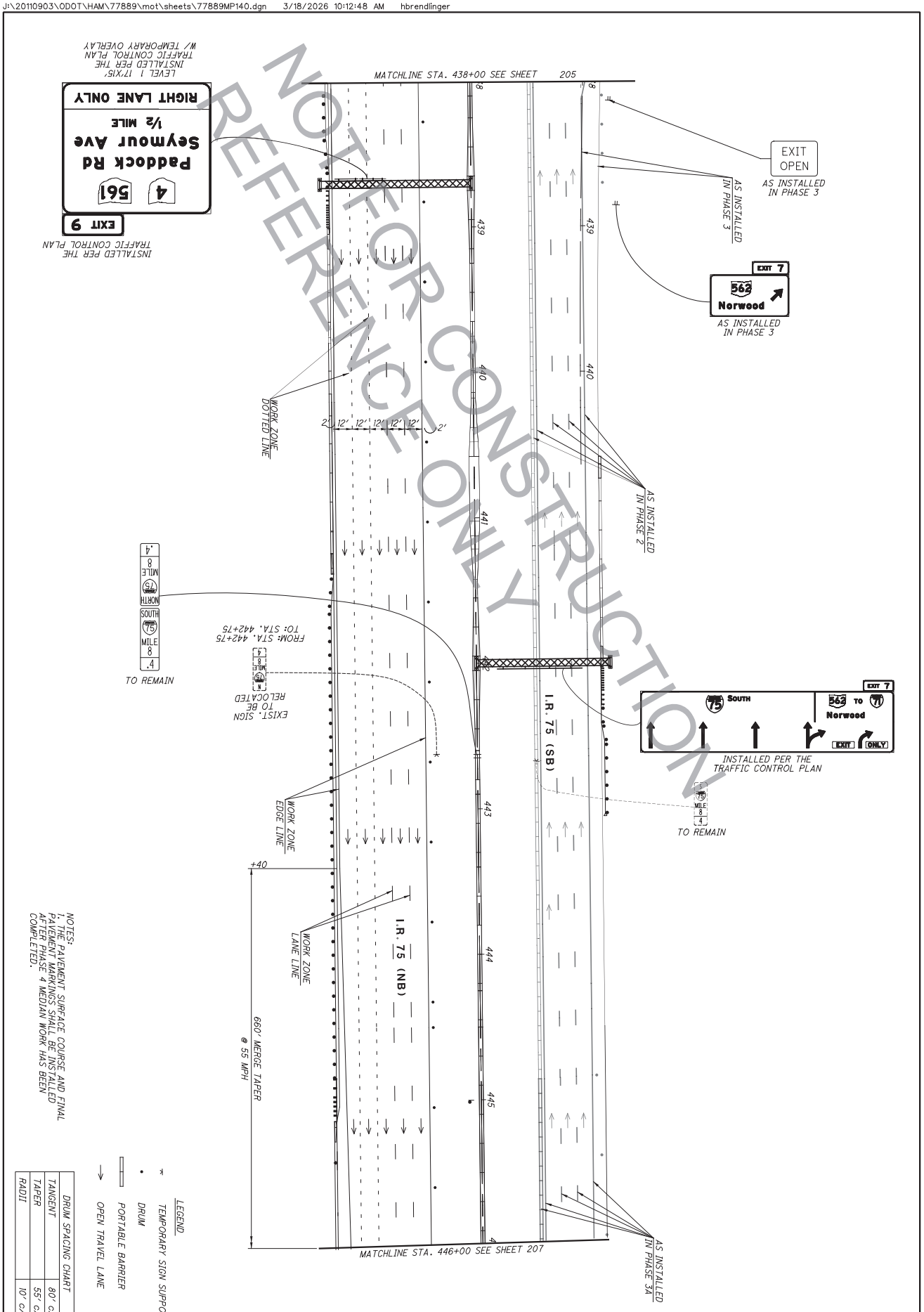
205
1045

HAM-75-7.85

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 430+00 TO STA. 438+00

CALCULATED RLS
CHECKED SMM

0 15 30 60
HORIZONTAL SCALE IN FEET



NOTES:
1. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.

LEGEND

- TEMPORARY SIGN SUPPORT
- DRUM
- PORTABLE BARRIER
- OPEN TRAVEL LANE

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

206
1045

HAM-75-7.85

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 438+00 TO STA. 446+00

CALCULATED RLS
CHECKED SMM

0 30
15 60
HORIZONTAL SCALE IN FEET

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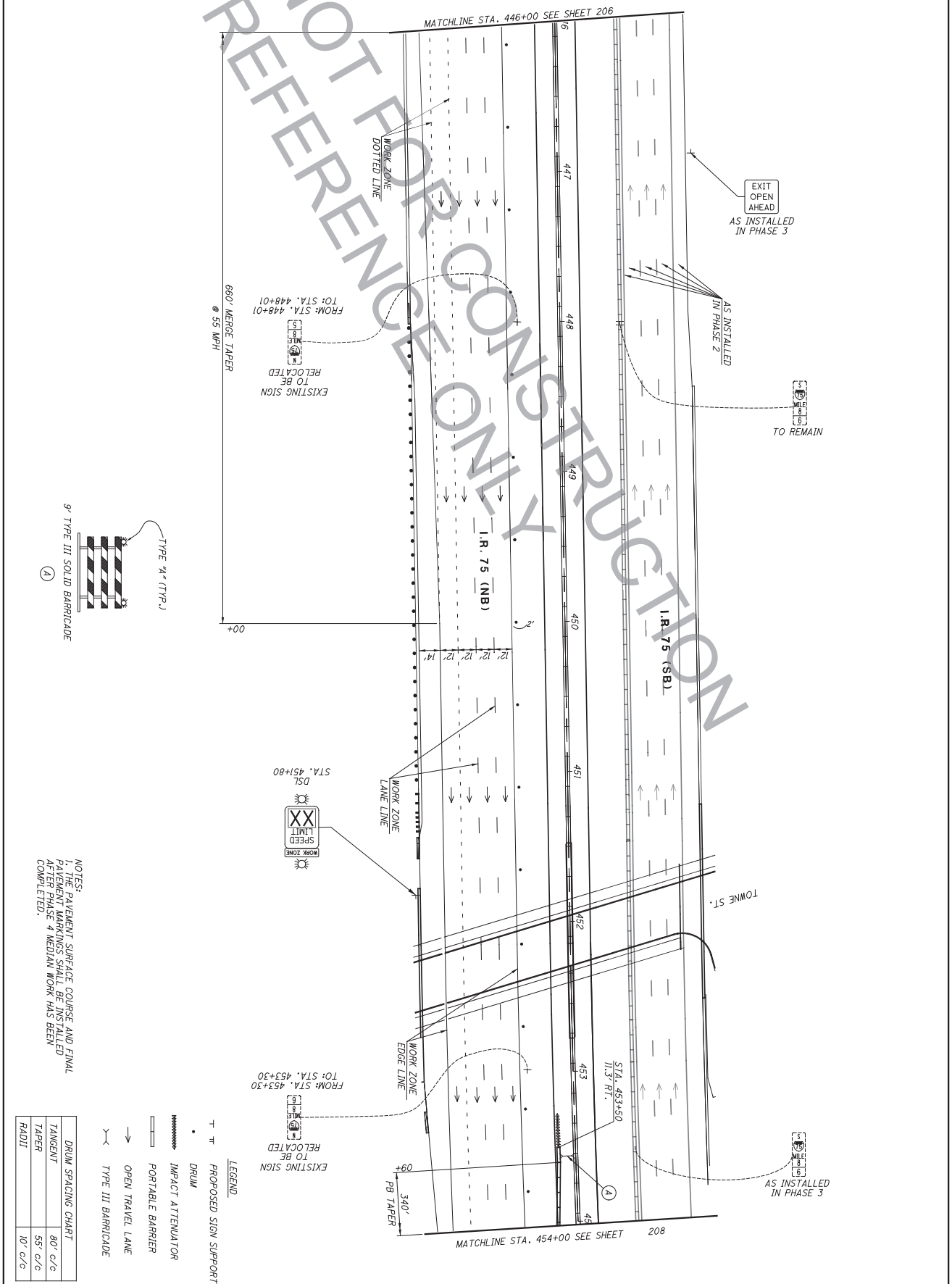
REFERENCE ONLY



NOTES:
1. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.

LEGEND

- PROPOSED SIGN SUPPORT
- DRUM
- IMPACT ATTENUATOR
- PORTABLE BARRIER
- OPEN TRAVEL LANE
- TYPE III BARRICADE

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

207 / 1045	HAM-75-7.85	MAINTENANCE OF TRAFFIC PLAN - PHASE 4 I.R. 75 - STA. 446+00 TO STA. 454+00	CALCULATED RLS CHECKED SMM	0 30 15 60 HORIZONTAL SCALE IN FEET

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:
1. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.

LEGEND

- PHASE 4 WORK ZONE
- DRUM
- PORTABLE BARRIER
- OPEN TRAVEL LANE
- TEMPORARY SIGN SUPPORT
- PROPOSED SIGN SUPPORT

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

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 454+00 TO STA. 462+00

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 15 30 60

HAM-75-7.85

208
1045

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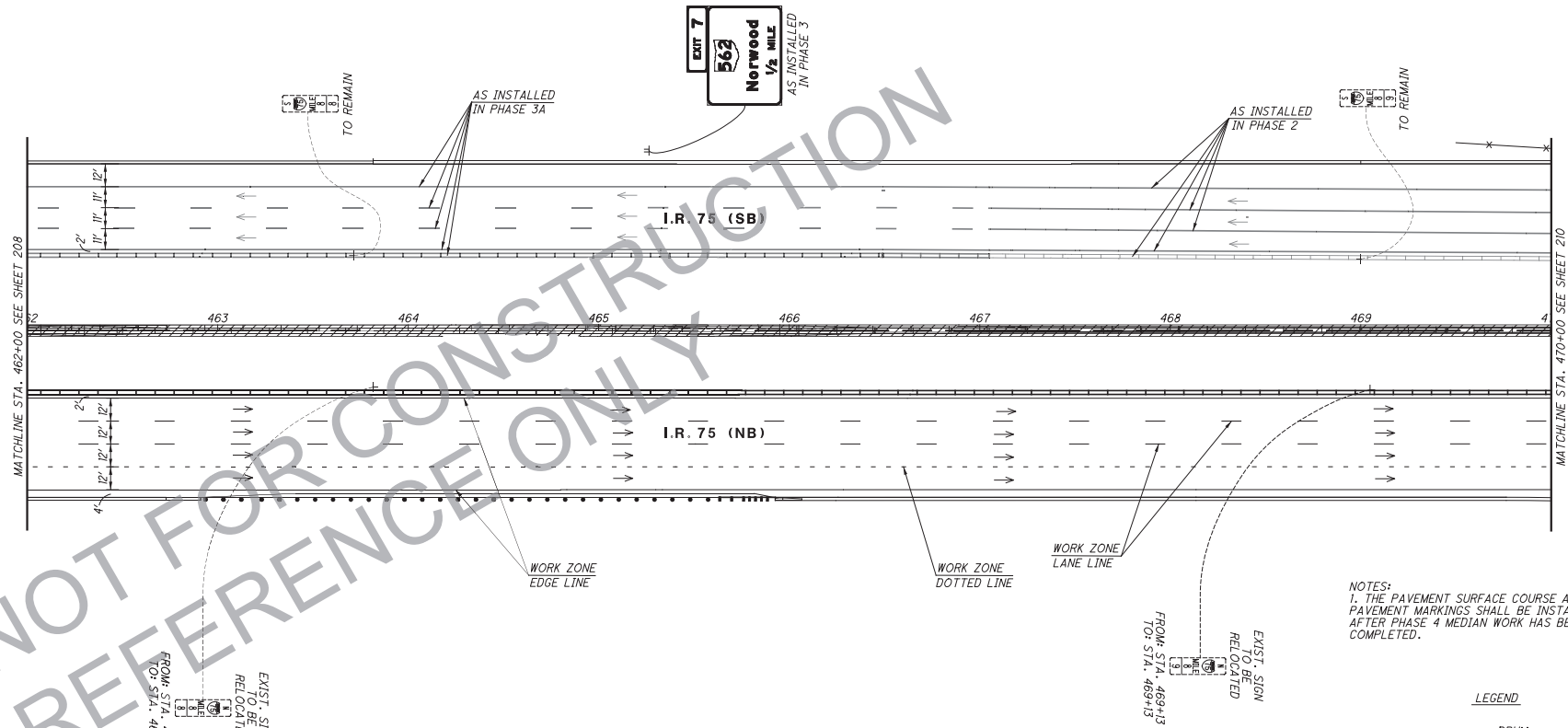
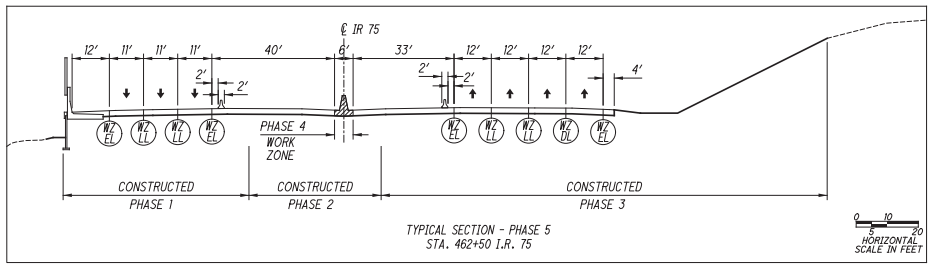


NOTES:
1. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.

LEGEND

- DRUM
- OPEN TRAVEL LANE
- PORTABLE BARRIER
- TEMPORARY SIGN SUPPORT



TYPICAL SECTION - PHASE 5
STA. 462+50 I.R. 75

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

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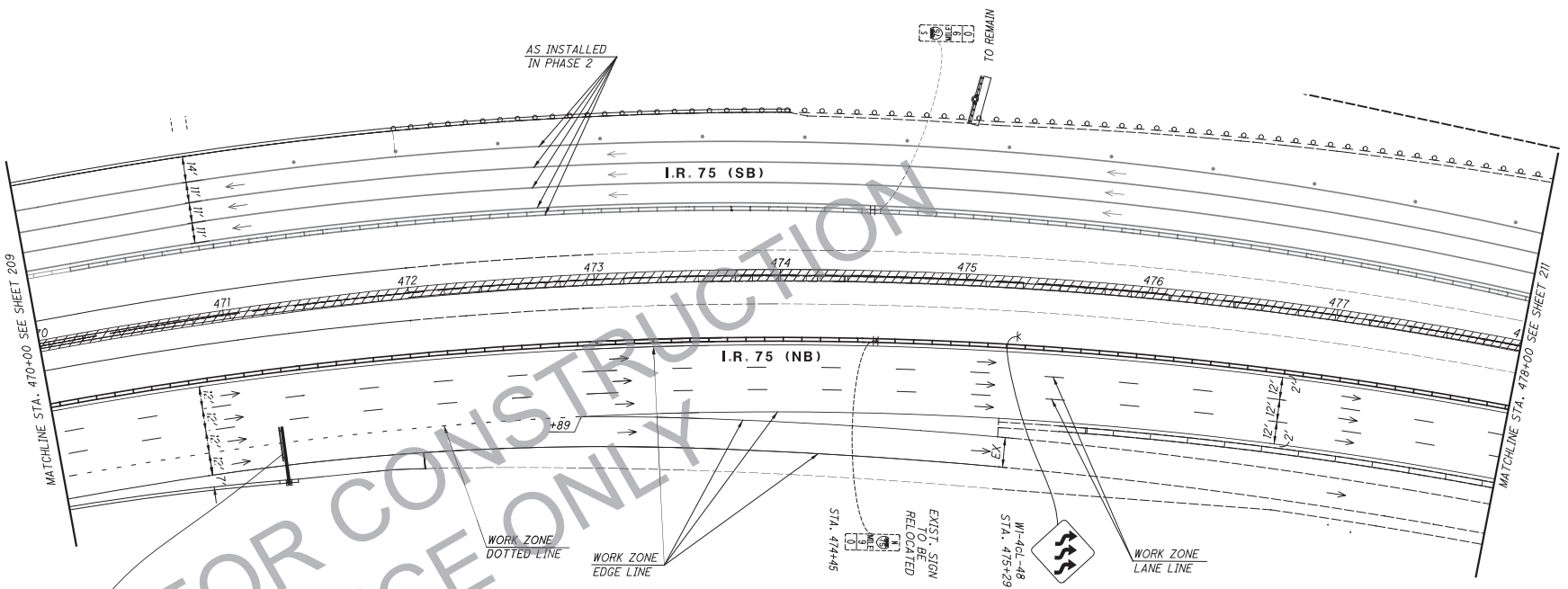
0 15 30 60
HORIZONTAL SCALE IN FEET

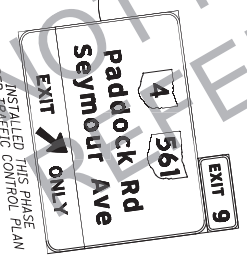
CALCULATED RLS
CHECKED SMM

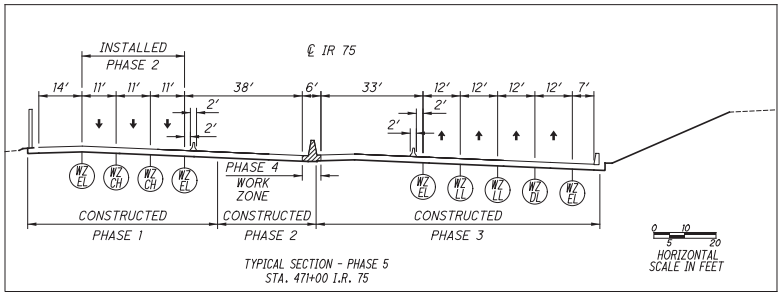
MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 462+00 TO STA. 470+00

HAM-75-7.85



NOT FOR CONSTRUCTION REFERENCE ONLY





TYPICAL SECTION - PHASE 5
STA. 471+00 I.R. 75

NOTES:
1. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.

LEGEND
- PHASE 4 WORK ZONE
- DRUM
- PORTABLE BARRIER
- TEMPORARY SIGN SUPPORT
- PROPOSED SIGN SUPPORT
- OPEN TRAVEL LANE

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

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 470+00 TO STA. 478+00

CALCULATED RLS
CHECKED SMM

HORIZONTAL SCALE IN FEET
0 15 30 60

HAM-75-7.85

210
1045

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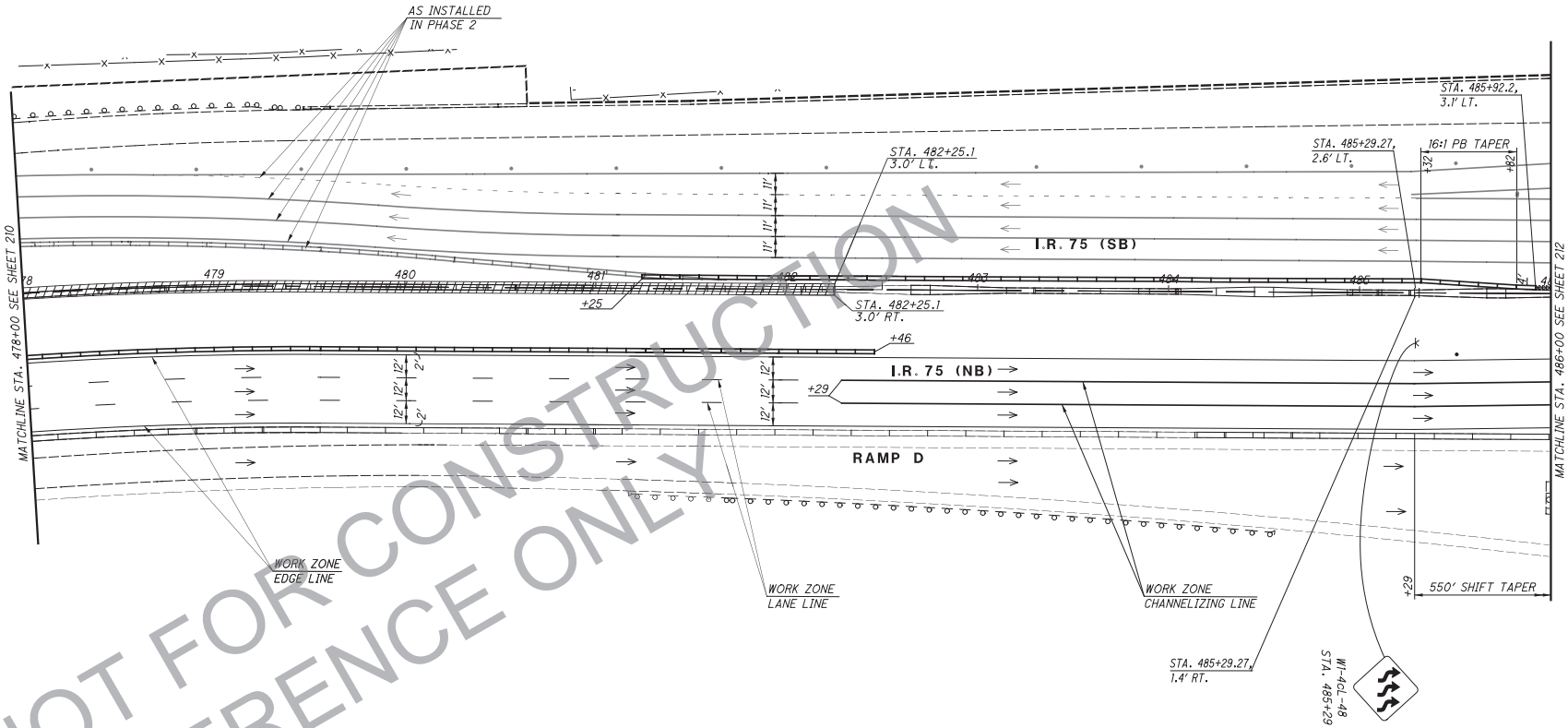

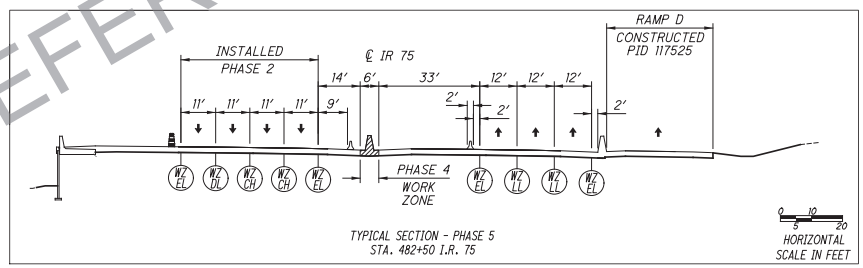

LEGEND

- PHASE 4 WORK ZONE
- PORTABLE BARRIER
- DRUM
- IMPACT ATTENUATOR
- TEMPORARY SIGN SUPPORT
- OPEN TRAVEL LANE

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

NOTES:
1. THE PAVEMENT SURFACE COURSE AND FINAL PAVEMENT MARKINGS SHALL BE INSTALLED AFTER PHASE 4 MEDIAN WORK HAS BEEN COMPLETED.

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET

CALCULATED RLS CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 478+00 TO STA. 486+00

HAM-75-7.85

211
1045

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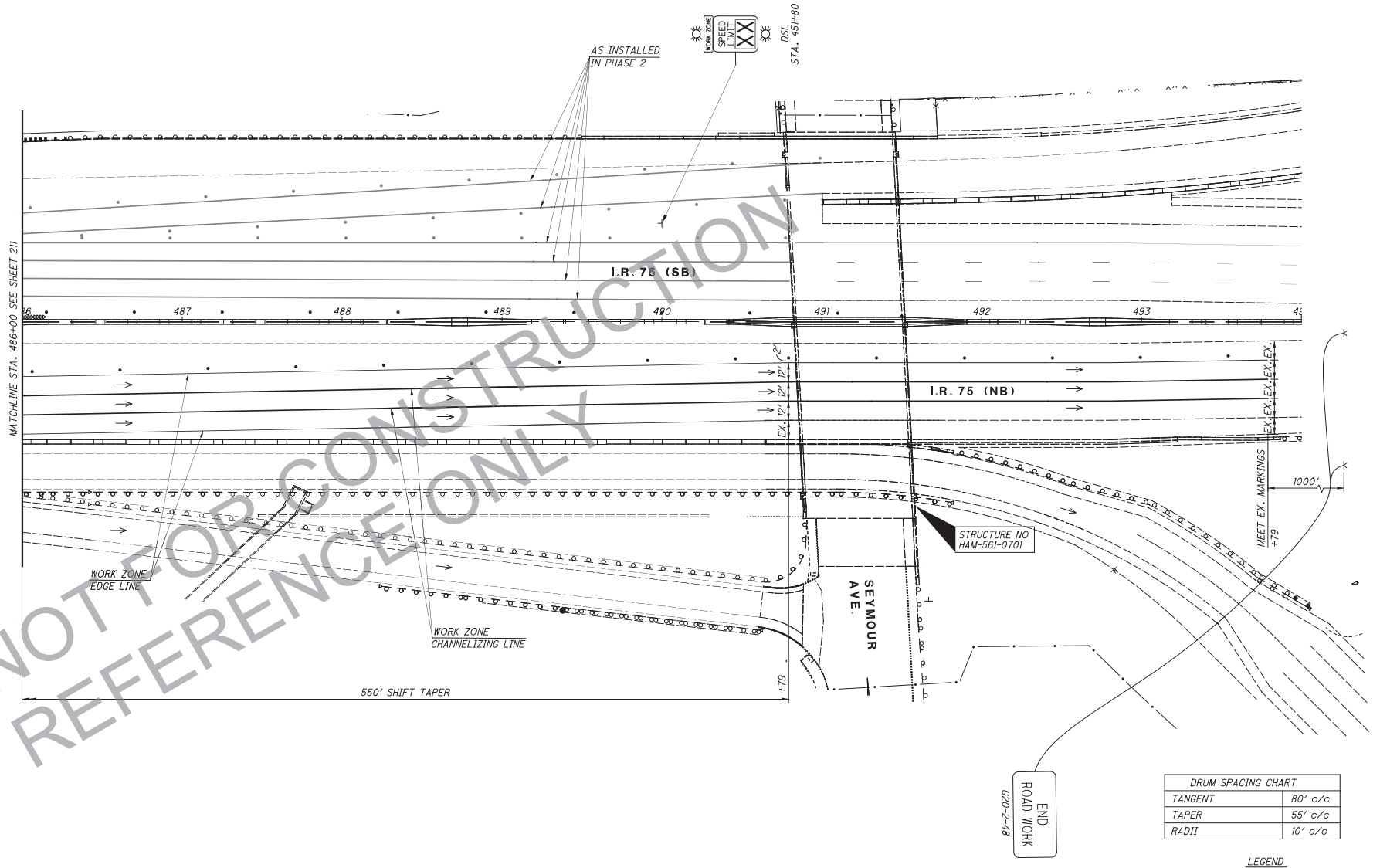

NOT FOR CONSTRUCTION
REFERENCE ONLY

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HORIZONTAL SCALE IN FEET
0 15 30 60

CALCULATED RLS
CHECKED SMM

MAINTENANCE OF TRAFFIC PLAN - PHASE 4
I.R. 75 - STA. 486+00 TO STA. 494+00

HAM-75-7.85

212
1045

SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
229	234	235	242	243	260	33	35	36	37		01/IMS/04	02/IMS/03	04/NHS/04						
																		ROADWAY	
											LUMP	LUMP	LUMP	201	11001	LS		CLEARING AND GRUBBING, AS PER PLAN	36
2											1	1		202	20010	2	EACH	HEADWALL REMOVED	
114,234											73,299	27,111	13,824	202	23001	114,234	SY	PAVEMENT REMOVED, AS PER PLAN	37
114,234											73,299	27,111	13,824	202	23500	114,234	SY	WEARING COURSE REMOVED	
3,070	6,288										6,831	2,527		202	30000	9,358	SF	WALK REMOVED	
		10,796									6,249	2,311	2,236	202	30700	10,796	FT	CONCRETE BARRIER REMOVED	
	1,718	6,015									5,645	2,088		202	32000	7,733	FT	CURB REMOVED	
354											258	96		202	32600	354	FT	GUTTER REMOVED	
4,704											3,412	1,262	30	202	35100	4,704	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
1,450											1,059	391		202	35200	1,450	FT	PIPE REMOVED, OVER 24" DIAMETER	
		8,349									5,452	2,017	880	202	38000	8,349	FT	GUARDRAIL REMOVED	
22											16	6		202	58000	22	EACH	MANHOLE REMOVED	
1											1			202	58001	1	EACH	MANHOLE ABANDONED, AS PER PLAN	41
40											27	10	3	202	58100	40	EACH	CATCH BASIN REMOVED	
14											10	4		202	58200	14	EACH	INLET REMOVED	
7											5	2		202	58400	7	EACH	INLET ABANDONED	
1											1			202	58401	1	EACH	INLET ABANDONED, AS PER PLAN	42
8											6	2		202	58500	8	EACH	CATCH BASIN ABANDONED	
18											9	4	5	202	58700	18	EACH	MANHOLE ABANDONED	
6,327											3,971	1,372	1,244	SPECIAL	20270000	6,327	FT	FILL AND PLUG EXISTING CONDUIT, VARIES	33
						100					73	27		SPECIAL	20270110	100	FT	PIPE CLEANOUT, 24" AND UNDER	33
						100					73	27		SPECIAL	20270120	100	FT	PIPE CLEANOUT, 27" TO 48"	33
						100					73	27		SPECIAL	20270130	100	FT	PIPE CLEANOUT OVER 48"	33
10,719											7,799	2,884	36	202	75000	10,719	FT	FENCE REMOVED	
									56		41	15		202	98100	56	EACH	REMOVAL MISC.: DRAINAGE STRUCTURE ABANDONED, AS PER PLAN	37
								1,824			1,332	492		202	98200	1,824	FT	REMOVAL MISC.: DRAINAGE PIPE ABANDONED, AS PER PLAN	37
	230										168	62		202	98200	230	FT	REMOVAL MISC.: ABANDONED WATER LINE	32
			124,945			684					88,339	32,674	4,616	203	10000	125,629	CY	EXCAVATION	
								73			53	20		203	10001	73	CY	EXCAVATION, AS PER PLAN	36
			143,357			684					104,231	38,551	1,259	203	20000	144,041	CY	EMBANKMENT	
				1,843							1,345	498		204	10000	1,843	SY	SUBGRADE COMPACTION	
							92				67	25		204	45000	92	HOUR	PROOF ROLLING	
							4,902				3,199	1,183	520	206	10500	4,902	TON	CEMENT	
							162,367				105,945	39,185	17,237	206	11000	162,367	SY	CURING COAT	
							162,367				105,945	39,185	17,237	206	15020	162,367	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	35
							LUMP				LUMP	LUMP	LUMP	206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
		1,257									519	192	546	516	13600	1,257	SF	1" PREFORMED EXPANSION JOINT FILLER	
		7,453									3,808	1,409	2,236	606	15050	7,453	FT	GUARDRAIL, TYPE MGS	
		75									55	20		606	15100	75	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS	
		12									8	3	1	606	26150	12	EACH	ANCHOR ASSEMBLY, MGS TYPE E	35
		5									3	1	1	606	26550	5	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
		14									9	4	1	606	35002	14	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
		10									7	2	1	606	35102	10	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
					13,863						7,372	2,726	3,765	607	23000	13,863	FT	FENCE, TYPE CLT	
					13,863						7,372	2,726	3,765	607	70000	13,863	FT	FENCELINE SEEDING AND MULCHING	

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REFERENCE ONLY

CALCULATED DLR
CHECKED EDK

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SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
36	234	235									01/IMS/04	02/IMS/03	04/NHS/04						
																		ROADWAY	
	15,435										11,146	4,123	166	608	10000	15,435	SF	4" CONCRETE WALK	
	841										256	95	490	608	52000	841	SF	CURB RAMP	
		5,151									3,011	1,114	1,026	622	10100	5,151	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	
		85									62	23		622	10101	85	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN	38
		1,957									1,370	507	80	622	10140	1,957	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	
		158											158	622	10141	158	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN	38
		3,992									2,493	922	577	622	10160	3,992	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
		2									1		1	622	10200	2	EACH	BARRIER TRANSITION	
		20									13	5	2	622	25000	20	EACH	CONCRETE BARRIER END SECTION, TYPE D	
		52									31	12	9	622	25006	52	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	
		7									5	2		622	25027	7	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN	38
		16									11	4	1	622	25014	16	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	
		4									2	1	1	622	25015	4	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN	38
		39									23	8	8	622	25050	39	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
		3									1	1	1	622	25051	3	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	38
		294									183	67	44	626	00102	294	EACH	BARRIER REFLECTOR, TYPE 1, 1 WAY	
		81									59	22		626	00110	81	EACH	BARRIER REFLECTOR, TYPE 2, 1 WAY	
10,000											7,300	2,700		SPECIAL	69065020	10,000	GAL	WORK INVOLVING WATER	36
15,000											10,950	4,050		SPECIAL	69065022	15,000	GAL	WORK INVOLVING NON-REGULATED WATER	36
160											117	43		SPECIAL	69070100	160	SF	ASBESTOS ABATEMENT NON-FRIABLE MATERIAL, SFN 3113779	36
50											37	13		SPECIAL	69070100	50	SF	ASBESTOS ABATEMENT FRIABLE MATERIAL, SFN 3113779	36
260											190	70		SPECIAL	69070120	260	FT	ASBESTOS ABATEMENT PIPE, SFN 3113779	36
160											117	43		SPECIAL	69070100	160	SF	ASBESTOS ABATEMENT NON-FRIABLE MATERIAL, SFN 3110036	36
50											37	13		SPECIAL	69070100	50	SF	ASBESTOS ABATEMENT FRIABLE MATERIAL, SFN 3110036	36
260											190	70		SPECIAL	69070120	260	FT	ASBESTOS ABATEMENT PIPE, SFN 3110036	36
160											117	43		SPECIAL	69070100	160	SF	ASBESTOS ABATEMENT NON-FRIABLE MATERIAL, SFN 3110087	36
50											37	13		SPECIAL	69070100	50	SF	ASBESTOS ABATEMENT FRIABLE MATERIAL, SFN 3110087	36
260											190	70		SPECIAL	69070120	260	FT	ASBESTOS ABATEMENT PIPE, SFN 3110087	36
160											117	43		SPECIAL	69070100	160	SF	ASBESTOS ABATEMENT NON-FRIABLE MATERIAL, SFN 3110176	36
50											37	13		SPECIAL	69070100	50	SF	ASBESTOS ABATEMENT FRIABLE MATERIAL, SFN 3110176	36
260											190	70		SPECIAL	69070120	260	FT	ASBESTOS ABATEMENT PIPE, SFN 3110176	36
4											4			SPECIAL	69071050	4	EACH	ASBESTOS INSPECTION, VARIOUS STRUCTURES	36
LUMP											LUMP	LUMP		SPECIAL	69098400	LS		CONTAMINATED MATERIAL INSPECTION AND TESTING	36
											LUMP	LUMP	LUMP	878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	

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REFERENCE ONLY

CALCULATED DLR
CHECKED EDK

GENERAL SUMMARY

HAM-75-7.85

214
1045

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SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
245	251	259	33	35							01/IMS/04	02/IMS/03	04/NHS/04						
																		EROSION CONTROL	
	12		10								13	5	4	601	21050	22	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
		47									34	13		601	21060	47	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	
11											8	3		601	32200	11	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
		110									80	30		601	37500	110	FT	PAVED GUTTER, TYPE 1-2	
				2							1	1		659	00100	2	EACH	SOIL ANALYSIS TEST	
				10,270							7,063	2,613	594	659	00300	10,270	CY	TOPSOIL	
				92,518							63,615	23,529	5,374	659	10000	92,518	SY	SEEDING AND MULCHING	
				4,626							3,181	1,176	269	659	14000	4,626	SY	REPAIR SEEDING AND MULCHING	
				4,626							3,181	1,176	269	659	15000	4,626	SY	INTER-SEEDING	
				20.82							15	4	1.82	659	20000	20.82	TON	COMMERCIAL FERTILIZER	
				19.12							13	5	1.12	659	31000	19.12	ACRE	LIME	
				525							361	134	30	659	35000	525	MGAL	WATER	
				209							144	53	12	659	40000	209	MSF	MOWING	
		6,334									4,624	1,710		659	00700	6,334	SY	DITCH EROSION PROTECTION	
											LUMP	LUMP	LUMP	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
											LUMP	LUMP	LUMP	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
											LUMP	LUMP	LUMP	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
											382,312	141,403	174,571	832	30000	698,286	EACH	EROSION CONTROL	
																		DRAINAGE	
11											8	3		602	20000	11	CY	CONCRETE MASONRY	
	39,512										24,405	9,026	6,081	605	11100	39,512	FT	6" SHALLOW PIPE UNDERDRAINS	
	2,666										1,790	662	214	605	13300	2,666	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
	32,697										20,204	7,473	5,020	605	14000	32,697	FT	6" BASE PIPE UNDERDRAINS	
	4,300		200								2,866	1,060	574	611	00510	4,500	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
			100								73	27		611	00900	100	FT	6" CONDUIT, TYPE B	
			100								73	27		611	01100	100	FT	6" CONDUIT, TYPE C	
			100								73	27		611	01400	100	FT	6" CONDUIT, TYPE E	
			100								73	27		611	01500	100	FT	6" CONDUIT, TYPE F	
4,019											1,991	736	1,292	611	05900	4,019	FT	15" CONDUIT, TYPE B	
198											145	53		611	05900	198	FT	15" CONDUIT, TYPE B, 706.02, JOINTS PER 706.11	
685											496	184	5	611	06100	685	FT	15" CONDUIT, TYPE C	
66											48	18		611	06100	66	FT	15" CONDUIT, TYPE C, 706.02, JOINTS PER 706.11	
54											39	15		611	06700	54	FT	15" CONDUIT, TYPE F	
119											87	32		611	06700	119	FT	15" CONDUIT, TYPE F, JOINTS PER 706.11	
2,738											1,072	397	1,269	611	07400	2,738	FT	18" CONDUIT, TYPE B	
247											180	67		611	07600	247	FT	18" CONDUIT, TYPE C	
201											75	28	98	611	08900	201	FT	21" CONDUIT, TYPE B	
55											9	3	43	611	09100	55	FT	21" CONDUIT, TYPE C	
585											427	158		611	10400	585	FT	24" CONDUIT, TYPE B	
794											557	206	31	611	10600	794	FT	24" CONDUIT, TYPE C	
402											293	109		611	13400	402	FT	30" CONDUIT, TYPE B	
576											420	156		611	13600	576	FT	30" CONDUIT, TYPE C	
273											199	74		611	16400	273	FT	36" CONDUIT, TYPE B	
1,163											849	314		611	16600	1,163	FT	36" CONDUIT, TYPE C	
929											678	251		611	19400	929	FT	42" CONDUIT, TYPE B	
340											248	92		611	19600	340	FT	42" CONDUIT, TYPE C	

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SHEET NUMBER												PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
32	33	234	235	243	244	245	251					01/IMS/04	02/IMS/03	04/NHS/04						
																			DRAINAGE	
						380						277	103		611	96600	380	FT	CONDUIT, BORED OR JACKED 21", TYPE B	
						192						140	52		611	96600	192	FT	CONDUIT, BORED OR JACKED 24", TYPE B	
						167						122	45		611	96600	167	FT	CONDUIT, BORED OR JACKED 30" TYPE A	
						742						542	200		611	96600	742	FT	CONDUIT, BORED OR JACKED 36", TYPE B	
						1						1			611	98150	1	EACH	CATCH BASIN, NO. 3	
						12						4	1	7	611	98180	12	EACH	CATCH BASIN, NO. 3A	
						3						2	1		611	98230	3	EACH	CATCH BASIN, NO. 4	
						3						2	1		611	98300	3	EACH	CATCH BASIN, NO. 5	
						3						2	1		611	98344	3	EACH	CATCH BASIN, NO. 5A	
						1						1			611	98370	1	EACH	CATCH BASIN, NO. 6	
						16						11	4	1	611	98410	16	EACH	CATCH BASIN, NO. 8	
						2						1	1		611	98434	2	EACH	CATCH BASIN, NO. 8A	
						1						1			611	98470	1	EACH	CATCH BASIN, NO. 2-2B	
						1						1			611	98630	1	EACH	CATCH BASIN ADJUSTED TO GRADE	
						9						6	2	1	611	99100	9	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1	
			1			1						1	1		611	99101	2	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN	33
						10						6	2	2	611	99101	10	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, A	43
						2						1	1		611	99110	2	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	
			3			5						6	2		611	99111	8	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN	33
						35						24	9	2	611	99114	35	EACH	INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	
						1						1			611	99150	1	EACH	INLET ADJUSTED TO GRADE	
						33						20	8	5	611	99574	33	EACH	MANHOLE, NO. 3	
						7						3	1	3	611	99654	7	EACH	MANHOLE ADJUSTED TO GRADE	
						1						1			611	99660	1	EACH	MANHOLE RECONSTRUCTED TO GRADE	
	5						6					8	3		611	99710	11	EACH	PRECAST REINFORCED CONCRETE OUTLET	
	1,000											730	270		SPECIAL	61199820	1,000	LB	MISCELLANEOUS METAL	33
						1								1	611	99900	1	EACH	DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 24" CONDUIT	34
						2						1	1		611	99900	2	EACH	DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 36" CONDUIT	34
						LUMP						LUMP	LUMP		SPECIAL	69098400	LS		STORMWATER DETENTION SYSTEM 1	34
						LUMP								LUMP	SPECIAL	69098400	LS		STORMWATER DETENTION SYSTEM 2	34
						LUMP						LUMP	LUMP		SPECIAL	69098400	LS		STORMWATER DETENTION SYSTEM 3	34
																			PAVEMENT	
				30,877								14,574	5,391	10,912	254	01000	30,877	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5" DEPTH	
				3,216								2,348	868		254	01000	3,216	SY	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH	
494												360	134		255	15000	494	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC MS	
				56,347								37,108	13,725	5,514	302	56000	56,347	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
12				28,034								18,376	6,797	2,873	304	20000	28,046	CY	AGGREGATE BASE	
				26,622								18,154	6,714	1,754	407	20000	26,622	GAL	NON-TRACKING TACK COAT	
				134								98	36		441	50000	134	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
				94								69	25		441	50200	94	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)	
				15,155								9,744	3,604	1,807	442	00100	15,155	CY	ANTI-SEGREGATION EQUIPMENT	
				7,451								4,900	1,812	739	442	10080	7,451	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	
				7,620								4,783	1,769	1,068	442	10301	7,620	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	37
		47										34	13		452	12010	47	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
				4,293										4,293	452	18010	4,293	SY	15" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
37												27	10		609	14000	37	FT	CURB, TYPE 2-A	
			4,150									1,744	645	1,761	609	24511	4,150	FT	CURB, TYPE 4-C, AS PER PLAN	38
		1,775										1,284	475	16	609	26000	1,775	FT	CURB, TYPE 6	
					8.42							4.96	1.84	1.62	618	40600	8.42	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	

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SHEET NUMBER								PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
33	245	684						01/IMS/04	02/IMS/03						
														WATER WORK	
		5							5	203	10001	5	CY	EXCAVATION, AS PER PLAN, ADDITIONAL EXCAVATION, (CIN. 1119)	37
		5							5	203	10001	5	CY	EXCAVATION, AS PER PLAN, EXPLORATORY EXCAVATION, (CIN. 1120)	37
		216							216	509	25000	216	LB	UNCOATED STEEL REINFORCEMENT, (CIN. 509)	37
		2							2	602	20001	2	CY	CONCRETE MASONRY, AS PER PLAN, CONCRETE, CLASS C, (CIN. 1110)	684
		1							1	602	98200	1	CY	MASONRY, MISC.: BRICK MASONRY, (CIN. 602)	684
		19							19	SPECIAL	63811602	19	FT	6" WATER MAIN DIP AND FITTINGS, FURNISHING AND LAYING 6" DUCTILE IRON PIPE AND FITTINGS, (CIN. 1101)	684
		145							145	SPECIAL	63811604	145	FT	8" WATER MAIN DIP AND FITTINGS, FURNISHING AND LAYING 8" DUCTILE IRON PIPE AND FITTINGS, (CIN. 1101)	684
		5							5	SPECIAL	63811608	5	FT	12" WATER MAIN DIP AND FITTINGS, FURNISHING AND LAYING 12" DUCTILE IRON PIPE FITTINGS, (CIN. 1101)	684
		20							20	SPECIAL	63811610	20	FT	16" WATER MAIN DIP AND FITTINGS, FURNISHING AND LAYING 16" DUCTILE IRON PIPE AND FITTINGS, (CIN. 1101)	684
		3							3	SPECIAL	63820498	3	EACH	VALVE BOX, FURNISHING AND INSTALLING VALVE BOX, COMPLETE (CIN. 1116)	684
		8							8	SPECIAL	63820500	8	EACH	VALVE BOX ADJUSTED TO GRADE, (CIN. 1125)	684
		2							2	SPECIAL	63820750	2	EACH	6" FIRE HYDRANT, FURNISHING AND INSTALLING FIRE HYDRANT, (CIN. 1112)	684
		2							2	SPECIAL	63820760	2	EACH	FIRE HYDRANT REMOVED AND DISPOSED OF, (CIN. 1114)	684
		2							2	SPECIAL	63820762	2	EACH	FIRE HYDRANT SERVICE LINE EXTENDED AND ADJUSTED TO GRADE FURNISHING AND INSTALLING FIRE HYDRANT EXTENSION, 6" LONG, (CIN. 1115)	684
		1							1	SPECIAL	63820806	1	FT	RETAP, RECONNECT AND EXTEND 3/4" POLYETHYLENE WATER SERVICE CONNECTION, (CIN. 1128)	684
		1							1	SPECIAL	63820904	1	EACH	SERVICE BOX, FURNISHING AND INSTALLING CURB AND ROADWAY BOX, (CIN. 1131)	684
		1							1	SPECIAL	63830002	1	MBF	SHEETING AND BRACING ORDERED LEFT IN PLACE, (CIN. 637)	684
		1							1	638	98000	1	EACH	WATER WORK, MISC.: FIRE HYDRANT FLOW TESTING (EXISTING), (CIN. 1112)	684
		2							2	638	98000	2	EACH	WATER WORK, MISC.: FIRE HYDRANT FLOW TESTING (NEW), (CIN. 1112)	684
		1							1	638	98000	1	EACH	WATER WORK, MISC.: FIRE HYDRANT PAINTING (EXISTING), (CIN. 1112)	684
		2							2	638	98000	2	EACH	WATER WORK, MISC.: FIRE HYDRANT PAINTING (NEW), (CIN. 1112)	684
		1							1	638	98000	1	EACH	WATER WORK, MISC.: REMOVING EXISTING MANHOLE CURB AND COVER, (CIN. 1122)	684
		2							2	638	98000	2	EACH	WATER WORK, MISC.: REMOVING EXISTING VALVE BOX, (CIN. 1122)	684
		2							2	638	98000	2	EACH	WATER WORK, MISC.: RESETTING EXISTING CURB AND ROADWAY BOX, (CIN. 1132)	684
														SANITARY SEWER	
100	192							213	79	611	01800	292	FT	8" CONDUIT, TYPE B WITH CLASS II BEDDING	35
100								73	27	611	02000	100	FT	8" CONDUIT, TYPE C WITH CLASS II BEDDING	35
	21							15	6	611	19400	21	FT	42" CONDUIT, TYPE B WITH CLASS II BEDDING	35
	60							44	16	611	19600	60	FT	42" CONDUIT, TYPE C WITH CLASS II BEDDING	35
	233							170	63	611	23800	233	FT	60" CONDUIT, TYPE B WITH CLASS II BEDDING	35
	1							1		611	99690	1	EACH	MANHOLE, MISC.: SANITARY MANHOLE PER MSD STD ACC. NO 49003	
	1							1		611	99690	1	EACH	MANHOLE, MISC.: SANITARY MANHOLE PER MSD STD ACC. NO 49037	
	1							1		611	99690	1	EACH	MANHOLE, MISC.: SANITARY MANHOLE PER MSD STD ACC. NO 49040	
	2							1	1	611	99690	2	EACH	MANHOLE, MISC.: SANITARY MANHOLE PER MSD STD ACC. NO 49048	
	2							1	1	611	99690	2	EACH	MANHOLE, MISC.: SANITARY MANHOLE ADJUST TO GRADE PER MSD STD ACC. NO 49058-A	

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SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
778											01/IMS/04	02/IMS/03	04/NHS/04						
																		LIGHTING	
1											1			202	62000	1	EACH	JUNCTION BOX REMOVED	
88											46	16	26	625	00450	88	EACH	CONNECTION, FUSED PULL APART	
14											2		12	625	00451	14	EACH	CONNECTION, FUSED PULL APART, AS PER PLAN	776
48											29	10	9	625	00480	48	EACH	CONNECTION, UNFUSED PERMANENT	
38											19	7	12	625	10494	38	EACH	LIGHT POLE, LOW MAST, ALM50	
9											5	1	3	625	10503	9	EACH	LIGHT POLE (INSTALLATION ONLY), AS PER PLAN	777
5											4	1		625	13200	5	EACH	LIGHT TOWER, BBBB100	
6											4	1	1	625	13400	6	EACH	LIGHT TOWER, BBBBBB100	
3													3	625	14001	3	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP, AS PER PLAN	776
42											23	8	11	625	14306	42	EACH	MEDIAN LIGHT POLE FOUNDATION, 10' DEEP	
2											1		1	625	14307	2	EACH	MEDIAN LIGHT POLE FOUNDATION, 10' DEEP, AS PER PLAN	37
4											3	1		625	15100	4	EACH	LIGHT TOWER FOUNDATION, 36" X 20' DEEP	
4											3		1	625	15200	4	EACH	LIGHT TOWER FOUNDATION, 36" X 25' DEEP	
4											3	1		625	15700	4	EACH	LIGHT TOWER FOUNDATION, MISC.:, MEDIAN, 36" X 20' DEEP	776
31,763											19,324	7,147	5,292	625	23200	31,763	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
2,496													2,496	625	23300	2,496	FT	NO. 2 AWG 2400 VOLT DISTRIBUTION CABLE	
6,600											3,504	1,296	1,800	625	23400	6,600	FT	NO. 10 AWG POLE AND BRACKET CABLE	
2,062											1,506	556		625	24320	2,062	FT	1-1/2" DUCT CABLE WITH THREE NO. 4 AWG 2400 VOLT CABLES	
1,227											343	126	758	625	25500	1,227	FT	CONDUIT, 3", 725.04	
386											282	104		625	25605	386	FT	CONDUIT, 4", 725.051, AS PER PLAN	775
1,320											616	227	477	625	25908	1,320	FT	CONDUIT, JACKED OR DRILLED, 725.052, 3"	
62											41	15	6	625	26263	62	EACH	LUMINAIRE, HIGH MAST, SOLID STATE (LED), AS PER PLAN, 480V	776
12											4	1	7	625	26273	12	EACH	LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN, 240V	776
26											18	6	2	625	26273	26	EACH	LUMINAIRE, LOW MAST, SOLID STATE (LED), AS PER PLAN, 480V	776
7											6	1		625	27503	7	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 240V	776
7											6			625	27503	7	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN, 480V	776
15											7	2	6	625	27561	15	EACH	LUMINAIRE, INSTALLATION ONLY, AS PER PLAN	775
3,077											1,693	626	758	625	29000	3,077	FT	TRENCH	
6											5	1		625	29910	6	EACH	TRANSITION JUNCTION BOX	
57											32	11	14	625	29930	57	EACH	MEDIAN JUNCTION BOX	
17											9	2	6	625	30700	17	EACH	PULL BOX, 725.08, 18"	
1											1			625	30706	1	EACH	PULL BOX, 725.08, 24"	
45											23	8	14	625	31510	45	EACH	PULL BOX REMOVED	
152											84	31	37	625	32000	152	EACH	GROUND ROD	
6											5	1		625	33000	6	EACH	STRUCTURE GROUNDING SYSTEM	
4											3		1	625	34001	4	EACH	POWER SERVICE, AS PER PLAN	775
1											1			625	35021	1	EACH	RE-ERECT EXISTING LIGHT TOWER, AS PER PLAN	777
3,077											1,693	626	758	625	36010	3,077	FT	UNDERGROUND WARNING MARKING TAPE	
3											3			625	37101	3	EACH	SERVICE TO UNDERPASS LIGHTING, AS PER PLAN	775
LUMP											LUMP	LUMP	LUMP	625	38000	LS		HIGH VOLTAGE TEST	
LUMP											LUMP	LUMP	LUMP	SPECIAL	62540000	LS		MAINTAIN EXISTING LIGHTING	775
2											1	1		SPECIAL	62540010	2	EACH	REPLACEMENT OF EXISTING LIGHTING UNIT	776
9											6	2	1	625	75350	9	EACH	LIGHT TOWER REMOVED	
37											19	6	12	625	75400	37	EACH	LIGHT POLE REMOVED	
3													3	625	75402	3	EACH	LIGHT POLE REMOVED FOR STORAGE	
40											16	5	19	625	75500	40	EACH	LIGHT POLE FOUNDATION REMOVED	
3													3	625	75504	3	EACH	LUMINAIRE REMOVED FOR STORAGE	
73											43	15	15	625	75506	73	EACH	LUMINAIRE REMOVED	
4											3	1		625	75510	4	EACH	POWER SERVICE REMOVED	
9											6	2	1	625	75540	9	EACH	LIGHT TOWER FOUNDATION REMOVED	

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SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
778	751										01/IMS/04	02/IMS/03	04/NHS/04						
																		LIGHTING	
42,580											31,084	11,496		625	75551	42,580	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN	775
6											2		4	625	75800	6	EACH	DISCONNECT CIRCUIT	
1											1			625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, PS-A	777
1											1			625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, PS-B	777
1											1			625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, PS-C	777
1											1			625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, PS-F	777
1											1			625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, PS-G	777
1											1			625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, PS-H	777
3											3			625	98000	3	EACH	LIGHTING, MISC.: REMOVAL OF UNDERPASS LIGHTING	777
LUMP											LUMP	LUMP		625	98200	LS		LIGHTING, MISC.: REMOVAL OF EXISTING TEMPORARY LIGHTING	777
																		TRAFFIC SURVEILLANCE	
	38										28	10		625	25400	38	FT	CONDUIT, 2", 725.04	
	56										41	15		625	25408	56	FT	CONDUIT, 2", 725.051	
	463										263	96	104	625	25500	463	FT	CONDUIT, 3", 725.04	
	174										36	13	125	625	25504	174	FT	CONDUIT, 3", 725.051	
	305										223	82		625	25902	305	FT	CONDUIT, JACKED OR DRILLED, 725.04, 3"	
	1,562										996	368	198	625	29000	1,562	FT	TRENCH	
	8										5	2	1	625	30700	8	EACH	PULL BOX, 725.08, 18"	
	47										32	11	4	625	31510	47	EACH	PULL BOX REMOVED	
	13										8	2	3	625	32000	13	EACH	GROUND ROD	
	1,562										996	368	198	625	36010	1,562	FT	UNDERGROUND WARNING MARKING TAPE	
	2										1	1		625	75510	2	EACH	POWER SERVICE REMOVED	
	1										1			625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, CCTV #12	
	1										1			625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, DMS #12	
	1										1			625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, VDS	
	1										1			625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL, CCTV #113	
	1										1			630	70021	1	EACH	OVERHEAD SIGN SUPPORT, DMS TRUSS, 115', AS PER PLAN	749
	1										1			630	70051	1	EACH	CATWALK, DMS TRUSS, AS PER PLAN	749
	1										1			630	70070	1	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS	
	1										1			630	70080	1	EACH	OVERHEAD SIGN SUPPORT FOUNDATION, DMS TRUSS	
	2										1	1		630	89702	2	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL	
	5										2	1	2	630	89812	5	EACH	REMOVAL OF WOOD POLE AND DISPOSAL	
	1,048										766	282		632	69310	1,048	FT	POWER CABLE, 1 CONDUCTOR, NO. 2 AWG	
	3,498										1,470	543	1,485	632	69350	3,498	FT	POWER CABLE, MISC.: 1 CONDUCTOR, 1/0 AWG	749
	1										1			632	70400	1	EACH	CONDUIT RISER, 2" DIAMETER	
	LUMP										LUMP	LUMP		632	90300	LS		SIGNALIZATION, MISC.: REMOVAL OF FIBER OPTIC CABLE AND POWER CABLE	749
	4										2		2	633	67101	4	EACH	CABINET FOUNDATION, AS PER PLAN	749
	4										2		2	633	67201	4	EACH	CONTROLLER WORK PAD, AS PER PLAN	749
	17,288										11,091	4,102	2,095	804	21030	17,288	FT	FIBER OPTIC CABLE, AIRBLOWN/PUSHABLE, 72 FIBER	
	25										19	6		809	00530	25	EACH	ITS JUNCTION BOX, 17x24x6 INCHES	
	2										2			809	01900	2	EACH	ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY, 32" WIDE, TYPE 1	
	7										6	1		809	01920	7	EACH	ITS PULL BOX WITH PAD AND HINGED LID ASSEMBLY, 32" WIDE, TYPE 1	
	9										7	2		809	11000	9	EACH	COMMUNICATION CABLE MARKER	
	951										685	252	14	809	25000	951	FT	CONDUIT, MULTICELL, MISC.: 2" HDPE WITH 4-14MM/10MM INNERDUCTS	748
	848										412	152	284	809	25000	848	FT	CONDUIT, MULTICELL, MISC.: 2" HDPE WITH 4-14MM/10MM INNERDUCTS, JACKED OR DRILLED	748
	491										359	132		809	25000	491	FT	CONDUIT, MULTICELL, MISC.: 2" HDPE WITH 4-14MM/10MM INNERDUCTS, ON STRUCTURE	748

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GENERAL SUMMARY

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SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
751	698										01/IMS/04	02/IMS/03	04/NHS/04						
																		TRAFFIC SURVEILLANCE	
974											695	257	22	809	25000	974	FT	CONDUIT, MULTICELL, MISC.: 4" HDPE	748
848											412	152	284	809	25000	848	FT	CONDUIT, MULTICELL, MISC.: 4" HDPE, JACKED OR DRILLED	748
491											359	132		809	25000	491	FT	CONDUIT, MULTICELL, MISC.: 4" HDPE, ON STRUCTURE	748
2											1	1		809	55000	2	EACH	ITS POWER SERVICE, POLE MOUNTED, 120/240V, 60 AMP	
452											330	122		809	64550	452	FT	ETHERNET CABLE, OUTDOOR-RATED	
3											1		2	809	65000	3	EACH	ITS CABINET - GROUND MOUNTED	
1											1			809	65040	1	EACH	ITS CABINET - DMS	
1													1	809	65990	1	EACH	ITS DEVICE, MISC.: RELOCATE CCTV CAMERA AND WIRELESS RADIO EQUIPMENT	750
1											1			809	65990	1	EACH	ITS DEVICE, MISC.: RELOCATE EXISTING DMS	749
1											1			809	65990	1	EACH	ITS DEVICE, MISC.: REMOVAL OF CCTV POLE, CAMERA, FOUNDATION, AND CABINET ASSEMBLY	749
1											1			809	65990	1	EACH	ITS DEVICE, MISC.: REMOVAL OF DMS SIGN	749
9											5	2	2	809	65990	9	EACH	ITS DEVICE, MISC.: REMOVAL OF ITS CABINET ASSEMBLY	749
5											2	1	2	809	65990	5	EACH	ITS DEVICE, MISC.: REMOVAL OF SIDE-FIRED RADAR VEHICLE DETECTOR	749
9											2	1	6	809	65990	9	EACH	ITS DEVICE, MISC.: REMOVAL OF WIRELESS RADIO EQUIPMENT	749
LUMP											LUMP	LUMP		809	70000	LS		MAINTAINING ITS DURING CONSTRUCTION	750
LUMP											LUMP	LUMP		809	70050	LS		AS-BUILT CONSTRUCTION PLANS	750
																		TRAFFIC CONTROL	
	61										42	16	3	620	00500	61	EACH	DELINEATOR, POST GROUND MOUNTED	
	6										4	1	1	620	11000	6	EACH	DELINEATOR, BRACKET MOUNTED	
	16										4	1	11	620	31200	16	EACH	REMOVAL OF DELINEATOR	
	7												7	620	60000	7	EACH	DELINEATOR, POST SURFACE MOUNTED	
	1,209										705	283	161	621	00100	1,209	EACH	RPM	
	739										461	171	107	621	54000	739	EACH	RAISED PAVEMENT MARKER REMOVED	
	16										7	2	7	625	32000	16	EACH	GROUND ROD	
	1,199.5										811.8	300.2	87.5	630	03100	1,199.5	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
	97.2										41.2	17.5	32.5	630	06400	97.2	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, S4X7.7	
	32.9												32.9	630	06500	32.9	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W6X9	
	47										34	13		630	07500	47	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W10X22	
	53.6										39.1	14.5		630	08000	53.6	FT	GROUND MOUNTED STRUCTURAL BEAM SUPPORT, W12X30	
	12										9	3		630	08004	12	FT	ONE WAY SUPPORT, NO. 3 POST	
	61										45	16		630	08600	61	EACH	SIGN POST REFLECTOR	
	12										6	2	4	630	09000	12	EACH	BREAKAWAY STRUCTURAL BEAM CONNECTION	
	5										3	1	1	630	72340	5	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-12.31, DESIGN 12	
	3												3	630	72410	3	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 1	
	3										2	1		630	72430	3	EACH	OVERHEAD SIGN SUPPORT, TYPE TC-15.116, DESIGN 3	
	12										9	3		630	75000	12	EACH	SIGN ATTACHMENT ASSEMBLY	
	809.13										521.4	192.85	94.88	630	80100	809.13	SF	SIGN, FLAT SHEET	
	318										188	70	60	630	80200	318	SF	SIGN, GROUND MOUNTED EXTRUSHEET	
	4,697										2,485.3	919.2	1,292.5	630	80224	4,697	SF	SIGN, OVERHEAD EXTRUSHEET	
	14										8	3	3	630	81021	14	EACH	CONCRETE MEDIAN BARRIER SIGN BRACKET, AS PER PLAN	697
	5										2	1	2	630	84010	5	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.50	
	12										6	2	4	630	84500	12	EACH	GROUND MOUNTED STRUCTURAL BEAM SUPPORT FOUNDATION	
	11										5	2	4	630	84510	11	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	
	74										45	17	12	630	84900	74	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
	3										2	1		630	85400	3	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND DISPOSAL	
	1										1			630	85600	1	EACH	REMOVAL OF GROUND MOUNTED MAJOR SIGN AND REERECTION	
	57										37	13	7	630	86002	57	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
	13										7	3	3	630	86102	13	EACH	REMOVAL OF GROUND MOUNTED STRUCTURAL BEAM SUPPORT AND DISPOSAL	
	2										1	1		630	87100	2	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	
	29										14	5	10	630	87400	29	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
	15										7	2	6	630	87500	15	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
	5										3	1	1	630	89706	5	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	

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SHEET NUMBER										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
698	699	746								01/IMS/04	02/IMS/0304/NHS/04							
																	TRAFFIC CONTROL	
5										1	1	3	630	89802	5	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-7.65	
10										7	3		630	89894	10	EACH	REMOVAL OF TEMPORARY OVERLAY SIGN AND DISPOSAL	
12										8	3	1	630	89902	12	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC CONTROL ITEM, BARRIER MOUNTED SIGN SUPPORT AND DISPOSAL	
1										1			630	89902	1	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC CONTROL ITEM, PARTIAL TRUSS REMOVAL	
	0.15									0.11	0.04		644	00300	0.15	MILE	CENTER LINE	
	25											25	644	00500	25	FT	STOP LINE	
	149									34	13	102	644	00620	149	FT	CROSSWALK LINE, 12"	
	17									12	5		644	00700	17	FT	TRANSVERSE/DIAGONAL LINE	
	574									363	134	77	644	00720	574	FT	CHEVRON MARKING	
	11											11	644	01300	11	EACH	LANE ARROW	
	2									1	1		644	01350	2	EACH	LANE REDUCTION ARROW	
	2											2	644	01360	2	EACH	WRONG WAY ARROW	
	1,652									1,206	446		644	30000	1,652	FT	REMOVAL OF PAVEMENT MARKING	
	0.58									0.36	0.13	0.09	645	00118	0.58	MILE	EDGE LINE, 6", TYPE A4	
	0.56									0.38	0.14	0.04	645	00220	0.56	MILE	LANE LINE, 6", TYPE A4	
	412									301	111		645	00418	412	FT	CHANNELIZING LINE, 12", TYPE A4	
	265									193	72		645	01522	265	FT	DOTTED LINE, 6", TYPE A4	
	394									288	106		645	01566	394	FT	DOTTED LINE, 12", TYPE A4	
	40									29	11		646	10620	40	FT	CHEVRON MARKING	
	10.76									6.11	2.26	2.39	807	14010	10.76	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"	
	10.77									7.35	2.72	0.7	807	14110	10.77	MILE	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"	
	10,346									6,017	2,225	2,104	807	14310	10,346	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, CHANNELIZING LINE, 12"	
	5,933									3,601	1,332	1,000	807	14410	5,933	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 6"	
	10,795									5,982	2,213	2,600	807	14430	10,795	FT	WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING, DOTTED LINE, 12"	
	21.53									13.46	4.98	3.09	850	10010	21.53	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
	5,933									3,601	1,332	1,000	850	10110	5,933	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	
	21,141									11,999	4,438	4,704	850	10130	21,141	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	
	1.14									0.74	0.27	0.13	850	20010	1.14	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
	265									193	72		850	20110	265	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	
	806									588	218		850	20130	806	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (CONCRETE)	
																	TRAFFIC SIGNALS	
		1										1	809	69101	1	EACH	STOP LINE RADAR DETECTION, AS PER PLAN	745

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GENERAL SUMMARY

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SHEET NUMBER													PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
586	610												02/IMS/03							
																			RETAINING WALLS (SOLDIER PILE)	
LUMP													LUMP		503	21301	LS		UNCLASSIFIED EXCAVATION, AS PER PLAN	584
2,329													2,329		507	00400	2,329	FT	STEEL PILES, MISC.: SOLDIER PILES HP12X53	584
1,779													1,779		507	00400	1,779	FT	STEEL PILES, MISC.: SOLDIER PILES W18X86	584
50,490													50,490		509	10000	50,490	LB	EPOXY COATED STEEL REINFORCEMENT	
490													490		511	46011	490	CY	CLASS QC1 CONCRETE, RETAINING/WINGWALL NOT INCLUDING FOOTING, AS PER PLAN	584
1,012													1,012		512	10001	1,012	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)	584
1,012													1,012		512	10101	1,012	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	584
136													136		512	33001	136	SY	TYPE 2 WATERPROOFING, AS PER PLAN	584
1,024													1,024		516	13600	1,024	SF	1" PREFORMED EXPANSION JOINT FILLER	
1,239													1,239		518	20000	1,239	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
256													256		518	39900	256	FT	4" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
2,478													2,478		524	94603	2,478	FT	DRILLED SHAFTS, 24" DIAMETER, ABOVE BEDROCK, AS PER PLAN	584
2,234													2,234		524	94603	2,234	FT	DRILLED SHAFTS, 30" DIAMETER, ABOVE BEDROCK, AS PER PLAN	584
11,499													11,499		SPECIAL	53051020	11,499	SF	RETAINING WALL, TIMBER LAGGING TIMBER LAGGING	585
77													77		601	21000	77	SY	CONCRETE SLOPE PROTECTION	
807													807		601	37500	807	FT	PAVED GUTTER, TYPE 1-2	
379													379		611	01100	379	FT	6" CONDUIT, TYPE C	
3													3		866	00100	3	EACH	GROUND ANCHOR, 30 KIP MAX TEST LOAD	
39													39		866	00100	39	EACH	GROUND ANCHOR, 63 KIP MAX TEST LOAD	
39													39		866	00100	39	EACH	GROUND ANCHOR, 89 KIP MAX TEST LOAD	
LUMP													LUMP		866	00300	LS		INVESTIGATIVE ANCHOR PULLOUT TESTS	
5													5		866	00400	5	EACH	PERFORMANCE TEST	
2													2		866	00500	2	EACH	EXTENDED CREEP TEST	
																			RETAINING WALLS (CAST-IN-PLACE)	
	42												42		203	22000	42	CY	EMBANKMENT, USING NATURAL SOILS, 703.16.A	
	LUMP												LUMP		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
	LUMP												LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	609
	LUMP												LUMP		503	21301	LS		UNCLASSIFIED EXCAVATION, AS PER PLAN	609
	17,651												17,651		509	10000	17,651	LB	EPOXY COATED STEEL REINFORCEMENT	
	176												176		511	50212	176	CY	CLASS QC1 CONCRETE WITH QC/QA, SUBSTRUCTURE	
	151												151		512	10001	151	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)	609
	151												151		512	10100	151	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	609
	23												23		512	33000	23	SY	TYPE 2 WATERPROOFING	
	19												19		516	13400	19	SF	3/4" PREFORMED EXPANSION JOINT FILLER	
	42												42		516	13600	42	SF	1" PREFORMED EXPANSION JOINT FILLER	
	71												71		518	21200	71	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
	191												191		518	40000	191	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
	10												10		518	40010	10	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
	22												22		518	42200	22	FT	8" PERFORATED CORRUGATED STEEL PIPE, 707.01	
	2												2		518	42300	2	FT	8" NON-PERFORATED CORRUGATED STEEL PIPE, INCLUDING SPECIALS, 707.01	
	153												153		SPECIAL	53013000	153	SF	FORM LINER	609
	252												252		601	37500	252	FT	PAVED GUTTER, TYPE 1-2	
	28												28		601	37501	28	FT	PAVED GUTTER, TYPE 1-2, AS PER PLAN	609

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GENERAL SUMMARY

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SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
622	668											02/IMS/03							
																		RETAINING WALLS (MSE)	
LUMP												LUMP		202	11200	LS		PORTIONS OF STRUCTURE REMOVED	
3,877												3,877		203	20000	3,877	CY	EMBANKMENT	
7,789												7,789		203	35110	7,789	CY	GRANULAR MATERIAL, TYPE B	
2,468												2,468		203	35111	2,468	CY	GRANULAR MATERIAL, TYPE B, AS PER PLAN	620
31												31		SPECIAL	20365000	31	EACH	SETTLEMENT PLATFORM	621
LUMP												LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	620
7,519												7,519		512	10001	7,519	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)	620
7,519												7,519		512	10101	7,519	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	620
752												752		516	13200	752	SF	1/2" PREFORMED EXPANSION JOINT FILLER	
472												472		516	13600	472	SF	1" PREFORMED EXPANSION JOINT FILLER	
24												24		516	13900	24	SF	2" PREFORMED EXPANSION JOINT FILLER	
106												106		517	76100	106	FT	RAILING, MISC.: TRAFFIC BARRIER ON MSE WALL	620
1,355												1,355		517	80010	1,355	FT	RAILING (COMBINATION NOISE AND TRAFFIC BARRIER ON MSE WALL WITH FLEXIBLE PAVEMENT)	620
236												236		601	21000	236	SY	CONCRETE SLOPE PROTECTION	
23												23		601	31500	23	FT	PAVED GUTTER, TYPE 1-2	
LUMP												LUMP		SPECIAL	69098400	LS		TEMPORARY SURCHARGE WALL B	620
LUMP												LUMP		SPECIAL	69098400	LS		TEMPORARY SURCHARGE WALL C	620
LUMP												LUMP		SPECIAL	69098400	LS		TEMPORARY SURCHARGE WALL F	620
LUMP												LUMP		SPECIAL	69098400	LS		TEMPORARY SURCHARGE WALL G	620
LUMP												LUMP		SPECIAL	69098400	LS		TEMPORARY SURCHARGE WALL H1	620
LUMP												LUMP		SPECIAL	69098400	LS		TEMPORARY SURCHARGE WALL I1	620
55,426												55,426		840	20001	55,426	SF	MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN	620
28,818												28,818		840	21000	28,818	CY	WALL EXCAVATION	
5,153												5,153		840	22000	5,153	SY	FOUNDATION PREPARATION	
2,583												2,583		840	22001	2,583	SY	FOUNDATION PREPARATION, AS PER PLAN	620
44,190												44,190		840	23000	44,190	CY	SELECT GRANULAR BACKFILL	
257												257		840	23050	257	CY	NATURAL SOIL	
6,692												6,692		840	25010	6,692	FT	6" DRAINAGE PIPE, PERFORATED	
369												369		840	25020	369	FT	6" DRAINAGE PIPE, NON-PERFORATED	
2,969												2,969		840	26000	2,969	FT	CONCRETE COPING	620
49,485												49,485		840	26050	49,485	SF	AESTHETIC SURFACE TREATMENT	620
12												12		840	27000	12	DAY	ON-SITE ASSISTANCE	
LUMP												LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL C-1)	
LUMP												LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL C-2)	
LUMP												LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL F1)	
LUMP												LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL F2)	
LUMP												LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL G1)	
LUMP												LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL G2)	
LUMP												LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL H1-1)	
LUMP												LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL H1-2)	
LUMP												LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL I1-1)	
LUMP												LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL I1-2)	
																		NOISE BARRIERS	
	36											36		513	95000	36	FT	STRUCTURAL STEEL, MISC.: C10X15.3	668
	5											5		513	95000	5	FT	STRUCTURAL STEEL, MISC.: L4X4X1/2	668
	11											11		513	95030	11	EACH	STRUCTURAL STEEL, MISC.: 5/8" DIA. A325 BOLTS	668
	19											19		513	95030	19	EACH	STRUCTURAL STEEL, MISC.: 5/8" DIA. THREADED ANCHOR BOLTS	668
	25,265											25,265		SPECIAL	60610210	25,265	SF	NOISE BARRIER (REFLECTIVE)	
	8,562											8,562		SPECIAL	60610920	8,562	SF	NOISE BARRIER (REFLECTIVE), PARAPET MOUNTED	
	36											36		SPECIAL	60610920	36	SF	NOISE BARRIER (METAL PANELS)	668

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SHEET NUMBER						PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
812	813	868				03/1MS/10							
												STRUCTURE OVER 20 FOOT SPAN (HAM-562-0004)	
LUMP						LUMP		202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	809
109						109		202	22900	109	SY	APPROACH SLAB REMOVED	
LUMP						LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL G)	809
LUMP						LUMP		503	21300	LS		UNCLASSIFIED EXCAVATION	
LUMP						LUMP		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
8,890						8,890		507	00700	8,890	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	
9,485						9,485		507	00751	9,485	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	809
94,506						94,506		509	10000	94,506	LB	EPOXY COATED STEEL REINFORCEMENT	
112,426						112,426		509	28001	112,426	LB	STAINLESS STEEL REINFORCEMENT, AS PER PLAN	809
14,835						14,835		509	30020	14,835	FT	NO. 4 DEFORMED GFRP REINFORCEMENT	
1,772						1,772		509	30030	1,772	FT	NO. 5 DEFORMED GFRP REINFORCEMENT	
136						136		511	34463	136	CY	CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN	810
338						338		511	46512	338	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	
346						346		511	53014	346	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	810
170						170		511	53014	170	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS, AS PER PLAN	810
271						271		511	53014	271	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTINGS, AS PER PLAN	810
1,530						1,530		512	10100	1,530	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
757,074						757,074		513	10300	757,074	LB	STRUCTURAL STEEL MEMBERS, LEVEL 5	
5,436						5,436		513	20000	5,436	EACH	WELDED STUD SHEAR CONNECTORS	
9,152						9,152		514	00061	9,152	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN	811
9,152						9,152		514	00067	9,152	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN	811
34						34		516	10010	34	FT	ARMORLESS PREFORMED JOINT SEAL	
66						66		516	11210	66	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL	
111						111		516	13600	111	SF	PREFORMED EXPANSION JOINT FILLER	
3						3		516	44201	3	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN, 15"x11"x3.94" ELAST. PAD, 26"X12"X2.25" BEV.LOAD PL	828
2						2		516	44201	2	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN, 15"x11"x3.67" ELAST. PAD, 26"X12"X2.25" BEV.LOAD PL, 1.5" MAS. PL	828
3						3		516	44201	3	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN, 17"x15"x3.94" ELAST. PAD, 26"X16"X3.19" BEV. LOAD PL	828
2						2		516	44201	2	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN, 17"x15"x3.67" ELAST. PAD, 26"X16"X3.19" BEV. LOAD PL, 1.5" MAS. PL	828
5						5		516	44201	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN, 15"x11"x3.67" ELAST. PAD, 26"X12"X1.69" BEV. LOAD PL, 1.5" MAS. PL	829
5						5		516	44201	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN, 15"x11"x3.94" ELAST. PAD, 32"X12"X2.38" BEV.LOAD PL	829
	136					136		518	21200	136	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
	94					94		518	40000	94	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
	21					21		518	40011	21	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	811
	8					8		523	20000	8	EACH	DYNAMIC LOAD TESTING	811
	8					8		523	20500	8	EACH	RESTRIKE	
	224					224		526	30001	224	SY	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN	811
	33					33		526	90010	33	FT	TYPE A INSTALLATION	
	34					34		526	90030	34	FT	TYPE C INSTALLATION	
	469					469		601	20000	469	SY	CRUSHED AGGREGATE SLOPE PROTECTION	
												STRUCTURE OVER 20 FOOT SPAN (HAM-75-0791)	
		LUMP				LUMP		202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	865
		582				582		202	22900	582	SY	APPROACH SLAB REMOVED	
		44				44		203	20001	44	CY	EMBANKMENT, AS PER PLAN	865
		LUMP				LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL A)	865
		LUMP				LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL B)	865
						LUMP							
		LUMP				LUMP		503	21300	LS		UNCLASSIFIED EXCAVATION	
		LUMP				LUMP		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
		9,520				9,520		507	00700	9,520	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	
		10,140				10,140		507	00751	10,140	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	865
		226,540				226,540		509	10000	226,540	LB	EPOXY COATED STEEL REINFORCEMENT	
		6,635				6,635		509	30020	6,635	FT	NO. 4 DEFORMED GFRP REINFORCEMENT	
		800				800		509	30030	800	FT	NO. 5 DEFORMED GFRP REINFORCEMENT	
		6,259				6,259		509	30040	6,259	FT	NO. 6 DEFORMED GFRP REINFORCEMENT	
		4				4		511	33501	4	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN	867
		51				51		511	34463	51	CY	CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN	866
		415				415		511	46512	415	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	

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SHEET NUMBER							PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
868	869	933					03/1MS/10							
													STRUCTURE OVER 20 FOOT SPAN (HAM-75-0791) CON'T	
845							845		511	53014	845	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	866
66							66		511	53014	66	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, BRIDGE DECK (MEDIAN RAILING), AS PER PLAN	866
230							230		511	53014	230	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTINGS, AS PER PLAN	867
1,348							1,348		512	10100	1,348	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
72							72		512	10300	72	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
61							61		512	33000	61	SY	TYPE 2 WATERPROOFING	
834,999							834,999		513	10280	834,999	LB	STRUCTURAL STEEL MEMBERS, LEVEL 4	
6,696							6,696		513	20000	6,696	EACH	WELDED STUD SHEAR CONNECTORS	
2,629							2,629		514	00061	2,629	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN	867
2,629							2,629		514	00067	2,629	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN	867
524							524		516	13600	524	SF	1" PREFORMED EXPANSION JOINT FILLER	
142							142		516	13800	142	SF	1-1/2" PREFORMED EXPANSION JOINT FILLER	
198							198		516	13900	198	SF	2" PREFORMED EXPANSION JOINT FILLER	
491							491		516	14020	491	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
36							36		516	44401	36	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN, 14"X13"X4.77" ELAST. PAD AND TOP/BOT. LOAD PLATES	887
	180						180		518	21200	180	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
	317						317		518	40000	317	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
	71						71		518	40010	71	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
	8						8		523	20000	8	EACH	DYNAMIC LOAD TESTING	865
	8						8		523	20600	8	EACH	RESTRIKE	
	1,028						1,028		526	30001	1,028	SY	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN	867
	422						422		526	90010	422	FT	TYPE A INSTALLATION	
	948						948		601	20000	948	SY	CRUSHED AGGREGATE SLOPE PROTECTION	
	LUMP						LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL D)	
	LUMP						LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL E)	
	LUMP						LUMP		867	00100	LS		TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL F)	
													STRUCTURE OVER 20 FOOT SPAN (HAM-75-0823)	
		LUMP					LUMP		202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	930
		407					407		202	22900	407	SY	APPROACH SLAB REMOVED	
		LUMP					LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL F1)	930
		LUMP					LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL F2)	930
		LUMP					LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL G1)	930
		LUMP					LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL G2)	930
		LUMP					LUMP		503	21300	LS		UNCLASSIFIED EXCAVATION	
		LUMP					LUMP		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
		11,625					11,625		507	00700	11,625	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	
		12,400					12,400		507	00750	12,400	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	
		207,660					207,660		509	10000	207,660	LB	EPOXY COATED STEEL REINFORCEMENT	
		4,288					4,288		509	30020	4,288	FT	NO. 4 DEFORMED GFRP REINFORCEMENT	
		627					627		509	30030	627	FT	NO. 5 DEFORMED GFRP REINFORCEMENT	
		4,168					4,168		509	30040	4,168	FT	NO. 6 DEFORMED GFRP REINFORCEMENT	
		4					4		511	33501	4	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN	931
		30					30		511	34463	30	CY	CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN	931
		372					372		511	46512	372	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	
		689					689		511	53014	689	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	931
		36					36		511	53014	36	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, BRIDGE DECK (MEDIAN PARAPET), AS PER PLAN	931
		148					148		511	53014	148	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTING, AS PER PLAN	931
		1,434					1,434		512	10100	1,434	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
		9					9		512	33000	9	SY	TYPE 2 WATERPROOFING	
		24					24		515	15010	24	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 3 (LENGTH = 76'-8")	
		1					1		515	15010	1	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 3 (LENGTH = 77'-1 1/4")	
		23					23		515	20000	23	EACH	INTERMEDIATE DIAPHRAGMS	

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SHEET NUMBER									PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
933	996	34							03/1MS/10	04/NHS/04						
															STRUCTURE OVER 20 FOOT SPAN (HAM-75-0823) CON'T	
41									41		516	13600	41	SF	1" PREFORMED EXPANSION JOINT FILLER	
91									91		516	13900	91	SF	2" PREFORMED EXPANSION JOINT FILLER	
454									454		516	14020	454	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
50									50		516	44200	50	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE 1'-1" X 1'-8" X 3 13/16"	
4									4		523	20000	4	EACH	DYNAMIC LOAD TESTING	931
4									4		523	20500	4	EACH	RESTRIKE	
1,404									1,404		526	30001	1,404	SY	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN	931
422									422		526	90010	422	FT	TYPE A INSTALLATION	
2									2		622	25001	2	EACH	CONCRETE BARRIER END SECTION, TYPE D, AS PER PLAN	931
176									176		846	00110	176	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
															STRUCTURE OVER 20 FOOT SPAN (HAM-75-0857)	
	LUMP								LUMP		202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	994
	473								473		202	22900	473	SY	APPROACH SLAB REMOVED	
	LUMP								LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL A)	994
	LUMP								LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL B)	994
	LUMP								LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL C)	994
	LUMP								LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL D)	994
	LUMP								LUMP		503	21300	LS		UNCLASSIFIED EXCAVATION	
	LUMP								LUMP		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
	7,940								7,940		507	00500	7,940	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	
	8,550								8,550		507	00550	8,550	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	
	146,644								146,644		509	10000	146,644	LB	EPOXY COATED STEEL REINFORCEMENT	
	3,318								3,318		509	30020	3,318	FT	NO. 4 DEFORMED GFRP REINFORCEMENT	
	1,251								1,251		509	30030	1,251	FT	NO. 5 DEFORMED GFRP REINFORCEMENT	
	2,170								2,170		509	30040	2,170	FT	NO. 6 DEFORMED GFRP REINFORCEMENT	
	8								8		511	33501	8	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN	995
	26								26		511	34463	26	CY	CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN	995
	316								316		511	46513	316	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING, AS PER PLAN	995
	540								540		511	53014	540	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	994
	32								32		511	53014	32	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, BRIDGE DECK (MEDIAN PARAPET), AS PER PLAN	994
	152								152		511	53014	152	CY	CLASS QC3 CONCRETE, MISC.: CONCRETE WITH QC/QA, ABUTMENT, AS PER PLAN	995
	1,010								1,010		512	10100	1,010	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
	7								7		512	33000	7	SY	TYPE 2 WATERPROOFING	
	328,782								328,782		513	10220	328,782	LB	STRUCTURAL STEEL MEMBERS, LEVEL 1	
	7,383								7,383		513	20000	7,383	EACH	WELDED STUD SHEAR CONNECTORS	
	18,231								18,231		514	00061	18,231	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN	995
	18,231								18,231		514	00067	18,231	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN	995
	10								10		514	10000	10	EACH	FINAL INSPECTION REPAIR	
	396								396		516	10010	396	FT	ARMORLESS PREFORMED JOINT SEAL	
	353								353		516	13600	353	SF	1" PREFORMED EXPANSION JOINT FILLER	
	44								44		516	13900	44	SF	2" PREFORMED EXPANSION JOINT FILLER	
	414								414		516	14020	414	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
	46								46		516	44101	46	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN 12"X12"X3.12" WITH 13"X13"X1.5" LOAD PLATE	
	2								2		523	20000	2	EACH	DYNAMIC LOAD TESTING	
	2								2		523	20500	2	EACH	RESTRIKE	
	1,267								1,267		526	30001	1,267	SY	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN	995
	396								396		526	90030	396	FT	TYPE C INSTALLATION	
															MISCELLANEOUS STRUCTURE	
										LUMP	503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, STORMWATER DETENTION SYSTEM 2	574
									LUMP		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING, STORMWATER DETENTION SYSTEM 3	

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SHEET NUMBER	PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
59	01/IMS/04	02/IMS/03	04/NHS/04						
								MAINTENANCE OF TRAFFIC	
400	208	92	100	253	90000	400	CY	PAVEMENT REPAIR, MISC.: PERFORMED IN 2027	54
400	208	92	100	253	90000	400	CY	PAVEMENT REPAIR, MISC.: PERFORMED IN 2028	54
400	208	92	100	253	90000	400	CY	PAVEMENT REPAIR, MISC.: PERFORMED IN 2029	54
137	137			441	70201	137	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (449), AS PER PLANPG-64-22	
LUMP	LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS1	54
LUMP	LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS2	54
LUMP	LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS3	54
LUMP	LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS4	54
LUMP	LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS5	54
LUMP	LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS6	54
LUMP	LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS7	54
LUMP	LUMP	LUMP		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, TS8	54
2	2			606	60040	2	EACH	IMPACT ATTENUATOR, TYPE 3 UNIDIRECTIONAL, 60 MPH, 48" WIDE	
2,100	894	331	875	614	11110	2,100	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
3		1	2	SPECIAL	61411300	3	EACH	WORK ZONE TRAFFIC SIGNAL	56
8,000	3,920	1,680	2,400	614	11630	8,000	FT	INCREASED BARRIER DELINEATION	
16	9	3	4	614	12380	16	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
6	3	2	1	614	12384	6	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	
4	2	1	1	614	12400	4	EACH	WORK ZONE IMPACT ATTENUATOR, MISC.: 24" WIDE HAZARDS (UNIDIRECTIONAL), TYPE 3	54
LUMP	LUMP	LUMP	LUMP	614	12420	LS		DETOUR SIGNING	
11	8	3		614	12484	11	EACH	WORK ZONE INCREASED PENALTIES SIGN	
15	7	2	6	614	12500	15	EACH	REPLACEMENT SIGN	
150	64	23	63	614	12600	150	EACH	REPLACEMENT DRUM	
2	1			614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM	
200	110	40	50	614	12800	200	EACH	WORK ZONE RAISED PAVEMENT MARKER	
5,035	2,615	1,160	1,260	614	12801	5,035	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	52
90	39	15	36	614	13000	90	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
1,235	641	284	310	614	13310	1,235	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	
43	21	9	13	614	13312	43	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
1,260	656	290	314	614	13350	1,260	EACH	OBJECT MARKER, ONE WAY	
230	113	48	69	614	13360	230	EACH	OBJECT MARKER, TWO WAY	
750,000	365,000	135,000	250,000	614	18000	750,000	EACH	MAINTAINING TRAFFIC, MISC.: OPTIMIZED TRAFFIC SIGNAL OPERATIONS FOR RAMP CLOSURE	55
LUMP	LUMP	LUMP	LUMP	614	18002	LS		MAINTAINING TRAFFIC, MISC.: MAINTAIN EXISTING RAMP M, AS PER PLAN	53
LUMP	LUMP	LUMP	LUMP	614	18002	LS		MAINTAINING TRAFFIC, MISC.: MAINTAIN EXISTING RAMP J, AS PER PLAN	53
248	132	48	68	614	18600	248	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN	51

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GENERAL SUMMARY

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SHEET NUMBER											PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
59	60										01/IMS/04	02/IMS/03	04/NHS/04						
																		MAINTENANCE OF TRAFFIC CONT.	
	10.8										5.6	2.5	2.7	614	20056	10.8	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
	2.1										1.1	0.5	0.5	614	20366	2.1	MILE	WORK ZONE LANE LINE, CLASS I, 6", 648	53
	11.33										5.93	2.6	2.8	614	20560	11.33	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	39.2										20.4	9	9.8	614	22056	39.2	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
	5										2.6	1.1	1.3	614	22336	5	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 648	53
	11.34										5.94	2.6	2.8	614	22360	11.34	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	59,354										30,864	13,651	14,839	614	23110	59,354	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
	2,825										1,469	650	706	614	23140	2,825	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 648	53
	10,758										5,594	2,474	2,690	614	23690	10,758	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	19,911										10,353	4,580	4,978	614	24102	19,911	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
	1,290										670	297	323	614	24142	1,290	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 648	53
	17,387										9,040	4,000	4,347	614	24612	17,387	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
	228										119	52	57	614	28200	228	FT	WORK ZONE GORE MARKING, CLASS II 642 PAINT	
	11												11	614	30200	11	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
	LUMP										LUMP	LUMP	LUMP	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
	3,051										1,586	702	763	615	20000	3,051	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
	5,480										2,681	991	1,808	615	20001	5,480	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN	54
	1,230										602	222	406	616	10000	1,230	MGAL	WATER	
	21,202										16,330	4,872		622	41011	21,202	FT	PORTABLE BARRIER, 50", AS PER PLAN	54
	2										1	1		622	41060	2	EACH	DUAL PORTABLE BARRIER TRANSITION/TERMINATION	
	31,518										16,641	7,250	7,627	622	41100	31,518	FT	PORTABLE BARRIER, UNANCHORED	
	9,916										5,156	2,280	2,480	622	41110	9,916	FT	PORTABLE BARRIER, ANCHORED	
	124										95	29		808	18700	124	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	
	52										27	12	13	896	00010	52	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I	56
	52										27	12	13	896	00021	52	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	56
																		INCIDENTALS	
LUMP											LUMP	LUMP	LUMP	614	11000	LS		MAINTAINING TRAFFIC	48
											16	16	16	619	16021	48	MNTH	FIELD OFFICE, TYPE C, AS PER PLAN	36
											LUMP	LUMP	LUMP	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
											LUMP	LUMP	LUMP	624	10001	LS		MOBILIZATION, AS PER PLAN	47
											LUMP	LUMP	LUMP	108	10000	LS		CPM PROGRESS SCHEDULE	
											4,125	4,125	2,750	SPECIAL	11110100	11,000	EACH	DEPARTMENTS SHARE FACILITATED PARTNERING COSTS	
											LUMP	LUMP	LUMP	SPECIAL	69098400	LS		CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION	37

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GENERAL SUMMARY

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ESTIMATED QUANTITIES SHEET NO.			202 HEADWALL REMOVED EACH	202 PAVEMENT REMOVED, AS PER PLAN SQ YD	202 WEARING COURSE REMOVED SQ YD	202 WALK REMOVED SQ FT		202 GUTTER REMOVED FT	202 PIPE REMOVED, 24" AND UNDER FT	202 PIPE REMOVED, OVER 24" FT		202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH	202 INLET REMOVED EACH	202 INLET ABANDONED EACH	202 INLET ABANDONED, AS PER PLAN EACH	202 CATCH BASIN ABANDONED EACH	202 MANHOLE ABANDONED EACH	202 MANHOLE ABANDONED, AS PER PLAN EACH	202 SPECIAL - FILL & PLUG EX. CONDUIT FT	202 FENCE REMOVED FT			
230			2	46,472	46,472				665	756		1	9	7	4	1	1	3		1,915	4,994			
231				32,796	32,796			60	2,484	30		9	17	6	3		4	4		1,758	4,198			
232				18,426	18,426	3,070		294	1,525	664		12	11	1			3	6	1	1,410	1,491			
233				16,540	16,540				30				3					5		1,244	36			
TOTALS CARRIED TO GENERAL SUMMARY			2	114,234	114,234	3,070		354	4,704	1,450		22	40	14	7	1	8	18	1	6,327	10,719			

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REMOVAL SUBSUMMARY

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SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE			202 HEADWALL REMOVED	202 PAVEMENT REMOVED, AS PER PLAN	202 WEARING COURSE REMOVED			202 PIPE REMOVED, 24" AND UNDER	202 PIPE REMOVED, OVER 24"		202 MANHOLE REMOVED	202 CATCH BASIN REMOVED	202 INLET REMOVED	202 INLET ABANDONED	202 INLET ABANDONED, AS PER PLAN	202 CATCH BASIN ABANDONED	202 MANHOLE ABANDONED		202 SPECIAL - FILL & PLUG EX. CONDUIT	202 FENCE REMOVED		
								EACH	SQ YD	SQ YD			FT	FT		EACH	EACH	EACH	EACH	EACH	EACH	EACH		FT	FT		
265	R1	414+61		LT	I.R. 75																	1		36			
265	R2	410+00	417+16	LT	I.R. 75				4522	4522																	
265	R3	413+51	415+99	RT	I.R. 75								248					1									
265	R4	418+86	419+26	LT/RT	I.R. 75								162			1		1									
265	R5	419+12	419+50	LT/RT	I.R. 75				736	736																	
265	R6	416+45	419+50	LT	I.R. 75																				335		
265	R7	416+52	419+50	LT	I.R. 75																				279		
265	R8	410+00	417+39	RT	I.R. 75				4855	4855																	
265	R9	409+58		RT	I.R. 75												1										
267	R1	419+50	421+53	LT	I.R. 75																				189		
267	R2	419+50	432+00	LT	I.R. 75																				1250		
267	R3	430+50	431+37	LT	I.R. 75																				87		
267	R4	420+98	421+22	LT/RT	I.R. 75								20						1			1		264			
267	R5	423+84	423+98	LT/RT	I.R. 75								5						1					119			
267	R6	426+25	426+28	LT/RT	I.R. 75			2																207			
267	R7	428+93	429+60	LT/RT	I.R. 75												2	1						184			
267	R8	424+65	432+00	RT	I.R. 75																				749		
267	R9	431+07	431+07	RT	I.R. 75																				13		
267	R10	419+50	432+00	LT	I.R. 75				7835	7835																	
267	R11	419+50	432+00	RT	I.R. 75				9209	9209																	
267	R12	429+16	430+35	RT	I.R. 75																			419			
267	R13	422+79	426+66	LT	I.R. 75				322	322																	
267	R14	426+33	426+42		LT/RT															1				59			
268	R1	433+19	434+46	LT	I.R. 75									183								1		166			
268	R2	432+00	433+57	LT	I.R. 75																				157		
268	R3	435+39	444+50	RT	I.R. 75				5283	5283																	
268	R4	436+61	437+40	LT	I.R. 75								6											74			
268	R5	435+23	439+97	LT	I.R. 75																				523		
268	R6	440+32	444+50	LT	I.R. 75																				426		
	R7	NOT USED																									
268	R8	436+57	444+50	RT	I.R. 75									573				4		1				228			
268	R9	432+00	433+80	RT	I.R. 75																				210		
268	R10	436+78	436+91	RT	I.R. 75																	1		14			
268	R11	435+26	439+29	RT	I.R. 75																				433		
268	R12	440+36	440+43	RT	I.R. 75												1							57			
268	R13	443+20	443+26	RT	I.R. 75								66				1										
268	R14	443+18	444+50	RT	I.R. 75																				286		
268	R15	439+22	439+54	LT/RT	I.R. 75								88				1										
268	R16	440+36	440+68	LT	I.R. 75												1							88			
	R17	NOT USED																									
268	R18	439+82	440+38	RT	I.R. 75																				57		
	R19	NOT USED																									
268	R20	432+00	433+61	LT	I.R. 75				1135	1135																	
268	R21	432+00	433+61	RT	I.R. 75				1023	1023																	
268	R22	435+39	444+50	LT/RT	I.R. 75				11552	11552																	
268	R23	439+55	439+64	RT	I.R. 75								52				1										
268	R24	429+14	433+36	RT	I.R. 75															1							
268	R25	440+37		RT	I.R.75								18				1										
TOTALS CARRIED TO REMOVAL SUBSUMMARY								2	46472	46472			665	756		1	9	7	4	1	1	3		1915	4994		

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REMOVAL ESTIMATED QUANTITIES

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SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE				202 PAVEMENT REMOVED, AS PER PLAN SQ YD	202 WEARING COURSE REMOVED SQ YD		202 GUTTER REMOVED FT	202 PIPE REMOVED, 24" AND UNDER FT	202 PIPE REMOVED, OVER 24" FT		202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH	202 INLET REMOVED EACH	202 INLET ABANDONED EACH		202 CATCH BASIN ABANDONED EACH	202 MANHOLE ABANDONED EACH		202 SPECIAL - FILL & PLUG EX. CONDUIT FT	202 FENCE REMOVED FT	
269	R1	444+50	451+17	LT/RT	I.R. 75				7992	7992																
269	R2	453+25	457+00	LT/RT	I.R. 75				4376	4376																
	R3	NOT USED																								
	R4	NOT USED																								
269	R5	13+34	21+17		TOWNE/CEDAR				3413	3413																
269	R6	444+50	457+00	CENTER/RT	I.R. 75									30		1						2		1234		
269	R7	446+20	446+29	RT	I.R. 75								65				1		1							
269	R8	447+97	449+16	RT	I.R. 75								129					1				1				
269	R9	450+99	451+84	LT	I.R. 75								84			1										
269	R10	451+31	451+52	RT	I.R. 75								20				1					1				
269	R11	451+31	451+28	RT	I.R. 75								70			1	1									
269	R12	452+13	451+71	RT	I.R. 75								160			2										
269	R13	452+13	452+08	RT	I.R. 75								6				1									
269	R14	452+13	17+42	RT/LT	75/TOWNE								42				1									
269	R15	452+13	452+32	RT	I.R. 75								108				1									
269	R16	453+08	17+34	RT	75/TOWNE								44				1									
269	R17	453+08	453+16	RT	I.R. 75								6				1									
269	R18	452+79	452+82	LT	I.R. 75								26			1										
269	R19	NOT USED		LT	I.R. 75																					
269	R20	453+08	16+27	RT	I.R. 75								144			1										
269	R21	453+08	452+72	RT	I.R. 75								114			2										
269	R22	453+08	453+35	RT	I.R. 75								32				1									
269	R23	455+18	455+33	RT	I.R. 75																1			43		
269	R24	455+18	455+47	LT/RT	I.R. 75															1	1			143		
269	R25	444+50	451+43	LT	I.R. 75																				804	
269	R26	454+30	457+00	LT	I.R. 75																				471	
269	R27	444+50	449+05	RT	I.R. 75																				463	
269	R28	451+23	452+36	RT	I.R. 75																				155	
	R29	NOT USED																								
269	R30	447+21	447+80	RT	I.R. 75							60														
269	R31	452+09	452+82		I.R. 75								204													
270	R1	457+00	469+50	LT/RT	I.R. 75				17015	17015																
270	R3	457+00	467+95	RT/CENTER	I.R. 75								856					4	1					228		
270	R4	458+26	458+36	LT	I.R. 75																1			50		
270	R5	459+27	459+37	LT	I.R. 75								49				1									
270	R6	459+27	459+36	RT	I.R. 75								76				2									
270	R7	460+28	460+36	LT	I.R. 75								49				1									
270	R8	462+48	462+58	LT	I.R. 75								68				1									
270	R9	462+48	462+57	RT	I.R. 75								66				1									
270	R10	465+19	465+31	RT	I.R. 75								2				1				1			60		
270	R11	467+95	467+95	LT	I.R. 75								64				1	1								
270	R12	457+00	469+50	LT	I.R. 75																				1246	
270	R13	458+97	469+50	RT	I.R. 75																				1059	
271	R1	469+50	472+00		I.R. 75				3791	3791																
TOTALS CARRIED TO REMOVAL SUBSUMMARY									32796	32796		60	2484	30		9	17	6	3		4	4		1758	4198	

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REMOVAL ESTIMATED QUANTITIES

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REMOVAL ESTIMATED QUANTITIES

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SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	202 PAVEMENT REMOVED, AS PER PLAN SQ YD	202 WEARING COURSE REMOVED SQ YD	202 WALK REMOVED SQ FT	202 GUTTER REMOVED FT	202 PIPE REMOVED, 24" AND UNDER FT	202 PIPE REMOVED, OVER 24" FT	202 MANHOLE REMOVED EACH	202 CATCH BASIN REMOVED EACH	202 INLET REMOVED EACH	202 CATCH BASIN ABANDONED EACH	202 MANHOLE ABANDONED EACH	202 MANHOLE ABANDONED, AS PER PLAN EACH	202 SPECIAL - FILL & PLUG EX. CONDUIT FT	202 FENCE REMOVED FT
272	R1	412+00	417+27	LT/RT	RAMP M	1191	1191												
272	R2	419+49	420+55	LT/RT	RAMP M	323	323												
276	R1	412+64	416+99	LT/RT	RAMP N	1259	1259												
276	R2	414+25	414+91	LT/RT	RAMP N						63	1							
276	R3	414+91	415+06	LT/RT	RAMP N					23			1						
278	R1	404+67	406+32	LT/RT	RAMP J				237										
278	R2	405+95	411+21	LT/RT	RAMP J					159		1	1			4		412	
278	R3	406+22	406+40	LT/RT	RAMP J					63			1						
278	R4	410+05	410+15	RT	RAMP J										1			112	
278	R5	412+54	413+43	LT/RT	RAMP J					129			2		1		1	134	
278	R6	413+10	413+51	LT	RAMP J											1		63	
278	R7	407+88	415+34	RT	RAMP J														636
278	R8	403+79	404+98	LT	RAMP J														137
278	R9	407+31	408+75	LT	RAMP J														183
278	R14	403+79	404+93	LT	RAMP J	149	149												
278	R15	403+79	416+00	LT/RT	RAMP J	5118	5118												
278	R16	403+79	416+29	LT/RT	RAMP J	6088	6088												
278	R17	413+20	413+57	RT	RAMP J				57										
278	R18	408+33	408+43	LT/RT	RAMP J					15				1					
279	R1	416+14	429+29	LT/RT	RAMP J					274	601	5				1		533	
279	R2	416+99	418+14	LT	RAMP J					264		3							
279	R3	416+99	417+90	LT	RAMP J					255		1	1					43	
279	R4	416+00	426+49	LT/RT	RAMP J	3043	3043												
279	R5	418+42	419+32	LT	RAMP J					97			1						
279	R6	423+97	424+18	RT	RAMP J					50			1						
279	R7	423+97	424+37	RT	RAMP J					41			1						
279	R8	415+97	416+99	LT	RAMP J										1			113	
279	R9	419+43	419+58	LT	RAMP J					19			1						
279	R10	421+17	421+86	RT	RAMP J					7			1						
280	R1	20+48	23+42	RT	LAIDLAW			1462											
280	R2	20+87	23+47	LT	LAIDLAW			1548											
280	R3	436+91	436+98	LT	PROSSER			60											72
282	R1	419+50	423+51	LT/RT	RAMP K	1255	1255												
282	R2	419+50	424+51	RT	RAMP K														463
282	R3	421+50	421+60	LT	RAMP K					129		1							
TOTALS CARRIED TO REMOVAL SUBSUMMARY						18426	18426	3070	294	1525	664	12	11	1	3	6	1	1410	1491

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REMOVAL ESTIMATED QUANTITIES

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CALCULATED SEA
CHECKED DLR

SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	202 PAVEMENT REMOVED, AS PER PLAN SQ YD	202 WEARING COURSE REMOVED SQ YD	202 PIPE REMOVED, 24" AND UNDER FT	202 CATCH BASIN REMOVED EACH	202 MANHOLE ABANDONED EACH	202 SPECIAL - FILL & PLUG EX. CONDUIT FT	202 FENCE REMOVED FT
283	R1	20+76	22+22	LT	S.R. 562					1	143	
283	R2	22+22	22+35	LT/RT	S.R. 562			15	1		41	
283	R3	20+00	27+50	RT	S.R. 562	3315	3315					
283	R4	20+00	27+50	LT	S.R. 562	3411	3411					
283	R5	20+00	20+36	RT	S.R. 562							36
283	R6	22+22	26+30	LT/RT	S.R. 562				1	2	475	
284	R1	26+30	31+59	LT/RT	S.R. 562					2	524	
284	R2	29+19	29+19	RT	S.R. 562			15	1		61	
284	R3	27+50	32+00	RT	S.R. 562	2383	2383					
284	R4	27+50	33+33	LT	S.R. 562	2989	2989					
286	R1	33+30	34+00	LT/RT	RAMP P	238	238					
287	R1	34+00	38+32	LT/RT	RAMP P	1596	1596					
288	R1	31+80	38+19	LT/RT	RAMP Q	2608	2608					
TOTALS CARRIED TO REMOVAL SUBSUMMARY						16540	16540	30	3	5	1244	36

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REFERENCE ONLY

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ROADWAY ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED SEA
CHECKED DLR

SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	202 WALK REMOVED SF	202 CURB REMOVED FT	202 REMOVAL MISC.: ABANDONED WATERLINE FT		452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1 SY		608 4" CONCRETE WALK SF	608 CURB RAMP SF	609 CURB, TYPE 6 FT
280	W1	20+48	23+42	RT	LAIDLAW							2432		
280	W2	20+87	23+47	LT	LAIDLAW							2515		
280	W3	436+91	436+98	LT	PROSSER							60		
289	R1	13+34	17+00	LT	TOWNE	1486								
289	R2	13+34	17+00	RT	TOWNE	1510								
289	R3	13+34	17+00	LT	TOWNE		366							
289	R4	13+34	17+00	RT	TOWNE		366							
289	W1	13+34	17+00	LT	TOWNE							2565		
289	W2	13+34	17+00	RT	TOWNE							2410		
289	C1	13+34	17+00	LT	TOWNE									366
289	C2	13+34	17+00	RT	TOWNE									366
289	D1	14+48	14+74	RT	TOWNE					42				
290	R1	17+00	20+89	LT	TOWNE	1510								
290	R2	17+00	19+88	RT	TOWNE	1189								
290	R3	17+00	21+17	LT	TOWNE		416							
290	R4	17+00	19+88	RT	TOWNE		290							
290	R5	20+26	21+17	RT	TOWNE		96							
290	R6	20+26	20+45	RT	TOWNE	98								
290	R7	00+27	00+65	LT	CEDAR	171								
290	R8	00+44	01+28	RT	CEDAR	324								
290	R9	00+27	01+26	LT	CEDAR		99							
290	R10	00+44	01+26	RT	CEDAR		84							
290	R11	17+60	19+86	RT	TOWNE			230						
290	W1	17+00	21+08	LT	TOWNE							2659		
290	W2	17+00	19+96	RT	TOWNE							2073		
290	W3	20+40	20+45	RT	TOWNE							20		
290	W4	00+30	00+47	LT	CEDAR							68		
290	W5	00+54	00+58	LT	CEDAR							11		
290	W6	00+63	01+28	RT	CEDAR							458		
290	D1	00+81	00+91	RT	CEDAR					4				
290	C1	17+00	18+92	RT	TOWNE									292
290	C2	17+00	21+17	LT	TOWNE									416
290	C3	20+39	21+17	RT	TOWNE									77
290	C4	00+17	01+26	LT	CEDAR									117
290	C5	00+16	01+26	RT	CEDAR									123
290	CR1	00+20		LT	CEDAR								94	
290	CR2	00+23		RT	CEDAR								79	
290	CR3	00+54		RT	CEDAR								88	
290	CR4	00+56		LT	CEDAR								90	
287	CR1	37+46		RT	RAMP P								83	16
287	CR2	37+46		RT	RAMP P								39	Q
287	CR3	37+19		RT	RAMP P								53	
287	CR4	37+08		RT	RAMP P								53	
288	CR1	37+15		LT	RAMP Q								105	
288	CR2	37+28		LT	RAMP Q								39	
288	CR3	37+47		LT	RAMP Q								40	
288	CR4	37+47		LT	RAMP Q								78	
288	W1	37+29	37+49	LT	RAMP Q							165		
TOTALS CARRIED TO GENERAL SUMMARY						6288	1718	230		47		15435	841	1775

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ROADSIDE BARRIER SUBSUMMARY

HAM-75-7.85

235
1045

CALCULATED SEA
CHECKED DLR

ESTIMATED QUANTITIES SHEET NO.	202 CONCRETE BARRIER REMOVED FT	202 CURB REMOVED FT	202 GUARDRAIL REMOVED FT		516 1" PREFORMED EXPANSION JOINT FILLER SF	606 GUARDRAIL, TYPE MGS FT	606 GUARDRAIL, TYPE MGS WITH LONG POSTS FT	606 ANCHOR ASSEMBLY, MGS TYPE E EACH	606 ANCHOR ASSEMBLY, MGS TYPE T EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH		609 CURB, TYPE 4-C, AS PER PLAN FT	611 INLET, NO. 3 FOR SINGLE SLOPE PARRIER, TYPE BI, AS PER PLAN EACH	611 INLET, NO. 3 FOR SINGLE SLOPE PARRIER, TYPE CI, AS PER PLAN EACH	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE BI FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE BI, AS PER PLAN FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE CI FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE CI, AS PER PLAN FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT	622 BARRIER TRANSITION EACH		622 CONCRETE BARRIER END SECTION, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE BI EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE BI, AS PER PLAN EACH		622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE CI EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE CI, AS PER PLAN EACH		622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN EACH	626 BARRIER REFLECTOR, TYPE 1, 1 WAY EACH	626 BARRIER REFLECTOR, TYPE 2, 1 WAY EACH
236	3,040	3,675	3,463			868	75	4	3	3	2		755			287		610		465			3	1			7	1		5	1	36	32
237	3,276	867	1,617		711	2,956		4	1	6	4		29			1,145		460		226			5	16	6		4			5		58	42
238	2,244	641	1,173			343		1		2	2			1	3	1,951	85	807		1,932			6	22	1		4	2		10	1	120	7
239	2,236	832	2,096		546	3,286		3	1	3	2		3,366			1,768		80	158	1,369	2		6	13			1	1		19	1	80	
TOTALS CARRIED TO GENERAL SUMMARY	10,796	6,015	8,349		1,257	7,453	75	12	5	14	10		4,150	1	3	5,151	85	1,957	158	3,992	2		20	52	7		16	4		39	3	294	81

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SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	202 CONCRETE BARRIER REMOVED FT	202 CURB REMOVED FT	202 GUARDRAIL REMOVED FT	606 GUARDRAIL, TYPE MGS FT	606 GUARDRAIL, TYPE MGS WITH LONG POSTS FT	606 ANCHOR ASSEMBLY, MGS TYPE E EACH	606 ANCHOR ASSEMBLY, MGS TYPE T EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	609 CURB, TYPE 4-C, AS PER PLAN FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT	622 CONCRETE BARRIER END SECTION, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN EACH	626 BARRIER REFLECTOR, TYPE 1, 1 WAY EACH	626 BARRIER REFLECTOR, TYPE 2, 1 WAY EACH
686	R1	412+00	417+12	LT	RAMP M			542																			
686	R2	414+00	417+00	LT	RAMP M		361																				
686	R3	414+00	417+12	LT	RAMP M			283																			
686	R4	414+00	417+05	LT	RAMP M		365																				
686	R5	412+00	415+61	LT	I.R. 75			425																			
686	R6	407+87	417+01	RT	I.R. 75	916																					
686	R7	414+90	416+79	LT	I.R. 75			194																			
686	R8	416+54	416+98	RT	I.R. 75		46																				
686	R9	418+51	419+07	LT	RAMP J			63																			
686	R10	413+69	421+25	LT	RAMP J		825																				
686	R11	413+76	421+20	LT	RAMP J		788																				
686	R12	418+84	421+00	RT	I.R. 75	218																					
686	R13	419+31	421+00	LT	I.R. 75			168																			
686	R14	419+61	421+18	LT	RAMP M			172																			
686	R15	419+63	421+79	LT	RAMP M	225																					
686	R16	418+54	420+51	RT	RAMP K			194																			
686	R17	414+04	415+09	RT	RAMP N			105																			
686	R18	413+94	418+53	LT	RAMP N		470																				
686	R19	419+74	421+78	LT	RAMP M		219																				
686	R20	415+09	415+68	RT	RAMP N	60																					
686	R21	418+38	420+69	LT	RAMP K		241																				
686	G1	412+00	416+26	LT	RAMP M				412.5					1													9
686	G2	412+02	413+88	RT	RAMP M				175.0			1		1													5
686	G3	420+33	420+97	LT	I.R. 75				37.5				1														3
686	G4	414+27	416+97	RT	I.R. 75				cc		1		1														3
686	G5	420+25	421+68	LT	RAMP M				62.5		1		1														3
686	G6	418+60	420+47	RT	RAMP K				180.3																		3
686	G7	414+74	415+63	RT	RAMP N					25	1	1															3
686	G8	419+17	420+30	LT	RAMP J					50	1	1															3
686	C1	420+33	420+51	LT	I.R. 75										19												
686	C2	413+93	421+21	RT	RAMP J										718												
686	C3	420+25	420+42	LT	RAMP M										18												
686	B1	407+87	417+61	RT/LT	I.R. 75											287	479			1	7					18	
686	B2	415+50	418+34	LT	I.R. 75													248					2			4	
686	B3	419+54	421+00	RT/LT	I.R. 75												131					1				6	
686	B4	413+88	415+69	RT	RAMP M													113	1				2			3	
686	B5	420+61	421+80	RT	RAMP M													104					1			3	
686	B6	416+46	416+97	RT	I.R. 75														1					1	1	1	
686	B7	415+94	416+07	LT	RAMP M														1							1	
687	R1	421+25	424+24	RT	RAMP J		321																				
687	R2	421+52	424+46	RT	RAMP J			294																			
687	R3	426+04	429+17	LT	I.R. 75	315																					
687	R4	429+18	430+36	LT	I.R. 75			118																			
687	R5	433+34	433+60	LT	I.R. 75		26																				
687	R6	421+00	422+25	LT	I.R. 75			125																			
687	R7	421+00	434+00	RT	I.R. 75	1306																					
687	R8	420+51	426+90	RT	RAMP K			634																			
687	R9	432+21	433+67	RT	I.R. 75			146																			
687	R10	433+51	433+64	RT	I.R. 75		13																				
TOTALS CARRIED TO ROADSIDE BARRIER SUBSUMMARY						3040	3675	3463	868	75	4	3	3	2	755	287	610	465	3	1	7	1	5	1	36	32

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CALCULATED SEA
CHECKED DLR

ROADSIDE BARRIER ESTIMATED QUANTITIES

HAM-75-7.85

SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	202 CONCRETE BARRIER REMOVED FT	202 CURB REMOVED FT	202 GUARDRAIL REMOVED FT	516 1" PREFORMED EXPANSION JOINT FILLER SF	606 GUARDRAIL, TYPE MGS FT	606 ANCHOR ASSEMBLY, MGS TYPE E EACH	606 ANCHOR ASSEMBLY, MGS TYPE T EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	609 CURB, TYPE 4-C, AS PER PLAN FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT	622 CONCRETE BARRIER END SECTION, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D EACH	626 BARRIER REFLECTOR, TYPE 1, 1 WAY EACH	626 BARRIER REFLECTOR, TYPE 2, 1 WAY EACH
687	R11	421+20	424+36	RT	RAMP J		316																			
687	R12	433+65	434+00	RT	I.R. 75	36																				
687	R13	420+69	421+85	LT	RAMP K		119																			
687	G1	420+97	425+71	LT	I.R. 75					412.5	1															5
687	G2	421+00	433+68	RT	I.R. 75					1289.0																13
687	G3	422+19	423+91	LT	RAMP J					112.5	1	1														3
687	C1	421+21	421+30	RT	RAMP J										9											
687	C2	433+49	433+68	RT	I.R. 75										20											
687	B1	421+00	433+82	RT/LT	I.R. 75											560	460			6	2	4		26		
688	R1	435+34	435+60	LT	I.R. 75		27																			
688	R2	435+32	437+02	LT	I.R. 75			171																		
688	R3	439+93	440+37	LT	I.R. 75	44																				
688	R4	440+37	441+97	LT	I.R. 75			161																		
688	R5	434+00	444+50	RT	I.R. 75	1051																				
688	R6	434+00	436+33	RT	I.R. 75	233																				
688	R7	436+30	439+44	RT	I.R. 75			315																		
688	R8	439+44	444+50	RT	I.R. 75	507																				
688	R9	440+48	443+53	LT/RT	I.R. 75	305																				
688	G1	435+48	437+49	LT	I.R. 75					125.0	1		1													3
688	G2	442+03	443+04	LT	I.R. 75					25.0	1		1													3
688	G3	435+58	439+00	RT	I.R. 75					325.0			1	1												4
688	G4	441+38	444+50	RT	I.R. 75					312.5				1												4
688	B1	440+59	442+03	LT	I.R. 75				322									116	1					1	3	
688	B2	435+19	444+50	LT/RT	I.R. 75											585				10	4				20	
688	B3	439+00	441+38	RT	I.R. 75				389									110	2					4	3	
688	B4	435+34	435+48	LT	I.R. 75														1						3	
688	B5	435+44	435+58	RT	I.R. 75														1						3	
689	R1	449+49	451+11	LT	I.R. 75		26	162																		
689	R2	453+01	457+00	LT	I.R. 75	58	340	343																		
689	R3	449+95	451+41	RT	I.R. 75		19	146																		
689	R4	453+30	456+40	RT	I.R. 75		20	309																		
689	R5	456+91	457+00	RT	I.R. 75			9																		
689	R6	444+50	451+17	CL	I.R. 75	667																				
689	R7	453+26	457+00	CL	I.R. 75	374																				
689	G1	444+50	445+14	RT	I.R. 75					39			1	1												3
689	G2	448+00	451+42	RT	I.R. 75					315			1	1												4
TOTALS CARRIED TO ROADSIDE BARRIER SUBSUMMARY						3276	867	1617	711	2956	4	1	6	4	29	1145	460	226	5	16	6	4	5	58	42	

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CALCULATED SEA CHECKED DLR

ROADSIDE BARRIER ESTIMATED QUANTITIES

HAM-75-7.85

ROADSIDE BARRIER ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED SEA
CHECKED DLR

SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	202 CONCRETE BARRIER REMOVED	202 CURB REMOVED	202 GUARDRAIL REMOVED	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, MGS TYPE E	606 ANCHOR ASSEMBLY, MGS TYPE T	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	611 INLET, NO. 3 FOR SINGLE SLOPE PARRIER, TYPE B1, AS PER PLAN	611 INLET, NO. 3 FOR SINGLE SLOPE PARRIER, TYPE C1, AS PER PLAN	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1, AS PER PLAN	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D	622 CONCRETE BARRIER END SECTION, TYPE D	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1, AS PER PLAN	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN	626 BARRIER REFLECTOR, TYPE 1, 1 WAY	626 BARRIER REFLECTOR, TYPE 2, 1 WAY
						FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
689	B1	445+14	448+00	RT	I.R. 75														223	2							4	
689	B2	451+42	451+77	RT	I.R. 75															1							3	
689	B3	453+05	453+38	RT	I.R. 75																					1	3	
689	B4	448+45	451+23	LT	I.R. 75																						4	
689	B5	452+53	457+00	LT	I.R. 75																						6	
689	B6	444+50	451+48	CL	I.R. 75											518					6						16	
689	B7	452+77	457+00	CL	I.R. 75											334					3						12	
690	R1	457+00	463+55	LT	I.R. 75		641	653																				
690	R2	467+53	469+50	LT	I.R. 75			197																				
690	R3	457+00	467+98	RT	I.R. 75	994		109																				
690	R4	457+00	469+50	CL	I.R. 75	1250																						
690	G1	458+14	459+50	RT	I.R. 75				62.5	1		1																3
690	G2	462+91	465+93	RT	I.R. 75				280				1															4
690	B1	463+82	469+50	LT	I.R. 75														525							3	1	6	
690	B2	459+50	462+91	RT	I.R. 75														264	2						2		4	
690	B3	465+92	469+50	RT	I.R. 75														309	1						1		4	
690	B4	457+00	469+50	CL	I.R. 75											819	85				10	1						26	
691	R1	469+50	469+68	LT	I.R. 75			214																				
691	B1	469+50	471+30	RT	I.R. 75														160							1		4	
691	B2	469+50	474+05	LT	I.R. 75								1						450							1		4	
691	B3	469+50	482+25	CL	I.R. 75									1	3	280		807			3		4	2				24	
TOTALS CARRIED TO ROADSIDE BARRIER SUBSUMMARY						2244	641	1173	343	1		2	2	1	3	1951	85	807	1932	6	22	1	4	2	10	1	120	7

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REFERENCE ONLY

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ROADSIDE BARRIER ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED SEA
CHECKED DLR

SHEET NO.	REF. NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	202 CONCRETE BARRIER REMOVED FT	202 CURB REMOVED FT	202 GUARDRAIL REMOVED FT	516 1" PREFORMED EXPANSION JOINT FILLER SF	606 GUARDRAIL, TYPE MGS FT	606 ANCHOR ASSEMBLY, MGS TYPE E EACH	606 ANCHOR ASSEMBLY, MGS TYPE T EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	609 CURB, TYPE 4-C, AS PER PLAN FT		622 CONCRETE BARRIER, SINGLE SLOPE, TYPE B1 FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1 FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C1, AS PER PLAN FT	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT	622 BARRIER TRANSITION EACH	622 CONCRETE BARRIER END SECTION, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE B1 EACH			622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1 EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C1, AS PER PLAN EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D EACH	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D, AS PER PLAN EACH	626 BARRIER REFLECTOR, TYPE 1, 1 WAY EACH
692	R1	412+26	418+54	RT	RAMP K			625																						
692	R2	409+28	411+13	RT	RAMP K			185																						
692	R3	22+48	23+00	LT	S.R. 562			52																						
692	R4	417+21	418+38	LT	RAMP K		123																							
692	R5	421+78	422+82	LT	RAMP M		104																							
692	R6	421+79	23+00	LT/RT	M & 562	1336																								
692	R7	422+64	426+54	LT/RT	RAMP M		443																							
692	R8	418+53	419+31	LT	RAMP N		162																							
692	R9	420+83	424+88	RT	RAMP N			406																						
692	R10	20+69	22+44	RT	S.R. 562			175																						
692	G1	412+69	418+60	RT	RAMP K					573.0				1																
692	G2	410+86	23+00	LT/RT	K & 562					525.0			1																	
692	G3	410+65	413+44	RT	RAMP J					200.0	1		1																	
692	G4	422+67	424+18	RT	RAMP N					75.0	1		1																	
692	C1	410+86	23+00	LT/RT	K & 562										552															
692	C2	410+65	413+93	RT	RAMP J										324															
692	B1	410+86	412+69	RT	RAMP K															20		2						5		3
692	B2	421+80	427+67	RT	RAMP M															525								3		7
692	B3	408+25	410+65	LT	RAMP J															161		1						3		5
692	B4	15+54	23+00	LT/RT	562												284	80	158				5			1	1			16
692	B5	424+18	23+00	RT	M & 562				546											491		1						8	1	7
693	R1	23+00	23+88	LT	S.R. 562			89																						
693	R2	23+00	32+00	LT/RT	S.R. 562	900																								
693	R3	23+27	23+68	RT	S.R. 562			37																						
693	R4	29+23	34+50	RT	562 & Q			527																						
693	G1	23+00	30+05	LT	S.R. 562					675.0	1																			
693	G2	24+00	68+48	RT	562 & Q					1237.5		1		1																
693	C1	23+00	38+32	LT	562 & P										1526															
693	C2	36+50	37+66	RT	RAMP P										226															
693	C3	35+82	37+09	RT	RAMP P										179		742				1		4							18
693	C4	36+46	37+20	LT	RAMP Q										101					86		1								3
693	C5	36+85	37+70	LT	RAMP Q										299															
693	C6	35+13	38+19	LT	RAMP Q										159															
693	B1	23+00	32+00	LT/RT	S.R. 562												742				1		4							18
693	B2	23+00	24+00	RT	S.R. 562															86		1								3
TOTALS CARRIED TO ROADSIDE BARRIER SUBSUMMARY						2236	832	2096	546	3286	3	1	3	2	3366		1768	80	158	1369	2	6	13			1	1	19	1	80

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EARTHWORK AND SEEDING SUBSUMMARY

HAM-75-7.85

CALCULATED SEA
CHECKED DLR

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.		EMB. CU. YD.	SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EMB. CU. YD.	SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.		EMB. CU. YD.
	MAINLINE IR-75 (SB/NB)							MAINLINE IR-75 (SB/NB) (CONT.)						MAINLINE IR-75 (SB/NB) (CONT.)					
295	409+00	409+50	0				355	438+50	439+00	1,017			415	467+50	468+00	502			
296	409+00	409+50		0		0	356	438+50	439+00		2,457	397	416	467+50	468+00		1554		264
297	410+00	410+00	0				357	439+50	440+00	716			417	468+50	469+00	513			
298	410+00	410+00		0		0	358	439+50	440+00		3,806	145	418	468+50	469+00		1586		71
299	410+50	411+00	363				359	440+50	441+00	250			419	469+50	470+00	396			
300	410+50	411+00		284		10	360	440+50	441+00		2,693	23	420	469+50	470+00		1911		16
301	411+50	412+00	562				361	441+50	442+00	372			421	470+50	471+00	482			
302	411+50	412+00		352		34	362	441+50	442+00		2,147	1	422	470+50	471+00		2530		7
303	412+50	413+00	756				363	442+50	443+00	972			423	471+50	472+00	864			
304	412+50	413+00		366		143	364	442+50	443+00		4,899	0	424	471+50	472+00		4487		108
305	413+50	414+00	856				365	443+50	444+00	1,122									
306	413+50	414+00		300		466	366	443+50	444+00		5,384	0							
307	414+50	415+00	905				367	444+50	445+00	718									
308	414+50	415+00		381		913	368	444+50	445+00		3291	0							
309	415+50	416+00	750				369	445+50	446+00	1093									
310	415+50	416+00		523		1,212	370	445+50	446+00		5620	12							
311	416+50	417+00	650				371	446+50	447+00	755									
312	416+50	417+00		1,177		1,292	372	446+50	447+00		4002	98							
313	417+50	417+93.36	679				373	447+50	448+00	622									
314	417+50	417+93.36		1,224		803	374	447+50	448+00		2419	285							
315	419+22.73	419+52.73	896				375	448+50	449+00	477									
316	419+22.73	419+52.73		161		642	376	448+50	449+00		238	920							
317	420+00	420+50	427				377	449+50	450+00	531									
318	420+00	420+50		64		2,262	378	449+50	450+00		21	1529							
319	421+00	421+50	821				379	450+50	451+00	871									
320	421+00	421+50		43		2,605	380	450+50	451+00		73	2473							
321	422+00	422+50	973				381	451+48.21	451+78.21	485									
322	422+00	422+50		130		2,568	382	451+48.21	451+78.21		38	3885							
323	423+00	423+50	933				383	452+00	452+47.26	0									
324	423+00	423+50		153		2,466	384	452+00	452+47.26		0	0							
325	424+00	424+50	850				385	452+77.26	453+00	0									
326	424+00	424+50		114		2,365	386	452+77.26	453+00		0	0							
327	425+00	425+50	1,150				387	453+50	454+00	982									
328	425+00	425+50		19		3,017	388	453+50	454+00		159	5981							
329	426+00	426+50	1,262				389	454+50	455+00	898									
330	426+00	426+50		56		3,188	390	454+50	455+00		68	5714							
331	427+00	427+50	1,105				391	455+50	456+00	779									
332	427+00	427+50		448		2,655	392	455+50	456+00		28	5815							
333	428+00	428+50	834				393	456+50	457+00	650									
334	428+00	428+50		250		2,153	394	456+50	457+00		23	5503							
335	429+00	429+50	673				395	457+50	458+00	728									
336	429+00	429+50		128		1,822	396	457+50	458+00		229	4940							
337	430+00	430+50	572				397	458+50	459+00	614									
338	430+00	430+50		89		1,579	398	458+50	459+00		163	4368							
339	431+00	431+50	472				399	459+50	460+00	356									
340	431+00	431+50		34		1,449	400	459+50	460+00		67	3886							
341	432+00	432+50	373				401	460+50	461+00	236									
342	432+00	432+50		56		1,133	402	460+50	461+00		14	3210							
343	433+00	433+50	467				403	461+50	462+00	291									
344	433+00	433+50		751		826	404	461+50	462+00		616	2575							
345	433+82.10	434+12.10	307				405	462+50	463+00	782									
346	433+82.10	434+12.10		141		1,823	406	462+50	463+00		2096	1863							
347	434+89.11	435+19.11	140				407	463+50	464+00	604									
348	434+89.11	435+19.11		2		677	408	463+50	464+00		1080	1356							
349	435+50	436+00	605				409	464+50	465+00	766									
350	435+50	436+00		700		1,631	410	464+50	465+00		1402	1269							
351	436+50	437+00	833				411	465+50	466+00	731									
352	436+50	437+00		1,139		1,295	412	465+50	466+00		1634	1095							
353	437+50	438+00	860				413	466+50	467+00	640									
354	437+50	438+00		1,465		816	414	466+50	467+00		640	780							
											SUBTOTALS CARRIED TO SHEET			242	41,889	67,925	0	100,434

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EARTHWORK AND SEEDING SUBSUMMARY

CALCULATED SEA
CHECKED DLR

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EMB. SQ. YD.
	RAMP M				
425	412+00	412+50	145	60	1
426	413+00	413+50	361	33	104
427	414+00	414+50	383	0	596
428	415+00	415+50	478	0	1,207
429	416+00	416+26.45	382	21	896
430	416+56.45	420+24.75	1,678	89	726
431	420+50	421+50	807	0	2,442
432	422+00	423+00	699	36	1,790
433	423+50	424+08.79	381	6	546
	RAMP M SUBTOTALS:		5,314	245	8,308
	RAMP N				
434	412+64.37	413+00	190	27	13
435	413+50	414+50	666	90	105
436	415+00	416+00	827	118	322
437	416+50	417+00	583	29	628
438	417+50	418+00	689	49	1,191
439	418+50	419+00	850	62	1,800
440	419+50	420+00	712	5	1,979
441	420+50	421+00	895	19	2,656
442	421+50	422+00	722	8	1,911
443	422+50	423+00	411	150	547
444	423+50	424+00	300	526	54
445	424+50	425+00	156	1,038	0
446	425+50	426+00	28	1,839	0
447	426+50	427+00	283	1,176	0
448	427+50	428+00	322	602	0
	RAMP N SUBTOTALS:		7,634	5,738	11,206
	RAMP J				
449	412+01.34	412+50	308	9	607
450	413+00	414+00	1,707	115	2,791
451	414+50	415+50	2,844	662	2,644
452	416+00	416+50	1,372	1,264	683
453	417+00	417+50	1,557	4,560	287
454	418+00	418+50	811	4,061	89
455	419+00	419+50	666	2,810	194
456	420+00	420+50	1,094	2,510	271
457	421+00	421+50	978	4,242	40
458	422+00	422+50	916	4,859	0
459	423+00	423+50	756	4,498	0
460	424+00	424+50	650	3,307	0
461	425+00	425+50	644	2,276	0
462	426+00	426+50	539	1,469	0
463	426+57.83	426+57.83	35	90	0
464	427+00	427+50	241	280	10
465	428+00	429+00	716	138	288
466	429+50	430+50	778	14	653
467	431+00	431+50	539	487	47
468	432+00	432+50	411	680	0
469	432+78.47	432+78.47	114	210	0
	RAMP J SUBTOTALS:		17,676	38,541	8,604

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EMB. SQ. YD.
	RAMP K				
470	408+50	408+50	0	0	0
471	409+00	409+50	111	164	32
472	410+00	410+50	128	333	4
473	411+00	411+50	95	1000	7
474	412+00	412+50	72	1947	7
475	413+00	413+50	457	1280	0
476	414+00	414+50	450	828	12
477	415+00	415+50	650	534	276
478	416+00	416+50	766	193	747
479	417+00	417+50	873	115	843
480	418+00	418+50	984	171	959
481	419+00	419+50	1139	27	1253
482	420+00	420+50	1310	19	1388
483	421+00	421+50	1172	12	1174
484	422+00	422+50	989	11	978
485	423+00	423+50	778	7	927
486	424+00	424+50	627	5	963
487	424+61.11	424+61.11	69	1	94
	RAMP K SUBTOTALS:		10,670	6,647	9,664

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EMB. SQ. YD.
	MAINLINE SR 562				
488	20+00.00	20+50.00	144	212	17
489	21+00.00	21+50.00	217	369	34
490	22+00.00	22+50.00	239	325	63
491	23+00.00	23+50.00	250	261	97
492	24+00.00	24+50.00	311	258	95
493	25+00.00	25+50.00	338	261	145
494	26+00.00	26+50.00	366	301	118
495	27+00.00	27+50.00	390	312	150
496	28+00.00	28+50.00	417	322	115
497	29+00.00	29+50.00	456	374	114
498	30+00.00	30+50.00	527	413	119
499	31+00.00	31+50.00	450	470	86
500	32+00.00	32+00.00	104	200	16
	MAINLINE SR 562 SUBTOTALS:		4,209	4,078	1,169
	RAMP P				
501	32+00.00	32+50.00	56	75	6
502	33+00.00	33+50.00	67	115	6
503	34+00.00	34+50.00	172	44	23
504	35+00.00	35+50.00	63	47	1
	35+50.00	37+75.00	325	266	2
	RAMP P SUBTOTALS:		683	547	38
	RAMP Q				
505	31+79.61	32+50.00	257	71	40
506	33+00.00	33+50.00	328	92	14
507	34+00.00	34+50.00	222	94	0
	34+50.00	37+39.00	374	57	2
	RAMP Q SUBTOTALS:		807	314	56
	SUBTOTALS CARRIED TO SHEET 242		46,993	56,111	39,045

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SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EMB. SQ. YD.
	TOWNE STREET				
508	13+34.18	14+00	179	31	7
509	14+50	15+00	363	30	53
510	15+50	16+50	681	56	325
511	17+00	18+00	2076	467	1609
512	18+50	19+50	292	118	633
513	20+00	20+50	125	137	123
514	21+00	21+50	106	18	96
	TOWNE STREET SUBTOTALS:		3,822	857	2,846
	CEDAR STREET				
515	0+36.40	1+00	77	22	15
516	1+25.67	1+50	62	30	8
	CEDAR STREET SUBTOTALS:		139	52	23
	HAM-75-7.85 ADDITIONAL EARTHWORK				
	ADDITIONAL FILL AREA ABOVE PAVT STEPS (L*A/27)				
	CONCRETE PAVT STEP - LENGTH = 5858' AREA = 0.62 SQFT				135
	ASPHALT PAVT STEP - LENGTH = 19499' AREA = 1.21 SQFT				874
	ADDITIONAL EARTHWORK SUBTOTALS:		0	0	1,009

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EMB. SQ. YD.

SHEET NO.	STATION FROM	STATION TO	SEED. SQ. YD.	EXC. CU. YD.	EMB. SQ. YD.

		SEED. SQ. YD.	EXC. CU. YD.		EMB. SQ. YD.
SUBTOTALS THIS SHEET		3,961	909		3,878
SUBTOTALS CARRIED FROM SHEET	240	41,889	67,925		100,434
SUBTOTALS CARRIED FROM SHEET	241	46,993	56,111		39,045
TOTALS CARRIED TO GENERAL SUMMARY			124,945		143,357
TOTALS CARRIED TO GENERAL NOTES		92,843			

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REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

EARTHWORK AND SEEDING SUBSUMMARY

HAM-75-7.85

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ESTIMATED QUANTITIES SHEET NO.	204 SUBGRADE COMPACTION		206 CEMENT STABILIZED SUBGRADE, 14" DEEP	254 PAVEMENT PLANING ASPHALT CONCRETE	255 PAVEMENT PLANING ASPHALT CONCRETE, VARIABLE DEPTH	302 13" ASPHALT CONCRETE BASE, PG64-22, (449)	302 9" ASPHALT CONCRETE BASE, PG64-22, (449)	304 6" AGGREGATE BASE	407 NON-TRACKING TACK COAT (@0.085 GAL/SY)	407 NON-TRACKING TACK COAT (@0.055 GAL/SY)	411 STABILIZED CRUSHED AGGREGATE (T=8")	442 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447), AS PER PLAN	442 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (446)	452 15" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1		442 ANTI-SEGREGATION EQUIPMENT	441 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG 64-22	441 1.75" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 1, (448)			
	SQ YD		SQ YD	SQ YD	SQ YD	CU YD	CU YD	CU YD	GAL	GAL	CU YD	CU YD	CU YD	SQ YD		CU YD	CU YD	CU YD			
IR-75																					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 1			10,340	13,573	311	3,698		1,724	1,154	1,686		981	495			1,476					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 2			14,574			5,222		2,624		2,382		591	699			1,290					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 3			24,792			8,935		4,132		4,081		1,024	1,201			2,225					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 4			1,212			399		194		180		42	52			93					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 5			1,637			567		273		257		56	74			130					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 6			1,711			599		286		272		63	79			141					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 7			3,932		2,905	1,420		696	247	649		267	192			337					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 8			624			226		113		103		26	31			57					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 9			7,258	6,616		2,593		1,210	595	1,182		580	347			910					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 10			20,895			7,473		3,688		3,407		839	999			1,838					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 11			18,117			6,368		3,150		2,695		728	850			1,578					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 12			5,154			1,654		851		745		181	213			393					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 13			624			226		113		103		26	31			56					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 14			713			254		119		116		28	34			62					
RAMP M																					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 15			1,526	895		553		302	76	301		98	74			172					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 16			1,246			427		208		193		44	56			100					
RAMP N																					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 17			8,342	259		2,920		1,391	22	1,339		329	385			714					
RAMP J																					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 18			10,072			3,475		1,679		1,576		392	458			849					
RAMP K																					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 19			9,527			3,341		1,588		1,517		368	442			810					
SR 562																					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 20			15,599	1,021		5,514		2,600	77	836		655	739			1,394					
RAMP P & RAMP Q																					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 21			4,472	7,245				746	616			302		4,293		302					
TOWNE ST, CEDAR ST																					
SEE SUPPLEMENTAL PAVEMENT CALCULATIONS - SHEET 22	1,843			1,268			483	347	108	107						228	134	94			
						SUBTOTAL			SUBTOTAL												
						55,864	483		2,895	23,727											
TOTALS CARRIED TO GENERAL SUMMARY	1,843		162,367	30,877	3,216	56,347		28,034	26,622			7,620	7,451	4,293		15,155	134	94			

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REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

PAVEMENT CALCULATIONS SUBSUMMARY

HAM-75-7.85

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RUMBLE STRIP ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED SEA
CHECKED DLR

ALIGNEMENT	SIDE	STATION FROM	STATION TO		618 RUMBLE STRIPS, (ASPHALT CONCRETE) MILE
I.R. 75 NORTHBOUND	RT-IN	395+50.00	417+55.67		0.42
I.R. 75 NORTHBOUND	RT-OUT	395+00.00	410+60.12	*	0.30
I.R. 75 NORTHBOUND	RT-OUT	410+60.12	417+08.21	*	0.13
I.R. 75 NORTHBOUND	RT-IN	419+44.10	433+82.48		0.28
I.R. 75 NORTHBOUND	RT-OUT	418+90.92	425+73.25		0.13
I.R. 75 NORTHBOUND	RT-OUT	425+73.25	433+85.94		0.16
I.R. 75 NORTHBOUND	RT-IN	435+19.48	451+50.62		0.31
I.R. 75 NORTHBOUND	RT-OUT	435+22.95	451+72.72		0.32
I.R. 75 NORTHBOUND	RT-IN	452+79.60	472+00.00		0.37
I.R. 75 NORTHBOUND	RT-OUT	423+00.14	472+00.00		0.93
I.R. 75 NORTHBOUND	RT-IN	472+00.00	482+25.00		0.20
I.R. 75 SOUTHBOUND	LT-IN	403+40.00	417+71.11		0.28
I.R. 75 SOUTHBOUND	LT-OUT	403+40.00	407+88.14	*	0.09
I.R. 75 SOUTHBOUND	LT-OUT	407+88.14	418+21.57	*	0.20
I.R. 75 SOUTHBOUND	LT-IN	419+61.44	433+81.72		0.27
I.R. 75 SOUTHBOUND	LT-OUT	420+18.23	433+66.17	*	0.26
I.R. 75 SOUTHBOUND	LT-OUT	433+66.17	433+77.52	*	0.01
I.R. 75 SOUTHBOUND	LT-IN	435+18.73	451+45.80		0.31
I.R. 75 SOUTHBOUND	LT-OUT	435+15.02	451+27.11		0.31
I.R. 75 SOUTHBOUND	LT-IN	452+74.91	472+00.00		0.37
I.R. 75 SOUTHBOUND	LT-OUT	452+56.56	472+00.00	*	0.37
I.R. 75 SOUTHBOUND	LT-IN	472+00.00	482+25.00		0.20
RAMP J	RT	403+79.32	411+00.67		0.14
RAMP K	RT	408+34.32	415+20.89		0.14
RAMP M	RT	423+95.75	432+13.01		0.16
RAMP N	RT	421+23.49	428+52.11		0.14
S.R. 562 EASTBOUND	RT-IN	20+00.00	36+74.44		0.32
S.R. 562 EASTBOUND	RT-OUT	20+00.00	30+92.64	*	0.21
S.R. 562 EASTBOUND	RT-OUT	30+92.64	36+75.93	*	0.12
S.R. 562 WESTBOUND	LT-IN	20+00.00	36+73.58		0.32
S.R. 562 WESTBOUND	LT-OUT	20+00.00	32+63.19	*	0.24
S.R. 562 WESTBOUND	LT-OUT	32+63.19	36+72.10	*	0.08
S.R. 562 WESTBOUND	LT-IN	39+08.62	47+50.00		0.16
S.R. 562 WESTBOUND	LT-OUT	39+05.44	43+16.33	*	0.08
S.R. 562 WESTBOUND	LT-OUT	43+16.33	47+50.00	*	0.09
NOTE:					
* = MAINLINE SWITCH OVER AT RAMP GORE					
SUBTOTAL CARRIED TO GENERAL SUMMARY					8.42

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| ESTIMATED QUANTITIES SHEET NO. | | |

DRAINAGE ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED RSH | CHECKED DLR

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	601 ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	602 CONCRETE MASONRY	611 15" CONDUIT, TYPE B	611 15" CONDUIT, TYPE C	611 15" CONDUIT, TYPE F	611 15" CONDUIT, TYPE F, JOINTS PER 706.11	611 18" CONDUIT, TYPE B	611 18" CONDUIT, TYPE C	611 21" CONDUIT, TYPE B	611 21" CONDUIT, TYPE C	611 24" CONDUIT, TYPE B	611 24" CONDUIT, TYPE C	611 30" CONDUIT, TYPE C	611 36" CONDUIT, TYPE C	611 42" CONDUIT, TYPE B	611 CONDUIT BORED OR JACKED: 21", TYPE B	611 CONDUIT BORED OR JACKED: 24", TYPE B	611 CONDUIT BORED OR JACKED: 36", TYPE B	611 CATCH BASIN, NO. 3	611 CATCH BASIN, NO. 3A	611 CATCH BASIN, NO. 4	611 CATCH BASIN, NO. 8	611 CATCH BASIN, NO. 8A	611 CATCH BASIN ADJUSTED TO GRADE	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	611 INLET ADJUSTED TO GRADE	611 MANHOLE NO. 3	611 MANHOLE ADJUSTED TO GRADE	611 MANHOLE RECONSTRUCTED TO GRADE	611 DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 36" CONDUIT	690 SPECIAL - MISC.: STORMWATER DETENTION SYSTEM 1
						CU YD	CU YD	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LUMP
D1	542	411+01		LT	I.R. 75																														1			
D2	542	411+01	411+60	LT	I.R. 75			88																						1									
D3	542	413+06		LT	RAMP N																							1										
D4	542	413+27		LT	I.R. 75																														1			
D5	542	413+47		RT	I.R. 75																															1		
D6	542	413+50		RT	I.R. 75										6																			1			
D7	542	414+17		RT	I.R. 75																														1			
D8	542	414+17	414+17	LT	I.R. 75		0.27		7	54																							1				
D9	542	415+42		RT	I.R. 75																														1			
D10	542	415+76	415+90	RT	I.R. 75														15																1		1	
D11	542	415+90	416+12	RT	I.R. 75														65																1			LUMP
D12	542	416+69		RT	I.R. 75		0.27				41																						1				
D13	542	413+50	416+60	RT	I.R. 75			311																								1						
D14	542	414+94	417+01	LT	I.R. 75																		211											1		1	
D15	542	416+80	417+45	RT	I.R. 75									85														1									
D16	542	417+45	417+91	RT	I.R. 75							58													1												
D17	542	417+91	417+96	RT	I.R. 75				19																			1									
D18	542	418+34	419+22	LT/RT	I.R. 75				148																			1									
D19	542	417+01	419+06	LT	I.R. 75														200																1			
D20	542	419+06	419+06	LT	I.R. 75								24															1										
D21	542	419+22	419+42	LT	I.R. 75			25																		1												
D22	542	419+06	419+42	LT	I.R. 75			56																	1													
D23	542	419+42	419+62	LT	I.R. 75			25																		1												
D24	542	419+50	421+50	RT	I.R. 75											210											1										
D25	542	416+12	8+95	LT/RT	IR75/SR562														214										1								
D26	542	419+50	421+50	RT	I.R. 75								207														1										
D27	542	416+31	417+01	LT	I.R. 75					78																							1				
D28	542	408+00		LT/RT	I.R. 75																													1				
D29	542	409+00		LT/RT	I.R. 75																													1				
D1	543	419+38	421+40	LT	I.R. 75																		191												1			
D2	543	421+40	421+55	LT	I.R. 75													47																	1			
D3	543	421+40	421+57	LT	I.R. 75								16															1										
D4	543	421+88	422+30	LT/RT	I.R. 75																	192					1										
D5	543	421+97	422+30	LT/RT	I.R. 75			98																											1			
D6	543	421+55	422+30	LT	I.R. 75													72																1				
D7	543	421+88	423+17	RT	I.R. 75																167							1									
D8	543	421+88	424+23	LT	I.R. 75											185																		1				
D9	543	424+23	425+26	LT	I.R. 75											98																		1				
D10	543	427+60	427+60	LT	I.R. 75				46																			1										
D11	543	425+26	427+60	LT	I.R. 75											270																		1				
D12	543	427+60	427+60	LT/RT	I.R. 75							81																					1					
D13	543	427+60	428+40	RT	I.R. 75							144																1										
D14	543	427+60	429+30	LT	I.R. 75							170																						1				
D15	543	429+30	432+20	LT	I.R. 75							290																						1				
D16	543	432+20	433+38	LT	I.R. 75			127																				1										
D17	543	432+20	433+65	LT	I.R. 75			165																									1					
D1	544	437+00	437+08	LT	I.R. 75	11.3	8.7													104														1				
D2	544	437+08	437+15	LT	I.R. 75															86														1				
D3	544	437+15	437+15	LT	I.R. 75																85												1					
D4	544	437+15	437+40	LT/RT	I.R. 75																128							1									
D5	544	438+90	439+00	RT	I.R. 75			22																				1										
TOTALS CARRIED TO DRAINAGE SUBSUMMARY						11	9.2	917	220	54	119	743	247	85	6	210	553	119	494	190	380	192	402	1	3	3	11	1	1	4	2	2	3	1	14	4	1	2	LUMP

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DRAINAGE ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED RSH
CHECKED DLR

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	602 CONCRETE MASONRY		611 15" CONDUIT, TYPE B	611 15" CONDUIT, TYPE B, 706.02, JOINTS PER 706.11	611 15" CONDUIT, TYPE C	611 15" CONDUIT, TYPE C, 706.02, JOINTS PER 706.11	611 18" CONDUIT, TYPE B	611 21" CONDUIT, TYPE C	611 24" CONDUIT, TYPE B		611 30" CONDUIT, TYPE C	611 36" CONDUIT, TYPE B	611 36" CONDUIT, TYPE C	611 42" CONDUIT, TYPE B	611 42" CONDUIT, TYPE C		611 CATCH BASIN, NO. 3A	611 CATCH BASIN, NO. 5	611 CATCH BASIN, NO. 5A	611 CATCH BASIN, NO. 6	611 CATCH BASIN, NO. 8	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, A	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	611 MANHOLE NO. 3	611 CONDUIT BORED OR JACKED 36", TYPE B
						CU YD		FT	FT	FT	FT	FT	FT	FT		FT	FT	FT	FT	FT		EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
D6	544	439+00	439+50	RT	I.R. 75			50																						1	
D7	544	437+15	439+40	LT	I.R. 75														225											1	
D8	544	439+50	440+04	RT	I.R. 75			54																					1		
D9	544	439+40	439+50	LT	I.R. 75									79													1				
D10	544	439+40	439+70	LT	I.R. 75			39																							
D11	544	439+50	440+04	LT/RT	I.R. 75								6	54														1			
D12	544	440+04	440+04	RT	I.R. 75			7																					1		
D13	544	440+04	440+04	RT	I.R. 75									87																1	
D14	544	440+04	443+59	LT	I.R. 75			44																					1		
D15	544	443+59	443+59	LT/RT	I.R. 75			7																					1		
D16	544	440+04	441+25	RT	I.R. 75							121																		1	
D17	544	441+25	441+25	RT	I.R. 75							21														1					
D18	544	439+50	442+10	LT	I.R. 75														270										1	
D19	544	442+10	442+10	LT	I.R. 75			21																		1					
D20	544	442+10	443+15	LT	I.R. 75														105										1	
D21	544	443+15	443+15	LT	I.R. 75			78																			1				
D22	544	443+15	444+50	LT	I.R. 75														139										1	
D23	NOT USED																														
D24	NOT USED																														
D25	NOT USED																														
D26	544	435+24	435+50	LT	I.R. 75	0.25						28																	1		
D27	544	435+34	435+50	RT	I.R. 75	0.25						38																	1		
D1	NOT USED																														
D2	545	444+50	445+38	RT	I.R. 75			131																					1		
D3	545	444+50	444+50	CL	I.R. 75																							1			
D4	545	444+50	447+00	CL	I.R. 75			250																				1			
D5	545	444+50	447+90	LT	I.R. 75															340										1	
D6	545	447+90	448+60	LT	I.R. 75					72																			1		
D7	545	448+60	449+50	LT	I.R. 75			90																	1						
D8	NOT USED																														
D9	545	448+50	450+50	RT	I.R. 75																									1	340
D10	545	451+50	451+50	LT	I.R. 75					20													1								
D11	545	451+50	451+66	LT	I.R. 75					38																			1		
D12	545	450+50	451+50	LT	I.R. 75													101												1	
D13	545	451+50	452+13	LT	I.R. 75													64												1	
D14	545	452+13	452+32	LT	I.R. 75					29												1									
D15	545	452+32	452+61	LT	I.R. 75					31												1									
D16	545	453+14	453+34	LT	I.R. 75					178																			1		
D17	545	452+13	453+34	LT	I.R. 75												125							1							
D18	545	453+34	455+49	LT	I.R. 75													220						1							
D19	545	455+49	456+51	LT	I.R. 75													103						1							
D20	545	456+50	456+51	LT	I.R. 75			131																			1				
D21	545	456+50	456+50	LT	I.R. 75			88																					1		
D22	545	456+51	459+06	LT	I.R. 75											256															
D23	545	449+50	450+00	RT	I.R. 75			101																			1				
D1	546	459+00	460+00	LT	I.R. 75				99																				1		
D2	546	460+00	460+48	LT	I.R. 75							97																	1		
D3	546	460+00	461+00	LT	I.R. 75				99																				1		
D4	546	460+48	460+99	LT	I.R. 75									98														1			
D5	546	459+50	460+48	CL	I.R. 75							98																1			
TOTALS CARRIED TO DRAINAGE SUBSUMMARY						0.5		1091	198	368	66	337	6	318		256	125	488	739	340		2	1	3	1	2	4	5	14	11	340

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DRAINAGE ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED RSH
CHECKED DLR

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	602 CONCRETE MASONRY CU YD	611 15" CONDUIT, TYPE B FT	611 15" CONDUIT, TYPE C FT	611 15" CONDUIT, TYPE F FT	611 18" CONDUIT, TYPE B FT	611 18" CONDUIT, TYPE C FT	611 18" CONDUIT, TYPE C, 706.02, JOINTS PER 706.11 FT	611 18" CONDUIT, TYPE F FT	611 24" CONDUIT, TYPE B FT	611 24" CONDUIT, TYPE C FT	611 30" CONDUIT, TYPE B FT	611 30" CONDUIT, TYPE C FT	611 30" CONDUIT, TYPE C, 706.02, JOINTS PER 706.11 FT	611 36" CONDUIT, TYPE B FT	611 36" CONDUIT, TYPE B, 706.02, JOINTS PER 706.11 FT	611 42" CONDUIT, TYPE C FT	611 CONDUIT BORED OR JACKED: 30", TYPE B FT	611 CONDUIT BORED OR JACKED: 18", TYPE B FT	611 CONDUIT BORED OR JACKED: 42", TYPE B FT	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 5 EACH	611 CATCH BASIN, NO. 6 EACH	611 CATCH BASIN, NO. 8A EACH	611 CATCH BASIN, NO. 2-2B EACH	611 CATCH BASIN ADJUSTED TO GRADE EACH	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, A EACH	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN EACH	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1 EACH	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE C1, AS PER PLAN EACH	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D EACH	611 MANHOLE NO. 3 EACH	611 CONDUIT, BORED OR JACKED: 36" TYPE B FT
D6	546	460+48	461+50	LT	I.R. 75		102																								1							
D7	546	459+00	459+00	RT	I.R. 75																						1											
D8	546	460+99	460+99	RT	I.R. 75										8																					1		
D9	546	459+00	460+99	RT	I.R. 75												201																				1	
D10	546	460+99	463+00	RT	I.R. 75										201												1										
D11	546	463+00	464+00	RT	I.R. 75					141																					1						
D12	546	464+00	464+00	LT	I.R. 75		85																													1	
D13	546	464+00	465+80	LT	I.R. 75		180																								1						
D14	546	465+80	466+16	LT	I.R. 75		90																													1	
D1	547	473+82		LT/RT	I.R. 75																															1	
D2	547	474+10		LT/RT	I.R. 75																																1	
D3	547	476+08		LT/RT	I.R. 75																																1	
D4	547	478+50		LT/RT	I.R. 75																																1	
D5	547	480+68		LT/RT	I.R. 75																																	
TOTALS CARRIED TO DRAINAGE SUBSUMMARY						0.0	457	0	0	141	0	0	0	0	209	0	201	0	0	0	0	0	0	0	0	2	0	0	0	0	3	1	0	3	4	1	0

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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	602 CONCRETE MASONRY	611 15" CONDUIT, TYPE B	611 15" CONDUIT, TYPE C	611 18" CONDUIT, TYPE B	611 21" CONDUIT, TYPE B	611 21" CONDUIT, TYPE C	611 24" CONDUIT, TYPE B	611 24" CONDUIT, TYPE C	611 30" CONDUIT, TYPE B	611 36" CONDUIT, TYPE B	611 36" CONDUIT, TYPE C	611 CONDUIT BORED OR JACKED: 30", TYPE A	611 CATCH BASIN, NO. 3A	611 CATCH BASIN, NO. 8	611 CATCH BASIN, NO. 8A	611 CATCH BASIN, NO. 2-2B	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE B1, AS PER PLAN, A	611 INLET, NO. 3 FOR SINGLE SLOPE BARRIER, TYPE D	611 MANHOLE NO. 3	611 MANHOLE ADJUSTED TO GRADE	690 DRAINAGE STRUCTURE, MISC.: CHECK VALVE FOR 24" CONDUIT DETENTION SYSTEM 1	690 SPECIAL - MISC.: STORMWATER DETENTION SYSTEM 2
						CU YD	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LUMP	LUMP
D1	548	8+95	10+20	LT	S.R.562										148					1							
D2	548	10+20	11+00	LT	S.R.562			92																1			
D3	548	11+00	11+90	LT	S.R.562		81																		1		
D4	548	11+90	12+15	LT	S.R.562											181			1								
D5	548	11+90	13+13	LT	S.R.562	0.6											167										
D6	548	13+13	14+75	LT/RT	S.R.562									287										1			
D7	548	14+75	15+90	RT	S.R.562									115										1			
D8	548	15+90	15+90	LT/RT	S.R.562							9												1			
D9	548	15+76	15+90	LT	S.R.562					18									1								
D10	548	15+90	15+90	LT	S.R.562							48												1			
D11	548	15+90	15+90	RT	S.R.562				54															1			
D12	548	15+90	16+34	RT	S.R.562				44															1			
D13	548	15+90	15+34	RT	S.R.562		44																	1			
D14	548	15+90	16+40	LT/RT	S.R.562				90															1			
D15	548	16+34	16+40	LT/RT	S.R.562		11																	1			
D16	548	16+34	16+84	RT	S.R.562				50															1			
D17	548	16+40	16+90	LT	S.R.562				50															1			
D18	548	16+84	17+98	RT	S.R.562		114																		1		
D19	548	17+98	18+08	RT	S.R.562		12														1						
D20	548	20+50	20+50	RT	S.R.562		52																	1			
D21	548	20+50	20+50	LT/RT	S.R.562		45															1					
D22	548	20+50	22+22	LT	S.R.562		174											1									
D23	548	22+22		LT	S.R.562								21												1		1
D24		NOT USED																									
D25		NOT USED																									
D26	548	22+45	22+45	LT	S.R.562						43							1									
D27	548	22+45	22+45	LT/RT	S.R.562					40													1				
D28	548	22+45	22+49	RT	S.R.562					53														1			
D29	548	22+22		LT	S.R.562																					1	
D30	548	22+22		LT	S.R.562																					1	
D31	548	22+01	22+01	LT	S.R.562			5					11												1		
D32	548	22+01	22+01	LT/RT	S.R.562					5															1		
D33	548	20+47	22+08	RT	S.R.562																						LUMP
D1	549	22+49	23+80	RT	S.R.562		132												1								
D2	549	22+45	26+00	LT	S.R.562				355									1									
D3	549	22+45	26+30	LT/RT	S.R.562				385														1				
D4	549	26+00	27+50	LT	S.R.562		150											1									
D5	549	26+30	28+60	LT	S.R.562				230																1		
D6	549	27+50	29+00	LT	S.R.562		150											1									
D7	549	28+60	31+59	LT	S.R.562				299																	1	
D8	549	29+00	31+98	LT	S.R.562		299																		1		
D9	549	31+98	34+44	LT	S.R.562		247											1									
D10	549	34+44	34+87	LT	S.R.562		43											1									
TOTALS CARRIED TO DRAINAGE SUBSUMMARY						0.6	1554	97	1517	116	43	57	32	402	148	181	167	7	3	1	1	1	2	14	7	3	1	LUMP

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CALCULATED RSH
CHECKED DLR

DRAINAGE ESTIMATED QUANTITIES

HAM-75-7.85

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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	611 8" CONDUIT, TYPE B WITH CLASS II BEDDING FT											611 42" CONDUIT, TYPE B WITH CLASS II BEDDING FT	611 42" CONDUIT, TYPE C WITH CLASS II BEDDING FT	611 60" CONDUIT, TYPE B WITH CLASS II BEDDING FT							690 MANHOLE MISC.; SANITARY MANHOLE PER MSD ACC NO. 49003 EACH	690 MANHOLE MISC.; SANITARY MANHOLE PER MSD ACC NO. 49040 EACH	690 MANHOLE MISC.; SANITARY MANHOLE ADJUSTED TO GRADE PER MSD SCD ACC NO. 49058-A EACH	690 MANHOLE MISC.; SANITARY MANHOLE PER MSD ACC NO. 49037 EACH	690 MANHOLE MISC.; SANITARY MANHOLE PER MSD ACC NO. 49048 EACH
S1	542	413+84	414+33	RT	I.R. 75													60									1		
S2	542	414+33	414+49	RT	I.R. 75												21												1
S1	543	432+76	432+86	LT	I.R. 75														10										1
S1	544	433+50	434+41	LT	I.R. 75														110								1		
S2	544	434+41	434+46	LT	I.R. 75														113									1	
S3	544	438+26	438+52	LT	I.R. 75	26																							
S4	544	437+18	438+26	LT	I.R. 75	109																						1	
S5	544	436+61	438+26	LT	I.R. 75	57																				1			
TOTALS CARRIED TO DRAINAGE SUBSUMMARY						192	0	0	0	0	0	0	0	0	0	0	21	60	233	0	0	0	0	0	0	1	1	2	1	2

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CALCULATED RSH
CHECKED DLR

DRAINAGE ESTIMATED QUANTITIES

HAM-75-7.85

250
1045

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ESTIMATED QUANTITIES SHEET NO.	601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT SQ YD	605 6" SHALLOW PIPE UNDERDRAINS FT	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT	605 6" BASE PIPE UNDERDRAINS FT	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT	611 PRECAST REINFORCED CONCRETE OUTLET EACH
252		3,368	1,612	6,446	847	
253	6	7,164		6,659	840	3
254	2	6,465		2,964	596	1
255		9,650	456	5,204	591	
256		4,151		2,553	221	
257		5,757		4,834	511	
258	4	2,957	598	4,037	694	2
TOTALS CARRIED TO GENERAL SUMMARY	12	39,512	2,666	32,697	4,300	6

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CALCULATED RSH
CHECKED DLR

UNDERDRAIN SUBSUMMARY

HAM-75-7.85

UNDERDRAIN ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED RSH CHECKED DLR

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	OUTLET ELEVATION	601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	605 6" SHALLOW PIPE UNDERDRAINS	605 6" UNCLASSIFIED PIPE UNDERDRAINS	605 6" BASE PIPE UNDERDRAINS	611 6" CONDUIT TYPE F FOR UNDERDRAIN OUTLETS	611 PRECAST REINFORCED CONCRETE OUTLET				FOR INFORMATION ONLY BENDS AND BRANCHES: PLUG		6" x 45° BEND	6" x 90° BEND	6" x 6" TEE	6" x 6" CROSS	6" x 6" WYE
		FROM	TO				SQ YD	FT	FT	FT	FT	EACH				EACH		EACH	EACH	EACH	EACH	EACH
UD1	542	410+00	411+58	LT	I.R. 75	EX UD				158						1						
UD2	542	411+60	416+58	LT	I.R. 75	526.67				490	72					1		2	1	2		
UD3	542	416+60	418+34	LT	I.R. 75	531.05				114	74					1		2	1	2		
UD4	542 -543	419+50	421+18	LT/RT	I.R. 75	530.96				84	266					1		2	1	1		5
UD5	542	410+00	411+58	LT	I.R. 75	EX UD		99								1						
UD6	542	411+01	411+58	LT	I.R. 75	526.20		48			10					1						
UD7	542	411+60	416+58	LT	I.R. 75			493								1						
UD8	542	416+60	418+22	LT	I.R. 75			107								1						
UD9	542 - 543	420+17	421+00	LT	I.R. 75			97								1						
UD10	542	410+00	411+58	LT	I.R. 75	523.12			156		12					1			2			
UD11	542	411+60	414+59	LT	I.R. 75			495			26					1			2			
UD12	542	411+61	416+58	LT	I.R. 75			86								1						
UD13	542 - 543	419+93	421+18	LT	I.R. 75			123								1						
UD14	542	410+00	411+58	RT	I.R. 75	EX UD				158						1						
UD15	542	411+62	413+48	RT	I.R. 75	527.88				177	10					1						
UD16	542	413+50	416+58	RT	I.R. 75	529.80				305	10					1			1			
UD17	542	416+62	417+43	RT	I.R. 75	534.28				39	10					1						
UD18	542 - 543	419+49	421+58	RT	I.R. 75					203	8					1		2				
UD19	542	410+00	411+58	RT	I.R. 75	EX UD		158								1						
UD20	542	411+60	413+48	RT	I.R. 75			187								1				1		
UD21	542	413+52	416+58	RT	I.R. 75			297			10					1						
UD22	542	416+60	417+34	RT	I.R. 75	529.88		42			10					1			1			
UD23	542 - 543	419+40	421+58	RT	I.R. 75			219								1						
UD24	542	412+27	413+48	RT	I.R. 75			121			24					1			1			
UD25	542	413+50	417+13	RT	I.R. 75	529.80		335			23					1			1			
UD26	542 - 543	419+16	421+58	RT	I.R. 75			236			10					1		2				
UD27	542	410+00	411+58	RT	I.R. 75	EX UD		158								1						
UD28	542	411+60	412+27	RT	I.R. 75			67								1						
UD29	542	411+60	413+45	RT	I.R. 75	526.53				182	75					1		2	1	2		
UD30	542	413+47	416+23	RT	I.R. 75	530.00				308	10					1				1		
UD31	NOT USED																					
UD32	542	418+79	419+16	RT	I.R. 75				33		10					1		2	1			
UD33	542 - 543	419+16	424+65	RT	I.R. 75					555	10					1		2	1			
UD34	542	412+00	416+33	LT	RAMP M	EX UD				447						1						
UD35	542	412+00	414+09	RT	RAMP M	EX UD				208						1						
UD36	542	414+14	415+67	RT	RAMP M	541.96				140	10					1						
UD37	542 - 548	420+07	424+02	LT	RAMP M	537.35				393	10					1						
UD38	542 - 548	420+61	422+86	RT	RAMP M	545.18				214	10					1						
UD39	542	412+64	415+00	LT	RAMP N	521.10				241	45									1	1	2
UD40	542	415+00	420+25	LT	RAMP N					530						1						
UD41	542	412+64	415+00	RT	RAMP N				235													
UD42	542	412+64	415+00	RT	RAMP N					227	10							2				
UD43	542	415+00	419+99	RT	RAMP N				499							1						
UD44	542	415+00	419+99	RT	RAMP N					491	10					1		2				
UD45	542 - 548	418+83	417+00	LT	RAMP J	513.00				337	13					1			1			
UD46	542	417+02	419+58	LT	RAMP J	510.28				272	29					1				1		
UD47	542	419+58	421+21	LT	RAMP J					173						1						
UD48	542 - 548	413+85	416+89	RT	RAMP J	513.50			292		10					1						
UD49	542	416+92	419+37	RT	RAMP J	508.06			236		10					1		1	1			
UD50	542 - 548	419+52	421+21	RT	RAMP J	508.06			161		10					1		1	1			
IR-75 SUBTOTAL CARRIED TO UNDERDRAIN SUBSUMMARY								3368	1612	6446	847											

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UNDERDRAIN ESTIMATED QUANTITIES

HAM-75-7.85

253
1045

CALCULATED RSH
CHECKED DLR

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	OUTLET ELEVATION	601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	605 6" SHALLOW PIPE UNDERDRAINS	605 6" UNCLASSIFIED PIPE UNDERDRAINS	605 6" BASE PIPE UNDERDRAINS	611 6" CONDUIT TYPE F FOR UNDERDRAIN OUTLETS	611 PRECAST REINFORCED CONCRETE OUTLET				FOR INFORMATION ONLY BENDS AND BRANCHES						
																PLUG		6" x 45° BEND	6" x 90° BEND	6" x 6" TEE	6" x 6" CROSS	6" x 6" WYE
		FROM	TO				SQ YD	FT	FT	FT	FT	EACH				EACH		EACH	EACH	EACH	EACH	EACH
UD51	542 - 548	413+85	416+89	RT	RAMP J	514.50				289	10					1						
UD52	542	416+92	419+18	RT	RAMP J	509.11				212	10					1						
UD53	542	419+22	419+42	RT	RAMP J					10	10					1						1
UD54	542	419+47	419+67	RT	RAMP J					10	10					1						1
UD55	542	419+71	421+21	RT	RAMP J	509.10				138	10					1						
UD56	542 - 548	416+17	419+24	LT	RAMP K	536.82				318	10					1			1			
UD57	542 - 543	419+26	421+50	LT	RAMP K	527.80	2			237	80	1				1			1	1		1
UD58	542 - 548	415+45	419+24	RT	RAMP K	523.00	2			374	30	1				1			1			1
UD59	542 - 543	419+26	421+50	RT	RAMP K					221						1						
UD60	542 - 548	415+45	419+24	RT	RAMP K			360			10					1		1	1			
UD61	542 - 543	416+26	421+50	RT	RAMP K			211			10					1		1	1			
UD1	542 - 543	421+23	427+56	LT	RAMP J	510.56				641	50					1			1	1		1
UD2	543	426+58	431+25	LT	RAMP J					368	15					1		1	1			
UD3	543	431+27	433+35	LT	RAMP J					208						1						
UD4	543	433+37	433+60	LT	RAMP J					20	13					1		1	1			
UD5	543	421+23	426+58	LT	RAMP J			101			26					1			2			
UD6	543	426+58	427+59	LT	RAMP J	534.63		369			40					1			1	1		1
UD7	543	427+61	431+25	LT	RAMP J	537.88		208			20					1			1	1		
UD8	543	431+27	433+35	RT	RAMP J	538.41		27			99					1			1	2		1
UD9	543	433+37	433+64	RT	RAMP J			534														
UD10	543	421+23	427+59	RT	RAMP J					626	10					1		1	1			
UD11	543	427+61	431+25	RT	RAMP J					365						1						
UD12	543	431+27	432+21	RT	RAMP J	540.04				90	10					1			1			
UD13	543	421+20	424+83	LT	I.R. 75					349	10					1		1	1			
UD14	543	424+85	427+58	LT	I.R. 75					263	10					1		1	1			
UD15	543	427+60	431+24	LT	I.R. 75					355	10					1			1			
UD16	543	431+26	432+18	LT	I.R. 75	540.11				83	11					1		2				
UD17	543	421+20	424+83	LT	I.R. 75			356								1						
UD18	543	424+85	427+58	LT	I.R. 75			269								1						
UD19	543	427+60	431+24	LT	I.R. 75			364								1						
UD20	543	431+26	432+20	LT	I.R. 75	540.01		94			15					1			1			
UD21	543	432+22	433+65	LT	I.R. 75			143														
UD22	543	421+20	422+83	LT	I.R. 75	532.13		359			45					1			1	1		1
UD23	543	422+85	427+58	LT	I.R. 75	536.46		271			54					1			1	1		1
UD24	543	427+60	428+92	LT	I.R. 75	538.24		132			39					1			1	1		
UD25	543	427+60	431+24	LT	I.R. 75	538.86		364			12					1			1			
UD26	543	431+26	433+65	LT	I.R. 75			239								1						
UD27	543	421+62	427+58	RT	I.R. 75	536.77				587	10					1						
UD28	543	427+62	431+24	RT	I.R. 75	539.50				353	10					1						
UD29	543	431+26	433+64	RT	I.R. 75	539.13				228	10					1		1				
UD30	543	421+60	427+58	RT	I.R. 75			600								1						
UD31	543	427+60	431+24	RT	I.R. 75			364								1						
UD32	543	431+26	433+65	RT	I.R. 75			239								1						
UD33	543	421+60	427+58	RT	I.R. 75			604								1			1	1		
UD34	543	427+61	428+92	RT	I.R. 75			131								1						
UD35	543	427+61	431+24	RT	I.R. 75	538.86		363			58					1			1	2		
UD36	543	431+26	433+65	RT	I.R. 75			239								1						
UD37	543	421+52	423+06	LT	RAMP K					158	34					1		1	1	1		
UD38	543	423+06	424+61	LT	RAMP K					156						1						
UD39	543	421+52	423+75	RT	RAMP K	538.03	2	223			39	1				1				1		3
IR-75 SUBTOTAL CARRIED TO UNDERDRAIN SUBSUMMARY							6	7164		6659	840	3										

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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	OUTLET ELEVATION	601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT SQ YD	605 6" SHALLOW PIPE UNDERDRAINS FT	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT	605 6" BASE PIPE UNDERDRAINS FT	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT	611 PRECAST REINFORCED CONCRETE OUTLET EACH				FOR INFORMATION ONLY BENDS AND BRANCHES PLUG EACH		6" x 45° BEND EACH	6" x 90° BEND EACH	6" x 6" TEE EACH	6" x 6" CROSS EACH	6" x 6" WYE EACH
UD40	543	423+75	425+74	RT	RAMP K			199								1						
UD41	543	425+76	428+39	RT	RAMP K	534.62	2	263			27	1				1				1		2
UD42	543	428+39	431+24	RT	RAMP K			285								1						
UD43	543	431+26	433+65	RT	I.R. 75			239								1						
UD44	543	421+52	423+75	RT	RAMP K					216	10					1		1	1			
UD45	543	423+75	425+74	RT	RAMP K					193	10					1		1	1			
UD46	543	425+76	428+39	RT	RAMP K					257	10					1		1	1			
UD47	543	428+39	431+24	RT	RAMP K					278	10					1		1	1			
UD48	543	431+26	433+65	RT	I.R. 75	537.84				239	97					1			1	3		
UD1	544	435+31	437+15	LT	I.R. 75	529.40				179	10					1			1			
UD2	544	437+17	439+40	LT	I.R. 75	525.25				217	10					1			1			
UD3	544	439+42	440+04	LT	I.R. 75					57	10					1		1	1			
UD4	544	440+04	442+07	LT	I.R. 75					200	10					1		3	1			
UD5	544	442+10	443+13	LT	I.R. 75	525.44				97	10					1			1			
UD6	544	443+15	444+50	LT	I.R. 75	530.27				129	10					1			1			
UD7	544	435+17	437+12	LT	I.R. 75	528.40		188			10					1		2				
UD8	544	437+17	439+37	LT	I.R. 75	524.25		213			10					1		2				
UD9	544	439+42	440+04	LT	I.R. 75			62														
UD10	544	440+04	442+08	LT	I.R. 75			204														
UD11	544	442+13	443+13	LT	I.R. 75	524.44		94			10					1		2				
UD12	544	443+18	444+50	LT	I.R. 75	529.27		125			10					1		2				
UD13	544	435+18	437+15	LT	I.R. 75	528.76		197			21					1			1			
UD14	544	437+17	439+40	LT	I.R. 75	524.25		223			15					1			1			
UD15	544	439+42	440+04	LT	I.R. 75	523.75		62			67					1		1		1	1	2
UD16	544	440+04	442+08	LT	I.R. 75			204								1						
UD17	544	442+10	443+13	LT	I.R. 75	526.63		103			14					1			1			
UD18	544	443+15	444+50	LT	I.R. 75	529.27		135			14					1			1			
UD19	544	436+23	437+15	LT	I.R. 75	528.92		191			10					1			1			
UD20	544	437+17	439+50	LT	I.R. 75	524.37		232			10					1			1			
UD21	544	439+52	440+04	LT	I.R. 75	523.92		49			10					1				1		
UD22	544	440+04	443+13	LT	I.R. 75			309								1						
UD23	544	443+15	444+50	LT	I.R. 75	529.15		134			10					1			1			
UD24	544	435+21	437+14	RT	I.R. 75	529.96				183	10					1						
UD25	544	437+17	439+49	RT	I.R. 75	525.37				222	10					1						
UD26	544	439+54	440+02	RT	I.R. 75	526.16				38	10					1						
UD27	544	440+05	440+46	RT	I.R. 75	526.16				30	10					1						
UD28	544	440+49	443+13	RT	I.R. 75	525.35				256	10					1		2				
UD28A	544	440+49	441+05	LT	I.R. 75	525.35				48	10					1		1				
UD29	544	443+17	444+50	RT	I.R. 75	530.52				125	10					1						
UD30	544	435+22	437+15	RT	I.R. 75	527.65		193			12					1			1			
UD31	544	437+17	439+50	RT	I.R. 75	523.15		233			12					1			1			
UD32	544	439+52	440+04	RT	I.R. 75	523.15		51			10					1				1		
UD33	544	440+04	443+13	RT	I.R. 75			309								1						
UD34	544	443+15	444+50	RT	I.R. 75	529.15		135			12					1			1			
UD35	544	435+24	440+04	RT	I.R. 75	524.15		480			25					1				1	1	
UD36	544	440+04	444+50	RT	I.R. 75			446								1						
UD37	544	435+25	439+00	RT	I.R. 75	524.69		368			10					1			1			
UD38	544	439+02	440+04	RT	I.R. 75			102								1						
UD39	544	440+04	441+23	RT	I.R. 75			119								1						
UD40	544	441+25	444+50	RT	I.R. 75	524.90		318			10					1			1			
IR-75 SUBTOTAL CARRIED TO UNDERDRAIN SUBSUMMARY							2	6465		2964	596	1										

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RSH CHECKED DLR

UNDERDRAIN ESTIMATED QUANTITIES

HAM-75-7.85

254
1045

J:\20110903\ODOT\HAM\77889\drainage\sheets\77889DS002_Underdrains.dgn 3/18/2026 10:13:09 AM hbrendlinger

REF. NO.	SHEET NO.	STATION		SIDE	CENTERLINE ROADWAY REFERENCE	OUTLET ELEVATION	601	605	605	605	611	611				FOR INFORMATION ONLY						
																BENDS AND BRANCHES						
							TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	6" SHALLOW PIPE UNDERDRAINS	6" UNCLASSIFIED PIPE UNDERDRAINS	6" BASE PIPE UNDERDRAINS	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	PRECAST REINFORCED CONCRETE OUTLET				PLUG		6" x 45° BEND	6" x 90° BEND	6" x 6" TEE	6" x 6" CROSS	6" x 6" WYE
		FROM	TO				SQ YD	FT	FT	FT	FT	EACH				EACH		EACH	EACH	EACH	EACH	EACH
UD41	544	435+40	438+90	RT	I.R. 75	524.75				350	11					1			1			
UD42	544	438+99	439+49	RT	I.R. 75	524.97				40	10					1						
UD43	544	439+53	440+02	RT	I.R. 75	524.92				40	10					1						
UD44	544	440+05	441+22	RT	I.R. 75	524.92				107	10					1						
UD45	544	441+26	444+50	RT	I.R. 75	525.10				317	10					1			1			
UD1	545	444+50	448+40	LT	I.R. 75					384	30					1		1	1			1
UD2	545	444+50	449+40	LT	I.R. 75			494			20					1		1	1			1
UD3	545	444+50	451+31	LT	I.R. 75	533.75		681			18					1			1			
UD4	545	444+50	449+98	LT	I.R. 75	534.40		545			10					1			1			
UD5	545	444+52	447+00	RT	I.R. 75	534.46				237	10					1						
UD6	545	444+50	451+52	RT	I.R. 75			699			10					1		1	1			1
UD7	545	444+50	451+66	RT	I.R. 75			709			60					1		1	1			1
UD8	545	444+50	450+79	RT	I.R. 75			629								1				1		
UD9	545	444+50	445+37	RT	I.R. 75	534.43				85	12					1			1			
UD10	545	445+40	451+76	RT	I.R. 75	537.50				622	10					1						
UD11	545	447+02	449+99	RT	I.R. 75	542.94				287	10					1						
UD12	545	450+00	450+79	LT	I.R. 75	551.92		79			13					1			1			
UD13	545	450+02	451+49	RT	I.R. 75	551.94				138	10					1						
UD14	545	450+79	451+38	LT	I.R. 75			58			24					1			1	1		
UD15	545	450+79	451+59	RT	I.R. 75			79			24					1			1	1		
UD16	545	452+60	457+00	LT	I.R. 75			371	66							1						
UD17	545	452+67	457+00	LT	I.R. 75			372	59							1						
UD18	545	452+78	456+49	RT	I.R. 75	553.09			48	314	10					1						
UD19	545	452+81	457+00	RT	I.R. 75			375	45							1						
UD20	545	452+88	457+00	RT	I.R. 75			376	39							1						
UD21	545	452+94	457+00	RT	I.R. 75			374	32							1						
UD22	545	453+04	457+00	RT	I.R. 75				22	378						1						
UD23	545	456+52	457+00	RT	I.R. 75					49						1						
UD24	545	20+25		LT	TOWNSHIP	526.10																
UD24	545		0+91	LT	CEDAR			73	36		18									1		
UD25	545	0+91	1+26	LT	CEDAR				35							1						
UD26	545	0+92	1+25	RT	CEDAR	526.30			24		10					1						
UD27	545	18+01	20+25	LT	TOWNSHIP					214	10					1			1			
UD28	545	18+01	20+03	RT	TOWNSHIP	527.90				265	10					1						
UD29	545	15+60	17+99	LT	TOWNSHIP	538.20				229	10					1						
UD30	545	15+60	17+99	RT	TOWNSHIP	538.20				229	10					1						
UD1	546	457+00	460+48	LT	I.R. 75	548.69		345			63							1		1		1
UD2	546	457+00	460+48	LT	I.R. 75			346			10							1		1		1
UD3	546	457+00	459+49	RT	I.R. 75	549.37				240	10					1						
UD4	546	457+00	460+48	RT	I.R. 75			350			10							1		1		1
UD5	546	457+00	460+48	RT	I.R. 75			349			10							1		1		1
UD6	546	457+00	460+48	RT	I.R. 75	548.69		350			59									1		
UD7	546	457+00	460+98	RT	I.R. 75	549.82			50	342	10											
UD8	546	459+52	460+47	RT	I.R. 75	549.06				95						1						
UD9	546	460+48	466+45	LT	I.R. 75			597								1						
UD10	546	460+48	462+03	LT	I.R. 75			155								1						
UD11	546	460+50	461+49	LT	I.R. 75	549.06				89	10					1						
UD12	546	460+48	465+78	RT	I.R. 75			527			10					1						
UD13	546	460+48	462+03	RT	I.R. 75			152			10					1						
UD14	546	460+48	466+16	RT	I.R. 75			568								1				1		
UD15	546	461+01	466+15	RT	I.R. 75	549.82				504	10					1						
IR-75 SUBTOTAL CARRIED TO UNDERDRAIN SUBSUMMARY								9650	456	5204	591											

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REFERENCE ONLY

CALCULATED RSH
CHECKED DLR

UNDERDRAIN ESTIMATED QUANTITIES

HAM-75-7.85

255
1045

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UNDERDRAIN ESTIMATED QUANTITIES

HAM-75-7.85

256
1045

CALCULATED RSH
CHECKED DLR

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	OUTLET ELEVATION	601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT SQ YD	605 6" SHALLOW PIPE UNDERDRAINS FT	605 6" UNCLASSIFIED PIPE UNDERDRAINS FT	605 6" BASE PIPE UNDERDRAINS FT	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS FT	611 PRECAST REINFORCED CONCRETE OUTLET EACH			FOR INFORMATION ONLY BENDS AND BRANCHES PLUG EACH		6" x 45° BEND EACH	6" x 90° BEND EACH	6" x 6" TEE EACH	6" x 6" CROSS EACH	6" x 6" WYE EACH
UD16	546	461+50	465+78	LT	I.R. 75	548.73		427			10				1			1			
UD17	546	461+52	463+99	RT	I.R. 75	549.40				237	10				1						
UD18	546	462+03	466+16	RT	I.R. 75			413			13				1			1	1		
UD19	546	464+02	469+50	LT	I.R. 75	552.71				539	10										
UD20	546	464+02	466+45	LT	I.R. 75	552.71		243			11				1			1			
UD21	546	464+02	465+79	RT	I.R. 75	552.99				167	10				1						
UD22	546	465+80	469+50	LT	I.R. 75	557.21		370			11							1			
UD23	546	465+82	469+50	LT	I.R. 75	557.91				359	10										
UD24	546	465+80	466+47	RT	I.R. 75	557.23		64			10							1			
UD25	546	466+18	469+50	RT	I.R. 75	557.46		332			24							1			
UD26	546	466+18	469+50	RT	I.R. 75			330			10						1	1			1
UD27	546	466+18	469+50	RT	I.R. 75	558.44				322	10										
UD28	546	466+47	469+50	LT	I.R. 75			303			48							1	1		
UD29	546	466+47	469+50	LT	I.R. 75			300			10						1	1			1
UD30	546	466+47	469+50	RT	I.R. 75			303			23							1	1		
UD1	547	469+50	470+75	LT	I.R. 75					127					1						
UD2	547	469+50	470+75	LT	I.R. 75			127							1						
UD3	547	469+50	470+75	LT	I.R. 75			126							1						
UD4	547	469+50	470+75	LT	I.R. 75			125							1						
UD5	547	469+50	470+75	LT	I.R. 75					125					1						
UD6	547	469+50	470+75	RT	I.R. 75			124							1						
UD7	547	469+50	470+75	RT	I.R. 75			124							1						
UD8	547	469+50	470+75	RT	I.R. 75			123							1						
UD9	547	469+50	470+75	RT	I.R. 75					123					1						
UD10	547	470+77	472+00	LT	I.R. 75					128					1						
UD11	547	470+77	472+00	LT	I.R. 75			127							1						
UD12	547	470+77	472+00	LT	I.R. 75			125							1						
UD13	547	470+77	472+00	LT	I.R. 75			128			11				1		1				1
UD14	547	470+77	472+00	LT	I.R. 75	560.89				308					1						
UD15	547	470+77	472+00	RT	I.R. 75			121							1						
UD16	547	470+77	472+00	RT	I.R. 75			123							1			1			1
UD17	547	470+76	472+00	RT	RAMP D			119							1						
UD18	547	470+76	472+00	RT	RAMP D					118					1						
IR-75 SUBTOTAL CARRIED TO UNDERDRAIN SUBSUMMARY								4151		2553	221										

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UNDERDRAIN ESTIMATED QUANTITIES

HAM-75-7.85

CALCULATED RSH CHECKED DLR

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	OUTLET ELEVATION	601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	605 6" SHALLOW PIPE UNDERDRAINS	605 6" UNCLASSIFIED PIPE UNDERDRAINS	605 6" BASE PIPE UNDERDRAINS	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	611 PRECAST REINFORCED CONCRETE OUTLET				FOR INFORMATION ONLY BENDS AND BRANCHES						
																PLUG		6" x 45° BEND	6" x 90° BEND	6" x 6" TEE	6" x 6" CROSS	6" x 6" WYE
		FROM	TO				SQ YD	FT	FT	FT	FT	EACH				EACH		EACH	EACH	EACH	EACH	EACH
UD1	548	412+60	415+43	RT	RAMP K	523.95				273	10					1			1			
UD2	548	15+92	16+40	LT	S.R. 562	523.35				40	10					1				1		
UD3	548	16+40	16+88	LT	S.R. 562					48						1						
UD4	548	16+90	20+48	LT	S.R. 562	523.58				351	10					1		2	1			
UD5	548 -549	20+51	22+43	LT	S.R. 562	534.61				182	10					1						
UD6	548 -549	22+46	25+96	LT	S.R. 562	542.14				340	10					1						
UD7	548	412+45	415+43	RT	RAMP K	522.45		293			10					1			1			
UD8	548	15+93	16+40	LT	S.R. 562	522.78		45			10					1				1		
UD9	548	16+40	16+88	LT	S.R. 562			48								1						
UD10	548	16+90	20+48	LT	S.R. 562	523.01		356			10					1			1			
UD11	548	20+50	22+43	LT	S.R. 562	533.61		189			10					1			1			
UD12	548 -549	22+45	27+47	LT	S.R. 562			503								1						
UD13	548 -549	22+45	27+48	LT	S.R. 562	541.42		503			11					1			1	1		
UD14	548	412+46	416+13	LT	RAMP K	523.86		379			17					1			2			1
UD15	548	15+93	16+41	LT	S.R. 562	523.22		48			14					1				1		
UD16	548	16+41	20+00	LT	S.R. 562			359								1						
UD17	548	424+09	426+08	LT	RAMP M			196								1		1				
UD18	548	422+89	424+18	RT	RAMP M	537.03				130	40					1			1			
UD19	548	424+20	426+88	RT	RAMP M	526.06				265	10					1			1			
UD20	548	14+77	15+89	RT	S.R. 562	524.35				103	10					1		1				
UD21	548	15+94	16+33	RT	S.R. 562	524.19				29	10					1						
UD22	548	16+36	20+39	RT	S.R. 562	524.19				397	10					1		1				
UD22A	548	16+40	17+70	LT	S.R. 562	524.22				127	10					1		1				
UD23	548	20+52	22+33	RT	S.R. 562	535.14				172	10					1						
UD24	548	22+47	26+26	RT	S.R. 562	542.81				370	10					1						
UD25	548	411+76	413+83	RT	RAMP J					197	10					1		1	1			
UD26	548	411+76	413+83	RT	RAMP J			205								1						
UD27	548	409+06	411+74	RT	RAMP J	526.06				262	10					1		2	2			
UD28	548	412+01	413+81	LT	RAMP J	523.90				190	69					1			1	1		1
UD29	548	407+92	411+74	LT	RAMP J	522.57		385			27					1			2			
UD30	548	15+93	16+34	RT	S.R. 562	522.42		41			23					1				1	1	
UD31	548	16+34	20+48	RT	S.R. 562			413								1						
UD32	548	20+51	22+47	RT	S.R. 562	534.00		196			20					1			1	1		
UD33	548	22+49	25+98	RT	S.R. 562	541.50		349			20					1			1	1		
UD34	548	420+01	424+39	RT	RAMP N			438								1						
UD35	548	15+93	16+34	RT	S.R. 562			42								1						
UD36	548	16+34	16+82	RT	S.R. 562			46								1						
UD37	548	16+84	17+96	RT	S.R. 562	522.16		108			10					1			1			
UD38	548	17+98	20+48	RT	S.R. 562	524.38		245			10					1			1			
UD39	548	20+51	22+47	RT	S.R. 562			21								1						
UD40	548	22+49	25+98	RT	S.R. 562			349								1						
UD41	548	420+01	424+40	RT	RAMP N	523.24				430	10					1						
UD42	548	15+94	16+33	RT	S.R. 562	523.10				29	10					1						
UD43	548	16+36	16+80	RT	S.R. 562	523.10				34	10					1						
UD44	548	16+86	18+01	RT	S.R. 562	523.32				105	10					1						
UD45	548	18+09	20+48	RT	S.R. 562	527.35				229	10					1						
UD46	548	20+50	22+47	RT	S.R. 562	534.39				189	10					1			1			
UD47	548	22+49	25+98	RT	S.R. 562	541.95				342	10					1			1			
IR-75 SUBTOTAL CARRIED TO UNDERDRAIN SUBSUMMARY								5757		4834	511											

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REFERENCE ONLY

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REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	OUTLET ELEVATION	601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	605 6" SHALLOW PIPE UNDERDRAINS	605 6" UNCLASSIFIED PIPE UNDERDRAINS	605 6" BASE PIPE UNDERDRAINS	611 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	611 PRECAST REINFORCED CONCRETE OUTLET				FOR INFORMATION ONLY BENDS AND BRANCHES						
																PLUG		6" x 45° BEND	6" x 90° BEND	6" x 6" TEE	6" x 6" CROSS	6" x 6" WYE
		FROM	TO				SQ YD	FT	FT	FT	FT	EACH				EACH		EACH	EACH	EACH	EACH	EACH
UD1	549	26+01	27+48	LT	RAMP P	555.48				137	10					1						
UD2	549	27+51	28+98	LT	RAMP P	561.05				137	10					1						
UD3	549	29+01	31+98	LT	RAMP P	566.75				287	10					1						
UD4	549	32+03	32+62	LT	RAMP P					105	10					1		1	1			
UD5	549	33+64	34+47	LT	RAMP P	580.10				72	10					1						
UD6	549	34+49	34+89	LT	RAMP P	580.40			30		10					1						
UD7	549	27+50	28+97	LT	RAMP P			148								1						
UD8	549	29+00	31+98	LT	RAMP P	566.07		294			10					1			1			
UD9	549	32+03	33+62	LT	RAMP P			159								1						
UD10	549	33+64	33+48	LT	RAMP P			83								1						
UD11	549	34+49	35+09	LT	RAMP P	578.32			54		10					1		1	1			
UD12	549	27+50	33+33	LT	S.R. 562			583			21					1			1	1		
UD13	549	32+03	33+62	RT	RAMP P	577.14		160			31					1			1	1		1
UD14	549	33+64	34+48	RT	RAMP P			84								1						
UD15	549	34+48	35+09	RT	RAMP P				56		10					1		1	1			
UD16	549	33+30	33+62	RT	RAMP P					30	15					1		2	1	1		
UD17	549	33+64	34+48	RT	RAMP P	578.48				81	38					1		2	1	2		2
UD18	549	34+48	35+09	RT	RAMP P	578.32			56		10					1		1	1			
UD19	549	26+32	28+58	RT	S.R. 562	567.16				217	10					1						
UD20	549	28+60	31+57	RT	S.R. 562	566.15				291	10					1			1			
UD21	549	31+59	32+00	RT	S.R. 562	577.47				34	10					1			1			
UD22	549	26+00	32+00	RT	S.R. 562	554.00	2	600			35	1				1			1	1		1
UD23	549	31+82	32+00	LT	RAMP Q				18	18	14					1		1	3			
UD24	549	32+00	33+53	LT	RAMP Q	575.00				151	43					1		2	1	1		2
UD25	549	33+53	34+50	LT	S.R. 562	578.00	2			93	67	1				1		2	1	1		1
UD26	549	26+00	31+98	RT	S.R. 562			598								1						
UD27	549	26+00	31+98	RT	S.R. 562			152								1						
UD28	549	32+00	33+52	RT	S.R. 562			96								1						
UD29	549	33+54	34+50	RT	S.R. 562					592	10					1		1	1			
UD30	549	32+00	33+52	RT	S.R. 562					147	10					1		1	1			
UD31	549	33+54	34+50	RT	S.R. 562					90	10					1		1	1			
UD40	549	35+06	36+40	LT	RAMP P					106	10					1		2				
UD41	549	35+06	37+39	LT	RAMP P				52	229						2			1	1		
UD42	549	36+45	37+39	LT	RAMP P				68	99	165					2						
UD43	549	36+70	37+46	LT	RAMP P				4	101						1						
UD44	549	35+06	35+93	LT	RAMP P					79						1		2				
UD45	549	35+98	37+49	LT	RAMP P				6	158						2						
UD50	549	34+43	37+31	RT	RAMP Q					274	75					2		1		3		
UD51	549	34+43	37+31	RT	RAMP Q					281						1						
UD52	549	36+88	37+31	RT	RAMP Q					49						1						
UD53	549	34+43	37+20	RT	RAMP Q					179	10					1						
UD54	549	37+03	37+20	RT	RAMP Q				70		10					1						
UD55	549	37+27	37+59	RT	RAMP Q				84							1						
UD56	549	37+36	37+59	RT	RAMP Q				44							1						
UD57	549	37+34	37+85	RT	RAMP Q				27							1						
UD58	549	37+32	37+81	RT	RAMP Q				29													
IR-75 SUBTOTAL CARRIED TO UNDERDRAIN SUBSUMMARY							4	2957	598	4037	694	2										

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REFERENCE ONLY

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CALCULATED RSH CHECKED DLR

UNDERDRAIN ESTIMATED QUANTITIES

HAM-75-7.85

REF. NO.	SHEET NO.	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	601 TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT SQ YD	601 PAVED GUTTER, TYPE 1-2 SQ YD	670 DITCH EROSION PROTECTION SQ YD			
EC1	542	410+52	412+00	LT	I.R. 75			124			
EC2	542	415+47		LT	I.R. 75	14					
EC3	542	416+00	416+54	LT	I.R. 75		23				
EC4	542	416+00	417+27	RT	I.R. 75			108			
EC5	542	416+10		RT	I.R. 75	33					
EC6	542	416+58	417+50	LT	I.R. 75		40				
EC7	542	412+07	413+07	LT	RAMP N			86			
EC8	542	413+04	416+50	RT	RAMP N			274			
EC9	542	413+18	414+50	LT	RAMP J			123			
EC10	542	415+34	417+68	RT	RAMP J			176			
EC11	542 - 543	415+50	417+00	LT	RAMP J			139			
EC12	542	419+07	420+95	LT	RAMP J			130			
EC13	542	418+87	419+45	LT	RAMP J			73			
EC14	542	419+24	419+35	LT	RAMP J		8				
EC15	542 - 548	420+51	421+40	RT	RAMP J		39				
EC1	543	421+40	427+58	RT	RAMP J			506			
EC2	543	421+57	423+00	RT	I.R. 75			123			
EC3	543	422+56	424+00	RT	RAMP K			103			
EC4	543	427+60	430+50	RT	RAMP J			224			
EC5	543	428+39	429+99	RT	RAMP K			128			
EC6	543	431+88	433+35	LT	RAMP J			117			
EC1	544	435+19	438+50	RT	I.R. 75			351			
EC2	544	438+50	440+83	LT	I.R. 75			199			
EC3	544	438+50	438+83	LT	I.R. 75			40			
EC4	544	440+19	441+18	RT	I.R. 75			136			
EC5	544	442+00	442+11	LT	I.R. 75			175			
EC6	544	442+17	444+50	LT	I.R. 75			375			
EC7	544	441+32	444+50	RT	I.R. 75			389			
EC1	545	448+00	452+15	RT	I.R. 75			376			
EC2	545	452+98	455+49	RT	I.R. 75			202			
EC3	545	455+50	457+00	RT	I.R. 75			229			
EC4	545	451+50	452+15	RT	I.R. 75			123			
EC5	545	444+50	445+50	LT	I.R. 75			63			
EC6	545	444+50	448+00	RT	I.R. 75			237			
EC1	546	457+00	458+92	RT	I.R. 75			270			
EC2	546	459+00	459+50	RT	I.R. 75			51			
EC3	546	462+00	463+00	RT	I.R. 75			139			
EC4	546	463+00	466+00	RT	I.R. 75			369			
SUBTOTAL						47	110	6334			
TOTALS CARRIED TO GENERAL SUMMARY						47	110	6334			

NOT FOR CONSTRUCTION
REFERENCE ONLY

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CALCULATED RSH CHECKED DLR

EROSION CONTROL ESTIMATED QUANTITIES

HAM-75-7.85

REF. NO.	SHEET	STATION FROM	STATION TO	SIDE	CENTERLINE ROADWAY REFERENCE	607 FENCE, TYPE CLT		607 FENCELINE SEEDING AND MULCHING	FOR INFORMATION ONLY LINE POST	LINE POST ENCASED IN CONCRETE	END/CORNER POST ASSEMBLY	ABUTMENT CONNECTION
						FT		FT	EACH	EACH	EACH	EACH
F1	1038	415+64.00	421+00.00	LT	IR 75	518		518	48	1	3	
F2	1038	420+47.00	421+00.00	RT	IR 75	87		87	8		1	
F1	1039	421+00.00	434+11.00	LT	IR 75	1,281		1,281	124	1	4	1
F2	1039	421+00.00	434+24.00	RT	IR 75	1,400		1,400	134	1	5	1
F1	1040	434+94.00	440+69.00	LT	IR 75	581		581	56		3	2
F2	1040	434+89.00	439+63.00	RT	IR 75	518		518	47	1	4	2
F3	1040	441+19.00	444+50.00	RT	IR 75	389		389	36		3	1
F4	1040	441+94.00	444+50.00	LT	IR 75	315		315	31		1	1
F5	1040	436+85.00	437+40.00	LT	IR 75	72		72				
F1	1041	444+50.00	451+59.00	LT	IR 75	771		771	71	3	4	1
F2	1041	444+50.00	449+07.00	RT	IR 75	466		466	44		3	
F3	1041	453+29.00	457+00.00	LT	IR 75	378		378	35		3	1
F1	1042	457+00.00	469+50.00	LT	IR 75	1,256		1,256	119	3	4	
F2	1042	457+00.00	469+50.00	RT	IR 75	1,286		1,286	120	1	8	
F1	1044	412+17.00	419+01.00	RT	RAMP K	622		622	60		3	1
F2	1044	423+71.00	425+20.00	RT	RAMP N	158		158	14		2	1
F3	1044	17+07.00	23+00.00	LT	SR 562	598		598	58	1	1	1
F4	1044	17+53.00	23+00.00	RT	SR 562	567		567	52		5	1
F1	1045	23+00.00	33+89.00	LT	SR 562	1,108		1,108	104		7	
F2	1045	23+00.00	37+62.00	RT	SR 562	1,492		1,492	144	2	4	
									1,305	14	68	14
TOTALS CARRIED TO GENERAL SUMMARY						13,863		13,863				

FOR INFORMATION ONLY TOTALS

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

FENCE ESTIMATED QUANTITIES

HAM-75-7.85

260
1045

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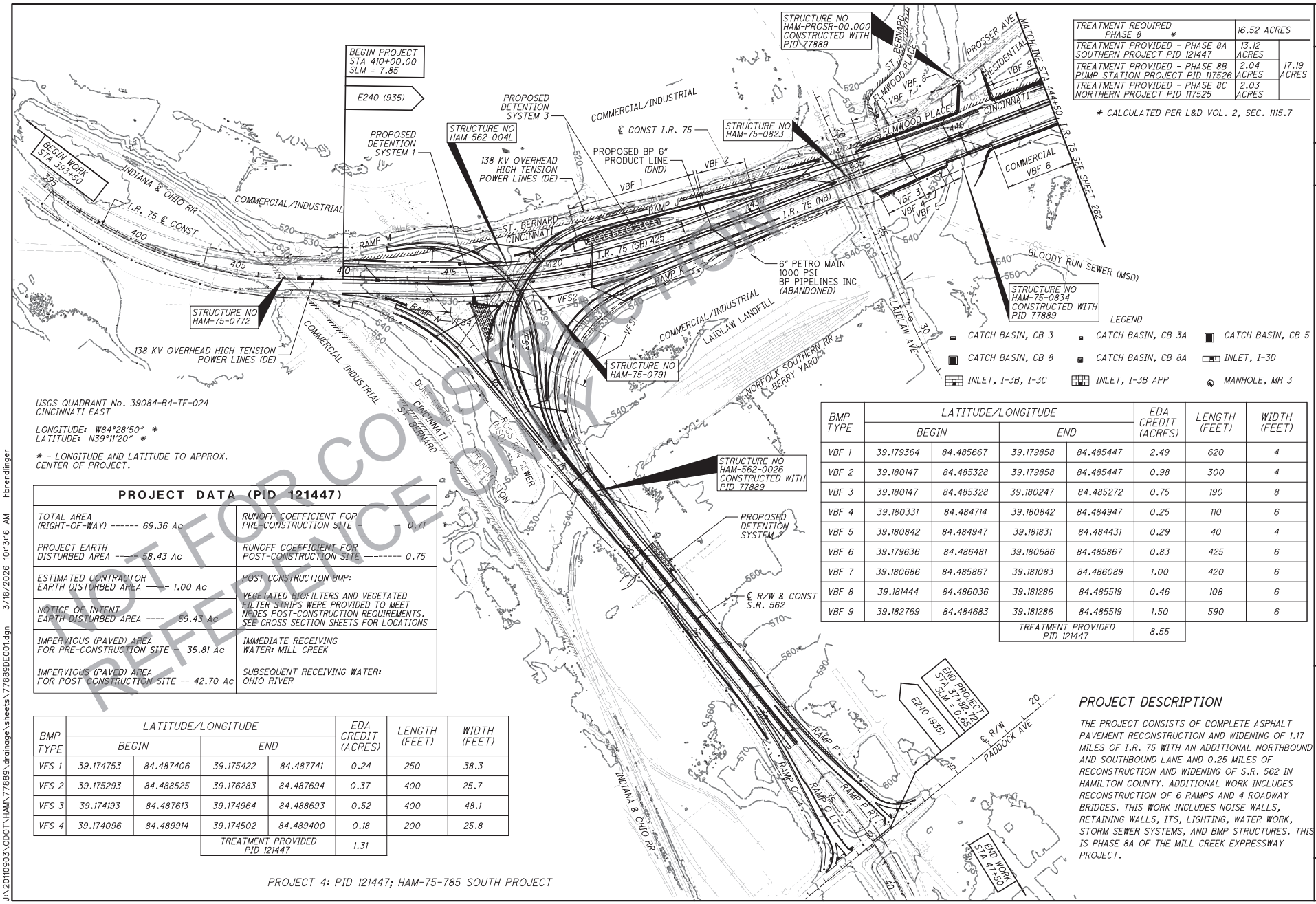

TREATMENT REQUIRED PHASE 8 *	16.52 ACRES	
TREATMENT PROVIDED - PHASE 8A SOUTHERN PROJECT PID 121447	13.12 ACRES	17.19 ACRES
TREATMENT PROVIDED - PHASE 8B PUMP STATION PROJECT PID 117526	2.04 ACRES	
TREATMENT PROVIDED - PHASE 8C NORTHERN PROJECT PID 117525	2.03 ACRES	

* CALCULATED PER L&D VOL. 2, SEC. 1115.7

USGS QUADRANT No. 39084-B4-TF-024
CINCINNATI EAST

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

* - LONGITUDE AND LATITUDE TO APPROX. CENTER OF PROJECT.

PROJECT DATA (PID 121447)

TOTAL AREA (RIGHT-OF-WAY) ------ 69.36 Ac	RUNOFF COEFFICIENT FOR PRE-CONSTRUCTION SITE ---------- 0.71
PROJECT EARTH DISTURBED AREA ----- 58.43 Ac	RUNOFF COEFFICIENT FOR POST-CONSTRUCTION SITE -------- 0.75
ESTIMATED CONTRACTOR EARTH DISTURBED AREA ---- 1.00 Ac	POST CONSTRUCTION BMP: VEGETATED BIOFILTERS AND VEGETATED FILTER STRIPS WERE PROVIDED TO MEET NPDES POST-CONSTRUCTION REQUIREMENTS. SEE CROSS SECTION SHEETS FOR LOCATIONS
NOTICE OF INTENT EARTH DISTURBED AREA ------ 59.43 Ac	
IMPERVIOUS (PAVED) AREA FOR PRE-CONSTRUCTION SITE -- 35.81 Ac	IMMEDIATE RECEIVING WATER: MILL CREEK
IMPERVIOUS (PAVED) AREA FOR POST-CONSTRUCTION SITE -- 42.70 Ac	SUBSEQUENT RECEIVING WATER: OHIO RIVER

BMP TYPE	LATITUDE/LONGITUDE BEGIN		END		EDA CREDIT (ACRES)	LENGTH (FEET)	WIDTH (FEET)
VFS 1	39.174753	84.487406	39.175422	84.487741	0.24	250	38.3
VFS 2	39.175293	84.488525	39.176283	84.487694	0.37	400	25.7
VFS 3	39.174193	84.487613	39.174964	84.488693	0.52	400	48.1
VFS 4	39.174096	84.489914	39.174502	84.489400	0.18	200	25.8
			TREATMENT PROVIDED PID 121447		1.31		

BMP TYPE	LATITUDE/LONGITUDE BEGIN		END		EDA CREDIT (ACRES)	LENGTH (FEET)	WIDTH (FEET)
VBF 1	39.179364	84.485667	39.179858	84.485447	2.49	620	4
VBF 2	39.180147	84.485328	39.179858	84.485447	0.98	300	4
VBF 3	39.180147	84.485328	39.180247	84.485272	0.75	190	8
VBF 4	39.180331	84.484714	39.180842	84.484947	0.25	110	6
VBF 5	39.180842	84.484947	39.181831	84.484431	0.29	40	4
VBF 6	39.179636	84.486481	39.180686	84.485867	0.83	425	6
VBF 7	39.180686	84.485867	39.181083	84.486089	1.00	420	6
VBF 8	39.181444	84.486036	39.181286	84.485519	0.46	108	6
VBF 9	39.182769	84.484683	39.181286	84.485519	1.50	590	6
			TREATMENT PROVIDED PID 121447		8.55		

PROJECT DESCRIPTION

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

PROJECT 4: PID 121447; HAM-75-785 SOUTH PROJECT

NOT FOR CONSTRUCTION
REFERENCE ONLY

PROJECT SITE PLAN
I.R. 75 & S.R. 562 NORWOOD LATERAL PKWY
HAM-75-7.85

CALCULATED RSH
CHECKED DLR

HORIZONTAL SCALE IN FEET 0 100 200 400

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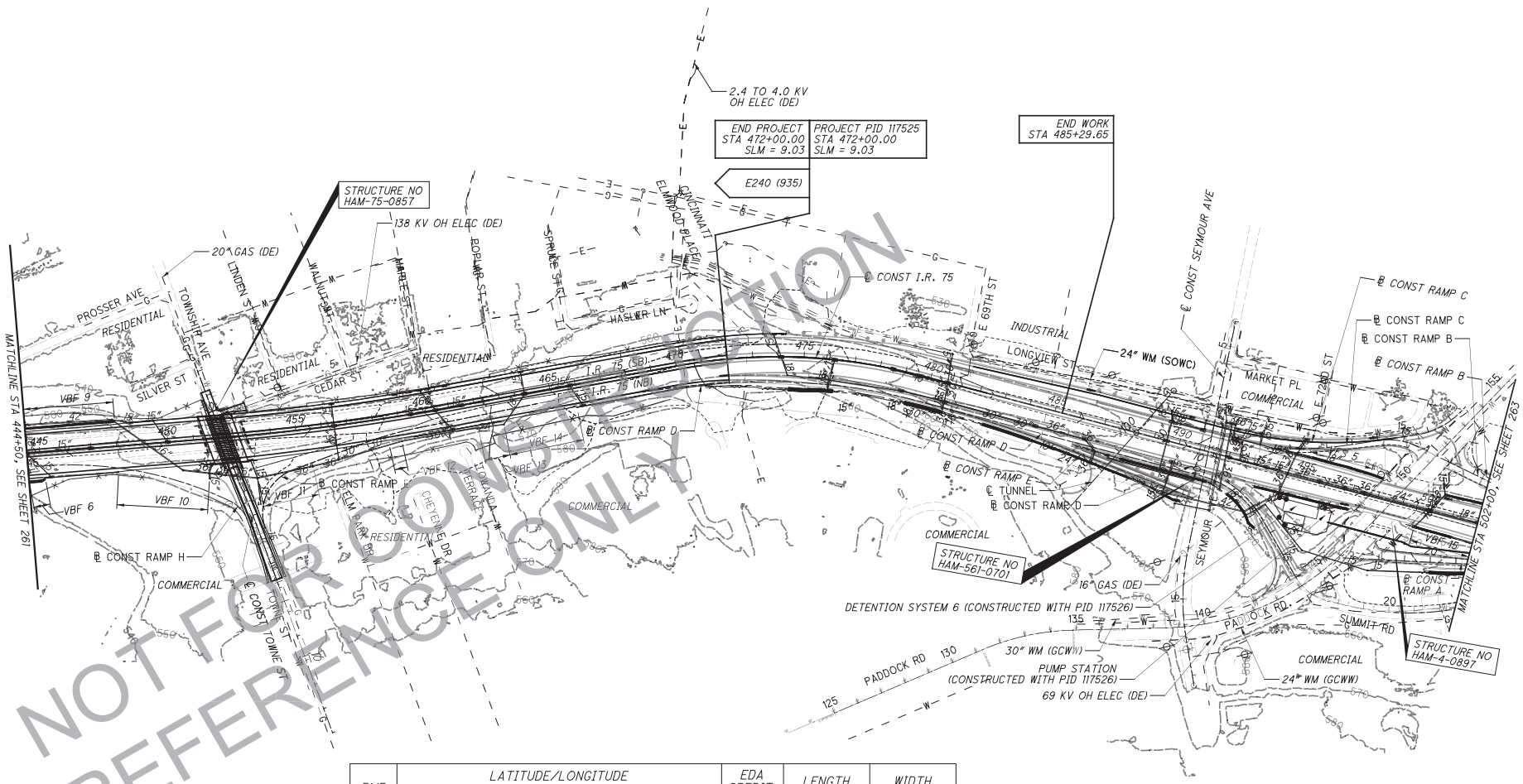

NOT FOR CONSTRUCTION
REFERENCE ONLY

	BMP TYPE	LATITUDE/LONGITUDE BEGIN		LATITUDE/LONGITUDE END		EDA CREDIT (ACRES)	LENGTH (FEET)	WIDTH (FEET)
**	VFS 5	39.193920	84.476672	39.194552	84.476267	0.38 **	250	66.6
	VBF 10	39.182553	84.484033	39.182669	84.483936	0.89	250	4
	VBF 11	39.182669	84.483936	39.183381	84.483386	0.94	216	6
	VBF 12	39.183878	84.483061	39.183839	84.483075	0.09	50	4
	VBF 13	39.185247	84.482650	39.185383	84.482603	0.26	100	4
	VBF 14	39.186175	84.482297	39.186428	84.482153	1.08	200	6
**	VBF 15	39.186956	84.481953	39.186428	84.482153	1.11 **	320	4
				TREATMENT PROVIDED PID 121447		3.26		
				TREATMENT PROVIDED PID 117525		1.49		

** VFS 5 AND VBF 15 TO BE CONSTRUCTED WITH PID 117525

PROJECT 4: PID 121447; HAM-75-785 SOUTH PROJECT

CALCULATED RSH
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 100 200 400

PROJECT SITE PLAN
I.R. 75

HAM-75-7.85

262
1045

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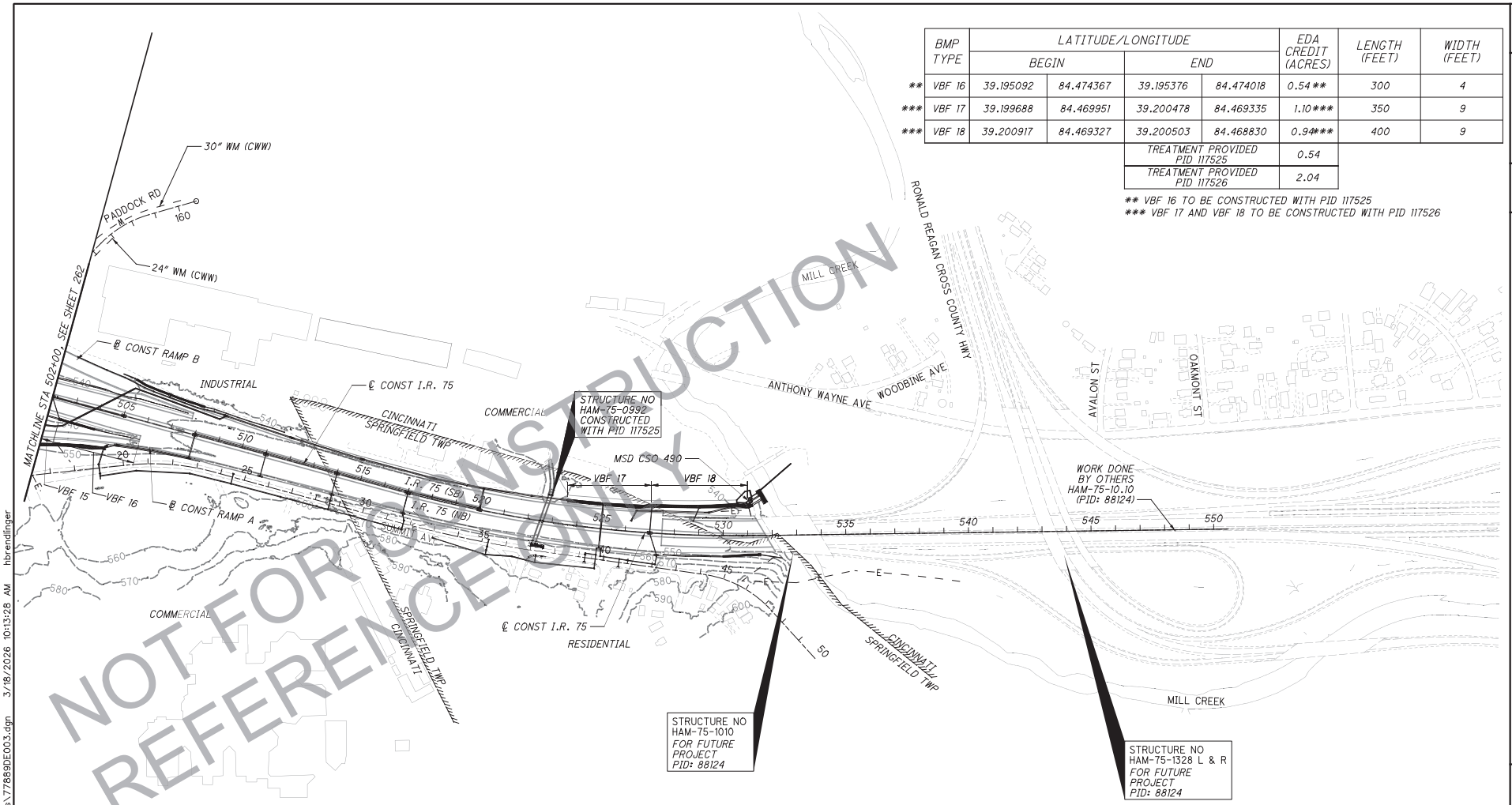
	BMP TYPE	LATITUDE/LONGITUDE BEGIN		LATITUDE/LONGITUDE END		EDA CREDIT (ACRES)	LENGTH (FEET)	WIDTH (FEET)
**	VBF 16	39.195092	84.474367	39.195376	84.474018	0.54**	300	4
***	VBF 17	39.199688	84.469951	39.200478	84.469335	1.10***	350	9
***	VBF 18	39.200917	84.469327	39.200503	84.468830	0.94***	400	9
				TREATMENT PROVIDED PID 117525		0.54		
				TREATMENT PROVIDED PID 117526		2.04		

** VBF 16 TO BE CONSTRUCTED WITH PID 117525
*** VBF 17 AND VBF 18 TO BE CONSTRUCTED WITH PID 117526



NOT FOR CONSTRUCTION
REFERENCE ONLY

PROJECT 4: PID 121447; HAM-75-785 SOUTH PROJECT

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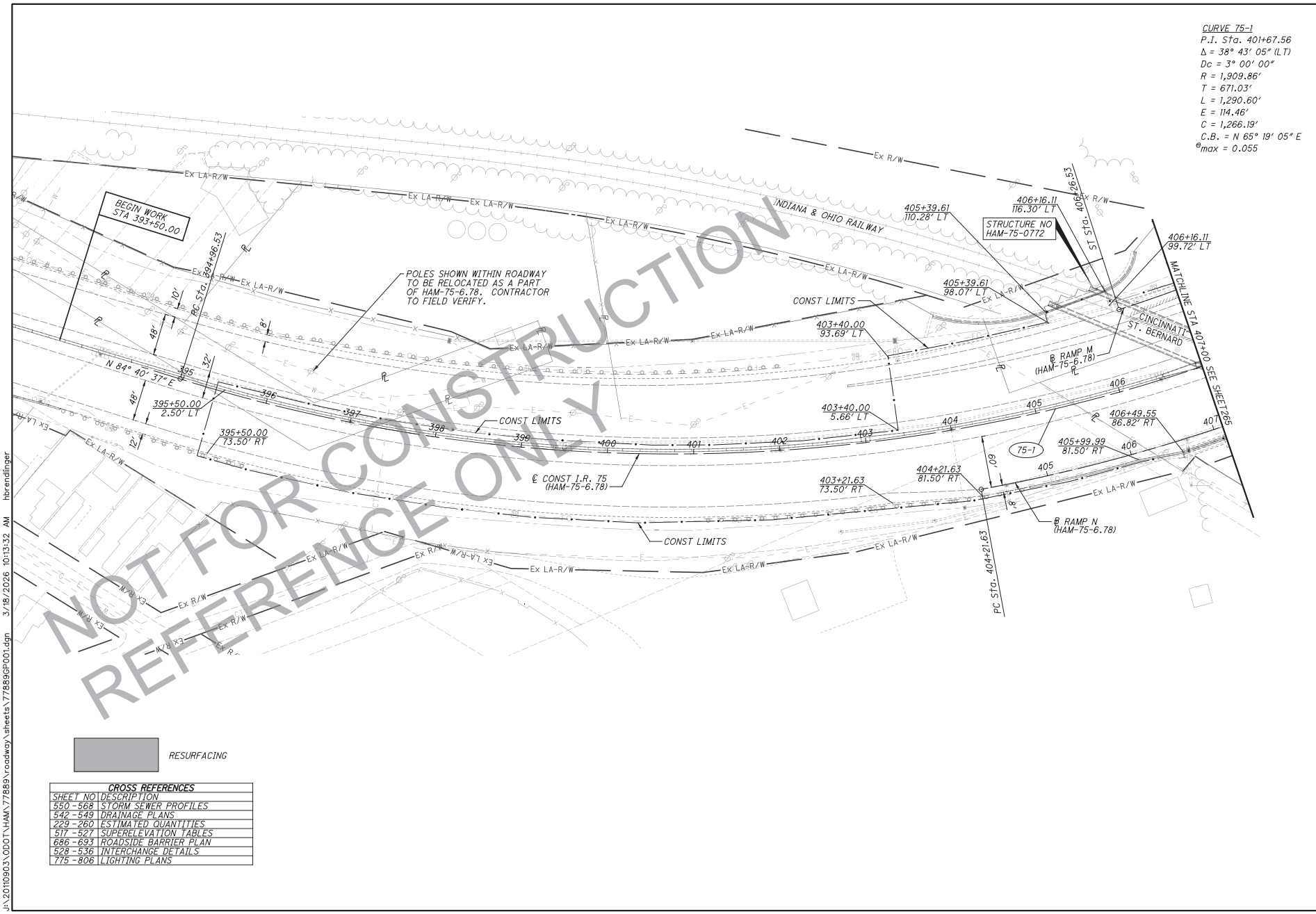
CALCULATED RSH
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 100 200 400

PROJECT SITE PLAN
I.R. 75

HAM-75-7.85

263
1045



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS

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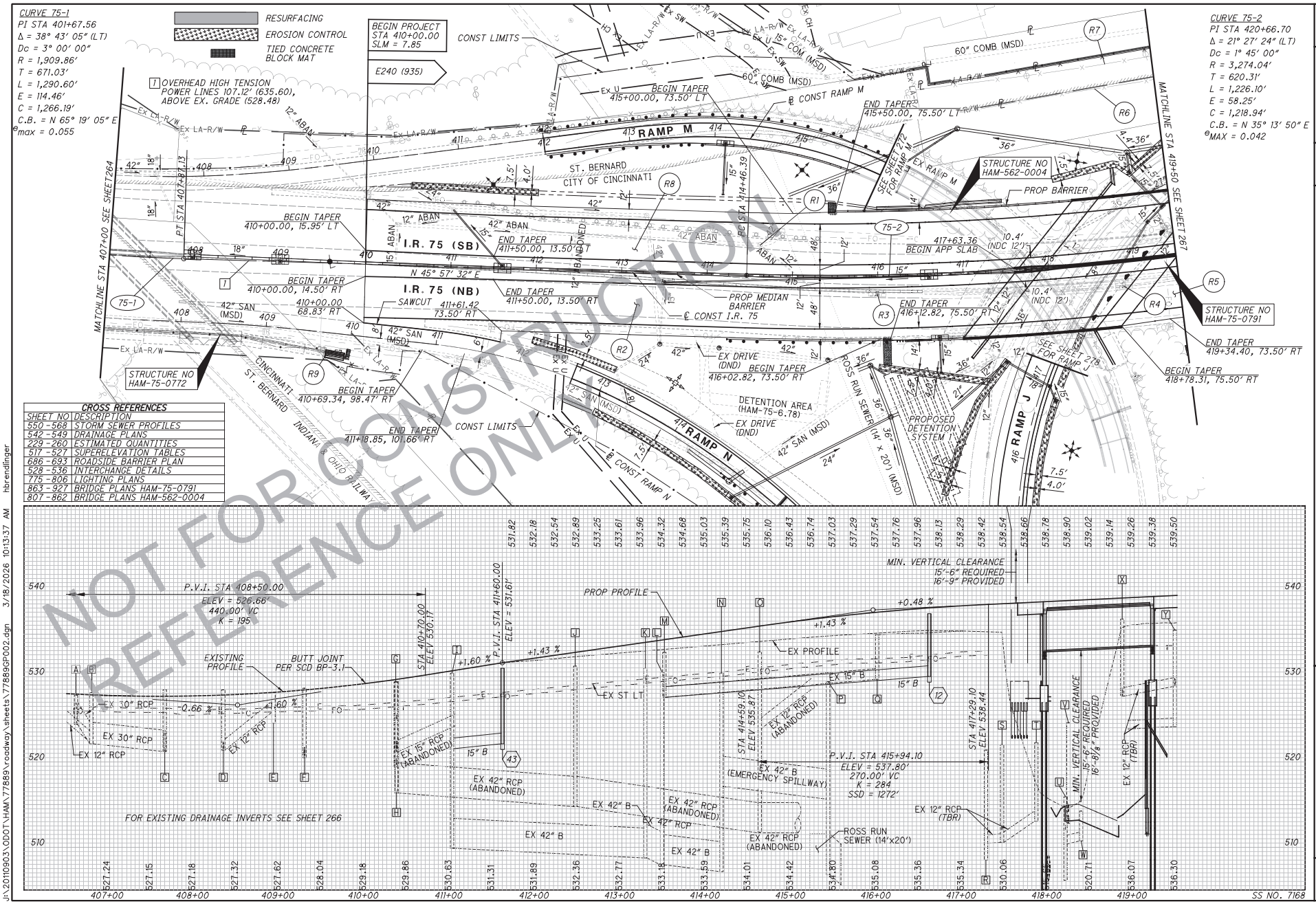
HORIZONTAL SCALE IN FEET 0 25 50 100

CALCULATED SEA CHECKED DLR

PLAN - I.R. 75 RESURFACING
STA 394+50 TO STA 407+00

HAM-75-7.85

264
1045



HAM-75-7.85

PLAN AND PROFILE - I.R. 75
STA 407+00 TO STA 419+50

CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

265
1045

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[A] STA 406+60.88, 59.20' RT
EX CB, GRATE ELEV 527.79
EX 30" RCP SE 524.39
EX 30" RCP NW 524.39

[B] STA 406+78.96, 27.56' LT
EX MH-1, RIM ELEV 528.09
EX 12" RCP S 522.35
EX 30" RCP SE 522.12
EX 30" RCP NE 522.12

[C] STA 407+64.79, 41.90' LT
EX MH, RIM ELEV 528.47
EX 30" RCP SW 521.22
EX 30" RCP NE 521.22

[D] STA 408+33.34, 1.94' RT
EX CB, GRATE ELEV 528.43
EX 12" RCP NW 521.38

[E] STA 408+92.15, 52.14' RT
EX CB, GRATE ELEV 528.11
EX 6" UD SW 524.51
EX 12" RCP W 525.81

[F] STA 409+28.38, 2.27' LT
EX CB, GRATE ELEV 528.63
EX 12" RCP SW 520.72
EX 15" RCP NE 520.47

[G] STA 410+35.28, 0.44' RT
EX CB, GRATE ELEV 529.35
EX 15" RCP SW 519.42
EX 15" RCP NE 519.42
EX 15" RCP NW 521.23

[H] STA 410+36.18, 47.35' LT
EX MH, RIM ELEV 529.41
ABANDONED W/PID 82286
EX 12" RCP SW 522.51
EX 15" RCP NE 521.21
EX 15" RCP S 518.56
EX 42" RCP S 516.46
EX 42" RCP N 516.36

[I] STA 411+01.18, 66.51' LT
EX MH, RIM ELEV 530.38
EX 24" B NORTHWESTERLY 521.26
EX 42" B NORTHEASTERLY 509.88
EX 42" B SO 509.88

[J] STA 412+45.42, 41.83' LT
EX MH, RIM ELEV 531.22
EX 12" RCP NW 522.92
EX 42" RCP NE 514.77
EX 42" RCP SW 514.72

[K] *EXISTING BY OTHERS, TO REMAIN*
STA 413+27.47, 66.61' LT
EX MH, RIM ELEV 531.00
ADJUST TO GRADE, 533.35
EX 42" B SE 508.75
EX 42" B SW 508.75

[L] *EXISTING BY OTHERS, TO REMAIN*
STA 413+47.13, 83.50' RT
EX MH, RIM ELEV 530.52
RECONSTRUCT TO GRADE, 532.75
EX 15" (NW) 527.30
EX 24" (SE) 519.00
EX 42" (NW) 507.95
EX 42" (NE) 507.95

[M] *EXISTING BY OTHERS, TO REMAIN*
ADJUST TO GRADE, 534.23
REPLACE FRAME AND GRATE WITH MH FRAME & LID
STA 413+49.78, 11.41' RT
EX CB, GRATE ELEV 532.82
EX 15" (NE) 527.57
EX 15" (SE) 527.57
15" (NE) 528.25

[N] *EXISTING BY OTHERS, TO REMAIN*
STA 414+16.63, 85.95' RT
EX MH, RIM ELEV 530.40
ADJUST TO GRADE, 532.85
EX 42" B NE 517.13
EX 42" B SW 507.15
EX 42" B SE 507.15

[O] STA 414+61.29, 36.20' LT
ABANDONED W/ PID 82286
EX MH, RIM ELEV 532.88
12" RCP E 523.89
12" RCP W 524.79
42" RCP S 512.81±
42" RCP N 512.81±

[P] *EXISTING BY OTHERS, TO REMAIN*
STA 415+41.54, 97.77' RT
EX MH, RIM ELEV 529.40
ADJUST TO GRADE, 531.71
EX 42" (SW) 515.65
(EMERGENCY SPILLWAY)
EX 42" (NE) 506.80
EX 18" (SE) 506.80

[Q] *(TO BE REMOVED)*
STA 415+98.92, 20.86' RT
EX CB, GRATE ELEV 534.92
EX 15" (SW) 529.67

[R] *(TO BE REMOVED)*
STA 417+26.26, 71.62' RT
EX MH, RIM ELEV 521.38
EX 12" RCP E 508.48
EX 6" DRN S 519.18
EX 12" RCP W 508.48

[S] *(TO BE REMOVED)*
STA 417+45.15, 40.51' RT
EX MH, RIM ELEV 522.02
EX 12" RCP SE 510.57
EX 12" RCP NW 510.57
EX 8" RCP SW 511.94
EX 8" RCP N 511.94

[T] *(TO BE REMOVED)*
STA 417+85.27, 18.74' LT
EX MH, RIM ELEV 522.25
EX 6" RCP S 515.56
EX 12" RCP E 513.05
EX 12" RCP W 513.05

[U] *(TO BE REMOVED)*
STA 418+19.52, 28.74' LT
EX MH, RIM ELEV 515.92
EX 12" RCP N 512.39
EX 6" UD N 512.09
EX 36" RCP SE 506.14
EX 36" RCP NE 506.14

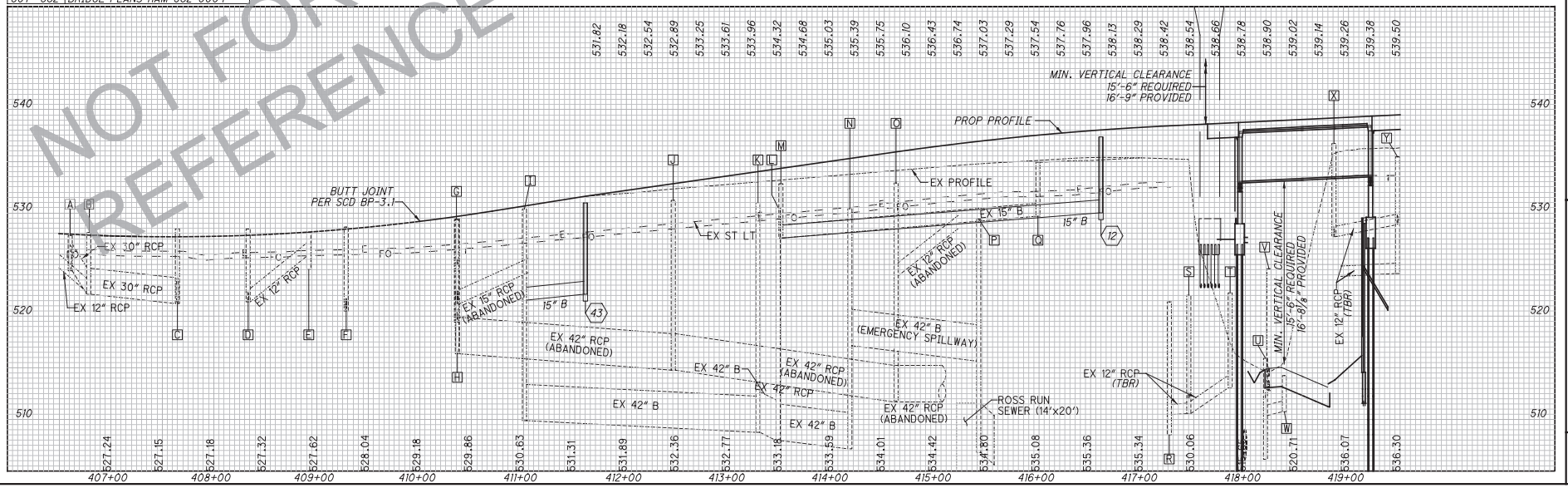
[V] *(TO BE REMOVED)*
STA 418+22.89, 42.52' RT
EX MH, RIM ELEV 524.59
EX 12" RCP W 514.09
EX 12" RCP NW 512.79
EX 12" RCP S 512.79

[W] *(TO BE REMOVED)*
STA 418+37.78, 14.49' LT
EX CB, GRATE ELEV 514.24
EX 12" RCP W 510.74

[X] *(TO BE REMOVED)*
STA 418+85.87, 29.55' RT
EX CB, GRATE ELEV 536.72
EX 12" RCP N 531.70

[Y] *(TO BE REMOVED)*
STA 419+47.48, 23.86' LT
EX MH-1, RIM ELEV 535.43
EX 12" RCP SW 528.83
EX 12" RCP S 527.70
EX 12" RCP W 524.13

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS
863 - 927	BRIDGE PLANS HAM-75-0791
807 - 862	BRIDGE PLANS HAM-562-0004



NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED SEA
CHECKED DLR

EXISTING STORM PROFILE DATA - I.R. 75
STA 407+00 TO STA 419+50

HAM-75-7.85

266
1045

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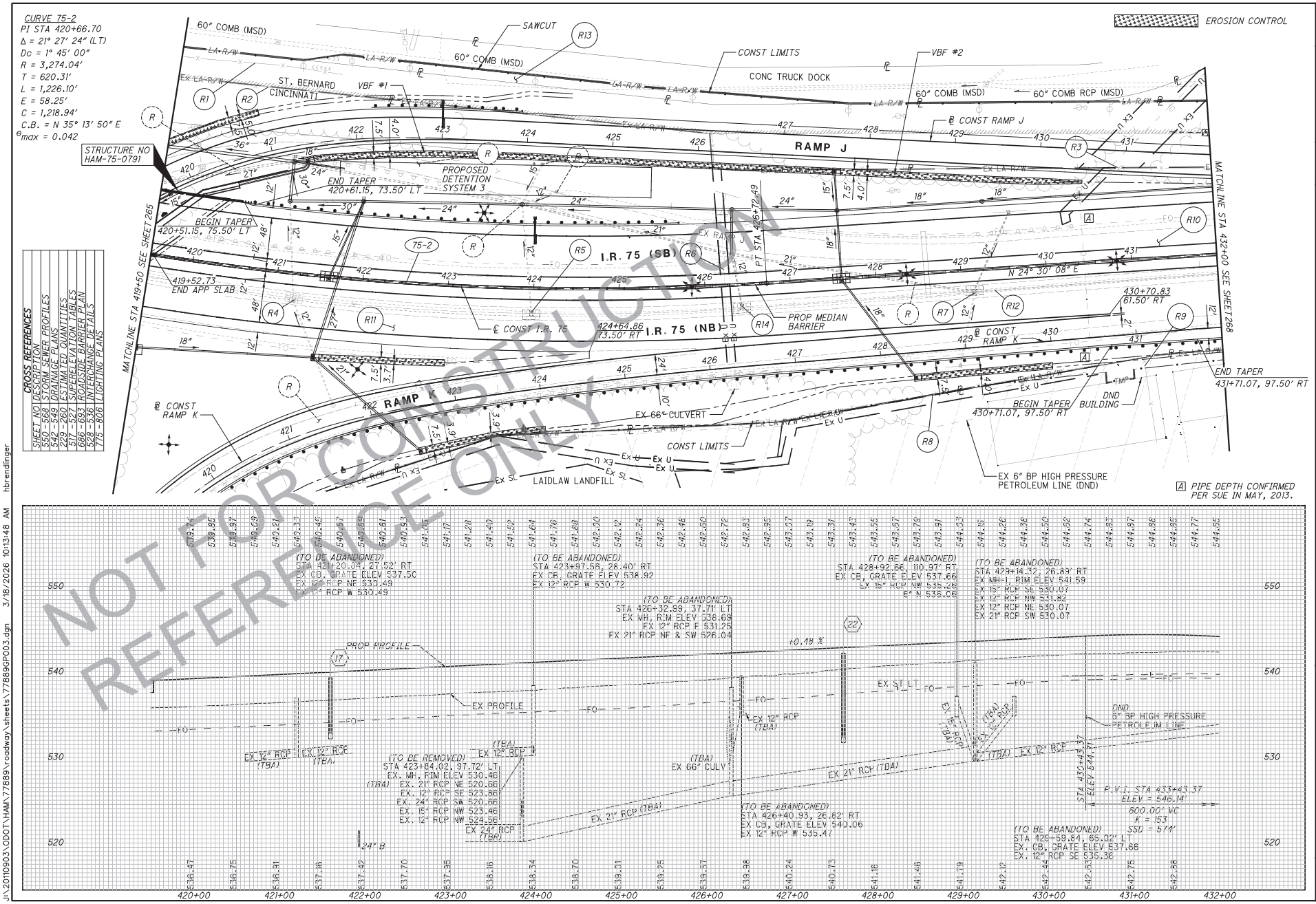
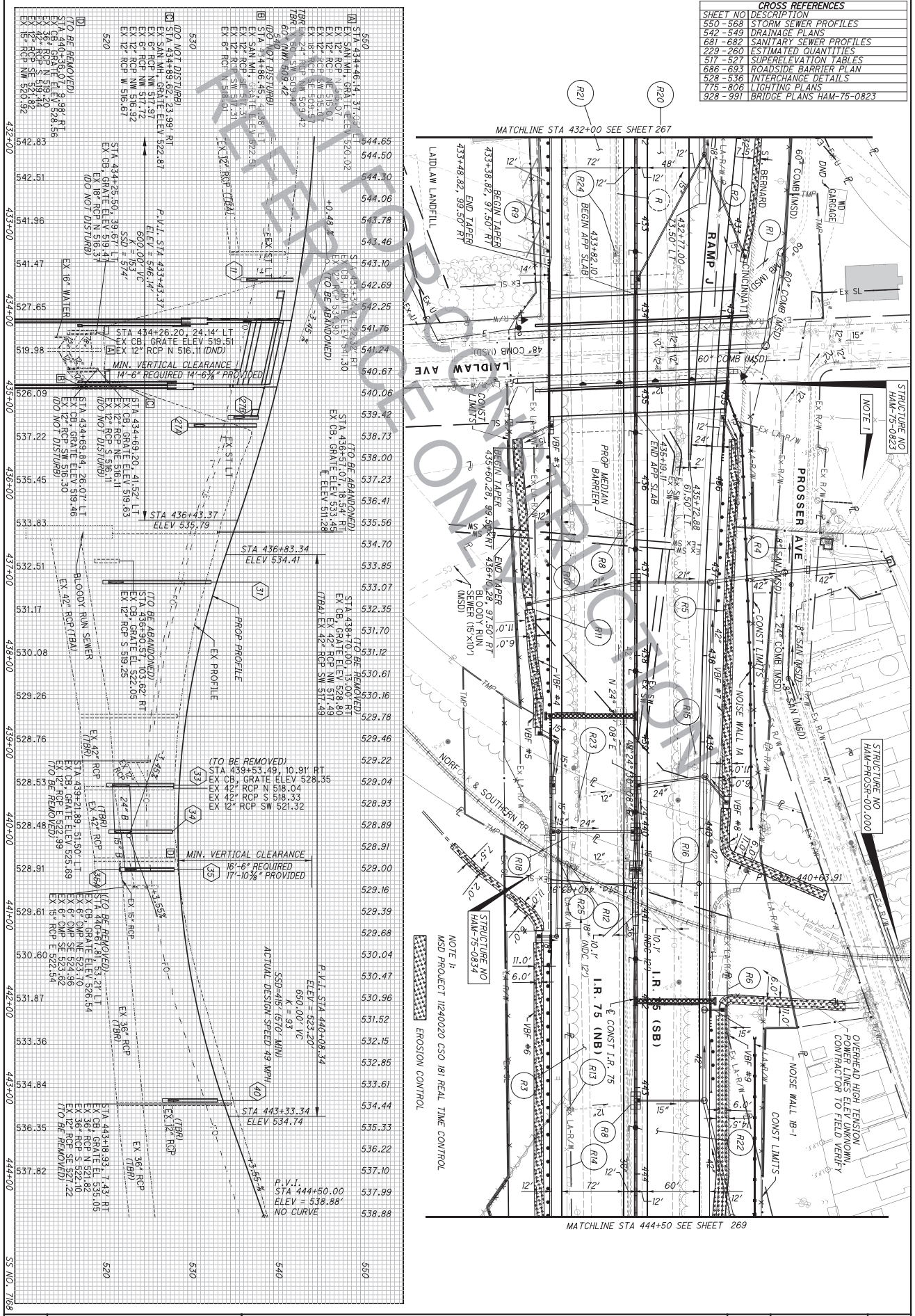

CURVE 75-2
PI STA 420+66.70
Δ = 21° 27' 24" (LT)
Dc = 1° 45' 00"
R = 3,274.04'
T = 620.31'
L = 1,226.10'
E = 58.25'
C = 1,218.94'
C.B. = N 35° 13' 50" E
emax = 0.042
CROSS REFERENCES
SHEET NO DESCRIPTION
550 - 568 STORM SEWER PROFILES
542 - 549 DRAINAGE PLANS
229 - 260 ESTIMATED QUANTITIES
517 - 527 SUPERELEVATION TABLES
666 - 693 ROADSIDE BARRIER PLAN
298 - 336 INTERCHANGE DETAILS
775 - 806 LIGHTING PLANS
EROSION CONTROL
60" COMB (MSD)
SAWCUT
CONST LIMITS
CONC TRUCK DOCK
VBF #2
VBF #1
ST. BERNARD
CINCINNATI
60" COMB RCP (MSD)
STRUCTURE NO HAM-75-0791
RAMP J
PROPOSED DETENTION SYSTEM 3
END TAPER 420+61.15, 73.50' LT
BEGIN TAPER 420+51.15, 75.50' LT
419+52.73 END APP SLAB
MATCHLINE STA 419+50 SEE SHEET 265
I.R. 75 (SB)
I.R. 75 (NB)
℄ CONST I.R. 75
424+64.86 73.50' RT
PROP MEDIAN BARRIER
PT STA 426+72.49
N 24° 30' 08" E
430+70.83 61.50' RT
MATCHLINE STA 432+00 SEE SHEET 268
℄ CONST RAMP J
℄ CONST RAMP K
RAMP K
EX CULVERT
CONST LIMITS
LAIDLAW LANDFILL
END TAPER 431+71.07, 97.50' RT
BEGIN TAPER 430+71.07, 97.50' RT
DND BUILDING
EX 6" BP HIGH PRESSURE PETROLEUM LINE (DND)
A PIPE DEPTH CONFIRMED PER SUE IN MAY, 2013.
PROP PROFILE
EX PROFILE
EX ST LT
EX 12" RCP (TBA)
EX 15" RCP (TBA)
EX 21" RCP (TBA)
EX 24" RCP (TBR)
EX 66" CULV (TBA)
DND 6" BP HIGH PRESSURE PETROLEUM LINE
P.V.I. STA 433+43.37 ELEV = 546.14'
600.00' VC K = 153 SSD = 574'
(TO BE ABANDONED) STA 421+20.04, 21.52' RT EX CB, GRATE ELEV 537.50 EX 12" RCP NE 530.49 EX 12" RCP W 530.49
(TO BE ABANDONED) STA 423+97.56, 28.40' RT EX CB, GRATE ELEV 538.92 EX 12" RCP W 530.72
(TO BE ABANDONED) STA 426+32.89, 37.71' LT EX MH, RIM ELEV 538.69 EX 12" RCP E 531.25 EX 21" RCP NE & SW 526.04
(TO BE ABANDONED) STA 428+92.66, 110.97' RT EX CB, GRATE ELEV 537.66 EX 15" RCP NW 535.26 6" N 536.06
(TO BE ABANDONED) STA 429+14.52, 26.89' RT EX MH-1, RIM ELEV 541.59 EX 15" RCP SE 530.07 EX 12" RCP NW 531.82 EX 12" RCP NE 530.07 EX 21" RCP SW 530.07
(TO BE REMOVED) STA 423+84.02, 97.72' LT EX. MH, RIM ELEV 530.46 (TBA) EX. 21" RCP NE 520.66 EX. 12" RCP SE 523.86 EX. 24" RCP SW 520.66 EX. 15" RCP NW 523.46 EX. 12" RCP NW 524.56
(TO BE ABANDONED) STA 426+40.93, 26.82' RT EX CB, GRATE ELEV 540.06 EX 12" RCP W 535.47
(TO BE ABANDONED) STA 429+59.64, 65.02' LT EX. CB, GRATE ELEV 537.66 EX. 12" RCP SE 535.36
NOT FOR CONSTRUCTION REFERENCE ONLY
HORIZONTAL SCALE IN FEET
CALCULATED SEA
CHECKED DLR
PLAN AND PROFILE - I.R. 75
STA 419+50 TO STA 432+00
HAM-75-7.85
267
1045
JN:20110903\ODOT\HAM\77889\roadway\sheets\77889GP003.dgn 3/18/2026 10:13:48 AM hbrendlinger

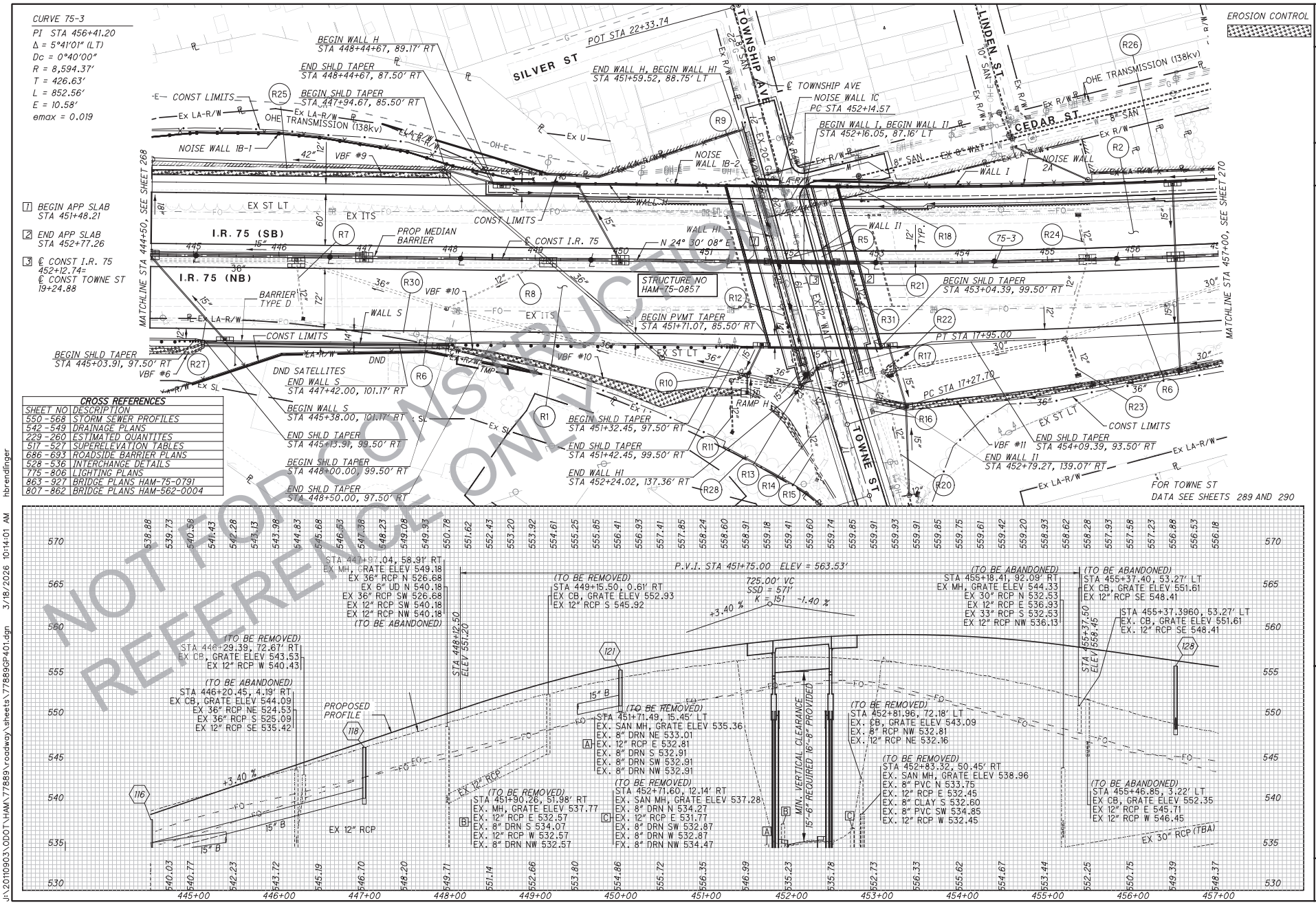
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889GP004.dgn 3/18/2026 10:13:56 AM hbrendlinger

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
681 - 682	SANITARY SEWER PROFILES
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS
928 - 991	BRIDGE PLANS HAM-75-0823



REFERENCE PROJECT ONLY NOT FOR CONSTRUCTION

268 / 1045	HAM-75-7.85	PLAN AND PROFILE - I.R. 75 STA 432+00 TO STA 444+50	CALCULATED SEA CHECKED DLR	0 50 / 25 100 HORIZONTAL SCALE IN FEET



NOT FOR CONSTRUCTION
REFERENCE ONLY

PLAN AND PROFILE - I.R. 75
STA 444+50 TO STA 457+00

HAM-75-7.85

CALCULATED CFR
CHECKED JLM

HORIZONTAL SCALE IN FEET
0 25 50 100

269
1045

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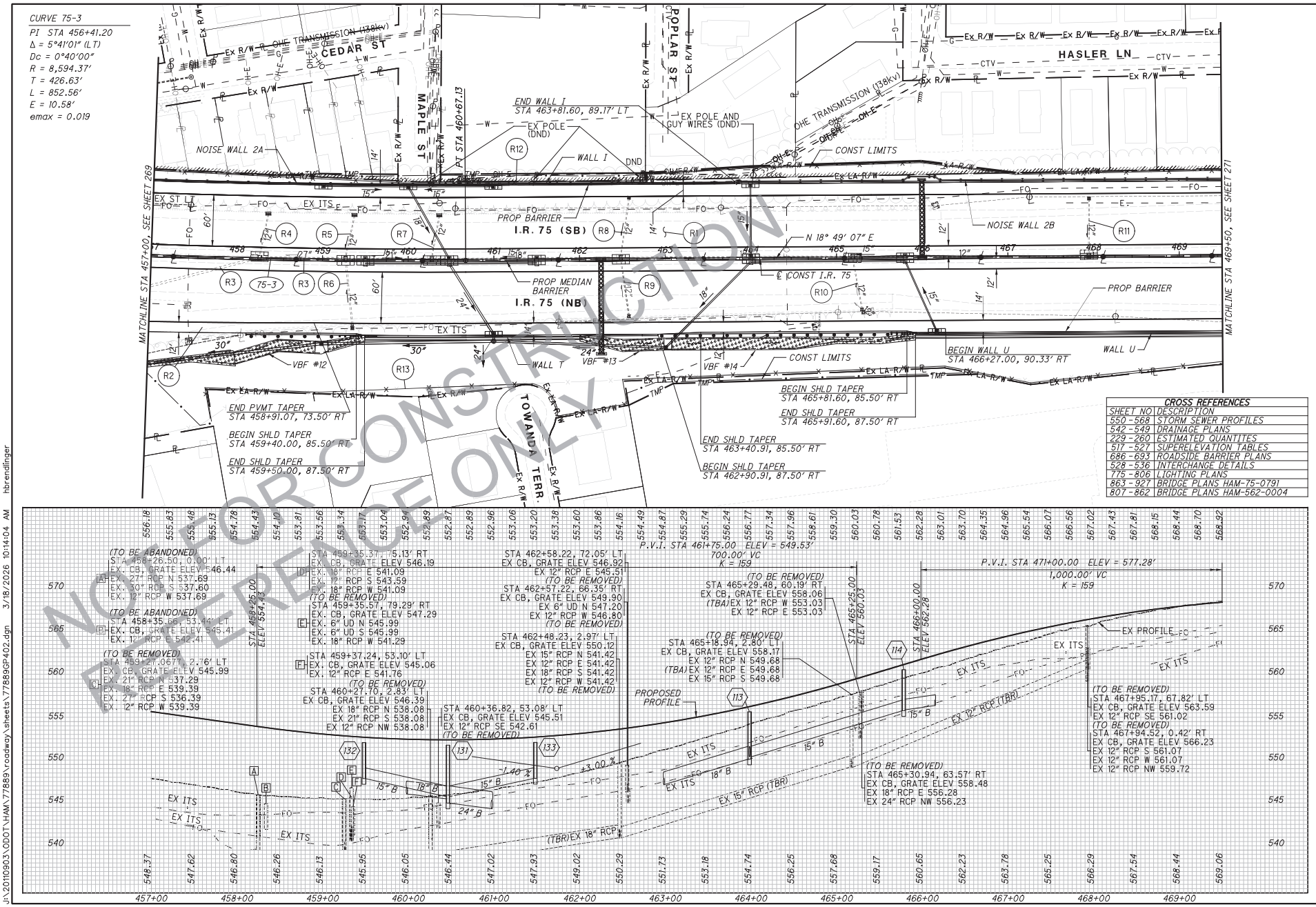


PLAN AND PROFILE - I.R. 75
STA 457+00 TO STA 469+50

HAM-75-7.85

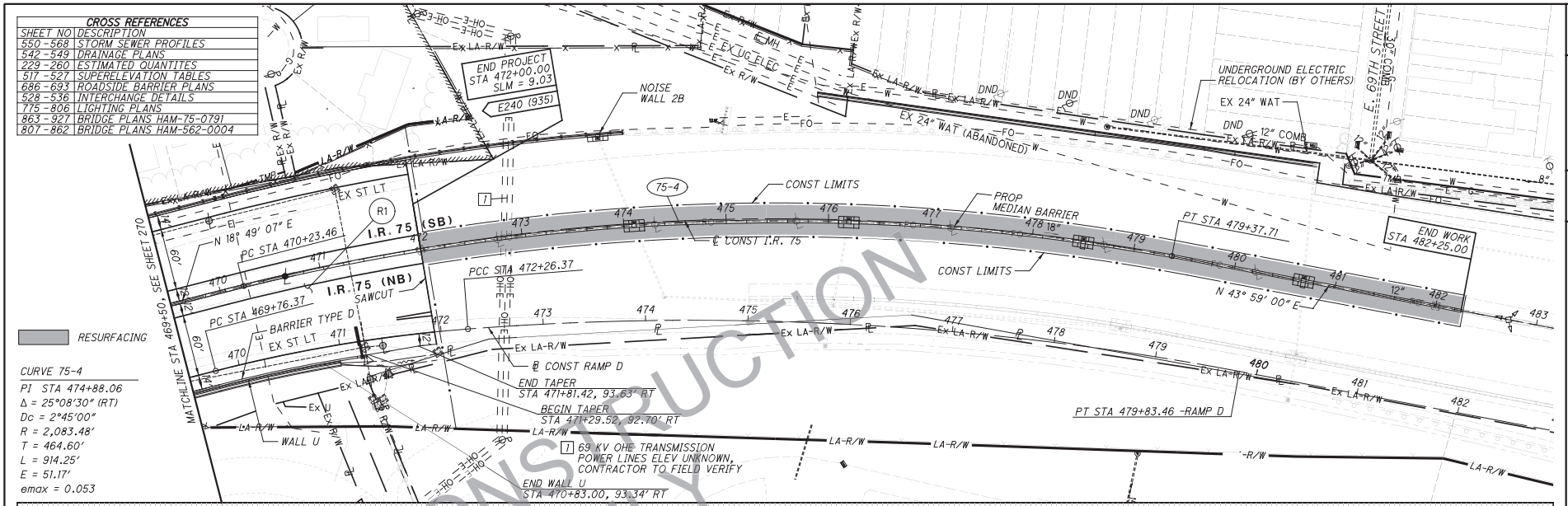
CALCULATED CFR
CHECKED JLM

HORIZONTAL SCALE IN FEET
0 25 50 100

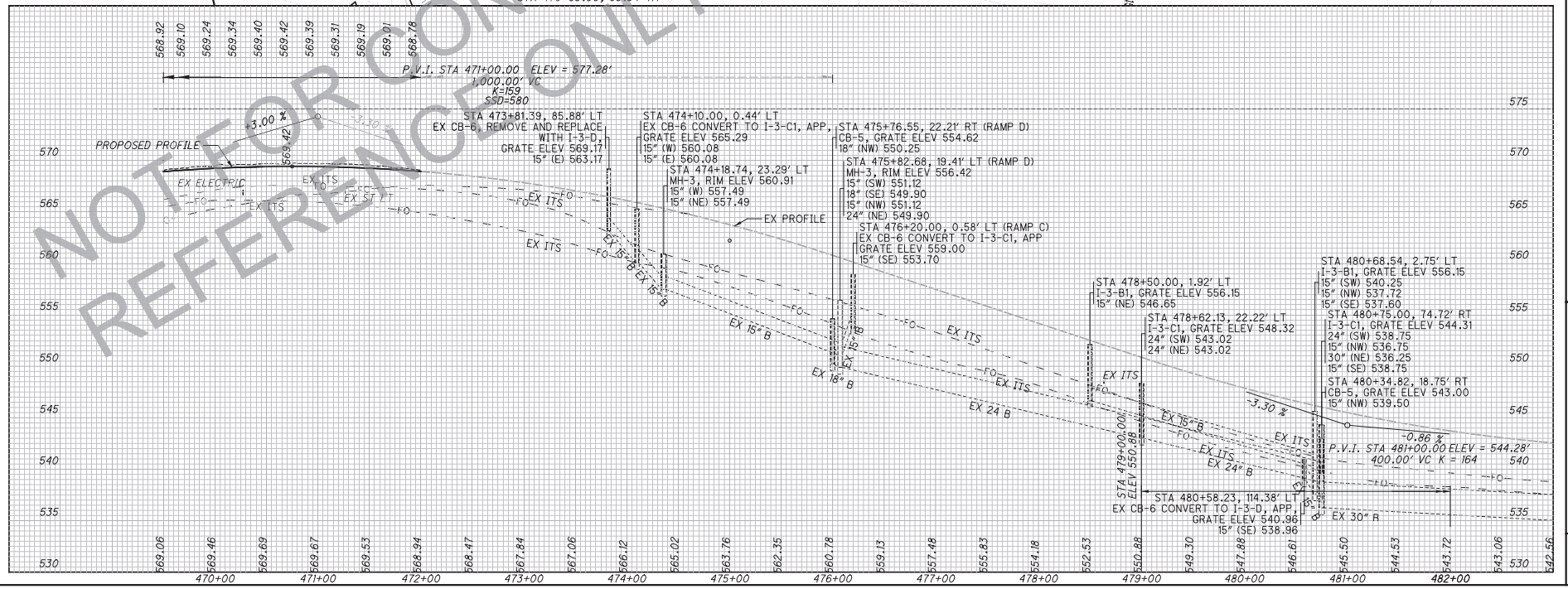
270
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889GP402.dgn 3/18/2026 10:14:04 AM hbrendlinger

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLANS
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS
863 - 927	BRIDGE PLANS HAM-75-0791
807 - 862	BRIDGE PLANS HAM-562-0004



CURVE 75-4
PI STA 474+88.06
Δ = 25°08'30" (RT)
Dc = 2°45'00"
R = 2,083.48'
T = 464.60'
L = 914.25'
E = 51.17'
emax = 0.053



NOT FOR CONSTRUCTION
REFERENCE ONLY

PLAN AND PROFILE - I.R. 75
STA 469+50 TO STA 482+00

HAM-75-7.85

271
1045

CALCULATED J.L.M.
CHECKED C.F.R.

HORIZONTAL SCALE IN FEET
0 25 50 100

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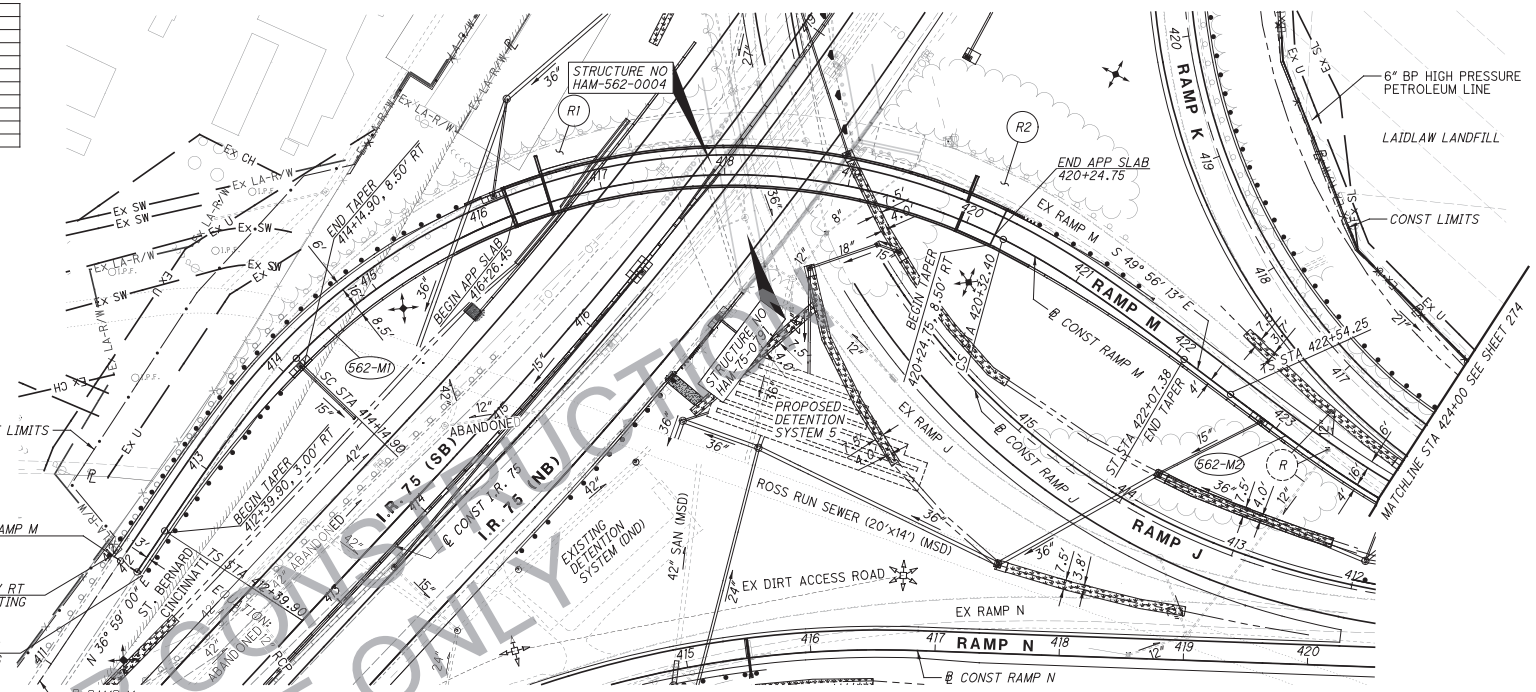
CROSS REFERENCES	
SHEET NO	DESCRIPTION
550-568	STORM SEWER PROFILES
542-549	DRAINAGE PLANS
229-260	ESTIMATED QUANTITIES
517-527	SUPERELEVATION TABLES
686-693	ROADSIDE BARRIER PLAN
528-536	INTERCHANGE DETAILS
775-806	LIGHTING PLANS
928-991	BRIDGE PLANS HAM-75-0823
863-927	BRIDGE PLANS HAM-75-0791

RESURFACING

EROSION CONTROL

TIED CONCRETE BLOCK MAT



FOR RAMP M PROFILE SEE SHEET 273

CURVE 562-M1	CURVE 562-M2
PI STA 418+44.84	PI STA 425+16.31
Δ = 93° 04' 47" (RT)	Δ = 33°46'37" (LT)
Dc = 11° 44' 43"	Dc = 10°00'00"
R = 487.82'	R = 572.96'
Ls_1 = 175.00'	Ls_1 = 175.00'
θs_1 = 10° 16' 37"	θs_1 = 8°45'00"
LT_1 = 116.86'	LT_1 = 116.81'
ST_1 = 58.51'	ST_1 = 58.46'
x_1 = 174.44'	x_1 = 174.59'
y_1 = 10.44'	y_1 = 8.89'
K_1 = 87.41'	K_1 = 87.43'
P_1 = 2.61'	P_1 = 2.23'
T_1 = 604.94'	T_1 = 262.06'
Ls_2 = 174.98'	Ls_2 = 174.98'
θs_2 = 10° 16' 33"	θs_2 = 8°44'56"
LT_2 = 116.85'	LT_2 = 116.80'
ST_2 = 58.51'	ST_2 = 58.46'
x_2 = 174.42'	x_2 = 174.57'
y_2 = 10.44'	y_2 = 8.89'
K_2 = 87.40'	K_2 = 87.42'
P_2 = 2.61'	P_2 = 2.22'
T_2 = 604.93'	T_2 = 262.05'
Lc = 617.50'	Lc = 162.78'
Es = 225.18'	Es = 28.15'
C_1 = 174.75'	C_1 = 174.82'
C = 577.09'	C = 162.23'
C_2 = 174.73'	C_2 = 174.80'
$C.B._1$ = N 40° 24' 29" E	$C.B._1$ = S 52° 51' 11" E
C.B. = N 83° 31' 25" E	C.B. = S 66° 49' 33" E
$C.B._2$ = S 53° 21' 41" E	$C.B._2$ = S 80° 47' 53" E
e_{MAX} = 0.056	e_{MAX} = 0.059

NOT FOR CONSTRUCTION
REFERENCE ONLY

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CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE - S.R. 562 RAMP M

STA 412+00.00 TO STA 424+00.00

HAM-75-7.85

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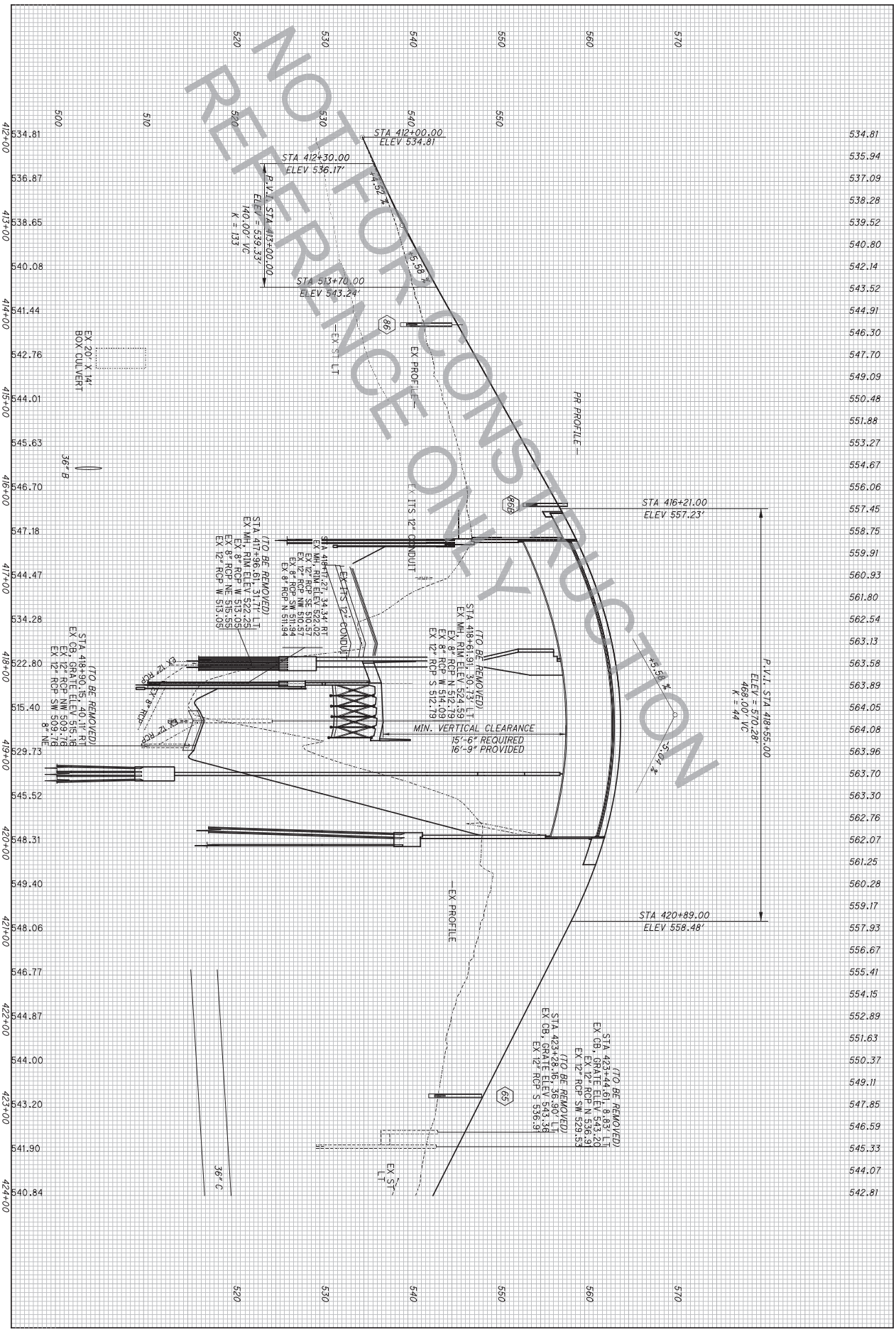
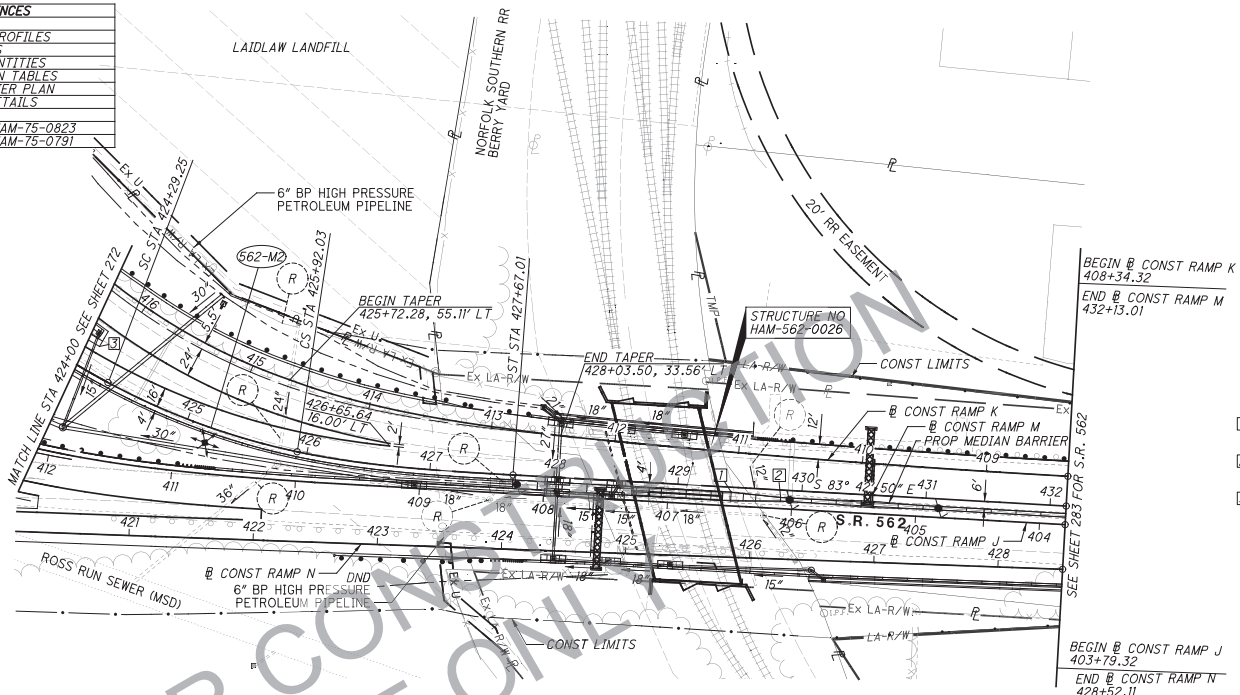


273 / 1045	HAM-75-7.85	PROFILE - SR 562 RAMP M STA 412+00.00 TO STA 424+00.00	CALCULATED SEA CHECKED DLR

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS
928 - 991	BRIDGE PLANS HAM-75-0823
863 - 927	BRIDGE PLANS HAM-75-0791



1 BEGIN TAPER
429+43.13, 4.00' RT

2 END TAPER
429+83.10, 6.00' RT

3 424+08.79
22.00' LT

CURVE 562-M2
PI STA 425+16.31
Δ = 33°46'37" (LT)
Dc = 10°00'00"
R = 572.96'
Ls_1 = 175.00'
θs_1 = 8°45'00"
LT_1 = 116.81'
ST_1 = 58.46'
x_1 = 174.59'
y_1 = 8.89'
k_1 = 87.43'
p_1 = 2.23'
T_1 = 262.06'
Ls_2 = 174.98'
θs_2 = 8°44'56"
LT_2 = 116.80'
ST_2 = 58.46'
x_2 = 174.57'
y_2 = 8.89'
k_2 = 87.42'
p_2 = 2.22'
T_2 = 262.05'
Lc = 162.78'
Es = 28.15'
C_1 = 174.82'
C = 162.23'
C_2 = 174.80'
C.B.$_1$ = S 52° 51' 11" E
C.B. = S 66° 49' 33" E
C.B.$_2$ = S 80° 47' 53" E
θMAX = 0.059

(R) FOR REMOVALS SEE SHEET 278

FOR RAMP M PROFILE SEE SHEET 275

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED SEA
CHECKED DLR

PLAN AND PROFILE - S.R. 562 RAMP M
STA 424+00.00 TO STA 432+13.01

HAM-75-7.85

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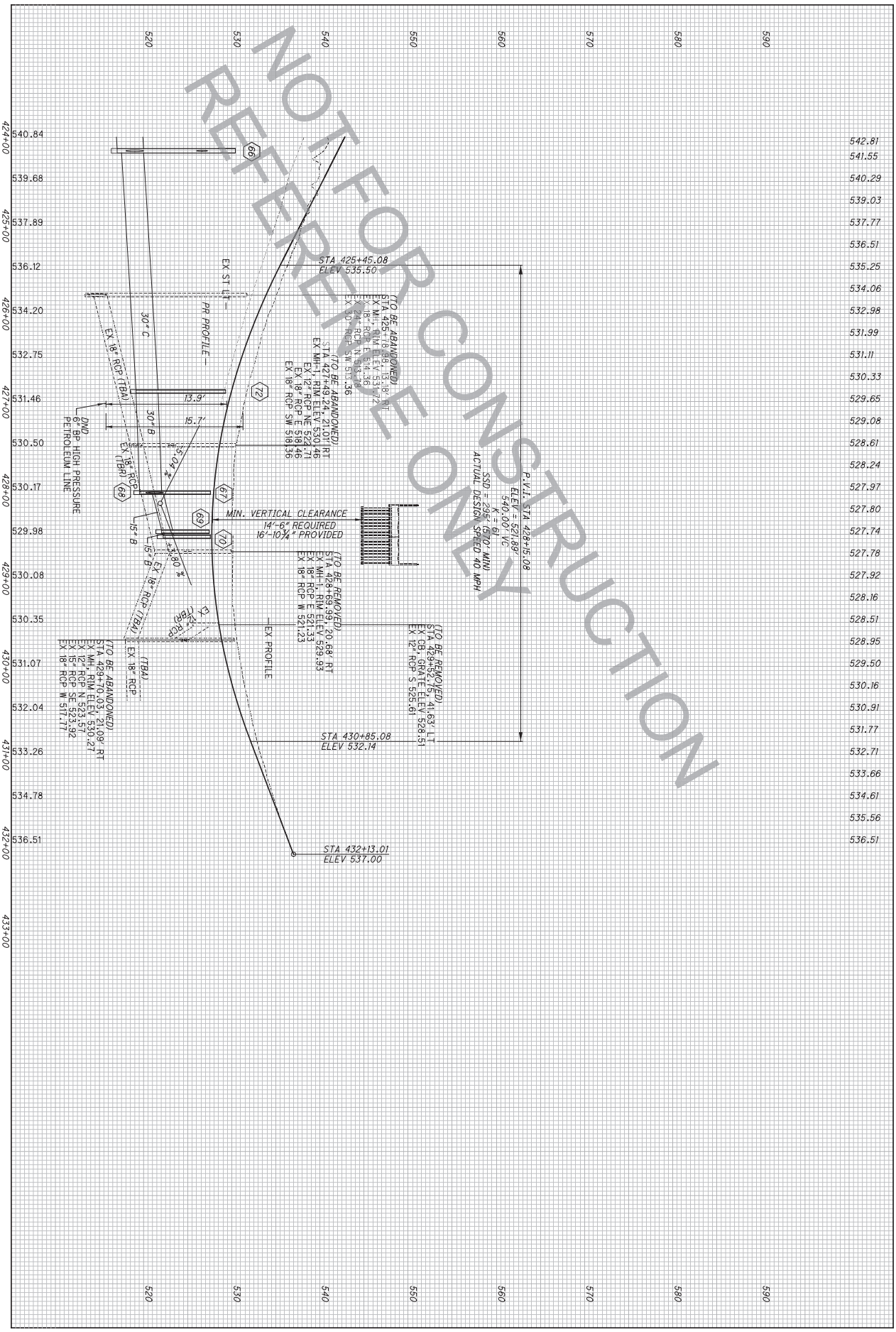
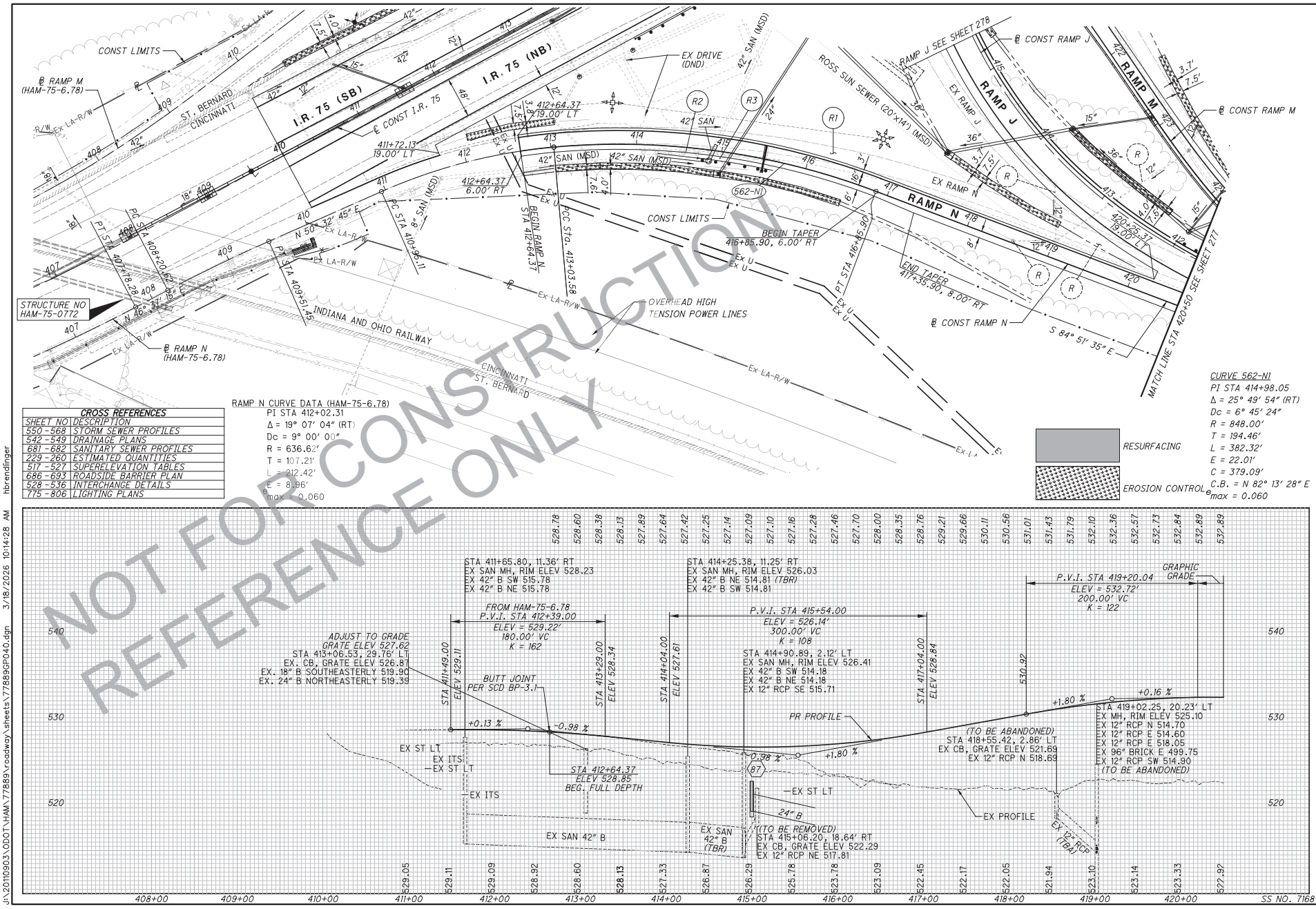


275 / 1045	HAM-75-7.85	PROFILE - SR 562 RAMP M STA 424+00.00 TO STA 432+13.01	CALCULATED SEA CHECKED DLR



RAMP N CURVE DATA (HAM-75-6.78)
PI STA 412+02.31
Δ = 19° 07' 04" (RT)
Dc = 9° 00' 00"
R = 636.62'
T = 107.21'
L = 212.42'
E = 8.96'
emax = 0.060

CURVE 562-N1
PI STA 414+98.05
Δ = 25° 49' 54" (RT)
Dc = 6° 45' 24"
R = 848.00'
T = 194.46'
L = 382.32'
E = 22.01'
C = 379.09'
C.B. = N 82° 13' 28" E
emax = 0.060

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
681 - 682	SANITARY SEWER PROFILES
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS

NOT FOR CONSTRUCTION
REFERENCE ONLY

PLAN AND PROFILE - S.R. 562 RAMP N
STA 407+87.13 TO STA 420+50.00

HAM-75-7.85

CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

276
1045

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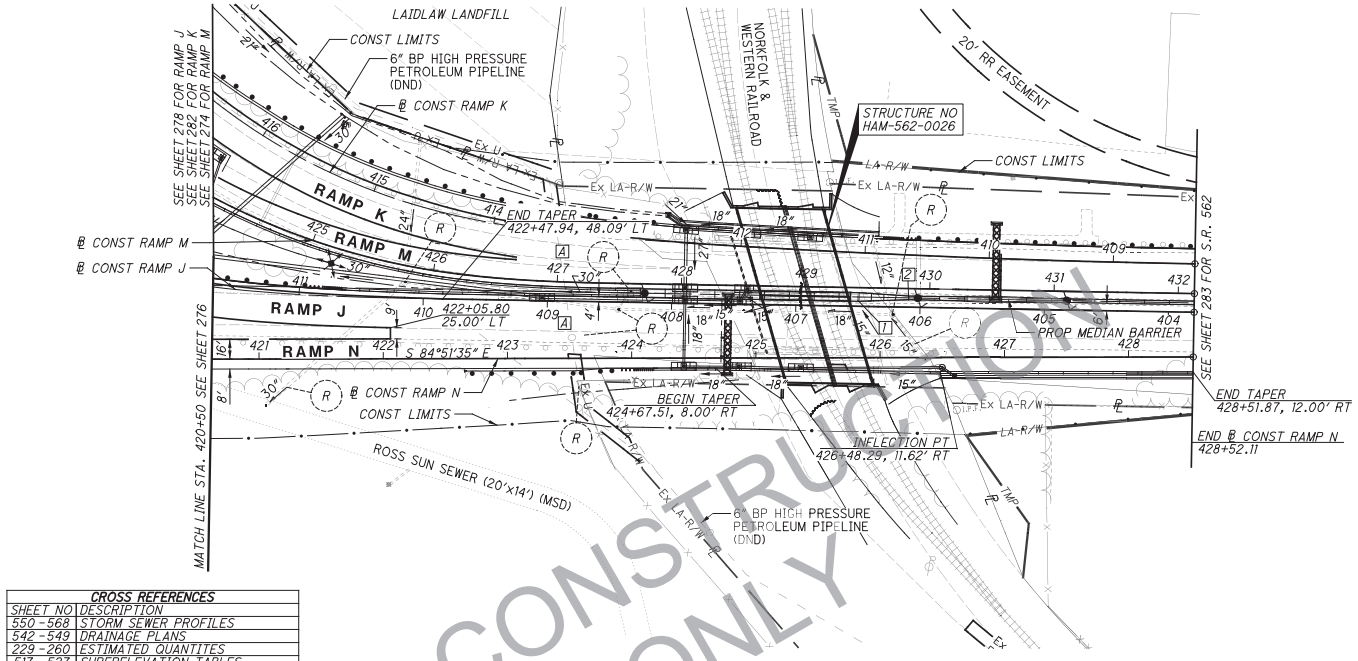


1 BEGIN TAPER
425+83.02, 45.39' LT

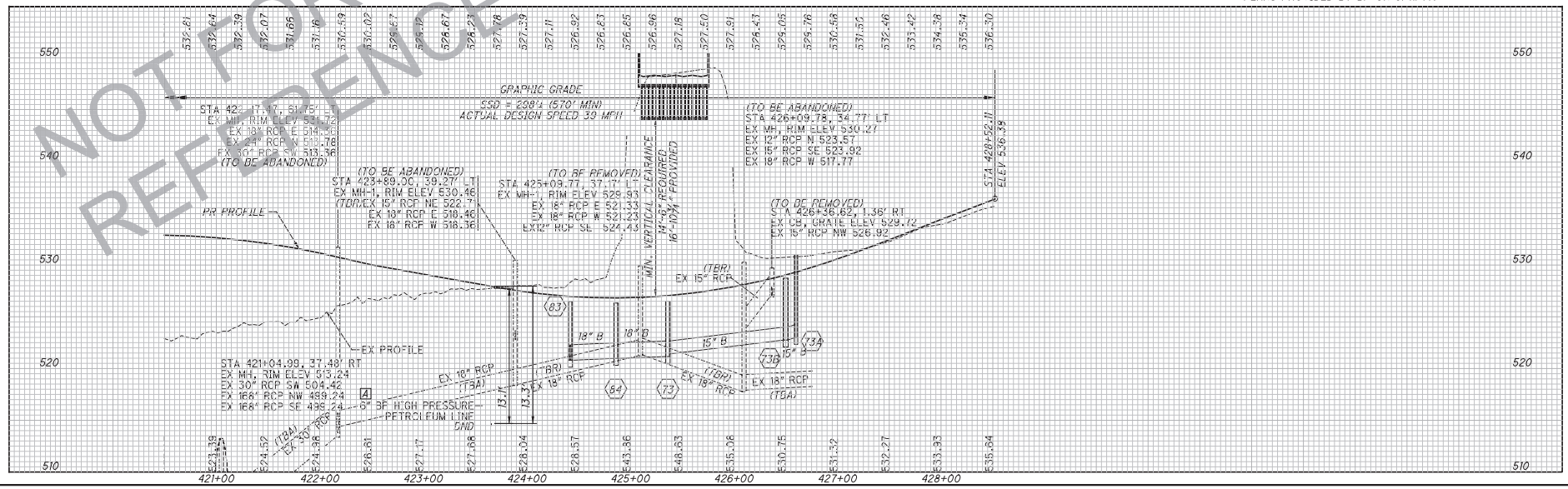
2 END TAPER
426+23.09, 46.59' LT

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS

(R) FOR REMOVALS SEE SHEET 278

[A] GROUND PENETRATING RADAR (GPR) DEPTHS PROVIDED BY BP ON 5/27/14 ARE APPROXIMATE BASED ON FIELD OBSERVATIONS.

ACTUAL PIPE ELEVATIONS SHOWN BASED ON EXISTING PLANS PROVIDED BY BP ON 9/11/14.



NOT FOR CONSTRUCTION! REFERENCE ONLY

PLAN AND PROFILE - S.R. 562 RAMP N
STA 420+50 TO STA 428+40.82

HAM-75-7.85

CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET 0 25 50 100

277
1045

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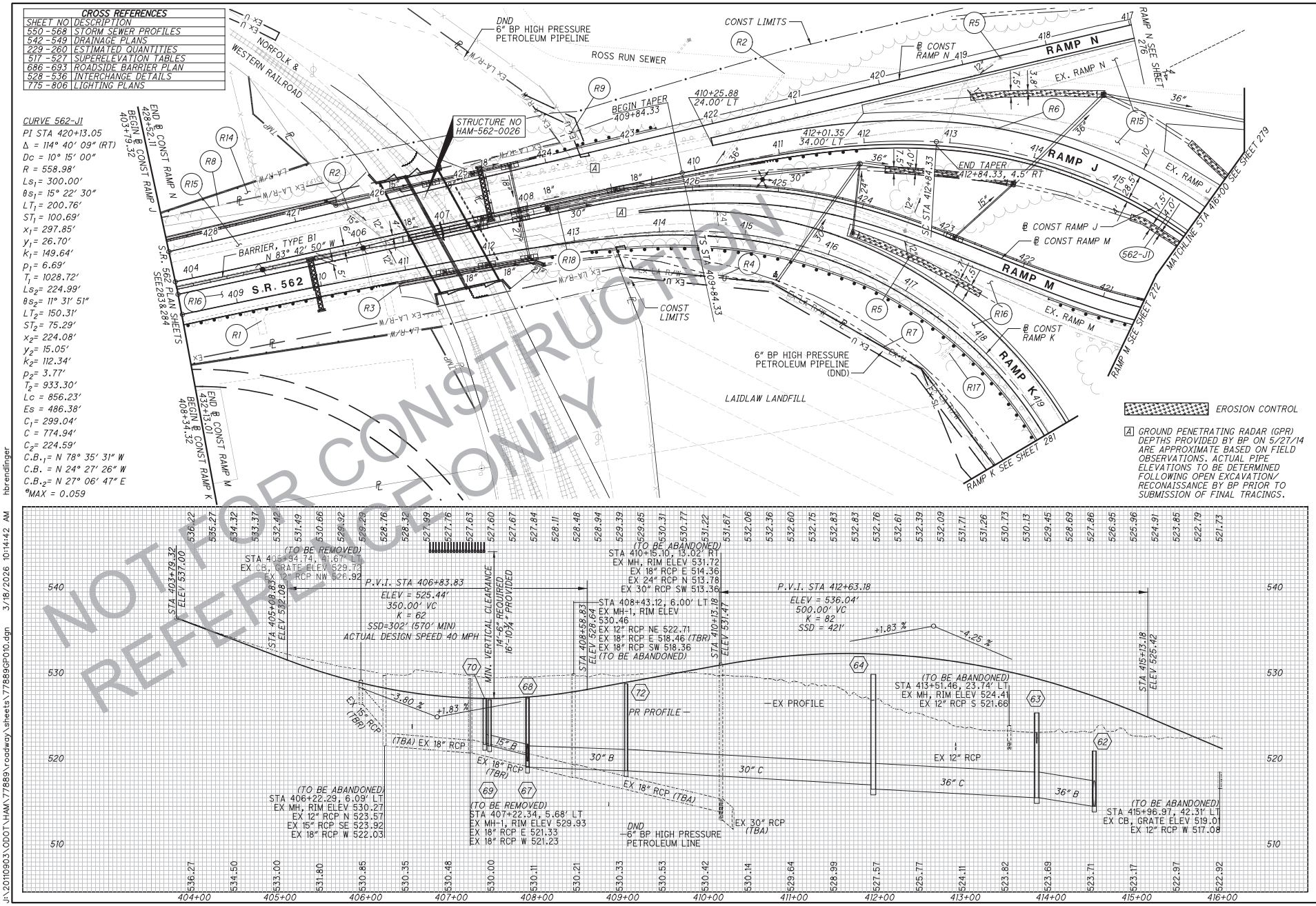
CROSS REFERENCES	
SHEET NO.	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS

CURVE 562-J1
PI STA 420+13.05
Δ = 114° 40′ 09″ (RT)
Dc = 10° 15′ 00″
R = 558.98′
Ls_1 = 300.00′
θs_1 = 15° 22′ 30″
LT_1 = 200.76′
ST_1 = 100.69′
x_1 = 297.85′
y_1 = 26.70′
k_1 = 149.64′
P_1 = 6.69′
T_1 = 1028.72′
Ls_2 = 224.99′
θs_2 = 11° 31′ 51″
LT_2 = 150.31′
ST_2 = 75.29′
x_2 = 224.08′
y_2 = 15.05′
k_2 = 112.34′
P_2 = 3.77′
T_2 = 933.30′
Lc = 856.23′
Es = 486.38′
C_1 = 299.04′
C = 774.94′
C_2 = 224.59′
C.B.$_1$ = N 78° 35′ 31″ W
C.B. = N 24° 27′ 26″ W
C.B.$_2$ = N 27° 06′ 47″ E
e_{MAX} = 0.059



NOT FOR CONSTRUCTION
REFERENCE ONLY

PLAN AND PROFILE - S.R. 562 RAMP J
STA 403+79.32 TO STA 416+00.00

HAM-75-7.85

CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

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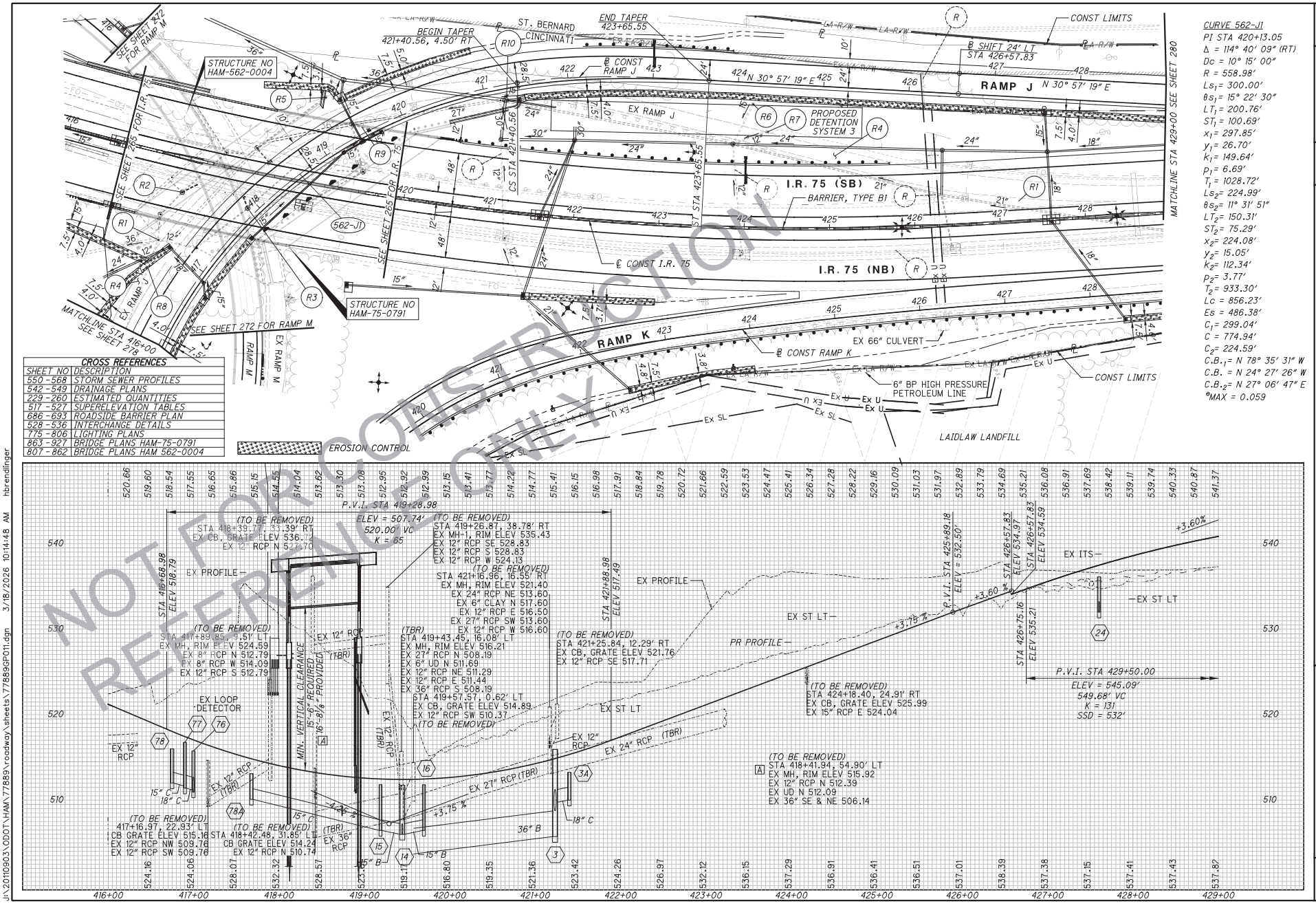

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS
863 - 927	BRIDGE PLANS HAM-75-0791
807 - 862	BRIDGE PLANS HAM 562-0004

CURVE 562-J1
PI STA 420+13.05
Δ = 114° 40' 09" (RT)
Dc = 10° 15' 00"
R = 558.98'
Ls1 = 300.00'
θs1 = 15° 22' 30"
LT1 = 200.76'
ST1 = 100.69'
x1 = 297.85'
y1 = 26.70'
k1 = 149.64'
p1 = 6.69'
T1 = 1028.72'
Ls2 = 224.99'
θs2 = 11° 31' 51"
LT2 = 150.31'
ST2 = 75.29'
x2 = 224.08'
y2 = 15.05'
k2 = 112.34'
p2 = 3.77'
T2 = 933.30'
Lc = 856.23'
Es = 486.38'
C1 = 299.04'
C = 774.94'
C2 = 224.59'
C.B.1 = N 78° 35' 31" W
C.B. = N 24° 27' 26" W
C.B.2 = N 27° 06' 47" E
e MAX = 0.059

NOT FOR CONSTRUCTION
REFERENCE ONLY

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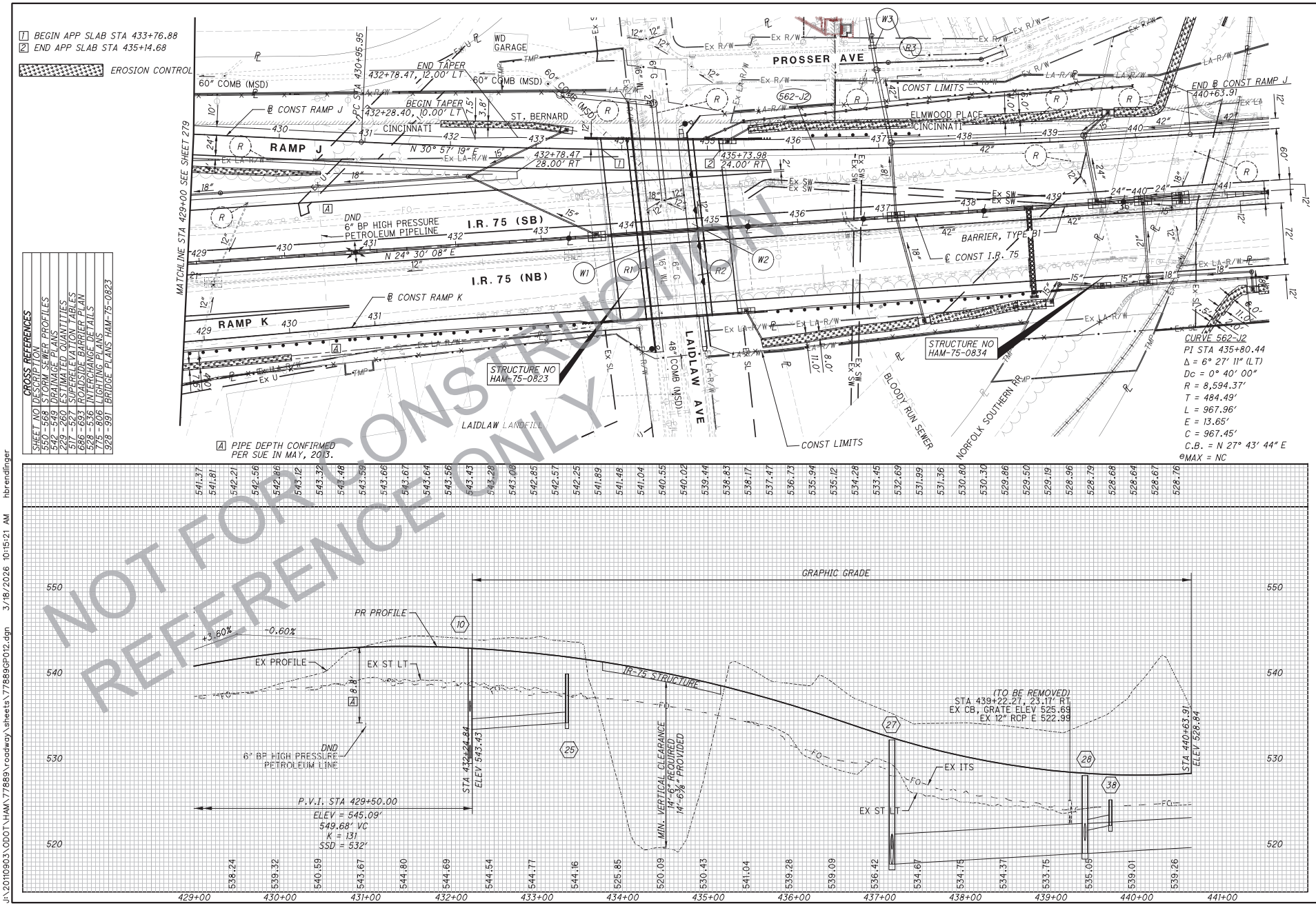
CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE - S.R. 562 RAMP J
STA 416+00.00 TO STA 429+00.00

HAM-75-7.85



NOT FOR CONSTRUCTION
REFERENCE ONLY

PLAN AND PROFILE - S.R. 562 RAMP J
STA 429+00.00 TO STA 440+63.91

HAM-75-7.85

280
1045

CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

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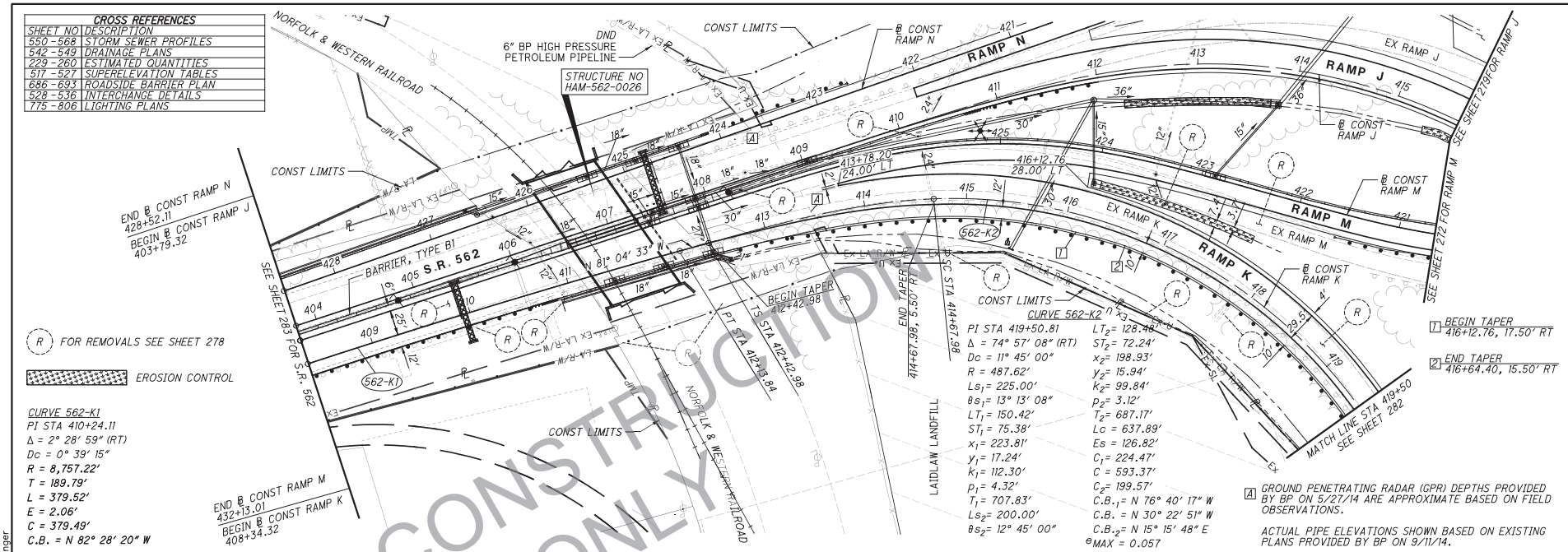
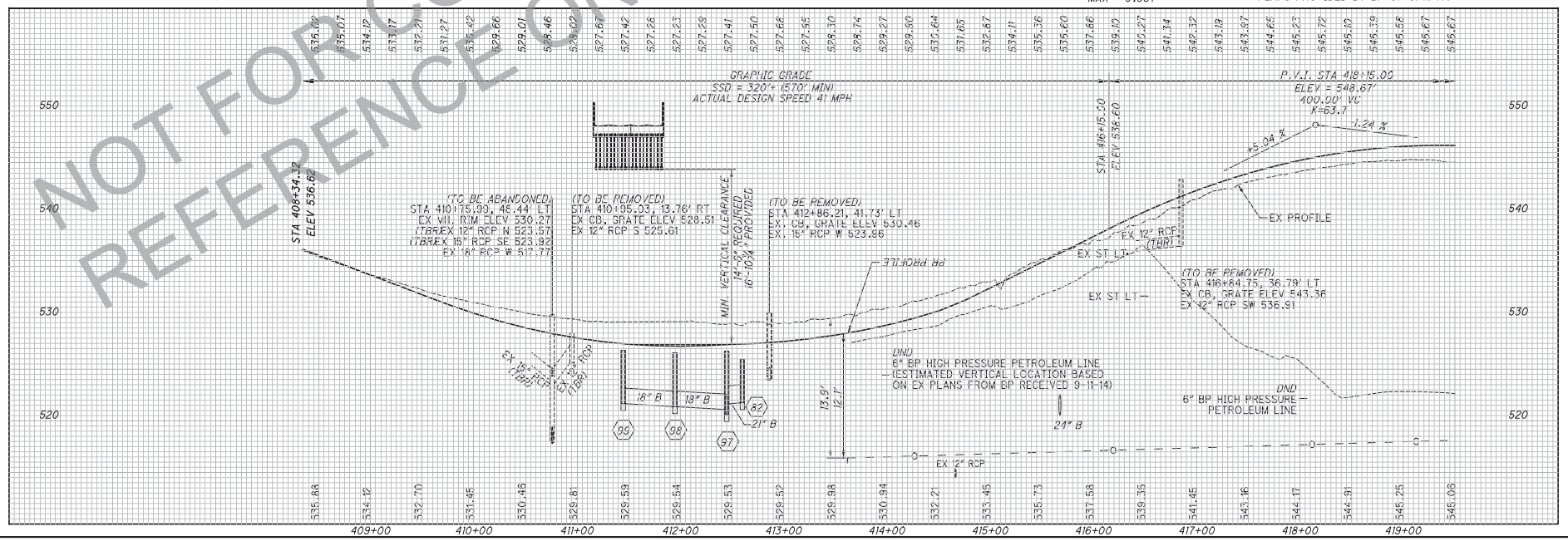
CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS



CURVE 562-K1
PI STA 410+24.11
Δ = 2° 28' 59" (RT)
Dc = 0° 39' 15"
R = 8,757.22'
T = 189.79'
L = 379.52'
E = 2.06'
C = 379.49'
C.B. = N 82° 28' 20" W

CURVE 562-K2
PI STA 419+50.81
Δ = 74° 57' 08" (RT)
Dc = 11° 45' 00"
R = 487.62'
Ls$_1$ = 225.00'
θs$_1$ = 13° 13' 08"
LT$_1$ = 150.42'
ST$_1$ = 75.38'
x$_1$ = 223.81'
y$_1$ = 17.24'
K$_1$ = 112.30'
p$_1$ = 4.32'
T$_1$ = 707.83'
Ls$_2$ = 200.00'
θs$_2$ = 12° 45' 00"
LT$_2$ = 128.48'
ST$_2$ = 72.24'
x$_2$ = 198.93'
y$_2$ = 15.94'
K$_2$ = 99.84'
p$_2$ = 3.12'
T$_2$ = 687.17'
Lc = 637.89'
Es = 126.82'
C$_1$ = 224.47'
C = 593.37'
C$_2$ = 199.57'
C.B.$_1$ = N 76° 40' 17" W
C.B. = N 30° 22' 51" W
C.B.$_2$ = N 15° 15' 48" E
e$_{MAX}$ = 0.057



NOT FOR CONSTRUCTION
REFERENCE ONLY

HAM-75-7.85

PLAN AND PROFILE - S.R. 562 RAMP K
STA 408+34.32 TO STA 419+50.00

CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

281
1045

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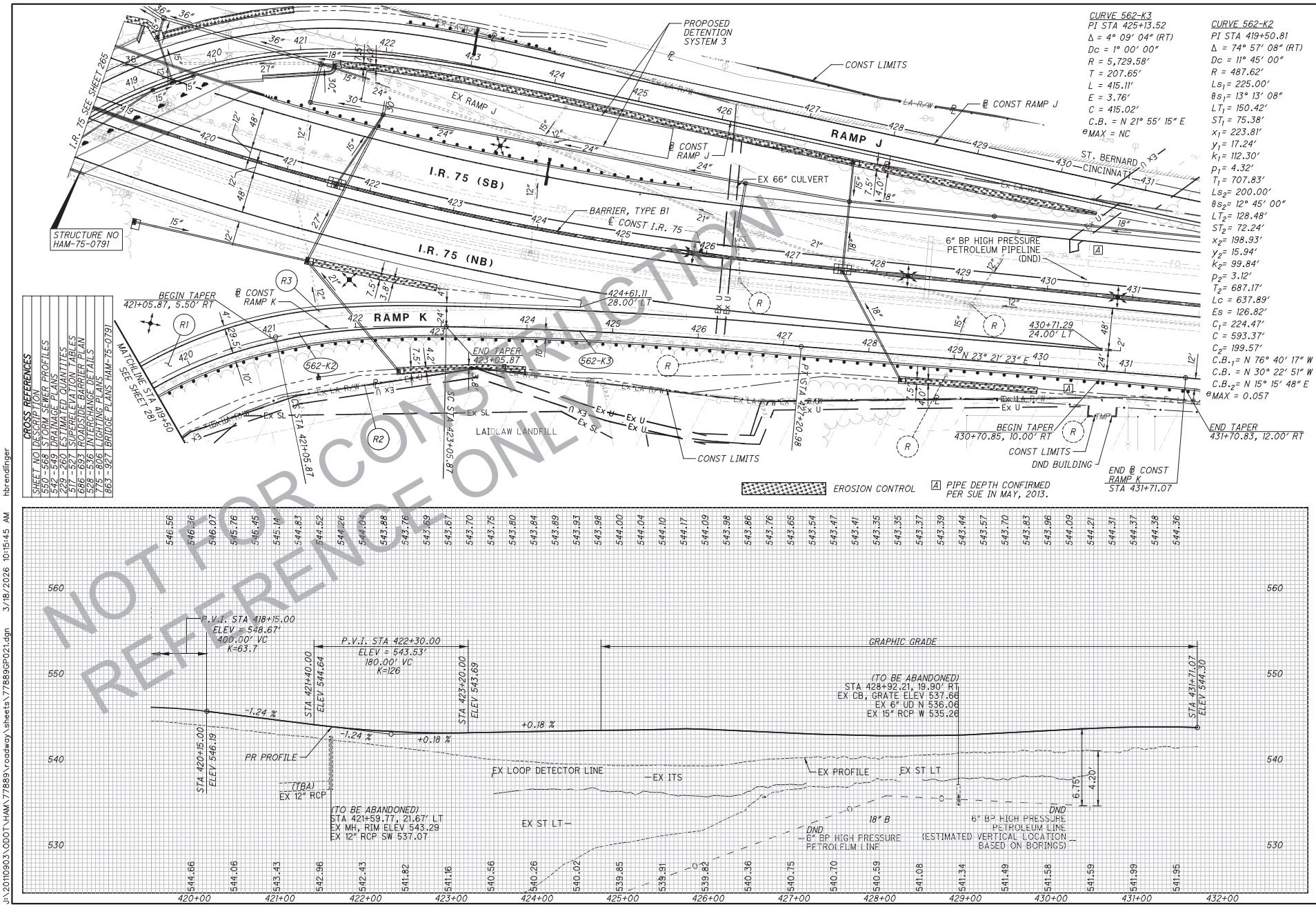

HAM-75-7.85

PLAN AND PROFILE - S.R. 562 RAMP K
STA 419+50 TO STA 431+71.07

CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

282
1045

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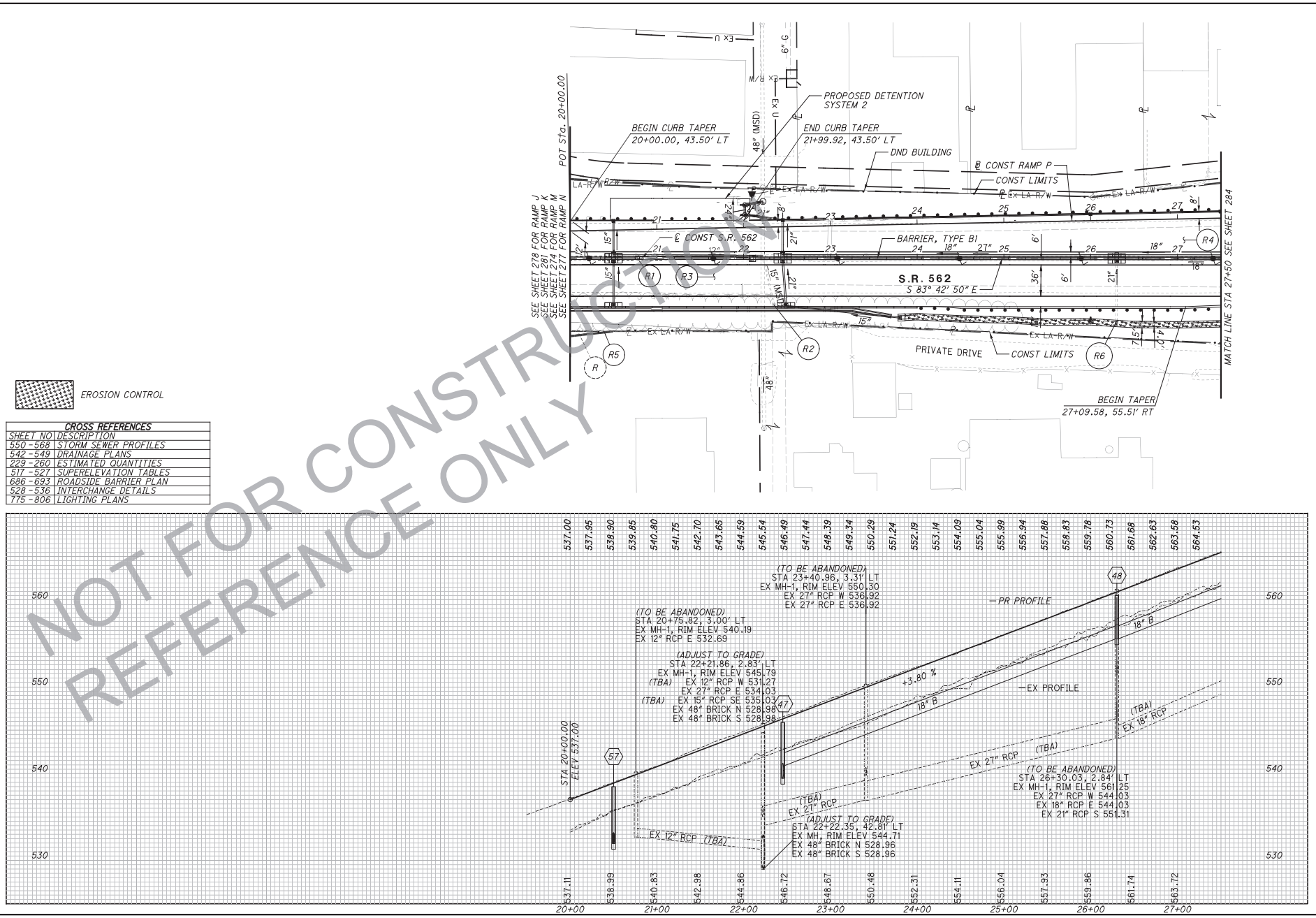

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

PLAN AND PROFILE - S.R. 562
STA 20+00 TO STA 27+50

HAM-75-7.85

283
1045

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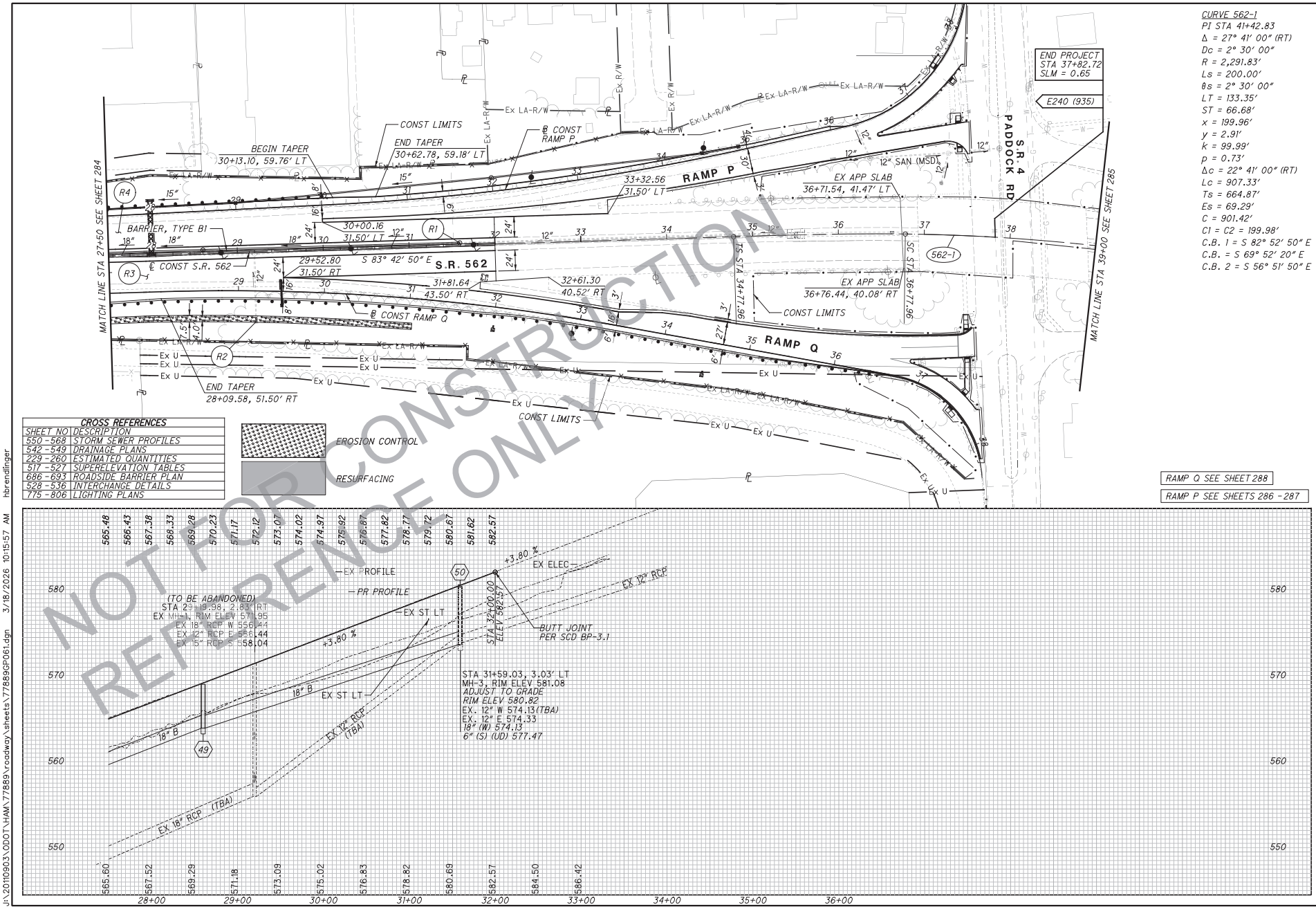

CURVE 562-1
PI STA 41+42.83
Δ = 27° 41' 00" (RT)
Dc = 2° 30' 00"
R = 2,291.83'
Ls = 200.00'
θs = 2° 30' 00"
LT = 133.35'
ST = 66.68'
x = 199.96'
y = 2.91'
k = 99.99'
p = 0.73'
Δc = 22° 41' 00" (RT)
Lc = 907.33'
Ts = 664.87'
Es = 69.29'
C = 901.42'
C1 = C2 = 199.98'
C.B. 1 = S 82° 52' 50" E
C.B. = S 69° 52' 20" E
C.B. 2 = S 56° 51' 50" E

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS

EROSION CONTROL

RESURFACING

RAMP Q SEE SHEET 288

RAMP P SEE SHEETS 286 - 287

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED SEA
CHECKED DLR

PLAN AND PROFILE - S.R. 562
STA 27+50 TO STA 39+00

HAM-75-7.85

284
1045

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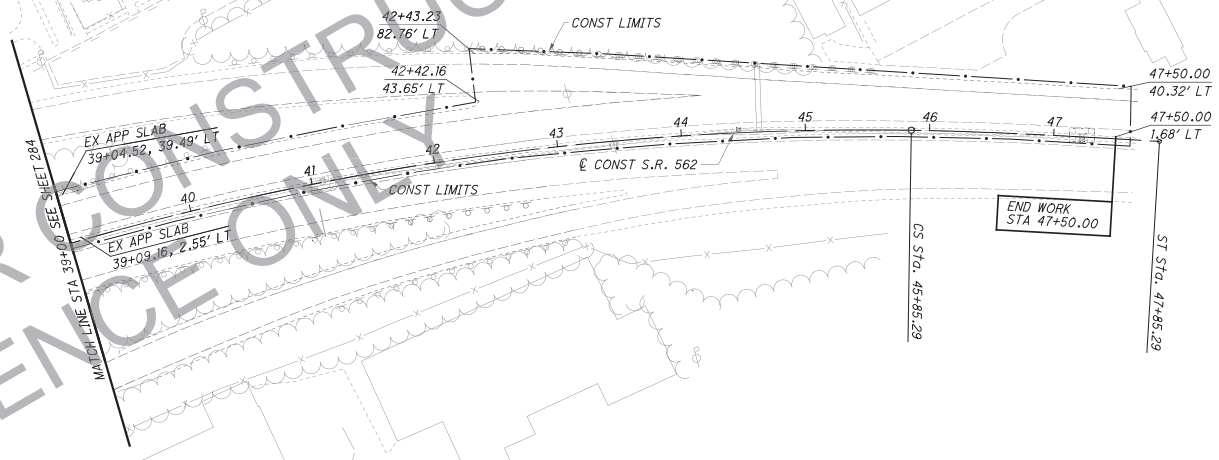
CURVE 562-1
PI STA 41+42.83
Δ = 27° 41′ 00″ (RT)
Dc = 2° 30′ 00″
R = 2,291.83′
Ls = 200.00′
θs = 2° 30′ 00″
LT = 133.35′
ST = 66.68′
x = 199.96′
y = 2.91′
k = 99.99′
p = 0.73′
Δc = 22° 41′ 00″ (RT)
Lc = 907.33′
Ts = 664.87′
Es = 69.29′
C = 901.42′
C1 = C2 = 199.98′
C.B. 1 = S 82° 52′ 50″ E
C.B. = S 69° 52′ 20″ E
C.B. 2 = S 56° 51′ 50″ E



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITIES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS

RESURFACING

CALCULATED SEA
CHECKED DLR

0 25 50 100
HORIZONTAL SCALE IN FEET

PLAN AND PROFILE - S.R. 562
STA 39+00 TO STA 47+85.29

HAM-75-7.85

285
1045

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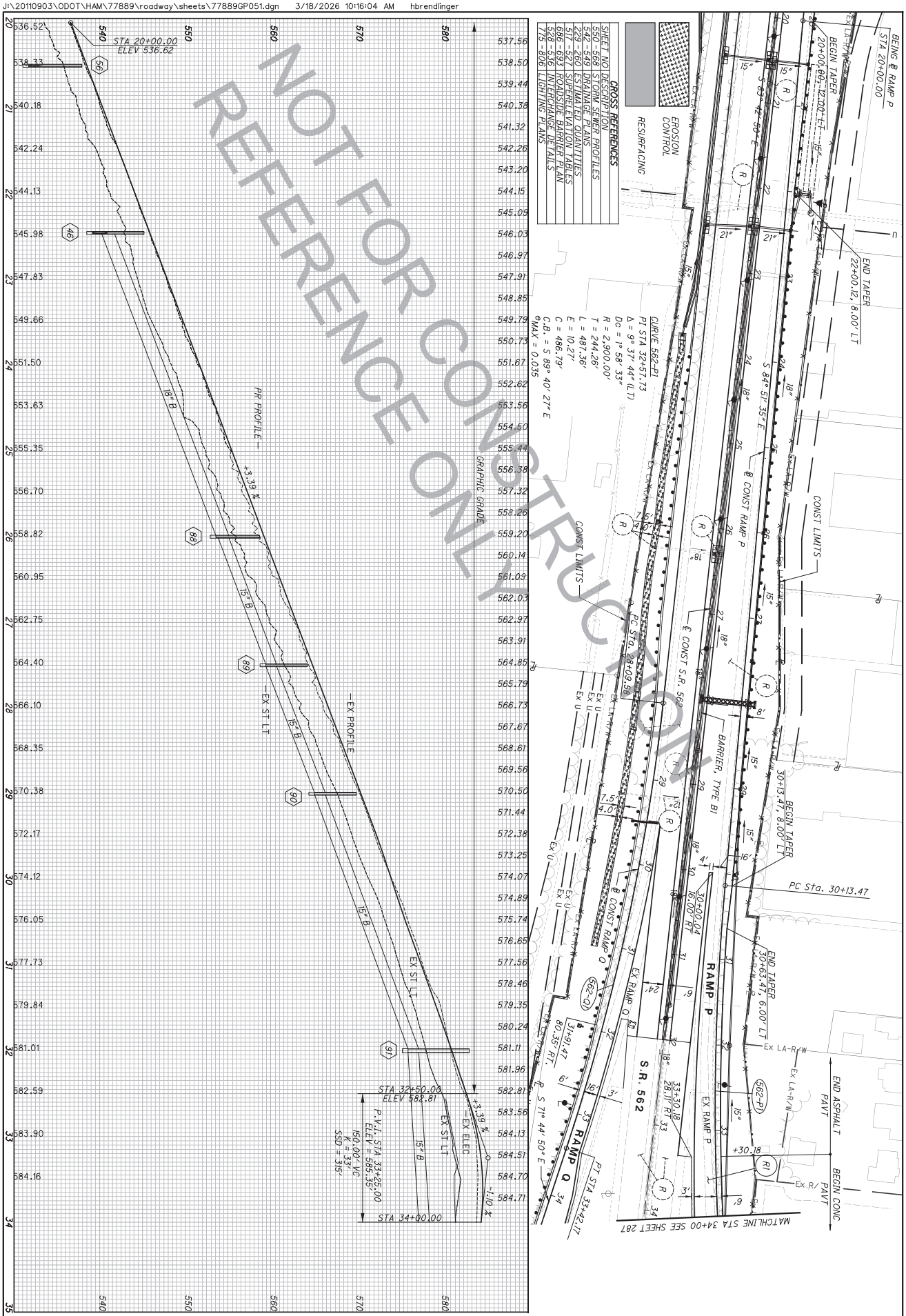
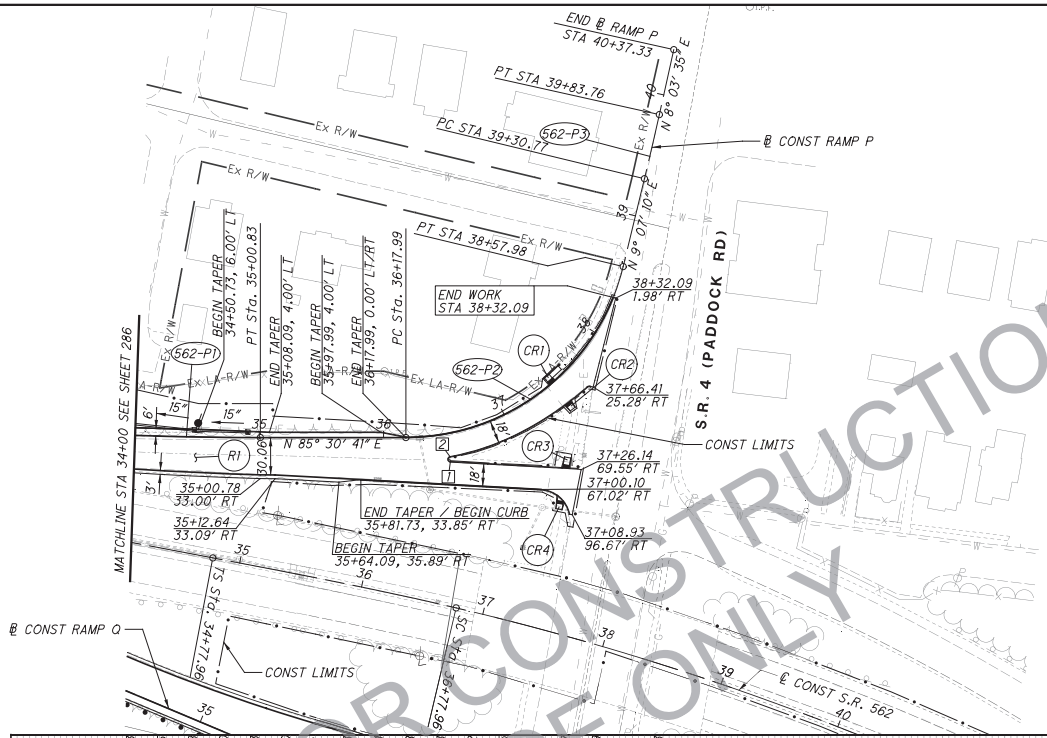


286 / 1045	HAM-75-7.85	PLAN AND PROFILE - S.R. 562 RAMP P STA. 20+00 TO STA. 34+00.00	CALCULATED SEA / CHECKED DLR	0 50 25 100 HORIZONTAL SCALE IN FEET



CURVE 562-P1	CURVE 562-P2	CURVE 562-P3
PI STA 32+57.73	PI STA 37+59.61	PI STA 39+57.26
Δ = 9° 37' 44" (LT)	Δ = 76° 23' 31" (LT)	Δ = 1° 03' 35" (LT)
Dc = 1° 58' 33"	Dc = 31° 49' 52"	Dc = 2° 00' 00"
R = 2,900.00'	R = 180.00'	R = 2,864.79'
T = 244.26'	T = 141.62'	T = 26.49'
L = 487.36'	L = 239.99'	L = 52.99'
E = 10.27'	E = 49.04'	E = 0.12'
C = 486.79'	C = 222.61'	C = 52.99'
C.B. = S 89° 40' 27" E	C.B. = N 47° 18' 55" E	C.B. = N 8° 35' 22" E
e MAX = 0.035		

1 36+49.92
22.94' RT

2 36+50.38
18.50' RT

CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLAN
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS

NOT FOR CONSTRUCTION
REFERENCE ONLY

N

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED SEA
CHECKED DLR

PLAN AND PROFILE - S.R. 562 RAMP P
STA 34+00.00 TO END WORK

HAM-75-7.78

287
1045

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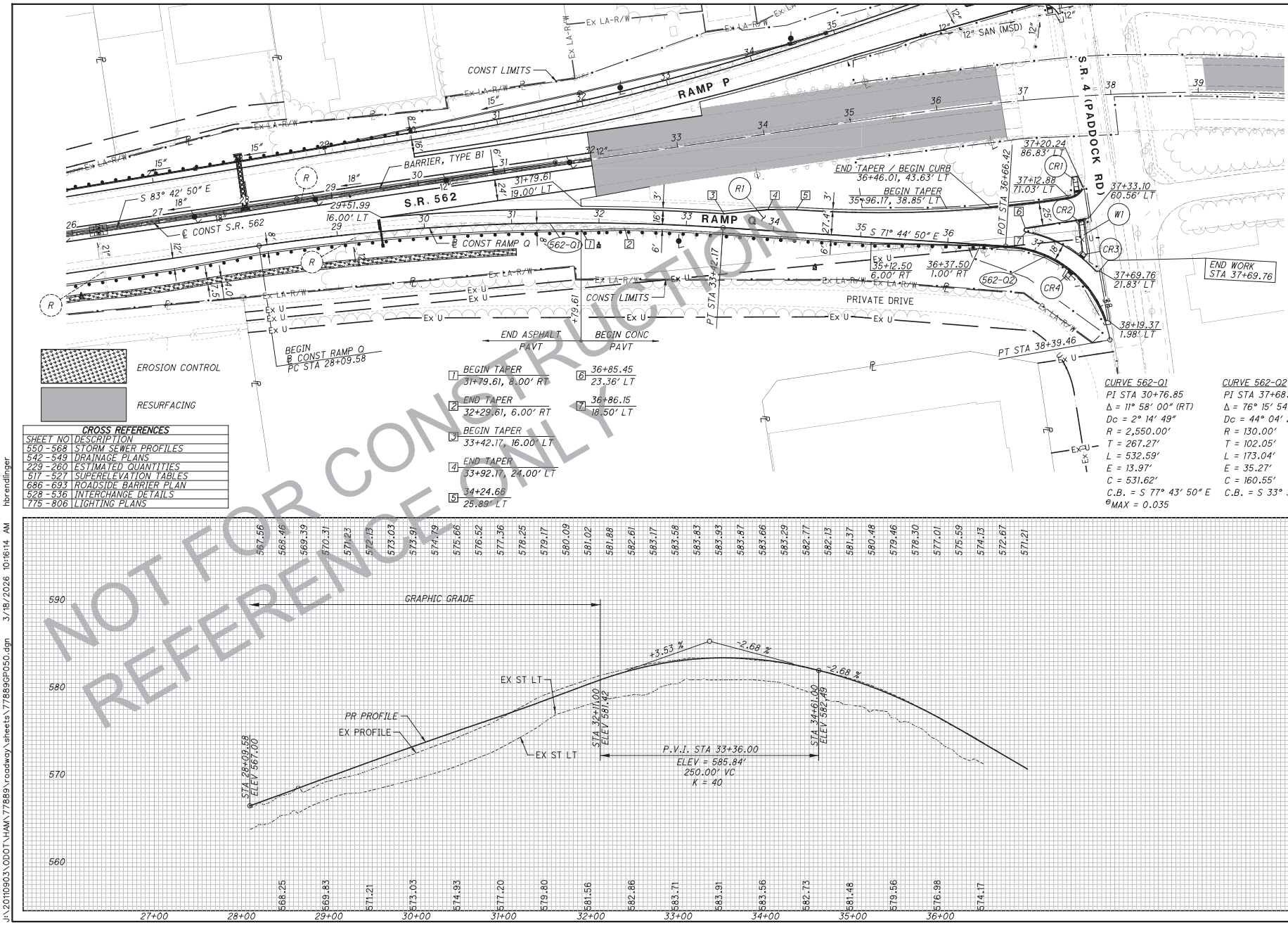

NOT FOR CONSTRUCTION
REFERENCE ONLY

PLAN AND PROFILE - S.R. 562 RAMP Q
STA 28+09.58 TO STA 36+00.00

HAM-75-7.85

CALCULATED SEA
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

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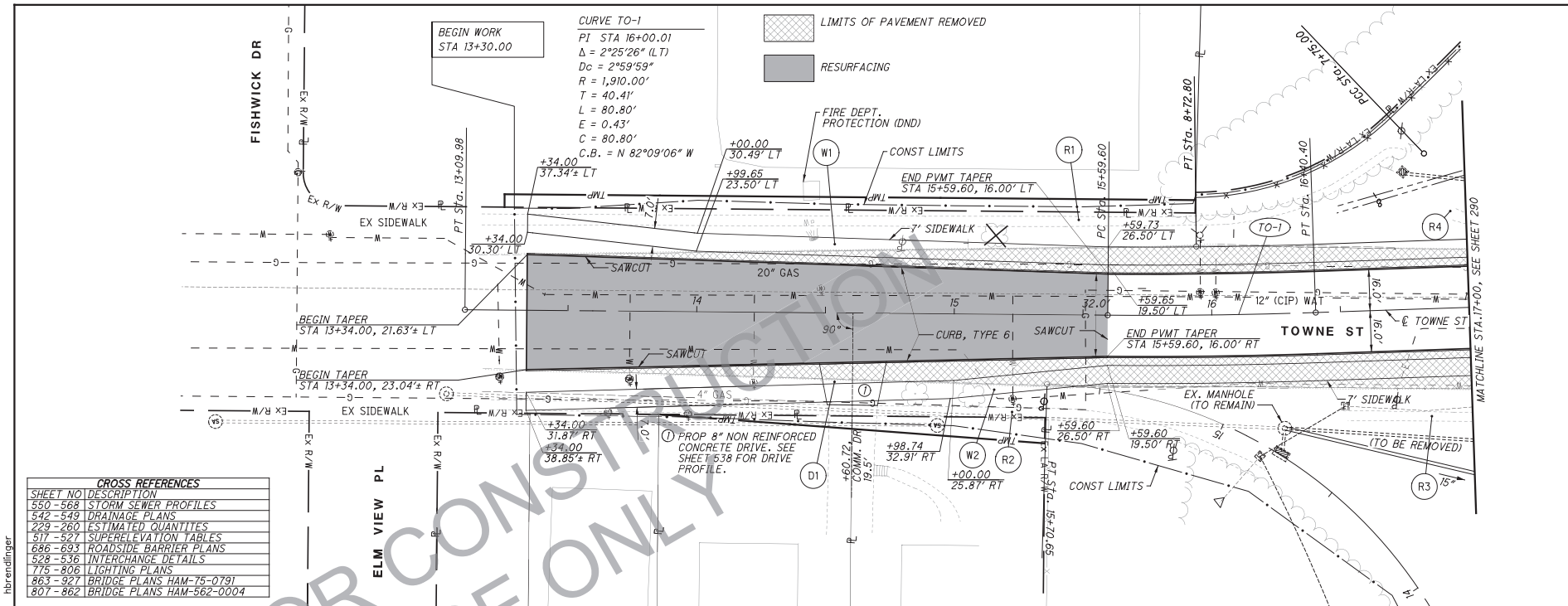
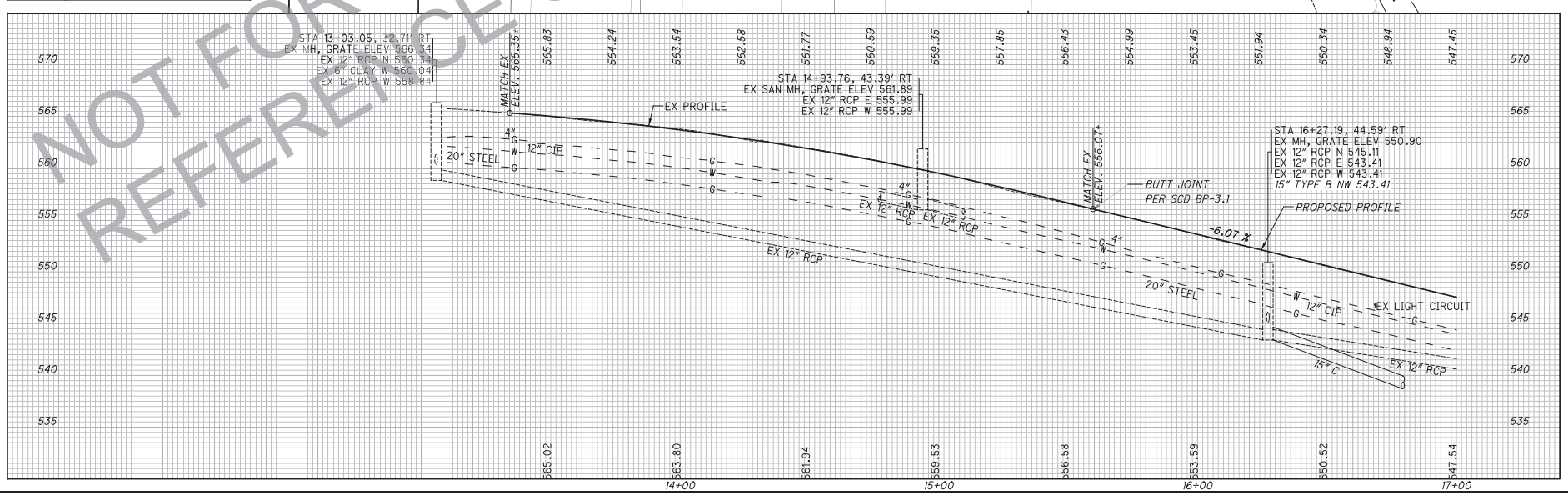


CROSS REFERENCES	
SHEET NO	DESCRIPTION
550 - 568	STORM SEWER PROFILES
542 - 549	DRAINAGE PLANS
229 - 260	ESTIMATED QUANTITES
517 - 527	SUPERELEVATION TABLES
686 - 693	ROADSIDE BARRIER PLANS
528 - 536	INTERCHANGE DETAILS
775 - 806	LIGHTING PLANS
863 - 927	BRIDGE PLANS HAM-75-0791
807 - 862	BRIDGE PLANS HAM-562-0004



NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET 0 10 20 40

CALCULATED CFR
CHECKED JLM

PLAN AND PROFILE - TOWNE ST
STA. 13+09.98 TO STA. 17+00.00

HAM-75-7.85

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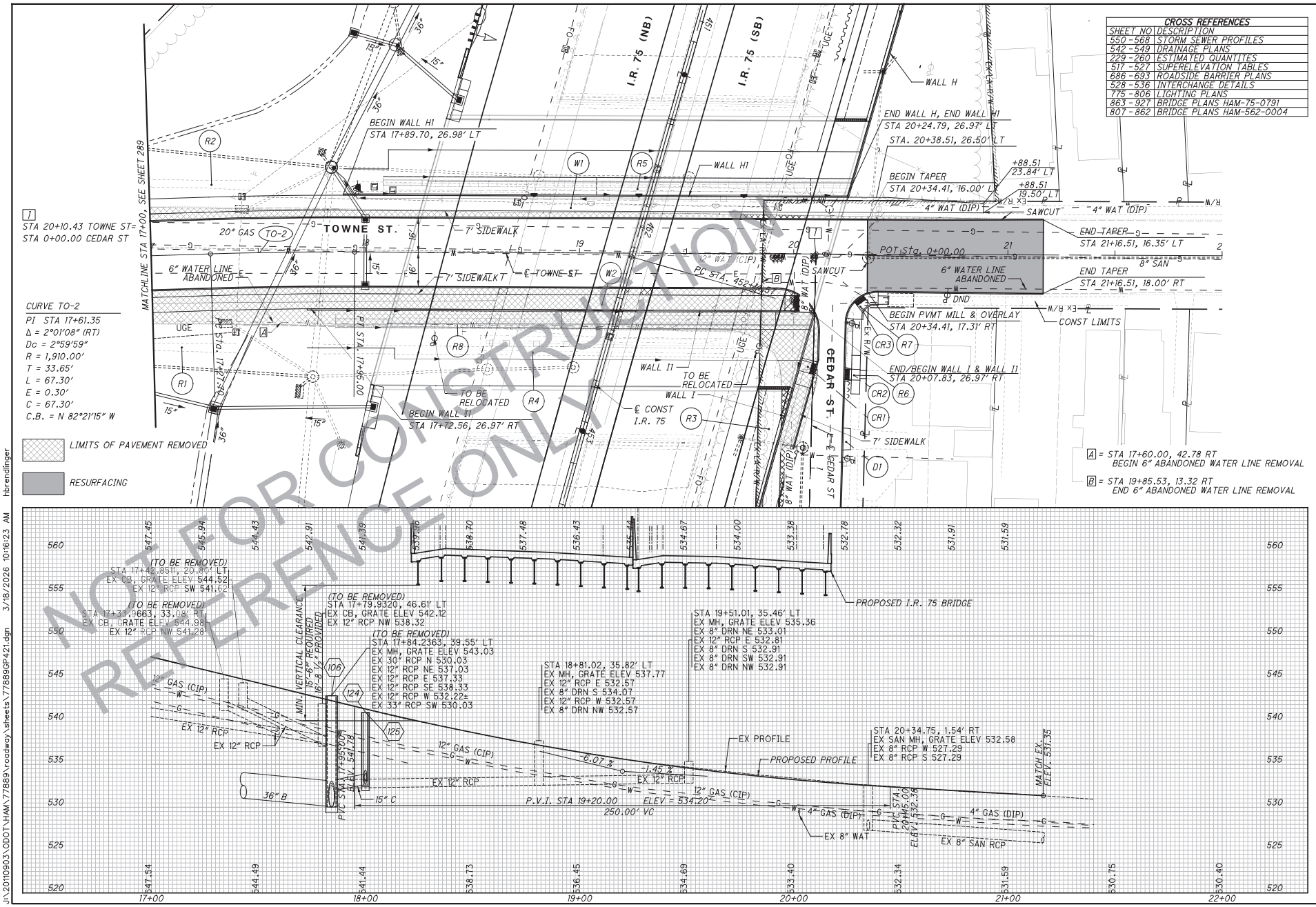

PLAN AND PROFILE - TOWNE ST
STA. 17+00.00 TO STA. 21+16.51

HAM-75-7.85

290
1045

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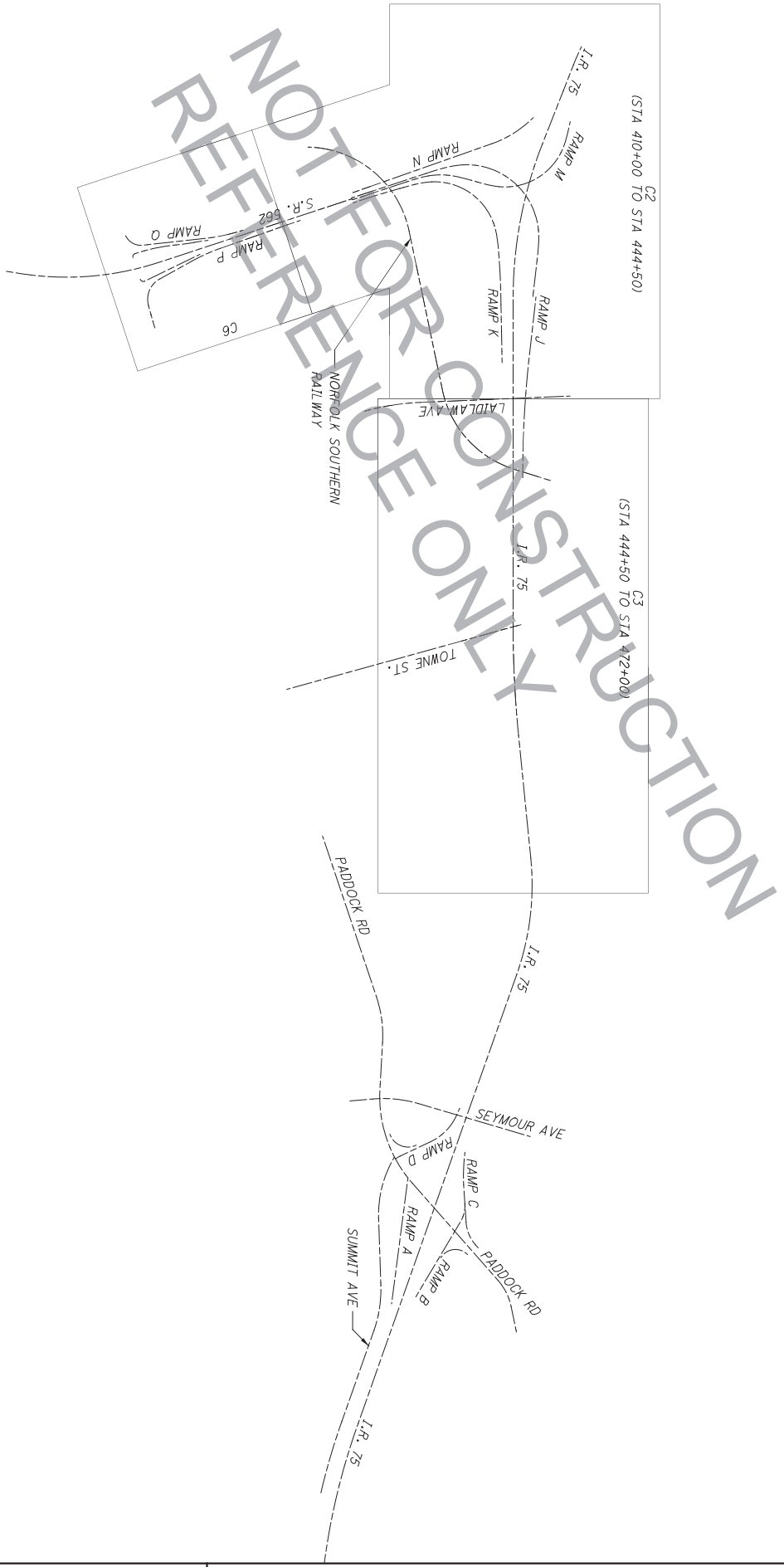

291 / 1045	C1	HAM-75-7.85	CROSS SECTION LAYOUT	CALCULATED AAF / CHECKED EDK	0 500 / 250 1000 HORIZONTAL SCALE IN FEET

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS831.dgn 3/18/2026 10:16:25 AM hbrendlinger

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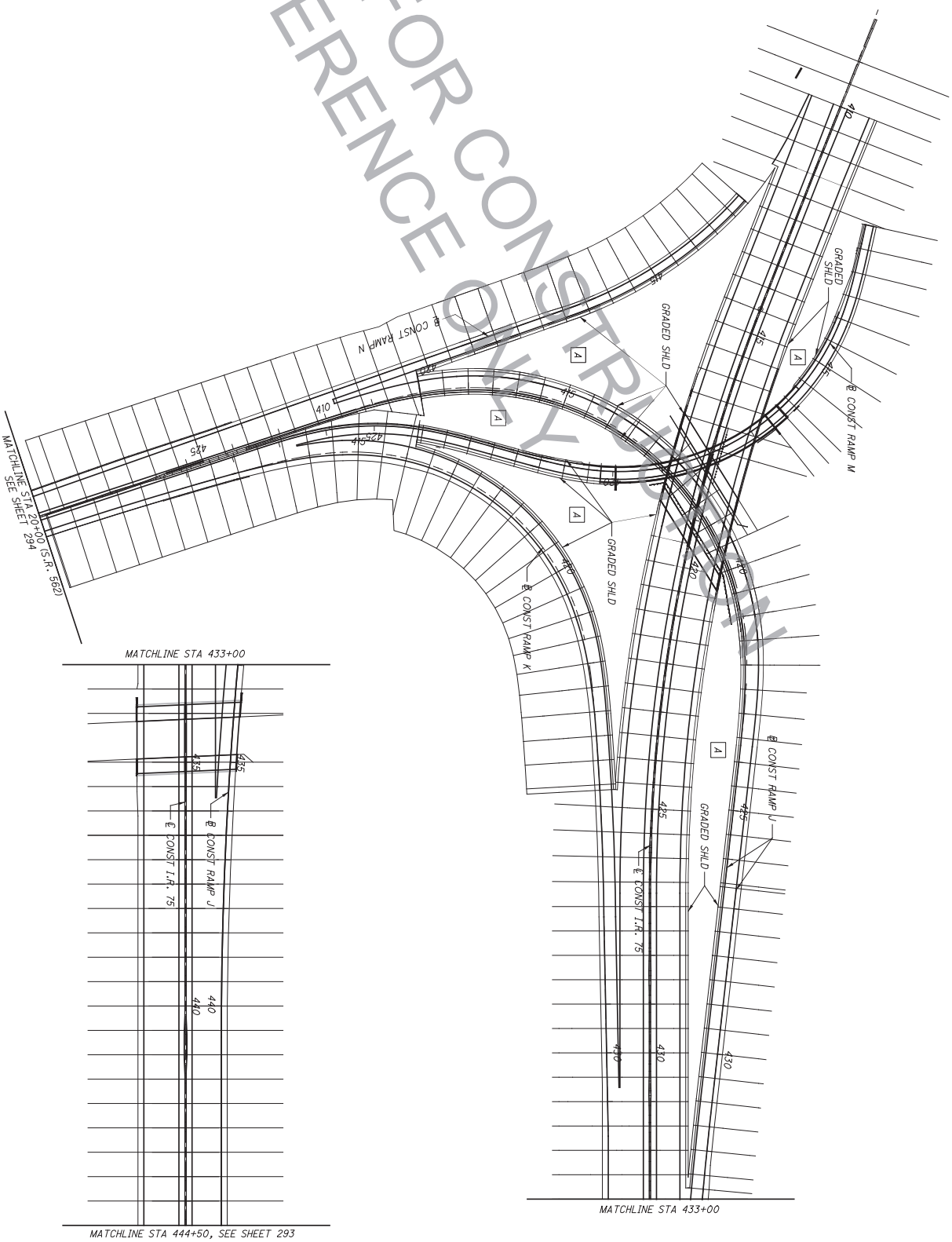
REFERENCE ONLY

A FOR INFIELD GRADING, SEE GRADING DETAILS, SHEETS 579 AND 580



292 / 1045	C2	HAM-75-7.85	CROSS SECTION LAYOUT I.R. 75 STA 409+00 TO STA 444+50	CALCULATED AAF CHECKED EDK	0 100 50 200 HORIZONTAL SCALE IN FEET

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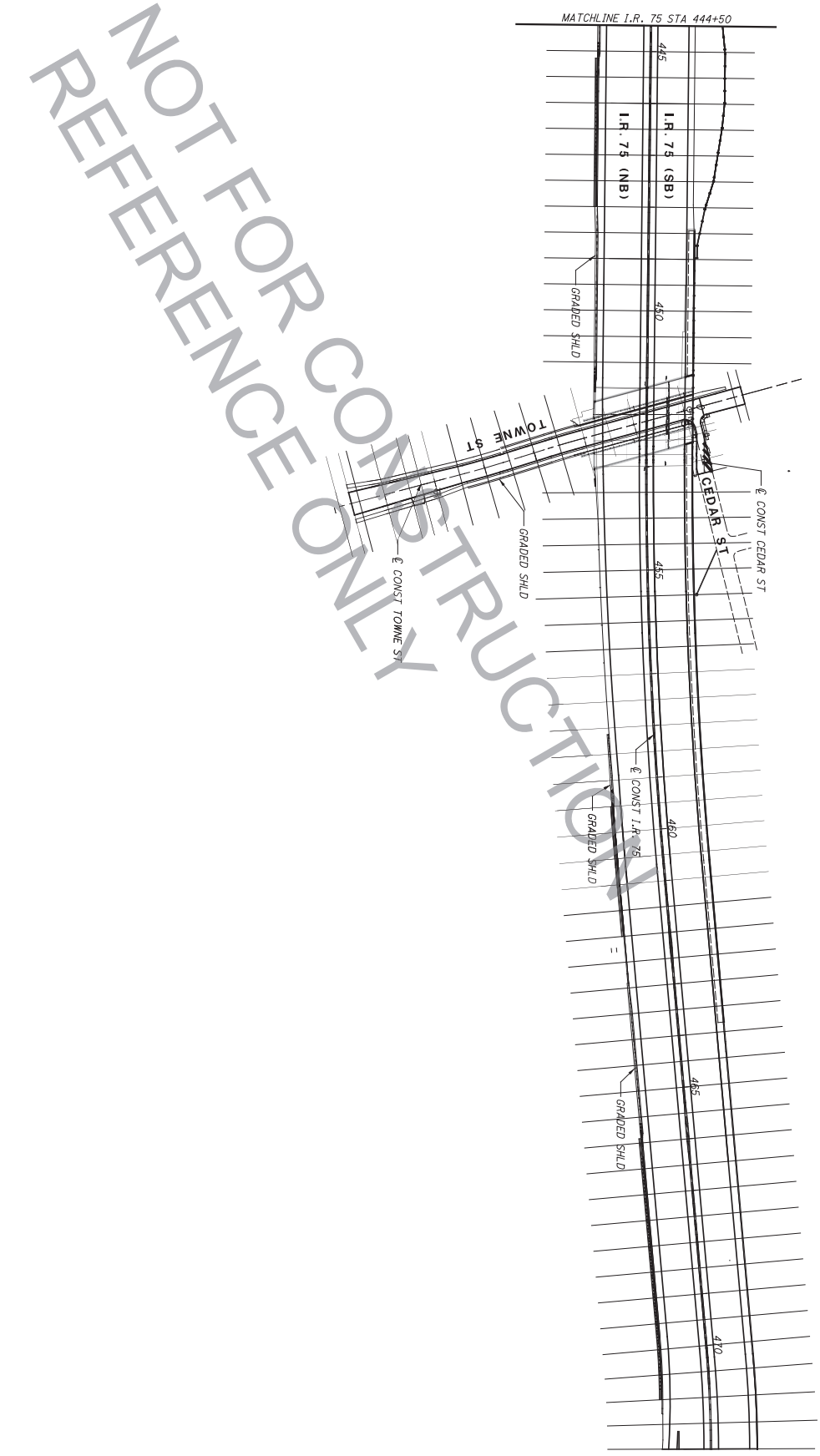
REFERENCE ONLY



293 / 1045	C3	HAM-75-7.85	I.R. 75 CROSS SECTION LAYOUT STA. 444+50 TO STA. 457+00	CALCULATED DPF CHECKED SEK	0 100 50 200 HORIZONTAL SCALE IN FEET

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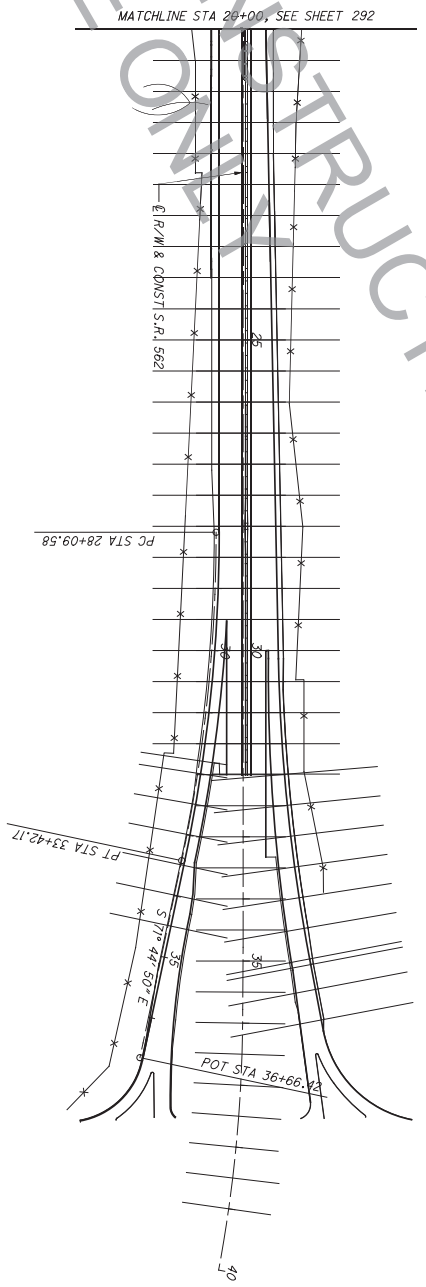
REFERENCE ONLY



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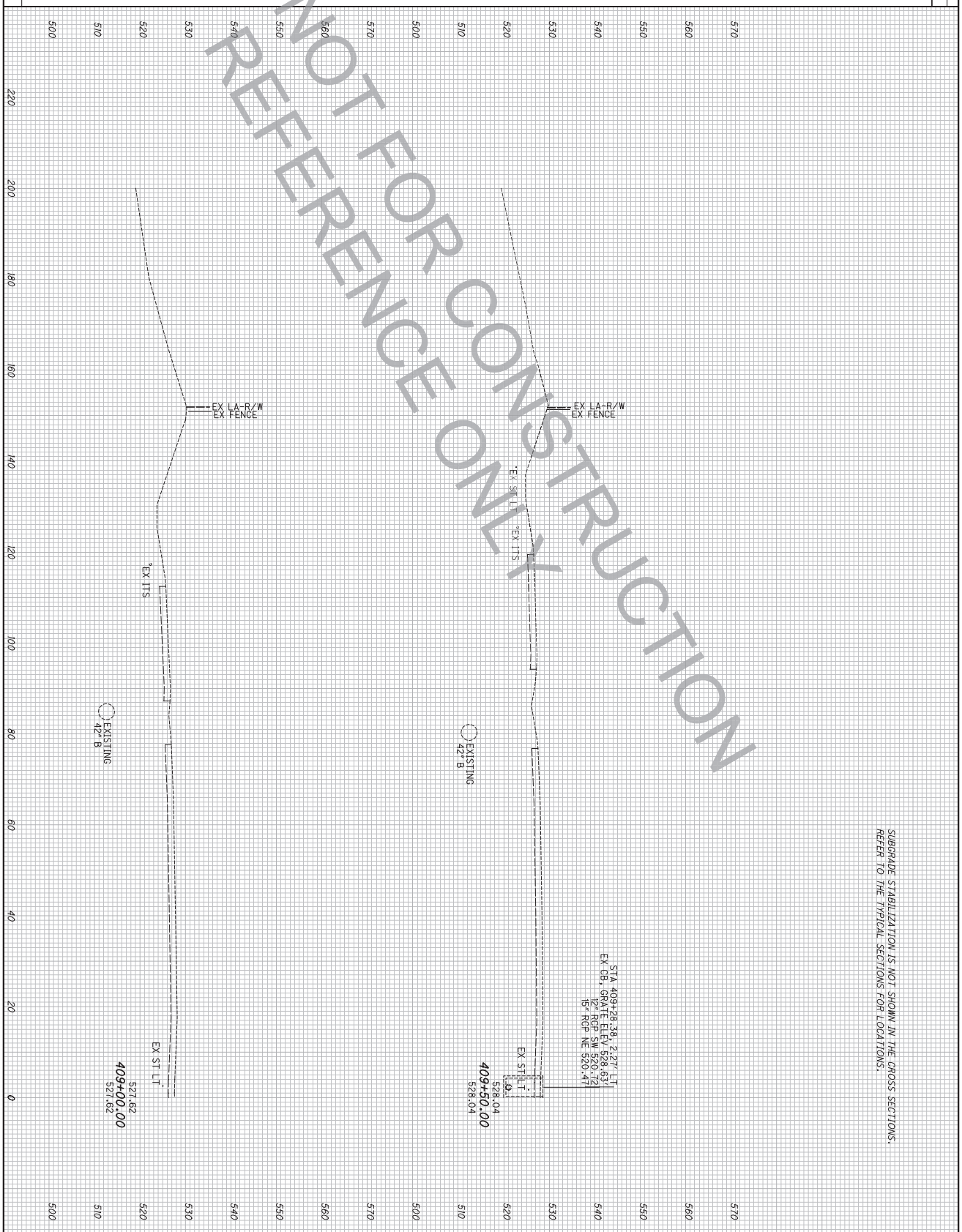
SEEDING	
END WIDTH	SQ. YDS.



END AREA	
CUT	FILL

VOLUME	
CUT	FILL

295 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 SOUTHBOUND STA. 409+00.00 TO STA. 409+50.00	CALCULATED SEA CHECKED DLR

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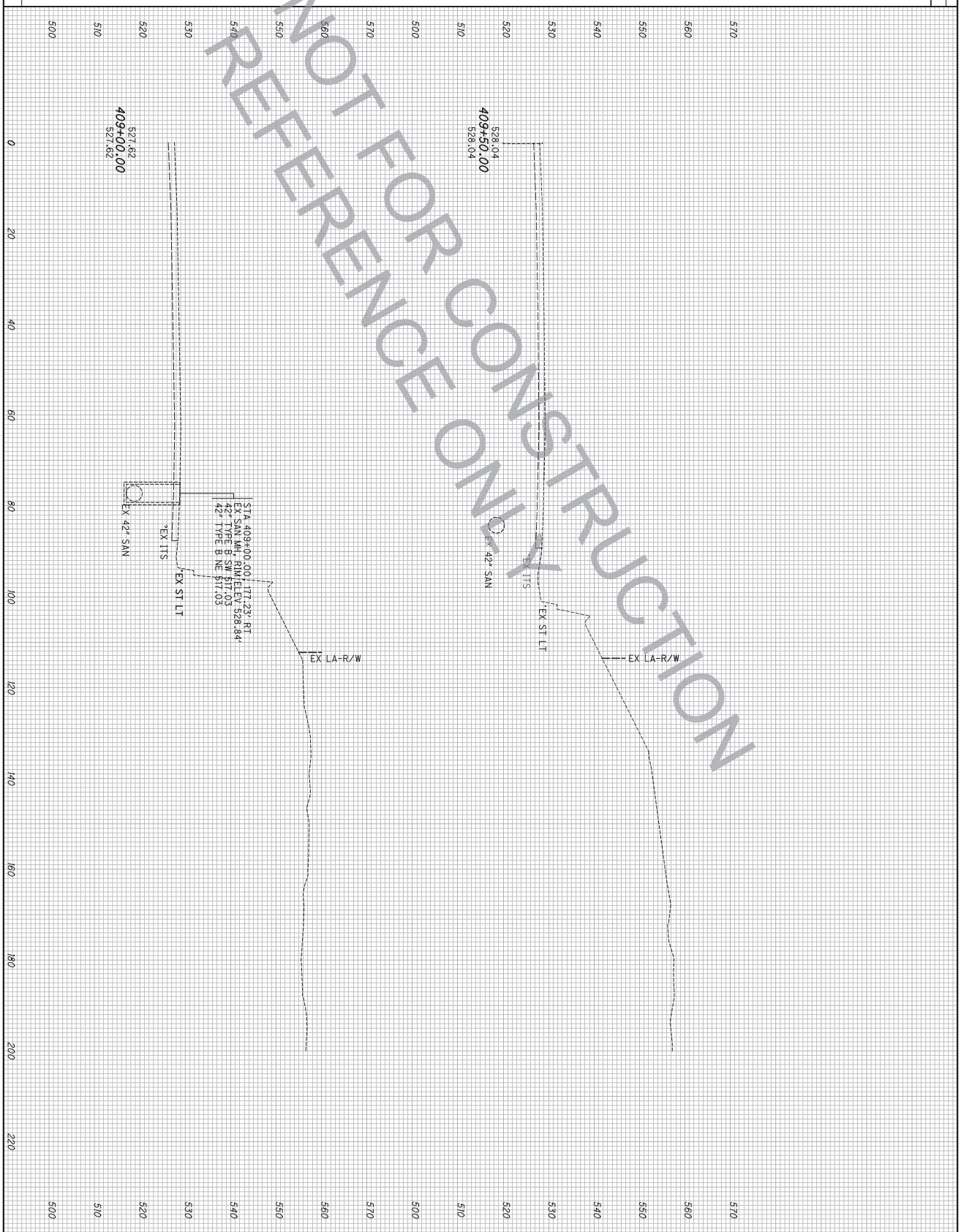
SEEDING	
END WIDTH	SQ. YDS.



END AREA	
CUT	FILL

VOLUME	
CUT	FILL

296
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 409+00.00 TO STA. 409+50.00

CALCULATED	SEA
CHECKED	DLR

SEEDING	
END WIDTH	SQ. YDS.
22	
	0
0	

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR

NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 410+00.00

HAM-75-7.85

297
1045

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SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
74	0		
		0	0
		0	0

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND STA. 410+00.00

HAM-75-7.85

298
1045

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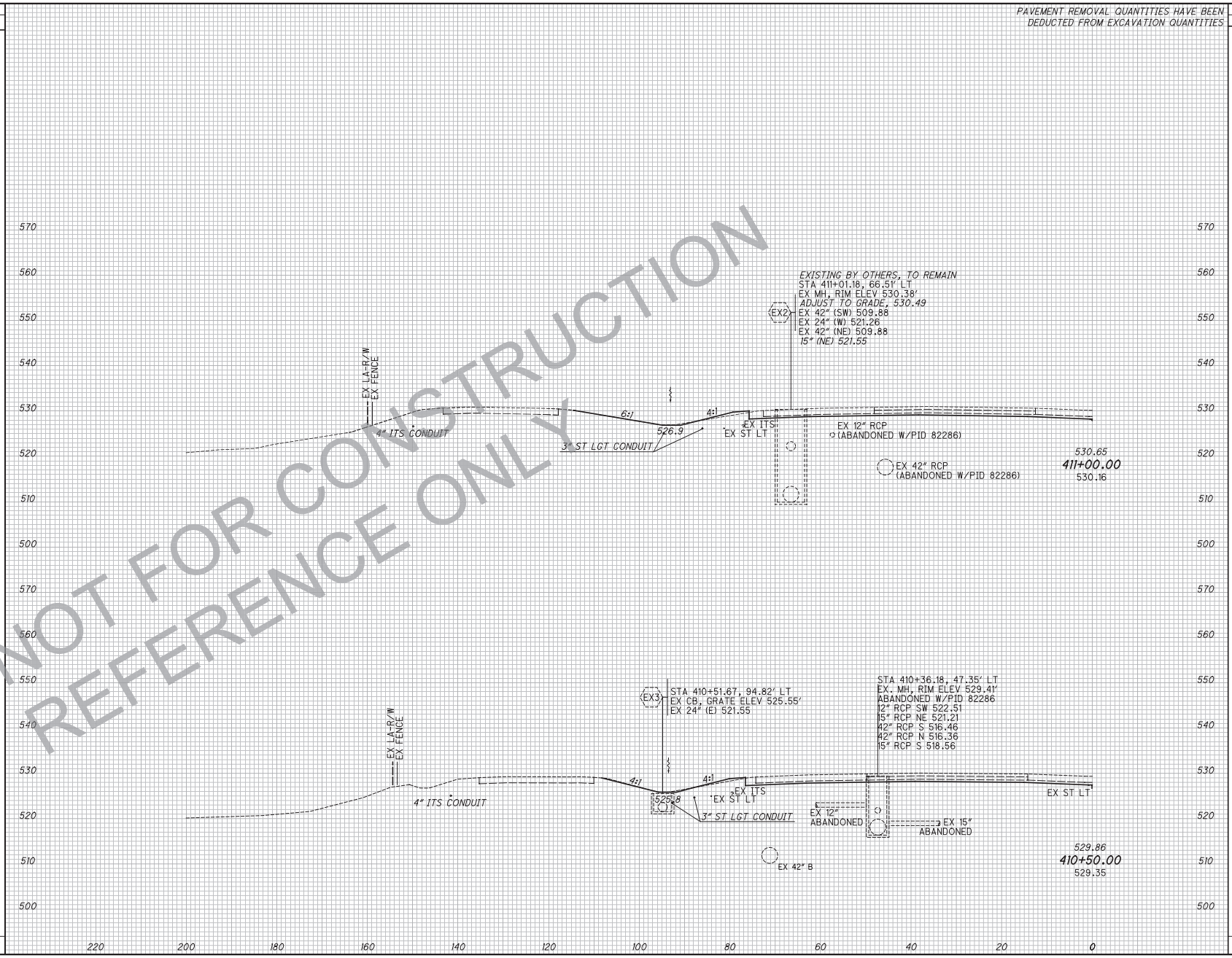
SEEDING	
END WIDTH	SQ. YDS.
41	
	211
34	
	152
	363

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 410+50.00 TO STA. 411+00.00

HAM-75-7.85

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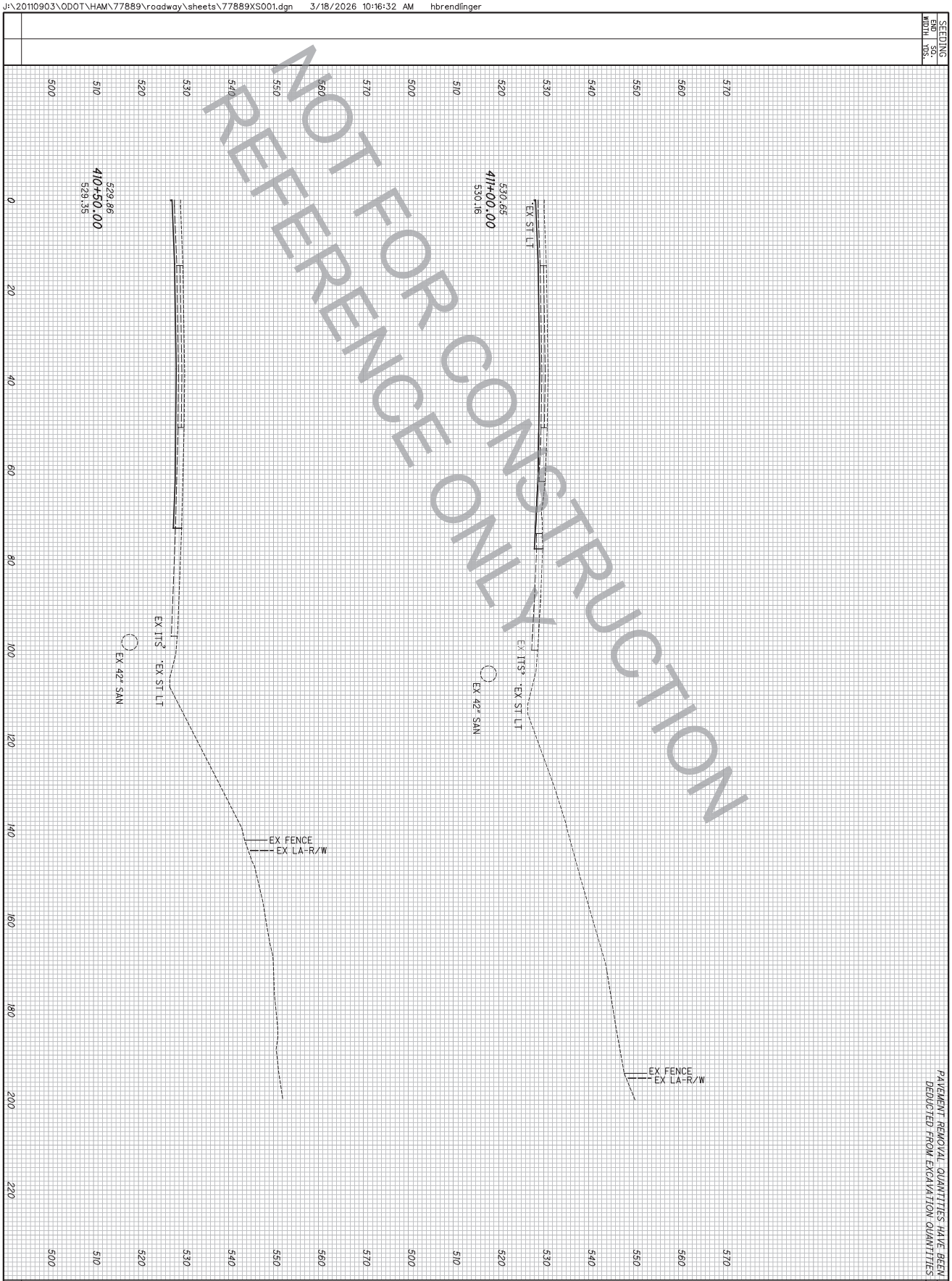
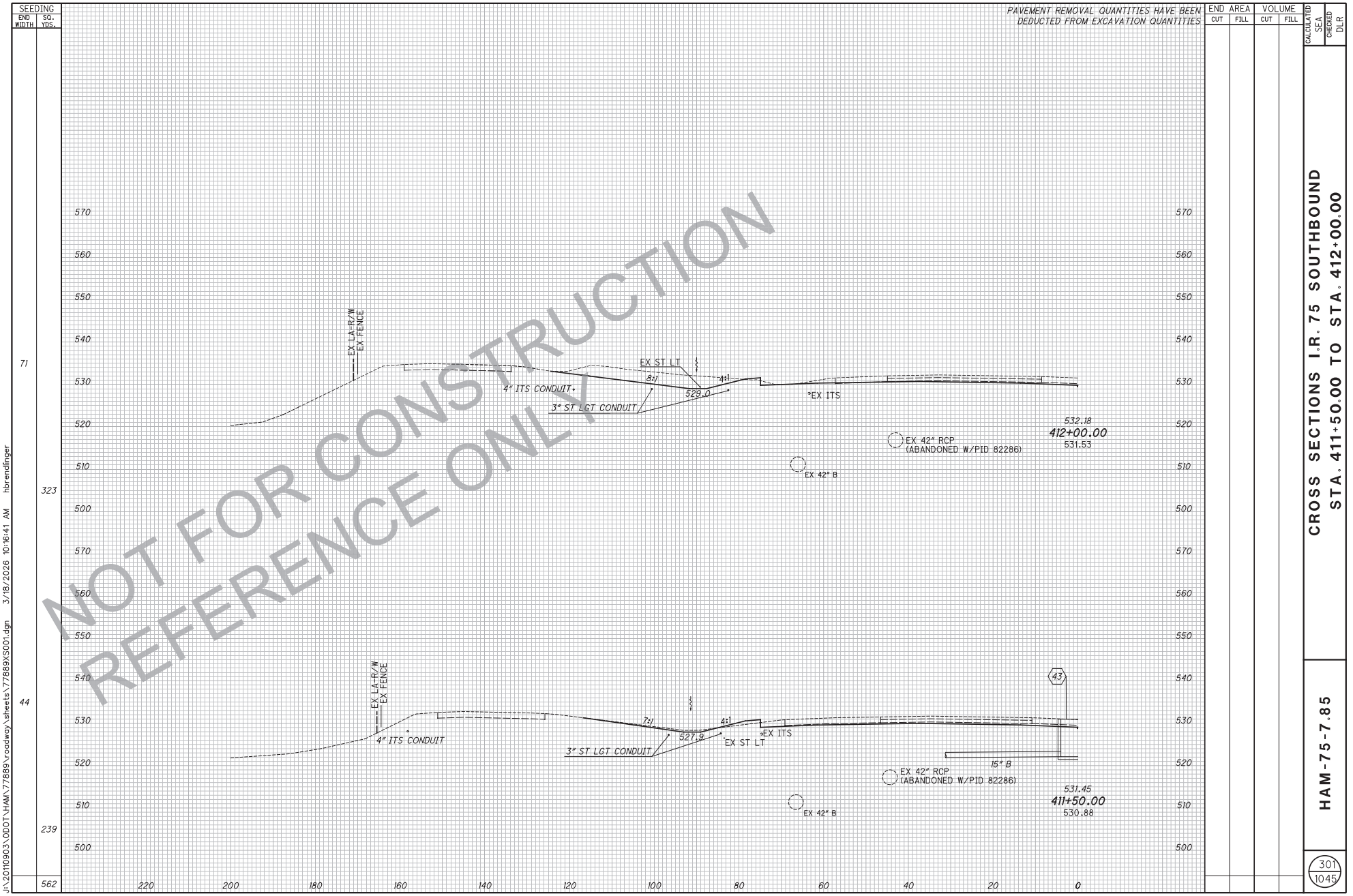


SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
		76	284	10
		3	135	3
		85	149	7
		4		

300 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 NORTHBOUND STA. 410+50.00 TO STA. 411+00.00	CALCULATED SEA CHECKED DLR



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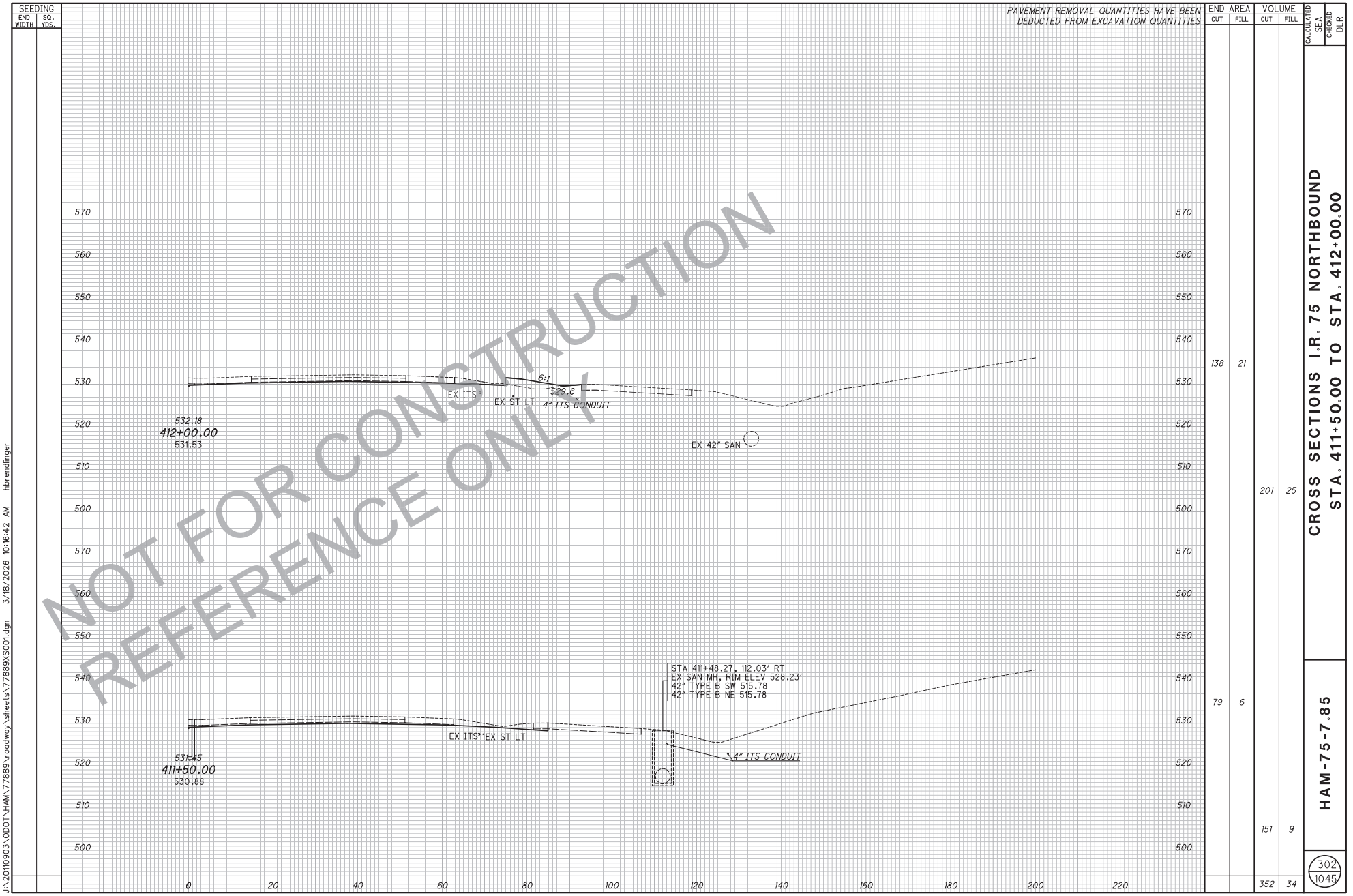

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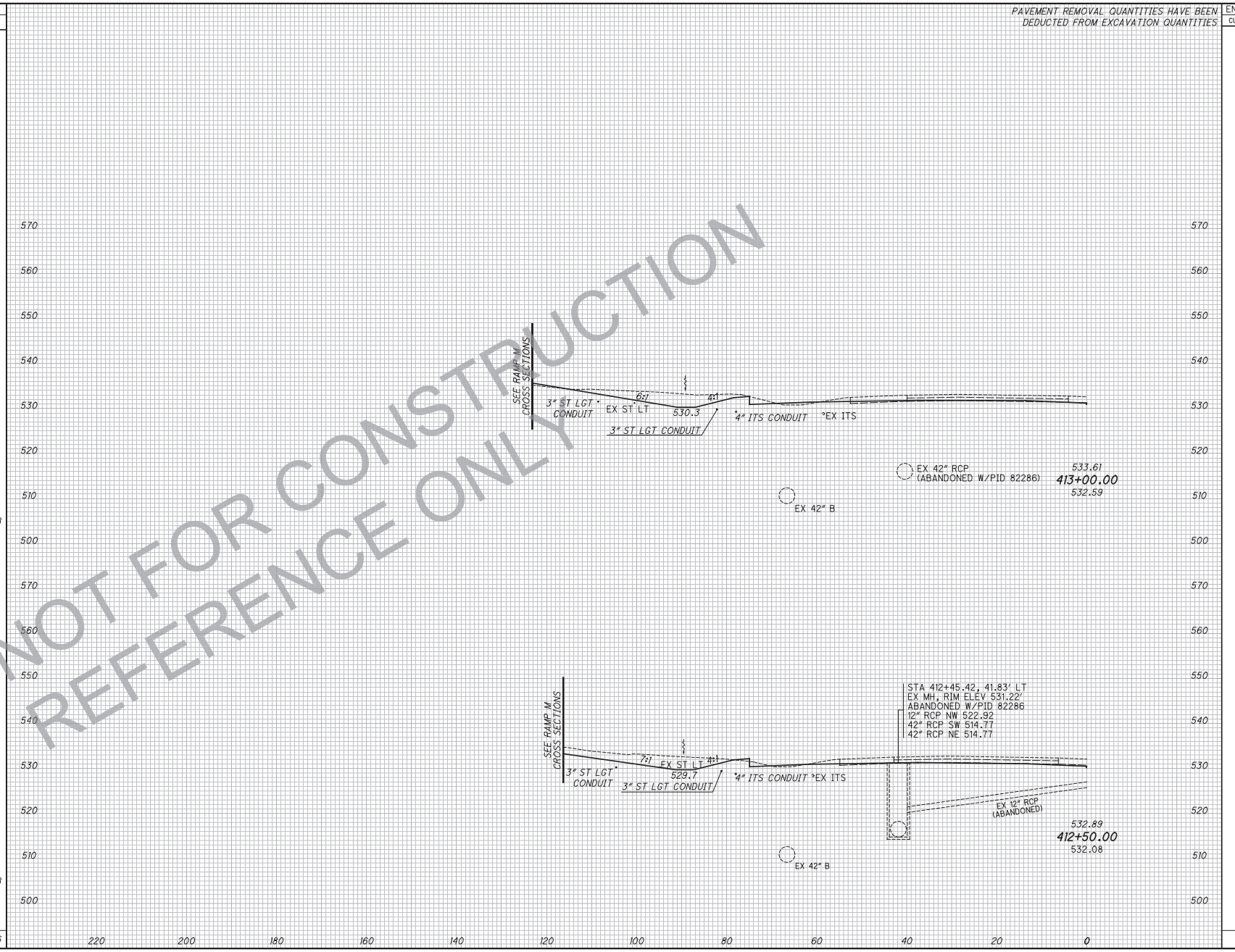
SEEDING	
END WIDTH	SQ. YDS.
70	378
64	378
	756

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 412+50.00 TO STA. 413+00.00

HAM-75-7.85

303
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:16:43 AM hbrendlinger

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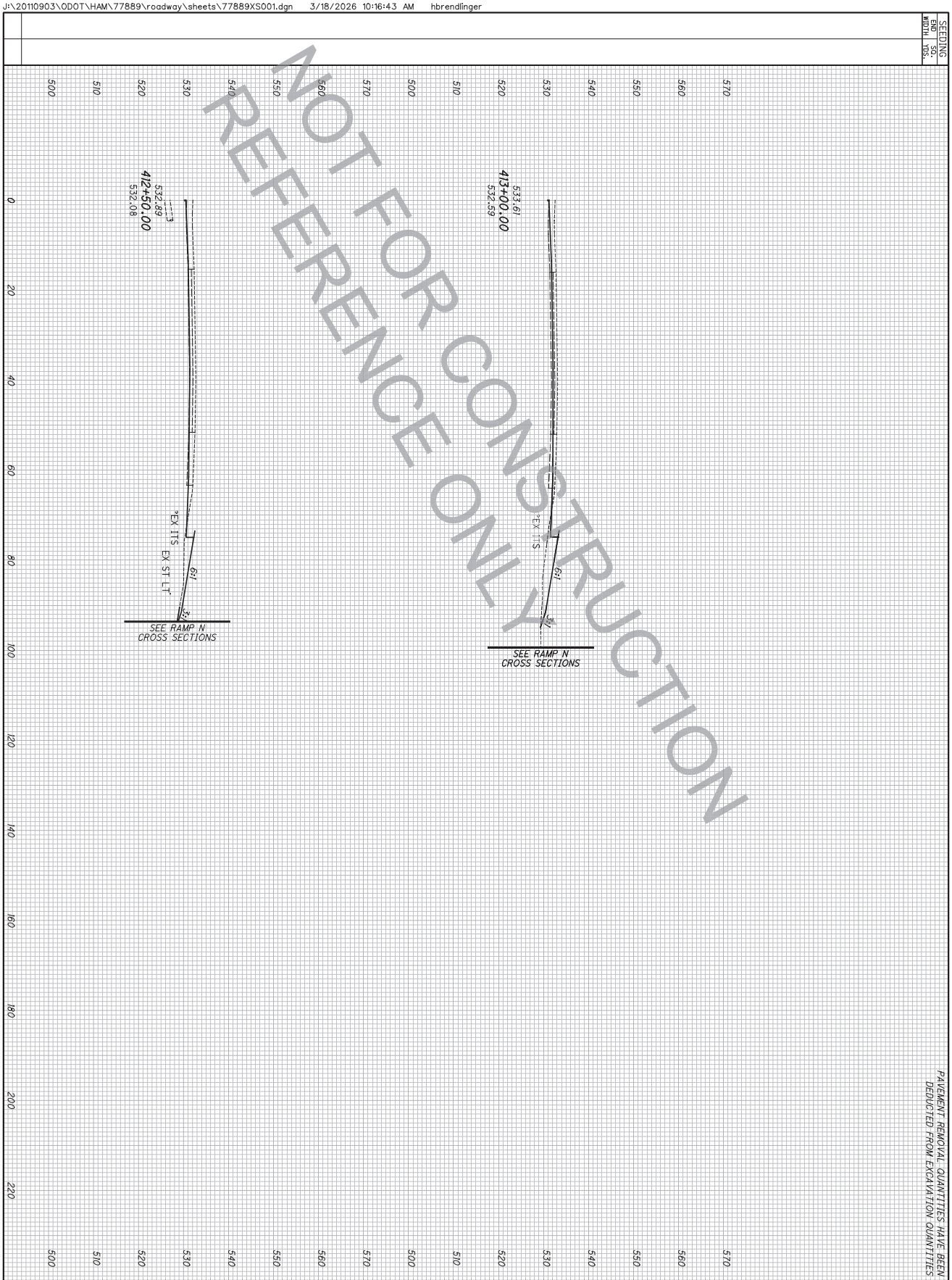


PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

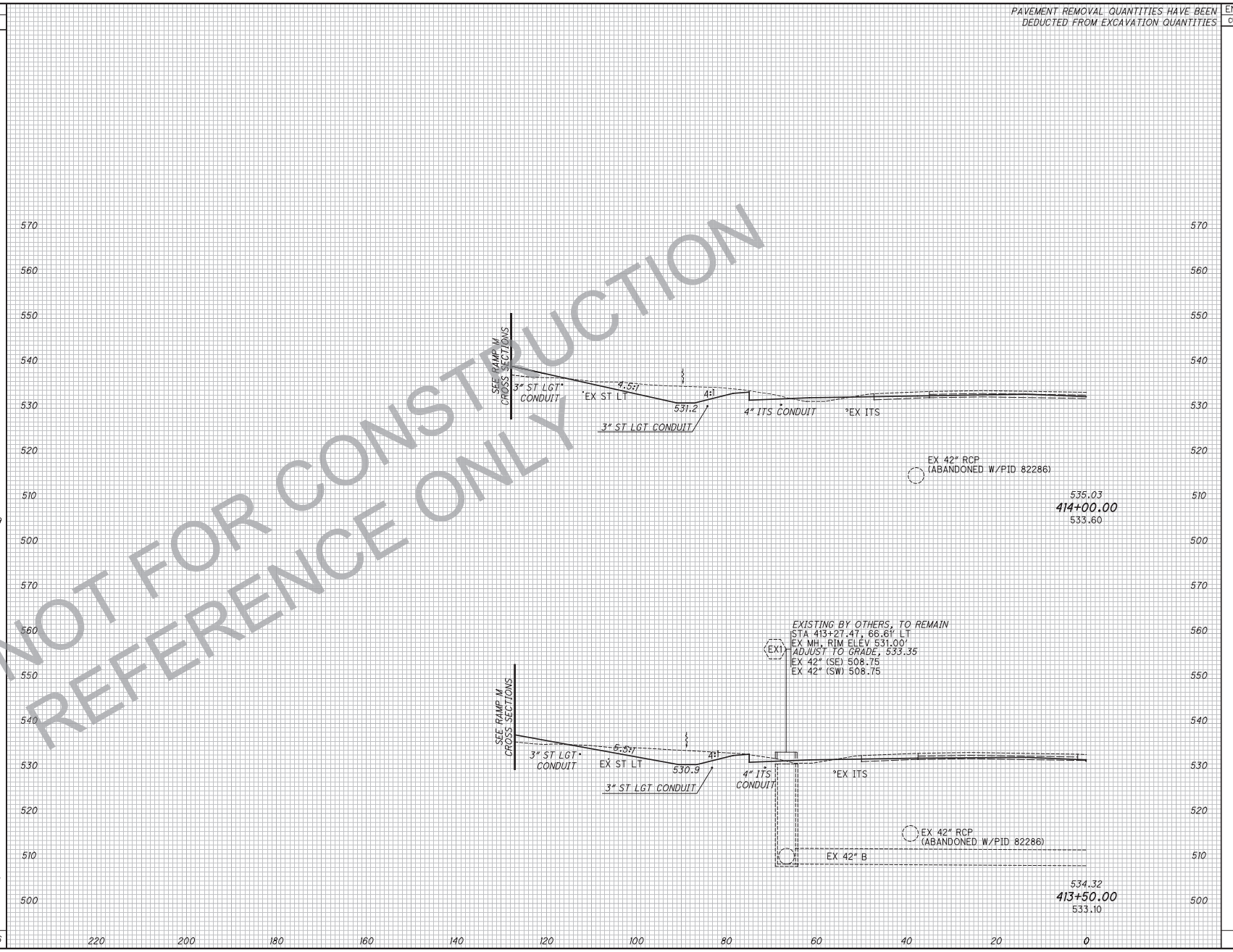
| SEEDING | | |

SEEDING	
END WIDTH	SQ. YDS.
	78
	439
	79
	417
	856

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR



NOT FOR CONSTRUCTION
REFERENCE ONLY

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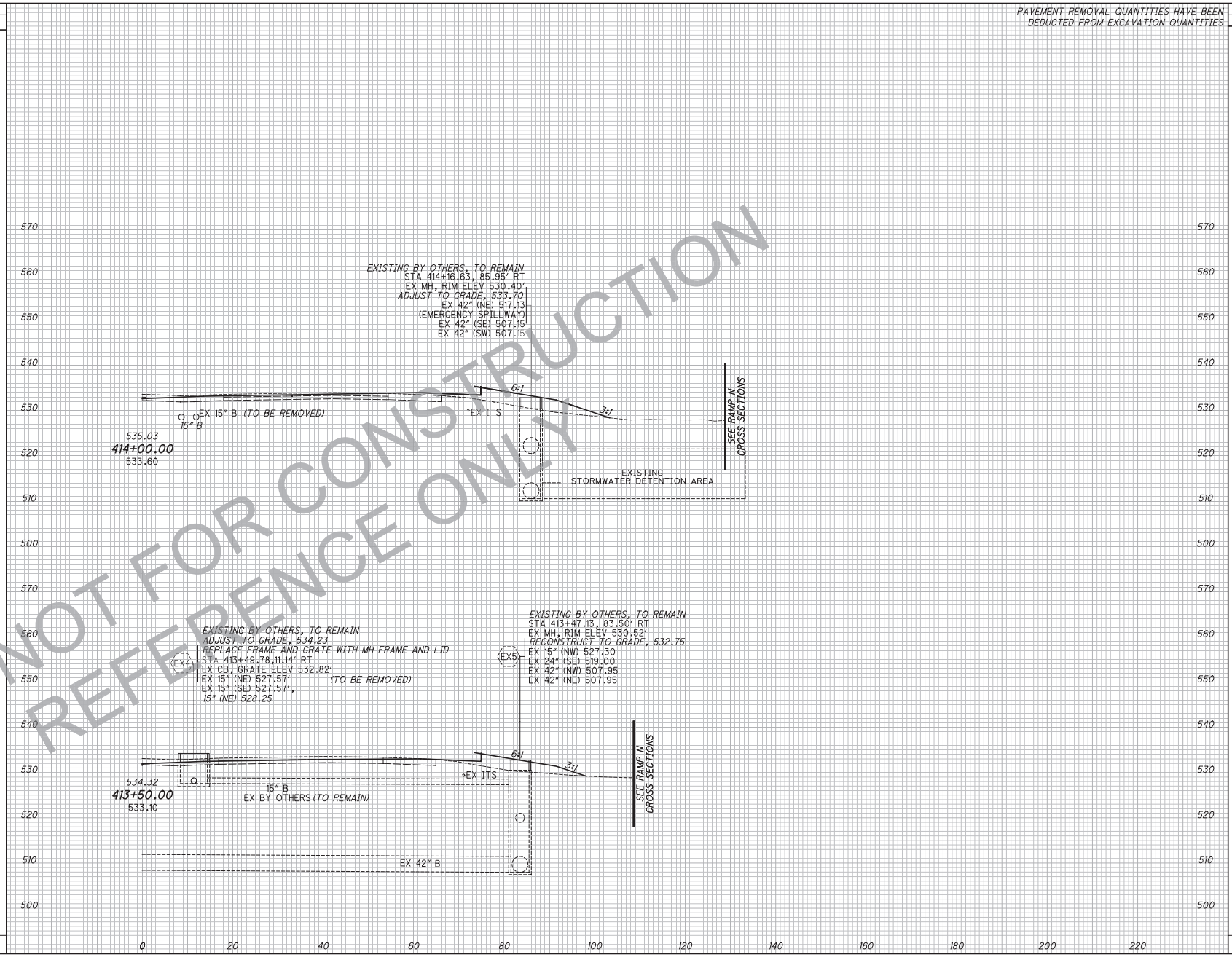
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 413+50.00 TO STA. 414+00.00

HAM-75-7.85

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
93	169		
		157	277
77	131		
		143	189
		300	466

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 413+50.00 TO STA. 414+00.00

HAM-75-7.85

306
1045

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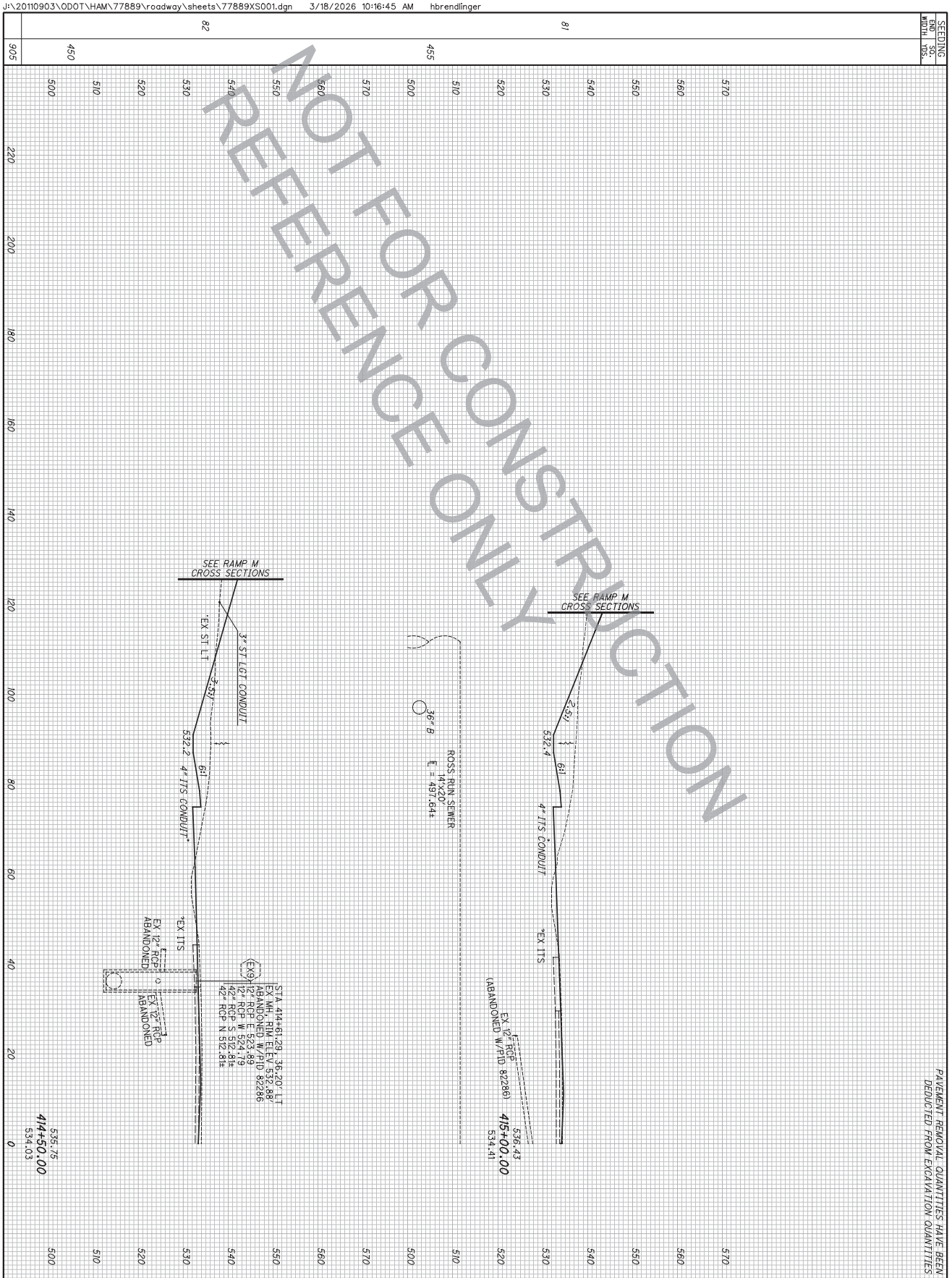

SEEDING		
	END WIDTH	SQ. YDS.

END AREA	
CUT	
FILL	

VOLUME	
CUT	
FILL	

307 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 SOUTHBOUND STA. 414+50.00 TO STA. 415+00.00	CALCULATED SEA / CHECKED DLR

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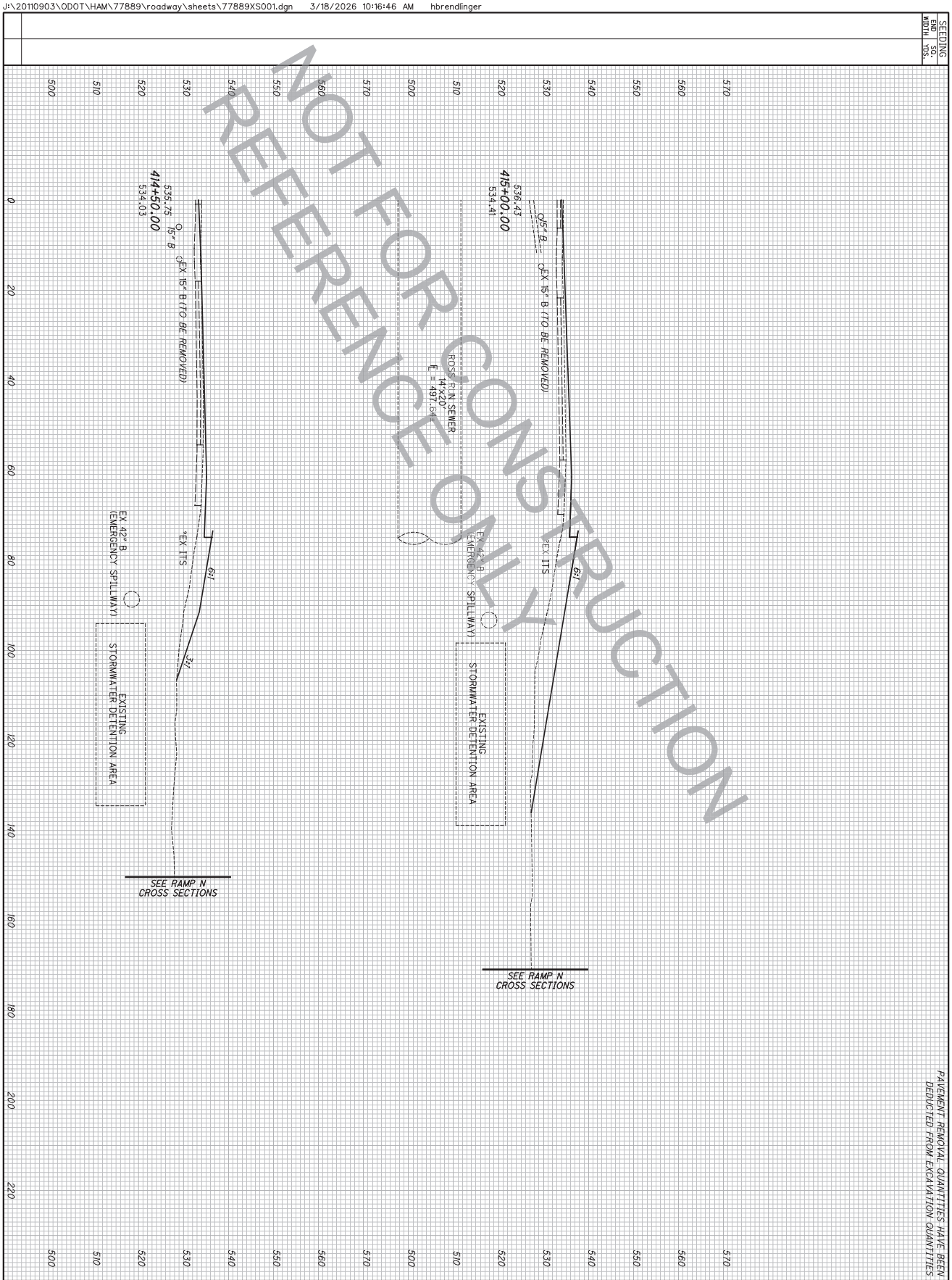

308 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 NORTHBOUND STA. 414+50.00 TO STA. 415+00.00

CALCULATED SEA
CHECKED DLR

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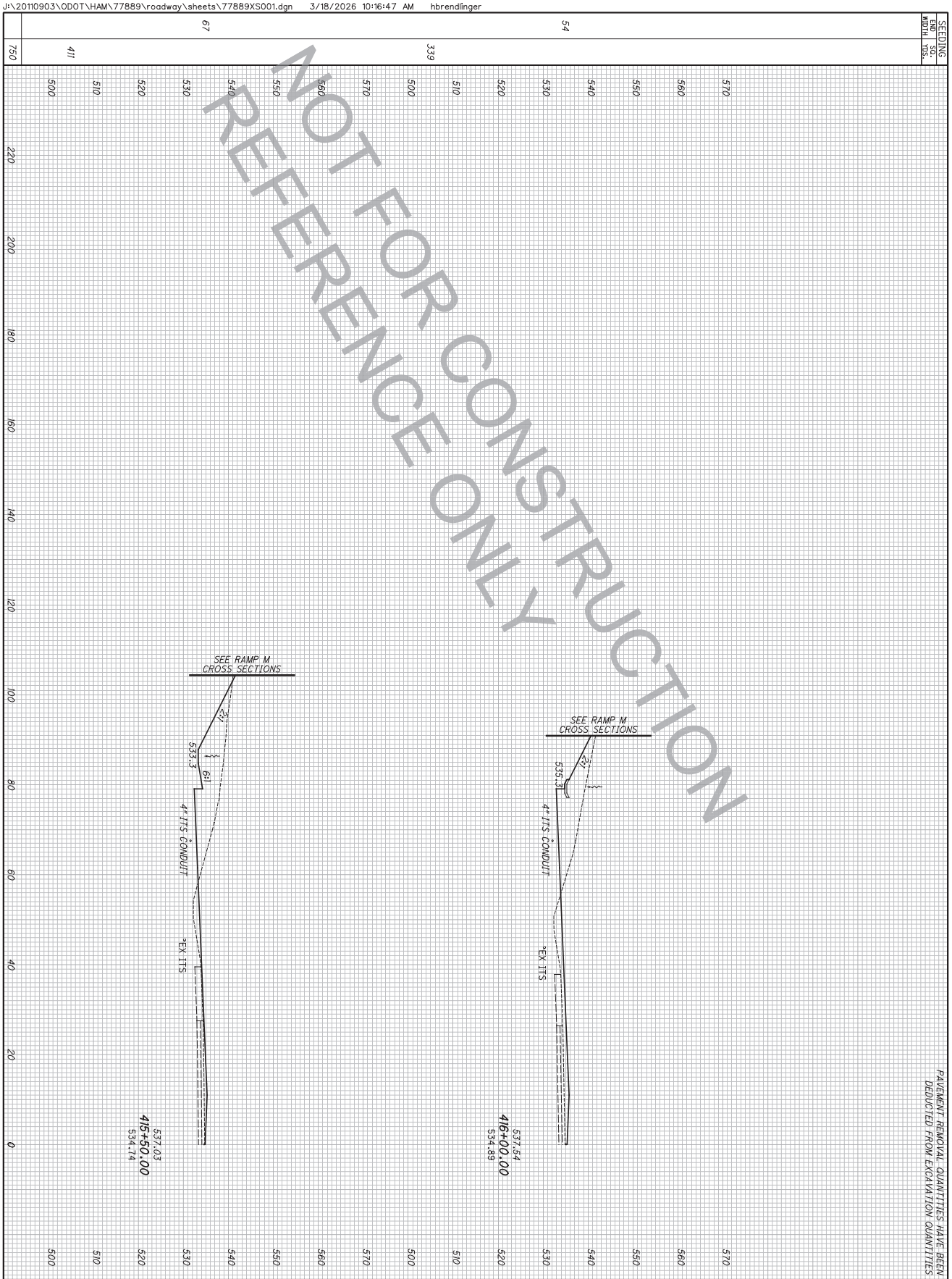

NOT FOR CONSTRUCTION
REFERENCE ONLY

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL

309
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 415+50.00 TO STA. 416+00.00

CALCULATED SEA
CHECKED DLR

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
136	314		
		267	607
152	341		
		256	605
		523	1212

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 415+50.00 TO STA. 416+00.00

HAM-75-7.85

310
1045

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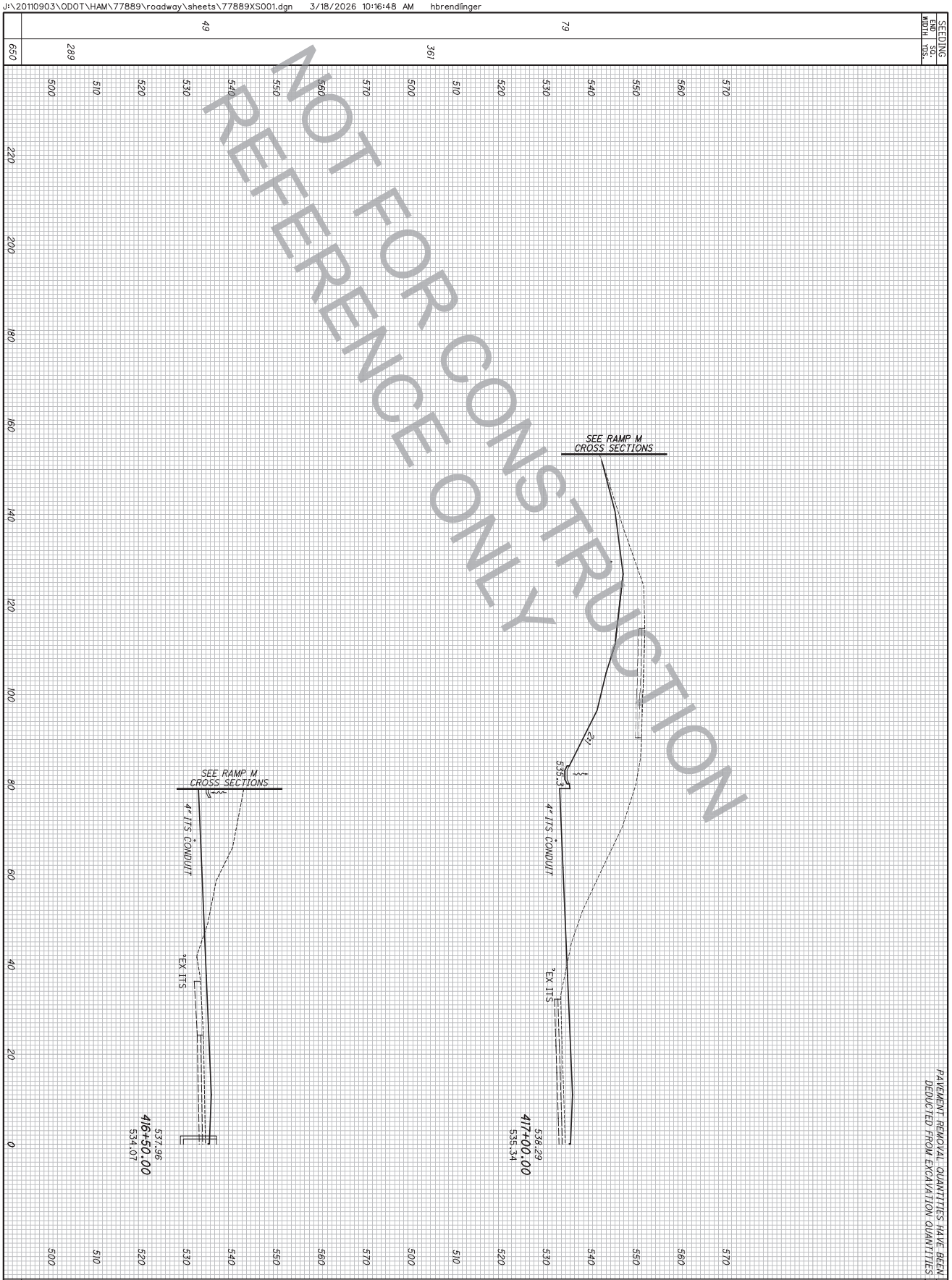

SEEDING: END WIDTH | SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA: CUT | FILL

VOLUME: CUT | FILL

311
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 416+50.00 TO STA. 417+00.00

CALCULATED SEA
CHECKED DLR

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL
763	310		
		879	644
186	386		
		298	648
		1177	1292

CALCULATED SFA
CHECKED DLR

NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 416+50.00 TO STA. 417+00.00

HAM-75-7.85

312
1045

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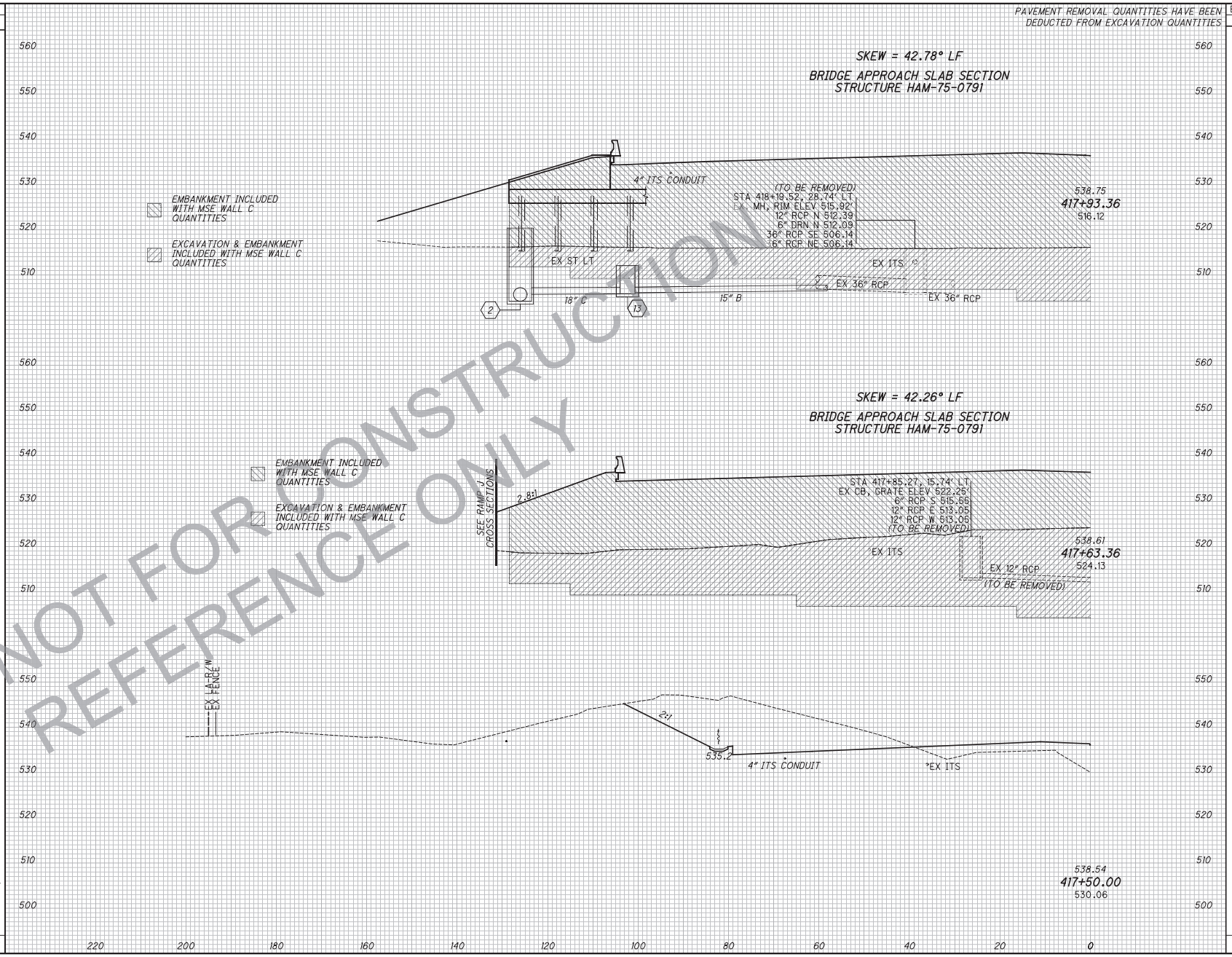
SEEDING	
END WIDTH	SQ. YDS.
	98
	293
	77
	80
	30
	306
	679

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 417+50.00 TO STA. 417+93.36

HAM-75-7.85

313
1045

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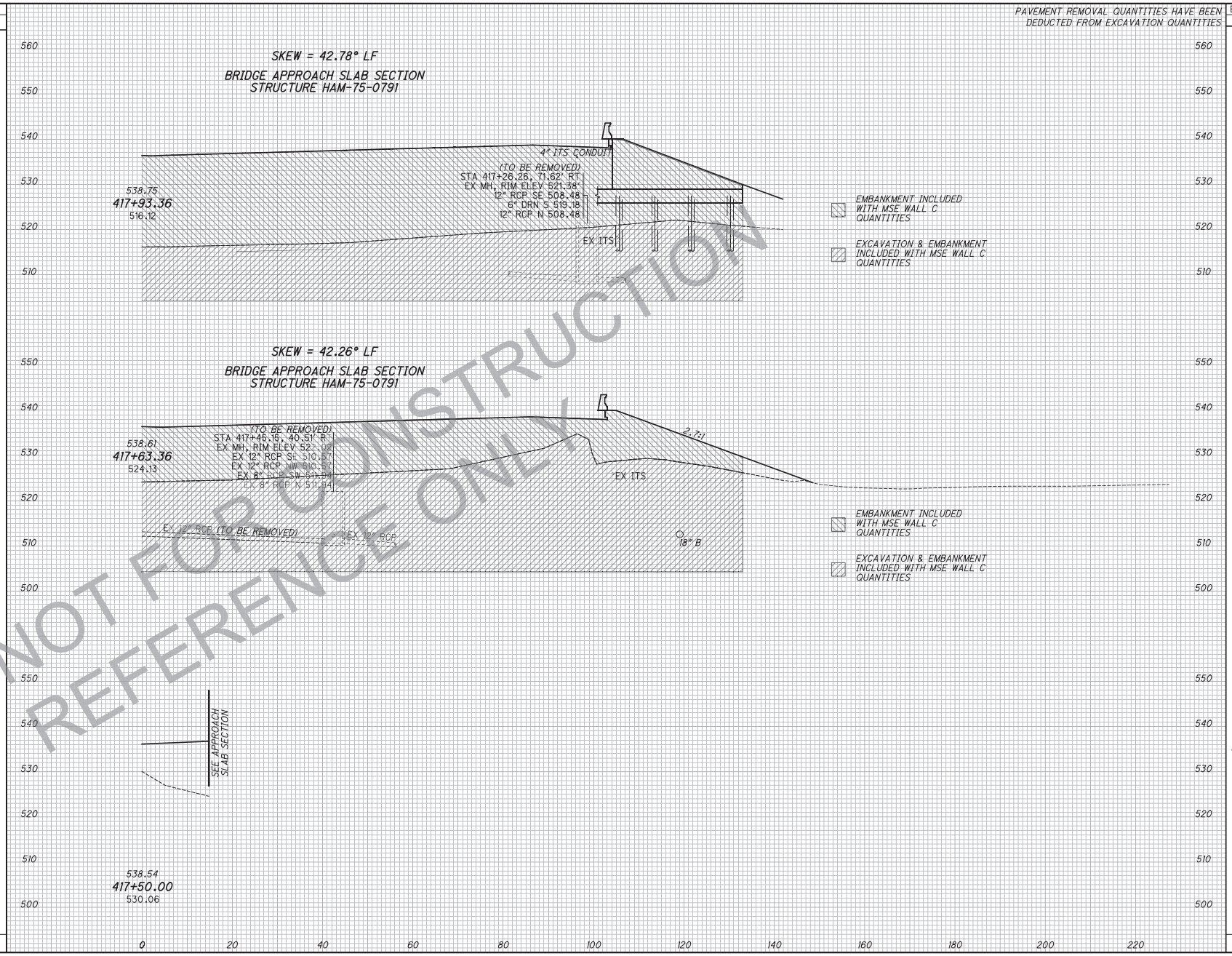
SEEDING	
END WIDTH	SQ. YDS.



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	352		
		0	227
0	56		
		109	72
442	234		
		1115	504
		1224	803

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 417+50.00 TO STA. 417+93.36

HAM-75-7.85

314
1045

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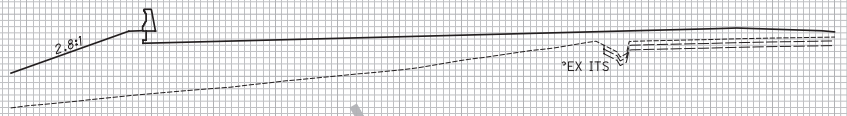
SEEDING	
END WIDTH	SQ. YDS.
56	13
26	64
16	819
	896

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SKEW = 45.57° LF

BRIDGE APPROACH SLAB SECTION
STRUCTURE HAM-75-0791



539.51
419+52.73
536.32

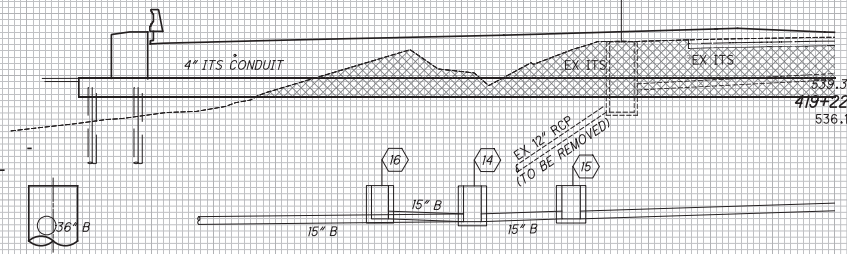
SEE APPROACH SLAB SECTION

539.50
419+50.00
536.30

SKEW = 45.05° LF

BRIDGE APPROACH SLAB SECTION
STRUCTURE HAM-75-0791

(TO BE REMOVED)
STA 419+47.48, 23.86' LT
EX MH, RIM ELEV 535.43'
12" RCP S 527.70
12" RCP SW 528.83
12" RCP W 524.13



539.37
419+22.73
536.19

UNCLASSIFIED EXCAVATION INCLUDED WITH HAM-75-0791 BRIDGE QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 419+22.73 TO STA. 419+52.73

HAM-75-7.85

315
1045

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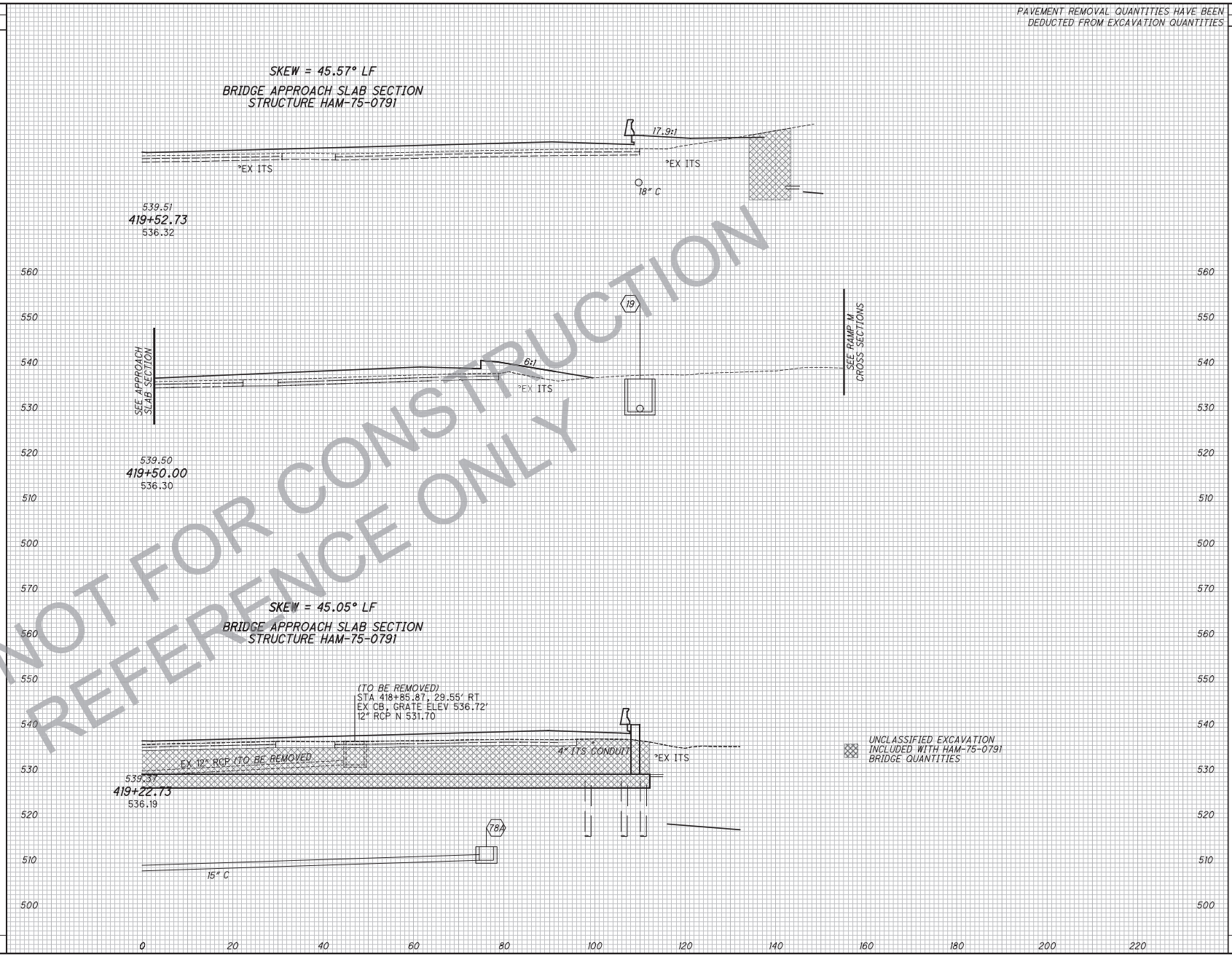
SEEDING	
END WIDTH	SQ. YDS.



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
73	1004		
		4	63
0	248		
		157	579
312	899		
		0	0
		161	642

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 419+22.73 TO STA. 419+52.73

HAM-75-7.85

316
1045

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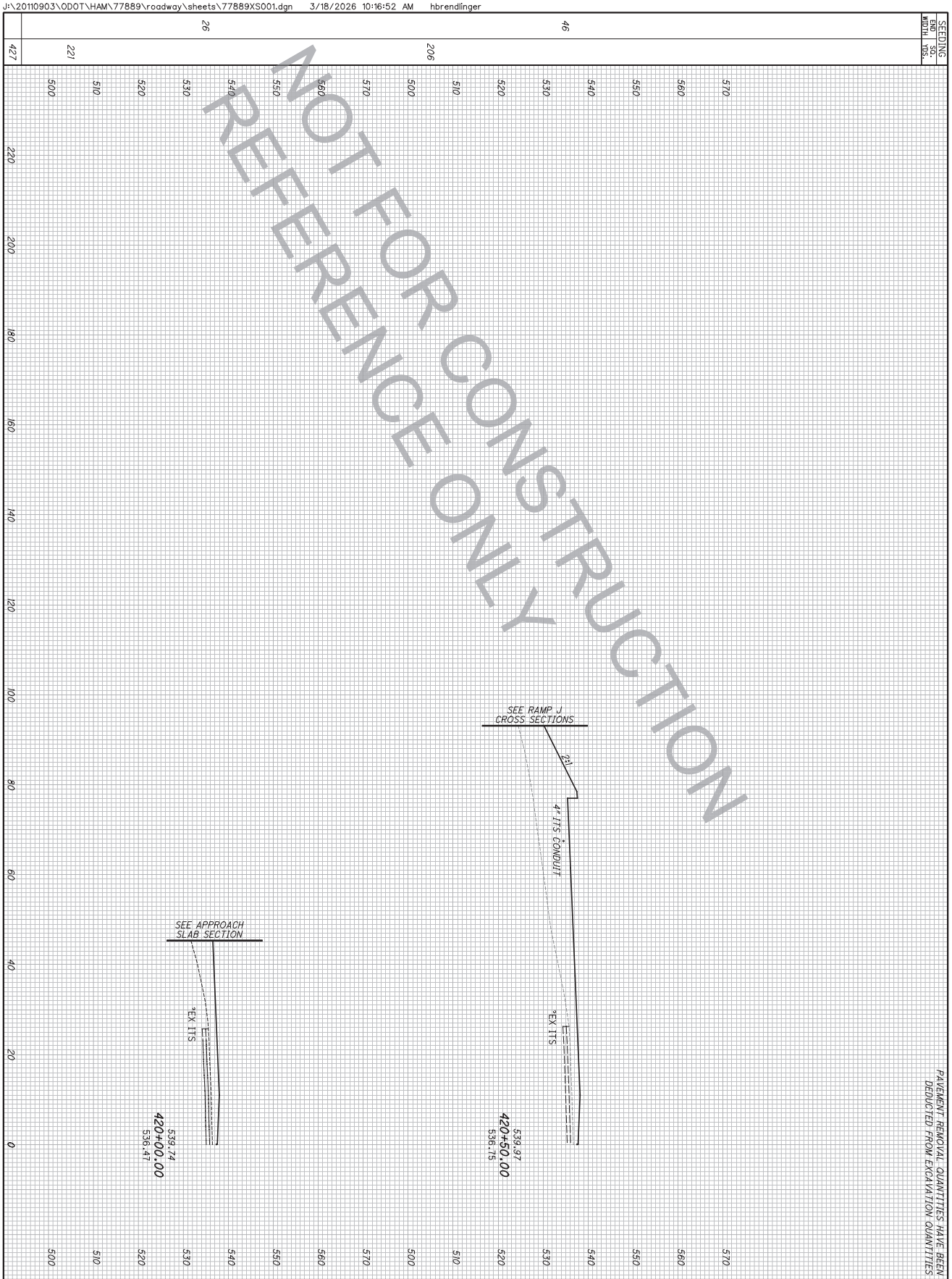

NOT FOR CONSTRUCTION
REFERENCE ONLY

SEEDING: END WIDTH | SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA: CUT | FILL

VOLUME: CUT | FILL

317
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 420+00.00 TO STA. 420+50.00

CALCULATED SEA
CHECKED DLR

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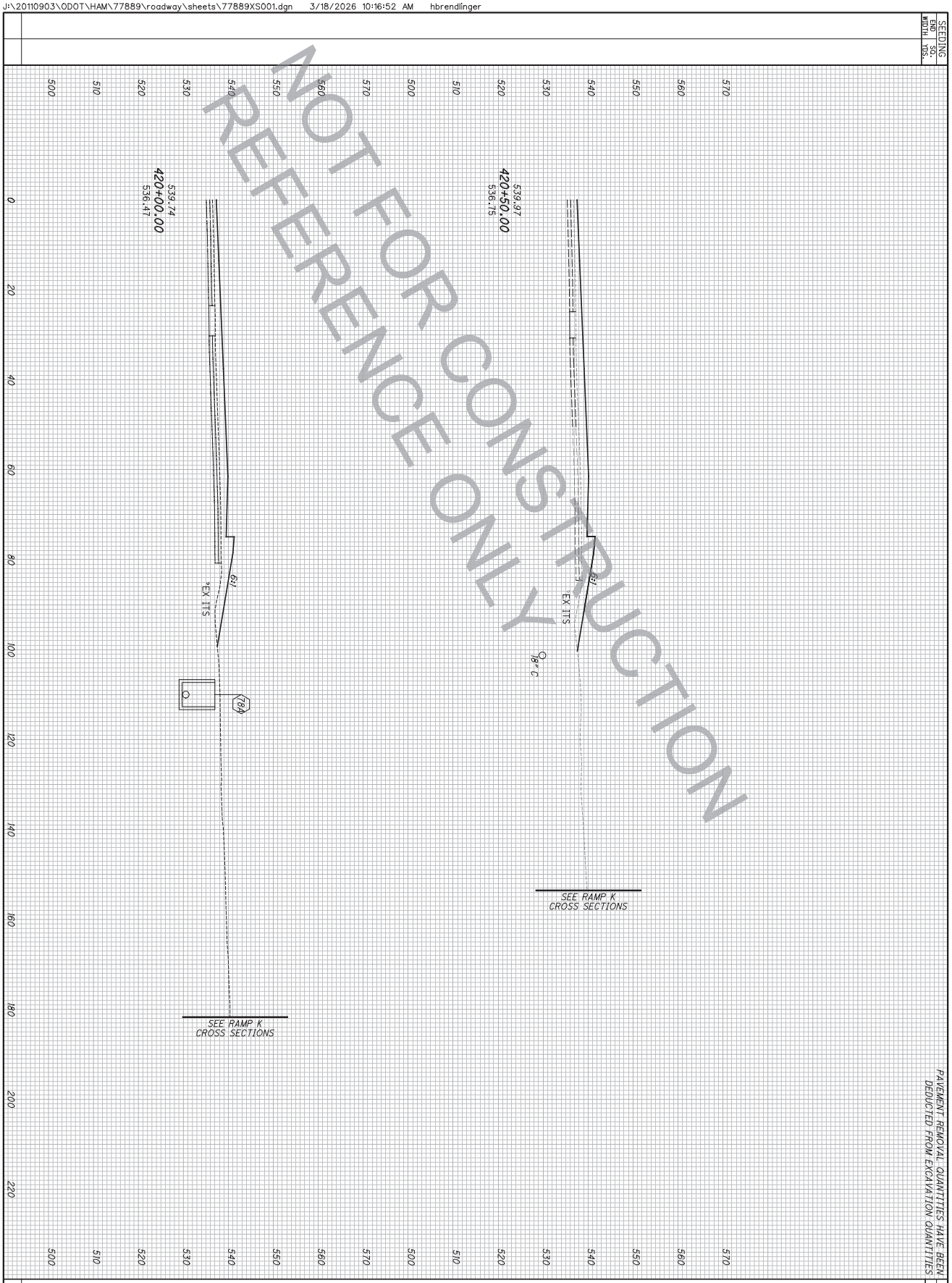

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		0	395		
		0	726		
64	2262	64	1224	0	1038

318 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 NORTHBOUND STA. 420+00.00 TO STA. 420+50.00	CALCULATED SEA CHECKED DLR

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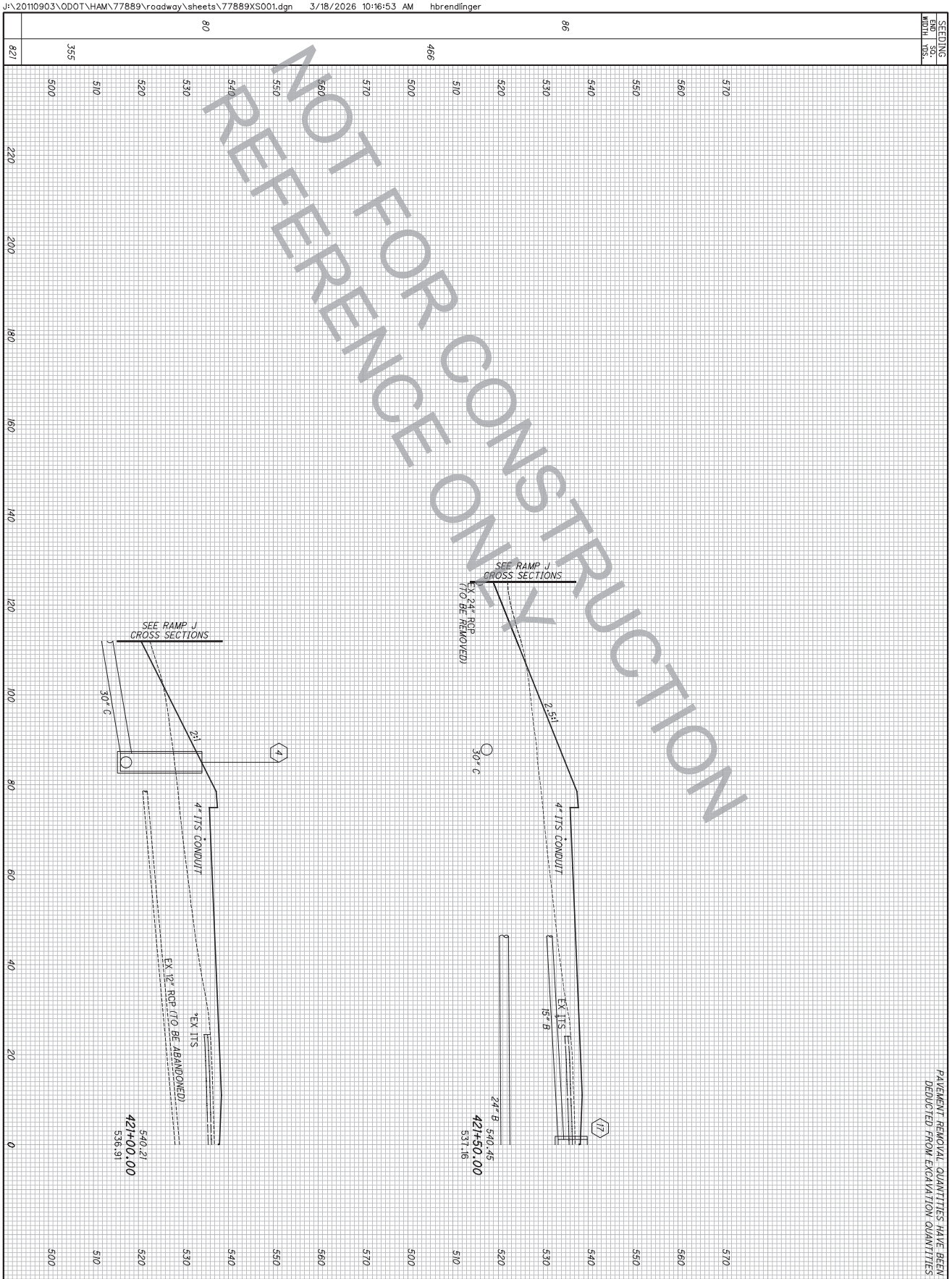

319 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 SOUTHBOUND STA. 421+00.00 TO STA. 421+50.00

CALCULATED SEA
CHECKED DLR

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
26	696		
		34	1289
10	696		
		9	1316
		43	2605

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 421+00.00 TO STA. 421+50.00

HAM-75-7.85

320
1045

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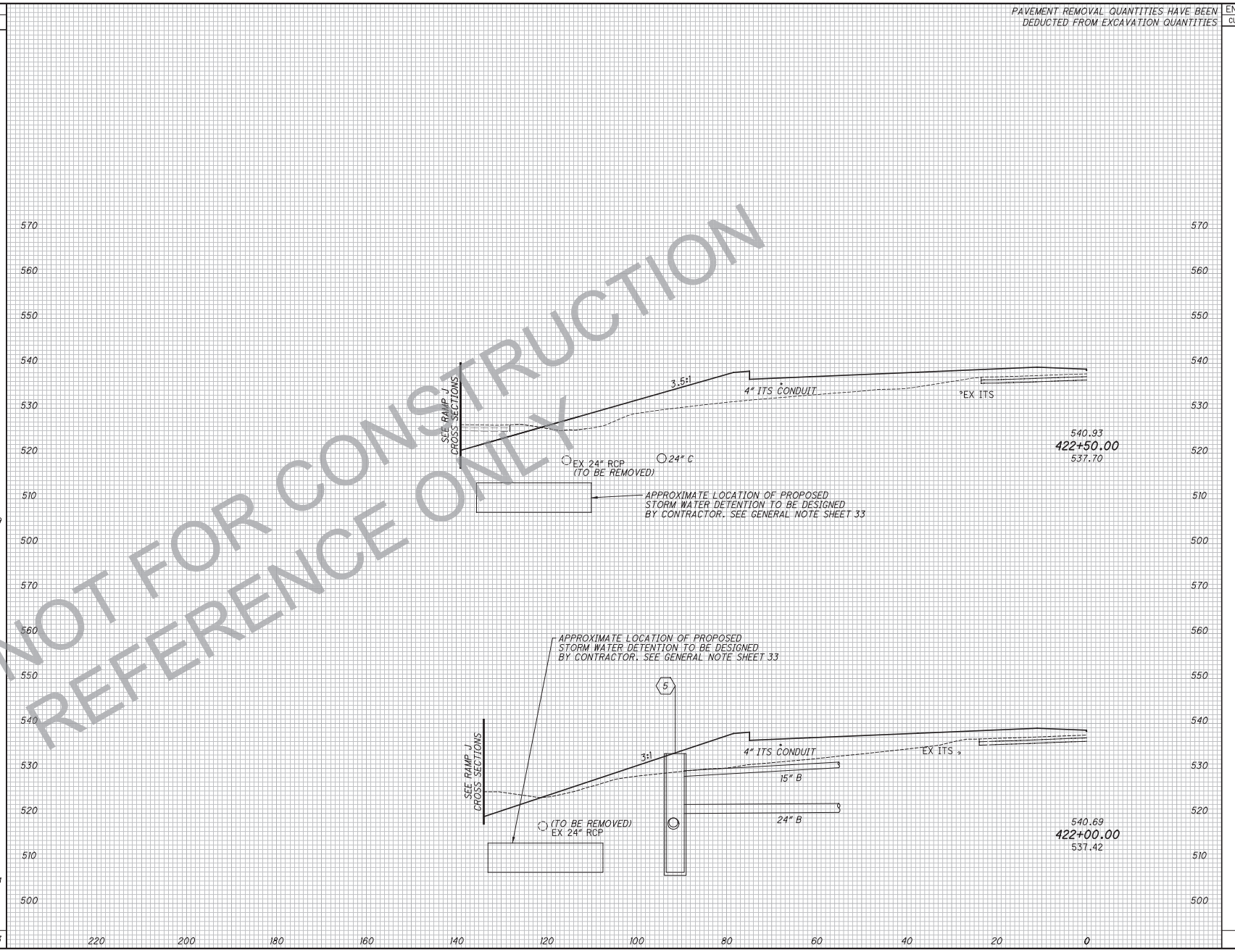
SEEDING	
END WIDTH	SQ. YDS.
87	
	489
87	
	484
	973

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 422+00.00 TO STA. 422+50.00

HAM-75-7.85

321
1045

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SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
39	682		
		71	1277
37	698		
		59	1291
		130	2568

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 422+00.00 TO STA. 422+50.00

HAM-75-7.85

322
1045

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SEEDING	
END WIDTH	SQ. YDS.
80	456
84	477
	933

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR

NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 423+00.00 TO STA. 423+50.00

HAM-75-7.85

323
1045

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SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
49	656		
		81	1221
39	663		
		72	1245
		153	2466

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 423+00.00 TO STA. 423+50.00

HAM-75-7.85

324
1045

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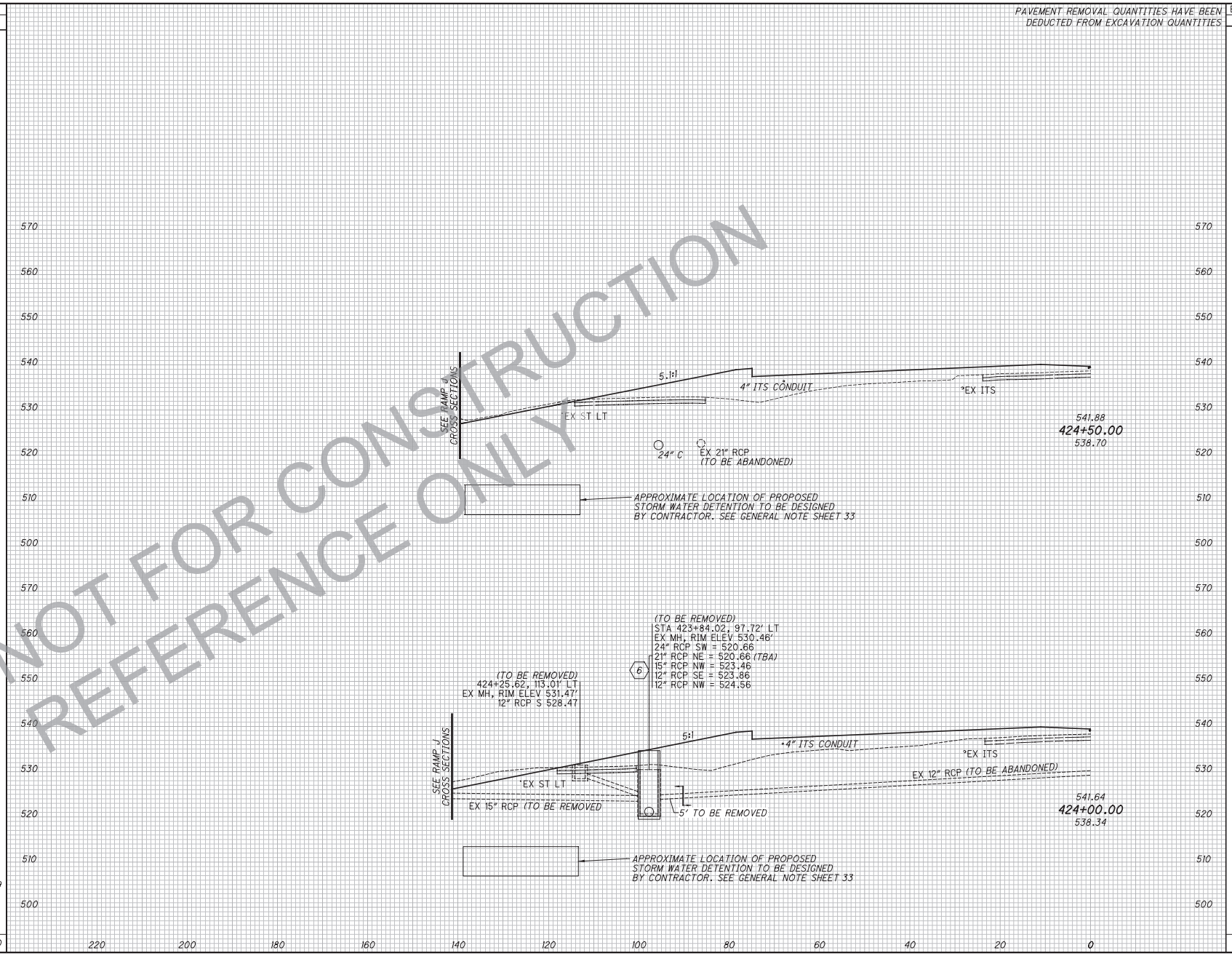
SEEDING	
END WIDTH	SQ. YDS.
	72
	411
	76
	439
	850

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 424+00.00 TO STA. 424+50.00

HAM-75-7.85

325
1045

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SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
12	611		
		40	1162
31	644		
		74	1203
		114	2365

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 424+00.00 TO STA. 424+50.00

HAM-75-7.85

326
1045

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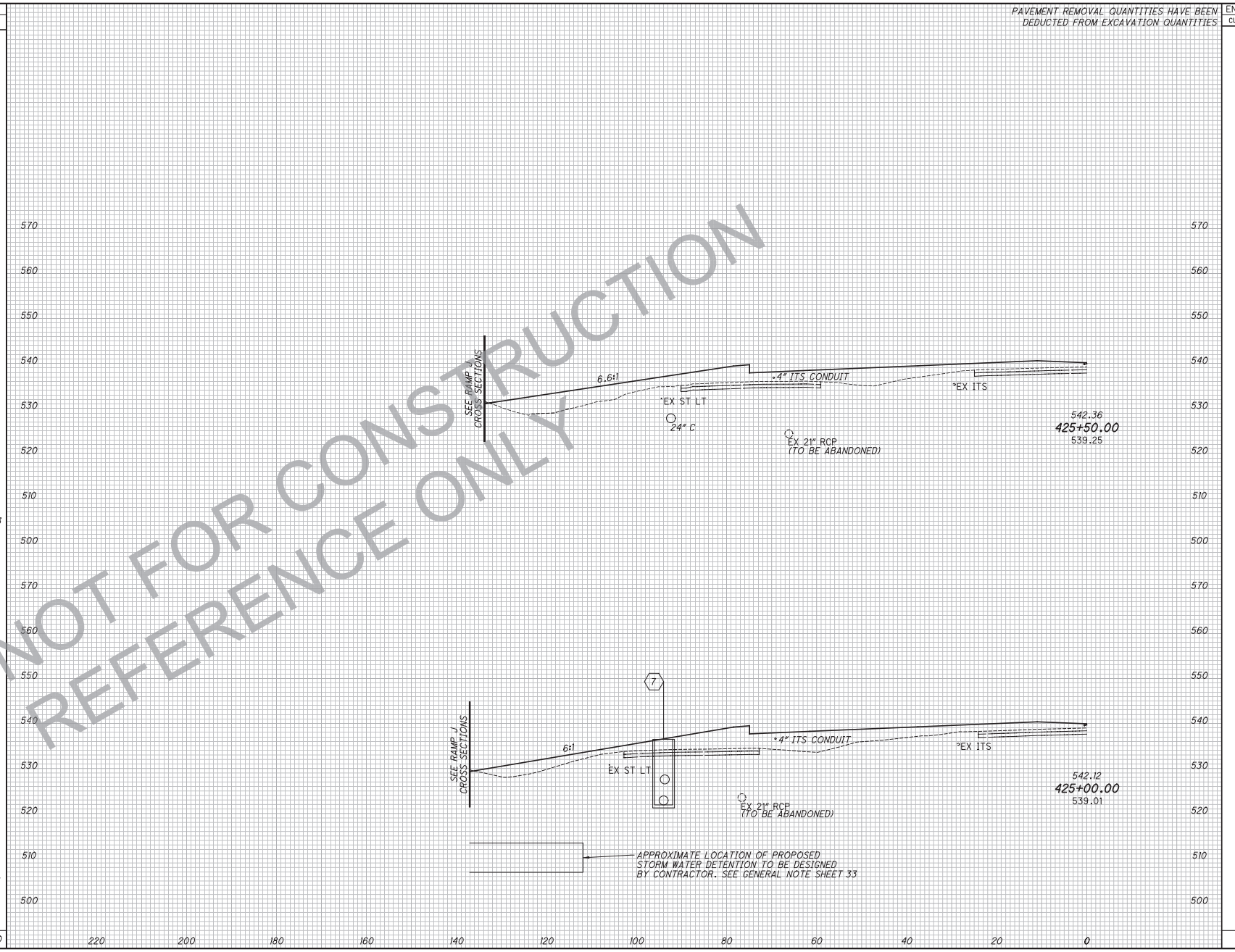
SEEDING	
END WIDTH	SQ. YDS.
115	633
112	517
	1150

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 425+00.00 TO STA. 425+50.00

HAM-75-7.85

327
1045

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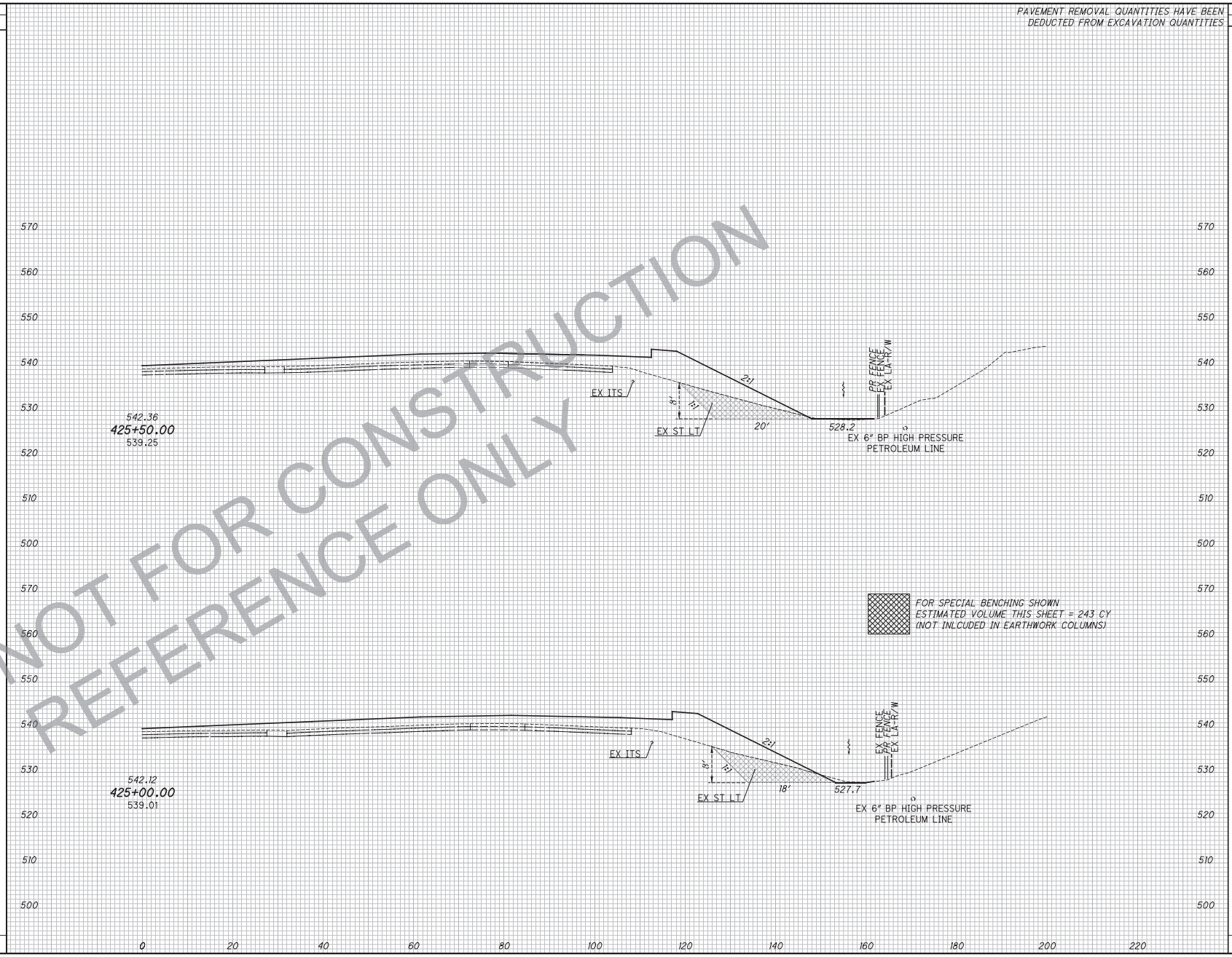
SEEDING	
END WIDTH	SQ. YDS.



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
1	889		
		4	1637
4	879		
		15	1380
		19	3017

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 425+00.00 TO STA. 425+50.00

HAM-75-7.85

328
1045

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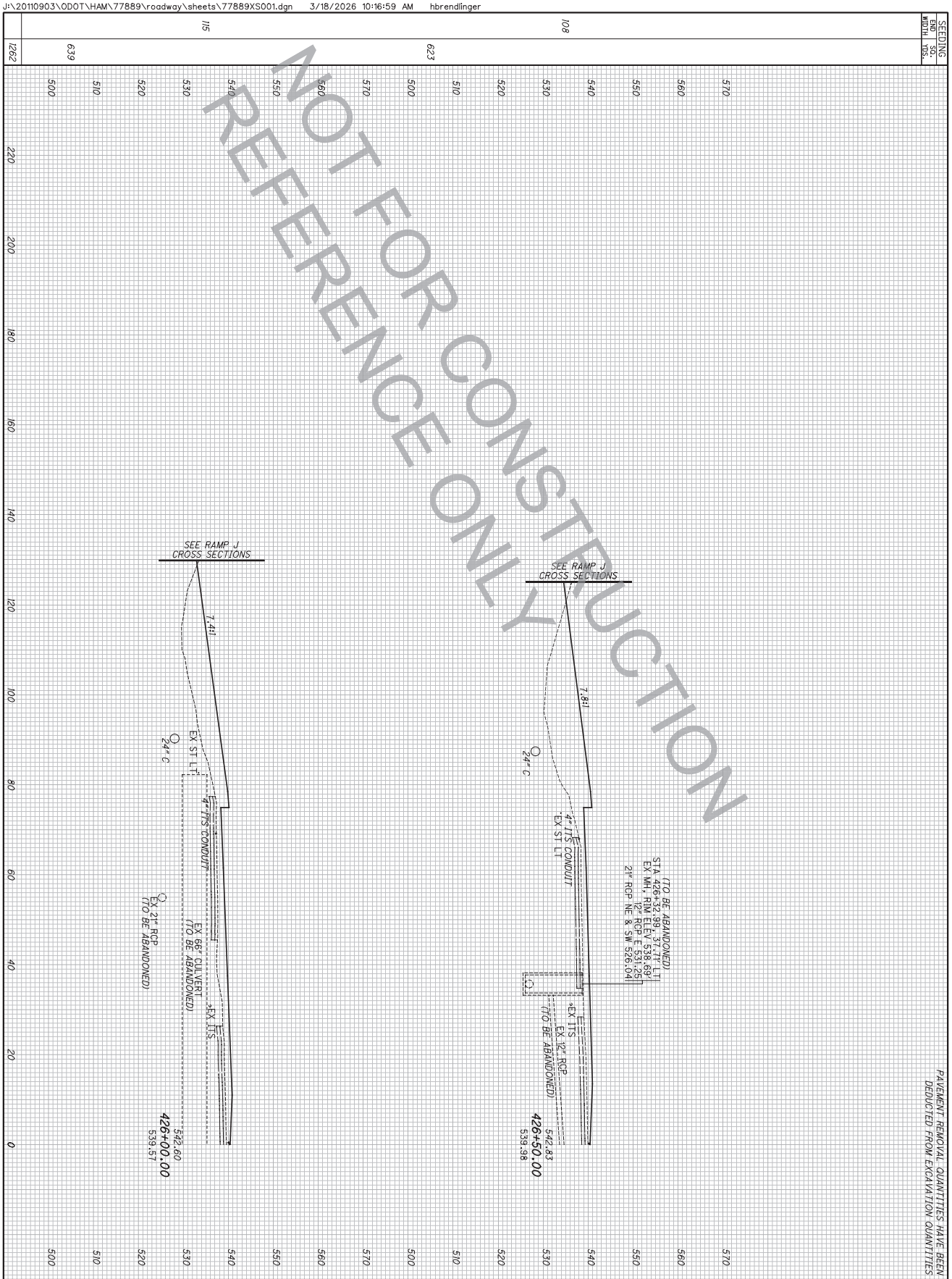


329
1045

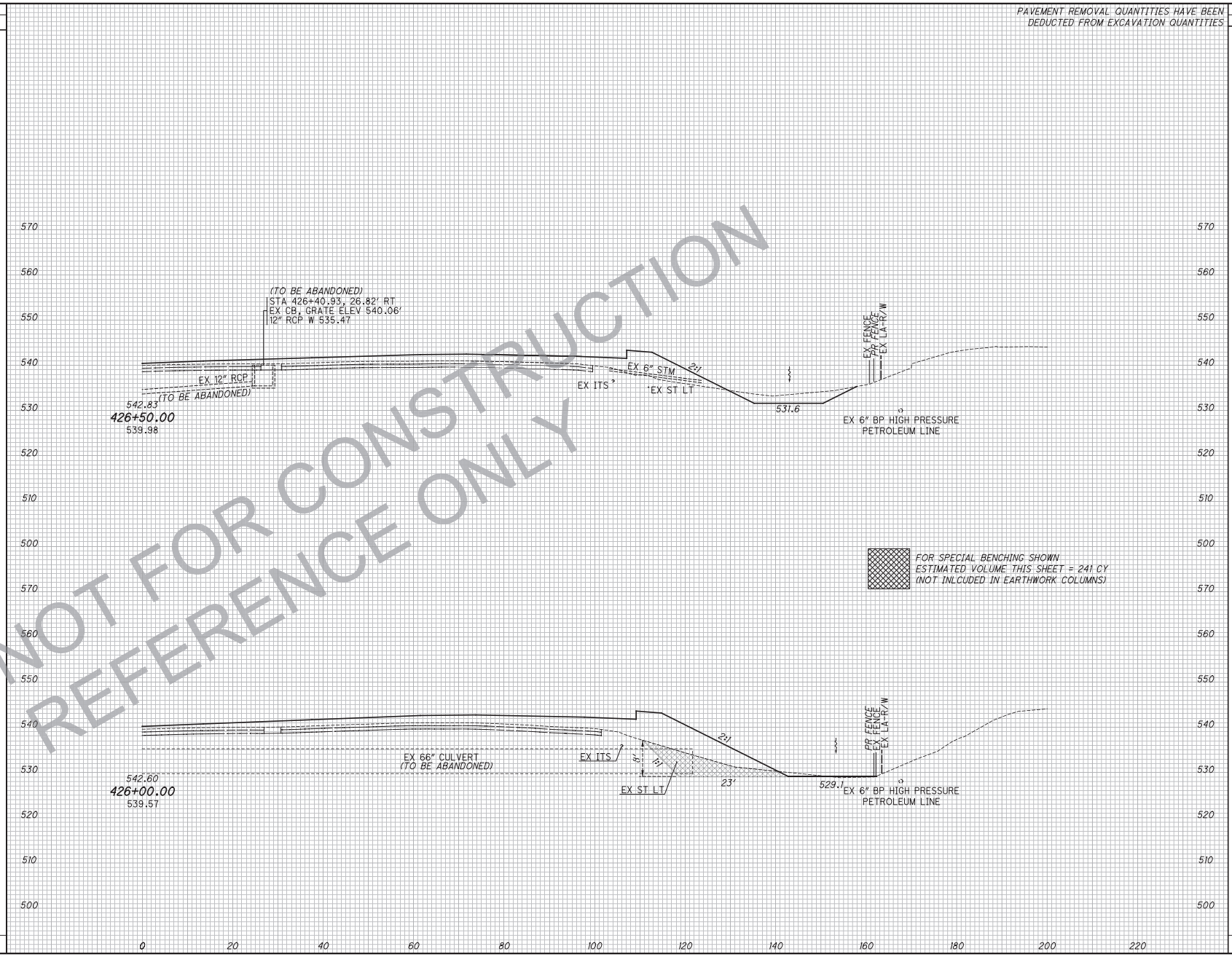
HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 426+00.00 TO STA. 426+50.00

CALCULATED SEA
CHECKED DLR

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
50	794		
		51	1550
5	880		
		5	1638
		56	3188

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 426+00.00 TO STA. 426+50.00

HAM-75-7.85

330
1045

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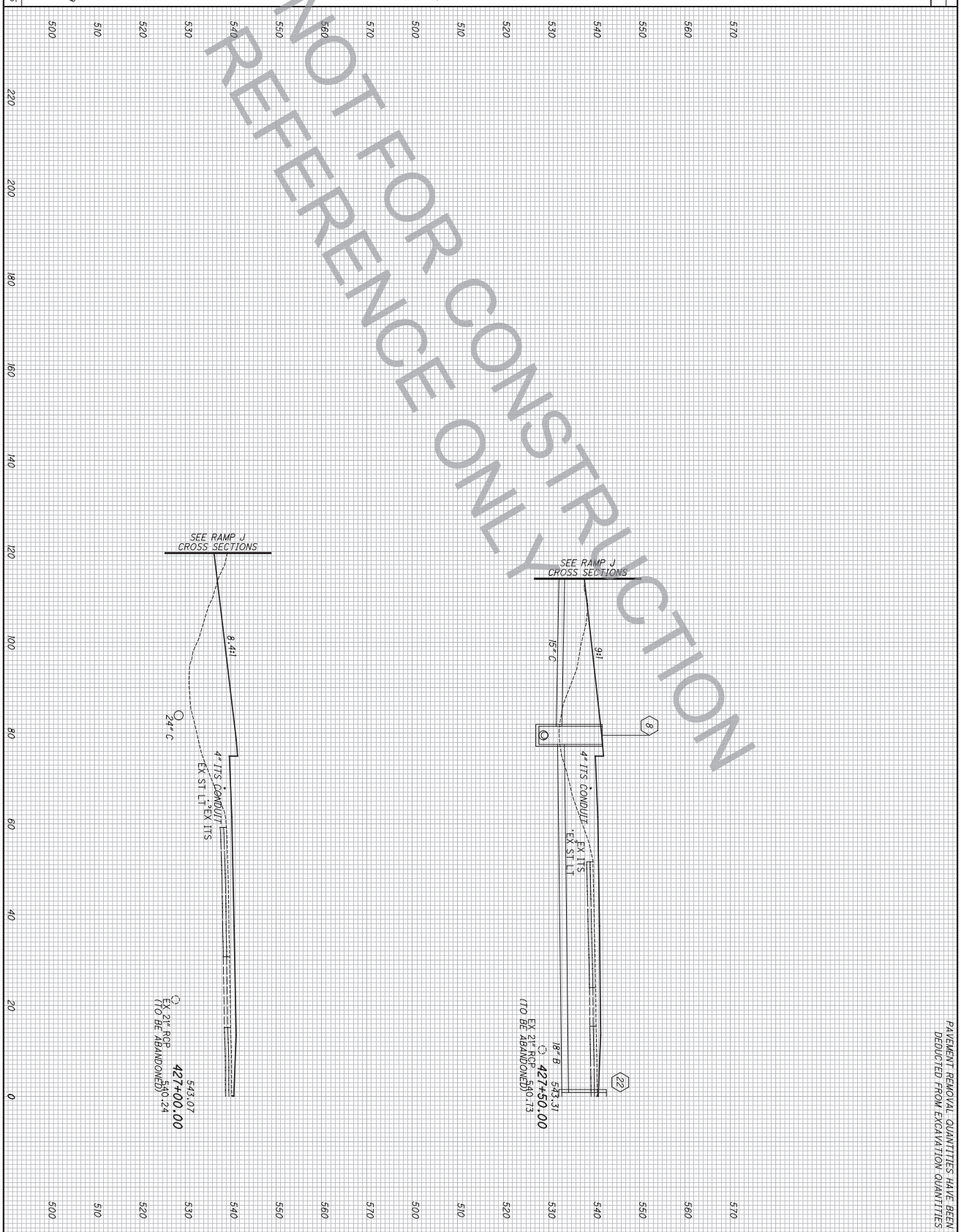
SEEDING	
END WIDTH	SQ. YDS.
1105	589
103	516
83	



END AREA	
CUT	FILL
VOLUME	
CUT	FILL

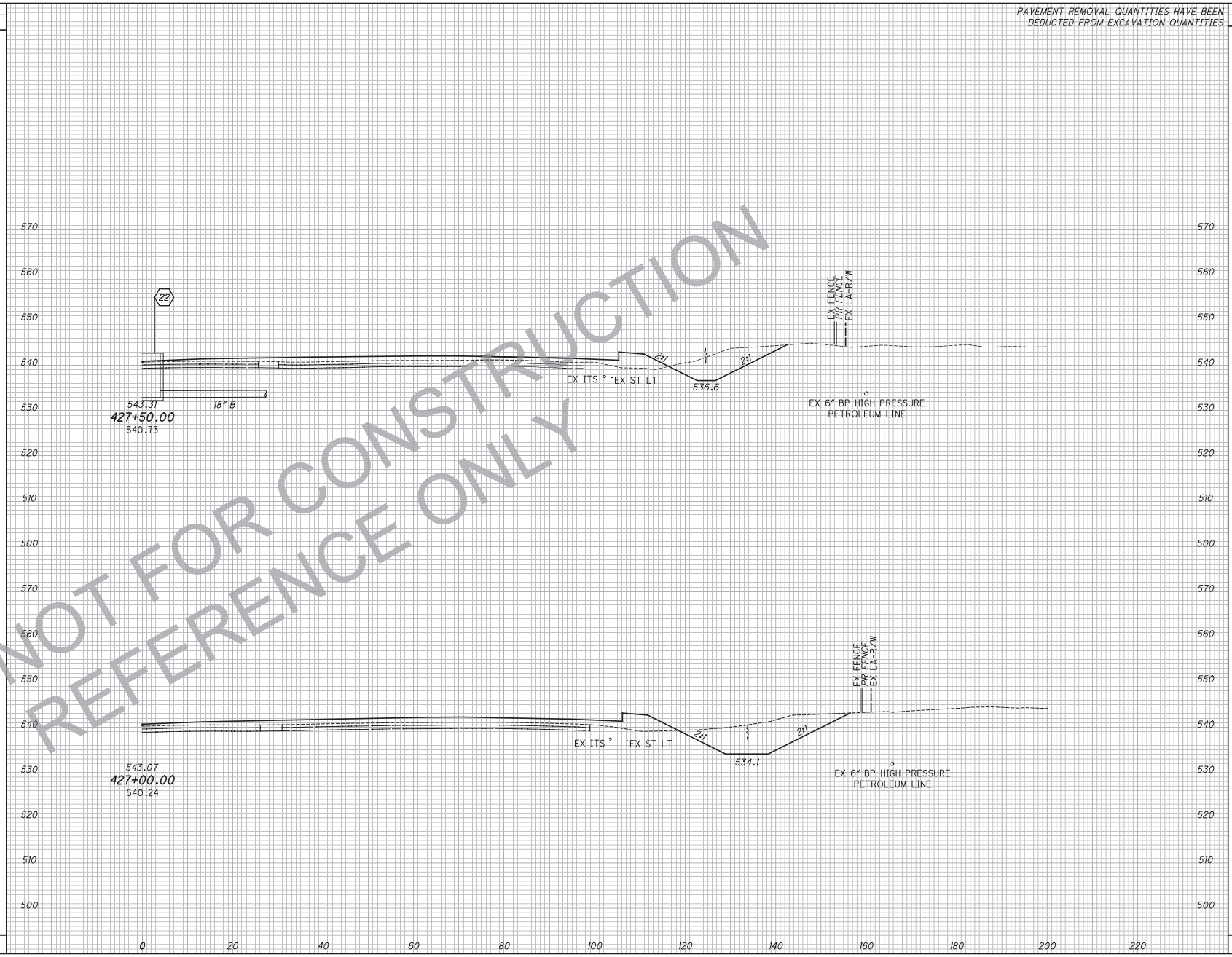
331
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 427+00.00 TO STA. 427+50.00

CALCULATED SEA
CHECKED DLR

SEEDING	
END WIDTH	SQ. YDS.



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
88	641		
		242	1256
173	716		
		206	1399
		448	2655

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 427+00.00 TO STA. 427+50.00

HAM-75-7.85

332
1045

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SEEDING	
END WIDTH	SQ. YDS.
67	395
75	439
	834

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR

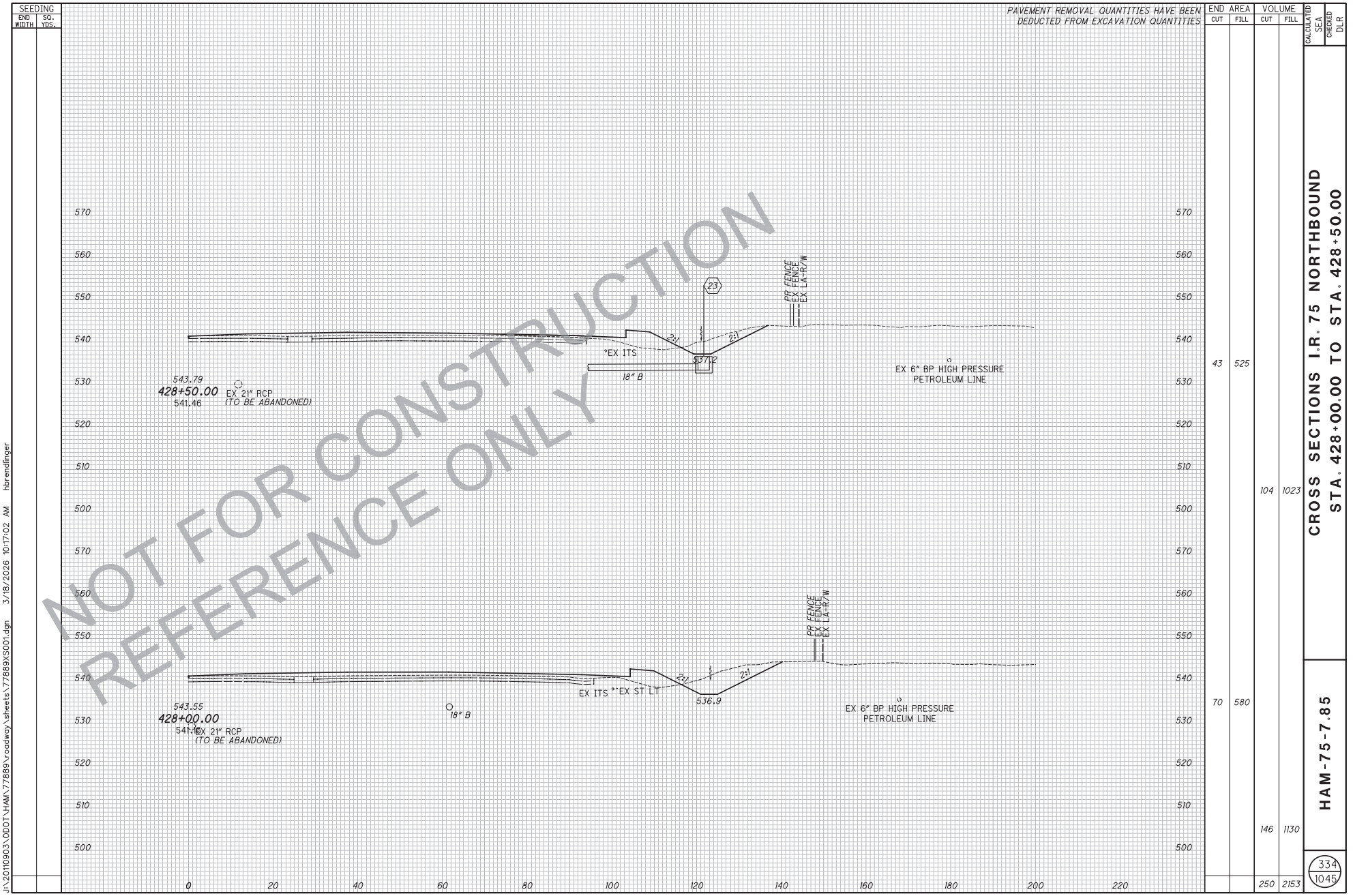
NOT FOR CONSTRUCTION
REFERENCE ONLY

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:02 AM hbrendlinger

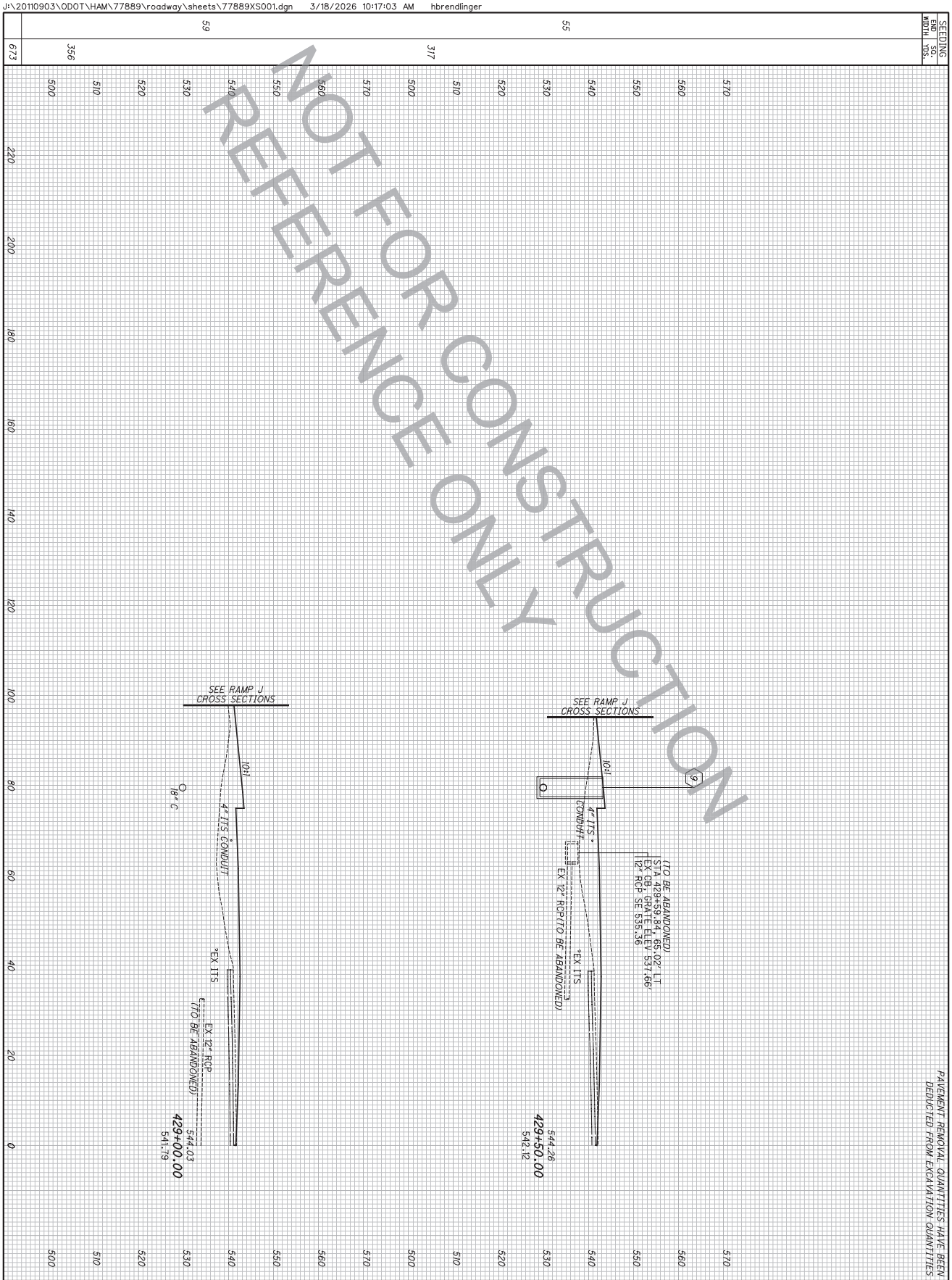
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 428+00.00 TO STA. 428+50.00

HAM-75-7.85

333
1045


SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED SFA
CHECKED DLR
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 428+00.00 TO STA. 428+50.00
HAM-75-7.85
334
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
543.79
428+50.00
541.46
EX 21" RCP
(TO BE ABANDONED)
18" B
*EX ITS
SIGN
PP FENCE
EX LA R/W
EX 6" BP HIGH PRESSURE
PETROLEUM LINE
543.55
428+00.00
541.16
EX 21" RCP
(TO BE ABANDONED)
18" B
EX ITS
*EX ST LT
536.9
EX 6" BP HIGH PRESSURE
PETROLEUM LINE
43 525
70 580
104 1023
146 1130
250 2153
570
560
550
540
530
520
510
500
0
20
40
60
80
100
120
140
160
180
200
220
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:02 AM hbrendlinger

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:03 AM hbrendlinger



SEEDING: END WIDTH | SQ. YDS.

END AREA: CUT | FILL

VOLUME: CUT | FILL

335
1045

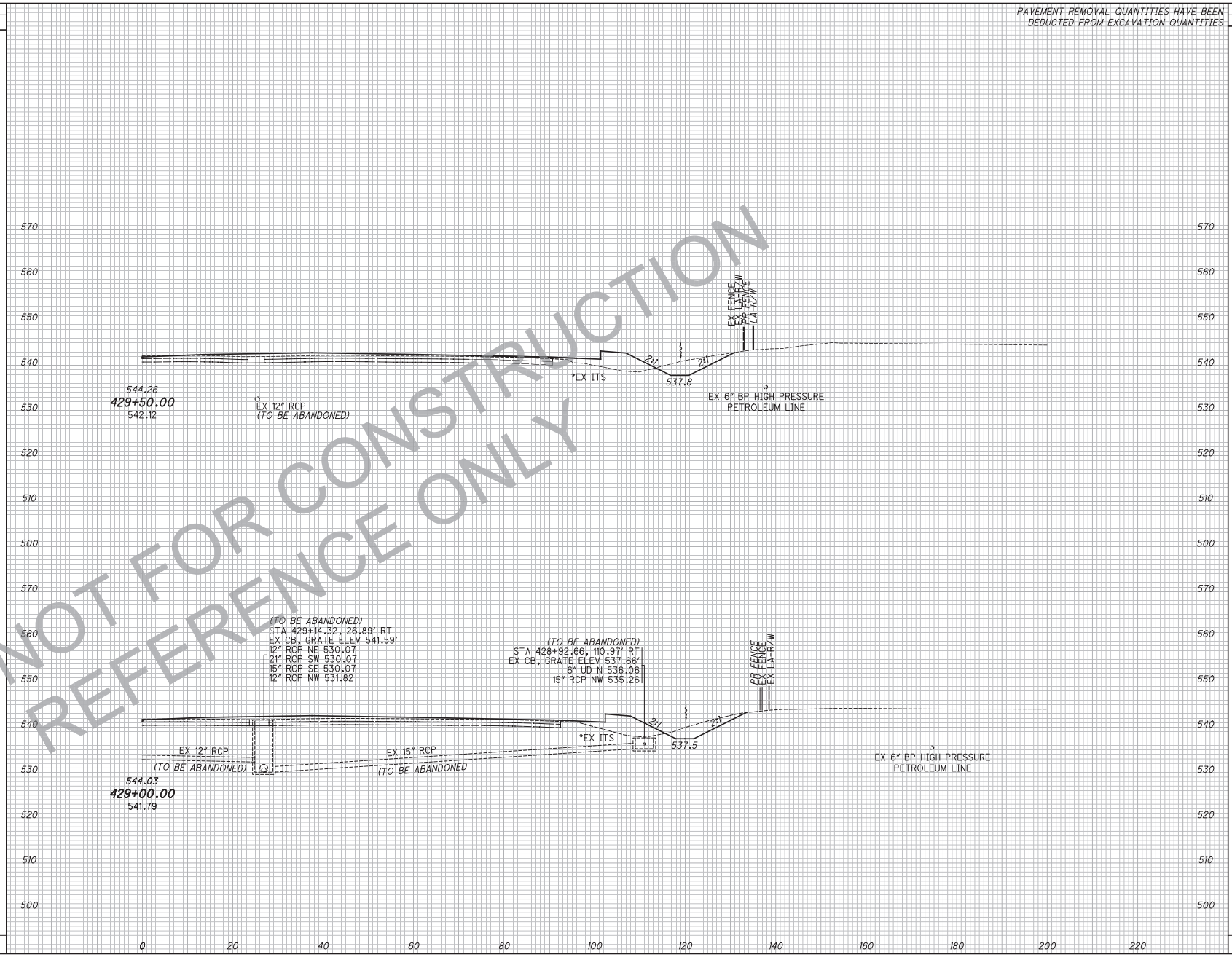
HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 429+00.00 TO STA. 429+50.00

CALCULATED SEA
CHECKED DLR

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



END AREA		VOLUME	
CUT	FILL	CUT	FILL
34	454		
		60	878
31	494		
		68	944
		128	1822

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 429+00.00 TO STA. 429+50.00

HAM-75-7.85

336
1045

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SEEDING	
END WIDTH	SQ. YDS.
46	272
51	300
	572

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR

NOT FOR CONSTRUCTION
REFERENCE ONLY

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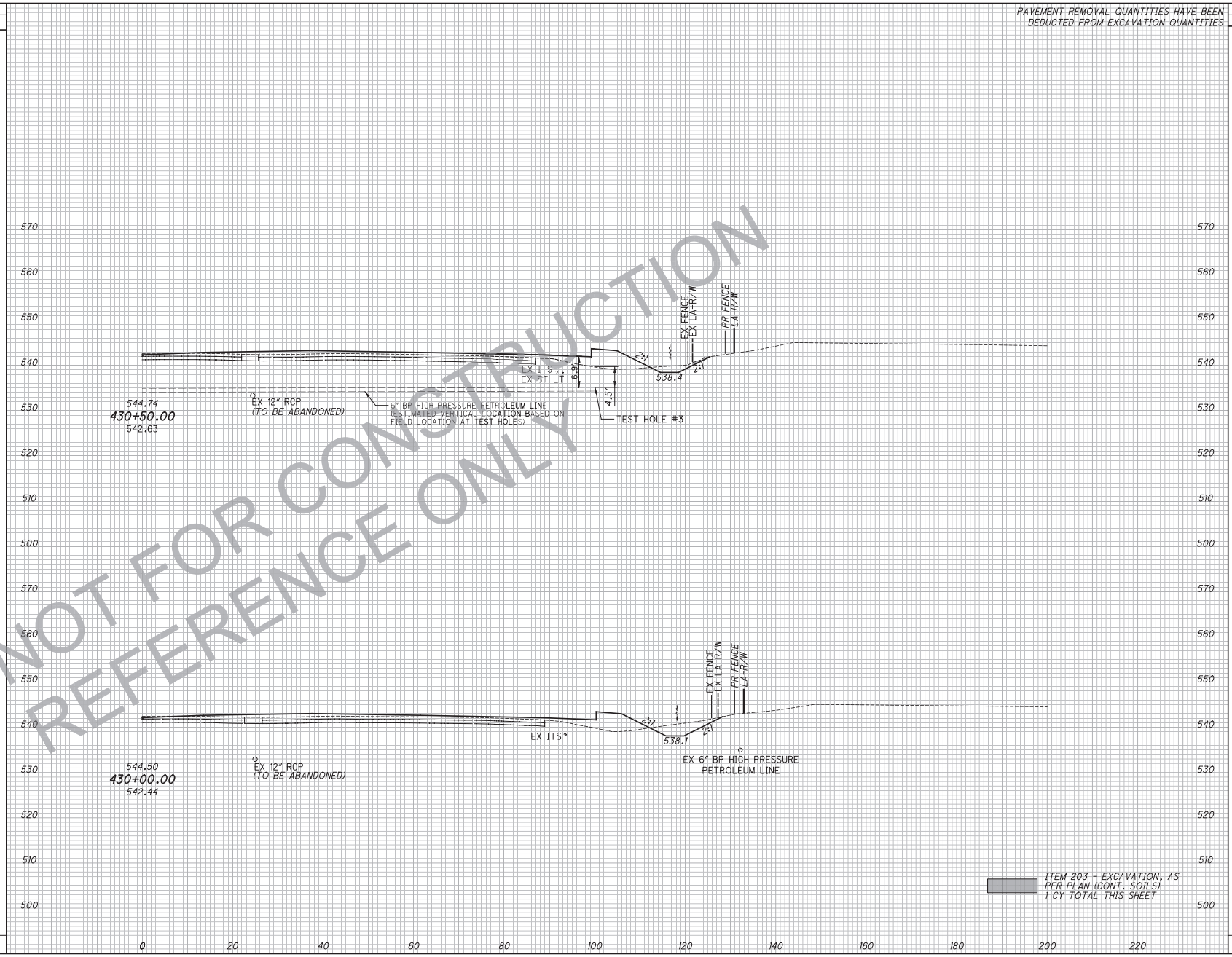
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 430+00.00 TO STA. 430+50.00

HAM-75-7.85

337
1045

SEEDING	
END WIDTH	SQ. YDS.



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
11	410		
		34	769
26	420		
		55	810
		89	1579

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 430+00.00 TO STA. 430+50.00

HAM-75-7.85

338
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:05 AM hbrendlinger

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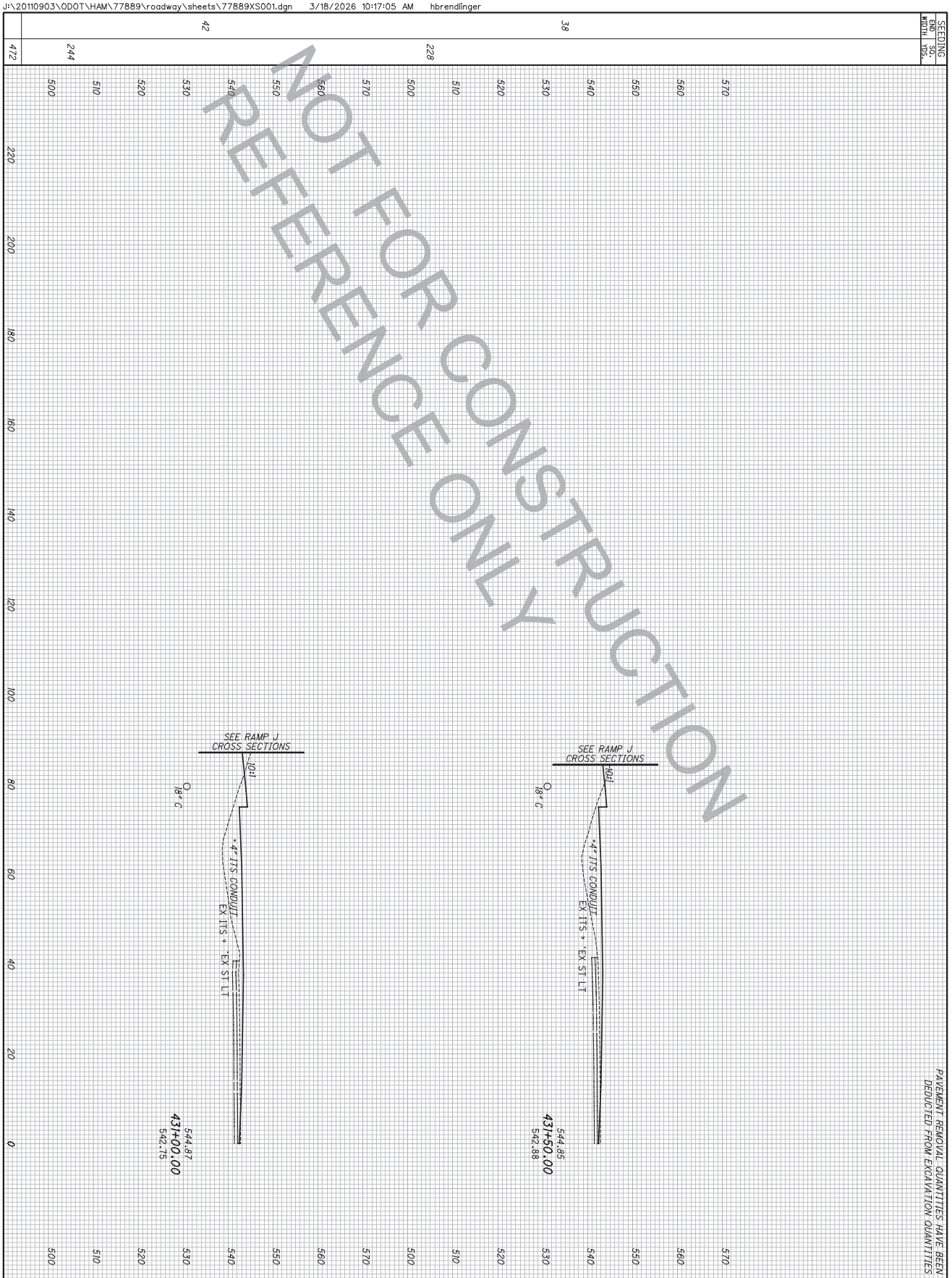

339
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 431+00.00 TO STA. 431+50.00

CALCULATED SEA
CHECKED DLR

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
7	358		
		15	700
10	398		
		19	749
		34	1449

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 431+00.00 TO STA. 431+50.00

HAM-75-7.85

340
1045

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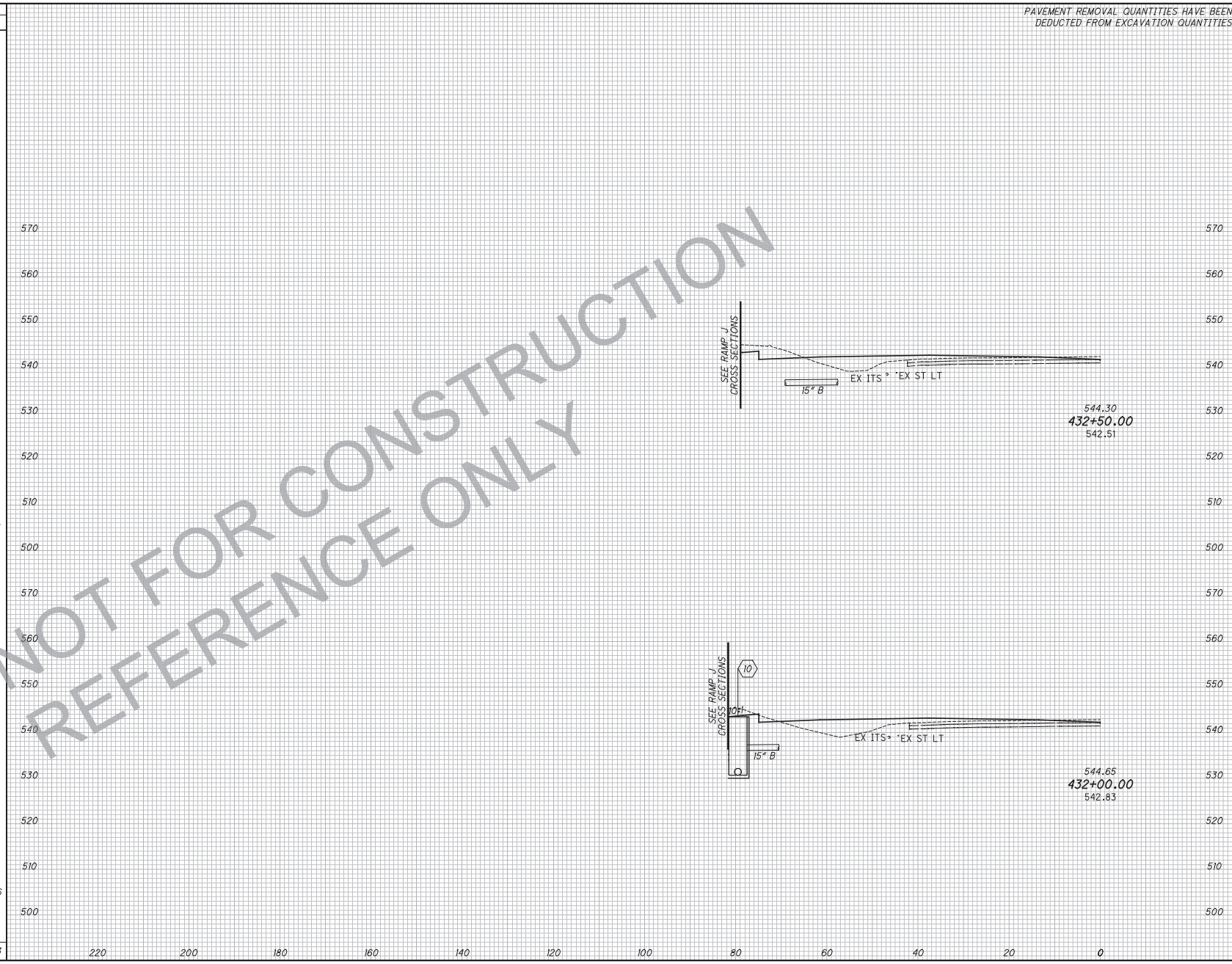
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING END WIDTH	SEEDING SQ. YDS.
25	
	167
34	
	206
	373



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL

CALCULATED SEA
CHECKED DLR

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 432+00.00 TO STA. 432+50.00

HAM-75-7.85

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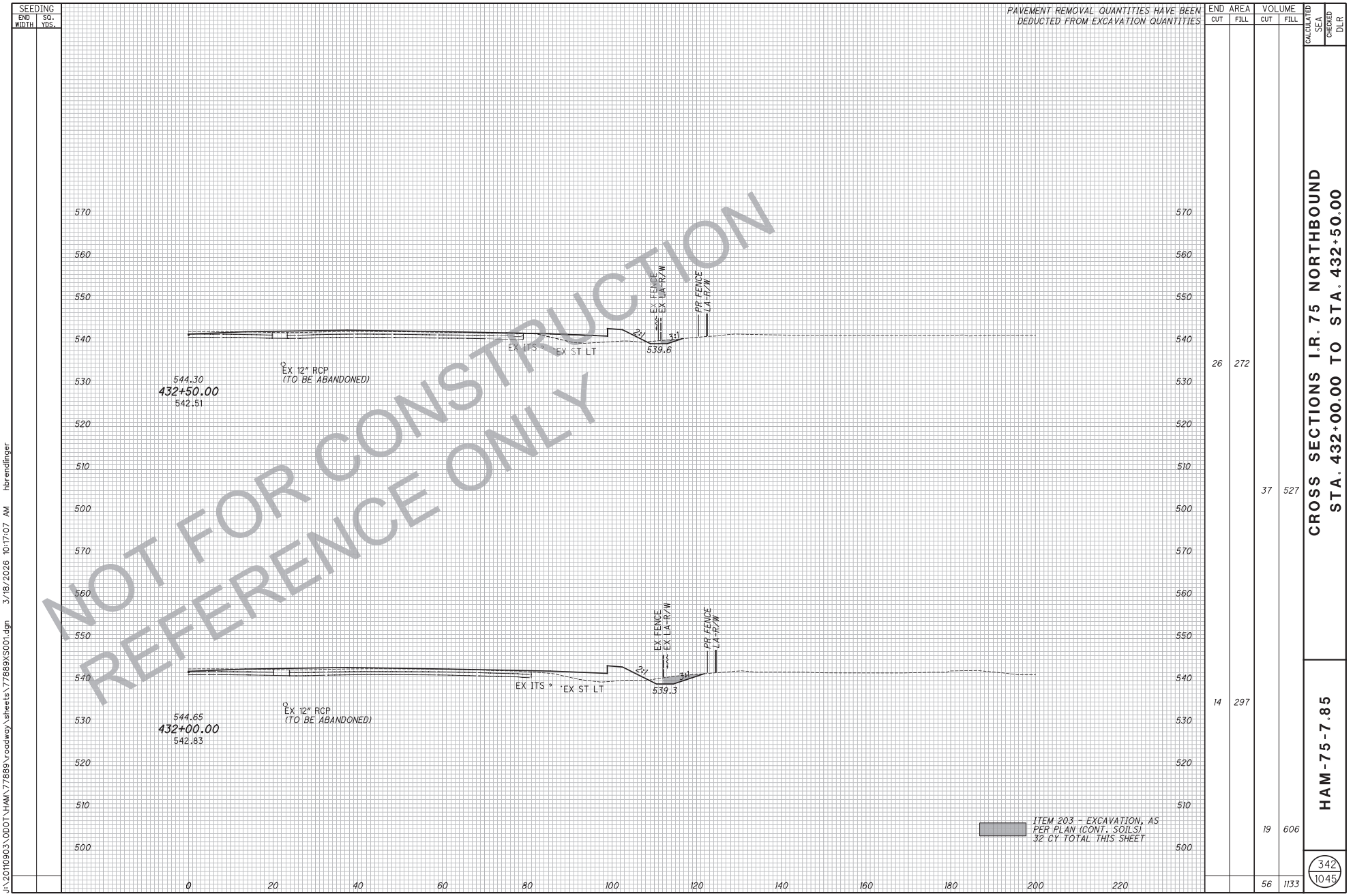
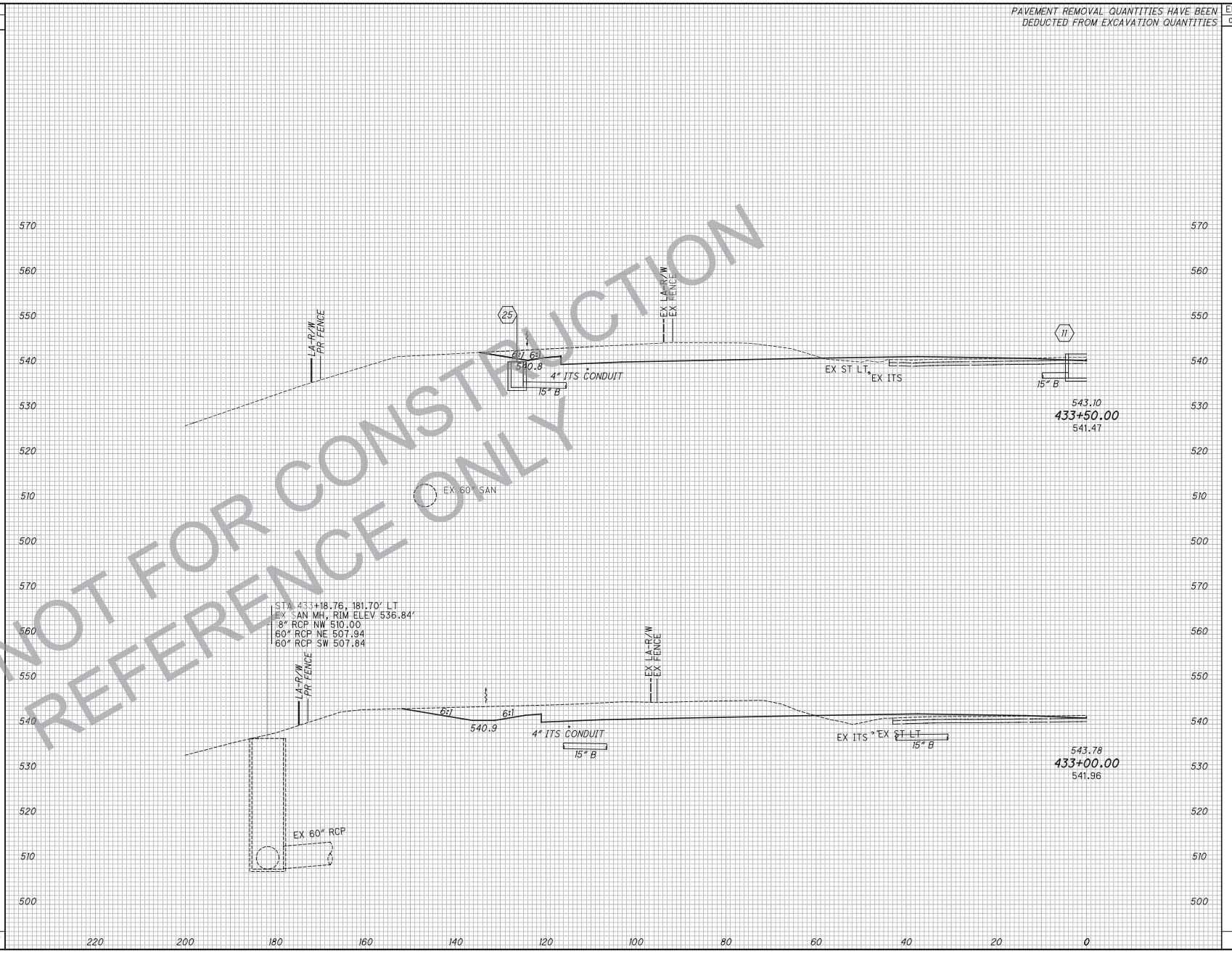

SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED SFA
CHECKED DLR
570
560
550
540
530
520
510
500
544.30
432+50.00
542.51
EX 12" RCP
(TO BE ABANDONED)
EX ITS
EX ST LT
EX FENCE
EX LA-R/W
PR FENCE
LA-R/W
539.6
544.65
432+00.00
542.83
539.3
ITEM 203 - EXCAVATION, AS PER PLAN (CONT. SOILS)
32 CY TOTAL THIS SHEET
0
20
40
60
80
100
120
140
160
180
200
220
26
272
37
527
14
297
19
606
56
1133
NOT FOR CONSTRUCTION
REFERENCE ONLY
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 432+00.00 TO STA. 432+50.00
HAM-75-7.85
342
1045
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:07 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
	35
	250
	53
	217
	467

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR

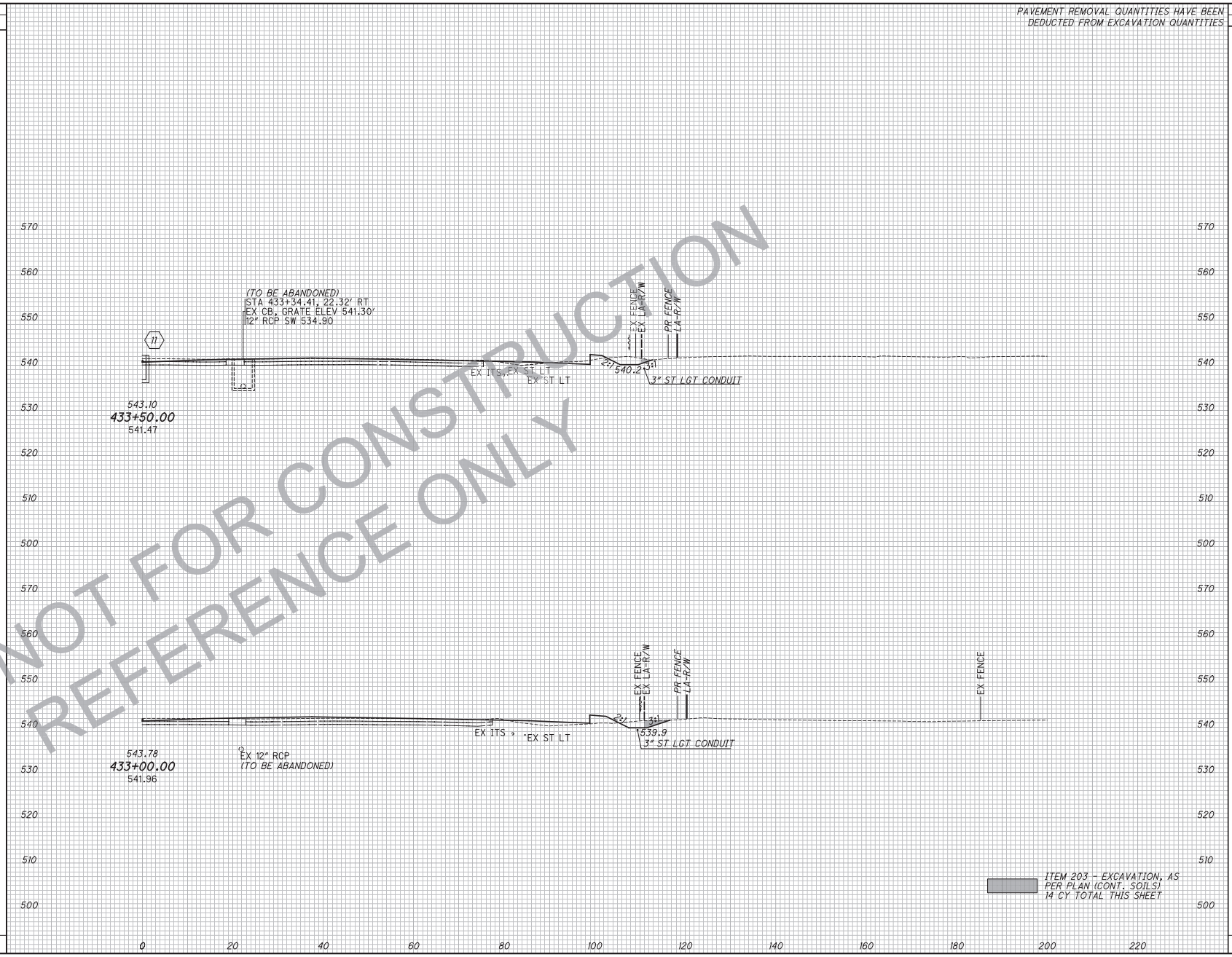
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 433+00.00 TO STA. 433+50.00

HAM-75-7.85

343
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:08 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
237	179		
		473	370
274	221		
		278	456
		751	826

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 433+00.00 TO STA. 433+50.00

HAM-75-7.85

344
1045

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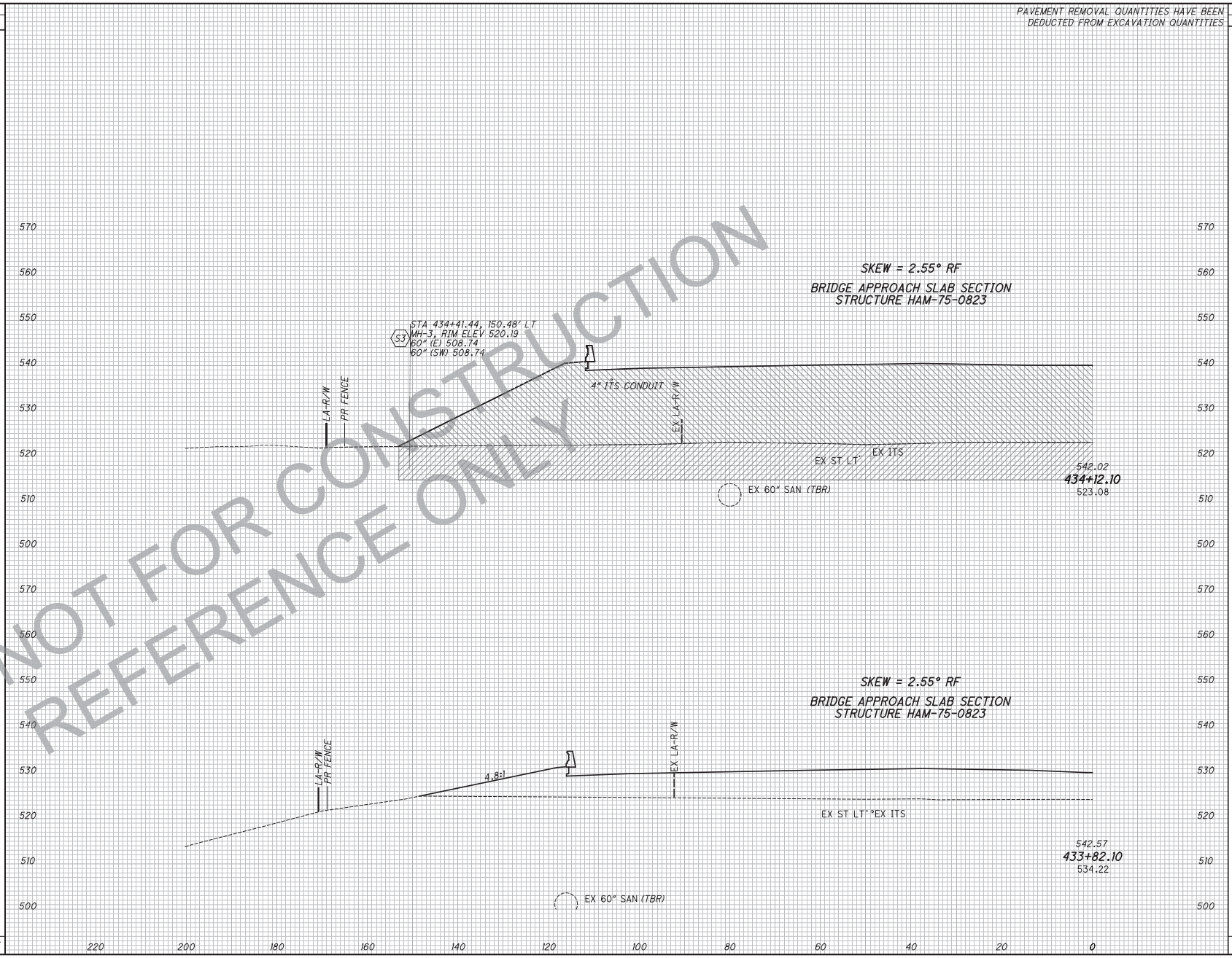
SEEDING	
END WIDTH	SQ. YDS.
	49
	157
	49
	150
	307

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 433+82.10 TO STA. 434+12.10

HAM-75-7.85

345
1045

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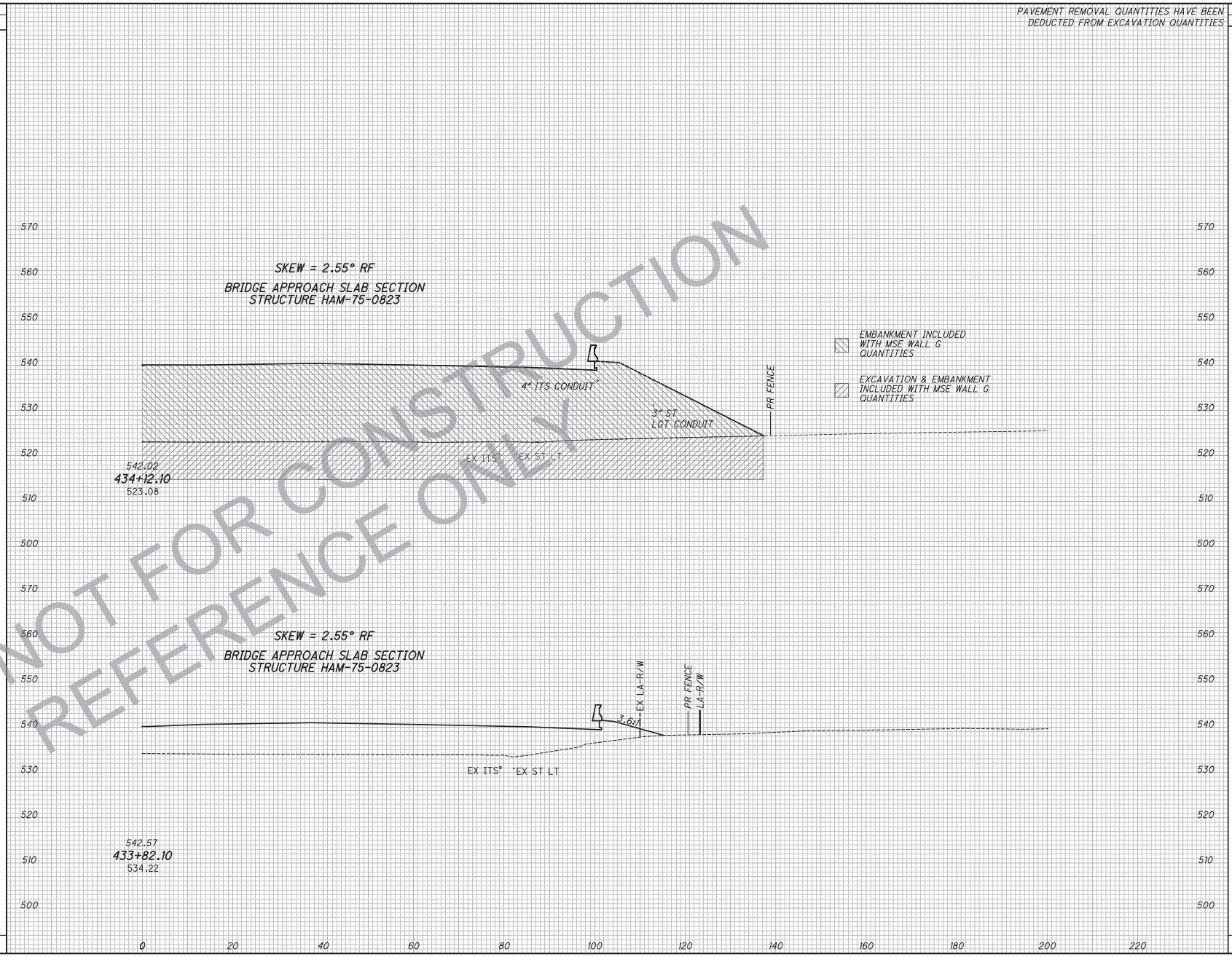
SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0		
		0	829
0	1493		
		141	994
		141	1823

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 433+82.10 TO STA. 434+12.10

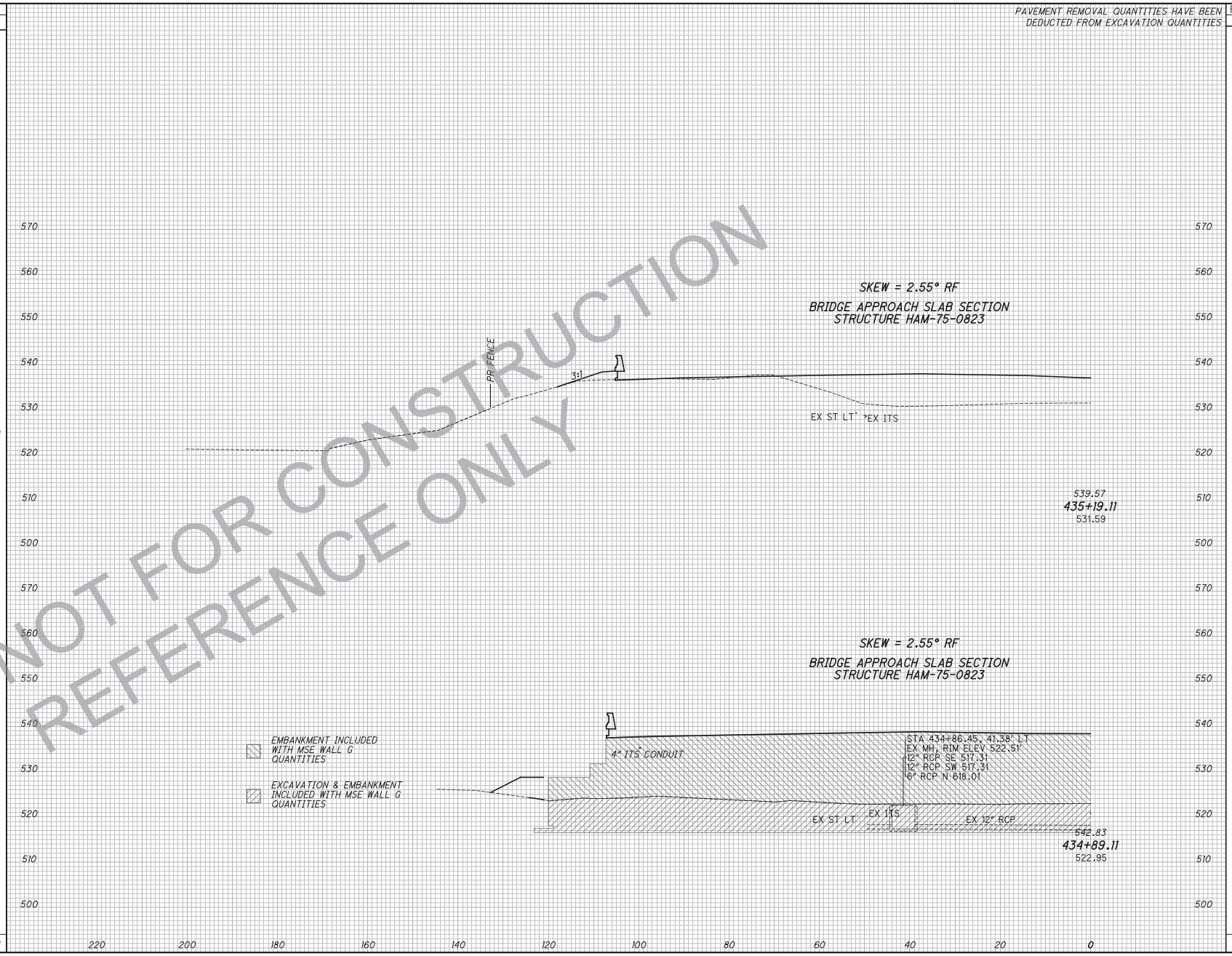
HAM-75-7.85

346
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:10 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
45	140
39	0
	140

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 434+89.11 TO STA. 435+19.11

HAM-75-7.85

347
1045

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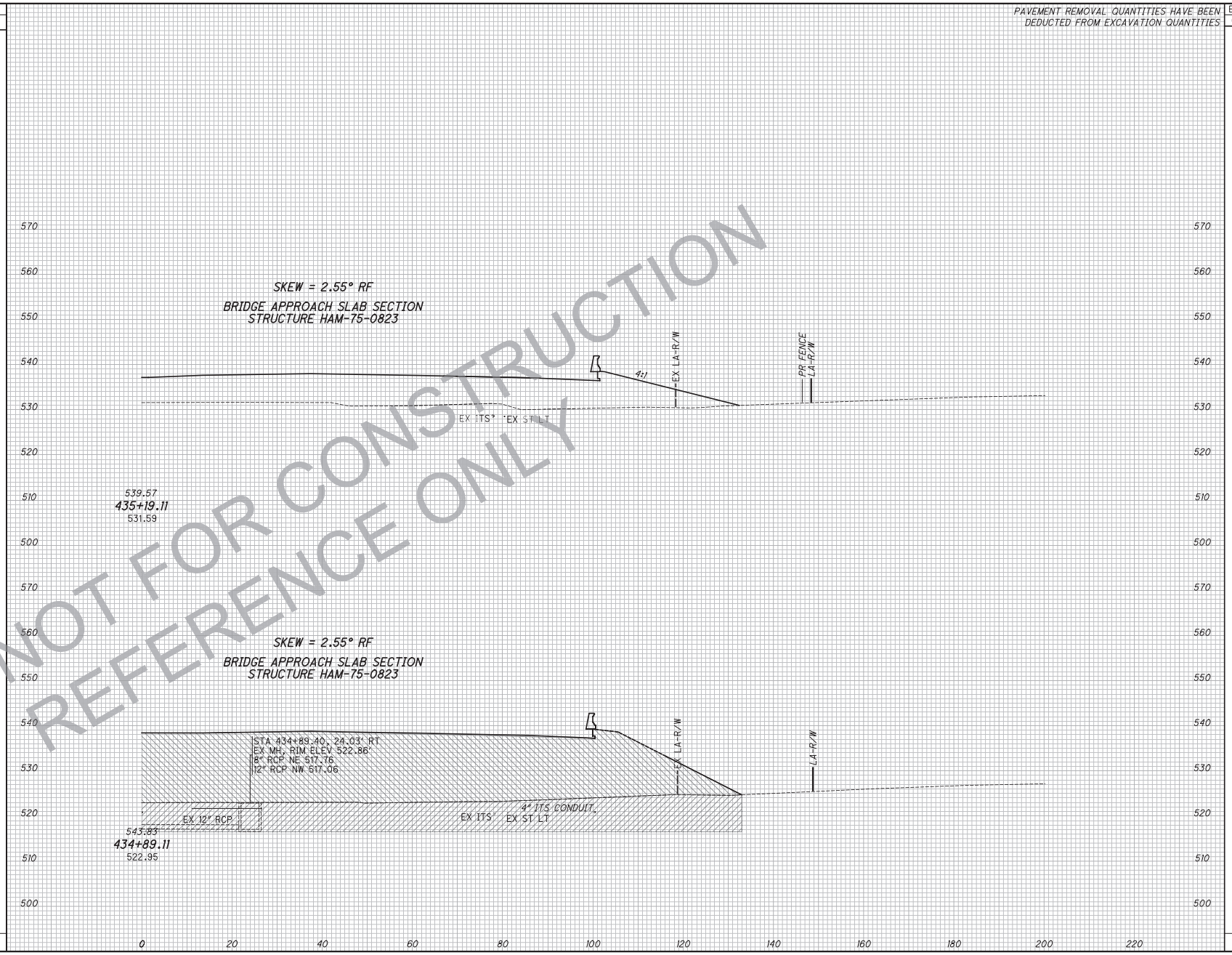
SEEDING	
END WIDTH	SQ. YDS.



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
3	1181		
		2	677
0	37		
		0	0
		2	677

CALCULATED SFA
CHECKED DLR

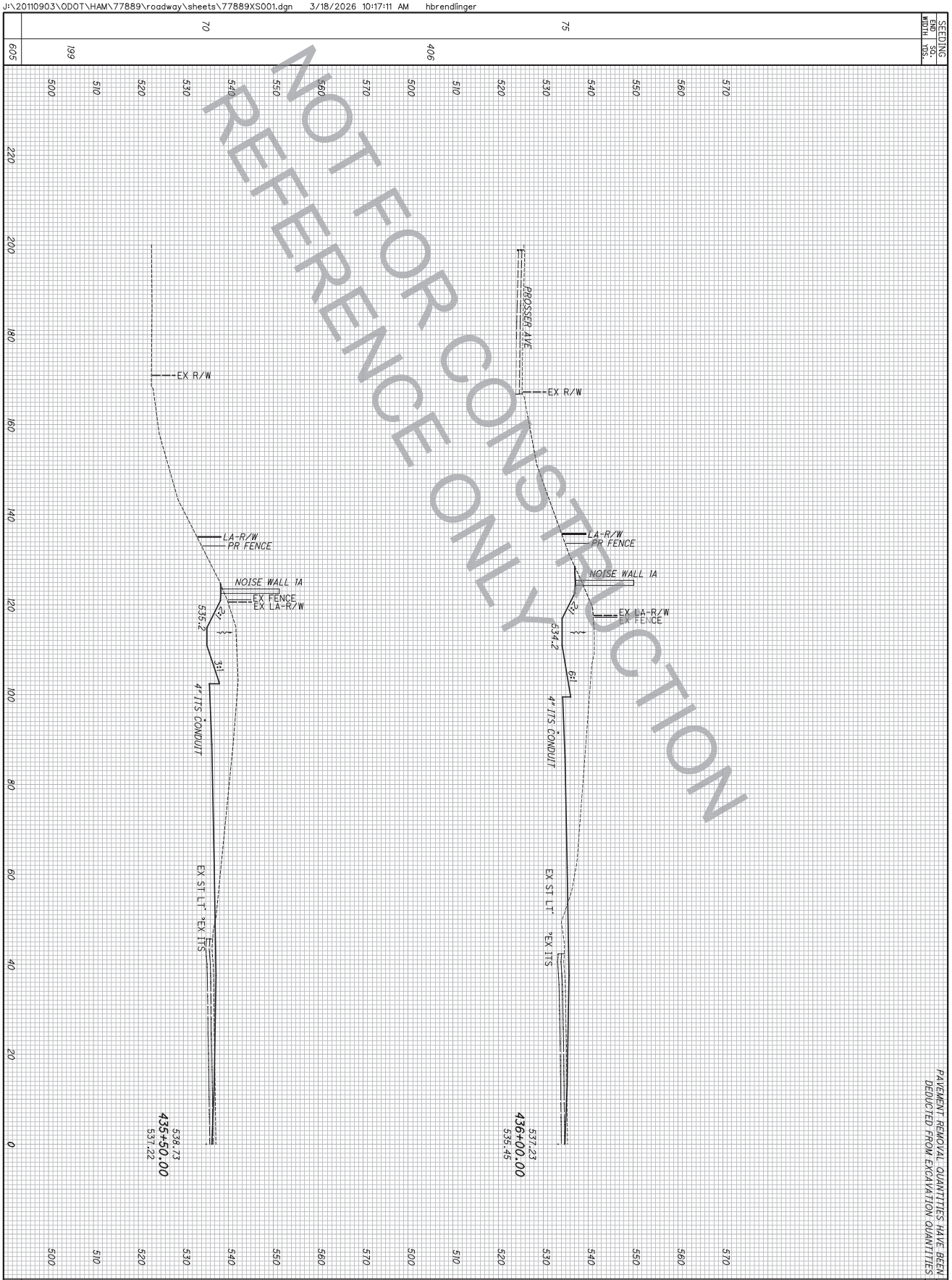
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 434+89.11 TO STA. 435+19.11

HAM-75-7.85

348
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:11 AM hbrendlinger

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:11 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
		CUT		
		FILL		

349 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 SOUTHBOUND STA. 435+50.00 TO STA. 436+00.00	CALCULATED SEA CHECKED DLR

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
313	406		
		542	734
272	387		
		158	897
		700	1631

CALCULATED SFA
CHECKED DLR

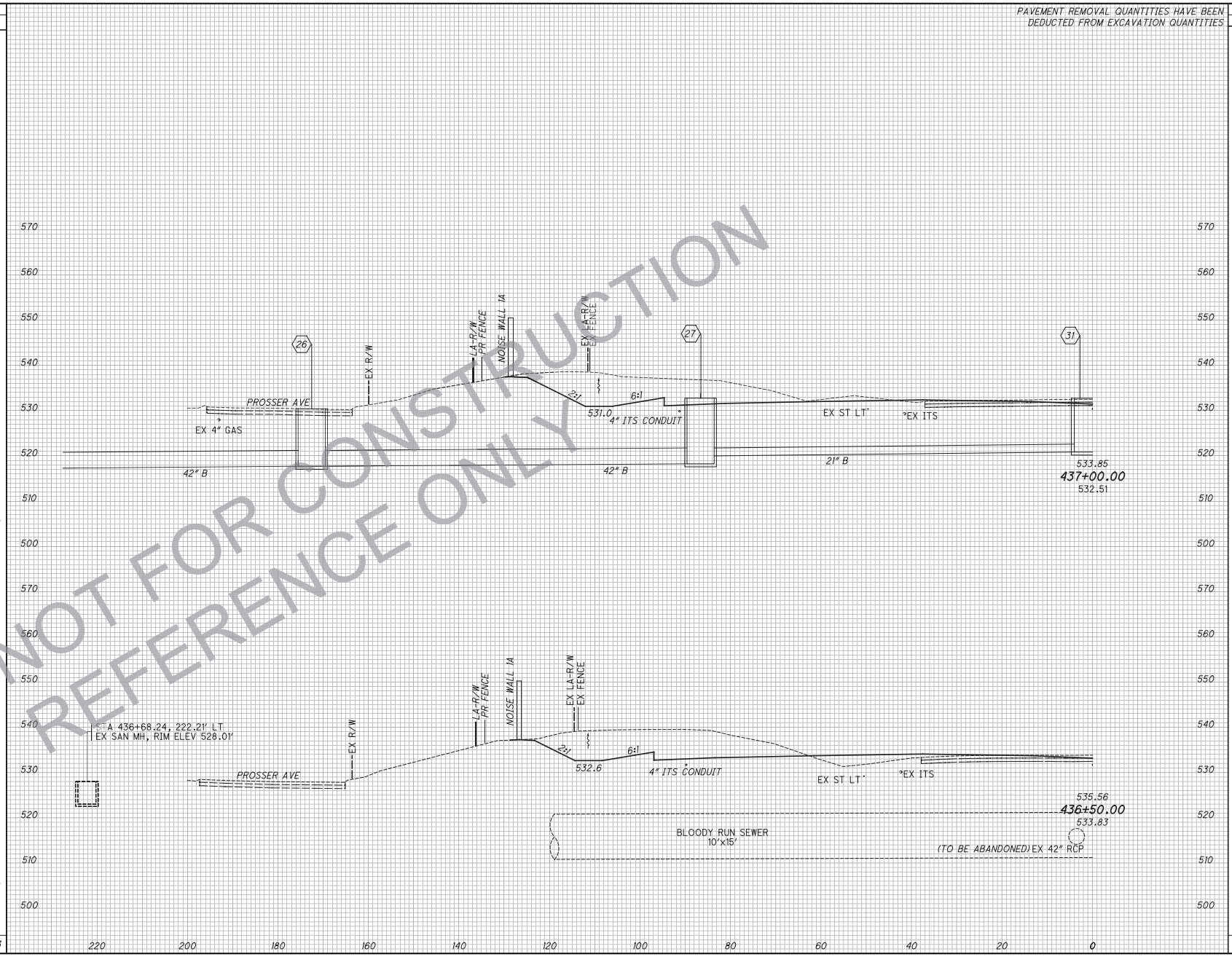
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 435+50.00 TO STA. 436+00.00

HAM-75-7.85

350
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:12 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
75	417
74	416
	833



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED SFA
CHECKED DLR

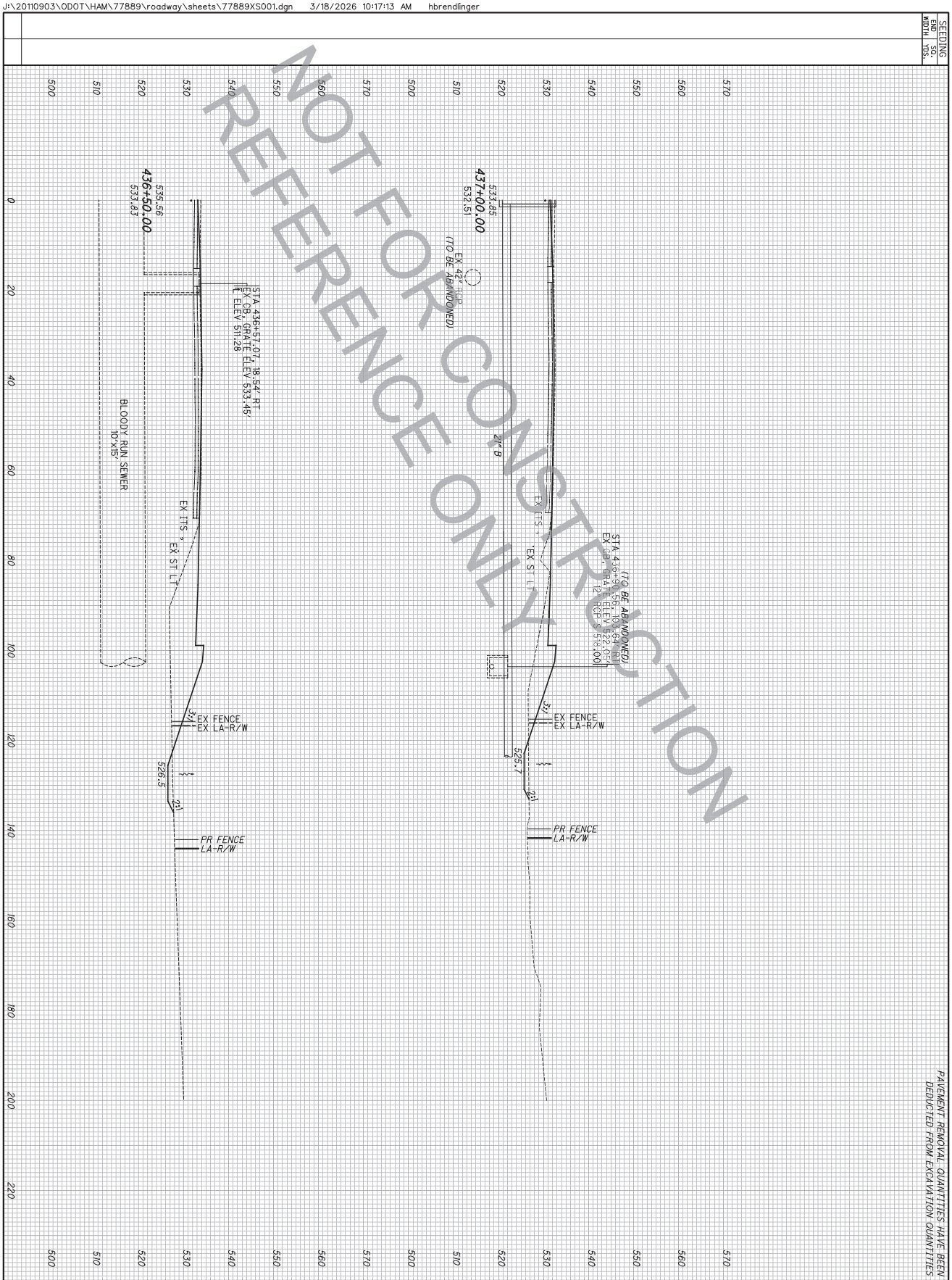
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 436+50.00 TO STA. 437+00.00

HAM-75-7.85

351
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:13 AM hbrendlinger

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:13 AM hbrendlinger



SEEDING		
	END WIDTH	SQ. YDS.

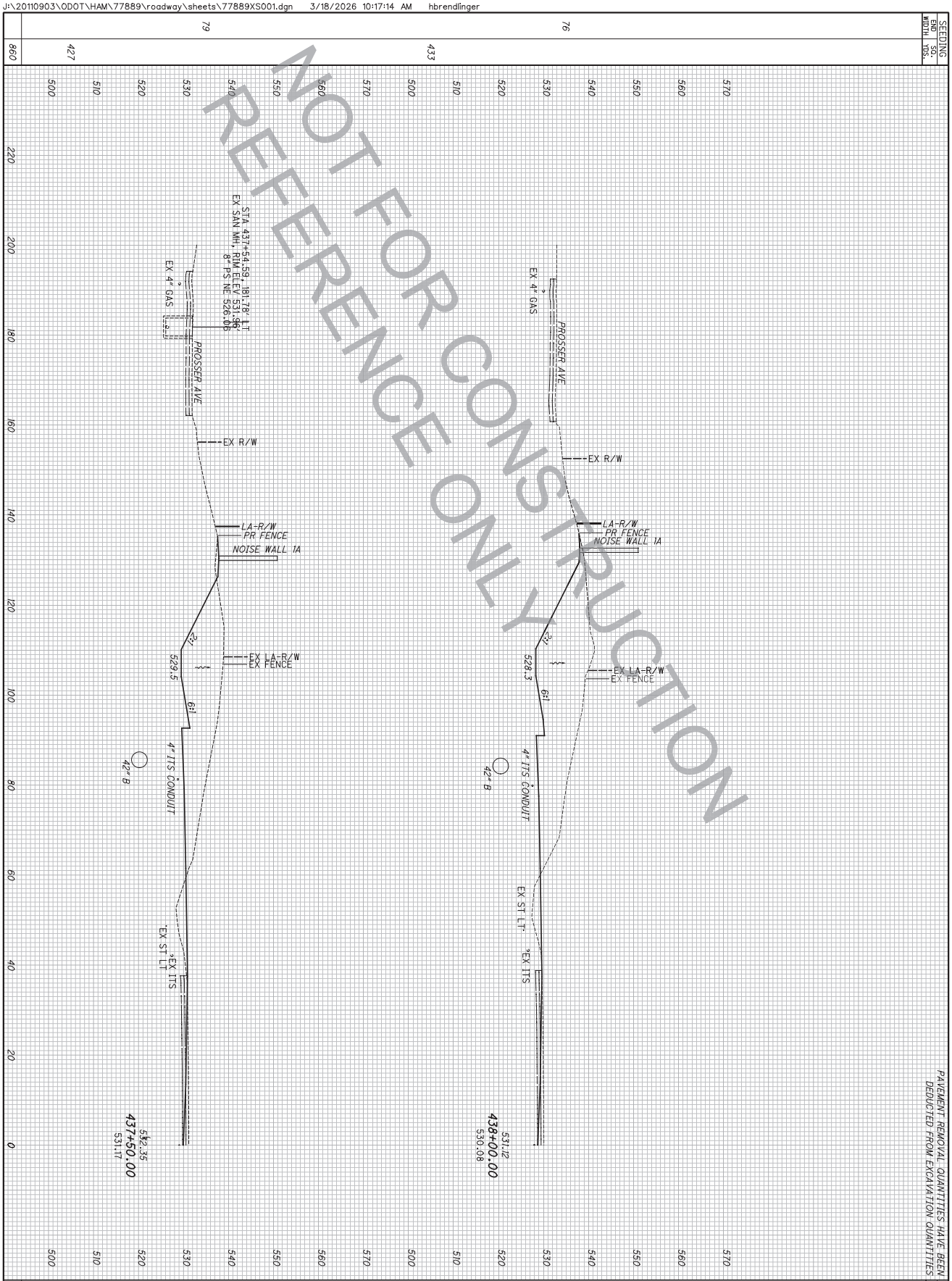
END AREA		
	CUT	FILL
304	391	
309	212	

VOLUME		
	CUT	FILL
1139	571	737
	568	558
1295		

352 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 NORTHBOUND STA. 436+50.00 TO STA. 437+00.00

CALCULATED SEA
CHECKED DLR

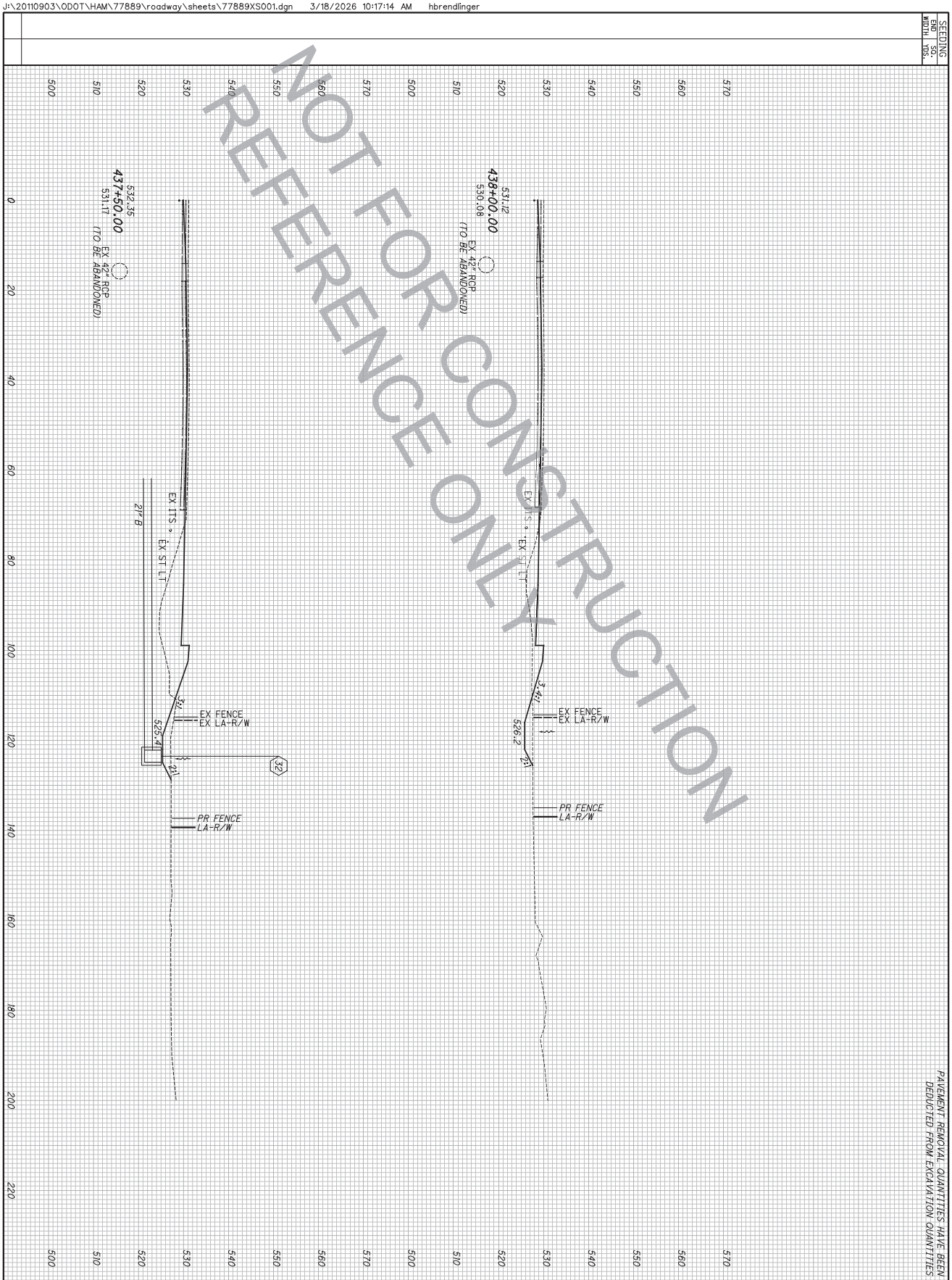
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:14 AM hbrendlinger



SEEDING	END AREA	VOLUME
END WIDTH / SQ. YDS.	CUT / FILL	CUT / FILL

353 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 SOUTHBOUND STA. 437+50.00 TO STA. 438+00.00	CALCULATED SEA CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:14 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING: END WIDTH | SQ. YDS.

END AREA	CUT	FILL
	516	162
	378	253

VOLUME	CUT	FILL
	828	385
1465	637	431
816		

354
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 437+50.00 TO STA. 438+00.00

CALCULATED SEA
CHECKED DLR

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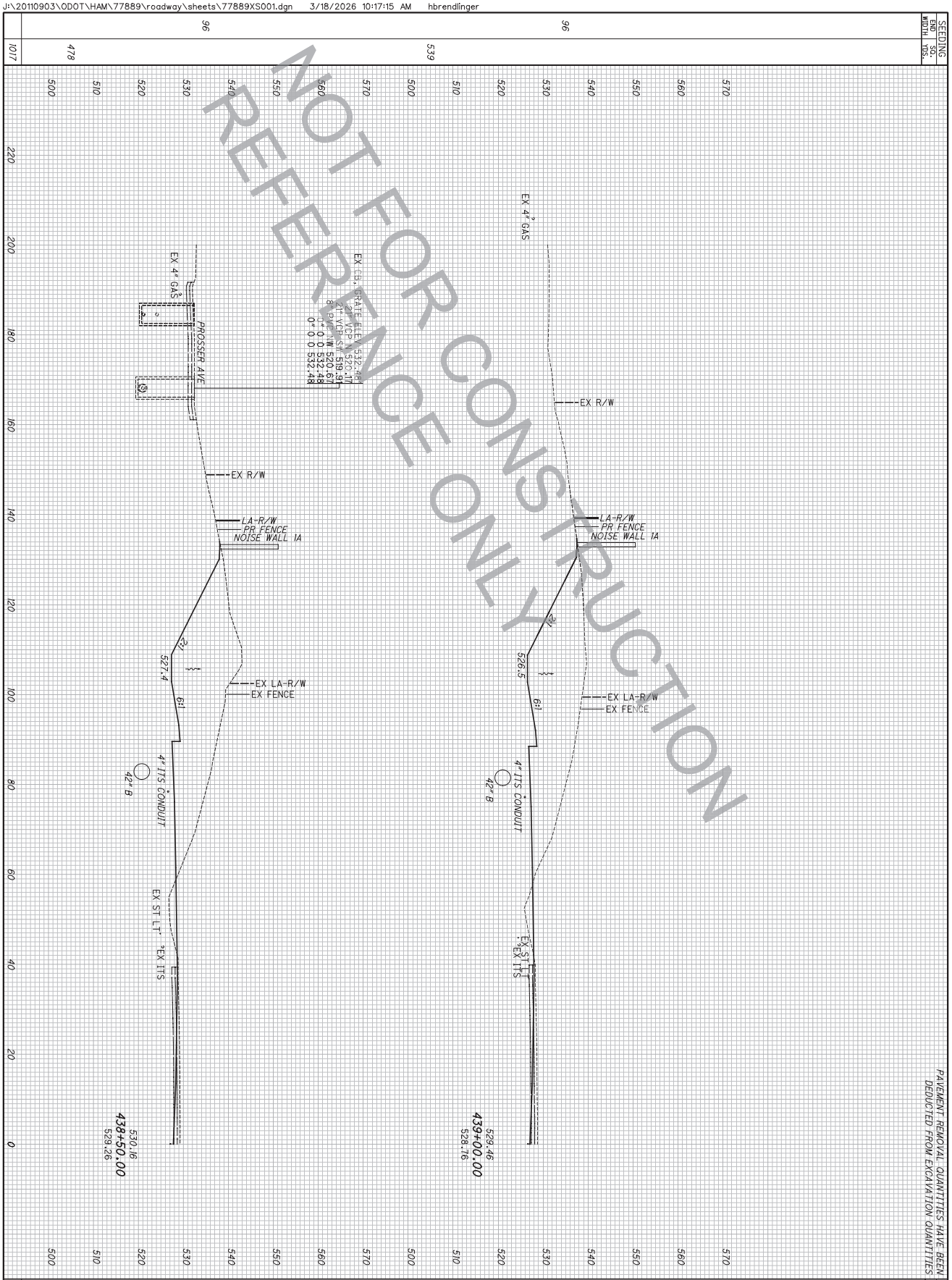


SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

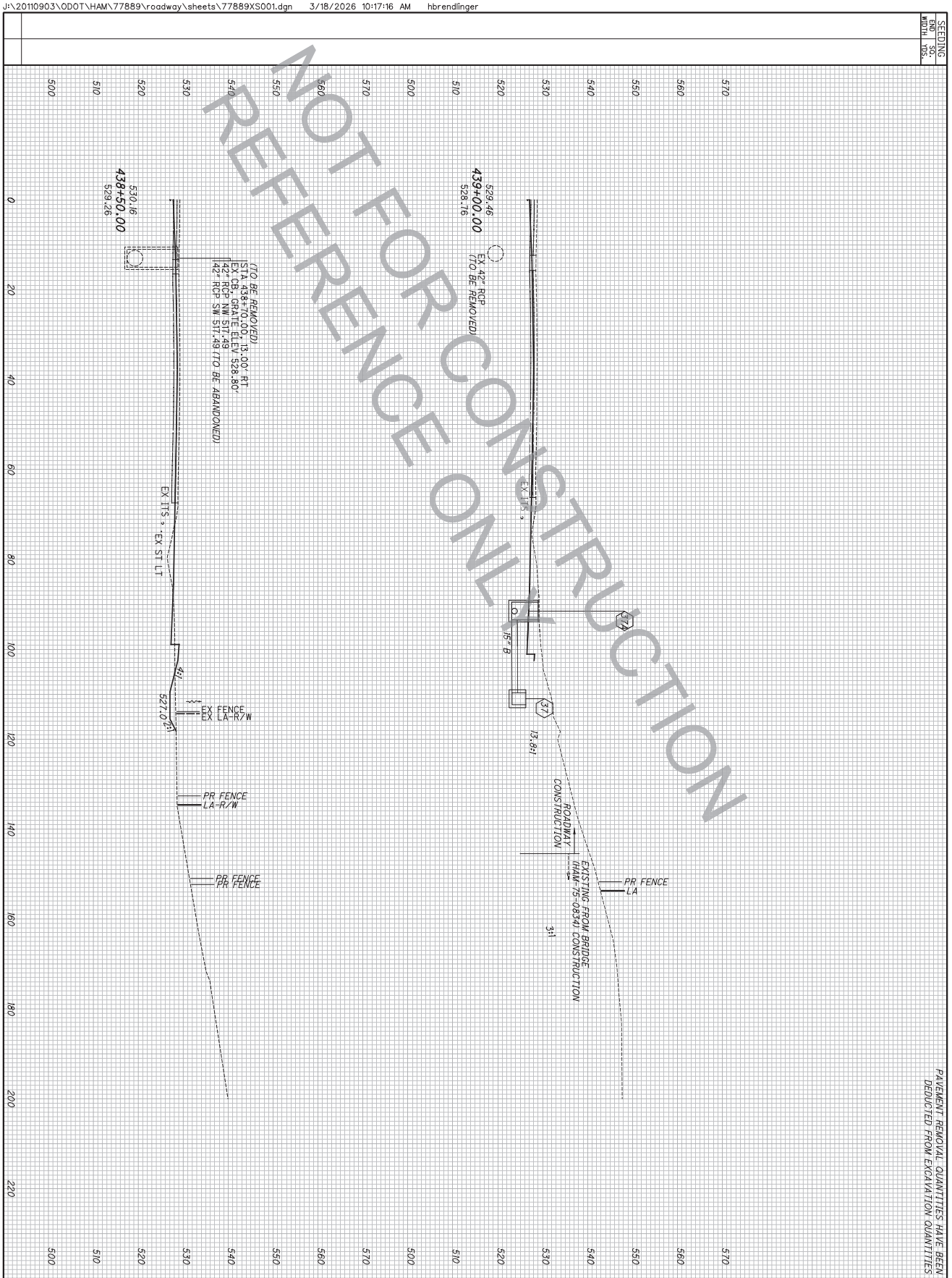
355
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 438+50.00 TO STA. 439+00.00

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:16 AM hbrendlinger

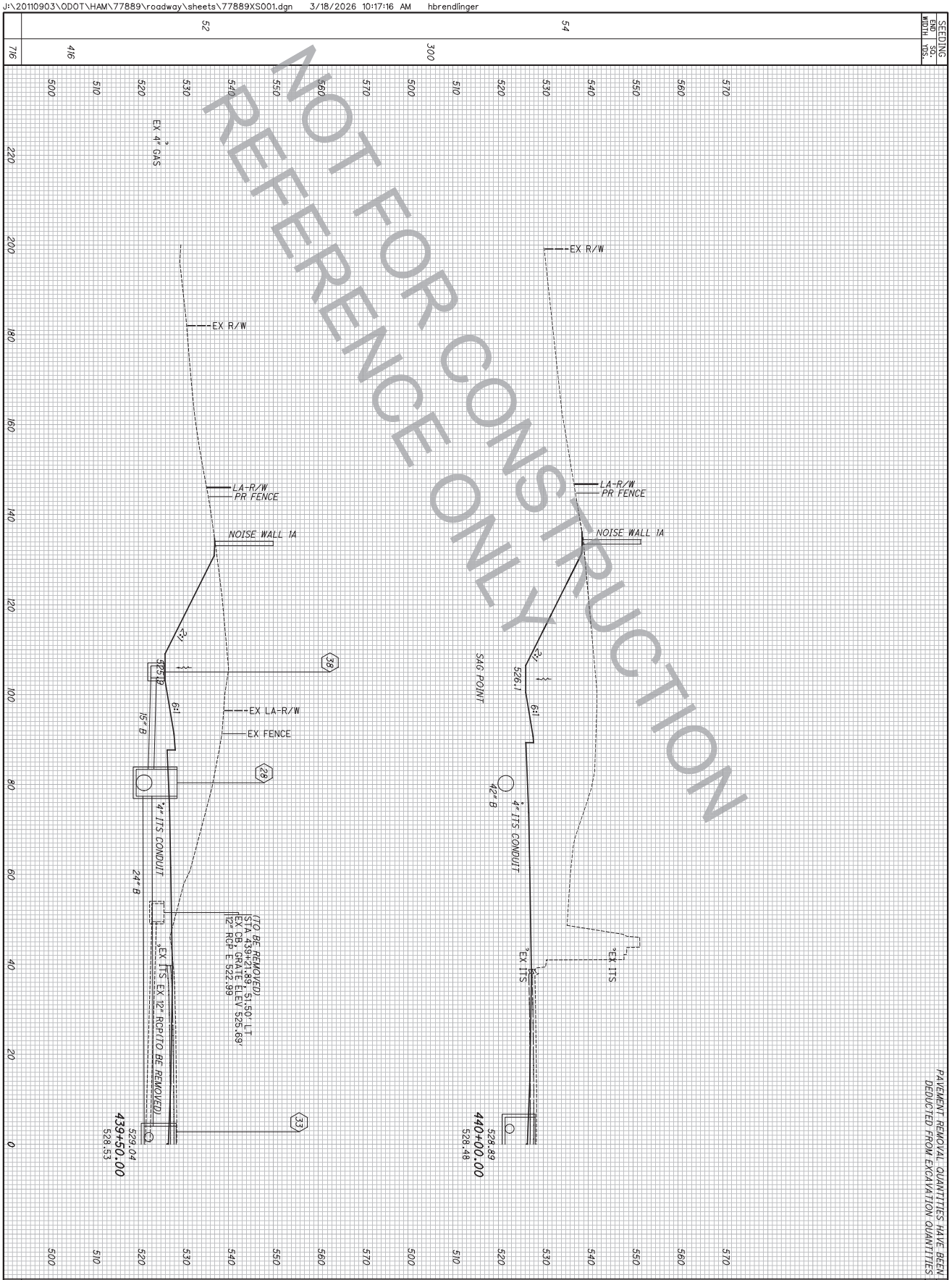


SEEDING		
END WIDTH	SQ. YDS.	

END AREA		VOLUME	
CUT	FILL	CUT	FILL
588	100	1022	243
962	66	1435	154
		2457	397

356 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 NORTHBOUND STA. 438+50.00 TO STA. 439+00.00	CALCULATED SEA CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:16 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	
END WIDTH	SQ. YDS.

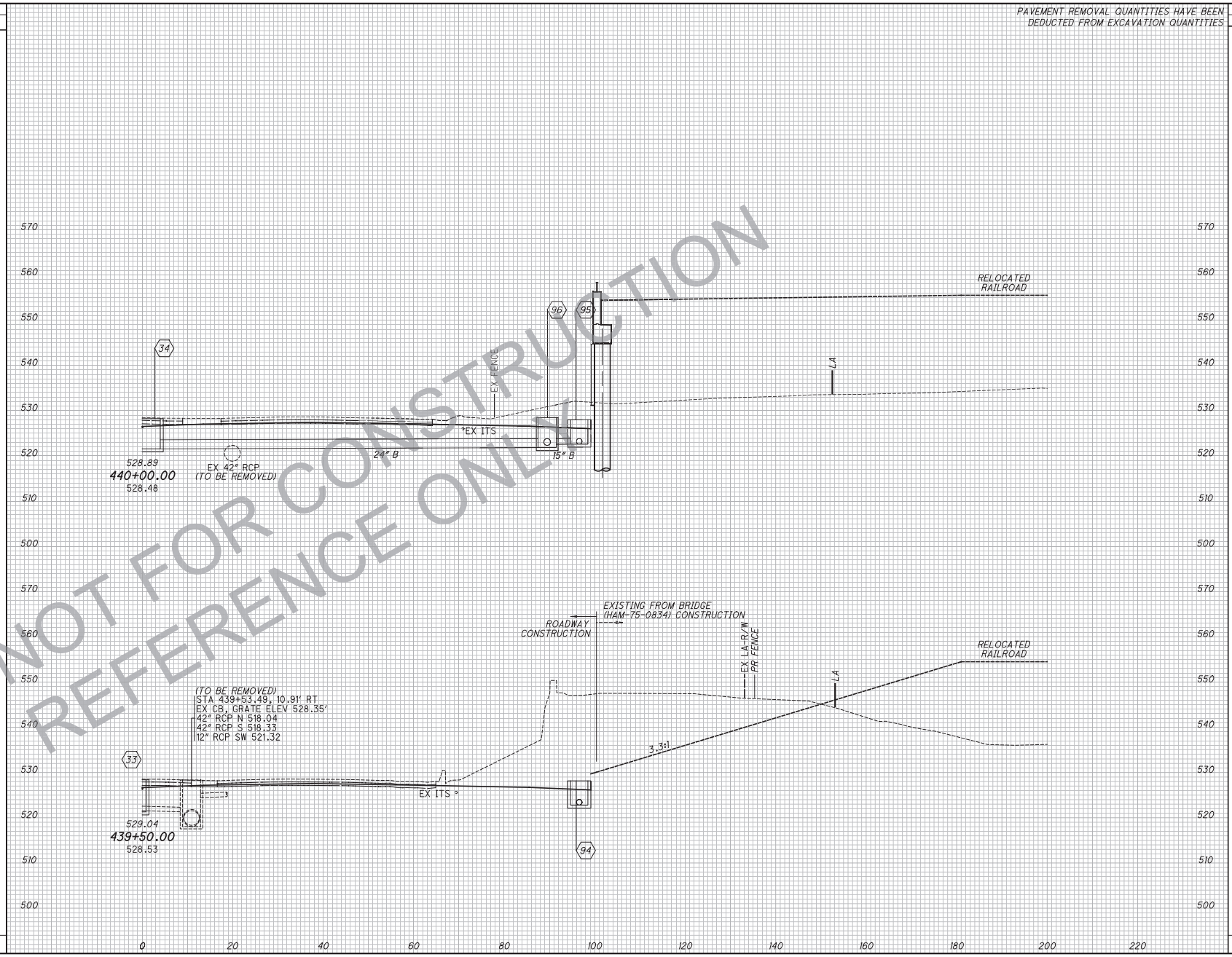
END AREA	
CUT	
FILL	

VOLUME	
CUT	
FILL	

357 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 SOUTHBOUND STA. 439+50.00 TO STA. 440+00.00	CALCULATED SEA CHECKED DLR

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
1079	16		
		1957	49
1035	37		
		1849	96
		3806	145

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 439+50.00 TO STA. 440+00.00

HAM-75-7.85

358
1045

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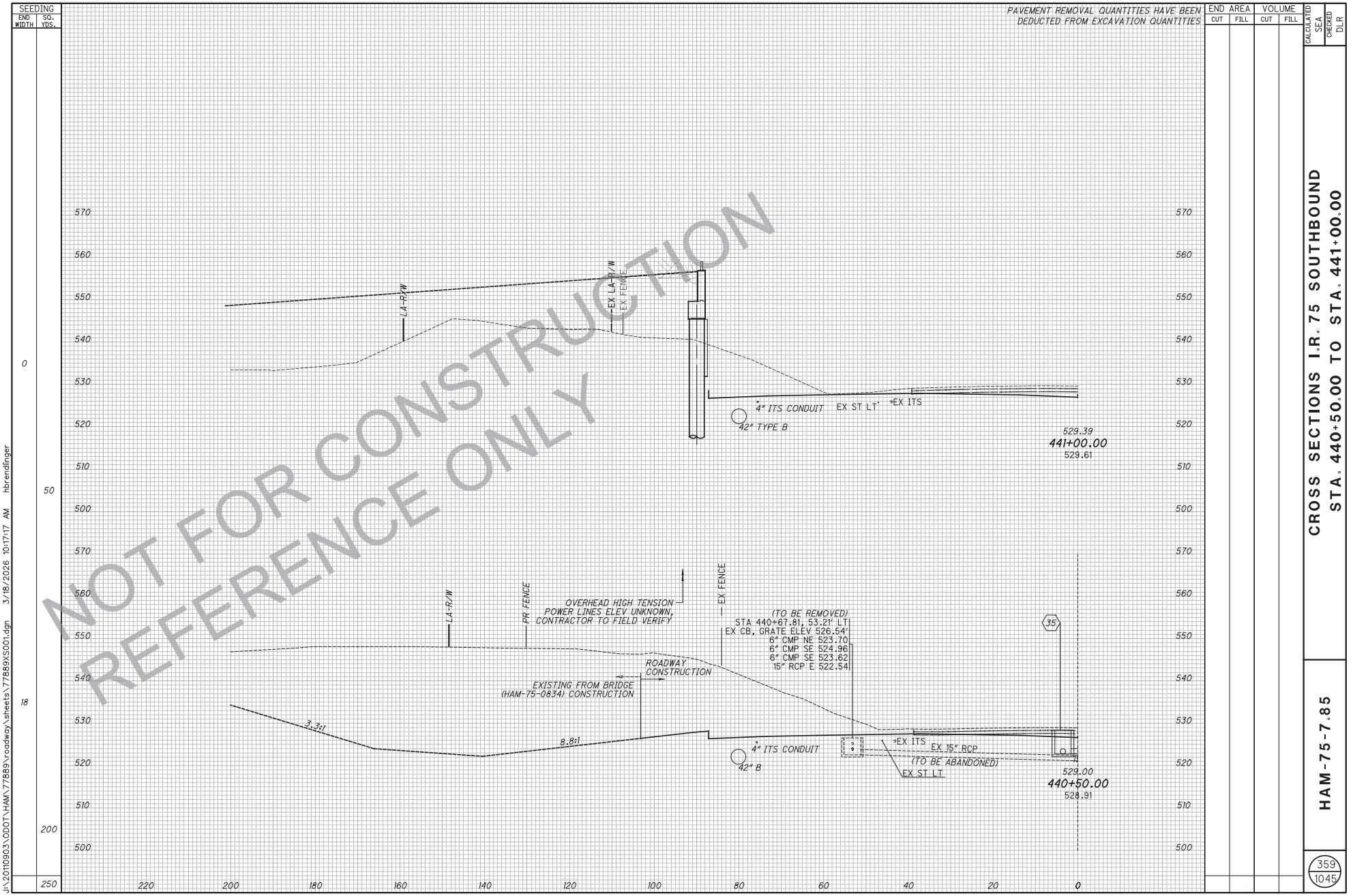

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 440+50.00 TO STA. 441+00.00

HAM-75-7.85

359
1045

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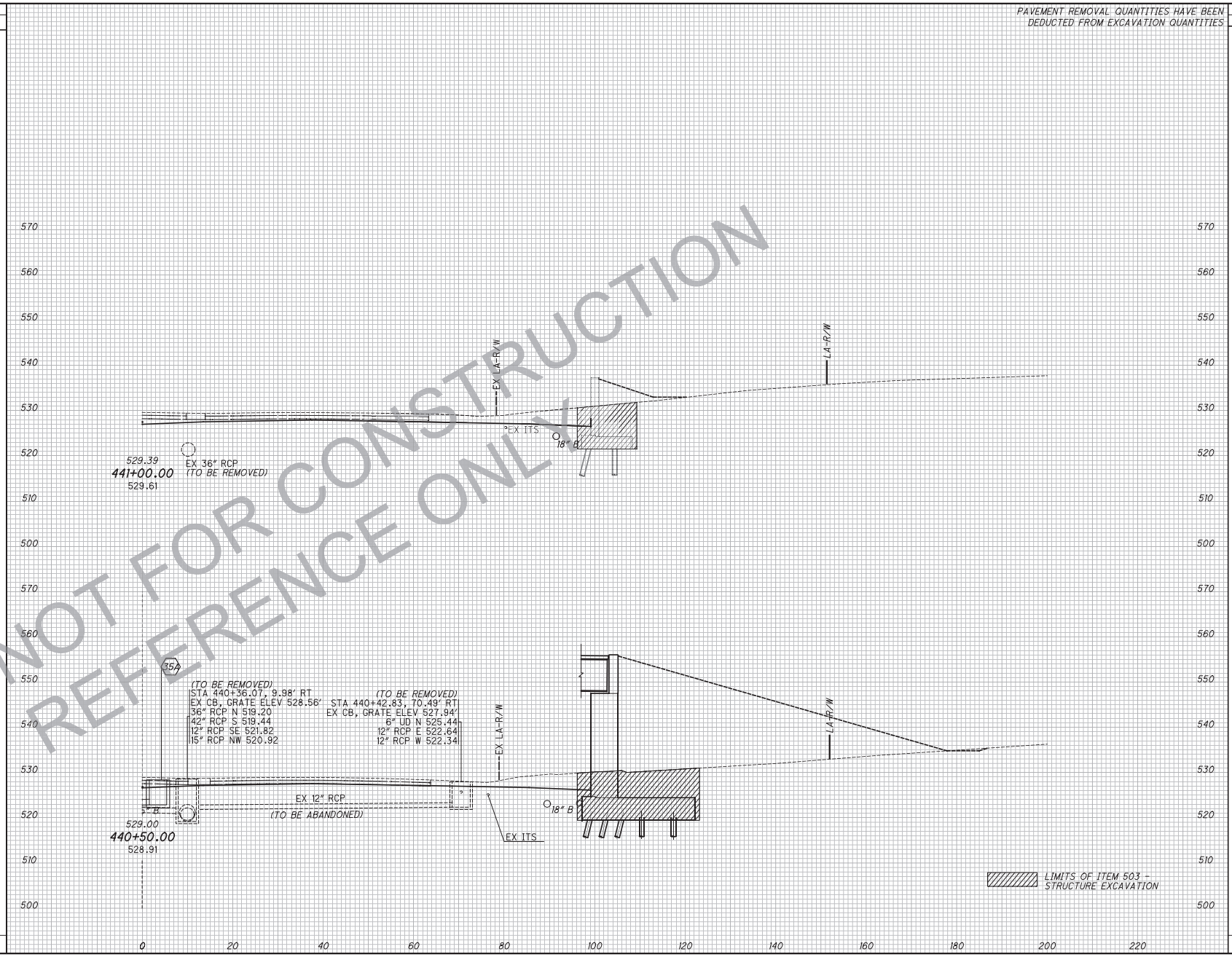
SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
309	0		
		990	4
760	4		
		1703	19
		2693	23

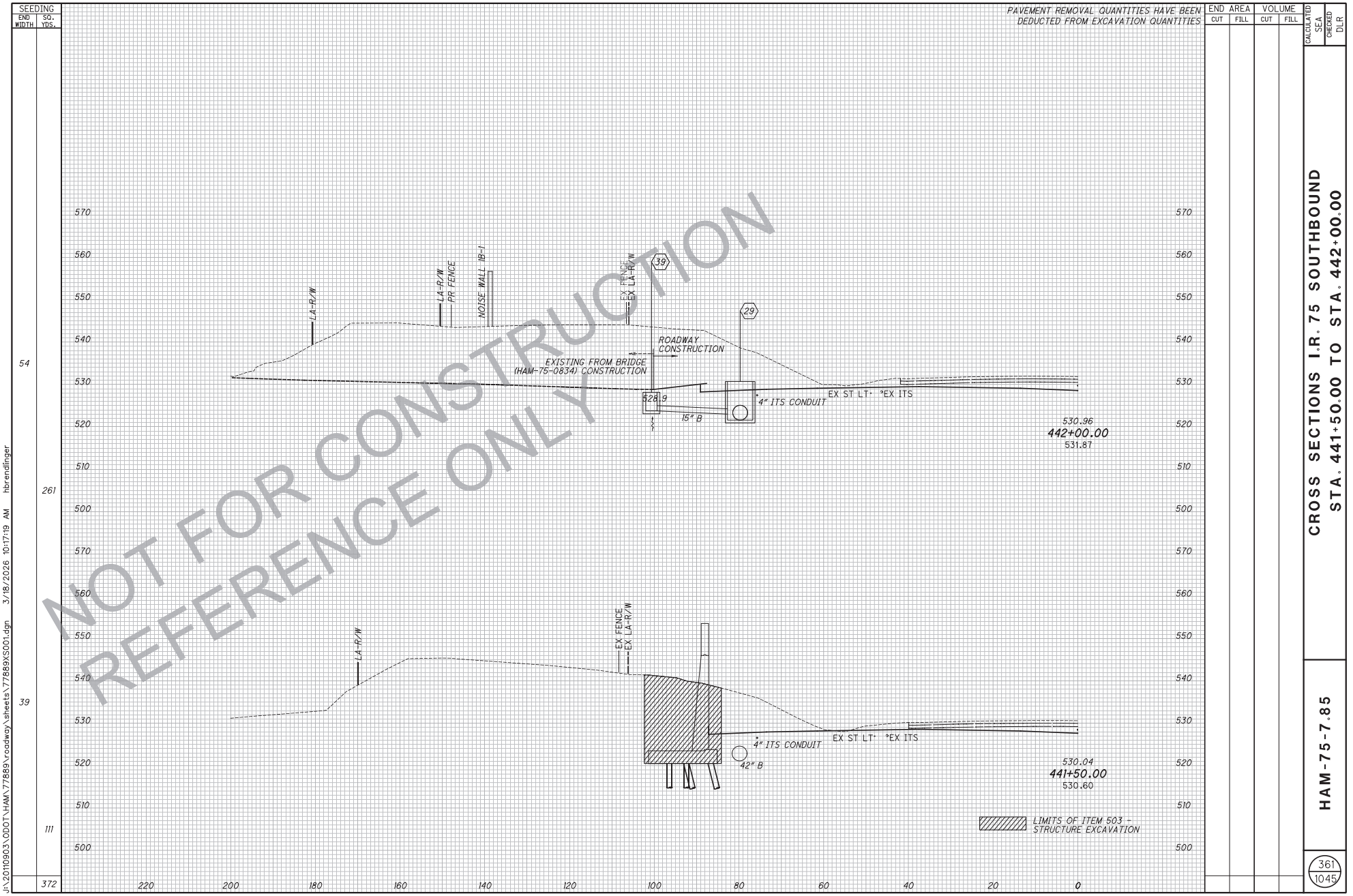
CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 440+50.00 TO STA. 441+00.00

HAM-75-7.85

360
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:18 AM hbrendlinger


SEEDING
END WIDTH
SQ. YDS.
54
261
39
111
372
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED SFA
CHECKED DLR
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 441+50.00 TO STA. 442+00.00
HAM-75-7.85
361
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
LA-R/W
LA-R/W
PR FENCE
NOISE WALL IB-1
EX FENCE
EX LA-R/W
39
29
ROADWAY CONSTRUCTION
EXISTING FROM BRIDGE (HAM-75-0834) CONSTRUCTION
528.9
15" B
4" ITS CONDUIT
EX ST LT
EX ITS
530.96
442+00.00
531.87
LA-R/W
EX FENCE
EX LA-R/W
4" ITS CONDUIT
42" B
EX ST LT
EX ITS
530.04
441+50.00
530.60
LIMITS OF ITEM 503 - STRUCTURE EXCAVATION
570
560
550
540
530
520
510
500
220
200
180
160
140
120
100
80
60
40
20
0
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:19 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
954	0		
		1372	0
528	1		
		775	1
		2147	1

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 441+50.00 TO STA. 442+00.00

HAM-75-7.85

362
1045

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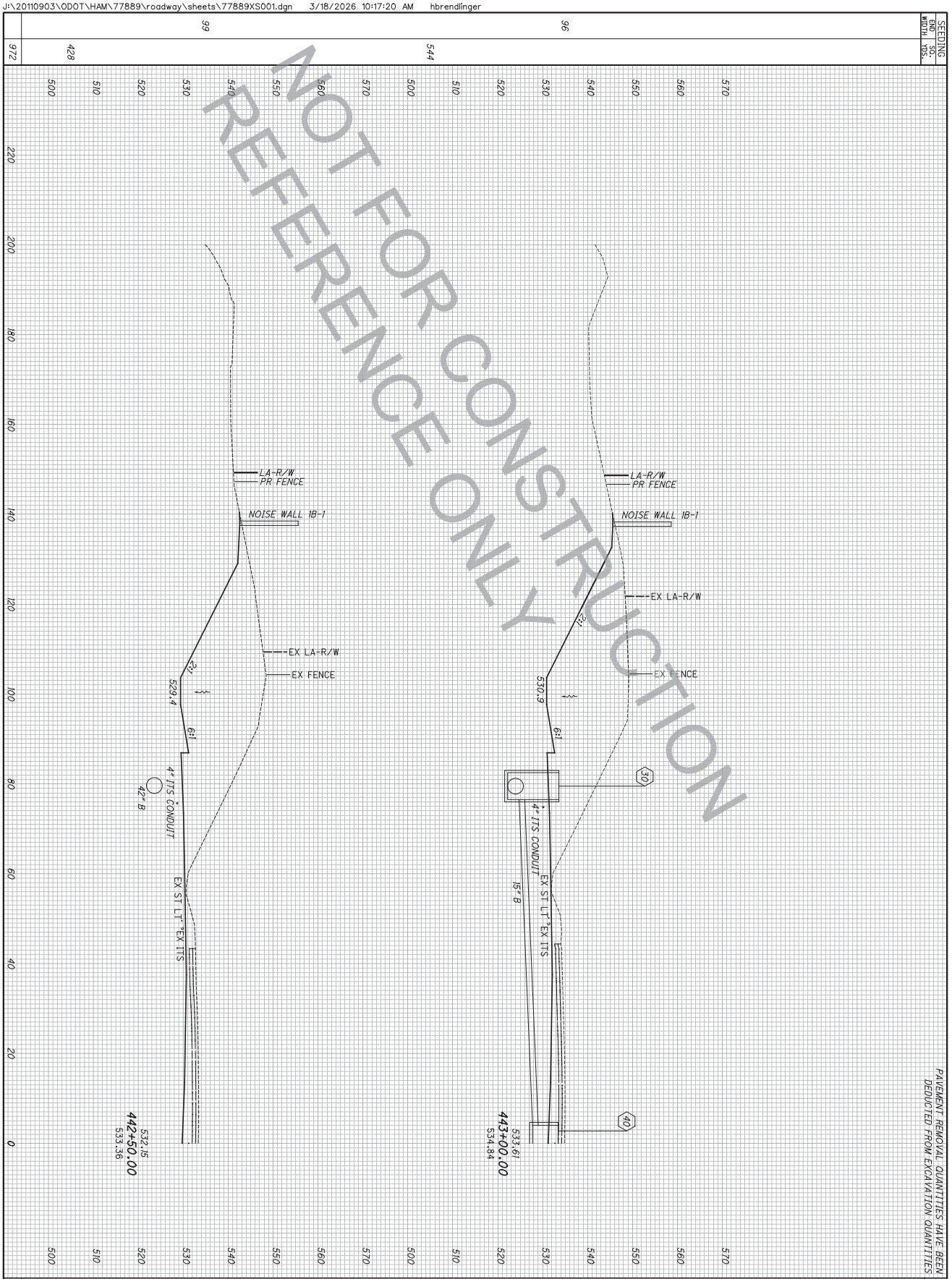
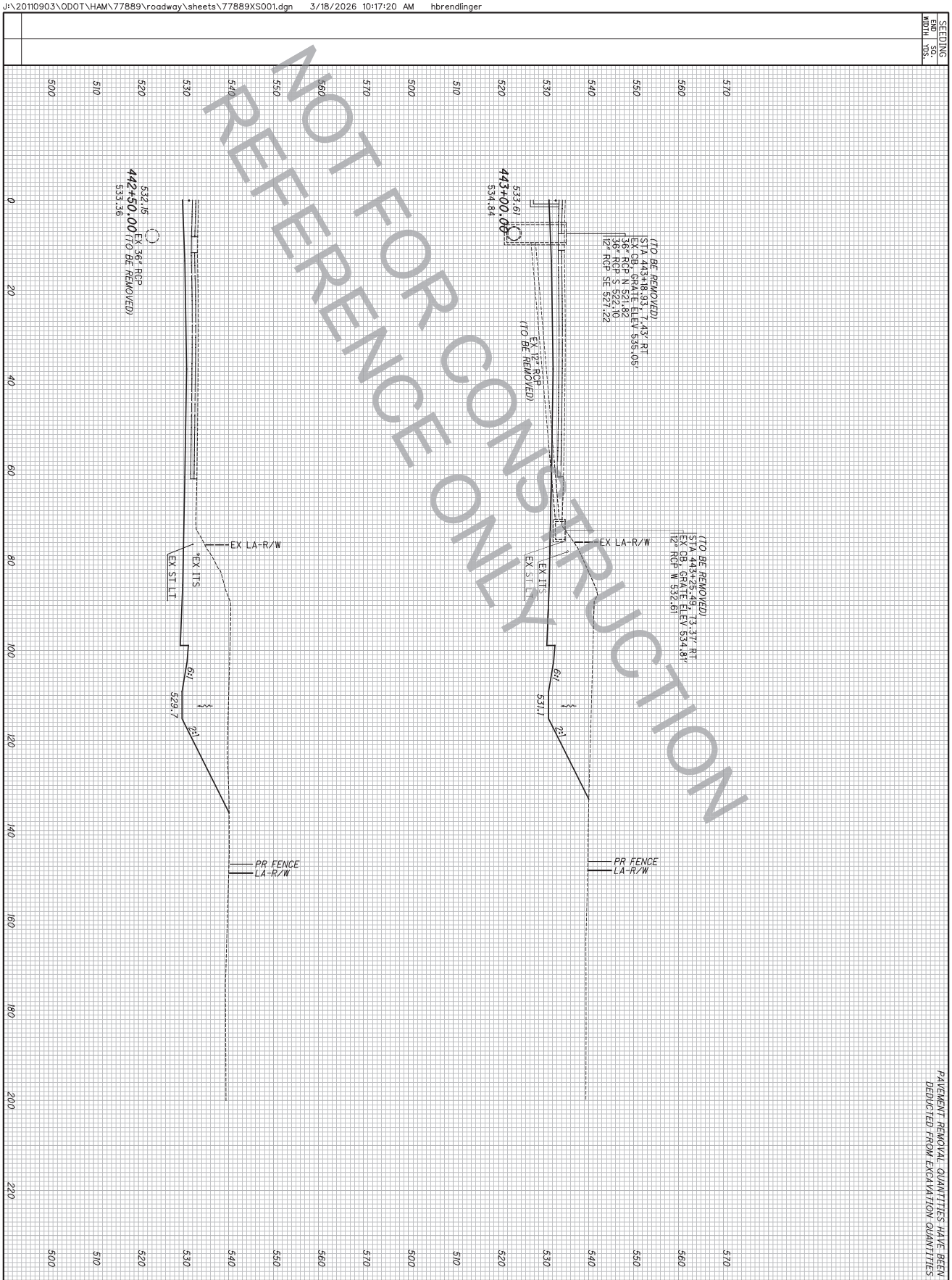


363 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 SOUTHBOUND STA. 442+50.00 TO STA. 443+00.00

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:20 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING		
	SQ. YDS.	END WIDTH

END AREA	
CUT	FILL
1450	0
1436	0

VOLUME	
CUT	FILL
4899	0
2226	0
2673	0

364
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 442+50.00 TO STA. 443+00.00

CALCULATED SEA
CHECKED DLR

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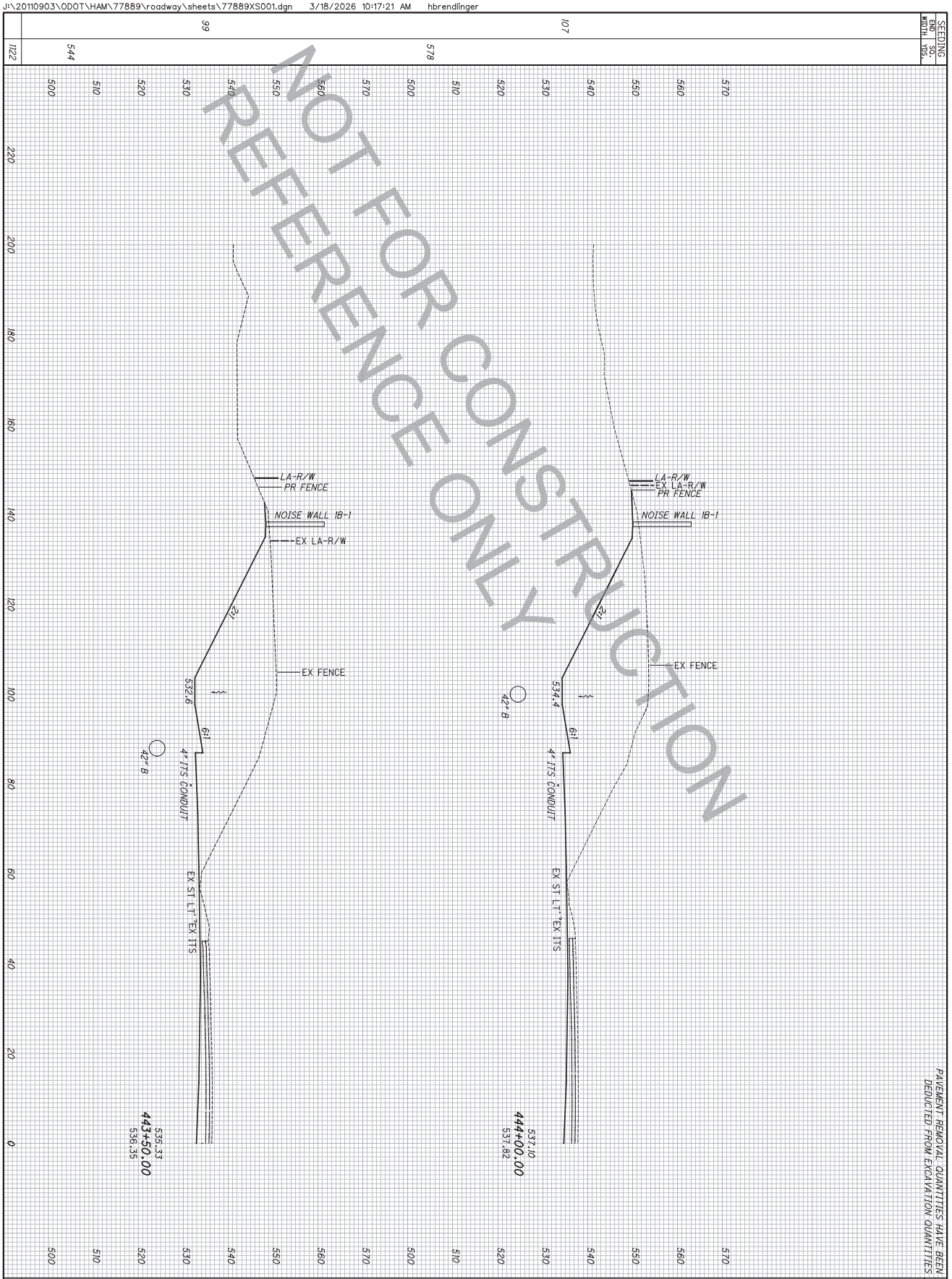


SEEDING: END WIDTH | SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA: CUT | FILL

VOLUME: CUT | FILL

365 / 1045

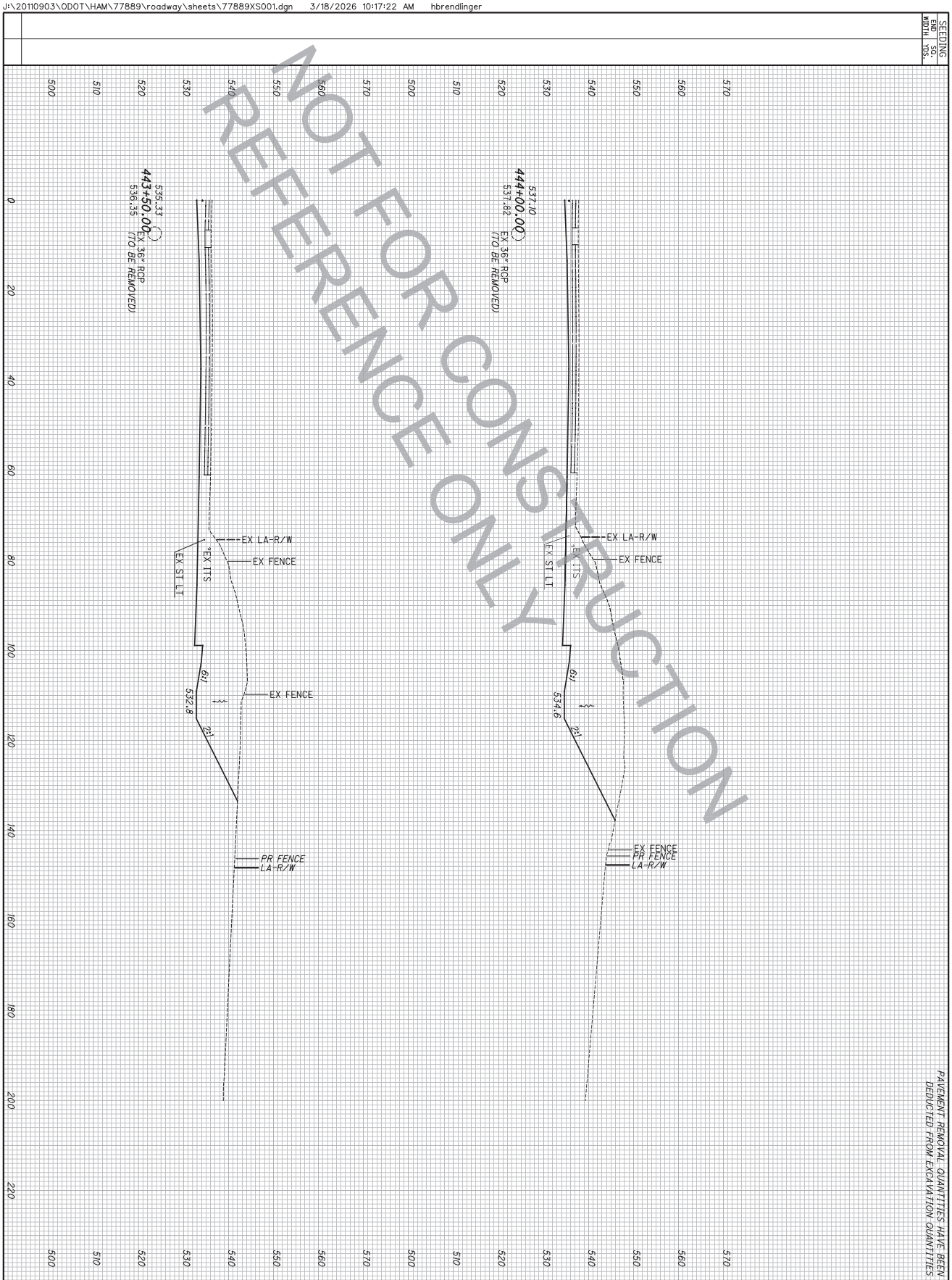
HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 443+50.00 TO STA. 444+00.00

CALCULATED SEA

CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS001.dgn 3/18/2026 10:17:22 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING		
	END WIDTH	SQ. YDS.

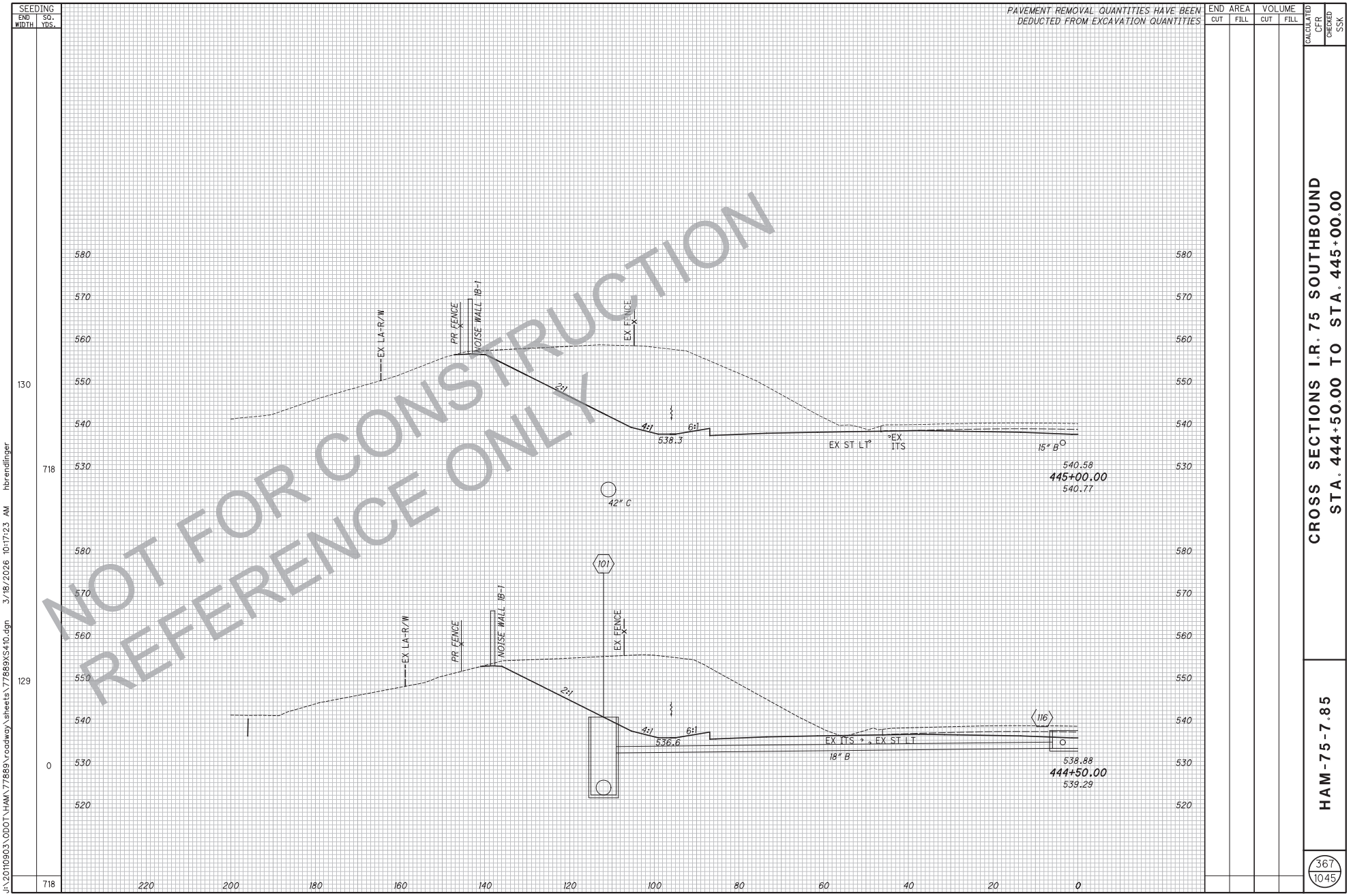
END AREA		VOLUME	
CUT	FILL	CUT	FILL
1412	0	2637	0
1554	0	2747	0
		5384	0

366
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 443+50.00 TO STA. 444+00.00

CALCULATED SEA
CHECKED DLR


SEEDING
END WIDTH
SQ. YDS.
130
129
0
718
718
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 444+50.00 TO STA. 445+00.00
HAM-75-7.85
367
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
EX LA-R/W
PR FENCE
NOISE WALL 18-1
EX FENCE
2:1
4:1
6:1
538.3
EX ST LT
EX ITS
15" B
540.58
445+00.00
540.77
42" C
101
116
536.6
18" B
538.88
444+50.00
539.29
580
570
560
550
540
530
520
220
200
180
160
140
120
100
80
60
40
20
0
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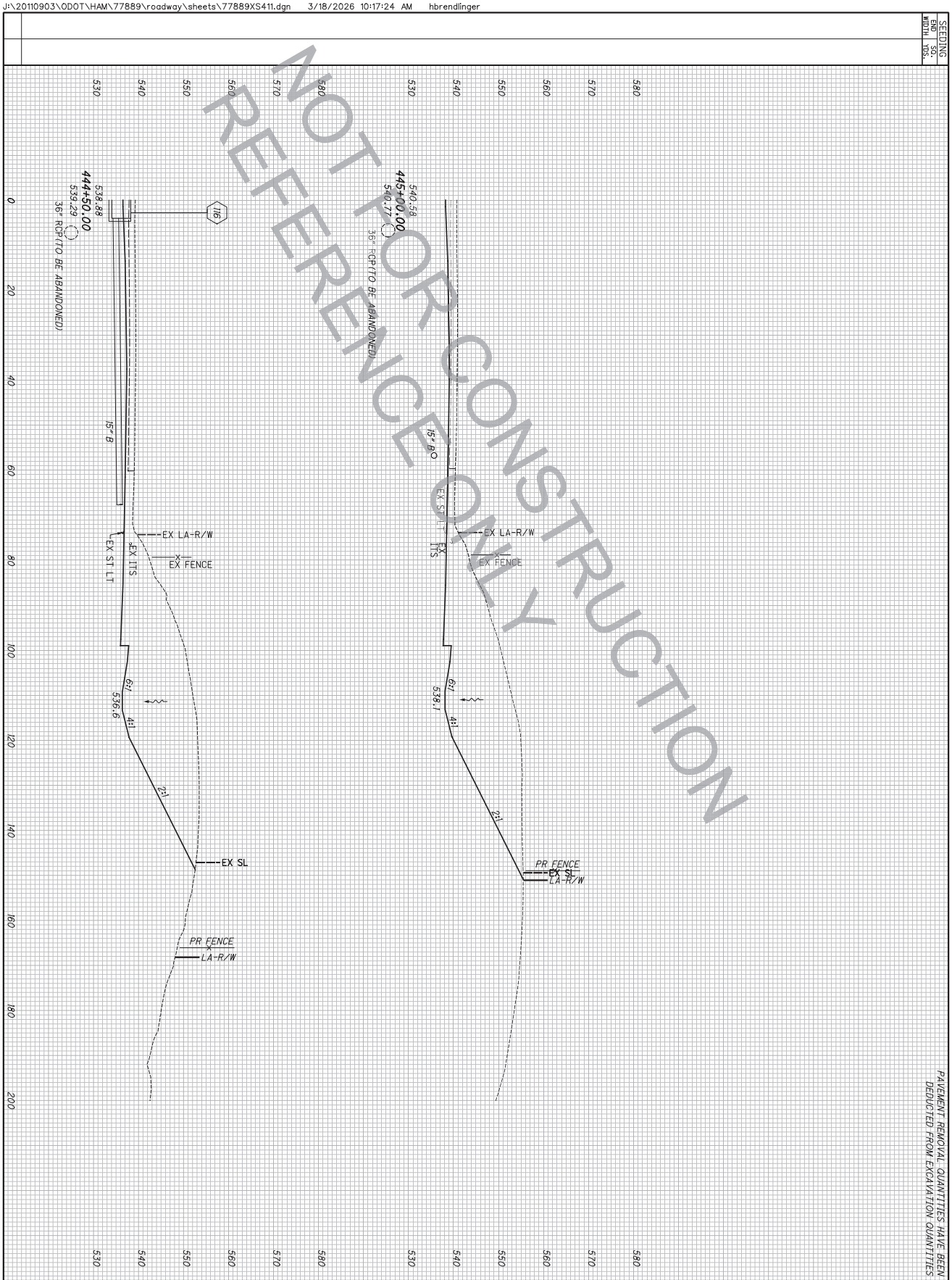

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING: END WIDTH | SQ. YDS.

	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	1736	0	3291	0
	1819	0	3291	0

368
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 444+50.00 TO STA. 445+00.00

CALCULATED CFR
CHECKED SSK

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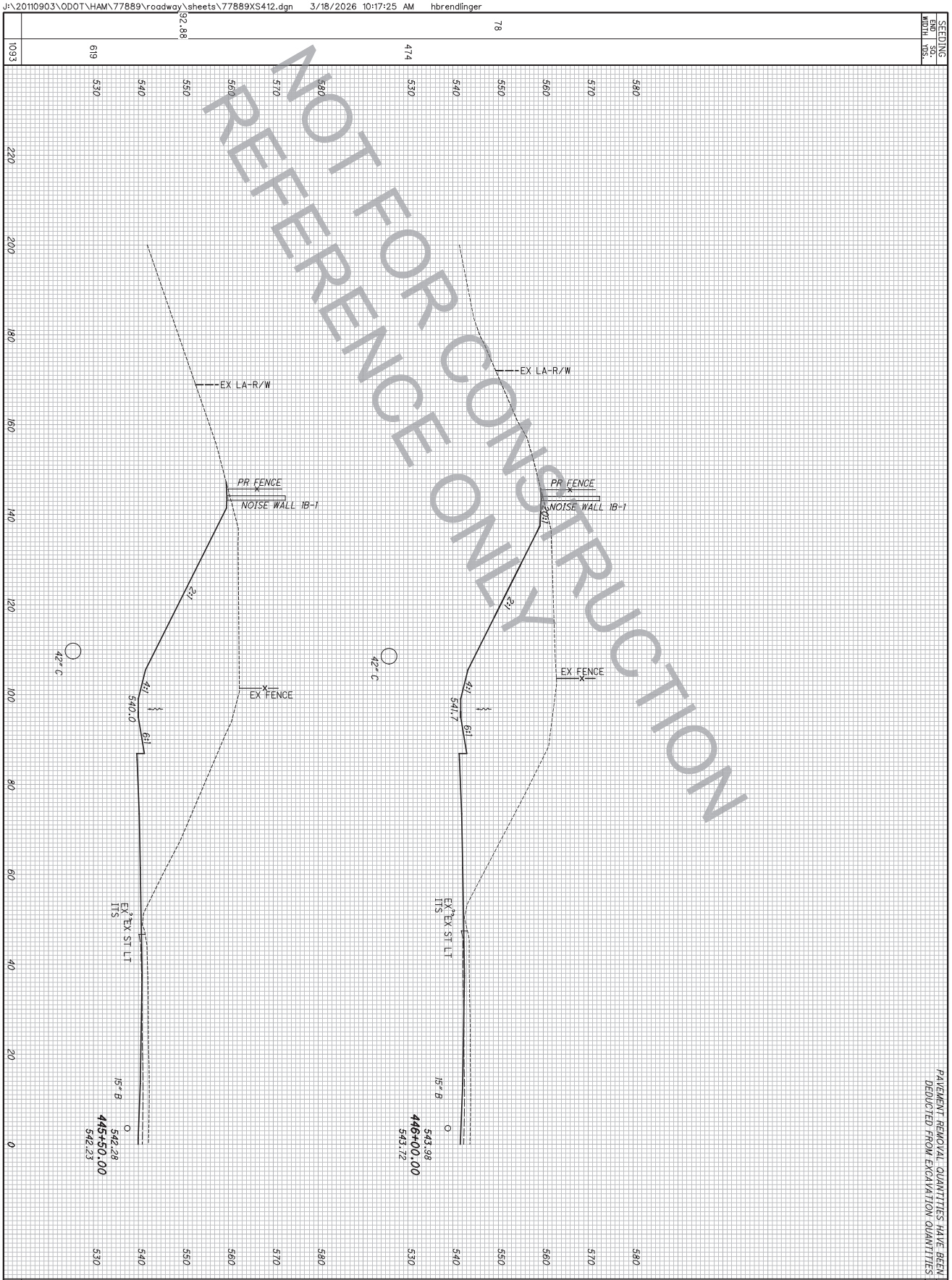

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING: END WIDTH | SQ. YDS.

END AREA: CUT | FILL

VOLUME: CUT | FILL

369
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 445+50.00 TO STA. 446+00.00

CALCULATED CFR
CHECKED SSK

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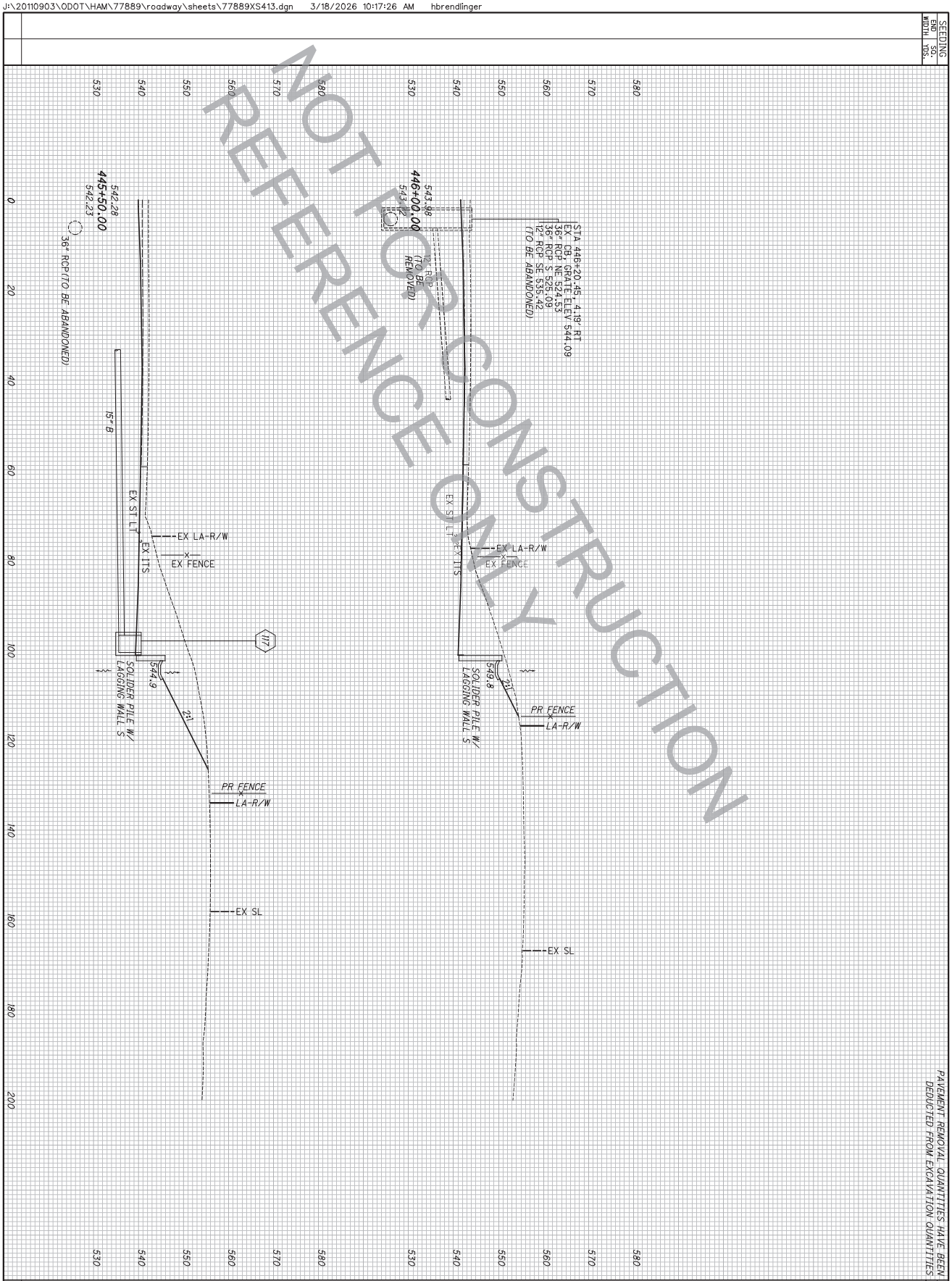

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING: END WIDTH | SQ. YDS.

END AREA	CUT	FILL
	1495	1261
	2	8

VOLUME	CUT	FILL
5620	3068	2552
12	2	10

370 / 1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 445+50.00 TO STA. 446+00.00

CALCULATED CFR
CHECKED SSK

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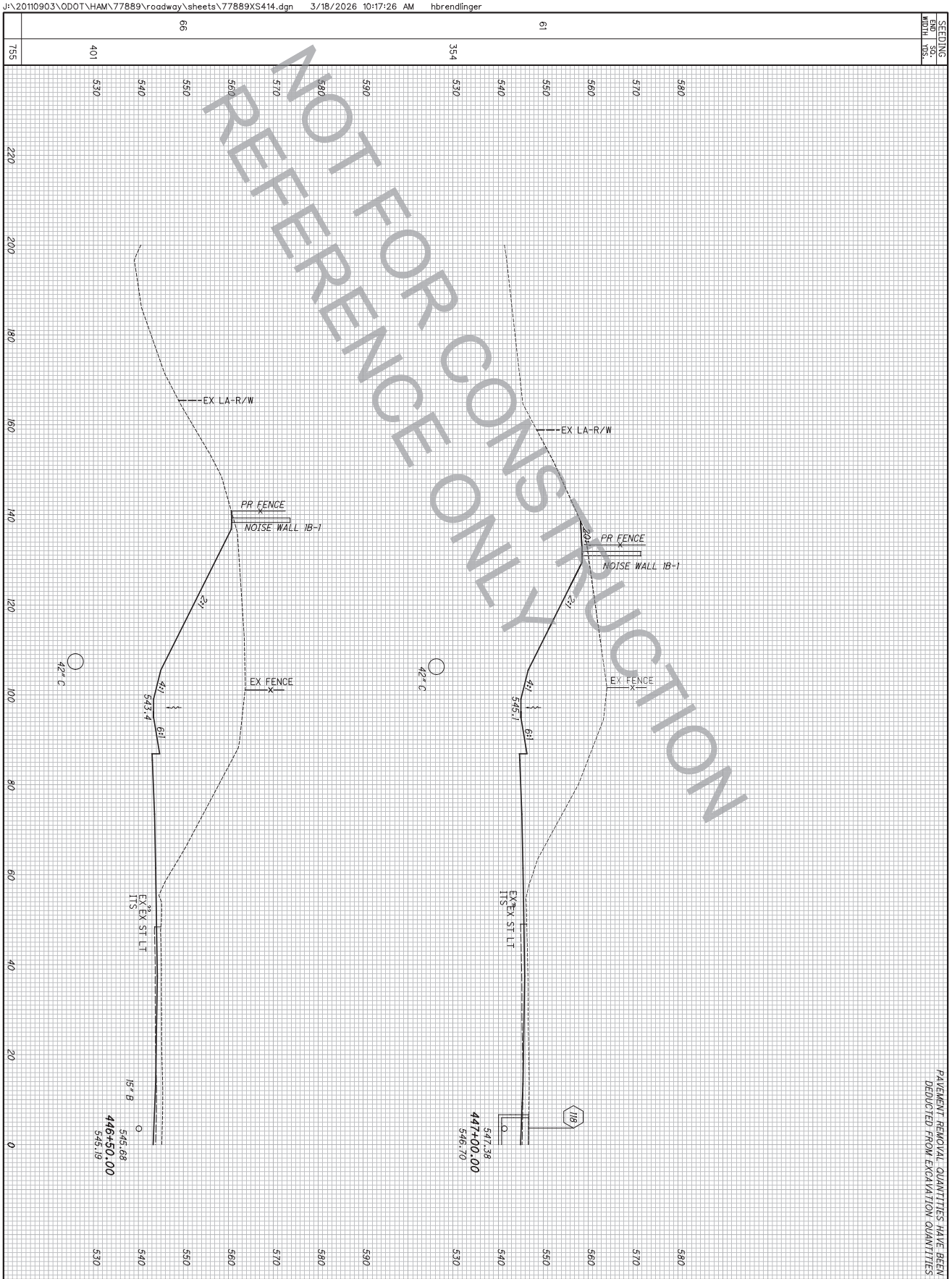


SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL

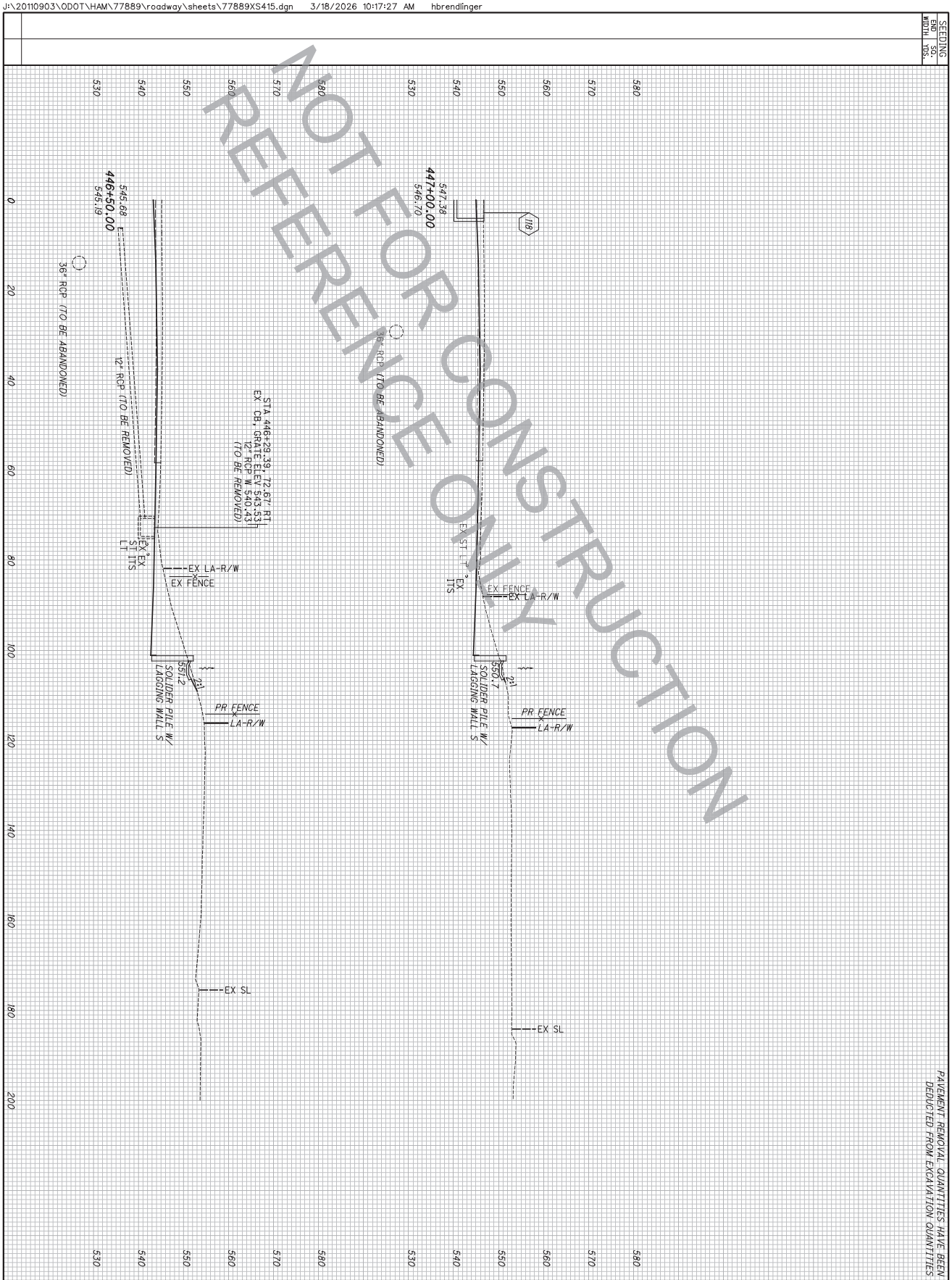
371
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 446+50.00 TO STA. 447+00.00

CALCULATED CFR
CHECKED SSK

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS415.dgn 3/18/2026 10:17:27 AM hbrendlinger



SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
		CUT	1098	866
		FILL	27	45
		CUT	2184	1818
		FILL	32	66
			4002	98

372
1045

HAM-75-7.85

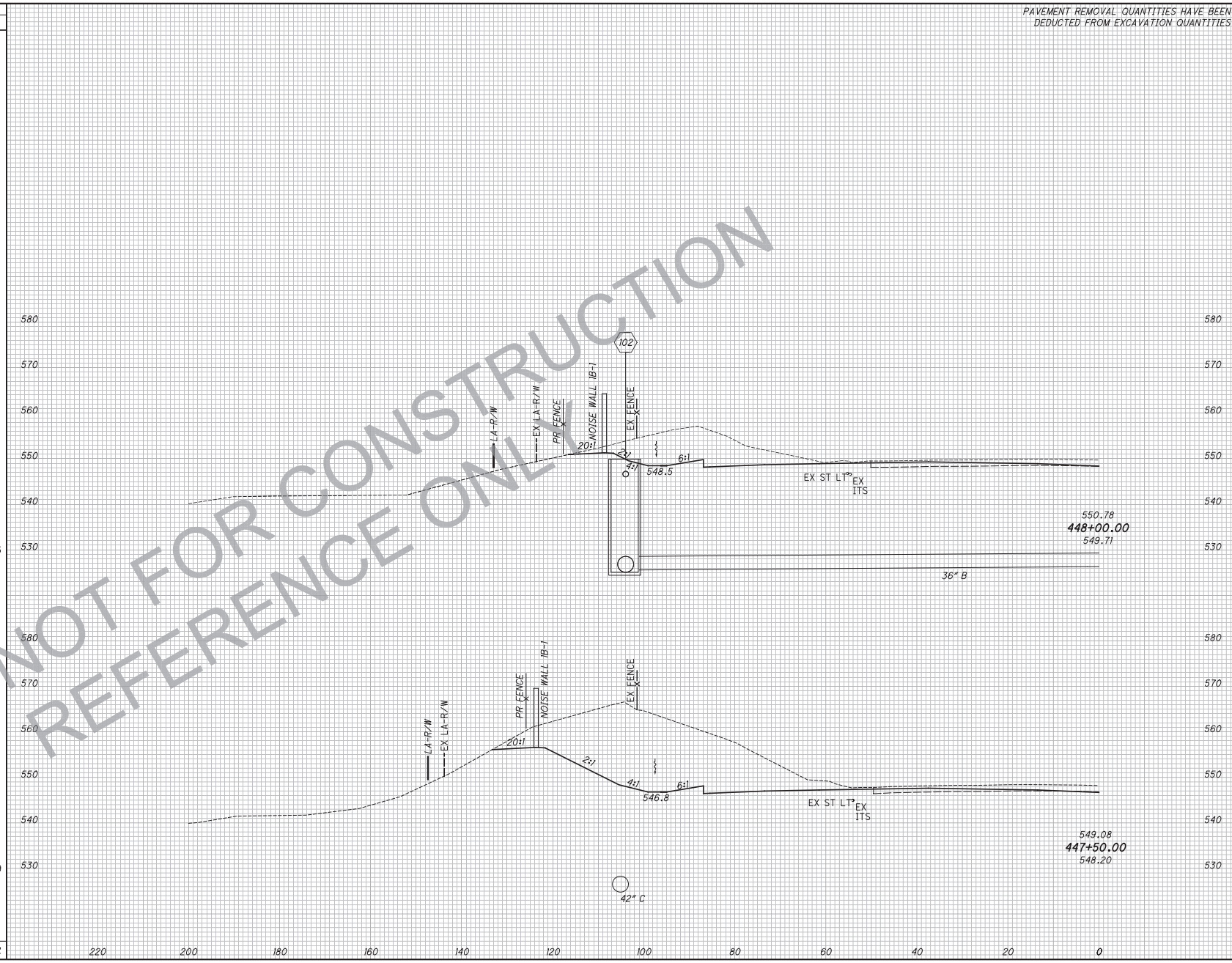
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 446+50.00 TO STA. 447+00.00

CALCULATED CFR
CHECKED SSK

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING END WIDTH	SEEDING SQ. YDS.
41	
	283
61	
	339
	622

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL



NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 447+50.00 TO STA. 448+00.00

HAM-75-7.85

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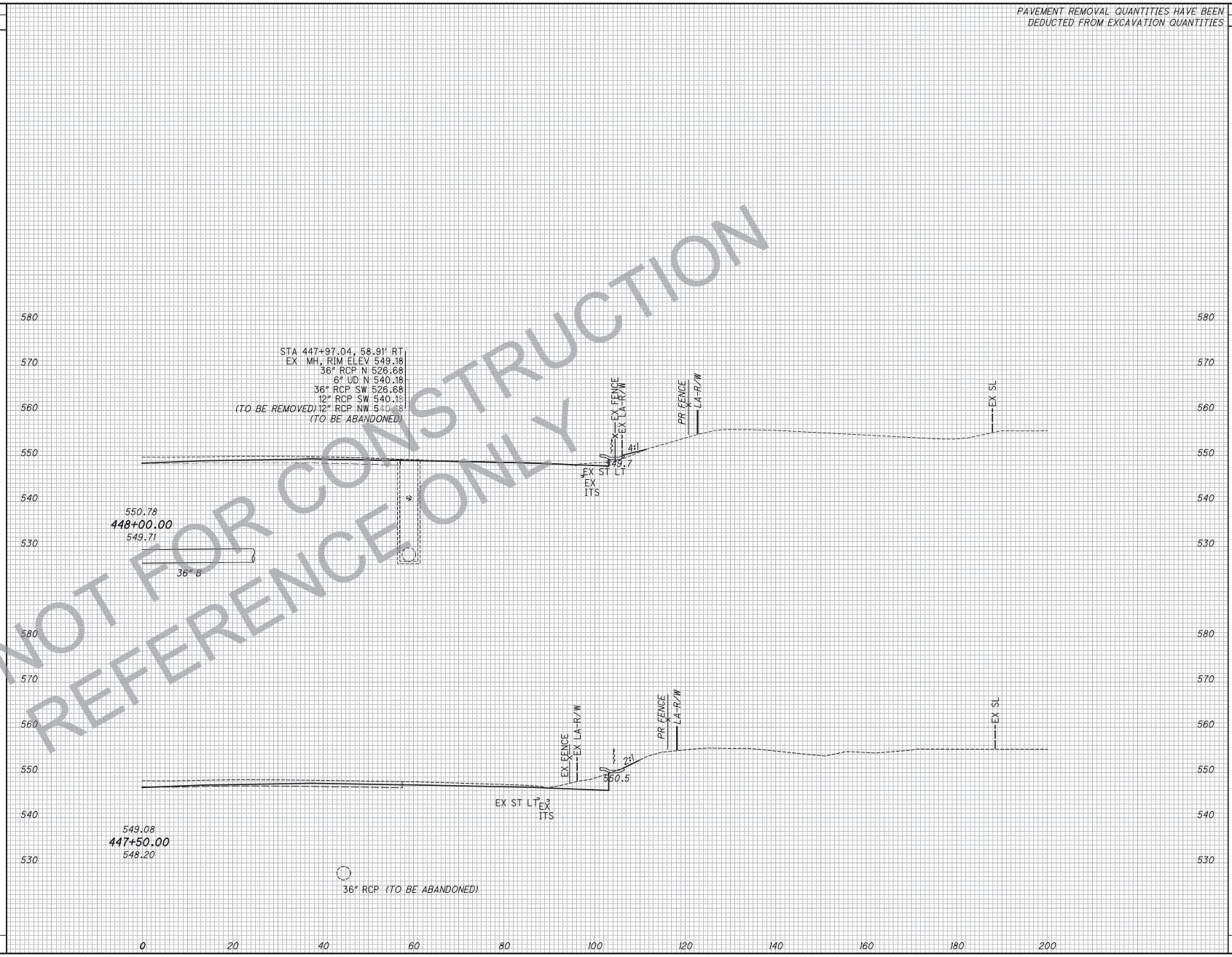
SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
241	121		
		920	178
753	71		
		1499	107
		2419	285

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 447+50.00 TO STA. 448+00.00

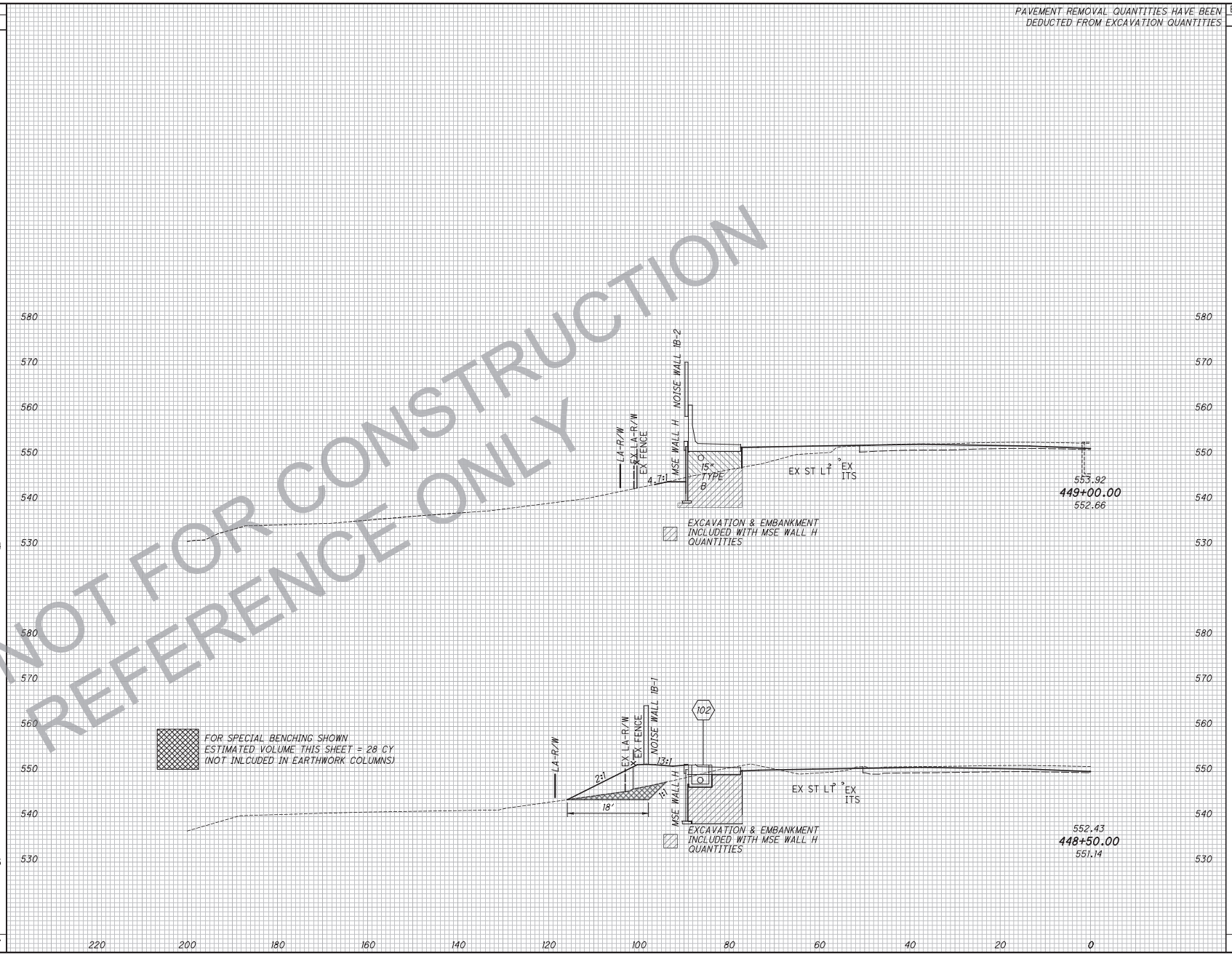
HAM-75-7.85

374
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS417.dgn 3/18/2026 10:17:28 AM hbrendlinger

SEEDING END WIDTH	SEEDING SQ. YDS.
31	
	224
50	
	253
	477

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL

CALCULATED CFR
CHECKED SSK

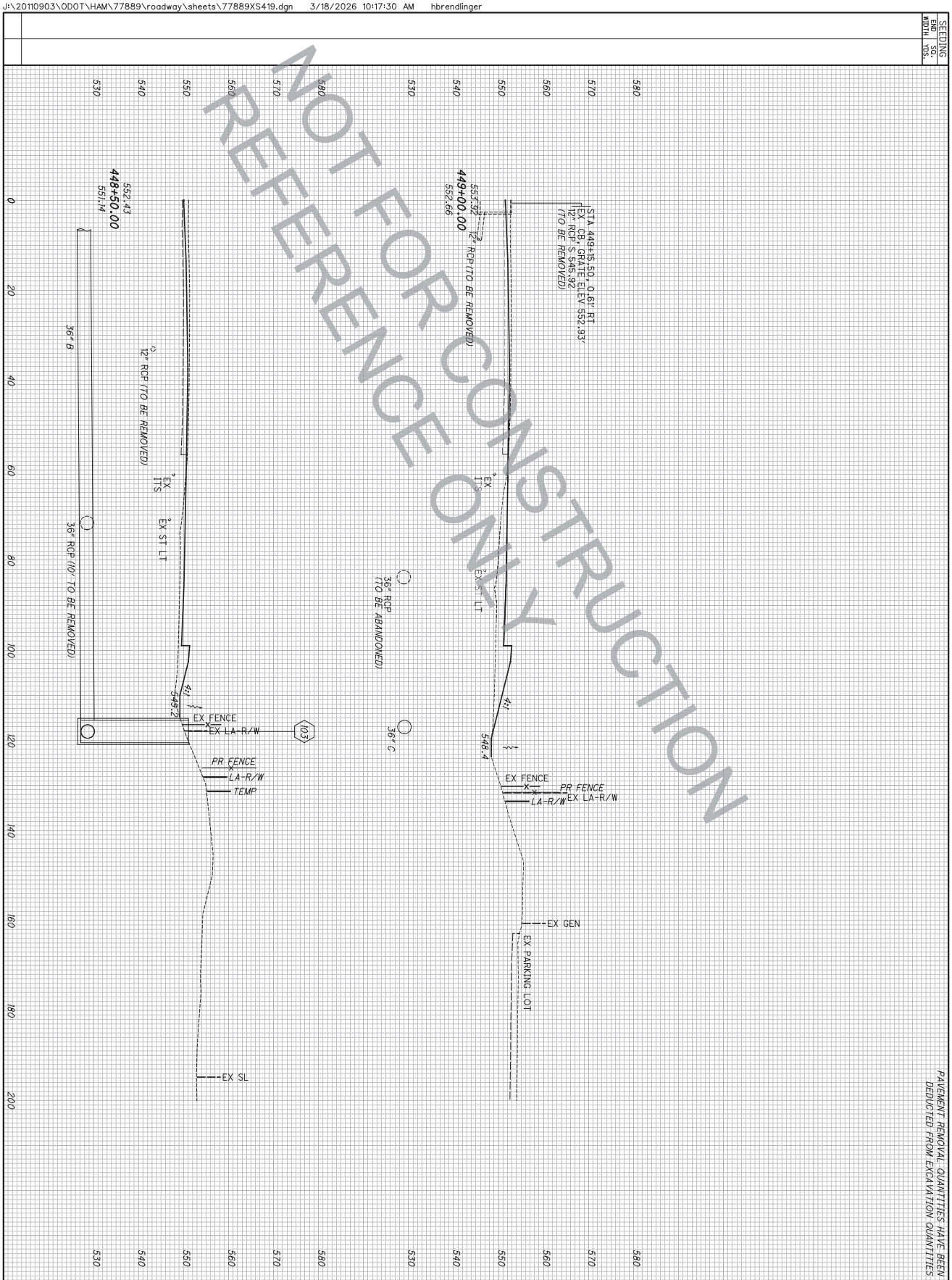
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 448+50.00 TO STA. 449+00.00

HAM-75-7.85

375
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS418.dgn 3/18/2026 10:17:29 AM hbrendlinger

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS419.dgn 3/18/2026 10:17:30 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		8	287	8	542
		1	298		
				230	378
				238	920

376
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 448+50.00 TO STA. 449+00.00

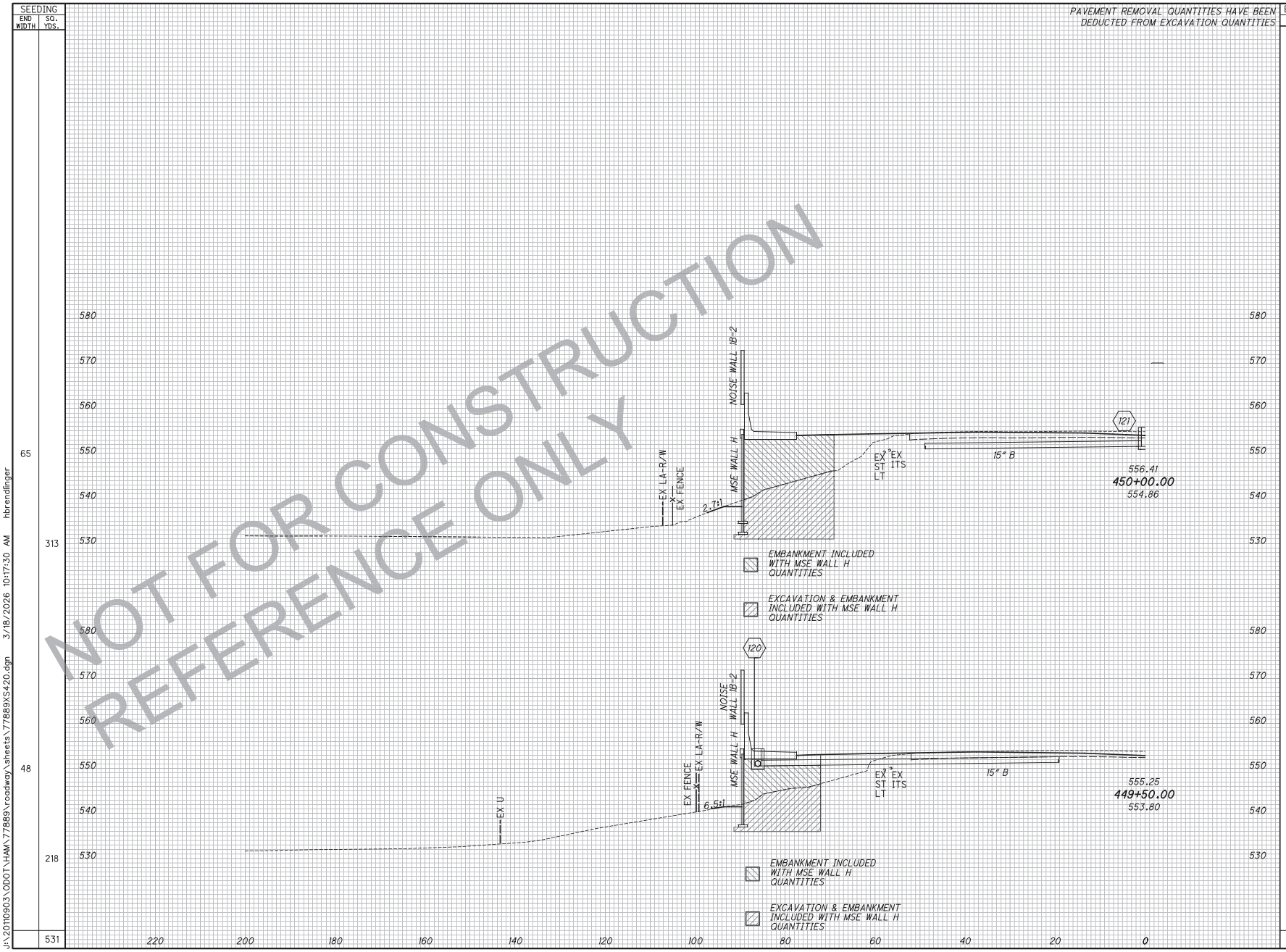
CALCULATED CFR
CHECKED SSK

SEEDING END WIDTH	SEEDING SQ. YDS.
65	313
48	218
	531

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL

CALCULATED CFR
CHECKED SSK



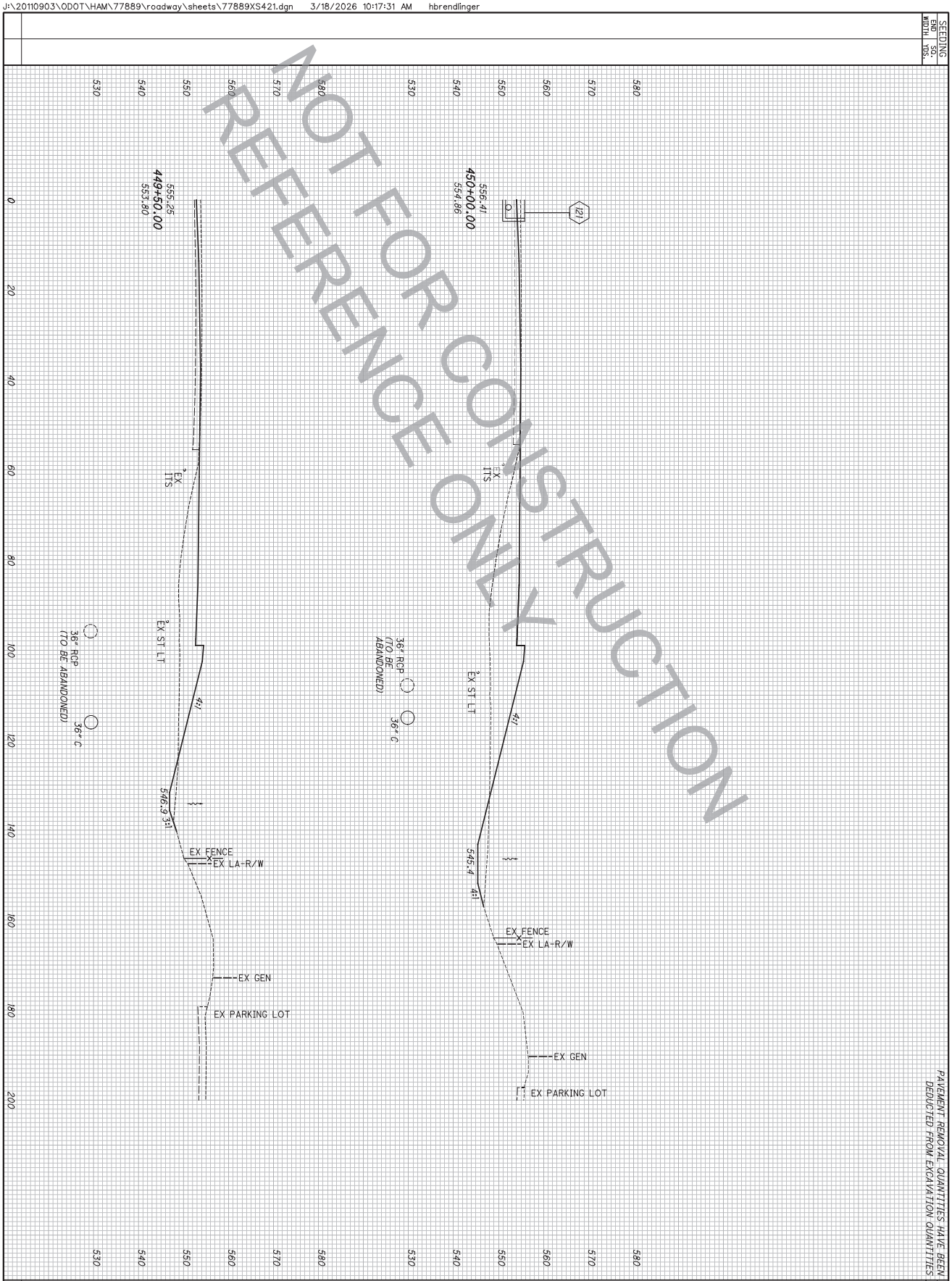
NOT FOR CONSTRUCTION
REFERENCE ONLY

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS420.dgn 3/18/2026 10:17:30 AM hbrendlinger

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 449+50.00 TO STA. 450+00.00

HAM-75-7.85

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS421.dgn 3/18/2026 10:17:31 AM hbrendlinger



SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
		CUT	FILL	
	5	12		
	410	535		
21	5	16		
1529	655	874		

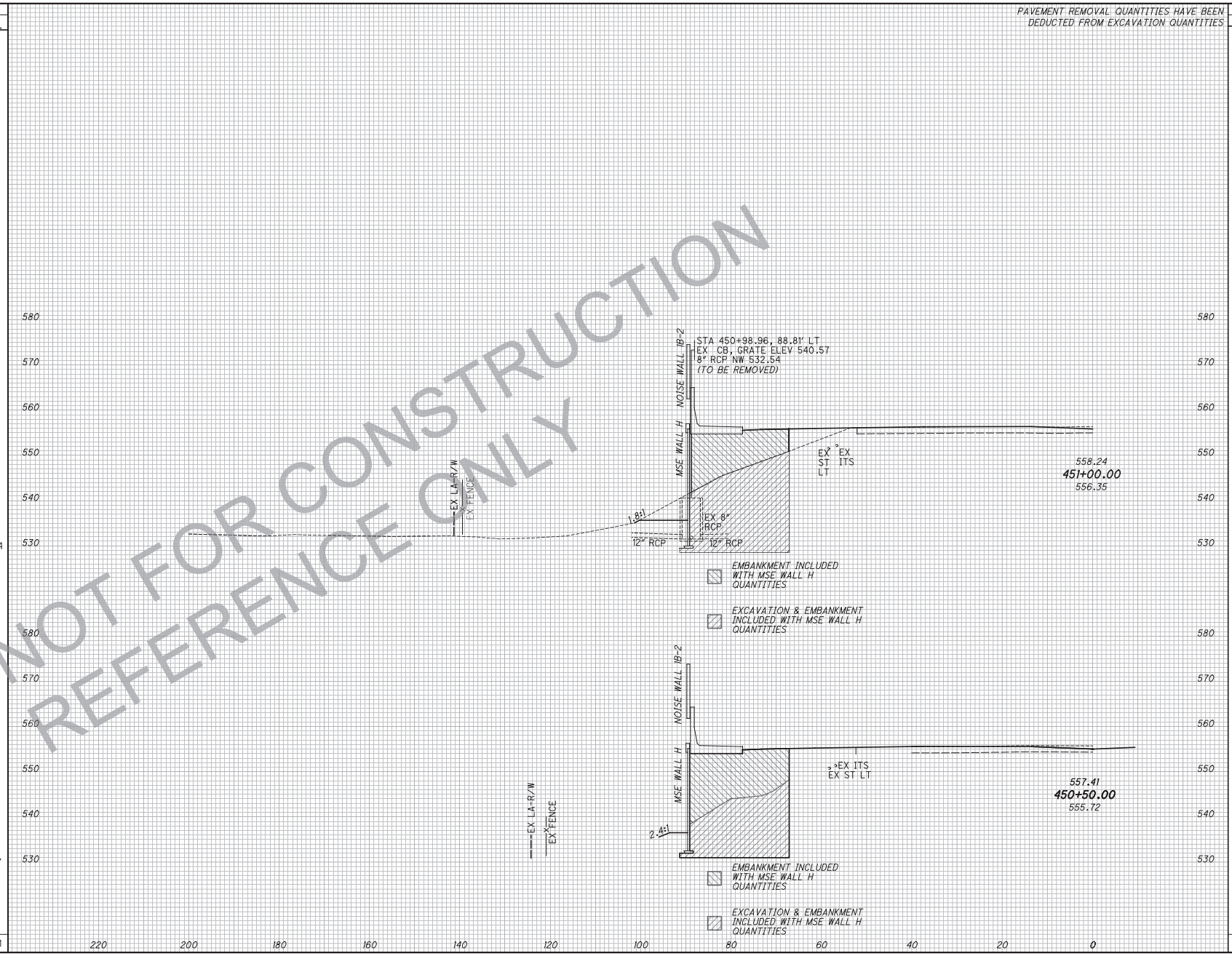
378 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 NORTHBOUND STA. 449+50.00 TO STA. 450+00.00	CALCULATED CFR CHECKED SSK

SEEDING	
END WIDTH	SQ. YDS.
78	454
85	417
	871

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK



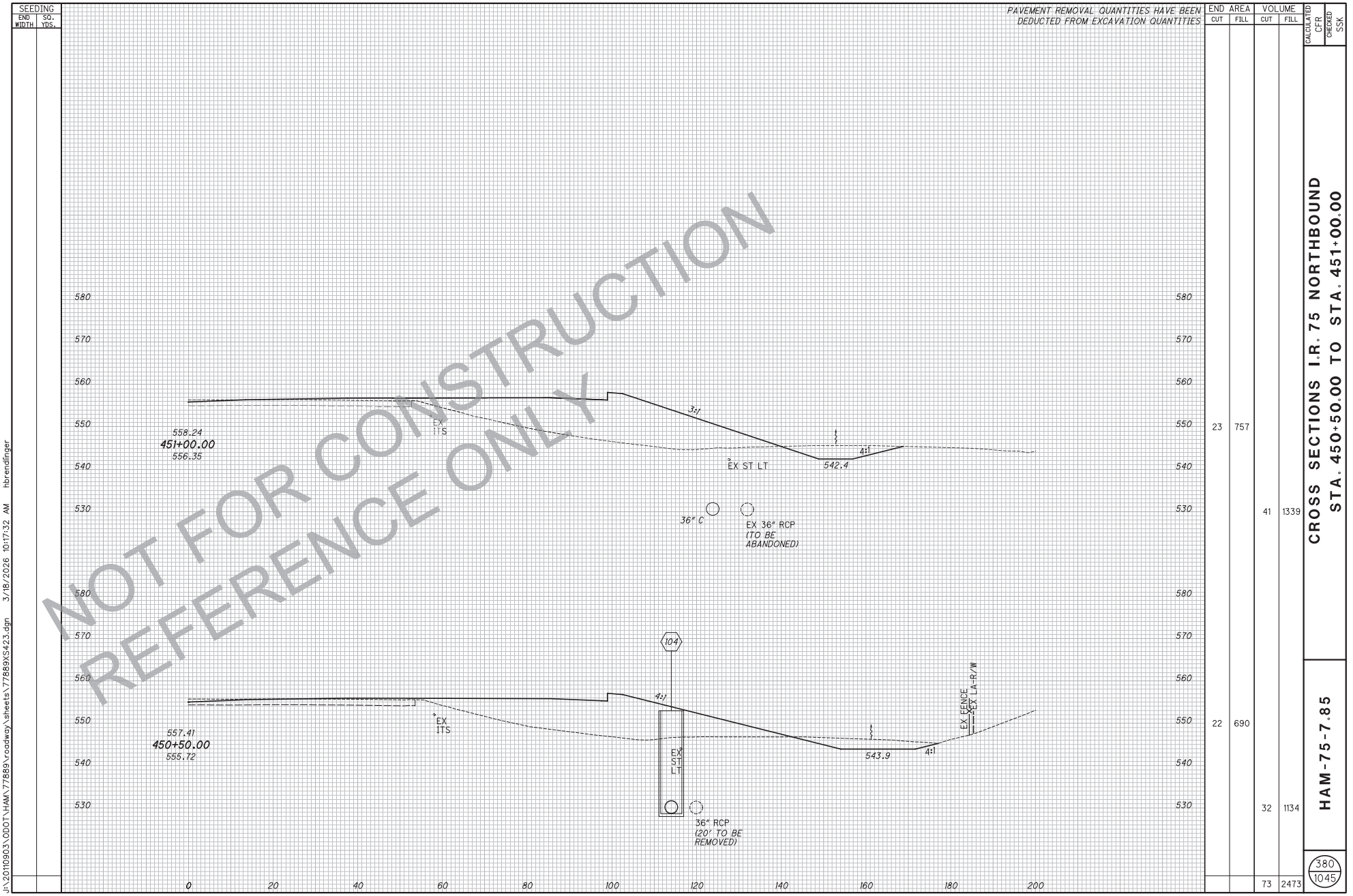
NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 450+50.00 TO STA. 451+00.00

HAM-75-7.85

379
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS422.dgn 3/18/2026 10:17:32 AM hbrendlinger



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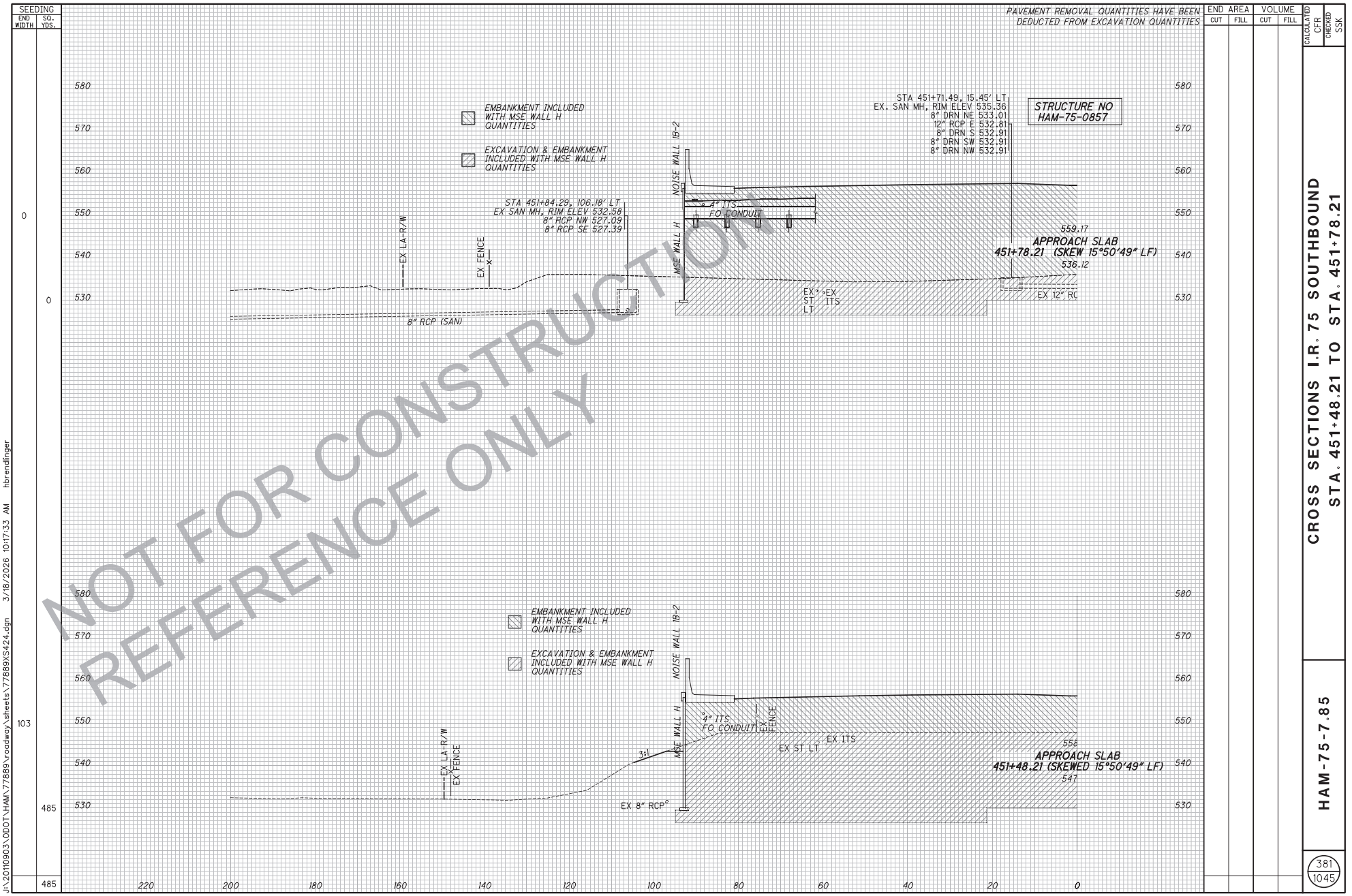


NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 451+48.21 TO STA. 451+78.21

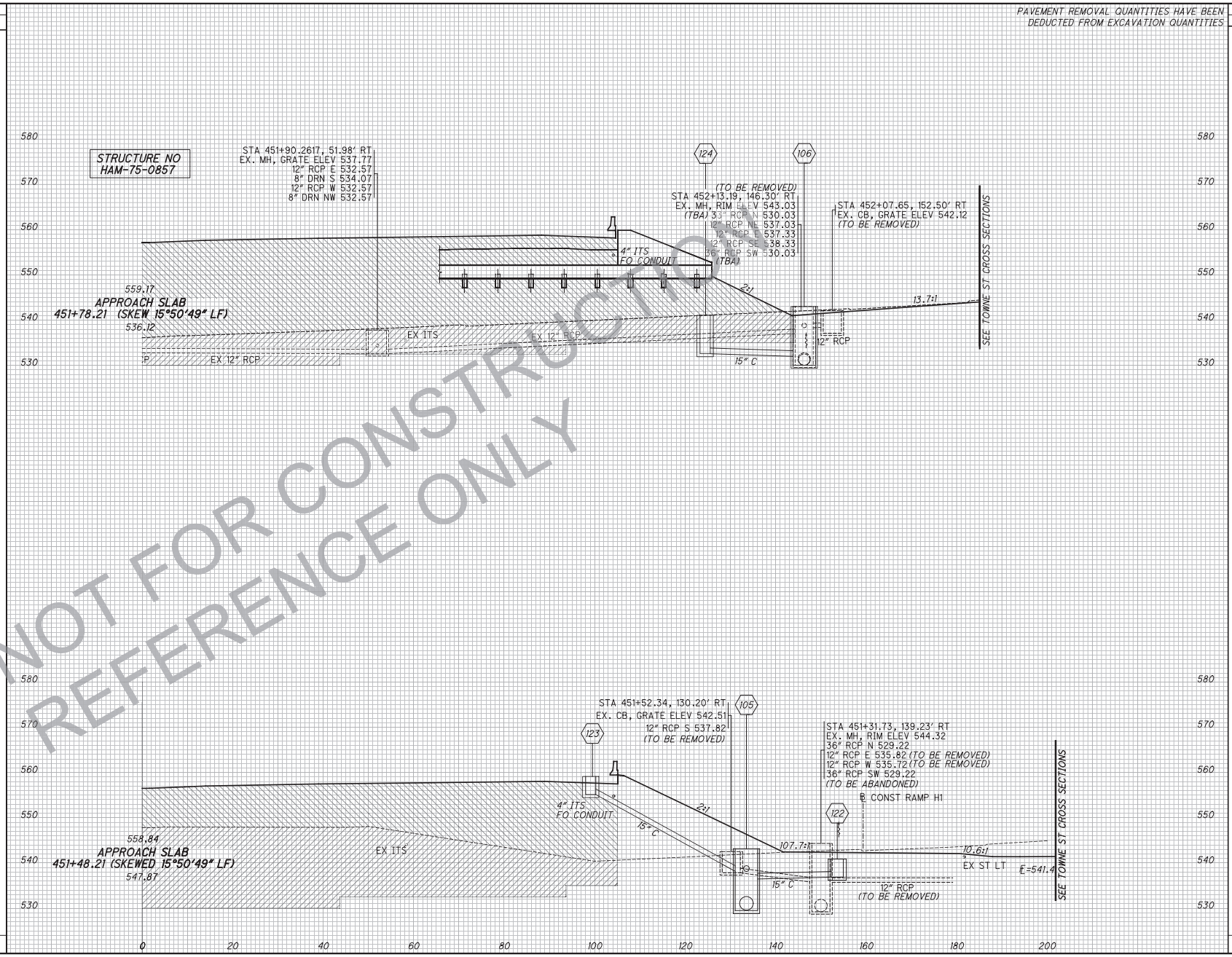
HAM-75-7.85

381
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS424.dgn 3/18/2026 10:17:33 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
17	0		
		13	1231
6	2216		
		25	2654
		38	3885

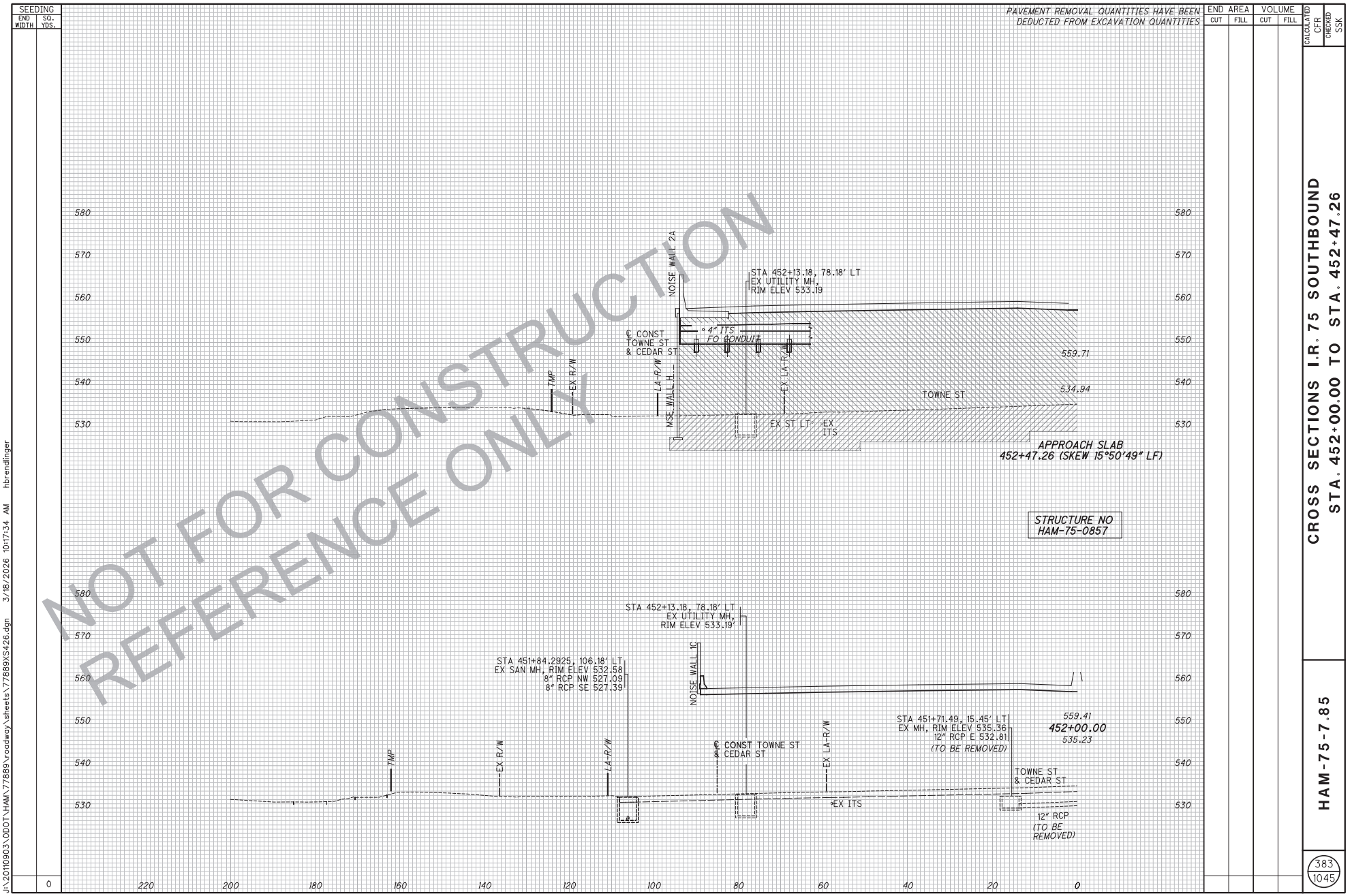
CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 451+48.21 TO STA. 451+78.21

HAM-75-7.85

382
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS425.dgn 3/18/2026 10:17:34 AM hbrendlinger

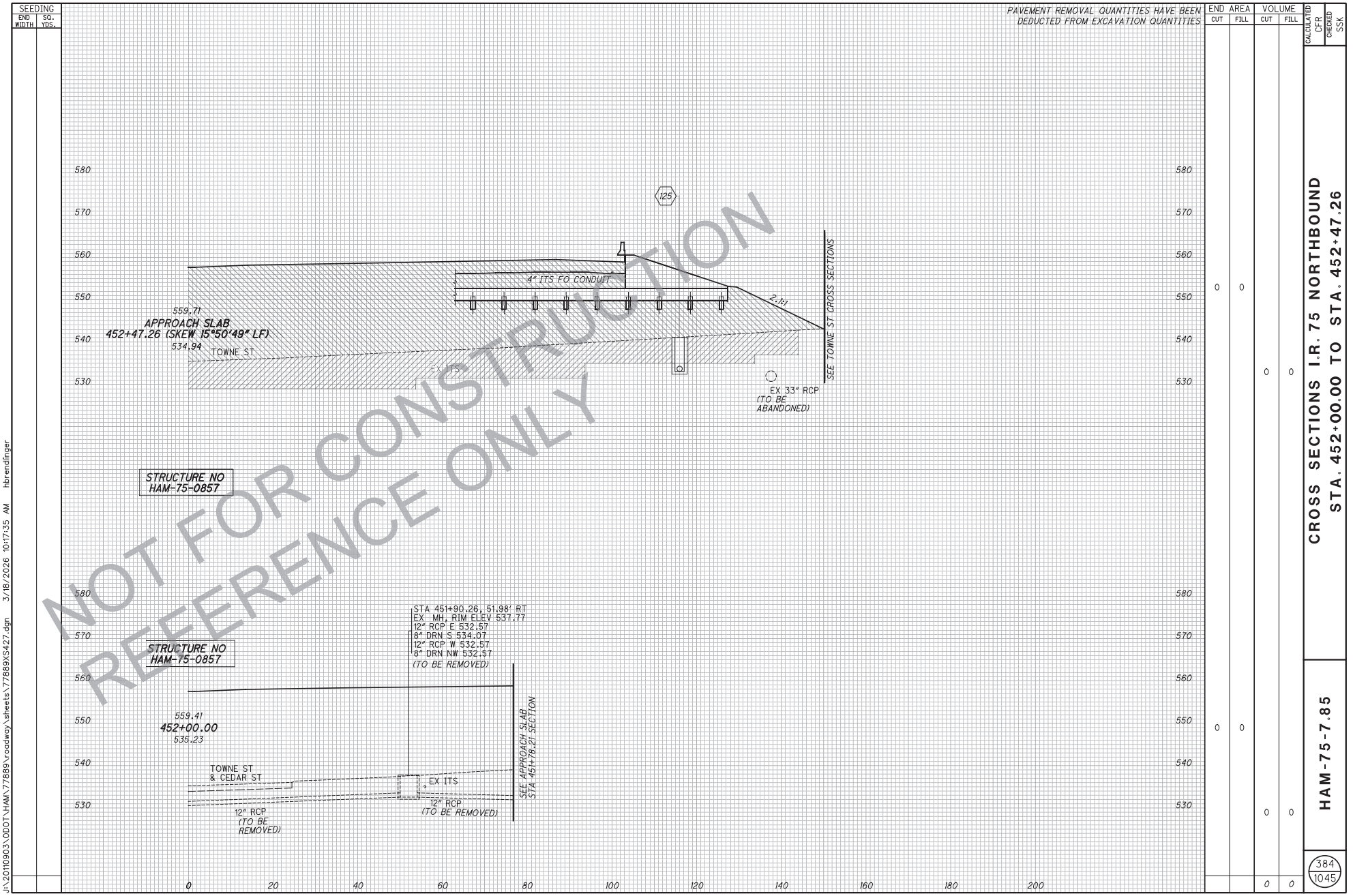


CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 452+00.00 TO STA. 452+47.26

HAM-75-7.85

383
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS426.dgn 3/18/2026 10:17:34 AM hbrendlinger

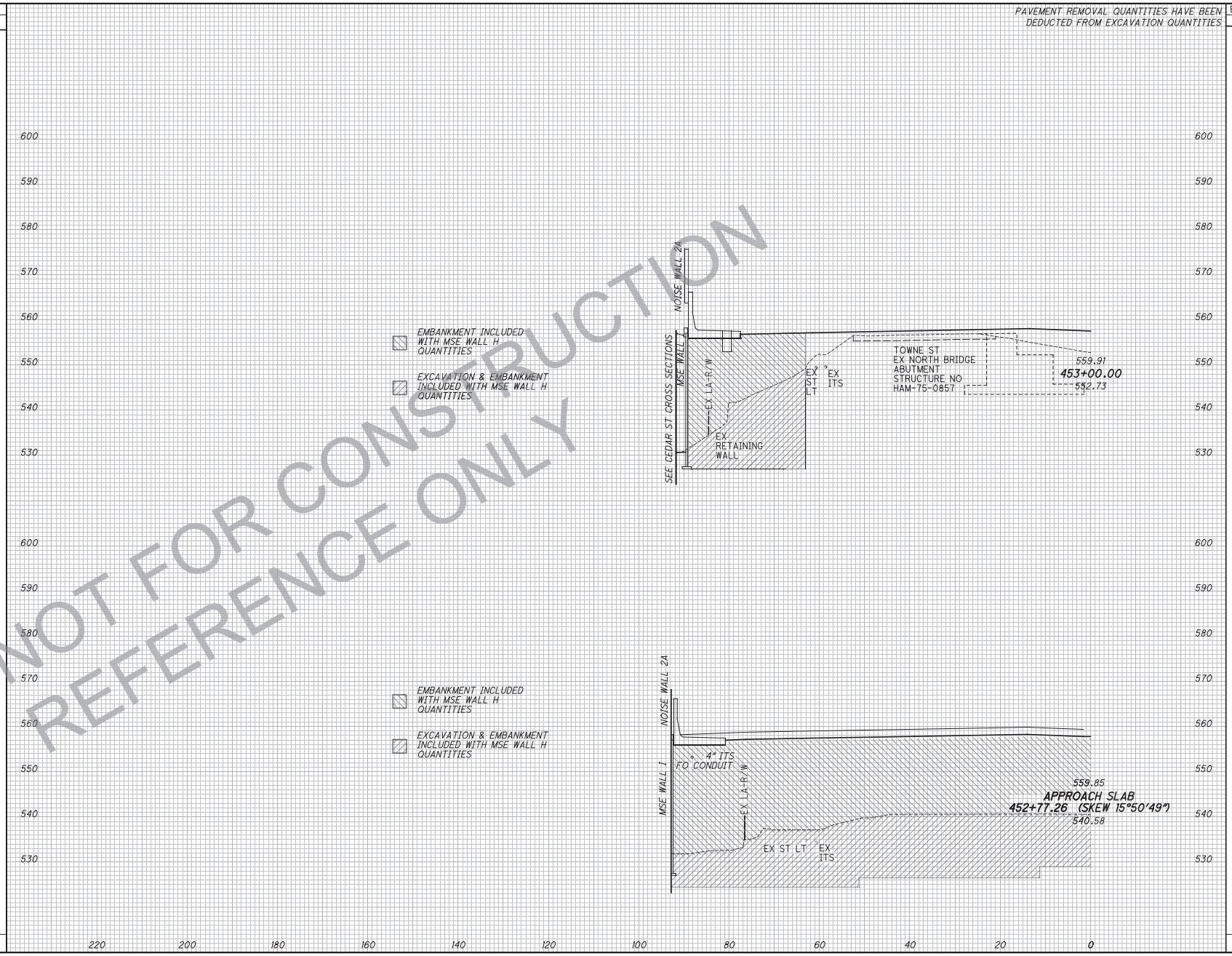

SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
580
570
560
550
540
530
125
4" ITS FO CONDUIT
2.1%
559.71
APPROACH SLAB
452+47.26 (SKEW 15°50'49" LF)
534.94
TOWNE ST
SEE TOWNE ST CROSS SECTIONS
EX 33" RCP
(TO BE ABANDONED)
STRUCTURE NO
HAM-75-0857
STRUCTURE NO
HAM-75-0857
STA 451+90.26, 51.98' RT
EX MH, RIM ELEV 537.77
12" RCP E 532.57
8" DRN S 534.07
12" RCP W 532.57
8" DRN NW 532.57
(TO BE REMOVED)
559.41
452+00.00
535.23
TOWNE ST
& CEDAR ST
EX ITS
12" RCP
(TO BE REMOVED)
12" RCP
(TO BE REMOVED)
SEE APPROACH SLAB
STA 451+78.21 SECTION
0
20
40
60
80
100
120
140
160
180
200
0 0
0 0
0 0
0 0
0 0
NOT FOR CONSTRUCTION
REFERENCE ONLY
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 452+00.00 TO STA. 452+47.26
HAM-75-7.85
384
1045
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS427.dgn 3/18/2026 10:17:35 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
80	0
	0

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK



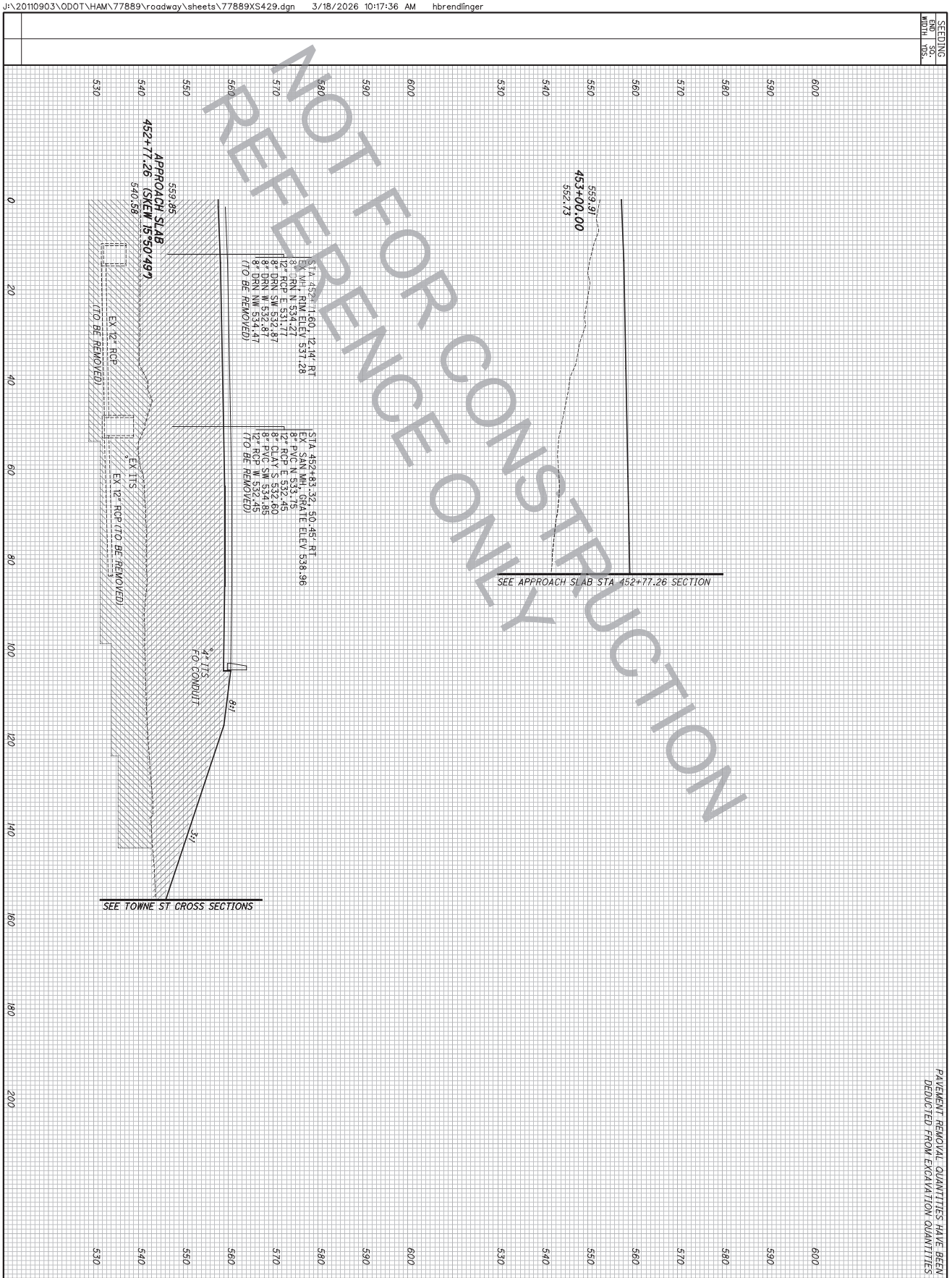
NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 452+77.26 TO STA. 453+00.00

HAM-75-7.85

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS428.dgn 3/18/2026 10:17:36 AM hbrendlinger

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS429.dgn 3/18/2026 10:17:36 AM hbrendlinger



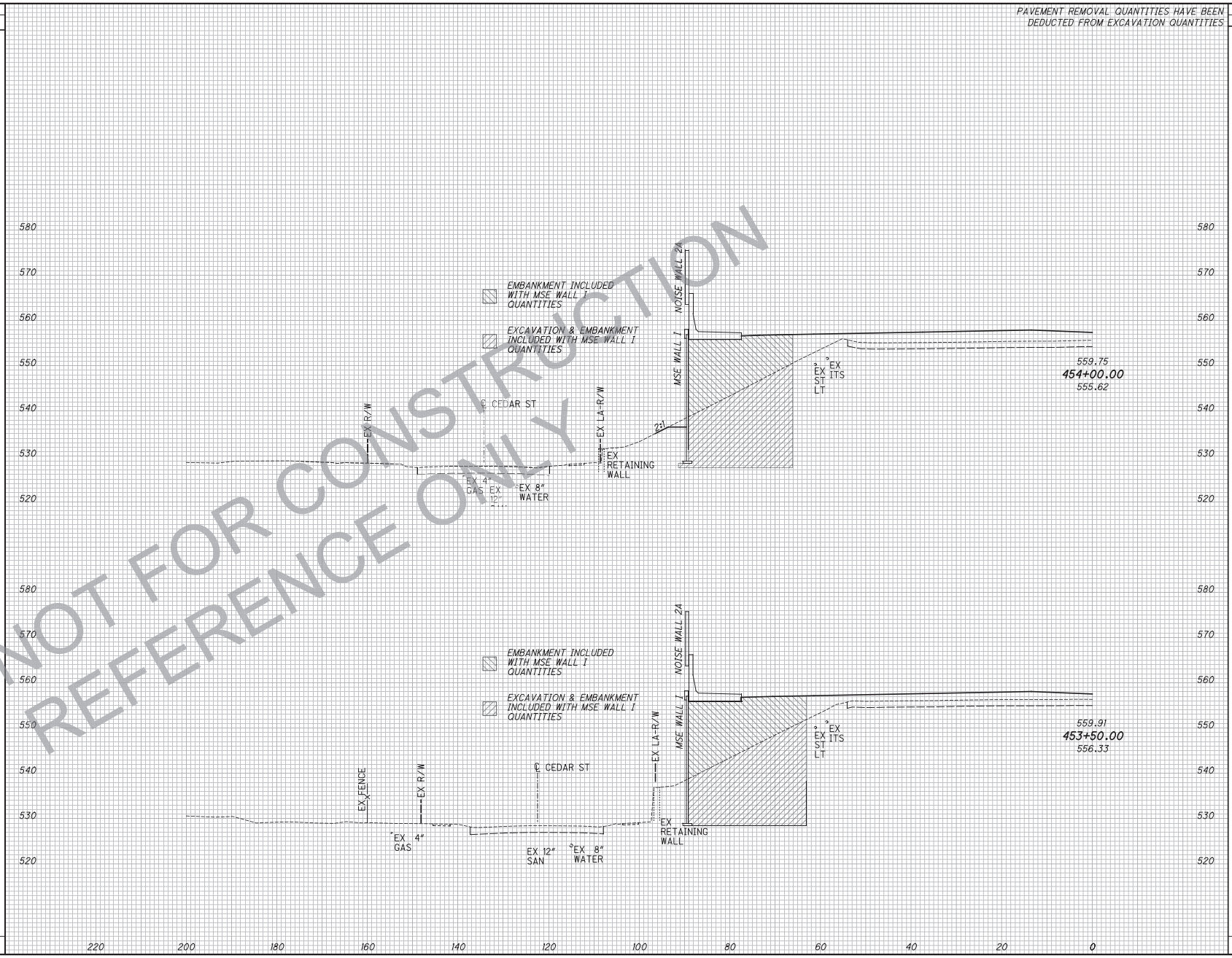
386 / 1045	HAM-75-7.85
CROSS SECTIONS I.R. 75 NORTHBOUND STA. 452+77.26 TO STA. 453+00.00	CALCULATED CFR CHECKED SSK

SEEDING	
END WIDTH	SQ. YDS.
	82
	494
	96
	488
	982

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK



NOT FOR CONSTRUCTION
REFERENCE ONLY

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

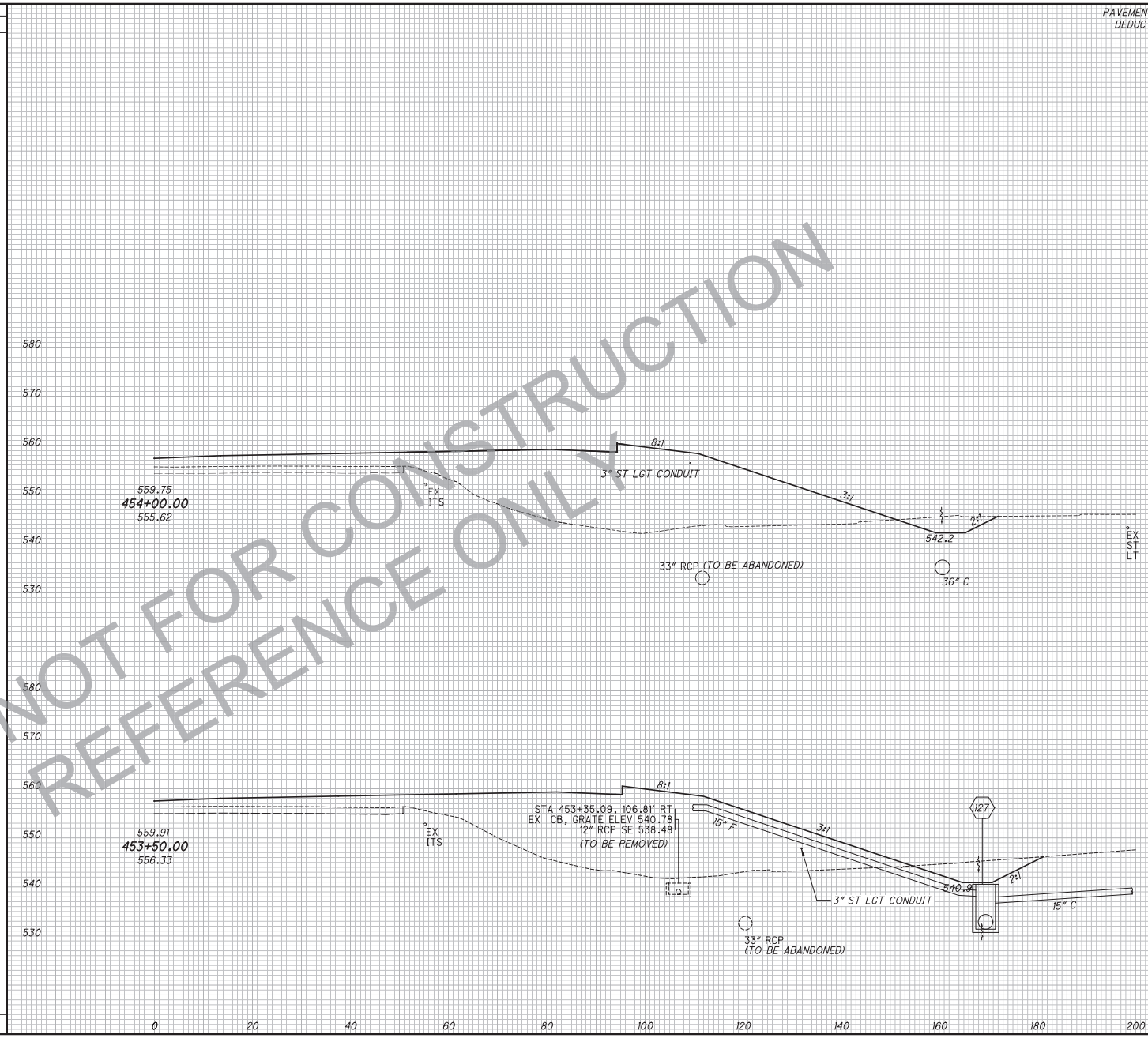
HAM-75-7.85

387
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS430.dgn 3/18/2026 10:17:37 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
28	1508		
		91	2739
70	1451		
		68	3242
		159	5981

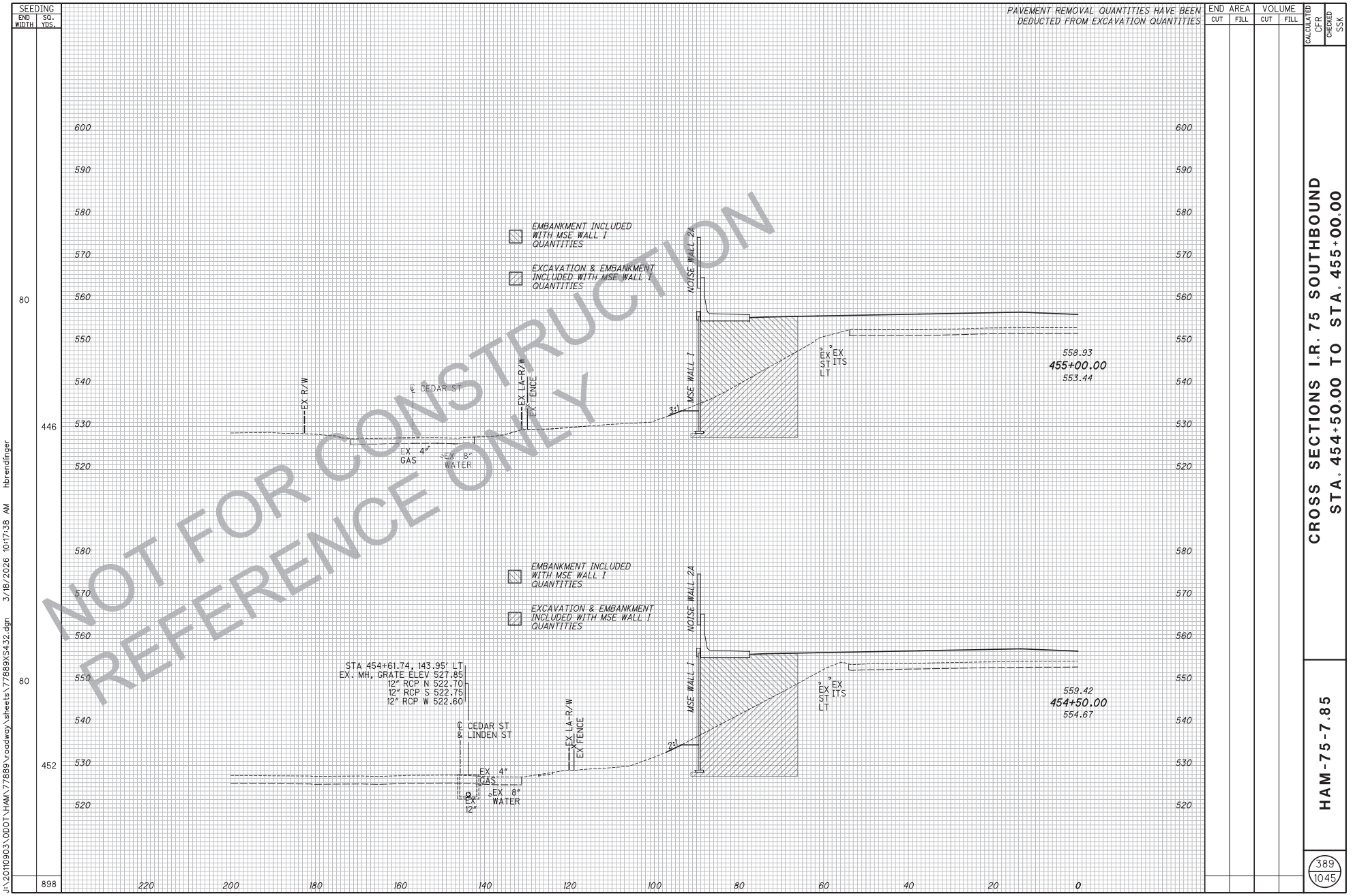
CALCULATED CFR
CHECKED SSK

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

HAM-75-7.85

388
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS431.dgn 3/18/2026 10:17:38 AM hbrendlinger



NOT FOR CONSTRUCTION
REFERENCE ONLY

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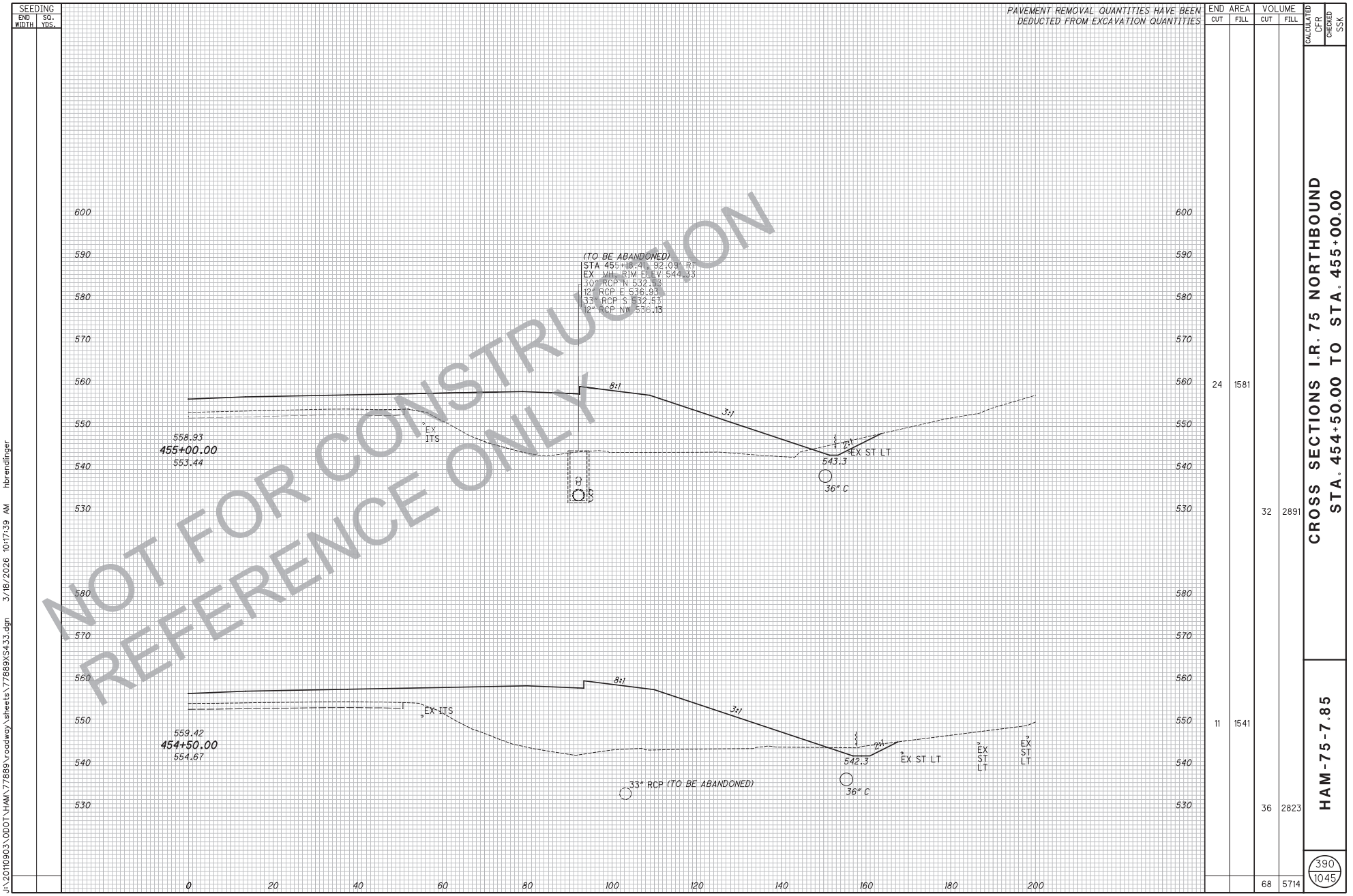
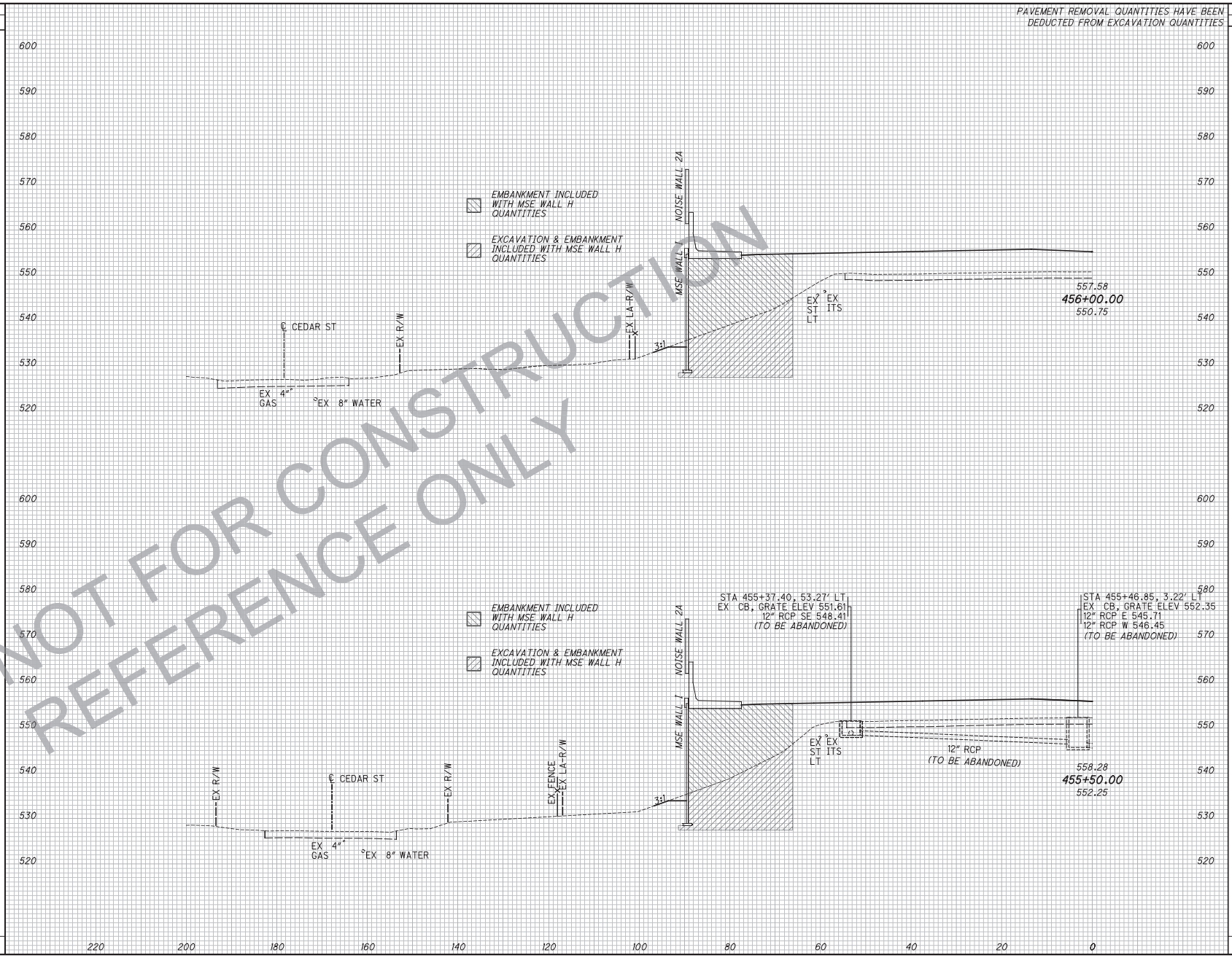

SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 454+50.00 TO STA. 455+00.00
HAM-75-7.85
390
1045
(TO BE ABANDONED)
STA 455+18.41, 92.09' RT
EX. MH, RIM ELEV 544.33
30" RCP N 532.53
12" RCP E 536.93
33" RCP S 532.53
12" RCP NW 536.13
558.93
455+00.00
553.44
EX ITS
8:1
3:1
2:1
543.3
EX ST LT
36" C
559.42
454+50.00
554.67
542.3
33" RCP (TO BE ABANDONED)
NOT FOR CONSTRUCTION
REFERENCE ONLY
0
20
40
60
80
100
120
140
160
180
200
600
590
580
570
560
550
540
530
24 1581
32 2891
11 1541
36 2823
68 5714
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS433.dgn 3/18/2026 10:17:39 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
63	365
69	414
	779

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 455+50.00 TO STA. 456+00.00

HAM-75-7.85

391
1045

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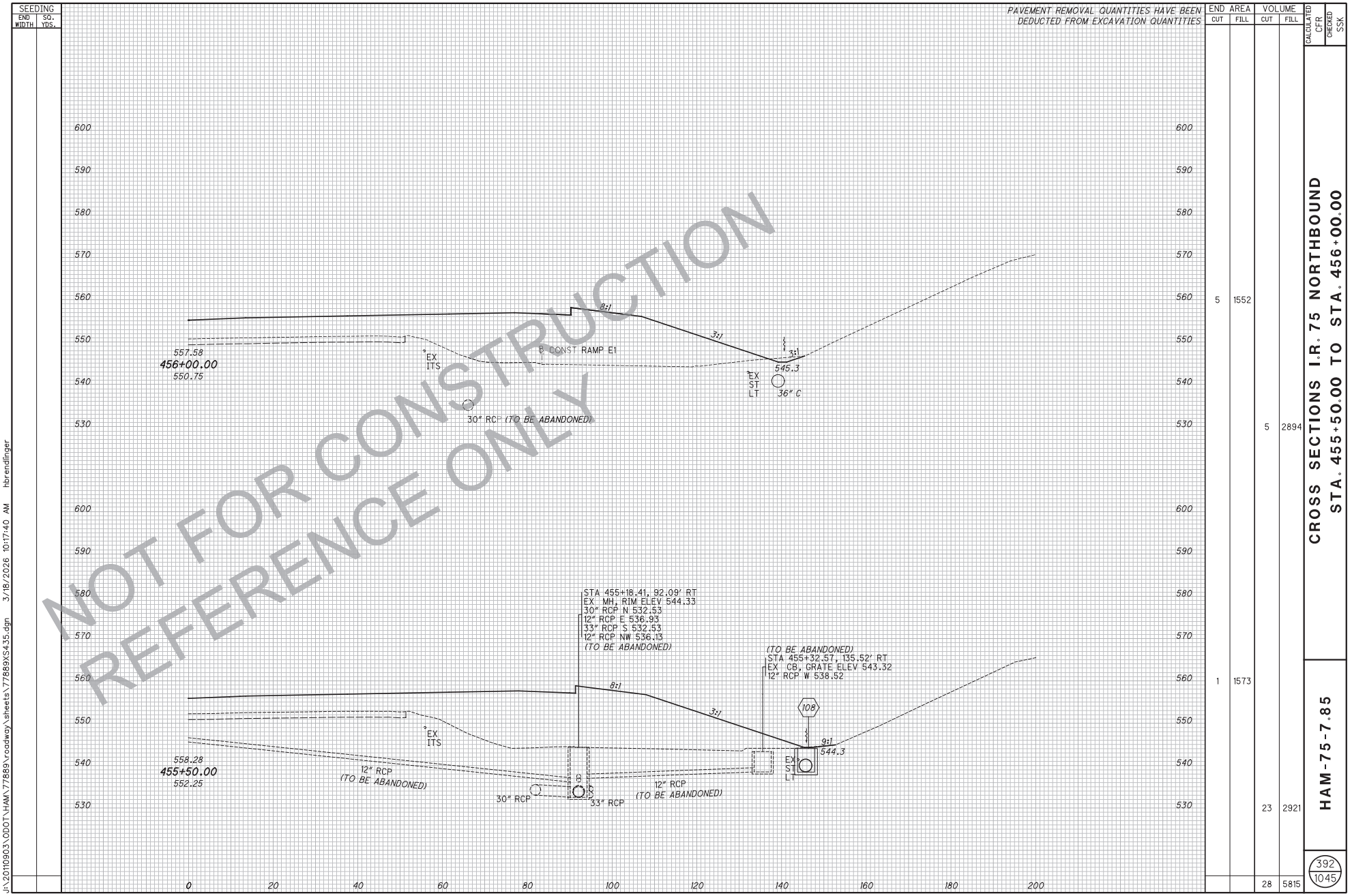

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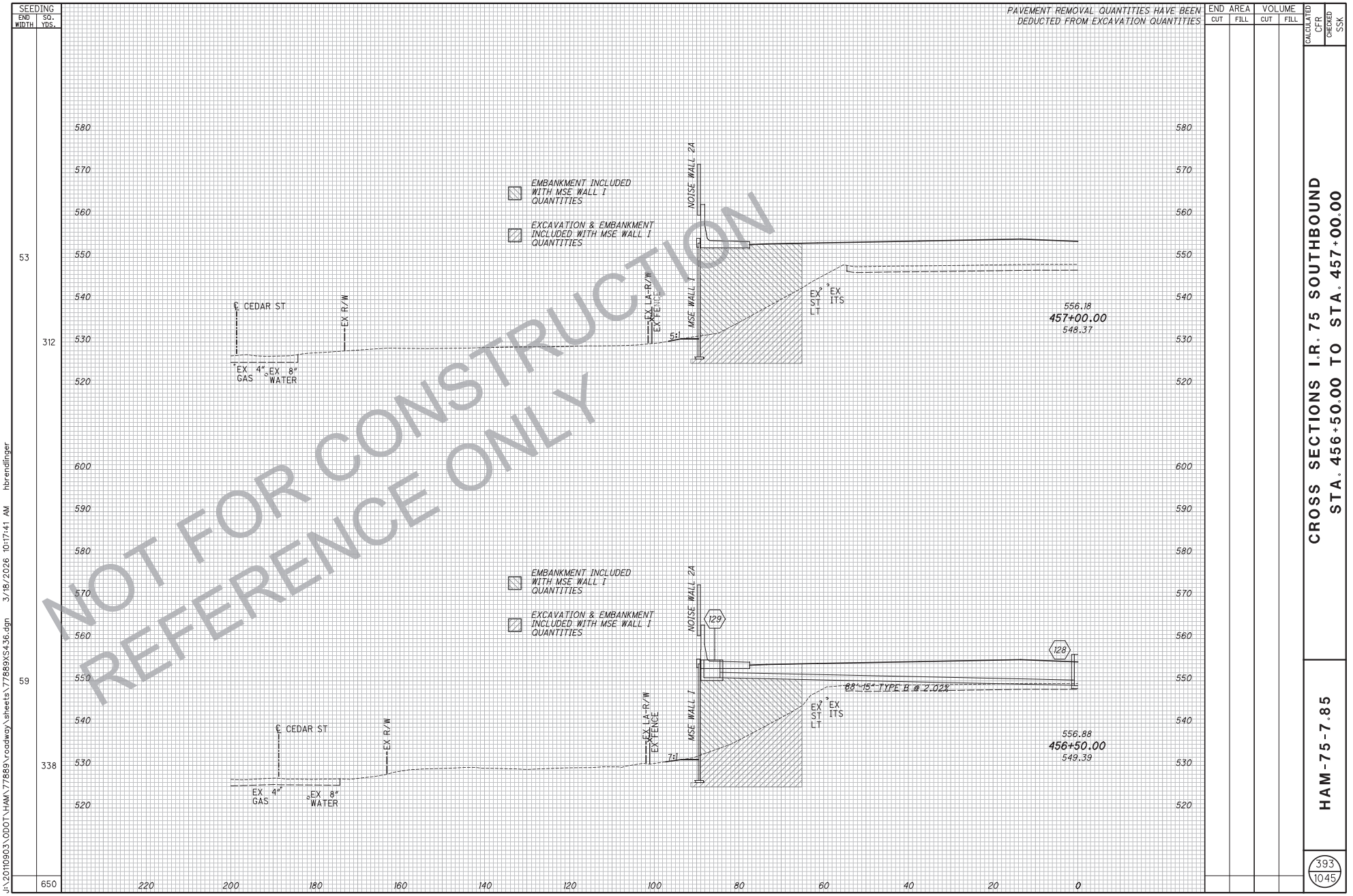

NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 456+50.00 TO STA. 457+00.00

HAM-75-7.85

393
1045

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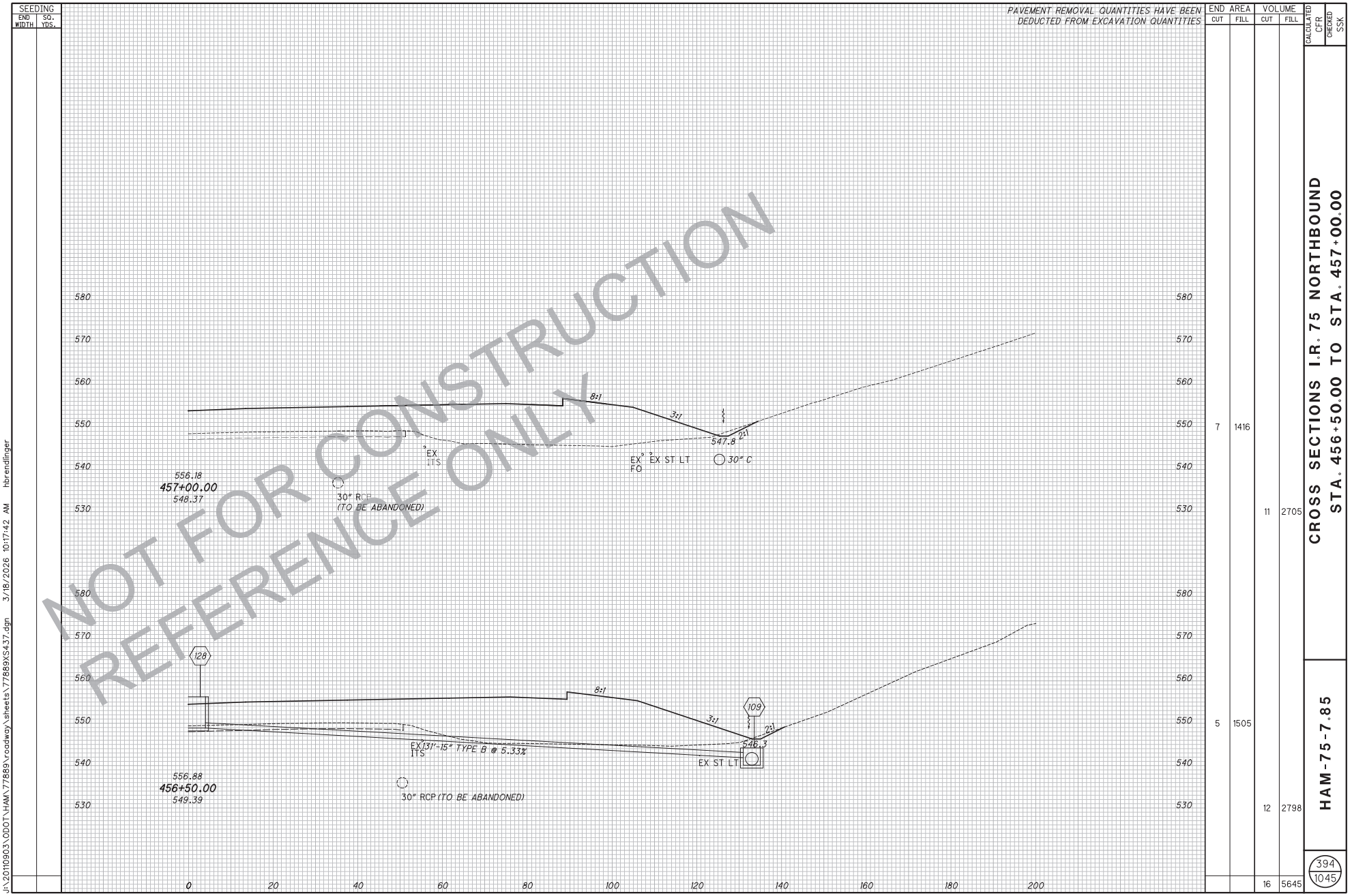
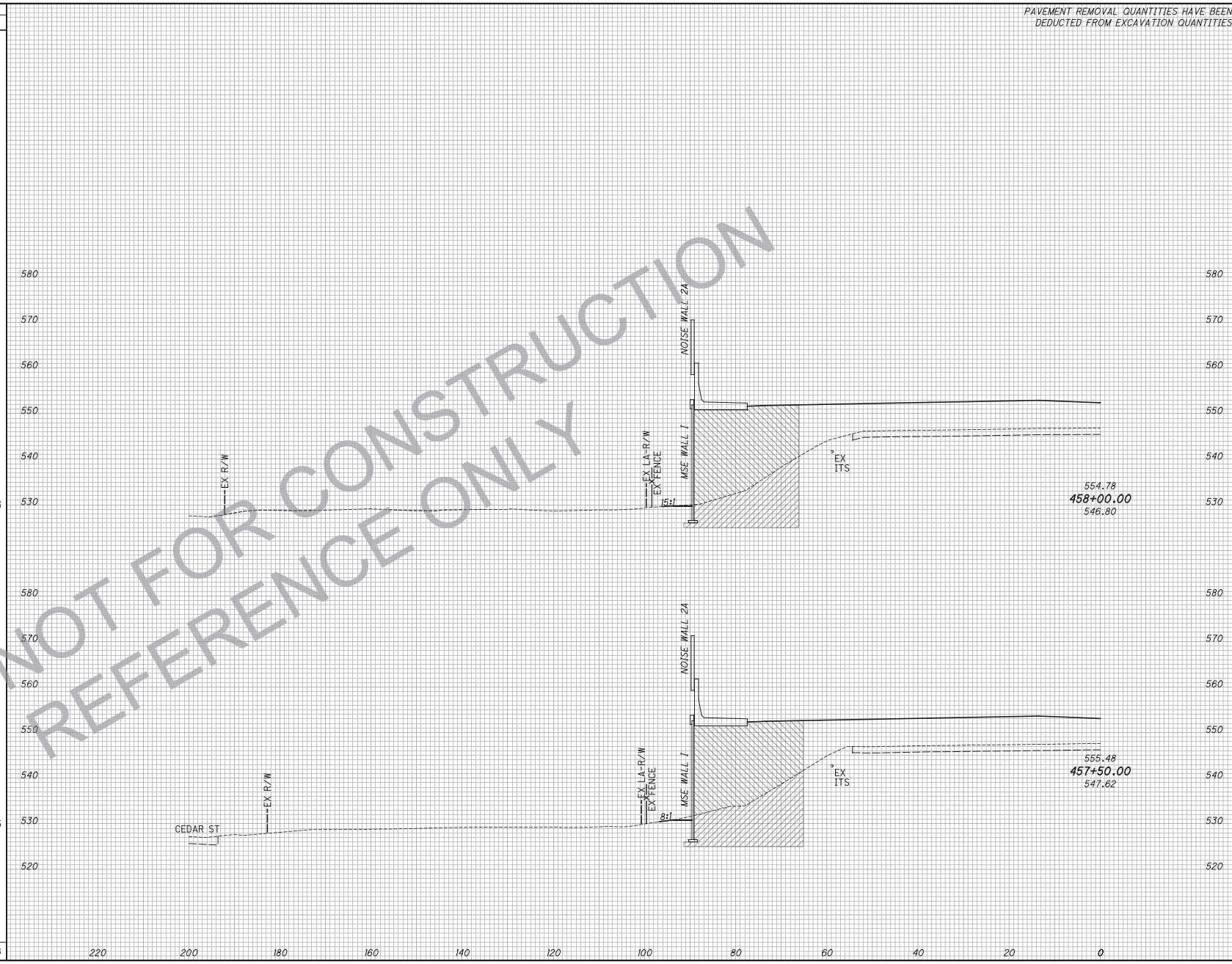

SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 456+50.00 TO STA. 457+00.00
HAM-75-7.85
394
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
556.18
457+00.00
548.37
30" RCP
(TO BE ABANDONED)
EX
ITS
EX EX ST LT
FO
30" C
8:1
3:1
2:1
547.8
556.88
456+50.00
549.39
128
109
EX 131'-15" TYPE B @ 5.33%
ITS
30" RCP (TO BE ABANDONED)
EX ST LT
546.3
580
570
560
550
540
530
0
20
40
60
80
100
120
140
160
180
200
7 1416
11 2705
5 1505
12 2798
16 5645
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS437.dgn 3/18/2026 10:17:42 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
74	
	393
67	
	335
	728

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL



NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 457+50.00 TO STA. 458+00.00

HAM-75-7.85

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS438.dgn 3/18/2026 10:17:42 AM hbrendlinger

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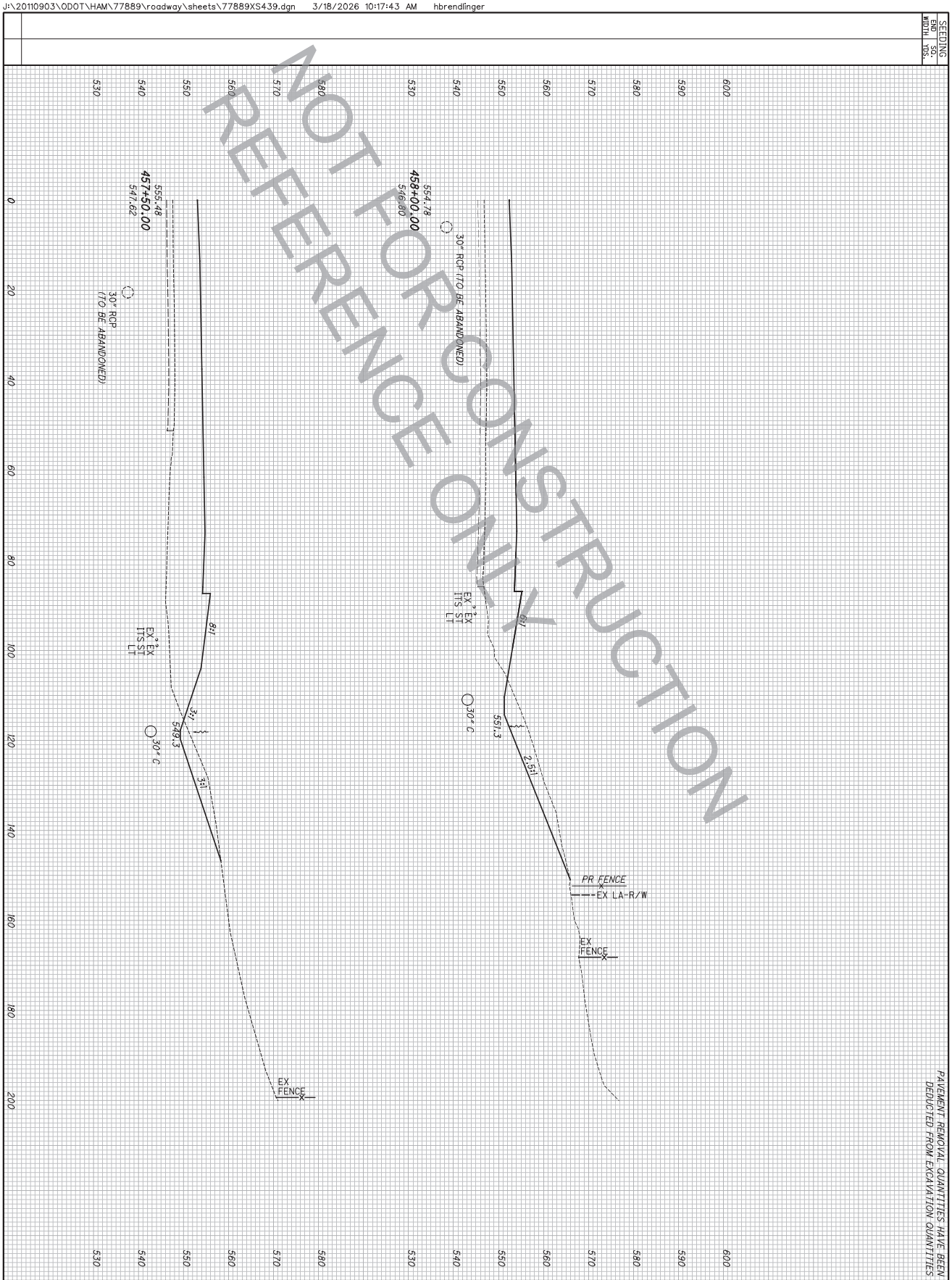


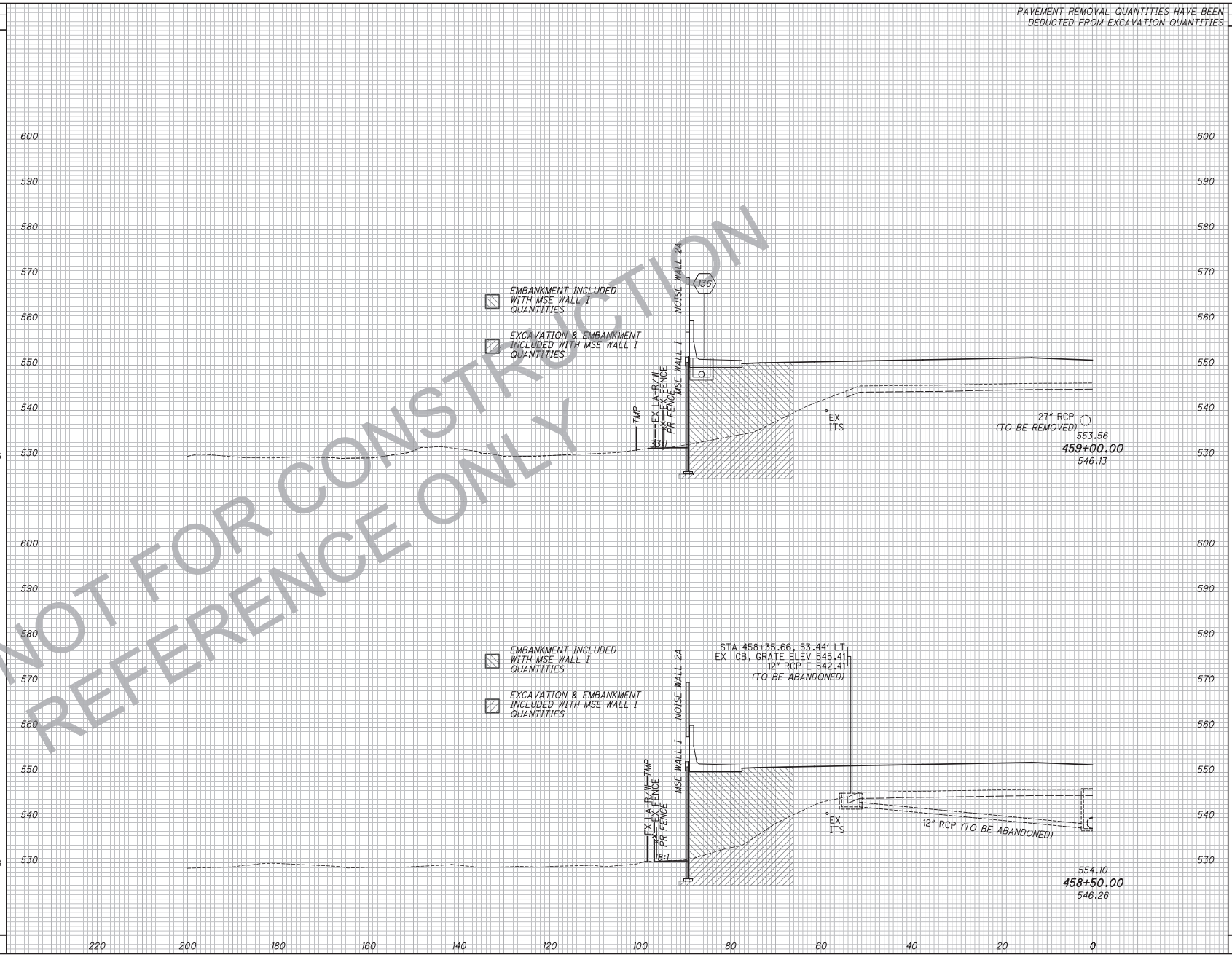
396
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 457+50.00 TO STA. 458+00.00

CALCULATED CFR
CHECKED SSK

SEEDING	
END WIDTH	SQ. YDS.
52	276
48	338
	614



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL

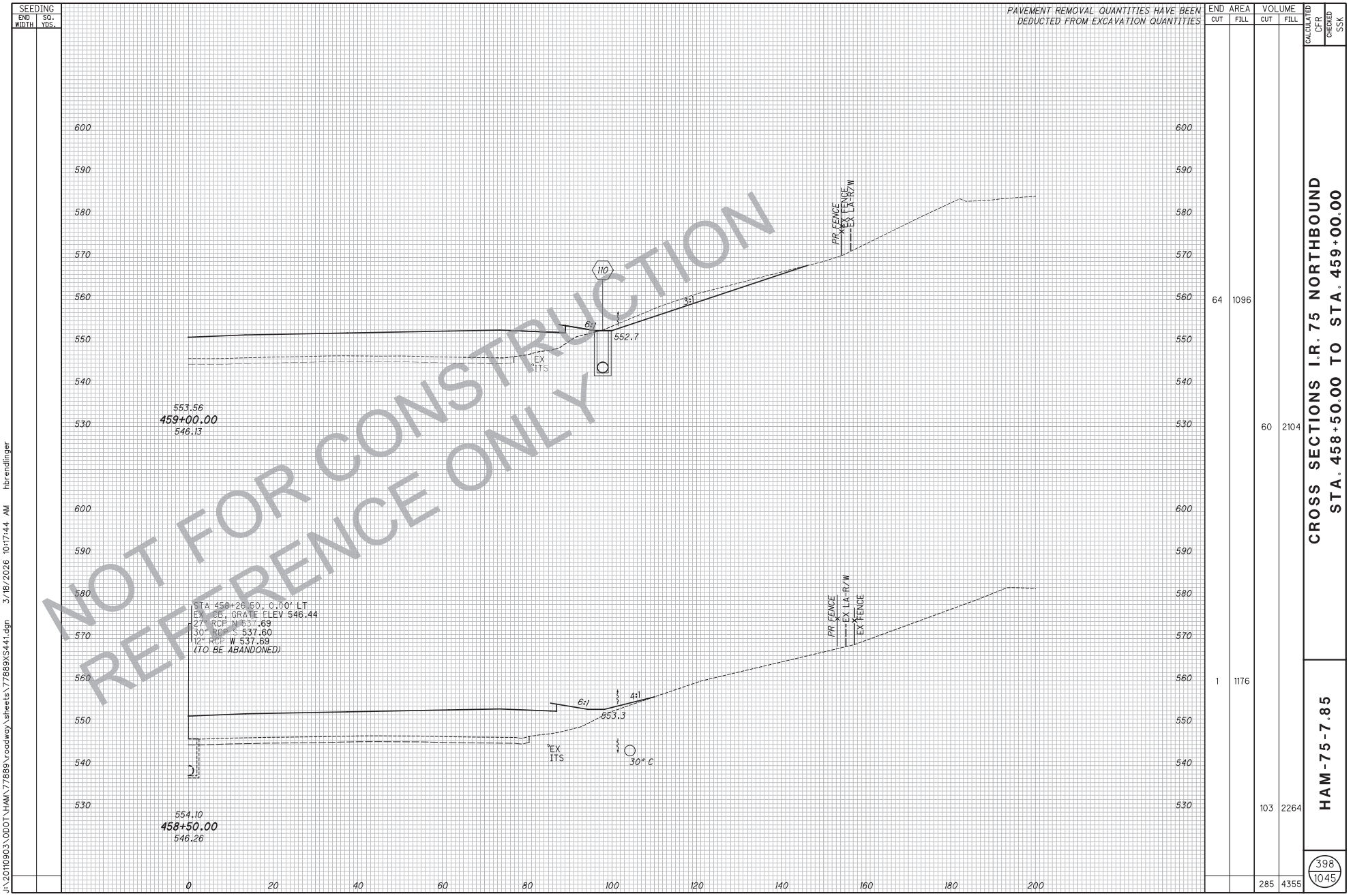
CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 458+50.00 TO STA. 459+00.00

HAM-75-7.85

397
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS440.dgn 3/18/2026 10:17:43 AM hbrendlinger

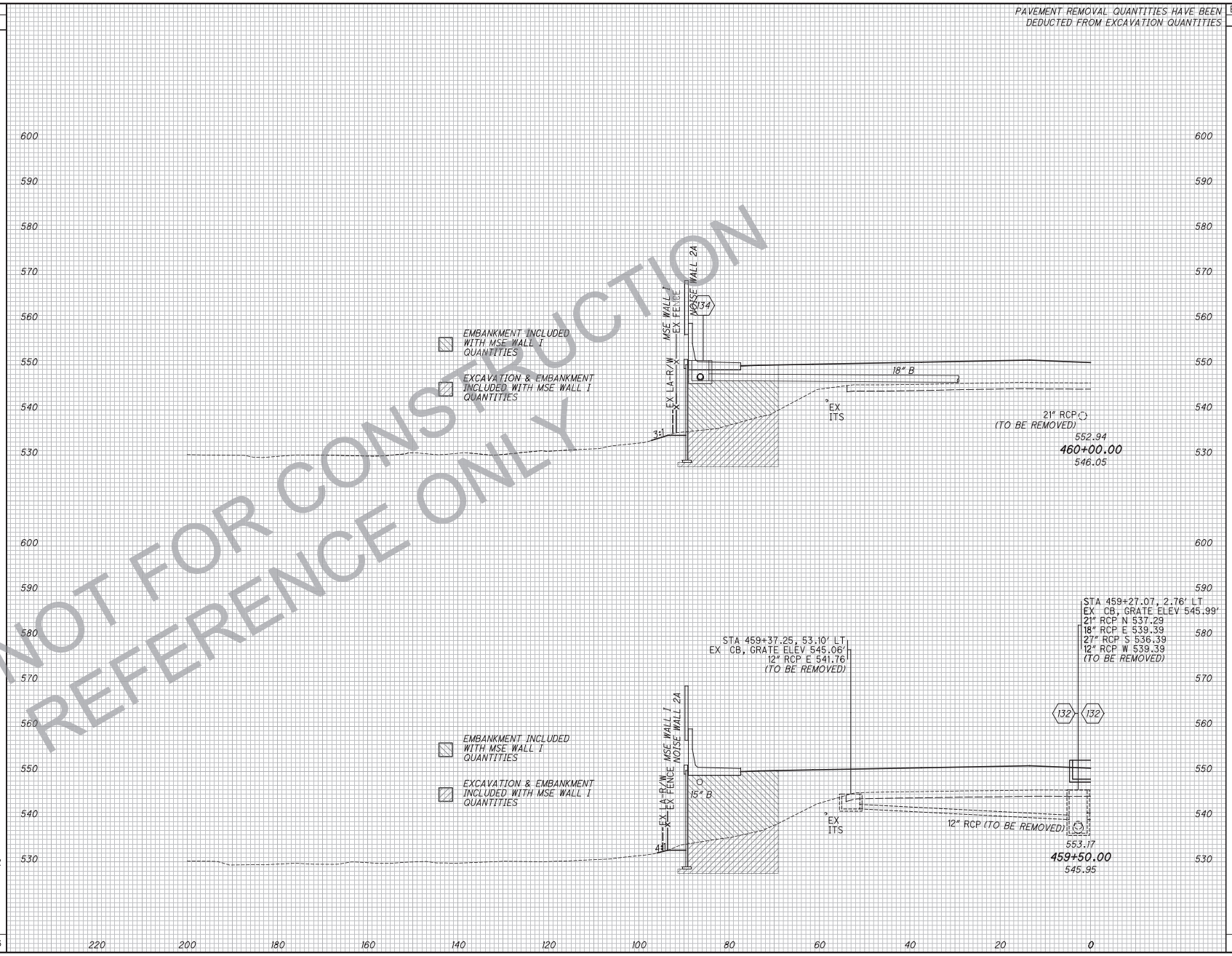

SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 458+50.00 TO STA. 459+00.00
HAM-75-7.85
398
1045
64 1096
60 2104
1 1176
103 2264
285 4355
600
590
580
570
560
550
540
530
0
20
40
60
80
100
120
140
160
180
200
110
3:1
6:1
552.7
EX ITS
PR FENCE
EX LA R/W
EX FENCE
553.56
459+00.00
546.13
STA 458+26.50, 0.00' LT
EX. CB, GRATE ELEV 546.44
27" RCP N 537.69
30" RCP S 537.60
12" RCP W 537.69
(TO BE ABANDONED)
6:1
4:1
553.3
EX ITS
30" C
554.10
458+50.00
546.26
NOT FOR CONSTRUCTION
REFERENCE ONLY
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS441.dgn 3/18/2026 10:17:44 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
20	134
28	222
	356

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK



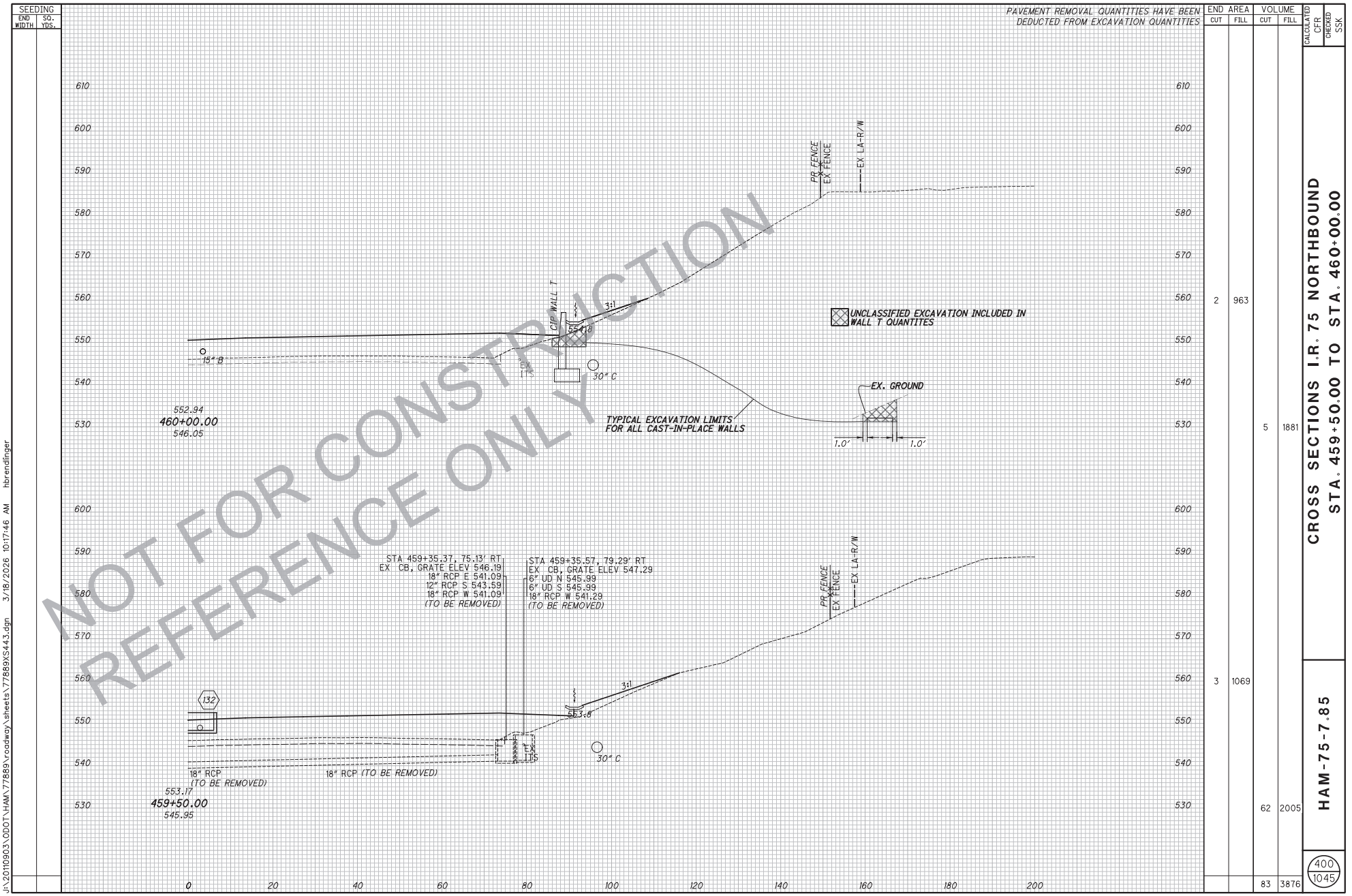
NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 459+50.00 TO STA. 460+00.00

HAM-75-7.85

399
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS442.dgn 3/18/2026 10:17:45 AM hbrendlinger

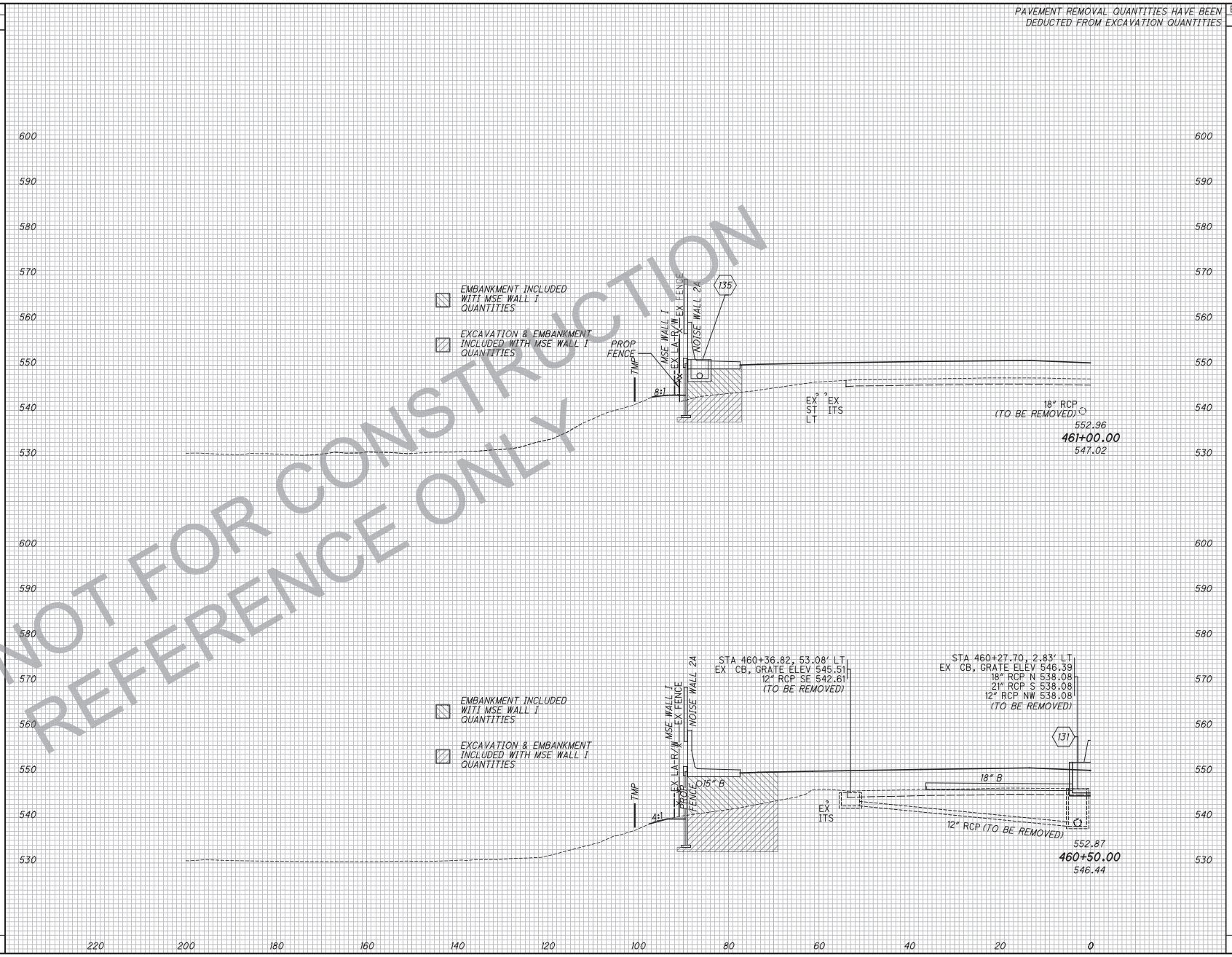

SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 459+50.00 TO STA. 460+00.00
HAM-75-7.85
400
1045
610
600
590
580
570
560
550
540
530
0
20
40
60
80
100
120
140
160
180
200
552.94
460+00.00
546.05
15" B
CIP WALL T
3:1
553.8
30" C
PR FENCE
EX FENCE
EX LA-R/W
UNCLASSIFIED EXCAVATION INCLUDED IN WALL T QUANTITES
EX. GROUND
TYPICAL EXCAVATION LIMITS FOR ALL CAST-IN-PLACE WALLS
1.0'
1.0'
STA 459+35.37, 75.13' RT
EX CB, GRATE ELEV 546.19
18" RCP E 541.09
12" RCP S 543.59
18" RCP W 541.09
(TO BE REMOVED)
STA 459+35.57, 79.29' RT
EX CB, GRATE ELEV 547.29
6" UD N 545.99
6" UD S 545.99
18" RCP W 541.29
(TO BE REMOVED)
132
18" RCP
(TO BE REMOVED)
18" RCP (TO BE REMOVED)
553.17
459+50.00
545.95
2 963
5 1881
3 1069
62 2005
83 3876
NOT FOR CONSTRUCTION
REFERENCE ONLY
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS443.dgn 3/18/2026 10:17:46 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
24	
	123
21	
	113
	236

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 460+50.00 TO STA. 461+00.00

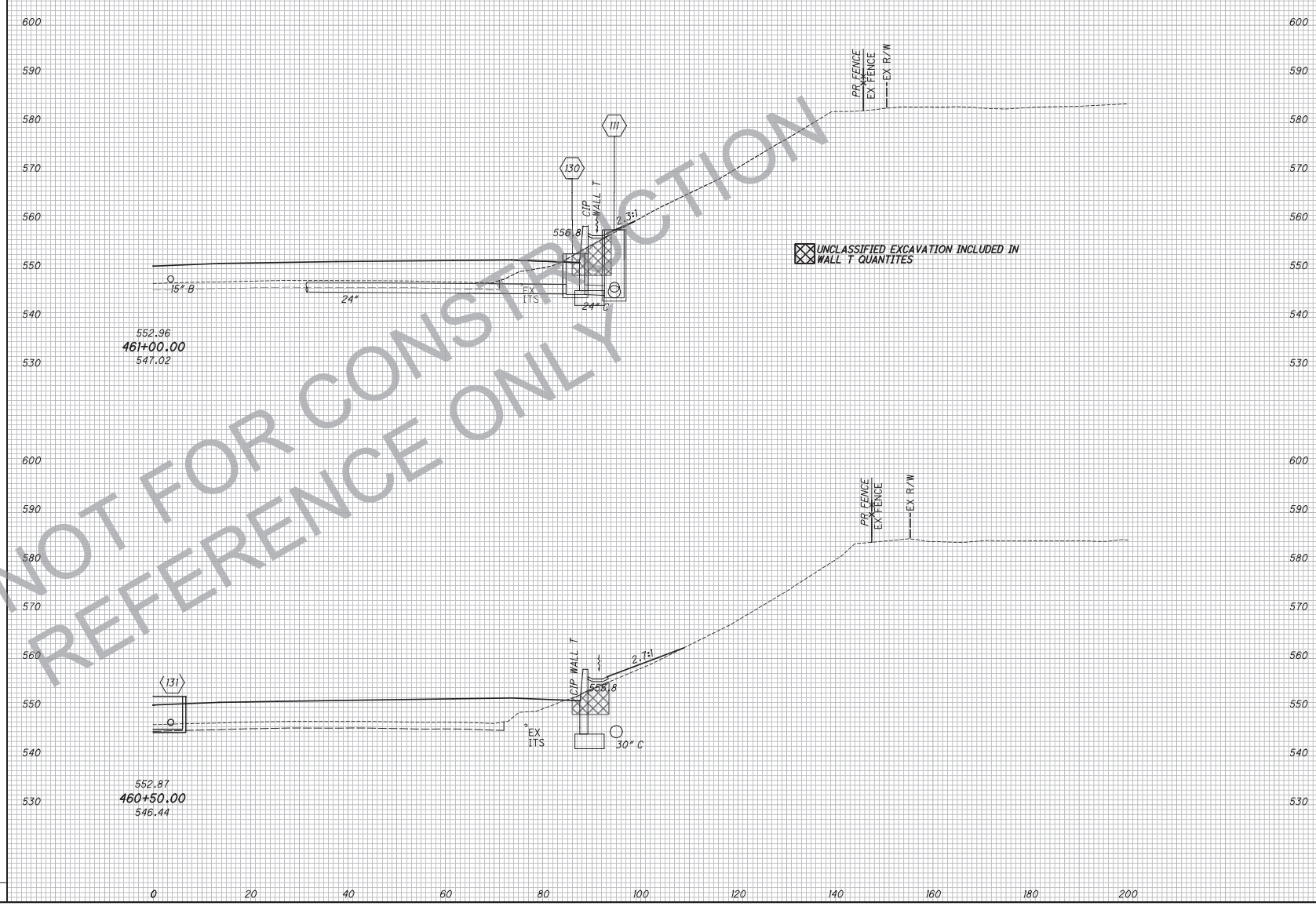
HAM-75-7.85

401
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS444.dgn 3/18/2026 10:17:54 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
5	803		
		8	1531
4	850		
		6	1679
		6	3200

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 460+50.00 TO STA. 461+00.00

HAM-75-7.85

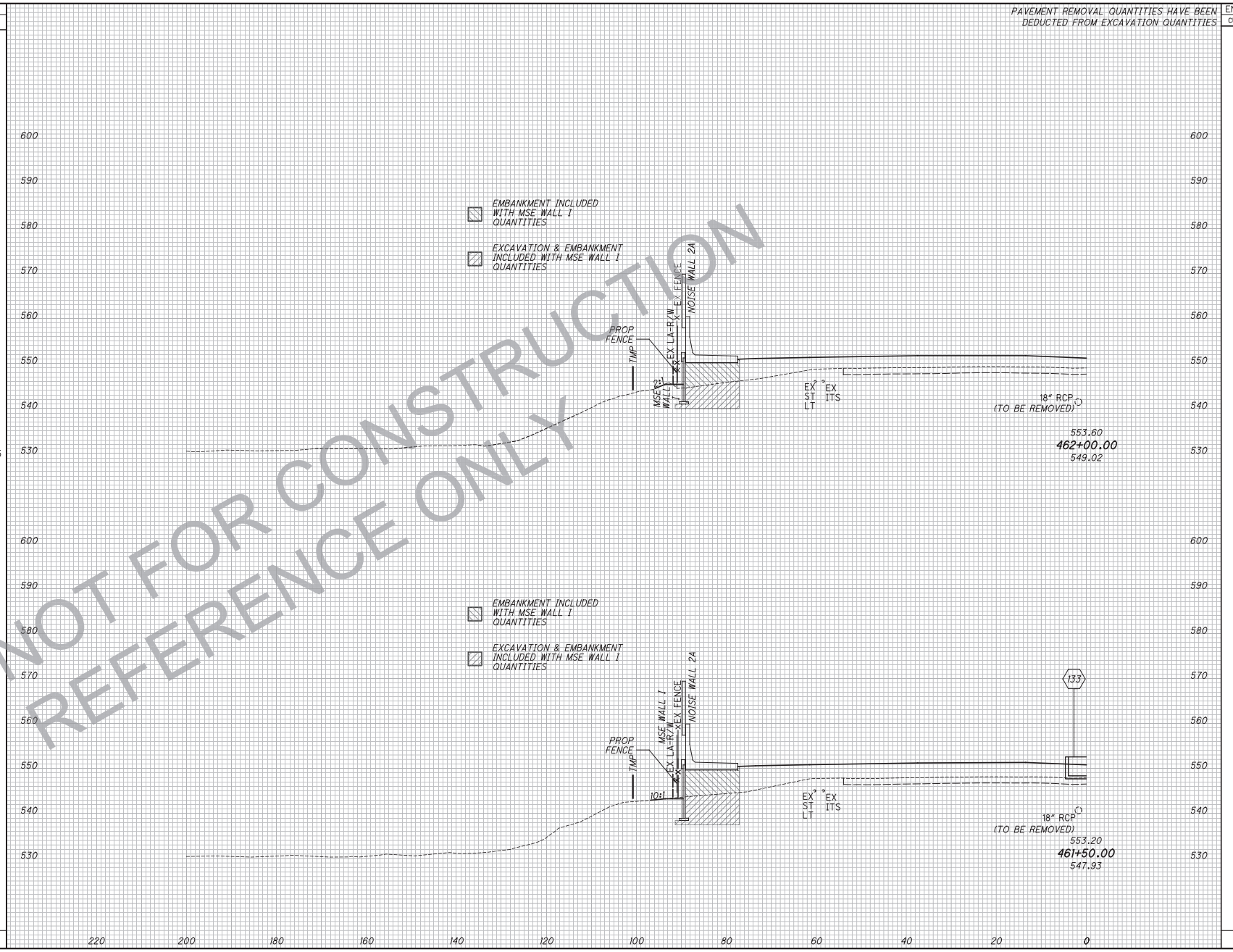
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS445.dgn 3/18/2026 10:17:54 AM hbrendlinger

SEEDING END WIDTH	SEEDING SQ. YDS.
67	205
7	86
	291

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL

CALCULATED CFR
CHECKED SSK



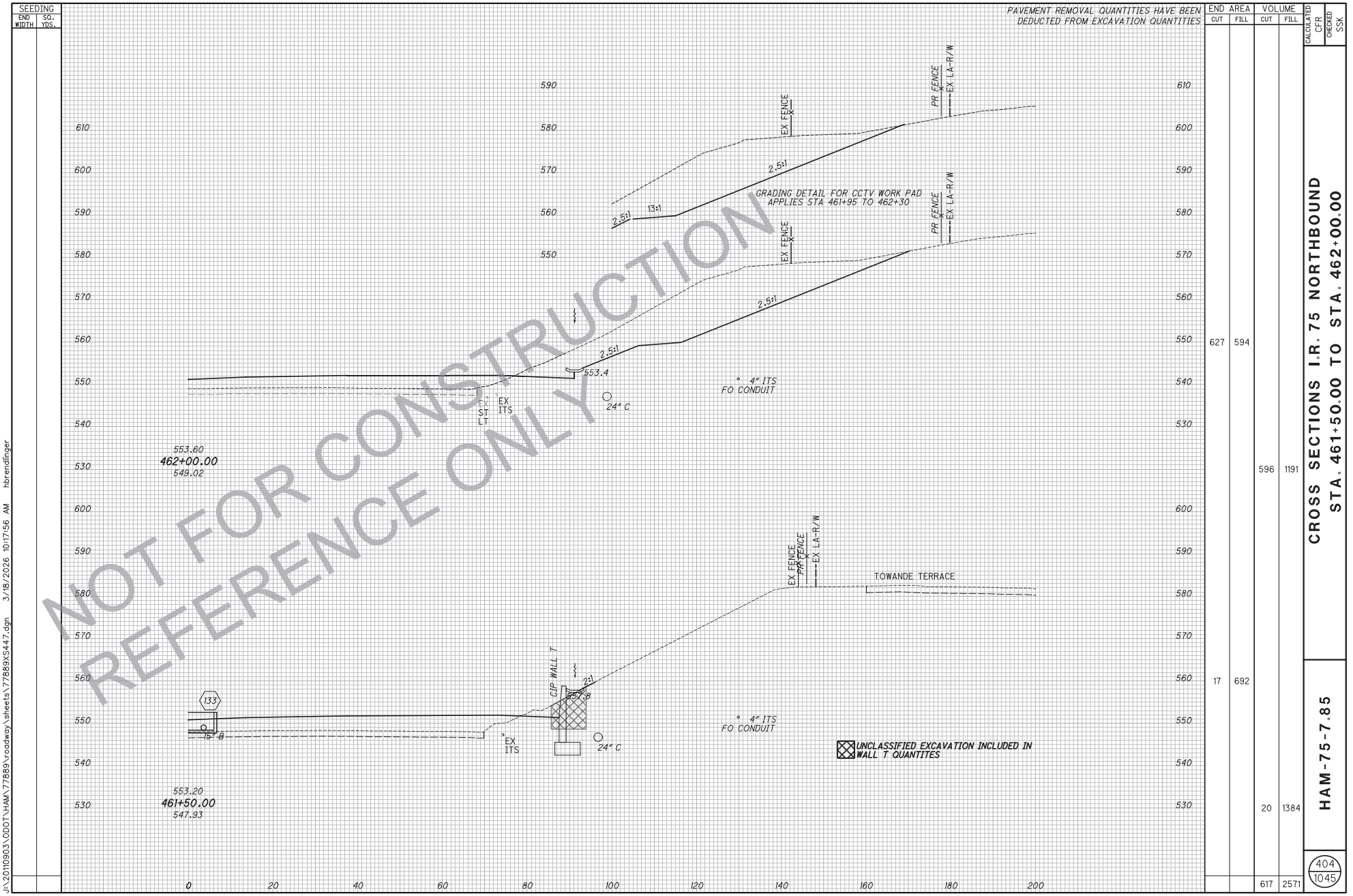
NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 461+50.00 TO STA. 462+00.00

HAM-75-7.85

403
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS446.dgn 3/18/2026 10:17:55 AM hbrendlinger

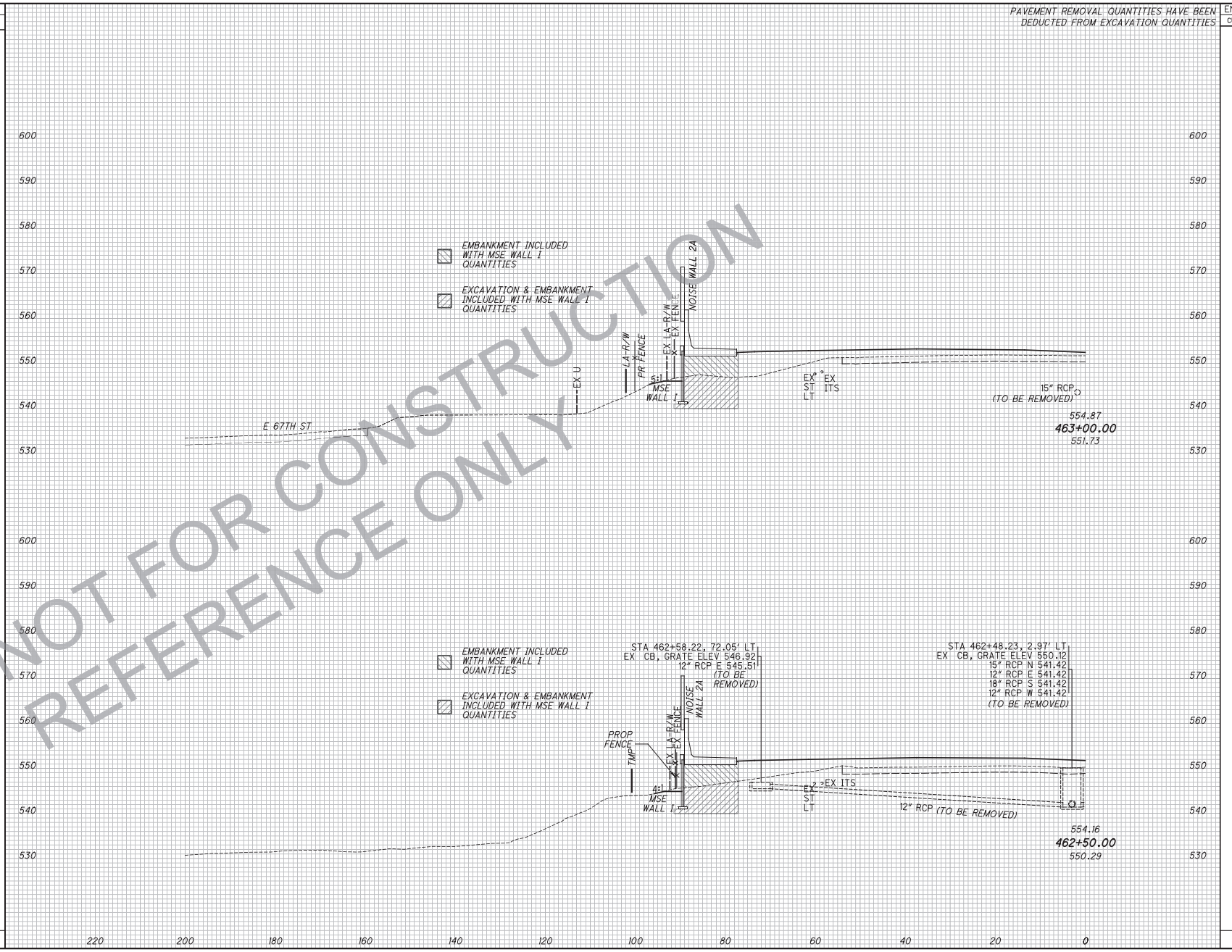

SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 461+50.00 TO STA. 462+00.00
HAM-75-7.85
404
1045
GRADING DETAIL FOR CCTV WORK PAD
APPLIES STA 461+95 TO 462+30
EX FENCE
PR FENCE
EX LA-R/W
2.5:1
13:1
553.4
4" ITS FO CONDUIT
24" C
EX ITS
553.60
462+00.00
549.02
TOWANDE TERRACE
CIP WALL T
2:1
133
15" B
553.20
461+50.00
547.93
UNCLASSIFIED EXCAVATION INCLUDED IN WALL T QUANTITIES
627 594
596 1191
17 692
20 1384
617 2571
0 20 40 60 80 100 120 140 160 180 200
590 580 570 560 550 540 530 610 600
NOT FOR CONSTRUCTION
REFERENCE ONLY
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS447.dgn 3/18/2026 10:17:56 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
55	374
80	408
	782

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK



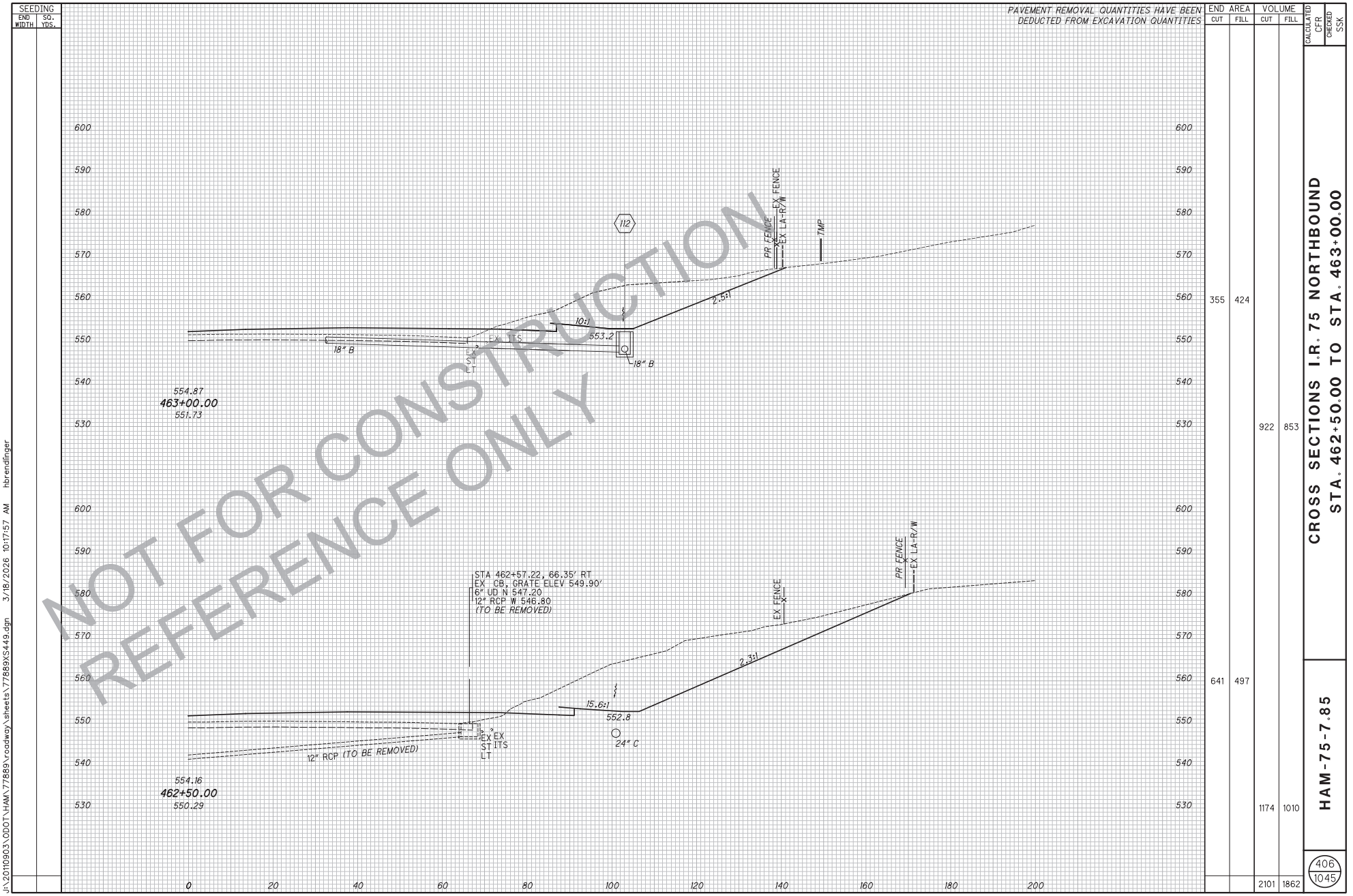
NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 462+50.00 TO STA. 463+00.00

HAM-75-7.85

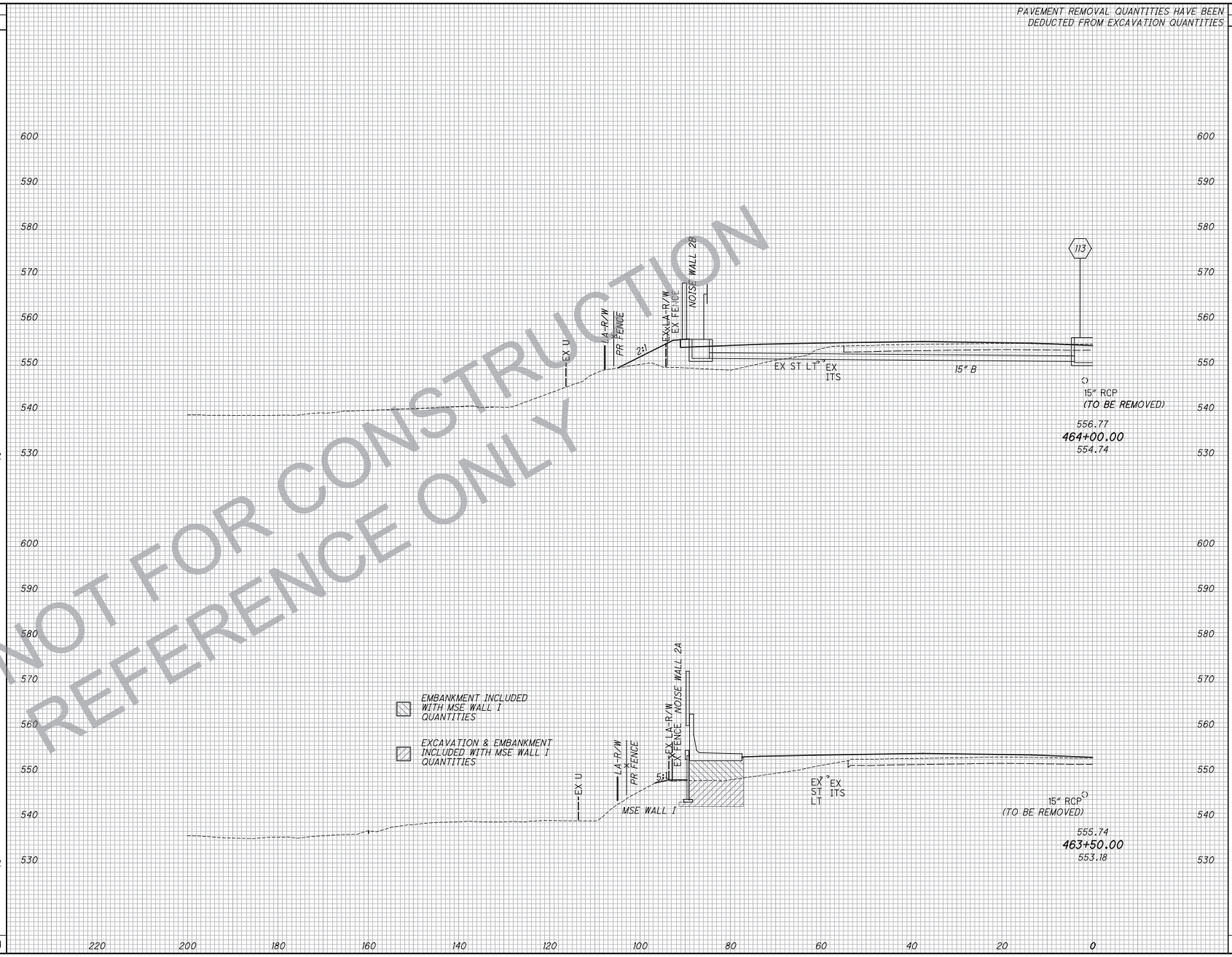
405
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS448.dgn 3/18/2026 10:17:57 AM hbrendlinger



J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS449.dgn 3/18/2026 10:17:57 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
69	322
47	282
	604



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 463+50.00 TO STA. 464+00.00

HAM-75-7.85

407
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS450.dgn 3/18/2026 10:17:58 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
321	377		
		524	656
245	332		
		556	700
		1084	1354

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 463+50.00 TO STA. 464+00.00

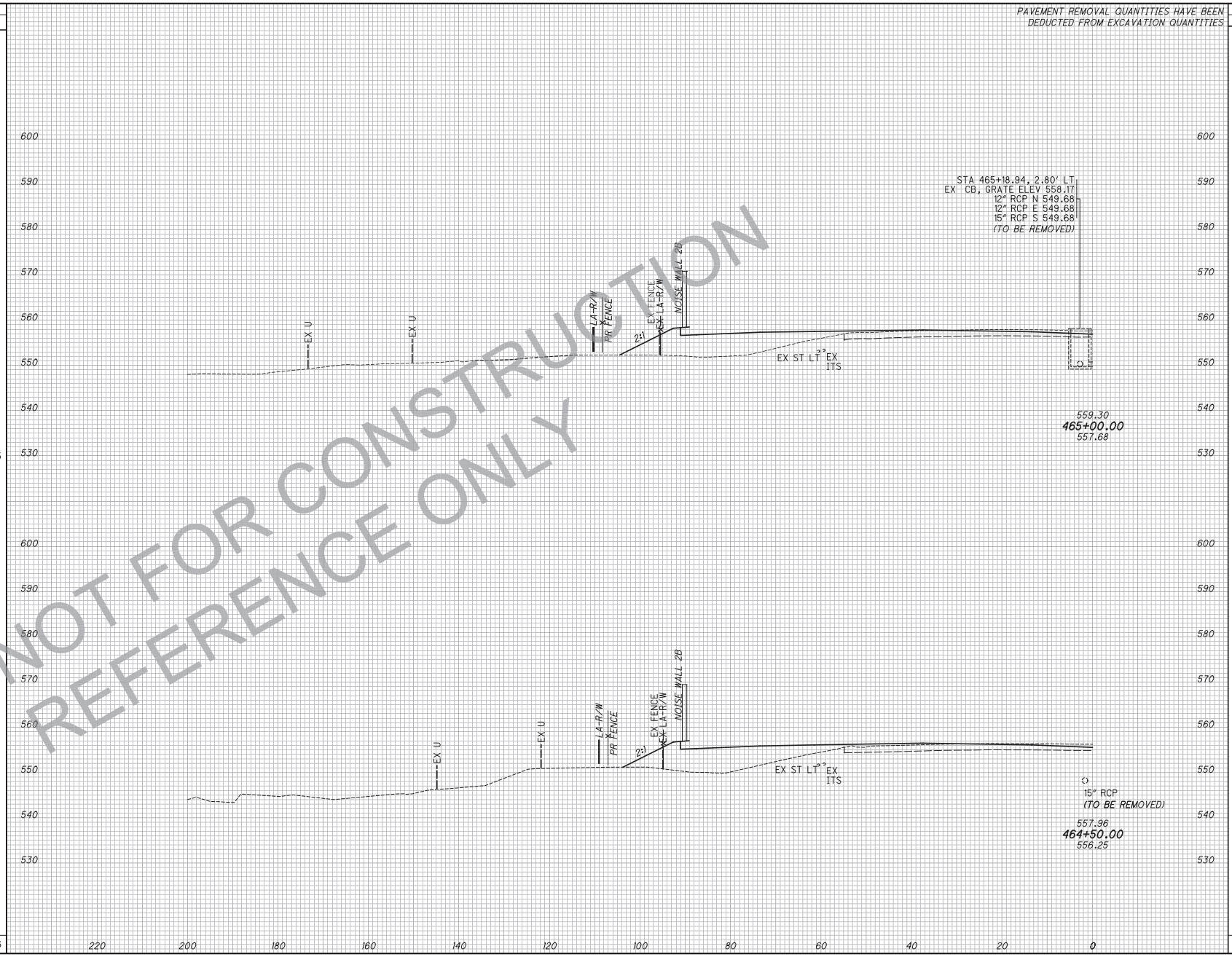
HAM-75-7.85

408
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS451.dgn 3/18/2026 10:17:59 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
63	375
72	391
	766

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 464+50.00 TO STA. 465+00.00

HAM-75-7.85

409
1045

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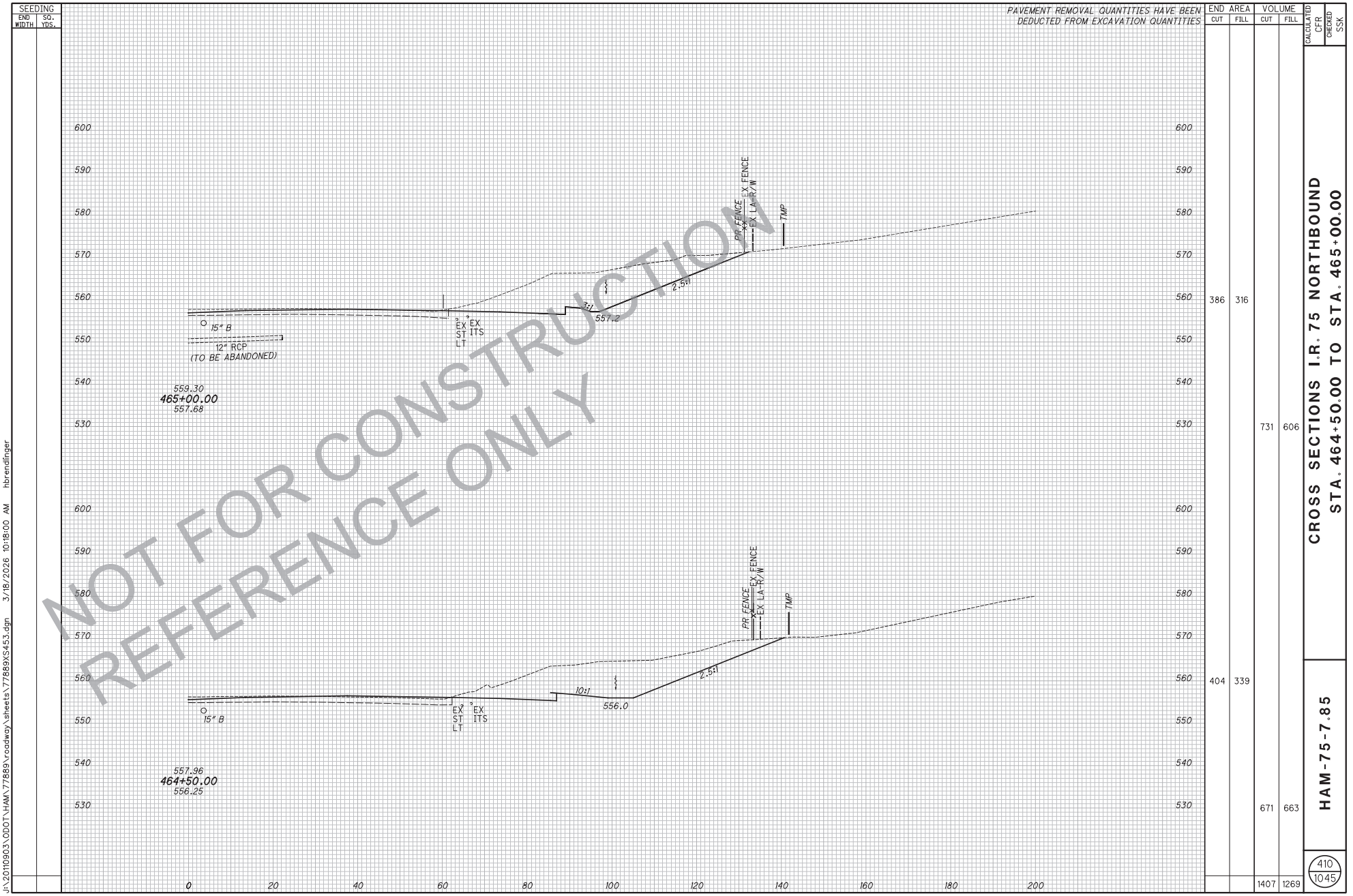
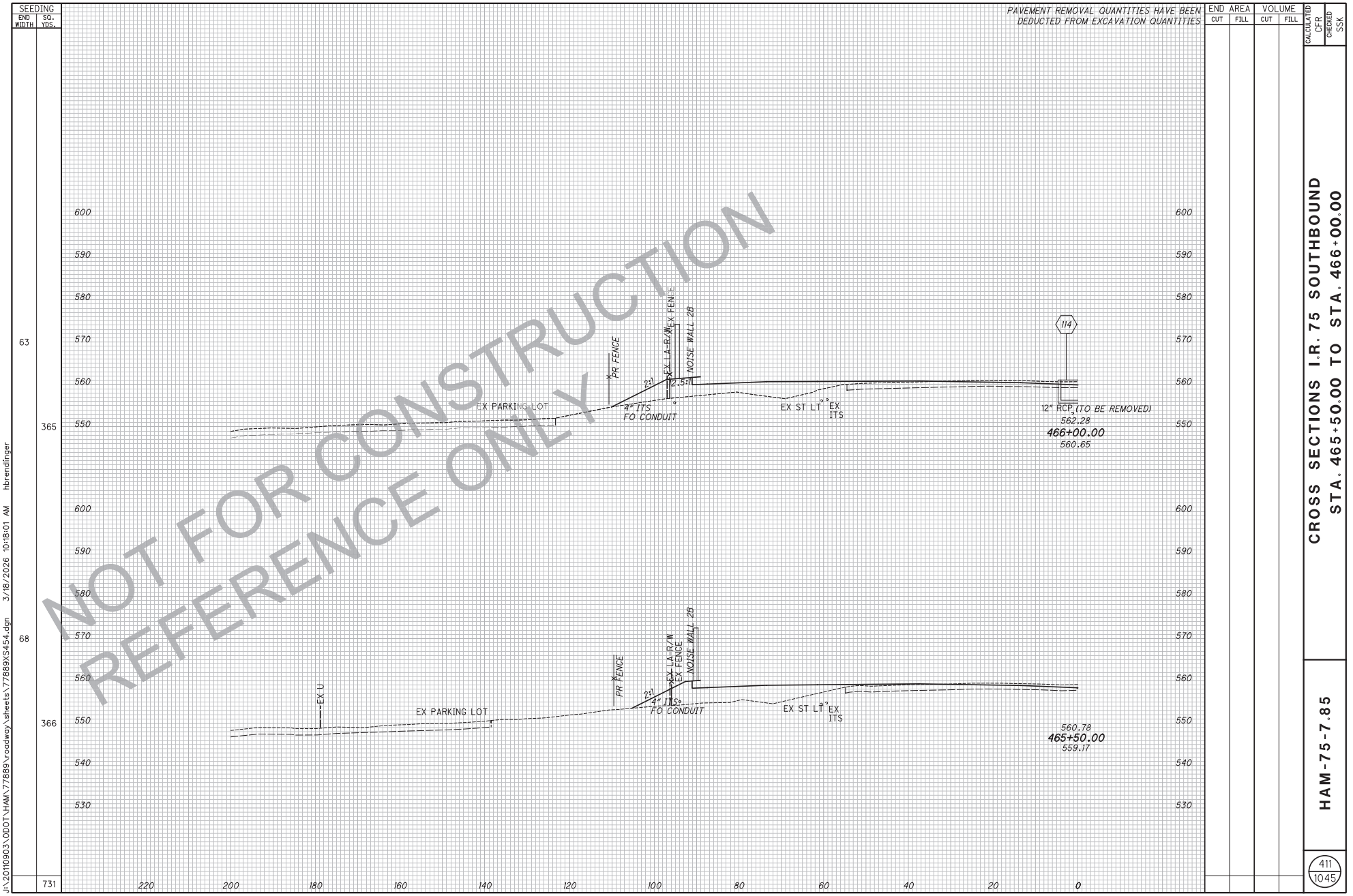

SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 464+50.00 TO STA. 465+00.00
HAM-75-7.85
410
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
15" B
12" RCP
(TO BE ABANDONED)
559.30
465+00.00
557.68
EX ST
EX ITS
PR FENCE
EX FENCE
EX LA R/W
TMP
2.5:1
7:1
557.2
386
316
731
606
15" B
557.96
464+50.00
556.25
10:1
556.0
404
339
671
663
1407
1269
600
590
580
570
560
550
540
530
0
20
40
60
80
100
120
140
160
180
200
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS453.dgn 3/18/2026 10:18:00 AM hbrendlinger



CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 465+50.00 TO STA. 466+00.00

HAM-75-7.85

411
1045

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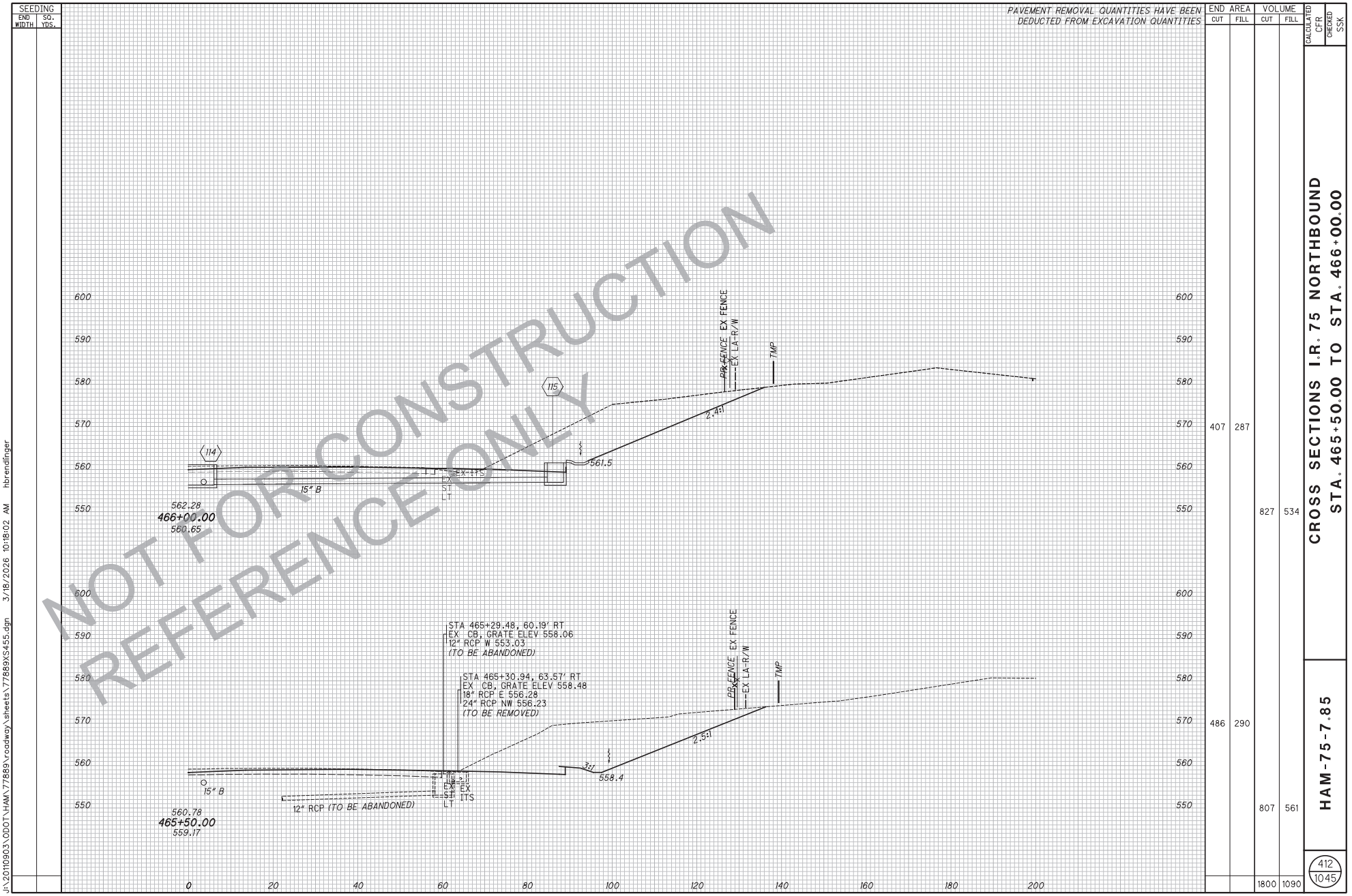
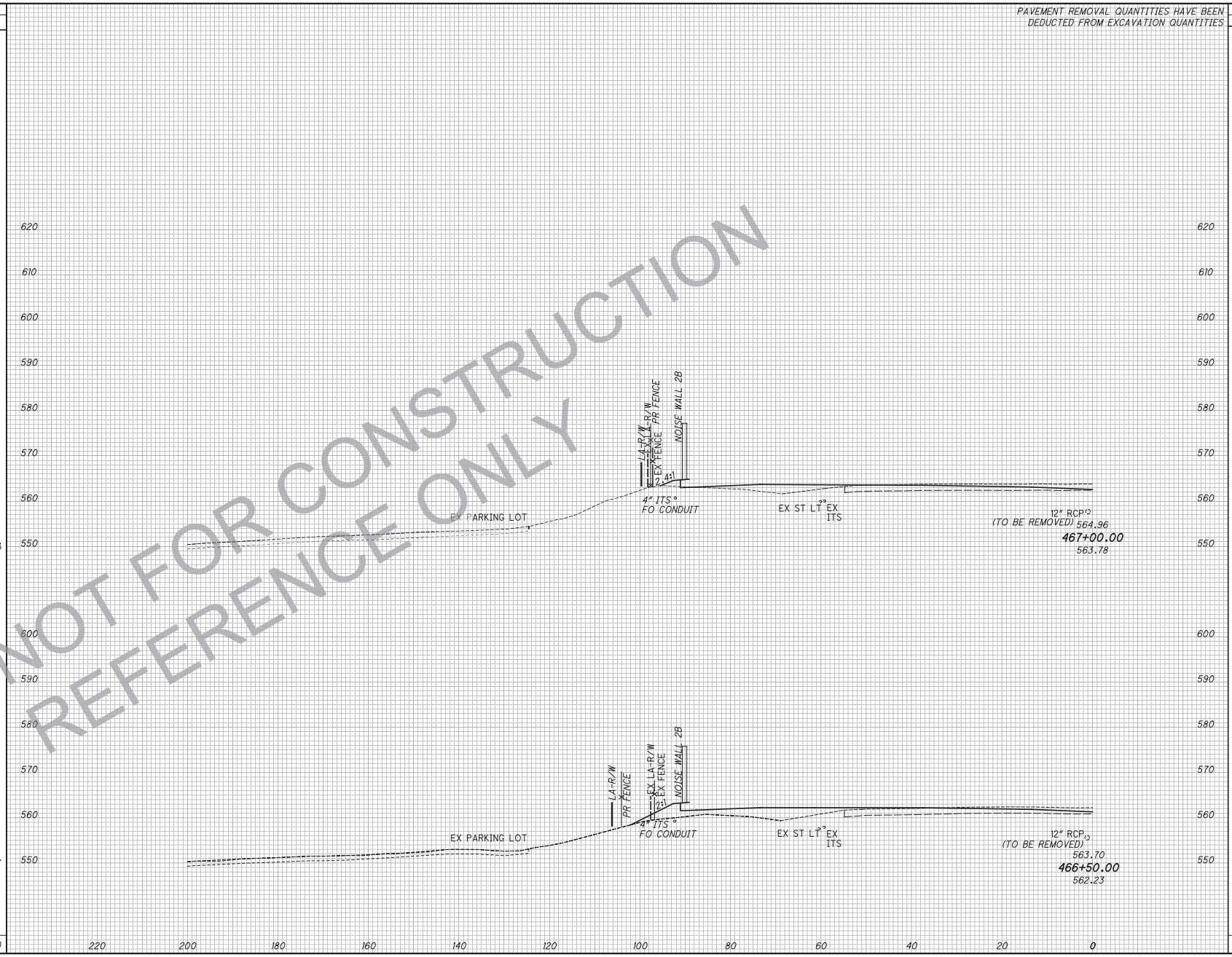

SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 465+50.00 TO STA. 466+00.00
HAM-75-7.85
412
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
600
590
580
570
560
550
0
20
40
60
80
100
120
140
160
180
200
114
115
562.28
466+00.00
560.65
15" B
EX ST LT
EX ITS
561.5
PR FENCE
EX FENCE
EX LA-R/W
TMP
2.4:1
STA 465+29.48, 60.19' RT
EX CB, GRATE ELEV 558.06
12" RCP W 553.03
(TO BE ABANDONED)
STA 465+30.94, 63.57' RT
EX CB, GRATE ELEV 558.48
18" RCP E 556.28
24" RCP NW 556.23
(TO BE REMOVED)
2.5:1
3:1
558.4
15" B
12" RCP (TO BE ABANDONED)
560.78
465+50.00
559.17
407 287
827 534
486 290
807 561
1800 1090
J:\2011\0903\ODOT\HAM\77889\roadway\sheets\77889XS455.dgn 3/18/2026 10:18:02 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
51	303
58	337
	640



END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 466+50.00 TO STA. 467+00.00

HAM-75-7.85

413
1045

NOT FOR CONSTRUCTION
REFERENCE ONLY

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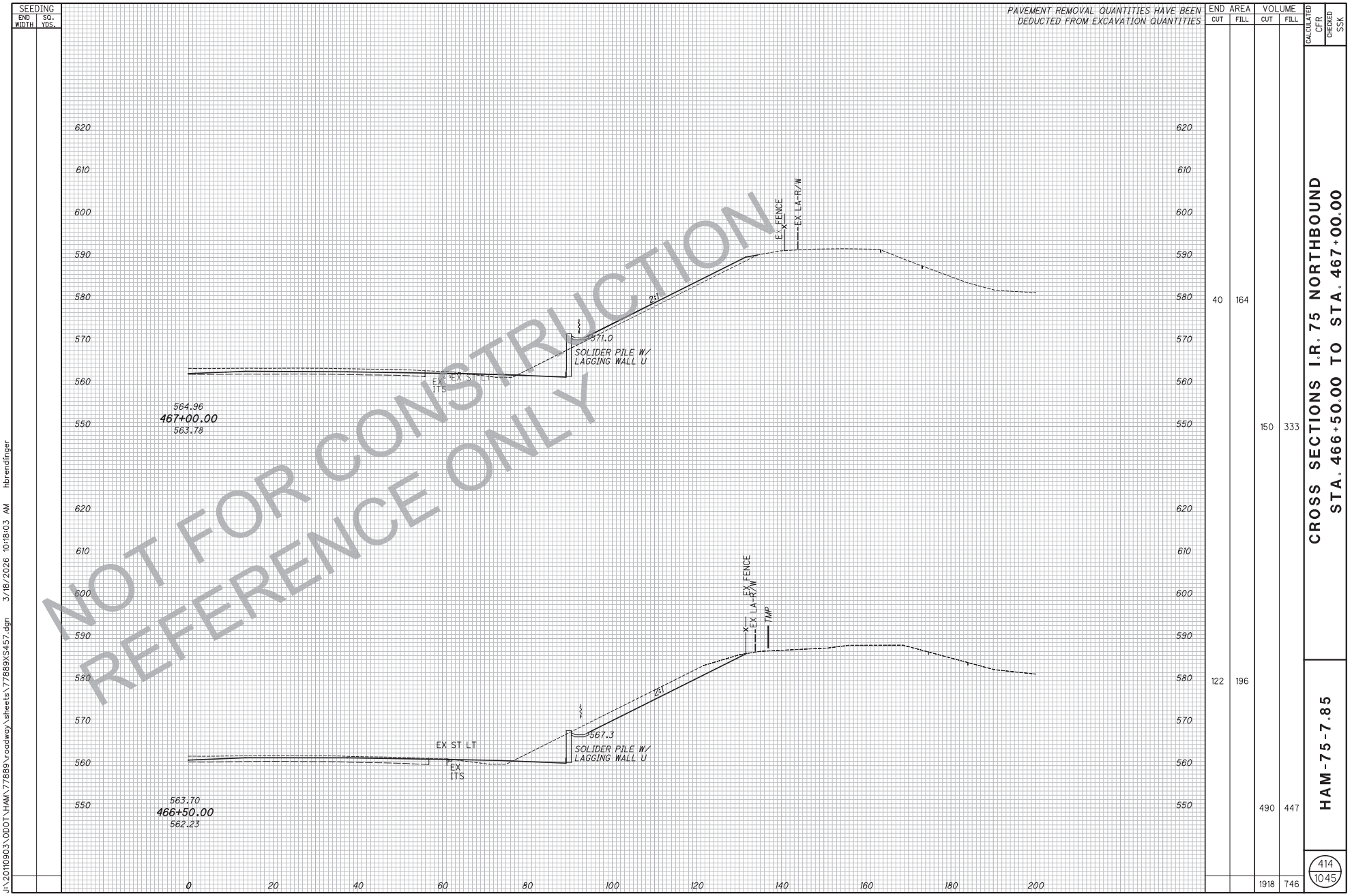
SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 466+50.00 TO STA. 467+00.00
HAM-75-7.85
414
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
620
610
600
590
580
570
560
550
564.96
467+00.00
563.78
EX ITS
EX ST LT
571.0
SOLIDER PILE W/ LAGGING WALL U
2:1
EX FENCE
EX LA-R/W
563.70
466+50.00
562.23
EX ITS
EX ST LT
567.3
SOLIDER PILE W/ LAGGING WALL U
2:1
EX FENCE
EX LA-R/W
TMP
0
20
40
60
80
100
120
140
160
180
200
40
164
122
196
150
333
490
447
1918
746
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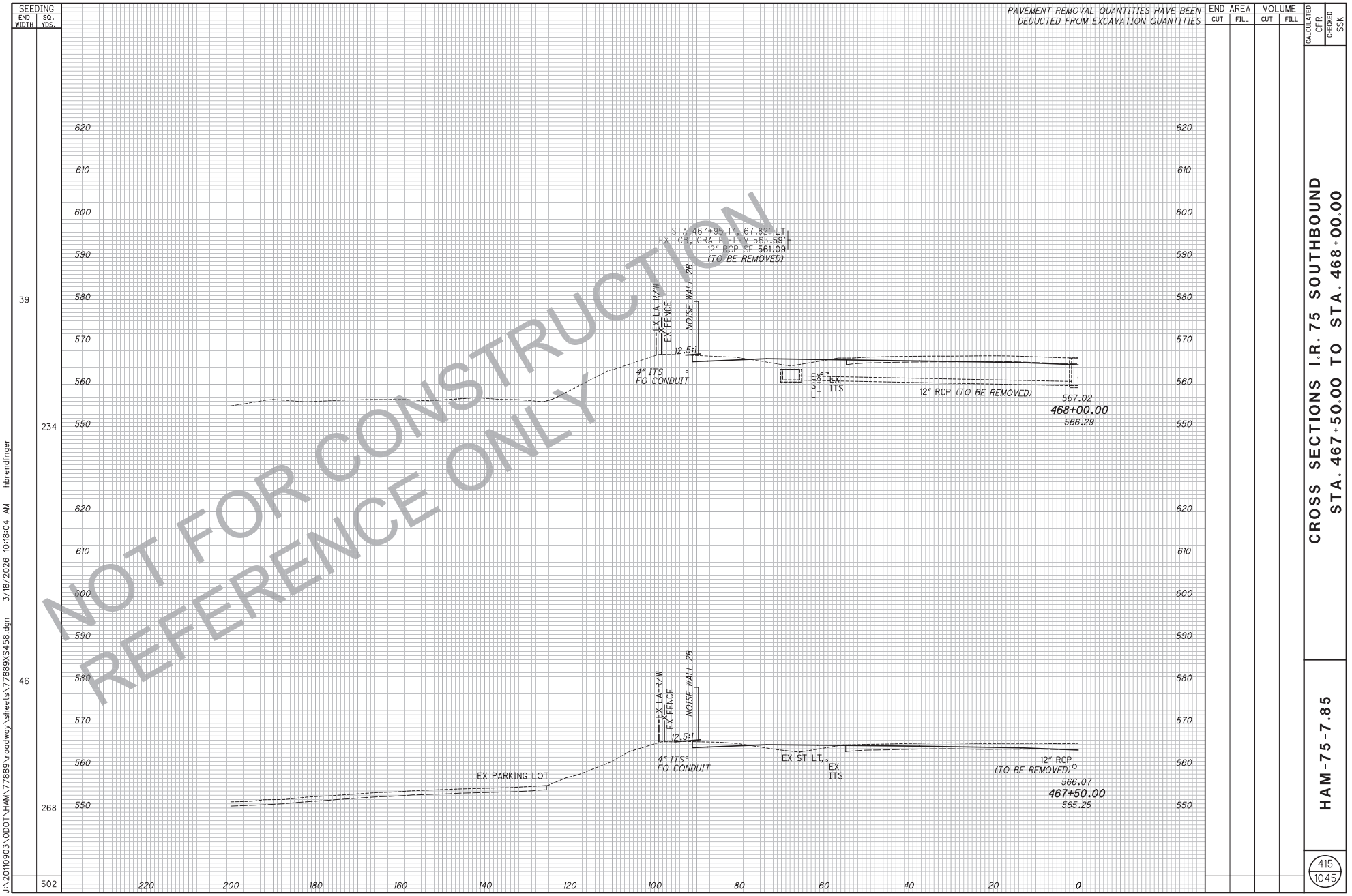
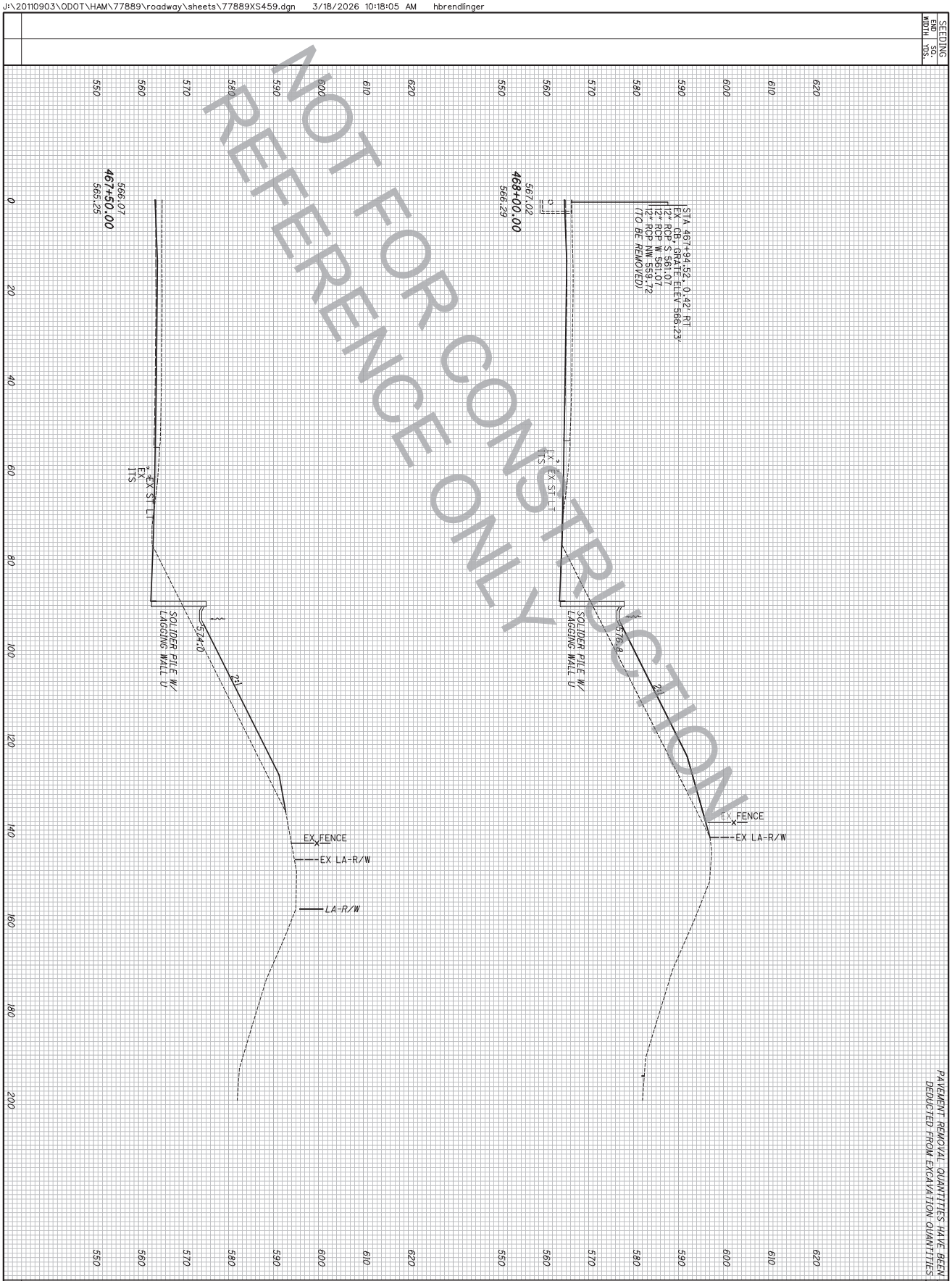

SEEDING
END WIDTH
SQ. YDS.
39
234
46
268
502
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 467+50.00 TO STA. 468+00.00
HAM-75-7.85
415
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
STA 467+95.17, 67.82' LT
EX. CB, GRATE ELEV 563.59'
12" RCP SE 561.09
(TO BE REMOVED)
EX LA-R/W
EX FENCE
NOISE WALL 2B
12.5%
4" ITS FO CONDUIT
EX ST LT
EX ITS
12" RCP (TO BE REMOVED)
567.02
468+00.00
566.29
EX PARKING LOT
4" ITS FO CONDUIT
12" RCP (TO BE REMOVED)
566.07
467+50.00
565.25
620
610
600
590
580
570
560
550
220
200
180
160
140
120
100
80
60
40
20
0
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS458.dgn 3/18/2026 10:18:04 AM hbrendlinger

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS459.dgn 3/18/2026 10:18:05 AM hbrendlinger



END AREA	CUT	FILL
	419	65
	345	29

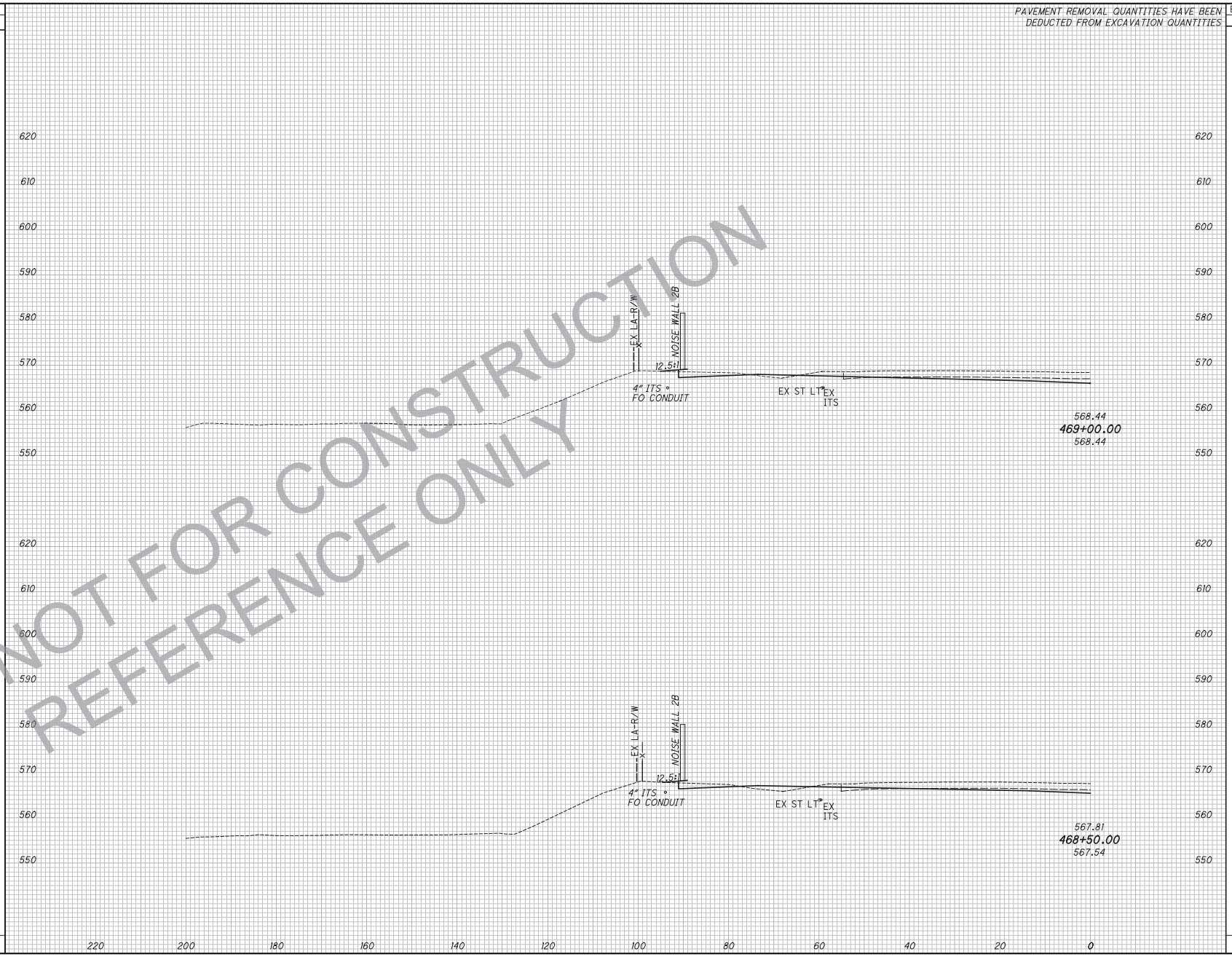
VOLUME	CUT	FILL
1554	846	177
264	708	87

416 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 NORTHBOUND STA. 467+50.00 TO STA. 468+00.00

CALCULATED CFR
CHECKED SSK

SEEDING END WIDTH	SEEDING SQ. YDS.
44	264
51	249
	513

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL

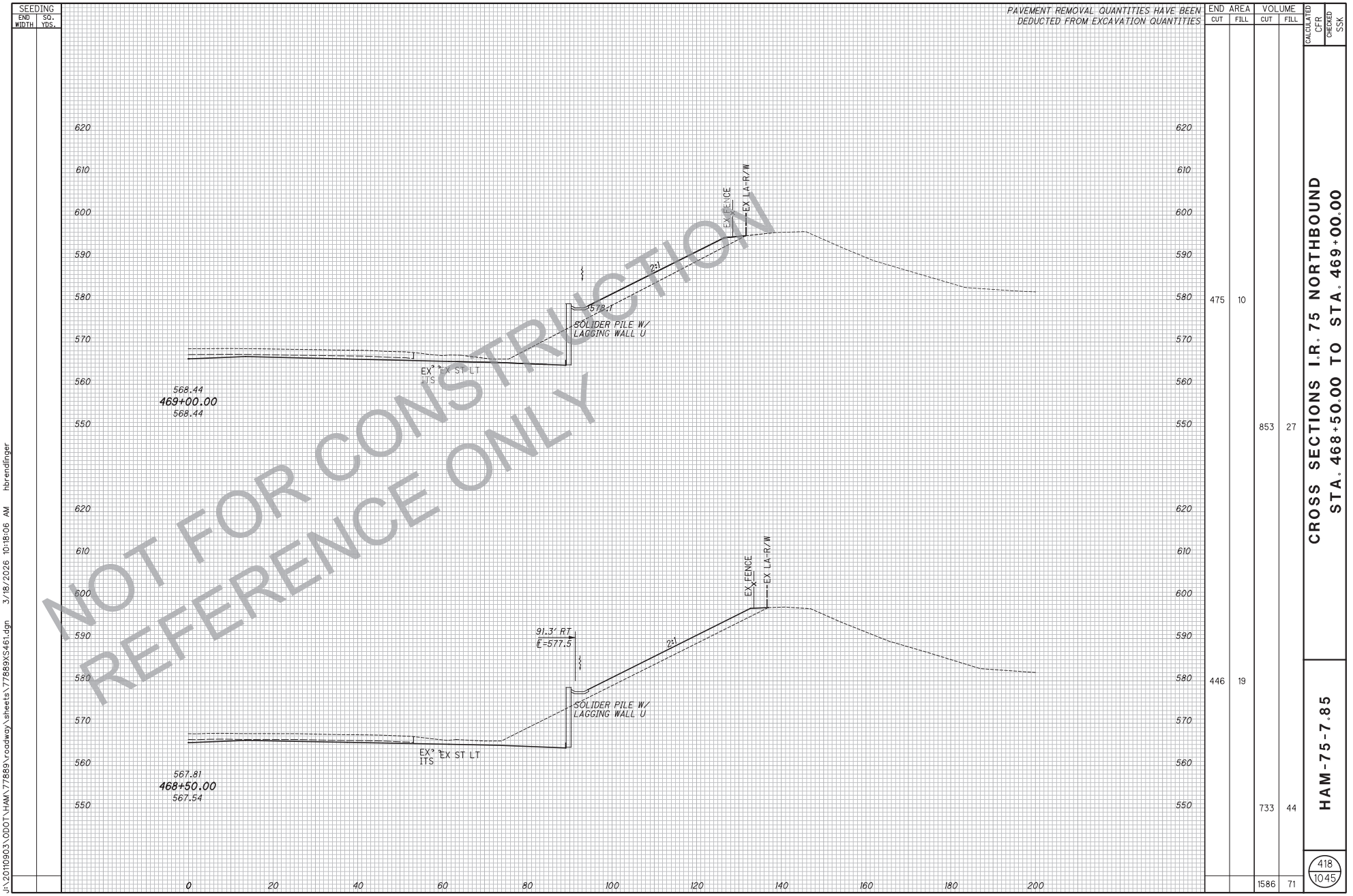
CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 468+50.00 TO STA. 469+00.00

HAM-75-7.85

417
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS460.dgn 3/18/2026 10:18:05 AM hbrendlinger


SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED CFR
CHECKED SSK
CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 468+50.00 TO STA. 469+00.00
HAM-75-7.85
418
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
568.44
469+00.00
568.44
567.81
468+50.00
567.54
EX FENCE
EX LA-R/W
2:1
57.8:1
SOLIDER PILE W/ LAGGING WALL U
EX ITS
EX ST LT
91.3' RT
℄-577.5
475
10
853
27
446
19
733
44
1586
71
620
610
600
590
580
570
560
550
0
20
40
60
80
100
120
140
160
180
200
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS461.dgn 3/18/2026 10:18:06 AM hbrendlinger

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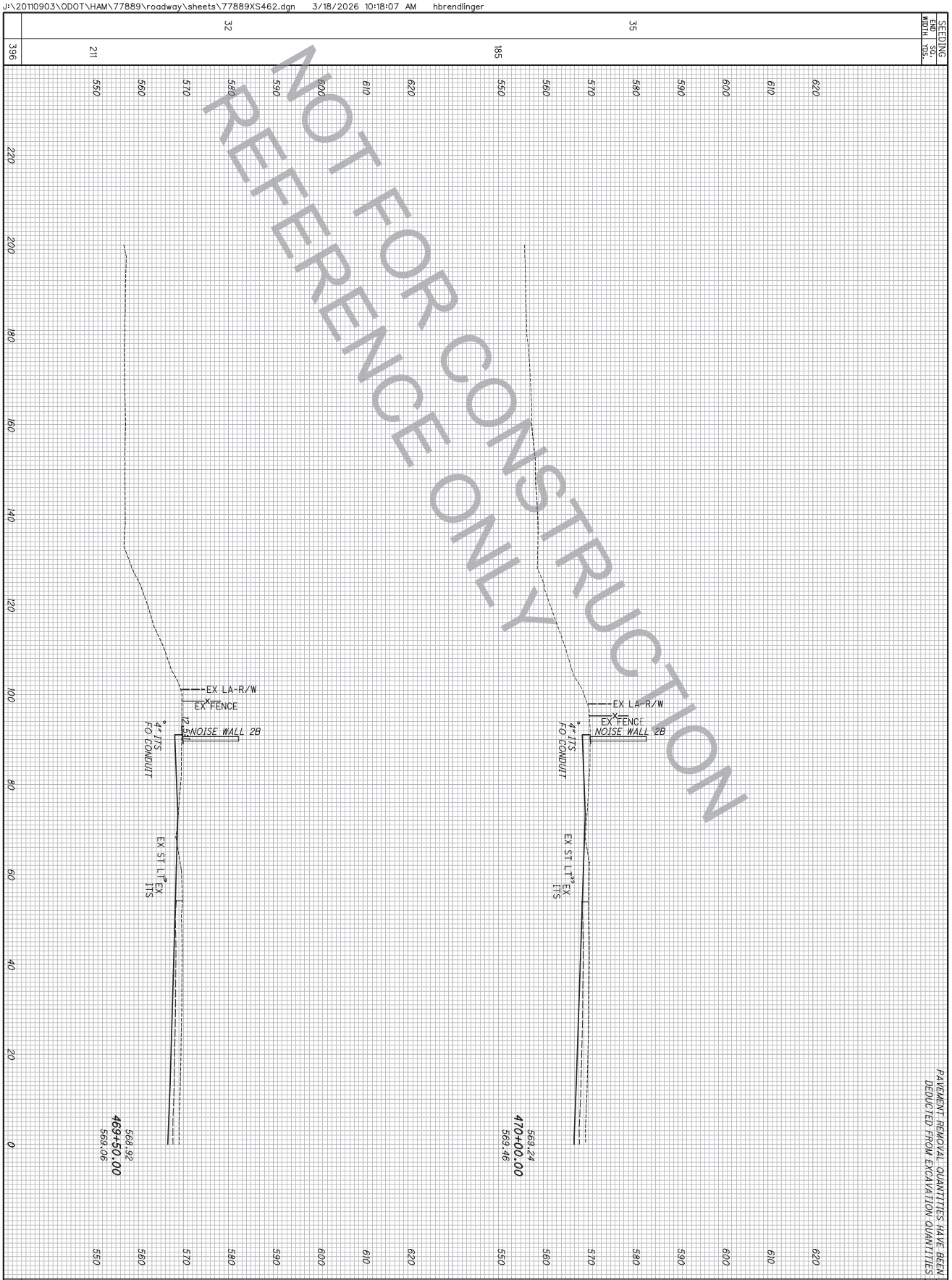


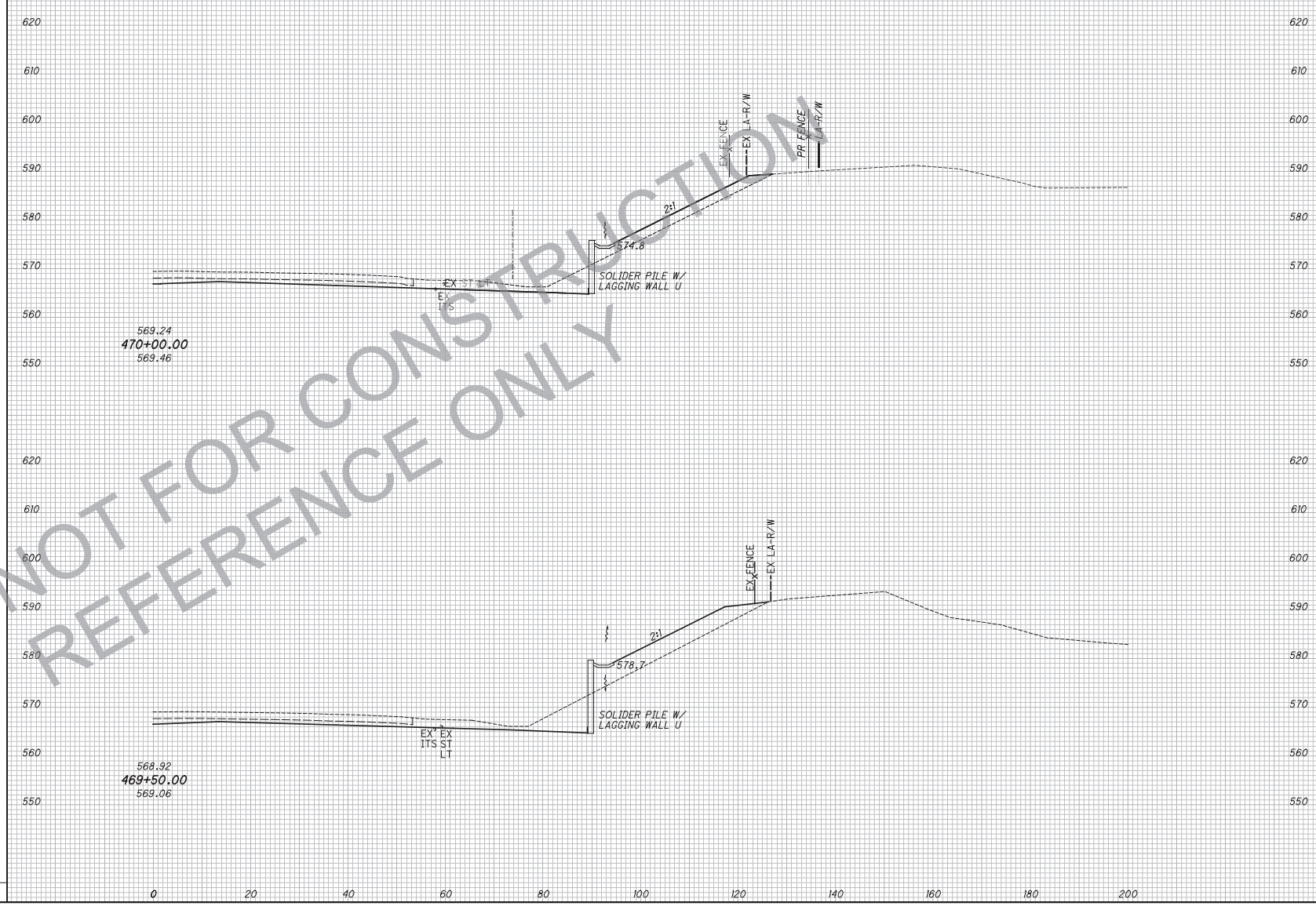
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL

419 / 1045	HAM-75-7.85	CROSS SECTIONS I.R. 75 SOUTHBOUND STA. 469+50.00 TO STA. 470+00.00	CALCULATED CFR CHECKED SSK

SEEDING	
END WIDTH	SQ. YDS.

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
617	0		
		1021	3
486	4		
		890	13
		1911	16

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 469+50.00 TO STA. 470+00.00

HAM-75-7.85

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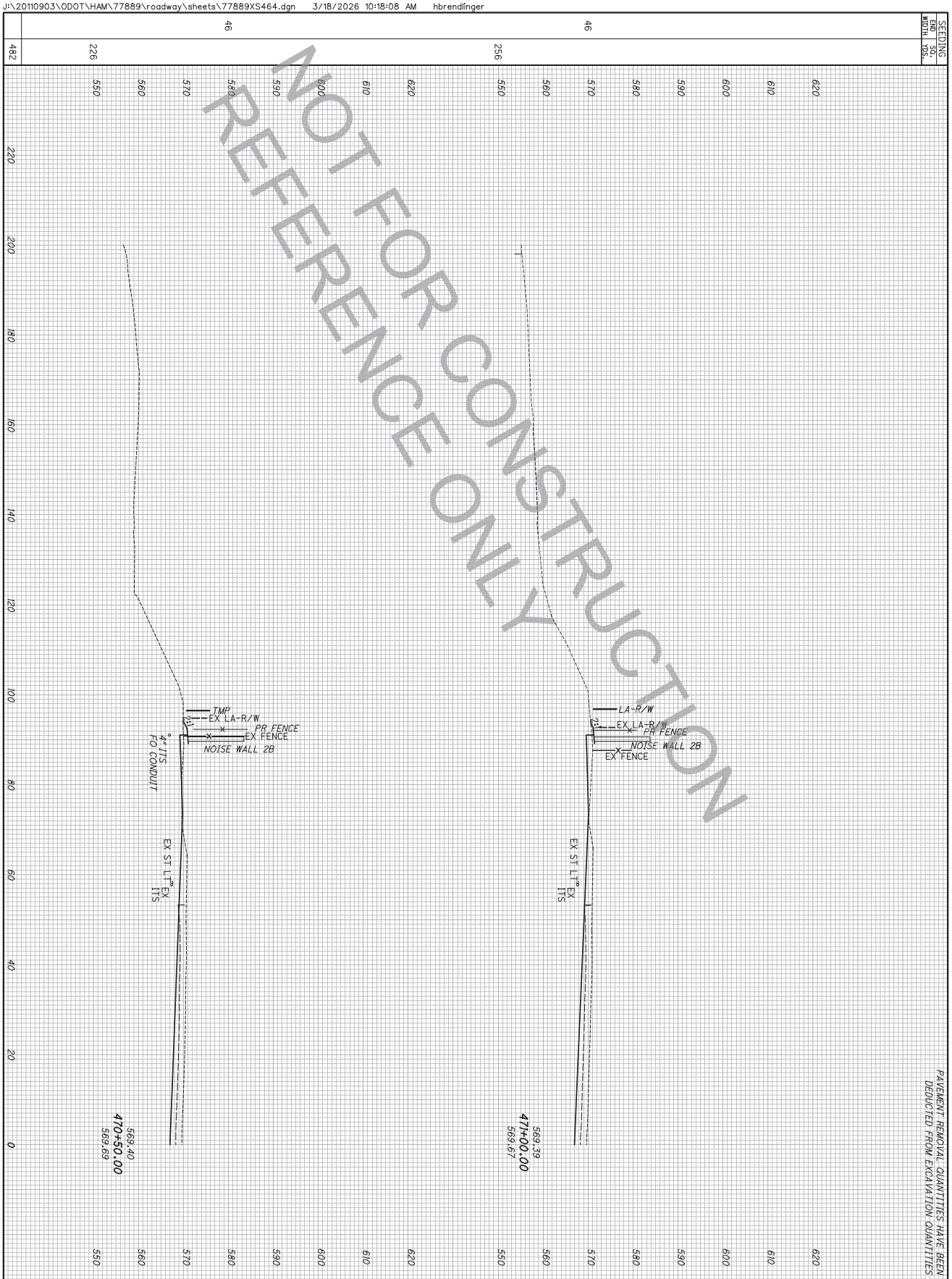

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.	END	CUT	FILL	CUT	FILL

421
1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 470+50.00 TO STA. 471+00.00

CALCULATED CFR
CHECKED SSK

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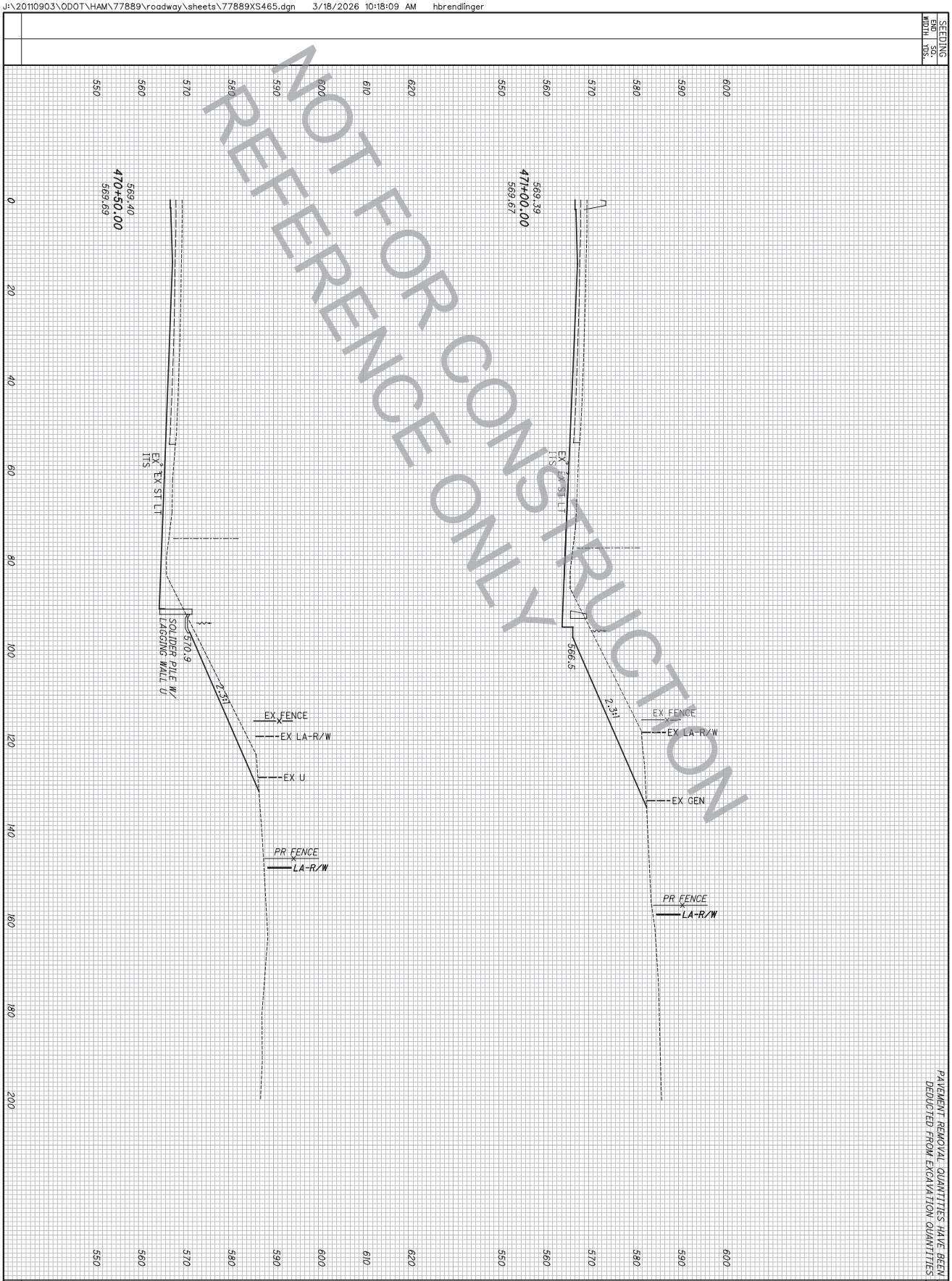


PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING: END WIDTH | SQ. YDS.

	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
	682	753		
	3	1		
2530			1328	1202
7			4	3

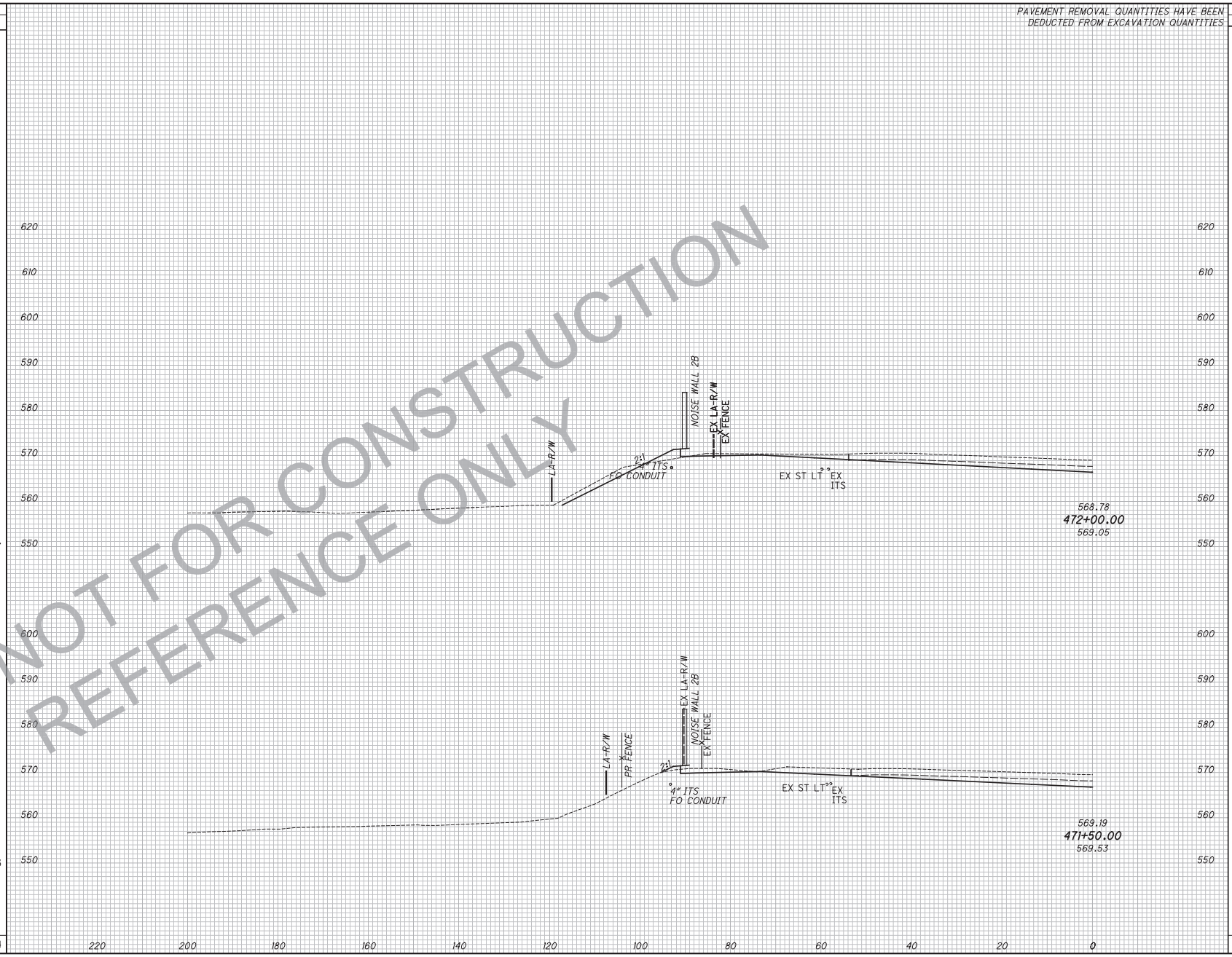
422 / 1045

HAM-75-7.85

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 470+50.00 TO STA. 471+00.00

CALCULATED CFR
CHECKED SSK

SEEDING END WIDTH	SEEDING SQ. YDS.
107	797
78	343
	864



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS I.R. 75 SOUTHBOUND
STA. 471+50.00 TO STA. 472+00.00

HAM-75-7.85

423
1045

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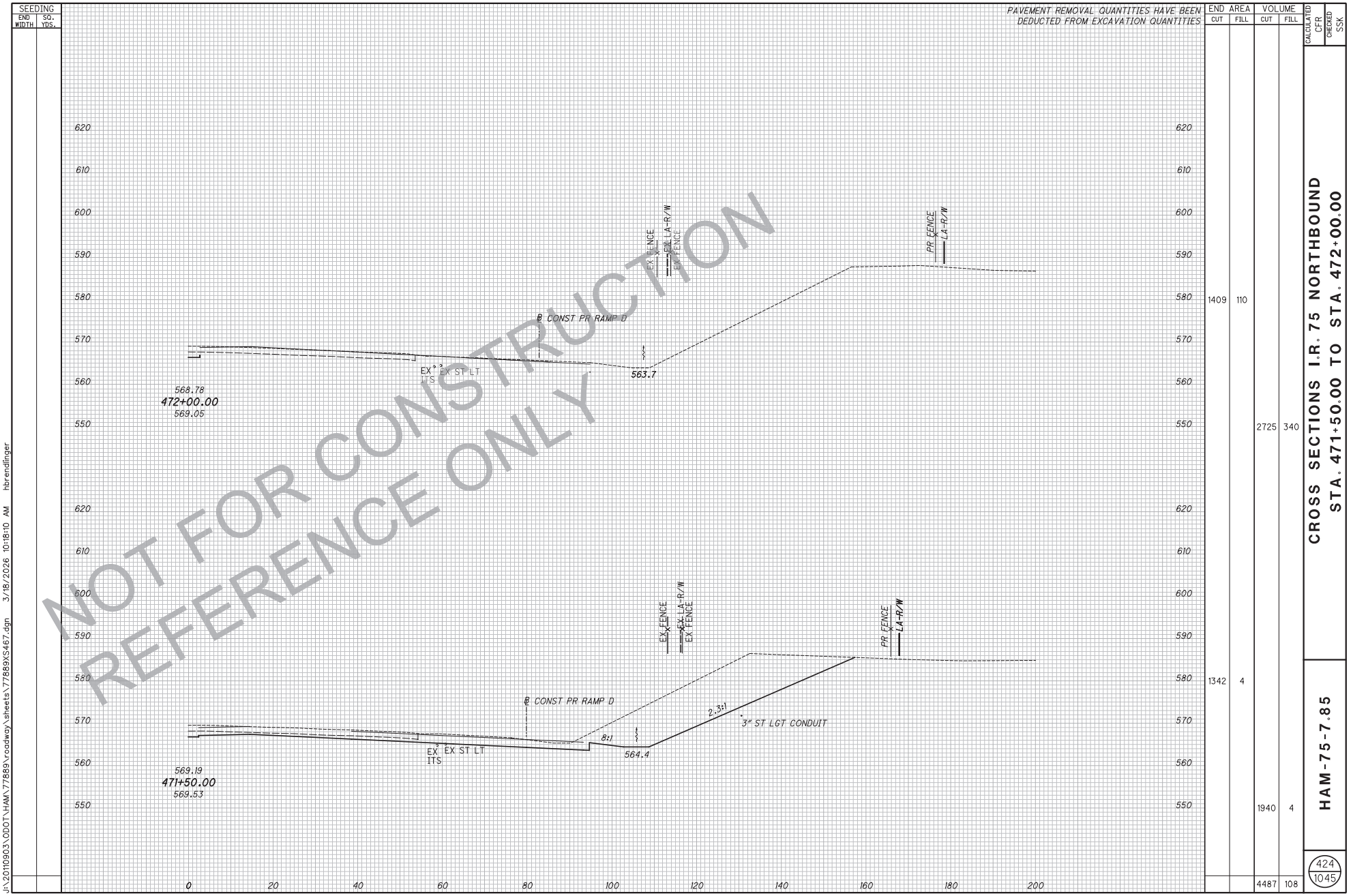

NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS SECTIONS I.R. 75 NORTHBOUND
STA. 471+50.00 TO STA. 472+00.00

HAM-75-7.85

424
1045

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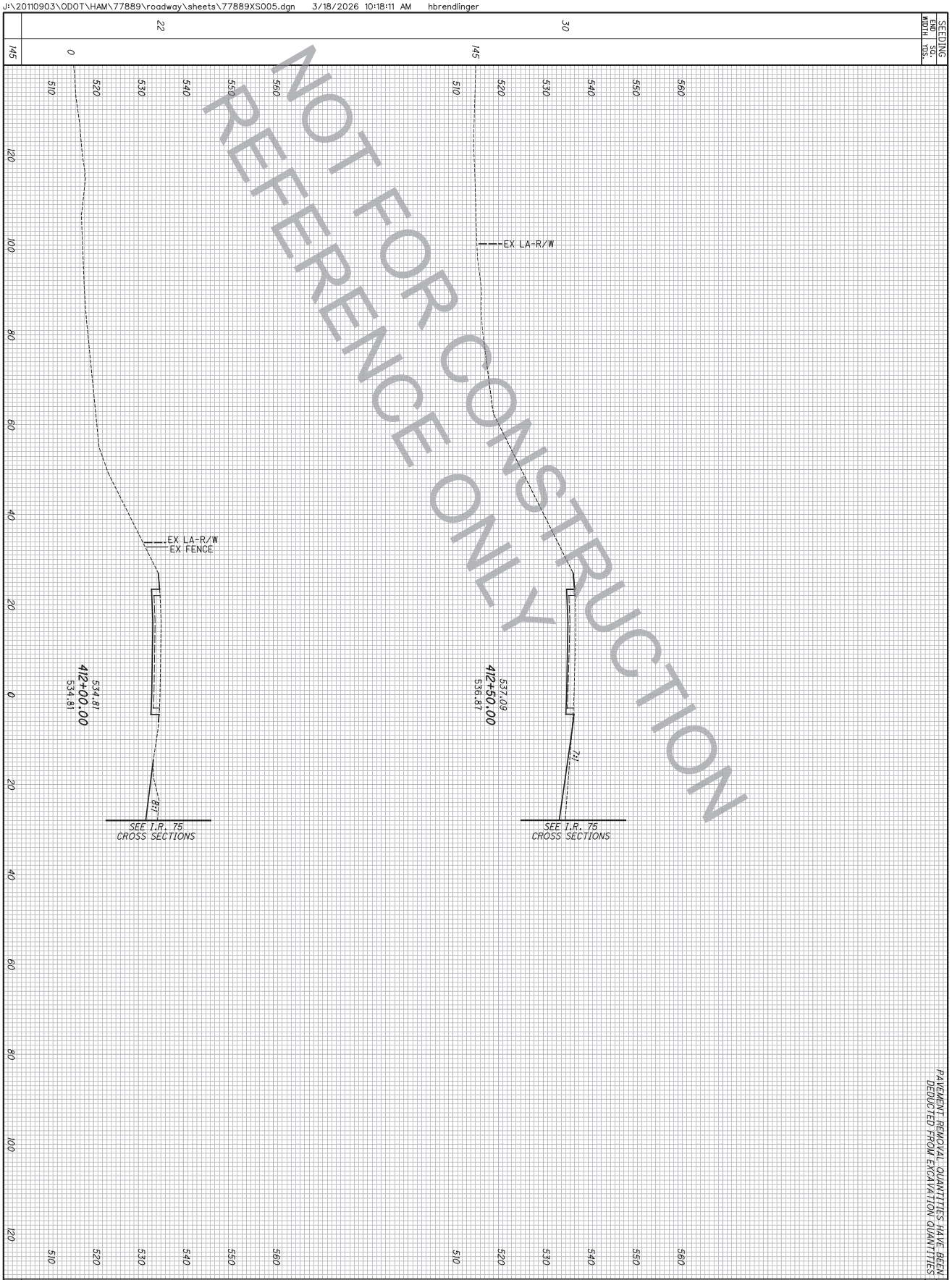

SEEDING END WIDTH	SEEDING SQ. YDS.
145	0
22	30

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
37	0	60	0
27	1	60	1

425
1045

HAM-75-7.85

CROSS SECTIONS RAMP M
STA. 412+00.00 TO STA. 412+50.00

CALCULATED SEA
CHECKED DLR

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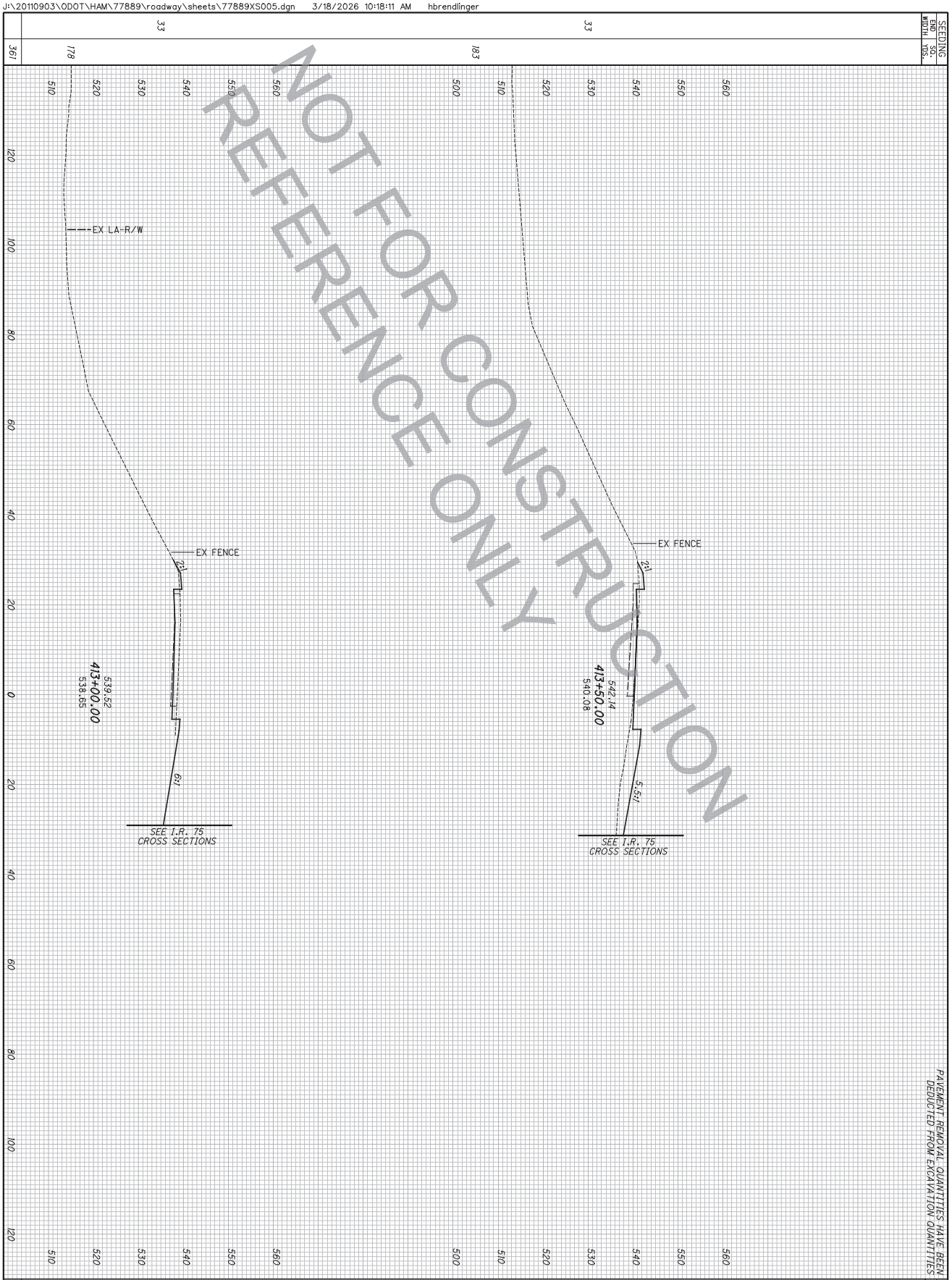
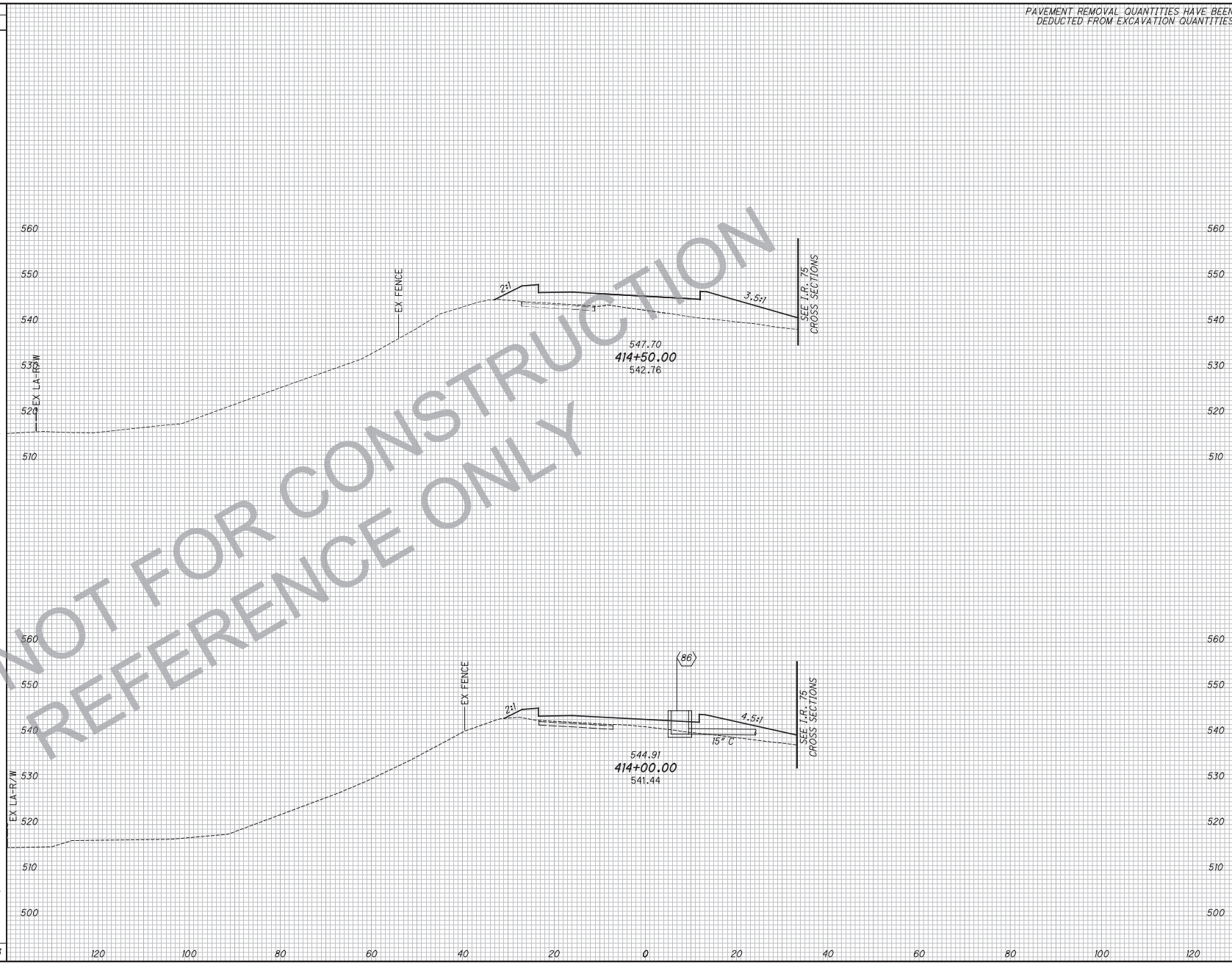


SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
		CUT	4	0
		FILL	7	97
33	361	CUT	29	4
104	7	FILL		97

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

426 / 1045	HAM-75-7.85	CROSS SECTIONS RAMP M STA. 413+00.00 TO STA. 413+50.00	CALCULATED SEA CHECKED DLR

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
36		0	237		
	194			0	363
33		0	154		
	189			0	233
	383			0	596

CALCULATED SEA
CHECKED DLR

CROSS SECTIONS RAMP M
STA. 414+00.00 TO STA. 414+50.00

HAM-75-7.85

NOT FOR CONSTRUCTION
REFERENCE ONLY

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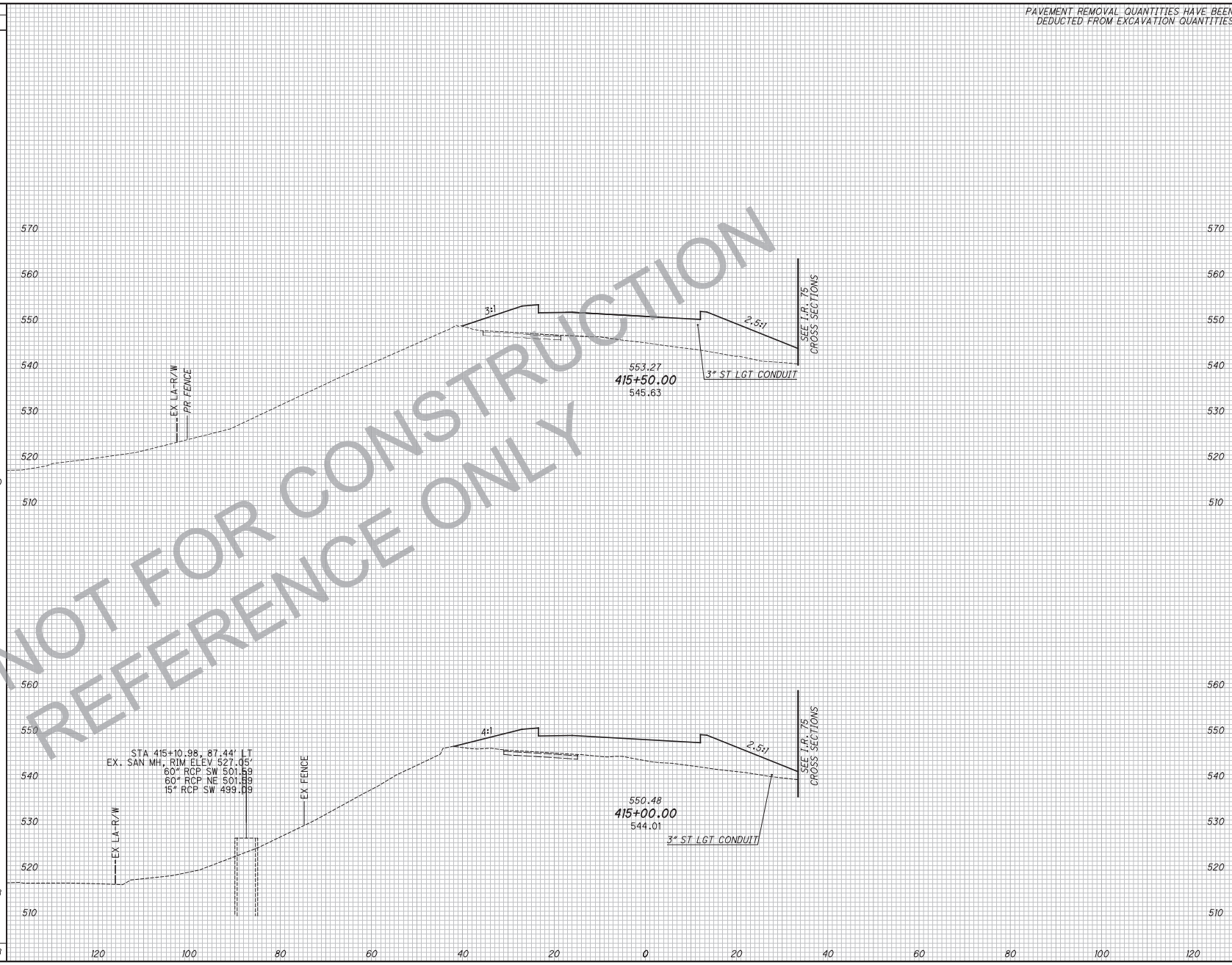
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
44		0	416		
	250			0	686
45		0	326		
	228			0	521
	478			0	1207

CALCULATED SEA
CHECKED DLR

CROSS SECTIONS RAMP M
STA. 415+00.00 TO STA. 415+50.00

HAM-75-7.85

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REFERENCE ONLY

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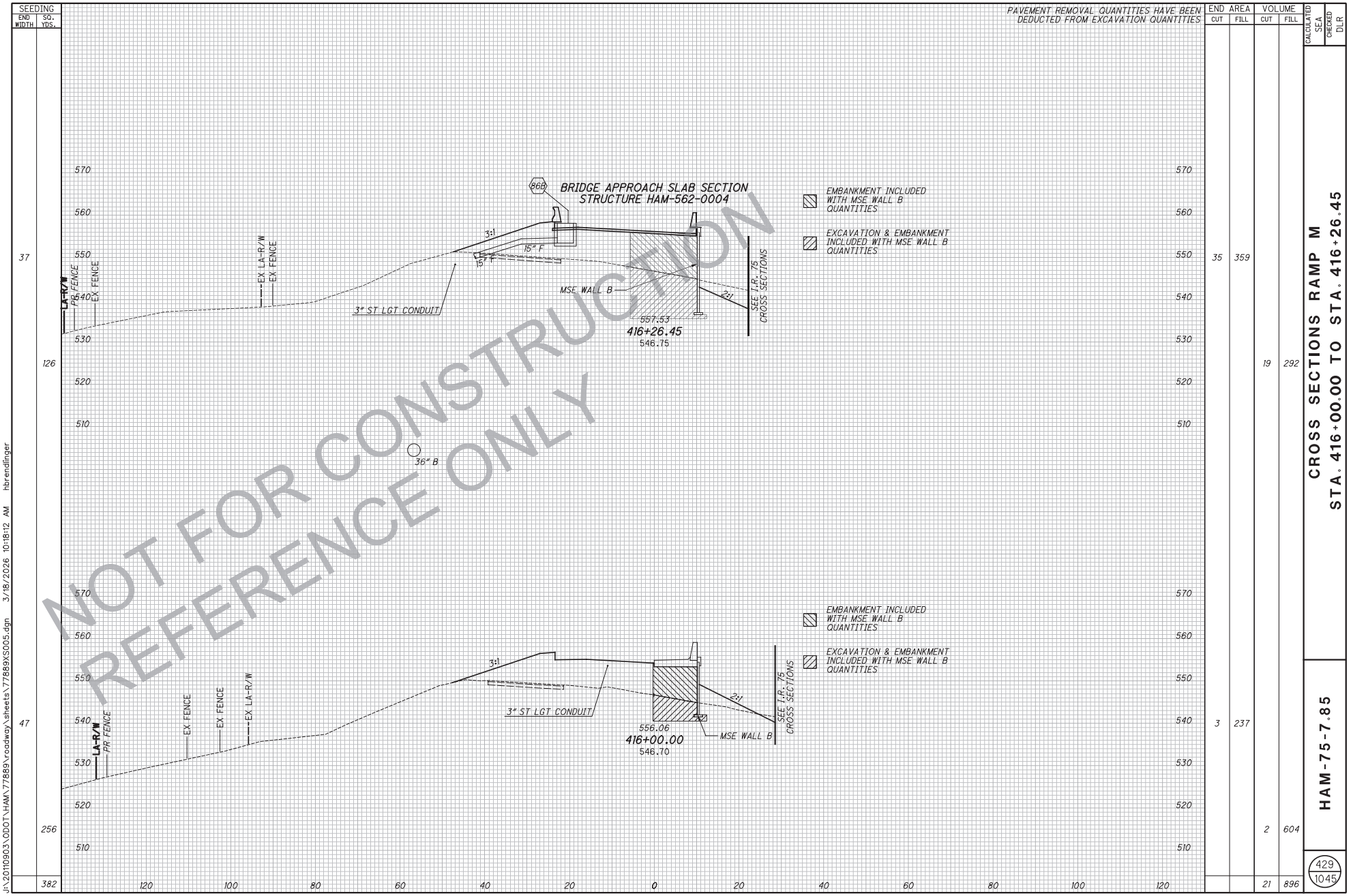

CROSS SECTIONS RAMP M
STA. 416+00.00 TO STA. 416+26.45

HAM-75-7.85

429
1045

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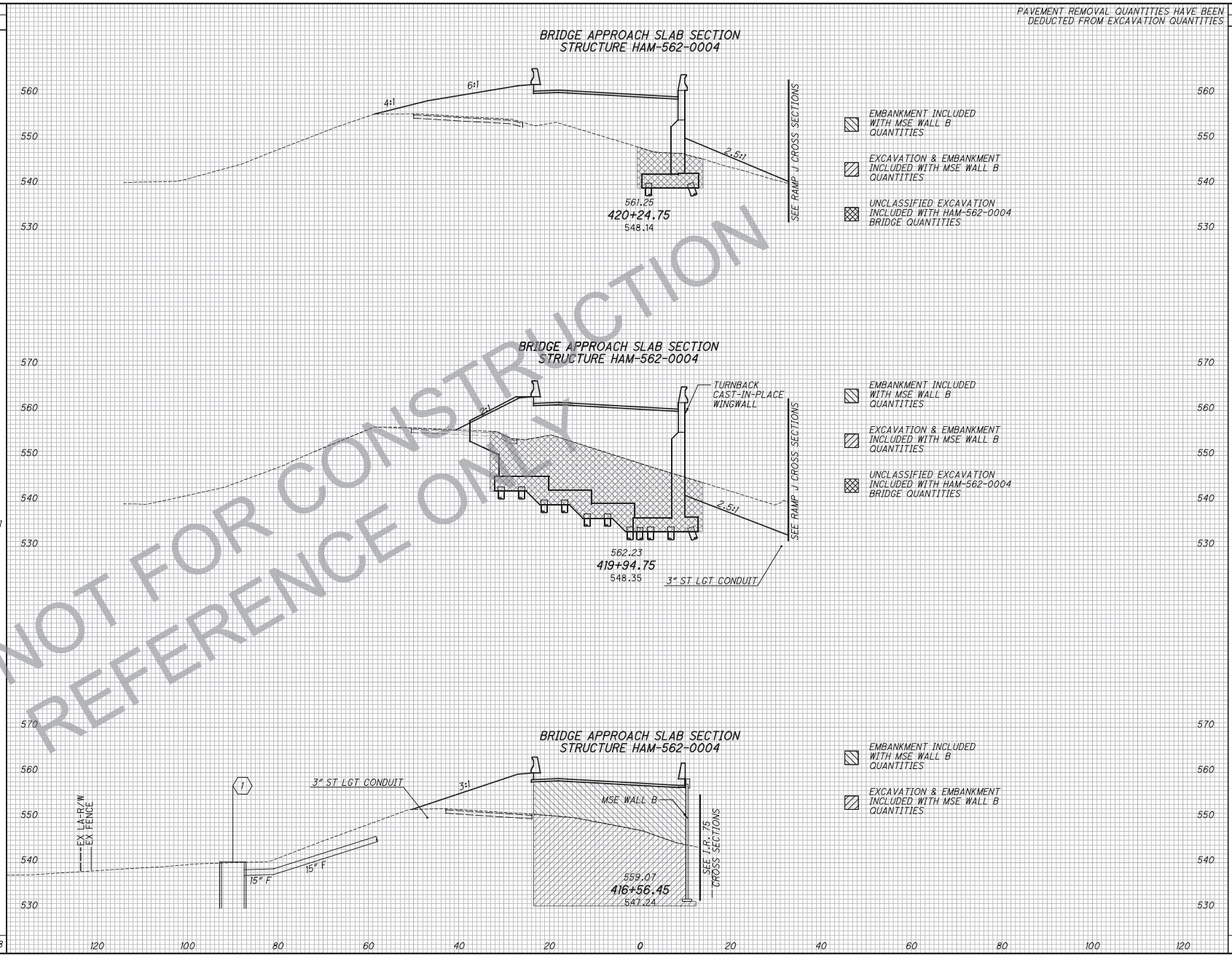
SEEDING END WIDTH	SEEDING SQ. YDS.
60	173
42	1391
31	114
	1678

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
0	458	55	446
99	345	0	0
27	146	34	280
		89	726

CALCULATED SFA
CHECKED DLR

CROSS SECTIONS RAMP M
STA. 416+56.45 TO STA. 420+24.75

HAM-75-7.85

430
1045

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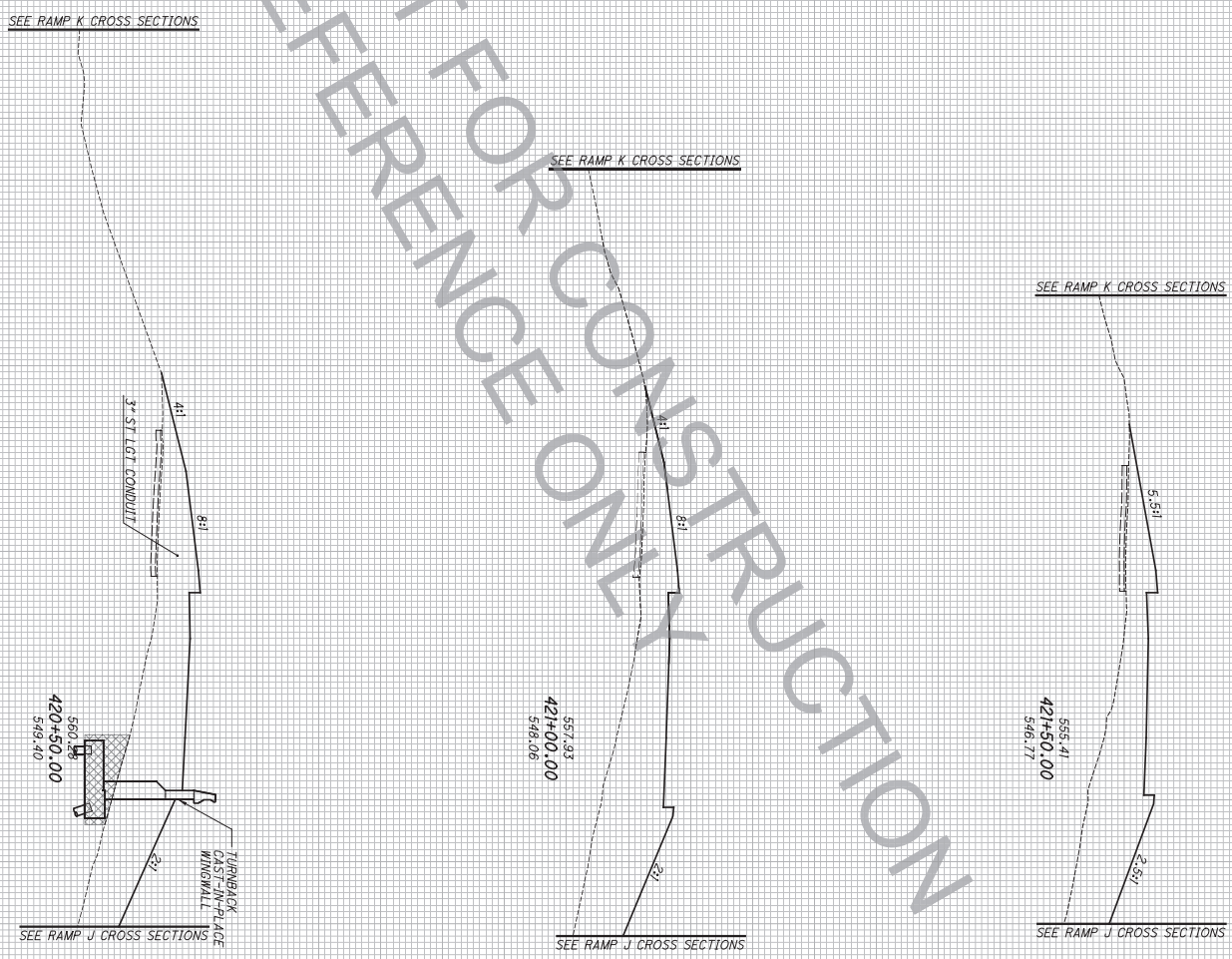
REFERENCE ONLY



UNCLASSIFIED EXCAVATION INCLUDED WITH HAM-562-0004 BRIDGE QUANTITIES

EXCAVATION & EMBANKMENT INCLUDED WITH MSE WALL 'B' QUANTITIES

EMBANKMENT INCLUDED WITH MSE WALL 'B' QUANTITIES

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
168	807	0	502	0	449
328	592	0	592	0	1013
311	466	0	466	0	980
				0	2442

431
1045

HAM-75-7.85

CROSS SECTIONS RAMP M
STA. 420+50.00 TO STA. 421+50.00

CALCULATED SEA
CHECKED DLR

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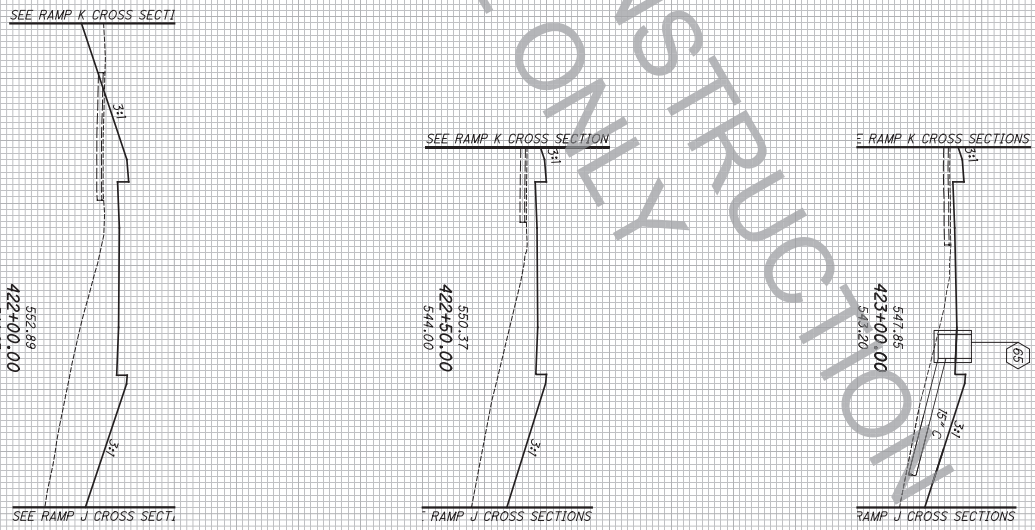
NOT FOR CONSTRUCTION
REFERENCE ONLY

SEEDING		
	END WIDTH	SQ. YDS.
	52	639
	31	294
	31	233
		172



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

AREA		
	CUT	FILL
	19	364
	0	272
	0	195

VOLUME		
	CUT	FILL
36	18	768
1790	18	589
	0	433

432 / 1045	HAM-75-7.85	CROSS SECTIONS RAMP M STA. 422+00.00 TO STA. 423+00.00	CALCULATED SEA CHECKED DLR

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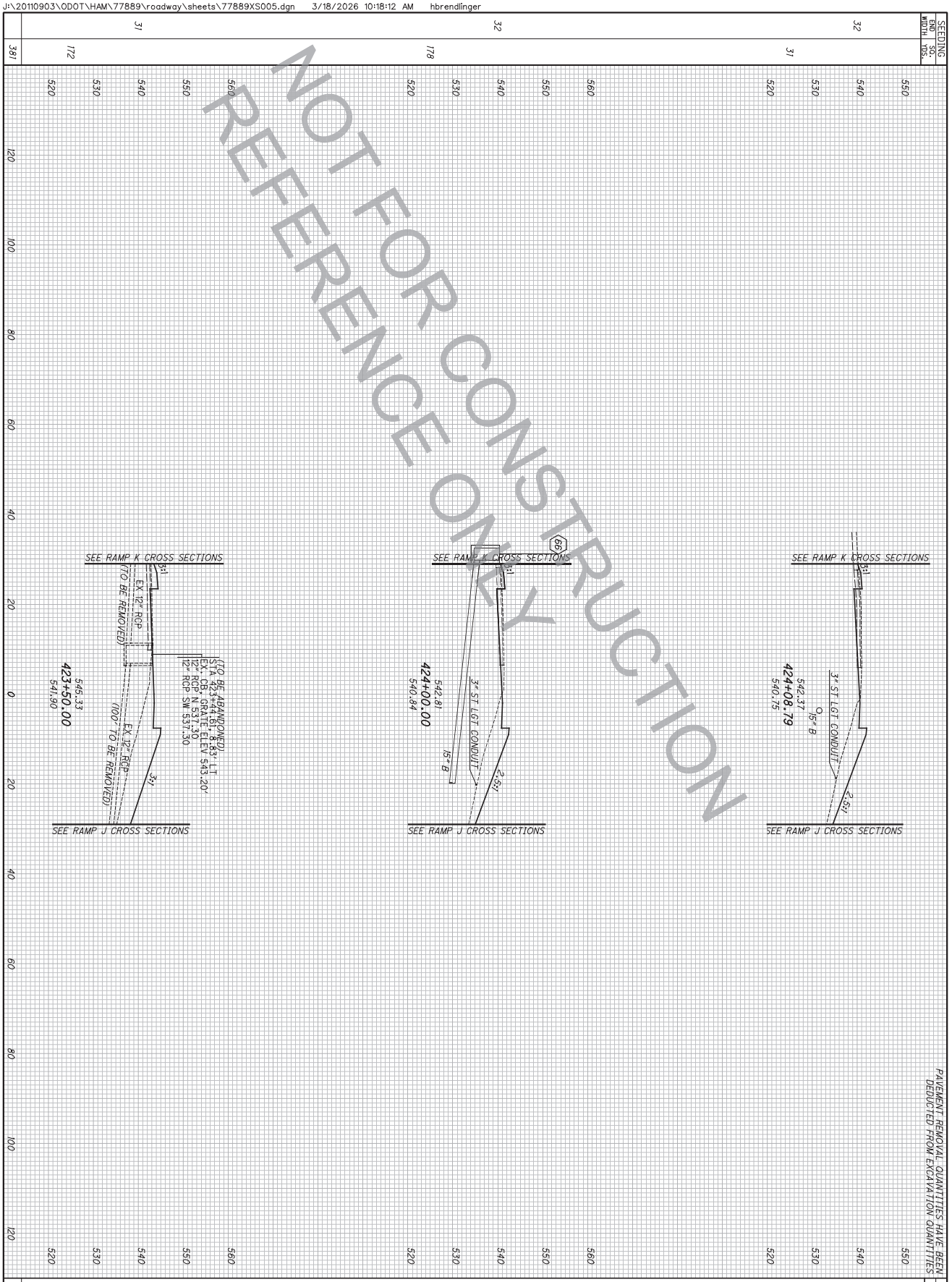
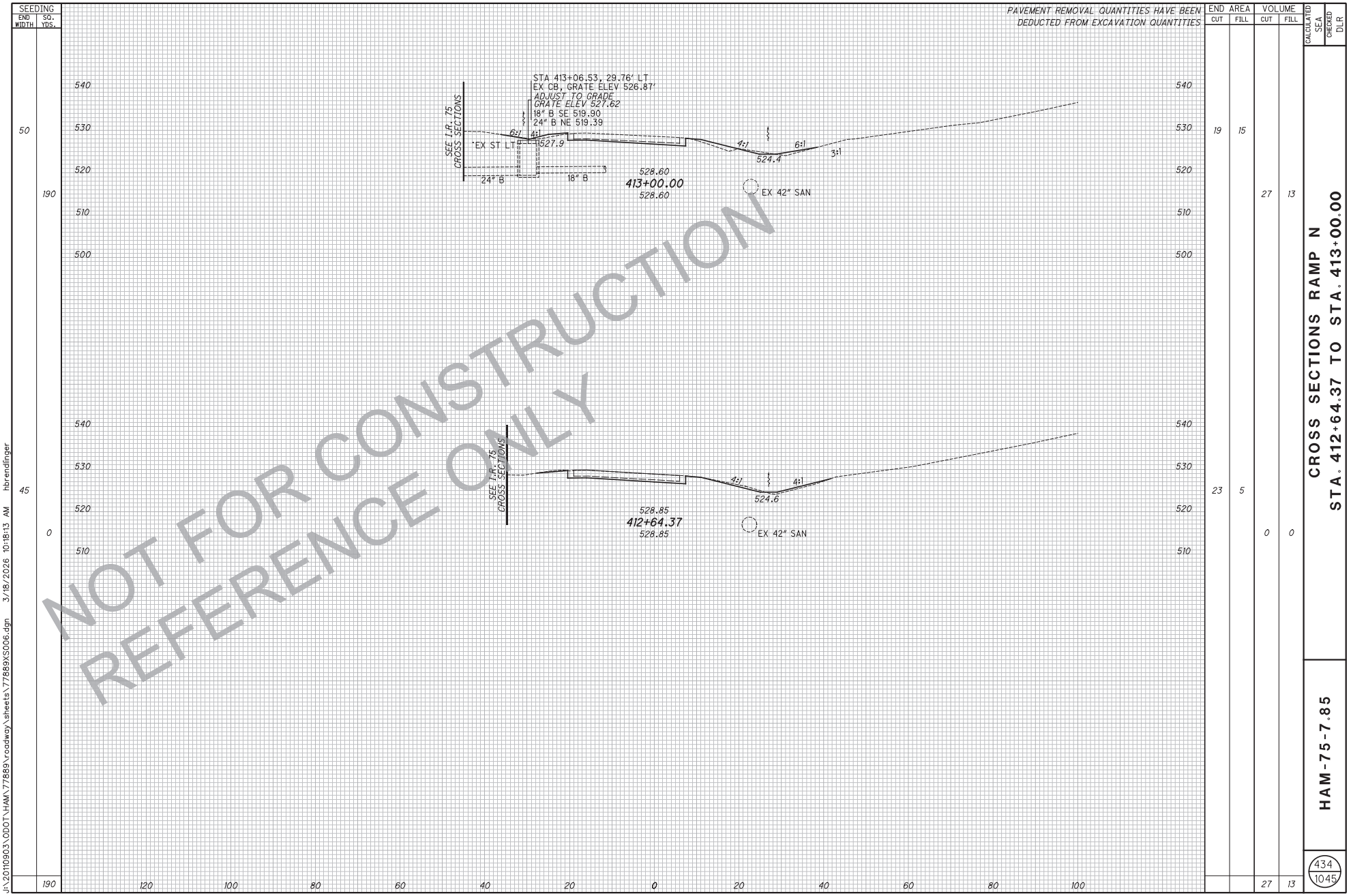


SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
381	172	0	142	0	312
31	178	4	83	4	208
32	31	6	77	2	26
32					

433 / 1045	HAM-75-7.85	CROSS SECTIONS RAMP M STA. 423+50.00 TO STA. 424+08.79	CALCULATED SEA CHECKED DLR


SEEDING
END WIDTH
SQ. YDS.
50
190
45
0
190
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
19
15
23
5
27
13
0
0
27
13
CALCULATED SFA
CHECKED DLR
STA 413+06.53, 29.76' LT
EX CB, GRATE ELEV 526.87'
ADJUST TO GRADE
GRATE ELEV 527.62
18" B SE 519.90
24" B NE 519.39
SEE I.R. 75 CROSS SECTIONS
EX ST LT
527.9
6:1
4:1
4:1
6:1
3:1
524.4
24" B
18" B
528.60
413+00.00
528.60
EX 42" SAN
SEE I.R. 75 CROSS SECTIONS
4:1
4:1
524.6
528.85
412+64.37
528.85
EX 42" SAN
540
530
520
510
500
120
100
80
60
40
20
0
20
40
60
80
100
NOT FOR CONSTRUCTION
REFERENCE ONLY
CROSS SECTIONS RAMP N
STA. 412+64.37 TO STA. 413+00.00
HAM-75-7.85
434
1045
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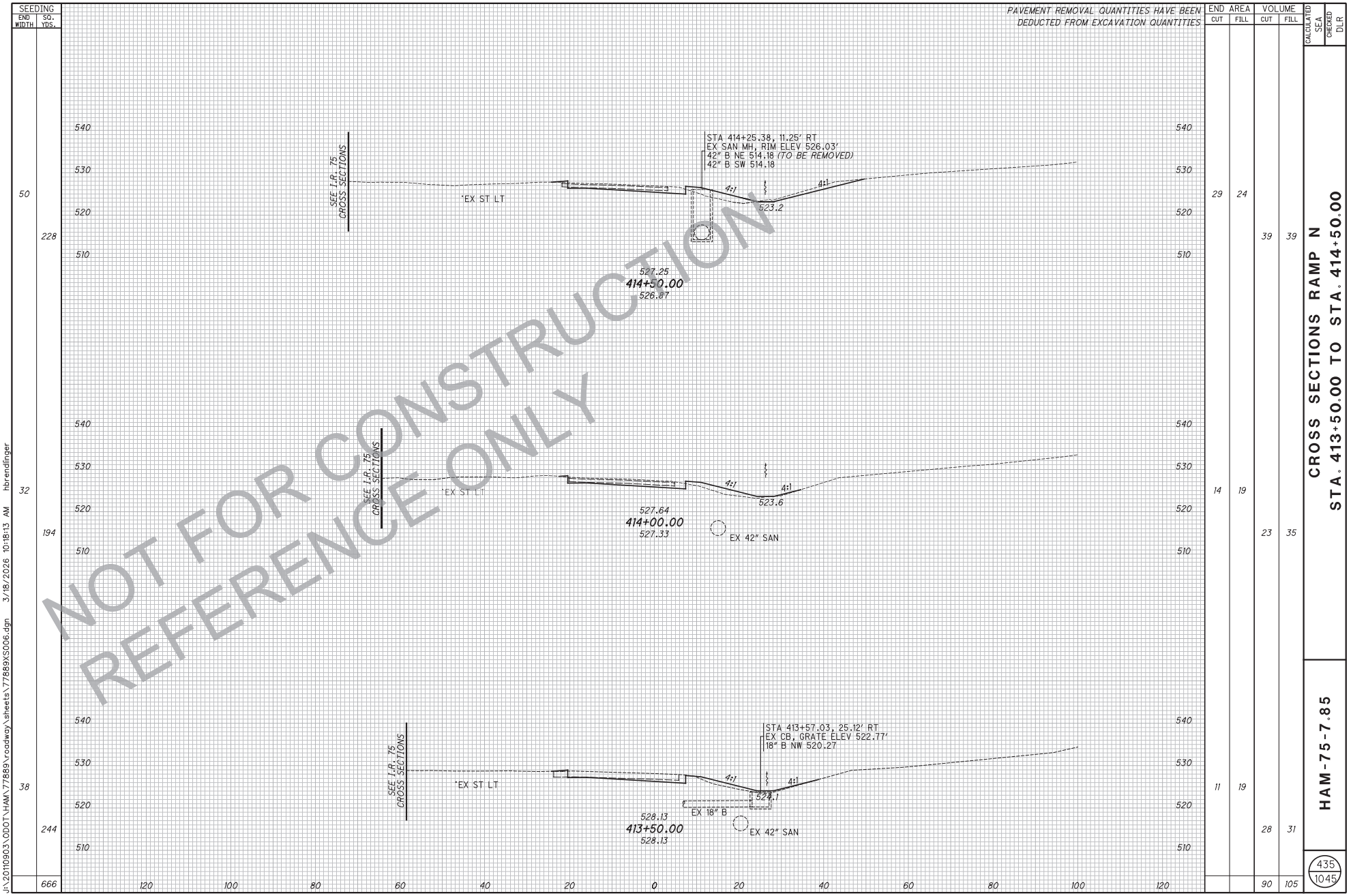
SEEDING
END WIDTH
SQ. YDS.
50
228
32
194
38
244
666
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
29
24
14
19
11
19
VOLUME
CUT
FILL
39
39
23
35
28
31
90
105
CALCULATED SFA
CHECKED DLR
CROSS SECTIONS RAMP N
STA. 413+50.00 TO STA. 414+50.00
HAM-75-7.85
435
1045
SEE I.R. 75 CROSS SECTIONS
STA 414+25.38, 11.25' RT
EX SAN MH, RIM ELEV 526.03'
42" B NE 514.18 (TO BE REMOVED)
42" B SW 514.18
*EX ST LT
4:1
523.2
527.25
414+50.00
526.87
527.64
414+00.00
527.33
EX 42" SAN
523.6
STA 413+57.03, 25.12' RT
EX CB, GRATE ELEV 522.77'
18" B NW 520.27
523.7
EX 18" B
528.13
413+50.00
528.13
540
530
520
510
120
100
80
60
40
20
0
NOT FOR CONSTRUCTION
REFERENCE ONLY
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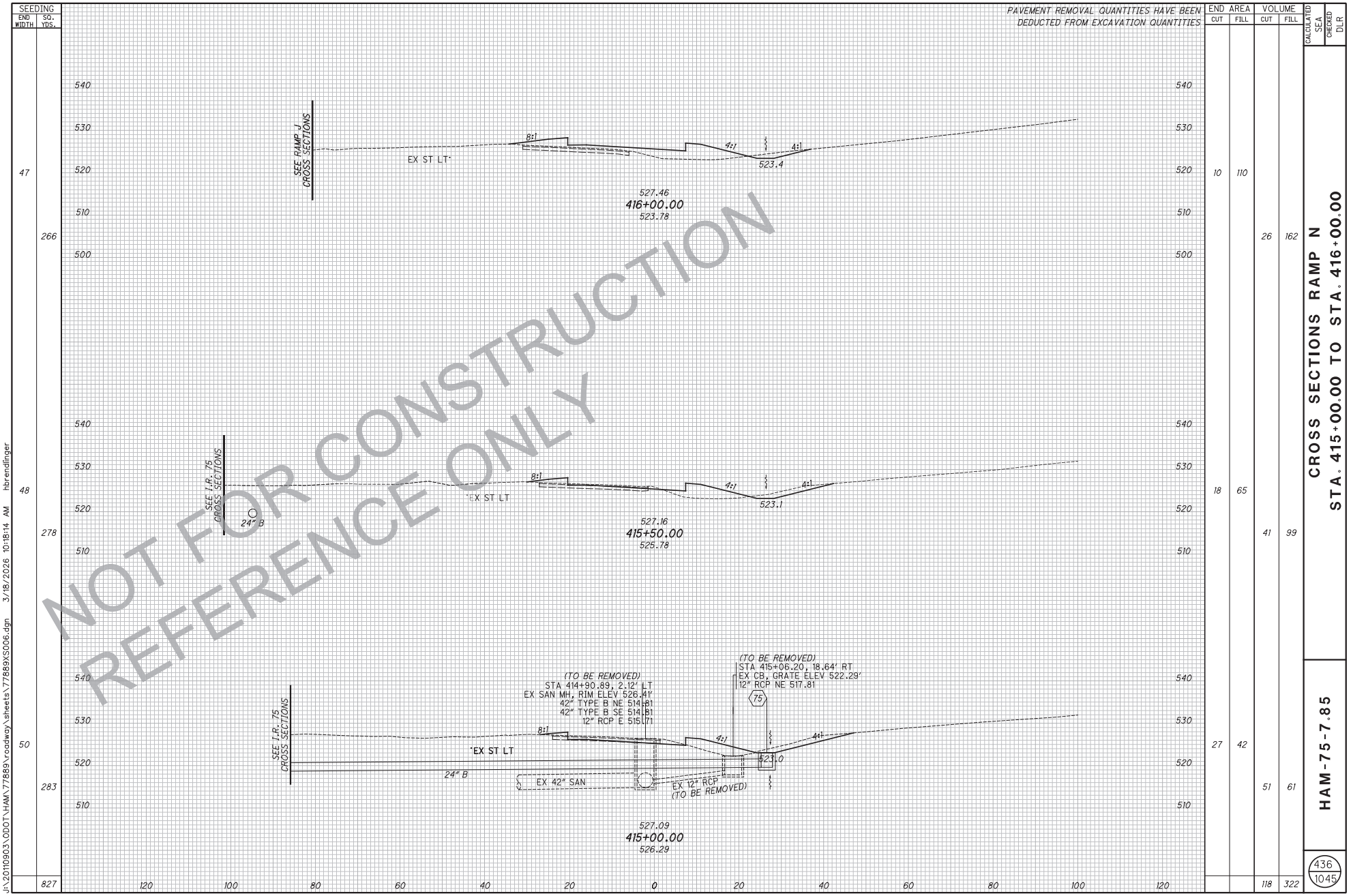
SEEDING
END WIDTH
SQ. YDS.
47
266
48
278
50
283
827
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
10
110
26
162
18
65
41
99
27
42
51
61
118
322
CALCULATED SFA
CHECKED DLR
CROSS SECTIONS RAMP N
STA. 415+00.00 TO STA. 416+00.00
HAM-75-7.85
436
1045
SEE RAMP J CROSS SECTIONS
EX ST LT
8:1
4:1
4:1
523.4
527.46
416+00.00
523.78
SEE I.R. 75 CROSS SECTIONS
24" B
EX ST LT
8:1
4:1
4:1
523.1
527.16
415+50.00
525.78
(TO BE REMOVED)
STA 414+90.89, 2.12' LT
EX SAN MH, RIM ELEV 526.41'
42" TYPE B NE 514.81
42" TYPE B SE 514.81
12" RCP E 515.71
(TO BE REMOVED)
STA 415+06.20, 18.64' RT
EX CB, GRATE ELEV 522.29'
12" RCP NE 517.81
75
SEE I.R. 75 CROSS SECTIONS
EX ST LT
8:1
4:1
4:1
523.0
24" B
EX 42" SAN
EX 12" RCP (TO BE REMOVED)
527.09
415+00.00
526.29
540
530
520
510
500
120
100
80
60
40
20
0
NOT FOR CONSTRUCTION
REFERENCE ONLY
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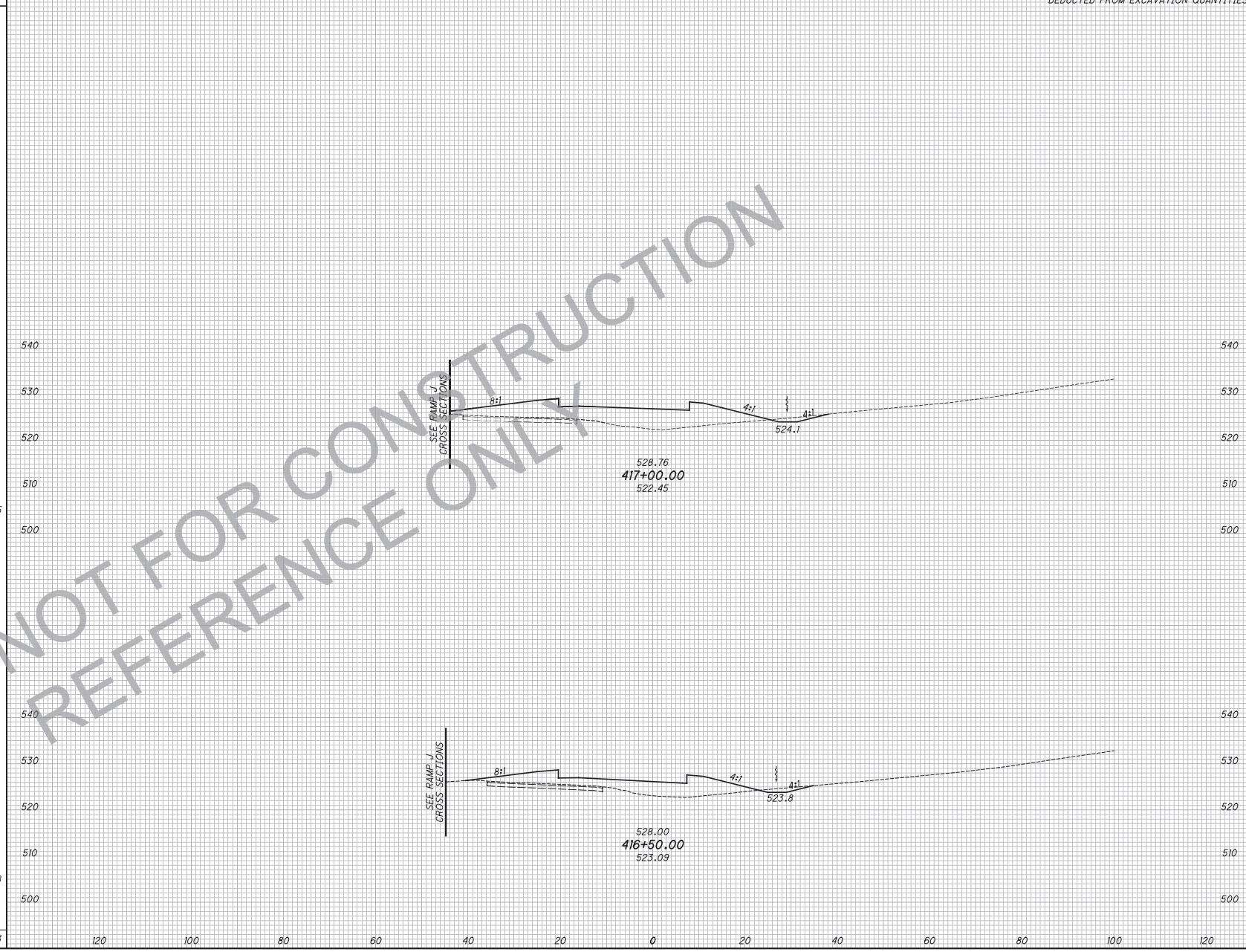
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
57		7	241		
	305			13	374
51		7	164		
	278			16	254
	583			29	628

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

CROSS SECTIONS RAMP N
STA. 416+50.00 TO STA. 417+00.00

HAM-75-7.85

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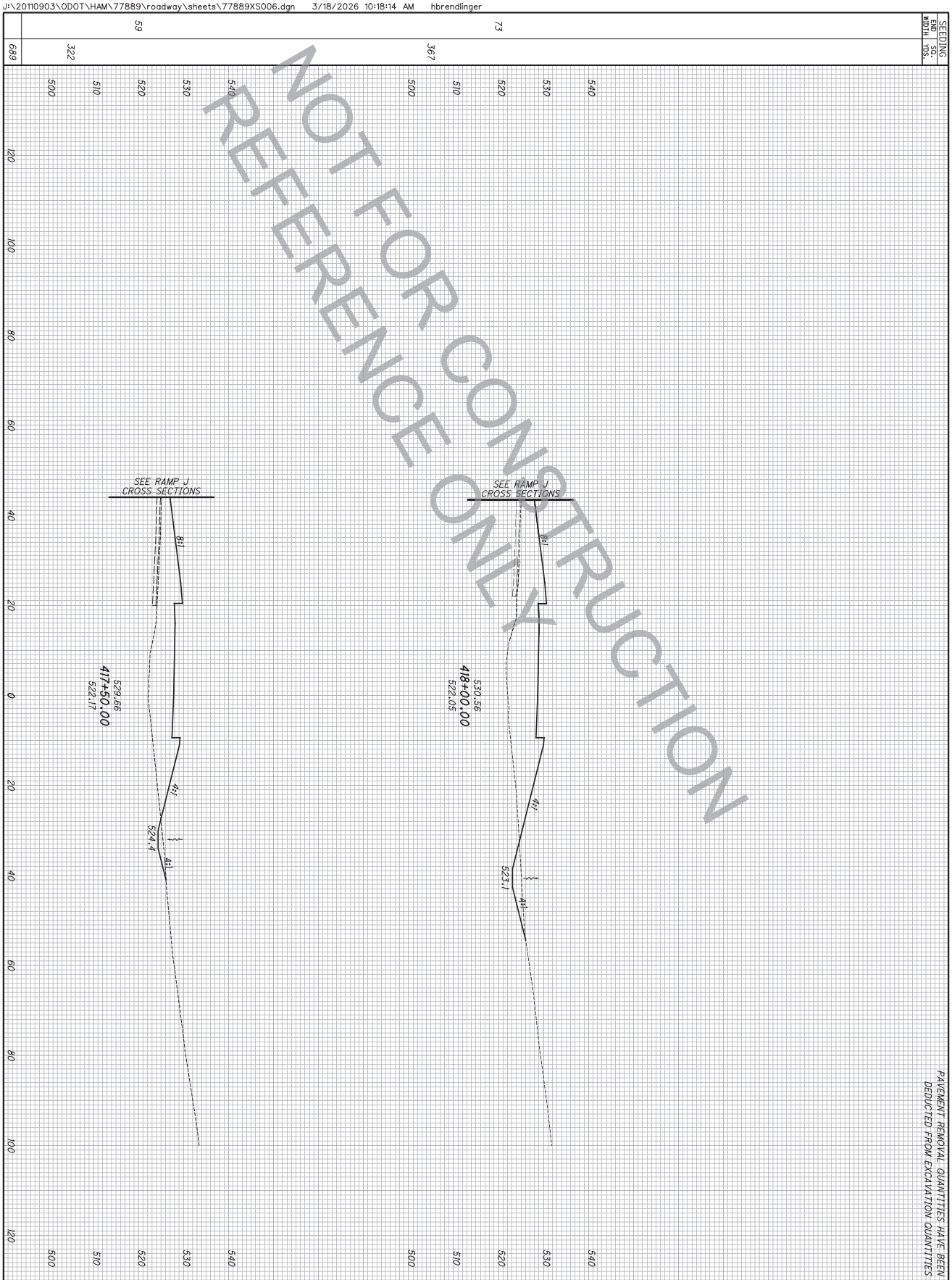
REFERENCE ONLY



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
689	322	10	320	49	519
73	367	25	406	33	672
59				16	
					1191

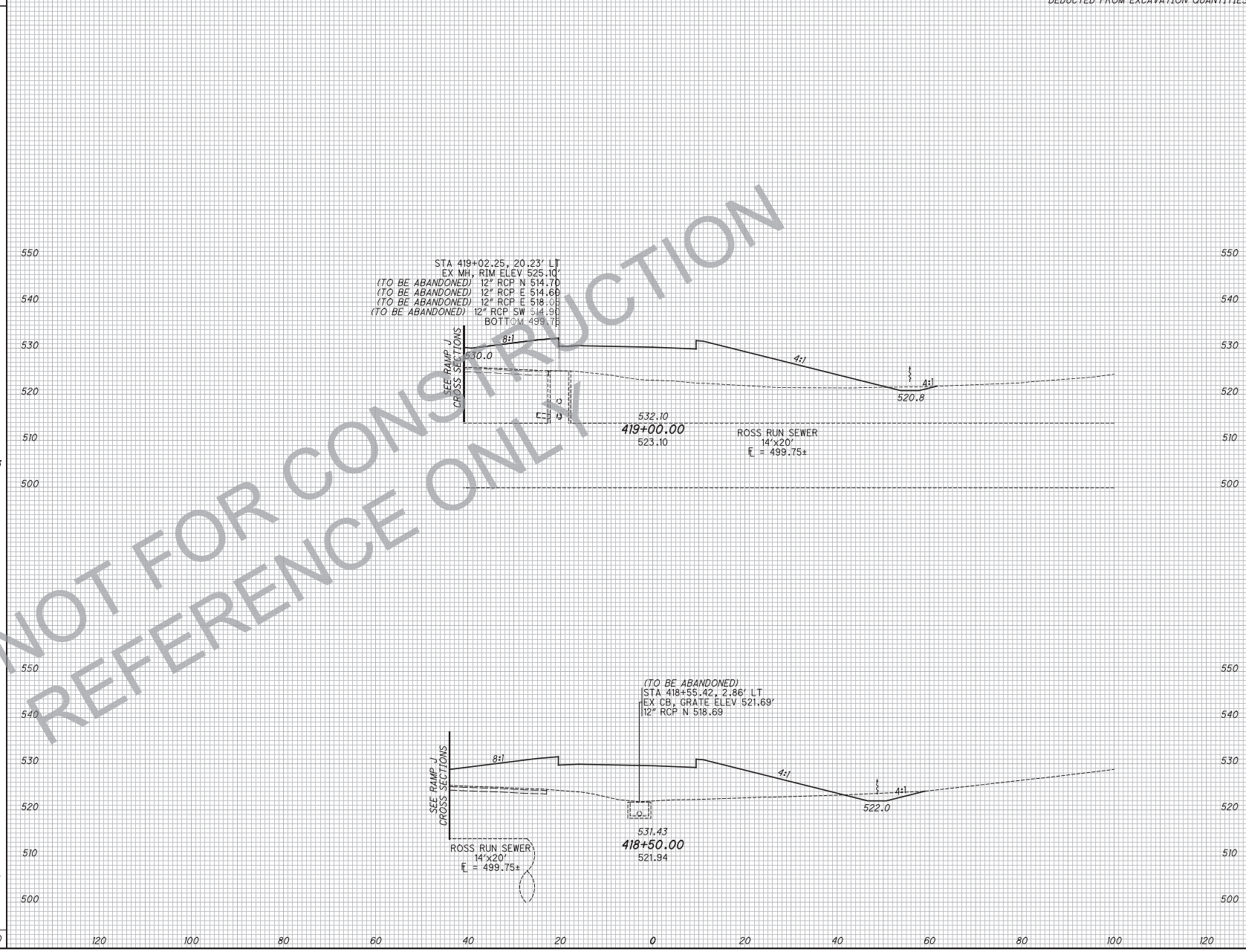
438
1045

HAM-75-7.85

CROSS SECTIONS RAMP N
STA. 417+50.00 TO STA. 418+00.00

CALCULATED SEA
CHECKED DLR

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
77		6	537		
	433			22	961
77		17	500		
	417			40	839
	850			62	1800

CALCULATED SEA
CHECKED DLR

CROSS SECTIONS RAMP N
STA. 418+50.00 TO STA. 419+00.00

HAM-75-7.85

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS006.dgn 3/18/2026 10:18:14 AM hbrendlinger

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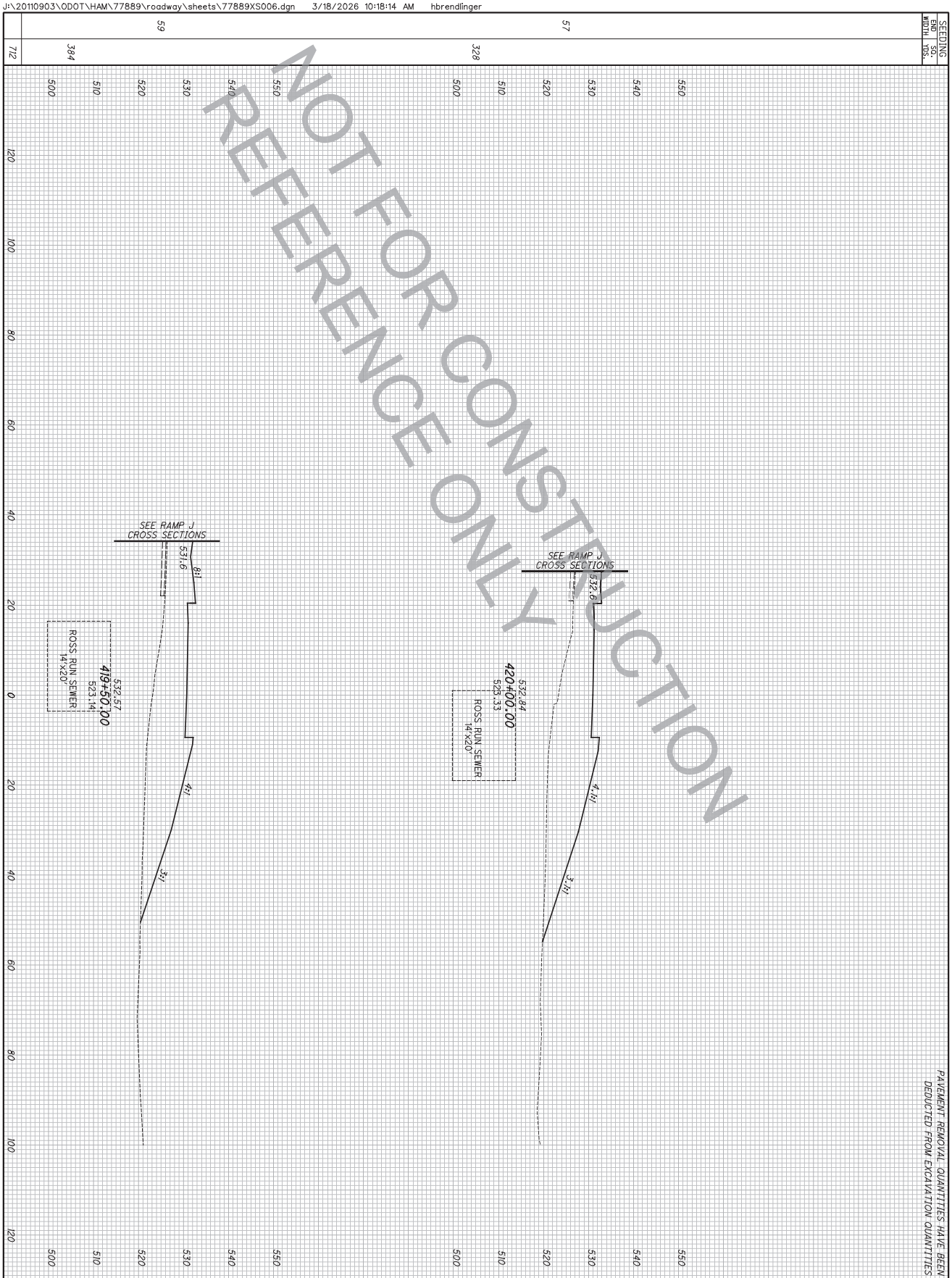


PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

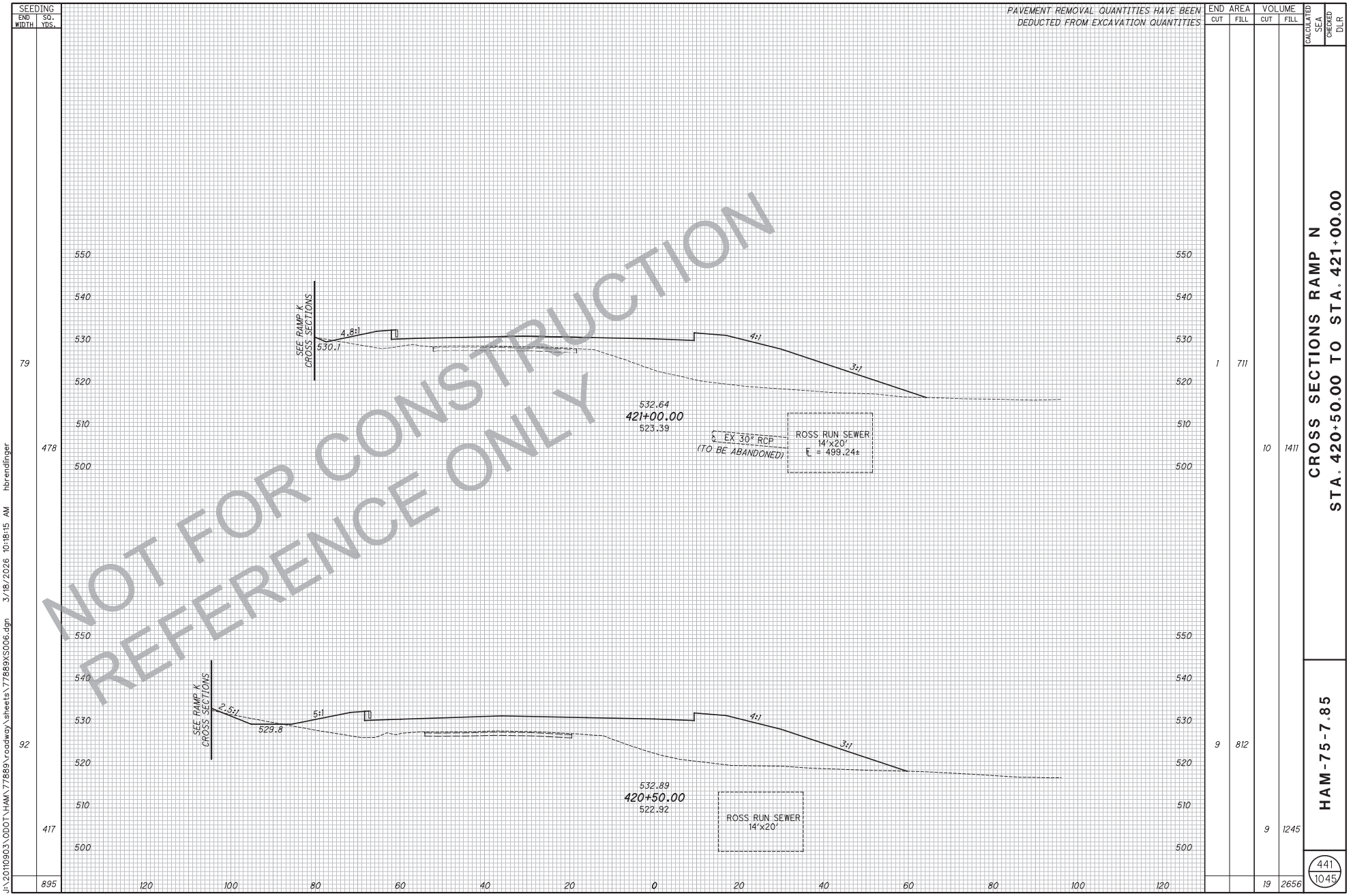
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
712	384	0	534	5	992
59					
	328	0	532	0	987
57					
				5	1979

440
1045

HAM-75-7.85

CROSS SECTIONS RAMP N
STA. 419+50.00 TO STA. 420+00.00

CALCULATED SEA
CHECKED DLR


SEEDING
END WIDTH
SQ. YDS.
79
478
92
417
895
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
1
711
10
1411
9
812
9
1245
19
2656
CALCULATED SFA
CHECKED DLR
CROSS SECTIONS RAMP N
STA. 420+50.00 TO STA. 421+00.00
HAM-75-7.85
441
1045
SEE RAMP K CROSS SECTIONS
4.8:1
530.1
4:1
3:1
532.64
421+00.00
523.39
℄ EX 30" RCP
(TO BE ABANDONED)
ROSS RUN SEWER
14'x20'
℄ = 499.24±
SEE RAMP K CROSS SECTIONS
2.5:1
529.8
5:1
4:1
3:1
532.89
420+50.00
522.92
ROSS RUN SEWER
14'x20'
550
540
530
520
510
500
120
100
80
60
40
20
0
20
40
60
80
100
120
NOT FOR CONSTRUCTION
REFERENCE ONLY
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS006.dgn 3/18/2026 10:18:15 AM hbrendlinger

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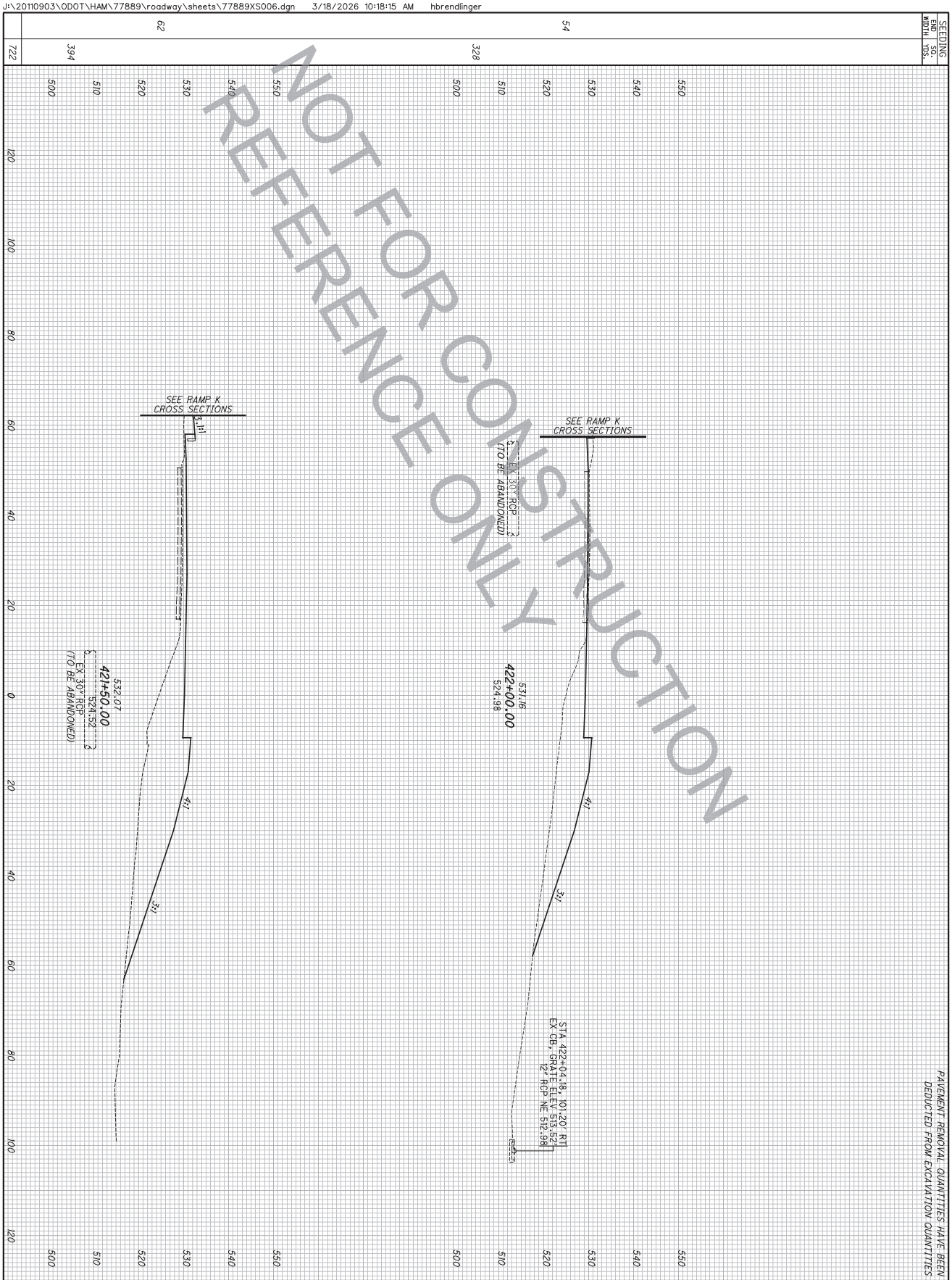

| | | |

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SEE RAMP K CROSS SECTIONS

422+50.00
530.02
526.61

SEE RAMP K CROSS SECTIONS

423+00.00
528.12
527.17

4:1

3:1

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

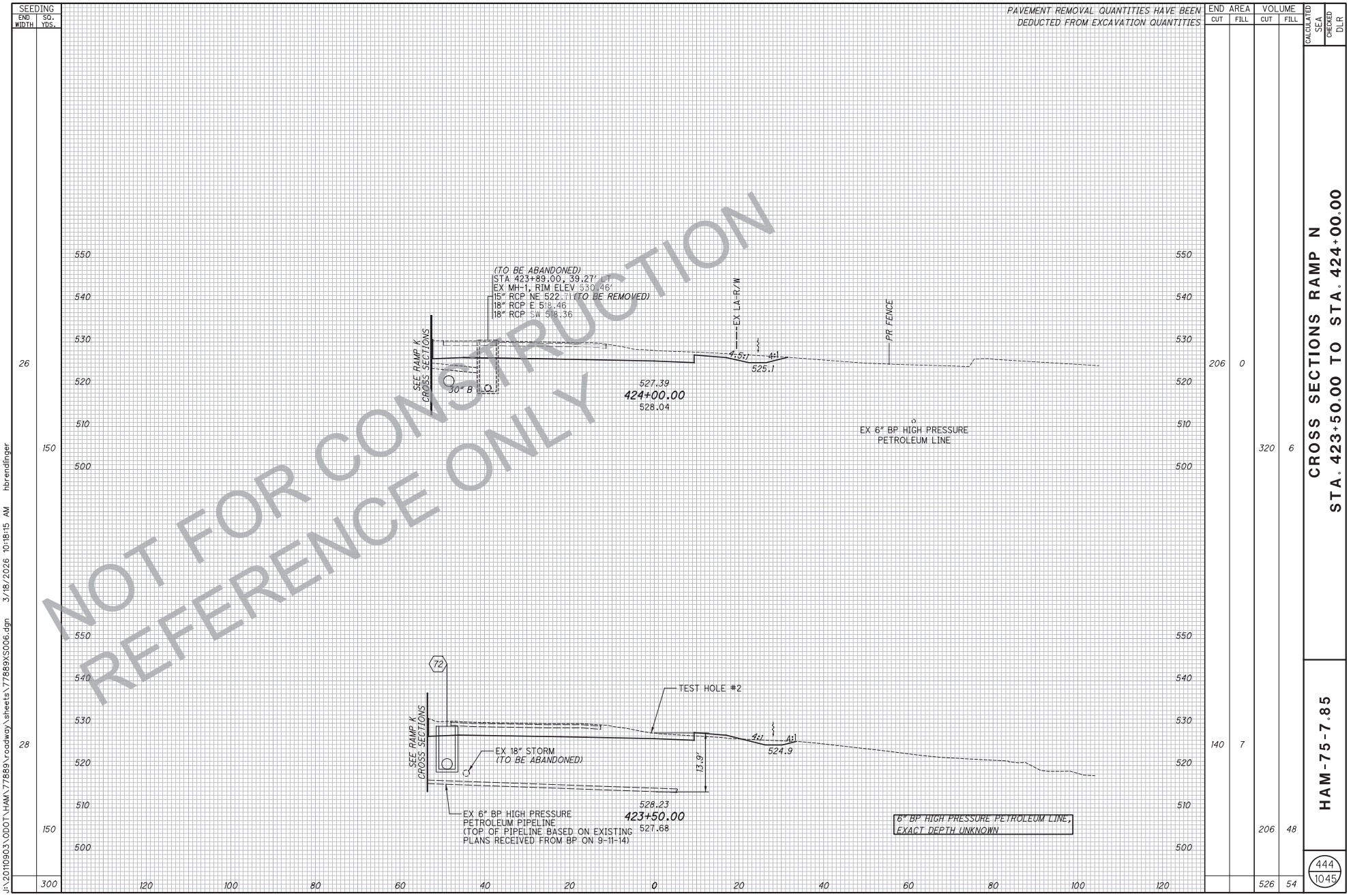
SEEDING		AREA		VOLUME	
END WIDTH	SQ. YDS.	END CUT	END FILL	CUT	FILL
411	244	34	167	26	
		35	115	83	46
				150	40
				110	398
				547	149

443
1045

HAM-75-7.85

CROSS SECTIONS RAMP N
STA. 422+50.00 TO STA. 423+00.00

CALCULATED SEA
CHECKED DLR



NOT FOR CONSTRUCTION
REFERENCE ONLY

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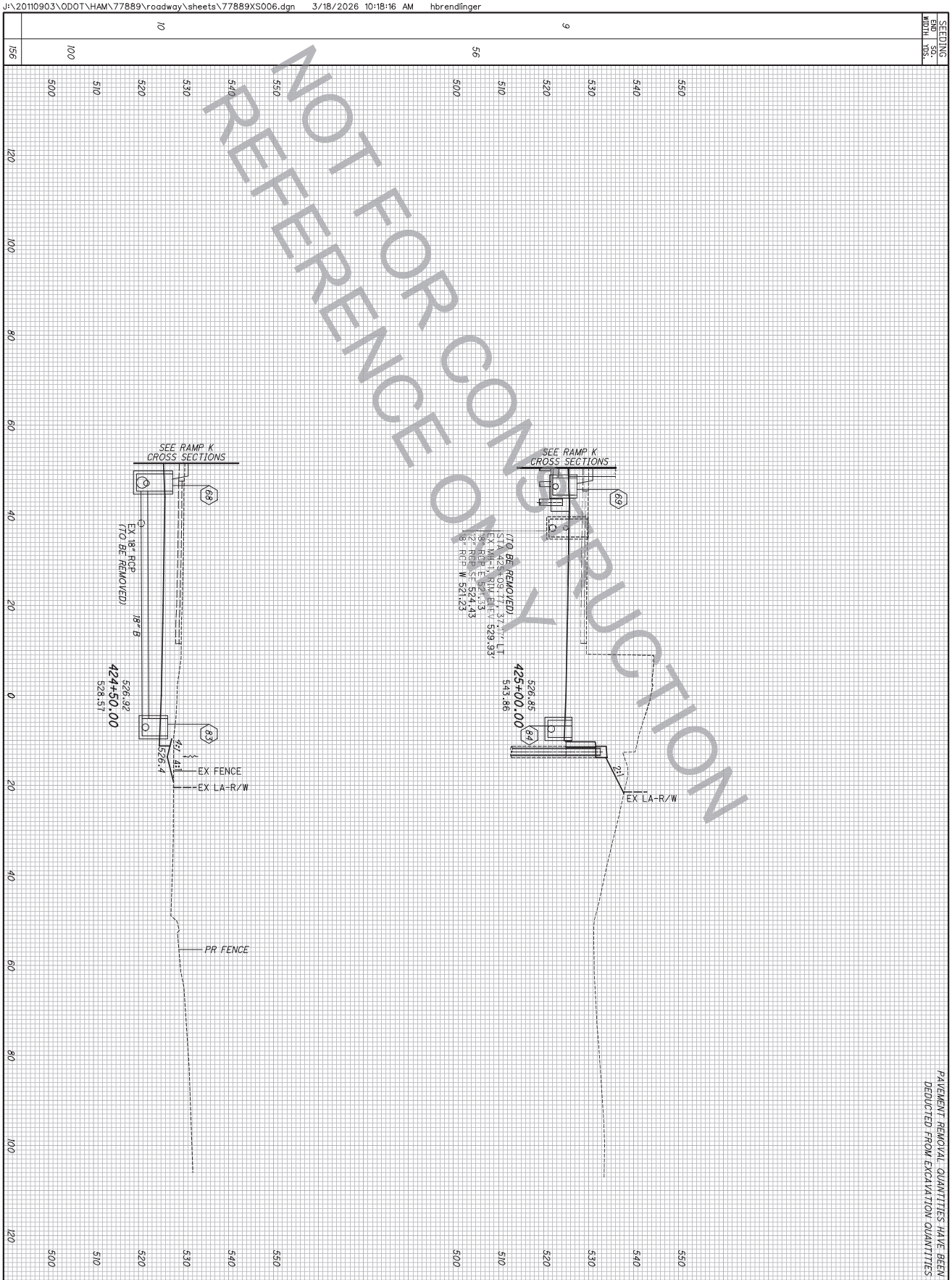
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS006.dgn 3/18/2026 10:18:16 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

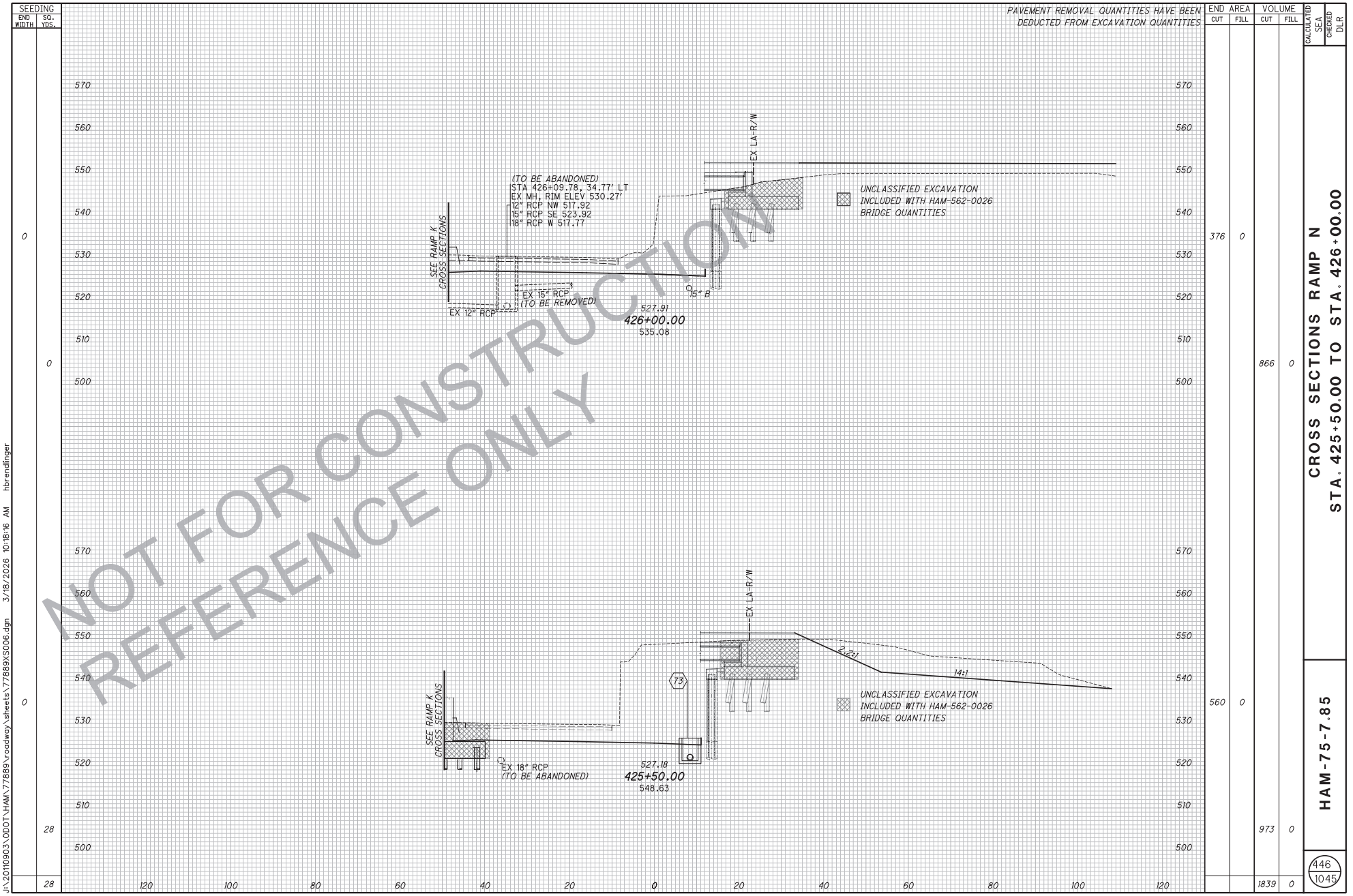
SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
156	100	212	0	1038	0
10	56	491	0	651	0
				387	0

445
1045

HAM-75-7.85

CROSS SECTIONS RAMP N
STA. 424+50.00 TO STA. 425+00.00

CALCULATED SEA
CHECKED DLR



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REFERENCE ONLY

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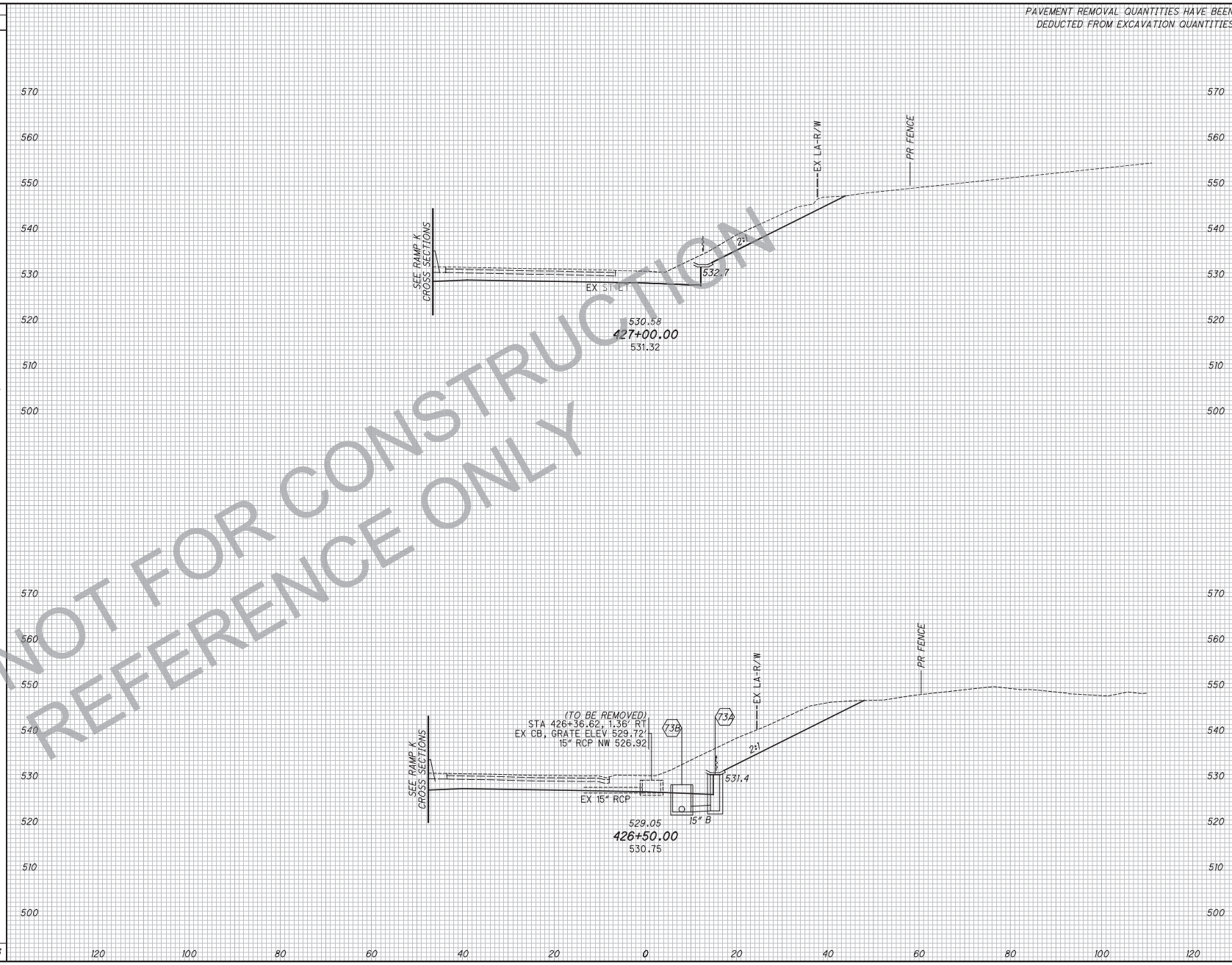
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
33		210	0		
	189			511	0
34		343	0		
	94			665	0
	283			1176	0

CALCULATED SEA
CHECKED DLR

CROSS SECTIONS RAMP N
STA. 426+50.00 TO STA. 427+00.00

HAM-75-7.85

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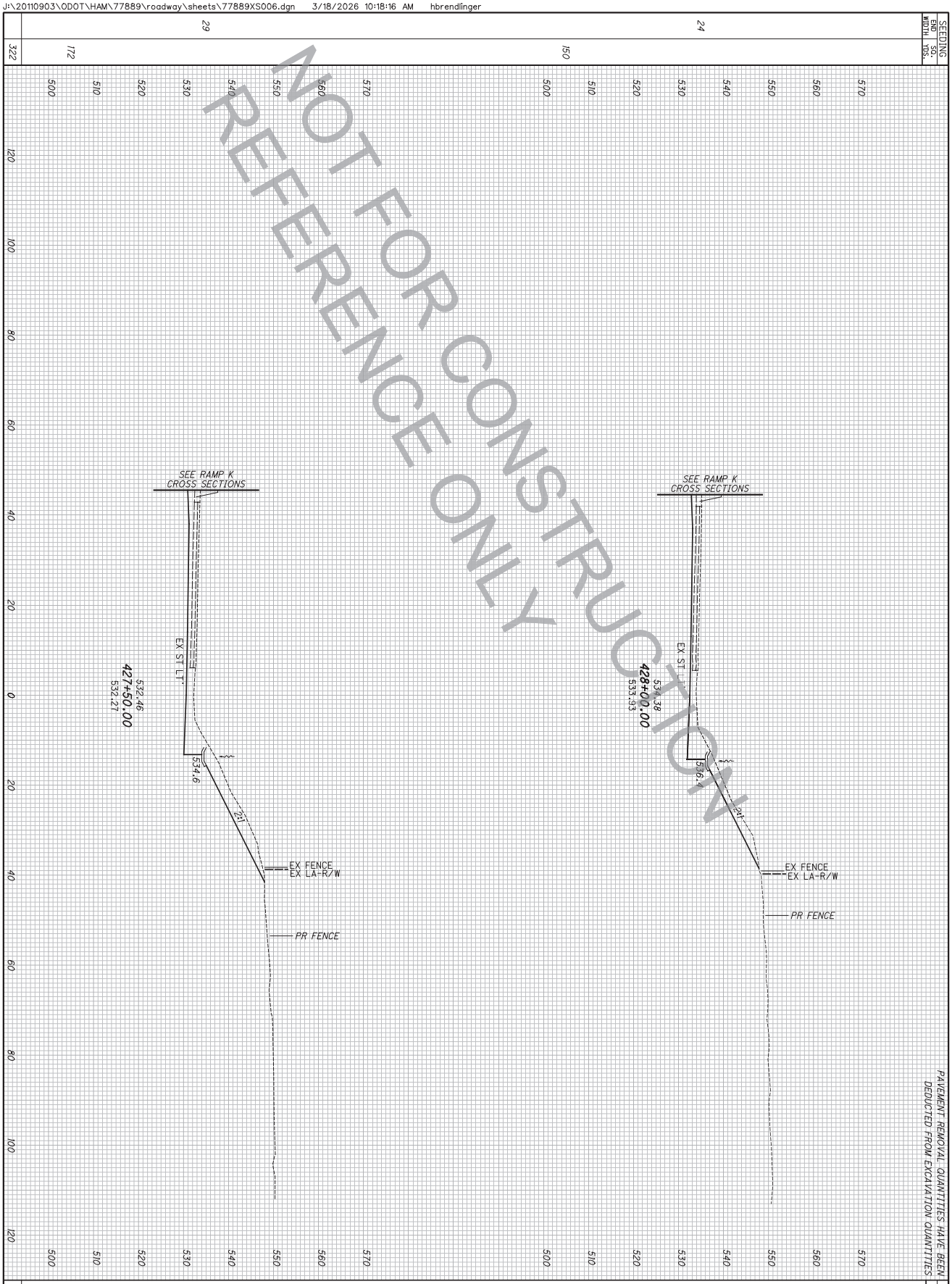
REFERENCE ONLY



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
29	172	CUT	162	602
24	150	FILL	0	0
		CUT	115	257
		FILL	0	0

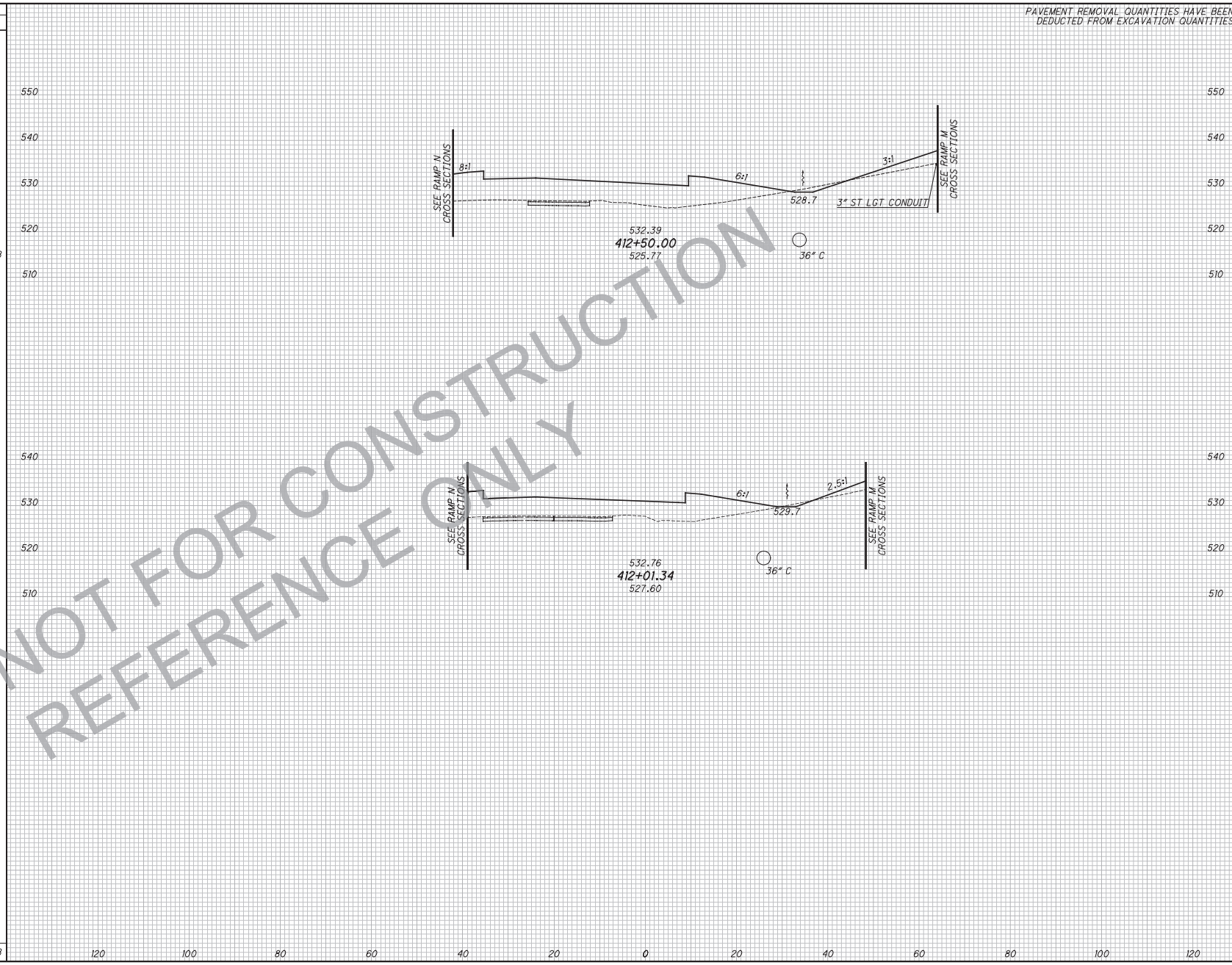
448
1045

HAM-75-7.85

CROSS SECTIONS RAMP N
STA. 427+50.00 TO STA. 428+00.00

CALCULATED SEA
CHECKED DLR

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
65		7	373		
	308			9	607
47		2	301		
	0			0	0
	308			9	607

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

CROSS SECTIONS RAMP J
STA. 412+01.34 TO STA. 412+50.00

HAM-75-7.85

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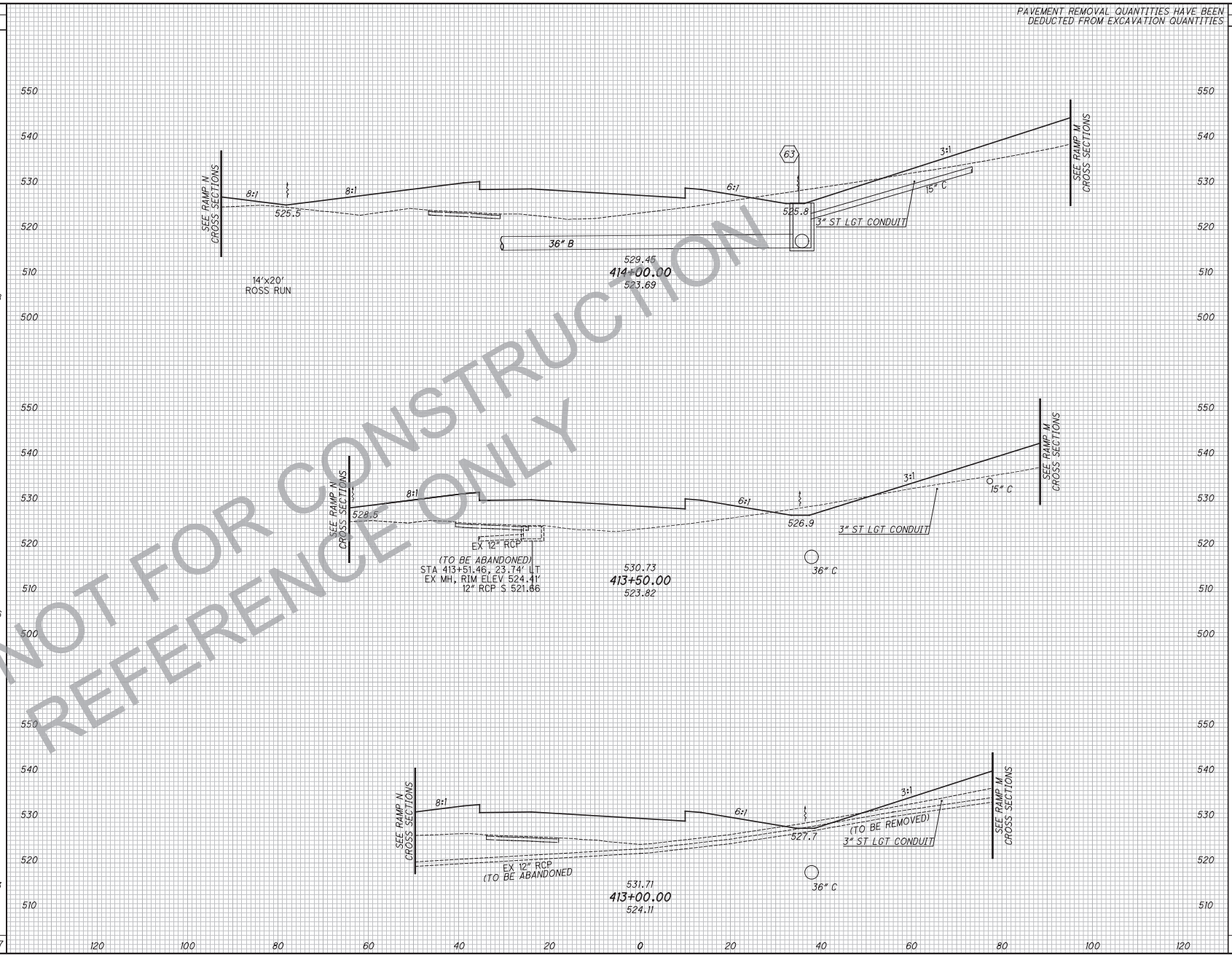
SEEDING END WIDTH	SEEDING SQ. YDS.
148	728
112	556
87	423
	1707

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
46	592	63	1062
22	555	33	949
14	470	19	780
		115	2791

CALCULATED SEA
CHECKED DLR

CROSS SECTIONS RAMPJ
STA. 413+00.00 TO STA. 414+00.00

HAM-75-7.85

450
1045

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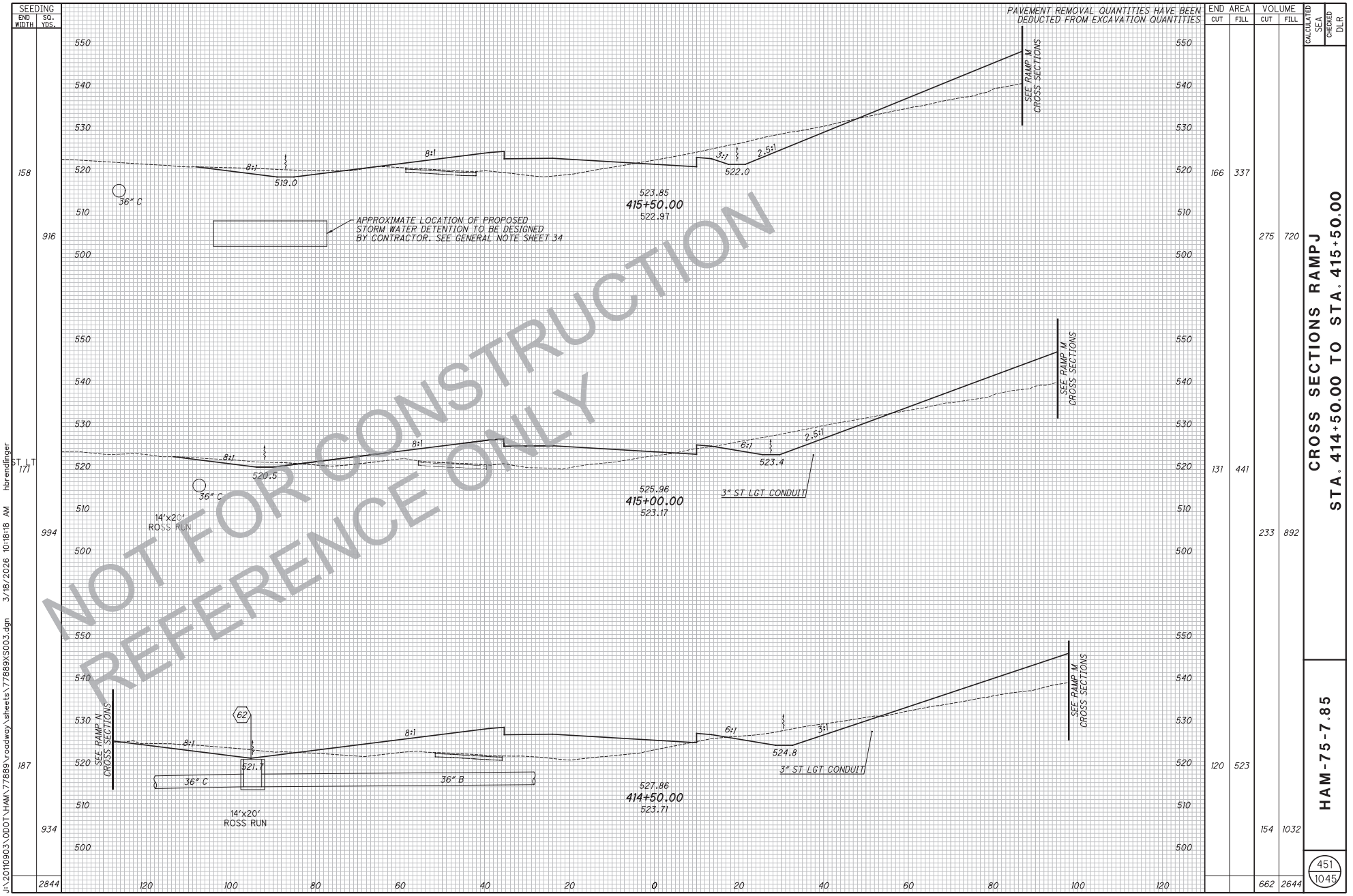

NOT FOR CONSTRUCTION
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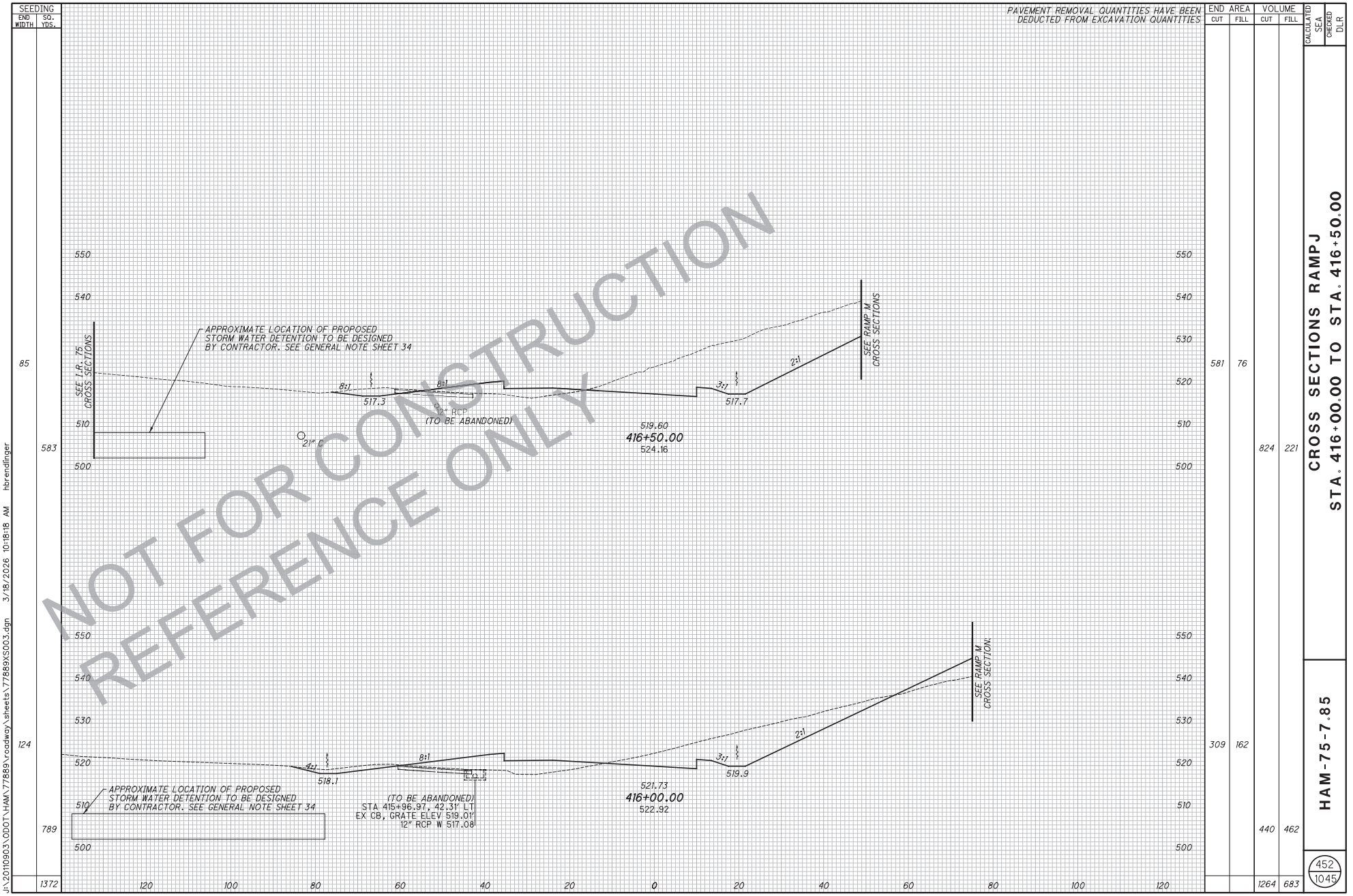

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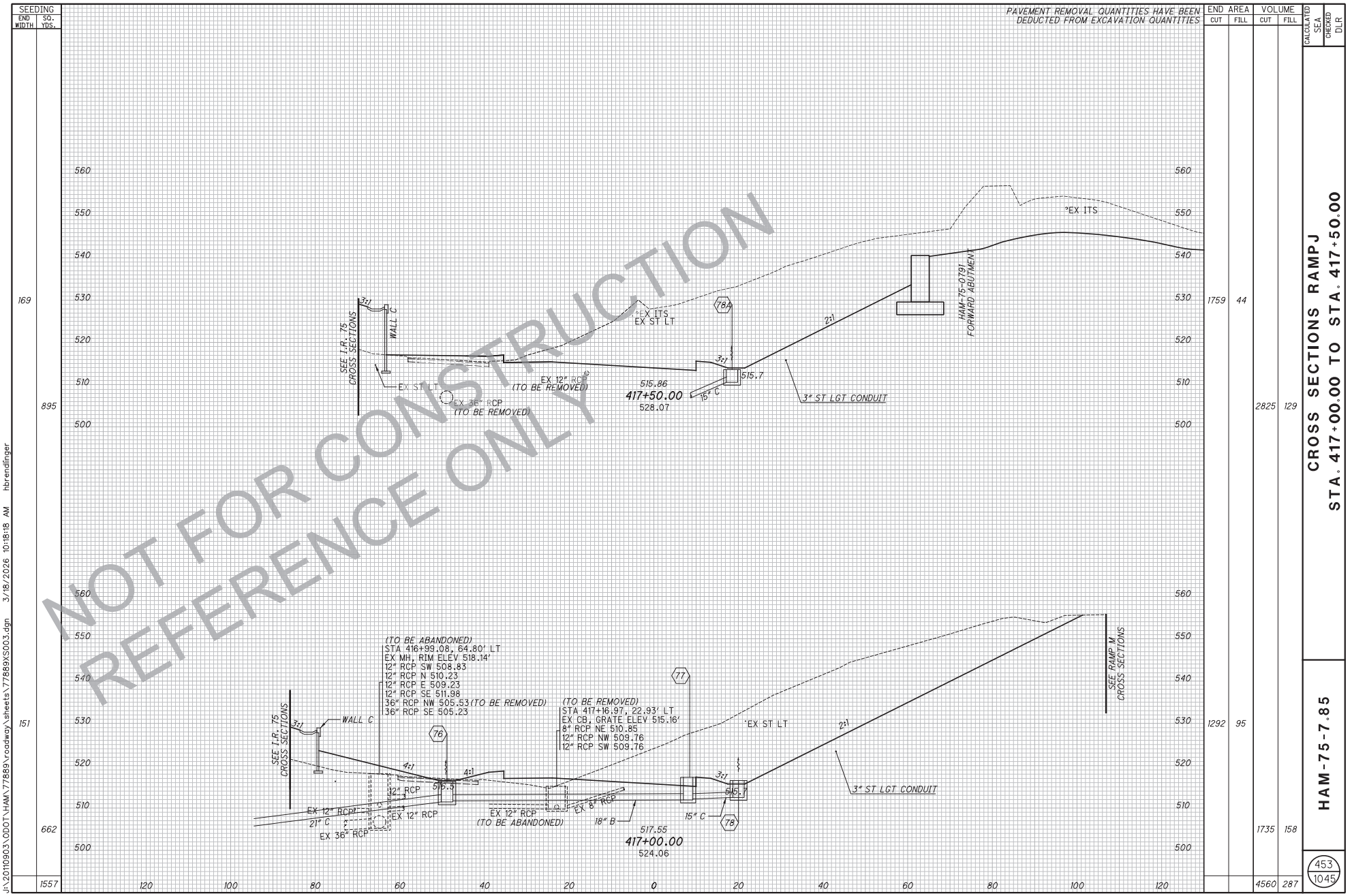
SEEDING
END WIDTH
SQ. YDS.
169
895
151
662
1557
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
1759
44
2825
129
1292
95
1735
158
4560
287
CALCULATED SFA
CHECKED DLR
CROSS SECTIONS RAMPJ
STA. 417+00.00 TO STA. 417+50.00
HAM-75-7.85
453
1045
560
550
540
530
520
510
500
120
100
80
60
40
20
0
20
40
60
80
100
120
SEE I.R. 75 CROSS SECTIONS
3:1
WALL C
EX ST LT
EX 36" RCP
(TO BE REMOVED)
EX 12" RCP
(TO BE REMOVED)
EX ITS
EX ST LT
78A
515.86
417+50.00
528.07
515.7
15" C
2:1
3:1
HAM-75-0191
FORWARD ABUTMENT
EX ITS
3" ST LGT CONDUIT
(TO BE ABANDONED)
STA 416+99.08, 64.80' LT
EX MH, RIM ELEV 518.14'
12" RCP SW 508.83
12" RCP N 510.23
12" RCP E 509.23
12" RCP SE 511.98
36" RCP NW 505.53 (TO BE REMOVED)
36" RCP SE 505.23
(TO BE REMOVED)
STA 417+16.97, 22.93' LT
EX CB, GRATE ELEV 515.16'
8" RCP NE 510.85
12" RCP NW 509.76
12" RCP SW 509.76
76
77
78
WALL C
4:1
12" RCP
EX 12" RCP
21" C
EX 36" RCP
EX 12" RCP
(TO BE ABANDONED)
EX 8" RCP
18" B
516.5
517.55
417+00.00
524.06
EX ST LT
SEE RAMP M CROSS SECTIONS
3" ST LGT CONDUIT
NOT FOR CONSTRUCTION
REFERENCE ONLY
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:18 AM hbrendlinger

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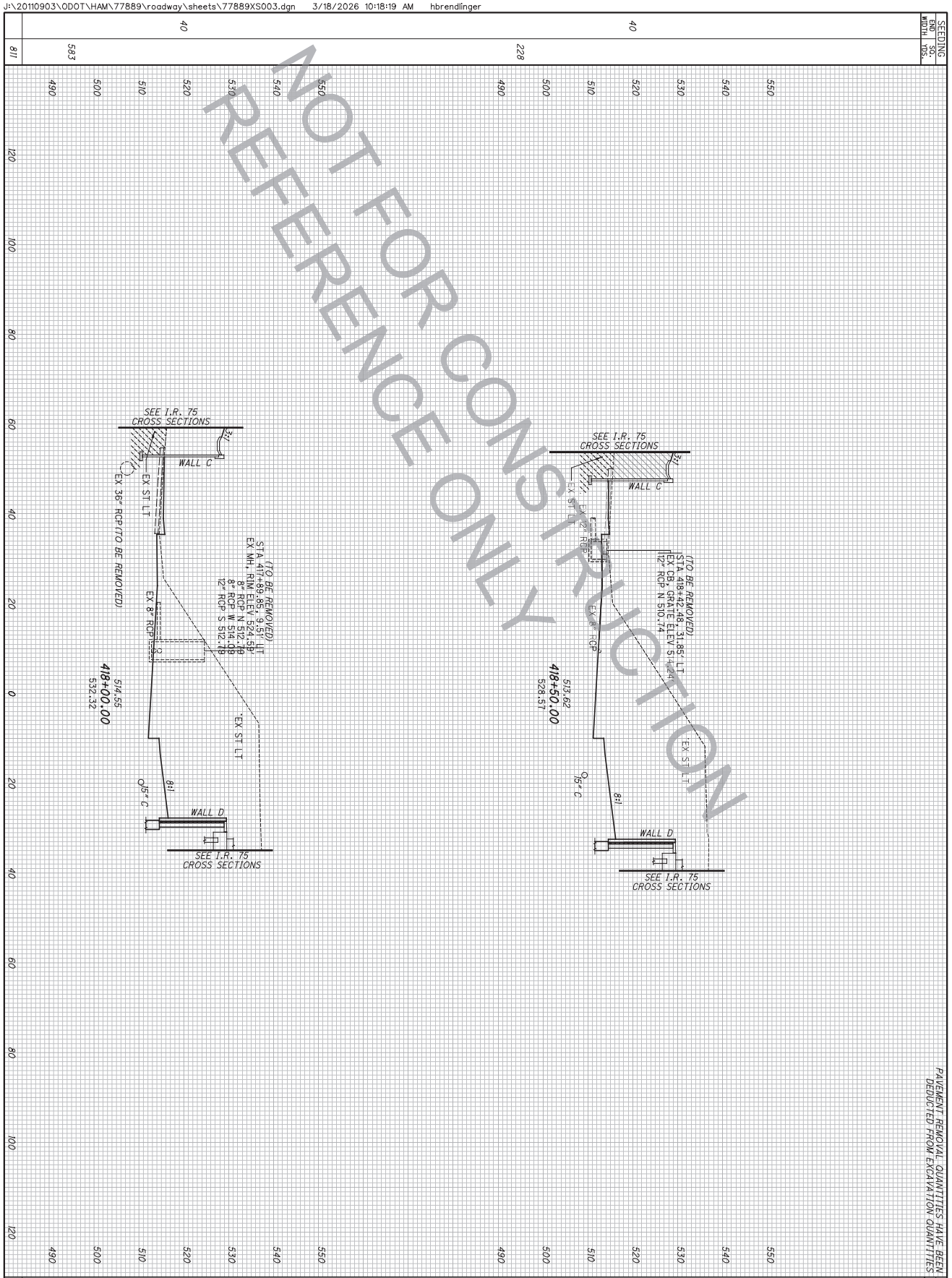


NOT FOR CONSTRUCTION
REFERENCE ONLY

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END WIDTH	SQ. YDS.
	40	583
	40	228

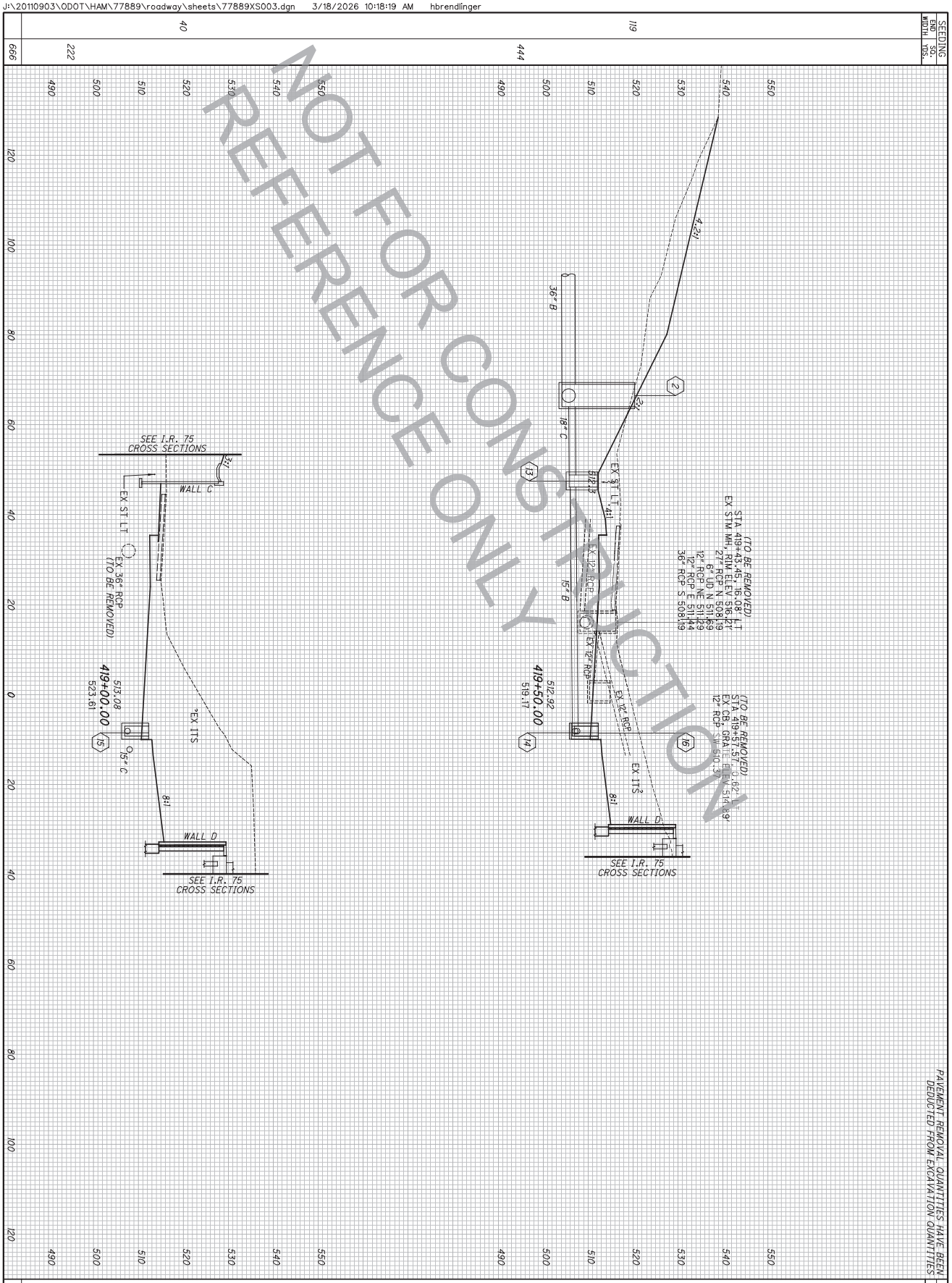
END AREA	CUT	FILL
	857	26
	911	0

VOLUME	CUT	FILL
	4061	89
	2423	65
	1638	24

454 / 1045	HAM-75-7.85	CROSS SECTIONS RAMPJ STA. 418+00.00 TO STA. 418+50.00

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:19 AM hbrendlinger

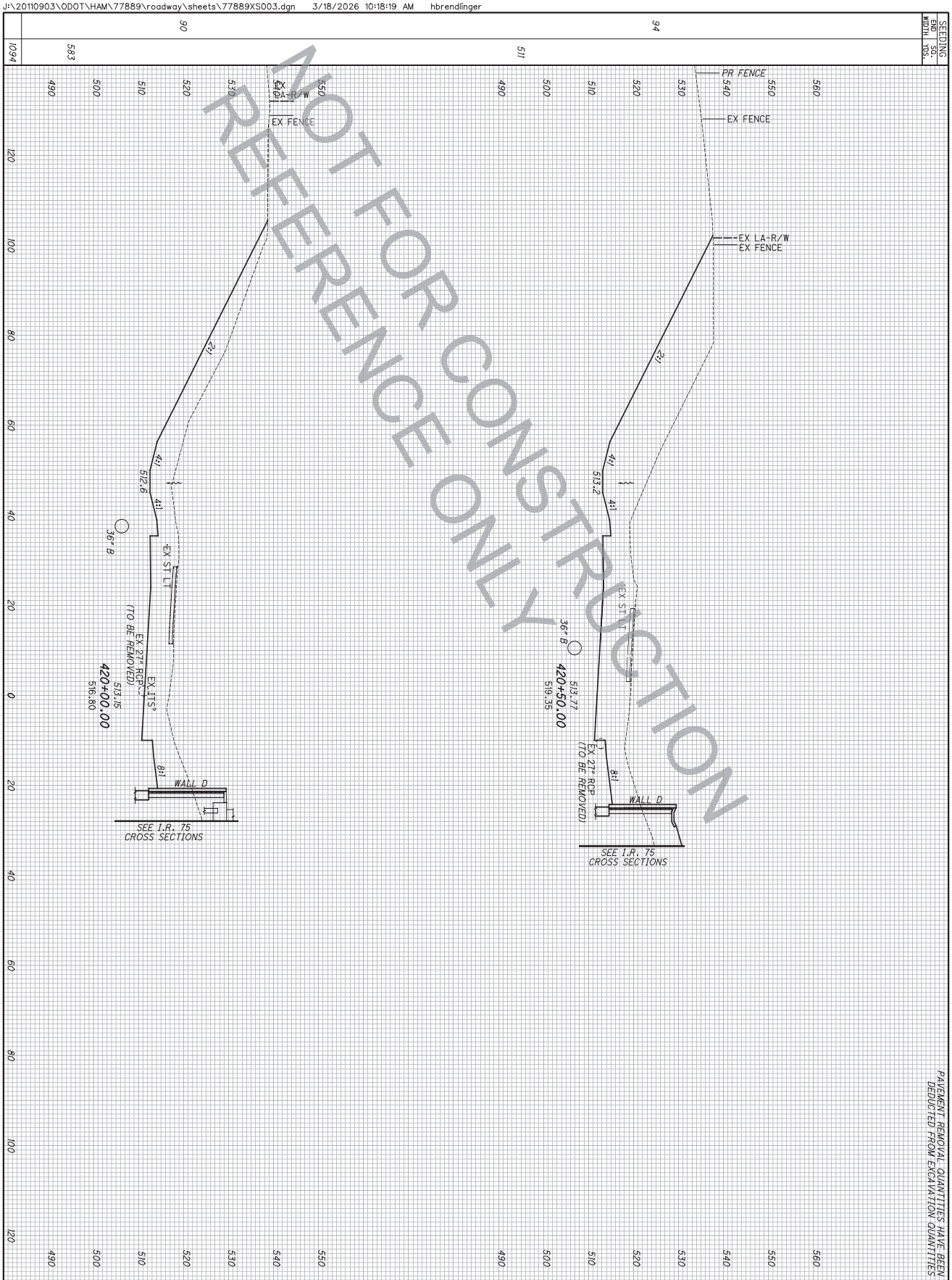


SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
666	222	793	0	2810	194
40	119	528	210	1578	0
	444			1232	194

455 / 1045	HAM-75-7.85	CROSS SECTIONS RAMPJ STA. 419+00.00 TO STA. 419+50.00

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:19 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING		
	END WIDTH	SQ. YDS.
	90	583
	94	511

END AREA		
	CUT	FILL
	609	964
	20	43

VOLUME		
	CUT	FILL
	2510	1457
	1053	58
	271	213

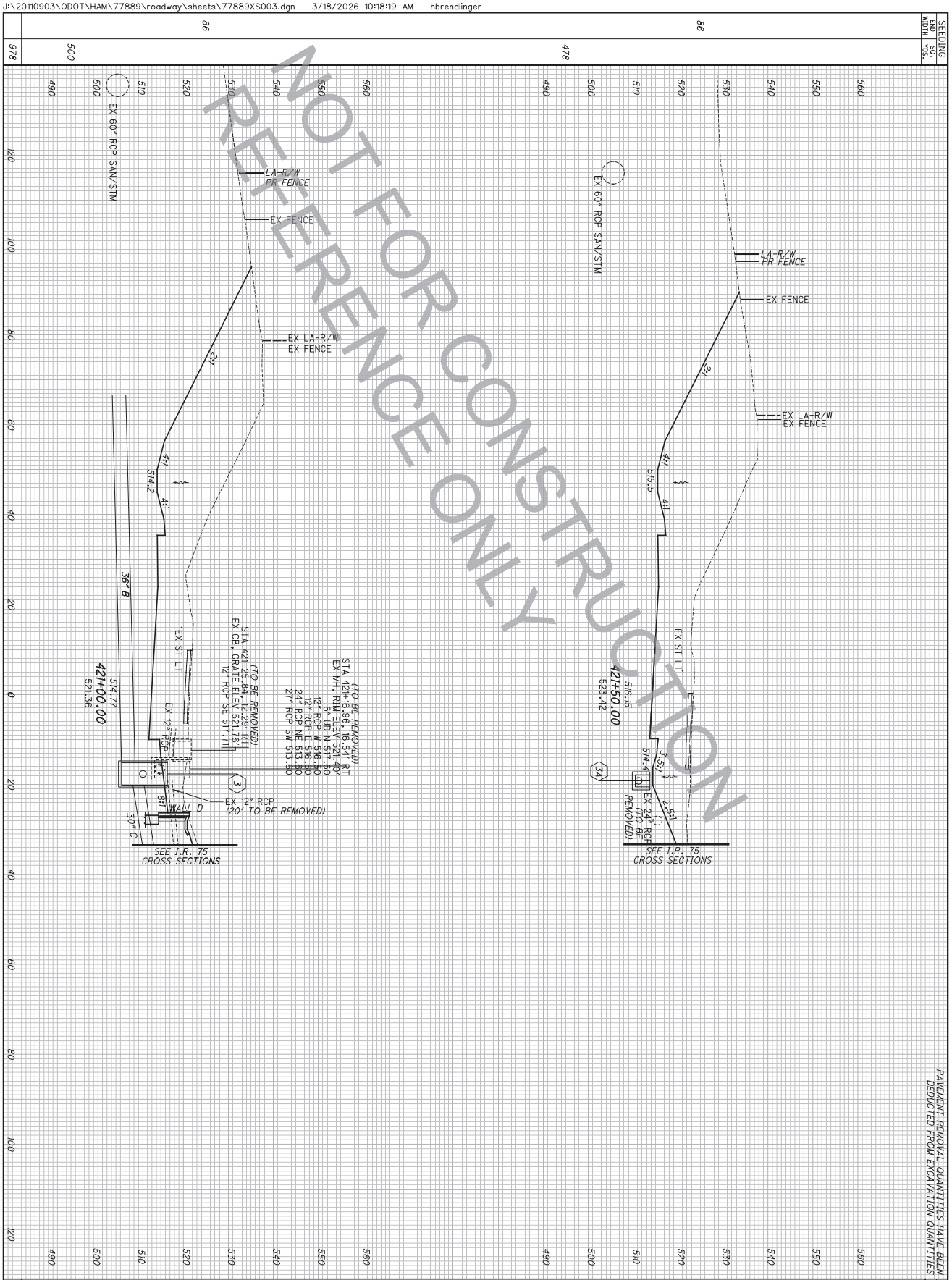
456
1045

HAM-75-7.85

CROSS SECTIONS RAMPJ
STA. 420+00.00 TO STA. 420+50.00

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:19 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
		CUT	1160	1297
		FILL	0	0
		CUT	1967	2275
		FILL	40	0

457
1045

HAM-75-7.85

CROSS SECTIONS RAMPJ
STA. 421+00.00 TO STA. 421+50.00

CALCULATED SEA
CHECKED DLR

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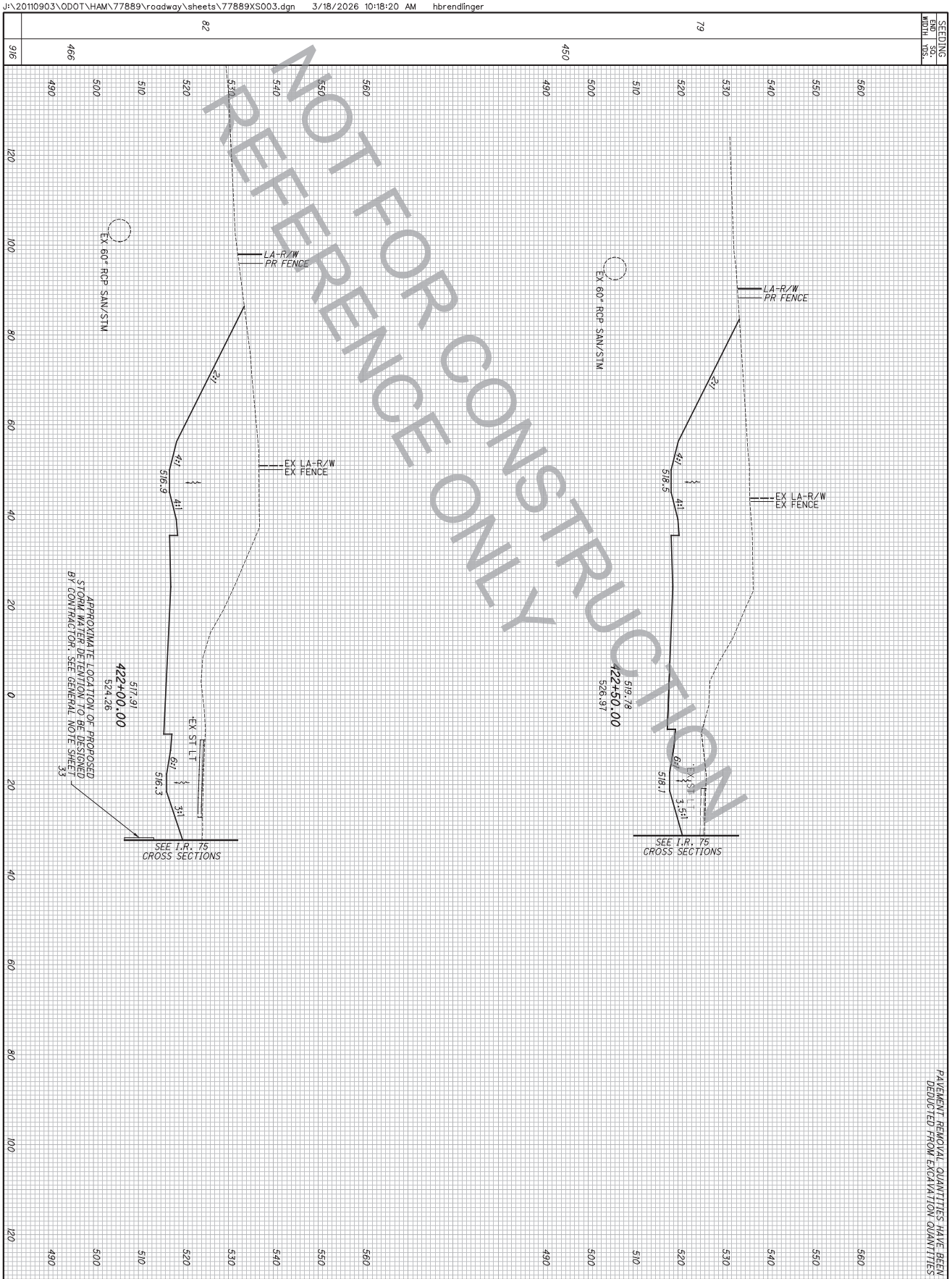

458
1045

HAM-75-7.85

CROSS SECTIONS RAMPJ
STA. 422+00.00 TO STA. 422+50.00

CALCULATED SEA
CHECKED DLR

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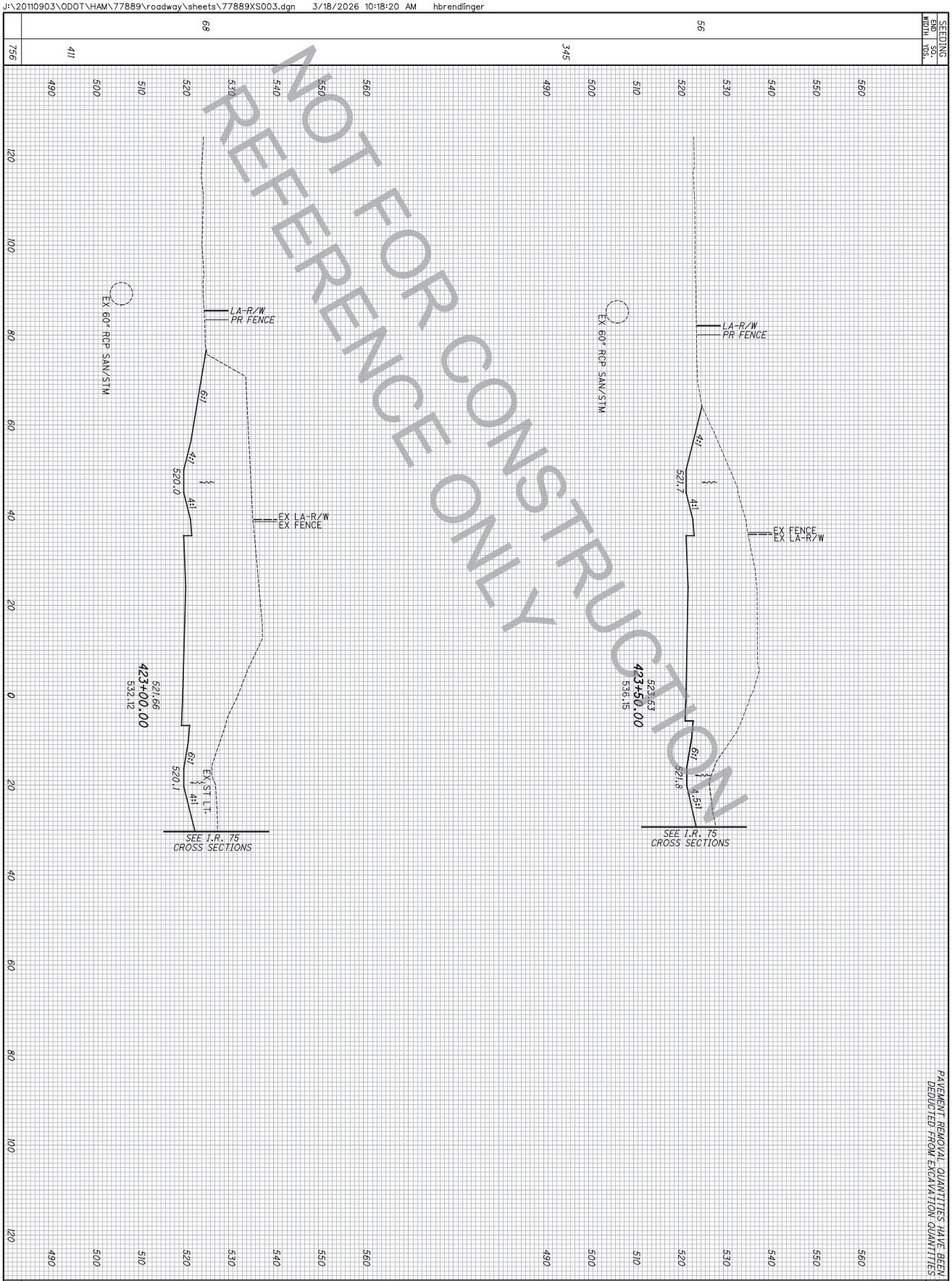

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
		1276	0	2385	0
		1006	0	2113	0
				4498	0

459
1045

HAM-75-7.85

CROSS SECTIONS RAMPJ
STA. 423+00.00 TO STA. 423+50.00

CALCULATED SEA
CHECKED DLR

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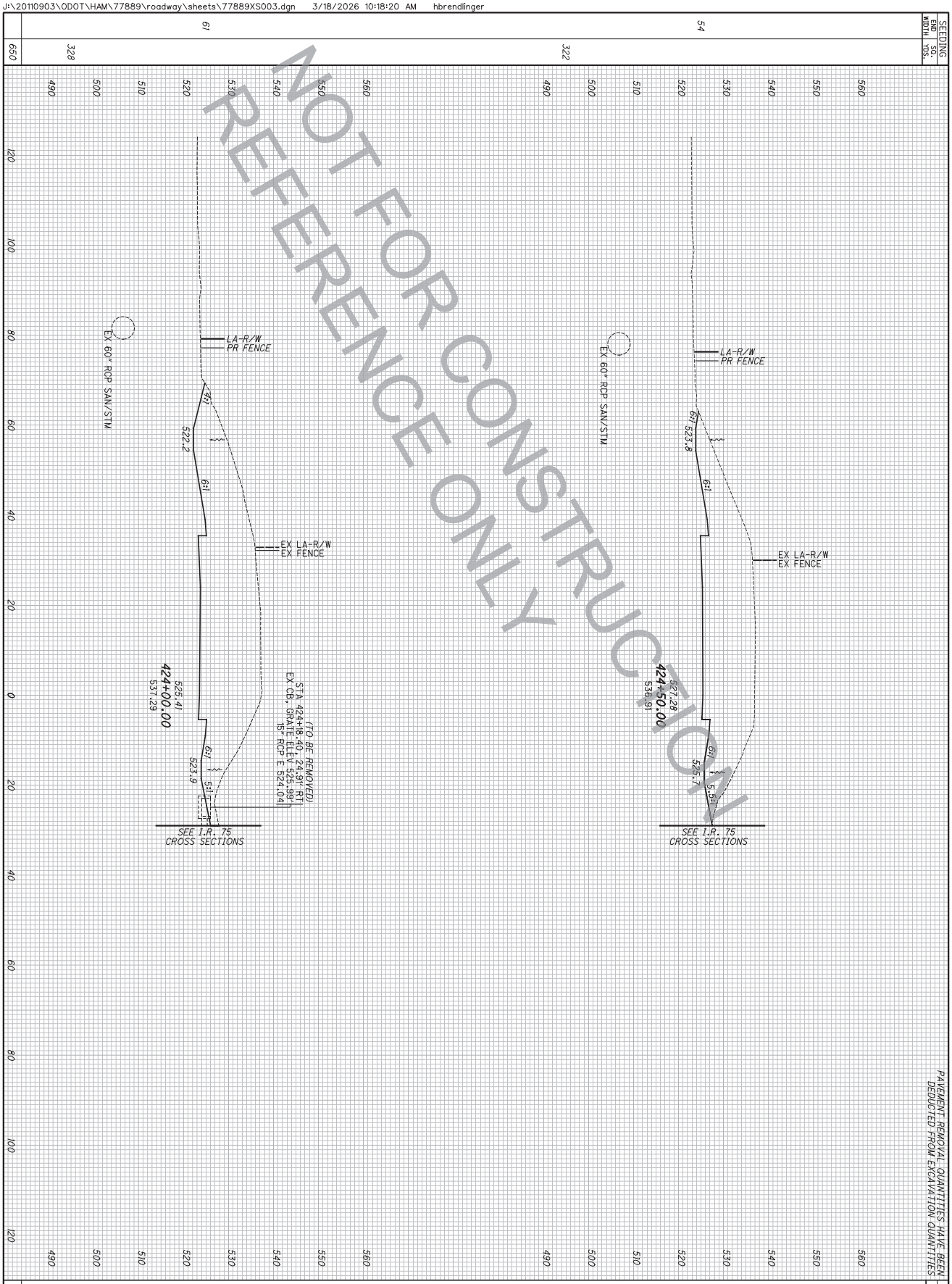


460 / 1045	HAM-75-7.85	CROSS SECTIONS RAMPJ STA. 424+00.00 TO STA. 424+50.00
		CALCULATED SEA CHECKED DLR

SEEDING	
END WIDTH	SQ. YDS.
54	322
61	322
	644

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
490	0	1020	0
611	0	1256	0
		2276	0

CALCULATED SFA
CHECKED DLR

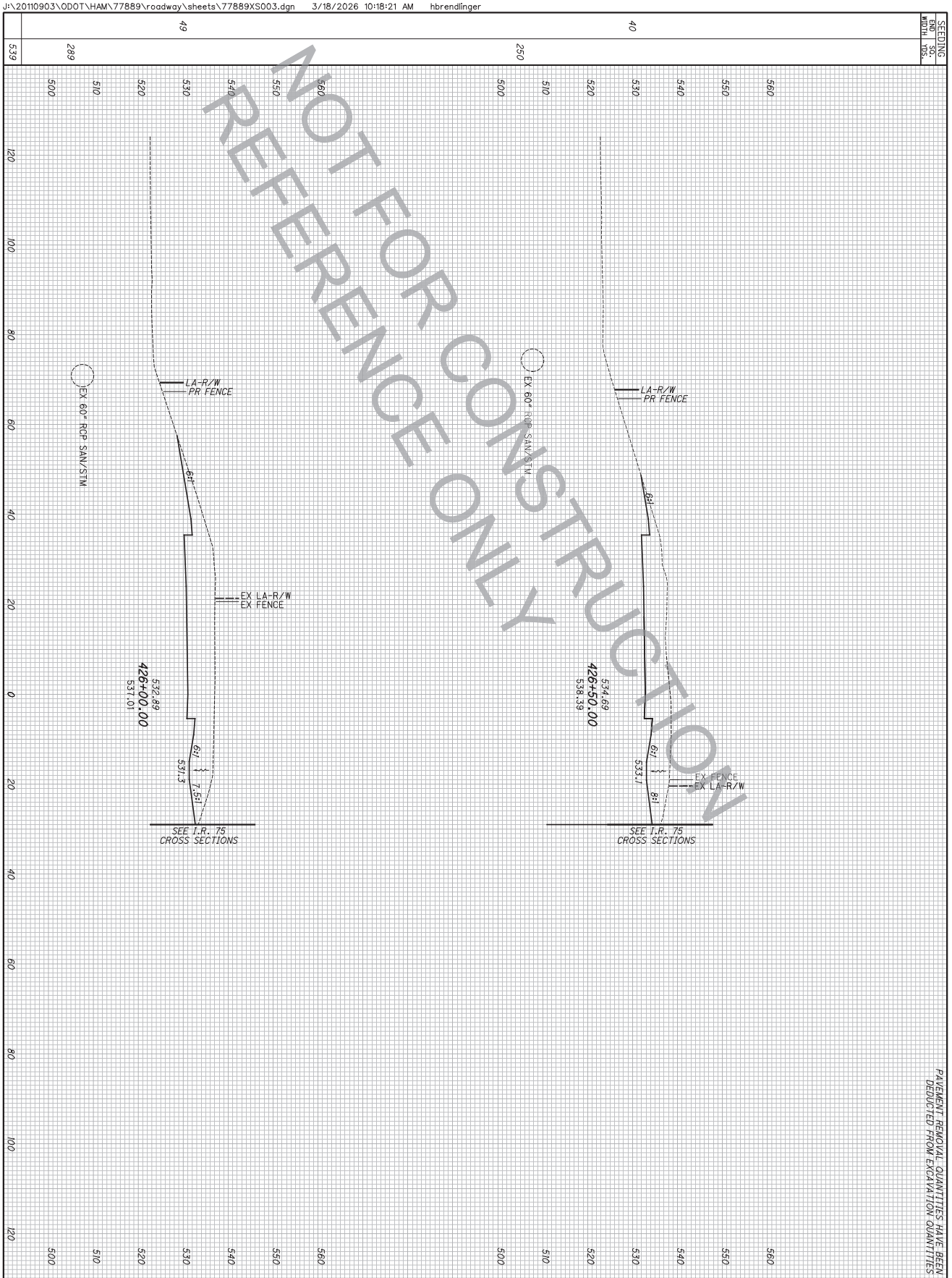
CROSS SECTIONS RAMPJ
STA. 425+00.00 TO STA. 425+50.00

HAM-75-7.85

461
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:20 AM hbrendlinger

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:21 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING END AREA VOLUME				
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
539	289	389	0	1469	0
49	250	319	0	814	0
40				655	0

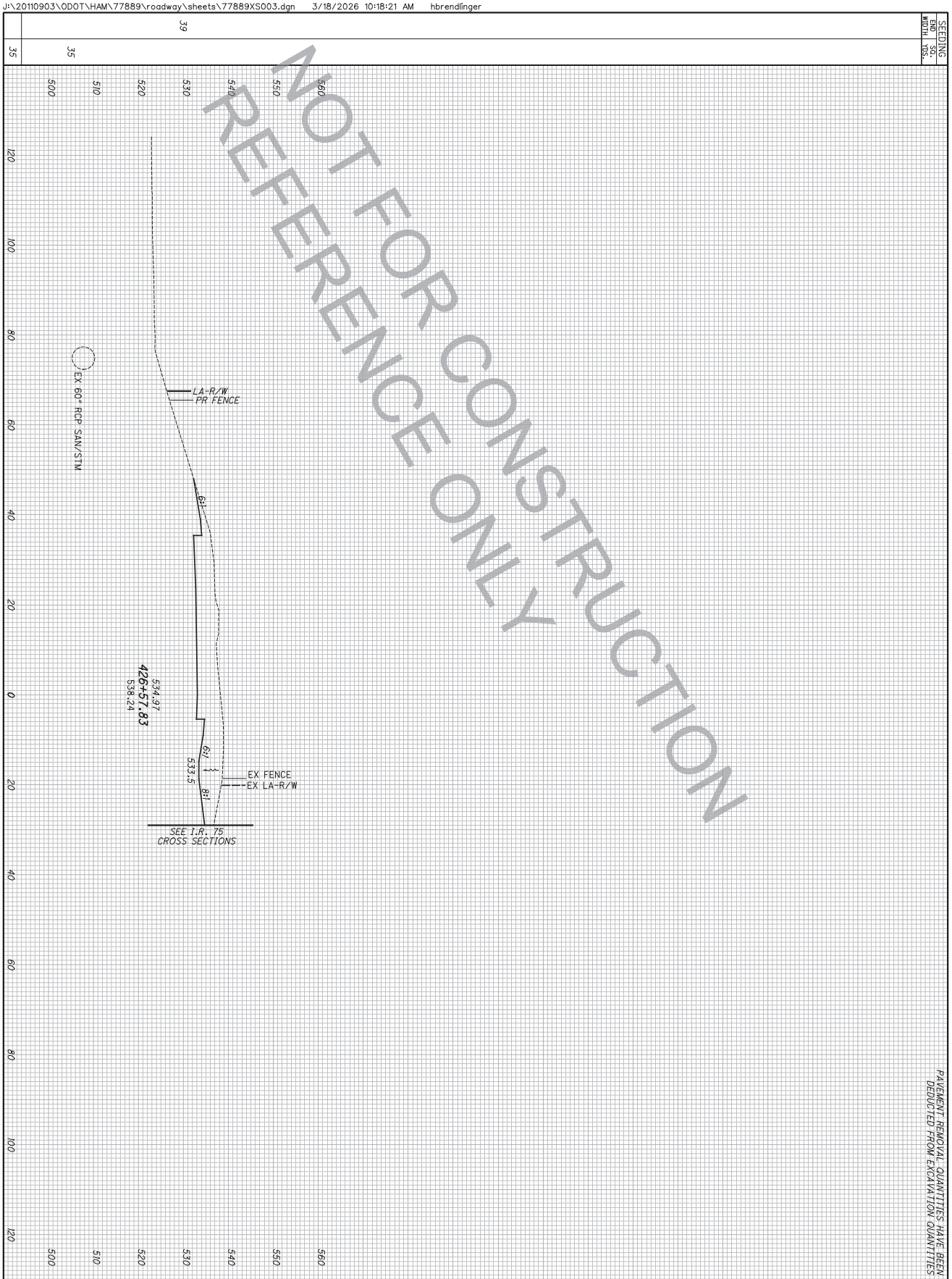
462
1045

HAM-75-7.85

CROSS SECTIONS RAMPJ
STA. 426+00.00 TO STA. 426+50.00

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:21 AM hbrendlinger



SEEDING	
END WIDTH	SQ. YDS.

END AREA	
CUT	FILL
304	0

VOLUME	
CUT	FILL
90	0

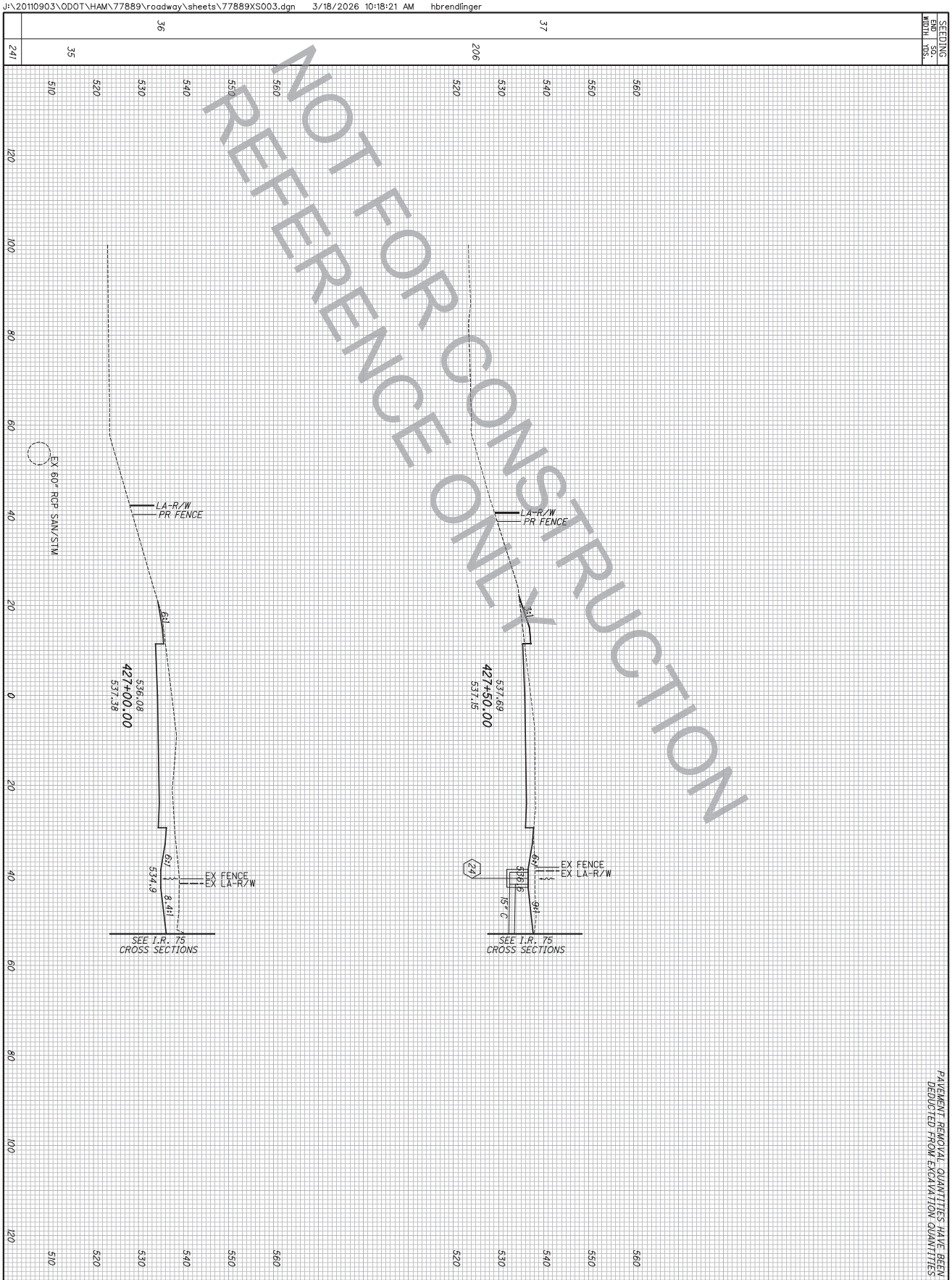
463
1045

HAM-75-7.85

CROSS SECTIONS RAMPJ
STA. 426+57.83

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:21 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING		
	END WIDTH	SQ. YDS.
	241	35
		206

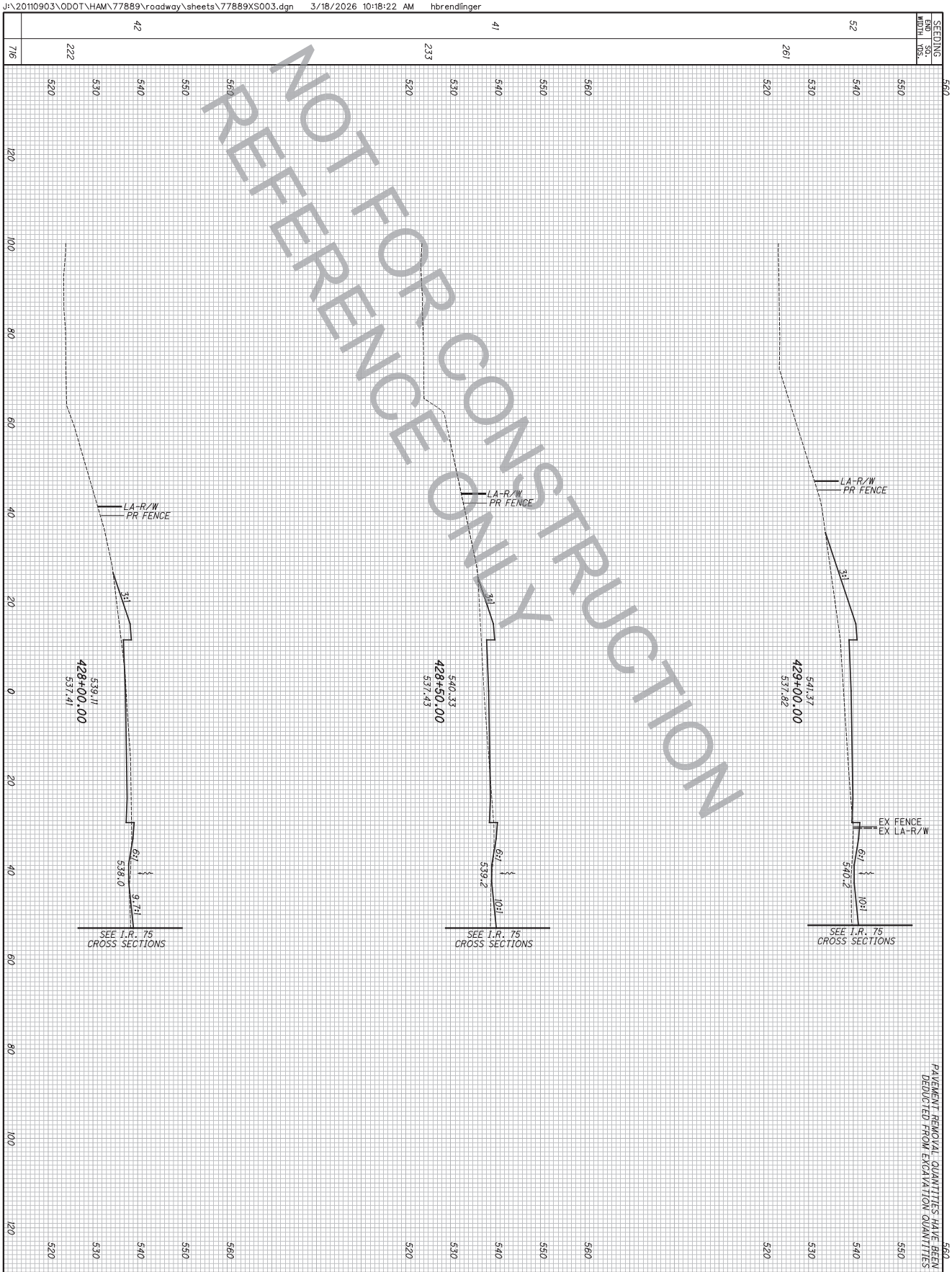
END AREA		
	CUT	FILL
	212	0
	90	10

VOLUME		
	CUT	FILL
	280	0
	280	0
	10	0
	10	0

464 / 1045	HAM-75-7.85	CROSS SECTIONS RAMPJ STA. 427+00.00 TO STA. 427+50.00

CALCULATED SEA
CHECKED DLR

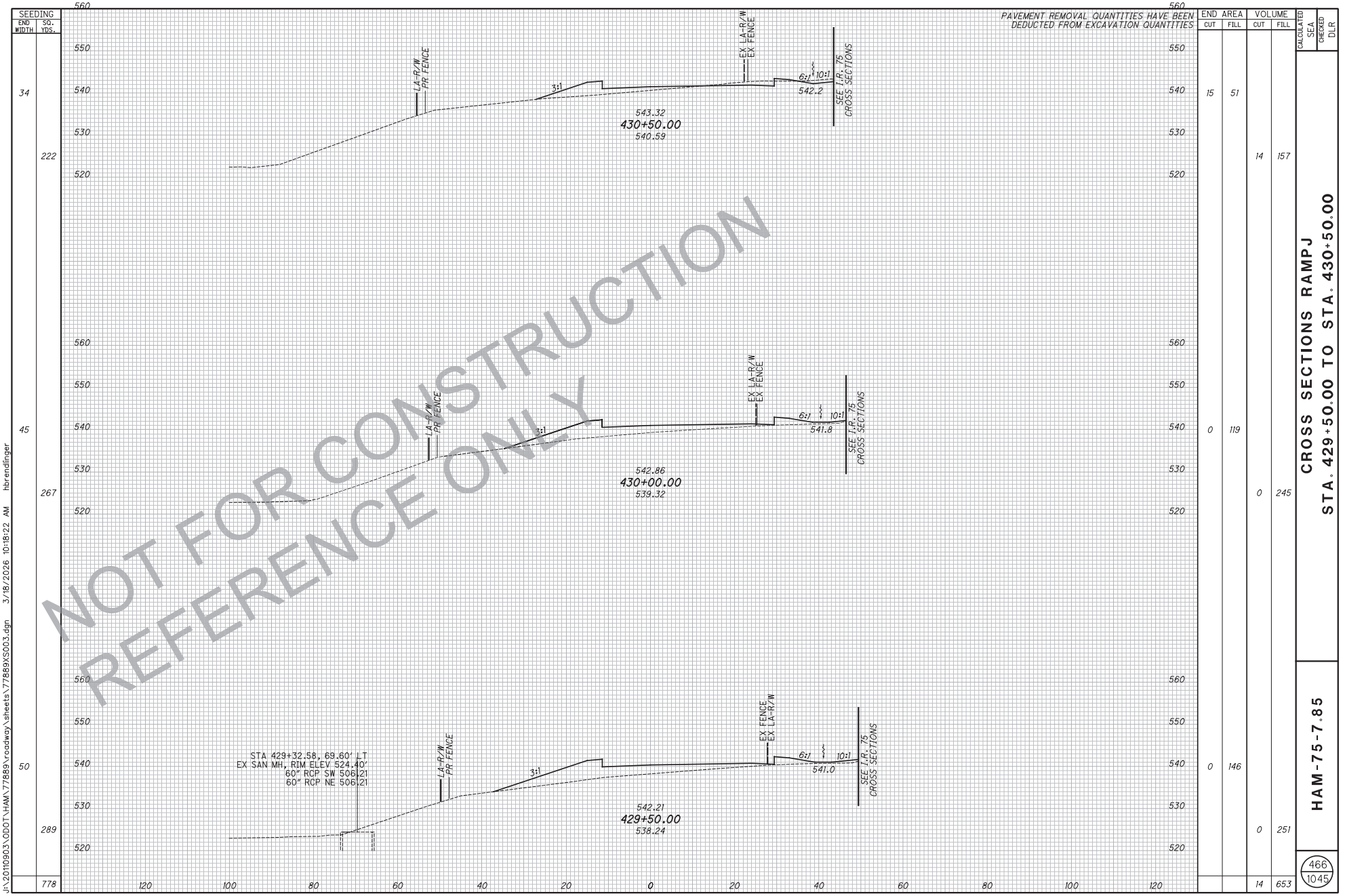
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:22 AM hbrendlinger



SEEDING			AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL	CUT	FILL
716	222	42	25	29	138	106
	233	41	5	59	27	81
	261	52	0	125	5	171
					288	36

465 / 1045	HAM-75-7.85	CROSS SECTIONS RAMPJ STA. 428+00.00 TO STA. 429+00.00

CALCULATED SEA
CHECKED DLR


SEEDING
END WIDTH
SQ. YDS.
34
222
45
267
50
289
778
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
15
51
14
157
0
119
0
245
0
146
0
251
14
653
CALCULATED SFA
CHECKED DLR
CROSS SECTIONS RAMPJ
STA. 429+50.00 TO STA. 430+50.00
HAM-75-7.85
466
1045
543.32
430+50.00
540.59
542.86
430+00.00
539.32
542.21
429+50.00
538.24
LA-R/W
PR FENCE
EX LA-R/W
EX FENCE
EX FENCE
EX LA-R/W
SEE I.R. 75
CROSS SECTIONS
3:1
6:1
10:1
542.2
541.8
541.0
STA 429+32.58, 69.60' LT
EX SAN MH, RIM ELEV 524.40'
60" RCP SW 506.21
60" RCP NE 506.21
560
550
540
530
520
120
100
80
60
40
20
0
20
40
60
80
100
120
NOT FOR CONSTRUCTION
REFERENCE ONLY
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:22 AM hbrendlinger

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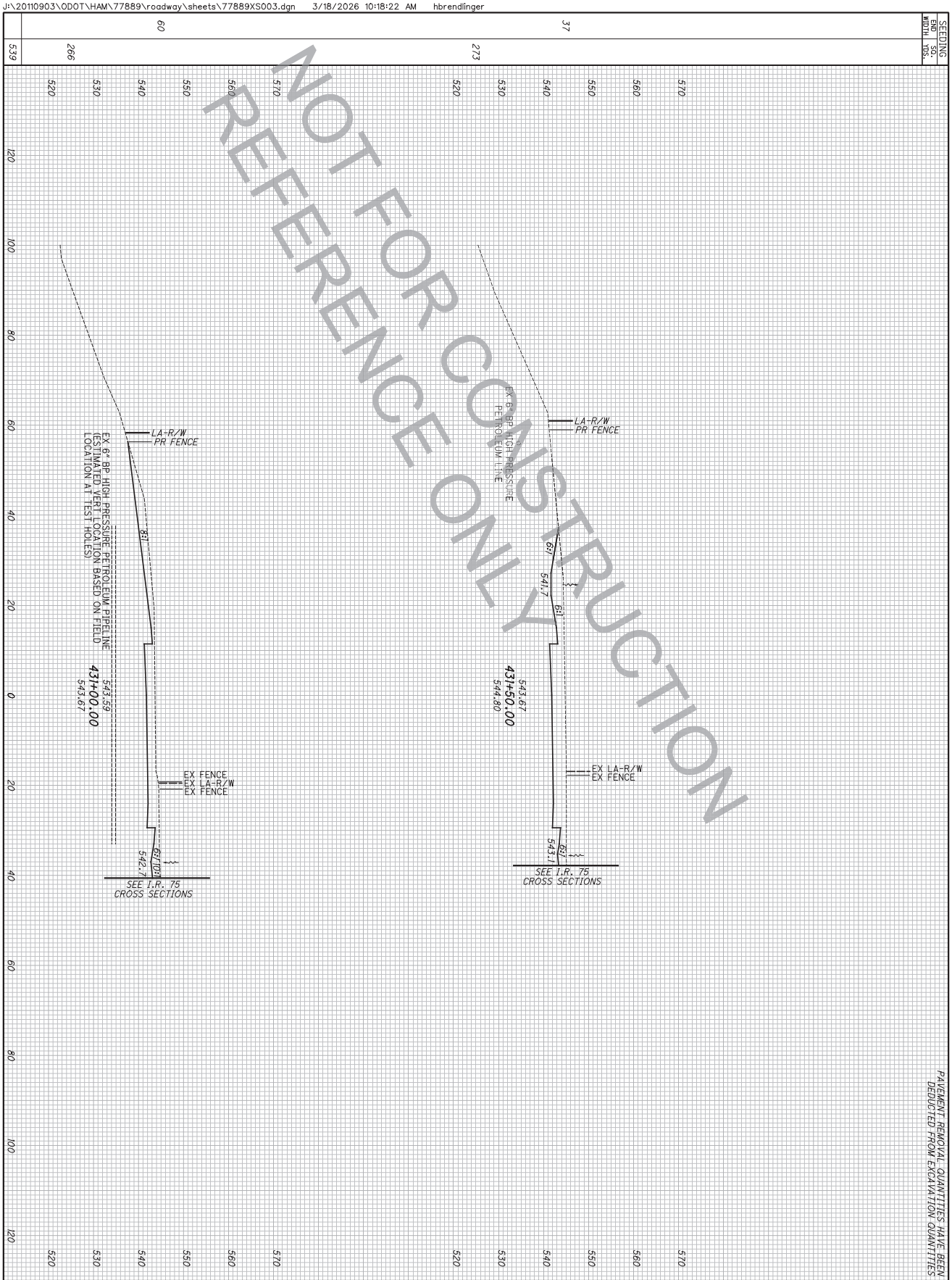


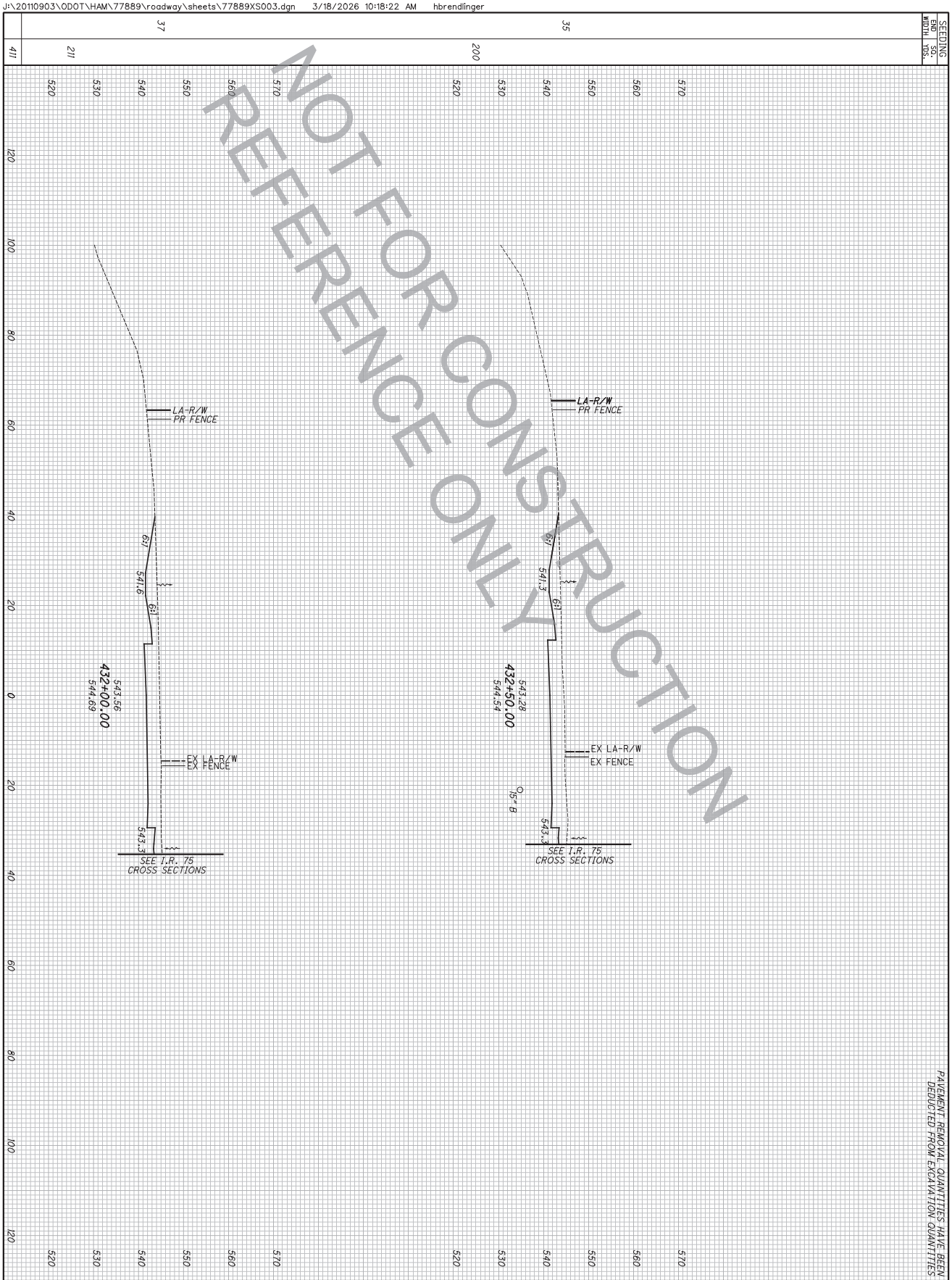
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
SQ. YDS.	162	185	487	47
END WIDTH	0	0	165	47
			322	0

467 / 1045	HAM-75-7.85	CROSS SECTIONS RAMPJ STA. 431+00.00 TO STA. 431+50.00

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS003.dgn 3/18/2026 10:18:22 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.	END AREA	CUT	FILL	CUT	FILL
411	211	37	182	0	680	0
	200	35	185	0	340	0
					340	0

468 / 1045	HAM-75-7.85	CROSS SECTIONS RAMPJ STA. 432+00.00 TO STA. 432+50.00	CALCULATED SEA CHECKED DLR

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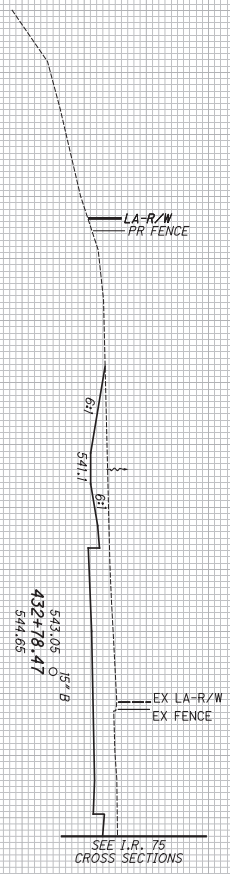

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
		212		
		0		
210	210			
0	0			

469
1045

HAM-75-7.85

CROSS SECTIONS RAMPJ
STA. 432+78.47

CALCULATED SEA
CHECKED DLR

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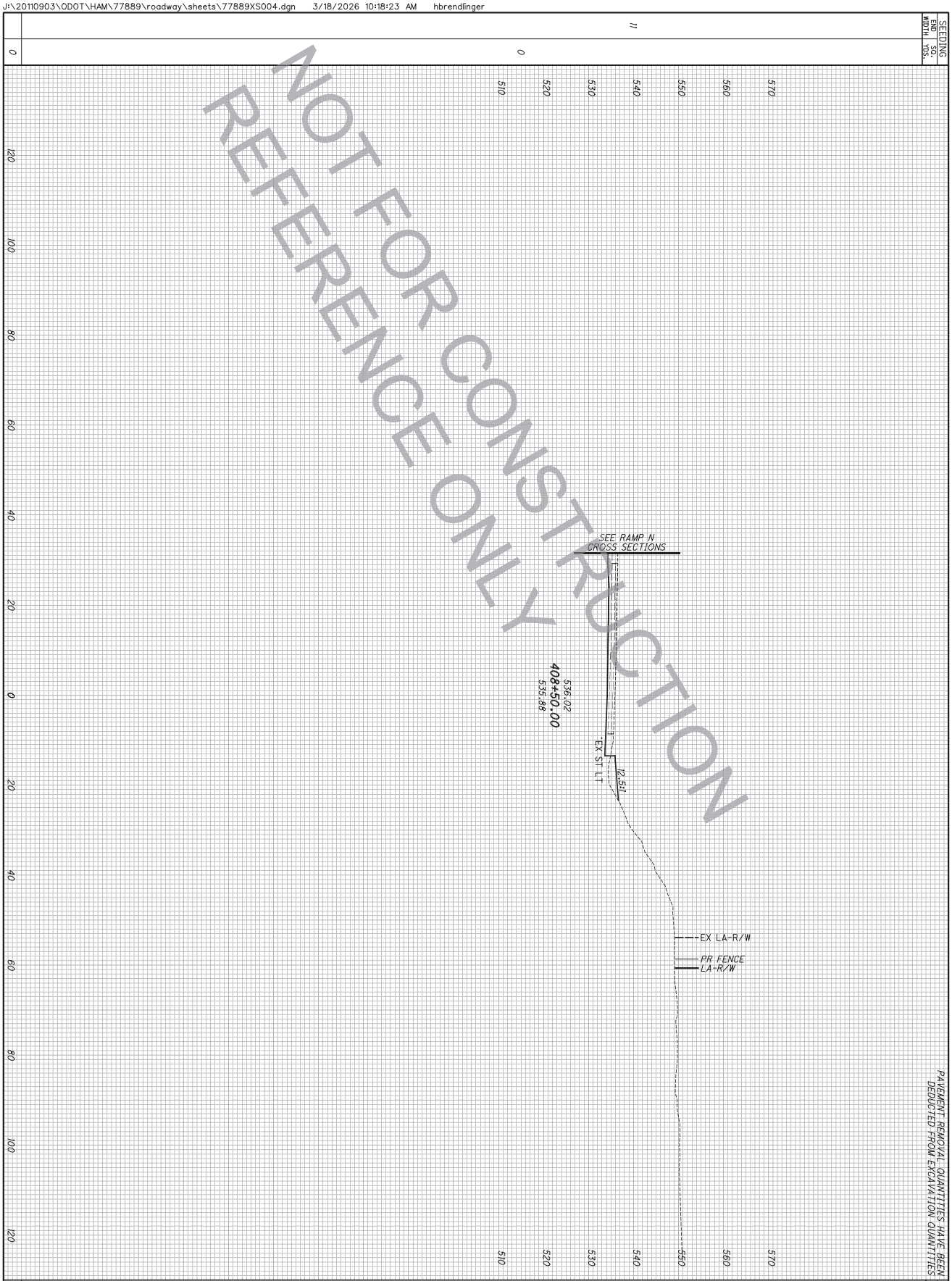
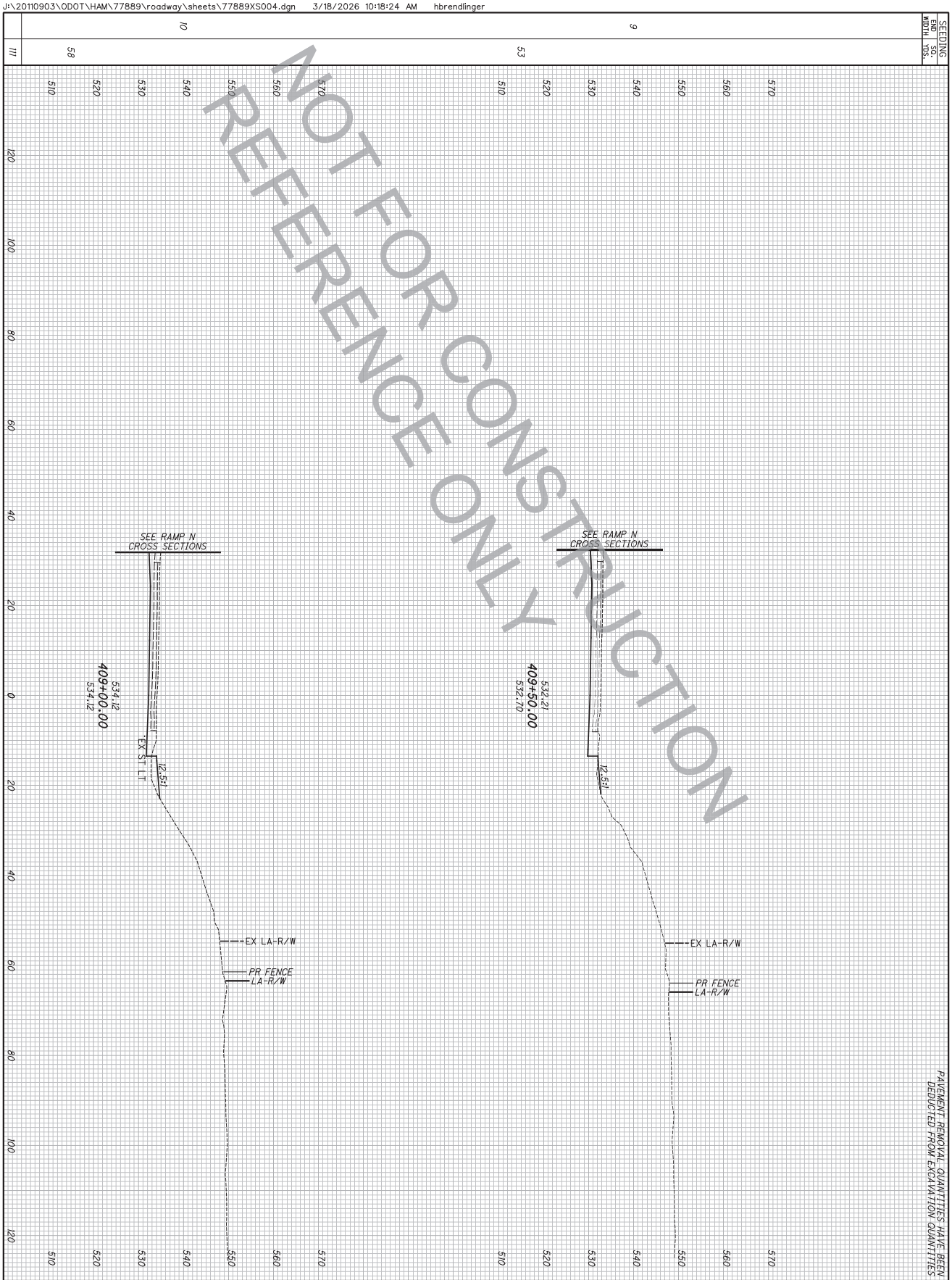


SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
11	0	32	0	0
0	0	13	0	0

470 / 1045	HAM-75-7.85	CROSS SECTIONS RAMP K STA. 408+50.00	CALCULATED SEA CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS004.dgn 3/18/2026 10:18:24 AM hbrendlinger



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
111	58	10	42	164	69
	53	9	61	95	21
			2		11

471 / 1045	HAM-75-7.85	CROSS SECTIONS RAMP K STA. 409+00.00 TO STA. 409+50.00	CALCULATED SEA CHECKED DLR

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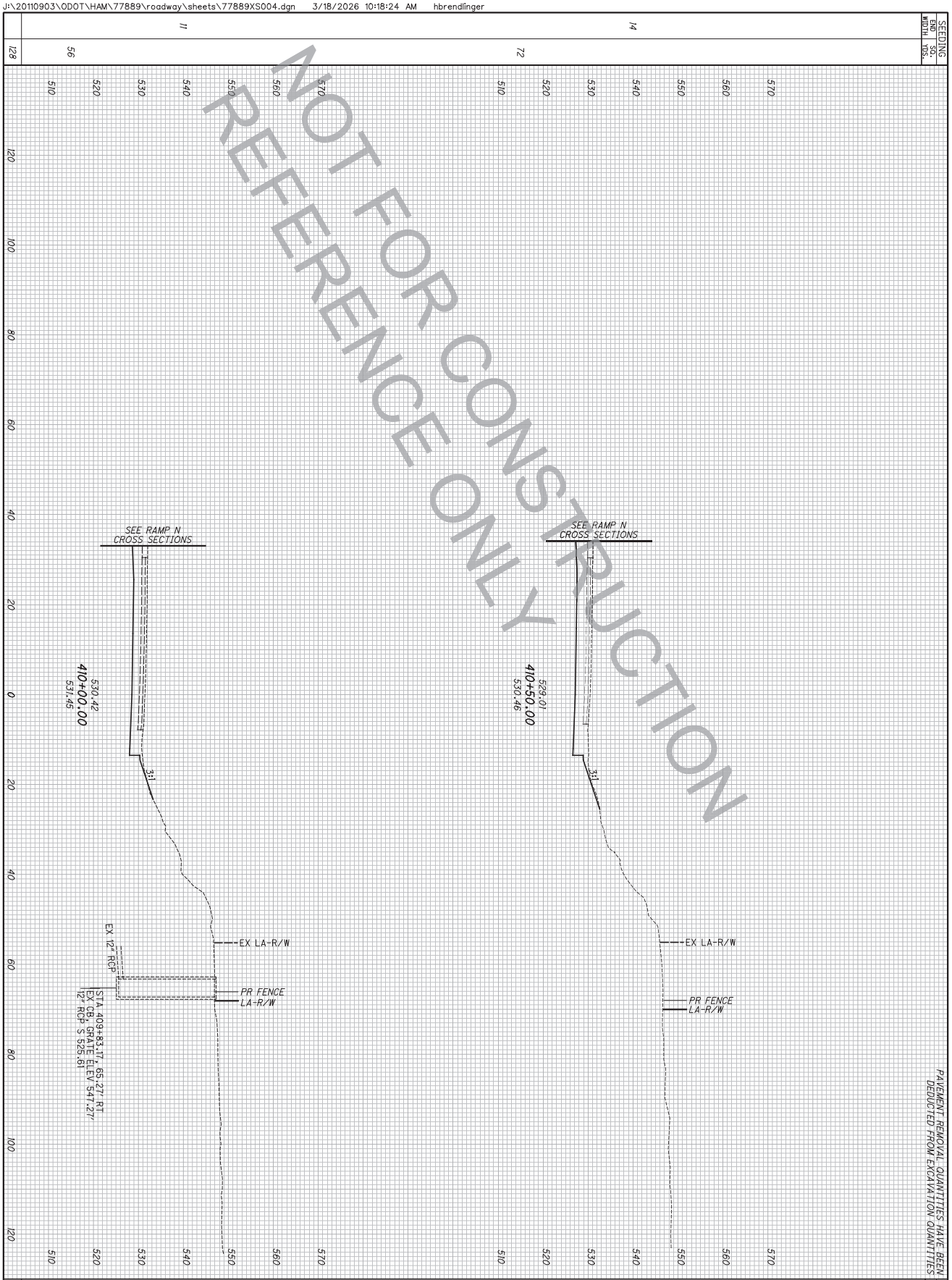

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
128	56	CUT	91	118
11	14	FILL	0	0
		CUT	333	140
		FILL	4	4
			193	0

472 / 1045	HAM-75-7.85	CROSS SECTIONS RAMP K STA. 410+00.00 TO STA. 410+50.00	CALCULATED SEA CHECKED DLR

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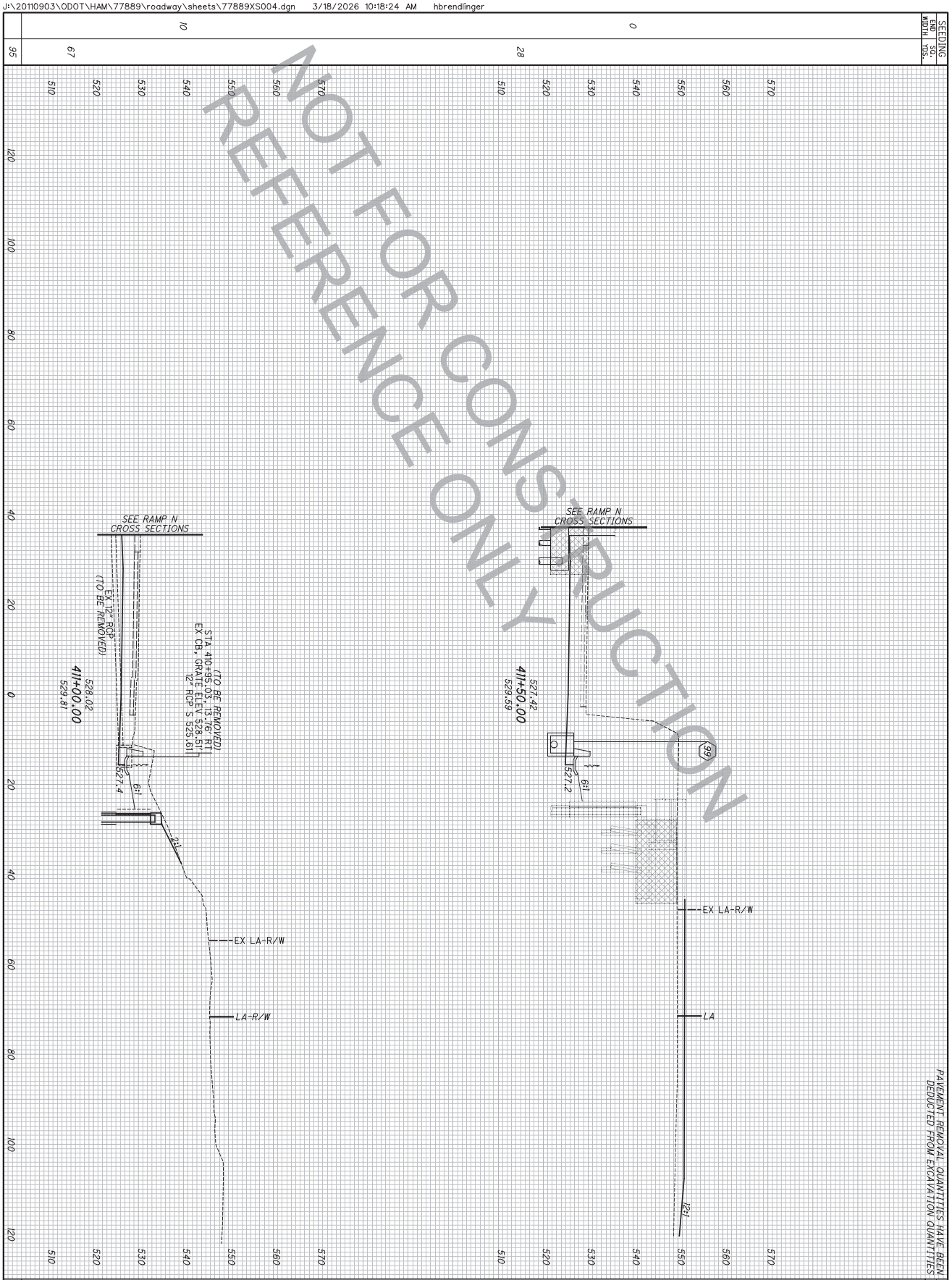


SEEDING: END WIDTH | SQ. YDS.

END AREA: CUT | FILL

VOLUME: CUT | FILL

95	67	10
	28	0
	206	0
	550	8
1000	300	0
7	700	7

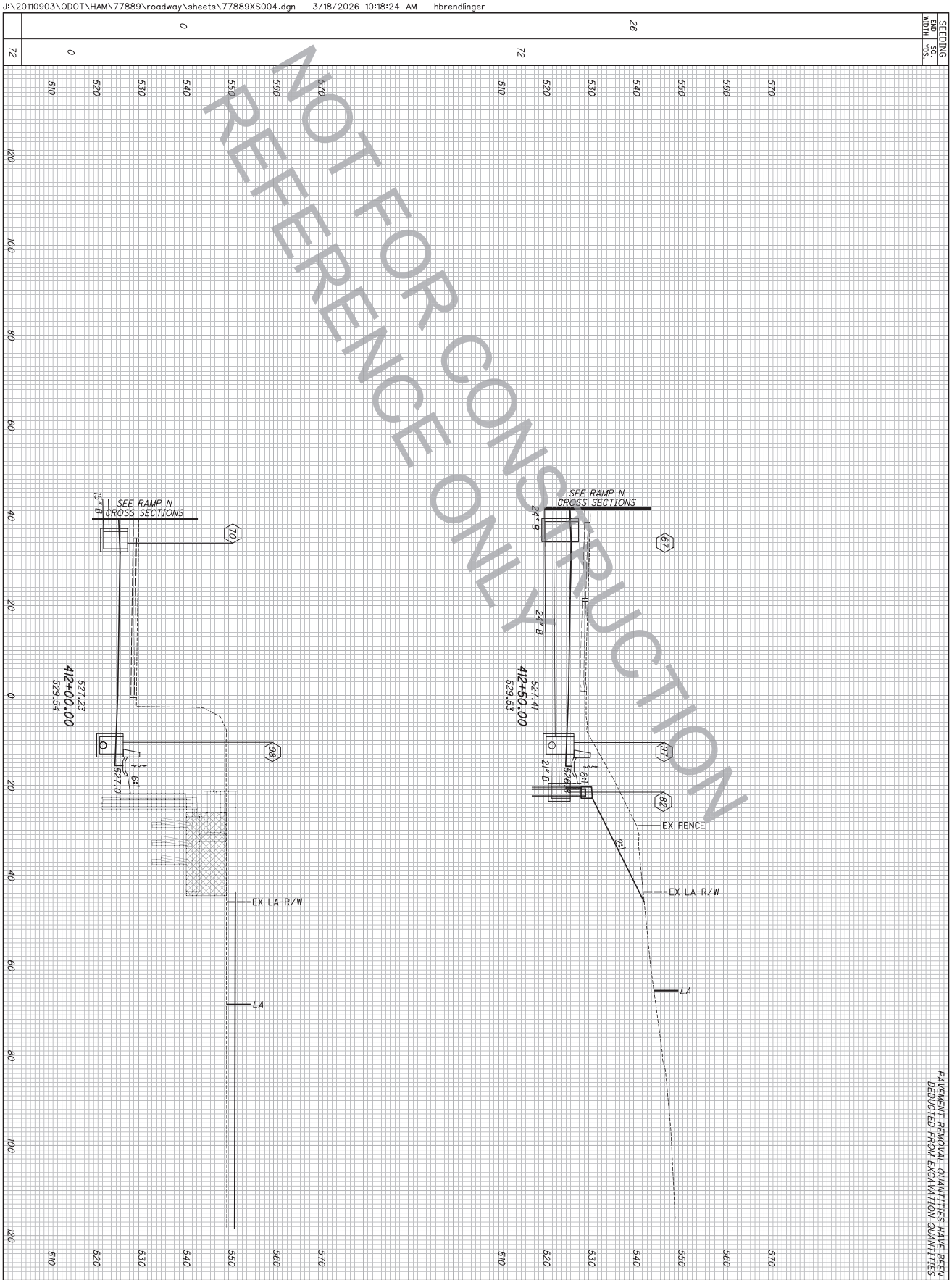
473
1045

HAM-75-7.85

CROSS SECTIONS RAMP K
STA. 411+00.00 TO STA. 411+50.00

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS004.dgn 3/18/2026 10:18:24 AM hbrendlinger



SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
0	0	599	0	1947	7
26	72	353	0	1065	882	0

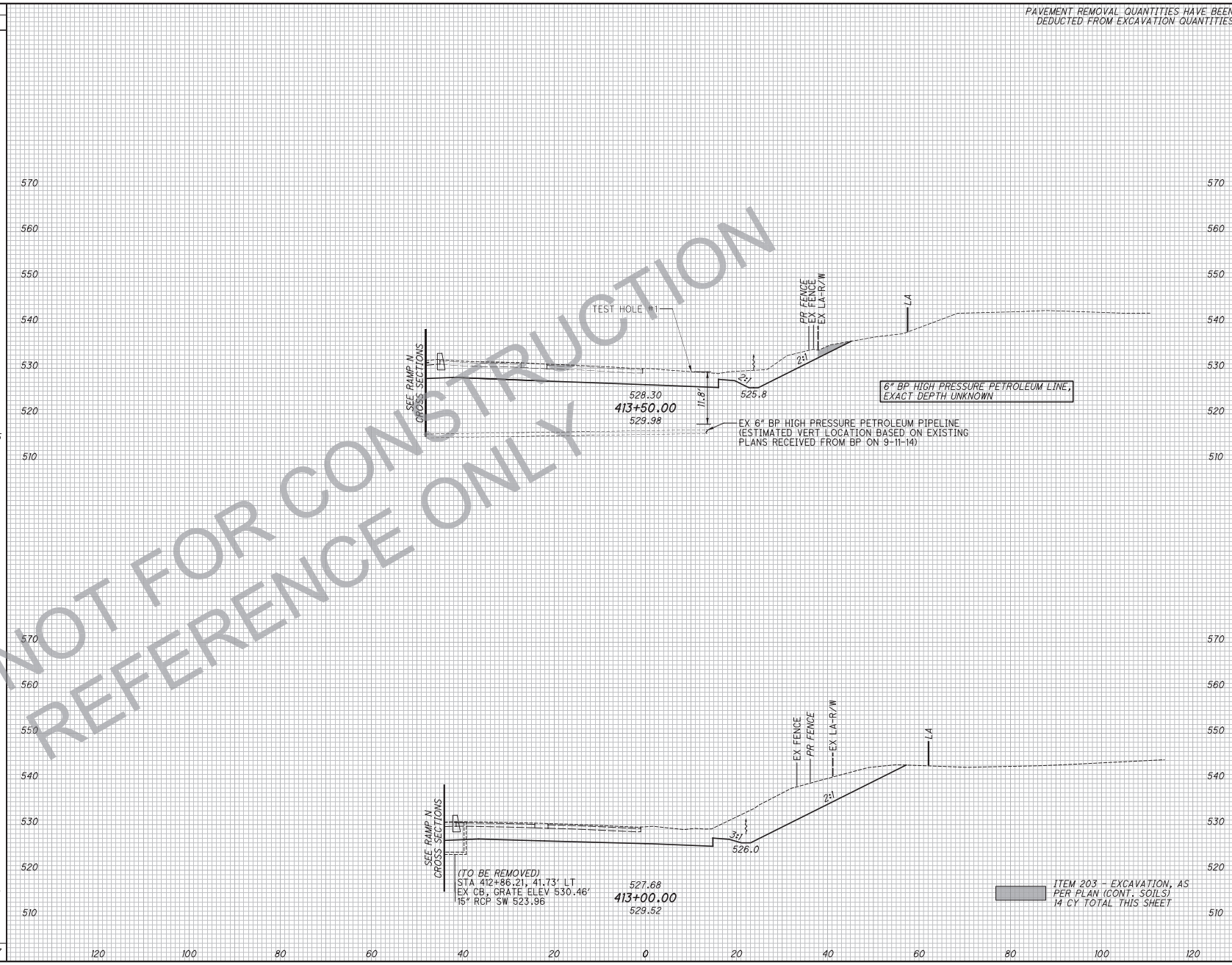
474
1045

HAM-75-7.85

CROSS SECTIONS RAMP K
STA. 412+00.00 TO STA. 412+50.00

CALCULATED SEA
CHECKED DLR

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
36		247	0		
	245			591	0
50		391	0		
	212			689	0
	457			1280	0

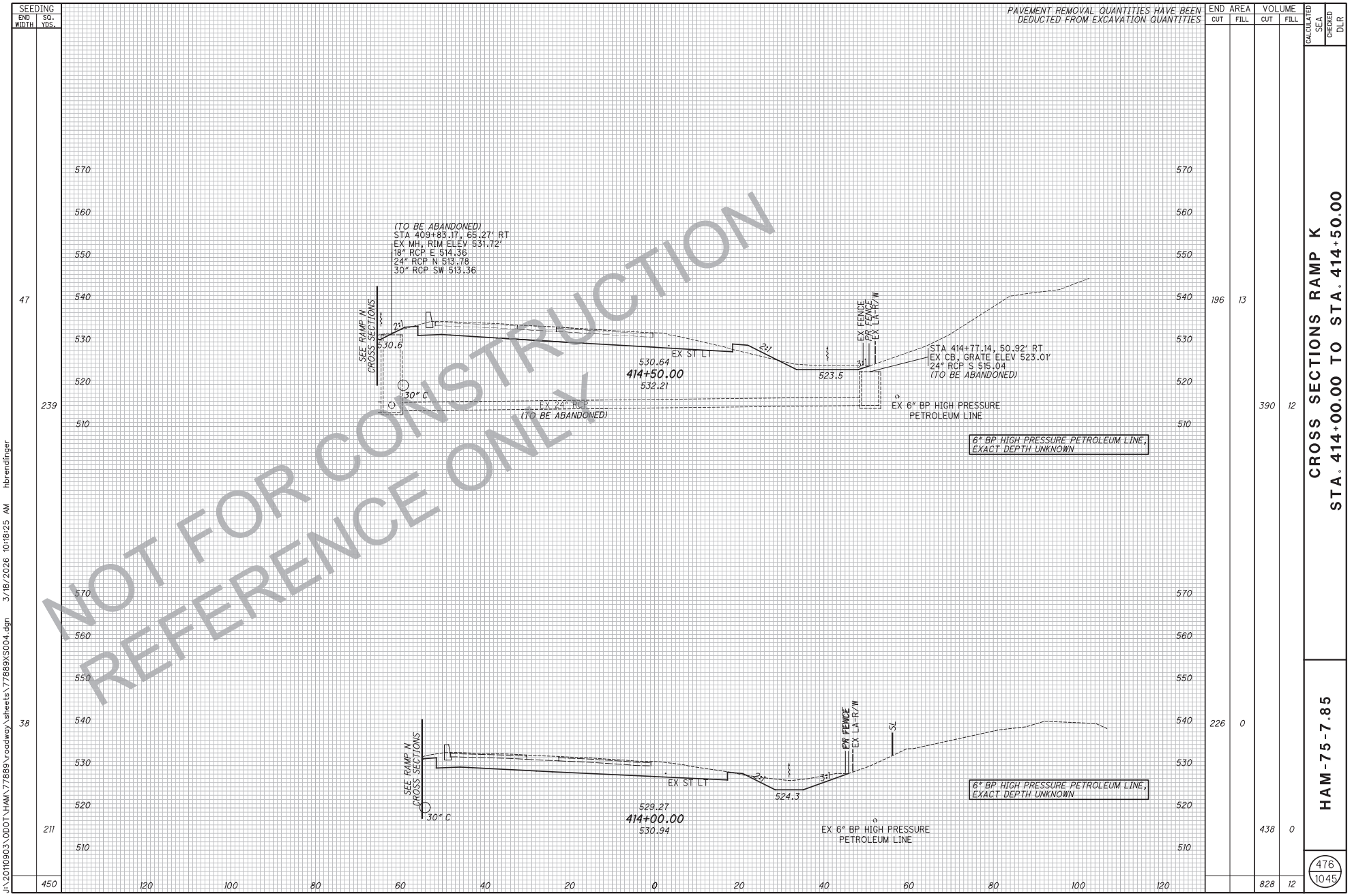
NOT FOR CONSTRUCTION
REFERENCE ONLY

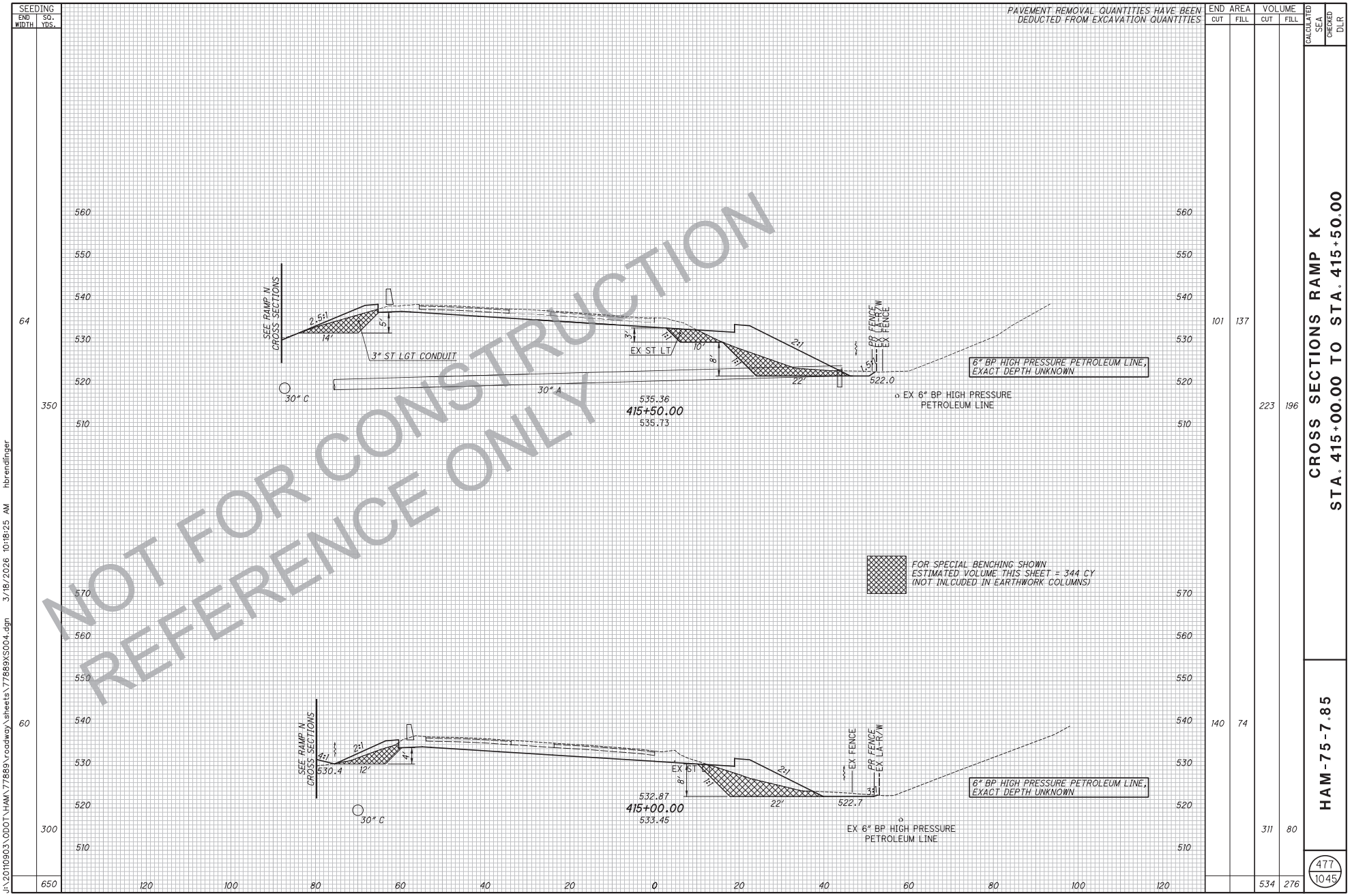
CALCULATED SEA
CHECKED DLR

CROSS SECTIONS RAMP K
STA. 413+00.00 TO STA. 413+50.00

HAM-75-7.85

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS004.dgn 3/18/2026 10:18:24 AM hbrendlinger


SEEDING
END WIDTH
SQ. YDS.
47
239
38
211
450
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
196
13
226
0
390
12
438
0
828
12
CALCULATED SFA
CHECKED DLR
CROSS SECTIONS RAMP K
STA. 414+00.00 TO STA. 414+50.00
HAM-75-7.85
476
1045
(TO BE ABANDONED)
STA 409+83.17, 65.27' RT
EX MH, RIM ELEV 531.72'
18" RCP E 514.36
24" RCP N 513.78
30" RCP SW 513.36
SEE RAMP N CROSS SECTIONS
30" C
530.6
EX ST LT
530.64
414+50.00
532.21
EX 24" RCP
(TO BE ABANDONED)
EX FENCE
PR FENCE
EX LA-R/W
523.5
STA 414+77.14, 50.92' RT
EX CB, GRATE ELEV 523.01'
24" RCP S 515.04
(TO BE ABANDONED)
EX 6" BP HIGH PRESSURE PETROLEUM LINE
6" BP HIGH PRESSURE PETROLEUM LINE, EXACT DEPTH UNKNOWN
SEE RAMP N CROSS SECTIONS
30" C
EX ST LT
529.27
414+00.00
530.94
PR FENCE
EX LA-R/W
SL
524.3
EX 6" BP HIGH PRESSURE PETROLEUM LINE
6" BP HIGH PRESSURE PETROLEUM LINE, EXACT DEPTH UNKNOWN
570
560
550
540
530
520
510
120
100
80
60
40
20
0
NOT FOR CONSTRUCTION
REFERENCE ONLY
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS004.dgn 3/18/2026 10:18:25 AM hbrendlinger



NOT FOR CONSTRUCTION
REFERENCE ONLY

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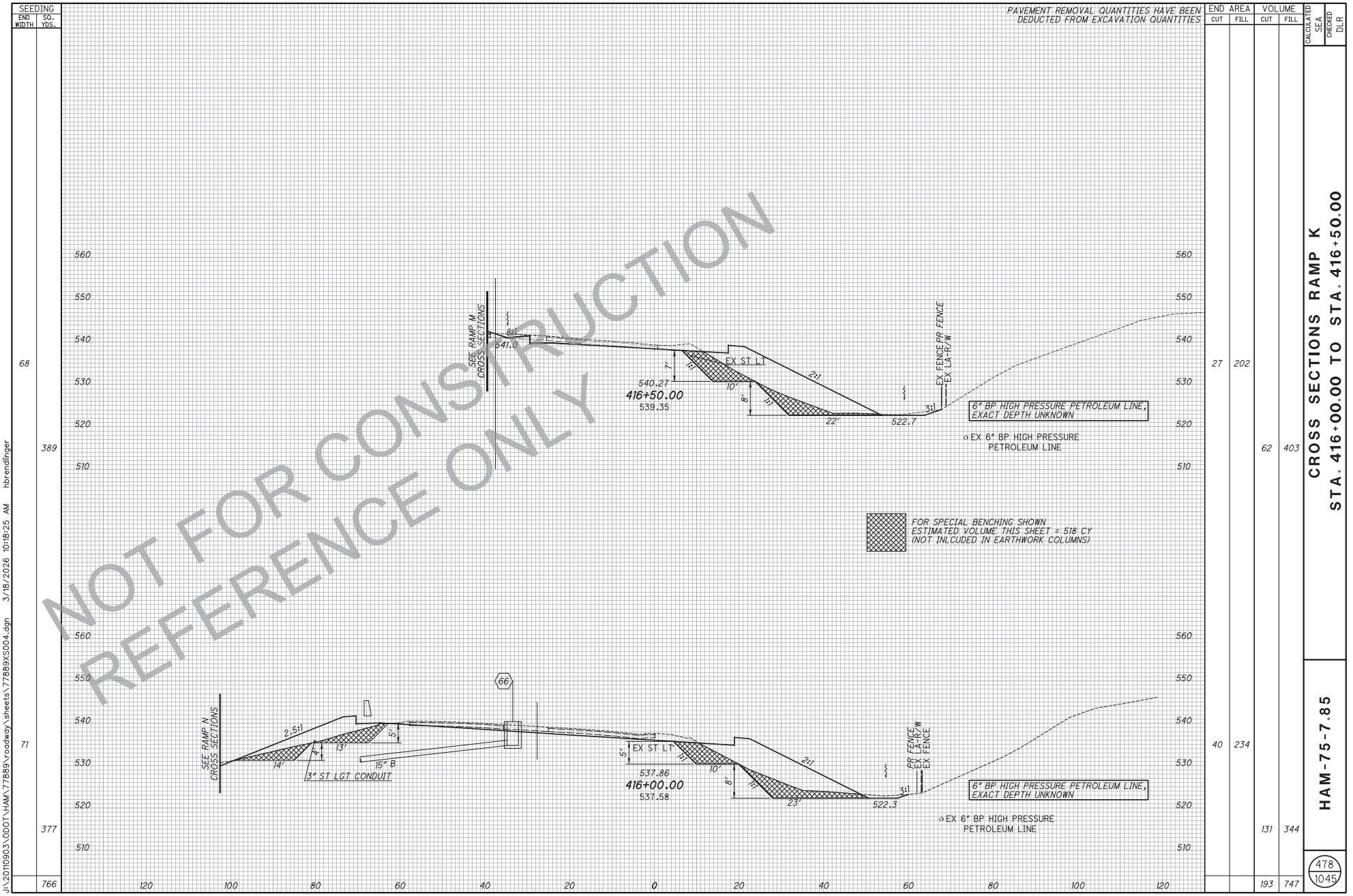

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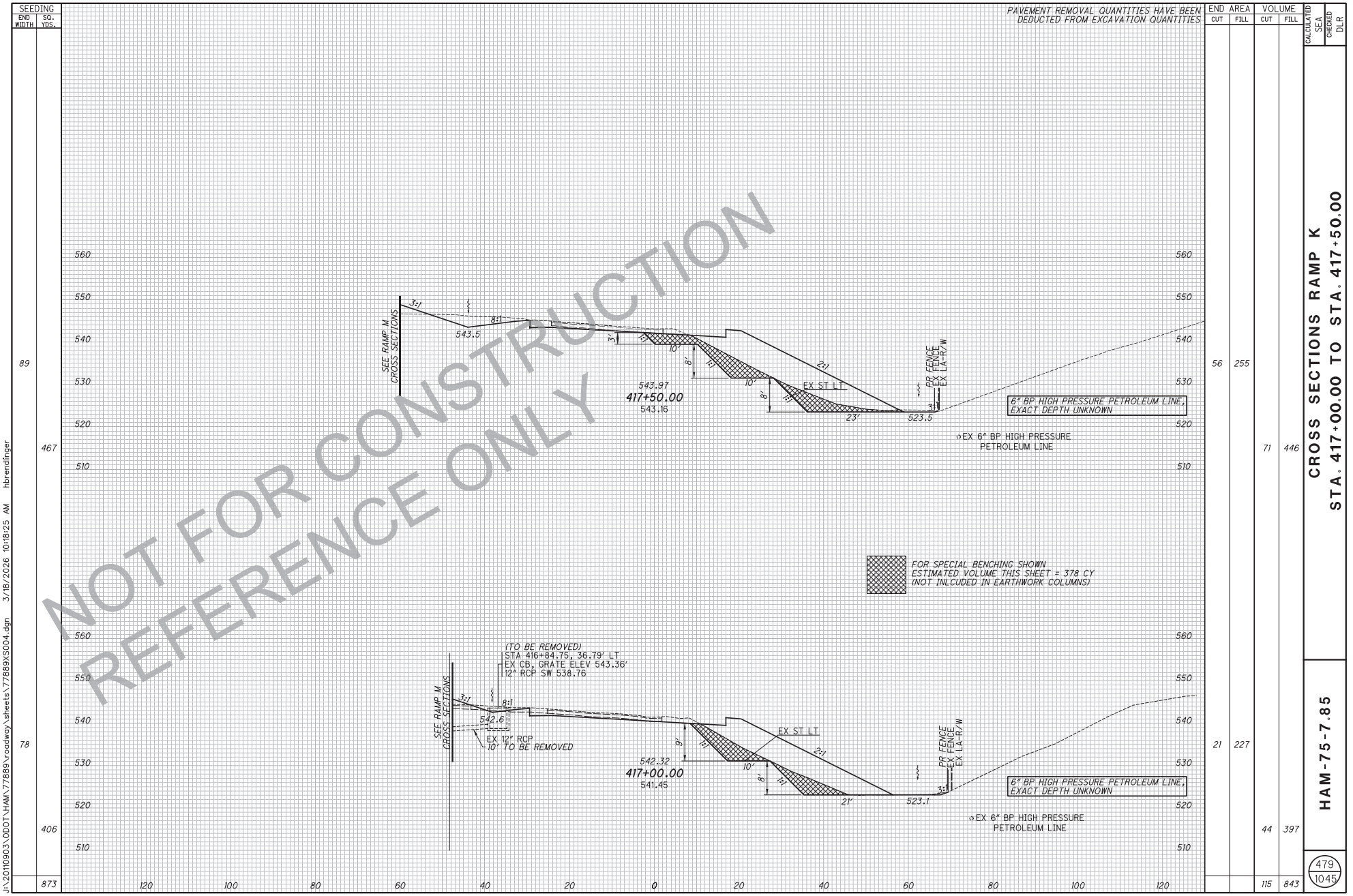

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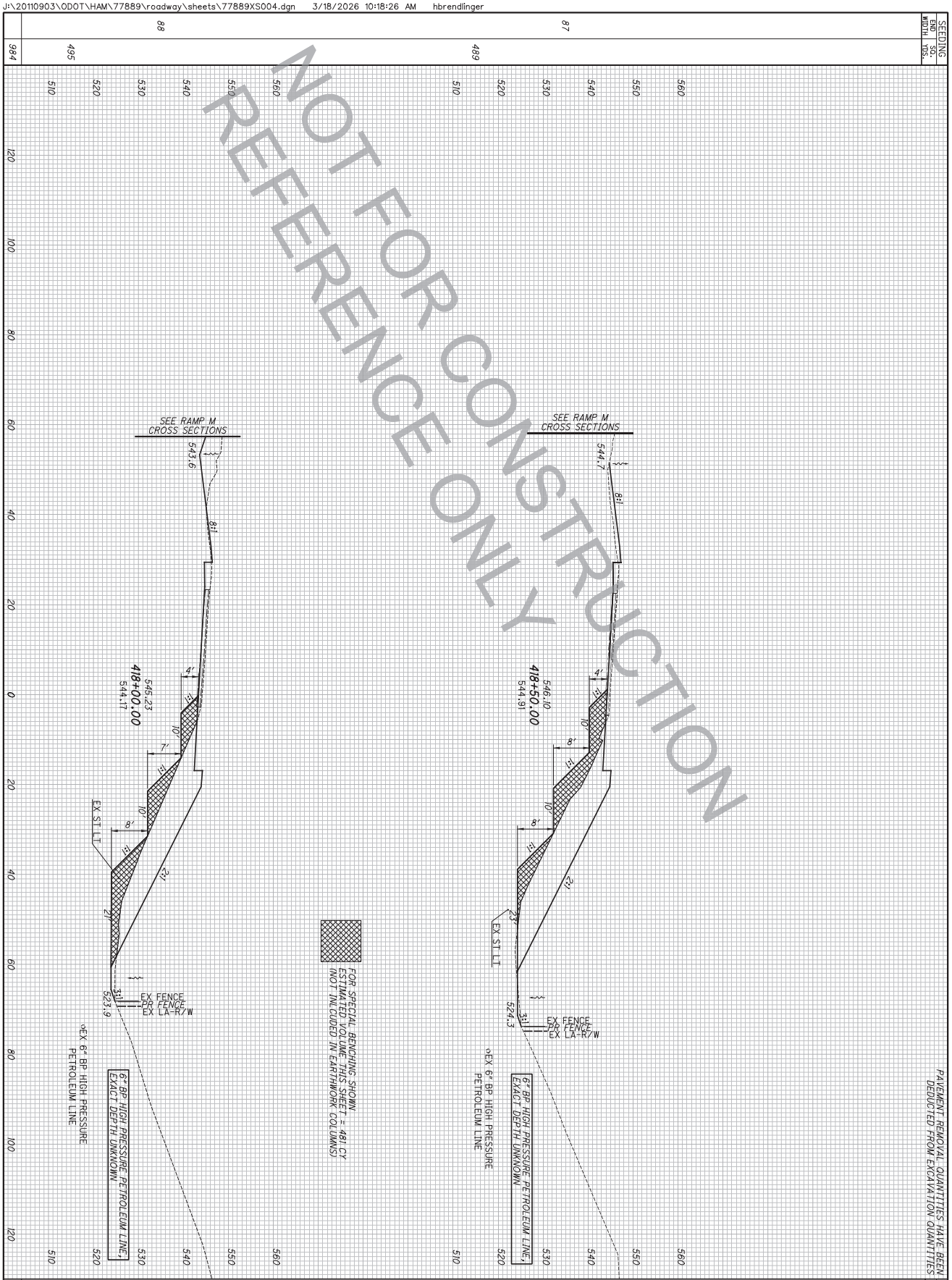
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS004.dgn 3/18/2026 10:18:26 AM hbrendlinger



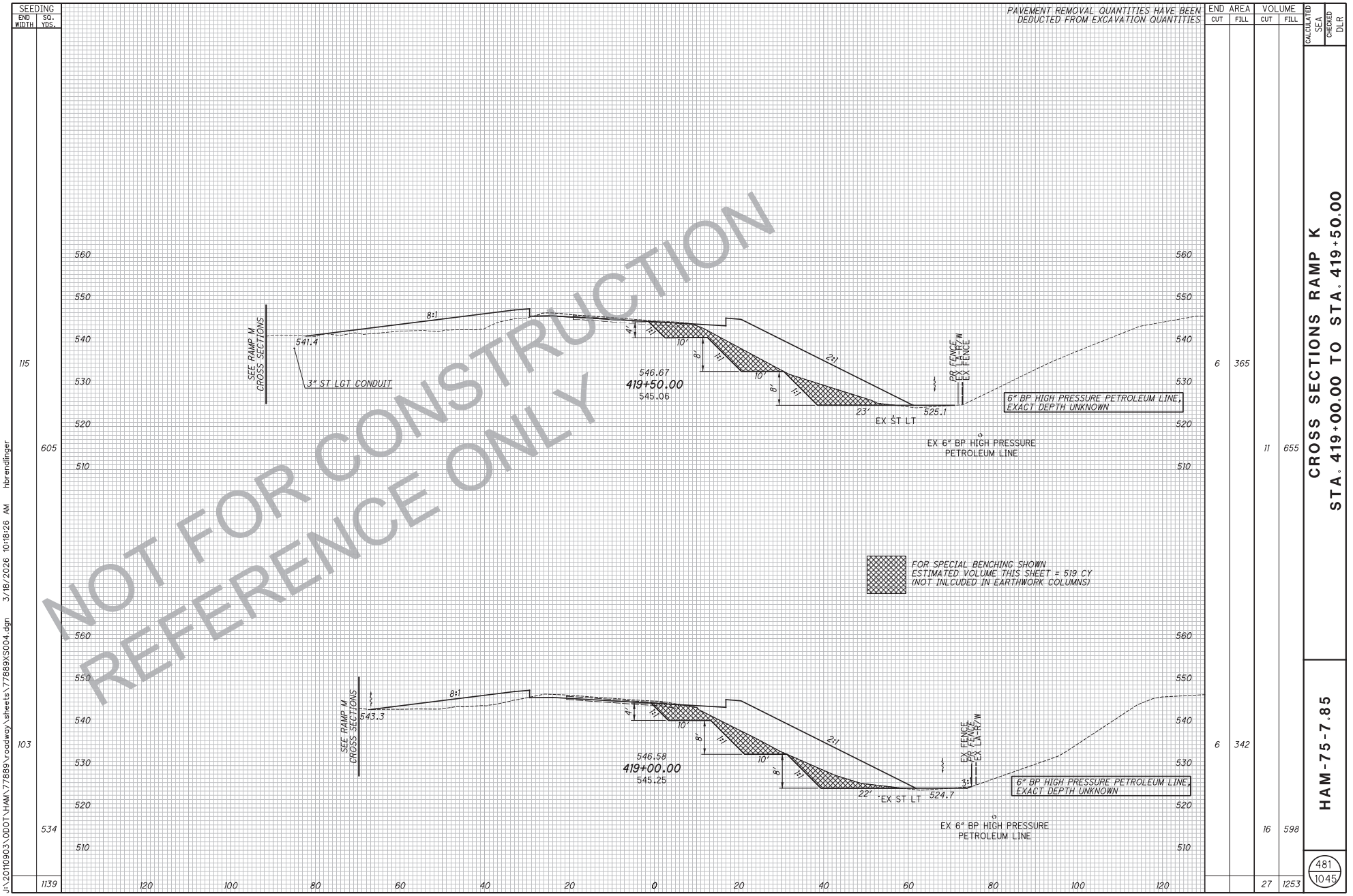
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
984	495	88	59	171	959
	489	87	239	106	457
		11	304	65	502

480
1045

HAM-75-7.85

CROSS SECTIONS RAMP K
STA. 418+00.00 TO STA. 418+50.00

CALCULATED SEA
CHECKED DLR



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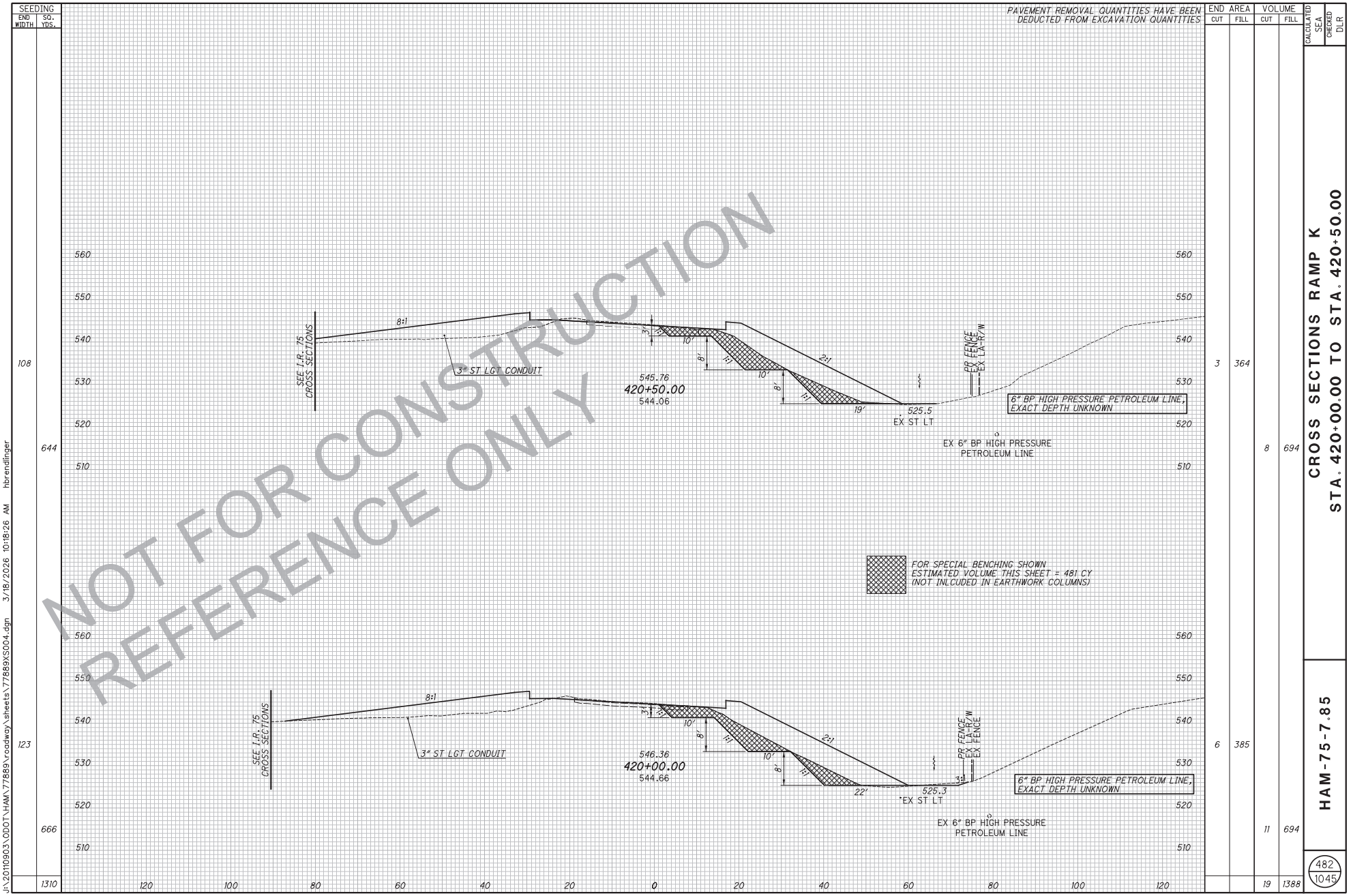
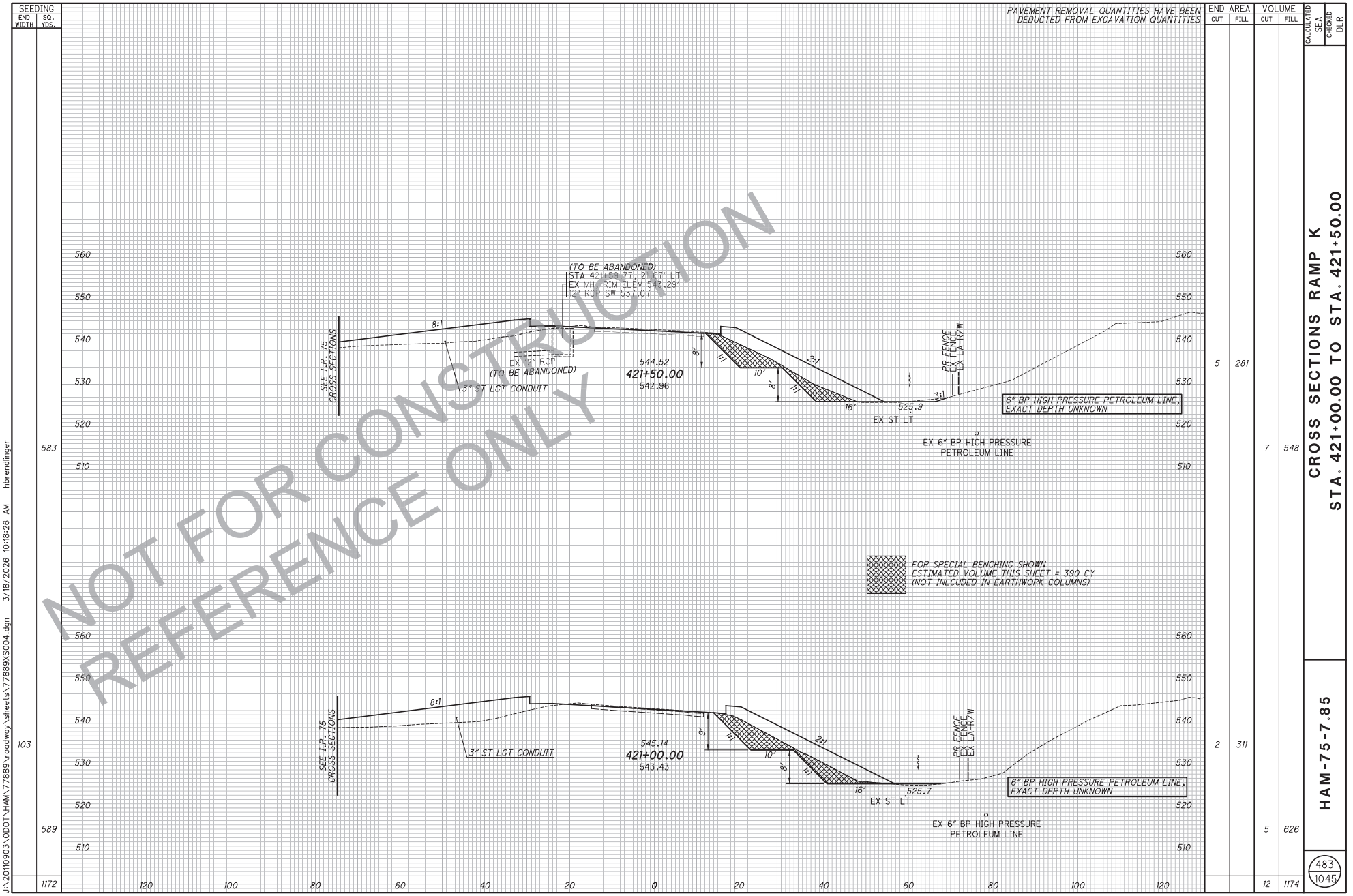
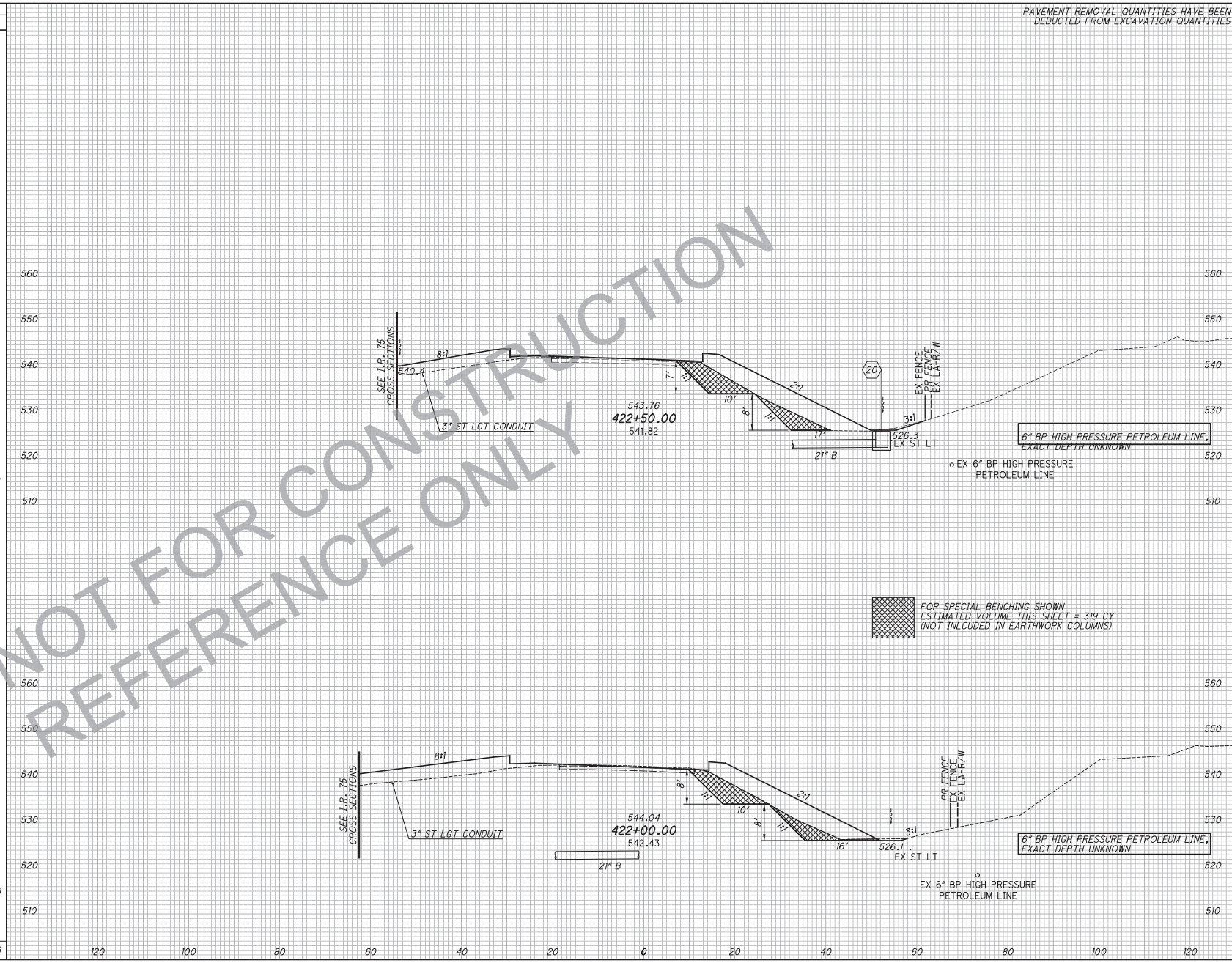

SEEDING
END WIDTH
SQ. YDS.
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
CALCULATED SFA
CHECKED DLR
CROSS SECTIONS RAMP K
STA. 420+00.00 TO STA. 420+50.00
HAM-75-7.85
482
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
SEE I.R. 75 CROSS SECTIONS
8:1
3" ST LGT CONDUIT
545.76
420+50.00
544.06
2:1
PR FENCE
EX FENCE
EX LA R/W
6" BP HIGH PRESSURE PETROLEUM LINE, EXACT DEPTH UNKNOWN
525.5
EX ST LT
EX 6" BP HIGH PRESSURE PETROLEUM LINE
FOR SPECIAL BENCHING SHOWN
ESTIMATED VOLUME THIS SHEET = 481 CY
(NOT INLCUDED IN EARTHWORK COLUMNS)
546.36
420+00.00
544.66
525.3
108
644
123
666
1310
3
364
8
694
6
385
11
694
19
1388
560
550
540
530
520
510
120
100
80
60
40
20
0
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS004.dgn 3/18/2026 10:18:26 AM hbrendlinger



NOT FOR CONSTRUCTION
REFERENCE ONLY

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
82		3	246		
	461			4	473
84		2	265		
	528			7	505
	989			11	978



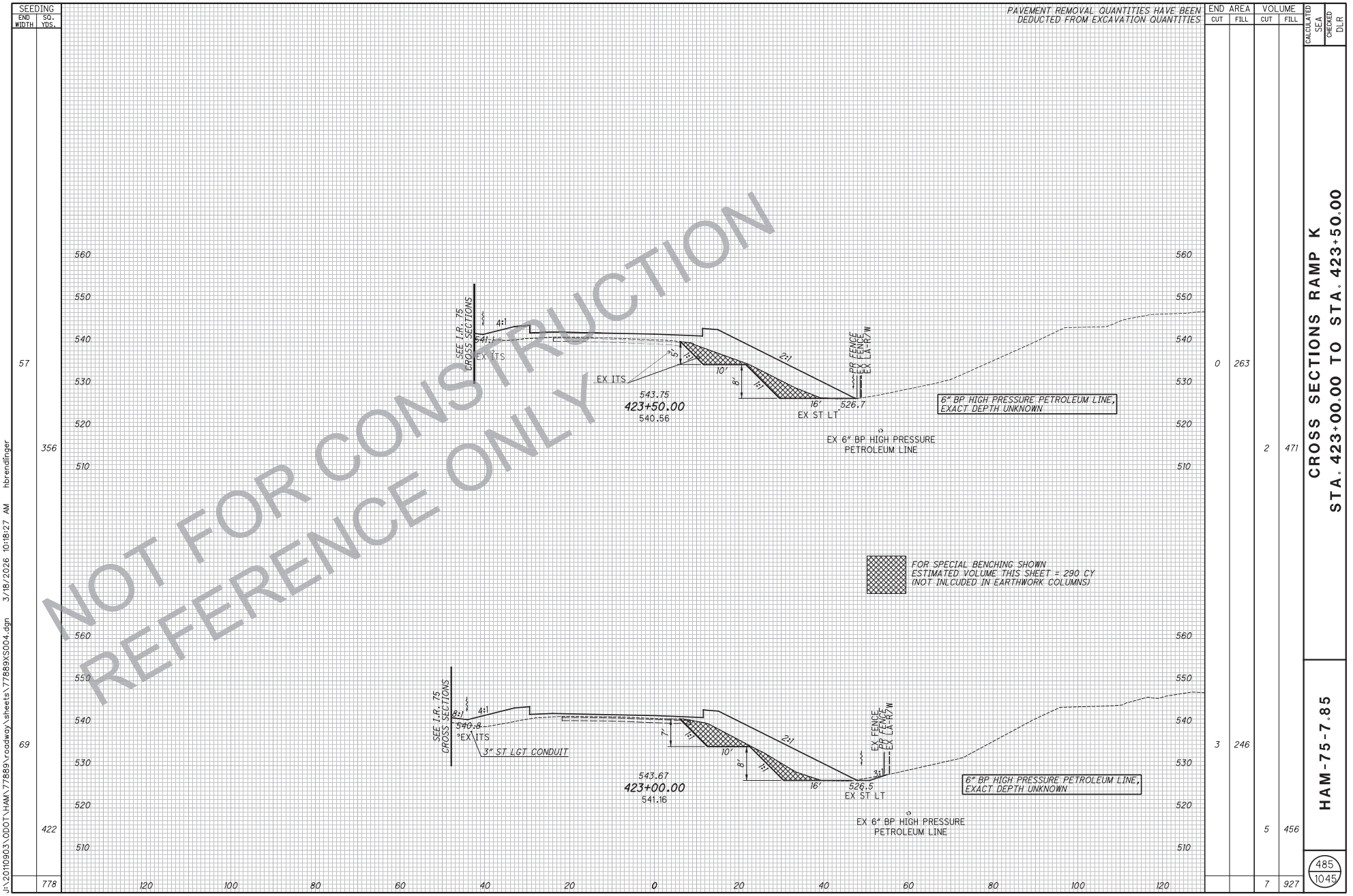
NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

CROSS SECTIONS RAMP K
STA. 422+00.00 TO STA. 422+50.00

HAM-75-7.85

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS004.dgn 3/18/2026 10:18:27 AM hbrendlinger



NOT FOR CONSTRUCTION
REFERENCE ONLY

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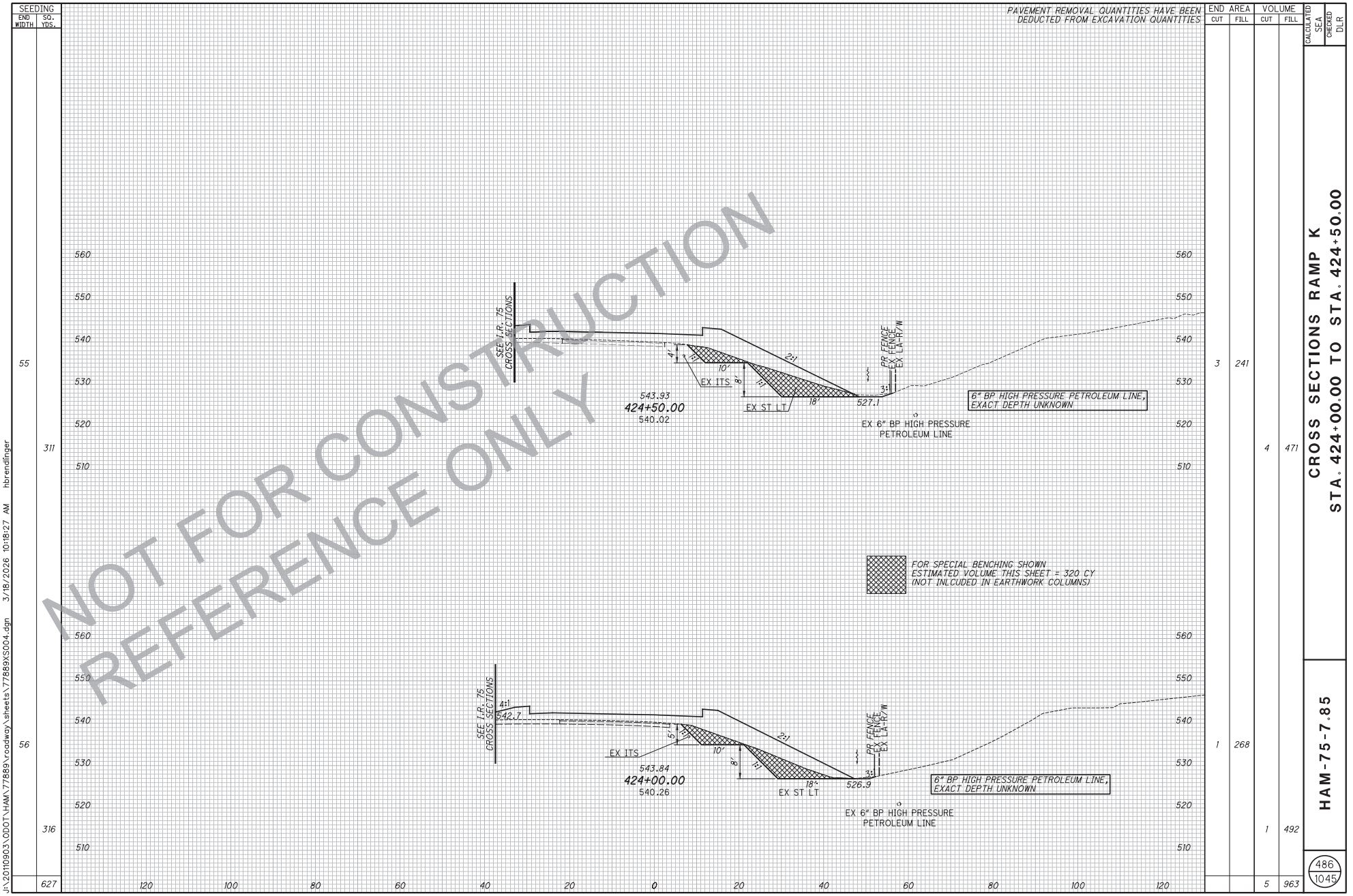
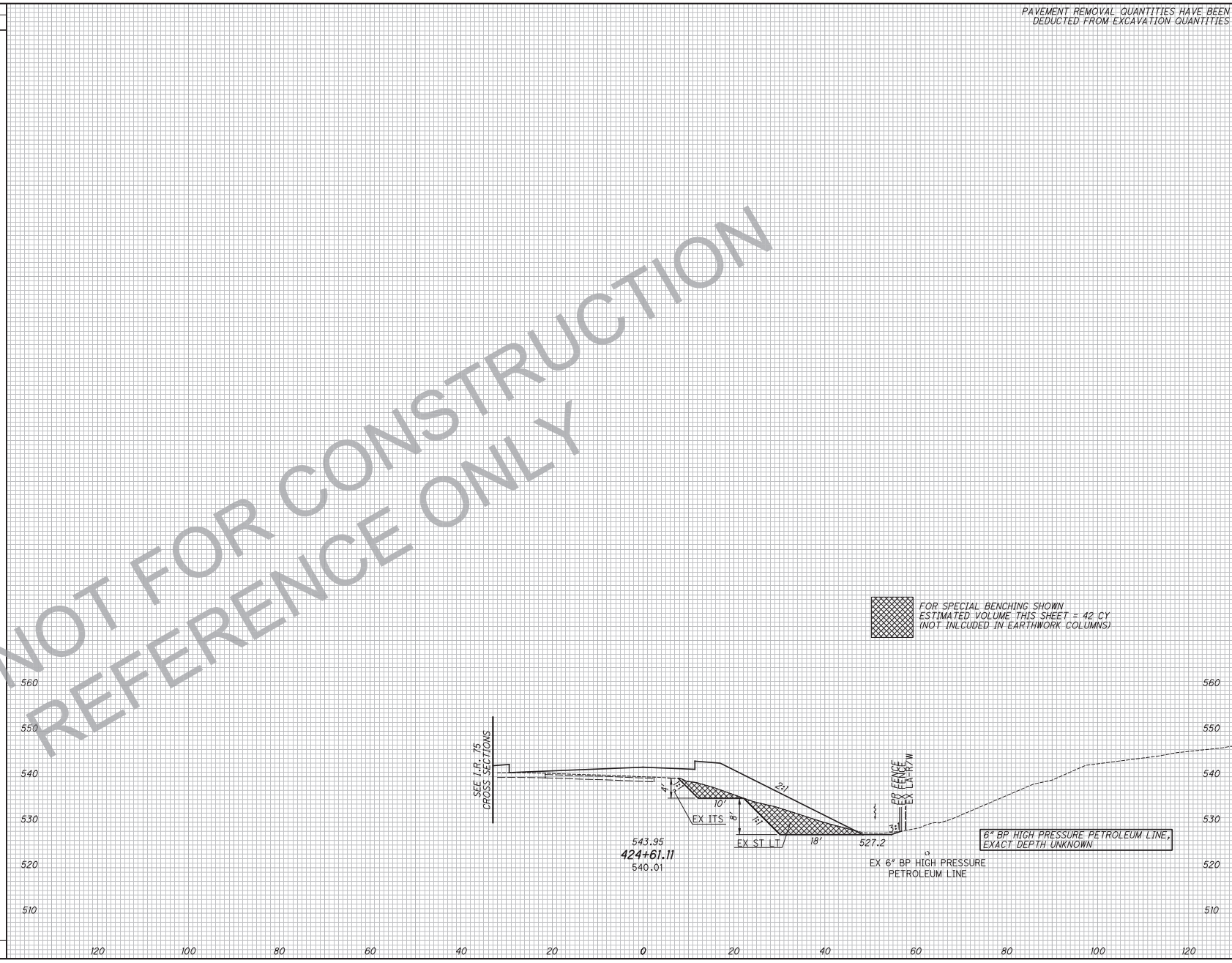


J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS004.dgn 3/18/2026 10:18:27 AM hbrendlinger

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
56		3	218		
	69			1	94
	69			1	94



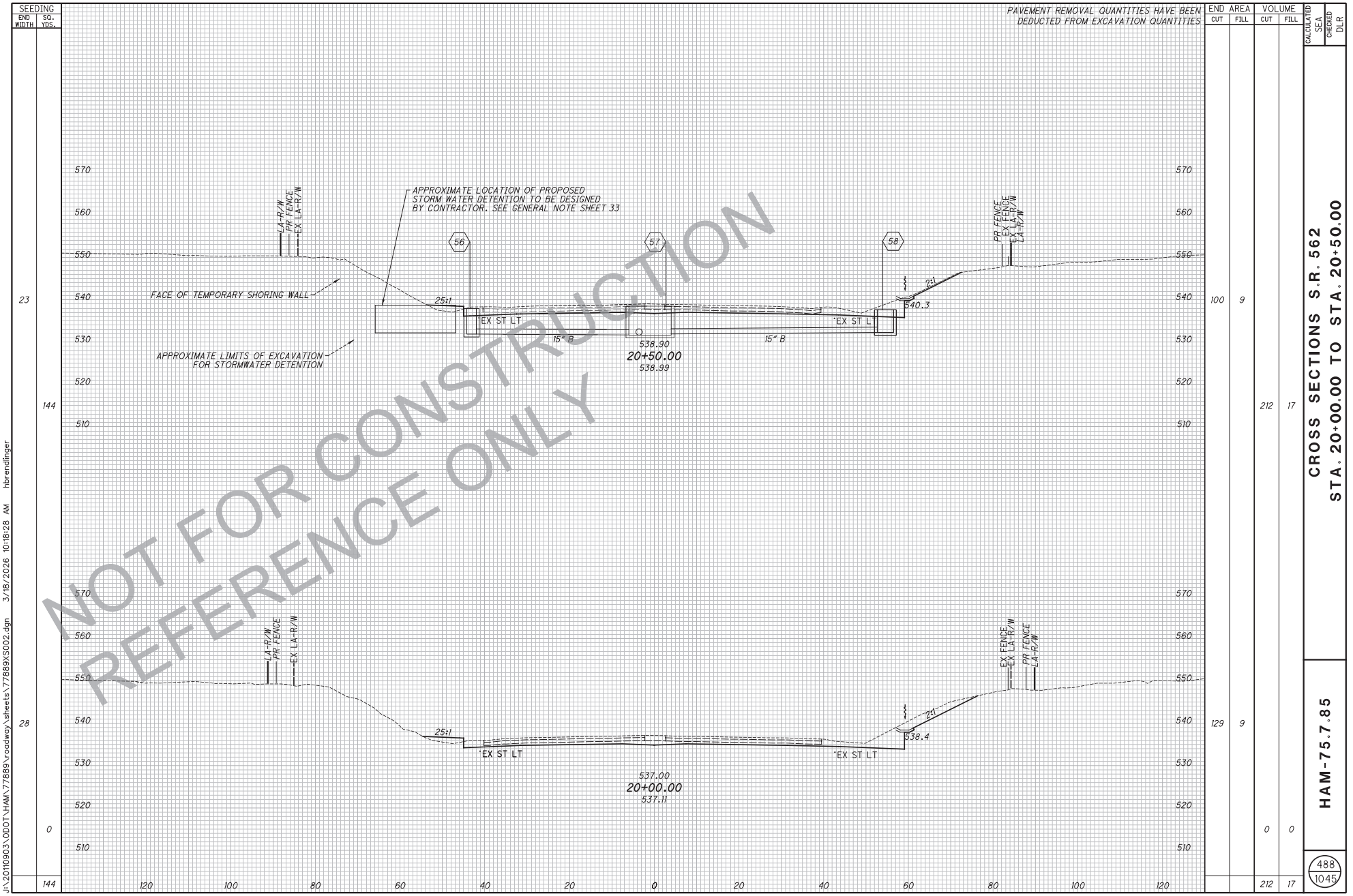
NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

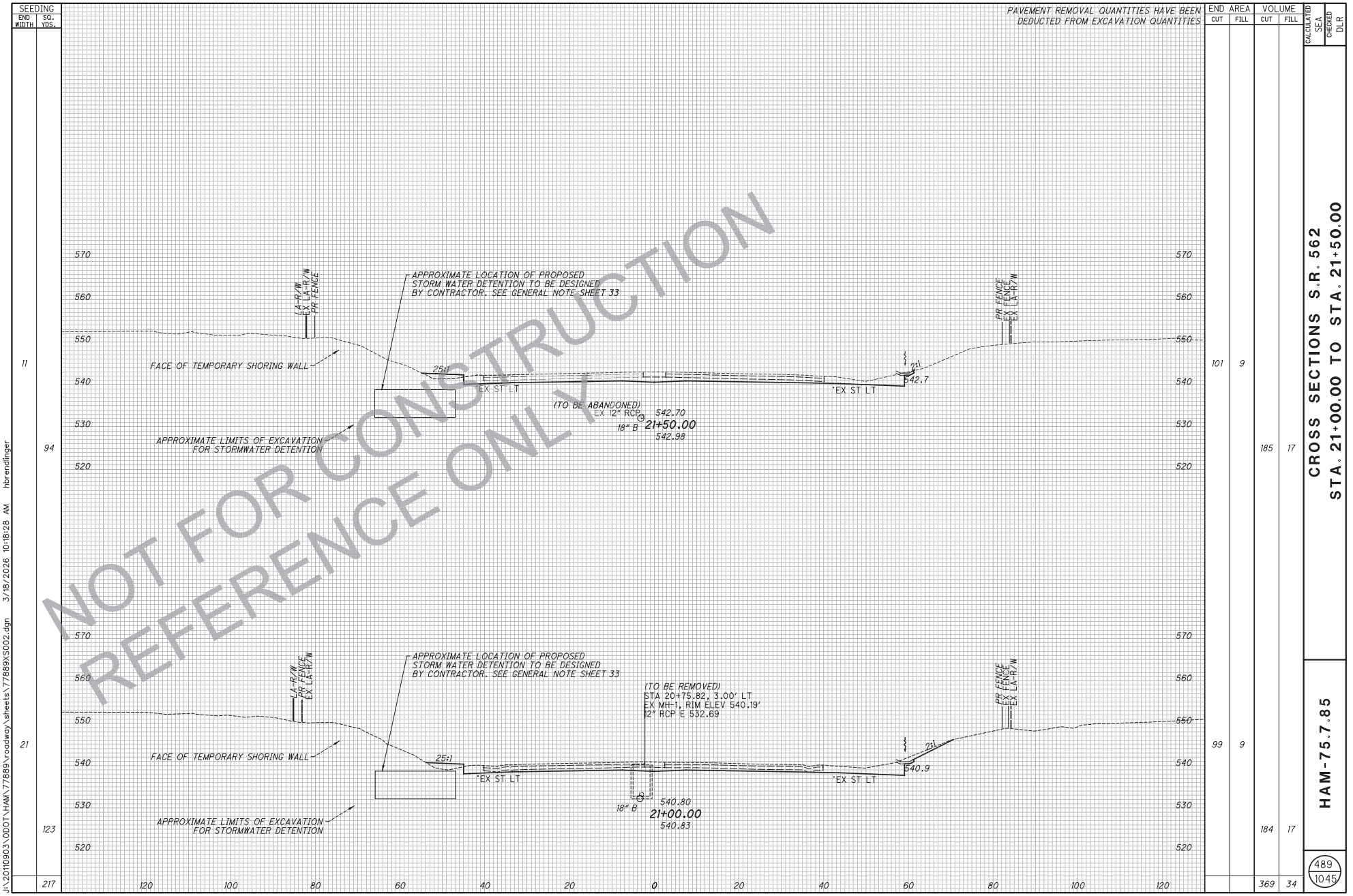
CROSS SECTIONS RAMP K
STA. 424+61.11

HAM-75-7.85

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS004.dgn 3/18/2026 10:18:27 AM hbrendlinger



NOT FOR CONSTRUCTION
REFERENCE ONLY



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REFERENCE ONLY

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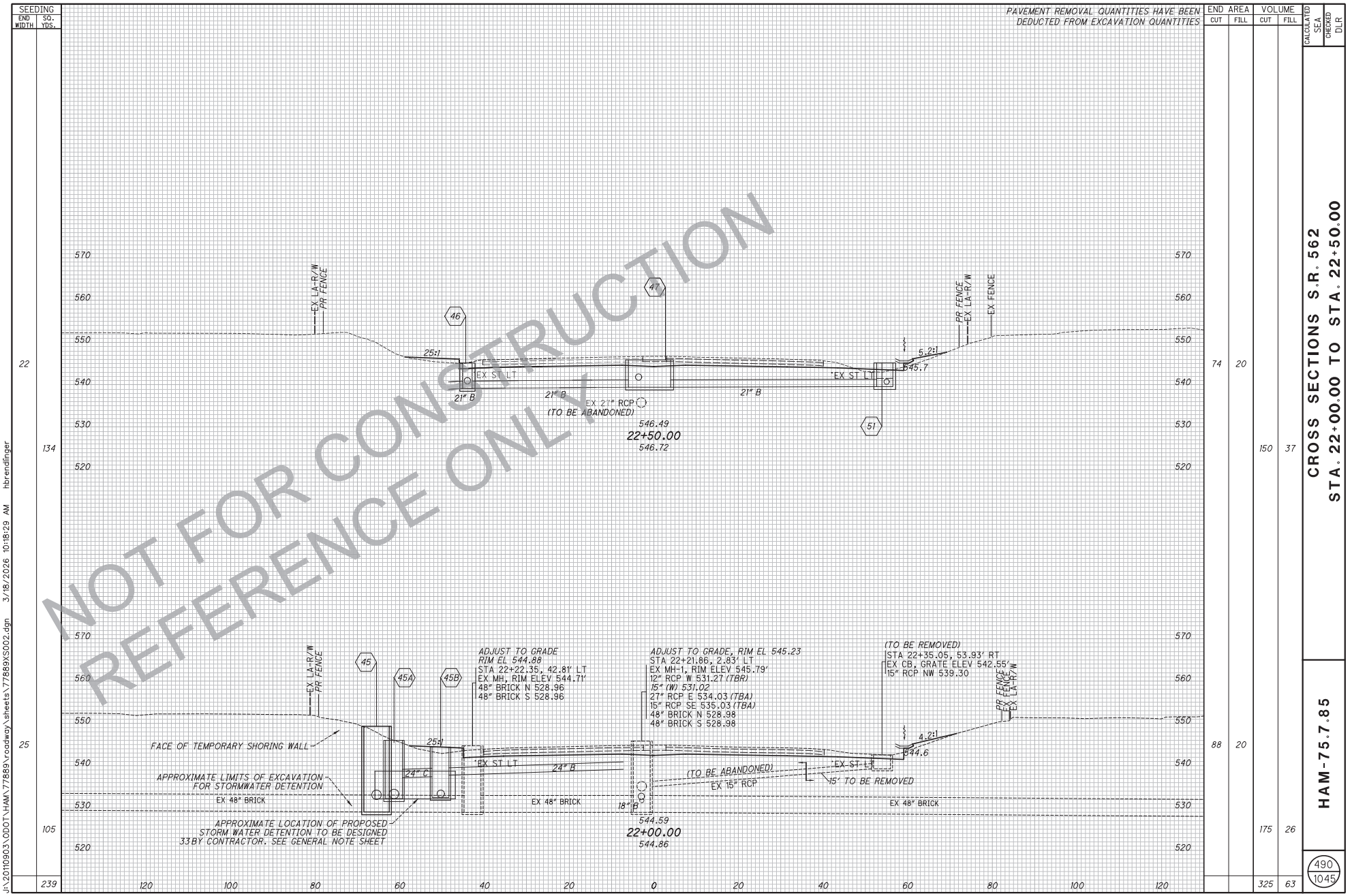


SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
22	134	74	20	150	37
25	105	88	20	175	26
	239			325	63

CALCULATED SFA
CHECKED DLR

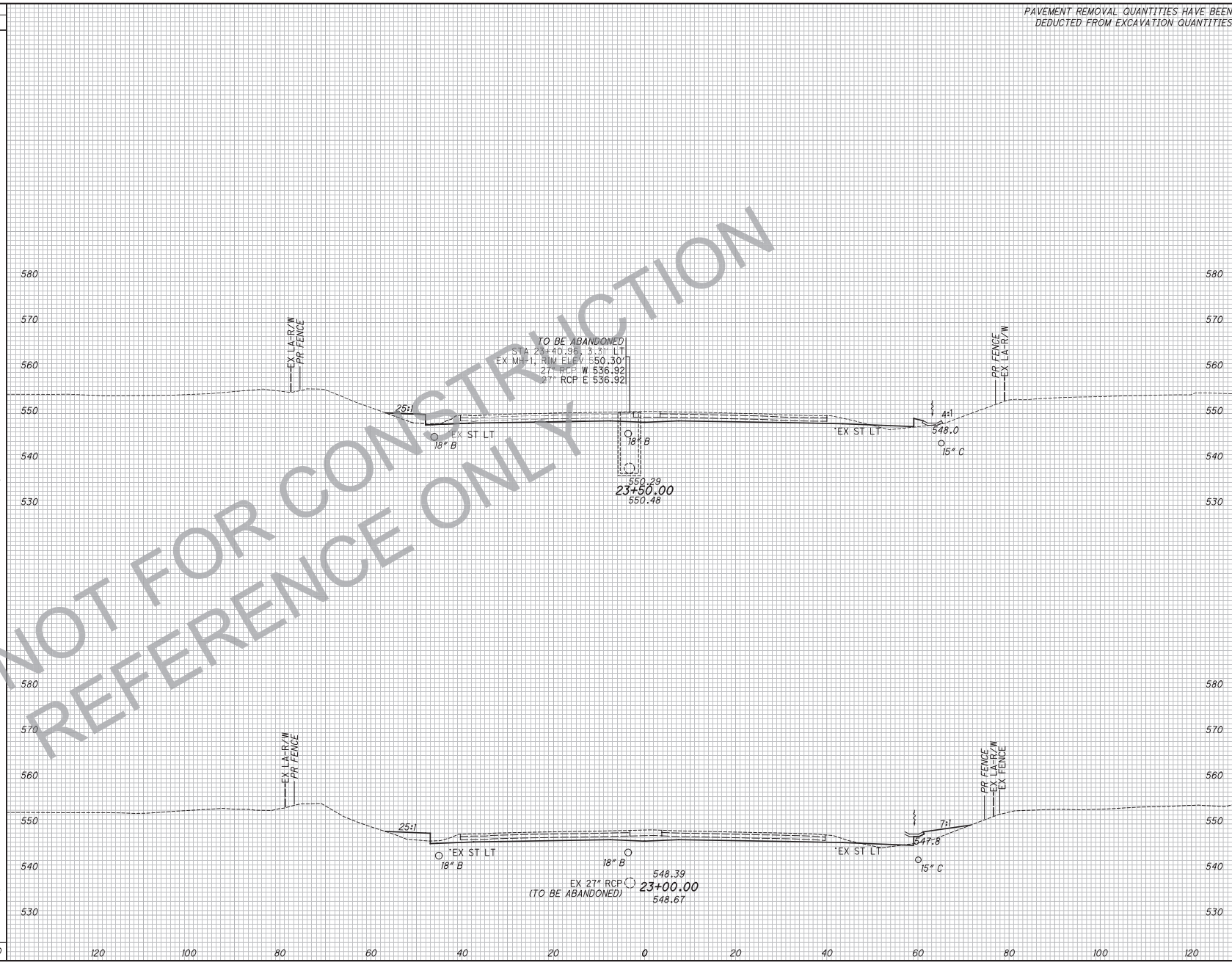
CROSS SECTIONS S.R. 562
STA. 22+00.00 TO STA. 22+50.00

HAM-75.7.85

490
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS002.dgn 3/18/2026 10:18:29 AM hbrendlinger

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
21		68	22		
	122			128	49
22		70	31		
	128			133	48
	250			261	97

CALCULATED SEA
CHECKED DLR

CROSS SECTIONS S.R. 562
STA. 23+00.00 TO STA. 23+50.00

HAM-75.7.85

NOT FOR CONSTRUCTION
REFERENCE ONLY

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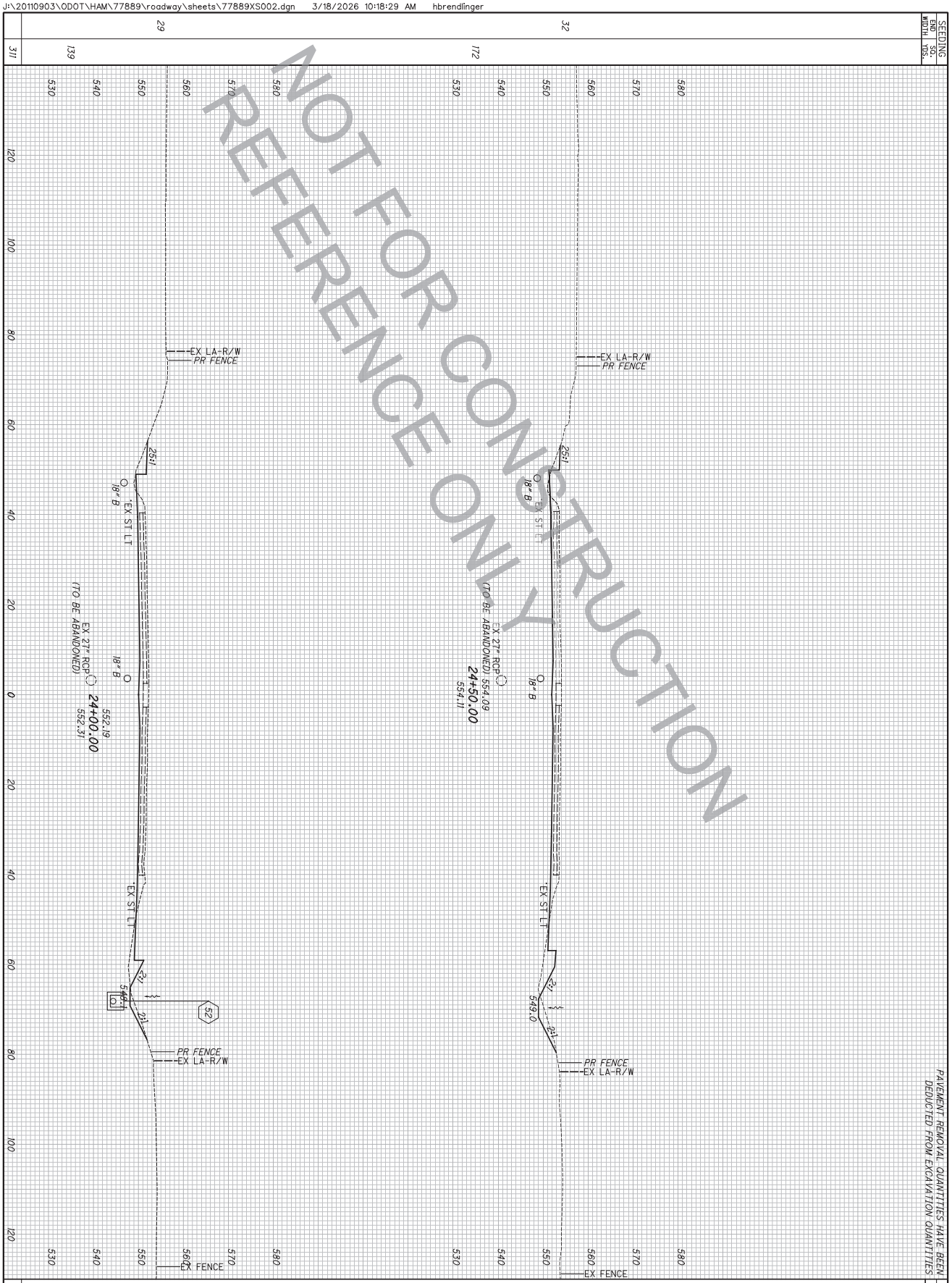


PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
311	139	29	69	258	127
	172	32	73		131
		27		95	45
		28			50

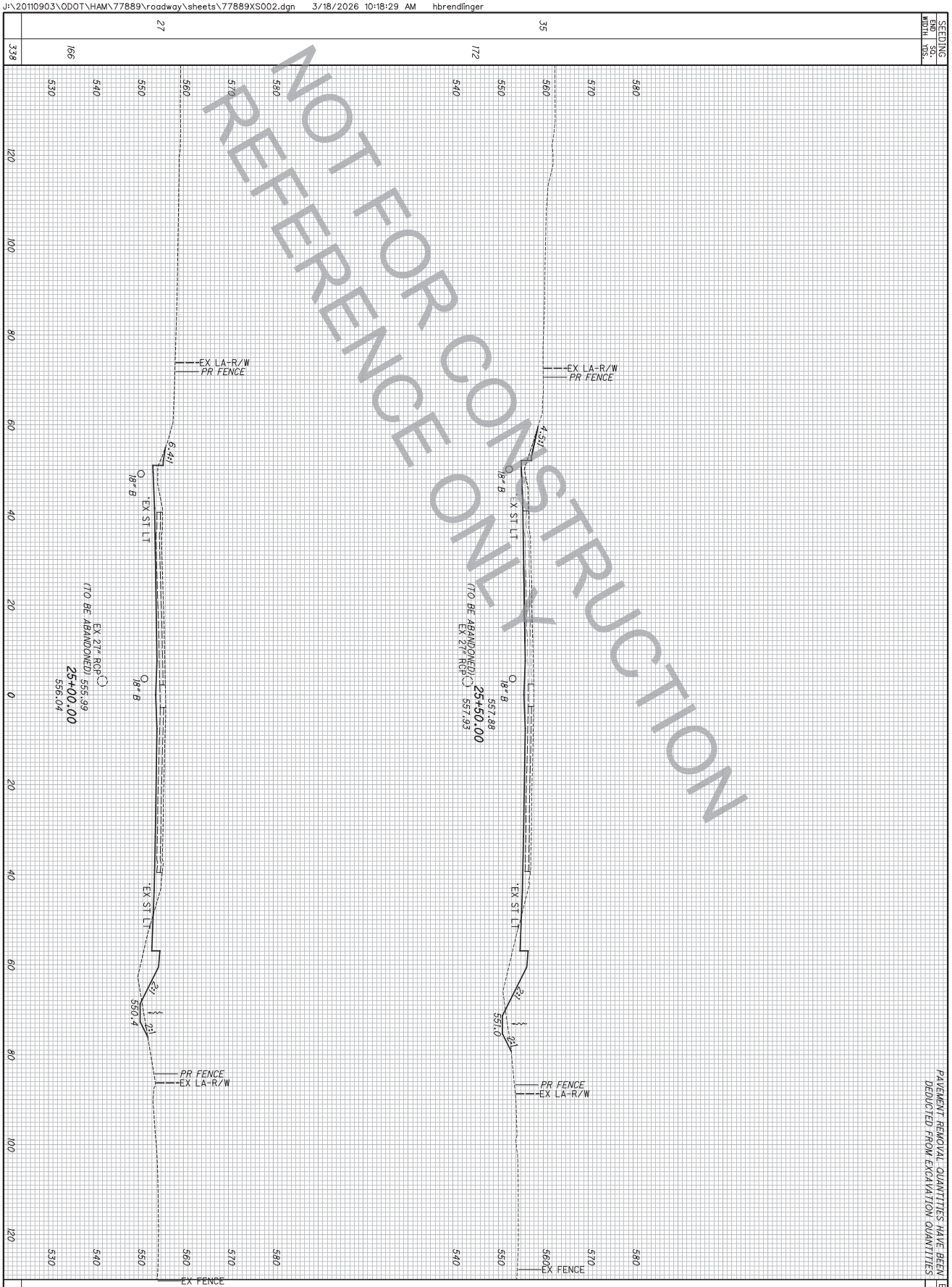
492
1045

HAM-75.7.85

CROSS SECTIONS S.R. 562
STA. 24+00.00 TO STA. 24+50.00

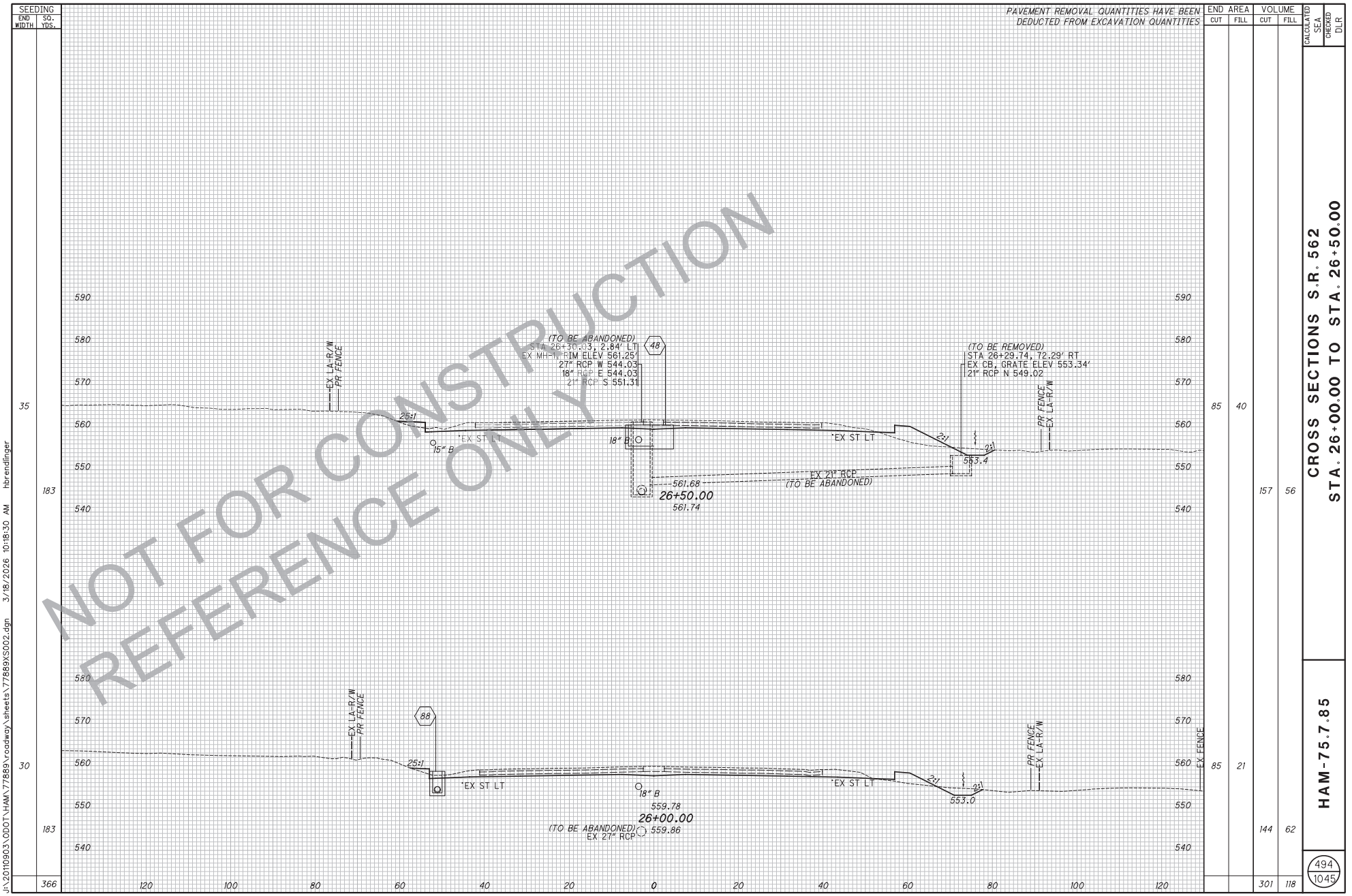
CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS002.dgn 3/18/2026 10:18:29 AM hbrendlinger



SEEDING	END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL
338	166	CUT	261	132
27	35	FILL	145	64
		CUT	129	81
		FILL	69	41
		CUT	71	46

493 / 1045	HAM-75.7.85	CROSS SECTIONS S.R. 562 STA. 25+00.00 TO STA. 25+50.00	CALCULATED SEA CHECKED DLR



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REFERENCE ONLY

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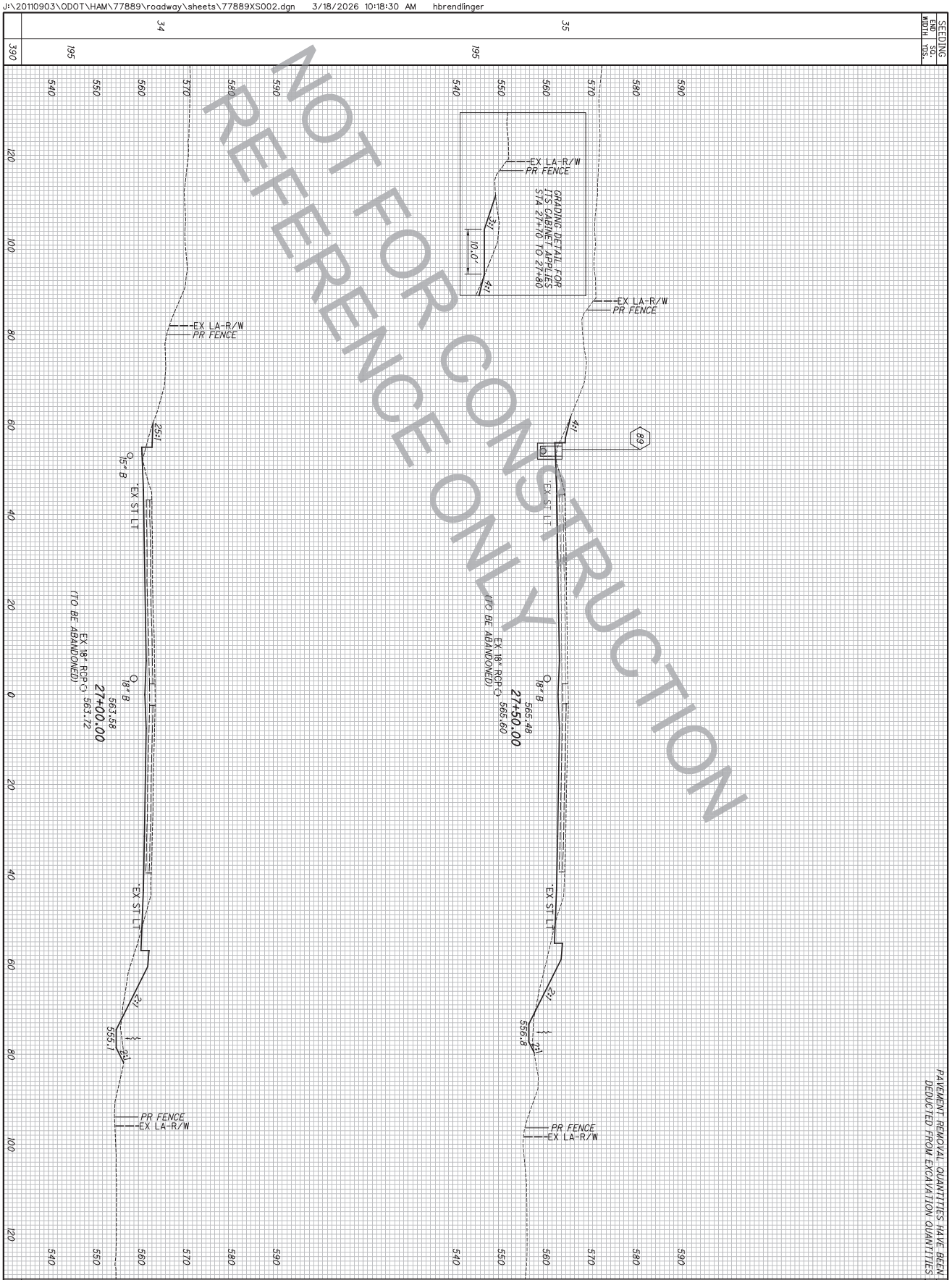

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
390	195	85	44	312	150
	195	82	35	157	77
		35		155	73

495 / 1045	HAM-75.7.85	CROSS SECTIONS S.R. 562 STA. 27+00.00 TO STA. 27+50.00	CALCULATED SEA CHECKED DLR

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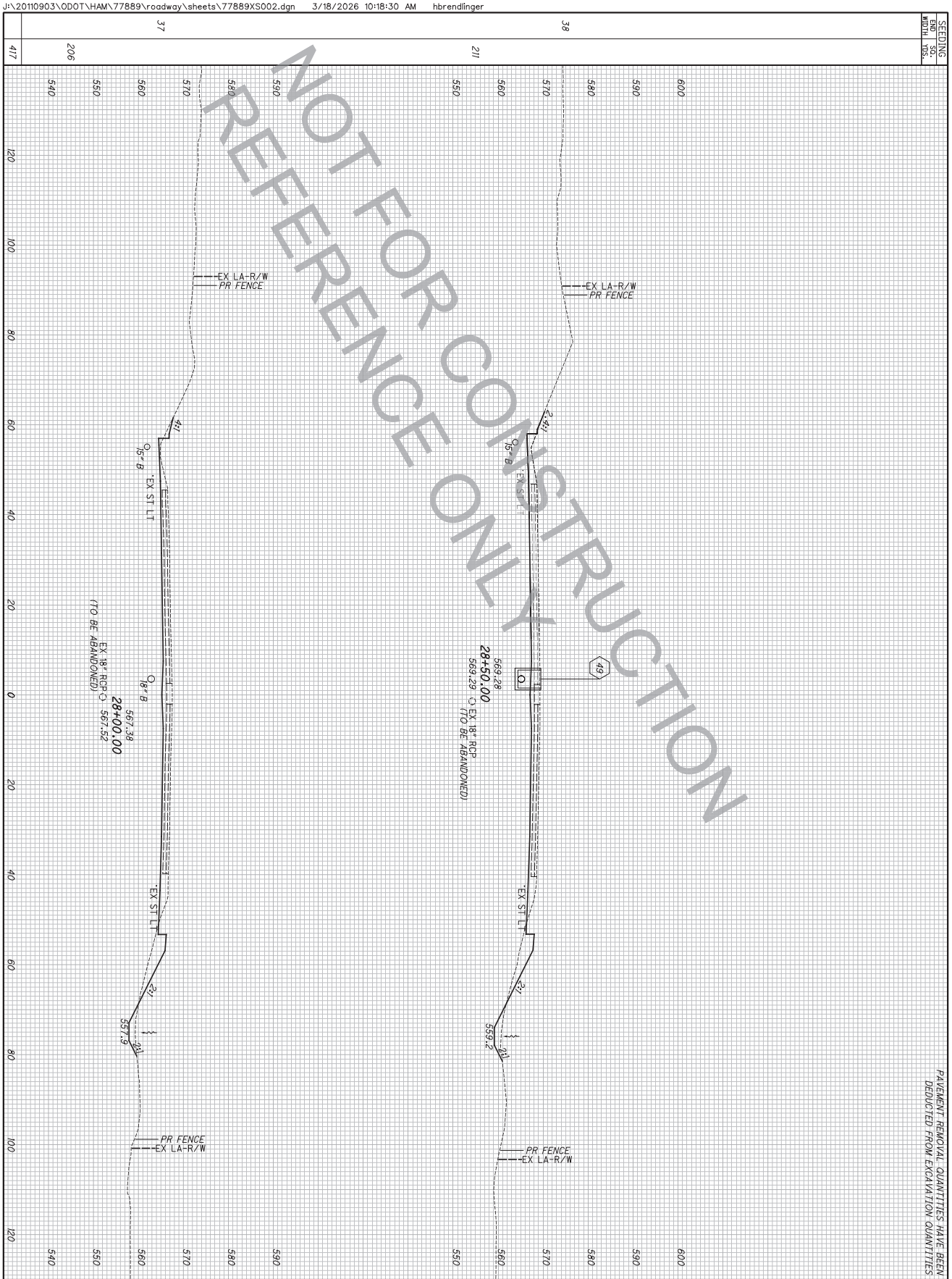
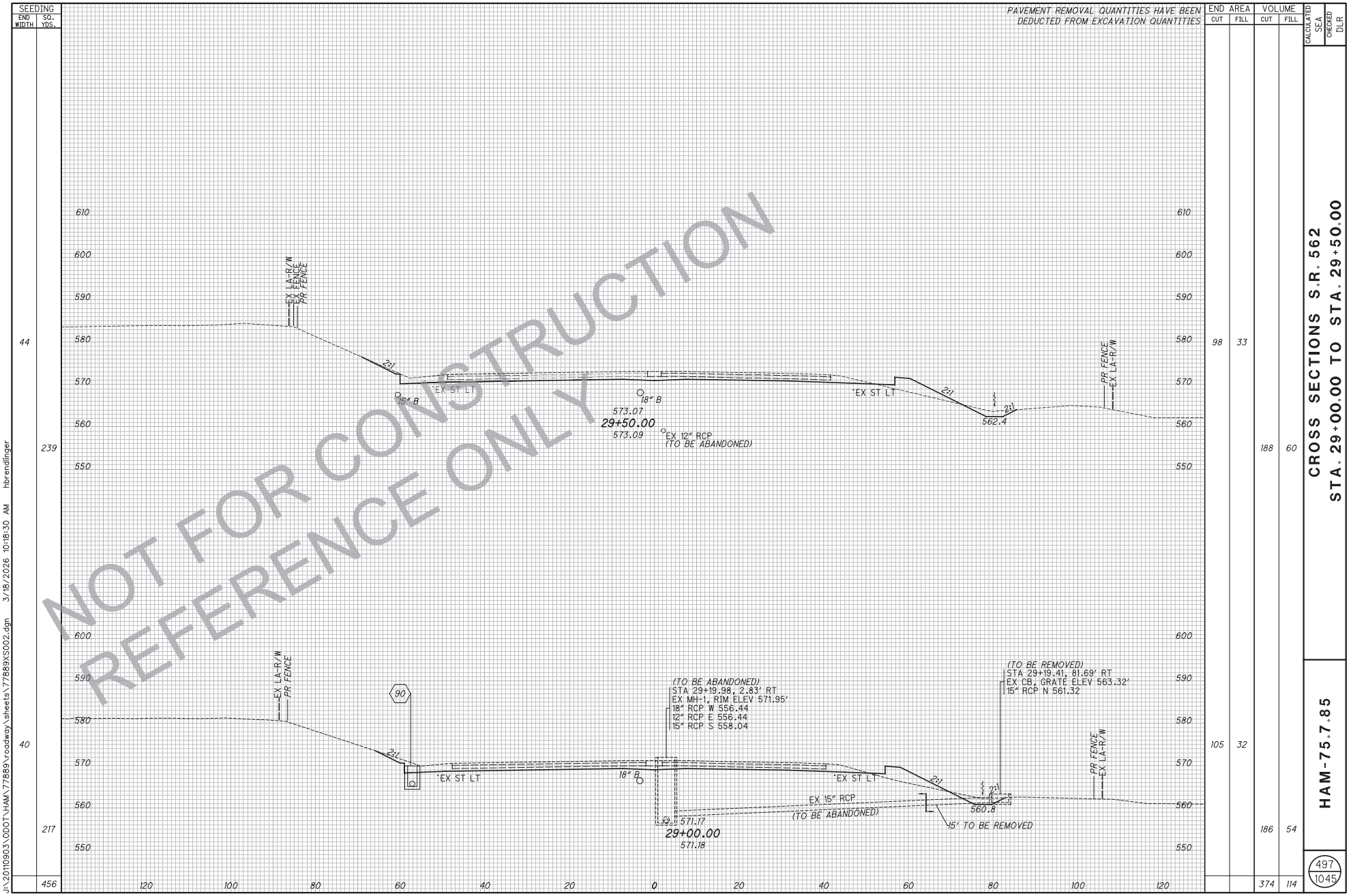


PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
417	206	84	31	322	155
211		95	27	167	54
				115	61

496 / 1045	HAM-75.7.85	CROSS SECTIONS S.R. 562 STA. 28+00.00 TO STA. 28+50.00	CALCULATED SEA CHECKED DLR


SEEDING
END WIDTH
SQ. YDS.
44
239
40
217
456
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
98
33
105
32
VOLUME
CUT
FILL
188
60
186
54
374
114
CALCULATED SFA
CHECKED DLR
CROSS SECTIONS S.R. 562
STA. 29+00.00 TO STA. 29+50.00
HAM-75.7.85
497
1045
610
600
590
580
570
560
550
EX LA-R/W
EX FENCE
PR FENCE
2:1
EX ST LT
15" B
18" B
573.07
29+50.00
573.09
EX 12" RCP
(TO BE ABANDONED)
562.4
PR FENCE
EX LA-R/W
90
(TO BE ABANDONED)
STA 29+19.98, 2.83' RT
EX MH-1, RIM ELEV 571.95'
18" RCP W 556.44
12" RCP E 556.44
15" RCP S 558.04
(TO BE REMOVED)
STA 29+19.41, 81.69' RT
EX CB, GRATE ELEV 563.32'
15" RCP N 561.32
EX 15" RCP
(TO BE ABANDONED)
560.8
15' TO BE REMOVED
571.17
29+00.00
571.18
120
100
80
60
40
20
0
20
40
60
80
100
120
NOT FOR CONSTRUCTION
REFERENCE ONLY
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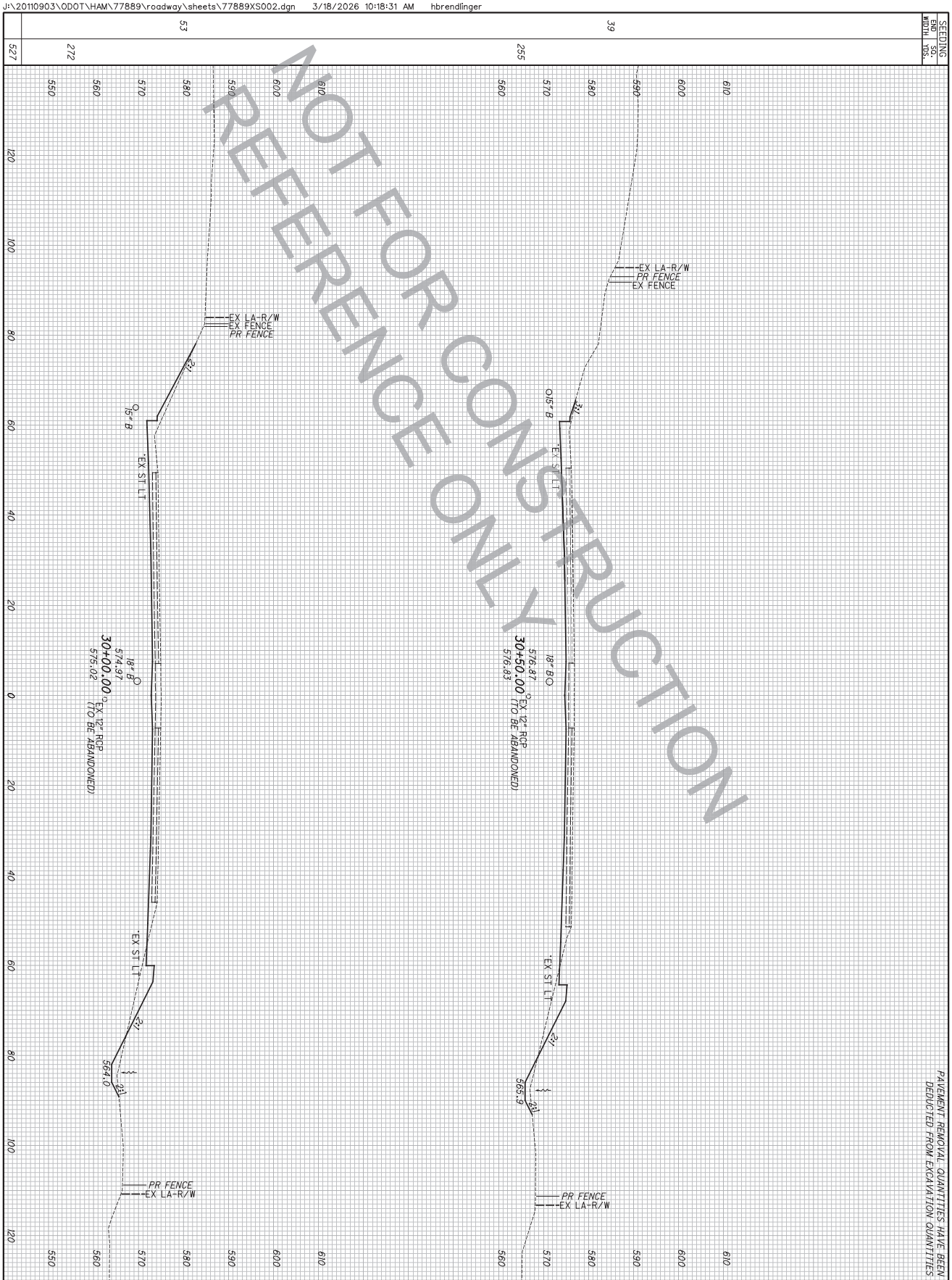
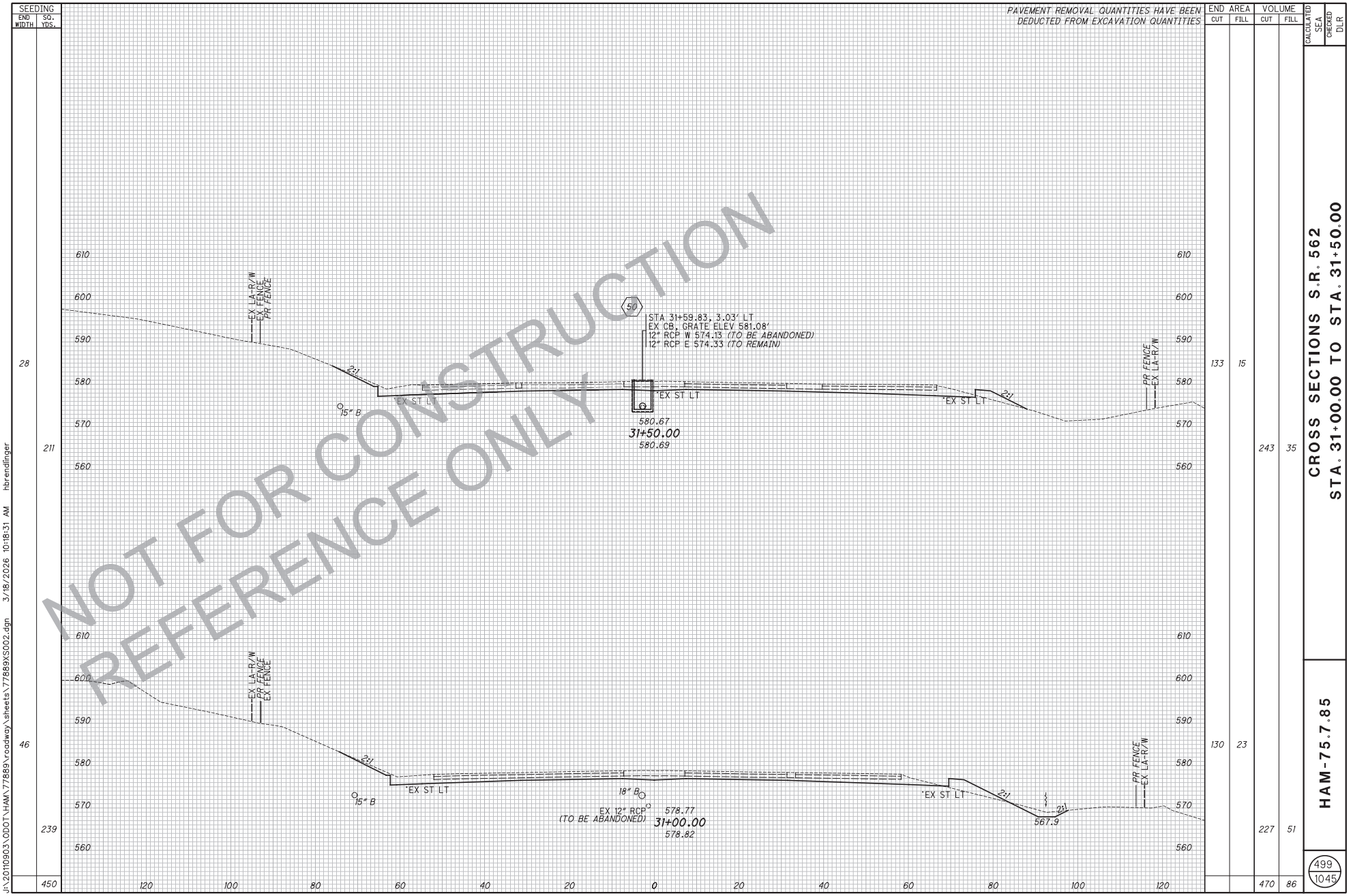
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS002.dgn 3/18/2026 10:18:31 AM hbrendlinger



SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
527	272	116	32	413	198
53					60
39	255	116	32	215	59

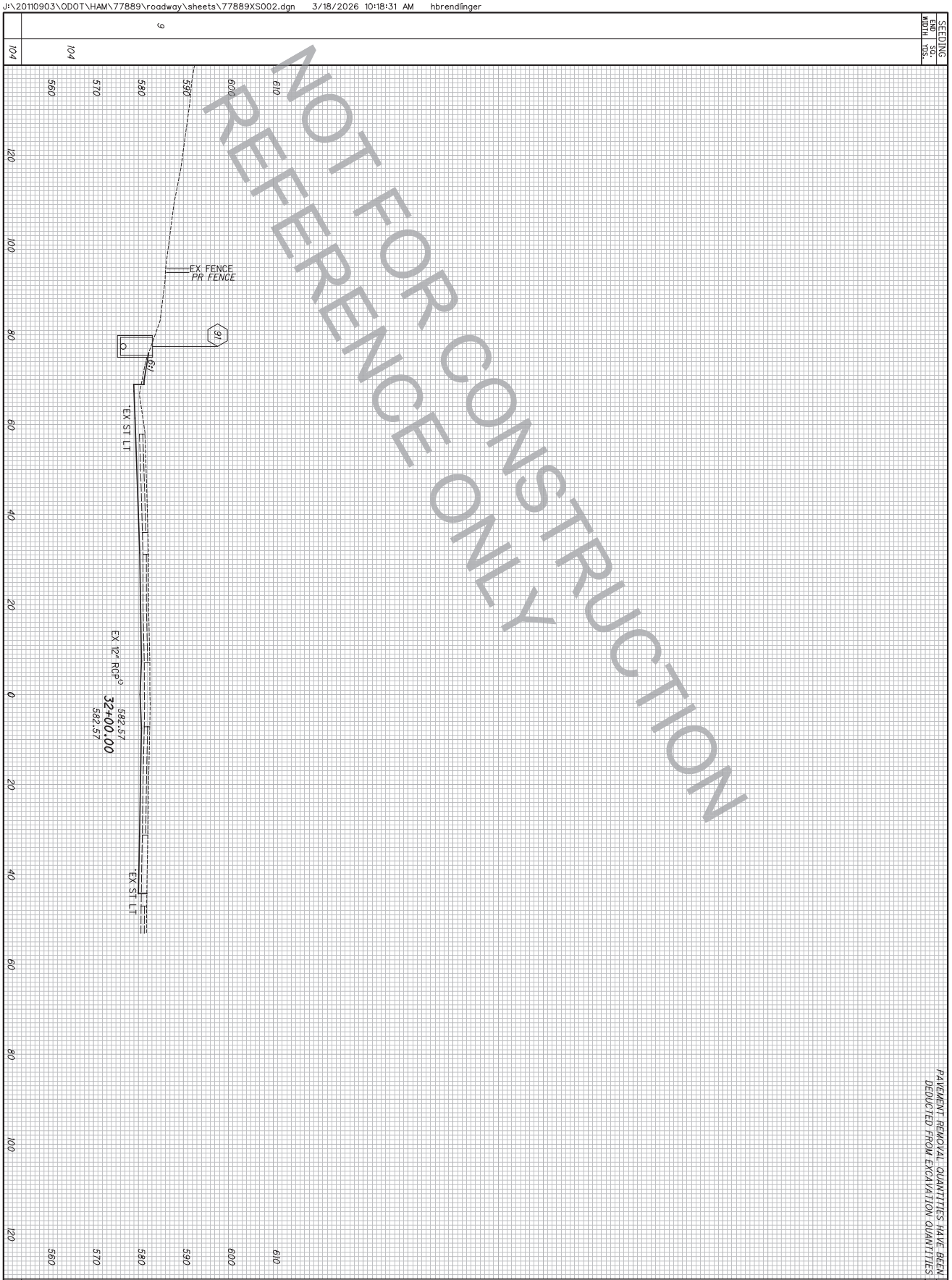
498 / 1045	HAM-75.7.85	CROSS SECTIONS S.R. 562 STA. 30+00.00 TO STA. 30+50.00

CALCULATED SEA
CHECKED DLR



J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS002.dgn 3/18/2026 10:18:31 AM hbrendlinger

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS002.dgn 3/18/2026 10:18:31 AM hbrendlinger



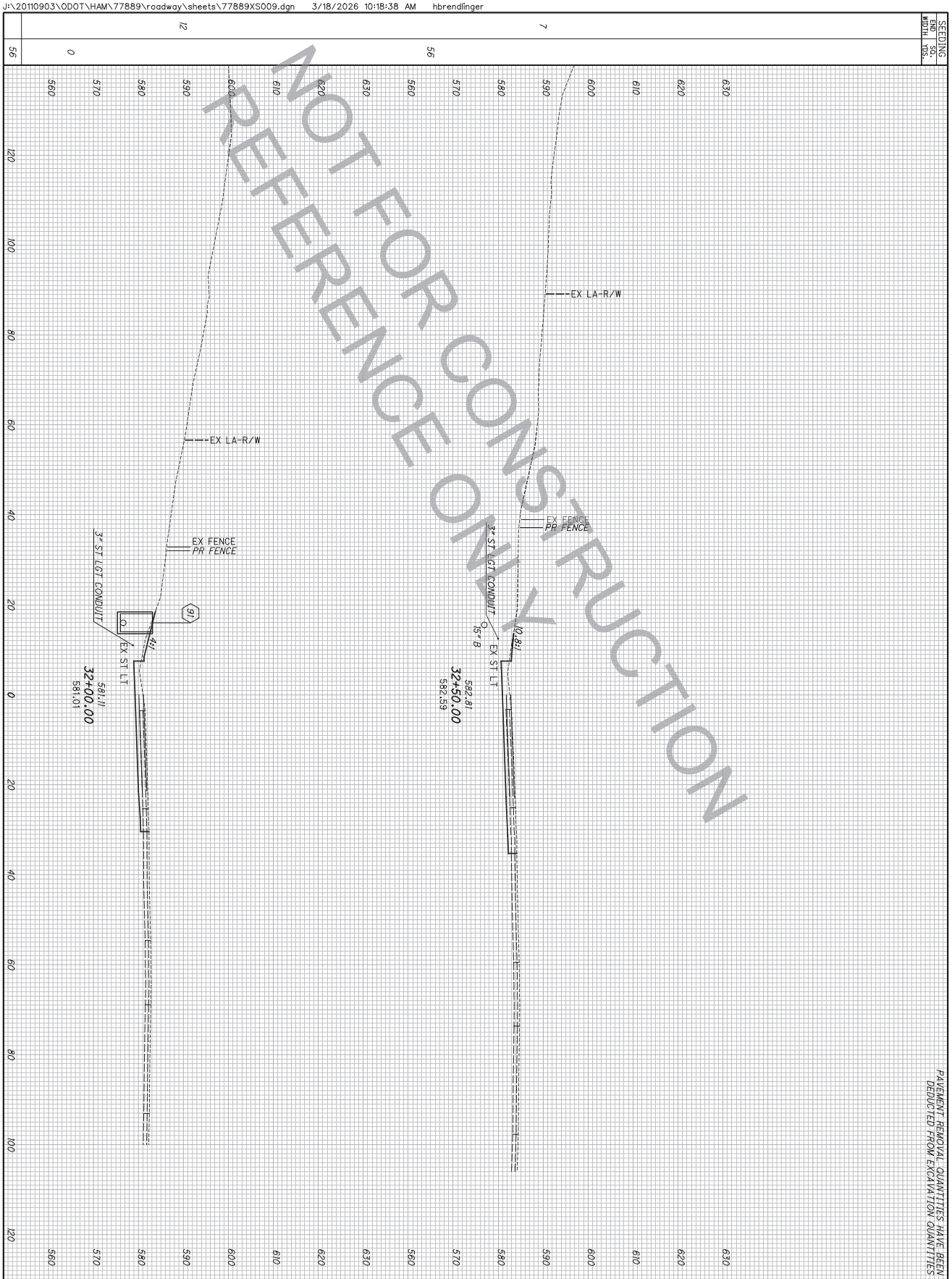
SEEDING	END WIDTH	SQ. YDS.
	9	104

END AREA	CUT	FILL
	88	3

VOLUME	CUT	FILL
	200	16

500 / 1045	HAM-75.7.85	CROSS SECTIONS S.R. 562 STA. 32+00.00	CALCULATED SEA CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS009.dgn 3/18/2026 10:18:38 AM hbrendlinger



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
56	0	12	7		
		40	41		
		5	1		
75	0			75	
6	0			6	

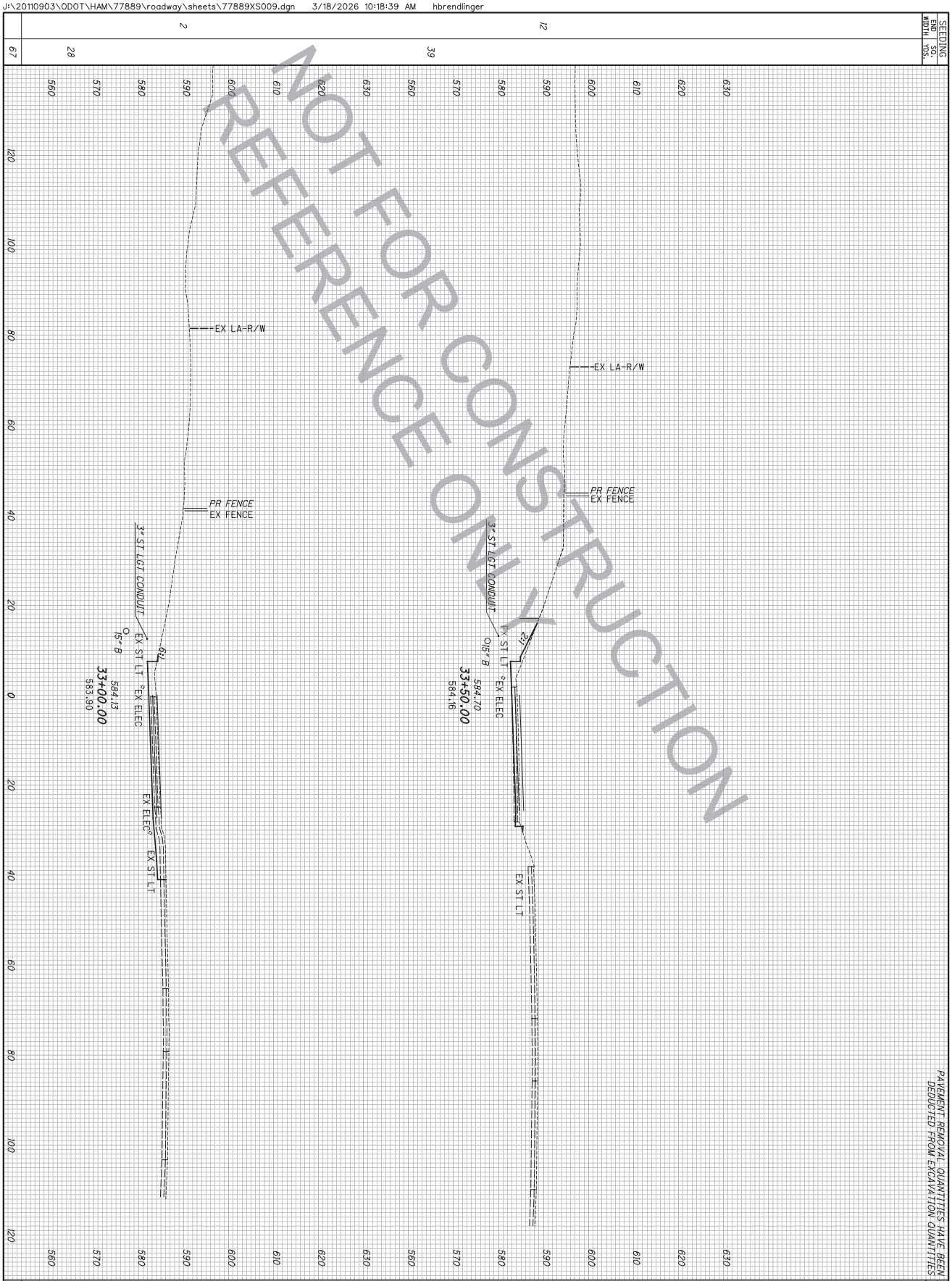
501
1045

HAM-75-7.85

CROSS SECTIONS RAMP P
STA. 32+00.00 TO STA. 32+50.00

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS009.dgn 3/18/2026 10:18:39 AM hbrendlinger



SEEDING	END AREA	VOLUME
END WIDTH / SQ. YDS.	CUT / FILL	CUT / FILL
67 / 28	0 / 35	115 / 70
2 / 39	5 / 14	45 / 5
12		6 / 1

502 / 1045	HAM-75-7.85	CROSS SECTIONS RAMP P STA. 33+00.00 TO STA. 33+50.00	CALCULATED SEA CHECKED DLR

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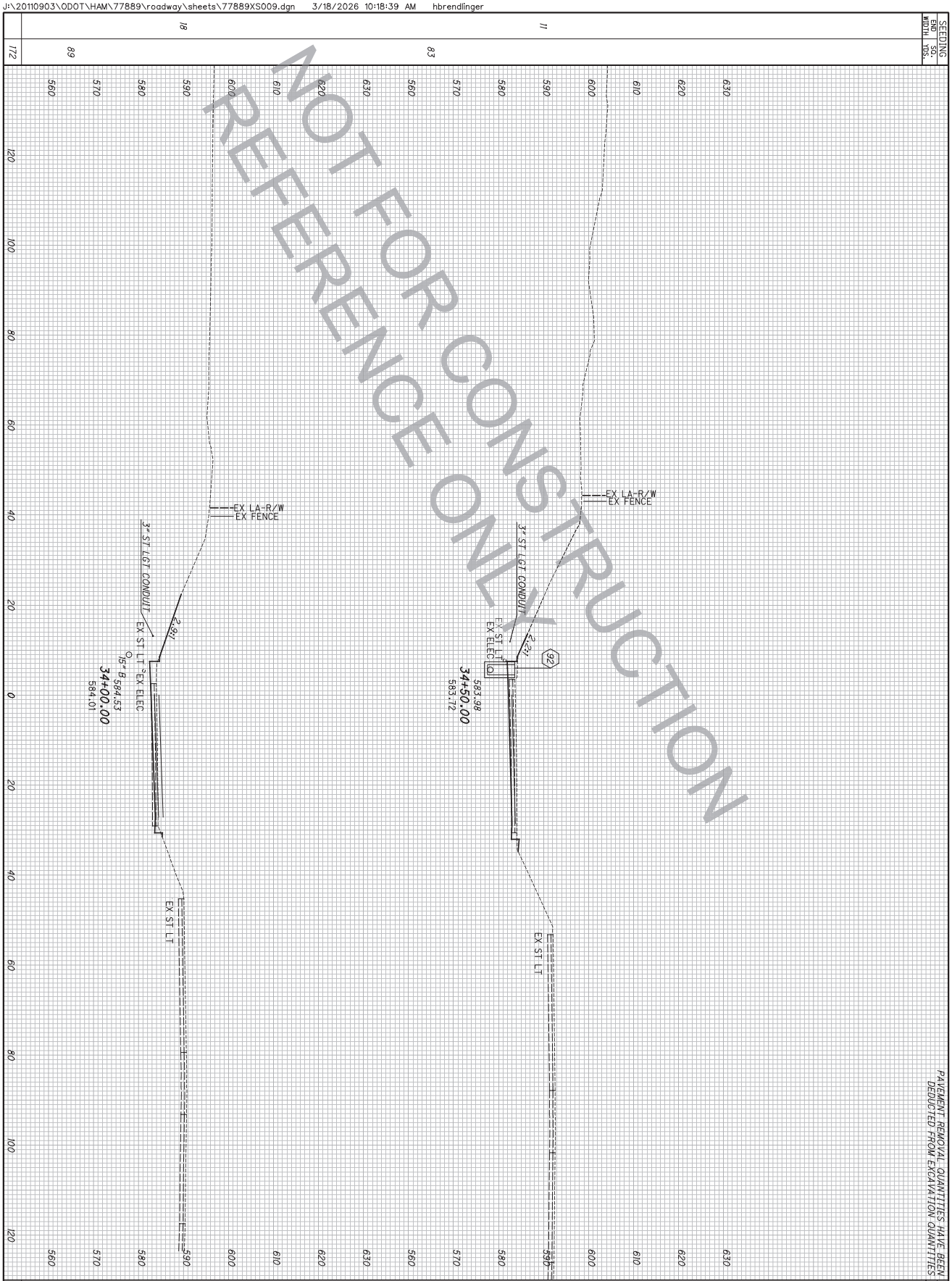
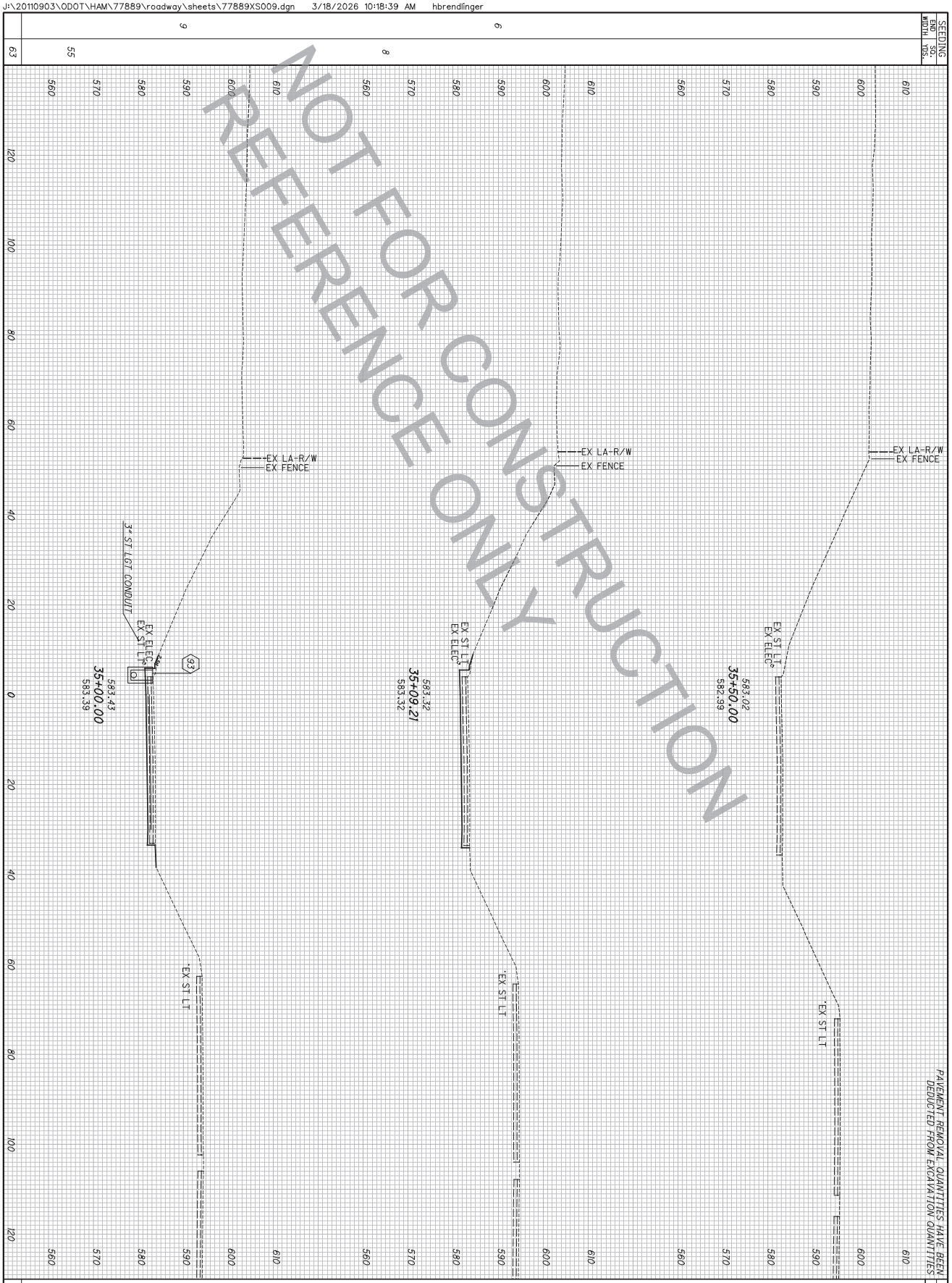


SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
18	172	9	9	44	23
11	83	16	1	23	10

503 / 1045	HAM-75-7.85	CROSS SECTIONS RAMP P STA. 34+00.00 TO STA. 34+50.00	CALCULATED SEA CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS009.dgn 3/18/2026 10:18:39 AM hbrendlinger



SEEDING	END AREA	VOLUME
END WIDTH / SQ. YDS.	CUT / FILL	CUT / FILL
	25 / 26	38 / 9
	0 / 0	1 / 0

504
1045

HAM-75-7.85

CROSS SECTIONS RAMP P
STA. 35+00.00 TO STA. 35+50.00

CALCULATED SEA
CHECKED DLR

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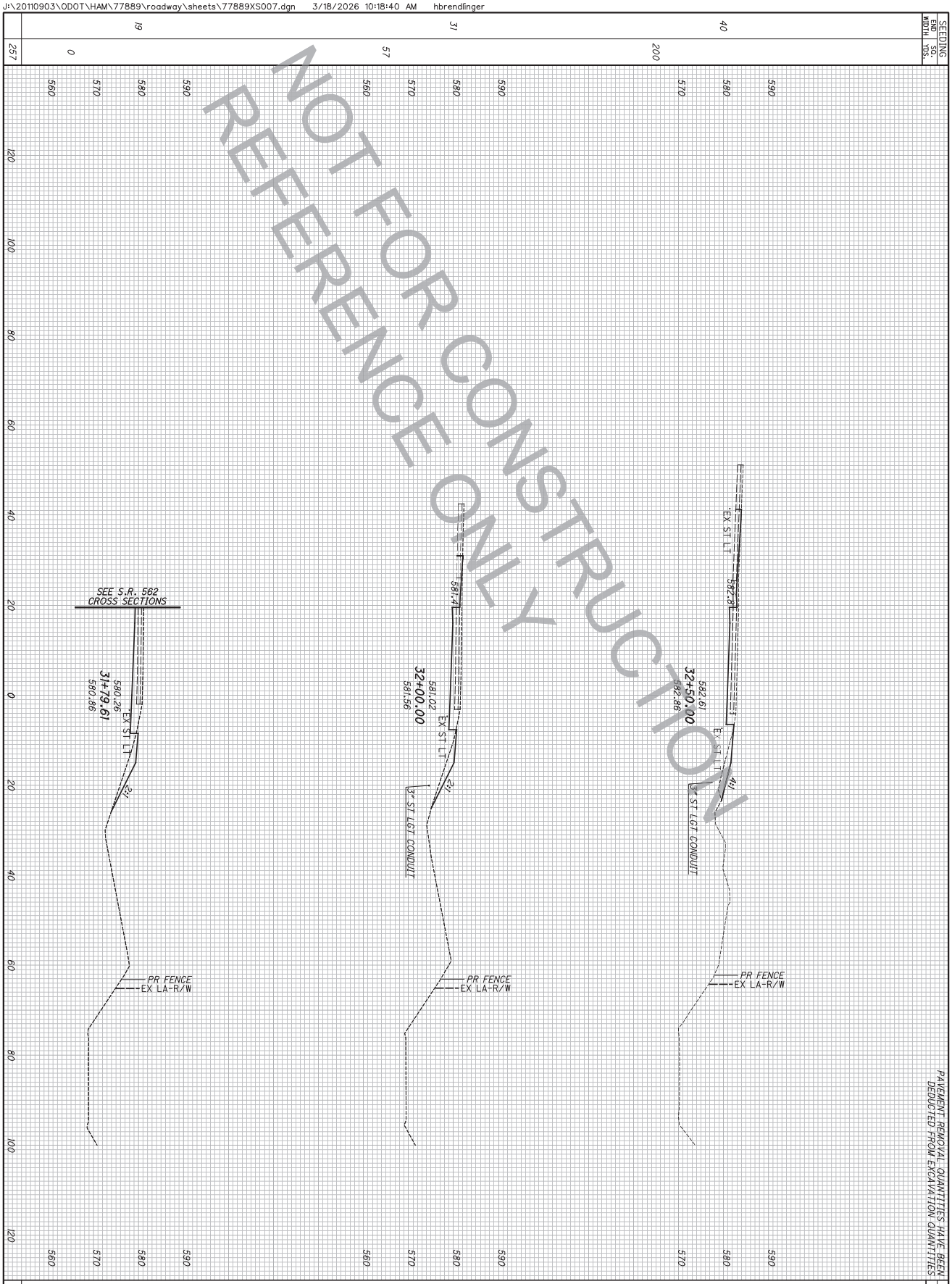
REFERENCE ONLY



PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

SEEDING			END AREA		VOLUME	
END WIDTH	SQ. YDS.		CUT	FILL	CUT	FILL
257	19	0	32	17	71	0
	31	57	30	15	23	12
	40	200	22	15	48	28

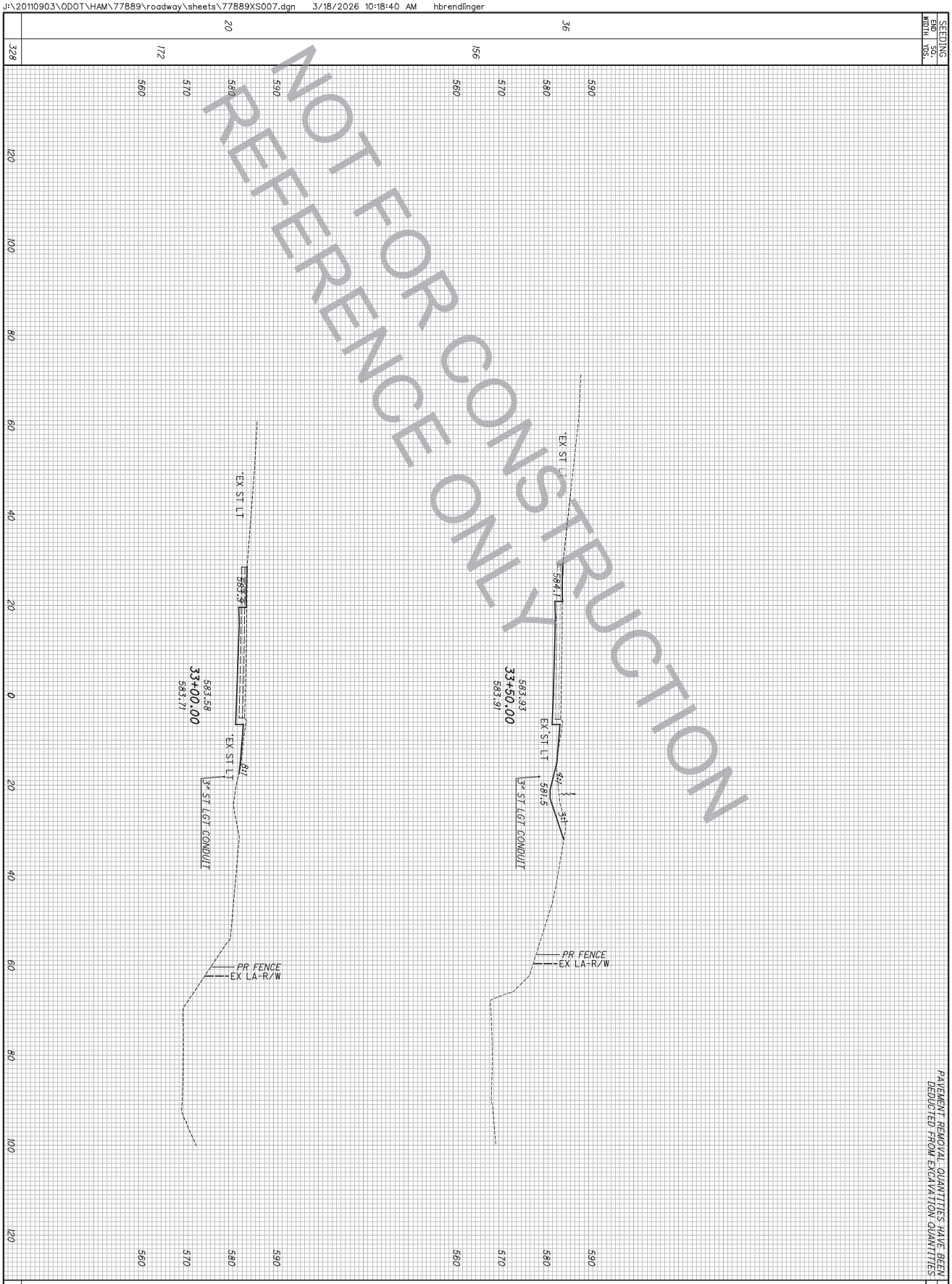
505
1045

HAM-75-7.85

CROSS SECTIONS RAMP Q
STA. 31+79.61 TO STA. 32+50.00

CALCULATED SEA
CHECKED DLR

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS007.dgn 3/18/2026 10:18:40 AM hbrendlinger



SEEDING		END AREA		VOLUME	
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL
328	172	20	0	92	39
	156	36	0	53	14
		37	0	14	0

506
1045

HAM-75-7.85

CROSS SECTIONS RAMP Q
STA. 33+00.00 TO STA. 33+50.00

CALCULATED SEA
CHECKED DLR

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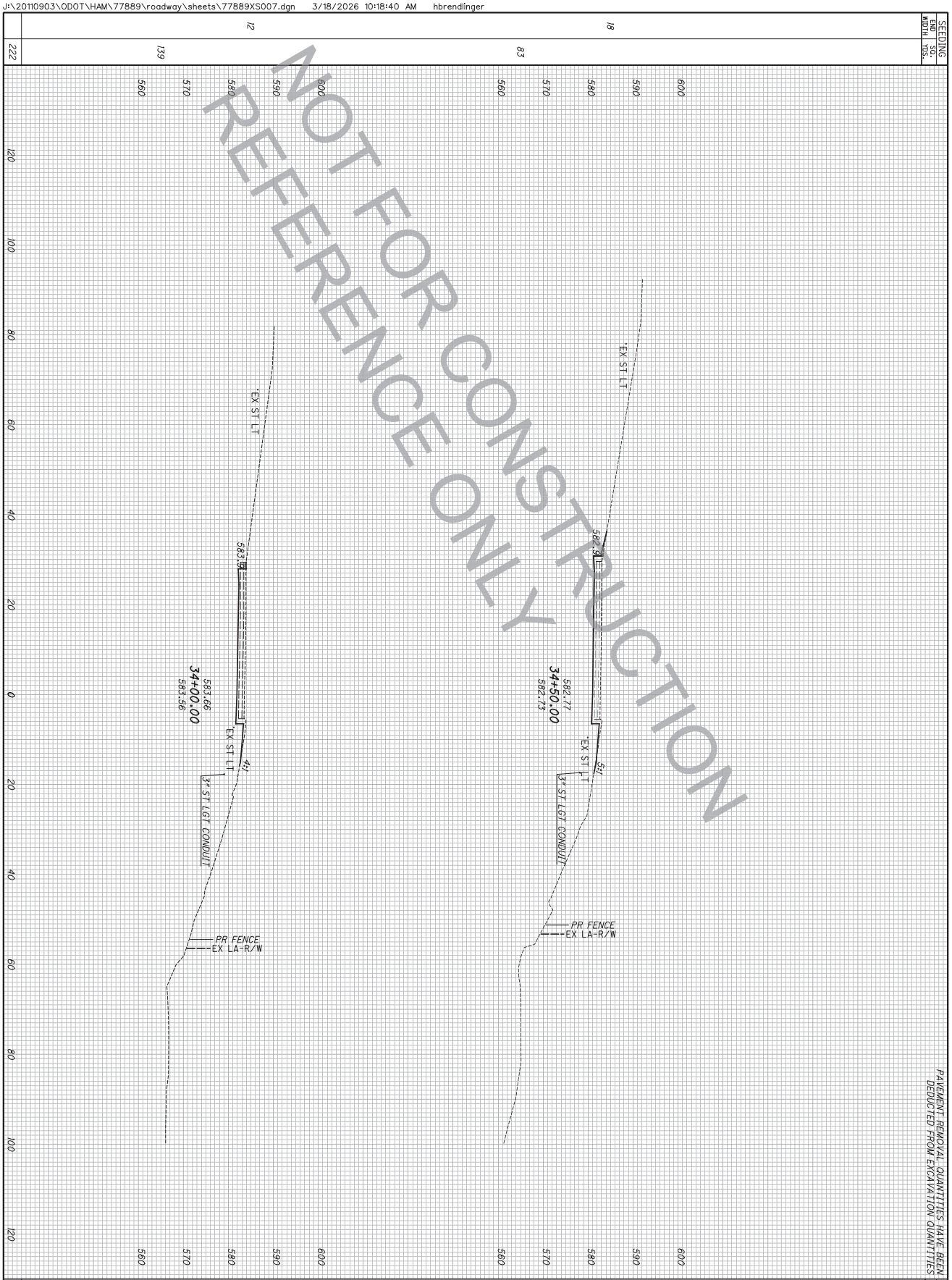


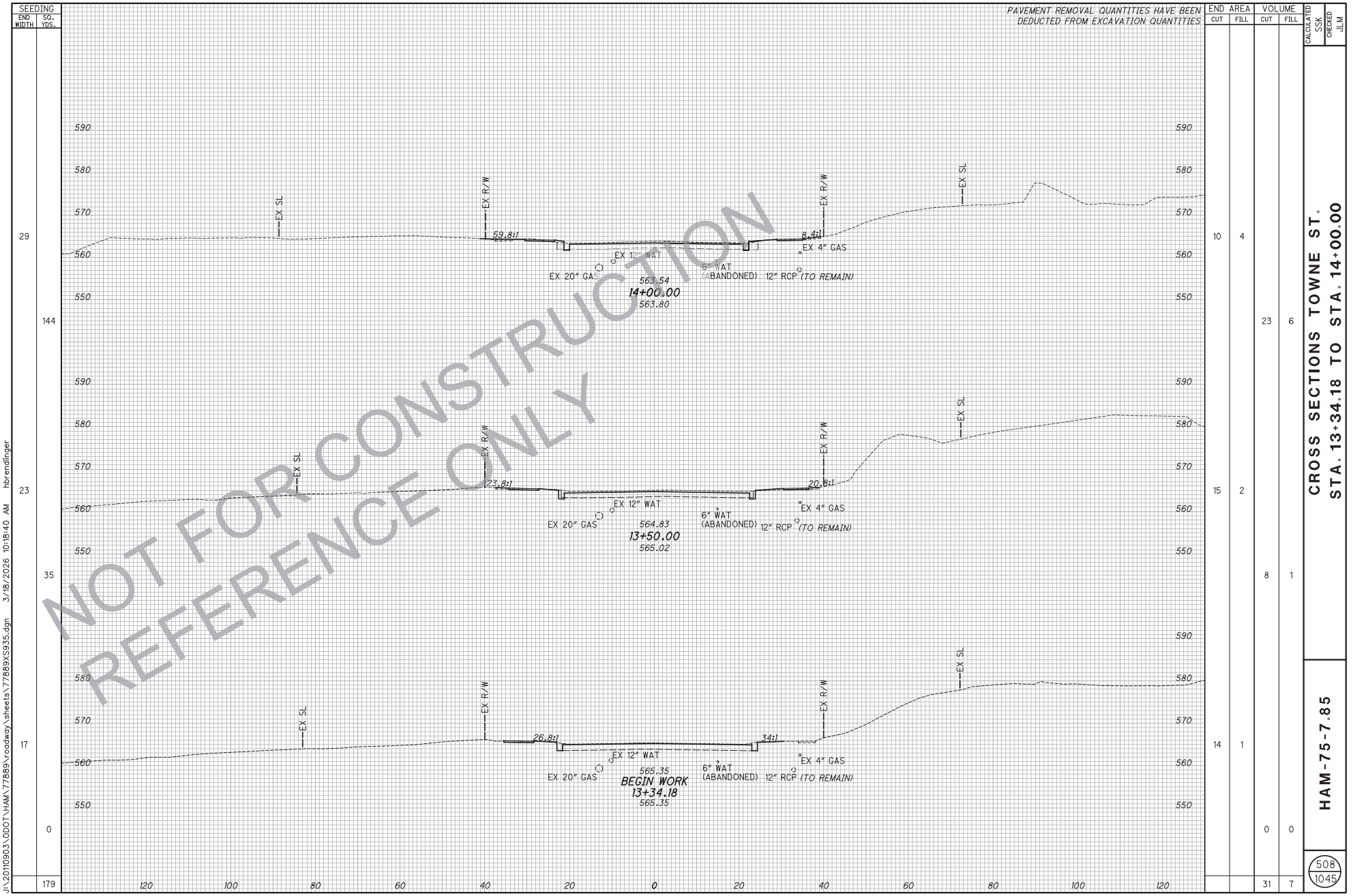
SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
222	139	19	0	94	52
12	83	26	0	42	0

507
1045

HAM-75-7.85

CROSS SECTIONS RAMP Q
STA. 34+00.00 TO STA. 34+50.00

CALCULATED SEA
CHECKED DLR


SEEDING
END WIDTH
SQ. YDS.
29
144
23
35
17
0
179
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
VOLUME
CUT
FILL
10
4
23
6
15
2
8
1
14
1
0
0
31
7
CALCULATED SSK
CHECKED JLM
CROSS SECTIONS TOWNE ST.
STA. 13+34.18 TO STA. 14+00.00
HAM-75-7.85
508
1045
590
580
570
560
550
EX SL
EX R/W
59.8:1
8.4:1
EX 12" WAT
EX 20" GAS
6" WAT
(ABANDONED)
12" RCP (TO REMAIN)
EX 4" GAS
563.54
14+00.00
563.80
23.8:1
20.8:1
564.83
13+50.00
565.02
26.8:1
34:1
565.35
BEGIN WORK
13+34.18
565.35
120
100
80
60
40
20
0
NOT FOR CONSTRUCTION
REFERENCE ONLY
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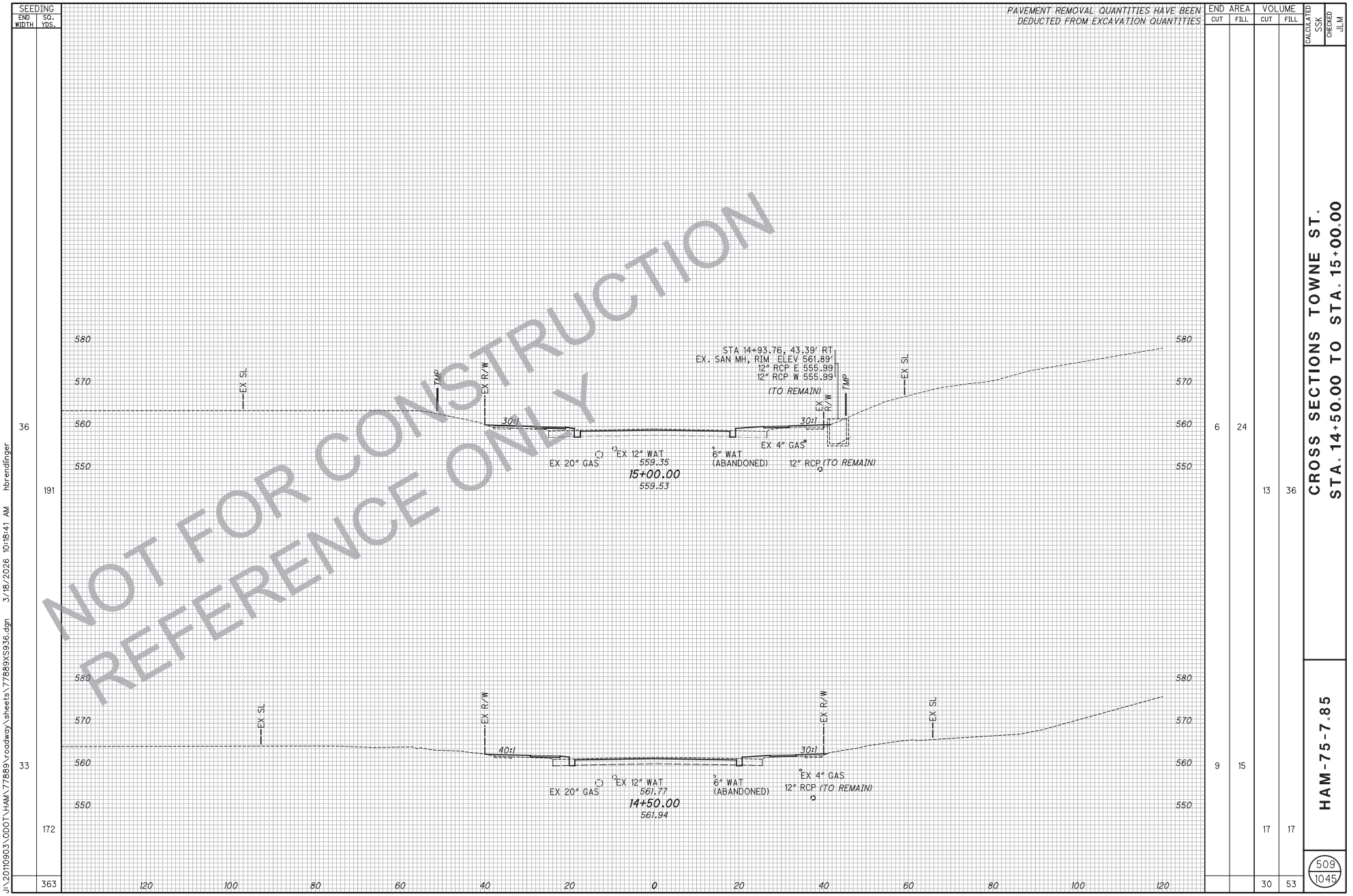
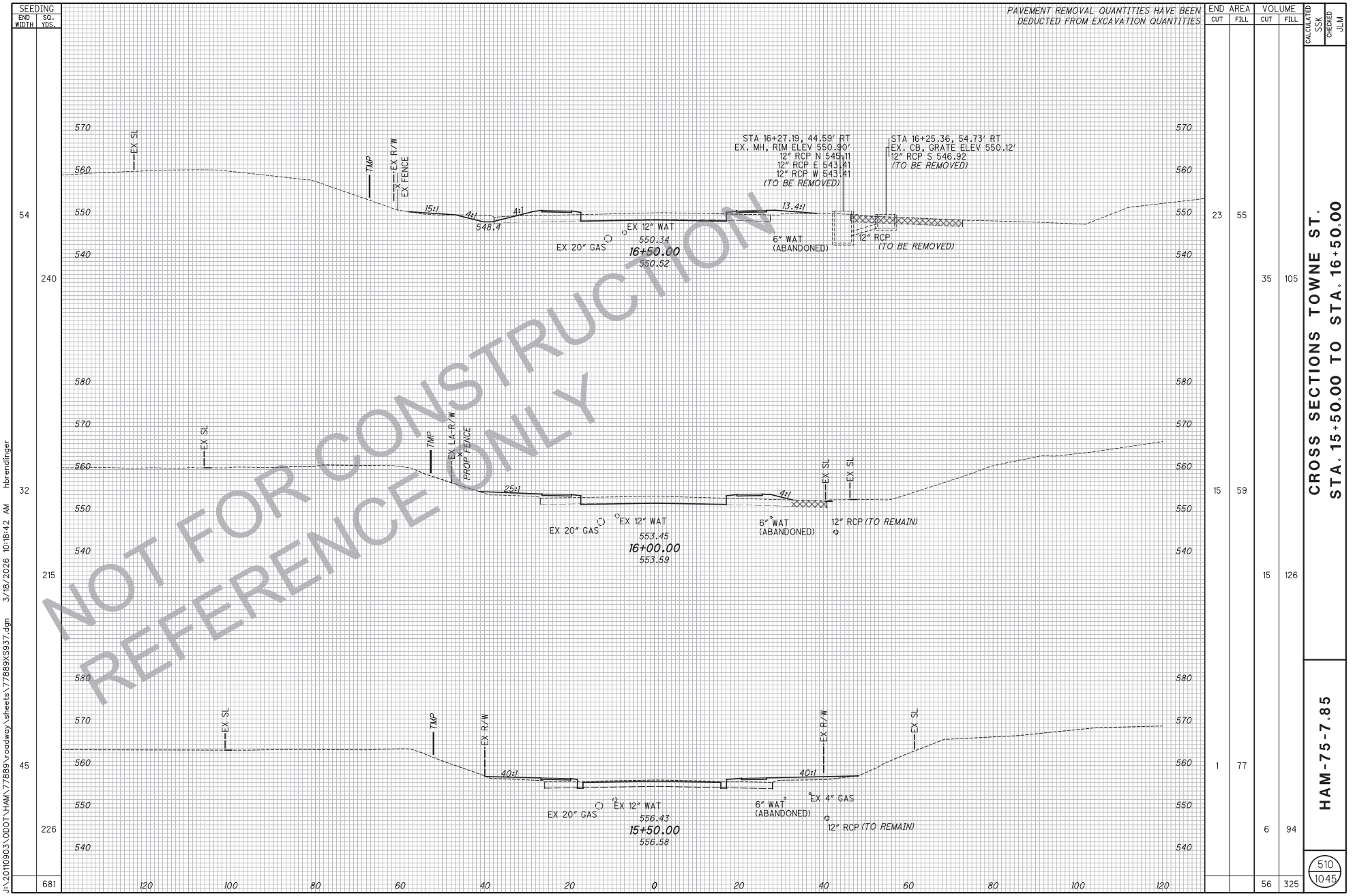

SEEDING
END WIDTH
SQ. YDS.
36
191
33
172
363
PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES
END AREA
CUT
FILL
6
24
9
15
VOLUME
CUT
FILL
13
36
17
17
30
53
CALCULATED SSK
CHECKED JLM
CROSS SECTIONS TOWNE ST.
STA. 14+50.00 TO STA. 15+00.00
HAM-75-7.85
509
1045
NOT FOR CONSTRUCTION
REFERENCE ONLY
EX SL
TMP
EX R/W
30:1
40:1
STA 14+93.76, 43.39' RT
EX. SAN MH, RIM ELEV 561.89'
12" RCP E 555.99
12" RCP W 555.99
(TO REMAIN)
EX 4" GAS
EX 20" GAS
EX 12" WAT
559.35
15+00.00
559.53
6" WAT
(ABANDONED)
12" RCP (TO REMAIN)
561.77
14+50.00
561.94
580
570
560
550
120
100
80
60
40
20
0
J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS936.dgn 3/18/2026 10:18:41 AM hbrendlinger



NOT FOR CONSTRUCTION
REFERENCE ONLY

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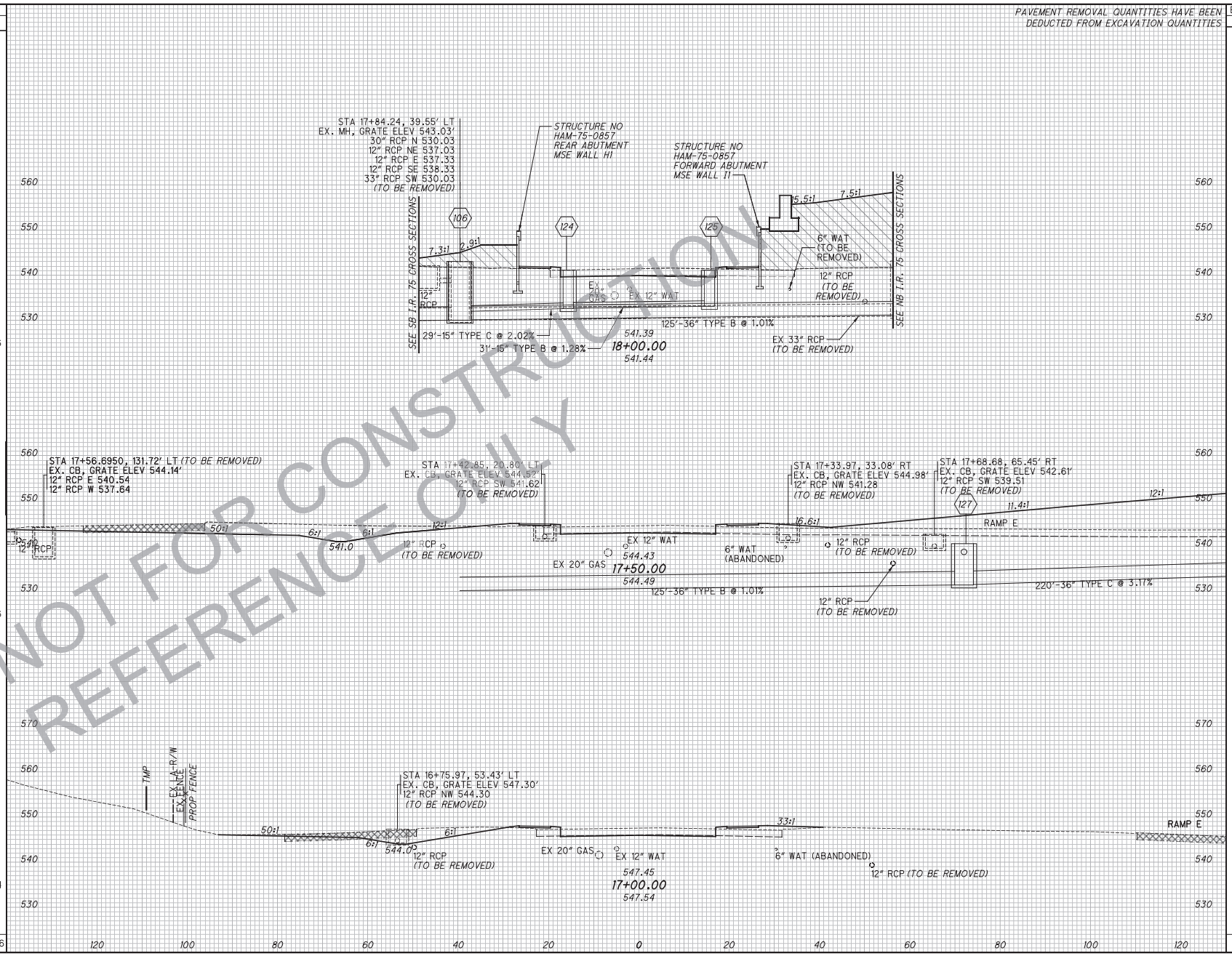


NOT FOR CONSTRUCTION
REFERENCE ONLY

SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
55	786	19	566	170	995
55	228	165	509		
55	886			214	518
91	404	66	50	83	96
	2076			467	1609

CALCULATED SSK
CHECKED JLM

CROSS SECTIONS TOWNE ST.
STA. 17+00.00 TO STA. 18+00.00

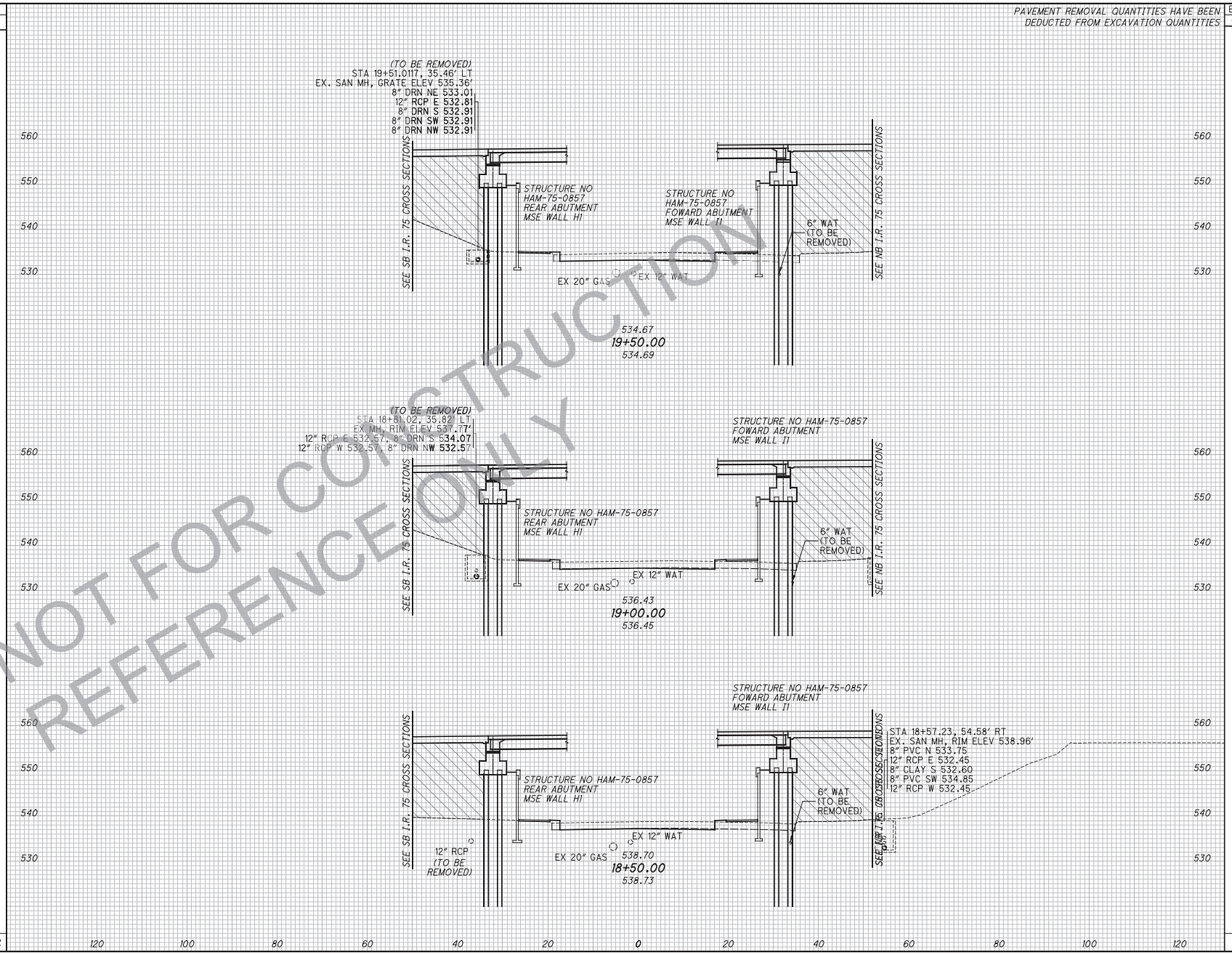
HAM-75-7.85

511
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS936.dgn 3/18/2026 10:18:42 AM hbrendlinger

SEEDING	
END WIDTH	SQ. YDS.
10	56
10	56
10	180
	292

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
24	23	43	43
22	23	39	44
21	24	36	546
		118	633

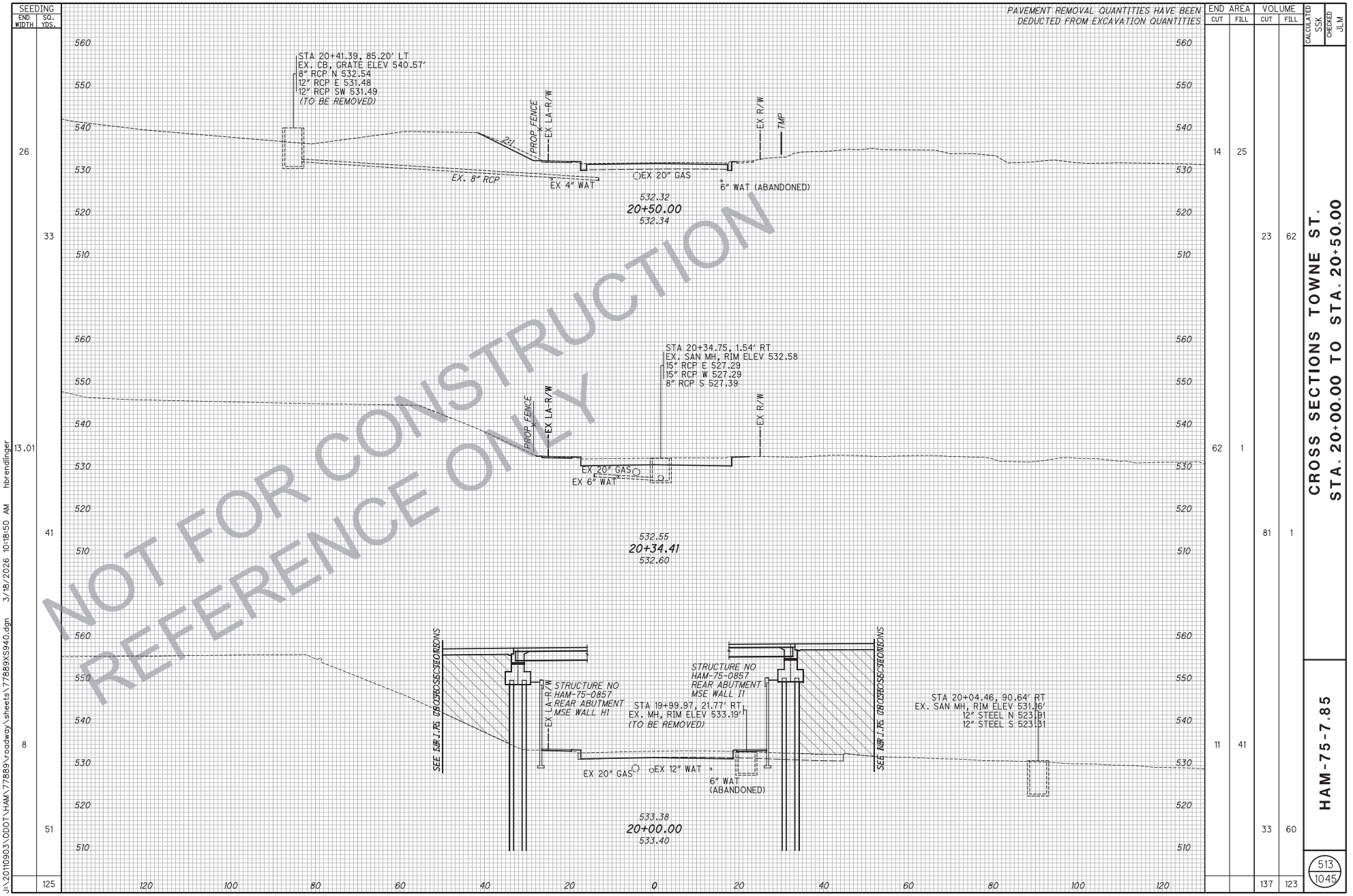
CALCULATED SSK
CHECKED JLM

CROSS SECTIONS TOWNE ST.
STA. 18+50.00 TO STA. 19+50.00

HAM-75-7.85

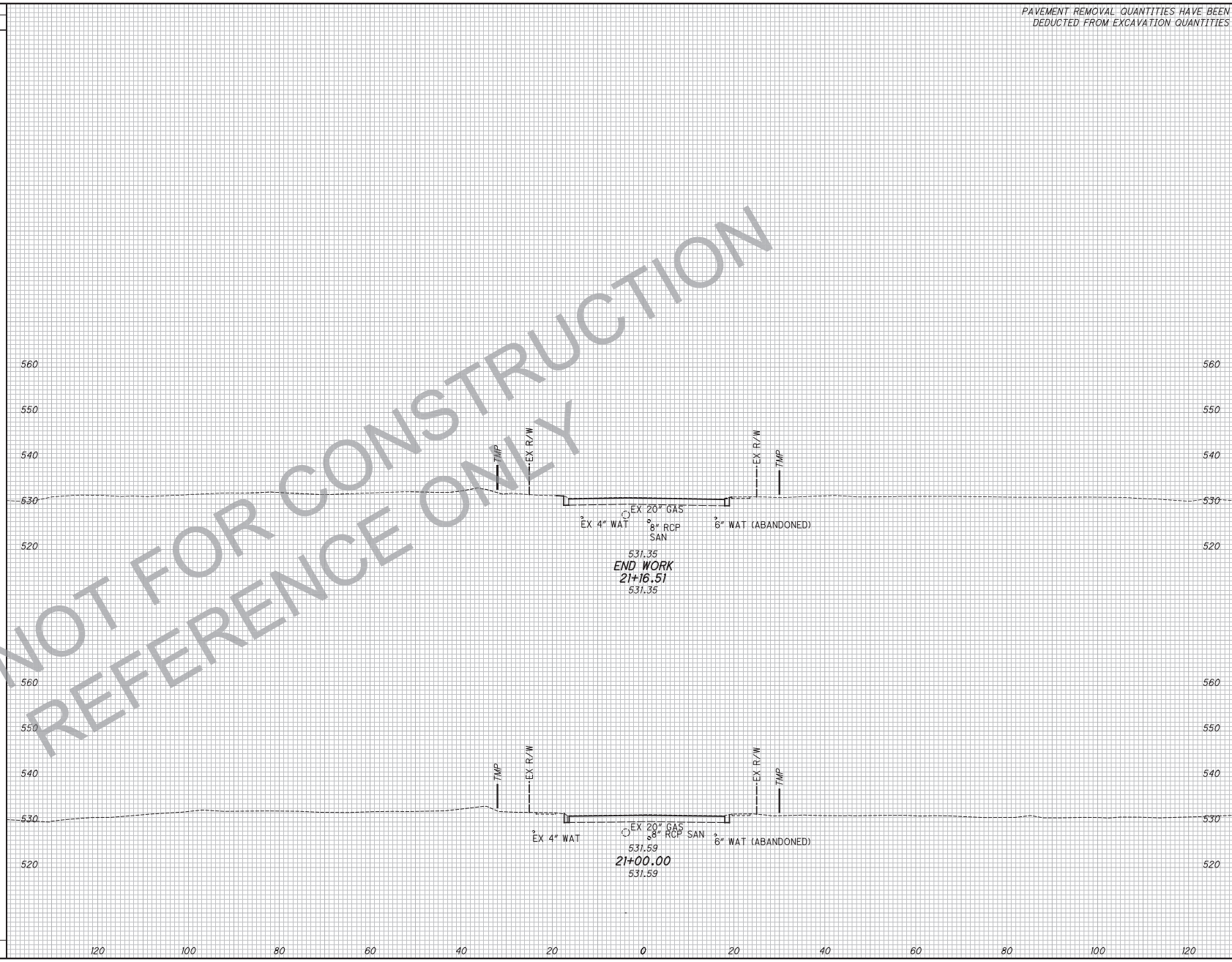
512
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS939.dgn 3/18/2026 10:18:43 AM hbrendlinger



J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS940.dgn 3/18/2026 10:18:50 AM hbrendlinger

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES



SEEDING END WIDTH	SEEDING SQ. YDS.	END AREA CUT	END AREA FILL	VOLUME CUT	VOLUME FILL
7		4	48		
	14			2	29
8		3	48		
	92			16	67
	106			18	96

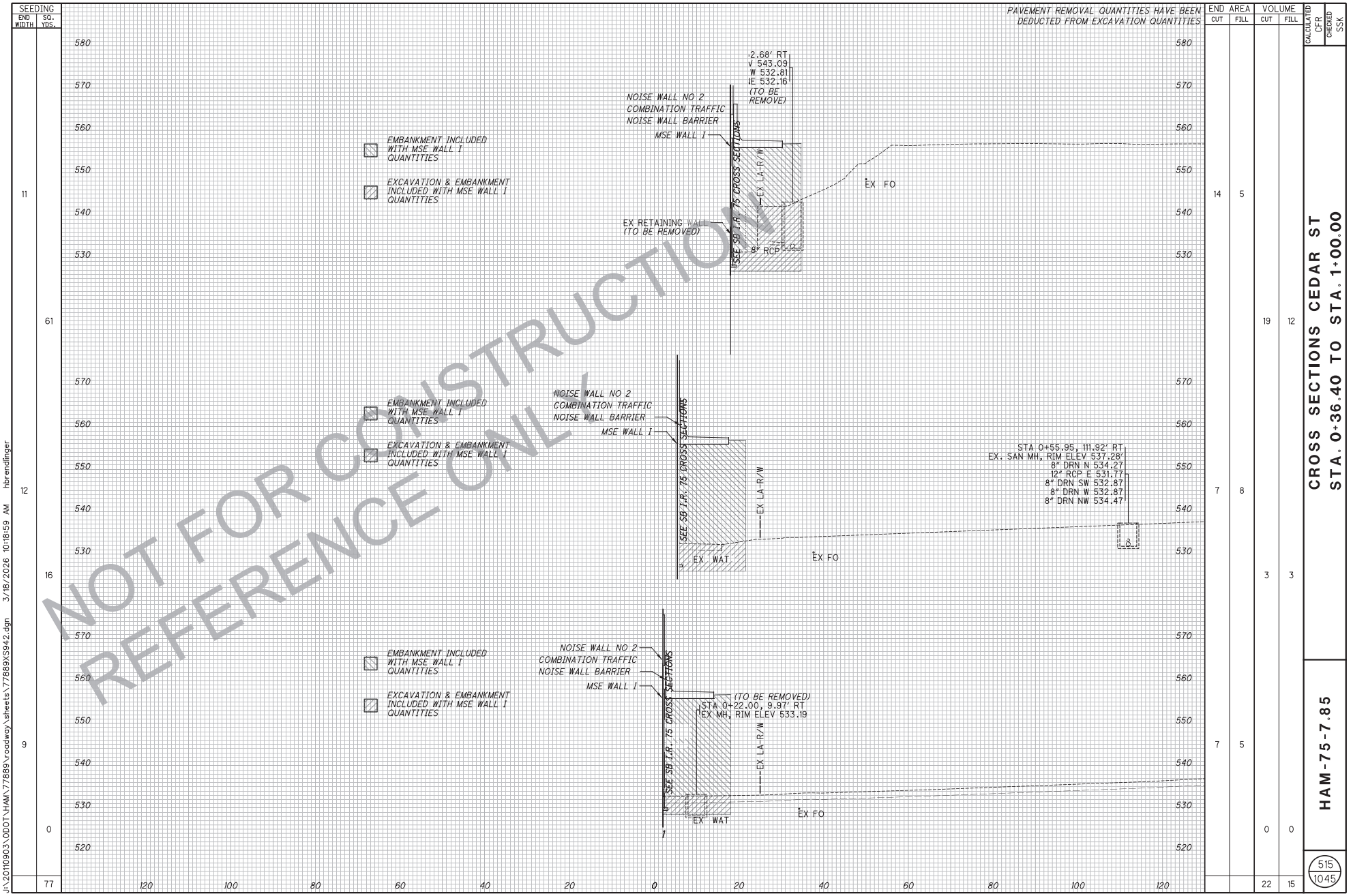
NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SSK
CHECKED JLM

CROSS SECTIONS TOWNE ST.
STA. 21+00.00TO STA. 21+50.00

HAM-75-7.85

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS941.dgn 3/18/2026 10:18:58 AM hbrendlinger



NOT FOR CONSTRUCTION
REFERENCE ONLY

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CROSS SECTIONS CEDAR ST
STA. 0+36.40 TO STA. 1+00.00

HAM-75-7.85

515
1045

SEEDING	
END WIDTH	SQ. YDS.
11	31
11	31
	62

PAVEMENT REMOVAL QUANTITIES HAVE BEEN DEDUCTED FROM EXCAVATION QUANTITIES

NOT FOR CONSTRUCTION
REFERENCE ONLY

END AREA		VOLUME	
CUT	FILL	CUT	FILL
0	0	14	6
19	0	16	2
		30	8

CALCULATED CFR
CHECKED SSK

CROSS SECTIONS CEDAR ST
STA. 1+25.67 TO STA. 1+50.00

HAM-75-7.85

516
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889XS943.dgn 3/18/2026 10:18:59 AM hbrendlinger

SUPERELEVATION TABLE - I.R. 75 - CURVE NO 75-2

PI STA 420+66.70 | Dc = 1° 45' 0"

REMARKS	OUTSIDE EDGE OF TRAVELED WAY					CENTERLINE OF LANES					INSIDE EDGE (PROFILE GRADE)		STATION	INSIDE EDGE (PROFILE GRADE)		CENTERLINE OF LANES					OUTSIDE EDGE OF TRAVELED WAY					REMARKS
	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	OFFSET		OFFSET	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	
HF	528.80	-0.38	-0.0160		24.00	529.18	0.00	0.0000	229:1	24.00	529.18	13.50	410+00.00	13.50	529.18	24.00		0.0160	0.38	529.56	24.00	229:1	0.0000	0.00	529.56	HF
	529.24	-0.38	-0.0160		24.00	529.62	0.11	0.0046	↕	24.00	529.51	13.50	410+25.00	13.50	529.51	24.00		0.0160	0.38	529.89	24.00	↕	-0.0046	-0.11	529.78	
	529.69	-0.38	-0.0160		24.00	530.08	0.22	0.0091	↕	24.00	529.86	13.50	410+50.00	13.50	529.86	24.00		0.0160	0.38	530.24	24.00	↕	-0.0091	-0.22	530.03	
	530.19	-0.38	-0.0160		24.00	530.58	0.33	0.0137	↕	24.00	530.25	13.50	410+75.00	13.50	530.25	24.00		0.0160	0.38	530.63	24.00	↕	-0.0137	-0.33	530.31	
NC	530.46	-0.38	-0.0160		24.00	530.84	0.38	0.0160	229:1	24.00	530.46	13.50	410+87.87	13.50	530.46	24.00		0.0160	0.38	530.84	24.00	229:1	-0.0160	-0.38	530.46	NC
NC	532.56	-0.38	-0.0160		24.00	532.94	0.38	0.0160	222:1	24.00	532.56	13.50	412+26.87	13.50	532.56	24.00		0.0160	0.38	532.94	24.00	222:1	-0.0160	-0.38	532.56	NC
	532.79	-0.38	-0.0160		24.00	533.17	0.28	0.0117	↕	24.00	532.89	13.50	412+50.00	13.50	532.89	24.00		0.0160	0.38	533.27	24.00	↕	-0.0117	-0.28	532.99	
	533.03	-0.38	-0.0160		24.00	533.42	0.17	0.0070	↕	24.00	533.25	13.50	412+75.00	13.50	533.25	24.00		0.0160	0.38	533.63	24.00	↕	-0.0070	-0.17	533.47	
	533.28	-0.38	-0.0160		24.00	533.66	0.05	0.0023	↕	24.00	533.61	13.50	413+00.00	13.50	533.61	24.00		0.0160	0.38	533.99	24.00	↕	-0.0023	-0.05	533.94	
HF	533.40	-0.38	-0.0160		24.00	533.78	0.00	0.0000	↕	24.00	533.78	13.50	413+12.12	13.50	533.78	24.00		0.0160	0.38	534.16	24.00	↕	0.0000	0.00	534.16	FLAT
	533.50	-0.40	-0.0160		25.00	533.90	-0.06	-0.0024	↕	24.00	533.96	13.50	413+25.00	13.50	533.96	24.00		0.0160	0.38	534.34	24.00	↕	0.0024	0.06	534.40	
	533.77	-0.38	-0.0160		24.00	534.15	-0.17	-0.0071	↕	24.00	534.32	13.50	413+50.00	13.50	534.32	24.00		0.0160	0.38	534.70	24.00	↕	0.0071	0.17	534.87	
	534.01	-0.38	-0.0160		24.00	534.40	-0.28	-0.0118	↕	24.00	534.68	13.50	413+75.00	13.50	534.68	24.00		0.0160	0.38	535.06	24.00	↕	0.0118	0.28	535.35	
RC	534.22	-0.38	-0.0160	222:1	24.00	534.61	-0.38	-0.0160	↕	24.00	534.99	13.50	413+97.37	13.50	534.99	24.00	222:1	0.0160	0.38	535.37	24.00	↕	0.0160	0.38	535.76	RC
	534.24	-0.40	-0.0165	↕	24.00	534.63	-0.40	-0.0165	↕	24.00	535.03	13.50	414+00.00	13.50	535.03	24.00	↕	0.0165	0.40	535.43	24.00	↕	0.0165	0.40	535.82	
	534.37	-0.51	-0.0212	↕	24.00	534.88	-0.51	-0.0212	↕	24.00	535.39	13.50	414+25.00	13.50	535.39	24.00	↕	0.0212	0.51	535.90	24.00	↕	0.0212	0.51	536.41	
PC	534.48	-0.60	-0.0252	↕	24.00	535.09	-0.60	-0.0252	↕	24.00	535.69	13.50	414+46.39	13.50	535.69	24.00	↕	0.0252	0.60	536.29	24.00	↕	0.0252	0.60	536.90	PC
	534.51	-0.62	-0.0259	↕	24.00	535.13	-0.62	-0.0259	↕	24.00	535.75	13.50	414+50.00	13.50	535.75	24.00	↕	0.0259	0.62	536.37	24.00	↕	0.0259	0.62	536.99	
	534.63	-0.73	-0.0306	↕	24.00	535.37	-0.73	-0.0306	↕	24.00	536.10	13.50	414+75.00	13.50	536.10	24.00	↕	0.0306	0.73	536.83	24.00	↕	0.0306	0.73	537.57	
	534.74	-0.85	-0.0353	↕	24.00	535.58	-0.85	-0.0353	↕	24.00	536.43	13.50	415+00.00	13.50	536.43	24.00	↕	0.0353	0.85	537.28	24.00	↕	0.0353	0.85	538.12	
	534.82	-0.96	-0.0400	↕	24.00	535.78	-0.96	-0.0400	↕	24.00	536.74	13.50	415+25.00	13.50	536.74	24.00	↕	0.0400	0.96	537.70	24.00	↕	0.0400	0.96	538.66	
FS	534.85	-1.01	-0.0420	222:1	24.00	535.86	-1.01	-0.0420	222:1	24.00	536.87	13.50	415+35.90	13.50	536.87	24.00	222:1	0.0420	1.01	537.88	24.00	222:1	0.0420	1.01	538.89	FS
	535.01	-1.01	-0.0420		24.00	536.02	-1.01	-0.0420		24.00	537.03	13.50	415+50.00	13.50	537.03	24.00		0.0420	1.01	538.04	24.00		0.0420	1.01	539.05	
	535.27	-1.01	-0.0420		24.00	536.28	-1.01	-0.0420		24.00	537.29	13.50	415+75.00	13.50	537.29	24.00		0.0420	1.01	538.30	24.00		0.0420	1.01	539.31	
	535.52	-1.01	-0.0420		24.00	536.53	-1.01	-0.0420		24.00	537.54	13.50	416+00.00	13.50	537.54	24.00		0.0420	1.01	538.55	24.00		0.0420	1.01	539.56	
	535.74	-1.01	-0.0420		24.00	536.75	-1.01	-0.0420		24.00	537.76	13.50	416+25.00	13.50	537.76	24.00		0.0420	1.01	538.77	24.00		0.0420	1.01	539.78	
	535.94	-1.01	-0.0420		24.00	536.95	-1.01	-0.0420		24.00	537.96	13.50	416+50.00	13.50	537.96	24.00		0.0420	1.01	538.97	24.00		0.0420	1.01	539.98	
	536.11	-1.01	-0.0420		24.00	537.12	-1.01	-0.0420		24.00	538.13	13.50	416+75.00	13.50	538.13	24.00		0.0420	1.01	539.14	24.00		0.0420	1.01	540.15	
	536.27	-1.01	-0.0420		24.00	537.28	-1.01	-0.0420		24.00	538.29	13.50	417+00.00	13.50	538.29	24.00		0.0420	1.01	539.30	24.00		0.0420	1.01	540.31	
	536.40	-1.01	-0.0420		24.00	537.41	-1.01	-0.0420		24.00	538.42	13.50	417+25.00	13.50	538.42	24.00		0.0420	1.01	539.43	24.00		0.0420	1.01	540.44	
	536.52	-1.01	-0.0420		24.00	537.53	-1.01	-0.0420		24.00	538.54	13.50	417+50.00	13.50	538.54	24.00		0.0420	1.01	539.55	24.00		0.0420	1.01	540.56	
	536.64	-1.01	-0.0420		24.00	537.65	-1.01	-0.0420		24.00	538.66	13.50	417+75.00	13.50	538.66	24.00		0.0420	1.01	539.67	24.00		0.0420	1.01	540.68	
	536.76	-1.01	-0.0420		24.00	537.77	-1.01	-0.0420		24.00	538.78	13.50	418+00.00	13.50	538.78	24.00		0.0420	1.01	539.79	24.00		0.0420	1.01	540.80	
	536.88	-1.01	-0.0420		24.00	537.89	-1.01	-0.0420		24.00	538.90	13.50	418+25.00	13.50	538.90	24.00		0.0420	1.01	539.91	24.00		0.0420	1.01	540.92	
	537.00	-1.01	-0.0420		24.00	538.01	-1.01	-0.0420		24.00	539.02	13.50	418+50.00	13.50	539.02	24.00		0.0420	1.01	540.03	24.00		0.0420	1.01	541.04	
	537.12	-1.01	-0.0420		24.00	538.13	-1.01	-0.0420		24.00	539.14	13.50	418+75.00	13.50	539.14	24.00		0.0420	1.01	540.15	24.00		0.0420	1.01	541.16	
	537.24	-1.01	-0.0420		24.00	538.25	-1.01	-0.0420		24.00	539.26	13.50	419+00.00	13.50	539.26	24.00		0.0420	1.01	540.27	24.00		0.0420	1.01	541.28	
	537.36	-1.01	-0.0420		24.00	538.37	-1.01	-0.0420		24.00	539.38	13.50	419+25.00	13.50	539.38	24.00		0.0420	1.01	540.39	24.00		0.0420	1.01	541.40	
	537.48	-1.01	-0.0420		24.00	538.49	-1.01	-0.0420		24.00	539.50	13.50	419+50.00	13.50	539.50	24.00		0.0420	1.01	540.51	24.00		0.0420	1.01	541.52	
	537.60	-1.01	-0.0420		24.00	538.61	-1.01	-0.0420		24.00	539.62	13.50	419+75.00	13.50	539.62	24.00		0.0420	1.01	540.63	24.00		0.0420	1.01	541.64	
	537.72	-1.01	-0.0420		24.00	538.73	-1.01	-0.0420		24.00	539.74	13.50	420+00.00	13.50	539.74	24.00		0.0420	1.01	540.75	24.00		0.0420	1.01	541.76	
	537.83	-1.01	-0.0420		24.00	538.84	-1.01	-0.0420		24.00	539.85	13.50	420+25.00	13.50	539.85	24.00		0.0420	1.01	540.86	24.00		0.0420	1.01	541.87	
	537.95	-1.01	-0.0420		24.00	538.96	-1.01	-0.0420		24.00	539.97	13.50	420+50.00	13.50	539.97	24.00		0.0420	1.01	540.98	24.00		0.0420	1.01	541.99	
	538.07	-1.01	-0.0420		24.00	539.08	-1.01	-0.0420		24.00	540.09	13.50	420+75.00	13.50	540.09	24.00		0.0420	1.01	541.10	24.00		0.0420	1.01	542.11	
	538.19	-1.01	-0.0420		24.00	539.20	-1.01	-0.0420		24.00	540.21	13.50	421+00.00	13.50	540.21	24.00		0.0420	1.01	541.22	24.00		0.0420	1.01	542.23	
	538.31	-1.01	-0.0420		24.00	539.32	-1.01	-0.0420		24.00	540.33	13.50	421+25.00	13.50	540.33	24.00		0.0420	1.01	541.34	24.00		0.0420	1.01	542.35	
	538.43	-1.01	-0.0420		24.00	539.44	-1.01	-0.0420		24.00	540.45	13.50	421+50.00	13.50	540.45	24.00		0.0420	1.01	541.46	24.00		0.0420	1.01	542.47	
	538.55	-1.01	-0.0420		24.00	539.56	-1.01	-0.0420		24.00	540.57	13.50	421+75.00	13.50	540.57	24.00		0.0420	1.01	541.58	24.00		0.0420	1.01	542.59	
	538.67	-1.01	-0.0420		24.00	539.68	-1.01	-0.0420		24.00	540.69	13.50	422+00.00	13.50	540.69	24.00		0.0420	1.01	541.70	24.00		0.0420	1.01	542.71	
	538.79	-1.01	-0.0420		24.00	539.80	-1.01	-0.0420		24.00	540.81	13.50	422+25.00	13.50	540.81	24.00		0.0420	1.01	541.82	24.00		0.0420	1.01	542.83	
	538.91	-1.01	-0.0420		24.00	539.92	-1.01	-0.0420		24.00	540.93	13.50	422+50.00	13.50	540.93	24.00		0.0420	1.01	541.94	24.00		0.0420	1.01	542.95	
	539.03	-1.01	-0.0420		24.00	540.04	-1.01	-0.0420		24.00	541.05	13.50	422+75.00	13.50	541.05	24.00		0.0420	1.01	542.06	24.00		0.0420	1.01	543.07	
	539.15	-1.01	-0.0420		24.00	540.16	-1.01	-0.0420		24.00	541.17	13.50	423+00.00	13.50	541.17	24.00		0.0420	1.01	542.18	24.00		0.0420	1.01	543.19	

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

SUPERELEVATION TABLE - I.R. 75 - CURVE NO 2

HAM-75-7.85

J:\20110903\ODOT\HAM\77869\roadway\sheets\77889GE001.dgn 3/18/2026 10:19:00 AM hbrendlinger

SUPERELEVATION TABLE - I.R. 75 - CURVE NO 75-2

PI STA 420+66.70 | Dc = 1° 45' 0"

REMARKS	OUTSIDE EDGE OF TRAVELED WAY					CENTERLINE OF LANES					INSIDE EDGE (PROFILE GRADE)		STATION	INSIDE EDGE (PROFILE GRADE)		CENTERLINE OF LANES					OUTSIDE EDGE OF TRAVELED WAY					REMARKS
	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	OFFSET		OFFSET	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	
	539.26	-1.01	-0.0420		24.00	540.27	-1.01	-0.0420		24.00	541.28	13.50	423+25.00	13.50	541.28	24.00		0.0420	1.01	542.29	24.00		0.0420	1.01	543.30	
	539.38	-1.01	-0.0420		24.00	540.39	-1.01	-0.0420		24.00	541.40	13.50	423+50.00	13.50	541.40	24.00		0.0420	1.01	542.41	24.00		0.0420	1.01	543.42	
	539.50	-1.01	-0.0420		24.00	540.51	-1.01	-0.0420		24.00	541.52	13.50	423+75.00	13.50	541.52	24.00		0.0420	1.01	542.53	24.00		0.0420	1.01	543.54	
	539.62	-1.01	-0.0420		24.00	540.63	-1.01	-0.0420		24.00	541.64	13.50	424+00.00	13.50	541.64	24.00		0.0420	1.01	542.65	24.00		0.0420	1.01	543.66	
	539.74	-1.01	-0.0420		24.00	540.75	-1.01	-0.0420		24.00	541.76	13.50	424+25.00	13.50	541.76	24.00		0.0420	1.01	542.77	24.00		0.0420	1.01	543.78	
	539.86	-1.01	-0.0420		24.00	540.87	-1.01	-0.0420		24.00	541.88	13.50	424+50.00	13.50	541.88	24.00		0.0420	1.01	542.89	24.00		0.0420	1.01	543.90	
	539.98	-1.01	-0.0420		24.00	540.99	-1.01	-0.0420		24.00	542.00	13.50	424+75.00	13.50	542.00	24.00		0.0420	1.01	543.01	24.00		0.0420	1.01	544.02	
	540.10	-1.01	-0.0420		24.00	541.11	-1.01	-0.0420		24.00	542.12	13.50	425+00.00	13.50	542.12	24.00		0.0420	1.01	543.13	24.00		0.0420	1.01	544.14	
	540.22	-1.01	-0.0420		24.00	541.23	-1.01	-0.0420		24.00	542.24	13.50	425+25.00	13.50	542.24	24.00		0.0420	1.01	543.25	24.00		0.0420	1.01	544.26	
	540.34	-1.01	-0.0420		24.00	541.35	-1.01	-0.0420		24.00	542.36	13.50	425+50.00	13.50	542.36	24.00		0.0420	1.01	543.37	24.00		0.0420	1.01	544.38	
	540.46	-1.01	-0.0420		24.00	541.47	-1.01	-0.0420		24.00	542.48	13.50	425+75.00	13.50	542.48	24.00		0.0420	1.01	543.49	24.00		0.0420	1.01	544.50	
FS	540.49	-1.01	-0.0420	222:1	24.00	541.50	-1.01	-0.0420	222:1	24.00	542.51	13.50	425+82.98	13.50	542.51	24.00	222:1	0.0420	1.01	543.52	24.00	222:1	0.0420	1.01	544.53	FS
	540.74	-0.93	-0.0388	↕	24.00	541.67	-0.93	-0.0388	↕	24.00	542.60	13.50	426+00.00	13.50	542.60	24.00	↕	0.0388	0.93	543.53	24.00	↕	0.0388	0.93	544.46	
	541.08	-0.82	-0.0341		24.00	541.90	-0.82	-0.0341		24.00	542.72	13.50	426+25.00	13.50	542.72	24.00		0.0341	0.82	543.54	24.00		0.0341	0.82	544.36	
	541.42	-0.71	-0.0294		24.00	542.12	-0.71	-0.0294		24.00	542.83	13.50	426+50.00	13.50	542.83	24.00		0.0294	0.71	543.54	24.00		0.0294	0.71	544.24	
PC	541.73	-0.60	-0.0252		24.00	542.34	-0.60	-0.0252		24.00	542.94	13.50	426+72.49	13.50	542.94	24.00		0.0252	0.60	543.54	24.00		0.0252	0.60	544.15	PT
	541.76	-0.59	-0.0247		24.00	542.36	-0.59	-0.0247		24.00	542.95	13.50	426+75.00	13.50	542.95	24.00		0.0247	0.59	543.54	24.00		0.0247	0.59	544.14	
	542.11	-0.48	-0.0200		24.00	542.59	-0.48	-0.0200		24.00	543.07	13.50	427+00.00	13.50	543.07	24.00		0.0200	0.48	543.55	24.00		0.0200	0.48	544.03	
RC	542.41	-0.38	-0.0160	222:1	24.00	542.80	-0.38	-0.0160		24.00	543.18	13.50	427+21.51	13.50	543.18	24.00	222:1	0.0160	0.38	543.56	24.00		0.0160	0.38	543.95	RC
	542.44	-0.38	-0.0160		24.00	542.82	-0.37	-0.0153		24.00	543.19	13.50	427+25.00	13.50	543.19	24.00		0.0160	0.38	543.57	24.00		0.0153	0.37	543.94	
	542.67	-0.38	-0.0160		24.00	543.05	-0.26	-0.0107		24.00	543.31	13.50	427+50.00	13.50	543.31	24.00		0.0160	0.38	543.69	24.00		0.0107	0.26	543.95	
	542.90	-0.38	-0.0160		24.00	543.29	-0.14	-0.0060		24.00	543.43	13.50	427+75.00	13.50	543.43	24.00		0.0160	0.38	543.81	24.00		0.0060	0.14	543.96	
	543.14	-0.38	-0.0160		24.00	543.52	-0.03	-0.0013		24.00	543.55	13.50	428+00.00	13.50	543.55	24.00		0.0160	0.38	543.93	24.00		0.0013	0.03	543.96	
HF	543.20	-0.38	-0.0160		24.00	543.58	0.00	0.0000		24.00	543.58	13.50	428+06.76	13.50	543.58	24.00		0.0160	0.38	543.96	24.00		0.0000	0.00	543.96	FLAT
	543.37	-0.38	-0.0160		24.00	543.75	0.08	0.0034		24.00	543.67	13.50	428+25.00	13.50	543.67	24.00		0.0160	0.38	544.05	24.00		-0.0034	-0.08	543.97	
	543.60	-0.38	-0.0160		24.00	543.98	0.19	0.0081		24.00	543.79	13.50	428+50.00	13.50	543.79	24.00		0.0160	0.38	544.17	24.00		-0.0081	-0.19	543.98	
	543.83	-0.38	-0.0160		24.00	544.22	0.31	0.0128		24.00	543.91	13.50	428+75.00	13.50	543.91	24.00		0.0160	0.38	544.29	24.00		-0.0128	-0.31	543.99	
NC	543.99	-0.38	-0.0160		24.00	544.37	0.38	0.0160	222:1	24.00	543.99	13.50	428+92.01	13.50	543.99	24.00		0.0160	0.38	544.37	24.00	222:1	-0.0160	-0.38	543.99	NC

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

SUPERELEVATION TABLE - I.R. 75 - CURVE NO 2

HAM-75-7.85

518
1045

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SUPERELEVATION TABLE - I.R. 75 SB - CURVE 75-3

P.I. STA. 456+41.20 | Dc = 0°40' 00"

REMARKS	LEFT SIDE															INSIDE EDGE (PROFILE GRADE)		STATION
	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	OFFSET	
NC	553.92	-0.24	-0.0200		12	554.16	-0.38	-0.0160		24	554.54	0.38	0.0160	1:222	24	554.16		449+08.29
	554.33	-0.24	-0.0200		12	554.57	-0.38	-0.0160		24	554.96	0.35	0.0144	↑	24	554.61		449+25.00
	554.92	-0.24	-0.0200		12	555.16	-0.38	-0.0160		24	555.54	0.29	0.0121		24	555.25		449+50.00
	555.46	-0.24	-0.0200		12	555.70	-0.38	-0.0160		24	556.08	0.23	0.0098		24	555.85		449+75.00
	555.96	-0.24	-0.0200		12	556.20	-0.38	-0.0160		24	556.59	0.18	0.0074		24	556.41		450+00.00
	556.43	-0.24	-0.0200		12	556.67	-0.38	-0.0160		24	557.05	0.12	0.0051		24	556.93		450+25.00
	556.85	-0.24	-0.0200		12	557.09	-0.38	-0.0160		24	557.48	0.07	0.0027		24	557.41		450+50.00
	557.24	-0.24	-0.0200		12	557.48	-0.38	-0.0160		24	557.86	0.01	0.0004		24	557.85		450+75.00
HF	557.30	-0.24	-0.0200		12	557.54	-0.38	-0.0160		24	557.92	0.00	0.0000		24	557.92		450+79.24
	557.57	-0.24	-0.0200		12	557.81	-0.38	-0.0160		24	558.19	-0.05	-0.0019		24	558.24		451+00.00
	557.87	-0.24	-0.0200		12	558.11	-0.38	-0.0160		24	558.50	-0.10	-0.0043		24	558.60		451+25.00
	558.13	-0.24	-0.0200		12	558.37	-0.38	-0.0160		24	558.75	-0.16	-0.0066		24	558.91		451+50.00
	558.34	-0.24	-0.0200		12	558.58	-0.38	-0.0160		24	558.96	-0.22	-0.0090		24	559.18		451+75.00
	558.51	-0.24	-0.0200		12	558.75	-0.38	-0.0160		24	559.14	-0.27	-0.0113		24	559.41		452+00.00
PC	558.59	-0.24	-0.0200		12	558.83	-0.38	-0.0160		24	559.22	-0.30	-0.0127		24	559.52		452+14.57
	558.65	-0.24	-0.0200		12	558.89	-0.38	-0.0160		24	559.27	-0.33	-0.0136		24	559.60		452+25.00
	558.73	-0.24	-0.0200		12	558.97	-0.38	-0.0160		24	559.36	-0.38	-0.0160		24	559.74		452+50.00
RC	558.73	-0.24	-0.0200		12	558.97	-0.38	-0.0160	1:222	24	559.36	-0.38	-0.0160		24	559.74		452+50.19
	558.74	-0.24	-0.0200	1:222	12	558.98	-0.43	-0.0180	↑	24	559.41	-0.43	-0.0180		24	559.84		452+71.56
	558.73	-0.24	-0.0197	↑	12	558.97	-0.44	-0.0183	↑	24	559.41	-0.44	-0.0183		24	559.85		452+75.00
BEGTN FS	558.73	-0.23	-0.0190	1:222	12	558.96	-0.46	-0.0190	1:222	24	559.41	-0.46	-0.0190	1:222	24	559.87		452+82.24
	558.77	-0.23	-0.0190		12	559.00	-0.46	-0.0190		24	559.45	-0.46	-0.0190		24	559.91		453+00.00
	558.79	-0.23	-0.0190		12	559.02	-0.46	-0.0190		24	559.47	-0.46	-0.0190		24	559.93		453+25.00
	558.77	-0.23	-0.0190		12	559.00	-0.46	-0.0190		24	559.45	-0.46	-0.0190		24	559.91		453+50.00
	558.71	-0.23	-0.0190		12	558.94	-0.46	-0.0190		24	559.39	-0.46	-0.0190		24	559.85		453+75.00
	558.61	-0.23	-0.0190		12	558.84	-0.46	-0.0190		24	559.29	-0.46	-0.0190		24	559.75		454+00.00
	558.47	-0.23	-0.0190		12	558.70	-0.46	-0.0190		24	559.15	-0.46	-0.0190		24	559.61		454+25.00
	558.28	-0.23	-0.0190		12	558.51	-0.46	-0.0190		24	558.96	-0.46	-0.0190		24	559.42		454+50.00
	558.06	-0.23	-0.0190		12	558.29	-0.46	-0.0190		24	558.74	-0.46	-0.0190		24	559.20		454+75.00
	557.79	-0.23	-0.0190		12	558.02	-0.46	-0.0190		24	558.47	-0.46	-0.0190		24	558.93		455+00.00
	557.48	-0.23	-0.0190		12	557.71	-0.46	-0.0190		24	558.16	-0.46	-0.0190		24	558.62		455+25.00
	557.14	-0.23	-0.0190		12	557.37	-0.46	-0.0190		24	557.82	-0.46	-0.0190		24	558.28		455+50.00
	556.79	-0.23	-0.0190		12	557.02	-0.46	-0.0190		24	557.47	-0.46	-0.0190		24	557.93		455+75.00
	556.44	-0.23	-0.0190		12	556.67	-0.46	-0.0190		24	557.12	-0.46	-0.0190		24	557.58		456+00.00
	556.09	-0.23	-0.0190		12	556.32	-0.46	-0.0190		24	556.77	-0.46	-0.0190		24	557.23		456+25.00
	555.74	-0.23	-0.0190		12	555.97	-0.46	-0.0190		24	556.42	-0.46	-0.0190		24	556.88		456+50.00
	555.39	-0.23	-0.0190		12	555.62	-0.46	-0.0190		24	556.07	-0.46	-0.0190		24	556.53		456+75.00
	555.04	-0.23	-0.0190		12	555.27	-0.46	-0.0190		24	555.72	-0.46	-0.0190		24	556.18		457+00.00
	554.69	-0.23	-0.0190		12	554.92	-0.46	-0.0190		24	555.37	-0.46	-0.0190		24	555.83		457+25.00
	554.34	-0.23	-0.0190		12	554.57	-0.46	-0.0190		24	555.02	-0.46	-0.0190		24	555.48		457+50.00
	553.99	-0.23	-0.0190		12	554.22	-0.46	-0.0190		24	554.67	-0.46	-0.0190		24	555.13		457+75.00
	553.64	-0.23	-0.0190		12	553.87	-0.46	-0.0190		24	554.32	-0.46	-0.0190		24	554.78		458+00.00
	553.29	-0.23	-0.0190		12	553.52	-0.46	-0.0190		24	553.97	-0.46	-0.0190		24	554.43		458+25.00
	552.96	-0.23	-0.0190		12	553.19	-0.46	-0.0190		24	553.64	-0.46	-0.0190		24	554.10		458+50.00
	552.67	-0.23	-0.0190		12	552.90	-0.46	-0.0190		24	553.35	-0.46	-0.0190		24	553.81		458+75.00
	552.42	-0.23	-0.0190		12	552.65	-0.46	-0.0190		24	553.10	-0.46	-0.0190		24	553.56		459+00.00
	552.20	-0.23	-0.0190		12	552.43	-0.46	-0.0190		24	552.88	-0.46	-0.0190		24	553.34		459+25.00
	552.03	-0.23	-0.0190		12	552.26	-0.46	-0.0190		24	552.71	-0.46	-0.0190		24	553.17		459+50.00
	551.90	-0.23	-0.0190		12	552.13	-0.46	-0.0190		24	552.58	-0.46	-0.0190		24	553.04		459+75.00
END FS	551.80	-0.23	-0.0190	1:222	12	552.03	-0.46	-0.0190	1:222	24	552.48	-0.46	-0.0190	1:222	24	552.94		459+99.47
	551.80	-0.23	-0.0190	↑	12	552.03	-0.46	-0.0190	↑	24	552.49	-0.45	-0.0190	↑	24	552.94		460+00.00
	551.80	-0.24	-0.0200	1:222	12	552.04	-0.43	-0.0181	↑	24	552.48	-0.43	-0.0180	↑	24	552.91		460+10.15
	551.85	-0.24	-0.0200		12	552.09	-0.40	-0.0167	↑	24	552.49	-0.40	-0.0166	↑	24	552.89		460+25.00
RC	551.87	-0.24	-0.0200		12	552.11	-0.39	-0.0161	1:222	24	552.50	-0.38	-0.0160	↑	24	552.88		460+31.52
	551.90	-0.24	-0.0200		12	552.14	-0.39	-0.0161		24	552.53	-0.34	-0.0143	↑	24	552.87		460+50.00
PT	551.95	-0.24	-0.0200		12	552.19	-0.39	-0.0161		24	552.58	-0.30	-0.0127	↑	24	552.88		460+67.13
	551.98	-0.24	-0.0200		12	552.22	-0.39	-0.0161		24	552.60	-0.29	-0.0119	↑	24	552.89		460+75.00
	552.10	-0.24	-0.0200		12	552.34	-0.39	-0.0161		24	552.73	-0.23	-0.0096	↑	24	552.96		461+00.00
	552.26	-0.24	-0.0200		12	552.50	-0.39	-0.0161		24	552.89	-0.17	-0.0073	↑	24	553.06		461+25.00
	552.46	-0.24	-0.0200		12	552.70	-0.39	-0.0161		24	553.08	-0.12	-0.0049	↑	24	553.20		461+50.00
	552.69	-0.24	-0.0200		12	552.93	-0.39	-0.0161		24	553.32	-0.06	-0.0026	↑	24	553.38		461+75.00

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED CT
CHECKED SSK

SUPERELEVATION TABLE - I.R. 75 - CURVE NO 3

HAM-75-7.85

519
1045

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SUPERELEVATION TABLE - I.R. 75 SB - CURVE 75-3

P.I. STA. 456+41.20	Dc = 0°40' 00"

REMARKS	LEFT SIDE															INSIDE EDGE (PROFILE GRADE)		STATION
	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	OFFSET	
	552.97	-0.24	-0.02		12	553.21	-0.39	-0.0161		24	553.59	-0.01	-0.0002		24	553.60		462+00.00
HF	552.99	-0.24	-0.02		12	553.23	-0.39	-0.0161		24	553.62	0.00	0.0000			553.62		462+02.50
	553.28	-0.24	-0.02		12	553.52	-0.39	-0.0161		24	553.91	0.05	0.0021			553.86		462+25.00
	553.64	-0.24	-0.02		12	553.88	-0.39	-0.0161		24	554.27	0.11	0.0044			554.16		462+50.00
	554.03	-0.24	-0.02		12	554.27	-0.39	-0.0161		24	554.65	0.16	0.0068			554.49		462+75.00
	554.46	-0.24	-0.02		12	554.70	-0.39	-0.0161		24	555.09	0.22	0.0091			554.87		463+00.00
	554.94	-0.24	-0.02		12	555.18	-0.39	-0.0161		24	555.57	0.28	0.0115			555.29		463+25.00
	555.44	-0.24	-0.02		12	555.66	-0.39	-0.0161		24	556.07	0.33	0.0138			555.74		463+50.00
NC	555.96	-0.24	-0.02		12	556.20	-0.39	-0.0161		24	556.58	0.38	0.0160	1:222		556.20		463+73.42

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED CT
CHECKED SSK

SUPERELEVATION TABLE - I.R. 75 - CURVE NO 3

HAM-75-7.85

520
1045

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SUPERELEVATION TABLE - I.R. 75 NB - CURVE 75-3

P.I. STA. 456+41.20 | Dc = 0° 40' 00"

STATION	INSIDE EDGE (PROFILE GRADE)		RIGHT SIDE																			REMARKS
	OFFSET	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	
449+08.29		554.16	24		0.0160	0.38	554.54	24	1:222	-0.0160	-0.38	554.16	12	1:222	-0.0160	-0.19	553.97	12	1:222	-0.0160	-0.19	553.78	NC
449+25.00		554.61	24		0.0160	0.38	554.99	24		-0.0144	-0.35	554.65	12		-0.0144	-0.17	554.47	12		-0.0144	-0.17	554.30	
449+50.00		555.25	24		0.0160	0.38	555.63	24		-0.0121	-0.29	555.34	12		-0.0121	-0.15	555.20	12		-0.0121	-0.15	555.05	
449+75.00		555.85	24		0.0160	0.38	556.23	24		-0.0098	-0.23	556.00	12		-0.0098	-0.12	555.88	12		-0.0098	-0.12	555.77	
450+00.00		556.41	24		0.0160	0.38	556.79	24		-0.0074	-0.18	556.62	12		-0.0074	-0.09	556.53	12		-0.0074	-0.09	556.44	
450+25.00		556.93	24		0.0160	0.38	557.31	24		-0.0051	-0.12	557.19	12		-0.0051	-0.06	557.13	12		-0.0051	-0.06	557.07	
450+50.00		557.41	24		0.0160	0.38	557.79	24		-0.0027	-0.07	557.73	12		-0.0027	-0.03	557.70	12		-0.0027	-0.03	557.66	
450+75.00		557.85	24		0.0160	0.38	558.23	24		-0.0004	-0.01	558.22	12		-0.0004	0.00	558.22	12		-0.0004	0.00	558.21	
450+79.24		557.92	24		0.0160	0.38	558.30	24		0.0000	0.00	558.30	12		0.0000	0.00	558.30	12		0.0000	0.00	558.30	HF
451+00.00		558.24	24		0.0160	0.38	558.62	24		0.0019	0.05	558.67	12		0.0019	0.02	558.69	12		0.0019	0.02	558.72	
451+25.00		558.60	24		0.0160	0.38	558.98	24		0.0043	0.10	559.09	12		0.0043	0.05	559.14	12		0.0043	0.05	559.19	
451+50.00		558.91	24		0.0160	0.38	559.29	24		0.0066	0.16	559.45	12		0.0066	0.08	559.53	12		0.0066	0.08	559.61	
451+75.00		559.18	24		0.0160	0.38	559.56	24		0.0090	0.22	559.78	12		0.0090	0.11	559.89	12		0.0090	0.11	559.99	
452+00.00		559.41	24		0.0160	0.38	559.79	24		0.0113	0.27	560.07	12		0.0113	0.14	560.20	11.5		0.0113	0.13	560.33	
452+14.57		559.52	24		0.0160	0.38	559.90	24		0.0127	0.30	560.21	12		0.0127	0.15	560.36	11.3		0.0127	0.14	560.50	PC
452+25.00		559.60	24		0.0160	0.38	559.98	24		0.0136	0.33	560.31	12		0.0136	0.16	560.48	11.1		0.0136	0.15	560.62	
452+50.00		559.74	24		0.0160	0.38	560.12	24		0.0160	0.38	560.51	12		0.0160	0.19	560.70	10.7		0.0160	0.17	560.87	
452+50.19		559.74	24	1:222	0.0160	0.38	560.12	24		0.0160	0.38	560.51	12		0.0160	0.19	560.70	10.7		0.0160	0.17	560.87	RC
452+75.00		559.85	24		0.0183	0.44	560.29	24		0.0183	0.44	560.73	12		0.0183	0.22	560.95	10.3		0.0183	0.19	561.13	
452+82.24		559.87	24	1:222	0.0190	0.46	560.33	24	1:222	0.0190	0.46	560.78	12	1:222	0.0190	0.23	561.01	10.1	1:222	0.0190	0.19	561.20	BEGIN FS
453+00.00		559.91	24		0.0190	0.46	560.37	24		0.0190	0.46	560.82	12		0.0190	0.23	561.05	9.8		0.0190	0.19	561.23	
453+25.00		559.93	24		0.0190	0.46	560.39	24		0.0190	0.46	560.84	12		0.0190	0.23	561.07	9.4		0.0190	0.18	561.24	
453+50.00		559.91	24		0.0190	0.46	560.37	24		0.0190	0.46	560.82	12		0.0190	0.23	561.05	9.0		0.0190	0.17	561.21	
453+75.00		559.85	24		0.0190	0.46	560.31	24		0.0190	0.46	560.76	12		0.0190	0.23	560.99	8.6		0.0190	0.16	561.14	
454+00.00		559.75	24		0.0190	0.46	560.21	24		0.0190	0.46	560.66	12		0.0190	0.23	560.89	8.2		0.0190	0.16	561.03	
454+25.00		559.61	24		0.0190	0.46	560.07	24		0.0190	0.46	560.52	12		0.0190	0.23	560.75	7.8		0.0190	0.15	560.88	
454+50.00		559.42	24		0.0190	0.46	559.88	24		0.0190	0.46	560.33	12		0.0190	0.23	560.56	7.3		0.0190	0.14	560.68	
454+75.00		559.20	24		0.0190	0.46	559.66	24		0.0190	0.46	560.11	12		0.0190	0.23	560.34	6.9		0.0190	0.13	560.45	
455+00.00		558.93	24		0.0190	0.46	559.39	24		0.0190	0.46	559.84	12		0.0190	0.23	560.07	6.5		0.0190	0.12	560.17	
455+25.00		558.62	24		0.0190	0.46	559.08	24		0.0190	0.46	559.53	12		0.0190	0.23	559.76	6.1		0.0190	0.12	559.85	
455+50.00		558.28	24		0.0190	0.46	558.74	24		0.0190	0.46	559.19	12		0.0190	0.23	559.42	5.7		0.0190	0.11	559.50	
455+75.00		557.93	24		0.0190	0.46	558.39	24		0.0190	0.46	558.84	12		0.0190	0.23	559.07	5.3		0.0190	0.10	559.14	
456+00.00		557.58	24		0.0190	0.46	558.04	24		0.0190	0.46	558.49	12		0.0190	0.23	558.72	4.8		0.0190	0.09	558.78	
456+25.00		557.23	24		0.0190	0.46	557.69	24		0.0190	0.46	558.14	12		0.0190	0.23	558.37	4.4		0.0190	0.08	558.43	
456+50.00		556.88	24		0.0190	0.46	557.34	24		0.0190	0.46	557.79	12		0.0190	0.23	558.02	4.0		0.0190	0.08	558.07	
456+75.00		556.53	24		0.0190	0.46	556.99	24		0.0190	0.46	557.44	12		0.0190	0.23	557.67	3.6		0.0190	0.07	557.71	
457+00.00		556.18	24		0.0190	0.46	556.64	24		0.0190	0.46	557.09	12		0.0190	0.23	557.32	3.2		0.0190	0.06	557.35	
457+25.00		555.83	24		0.0190	0.46	556.29	24		0.0190	0.46	556.74	12		0.0190	0.23	556.97	2.8		0.0190	0.05	556.92	
457+50.00		555.48	24		0.0190	0.46	555.94	24		0.0190	0.46	556.39	12		0.0190	0.23	556.62	2.3		0.0190	0.04	556.58	
457+75.00		555.13	24		0.0190	0.46	555.59	24		0.0190	0.46	556.04	12		0.0190	0.23	556.27	1.9		0.0190	0.04	556.23	
458+00.00		554.78	24		0.0190	0.46	555.24	24		0.0190	0.46	555.69	12		0.0190	0.23	555.92	1.5		0.019	0.03	555.89	
458+25.00		554.43	24		0.0190	0.46	554.89	24		0.0190	0.46	555.34	12		0.0190	0.23	555.57	1.1		0.019	0.02	555.55	
458+50.00		554.10	24		0.0190	0.46	554.56	24		0.0190	0.46	555.01	12		0.0190	0.23	555.24	0.7		0.019	0.01	555.23	
458+75.00		553.81	24		0.0190	0.46	554.27	24		0.0190	0.46	554.72	12		0.0190	0.23	554.95	0.3		0.019	0.00	554.95	
459+00.00		553.56	24		0.0190	0.46	554.02	24		0.0190	0.46	554.47	12		0.0190	0.23	554.70						
459+25.00		553.34	24		0.0190	0.46	553.80	24		0.0190	0.46	554.25	12		0.0190	0.23	554.48						
459+50.00		553.17	24		0.0190	0.46	553.63	24		0.0190	0.46	554.08	12		0.0190	0.23	554.31						
459+75.00		553.04	24		0.0190	0.46	553.50	24		0.0190	0.46	553.95	12		0.0190	0.23	554.18						
459+99.47		552.94	24	1:222	0.0190	0.46	553.40	24	1:222	0.0190	0.46	553.85	12	1:222	0.0190	0.23	554.08						END FS
460+00.00		552.94	24		0.0190	0.45	553.39	24		0.0190	0.45	553.85	12		0.0190	0.23	554.08						
460+25.00		552.89	24		0.0166	0.40	553.29	24		0.0166	0.40	553.69	12		0.0166	0.20	553.89						
460+31.52		552.88	24	1:222	0.0160	0.38	553.26	24		0.0160	0.38	553.65	12		0.0160	0.19	553.84						RC
460+50.00		552.87	24		0.0160	0.38	553.25	24		0.0143	0.34	553.60	12		0.0143	0.17	553.77						
460+67.13		552.88	24		0.0160	0.38	553.26	24		0.0127	0.30	553.57	12		0.0127	0.15	553.72						PT
460+75.00		552.89	24		0.0160	0.38	553.27	24		0.0119	0.29	553.56	12		0.0119	0.14	553.70						
461+00.00		552.96	24		0.0160	0.38	553.34	24		0.0096	0.23	553.57	12		0.0096	0.12	553.69						
461+25.00		553.06	24		0.0160	0.38	553.44	24		0.0073	0.17	553.62	12		0.0073	0.09	553.71						
461+50.00		553.20	24		0.0160	0.38	553.58	24		0.0049	0.12	553.70	12		0.0049	0.06	553.76						
461+75.00		553.38	24		0.0160	0.38	553.76	24		0.0026	0.06	553.83	12		0.0026	0.03	553.86						
462+00.00		553.60	24		0.0160	0.38	553.98	24		0.0002	0.01	553.99	12		0.0002	0.00	553.99						
462+02.50		553.62	24		0.0160	0.38	554.00	24		0.0000	0.00	554.00	12		0.0000	0.00	554.00						HF

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SUPERELEVATION TABLE - I.R. 75 - CURVE NO 3

HAM-75-7.85

521
1045

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SUPERELEVATION TABLE - I.R. 75 NB - CURVE 75-3

P.I. STA. 456+41.20 | Dc = 0° 40' 00"

STATION	INSIDE EDGE (PROFILE GRADE)		RIGHT SIDE																				REMARKS
	OFFSET	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	WIDTH	TRANSITION RATE	CROSS SLOPE	ELEVATION CORRECTION	ELEVATION	
462+25.00		553.86	24		0.0160	0.38	554.24	24		-0.0021	-0.05	554.19	12		-0.0021	-0.03	554.17						
462+50.00		554.16	24		0.0160	0.38	554.54	24		-0.0044	-0.11	554.44	12		-0.0044	-0.05	554.38						
462+75.00		554.49	24		0.0160	0.38	554.87	24		-0.0068	-0.16	554.71	12		-0.0068	-0.08	554.63						
463+00.00		554.87	24		0.0160	0.38	555.25	24		-0.0091	-0.22	555.03	12		-0.0091	-0.11	554.93						
463+25.00		555.29	24		0.0160	0.38	555.67	24		-0.0115	-0.28	555.40	12		-0.0115	-0.14	555.26						
463+50.00		555.74	24		0.0160	0.38	556.12	24		-0.0138	-0.33	555.79	12		-0.0138	-0.17	555.63						
463+73.42		556.20	24		0.0160	0.38	556.58	24	1:222	-0.0160	-0.38	556.20	12	1:222	-0.0160	-0.19	556.01						NC

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SUPERELEVATION TABLE - I.R. 75 - CURVE NO 3

HAM-75-7.85

SUPERELEVATION TABLE - I.R. 75 SB - CURVE 75-4

P.I. STA. 474+88.06	Dc = 2° 45′ 00″

REMARKS	LEFT SIDE															INSIDE EDGE (PROFILE GRADE)		STATION
	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	ELEVATION CORRECTION	CROSS SLOPE	TRANSITION RATE	WIDTH	ELEVATION	OFFSET	
NC	558.45	-0.19	-0.0160	1:222	12	558.64	-0.38	-0.0160	1:222	24	559.02	0.38	0.0160		24	558.64		464+76.22
	559.19	-0.17	-0.0138		12	559.35	-0.33	-0.0138		24	559.68	0.38	0.0160		24	559.30		465+00.00
	560.00	-0.14	-0.0114		12	560.14	-0.27	-0.0114		24	560.41	0.38	0.0160		24	560.03		465+25.00
	560.84	-0.11	-0.0091		12	560.94	-0.22	-0.0091		24	561.16	0.38	0.0160		24	560.78		465+50.00
	561.67	-0.08	-0.0067		12	561.75	-0.16	-0.0067		24	561.91	0.38	0.0160		24	561.53		465+75.00
	562.50	-0.05	-0.0044		12	562.56	-0.11	-0.0044		24	562.66	0.38	0.0160		24	562.28		466+00.00
	563.32	-0.02	-0.0020		12	563.34	-0.05	-0.0020		24	563.39	0.38	0.0160		24	563.01		466+25.00
HF	564.00	0.00	0.0000		12	564.00	0.00	0.0000		24	564.00	0.38	0.0160		24	563.61		466+46.79
	564.09	0.00	0.0003		12	564.09	0.01	0.0003		24	564.08	0.38	0.0160		24	563.70		466+50.00
	564.83	0.03	0.0026		12	564.80	0.06	0.0026		24	564.74	0.38	0.0160		24	564.35		466+75.00
	565.53	0.06	0.0050		12	565.47	0.12	0.0050		24	565.35	0.38	0.0160		24	564.96		467+00.00
	566.18	0.09	0.0073		12	566.10	0.18	0.0073		24	565.92	0.38	0.0160		24	565.54		467+25.00
	566.80	0.12	0.0097		12	566.69	0.23	0.0097		24	566.45	0.38	0.0160		24	566.07		467+50.00
	567.38	0.14	0.0120		12	567.24	0.29	0.0120		24	566.95	0.38	0.0160		24	566.56		467+75.00
	567.92	0.17	0.0144		12	567.75	0.34	0.0144		24	567.40	0.38	0.0160		24	567.02		468+00.00
RC	568.27	0.19	0.0160		12	568.08	0.38	0.0160		24	567.69	0.38	0.0160	1:222	24	567.31		468+17.36
	568.44	0.20	0.0167		12	568.24	0.40	0.0167		24	567.83	0.40	0.0167		24	567.43		468+25.00
	568.95	0.23	0.0191		12	568.72	0.46	0.0191		24	568.27	0.46	0.0191		24	567.81		468+50.00
	569.43	0.26	0.0214		12	569.17	0.51	0.0214		24	568.66	0.51	0.0214		24	568.15		468+75.00
	569.87	0.29	0.0238		12	569.58	0.57	0.0238		24	569.01	0.57	0.0238		24	568.44		469+00.00
	570.27	0.31	0.0261		12	569.95	0.63	0.0261		24	569.33	0.63	0.0261		24	568.70		469+25.00
	570.63	0.34	0.0284		12	570.28	0.68	0.0284		24	569.60	0.68	0.0284		24	568.92		469+50.00
	570.95	0.37	0.0308		12	570.58	0.74	0.0308		24	569.84	0.74	0.0308		24	569.10		469+75.00
	571.23	0.40	0.0331		12	570.83	0.80	0.0331		24	570.03	0.80	0.0331		24	569.24		470+00.00
PC	571.45	0.42	0.0353		12	571.03	0.85	0.0353		24	570.18	0.85	0.0353		24	569.33		470+23.46
	571.47	0.43	0.0355		12	571.04	0.85	0.0355		24	570.19	0.85	0.0355		24	569.34		470+25.00
	571.67	0.45	0.0378		12	571.22	0.91	0.0378		24	570.31	0.91	0.0378		24	569.40		470+50.00
	571.83	0.48	0.0402		12	571.35	0.96	0.0402		24	570.39	0.96	0.0402		24	569.42		470+75.00
	571.95	0.51	0.0425		12	571.44	1.02	0.0425		24	570.42	1.02	0.0425		24	569.40		471+00.00
	572.04	0.54	0.0449		12	571.50	1.08	0.0449		24	570.42	1.08	0.0449		24	569.35		471+25.00
	572.08	0.57	0.0472		12	571.52	1.13	0.0472		24	570.38	1.13	0.0472		24	569.25		471+50.00
	572.09	0.59	0.0495		12	571.49	1.19	0.0495		24	570.30	1.19	0.0495		24	569.11		471+75.00
	572.05	0.62	0.0519		12	571.43	1.25	0.0519		24	570.18	1.25	0.0519		24	568.94		472+00.00 BK

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SUPERELEVATION TABLE - I.R. 75 - CURVE NO 4

HAM-75-7.85

SUPERELEVATION TABLE - RAMP K - CURVE NO 562-K2

PI STA 419+50.81 | Dc = 11° 45′ 00″

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
					412+42.98							
					412+50.00							
					412+75.00							
					413+00.00							
					413+25.00							
					413+50.00							
					413+75.00							
					414+00.00							
FOR STA 412+42.98 TO 416+00.00, SEE SUPERELEVATION TABLE - RAMP M - CURVE NO. 562-M2					414+25.00							
					414+50.00							
					414+67.98							
					414+75.00							
					415+00.00							
					415+25.00							
					415+50.00							
					415+75.00							
					416+00.00							
539.88		1.37	0.0570	24.00	416+13.15	538.51	5.50	-0.0570	-0.31		538.20	
540.47		1.37	0.0570	24.00	416+25.00	539.10	5.50	-0.0570	-0.31		538.79	
541.64		1.37	0.0570	24.00	416+50.00	540.27	5.50	-0.0570	-0.31		539.96	
542.71		1.37	0.0570	24.00	416+75.00	541.34	5.50	-0.0570	-0.31		541.03	
543.69		1.37	0.0570	24.00	417+00.00	542.32	5.50	-0.0570	-0.31		542.01	
544.56		1.37	0.0570	24.00	417+25.00	543.19	5.50	-0.0570	-0.31		542.88	
545.34		1.37	0.0570	24.00	417+50.00	543.97	5.50	-0.0570	-0.31		543.66	
546.02		1.37	0.0570	24.00	417+75.00	544.65	5.50	-0.0570	-0.31		544.34	
546.60		1.37	0.0570	24.00	418+00.00	545.23	5.50	-0.0570	-0.31		544.92	
547.09		1.37	0.0570	24.00	418+25.00	545.72	5.50	-0.0570	-0.31		545.41	
547.47		1.37	0.0570	24.00	418+50.00	546.10	5.50	-0.0570	-0.31		545.79	
547.76		1.37	0.0570	24.00	418+75.00	546.39	5.50	-0.0570	-0.31		546.08	
547.95		1.37	0.0570	24.00	419+00.00	546.58	5.50	-0.0570	-0.31		546.27	
548.04		1.37	0.0570	24.00	419+25.00	546.67	5.50	-0.0570	-0.31		546.36	
548.04		1.37	0.0570	24.00	419+50.00	546.67	5.50	-0.0570	-0.31		546.36	
547.94		1.37	0.0570	24.00	419+75.00	546.57	5.50	-0.0570	-0.31		546.26	
547.73		1.37	0.0570	24.00	420+00.00	546.36	5.50	-0.0570	-0.31		546.05	
547.44		1.37	0.0570	24.00	420+25.00	546.07	5.50	-0.0570	-0.31		545.76	
547.13		1.37	0.0570	24.00	420+50.00	545.76	5.50	-0.0570	-0.31		545.45	
546.82		1.37	0.0570	24.00	420+75.00	545.45	5.50	-0.0570	-0.31		545.14	
546.51		1.37	0.0570	24.00	421+00.00	545.14	5.50	-0.0570	-0.31		544.83	
546.44	225:1	1.37	0.0570	24.00	421+05.87	545.07	5.50	-0.0570	-0.31	983:1	544.76	CS / FS
546.11	↕	1.28	0.0535	24.00	421+25.00	544.83	4.97	-0.0535	-0.27	1088:1	544.56	
545.69		1.17	0.0488	24.00	421+50.00	544.52	4.29	-0.0488	-0.21	1260:1	544.31	
545.32		1.06	0.0442	24.00	421+75.00	544.26	3.60	-0.0442	-0.16	1502:1	544.10	
544.99		0.95	0.0396	24.00	422+00.00	544.04	2.91	-0.0396	-0.12	1858:1	543.92	
544.72		0.84	0.0350	24.00	422+25.00	543.88	2.22	-0.0350	-0.08	2435:1	543.80	
544.49		0.73	0.0303	24.00	422+50.00	543.76	1.54	-0.0303	-0.05	3510:1	543.71	
544.31		0.62	0.0257	24.00	422+75.00	543.69	0.85	-0.0257	-0.02	6359:1	543.67	
544.18		0.51	0.0211	24.00	423+00.00	543.67	0.16	-0.0211	0.00	33784:1	543.67	
544.16	225:1	0.48	0.0200	24.00	423+05.87	543.68	0.00	-0.0200	0.00	N/A	543.68	SC / NC

SUPERELEVATION TABLE - RAMP N - CURVE NO 562-N1

PI STA 414+98.05 | Dc = 6° 45′ 24″

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
529.81		0.96	0.0600	16.00	412+64.37	528.85						FS
529.74		0.96	0.0600	16.00	412+75.00	528.78						
529.56		0.96	0.0600	16.00	413+00.00	528.60						
529.53		0.96	0.0600	16.00	413+03.58	528.57						PC
529.34		0.96	0.0600	16.00	413+25.00	528.38						
529.09		0.96	0.0600	16.00	413+50.00	528.13						
528.85		0.96	0.0600	16.00	413+75.00	527.89						
528.60		0.96	0.0600	16.00	414+00.00	527.64						
528.38		0.96	0.0600	16.00	414+25.00	527.42						
528.21		0.96	0.0600	16.00	414+50.00	527.25						
528.10		0.96	0.0600	16.00	414+75.00	527.14						
528.05		0.96	0.0600	16.00	415+00.00	527.09						
528.06		0.96	0.0600	16.00	415+25.00	527.10						
528.12		0.96	0.0600	16.00	415+50.00	527.16						
528.24		0.96	0.0600	16.00	415+75.00	527.28						
528.42		0.96	0.0600	16.00	416+00.00	527.46						
528.66		0.96	0.0600	16.00	416+25.00	527.70						
528.68	185:1	0.96	0.0600	16.00	416+26.70	527.72						FS
528.83	↕	0.83	0.0521	16.00	416+50.00	528.00						
529.05		0.70	0.0437	16.00	416+75.00	528.35						
529.17		0.64	0.0400	16.00	416+85.90	528.53						PT
529.32		0.56	0.0352	16.00	417+00.00	528.76						
529.64		0.43	0.0268	16.00	417+25.00	529.21						
529.90	185:1	0.32	0.0200	16.00	417+45.10	529.58						

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

SUPERELEVATION TABLE - RAMP K AND RAMP N

HAM-75-7.85

524
1045

J:\20110903\ODOT\HAM\77889\roadway\sheets\77889GE003.dgn 3/18/2026 10:19:18 AM hbrendlinger

SUPERELEVATION TABLE - RAMP J - CURVE NO 562-J1

PI STA 420+13.05 | Dc = 10° 15' 00"

LEFT EOP					LEFT BREAKLINE #2 (GORE)					LEFT BREAKLINE #1					BASELINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
530.07		-0.320	-0.020	16.00	530.39		-0.162	-0.020	8.10	530.55	167:1	-0.38	-0.0160	24.00	409+84.33	530.94	0.00	0.0160	0.00	N/A	530.94	TS / NC
530.45		-0.320	-0.020	16.00	530.77		-0.168	-0.020	8.41	530.93		-0.29	-0.0121	24.00	410+00.00	531.22	0.25	0.0121	0.00	16000:1	531.23	
531.03		-0.320	-0.020	16.01	531.35		-0.180	-0.020	8.98	531.53		-0.14	-0.0058	24.00	410+25.00	531.67	0.64	0.0058	0.00	6250:1	531.68	
531.55		-0.320	-0.020	16.01	531.87		-0.194	-0.020	9.70	532.07		0.01	0.0004	24.00	410+50.00	532.06	1.02	-0.0004	0.00	3922:1	532.06	
531.99		-0.320	-0.020	16.02	532.31		-0.214	-0.020	10.68	532.52		0.16	0.0067	24.00	410+75.00	532.36	1.39	-0.0067	-0.01	2878:1	532.35	
532.34		-0.321	-0.020	16.03	532.66		-0.240	-0.020	12.01	532.91		0.31	0.0129	24.00	411+00.00	532.60	1.76	-0.0129	-0.02	2273:1	532.57	
532.61		-0.321	-0.020	16.05	532.94		-0.276	-0.020	13.79	533.21		0.46	0.0192	24.00	411+25.00	532.75	2.13	-0.0192	-0.04	1878:1	532.71	
532.80		-0.322	-0.020	16.08	533.12		-0.323	-0.020	16.13	533.44		0.61	0.0254	24.00	411+50.00	532.83	2.50	-0.0254	-0.06	1600:1	532.77	
532.89		-0.323	-0.020	16.13	533.21		-0.383	-0.020	19.14	533.59		0.76	0.0317	24.00	411+75.00	532.83	2.87	-0.0317	-0.09	1394:1	532.74	
										533.67		0.91	0.0379	24.00	412+00.00	532.76	3.24	-0.0379	-0.12	1235:1	532.64	
										533.67		1.06	0.0442	24.00	412+25.00	532.61	3.62	-0.0442	-0.16	1105:1	532.45	
										533.60		1.21	0.0504	24.00	412+50.00	532.39	3.99	-0.0504	-0.20	1003:1	532.19	
										533.45		1.36	0.0567	24.00	412+75.00	532.09	4.36	-0.0567	-0.25	917:1	531.84	
										533.37	167:1	1.42	0.0590	24.00	412+84.33	531.96	4.50	-0.0590	-0.27	889:1	531.69	SC / FS
										533.13		1.42	0.0590	24.00	413+00.00	531.71	4.50	-0.0590	-0.27		531.45	
										532.68		1.42	0.0590	24.00	413+25.00	531.26	4.50	-0.0590	-0.27		530.99	
										532.15		1.42	0.0590	24.00	413+50.00	530.73	4.50	-0.0590	-0.27		530.47	
										531.54		1.42	0.0590	24.00	413+75.00	530.13	4.50	-0.0590	-0.27		529.86	
										530.86		1.42	0.0590	24.00	414+00.00	529.45	4.50	-0.0590	-0.27		529.18	
										530.11		1.42	0.0590	24.00	414+25.00	528.69	4.50	-0.0590	-0.27		528.42	
										529.27		1.42	0.0590	24.00	414+50.00	527.86	4.50	-0.0590	-0.27		527.59	
										528.37		1.42	0.0590	24.00	414+75.00	526.95	4.50	-0.0590	-0.27		526.68	
										527.38		1.42	0.0590	24.00	415+00.00	525.96	4.50	-0.0590	-0.27		525.69	
										526.33		1.42	0.0590	24.00	415+25.00	524.91	4.50	-0.0590	-0.27		524.65	
										525.27		1.42	0.0590	24.00	415+50.00	523.85	4.50	-0.0590	-0.27		523.58	
										524.21		1.42	0.0590	24.00	415+75.00	522.79	4.50	-0.0590	-0.27		522.52	
										523.15		1.42	0.0590	24.00	416+00.00	521.73	4.50	-0.0590	-0.27		521.46	
										522.00		1.42	0.0590	24.00	416+25.00	520.66	4.50	-0.0590	-0.27		520.39	
										521.02		1.42	0.0590	24.00	416+50.00	519.60	4.50	-0.0590	-0.27		519.33	
										519.96		1.42	0.0590	24.00	416+75.00	518.54	4.50	-0.0590	-0.27		518.27	
										518.97		1.42	0.0590	24.00	417+00.00	517.55	4.50	-0.0590	-0.27		517.28	
										518.07		1.42	0.0590	24.00	417+25.00	516.65	4.50	-0.0590	-0.27		516.38	
										517.28		1.42	0.0590	24.00	417+50.00	515.86	4.50	-0.0590	-0.27		515.59	
										516.57		1.42	0.0590	24.00	417+75.00	515.15	4.50	-0.0590	-0.27		514.88	
										515.97		1.42	0.0590	24.00	418+00.00	514.55	4.50	-0.0590	-0.27		514.28	
										515.46		1.42	0.0590	24.00	418+25.00	514.04	4.50	-0.0590	-0.27		513.77	
										515.04		1.42	0.0590	24.00	418+50.00	513.62	4.50	-0.0590	-0.27		513.35	
										514.72		1.42	0.0590	24.00	418+75.00	513.30	4.50	-0.0590	-0.27		513.03	
										514.50		1.42	0.0590	24.00	419+00.00	513.08	4.50	-0.0590	-0.27		512.81	
										514.37		1.42	0.0590	24.00	419+25.00	512.95	4.50	-0.0590	-0.27		512.68	
										514.34		1.42	0.0590	24.00	419+50.00	512.92	4.50	-0.0590	-0.27		512.65	
										514.41		1.42	0.0590	24.00	419+75.00	512.99	4.50	-0.0590	-0.27		512.72	
										514.57		1.42	0.0590	24.00	420+00.00	513.15	4.50	-0.0590	-0.27		512.88	
										514.83		1.42	0.0590	24.00	420+25.00	513.41	4.50	-0.0590	-0.27		513.14	
										515.19		1.42	0.0590	24.00	420+50.00	513.77	4.50	-0.0590	-0.27		513.50	
										515.64		1.42	0.0590	24.00	420+75.00	514.22	4.50	-0.0590	-0.27		513.95	
										516.19		1.42	0.0590	24.00	421+00.00	514.77	4.50	-0.0590	-0.27		514.50	
										516.83		1.42	0.0590	24.00	421+25.00	515.41	4.50	-0.0590	-0.27		515.14	
										517.28	218:1	1.42	0.0590	24.00	421+40.56	515.86	4.50	-0.0590	-0.27	1163:1	515.59	CS / FS
										517.52		1.37	0.0572	24.00	421+50.00	516.15	4.31	-0.0572	-0.25	1214:1	515.90	
										518.24		1.26	0.0524	24.00	421+75.00	516.98	3.82	-0.0524	-0.20	1370:1	516.78	
										519.05		1.14	0.0476	24.00	422+00.00	517.91	3.32	-0.0476	-0.16	1576:1	517.75	
										519.87		1.03	0.0429	24.00	422+25.00	518.84	2.82	-0.0429	-0.12	1855:1	518.72	
										520.69		0.91	0.0381	24.00	422+50.00	519.78	2.32	-0.0381	-0.09	2255:1	519.69	
										521.52		0.80	0.0333	24.00	422+75.00	520.72	1.83	-0.0333	-0.06	2859:1	520.66	
										522.34		0.68	0.0285	24.00	423+00.00	521.66	1.33	-0.0285	-0.04	3934:1	521.62	
										523.16		0.57	0.0237	24.00	423+25.00	522.59	0.83	-0.0237	-0.02	6304:1	522.57	
										523.99		0.46	0.0190	24.00	423+50.00	523.53	0.33	-0.0190	-0.01	15856:1	523.52	
										524.49	218:1	0.38	0.0160	24.00	423+65.55	524.11	0.00	-0.0160	0.00	N/A	524.11	ST / NC
										524.80	175:1	0.33	0.0138	24.00	423+75.00	524.47						
										525.60		0.19	0.0078	24.00	424+00.00	525.41						
										526.38		0.04	0.0019	24.00	424+25.00	526.34						
										527.18		-0.10	-0.0041	24.00	424+50.00	527.28						
										527.98		-0.24	-0.0100	24.00	424+75.00	528.22						
										528.78	175:1	-0.38	-0.0160	24.00	425+00.00	529.16						RC

NOT FOR CONSTRUCTION
REFERENCE ONLY

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CALCULATED SEA
CHECKED DLR

SUPERELEVATION TABLE - RAMP J

HAM-75-7.85

SUPERELEVATION TABLE - RAMP M - CURVE NO 562-M1

PI STA 418+44.83 | Dc = 11° 44′ 43″

LEFT SIDE					BASELINE CONTROL	
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE
536.88	273:1	0.26	0.0160	16.00	412+39.90	536.62
537.38		0.29	0.0183	16.00	412+50.00	537.09
538.66		0.38	0.0240	16.00	412+75.00	538.28
540.00		0.48	0.0297	16.00	413+00.00	539.52
541.37		0.57	0.0355	16.00	413+25.00	540.80
542.80		0.66	0.0412	16.00	413+50.00	542.14
544.27		0.75	0.0469	16.00	413+75.00	543.52
545.75		0.84	0.0526	16.00	414+00.00	544.91
546.64	273:1	0.90	0.0560	16.00	414+14.90	545.74
547.20		0.90	0.0560	16.00	414+25.00	546.30
548.60		0.90	0.0560	16.00	414+50.00	547.70
549.99		0.90	0.0560	16.00	414+75.00	549.09
551.38		0.90	0.0560	16.00	415+00.00	550.48
552.78		0.90	0.0560	16.00	415+25.00	551.88
554.17		0.90	0.0560	16.00	415+50.00	553.27
555.57		0.90	0.0560	16.00	415+75.00	554.67
556.96		0.90	0.0560	16.00	416+00.00	556.06
558.35		0.90	0.0560	16.00	416+25.00	557.45
559.65		0.90	0.0560	16.00	416+50.00	558.75
560.81		0.90	0.0560	16.00	416+75.00	559.91
561.83		0.90	0.0560	16.00	417+00.00	560.93
562.70		0.90	0.0560	16.00	417+25.00	561.80
563.44		0.90	0.0560	16.00	417+50.00	562.54
564.03		0.90	0.0560	16.00	417+75.00	563.13
564.48		0.90	0.0560	16.00	418+00.00	563.58
564.79		0.90	0.0560	16.00	418+25.00	563.89
564.95		0.90	0.0560	16.00	418+50.00	564.05
564.98		0.90	0.0560	16.00	418+75.00	564.08
564.86		0.90	0.0560	16.00	419+00.00	563.96
564.60		0.90	0.0560	16.00	419+25.00	563.70
564.20		0.90	0.0560	16.00	419+50.00	563.30
563.66		0.90	0.0560	16.00	419+75.00	562.76
562.97		0.90	0.0560	16.00	420+00.00	562.07
562.15		0.90	0.0560	16.00	420+25.00	561.25
561.87	216:1	0.90	0.0560	16.00	420+32.40	560.97
561.09		0.81	0.0509	16.00	420+50.00	560.28
559.97		0.70	0.0437	16.00	420+75.00	559.17
558.51		0.58	0.0364	16.00	421+00.00	557.93
557.14		0.47	0.0292	16.00	421+25.00	556.67
555.76		0.35	0.0219	16.00	421+50.00	555.41
554.38		0.23	0.0147	16.00	421+75.00	554.15
553.01		0.12	0.0074	16.00	422+00.00	552.89
552.60	216:1	0.08	0.0053	16.00	422+07.38	552.52

SUPERELEVATION TABLE - RAMP M - CURVE NO 562-M2

PI STA 425+16.31 | Dc = 10° 00′ 00″

LEFT EOP							LEFT BREAKLINE #2 (GORE)						LEFT BREAKLINE #1					BASELINE CONTROL		
REMARKS	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	REMARKS	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	REMARKS
												552.60		0.08	0.0053	16.00	422+07.38	552.52	ST
												551.60	216:1	0.00	0.0000	16.00	422+25.65	551.60	RC
												551.63		0.00	0.0002	16.00	422+25.00	551.63	
												550.26		-0.11	-0.0071	16.00	422+50.00	550.37	
												550.03		-0.13	-0.0083	16.00	422+54.25	550.16	TS
												548.88		-0.23	-0.0143	16.00	422+75.00	549.11	
												547.51		-0.34	-0.0215	16.00	423+00.00	547.85	
												547.40		-0.35	-0.0221	16.00	423+02.00	547.75	NC
												546.13		-0.46	-0.0288	16.00	423+25.00	546.59	
												544.75		-0.58	-0.0360	16.00	423+50.00	545.33	
												543.38		-0.69	-0.0433	16.00	423+75.00	544.07	
												542.00		-0.81	-0.0505	16.00	424+00.00	542.81	
							540.15	144:1	-1.37	-0.0570	24.00	541.52		-0.85	-0.0531	16.00	424+08.79	542.37	
FS	538.32	116:1	-1.69	-0.0570	29.67		540.01	145:1	-1.36	-0.0573	23.74	541.37		-0.86	-0.0539	16.00	424+11.56	542.23	
	537.62		-1.69	-0.0570	29.66		539.31	154:1	-1.32	-0.0586	22.45	540.63		-0.92	-0.0578	16.00	424+25.00	541.55	
	537.40		-1.69	-0.0570	29.66	FS	539.10	156:1	-1.30	-0.0590	22.05	540.40	216:1	-0.94	-0.0590	16.00	424+29.25	541.34	SC/FS
	537.28		-1.69	-0.0570	29.66		538.97	158:1	-1.29	-0.0590	21.80	540.26		-0.94	-0.0590	16.00	424+31.94	541.20	
	536.47		-1.69	-0.0570	29.66		538.16	171:1	-1.19	-0.0590	20.12	539.35		-0.94	-0.0590	16.00	424+50.00	540.29	
	535.34		-1.69	-0.0570	29.65		537.03	193:1	-1.05	-0.0590	17.84	538.09		-0.94	-0.0590	16.00	424+75.00	539.03	
	534.22		-1.69	-0.0570	29.64		535.91	221:1	-0.92	-0.0590	15.61	536.83		-0.94	-0.0590	16.00	425+00.00	537.77	
	533.08		-1.69	-0.0570	29.63		534.77	257:1	-0.79	-0.0590	13.44	535.57		-0.94	-0.0590	16.00	425+25.00	536.51	
	531.95		-1.69	-0.0570	29.62		533.64	305:1	-0.67	-0.0590	11.32	534.31		-0.94	-0.0590	16.00	425+50.00	535.25	
FS	531.02		-1.69	-0.0570	29.6		532.70	361:1	-0.56	-0.0590	9.55	533.27		-0.94	-0.0590	16.00	425+71.74	534.21	
	530.91	117:1	-1.66	-0.0564	29.51		532.57	371:1	-0.55	-0.0590	9.31	533.12		-0.94	-0.0590	16.00	425+75.00	534.06	
	530.34	119:1	-1.55	-0.0534	29.08	FS	531.90	432:1	-0.47	-0.0590	7.99	532.37	307:1	-0.94	-0.0590	16.00	425+92.03	533.31	CS/FS
	530.14	119:1	-1.50	-0.0520	28.9		531.64	473:1	-0.42	-0.0574	7.30	532.06		-0.92	-0.0574	16.00	426+00.00	532.98	
	529.53	121:1	-1.35	-0.0476	28.42		530.88	665:1	-0.27	-0.0523	5.19	531.16		-0.84	-0.0523	16.00	426+25.00	531.99	
	529.00	123:1	-1.21	-0.0432	27.94		530.21	1082:1	-0.15	-0.0472	3.19	530.36		-0.76	-0.0472	16.00	426+50.00	531.11	
	528.54	126:1	-1.06	-0.0388	27.35		529.60	2696:1	-0.05	-0.0422	1.28	529.66		-0.67	-0.0421	16.00	426+75.00	530.33	
	528.27	129:1	-0.96	-0.0357	26.79							529.22	307:1	-0.62	-0.0385	16.00	426+92.80	529.84	
	528.16	132:1	-0.90	-0.0344	26.22							529.07	310:1	-0.59	-0.0370	15.88	427+00.00	529.65	
	527.86	140:1	-0.74	-0.0300	24.59							528.59	324:1	-0.49	-0.0320	15.20	427+25.00	529.08	
	527.62	148:1	-0.60	-0.0256	23.39							528.22	345:1	-0.38	-0.0269	14.26	427+50.00	528.61	
	527.51	152:1	-0.51	-0.0226	22.74							528.03	363:1	-0.32	-0.0234	13.55	427+67.01	528.34	ST
	527.47	153:1	-0.48	-0.0212	22.48							527.95	372:1	-0.29	-0.0218	13.21	427+75.00	528.24	
	527.40	159:1	-0.37	-0.0168	21.73							527.76	405:1	-0.20	-0.0167	12.15	428+00.00	527.97	
	527.40	160:1	-0.35	-0.0162	21.63							527.75	410:1	-0.19	-0.0160	12.00	428+03.50	527.94	NC
NC	527.39	160:1	-0.34	-0.0160	21.56							527.74	410:1	-0.19	-0.0160	12.00	428+04.50	527.93	

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

SUPERELEVATION TABLE - RAMP M

HAM-75-7.85

526
1045

J:\2010903\ODOT\HAM\77889\roadway\sheets\77889GE005.dgn 3/18/2026 10:19:20 AM hbrendlinger

SUPERELEVATION TABLE - RAMP Q - CURVE NO 562-Q1

PI STA 30+76.85 | Dc = 2° 14′ 49″

LEFT SIDE					BASELINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
567.36	581:1	0.36	0.0300	12.00	28+09.58	567.00						PC
567.95		0.39	0.0322	12.05	28+25.00	567.56						
568.69	569:1	0.43	0.0350	12.24	28+44.56	568.26						FS
568.89		0.43	0.0350	12.32	28+50.00	568.46						
569.84		0.45	0.0350	12.84	28+75.00	569.39						
570.79		0.48	0.0350	13.61	29+00.00	570.31						
571.74		0.51	0.0350	14.63	29+25.00	571.23						
572.69		0.56	0.0350	16.00	29+50.00	572.13						
573.59		0.56	0.0350	16.00	29+75.00	573.03						
574.47		0.56	0.0350	16.00	30+00.00	573.91						
574.75		0.56	0.0350	16.00	30+08.00	574.19						
575.35		0.56	0.0350	16.00	30+25.00	574.79						
576.22		0.56	0.0350	16.00	30+50.00	575.66						
577.08		0.56	0.0350	16.00	30+75.00	576.52						
577.92		0.56	0.0350	16.00	31+00.00	577.36						
578.81		0.56	0.0350	16.00	31+25.00	578.25						
579.73		0.56	0.0350	16.00	31+50.00	579.17						
580.65		0.56	0.0350	16.00	31+75.00	580.09						
581.58		0.56	0.0350	16.00	32+00.00	581.02						
582.44		0.56	0.0350	16.00	32+25.00	581.88						
583.17		0.56	0.0350	16.00	32+50.00	582.61						
583.73		0.56	0.0350	16.00	32+75.00	583.17						
584.14		0.56	0.0350	16.00	33+00.00	583.58						
584.24	342:1	0.56	0.0350	16.00	33+08.00	583.68						FS
584.34		0.51	0.0319	16.00	33+25.00	583.83						
584.38		0.46	0.0288	16.00	33+42.17	583.92						PT
584.40		0.47	0.0273	17.25	33+50.00	583.93						
584.35		0.48	0.0228	21.25	33+75.00	583.87						
584.10		0.44	0.0182	24.46	34+00.00	583.66						
583.91		0.40	0.0160	25.15	34+12.00	583.51						

SUPERELEVATION TABLE RAMP P - CURVE NO 562-P1

PI STA 32+57.73 | Dc = 1° 58′ 33″

LEFT SIDE					CENTERLINE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
					29+58.47	572.67	16.00	0.016	0.26	276:1	572.93	
					29+75.00	573.25	16.00	0.020	0.32	276:1	573.57	
					30+00.00	574.07	16.00	0.025	0.40	276:1	574.47	
					30+13.47	574.51	16.00	0.028	0.45	276:1	574.96	PC
					30+25.00	574.89	16.35	0.031	0.51	270:1	575.40	
					30+42.47	575.48	16.85	0.035	0.59	262:1	576.07	FS
					30+50.00	575.74	17.06	0.035	0.60		576.34	
					30+75.00	576.65	17.78	0.035	0.62		577.27	
					31+00.00	577.56	18.50	0.035	0.65		578.21	
					31+25.00	578.46	19.21	0.035	0.67		579.13	
					31+50.00	579.35	19.93	0.035	0.70		580.05	
					31+75.00	580.24	20.66	0.035	0.72		580.96	
					32+00.00	581.11	21.37	0.035	0.75		581.86	
					32+25.00	581.96	22.09	0.035	0.77		582.73	
					32+50.00	582.81	22.82	0.035	0.80		583.61	
					32+75.00	583.56	23.52	0.035	0.82		584.38	
					33+00.00	584.13	24.24	0.035	0.85		584.98	
					33+25.00	584.51	24.96	0.035	0.87		585.38	
					33+50.00	584.70	25.68	0.035	0.90		585.60	
					33+75.00	584.71	26.39	0.035	0.92		585.63	
					34+00.00	584.52	27.11	0.035	0.95		585.47	
					34+16.83	584.34	27.59	0.035	0.97	-3538:1	585.31	FS
					34+25.00	584.25	27.83	0.035	0.98	-3508:1	585.23	
					34+50.00	583.98	28.55	0.035	1.01	-3419:1	584.99	
					34+75.00	583.70	29.26	0.036	1.04	-3336:1	584.74	
					35+00.00	583.43	29.98	0.036	1.07	-3256:1	584.50	
					35+00.83	583.42	30.00	0.036	1.08	-3254:1	584.50	PT

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED SEA
CHECKED DLR

SUPERELEVATION TABLE - RAMP Q & P

HAM-75-7.85

527
1045

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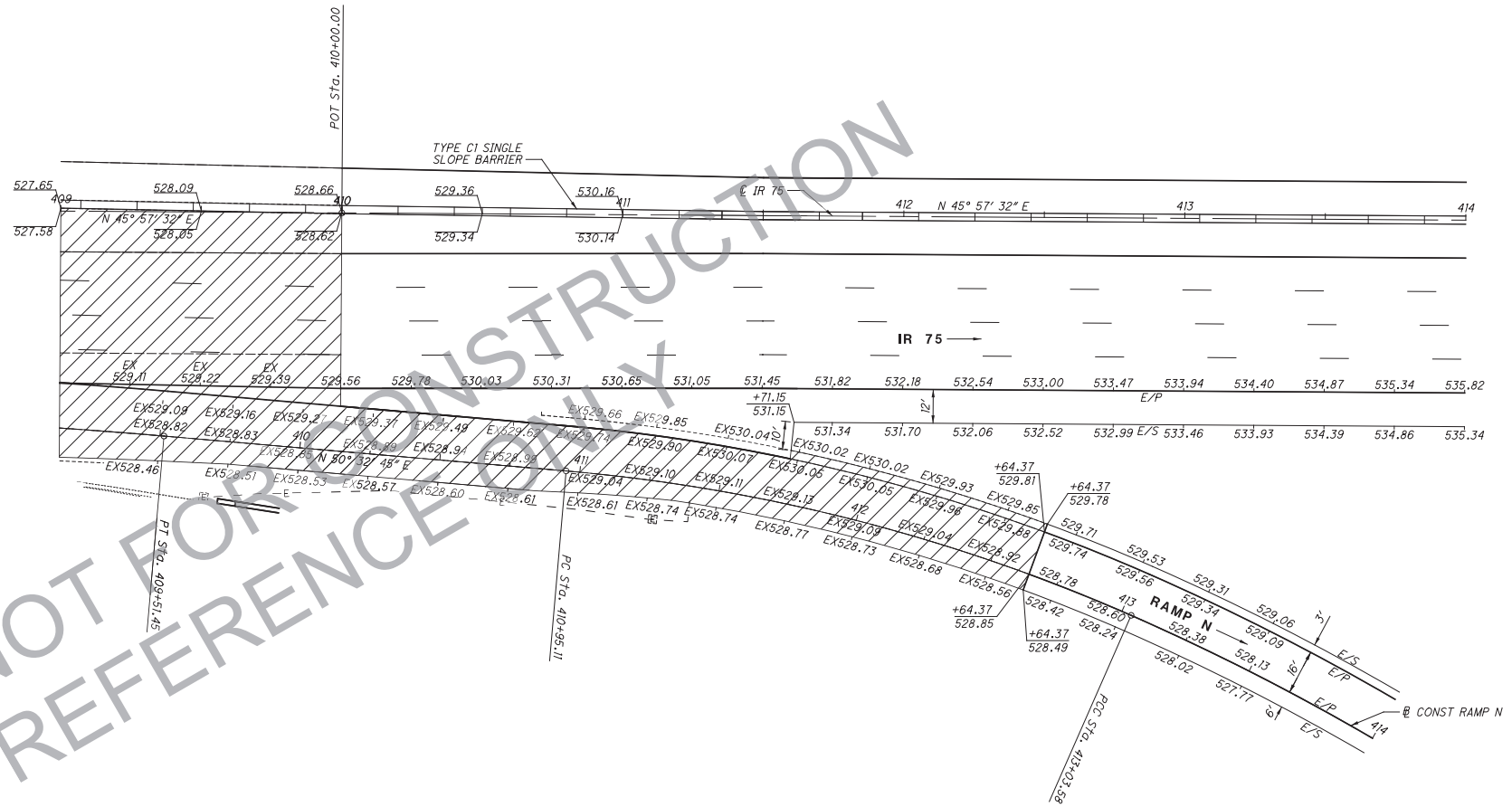

NOTE:
ELEVATIONS SHOWN AT 25' INTERVALS UNLESS OTHERWISE NOTED

ELEVATIONS STATIONED ALONG RAMP BASELINES

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DLR
CHECKED EDK

PAVEMENT DETAIL - I.R. 75 INTERCHANGE RAMP N

HAM-75-7.85

528
1045

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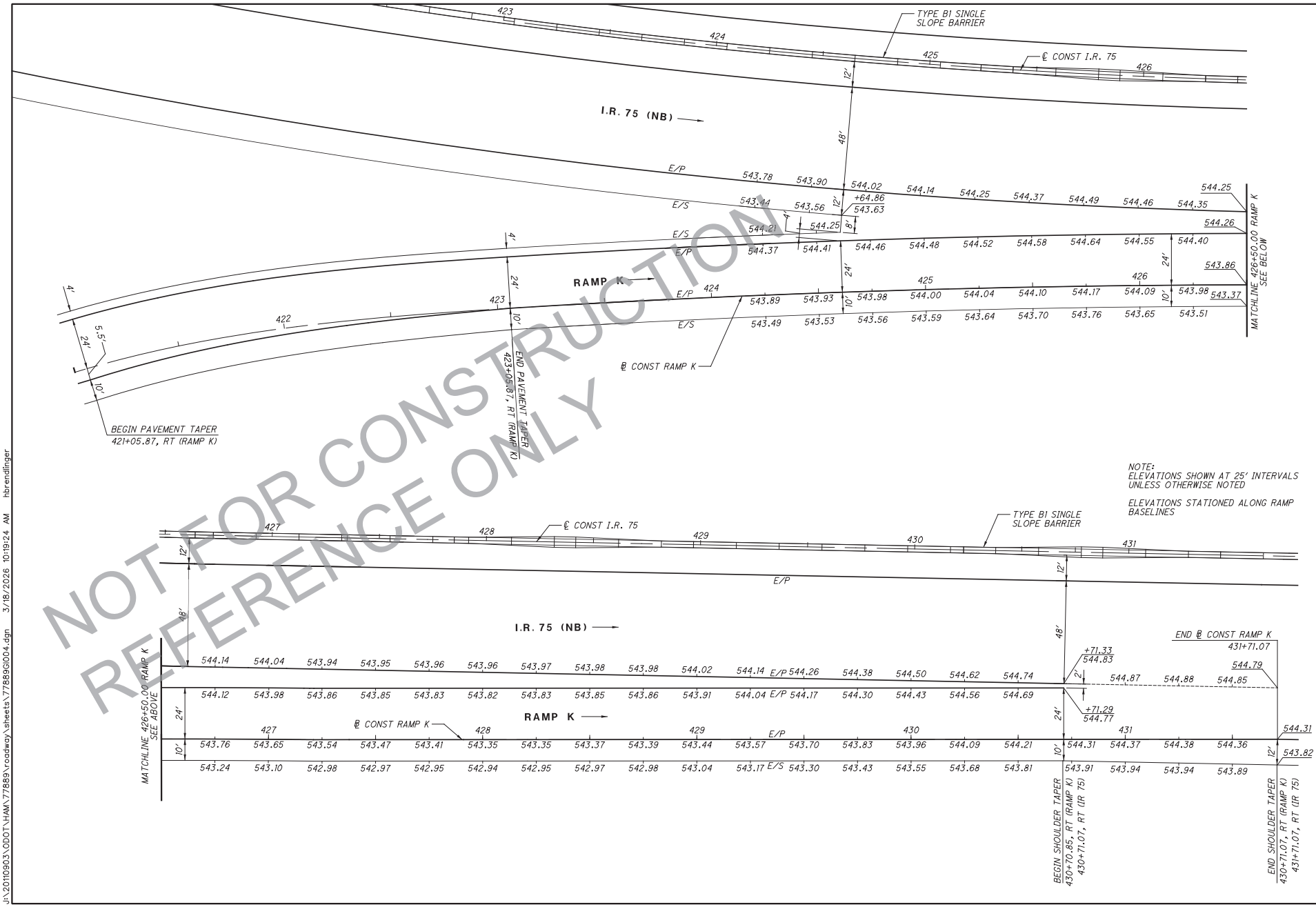

NOT FOR CONSTRUCTION
REFERENCE ONLY

PAVEMENT DETAIL - I.R. 75 INTERCHANGE
RAMP K

HAM-75-7.85

CALCULATED DLR
CHECKED EDK

HORIZONTAL SCALE IN FEET
0 10 20 40

529
1045

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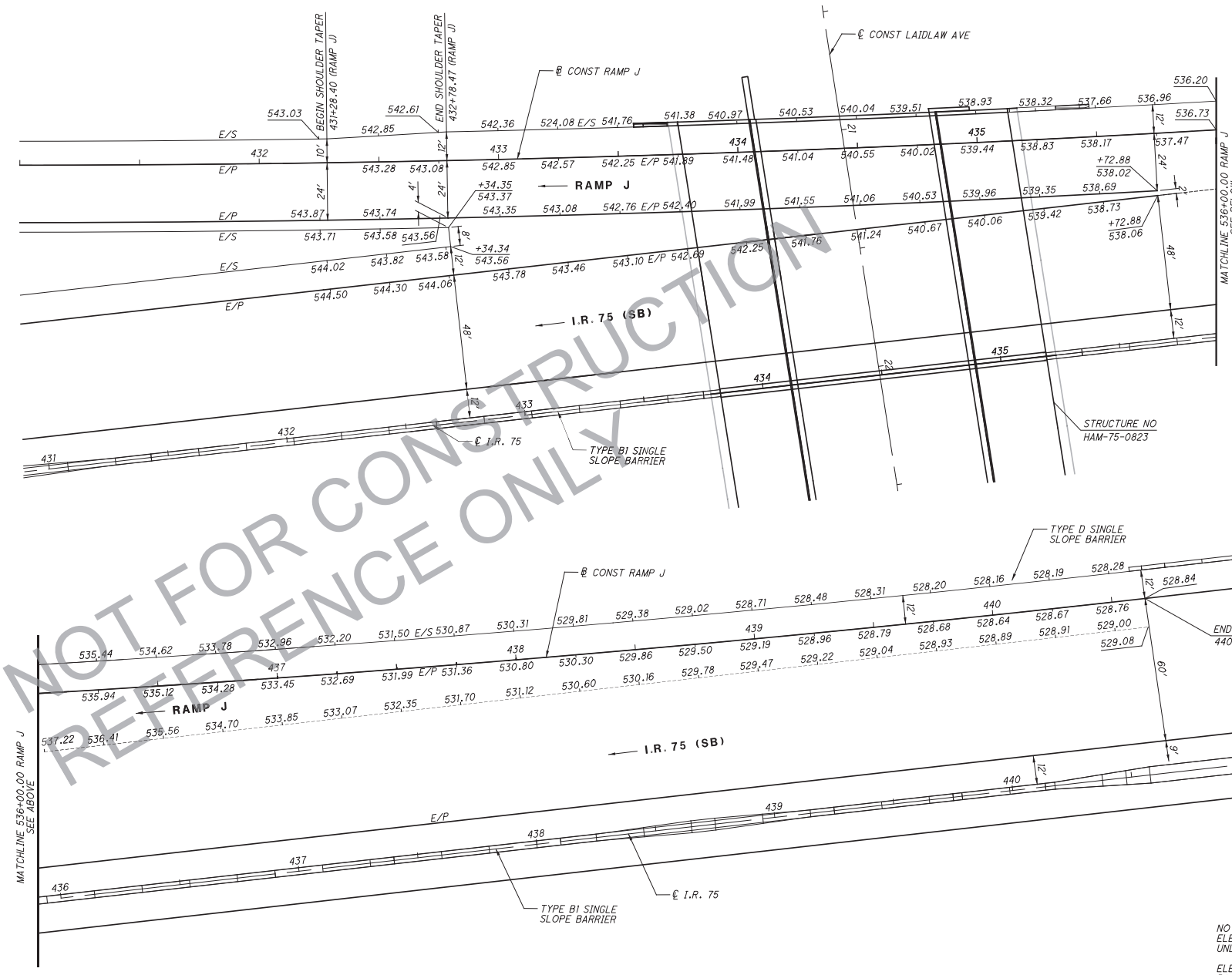

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTE:
ELEVATIONS SHOWN AT 25' INTERVALS UNLESS OTHERWISE NOTED

ELEVATIONS STATIONED ALONG RAMP BASELINES

PAVEMENT DETAIL - I.R. 75 INTERCHANGE RAMP J

HAM-75-7.85

530
1045

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DLR
CHECKED EDK

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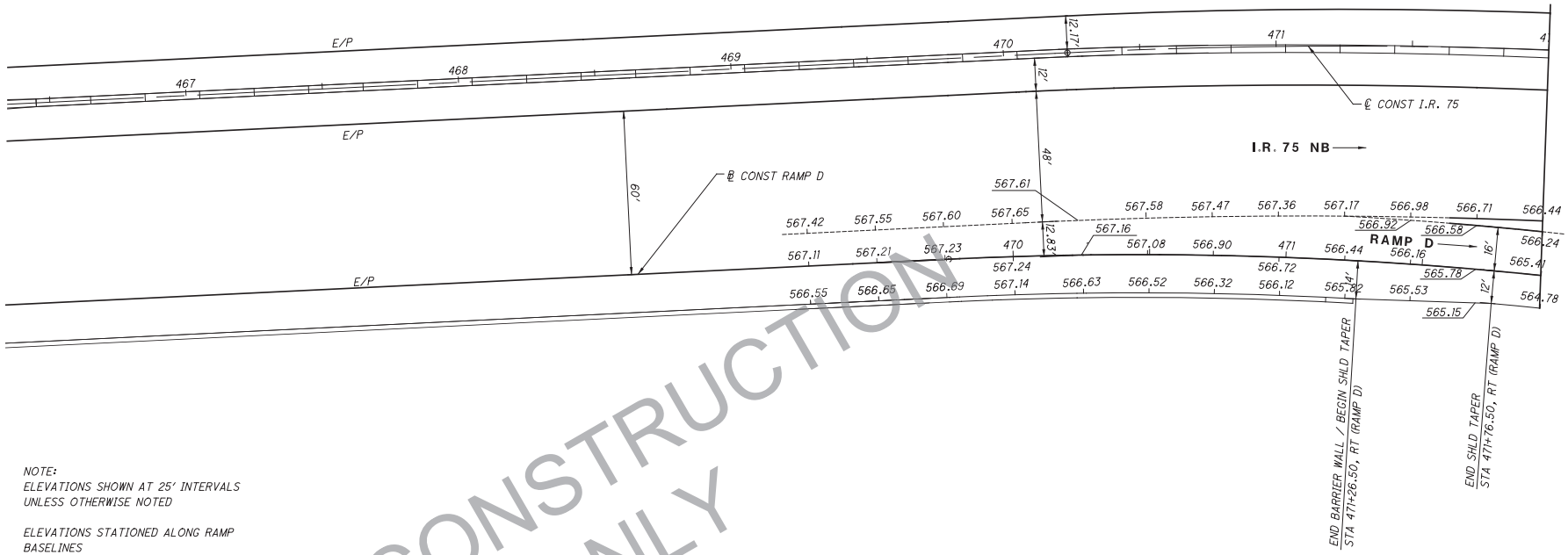

NOTE:
ELEVATIONS SHOWN AT 25' INTERVALS
UNLESS OTHERWISE NOTED

ELEVATIONS STATIONED ALONG RAMP
BASELINES

NOT FOR CONSTRUCTION
REFERENCE ONLY

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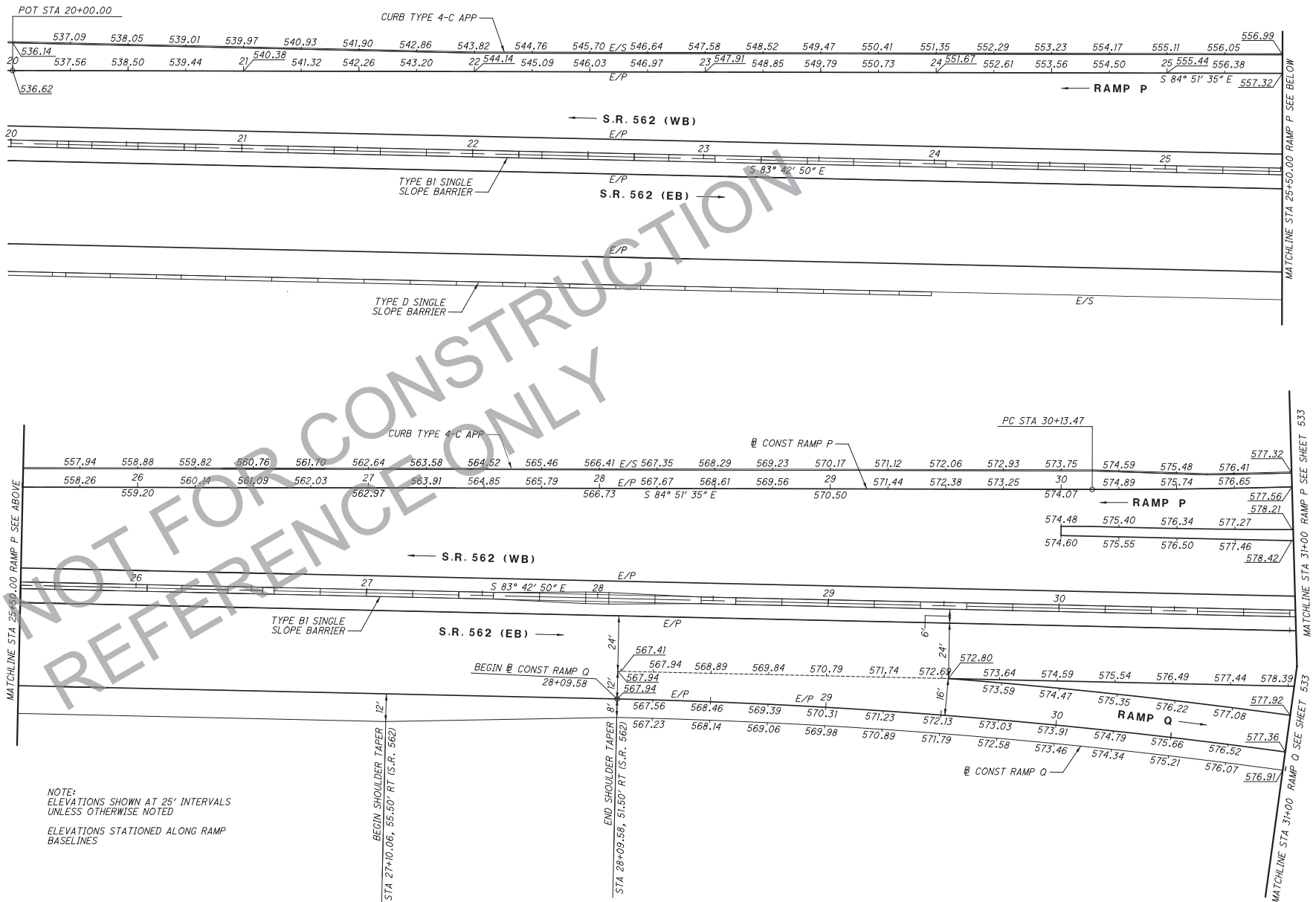
HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED JLM
CHECKED SSK

PAVEMENT DETAIL - I.R. 75 INTERCHANGE RAMP D

HAM-75-7.85

531
1045



NOTE:
ELEVATIONS SHOWN AT 25' INTERVALS UNLESS OTHERWISE NOTED

ELEVATIONS STATIONED ALONG RAMP BASELINES

NOT FOR CONSTRUCTION
REFERENCE ONLY

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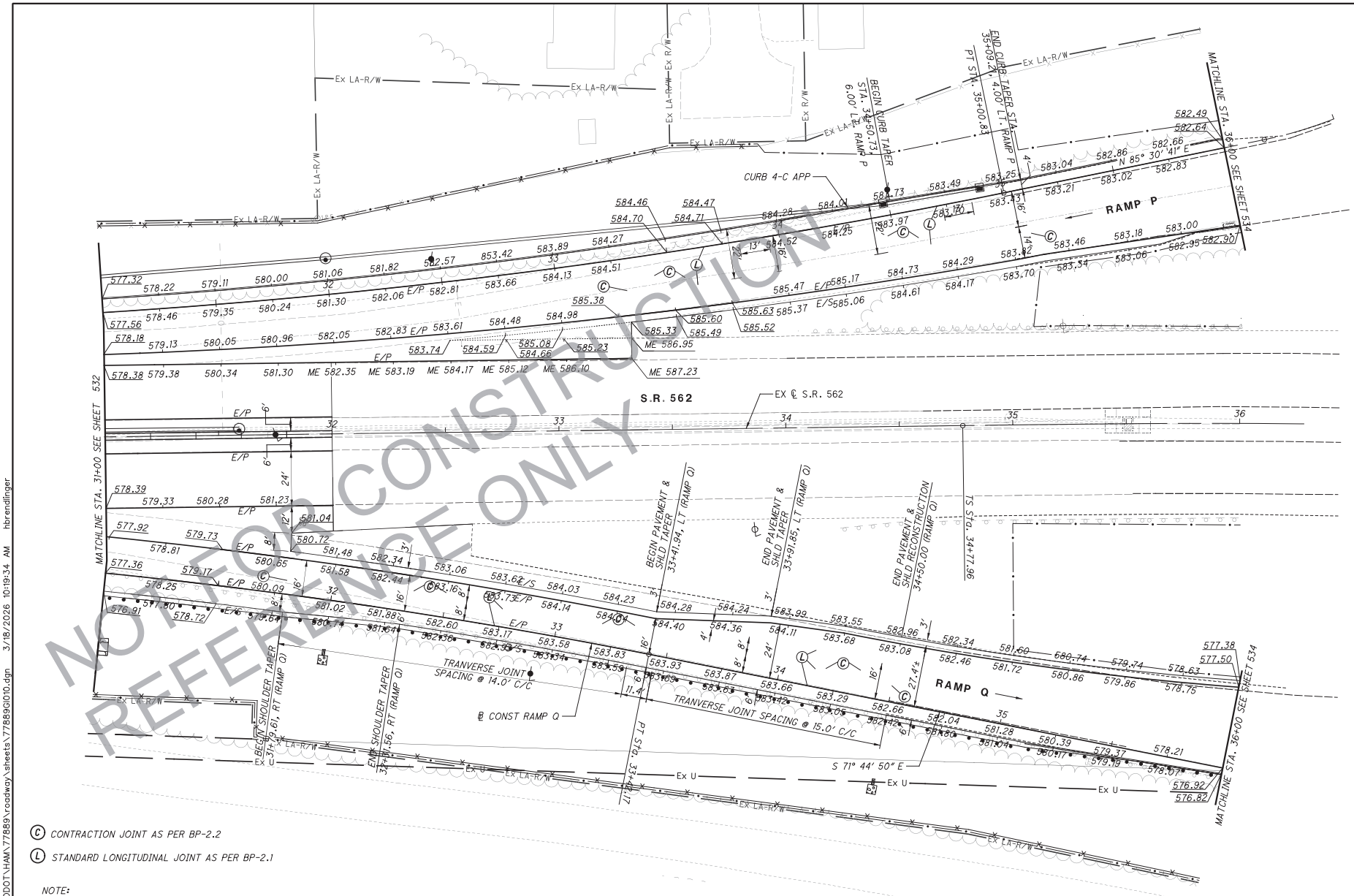
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DLR
CHECKED EDK

PAVEMENT DETAIL - S.R. 562 INTERCHANGE
RAMP P & RAMP Q

HAM-75-7.85

532
1045



NOT FOR CONSTRUCTION
REFERENCE ONLY

Ⓒ CONTRACTION JOINT AS PER BP-2.2

Ⓛ STANDARD LONGITUDINAL JOINT AS PER BP-2.1

NOTE:
ELEVATIONS SHOWN AT 25' INTERVALS
UNLESS OTHERWISE NOTED

ELEVATIONS STATIONED ALONG RAMP
BASELINES

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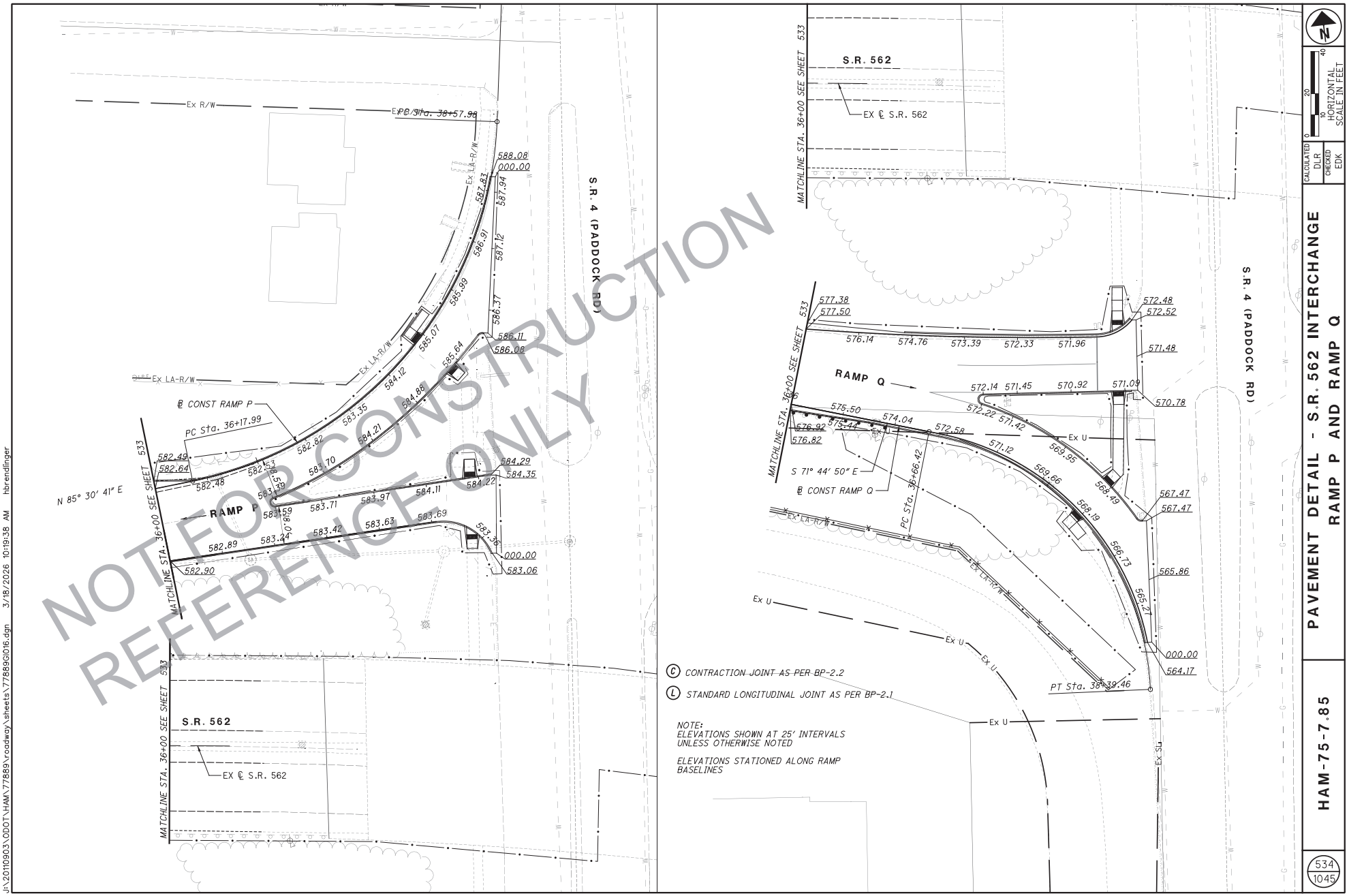
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DLR
CHECKED EDK

PAVEMENT DETAIL - S.R. 562 INTERCHANGE RAMP Q

HAM-75-7.85

533
1045



PAVEMENT DETAIL - S.R. 562 INTERCHANGE
RAMP P AND RAMP Q

HAM-75-7.85

CALCULATED DLR
CHECKED EDK

HORIZONTAL SCALE IN FEET
0 10 20 40

534
1045

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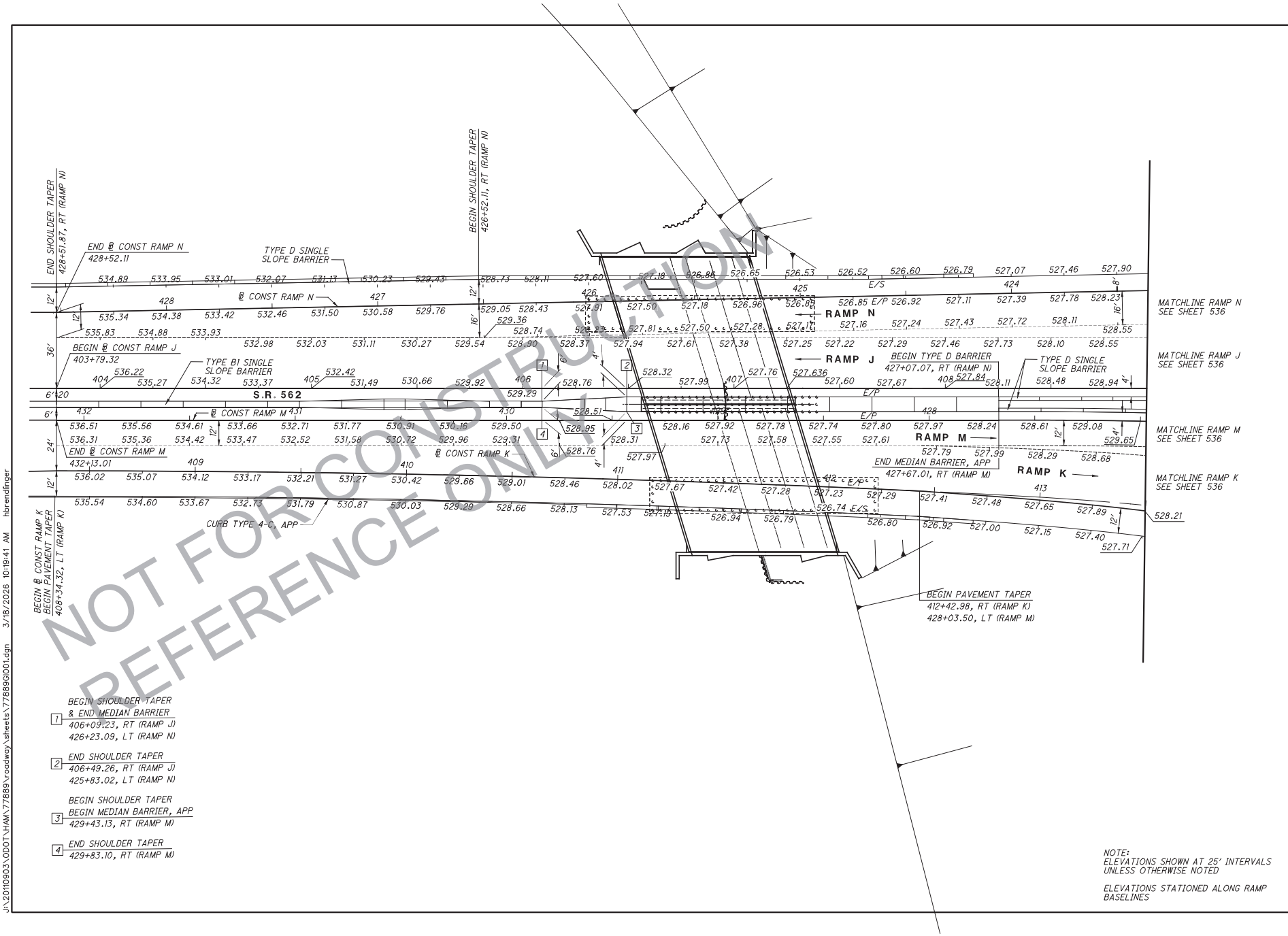

NOT FOR CONSTRUCTION
REFERENCE ONLY

1 BEGIN SHOULDER TAPER & END MEDIAN BARRIER
406+09.23, RT (RAMP J)
426+23.09, LT (RAMP N)

2 END SHOULDER TAPER
406+49.26, RT (RAMP J)
425+83.02, LT (RAMP N)

3 BEGIN SHOULDER TAPER
BEGIN MEDIAN BARRIER, APP
429+43.13, RT (RAMP M)

4 END SHOULDER TAPER
429+83.10, RT (RAMP M)

NOTE:
ELEVATIONS SHOWN AT 25' INTERVALS UNLESS OTHERWISE NOTED

ELEVATIONS STATIONED ALONG RAMP BASELINES

HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED DLR
CHECKED EDK

PAVEMENT DETAIL - S.R. 562 INTERCHANGE
RAMPS K, J, M & N

HAM-75-7.85

535
1045

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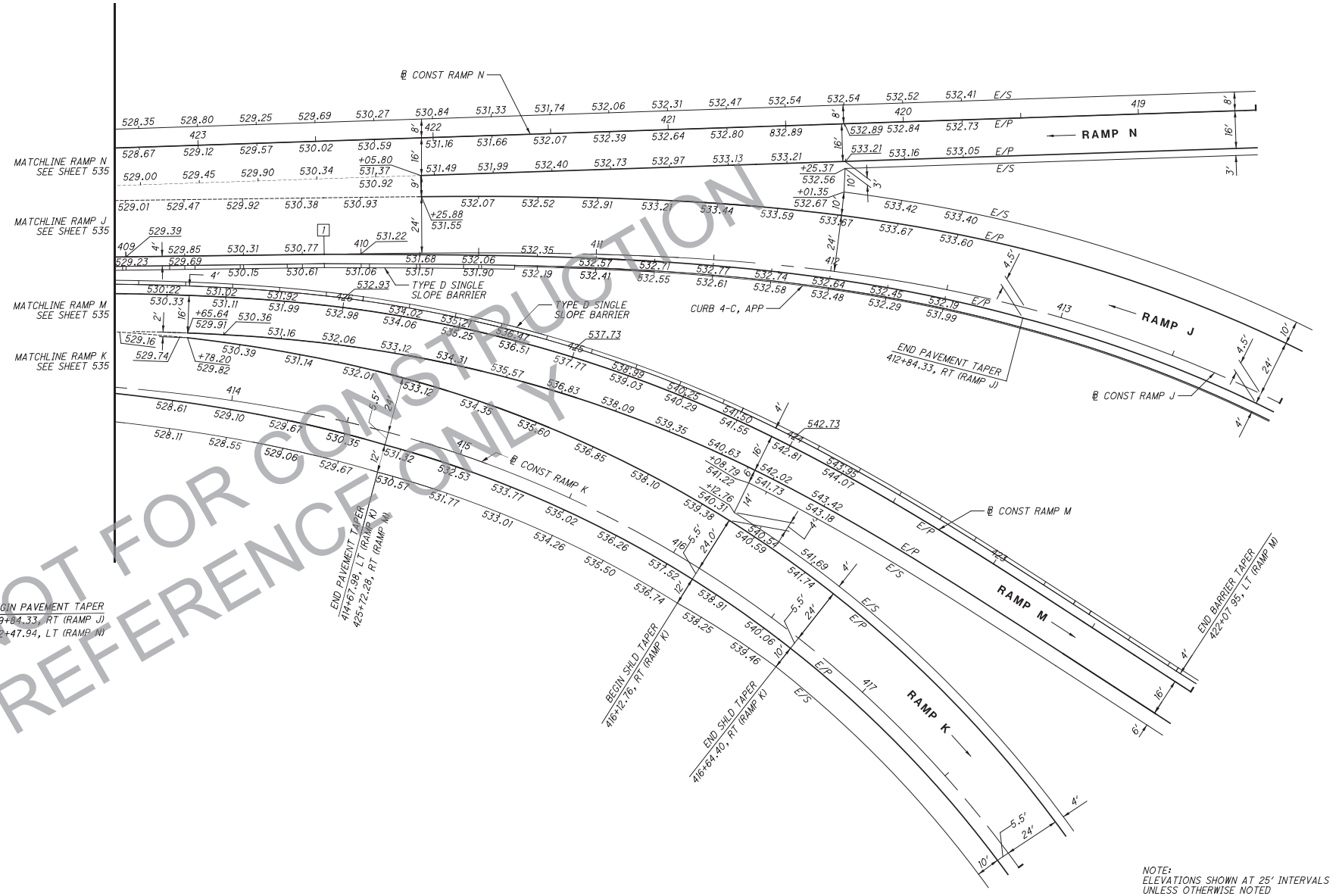

NOT FOR CONSTRUCTION
REFERENCE ONLY

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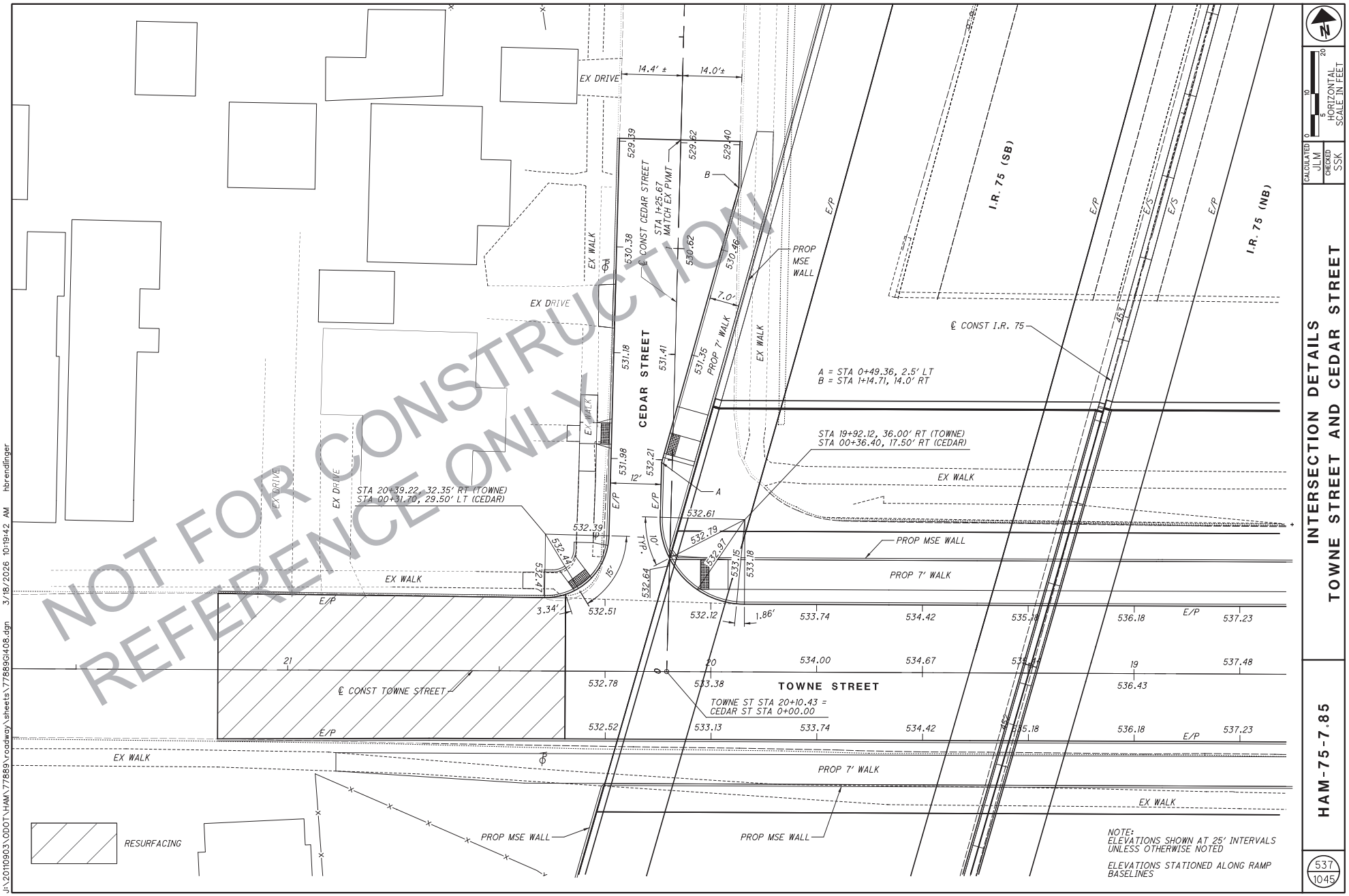
HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED DLR
CHECKED EDK

PAVEMENT DETAIL - S.R. 562 INTERCHANGE
RAMPS K, J, M & N

HAM-75-7.85



NOT FOR CONSTRUCTION
REFERENCE ONLY

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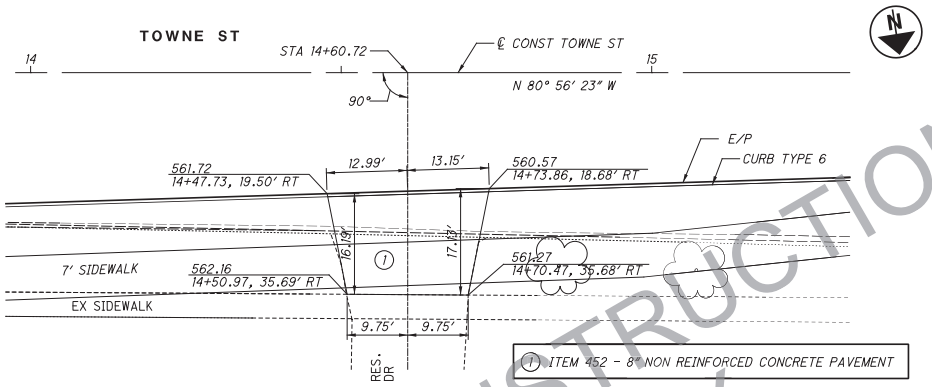
CALCULATED JLM
CHECKED SSK

0 5 10 20
HORIZONTAL SCALE IN FEET

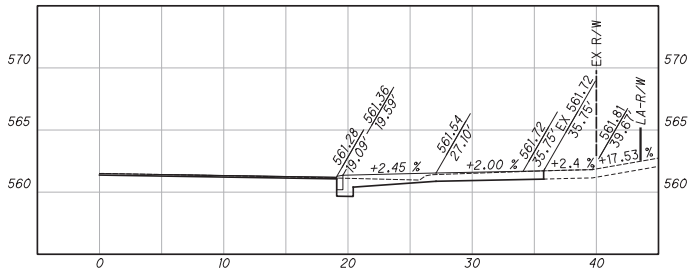
INTERSECTION DETAILS
TOWNE STREET AND CEDAR STREET

HAM-75-7.85

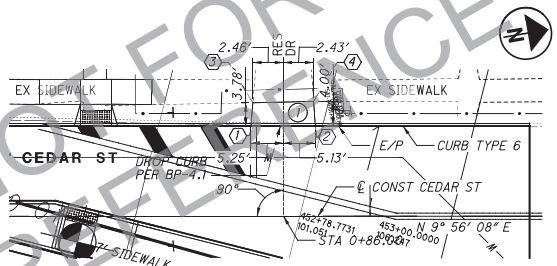
537
1045



TOWNE ST STA 14+60.72



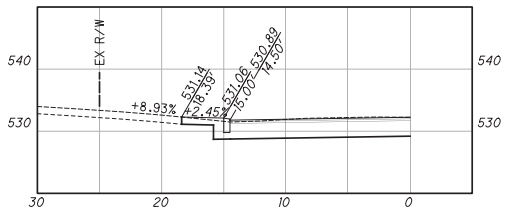
TOWNE ST STA 14+60.72 RT
SCALE 1"=5'



CEDAR ST 0+86.00

1 531.07, 0+80.81, 14.50′ RT
2 530.71, 0+91.19, 14.50′ RT
3 531.24, 0+81.13, 18.28′ RT
4 530.89, 0+90.91, 18.50′ RT

1 ITEM 452 - 8" NON REINFORCED CONCRETE PAVEMENT



CEDAR ST 0+86.00 LT
SCALE 1"=5'

NOT FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED CFR
CHECKED SSK

DRIVEWAY DETAILS
TOWNE ST & CEDAR ST

HAM-75-7.85

538
1045

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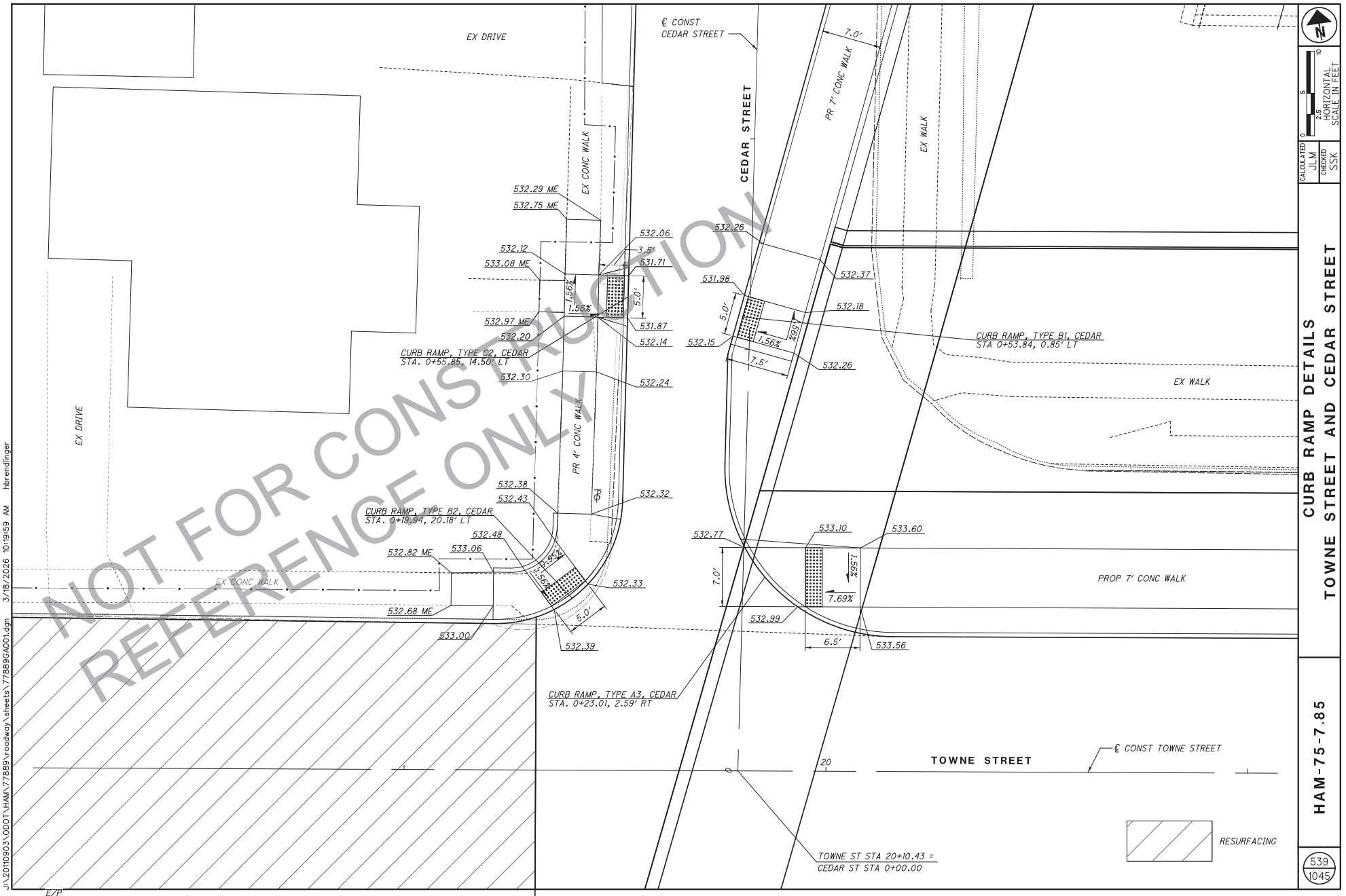

CALCULATED JLM
CHECKED SSK

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CURB RAMP DETAILS
TOWNE STREET AND CEDAR STREET

HAM-75-7.85

539
1045

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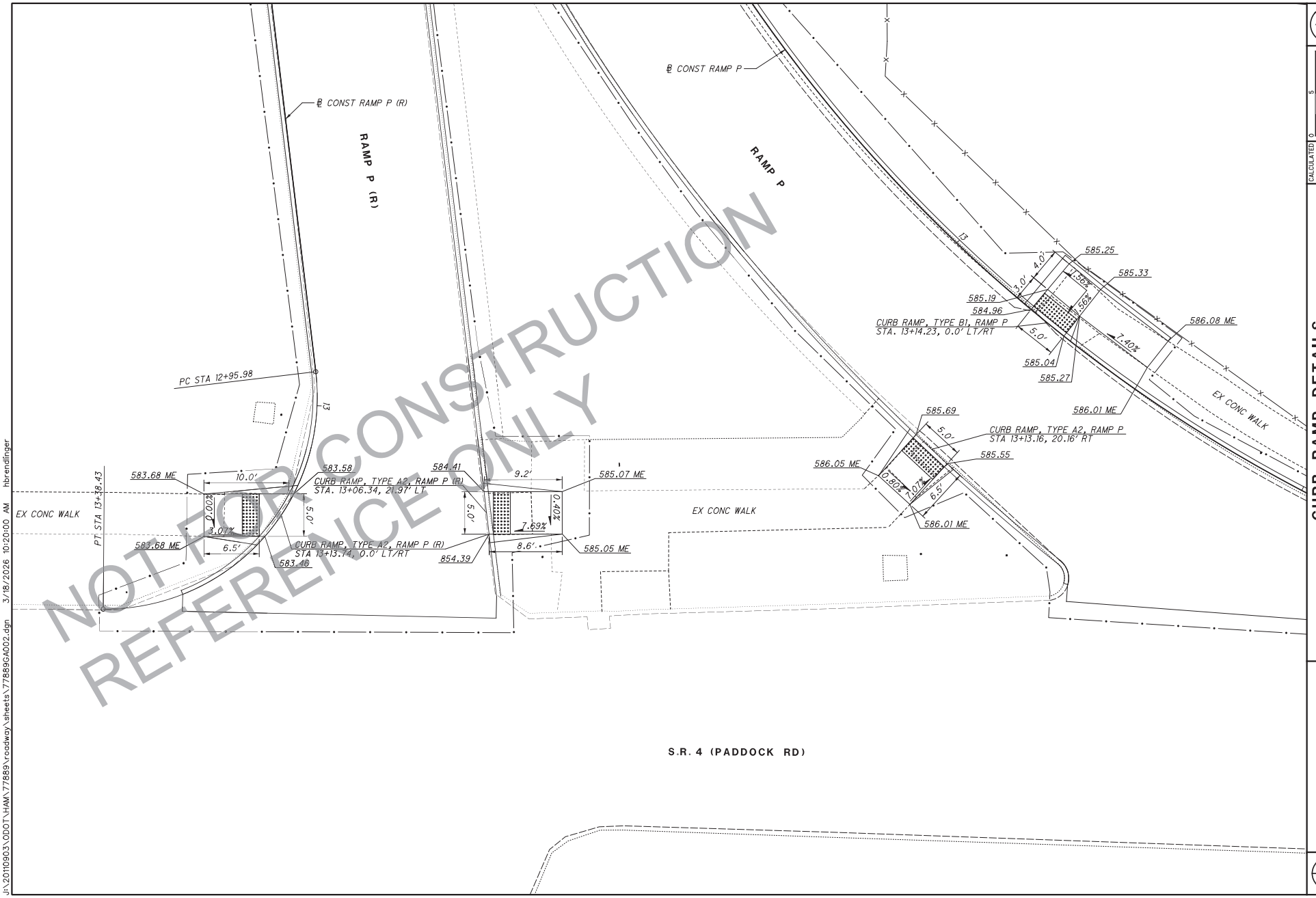

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED JLM
CHECKED SSK

HORIZONTAL SCALE IN FEET
0 2.5 5 10

CURB RAMP DETAILS
RAMP P AND S.R. 4 (PADDOCK RD)

HAM-75-7.85

540
1045

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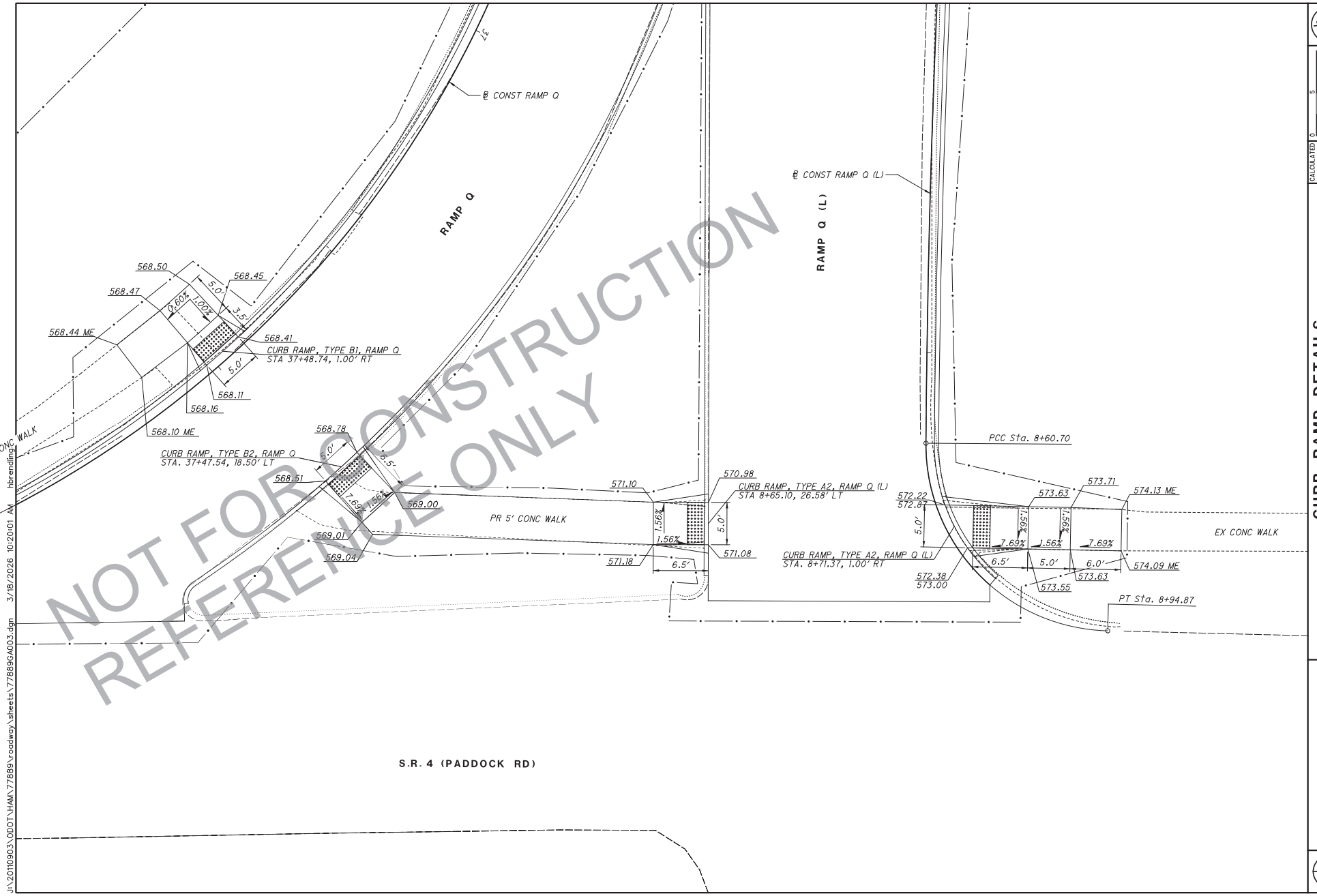

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED JLM
CHECKED SSK

0 2.5 5 10
HORIZONTAL SCALE IN FEET

CURB RAMP DETAILS
RAMP Q AND S.R. 4 (PADDOCK RD)

HAM-75-7.85

541
1045

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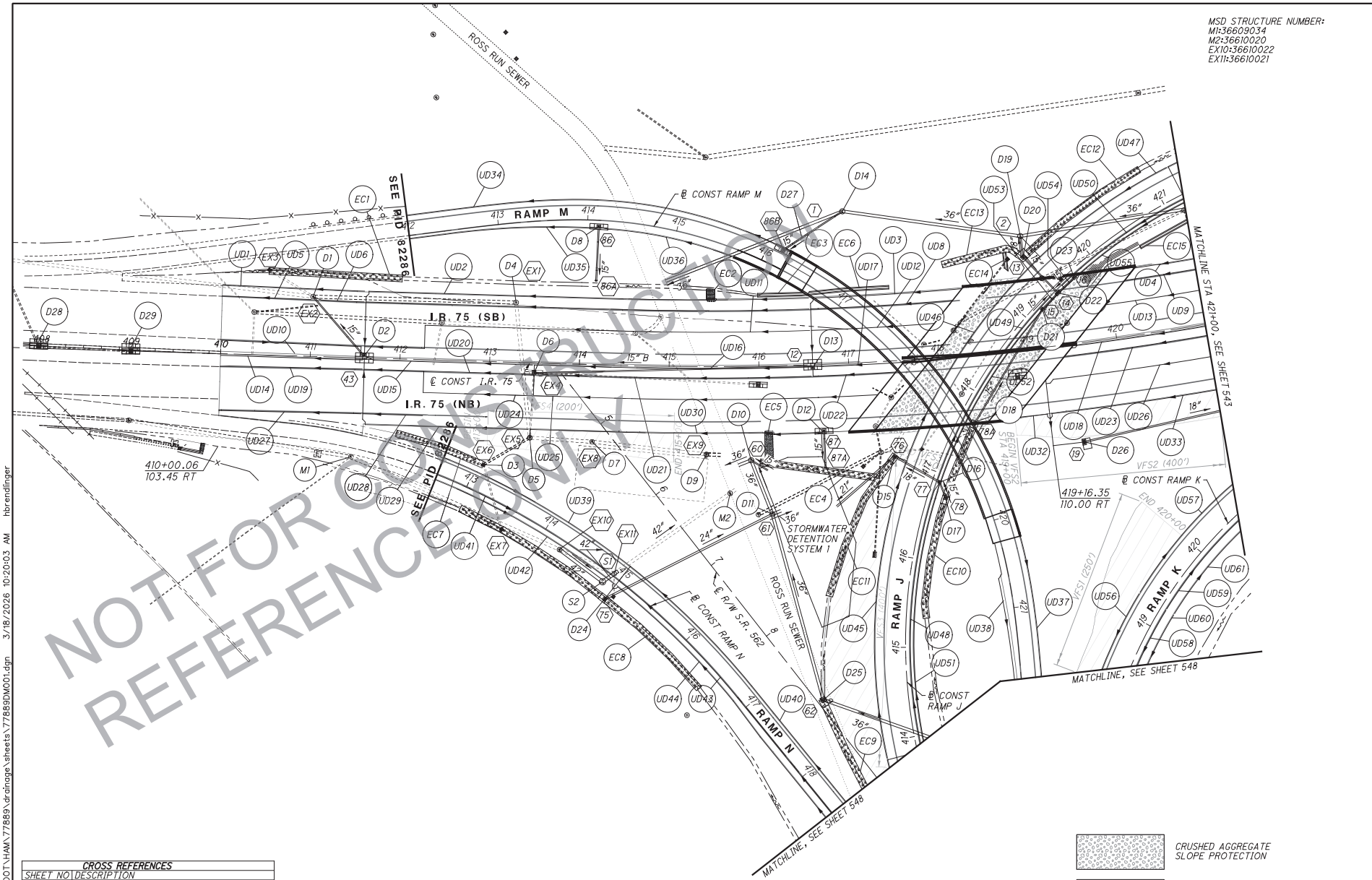


CROSS REFERENCES	
SHEET NO	DESCRIPTION
31 - 47	GENERAL NOTES
229 - 260	ESTIMATED QUANTITIES
550 - 568	STORM SEWER PROFILES
569	CULVERT DETAIL
570 - 575	STORMWATER DETENTION SYSTEM DETAILS
681 - 682	SANITARY SEWER PROFILES

J:\20110903\ODOT\HAM\77889\drainage\sheets\77889DM001.dgn 3/18/2026 10:20:03 AM hbrendlinger

CALCULATED RSH
CHECKED DLR

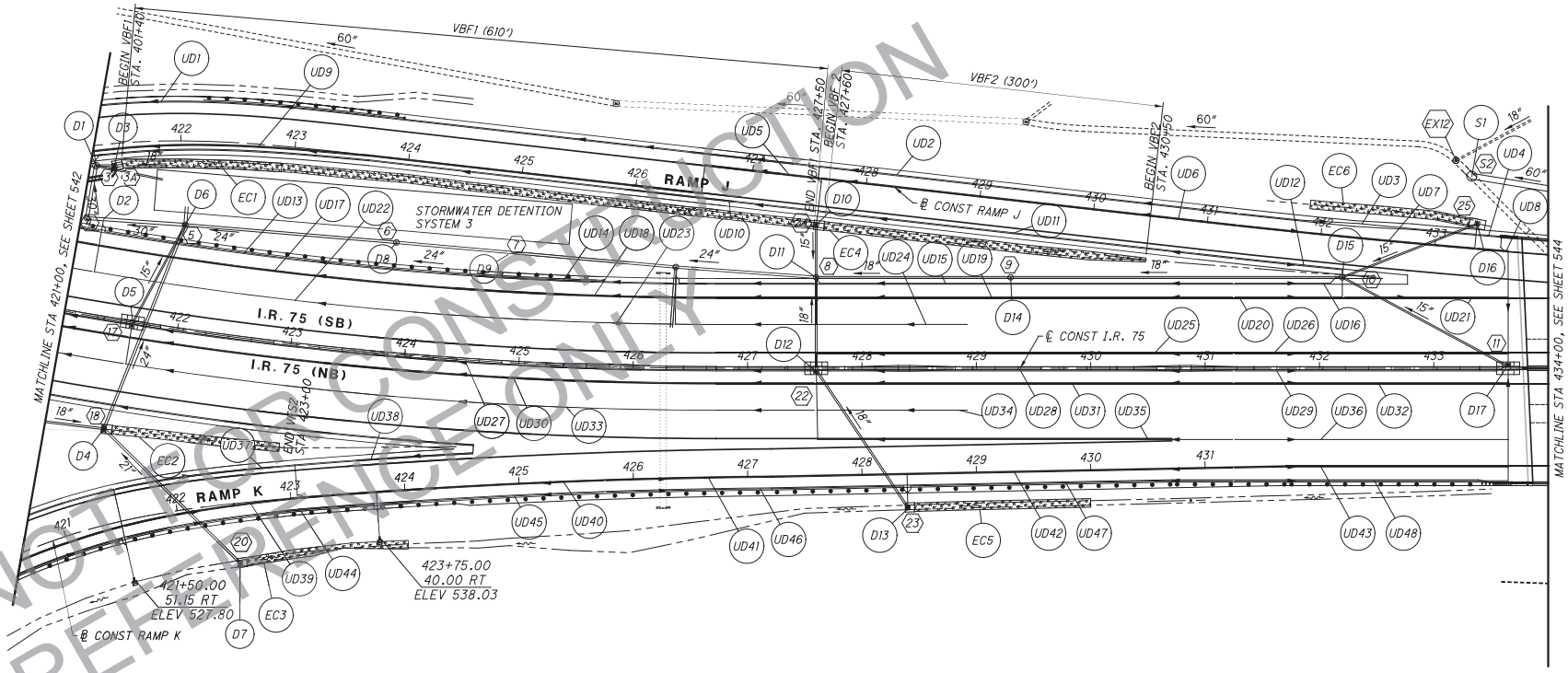
HORIZONTAL SCALE IN FEET
0 25 50 100

DRAINAGE PLANS - I.R. 75
STA 410+00 TO STA 421+00

HAM-75-7.85

542
1045

MSD STRUCTURE NUMBER:
EX12: 36502002



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS REFERENCES	
SHEET NO	DESCRIPTION
31 - 47	GENERAL NOTES
229 - 260	ESTIMATED QUANTITIES
550 - 568	STORM SEWER PROFILES
569	CULVERT DETAIL
570 - 575	STORMWATER DETENTION SYSTEM DETAILS
681 - 682	SANITARY SEWER PROFILES

SS NO. 7168

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED RSH
CHECKED DLR

DRAINAGE PLANS - I.R. 75
STA 421+00 TO STA 434+00

HAM-75-7.85

543
1045

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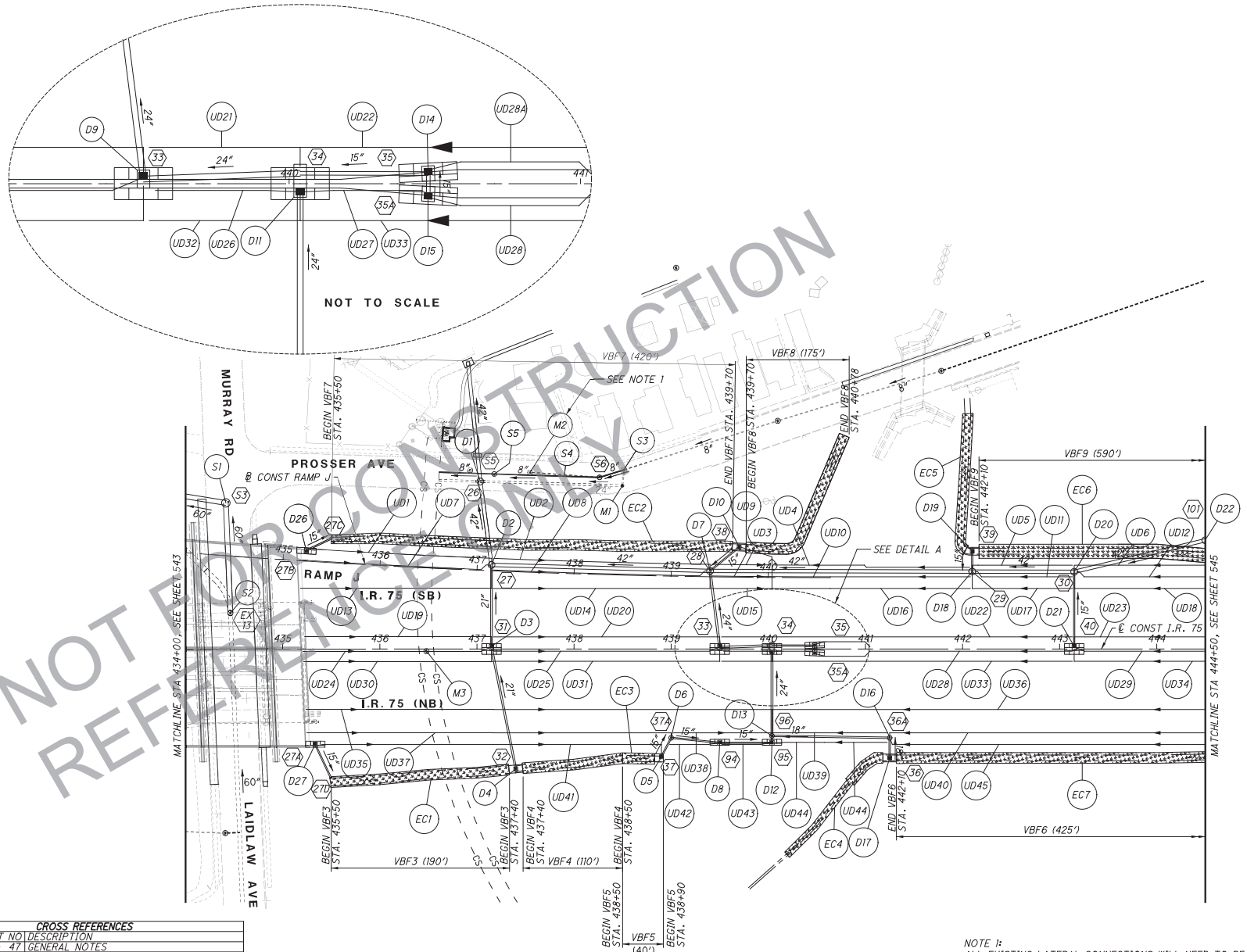

NOT FOR CONSTRUCTION
REFERENCE ONLY

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

CROSS REFERENCES	
SHEET NO	DESCRIPTION
31 - 47	GENERAL NOTES
229 - 260	ESTIMATED QUANTITIES
550 - 568	STORM SEWER PROFILES
569	CULVERT DETAIL
570 - 575	STORMWATER DETENTION SYSTEM DETAILS
681 - 682	SANITARY SEWER PROFILES

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

SS NO. 7168

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED RSH
CHECKED DLR

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

HAM-75-7.85

544
1045

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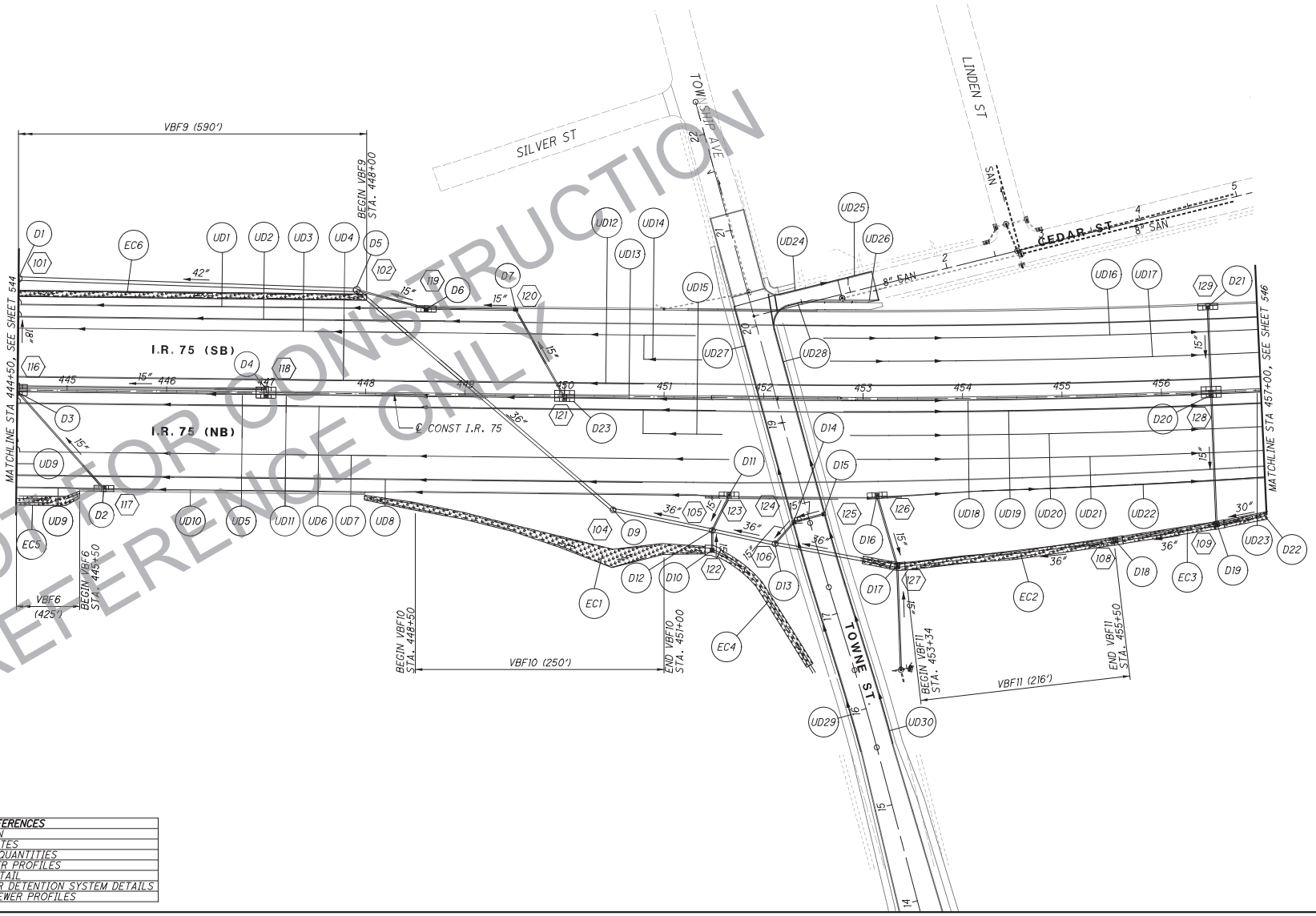

NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS REFERENCES	
SHEET NO	DESCRIPTION
31 - 47	GENERAL NOTES
229 - 260	ESTIMATED QUANTITIES
550 - 568	STORM SEWER PROFILES
569	CULVERT DETAIL
570 - 575	STORMWATER DETENTION SYSTEM DETAILS
681 - 682	SANITARY SEWER PROFILES

CALCULATED CT
CHECKED SSK

HORIZONTAL SCALE IN FEET
0 25 50 100

DRAINAGE PLANS - I.R. 75
STA 444+50 TO STA 457+00

HAM-75-7.85

545
1045

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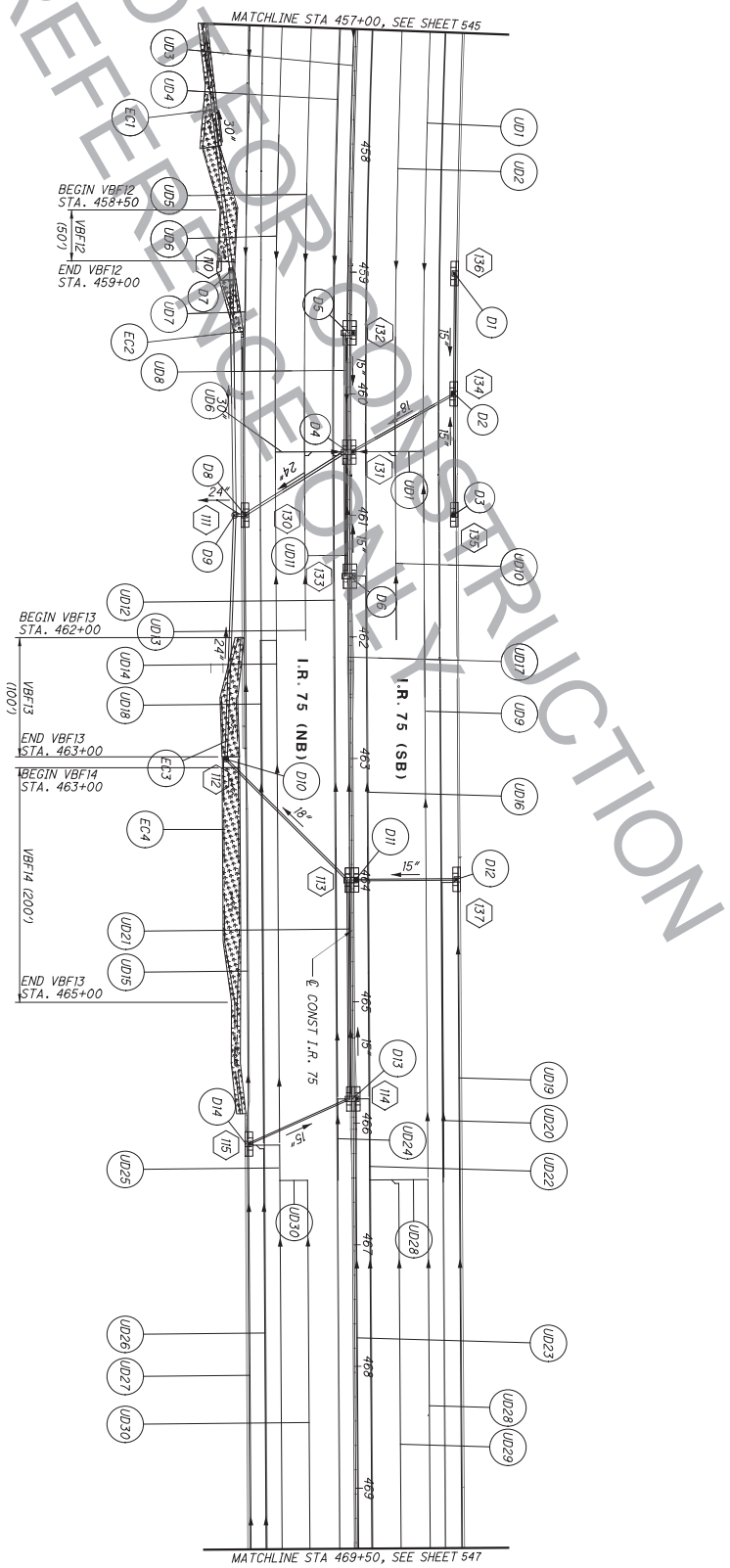
CROSS REFERENCES	
SHEET NO	DESCRIPTION
31 - 41	GENERAL NOTES
229 - 260	ESTIMATED QUANTITIES
550 - 568	STORM SEWER PROFILES
569 - 574	STORMWATER DETENTION SYSTEM DETAILS
575 - 680	SANITARY SEWER PROFILES

NOT FOR CONSTRUCTION
REFERENCE ONLY



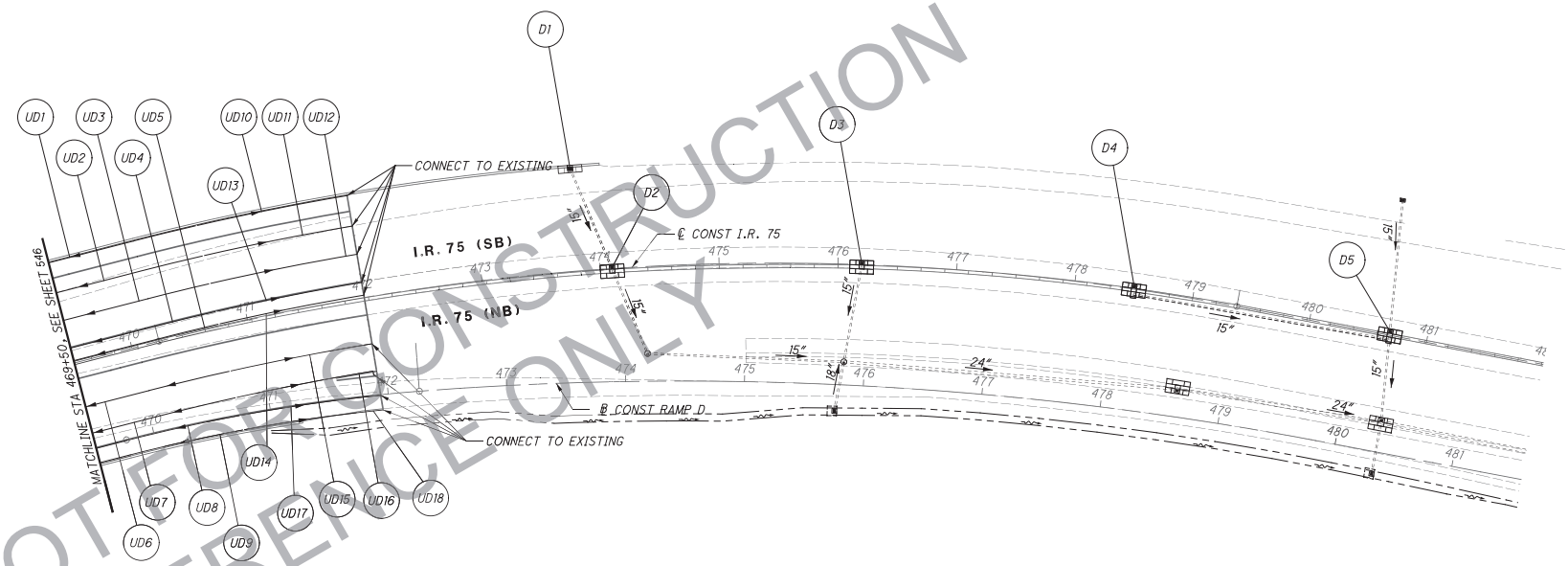
546
1045

HAM-75-7.85

DRAINAGE PLANS - I.R. 75
STA 457+00 TO STA 469+50

CALCULATED CT
CHECKED SSK

0 50
25 100
HORIZONTAL SCALE IN FEET



NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS REFERENCES	
SHEET NO	DESCRIPTION
31 - 47	GENERAL NOTES
229 - 260	ESTIMATED QUANTITIES
550 - 568	STORM SEWER PROFILES
569	CULVERT DETAIL
570 - 575	STORMWATER DETENTION SYSTEM DETAILS
681 - 682	SANITARY SEWER PROFILES

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CALCULATED CT
CHECKED SSK

0 25 50 100
HORIZONTAL SCALE IN FEET

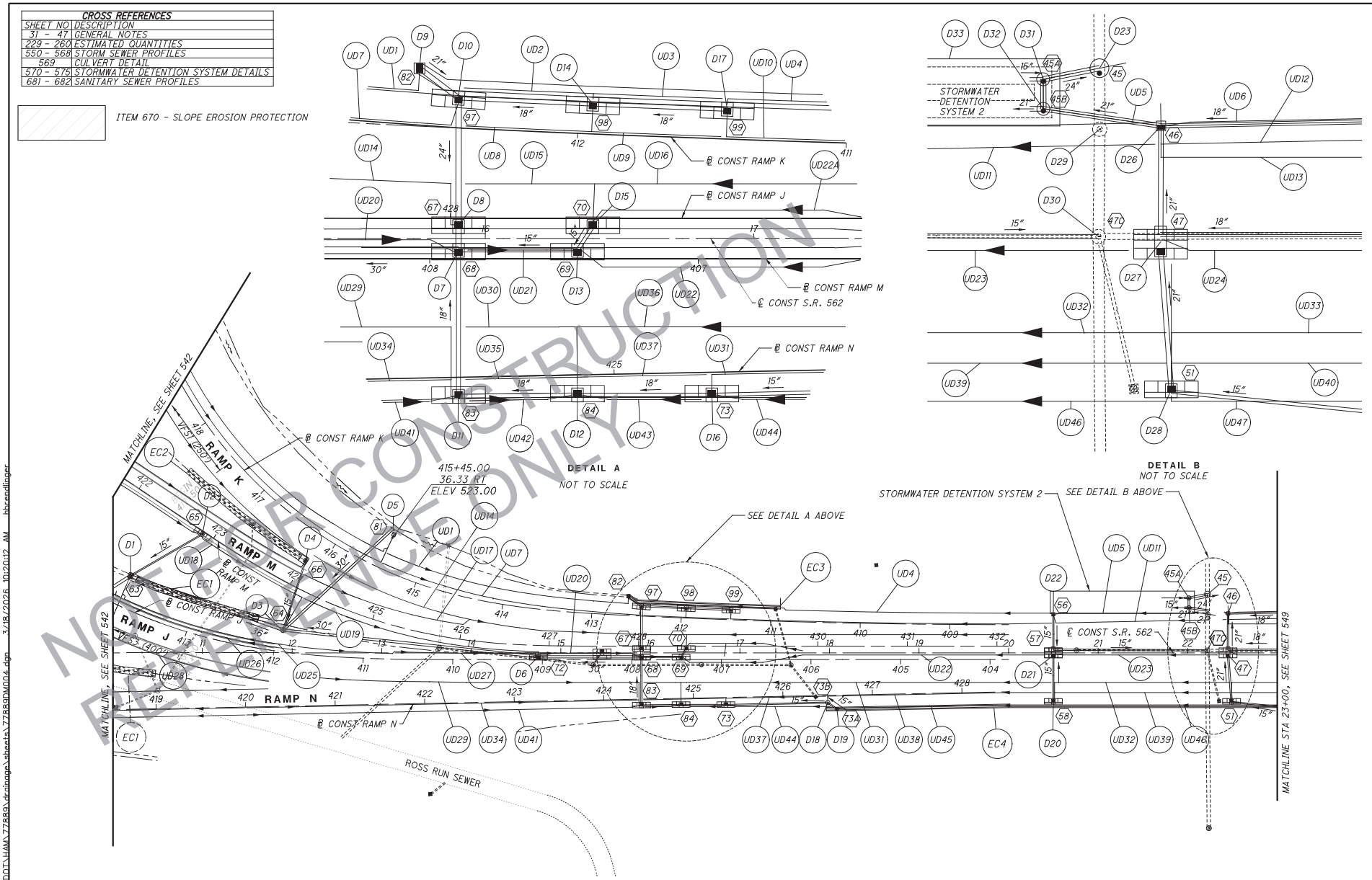
DRAINAGE PLANS - I.R. 75
STA 469+50 TO STA 482+00

HAM-75-7.85

547
1045

CROSS REFERENCES	
SHEET NO	DESCRIPTION
31 - 47	GENERAL NOTES
229 - 260	ESTIMATED QUANTITIES
550 - 568	STORM SEWER PROFILES
569	CULVERT DETAIL
570 - 575	STORMWATER DETENTION SYSTEM DETAILS
681 - 682	SANITARY SEWER PROFILES

ITEM 670 - SLOPE EROSION PROTECTION



NOT FOR CONSTRUCTION
REFERENCE ONLY

DRAINAGE PLANS - S.R. 562
STA 10+00 TO STA 23+00

HAM-75-7.85

548
1045

CALCULATED RSH
CHECKED DLR

HORIZONTAL SCALE IN FEET
0 25 50 100

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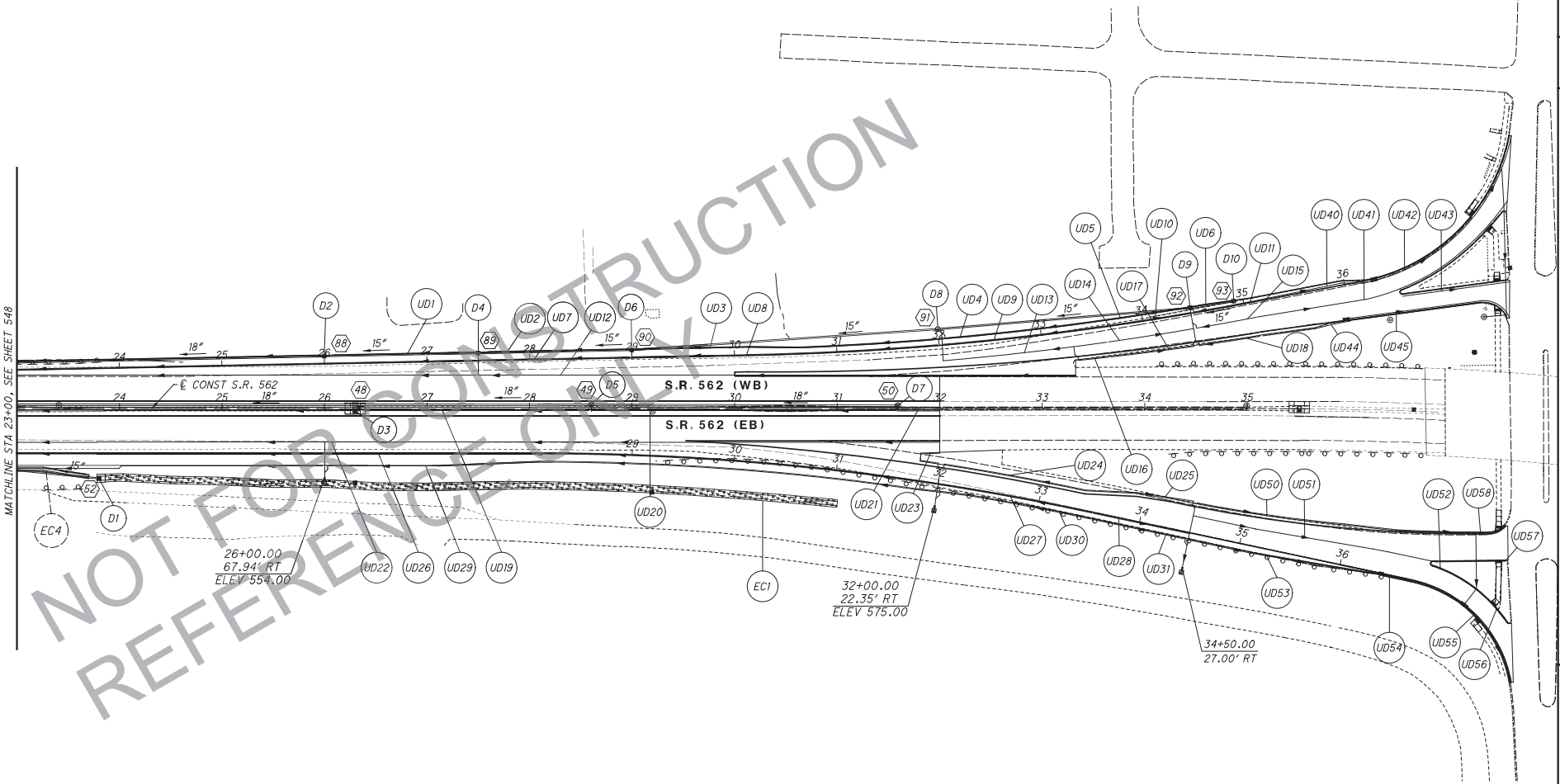

NOT FOR CONSTRUCTION
REFERENCE ONLY

CROSS REFERENCES	
SHEET NO	DESCRIPTION
31 - 47	GENERAL NOTES
229 - 260	ESTIMATED QUANTITIES
550 - 568	STORM SEWER PROFILES
569	CULVERT DETAIL
570 - 575	STORMWATER DETENTION SYSTEM DETAILS
681 - 682	SANITARY SEWER PROFILES

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED RSH
CHECKED DLR

DRAINAGE PLANS - S.R. 562
STA 23+00 TO STA 35+00

HAM-75-7.85

549
1045

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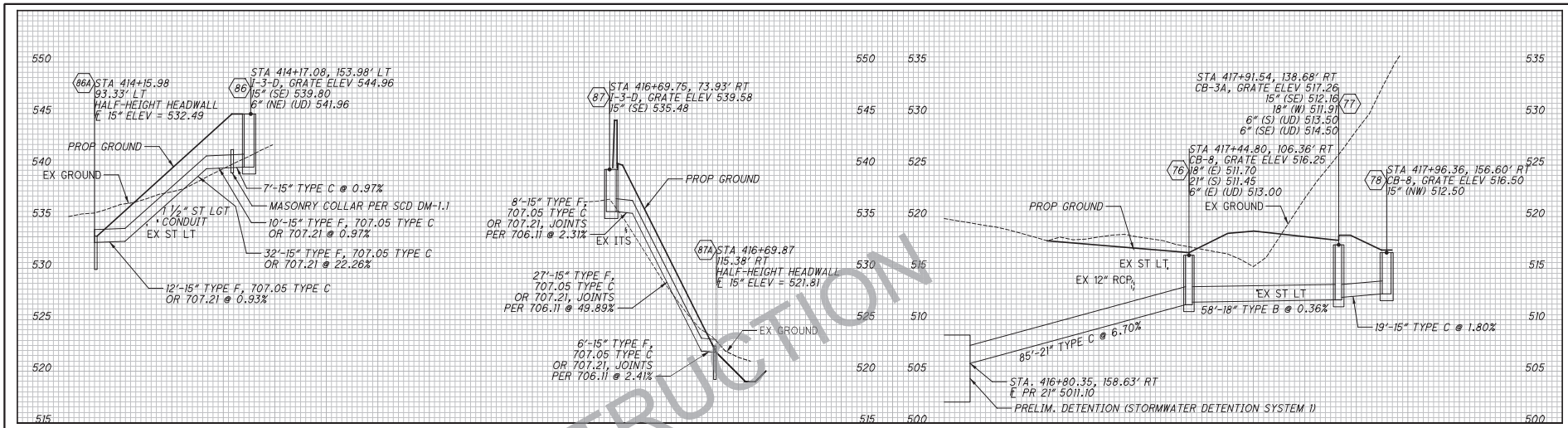

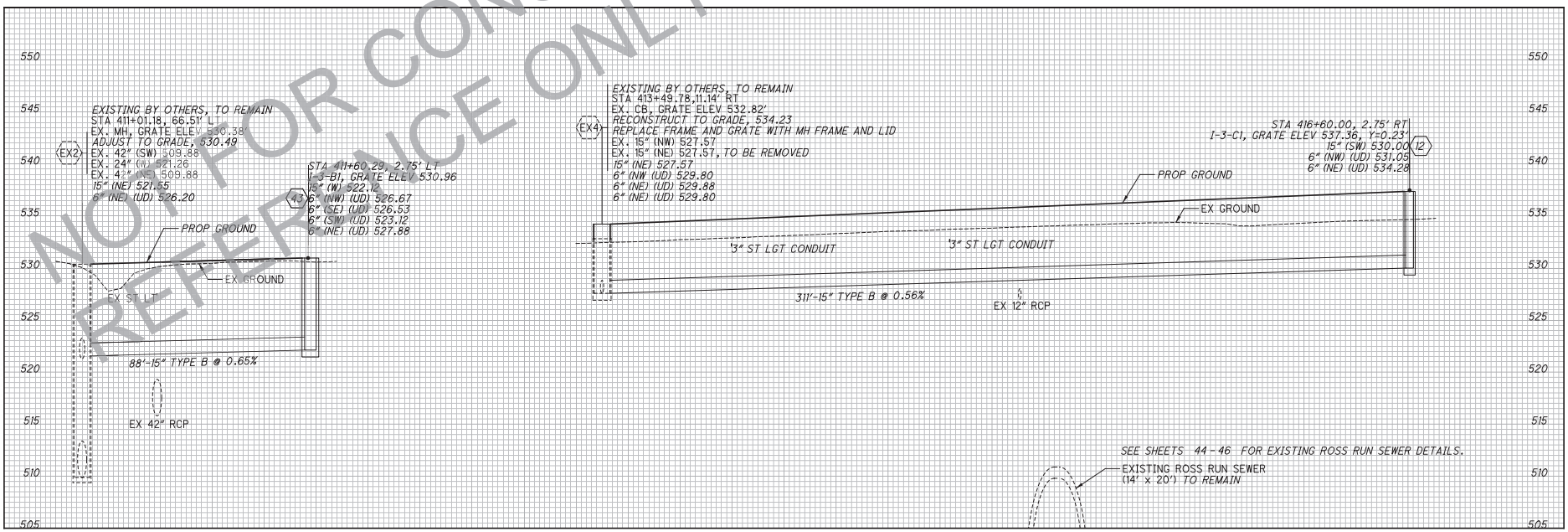

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85

550
1045

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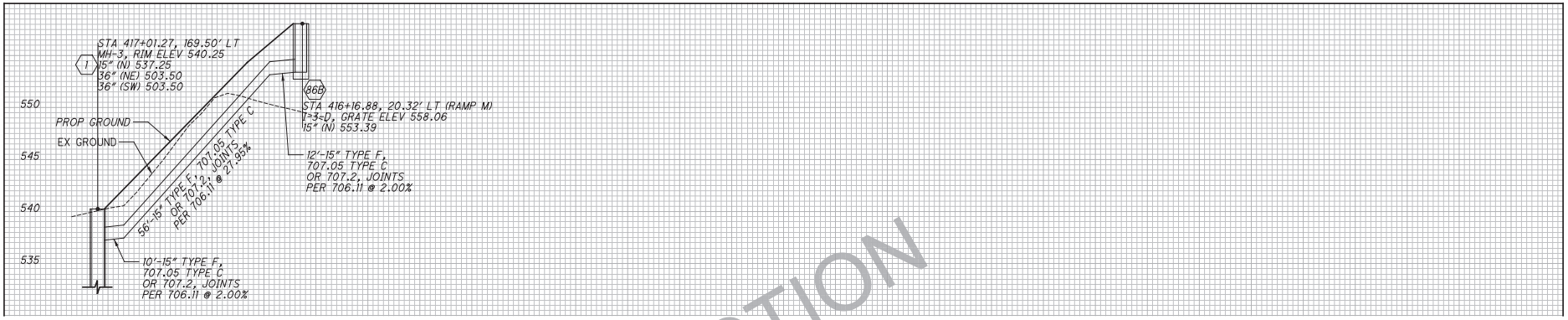

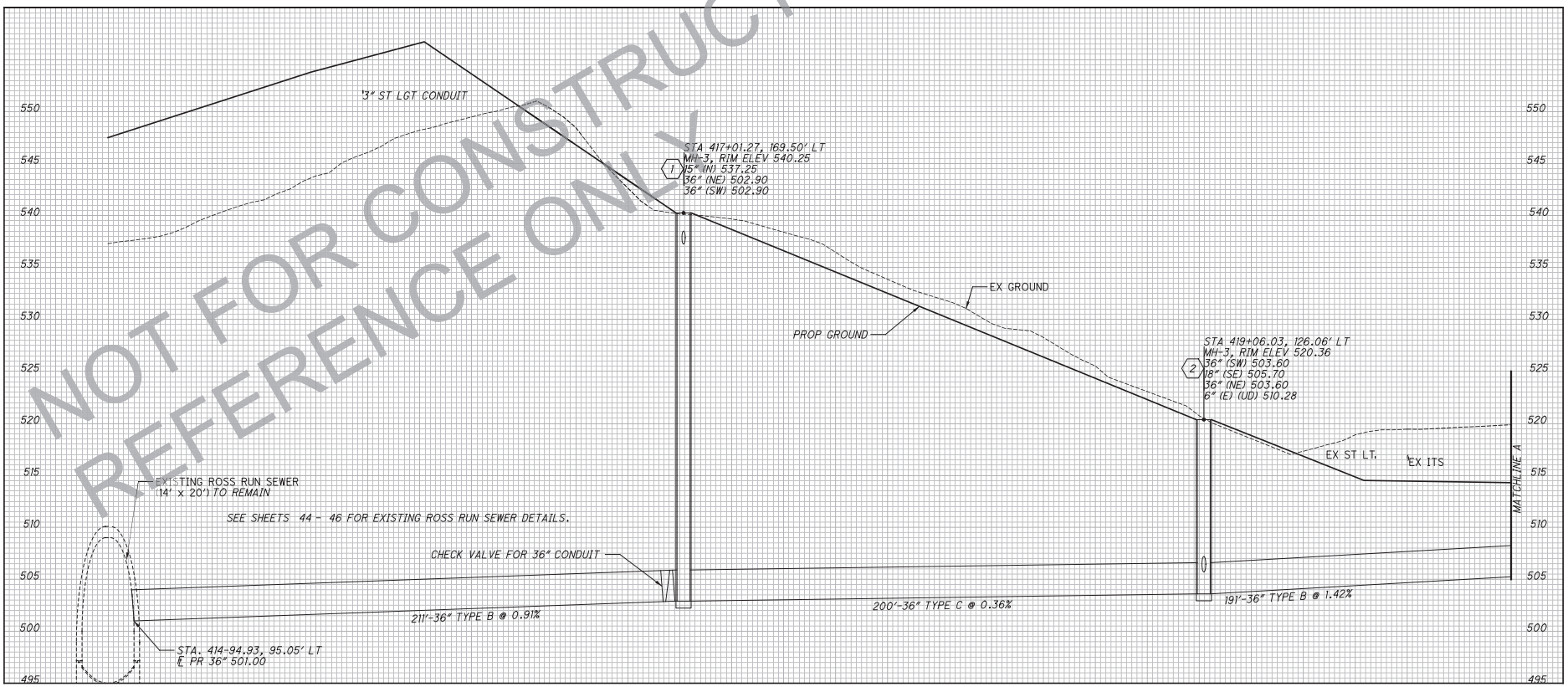

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CALCULATED RSH
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STORM SEWER PROFILES

HAM-75-7.85

551
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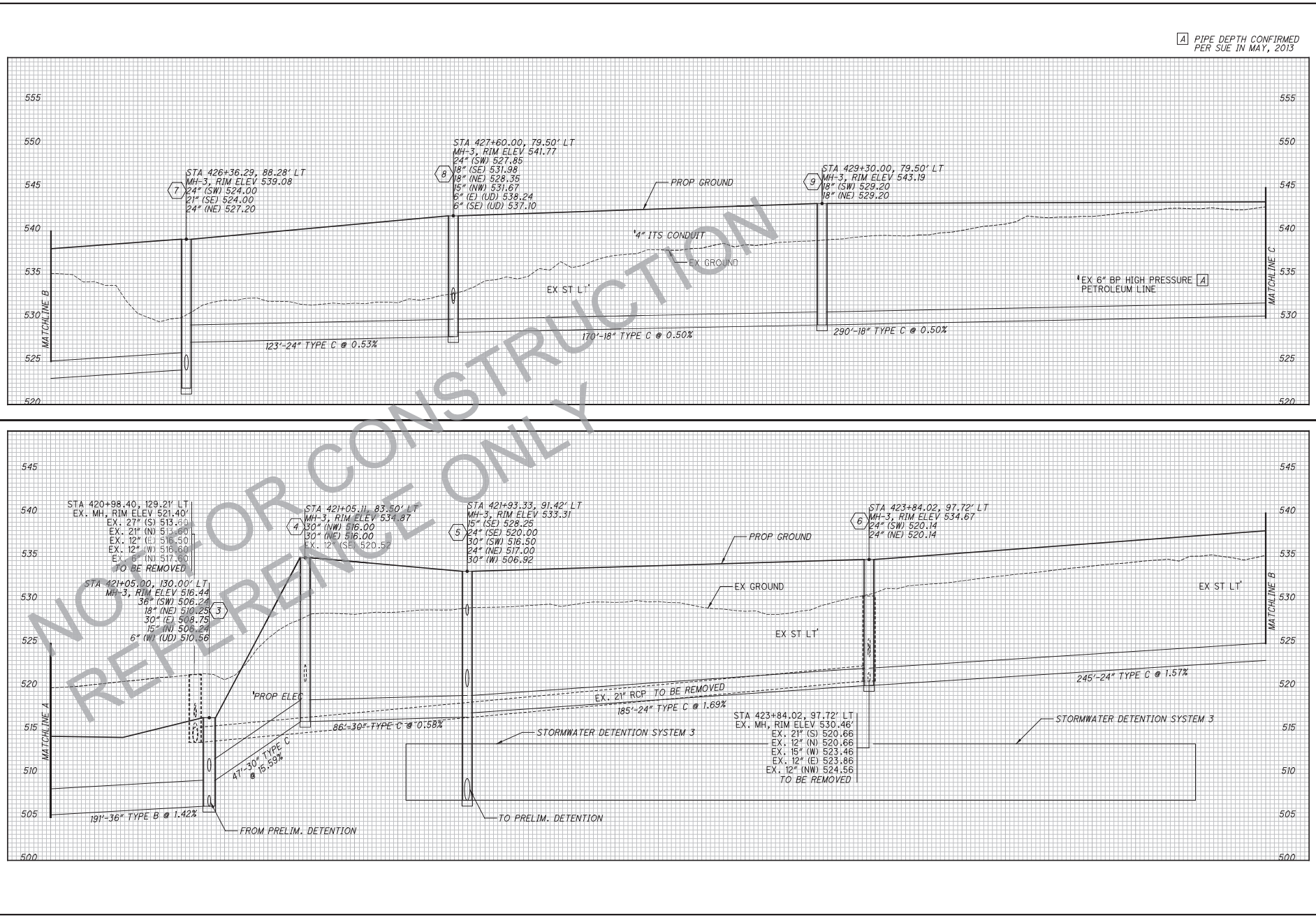

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STORM SEWER PROFILES

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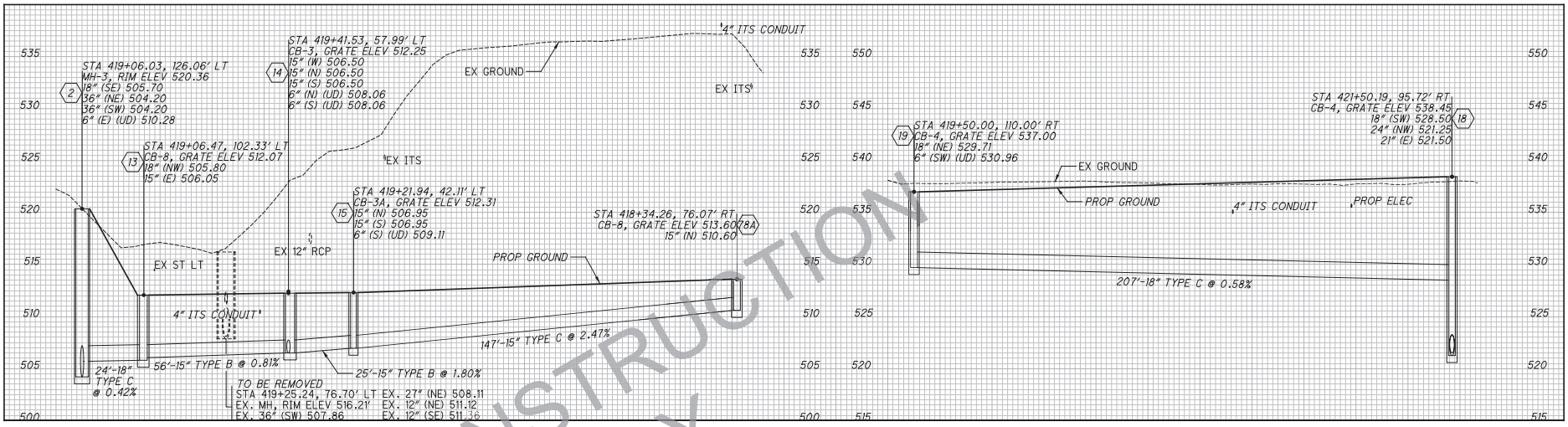

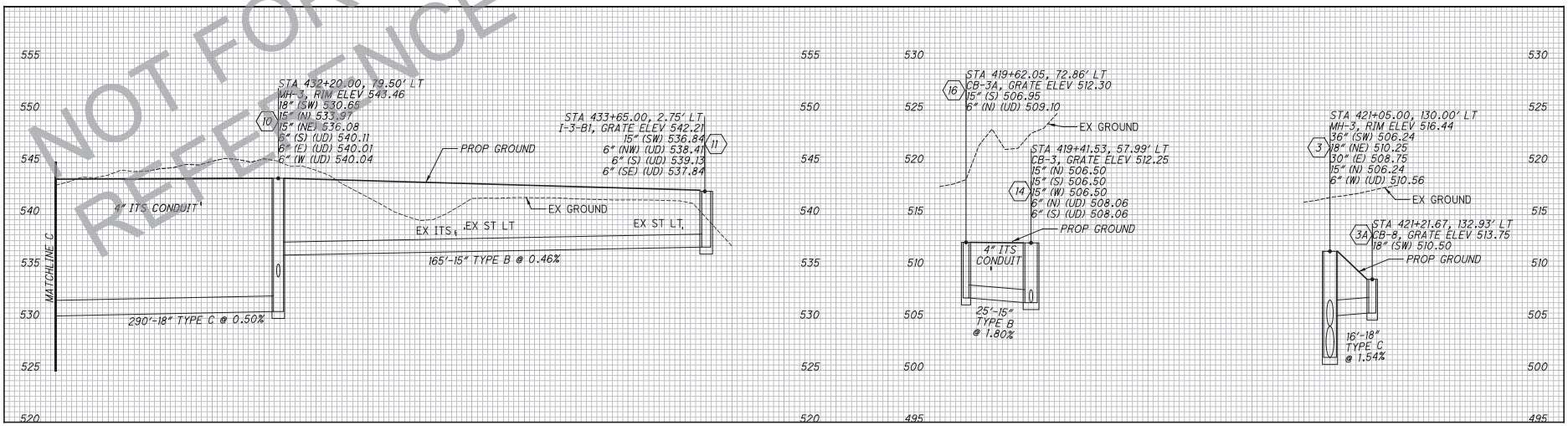

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85

553
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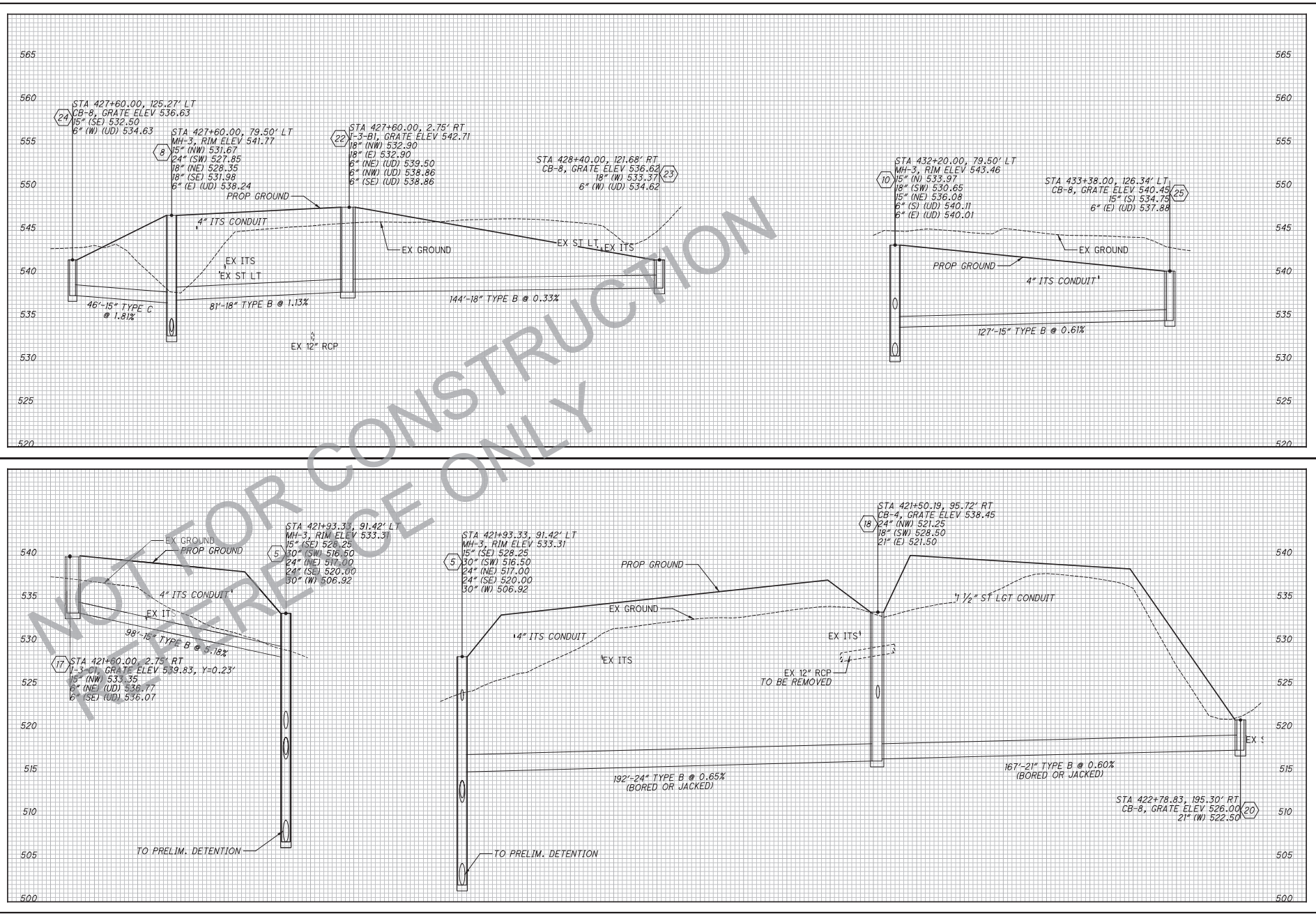

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85

554
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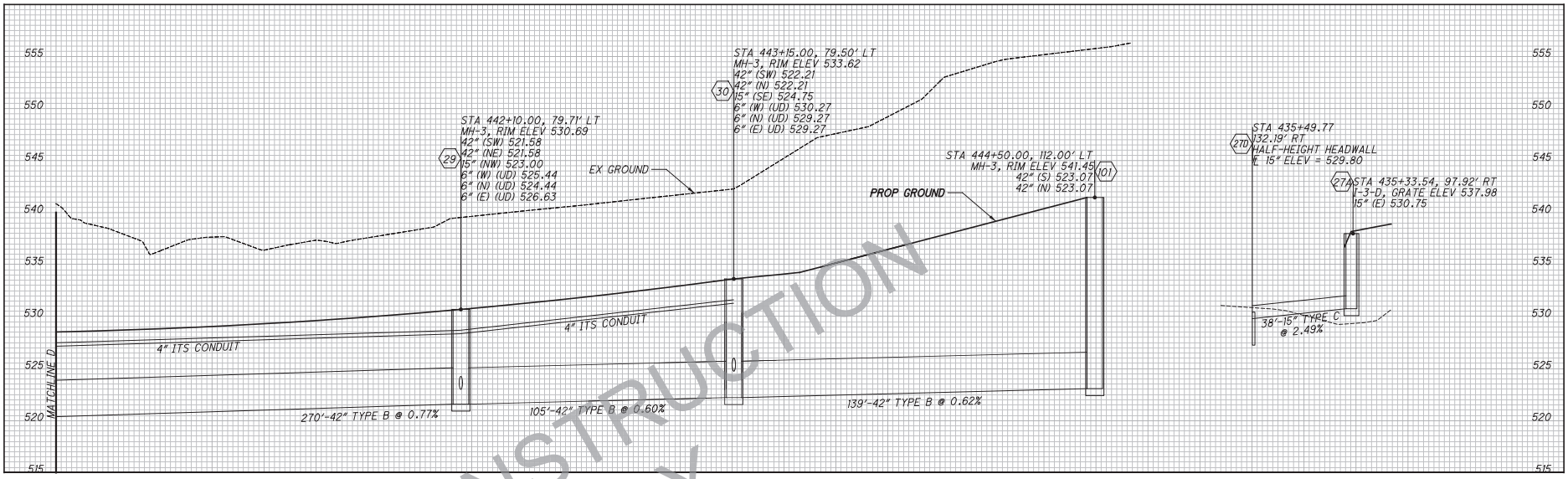

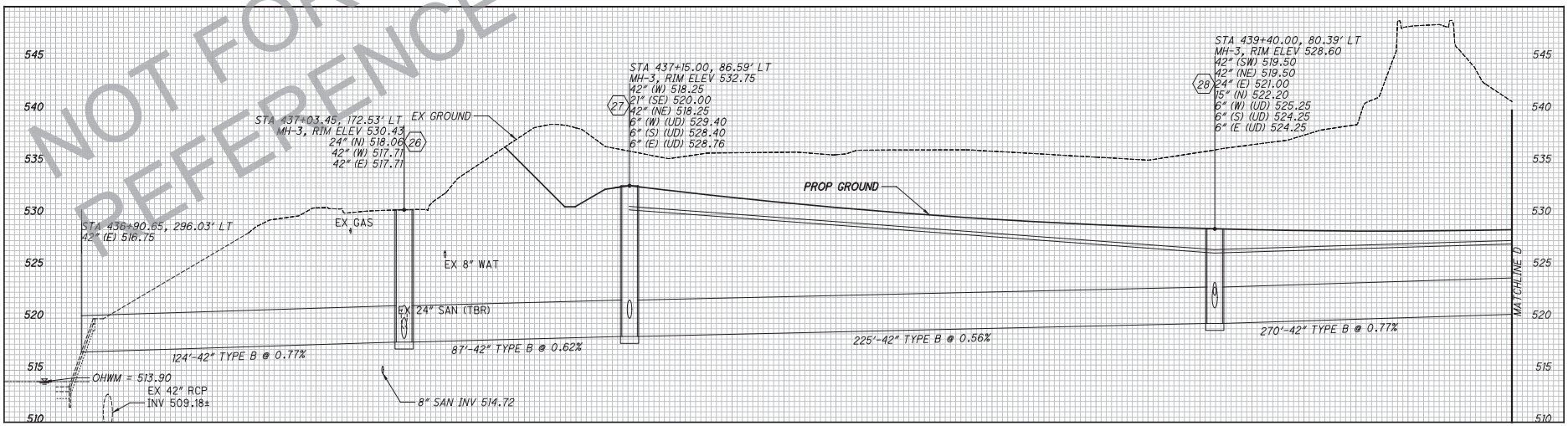

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85

555
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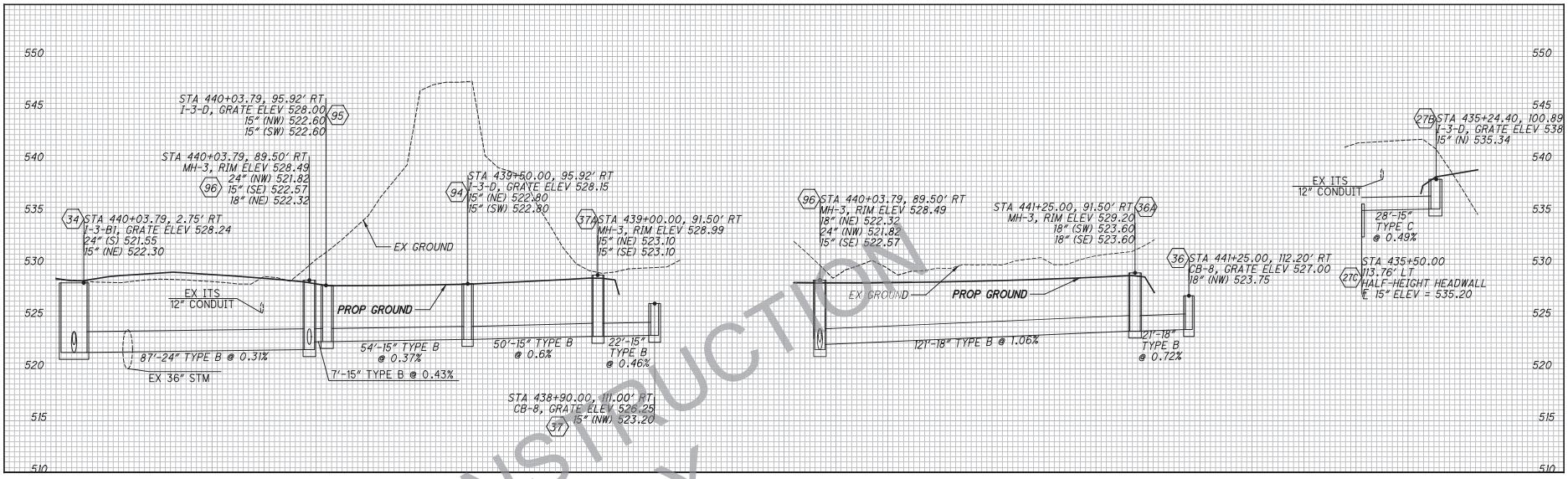

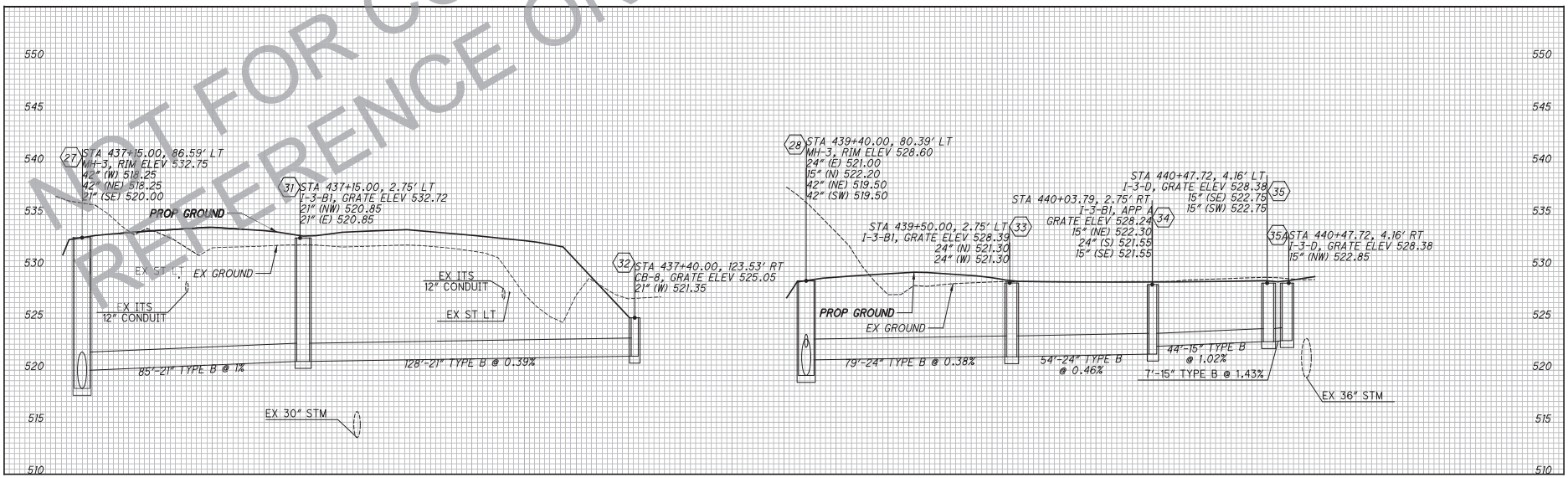

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85

556
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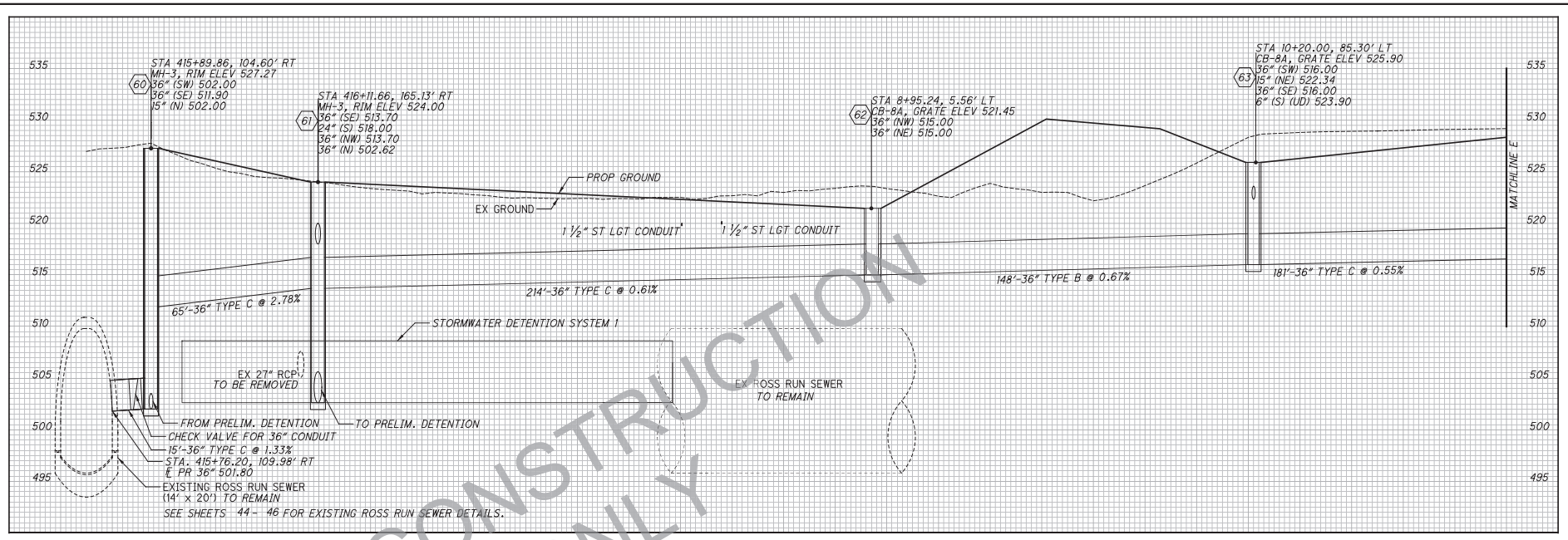

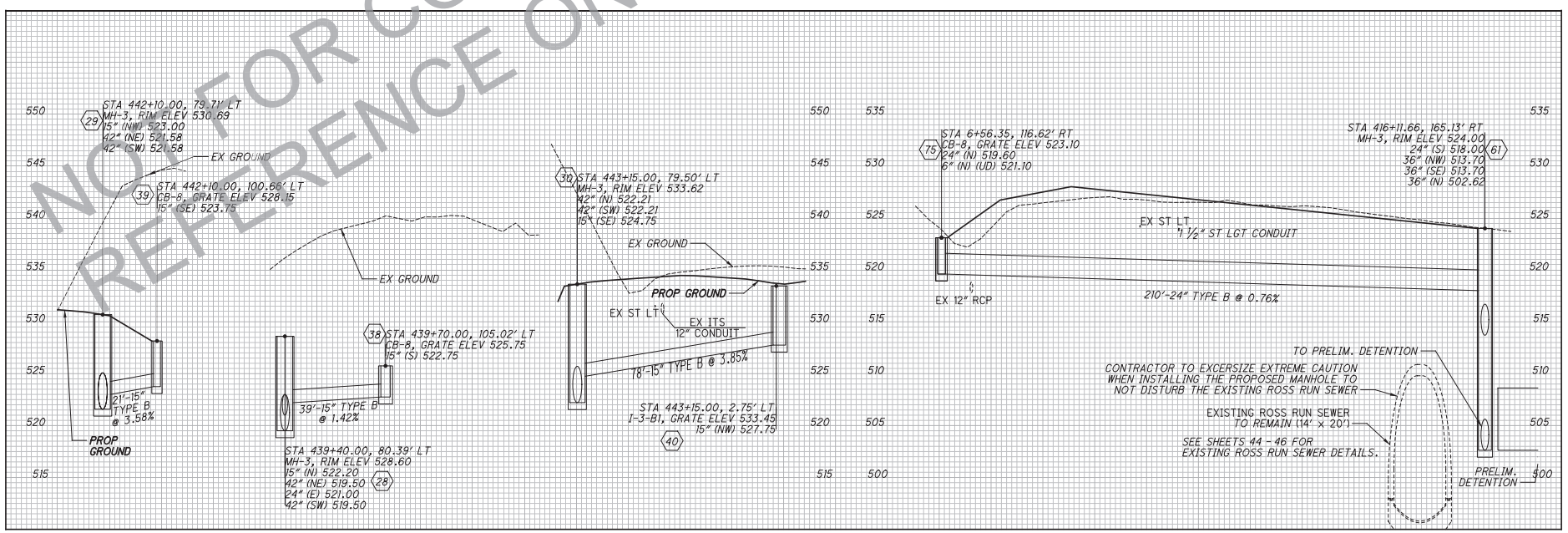

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85

557
1045

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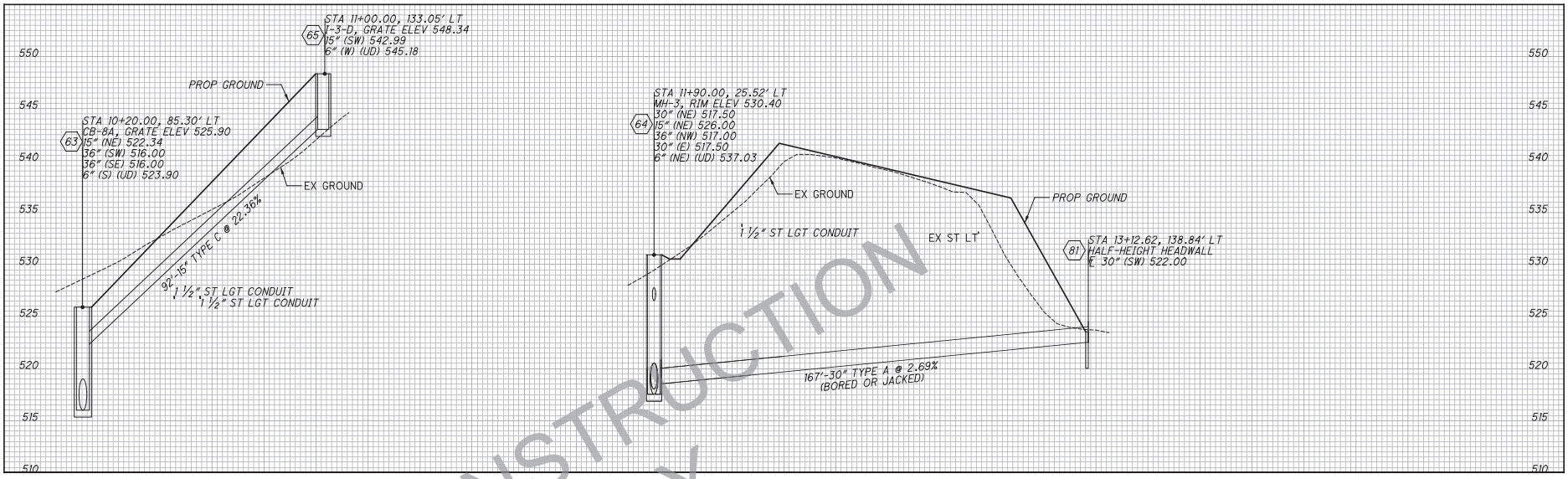

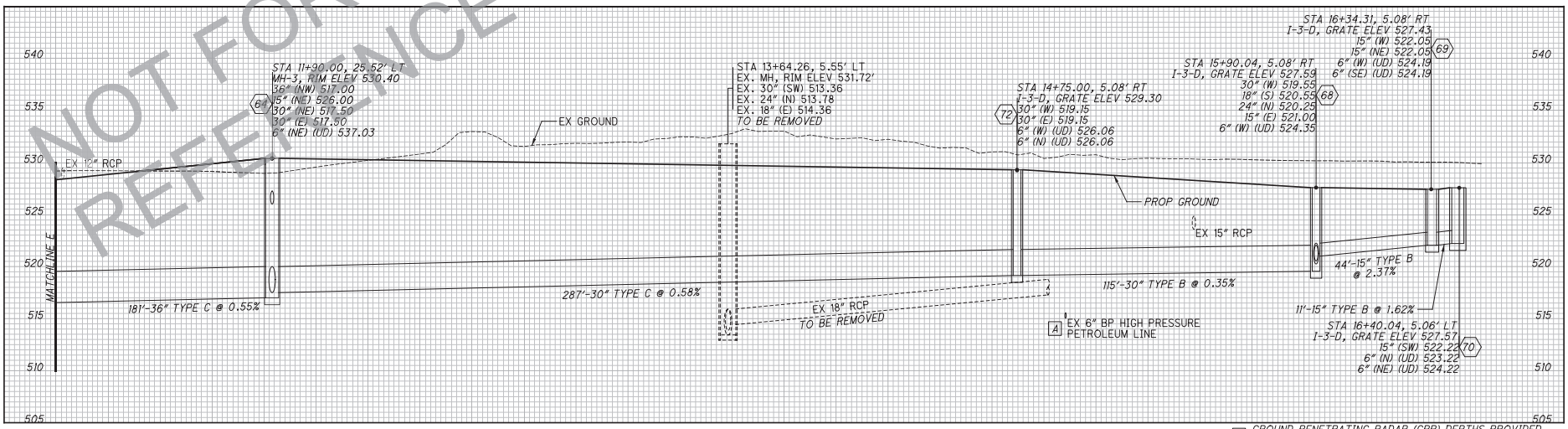

A GROUND PENETRATING RADAR (GPR) DEPTHS PROVIDED BY BP ON 5/27/14 ARE APPROXIMATE BASED ON FIELD OBSERVATIONS.

ACTUAL PIPE ELEVATIONS SHOWN BASED ON EXISTING PLANS PROVIDED BY BP ON 9/11/14.

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85

558
1045

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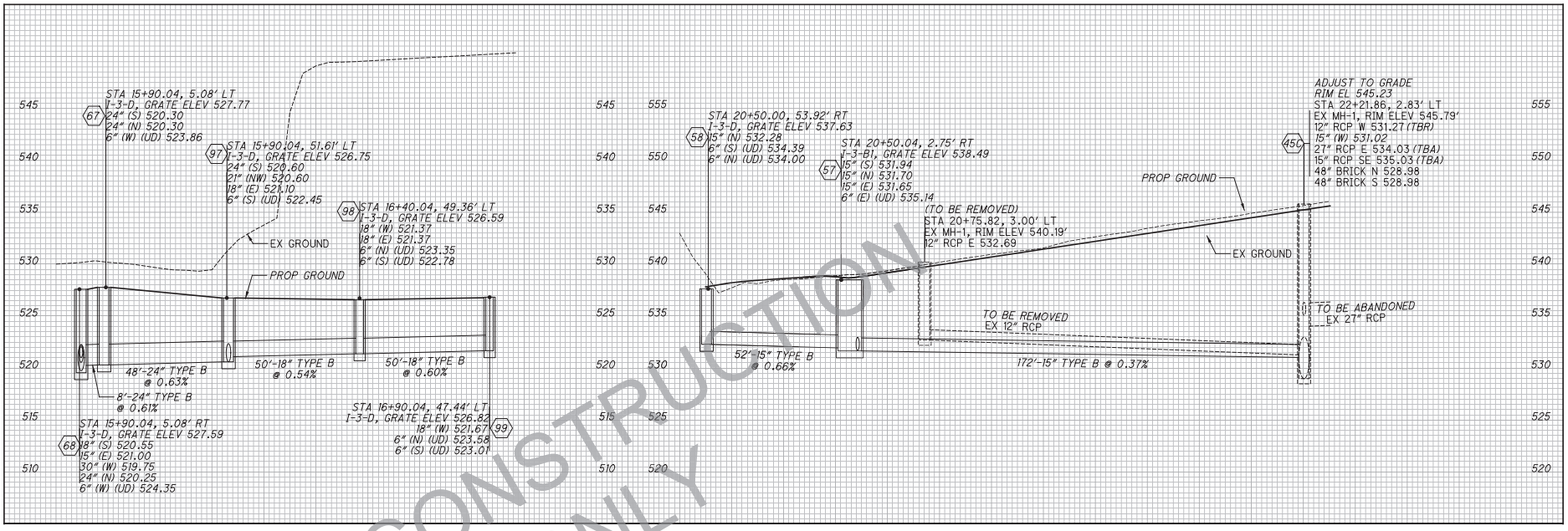

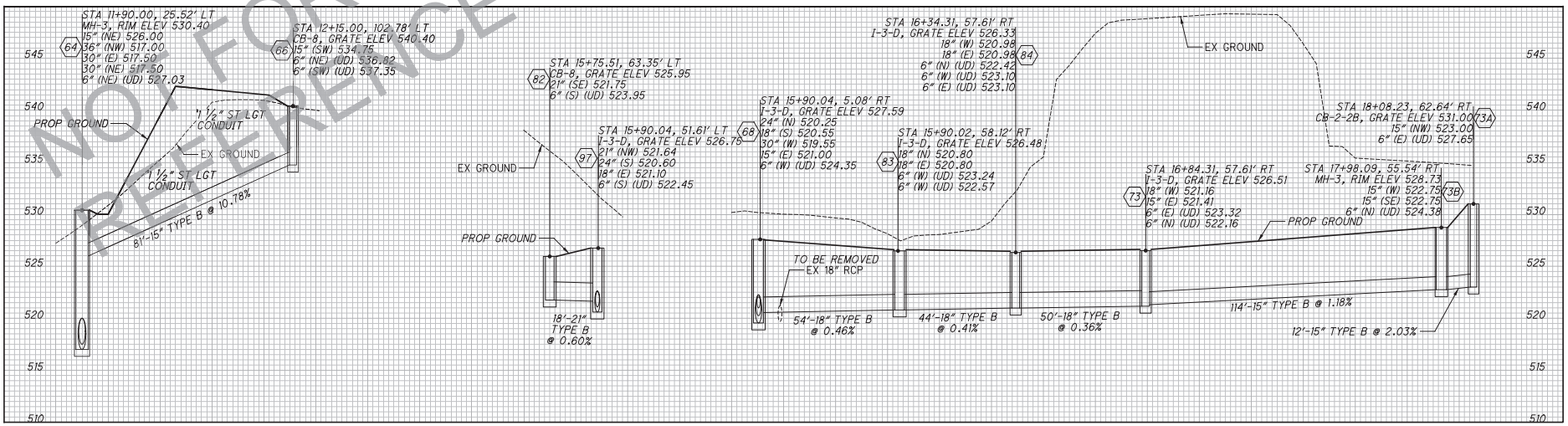

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85

559
1045

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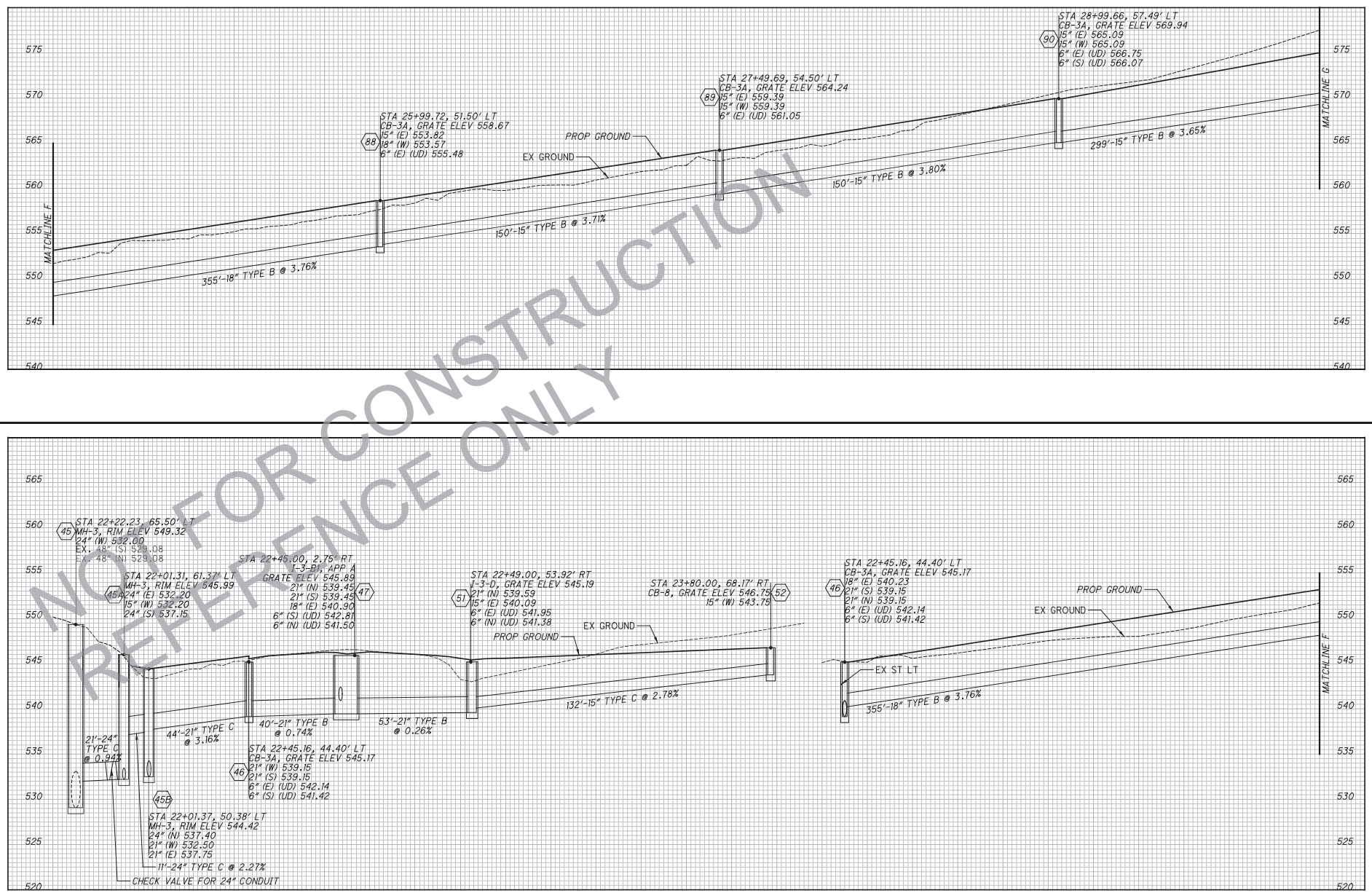

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85

560
1045

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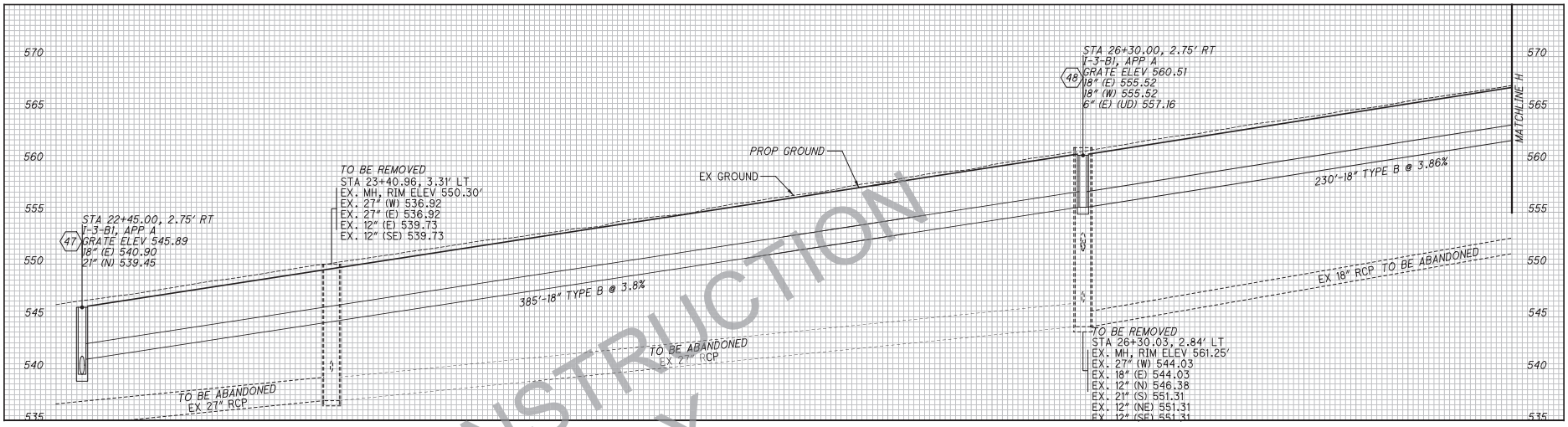

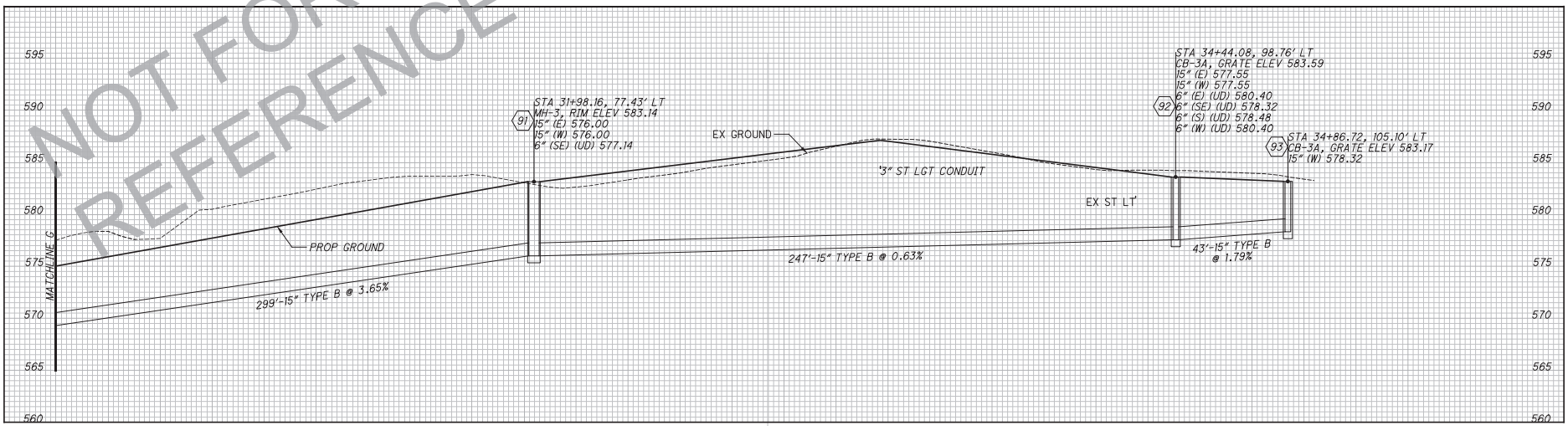

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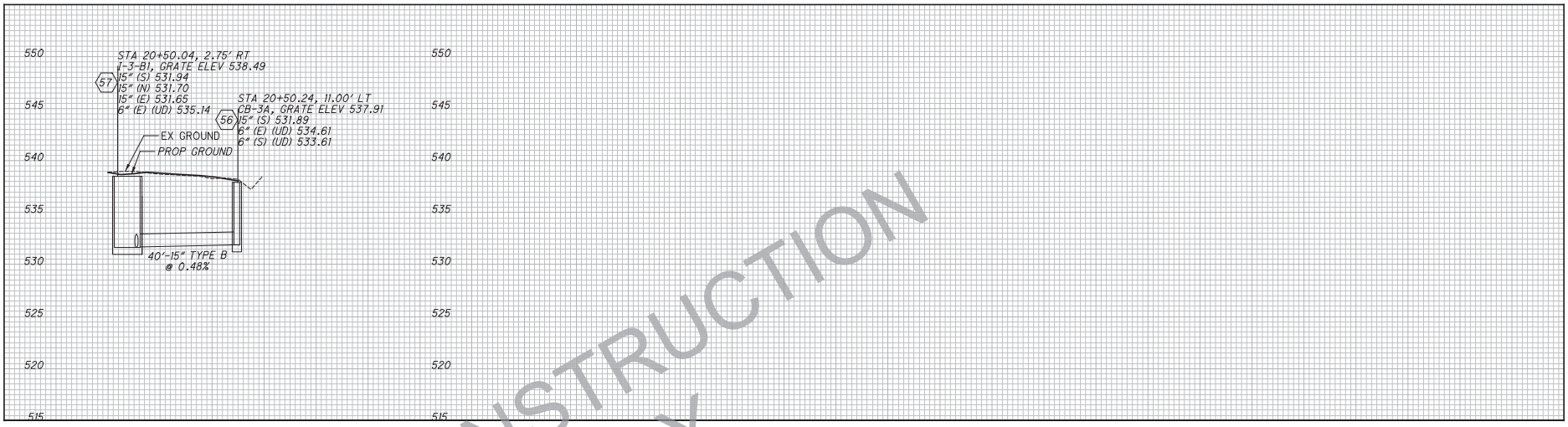
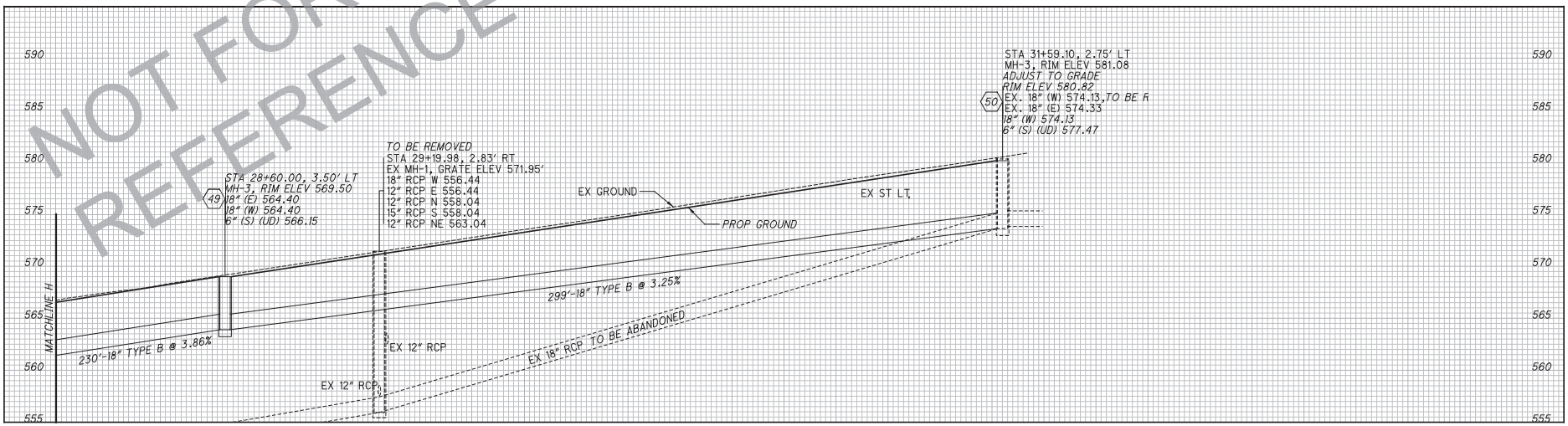
CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85





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REFERENCE ONLY

CALCULATED RSH
CHECKED EDK

STORM SEWER PROFILES

HAM-75-7.85

562
1045

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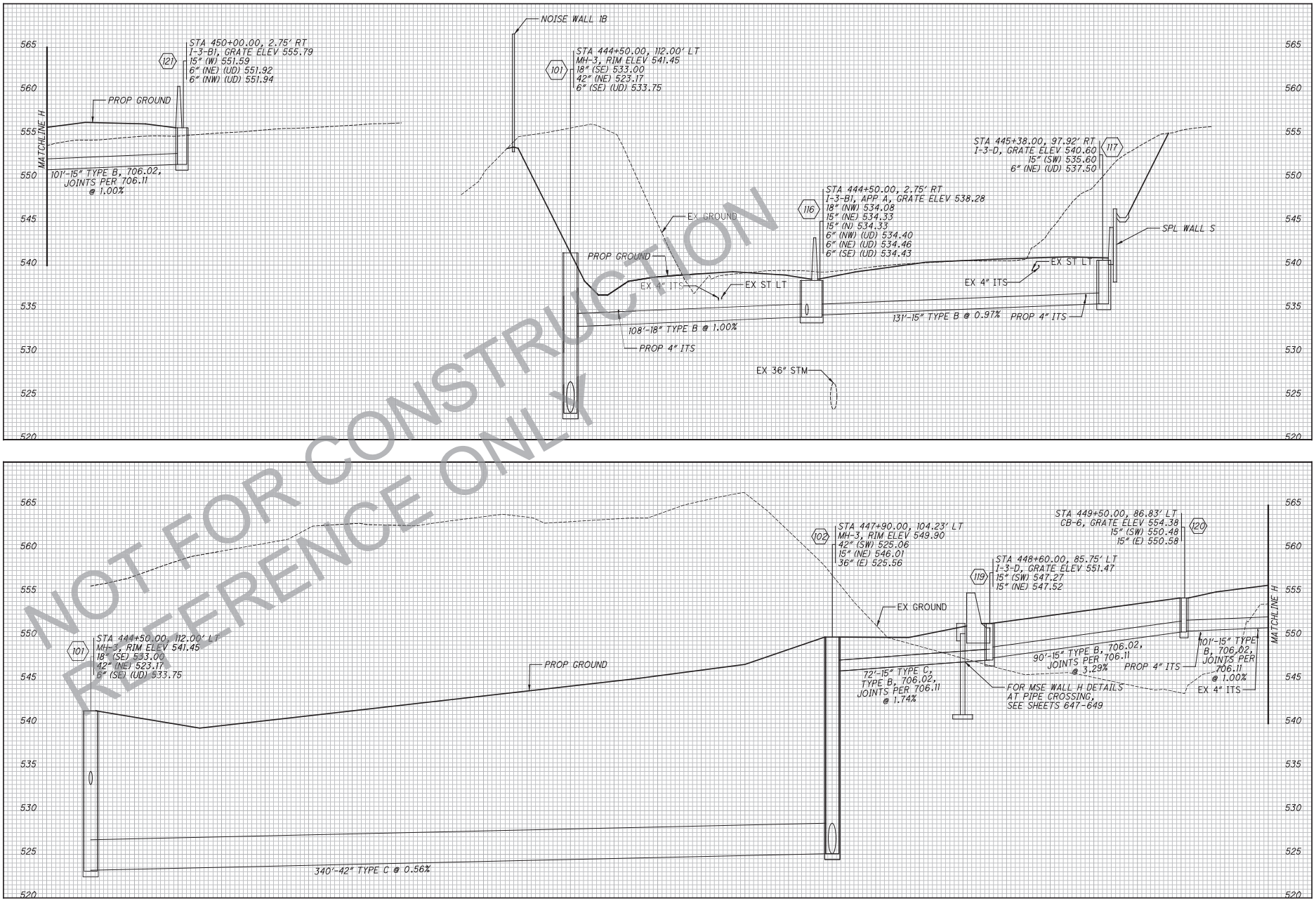

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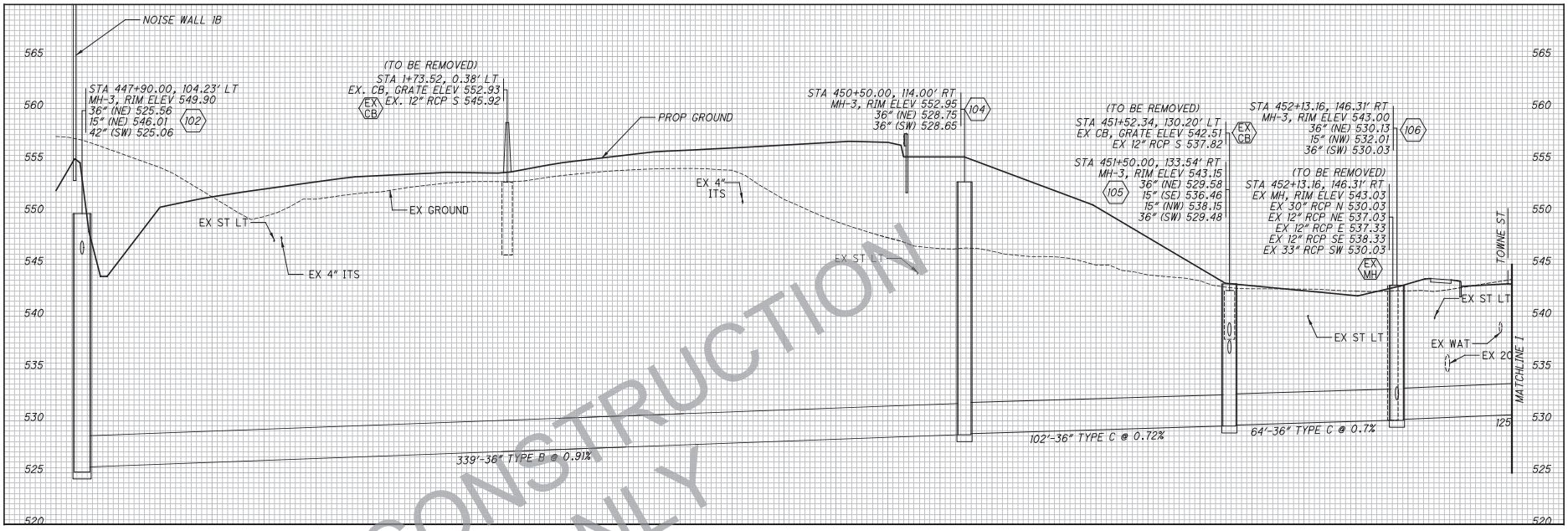
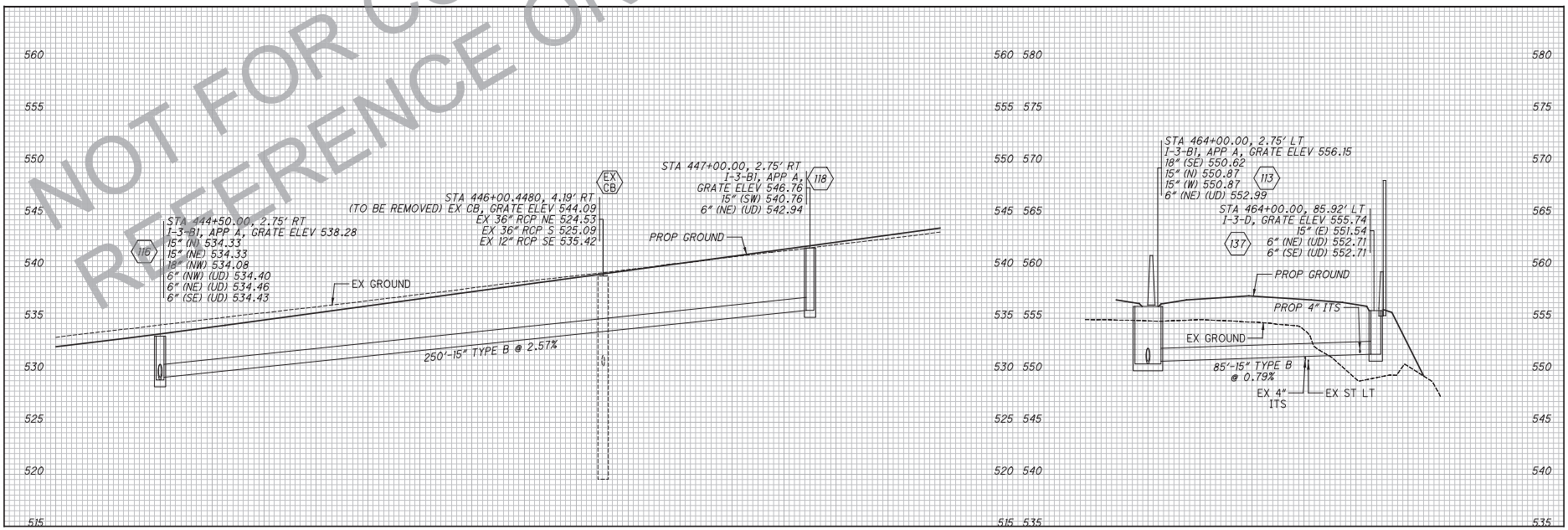
CALCULATED ECH
CHECKED SSK

STORM SEWER PROFILES

HAM-75-7.85

563
1045





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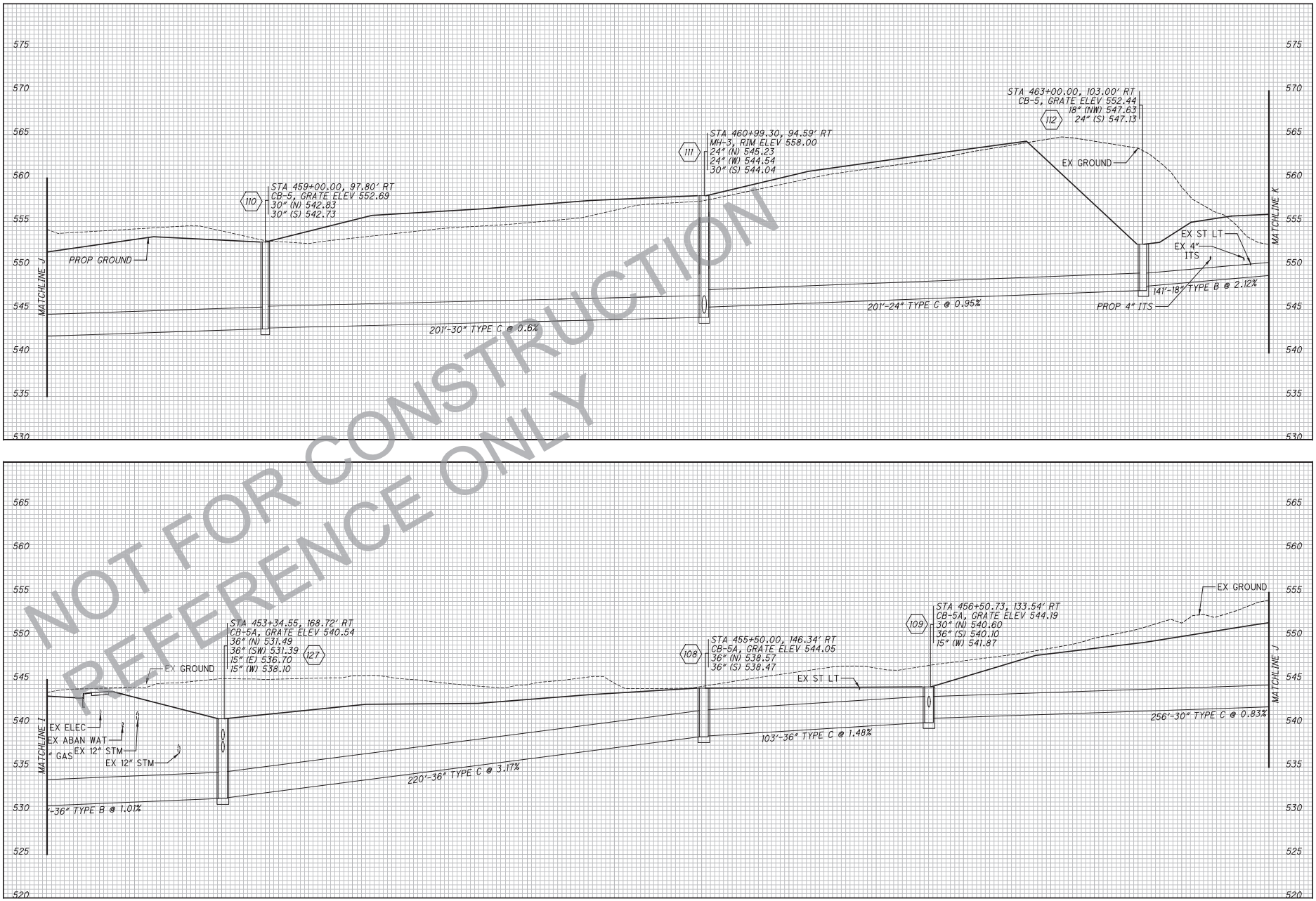
STORM SEWER PROFILES

HAM-75-7.85



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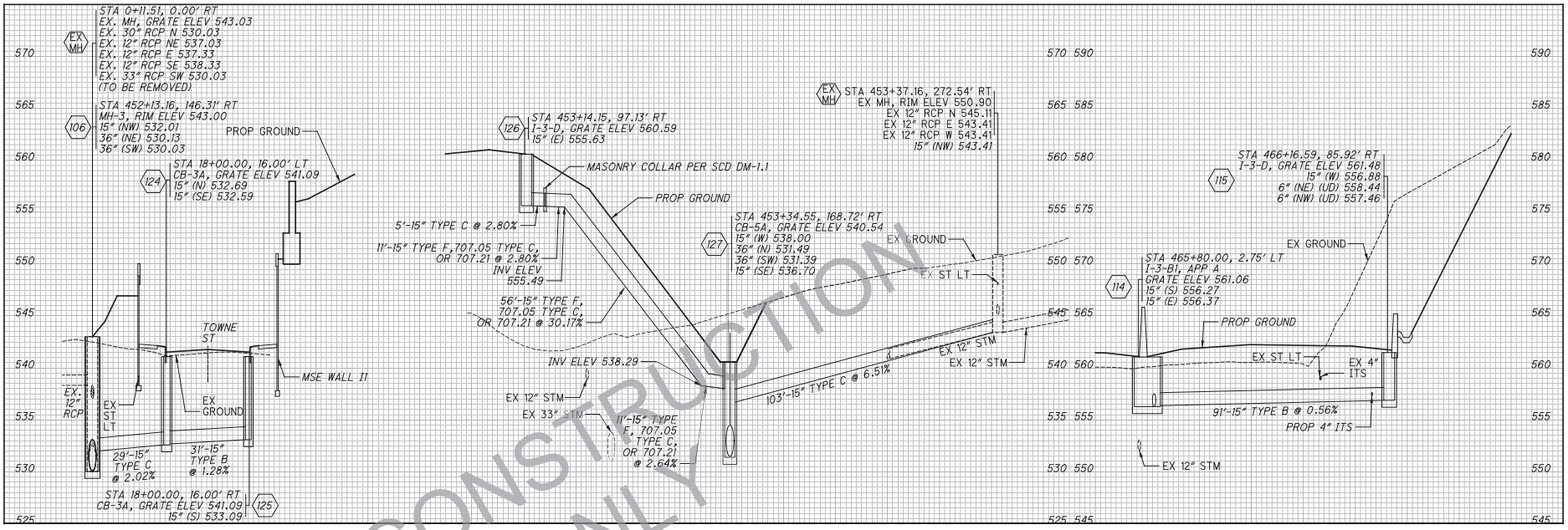
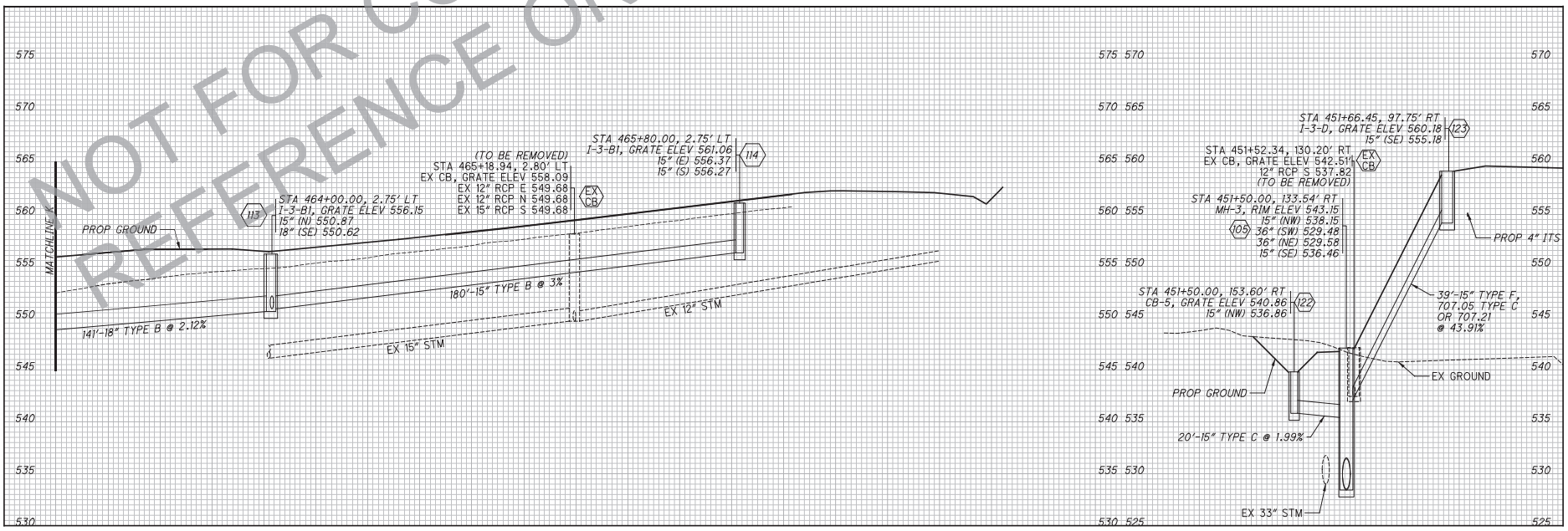
STORM SEWER PROFILES

HAM-75-7.85





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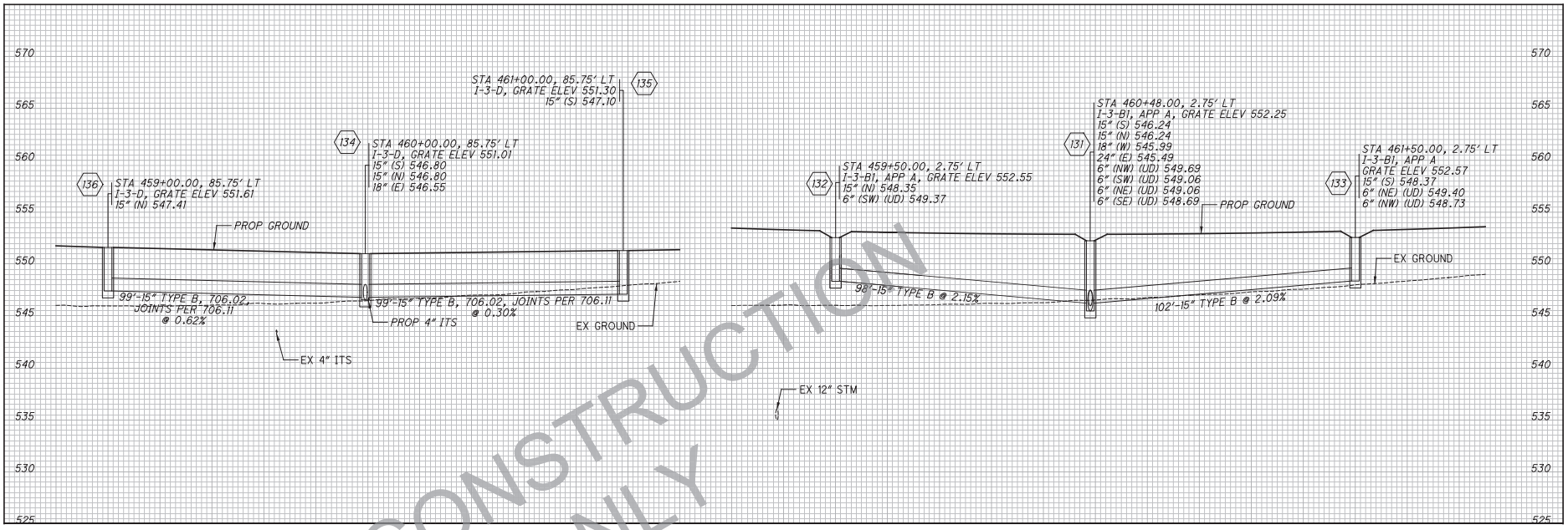
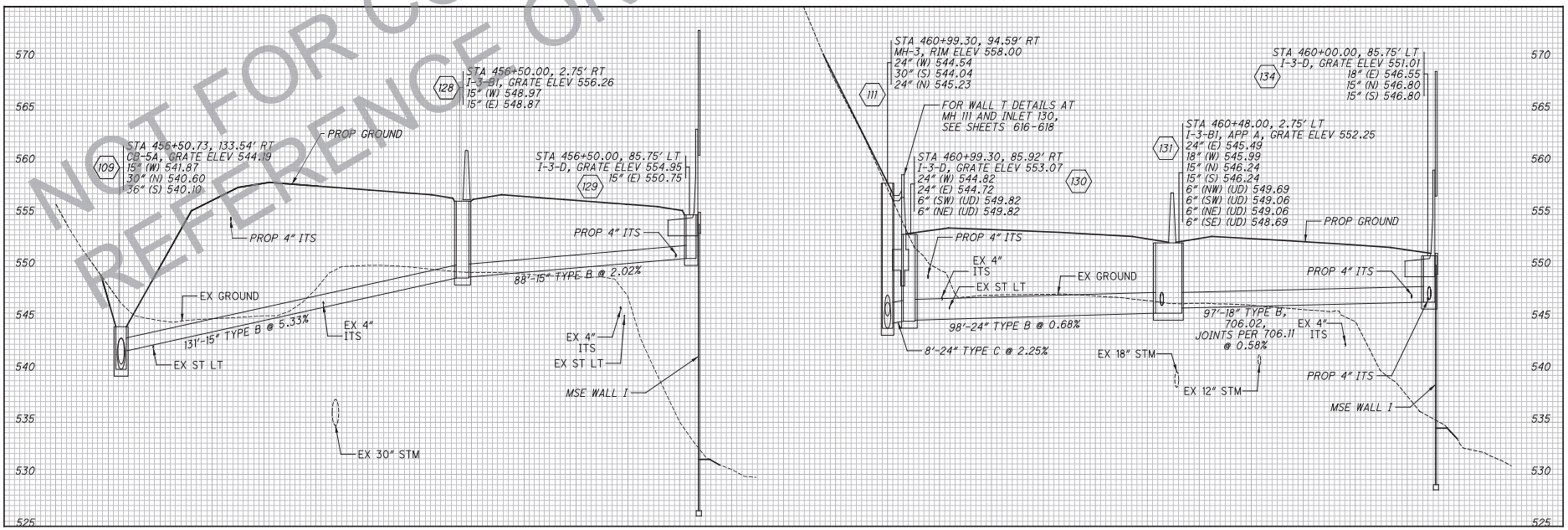
CHECKED SSK

STORM SEWER PROFILES

HAM-75-7.85





NOT FOR CONSTRUCTION
REFERENCE ONLY

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CALCULATED ECH
CHECKED SSK

STORM SEWER PROFILES

HAM-75-7.85

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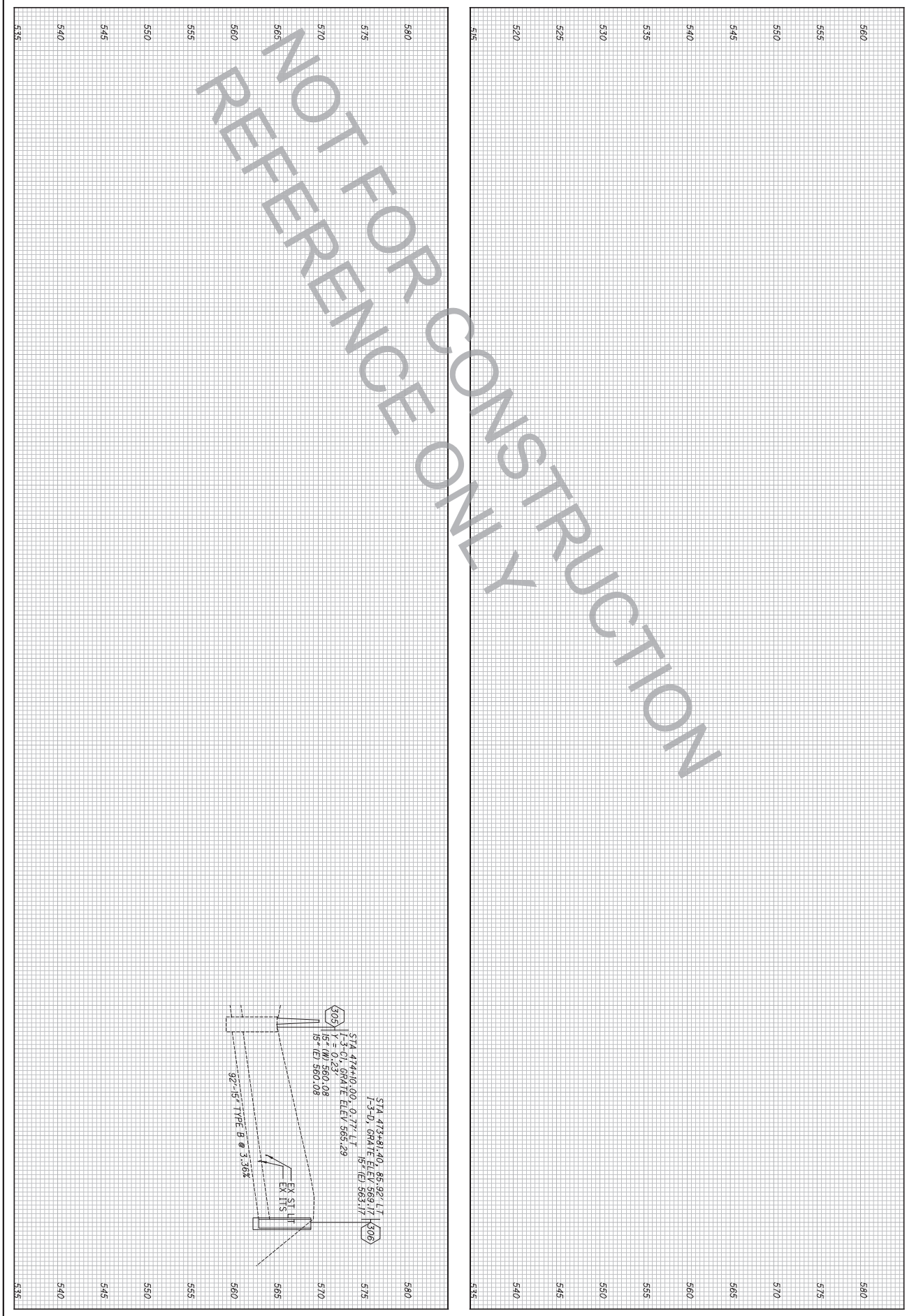
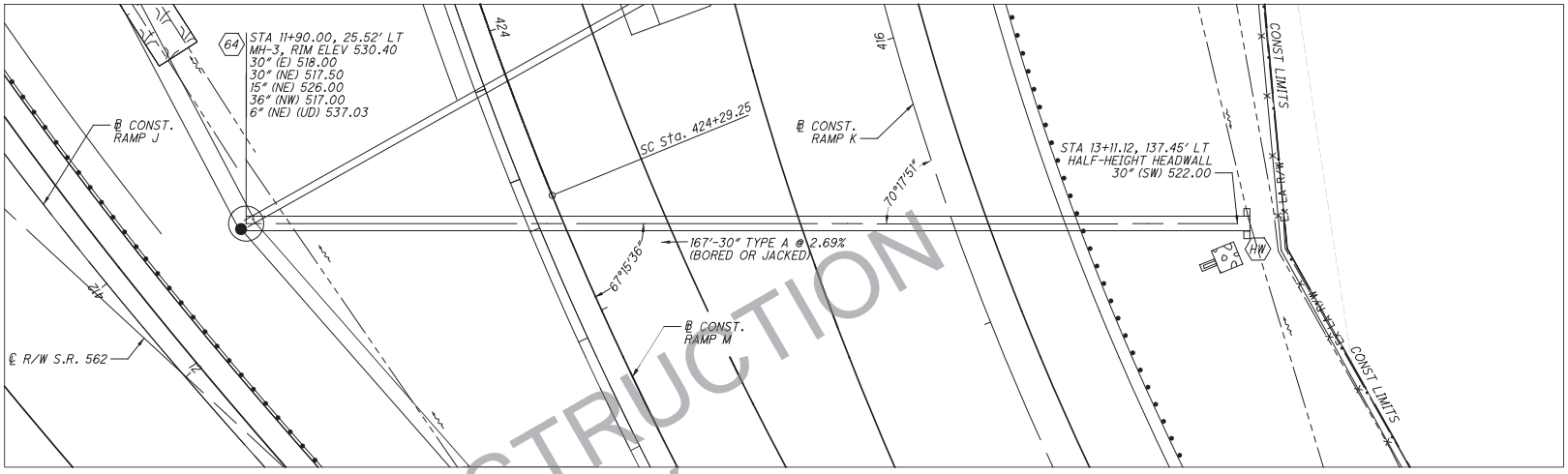
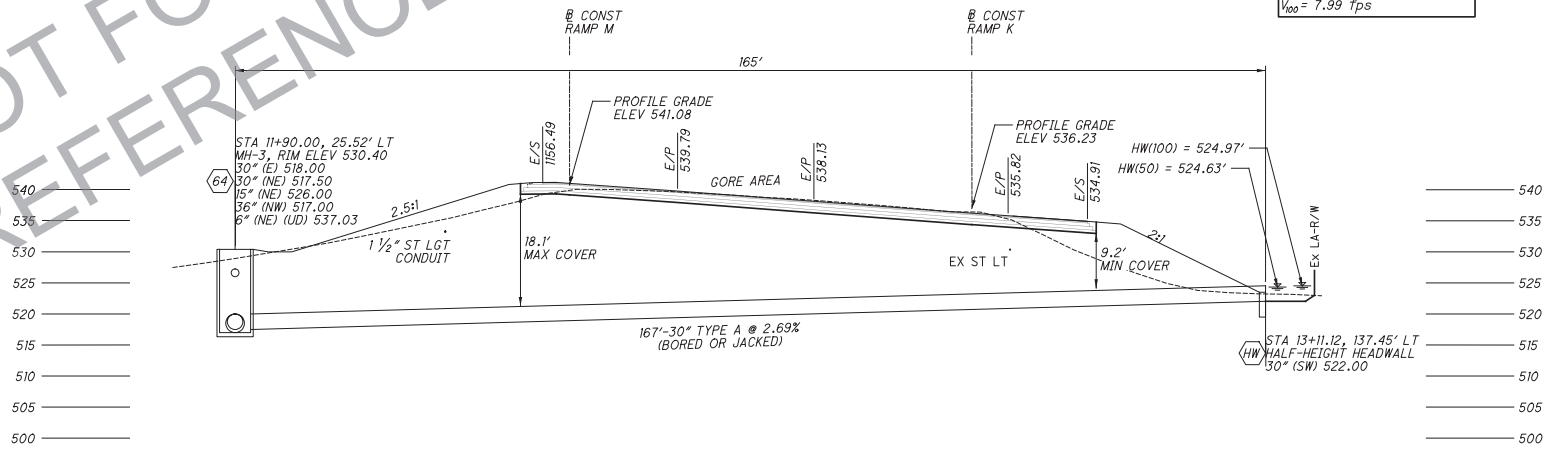


568 / 1045	HAM-75-7.85	STORM SEWER PROFILES	CALCULATED ECH / CHECKED SSK



PLAN

HYDRAULIC DESIGN DATA
DRAINAGE AREA = 5.20 AC
Q_{50} = 23.03 cfs
Q_{100} = 26.34 cfs
HW_{50} = 524.63'
HW_{100} = 524.97'
V_{50} = 7.76 fps
V_{100} = 7.99 fps



CULVERT AT STA 415+67.54

PROFILE

NOT FOR CONSTRUCTION
REFERENCE ONLY

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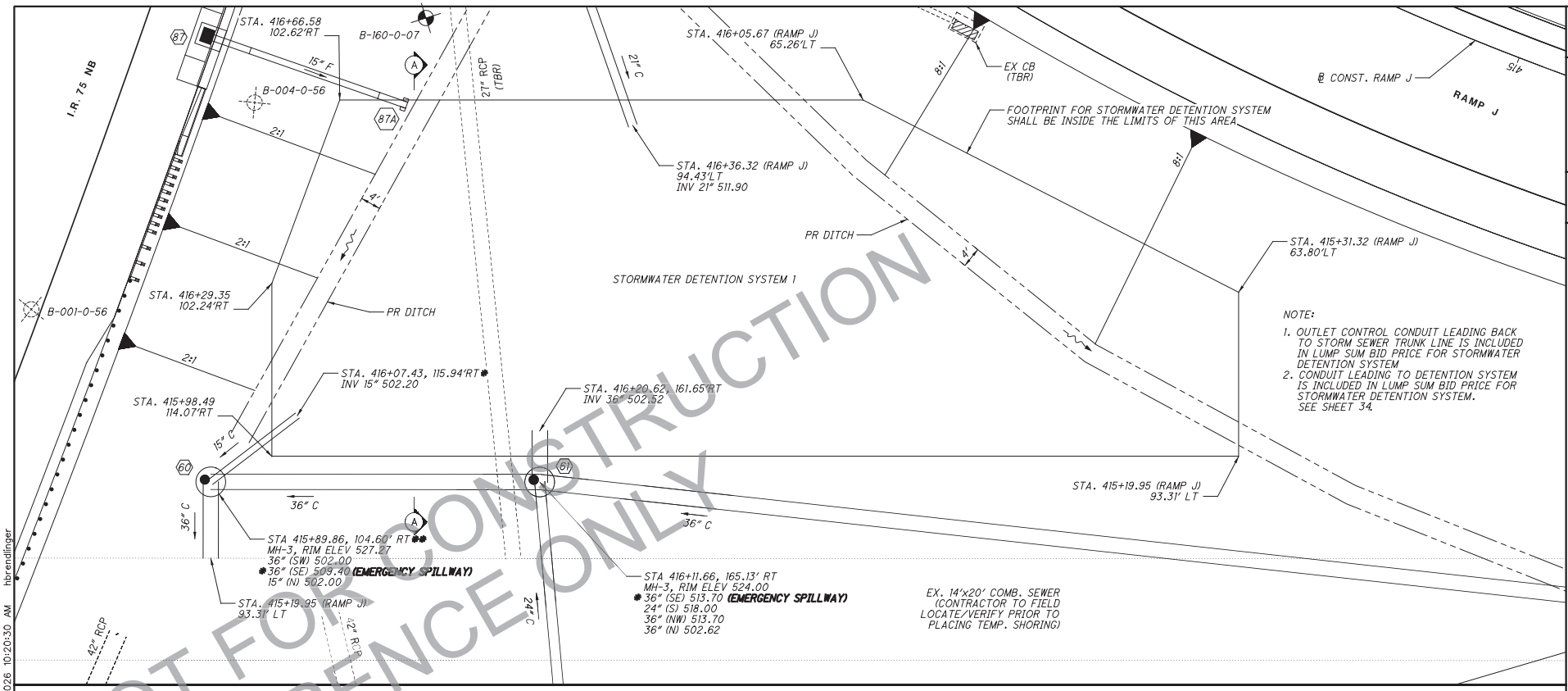
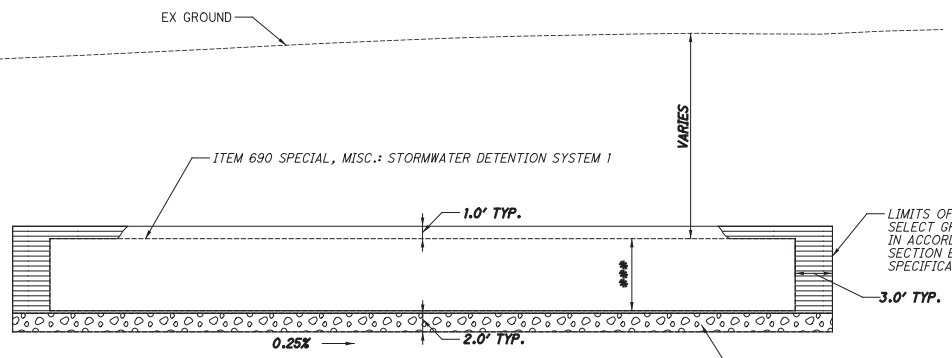
CALCULATED RSH
CHECKED DLR
HORIZONTAL SCALE IN FEET 0 5 10 20

CULVERT DETAIL - RAMP K
STA 415+67.54

HAM-75-7.85

569
1045





SECTION A-A

NOT TO SCALE

* ELEVATION MAY VARY BASED ON CONTRACTOR/MANUFACTURER DESIGN OF STORMWATER DETENTION SYSTEM.

** LOCATION IS APPROXIMATE. FINAL LOCATION TO BE DETERMINED BY CONTRACTOR/MANUFACTURER OF STORMWATER DETENTION SYSTEM.

*** DEPTH WILL BE BASED ON CONTRACTOR/MANUFACTURER DESIGN OF STORMWATER DETENTION SYSTEM.

CROSS REFERENCES	
SHEET NO	DESCRIPTION
34	GENERAL NOTE
542 - 549	DRAINAGE PLANS
550 - 568	STORM SEWER PROFILES
681 - 682	SANITARY SEWER PROFILES

NOT FOR CONSTRUCTION
REFERENCE ONLY

STORMWATER DETENTION SYSTEM DETAILS
STORMWATER DETENTION SYSTEM 1

HAM-75-7.85

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED RSH
CHECKED DLR

570
1045

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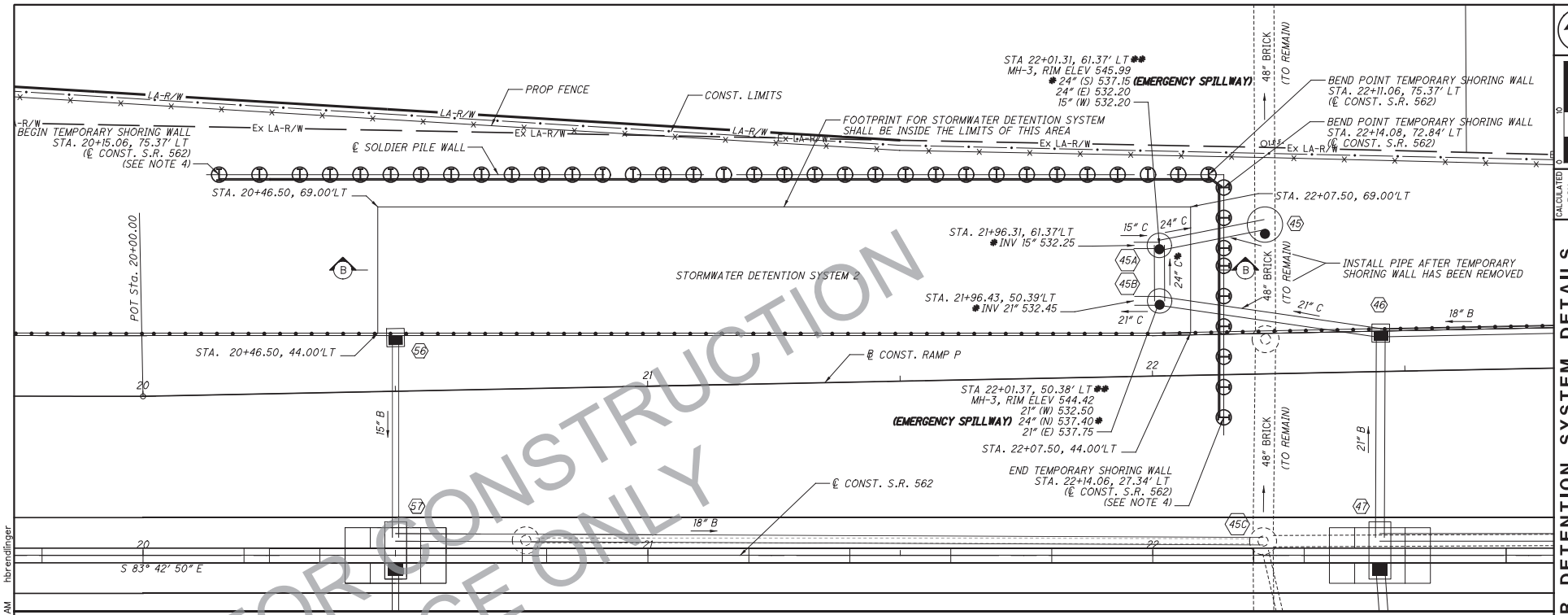
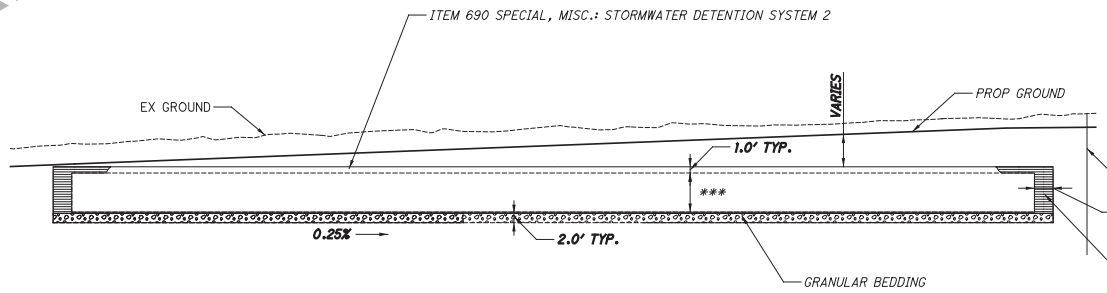


NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTE:

1. OUTLET CONTROL CONDUIT LEADING BACK TO STORM SEWER TRUNK LINE IS INCLUDED IN LUMP SUM BID PRICE FOR STORMWATER DETENTION SYSTEM.
2. CONDUIT LEADING TO DETENTION SYSTEM IS INCLUDED IN LUMP SUM BID PRICE FOR STORMWATER DETENTION SYSTEM.
3. SEE SHEET 34.
4. FOR TEMPORARY SHORING WALL DETAILS SEE SHEET 573.



* ELEVATION MAY VARY BASED ON CONTRACTOR/MANUFACTURER DESIGN OF STORMWATER DETENTION SYSTEM.

** LOCATION IS APPROXIMATE. FINAL LOCATION TO BE DETERMINED BY CONTRACTOR/MANUFACTURER OF STORMWATER DETENTION SYSTEM.

*** DEPTH WILL BE BASED ON CONTRACTOR/MANUFACTURER DESIGN OF STORMWATER DETENTION SYSTEM.

SECTION B-B
NOT TO SCALE

CROSS REFERENCES	
SHEET NO	DESCRIPTION
34	GENERAL NOTE
542 - 549	DRAINAGE PLANS
550 - 568	STORM SEWER PROFILES
681 - 682	SANITARY SEWER PROFILES

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED RSH
CHECKED DLR

STORMWATER DETENTION SYSTEM DETAILS
STORMWATER DETENTION SYSTEM 2

HAM-75-7.85

571
1045

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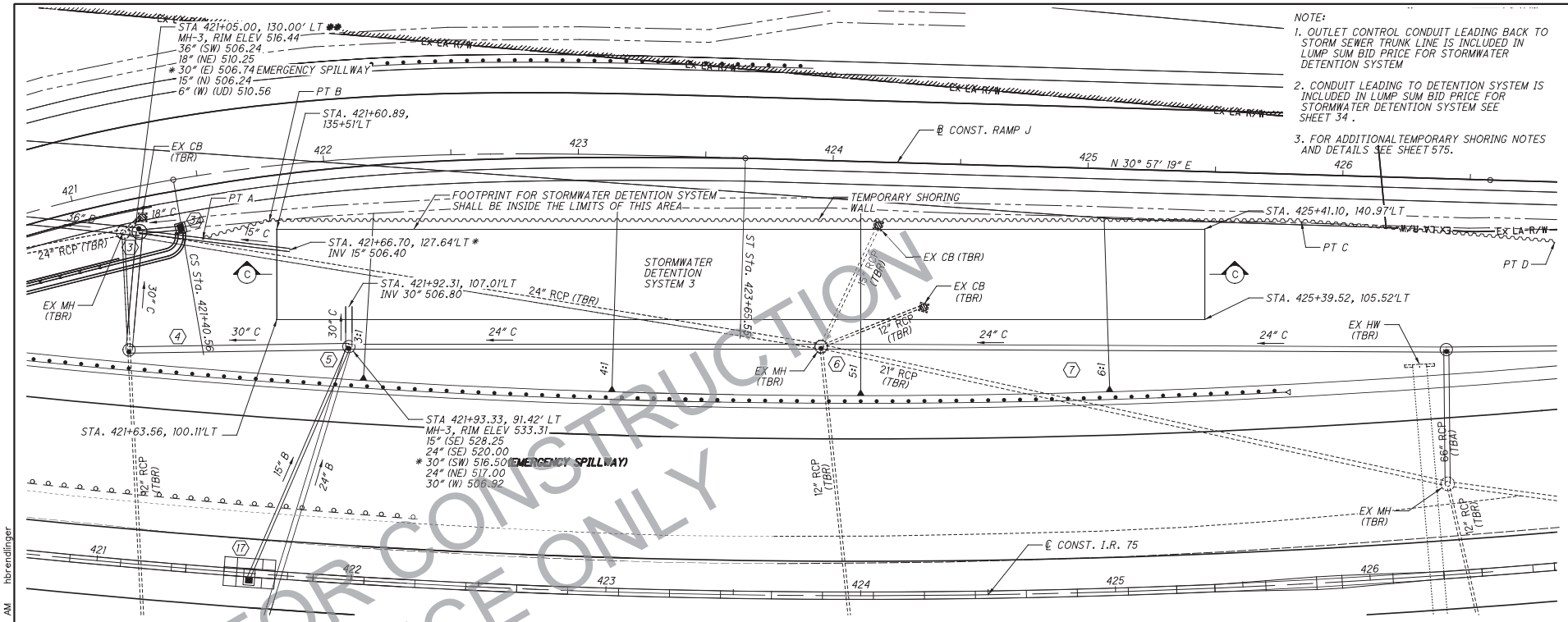


NOTE:

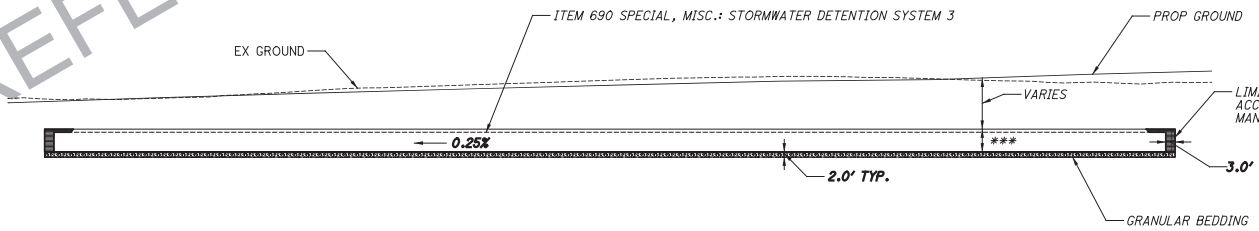
1. OUTLET CONTROL CONDUIT LEADING BACK TO STORM SEWER TRUNK LINE IS INCLUDED IN LUMP SUM BID PRICE FOR STORMWATER DETENTION SYSTEM
2. CONDUIT LEADING TO DETENTION SYSTEM IS INCLUDED IN LUMP SUM BID PRICE FOR STORMWATER DETENTION SYSTEM SEE SHEET 34 .
3. FOR ADDITIONAL TEMPORARY SHORING NOTES AND DETAILS SEE SHEET 575.

NOT FOR CONSTRUCTION
REFERENCE ONLY

* ELEVATION MAY VARY BASED ON CONTRACTOR/MANUFACTURER DESIGN OF STORMWATER DETENTION SYSTEM.

** LOCATION IS APPROXIMATE. FINAL LOCATION TO BE DETERMINED BY CONTRACTOR/MANUFACTURER OF STORMWATER DETENTION SYSTEM.

*** DEPTH WILL BE BASED ON CONTRACTOR/MANUFACTURER DESIGN OF STORMWATER DETENTION SYSTEM.



SECTION C-C

NOT TO SCALE

POINT	REFERENCE ALIGNMENT	STATION	OFFSET	DESCRIPTION
A	℄ CONST RAMP J	421+48.29	24.93' RT	BEGIN TEMP SHORING WALL
B	℄ CONST RAMP J	421+76.12	21.52' RT	BEND PT #1
C	℄ CONST RAMP J	425+84.28	18.55' RT	BEND PT #2
D	℄ CONST RAMP J	426+57.83	23.68' RT	END TEMP SHORING WALL

CROSS REFERENCES

SHEET NO	DESCRIPTION
34	GENERAL NOTE
542 - 549	DRAINAGE PLANS
550 - 568	STORM SEWER PROFILES
681 - 682	SANITARY SEWER PROFILES

HORIZONTAL SCALE IN FEET: 0, 10, 20, 40

CALCULATED RSH | CHECKED DLR

STORMWATER DETENTION SYSTEM DETAILS
STORMWATER DETENTION SYSTEM 3

HAM-75-7.85

572
1045

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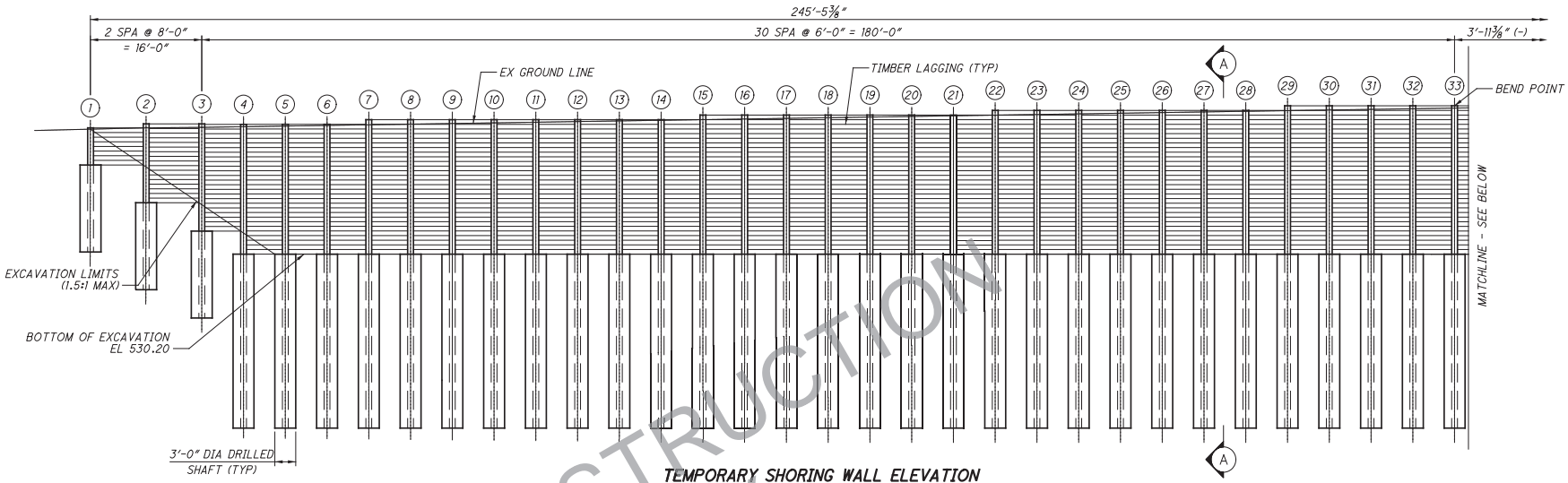


TEMPORARY SHORING WALL ELEVATION

(MEASURED ALONG ℄ SOLDIER PILE AND DRILLED SHAFT)

NOT FOR CONSTRUCTION
REFERENCE ONLY

SEQUENCE OF CONSTRUCTION:

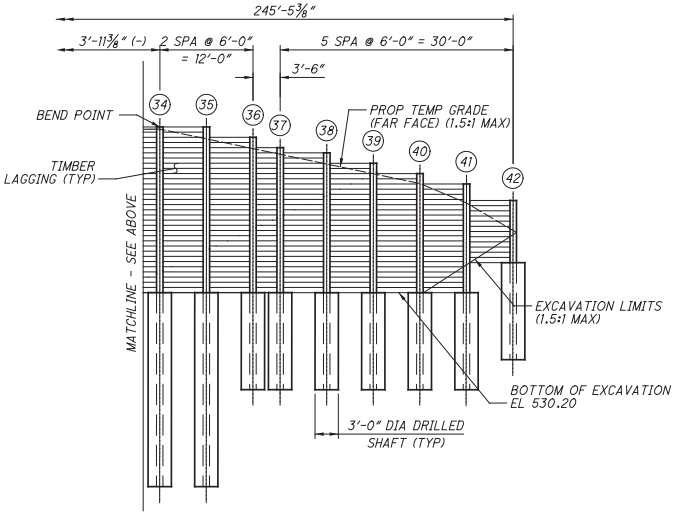
1. PREBORE HOLES FOR SOLDIER PILES. PROVIDE TEMPORARY CASING IF REQUIRED TO KEEP HOLE OPEN FOR PILE AND LOW STRENGTH MORTAR BACKFILL PLACEMENT.
2. INSTALL PILES AND PLACE LOW STRENGTH MORTAR AS SHOWN. REMOVE CASINGS AS LOW STRENGTH MORTAR BACKFILL IS PLACED.
3. INSTALL LAGGING AS EXCAVATION PROGRESSES FROM TOP DOWN. REMOVE LOW STRENGTH MORTAR FROM SOLDIER PILES AS NECESSARY TO INSTALL LAGGING. AT NO TIME SHOULD MORE THAN 3'-0" OF UNSUPPORTED EXCAVATION BE PERMITTED. BACKFILL ANY GAP BETWEEN THE BACK OF HARDWOOD LAGGING AND THE EXCAVATED SOIL FACE WITH NO. 57, CRUSHED CARBONATE STONE.
4. CONSTRUCT DETENTION BASIN AND PERFORM ANY ASSOCIATED WORK.
5. BACKFILL AND REMOVE SOLIDER PILES AND LAGGING TO 1'-0" BELOW FINAL GRADE OR ROADWAY BASE.

LEGEND

(#) - SOLDIER PILE NUMBER

NOTES:

1. FOR ADDITIONAL NOTES SEE SHEET 574/1045.
2. FOR ADDITIONAL SECTIONS AND DETAILS SEE SHEET 575/1045.
3. FOR PILE LOCATIONS AND TOP OF WALL ELEVATIONS SE SHEET 575/1045.



TEMPORARY SHORING WALL ELEVATION

(MEASURED ALONG ℄ SOLDIER PILE AND DRILLED SHAFT)

CALCULATED BDE
CHECKED RWM

TEMPORARY SHORING DETAILS
DETENTION BASIN 2

HAM-75-7.85

573
1045

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

DESIGN SPECIFICATIONS:

THE DESIGN CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND FHWA-RD-75-128 LATERAL SUPPORT SYSTEMS AND UNDERPINNING, 1976 (TIMBER LAGGINING DESIGN ONLY).

DESIGN DATA:

THE FOLLOWING ABOVE GRADE DESIGN DATA WAS OBTAINED FROM THE GEOTECHNICAL REPORT. SOIL PARAMETERS BELOW THE BOTTOM OF EXCAVATION ARE ASSUMED FROM SOIL BORING B-275-0-07. CONTRACTOR SHALL HAVE A CONFIRMATION BORING DRILLED BY LICENSED GEOTECHNICAL ENGINEER IN THE STATE OF OHIO AND CONFIRM WALL DESIGN.

ANGLE OF INTERNAL FRICTION OF RETAINED SOIL (DRAINED): ϕ = 26°
UNIT WEIGHT OF RETAINED SOILS = 115 PCF
ESTIMATED GROUND WATER TABLE ELEVATION = 516.00
MAXIMUM DEFLECTION LIMIT = 1.0% OF RETAINED WALL HEIGHT
LIVE LOAD SURCHARGE: NONE

SOLDIER PILES SHALL BE ASTM A709 GRADE 50 (YIELD STRENGTH = 50 KSI) OR AN ENGINEER APPROVED EQUAL.

LAGGING PLATES SHALL BE ASTM A709 GRADE 50 (YIELD STRENGTH = 50 KSI) OR AN ENGINEER APPROVED EQUAL.

LAGGING SHALL BE HARDWOOD WITH A MINIMUM THICKNESS OF 3 INCHES.

THE CONTRACTOR MAY CHOOSE THE METHOD OF ATTACHING THE LAGGING TO THE SOLDIER PILES. POSITIONING THE LAGGING OUTSIDE THE SOLDIER PILE FLANGES IS SHOWN. OTHER METHODS ARE ACCEPTABLE WITH APPROVAL FROM THE ENGINEER.

LOW STRENGTH MORTAR SHALL CONFORM TO C&MS ITEM 613.

CONSTRUCT DRILLED SHAFTS IN ACCORDANCE WITH C&MS ITEM 524. TEMPORARY CASINGS SHALL BE REMOVED PER C&MS 524.04.C WHILE THE LOW STRENGTH MORTAR IS WORKABLE.

WELDED STUDS SHALL BE INSTALLED IN ACCORDANCE WITH C&MS 513.22 AND AS SHOWN ON THE PLANS.

PRE AND POST CONSTRUCTION SURVEY:

BEFORE INSTALLATION OF TEMPORARY SHORING WALL BEGINS, CONDUCT A CONDITION SURVEY OF ALL EXISTING BUILDINGS, STRUCTURES, AND UTILITIES WITHIN 200 FEET OF THE TEMPORARY SHORING WALL. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS, STRUCTURES, AND UTILIZES PRIOR TO TEMPORARY SHORING WALL CONSTRUCTION, SO THAT CLAIMS OF DAMAGE CAUSED BY TEMPORARY SHORING WALL CONSTRUCTION CAN BE VERIFIED.

RECORD THE PRE AND POST CONSTRUCTION CONDITION OF EXISTING STRUCTURES AND BUILDING MATERIALS, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT INTERIOR WALLS, CEILINGS, AND FLOORS THAT ARE ACCESSIBLE. INSPECT THE EXTERIOR OF THE BUILDING THAT IS VISIBLE FROM GROUND LEVEL. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.

IF THE OWNER OR OCCUPANTS FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRE CONSTRUCTION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT.

SUBMIT A FINAL REPORT TO THE ENGINEER THAT SUMMARIZES THE PRE AND POST CONSTRUCTION CONDITION OF THE BUILDINGS, STRUCTURES, AND UTILITIES, AND THAT IDENTIFIES AREAS OF CONCERN.

BASIS OF PAYMENT:

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 SUPPORTS THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATIVE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. THE DEPARTMENT WILL NOT MAKE ADDITIONAL PAYMENT FOR PROVIDING AN ALTERNATE DESIGN.

ALL WORK NECESSARY TO CONSTRUCT THE TEMPORARY SOLDIER PILE WALL AS SHOWN IN THE PLANS, INCLUDING ALL NECESSARY MATERIAL, LABOR, AND INCIDENTAL ITEMS SHALL BE INCLUDED WITH ITEM 503-COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, FOR PAYMENT.

NOT FOR CONSTRUCTION
REFERENCE ONLY

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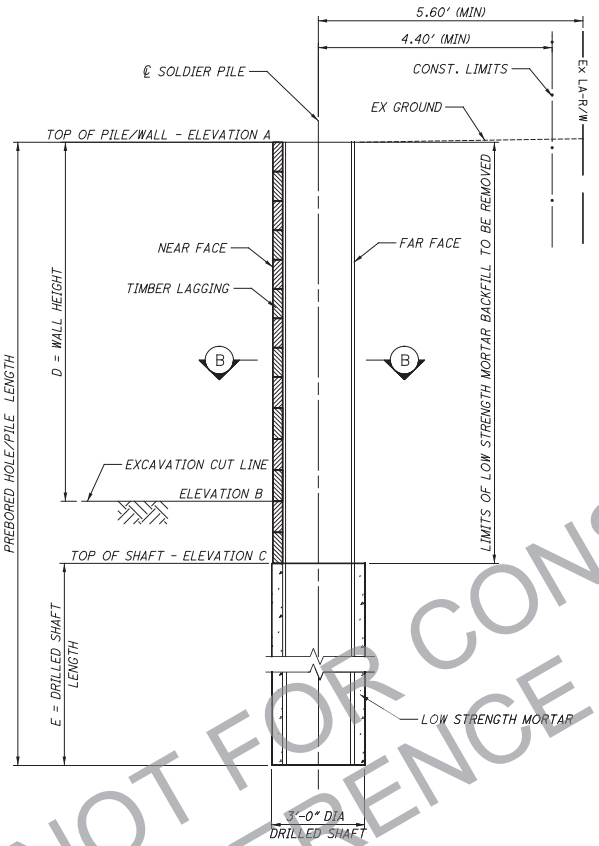
CALCULATED BDE
CHECKED RWM

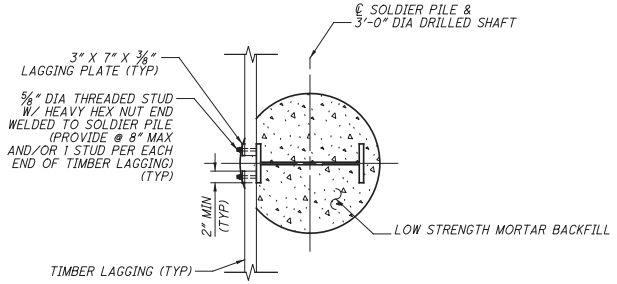
TEMPORARY SHORING GENERAL NOTES
DETENTION BASIN 2

HAM-75-7.85



SECTION A-A

TEMPORARY SOLDER PILE WALL DATA TABLE									
SOLDIER PILE NUMBER	STA (ALONG ℄ CONST. S.R. 562)	OFFSET (ALONG ℄ CONST. S.R. 562)	TOP OF PILE/WALL ELEVATION A	EXCAVATION CUT LINE ELEVATION B	TOP OF SHAFT ELEVATION C	WALL HEIGHT D	DRILLED SHAFT LENGTH E	PREBORED HOLE/PILE LENGTH	SOLDIER PILE SIZE
1	20+15.06	75.37' LT	548.47	548.47	543.25	0.00'	15.00'	20.22'	W27x129
2	20+23.06	75.37' LT	548.66	543.25	538.03	5.41'	15.00'	25.63'	W27x129
3	20+31.06	75.37' LT	548.71	538.03	534.12	10.68'	15.00'	29.60'	W27x129
4	20+37.06	75.37' LT	549.16	534.12	530.20	15.05'	25.00'	43.96'	W27x129
5	20+43.06	75.37' LT	549.31	530.20	530.20	19.11'	25.00'	44.11'	W27x129
6	20+49.06	75.37' LT	549.84	530.20	530.20	19.64'	25.00'	44.64'	W27x129
7	20+55.06	75.37' LT	549.80	530.20	530.20	19.60'	25.00'	44.60'	W27x129
8	20+61.06	75.37' LT	549.49	530.20	530.20	19.29'	25.00'	44.29'	W27x129
9	20+67.06	75.37' LT	549.68	530.20	530.20	19.48'	25.00'	44.48'	W27x129
10	20+73.06	75.37' LT	549.99	530.20	530.20	19.79'	25.00'	44.79'	W27x129
11	20+79.06	75.37' LT	549.80	530.20	530.20	19.60'	25.00'	44.60'	W27x129
12	20+85.06	75.37' LT	550.07	530.20	530.20	19.87'	25.00'	44.87'	W27x129
13	20+91.06	75.37' LT	549.62	530.20	530.20	19.42'	25.00'	44.42'	W27x129
14	20+97.06	75.37' LT	549.72	530.20	530.20	19.52'	25.00'	44.52'	W27x129
15	21+03.06	75.37' LT	550.26	530.20	530.20	20.06'	25.00'	45.06'	W27x129
16	21+09.06	75.37' LT	550.60	530.20	530.20	20.40'	25.00'	45.40'	W27x129
17	21+15.06	75.37' LT	550.56	530.20	530.20	20.36'	25.00'	45.36'	W27x129
18	21+21.06	75.37' LT	550.35	530.20	530.20	20.15'	25.00'	45.15'	W27x129
19	21+27.06	75.37' LT	550.69	530.20	530.20	20.49'	25.00'	45.49'	W27x129
20	21+33.06	75.37' LT	550.38	530.20	530.20	20.18'	25.00'	45.18'	W27x129
21	21+39.06	75.37' LT	550.48	530.20	530.20	20.28'	25.00'	45.28'	W27x129
22	21+45.06	75.37' LT	550.67	530.20	530.20	20.47'	25.00'	45.47'	W27x129
23	21+51.06	75.37' LT	550.72	530.20	530.20	20.52'	25.00'	45.52'	W27x129
24	21+57.06	75.37' LT	551.07	530.20	530.20	20.87'	25.00'	45.87'	W27x129
25	21+63.06	75.37' LT	550.94	530.20	530.20	20.74'	25.00'	45.74'	W27x129
26	21+69.06	75.37' LT	551.36	530.20	530.20	21.16'	25.00'	46.16'	W27x129
27	21+75.06	75.37' LT	550.61	530.20	530.20	20.41'	25.00'	45.41'	W27x129
28	21+81.06	75.37' LT	550.72	530.20	530.20	20.52'	25.00'	45.52'	W27x129
29	21+87.06	75.37' LT	550.92	530.20	530.20	20.72'	25.00'	45.72'	W27x129
30	21+93.06	75.37' LT	550.72	530.20	530.20	20.52'	25.00'	45.52'	W27x129
31	21+99.06	75.37' LT	550.92	530.20	530.20	20.72'	25.00'	45.72'	W27x129
32	22+05.06	75.37' LT	551.38	530.20	530.20	21.18'	25.00'	46.18'	W27x129
33	22+11.06	75.37' LT	551.92	530.20	530.20	21.72'	25.00'	46.72'	W27x129
34	22+14.08	72.84' LT	551.35	530.20	530.20	21.15'	25.00'	46.15'	W27x129
35	22+14.08	66.84' LT	548.87	530.20	530.20	18.67'	25.00'	43.67'	W27x129
36	22+14.08	60.84' LT	546.65	530.20	530.20	16.45'	15.00'	31.45'	W27x129
37	22+14.08	57.34' LT	545.40	530.20	530.20	15.20'	15.00'	30.20'	W27x129
38	22+14.08	51.34' LT	543.81	530.20	530.20	13.61'	15.00'	28.61'	W27x129
39	22+14.08	45.34' LT	544.39	530.20	530.20	14.19'	15.00'	29.19'	W27x129
40	22+14.08	39.34' LT	542.33	530.20	530.20	12.13'	15.00'	27.13'	W27x129
41	22+14.08	33.34' LT	540.26	530.20	530.20	10.06'	15.00'	25.06'	W27x129
42	22+14.08	27.34' LT	538.20	534.20	530.20	4.00'	15.00'	23.00'	W27x129



SECTION B-B

NOT FOR CONSTRUCTION
REFERENCE ONLY

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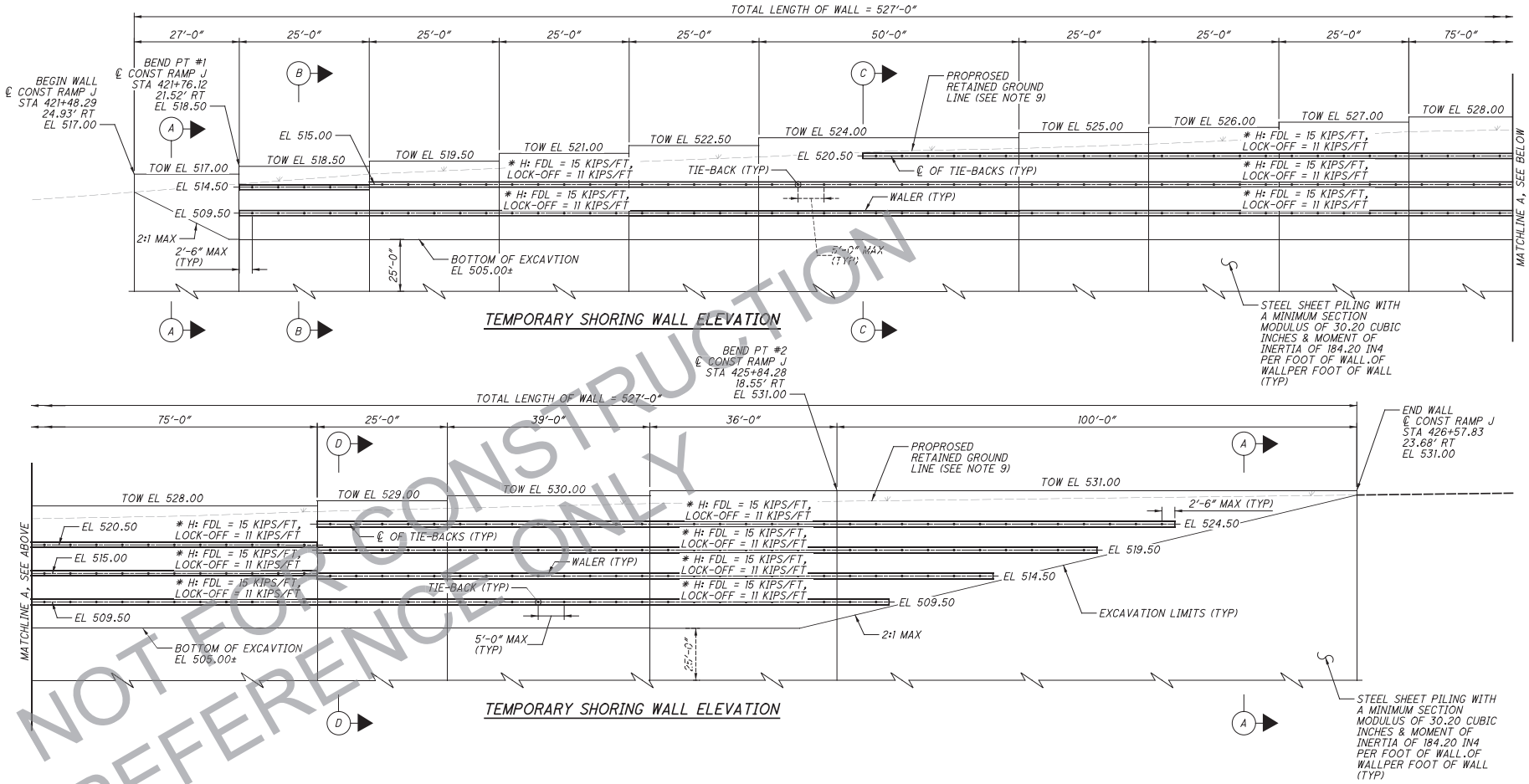
CALCULATED BDE CHECKED RWM

TEMPORARY SHORING DETAILS DETENTION BASIN 2

HAM-75-7.85



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REFERENCE ONLY

LEGEND

* = LENGTH OF TIE-BACKS TO BE DETERMINED BY CONTRACTOR.

H = HORIZONTAL COMPONENT OF REQUIRED TIE-BACK DESIGN LOAD PER FOOT OF WALER.

FDL = FACTORED DESIGN LOAD.

NOTES

1. FOR SHEET PILING LOCATIONS, SEE SITE PLAN ON SHEET 572
2. FOR SECTIONS A-A, B-B, C-C AND D-D, SEE SHEET 577
3. SHEET PILING SHALL MEET THE REQUIREMENTS OF CMS 711.03. MINIMUM YIELD STRENGTH SHALL BE 50 KSI.
4. THE MAXIMUM SPACING OF THE TIE-BACKS IS 5'-0" AND MINIMUM OF 3 TIE-BACKS PER WALER IS REQUIRED.
5. INSTALL AND TEST TIE-BACKS IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 866, GROUND ANCHORS, 2017, ODOT.
6. TEMPORARY TIE-BACKS DO NOT REQUIRE CORROSION PROTECTION.
7. FILL THE VOID BETWEEN THE DRILL HOLE AND THE SHEATHING OF THE UNBOUNDED LENGTH WITH GROUT.
8. PAYMENT FOR SHEET PILING, TIE-BACKS, WALERS, EXPANSION ANCHORS, STEEL ANGLES, REMOVAL OF ALL COMPONENTS AFTER NO LONGER NECESSARY FOR SPECIFIC CONSTRUCTION PHASE, AND ALL OTHER ITEMS ASSOCIATED WITH TEMPORARY SHORING WILL BE INCLUDING IN THE CONTRACT LUMP SUM PRICE FOR "COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN, STORMWATER DETENTION #3.
9. PROPOSED GROUND LINE REPRESENTS PROPOSED RAMP J CONSTRUCTION UPON DURING MOT PHASE 2. GROUND LINE SHALL BE CONSIDERED APPROXIMATE.

CALCULATED M.JR
CHECKED RWH

TEMPORARY SHORING DETAILS - DETENTION BASIN 3

HAM-75-7.85

576
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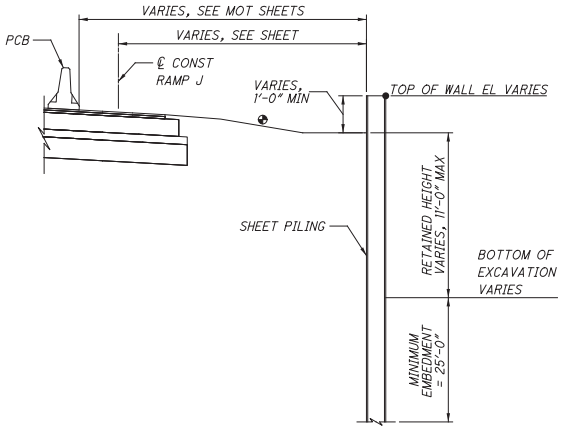
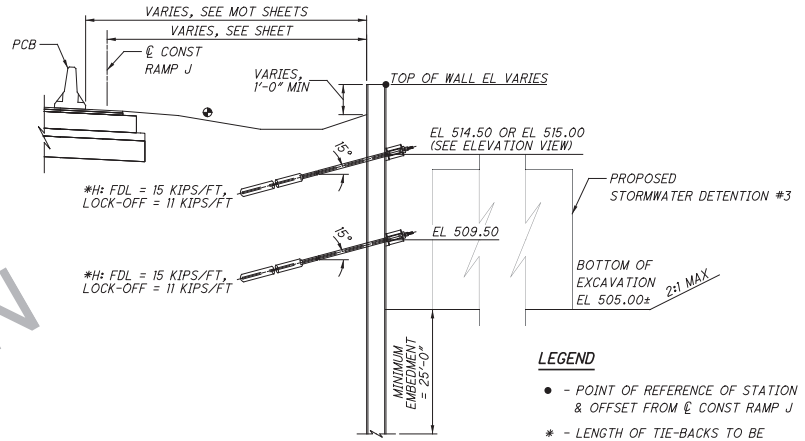
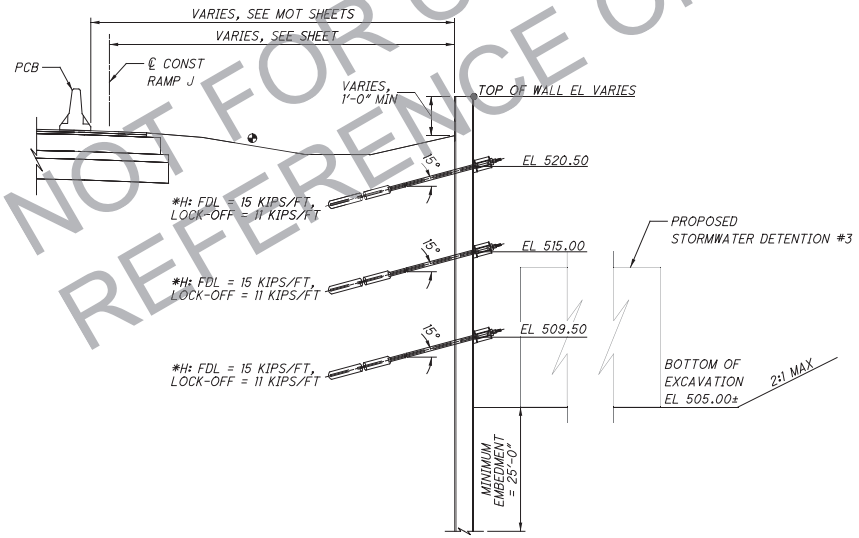


SECTION A-A



SECTION B-B



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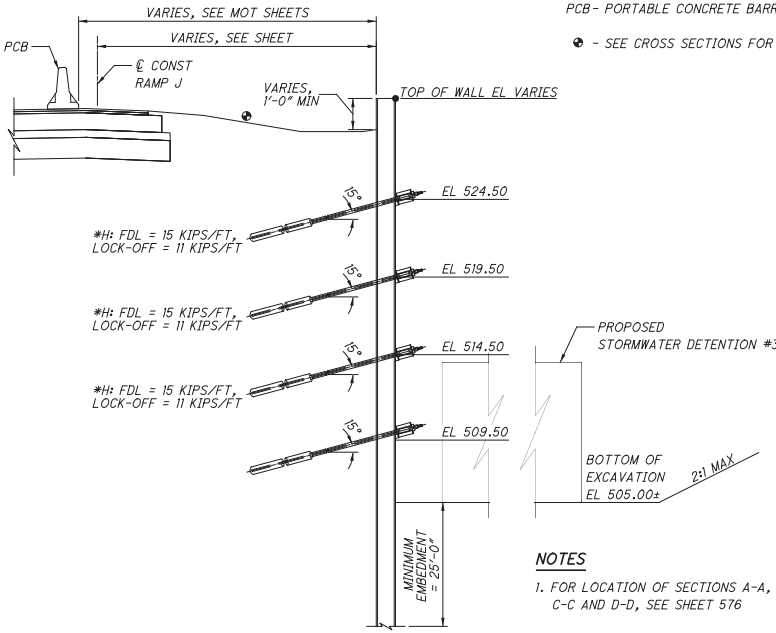

SECTION D-D

LEGEND

- ● - POINT OF REFERENCE OF STATION & OFFSET FROM ℄ CONST RAMP J
- ✱ - LENGTH OF TIE-BACKS TO BE DETERMINED BY CONTRACTOR.
- H - HORIZONTAL COMPONENT OF REQUIRED TIE-BACK DESIGN LOAD PER FOOT OF WALER.
- FDL - FACTORED DESIGN LOAD
- PCB - PORTABLE CONCRETE BARRIER
- ◒ - SEE CROSS SECTIONS FOR GRADING

NOTES

1. FOR LOCATION OF SECTIONS A-A, B-B, C-C AND D-D, SEE SHEET 576
2. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 576 AND SHEET 575
3. FOR SITE PLAN, SEE SHEET 572

NOT FOR CONSTRUCTION
REFERENCE ONLY

CALCULATED M.J.R
CHECKED R.W.H

TEMPORARY SHORING DETAILS - DETENTION BASIN 3

HAM-75-7.85

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1045

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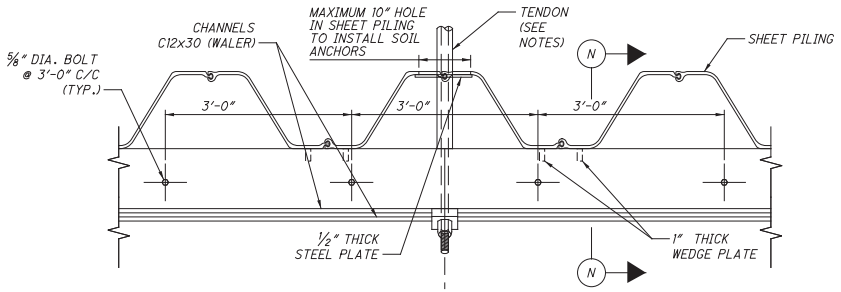
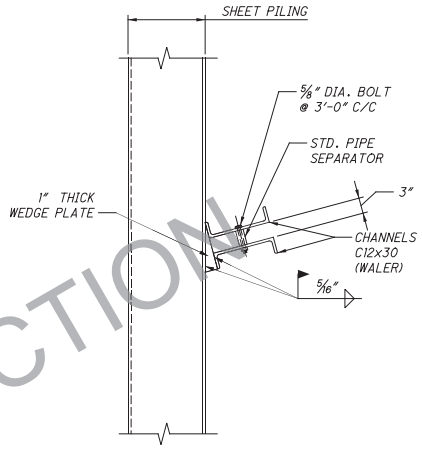
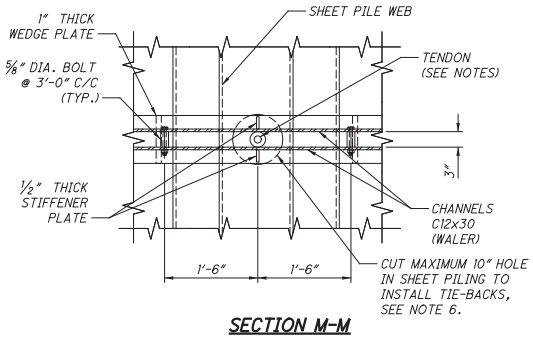


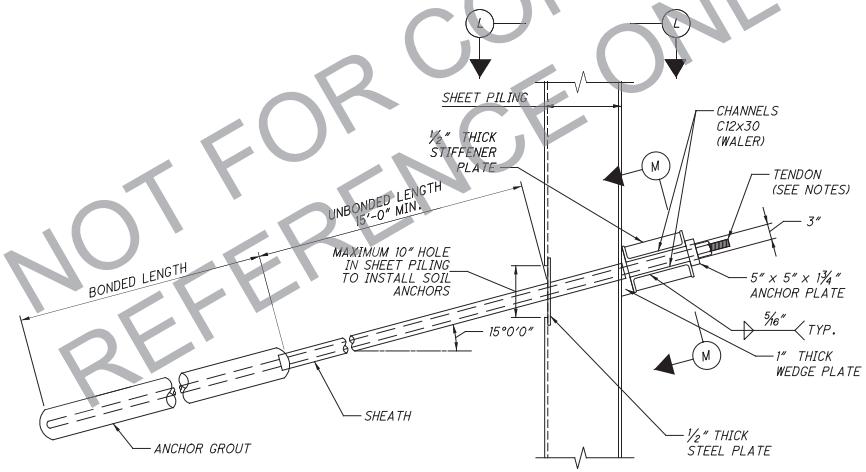
VIEW L-L



SECTION N-N



SECTION M-M



TYPICAL TIE-BACK DETAIL

NOTES

1. TENDON SHALL BE EITHER A 1 3/8" DIAMETER THREADED BAR (ASTM A722 GRADE 150) OR A LOW RELAXATION FOUR-STRAND (ASTM A416 GRADE 270) SEVEN-WIRE UNCOATED STRAND.

2. ALL STEEL SHALL BE GRADE 50. ALL BOLTS SHALL BE 5/8" DIA. HIGH STRENGTH BOLTS ASTM A325.

3. SEE GENERAL NOTES FOR ABBREVIATION LEGEND.

4. THE HOLES FOR THE ANCHORS WILL NOT BE CUT UNTIL AFTER DRIVING IS COMPLETE.

5. INSTALL AND TEST TIE-BACKS IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 866.

NOT FOR CONSTRUCTION REFERENCE ONLY

CALCULATED MJR CHECKED RWH

TEMPORARY SHORNG DETAILS - DETENTION BASIN 3

HAM-75-7.85

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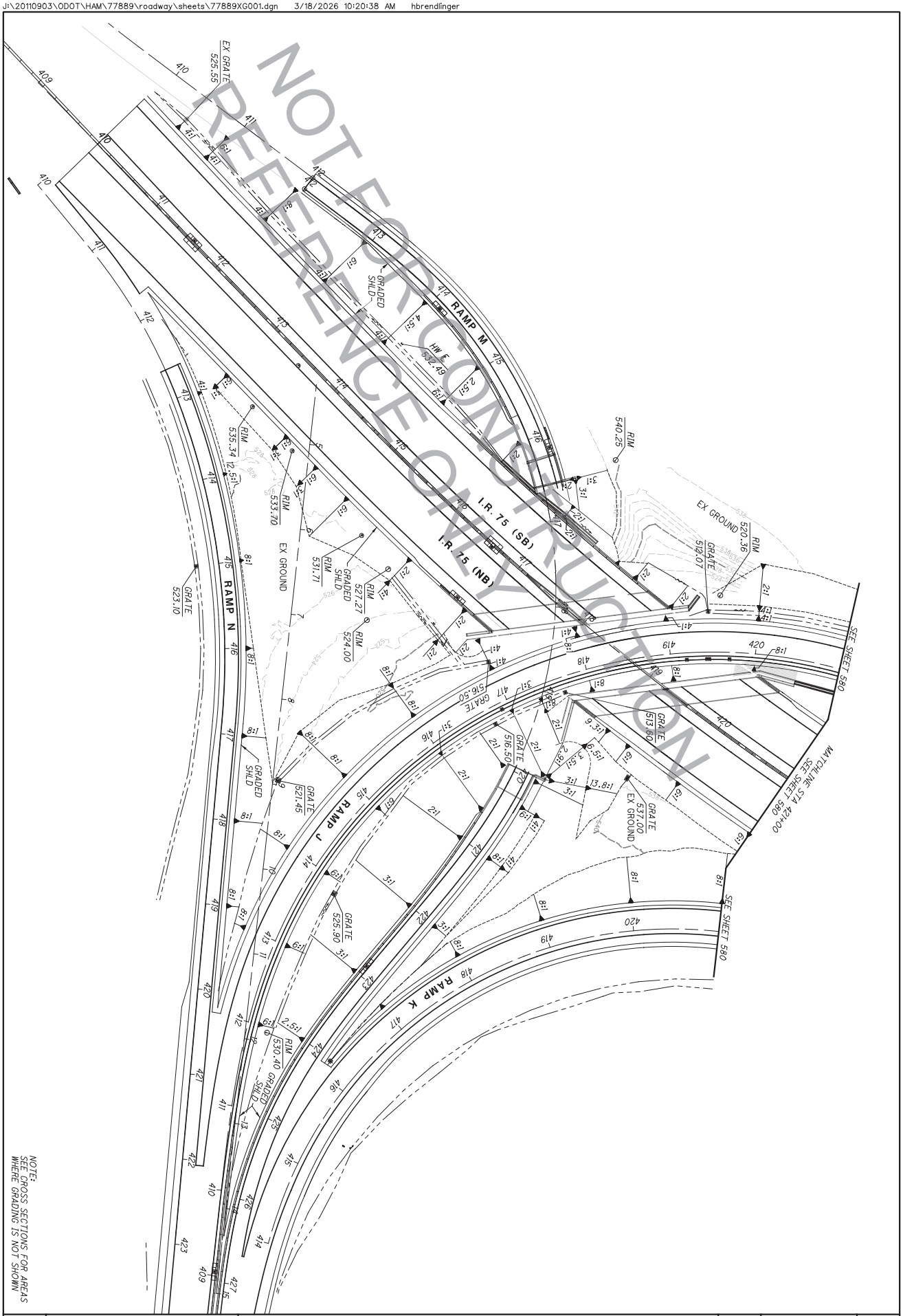
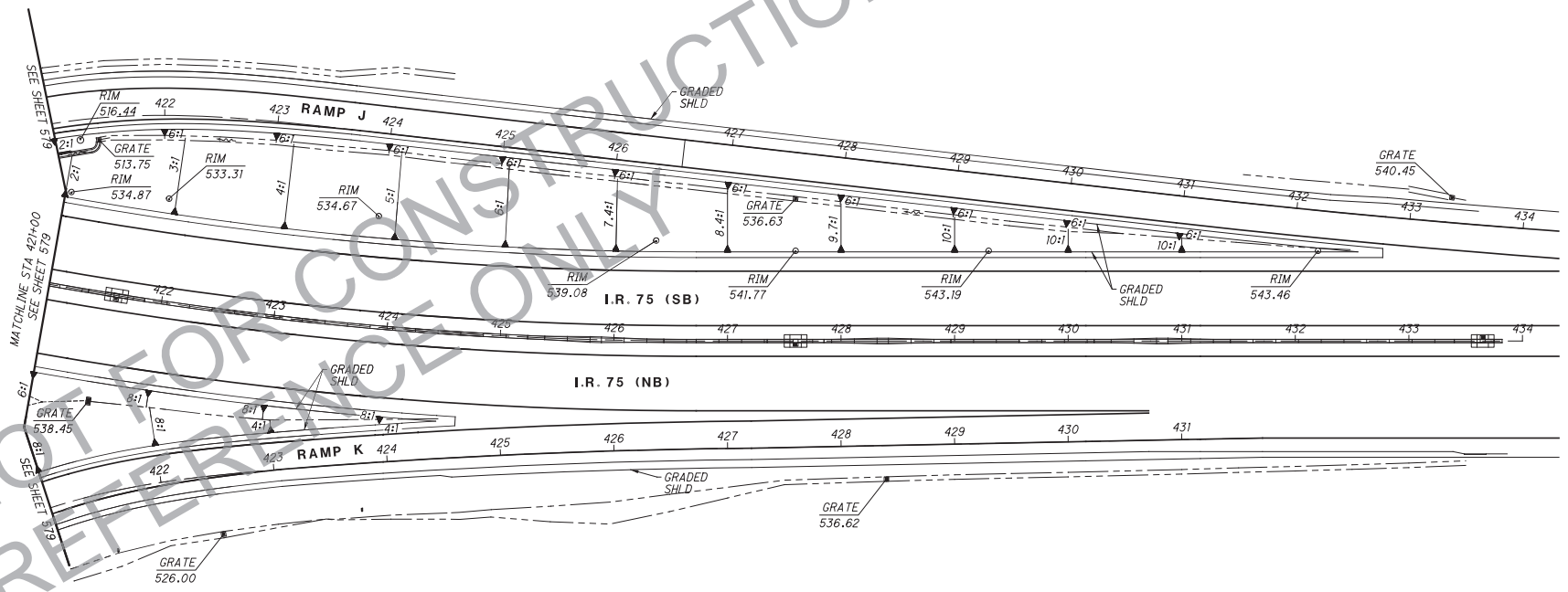


NOTE:
SEE CROSS SECTIONS FOR AREAS WHERE GRADING IS NOT SHOWN

579 / 1045	HAM-75-7.85	GRADING DETAILS NORWOOD LATERAL INTERCHANGE	CALCULATED CHECKED	0 50 25 100 HORIZONTAL SCALE IN FEET



NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTE:
SEE CROSS SECTIONS FOR AREAS
WHERE GRADING IS NOT SHOWN

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED | CHECKED

GRADING DETAILS
NORWOOD LATERAL INTERCHANGE

HAM-75-7.85

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1045

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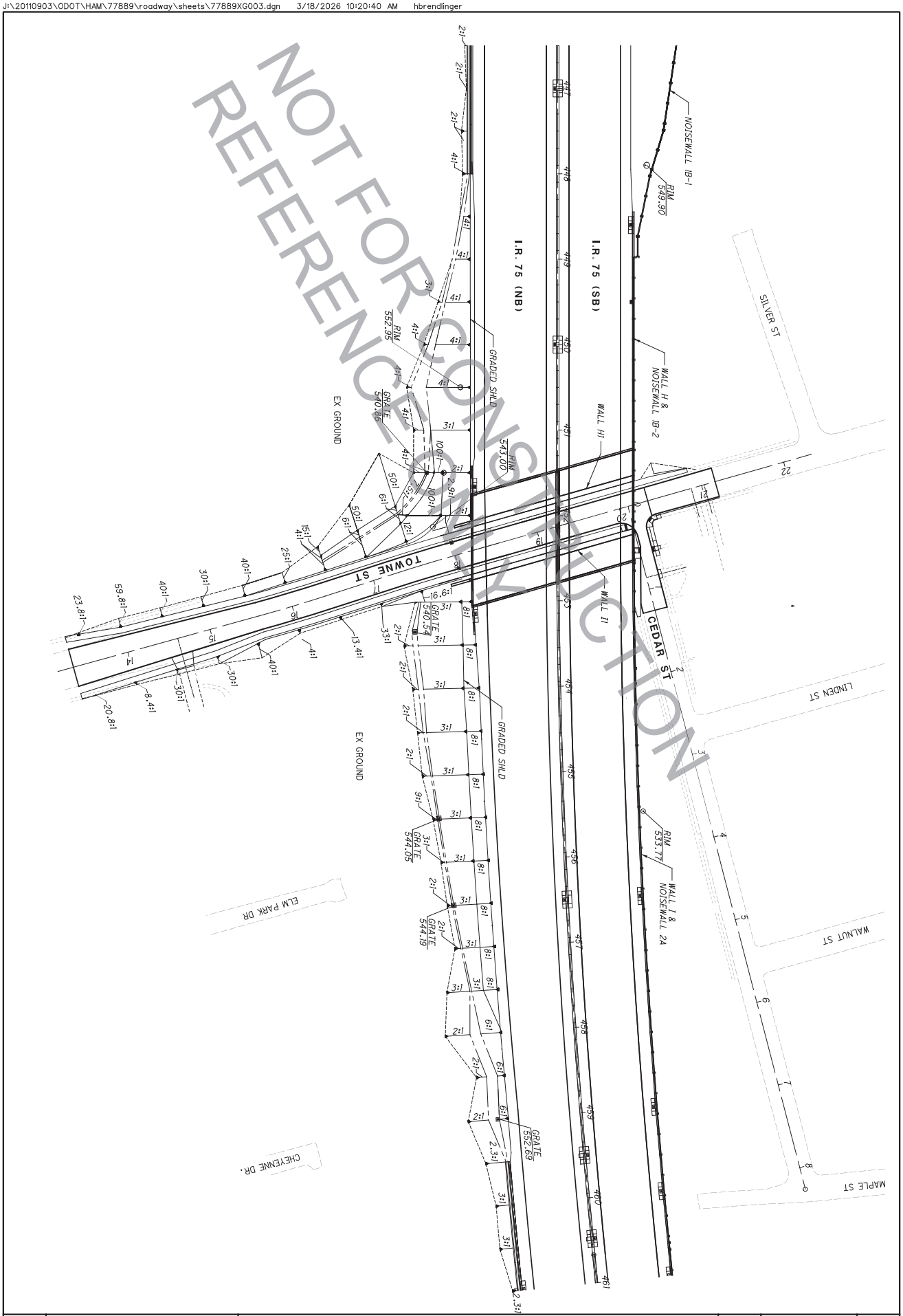
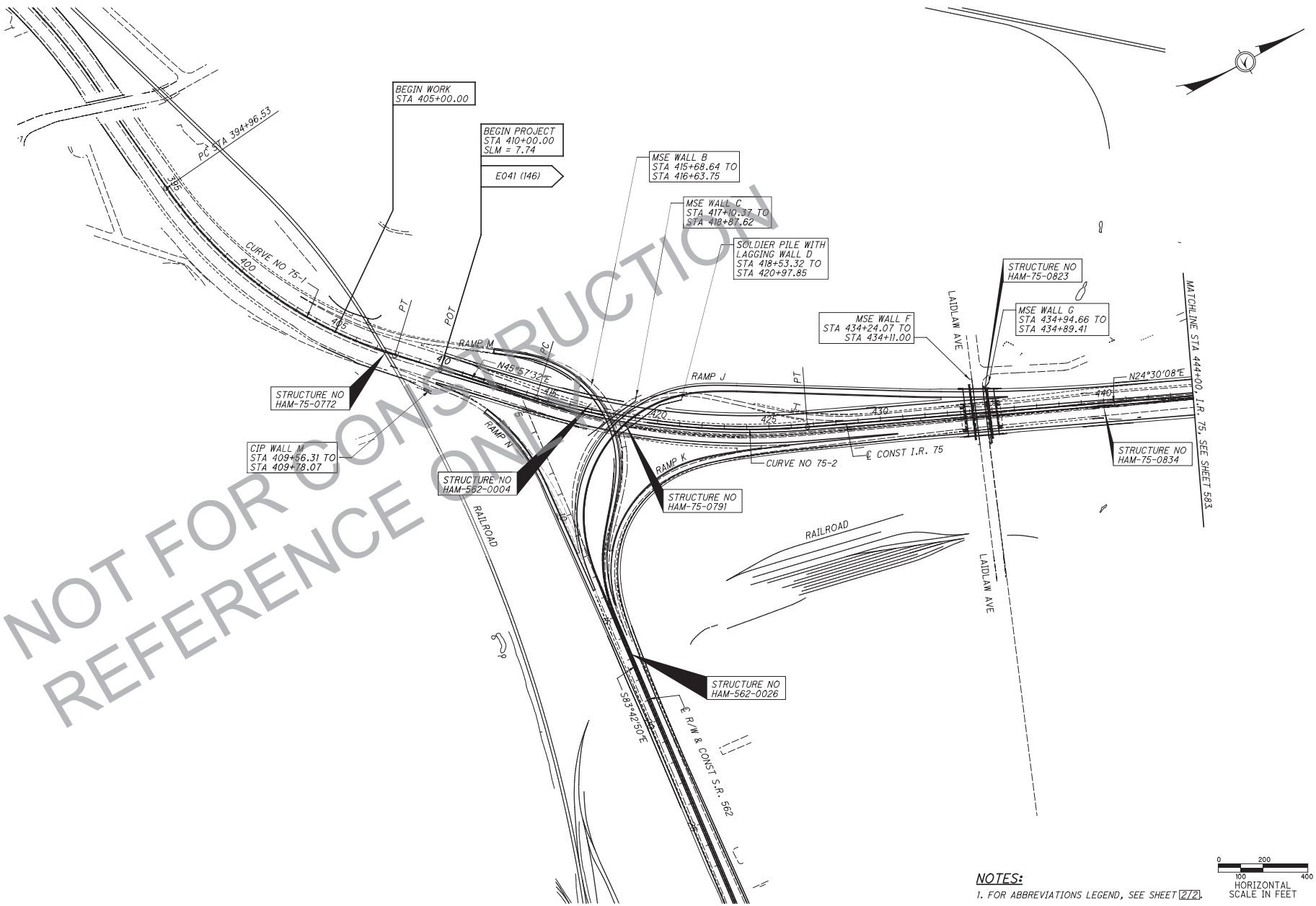


581 / 1045	HAM-75-7.85	GRADING DETAILS TOWNE ST INTERCHANGE	CALCULATED CFR CHECKED SEK	0 50 25 100 HORIZONTAL SCALE IN FEET



NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:

1. FOR ABBREVIATIONS LEGEND, SEE SHEET 272.

0 100 200 400
HORIZONTAL SCALE IN FEET

RETAINING WALL SCHEMATIC PLAN 1 OF 2
STA 410+00 TO STA 444+00

HAM-75-7.85
PID No. 121447

DESIGNED MMS
CHECKED JWE
DRAWN MMS
REVISED
REVIEWED SSK
DATE 3-18-26
STRUCTURE FILE NUMBER

RESOURCE INTERNATIONAL INC.
6519 PROFESSIONAL PARKWAY
COLUMBUS, OHIO 43137
(614) 823-4949

1 / 2

582
1045

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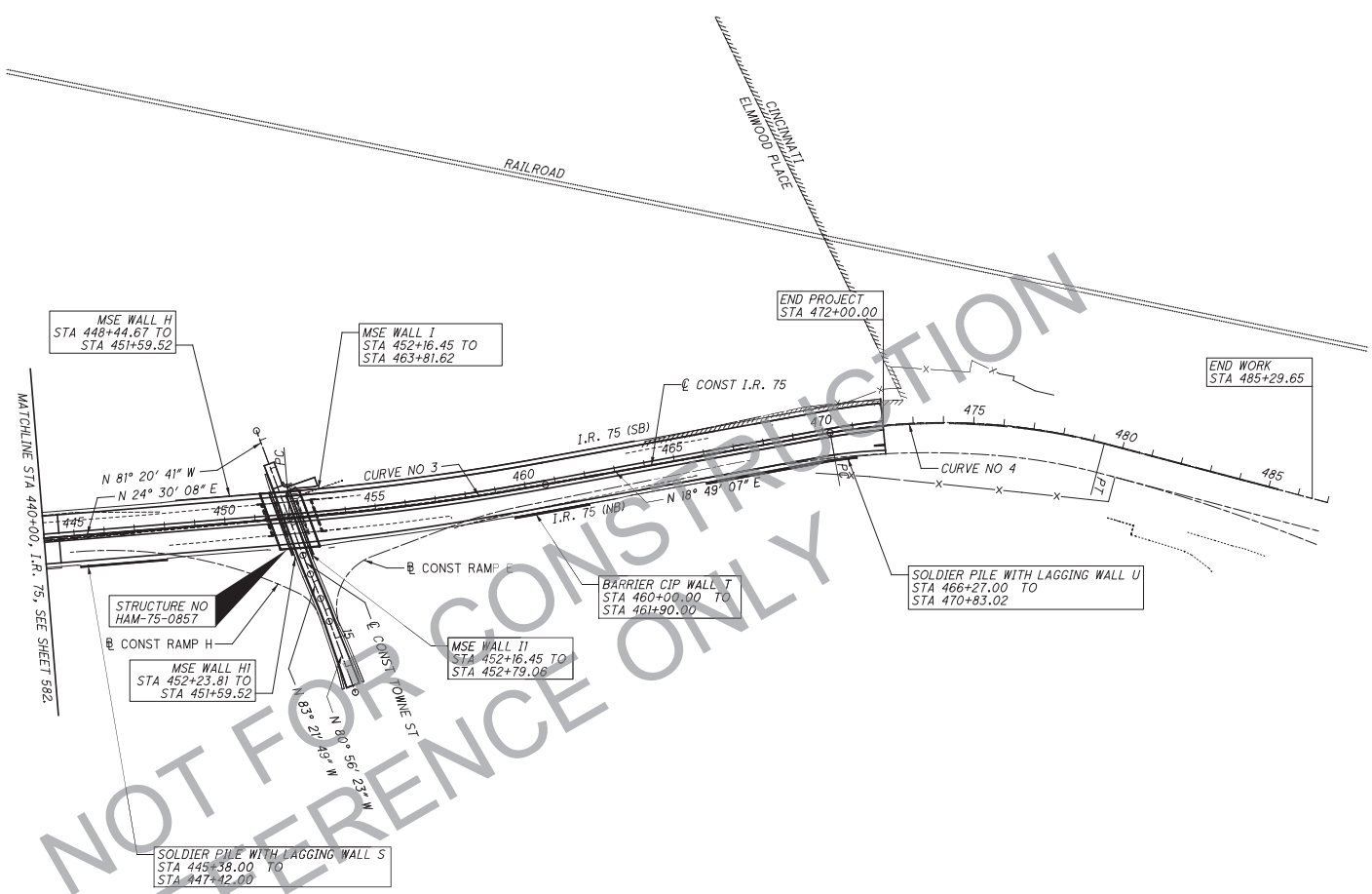

NOT FOR CONSTRUCTION
REFERENCE ONLY

ABBREVIATIONS:

AVE = AVENUE
CONST = CONSTRUCTION
CIP = CAST IN PLACE
EOP = EDGE OF PAVEMENT
EX = EXISTING
MSE = MECHANICALLY STABILIZED EARTH
NO = NUMBER
I.R. 75 = INTERSTATE ROUTE 75
PROP = PROPOSED
NB = NORTHBOUND
SB = SOUTHBOUND
SLM = STRAIGHT LINE MILEAGE
ST = STREET
STA = STATION
TWP = TOWNSHIP

0 200
100 400
HORIZONTAL
SCALE IN FEET

RESOURCE INTERNATIONAL INC.
6559 PROMINENCE AVE. 43017
COLUMBUS, OHIO
(614) 823-4949

DESIGNED MMS
DRAWN MMS
REVIEWED SSK
DATE 3-18-26
CHECKED JWE
REVISED
STRUCTURE FILE NUMBER

RETAINING WALL SCHEMATIC PLAN 2 OF 2

STA 444+00 TO STA 472+00

HAM-75-7.85
PID No. 121447

2 / 2

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PROPOSED WORK
THE PROPOSED WORK CONSISTS OF BUILDING SOLDIER PILE WITH LAGGING RETAINING WALLS ALONG I.R. 75 AS FOLLOWS:
WALLS D (ANCHORED), S, AND U.

REFERENCE SHALL BE MADE TO SUPPLEMENTAL SPECIFICATION
866 DATED 4-21-17

REFERENCE SHALL BE MADE TO SUPPLEMENT
1083 DATED 1-20-17

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

DESIGN DATA
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4000 PSI
REINFORCING STEEL - ASTM A615 OR A996 GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI
STRUCTURAL STEEL FOR SOLDIER PILES - ASTM A709 GRADE 50 YIELD STRENGTH 50,000 PSI

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN
THIS WORK CONSISTS OF EXCAVATION OF THE SOIL IN BETWEEN THE SOLDIER PILES TO PERMIT LAGGING INSTALLATION OR EMBANKMENT REQUIRED TO CREATE A DRILLING BENCH TO INSTALL SOLDIER PILES. EACH WALL IS TO BE CONSTRUCTED IN A TOP-DOWN MANNER. THEREFORE, EXCAVATION OF THE NEW WALL SHALL BE MINIMIZED UNTIL ALL SOLDIER PILES ARE INSTALLED. IT IS NOT ACCEPTABLE TO EXCAVATE MORE THAN 3 FEET OF EXISTING GRADE FOR INSTALLATION OF SOLDIER PILES. THE EXCAVATION SHALL BE PERFORMED IN ACCORDANCE WITH CMS 503, EXCEPT AS MODIFIED AND SHOWN ON THIS SHEET.

MAINTENANCE OF TRAFFIC
FOR MAINTENANCE OF TRAFFIC DETAILS, SEE THE ROADWAY PLANS.

ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES HP12X53:
ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES W18X86:
THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL SOLDIER PILES INTO DRILLED HOLES AS WELL AS MONITORING PLUMBNESS. FURNISH SOLDIER PILES CONSISTING OF STRUCTURAL STEEL MEMBERS THAT MEET THE PLAN REQUIREMENTS AND CONFORM TO ASTM A709, GRADE 50. DO NOT FIELD WELD OR SPLICE STEEL SOLDIER PILES.

MEASUREMENT FOR PAYMENT WILL BE THE DISTANCE BETWEEN THE ENDS OF THE SOLDIER PILE. PAYMENT IS FULL COMPENSATION FOR FURNISHING AND PLACING THE SOLDIER PILES AND MONITORING THEIR PLUMBNESS UNTIL THE PLACEMENT OF THE CONCRETE FACING HAS BEGUN. THE DEPARTMENT WILL PAY FOR SOLDIER PILES AT THE CONTRACT UNIT PRICE BID PER FOOT FOR ITEM 507 STEEL PILES, MISC.: SOLDIER PILES.

ITEM 511 - CLASS QC1 CONCRETE, RETAINING/WINGWALL, NOT INCLUDING FOOTING, AS PER PLAN:
THE CUBIC YARD CONCRETE QUANTITY IS BASED ON BOTH THE STRUCTURAL THICKNESS OF THE WALL PLUS AN ADDITIONAL 2" AESTHETIC THICKNESS DUE TO THE FORMLINER. COST OF FORMLINERS FOR THE AESTHETIC TREATMENT SHALL BE INCLUDED IN THE PRICE BID PER CUBIC YARD FOR THIS ITEM. THE AESTHETIC TREATMENT SHALL BE AN "ASHLAR STONE", ARCHITECTURAL POLYMER 9050. ALL WALLS (UNLESS SPECIFIED) SHALL HAVE ARCHITECTURAL POLYMERS 9050, USING THE PATTERN OUTLINED PER SHEET 667/1045 . FINISH WITH A MINIMUM OF 1" AND A MAXIMUM OF 2" RELIEF. HORIZONTAL CONSTRUCTION JOINTS ARE PROHIBITED FOR THE CAST-IN-PLACE FACING FOR BOTH CANTILEVERED SOLDIER PILE WALLS AND ANCHORED WALLS.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN
SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) SHALL BE APPLIED TO ALL EXPOSED SURFACES OF THE CONCRETE FACING OF THE RETAINING WALL INCLUDING THE TOP, BACK SIDE OF WALL DOWN TO THE GUTTER OR TOE OF BARRIER, AND THE FRONT VERTICAL SIDE OF THE CONCRETE FROM TOP TO BOTTOM. THE FINISH COAT COLOR FOR THE RETAINING WALL SHALL BE LIGHT NEUTRAL MEETING FEDERAL COLOR STANDARD NO. 595B-17778. THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE AESTHETIC TREATMENT FINISH WITH THE MINIMUM OF 1" AND MAXIMUM OF 2" RELIEF SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD PER CMS 512.09.

ITEM 512 - TYPE 2 WATERPROOFING, AS PER PLAN
TYPE 2 WATERPROOFING SHALL BE ATTACHED TO THE WOOD LAGGING, 3 FEET WIDE FULL HEIGHT CENTERED AT ALL EXPANSION AND CONTRACTION JOINTS. TYPE 2 WATERPROOFING SHALL ALSO BE ATTACHED TO THE BACK OF THE JOINTS AND THE CONCRETE FACING ABOVE THE SOLDIER PILES & LAGGING.

ITEM 512 - SEALING OF CONCRETE SURFACES (PERMANENT GRAFFITI PROTECTION), AS PER PLAN
APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE AESTHETIC TREATMENT FINISH WITH THE MINIMUM OF 1" AND MAXIMUM OF 2" RELIEF SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD PER CMS 512.09.

ITEM 524 - DRILLED SHAFTS, 24" DIAMETER, ABOVE BEDROCK, AS PER PLAN (WALLS D, AND S)
ITEM 524 - DRILLED SHAFTS, 30" DIAMETER, ABOVE BEDROCK, AS PER PLAN (WALL U)
THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE AND LAGGING WALLS. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFT. FURNISH AND INSTALL THE DRILLED SHAFTS IN ACCORDANCE WITH CMS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.

EXCAVATE THE HOLE FOR THE DRILLED SHAFT WITHIN 3 INCHES OF THE PLAN LOCATION. THE DESIGN IS BASED ON A MINIMUM TIP ELEVATION AS NOTED IN THE TABLE ON SHEETS 17725 & 23725. IF FIELD CONDITIONS INDICATE GREATER DEPTHS, NOTIFY THE ENGINEER FOR FURTHER EVALUATION.

ALIGN THE SOLDIER PILE VERTICALLY WITHIN THE HOLE. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS AND THE TOP IS AT THE PLAN ELEVATION. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT. DO NOT ALLOW THE VERTICAL ALIGNMENT OF THE SOLDIER PILE TO VARY BY MORE THAN 1/4" PER FOOT OF DEPTH. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES.

USE CLASS QC1 CONCRETE ACCORDING TO CMS 511. PLACE CONCRETE TO THE ELEVATION OF THE BOTTOM OF THE LAGGING. THE CONTRACTOR MAY PLACE CONCRETE USING THE FREE FALL METHOD PROVIDED THE DEPTH OF WATER IS LESS THAN 6 INCHES AND THE CONCRETE FALLS WITHOUT STRIKING THE SIDES OF THE HOLE. POURING CONCRETE ALONG THE WEB OF THE SOLDIER PILE IS ACCEPTABLE.

CHECK THE POSITION, THE VERTICAL ALIGNMENT, AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES.

FILL THE HOLE ABOVE THE BOTTOM OF THE LAGGING TO THE EXISTING GROUND SURFACE WITH LOW STRENGTH MORTAR BACKFILL (LSM) PER ITEM 613. REMOVE CONCRETE AND LSM AS EVEN WITH THE FRONT FACE OF THE SOLDIER PILE IN ORDER TO PLACE THE LAGGING.

THE DEPARTMENT WILL CONSIDER CONSTRUCTION OF THE DRILLED SHAFTS FOR THE INSTALLATION OF THE SOLDIER PILES UTILIZING CONTINUOUS FLIGHT AUGER (CFA) METHODS. USE OF CFA METHODS IS CONSIDERED AN ALTERNATIVE TO ITEM 524 - DRILLED SHAFTS, 24" DIAMETER, ABOVE BEDROCK, AS PER PLAN OR ITEM 524 - DRILLED SHAFTS, 30" DIAMETER, ABOVE BEDROCK, AS PER PLAN. THE CONTRACTOR SHALL SUBMIT THE CFA INSTALLATION PLAN IN LIEU OF THE DRILLED SHAFT INSTALLATION. THE CFA INSTALLATION PLAN SHALL INCLUDE THE PROVISIONS OUTLINED IN ITEM 524. THE CONTINUOUS FLIGHT AUGERS MUST BE HOLLOW, AND CONTINUOUS TO INDUCE PLACEMENT OF THE GROUT/LSM UNDER PRESSURE AT THE BOTTOM OF THE DRILLED EXCAVATION. ONCE THE DESIGN SHAFT TIP ELEVATION IS REACHED, PLACE THE GROUT/LSM TO THE ELEVATIONS SHOWN IN THE PROJECT PLANS BY PUMPING. A MINIMUM OF 10 FT. OF PRESSURE HEAD MUST BE MAINTAINED DURING CASTING OF THE SHAFT. PROVIDE A CALIBRATED, AUTOMATED INLINE MONITORING SYSTEM TO DOCUMENT THE QUANTITY OF GROUT/LSM PLACED IN THE DRILLED EXCAVATION. SUBMIT THE FLOWMETER DOCUMENTATION FOR EACH DRILLED SHAFT TO THE ENGINEER THE DAY AFTER SHAFT CASTING. IMMEDIATELY RE-DRILL ANY SHAFT (DO NOT PLACE SOLDIER BEAM) IN WHICH THE AMOUNT OF GROUT/LSM UTILIZED IS LESS THAN THE THEORETICAL VOLUME.

PROVIDE PROOF OF INLINE FLOWMETER CALIBRATION WITH THE CFA INSTALLATION PLAN. THE INLINE FLOW METER MUST HAVE BEEN CALIBRATED BY AN INDEPENDENT THIRD PARTY WITHIN 12 MONTHS OF THE CFA CONSTRUCTION DATE. THE COST OF THE INLINE MONITORING SYSTEM IS INCIDENTAL TO THE COST OF THE DRILLED SHAFT. NO ADDITIONAL COMPENSATION WILL BE PERMITTED FOR SHAFTS RE-DRILLED WHEN THE INLINE FLOWMETER INDICATES THE INITIAL GROUT/LSM VOLUME WAS LESS THAN THE THEORETICAL VOLUME.

WHEN UTILIZING A CFA INSTALLATION METHOD, PROVIDE TESTING OF THE GROUT AND LEAN MIX SAMPLES BY AN INDEPENDENT TESTING LAB. QUALITY CONTROL CUBES OR 3"X6" (OR LARGER) CYLINDERS ARE ACCEPTABLE. THE DEPARTMENT WILL OBTAIN 3"X6" CYLINDERS FOR EVERY 5TH SET OF CUBES OR CYLINDERS AS QUALITY ASSURANCE SAMPLES. THE COST FOR PROVIDING CUBE SAMPLES AND TESTING IS INCIDENTAL TO THE DRILLED SHAFT COST.

THE CONTRACTOR PROPOSING TO UTILIZE CFA METHODS OF DRILLED SHAFT INSTALLATION MUST BE ODOT PREQUALIFIED AND HAVE DEMONSTRATED 5 PREVIOUS PROJECTS IN WHICH CONTINUOUS FLIGHT AUGERS WERE SUCCESSFULLY UTILIZED FOR SOLDIER PILE INSTALLATION. INCLUDE THE PREVIOUS PROJECT INFORMATION, LOCATION, YEAR AND REFERENCE CONTACT WITH THE CFA INSTALLATION PLAN.

MEASUREMENT FOR PAYMENT FOR DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN WILL BE LIMITED TO THE ACTUAL DRILLED DISTANCE BETWEEN THE GROUND SURFACE AT THE BOTTOM OF THE DRILL BENCH AND THE MINIMUM TIP ELEVATION, AS DETERMINED BY THE ENGINEER. PAYMENT IS FULL COMPENSATION FOR DRILLING THE HOLES, CONSTRUCTING THE DRILLED SHAFTS, SUPPORTING THE SOLDIER PILES, FURNISHING AND PLACING CONCRETE AND LSM, AND REMOVAL OF CONCRETE OR LSM FROM AROUND THE SOLDIER PILE AS NECESSARY TO PLACE LAGGING. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICE BID PER FOOT FOR ITEM 524 - DRILLED SHAFTS, 24" DIAMETER, ABOVE BEDROCK, AS PER PLAN OR ITEM 524 - DRILLED SHAFTS, 30" DIAMETER, ABOVER BEDROCK, AS PER PLAN.

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REFERENCE ONLY

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RESOURCE INTERNATIONAL INC.
6519 PROPERTY PARK DRIVE
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED MMS | DRAWN MMS | REVIEWED SSK | DATE 3-18-26
CHECKED JWE | REVISED | STRUCTURE FILE NUMBER

RETAINING WALL GENERAL NOTES
SOLDIER PILE WITH LAGGING RETAINING WALLS D (ANCHORED), S, AND U

HAM-75-7.85
PID No. 77889

ITEM SPECIAL - RETAINING WALL: TIMBER LAGGING:

THIS ITEM CONSISTS OF FURNISHING AND INSTALLING UNTREATED HARDWOOD LAGGING TO SERVE AS TEMPORARY LAGGING FOR THE SOLDIER PILE WALL. THE LAGGING SHALL CONSIST OF HARDWOOD TIMBER WITH NOMINAL 3" X 8" DIMENSIONS. LAGGING SHALL BE PLACED IN A TOP DOWN MANNER AS EXCAVATION PROCEEDS DOWNWARD. AT NO TIME SHOULD MORE THAN 3 FT. OF UNSUPPORTED EXCAVATION BE PERMITTED. BACKFILL ANY VOID CREATED BETWEEN THE WOOD LAGGING AND EXCAVATED FACE WITH NO. 57 CRUSHED CARBONATE STONE. REDUCE THE UNSUPPORTED HEIGHT AS NECESSARY TO PREVENT CAVING AND SLOUGHING OF THE SOILS BETWEEN THE SOLDIER PILES. PROVIDE 1/4" TO 7/8" HORIZONTAL JOINT SPACING BETWEEN THE LAGGING BOARDS TO PERMIT DRAINAGE.

CONNECT LAGGING TO SOLDIER PILES USING THREADED STUD SHEAR CONNECTORS, LAGGING WASHERS, AND NUTS PROVIDED AND INSTALLED PER CMS 513. LAGGING PLATES AND NUTS SHALL BE ASTM A709 GRADE 36 YIELD STRENGTH 36,000 PSI OR BETTER.

THE DEPARTMENT WILL MEASURE THE TEMPORARY HARDWOOD LAGGING BY THE NUMBER OF SQUARE FEET AND WILL DETERMINE THE AREA FROM PLAN DIMENSIONS USING A LENGTH MEASURED ALONG A HORIZONTAL LINE ALONG THE CENTERLINE OF THE SOLDIER PILES AND A HEIGHT FROM THE BOTTOM OF THE LAGGING TO THE TOP. PAYMENT IS FULL COMPENSATION FOR FURNISHING AND PLACING ALL MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICE BID PER SQUARE FOOT FOR ITEM SPECIAL - RETAINING WALL: TIMBER LAGGING.

NOT FOR CONSTRUCTION
REFERENCE ONLY

ABBREVIATIONS:

C/C - CENTER TO CENTER
CJ - CONSTRUCTION JOINT
CLR - CLR
CONST - CONSTRUCTION
DIA - DIAMETER
EF - EACH FACE
ELEV - ELEVATION
EOP - EDGE OF PAVEMENT
EX - EXISTING
FF - FAR FACE
I.R. 75 - INTERSTATE ROUTE 75
INC - INCREMENT
LT - LEFT
LSM - LOW STRENGTH MORTAR
MAX - MAXIMUM
MIN - MINIMUM
NB - NORTH BOUND
NF - NEAR FACE
PEJF - PREFORMED EXPANSION JOINT FILLER
PERF CPP - PERFORATED CORRUGATED PLASTIC PIPE
PROP - PROPOSED
RT - RIGHT
SER - SERIES
SPA - SPACING
ST - STRAIGHT
STA - STATION
TYP - TYPICAL

RESOURCE INTERNATIONAL INC.
6359 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

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RETAINING WALL GENERAL NOTES
SOLDIER PILE WITH LAGGING WALLS D (ANCHORED), S, AND U

HAM-75-7.85
PID No. 77889

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ESTIMATED QUANTITIES									AS PER PLAN REFERENCE SHEET
WALL D	WALL S	WALL U	ITEM	ITEM EXT.	PARTICIPATION 02/IMS/03	TOTAL	UNIT	DESCRIPTION	
LUMP	LUMP	LUMP	503	21301	LUMP	LUMP		UNCLASSIFIED EXCAVATION, AS PER PLAN	1/25
1776	553		507	00400	2329	2329	FT	STEEL PILES, MISC.: SOLDIER PILES HP12X53	1/25
		1779	507	00400	1779	1779	FT	STEEL PILES, MISC.: SOLDIER PILES W18X86	1/25
25419	5514	19557	509	10000	50490	50490	LB	EPOXY COATED REINFORCING STEEL	
171	80	239	511	46011	490	490	CU YD	CLASS QC1 CONCRETE, RETAINING/WINGWALL, NOT INCLUDING FOOTING, AS PER PLAN	1/25
511	103	398	512	10001	1012	1012	SQ YD	SEALING OF CONCRETE SURFACES (PERMANENT GRAFFITI PROTECTION), AS PER PLAN	1/25
511	103	398	512	10101	1012	1012	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY URETHANE), AS PER PLAN	1/25
47	21	68	512	33001	136	136	SQ YD	TYPE 2 WATERPROOFING, AS PER PLAN	1/25
43	777	204	516	13600	1024	1024	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	
494	184	561	518	20000	1239	1239	SQ YD	PREFABRICATED GEOCOMPOSITE DRAIN	
100	48	108	518	39900	256	256	FT	4" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
1882	596		524	94503	2478	2478	FT	DRILLED SHAFTS, 24" DIAMETER ABOVE BEDROCK, AS PER PLAN	1/25
		2234	524	94603	2234	2234	FT	DRILLED SHAFTS, 30" DIAMETER ABOVE BEDROCK, AS PER PLAN	1/25
5152	1545	4802	SPECIAL	530E51020	11499	11499	SQ FT	SPECIAL - RETAINING WALL.: TIMBER LAGGING	2/25
77			601	21000	77	77	SQ YD	CONCRETE SLOPE PROTECTION	
16	286	505	601	37500	807	807	FT	PAVED GUTTER, TYPE 1-2	
379			611	1100	379	379	FT	6" CONDUIT, TYPE C	
3			866	00100	3	3	EACH	GROUND ANCHOR, 30 KIP MAX TEST LOAD	
39			866	00100	39	39	EACH	GROUND ANCHOR, 63 KIP MAX TEST LOAD	
39			866	00100	39	39	EACH	GROUND ANCHOR, 89 KIP MAX TEST LOAD	
LUMP			866	00300	LUMP	LUMP		INVESTIGATIVE ANCHOR PULLOUT TESTS	
5			866	00400	5	5	EACH	PERFORMANCE TEST	
2			866	00500	2	2	EACH	EXTENDED CREEP TEST	

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NOTE:

1. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25

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6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

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ESTIMATED QUANTITIES

SOLDIER PILE WITH LAGGING WALLS D (ANCHORED), S, AND U

HAM-75-7.85

PID No. 77889

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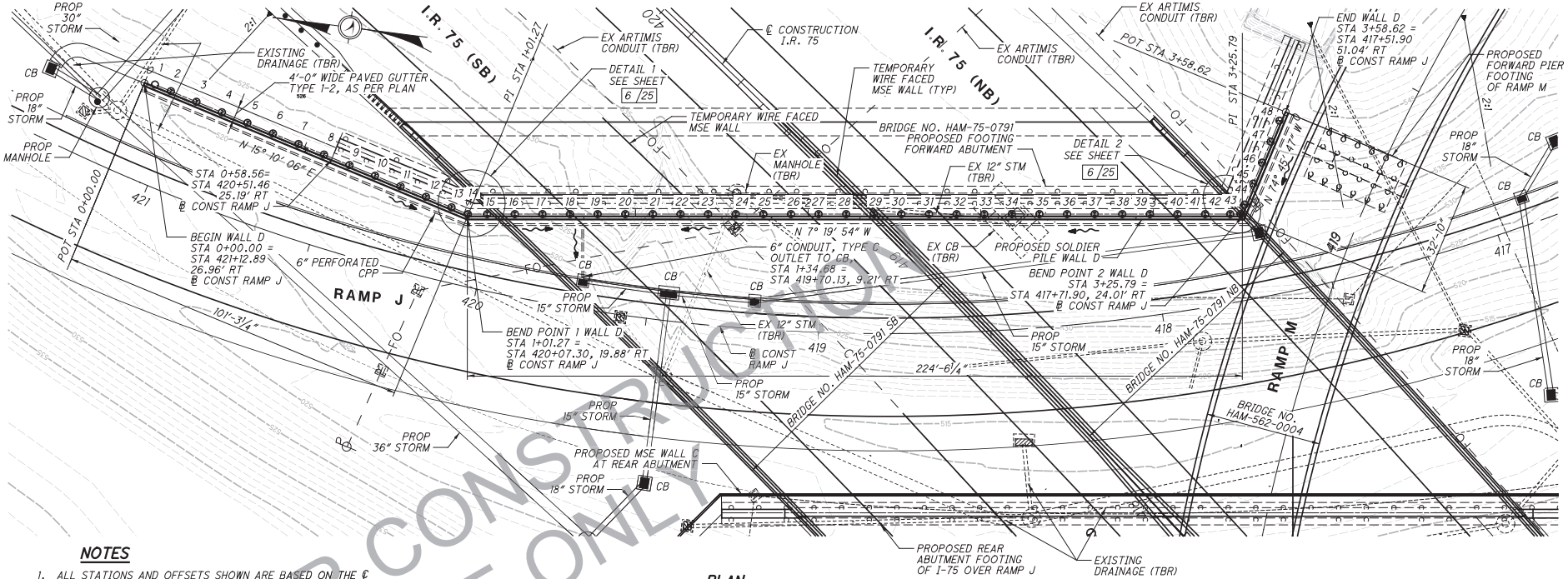
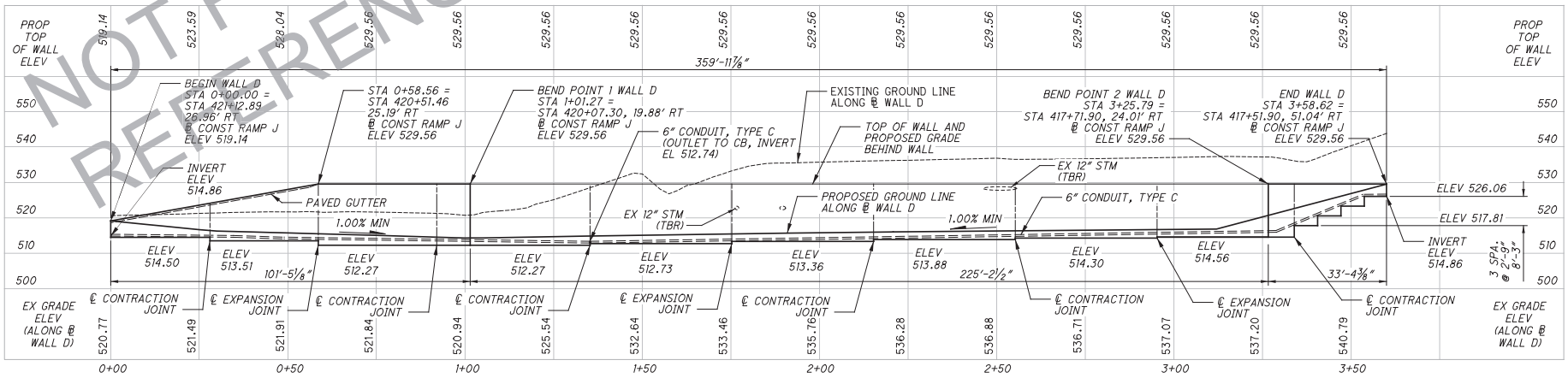


NOTES

1. ALL STATIONS AND OFFSETS SHOWN ARE BASED ON THE ℄ CONSTRUCTION RAMP J UNDER I.R. 75 UNLESS NOTED OTHERWISE.
2. SEE SHEET 2/25 FOR ABBREVIATION LEGEND.
3. ALL STATIONS/OFFSETS MEASURED ABOUT ℄ WALL D.

PLAN

AT FORWARD ABUTMENT OF BRIDGE NO. HAM-75-0791 OVER RAMP J



PROFILE ALONG ℄ WALL D

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DATE 3-18-26

REVIEWED CAS

STRUCTURE FILE NUMBER -

DESIGNED RJE

DRAWN GB

CHECKED RWM

REVISED -

SITE PLAN

SOLDIER PILE WALL D - ALONG EAST EDGE OF RAMP J

HAM-75-7.85

PID No. 77889

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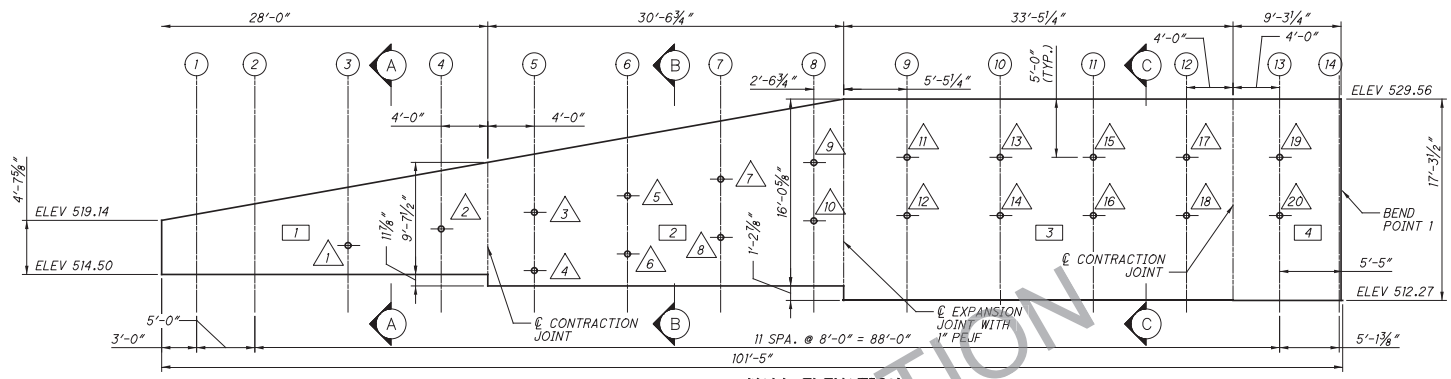
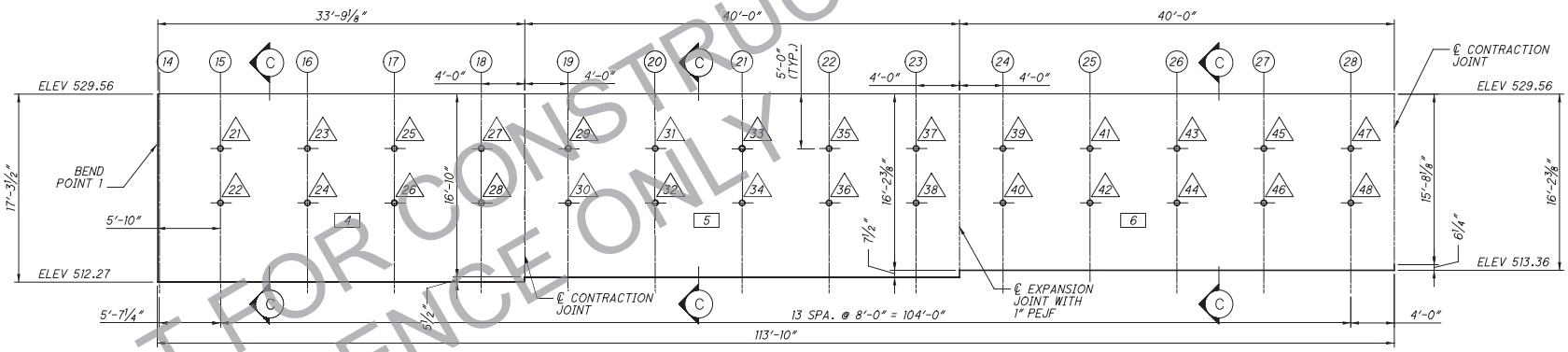


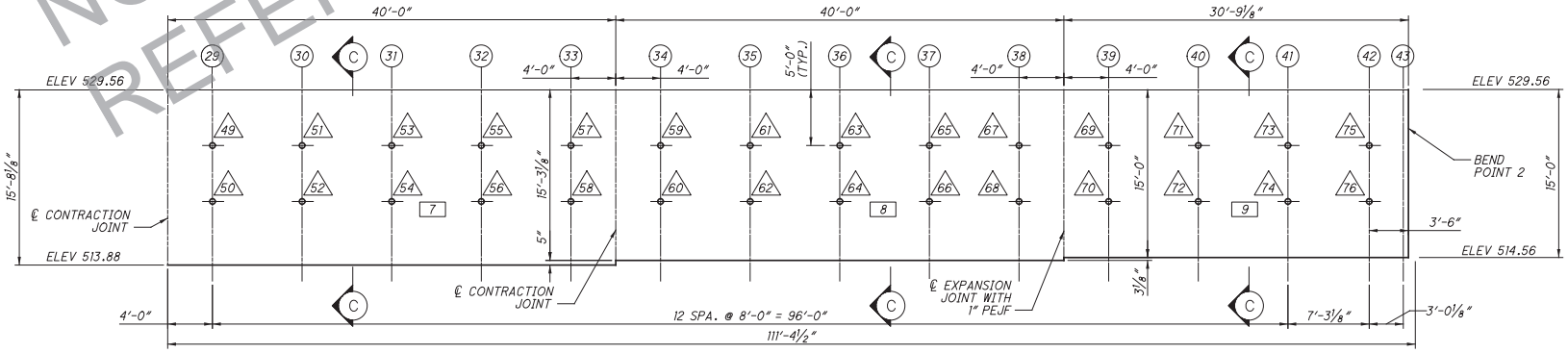
WALL ELEVATION
(FROM SOLDIER PILE NO. 1 THRU. NO. 14)

NOTES

1. FOR SECTION A-A AND SECTION B-B SEE SHEET 7/25, AND FOR SECTION C-C AND D-D SEE SHEET 8/25.
2. EMBANKMENT REQUIRED TO BE PLACED ON THE BACK SIDE OF THE PROPOSED WALL SHALL BE PERFORMED PRIOR TO INSTALLATION OF THE DRILLED SHAFTS. EMBANKMENT SHALL BE PLACED TO THE FINAL PROPOSED SURFACE ELEVATIONS BEHIND THE BACK OF PROPOSED WALL. DRILLED SHAFTS AND SOLDIER PILES SHALL BE INSTALLED DURING THE CORRESPONDING HAM-75-0791 BRIDGE CONSTRUCTION PHASE. ALL TIEBACKS, LAGGING TIMBERS AND CONCRETE FACING WALLS SHALL BE INSTALLED CONCURRENTLY WITH THE CONSTRUCTION OF RAMP J.
3. PILES 1 THROUGH 23 SHALL BE INSTALLED DURING PHASE 1 CONSTRUCTION. PILES 24 THROUGH 29 SHALL BE INSTALLED DURING PHASE 2 CONSTRUCTION. PILES 30 THROUGH 48 SHALL BE INSTALLED DURING PHASE 3 CONSTRUCTION.
4. ALL DIMENSIONS ARE MEASURED ALONG ℄ WALL D.
5. SEE SHEET 2/25 FOR ABBREVIATION LEGEND.



WALL ELEVATION
(FROM SOLDIER PILE NO. 14 THRU. NO. 28)



WALL ELEVATION
(FROM SOLDIER PILE NO. 29 THRU. NO. 43)

LEGEND

- # = WALL PANEL NUMBER
- # = DRILLED SHAFT NUMBER
- = ANCHOR
- ## = ANCHOR NUMBER

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RJE	GB	CAS	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
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ELEVATION
SOLDIER PILE WALL D - ALONG EAST EDGE OF RAMP J

HAM-75-7.85
PID No. 77889

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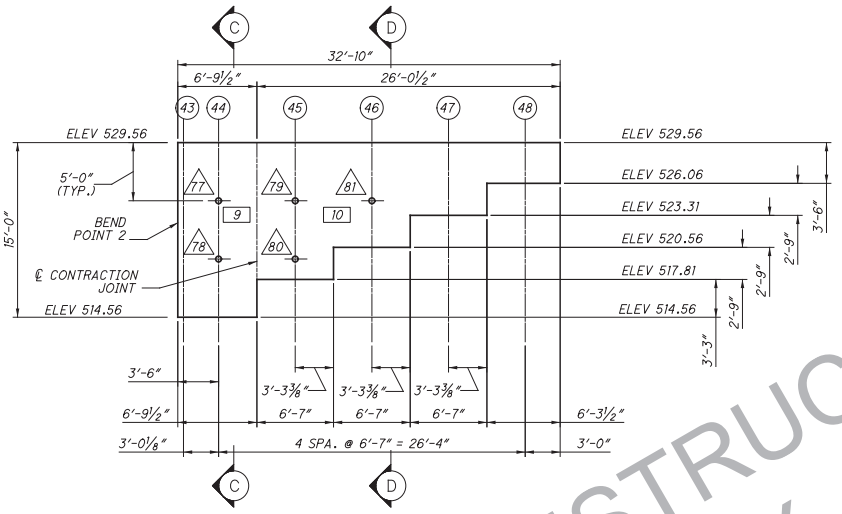
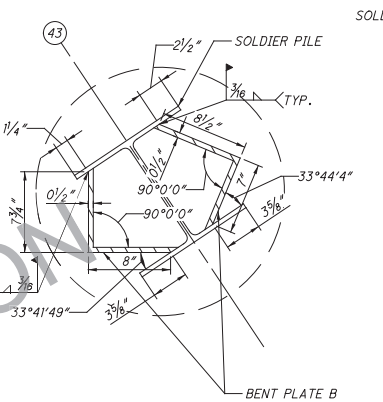
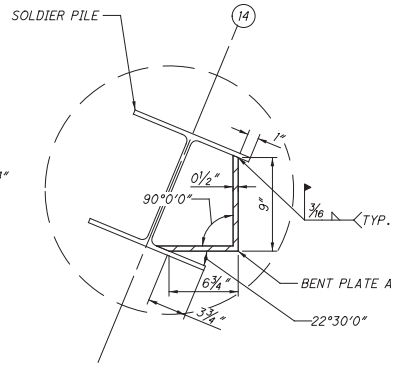


WALL ELEVATION

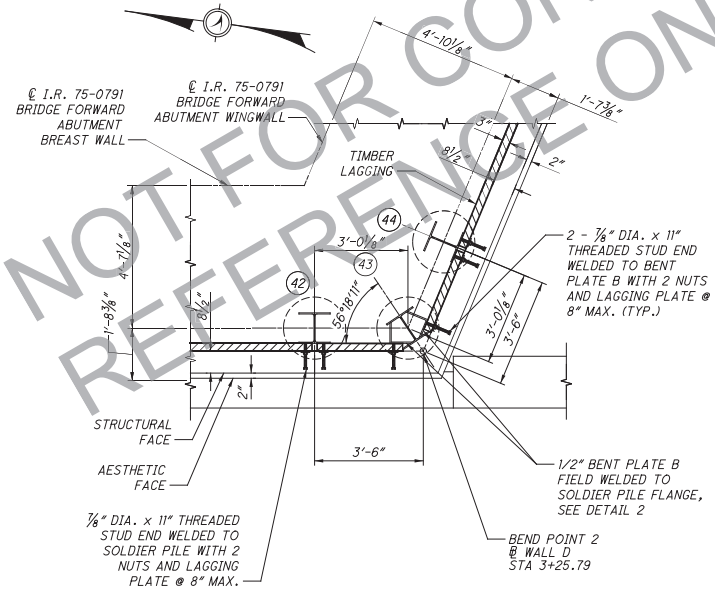
(FROM SOLDIER PILE NO. 43 THRU. NO. 48)



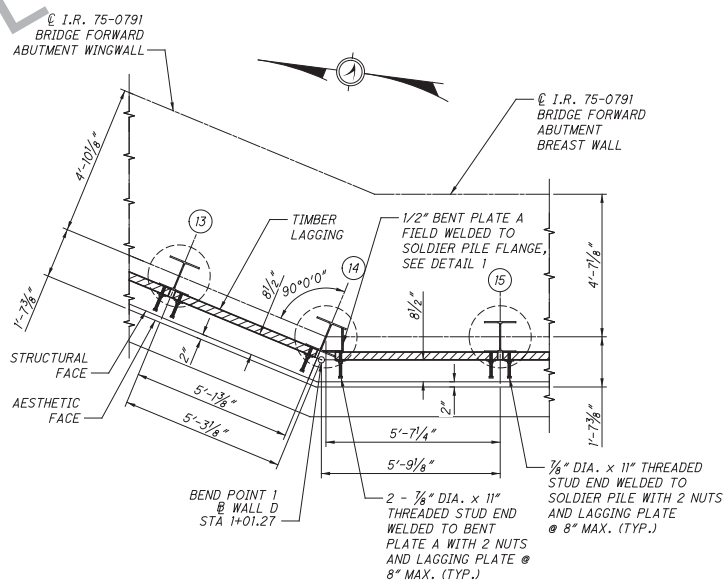
DETAIL 2



DETAIL 1



DETAIL 2



DETAIL 1

LEGEND

- [#] = WALL PANEL NUMBER
- (#) = DRILLED SHAFT NUMBER
- —o— = ANCHOR
- ## = ANCHOR NUMBER

NOTES

1. FOR SECTION C-C AND SECTION D-D SEE SHEET [8/25].
2. ALL DIMENSIONS ARE MEASURED ALONG ℄ WALL D.
3. SEE SHEET [2/25] FOR ABBREVIATION LEGEND.

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DESIGN AGENCY EMH&T

DESIGNED RJE | DRAWN GB | REVIEWED CAS | DATE 3-18-26
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ELEVATION AND DETAILS
SOLDIER PILE WALL D - ALONG EAST EDGE OF RAMP J

HAM-75-7.85
PID No. 77889

6 / 25

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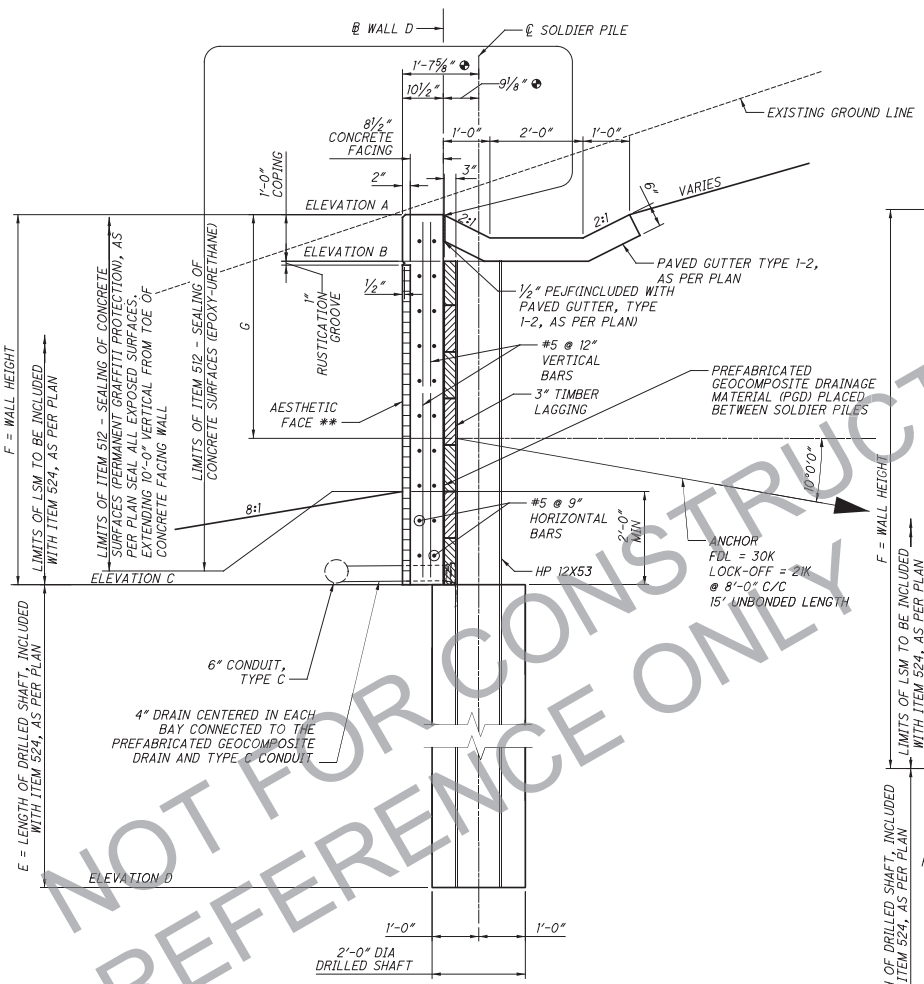
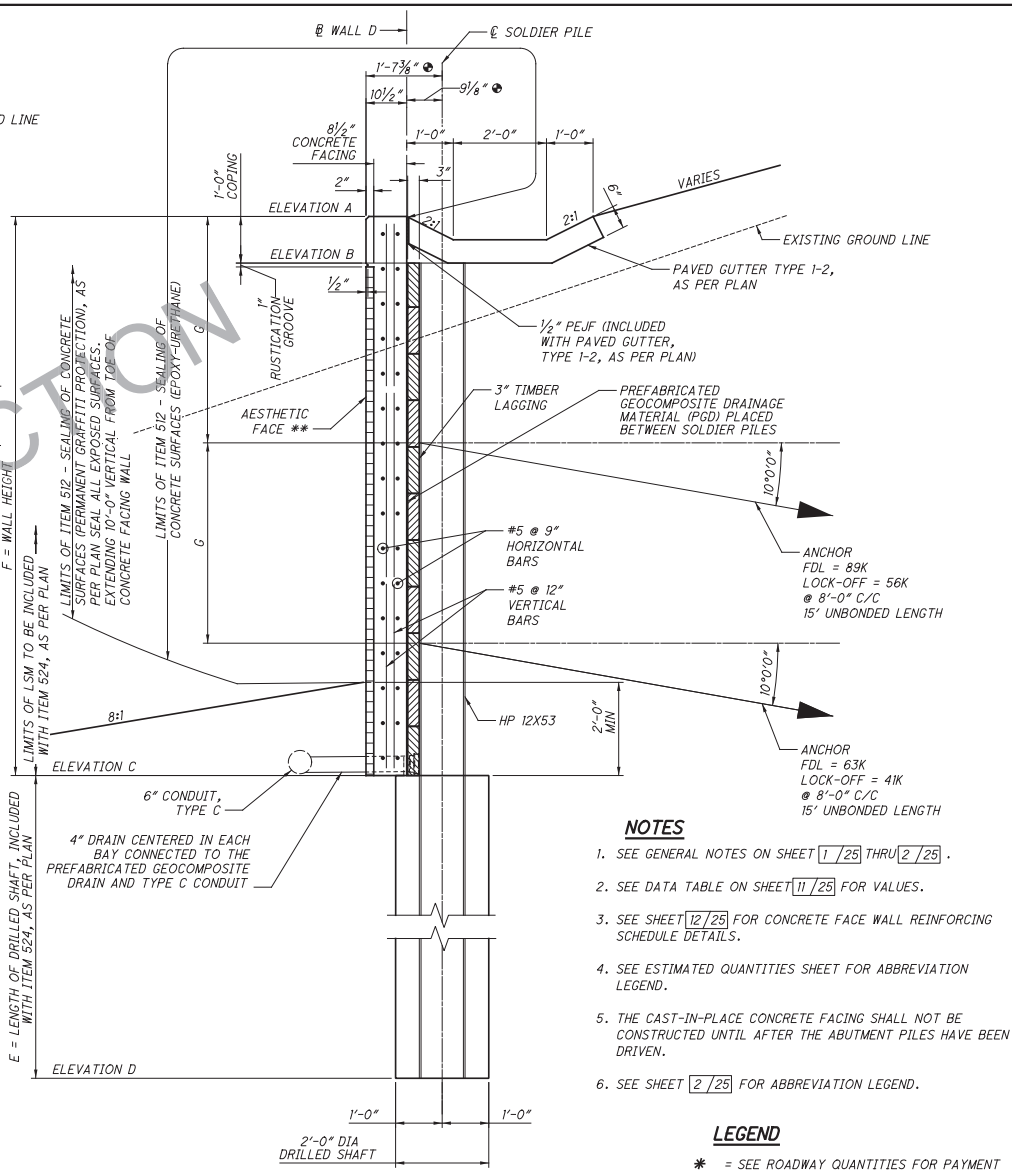


TYPICAL SECTION A-A
SOLDIER PILES WITH 1 TIEBACK ANCHOR



TYPICAL SECTION B-B
SOLDIER PILES WITH 2 TIEBACK ANCHORS

NOT FOR CONSTRUCTION
REFERENCE ONLY

SOLDIER PILE WALL D CONSTRUCTION SEQUENCE:

IN FRONT OF HAM-75-0791 BRIDGE FORWARD ABUTMENT

1. REMOVE PORTIONS OF EXISTING APPROACH SLABS, PAVEMENT AND DECK TO FACILITATE INSTALLATION OF SOLDIER PILES.
2. INSTALL ALL DRILLED SHAFTS AND SOLDIER PILES DURING THE CORRESPONDING HAM-75-0791 BRIDGE CONSTRUCTION PHASE AS SPECIFIED ON SHEET 5/25.
3. EXCAVATE UNDER THE COMPLETED HAM-75-0791 BRIDGE TO THE DEPTH OF THE UPPER SOIL ANCHORS.
4. INSTALL TIMBER LAGGING AND THE UPPER SOIL ANCHOR SYSTEM ON THE SOLDIER PILES. TIMBER LAGGING SHALL BE PLACED AS SPECIFIED IN GENERAL NOTES.
5. COMPLETE EXCAVATION FOR RAMP J AT FRONT OF HAM-75-0791 FORWARD ABUTMENT AND INSTALL ALL TIMBER LAGGING, CONCRETE FACING WALLS ON THE SOLDIER PILES AS SHOWN ON THIS SHEET AND 8/25.

NOTES

1. SEE GENERAL NOTES ON SHEET 1/25 THRU 2/25.
2. SEE DATA TABLE ON SHEET 11/25 FOR VALUES.
3. SEE SHEET 12/25 FOR CONCRETE FACE WALL REINFORCING SCHEDULE DETAILS.
4. SEE ESTIMATED QUANTITIES SHEET FOR ABBREVIATION LEGEND.
5. THE CAST-IN-PLACE CONCRETE FACING SHALL NOT BE CONSTRUCTED UNTIL AFTER THE ABUTMENT PILES HAVE BEEN DRIVEN.
6. SEE SHEET 2/25 FOR ABBREVIATION LEGEND.

LEGEND

* = SEE ROADWAY QUANTITIES FOR PAYMENT

** = FOR AESTHETIC FACE TREATMENT SEE NOTE ITEM 511 - CLASS QC1 CONCRETE, AS PER PLAN ON SHEET 1/25

● = DIMENSION INCLUDES AN ASSUMED 1/4" PREFABRICATED GEOCOMPOSITE DRAINAGE MATERIAL

DESIGN AGENCY EMH&T

DESIGNED	DRAWN	REVIEWED	DATE
RJE	GB	CAS	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RWM	-		

TYPICAL SECTION 2 OF 2

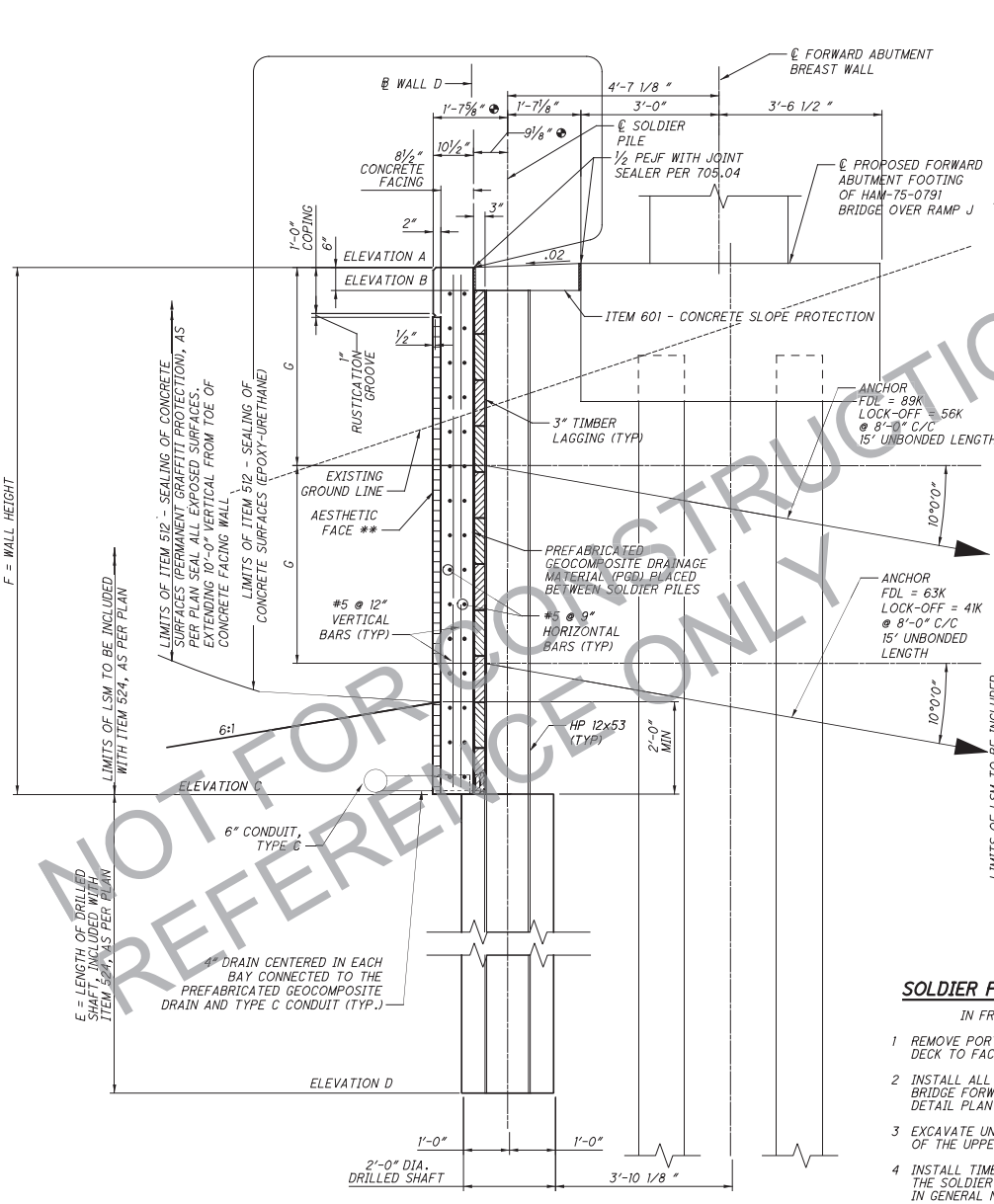
SOLDIER PILE WALL D - ALONG EAST EDGE OF RAMP J

HAM-75-7.85

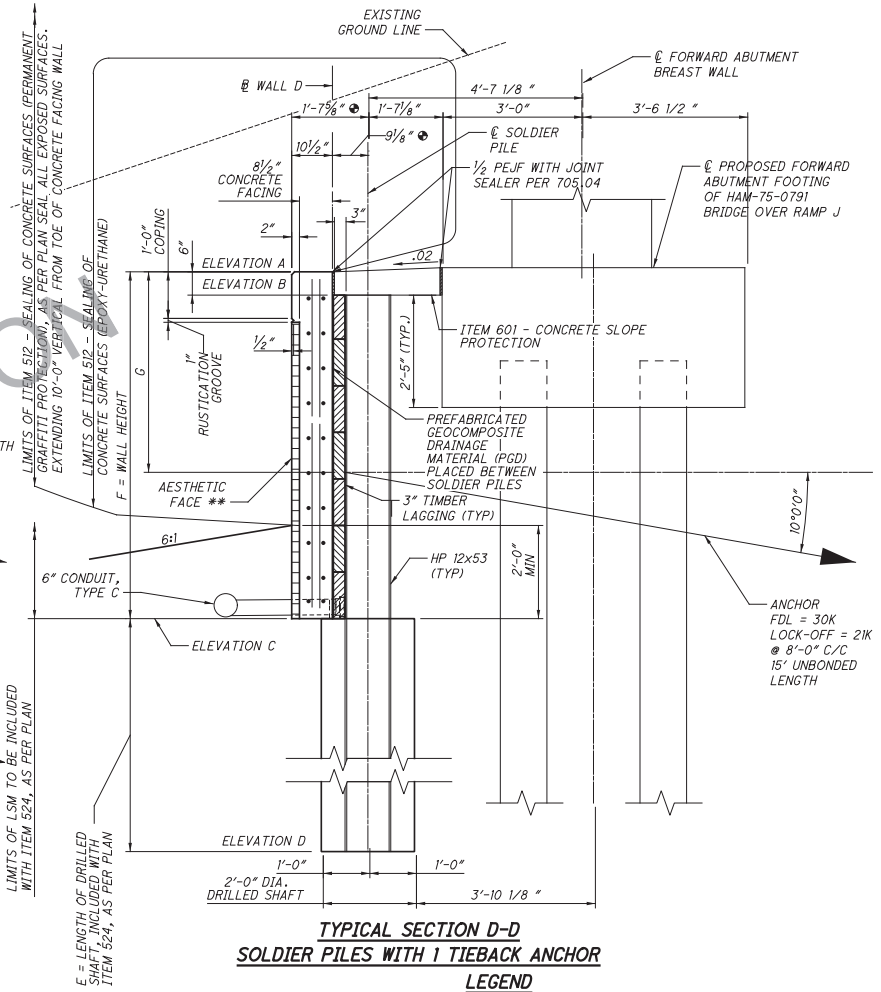
PID No. 77889

7/25

590
1045



TYPICAL SECTION C-C
SOLDIER PILES WITH 2 TIEBACK ANCHOR



TYPICAL SECTION D-D
SOLDIER PILES WITH 1 TIEBACK ANCHOR

NOT FOR CONSTRUCTION
REFERENCE ONLY

SOLDIER PILE WALL D CONSTRUCTION SEQUENCE:

IN FRONT OF HAM-75-0791 BRIDGE FORWARD ABUTMENT

1 REMOVE PORTIONS OF EXISTING APPROACH SLABS, PAVEMENT AND DECK TO FACILITATE INSTALLATION OF SOLDIER PILES.

2 INSTALL ALL DRILLED SHAFTS AND SOLDIER PILES IN HAM-75-0791 BRIDGE FORWARD ABUTMENT PHASE CONSTRUCTION AS SOLDIER PILE DETAIL PLAN SHOWN ON SHEET 5/25 AND 6/25.

3 EXCAVATE UNDER THE COMPLETED HAM-75-0791 BRIDGE TO THE DEPTH OF THE UPPER SOIL ANCHORS.

4 INSTALL TIMBER LAGGING AND THE UPPER SOIL ANCHOR SYSTEM ON THE SOLDIER PILES. TIMBER LAGGING SHALL BE PLACED AS SPECIFIED IN GENERAL NOTES.

5 COMPLETE EXCAVATION FOR RAMP J AT FRONT OF HAM-75-0791 FORWARD ABUTMENT AND INSTALL ALL TIMBER LAGGING, CONCRETE FACE WALL ON THE SOLDIER PILES AS SHOWN ON THIS SHEET AND 7/25.

LEGEND

** = FOR AESTHETIC FACE TREATMENT SEE NOTE ITEM 511 - CLASS QC1 CONCRETE, AS PER PLAN ON SHEET 1/25

● = DIMENSION INCLUDES AN ASSUMED 1/4" PREFABRICATED GEOCOMPOSITE DRAINAGE MATERIAL

NOTES

1 SEE GENERAL NOTES ON SHEET 1/25 THRU 2/25.

2 SEE DATA TABLE ON SHEET 11/25 FOR VALUES.

3 SEE SHEET 12/25 FOR CONCRETE FACE WALL REINFORCING SCHEDULE DETAILS.

4 SEE SHEET 2/25 FOR ABBREVIATION LEGEND.

5 THE STRUCTURE FACING SHALL NOT BE CONSTRUCTED UNTIL AFTER THE ABUTMENT PILES HAS BEEN DRIVEN.

DESIGN AGENCY: EMH&T

DESIGNED	DRAWN	REVIEWED	DATE
RJE	GB	CAS	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RWM	-		

TYPICAL SECTION 1 OF 2
SOLDIER PILE WALL D - ALONG EAST EDGE OF RAMP J

HAM-75-7.85
PID No. 77889

8/25

591/1045

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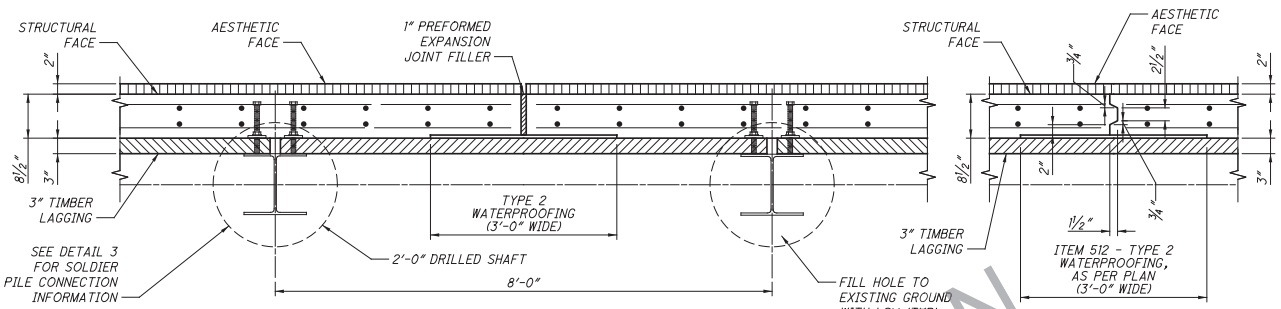
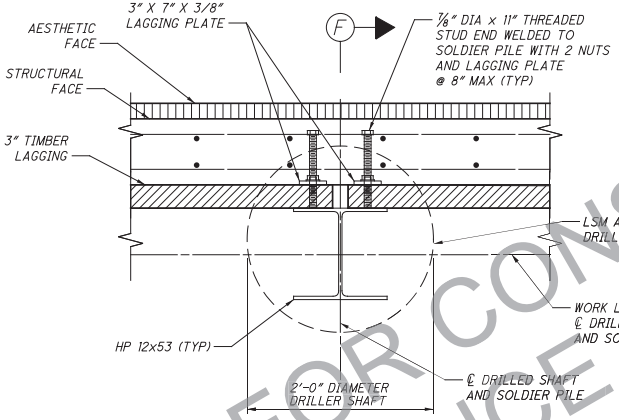
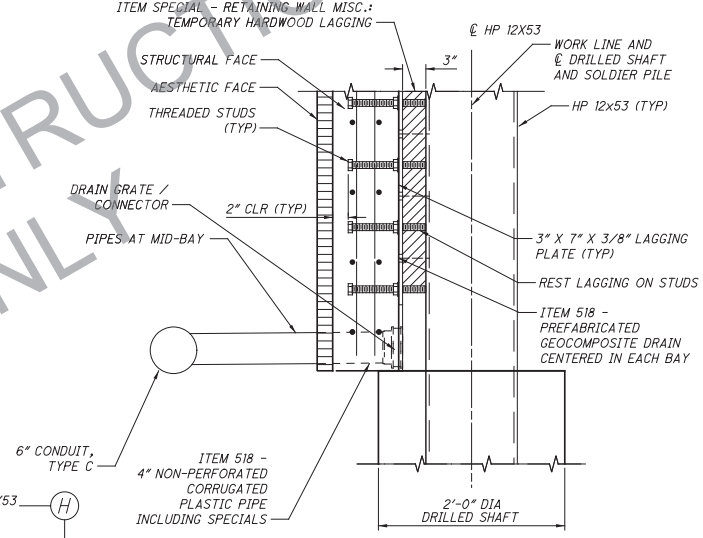


EXPANSION JOINT PLAN DETAIL

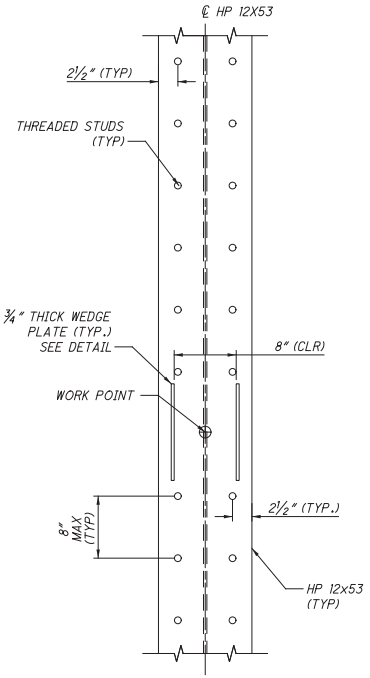
CONTRACTION JOINT PLAN DETAIL



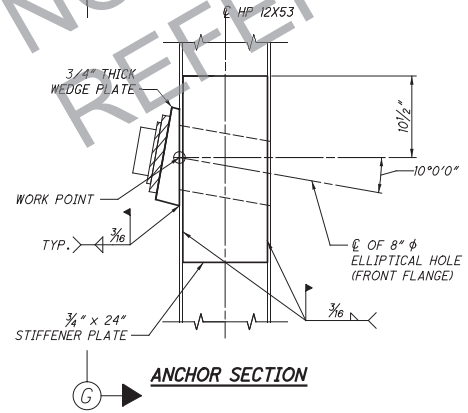
DETAIL 3



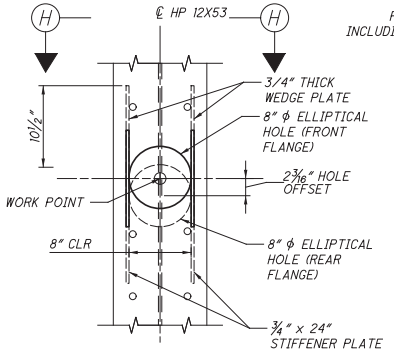
SECTION F-F



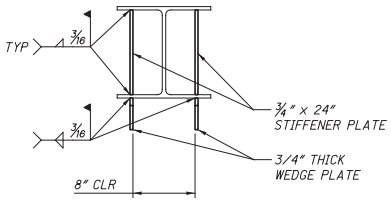
SOLDIER PILE ELEVATION



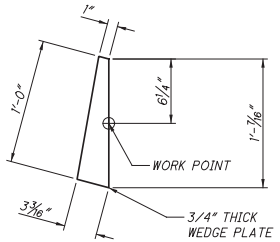
ANCHOR SECTION



SECTION G-G



SECTION H-H



WEDGE PLATE DETAIL

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTE

1. SEE SHEET 2 /25 FOR ABBREVIATION LEGEND.

DESIGN AGENCY: EMH&T

DESIGNED	DRAWN	REVIEWED	DATE
RJE	GB	CAS	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RWM	-		

ANCHORED SOLDIER PILE WALL DETAILS

SOLDIER PILE WALL D - ALONG EAST EDGE OF RAMP J

HAM-75-7.85

PID No. 77889

9 / 25

592 / 1045

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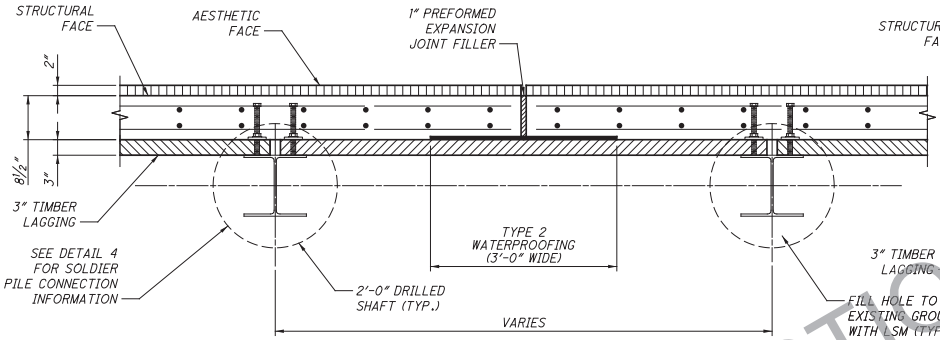
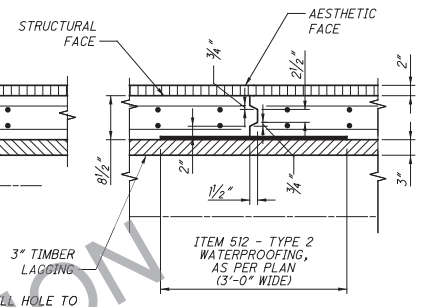
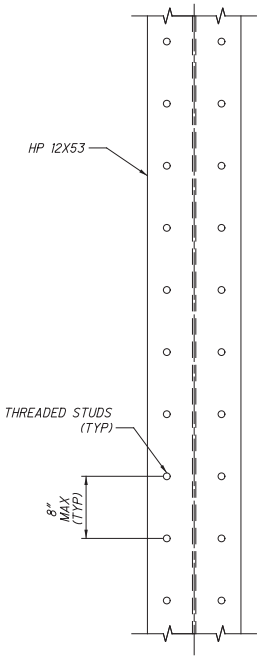


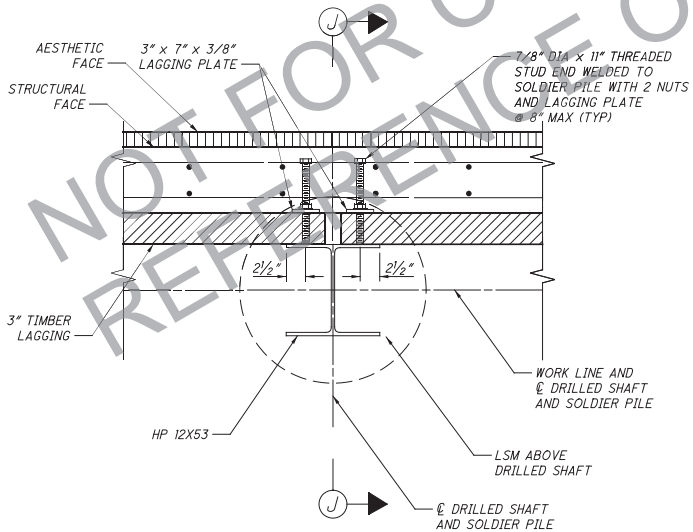
EXPANSION JOINT PLAN DETAIL



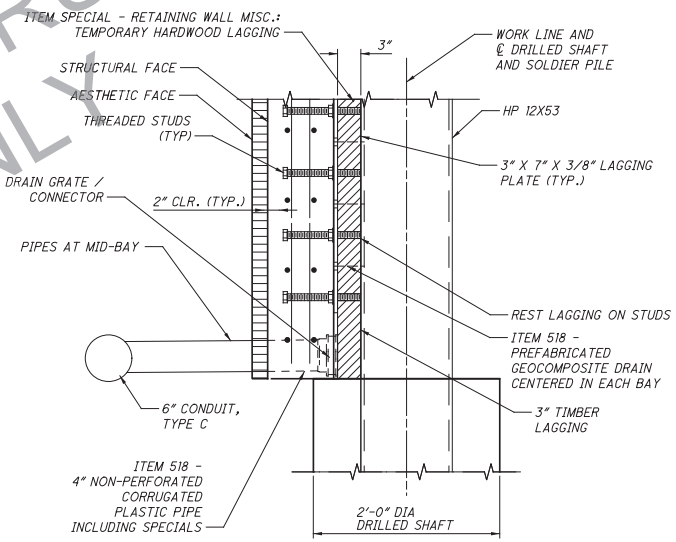
CONTRACTION JOINT PLAN DETAIL



SOLDIER PILE ELEVATION



DETAIL 4



SECTION J-J

NOTE

1. SEE SHEET 2/25 FOR ABBREVIATION LEGEND.

NOT FOR CONSTRUCTION REFERENCE ONLY

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DESIGN AGENCY EMH&T

DESIGNED	DRAWN	REVIEWED	DATE
RJE	GB	CAS	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RWM	-		

UNANCHORED SOLDIER PILE WALL DETAILS

SOLDIER PILE WALL D - ALONG EAST EDGE OF RAMP J

HAM-75-7.85

PID No. 77889

10/25

593/1045

LOCATION AND ELEVATION DATA TABLE												
SOLDIER PILE NUMBER	SOLDIER PILE STATION WALL D	SOLDIER PILE OFFSET WALL D	SOLDIER PILE STATION CONST RAMP J	SOLDIER PILE OFFSET CONST RAMP J	TOP OF WALL ELEVATION A	TOP OF SOLDIER PILE ELEVATION B	TOP OF DRILLED SHAFT ELEVATION C	PILE TIP ELEVATION D	LENGTH OF DRILLED SHAFT E	WALL HEIGHT F	DISTANCE TO TOP ANCHOR G	SOLDIER PILE SIZE
1	0+03.00	0.74' LT	421+09.75	27.76' RT	519.67	518.67	514.50	491.50	23.00'	5.17'	-	HP 12X53
2	0+08.00	0.74' LT	421+04.49	27.84' RT	520.56	519.56	514.50	491.50	23.00'	6.06'	-	HP 12X53
3	0+16.00	0.74' LT	420+96.07	27.84' RT	521.99	520.99	514.50	491.50	23.00'	7.49'	5.00'	HP 12X53
4	0+24.00	0.74' LT	420+87.65	27.75' RT	523.41	522.41	514.50	491.50	23.00'	8.91'	5.00'	HP 12X53
5	0+32.00	0.74' LT	420+79.24	27.53' RT	524.83	523.83	513.50	490.50	23.00'	11.33'	5.00'	HP 12X53
6	0+40.00	0.74' LT	420+70.84	27.18' RT	526.26	525.26	513.50	490.50	23.00'	12.76'	5.00'	HP 12X53
7	0+48.00	0.74' LT	420+62.45	26.72' RT	527.68	526.68	513.50	490.50	23.00'	14.18'	5.00'	HP 12X53
8	0+56.00	0.74' LT	420+54.07	26.14' RT	529.10	528.10	513.50	490.50	23.00'	15.60'	5.00'	HP 12X53
9	0+64.00	0.74' LT	420+45.72	25.44' RT	529.56	529.06	512.27	489.27	23.00'	17.29'	5.00'	HP 12X53
10	0+72.00	0.74' LT	420+37.39	24.61' RT	529.56	529.06	512.27	489.27	23.00'	17.29'	5.00'	HP 12X53
11	0+80.00	0.74' LT	420+29.08	23.67' RT	529.56	529.06	512.27	489.27	23.00'	17.29'	5.00'	HP 12X53
12	0+88.00	0.74' LT	420+20.81	22.62' RT	529.56	529.06	512.27	489.27	23.00'	17.29'	5.00'	HP 12X53
13	0+96.00	0.74' LT	420+12.57	21.44' RT	529.56	529.06	512.27	489.27	23.00'	17.29'	5.00'	HP 12X53
14	1+01.41	0.74' LT	420+07.32	20.63' RT	529.56	529.06	512.27	489.27	23.00'	17.29'	5.00'	HP 12X53
15	1+07.02	0.74' LT	420+01.63	21.87' RT	529.56	529.06	512.27	489.27	23.00'	17.29'	5.00'	HP 12X53
16	1+15.02	0.74' LT	419+93.48	23.55' RT	529.56	529.06	512.27	489.27	23.00'	17.29'	5.00'	HP 12X53
17	1+23.02	0.74' LT	419+85.28	25.11' RT	529.56	529.06	512.27	489.27	23.00'	17.29'	5.00'	HP 12X53
18	1+31.02	0.74' LT	419+77.03	26.56' RT	529.56	529.06	512.27	489.27	23.00'	17.29'	5.00'	HP 12X53
19	1+39.02	0.74' LT	419+68.74	27.89' RT	529.56	529.06	512.73	489.73	23.00'	16.83'	5.00'	HP 12X53
20	1+47.02	0.74' LT	419+60.40	29.10' RT	529.56	529.06	512.73	489.73	23.00'	16.83'	5.00'	HP 12X53
21	1+55.02	0.74' LT	419+52.03	30.20' RT	529.56	529.06	512.73	489.73	23.00'	16.83'	5.00'	HP 12X53
22	1+63.02	0.74' LT	419+43.63	31.17' RT	529.56	529.06	512.73	489.73	23.00'	16.83'	5.00'	HP 12X53
23	1+71.02	0.74' LT	419+35.20	32.03' RT	529.56	529.06	512.73	489.73	23.00'	16.83'	5.00'	HP 12X53
24	1+79.02	0.74' LT	419+26.75	32.76' RT	529.56	529.06	513.36	490.36	23.00'	16.20'	5.00'	HP 12X53
25	1+87.02	0.74' LT	419+18.27	33.38' RT	529.56	529.06	513.36	490.36	23.00'	16.20'	5.00'	HP 12X53
26	1+95.02	0.74' LT	419+09.77	33.87' RT	529.56	529.06	513.36	490.36	23.00'	16.20'	5.00'	HP 12X53
27	2+03.02	0.74' LT	419+01.26	34.24' RT	529.56	529.06	513.36	490.36	23.00'	16.20'	5.00'	HP 12X53
28	2+11.02	0.74' LT	418+92.74	34.49' RT	529.56	529.06	513.36	490.36	23.00'	16.20'	5.00'	HP 12X53
29	2+19.02	0.74' LT	418+84.22	34.62' RT	529.56	529.06	513.88	490.88	23.00'	15.68'	5.00'	HP 12X53
30	2+27.02	0.74' LT	418+75.69	34.63' RT	529.56	529.06	513.88	490.88	23.00'	15.68'	5.00'	HP 12X53
31	2+35.02	0.74' LT	418+67.16	34.51' RT	529.56	529.06	513.88	490.88	23.00'	15.68'	5.00'	HP 12X53
32	2+43.02	0.74' LT	418+58.64	34.27' RT	529.56	529.06	513.88	490.88	23.00'	15.68'	5.00'	HP 12X53
33	2+51.02	0.74' LT	418+50.13	33.91' RT	529.56	529.06	513.88	490.88	23.00'	15.68'	5.00'	HP 12X53
34	2+59.02	0.74' LT	418+41.63	33.43' RT	529.56	529.06	514.30	491.30	23.00'	15.26'	5.00'	HP 12X53
35	2+67.02	0.74' LT	418+33.15	32.83' RT	529.56	529.06	514.30	491.30	23.00'	15.26'	5.00'	HP 12X53
36	2+75.02	0.74' LT	418+24.69	32.11' RT	529.56	529.06	514.30	491.30	23.00'	15.26'	5.00'	HP 12X53
37	2+83.02	0.74' LT	418+16.26	31.26' RT	529.56	529.06	514.30	491.30	23.00'	15.26'	5.00'	HP 12X53
38	2+91.02	0.74' LT	418+07.85	30.30' RT	529.56	529.06	514.30	491.30	23.00'	15.26'	5.00'	HP 12X53
39	2+99.02	0.74' LT	417+99.48	29.22' RT	529.56	529.06	514.56	491.56	23.00'	15.00'	5.00'	HP 12X53
40	3+07.02	0.74' LT	417+91.15	28.02' RT	529.56	529.06	514.56	491.56	23.00'	15.00'	5.00'	HP 12X53
41	3+15.02	0.74' LT	417+82.85	26.70' RT	529.56	529.06	514.56	491.56	23.00'	15.00'	5.00'	HP 12X53
42	3+22.29	0.74' LT	417+75.35	25.40' RT	529.56	529.06	514.56	491.56	23.00'	15.00'	5.00'	HP 12X53
43	3+26.28	0.74' LT	417+72.26	24.84' RT	529.56	529.06	514.56	491.56	23.00'	15.00'	5.00'	HP 12X53
44	3+29.29	0.74' LT	417+70.51	27.34' RT	529.56	529.06	514.56	491.56	23.00'	15.00'	5.00'	HP 12X53
45	3+35.87	0.74' LT	417+66.63	32.80' RT	529.56	529.06	517.81	494.81	23.00'	11.75'	5.00'	HP 12X53
46	3+42.46	0.74' LT	417+62.66	38.24' RT	529.56	529.06	520.56	497.56	23.00'	9.00'	5.00'	HP 12X53
47	3+49.04	0.74' LT	417+58.61	43.64' RT	529.56	529.06	523.31	500.31	23.00'	6.25'	-	HP 12X53
48	3+55.62	0.74' LT	417+54.48	49.03' RT	529.56	529.06	526.06	503.06	23.00'	3.50'	-	HP 12X53

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES

1. SEE SHEET 5/25 & 6/25 FOR WALL ELEVATION AND SOLDIER PILE DETAILS.
2. SEE SHEET 2/25 FOR ABBREVIATION LEGEND.

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DESIGN AGENCY EMH&T

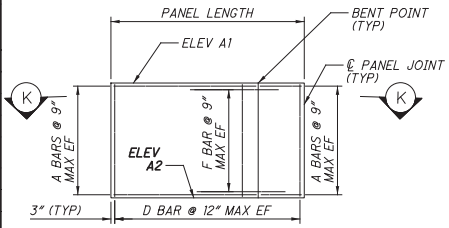
DESIGNED	DRAWN	REVIEWED	DATE
RJE	GB	CAS	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RWM	-		

LOCATION AND ELEVATION DATA TABLE
SOLDIER PILE WALL D - ALONG EAST EDGE OF RAMP J

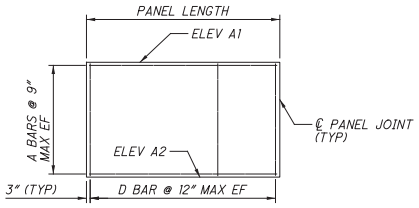
HAM-75-7.85
PID No. 77889

WALL PANEL TABLE

PANEL NUMBER	PANEL TYPE	PANEL LENGTH	ELEVATION A1	ELEVATION A2	ELEVATION A3	ELEVATION A4	A BARS		B BARS		C BARS		D BARS		E BARS		F BARS	
							NO.	MARK	NO.	MARK	NO.	MARK	NO.	MARK	NO.	MARK	NO.	MARK
1	DB	28'-0"	-	514.50	519.14	524.13	14	A501	2	B501	10	C501			58	E501		
2	DB	30'-6 3/4"	-	513.51	524.13	529.56	30	A502	2	B502	10	C502			62	E502		
3	DA	33'-5 1/4"	529.56	512.27	-	-	46	A503					68	D501				
4	DD	43'-0 3/8"	529.56	512.27	-	-	92	A504 AND A505					88	D501			48	F501
5	DA	40'-0"	529.56	512.73	-	-	44	A506					82	D502				
6	DA	40'-0"	529.56	513.36	-	-	44	A506					82	D503				
7	DA	40'-0"	529.56	513.88	-	-	42	A506					82	D504				
8	DA	40'-0"	529.56	514.30	-	-	42	A506					82	D505				
9	DD	37'-6 5/8"	529.56	514.56	-	-	84	A507 AND A508					78	D506			42	F502
10	DC	26'-0 1/2"	529.56	517.81	-	-					80	C503 TO C510						



TYPE DD PANEL



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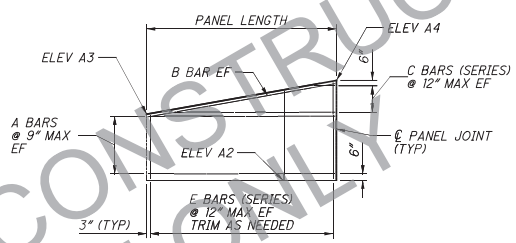
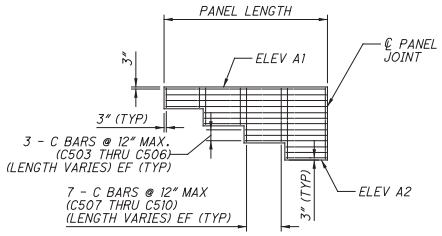
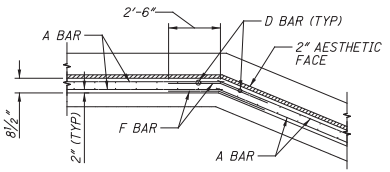


TYPE DB PANEL



TYPE DC PANEL



SECTION K-K
(TYP AT WALL BENDS)

NOTES

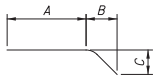
1. SEE SHEET 5/25 THROUGH 10/25 FOR WALL ELEVATION AND DETAILS.
2. SEE SHEET 2/25 FOR ABBREVIATION LEGEND.

REINFORCING SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					
					A	B	C	D	E	INC.
A501	14	27'-8"	404	STR						
A502	30	30'-4 ½"	950	STR						
A503	46	33'-1 ½"	795	STR						
A504	46	9'-1"	436	STR						
A505	46	33'-7"	1611	STR						
A506	172	39'-8"	7166	STR						
A507	42	31'-5"	1376	STR						
A508	42	6'-9"	296	STR						
B501	2	28'-1 ½"	59	STR						
B502	2	30'-9"	64	STR						
C501	2 SERIES OF 6	3'-10" TO 24'-10"	179	STR						
C502	2 SERIES OF 6	2'-1" TO 27'-5"	185	STR						
C503	6	25'-8 ½"	161	STR						
C504	6	19'-5"	122	STR						
C505	6	12'-10"	80	STR						
C506	6	6'-3"	39	STR						

REINFORCING SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					
					A	B	C	D	E	INC.
C507	14	11'-5"	167	STR						
C508	14	8'-8"	127	STR						
C509	14	5'-11"	86	STR						
C510	14	3'-2"	46	STR						
D501	156	17'-0"	2766	STR						
D502	82	16'-6"	1411	STR						
D503	82	15'-10"	1354	STR						
D504	82	15'-4"	1311	STR						
D505	82	14'-11"	1276	STR						
D506	78	15'-9"	1281	STR						
E501	2 SERIES OF 29	4'-4" TO 9'-3"	411	STR						
E502	2 SERIES OF 31	10'-4" TO 15'-8"	841	STR						
F501	48	5'-0"	250	19	2'-6"	2'-3 ¾"	11 ½"			
F502	42	5'-0"	219	19	2'-6"	11 ½"	2'-3 ¾"			
		TOTAL	25,419							



TYPE-19

NOTES

1. 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 A501 IS A NO. 5 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT, UNLESS OTHERWISE INDICATED.
2. ALL REINFORCING STEEL TO BE EPOXY COATED.
3. UNLESS OTHERWISE NOTED, THE FOLLOWING LAP LENGTHS SHALL APPLY:
   #5 BARS: 2'-5"

NOT FOR CONSTRUCTION
REFERENCE ONLY

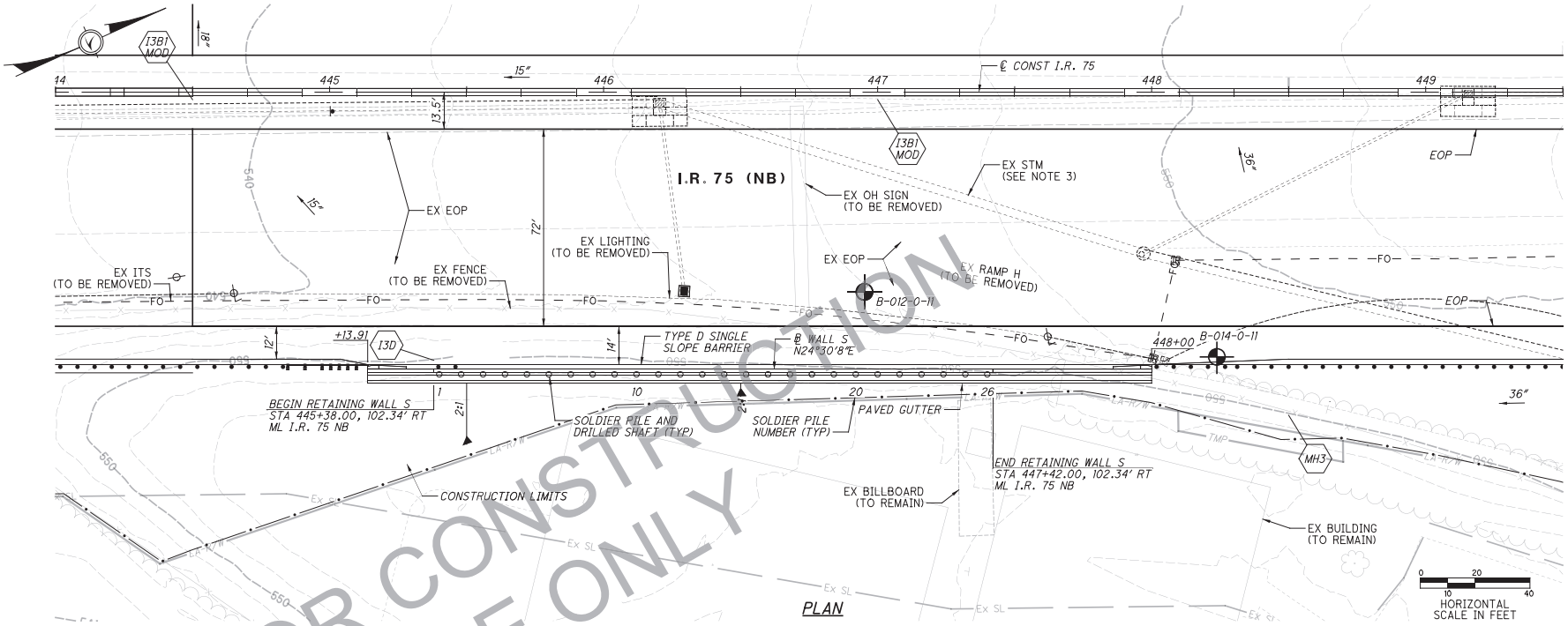
DESIGN AGENCY EMH&T
DATE 3-18-26
REVIEWED CAS
STRUCTURE FILE NUMBER
DRAWN GB
REVISED -
DESIGNED RJE
CHECKED RWM

REINFORCING SCHEDULE
SOLDIER PILE WALL D - ALONG EAST EDGE OF RAMP J

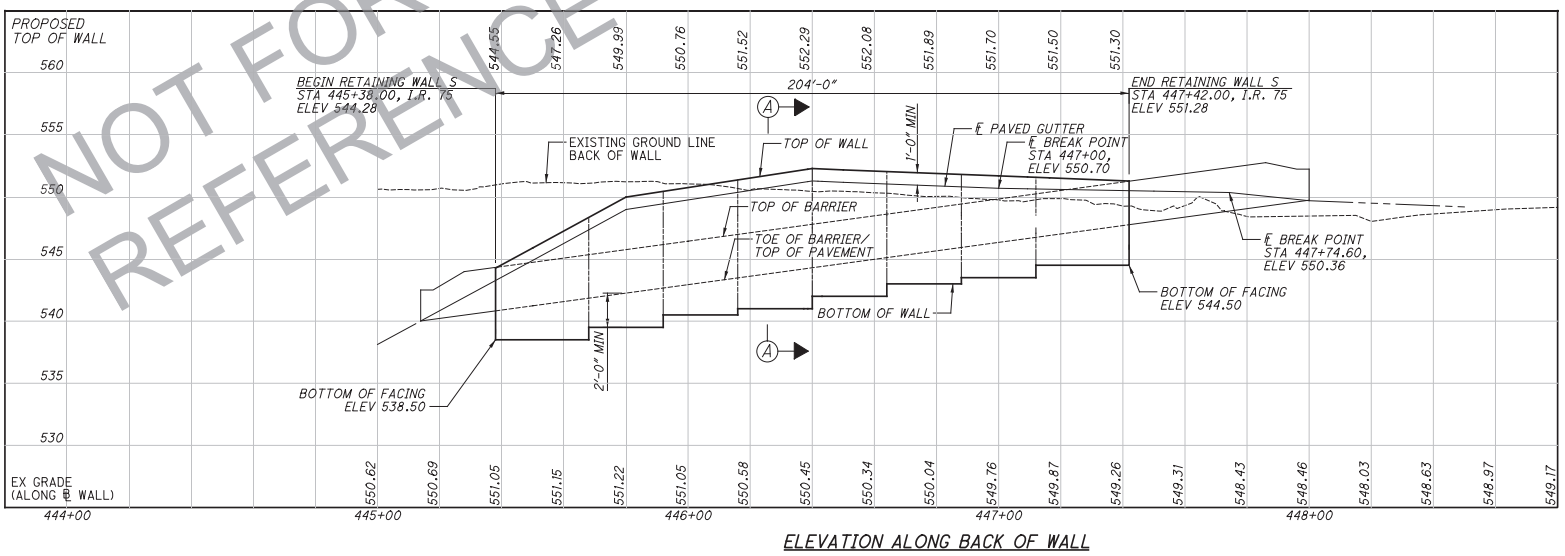
HAM-75-7.85
PID No. 77889

12/25
595/1045

\\cmhdata01\project01\2010903\ODOT\HAM_77889\structures\WALL_00D\sheets\77889_00DWD008.dgn 3/18/2026 10:20:51 AM hbrendlinger



PLAN



ELEVATION ALONG BACK OF WALL

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND:

= BORING LOCATION

NOTES:

1. FOR SECTION A-A, SEE SHEET 15/25
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25
3. ALL EXISTING STORM SEWER IS TO BE REMOVED UNLESS OTHERWISE NOTED.
4. UNDERDRAIN AND 4" DRAIN PIPES NOT SHOWN FOR CLARITY (TYP). FOR WALL DRAINAGE INFORMATION, SEE SHEETS 15/25 TO 16/25

RESOURCE INTERNATIONAL INC.
6570 PROFESSIONAL PARKWAY
COLUMBUS, OHIO 43137
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

PLAN AND ELEVATION
SOLDIER PILE WITH LAGGING WALL S

HAM-75-7.85
PID No. 121447

13/25
596
1045

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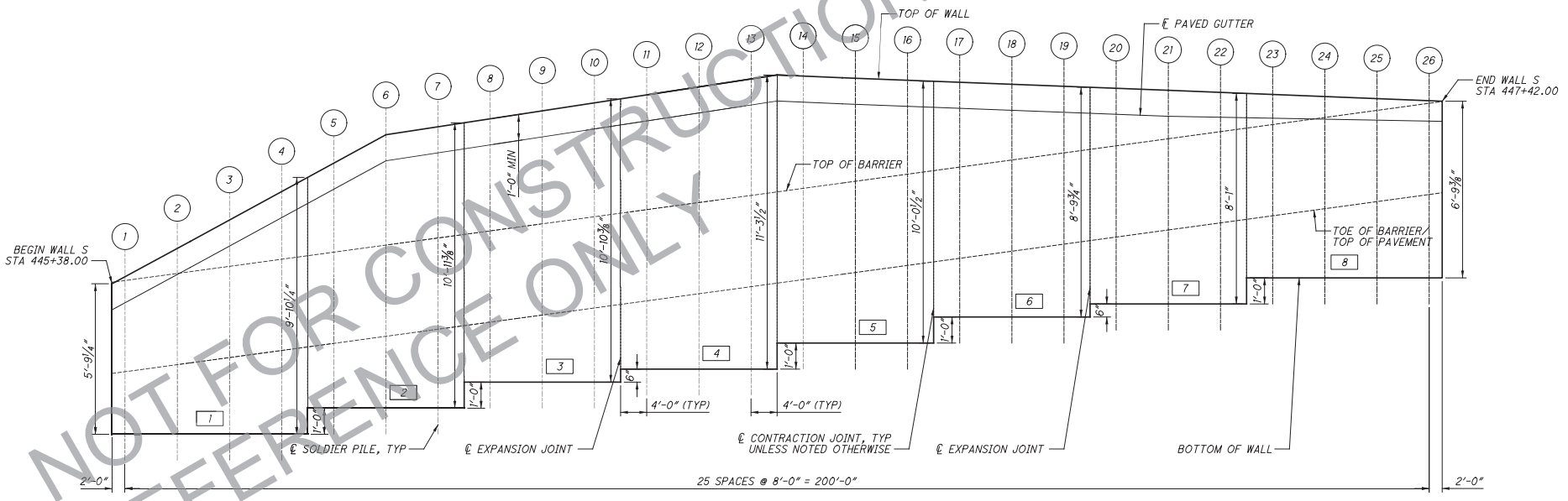

NOT FOR CONSTRUCTION
REFERENCE ONLY

DEVELOPED ELEVATION

NOTES:

1. SEE SHEET 17/25 FOR PANEL DETAILS.
2. FOR WALL CROSS-SECTION, SEE SHEET 15/25.
3. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25.

LEGEND:

(#) = PILE NUMBER

[#] = PANEL NUMBER

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NCK			

WALL ELEVATION
SOLDIER PILE WITH LAGGING WALL S

HAM-75-7.85
PID No. 121447

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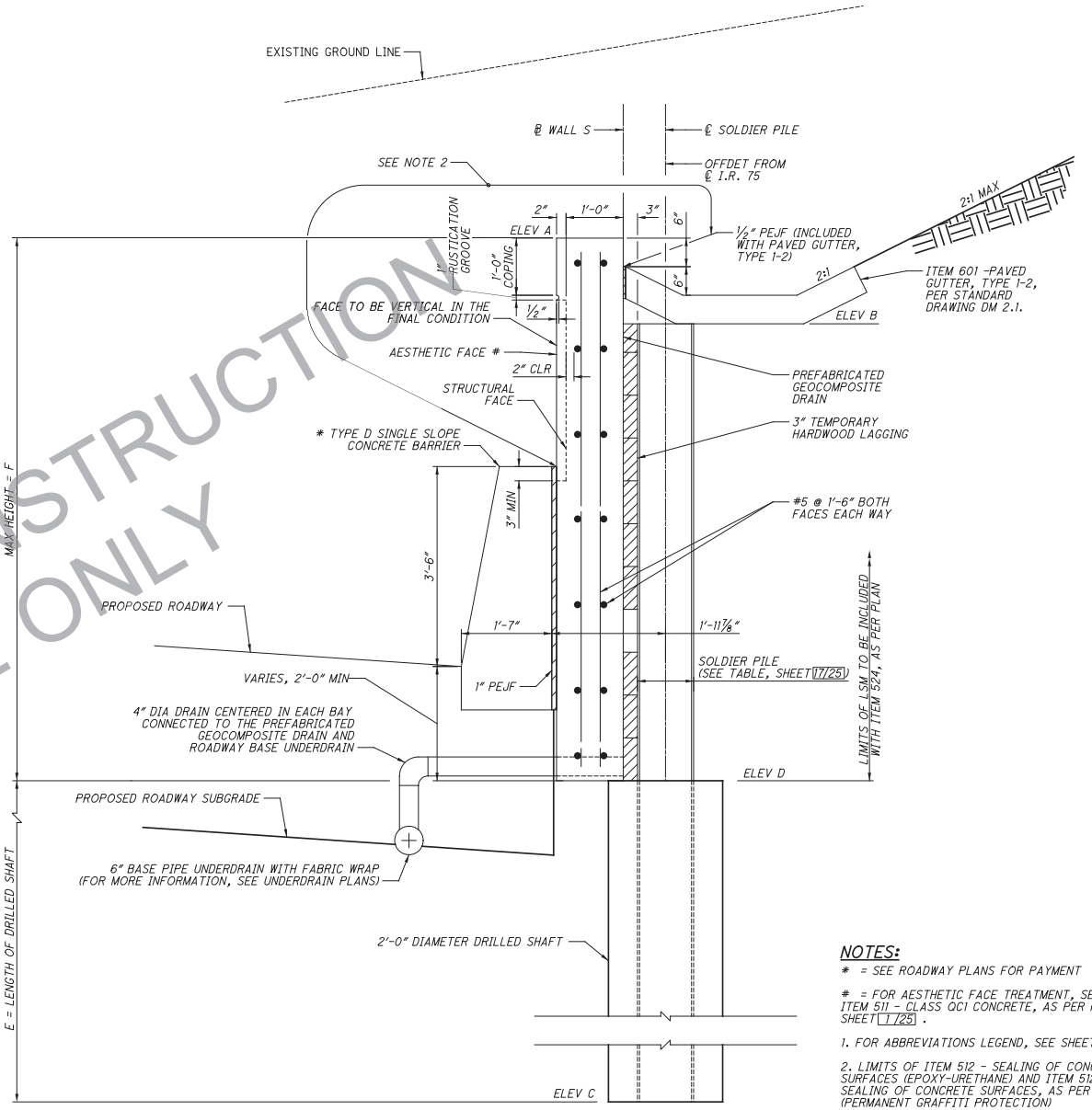

SECTION A-A

NOTES:

* = SEE ROADWAY PLANS FOR PAYMENT

= FOR AESTHETIC FACE TREATMENT, SEE NOTE ITEM 511 - CLASS QC1 CONCRETE, AS PER PLAN ON SHEET 17/25 .

1. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
NCK			

RETAINING WALL DETAILS 1 OF 2

SOLDIER PILE WITH LAGGING WALL S

HAM-75-7.85

PID No. 121447

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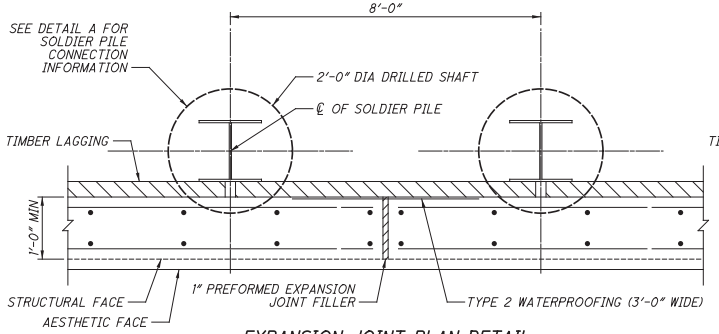
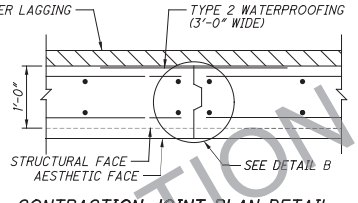
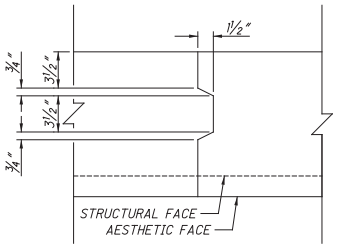


EXPANSION JOINT PLAN DETAIL

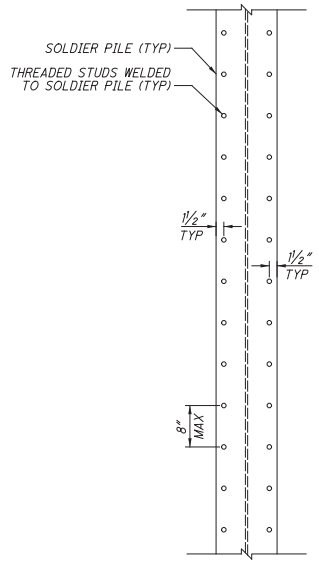


CONTRACTION JOINT PLAN DETAIL

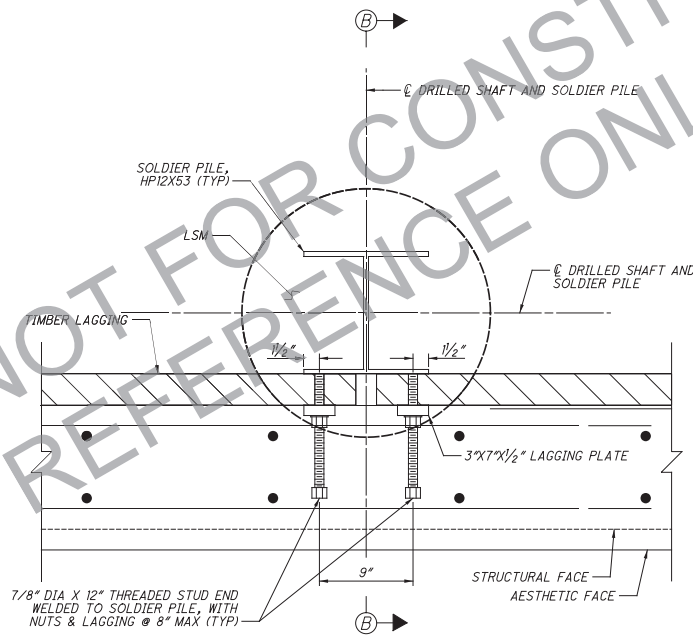


DETAIL B

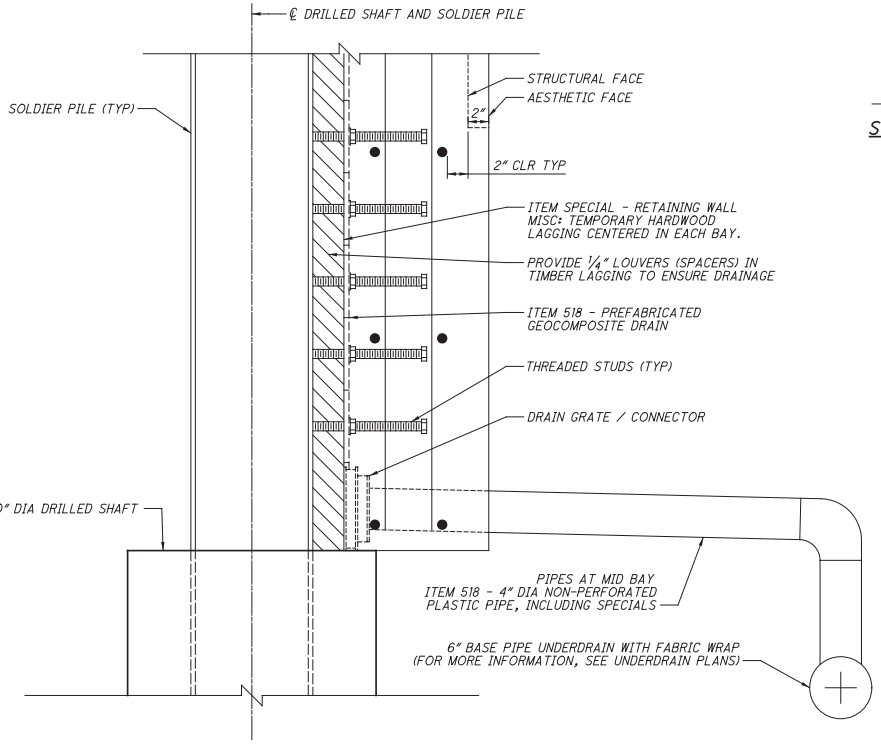
(TIMBER LAGGING AND TYPE 2 WATERPROOFING NOT SHOWN FOR CLARITY)



SOLDIER PILE ELEVATION



DETAIL A



SECTION B-B

NOTES

1. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25 .

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6135 PARK SOUTH DRIVE
COLUMBUS, OHIO 43213
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NCK			

RETAINING WALL DETAILS 2 OF 2

SOLDIER PILE WITH LAGGING WALL S

HAM-75-7.85

PID No. 121447

16 / 25

599
1045

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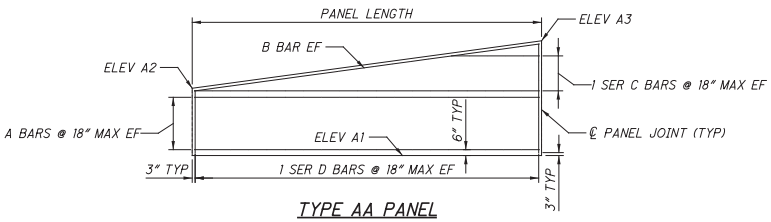
RETAINING WALL DETAIL TABLE

SOLDIER PILE NUMBER	SOLDIER PILE STATION	SOLDIER PILE OFFSET (FT)	TOP OF WALL ELEV A	TOP OF SOLDIER PILE ELEV B	MINIMUM PILE TIP ELEV C	TOP OF DRILLED SHAFT ELEV D	LENGTH OF DRILLED SHAFT E MIN (FT)	WALL HEIGHT F (FT)	SOLDIER PILE SIZE	SOLDIER PILE LENGTH (FT)
1	445+40.00	103.07	544.55	543.05	526.50	538.50	12.00	6.05	HP 12X53	16.55
2	445+48.00	103.07	545.63	544.13	526.50	538.50	12.00	7.13	HP 12X53	17.63
3	445+56.00	103.07	546.72	545.22	526.50	538.50	12.00	8.22	HP 12X53	18.72
4	445+64.00	103.07	547.81	546.31	523.50	538.50	15.00	9.31	HP 12X53	22.81
5	445+72.00	103.07	548.90	547.40	524.50	539.50	15.00	9.40	HP 12X53	22.90
6	445+80.00	103.07	549.99	548.49	524.50	539.50	15.00	10.49	HP 12X53	23.99
7	445+88.00	103.07	550.30	548.80	524.50	539.50	15.00	10.80	HP 12X53	24.30
8	445+96.00	103.07	550.61	549.11	525.50	540.50	15.00	10.11	HP 12X53	23.61
9	446+04.00	103.07	550.91	549.41	525.50	540.50	15.00	10.41	HP 12X53	23.91
10	446+12.00	103.07	551.22	549.72	525.50	540.50	15.00	10.72	HP 12X53	24.22
11	446+20.00	103.07	551.52	550.02	526.00	541.00	15.00	10.52	HP 12X53	24.02
12	446+28.00	103.07	551.83	550.33	526.00	541.00	15.00	10.83	HP 12X53	24.33
13	446+36.00	103.07	552.14	550.64	526.00	541.00	15.00	11.14	HP 12X53	24.64
14	446+44.00	103.07	552.24	550.74	527.00	542.00	15.00	10.24	HP 12X53	23.74
15	446+52.00	103.07	552.16	550.66	527.00	542.00	15.00	10.16	HP 12X53	23.66
16	446+60.00	103.07	552.08	550.58	527.00	542.00	15.00	10.08	HP 12X53	23.58
17	446+68.00	103.07	552.01	550.51	528.00	543.00	15.00	9.01	HP 12X53	22.51
18	446+76.00	103.07	551.93	550.43	528.00	543.00	15.00	8.93	HP 12X53	22.43
19	446+84.00	103.07	551.85	550.35	531.00	543.00	12.00	8.85	HP 12X53	19.35
20	446+92.00	103.07	551.78	550.28	531.50	543.50	12.00	8.28	HP 12X53	18.78
21	447+00.00	103.07	551.70	550.20	531.50	543.50	12.00	8.20	HP 12X53	18.70
22	447+08.00	103.07	551.62	550.12	531.50	543.50	12.00	8.12	HP 12X53	18.62
23	447+16.00	103.07	551.54	550.04	532.50	544.50	12.00	7.04	HP 12X53	17.54
24	447+24.00	103.07	551.46	549.96	532.50	544.50	12.00	6.96	HP 12X53	17.46
25	447+32.00	103.07	551.38	549.88	532.50	544.50	12.00	6.88	HP 12X53	17.38
26	447+40.00	103.07	551.30	549.80	532.50	544.50	12.00	6.80	HP 12X53	17.30

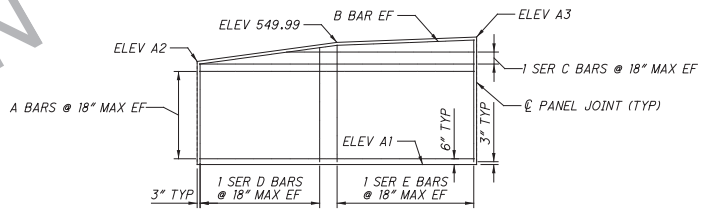
RETAINING WALL PANEL TABLE

PANEL NUMBER	PANEL TYPE	PANEL LENGTH	ELEV A1	ELEV A2	ELEV A3	A BARS NO	A BARS MARK	B BARS NO	B BARS MARK	C BARS NO	C BARS MARK	D BARS NO	D BARS MARK	E BARS NO	E BARS MARK	F BARS NO	F BARS MARK
1	AA	30'	538.50	544.28	548.36	8	A501	2	B501	8	C501	42	D501				
2	AB	24'	539.50	548.36	550.45	12	A502	2	B502	4	C502	16	D502	18	E501		
3	AC	24'	540.50	550.45	551.37	14	A502	2	B503					34	E502		
4	AC	24'	541.00	551.37	552.29	14	A502	2	B503					34	E503		
5	AD	24'	542.00	552.29	552.05	14	A502	2	B503							34	F501 TO F503
6	AD	24'	543.00	552.05	551.82	12	A502	2	B503							34	F504 TO F506
7	AD	24'	543.50	551.82	551.59	12	A502	2	B503							34	F507 TO F509
8	AD	30'	544.50	551.59	551.28	10	A501	2	B504							168	F510

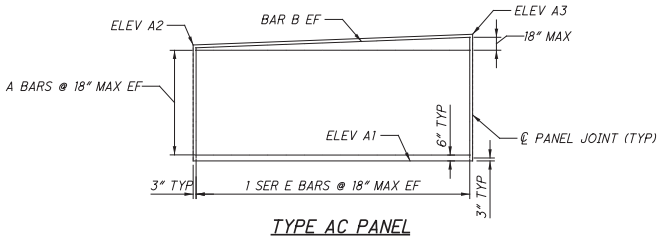
NOT FOR CONSTRUCTION
REFERENCE ONLY



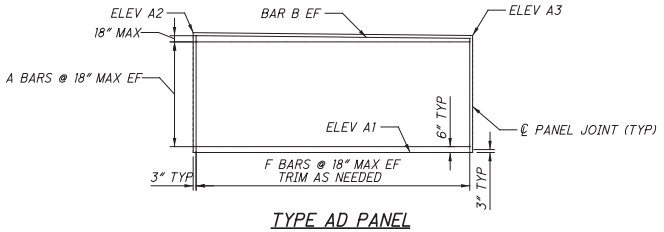
TYPE AA PANEL



TYPE AB PANEL



TYPE AC PANEL



TYPE AD PANEL

NOTES:

1. FOR PILE SPACING, SEE SHEET 14/25 .
2. FOR REINFORCING STEEL SCHEDULE, SEE SHEET 18/25 .
3. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25 .

RESOURCE INTERNATIONAL INC.
6339 PROSPERITY DRIVE
COLUMBUS, OHIO 43017
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

RETAINING WALL DETAIL TABLE AND WALL PANELS
SOLDIER PILE WITH LAGGING WALL S

HAM-75-7.85
PID No. 121447

17 / 25

600
1045

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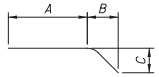
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
CONCRETE FACING PANELS											
A501	18	29'-6"	554	ST.							
A502	78	23'-6"	1912	ST.							
B501	2	29'-9"	62	ST.							
B502	2	23'-6"	49	19	11'-11"	11'-8 3/4"	1'-1 5/8"				
B503	10	23'-6"	245	ST.							
B504	2	29'-6"	62	ST.							
	2	7'-5"									
C501	SER OF	TO	116	ST.							11'-0 1/2"
	3	29'-6"									
	2	16'									
C502	SER OF	TO	82	ST.							7'-6"
	2	23'-6"									
	2	5'-3"									
D501	SER OF	TO	319	ST.							2 7/16"
	21	9'-4"									
	2	8'-4"									
D502	SER OF	TO	151	ST.							0'-2 7/8"
	8	9'-9"									
	2	10'-0"									
E501	SER OF	TO	192	ST.							5/8"
	9	10'-5"									
	2	9'-5"									
E502	SER OF	TO	350	ST.							1 1/16"
	17	10'-4"									
	2	9'-10"									
E503	SER OF	TO	365	ST.							1 1/16"
	17	10'-9"									
F501	11	9'-9"	112	ST.							
F502	11	9'-8"	111	ST.							
F503	12	9'-7"	120	ST.							
F504	11	8'-6"	98	ST.							
F505	11	8'-5"	97	ST.							
F506	12	8'-4"	104	ST.							
F507	11	7'-9"	89	ST.							
F508	11	7'-8"	88	ST.							
F509	12	7'-7"	95	ST.							
	1	6'-3"									
F510	SER OF	TO	141	ST.							3/16"
	21	6'-7"									
		TOTAL	5514								



TYPE-19

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE 3 DIGITS ARE USED, AND THE FIRST 2 DIGITS WHERE FOUR DIGITS ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, A601 IS A NO 6 BAR AND 01 INDICATES BAR SEQUENCE NUMBER. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED.

2. SER INDICATES A SERIES BAR AND INC INDICATES THE LENGTH INCREMENT FOR SERIES BARS.

3. ALL REINFORCING STEEL TO BE EPOXY COATED.

4. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25.

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

REINFORCING STEEL SCHEDULE
SOLDIER PILE WITH LAGGING WALL S

HAM-75-7.85
PID No. 121447

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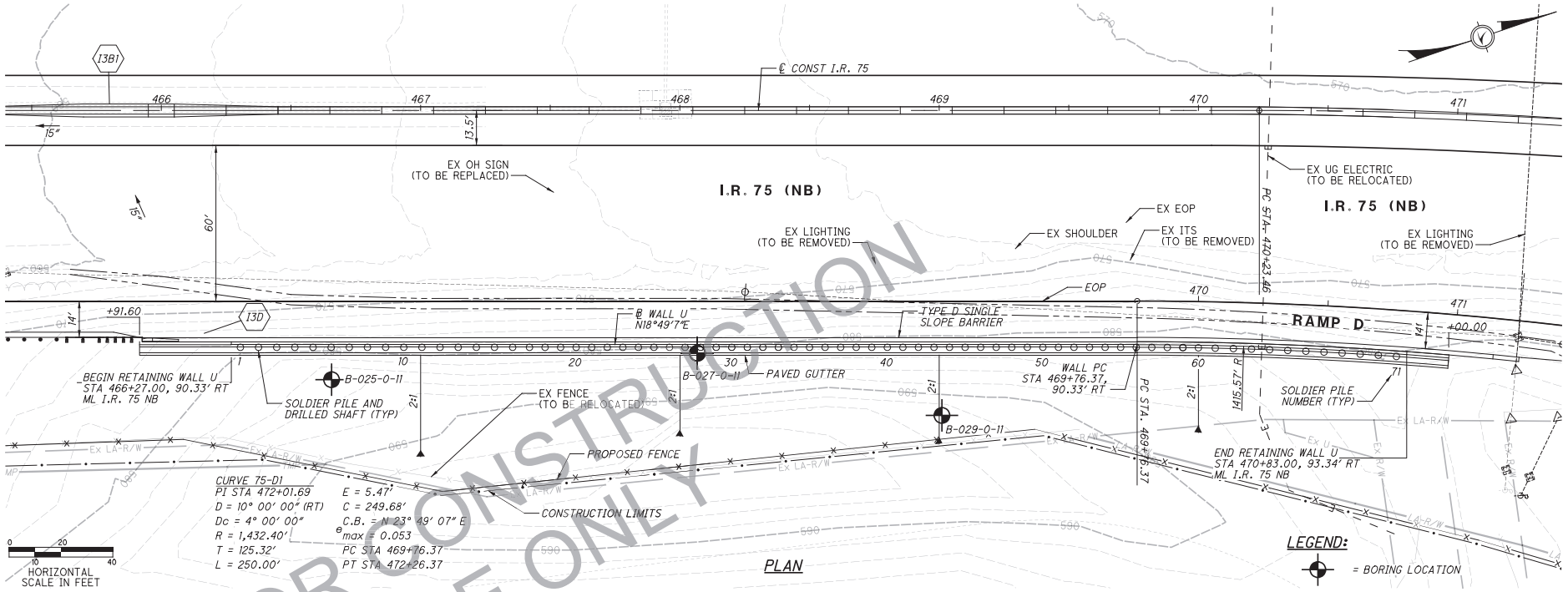

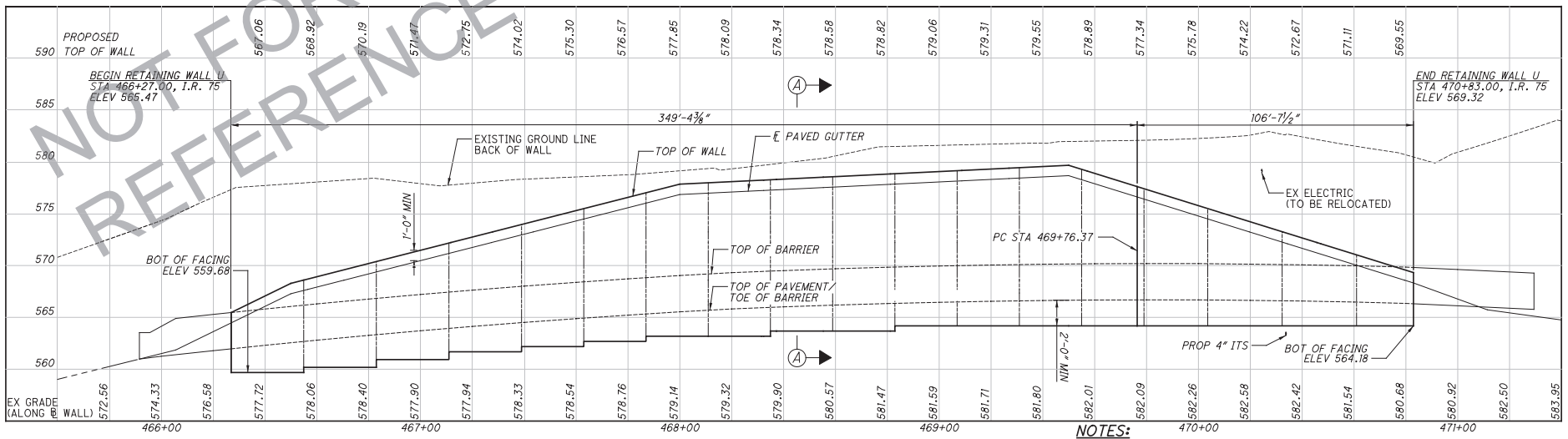

ELEVATION ALONG BACK OF WALL

NOTES:

1. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25
2. UNDERDRAIN AND 4" DRAIN PIPES NOT SHOWN FOR CLARITY (TYP). FOR WALL DRAINAGE INFORMATION, SEE SHEETS 21/25 TO 22/25

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6135 PARK SOUTH DRIVE, SUITE 510
CHARLOTTE, NC 28210
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

PLAN AND ELEVATION
SOLDIER PILE WITH LAGGING WALL U

HAM-75-7.85
PID No. 121447

19/25

602
1045

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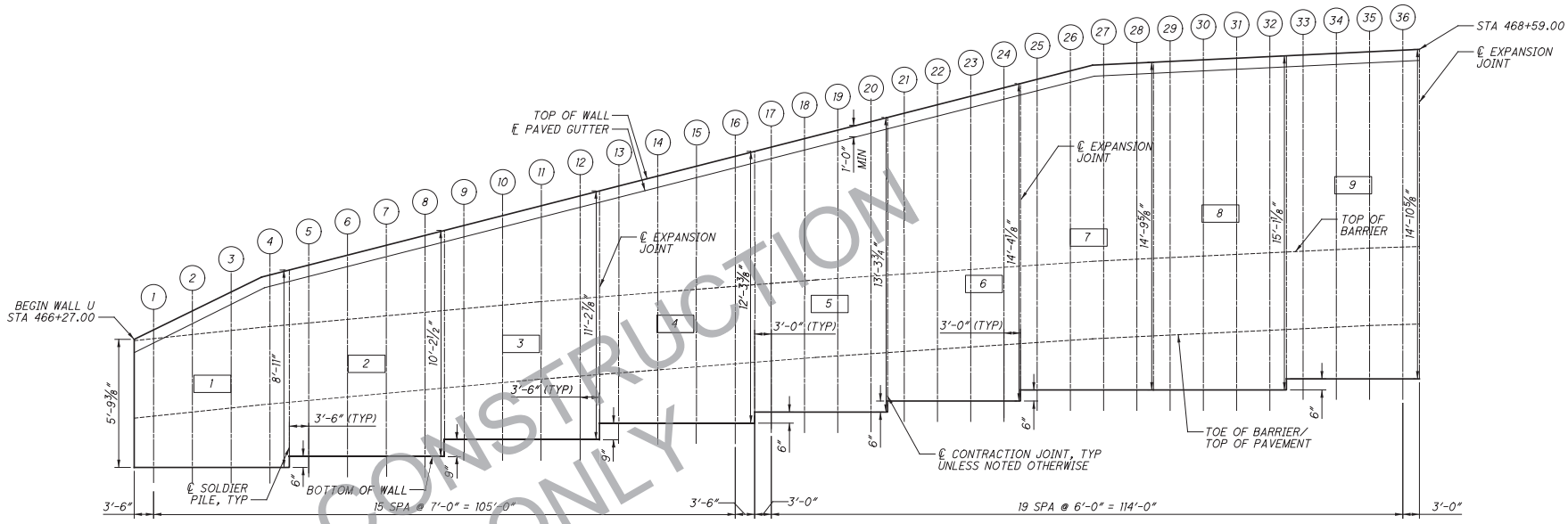
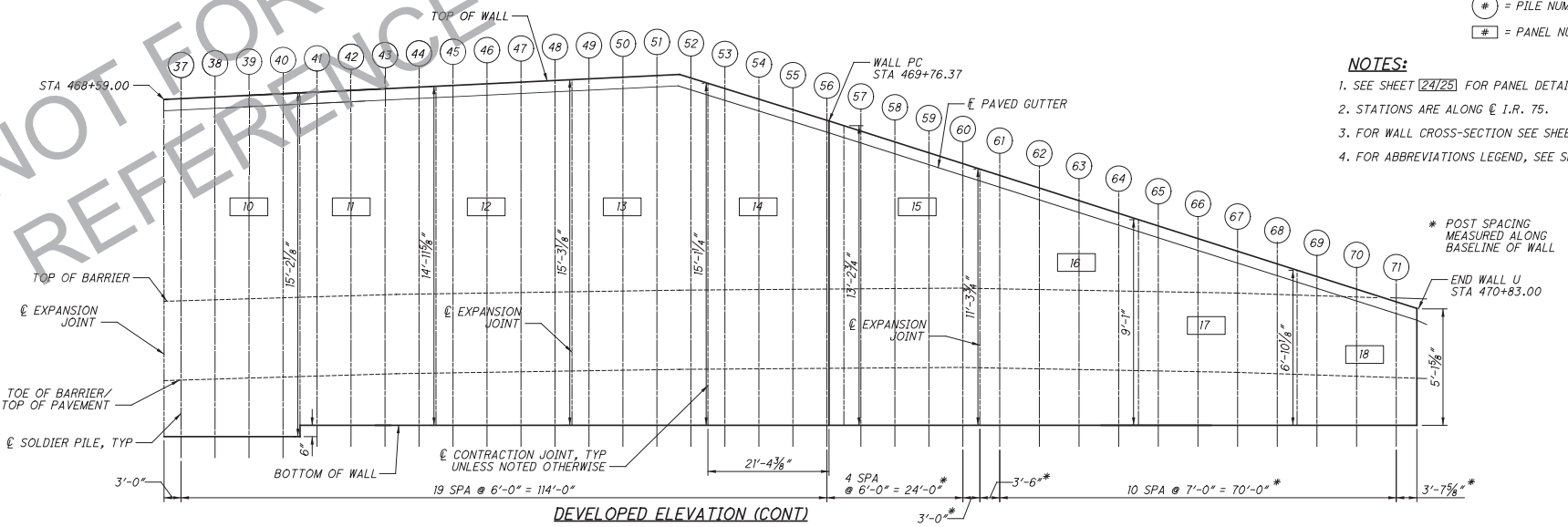


DEVELOPED ELEVATION



DEVELOPED ELEVATION (CONT)

LEGEND:

(#) = PILE NUMBER

[#] = PANEL NUMBER

NOTES:

1. SEE SHEET [24/25] FOR PANEL DETAILS.
2. STATIONS ARE ALONG ℄ I.R. 75.
3. FOR WALL CROSS-SECTION SEE SHEET [22/25].
4. FOR ABBREVIATIONS LEGEND, SEE SHEET [2/25].

NOT FOR CONSTRUCTION
REFERENCE ONLY

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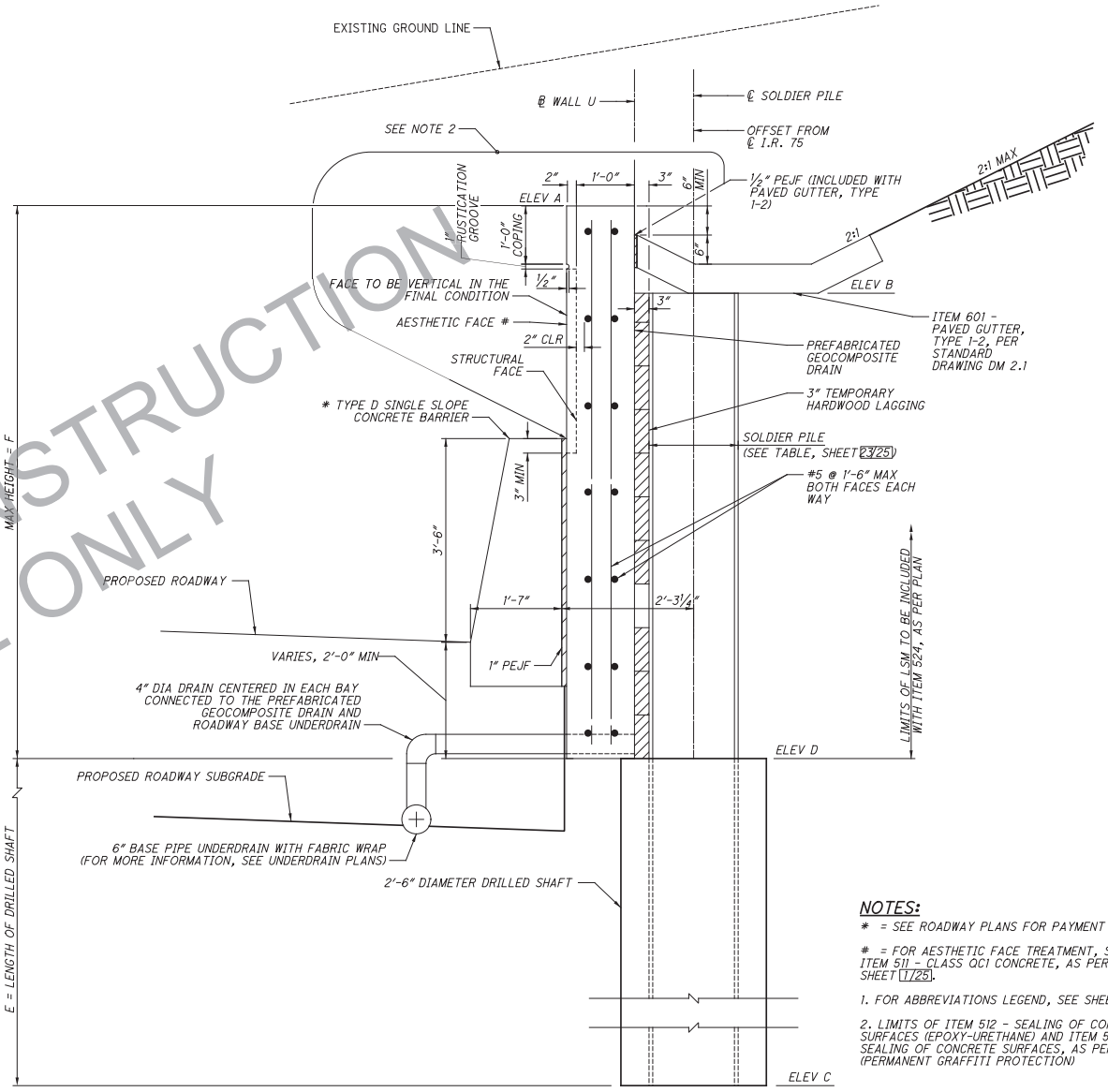
RESOURCE INTERNATIONAL INC.
8590 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
NCK			

WALL ELEVATION
SOLDIER PILE WITH LAGGING WALL U

HAM-75-7.85
PID No. 121447



SECTION A-A

NOTES:

* = SEE ROADWAY PLANS FOR PAYMENT

\# = FOR AESTHETIC FACE TREATMENT, SEE NOTE ITEM 511 - CLASS QC1 CONCRETE, AS PER PLAN ON SHEET 17/25.

1. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25.

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
NCK			

RETAINING WALL DETAILS 1 OF 2

SOLDIER PILE WITH LAGGING WALL U

HAM-75-7.85

PID No. 121447

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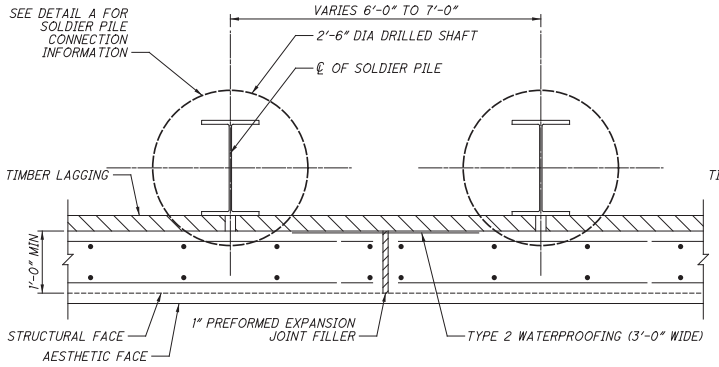
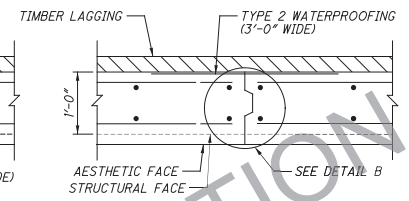
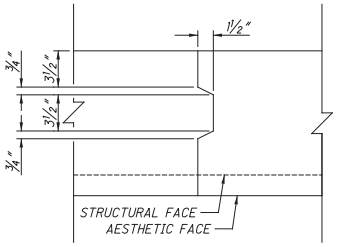


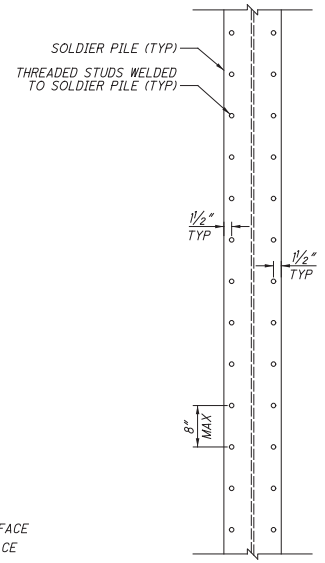
EXPANSION JOINT PLAN DETAIL



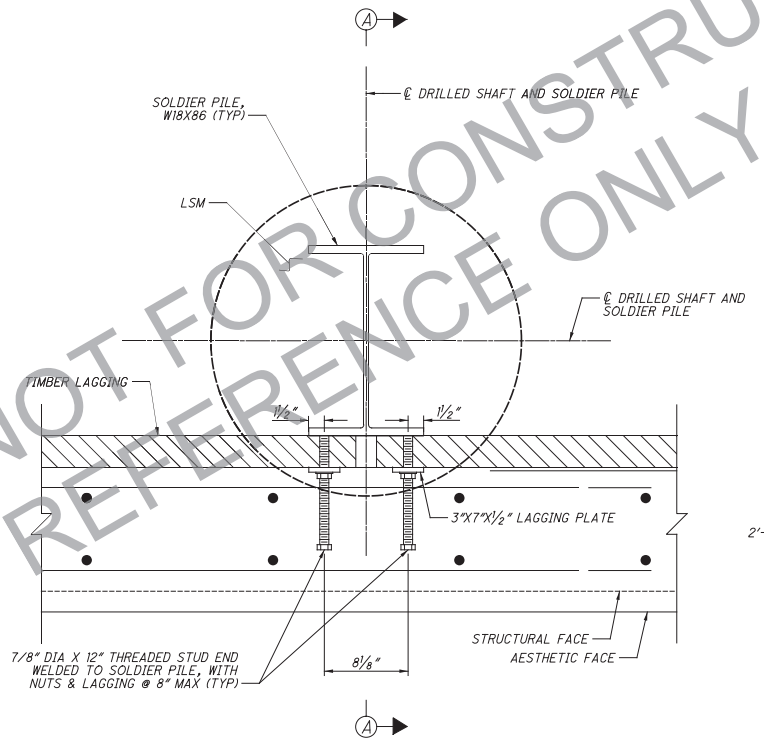
CONTRACTION JOINT PLAN DETAIL



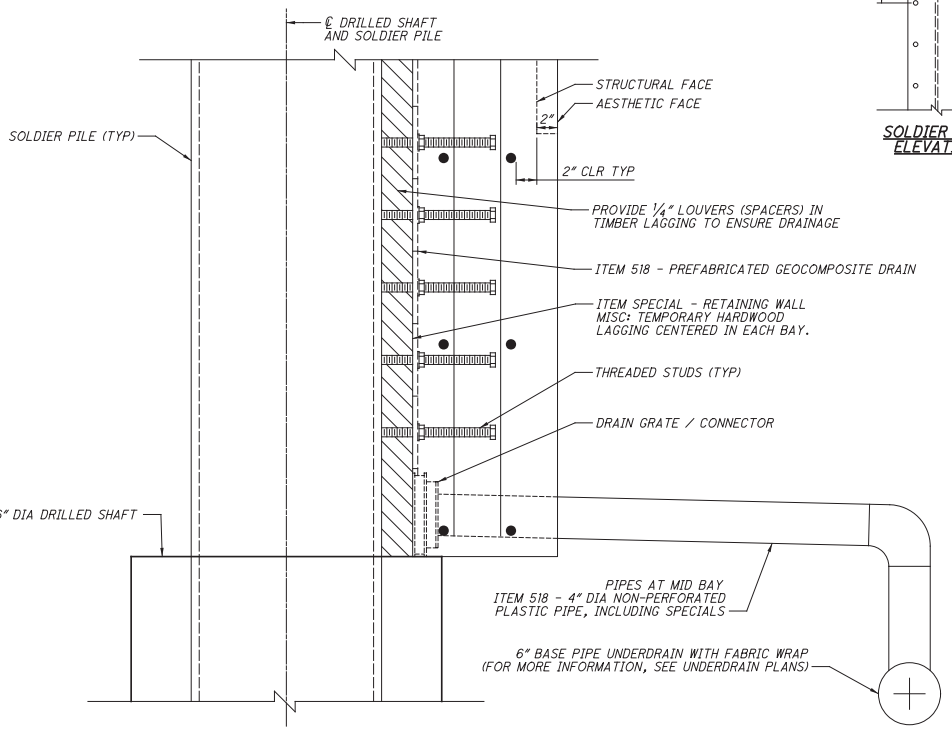
DETAIL B
(TIMBER LAGGING AND TYPE 2 WATERPROOFING NOT SHOWN FOR CLARITY)



SOLDIER PILE ELEVATION



DETAIL A



SECTION B-B

NOTES:

1. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25.

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NCK			

RETAINING WALL DETAILS 2 OF 2
SOLDIER PILE WITH LAGGING WALL U

HAM-75-7.85
PID No. 121447

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RETAINING WALL DETAIL TABLE

SOLDIER PILE NUMBER	SOLDIER PILE STATION	SOLDIER PILE OFFSET (FT)	TOP OF WALL ELEV A	TOP OF SOLDIER PILE ELEV B	MINIMUM PILE TIP ELEV C	TOP OF DRILLED SHAFT ELEV D	LENGTH OF DRILLED SHAFT E MIN (FT)	WALL HEIGHT F (FT)	SOLDIER PILE SIZE	SOLDIER PILE LENGTH (FT)
1	466+30.50	91.35	565.90	564.40	551.68	559.68	8.00	6.22	W18X86	12.72
2	466+37.50	91.35	566.75	565.25	551.68	559.68	8.00	7.07	W18X86	13.57
3	466+44.50	91.35	567.61	566.11	551.68	559.68	8.00	7.93	W18X86	14.43
4	466+51.50	91.35	568.38	566.88	546.68	559.68	13.00	8.70	W18X86	20.20
5	466+58.50	91.35	568.82	567.32	547.18	560.18	13.00	8.64	W18X86	20.14
6	466+65.50	91.35	569.27	567.77	547.18	560.18	13.00	9.09	W18X86	20.59
7	466+72.50	91.35	569.72	568.22	547.18	560.18	13.00	9.54	W18X86	21.04
8	466+79.50	91.35	570.16	568.66	547.18	560.18	13.00	9.98	W18X86	21.48
9	466+86.50	91.35	570.61	569.11	547.93	560.93	13.00	9.68	W18X86	21.18
10	466+93.50	91.35	571.06	569.56	547.93	560.93	13.00	10.13	W18X86	21.63
11	467+00.50	91.35	571.50	570.00	547.93	560.93	13.00	10.57	W18X86	22.07
12	467+07.50	91.35	571.95	570.45	547.93	560.93	13.00	11.02	W18X86	22.52
13	467+14.50	91.35	572.40	570.90	548.68	561.68	13.00	10.72	W18X86	22.22
14	467+21.50	91.35	572.84	571.34	548.68	561.68	13.00	11.16	W18X86	22.66
15	467+28.50	91.35	573.29	571.79	548.68	561.68	13.00	11.61	W18X86	23.11
16	467+35.50	91.35	573.73	572.23	545.68	561.68	16.00	12.05	W18X86	26.55
17	467+42.00	91.35	574.15	572.65	546.18	562.18	16.00	11.97	W18X86	26.47
18	467+48.00	91.35	574.53	573.03	546.18	562.18	16.00	12.35	W18X86	26.85
19	467+54.00	91.35	574.92	573.42	546.18	562.18	16.00	12.74	W18X86	27.24
20	467+60.00	91.35	575.30	573.80	546.18	562.18	16.00	13.12	W18X86	27.62
21	467+66.00	91.35	575.68	574.18	546.68	562.68	16.00	13.00	W18X86	27.50
22	467+72.00	91.35	576.06	574.56	546.68	562.68	16.00	13.38	W18X86	27.88
23	467+78.00	91.35	576.45	574.95	546.68	562.68	16.00	13.77	W18X86	28.27
24	467+84.00	91.35	576.83	575.33	546.68	562.68	16.00	14.15	W18X86	28.65
25	467+90.00	91.35	577.21	575.71	547.18	563.18	16.00	14.03	W18X86	28.53
26	467+96.00	91.35	577.59	576.09	547.18	563.18	16.00	14.41	W18X86	28.91
27	468+02.00	91.35	577.87	576.37	547.18	563.18	16.00	14.69	W18X86	29.19
28	468+08.00	91.35	577.95	576.45	547.18	563.18	16.00	14.77	W18X86	29.27
29	468+14.00	91.35	578.02	576.52	547.18	563.18	16.00	14.84	W18X86	29.34
30	468+20.00	91.35	578.09	576.59	547.18	563.18	16.00	14.91	W18X86	29.41
31	468+26.00	91.35	578.17	576.67	547.18	563.18	16.00	14.99	W18X86	29.49
32	468+32.00	91.35	578.24	576.74	547.18	563.18	16.00	15.06	W18X86	29.56
33	468+38.00	91.35	578.31	576.81	547.68	563.68	16.00	14.63	W18X86	29.13
34	468+44.00	91.35	578.38	576.88	547.68	563.68	16.00	14.70	W18X86	29.20
35	468+50.00	91.35	578.46	576.96	547.68	563.68	16.00	14.78	W18X86	29.28
36	468+56.00	91.35	578.53	577.03	547.68	563.68	16.00	14.85	W18X86	29.35
37	468+62.00	91.35	578.60	577.10	547.68	563.68	16.00	14.92	W18X86	29.42
38	468+68.00	91.35	578.68	577.18	547.68	563.68	16.00	15.00	W18X86	29.50
39	468+74.00	91.35	578.75	577.25	547.68	563.68	16.00	15.07	W18X86	29.57
40	468+80.00	91.35	578.82	577.32	547.68	563.68	16.00	15.14	W18X86	29.64
41	468+86.00	91.35	578.89	577.39	548.18	564.18	16.00	14.71	W18X86	29.21
42	468+92.00	91.35	578.97	577.47	548.18	564.18	16.00	14.79	W18X86	29.29
43	468+98.00	91.35	579.04	577.54	548.18	564.18	16.00	14.86	W18X86	29.36
44	469+04.00	91.35	579.11	577.61	548.18	564.18	16.00	14.93	W18X86	29.43
45	469+10.00	91.35	579.18	577.68	548.18	564.18	16.00	15.00	W18X86	29.50
46	469+16.00	91.35	579.26	577.76	548.18	564.18	16.00	15.08	W18X86	29.58
47	469+22.00	91.35	579.33	577.83	548.18	564.18	16.00	15.15	W18X86	29.65
48	469+28.00	91.35	579.40	577.90	548.18	564.18	16.00	15.22	W18X86	29.72
49	469+34.00	91.35	579.48	577.98	548.18	564.18	16.00	15.30	W18X86	29.80
50	469+40.00	91.35	579.55	578.05	548.18	564.18	16.00	15.37	W18X86	29.87
51	469+46.00	91.35	579.62	578.12	548.18	564.18	16.00	15.44	W18X86	29.94
52	469+52.00	91.35	579.69	578.19	548.18	564.18	16.00	15.51	W18X86	30.01
53	469+58.00	91.35	579.05	577.55	548.18	564.18	16.00	14.87	W18X86	29.37
54	469+64.00	91.35	578.58	577.08	548.18	564.18	16.00	14.40	W18X86	28.90
55	469+70.00	91.35	578.11	576.61	548.18	564.18	16.00	13.93	W18X86	28.43
56	469+76.00	91.35	577.65	576.15	548.18	564.18	16.00	13.47	W18X86	27.97
57	469+82.00	91.36	577.18	575.68	548.18	564.18	16.00	13.00	W18X86	27.50
58	469+87.99	91.40	576.71	575.21	548.18	564.18	16.00	12.53	W18X86	27.03
59	469+93.99	91.46	576.25	574.75	551.18	564.18	13.00	12.07	W18X86	23.57
60	469+99.98	91.55	575.78	574.28	551.18	564.18	13.00	11.60	W18X86	23.10
61	470+06.48	91.67	575.27	573.77	551.18	564.18	13.00	11.09	W18X86	22.59
62	470+13.47	91.84	574.73	573.23	551.18	564.18	13.00	10.55	W18X86	22.05
63	470+20.46	92.04	574.19	572.69	551.18	564.18	13.00	10.01	W18X86	21.51
64	470+27.64	92.27	573.63	572.13	551.18	564.18	13.00	9.45	W18X86	20.95
65	470+34.95	92.51	573.06	571.56	551.18	564.18	13.00	8.88	W18X86	20.38
66	470+42.27	92.77	572.49	570.99	551.18	564.18	13.00	8.31	W18X86	19.81

RETAINING WALL DETAIL TABLE

SOLDIER PILE NUMBER	SOLDIER PILE STATION	SOLDIER PILE OFFSET (FT)	TOP OF WALL ELEV A	TOP OF SOLDIER PILE ELEV B	MINIMUM PILE TIP ELEV C	TOP OF DRILLED SHAFT ELEV D	LENGTH OF DRILLED SHAFT E MIN (FT)	WALL HEIGHT F (FT)	SOLDIER PILE SIZE	SOLDIER PILE LENGTH (FT)
67	470+49.59	93.03	571.92	570.42	556.18	564.18	8.00	7.74	W18X86	14.24
68	470+56.90	93.30	571.35	569.85	556.18	564.18	8.00	7.17	W18X86	13.67
69	470+64.22	93.59	570.78	569.28	556.18	564.18	8.00	6.60	W18X86	13.10
70	470+71.54	93.88	570.21	568.71	556.18	564.18	8.00	6.03	W18X86	12.53
71	470+78.86	94.18	569.64	568.14	556.18	564.18	8.00	5.46	W18X86	11.96

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:

1. SEE SHEET 20/25 FOR PILE SPACING.
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25.

RESOURCE INTERNATIONAL INC.
5595 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

RETAINING WALL DETAIL TABLE
SOLDIER PILE WITH LAGGING WALL U

HAM-75-7.85
PID No. 121447

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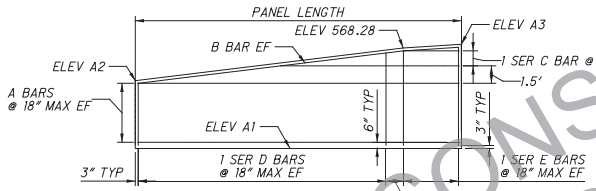
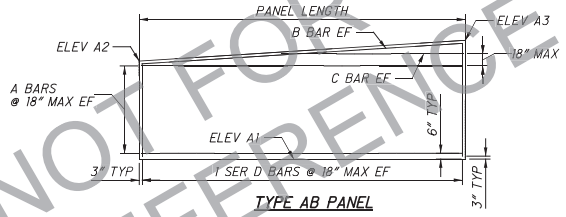
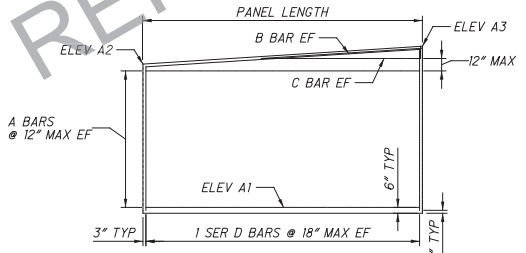
WALL PANEL TABLE															
PANEL NUMBER	PANEL TYPE	PANEL LENGTH	ELEV A1	ELEV A2	ELEV A3	A BARS		B BARS		C BARS		D BARS		E BARS	
						NO	MARK	NO	MARK	NO	MARK	NO	MARK	NO	MARK
1	AA	28'	559.68	565.47	568.60	10	A501	2	B501	4	C501	32	D501	10	E501
2	AB	28'	560.18	568.60	570.38	14	A501	2	B502	2	C502	40	D502		
3	AB	28'	560.93	570.38	572.17	14	A501	2	B502	2	C502	40	D503		
4	AB	28'	561.68	572.17	573.96	16	A501	2	B502	2	C502	40	D504		
5	AB	24'	562.18	573.96	575.49	18	A502	2	B503	2	C502	34	D505		
6	AC	24'	562.68	575.49	577.02	28	A502	2	B503	2	C503	34	D506		
7	AD	24'	563.18	577.02	577.98	30	A502	2	B504			18	D507	18	E502
8	AE	24'	563.18	577.98	578.27	32	A502					34	D508		
9	AE	24'	563.7	578.3	578.6	32	A502					34	D509		
10	AE	24'	563.7	578.6	578.9	32	A502					34	D510		
11	AE	24'	564.18	578.86	579.15	32	A502					34	D511		
12	AE	24'	564.2	579.2	579.4	32	A502					34	D512		
13	AF	24'	564.2	579.4	579.3	32	A502	2	B505			28	D513	8	E503
14	AG	24'	564.18	579.28	577.41	28	A502	2	B503	4	C504	34	D514		
15	AH	24'	564.18	577.41	575.49	18	A502	2	B503	2	C505	34	D515		
16	AH	28'	564.2	575.49	573.3	14	A501	2	B502	2	C505	40	D516		
17	AH	28'	564.18	573.26	571.03	12	A501	2	B502	2	C505	40	D517		
18	AH	21.42'	564.2	571	569.3	10	A503	2	B506	2	C506	30	D518		



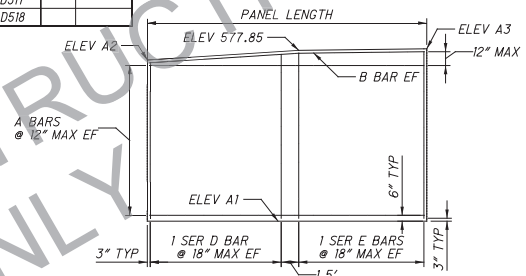
TYPE AA PANEL



TYPE AB PANEL



TYPE AC PANEL



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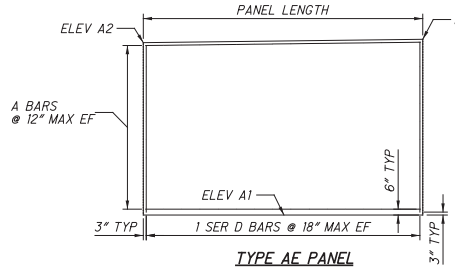
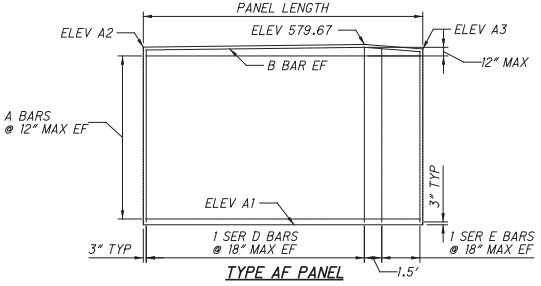


TYPE AE PANEL



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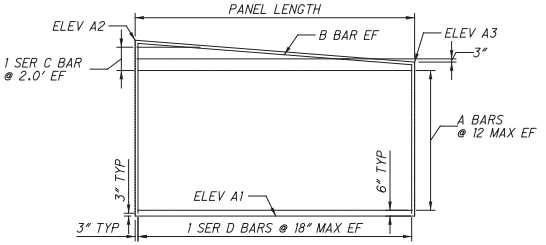
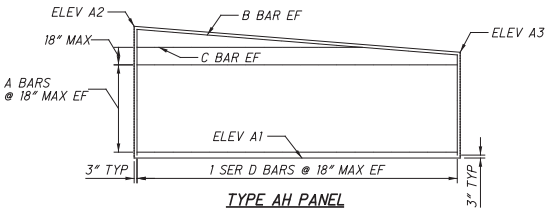


TYPE AG PANEL



TYPE AH PANEL

NOTES:

1. SEE SHEET 25/25 FOR REINFORCING STEEL SCHEDULE.
2. LONGITUDINAL BARS ALONG WALL CURVE SHALL BE FIELD BENT.
3. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/25 .

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6135 PARK SOUTH DRIVE, SUITE 510
CHARLOTTE, NC 28210
(704) 523-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

WALL PANELS
SOLDIER PILE WITH LAGGING WALL U

HAM-75-7.85
PID No. 121447

24/25

607
1045

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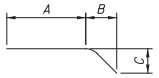
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
CONCRETE FACING PANELS											
A501	98	27'-6"	2811	ST							
A502	314	23'-6"	7696	ST							
A503	10	20'-11"	218	ST							
B501	2	27'-8"	58	19	22'-11 ¼"	4'-8 ¾"	3 ¼"				
B502	10	27'-6"	287	ST							
B503	8	23'-6"	196	ST							
B504	2	23'-7"	49	19	12'-10"	10'-9 ⅛"	6 1⅛"				
B505	2	23'-7"	49	19	18'-9 ½"	4'-9 1⅛"	5 ⅛"				
B506	2	21'-2"	44	ST							
	2	4'-8"									
C501	SER OF	TO	42	ST							10'-7"
	2	15'-3"									
C502	8	14'-2"	118	ST							
C503	2	12'-3"	26								
	2	4'-3"									
C504	SER OF	TO	45	ST							12'-10"
	2	17'-1"									
C505	2	19'-4"	40	ST							
C506	2	12'-9"	27	ST							
	2	5'-3"									
D501	SER OF	TO	220	ST							2 ⅛ "
	16	7'-11"									
	2	7'-11"									
D502	SER OF	TO	367	ST							1 ⅛"
	20	9'-8"									
	2	8'-11"									
D503	SER OF	TO	410	ST							1 ⅛"
	20	10'-9"									
	2	10'-0"									
D504	SER OF	TO	454	ST							1 ⅛"
	20	11'-9"									
	2	11'-3"									
D505	SER OF	TO	428	ST							1 ⅛"
	17	12'-10"									
	2	12'-4"									
D506	SER OF	TO	464	ST							1 ⅛"
	17	13'-10"									
	2	13'-4"									
D507	SER OF	TO	258	ST							1 ¼"
	9	14'-2"									
	2	14'-3"									
D508	SER OF	TO	511	ST							¼"
	17	14'-7"									
	2	14'-1"									
D509	SER OF	TO	505	ST							3⁄16"
	17	14"-4"									
	2	14'-4"									
D510	SER OF	TO	514	ST							¼"
	17	14'-8"									
	2	14'-2"									
D511	SER OF	TO	507	ST							3⁄16"
	17	14'-5"									
	2	14'-5"									
D512	SER OF	TO	517	ST							¼"
	17	14'-9"									
	2	14'-7"									
D513	SER OF	TO	432	ST							⅜"
	14	15'-0"									

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
CONCRETE FACING PANELS											
	2	12'-9"									
D514	SER OF	TO	485	ST							1 ⅜"
	17	14'-7"									
	2	10'-10"									
D515	SER OF	TO	418	ST							1 7⁄16"
	17	12'-9"									
	2	8'-7"									
D516	SER OF	TO	403	ST							1 ⅜"
	20	10'-9"									
	2	6'-4"									
D517	SER OF	TO	311	ST							1 7⁄16"
	20	8'-7"									
	2	4'-7"									
D518	SER OF	TO	171	ST							1 ½"
	15	6'-4"									
	2	8'-1"									
E501	SER OF	TO	86	ST							1"
	5	8'-5"									
	2	14'-2"									
E502	SER OF	TO	267	ST							⅛"
	9	14'-3"									
	2	14'-7"									
E503	SER OF	TO	123	ST							1 11⁄16"
	4	15'-0"									
		TOTAL	19557								



TYPE-19

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE 3 DIGITS ARE USED, AND THE FIRST 2 DIGITS WHERE FOUR DIGITS ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, B501 IS A NO 5 BAR AND 01 INDICATES BAR SEQUENCE NUMBER. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED.

2. SER INDICATES A SERIES BAR AND INC INDICATES THE LENGTH INCREMENT FOR SERIES BARS.

3. ALL REINFORCING STEEL TO BE EPOXY COATED.

4. FOR ABBREVIATIONS LEGEND, SEE SHEET 2 / 25 .

RESOURCE INTERNATIONAL INC.
9200 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

REINFORCING STEEL SCHEDULE
SOLDIER PILE WITH LAGGING WALL U

HAM-75-7.85
PID No. 121447

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PROPOSED WORK

THE PROPOSED WORK CONSISTS OF BUILDING CAST-IN-PLACE REINFORCED CONCRETE RETAINING WALLS IN THE FOLLOWING LOCATIONS:

WALLS T - ALONG I.R. 75 NB ML.
WALL M - ALONG RAMP N, EXTENDING HAM-75-0772 BRIDGE WINGWALL.

REFERENCE SHALL BE MADE TO SUPPLEMENTAL SPECIFICATION

NONE

REFERENCE SHALL BE MADE TO SUPPLEMENT

1083 DATED 1-20-17

DESIGN SPECIFICATIONS

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

DESIGN PARAMETERS

ANGLE OF FRICTION = 30°
UNIT WEIGHT OF SOIL = 125 PCF
ALLOWABLE COEFFICIENT OF FRICTION = 0.5

DESIGN DATA

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4000 PSI

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

FOUNDATION BEARING PRESSURE

RETAINING WALL FOOTINGS, AS DESIGNED, PRODUCE THE FOLLOWING BEARING PRESSURES:

WALL	FOUNDATION BEARING PRESSURE (KSF)	
	MAX SERVICE	MAX FACTORED
T	2.25	2.81
M	1.84	2.52

MAINTENANCE OF TRAFFIC

FOR MAINTENANCE OF TRAFFIC DETAILS, SEE THE ROADWAY PLANS.

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

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) SHALL BE APPLIED TO ALL EXPOSED SURFACES OF THE CONCRETE FACING OF THE RETAINING WALL INCLUDING THE TOP, BACKSIDE OF WALL DOWN TO THE GUTTER OR TOE OF BARRIER, AND THE FRONT VERTICAL SIDE OF THE CONCRETE FROM TOP TO BOTTOM. THE FINISH COAT COLOR FOR THE RETAINING WALL SHALL BE LIGHT NEUTRAL MEETING FEDERAL COLOR STANDARD NO. 595B-17778.

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN

ALL EXCAVATION AND BACKFILL REQUIRED TO CONSTRUCT THE PROPOSED EMBANKMENT BETWEEN THE VERTICAL LIMITS OF THE UNCLASSIFIED EXCAVATION FOR THE RETAINING WALL SHALL BE INCLUDED WITH ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN FOR PAYMENT. UNCLASSIFIED EXCAVATION WILL BE MEASURED PER CMS 503.09. SEE DETAIL ON SHEET 2 / 11.

ITEM 512- SEALING OF CONCRETE SURFACES (PERMANENT GRAFFITI PROTECTION), AS PER PLAN

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE AESTHETIC TREATMENT FINISH WITH THE MINIMUM OF 1" AND MAXIMUM OF 2" RELIEF SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD PER CMS 512.09.

CAST IN PLACE FOOTINGS

THE CONTRACTOR SHOULD CUT THE FOOTING AND FOOTING KEYWAY TO NEAT EXCAVATION LINES WITHOUT FORMING PRIOR TO PLACING THE FOOTING CONCRETE AND REINFORCING STEEL. FORM THE FOOTING ONLY WHEN THE EXCAVATION WALLS ARE UNSTABLE.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (WALL M):

TEMPORARY SHORING IS REQUIRED TO CONSTRUCT THE CIP WALLS WITHIN THE AVAILABLE RIGHT-OF-WAY.

TEMPORARY SHORING REQUIRED IN ADDITION TO THE SHORING FOR CONSTRUCTION PAID FOR WITH THE DRAINAGE OF WALL EXCAVATIONS IS ALSO INCLUDED FOR PAYMENT IN THE LUMP SUM BID FOR THIS ITEM.

WALL M: SEE WALL DETAIL SHEETS

THE DESIGN SHOWN IN THE PLANS FOR TEMPORARY SUPPORT OF THE 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 FOR TEMPORARY SUPPORT OF THE EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05.

ITEM 530 - SPECIAL - FORM LINER (WALL M):

FORM LINERS SHALL BE USED TO PRODUCE THE TEXTURED SURFACES ACCORDING TO THE LIMITS SHOWN ON THE PLANS. THE FORM LINERS USED TO PRODUCE THE ARCHITECTURAL SURFACE TEXTURES SHALL BE APPROVED BY THE DIRECTOR. PROVIDE A FORMLINER THAT MATCHES THE ADJACENT DRY STAKED PATTERN OF THE ADJACENT HAM-75-0772 STRUCTURE. INCLUDE A SMOOTH COPING AS INDICATED IN THE WALL DETAILS.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE FORM LINERS BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE FORM LINERS USING NOMINAL DIMENSIONS AS SHOWN ON THE PLANS. THE DEPARTMENT WILL NOT ADJUST PAY QUANTITIES FOR JOINT RSTIFICATIONS OR OTHER FORM LINER CONTRUCTION DETAILS.

BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR FALSEWORK, STRUCTURAL FORMWORK, FURNISHING, PLACING, CONSOLIDATING, FINISHING, AND CURING PROTLAND CEMENT CONCRETE SEPARATELY. PAYMENT FOR ITEM 530, SPECIAL - FORM LINER INCLUDES ALL MATERIALS AND LABOR REQUIRED TO PRODUCE THE TEXTURED CONCRETE SURFACES SHOWN ON THE PLANS AND DESCRIBED HEREIN.

ITEM 601 - PAVED GUTTER, TYPE 1-2, AS PER PLAN (WALL M)

PAVED GUTTER, AS PER PLAN, SHALL MEET ALL THE REQUIREMENTS OF SCD DM-2.1. WIDTH SHALL BE PER SCD DM-2.1, UNLESS OTHERWISE NOTED ON THE PLANS.

ABBREVIATIONS:

CJ - CONSTRUCTION JOINT
C/C - CENTER TO CENTER
CLR - CLEAR
CONST - CONSTRUCTION
EF - EACH FACE
ELEV - ELEVATION
EX - EXISTING
FF - FAR FACE
I.R. 75 - INTERSTATE ROUTE 75
INC - INCREMENT
LT - LEFT
MAX - MAXIMUM
MIN - MINIMUM
NB - NORTH BOUND
NF - NEAR FACE
PEJF - PREFORMED EXPANSION JOINT FILLER
PROP - PROPOSED
RT - RIGHT
SER - SERIES
SPA - SPACING
STA - STATION
ST - STRAIGHT
TYP - TYPICAL

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
8350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
NCK			

GENERAL NOTES
CAST IN PLACE RETAINING WALL T AND M

HAM-75-7.85
PID No. 121447

1 / 11

609
1045

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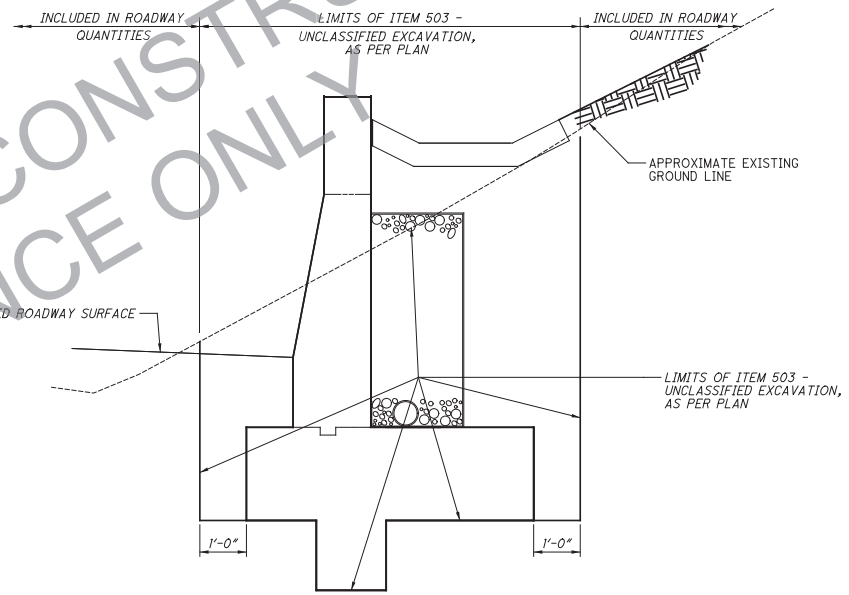
ESTIMATED QUANTITIES								AS PER PLAN REFERENCE SHEET
WALL T	WALL M	ITEM	ITEM EXT.	PARTICIPATION 02/IMS/03	TOTAL	UNIT	DESCRIPTION	
42		203	22000	42	42	CU YD	EMBANKMENT, USING NATURAL SOIL, 703.16.A	
LUMP		503	11100	LUMP	LUMP		COFFERDAMS AND EXCAVATION BRACING	
	LUMP	503	11101	LUMP	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	1 / 11
LUMP	LUMP	503	21301	LUMP	LUMP		UNCLASSIFIED EXCAVATION, AS PER PLAN	1 / 11
15586	2065	509	10000	17651	17651	LB	EPOXY COATED REINFORCING STEEL	
151	25	511	50212	176	176	CU YD	CLASS QC1 CONCRETE WITH QC/QA, SUBSTRUCTURE	
131	20	512	10001	151	151	SQ YD	SEALING OF CONCRETE SURFACES (PERMANENT GRAFFITI PROTECTION), AS PER PLAN	1 / 11
131	20	512	10100	151	151	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY URETHANE)	1 / 11
19	4	512	33000	23	23	SQ YD	TYPE 2 WATERPROOFING	
19		516	13400	19	19	SQ FT	¾" PREFORMED EXPANSION JOINT FILLER	
20	22	516	13600	42	42	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	
58	13	518	21200	71	71	CU YD	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
191		518	40000	191	191	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
10		518	40010	10	10	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
	22	518	42200	22	22	FT	8" PERFORATED CORRUGATED STEEL PIPE, 707.01	
	2	518	42300	2	2	FT	8" NON-PERFORATED CORRUGATED STEEL PIPE, INCLUDING SPECIALS, 707.01	
	153	530	13000	153	153	SF	SPECIAL - FORMLINER	1 / 11
252		601	37500	252	252	FT	PAVED GUTTER, TYPE 1-2	
	28	601	37501	28	28	FT	PAVED GUTTER, TYPE 1-2, AS PER PLAN	1 / 11



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REFERENCE ONLY

UNCLASSIFIED EXCAVATION, AS PER PLAN, PAYMENT LIMITS

NOTES:

1. FOR ABBREVIATIONS LEGEND, SEE SHEET 1 / 11
2. FOR ADDITIONAL UNCLASSIFIED EXCAVATION, AS PER PLAN, PAYMENT LIMITS, SEE SHEET 1 / 11

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED MMS | DRAWN MMS | REVIEWED SSK | DATE 3-18-26
CHECKED JWE | REVISED | STRUCTURE FILE NUMBER

ESTIMATED QUANTITIES
CAST-IN-PLACE RETAINING WALL T AND M

HAM-75-7.85
PID No. 121447

2 / 11

610
1045

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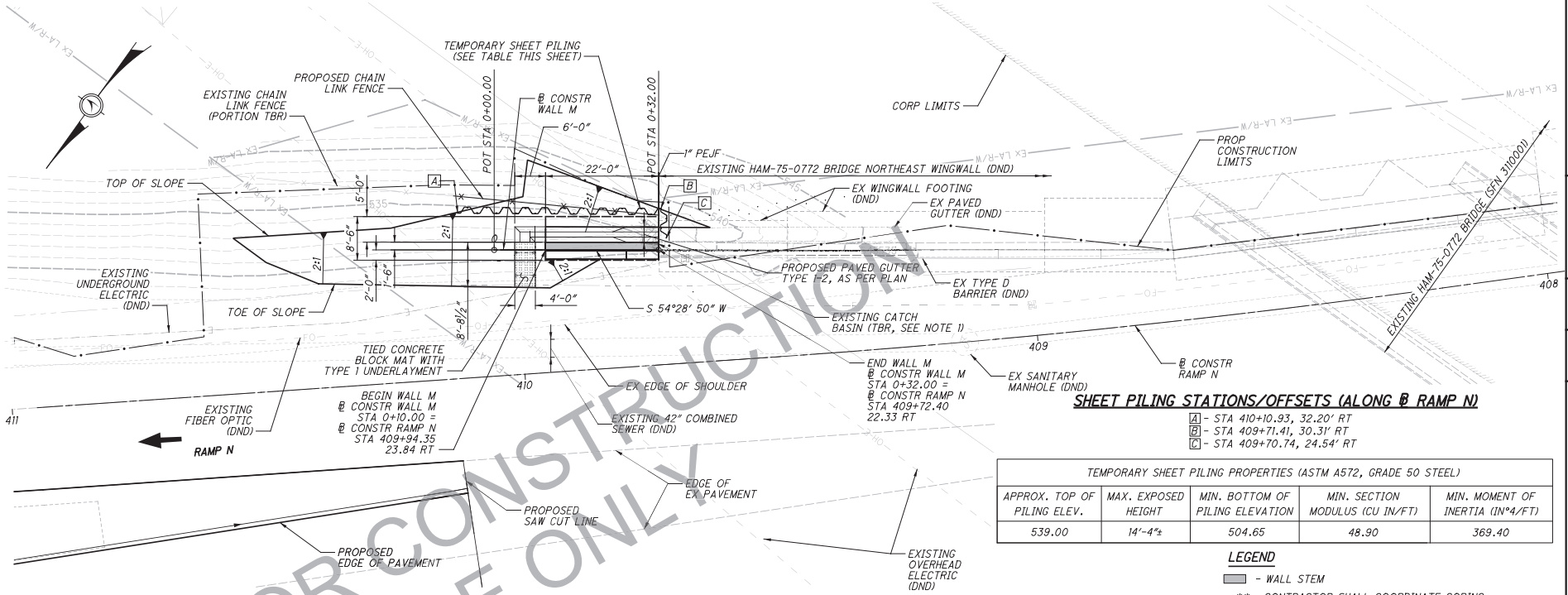


PLAN

SHEET PILING STATIONS/OFFSETS (ALONG @ RAMP N)

A - STA 410+10.93, 32.20' RT
B - STA 409+71.41, 30.31' RT
C - STA 409+70.74, 24.54' RT

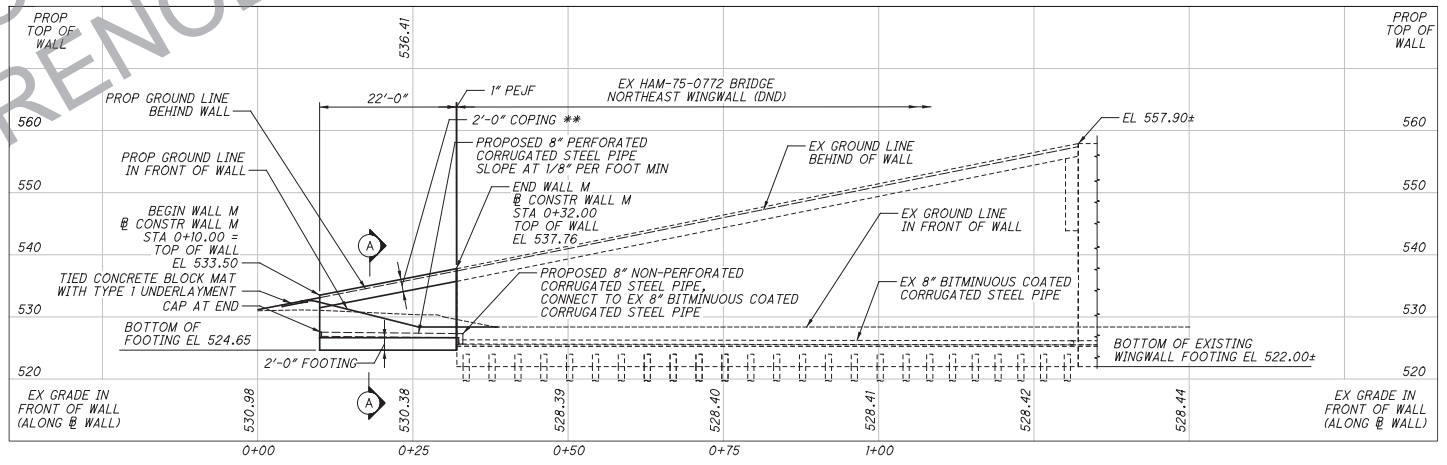
TEMPORARY SHEET PILING PROPERTIES (ASTM A572, GRADE 50 STEEL)

APPROX. TOP OF PILING ELEV.	MAX. EXPOSED HEIGHT	MIN. BOTTOM OF PILING ELEVATION	MIN. SECTION MODULUS (CU IN/FT)	MIN. MOMENT OF INERTIA (IN^4/FT)
539.00	14'-4"±	504.65	48.90	369.40

LEGEND

- WALL STEM

** - CONTRACTOR SHALL COORDINATE COPING GEOMETRY AND TIE IN WITH THE EXISTING WINGWALL TO ENSURE UNIFORM FINAL CONDITION



PROFILE ALONG @ CONST WALL M

(NORTHEAST WING WALL ADDITION, EXISTING CONCRETE BARRIER NOT SHOWN FOR CLARITY)

LEGEND

1. ALL STORM PIPES CONNECTED TO THE EXISTING CATCH BASIN IS ARE BE REMOVED.

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REFERENCE ONLY

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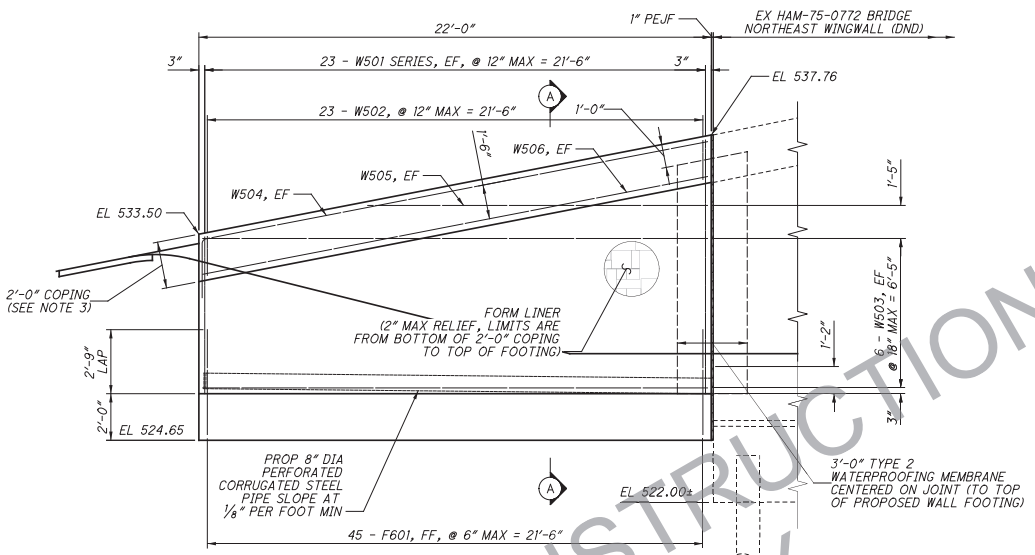
DESIGN AGENCY EMH&T
DESIGNED RJE
DRAWN GB
CHECKED RWM
REVIEWED CAS
REVISED -
DATE 3-18-26
STRUCTURE FILE NUMBER

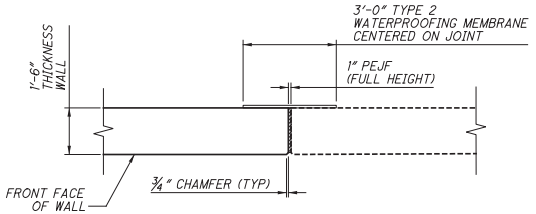
PLAN AND PROFILE
CAST-IN-PLACE RETAINING WALL M

HAM-75-7.85
PID No. 77889

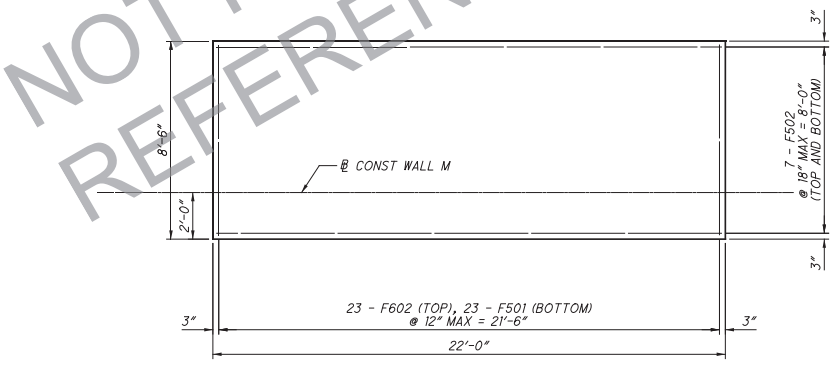
3 / 11
611
1045



ELEVATION



EXPANSION JOINT DETAIL



FOOTING PLAN

NOTES

1. FOR SECTION A-A SEE SHEET 5/11
2. SEE GENERAL NOTES FOR ABBREVIATION LEGENDS.
3. CONTRACTOR SHALL COORDINATE COPING GEOMETRY AND TIE IN WITH THE EXISTING WINGWALL TO ENSURE UNIFORM FINAL CONDITION.

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REFERENCE ONLY

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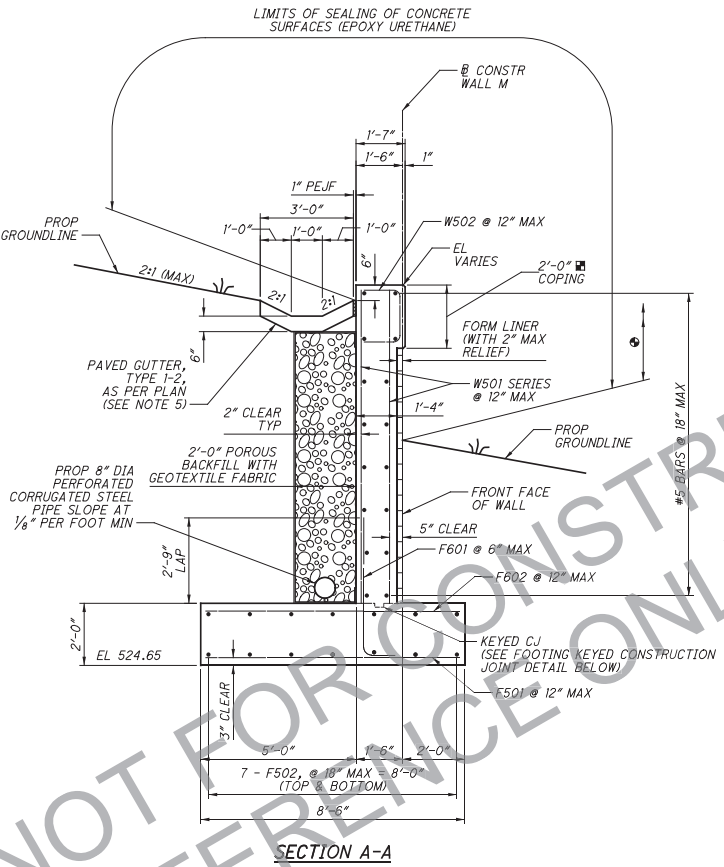
DESIGN AGENCY: EMH&T
DESIGNED: RJE
DRAWN: GB
REVIEWED: CAS
DATE: 3-18-26
CHECKED: RWM
REVISED: -
STRUCTURE FILE NUMBER:

WALL DETAILS
CAST-IN-PLACE RETAINING WALL M

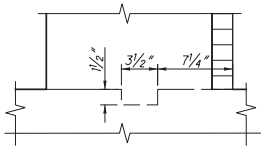
HAM-75-7.85
PID No. 77889

4 / 11

612
1045

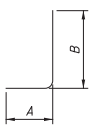


SECTION A-A

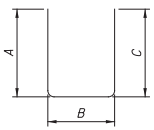


FOOTING KEYED CONSTRUCTION JOINT DETAIL

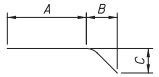
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
WALL											
W501	2 SR OF 23	6'-8" TO 10'-9½"	419	STR							0'-2¼"
W502	23	3'-11"	94	2	1'-3"	1'-8"	1'-3"				
W503	12	21'-8"	271	STR							
W504	2	24'-6"	51	19	22'-1"	0'-6"	2'-5½"				
W505	2	14'-7"	30	STR							
W506	2	22'-1"	46	STR							
SUB-TOTAL			911								
FOUNDATION											
F501	23	8'-2"	196	STR							
F502	14	21'-8"	316	STR							
F601	45	5'-4"	360	1	1'-0"	4'-6"					
F602	23	8'-2"	282	STR							
SUB-TOTAL			1,154								
TOTAL			2,065								



TYPE-1



TYPE-2



TYPE-19

LEGEND

◪ - MEASURED PERPENDICULAR TO TOP OF WALL. CONTRACTOR SHALL COORDINATE COPING GEOMETRY AND TIE-IN WITH THE EXISTING WINGWALL TO ENSURE UNIFORM FINAL CONDITION.

◕ - LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION). SEAL ALL EXPOSED SURFACES EXTENDING 10'-0" VERTICAL FROM GROUND LINE.

NOTES

1. THE LIMITS OF SEALING OF CONCRETE SURFACES ARE TO BE EXTENDED DOWN TO THE PROPOSED TOP OF GROUND ELEVATIONS AT THE FRONT FACE OF STEM AND WINGWALLS DURING THE HAM-75-7.85 PROJECT.
2. THE BAR SIZE ON THE PLANS IN THE BAR COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR THE NUMBER S601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT, UNLESS OTHERWISE INDICATED. R INDICATES I INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
3. ALL REINFORCING STEEL TO EPOXY COATED.
4. SEE GENERAL NOTES FOR ABBREVIATION LEGENDS.
5. PROPOSED PAVED GUTTER SHALL BE POURED ADJACENT TO THE EDGE OF THE EXISTING PAVED GUTTER BEHIND THE EXISTING WINGWALL.

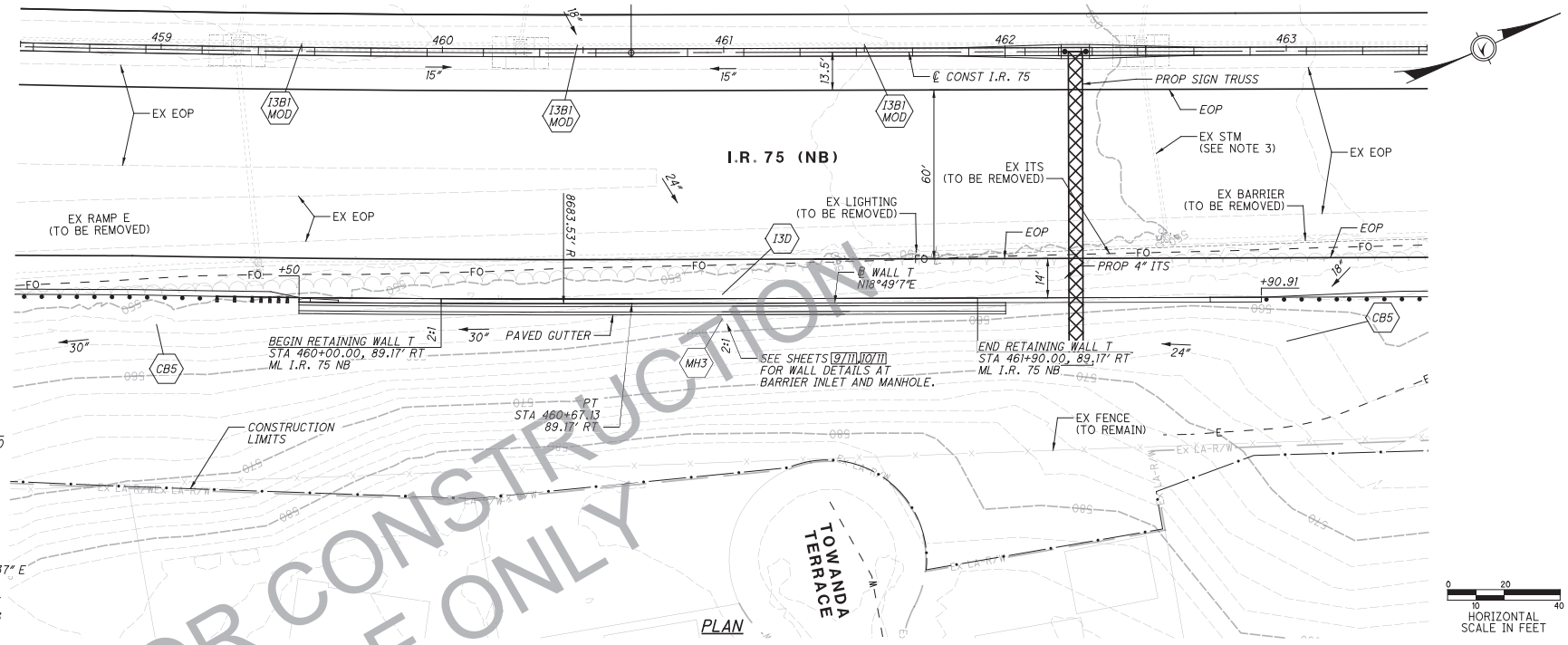
NOT FOR CONSTRUCTION REFERENCE ONLY

J:\2011\0903\ODOT\HAM\77889\structures\WALL_00M\sheets\77889_00MWD002.dgn 3/18/2026 10:20:56 AM hbrendlinger

DESIGN AGENCY EMH&T
DATE 3-18-26
REVIEWED CAS
STRUCTURE FILE NUMBER
DRAWN GB
REVISED -
DESIGNED RJE
CHECKED RWM

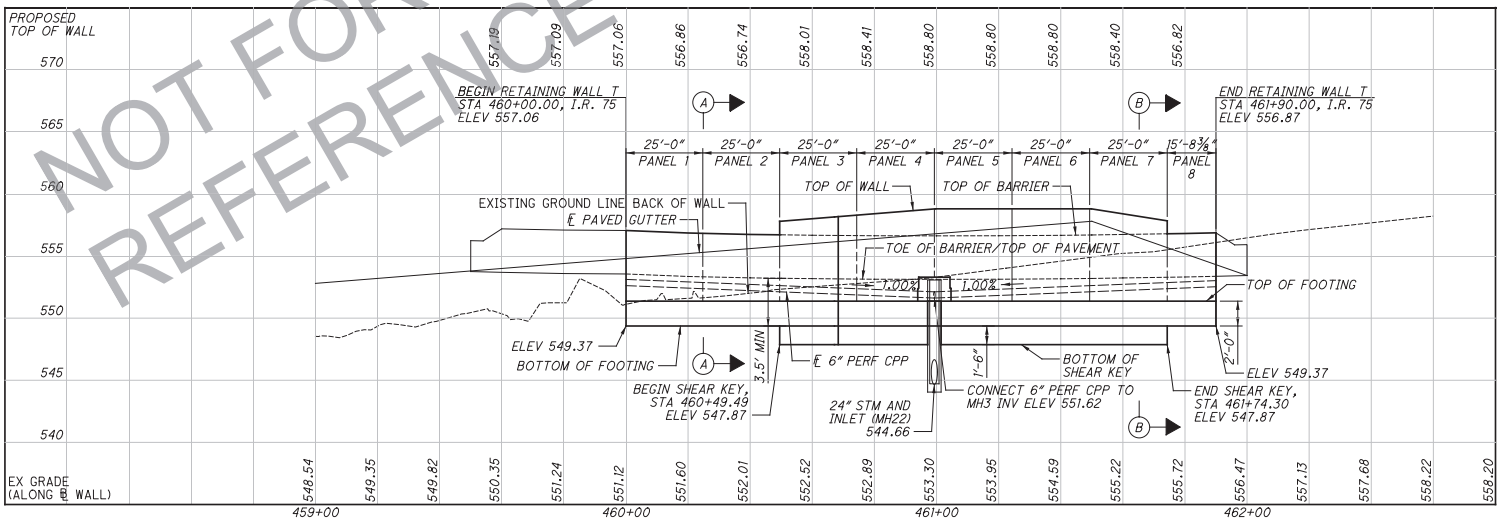
WALL DETAILS
CAST-IN-PLACE RETAINING WALL M

HAM-75-7.85
PID No. 77889



CURVE 75-3
PI STA 456+41.20
Δ = 5° 41' 01" (LT)
Dc = 0° 40' 00"
R = 8,594.37'
T = 426.63'
L = 852.56'
E = 10.58'
C = 852.21'
C.B. = N 21° 39' 37" E
e_{max} = 0.019
PC STA 452+14.57
PT STA 460+67.13

PLAN



ELEVATION ALONG BACK OF WALL

NOTES:

1. FOR SECTIONS A-A AND B-B, SEE SHEET 9/11
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 1/11
3. ALL EXISTING STORM SEWER IS TO BE REMOVED UNLESS OTHERWISE NOTED.

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NCK			

PLAN AND ELEVATION
CAST-IN-PLACE BARRIER RETAINING WALL T

HAM-75-7.85
PID No. 121447

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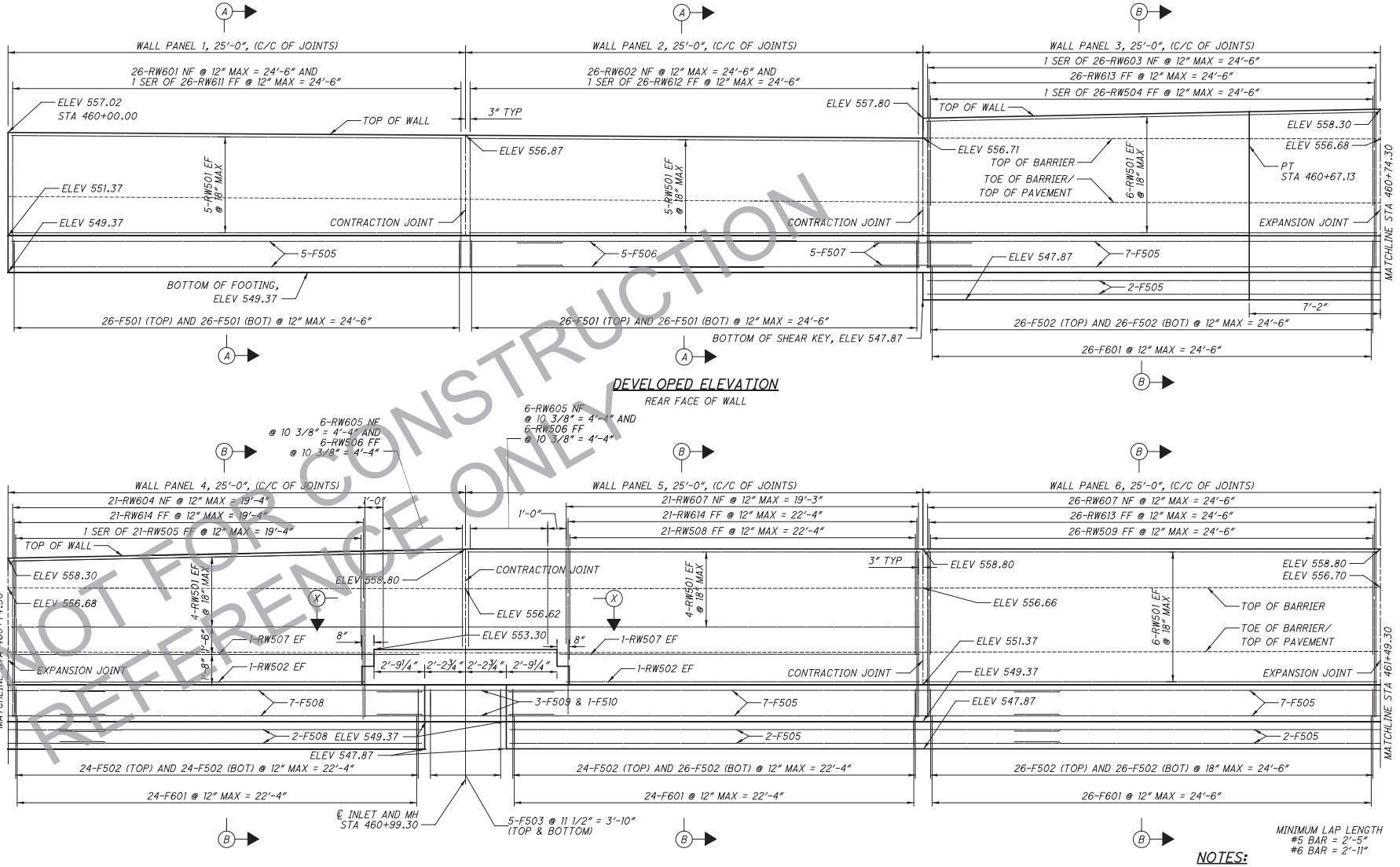

NOTES:

1. SEE SHEET 10 / 11 FOR ADDITIONAL DETAILS FOR BARRIER INLET OPENING
2. STATIONS ARE ALONG I.R.75
3. SEE SHEET 1 / 11 FOR ABBREVIATIONS LEGEND

NOT FOR CONSTRUCTION
REFERENCE ONLY

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6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

WALL ELEVATION 1 OF 2
CAST-IN-PLACE BARRIER RETAINING WALL T

HAM-75-7.85
PID No. 121447

7 / 11

615
1045

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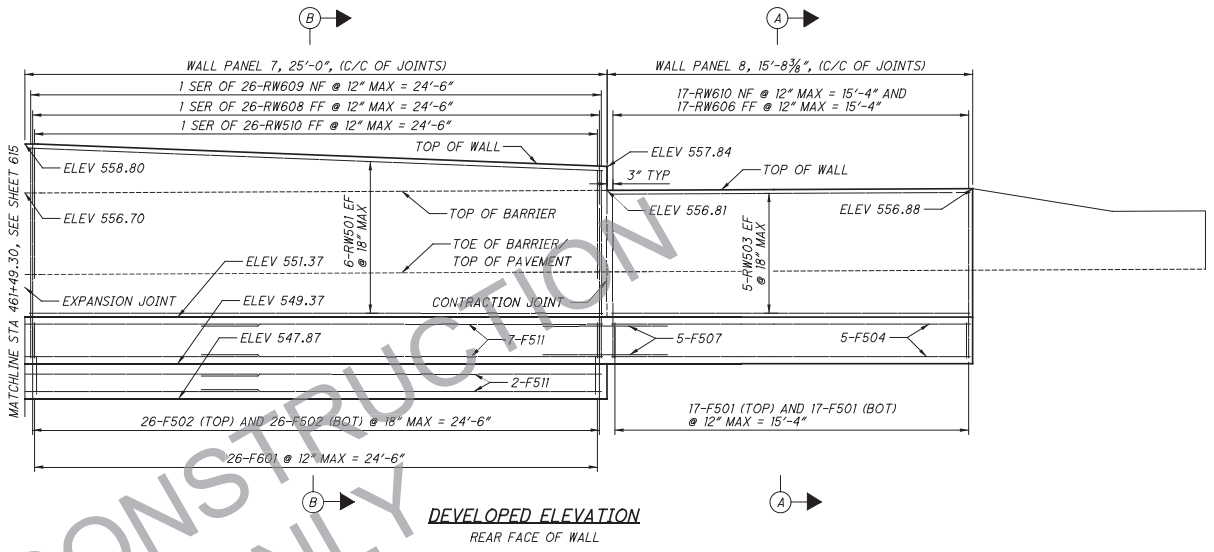
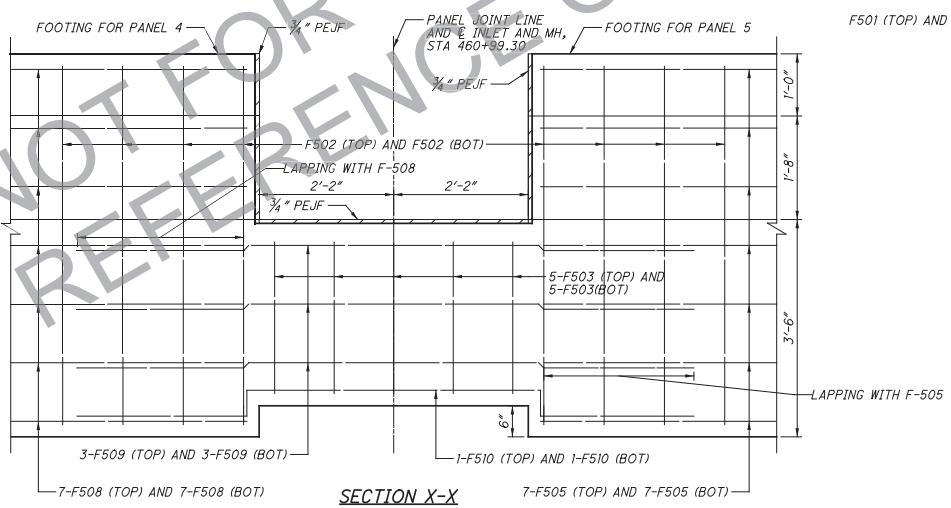


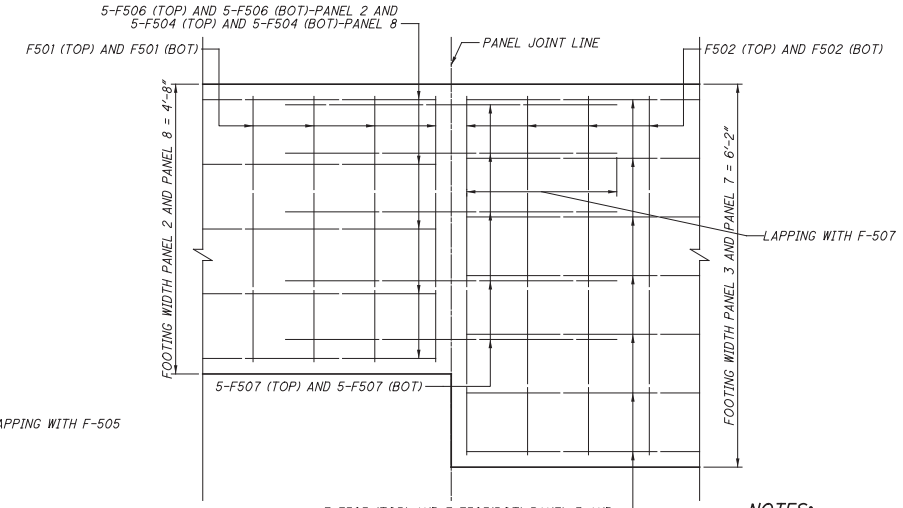
DEVELOPED ELEVATION

REAR FACE OF WALL



SECTION X-X

JUNCTION OF PANEL 4 AND PANEL 5
(ONLY REINFORCEMENT FOR FOOTING SHOWN)



FOOTING WIDTH TRANSITION PLAN

NOTES:

1. FOR ABBREVIATIONS LEGEND, SEE SHEET 11 / 11

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

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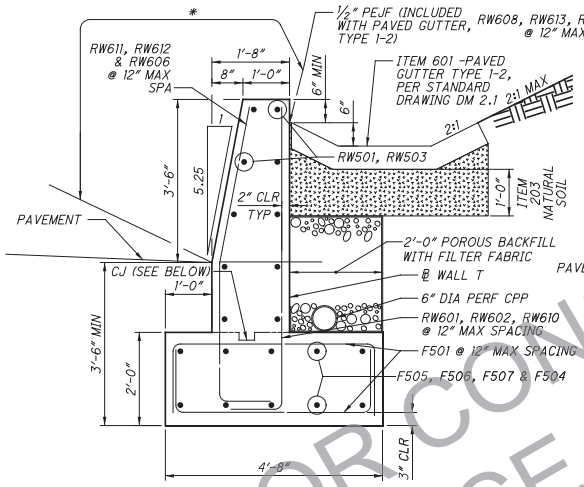
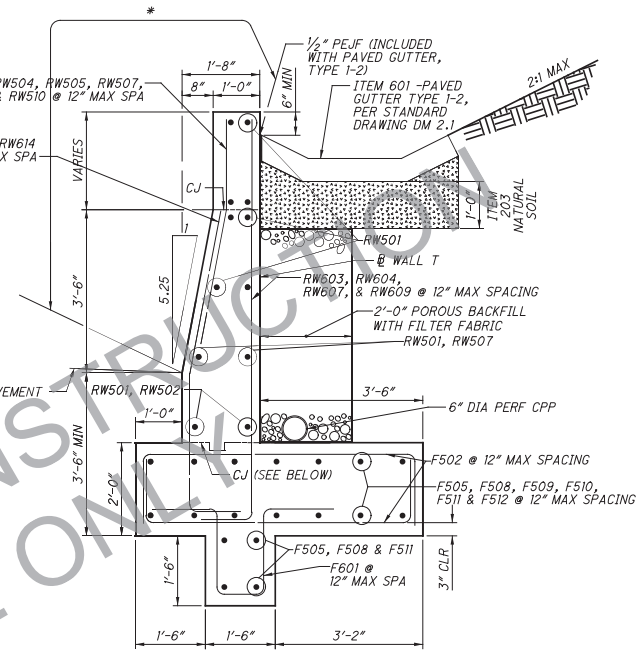
DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
NCK			

WALL ELEVATION 2 OF 2
CAST-IN-PLACE BARRIER RETAINING WALL T

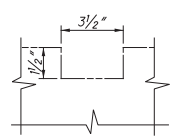
HAM-75-7.85
PID No. 121447



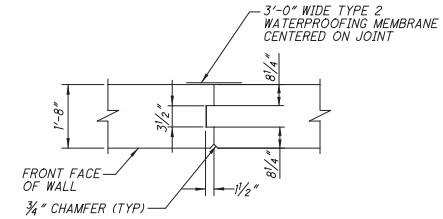
SECTION A-A



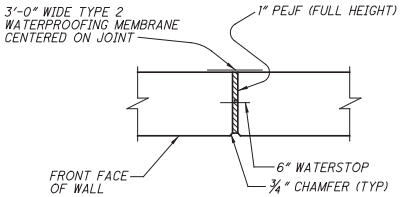
SECTION B-B



FOOTING CONSTRUCTION JOINT DETAIL



CONTRACTION JOINT DETAIL



EXPANSION JOINT DETAIL

LEGEND:

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

NOTES:

1. PROVIDE 2" CLEARANCE FROM THE FACE OF WALL TO FACE FO REINFORCING BAR EXCEPT WHERE NOTED OTHERWISE.
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 1/11

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NCK			

TYPICAL SECTION AND WALL DETAILS
CAST-IN-PLACE BARRIER RETAINING WALL T

HAM-75-7.85
PID No. 121447

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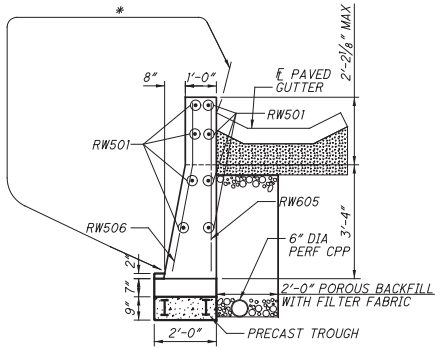
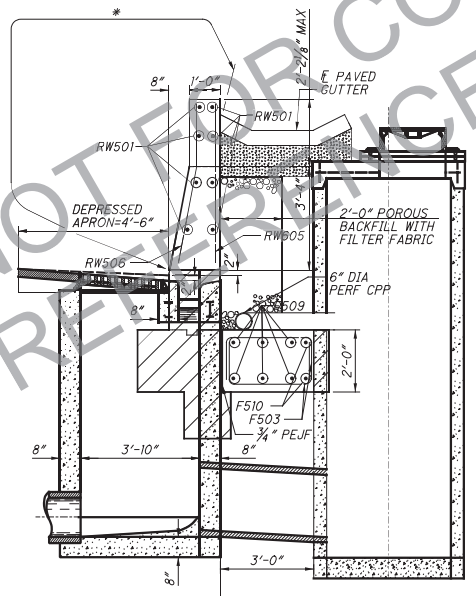
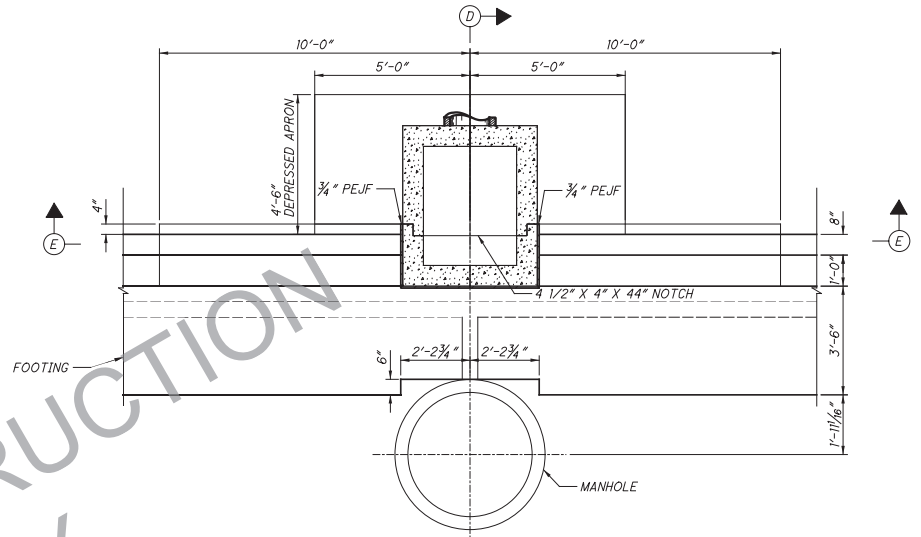


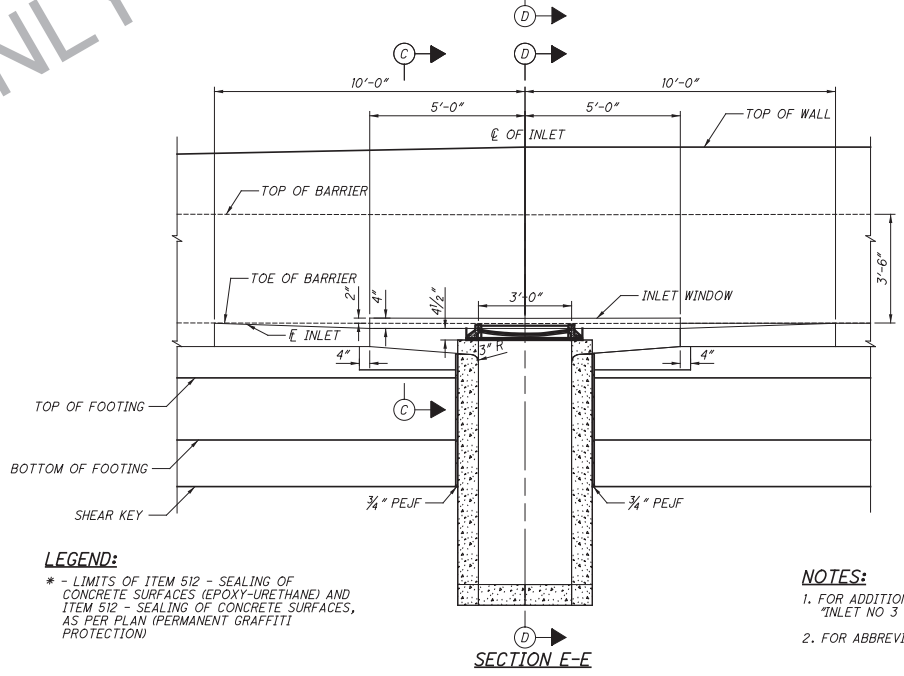
SECTION C-C



SECTION D-D



PLAN VIEW



SECTION E-E

LEGEND:

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

NOTES:

1. FOR ADDITIONAL DETAILS, SEE SCD I-2.3 "INLET NO 3 BARRIER, TYPE D"
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 11/11

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RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
NCK			

TYPICAL INLET DETAILS

CAST-IN-PLACE BARRIER RETAINING WALL T

HAM-75-7.85

PID No. 121447

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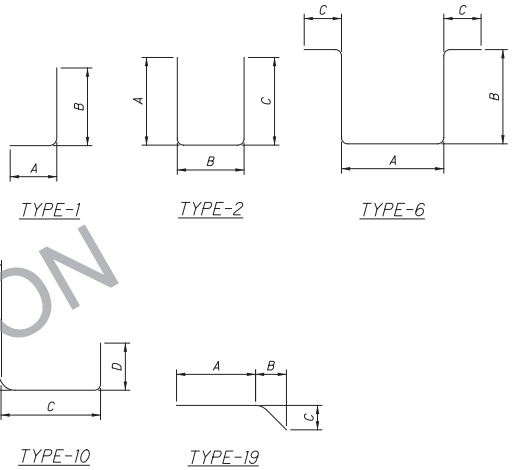
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
RETAINING WALL T											
RW501	72	24'-8"	1852	ST							
RW502	4	19'-0"	79	ST							
RW503	10	15'-4"	160	ST							
	1	3'-10"			11"						
RW504	SER OF	TO	112	19	TO	2'-10 1/2"	6 1/2"				1/4"
	26	4'-5"			1'-5 1/2"						
	1	4'-4"			1'-5 3/8"						
RW505	SER OF	TO	100	19	TO	2'-10 1/2"	6 1/2"				1/4"
	21	4'-10"			1'-10 1/2"						
RW506**	12	5'-3"	66	19	2'-0"	3'-2"	7 1/4"				
RW507	4	19'-8"	82	ST							
RW508**	21	4'-11"	108	19	2'-0"	2'-10 1/2"	6 1/2"				
RW509**	26	4'-10"	131	19	1'-11 1/8"	2'-10 1/2"	6 1/2"				
	1	3'-9"			10 1/4"						
RW510	SER OF	TO	116	19	TO	2'-10 1/2"	6 1/2"				1/2"
	26	4'-10"			1'-11 1/4"						
RW601**	26	8'-1"	316	1	1'-1"	7'-2"					
RW602**	26	7'-11"	309	1	1'-1"	7'-0"					
	1	8'-11"				8'-0 1/8"					
RW603	SER OF	TO	358	1	1'-1"	TO					1/4"
	26	9'-5"				8'-6"					
	1	9'-5"				8'-6"					
RW604	SER OF	TO	305	1	1'-1"	TO					1/4"
	21	9'-11"				8'-10 5/8"					
RW605**	12	5'-1"	92	ST							
RW606	17	8'-0"	204	10	3'-4"	7 3/4"	3'-8 1/4"	1'-1"			
RW607**	47	9'-11"	700	1	1'-1"	9'-0"					
	1	8-9"					3'-7"				
RW608	SER OF	TO	343	10	3'-4"	7 3/4"	TO	1'-11"			1/16"
	26	8'-10"					3'-8"				
	1	9'-0"				8'-1/2"					
RW609	SER OF	TO	369	1	1'-1"	TO					7/16"
	26	9'-11"				9'-0"					
RW610**	17	8'-0"	204	1	1'-1"	7'-1"					
	1	8'-1"					3'-9"				
RW611	SER OF	TO	319	10	3'-4"	7 3/4"	TO	1'-1"			1/16"
	26	8'-3"					3'-11"				
	1	7'-11"					3'-7"				
RW612	SER OF	TO	312	10	3'-4"	7 3/4"	TO	1'-1"			1/16"
	26	8'-1"					3'-9"				
RW613	52	7'-10"	612	10	3'-4"	7 3/4"	3'-6 1/2"	1'-1"			
RW614	42	7'-10"	494	10	3'-4"	7 3/4"	3'-6"	1'-1"			
F501	138	7'-1"	1020	2	1'-6"	4'-4"	1'-6"				
F502	252	8'-7"	2256	2	1'-6"	5'-10"	1'-6"				
F503	10	5'-5"	56	2	1'-6"	2'-8"	1'-6"				
F504	10	15'-4"	160	ST							
F505	64	30'-0"	2003	ST							
F506	10	22'-1"	230	ST							
F507	20	5'-2"	108	ST							
F508	18	19'-10"	372	ST							
F509	6	9'-7"	60	ST							
F510	2	10'-0"	21	6	4'-9 1/2"	6"	2'-5"				
F511	18	17'-4"	325	ST							
F601	126	6'-6"	1230	6	1'-2"	1'-6"	1'-6"				
		TOTAL	15586								



NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE 3 DIGITS ARE USED, AND THE FIRST 2 DIGITS WHERE FOUR DIGITS ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, RW601 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.

2. ALL REINFORCING STEEL TO BE EPOXY COATED.

3. FOR ABBREVIATIONS SEE SHEET 11/11.

LEGEND

** - FIELD CUT

RESOURCE INTERNATIONAL INC.
8590 PRESIDENTIAL GATEWAY
COLUMBIA, MD 21037
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

REINFORCING STEEL SCHEDULE

CAST-IN-PLACE BARRIER RETAINING WALL T

HAM-75-7.85

PID No. 121447

619
1045

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REFERENCE SHALL BE MADE TO SUPPLEMENTAL SPECIFICATION

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

REFERENCE SHALL BE MADE TO SUPPLEMENT

1083 DATED 1-20-17

DESIGN SPECIFICATIONS

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

DESIGN DATA

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

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

FOUNDATION BEARING RESISTANCE

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

FOUNDATION BEARING RESISTANCE

WALL NUMBER	WALL LIMITS FROM STA	WALL LIMITS TO STA	FACTORED BEARING RESISTANCE
B	ALL		15.1
C	ALL		8.9
F	ALL		16.9
G	ALL		16.2
H	ALL		7.7
H1	ALL		18.2
I	452+52	453+60	7.7
	453+60	456+40	13.2
	456+40	460+40	6.7
	460+40	463+56	14.1
I1	ALL		6.7

MINIMUM SOIL REINFORCEMENT LENGTHS

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

SOIL REINFORCEMENT LENGTHS

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

PROPRIETARY RETAINING WALL DATA:

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

BRIDGE SUPERSTRUCTURE LOADINGS

MSE WALL	BRIDGE NUMBER	HORIZONTAL LOAD (K/FT)
B	HAM-562-0004	2.29
C	HAM-75-0791	0.42
F	HAM-75-0823	1.23
G	HAM-75-0823	1.23
H1	HAM-75-0857	1.1
I1	HAM-75-0857	1.1

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

THIS PAY ITEM INCLUDES THE PORTION OF GRANULAR MATERIAL WHICH WILL ENCASE SOIL REINFORCEMENTS FROM THE PORTION OF MSE WALL ADJACENT TO THE BARRIER AND MOMENT SLAB. THIS GRANULAR MATERIAL SHALL MEET THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 840.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

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

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

SEALING OF THE MSE WALL PANELS, COPINGS, AND RAILING SHALL BE AS PER ITEM 512 AND THE COLOR SHALL BE LIGHT NEUTRAL MEETING FEDERAL COLOR STANDARD NO. 595B-17778. THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE AESTHETIC TREATMENT FINISH WITH THE MINIMUM OF 1" AND MAXIMUM OF 1½" RELIEF SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD PER CMS 512.09.

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

THE ADDITIONAL MATERIAL AND LABOR REQUIRED TO SEAL THE AESTHETIC TREATMENT FINISH WITH THE MINIMUM OF 1" AND MAXIMUM OF 1½" RELIEF SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD PER CMS 512.09.

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

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

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

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

ITEM 690E98400
ITEM SPECIAL - TEMPORARY SURCHARGE

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

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

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

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

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

ITEM 840 - MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN

DO NOT FABRICATE WALL TOP PANELS OR INSTALL COPINGS, BARRIER MOMENT SLABS, OR RAILINGS LOCATED ON TOP OF MSE WALLS UNTIL AFTER THE MSE WALL EMBANKMENT HAS BEEN CONSTRUCTED TO WITHIN 1 FOOT OF THE PROPOSED FINISHED GRADE AND THE SETTLEMENT REQUIREMENTS HAVE BEEN MET. THE CONTRACTOR SHALL FABRICATE THE TOP PANEL TO ACCOUNT FOR THE ACTUAL SETTLEMENT. NO SEPARATE PAYMENT WILL BE MADE TO EXCAVATE AND RE-COMPACT MATERIAL NECESSARY TO PLACE THE TOP PANEL, BUT THE COST THEREOF SHALL BE INCLUDED WITH ITEM 840 - MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN FOR PAYMENT.

MSE WALL PHASED CONSTRUCTION:
MSE WALLS C, F, G, H1, AND I1 WILL BE CONSTRUCTED IN PHASES. IN ORDER TO ASSURE THAT THE WALL COPINGS ARE IN LINE, DO NOT INSTALL PERMANENT COPING ON TOP OF THESE WALLS UNTIL ALL PHASES OF WALL CONSTRUCTION ARE COMPLETE.

ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN

THIS ITEM APPLIES TO MSE WALLS B, H1, AND I1, WHICH ALL REQUIRE AN UNDERCUT THAT EXCEEDS 1'-0" IN DEPTH. THE EXISTING SOILS WITHIN THE LIMITS OF THIS UNDERCUT SHALL BE REPLACED WITH ITEM 203 - GRANULAR MATERIAL, TYPE C. ITEM 203 MATERIAL SHALL BE PAID FOR UNDER ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN.

ITEM 840 - CONCRETE COPING

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

ITEM 840 - AESTHETIC SURFACE TREATMENT

ALL MSE WALL PANELS SHALL HAVE AN "ASHLAR STONE" FINISH WITH A MINIMUM OF 1" AND A MAXIMUM OF 2" RELIEF. THE MSE WALL ASHLAR STONE SHALL MATCH THE ARCHITECTURAL POLYMERS NO. 9050 PATTERN SPECIFIED FOR THE PROJECT IN THE NOISE WALL PLANS PER SHEET 667/1045.

ALL MSE WALL BASELINES ARE ALONG THE STRUCTURAL FACE OF A 5½" MINIMUM FACING PANEL.

NOT FOR CONSTRUCTION
REFERENCE ONLY

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DESIGN AGENCY EMH&T
DESIGNED RJE | DRAWN GB | REVIEWED CAS | DATE 3-18-26
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GENERAL NOTES - MSE WALLS
MSE RETAINING WALL NUMBERS B, C, F, G, H, AND I

HAM-75-7.85
PID No. 77889

ITEM SPECIAL - SETTLEMENT PLATFORMS

DESCRIPTION: THIS ITEM CONSISTS OF FURNISHING, CONSTRUCTING, AND MAINTAINING SETTLEMENT PLATFORMS AND OBTAINING SETTLEMENT READINGS AS REQUIRED BY THE PLANS OR AS DIRECTED BY THE ENGINEER. AT THE OPTION AND EXPENSE OF THE CONTRACTOR, ADDITIONAL SETTLEMENT PLATFORMS MAY BE INSTALLED AT LOCATIONS APPROVED BY THE ENGINEER. SETTLEMENT READINGS SHALL BE TAKEN WEEKLY DURING CONSTRUCTION AND DURING ANY SPECIFIED WAITING PERIOD. THE READINGS SHALL BE PLOTTED ON GRAPH PAPER PRESENTING DEFORMATION (ON THE NEGATIVE Y-AXIS) AND FILL HEIGHT (ON THE POSITIVE Y-AXIS) VERSUS TIME (ON THE X-AXIS). IN ORDER TO CREATE THE GRAPH, USE THE SETTLEMENT PLATFORM SPREADSHEET LOCATED AT HTTP://WWW.DOT.STATE.OH.US/DIVISIONS/PRODMGT/GEOTECHNICAL/GEOTECHNICAL_DOCUMENTS/BLANK_SETTLEMENT_READING_PLOTS-ENGLISH.XLS ON THE OFFICE OF GEOTECHNCIAL ENGINEERING WEBSITE PUBLICATIONS AND DOCUMENTS SECTION. MARK THE TOP OF EACH SETTLEMENT PLATFORM SECTION AND OBTAIN THE SETTLEMENT PLATFORM READING AT THE SAME LOCATION FOR EACH CONSECUTIVE READING. COPY OF EACH CUMULATIVE PLOT SHALL BE SENT TO THE DISTRICT GEOTECHNICAL ENGINEER AND THE OFFICE OF GEOTECHNICAL ENGINEERING, ATTENTION: GEOTECHNICAL DESIGN COORDINATOR, AFTER EACH SETTLEMENT READING IS RECORDED.

CONSTRUCTION METHODS: THE PLATFORM SHALL CONFORM TO THE DETAILS SHOWN ON THE PLANS. THE PLATFORM SHALL BE SET ON A LEVEL SURFACE. THE PIPE SHALL BE FIRMLY SECURED TO THE PLATFORM AND SHALL BE MAINTAINED IN A PLUMB POSITION DURING THE PLACEMENT OF THE EMBANKMENT. THE PIPE SHALL BE MARKED AT INTERVALS TO FACILITATE MEASUREMENT OF THE DEPTH OF FILL. THE CONTRACTOR SHALL STOP WORK IN ANY LOCATION WHERE THE SETTLEMENT PLATFORM HAS BEEN DISTURBED OR DAMAGED. PLATFORMS OR PIPES DAMAGED OR DISPLACED DURING CONSTRUCTION SHALL BE RESTORED TO THEIR PROPER CONDITION AT THE CONTRACTOR'S EXPENSE.

PRIOR TO PAVING, THE TOP OF THE SETTLEMENT PLATFORM PIPE SHALL BE CUT OFF 600MM (TWO FEET) BELOW THE FINISHED SURFACE OF THE SUBGRADE OR FINISHED GROUND SURFACE, WHICHEVER IS APPLICABLE.

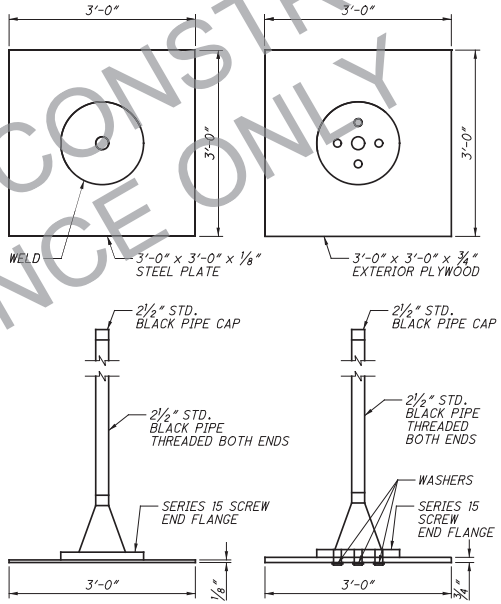
MATERIALS: SOUND LUMBER SUCH AS 19MM (¾") EXTERIOR GRADE PLYWOOD SHALL BE USED FOR THE BASE. THE PIPE SHALL BE 64MM (2½") STANDARD BLACK PIPE WITH THREADED FITTINGS AS SHOWN ON THE PLANS. A STEEL PLATE 915MM X 915MM X 3.2MM (36" X 36" X ⅛") MAY BE SUBSTITUTED FOR THE LUMBER FOR THE PLATFORMS, AT THE CONTRACTOR'S OPTION.

THE DEPARTMENT WILL CONSIDER VIBRATING WIRE SETTLEMENT MONITORING PLATFORMS IN LIEU OF THE CONVENTIONAL SETTLEMENT PLATFORMS. THE CONTRACTOR SHOULD PROVIDE DETAILS OF THE PROPOSED VIBRATING WIRE SETTLEMENT PLATFORMS AS WELL AS DESIGN DRAWINGS OF THE PROPOSED PLATFORM AND CABLING LAYOUT TO THE ENGINEER AT LEAST 30 DAYS PRIOR TO CONSTRUCTION. THE DEPARTMENT WILL REQUIRE 10 WORKING DAYS FOR REVIEW AND APPROVAL. THE DESIGN DRAWINGS SHOULD ILLUSTRATE THE PROPOSED SETTLEMENT VIBRATING WIRE SETTLEMENT PLATFORM LOCATIONS WITH ALL EXISTING AND PROPOSED SITE FEATURES TO VERIFY THE PROPOSED CABLING WILL NOT CONFLICT WITH EXISTING FACILITIES, PROPOSED FACILITIES OR UTILITIES. NO ADDITIONAL PAYMENT WILL BE PROVIDED IF THE CONTRACTOR ELECTS TO UTILIZE VIBRATING WIRE SETTLEMENT PLATFORMS.

WAITING PERIOD: A 30 CALENDAR DAY WAITING PERIOD IS ANTICIPATED FOR SETTLEMENT MITIGATION OF ALL MSE WALLS, WITH THE EXCEPTION OF MSE WALL C, IN WHICH A 90 CALENDAR DAY WAITING PERIOD IS ANTICIPATED. THE WAITING PERIOD COMMENCES ONCE THE EMBANKMENT HAS REACHED THE DESIGN SUBGRADE LEVEL. MONITOR THE SETTLEMENT PLATFORMS AT LEAST WEEKLY FROM INSTALLATION TO THE TERMINATION OF THE WAITING PERIOD. THE WAITING PERIOD MAY BE REDUCED OR EXTENDED BASED ON THE SETTLEMENT PLATFORM READINGS. COMMENCEMENT OF CONSTRUCTION MAY OCCUR ONCE THE SETTLEMENT PLATFORM READINGS ILLUSTRATE ⅛" OR LESS OF TOTAL MOVEMENT OVER A TWO WEEK WAITING PERIOD AND APPROVAL TO BEGIN WORK BY THE ENGINEER.

METHOD OF MEASUREMENT: THE NUMBER OF SETTLEMENT PLATFORMS TO BE PAID FOR SHALL BE THE ACTUAL NUMBER OF SETTLEMENT PLATFORMS COMPLETED, MAINTAINED, AND ACCEPTED BY THE ENGINEER.

BASIS OF PAYMENT: PAYMENT SHALL BE MADE AT THE CONTRACT UNIT PRICE EACH FOR ITEM SPECIAL - SETTLEMENT PLATFORMS WHICH IS COMPENSATION FOR CONSTRUCTING MAINTAINING, AND MONITORING THE SETTLEMENT PLATFORMS INCLUDING FURNISHING ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK. PAYMENT SHALL NOT BE MADE FOR SETTLEMENT PLATFORMS WHICH BECOME USELESS DUE TO DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS.



SETTLEMENT PLATFORM

ABBREVIATION LEGEND

ABUT. - ABUTMENT
ADT - AVERAGE DAILY TRAFFIC
ADTT - AVERAGE DAILY TRUCK TRAFFIC
APP SLAB - APPROACH SLAB
AVE. - AVENUE
℄ - BASELINE
BM - BENCH MARK
BOT. - BOTTOM
BTW. - BETWEEN
BRG - BEARING
BTA - BRIDGE TERMINAL ASSEMBLY
C/C - CENTER TO CENTER
CB - CATCH BASIN
CIP - CAST IN PLACE
CJ - CONSTRUCTION JOINT
℄ - CENTERLINE
CLR - CLEARANCE
CONST - CONSTRUCTION
DIA - DIAMETER
EB - EAST BOUND
EF - EACH FACE
ELEV - ELEVATION
E/P - EDGE OF PAVEMENT
E/S - EDGE OF SHOULDER
EQ. - EQUAL
EST. - ESTIMATED
EX - EXISTING
EXP - EXPANSION
FA - FORWARD ABUTMENT
F/F - FACE TO FACE
FF - FAR FACE
FTG - FOOTING
FWD - FORWARD
GEN - GENERAL
GR - GUARD RAIL
HMWM - HIGH MOLECULAR WEIGHT METHACRYLATE
INCR. - INCREMENT
INT. - INTEGRAL
I.R. - INTERSTATE ROUTE
LT - LEFT
MAX - MAXIMUM
MECH. CONN. - MECHANICAL CONNECTOR
MIN - MINIMUM
MISC - MISCELLANEOUS
M.O.T. - MAINTENANCE OF TRAFFIC
MSE - MECHANICALLY STABALIZED EARTH
N/A - NOT APPLICABLE
NB - NORTHBOUND
NF - NEAR FACE
NO - NUMBER
NPCPP - NON-PERFORATED CORRUGATED PLASTIC PIPE
O/O - OUT TO OUT
O.C. - ON CENTER
OD - OUTSIDE DIAMETER
PC - POINT OF CURVE
PT - POINT OF TANGENT
P.V.I. - POINT OF VERTICAL INTERSECTION
PCB - PORTABLE CONCRETE BARRIER
PCPP - PERFORATED CORRUGATED PLASTIC PIPE
PVMT - PAVEMENT
PEJF - PREFORMED EXPANSION JOINT FILLER
PG - PROFILE GRADE
PROP - PROPOSED
PT. - POINT
PVMT. - PAVEMENT
RA - REAR ABUTMENT
RD - ROAD
REF. - REFERENCE
REQ'D - REQUIRED
RT - RIGHT
SB - SOUTHBOUND
SER. - SERIES
SHLD - SHOULDER
SPA - SPACES
S.R. - STATE ROUTE
ST - STREET
STA - STATION
SCD - STANDARD CONSTRUCTION DRAWING
STD - STANDARD
SUPER. - SUPERSTRUCTURE
TEMP - TEMPORARY
TOW - TOP OF WALL
T/S - TOE OF SLOPE
T/T - TOP TO TOE
TYP - TYPICAL
UNO - UNLESS NOTED OTHERWISE
VC - VERTIAL CURVE
VERT - VERTICAL
W/ - WITH
WB - WEST BOUND

PRELIMINARY FOR CONSTRUCTION REFERENCE ONLY

DESIGN AGENCY EMH&T
DESIGNED RJE | DRAWN GB | REVIEWED CAS | DATE 3-18-26
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GENERAL NOTES - MSE WALLS
MSE RETAINING WALL NUMBERS B, C, F, G, H, AND I

HAM-75-7.85
PID No. 77889

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ESTIMATED QUANTITIES (02/IMS/03)															SEE STRUCTURE SHEET NO.
WALL B	WALL C	WALL F	WALL G	WALL H	WALL H1	WALL I	WALL I1			ITEM	ITEM EXT	TOTAL	UNIT	DESCRIPTION	
						LUMP	LUMP			202	11200		LUMP	PORTIONS OF STRUCTURE REMOVED	
5	1187	815	608		442		820			203	20000	3877	CU YD	EMBANKMENT	
	4791	1614	1384							203	35110	7789	CU YD	GRANULAR MATERIAL, TYPE B	
290					830		1348			203	35111	2468	CU YD	GRANULAR MATERIAL, TYPE B, AS PER PLAN	1/43
1	4	4	4	3	3	9	3			SPECIAL	20365000	31	EACH	SPECIAL - SETTLEMENT PLATFORM	2/43
LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP	LUMP			503	11101		LUMP	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	1/43
215	409	388	296	1045	246	4667	253			512	10001	7519	SQ YD	SEALING OF CONCRETE SURFACES, AS PER PLAN	1/43
215	409	388	296	1045	246	4667	253			512	10101	7519	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	1/43
34	274				204		240			516	13200	752	SQ FT	1/2" PREFORMED EXPANSION JOINT FILLER	
		247	225							516	13600	472	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	
				12		12				516	13900	24	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	
55				51						517	76300	106	FT	RAILING, MISC : TRAFFIC BARRIER ON MSE WALL	1/43
				227		1128				517	80010	1355	FT	RAILING (COMBINATION NOISE AND TRAFFIC BARRIER ON MSE WALL WITH FLEXIBLE PAVEMENT)	1/43
7	56	37	33		52		51			601	21000	236	SQ YD	CONCRETE SLOPE PROTECTION	
	23									601	37500	23	FT	PAVED GUTTER, TYPE 1-2	
LUMP										SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL B	1/43
	LUMP									SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL C	1/43
		LUMP								SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL F	1/43
			LUMP							SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL G	1/43
					LUMP					SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL H1	1/43
							LUMP			SPECIAL	69098400		LUMP	SPECIAL - TEMPORARY SURCHARGE WALL I1	1/43
2082	4556	4235	3398	6300	4076	26,607	4172			840	20001	55,426	SQ FT	MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN	1/43
835	10190	1387	1043	2104	2907	7463	2889			840	21000	28,818	CU YD	WALL EXCAVATION	
219		793	696	667		2778				840	22000	5153	SQ YD	FOUNDATION PREPARATION	
	1227				656		700			840	22001	2583	SQ YD	FOUNDATION PREPARATION, AS PER PLAN	1/43
796	9084	3276	2412	3744	3500	17,578	3800			840	23000	44,190	CU YD	SELECT GRANULAR BACKFILL	
	163	37	35		11		11			840	23050	257	CU YD	NATURAL SOIL	
230	792	625	575	848	472	2670	480			840	25010	6692	FT	6" DRAINAGE PIPE, PERFORATED	
3	85	10	11		240	20				840	25020	369	FT	6" DRAINAGE PIPE, NON-PERFORATED	
139	285	299	278	322	236	1173	237			840	26000	2969	FT	CONCRETE COPING	1/43
1805	3990	3647	2841	5671	3605	24,223	3703			840	26050	49,485	SQ FT	AESTHETIC SURFACE TREATMENT	1/43
1	1	1	1	1	1	3	3			840	27000	12	DAY	ON-SITE ASSISTANCE	
	LUMP									867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL C-1)	
	LUMP									867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL C-2)	
		LUMP								867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL F1)	
		LUMP								867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL F2)	
			LUMP							867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL G1)	
			LUMP							867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL G2)	
				LUMP						867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL H1-1)	
				LUMP						867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL H1-2)	
						LUMP				867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL I1-1)	
						LUMP				867	00100		LUMP	TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL (WALL I1-2)	

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTE

1. SEE SHEET 2/43 FOR ABBREVIATION LEGEND.

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DESIGN AGENCY EMH&T

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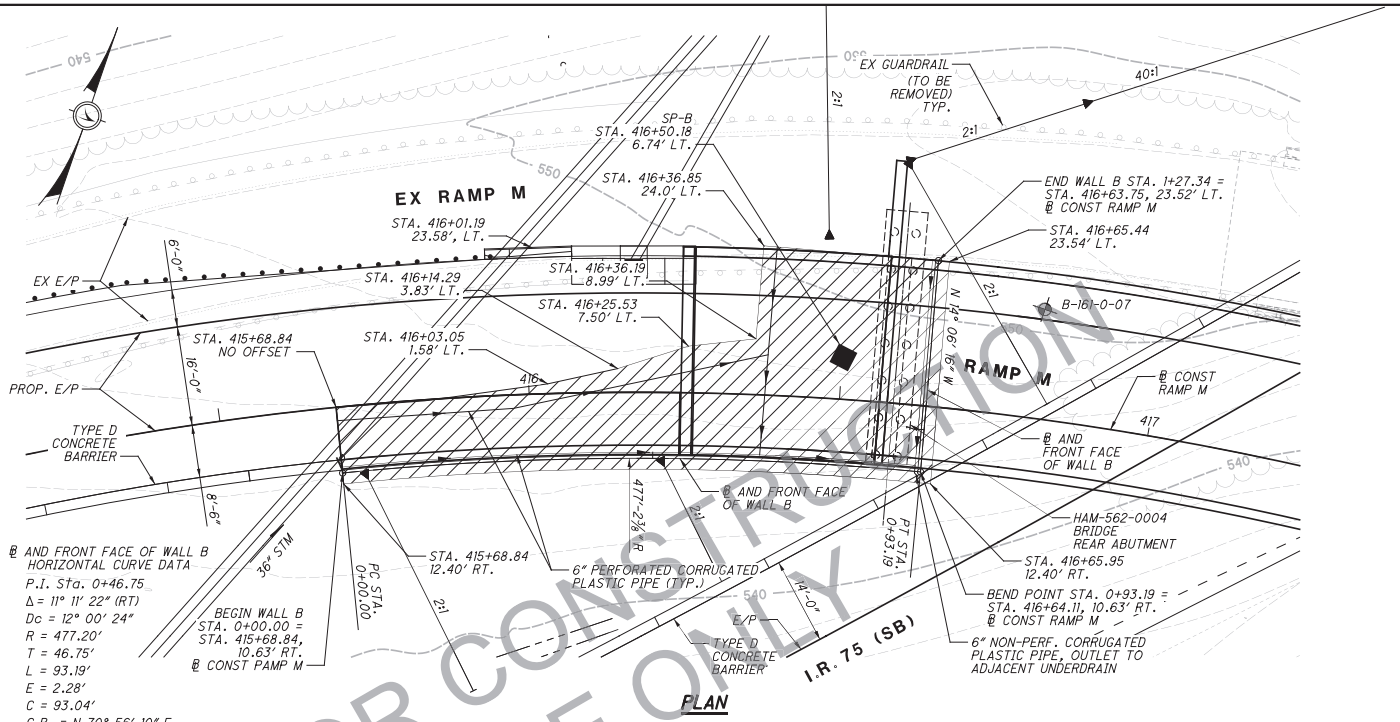
ESTIMATED QUANTITIES - MSE WALLS

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

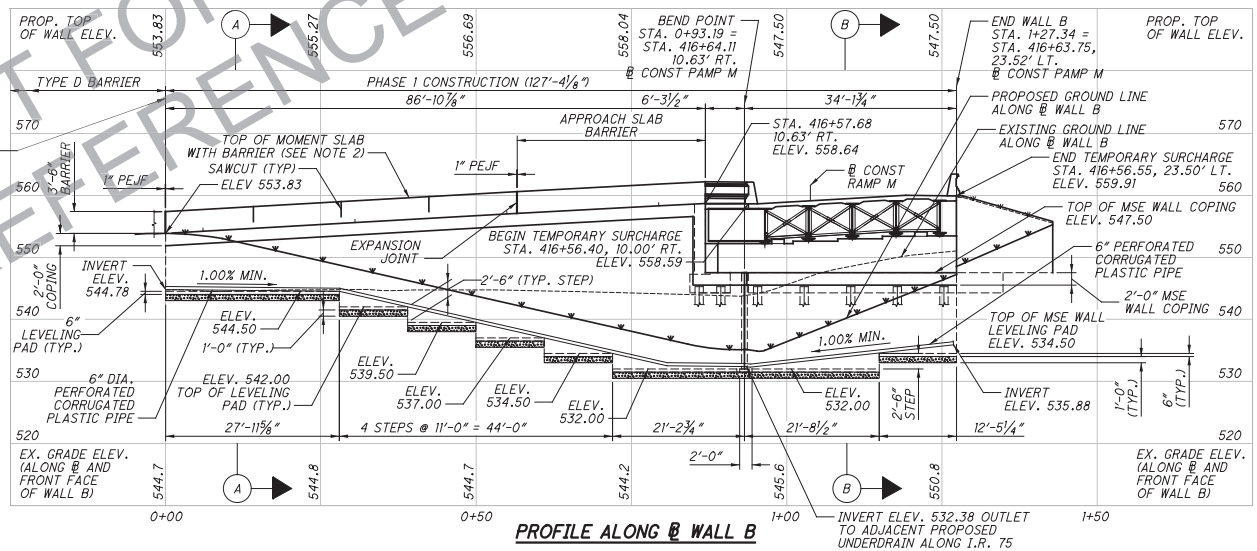
HAM-75-7.85

PID No. 77889



PLAN

@ AND FRONT FACE OF WALL B HORIZONTAL CURVE DATA
P.I. Sta. 0+46.75
Δ = 11° 11' 22" (RT)
Dc = 12° 00' 24"
R = 477.20'
T = 46.75'
L = 93.19'
E = 2.28'
C = 93.04'
C.B. = N 70° 56' 10" E



PROFILE ALONG @ WALL B

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

- PLAN BOUNDARY FOR ITEMS INCLUDED WITH MSE WALL FOR PAYMENT
- 6" DIAMETER PERFORATED CORRUGATED PLASTIC PIPE
- SETTLEMENT PLATFORM
- DENOTES LIMITS OF ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES

1. ALL STATIONS, OFFSETS, ELEVATIONS AND DIMENSIONS MEASURED ABOUT THE FRONT FACE OF MSE WALL PANEL.
2. FOR DETAILS OF MOMENT SLAB WITH BARRIER, SEE SHEET 6/43 .
3. FOR SECTIONS A-A AND B-B, SEE SHEET 5/43 .
4. SEE SHEET 2/43 FOR ABBREVIATION LEGEND.

DESIGN AGENCY EMH&T
DESIGNED RJE | DRAWN GB | REVIEWED CAS | DATE 3-18-26
CHECKED RWM/TDA | REVISED - | STRUCTURE FILE NUMBER

PLAN AND PROFILE
MSE RETAINING WALL B

HAM-75-7.85
PID No. 77889

4 / 43

623
1045

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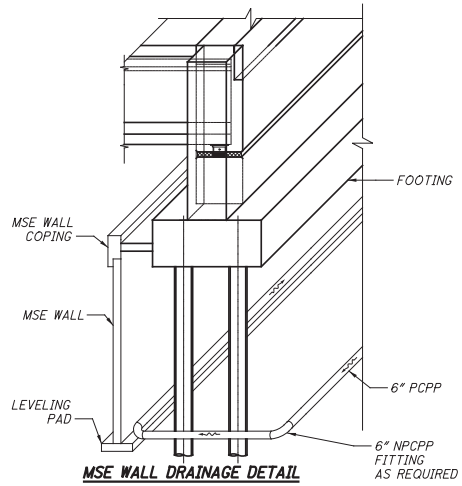
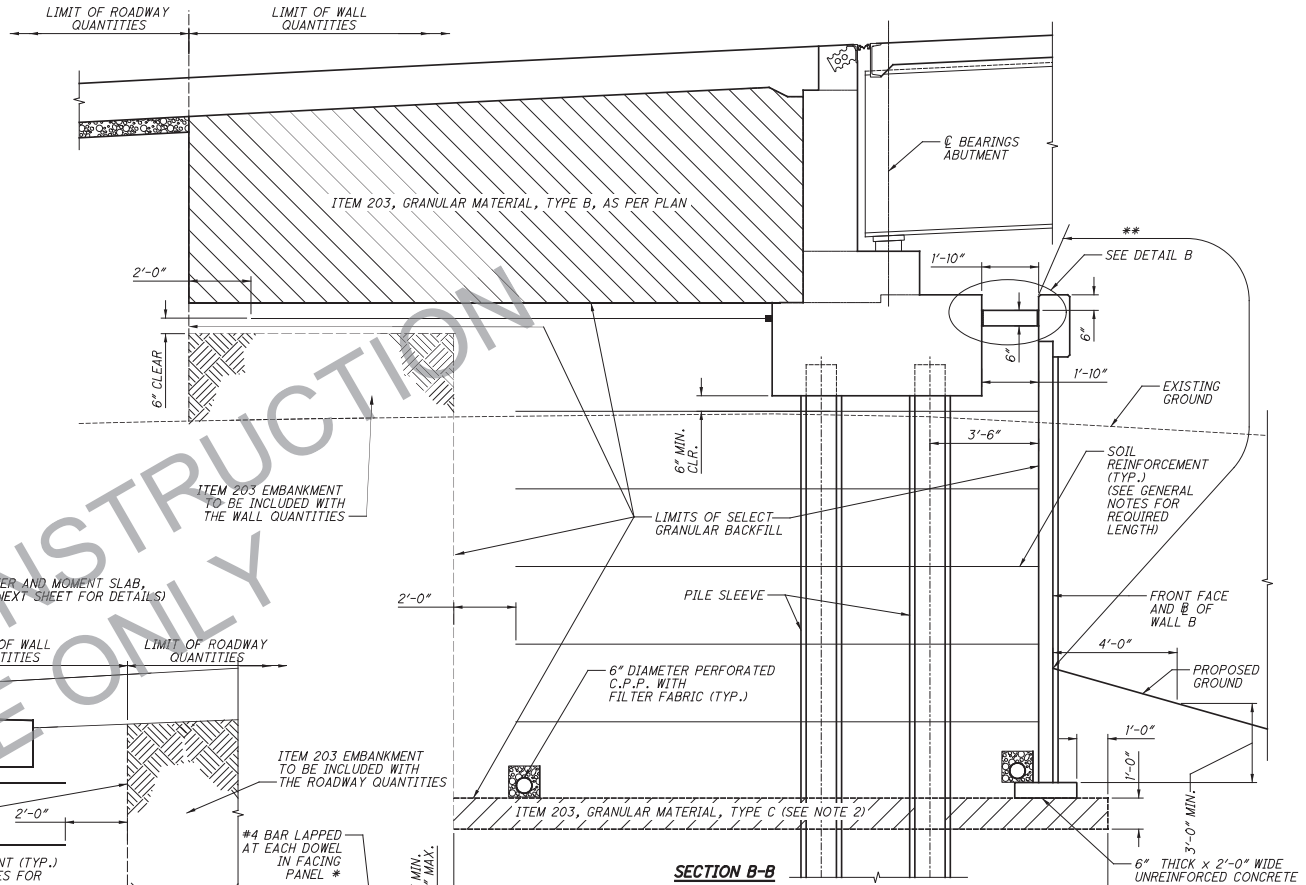


MSE WALL DRAINAGE DETAIL

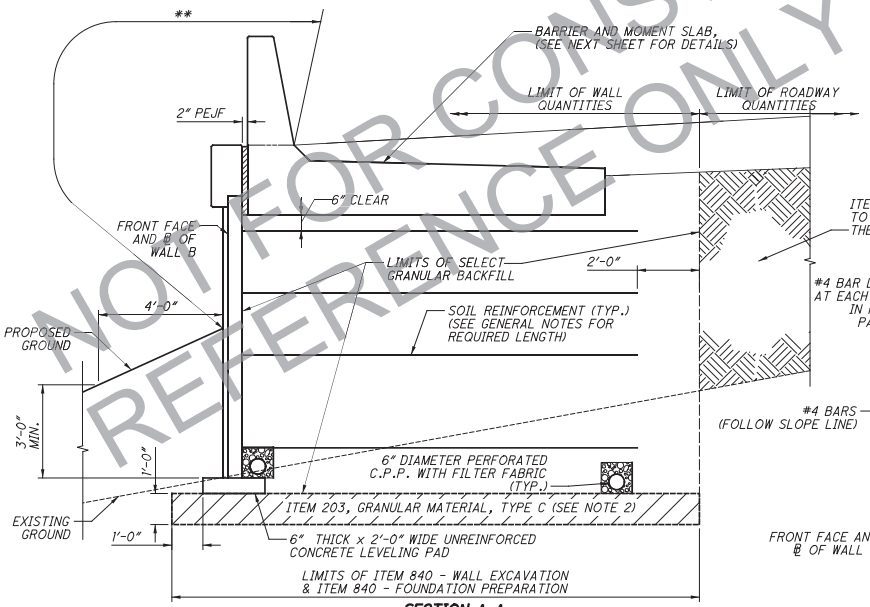
NOTES

1. SEE SHEET 2/43 FOR ABBREVIATION LEGEND.
2. ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION.



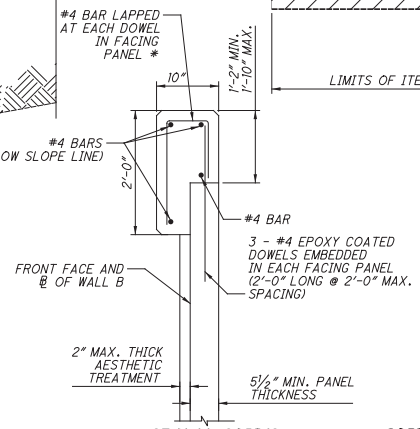
SECTION B-B

LIMITS OF ITEM 840 - WALL EXCAVATION & ITEM 840 - FOUNDATION PREPARATION



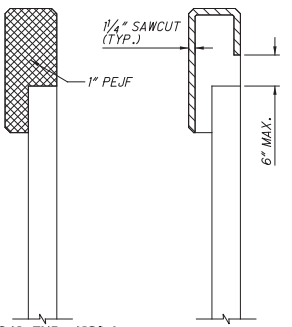
SECTION A-A

TYPICAL SECTION SHOWN IS A GENERAL REPRESENTATION AND NOT THE ACTUAL ELEVATION DIFFERENCE BETWEEN THE MSE WALL AND THE BARRIER MOMENT SLAB. ROADWAY PROFILE GRADES CONTROL BARRIER MOMENT SLAB ELEVATIONS.



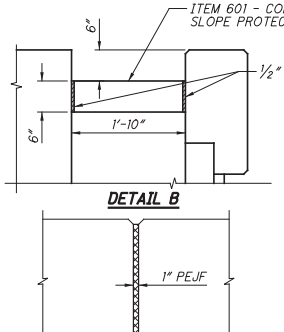
MSE WALL COPING

ALL REINFORCING STEEL TO BE EPOXY COATED



COPING EXPANSION JOINTS

COPING CONTRACTION JOINTS



DETAIL B

COPING EXPANSION JOINTS

LEGEND

* - INCLUDE WITH ITEM 840 - CONCRETE COPING, FOR PAYMENT

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

NOT FOR CONSTRUCTION
REFERENCE ONLY

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DESIGN AGENCY EMH&T

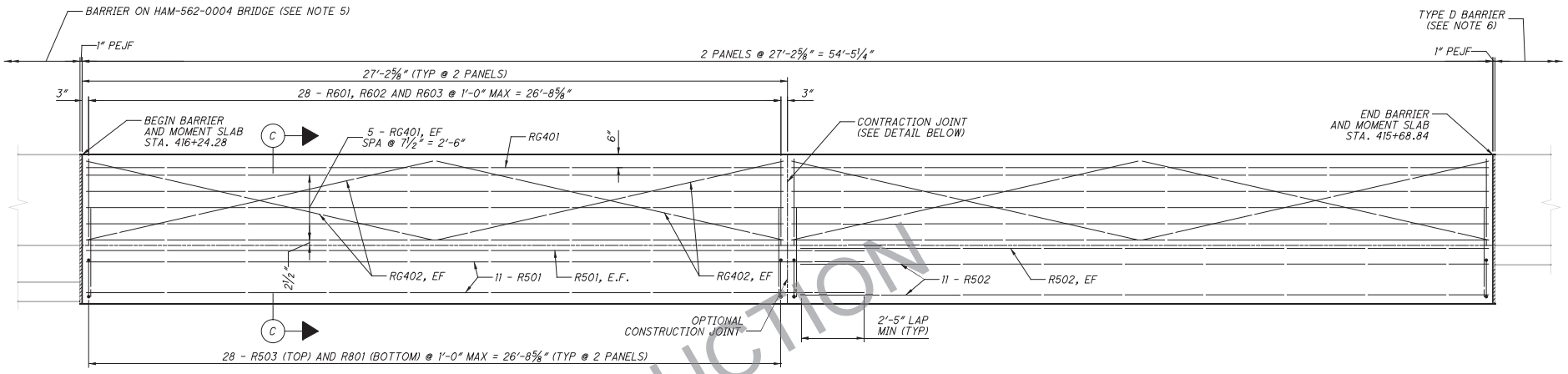
DESIGNED	DRAWN	REVIEWED	DATE
RJE	GB	CAS	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RWM/TDA	-		

MSE WALL DETAILS

MSE RETAINING WALL B

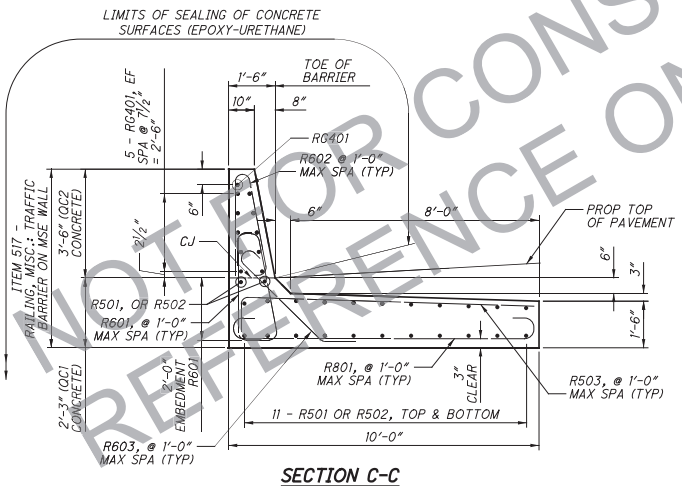
HAM-75-7.85

PID No. 77889

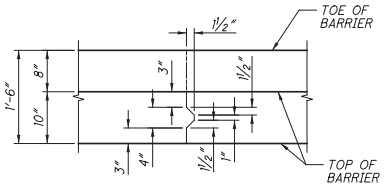


BARRIER AND MOMENT SLAB ELEVATION

LOOKING SOUTH (TRAFFIC SIDE)
ALL DIMENSIONS MEASURED ABOUT THE TOE OF BARRIER



SECTION C-C



CONTRACTION JOINT

BARRIER NOTES

1. ALL ITEMS SHOWN ON THIS SHEET, EXCLUDING PAVEMENT AND CONCRETE SEALING, ARE INCIDENTAL TO ITEM 517 - RAILING, MISC.: TRAFFIC BARRIER ON MSE WALL.
2. FOR ADDITIONAL BARRIER DETAILS NOT SHOWN ON THIS SHEET, REFER TO ODOT STANDARD DRAWING SBR-1-20.
3. SEE SHEET 2/43 FOR ABBREVIATION LEGEND.
4. ROADWAY PROFILE GRADES CONTROL BARRIER MOMENT SLAB ELEVATIONS. REFER TO ROADWAY SHEETS AS NECESSARY.
5. SEE HAM-562-0004 BRIDGE PLANS FOR DETAILS.
6. SEE ROADWAY SHEETS FOR DETAILS.

NOT FOR CONSTRUCTION
REFERENCE ONLY

DESIGN AGENCY: EMH&T
DESIGNED: RJE
DRAWN: GB
REVIEWED: CAS
DATE: 3-18-26
CHECKED: RMW/TDA
REVISED: -
STRUCTURE FILE NUMBER

BARRIER AND MOMENT SLAB DETAILS
MSE RETAINING WALL B

HAM-75-7.85
PID No. 77889

6 / 43

625
1045

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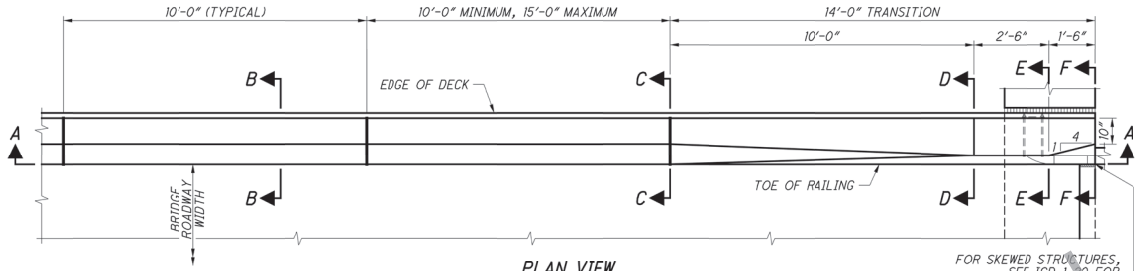
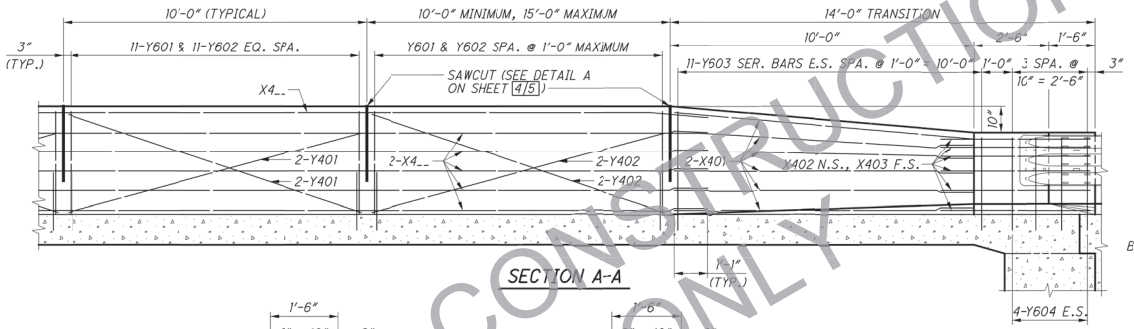


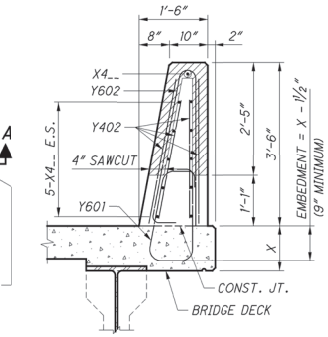
PLAN VIEW

42" SBR-1 TRANSITION MOUNTED ON BRIDGE SHOWN WITH SEMI-INTEGRAL ABUTMENT (INTEGRAL ABUTMENT AND CAPPED PILE ABUTMENT SIMILAR)

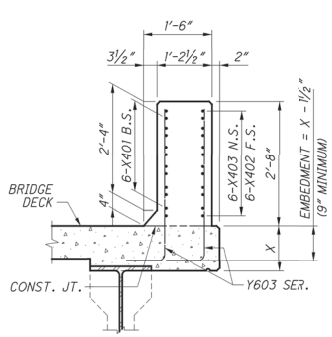
FOR SKEWED STRUCTURES, SEE ICD-1-20 FOR ADDITIONAL DETAILS



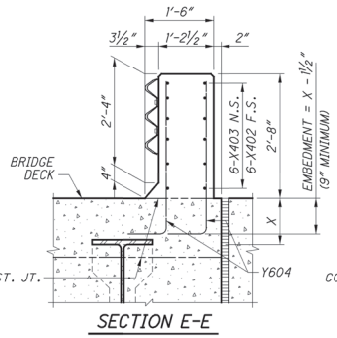
SECTION A-A



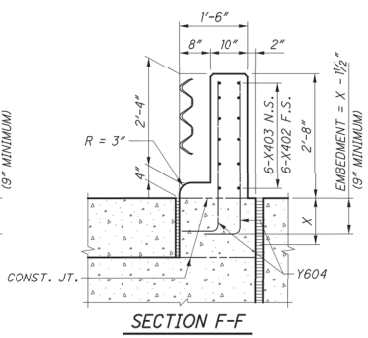
SECTION C-C



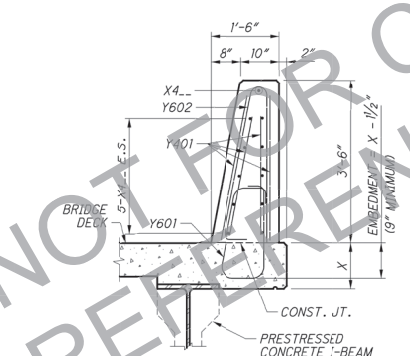
SECTION D-D



SECTION E-E

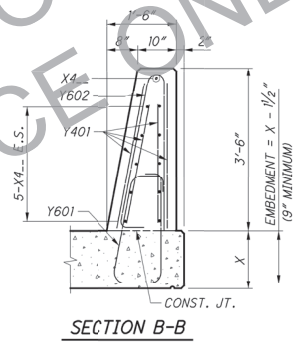


SECTION F-F



SECTION B-B

REINFORCED CONCRETE DECK ON STEEL OR PRESTRESSED CONCRETE I-BEAMS/GIRDERS (SAWCUT NOT SHOWN)



SECTION B-B

CONTINUOUS OR SINGLE SPAN REINFORCED CONCRETE SLAB BRIDGE (SAWCUT NOT SHOWN)

LEGEND:

E.S. = EACH SIDE
F.S = FAR SIDE
N.S. = NEAR SIDE

NOT FOR CONSTRUCTION
REFERENCE ONLY

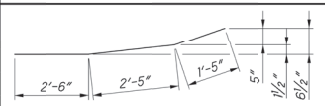
NOTES:

1. FOR ALL SINGLE SLOPE CONCRETE BRIDGE RAILINGS INCLUDING THE 14'-0" TRANSITIONS, PROJECT PLANS SHALL INCLUDE PLAN VIEW, ELEVATION VIEW, SECTIONS, REINFORCING MARKS, REINFORCING BENDING DIAGRAMS, AND REINFORCING QUANTITIES.
2. SEE APPROPRIATE STANDARD BRIDGE DRAWING FOR ABUTMENT DETAILS.
3. FOR BRIDGE TERMINAL ASSEMBLY, SEE STD. CONSTR. DWGS. MGS-3.1 AND MGS-3.2.
4. FOR SAWCUT PERIMETER LENGTH, SEE DETAIL A ON SHEET 4/5.
5. FOR DEFLECTION JOINT DETAILS AND ADDITIONAL NOTES, SEE SHEET 5/5.
6. USE GLASS FIBER REINFORCED POLYMER (GFRP) FOR ALL HORIZONTAL X4__ BARS AND STIFFENING BARS (Y401 & Y402 BARS).
7. TIE Y401 & Y402 STIFFENING BARS LOCATED INSIDE THE VERTICAL REINFORCEMENT AT EACH HORIZONTAL BAR. TIE Y401 & Y402 STIFFENING BARS LOCATED OUTSIDE OF THE VERTICAL REINFORCEMENT AT EACH VERTICAL BAR.
8. PLACE STIFFENING BARS IN ALL SAWCUT PANELS 10'-0" AND GREATER. DO NOT ADD STIFFENING BARS TO 14'-0" TRANSITIONS. DO NOT SLIPFORM UNSTIFFENED SAWCUT PANELS. DO NOT OMIT STIFFENING BARS FOR CONVENTIONALLY FORMED CONSTRUCTION.
9. X402 BAR MAY BE PROVIDED AS EPOXY COATED STEEL REINFORCEMENT IF A GFRP FABRICATED SHAPE IS NOT AVAILABLE.

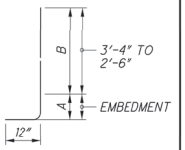
REINFORCEMENT FOR 42" SBR-1 TRANSITION MOUNTED ON BRIDGE OR APPROACH SLAB

MARK	LENGTH	TYPE	MATERIAL	INCRE.
X401	10'-0"	STR	GFRP	
X402	6'-4"	BENT	GFRP	
X403	5'-1"	STR	GFRP	
X4__	⊕	STR	GFRP	
Y401	10'-0"	STR	GFRP	
Y402	⊕	STR	GFRP	
Y601	5'-5"+2.25A	BENT	STEEL	
Y602	7'-0"	BENT	STEEL	
Y603 SER. OF 11	A + B + 10"	BENT	STEEL	3'-4" TO (11") 2'-6"
Y604	A + 3'-4"	BENT	STEEL	

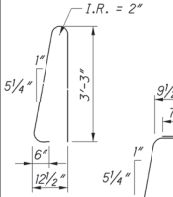
BENDING DIAGRAMS



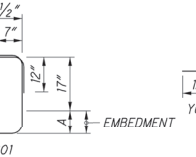
X402 (SEE NOTE 9)



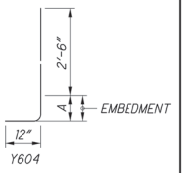
Y603 SER.



Y602



Y601



Y604

⊕ SEE PROJECT PLANS

OFFICE OF STRUCTURAL ENGINEERING

REVISION
07-17-2020
01-20-2023

STDS ENGINEER

STANDARD BRIDGE DRAWING
42" SINGLE SLOPE CONCRETE BRIDGE RAILING

DESIGN AGENCY

SCD NUMBER
SBR-1-20

1 / 5
7 / 43

626
1045

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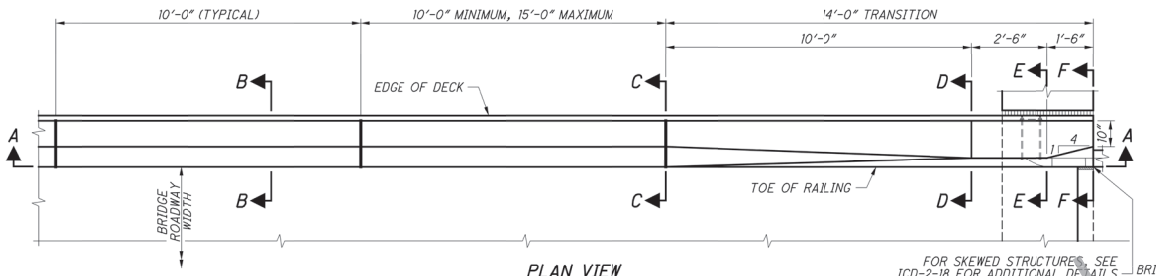
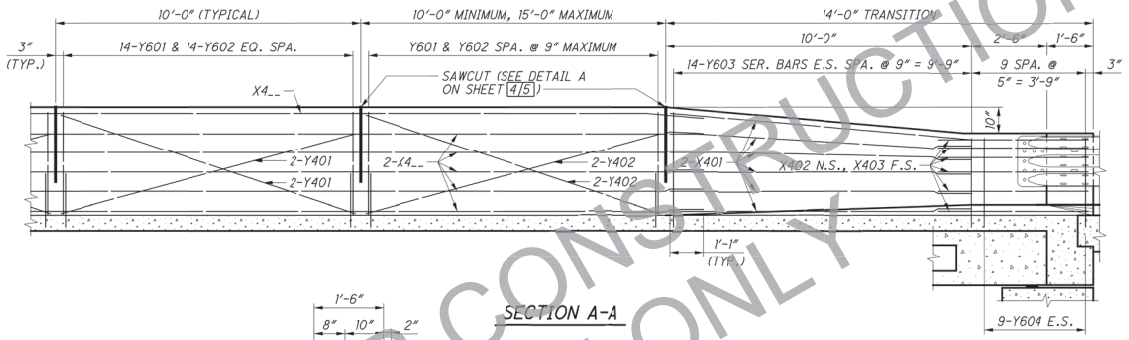
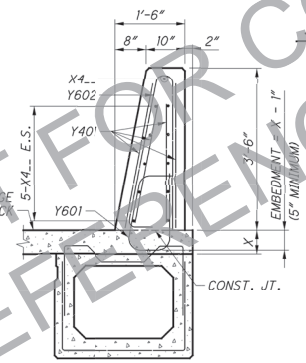


PLAN VIEW

42" SBR-1 TRANSITION MOUNTED ON BRIDGE SHOWN WITH INTEGRAL ABUTMENT AND ADJACENT BOX BEAM SUPERSTRUCTURE

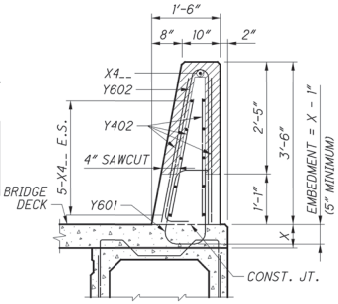


SECTION A-A

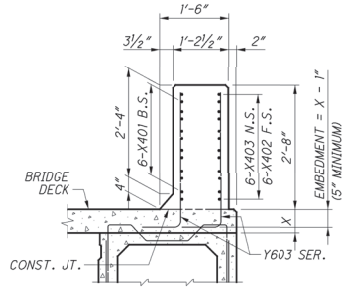


SECTION B-B

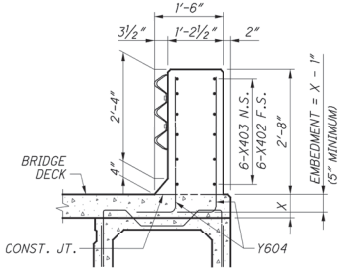
COMPOSITE PRESTRESSED CONCRETE BOX BEAMS (SAWCUT NOT SHOWN)



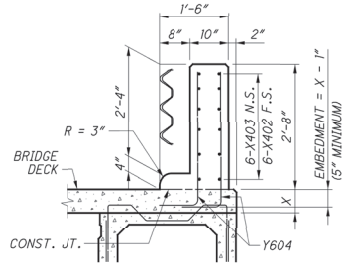
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

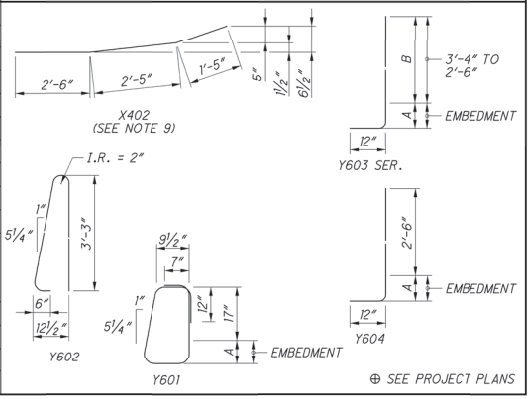
LEGEND:

E.S. = EACH SIDE
F.S = FAR SIDE
N.S. = NEAR SIDE

REINFORCEMENT FOR 42" SBR-1 TRANSITION MOUNTED ON COMPOSITE BOX BEAM BRIDGE

MARK	LENGTH	TYPE	MATERIAL	INCRE.
X401	10'-0"	STR	GFRP	
X402	6'-4"	BENT	GFRP	
X403	5'-1"	STR	GFRP	
X4__	⊕	STR	GFRP	
Y401	10'-0"	STR	GFRP	
Y402	⊕	STR	GFRP	
Y601	5'-5"+2.25A	BENT	STEEL	
Y602	7'-0"	BENT	STEEL	
Y603 SER. OF 14	A + B + 10"	BENT	STEEL	3'-4" TO (3¼") 2'-6"
Y604	A + 3'-4"	BENT	STEEL	

BENDING DIAGRAMS



NOTES:

1. FOR ALL SINGLE SLOPE CONCRETE BRIDGE RAILINGS INCLUDING THE 14'-0" TRANSITIONS, PROJECT PLANS SHALL INCLUDE PLAN VIEW, ELEVATION VIEW, SECTIONS, REINFORCING MARKS, REINFORCING BENDING DIAGRAMS, AND REINFORCING QUANTITIES.
2. SEE APPROPRIATE STANDARD BRIDGE DRAWING FOR ABUTMENT DETAILS.
3. FOR BRIDGE TERMINAL ASSEMBLY, SEE STD. CONSTR. DWGS. MGS-3.1 AND MGS-3.2.
4. FOR SAWCUT PERIMETER LENGTH, SEE DETAIL A ON SHEET 4/5.
5. FOR DEFLECTION JOINT DETAILS AND ADDITIONAL NOTES, SEE SHEET 5/5.
6. THE HORIZONTAL LEGS OF THE Y615 BARS ARE INTENDED TO LAP WITH THE BOTTOM TRANSVERSE STEEL IN THE DECK. THE SPACING MAY BE ADJUSTED THE MINIMUM DISTANCE NECESSARY TO AVOID INTERFERENCE WITH THE TRANSVERSE DECK REINFORCEMENT.
7. USE GLASS FIBER REINFORCED POLYMER (GFRP) FOR ALL HORIZONTAL X4__ BARS AND STIFFENING BARS (Y401 & Y402 BARS).
8. TIE Y401 & Y402 STIFFENING BARS LOCATED INSIDE THE VERTICAL REINFORCEMENT AT EACH HORIZONTAL BAR. TIE Y401 & Y402 STIFFENING BARS LOCATED OUTSIDE OF THE VERTICAL REINFORCEMENT AT EACH VERTICAL BAR.
9. PLACE STIFFENING BARS IN ALL SAWCUT PANELS 10'-0" AND GREATER. DO NOT ADD STIFFENNG BARS TO 14'-0" TRANSITIONS. DO NOT SLIPFORM UNSTIFFENED SAWCUT PANELS. DO NOT OMIT STIFFENING BARS FOR CONVENTIONALLY FORMED CONSTRUCTION.
10. X402 BAR MAY BE PROVIDED AS EPOXY COATED STEEL REINFORCEMENT IF A GFRP FABRICATED SHAPE IS NOT AVAILABLE.

NOT FOR CONSTRUCTION
REFERENCE ONLY

OFFICE OF STRUCTURAL ENGINEERING

REVISION
07-17-2020
01-20-2023

STDS ENGINEER

STANDARD BRIDGE DRAWING
42" SINGLE SLOPE CONCRETE BRIDGE RAILING

DESIGN AGENCY

SCD NUMBER
SBR-1-20

2 / 5
8 / 43

627
1045

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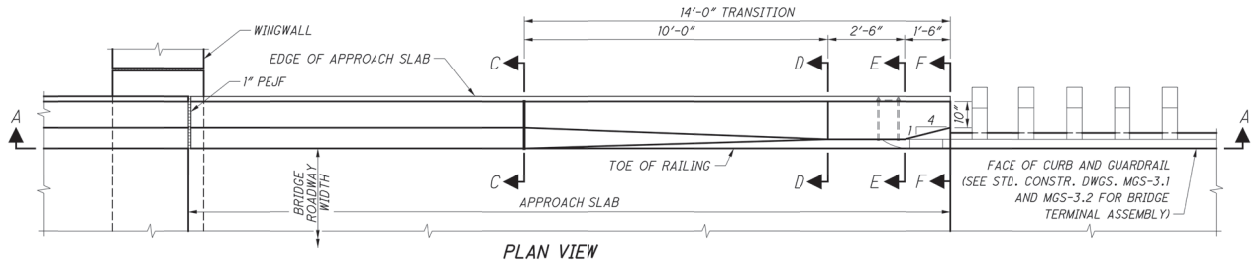
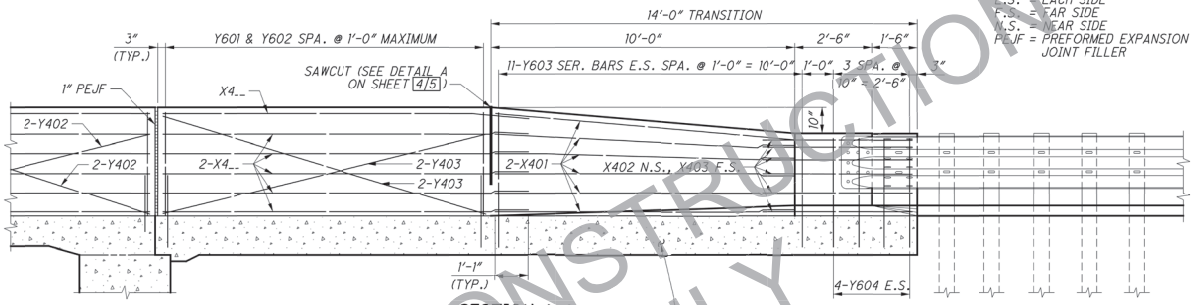


PLAN VIEW

42" SBR-1 TRANSITION MOUNTED ON APPROACH SLAB WITH SEMI-INTEGRAL ABUTMENT SHOWN (INTEGRAL ABUTMENT AND CAPPED PILE ABUTMENT SIMILAR)

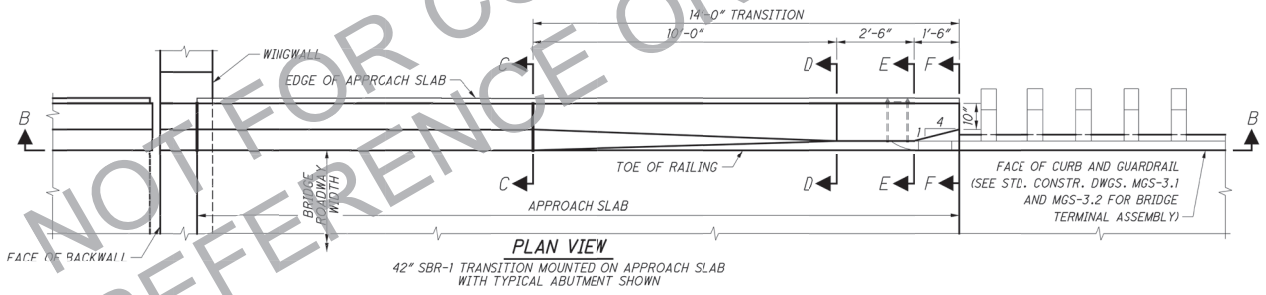
LEGEND:

E.S. = EACH SIDE
F.S. = FAR SIDE
N.S. = NEAR SIDE
PEJF = PREFORMED EXPANSION JOINT FILLER



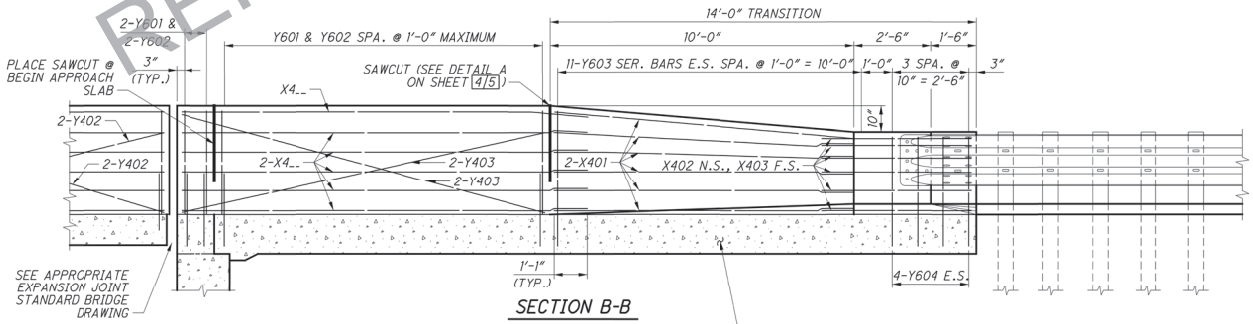
SECTION A-A

APPROACH SLAB (SEE STD. BRIDGE DWG. FOR DETAILS)



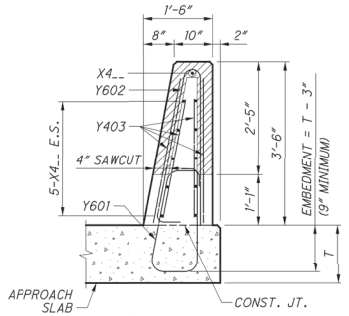
PLAN VIEW

42" SBR-1 TRANSITION MOUNTED ON APPROACH SLAB WITH TYPICAL ABUTMENT SHOWN

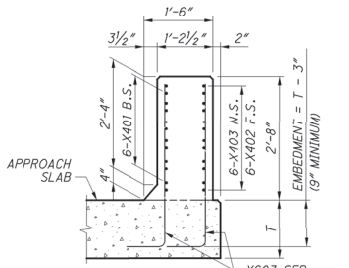


SECTION B-B

APPROACH SLAB (SEE STD. BRIDGE DWG. FOR DETAILS)



SECTION C-C



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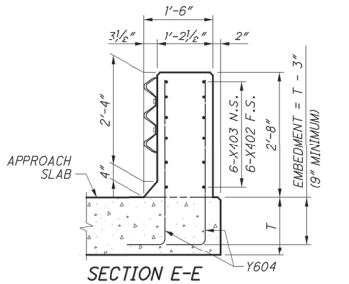
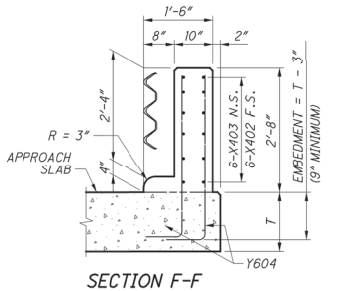


SECTION E-E



SECTION F-F

NOT FOR CONSTRUCTION
REFERENCE ONLY

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01-20-2023

STDS ENGINEER

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SCD NUMBER
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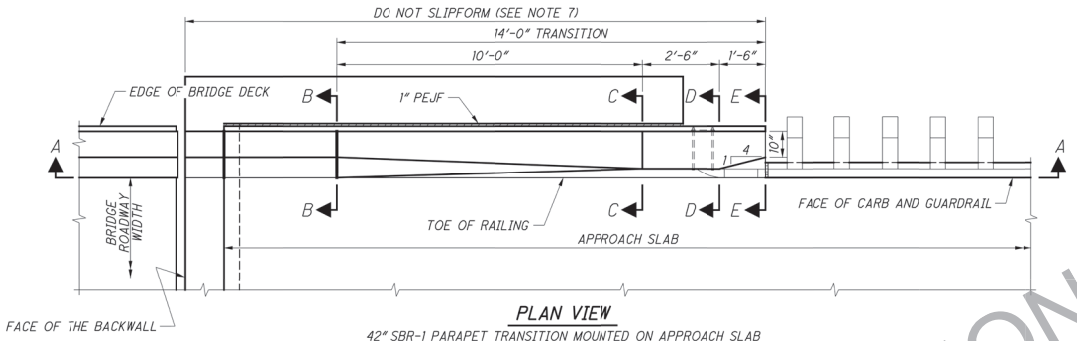
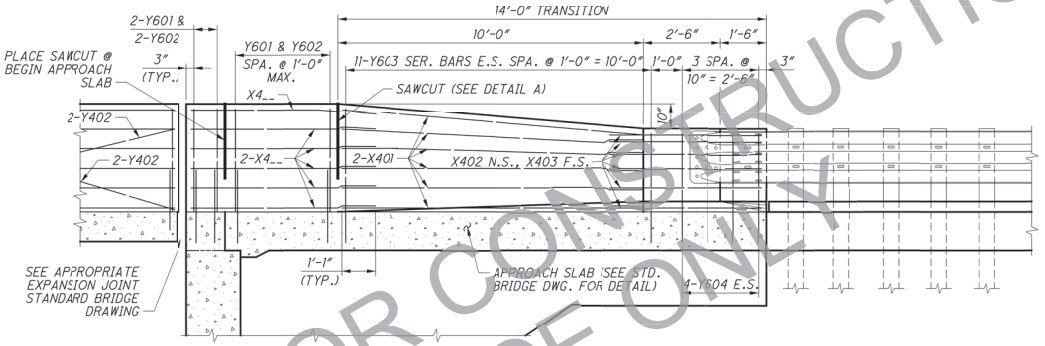
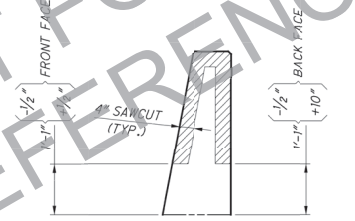


PLAN VIEW

42" SBR-1 PARAPET TRANSITION MOUNTED ON APPROACH SLAB SHOWN WITH TYPICAL ABUTMENT AND TURNBACK WINGWALL

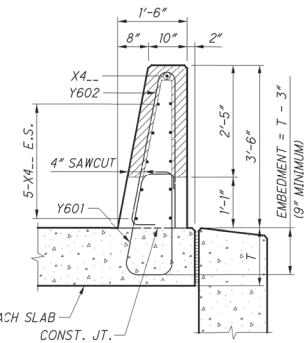


SECTION A-A

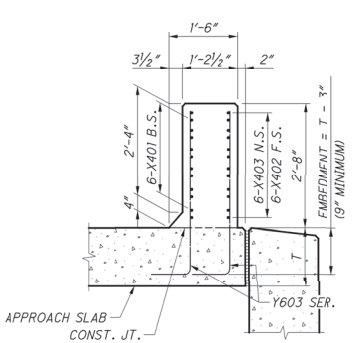


SECTION C-C

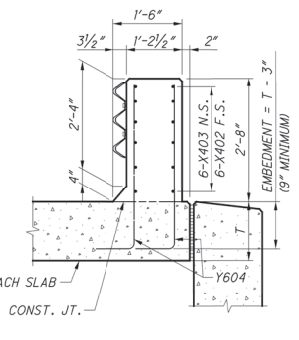
SECTION THROUGH SAWCUT
SAWCUT PERIMETER = 5'-9"



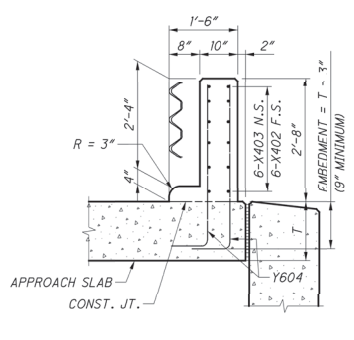
SECTION B-B



SECTION C-C



SECTION D-D



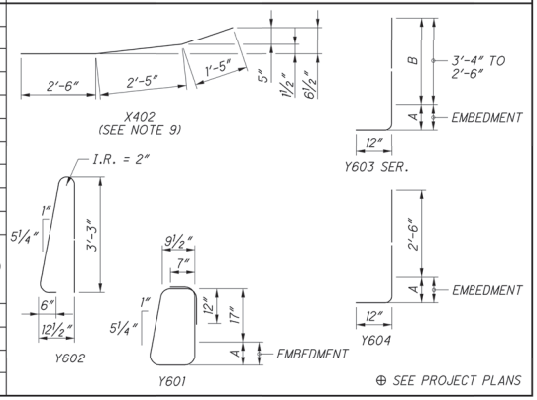
SECTION E-E

LEGEND:

E.S. =	EACH SIDE
F.S =	FAR SIDE
N.S. =	NEAR SIDE
PEJF =	PREFORMED EXPANSION JOINT FILLER

REINFORCEMENT FOR 42" SBR-1 TRANSITION MOUNTED ON APPROACH SLAB

MARK	LENGTH	TYPE	MATERIAL	INCRE.	BENDING DIAGRAMS
X401	10'-0"	STR	GFRP		
X402	6'-4"	BENT	GFRP		
X403	5'-1"	STR	GFRP		
X4__	⊕	STR	GFRP		
Y401	10'-0"	STR	GFRP		
Y402	⊕	STR	GFRP		
Y601	3'-5"+2.25A	BENT	STEEL		
Y602	7'-0"	BENT	STEEL		
Y603 SER. OF 11	A + B + 10"	BENT	STEEL	3" TO (11) 2'-6"	
Y604	A + 3'-4"	BENT	STEEL		



⊕ SEE PROJECT PLANS

NOTES:

1. FOR ALL SINGLE SLOPE CONCRETE BARRIER RAILINGS INCLUDING THE 14'-0" TRANSITIONS, PROJECT PLANS SHALL INCLUDE PLAN VIEW, ELEVATION VIEW, SECTIONS, REINFORCING MARKS, REINFORCING BENDING DIAGRAMS, AND REINFORCING QUANTITIES.
2. SEE APPROPRIATE STANDARD BRIDGE DRAWING FOR ABUTMENT DETAILS.
3. FOR BRIDGE TERMINAL ASSEMBLY, SEE STD. CONSTR. DWGS. MGS-3.1 AND MGS-3.2.
4. FOR SAWCUT PERIMETER LENGTH, SEE DETAIL A ON SHEET 4\|5.
5. FOR DEFLECTION JOINT DETAILS AND ADDITIONAL NOTES, SEE SHEET 5\|5.
6. USE GLASS FIBER REINFORCED POLYMER (GFRP) FOR ALL HORIZONTAL X4__ BARS AND STIFFENING BARS (Y401 & Y402 BARS).
7. TIE Y401 & Y402 STIFFENING BARS LOCATED INSIDE THE VERTICAL REINFORCEMENT AT EACH HORIZONTAL BAR. TIE Y401 & Y402 STIFFENING BARS LOCATED OUTSIDE OF THE VERTICAL REINFORCEMENT AT EACH VERTICAL BAR.
8. PLACE STIFFENING BARS IN ALL SAWCUT PANELS 10'-0" AND GREATER. DO NOT ADD STIFFENING BARS TO 14'-0" TRANSITIONS. DO NOT SLIPFORM UNSTIFFENED SAWCUT PANELS. DO NOT OMIT STIFFENING BARS FOR CONVENTIONALLY FORMED CONSTRUCTION.
9. X402 BAR MAY BE PROVIDED AS EPOXY COATED STEEL REINFORCEMENT IF A GFRP FABRICATED SHAPE IS NOT AVAILABLE.

NOT FOR CONSTRUCTION
REFERENCE ONLY

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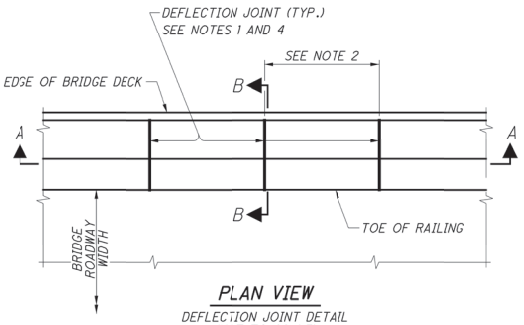
STANDARD BRIDGE DRAWING
42" SINGLE SLOPE CONCRETE BRIDGE RAILING

DESIGN AGENCY

SCD NUMBER
SBR-1-20

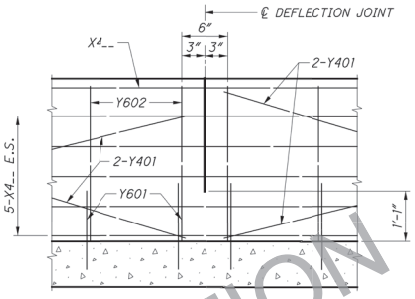
4 / 5
10 / 43

629
1045



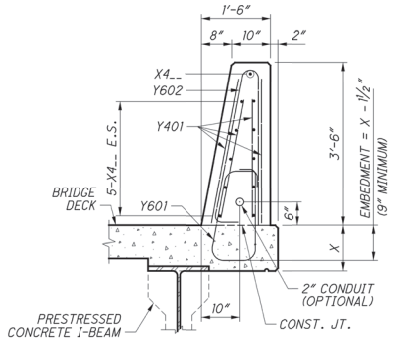
PLAN VIEW

DEFLECTION JOINT DETAIL
(NOT TO SCALE)



SECTION A-A

DETAIL AT DEFLECTION JOINTS
FOR SINGLE SLOPE CONCRETE BRIDGE RAILING
(NOT TO SCALE)



SECTION B-B

REINFORCED CONCRETE DECK ON STEEL OR
PRESTRESSED CONCRETE I-BEAMS/GIRDERS SHOWN

NOTES:

1. FOR THE ENTIRE LENGTH OF SINGLE SLOPE CONCRETE BRIDGE RAILINGS, PROJECT PLANS SHALL SHOW THE LOCATIONS OF DEFLECTION JOINTS.
2. DEFLECTION JOINT SPACING SHALL BE 10'-0" EXCEPT FOR THE LAST JOINT SPACING ADJACENT TO EITHER A 14'-0" TRANSITION OR AN OFEN JOINT. EXCEPTION PANELS MAY VARY IN LENGTH BETWEEN 10'-0" AND 15'-0".
3. PAYMENT FOR GLASS FIBER REINFORCED POLYMER (GFRP) STIFFENING REINFORCEMENT SHALL BE INCLUDED WITH CONTRACT PRICE FOR ITEM 509 - NO.__ GFRP DEFORMED BARS.
4. LIMITS OF SAWCUT IS SHOWN IN DETAIL A, SHEET 4/5. THE 4" SAWCUT DEPTH SHOWN IN DETAIL A IS THE MINIMUM REQUIRED. HOWEVER, THE CONTRACTOR HAS AN OPTION TO PERFORM FULL DEPTH SAWCUT.

NOT FOR CONSTRUCTION
REFERENCE ONLY

DESIGN CRITERIA:

42" SINGLE SLOPE CONCRETE BRIDGE RAILINGS MEET THE REQUIREMENTS OF NCHRP 350 & MASH TEST LEVEL 5 AND "AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9TH EDITION".

DESIGN DATA:

CONCRETE - COMPRESSIVE STRENGTH = 4.5 KSI
REINFORCING STEEL - MINIMUM YIELD STRENGTH = 60 KSI
GFRP - C&MS 706.28 (MODULUS = 8700 KSI)
AREA OF STANDARD 42" SBR-1 CROSS SECTION = 586.0 SQ. IN.
VOLUME OF 42" SBR-1 14'-0" TRANSITION SECTION = 1.82 CU. YD.

DEFLECTION JOINTS FOR CONCRETE RAILING:
FOR SLIPFORMED CONSTRUCTION:
AS SOON AS CUTTING OPERATIONS CAN BEGIN WITHOUT DAMAGING THE CONCRETE, SAWCUT 1 ¼ INCH DEEP DEFLECTION CONTROL JOINTS ALONG THE PERIMETER OF THE RAILING.

AFTER THE CURING PERIOD AND BEFORE APPLYING LOAD TO THE RAILING, PERFOPM 4 INCH SAWCUT AS SHOWN IN DETAIL A, SHEET 3/4. APPLIED RAILING LOAD INCLUDES:
CONSTRUCTION LOADS ON THE DECK (EXCLUDING PERSONNEL; HAND OPERATED EQUIPMENT AND MANUALLY POWERED VEHICLES); AND VEHICLE TRAFFIC IN THE LANE IMMEDIATELY ADJACENT TO THE RAILING AFTER REMOVAL OF TRAFFIC CONTROL DEVICES.

FOR CONVENTIONALLY FORMED CONSTRUCTION:
REMOVE THE FORMS BEFORE APPLYING LOAD TO THE RAILING. AS SOON AS THE FORMS ARE REMOVED, PERFORM 4-INCH SAWCUT AS SHOWN IN DETAIL A, SHEET 4/5. THE 1¼ INCH SAWCUTS ARE NOT REQUIRED.

THE CONTRACTOR HAS AN OPTION TO PERFORM FULL DEPTH SAWCUT. HOWEVER, THE SAWCUT SHALL NOT BE LESS THAN 1'-0½" FROM THE TOP OF THE CONCRETE DECK SLAB.

USE AN EDGE GUIDE, FENCE, OR JIG TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE RAILING. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF ¼ INCH.

SEAL THE PERIMETER OF THE DEFLECTION JOINTS TO A MINIMUM DEPTH OF ONE INCH WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM ½ INCH OF BOTH THE INSIDE AND OUTSIDE FACES OF THE RAILING UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.

FOR TRANSITION SECTION, PLACE A DEFLECTION JOINT AT THE BEGINNING OF THE 14'-0" TRANSITION. DEFLECTION JOINTS ARE NOT REQUIRED WITHIN THE 14'-0" TRANSITION SECTION.

MAXIMUM SPACING OF VERTICAL REINFORCING BARS FOR STANDARD 42" SBR-1 CONCRETE RAILING:

THE MAXIMUM SPACING OF VERTICAL REINFORCING BARS FOR THE STANDARD 42" SBR-1 CONCRETE RAILING SHALL BE 12", UNLESS NOTED OTHERWISE.

MAXIMUM SPACING OF VERTICAL REINFORCING BARS FOR 42" SBR-1 TRANSITIONS:

THE MAXIMUM SPACING OF VERTICAL REINFORCING BARS FOR THE 42" SBR-1 TRANSITION SECTION SHALL BE AS SHOWN ON SHEETS 1/5, 2/5, 3/5, OR 4/5.

MINIMUM EMBEDMENT OF VERTICAL REINFORCING BARS:

THE MINIMUM EMBEDMENT IS 9". IF THE MINIMUM EMBEDMENT FOR THE VERTICAL REINFORCING BARS INTO THE BRIDGE DECK OR APPROACH SLAB IS NOT MET, THEN THE DESIGNER SHALL CALCULATE THE REQUIRED REINFORCEMENT ACCORDING TO SECTION 13 OF THE "AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

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5 / 5
11 / 43

630
1045

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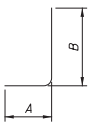
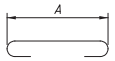
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
WALL B CAST-IN-PLACE BARRIER WITH MOMENT SLAB REINFORCING LIST*											
RG401 ■	22	26'-10"		STR							
RG402 ■	16	13'-9"		STR							
R501	24	30'-0"	751	STR							
R502	24	26'-6"	663	STR							
R503	56	10'-6"	613	1	1'-0"	9'-8"					
R601	56	10'-0"	841	41	0'-10"	0'-7"	1'-0"	3'-5"	1'-6"		
R602	56	7'-2"	603	39	0'-6"	3'-3"	3'-3"	1'-1"		0'-2"	
R603	56	5'-6"	463	18	3'-10"	0'-9"	0'-9"				
R801	56	11'-4"	1695	17	9'-8"						
		SUB-TOTAL	5,629								

* REINFORCING INCLUDED WITH ITEM 517 - RAILING, CONCRETE, AS PER PLAN



TYPE-1



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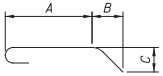

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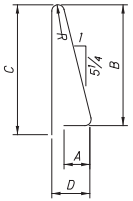

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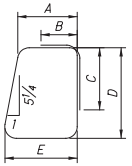

TYPE-41

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

■ - RG4XX - GLASS FIBER REINFORCED POLYMER (GFRP) BAR

NOTES

1. 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 S601 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.

2. ALL REINFORCING STEEL TO BE EPOXY COATED.

3. UNLESS OTHERWISE NOTED, THE FOLLOWING LAP LENGTHS SHALL APPLY:
   #5 BARS: 2'-5", #6 BARS: 3'-7"

4. SEE SHEET 2/43 FOR ABBREVIATION LEGEND.

DESIGN AGENCY EMH&T
DESIGNED RJE | DRAWN GB | REVIEWED CAS | DATE 3-18-26
CHECKED RMW/TDA | REVISED - | STRUCTURE FILE NUMBER

REINFORCING STEEL LIST
MSE RETAINING WALL B

HAM-75-7.85
PID No. 77889

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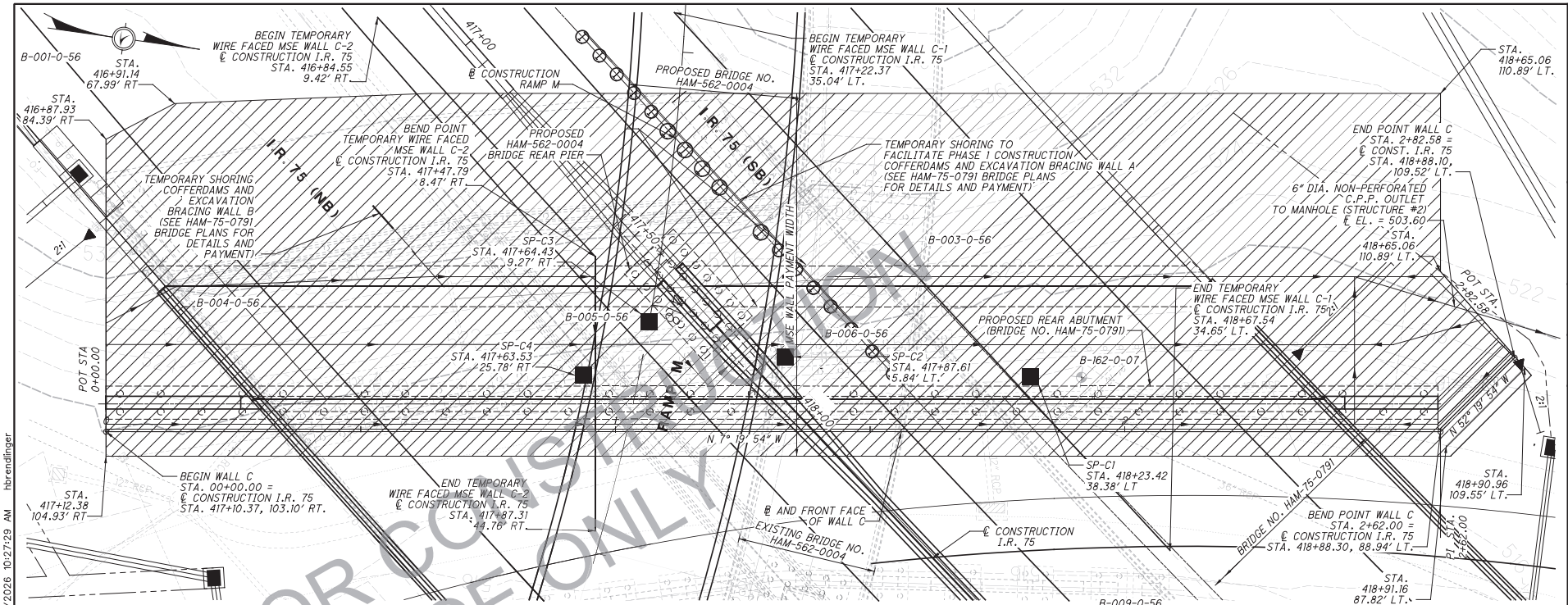


PLAN

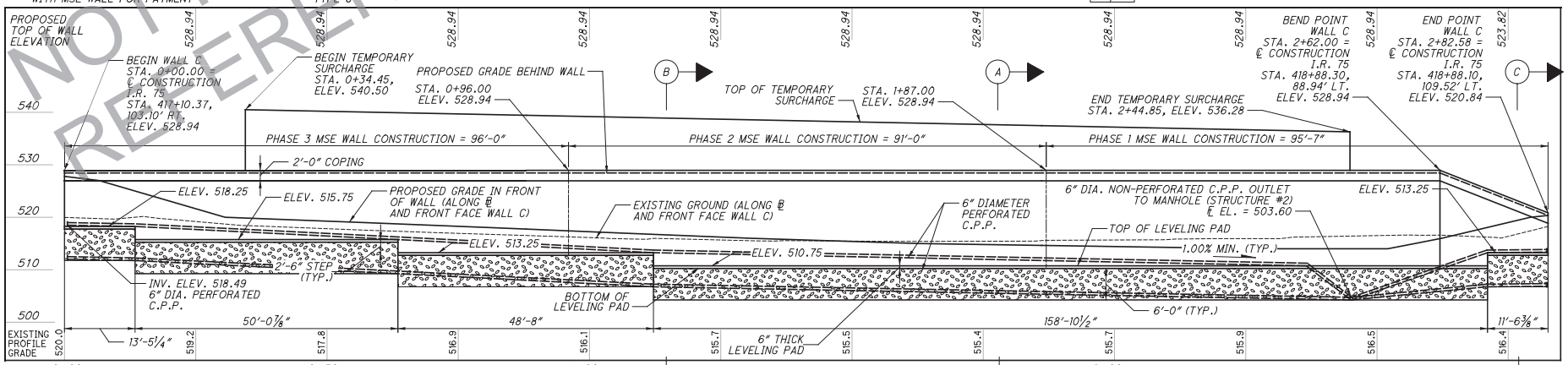
AT REAR ABUTMENT OF HAM-75-0791 BRIDGE

LEGEND

- 6" DIA. PERFORATED C.P.P.
- SETTLEMENT PLATFORM
- PLAN BOUNDARY FOR ITEMS INCLUDED WITH MSE WALL FOR PAYMENT
- ITEM 203, GRANULAR MATERIAL, TYPE C

NOTES

1. ALL STATIONS AND OFFSETS ARE ALONG ℄ CONSTRUCTION I.R. 75 UNLESS OTHERWISE SHOWN.
2. FOR SECTIONS A-A AND B-B, SEE SHEET 15 / 43. FOR SECTION C-C, SEE SHEET 14 / 43.
3. SEE SHEET 2 / 43 FOR ABBREVIATION LEGEND.



PROFILE ALONG ℄ WALL C

AT REAR ABUTMENT OF HAM-75-0791 BRIDGE

NOT FOR CONSTRUCTION REFERENCE ONLY

DESIGN AGENCY EMH&T

DESIGNED	DRAWN	REVIEWED	DATE
RJE	GB	CAS	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
RWM/TDA	-		

PLAN AND PROFILE
MSE RETAINING WALL C

HAM-75-7.85
PID No. 77889

13 / 43

632
1045

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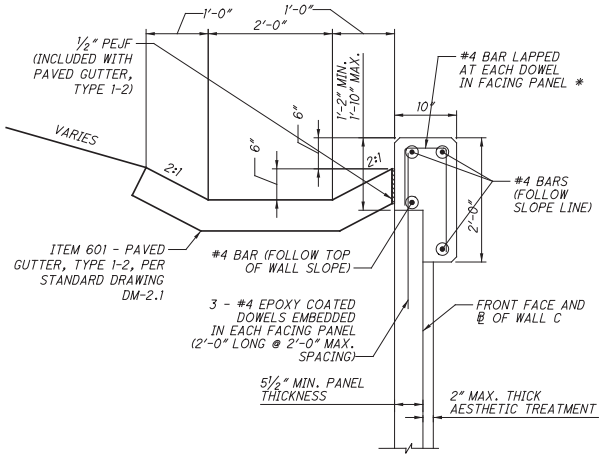
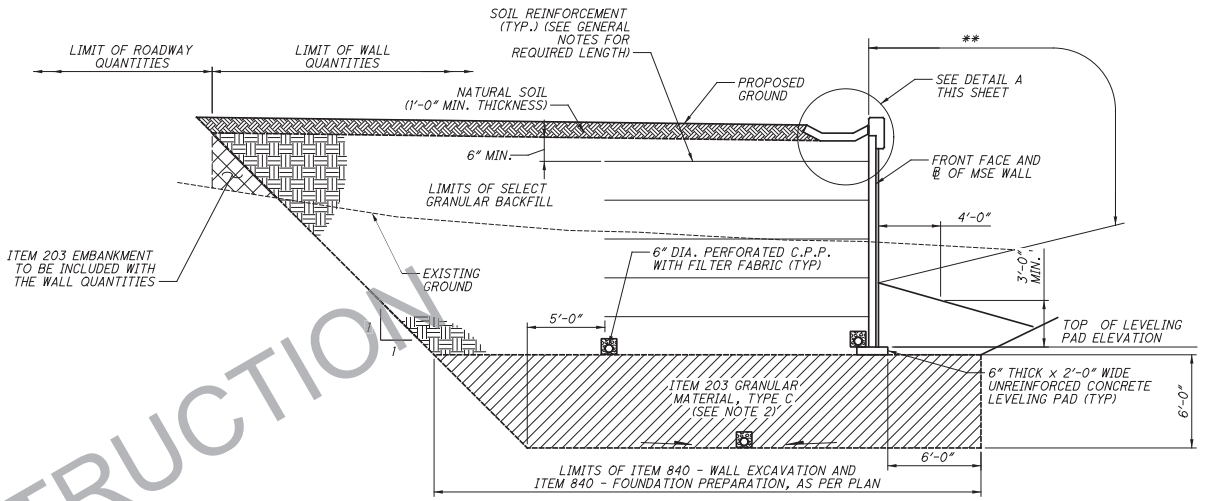
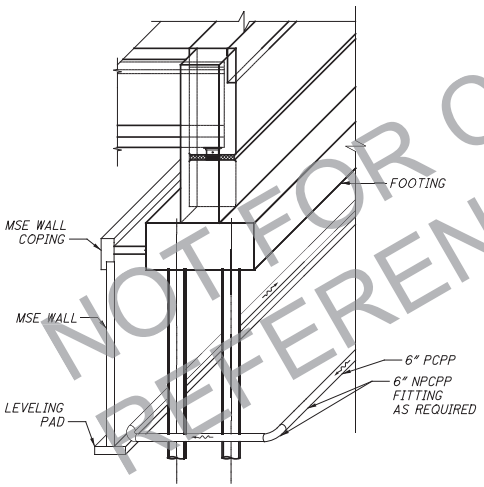


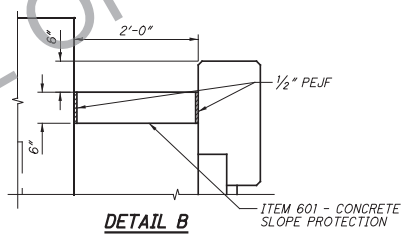
DETAIL A



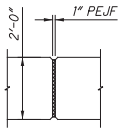
SECTION C-C



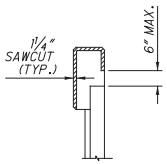
MSE WALL DRAINAGE DETAIL



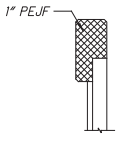
DETAIL B



COPING EXPANSION JOINTS



COPING CONTRACTION JOINTS



COPING EXPANSION JOINTS

LEGEND

* - INCLUDE WITH ITEM 840 - CONCRETE COPING, FOR PAYMENT

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

NOTES

1. SEE SHEET 2/43 FOR ABBREVIATION LEGEND.
2. ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN.
3. FOR LOCATION OF SECTION C-C, SEE SHEET 13/43 .

NOT FOR CONSTRUCTION
REFERENCE ONLY

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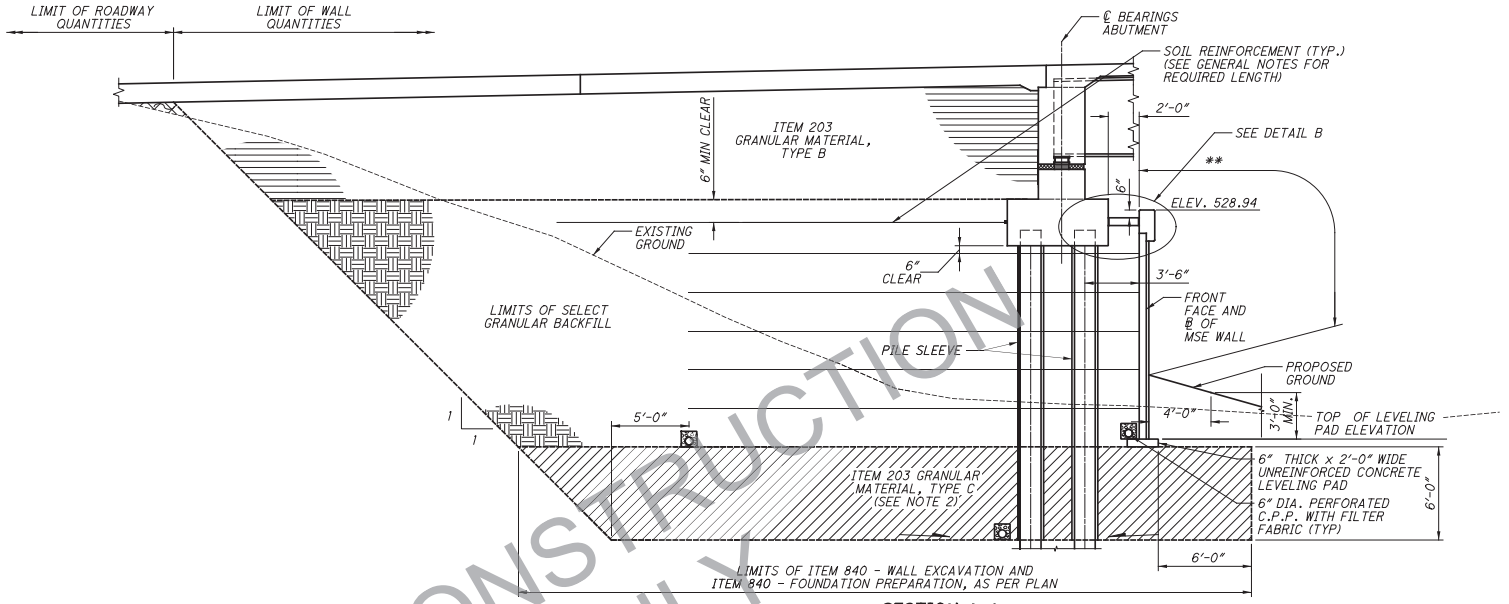
DESIGN AGENCY EMH&T
DESIGNED RJE | DRAWN GB | REVIEWED CAS | DATE 3-18-26
CHECKED RWM/TDA | REVISED - | STRUCTURE FILE NUMBER

MSE WALL DETAILS
MSE RETAINING WALL C

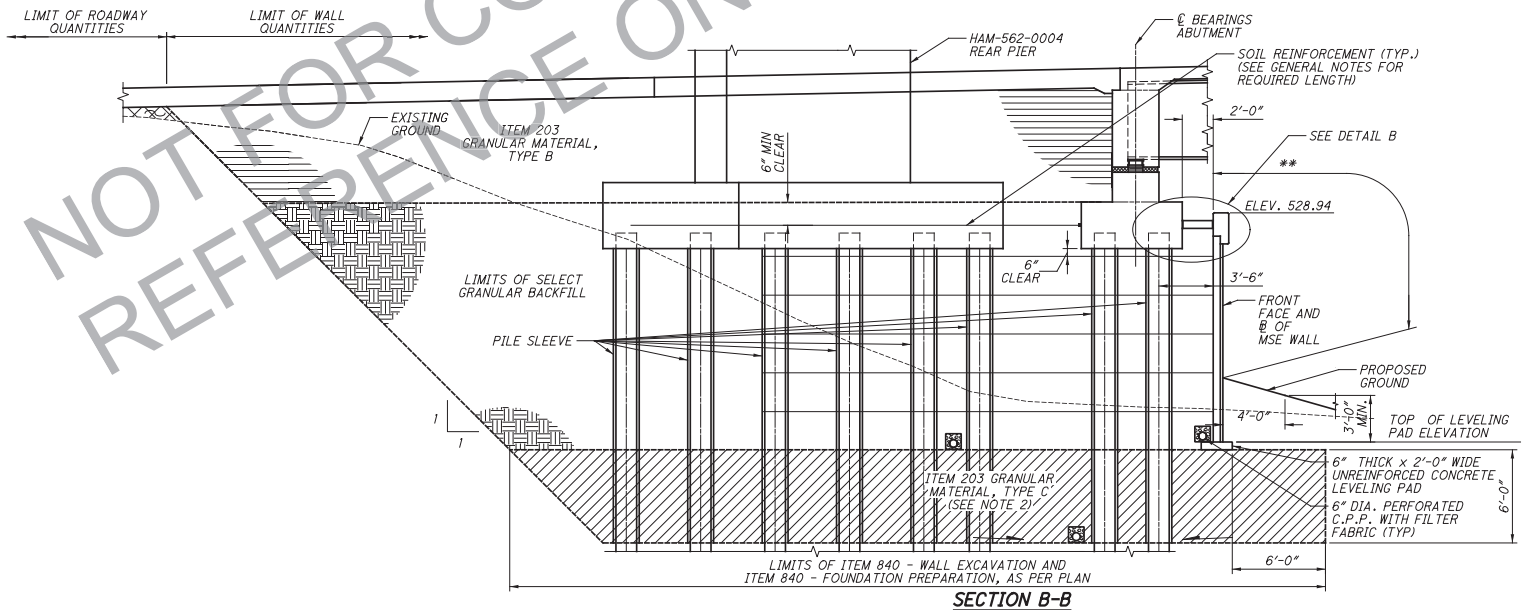
HAM-75-7.85
PID No. 77889

14 / 43

633
1045



SECTION A-A



SECTION B-B

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND

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

NOTES

1. SEE SHEET 2/43 FOR ABBREVIATION LEGEND.
2. ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN.
3. FOR LOCATION OF SECTIONS A-A AND B-B, SEE SHEET 13/43.
4. FOR DETAIL B, SEE SHEET 14/43.

DESIGN AGENCY EMH&T

DESIGNED	DRAWN	REVIEWED	DATE
RJE	GB	CAS	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RWM/TDA	-		

MSE WALL DETAILS
MSE RETAINING WALL C

HAM-75-7.85
PID No. 77889

15/43

634
1045

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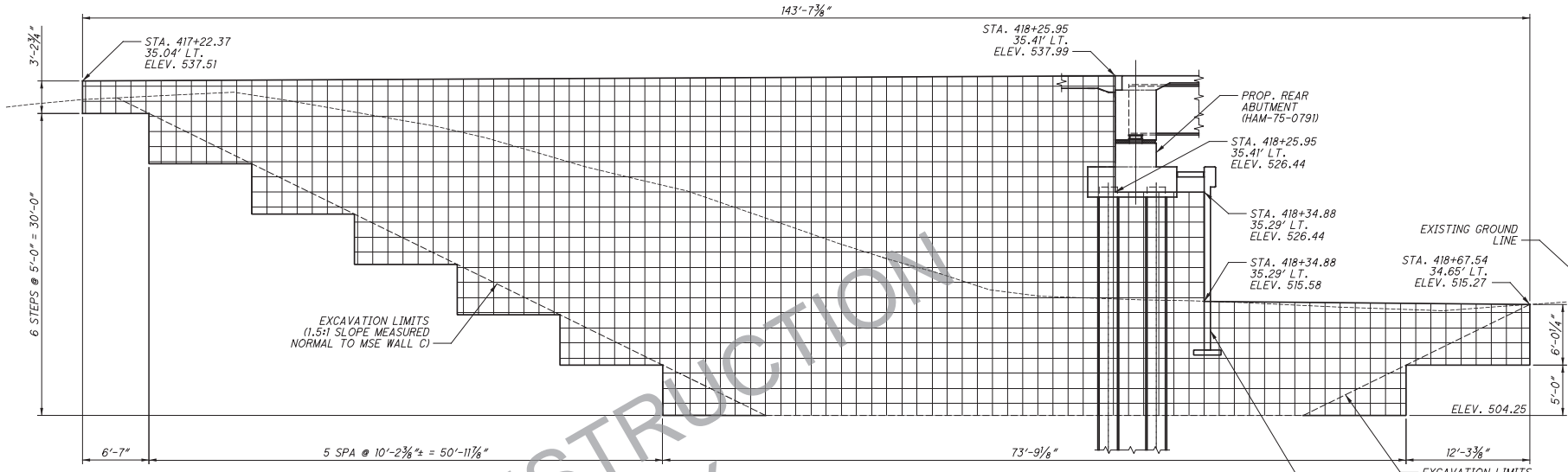
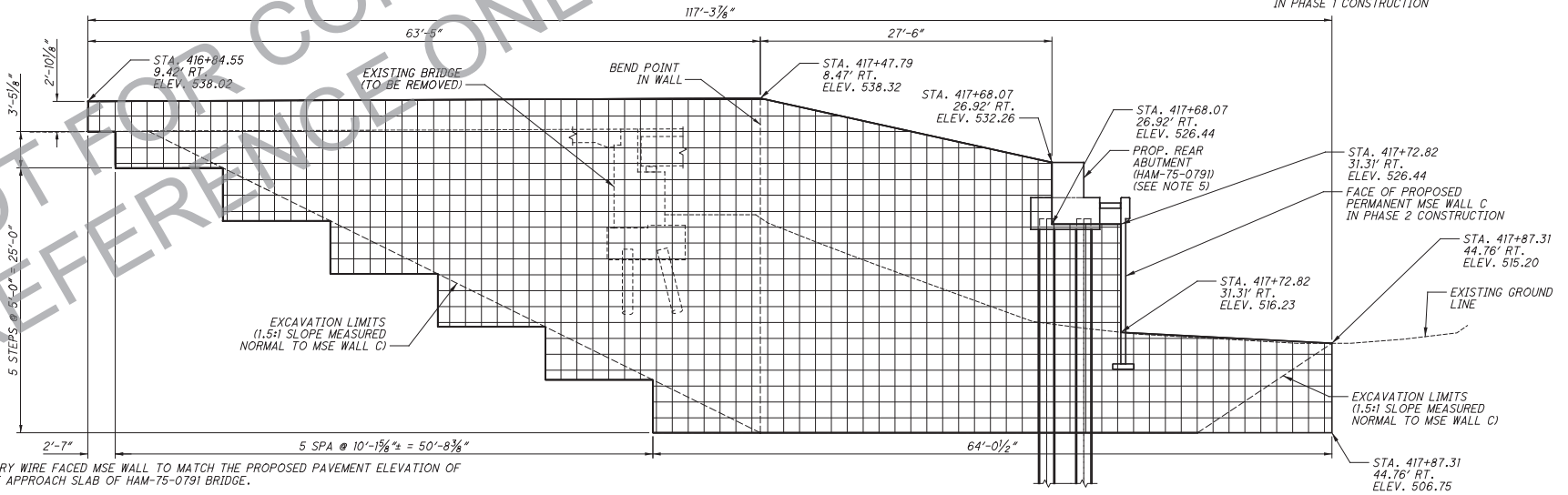


ELEVATION - TEMPORARY WIRE FACED MSE WALL C-1
REAR ABUTMENT PHASE 1



ELEVATION - TEMPORARY WIRE FACED MSE WALL C-2
REAR ABUTMENT PHASE 2

NOTES

1. TOP OF THE TEMPORARY WIRE FACED MSE WALL TO MATCH THE PROPOSED PAVEMENT ELEVATION OF IR 75 OR TOP OF THE APPROACH SLAB OF HAM-75-0791 BRIDGE.
2. SEE HAM-75-0791 BRIDGE PLANS FOR ADDITIONAL INFORMATION AT THE BRIDGE ABUTMENTS AND TEMPORARY SHORING DETAILS.
3. SEE PROPOSED PERMANENT MSE WALL DETAILS ON SHEET 15/43
4. SEE SHEET 2/43 FOR ABBREVIATION LEGEND.
5. THE REAR ABUTMENT OF THE HAM-75-0791 BRIDGE IS ONLY BUILT TO THE BEAM SEAT ELEVATION IN THE LOATION OF THE TEMPORARY WIRE FACE MSE WALL C-2 IN PHASE 2 CONSTRUCTION.

LEGEND

- TEMPORARY MSE WALL FACE

NOT FOR CONSTRUCTION
REFERENCE ONLY

DESIGN AGENCY EMH&T
DESIGNED RJE
DRAWN GB
CHECKED TDA
REVIEWED CAS
DATE 3-18-26
REVISED -
STRUCTURE FILE NUMBER

TEMPORARY MSE WALL DETAILS
MSE RETAINING WALL C

HAM-75-7.85
PID No. 77889

16/43
635
1045

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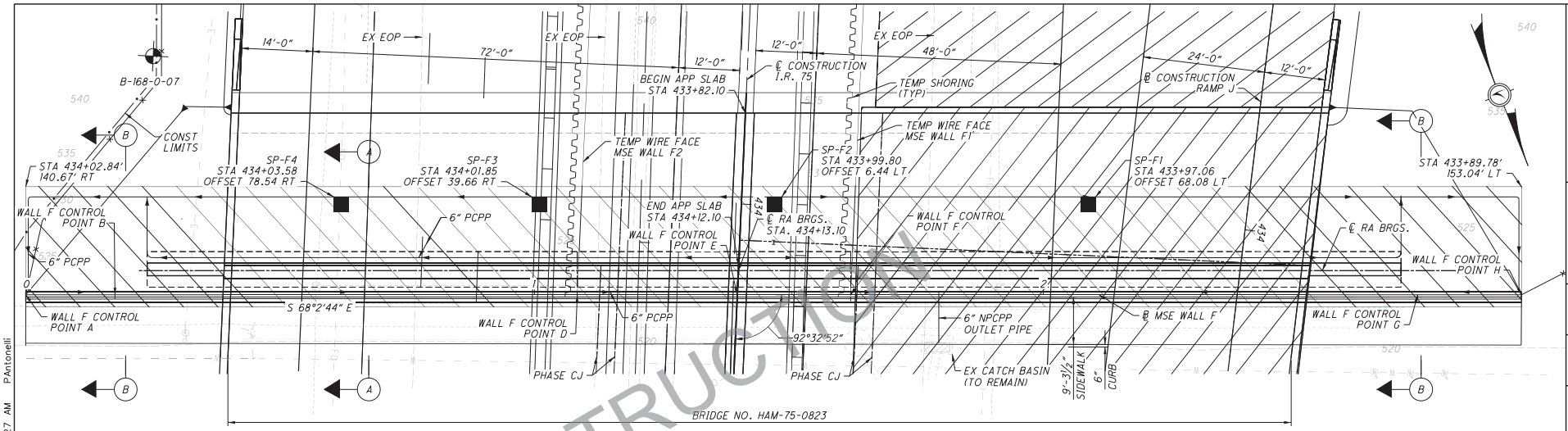


PLAN

NOTES:

1. ALL TOP OF WALL ELEVATIONS ARE GIVEN TO TOP OF COPING.
2. WALL BASELINE IS LOCATED AT THE BACK FACE OF MSE WALL.
3. SEE SHEET 18/38 FOR SECTIONS A-A AND B-B.
4. ALL STATION AND OFFSETS ARE ALONG ℄ I.R. 75 UNLESS NOTED OTHERWISE.
5. SEE GENERAL NOTES FOR SETTLEMENT PLATFORM DETAILS.
6. SEE SHEET 2/38 FOR ABBREVIATION LEGEND.

LEGEND:

TOW - TOP OF WALL

- WALL EXCAVATION AND SELECT GRANULAR EMBANKMENT

■ - SETTLEMENT PLATFORM

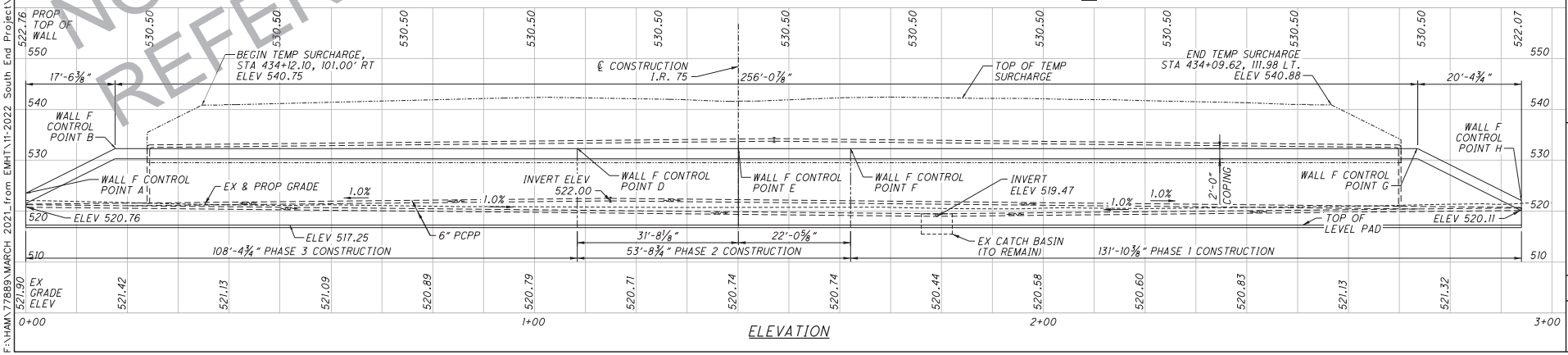
PCPP = PERFORATED CORRUGATED POLYETHYLENE PIPE

NPCPP = NON-PERFORATED CORRUGATED POLYETHYLENE PIPE

→ 6" DIA. PCPP OR NPCPP

WALL F CONTROL POINT TABLE

WALL CONTROL POINT	℄ CONST IR 75 STATION	℄ CONST IR 75 OFFSET (FT)	WALL STATION	TOW ELEV
A	434+24.07	139.73 RT.	0+00.00	523.50
B	434+23.29	122.22 RT.	0+17.53	532.27
C	NOT USED			
D	434+19.26	31.44 RT.	1+08.40	532.27
E	434+17.86	0.00	1+39.85	532.27
F	434+16.87	22.24 LT.	1+62.13	532.27
G	434+11.91	133.60 LT.	2+73.60	532.27
H	434+11.00	153.98 LT.	2+94.00	522.07



ELEVATION

NOT FOR CONSTRUCTION
REFERENCE ONLY

DESIGN AGENCY JMT 4215 North Avenue, Suite 230, Columbus, OH 43219

DESIGNED	DRAWN	REVIEWED	DATE
TML	TML	NCM	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWE			

MSE WALL F PLAN & ELEVATION

MSE RETAINING WALL F

HAM-75-7.85

PID No. 121447

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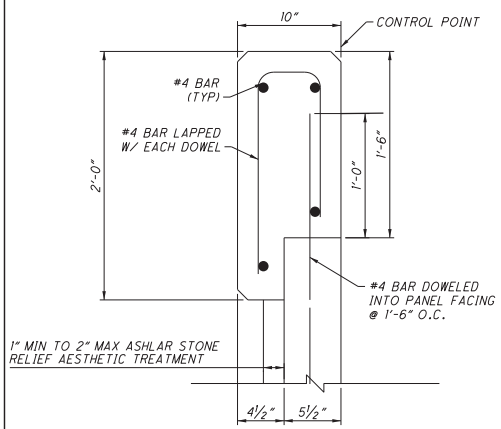
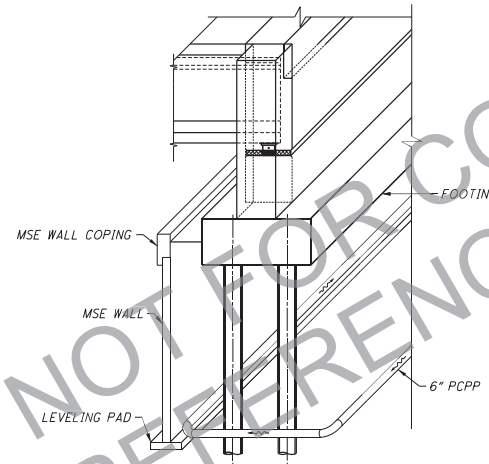
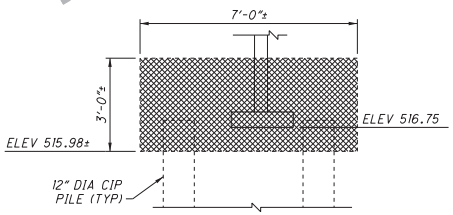


MSE WALL COPING DETAIL

(ALL REINFORCING STEEL TO BE EPOXY COATED)

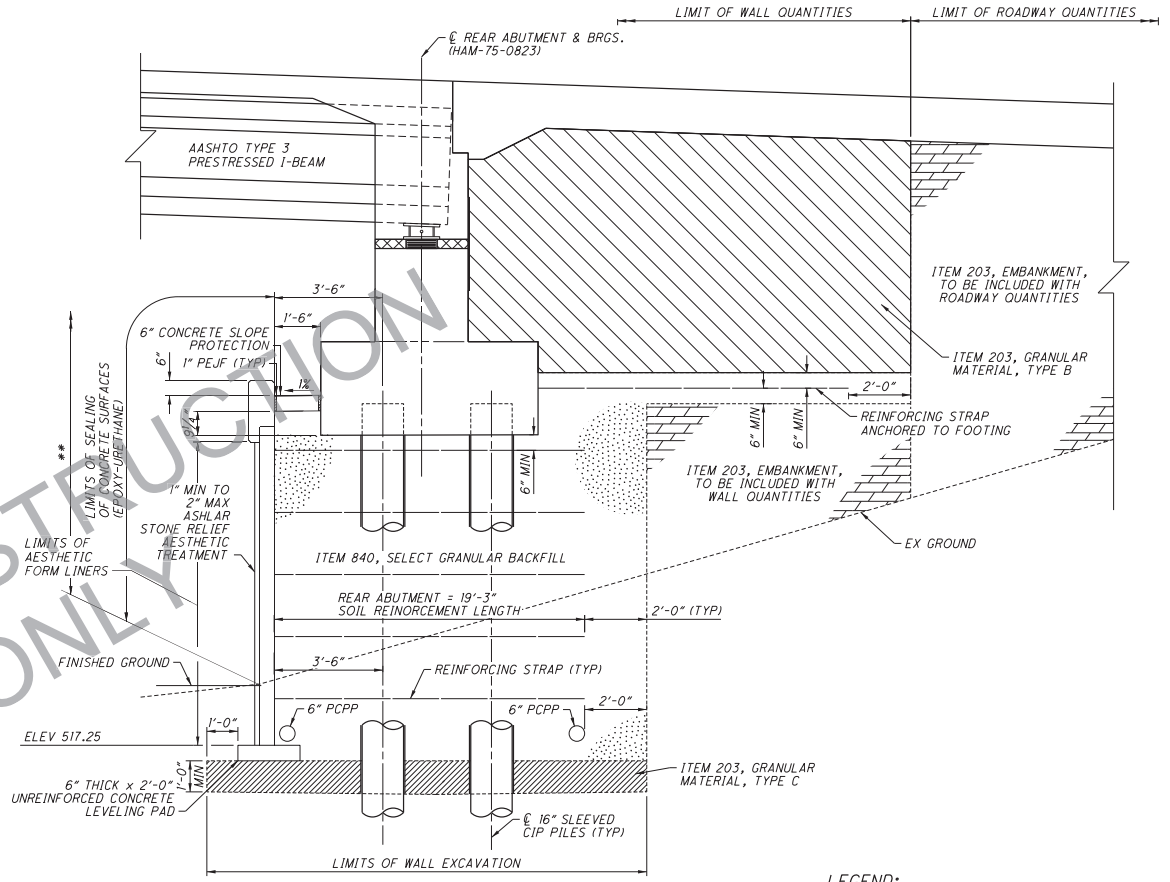


MSE WALL DRAINAGE DETAIL

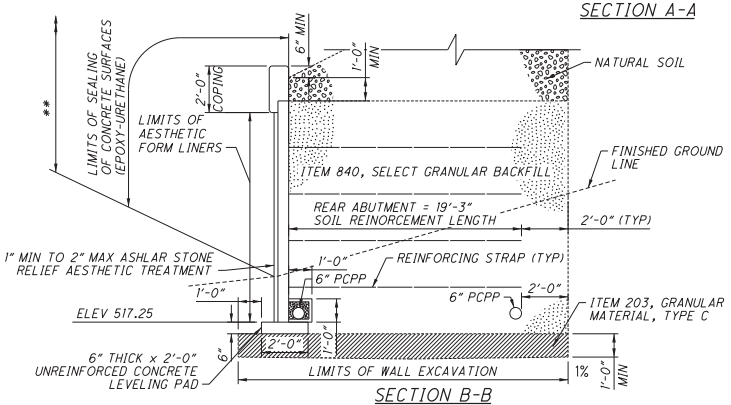


EX. FOOTING REMOVAL DETAIL

(RA & WALL F)



SECTION A-A



SECTION B-B

LEGEND:

= MINIMUM REMOVAL LIMITS

** - LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION). SEAL ALL EXPOSED SURFACES EXTENDING 10'-0" VERTICAL FROM GROUND LINE.

NOTES:

1. SEE HAM-75-0823 PLANS FOR ABUTMENT DETAILS.
2. SEE SHEET 1/38 FOR AESTHETIC NOTES.
3. SEE SHEET 2/38 FOR ABBREVIATION LEGEND.

NOT FOR CONSTRUCTION
REFERENCE ONLY

DESIGN AGENCY
DESIGNED TML
DRAWN TML
REVIEWED NCM
DATE 3-18-26
CHECKED JAD
REVISED
STRUCTURE FILE NUMBER

MSE WALL DETAILS
MSE RETAINING WALL F

HAM-75-7.85
PID No. 121447

18 / 38

637
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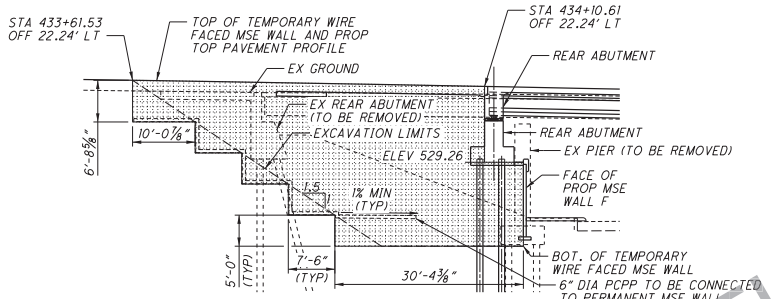
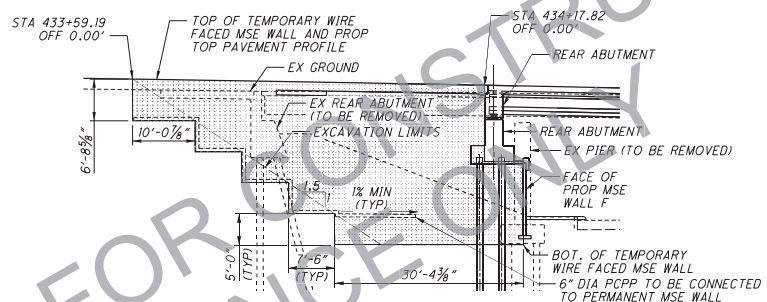


ELEVATION - TEMPORARY WIRE FACED MSE WALL F1

REAR ABUTMENT PHASE 1



ELEVATION - TEMPORARY WIRE FACED MSE WALL F2

REAR ABUTMENT PHASE 2

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND:

= TEMPORARY MSE WALL FACE

NOTES:

1. SEE HAM-75-0823 BRIDGE PLANS FOR ABUTMENT DETAILS.
2. TOP OF TEMPORARY WIRE FACED MSE WALL TO MATCH PROPOSED PAVEMENT ELEVATION OF I.R. 75.
3. SEE HAM-75-0823 BRIDGE PLANS FOR TEMPORARY SHORING DETAILS AND QUANTITIES.
4. SEE SHEET 2/38 FOR ABBREVIATION LEGEND.

DESIGN AGENCY
DESIGNED CMH
DRAWN CMH
REVIEWED NCM
DATE 3-18-26
CHECKED JAD
REVISED
STRUCTURE FILE NUMBER

TEMPORARY MSE WALL DETAILS
MSE RETAINING WALL F

HAM-75-7.85
PID No. 121447

19 / 38

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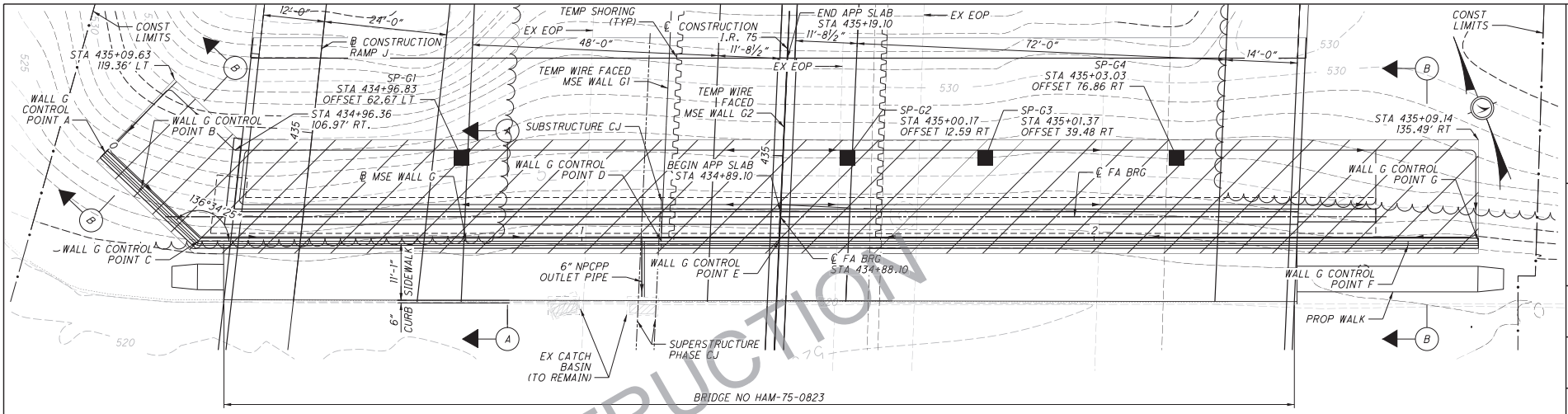


PLAN

WALL G CONTROL POINT TABLE				
WALL CONTROL POINT	℄ CONST IR 75 STATION	OFFSET (FT)	WALL STATION	TOW ELEV
A	434+94.66	132.32 LT.	0+00.00	526.08
B	434+88.32	124.81 LT.	0+09.83	530.60
C	434+78.30	113.42 LT.	0+25.00	530.60
D	434+82.33	23.00 LT.	1+15.51	530.60
E	434+03.35	0.00	1+38.53	530.60
F	434+88.80	122.66 RT.	2+61.31	530.60
G	434+89.41	136.37 RT.	2+75.03	523.74

NOTES:

1. ALL TOP OF WALL ELEVATIONS ARE GIVEN TO TOP OF COPING.
2. WALL BASELINE IS LOCATED AT THE BACK FACE OF MSE WALL.
3. SEE SHEET 21/38 FOR SECTIONS A-A AND B-B.
4. ALL STATION AND OFFSETS ARE ALONG ℄ CONST I.R. 75 UNLESS NOTED OTHERWISE.
5. SEE GENERAL NOTES FOR SETTLEMENT PLATFORM DETAILS.
6. SEE SHEET 2/38 FOR ABBREVIATION LEGEND.

LEGEND:

TOW - TOP OF WALL

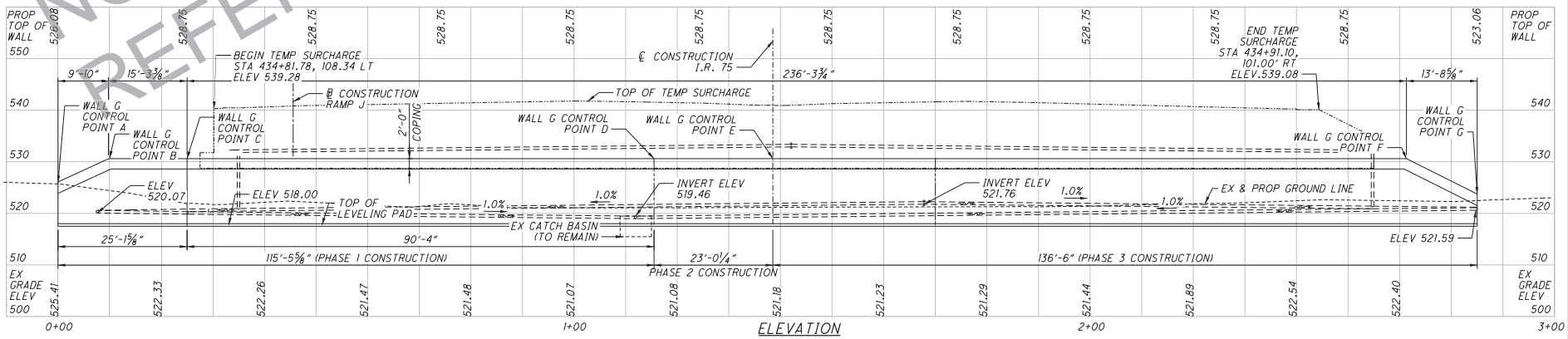
- WALL EXCAVATION AND SELECT GRANULAR EMBANKMENT

- SETTLEMENT PLATFORM

PCPP = PERFORATED CORRUGATED POLYETHYLENE PIPE

NPCPP = NON-PERFORATED CORRUGATED POLYETHYLENE PIPE

6" DIA. PCPP OR NPCPP



ELEVATION

NOT FOR CONSTRUCTION
REFERENCE ONLY

DESIGN AGENCY
DESIGNED TML
DRAWN TML
CHECKED JAD
REVIEWED NCM
REVISED
DATE 3-18-26
STRUCTURE FILE NUMBER

MSE WALL G PLAN & ELEVATION
MSE RETAINING WALL G

HAM-75-7.85
PID No. 121447

20 / 38

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1045

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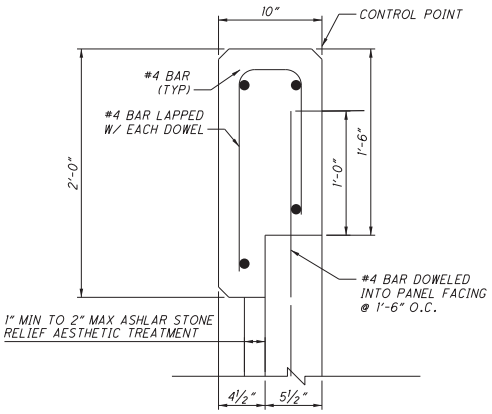
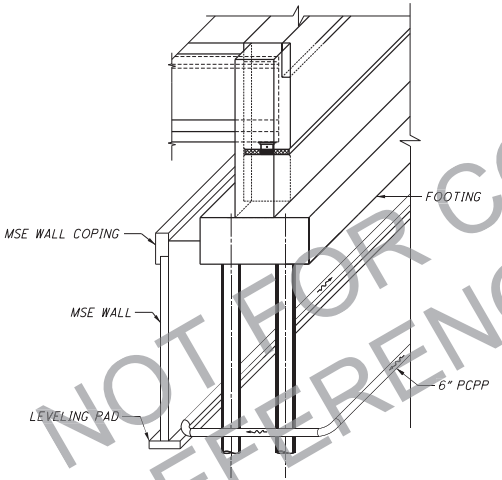
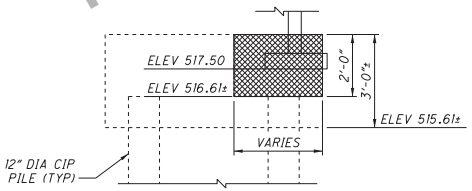


MSE WALL COPING DETAIL

(ALL REINFORCING STEEL TO BE EPOXY COATED)

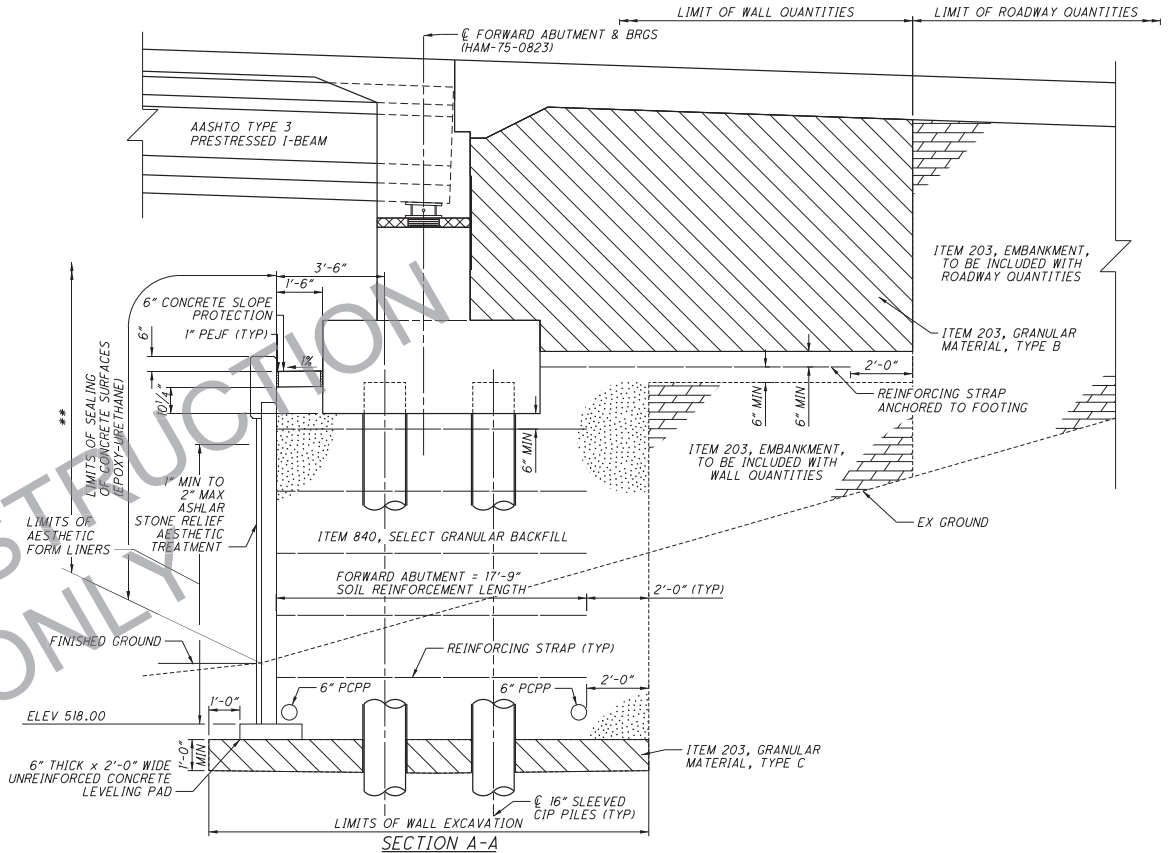


MSE WALL DRAINAGE DETAIL

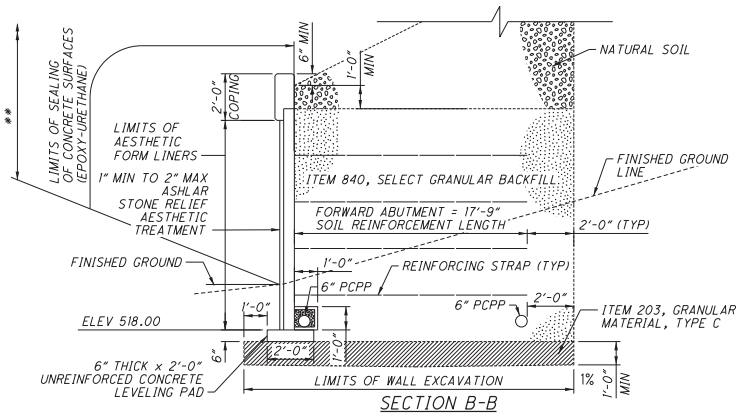


EX. FOOTING REMOVAL DETAIL

(FA & WALL G)



SECTION A-A



SECTION B-B

LEGEND:

= MINIMUM REMOVAL LIMITS

** - LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION). SEAL ALL EXPOSED SURFACES EXTENDING 10'-0" VERTICAL FROM GROUND LINE.

NOTES:

1. SEE HAM-75-0823 PLANS FOR ABUTMENT DETAILS.
2. SEE SHEET 1/38 FOR AESTHETIC NOTES.
3. SEE SHEET 2/38 FOR ABBREVIATION LEGEND.

NOT FOR CONSTRUCTION
REFERENCE ONLY

DESIGN AGENCY
DESIGNED TML
DRAWN TML
REVIEWED NCM
DATE 3-18-26
CHECKED JAD
REVISED
STRUCTURE FILE NUMBER

MSE WALL DETAILS
MSE RETAINING WALL G

HAM-75-7.85
PID No. 121447

21/38

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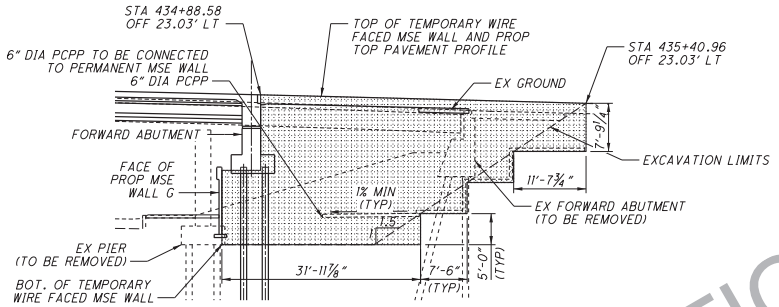
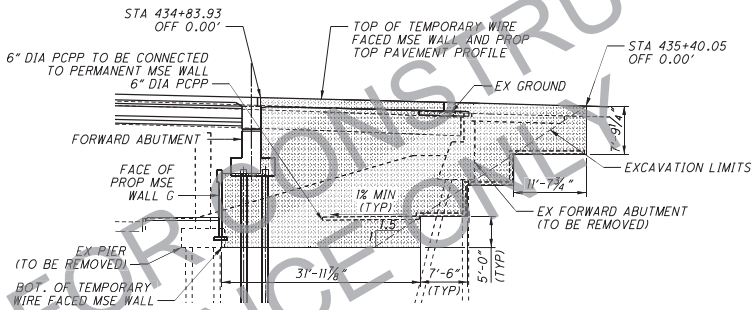


ELEVATION - TEMPORARY WIRE FACED MSE WALL G1
FORWARD ABUTMENT PHASE 1



ELEVATION - TEMPORARY WIRE FACED MSE WALL G2
FORWARD ABUTMENT PHASE 2

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND:

= TEMPORARY MSE WALL FACE

NOTES:

1. SEE HAM-75-0823 BRIDGE PLANS FOR ABUTMENT DETAILS.
2. TOP OF TEMPORARY WIRE FACED MSE WALL TO MATCH PROPOSED PAVEMENT ELEVATION OF IR-75.
3. SEE HAM-75-0823 BRIDGE PLANS FOR TEMPORARY SHORING DETAILS AND QUANTITIES.
4. SEE SHEET 2/38 FOR ABBREVIATION LEGEND.

DESIGN AGENCY
DESIGNED CMH
DRAWN CMH
REVIEWED NCM
DATE 3-18-26
CHECKED JAD
REVISED
STRUCTURE FILE NUMBER

TEMPORARY MSE WALL DETAILS
MSE RETAINING WALL G

HAM-75-7.85
PID No. 121447

22/38

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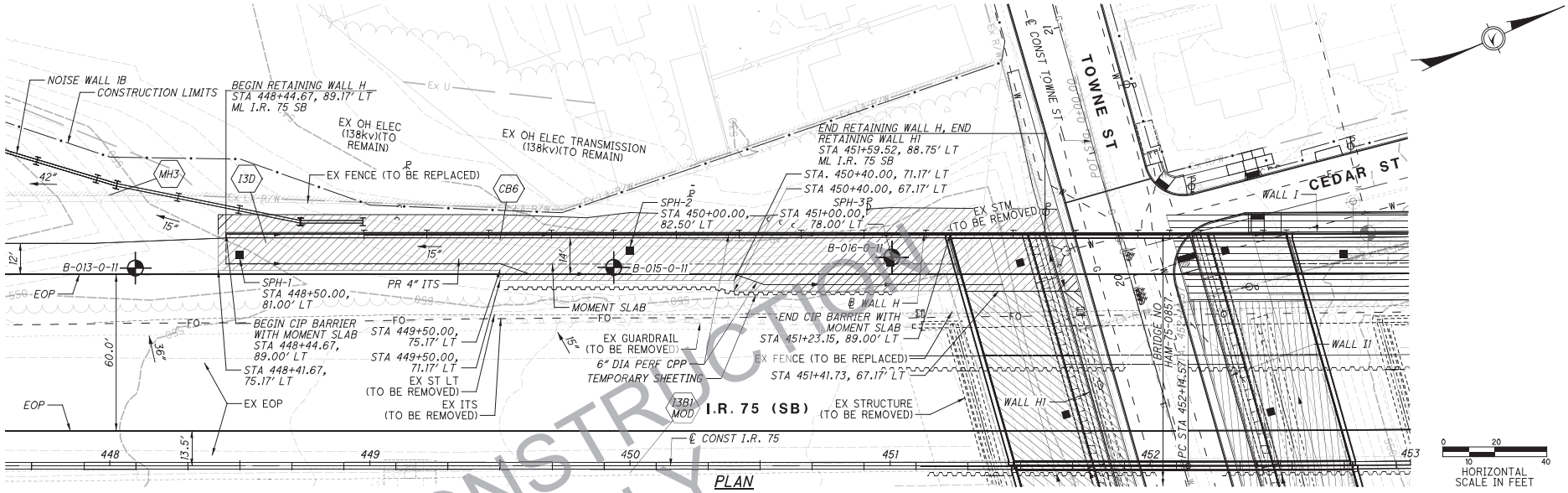
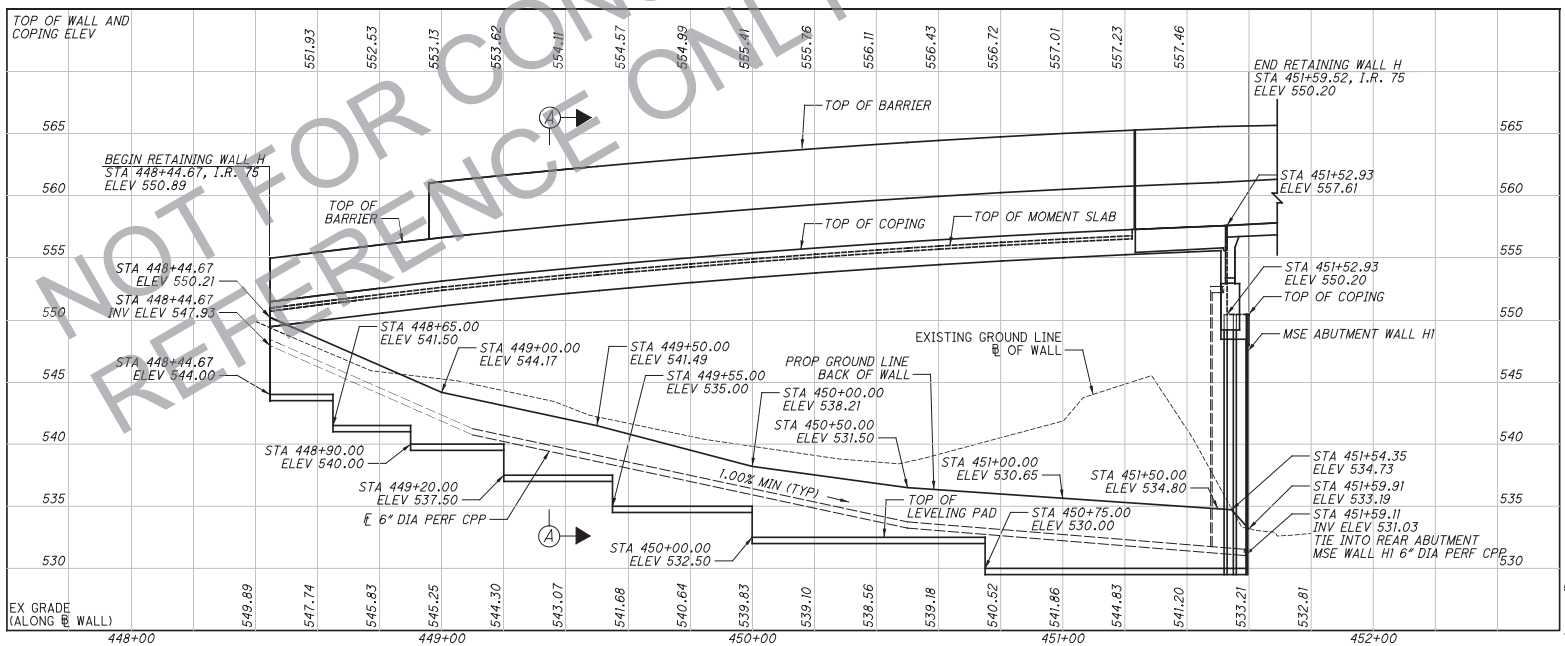


PLAN



ELEVATION ALONG BACK FACE OF WALL

LEGEND:

= BORING LOCATION

= SETTLEMENT PLATFORM

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

= PLAN BOUNDARY FOR ITEMS INCLUDED WITH MSE WALL H1 FOR PAYMENT

NOTES:

1. FOR SECTION A-A, SEE SHEET 25/43
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43
3. ALL EXISTING STORM SEWER IS TO BE REMOVED UNLESS OTHERWISE NOTED.

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6135 PARK SOUTH DRIVE, SUITE 510
CHARLOTTE, NC 28210
(614) 823-4949

DESIGNED MMS | DRAWN MMS | REVIEWED SSK | DATE 3-18-26
CHECKED JWE | REVISED | STRUCTURE FILE NUMBER

PLAN AND ELEVATION
MSE RETAINING WALL H

HAM-75-7.85
PID No. 121447

23 / 43

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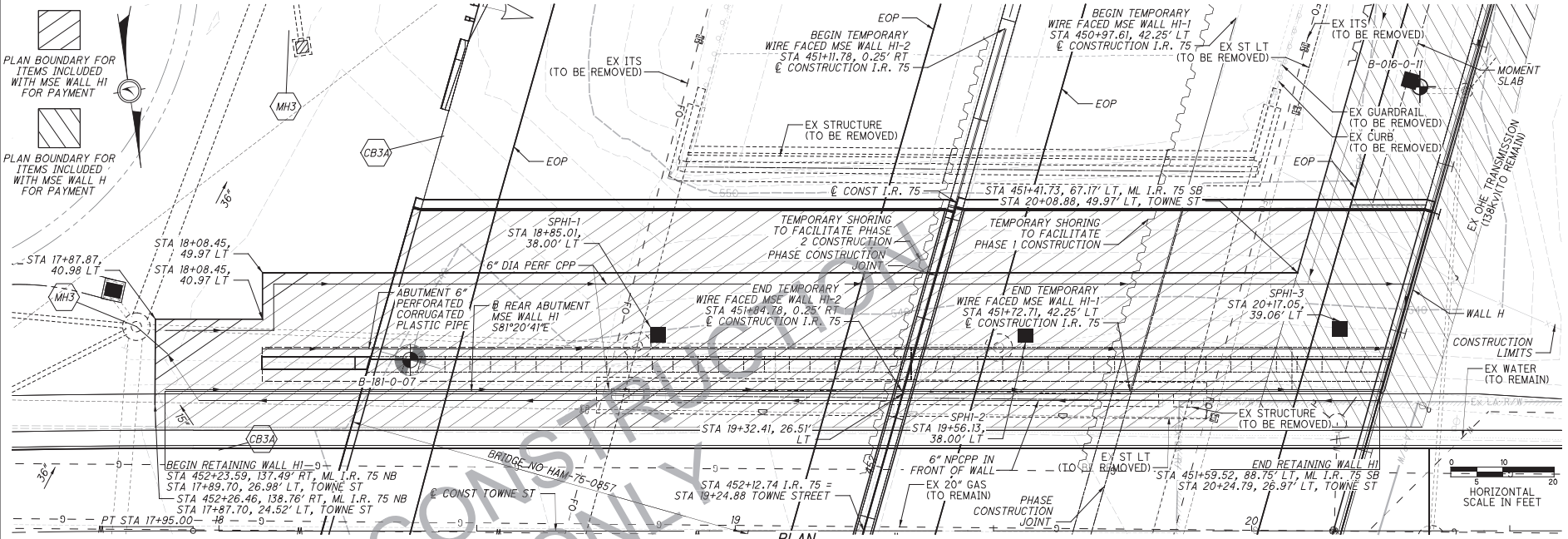
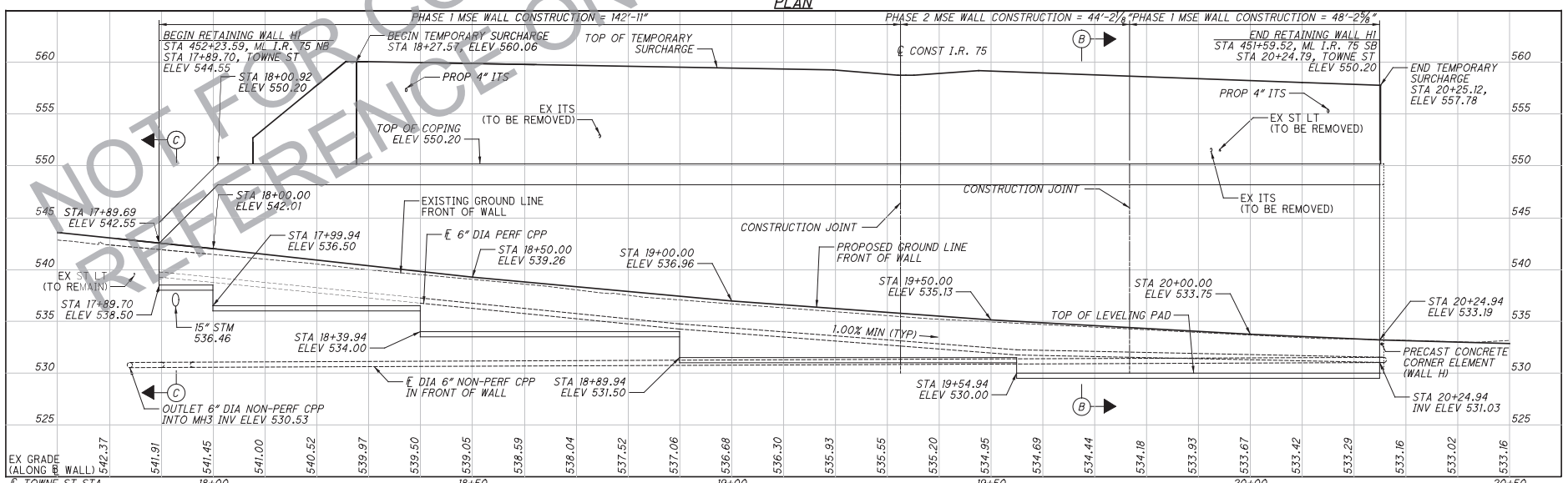


PLAN



ELEVATION ALONG BACK FACE OF WALL

LEGEND:

⊕ = BORING LOCATION

NOTES:

1. FOR SECTIONS B-B AND C-C, SEE SHEET 25/43
2. FOR ADDITIONAL NOTES AND LEGEND INFORMATION, SEE SHEET 23/43
3. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43

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RESOURCE INTERNATIONAL INC.
6135 PARK SOUTH DR., SUITE 510
CHARLOTTE, NC 28210
(843) 853-4444

DESIGNED MMS | DRAWN MMS | REVIEWED SSK | DATE 3-18-26
CHECKED JWE | REVISED | STRUCTURE FILE NUMBER

PLAN AND ELEVATION
REAR ABUTMENT MSE RETAINING WALL H1 - TOWNE STREET

HAM-75-7.85
PID No. 121447

24 / 43

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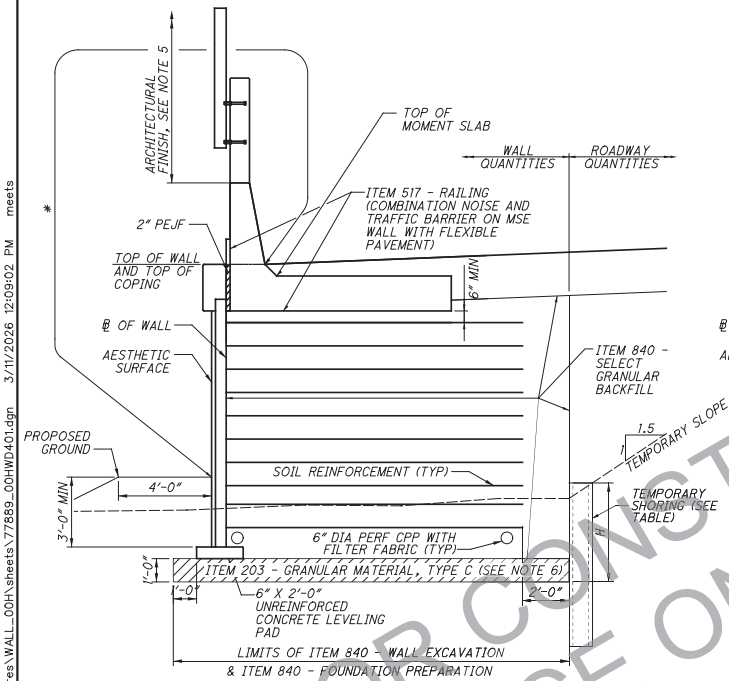
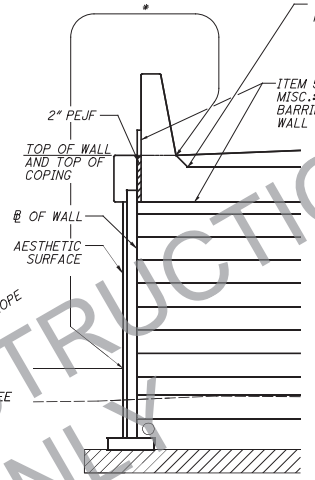
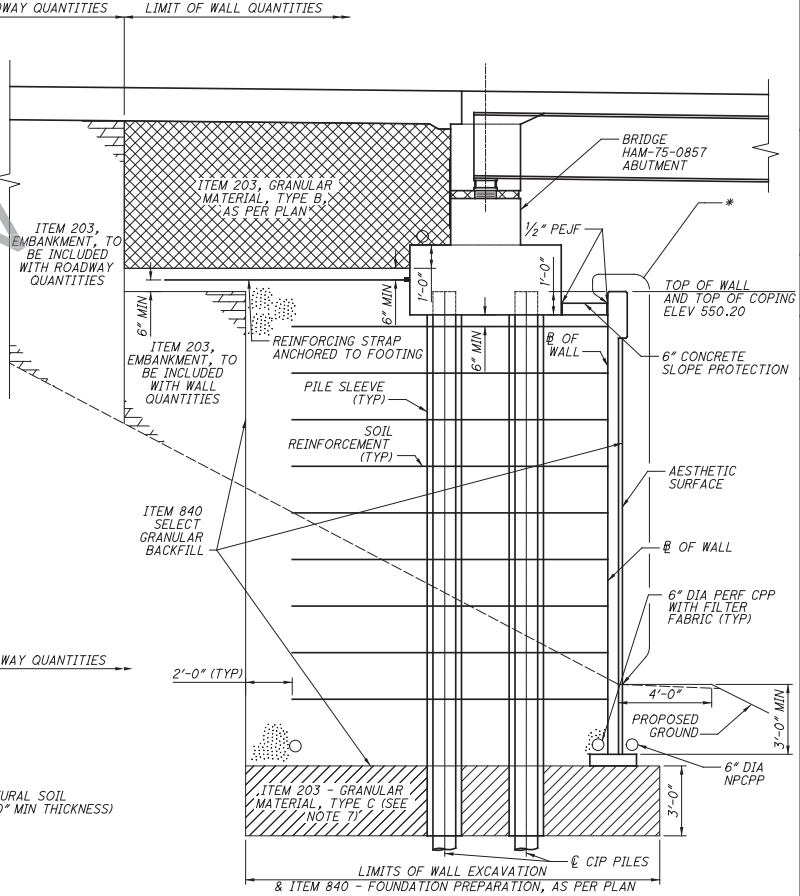


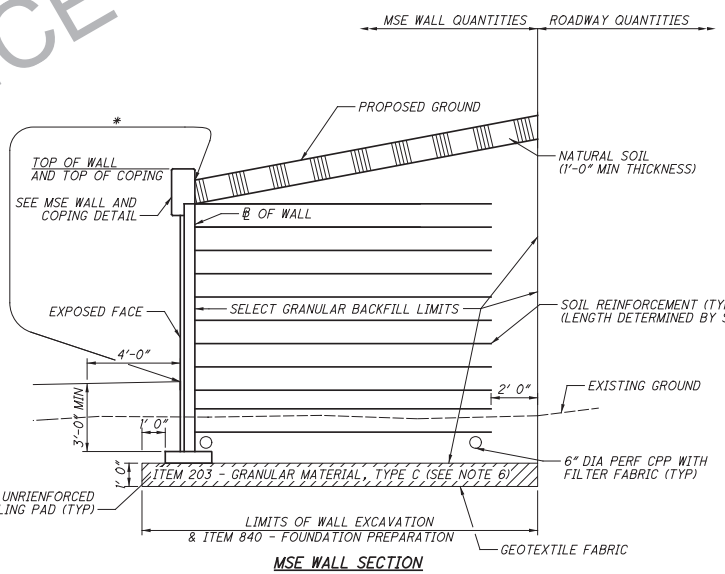
MOMENT SLAB SECTION
WITH NOISEWALL



MOMENT SLAB SECTION
WITHOUT NOISEWALL



BRIDGE SECTION



MSE WALL SECTION

NOTES

6. ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION.
7. ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN.

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

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

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

NOTES

1. SEE BRIDGE PLANS HAM-75-0857 FOR ADDITIONAL ABUTMENT AND WINGWALL DETAILS.
2. SOIL REINFORCEMENT SHALL BE CONSTRUCTED SO AS TO AVOID INTERFERENCE WITH BRIDGE PILING.
3. FOR ABBREVIATIONS LEGEND, SEE SHEET 2 43
4. SEE SHEET 30 43 FOR COPING DETAIL.
5. THE ARCHITECTURAL FINISH SHALL BE BEIGE ASHLAR STONE (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9050 SMALL AGED ASHLAR STONE) ON THE FREEWAY SIDE AND BEIGE DRY STACK (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9110 LARGE STONE OHIO DRY STACK) ON THE PARK AND RESIDENTIAL SIDE. THE FEGERAL COLOR NUMBER FOR BEIGE IS NO. 17778.

NOT FOR CONSTRUCTION
REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6559 PROSPERITY PARKWAY
COLUMBUS, OHIO 43017
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

TYPICAL MSE WALL DETAILS 1 OF 2

MSE RETAINING WALLS H & H1

HAM-75-7.85
PID No. 121447

25 / 43

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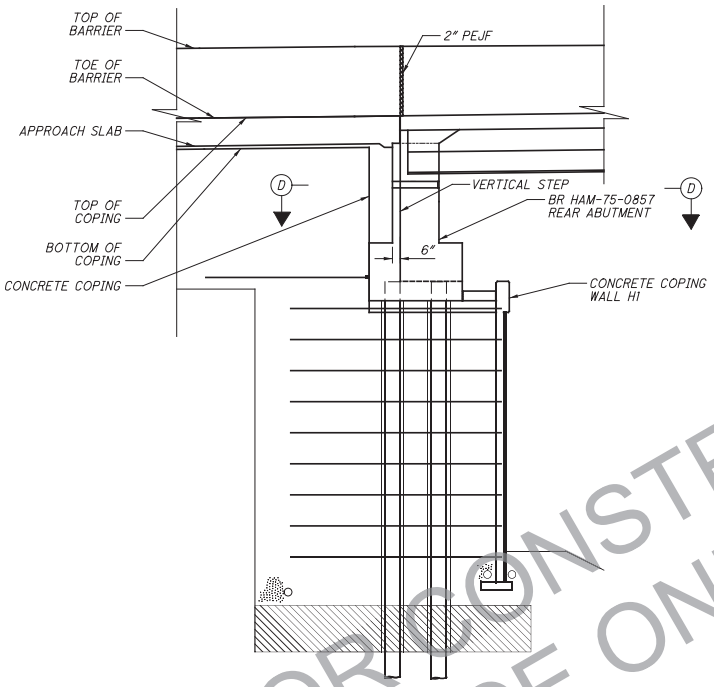
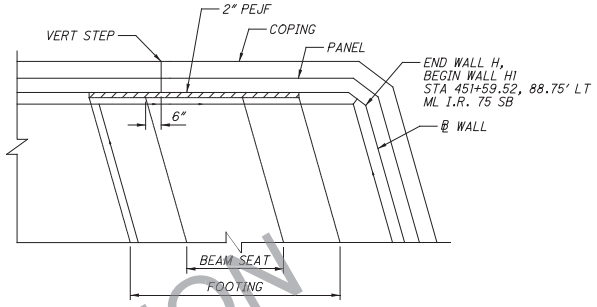
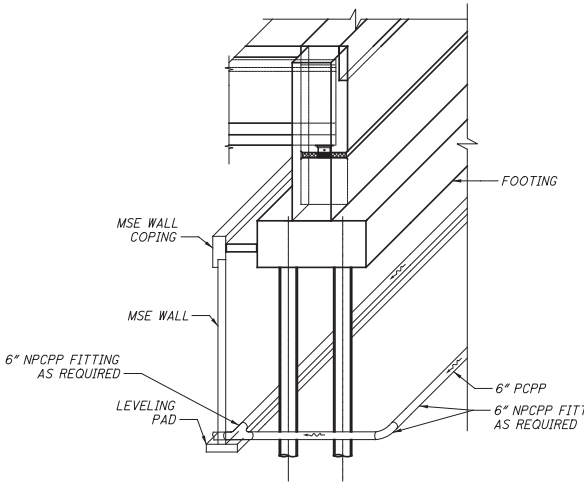


WALL TRANSITION DETAIL AT ABUTMENT



SECTION D-D



TYPICAL RISER DETAIL

(CONNECTION FROM BRIDGE DRAINAGE SYSTEM TO MSE WALL DRAINAGE SYSTEM)

NOT FOR CONSTRUCTION
REFERENCE ONLY

* MEASURED PERPENDICULAR TO SKEW

NOTES:

1. SEE HAM-75-0857 BRIDGE PLANS FOR ADDITIONAL PRESSURE RELIEF JOINT DETAILS AND PAYMENT.
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43

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RESOURCE INTERNATIONAL INC.
6559 PROSPERITY PARKWAY
COLUMBUS, OHIO 43017
(614) 823-4949

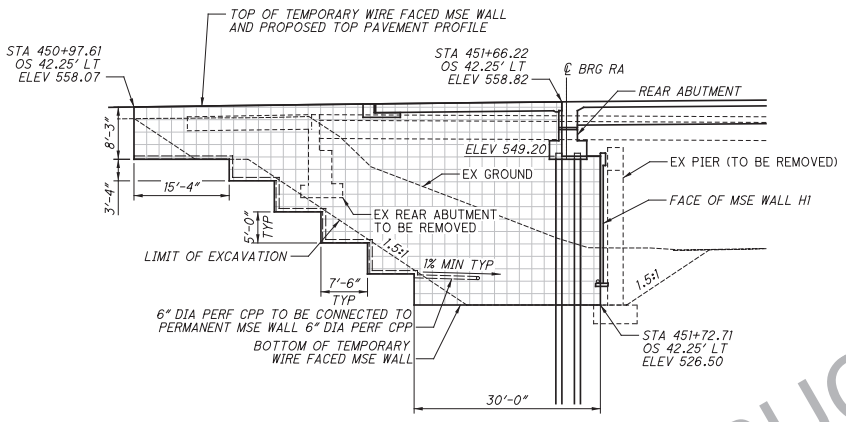
DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
NCK			

TYPICAL MSE WALL DETAILS 2 OF 2

MSE RETAINING WALLS H & H1

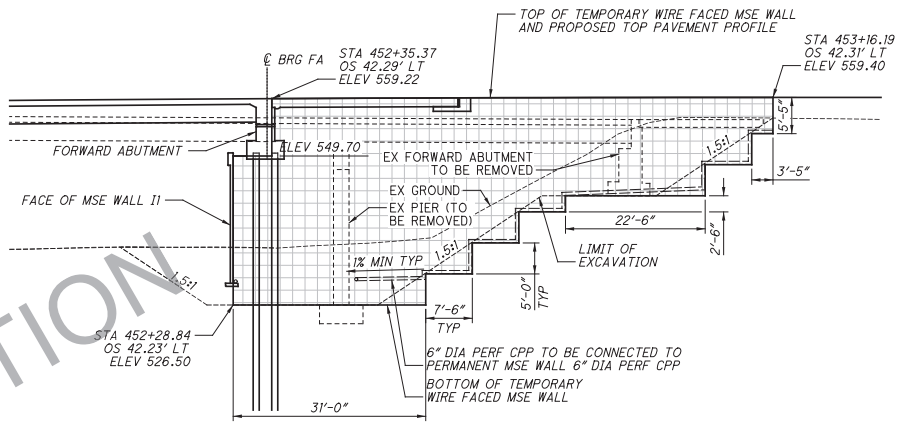
HAM-75-7.85

PID No. 121447



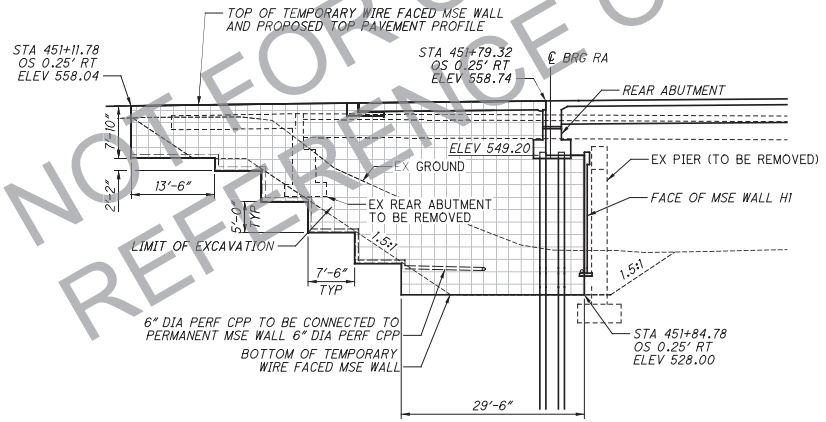
TEMPORARY WIRE FACED MSE WALL H1-1 ELEVATION

REAR ABUTMENT PHASE 1



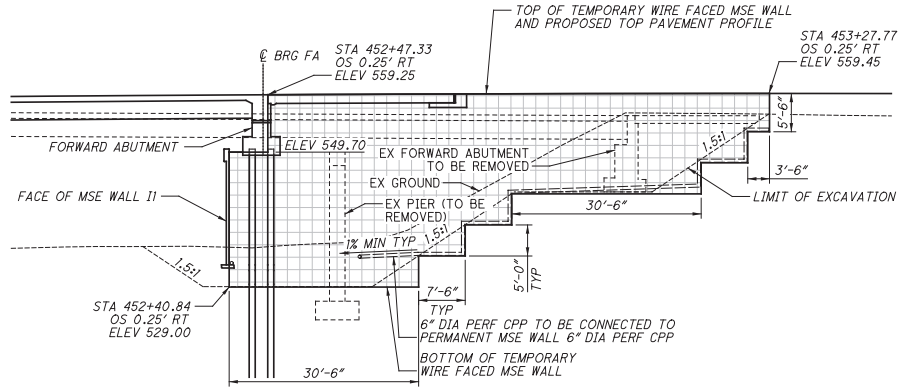
TEMPORARY WIRE FACED MSE WALL I1-1 ELEVATION

FORWARD ABUTMENT PHASE 1



TEMPORARY WIRE FACED MSE WALL H1-2 ELEVATION

REAR ABUTMENT PHASE 2
(PARAPET NOT SHOWN FOR CLARITY)



TEMPORARY WIRE FACED MSE WALL I1-2 ELEVATION

FORWARD ABUTMENT PHASE 2
(PARAPET NOT SHOWN FOR CLARITY)

NOTES:

1. SEE HAM-75-0857 PLANS FOR ABUTMENT DETAILS.
2. TOP OF TEMPORARY WIRE FACED MSE WALL TO MATCH PROPOSED PAVEMENT ELEVATION OF I.R. 75.
3. SEE HAM-75-0857 BRIDGE PLANS FOR ADDITIONAL TEMPORARY SHORING DETAILS AND QUANTITIES.
4. SEE MSE WALL I/I1 PLANS FOR PERMANENT MSE WALL DETAILS AT THE FORWARD ABUTMENT.
5. FOR ABBREVIATIONS LEGEND, SEE SHEET 2743.

LEGEND:

PERF CPP = PERFORATED CORRUGATED POLYETHYLENE PIPE

= ITEM 867 - TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL

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REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

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MMS	MMS	NCK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
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TEMPORARY MSE WALL DETAILS

MSE RETAINING WALLS H1 AND I1

HAM-75-7.85

PID No. 121447

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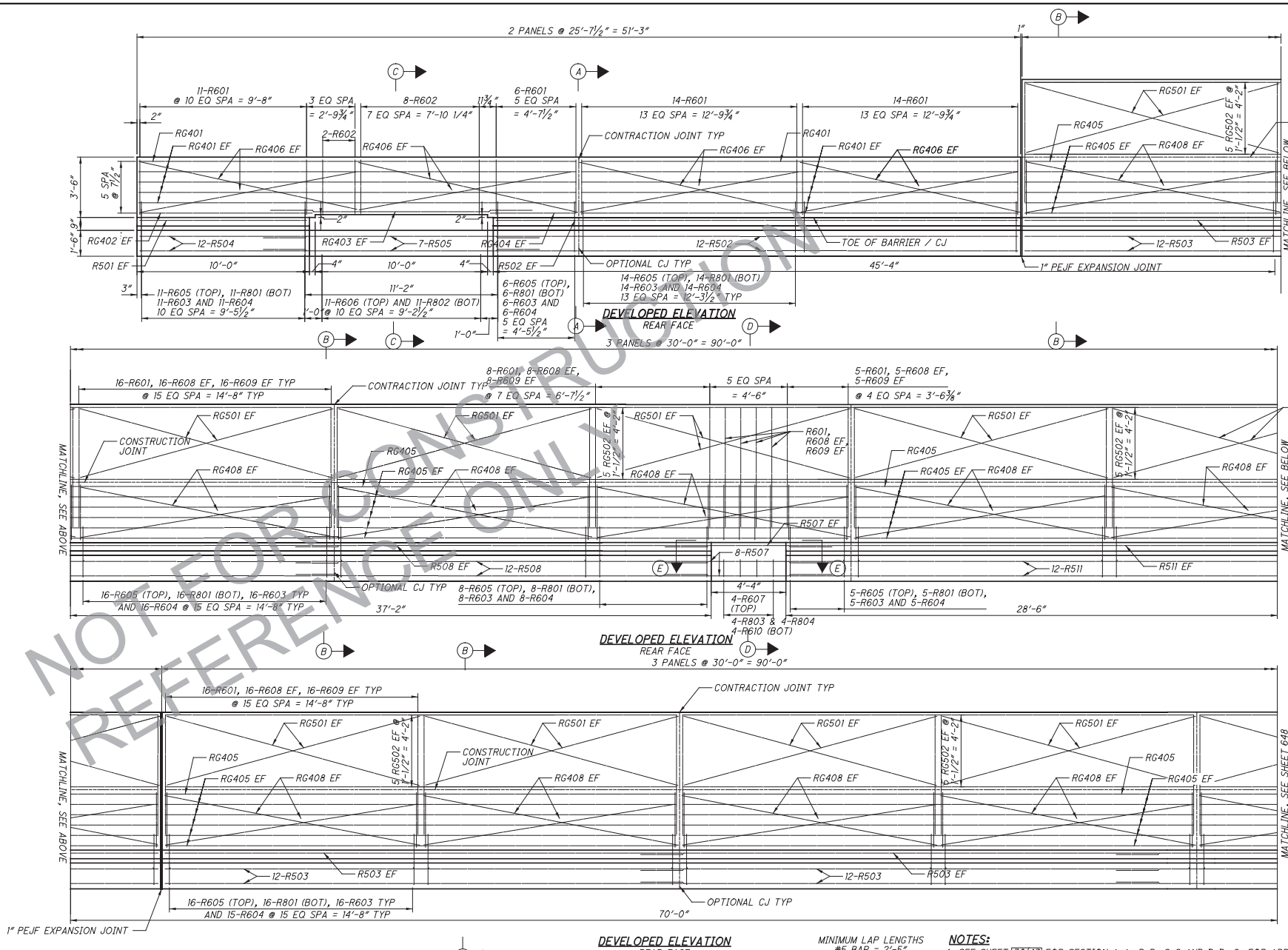

NOT FOR CONSTRUCTION
REFERENCE ONLY

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

NOTES:

1. SEE SHEET 30/43 FOR SECTION A-A, B-B, C-C AND D-D AND SEE SHEET 29/43 FOR SECTION E-E.
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43

BARRIER AND MOMENT SLAB DETAILS 1 OF 4

MSE RETAINING WALL H

HAM-75-7.85

PID No. 121447

28/43

647/1045

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26

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RESOURCE INTERNATIONAL INC.
6595 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

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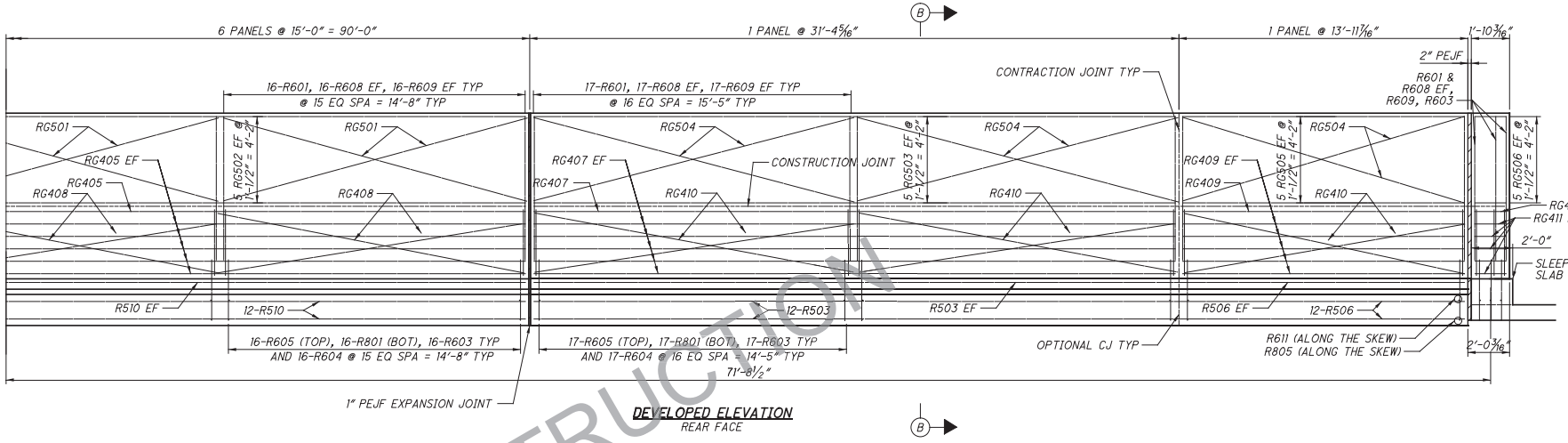
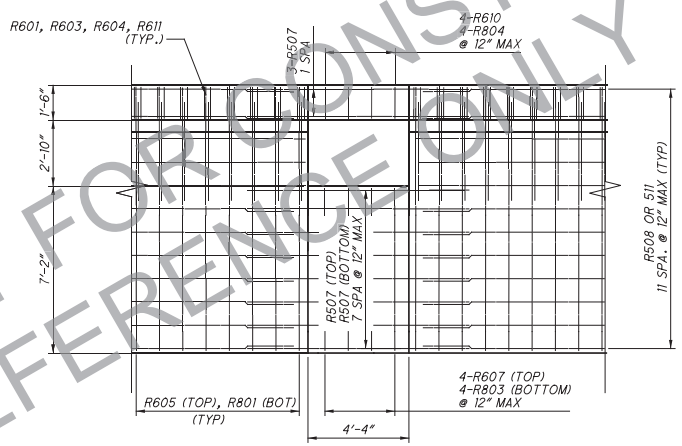


DEVELOPED ELEVATION
REAR FACE



SECTION E-E

NOT FOR CONSTRUCTION
REFERENCE ONLY

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

NOTES:

1. SEE SHEET 30/43 FOR SECTION B-B.
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43.

RESOURCE INTERNATIONAL INC.
5595 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

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CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

BARRIER AND MOMENT SLAB DETAILS SHEET 2 OF 4
MSE RETAINING WALL H

HAM-75-7.85
PID No. 121447

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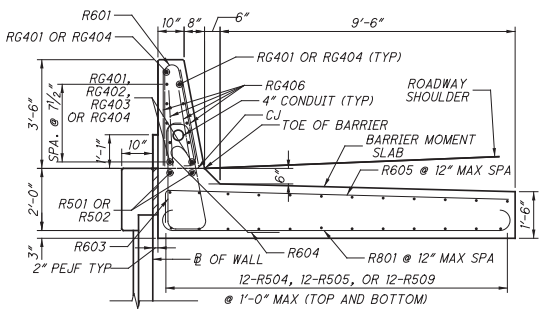
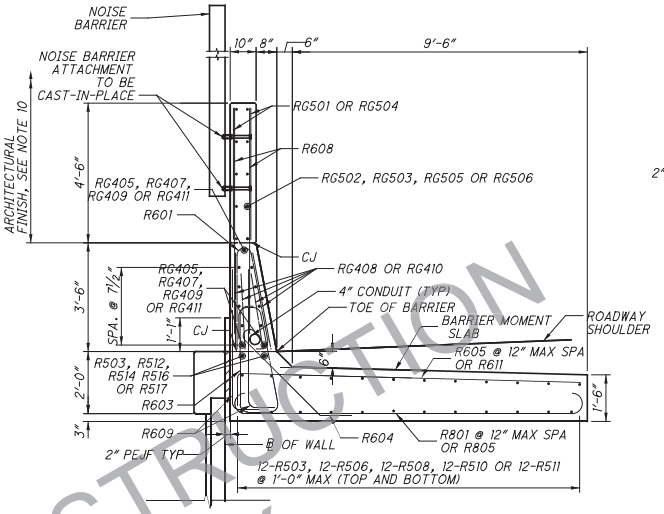
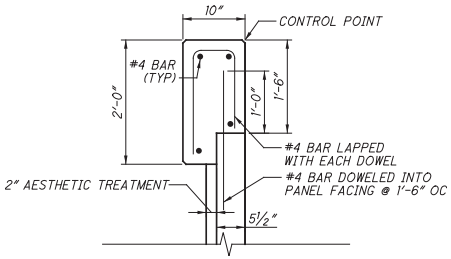


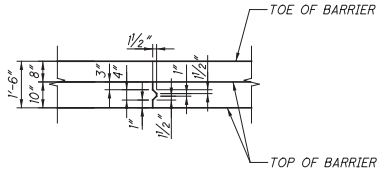
SECTION A-A



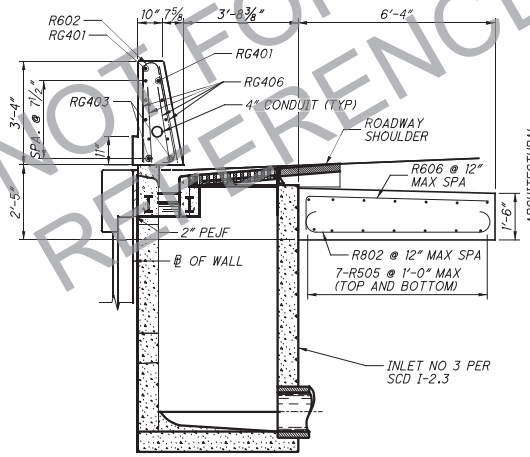
SECTION B-B



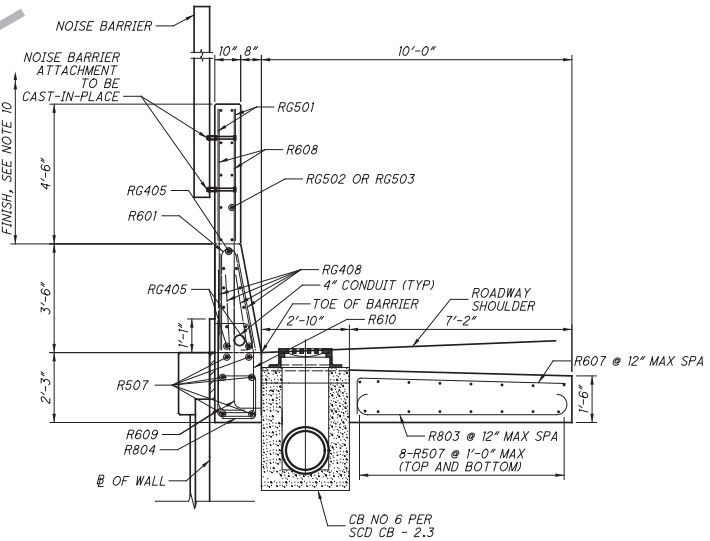
COPING DETAIL



CONTRACTION JOINT



SECTION C-C



SECTION D-D

NOT FOR CONSTRUCTION
REFERENCE ONLY

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

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET, EXCLUDING PAVEMENT, ARE INCIDENTAL TO RAILING MISC: TRAFFIC BARRIER ON MSE WALL AND RAILING (COMBINATION NOISE AND TRAFFIC BARRIER ON MSE WALL)
2. CONTROL JOINT: SAWCUT 1¼" DEEP CONTROL JOINTS ALONG THE PERIMETER AS SHOWN ON THIS SHEET AS SOON AS THE SAW CAN BE OPERATED WITHOUT DAMAGING THE CONCRETE.

   USE AN EDGE GUIDE, FENCE OR JIG TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE AND ALIGNED ON ALL FACES OF THE BARRIER. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF ¼".

   SEAL THE PERIMETER OF THE CONTROL JOINT TO A MINIMUM DEPTH OF 1" WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO C920, TYPE S. LEAVE THE BOTTOM ½" OF BOTH THE INSIDE AND OUTSIDE FACES OF THE BARRIER UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.
3. SAWCUT CONTROL JOINTS SHALL HAVE A MINIMUM SPACING OF 6' AND A MAXIMUM SPACING OF 15'-8". THE CONTRACTOR SHALL ADJUST THE JOINT LOCATIONS IN THE FIELD AS NEEDED TO AVOID CONFLICTS WITH THE TRANSVERSE REBAR.
4. SEE NOISE BARRIER PLAN SHEETS FOR NOISE BARRIER DETAILS.
5. SEE SHEET 25/43 FOR CONCRETE SEALING LIMITS.
6. SEE ROADWAY PLANS AND ODOT STANDARD CONSTRUCTION DRAWINGS FOR ADDITIONAL DRAINAGE INLET DETAILS.
7. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43.
8. THE COPING SHALL NOT BE CONSTRUCTED UNTIL ALL PHASES OF MSE WALL CONSTRUCTION ARE COMPLETE.
9. THE COPING JOINTS SHALL BE PLACED ON A MAXIMUM 20 FT. SPACING AND SHALL ALIGN WITH A PANEL JOINT.
10. THE ARCHITECTURAL FINISH SHALL BE BEIGE ASHLAR STONE (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9050 SMALL AGED ASHLAR STONE) ON THE FREEWAY SIDE AND BEIGE DRY STACK (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9110 LARGE STONE OHIO DRY STACK) ON THE PARK AND RESIDENTIAL SIDE. THE FEGERAL COLOR NUMBER FOR BEIGE IS NO. 17778.

RESOURCE INTERNATIONAL INC.
6519 PROPERTY PARK DRIVE
COLUMBUS, OHIO 43213
(614) 823-4949

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JLM	SMJ	SSK	3-18-26
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MMS			

BARRIER AND MOMENT SLAB DETAILS SHEET 3 OF 4
MSE RETAINING WALL H

HAM-75-7.85
PID No. 121447

30/43

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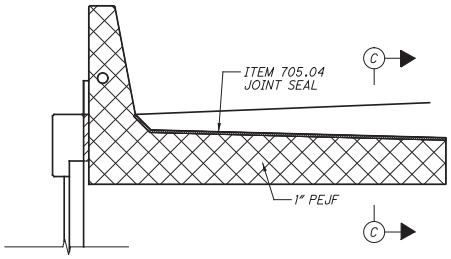
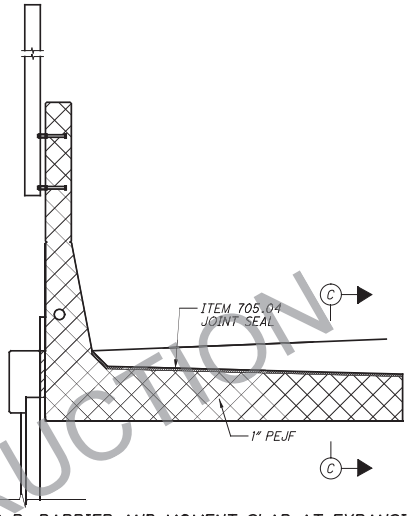
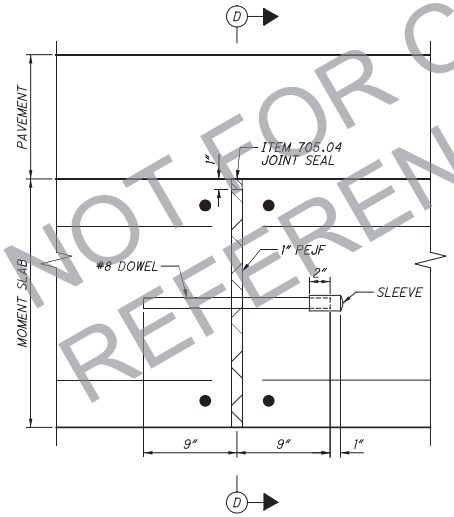


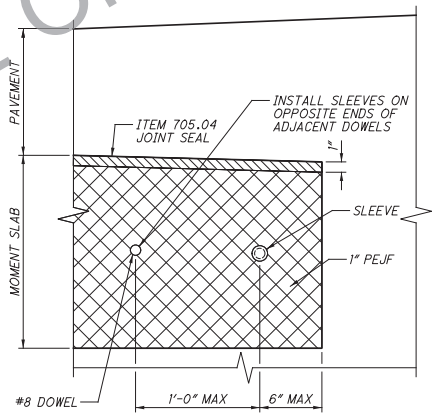
SECTION A-A: BARRIER AND MOMENT SLAB AT EXPANSION JOINT



SECTION B-B: BARRIER AND MOMENT SLAB AT EXPANSION JOINT



SECTION C-C



SECTION D-D

NOT FOR CONSTRUCTION
REFERENCE ONLY

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET, EXCLUDING PAVEMENT, ARE INCIDENTAL TO ITEM 517-RAILING, CONCRETE, AS PER PLAN.

2. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43

3. MAXIMUM SPACING OF EXPANSION JOINTS SHALL BE 90'-0".

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RESOURCE INTERNATIONAL INC.
6559 PROSPERITY AVENUE
COLUMBUS, OHIO 43317
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NCK			

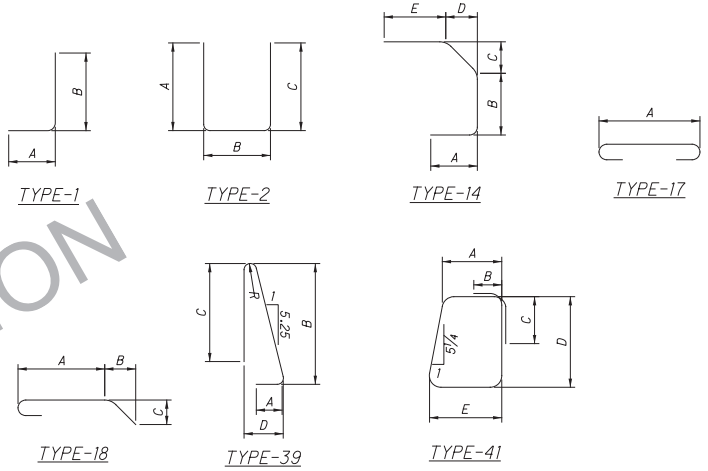
BARRIER AND MOMENT SLAB DETAILS SHEET 4 OF 4
MSE RETAINING WALL H, & I

HAM-75-7.85
PID No. 121447

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
REINFORCING SCHEDULE											
R501	2	9'-8"	20	ST.							
R502	26	30'-3"	820	ST.							
R503	104	30'-0"	3254	ST.							
R504	24	9'-7"	240	ST.							
R505	14	16'-0"	234	ST.							
R506	26	18'-8"	506	ST.							
R507	22	9'-8"	222	ST.							
R508	26	23'-11"	649	ST.							
R509	NOT	USED									
R510	26	34'-5"	933	ST.							
R511	26	33'-5"	906	ST.							
R601	292	7'-2"	3140	39	6"	3'-3"	3'-3"	1'-1"		2"	
R602	10	6'-0"	90	39	5"	3'-0"	3'-0"	1'-1"		2"	
R603	287	10'-0"	4311	41	10"	7"	1'-0"	3'-5"	1'-6"		
R604	287	5'-6"	2371	18	3'-10"	9"	9"				
R605	287	12'-0"	5173	1	1'-0"	11'-2"					
R606	11	7'-2"	118	1	1'-2"	6'-0"					
R607	4	8'-0"	48	1	1'-2"	6'-10"					
R608	494	6'-9"	5008	ST.							
R609	494	5'-10"	4326	1	9"	5'-0"					
R610	4	4'-9"	29	14	1'-2"	2'-0"	11"	2 1/4"	11"		
R611	1	12'-7"	19	1	1'-0"	11'-9"					
R801	287	12'-10"	9834	17	11'-2"						
R802	11	7'-8"	225	17	6'-0"						
R803	4	8'-6"	91	17	6'-10"						
R804	4	3'-9"	40	2	1'-2"	1'-4 1/2"	1'-2"				
R805	1	13'-5"	36	17	11'-9"						
		TOTAL	42613								

MARK	NUMBER TOTAL	LENGTH	TYPE	DIMENSIONS A	B	C	D	E	R	INC
GLASS FIBER BARS										
RG401	20	25'-4"	ST							
RG402	2	10'-0"	ST							
RG403	2	15'-2"	ST							
RG404	2	5'-0"	ST							
RG405	66	29'-8"	ST							
RG406	16	12'-8"	ST							
RG407	11	31'-0"	ST							
RG408	48	14'-6"	ST							
RG409	11	13'-7"	ST							
RG410	12	15'-4"	ST							
RG411	11	1'-6"	ST							
	TOTAL	4094	FT							
RG501	48	15'-2"	ST							
RG502	60	29'-8"	ST							
RG503	10	31'-0"	ST							
RG504	12	14'-2"	ST							
RG505	10	13'-7"	ST							
RG506	10	1'-6"	ST							
	TOTAL	3138	FT							

* REINFORCING INCLUDED WITH ITEM - 517 - RAILING, CONCRETE, AS PER PLAN



NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE 3 DIGITS ARE USED, AND THE FIRST 2 DIGITS WHERE FOUR DIGITS ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, F601 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.

2. ALL REINFORCING STEEL TO BE EPOXY COATED.

3. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43.

LEGEND:

** - FIELD CUT

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REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

REINFORCING STEEL SCHEDULE
MSE RETAINING WALLS H & H1

HAM-75-7.85
PID No. 121447

32/43

651
1045

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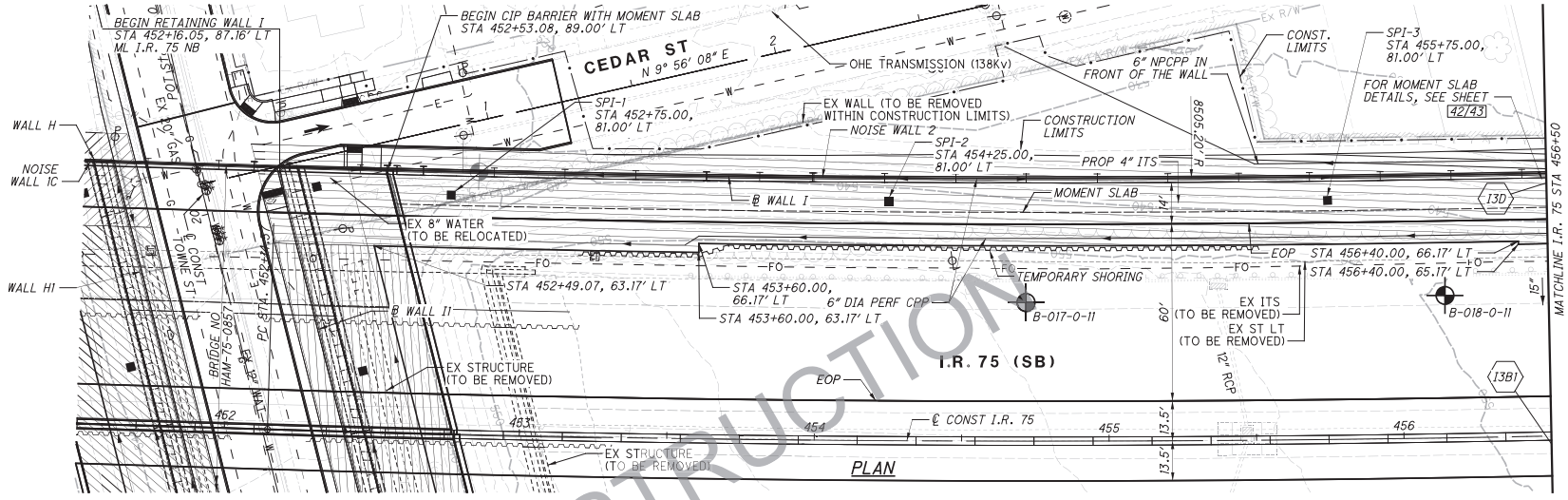
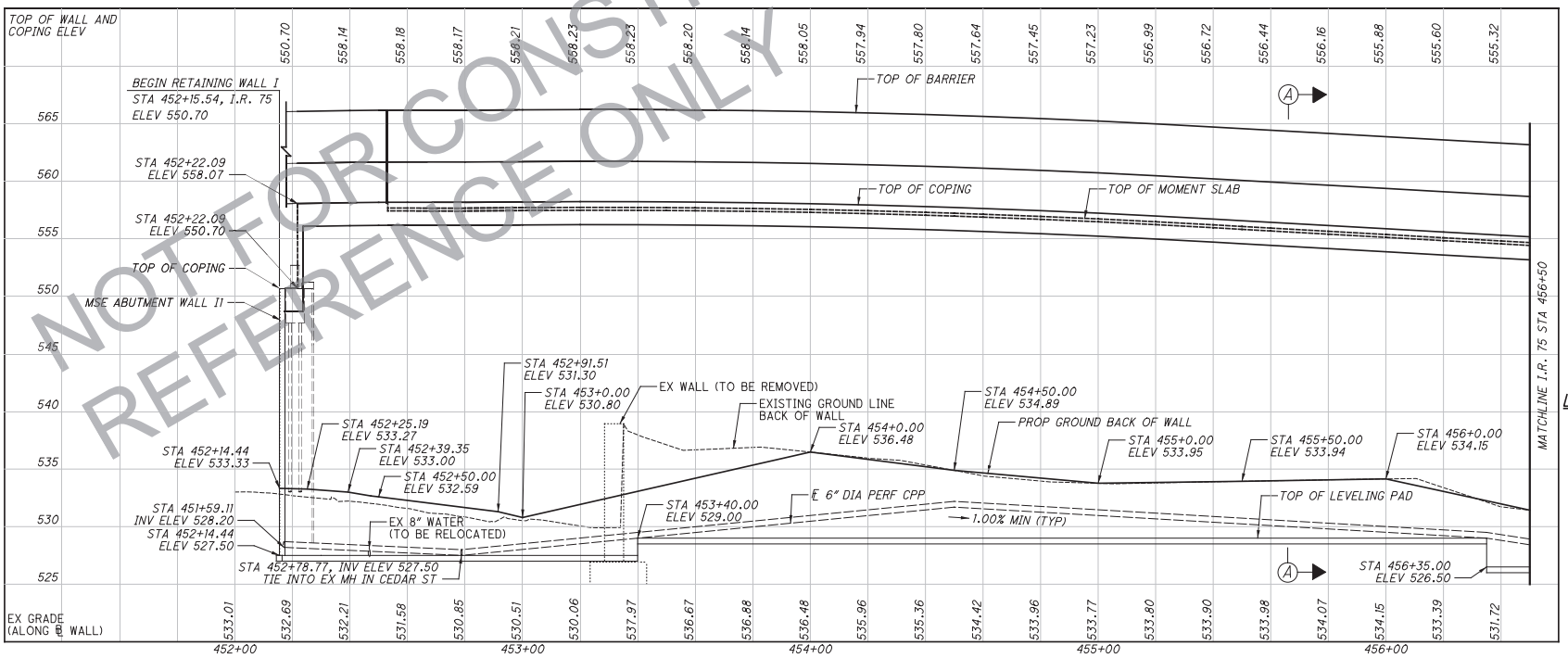


PLAN

CURVE 75-3
PI STA 456+41.20
Δ = 5° 41' 01" (LT)
Dc = 0° 40' 00"
R = 8,594.37'
T = 426.63'
L = 852.56'
E = 10.58'
C = 852.21'
C.B. = N 21° 39' 37" E
e_{max} = 0.019
PC STA 452+14.57
PT STA 460+67.13

0 10 20 40
HORIZONTAL
SCALE IN FEET



ELEVATION ALONG BACK FACE OF WALL

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND:

= BORING LOCATION

= PLAN BOUNDARY FOR ITEMS INCLUDED WITH MSE WALL I1 FOR PAYMENT

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

NOTES:

1. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43

RESOURCE INTERNATIONAL INC.
6359 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

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JWE			

PLAN AND ELEVATION
MSE RETAINING WALL I

HAM-75-7.85
PID No. 121447

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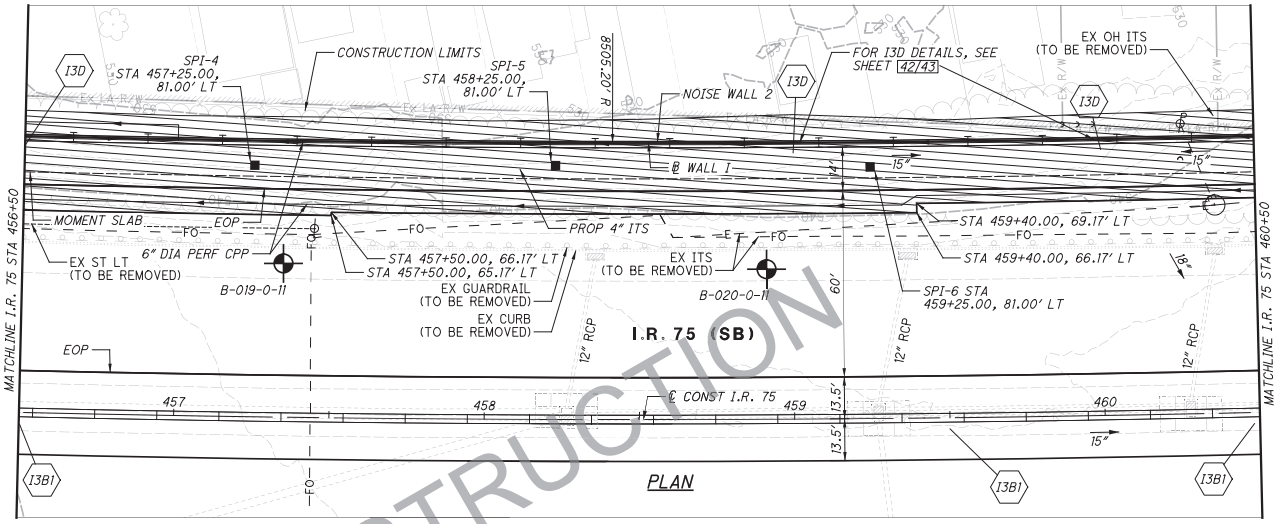
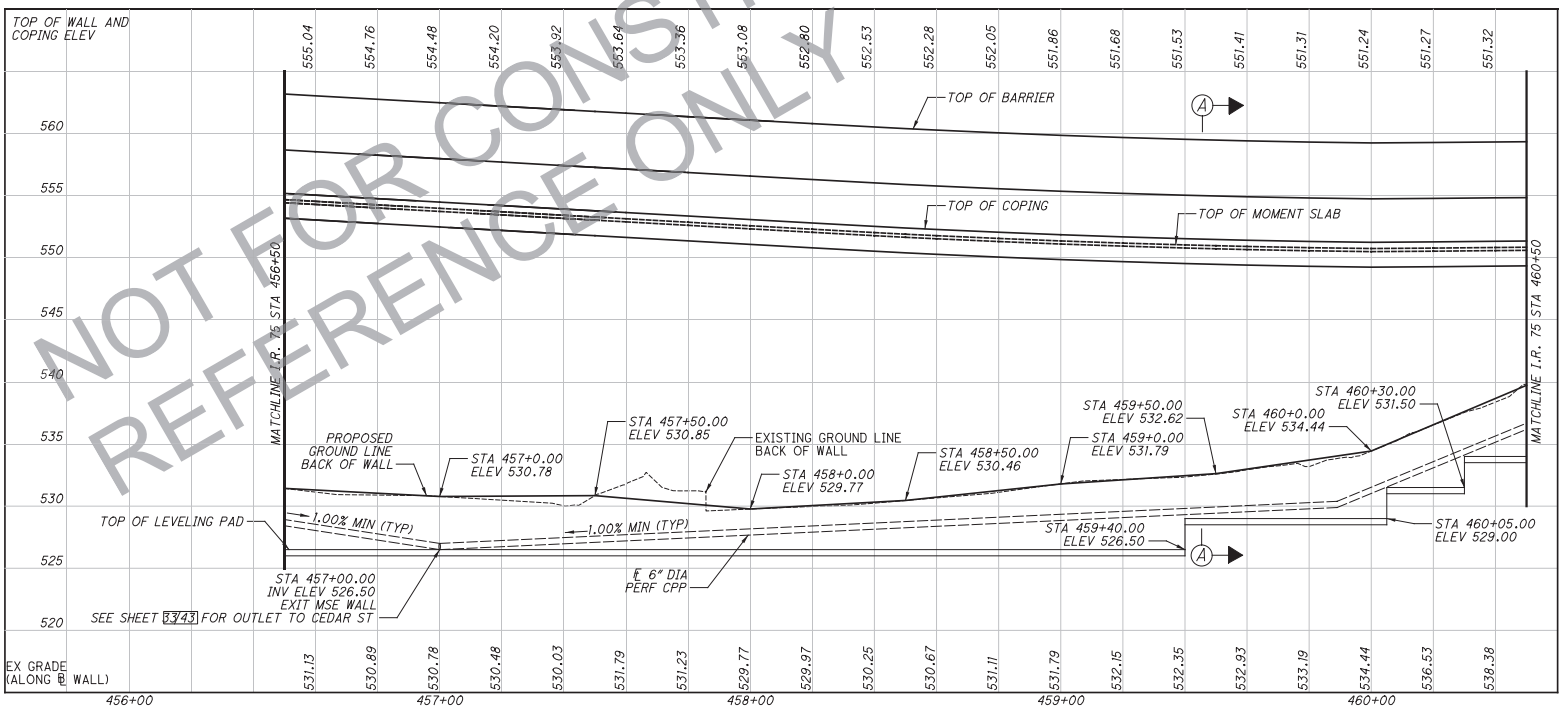


PLAN

0 20 10 40
HORIZONTAL
SCALE IN FEET



ELEVATION ALONG BACK FACE OF WALL

LEGEND:

= BORING LOCATION

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

NOTES:

1. FOR CURVE DATA, SEE SHEET 33/43.
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43.
3. ALL EXISTING STORM SEWER WITHIN CONSTRUCTION LIMITS TO BE REMOVED UNLESS OTHERWISE NOTED.

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RESOURCE INTERNATIONAL INC.
6359 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
MMS	MMS	SSK	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWE			

PLAN AND ELEVATION
MSE RETAINING WALL I

HAM-75-7.85
PID No. 121447

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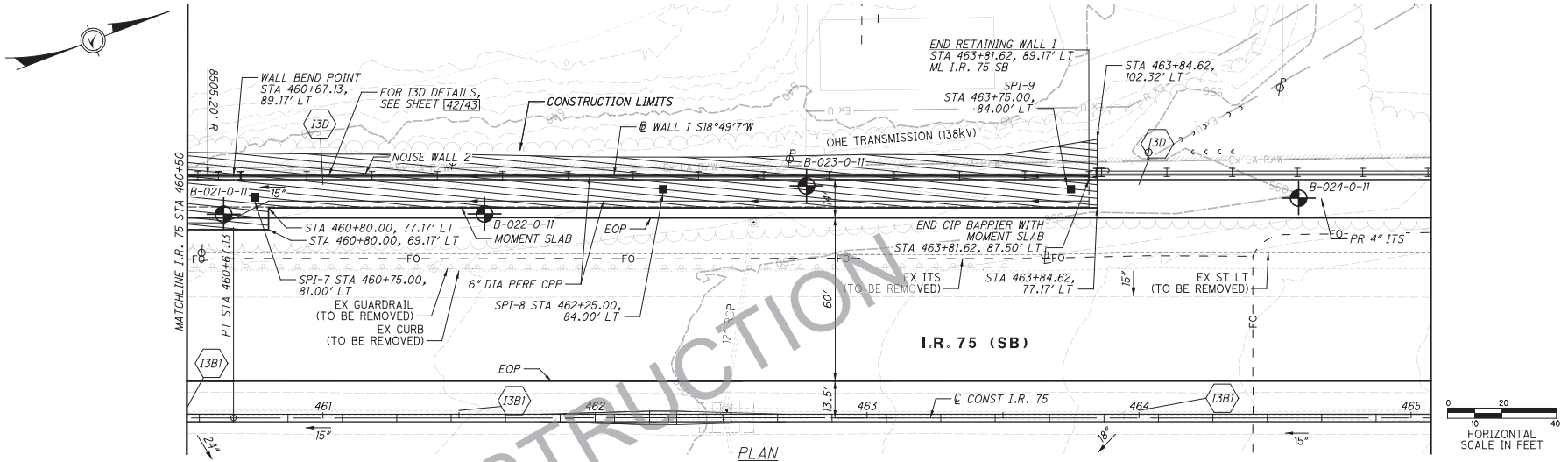
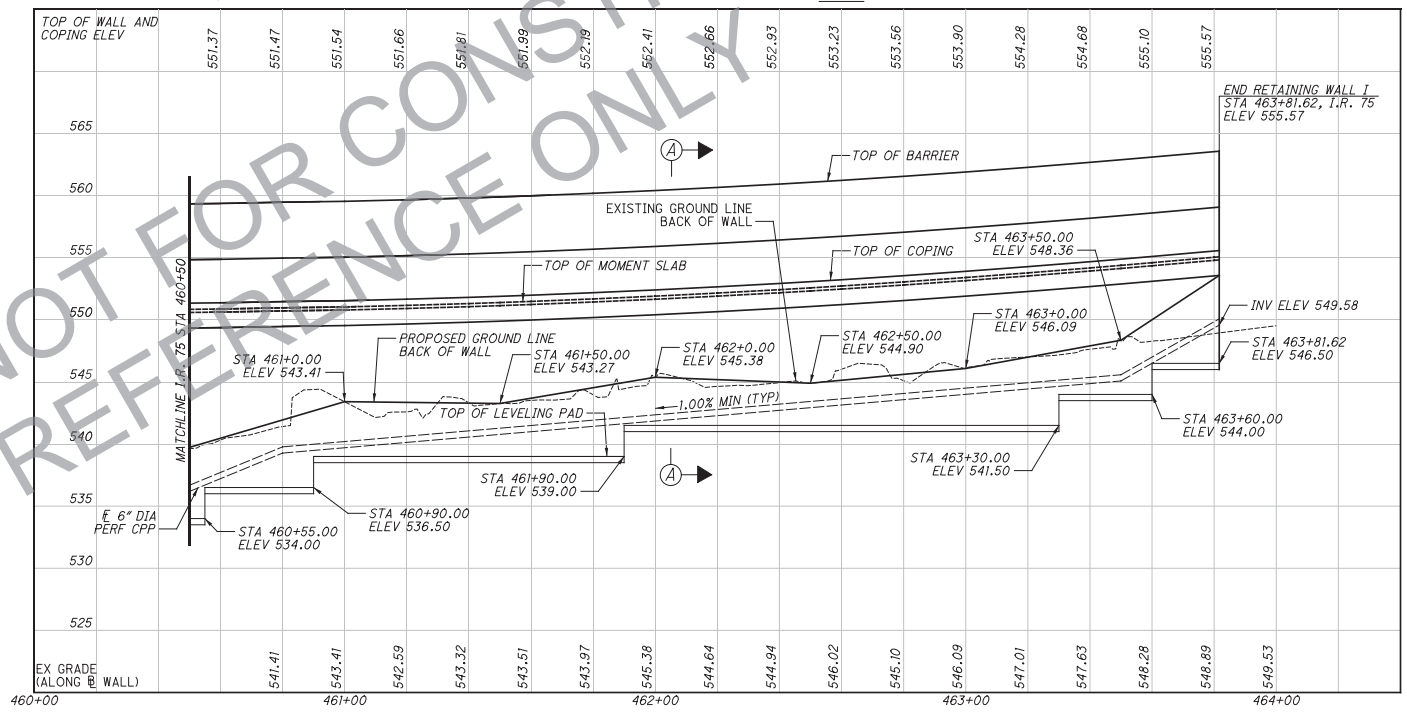


PLAN



ELEVATION ALONG BACK FACE OF WALL

NOT FOR CONSTRUCTION
REFERENCE ONLY

LEGEND:

= BORING LOCATION

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

NOTES:

1. FOR CURVE DATA, SEE SHEET 33/43 .
2. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43 .
3. ALL EXISTING STORM SEWER WITHIN CONSTRUCTION LIMITS TO BE REMOVED UNLESS OTHERWISE NOTED.

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
MMS	MMS	SSK	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JEW			

PLAN AND ELEVATION
MSE RETAINING WALL I

HAM-75-7.85
PID No. 121447

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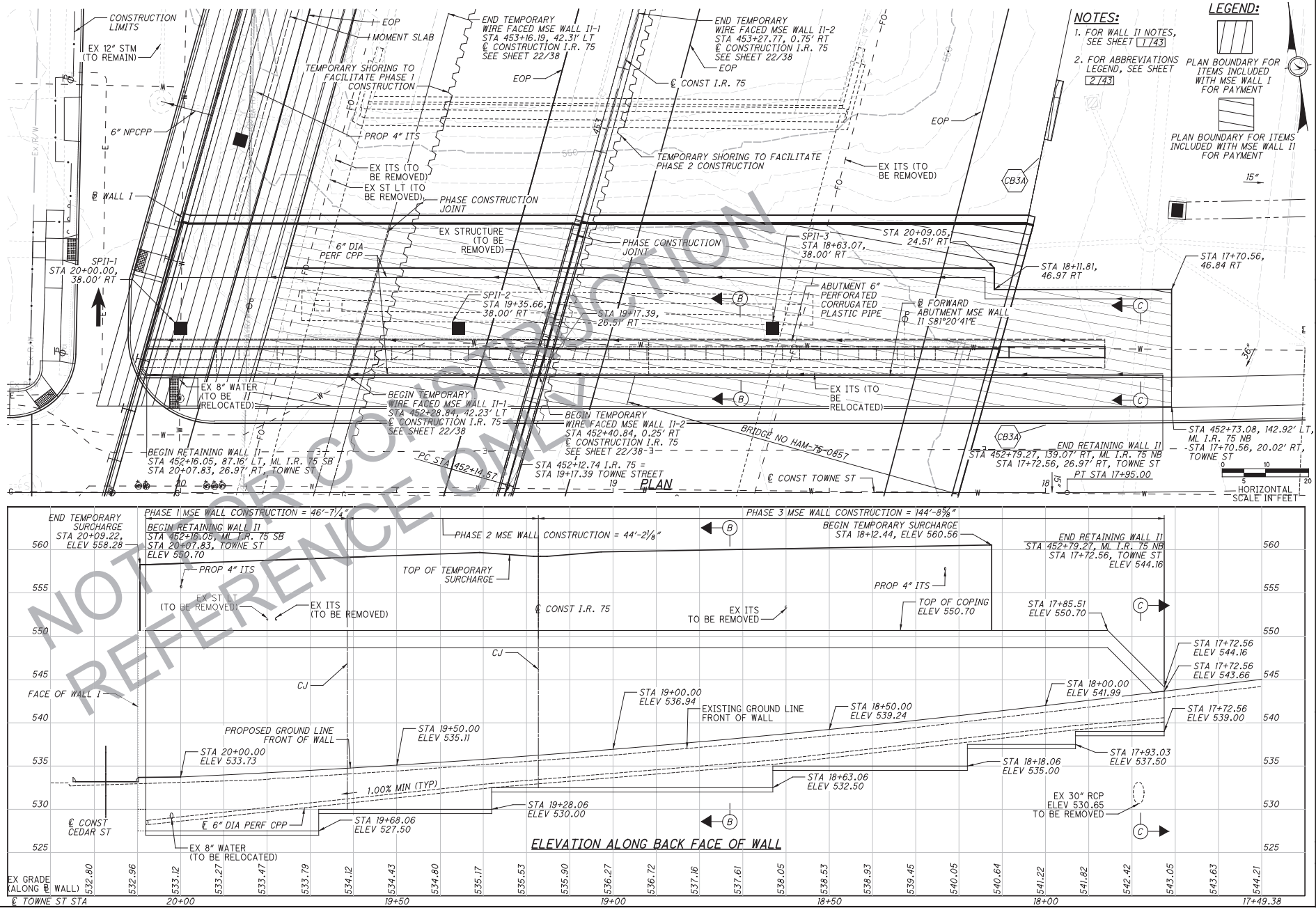

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REFERENCE ONLY

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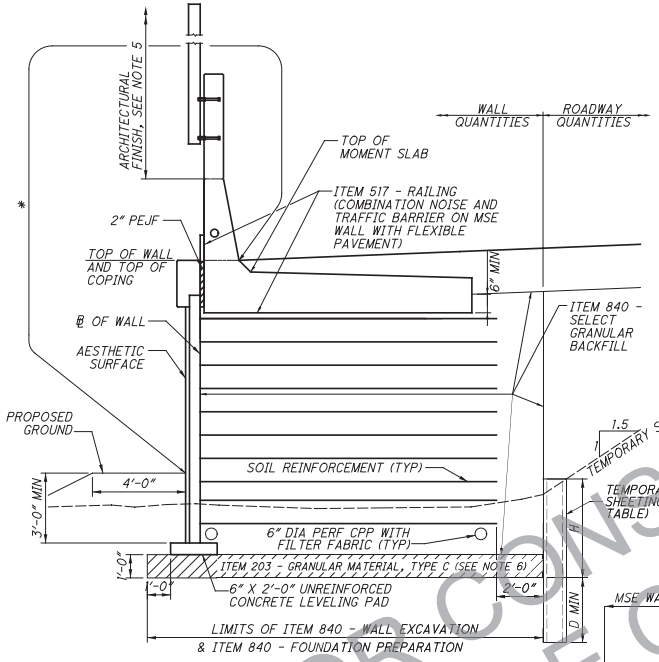
RESOURCE INTERNATIONAL INC.
6135 PROGRESS RIDGE DRIVE
CUMMING, GA 30041
(678) 823-4949

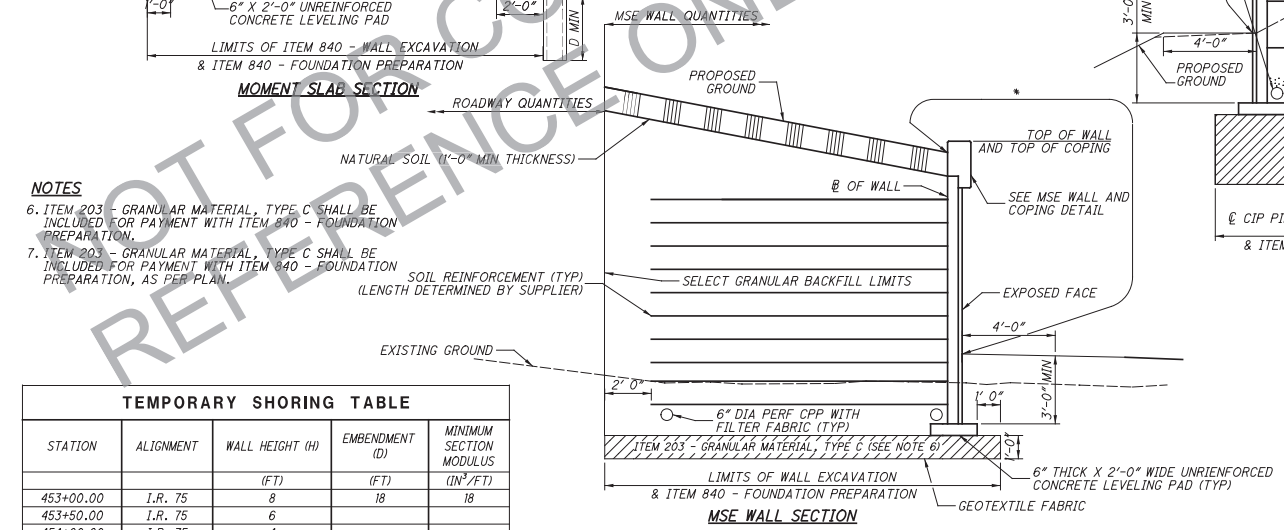
DESIGNED	DRAWN	REVIEWED	DATE
MMS	MMS	SSK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
JWE			

PLAN AND ELEVATION
FORWARD ABUTMENT MSE RETAINING WALL I1 - TOWNE STREET

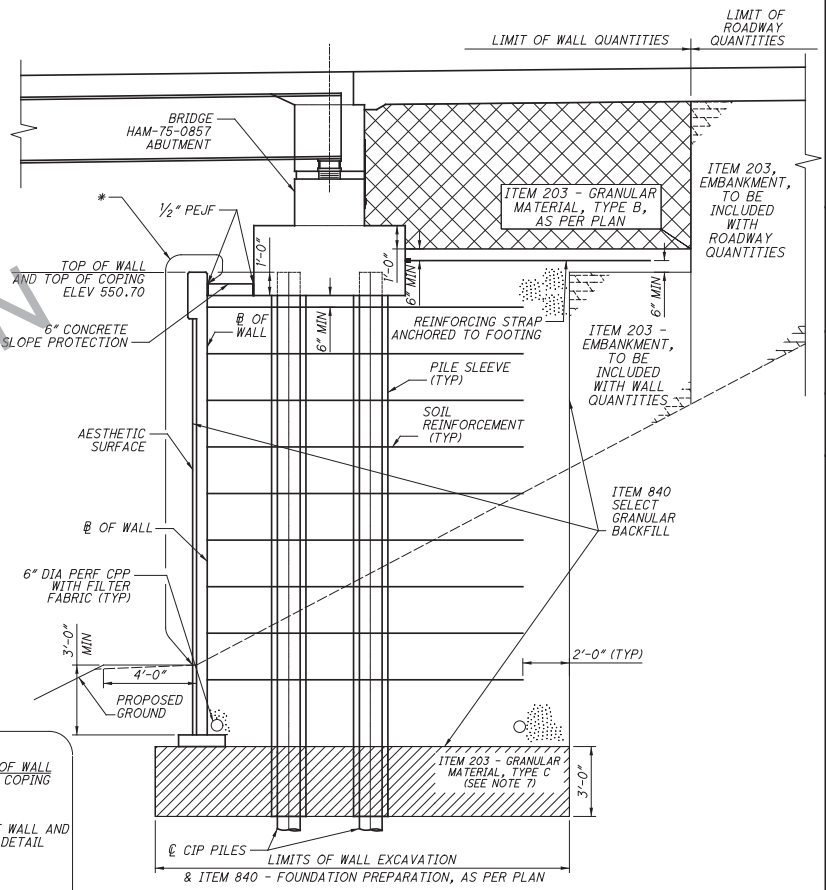
HAM-75-7.85
PID No. 121447



MOMENT SLAB SECTION



MSE WALL SECTION



BRIDGE SECTION

NOTES

6. ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION.
7. ITEM 203 - GRANULAR MATERIAL, TYPE C SHALL BE INCLUDED FOR PAYMENT WITH ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN.

TEMPORARY SHORING TABLE

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

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

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

NOTES

1. SEE BRIDGE PLANS HAM-75-0857 FOR ADDITIONAL ABUTMENT AND WINGWALL DETAILS.
2. SOIL REINFORCEMENT SHALL BE CONSTRUCTED SO AS TO AVOID INTERFERENCE WITH BRIDGE PILING.
3. FOR ABBREVIATIONS LEGEND, SEE SHEET 1743.
4. SEE SHEET 4243 FOR MSE WALL COPING DETAILS.
5. THE ARCHITECTURAL FINISH SHALL BE BEIGE ASHLAR STONE (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9050 SMALL AGED ASHLAR STONE) ON THE FREEWAY SIDE AND BEIGE DRY STACK (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9110 LARGE STONE OHIO DRY STACK) ON THE PARK AND RESIDENTIAL SIDE. THE FEGERAL COLOR NUMBER FOR BEIGE IS NO. 17778.

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REFERENCE ONLY

RESOURCE INTERNATIONAL INC.
6555 PROMENADE LANTZY
COLUMBUS, OHIO 43137
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

TYPICAL MSE WALL DETAILS 1 OF 2
MSE RETAINING WALLS I & II

HAM-75-7.85
PID No. 121447

37 / 43

656
1045

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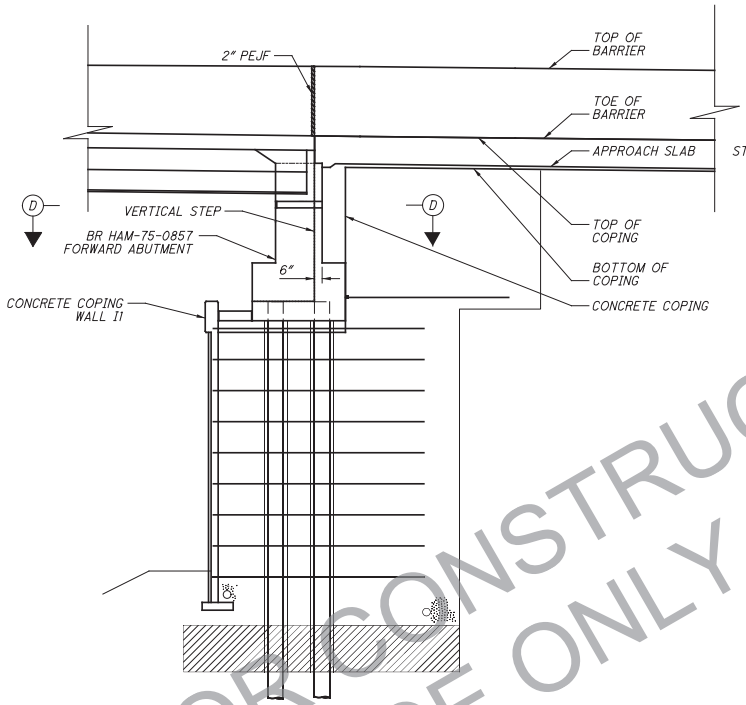
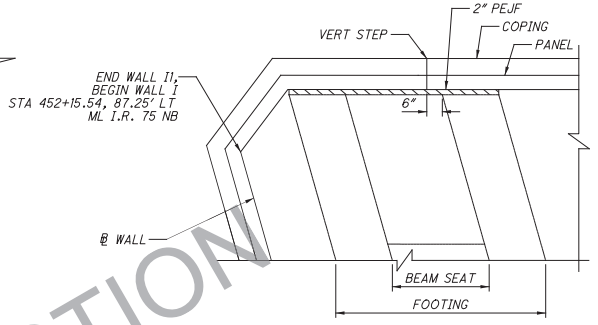
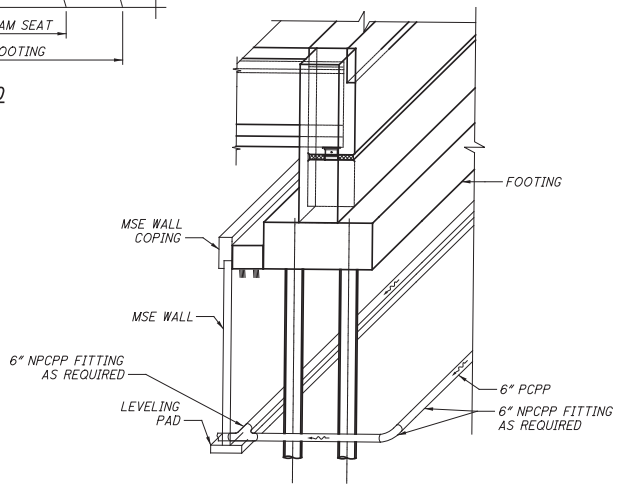


WALL TRANSITION DETAIL AT ABUTMENT



SECTION D-D



TYPICAL RISER DETAIL

(CONNECTION FROM BRIDGE DRAINAGE SYSTEM TO MSE WALL DRAINAGE SYSTEM)

NOT FOR CONSTRUCTION
REFERENCE ONLY

* MEASURED PERENDICULAR TO SKEW

NOTES:

1. SEE BRIDGE PLANS FOR ADDITIONAL PRESSURE RELIEF JOINT DETAILS AND PAYMENT.
2. SEE WALLS H/H1 PLANS, SHEET 646, FOR TEMPORARY MSE WIRE WALL DETAILS.
3. FOR ABBREVIATIONS LEGEND, SEE SHEET 2/43.

RESOURCE INTERNATIONAL INC.
6559 PROGRESS PARKWAY
COLUMBUS, OHIO 43017
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
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TYPICAL MSE WALL DETAILS 2 OF 2

MSE RETAINING WALLS I & I1

HAM-75-7.85

PID No. 121447

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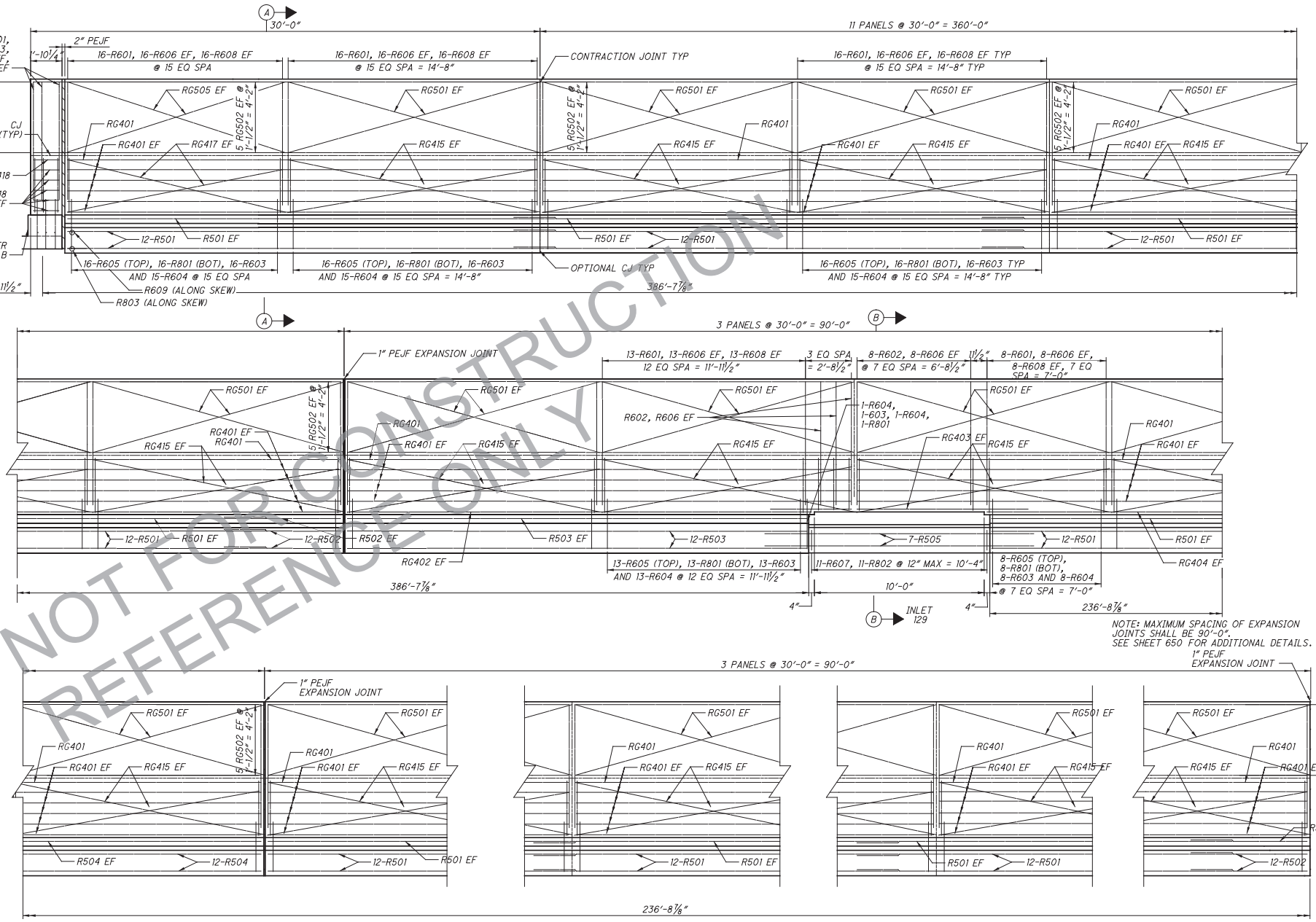

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RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

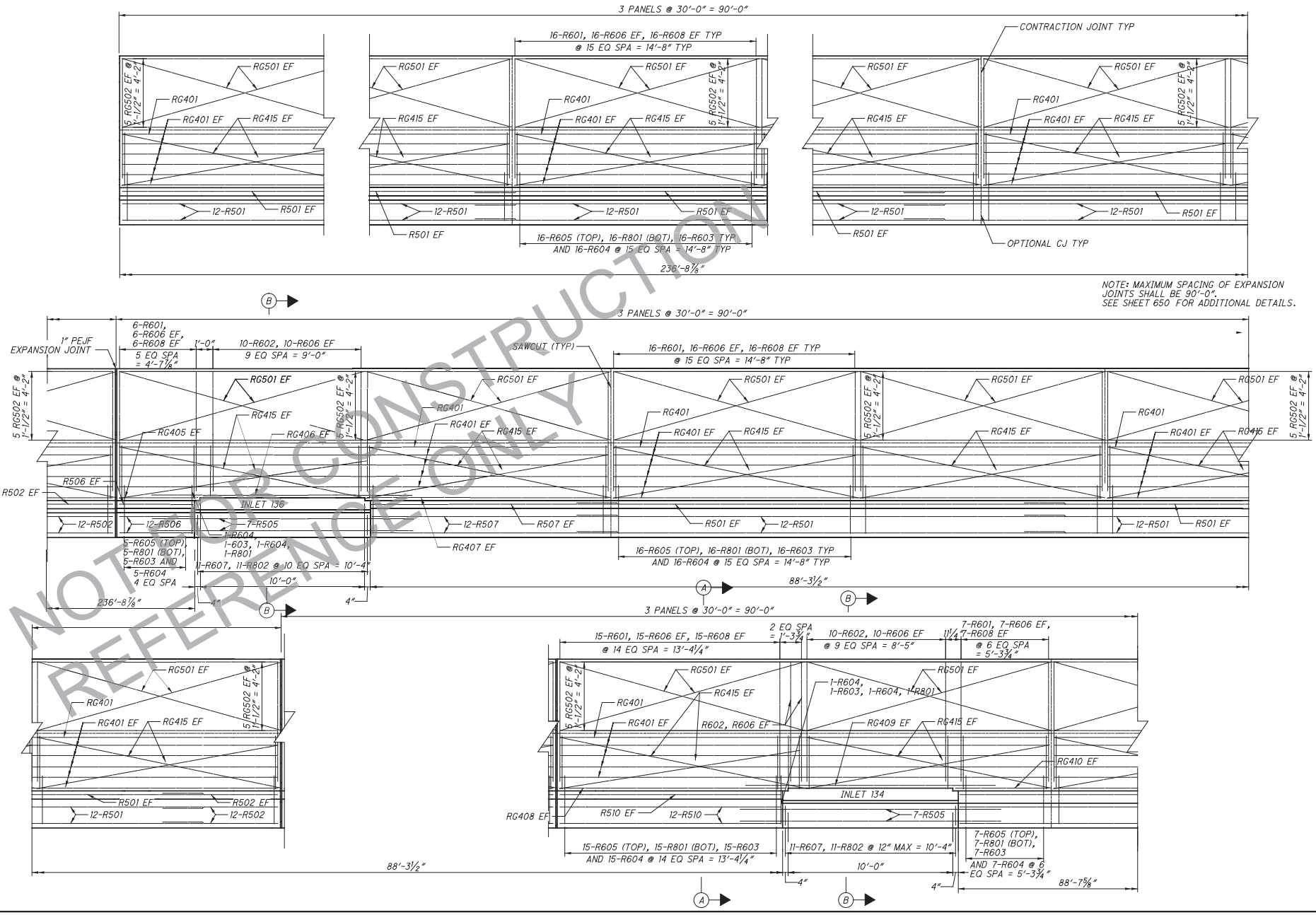
DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
NCK			

BARRIER AND SLEEPER SLAB DETAILS 1 OF 4

MSE RETAINING WALL I

HAM-75-7.85

PID No. 121447



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RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

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CHECKED	REVISED	STRUCTURE FILE NUMBER	
NCK			

BARRIER AND SLEEPER SLAB DETAILS 2 OF 4
MSE RETAINING WALL I

HAM-75-7.85
PID No. 121447

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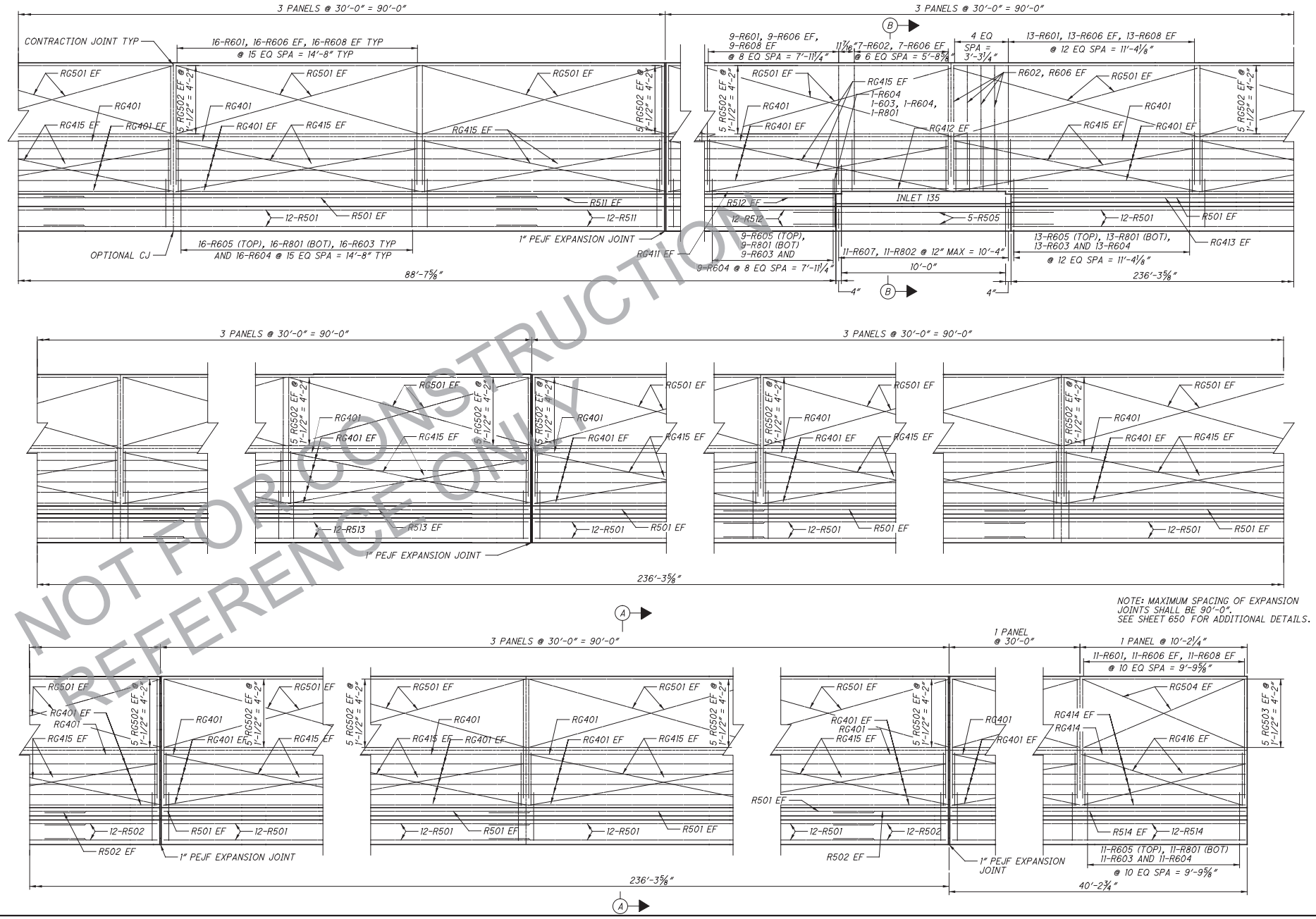

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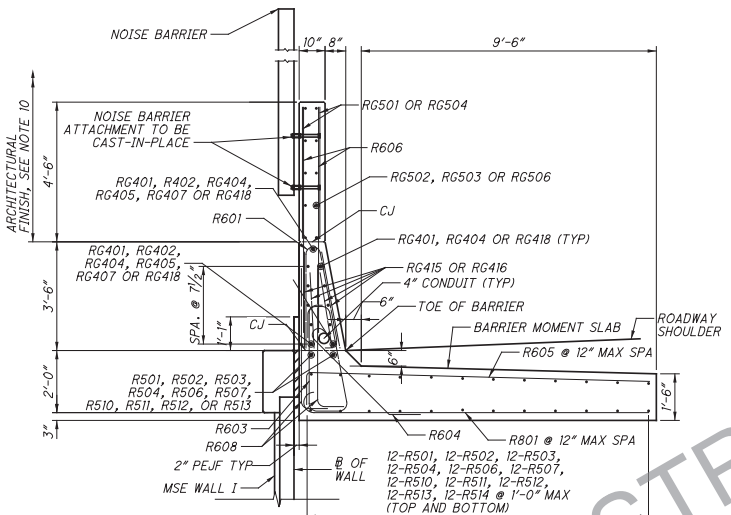
RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

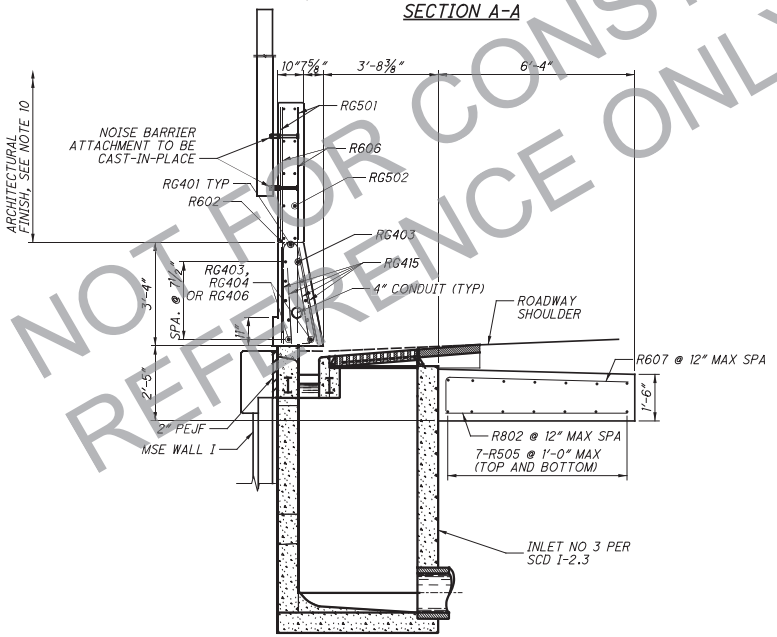
DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NCK			

BARRIER AND SLEEPER SLAB DETAILS 3 OF 4
MSE RETAINING WALL 1

HAM-75-7.85
PID No. 121447

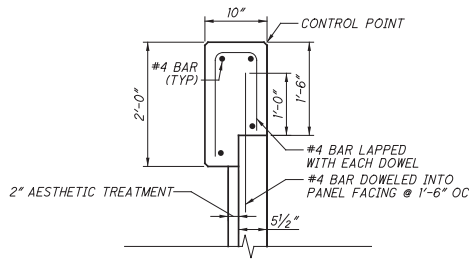


SECTION A-A

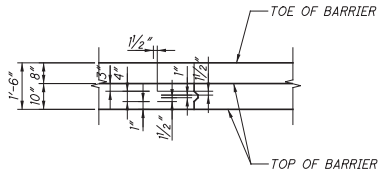


SECTION B-B

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



COPING DETAIL



CONTRACTION JOINT

BARRIER NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET, EXCLUDING PAVEMENT, ARE INCIDENTAL TO RAILING MISC: TRAFFIC BARRIER ON MSE WALL AND RAILING (COMBINATION NOISE AND TRAFFIC BARRIER ON MSE WALL).
2. CONTROL JOINT: SAWCUT 1¼" DEEP CONTROL JOINTS ALONG THE PERIMETER AS SHOWN ON THIS SHEET AS SOON AS THE SAW CAN BE OPERATED WITHOUT DAMAGING THE CONCRETE.

   USE AN EDGE GUIDE, FENCE OR JIG TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE AND ALIGNED ON ALL FACES OF THE BARRIER. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF ¼".

   SEAL THE PERIMETER OF THE CONTROL JOINT TO A MINIMUM DEPTH OF 1" WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO C920, TYPE S. LEAVE THE BOTTOM ½" OF BOTH THE INSIDE AND OUTSIDE FACES OF THE BARRIER UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.
3. SAWCUT CONTROL JOINTS SHALL HAVE A MINIMUM SPACING OF 6' AND A MAXIMUM SPACING OF 15'. SEE PLANS FOR BARRIER CONTROL JOINT LOCATIONS.
4. SEE NOISE BARRIER PLAN SHEETS FOR NOISE BARRIER DETAILS.
5. SEE SHEET 3743 FOR CONCRETE SEALING LIMITS.
6. SEE ROADWAY PLANS AND ODOT STANDARD CONSTRUCTION DRAWINGS FOR ADDITIONAL DRAINAGE INLET DETAILS.
7. FOR ABBREVIATIONS LEGEND, SEE SHEET 2743.
8. THE COPING SHALL NOT BE CONSTRUCTED UNTIL ALL PHASES OF MSE WALL CONSTRUCTION ARE COMPLETE.
9. THE COPING JOINTS SHALL BE PLACED ON A MAXIMUM 20 FT. SPACING AND SHALL ALIGN WITH A PANEL JOINT.
10. THE ARCHITECTURAL FINISH SHALL BE BEIGE ASHLAR STONE (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9050 SMALL AGED ASHLAR STONE) ON THE FREEWAY SIDE AND BEIGE DRY STACK (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9110 LARGE STONE OHIO DRY STACK) ON THE PARK AND RESIDENTIAL SIDE. THE FEGERAL COLOR NUMBER FOR BEIGE IS NO. 17778.

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RESOURCE INTERNATIONAL INC.
6559 PROMINENCE AVENUE
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JLM	SMJ	SSK	3-18-26
CHECKED	REVISED		STRUCTURE FILE NUMBER
NCK			

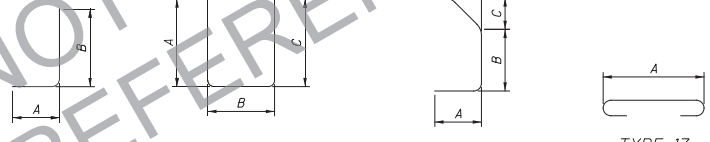
BARRIER AND SLEEPER SLAB DETAILS 4 OF 4
MSE RETAINING WALL I

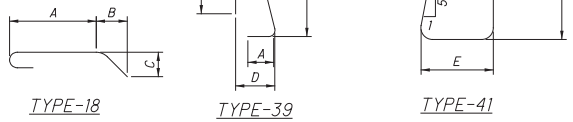
HAM-75-7.85
PID No. 121447

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
REINFORCING SCHEDULE											
R501	630	30'-0"	19713	ST.							
R502	40	7'-3"	302	ST.							
R503	26	27'-0"	732	ST.							
R504	26	22'-5"	608	ST.							
R505	56	16'-0"	935	ST.							
R506	26	4'-7"	124	ST.							
R507	26	17'-0"	461	ST.							
NOT	USED										
R509	120	7'-3"	907	ST.							
R510	26	12'-5"	337	ST.							
R511	26	8'-0"	217	ST.							
R512	26	23'-0"	624	ST.							
R513	26	28'-9"	780	ST.							
R514	26	39'-10"	1080	ST.							
R601	1172	7'-2"	12604	39	6"	3'-3"	3'-3"	1'-1"			
R602	41	6'-0"	369	39	3'-0"	3'-0"	1"	1'-1"			
R603	1172	10'-0"	17603	41	10"	7"	1'-0"	3'-5"	1'-6"		
R604	1172	5'-6"	9682	18	3'-10"	9"	9"				
R605	1172	12'-0"	21124	1	1'-0"	11'-2"					
R606	2428	6'-9"	24616	ST.							
R607	44	8'-0"	529	1	1'-2"	6'-10"					
R608	2344	5'-10"	20526	1	9"	5'-0"					
R609	1	12'-7"	19	1	1'-0"	11'-0"					
R801	1172	12'-10"	40158	17	11'-2"						
R802	44	7'-8"	900	17	6'-0"						
R803	1	13'-5"	36	17	11'-9"						
TOTAL			174986								

MARK	NUMBER TOTAL	LENGTH	TYPE	DIMENSIONS A	B	C	D	E	R	INC
GLASS FIBER BARS										
RG401	395	29'-8"	ST							
RG402	2	27'-4"	ST							
RG403	2	10'-0"	ST							
RG404	2	22'-0"	ST							
RG405	2	4'-9"	ST							
RG406	2	15'-9"	ST							
RG407	2	14'-7"	ST							
RG408	2	13'-8"	ST							
RG409	2	15'-2"	ST							
RG410	2	5'-7"	ST							
RG411	2	23'-0"	ST							
RG412	2	9'-0"	ST							
RG413	2	26'-4"	ST							
RG414	2	9'-9"	ST							
RG415	292	15'-0"	ST							
RG416	4	10'-3"	ST							
RG417	4	13'-0"	ST							
RG418	11	1'-6"	ST							
	TOTAL	16599	FT							
RG501	292	15'-4"	ST							
RG502	148	29'-8"	ST							
RG503	10	9'-9"	ST							
RG504	2	10'-7"	ST							
RG505	4	13'-6"	ST							
RG506	10	1'-6"	ST							
	TOTAL	9054	FT							

* REINFORCING INCLUDED WITH ITEM - 517 - RAILING, CONCRETE, AS PER PLAN





NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE 3 DIGITS ARE USED, AND THE FIRST 2 DIGITS WHERE FOUR DIGITS ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, F601 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.

2. ALL REINFORCING STEEL TO BE EPOXY COATED.

3. FOR ABBREVIATIONS LEGEND, SEE SHEET 2743.

LEGEND:

** - FIELD CUT

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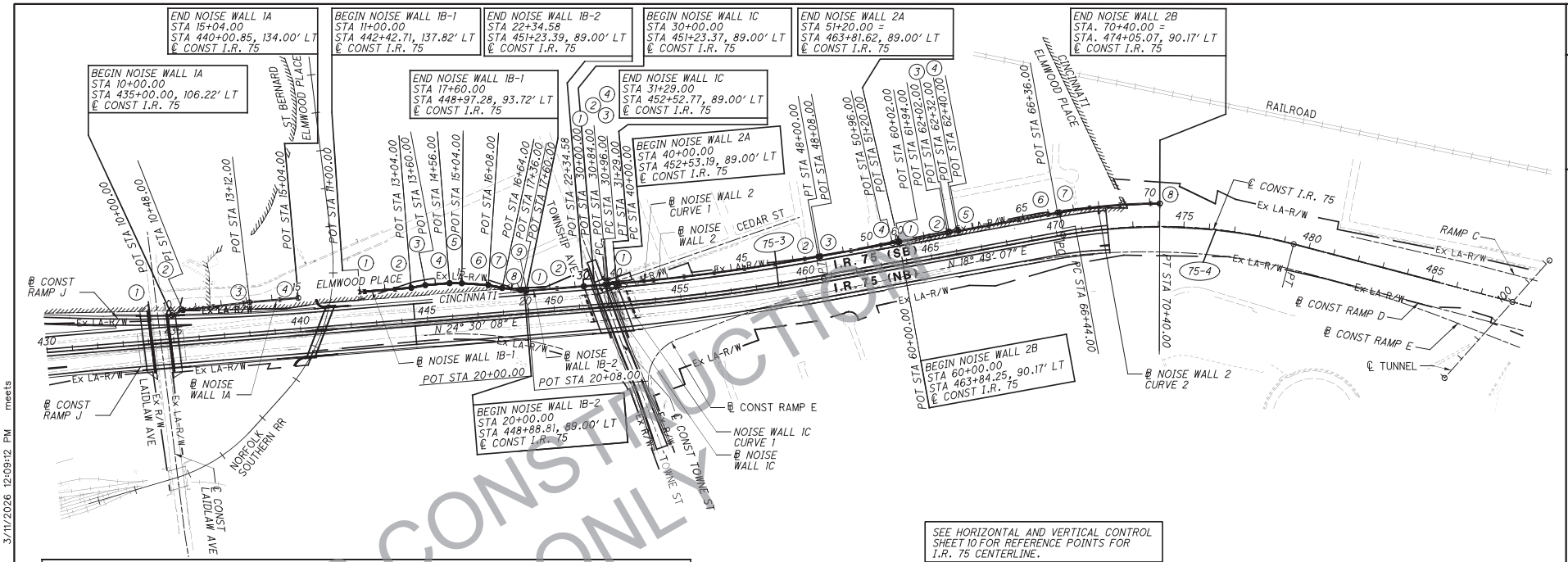
RESOURCE INTERNATIONAL INC.
8590 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED JLM | DRAWN SMJ | REVIEWED SSK | DATE 3-18-26
CHECKED NCK | REVISED | STRUCTURE FILE NUMBER

REINFORCING STEEL SCHEDULE
MSE RETAINING WALLS I & II

HAM-75-7.85
PID No. 121447



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SEE HORIZONTAL AND VERTICAL CONTROL SHEET 10 FOR REFERENCE POINTS FOR I.R. 75 CENTERLINE.

NOISE WALL BASELINE GEOMETRY

PI NO	NOISE BARRIER STATION	I.R. 75	I.R. 75 OFFSET	NORTHING	EASTING	BEARING
	WALL 1A					
1	10+00.00	435+00.00	106.22' LT	435,822.84	1,405,540.60	N 4° 16' 32" E
2	10+48.00	435+45.04	122.81' LT	435,870.71	1,405,544.17	N 22° 23' 05" E
3	13+12.00	438+08.86	132.57' LT	436,114.82	1,405,644.71	N 24° 04' 28" E
4	15+04.00	440+00.85	134.00' LT	436,290.11	1,405,723.03	
	WALL 1B-1					
1	11+00.00	442+42.71	137.82' LT	436,511.78	1,405,819.86	N 24° 30' 33" E
2	13+04.00	444+46.71	137.79' LT	436,697.40	1,405,904.49	N 18° 21' 58" E
3	13+60.00	445+02.39	143.78' LT	436,750.54	1,405,922.14	N 24° 32' 10" E
4	14+56.00	445+98.39	143.72' LT	436,837.88	1,405,962.00	N 29° 38' 40" E
5	15+04.00	446+46.20	139.42' LT	436,879.59	1,405,985.74	N 33° 01' 59" E
6	16+08.00	447+49.05	123.99' LT	436,966.78	1,406,042.44	N 41° 12' 17" E
7	16+64.00	448+02.69	107.90' LT	437,008.91	1,406,079.33	N 35° 51' 23" E
8	17+36.00	448+73.28	93.72' LT	437,067.27	1,406,121.50	N 24° 30' 08" E
9	17+60.00	448+97.28	93.72' LT	437,089.11	1,406,131.45	
	WALL 1B-2					
1	20+00.00	448+88.81	89.00' LT	437,079.44	1,406,132.24	N 24° 30' 08" E
2	20+08.00	448+96.81	89.00' LT	437,086.72	1,406,135.56	N 24° 30' 08" E
3	22+34.58	451+23.39	89.00' LT	437,292.37	1,406,229.29	
	WALL 1C					
1	30+00.00	451+23.37	89.00' LT	437,292.88	1,406,229.52	N 24° 30' 08" E
2	30+84.00	452+07.37	89.00' LT	437,369.32	1,406,264.36	N 24° 29' 45" E
3	PC 30+96.00	452+19.42	89.00' LT	437,380.24	1,406,269.33	BK N 24° 28' 12" E
4	PT 31+29.00	452+52.77	89.00' LT	437,410.30	1,406,282.94	AH N 24° 14' 51" E

NOISE WALL BASELINE GEOMETRY

PI NO	NOISE BARRIER STATION	I.R. 75	I.R. 75 OFFSET	NORTHING	EASTING	BEARING
	WALL 2A					
1	PC 40+00.00	452+53.19	89.00' LT	437,410.68	1,406,283.11	
2	PT 48+00.00	460+61.56	89.00' LT	438,154.48	1,406,576.86	N 18° 49' 53" E
3	48+08.00	460+69.62	89.00' LT	438,162.05	1,406,579.44	N 18° 49' 07" E
4	50+96.00	463+57.62	89.00' LT	438,434.66	1,406,672.34	N 16° 01' 56" E
5	51+20.00	463+81.62	89.00' LT	438,457.72	1,406,678.97	
	WALL 2B					
1	60+00.00	463+84.25	90.17' LT	438,460.24	1,406,679.83	N 18° 49' 07" E
2	60+02.00	463+86.25	90.17' LT	438,462.13	1,406,680.47	N 18° 49' 07" E
3	61+94.00	465+78.25	90.17' LT	438,643.87	1,406,742.41	N 14° 40' 53" W
4	62+02.00	465+84.92	94.58' LT	438,651.61	1,406,740.38	N 18° 49' 07" E
5	62+32.00	466+14.92	94.58' LT	438,680.00	1,406,750.06	N 52° 19' 07" E
6	62+40.00	466+21.59	90.17' LT	438,684.89	1,406,756.39	N 18° 49' 07" E
7	66+36.00	470+17.60	90.17' LT	439,059.73	1,406,884.13	N 18° 49' 33" E
8	PC 66+44.00	470+25.50	90.17' LT	439,067.30	1,406,886.71	
9	PT 70+40.00	474+05.07	90.17' LT	439,428.30	1,407,048.14	

HORIZONTAL SCALE IN FEET
0 100 200 400

NOISE WALL 1 & 2 SCHEMATIC PLAN
I.R. 75

HAM-75-7.85

663
1045

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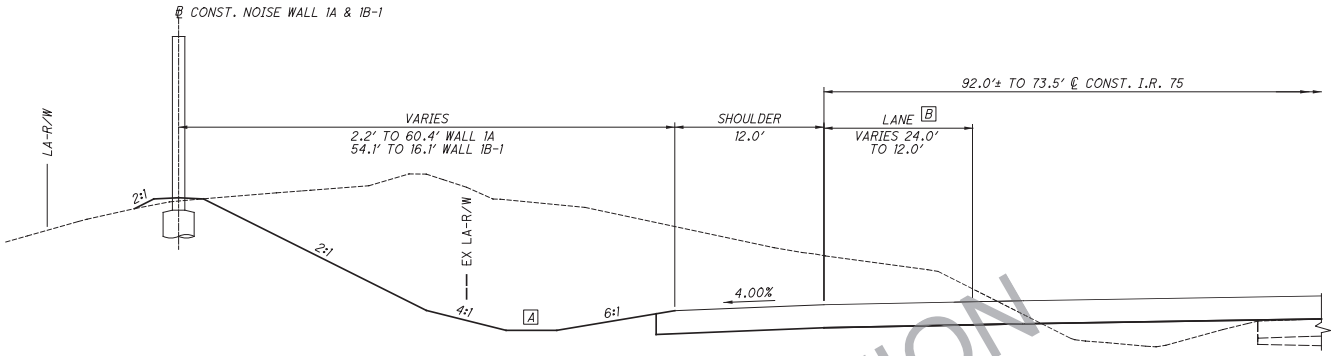


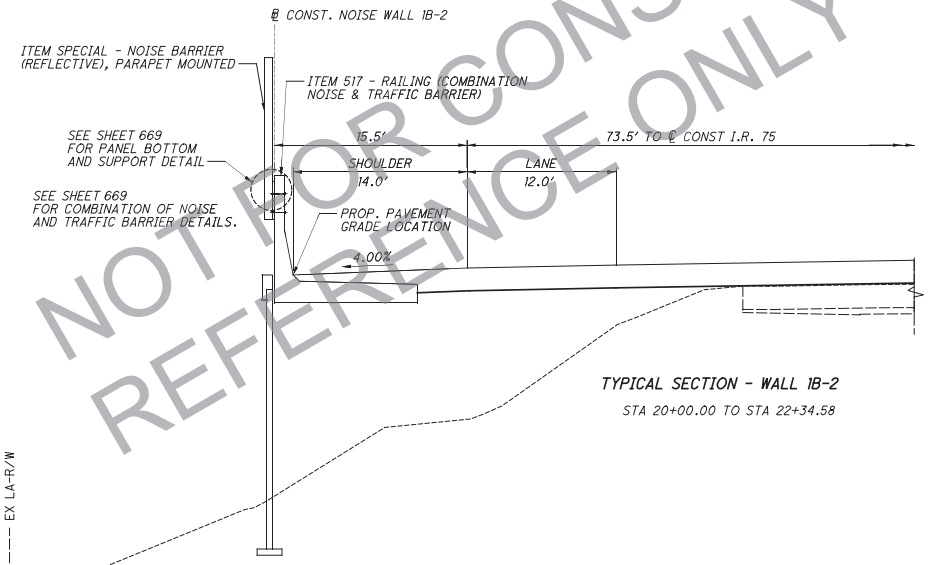
A CROSS SECTION SHEETS:
- NOISE WALL 1A SHEETS 353 TO 361.
- NOISE WALL 1B-1, 1B-2 & 1C SHEETS 365 TO 387.

B I.R. 75 SB AUXILIARY/ACCELERATION LANE (RAMP J)

TYPICAL SECTION - WALL 1A & 1B-1

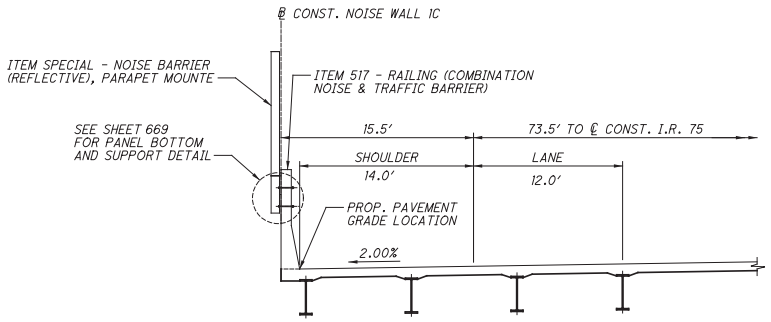
STA. 10+00.00 TO STA. 15+04.00 - WALL 1A

STA. 11+00.00 TO STA. 17+60.00 - WALL 1B-1



TYPICAL SECTION - WALL 1B-2

STA 20+00.00 TO STA 22+34.58



TYPICAL SECTION - WALL 1C

STA 30+00.00 TO STA 31+29.00

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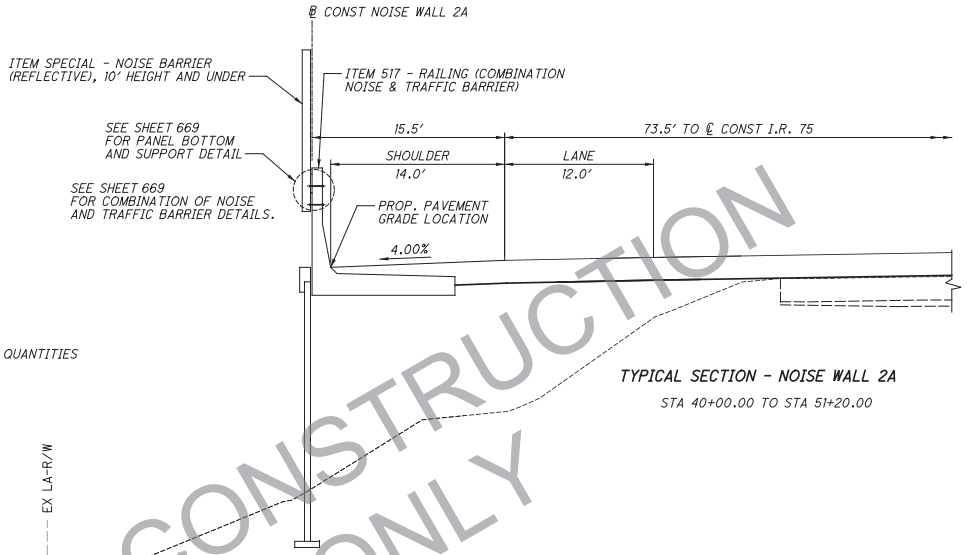
NOISE WALL 1A & 1B TYPICAL SECTIONS

HAM-75-7.85

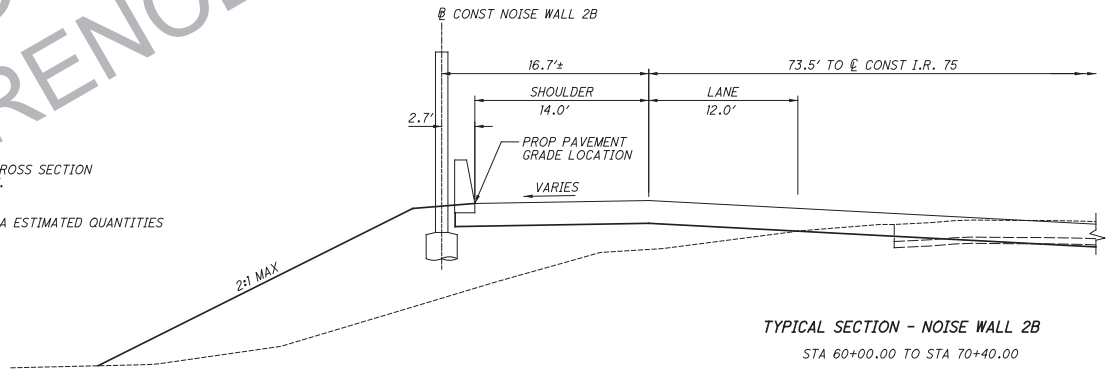


A NOISE WALL 2A CROSS SECTION SHEETS 387 TO 411 .

B FOR NOISE WALL 2A ESTIMATED QUANTITIES SEE SHEET 668.

TYPICAL SECTION - NOISE WALL 2A

STA 40+00.00 TO STA 51+20.00



A NOISE WALL #2B CROSS SECTION SHEETS 411 TO 427.

B FOR NOISE WALL 2A ESTIMATED QUANTITIES SEE SHEET 668.

TYPICAL SECTION - NOISE WALL 2B

STA 60+00.00 TO STA 70+40.00

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NOISEWALL 2 TYPICAL SECTIONS

HAM-75-7.85

NOISE WALL NOTES

1. SEE ODOT STANDARD CONSTRUCTION DRAWING NBS-1-09 FOR FURTHER DETAILS.

2. SHOP DRAWING SUBMITTALS SHALL INCLUDE:
   SCALED DRAWINGS ON 11 X 17 SHEETS IN PDF FORMAT
   SHOW THE ACOUSTIC PROFILE LINE SHOWN ON THESE PLANS
   ON SHOP DRAWINGS ALL CALCULATIONS IN PDF FORMAT

3. ITEM 512- SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION):
   APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. APPLY THE GRAFFITI COATING OVER THE ENTIRE EXPOSED SURFACE AREA OF THE NOISE BARRIER PANELS AND POSTS.

4. ALL NOISE BARRIER PANELS AND POSTS SHALL HAVE A 12" INTEGRAL CAP WITH A 1.5" RUSTIFICATION GROOVE OR RELIEF.

5. THE ARCHITECTURAL TREATMENT ON THE NOISE PANELS SHALL BE CREATED USING CONCRETE CAST IN FORMLINERS ON BOTH SIDES OF THE PANELS. STAMPING OF THE ARCHITECTURAL PATTERNS IS NOT ACCEPTABLE.

6. THE ARCHITECTURAL FINISH SHALL BE BEIGE ARCHITECTURAL POLYMERS NO. 9050 SMALLED AGED PER SHEET 667 ON THE FREEWAY SIDE AND ARCHITECTURAL POLYMERS NO. 9110 LARGE STONE DRY STACK ON THE PARK AND RESIDENTIAL SIDE. FEDERAL COLOR NUMBER FOR BEIGE IS NO. 17778. THE ARCHITECTURAL POLYMERS PATTERN 9050 SHALL MEET THE CUT SHEET ILLUSTRATED ON SHEET 667 .

7. SEE ODOT STANDARD CONSTRUCTION DRAWING NBS-1-09 FOR FURTHER DETAILS.

8. THESE NOTES APPLY TO EACH NOISE BARRIER ITEM:
   NOISE BARRIER (REFLECTIVE)
   NOISE BARRIER (REFLECTIVE), PARAPET MOUNTED

9. SEAL NOISE BARRIER PANEL AND POSTS WITH ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE).

COMBINATION NOISE AND TRAFFIC BARRIER

DESIGN SPECIFICATIONS:
THE STRUCTURE CONFORMS TO "THE LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 5TH EDITION, 2012, AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN DATA:
CONCRETE - MINIMUM COMPRESSIVE STRENGTH = 4000 PSI
REINFORCING STEEL - MINIMUM YIELD STRENGTH = 60,000 PSI
STRUCTURAL STEEL - MINIMUM YIELD STRENGTH = 50,000 PSI

MATERIAL:
STRUCTURAL STEEL - ASTM A709, GRADE 50
(FURNISH ACCORDING TO 711.01)
HIGH STRENGTH BOLTS - 1" DIAMETER, ASTM A325
(FURNISH ACCORDING TO 711.09)

FABRICATION:
FABRICATE STRUCTURAL STEEL MEMBERS ACCORDING TO 513.

GALVANIZING:
GALVANIZE ALL STRUCTURAL STEEL SHAPES, PLATES, HARDWARE AND ACCERSSORIES IN ACCORDANCE WITH 711.02.

PAINT OVER ALL GALVANIZE STRUCTURAL STEEL SHAPES, PLATES, HARDWARE AND ACCERSSORIES. PAINT SHALL MATCH SURFACE COLOR OF NOISE WALLS.

EXPANSION & CONTRACTION JOINTS:
PLACE EXPANSION JOINTS AT A MAXIMUM SPACING OF 90'-0" AND CONTRACTION JOINTS AT A MAXIMUM SPACING OF 15'-0", UNLESS NOTED OTHERWISE.

CONSTRUCT THE EXPANSION JOINT FROM THE BOTTOM OF THE SLEEPER SLAB TO THE TOP OF THE 8'-0" CAST-IN-PLACE WALL. DO NOT EXTEND REINFORCING STEEL THROUGH EXPANSION JOINTS.

FOOTINGS:
FOR BARRIERS WITH SLEEPER SLABS ON MSE WALLS, PLACE THE BOTTOM OF THE SLEEPER SLAB PARALLEL THE THE ROADWAY GRADE.

FORMLINERS:
REFER TO THE PROJECT PLANS FOR SPECIFIC INFORMATION REGARDING FORMLINERS. THE TRAFFIC FACE OF THE BARRIER MAY BE TEXTURED TO A MAXIMUM DEPTH OF 1/2" ABOVE THE 42" SINGLE SLOPE BARRIER. THE OPPOSITE FACE OF THE BARRIER MAY BE TEXTURED TO A MAXIMUM DEPTH OF 1" ABOVE THE 42" BARRIER. MAINTAIN A MINIMUM CLEAR COVER OF 2" OVER REINFORCING STEEL.

REINFORCING STEEL:
FURNISH AND INSTALL EPOXY COATED REINFORCING STEEL ACCORDING TO CMS 509. THE MINIMUM LAP LENGTHS ARE 3'-7" FOR #5 BARS AND 4'-4" FOR #6 BARS.

METHOD OF MEASUREMENT:
THE DEPARTMENT WILL MEASURE THE COMBINATION NOISE AND TRAFFIC BARRIER BY THE NUMBER OF FEET MEASURED ALONG ITS LENGTH.

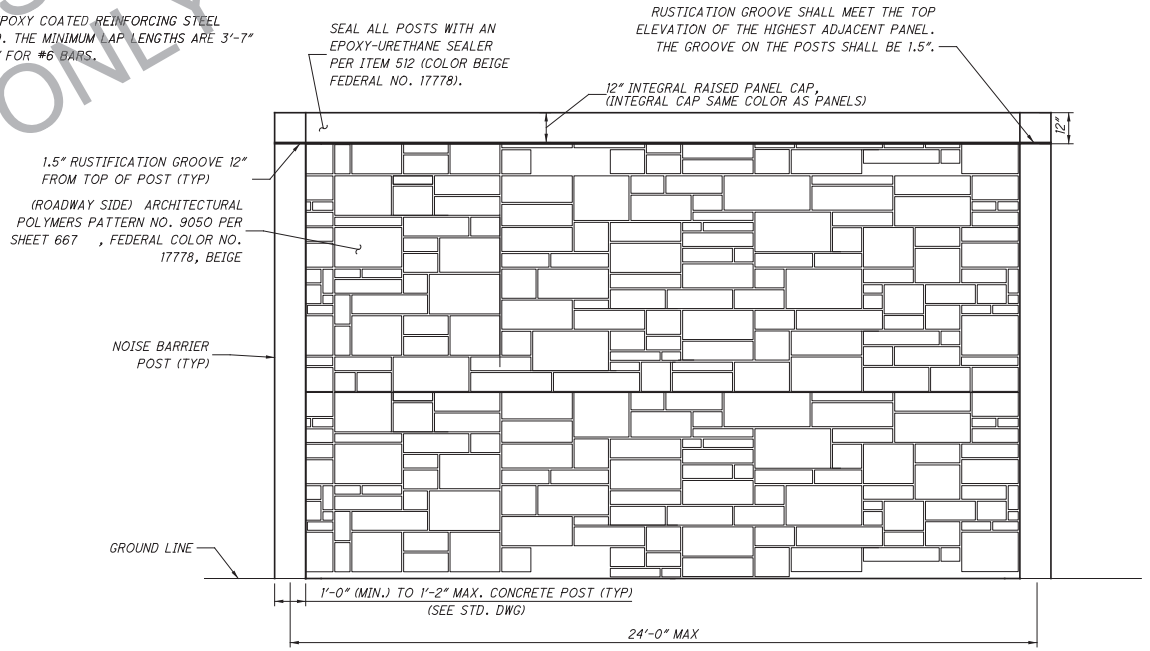
THE DEPARTMENT WILL MEASURE THE NOISE BARRIER BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL MEASURE THE TOTAL AREA AS THE SUM OF THE AREA OF THE INDIVIDUAL PANEL SECTIONS. THE DEPARTMENT WILL MEASURE THE HEIGHT OF AN INDIVIDUAL PANEL SECTION FROM THE BOTTOM OF THE LOWEST PANEL TO THE TOP OF THE CAP. THE DEPARTMENT WILL MEASURE THE WIDTH OF AN INDIVIDUAL PANEL SECTION AS THE CENTER TO CENTER SPACING OF ADJACENT STEEL POSTS.

BASIS OF PAYMENT:
THE DEPARTMENT WILL INCLUDE THE COSTS ASSOCIATED WITH FURNISHING AND INSTALLING THE CONCRETE AND REINFORCING STEEL WITH THE BARRIER FOR PAYMENT. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES OF THE COMBINATION NOISE AND TRAFFIC BARRIER AS FOLLOWS:

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

THE DEPARTMENT WILL INCLUDE THE COSTS ASSOCIATED WITH FURNISHING AND INSTALLING ALL ANCHOR BOLTS, STEEL POSTS AND PANELS WITH THE NOISE BARRIERS FOR PAYMENT. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES OF THE NOISE BARRIERS AS FOLLOWS:

ITEM SPECIAL - NOISE BARRIER (REFLECTIVE)



NOISE BARRIER ELEVATION

NOT FOR CONSTRUCTION
REFERENCE ONLY

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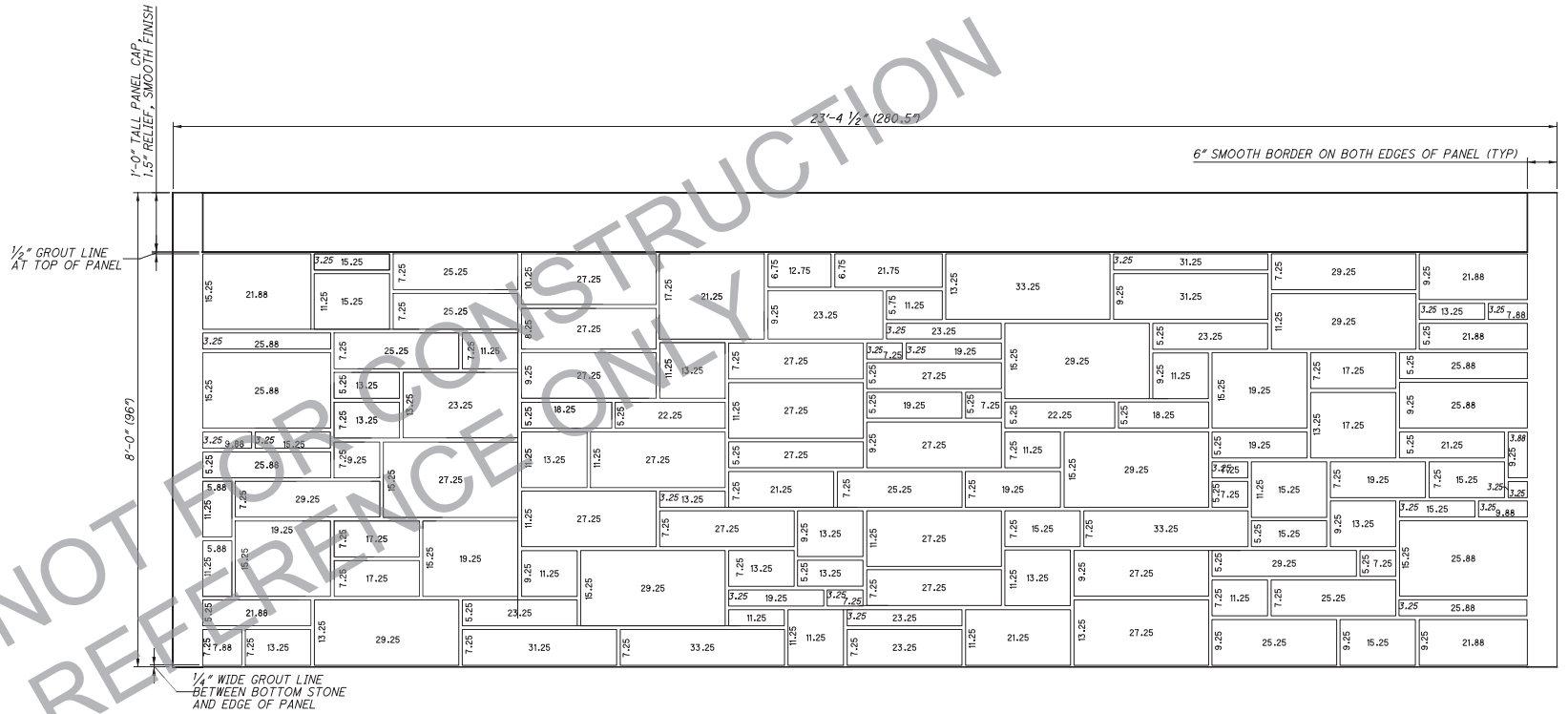
CHECKED NCK

NOISE WALL GENERAL NOTES AND DETAILS

HAM-75-7.85



NOT FOR CONSTRUCTION
REFERENCE ONLY

ARCHITECTURAL POLYMERS NO. 9050 PATTERN ELEVATION

(DIMENSIONS FOR INDIVIDUAL BLOCKS ARE IN INCHES)

NOTES:

1. GROUT LINE BETWEEN INDIVIDUAL STONES COMPRISING THE 9050 PATTERN ARE TO BE 0.75" IN WIDTH UNLESS OTHERWISE NOTED.
2. INDIVIDUAL BLOCKS COMPRISING THE 9050 PATTERN ARE TO PROVIDE A PATTERN RELIEF OF 1 TO 2 INCHES ABOVE THE ADJACENT SMOOTH GROUT LINE OR PANEL EDGE.
3. CREATE A 12" SMOOTH INTEGRAL PANEL CAP WITH A 1.5" RELIEF.

SAMPLE NOISE BARRIER PANEL

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CHECKED NCK

ARCHITECTURAL POLYMERS NO. 9050

HAM-75-7.85

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

NBS-1-09 REVISED 07-15-22

ITEM 513 - STRUCTURAL STEEL, MISC.: C10x15.3
ITEM 513 - STRUCTURAL STEEL, MISC.: L4X4X1/2

STRUCTURAL STEEL IS ASTM A709, GRADE 50 AS PER CMS 711.01.

GALVANIZE ALL STRUCTURAL STEEL PER CMS 711.02.

PAYMENT FOR THIS WORK INCLUDES ALL MATERIAL, LABOR AND EQUIPMENT REQUIRED TO FABRICATE, GALVANIZE, TRANSPORT AND ERECT THESE STRUCTURAL STEEL SHAPES. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICE BID PER FOOT FOR ITEM 513 - STRUCTURAL STEEL MISC.: C10x15.3, AND ITEM 513 - STRUCTURAL STEEL, MISC.: L4x4x1/2.

ITEM 513 - STRUCTURAL STEEL, MISC.: 5/8" DIA. A325 BOLTS

THIS ITEM IS USED TO MOUNT THE C10x15.3 TO THE EXISTING W8x28 SUPPORT POST THAT IS PART OF NOISE WALL 1B-2. THE BOLTS ARE ASTM A325. NUTS SHALL BE ASTM A563, GRADE DH AND WASHERS SHALL BE ASTM F436.

GALVANIZE THE BOLTS, NUTS AND WASHERS PER CMS 711.02. ENSURE THAT THE ENTIRE LENGTH OF BOLTS AND ALL SURFACES OF NUTS AND WASHERS ARE GALVANIZED.

PAYMENT FOR THIS ITEM INCLUDES ALL MATERIAL, LABOR AND EQUIPMENT REQUIRED TO GALVANIZE, TRANSPORT AND INSTALL THE BOLTS, NUTS AND WASHERS. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICE BID PER EACH FOR ITEM 513 - STRUCTURAL STEEL, MISC.: 5/8" DIA. A325 BOLTS.

ITEM 513 - STRUCTURAL STEEL, MISC.: 5/8" DIA. THREADED ANCHOR RODS

THIS ITEM IS USED TO MOUNT THE C10x15.3 TO THE EXISTING GROUND MOUNTED CONCRETE POST THAT IS PART OF NOISE WALL 1B-1 & 2B AS WELL AS MOUNT THE L4x4x1/2 ANGLES TO THE CONBINATION NOISE AND TRAFFIC BARRIER AND MSE WALL COPING. THE 5/8" DIA. THREADED RODS FOR ADHESIVE ANCHORS SHALL BE ASTM A193 GRADE B7 WITH ASTM A563 NUTS AND ASTM F436 WASHERS.

GALVANIZE THE THREADED RODS, NUTS AND WASHERS PER CMS 711.02. ENSURE THAT THE ENTIRE LENGTH OF THE THREADED RODS AND ALL SURFACES OF NUTS AND WASHERS ARE GALVANIZED.

USE AN ANCHOR ADHESIVE EVALUATED ACCORDING TO ICCES REPORT AC308 "ACCEPTANCE CRITERIA FOR POST-INSTALLED ADHESIVE ANCHORS IN CONCRETE ELEMENTS", FOR CRACKED AND UNCRACKED CONCRETE APPLICATIONS. PUBLISHED ICCES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT: WWW.ICC-ES.ORG/EVALUATION REPORTS/INDEX.SHTML

SELECT FROM ONE OF THE APPROVED PRODUCTS:
POWERS PE1000+ EPOXY ADHESIVE ANCHOR SYSTEM (ICCES REPORT ESR-2583)
CHEMOFASTC-RE 385 EPOXY ADHESIVE ANCHOR SYSTEM (ICCES REPORT ESR-2538)
SIMPSON STRONG-TIE SET-XP EPOXY ADHESIVE ANCHORS (ICCES REPORT ESR-2508)
WURTH WIT-PE500 EPOXY ADHESIVE ANCHORS (ICCES REPORT ESR-3051)
HILTI-HY 200-R ADHESIVE ANCHOR SYSTEM (ICCES REPORT ESR-3187)

INSTALL ADHESIVE ANCHORS ACCORDING TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS PUBLISHED IN SECTION 4.3 OF THE ICCES REPORTS LISTED ABOVE. THE MINIMUM ENBEDMENT DEPTH (H) FOR ANCHORS SHALL BE 5".

PAYMENT FOR THIS ITEM INCLUDES ALL MATERIAL, LABOR AND EQUIPMENT REQUIRED TO GALVANIZE, TRANSPORT AND INSTALL THE THREADED RODS, NUTS AND WASHERS. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICE BID PER EACH FOR ITEM 513 - STRUCTURAL STEEL, MISC.: 5/8" DIA. THREADED ANCHOR RODS.

ITEM SPECIAL - NOISE BARRIER (METAL PANELS)

METAL PANELS SHALL BE PROVIDED BY THE FOLLOWING VENDOR

EMPIRE INTERNATIONAL
36744 CONSTITUTION DRIVE
TRINIDAD, COLORADO 81082
PHONE: 1-719-846-2300
FAX: 1-719-846-7466

PANELS ARE FABRICATED FROM 22 GAUGE COLD-FORMED SHEET STEEL AND GALVANIZED ACCORDING TO ASTM A-653, CLASS G-90. PANELS MAY HAVE A SMOOTH SURFACE WITH MINIMAL OR NO RELIEF PATTERN.

PAYMENT FOR THIS ITEM INCLUDES ALL MATERIAL, LABOR AND EQUIPMENT REQUIRED TO FABRICATE, GALVANIZE, TRANSPORT AND ERECT THE PANELS. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT UNIT PRICE BID PER SQUARE FOOT FOR ITEM SPECIAL - NOISE BARRIER (METAL PANELS).

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING NOISE WALLS HAVE BEEN OBTAINED FROM PLANS OF THE NOISE WALLS AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING NOISE WALLS AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING NOISE WALLS. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

NOT FOR CONSTRUCTION
REFERENCE ONLY

ESTIMATED QUANTITIES												AS PER PLAN REFERENCE SHEET
1A	1B-1	1B-2	1C	2A	2B	ITEM	ITEM EXT.	PARTICIPATION 02/IMS/03	TOTAL	UNIT	DESCRIPTION	
		30		6		513	95000	36	36	FT	STRUCTURAL STEEL, MISC.: C10X15.3	
		5				513	95000	5	5	FT	STRUCTURAL STEEL, MISC.: L4X4X1/2	
		11				513	95030	11	11	EACH	STRUCTURAL STEEL, MISC.: 5/8" DIA. A325 BOLTS	
		15		4		513	95030	19	19	EACH	STRUCTURAL STEEL, MISC.: 5/8" DIA. THREADED ANCHOR RODS	
5,784	7,509				11,972	SPECIAL	606E10210	25265	25,265	SQ FT	NOISE BARRIER (REFLECTIVE)	
		1,035	535	6,992		SPECIAL	606E10920	8562	8,562	SQ FT	NOISE BARRIER (REFLECTIVE), PARAPET MOUNTED	
		36				SPECIAL	606E10920	36	36	SQ FT	NOISE BARRIER (METAL PANELS)	

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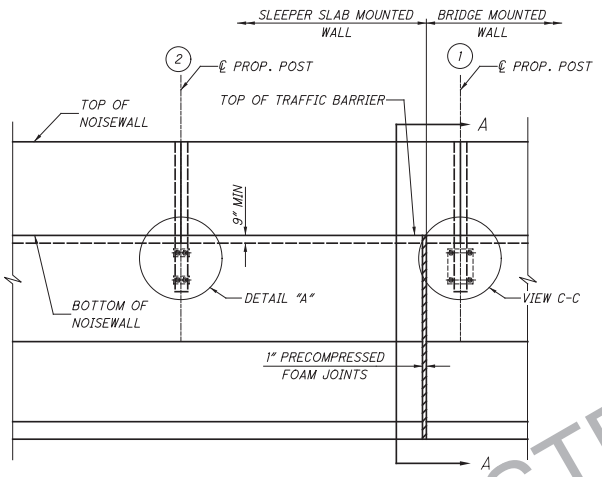
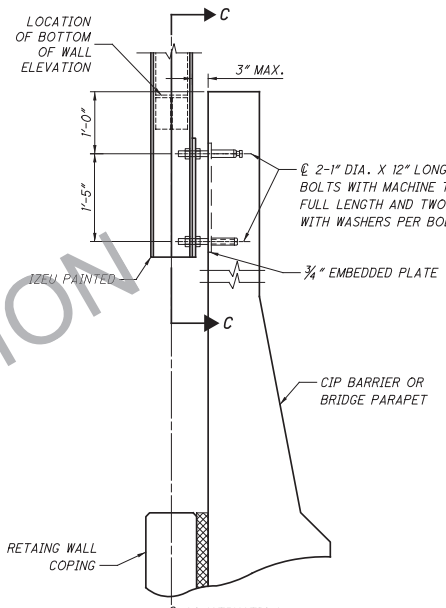
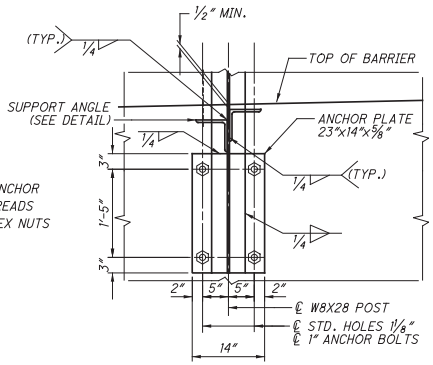


ELEVATION



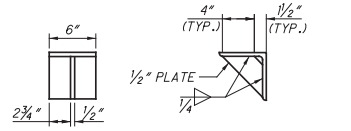
SECTION A-A

PANEL BOTTOM AND SUPPORT CLIP DETAIL

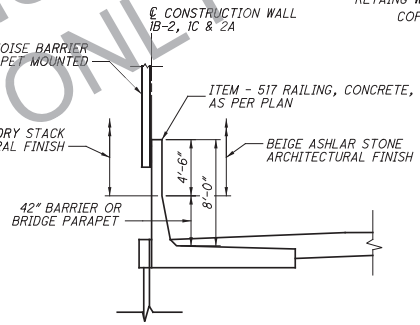


VIEW C-C

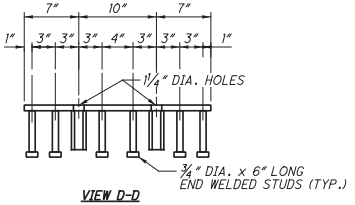
(ALL POST EXCEPT FIRST POST OFF THE BRIDGE AS SHOWN IN DETAIL A)



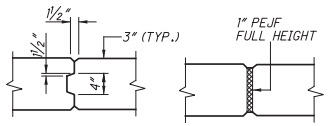
SUPPORT ANGLE DETAILS



NOTE:
THE ARCHITECTURAL FINISH SHALL BE BEIGE ASHLAR STONE (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9050 SMALL AGED ASHLAR STONE) ON THE FREEWAY SIDE AND BEIGE DRY STACK (MANUFACTURED BY ARCHITECTURAL POLYMERS, #9110 LARGE STONE OHIO DRY STACK) ON THE PARK AND RESIDENTIAL SIDE. THE FEDERAL COLOR NUMBER FOR BEIGE IS NO. 17778.

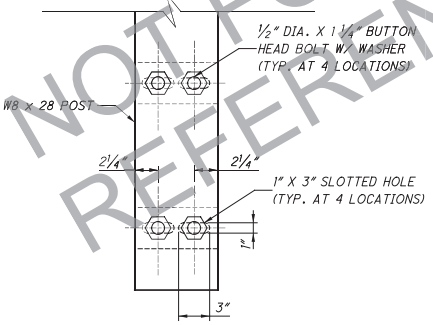


VIEW D-D



CONTRACTION JOINT

EXPANSION JOINT

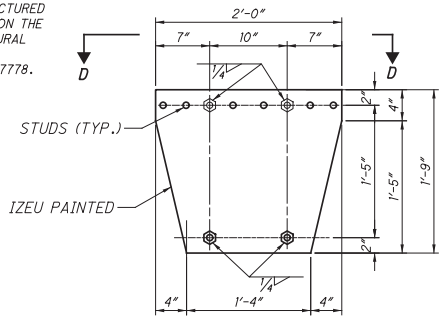


DETAIL A

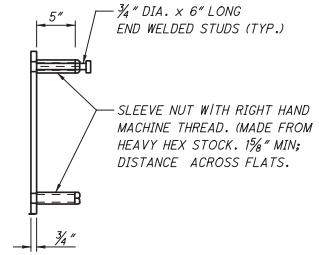
AT POST NO. (2) EACH END OF PARAPET

(SEE NOTE BELOW)

NOTE:
PANEL FABRICATOR SHALL FABRICATE SPECIAL PANELS TO BE PLACED BETWEEN POST 1 AND 2. THE LENGTH OF THESE PANELS SHALL BE MEASURED IN THE FIELD AND AS DIRECTED BY THE ENGINEER WITH ENOUGH OVERLAP TO COVER ADJACENT PANELS. SLOTTED HOLES SHALL BE PROVIDED OVER POST NO. 2 TO PROVIDE A FREE END FOR ANY MOVEMENTS CAUSED BY BRIDGE EXPANSION OR CONTRACTION. THESE HOLES SHALL BE 1" X 3" IN SIZE AND BOLTS SHALL BE 1/2" DIA. X 1 1/4" BUTTON HEAD WITH NUTS AND WASHER. ALL OTHER PANEL ATTACHMENTS SHALL BE BOLTED WITH SIMILAR BOLTS AS EXISTING. PAYMENTS FOR ALL ABOVE MATERIAL AND LABOR SHALL BE INCLUDED WITH ITEM 606 - SPECIAL - NOISE BARRIER (REFLECTIVE), PARAPET MOUNTED.



ELEVATION



END VIEW

POST ANCHOR DEVICE

NOT FOR CONSTRUCTION REFERENCE ONLY

CALCULATED MMS CHECKED NCK

NOISE BARRIER DETAILS

HAM-75-7.85

669 1045

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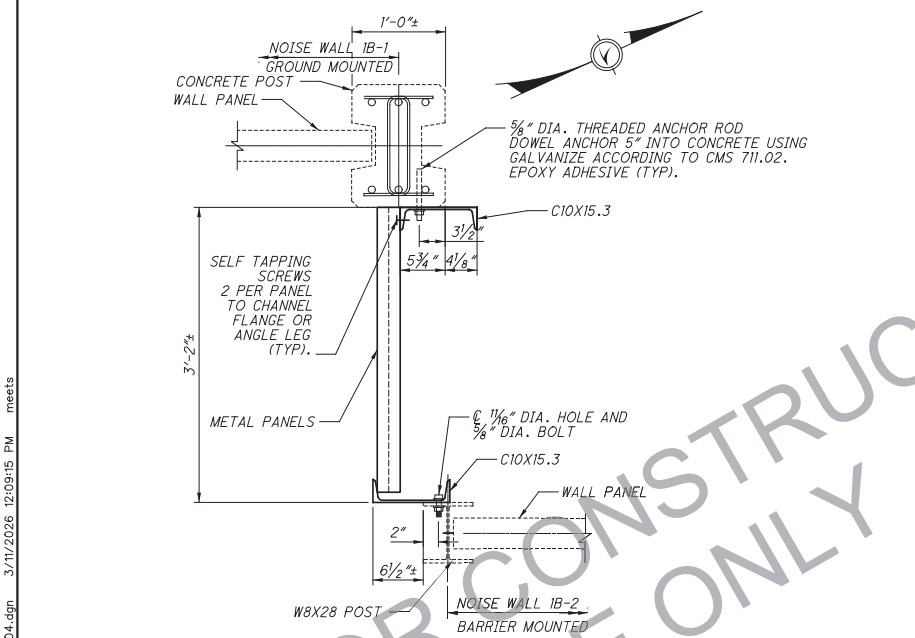

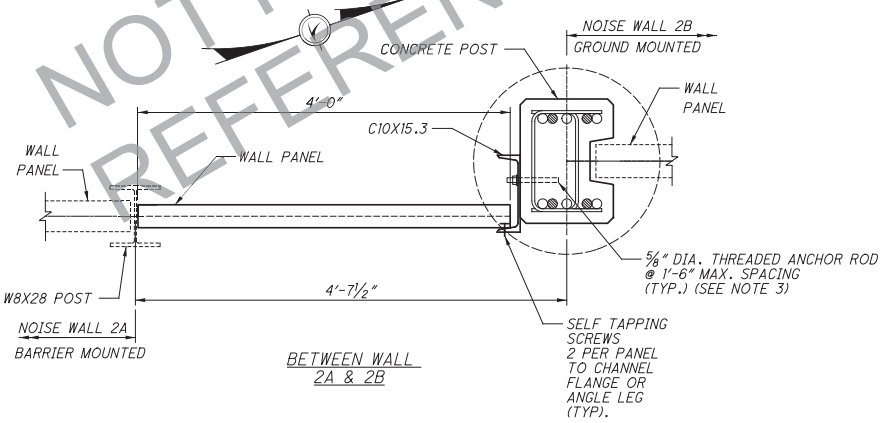

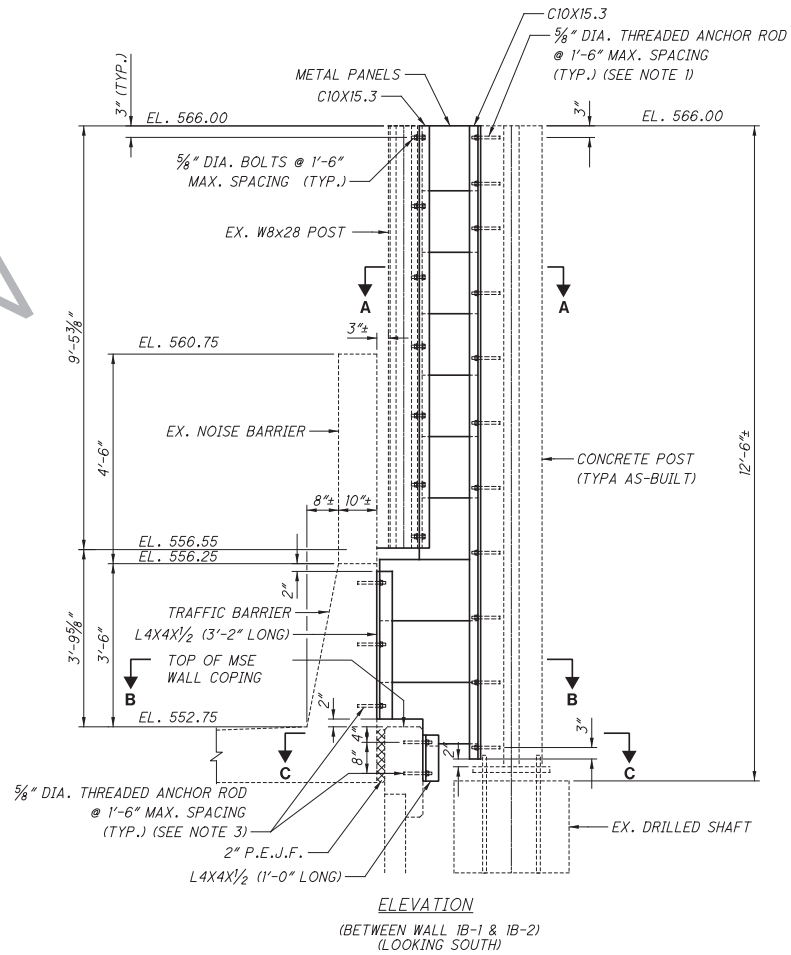

ELEVATION

(BETWEEN WALL 1B-1 & 1B-2)
(LOOKING SOUTH)

NOTES:

1. ACCURATELY PLACE 5/8" DIA. THREADED ANCHOR RODS TO AVOID INTERFERENCE WITH EXISTING REINFORCING STEEL. USE CONCRETE POST SHOP DRAWINGS AND AVAILABLE PLAN INFORMATION TO LOCATE REINFORCING STEEL.

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REFERENCE ONLY

CALCULATED MMS
CHECKED NCK

NOISE WALL PANEL DETAIL
(BETWEEN NOISE WALLS 1B-1&1B-2 AND 2A&2B)

HAM-75-7.85

670
1045

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WALL 1A FOUNDATION DATA

POST NO.	POST TYPE	WORK POINT STATION	DRILLED SHAFT TOP ELEVATION	SHAFT LENGTH
1	B	10+00.00	536.67	7
2	A	10+24.00	537.67	7
3	A	10+48.00	536.67	7
4	A	10+72.00	536.67	7
5	A	10+96.00	536.67	12
6	A	11+20.00	536.67	12
7	A	11+44.00	536.67	12
8	A	11+68.00	536.67	12
9	A	11+92.00	536.67	12
10	A	12+16.00	536.67	12
11	A	12+40.00	536.67	12
12	A	12+64.00	536.67	12
13	A	12+88.00	536.67	12
14	A	13+12.00	536.67	12
15	A	13+36.00	536.67	12
16	A	13+60.00	536.67	12
17	A	13+84.00	536.67	12
18	A	14+08.00	536.67	12
19	A	14+32.00	536.67	12
20	A	14+56.00	536.67	12
21	A	14+80.00	536.67	12
22	B	15+04.00	536.67	12

WALL 1B-1 FOUNDATION DATA

POST NO.	POST TYPE	WORK POINT STATION	DRILLED SHAFT TOP ELEVATION	SHAFT LENGTH
1	A	11+00.00	541.67	12
2	A	11+20.00	541.67	12
3	A	11+36.00	542.67	12
4	A	11+52.00	543.67	12
5	A	11+68.00	544.67	12
6	A	11+84.00	545.67	12
7	A	12+00.00	546.67	12
8	A	12+16.00	546.67	12
9	A	12+32.00	547.67	12
10	A	12+48.00	547.67	12
11	A	12+64.00	548.67	12
12	A	12+80.00	549.67	12
13	A	12+96.00	550.67	12
14	A	13+04.00	551.67	12
15	A	13+20.00	552.67	12
16	A	13+36.00	553.67	12
17	A	13+52.00	554.67	12
18	A	13+60.00	555.67	9.5
19	A	13+68.00	555.67	9.5
20	A	13+84.00	556.67	9.5
21	A	14+00.00	557.67	9.5
22	A	14+16.00	557.67	9.5
23	A	14+32.00	558.67	9.5
24	A	14+56.00	558.67	9.5
25	A	14+80.00	558.67	9.5
26	A	15+04.00	558.67	9.5
27	A	15+28.00	557.67	9.5
28	A	15+52.00	556.67	9.5
29	A	15+76.00	555.67	9.5
30	A	16+00.00	554.67	9.5
31	A	16+08.00	553.67	7
32	A	16+16.00	553.67	7
33	A	16+24.00	552.67	7
34	A	16+32.00	552.67	7
35	A	16+40.00	551.67	7
36	A	16+48.00	550.67	7
37	A	16+56.00	550.67	7
38	A	16+64.00	550.67	7
39	A	16+88.00	550.67	7
40	A	17+12.00	550.67	7
41	A	17+36.00	550.67	7
42	B	17+60.00	551.67	7

WALL 2B FOUNDATION DATA

POST NO.	POST TYPE	WORK POINT STATION	DRILLED SHAFT TOP ELEVATION	SHAFT LENGTH
1	B	60+00.00	554.67	12
2	A	60+13.00	554.67	12
3	A	60+26.00	554.67	12
4	A	60+50.00	554.67	12
5	A	60+74.00	555.67	12
6	A	60+98.00	556.67	12
7	A	61+22.00	556.67	7
8	A	61+46.00	557.67	7
9	A	61+70.00	559.67	7
10	D	61+94.00	560.67	7
11	D	62+02.00	560.67	7
12	A	62+17.00	560.67	7
13	A	62+32.00	560.67	7
14	A	62+40.00	561.67	7
15	D	62+64.00	562.67	7
16	D	62+88.00	562.67	7
17	A	63+12.00	563.67	7
18	A	63+36.00	564.67	7
19	A	63+60.00	564.67	7
20	A	63+84.00	565.67	7
21	A	64+08.00	565.67	7
22	A	64+32.00	566.67	7
23	A	64+56.00	566.67	7
24	A	64+80.00	567.67	7
25	A	65+04.00	567.67	7
26	A	65+28.00	567.67	7
27	A	65+52.00	568.67	7
28	A	65+76.00	568.67	7
29	A	66+00.00	568.67	7
30	A	66+24.00	569.67	7
31	A	66+36.00	569.67	7
32	A	66+44.00	569.67	7
33	A	66+68.00	569.67	7
34	A	66+92.00	569.67	7
35	A	67+16.00	570.67	7
36	A	67+40.00	570.67	7
37	A	67+64.00	570.67	7
38	A	67+88.00	570.67	7
39	A	68+12.00	570.67	7
40	A	68+36.00	570.67	7
41	A	68+60.00	569.67	7
42	A	68+84.00	569.67	7
43	A	69+08.00	569.67	7
44	A	69+32.00	569.67	7
45	A	69+44.00	568.67	7
46	A	69+56.00	568.67	7
47	A	69+80.00	568.67	7
48	A	70+04.00	567.67	7
49	A	70+28.00	567.67	7
50	B	70+40.00	567.67	7

NOT FOR CONSTRUCTION
REFERENCE ONLY

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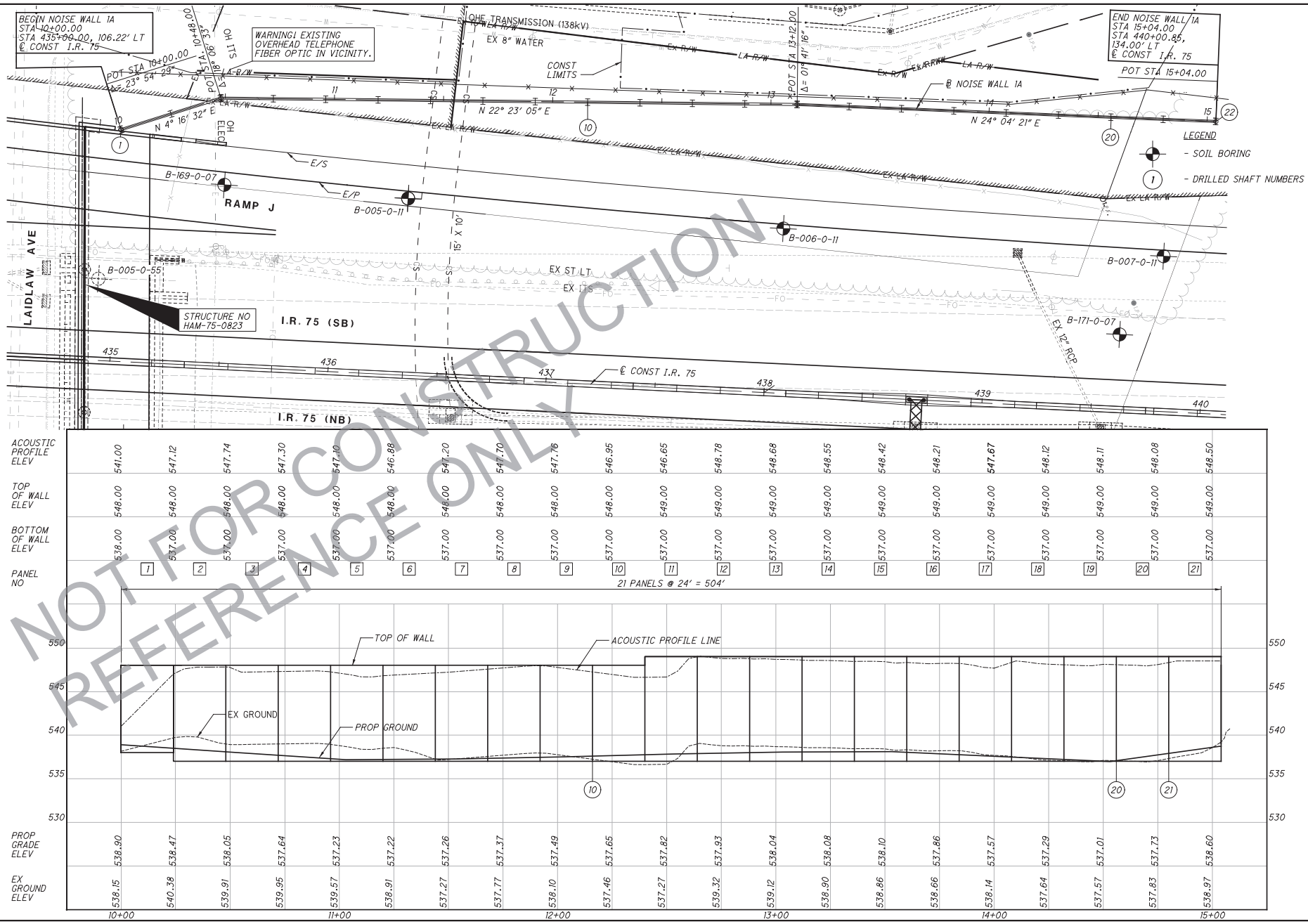
CALCULATED CFR
CHECKED NCK

NOISE WALL FOUNDATION DATA

HAM-75-7.85



ACOUSTIC PROFILE ELEV	541.00	547.12	547.74	547.30	547.10	546.88	547.20	547.70	547.76	546.95	546.65	546.78	548.68	548.55	548.42	548.21	547.67	548.12	548.11	548.08	548.50
TOP OF WALL ELEV	548.00	548.00	548.00	548.00	548.00	548.00	548.00	548.00	548.00	548.00	549.00	549.00	549.00	549.00	549.00	549.00	549.00	549.00	549.00	549.00	549.00
BOTTOM OF WALL ELEV	538.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00	537.00
PANEL NO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21

21 PANELS @ 24' = 504'

PROP GRADE ELEV	538.90	538.47	538.05	537.64	537.23	537.22	537.26	537.37	537.49	537.65	537.82	537.93	538.04	538.08	538.10	537.86	537.57	537.29	537.01	537.73	538.60
EX GROUND ELEV	538.15	540.38	539.91	539.95	539.57	538.91	537.27	537.77	538.10	537.46	537.27	539.32	539.12	538.90	538.86	538.66	538.14	537.64	537.57	537.83	538.97

10+00 11+00 12+00 13+00 14+00 15+00

NOT FOR CONSTRUCTION
REFERENCE ONLY

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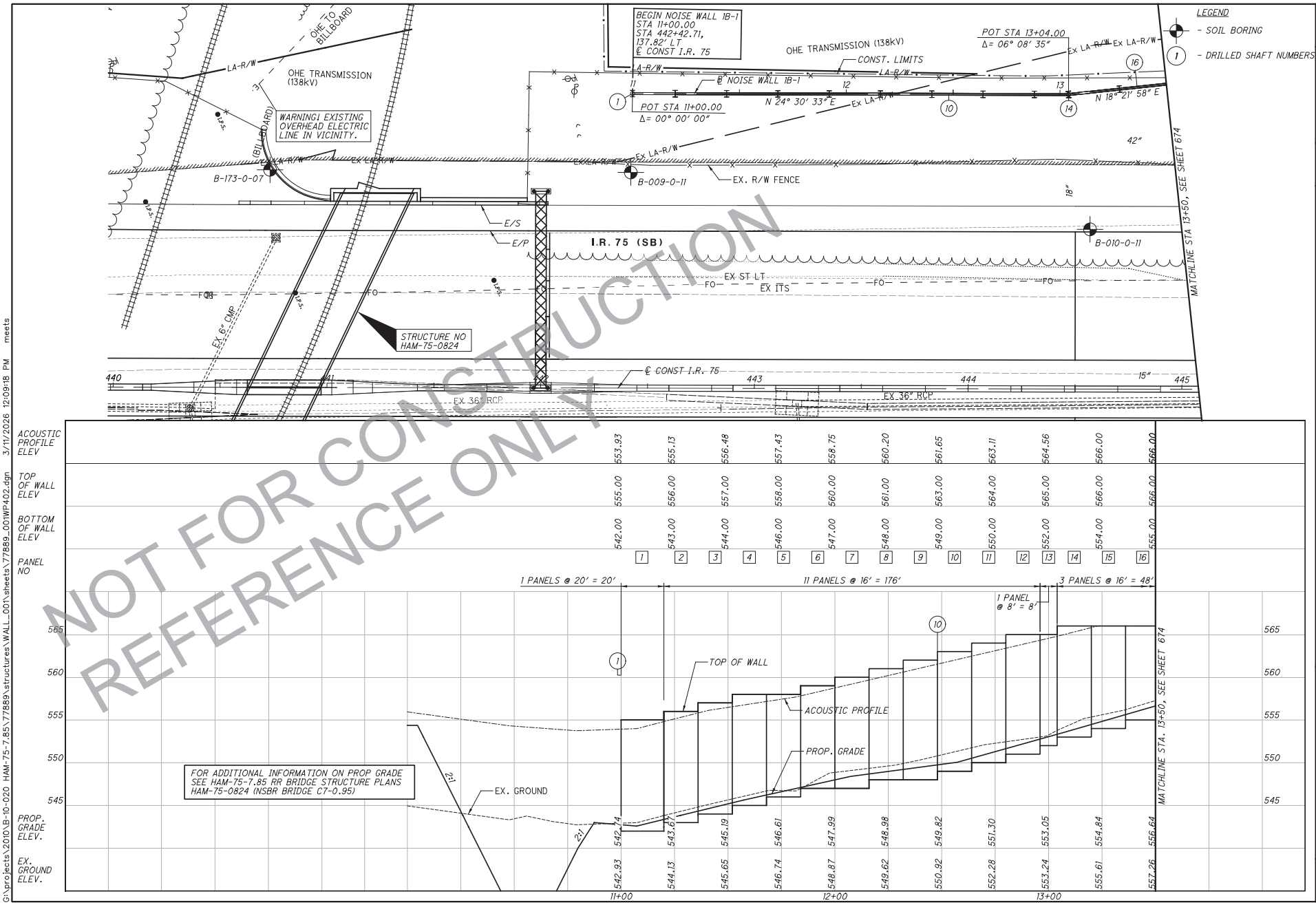
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CFR
CHECKED NCK

PLAN AND PROFILE - NOISE WALL 1A
STA. 10+00 TO STA. 15+04

HAM-75-7.85

672
1045



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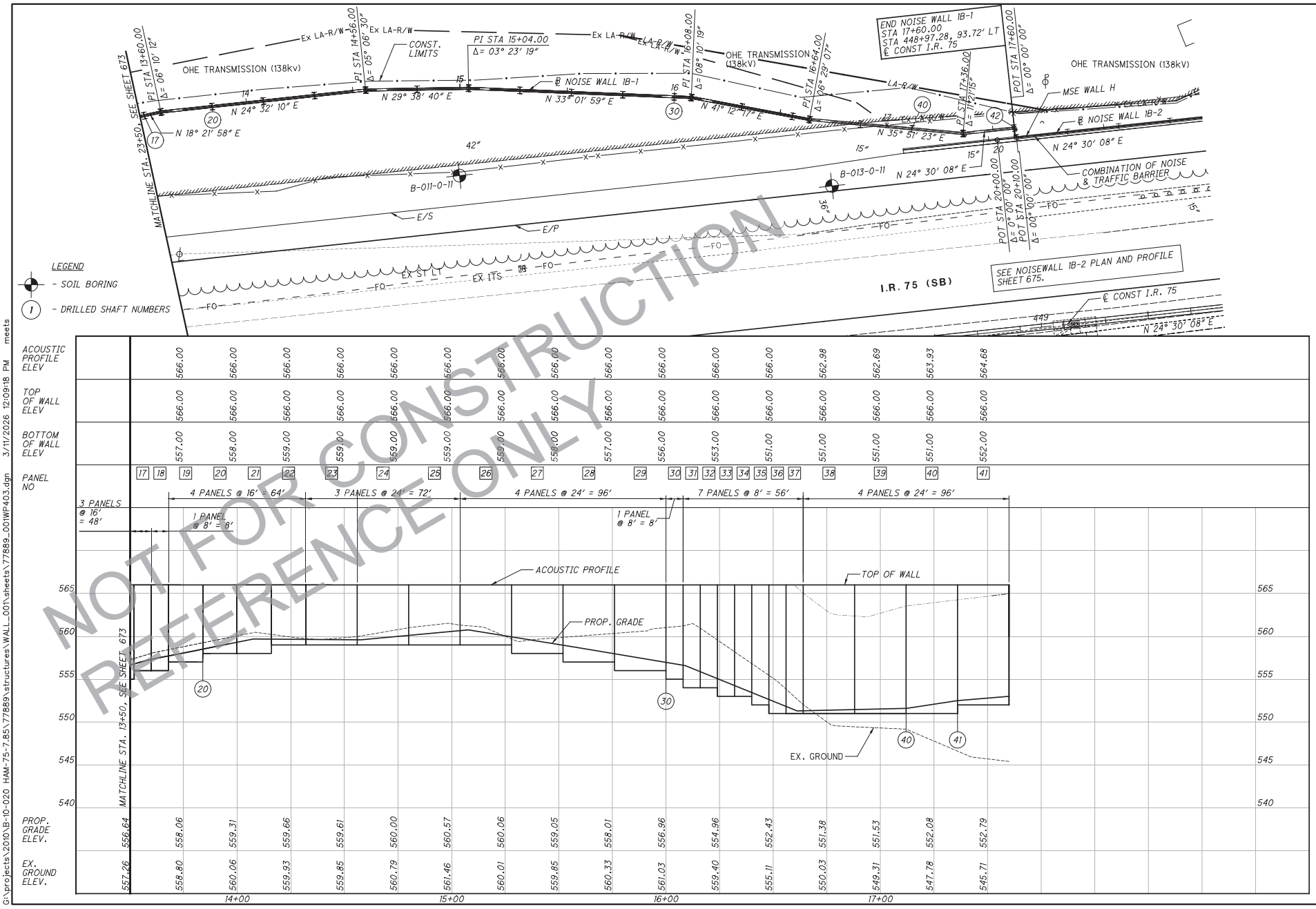
HORIZONTAL SCALE IN FEET

CALCULATED CFR
CHECKED NCK

PLAN AND PROFILE - NOISE WALL 1B-1
STA. 11+00 TO STA. 13+50

HAM-75-7.85

673
1045



NOT FOR CONSTRUCTION
REFERENCE ONLY

PLAN AND PROFILE - NOISE WALL 1B-1
STA. 13+50 TO STA. 17+60

HAM-75-7.85

674
1045

CALCULATED CFR
CHECKED NCK

HORIZONTAL SCALE IN FEET
0 10 20 40

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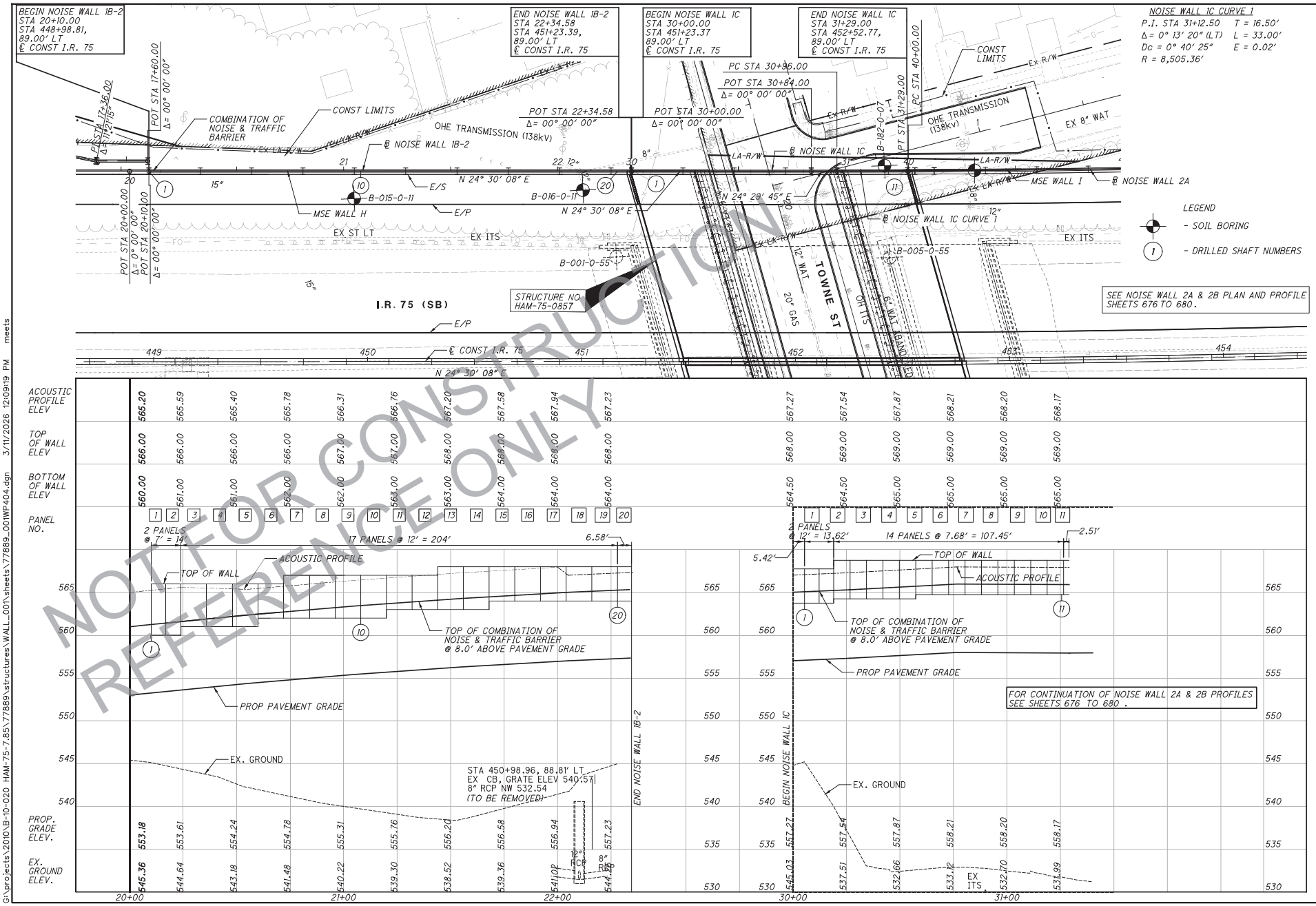

NOT FOR CONSTRUCTION
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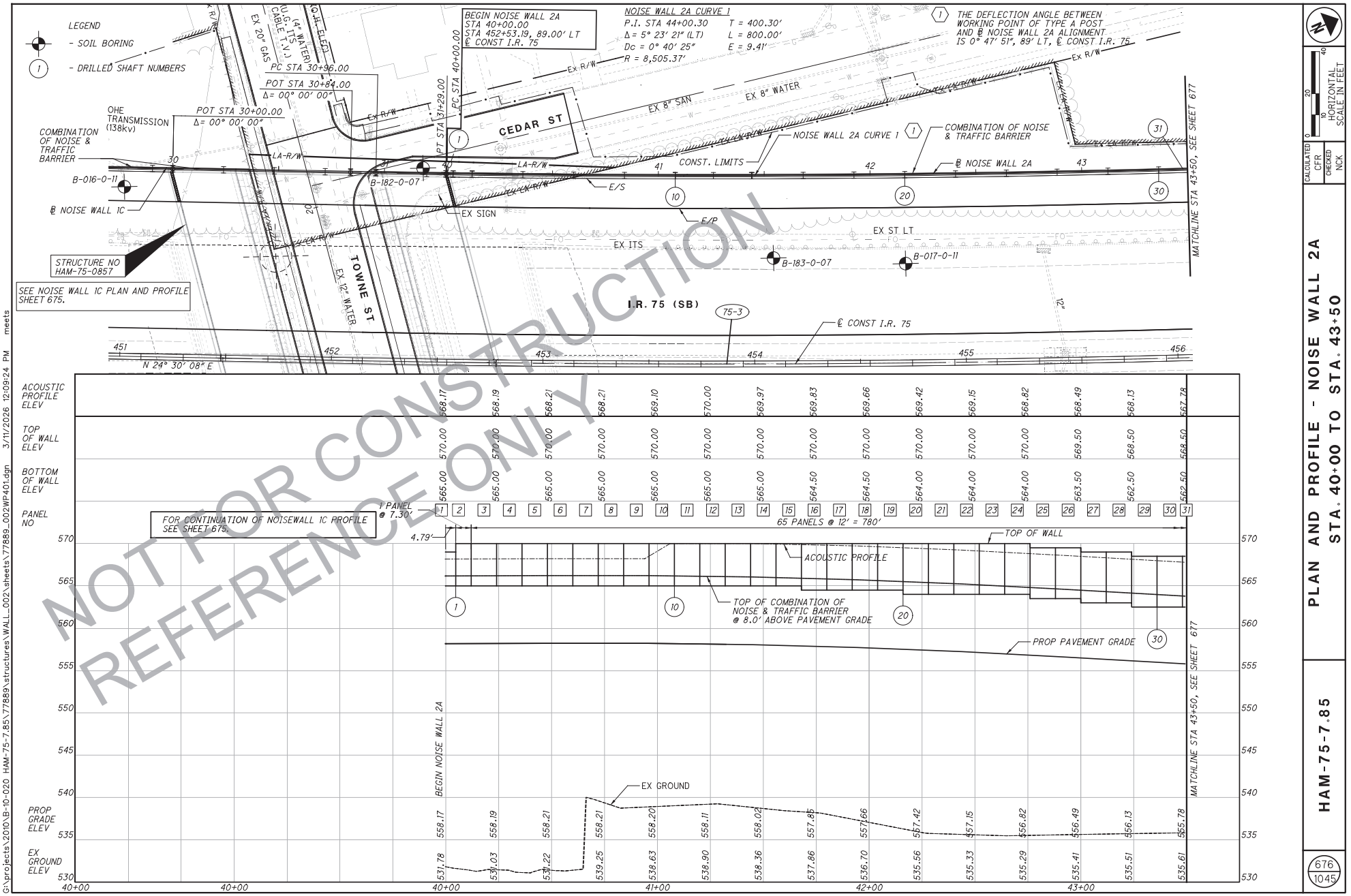
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CFR
CHECKED NCK

PLAN AND PROFILE - NOISE WALL 1B-2 & 1C
STA. 28+50 TO STA. 31+29.00

HAM-75-7.85

675
1045



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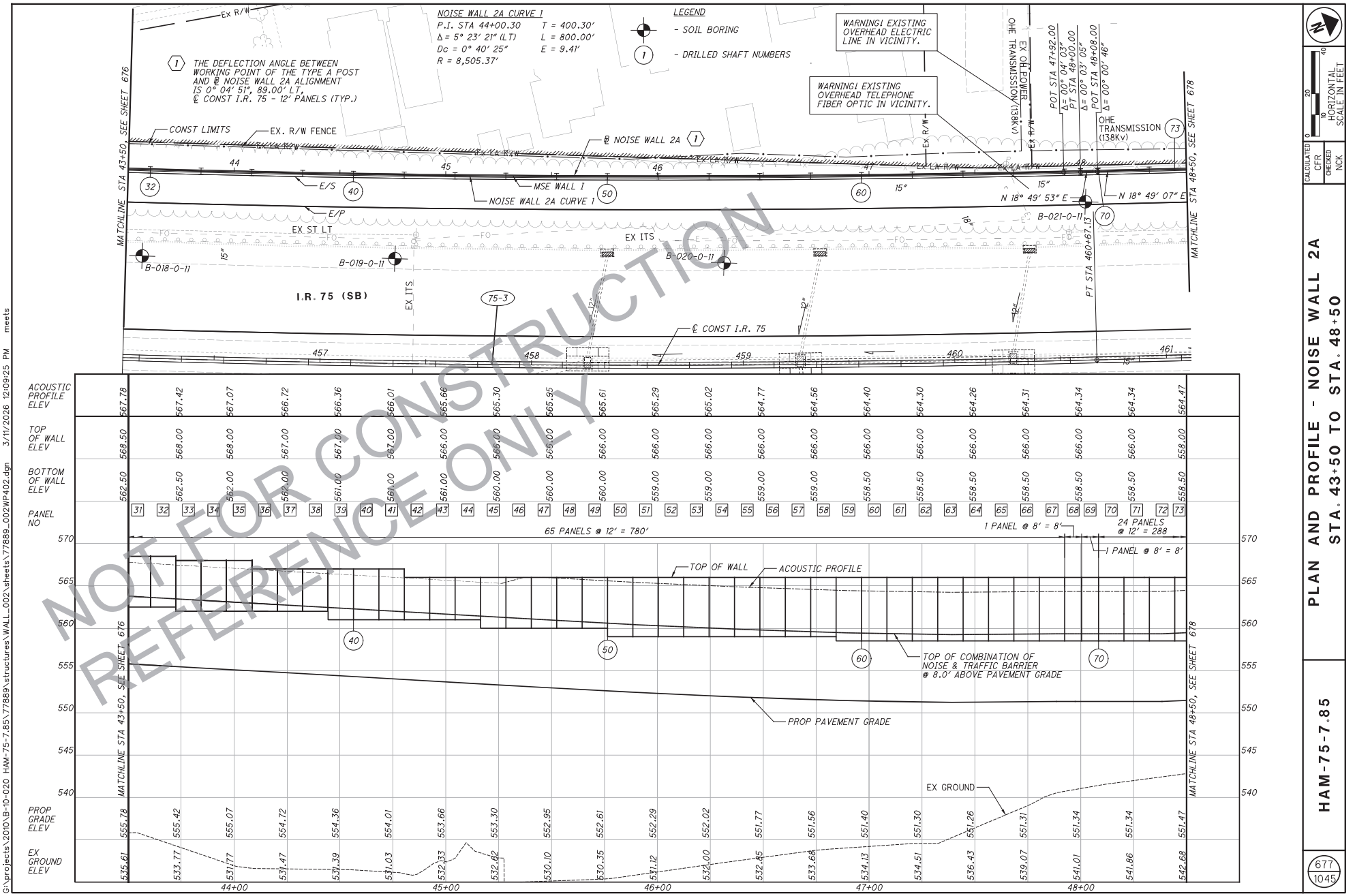
HORIZONTAL SCALE IN FEET
0 10 20 40

CALCULATED CFR
CHECKED NCK

PLAN AND PROFILE - NOISE WALL 2A
STA. 40+00 TO STA. 43+50

HAM-75-7.85

676
1045



NOT FOR CONSTRUCTION
REFERENCE ONLY

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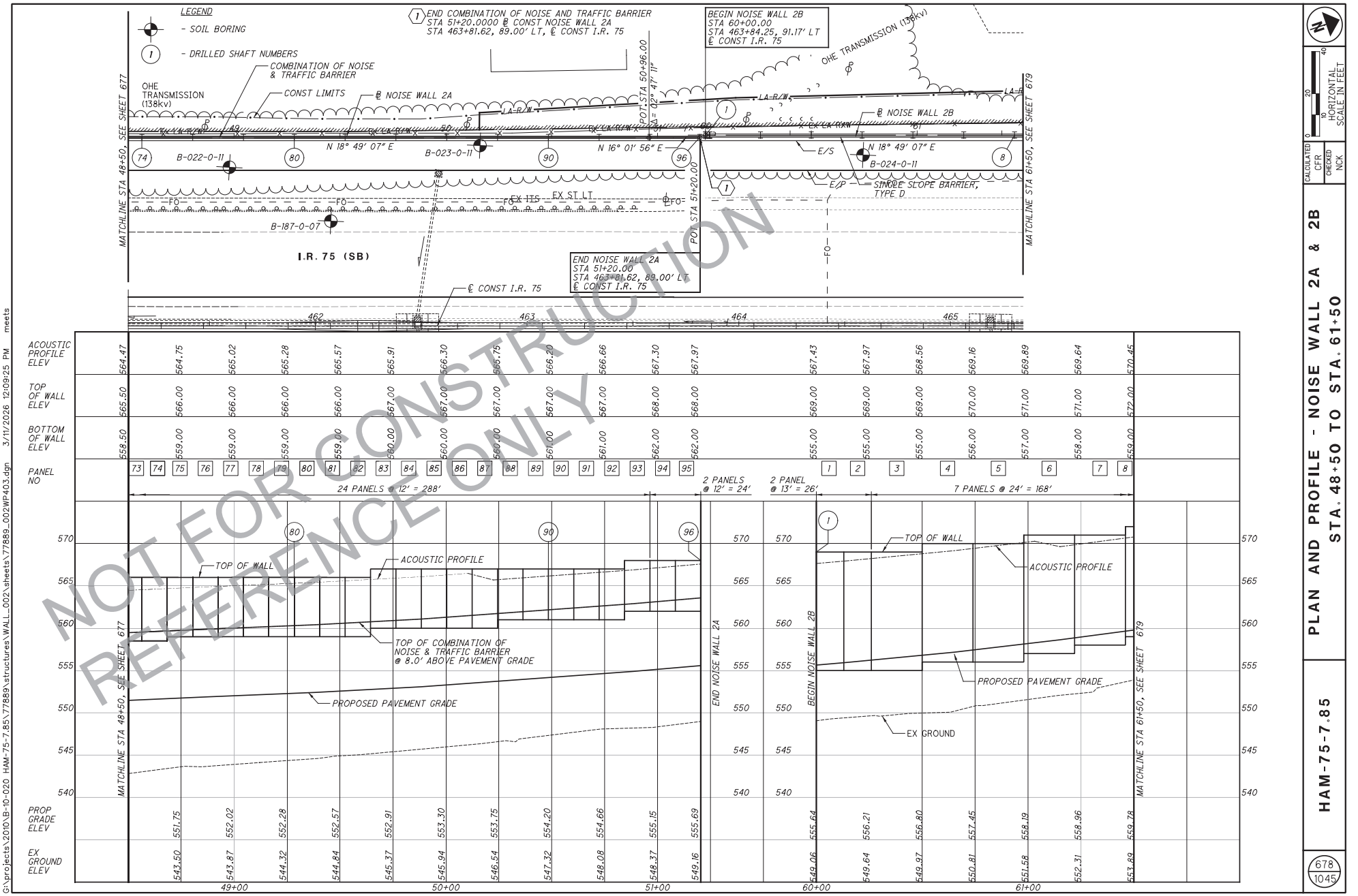
CALCULATED CFR
CHECKED NCK

HORIZONTAL SCALE IN FEET 0 10 20 40

PLAN AND PROFILE - NOISE WALL 2A
STA. 43+50 TO STA. 48+50

HAM-75-7.85

677
1045



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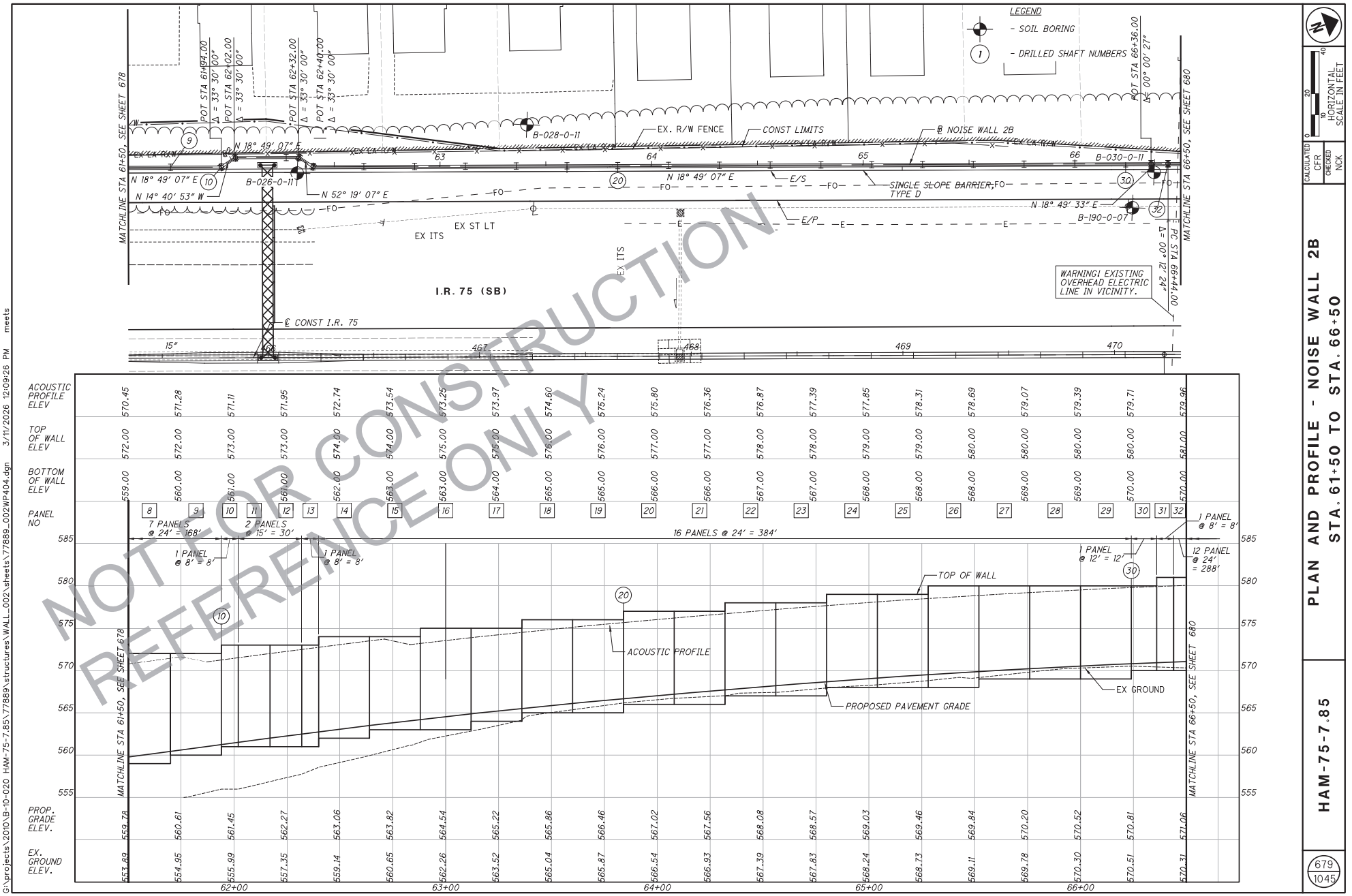
CALCULATED CFR
CHECKED NCK

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - NOISE WALL 2A & 2B
STA. 48+50 TO STA. 61+50

HAM-75-7.85

678
1045



NOT FOR CONSTRUCTION
REFERENCE ONLY

PLAN AND PROFILE - NOISE WALL 2B
STA. 61+50 TO STA. 66+50

HAM-75-7.85

679
1045

CALCULATED CFR
CHECKED NCK

HORIZONTAL SCALE IN FEET
0 10 20 40

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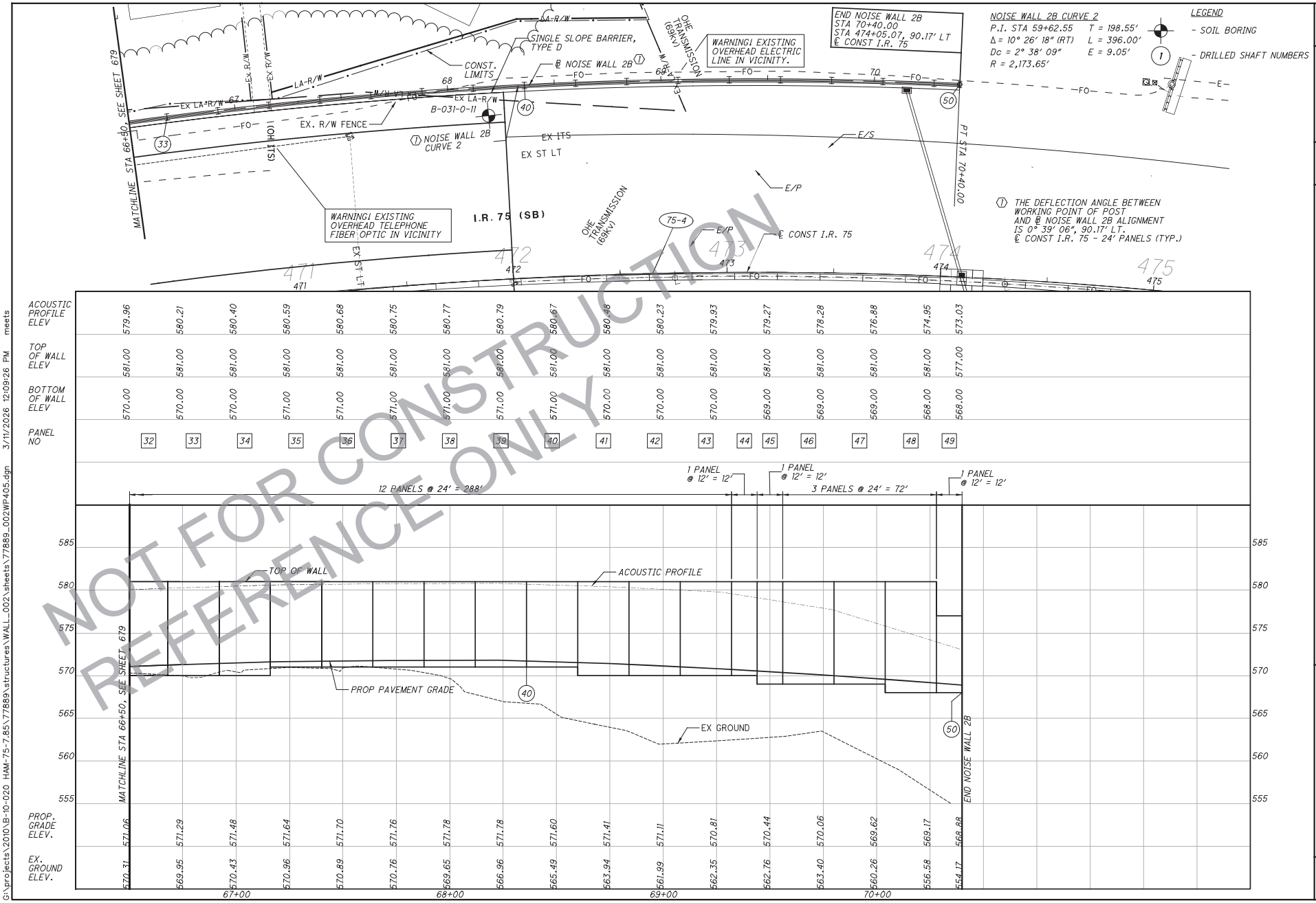

NOT FOR CONSTRUCTION
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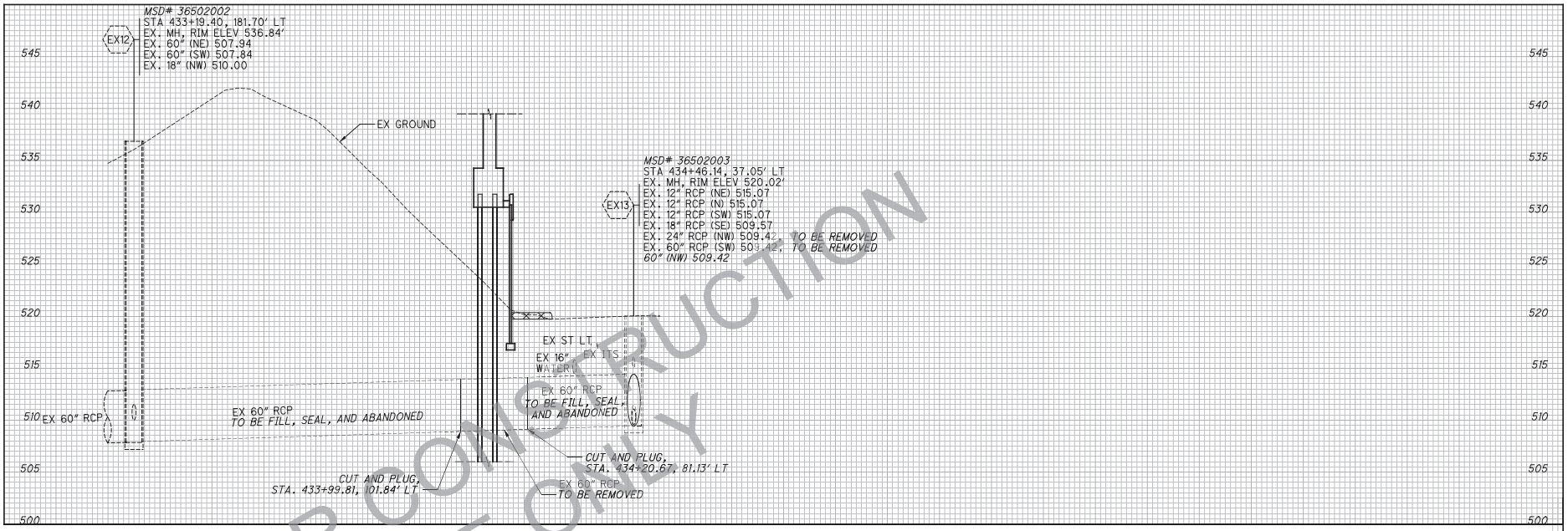
HORIZONTAL SCALE IN FEET 0 10 20 40

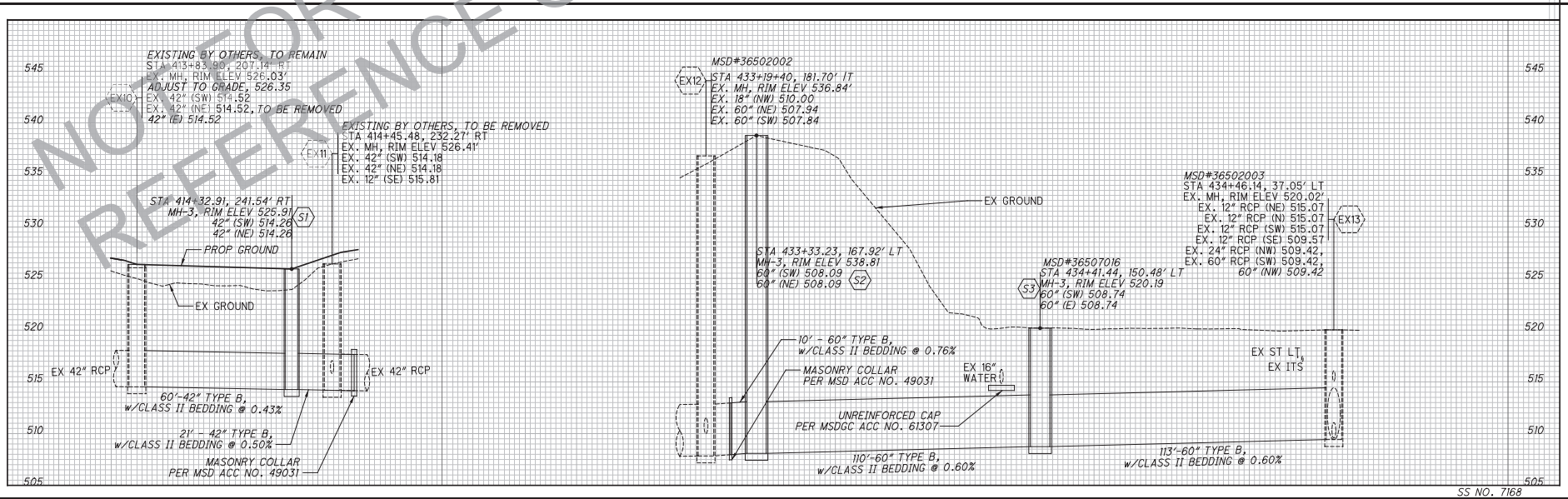
CALCULATED CFR CHECKED NCK

PLAN AND PROFILE - NOISE WALL 2B
STA. 66+50 TO STA. 70+40

HAM-75-7.85

680
1045





NOT FOR CONSTRUCTION
REFERENCE ONLY

SS NO. 7168

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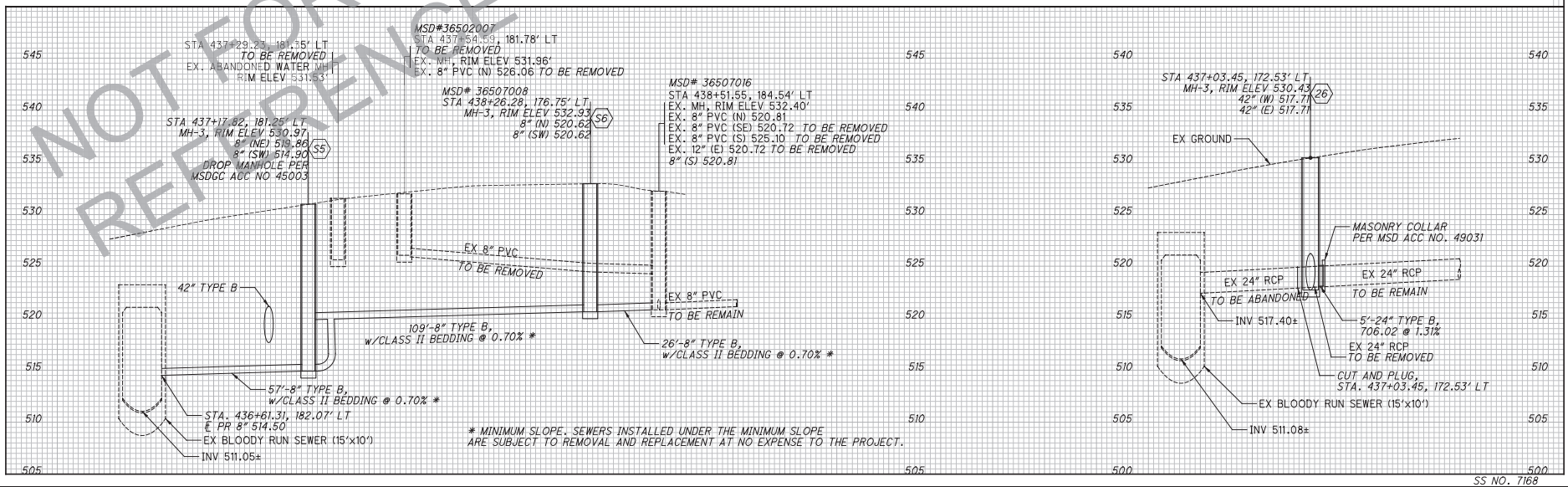
CALCULATED RSH
CHECKED EDK

SANITARY SEWER PROFILES

HAM-75-7.85

NOT FOR CONSTRUCTION
REFERENCE ONLY



CALCULATED RSH
CHECKED EDK

SANITARY SEWER PROFILES

HAM-75-7.85

682
1045

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GENERAL PROVISIONS

The Contractor is advised that there are several changes to the most recent edition of the City of Cincinnati Supplement dated January 1, 2023. These General Provisions include these changes. The Supplement and a Summary of Changes can be purchased or downloaded from the City's website:
http://www.cincinnati-oh.gov/dote/assets/File/2023%20CITY%20SUPPLEMENT-FINAL.pdf

Water main items are to be constructed in accordance with the provisions of the State of Ohio, Department of Transportation, Construction and Material Specifications, dated January 1, 2023, and modified by the City of Cincinnati Supplement to said State of Ohio Specifications, effective January 1, 2023, and any supplements or changes thereto. Copies of the State specifications are on file at the Office of Contract Sales of the State of Ohio, Department of Transportation, 25 South Front Street, Columbus, Ohio, and at the offices of the City Engineer of Cincinnati, Ohio. Submittal of a bid for this project implies that the Contractor has taken all provisions of the Supplement into account.

The Greater Cincinnati Water Works (GCWW) understands that differing site conditions results in extra work/change orders to the project. Change orders on GCWW contracts will be done in strict accordance with Item 109.05 C of the State of Ohio Department of Transportation Construction and Material Specifications dated January 1, 2023 or most recent edition and as modified in this City of Cincinnati Supplement. GCWW limits the mark up on wages and fringe benefits as described in 109.05 C. 2. "Labor" to 30%. It is expressly understood that regardless of the nature of the claim, or change in scope of work, the Contractor is not entitled to compensation for loss of anticipated profit or production.

As defined in the City of Cincinnati Supplement, sections 107.07 and 107.071, the Contractor is required to submit, at the time of the pre-construction meeting, a Site Safety Plan. Furthermore, the Contractor shall have an authorized and competent safety representative assigned to the project site.

The Contractor is advised that he has certain responsibilities under Section 153.64 of The Ohio Revised Code. For all underground utilities, contact the Ohio Utilities Protection Service at 1-800-362-2764 (toll free) 48 hours in advance of work. The Contractor is advised that all utility information has been shown on the contract plans from information provided by the owner of each utility in compliance with Sec. 153.64 of the Ohio Revised Code. In cases where utility information is incorrect and it results in a change in the contract plans the Contractor shall first notify the owner of the utility to determine the necessary course of action. The Contractor shall submit any subsequent claims as a result of downtime or additional work to the owner of the conflicting utility. The GCWW will not accept claims for any utility other than those as a result of incorrect water main and related appurtenance information.

The Contractor must locate or "pot hole" all utilities within the alignment of the proposed main a minimum of 50 feet ahead of pipe laying. Test holes must be dug, or trench excavated, a minimum of 50 feet (15.2 m) in advance of pipe laying, to assure proper clearance between the water main and any utility crossing, or underground structure. All utilities and structures shall be suitably braced and supported. The Contractor shall understand that any obstructions encountered in the installation of the main, due to the failure of having 50 feet (15.2m) of trench excavated ahead of laying operations, may require removal and relaying of the pipe at the contractors expense. The GCWW will not accept a claim for different utility conditions encountered when test holes are not performed as required.

Item 1120, "Exploratory Excavation", shall not include excavations within the limits of the proposed trench as defined in 1101.04 and 1101.05. Test holes are required on all utilities within 50 feet of the last laid pipe. Test holes within the alignment of the proposed trench are included in the Contractor's unit bid for Item 1101. Locations to be explored will vary from areas within the roadway to areas outside of the roadway.

It is the nature of construction that unmarked utilities or utilities not shown on the plans may be encountered within the excavation for the proposed work. The contractor is responsible for identifying all utilities encountered within the excavation and removing any abandoned utilities as necessary for the work. If abandoned utilities are encountered that are shown on the plans, are crossing the trench, or do not impede the excavation; no extra payment will be made to the contractor. Such work shall be included in the contractor's unit price bid for the appropriate "Item 1101 Furnishing & Laying Pipe and Fittings". If abandoned utilities are encountered that: are not shown on the plans, are along the length of the trench, and impede the excavation, such work will be paid via the contractor's unit price for "Item 202 Existing Pipe Removal".

Street pavement or sidewalk should not be disturbed for a distance of more than 200 Feet (61.0 m) ahead of the last laid pipe. Backfill shall be completed within 50 feet (15.2 m) of the last laid pipe. Temporary or permanent surface restoration must be installed within a distance of 200 feet (61.0 m) of the laid pipe, including those areas where main installations occur within a closed lane or closed street condition. Roadway plates may be used as a temporary measure for a period not to exceed 24 hours without the approval of the GCWW.

Any undermined pavement of more than 6 inches horizontal must be removed prior to starting trench backfill. If undermining of pavement occurs more than 1 foot, then pavement must be shored to protect traffic, or arrangements made for additional lane closures must be made. If problems continue to occur regarding trenching integrity, sheeting and bracing can be required by the City Engineer or the City Engineer's representative, at the contractor's expense. If any tunneling is necessary, adequate information shown in both plan and profile and tunneling procedures must be submitted to the City Engineer's Office prior to commencement of work.

The GCWW has made every effort to depict the pipe sewers and lateral information on the plans. The Contractor is advised that sewer laterals are shown in plan view only. The Contractor shall determine the elevation of the sewer laterals in advance of laying the water main at these crossings. If the sewer laterals require changing in order to avoid conflict with the water main, or if the Contractor encounters a pipe sewer or lateral in the excavation that was not shown on the plans and requires a change of grade or alignment due to the installation of the water main, the Contractor shall furnish all necessary labor, material, tools, and equipment required to change the grade or alignment of pipe sewers and laterals of various sizes, allowing installation of water mains and appurtenances as shown on the plans, or as directed by the GCWW Inspector. This work shall include all necessary excavation, backfill, and restoration. The Contractor will be compensated under Item 1123, "Changing Pipe Sewers 6 Inch and Under". When crossing sanitary and combination sewers, a vertical clearance of 18" must be maintained.

Notice of Confidentiality – Public Infrastructure Record

This Document is a Public Infrastructure Record of the City of Cincinnati and its Greater Cincinnati Water Works, and is not subject to the public disclosure requirements of the public records laws of the State of Ohio and federal government. This Document is being provided on the basis of your reported need, and shall be considered confidential. By accepting this Document, you agree that it will not be shared or otherwise disclosed to anyone other than persons who have a direct need to know for the sole purpose of carrying out the project for which this Document was obtained. Anyone receiving this Document is bound by the same confidentiality requirements and must take precautions to protect against its dissemination.

The failure to observe the confidentiality requirements of this Notice shall serve as the basis for the City of Cincinnati to immediately seek legal recourse, including the recovery of actual damages resulting from unauthorized access or disclosure of the Document.

1-800-362-2764
OHIO Utilities Protection SERVICE
Call Before You Dig

The Contractor is advised that due to the alignment of the proposed water main, it may be necessary to install a temporary valve box over an existing chambered valve that must remain in service during the water main installation as directed by the GCWW Inspector. The chamber shall be abandoned, a valve box (furnished by the contractor) placed over the valve, and upon project completion, the valve box must be removed. The contractor will not receive additional compensation for this work, but should include the cost of this work in his unit bid price for Item 1101, "Furnishing & Laying Ductile Iron Pipe and Fittings".

It is the Contractor's responsibility to provide adequate water supply for domestic and fire fighting purposes. In order to accomplish the water main connections with a minimum amount of inconvenience to the consumers, it may be necessary to do the work at other than normal working hours or as may be scheduled by the GCWW.

The Contractor is advised that the operating pressure of the existing water main within the limits of the subject project is approximately 160–185 P.S.I.

In order to minimize the inconvenience of the consumers, the number of shutdowns required to do the proposed water main work shall be limited. Only one shutdown, limited to 8 hours, will be allowed during a 24 hour period.

All water service branches have a minimum cover of 3.0 feet.

The Contractor is advised that it shall be necessary to install temporary Plug/caps on the existing and proposed water mains in order to maintain service during testing and water main and branch connections. These temporary Plug shall be furnished by the contractor. He is responsible for their proper installation. The cost for this work shall be included in the Contractor's unit bid price for the appropriate Item 1101, "Furnishing & Laying Ductile Iron Pipe and Fittings".

The Contractor is required to excavate and expose the existing utilities and existing water mains along the line of the proposed water main and all proposed connection points to verify location, diameter, line and grade. Also, if the removal of the bulkhead or plug is required all excavation and temporary/permanent restoration shall be compensated under the Contractor's unit bid price for Item 1101, "Furnishing & Laying Ductile Iron Pipe and Fittings".

The Contractor is advised that all C.J. Plug are to be restrained with a Field Lok Gasket and all M.J. caps are to be restrained using a M.J.R.G. This includes temporary Plug and caps for testing purposes. When a temporary plug is used, the contractor is permitted to remove the plug by cutting the section of pipe containing the plug and using a solid sleeve at that point to complete the tie-in. In the event that a cap is used, the contractor shall remove the M.J.R.G. and cap before completing the tie-in.

The Contractor is advised that on any fire hydrant required to be relocated with this project, all bolt assemblies shall be replaced. The cost for this work shall be included in the unit bid price for Item 1113 "Relocating Existing Fire Hydrants". No part of any fire hydrant setting shall be installed closer than five feet to any driveway, inlet, utility pole or guy wire anchor. No part of any fire hydrant setting shall be installed closer than five feet to any driveway, inlet, utility pole or guy wire anchor. Contractor shall provide all labor, material, equipment,and traffic control to test fire flow on all fire hydrants included in this water main replacement project in accordance with the fire hydrant flow testing scope included with the bid documents. If necessary, existing adjacent hydrants may need to be included in the fire hydrant testing. The need to test existing hydrants will be determined by the GCWW Inspector. Contractor shall provide all labor, material and equipment to paint [all] fire hydrants [numbered FH-1 – FH-12] that are located within the Cincinnati City limits in accordance with the fire hydrant painting scope included with the bid documents. Painting shall only apply to fire hydrants inside the Cincinnati City limits as noted on the plans.

Item 1111, "Water Works Valve Chambers" shall also cover the furnishing and installing of Precast Reinforced Concrete Chambers in accordance with O.D.O.T. Specification 706.13. All pertinent provisions of this item and GCWW Standard Drawing No. 104-1A shall apply. Precast chambers shall be used in all locations where space permits and as directed by the GCWW.

Air cocks may be necessary for the proper operation of the water system. The Air Release Assembly which may not be shown on the drawing, will be furnished and installed by the Contractor per the detail on these plans, if required by the GCWW.

It shall be the Contractor's responsibility to arrange for the removal and replacement of any poles and guys necessary for the installation of the proposed water mains, and any cost connected thereto shall be at his expense.

All pipe and specials shall be in accordance with City of Cincinnati Specification 40-110-16.

All procured water main and appurtenance materials, other than those furnished through the GCWW must be properly certified; certified by GCWW inspection; or already inspected by the GCWW. Pipe, fittings, valves and fire hydrants must be GCWW inspected and stamped materials.

The Contractor should be advised that all Fittings (Bends, Offset Bends, Tees, Crosses, Sleeves, Caps and Plug) supplied for this job may be either ANSI/AWWA C-110 Full-body Ductile Iron, Cement Lined Fittings or ANSI/AWWA C-153 Compact Ductile Iron, Fusion Bonded Epoxy Coated Fittings in accordance with City of Cincinnati, Department of Purchasing, Standard Specification No. 40-110-12 for Pipe and Fittings Water, Ductile Iron 3" to 60". All fittings are subject to inspection and approval by appropriate GCWW Inspection personnel. Minor pinholes and abrasions to epoxy coated valves and fittings are to be repaired using 3M Hot Melt Patch Compounds (H.M.P.C.) in the stick form. Repair procedures shall be in accordance with the General Application Steps identified for the H.M.P.C. All repairs to epoxy coated fittings are subject to inspection and approval by appropriate GCWW Inspection personnel.

All rejected material, including pipe and fittings, shall be removed from the project site immediately.

The Contractor must maintain access to sidewalks at all times. Storage of any materials within the public Right of Way, including sidewalks, is not permitted unless approved by GCWW, the Project Engineer, or as indicated on the approved plans.

All copper tubing shall be type "K" of a standard nominal size: 3/4", 1", 1-1/2" and 2". All fittings will have copper flare type connections and shall be in accordance with City of Cincinnati Specification No. 40-113-05.

The contractor shall furnish the necessary certifications for branch material.

All proposed water mains will be hydrostatically tested for leakage in accordance with 1101.054,"Hydrostatic Test for Leakage', of the appropriate Item 1101, "Furnishing & Laying Ductile Iron Pipe and Fittings".

The Contractor will be responsible for filling, flushing, and pressure testing new water mains, 20" or smaller. The contractor will provide all labor, material and equipment (including the necessary pumps to apply the pressure test). The Water Works will provide the necessary meter and gauge. All costs for this work shall be included in the contractor's unit bid price for Item 1101, "Furnishing & Laying Ductile Iron Pipe and Fittings". Once the filling and pressure testing are completed, the Contractor will be responsible for flushing the proposed water main and the GCWW will be responsible for bacteria sampling. The GCWW will be responsible for filling, pressure testing and flushing new water mains greater than 20".

The Contractor is responsible for all pipe sewers disturbed in the completion of this project. In the event it becomes necessary to repair or replace existing pipe sewers, the Contractor must notify Sewer Maintenance, (513)244-1369, before proceeding with the work.

The Contractor is advised that his unit bid prices for the appropriate Item 1101, "Furnish & Install Pipe and Fittings", includes final restoration of all disturbed surfaces. The GCWW will not make full compensation under Item 1101 until final restoration is complete.

'All valve and air release box assemblies shall be domestically manufactured.

All box assemblies for 12-inch and smaller gate valves and 1-inch air releases shall be either Tyler Union Series 6850, EJ Series 8500, or Bingham & Taylor Series 4905, or GCWW approved equal. Box assemblies for these applications require a frost plug and "BOXLOK."

All box assemblies for 16-inch and above butterfly or gate valves and 2-inch air releases shall be EJ Series 460, or GCWW approved equal. Box assemblies for these applications require a frost plug.

All costs associated with adherence to these requirements shall be included in the Contractor's unit bid price for Item 1116 – Furnishing and Installing Valve Box Complete.

SUGGESTED BILL OF MATERIAL

FURNISHED BY CONTRACTOR

QTY	UNIT	DESCRIPTION
1	EACH	6" DUCTILE IRON PIPE, C.J., TH. CL. 55, 20' LENGTH
7	EACH	8" DUCTILE IRON PIPE, C.J., TH. CL. 55, 20' LENGTH
1	EACH	12" DUCTILE IRON PIPE, C.J., TH. CL. 56, 20' LENGTH
1	EACH	16" DUCTILE IRON PIPE, C.J., TH. CL. 56, 20' LENGTH
2	EACH	16" WIDE POLYETHYLINE TUBE, 16" WIDE X 20' LONG, 4 MIL CROSS LAMINATE
8	EACH	20" WIDE POLYETHYLINE TUBE, 20" WIDE X 20' LONG, 4 MIL CROSS LAMINATE
2	EACH	27" WIDE POLYETHYLINE TUBE, 20" WIDE X 20' LONG, 4 MIL CROSS LAMINATE
2	EACH	34" WIDE POLYETHYLINE TUBE, 20" WIDE X 20' LONG, 4 MIL CROSS LAMINATE
2	EACH	1 1/2" WIDE POLYETHYLINE TAPE WITH ADHESIVE (100' ROLL)
4	EACH	8" 45 DEGREE BEND, 2 M.J.
1	EACH	8" CAP, M.J. (TEMP.)
2	EACH	6" SOLID SLEEVE, 2 M.J.
2	EACH	12" SOLID SLEEVE, 2 M.J.
1	EACH	16" SOLID SLEEVE, 2 M.J.
1	EACH	8" X 4" TEE, 2 M.J. X FLG.
1	EACH	16" X 6" TEE, 2 M.J. X FLG.
1	EACH	12" X 8" TEE, 3 M.J.
2	EACH	6" VALVE, FLG. X M.J.
1	EACH	8" VALVE, 2 M.J.
2	EACH	6" FLANGE TYTE GASKET
3	EACH	VALVE BOX COMPLETE, IRON
3	EACH	VALVE BOX FROST PLUG
3	EACH	VALVE BOX BOXLOK (VALVE BOX ALIGNMENT DEVICE)
2	EACH	6" FH EXTENSION (6" LONG)
4	EACH	6" MECHANICAL JOINT RESTRAIN GLAND (MJRG)
19	EACH	8" MECHANICAL JOINT RESTRAIN GLAND (MJRG)
2	EACH	12" MECHANICAL JOINT RESTRAIN GLAND (MJRG)
4	EACH	16" MECHANICAL JOINT RESTRAIN GLAND (MJRG)
5	EACH	8" FIELD LOK GASKET

SERVICE BRANCH MATERIALS FURNISHED BY CONTRACTOR

QTY	UNIT	DESCRIPTION
1	EACH	3/4" FERRULE
1	EACH	3/4" INSULATING COUPLING
1	EACH	CURB BOX

FURNISHED BY GCWW

QTY	UNIT	DESCRIPTION
2	EACH	6" FIRE HYDRANT, KENNEDY K81-D

***Note: Contractor shall verify the size and material of each service branch at the property line prior to installing branch. Cost for this work to be included in Item 1126–"Furnishing and Installing Copper Service Pipe w/ Aqua Shield".

The materials listed are only suggested for use during the water main and branch relocation work as proposed on the drawings. The contractor shall furnish additional material where needed. No allowance will be made for unused material nor will any extra payment be made for additional specials required to complete the water main work. Before ordering material the contractor is responsible for making his own field measurements and for field verifying the O.D. of existing water mains where sleeves and pipe couplings are involved.

Note 1:
Valves furnished by the contractor shall be; American Resilient Wedge Gate Valve Series 2500, U.S. Pipe Metroseal Gate Valve, Kennedy Valve Ken Seal II Resilient Gate Valve, Clow F-6100 Series Resilient Wedge Gate Valve, Mueller 2360 Resilient Wedge Gate Valve.

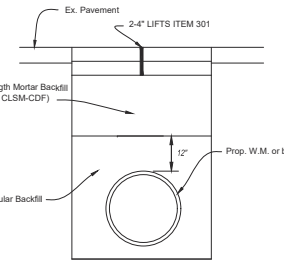
Note 2:
Low-Lead Brass Material Requirements:
All components in contact with water shall be fabricated from Sebiloy II or Federalloy I-836 alloys or a material approved by the Engineer. All components that do not come in contact with water shall comply with the requirements of ASTM B 62 Copper Alloy Number.
Coated or washed metals are not acceptable if their lead levels exceed .25% by weight prior to the coating or washing process. All service fittings and materials shall be certified as suitable for contact with drinking water by an accredited certification organization in accordance with ANSI/NSF Standard 61, Drinking Water Systems Components – Health Effects. All service fittings shall either be stamped or embossed with the letter "NL", to indicate "No-Lead", or marked to indicate that the product is manufactured from the low-lead alloys.

Note 3:
Special Note on Service Pipe in Corrosive Soils:
Service tubing is to be soft K Copper manufactured to the requirements of ASTM B88. Service tubing coating shall have NOVA Polyethylene LLDPE extrusion resin PP-0118-F coating to meet minimum of .026 mil thickness containing UV inhibitors. Service tubing shall have identification & traceability on both copper & plastic continuously line-marked with tube contents, ASTM specification, size, & descending footage. Unique lot number printed on both copper & plastic allowing product to be traced back to origin and time of manufacturing. Service tubing shall be Aqua Shield as manufactured by KAMCO Products Inc. or approved equal.

Note 4:
Mechanical Joint Restrain Gland (MJRG):
All mechanical joint restraint glands furnished by the contractor shall be any of the following:
EBAA--Megalug
TYLER/UNION--Tufgrip
STAR--Stargrip
FORD--Uni-Flange Series 1400

All products shall be domestically manufactured.

STANDARD WATER MAIN TRENCH INSTALLATION DETAIL
(TEMPORARY RESTORATION)



**PERMANENT RESTORATION SHALL BE DONE IN ACCORDANCE WITH THE CONTRACT SPECIFICATIONS AND/OR PROJECT PLAN TYPICAL SECTIONS.

IN AREAS WHERE THE PAVEMENT; BASE AND/OR SUB-BASE IS TO BE REPLACED AS PART OF THE ROADWAY CONTRACT, THE COST FOR PERMANENT PAVEMENT RESTORATION SHALL BE INCLUDED UNDER THE APPROPRIATE PAVEMENT BID ITEMS. COST FOR TEMPORARY PAVEMENT RESTORATION IN THESE AREAS SHALL BE INCLUDED IN THE CONTRACTOR'S APPROPRIATE UNIT BID PRICE FOR ITEM 1101 OR ITEM 1126.

UNLESS OTHERWISE NOTED ON THE PLANS, AREAS WHERE THE EXISTING PAVEMENT, BASE AND/OR SUB-BASE ARE NOT TO BE DISTURBED, THE COST FOR TEMPORARY AND PERMANENT PAVEMENT RESTORATION SHALL BE INCLUDED IN THE CONTRACTOR'S APPROPRIATE UNIT BID PRICE FOR ITEM 1101 OR ITEM 1126.

*BACKFILL OF THE WATER MAIN AND BRANCH TRENCH SHALL BE DONE IN ACCORDANCE WITH G.C.W.W. SPECIFICATIONS. ALL WATER MAINS AND BRANCHES INSTALLED OUTSIDE OF THE PAVEMENT AREA SHALL UTILIZE GRANULAR BACKFILL IN LIEU OF THE CONTROL DENSITY FILL. ALL COSTS FOR BACKFILL SHALL BE INCLUDED UNDER ITEM 1101 OR ITEM 1126.

CONTROLLED DENSITY FILL MUST MEET BOTH HAMCIN: CLSM-CDF PERFORMANCE SPECIFICATION AND O.D.O.T. SPECIFICATION. ALL FLOWABLE FILL PRODUCTS SHALL MEET THE REQUIREMENTS OF THE CURRENT HAMCIN CLSM-CDF BACKFILL SPECIFICATION (DATED MARCH 2015). COPIES OF THE HAMCIN CLSM-CDF BACKFILL SPECIFICATION ARE MADE AVAILABLE AT THE GCWW ENGINEERING OFFICES AT 4747 SPRING GROVE AVENUE, CINCINNATI DEPARTMENT OF TRANSPORTATION & ENGINEERING AT 801 PLUM STREET, OR THEIR WEBSITE:
HTTP://WWW.CINCINNATI-OH.GOV/DOTE/MANUALS-PERMITS-SUPPLEMENTS/
ALSO, THE CONTRACTOR SHALL SUBMIT, PRIOR TO THE START OF CONSTRUCTION, THE NECESSARY DOCUMENTATION FOR REVIEW AND APPROVAL BY THE GCWW.

PLEASE NOTE THAT THE G.C.W.W. REQUIREMENT IS IN ADDITION TO HAMCIN SPECIFICATIONS FOR FLOWABLE FILL PRODUCTS. A COPY OF THE G.C.W.W. REQUIREMENT IS AVAILABLE AT THE G.C.W.W. ENGINEERING OFFICE LOCATED AT 4747 SPRING GROVE AVENUE. CONTACT THE SUPERVISOR OF INSPECTION AT 591-7870.

PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT THE NECESSARY CONTROLLED DENSITY FILL COMPLIANCE DOCUMENTATION FOR REVIEW AND APPROVAL BY THE G.C.W.W.

GCWW NOTE:
ALL FIELD LAYOUT OF WATER MAIN PIPE AND SPECIALS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE PERFORMED BY A LICENSED SURVEYOR.

INDEX

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HAM 75-7.85 (PHASE 2)
APPROVED: DS-1002 / MF-17140

GCWW SUPERVISING ENGINEER - DESIGN — DATE 3/2/26

STATE OF OHIO JOSEPH KORAN PE.65488 REGISTERED PROFESSIONAL ENGINEER

OhioEPA Ohio Environmental Protection Agency "Self-Certification" letter required prior to the start of construction.

☒ OEPA CERTIFICATION EXEMPT
☐ NON - EXEMPT

OEPA REVIEW — DATE 3/2/26

FOR CONSTRUCTION
REFERENCE ONLY

HORIZONTAL AND VERTICAL SCALE IN FEET
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CHECKED R.R.

REVISIONS

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ENGINEERING DIVISION / DESIGN SECTION
3845 EASTERN AVENUE CINCINNATI, OHIO 45226

HAM 75-7.85 (PHASE 2)
COVER SHEET

DS-1002
MF-17140

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HAM 75-7.85 (PHASE 2)

	GENERAL SUMMARY						
ODOT ITEM	ODOT ITEM NUMBER AND/OR EXTENSION	PROJECT COST	GCWW COST	TOTAL QUANTITY	UNITS	DESCRIPTION	GCWW SPEC. NUMBER
SPECIAL	638E11602	19	0	19	LIN. FT.	FURNISHING AND LAYING 6" DUCTILE IRON PIPE AND FITTINGS (CIN. 1101)	1101
SPECIAL	638E11604	145	0	145	LIN. FT.	FURNISHING AND LAYING 8" DUCTILE IRON PIPE AND FITTINGS (CIN. 1101)	1101
SPECIAL	638E11608	5	0	5	LIN. FT.	FURNISHING AND LAYING 12" DUCTILE IRON PIPE AND FITTINGS (CIN. 1101)	1101
SPECIAL	638E11610	20	0	20	LIN. FT.	FURNISHING AND LAYING 16" DUCTILE IRON PIPE AND FITTINGS (CIN. 1101)	1101
SPECIAL	602E20001	2	0	2	CU. YD.	CONCRETE, CLASS C (CIN. 1110)	1110
SPECIAL	638E20750	2	0	2	EACH	FURNISHING AND INSTALLING FIRE HYDRANT (CIN. 1112)	1112
1112	638E98000	1	0	1	EACH	FIRE HYDRANT FLOW TESTING (EXISTING)	1112
1112	638E98000	2	0	2	EACH	FIRE HYDRANT FLOW TESTING (NEW)	1112
1112	638E98000	1	0	1	EACH	FIRE HYDRANT PAINTING (EXISTING)	1112
1112	638E98000	2	0	2	EACH	FIRE HYDRANT PAINTING (NEW)	1112
SPECIAL	638E20760	2	0	2	EACH	REMOVING FIRE HYDRANT (CIN. 1114)	1114
SPECIAL	638E20762	2	0	2	EACH	FURNISHING AND INSTALLING FIRE HYDRANT EXTENSION, 6" LONG (CIN. 1115)	1115
SPECIAL	638E20498	3	0	3	EACH	FURNISHING AND INSTALLING VALVE BOX, COMPLETE (CIN. 1116)	1116
SPECIAL	203E10001	5	0	5	CU. YD.	*ADDITIONAL EXCAVATION (CIN. 1119)	1119
SPECIAL	203E10001	5	0	5	CU. YD.	*EXPLORATORY EXCAVATION (CIN. 1120)	1120
SPECIAL	638E98000	1	0	1	EACH	REMOVING EXISTING MANHOLE CURB AND COVER (CIN. 1122)	1122
SPECIAL	638E98000	2	0	2	EACH	REMOVING EXISTING VALVE BOX (CIN. 1122)	1122
SPECIAL	638E20500	8	0	8	EACH	VALVE BOX ADJUSTED TO GRADE	1125
SPECIAL	638E20806	1	0	1	EACH	RECONNECTING EXISTING 3/4" SERVICE BRANCH (CIN.1128)	1128
SPECIAL	638E20904	1	0	1	EACH	FURNISHING AND INSTALLING CURB AND ROADWAY BOX (RECONNECT) (CIN. 1131)	1131
1132	638E98000	2	0	2	EACH	RESETTING EXISTING CURB AND ROADWAY BOX	1132
509	509E25000	216	0	216	POUND	REINFORCING STEEL	509
602	602E98200	1	0	1	CU. YD.	*BRICK MASONRY	602
SPECIAL	638E30002	1	0	1	MBF	*SHEETING AND BRACING ORDERED LEFT IN PLACE	637
	* CONTINGENCY						

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NOTICE OF CONFIDENTIALITY • PUBLIC INFRASTRUCTURE RECORD

THIS DOCUMENT IS A PUBLIC INFRASTRUCTURE RECORD OF THE CITY OF CINCINNATI AND ITS GREATER CINCINNATI WATER WORKS, AND IS NOT SUBJECT TO THE PUBLIC DISCLOSURE REQUIREMENTS OF THE PUBLIC RECORDS LAWS OF THE STATE OF OHIO AND FEDERAL GOVERNMENT. THIS DOCUMENT IS BEING PROVIDED ON THE BASIS OF YOUR REPORTED NEED, AND SHALL BE CONSIDERED CONFIDENTIAL. BY ACCEPTING THIS DOCUMENT, YOU AGREE THAT IT WILL NOT BE SHARED OR OTHERWISE DISCLOSED TO ANYONE OTHER THAN PERSONS WHO HAVE A DIRECT NEED TO KNOW FOR THE SOLE PURPOSE OF CARRYING OUT THE PROJECT FOR WHICH THIS DOCUMENT WAS OBTAINED. ANYONE RECEIVING THIS DOCUMENT IS BOUND BY THE SAME CONFIDENTIALITY REQUIREMENTS AND MUST TAKE PRECAUTIONS TO PROTECT AGAINST ITS DISSEMINATION.

THE FAILURE TO OBSERVE THE CONFIDENTIALITY REQUIREMENTS OF THIS NOTICE SHALL SERVE AS THE BASIS FOR THE CITY OF CINCINNATI TO IMMEDIATELY SEEK LEGAL RECOURSE, INCLUDING THE RECOVERY OF ACTUAL DAMAGES RESULTING FROM UNAUTHORIZED ACCESS OR DISCLOSURE OF THE DOCUMENT.

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HAM 75-7.85 (PHASE 2)
GCWW GENERAL SUMMARY

DS-1002
MF-17140

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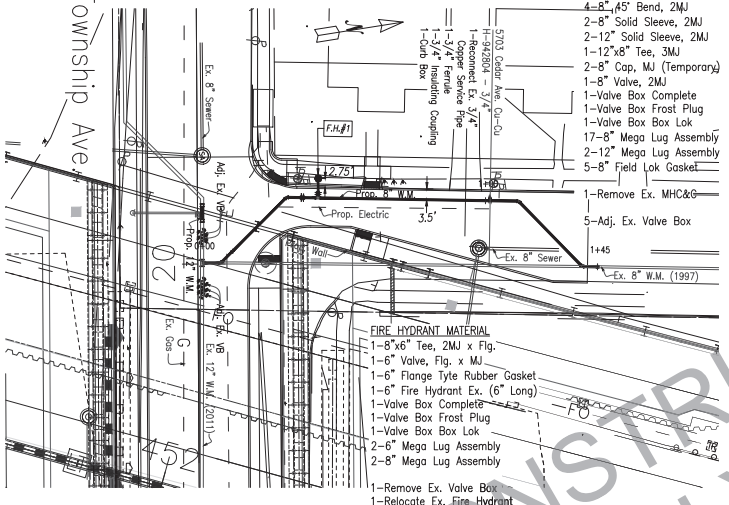

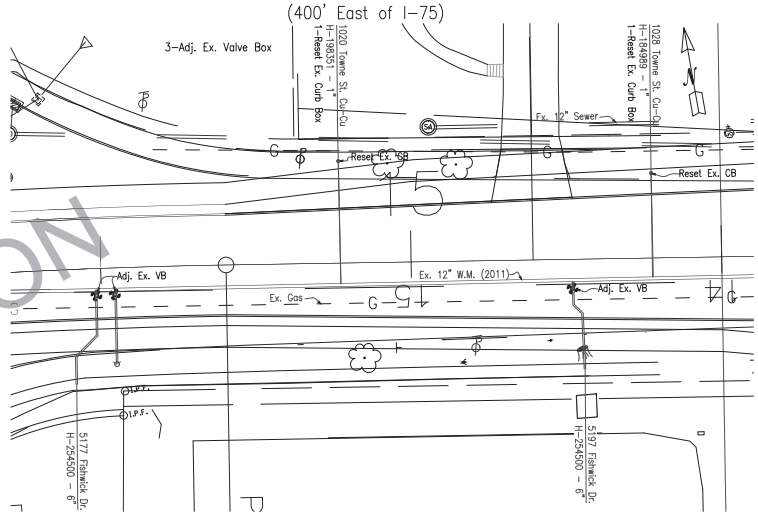

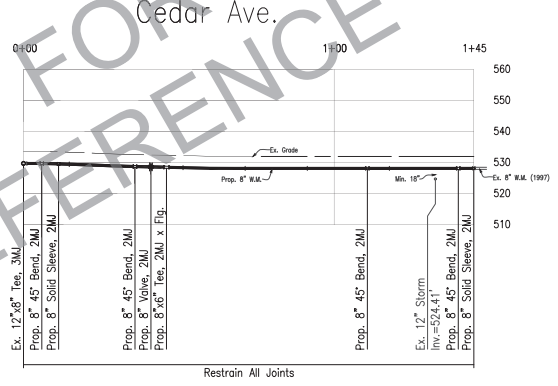

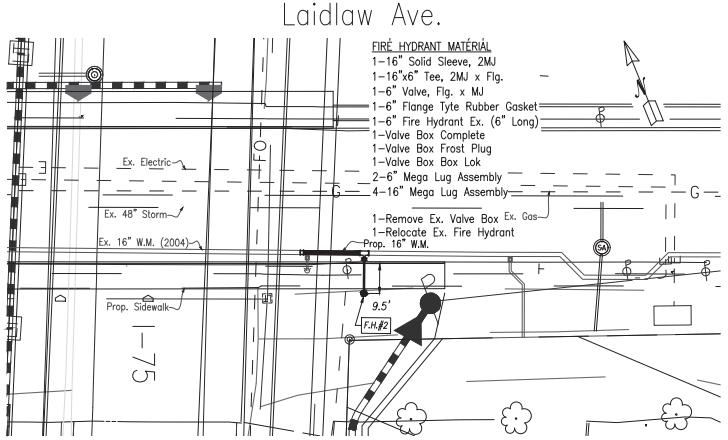

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CEDAR AVE., TOWNE ST., LAIDLAW AVE. PLAN AND PROFILE

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