

pw:\ohiodot-pw.bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\25349\400-Engineering\Roadway\Sheets\25349\_GN001.dgn Sheet 5/14/2025 3:17:18 PM jbelvo

UTILITIES

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

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

CINCINNATI BELL - UNDERGROUND STRUCTURES  
221 E 4TH STREET (BUILDING 121-900)  
CINCINNATI, OH 45202  
513-565-7187 - OFFICE  
BRECK.COWAN@CINBELL.COM

DUKE ENERGY - ELECTRIC (DISTRIBUTION)  
2010 DANA AVE  
CINCINNATI, OH 45207  
513-508-9609 (SHANE ERHART)  
SHANE.ERHART@DUKE-ENERGY.COM

GREATER CINCINNATI WATER WORKS  
3845 EASTERN AVE  
CINCINNATI, OH 45226  
513-352-3723 (DAN LOUIS)  
DANIEL.LOUIS@GCWW.CINCINNATI-OH.GOV

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

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

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

CITY OF CINCINNATI TRAFFIC  
801 PLUM ST, ROOM 320  
CINCINNATI, OH 45202  
513-352-3730 (LINDA KISER)  
LINDA.KISER@CINCINNATI-OH.GOV

ITEM 840 - MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN

COVER THE JOINTS AND THE INTERSECTION OF THE MSE WALL AND THE EXISTING ABUTMENT WITH ITEM 204 - GEOTEXTILE FABRIC. EXTEND THE GEOTEXTILE FABRIC A MINIMUM OF 3 FT. FROM THE WALL INTERSECTION IN EACH DIRECTION. SEE SHEET 30 FOR DETAILS. ALL OTHER REQUIREMENTS OF SS 840 APPLY. THE LABOR, EQUIPMENT AND MATERIALS TO INSTALL THE GEOTEXTILE AT THE WALL INTERSECTION IS INCLUDED IN THE LUMP SUM PAY ITEM FOR SS 840 MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 3\_\_ 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 OPUS SOLUTION AND VRS  
MONUMENT TYPE: IRON PINS

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88  
GEOID: GEOID12A MOUNT POINT 2011

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (NSR2011)  
ELLIPSOID: GRS80  
MAP PROJECTION: LAMBERT CONFORMAL CONIC  
COORDINATE SYSTEM: OHIO STATE PLANE SOUTH ZONE (SPC 3402)  
COMBINED SCALE FACTOR: 1.000000 (GROUND TO GRID)  
ORIGIN OF COORDINATE SYSTEM: 0,0

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

UNITS ARE IN U.S. SURVEY FEET. 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

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

CONSTRUCTION ACTIVITY RESTRICTIONS

THE CONDITION OF THE EXISTING 36" STORM SEWER UNDER THE BRIDGE IS UNKNOWN. TO AVOID DAMAGE THE SEWER PIPE, THE CONTRACTOR SHALL AVOID PLACEMENT OF EQUIPMENT, MATERIALS OR DEMOLITION DEBRIS WITHIN FOUR FEET OF EITHER SIDE OF THE STORM SEWER. ANY DAMAGE TO THE STORM SEWER SHALL BE REPAIRED AT THE CONTRACTOR'S COST.

SEEDING AND MULCHING

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

659, TOPSOIL 109 CU. YD.

659, SEEDING AND MULCHING 980 SQ. YD.

659, REPAIR SEEDING AND MULCHING 49 SQ. YD

659, COMMERCIAL FERTILIZER 0.13 TON

659, LIME 0.20 ACRES

659, WATER 5.4 M. GAL.

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

ROUNDING

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

ITEM 203 - EMBANKMENT, AS PER PLAN

PROVIDE SELECT GRANULAR BACKFILL MEETING THE REQUIREMENT OF SS 840 FOR ALL EMBANKMENT PLACED FROM THE REAR OF THE MSE WALL PANELS TO THE PHASE 1 BRIDGE REMOVAL LIMITS. PLACE THE SELECT GRANULAR BACKFILL PER ITEM 203. THE CROSS-SECTIONS ILLUSTRATE THE LIMITS OF THE SELECT GRANULAR BACKFILL INCLUDED WITH THIS PAY ITEM.

ITEM 867 - TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN

COVER THE JOINTS AND THE INTERSECTION OF THE TEMPORARY MSE WALL AND THE EXISTING ABUTMENT WITH ITEM 204 - GEOTEXTILE FABRIC. ATTACH THE GEOTEXTILE FABRIC TO THE EXISTING ABUTMENT WITH ADHESIVE THAT SECURES THE GEOTEXTILE IN PLACE DURING CONSTRUCTION. EXTEND THE GEOTEXTILE FABRIC A MINIMUM OF 3 FT. FROM THE WALL INTERSECTION IN EACH DIRECTION SEE SHEET 32 FOR DETAILS. ALL OTHER REQUIREMENTS OF SS 867 APPLY. THE LABOR, EQUIPMENT AND MATERIALS TO INSTALL THE GEOTEXTILE AT THE WALL INTERSECTION IS INCLUDED IN THE LUMP SUM PAY ITEM FOR SS 867 TEMPORARY WIRE FACED MECHANICALLY STABILIZED EARTH WALL, AS PER PLAN.

MONUMENT ASSEMBLIES

CONSTRUCT MONUMENT ASSEMBLIES IN ACCORDANCE WITH THE DETAILS SHOWN ON THE STANDARD CONSTRUCTION DRAWINGS AND AT THE LOCATIONS SHOWN ON THE RIGHT OF WAY PLANS. THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY.

ITEM 623 - MOMUMENT ASSEMBLY, TYPE C 5 EACH

PROJECT CONTROL

Point	North	East	Elevation	Station	Offset	Feature
SV2	418052.64	1371056.59	864.77	551+84.84	79.07	CUTS
SV3	417962.70	1371124.86	890.76	552+88.28	34.48	CUTS
SV4	418240.68	1371129.83	887.25	550+30.03	-50.47	CUTS

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.

ITEM 611 - CATCH BASIN GRATE

NEW GRATE PER SCD CB-3A SHALL BE ADDED TO CATCH BASIN AT STA. 552+09.40, 84.8' RT.

ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

- SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
- EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO SECTION 204.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS).  
  
IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.
- COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
- APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.  
  
PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO C&MS 204.06.
- EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO C&MS 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.
- PROOF ROLL THE STABILIZED AREAS ACCORDING TO C&MS 204.06 TO VERIFY STABILITY.
- FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

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

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GENERAL NOTES

HAM-SR264-10.42

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ASBESTOS ABATEMENT

AN ASBESTOS SURVEY FOR HAM-264-10.42, SFN 3111547 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS.

ELECTRONIC SUBMISSION:

THE CONTRACTOR SHALL SUBMIT ELECTRONICALLY TO OEPA A COMPLETED NOTIFICATION OF DEMOLITION & RENOVATION FORM (NDRF) AND APPLICABLE FEES ALONG WITH THE ASBESTOS SURVEY REPORT. THE COMPLETED NDRF MUST BE SUBMITTED TO OEPA AT LEAST 10 DAYS PRIOR TO ANY DEMOLITION AND RENOVATION ACTIVITY. THE CONTRACTOR IS RESPONSIBLE FOR RETAINING AN ELECTRONIC COPY OF THE NDRF (IN PDF FORM) FOR SUBMISSION TO THE DISTRICT ENVIRONMENTAL STAFF AND A ONE HARD COPY TO THE PROJECT ENGINEER.

(GO TO OEPA EBUSINESS CENTER AND SUBMIT THE DNRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT)

HARD COPY SUBMISSION:

THE CONTRACTOR MAY ELECT TO SUBMIT A HARD COPY OF THE COMPLETED NDRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT TO THE FOLLOWING:

ASBESTOS PROGRAM OHIO EPA, DAPC P.O. BOX 1049 COLUMBUS, OHIO 43216-1049	OR	ABESTOS PROGRAM OHIO EPA, DAPC 50 W. TOWN ST., SUITE 700 COLUMBUS, OHIO 43215
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IF THE CONTRACTOR ELECTS TO SUBMIT A HARD COPY TO OEPA THEY ARE RESPONSIBLE FOR RETAINING A HARD COPY OF THE NDRF FOR SUBMISSION TO THE DISTRICT ENVIRONMENTAL STAFF AND A ONE HARD COPY TO THE PROJECT ENGINEER.

BASIS OF PAYMENT

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

690E98400 ITEM SPECIAL - MISC.: WORK INVOLVING ASBESTOS CONTAINING MATERIALS - LUMP SUM

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

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

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

THROUGH THE CONTRACTOR, THE CONSULTANT SHALL BE RESPONSIBLE FOR ENSURING THAT ALL CONCRETE PLACED IS IN ACCORDANCE WITH THE SPECIFICATIONS. SUCH WORK SHALL BE IN ACCORDANCE WITH THE APPLICABLE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE ODOT CONSTRUCTION INSPECTION MANUAL OF PROCEDURES FOR CONCRETE. THE CONCRETE CONSULTANT SHALL PROVIDE THE NECESSARY TRAINED 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 CERTIFIED AND WILL BE REQUIRED TO DEMONSTRATE HIS/HER COMPETENCE AND EXPERIENCE LEVELS TO THE ENGINEER PRIOR TO BEGINNING WORK. THE ENGINEER WILL ORDER THE CONTRACTOR TO REPLACE ANY TECHNICIAN THAT IS NOT VERSED IN THE REQUIRED TESTING PROCEDURE.

THE TECHNICIAN SHALL VERBALLY NOTIFY THE ODOT PROJECT ENGINEER OF ANY FAILING TEST AND SHALL SUBMIT FOLLOW-UP WRITTEN NOTIFICATION TO THE PROJECT ENGINEER OF REMEDIAL ACTION(S) TAKEN. TESTS SHALL BE TAKEN AS SPECIFIED WITHIN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, CONCRETE MANUAL OR APPROPRIATE SUPPLEMENTAL SPECIFICATION AS LISTED IN THE PROPOSAL GOVERNING THE PROJECT. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MAKE IMMEDIATE CORRECTIONS OR ADJUSTMENTS TO THE CONCRETE MIX VIA DIRECT COMMUNICATION WITH THE CONCRETE SUPPLIER<sup>5</sup>/<sub>32</sub>S PLANT PERSONNEL TO MAINTAIN UNINTERRUPTED COMPLIANCE WITH THE SPECIFICATIONS UPON NOTIFICATION OF CONCRETE MIX NON-COMPLIANCE BY THE CONSULTANT TECHNICIAN. THE PROJECT ENGINEER MAY REQUIRE MORE FREQUENT TESTING AS CONDITIONS WARRANT.

UPON COMPLETION OF DAILY CONCRETE PLACEMENT(S), THE CONCRETE CONSULTANT SHALL PROVIDE THE PROJECT ENGINEER WITH DAILY TEST REPORTS, TE-45'S, INSPECTORS DAILY REPORT AND SUPPORTING DOCUMENTATION FOR EACH ITEM OF CONCRETE WORK PERFORMED SEPARATED BY MIX DESIGN. SUBSEQUENTLY, UPON COMPLETION OF AN ENTIRE CONCRETE SPECIFICATION ITEM, THE CONCRETE CONSULTANT SHALL ALSO PROVIDE THE PROJECT ENGINEER WITH TWO (2) COPIES OF AN ADDITIONAL INSPECTION REPORT BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHICH CONTAINS THE TESTING-RESULTS SUMMARY FOR EACH ITEM BY CONTRACT REFERENCE NUMBER AND THE CONSULTANT<sup>5</sup>/<sub>32</sub>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.

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

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

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

UPON APPROVAL OF CONSULTANT 20 PERCENT

PROGRESSIVE EQUIVALENT PAYMENTS 50 PERCENT

UPON SUBMISSION OF FINAL REPORT 30 PERCENT

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

ITEM 202 - BRIDGE TERMINAL ASSEMBLY REMOVED

THIS PAY ITEM IS TO INCLUDE REMOVAL OF ALL EXTRA GUARDRAIL COMPONENTS IN EXCESS OF NORMAL GUARDRAIL WITHIN THE LIMITS OF THE BRIDGE TERMINAL ASSEMBLY.

ITEM 202 - REMOVAL MISC.: ROCK CHANNEL PROTECTION

THIS PAY ITEM IS TO INCLUDE REMOVAL OF ALL ROCK CHANNEL PROTECTION SURROUNDING THE EXISTING HEADWALL.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 202 - REMOVAL MISC.: ROCK CHANNEL PROTECTION.

ITEM 644 - DOTTED LINE, 4", AS PER PLAN

THIS PAY ITEM IS TO INCLUDE PLACING A DOUBLE YELLOW DOTTED LINE. THE WIDTH OF THE DOTTED LINE SHOULD MATCH THE WIDTH OF THE CENTERLINE. A QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 644, DOTTED LINE, 4", AS PER PLAN. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE PER FOOT PRICE BID.

ITEM 601 - PAVED GUTTER, TYPE 1-2, AS PER PLAN

THIS PAY ITEM IS TO INCLUDE PLACING A PAVED GUTTER, TYPE 1-2 WITH THE BOTTOM WIDTH BEING 1 FOOT. A QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 601 - PAVED GUTTER, TYPE 1-2, AS PER PLAN. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE PER FOOT PRICE BID.

WORK IN LANDFILL AREA

THE CONTRACTOR CANNOT WORK IN THE FORMER LANDFILL AREA (PARKING LOT WEST OF BRIDGE) UNTIL ODOT PROVIDES THE APPROPRIATE RULE 513 DOCUMENTATION.

MASONRY COLLAR

WHENEVER A PROPOSED CONDUIT IS TO BE CONNECTED TO AN EXISTING CONDUIT, THE EXISTING CONDUIT SHOULD BE REMOVED TO A MANUFACTURED JOINT. THE PROPOSED CONDUIT SHOULD MATCH THE EXISTING CONDUIT MATERIAL. CONNECT THE TWO CONDUITS WITH COUPLING BANDS (APPROVED BY THE CONDUIT MANUFACTURER) OR BELL AND SPIGOT JOINTS. THE MASONRY COLLAR PER DM-1.1 SHOULD ENCASE THE JOINT TO ENSURE A STABLE CONNECTION.

LIGHT POLE REMOVED, AS PER PLAN

CONTRACTOR SHALL REESTABLISH LIGHTING CIRCUIT IN A TEMPORARY CONDITION IN ORDER TO MAINTAIN EXISTING UNAFFECTED PARKING LOT FLOOD LIGHTING. DEPARTMENT WILL PROVIDE CONTACT INFORMATION OF PARCEL OWNER IN ORDER TO COORDINATE LIGHTING CIRCUIT WORK. TEMPORARY LIGHTING CONNECTION WILL REMAIN IN PLACE AFTER PROJECT COMPLETION FOR PARCEL OWNER TO PERFORM PERMANENT CIRCUIT CONNECTION. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THE CONTRACT PRICE ITEM FOR ITEM 625 - LIGHT POLE REMOVED, AS PER PLAN.

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REF NO.	SHEET NO.	STATION RANGE			SIDE	CADD GENERATED AREA		614	614	614		614	614	614	614						615	615	622	622	
								WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	OBJECT MARKER, ONE WAY		WORK ZONE CENTER LINE, CLASS 1, 740.06, TYPE I	WORK ZONE EDGE LINE, CLASS 1, 4", 740.06, TYPE I	WORK ZONE DOTTED LINE, CLASS 1, 6", 740.06, TYPE I	WORK ZONE STOP LINE, CLASS 1, 740.06, TYPE I	WORK ZONE CHANNELIZING LINE, CLASS 1, 12"							PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	ROADS FOR MAINTAINING TRAFFIC	PORTABLE BARRIER, UNANCHORED
						SY		EACH	EACH	EACH		MILE	MILE	FT	FT	FT					SY	LS	FT	FT	
	9	550+56	TO	553+41	RT															255	LS				
IA-1	9	549+99.98	TO	550+14.80	RT			1																	
PB-1	9	550+14.80	TO	553+47.55	RT				8	8													150.00	192.00	
CL-1	9	547+86.29	TO	550+18.67	RT/LT						0.05						118								
CH-1	9	549+01.05	TO	550+18.67	LT																				
ELW-1	9	547+09.00	TO	554+60.00	RT							0.12													
SL-1	9	550+18.68			RT/LT										22										
DL-1	9	550+18.68	TO	550+95.67	LT									92											
DL-2	9	550+18.68	TO	551+33.66	LT									118											
DL-3	9	550+18.68	TO	551+00.00	LT									89											
CL-2	9	551+33.66	TO	553+83.55	RT/LT						0.05														
ELW-2	9	551+19.33	TO	552+87.99	LT							0.03													
ELW-3	9	552+27.00	TO	554+61.46	LT							0.04													
IA-2	10	553+50.00			RT			1																	
ELW-4	10	555+71.53	TO	557+75.10	LT							0.04		38											
DL-4	10	553+51.77	TO	553+89.19	RT																				
ELW-5	11	GLENHILLS WAY			LT							0.02													
IA-3	12	550+58.74			RT			1	1	1														225.00	
PB-2	12	550+76.15	TO	553+03.98	RT																				
IA-4	12	553+19.66			RT			1																	
IA-5	12	550+75.00			RT			1																	
PB-3	12	550+88.49	TO	553+45.00	RT/LT																			73.00	189.00
IA-6	12	553+45.00			LT			1																40.00	
PB-4	12	551+19.72			LT																				
CH-2	12	549+11.63	TO	550+20.28	RT												141								
CL-3	12	549+10.76	TO	550+20.28	RT						0.03														
CL-4	12	549+55.491	TO	550+20.28	RT						0.01														
DL-5	12	550+20.28	TO	550+89.08	RT									102											
DL-6	12	550+20.28	TO	550+95.67	RT/LT									92											
ELW-6	12	550+60.06	TO	553+42.30	RT							0.05													
CL-5	12	550+89.08	TO	554+02.13	RT						0.06														
ELW-7	12	551+09.64	TO	554+59.46	RT							0.07													
DL-7	13	554+60.02	TO	555+71.86	LT									112											
ELW-8	13	555+71.61	TO	558+00.00	LT							0.04													
PHASE 3								2	8	8		0.09	0.27	337	22	118							150	192	
TOTALS CARRIED TO GENERAL SUMMARY								8	23	23		0.29	0.69	980	44	377					255	LS	413	798	

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MAINTENANCE OF TRAFFIC SUBSUMMARY



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SEQUENCE OF CONSTRUCTION

PHASE 1  
CONTRACTOR SHALL PERFORM ALL WORK ON THE WEST SIDE OF SR 264. CONSTRUCT TEMPORARY WALL AT BRIDGE SAWCUT LINE. REPLACE EXISITNG SIDEWALK ON WEST SIDE OF SR 264 WITH ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B FOR PHASE 2 CONSTRUCTION. CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. LANES SHALL BE A MINIMUM OF 11 FEET WIDTH WITH A 2' SHOULDER ON EACH SIDE WITH PORTABLE CONCRETE BARRIER PER SCD MT-101.90. SIGNAL HEADS TO BE MOVED TO LINE UP WITH NEW LANE CONFIGURATION.

PHASE 2  
CONTRACTOR SHALL PERFORM ALL WORK ON THE EAST SIDE OF SR 264. TEMPORARY WALL CONSTRUCTED IN PHASE 1 TO REMAIN IN PLACE AT BRIDGE SAWCUT LINE. REMOVE PORTIONS OF THE WIRE WALL THAT CONFLICT WITH PERMANENT ITEMS AS NECESSARY. CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. LANES SHALL BE A MINIMUM OF 11 FEET WIDTH WITH A 1' SHOULDER ON EACH SIDE WITH PORTABLE CONCRETE BARRIER PER SCD MT-101.90. SIGNAL HEADS TO BE MOVED TO LINE UP WITH NEW LANE CONFIGURATION.

PHASE 3  
TRAFFIC SHALL SWITCH BACK TO PHASE 1 TRAFFIC PATTERN. CONTRACTOR SHALL CONSTRUCT SIDEWALK AND GUARDRAIL ON THE WEST SIDE OF SR 264. CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. LANES SHALL BE A MINIMUM OF 11 FEET WIDTH WITH A 2' SHOULDER ON EACH SIDE WITH PORTABLE CONCRETE BARRIER PER SCD MT-101.90. SIGNAL HEADS TO BE MOVED TO LINE UP WITH NEW LANE CONFIGURATION. PORTIONS OF ASPHALT PAVEMENT THAT CANNOT BE COMPLETED DURING PHASE 3 SHALL BE COMPLETED AFTER REMOVING PORTABLE CONCRETE BARRIER, AND BEFORE PUTTING INTO FINAL CONFIGURATION USING A FLAGGING OPERATION.

PHASE 4  
CONTRACTOR SHALL COMPLETE ALL STRIPING AND SIGNAGE. SIGNAL HEADS TO BE MOVED TO ORIGINAL CONFIGURATION.

WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

PHASE 4 (PROPOSED CONFIGURATION)

ITEM 614, WORK ZONE LANE LINE, CLASS III 4", 642.....0.27 MILE  
ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642.....0.17 MILE  
ITEM 614, WORK ZONE DOTTED LINE, CLASS III, 4", 642.....319 FT  
ITEM 614, WORK ZONE STOP LINE, CLASS III, 642.....110 FT  
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642....120 FT

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, AND ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC. SHORT TERM LANE CLOSURE DURING PRE-PHASE 1 AND PHASE 4 SHALL FOLLOW UNAUTHORIZED LANE USE TABLE ON THIS SHEET.

ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC IN ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN NOVEMBER 1 AND APRIL 1. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$35,000 PER CALENDAR DAY.

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

CHRISTMAS      FOURTH OF JULY  
NEW YEAR'S      LABOR DAY  
MEMORIAL DAY      THANKSGIVING

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

DAY OF HOLIDAY      TIME ALL LANES  
OR EVENT      MUST BE OPEN TO TRAFFIC

SUNDAY      12:00N FRIDAY THROUGH 6:00AM MONDAY  
MONDAY      12:00N FRIDAY THROUGH 6:00AM TUESDAY  
TUESDAY      12:00N MONDAY THROUGH 6:00AM WEDNESDAY  
WEDNESDAY      12:00N TUESDAY THROUGH 6:00AM THURSDAY  
THURSDAY      12:00N WEDNESDAY THROUGH 6:00AM FRIDAY  
THURSDAY      (THANKSGIVING ONLY)  
6:00AM WEDNESDAY THROUGH 6:00AM MONDAY  
FRIDAY      12:00N THURSDAY THROUGH 6:00AM MONDAY  
SATURDAY      12:00N FRIDAY THROUGH 6:00AM MONDAY

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

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

PEDESTRIAN TRAFFIC TO BE DETOURED PER SCD MT-110.10. ADD M4-9B-30 SIGNAGE PER DETOUR TO ANOTHER FACILITY PER SCD MT-110.10. DETOUR SHALL FOLLOW GLENWAY AVENUE AND CROSS AT CROSSWALK AT INTERSECTION OF NOVA AVE. DETOUR TO THEN FOLLOW THE EAST SIDE OF GLENWAY AVE. TO GLENHILLS WAY AND CROSS AT THE CROSSWALK AT GLENHILLS WAY AND BOUDINOT AVE. DETOUR THEN FOLLOWS BOUDINOT AVE. AND CROSSES AT THE CROSSWALK AT BOUDINOT/CROOKSHANK AT GLENWAY. REVERSE DIRECTION FOR OPPOSITE SIDE OF CLOSURE. 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.

PERMITTED LANE CLOSURE TIMES

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

UNAUTHORIZED LANE USE TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	PERMITTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
SR 264 EB:  MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION	ALL TIMES	1 MINUTE PERIOD	\$105
SR 264 WB:  MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION	6 PM to 12 PM	1 MINUTE PERIOD	\$105
SR264:  MAINTAIN ONE LANE OF TWO-WAY TRAFFIC USING A FLAGGER.	10 PM to 6 AM	1 MINUTE PERIOD	\$210

TRENCH FOR WIDENING

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

OVERNIGHT TRENCH CLOSING

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 12 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UN-COMPLETED BASE WIDENING SHALL BE BACK-FILLED AT THE DIRECTION OF THE ENGINEER. TRENCHES WITHIN THE TRAVELED LANE SHALL BE COMPLETED FLUSH TO THE ADJACENT PAVEMENT.

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      41 M. GAL.

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.

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NONGATING 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 MANUFACTURER'S SPECIFICATIONS.

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

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

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

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

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

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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 OMTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMTCD, 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 OMTCD, 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.

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

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 160 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

PLACEMENT OF ASPHALT CONCRETE

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

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE OFFICE OF COMMUNICATIONS. 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 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, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE TO OFFICE OF COMMUNICATIONS TIME TABLE		NOTICE DUE TO
ITEM	DURATION OF CLOSURE	OFFICE OF COMMUNICATIONS
RAMP & >= 2 WEEKS		21 CALENDAR DAYS PRIOR TO CLOSURE
ROAD > 12 HOURS & < 2 WEEKS		14 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES < 12 HOURS		4 BUSINESS DAYS PRIOR TO CLOSURE

LANE >= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES & < 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
RESTRICTIONS	

START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	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.

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 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 PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR 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.J

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 TRIPLESTACKED 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 MAINTENANCE OF TRAFFIC SUBSUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL) 23 EACH

ITEM 614, OBJECT MARKER, TWO-WAY 23 EACH

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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MAINTENANCE OF TRAFFIC LEGEND

- CL

ITEM 614, WORK ZONE CENTER LINE, DOUBLE YELLOW, 4"
- SL

ITEM 614, WORK ZONE STOP LINE, WHITE, 24"
- CH

ITEM 614, WORK ZONE CHANNELIZING LINE, WHITE, 8"
- ELW

ITEM 614, WORK ZONE EDGE LINE, WHITE, 6"
- DRUM

DRUMS (10' SPACING UNLESS OTHERWISE NOTED)
- DIRECTION OF TRAVEL
- IA

ITEM 614, WORK ZONE IMPACT ATTENUATOR
- DL

ITEM 614, WORK ZONE DOTTED LINE, 6"
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B CONSTRUCTED THIS PHASE
- PB

ITEM 622, PORTABLE BARRIER, 32"
- XXXXX

PAVEMENT MARKING REMOVAL

SIGNING LEGEND

- +

EXISTING GROUND MOUNTED SIGN SUPPORT
- +

PROPOSED GROUND MOUNTED SIGN SUPPORT
- EXISTING SIGN
- PROPOSED SIGN
- X

EXISTING SIGN TO BE REMOVED

NOTES:

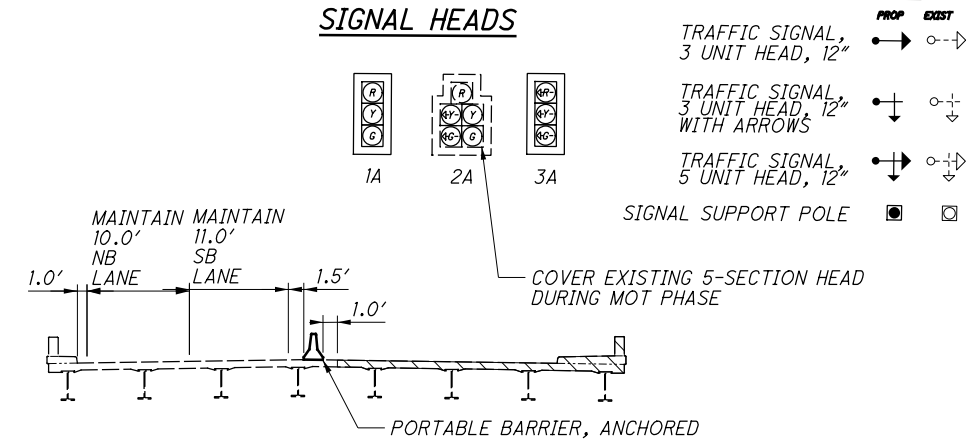
1. REMOVE EXISTING SIDEWALK WITHIN LIMITS SHOWN BELOW AND REPLACE WITH ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC - CLASS B FOR USE IN PHASE 2.

2. SIGNAL HEADS AND OVERHEAD SIGNS SHALL BE RELOCATED TO LINEUP WITH NEW LANE CONFIGURATION AT ALL INTERSECTIONS. WORK TO BE INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC.

3. SOUTHBOUND GLENWAY AVENUE LEFT TURN MOVEMENT ONTO GLENHILLS WAY SHALL BE SWITCHED TO PROTECTED ONLY MOVEMENT. AN ADDITIONAL 3-SECTION HEAD IS NEEDED FOR THE THRU MOVEMENT. INCLUDE ALL CONTROLLER PROGRAMMING, CABINET MODITIFACATION, DETECTORS, AND REINSTALLATION OF PRIOR CONFIGURATION IN PAY ITEM 614 - MAINTENANCE OF TRAFFIC

LEGEND

SIGNAL HEADS



PHASE 1

MATCHLINE: GLENHILLS WAY

MATCHLINE: STA. 553+50

MAINTENANCE OF TRAFFIC PLAN  
PHASE 1

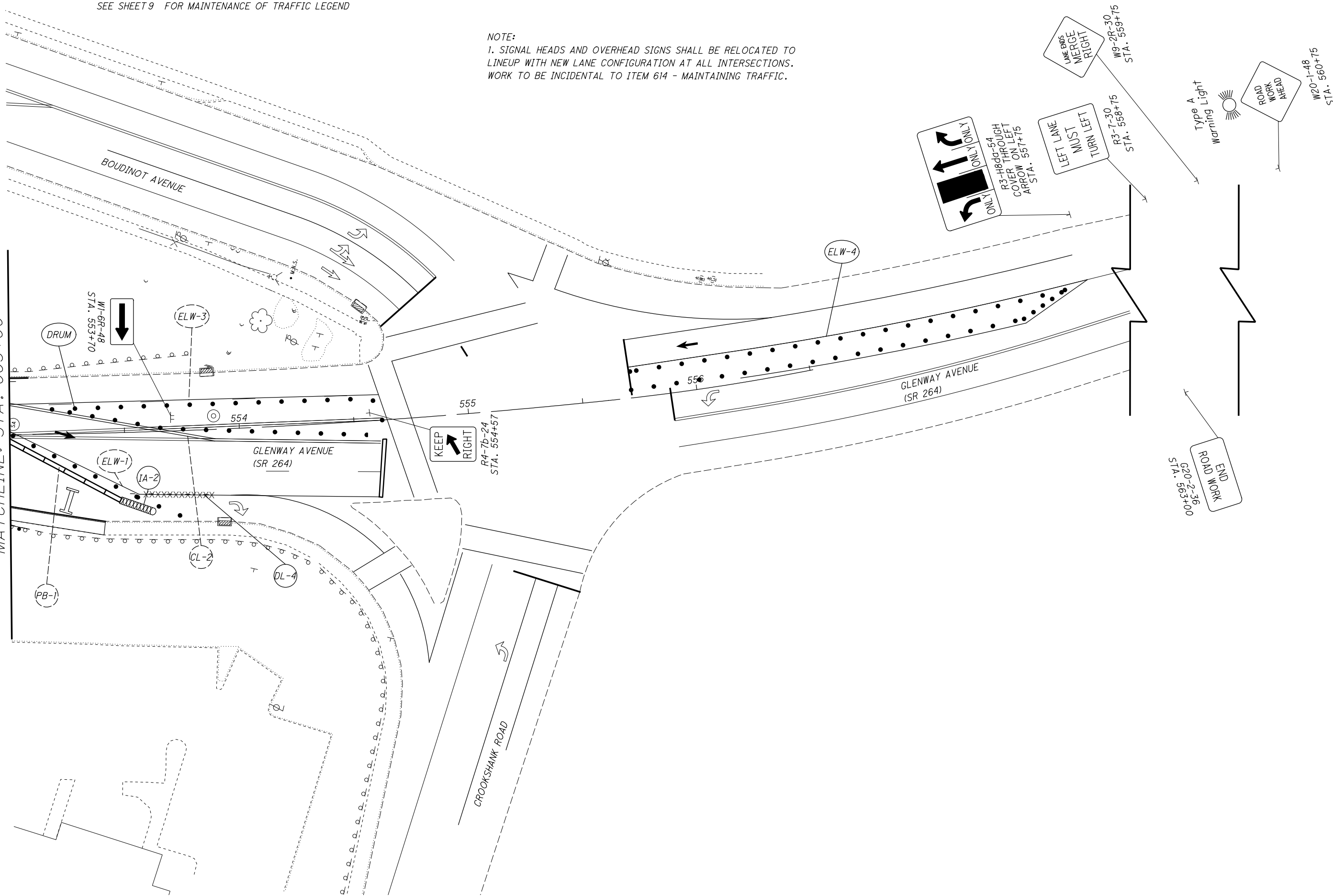
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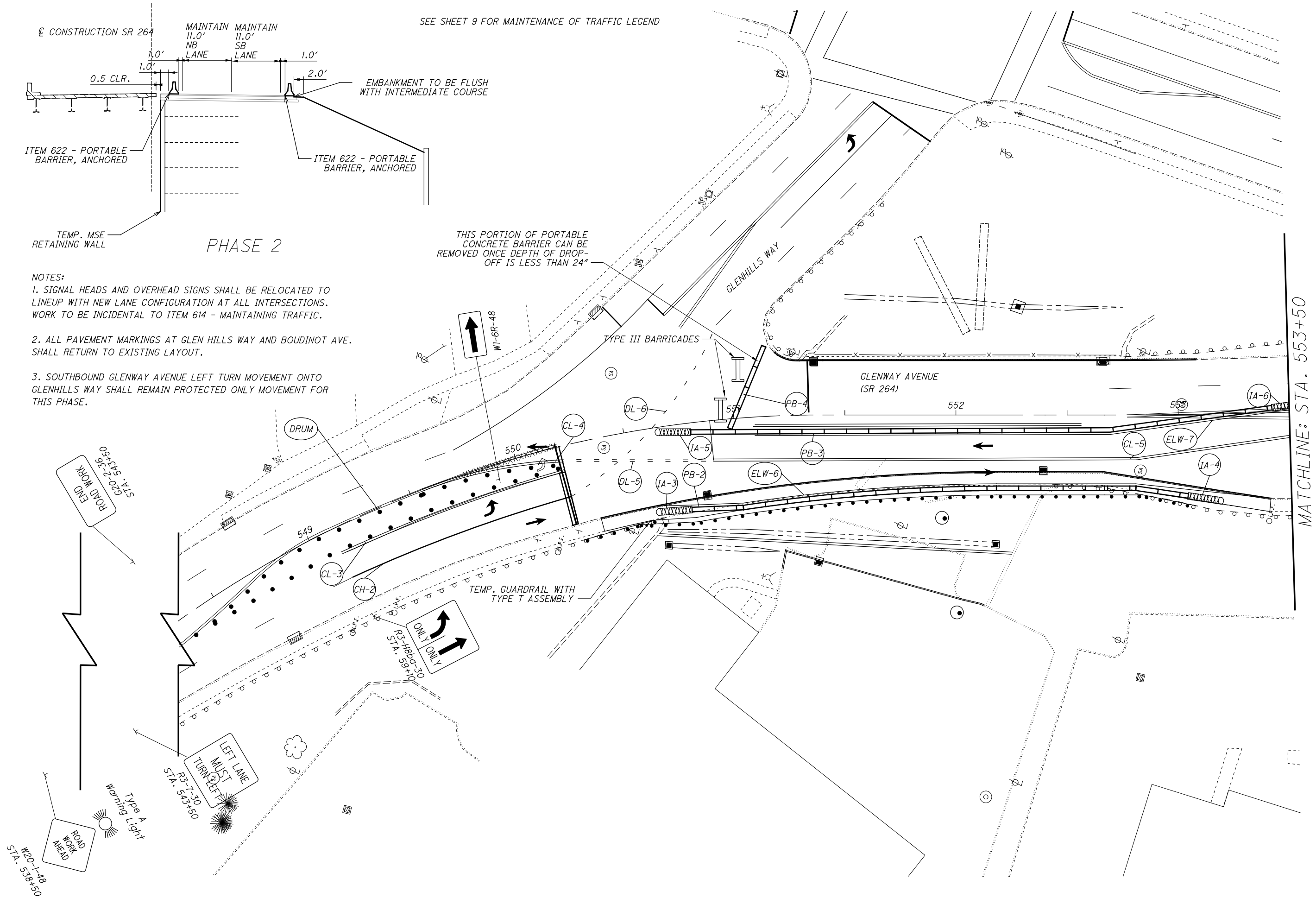
MATCHLINE: STA. 553+50

SEE SHEET 9 FOR MAINTENANCE OF TRAFFIC LEGEND

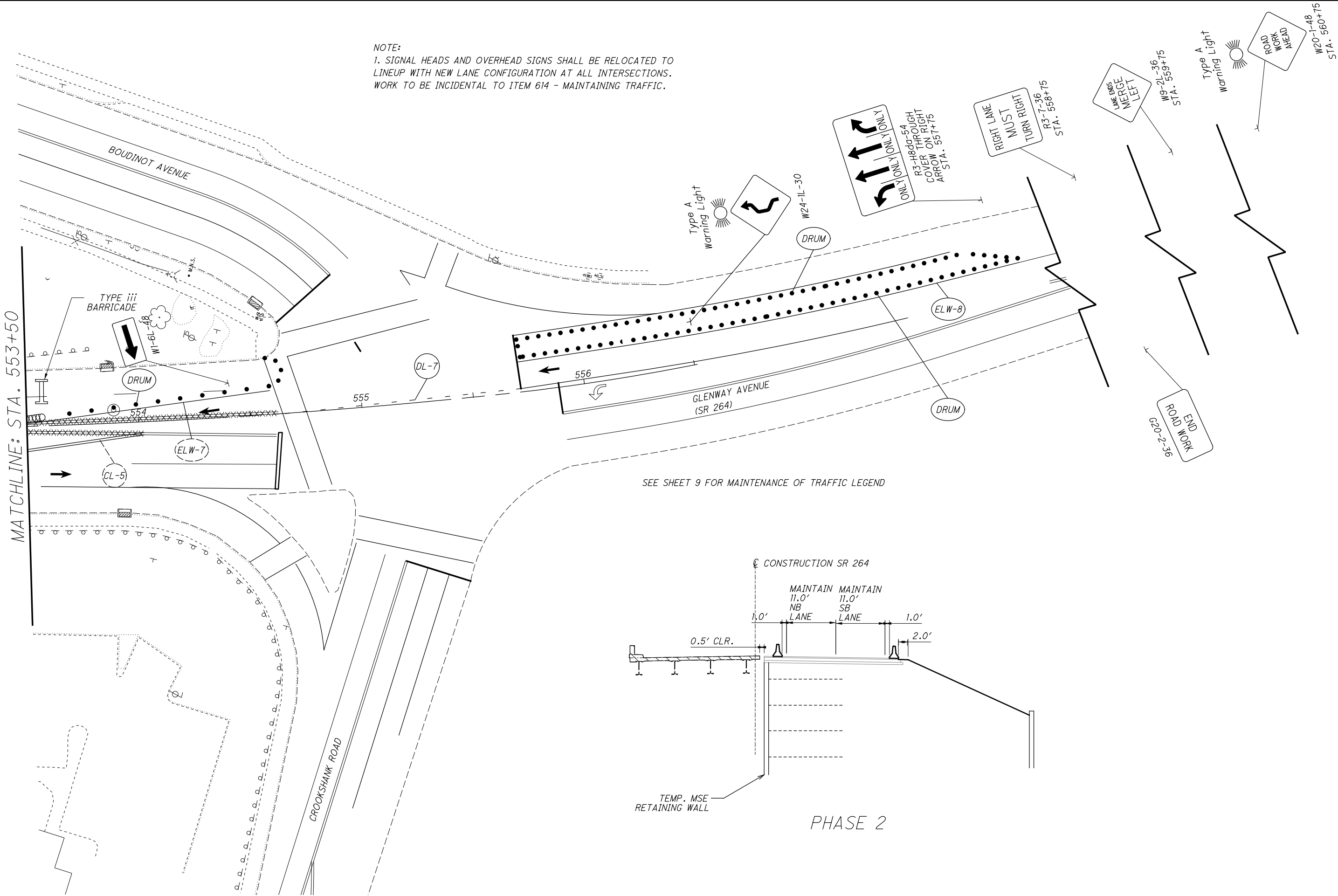
NOTE:  
1. SIGNAL HEADS AND OVERHEAD SIGNS SHALL BE RELOCATED TO LINEUP WITH NEW LANE CONFIGURATION AT ALL INTERSECTIONS. WORK TO BE INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC.



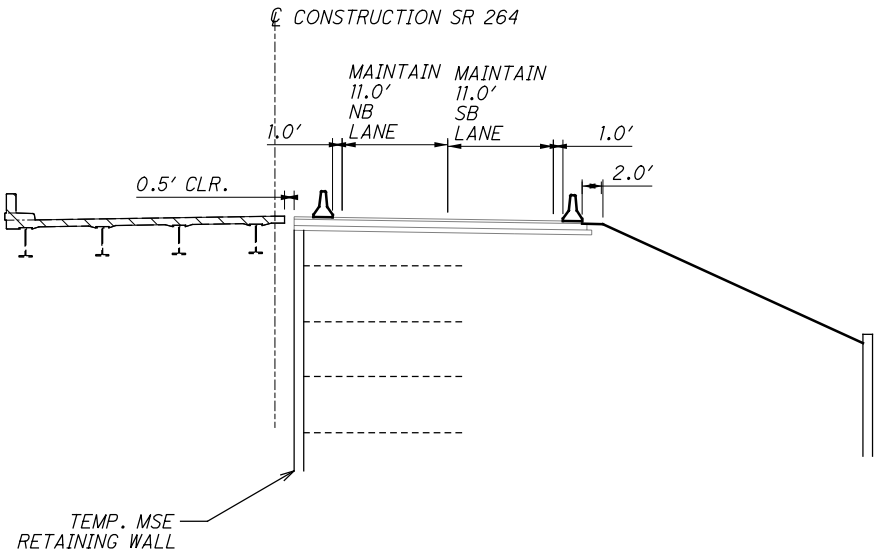
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SEE SHEET 9 FOR MAINTENANCE OF TRAFFIC LEGEND



PHASE 2

SHEET NUM.													PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE	CALCULATED	LWB	CHECKED	JDO
3	6	16	17	18	19	25							01/5/2/40		EXT	TOTAL			SHEET				
													LS	201	11000	LS		ROADWAY					
		2											2	202	20010	2	EACH	CLEARING AND GRUBBING					
		56											56	202	23000	56	SY	HEADWALL REMOVED					
		377											377	202	30000	377	SF	PAVEMENT REMOVED					
		158											158	202	32000	158	FT	WALK REMOVED					
																		CURB REMOVED					
		56											56	202	35100	56	FT	PIPE REMOVED, 24" AND UNDER					
		58											58	202	35200	58	FT	PIPE REMOVED, OVER 24"					
		301											301	202	38000	301	FT	GUARDRAIL REMOVED					
		2											2	202	42040	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE T					
		4											4	202	47000	4	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED					
		4											4	202	58100	4	EACH	CATCH BASIN REMOVED					
		136											136	202	75000	136	FT	FENCE REMOVED					
		LS											LS	202	98000	LS		REMOVAL MISC.: ROCK CHANNEL PROTECTION					4
						271							271	203	10000	271	CY	EXCAVATION					
						3,885							3,885	203	20000	3,885	CY	EMBANKMENT					
						6,524							6,524	203	20001	6,524	CY	EMBANKMENT, AS PER PLAN					3
													1,435	204	10000	1,435	SY	SUBGRADE COMPACTION					3
													180	204	13000	180	CY	EXCAVATION OF SUBGRADE					
													558	204	30020	558	CY	GRANULAR MATERIAL, TYPE C					
													1	204	45000	1	hour	PROOF ROLLING					3
													1,435	204	50000	1,435	SY	GEOTEXTILE FABRIC					
		288											288	606	15100	288	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS					
		2,166											2,166	608	12000	2,166	SF	5" CONCRETE WALK					
5													5	623	38500	5	EACH	MONUMENT ASSEMBLY, TYPE C					
													LS	SPECIAL	69098400	LS		SPECIAL - CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION					4
													LS	878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS					
													LS	SPECIAL	69098400	LS		ENVIRONMENTAL / REMEDIATION					4
																		SPECIAL - MISC.: WORK INVLOVING ASBESTOS CONTAINING MATERIALS					
																		EROSION CONTROL					
	41												41	616	10000	41	MGAL	WATER					
109													109	659	00300	109	CY	TOPSOIL					
						980							980	659	10000	980	SY	SEEDING AND MULCHING					
49													49	659	14000	49	SY	REPAIR SEEDING AND MULCHING					
0.13													0.13	659	20000	0.13	TON	COMMERCIAL FERTILIZER					
													0.2	659	31000	0.2	ACRE	LIME					
0.2													5.4	659	35000	5.4	MGAL	WATER					
5.4													10,000	832	30000	10,000	EACH	EROSION CONTROL					
																		DRAINAGE					
				113									113	601	37500	113	FT	PAVED GUTTER, TYPE 1-2					4
				35									35	601	37501	35	FT	PAVED GUTTER, TYPE 1-2, AS PER PLAN					
				285									285	605	06000	285	FT	4" BASE PIPE UNDERDRAINS					
				40									40	611	00410	40	FT	4" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET					
				108									108	611	04400	108	FT	12" CONDUIT, TYPE B					
				105									105	611	04400	105	FT	12" CONDUIT, TYPE B 706.02 WITH PREMIUM JOINTS					
				4									4	611	16400	4	FT	36" CONDUIT, TYPE B, 706.02					
				6									6	611	16400	6	FT	36" CONDUIT, TYPE B, 707.33					
				65									65	611	16400	65	FT	36" CONDUIT, TYPE B 706.02 WITH PREMIUM JOINTS					
				2									2	611	98514	2	EACH	MANHOLE, NO. 3					
				5									5	611	98180	5	EACH	CATCH BASIN, NO. 3A					
				2									2	611	98470	2	EACH	CATCH BASIN, NO. 2-2B					
				1									1	611	98540	1	EACH	CATCH BASIN, NO. 2-4					
				1									1	611	98644	1	EACH	CATCH BASIN GRATE					
																		PAVEMENT					
				320									320	301	56000	320	CY	ASPHALT CONCRETE BASE, PG64-22, (449)					
				234									234	304	20000	234	CY	AGGREGATE BASE					
				254									254	407	20000	254	GAL	NON-TRACKING TACK COAT					
				61									61	441	50000	61	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22					
				67									67	441	50300	67	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)					

$$\frac{15}{44}$$



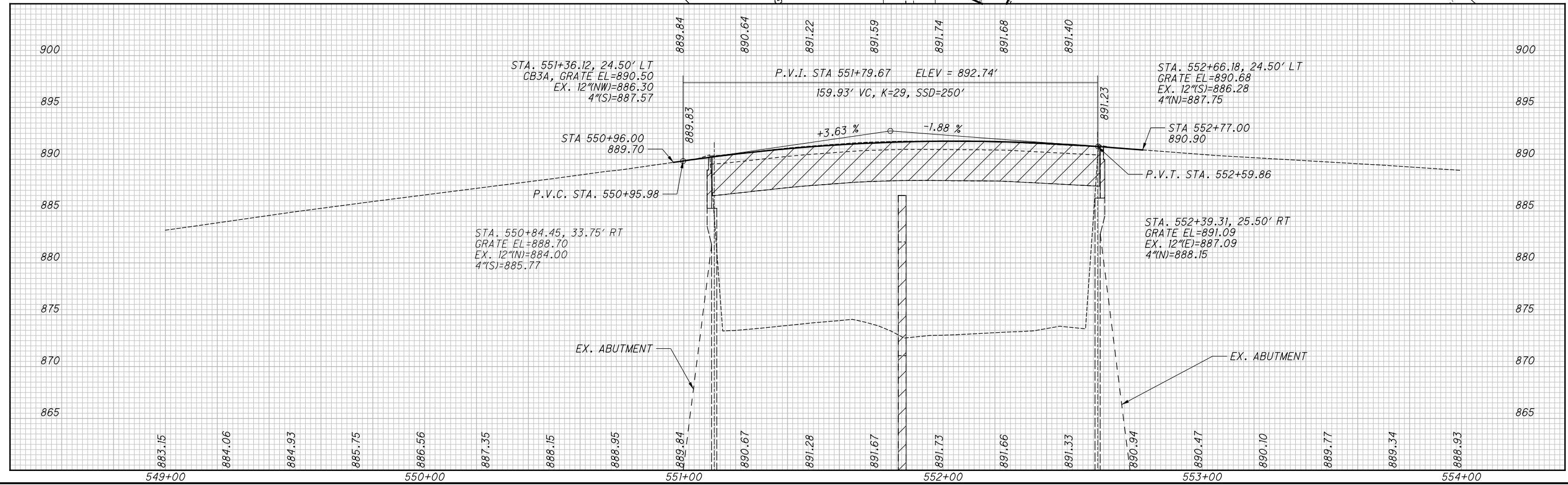
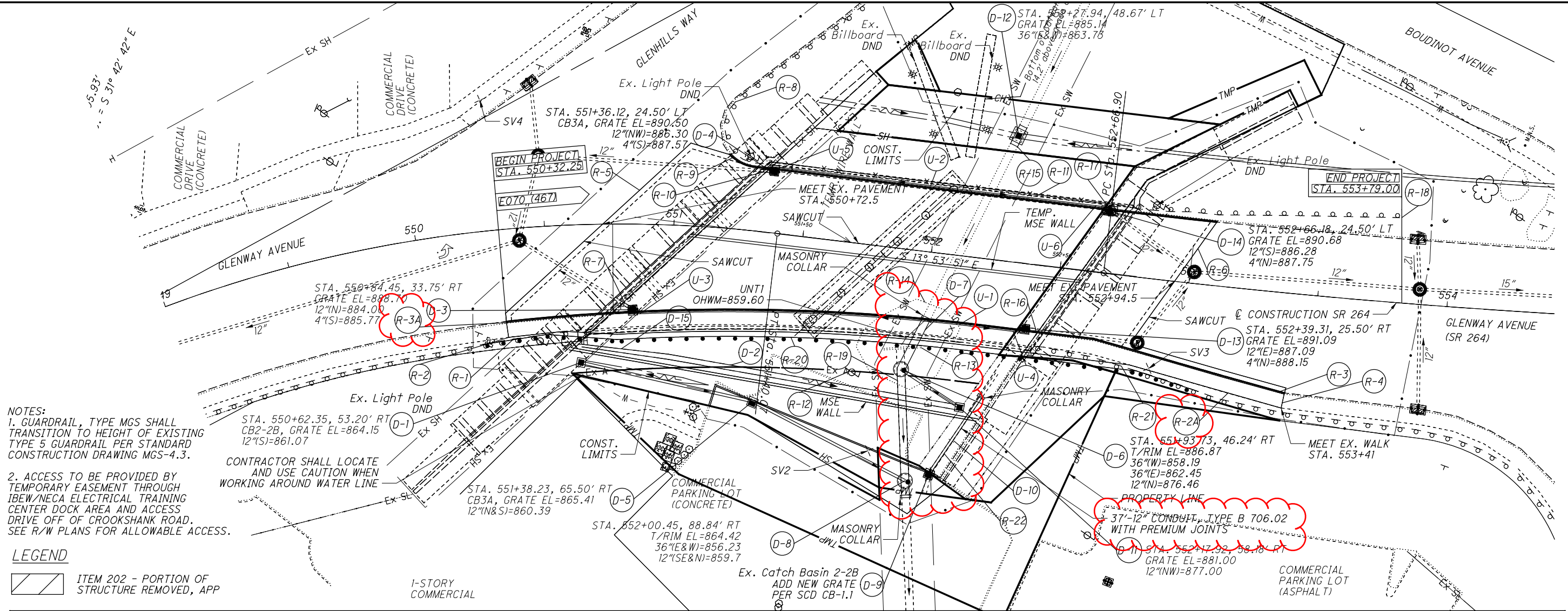
$$\frac{16}{44}$$

<del>318.80</del>	<del>233.38</del>
320	234

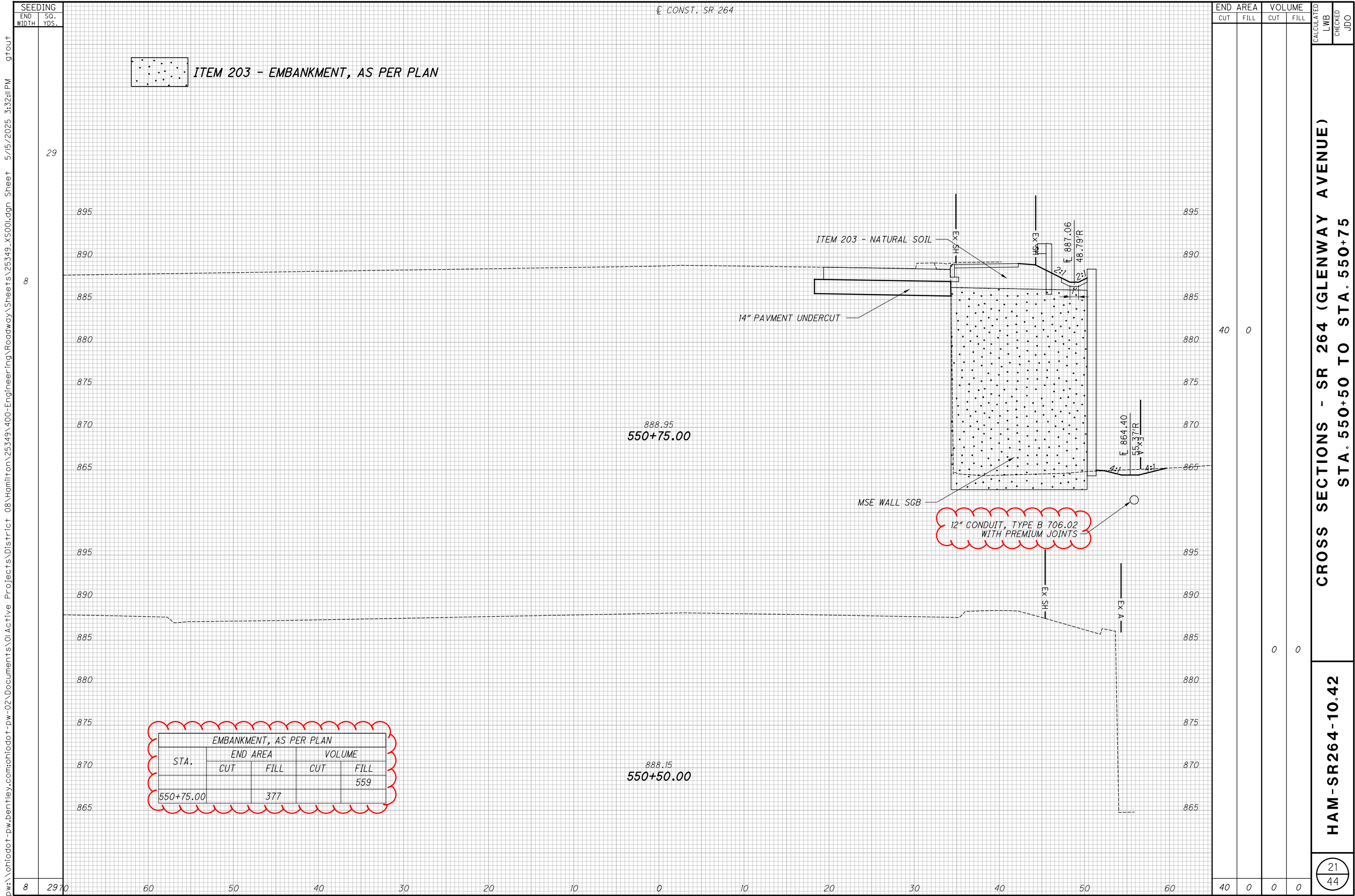
REF NO.	SHEET NO..	STATION RANGE			SIDE	CADD GENERATED AREA	601	601	605		611						611	611	611	611			611	611						
							PAVED GUTTER, TYPE I-2	PAVED GUTTER, TYPE I-2, AS PER PLAN	4" BASE PIPE UNDERDRAINS		4" CONDUIT, TYPE F FOR UNDERDRAIN OUTLET					12" CONDUIT, TYPE B	36" CONDUIT, TYPE B 706.02	36" CONDUIT, TYPE B 707.33	MANHOLE, NO. 3	CATCH BASIN, NO. 3A	CATCH BASIN, NO. 2-2B	CATCH BASIN, NO. 2-4			12" CONDUIT, TYPE B 706.02 WITH PREMIUM JOINTS	36" CONDUIT, TYPE B 706.02 WITH PREMIUM JOINTS		611		
						SY	FT	FT	FT		FT	FT					EACH	EACH	EACH	EACH			FT	FT						
D-1	20	550+62.35	TO	550+62.35	RT														1											
D-2	20	550+72.50	TO	552+22.50	RT		113												1											
D-3	20	550+80.45	TO	550+84.45	RT														1											
D-4	20	551+32.12	TO	551+36.12	LT														1											
D-5	20	551+38.23	TO	552+00.45	RT														1											
D-6	20	551+93.73	TO	552+00.45	RT																									
D-7	20	551+93.73	TO	552+03.22	RT												1													
D-8	20	552+00.45	TO	552+00.45	RT												1													
D-9	20	552+09.31			LT																									
D-10	20	552+09.31	TO	552+25.64	RT																									
D-11	20	552+17.92	TO	552+17.92	RT																									
D-12	20	552+24.32	TO	552+27.94	LT																									
D-13	20	552+39.31	TO	552+43.31	RT																									
D-14	20	552+66.18	TO	552+70.18	LT																									
D-15	20	550+65.75	TO	551+00.75	RT			35																						
U-1	20	550+94.45	TO	552+29.31	RT				175																					
U-2	20	551+48.23	TO	552+56.18	LT				110																					
U-3	20	550+84.45	TO	550+94.45	RT						10																			
U-4	20	552+29.31	TO	552+39.31	RT						10																			
U-5	20	551+38.23	TO	551+48.23	LT						10																			
U-6	20	552+56.18	TO	552+66.18	LT						10																			

DRAINAGE SUBSUMMARY

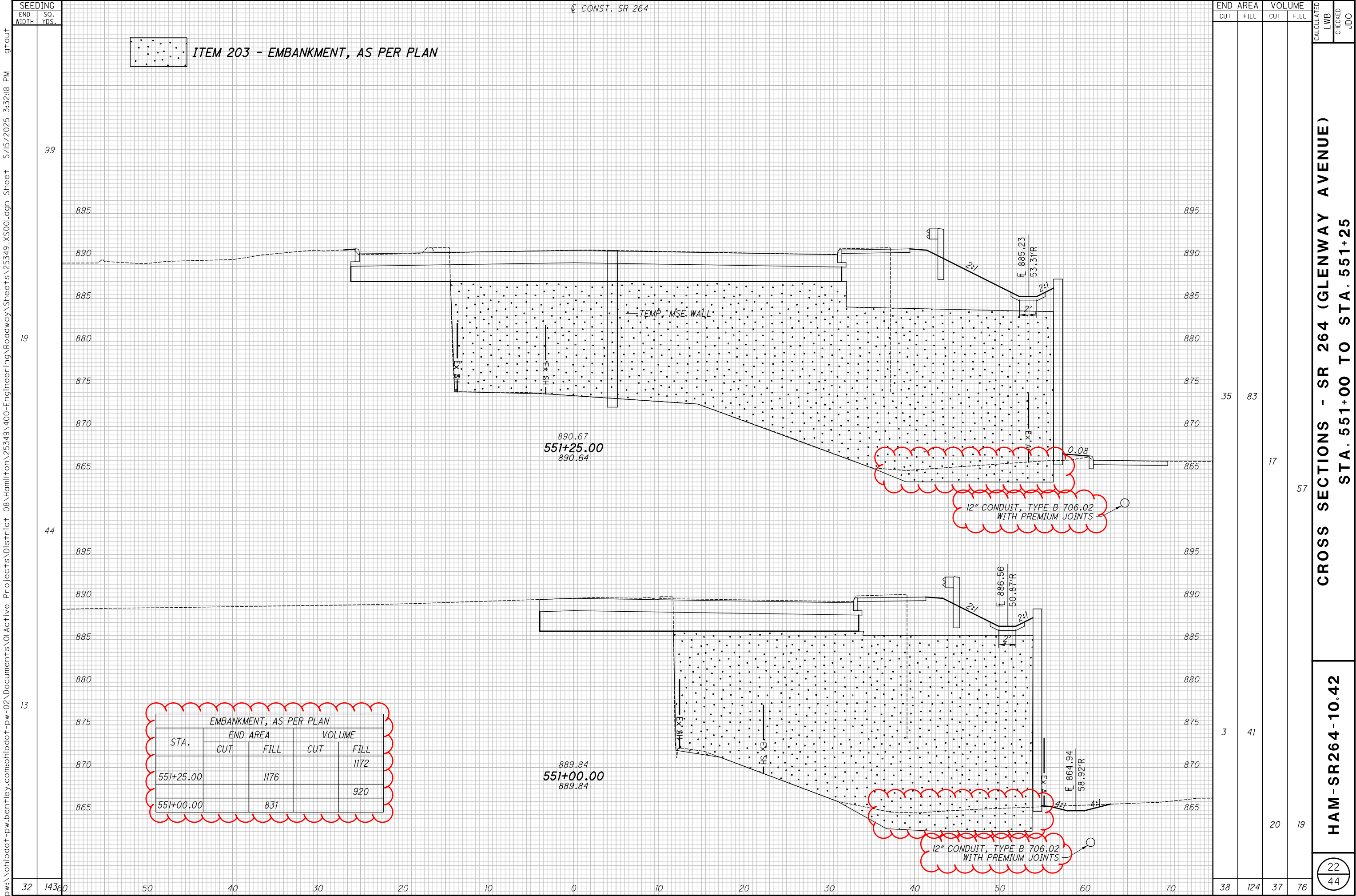




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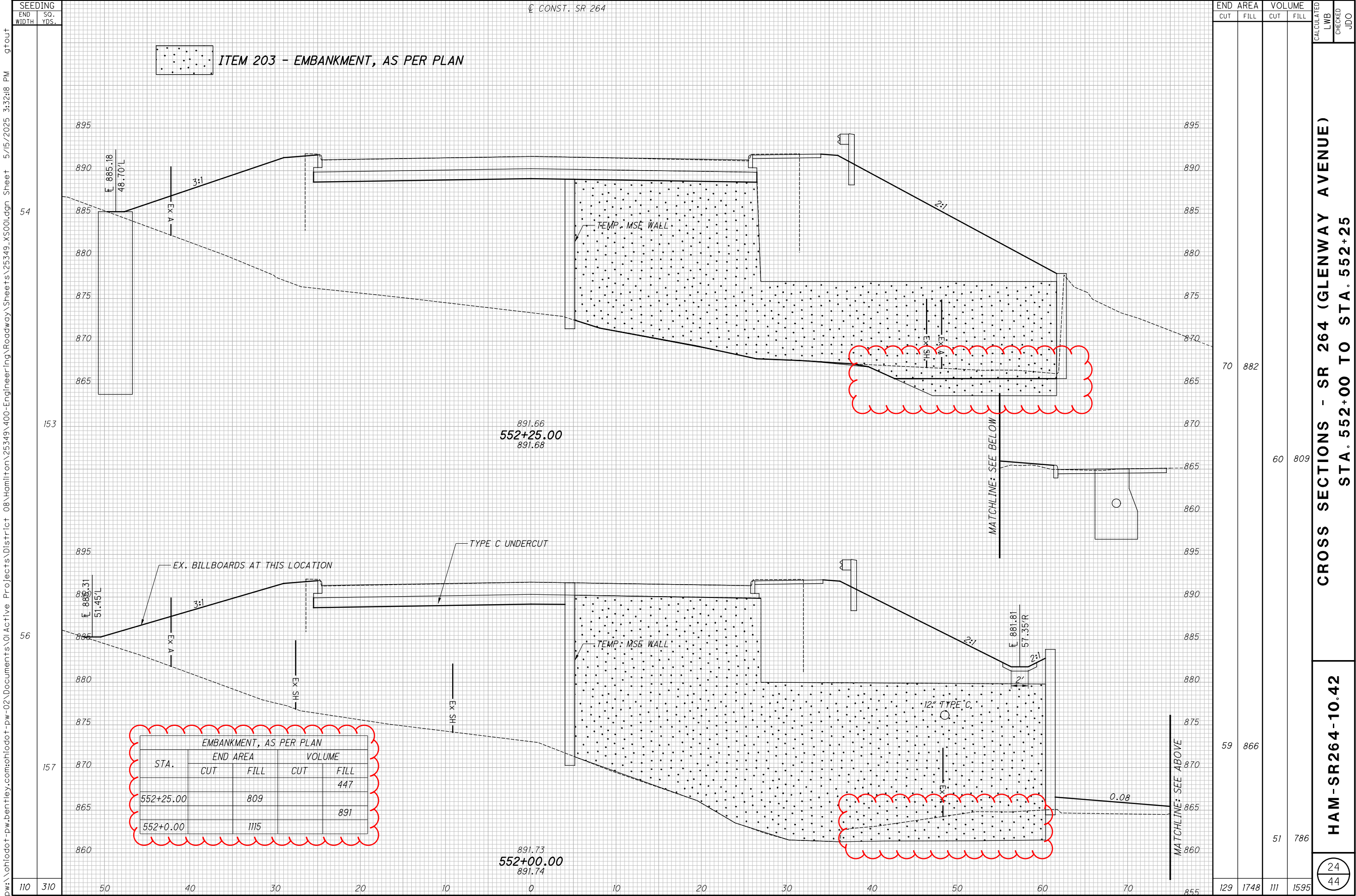


STA.	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
550+75.00		377		559



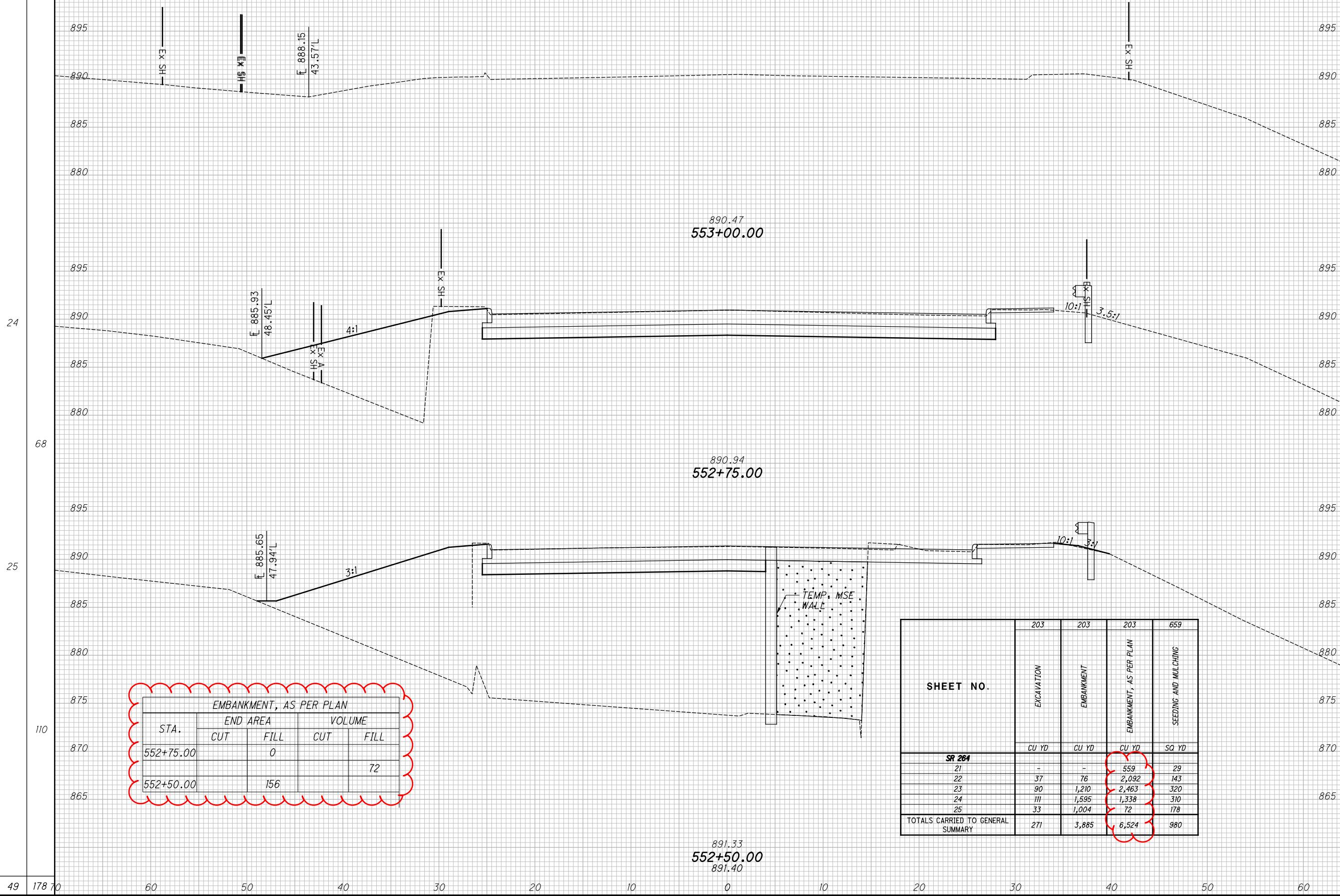






€ CONST. SR 264

ITEM 203 - EMBANKMENT, AS PER PLAN

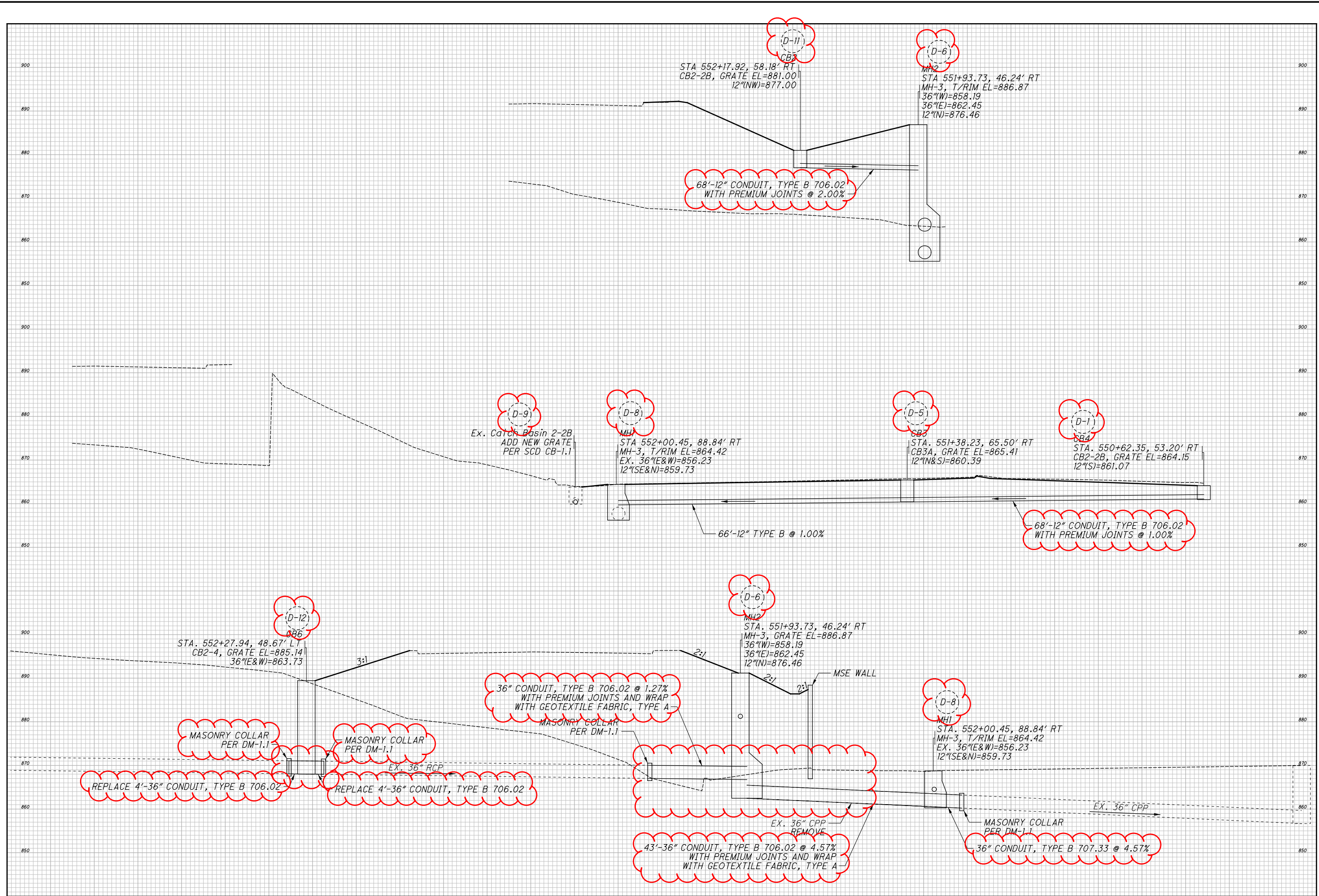


EMBANKMENT, AS PER PLAN				
STA.	END AREA		VOLUME	
	CUT	FILL	CUT	FILL
552+75.00		0		
				72
552+50.00		156		

SHEET NO.	203	203	203	659
	EXCAVATION	EMBANKMENT	EMBANKMENT, AS PER PLAN	SEEDING AND MULCHING
	CU YD	CU YD	CU YD	SQ YD
<b>SR 264</b>				
21	-	-	559	29
22	37	76	2,092	143
23	90	1,210	2,463	320
24	111	1,595	1,338	310
25	33	1,004	72	178
TOTALS CARRIED TO GENERAL SUMMARY	271	3,885	6,524	980

END AREA		VOLUME		CALCULATED LWB	CHECKED JDO
CUT	FILL	CUT	FILL		
3	97	1	320	CROSS SECTIONS - SR 264 (GLENWAY AVENUE)  STA. 552+50 TO STA. 552+75	
0	595	32	684		
3	692	33	1004		
HAM - SR264-10.42				<div>25 44</div>	





DESIGN SPECIFICATIONS:

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

SEALING OF CONCRETE SURFACES (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 GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

FOUNDATION BEARING RESISTANCE:

THE FOUNDATION BEARING RESISTANCE IS LISTED IN THE TABLE BELOW:

FOUNDATION BEARING RESISTANCE			
WALL NUMBER	WALL LIMITS		FACTORED BEARING RESISTANCE
	FROM STA.	TO STA.	
1	550+58	552+25	5000 PSF

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE):

THE FINISH COAT COLOR SHALL BE FEDERAL COLOR NO. 595A-26622, LIGHT NEUTRAL.

AESTHETIC SURFACE TREATMENT:

ALL MSE PANELS SHALL HAVE A "FRACTURED FIN" FINISH WITH A MINIMUM RELIEF OF 1.5". THE MANUFACTURER SHALL FABRICATE AND THE CONTRACTOR SHALL INSTALL THE PANELS SUCH THAT THE VERITCAL FINS AND VALLEYS IN THE FRACTURED FIN AESTHETIC TREATMENT ALIGN VERTICALLY ACROSS ADJACENT PANELS FROM THE BOTTOM OF THE WALL TO THE TOP.

ITEM 840 - FOUNDATION PREPARATION, AS PER PLAN:

PROVIDE GRANULAR MATERIAL TYPE C CONSISTING OF CRUSHED CARBONATE STONE MEETING FOR ALL WORK ASSOCIATED WITH ITEM 840 - FOUNDATION PREPARATION

ITEM 840 - SELECT GRANULAR BACKFILL

PAYMENT FOR SELECT GRANULAR BACKFILL FOR THE MSE WALL IS PROVIDED IN THE ROADWAY QUANTITY, ITEM 203 - EMBANKMENT, AS PER PLAN

ITEM 867 - SELECT GRANULAR BACKFILL

PAYMENT FOR SELECT GRANULAR BACKFILL FOR THE TEMPORARY MSE WALL IS PROVIDED IN THE ROADWAY QUANTITY, ITEM 203 - EMBANKMENT, AS PER PLAN.

ITEM 840 - NATURAL SOIL

PAYMENT FOR NATURAL SOIL FOR THE MSE WALL IS PROVIDED IN THE ROADWAY QUANTITY, ITEM 203 - EMBANKMENT

MINIMUM SOIL REINFORCEMENT LENGTHS

BASED ON THE EXTERNAL STABILITY ANALYSIS OF THE MECHANICALLY STABILIZED EARTH WALLS, THE FOLLOWING MINIMUM LENGTHS ARE AS FOLLOWS:  
STRAP LENGTH SHALL BE 70% OF THE WALL HEIGHT.  
AT NO CASE SHALL THE MINIMUM SOIL REINFORCEMENT BE LESS THAN 8 FEET.  
H= THE WALL HEIGHT AS DETERMINED ACCORDING TO THE SUPPLEMENTAL SPECIFICATION 840.04

ITEM SPECIAL - SETTLEMENT PLATFORM

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 WEEKL Y 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: [https://www.dot.state.oh.us/Divisions/Engineering/Geotechnical/geotechnical\\_documents/Blank\\_Settlement\\_Reading\\_Plots-English.xls](https://www.dot.state.oh.us/Divisions/Engineering/Geotechnical/geotechnical_documents/Blank_Settlement_Reading_Plots-English.xls) IN THE OGE WEBSITE PUBLICATIONS AND DOCUMENTS SECTION. PREPARE A SEPARATE GRAPH IN THE SPREADSHEET FOR EACH SETTLEMENT PLATFORM. PROVIDE THE SETTLEMENT PLATFORM DESIGNATION NUMBER, STATION, AND OFFSET ON EACH TAB IN THE SPREADSHEET. A COPY OF EACH CUMULATIVE PLOT SHALL BE SENT TO THE ENGINEER AND THE DISTRICT GEOTECHNICAL ENGINEER AFTER EACH SETTLEMENT READING IS RECORDED.

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 5 DAYS PRIOR TO CONSTRUCTION. THE DEPARTMENT WILL REQUIRE 10 WORKING DAYS FOR REVIEW AND APPROVAL. THE DESIGN DRAWINGS SHOULD ILLUSTRATE THE PROPOSED 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.

MATERIALS: SOUND LUMBER SUCH AS 3/4" EXTERIOR GRADE PLYWOOD SHALL BE USED FOR THE BASE. THE PIPE SHALL BE 2 1/2" STANDARD BLACK PIPE WITH THREADED FITTINGS AS SHOWN ON THE PLANS. A STEEL PLA TE (36" x 36" x 1/8") MAY BE SUBSTITUTED FOR THE LUMBER FOR THE PLATFORMS, AT THE CONTRACTOR'S OPTION.

THE CONTRACTOR MAY UTILIZE VIBRATING WIRE SETTLEMENT MONITOR DEVICES IN LIEU OF THE SETTLEMENT PLA TFORMS A T NO ADDITIONAL COST TO THE PROJECT. THE CONTRACTOR MUST SUBMIT THE PROPOSED VIBRATING WIRE SETTLEMENT MONITORING EQUIPMENT AND METHODS TO THE DISTRICT GEOTECHNICAL ENGINEER FOR APPROVAL PRIOR TO ORDERING MATERIALS OR FIELD INSTALLATION.

CONSTRUCTION METHODS: THE PLATFORM SHALL CONFORM TO THE DETAILS SHOWN ON THE PLANS. THE PLATFORM SHALL BE SET ON A LEVEL SURFACE. PLACE THE SETTLEMENT PLATFORMS AT THE BOTTOM OF THE GRANULAR MATERIAL, TYPE C USED IN THE ITEM 840 - FOUNDATION PREPARATION WORK. FIRMLY SECURE THE SETTLEMENT PLATFORM ON THE SS840 SUBGRADE BY DRIVING NO. 4 REINFORCING BAR STAKES WITH A 90 DEGREE BEND AT EACH CORNER OF THE SETTLEMENT PLATFORM. THE PIPE SHALL BE FIR ML Y SECURED TO THE PLATFORM AND SHALL BE MAINTAINED IN A PLUMB POSITION DURING THE PLACEMENT OF THE EMBANKMENT. THE PIPE SHALL BE MARKED AT 1 FOOT INTERVALS WITH PROJECT ELEVATIONS TO FACILITATE MEASUREMENT OF THE DEPTH AND ELEVATION 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.

1. NEW SECTIONS OF PIPE SHALL BE ADDED TO THE TOP OF THE PIPE AS THE EMBANKMENT HEIGHT RISES. IN THIS CASE, THE INCREASE IN THE LENGTH OF THE RISER PIPE SHALL BE DETERMINED AND RECORDED AS WELL AS THE DATE IN WHICH THIS OPERATION WAS PERFORMED. DOCUMENT THE DATE OF PIPE INCREASE ON THE SETTLEMENT GRAPH.
2. THE RISER PIPE SHALL HAVE GUARD STAKES OR BE MARKED WITH HIGH-VISIBILITY FLAGS OR RIBBONS IN ORDER TO PROTECT IT FROM CONSTRUCTION EQUIPMENT. SETTLEMENT PLATFORMS MA Y BE PLACED BEYOND THE EDGE OF PAVEMENT BUT INSIDE THE BREAK OF THE SLOPE IN ORDER TO BE OUT OF THE WAY AS MUCH AS POSSIBLE.
3. IF THE PLATFORM OR PIPE IS DISTURBED OR DAMAGED, WORK SHALL BE STOPPED IN THAT LOCATION UNTIL THE CONTRACTOR RESTORES THE SETTLEMENT PLATFORM AND RISER PIPE TO THEIR PROPER CONDITION. DAMAGED SETTLEMENT PLATFORMS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
4. PRIOR TO PAVING, THE RISER PIPE SHALL BE CUT OFF 2 FEET BELOW THE TOP OF THE FINISHED SURFACE OF THE SUBGRADE OR THE FINISHED GROUND SURFACE, WHICHEVER I APPLICABLE.

WAITING PERIOD: THE WAITING PERIOD SHALL NOT BE CONSIDERED TO BEGIN UNTIL ALL FILL LOADING HAS BEEN PLACED TO THE DESIGN SUBGRADE LEVEL FOR BRIDGE APPROACHES OR FINAL EMBANKMENT LEVEL IN AREAS BEYOND THE BRIDGE APPROACH. THE ANTICIPATED WAITING PERIOD IS SUMMARIZED BELOW FOR EACH SETTLEMENT PLATFORM. INCLUDE SPECIFIC ACTIVITIES IN THE CONSTRUCTION SCHEDULE FOR THE SETTLEMENT WAITING PERIOD.

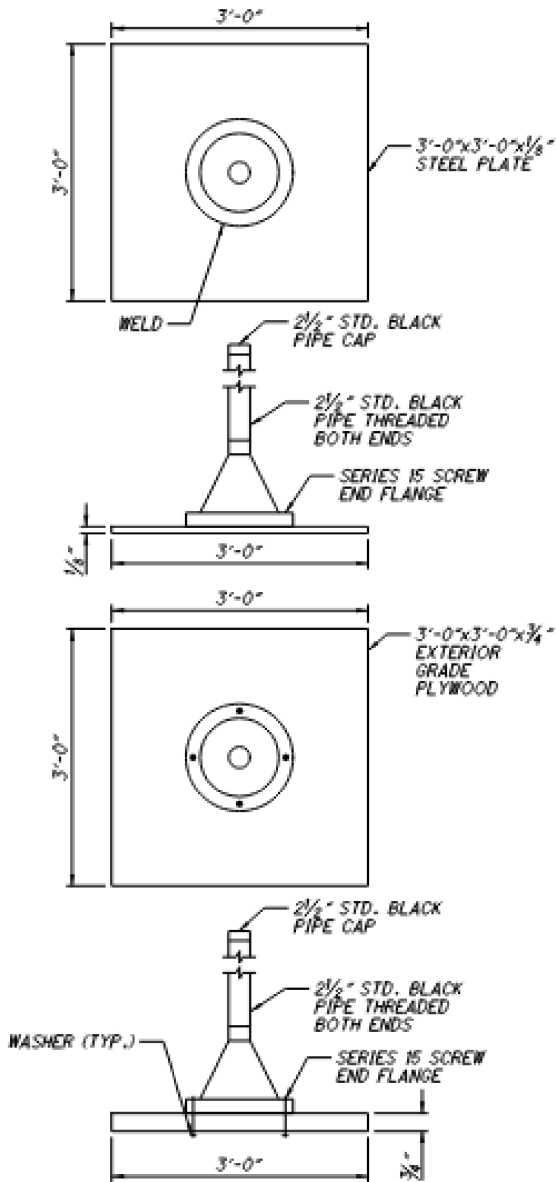
WAITING PERIOD = 60 DAYS

NO CONSTRUCTION ABOVE THE TOP SOIL REINFORCEMENT LAYER (INCLUDING WALL COPING OR CONCRETE RAILING AND MOMENT SLAB ABOVE THE WALLS) OR PAVING SUPPORTED BY EMBANKMENT BEHIND THE WALL SHALL BEGIN UNTIL SETTLEMENT WAITING PERIOD HAS BEEN TERMINATED 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 PLATFORM 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.

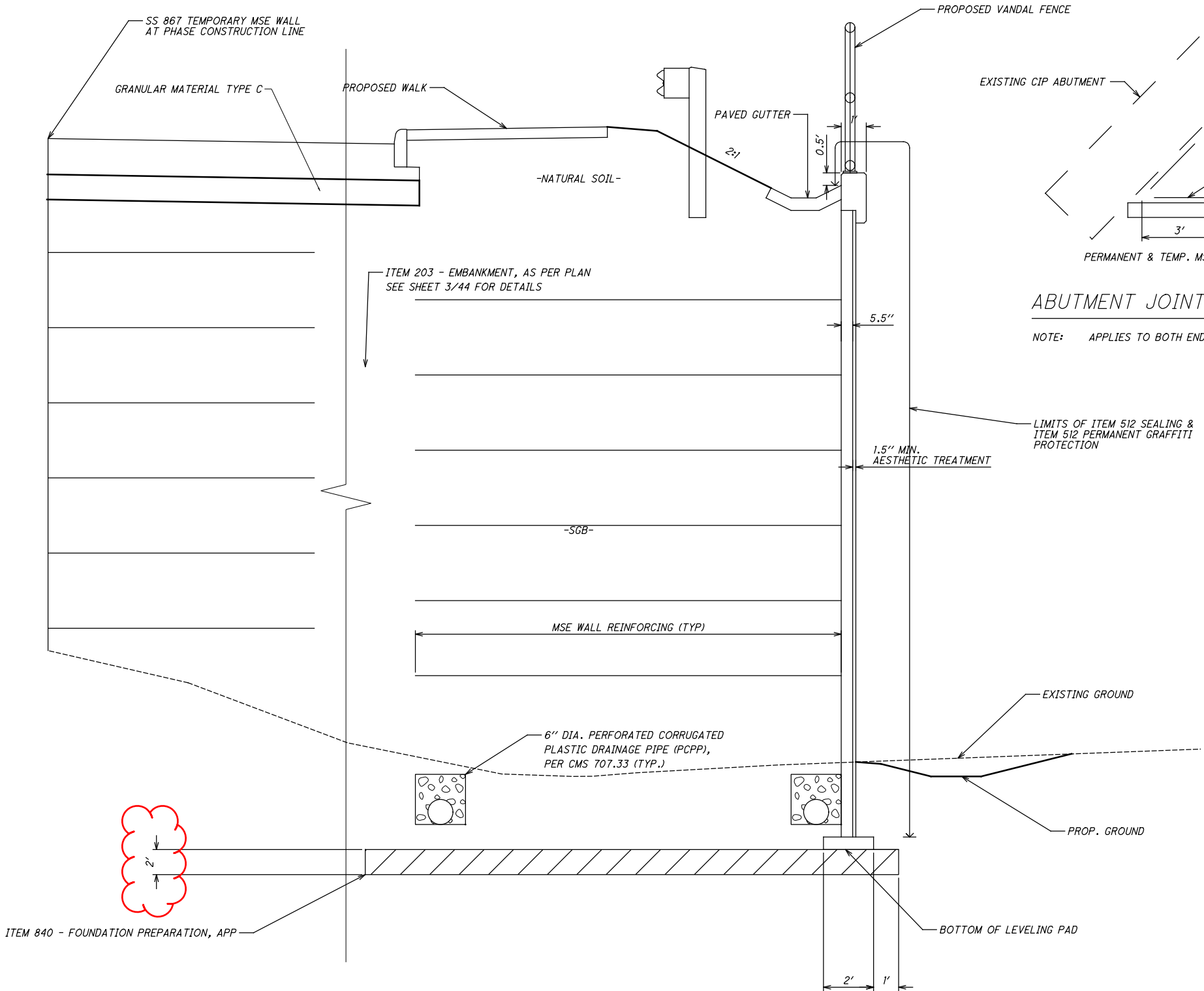
ITEM SPECIAL - SETTLEMENT PLATFORM (CONT.)



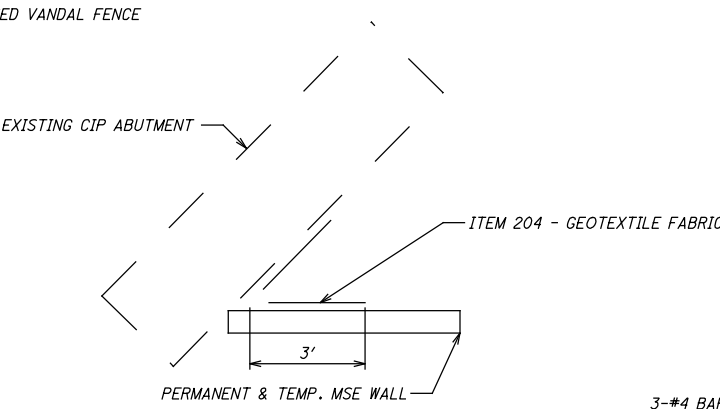
SETTLEMENT PLATFORM DETAILS

ESTIMATED MSE WALL QUANTITIES					
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	
203	65000	3	EA	SPECIAL - SETTLEMENT PLATFORM	
512	10101	444	SY	SEALING OF CONCRETE SURFACES (EPOXY-URTHANE), AS PER PLAN	
602	39900	159	FT	VANDAL PROTECTION FENCE, 6' STRATCH, COATED FABRIC	
840	20000	3988	SF	MECHANICALLY STABILIZED EARTH WALL	
840	21000	652	CY	WALL EXCAVATION	
840	22001	336	SY	FOUNDATION PREPARATION, AS PER PLAN	
840	25010	323	FT	6" DRAINAGE PIPE, PERFORATED	
840	25020	2.5	FT	6" DRAINAGE PIPE, NON-PERFORATED	
840	26000	159	FT	CONCRETE COPING	
840	26050	3988	SF	AESTHETIC SURFACE TREATMENT	
840	27000	5	DAYS	ON-SITE ASSISTANCE	
867	00100	LUMP		TEMPORARY WIRE FACED MECHANICALLY STABILIZED	

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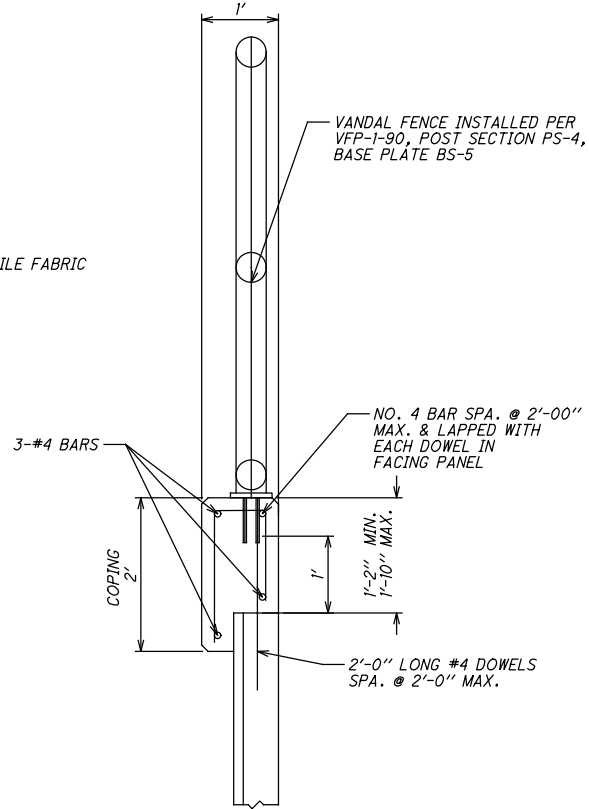


MSE WALL TYPICAL SECTION

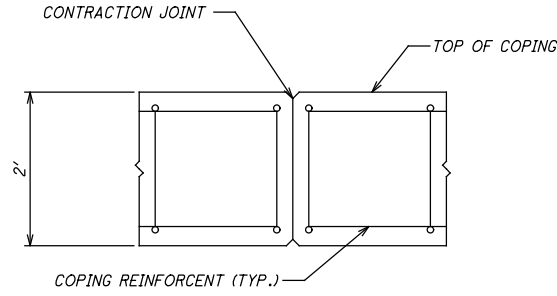


ABUTMENT JOINT DETAIL

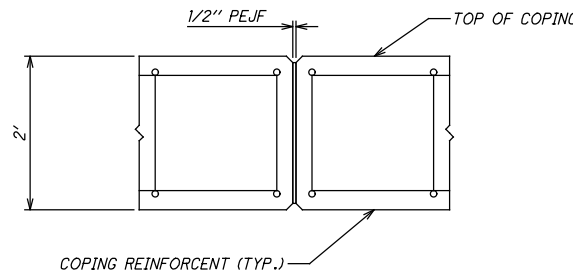
NOTE: APPLIES TO BOTH ENDS OF THE WALL



COPING DETAIL



COPING CONTRACTION JOINT



COPING EXPANSION JOINT

NOTE: PROVIDE EXPANSION JOINTS IN THE COPING AT EACH VERTICAL STEP

<div><div></div><div>31</div><div>44</div></div>		3 / 4	<div><div>HAM-264-10.42</div><div>PID No. 25349</div></div>	<div>MSE WALL DETAILS</div>	<div>HAMILTON</div> <div>STA. 550+58</div> <div>STA. 552+25</div>	<div>DESIGNED</div> <div>AWS</div> <div>CHECKED</div> <div>JAS</div>	<div>DRAWN</div> <div>AWS</div> <div>REVISED</div> <div>JAS</div>	<div>REVIEWED</div> <div>JAS</div> <div>STRUCTURE FILE NUMBER</div> <div>N/A</div>	<div>DATE</div> <div>10/20/23</div>	<div>DESIGN AGENCY</div> <div>OHIO DEPT. OF TRANSPORTATION</div> <div>DISTRICT 8</div>
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ITEM 202 – BRIDGE RAILING REMOVED, AS PER PLAN

THE CONTRACTOR SHALL REMOVE THE EXISTING METAL BRIDGE RAILING AND STORE IT FOR PICKUP BY THE STATE.

EXISTING STRUCTURE VERIFICATION

EXISTING STRUCTURE VERIFICATION: DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

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 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. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF PROVIDING TEMPORARY DECK EDGE SUPPORT DURING PHASED DEMOLITION OF THE BRIDGE AS SHOWN IN THE PROJECT PLANS. PROVIDE SHORING AS NEEDED ALONG PHASED CONSTRUCTION LINE TO SUPPORT APPROACH SLABS AND ACCOMODATE REMOVAL OF ABUTMENT BACKWALLS.

SUBMIT CONSTRUCTION/DEMOLITION PLANS IN ACCORDANCE WITH CMS 501.05.

IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH CMS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

PROPOSED WORK

REMOVE BRIDGE HAM-264-1046 (SFN 3111547) WHICH CARRIES SR 264 OVER AN ABANDONED RAIL LINE:

- REMOVE THE EXISTING SUPERSTRUCTURE, APPROACH SLABS, AND BEARINGS IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PHASES. ERECT TEMPORARY DECK BRACES AS NEEDED ALONG THE PHASE CONSTRUCTION LINE TO SUPPORT THE PHASE TWO INTERIOR DECK EDGE.
- REMOVE PORTIONS OF THE EXISTING ABUTMENT BACKWALLS DOWN TO THE BEAM SEAT. REMOVE THE PIER DOWN TO THE STEM WALL TO ACCOMMODATE FUTURE UTILITIES. REMOVE A PORTION OF THE PIER STEM WALL IF NEEDED TO CONSTRUCT THE TEMPORARY MSE WALL. REMOVALS SHALL PROCESS IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PHASES. REMOVE THE TOPS OF WING WALLS #2 AND #3 DOWN TO 12" BELOW FINISHED GRADE. WING WALLS #1 AND #4 SHALL NOT BE DISTURBED.
- REPLACE THE CONDUITS UNDER THE BRIDGE WITH NEW CONDUITS WITH SUFFICIENT STRUCTURAL CAPACITY FOR THE PROPOSED DEPTH.
- CONSTRUCT THE NEW RETAINING WALL AT THE APPROXIMATE BACK OF THE OF THE EXISTING PARKING LOT. THIS WILL ELIMINATE THE EASTERN MOST PARKING SPACES AND LIGHT POLE, BUT OTHERWISE MINIMIZES THE HEIGHT OF THE PROPOSED WALL, IMPACT TO THE REST OF THE BACK PARKING AREA, UTILITIES, AND BUILDING/SITE FUNCTIONALITY. GRADE AREA IN FRONT OF WALL TO DRAIN.
- MINIMIZE IMPACTS TO THE EXISTING BILLBOARDS.
- REPLACE THE EXISTING SUPERSTRUCTURE AND AREA UNDER THE BRIDGE WITH NEW EMBANKMENT AND NEW FULL DEPTH PAVEMENT. MATCH THE APPROACH ROADWAY WIDTH, EXCEPT THAT THE NEW SIDEWALK SHALL BE EIGHT FEET WIDE ON THE WEST SIDE.
- PROVIDE NEW ROADWAY AND RETAINING WALL DRAINAGE AS NECESSARY.
- PROVIDE NEW GUARDRAIL OR BARRIER AS NEEDED.
- SEAL THE WALL AND EXPOSED BRIDGE CONCRETE WITH A CLEAR, NON-EPOXY, SILANE SEALER.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES AND/OR HEADACHE BALLS WILL NOT BE PERMITTED. THE DEPARTMENT WILL ALLOW THE USE OF HOE RAMS FOR PHASE ONE AND TWO BRIDGE REMOVALS. THE CONTRACTOR SHALL TAKE CARE TO AVOID DAMAGE TO THE TEMPORARY MSE WALL DURING PHASE TWO DEMOLITION. FURTHERMORE, RUBBLIZING/PROCESSING THE DECK SLAB CONCRETE USING A CHOMPER OR ANY OTHER EQUIPMENT THAT WILL CAUSE/ALLOW MATERIAL TO FALL ONTO THE GROUND WILL NOT BE ALLOWED IN THE SOUTHERN BRIDGE SPAN TO AVOID DAMAGE TO THE BURIED STORM SEWER. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

CUT LINE CONSTRUCTION JOINT PREPARATION

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE.

SUBSTRUCTURE CONCRETE REMOVAL

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL ONLY BE PERMITTED FOR DEMOLITION OF EACH PHASE OF THE PIER ONCE ALL PHASE LINE CUTS ARE COMPLETED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT. THE CONTRACTOR MAY USE HOE RAMS AS SPECIFIED OR HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL, PIPES, ETC. THAT ARE TO BE RETAINED OR RE-USED IN THE REBUILT STRUCTURE OR ROADWAY.

REMOVALS SHALL PROCEED IN ACCORDANCE WITH SS 840 AND SS 867. ADDITIONAL REMOVALS MAY BE NEEDED TO MEET THE REQUIREMENTS OF SS 840 AND SS 867. CONTRACTOR SHALL COORDINATE WITH TEMPORARY AND PERMANENT RETAINING WALL MANUFACTURER TO ENSURE PROPER WALL INSTALLATIONS.

<div><div>34</div><div>44</div></div>		<div>2</div> <div>8</div>	<div>HAM-SR264-10.42</div> <div>PID No. 25349</div>	STRUCTURE NOTES BRIDGE NO: HAM-264-1042 SR 642 (GLENWAY AVE.) OVER ABANDONED RAILROAD			DESIGNED CAH			DRAWN CAH			REVIEWED XXX			DATE MM/DD/YY			DESIGN AGENCY OHIO DEPT. OF TRANSPORTATION DISTRICT 8 BRIDGE OFFICE		