



LOCATION MAP  
SEE SHEET 2

LOCATION MAP

LATITUDE: 39°25'52" N LONGITUDE: 84°17'03" W



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

DESIGN DESIGNATION  
SEE NOTE 1 ON SEE SHEET 2

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES

Contact Two Working Days  
Before You Dig

  
Before You Dig

OHIO 811. 8-1-1, or 1-800-362-2764  
(Non members must be called directly)

PLAN PREPARED BY:



FISHBECK, THOMPSON, CARR & HUBER, INC.  
10856 REED HARTMAN HIGHWAY, SUITE 175  
CINCINNATI, OH 45242

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

D08-BM-FY2026

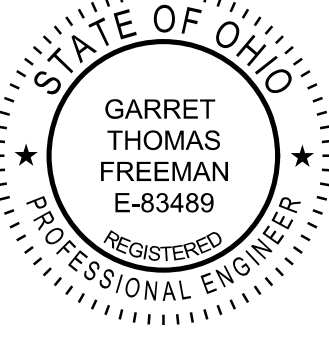
CITY OF CINCINNATI  
CITY OF MOUNT HEALTHY  
CITY OF NORWOOD  
COLERAIN TOWNSHIP  
SYCAMORE TOWNSHIP  
HAMILTON COUNTY  
COLUMBIA TOWNSHIP  
CITY OF NORTH COLLEGE HILL  
CITY OF SHARONVILLE

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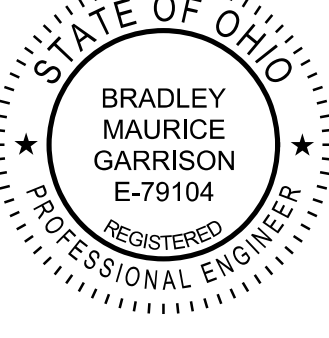
ENGINEER'S SEAL

FOR SHEETS  
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ENGINEER'S SEAL

FOR SHEETS  
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STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-2.4	7-19-13	RM-4.2	7-19-24	PCB-91	7-17-20	SS800	1-17-25
BP-5.1	1-17-25			VPF-1-90	7-21-23	SS809	1-17-25
						SS832	7-19-24
MT-95.31	7-19-19					SS843	1-19-24
MT-95.32	4-19-19					SS844	1-17-25
MT-95.45	7-21-23					SS847	7-19-24
MT-95.50	7-21-17					SS849	1-18-13
MT-97.10	4-19-19						
MT-101.60	1-17-25						
MT-101.70	7-19-24						
MT-101.75	7-21-23						
MT-110.10	7-19-13						

FEDERAL PROJECT NUMBER

E250 (025)

RAILROAD INVOLVEMENT

ORY TRACKS WITHIN CSX RIGHT-OF-WAY

PROJECT DESCRIPTION

BRIDGE MAINTENANCE PROJECT INCLUDING VANDAL PROTECTION  
FENCE REPLACEMENT AND REPAIR, BRIDGE RAILING REPAIR,  
PEDESTRIAN RAILING PAINTING, CONCRETE OVERLAY WITH  
SCARIFICATION, CONCRETE PATCHING AND REPAIR, SEALING OF  
CONCRETE BRIDGE DECKS, SEALING OF CONCRETE SURFACES,  
AND BEAM COLLISION IMPACT REPAIR.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.0 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

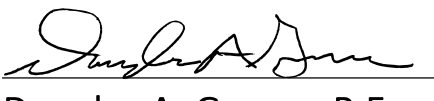
LIMITED ACCESS

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  
SUPPLEMENTAL SPECIFICATIONS LISTED IN THE  
PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL  
GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT  
THE MAKING OF THIS IMPROVEMENT WILL REQUIRE  
THE CLOSING TO TRAFFIC OF THE ROADWAY AND THAT  
DETOURS WILL BE PROVIDED AS INDICATED ON SHEETS  
P.8 THRU P.11.

  
Douglas A. Gruver, P.E.  
District 08 Deputy Director

  
Pamela Boratyn  
Director, Department of Transportation

TITLE SHEET

DESIGN AGENCY



DESIGNER  
JPC

REVIEWER  
BMV 02/04/25

PROJECT ID  
113006

SHEET	TOTAL
P.01	42

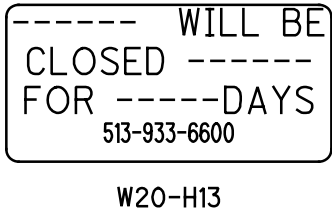


ITEM 614, MAINTAINING TRAFFIC

MAINTAIN ALL THE EXISTING LANES OF TRAFFIC AT ALL TIMES, EXCEPT LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE LANE VALUE TABLE, BY USE OF THE EXISTING PAVEMENT.

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

NOTICE OF CLOSURE SIGNS (W20-H13), SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. (AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGABLE 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 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 SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LASTLINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH AMOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TOBE A SPECIFIC OFFICE WITHIN THE DISTRIC RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES, PER SCD MT-101.60 AT THE LOCATIONS SHOWN IN THE "PROJECT LOCATIONS WITH DETOURS TABLE"

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

PROJECT LOCATIONS WITH DETOURS TABLE

PROJECT WORK LOCATION	DETOUR PLAN SHEET
HAM-27-1408	9
HAM-71-1303	10
HAM-562-0253	11

ITEM 614 - DETOUR SIGNING

THE CONTRACTOR SHALL PROVIDE, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL DETOUR SIGNING AND SUPPORTS AS SHOWN ON SHEETS 10-11 AND ON STANDARD CONSTRUCTION DRAWING MT-101.60. ALL WORK SHALL BE PAID FOR UNDER ITEM 614, DETOUR SIGNING.

ITEM 614, MAINTAINING TRAFFIC (CONT'D)

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).

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.

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.

WINDOW CONTRACT TABLE

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PROPOSAL:

DESCRIPTION OR LOCATION OF CRITICAL WORK	CALENDER DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
ALL WORK REQUIRING ROAD CLOSURE AND DETOUR AT HAM-71-1303	21	\$ 650	6/1/2026	8/1/2026
			6/1/2027	PROJECT COMPLETION DATE
ALL WORK REQUIRING LONG TERM LANE CLOSURES OF US-27 AT HAM-27-1408	14	\$ 1,320	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE

CITY OF CINCINNATI DOTE

- IF PROJECT ACTIVITIES ARE PERFORMED IN CITY OF CINCINNATI RIGHT OF WAY, OR WILL IMPACT LOCAL ROADS, THEN THE CONTRACTORS MUST APPLY FOR A CITY PERMIT.
- PERMITS: A CITY OF CINCINNATI DOTE PERMIT IS REQUIRED PRIOR TO THE ODOT CONTRACTOR COMMENCING WORK INSIDE THE CITY'S RIGHT OF WAY. PERMITS WILL BE AT "NO COST"AND REQUIRE DOTE'S GENERAL PERMIT TO BE APPLIED FOR.
- THE CITY OF CINCINNATI'S CITIZENS AND BUSINESSES HOST MANY MAJOR EVENTS THAT MAY AFFECT TRANSPORTATION ASSETS WITHIN THE PROJECT LIMITS. CITY ISSUED PERMITS MAY REQUIRE MAJOR EVENT WORK RESTRICTIONS ON THE CONTRACTOR'S ACTIVITIES. THE CITY MAINTAINS A LIST OF KNOWN MAJOR EVENTS AT THE FOLLOWING WEBSITE:

HTTP://CINCINNATI-OH.GOV/POLICE/SPECIAL-EVENTS-REGULATIONS-AUCTIONS/EVENT-PERMITS/ .

LANE VALUE CONTRACT

NOTE:

1. THE PERMITTED LANE CLOSURE SCHEDULE IS LOCATED ON THE ODOT WEBSITE <http://plcm.dot.state.oh.us/> THE LATEST REVISION, 14 DAYS PRIOR TO THE BID, SHALL BE IN EFFECT FOR THIS PROJECT.
2. (I-71 MAINLINE AND I-71 RAMP LOCATIONS) NO CLOSURES 2 HOURS BEFORE THE EVENT START TIME NOR 2 HOURS AFTER THE EVENT END TIME FOR EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK CENTER. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE GENERATING AN EVENT ATTENDANCE OF 10,000+.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
ALL LANES ON US-27 OPEN TO TRAFFIC	6:00 AM TO 8:00 PM	1 MINUTE	\$200
ALL LANES ON EB I-275 OPEN TO TRAFFIC (HAM-27-1408)	3:2 6:00 AM TO 6:00PM 3:1 5:00 AM TO 7:00 PM	1 MINUTE	\$325
ALL LANES ON WB I-275 OPEN TO TRAFFIC (HAM-27-1408)	3:2 7:30 AM TO 6:30 PM 3:1 6:00 AM TO 10:30 PM	1 MINUTE	\$325
ALL LANES ON SR-126 OPEN TO TRAFFIC	6:00 AM TO 10:00 AM & 1:30 PM TO 6:30 PM	1 MINUTE	\$265
ALL LANES ON US-127 OPEN TO TRAFFIC	6:00 AM TO 8:00 AM & 3:00 PM TO 7:00 PM	1 MINUTE	\$115
ALL LANES ON SR-562 OPEN TO TRAFFIC	6:30 AM TO 7:30 PM	1 MINUTE	\$355
ALL LANES ON NB & SB I-71 OPEN TO TRAFFIC (HAM-71-0450)	4:3 5:00 AM TO 11:30 PM 4:2 6:00 AM TO 8:00 PM 4:1 6:30 AM TO 6:30 PM	1 MINUTE	\$280
ALL LANES ON SOUTHBOUND I-71 OPEN TO TRAFFIC (HAM-71-0992)	3:2 6:00 AM TO 8:00 PM 3:1 5:00 AM TO 10:30 PM	1 MINUTE	\$530
ALL LANES ON NORTHBOUND I-71 OPEN TO TRAFFIC (HAM-71-1303)	3:2 5:30 AM TO 12:00 PM 3:1 6:30 AM TO 8:30 PM	1 MINUTE	\$430
ALL LANES ON SOUTHBOUND I-71 OPEN TO TRAFFIC (HAM-71-1303)	3:2 5:30 AM TO 10:30 PM 3:1 6:30 AM TO 10:00 PM	1 MINUTE	\$430
ALL LANES ON KEMPER RD. EB & WB OPEN TO TRAFFIC	2:1 11:00 AM TO 6:00 PM	1 MINUTE	\$70

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

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO LISTED CONTACTS
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 UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

CONTACT THE FOLLOWING:  
-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 HAULING.PERMITS@DOT.OHIO.GOV





SEQUENCE OF CONSTRUCTION

**HAM-71-13.03:**

CLOSE KUGLER MILL RD. AT THE BRIDGE LOCATION. MAINTAIN ACCESS TO THE ADJACENT DRIVES AT ALL TIMES. DETOUR TRAFFIC AS SHOWN ON SHEET 10. COMPLETE CRITICAL WORK ACCORDING TO THE WINDOW CONTRACT TABLE.

**HAM-27-14.08:**

CLOSE THE RIGHT 2 LANES OF NORTHBOUND US-27 AS SHOWN ON SHEETS 8-9 AND PROVIDE EXTRA ADVANCED WARNING SIGNS PER MT-95.50. COMPLETE CRITICAL WORK ACCORDING TO THE WINDOW CONTRACT TABLE. MAINTAIN A 10' MIN. THRU LANE BY

CLOSE THE RIGHT 2 LANES OF SOUTHBOUND US-27 AS SHOWN ON SHEETS 8-9 AND PROVIDE EXTRA ADVANCED WARNING SIGNS PER MT-95.50. COMPLETE CRITICAL WORK ACCORDING TO THE WINDOW CONTRACT TABLE. MAINTAIN A 10' MIN. THRU LANE.

**HAM-27-13.30:**

MAINTAIN ALL LANES ON US-27, EXCEPT SHORT-TERM LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE LVCT. CLOSE BRIDGE TO PEDESTRIAN TRAFFIC AS NECESSARY TO COMPLETE WORK AND DURING CURING PERIODS. DETOUR PEDESTRIAN TRAFFIC TO THE CROSS WALK 0.05 MILES NORTH OF BRIDGE No.: HAM-27-13.30 PER MT-110.10.

**HAM-126-09.04 L/R:**

MAINTAIN ALL LANES ON SR-126, EXCEPT SHORT-TERM LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE LVCT. CLOSE THE SHOULDER PER MT-95.45 DURING THE REMOVAL AND REPAIR OF THE CONCRETE BRIDGE RAILING. LANE CLOSURES ON US-127 ARE PERMITTED IN ACCORDANCE WITH THE LVCT.

**HAM-562-01.79:**

MAINTAIN ALL LANES ON SR-562, EXCEPT SHORT-TERM LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE LVCT.

**HAM-562-02.53:**

MAINTAIN A MINIMUM OF ONE LANE OF TWO-WAY TRAFFIC USING FLAGGERS DURING WORKING HOURS. CLOSE THE SIDEWALK ON THE BRIDGE DURING WORKING HOURS AND DURING CURING PERIODS. DETOUR PEDESTRIAN TRAFFIC FROM HARRIS AVE. TO BEECH ST. TO NORWOOD AVE. PER MT-110.10.

**HAM-71-04.50:**

MAINTAIN ALL LANES ON IR-71, EXCEPT SHORT-TERM LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE LVCT.

**HAM-71-09.92:**

MAINTAIN ALL LANES ON IR-71, EXCEPT SHORT-TERM LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE LVCT.

**HAM-75-16.52:**

MAINTAIN ALL LANES ON IR-75. MAINTAIN ALL LANES OF TRAFFIC ON KEMPER ROAD EXCEPT SHORT-TERM LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE LVCT.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS

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

APPROVED MOT EXCEPTIONS INCLUDE:

- THE CONTRACTOR IS PERMITTED TO CLOSE TWO LANES IN EACH DIRECTION AT BRIDGE No.: HAM-27-1408 THAT CARRIES US-27 OVER I-275 TO PERFORM CONCRETE OVERLAY ACCORDING TO THE WINDOW CONTRACT TABLE.

2 PCMS SHALL BE USED TO PROVIDE NOTICE OF CLOSURE AND DETOUR INFORMATION BEFORE AND DURING THE CLOSURE.

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 & HAMILTON COUNTY ADMINISTRATOR, AS WELL AS THE CONTRACTOR, 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 EXCEPTIONS 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 05/11/2023 FOR PID 113006” IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTIONS 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.

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY



DESIGNER

GTF

REVIEWER

SRK 6-05-25

PROJECT ID

113006

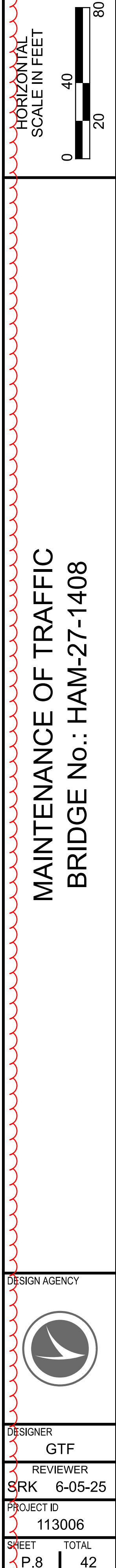
SHEET

P.7

TOTAL

42












GENERAL SUMMARY	
	
DESIGNER	BMG
REVIEWER	BMV 02/04/25
PROJECT ID	113006
SHEET	TOTAL
P.12	42



BRIDGE NO.	PHASE NO.	SHEET NO.	LENGTH (FEET)		614	614	614	614	614		622					
					WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (BI-DIR.)	BARRIER REFLECTOR, TYPE 1 (BI-DIR.)	OBJECT MARKER, TWO-WAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	DETOUR SIGNING		PORTABLE BARRIER, UNANCHORED					
					EACH	EACH	EACH	SNMT	LS		FT					
HAM-71-1303	-	P.05							LUMP							
HAM-27-1330	-	P.05							LUMP							
HAM-27-1408	-	P.06-P.07						2	LUMP							
HAM-126-0904L	1	P.06	300		1	7	7				300					
HAM-126-0904L	2	P.06	260		1	6	6				260					
HAM-126-0904R	1	P.06	300		1	7	7				300					
HAM-126-0904R	2	P.06	260		1	6	6				260					
HAM-562-0253	-	P.05							LUMP							
TOTALS CARRIED TO GENERAL SUMMARY					4	26	26	2	LUMP		1120					



STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS  
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

VPF-1-90      REVISED      7-21-23

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

843    DATED    1-19-24  
844    DATED    1-17-25  
848    DATED    7-19-24  
849    DATED    1-18-13

DESIGN SPECIFICATIONS  
THIS STRUCTURE CONFORMS TO THE 10th 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 QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE REINFORCEMENT:  
UNCOATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI  
(BRIDGE RAILING)

PLANS OF EXISTING BRIDGES  
CONSTRUCTION PLANS FOR THE EXISTING BRIDGES ARE AVAILABLE FOR REFERENCE BY CONTACTING THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 8 OFFICE.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BECOME FAMILIAR WITH ALL PERTINENT EXISTING DRAWINGS AND DETAILS RELEVANT TO THIS PROJECT.

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 C&MS 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 STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

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, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. 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.

ITEM 509, CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN  
REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT CONCRETE REINFORCEMENT BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING STEEL REINFORCEMENT BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW CONCRETE REINFORCEMENT OF THE SAME SIZE, COATING, AND MATERIAL AT NO COST TO THE DEPARTMENT.

ADDITIONAL QUANTITIES HAVE BEEN PROVIDED FOR DOWEL HOLES, IF NEEDED, TO EMBED THE REPLACEMENT REINFORCING INTO THE EXISTING STRUCTURE. PAYMENT FOR DOWEL HOLES SHALL BE MADE AT THE BID UNIT PRICE FOR ITEM 510, DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN.

ITEM 510, DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN  
INSTALL DOWEL BARS ACCORDING TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR BLACK REBAR PUBLISHED IN THE ICC-ES REPORTS LISTED BELOW.

THE HOLES FOR THE DOWEL BARS SHALL BE DRILLED WITH A HAMMER DRILL AND CARBIDE BIT. PRIOR TO THE INSTALLATION OF THE ANCHORS, THE HOLES SHALL BE CLEANED AND DRIED IN A MANNER CONSISTENT WITH THE MANUFACTURER'S REQUIREMENTS FOR DRY CONCRETE.

SELECT FROM ONE OF THE FOLLOWING APPROVED PRODUCTS:

HILTI HIT-HY 200 ADHESIVE ANCHORS  
(ICC-ES REPORT ESR-3187)

DEWALT PURE110+ EPOXY ADHESIVE ANCHOR SYSTEM  
(ICC-ES REPORT ESR-3298)

SIMPSON STRONG-TIE SET-3G EPOXY ADHESIVE ANCHORS  
(ICC-ES REPORT ESR-4057)

ATC ULTRABOND HS-1CC ADHESIVE ANCHOR SYSTEM  
(ICC-ES REPORT ESR-4094)

THE MANUFACTURER'S INSTALLATION INSTRUCTIONS PUBLISHED IN THE ICC-ES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT: WWW.ICC-ES.ORG/EVALUATION-REPORT-PROGRAM/REPORTS-DIRECTORY

PRIOR TO DRILLING HOLES, LOCATE EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL TO EITHER SIDE OF THE EXISTING BAR. THE DEPARTMENT WILL PAY FOR DOWEL HOLES AND GROUTING WITH ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN.

ITEM 512, SEALING OF CONCRETE BRIDGE DECKS WITH HMWM RESIN, AS PER PLAN  
ALL SURFACES SHALL BE SWEEPED AFTER APPLICATION OF THE HMWM RESIN TO REMOVE ANY LOOSE GRANULAR MATERIAL. MANUAL BROOMS SHALL BE USED. SWEEPING OF THE SURFACE SHALL NOT BE DONE UNTIL A MINIMUM OF 6 HOURS AFTER THE APPLICATION OF THE HMWM RESIN. COMPLETE WORK WILL BE CLEAN AND FREE OF ALL LOOSE GRANULAR MATERIAL IMMEDIATELY AFTER SWEEPING, AS DETERMINED BY THE ENGINEER. AREAS DETERMINED UNSATISFACTORY BY THE ENGINEER WILL BE RE-SWEEPED TO THE SATISFACTION OF THE ENGINEER WITHIN THE TIME SPECIFIED, AT NO ADDITIONAL COST TO THE DEPARTMENT.

ITEM 512, CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN  
NARROW CRACKS THAT ARE NOT NOTED IN THE PLANS TO BE EPOXY INJECTED SHALL BE GROUND SMOOTH BEFORE APPLYING EPOXY-URETHANE SEALER OR HMWM RESIN. BEFORE PERFORMING WORK, THE LOCATIONS OF CRACKS TO BE GROUND SMOOTH SHALL BE APPROVED BY THE ENGINEER.

ITEM 514, FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN  
1.0 DESCRIPTION: THIS ITEM CONSISTS OF FIELD PAINTING STRUCTURAL STEEL PREVIOUSLY COATED WITH AN OLDER EXISTING OZEU OR IZEU PAINT SYSTEM TO CORRECT DAMAGE BY COLLISION OR CORROSION. THIS WORK CONSISTS OF PERFORMING SURFACE PREPARATION AND APPLYING A TWO-COAT PAINT SYSTEM TO THE PREPARED STEEL AND FEATHERED REMOVAL AREAS OF EXISTING OZEU OR IZEU PAINT SYSTEMS.

2.0 GENERAL: C&MS 514.05 THROUGH 514.10 AND 514.13D APPLY UNLESS MODIFIED BY THESE NOTES.

3.0 WASHING EXISTING OZEU OR IZEU PAINTED SURFACES: CLEAN SURFACES TO BE COATED WITH LOW PRESSURE WATER CLEANING TO REMOVE ALL DIRT, DEBRIS, ANIMAL EXCREMENT, SALT CONTAMINANTS AND OTHER ACCUMULATED FOREIGN MATERIAL IN ACCORDANCE WITH SSPC-SP12 (LP WC), LOW PRESSURE WATER CLEANING. THE PRESSURE WASHER SHALL BE CAPABLE OF ACHIEVING AT LEAST 2000 POUNDS PER SQUARE INCH AT THE NOZZLE. WHEN USING THE POWER WASHING EQUIPMENT, THE NOZZLE SHALL BE MAINTAINED NO MORE THAN 10 INCHES FROM THE SURFACE. SUPPLY AND USE POTABLE WATER. PROVIDE TO THE ENGINEER A LETTER OF WRITTEN ACCEPTANCE FOR ANY BIODEGRADABLE DETERGENTS OR CLEANERS USED IN CONJUNCTION WITH THIS METHOD.

COLLECT AND CONTAIN WATER AND DEBRIS REMOVED DURING WASHING OPERATIONS ABOVE WATER FEATURES IN CONFORMANCE WITH C&MS 514.08 AND C&MS 514.13D FOR ANY DEBRIS. CREATE SETTLEMENT COLLECTION BASINS AND STRAIN ALL WASH WATER ABOVE LAND FEATURES AS NECESSARY TO PRODUCE VISIBLY CLEAR WATER AND COMPLY WITH C&MS 514.08 AND C&MS 514.13D FOR ANY DEBRIS.

4.0 SURFACE PREPARATION: AFTER THE PRESSURE WASHED SURFACE HAS DRIED, REMOVE EXISTING PAINT COATING TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER ACCORDING TO: SSPC-SP-11, POWER TOOL CLEANING TO BARE METAL, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 3; SSPC SP6, COMMERCIAL BLAST CLEANING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 1; OR SSPC SP12 UHP WJ-4, ULTRAHIGH-PRESSURE WATER JETTING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 4. SUPPLY BLAST WATER CONTAINING A COMMERCIALLY AVAILABLE RUST INHIBITOR AT A DOSAGE THAT PREVENTS FLASH RUSTING FOR 12 HOURS AND DOCUMENTED AS ACCEPTABLE TO THE COATINGS MANUFACTURER. THE ENGINEER WILL USE THE SSPC-VIS 1, SSPC-VIS 3 OR SSPC-VIS 4 TO DETERMINE THE ACCEPTANCE OF THE SURFACE PREPARATION. FEATHER THE EXISTING PAINT TO EXPOSE A MINIMUM OF ½ INCH OF EACH COAT. CONTAIN AND DISPOSE OF WASTE GENERATE BY THE CLEANING ACCORDING TO C&MS 514.13.D.

ROUND ALL EXPOSED CORNERS OF MAIN MATERIAL TO BE PAINTED AS NECESSARY TO ACHIEVE A 1 INCH RADIUS OR EQUIVALENT FLAT SURFACE AT A 45 DEGREE ANGLE.

5.0 FIELD PAINTING: APPLY THE PRIME AND INTERMEDIATE COATS OF THE THREE-COAT PAINT SYSTEM SPECIFIED IN C&MS 708.02, ACCORDING TO C&MS 514.15, 514.16, 514.17, 514.19 AND 514.20 TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER. TINT THE INTERMEDIATE COAT TO APPROXIMATELY THE SAME COLOR AS THE EXISTING FINISH COLOR. MATCH THE COLOR TO THE ENGINEERS SATISFACTION. THE ENGINEER WILL DETERMINE THE PRIME AND INTERMEDIATE COAT THICKNESS USING A TYPE 2 MAGNETIC GAGE AT SPOT LOCATIONS. DO NOT APPLY THE FINISH COAT. THE PRIME AND INTERMEDIATE COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF C&MS 514.20. APPLY PAINT AS FOLLOWS:

ITEM 514, FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN CONTINUED

A. APPLY THE PRIME COAT ONLY TO THE PREPARED SURFACE OF THE BARE STEEL AND THE EXISTING PRIME COAT EXPOSED BY FEATHERING. DO NOT APPLY THE PRIME COAT TO THE ADJACENT INTERMEDIATE COAT.

B. APPLY CAULK AFTER PRIMING.

C. APPLY THE INTERMEDIATE COAT TO THE NEW PRIME COAT AND TO THE EXISTING INTERMEDIATE AND FINISH COAT THAT ARE EXPOSED BY FEATHERING.

AT THE PERIMETER OF THE REPAIR AREA, APPLY THE PRIME AND INTERMEDIATE COATS USING A BRUSH. IN LIEU OF BRUSHING, THE CONTRACTOR MAY DOUBLE MASK THE AREAS NOT TO BE COATED AND SPRAY TO FEATHERED REMOVAL LINES.

BLEND REPAIR AREAS WITH THE ADJACENT COATING TO PROVIDE A FINISHED SURFACE IN THE PATCHED AREAS THAT IS SMOOTH AND HAS AN EVEN PROFILE WITH THE ADJACENT SURFACE.

6.0 MEASUREMENT: THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN BY THE NUMBER OF SQUARE FEET OF STRUCTURAL STEEL PAINTED.

THE DEPARTMENT WILL DETERMINE THE SURFACE AREA BY TAKING EXACT FIELD MEASUREMENTS OF ALL PAINTED SURFACES AND CALCULATIONS.

7.0 BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

THE DEPARTMENT MAY CONSIDER PAINT AS ELIGIBLE FOR PAYMENT FOR MATERIAL ON-HAND AS SPECIFIED IN 109.10. HOWEVER, ONLY PAINT THAT THE CONTRACTOR CAN PROVE TO THE ENGINEER WILL BE USED DURING THE CONSTRUCTION SEASON IS ELIGIBLE FOR PAYMENT. THE CONTRACTOR SHALL PROVIDE THE ENGINEER CALCULATIONS INDICATING THE TOTAL SQUARE FEET OF STEEL TO BE PAINTED DURING THE CONSTRUCTION SEASON. THE CONTRACTOR SHALL ALSO PROVIDE CALCULATIONS SHOWING THE TOTAL NUMBER OF GALLONS REQUIRED.

IF THE CONTRACTOR CAUSES DAMAGE OR INJURY TO PUBLIC OR PRIVATE PROPERTY, THE DEPARTMENT WILL NOT PAY FOR RESTORING THE PROPERTY TO ITS ORGINAL CONDITION.

THE DEPARTMENT WILL NOT PAY FOR REPAIRING ADJACENT COATINGS DAMAGED DURING THE WASHING, POWER TOOL CLEANING OR BLAST CLEANING OPERATION.

THE DEPARTMENT WILL NOT PAY FOR REMOVING AND REPLACING AN AREA OF COATING BECAUSE A SPOT OR MAXIMUM AVERAGE THICKNESS EXCEEDS THE MAXIMUM SPOT THICKNESS.

THE DEPARTMENT WILL NOT PAY FOR ADDITIONAL TESTING REQUIRED BY ANY HAULER, TREATMENT FACILITY, DISPOSAL FACILITY OR LANDFILL.

THE DEPARTMENT WILL NOT PAY FOR ACCESSING, INSPECTING, AND REPAIRING AREAS THAT ARE NOT FOUND TO BE IN CONFORMANCE WITH THE SPECIFICATIONS AND PERTINENT CONTRACT DOCUMENTS.

ALL OTHER REQUIREMENTS OF THE FIELD PAINTING SPECIFICATION ARE CONSIDERED INCIDENTAL TO THE WORK.

DESIGN AGENCY



DESIGNER

BMG

REVIEWER

BMV 02/04/25

PROJECT ID

113006

SHEET

P.14

TOTAL

42



ITEM 514, FIELD PAINTING, MISC.: PAINTING OF EXISTING RAILING, AS PER PLAN

THIS WORK CONSISTS OF CLEANING THE EXISTING RAMP RAILINGS OF ANY DIRT AND DEBRIS AND APPLYING A NEW THREE COAT OZEU PAINT SYSTEM, MATCHING THE EXISTING PAINT COLOR, PER ITEM 514 OVER THE EXISTING PAINTED RAILING. RAMP RAILING SHALL BE CLEANED PER C&MS 514.13(A).

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

JACKING AND TEMPORARY SUPPORT OF THE SUPERSTRUCTURE MAY BE NEEDED TO PERFORM THE PROPOSED PATCHING WORK DEPENDING ON THE EXTENT OF DETERIORATION AT ABUTMENT NO. 1 ON BRIDGE HAM-00562-01.790. PRIOR TO SUBMITTING CONSTRUCTION PLANS THE NEED FOR TEMPORARY SUPPORT SHALL BE APPROVED BY THE ENGINEER. SEE PLANS FOR ADDITIONAL DETAILS.

TEMPORARY SUPPORT OF THE PIER CAP IS NEEDED TO PERFORM A PORTION OF THE PROPOSED PATCHING WORK AT PIER NO. 1 ON BRIDGE HAM-00562-01.790. CONSTRUCTION PLANS SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER PRIOR TO PERFORMING THE PATCHING WORK INDICATED IN THE PLANS. SEE PLANS FOR ADDITIONAL DETAILS.

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE PRESTRESSED BEAMS, 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 C&MS 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.

ITEM 517, BRIDGE RAILING REBUILT, AS PER PLAN

THIS WORK CONSISTS OF REMOVING SECTIONS OF THE EXISTING RAILING AS INDICATED IN THE PLANS TO FACILITATE SURFACE PREPARATION AND SEALING OF CONCRETE SURFACES ALONG THE RAMP. SECTIONS OF RAILING REMOVED SHALL BE REBUILT AFTER CONCRETE TREATMENT AS SHOWN IN THE PLANS.

REMOVE EXISTING RAILING PER C&MS 202. PAYMENT FOR ALL WORK ASSOCIATED WITH THE REMOVAL OF EXISTING RAILING ELEMENTS TO BE INCLUDED IN ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

PERFORM WELDING PER C&MS 513. DUE TO ACCESS LIMITATIONS NEAR CONCRETE WALLS, WELDING OF THE RAILING SLEEVES ON ONLY THREE SIDES IS PERMISSIBLE. WELDING OF THE HORIZONTAL HANDRAIL SHALL BE THE FULL PERIMETER.

CUT SECTIONS OF HORIZONTAL HANDRAILING SHALL BE GROUND SMOOTH AFTER WELDING.

PAYMENT FOR FURNISHING AND INSTALLING NEW RAMP RAILING SLEEVES AND ALL ASSOCIATED WORK TO REBUILD THE EXISITING RAILING AS INDICATED IN THE PLAN DETAILS AND NOTES TO BE INCLUDED IN ITEM 517, BRIDGE RAILING REBUILT, AS PER PLAN.

ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN

THE QUANTITY GIVEN IN THE ESTIMATE QUANTITY TABLE HAS BEEN ESTIMATED FROM FIELD INSPECTION AND ORIGINAL PLANS. IT IS POSSIBLE THAT ADDITIONAL AREAS REQUIRING PATCHING MAY HAVE DEVELOPED SINCE THE MOST RECENT INSPECTION OF THE STURCUTRE. THEREFORE, THE CONTRACTOR SHALL SOUND THE SURROUNDING PERIMETER OF THE AREA TO BE PATCHED AND PATCH NEW AREAS APPROVED BY THE ENGINEER THAT HAVE NOT BEEN DETAILED IN THE PLANS. PAYMENT SHALL BE MADE PER SQ. FT. AT THE PRICE BID FOR THE ACTUAL AREA PATCHED AND SHALL INCLUDE ALL COST FOR LABOR, MATERIALS AND EQUIPMENT.

PRIOR TO THE SURFACE CLEANING SPECIFIED IN C&MS 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED STEEL REINFORCEMENT. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

REMOVE THE FORMS WITHIN 24 HOURS AFTER PLACING CONCRETE AND FINISH ALL EXPOSED SURFACES BY RUBBING TO MATCH THE SURROUNDING SURFACE. APPLY MEMBRANE CURING ACCORDING TO C&MS 511.14, METHOD B, IMMEDIATELY AFTER RUBBING THE SURFACES.

ITEM 519 SPECIAL, PATCHING CONCRETE STRUCTURE (GALVANIC ANODE PROTECTION)

FOLLOW ALL PROVISIONS OF C&MS 519 EXCEPT AS REQUIRED BY THIS NOTE.

REPAIR CONCRETE SHALL BE HYDRAULIC CEMENT-BASED MATERIAL WITH A ELECTRICAL RESISTIVITY LESS THAN 50,000 OHM-CM ACCORDING TO ASTM C 1760. DO NOT USE NON- CONDUCTIVE REPAIR MATERIALS SUCH AS MAGNESIUM AMMONIUM PHOSPHATE CONCRETE AND EPOXY MORTARS OR BONDING AGENTS. CONCRETE MIXES CONTAINING HIGH LEVELS OF SUPPLEMENTARY CEMENTITIOUS MATERIALS SUCH AS SILICA FUME, GROUND-GRANULATED BLAST FURNACE SLAG, LATEX, FLY ASH OR METAKAOLIN MAY NOT MEET THE RESISTIVITY REQUIREMENT.

THE GALVANIC ANODE SIZE AND SPACING IS BASED ON ACHIEVING A CURRENT DENSITY FOR THE EXTREMELY HIGH CORROSION RISK CATEGORY WITH A 20 YEAR INSTALLATION. SUPPLY ANODES WITH A MINIMUM CORE OF 160 GRAMS OF ZINC. SEE SHEETS P.32 & P.33 FOR DISTRIBUTION.

ITEM 530 - STRUCTURES, TEMPORARY PROTECTIVE FALSE DECKING

A. DESCRIPTION

THIS ITEM SHALL CONSIST OF CONSTRUCTING AND REMOVING RIGID TEMPORARY CONSTRUCTIONS PRIOR TO HYDRODEMOLITION OPERATIONS. THE ITEM INCLUDES PLATFORMS OR STAGING AS NEEDED TO PERMIT ACCESS FOR INSPECTION, TEMPORARY PLYWOOD OR OTHER SHEETING MATERIAL FOR CATCHING BROKEN CONCRETE OR OTHER MATERIALS, AND FOR ALL TEMPORARY SUPPORTS AND BRACES REQUIRED TO MAINTAIN A COMPLETELY STABLE STRUCTURE AT ALL TIMES. PROTECTIVE MEASURES FOR THE PAINTED STEEL ARE ALSO INCLUDED IN THIS ITEM.

B. REQUIREMENTS

IN ORDER TO PROTECT VEHICULAR TRAFFIC, PAVEMENTS, AGAINST DAMAGE FROM FALLING MATERIAL, DEBRIS AND OTHER DEMOLITION OPERATIONS, DURING HYDRODEMOLITION OR WHILE THE CONTRACTOR IS WORKING OVERHEAD, THE CONTRACTOR SHALL FURNISH AND ERECT A TEMPORARY PROTECTIVE STRUCTURE UNDER THE SPANS THAT ARE DIRECTLY OVER THE ROADWAY AND SHOULDER AREAS, PLUS ENOUGH ADDITIONAL COVERAGE IN THE AREA TO PREVENT ANY FALLING MATERIAL FROM ANY SPAN FROM REACHING THESE AREAS. THE AFOREMENTIONED PROTECTIVE STRUCTURE SHALL EXTEND UNDER THE EXISTING STRUCTURE WITHIN THE WORK AREA OR TO THE LIMITS AS DESCRIBED IN THE PLANS. THE CONTRACTOR SHALL TAKE WHATEVER MEANS NECESSARY TO PROTECT THE FINISHED PAINTED SURFACE FROM DAMAGE. THIS PROTECTION MAY INCLUDE THE USE OF PADDING ON BRACKETS AND FORMWORK SUPPORTS, CONSTRUCTION OF TIGHT FITTING FORMS AND OTHER PROTECTIVE METHODS THE CONTRACTOR MAY DEEM NECESSARY FOR PROTECTING THE PAINTED SURFACE.

IN ADDITION TO THE TEMPORARY PROTECTIVE STRUCTURE, THE CONTRACTOR SHALL PROVIDE PLASTIC SHEETING OR OTHER APPROVED METHODS TO CONTROL WATER USED IN THE HYDRODEMOLITION OPERATIONS FROM FALLING ON VEHICULAR TRAFFIC. THE PROTECTIVE STRUCTURES SHALL BE APPROVED BY THE ENGINEER AND SHALL MEET THE FOLLOWING REQUIREMENTS:

1. PROTECTIVE STRUCTURES SHALL BE PLACED ABOVE THE PAVEMENT AND SHOULDERS OF ROADWAYS ON WHICH VEHICULAR TRAFFIC IS BEING MAINTAINED ON THE EXISTING LANES OR BY PARTIAL LANE CLOSURES, OR BY TEMPORARY PAVEMENTS CONTIGUOUS WITH THE EXISTING PAVEMENT. THE FLOORING AND SIDEWALLS OF THE PROTECTIVE STRUCTURES SHALL HAVE NO CRACKS OR OPENINGS THROUGH WHICH MATERIAL PARTICLES MAY FALL.
2. THE PROTECTIVE STRUCTURE SHALL BE DESIGNED FOR A LOADING OF 100 POUNDS PER SQUARE FOOT.
3. THE PROTECTIVE STRUCTURE DESIGN SHALL INCORPORATE AT LEAST ONE (1) LAYER OF 3/4-INCH PLYWOOD PLACED BETWEEN THE LOWER FLANGES OF THE STRUCTURAL STEEL BEAMS OR GIRDERS AT THE ABOVE-MENTIONED LOCATIONS.

THE CALCULATIONS AND DETAILS FOR THE PROTECTIVE STRUCTURES SHALL BE PREPARED BY THE CONTRACTOR AND SHALL BE STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OHIO. SIDEWALLS SHALL BE BRACED SUBSTANTIALLY TO RESIST WIND LOADS. DEBRIS SHALL NOT BE PERMITTED TO COLLECT ON THE PROTECTIVE STRUCTURES OR FALL TO THE PAVEMENT OR GROUND BELOW. WHEN SUPPORTING THE PROTECTIVE STRUCTURES FROM THE STEELWORK OF THE BRIDGE(S), ALL CONNECTIONS THERETO SHALL BE MADE BY MEANS OF APPROVED CLAMPS ON BOTH SIDES OF THE BEAM FLANGE. THE DRILLING OF HOLES IN THE STEELWORK, OR WELDING THERETO, FOR THIS PURPOSE WILL NOT BE PERMITTED. NO PORTION OF THE TEMPORARY SUPPORT SYSTEM AND/OR PROTECTIVE STRUCTURES (INCLUDING CONNECTION DEVICES) SHALL EXTEND MORE THAN TEN (10) INCHES BELOW THE BOTTOM FLANGE OF THE STEEL STRINGERS OR COVER PLATES THAT ARE OVER THE TRAVELED WAY (PAVEMENT AND SHOULDERS OR TRACKS) OF A HIGHWAY OR RAILROAD ON WHICH TRAFFIC IS BEING MAINTAINED. 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. AFTER THE FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES HAVE SERVED ITS PURPOSE, AND WHEN SO DIRECTED BY THE ENGINEER, THEY SHALL BE REMOVED. ALL MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE AND DISPOSED OF BY THE CONTRACTOR AT ITS OWN EXPENSE. DETAILS OF THE FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES FOR CATCHING BROKEN CONCRETE AND OTHER MATERIALS SHALL BE SUBMITTED, IN PDF FORMAT, TO THE ENGINEER FOR APPROVAL. DETAILS SHALL INCLUDE THE EXISTING AND THE PROPOSED TEMPORARY UNDERCLEARANCES TO THE TRAVELED WAY OF A HIGHWAY ON WHICH TRAFFIC IS BEING MAINTAINED. APPROVAL OF THESE PLANS BY THE ENGINEER SHALL NOT RELIEVE THE CONTRACTOR OF ITS RESPONSIBILITY OF PROVIDING A SAFE PROTECTION SYSTEM.

C. MEASUREMENT AND PAYMENT

FALSEWORK, TEMPORARY BRACING AND PROTECTIVE STRUCTURES WILL BE MEASURED AS A UNIT AND SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE BID. THIS PRICE SHALL BE PAYMENT IN FULL FOR ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

ITEM 607, FENCE MISC.: VANDAL PROTECTION FENCE REBUILT  
BRIDGE NO.: HAM-00071-13.030

REMOVE EXISTING HORIZONTAL RAIL ELEMENTS, FENCE WIRE MESH AND ALL ASSOCIATED HARDWARE AS INDICATED IN THE PLANS. EXISTING BASE PLATES, ANCHORS, VERTICAL POSTS AND POST SLEEVES SHALL REMAIN AND BE REUSED. TWO VERTICAL POSTS ARE TO BE REPLACED AS DIRECTED BY THE ENGINEER. CARE SHALL BE TAKEN AS TO NOT DAMAGE PORTIONS OF THE EXISTING FENCE THAT ARE TO REMAIN AND BE REUSED. SEE ODOT STANDARD CONSTRUCTION DRAWING VPF-1-90 FOR ADDITIONAL VANDAL PROTECTION FENCE DETAILS.

PAYMENT FOR FURNISHING AND INSTALLING NEW VANDAL FENCING HARDWARE AS INDICATED IN THE PLAN DETAILS AND NOTES TO BE INCLUDED IN ITEM 607, FENCE MISC.: VANDAL PROTECTION FENCE REBUILT. REPAIR GALVINIZATION ACCORDING TO C&MS 711.02.

REMOVE EXISTING FENCE ELEMENTS PER C&MS 202. PAYMENT FOR ALL WORK ASSOCIATED WITH REMOVING THE RAIL AND POST ELEMENTS TO BE INCLUDED IN ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

BRIDGE NO.: HAM-00562-02.530

REMOVE EXISTING HORIZONTAL RAIL ELEMENTS, FENCE WIRE MESH AND ALL ASSOCIATED HARDWARE AS INDICATED IN THE PLANS. REMOVE EXISTING HORIZONTAL RAIL AND VERTICAL POST ELEMENTS INCLUDING POSTS SLEEVES AS INDICATED IN THE PLANS. SEE ODOT STANDARD CONSTRUCTION DRAWING VPF-1-90 FOR ADDITIONAL VANDAL PROTECTION FENCE DETAILS.

PAYMENT FOR FURNISHING AND INSTALLING NEW VANDAL FENCING HARDWARE AS INDICATED IN THE PLAN DETAILS AND NOTES TO BE INCLUDED IN ITEM 607, FENCE MISC.: VANDAL PROTECTION FENCE REBUILT. PERFORM WELDING PER C&MS 513. REPAIR GALVINIZATION ACCORDING TO C&MS 711.02.

REMOVE EXISTING FENCE ELEMENTS PER C&MS 202. PAYMENT FOR ALL WORK ASSOCIATED WITH REMOVING THE RAIL AND POST ELEMENTS TO BE INCLUDED IN ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

ITEM 843, PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR, AS PER PLAN

REMOVE ALL HONEYCOMBED CONCRETE OF THE WEST PIER WITHIN THE AREAS INDICATED TO BE REPAIRED PER SUPPLEMENTAL SPECIFICATION ITEM 843 TO A DEPTH OF 1/4 INCH. ALL UNCHIPPED SURFACES THAT WILL RECIEVE NEW MATERIAL SHALL BE MECHANICALLY ROUGHENED. FOR ESTIMATING PURPOSES, 10% OF THE WEST PIER SURFACE AREA HAS BEEN INCLUDED WITH ITEM 843 FOR PAYMENT AS SHOWN IN THE PLANS.

DESIGN AGENCY	
fishbeck	
DESIGNER	BMG
REVIEWER	BMV 02/04/25
PROJECT ID	113006
SHEET	TOTAL
P.15	42



MADE BY: BMG CHECKED BY: BMV		DATE: 7/2/2024 DATE: 7/3/2024		HAM-00071-13.030 ESTIMATED QUANTITIES (01/IMS)						STRUCTURAL FILE NUMBER: 3107086				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION		ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.				
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN					LUMP	P.14/42				
509	20001	68	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN				68		P.14/42				
510	10001	38	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN				38		P.14/42				
511	34410	4	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE				4						
512	10100	689	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)				689						
512	10600	21	FT	CONCRETE REPAIR BY EPOXY INJECTION				21						
512	74000	668	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES				668						
514	21001	LUMP		FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN				LUMP		P.14/42				
519	11101	275	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN				275		P.15/42				
607	98200	LUMP		FENCE, MISC.: VANDAL PROTECTION FENCE REBUILT				LUMP		P.15/42				
849	10000	LUMP		DAMAGE ASSESSMENT				LUMP						
849	10500	LUMP		SURFACE PREPARATION				LUMP						
849	10600	20	HOURL	REPAIRING DAMAGED MEMBERS BY GRINDING				20						
MADE BY: GTF CHECKED BY: MRD		DATE: 9/4/2025 DATE: 9/10/2025		HAM-00027-14.080 ESTIMATED QUANTITIES (01/IMS)						STRUCTURAL FILE NUMBER: 3101738				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION		ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.				
202	30000	96	SF	WALK REMOVED					96					
608	10000	96	SF	4" CONCRETE WALK					96					
644	01300	2	EACH	LANE ARROW					2					
644	30020	2	EACH	REMOVAL OF PAVEMENT MARKING					2					
646	20300	2	EACH	LANE ARROW					2					
646	10010	0.11	MILE	EDGE LINE, 6"					0.11					
646	10110	0.11	MILE	LANE LINE, 6"					0.11					
646	50000	2	EACH	REMOVAL OF PAVEMENT MARKING					2					
530	00200	LUMP		SPECIAL- STRUCTURES, TEMPORARY PROTECTIVE FALSE DECKING					LUMP					
848	10200	1,430	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION (T = 3")				1,430						
848	20000	1,430	SY	SURFACE PREPARATION USING HYDRODEMOLITION				1,430						
848	30200	7	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY				7						
848	50000	110	SY	HAND CHIPPING										
848	50100	LUMP		TEST SLAB					LUMP					
848	50200	6	CY	FULL DEPTH REPAIR				6						
848	50320	1,430	SY	EXISTING CONCRETE OVERLAY REMOVED (T = 2.5")				1,430						
MADE BY: BMG CHECKED BY: BMV		DATE: 7/2/2024 DATE: 7/3/2024		HAM-00027-13.300 ESTIMATED QUANTITIES (02/NHS)						STRUCTURAL FILE NUMBER: 3101703				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION		ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.				
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN					LUMP	P.14/42				
512	10100	826	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			799	27						
512	10301	446	SY	SEALING CONCRETE BRIDGE DECKS WITH HMW/M RESIN, AS PER PLAN			371	75		P.14/42				
512	10601	249	FT	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN			249			P.14/42				
512	74000	826	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES			799	27						
514	27710	929	FT	FIELD PAINTING, MISC.: PAINTING OF EXISTING RAILING, AS PER PLAN				929		P.15/42				
517	75501	90	FT	BRIDGE RAILING REBUILT, AS PER PLAN				90		P.15/42				
519	11101	24	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN			24			P.15/42				
843	50001	557	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR, AS PER PLAN			557			P.15/42				
MADE BY: BMG CHECKED BY: BMV		DATE: 7/2/2024 DATE: 7/3/2024		HAM-00126-09.040L ESTIMATED QUANTITIES (02/NHS)						STRUCTURAL FILE NUMBER: 3104664				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION		ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.				
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN					LUMP	P.14/42				
509	20001	169	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN				169		P.14/42				
510	10001	55	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN				55		P.14/42				
511	34410	10	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE				10						
511	34411	1	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN				1		P.30/42				

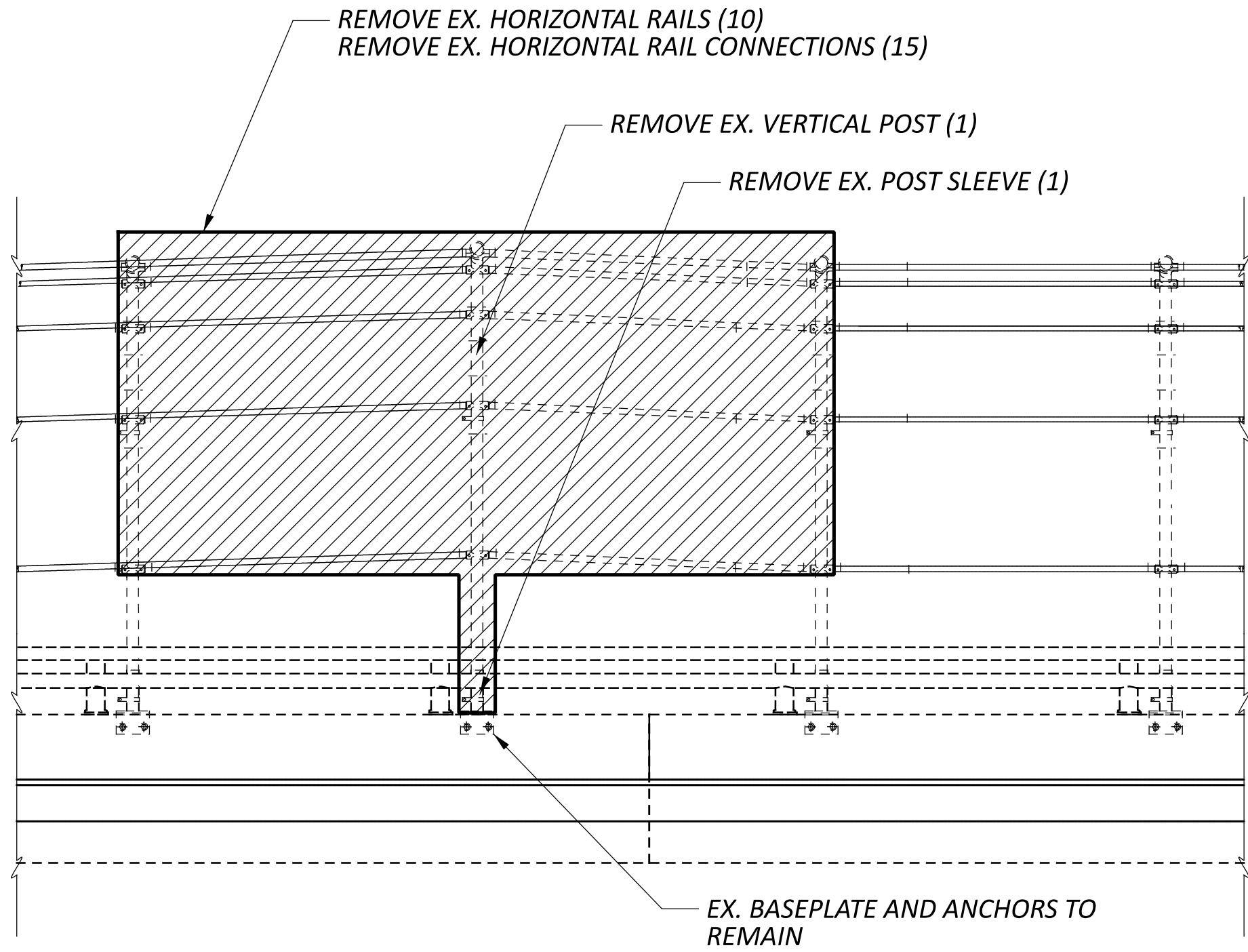


MADE BY: BMG CHECKED BY: BMV		DATE: 7/2/2024 DATE: 7/3/2024		HAM-00562-01.790 ESTIMATED QUANTITIES (02/NHS)						STRUCTURAL FILE NUMBER: 3113949	
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.		
512	10100	54	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	5	49					
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN				LUMP	P.15/42		
519	11101	42	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	26	16			P.15/42		
SPECIAL	51911600	435	SF	SPECIAL - PATCHING CONCRETE STRUCTURE (GALVANIC ANODE PROTECTION)	131	304			P.15/42		
844	20000	443	EACH	GALVANIC ANODE PROTECTION	69	374					
MADE BY: BMG CHECKED BY: BMV		DATE: 7/2/2024 DATE: 7/3/2024		HAM-00562-02.530 ESTIMATED QUANTITIES (02/NHS)						STRUCTURAL FILE NUMBER: 3114023	
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.		
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				LUMP	P.14/42		
512	73500	694	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN			694				
516	12310	1040	LB	SIDEWALK COVER PLATE			1040				
519	11101	416	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN			416		P.15/42		
607	98200	LUMP		FENCE, MISC.: VANDAL PROTECTION FENCE REBUILT			LUMP		P.15/42		
609	24510	20	FT	CURB, TYPE 4-C				20			
642	00300	0.04	MILE	CENTER LINE, TYPE 1			0.04				
MADE BY: BMG CHECKED BY: NCS		DATE: 5/20/2024 DATE: 5/24/2024		HAM-00071-04.500 ESTIMATED QUANTITIES (01/IMS)						STRUCTURAL FILE NUMBER: 3114562	
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.		
519	12300	68	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B (SEE PROPOSAL NOTE)			68				
MADE BY: D8 CHECKED BY: D8		DATE: 1/30/2025 DATE: 1/30/2025		HAM-00071-09.920 ESTIMATED QUANTITIES (01/IMS)						STRUCTURAL FILE NUMBER: 3115372	
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.		
202	11501	4	EACH	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SECONDARY MEMBERS)			4		P.38/42		
513	10201	217	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN			217		P.38/42		
513	95000	5	FT	STRUCTURAL STEEL, MISC.: REPAIR OF DAMAGED SECONDARY MEMBER, FILLET WELDING			5				
514	20001	60	SF	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (TWO COAT)			60		P.38/42		
849	10000	LUMP		DAMAGE ASSESSMENT			LUMP				
849	10500	LUMP		SURFACE PREPARATION			LUMP				
849	10600	9	HOURL	REPAIRING DAMAGED MEMBERS BY GRINDING			9				
849	10700	LUMP		STRAIGHTENING DAMAGED MEMBERS			LUMP				
MADE BY: D8 CHECKED BY: D8		DATE: 1/30/2025 DATE: 1/30/2025		HAM-00075-16.420E ESTIMATED QUANTITIES (01/IMS) (03/IMS)						STRUCTURAL FILE NUMBER: 3111083	
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	SUPER. (01/IMS)	SUPER. (03/IMS)	GEN.	REFERENCE SHEET NO.		
202	11501	9	EACH	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SECONDARY MEMBERS)		3	6		P.41/42		
513	10201	444	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN		148	296		P.41/42		
513	95000	18	FT	STRUCTURAL STEEL, MISC.: REPAIR OF DAMAGED SECONDARY MEMBER, FILLET WELDING		6	12				
514	21001	LUMP		FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN		LUMP	LUMP		P.41/42		
849	10000	LUMP		DAMAGE ASSESSMENT		LUMP	LUMP				
849	10500	LUMP		SURFACE PREPARATION		LUMP	LUMP				
849	10600	37	HOURL	REPAIRING DAMAGED MEMBERS BY GRINDING		18.5	18.5				
849	10700	LUMP		STRAIGHTENING DAMAGED MEMBERS		LUMP	LUMP				

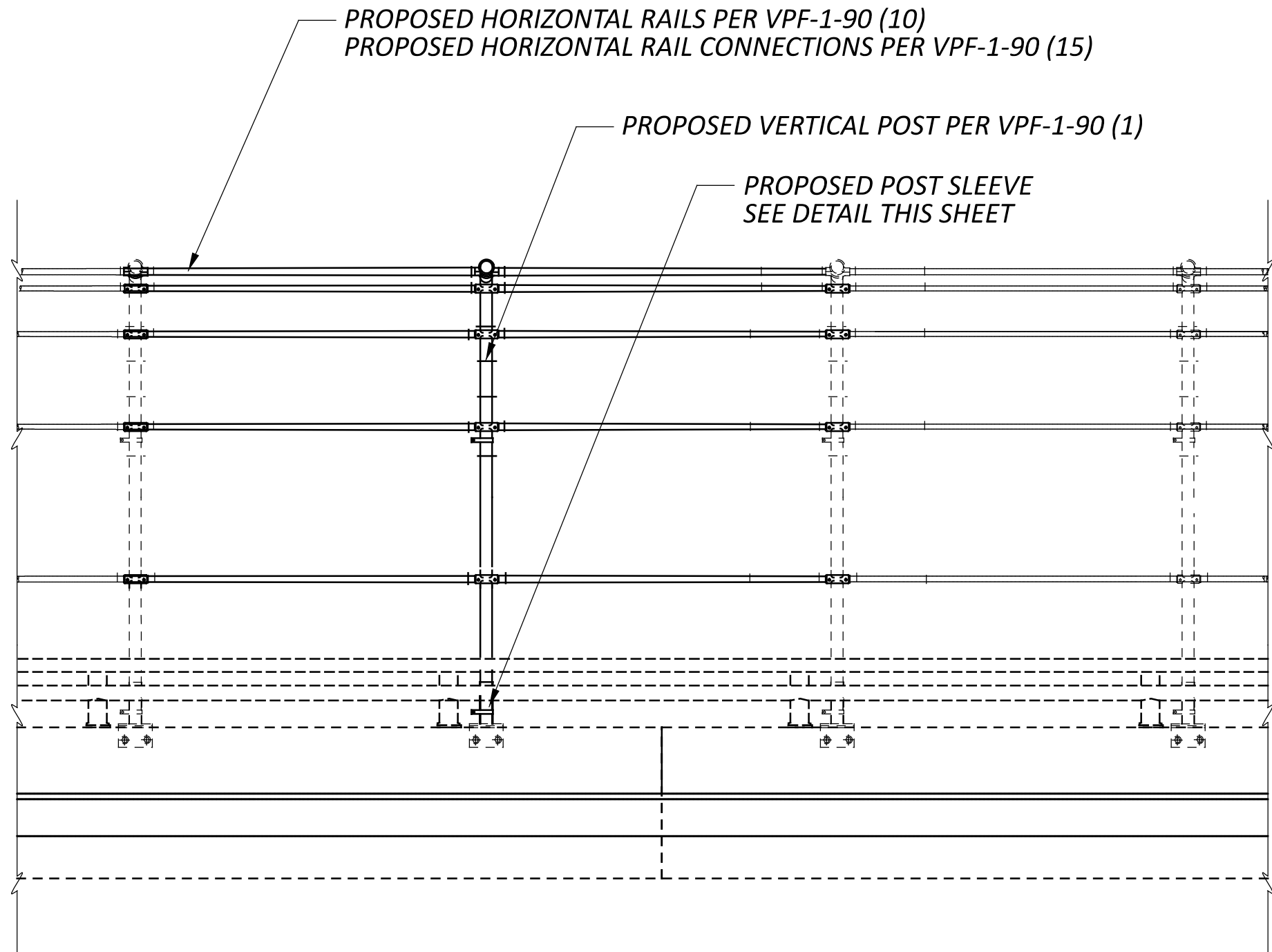








**VANDAL PROTECTION FENCE REMOVAL DETAIL**

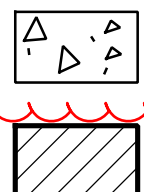


**VANDAL PROTECTION FENCE CONSTRUCTION DETAIL**

**LEGEND**

△ - PROVIDE A ½" HORIZONTAL x ¼" VERTICAL BEVEL  
AT THE EXPOSED EDGE OF THE ½" COVER PLATE  
AND ½" X 1" BAR

■ - ITEM 516 - SIDEWALK COVER PLATE

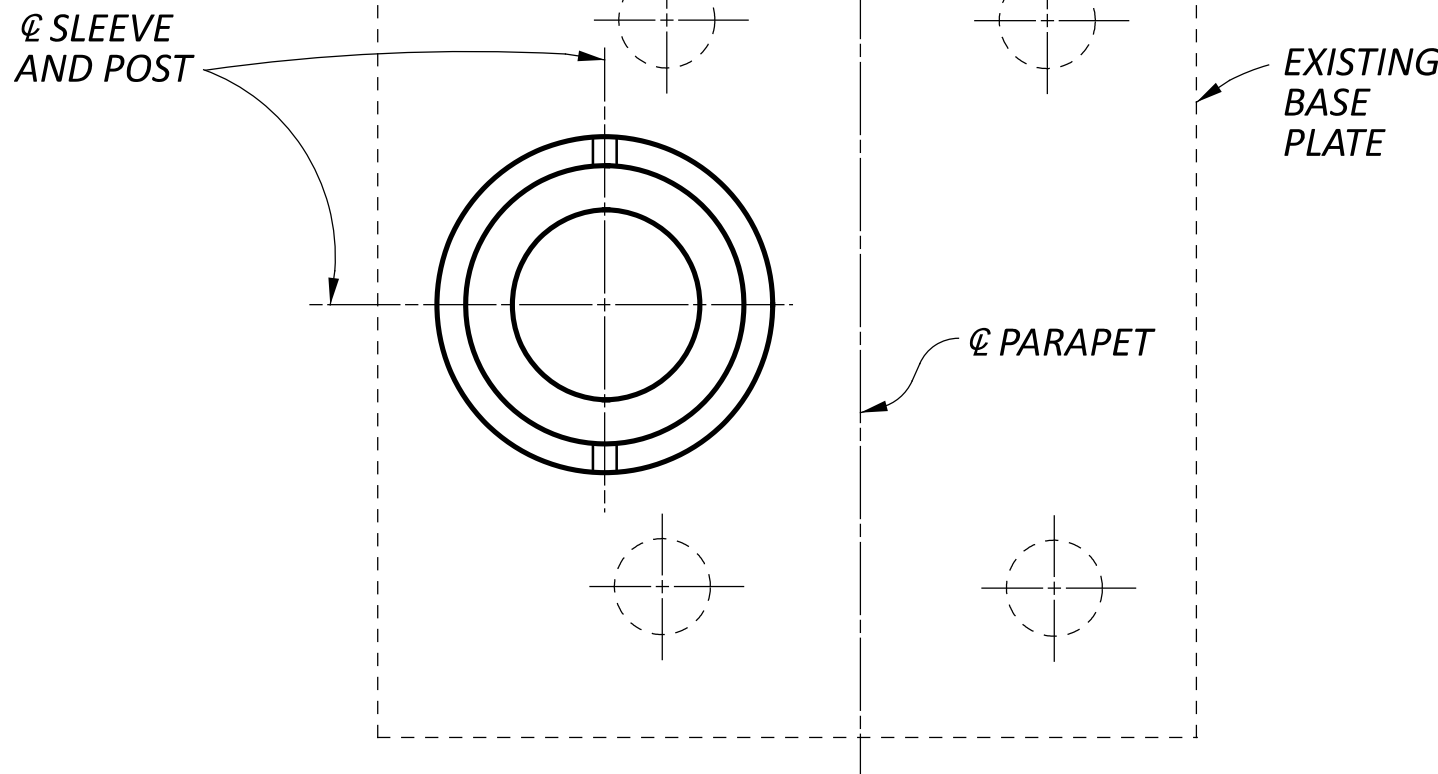


- ITEM 519 - PATCHING CONCRETE STRUCTURE

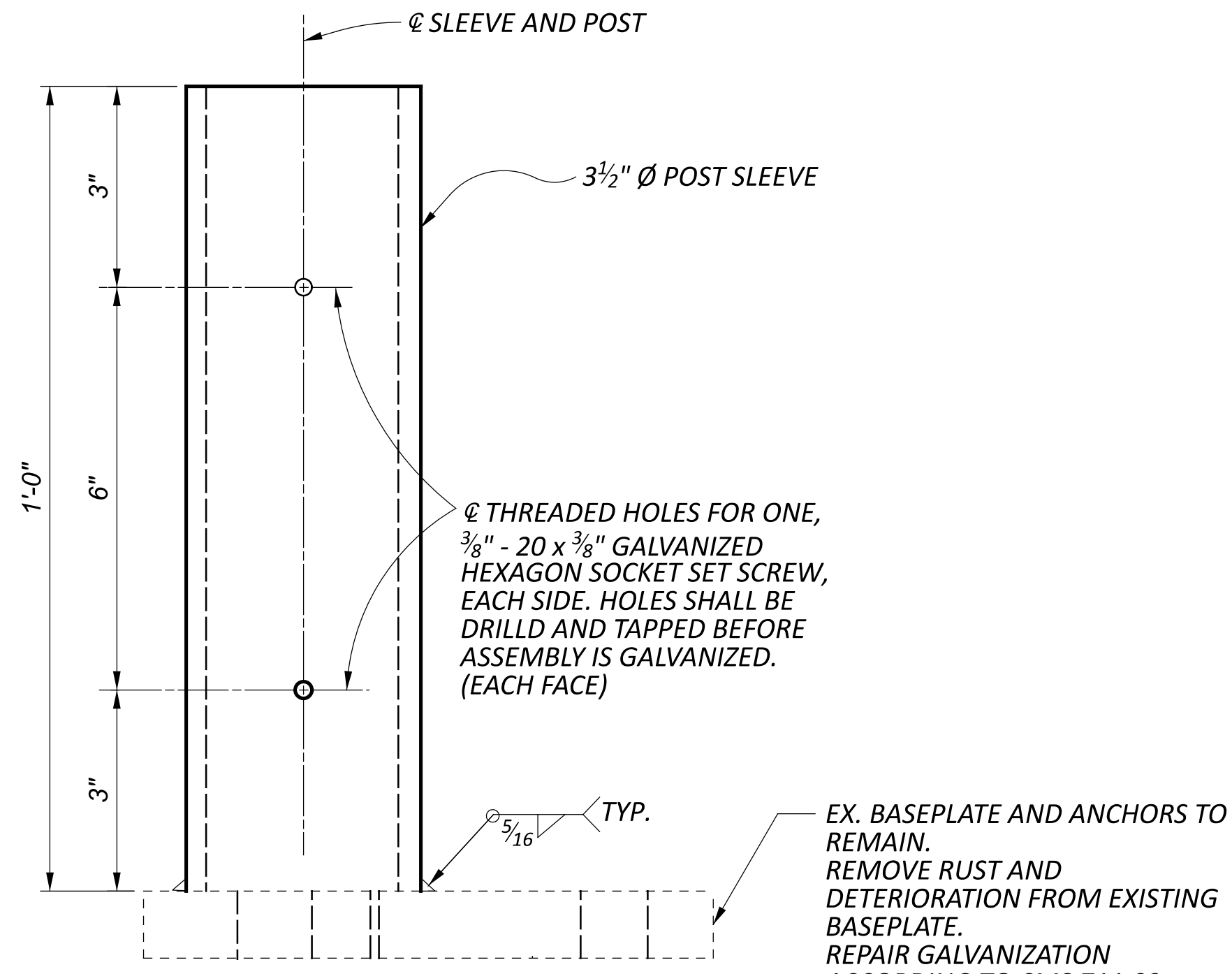
- ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

**NOTES:**

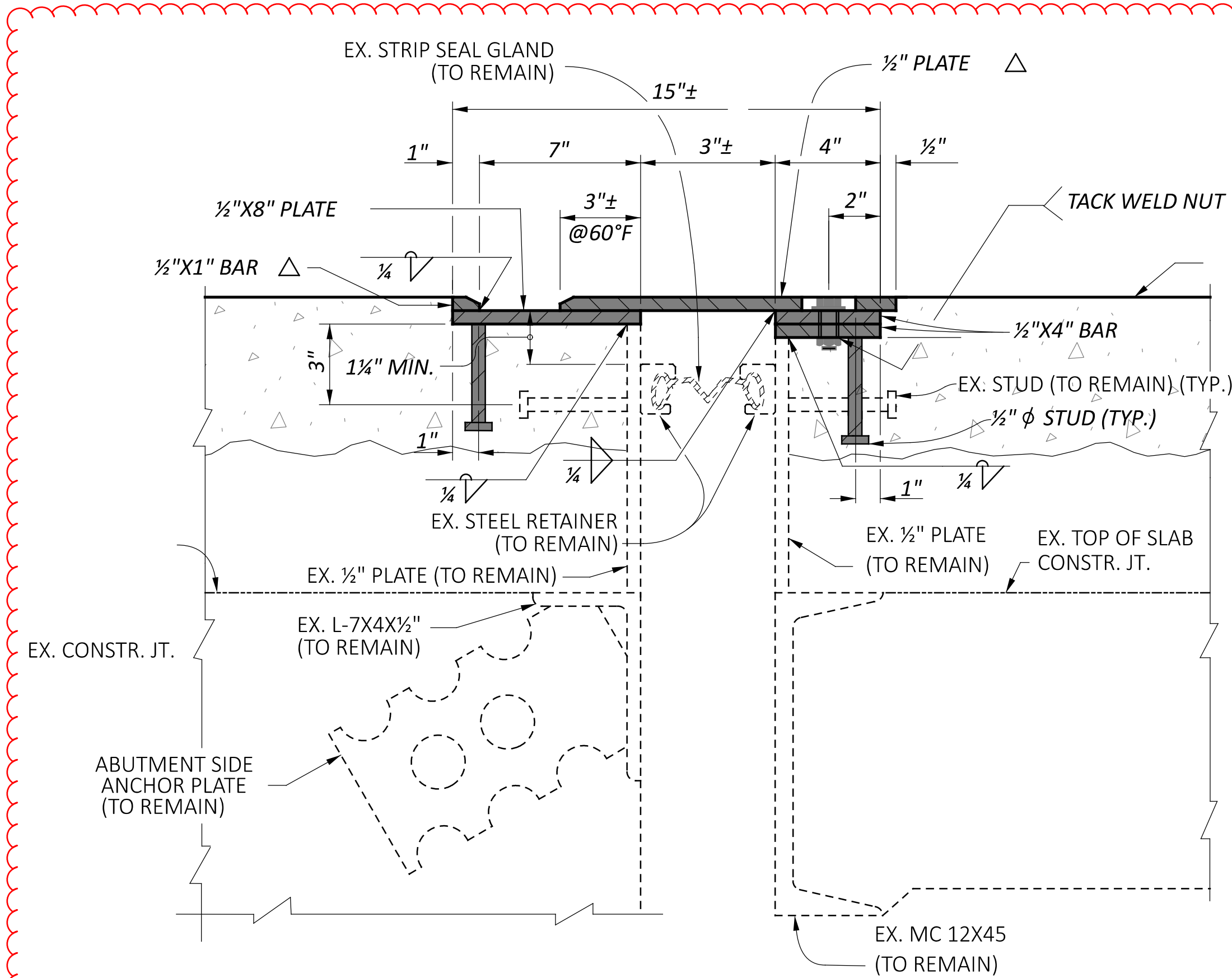
1. FOR ADDITIONAL VANDAL PROTECTION FENCE DETAILS, SEE ODOT STANDARD DRAWING VPF-1-90
2. FENCE REMOVAL AND REPLACEMENT WORK SHALL OCCUR DURING THE SAME WORKING SHIFT.



**POST SLEEVE PLAN**  
POST AND SET SCREWS NOT SHOWN



**POST SLEEVE ELEVATION**  
POST AND SET SCREWS NOT SHOWN



**SIDEWALK COVER PLATE REPLACEMENT DETAIL**