

# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## HAM-IR 74-7.05 CITY OF HARRISON COLERAIN, HARRISON, GREEN, WHITEWATER & MIAMI TOWNSHIPS HAMILTON COUNTY

**FEDERAL PROJECT NUMBER**

E200321

**RAILROAD INVOLVEMENT**

NONE

**PROJECT DESCRIPTION**

RESURFACING A PORTION OF I-74 IN HAMILTON COUNTY, INCLUDING MINOR BRIDGE WORK SUCH AS DECK SEALING AND EXPANSION JOINT REPAIRS.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA: 2.2 ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.1 ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)\*  
\*ROUTINE MAINTENANCE PROJECT


**LIMITED ACCESS**

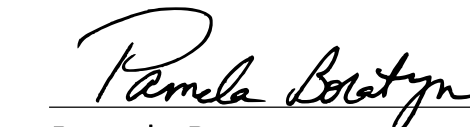
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

**2023 SPECIFICATIONS**

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

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

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

  
Pamela Boratyn  
Director, Department of Transportation

SEE SHEET 2

SEE SHEETS 5/6  
FOR INTERCHANGES

**LOCATION MAP**

LATITUDE: 39°12'48" LONGITUDE: -84°40'50"

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**DESIGN DESIGNATION**

	HAM-74- 6.84 - 7.34	HAM-74- 7.34 - 9.33	HAM-74- 9.33 - 11.16
CURRENT ADT (2026)	69,500	79,900	55,000
DESIGN YEAR ADT (2038)	72,500	85,000	56,000
DESIGN HOURLY VOLUME (2038)	9,400	11,000	6,700
DIRECTIONAL DISTRIBUTION	61.5%	58.55	70%
TRUCKS (24 HOUR B&C)	13%	13%	12%
DESIGN SPEED	70 MPH	70 MPH	70 MPH
LEGAL SPEED	65 MPH	65 MPH	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:			
(01) URBAN INTERSTATE			
NHS PROJECT	YES		

**DESIGN EXCEPTIONS**

NONE

**ADA DESIGN WAIVERS**

NONE REQUIRED


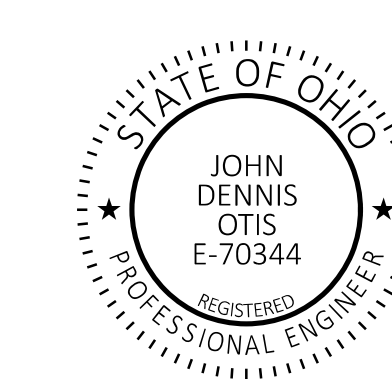
**UNDERGROUND UTILITIES**  
Contact Two Working Days  
Before You Dig

  
**OHIO811.org**  
Before You Dig

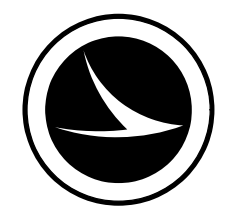
OHIO811, 8-1-1, or 1-800-362-2764  
(Non members must be called directly)

PLAN PREPARED BY:  
OHIO DEPARTMENT OF TRANSPORTATION  
DISTRICT 8 ENGINEERING  
505 SOUTH SR 741 LEBANON, OHIO 45036

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS		
BP-2.1	1/21/22	MT-95.45	7/21/23	MT-103.10	7/18/25	RB-1-55	7/19/24	800-2023	7/18/25
BP-2.5	7/19/24	MT-95.50	7/21/17	MT-104.10	1/19/24	VPF-1-24	1/17/25	807	1/17/25
BP-3.1	1/19/24	MT-97.10	7/18/25	MT-105.10	1/17/20			808	7/19/24
BP-5.1	7/18/25	MT-98.10	1/17/20			DM-1.1	1/17/25	809	1/17/25
BP-9.1	1/18/19	MT-98.11	1/17/20	TC-61.30	7/19/24			814	7/15/16
RM-4.2	7/18/25	MT-98.21	7/21/23	TC-65.10	1/17/14			821	4/20/12
MGS-2.1	7/18/25	MT-98.22	1/17/20	TC-65.11	1/17/25			832	7/18/25
MGS-3.1	7/18/25	MT-98.29	1/17/20	TC-71.10	7/18/25			850	7/21/23
MGS-3.2	7/18/25	MT-98.30	7/18/25	TC-72.20	7/18/25			875	1/17/25
MGS-4.3	7/18/25	MT-99.30	1/17/20	TC-73.20	1/17/25			909	7/18/25
MGS-6.1	1/19/18	MT-101.70	7/19/24	AS-1-15	1/20/23			914	7/15/16
		MT-101.75	7/21/23	BR-1-13	1/17/14				
MT-95.30	7/18/25	MT-101.80	1/17/20	BR-2-15	7/19/24				
MT-95.31	7/18/25	MT-101.90	7/17/20	EXJ-4-87	1/19/24				
MT-95.32	7/18/25	MT-102.20	4/19/19	GSD-1-19	7/19/24				
MT-95.40	7/18/25	MT-102.30	10/16/15	PCB-91	7/17/20				

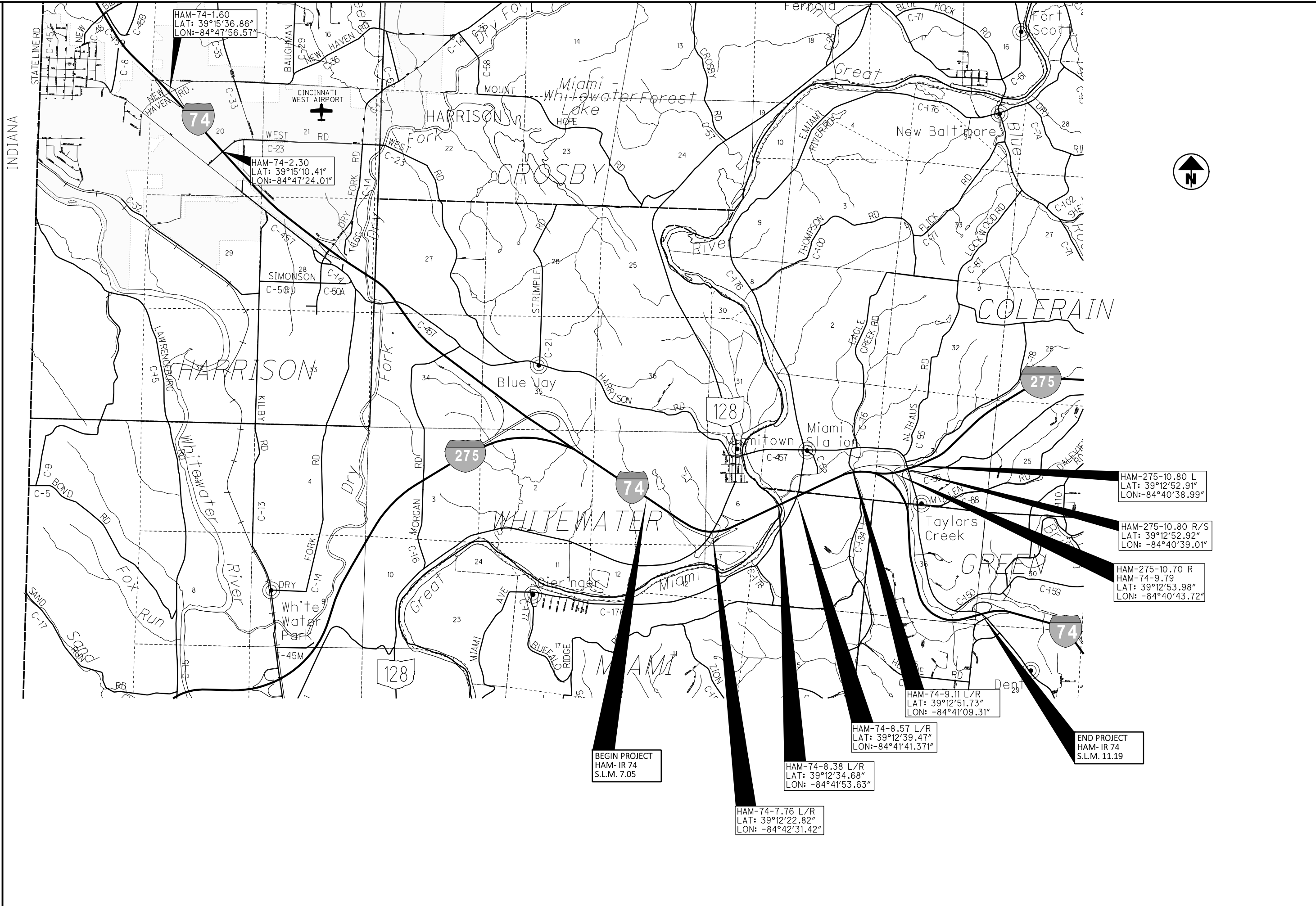
ENGINEER'S SEAL	ENGINEER'S SEAL
BRIDGE	ROADWAY
	

TITLE SHEET

DESIGN AGENCY	
DESIGNER	JD
REVIEWER	JO 9/30/25
PROJECT ID	110539
SHEET	01
TOTAL	55

HAM-IR 74-7.05

MODEL: Sheet\_SurvFI\_PAPER SIZE: 34x42 (in.) DATE: 3/18/2025 AM 10:33:50 AM PLTDRV: OHDOT\_PDF.plt PENTBL: OHDOT\_Pen.tbl USER: Maxwell.Bailey@dot.ohio.gov WORKSPACE: OHDOTCEv02 WORKSET: 110539 PRODUCT: OpenRoads Designer 24.00.00.205 pvc:\ohdot-pw-bentley.com\ohdot-pw-02\Documents\01 Active Projects\District 08\Hamilton\110539\400-Engineering\Roadway\Sheets\110539\_GT001.dgn



HAM-74-1.60  
LAT: 39°15'36.86"  
LON: -84°47'56.57"

HAM-74-2.30  
LAT: 39°15'10.41"  
LON: -84°47'24.01"

HAM-275-10.80 L  
LAT: 39°12'52.91"  
LON: -84°40'38.99"

HAM-275-10.80 R/S  
LAT: 39°12'52.92"  
LON: -84°40'39.01"

HAM-275-10.70 R  
HAM-74-9.79  
LAT: 39°12'53.98"  
LON: -84°40'43.72"

HAM-74-9.11 L/R  
LAT: 39°12'51.73"  
LON: -84°41'09.31"

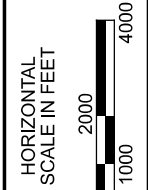
HAM-74-8.57 L/R  
LAT: 39°12'39.47"  
LON: -84°41'41.371"

HAM-74-8.38 L/R  
LAT: 39°12'34.68"  
LON: -84°41'53.63"

HAM-74-7.76 L/R  
LAT: 39°12'22.82"  
LON: -84°42'31.42"

BEGIN PROJECT  
HAM- IR 74  
S.L.M. 7.05

END PROJECT  
HAM- IR 74  
S.L.M. 11.19



SCHEMATIC PLAN

DESIGN AGENCY



DESIGNER	CAH
REVIEWER	JO
DATE	9/30/25
PROJECT ID	110539
SHEET	02
TOTAL	55

**UTILITIES**

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

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

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

ALTA FIBER  
221 E. 4TH ST, BLDG. 121-900  
CINCINNATI, OH 45201  
513-566-3154 (DERRICK BROWN)  
DERRICK.BROWN@ALTA FIBER.COM

GREATER CINCINNATI WATER WORKS  
4747 SPRING GROVE AVENUE  
CINCINNATI, OH 45232  
513-352-3723 (DAN LOUIS)  
DANIEL.LOUIS@GCWW.CINCINNATI-OH.GOV

CINCINNATI METROPOLITAN SEWER DISTRICT  
1600 GEST STREET  
CINCINNATI, OH 45204  
DESIGN: 513-557-7188 (ROB FRANKLIN)  
MSDUTILITYREVIEW@CINCINNATI-OH.GOV  
CONSTRUCTION: 513-244-1369 (ALICE OLIVER)  
ALICE.OLIVER@CINCINNATI-OH.GOV

MCI/VERIZON  
8800 GOVERNOR HILL DR  
CINCINNATI, OH 45249  
513-839-3486 (STEPHEN HOWELL)  
STEPHEN.HOWELL@VERIZON.COM

CHARTER COMMUNICATIONS  
10920 KENWOOD ROAD  
BLUE ASH, OHIO 45242  
DL-SOUTHERN-OHIO-OUTSIDE-PLANT@CHARTER.COM  
513-386-5499 (KENT RIEGER)  
KENT.RIEGER@CHARTER.COM

ODOT D8 TRAFFIC  
505 SOUTH SR741  
LEBANON, OHIO 45036  
513-933-6692 (JIM JUDD)  
JIM.JUDD@DOT.OHIO.GOV

ITS (FORMERLY ARTIMIS)  
ODOT CENTRAL OFFICE OF TRAFFIC ENGINEERING  
1980 WEST BROAD STREET COLUMBUS, OH 43223  
(614) 466-2168 (JASON M. YERAY, P.E.)  
ITS LOCATE LINE: 614-387-4113  
CELL: (614) 940-3991

LEVEL 3 COMMUNICATIONS  
1025 ELDORADO BLVD.  
BROOMFIELD, CO 80021  
RELO@LEVEL3.COM

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER, OR ADJACENT TO, THE WORK AREA.

**ASBESTOS ABATEMENT**

AN ASBESTOS SURVEY FOR SFN'S 31048317 & 3108341 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED ON 3/6/2026 BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS ON ANY OF THE STRUCTURES.

**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 ONE HARD COPY TO THE PROJECT ENGINEER.

(GO TO THE 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	ASBESTOS 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 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:

690E71000 ASBESTOS ABATEMENT: WORK INVOLVING ASBESTOS CONTAINING MATERIALS - LUMP SUM

**DEMOLITION DEBRIS**

THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID AND/OR LIMIT DEMOLITION DEBRIS FROM ENTERING THE STREAM OR FALLING ONTO TRAFFIC LANES. ANY MATERIAL THAT DOES FALL INTO THE STREAM OR ONTO TRAFFIC LANES SHALL BE IMMEDIATELY REMOVED AT THE CONTRACTOR'S EXPENSE. DAMAGE TO VEHICLES AS A RESULT OF FALLING DEMOLITION DEBRIS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. WHILE PAINTING OR SEALING ANY PORTION OF THE BRIDGE STRUCTURES, AN APPROPRIATE APRON WILL BE UTILIZED TO PREVENT DEBRIS, PAINT OVER SPRAY, AND SEALANTS FROM ENTERING INTO THE STREAMS OR AFFECTING VEHICULAR/PEDESTRIAN TRAFFIC AND/OR PROTECTED AREAS.

**WATERWAY IMPACTS**

THE CONTRACTOR SHALL NOT BE PERMITTED TO PLACE ANY TYPE OF CONSTRUCTION EQUIPMENT IN THE WATERWAY TO PERFORM ANY OF THE PROPOSED WORK. THE PROJECT THEREFORE HAS NO WATERWAY PERMIT.

**NON-USE OF ASBESTOS-CONTAINING MATERIALS**

THE CONTRACTOR SHALL AT NO TIME INCORPORATE ANY MATERIALS WHICH ARE COMPOSED OF OR CONTAIN ANY AMOUNT OF ASBESTOS. THE SUBSTITUTION OF MATERIALS WHICH CONTAIN ANY AMOUNTS OF ASBESTOS WILL IN NO CIRCUMSTANCES BE ACCEPTABLE. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT A WRITTEN STATEMENT OF CERTIFICATION ASSERTING THAT NO ASBESTOS CONTAINING MATERIALS WERE USED IN ANY PORTION OF THE CONSTRUCTION.

**SEEDING AND MULCHING**

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

659, SEEDING AND MULCHING	134 SY
659, REPAIR SEEDING AND MULCHING	7 SY
659, COMMERCIAL FERTILIZER	0.02 TON
659, LIME	0.03 ACRES
659, WATER	0.7 MGAL

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.

**EXISTING PLANS**

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT OFFICE IN LEBANON, OHIO.

**CLEARING AND GRUBBING, AS PER PLAN**

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.

REMOVE ANY TREES, BRUSH, OR STUMPS NOT SPECIFICALLY MARKED FOR REMOVAL AS NEEDED TO COMPLETE PROPOSED WORK IF LOCATED UNDER OR WITHIN TEN FEET OF THE HAM-74-8.57 L/R BRIDGE STRUCTURES. REMOVE ALL VINES GROWING ON THE HAM-74-8.57 L/R STRUCTURE(S). CLEARING AND GRUBBING IS NOT ANTICIPATED FOR ANY OTHER STRUCTURES ON THIS PROJECT.

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, AS PER PLAN.

**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.

**MAINTAINING ITS DURING CONSTRUCTION**

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

**ASPHALT PAVING**

CONTRACTOR SHALL MILL THE FINISHED PAVEMENT SURFACE AS NEEDED TO ENSURE A SMOOTH TRANSITION FROM PAVEMENT TO BRIDGE. COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE PAVING WORK.

**SOLE SOURCE AQUIFER**

THIS PROJECT IS LOCATED WITHIN THE GREAT MIAMI SOLE SOURCE AQUIFER FROM SLM 7.611 TO SLM 8.297 AND AT THE BRIDGES SFN 3107922 AND SFN 3107957. THIS PROJECT ALSO LIES WITHIN THE TAYLOR CREEK YOUTH ORG. WELL 0001-DRINKING WATER WELL 500FT BUFFER FROM SLM 7.709 TO SLM 8.231. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. DO NOT STORE FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. REPORT ALL SPILLS OR EVENTS TO THE WHITEWATER TOWNSHIP REGIONAL SEWER & WATER DISTRICT AT (513)-353-2838. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT THE WHITEWATER TWP FIRE STATION 105 AT (513)-353-2440, OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

DESIGN AGENCY



DESIGNER  
CAH

REVIEWER  
JDO 9/30/25

PROJECT ID  
110539

SHEET	TOTAL
03	55

**CONTINGENCY QUANTITIES**

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER UNLESS AUTHORIZED BY THE ENGINEER". THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DIRECTION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

**ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN**

PRIOR TO THE START OF ROADWAY OPERATIONS, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 1000' INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMI-PERMANENT CONDITION

**PERMANENT PAVEMENT MARKINGS**

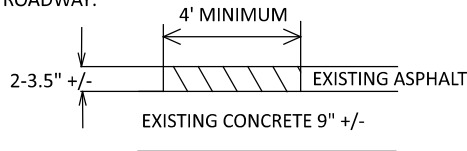
THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF CONSTRUCTION, M.O.T. OPERATIONS AND/OR RESURFACING OPERATION. THIS WILL BE NECESSARY ASSURE TO CORRECT PLACEMENT OF MARKINGS IN ORIGINAL LOCATIONS EXCEPT AT GORE AREA MARKINGS WHICH SHALL BE INSTALLED PER THE CURRENT STANDARD DRAWING, OR AS NOTED ON THE PAVEMENT MARKING SUBSUMMARY.

**ITEM 254- PAVEMENT PLANING, ASPHALT CONCRETE**

THE PAVEMENT PLANING SHALL BE SCHEDULED TO BE COVERED BY THE SURFACE COURSE PRIOR TO REOPENING THE LANE TO TRAFFIC, EXCEPT THE CONTRACTOR IS PERMITTED TO MILL AHEAD 1000 FEET BEYOND THE PLACED SURFACE COURSE. THE MILLED AHEAD SURFACE SHALL BE COVERED BY THE SURFACE COURSE ASPHALT WITHIN 72 HOURS OF BEING OPEN TO TRAFFIC. ADDITIONALLY, THE MILLED AHEAD SURFACE SHALL NOT BE LOCATED WITHIN AN INTERSECTION OR RAMP. THE MILLED AHEAD SURFACE SHALL BE SMOOTH, FREE OF DEBRIS, AND FREE OF POTHOLES. A DISINCENTIVE IN THE AMOUNT OF \$1,500 SHALL BE ASSESSED FOR EACH DAY THE CONTRACTOR FAILS TO MEET ANY OF THESE REQUIREMENTS.

**ITEM 253- PAVEMENT REPAIR (A)**

AN ESTIMATED QUANTITY OF 917 CU YDS OF ITEM 253- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE PAVEMENT PLANING OF ROADWAY.

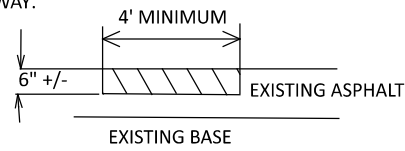


EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A DEPTH OF 2-3.5 +/- INCHES OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.08E AND IN APPROXIMATELY EQUAL LAYERS. DO NOT DISTURB ANY SOUND CONCRETE SURFACE. REMOVE ANY DETERIORATED CONCRETE AND REPLACE WITH ITEM 301 AS NOTED ABOVE. PLACE RUBERIZED TACK DOWN BETWEEN REINFORCED CONCRETE AND ASPHALT. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

LONGITUDINAL JOINT REPAIRS AT A 4' MINIMUM WIDTH WILL BE REQUIRED WITH THE PROJECT. THE ESTIMATED QUANTITY FOR THIS WORK IS 367 CY (INCLUDED WITH THE OVERALL 917 CY)

**ITEM 253- PAVEMENT REPAIR (B)**

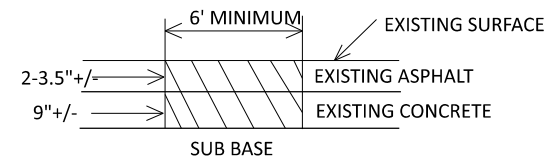
AN ESTIMATED QUANTITY OF 350 CU YDS OF ITEM 253- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE PAVEMENT PLANING OF ROADWAY.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A DEPTH OF 6" +/- OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.08E AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

**ITEM 255- FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT TYPE 1, CLASS QC RS, AS PER PLAN**

AN ESTIMATED QUANTITY OF 1760 SQ YDS OF ITEM 255- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATIONS SHALL BE PERFORMED BEFORE PAVEMENT PLANING OF ROADWAY. RESURFACING OF THESE AREAS SHALL TAKEPLACE WITHIN 2 WEEKS OF PERFORMING THE REPAIRWORK.



EXISTING PAVEMENT IS ROUGHLY 2-3.5" +/- ASPHALT ON TOP OF 9" +/- REINFORCED CONCRETE. THE FULL DEPTH RIGID REPLACEMENT SHALL BE CONSTRUCTED FLUSH WITH THE EXISTING SURFACE. THIS REPAIR SHALL BE MILLED WITH THE SURROUNDING PAVEMENT AND THE UNIFORM SURFACE COURSE PLACED WHEN RESURFACING WORK IS PERFORMED.

**ITEM 255 FULL DEPTH PAVEMENT SAWING**

A QUANTITY OF 7920 FT ITEM 255 FULL DEPTH PAVEMENT SAWING HAS BEEN CARRIED TO THE GENERAL SUMMARY.

**ITEM 621- RAISED PAVEMENT MARKERS**

- ITEM 621- RPM, WHITE.....555 EA
- ITEM 621- RPM, RED/WHITE.....173 EA
- ITEM 621- RPM, YELLOW/RED.....90 EA

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

- ITEM 621- RPM .....818 EA
- ITEM 621- RPM REMOVED.....818 EA

**ITEM 209 RESHAPING UNDER GUARDRAIL, AS PER PLAN**

RESHAPE THE GROUND INCLUDING REMOVAL OF EXCESS MATERIAL AT ALL EXISTING GUARDRAIL LOCATIONS WITHIN THE PROJECT LIMITS. QUANTITY HAS BEEN CARRIED TO THE GENERALSUMMARY.

- ITEM 209 RESHAPING UNDER GUARDRAIL, APP 7.3 MILES

**ANTI-SEGREGATION EQUIPMENT, AS PER PLAN**

ANTI-SEGREGATION EQUIPMENT IS TO BE USED ON ALL RAMP SHOULDERS.

**ITEM 606 - HAM-74-0857 L/R GUARDRAIL WORK**

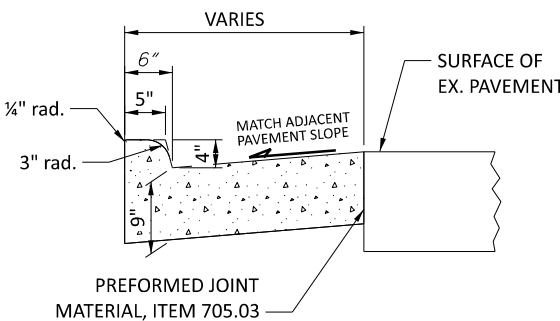
REPLACE THE EXISTING BRIDGE TERMINAL ASSEMBLIES AT BRIDGES HAM-74-8.57 L/R AT THE PARAPET WALLS APPROACHING THE BRIDGE WITH MGS BRIDGE TERMINAL ASSEMBLIES TYPE 1. REPLACE THE EXISTING BRIDGE TERMINAL ASSEMBLIES AT BRIDGES HAM-74-8.57 L/R AT THE PARAPET WALLS EXITING THE BRIDGE WITH MGS BRIDGE TERMINAL ASSEMBLIES TYPE 2. ALSO REMOVE 50' OF ADJACENT GUARDRAIL AT EACH LOCATION AND REPLACE WITH MGS LONG POST GUARDRAIL FOR HEIGHT TRANSITIONING.

THERE IS ALSO TYPE 4C CURB TO BE PLACED AT THESE LOCATIONS. SEE SEPARATE NOTE FOR DETAILS. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

- ITEM 202 BRIDGE TERMINAL ASEMBLY REMOVED..... 7 EACH
- ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY TYPE 1 .... 4 EACH
- ITEM 606 MGS BRIDGE TERMINAL ASSEMBLY TYPE 2 .... 3 EACH
- ITEM 202 GUARDRAIL REMOVED ..... 350 FEET
- ITEM 606 GUARDRAIL TYPE MGS WITH LONG POST... 350 FEET

**COMBINATION CURB AND GUTTER, TYPE 4, AS PER PLAN**

AT LOCATIONS WHERE EXISTING BRIDGE TERMINAL ASSEMBLIES ARE TO BE UPGRADED TO MGS, A CURB IS TO BE INSTALLED PER STD. DWG. MGS-3.1. THIS PAY ITEM INCLUDES THE REMOVAL OF ANY EXISTING SOIL OR PAVEMENT AND REPLACEMENT WITH CURB AND GUTTER FOLLOWING THE BELOW DETAIL.



- ITEM 609 CURB, TYPE 4 C , APP .....126 FEET

**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. THE FOLLOWING QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY.

- ITEM 632 DETECTOR LOOP, AS PER PLAN
- ITEM 632 LOOP DETECTOR TIE-IN, AS PER PLAN

PRIOR TO THE PLANNING OPERATION, THE LOCATION OF THE EXISTING LOOP DETECTORS SHALL BE REFERENCED SO THAT THE REPLACEMENT LOOPS CAN BE REINSTALLED AT THE PROPER LOCATIONS. THE NEW LOOP DETECTORS SHALL BE CONNECTED TO THE LEAD-IN CABLE WITH PROPER CONNECTION KITS AND TESTED TO MAKE CERTAIN THAT THEY ARE OPERATIONAL.

ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHOWN IN THE PLANS SHALL BE POWERHEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE AS DIRECTED BY THE PROJECT ENGINEER. THE STOP LINE DETECTOR LOOPS SHALL NOT BE WIRED TO ANY OTHER LOOPS AND SHALL HAVE ITS OWN DETECTOR CHANNEL. THE LOCATION OF THESE LOOPS SHALL BE SUCH THAT THE POWERHEAD IS LOCATED AT THE STOP LINE, NOT PAST IT.

ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10. SYSTEM LOOPS SHALL BE AS DEPICTED IN THE PLANS.

ALL STOP LINE DETECTOR ZONES SHALL BE TESTED FOR A BICYCLE TARGET AND ALL DILEMMA DETECTION ZONES SHALL BE TESTED FOR A MOTORCYCLE TARGET.

THE CONTRACTOR SHALL NOTIFY THE DISTRICT 8 TRAFFIC ENGINEER A MINIMUM OF 3 DAYS IN ADVANCE OF ANY LOOP DETECTOR INSTALLATIONS TO PERMIT TIME FOR LOOP LOCATION ADJUSTMENTS AND TO SPECIFY THE LENGTH OF THE LOOPS IF NEEDED.

THE FOLLOWING QUANTITIES OF DETECTOR LOOPS AND LOOP DETECTOR TIE-INS HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

- ITEM 632 DETECTOR LOOP, AS PER PLAN 2 EACH
- ITEM 632 LOOP DETECTOR TIE-IN, AS PER PLAN 2 EACH

**AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS**

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

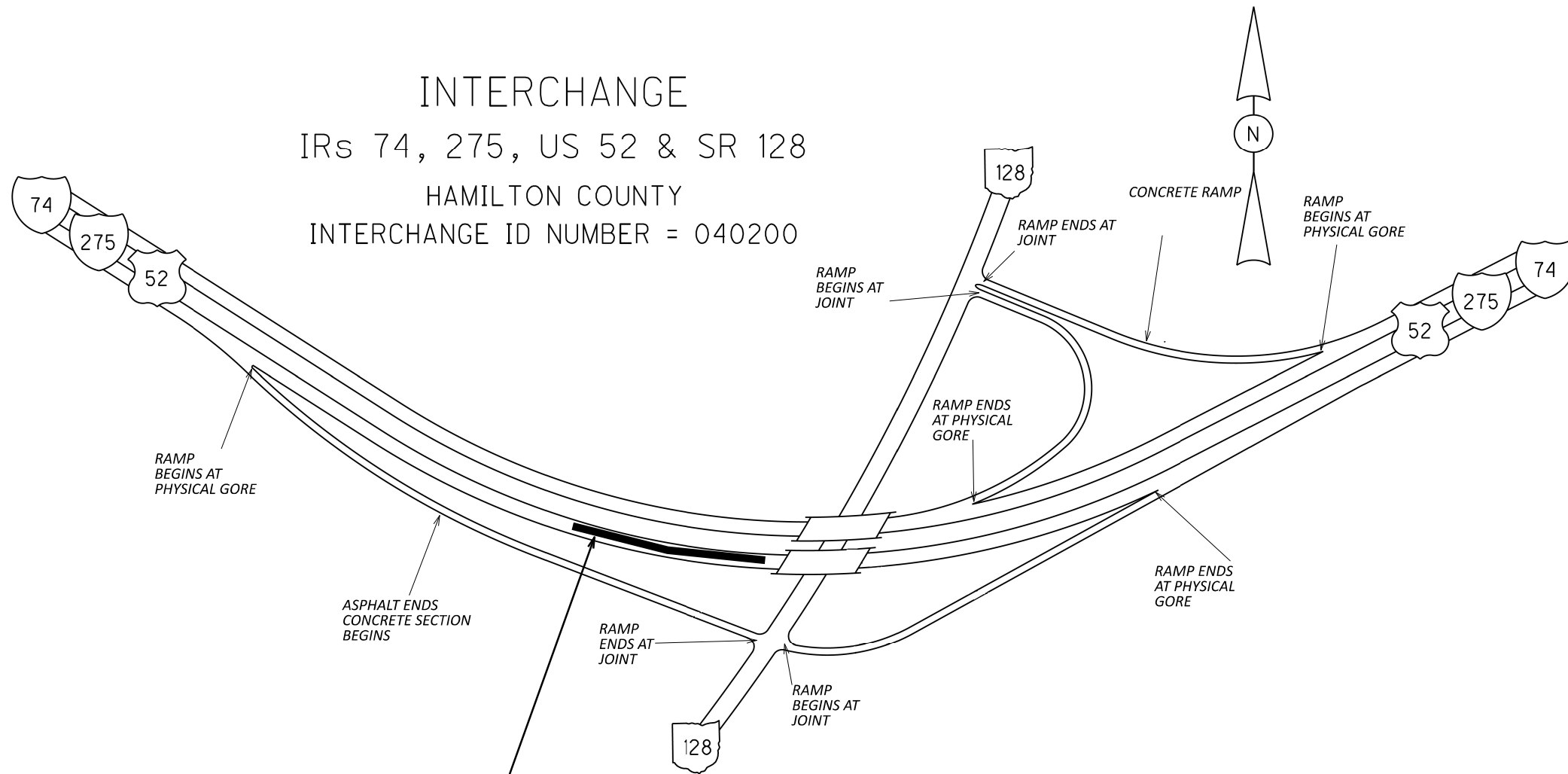
FEDERAL AVIATION ADMINISTRATION  
SOUTHWEST REGIONAL OFFICE  
OBSTRUCTION EVALUATION GROUP  
10101 HILLWOOD PARKWAY  
FORT WORTH, TX 76177  
FAX: (817) 222-5920  
HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION  
OFFICE OF AVIATION  
2829 WEST DUBLIN-GRANVILLE ROAD  
COLUMBUS, OHIO 43235  
OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

DESIGN AGENCY



DESIGNER	CAH
REVIEWER	JDO
DATE	9/30/25
PROJECT ID	110539
SHEET	TOTAL
04	55



OMIT PORTION OF THE EASTBOUND SHOULDER:  
APPROXIMATELY SLM 7.62-7.75 OMIT ROUGHLY  
700 FEET OF THE EASTBOUND OUTSIDE SHOULDER  
FROM THIS PROJECT. A FUTURE PROJECT WILL ADDRESS  
AND REPAIR THE GEOLOGICAL ISSUE. THE FUTURE  
PROJECT IS PID 116203.

PROJECT LIMITS

DESIGN AGENCY



DESIGNER

JD

REVIEWER

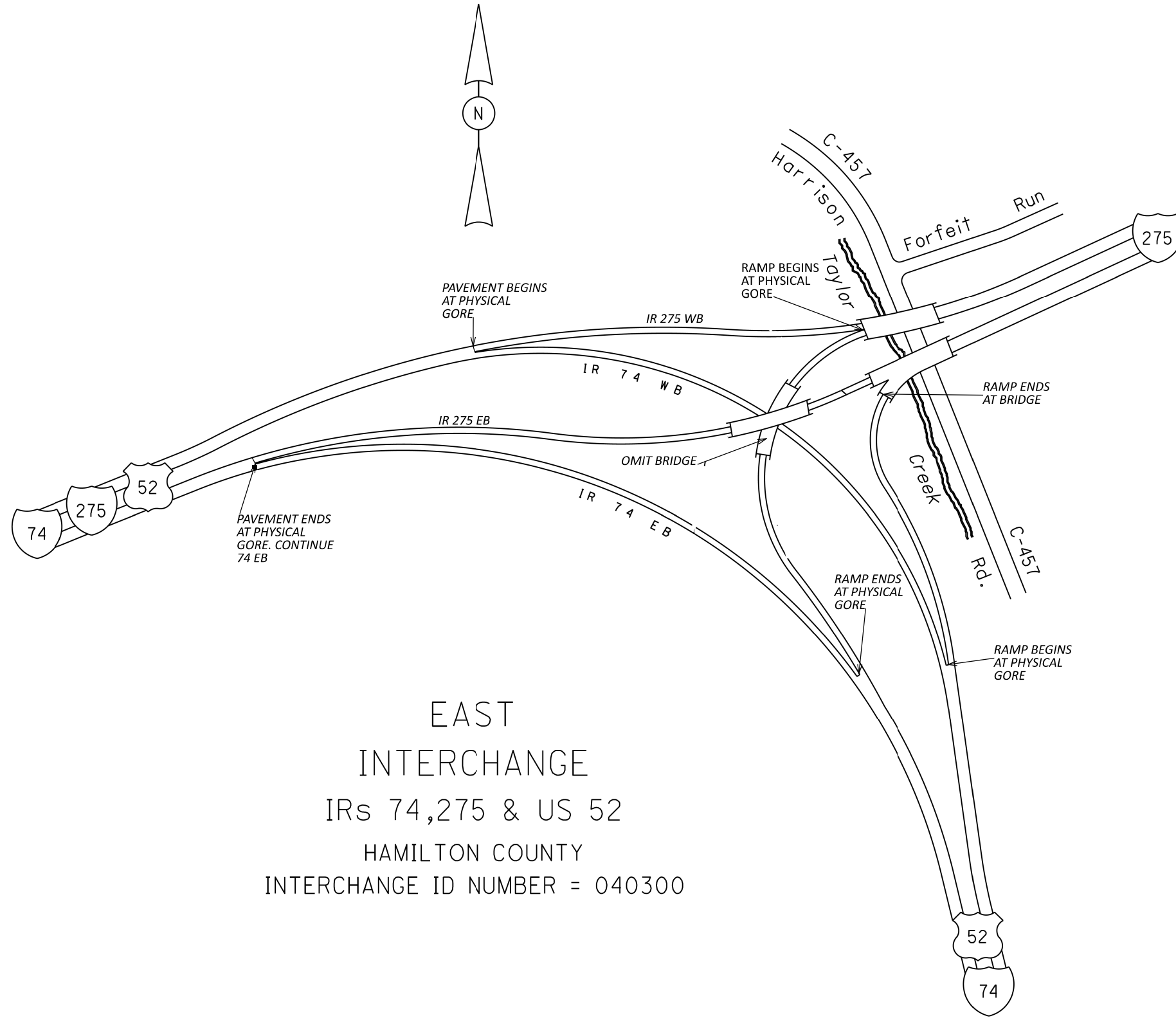
JDO 9/30/25

PROJECT ID

110539

SHEET TOTAL

05 55

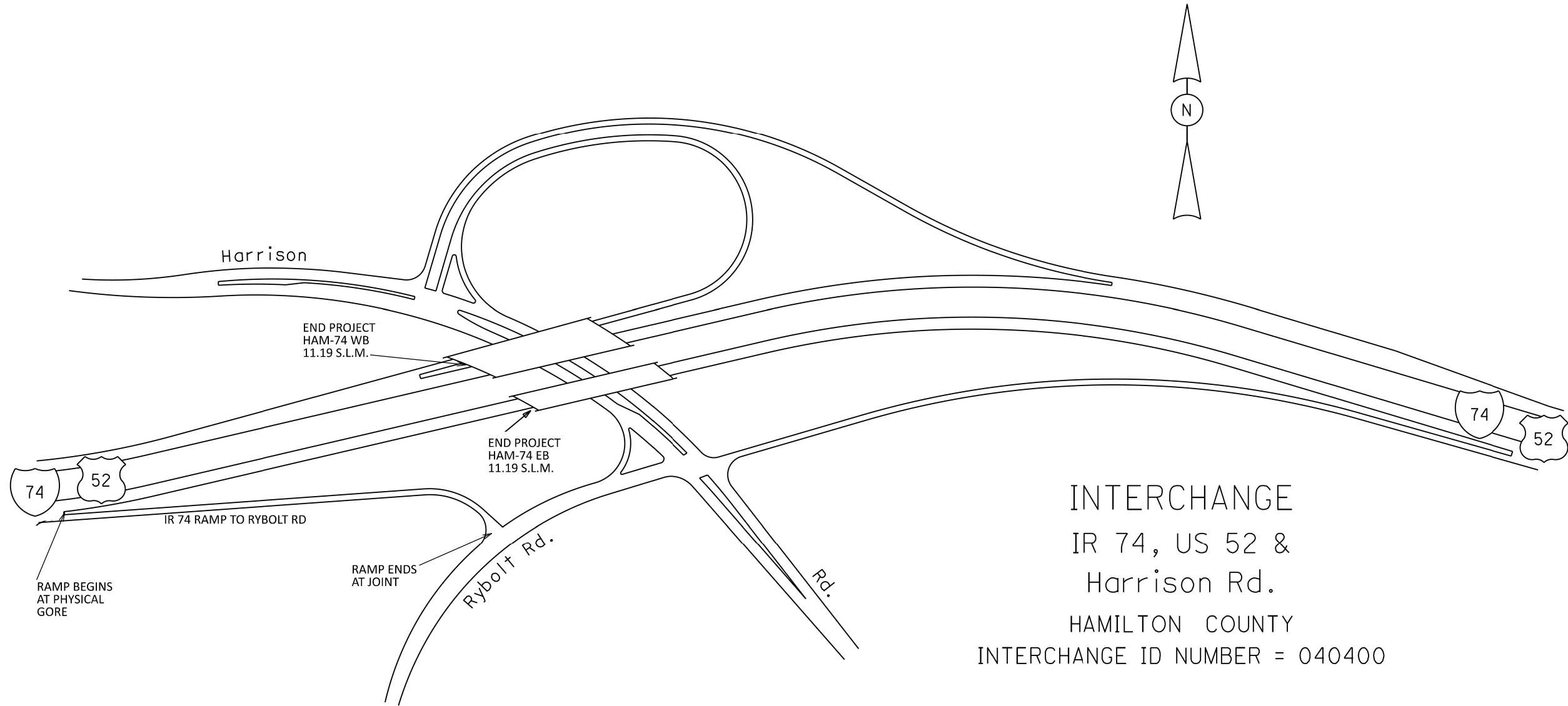


EAST  
INTERCHANGE  
IRs 74,275 & US 52  
HAMILTON COUNTY  
INTERCHANGE ID NUMBER = 040300

DESIGN AGENCY



DESIGNER	JD
REVIEWER	JDO 9/30/25
PROJECT ID	110539
SHEET	TOTAL
06	55



INTERCHANGE  
 IR 74, US 52 &  
 Harrison Rd.  
 HAMILTON COUNTY  
 INTERCHANGE ID NUMBER = 040400

PROJECT LIMITS

DESIGN AGENCY



DESIGNER

JD

REVIEWER

JDO 9/30/25

PROJECT ID

110539

SHEET TOTAL

07 55

**ITEM 614- MAINTAINING TRAFFIC EAST MIAMI RIVER RD.**

MAINTAIN A MINIMUM OF 1 LANE OF TWO-WAY TRAFFIC USING FLAGGERS DURING WORK HOURS TO ACCOMMODATE STRUCTURE REPAIRS, SEALING AND PAINTING.

**WESSELMAN ROAD & SR 128**

MAINTAIN A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.

**I-74, I-275**

MAINTAIN ALL EXISTING LANES IN EACH DIRECTION AT ALL TIMES, EXCEPT LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE MOT POLICY EXCEPTION NOTE AND THE LANE VALUE CONTRACT TABLE, BY USE OF THE EXISTING PAVEMENT AND SHOULDERS.

**APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S)**

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

APPROVED MOT EXCEPTIONS INCLUDE:

1. MOT0001009 - WEEKEND LANE CLOSURES: THE CONTRACTOR IS PERMITTED TO CLOSE LANES ON 2 WEEKENDS PER DIRECTION. ONE WEEKEND WILL BE A SINGLE LANE CLOSURE, THE OTHER WEEKEND WILL BE A DOUBLE LANE CLOSURE. AT THE CONTRACTOR'S OPTION, THE WEEKEND LANE CLOSURE MAY OCCUR IN EITHER ORDER - SINGLE/DOUBLE OR DOUBLE/SINGLE - AND BOTH DIRECTIONS MAY BE WORKED CONCURRENTLY. A WEEKEND IS DEFINED AS BEGINNING FRIDAY AT 9 PM AND ENDING THE FOLLOWING MONDAY AT 5 AM. LANE CLOSURES, IF ALLOWED BY THE PLCS, MAY BE INSTALLED BEFORE/AFTER THE WEEKEND CLOSURE TIME.

THE CONTRACTOR SHALL INSTALL A PCMS IN EACH DIRECTION TO PROVIDE NOTICE OF CLOSURE AT LEAST 7 CALENDAR DAYS BEFORE THE LANE CLOSURE. THE CONTRACTOR SHALL INSTALL WZ QUEUE DETECTION AND MT-95.50 SIGNING PER THE INCLUDED NOTES.

2. MOT0001060 - IR 74/IR 275 RAMP CLOSURES: THE CONTRACTOR IS PERMITTED TO CLOSE THE BELOW LISTED RAMP A MAXIMUM OF 4 TIMES PER RAMP. RAMP CLOSURE ARE PERMITTED FROM 10 PM TO 5 AM. ONLY ONE RAMP IS PERMITTED TO BE CLOSED AT A TIME.  
-- RAMP FROM SB IR 275 TO EB IR 74  
-- RAMP FROM WB IR 74 TO NB IR 275  
THE CONTRACTOR SHALL INSTALL A PCMS TO PROVIDE NOTICE OF CLOSURE 3 BUSINESS DAYS BEFORE THE RAMP CLOSURE. DURING THE CLOSURE REVISE THE PCMS MESSAGE TO PROVIDE DETOUR INFORMATION TO USE THE NEXT EXIT.

3. MOT0001063 - FULL DEPTH PAVEMENT REPAIR: THE CONTRACTOR IS PERMITTED TO CLOSE ONE LANE OF EASTBOUND IR 74 ON 2 WEEKENDS. ON ONE OF THE WEEKENDS, THE CONTRACTOR IS ALSO PERMITTED TO CLOSE THE EASTBOUND IR 74 EXIT RAMP TO HARRISON/RVBOLT ROADS. A WEEKEND IS DEFINED AS BEGINNING FRIDAY AT 10 PM AND ENDING THE FOLLOWING MONDAY AT 5 AM. LANE CLOSURES, IF ALLOWED BY THE PLCS MAY BE INSTALLED BEFORE/AFTER THE WEEKEND CLOSURE TIME. THE CONTRACTOR SHALL INSTALL 2 PCMS TO PROVIDE NOTICE OF CLOSURE AT LEAST 7 CALENDAR DAYS BEFORE THE LANE/RAMP CLOSURE. THE CONTRACTOR SHALL INSTALL WZ QUEUE DETECTION ON EASTBOUND IR 74/275 AND MT-95.50 SIGNING PER THE INCLUDED NOTES. RELOCATE THE PCMS DURING THE WEEKEND TO BE LOCATED ON WESTBOUND IR 275.

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

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 11/24/2025 FOR PID 110539" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

**VERTICAL CLEARANCE:**

ANY WORK (FALSEWORK, TRAFFIC PROTECTION, CONTAINMENT, ETC.) OVER LIVE TRAFFIC BY THE CONTRACTOR THAT REDUCES THE EXISTING VERTICAL CLEARANCE IS PROHIBITED UNLESS 4 WEEKS ADVANCED NOTICE IS PROVIDED WITH NEW PROPOSED VERTICAL CLEARANCES. THE CONTRACTOR SHALL PROVIDE FIELD MEASUREMENTS BEFORE ALLOWING TRAFFIC UNDERNEATH. IF ANY WORK IS TO OCCUR BELOW 14'-6", THEN SIGNS ON THE STRUCTURE

AND ADVANCE WARNING SIGNS SHALL BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO PERFORMING SUCH WORK. SIGNING SHALL BE IN ACCORDANCE WITH THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD) AND THE OHIO "TRAFFIC ENGINEERING MANUAL" (TEM). NO WORK OVER TRAFFIC SHALL OCCUR WITH A VERTICAL CLEARANCE LESS THAN 13'-10". 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.

**MEDIAN WORK AREA**

TEMPORARY PLACEMENT AND REMOVAL OF STONE, ETC. IN THE MEDIAN TO ACCOMMODATE CONSTRUCTION VEHICLES AND STORAGE SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC.

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

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY ((NOV)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)

**LABOR DAY**

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

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

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

PHASE WORK AT STRUCTURES HAM-74-0857 L/R: RELOCATING THE PORTABLE BARRIER AND , IF NECESSARY, WORK ZONE IMPACT ATTENUATOR FROM PHASE 1 TO PHASE 1A THEN BACK TO PHASE 1 AND RELOCATING THE PORTABLE BARRIER FROM PHASE 2 TO PHASE 2A THEN BACK TO PHASE 2 IS CONSIDERED INCIDENTAL TO THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS SHOWN IN THE PHASE 1 AND PHASE 2 PLANS FOR WORK AT STRUCTURES HAM-74-0857 L/R

ITEM 614 - WORK ZONE IMPACT ATTENUATOR = 4 EACH  
ITEM 622 - PORTABLE BARRIER = 3,000 FT

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.

**ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN**

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

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

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE

LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

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

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

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT. THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SIGN MONTHS ASSUMING 3 PCMS SIGN(S) FOR 2 MONTH(S) PLACE A SIGN AT THE I-275 WB & I-74 WB APPROACH TO HAM-74-9.11L. PLACE A SIGN AT THE I-275 EB APPROACH TO HAM-74-7.76R.

DESIGN AGENCY



DESIGNER  
CAH

REVIEWER  
SK 9/30/25

PROJECT ID  
110539

SHEET TOTAL  
08 | 55

**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 OMTUCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMTUCD, 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).

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.

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. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. 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 WHICH SHALL BE RE-TURNED 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 500 HOURS

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

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

**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.

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

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY) 60 EACH  
 ITEM 614, OBJECT MARKER, ONE-WAY 60 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.

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
I-74 AND I-275	SEE PLCS	1 MINUTE PERIOD	\$290
RAMPS	5 AM TO 10 PM	1 MINUTE PERIOD	\$290
NEW HAVEN ROAD	3 PM TO 7 PM	1 MINUTE PERIOD	\$235
WEST RD	NO RESTRICTIONS	1 MINUTE PERIOD	N/A
E MIAMI RIVER RD	NO RESTRICTIONS	1 MINUTE PERIOD	N/A

NOTE:

1. SHORT-TERM SHOULDER CLOSURES ARE NOT PERMITTED FROM 6 AM TO 9 AM OR FROM 3 PM TO 7 PM, MONDAY THROUGH FRIDAY.
2. RAMP CLOSURES ARE NOT PERMITTED 2 HOURS BEFORE TO 2 HOURS AFTER 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 15,000 OR MORE.
3. THE PLCS HAS MULTIPLE SEGMENTS WITHIN THE PROJECT LIMITS. LANE CLOSURES LOCATED IN MULTIPLE SEGMENTS SHALL FOLLOW THE PLCS FOR EACH SEGMENT THE LANE CLOSURE OCCUPIES.
4. SEE MOT POLICY EXCEPTION NOTE REGARDING IR 275/IR 74 RAMP CLOSURES.

**PATCHING RUMBLE STRIPS**

THE CONTRACTOR SHALL MILL THE EXISTING RUMBLE STRIPS A WIDTH OF 3 FEET AT 1 1/2 INCH DEPTH AND PAVE WITH 1 1/2 INCH ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448). PAYMENT FOR ALL MATERIALS, LABOR AND EQUIPMENT SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 614 MAINTAINING TRAFFIC, MISC.: RUMBLE STRIP MILLED/FILLED 7080\_FT.

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE 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.

**WORK ZONE INCREASED PENALTIES SIGN (R11-H5A)**

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

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

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

THE R11-H5A-48 SIGNS SHALL BE MOUNTED ON 2 NO. 3 POSTS WHEN LOCATED WITHIN CLEAR ZONES. THE CONTRACTOR MAY USE SIGNS AND SUPPORTS IN USED, BUT GOOD, CONDITION PROVIDED THE SIGNS MEET CURRENT ODOT SPECIFICATIONS.

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

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

ITEM 614, WORK ZONE INCREASED PENALTIES SIGN 17 EACH

**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 SPECIAL HAULING (HAULING.PERMITS@DOT.OHIO.GOV) AND THE PERMITS SECTION DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME 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:		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO OFFICE OF COMMUNICATIONS
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURE & RESTRICTIONS	> 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

**EXTRA ADVANCE WARNING SIGNS**

AN EXTRA ADVANCE WARNING SIGN GROUP CONSISTS OF TWO W20-1 (ROAD WORK AHEAD) SIGNS, TWO W20-5 (RIGHT/LEFT LANE CLOSED AHEAD) SIGNS WITH W16-3A DISTANCE PLATES, AND TWO W3-H4b (WATCH FOR STOPPED TRAFFIC) SIGNS AND REQUIRED WARNING LIGHTS.

THE CONTRACTOR SHALL PROVIDE, ERECT, MAINTAIN AND REMOVE EXTRA ADVANCE WARNING SIGN GROUPS AS SHOWN ON TRAFFIC SCD MT-95.50 AT THE FOLLOWING DISTANCES IN ADVANCE OF THE LANE TAPERS WITH THE APPROPRIATE W16-3A DISTANCE PLATES:

- 1) PROVIDE SIGN GROUPS AT 3 MILES AND 5 MILES.

THE CONTRACTOR SHALL HAVE AN ADDITIONAL EXTRA ADVANCE WARNING SIGN GROUP (6 SIGNS AND 2 DISTANCE PLATES) AVAILABLE FOR USE WHEN DIRECTED BY THE ENGINEER. THE DISTANCE PLATES FOR THIS GROUP SHALL BE ABLE TO BE MODIFIED IN THE FIELD TO SHOW APPROPRIATE WHOLE MILES TO THE LANE TAPER.

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

DESIGN AGENCY



DESIGNER  
CAH

REVIEWER  
SK 9/30/25

PROJECT ID  
110539

SHEET TOTAL  
09 55

**DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL**

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

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

ITEM 614, BARRIER REFLECTOR, TYPE 2 (ONE-WAY) 12 EACH  
[ITEM 614, OBJECT MARKER, ONE-WAY 12 EACH]

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

**WORK ZONE SPEED ZONES (WZSZS)**

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

WZSZ REVISION NUMBER(S)	COUNTY-ROUTE-SECTION(S)	DIRECTION(S)
WZ- 45142	HAM-74	EB/WB

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

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

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE

DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

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

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

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

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

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

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

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

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 6 SIGN MNTH  
ASSUMING 3 DSL SIGN ASSEMBLY(IES) FOR 2 MONTH(S)

**PERMITTED LANE CLOSURE SCHEDULE (PLCS)**

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permited-lane-closure) THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO

NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

**WORK ZONE QUEUE DETECTION WARNING SYSTEM**

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE QUEUE DETECTION WARNING SYSTEM (WZQDWS) AS PER SUPPLEMENTAL SPECIFICATION 896.

THE PROBABLE INITIAL LOCATIONS OF THE WZQDWS DEVICES ARE SHOWN ON SHEET(S) \_\_\_\_ OF THE PLAN. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

THE FOLLOWING TRAFFIC SENSOR THRESHOLDS AND PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES SHALL BE USED:

GREATER THAN OR EQUAL TO 50 MPH - USE FOUR CORNER FLASHING CAUTION MODE BETWEEN 50 MPH AND 25 MPH - TRAFFIC AHEAD XX MPH / SLOW DOWN BELOW OR EQUAL TO 25 MPH - TRAFFIC AHEAD XX MPH / PREPARE TO STOP

FOUR CORNER FLASHING CAUTION MODE SHALL CONSIST OF THE USE OF ONE ASTERISK IN EACH CORNER OF THE PCMS DISPLAY (4 TOTAL ASTERISKS).

XX SHALL BE ROUNDED UP TO THE NEAREST MULTIPLE OF 5 MPH MINUS 1. OCCUPANCY MAY BE DIRECTED TO BE USED BASED ON CERTAIN TRAFFIC CONDITIONS AND SCENARIOS. ODOT WILL DIRECT THE CONTRACTOR OF THE THRESHOLDS TO BE USED FOR THOSE AREAS WHERE OCCUPANCY IS DIRECTED TO BE USED.

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

ITEM 896, PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS 1 20 SIGN MONTHS ASSUMING  
8 SENSOR(S) FOR 2 MONTH(S) WESTBOUND  
4 SENSOR(S) FOR 1 MONTH(S) EASTBOUND

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 5 SIGN MONTHS ASSUMING  
2 PCMS SIGN(S) FOR 2 MONTH(S) WESTBOUND  
1 PCMS SIGN(S) FOR 1 MONTH(S) EASTBOUND

**PAVEMENT MARKING TATTOOS**

PROVIDE THREE SETS OF PAVEMENT TATTOOS AT I-74 WB APPROACHING THE SPLIT AT I-275

- 1) PLACE SOUTH I-275 BEGINNING 200' WEST OF ¼MILE SIGN IN LEFT LANE
- 2) PLACE NORTH I-275 BEGINNING 200' WEST OF ¼MILE SIGN IN RIGHT LANE
- 3) PLACE WEST I-74 100' WEST OF THE BOTTOM OF ROUTE SHIELD (1) TO THE BOTTOM OF ROUTE SHIELD (3)

THE ELONGATED ROUTE SHIELD AND CARDINAL DIRECTION MARKINGS SHOULD BE CENTERED IN THE LANE.

ITEM 814E00010, INTERSTATE ELONGATED ROUTE SHIELD SYMBOL MARKING, TYPE B125.....3 EACH

ITEM 814E00016, CARDINAL DIRECTION (WEST, SOUTH & NORTH) MARKING, TYPE B125.....3 EACH

**WORK ZONE PAVEMENT MARKINGS**

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR ALL MOT PHASES:

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6" 642 PAINT 2.0 MILES  
ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6" 642 PAINT 6.0 MILES  
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 8" 642 PAINT 9600 FT

COST FOR PLACEMENT OF BLACK OUT TAPE TO COVER CONFLICTING PAVEMENT MARKINGS OR REMOVAL OF CONFLICTING PAVEMENT MARKINGS SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC.

**WORK ZONE PAVEMENT MARKINGS**

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR ALL RESURFACING:

ITEM 614 - WORK ZONE LANE LINE, 6", CLASS III, 642 PAINT, 12.3 MILES  
ITEM 614 - WORK ZONE EDGE LINE, 6", CLASS III, 642 PAINT, 17.82 MILES  
ITEM 614 - WORK ZONE CHANNELIZING LINE, 12", CLASS III, 642 PAINT, 12053 FT  
ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT 30 FEET  
ITEM 614 - WORK ZONE ARROW, CLASS III, 642 PAINT 13 EACH  
ITEM 614 - WORK ZONE DOTTED LINE, CLASS III, 642 PAINT 2378 FEET

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

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

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

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

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

RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. THE FOLLOWING BID ITEMS HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 250 EACH

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

DESIGN AGENCY

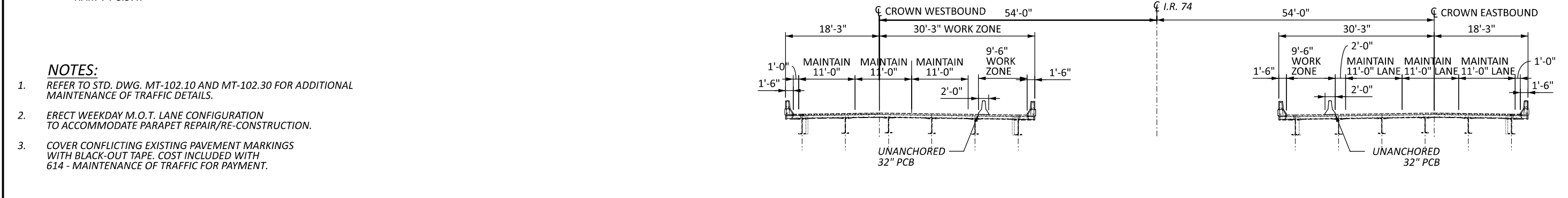
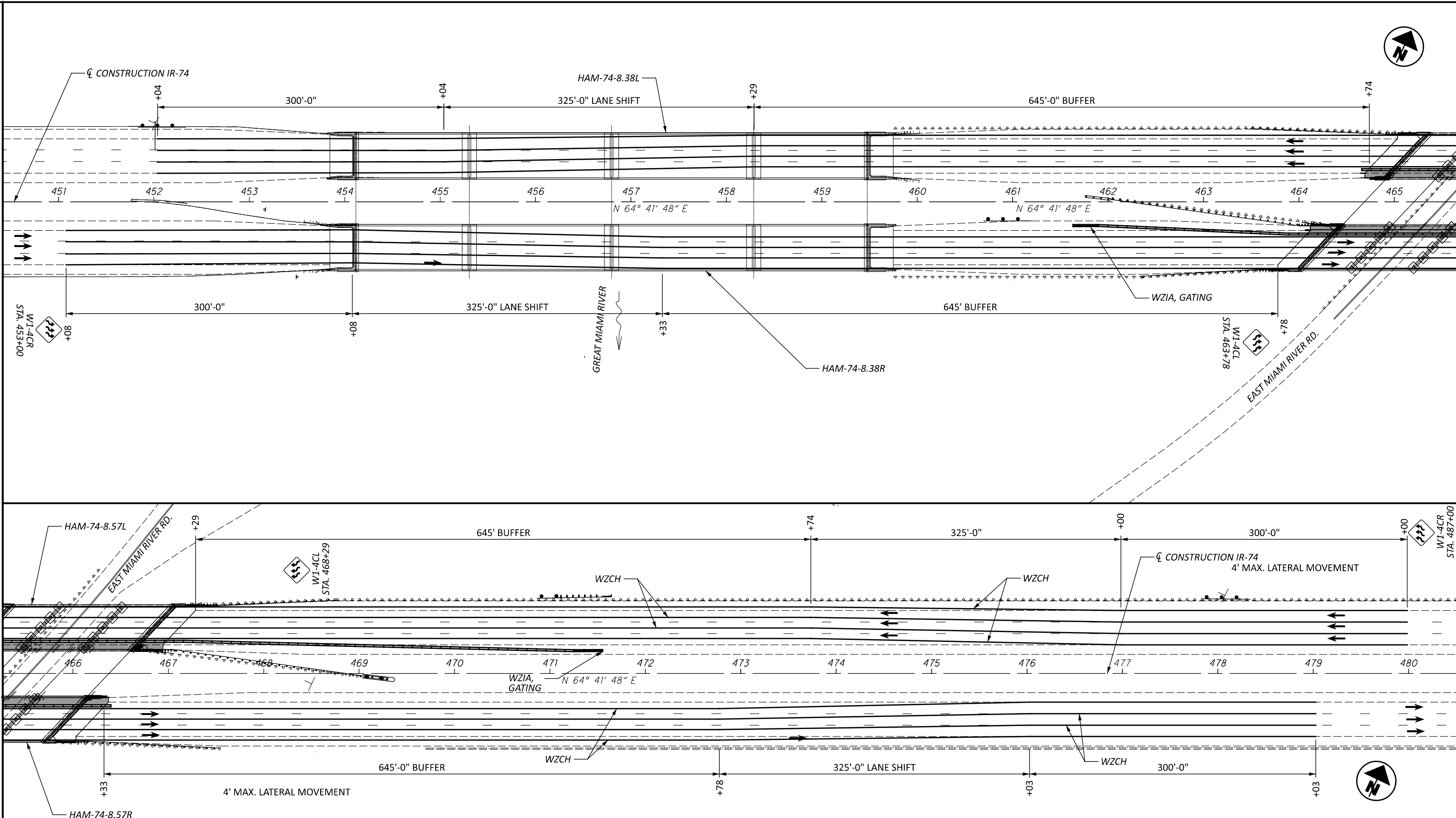


DESIGNER  
CAH

REVIEWER  
SK 9/30/25

PROJECT ID  
110539

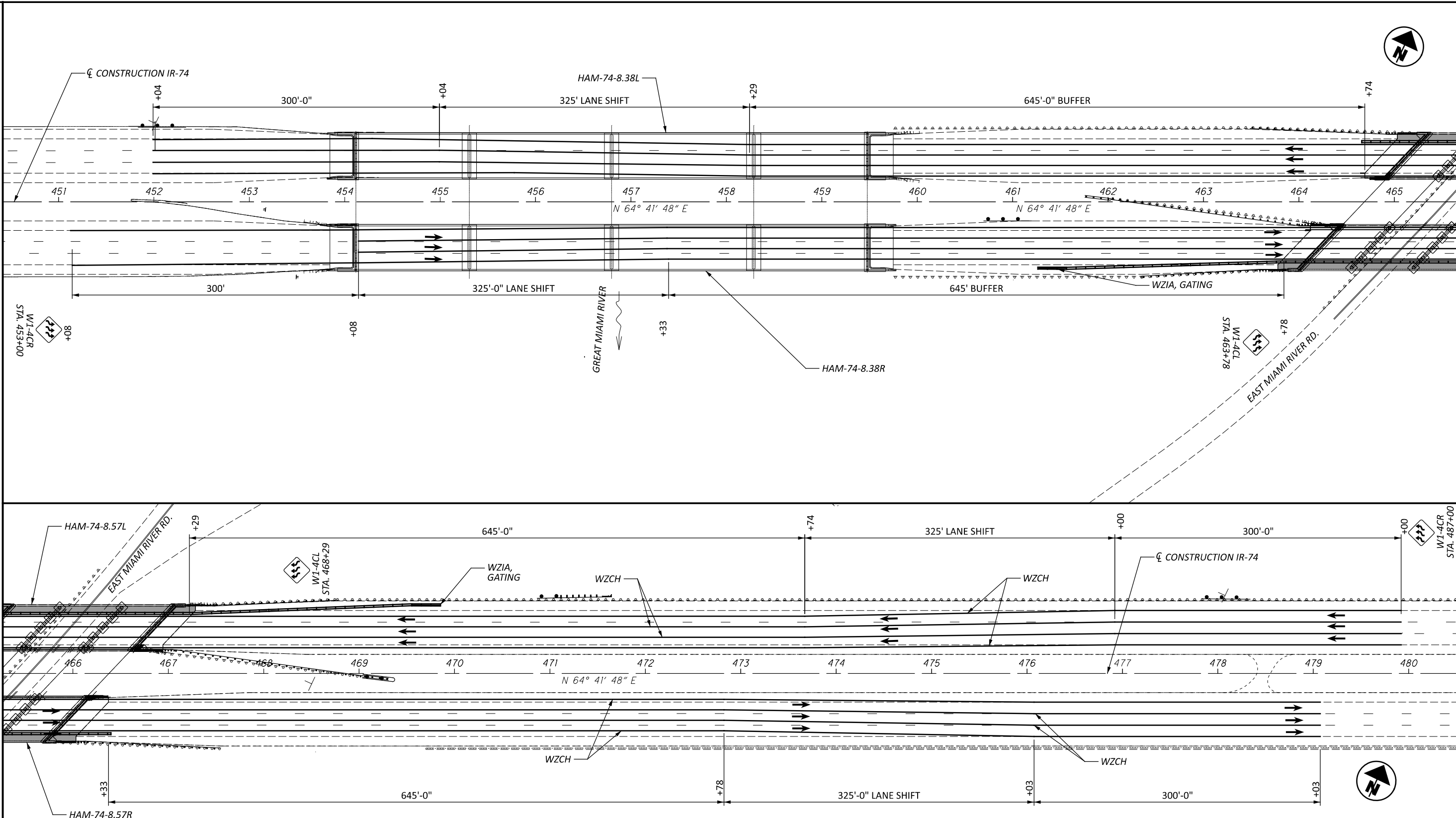
SHEET TOTAL  
10 55



- NOTES:**
- REFER TO STD. DWG. MT-102.10 AND MT-102.30 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.
  - ERECT WEEKDAY M.O.T. LANE CONFIGURATION TO ACCOMMODATE PARAPET REPAIR/RE-CONSTRUCTION.
  - COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH BLACK-OUT TAPE. COST INCLUDED WITH 614 - MAINTENANCE OF TRAFFIC FOR PAYMENT.

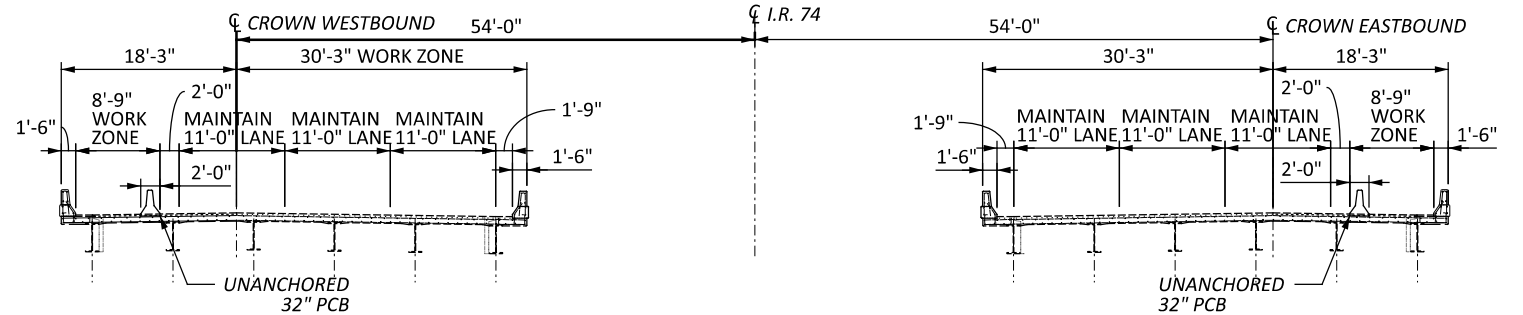
MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 1 (WEEK DAY)  
 STA. 443+00 TO STA. 472+00

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	SK
DATE	9/30/25
PROJECT ID	110539
SHEET	11
TOTAL	55



**NOTES:**

- REFER TO STD. DWG. MT-102.10 AND MT-102.30 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.
- ERECT WEEKDAY M.O.T. LANE CONFIGURATION TO ACCOMMODATE PARAPET REPAIR/RE-CONSTRUCTION.
- COVER CONFLICTING EXISTING PAVEMENT MARKINGS WITH BLACK-OUT TAPE. COST INCLUDED WITH 614 - MAINTENANCE OF TRAFFIC FOR PAYMENT.



MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 1 (WEEK DAY)  
 STA. 443+00 TO STA. 472+00

DESIGN AGENCY

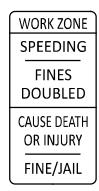
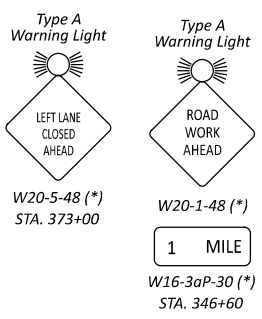
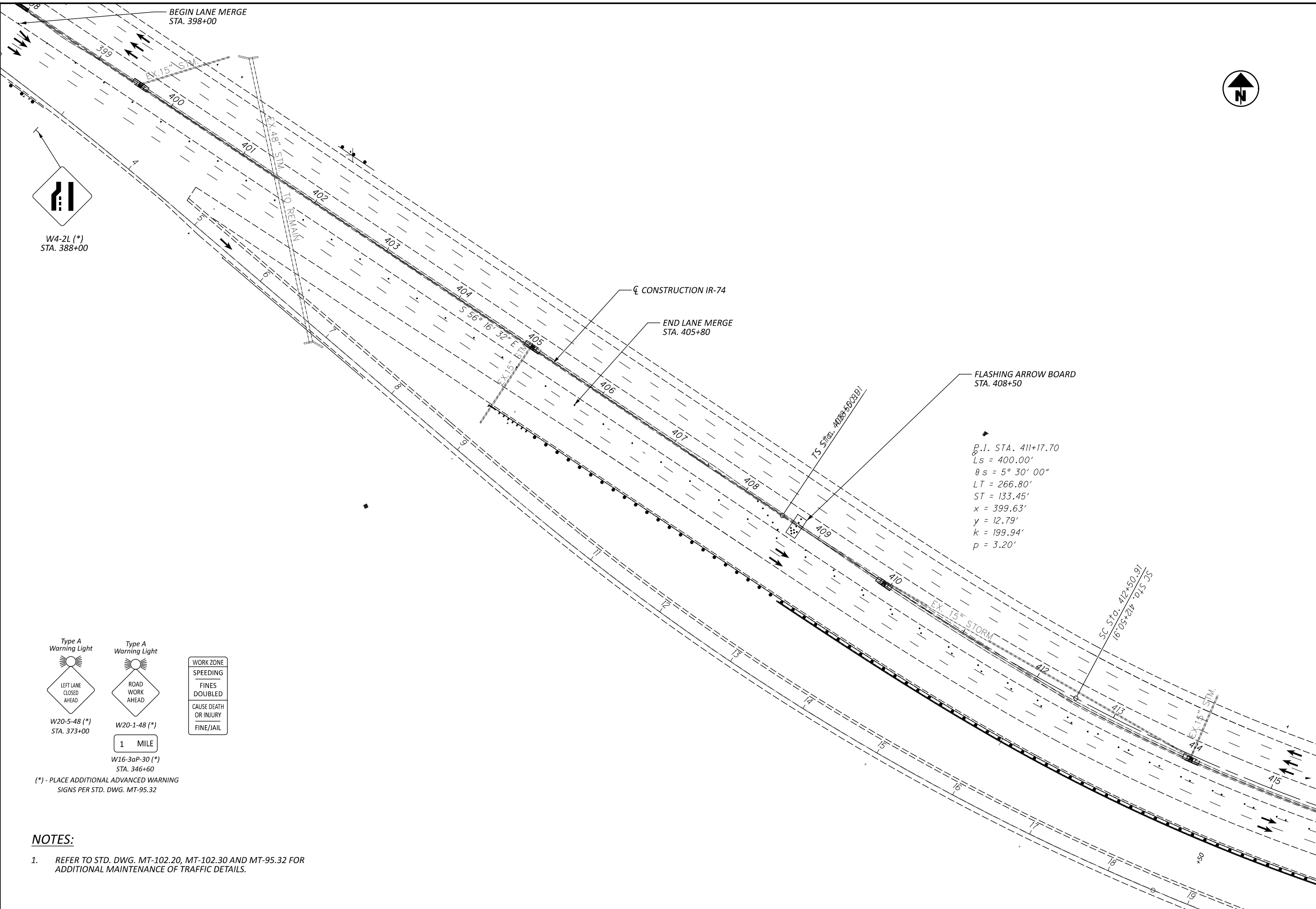


DESIGNER  
 CAH

REVIEWER  
 SK 9/30/25

PROJECT ID  
 110539

SHEET TOTAL  
 12 55



(\*) - PLACE ADDITIONAL ADVANCED WARNING SIGNS PER STD. DWG. MT-95.32

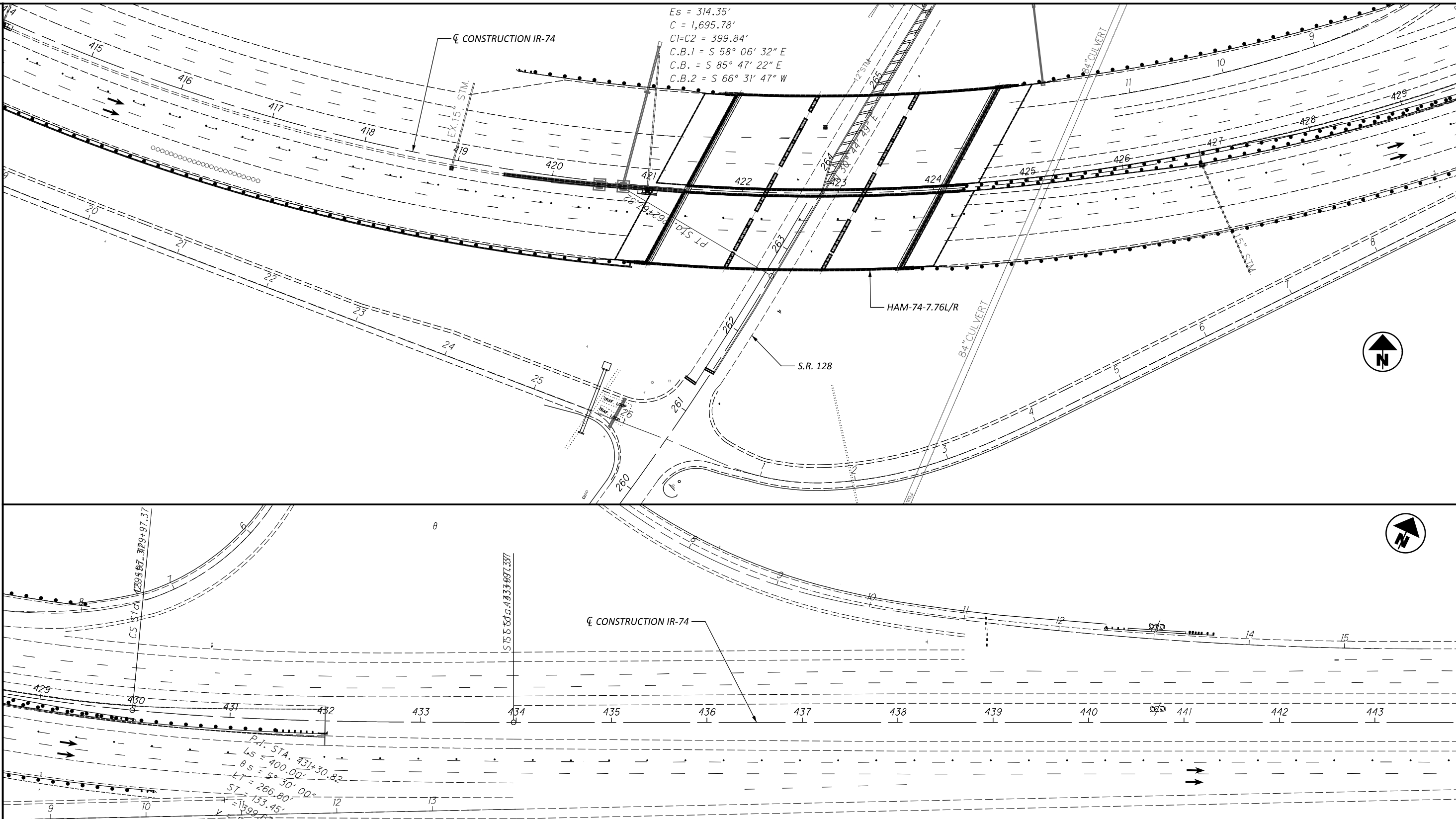
- NOTES:**
- REFER TO STD. DWG. MT-102.20, MT-102.30 AND MT-95.32 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.

P.I. STA. 411+17.70  
 $L_s = 400.00'$   
 $\theta_s = 5^\circ 30' 00''$   
 $LT = 266.80'$   
 $ST = 133.45'$   
 $x = 399.63'$   
 $y = 12.79'$   
 $k = 199.94'$   
 $p = 3.20'$



MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 1A (WEEKEND)  
 STA. 399+00 TO STA. 415+00

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	SK
SK	9/30/25
PROJECT ID	110539
SHEET	TOTAL
13	55



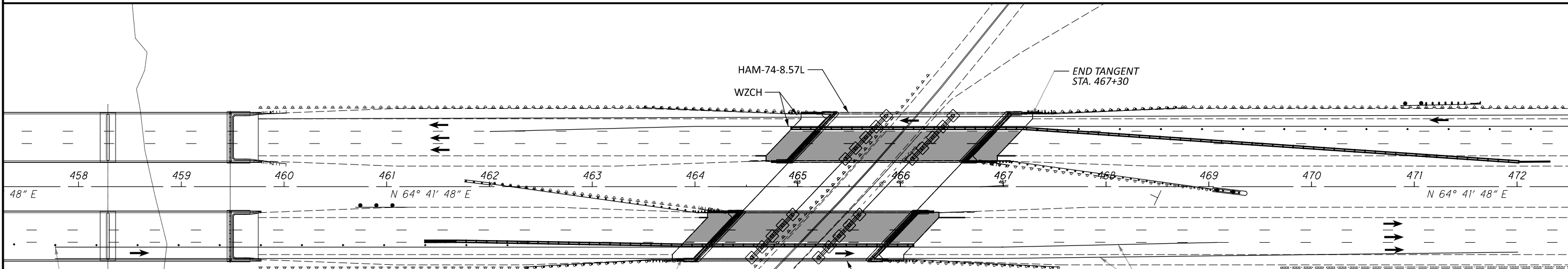
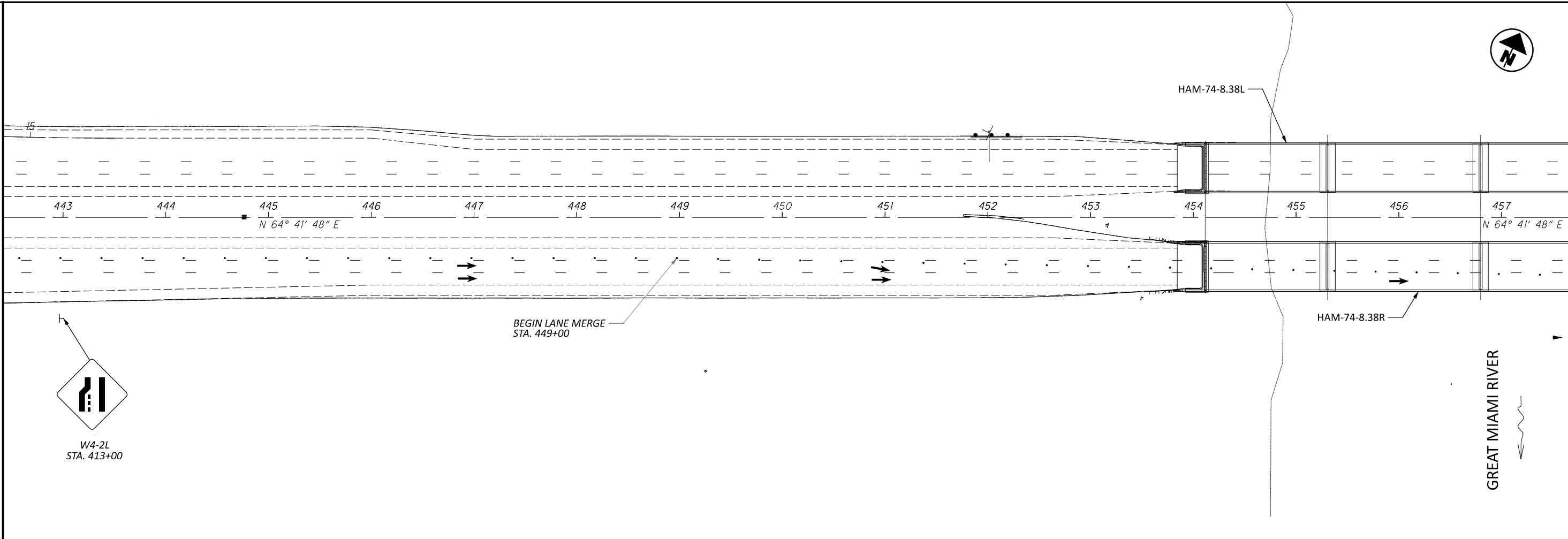
$E_s = 314.35'$   
 $C = 1,695.78'$   
 $CI = C2 = 399.84'$   
 $C.B.1 = S 58^\circ 06' 32'' E$   
 $C.B. = S 85^\circ 47' 22'' E$   
 $C.B.2 = S 66^\circ 31' 47'' W$

P.I. STA. 431+30.82  
 $L_s = 400.00'$   
 $\theta = 5^\circ 30' 00''$   
 $ST = 266.80'$   
 $\Delta = 133.45'$   
 $\Delta = 139.63'$   
 $K = 12.79'$   
 $P = 199.94'$   
 $P = 3.20'$

- NOTES:**
- REFER TO STD. DWG. MT-102.10, MT-102.30 AND MT-95.32 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.

MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 1A (WEEKEND)  
 STA. 415+00 TO STA. 443+00

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	SK
PROJECT ID	9/30/25
	110539
SHEET	TOTAL
14	55

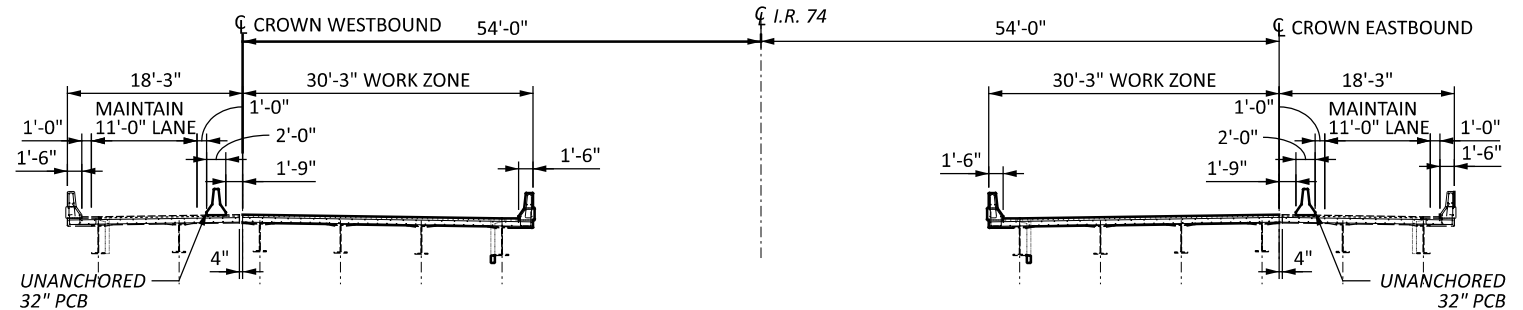


**LEGEND**

■ - WORK ZONE (EXPANSION JT. & DECK OVERLAY)

**NOTES:**

- REFER TO STD. DWG. MT-102.10, MT-102.30 AND MT-95.32 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.



MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 1A (WEEKEND)  
STA. 443+00 TO STA. 472+00

DESIGN AGENCY

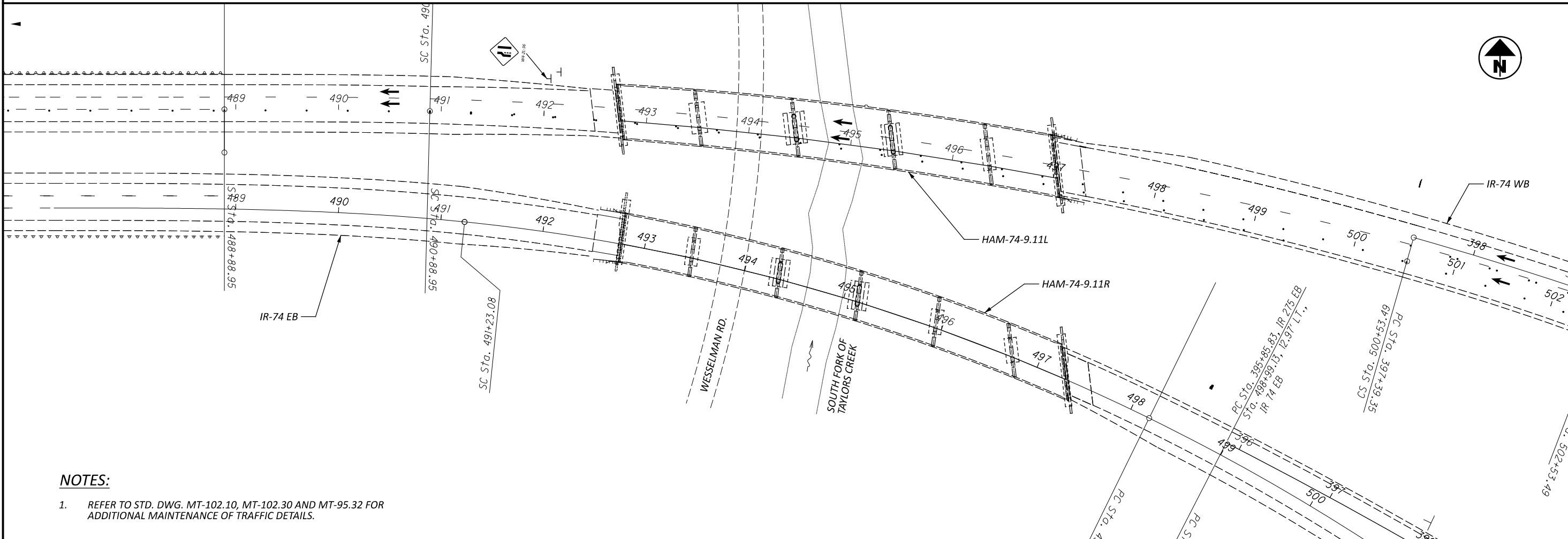
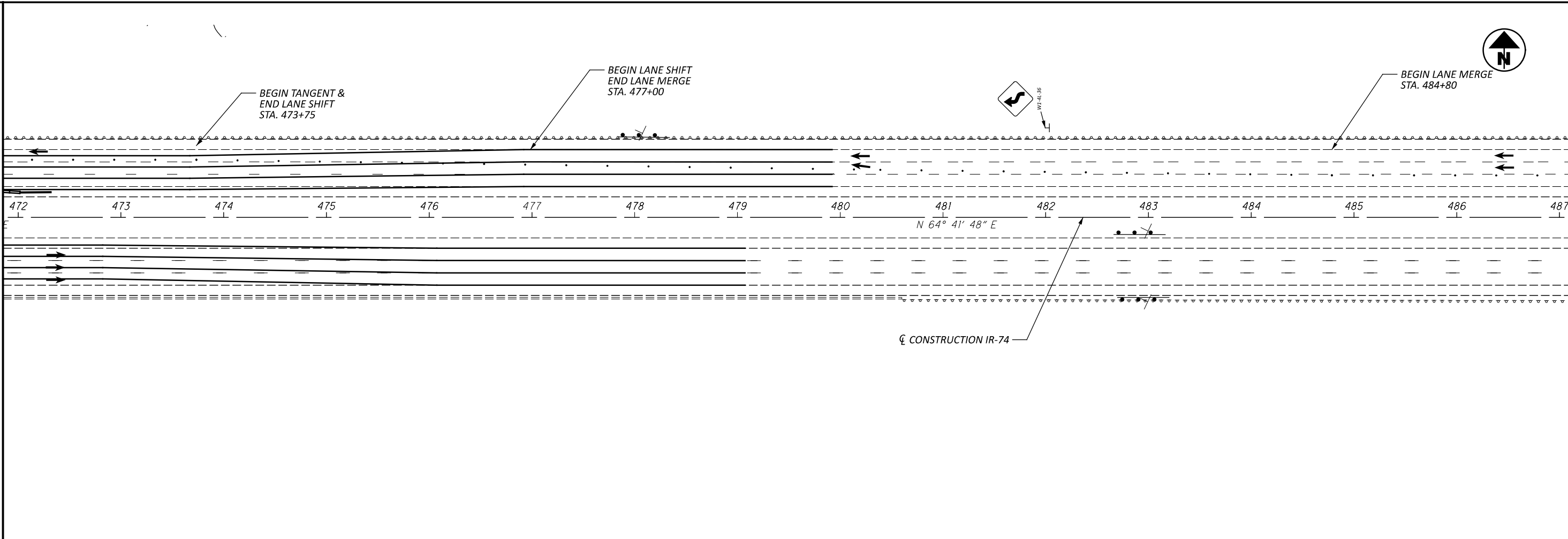


DESIGNER  
CAH

REVIEWER  
SK 9/30/25

PROJECT ID  
110539

SHEET TOTAL  
15 55

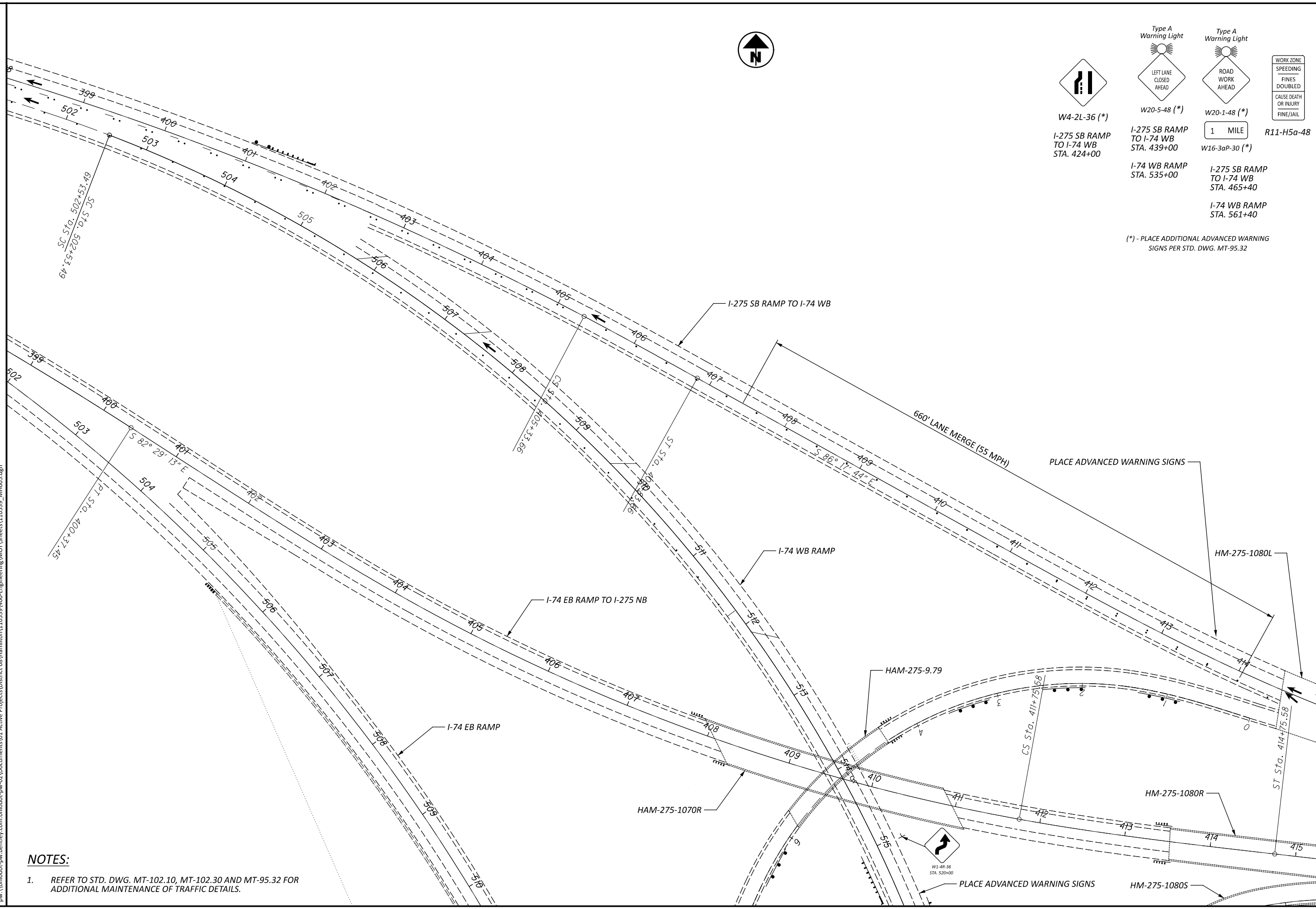


**NOTES:**

1. REFER TO STD. DWG. MT-102.10, MT-102.30 AND MT-95.32 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.

MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 1A (WEEKEND)  
STA. 472+00 TO STA. 500+00

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	SK
PROJECT ID	110539
SHEET	TOTAL
16	55



**W4-2L-36 (\*)**  
I-275 SB RAMP TO I-74 WB STA. 424+00

**W20-5-48 (\*)**  
I-275 SB RAMP TO I-74 WB STA. 439+00

**W20-1-48 (\*)**  
I-74 WB RAMP STA. 535+00

**W16-3aP-30 (\*)**  
I-275 SB RAMP TO I-74 WB STA. 465+40

**R11-H5a-48**  
I-74 WB RAMP STA. 561+40

**WORK ZONE**  
SPEEDING  
FINES DOUBLED  
CAUSE DEATH OR INJURY  
FINE/JAIL

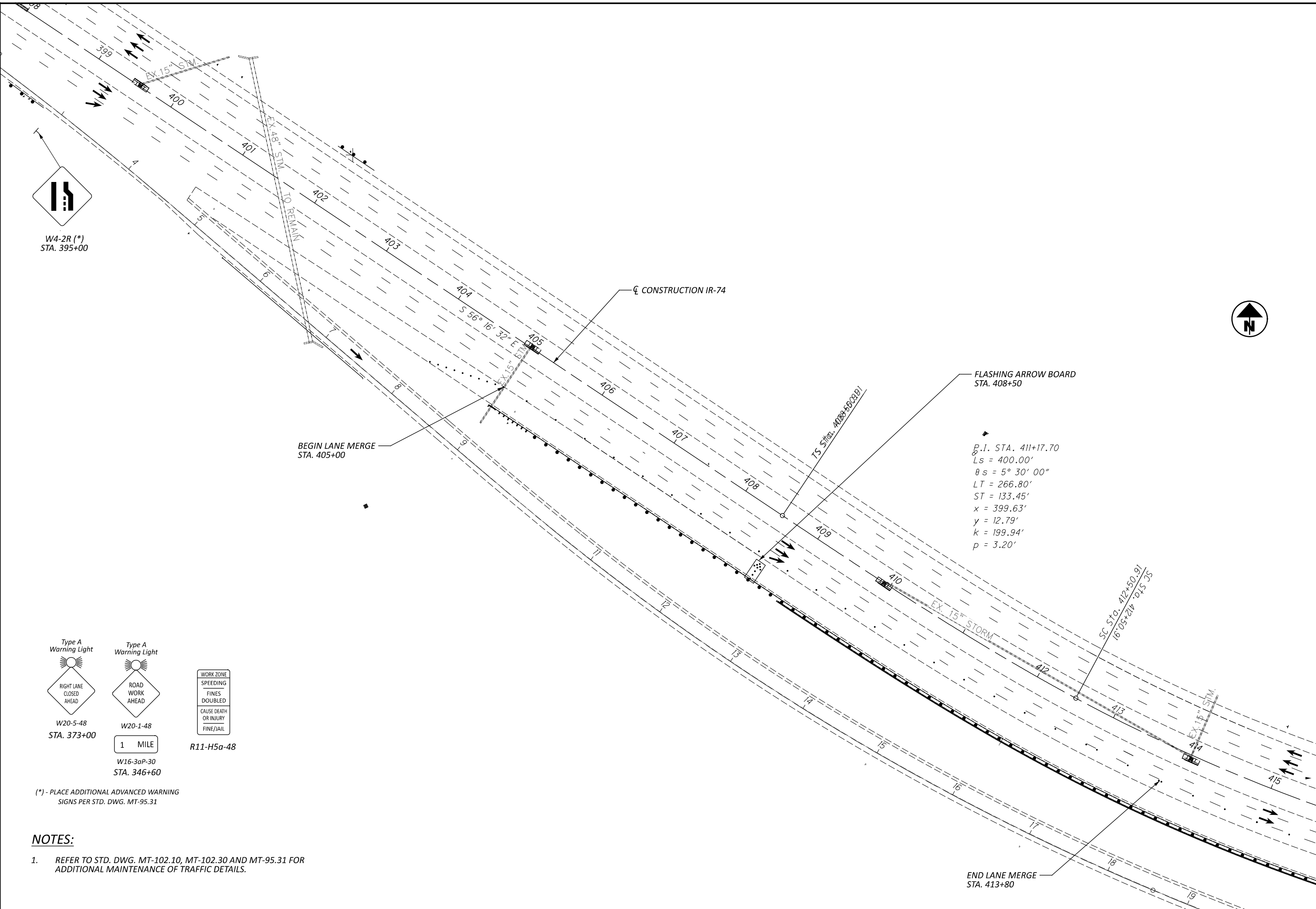
**1 MILE**

**(\*) - PLACE ADDITIONAL ADVANCED WARNING SIGNS PER STD. DWG. MT-95.32**

- NOTES:**
- REFER TO STD. DWG. MT-102.10, MT-102.30 AND MT-95.32 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.

**MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 1A (WEEKEND)**  
STA. 500+00 TO STA. 515+00

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	SK
DATE	9/30/25
PROJECT ID	110539
SHEET	17
TOTAL	55



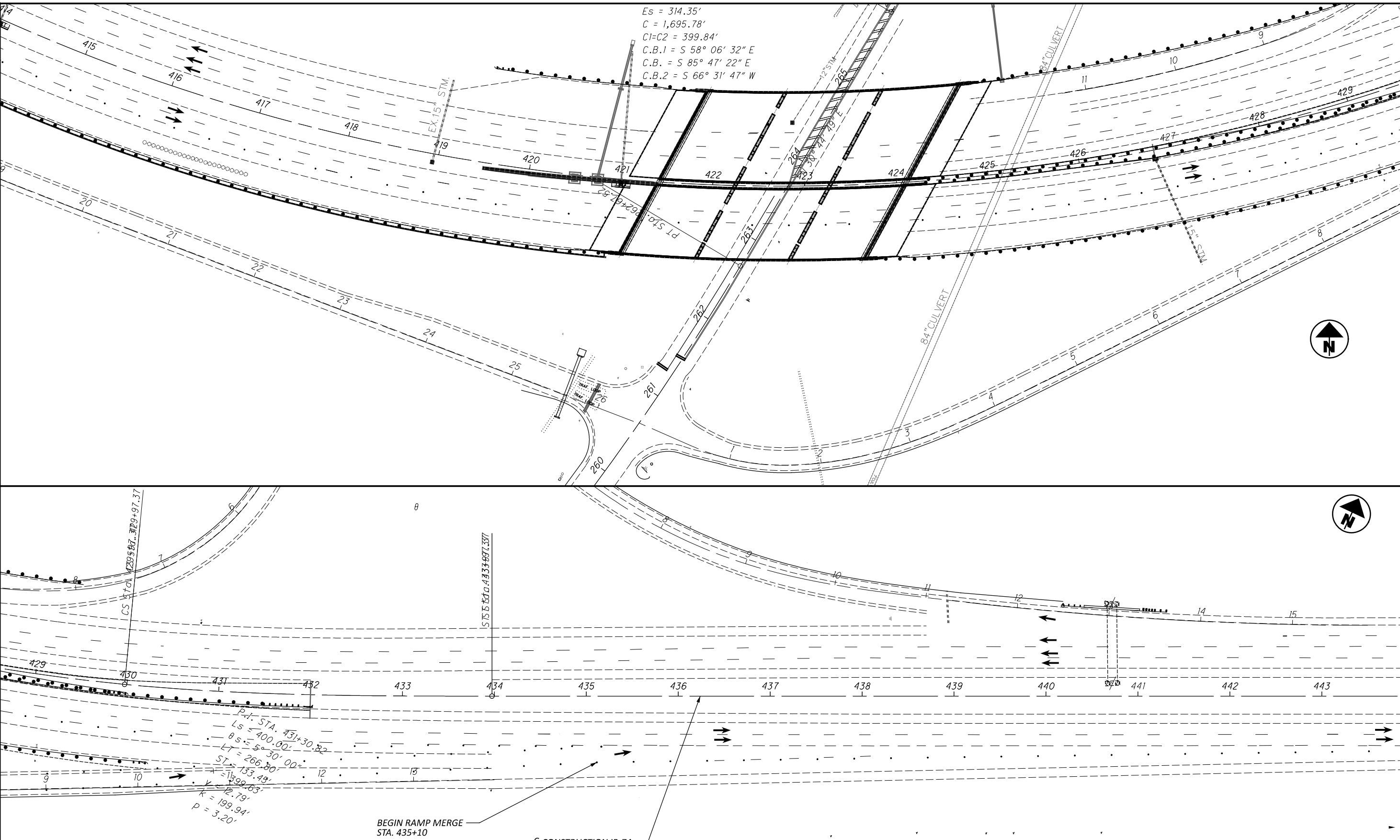
(\*) - PLACE ADDITIONAL ADVANCED WARNING SIGNS PER STD. DWG. MT-95.31

**NOTES:**  
 1. REFER TO STD. DWG. MT-102.10, MT-102.30 AND MT-95.31 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.



MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 2A (WEEKEND)  
 STA. 399+00 TO STA. 415+00

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	SK
PROJECT ID	110539
SHEET	TOTAL
18	55

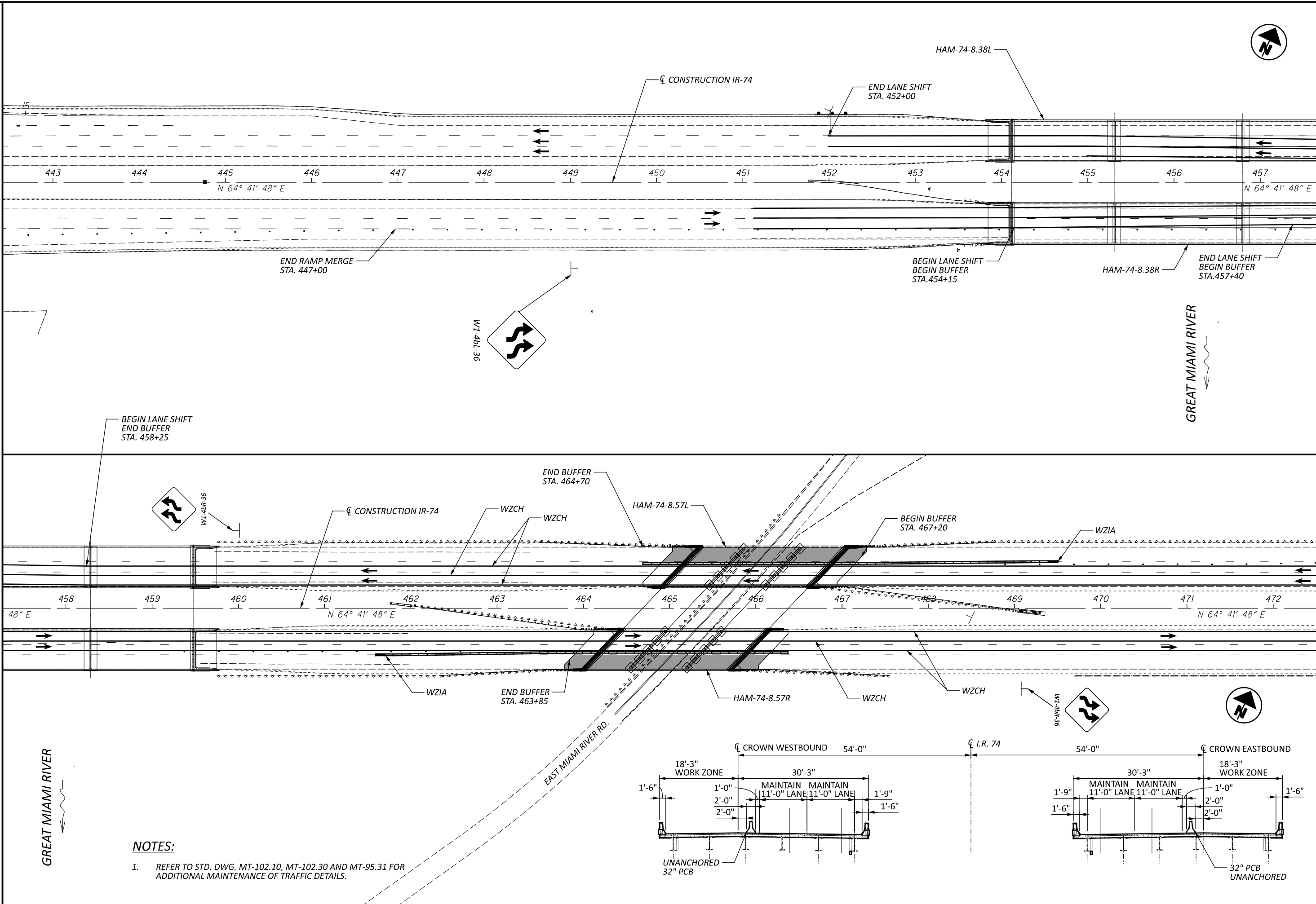


**NOTES:**

1. REFER TO STD. DWG. MT-102.10, MT-102.30 AND MT-95.31 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.

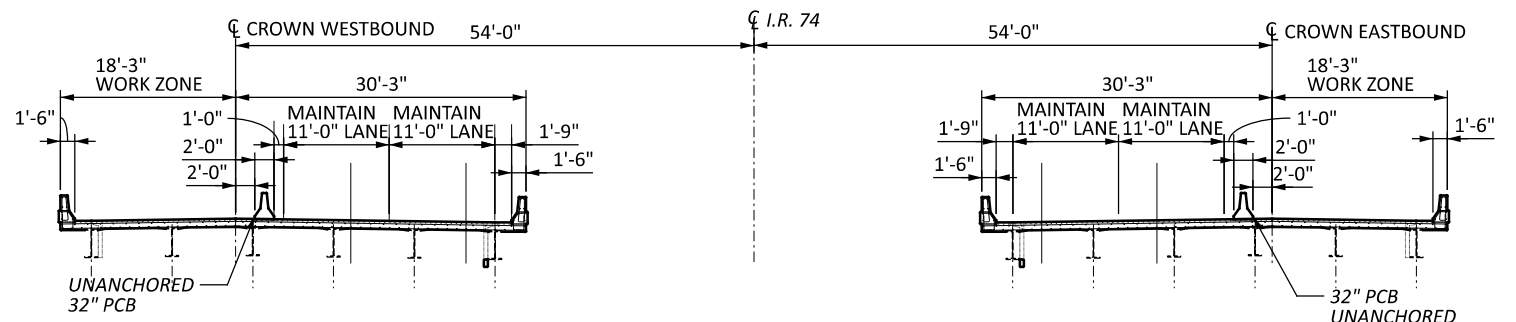
MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 2A (WEEKEND)  
 STA. 415+00 TO STA. 443+00

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	SK
DATE	9/30/25
PROJECT ID	110539
SHEET	TOTAL
19	55



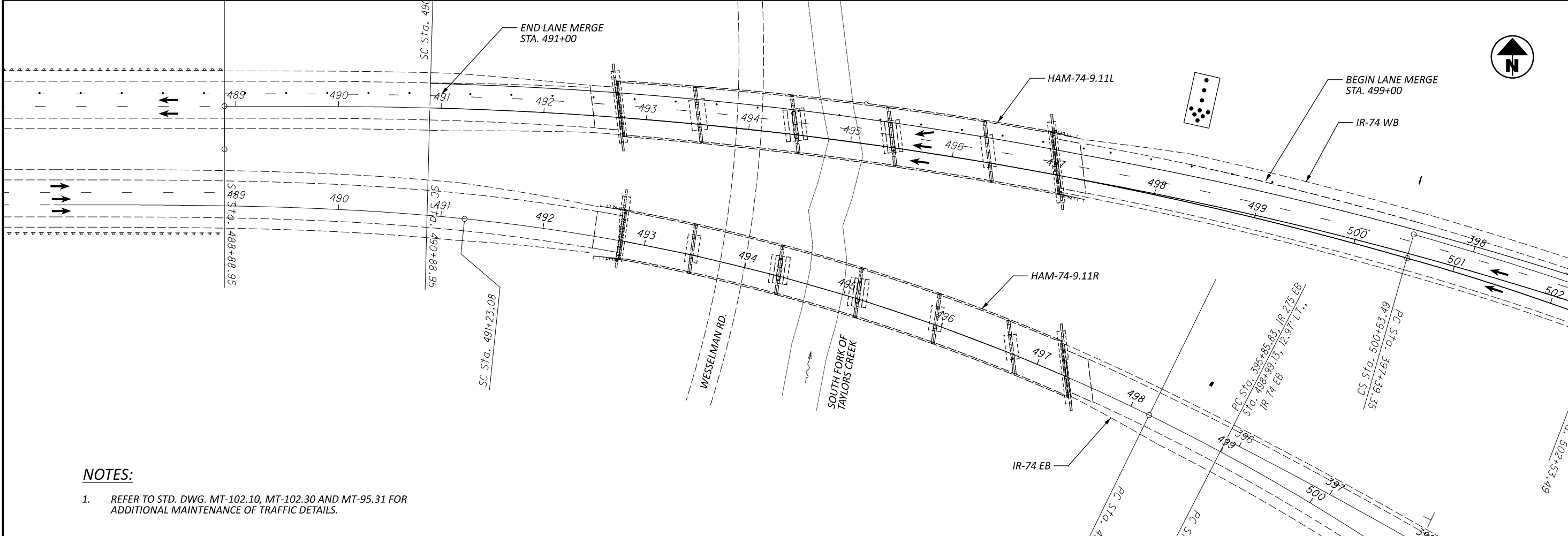
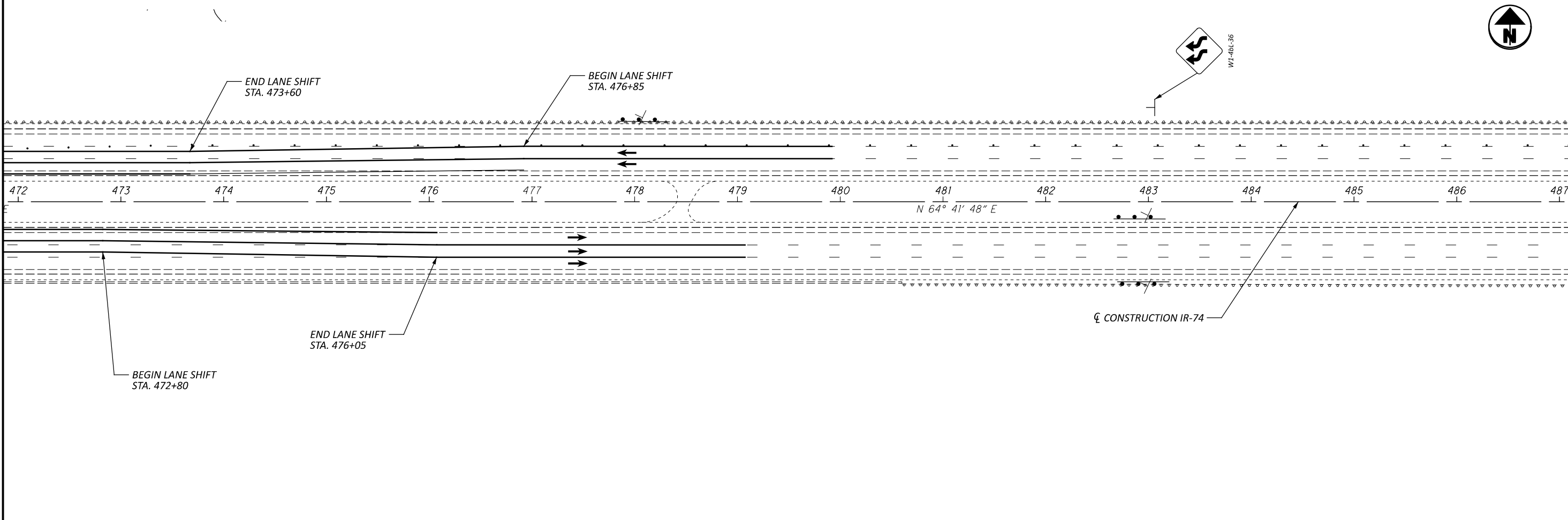
**NOTES:**

- REFER TO STD. DWG. MT-102.10, MT-102.30 AND MT-95.31 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.



MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 2A (WEEKEND)  
STA. 472+00 TO STA. 500+00

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	SK
PROJECT ID	110539
SHEET	TOTAL
20	55

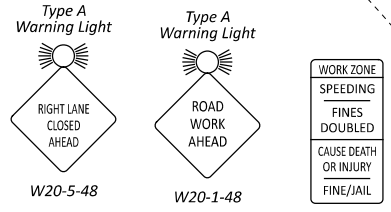
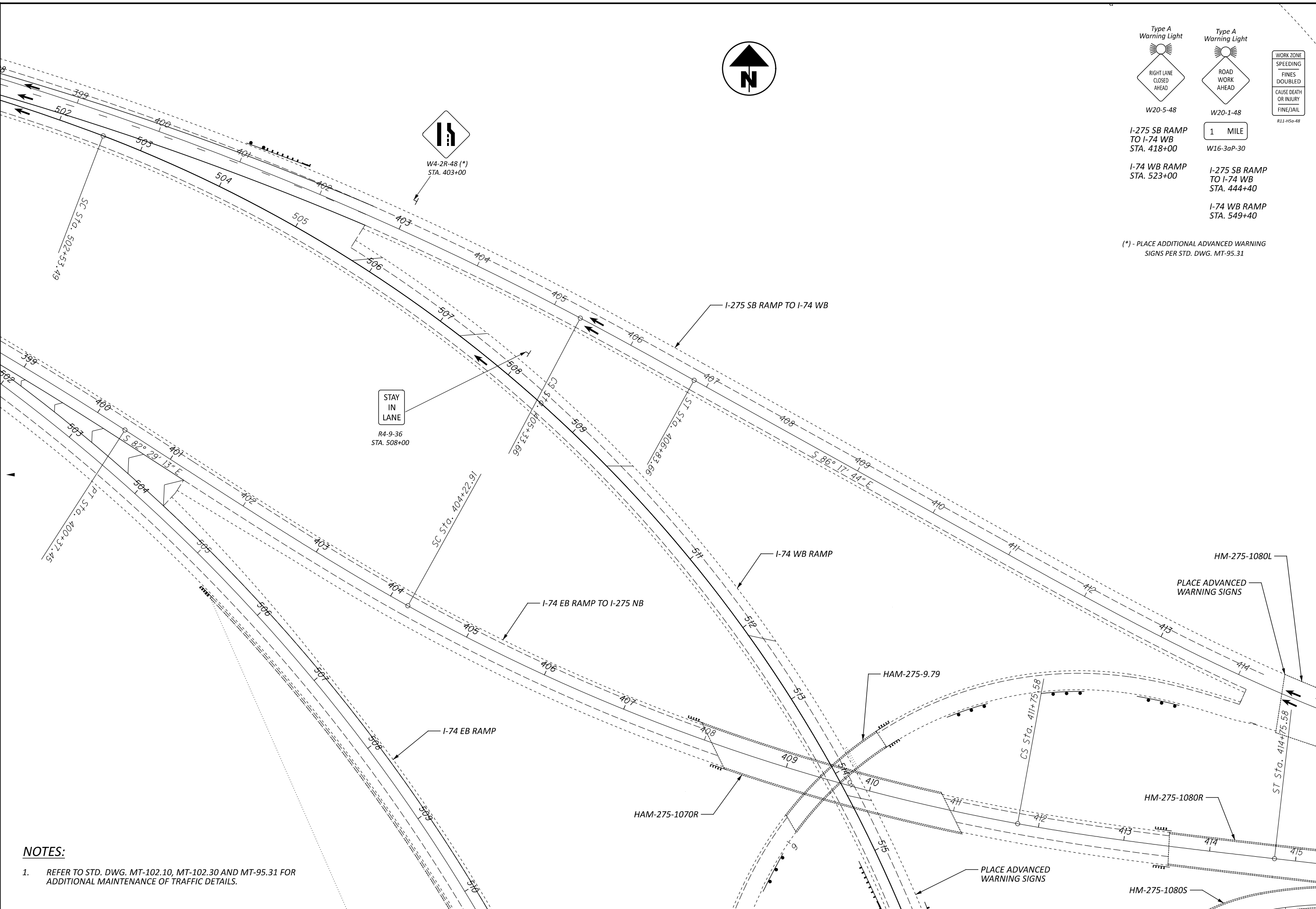


**NOTES:**

1. REFER TO STD. DWG. MT-102.10, MT-102.30 AND MT-95.31 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.

MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 2A (WEEKEND)  
 STA. 443+00 TO STA. 472+00

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	SK
PROJECT ID	110539
SHEET	TOTAL
21	55



I-275 SB RAMP TO I-74 WB STA. 418+00  
 I-74 WB RAMP STA. 523+00  
 I-275 SB RAMP TO I-74 WB STA. 444+40  
 I-74 WB RAMP STA. 549+40

(\*) - PLACE ADDITIONAL ADVANCED WARNING SIGNS PER STD. DWG. MT-95.31

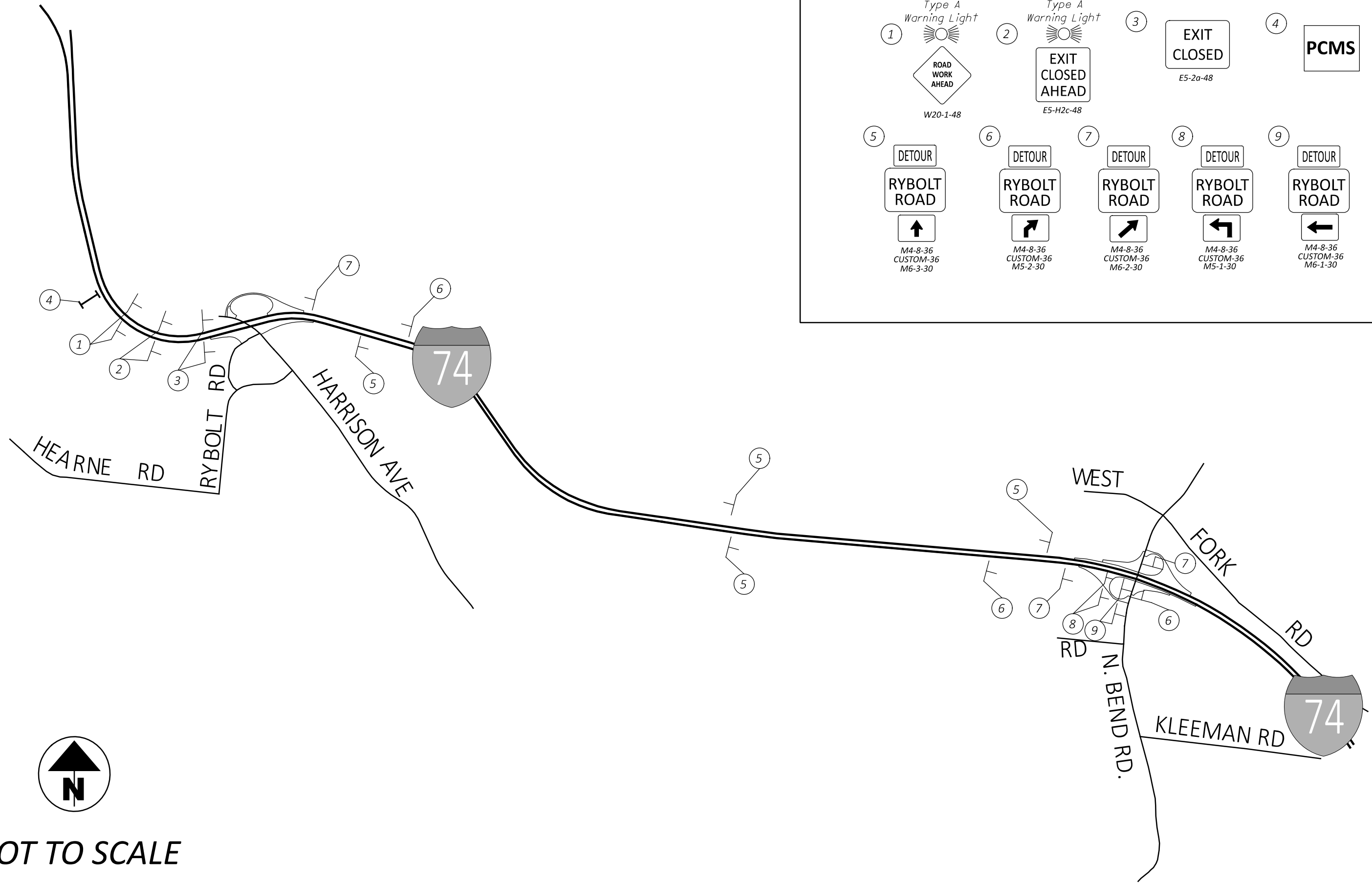
**MAINTENANCE OF TRAFFIC - HAM-74-0857 PHASE 2A (WEEKEND)**  
 STA. 500+00 TO STA. 515+00

- NOTES:**
- REFER TO STD. DWG. MT-102.10, MT-102.30 AND MT-95.31 FOR ADDITIONAL MAINTENANCE OF TRAFFIC DETAILS.

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	SK
PROJECT ID	110539
SHEET	TOTAL
22	55



NOT TO SCALE



1	Type A Warning Light ROAD WORK AHEAD W20-1-48	2	Type A Warning Light EXIT CLOSED AHEAD E5-H2c-48	3	EXIT CLOSED E5-2a-48	4	PCMS
5	DETOUR RYBOLT ROAD M4-8-36 CUSTOM-36 M6-3-30	6	DETOUR RYBOLT ROAD M4-8-36 CUSTOM-36 M5-2-30	7	DETOUR RYBOLT ROAD M4-8-36 CUSTOM-36 M6-2-30	8	DETOUR RYBOLT ROAD M4-8-36 CUSTOM-36 M5-1-30
				9	DETOUR RYBOLT ROAD M4-8-36 CUSTOM-36 M6-1-30		

DETOUR SHEET


DESIGN AGENCY	
DESIGNER	WH
REVIEWER	PM 9/30/25
PROJECT ID	110539
SHEET	TOTAL
23	55

: FOLLOW SCD FOR CLOSING RAMP MT-98.29

SHEET NUMBER									PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	8	9	10	26	27	55A	01/IMS	02/IMS							
<b>ROADWAY</b>																
LUMP								LUMP		201	11001	LS		CLEARING AND GRUBBING, AS PER PLAN	3	
							110	110		202	23000	110	SY	PAVEMENT REMOVED		
	7							7		202	47000	7	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	4	
	350							350		202	38000	350	FT	GUARDRAIL REMOVED		
							24	24		202	35100	24	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	55A	
							2	2		202	58201	2	EACH	INLET REMOVED, AS PER PLAN	55A	
	7.3							7.3		209	15051	7.3	MILE	RESHAPING UNDER GUARDRAIL, AS PER PLAN	4	
								LS		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING		
	350							350		606	15100	350	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS		
	4							4		606	35002	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1		
	3							3		606	35102	3	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2		
	126							126		609	24511	126	FT	CURB, TYPE 4-C, AS PER PLAN	4	
<b>EROSION CONTROL</b>																
	134							134		659	10000	134	SY	SEEDING AND MULCHING		
	7							7		659	14000	7	SY	REPAIR SEEDING AND MULCHING		
	0.02							0.02		659	20000	0.02	TON	COMMERCIAL FERTILIZER		
	0.03							0.03		659	31000	0.03	ACRE	LIME		
	0.7							0.7		659	35000	0.7	MGAL	WATER		
								1,000		832	30000	1,000	EACH	EROSION CONTROL		
<b>ENVIRONMENTAL / REMEDIATION</b>																
LUMP								LUMP		SPECIAL	69071000	LS		ASBESTOS ABATEMENT WORK INVOLVING ASBESTOS CONTAINING MATERIAL	3	
<b>DRAINAGE</b>																
							16	16		605	13300	16	FT	6" UNCLASSIFIED PIPE UNDERDRAINS		
							2	2		611	98791	2	EACH	INLET, NO. 3A, AS PER PLAN	55A	
							8	8		611	05900	8	FT	15" CONDUIT, TYPE B, 706.02		
							16	16		611	10400	16	FT	24" CONDUIT, TYPE B, 706.02		
							2	2		613	41200	2	CY	LOW STRENGTH MORTAR BACKFILL		
<b>PAVEMENT</b>																
	917							917		253	02000	917	CY	PAVEMENT REPAIR, (A)	4	
	350							350		253	02000	350	CY	PAVEMENT REPAIR, (B)	4	
					279,722			279,722		254	01000	279,722	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.50")		
					10,083			10,083		254	01600	10,083	SY	PATCHING PLANED SURFACE		
	1,760							1,760		255	19001	1,760	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 1, CLASS QC RS, AS PER PLAN	4	
	7,920							7,920		255	20000	7,920	FT	FULL DEPTH PAVEMENT SAWING	4	
						36		36		301	56000	36	CY	ASPHALT CONCRETE BASE, PG64-22, (449)		
					41,422			41,422		407	20000	41,422	GAL	NON-TRACKING TACK COAT		
					6,443			6,443		442	00101	6,443	CY	ANTI-SEGREGATION EQUIPMENT, AS PER PLAN	4	
					11,646			11,646		442	10300	11,646	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)		
					507			507		617	10100	507	CY	COMPACTED AGGREGATE		
					10,278			10,278		617	20000	10,278	SY	SHOULDER PREPARATION		
					10			10		617	25000	10	MGAL	WATER		
					18.64			18.64		618	40600	18.64	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		
<b>TRAFFIC CONTROL</b>																
	818							818		621	00100	818	EACH	RPM		
	818							818		621	54000	818	EACH	RAISED PAVEMENT MARKER REMOVED		
						30		30		644	00500	30	FT	STOP LINE		
						3,797		3,797		644	00700	3,797	FT	TRANSVERSE/DIAGONAL LINE		
						1,551		1,551		644	00720	1,551	FT	CHEVRON MARKING		
						15		15		644	01300	15	EACH	LANE ARROW		
						2		2		644	01360	2	EACH	WRONG WAY ARROW		
						2.06		2.06		645	00118	2.06	MILE	EDGE LINE, 6", TYPE A4		
						1.22		1.22		645	00220	1.22	MILE	LANE LINE, 6", TYPE A4		
						200		200		645	00418	200	FT	CHANNELIZING LINE, 12", TYPE A4		
						76		76		646	10400	76	FT	STOP LINE		
						3		3		646	20320	3	EACH	WRONG WAY ARROW		
						17.82		17.82		807	13010	17.82	MILE	WET REFLECTIVE SPRAY THERMOPLASTIC PAVEMENT MARKING, EDGE LINE, 6"		
						12.3		12.3		807	13110	12.3	MILE	WET REFLECTIVE SPRAY THERMOPLASTIC PAVEMENT MARKING, LANE LINE, 6"		
						2,378		2,378		807	10410	2,378	FT	WET REFLECTIVE TRAFFIC PAINT, DOTTED LINE, 6"		

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER  
JD

REVIEWER  
JDO 9/30/25

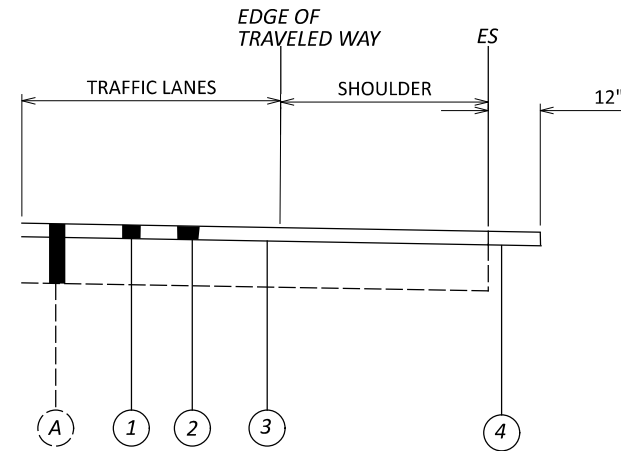
PROJECT ID  
110539

SHEET TOTAL  
24 55



**LEGEND**

- (A) EXISTING COMPOSITE PAVEMENT, 2"+/- ASPHALT, 9"+/- CONCRETE, 3.25" ASPHALT, 9" CONCRETE
- (1) ITEM 442 - 1.5" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A,(447)
- (2) ITEM 254 - 1.5" PAVEMENT PLANING, ASPHALT CONCRETE
- (3) ITEM 407 - NON-TRACKING TACK COAT
- (4) COMPACTED AGGREGATE, 2" DEPTH, 12" WIDTH



COUNTY-ROUTE	LOG POINT (MILE)		LENGTH		PAVEMENT AREA (MEASURED DIGITALLY)	PAVEMENT AREA WITH NO SHOULDERS	PAVEMENT AREA	254		407	442		617		618	NOTES					
	FROM	TO	MILES	FT				DEPTH	NON TRACKING TACK COAT @ 0.09 GAL/SQ YD	PAVEMENT PLANING ASPHALT CONCRETE	PATCHING PLANED SURFACE	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	ANTI-SEGREGATION EQUIPMENT	COMPACTED AGGREGATE, 2" DEPTH, 12" WIDTH	SHOULDER PREPARATION		WATER @ 20 GAL/CU YD	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)			
								INCHES	GAL	SQ YD	SQ YD	THICKNESS	CU YD	CU YD	CU YD		SQ YD	MGAL	MILES		
HAM-74 EB	7.05	7.75	0.70	3696	273550	142865	30394	1.50	30394.4	1095	2735.5	1.50	1266.4	661.4	22.8	821.3	0.5	1.40	OMIT BRIDGE HAM-74-7.75		
HAM-74 EB	7.80	8.38	0.58	3062	199605	119001	22178	1.50	22178.3	799	1996.1	1.50	924.1	550.9	28.4	680.5	0.6	1.16	OMIT BRIDGE HAM-74-8.38		
HAM-74 EB	8.48	8.57	0.09	475	24300	16500	2700	1.50	2700.0	98	243.0	1.50	112.5	76.4	5.9	105.6	0.1	0.18	OMIT BRIDGE HAM-74-8.57		
HAM-74 EB	8.57	9.11	0.54	2851	150010	94460	16668	1.50	16667.8	601	1500.1	1.50	694.5	437.3	35.2	633.6	0.7	1.08	OMIT BRIDGE HAM-74-9.11		
HAM-74 EB	9.19	9.54	0.35	1848	93070	60222	10341	1.50	10341.1	373	930.7	1.50	430.9	278.8	22.8	410.7	0.5	0.70			
HAM-74 EB	9.54	10.54	1.00	5280	244207	157341	27134	1.50	27134.1	977	2442.1	1.50	1130.6	728.4	65.2	1173.3	1.3	2.00			
HAM-74 EB	10.54	11.19	0.65	3432	192375	125695	21375	1.50	21375.0	770	1923.8	1.50	890.6	581.9	42.4	762.7	0.8	1.30			
HAM-74 WB	7.05	7.75	0.70	3696	258680	136780	28742	1.50	28742.2	1035	2586.8	1.50	1197.6	633.2	22.8	821.3	0.5	1.40	OMIT BRIDGE HAM-74-7.75		
HAM-74 WB	7.80	8.38	0.58	3062	194775	119601	21642	1.50	21641.7	780	1947.8	1.50	901.7	553.7	28.4	680.5	0.6	1.16	OMIT BRIDGE HAM-74-8.38		
HAM-74 WB	8.48	8.57	0.09	475	28750	19042	3194	1.50	3194.4	115	287.5	1.50	133.1	88.2	5.9	105.6	0.1	0.18	OMIT BRIDGE HAM-74-8.57		
HAM-74 WB	8.57	9.11	0.54	2851	145118	93750	16124	1.50	16124.2	581	1451.2	1.50	671.8	434.0	35.2	633.6	0.7	1.08	OMIT BRIDGE HAM-74-9.11		
HAM-74 WB	9.19	9.35	0.16	845	57720	30505	6413	1.50	6413.3	231	577.2	1.50	267.2	141.2	10.4	187.7	0.2	0.70			
HAM-74 WB	9.35	10.54	1.19	6283	271070	143920	30119	1.50	30118.9	1085	2710.7	1.50	1255.0	666.3	77.6	1396.3	1.6	2.00			
HAM-74 WB	10.54	11.19	0.65	3432	120690	80422	13410	1.50	13410.0	483	1206.9	1.50	558.8	372.3	42.4	762.7	0.8	1.30			
HAM-275-EB	10.54	10.77	0.23	1214	54299	23800	6033	1.50	6033.2	218	543.0	1.50	251.4	110.2				0.46			
HAM-275-WB	10.61	10.83	0.22	1162	52592	27774	5844	1.50	5843.6	211	525.9	1.50	243.5	128.6	14.3	258.1	0.3	0.44			
HAM-74 EB	74 EB RAMP TO SR 128		0.20	1056	26850	26850	2983	1.50	2983.3	108	268.5	1.50	124.3	124.3	13.0	234.7	0.3	0.40			
HAM-74 EB	RAMP 128 TO 74 EB		0.19	1003	25170	25170	2797	1.50	2796.7	101	251.7	1.50	116.5	116.5	12.4	222.9	0.2	0.38			
HAM-74 WB	RAMP 275 TO EB 74		0.23	1214	26147	26147	2905	1.50	2905.2	105	261.5	1.50	121.1	121.1	15.0	269.9	0.3	0.46			
HAM-74 EB	74 EB RAMP TO OLD RYBOLT RD		0.12	634	29815	29815	3313	1.50	3312.8	120	298.2	1.50	138.0	138.0	7.8	140.8	0.2	0.24			
HAM-74 WB	WB 74 RAMP TO 275		0.17	898	24165	24165	2685	1.50	2685.0	97	241.7	1.50	111.9	111.9	11.1	199.5	0.2	0.34			
HAM-74 WB	SR 128 RAMP TO 74 WB		0.14	739	20400	20400	2267	1.50	2266.7	82	204.0	1.50	94.4	94.4	9.1	164.3	0.2	0.28			
HAM-74	8.83 MEDIAN CROSSOVER		0.01	53	1070		119	1.50	118.9	5	10.7	1.50	5.0		0.7	11.7	0.1				
HAM-74	10.22 MEDIAN CROSSOVER		0.01	53	3065		341	1.50	340.6	13	30.7	1.50	14.2		0.7	11.7	0.1				
TOTALS CARRIED TO GENERAL SUMMARY									279722	10083	41422		11656	7149	529	10689	11	18.64			

DESIGN AGENCY


DESIGNER: JED  
 REVIEWER: JDO 9/30/25  
 PROJECT ID: 110539  
 SHEET: 26 TOTAL: 55

PART	COUNTY-ROUTE	LOG POINT (MILE)		TOTAL	807 THERMO				850					645 TYPE A4				REMARKS	
					EDGE LINE 6"		LANE LINE		GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)	EDGE LINE 6"		LANE LINE			12" CHANNEL-IZING LINE
					WHITE	YELLOW								WHITE	YELLOW				WHITE
FROM	TO	MILE	MILE	MILE	MILE	FEET	MILES	FEET	MILES	FEET	MILE		MILE		FT				
01/IMS	HAM-74 EB	7.05	11.19	4.14	3.85	3.85	6.56	5443	14.26	1455	1.16		0.29	0.29	0.58				
01/IMS	HAM-74 WB	7.05	11.19	4.14	3.85	3.85	5.32	4870	13.02	896	1.16		0.29	0.29	0.58				
01/IMS	HAM-74 EB	74 EB RAMP TO SR 128		0.39	0.2	0.2		210	0.02		0.38	210	0.19	0.19		200			
01/IMS	HAM-74 EB	RAMP 128 TO 74 EB		0.19	0.19	0.19	0.03		0.41										
01/IMS	HAM-74 EB	74 EB RAMP TO OLD RYBOLT RD		0.12	0.12	0.12		780	0.24	27									
01/IMS	HAM-74 WB	WB 74 TO 275		0.17	0.17	0.17			0.34										
01/IMS	HAM-74 WB	WB 74 TO 128		0.20						0.4			0.20	0.20					
01/IMS	HAM-74 WB	SR 128 TO 74 WB		0.14	0.14	0.14			0.28										
01/IMS	HAM-275 EB	10.54	10.77	0.23	0.17	0.17	0.17		0.51	0.18			0.06	0.06	0.06				
01/IMS	HAM-275 WB	10.61	10.83	0.22	0.22	0.22	0.22	750	0.66										
TOTALS CARRIED TO GENERAL SUMMARY					17.82		12.3		12053	29.74	2378	3.28	210	2.06		1.22	200		

PART	COUNTY-ROUTE	LOG POINT (MILE)		807 THERMO		644					646					REMARKS
				DOTTED LINE 6"	12" CHANNEL-IZING LINE	24" TRANSVERSE/DIAGONAL LINE	CHEVRON MARKING	STOP LINE	WRONG WAY ARROWS	LANE ARROWS		STOP LINE	WRONG WAY ARROW			
										WHITE	WHITE			LEFT	RIGHT	
FROM	TO	FT	FT	FT	FT	FT	EACH	EACH	EACH	FT	EACH					
01/IMS	HAM-74 EB	7.05	11.19	1455	5443		2150	1101								GORE AREA TO BE CHEVRON
01/IMS	HAM-74 WB	7.05	11.19	896	4870		1426	390								
01/IMS	HAM-74 EB	74 EB RAMP TO SR 128			210					2	2		40		2	
01/IMS	HAM-74 EB	RAMP 128 TO 74 EB														
01/IMS	HAM-74 EB	74 EB RAMP TO OLD RYBOLT RD		27	780			60	30	2	7	4				
01/IMS	HAM-74 WB	WB 74 TO 275														
01/IMS	HAM-74 WB	WB 74 TO 128											36		1	
01/IMS	HAM-275 EB	10.61	10.83		750		221									
TOTALS CARRIED TO GENERAL SUMMARY				2378	12053		3797	1551	30	2	15			76		3

PAVEMENT MARKING QUANTITIES

DESIGN AGENCY



DESIGNER: JD  
 REVIEWER: JDO 9/30/25  
 PROJECT ID: 110539  
 SHEET: 27 TOTAL: 55

**STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS**

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- AS-1-15 DATED (REVISED) 1/20/23
- BR-1-13 DATED (REVISED) 1/17/14
- BR-2-15 DATED (REVISED) 7/19/24
- EXJ-4-87 DATED (REVISED) 1/19/24
- GSD-1-19 DATED (REVISED) 7/19/24
- PCB-91 DATED (REVISED) 7/17/20
- RB-1-55 DATED (REVISED) 7/19/24
- VPF-1-24 DATED (REVISED) 1/17/25

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

**DESIGN SPECIFICATIONS**

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2023 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

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

THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING SIDEWALKS, CONCRETE BRIDGE RAILINGS, METAL RAILINGS, DECK JOINTS AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, GIRDERS, CROSS-FRAMES, ETC.). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

REMOVAL METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS (PRESTRESSED BOX BEAM, I-BEAM, STEEL BEAM STEEL GIRDER, ETC.), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS. DUE TO THE POSSIBLE PRESENCE OF ATTACHMENTS (E.G., FINISHING MACHINE, SCUPPER AND FORM SUPPORTS, ETC.) TO EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STRUCTURAL MEMBERS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

DECK REMOVALS - COMPOSITE DECK DESIGNS STEEL SUPERSTRUCTURES: DUE TO THE PRESENCE OF WELDED STUDS TO THE EXISTING STRUCTURAL STEEL, SUBMIT A DETAILED PROCEDURE OF THE DECK REMOVAL TO THE ENGINEER AT LEAST 7 DAYS BEFORE CONSTRUCTION BEGINS. DEPARTMENT ACCEPTANCE IS NOT REQUIRED. THE PROCEDURE SHALL INCLUDE ALL DETAILS, EQUIPMENT AND METHODS TO BE USED FOR REMOVAL OF THE CONCRETE OVER THE FLANGES AND AROUND THE STUDS. REPLACE OR REPAIR MAIN STEEL AND STUDS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

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. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE CONTRACTOR SHALL ADHERE TO ALL HAMMER WEIGHT RESTRICTIONS NOTED IN THE PLANS. OTHERWISE, 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 HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

EXISTING WELDED ATTACHMENTS: REMOVE EXISTING WELDED ATTACHMENTS (E.G., FINISHING MACHINE AND FORM SUPPORTS; AND SUPPORTS FOR SCUPPERS AND BULB ANGLES WHICH ARE TO BE REMOVED) LOCATED IN THE DESIGNATED TENSION PORTIONS OF THE TOP FLANGES OF EXISTING STEEL MEMBERS AND GRIND THE FLANGE SURFACES SMOOTH. CAREFULLY GRIND PARALLEL TO THE FLANGES.

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN. FOR MODIFICATIONS TO OR EXTENSIONS OF EXISTING CONCRETE SUBSTRUCTURE MEMBERS, INCLUDE THE FOLLOWING NOTES IN AN ITEM 202, AS PER PLAN NOTE.

**MAXIMUM REMOVAL LIMITS**

SOUND THE CONCRETE TO DETERMINE THE LIMITS OF THE CONCRETE TO BE REMOVED AND COMPARE THESE LIMITS TO THE AREAS SHOWN IN THE PLANS. IF NEW AREAS ARE DISCOVERED OR IF THE DIMENSIONS OF THE PLAN AREAS INCREASE BY MORE THAN 25% IN ANY DIRECTION, DOCUMENT THE AREAS AND NOTIFY THE ENGINEER FOR EVALUATION TWO WEEKS PRIOR TO REMOVAL. THE ENGINEER WILL DETERMIN IF PATCHING IN DISCRETE SECTIONS/STAGES IN IS NEEDED OR IF THE INSTALLATION OF TEMPORARY FALSWORK IS REQUIRED.

**ITEM 510, DOWEL HOLES, AS PER PLAN:**

INSTALL GALVANIZED DOWEL BARS ACCORDING TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR BLACK REBAR PUBLISHED IN THE ICC-ES REPORTS LISTED BELOW.

THE HOLES FOR THE ADHESIVE ANCHORS 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 INSTRUCTION PUBLISHED IN THE ICC-ES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT:

<https://icc-es.org/evaluation-report-program/>

**ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY- URETHANE), AS PER PLAN:**

EPOXY-URETHANE SEALING OF THE ENTIRE STRUCTURE SHALL BE COMPLETED IMMEDIATELY AFTER THE BRIDGE IS CONSTRUCTED. SEALING COLOR SHALL BE FEDERAL COLOR 17778 (LIGHT NEUTRAL).

**ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN**

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL 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 REINFORCING STEEL OF THE SAME SIZE AND COATING AT NO COST TO THE DEPARTMENT.

**ITEM 509 - UNCOATED STEEL REINFORCING**

IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR FIELD CUT THE REINFORCING STEEL DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS.

**PROPOSED WORK**

**HAM-74-0160: (SFN 3107922)**

1. REMOVE THE EXISTING BRIDGE SEALER FROM THE BARRIERS (INTERIOR, EXTERIOR, AND TOP) AS WELL AS THE SIDEWALK AND CURB. REPLACE WITH NEW EPOXY URETHANE SEALER (FED COLOR 17778). REPAIR THE AGGREGATE POPOUTS WITH A RUBBED FINISH PER 511.15.B

**HAM-74-0230: (SFN 3107957)**

1. SEAL THE CONCRETE BARRIERS THAT WERE NOT COATED WITH THE PREVIOUS 2023/2024 LPA SIDEWALK WIDENING PROJECT WITH AN EPOXY URETHANE SEALER, FEDERAL COLOR 17778.

**PROPOSED WORK (Continued)**

**HAM-74-0776L/R OVER SR 128:**

**SFN: 3108236 + 3108201**

1. SEAL BRIDGE DECK WITH AND APPROACH SLABS WITH SRS.
2. ENSURE A SMOOTH TRANSITION ON/OFF THE BRIDGES BY MILLING IF NECESSARY.)

**HAM-74-0838L/R OVER GREAT MIAMI RIVER:**

**SFN: 3108252 + 3108287**

1. SEAL BRIDGE DECK WITH AND APPROACH SLABS WITH SRS.
2. ENSURE A SMOOTH TRANSITION ON/OFF THE BRIDGES BY MILLING IF NECESSARY.)

**HAM-74-0857L/R OVER E MIAMI RIVER RD.**

**SFN: 3108341 + 3108317**

1. REPLACE THE EXISTING EXPANSION JOINTS WITH STRIP SEAL EXPANSION JOINTS INCLUDING 2 FEET OF THE BRIDGE DECK AND THE TOP OF THE BACKWALL DOWN TO THE APPROACH SLAB SEAT. TRIM 2" OFF BEAM ENDS TO PROVIDE PROPER CLEARANCE TO ABUTMENT BACK WALL. REPLACE EXISTING END CROSS FRAMES. CONNECT ABUTMENT END CROSS FRAMES TO BEARING STIFFENERS AT ACUTE CORNERS.
2. REPLACE THE BARRIERS ON THE WINGWALLS TO INCLUDE A PROPER BRIDGE GUARDRAIL TRANSITION.
3. PATCH AND REPAIR THE BACKWALL ON BOTH BRIDGES. REPAIR DETERIORATED PORTIONS OF THE NORTH BARRIER ON THE LEFT BRIDGE WITH PATCHING OR FULL DEPTH REPAIRS AS NEEDED.
4. SEAL THE ABUTMENTS AND THE NEW PORTIONS OF BARRIER WITH EPOXY URETHANE SEALER, FEDERAL COLOR 17778.
5. SEAL BRIDGE DECK WITH AND APPROACH SLABS WITH SRS.
6. WORK WILL VIOLATE THE PERMITTED LANE CLOSURE POLICY AND THUS WILL PROCEED IN ACCORDANCE WITH MOTEC EXCEPTION.
7. EXTEND EXISTING SCUPPERS TO 8" BELOW BOTTOM BEAM FLANGE.
8. PAINT NEW STEEL AND SCUPPER EXTENSIONS. COLOR SHALL MATCH EXISTING.
9. ENSURE A SMOOTH TRANSITION ON/OFF THE BRIDGES BY MILLING IF NECESSARY.

**HAM-74-0911 L/R OVER WESSELMAN RD AND A TRIBUTARY TO TAYLOR CREEK**

**SFN: 3108376 + 3108406**

1. SEAL BRIDGE DECK WITH AND APPROACH SLABS WITH SRS.
2. ENSURE A SMOOTH TRANSITION ON/OFF THE BRIDGES BY MILLING IF NECESSARY.

**HAM-74-0979 THAT CARRIES RAMP FROM HAM-275WB TO I-74EB OVER I-74 WB**

**SFN: 3108414**

1. PATCH WEARING SURFACE ALONG JOINT BETWEEN DECK AND APPROACH SLAB WITH TYPE B PATCH PER PROPOSAL NOTE 512. REPLACE COMPRESSION SEAL.
2. SEAL BRIDGE DECK WITH AND APPROACH SLABS WITH SRS.

**HAM-275-1070R CARRIES RAMP FROM EB I-74 TO EB 275 OVER RAMP TO 74EB AND ALSO OVER MAINLINE 74 WB**

**SFN: 3116298**

1. SEAL BRIDGE DECK WITH AND APPROACH SLABS WITH SRS.
2. ENSURE A SMOOTH TRANSITION ON/OFF THE BRIDGES BY MILLING IF NECESSARY.

**HAM-275-1080 L/R/S OVER TAYLOR CREEK AND HARRISON AVE.**

**SFN: 3116352 + 3116344 + 3116387**

1. SEAL BRIDGE DECK WITH AND APPROACH SLABS WITH SRS.
2. ENSURE A SMOOTH TRANSITION ON/OFF THE BRIDGES BY MILLING IF NECESSARY.

STRUCTURE NOTES - 1  
BRIDGE No.: VARIES

SFN VARIES

DESIGN AGENCY



DESIGNER CHECKER

CAH GTF

REVIEWER

RSK 9/30/25

PROJECT ID

110539

SUBSET TOTAL

1 2

SHEET TOTAL

28 55

**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 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN**

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 REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE: HIGH-PRESSURE WATER BLASTING WITH, OR WITHOUT, ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT OR VACUUM ABRASIVE BLASTING.

**ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN**

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL 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 REINFORCING STEEL OF THE SAME SIZE AND COATING AT NO COST TO THE DEPARTMENT.

A QUANTITY OF 100 POUNDS OF REBAR HAS BEEN PROVIDED TO REPLACE ANY UNUSABLE REBAR AND TO EXTEND EXISTING LONGITUDINAL DECK/PARAPET REBAR.

**CONCRETE, MISC.: DECK REPAIR FOR BULB ANGLE REMOVAL**

THE CONTRACTOR SHALL FILL THE VOIDS CREATED IN THE DECK SLAB CAUSED BY REMOVAL OF THE EXISTING BULB ANGLE. CONCRETE SHALL BE 4,500 PSI AND PLACED TO THE TOP OF THE HYDRO-DEMOLIZED DECK SURFACE. PROVIDE ROUGHENED SURFACE TO PROMOTE PROPER BOND TO THE DECK OVERLAY. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE ANY PORTIONS OF THE DECK OR SCUPPERS THAT WILL REMAIN IN PLACE.

STRUCTURE NOTES - 2  
 BRIDGE No.: VARIES

SFN  
 VARIES  
 DESIGN AGENCY



DESIGNER	CHECKER
CAH	GTF

REVIEWER	
RSK	9/30/25

PROJECT ID	
110539	

SUBSET	TOTAL
2	2

SHEET	TOTAL
29	55

STRUCTURE REPAIR				(100% 02/IMS FUNDING)												
ITEM	EXTENSION	UNIT	DESCRIPTION	HAM-74-0776L (SFN:3108236)		HAM-74-0776R (SFN:3108201)		HAM-74-0838L (SFN:3108252)		HAM-74-0838R (SFN:3108287)		HAM-74-0911L (SFN:3108376)		HAM-74-0911R (SFN:3108406)		REFERENCE
				DECK SLAB	APPROACH SLABS	DECK SLAB	APPROACH SLABS	DECK SLAB	APPROACH SLABS	DECK SLAB	APPROACH SLABS	DECK SLAB	APPROACH SLABS	DECK SLAB	APPROACH SLABS	
512	10400	SY	TREATING CONCRETE BRIDGE DECK WITH SRS	2475	535	1939	430	2763		2763		2627	304	2338		
TOTAL (SY)				3010		2369		2763		2763		2931		2338		

STRUCTURE REPAIR				(100% 02/IMS FUNDING)								
ITEM	EXTENSION	UNIT	DESCRIPTION	HAM-275-1070R (SFN:3116298)		HAM-275-1080L (SFN:3116352)		HAM-275-1080R (SFN:3116344)		HAM-275-1080S (SFN:3116387)		REFERENCE
				DECK SLAB	APPROACH SLABS	DECK SLAB	APPROACH SLABS	DECK SLAB	APPROACH SLABS	DECK SLAB	APPROACH SLABS	
512	10400	SY	TREATING CONCRETE BRIDGE DECK WITH SRS	1317	228	1963	336	2018	228	1348	150	
TOTAL (SY)				1545		2299		2246		1498		

STRUCTURE REPAIR (HAM-74-1.60 SFN:3107922)					(100% 02/IMS FUNDING)				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE
511	71300	746	SY	CONCRETE MISC.: CONCRETE SURFACE REPAIR	71		675		
512	10050	440	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	75		365		
512	10100	746	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	71		675		
512	74000	746	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	71		675		

STRUCTURE REPAIR (HAM-74-2.30 SFN:3107957)					(100% 02/IMS FUNDING)				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE
512	10100	540	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	50		490		
512	74000	540	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	50		490		

STRUCTURE REPAIR (HAM-74-0979 SFN:3108414)					(100% 02/IMS FUNDING)				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE
512	10400	585	SY	TREATING CONCRETE BRIDGE DECKS WITH SRS			435	150	
519	12300	7.1	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			7.1		

STRUCTURE QUANTITIES - 1  
 BRIDGE No.: VARIES

SFN  
 VARIES

DESIGN AGENCY



DESIGNER: CAH  
 CHECKER: GTF

REVIEWER: RSK  
 DATE: 9/30/25

PROJECT ID:  
 110539

SUBSET TOTAL  
 1 2

SHEET TOTAL  
 30 55

STRUCTURE REPAIR (HAM-74-0857L SFN:3108341)					(100% 02/IMS FUNDING)				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE
202	11203	LS	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP	LUMP	LUMP		28
202	98000	LS	LUMP	REMOVAL MISC.: BULB ANGLE DRAINAGE SYSTEM REMOVED			LUMP		29
509	20001	100	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN			100		28
509	25000	5786	LB	UNCOATED STEEL REINFORCEMENT	4192		1,594		
510	10000	416	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT	396		20		
511	34410	14	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			14		
511	45710	11	CY	CLASS QC1 CONCRETE, ABUTMENT	11				
512	10100	267	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	246		21		
512	10400	1133	SY	TREATING CONCRETE BRIDGE DECK WITH SRS			1133		
512	44450	18	SY	TYPE E WATERPROOFING			18		
512	74000	265	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	246		19		
513	21500	2484	LB	REPLACEMENT OF DETERIORATED CROSSFRAMES			2,484		
514	00050	396	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			396		
514	00056	800	SF	FIELD PAINTING EXISTING STRUCTURAL STEEL, PRIME COAT			800		
514	00060	800	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			800		
514	00066	800	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			800		
514	00504	1	MNHR	GRINDING FINIS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			1		
514	10000	1	EACH	FINAL INSPECTION REPAIR			1		
516	10000	126	FT	PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL			126		
516	11211	134	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			134		47
516	13200	74	SF	1/2" PREFORMED EXPANSION JOINT FILLER	74				
518	12700	6	EACH	SCUPPER, VERTICAL EXTENSION			6		
SPECIAL	519E00100	105	SF	COMPOSITE FIBER WRAP SYSTEM			105		
519	11101	140	SY	PATCHING CONCRETE STRUCTURE, AS PER PLAN	41		99		28

STRUCTURE REPAIR (HAM-74-0857R SFN:3108317)					(100% 02/IMS FUNDING)				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE
202	11203	LS	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP	LUMP	LUMP		28
202	98000	LS	LUMP	REMOVAL MISC.: BULB ANGLE DRAINAGE SYSTEM REMOVED			LUMP		29
509	20001	100	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN			100		28
509	25000	5786	LB	UNCOATED STEEL REINFORCEMENT	4192		1,594		
510	10000	416	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT	396		20		
511	34410	12	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			12		
511	45710	11	CY	CLASS QC1 CONCRETE, ABUTMENT	11				
512	10100	267	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	246		21		
512	10400	1133	SY	TREATING CONCRETE BRIDGE DECK WITH SRS			1133		
512	44450	18	SY	TYPE E WATERPROOFING			18		
512	74000	265	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	246		19		
513	21500	2484	LB	REPLACEMENT OF DETERIORATED CROSSFRAMES			2,484		
514	00050	396	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			396		
514	00056	800	SF	FIELD PAINTING EXISTING STRUCTURAL STEEL, PRIME COAT			800		
514	00060	800	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			800		
514	00066	800	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			800		
514	00504	1	MNHR	GRINDING FINIS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			1		
514	10000	1	EACH	FINAL INSPECTION REPAIR			1		
516	10000	126	FT	PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL			126		
516	11211	134	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			134		47
516	13200	74	SF	1/2" PREFORMED EXPANSION JOINT FILLER	74				
518	12700	6	EACH	SCUPPER, VERTICAL EXTENSION			6		
519	11101	48	SY	PATCHING CONCRETE STRUCTURE, AS PER PLAN	48				28

STRUCTURE QUANTITIES - 2  
 BRIDGE No: VARIES

SFN

VARIES

DESIGN AGENCY



DESIGNER

CAH

CHECKER

GTF

REVIEWER

RSK 9/30/25

PROJECT ID

110539

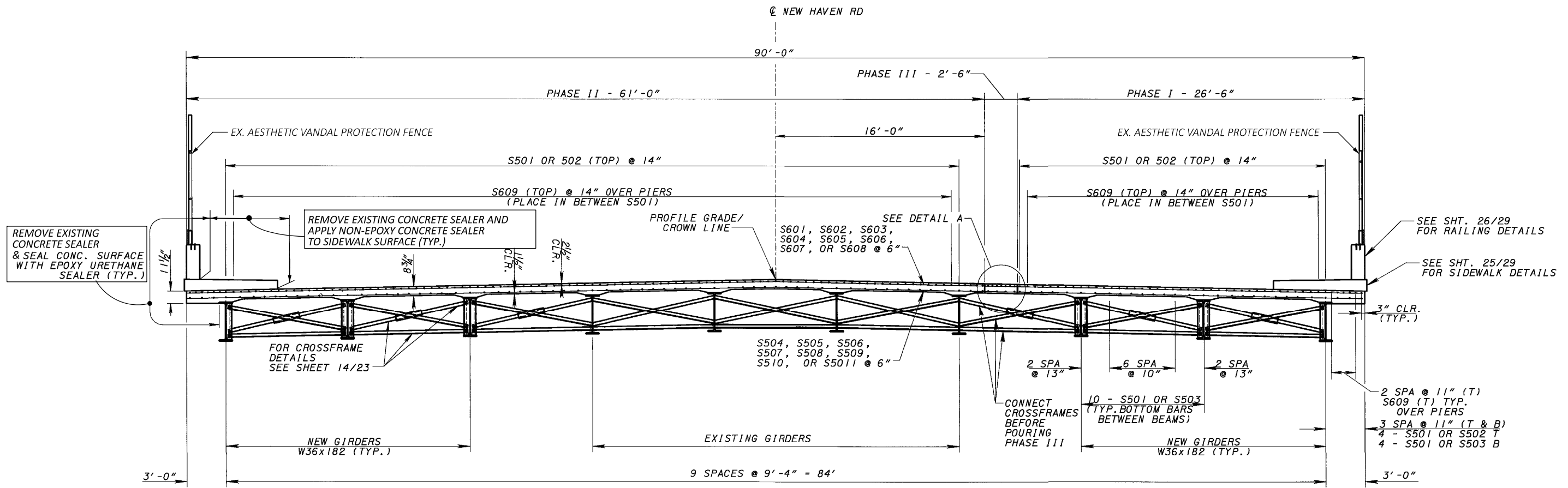
SUBSET

2 2

SHEET

31 55





TYPICAL PARAPET EXTERIOR



TYPICAL PARAPET INTERIOR

SEE NOTE 1

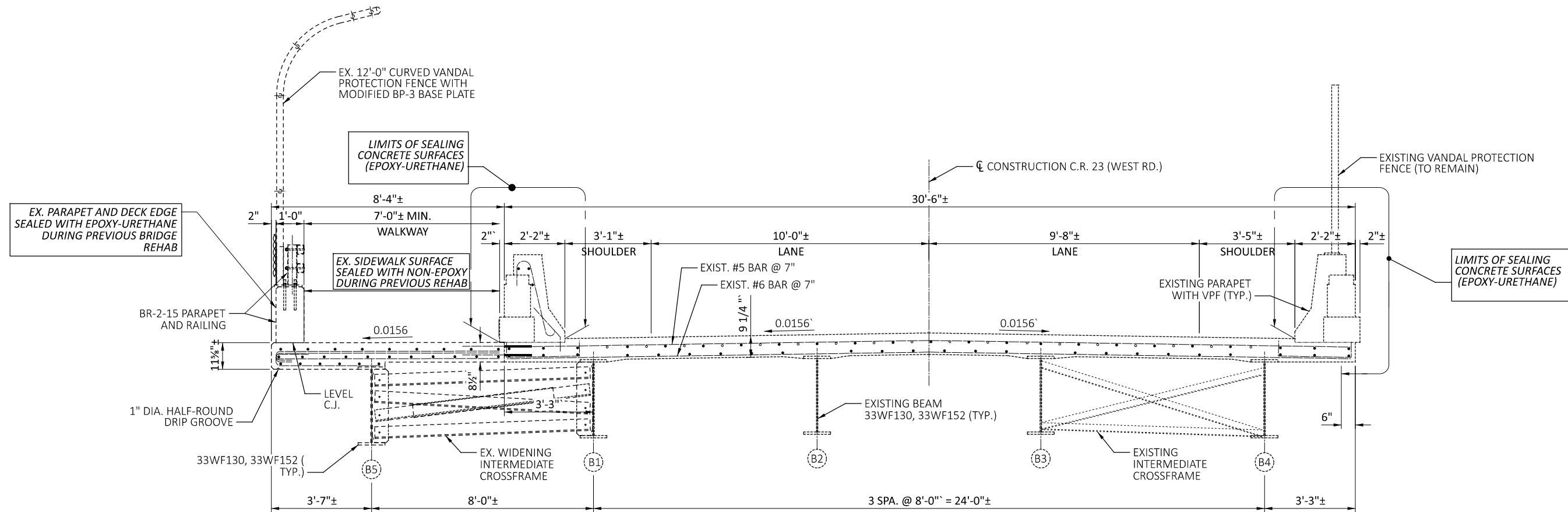
**NOTES:**

- AFTER REMOVING OLD CONCRETE SEALER FROM PARAPETS APPLY VERTICOAT OR APPROVED EQUAL TO PROVIDE A SMOOTH SURFACE FOR THE CONCRETE PARAPETS. VERTICOAT SHALL BE FULLY CURED PRIOR TO APPLYING NEW EPOXY-URETHANE CONCRETE SEALER.  
 COST FOR MATERIAL, LABOR AND EQUIPMENT NEEDED TO COMPLETE THIS WORK SHALL BE INCLUDED WITH ITEM 511 - CONCRETE MISC.: CONCRETE SURFACE REPAIR.
- DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
- PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERAL NOTES.

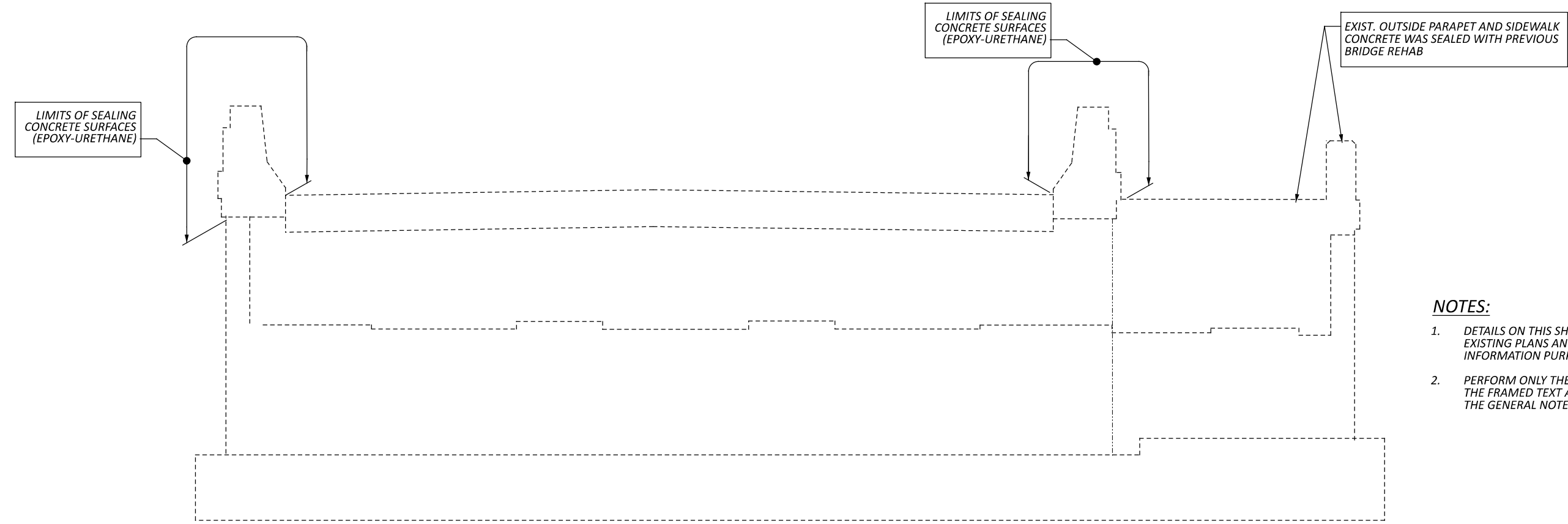
SUPERSTRUCTURE DETAILS  
 BRIDGE No.: HAM-74-1.60  
 NEW HAVEN RD. OVER IR 74

SFN	
3107922	
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK 9/30/25	
PROJECT ID	
110539	
SUBSET	TOTAL
2	2
SHEET	TOTAL
33	55





**TRANSVERSE DECK SECTION**  
 (RAILING REINFORCING NOT SHOWN)



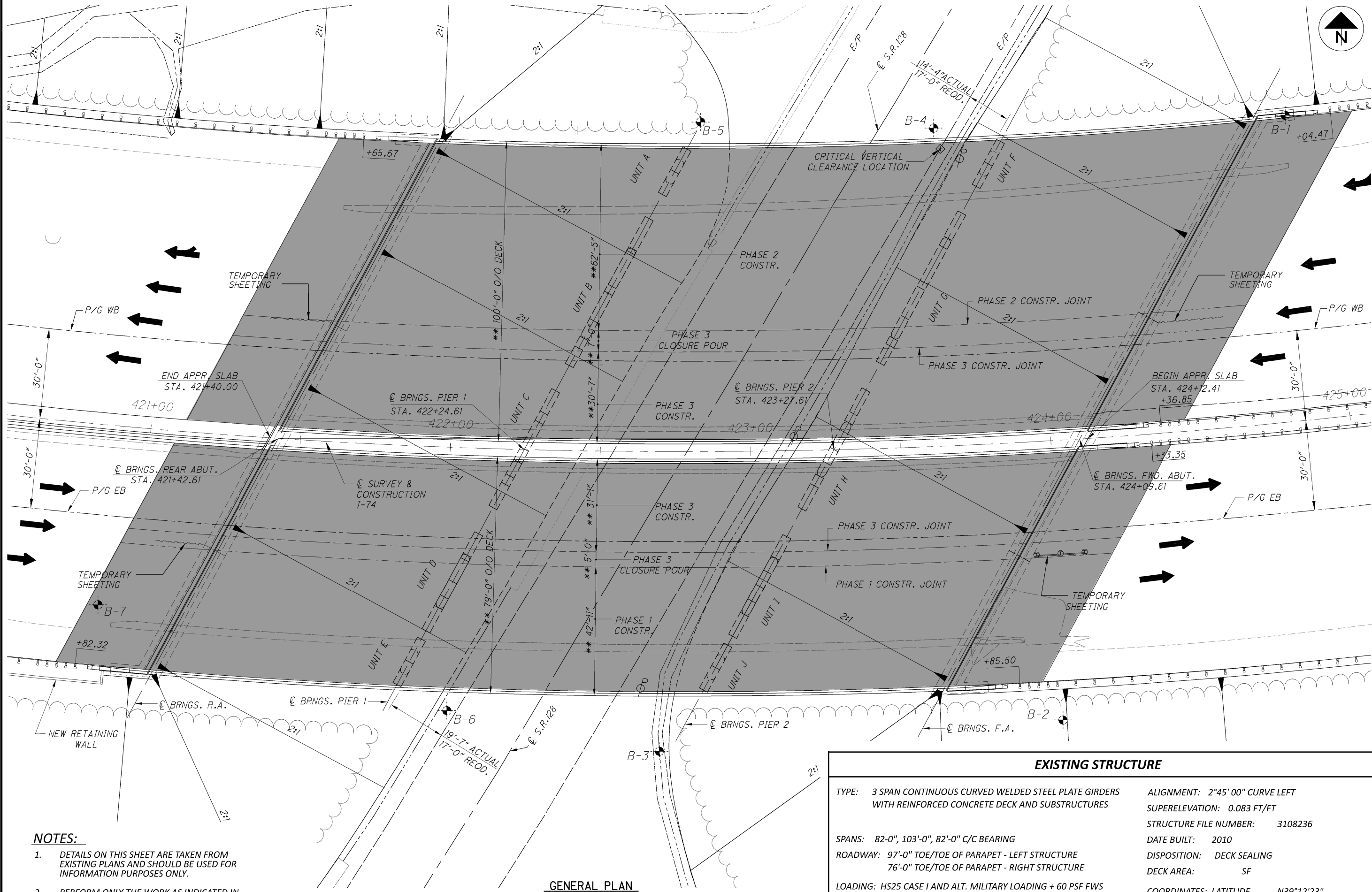
**TYPICAL ABUTMENT ELEVATION**  
 (REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)

- NOTES:**
1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
  2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERAL NOTES.

**SUPERSTRUCTURE DETAILS**  
 BRIDGE No.: HAM-IR 74-2:30  
 C.R. 23 (WEST RD.) OVER IR 74

SFN 3107957	
DESIGN AGENCY	
DESIGNER CAH	CHECKER GTF
REVIEWER RSK 9/30/25	
PROJECT ID 110539	
SUBSET 2	TOTAL 2
SHEET 35	TOTAL 55






- NOTES:**
1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
  2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERAL NOTES.
  3. BRIDGE LIMIT = 272.41'


**LEGEND**  
 [Shaded Box] - SEAL BRIDGE DECK WITH SRS

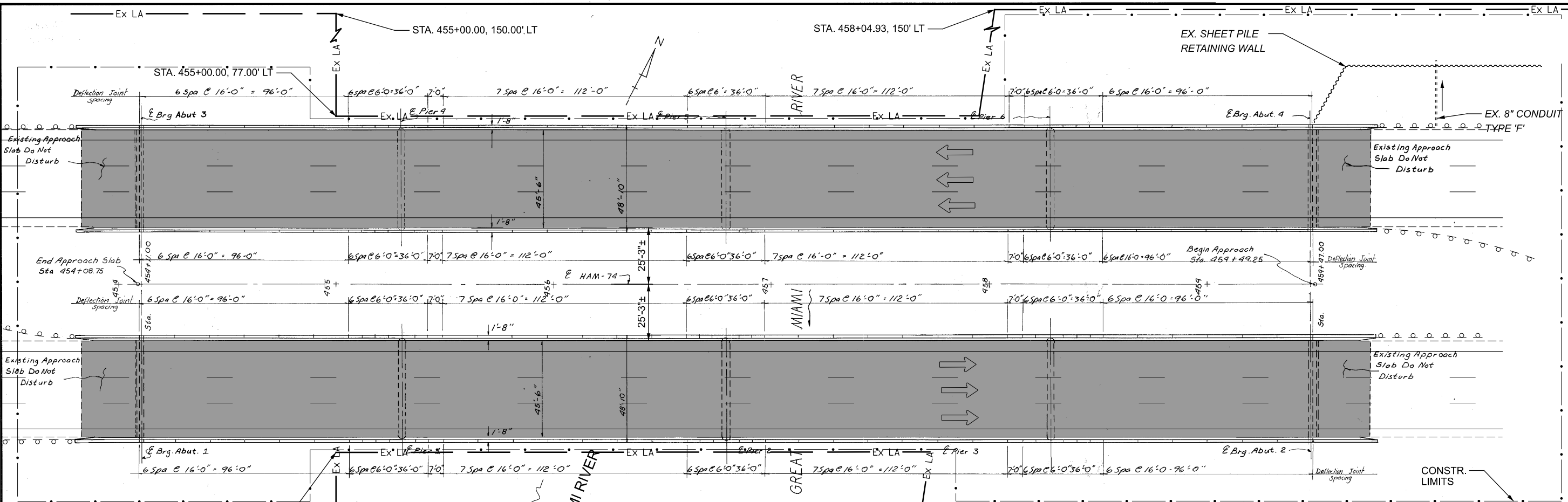
**GENERAL PLAN**  
 \*\* - DIMENSIONS MEASURED RADIALLY  
 (SEE GENERAL NOTES REGARDING TEMPORARY SHEETING)

EXISTING STRUCTURE	
TYPE: 3 SPAN CONTINUOUS CURVED WELDED STEEL PLATE GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES	ALIGNMENT: 2°45' 00" CURVE LEFT SUPERELEVATION: 0.083 FT/FT
SPANS: 82'-0", 103'-0", 82'-0" C/C BEARING	STRUCTURE FILE NUMBER: 3108236
ROADWAY: 97'-0" TOE/TOE OF PARAPET - LEFT STRUCTURE 76'-0" TOE/TOE OF PARAPET - RIGHT STRUCTURE	DATE BUILT: 2010
LOADING: HS25 CASE I AND ALT. MILITARY LOADING + 60 PSF FWS	DISPOSITION: DECK SEALING
SKEW: 28°23'08" LF FROM PERP. TO REF. CHORD	DECK AREA: SF
WEARING SURFACE: MONOLITHIC CONCRETE	COORDINATES: LATITUDE N39°12'23"
APPROACH SLABS: AS-1-81 (30' LONG)	LONGITUDE W84°42'31"

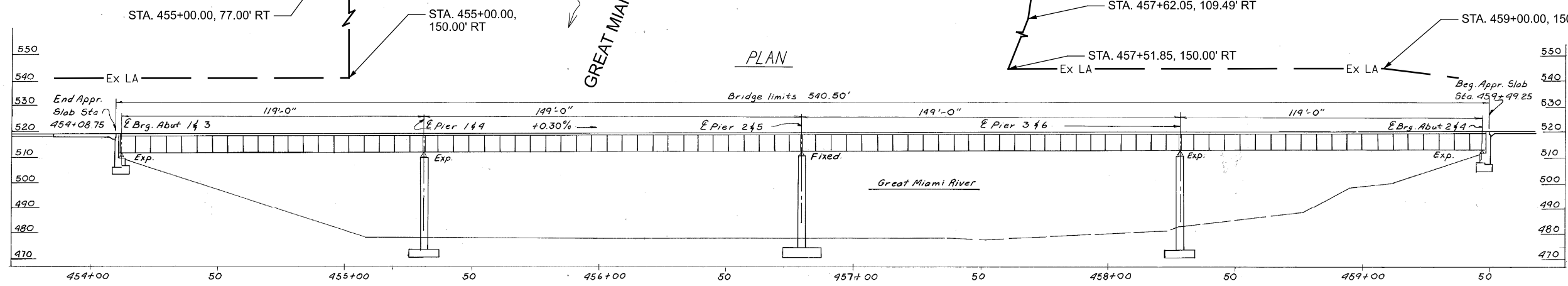


**GENERAL PLAN**  
 BRIDGE No: HAM-74-7.76 L/R  
 IR 74 OVER SR 128

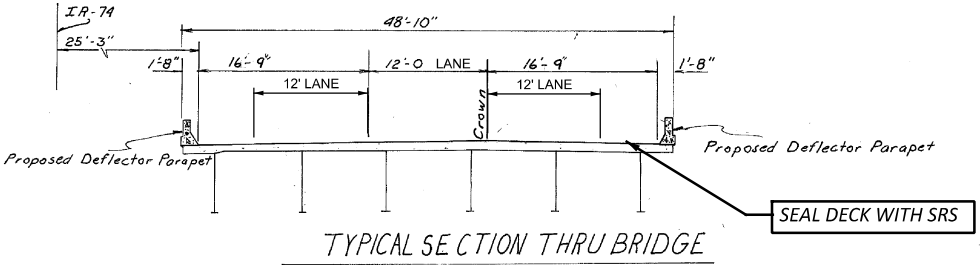
SFN	3108236
SFN	3108201
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK	9/30/25
PROJECT ID	110539
SUBSET	TOTAL
0	0
SHEET	TOTAL
36	55



PLAN



PROFILE ALONG CENTERLINE HAM-74



TYPICAL SECTION THRU BRIDGE

SEAL DECK WITH SRS

LEGEND

■ - SEAL DECK WITH SRS

NOTES:

1. MIN. CLEARANCE BETWEEN BRIDGES AND R/W IS 3'-0"±
2. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
3. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERAL NOTES.

HYDRAULIC DATA

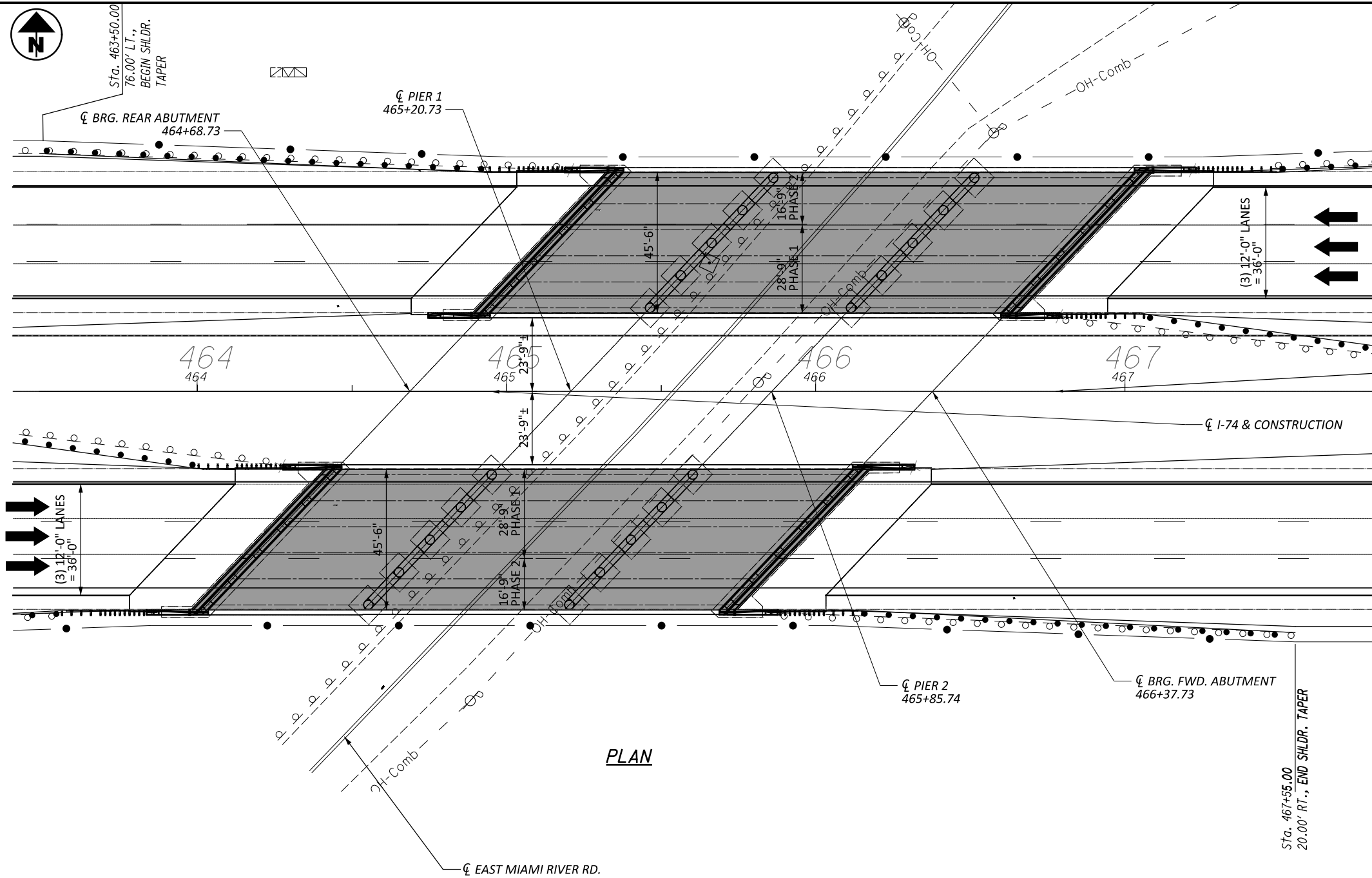
DRAINAGE AREA = 3,850 SQ. MILES  
 Q (50) = 114,600 CFS  
 V (50) = 6.6 FT/S  
 128,400 CFS  
 V (100) = 7.4 FT/S  
 STRUCTURE CLEARS THE 50 YEAR DESIGN HW BY 2.5 FEET.  
 OHWM EL. = 484.85 FEET.

EXISTING STRUCTURE

TYPE: CONTINUOUS WELDED STEEL PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES  
 SPANS: 119'-0", 149'-0", 149'-0", 119'-0"  
 ROADWAY: 47'-0" TOE/TOE OF PARAPETS  
 LOADING: CF 2000 (57) & ALT. MILITARY LOADING  
 SKEW: 0°00'00"  
 WEARING SURFACE: 1.5" THICK SDC OVERLAY  
 APPROACH SLABS: 25'-0" (AS-1-54)  
 ALIGNMENT: TANGENT  
 CROWN: 0.0156 FT/FT  
 STRUCTURE FILE NUMBER: 3108252 / 3108287  
 DATE BUILT: 1961  
 DISPOSITION: DECK SEALING  
 DECK AREA: 26,214 SF  
 COORDINATES: LATITUDE N39°12'35"  
 LONGITUDE W84°41'53"

GENERAL PLAN  
 BRIDGE No.: HAM-74-8.38 L/R  
 IR 74 OVER THE GREAT MIAMI RIVER

SFN	3108252
SFN	3108287
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK	9/30/25
PROJECT ID	110539
SUBSET	TOTAL
0	0
SHEET	TOTAL
37	55



PLAN

**NOTES**

DESIGN TRAFFIC:  
 2026 ADT = 79,900    2026 ADTT = 10,387  
 2038 ADT = 85,000    2038 ADTT = 11,050  
 DIRECTIONAL DISTRIBUTION = 58.55

**LEGEND**

- ⊕ - BORING LOCATION
- ▭ - CHANNEL EXCAVATION
- \* - PHASE 1 CONSTRUCTION
- \*\* - PHASE 2 CONSTRUCTION
- 16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
- 15'-9 1/4" ACTUAL MINIMUM VERTICAL CLEARANCE

**LEGEND**

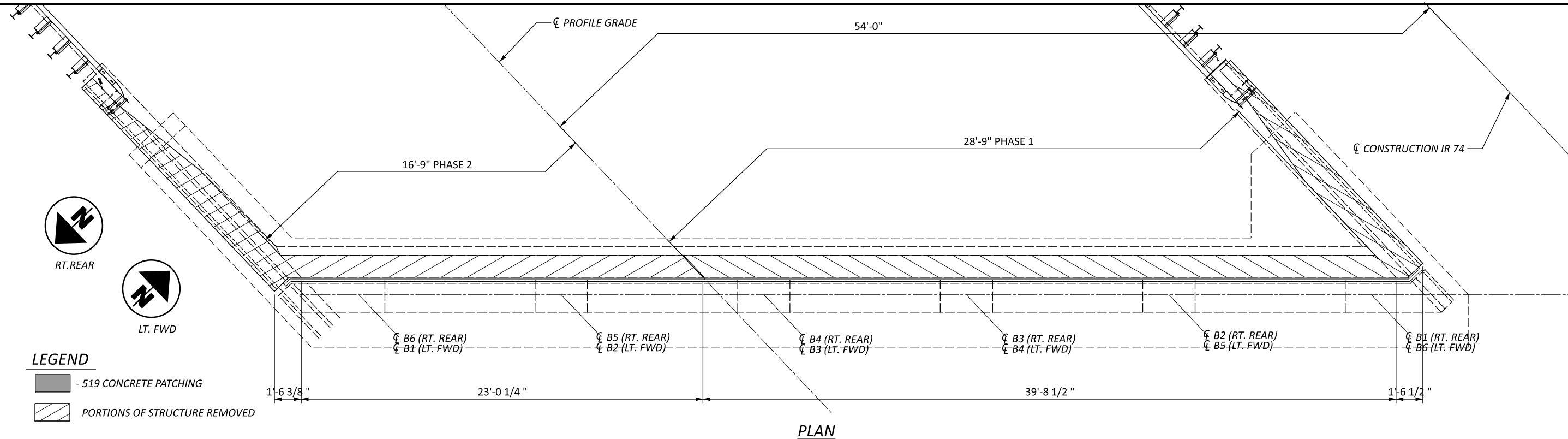
- - SEALING CONCRETE BRIDGE DECK WITH SRS

- NOTES:**
- TOTAL SRS SEALING FOR LEFT BRIDGE = 7972 S.F. = 886 S.Y.  
 TOTAL SRS SEALING FOR RIGHT BRIDGE = 7972 S.F. = 886 S.Y.
  - SEE SHEET 4 FOR GUARDRAIL QUANTITIES.

EXISTING STRUCTURE	
TYPE: THREE SPAN CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE	
SPANS: 52'-0", 65'-0", 52'-0", C/C BRGS.	
ROADWAY: 45'-6" TOE/TOE OF PARAPETS	
LOADING: CF-2000 (57) ADEQUATE FOR AASHTO ALTERNATIVE LOADING	
SKEW: 43°30' LEFT FWD.	
WEARING SURFACE: 1 3/4" SDC CONCRETE OVERLAY	
APPROACH SLABS: AS-1-54 (25'-0" LONG) w/ 1.25" MIN. THK. ASPH. OVERLAY	
ALIGNMENT: TANGENT	
CROWN: NORMAL 3/16" /FT.	
STRUCTURE FILE NUMBER:	3108317(L) 3108341(R)
DATE BUILT:	1964
DISPOSITION:	TO BE REHABILITATED
DECK AREA:	7,972 SF
COORDINATES: LATITUDE	39° 12' 42" N
LONGITUDE	84° 41' 42" N

GENERAL PLAN  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

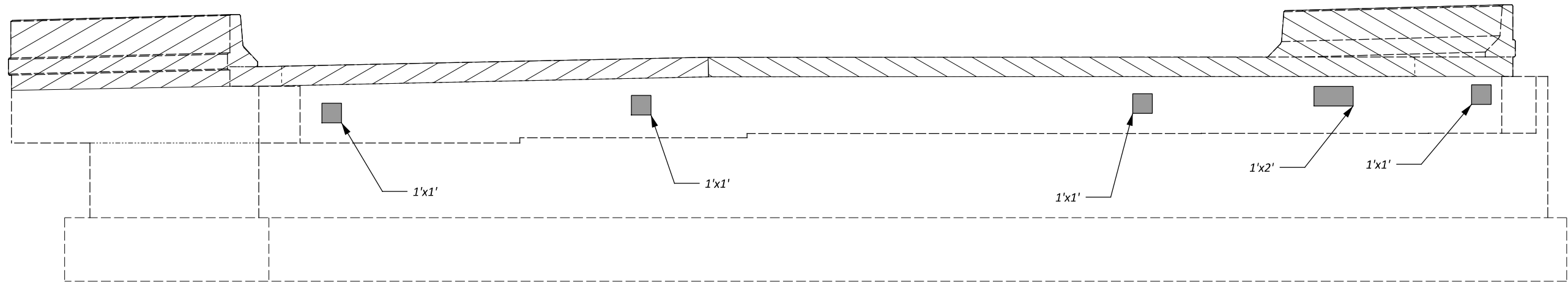
SFN	3108341
SFN	3108317
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK
PROJECT ID	110539
SUBSET	1
TOTAL	13
SHEET	38
TOTAL	55



**LEGEND**

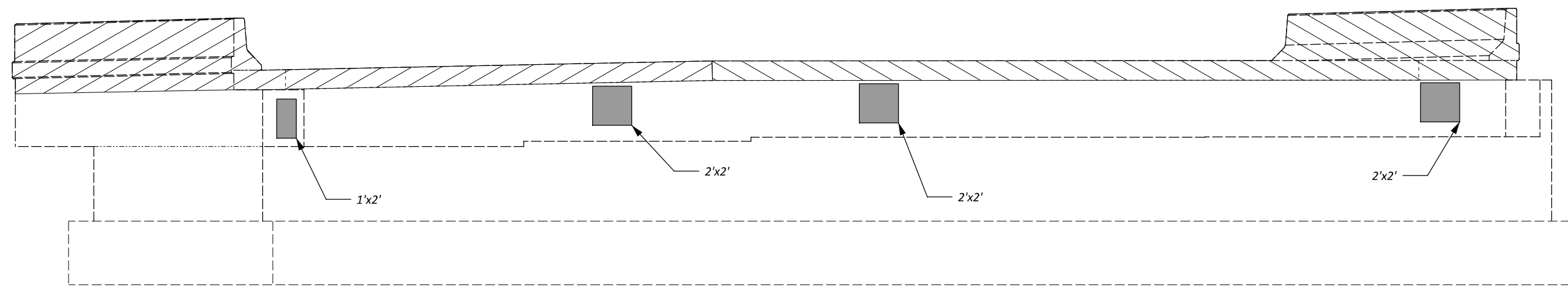
- 519 CONCRETE PATCHING
- PORTIONS OF STRUCTURE REMOVED

PLAN



RIGHT REAR ABUTMENT ELEVATION

TOTAL PATCHING AREA = 6 S.F. \* 150% INCREASE = 9 S.F.



LEFT FORWARD ABUTMENT ELEVATION

TOTAL PATCHING AREA = 14 S.F. \* 150% INCREASE = 21 S.F.

**RT. REAR & LT. FORWARD ABUTMENT DEMOLITION AND PATCHING PLAN**  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

SFN 3108341

SFN 3108317  
 DESIGN AGENCY



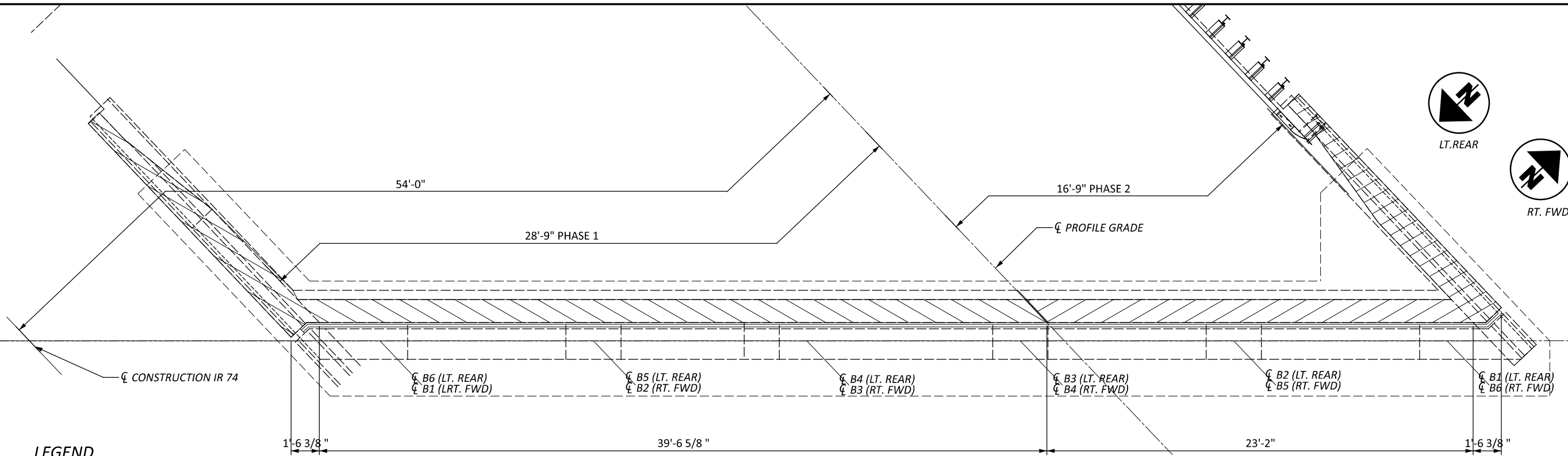
DESIGNER CAH CHECKER GTF

REVIEWER RSK 9/30/25

PROJECT ID 110539

SUBSET	TOTAL
3	13

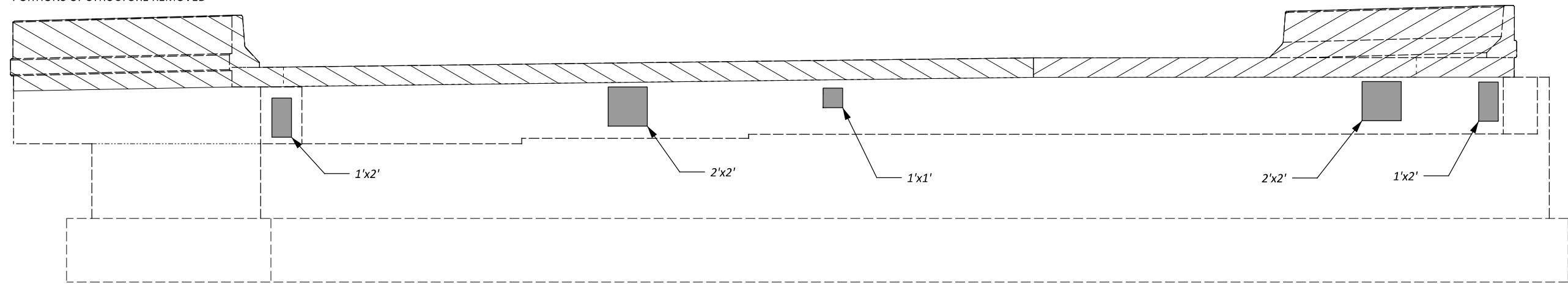
SHEET	TOTAL
39	55



**LEGEND**

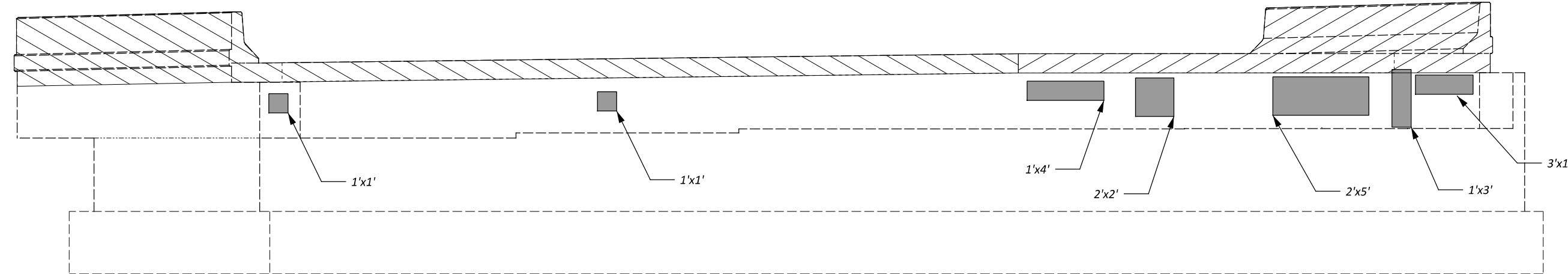
- 519 CONCRETE PATCHING
- PORTIONS OF STRUCTURE REMOVED

**PLAN**



**LEFT REAR ABUTMENT ELEVATION**

TOTAL PATCHING AREA = 13 S.F. \* 150% INCREASE = 20 S.F.

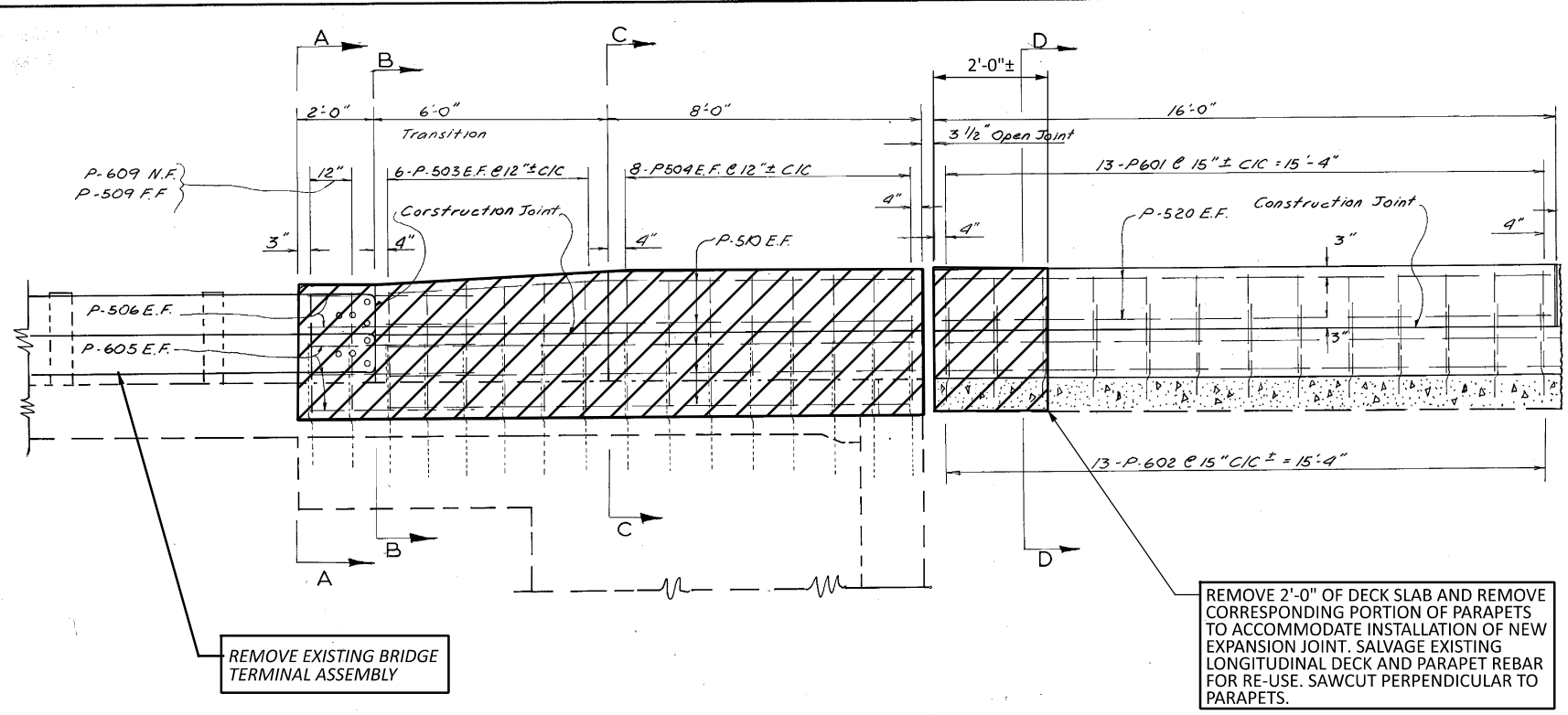


**RIGHT FORWARD ABUTMENT ELEVATION**

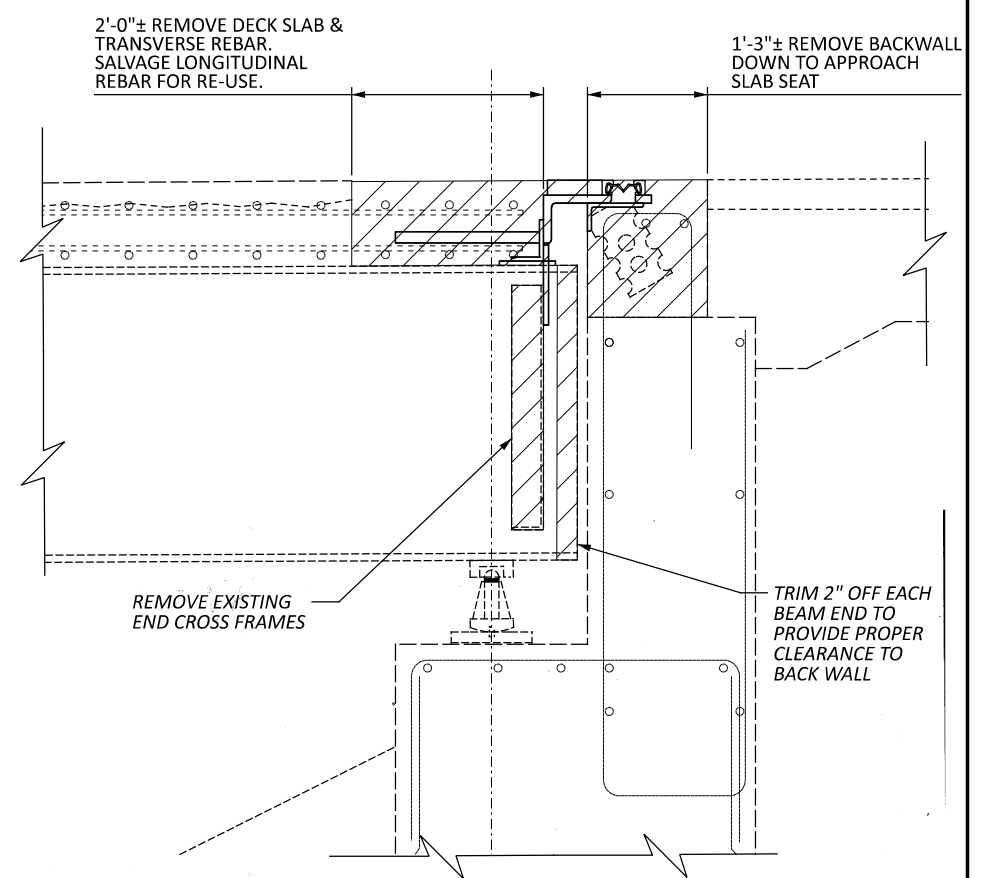
TOTAL PATCHING AREA = 26 S.F. \* 150% INCREASE = 39 S.F.

LT. REAR & RT. FORWARD ABUTMENT DEMOLITION AND PATCHING PLAN  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

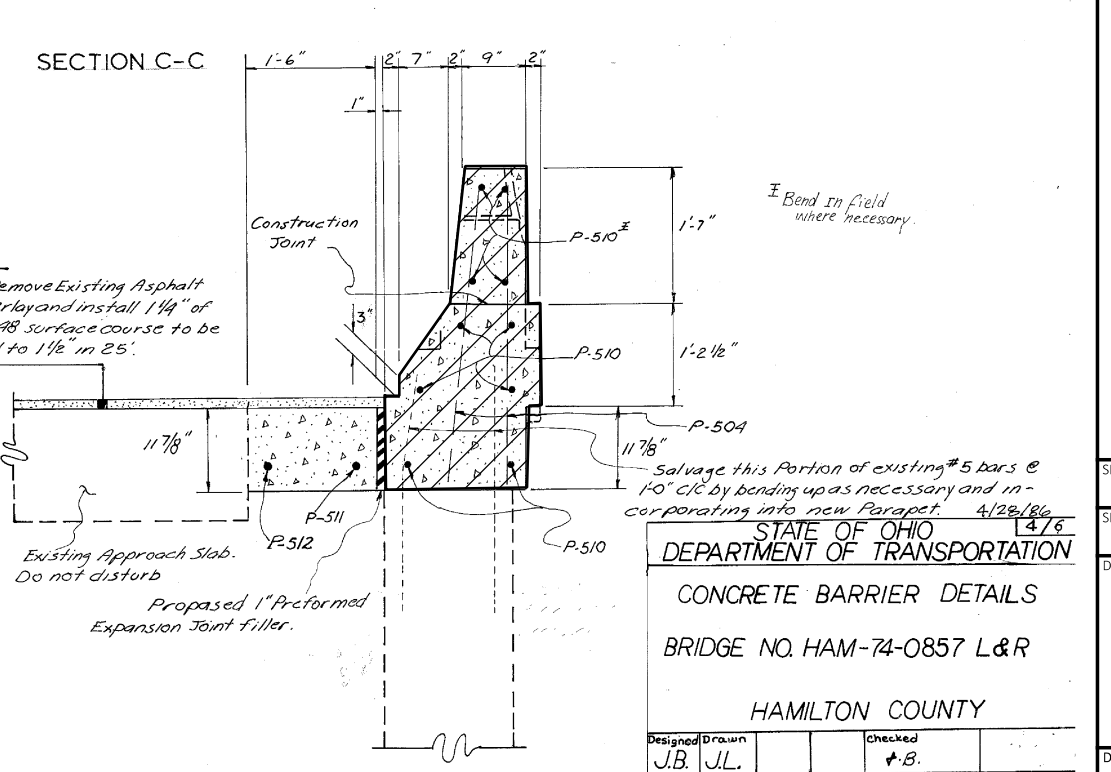
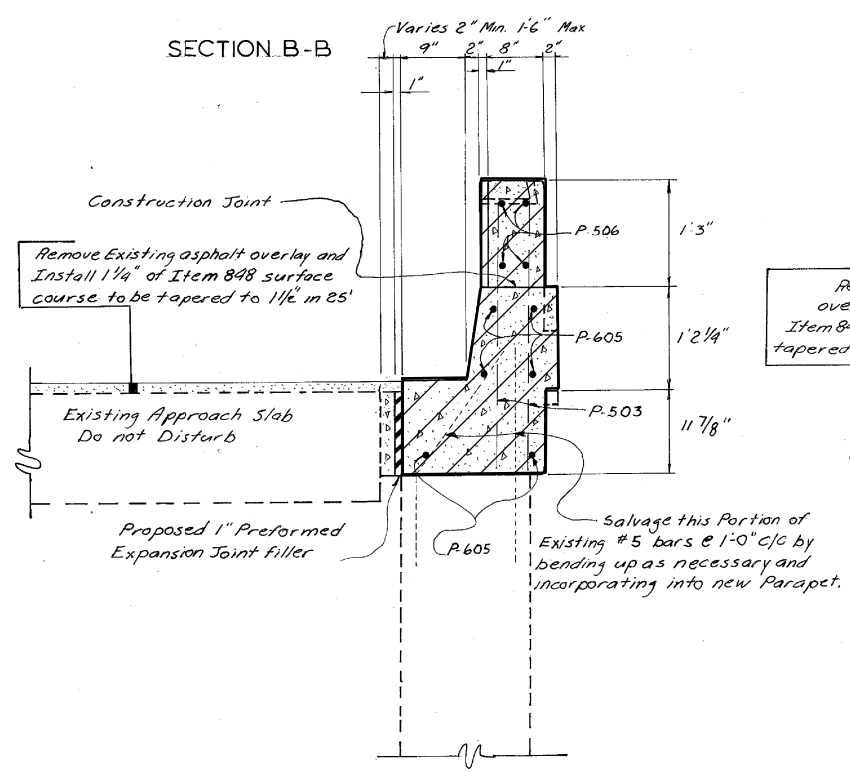
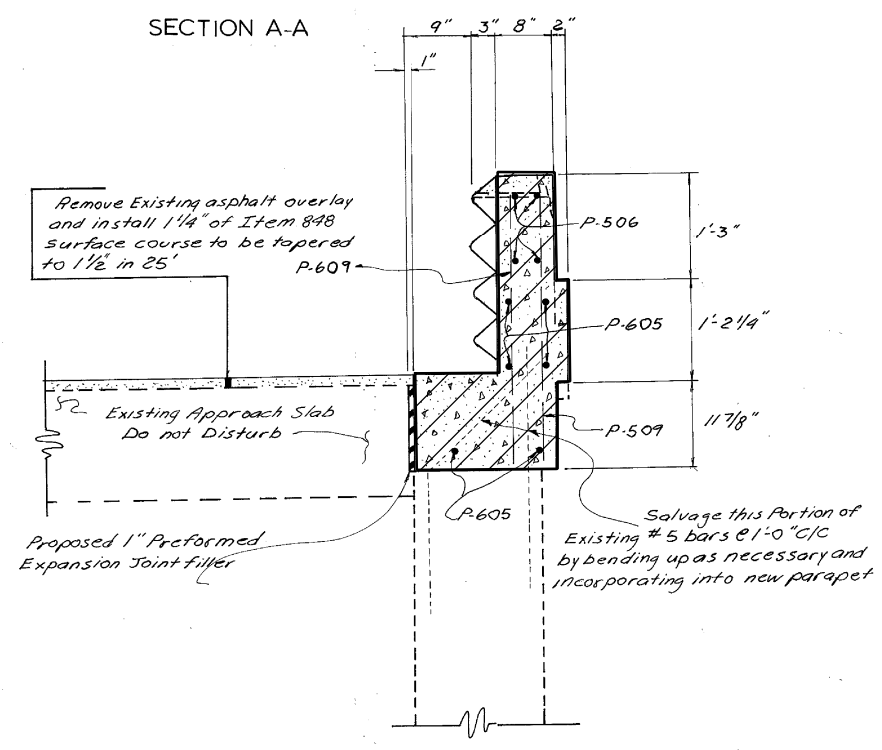
SFN	3108341
SFN	3108317
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK
PROJECT ID	110539
SUBSET	4
TOTAL	13
SHEET	40
TOTAL	55



PARTIAL ABUTMENT WING WALL & DECK ELEVATION



TYPICAL ABUTMENT SECTION



LEGEND

PORTIONS OF STRUCTURE REMOVED

NOTES:

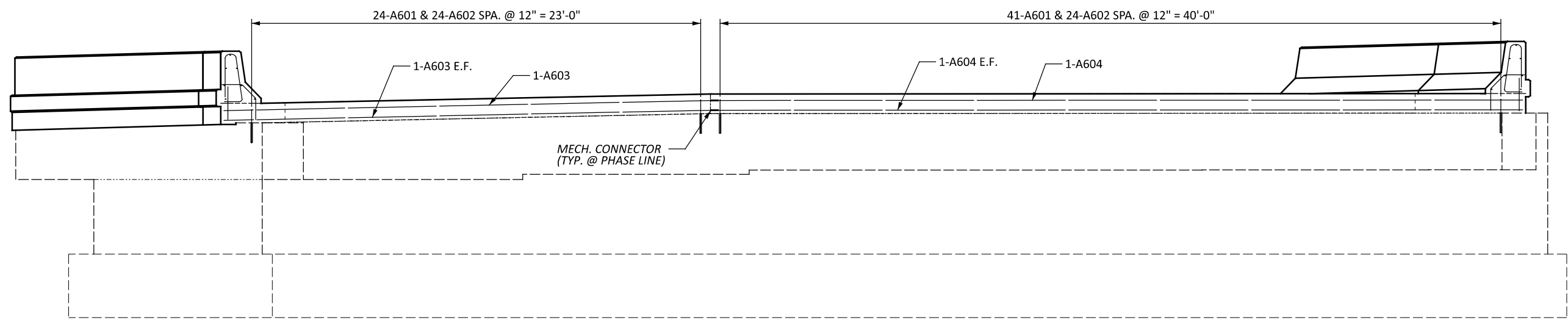
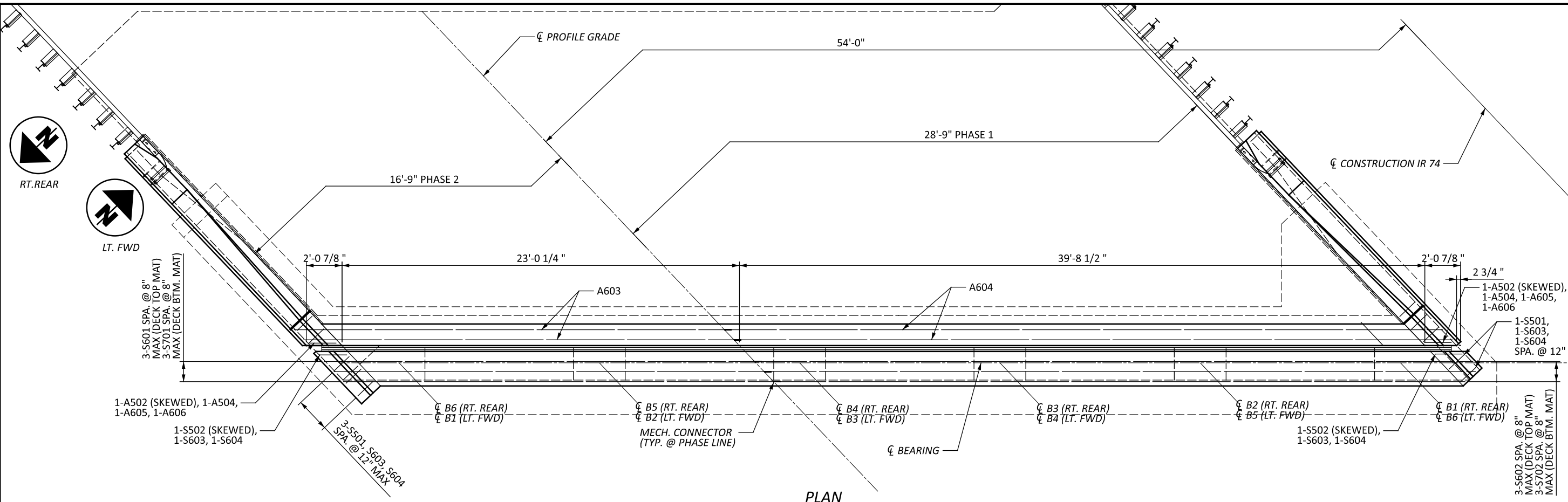
1. SAWCUT AND REMOVE EXISTING PARAPETS FROM ABUTMENT WING WALLS AS SHOWN.
2. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
3. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERAL NOTES.

ABUTMENT & WING WALL DEMOLITION DETAILS  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

STATE OF OHIO  
 DEPARTMENT OF TRANSPORTATION  
 CONCRETE BARRIER DETAILS  
 BRIDGE NO. HAM-74-0857 L&R  
 HAMILTON COUNTY

Designed/Drawn: J.B. J.L.  
 Checked: J.B.

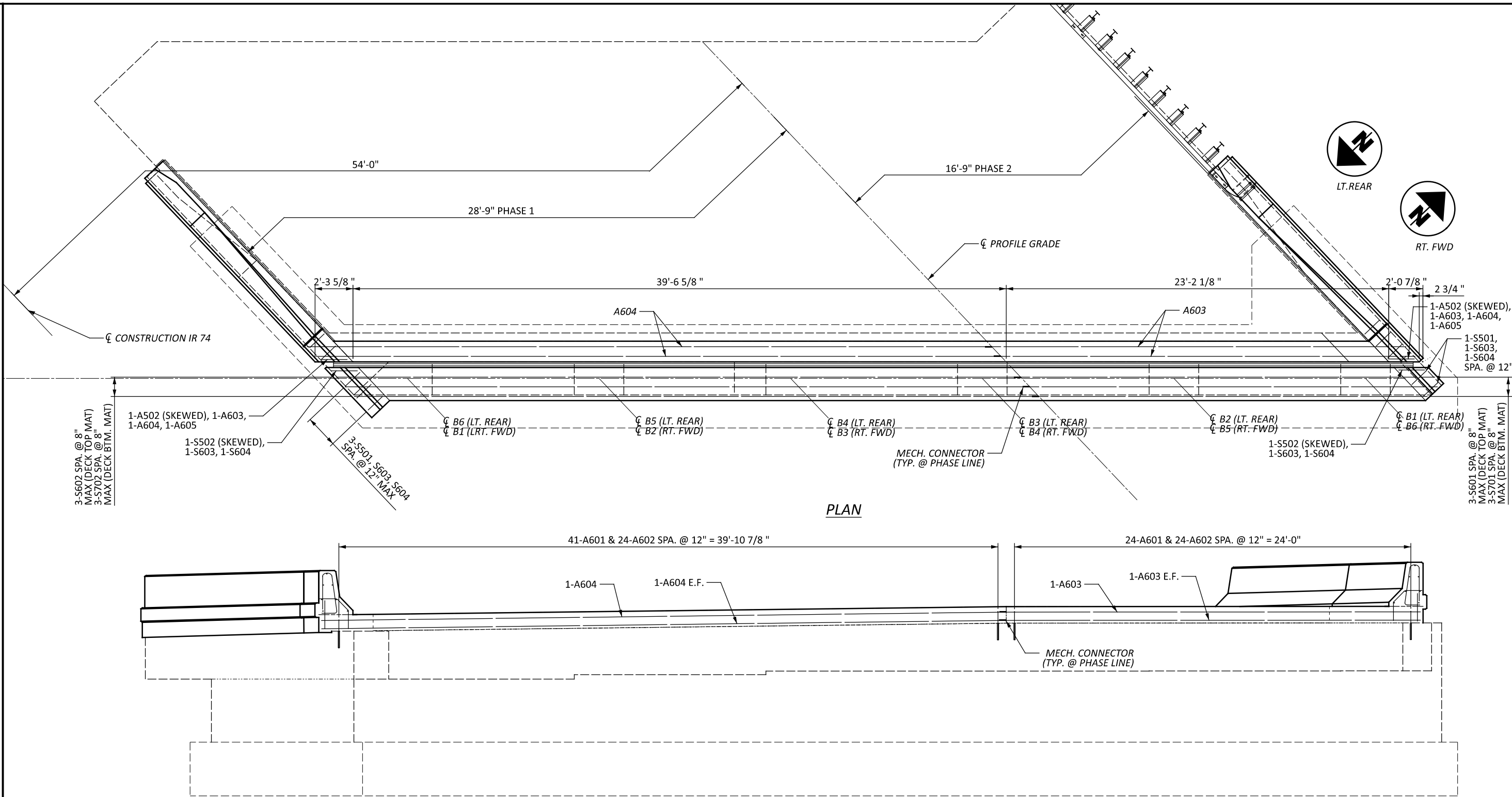
SFN	3108341
SFN	3108317
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK	9/30/25
PROJECT ID	110539
SUBSET	TOTAL
2	13
SHEET	TOTAL
41	55



RT. REAR & LT. FORWARD ABUTMENT REHABILITATION PLAN  
BRIDGE No.: HAM-74-8.57 L/R  
IR 74 OVER EAST MIAMI RIVER RD.

SFN	3108341
SFN	3108317
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK
PROJECT ID	110539
SUBSET	5
TOTAL	13
SHEET	42
TOTAL	55

- NOTES:**
- TRIM S602 & S702 BARS AS NEEDED FOR PROPER FIT.
  - SEE SHEET 42 FOR ADDITIONAL WINGWALL REBAR DETAILS.

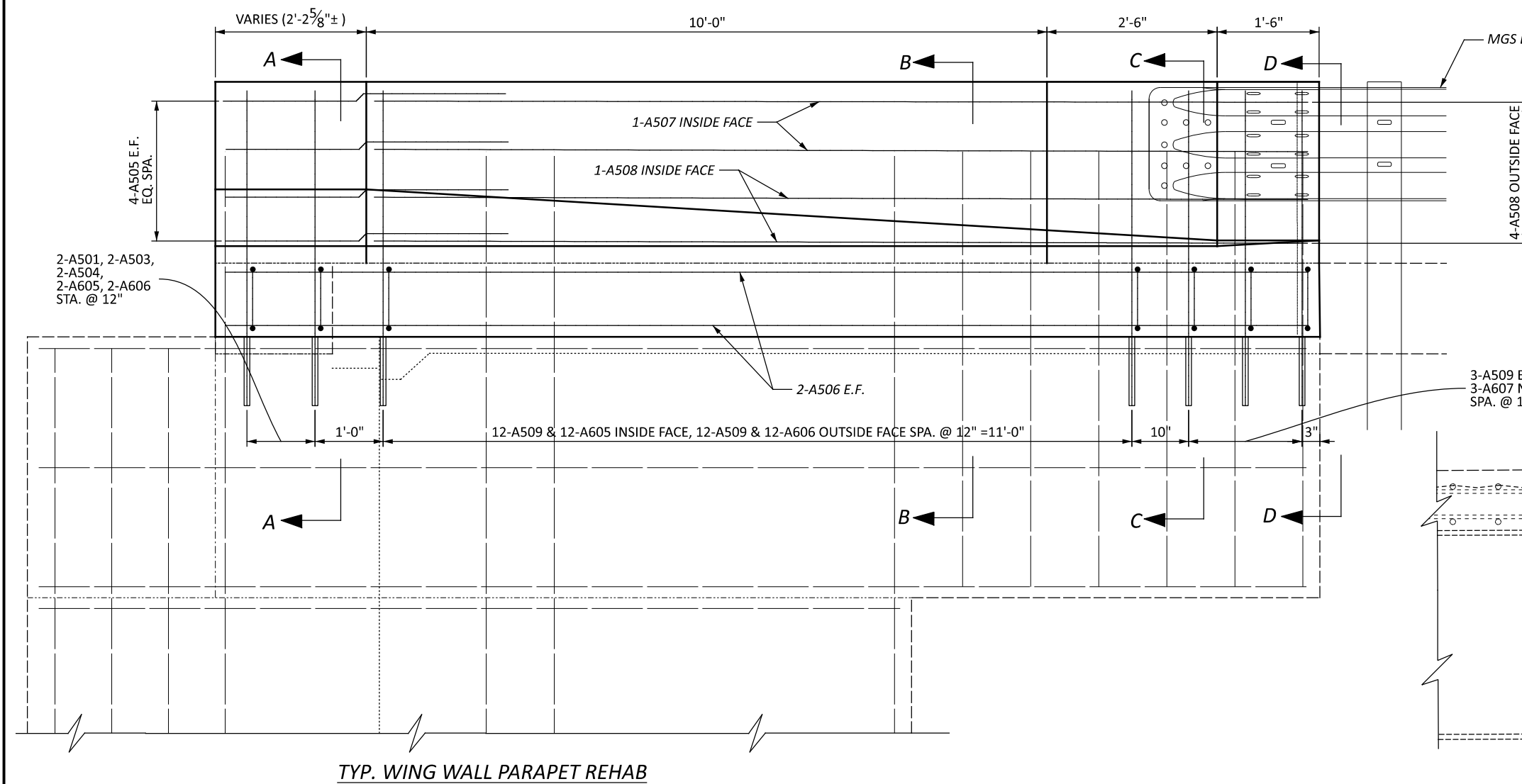
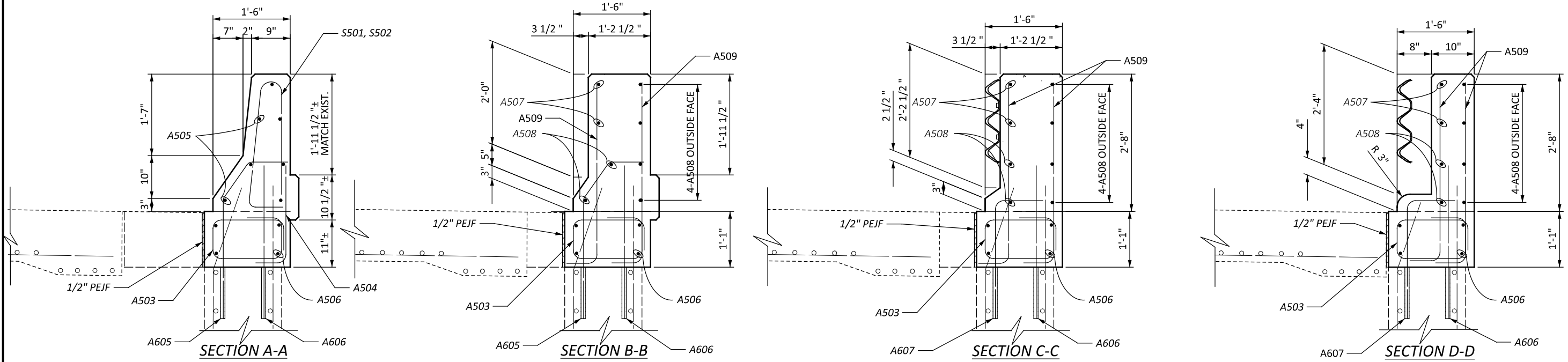


**LEFT REAR ABUTMENT ELEVATION**  
 RIGHT FORWARD ABUTMENT ELEVATION SIMILAR

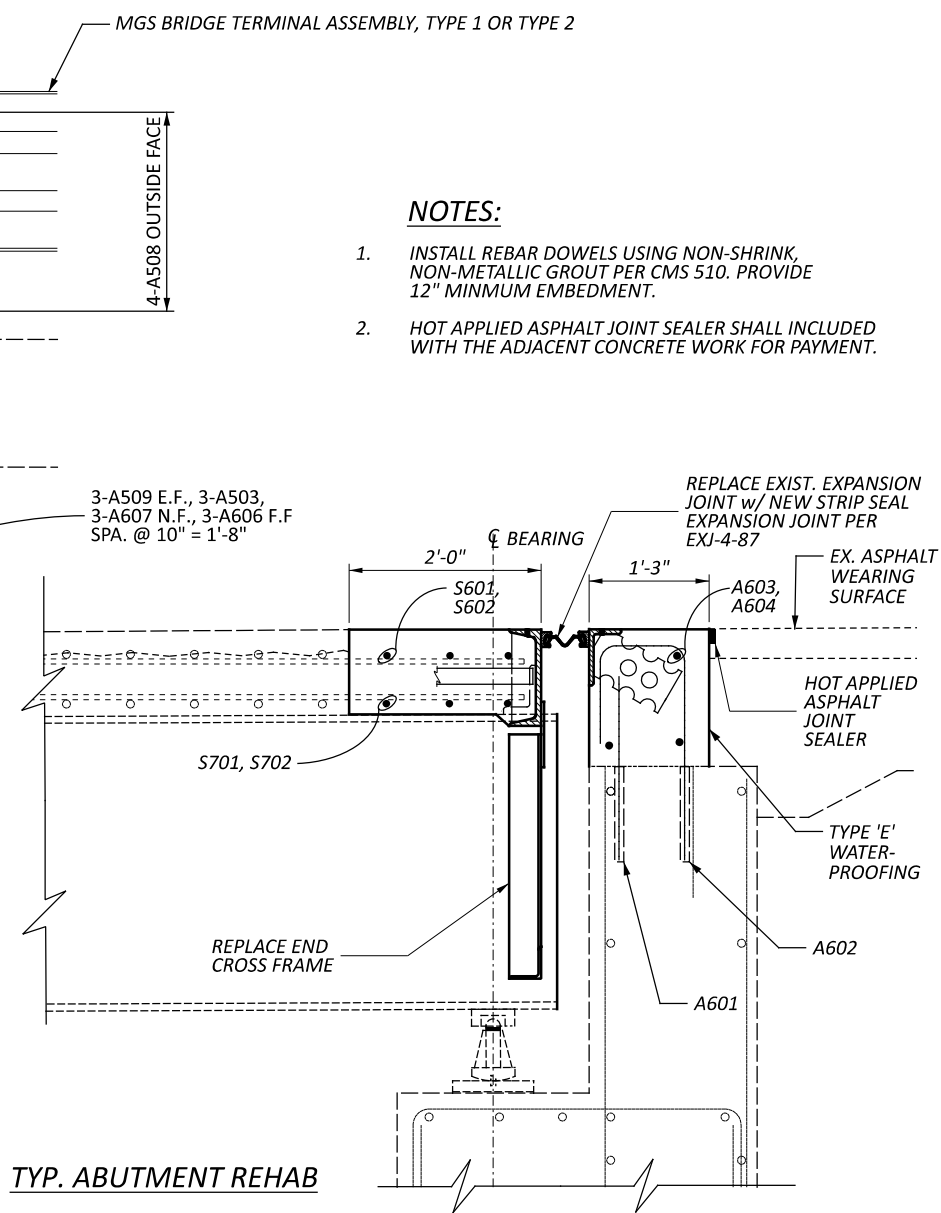
- NOTES:**
1. TRIM S601 & S701 BARS AS NEEDED FOR PROPER FIT.
  2. SEE SHEET 42 FOR ADDITIONAL WINGWALL REBAR DETAILS.

LT. REAR & RT. FORWARD ABUTMENT REHABILITATION PLAN  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

SFN	3108341
SFN	3108317
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK	9/30/25
PROJECT ID	110539
SUBSET	TOTAL
6	13
SHEET	TOTAL
43	55



TYP. WING WALL PARAPET REHAB

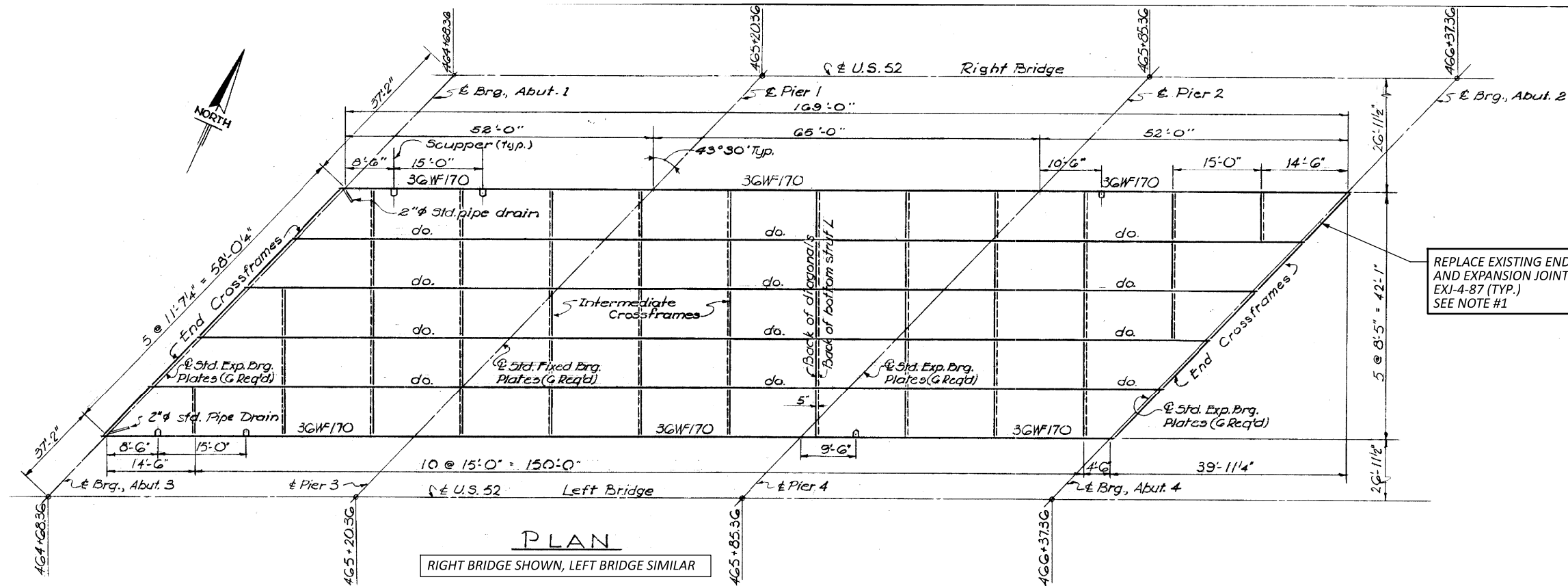


TYP. ABUTMENT REHAB

- NOTES:**
- INSTALL REBAR DOWELS USING NON-SHRINK, NON-METALLIC GROUT PER CMS 510. PROVIDE 12" MINIMUM EMBEDMENT.
  - HOT APPLIED ASPHALT JOINT SEALER SHALL INCLUDED WITH THE ADJACENT CONCRETE WORK FOR PAYMENT.

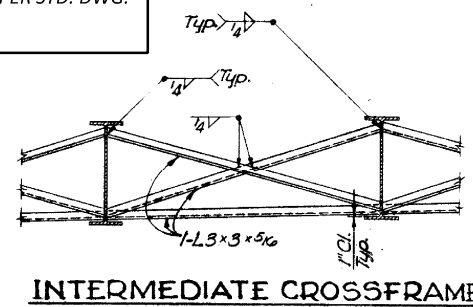
ABUTMENT & WING WALL REHABILITATION DETAILS  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

SFN	3108341
SFN	3108317
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	
PROJECT ID	110539
SUBSET	7
TOTAL	13
SHEET	44
TOTAL	55

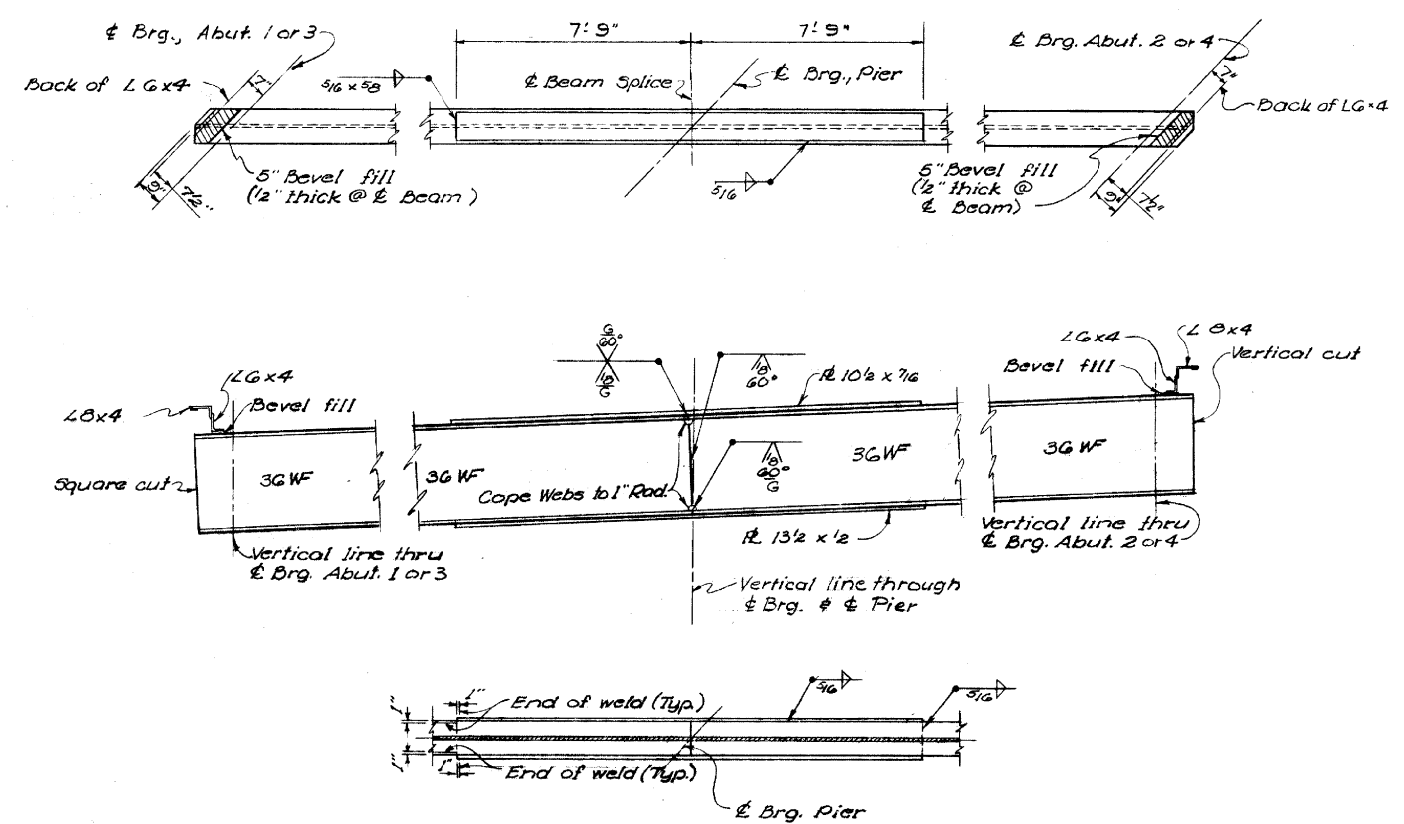


**PLAN**  
 RIGHT BRIDGE SHOWN, LEFT BRIDGE SIMILAR

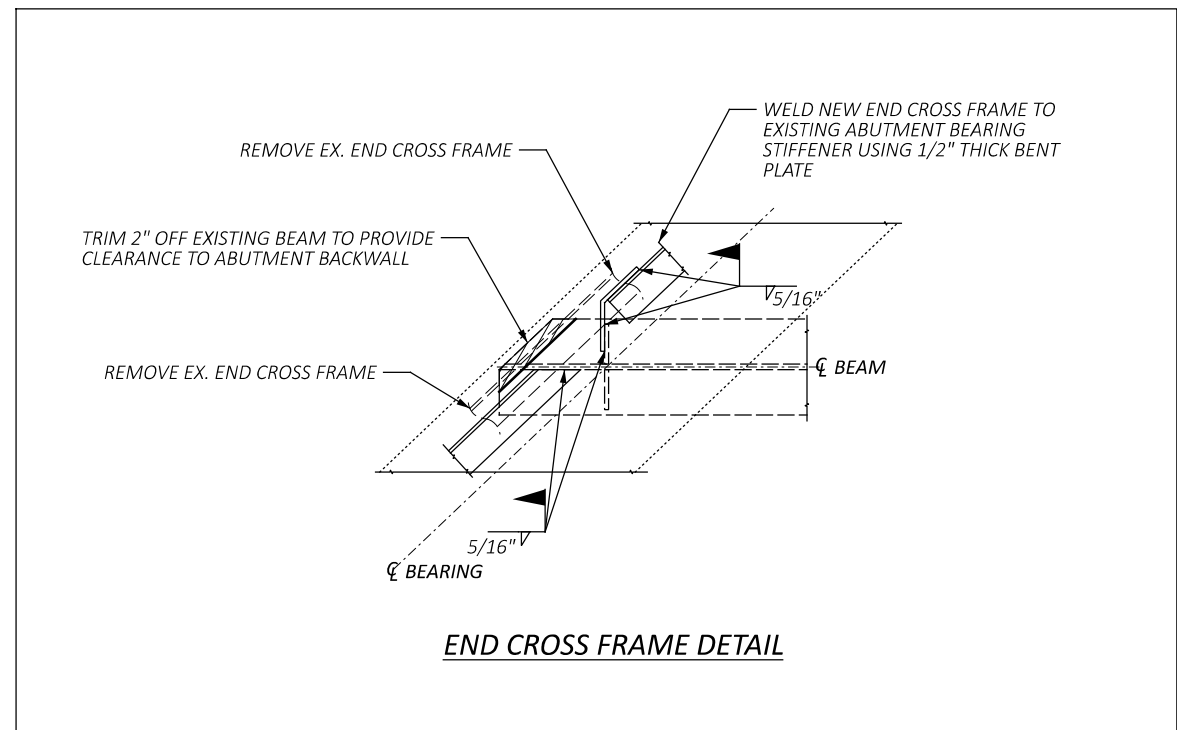
REPLACE EXISTING END CROSS FRAMES AND EXPANSION JOINT PER STD. DWG. EXJ-4-87 (TYP.) SEE NOTE #1



**INTERMEDIATE CROSSFRAME**



**EXISTING BEAM DETAILS**



**END CROSS FRAME DETAIL**

- NOTES:**
1. PAINT ALL NEW STEEL AND SCUPPER EXTENSIONS PER CMS 514 OZEU. REPAIR ANY DAMAGED PAINT. PAINT COLOR SHALL MATCH EXISTING. PAINT ALL STRUCTURAL STEEL WITHIN TWO FEET OF EACH END OF EACH BEAM.
  2. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
  3. PERFORM ONNLY THE WORK AS INDICATED IN FRAMED TEXT AND/OR DESCRIBED IN THE GENERAL NOTES.

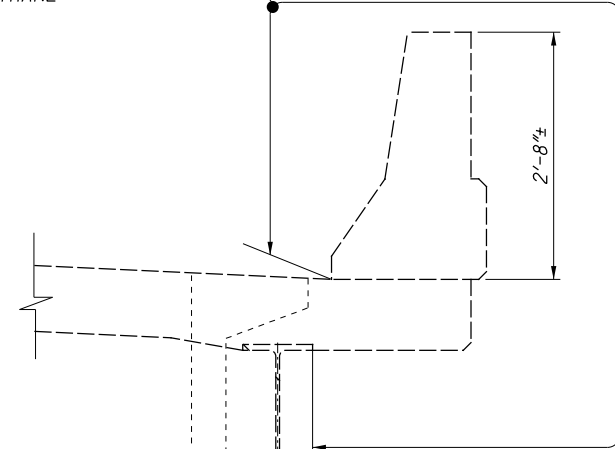
**FRAMING PLAN**  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

SFN	3108341
SFN	3108317
DESIGN AGENCY	



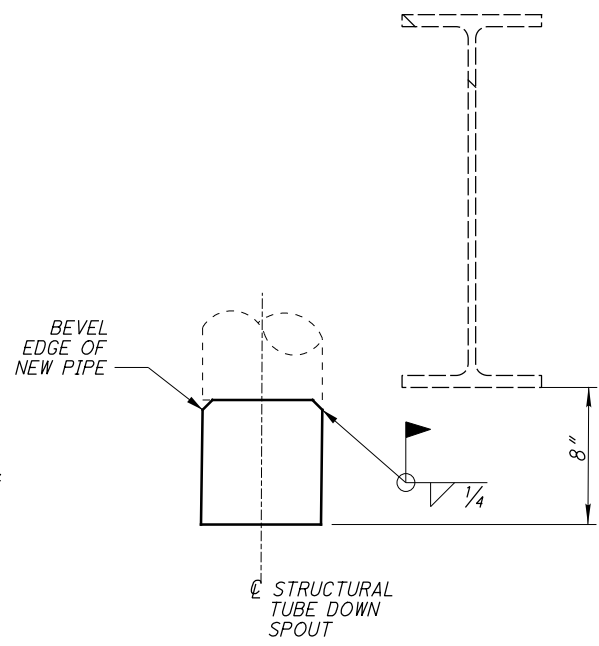
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK	9/30/25
PROJECT ID	
110539	
SUBSET	TOTAL
8	13
SHEET	
TOTAL	
45	55

SEAL EXTERIOR PARAPETS ON EACH BRIDGE WITH EPOXY-URETHANE



CUT OFF ANY DAMAGED PORTIONS OF EXISTING SCUPPER DOWN SPOUT AS NEEDED TO PROVIDE A GOOD CONNECTION.

WELD ON A NEW SECTION OF PIPE. REPLACE DOWN SPOUT SUPPORT ONLY IF NEEDED. PIPE SIZE SHALL MATCH EXISTING AND EXTEND 8" MINIMUM BELOW BOTTOM OF STRINGER.



LEGEND

- ▲ - SEE FASTENER NOTE 1.
- - SEE FASTENER NOTE 2.
- ITEM 202 - PORTIONS OF EXISTING STRUCTURE REMOVED

SCUPPER REHABILITATION DETAILS  
 (12 LOCATIONS)

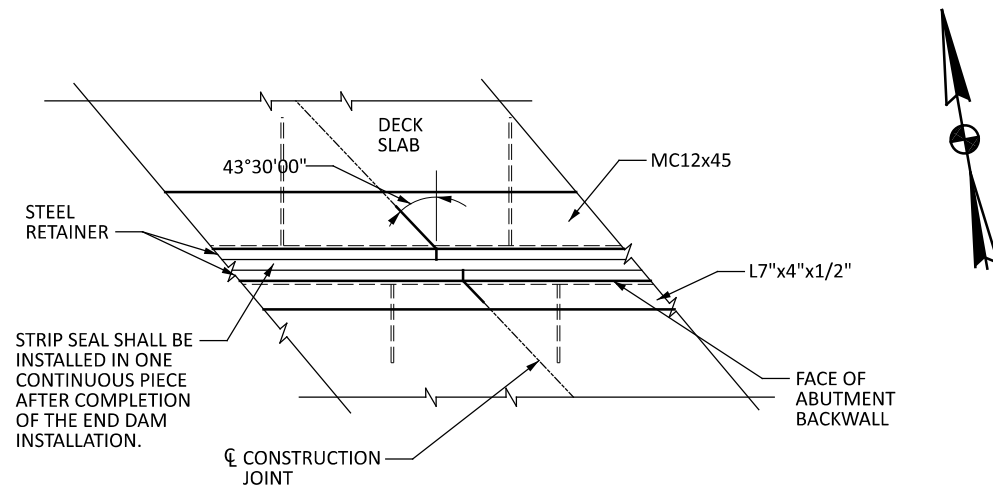
NOTES:

FURNISH STRUCTURAL STEEL TUBING ACCORDING TO CMS 707.10. TOUGHNESS TESTING IN ACCORDANCE WITH ASTM E436 IS NOT REQUIRED. ALL OTHER MATERIAL SHALL BE ASTM A709 GRADE 50.

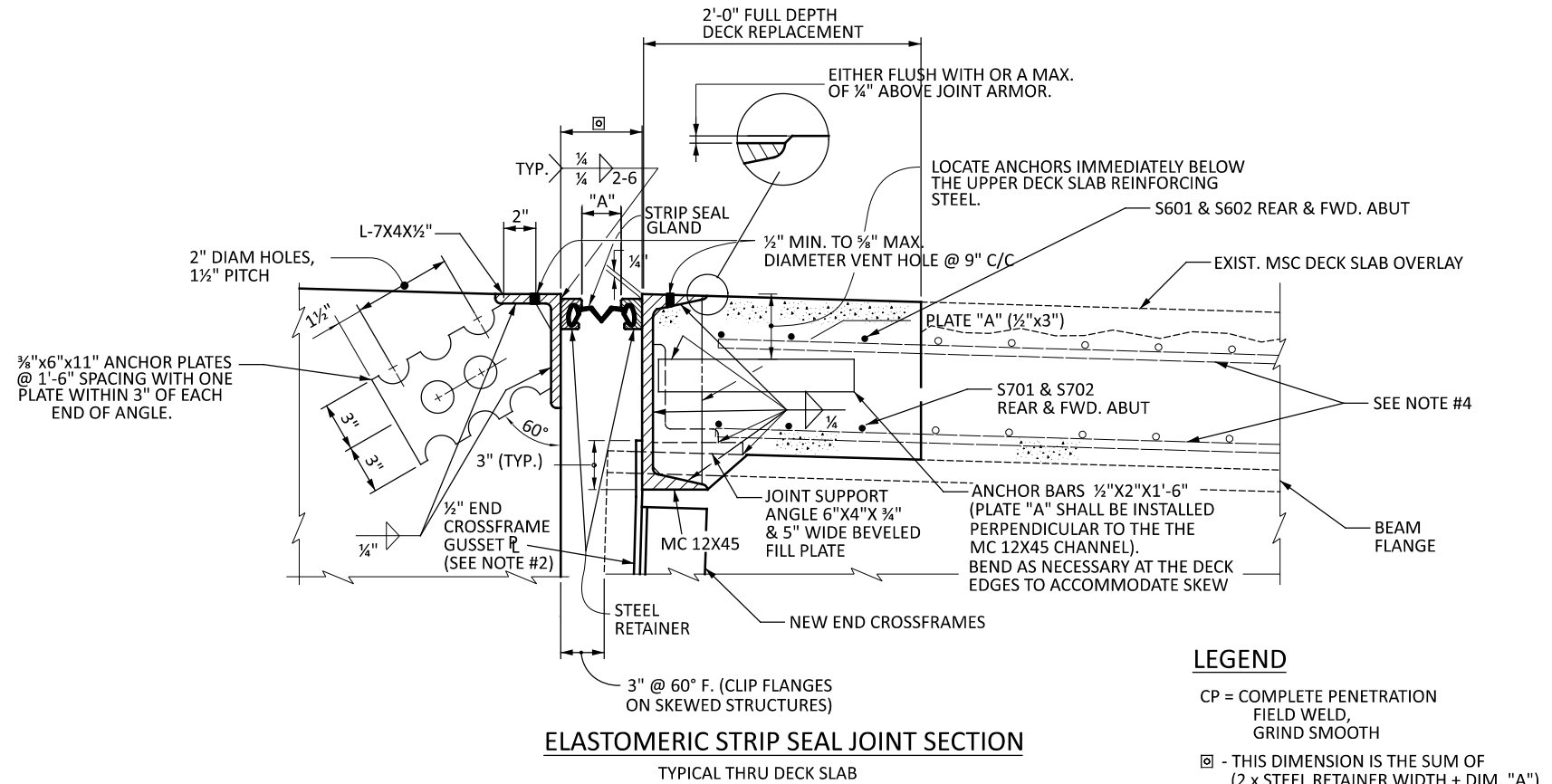
PAYMENT FOR THE STRUCTURAL TUBE STEEL, WELDING, STRUCTURAL STEEL, BOLTED CONNECTIONS AND FIELD DRILLING OF THE BEAM WEB SHALL BE INCLUDED WITH ITEM 518 - SCUPPER, VERTICAL EXTENSION.

SCUPPER EXTENSION DETAILS  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

SFN	3108341
SFN	3108317
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK
DATE	9/30/25
PROJECT ID	110539
SUBSET	9
TOTAL	13
SHEET	46
TOTAL	55

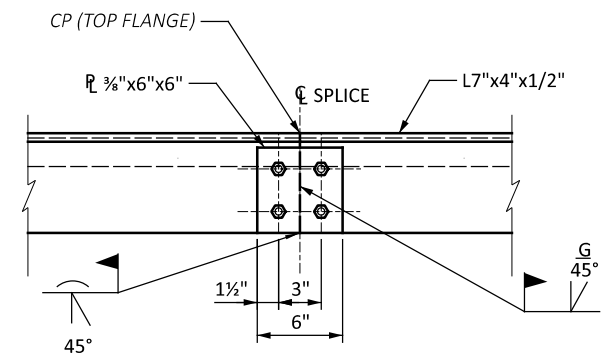


**END DAM SPLCE DETAIL**  
 REAR ABUTMENT SHOWN  
 FORWARD ABUTMENT SIMILAR  
 (\*) - MEASURED TO REFERENCE CHORD

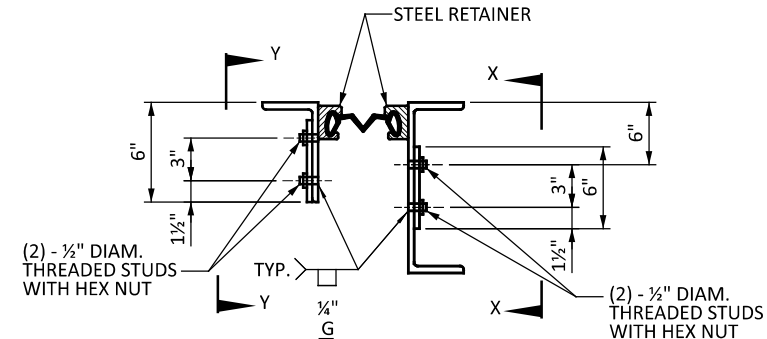


**ELASTOMERIC STRIP SEAL JOINT SECTION**  
 TYPICAL THRU DECK SLAB

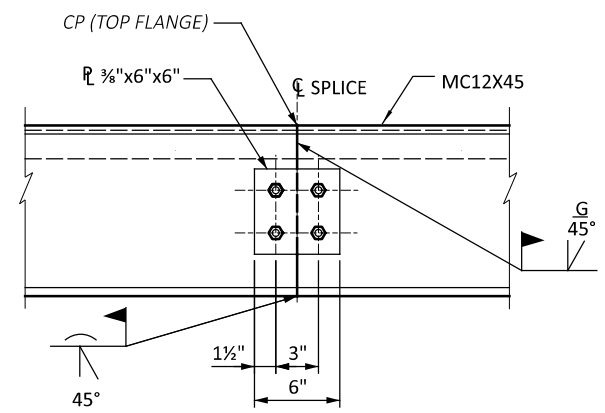
**LEGEND**  
 CP = COMPLETE PENETRATION  
 FIELD WELD,  
 GRIND SMOOTH  
 [Symbol] - THIS DIMENSION IS THE SUM OF  
 (2 x STEEL RETAINER WIDTH + DIM. "A")



**VIEW Y-Y**  
 ABUTMENT SIDE SUPPORT  
 ARMOR SPLICE DETAIL



**STRIP SEAL EXPANSION JOINT  
 SPLICE DETAIL**

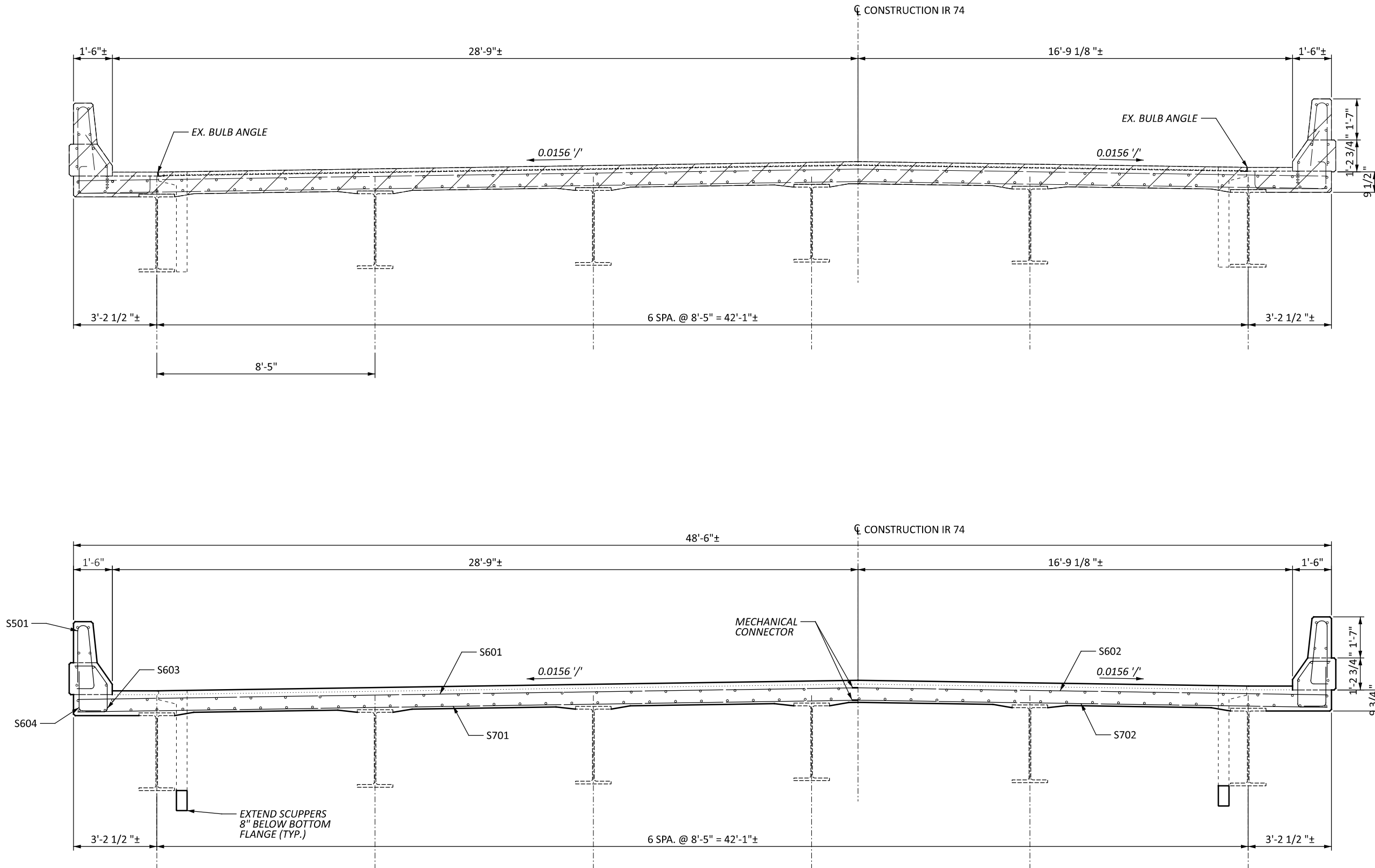


**VIEW X-X**  
 DECK SLAB SUPPORT  
 ARMOR SPLICE DETAIL

- NOTES:**
- CONTRACTOR SHALL FIELD VERIFY AND SURVEY THE EXISTING DECK AND STRUCTURAL STEEL PRIOR TO FABRICATING THE NEW EXPANSION JOINT. COST FOR DECK SURVEY AND FIELD VERIFICATION SHALL BE INCLUDED WITH ITEM 516 - STRIP SEAL EXPANSION JOINT, AS PER PLAN FOR PAYMENT.
  - NEW EXPANSION JOINT SHALL REPLACE THE EXISTING TOP GUSSET PLATES THAT CONNECT THE EXPANSION JOINT TO THE END CROSS FRAMES. THE NEW GUSSET PLATES ALONG WITH ANY ADDITIONAL FILL PLATES, ETC. REQUIRED FOR PROPER FIT-UP SHALL BE CONSIDERED INCIDENTAL TO THE NEW EXPANSION JOINT. DUE TO RELOCATION OF THE END CROSS FRAMES, PROVIDE BENT PLATE ATTACHMENT PLATES TO CONNECT NEW END CROSS FRAMES TO THE EXISTING ABUTMENT STIFFENER PLATES WHERE NEEDED. PLATE THICKNESS SHALL BE 1/2" MINIMUM.
  - REFER TO STD. DWG. EXJ-4-87 FOR ADDITIONAL INFORMATION.
  - EXISTING LONGITUDINAL DECK REBAR SHALL BE SALVAGED FOR RE-USE. BEND REBAR OUT OF THE WAY AS NEEDED TO ACCOMMODATE INSTALLATION OF THE EXPANSION JOINTS. PLACE NEW TRANSVERSE REBAR PARALLEL WITH THE EXPANSION JOINTS.
  - MINIMUM JOINT OPENING (DIMENSION 'A') AT THE TIME OF SEAL GLAND INSTALLATION SHALL NOT BE LESS THAN 2 1/2". IF THE JOINT OPENING IS LESS, INSTALLATION SHALL BE POSTPONED UNTIL THE TEMPERATURE DROPS A SUFFICIENT AMOUNT TO ALLOW THE 2 1/2" OPENING. DIMENSION 'A' SHALL BE DETERMINED BY THE FABRICATOR.
  - STRIP SEAL SHALL BE INSTALLED IN ONE CONTINUOUS PIECE AFTER COMPLETION OF THE END DAM INSTALLATION.
  - PORTIONS OF THE STRIP SEAL EXPANSION JOINT ASSEMBLY THAT ARE ANGLED TO MEET THE TRANSVERSE DECK CROSS SLOPE SHALL BE CONNECTED AT THE CENTERLINE OF CONSTRUCTION USING COMPLETE PENETRATION FIELD WELD. WELDS SHALL BE GROUND SMOOTH.
  - INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED.
  - ALL COSTS ASSOCIATED WITH THE ELASTOMERIC STRIP SEAL EXPANSION JOINT, SIDEWALK COVER PLATES, AND ANY REMAINING INCIDENTALS REQUIRED TO COMPLETE THE EXPANSION JOINT INSTALLATION SHALL BE INCLUDED WITH ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN FOR PAYMENT.

**EXPANSION JOINT DETAILS**  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

SFN	3108341
SFN	3108317
DESIGN AGENCY	[Logo]
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK	9/30/25
PROJECT ID	110539
SUBSET	TOTAL
10	13
SHEET	TOTAL
47	55



**NOTES:**  
 1. RIGHT BRIDGE SHOWN, LEFT BRIDGE SIMILAR.

**SUPERSTRUCTURE TYPICAL SECTION**  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

SFN	3108341
SFN	3108317
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK
PROJECT ID	110539
SUBSET	TOTAL
11	13
SHEET	TOTAL
48	55



North Barrier Left Bridge  
 SFN 3108317

**LEFT BRIDGE - EXTERIOR SIDE OF NORTH PARAPET**

519 REPAIR AREA	TOTAL AREA * 150%	FRP AREA
1' x 1' = 1 SF	1.5 S.F.	3' x 3' = 9 S.F.
1' x 1' = 1 SF	1.5 S.F.	3' x 3' = 9 S.F.
1' x 1' = 1 SF	1.5 S.F.	3' x 3' = 9 S.F.
1' x 1' = 1 SF	1.5 S.F.	3' x 3' = 9 S.F.
1' x 1' = 1 SF	1.5 S.F.	3' x 3' = 9 S.F.
1' x 1' = 1 SF	1.5 S.F.	3' x 3' = 9 S.F.
1' x 2' = 2 SF	3.0 S.F.	3' x 4' = 12 S.F.
1' x 1' = 1 SF	1.5 S.F.	3' x 3' = 9 S.F.
1' x 1' = 1 SF	1.5 S.F.	3' x 3' = 9 S.F.
1' x 2' = 2 SF	3.0 S.F.	3' x 4' = 12 S.F.
1' x 2' = 2 SF	3.0 S.F.	3' x 4' = 12 S.F.
	<b>19.5 S.F.</b>	<b>99 S.F.</b>

511 - FULL DEPTH PARAPET REPAIRS  
 2.67' \* 1.5' \* 3.0' \* 3 LOCATIONS \* 150% \* 1/27 = 2 C.Y.

519 - FRP WRAP OF FULL DEPTH REPAIR AREAS  
 3 LOCATIONS \* 7' \* 5' = 105 S.F.

**NOTES:**

1. PATCH CONCRETE PARAPET PER CMS 519.
2. REMOVE EXISTING CONCRETE SEALER TO 1'-0" BEYOND REPAIR AREAS.
3. PATCH CONCRETE PARAPET AS SHOWN.
4. USE CAUTION AROUND EXISTING UTILITY LINES.
5. COVER EACH PATCH AREA WITH COMPOSITE FRP WRAP TO PREVENT FUTURE SPALLS. WRAP THE TOP AND BOTH SIDES OF THE PARAPET WHERE FULL DEPTH "FD" REPAIRS ARE MADE. TOTAL FRP AREA = 204 S.F. EXTEND FRP 12" BEYOND EACH PATCH AND FULL DEPTH REPAIR AREAS.
6. RE-SEAL CONCRETE PARAPET(S) WITH EPOXY-URETHANE, FEDERAL COLOR 17778.
7. FOR FULL DEPTH REPAIRS, SALVAGE ALL EXISTING REBAR FOR RE-USE. DO NOT CUT.

PARAPET REPAIR DETAILS  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

SFN 3108341

SFN 3108317

DESIGN AGENCY



DESIGNER CAH CHECKER GTF

REVIEWER RSK 9/30/25

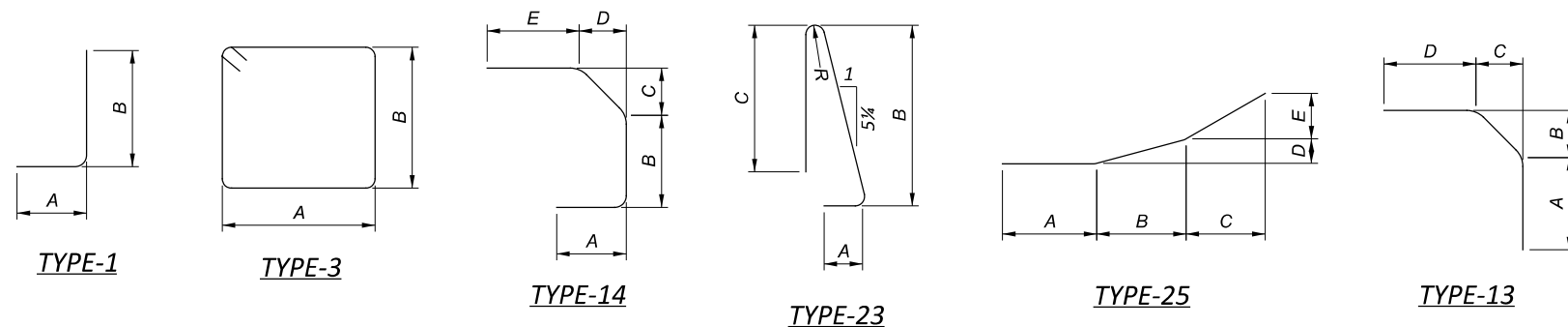
PROJECT ID 110539

SUBSET TOTAL 12 13

SHEET TOTAL 49 55

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
<b>LEFT BRIDGE SUPERSTRUCTURE REINFORCING STEEL LIST</b>											
S501	10		5'-8"	60	23	0'-6"	2'-5"	2'-5"			0'-3"
S502	4		5'-8"	24	23	0'-6"	2'-5"	2'-5"			0'-3"
S601	6		24'-11"	225	STR						
S602	6		40'-8"	366	STR						
S603	14		3'-3"	68	14	0'-10"	1'-0"	0'-9"	0'-6"	0'-9"	
S604	14		2'-2"	46	1	0'-10"	1'-6"				
S701	6		24'-11"	306	STR						
S702	6		40'-8"	499	STR						
SUB-TOTAL			1,594								
<b>RIGHT BRIDGE SUPERSTRUCTURE REINFORCING STEEL LIST</b>											
S501	10		5'-8"	60	23	0'-6"	2'-5"	2'-5"			0'-3"
S502	4		5'-8"	24	23	0'-6"	2'-5"	2'-5"			0'-3"
S601	6		24'-11"	225	STR						
S602	6		40'-8"	366	STR						
S603	14		3'-3"	68	14	0'-10"	1'-0"	0'-9"	0'-6"	0'-9"	
S604	14		2'-2"	46	1	0'-10"	1'-6"				
S701	6		24'-11"	306	STR						
S702	6		40'-8"	499	STR						
SUB-TOTAL			1,594								

MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
<b>LEFT BRIDGE ABUTMENT REINFORCING STEEL LIST</b>											
A501	4	4	8	5'-8"	48	23	0'-6"	2'-5"	2'-5"		0'-3"
A502	2	2	8	5'-8"	48	23	0'-6"	2'-5"	2'-5"		0'-3"
A503	34	34	68	4'-6"	319	3	1'-4"	0'-7"			
A504	4	4	8	2'-4"	19	1	0'-7"	1'-11"			
A505	16	16	32	4'-2"	139	STR					
A506	8	8	16	15'-11"	265	STR					
A507	4	4	8	13'-10"	115	25	10'-0"	2'-5"	1'-4 1/4"	0'-1 1/2"	0'-5"
A508	12	12	24	13'-10"	346	STR					
A509	60	60	120	3'-10"	480	1	3'-5"	0'-7"			
SUB-TOTAL			4,192								
<b>RIGHT BRIDGE ABUTMENT REINFORCING STEEL LIST</b>											
A501	4	4	8	5'-8"	48	23	0'-6"	2'-5"	2'-5"		0'-3"
A502	2	2	8	5'-8"	48	23	0'-6"	2'-5"	2'-5"		0'-3"
A503	34	34	68	4'-6"	319	3	1'-4"	0'-7"			
A504	4	4	8	2'-4"	19	1	0'-7"	1'-11"			
A505	16	16	32	4'-2"	139	STR					
A506	8	8	16	15'-11"	265	STR					
A507	4	4	8	13'-10"	115	25	10'-0"	2'-5"	1'-4 1/4"	0'-1 1/2"	0'-5"
A508	12	12	24	13'-10"	346	STR					
A509	60	60	120	3'-10"	480	1	3'-5"	0'-7"			
A601	65	65	130	2'-0"	391	STR					
A602	65	65	130	3'-10"	748	2	2'-3"	0'-10 3/4"	1'-0"		
A603	3	3	6	24'-11"	224	STR					
A604	3	3	6	40'-8"	366	STR					
A605	28	28	56	3'-10"	322	13	2'-3 1/2"	0'-8 1/2"	0'-6"	0'-9"	
A606	34	34	68	3'-0"	306	STR					
A607	6	6	12	3'-1"	56	1	0'-11"	2'-3 1/2"			
SUB-TOTAL			4,192								



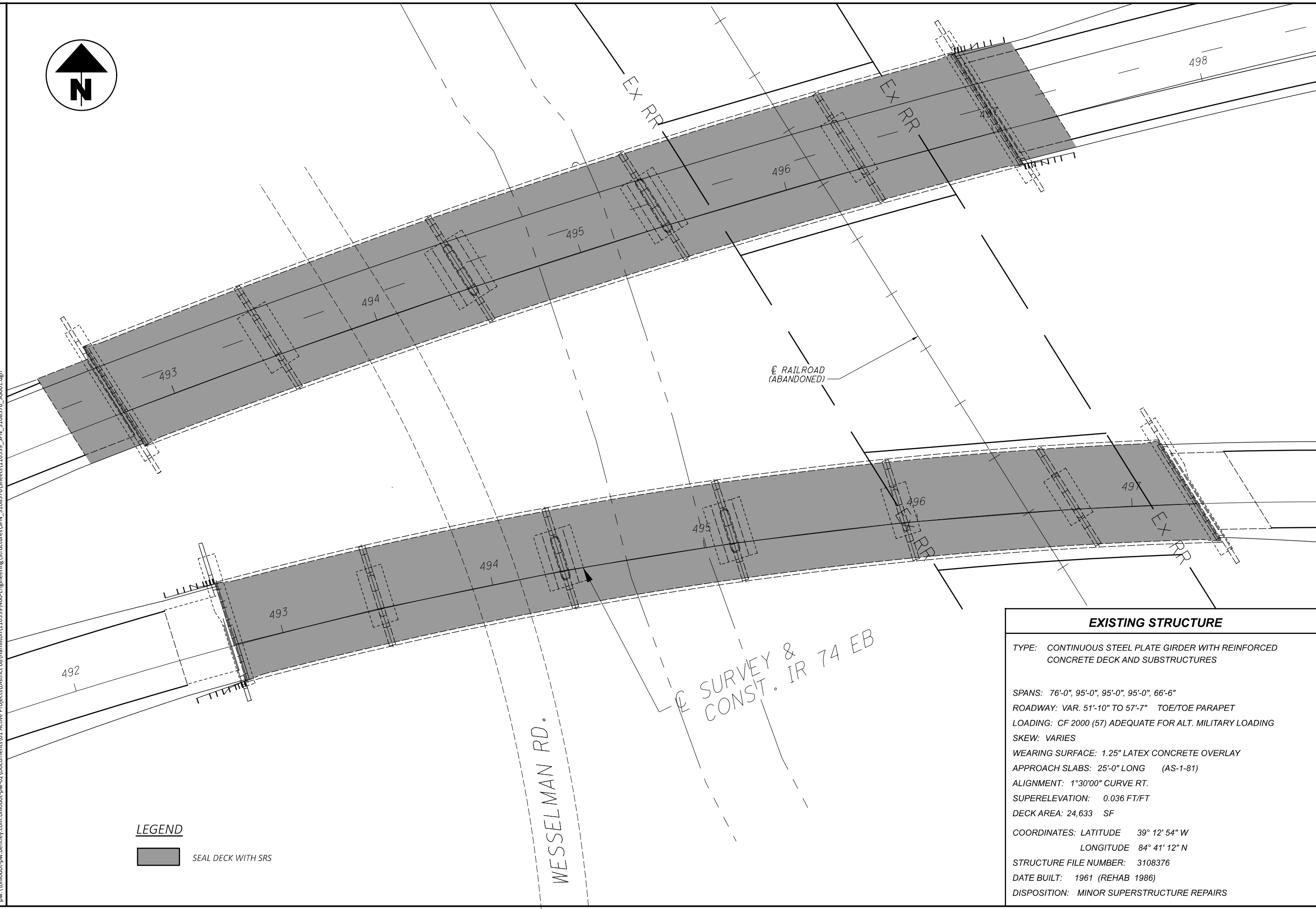
REBAR BEND DIAGRAMS

NOTES:

- ALL DIMENSIONS ARE OUT TO OUT OF BAR
- DIMENSIONS ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE. OTHERWISE STANDARD HOOKS ARE TO BE USED. REFERENCE CMS 509.
- ALL REINFORCING STEEL CLEARANCES ARE 2" UNLESS OTHERWISE NOTED.
- ALL REBAR SHALL BE BLACK UNCOATED BARS UNLESS NOTED OTHERWISE.

REINFORCING STEEL LIST  
 BRIDGE No.: HAM-74-8.57 L/R  
 IR 74 OVER EAST MIAMI RIVER RD.

SFN	3108341
SFN	3108317
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 9/30/25
PROJECT ID	110536
SUBSET	13
TOTAL	13
SHEET	50
TOTAL	55



**LEGEND**

 SEAL DECK WITH SRS

**EXISTING STRUCTURE**

TYPE: CONTINUOUS STEEL PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES

SPANS: 76'-0", 95'-0", 95'-0", 95'-0", 66'-6"

ROADWAY: VAR. 51'-10" TO 57'-7" TOE/TOE PARAPET

LOADING: CF 2000 (57) ADEQUATE FOR ALT. MILITARY LOADING

SKEW: VARIES

WEARING SURFACE: 1.25" LATEX CONCRETE OVERLAY

APPROACH SLABS: 25'-0" LONG (AS-1-81)

ALIGNMENT: 1°30'00" CURVE RT.

SUPERELEVATION: 0.036 FT/FT

DECK AREA: 24,633 SF

COORDINATES: LATITUDE 39° 12' 54" N

LONGITUDE 84° 41' 12" N

STRUCTURE FILE NUMBER: 3108376

DATE BUILT: 1961 (REHAB 1986)

DISPOSITION: MINOR SUPERSTRUCTURE REPAIRS

SFN 3108376

SFN 3108406

DESIGN AGENCY



DESIGNER CAH

CHECKER GTF

REVIEWER

RSK MM-DD-YY

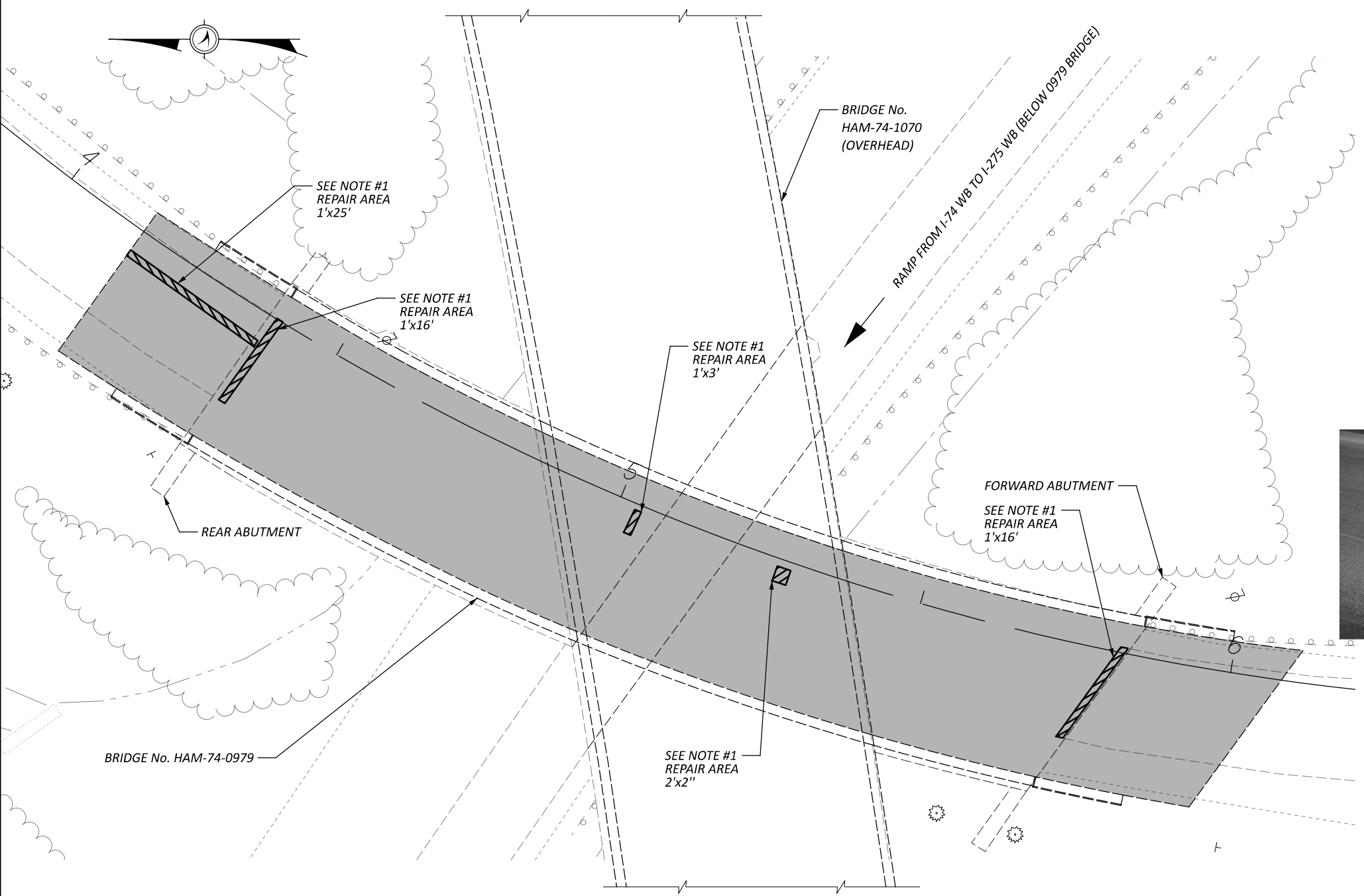
PROJECT ID 110539

SUBSET TOTAL

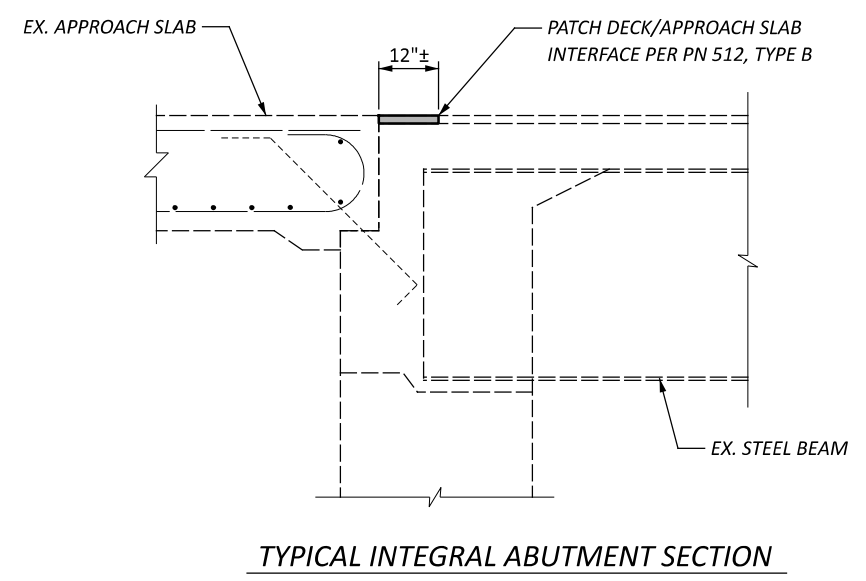
0 0

SHEET TOTAL

51 55



PLAN



TYPICAL INTEGRAL ABUTMENT SECTION



2'X2' REPAIR PHOTO



1'X3' REPAIR PHOTO



DECK DETERIORATION AT REAR ABUTMENT



DECK DETERIORATION AT FORWARD ABUTMENT

**NOTES:**

- PATCH DECK AND APPROACH SLAB PER PN 512, TYPE B. TOTAL PATCHING QUANTITY = 64 S.F.
- PHOTO VIEWS ARE LOOKING WEST.

**LEGEND**

SEAL DECK AND APPROACH SLABS WITH SRS.

**EXISTING STRUCTURE**

TYPE: EXISTING REINFORCED CONCRETE DECK WITH STEEL BEAMS SUPPORTED ON CAP & COLUMN PIERS AND INTEGRAL ABUTMENTS

SPANS: 40'-0", 57'-0", 45'-6"

ROADWAY: 27'-0" TOE/TOE OF REFACED PARAPETS

LOADING: HS2=44 & ALT. INTERSTATE LOADING

SKEW: 14°10'00" L.F.

WEARING SURFACE: 1.25" THK. MICROSILICA CONCRETE OVERLAY

APPROACH SLABS: 25'-0" LONG PER AS-1-72 (MODIFIED)

ALIGNMENT: 14°00'00" CURVE LEFT

SUPER-ELEVATION: 1" PER FOOT

STRUCTURE FILE NUMBER: 3108414

DATE BUILT: 1976 (REHAB IN 2014)

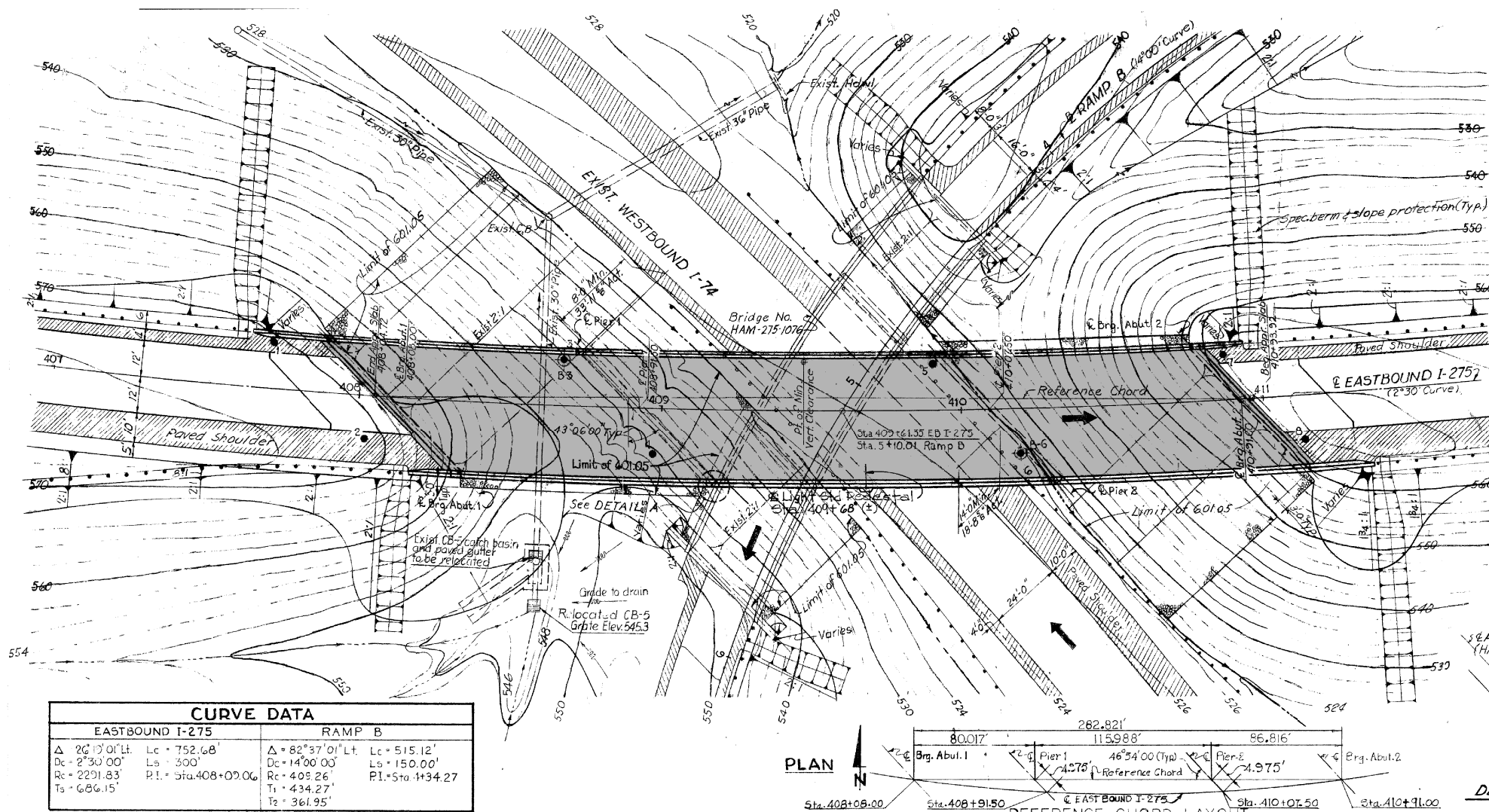
DISPOSITION: DECK PATCHING AND SEALING WITH SRS

DECK AREA: SF

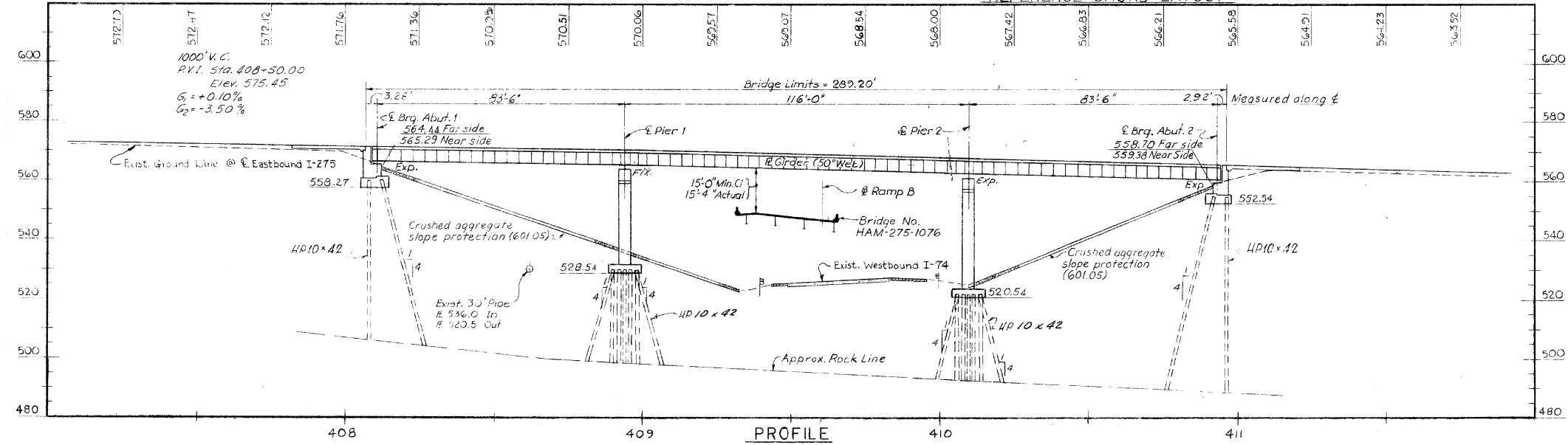
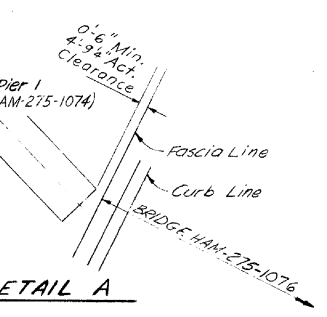
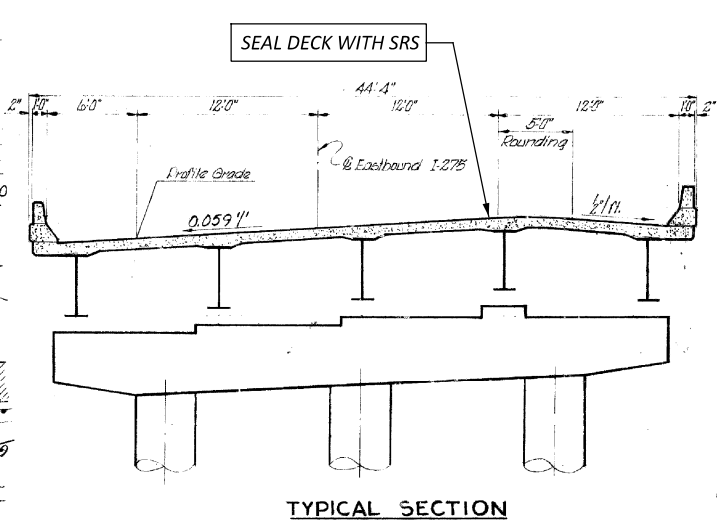
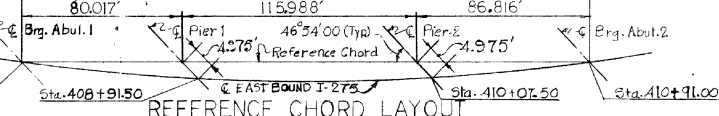
COORDINATES: LATITUDE  
LONGITUDE

GENERAL PLAN  
 BRIDGE No.: HAM-74-9.79  
 RAMP FROM IR-275 WB TO IR-74 EB OVER IR-74 WB

SFN	0
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK	9/30/25
PROJECT ID	110539
SUBSET	TOTAL
0	0
SHEET	TOTAL
52	55



CURVE DATA			
EASTBOUND I-275		RAMP B	
Δ = 26° 15' 01" Lt.	Lc = 752.68	Δ = 82° 37' 01" Lt.	Lc = 515.12'
Dc = 2° 30' 00"	Ls = 300'	Dc = 14° 00' 00"	Ls = 150.00'
Rc = 2291.83'	P.I. = Sta. 408+09.06	Rc = 405.26'	P.I. = Sta. 4134.27
Ts = 686.15'		Ts = 434.27'	
		Ts = 361.95'	



**LEGEND**  
 - SEAL BRIDGE DECK WITH SRS

**EXISTING STRUCTURE**

TYPE: CONTINUOUS WELDED STEEL PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 83'-6"; 116'-0"; 83'-6"

ROADWAY: 42'-0" F/F PARAPETS

LOADING: HS-20-44 AND THE INTERSTATE ALTERNATE LOADING

SKEW: 43°06'00" R.F.

WEARING SURFACE:

APPROACH SLABS: AS-1-72 (25' LONG)

ALIGNMENT: 2°30' CURVE LEFT

CROWN: FT/FT

STRUCTURE FILE NUMBER: 3116298

DATE BUILT:

DISPOSITION:

DECK AREA: SF

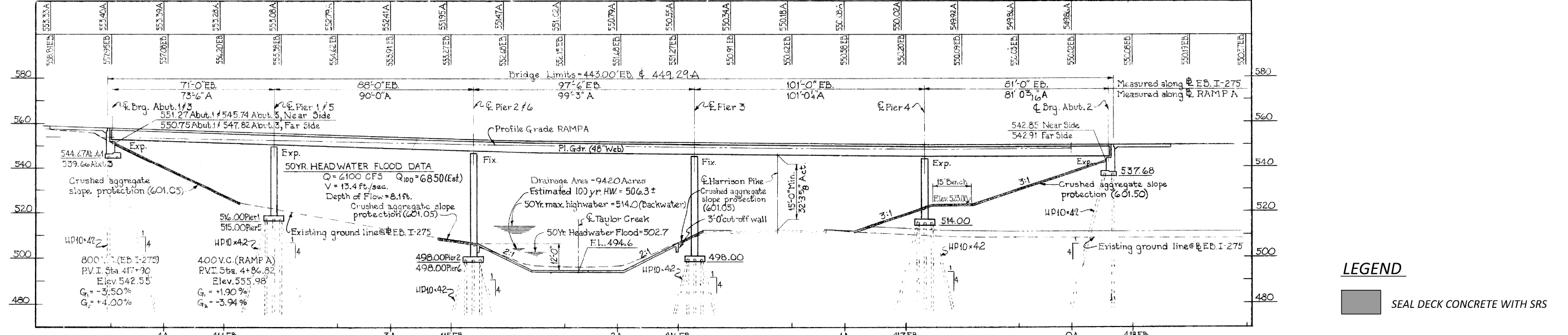
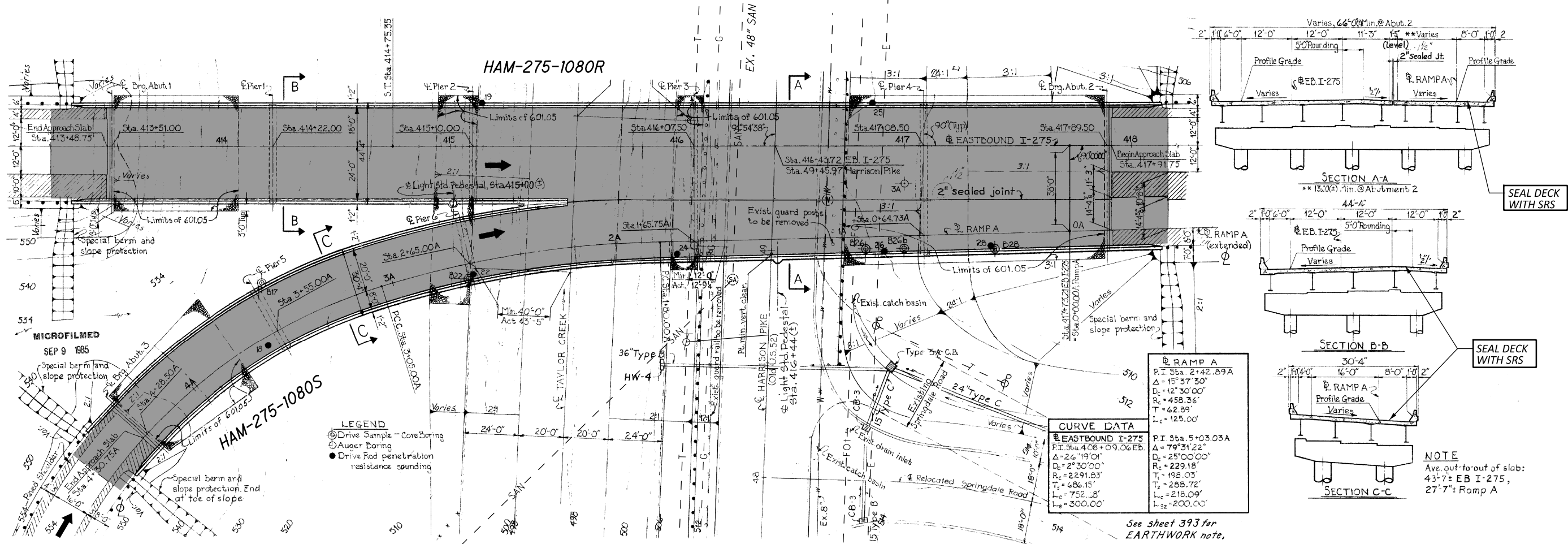
COORDINATES: LATITUDE N39°12'54"  
 LONGITUDE W84°40'44"

- NOTES:**
1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
  2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERAL NOTES.

GENERAL PLAN  
 BRIDGE No.: HAM-275-10.70R  
 IR 275 OVER RAMP TO I-74 EB & WB

SFN	3108414
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK	9/30/25
PROJECT ID	110539
SUBSET	TOTAL
0	0
SHEET	TOTAL
53	55





- NOTES:**
1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
  2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERAL NOTES.

EXISTING STRUCTURE HAM-275-1080R	
TYPE:	CONTINUOUS STEEL PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES
ALIGNMENT:	2°30' CURVE LEFT & TANGENT
SUPERELEVATION:	
STRUCTURE FILE NUMBER:	3116352
DATE BUILT:	1961, REHAB IN 1986 & 2013
DISPOSITION:	DECK SEALING
DECK AREA:	SF
COORDINATES:	LATITUDE N39°12'54" LONGITUDE W84°40'36"
SPANS:	71'-0"±, 88'-0"±, 97'-6"±, 101'-0"±, 81'-0"±
ROADWAY:	VARIABLES, 63'-8"± F/F PARAPETS @ ABUT. 2 42'-0"± F/F PARAPETS @ ABUT. 1
LOADING:	HS20-44 AND ALT. INTERSTATE MILITARY LOADING
SKEW:	0°00'00"
WEARING SURFACE:	SDC CONCRETE OVERLAY
APPROACH SLABS:	AS-1-72 (25' LONG)

EXISTING STRUCTURE HAM-275-1080S	
TYPE:	CURVED STEEL PLATE GIRDER FOR THE CURVED PORTION OF RAMP A WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES
ALIGNMENT:	25°00', 12°30' CURVE LEFT & TANGENT
SUPERELEVATION:	0.071 FT/FT, 0.025 FT/FT
STRUCTURE FILE NUMBER:	3116387
DATE BUILT:	1961, REHAB IN 1986 & 2013
DISPOSITION:	DECK SEALING
DECK AREA:	SF
COORDINATES:	LATITUDE N39°12'54" LONGITUDE W84°40'36"
SPANS:	73'-6"±, 90'-0"±, 99'-3"±, 101'-01/4"±, 81'-03/16"±
ROADWAY:	VARIABLES, 63'-8"± F/F PARAPETS @ ABUT. 2 28'-0"± F/F PARAPETS @ ABUT. 3
LOADING:	HS20-44 AND ALT. INTERSTATE MILITARY LOADING
SKEW:	0°00'00"
WEARING SURFACE:	SDC CONCRETE OVERLAY
APPROACH SLABS:	AS-1-72 (25' LONG) MODIFIED

GENERAL PLAN  
 BRIDGE No.: HAM-275-10.80R & HAM-275-10.80S  
 IR 275 OVER TAYLOR CREEK AND HARRISON AVE.

SFN	3116352
SFN	3116387
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	
RSK	9/30/25
PROJECT ID	110539
SUBSET	TOTAL
1	1
SHEET	TOTAL
55	55

**UTILITIES**

THERE IS EXISTING LIGHTING RACEWAY CONDUIT IN THE BARRIER. THERE ARE NO RECORDS OF ANY EXISTING OR ABANDONED LIGHTING CABLE IN THE RACEWAY CONDUIT. IF EXISTING LIGHTING CABLES ARE ENCOUNTERED, THEY SHALL REMAIN FOR POTENTIAL FUTURE USE. THE CONTRACTOR SHALL MAINTAIN EXISTING CABLE LINES IN RACEWAY CONDUIT IN EXISTING BARRIERS DURING REMOVAL OF BARRIERS. THE RACEWAY CONDUIT SHALL BE RECONNECTED TO ADJACENT BARRIERS FOR ANY POTENTIAL FUTURE USE OF THE RACEWAY CONDUIT.

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

**ITEM 202 - INLET REMOVED, AS PER PLAN**

THIS WORK SHALL CONSIST OF REMOVING OF INLETS PER 202.03. EXISTING ABANDONED LIGHTING RACEWAY CONDUIT IS LOCATED IN THE EXISTING CONCRETE BARRIER. IF ANY EXISTING LIGHTING CABLES ARE PRESENT IN THE BARRIER RACEWAY CONDUIT, THE CONTRACTOR SHALL REMOVE EXISTING CABLES BETWEEN JUNCTION BOXES WITHIN THE WORK ZONE. ALL WORK ASSOCIATED WITH REMOVAL OF THE ABANDONED LIGHTING CABLES WITHIN THE CONCRETE INLET BARRIER WALL AND ENSURING EXISTING CABLES OUTSIDE THE WORK ZONE ARE NOT DAMAGED IS INCIDENTAL TO THE PAY ITEM. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - INLET REMOVED, AS PER PLAN 2 EA

**ITEM 611 - INLET, NO. 3A, AS PER PLAN**

THE PROPOSED INLET SHALL BE INSTALLED PER CMS 611 AND PER THE INLET DESIGN PROVIDED ON SHEET 55C. IF LIGHTING CABLE IS ENCOUNTERED, THE CONTRACTOR SHALL ENSURE THE PULL WIRE #12 AWG MINIMUM ARE INSTALLED IN PLACE OF THE REMOVED LIGHTING CABLE WITHIN THE WORK ZONE PER CMS 625. ALL WORK ASSOCIATED WITH RECONNECTING THE LIGHTING CABLE IS INCIDENTAL TO THE PAY ITEM. MASONRY COLLARS PER AS PER PLAN NOTE ON THIS SHEET SHALL BE ADDED AT EACH CONNECTION BETWEEN EXISTING AND PROPOSED STORM SEWER CONDUIT.

PER THE EXISTING PLANS, THE INLET AT SLM 7.098 (STA 386+60) IS BETWEEN 6 AND 8 FT DEEP AND THE INLET AT SLM 7.341 (STA 399+57) IS BETWEEN 2 AND 4 FEET DEEP. CONTRACTOR IS TO FIELD VERIFY THE DEPTHS OF THE INLETS PRIOR TO ORDERING MATERIALS.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - INLET, NO 3A, AS PER PLAN 2 EA

**ITEM 202 - PIPE REMOVED, 24" AND UNDER**

DURING REMOVAL OF EXISTING INLETS PER ITEM 202, A QUANTITY OF 8' OF ITEM 202 PIPE REMOVED, 24" AND UNDER, PER CONNECTION MAY BE REQUIRED. THE EXISTING PIPE SHOULD BE REMOVED TO THE NEAREST EXISTING JOINT. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - PIPE REMOVED, 24" AND UNDER 24 FT

**ITEM 611 - 15" CONDUIT, TYPE B  
ITEM 611 - 24" CONDUIT, TYPE B**

IN ORDER TO CONNECT EXISTING CONDUIT TO PROPOSED INLET, A QUANTITY OF 8' OF ITEM 611 - 15" OR 24" CONDUIT PER CONNECTION MAY BE REQUIRED. NEW CONDUIT SHOULD CONNECT TO EXISTING CONDUIT AT AN EXISTING JOINT. A MASONRY COLLAR PER AS PER PLAN NOTE ON THIS SHEET IS REQUIRED TO MAKE THE CONNECTION BETWEEN EXISTING AND PROPOSED STORM SEWER CONDUIT. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 611 - 15" CONDUIT, TYPE B, 706.02 8 FT  
ITEM 611 - 24" CONDUIT, TYPE B, 706.02 16 FT

**PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS**

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ALL ITEM 611, DRAINAGE STRUCTURES.

ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 36 CY

THE ABOVE QUANTITY IS BASED ON A 301 THICKNESS OF 12" AT A WIDTH OF 8 FEET AROUND THE PERIMETER OF EACH STRUCTURE THAT IS BEING REPLACED.

**LOW STRENGTH MORTAR BACKFILL**

THE FOLLOWING QUANTITY IS PROVIDED FOR FILLING OF ANY VOIDS WHILE BACKFILLING AROUND NEW INLETS UP TO 1' BELOW EXISTING SURFACE.

ITEM 613 - LOW STRENGTH MORTAR BACKFILL 2 CY

**EXISTING SUBSURFACE DRAINAGE**

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS ENCOUNTERED DURING CONSTRUCTION.

CONNECTIONS TO NEW INLET AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

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

ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS 16 FT

**MASONRY COLLAR, AS PER PLAN**

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 AT BELL AND SPIGOT JOINTS. IF THE MASONRY COLLAR IS LOCATED UNDER THE INTERSTATE, THE MASONRY COLLAR WILL BE REQUIRED TO BE REINFORCED WITH 2 X 2 W0.9 X W0.9 GALVANIZED WELDED WIRE FABRIC. CHAIRS WILL BE REQUIRED SO THAT THE FABRIC IS 3" FROM THE PIPE. THE MASONRY COLLAR WILL BE 1' THICK. THE LENGTH OF THE MASONRY COLLAR WILL BE 3' TOTAL, CENTERED ON THE JOINT BETWEEN EXISTING AND PROPOSED.

ALL COSTS ASSOCIATED WITH THE MATERIALS AND INSTALLATION OF THE MASONRY COLLAR IS INCIDENTAL TO THE COST OF THE NEW CONDUIT.

**ITEM 614 MAINTAINING TRAFFIC - ESTIMATED QUANTITIES**

AT INLET REPLACEMENTS LOCATED AT 7.098 AND 7.341, THE CONTRACTOR IS PERMITTED TO MAINTAIN TRAFFIC ON BOTH EASTBOUND AND WESTBOUND I-74 ACCORDING TO MT 95.45. THE REMOVAL AND SUBSEQUENT RE-INSTALLATION OF PORTABLE BARRIER FOR ACCESS TO THE WORK AREA SHALL BE INCLUDED IN THE UNIT PRICE BID FOR PORTABLE BARRIER.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE MAINTENANCE OF TRAFFIC:

ITEM 614 - WORK ZONE IMPACT ATTENUATOR 4 EA  
ITEM 614 - BARRIER REFLECTOR, TYPE 1, ONE WAY 16 EA  
ITEM 614 - OBJECT MARKER, ONE-WAY 16 EA  
ITEM 622 - PORTABLE BARRIER, UNANCHORED 672 FT

**ITEM 503 - COFFERDAMS AND EXCAVATION BRACING**

THE CONTRACTOR SHALL PROVIDE COFFERDAMS AND EXCAVATION BRACING AS NEEDED TO SHORE AND PREVENT UNDERMINING OF THE PAVEMENT THAT WILL REMAIN IN SERVICE DURING REPLACEMENT OF THE INLETS. THE PAY ITEM ALSO INCLUDES ANY DEWATERING NEEDED DURING REPLACEMENT OF THE INLETS.

**ITEM 202 - PAVEMENT REMOVED**

THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT FULL DEPTH TO ACCOMMODATE REPLACEMENT OF THE INLET.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE MAINTENANCE OF TRAFFIC:

ITEM 202 - PAVEMENT REMOVED 110 SY

THE ABOVE QUANTITY IS BASED ON A PAVEMENT WIDTH OF 8 FEET AROUND THE PERIMETER OF EACH STRUCTURE THAT IS BEING REPLACED.

DESIGN AGENCY

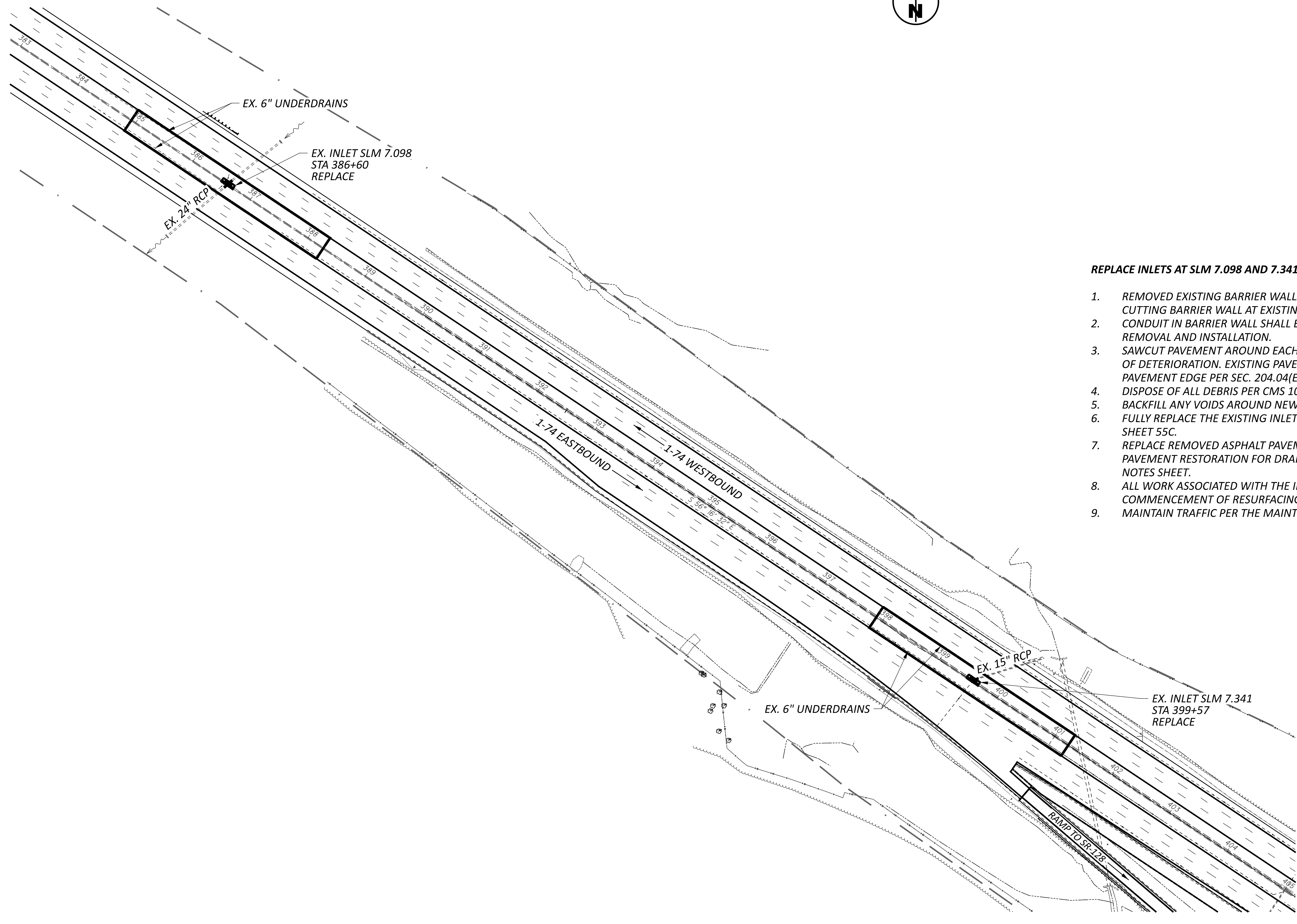
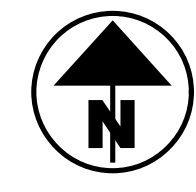


DESIGNER  
MLB

REVIEWER  
MLB 03-17-26

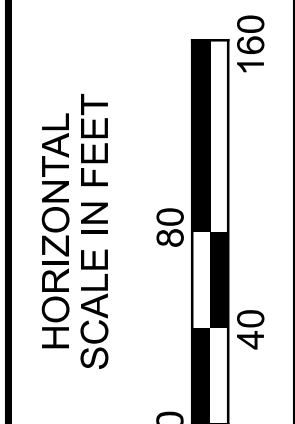
PROJECT ID  
110539

SHEET TOTAL  
P.55A 55



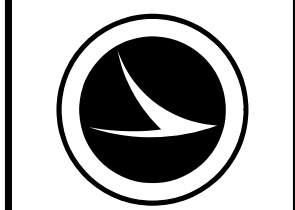
**REPLACE INLETS AT SLM 7.098 AND 7.341 BY PERFORMING THE FOLLOWING WORK:**

1. REMOVED EXISTING BARRIER WALLS ADJACENT TO EACH INLET IN NEED OF REPLACEMENT BY SAW CUTTING BARRIER WALL AT EXISTING EXPANSION JOINT.
2. CONDUIT IN BARRIER WALL SHALL BE SALVAGED FOR REUSE OR REPLACED DURING BARRIER REMOVAL AND INSTALLATION.
3. SAWCUT PAVEMENT AROUND EACH SINKHOLE LOCATION A MINIMUM OF 2 FEET BEYOND LIMITS OF DETERIORATION. EXISTING PAVEMENT EDGES SHALL BE SAWCUT TO LOCATE A SOUND PAVEMENT EDGE PER SEC. 204.04(E) OF THE CMS.
4. DISPOSE OF ALL DEBRIS PER CMS 105.16 AND 105.17.
5. BACKFILL ANY VOIDS AROUND NEW INLET WITH LSM UP TO 1' BELOW SURFACE.
6. FULLY REPLACE THE EXISTING INLET STRUCTURES PER STANDARD CONSTRUCTION DRAWING ON SHEET 55C.
7. REPLACE REMOVED ASPHALT PAVEMENT WITH FULL DEPTH ASPHALT PAVEMENT PER THE PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATION NOTE ON THE DRAINAGE NOTES SHEET.
8. ALL WORK ASSOCIATED WITH THE INLET REPLACEMENT SHALL BE COMPLETED PRIOR TO COMMENCEMENT OF RESURFACING ON THIS PORTION OF I-74.
9. MAINTAIN TRAFFIC PER THE MAINTENANCE OF TRAFFIC NOTES IN THESE PLANS.



**INLET REPLACEMENT PLAN**

DESIGN AGENCY



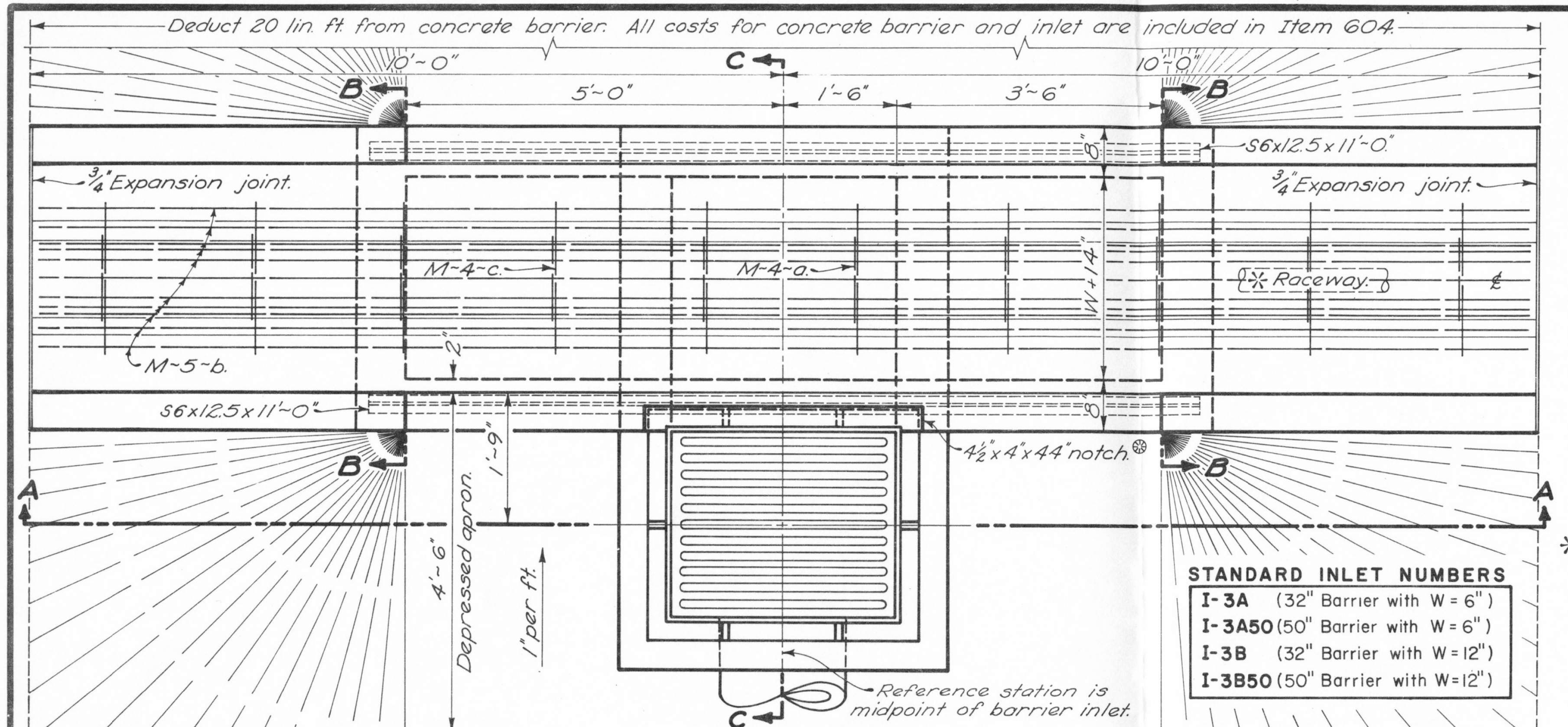
DESIGNER  
**MLB**

REVIEWER  
**MLB**

PROJECT ID  
**03-17-26**

SHEET TOTAL  
**110539**

SHEET TOTAL  
**P.55B 55**



**THE WALLS** between the bottom slab and the upper permissible construction joint may be built of brick, concrete block or cast-in-place concrete, 8" nominal thickness for depths of 12' or less. Precast walls shall have a minimum thickness of 6" and be reinforced sufficiently to permit shipping and handling without damage. The unit above the upper permissible construction joint may be precast or cast-in-place. **HEIGHT:** When placed in 50" high barrier the 32" height shall be made 50" per details on MC-9. **CONCRETE,** cast-in-place, to be Class C. All precast concrete shall meet the requirements of 706.13 with 6 ± 2% air void content in the hardened concrete. Required markings shall include the inlet number.

**STEPS** shall be in accordance with Standard Drawing MH-1. Minimum weight of frame and cover shall be 540 pounds.

**GRATE LOCATION:** In super-elevated curves or at other locations where there is unequal discharge from the directional roadways, the inlet grating shall be located in the roadway which discharges the major flow.

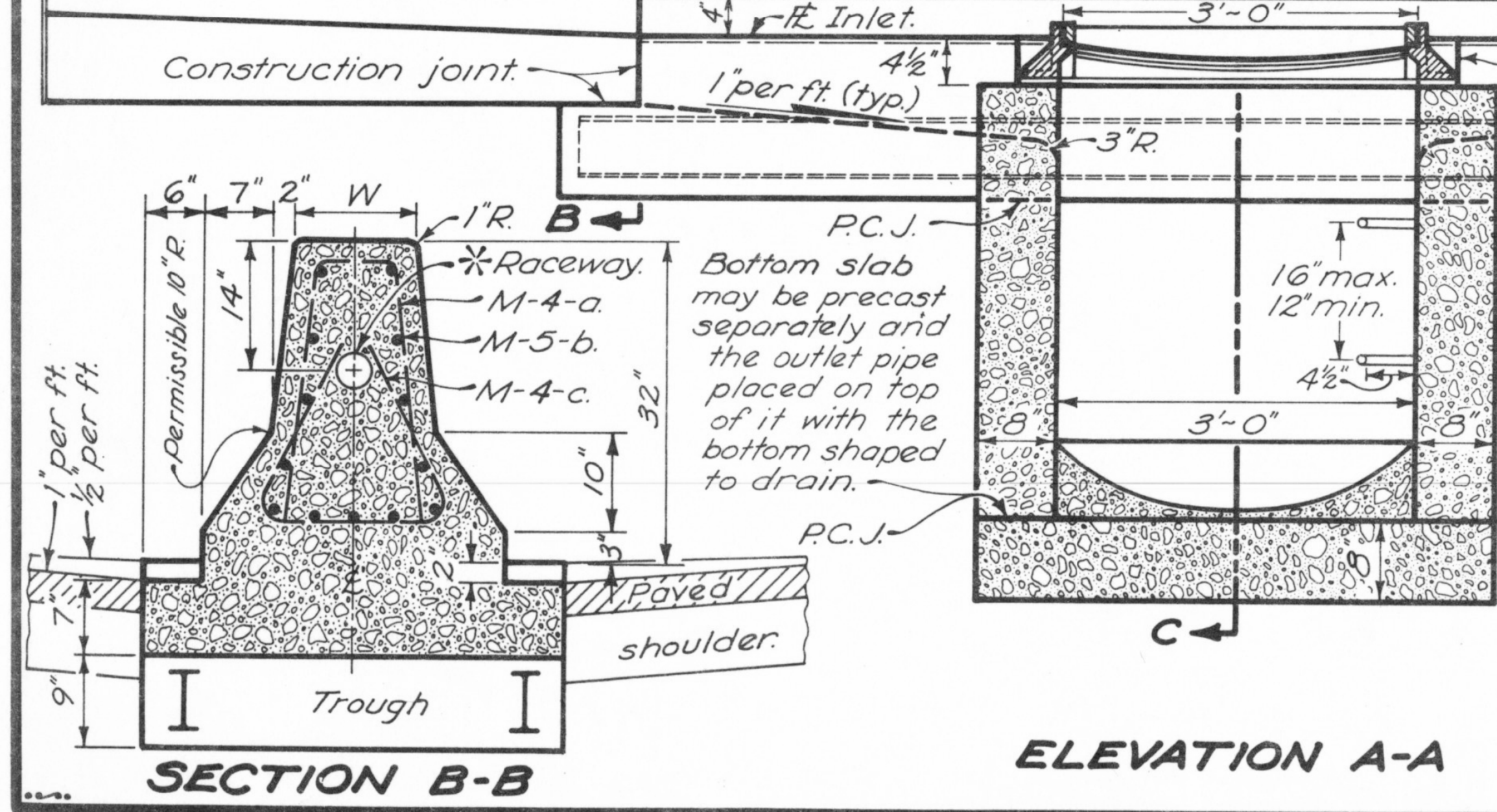
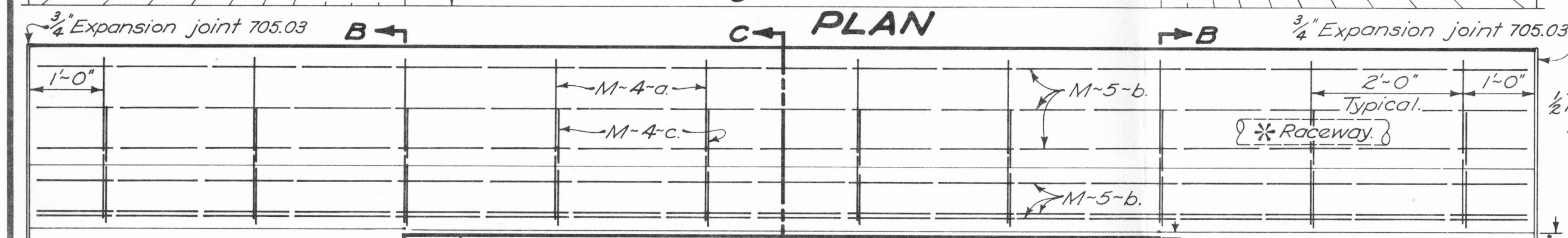
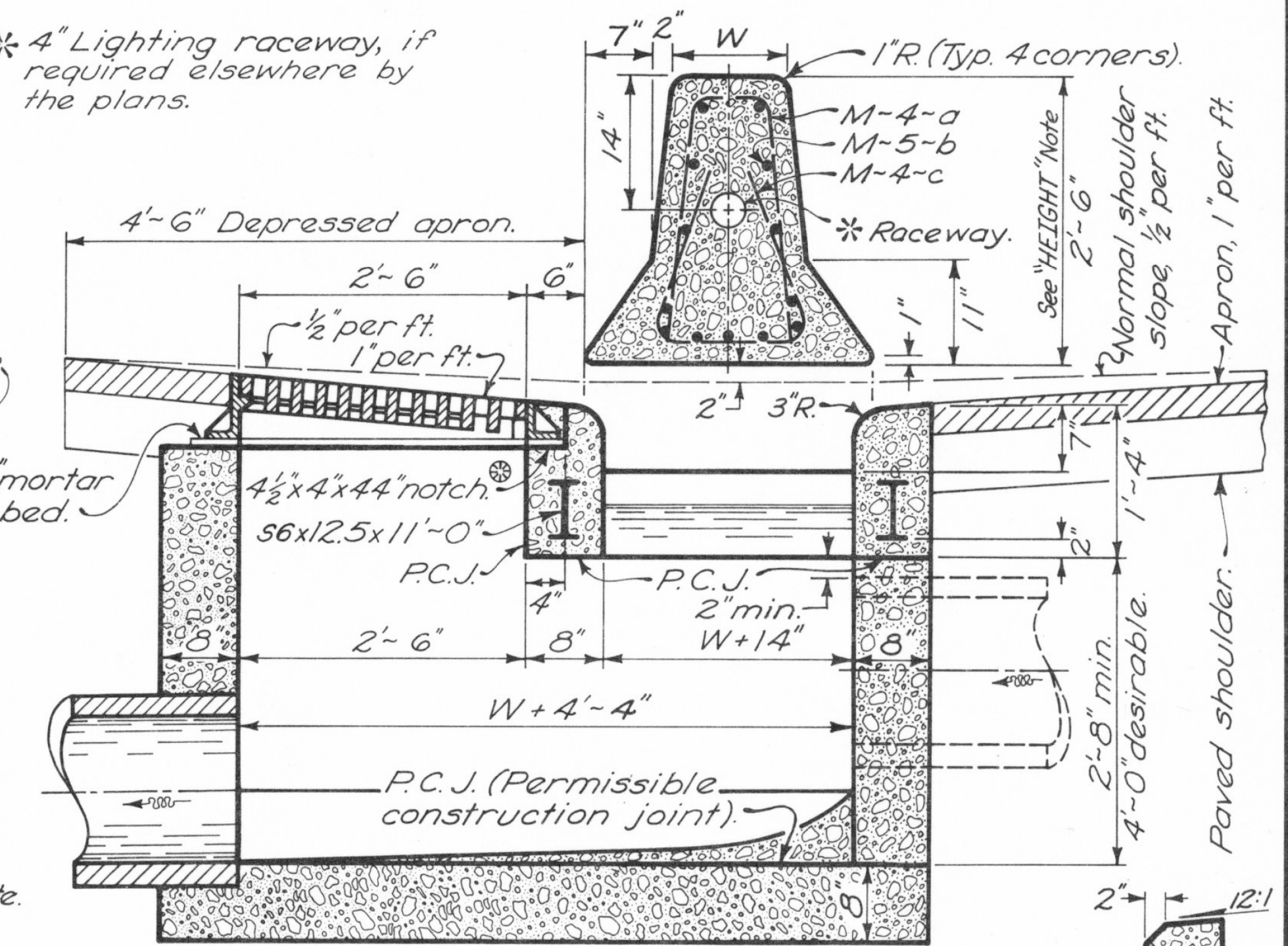
**INLETS OVER 12 FEET IN DEPTH** shall be precast or cast-in-place concrete; reinforced with No. 4 bars on 12" centers both vertically and horizontally with 2" clearance from inside wall face.

**OPENINGS** for pipes shall be O.D.+2" when prefabricated or field cut.

\* 4" Lighting raceway, if required elsewhere by the plans.

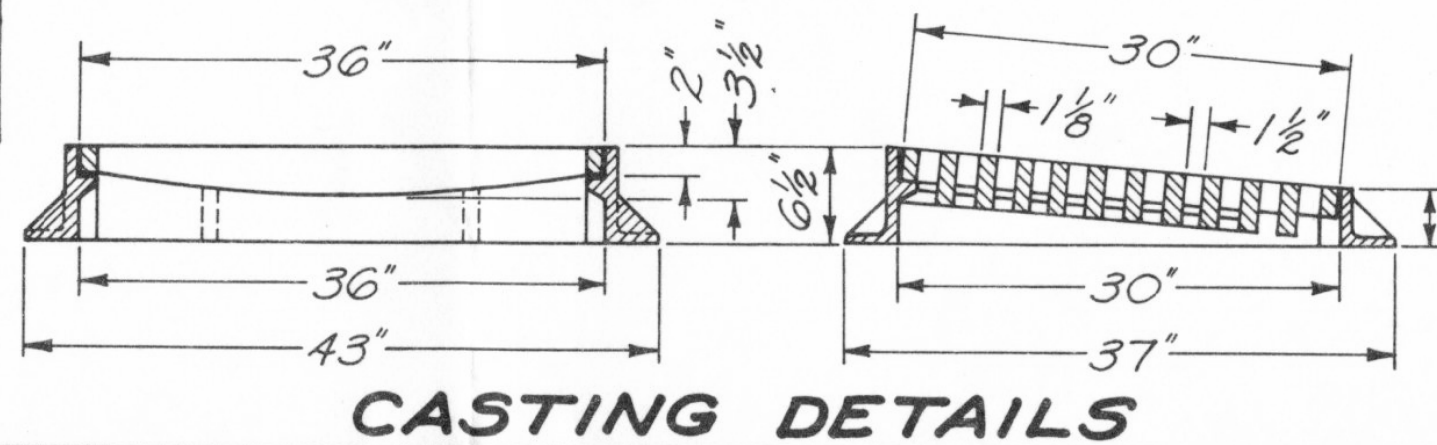
**STANDARD INLET NUMBERS**

I-3A	(32" Barrier with W = 6")
I-3A50	(50" Barrier with W = 6")
I-3B	(32" Barrier with W = 12")
I-3B50	(50" Barrier with W = 12")



**STEEL LIST**

INLET No.	W	M-4-a No. Lin. Ft.	M-5-b No. Lin. Ft.	M-4-c No. Lin. Ft.	56x12.5 No. Lin. Ft.
I-3A	6"	10 4'-6"	13 19'-8"	10 3'-1"	2 11'-0"
I-3B	12"	10 5'-0"	13 19'-8"	10 4'-6"	2 11'-0"



SECTION C-C

ALTERNATE SPILLWAY SHAPE

BUREAU OF LOCATION AND DESIGN  
OHIO DEPARTMENT OF TRANSPORTATION

**BARRIER  
MEDIAN INLETS**

STANDARD CONSTRUCTION DRAWING I-3A & B

APPROVED *M. J. Cunningham* ENGR., L. & D.

DATE: 1-20-70, 11-1-77, 5-1-79, 4-1-80