

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

D08-BM-FY2024

VILLAGE OF WILLIAMSBURG
ISRAEL TOWNSHIP
LANIER TOWNSHIP
WEST CHESTER TOWNSHIP
MIAMI TOWNSHIP
CLERMONT, HAMILTON, WARREN & PREBLE COUNTIES

FEDERAL PROJECT NUMBER

E200 (712)

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

BRIDGE MAINTENANCE PROJECT INCLUDING, BARRIER AND VANDAL PROTECTION FENCE REPLACEMENT, EPOXY OVERLAY BEARING REPLACEMENT, CONCRETE PATCHING AND REPAIR, EXPANSION JOINT REPLACEMENT, STRUCTURAL STEEL FATIGUE RETROFIT. WORK ALSO TO INCLUDE UPGRADING OF BRIDGE GUARDRAIL AND BRIDGE APPROACH RESURFACING ON VARIOUS BRIDGES IN THE DISTRICT.

EARTH DISTURBED AREAS

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

LIMITED ACCESS

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

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, 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 REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEETS 10-17.

Tammy K Campbell
Tammy K. Campbell, P. E.
District 08 Deputy Director

Jack Marchbanks
Jack Marchbanks, PhD
Director, Department of Transportation

INDEX OF SHEETS:

TITLE SHEET	1
LOCATION MAPS	2-3
GENERAL NOTES	4
MAINTENANCE OF TRAFFIC	5-17B
GENERAL SUMMARY	18-19
ROADWAY SUB-SUMMARY	20
TRAFFIC CONTROL SUBSUMMARY	21
ROADWAY PLAN	22
STRUCTURE GENERAL NOTES	23-24
STRUCTURE QUANTITIES	25-27
STRUCTURES (20' SPAN AND OVER)	
PRE-503-1101	28-31
PRE-177-0335	32-35
WAR-63-0010	36-38
HAM-75-1747	39-47
HAM-275-2027	48-51
CLE-275-0206	52-54
HAM-74-1840N	55-59
NOT USED	60-61
HAM-42-0264R	62-63
HAM-71-0134L	64
HAM-71-0111R	65
HAM-71-0110	65
CLE-133-2063	66-70

PORTION TO BE IMPROVED

INTERSTATE HIGHWAY	_____
FEDERAL ROUTES	_____
STATE ROUTES	_____
COUNTY & TOWNSHIP ROADS	_____
OTHER ROADS	_____

DESIGN DESIGNATION

SEE SHEET 2

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig



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

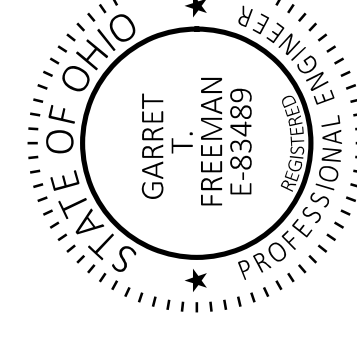
PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 8 - ENGINEERING DEPARTMENT
505 SOUTH S.R. 741
LEBANON, OHIO 45036

STANDARD CONSTRUCTION DRAWINGS

BP-3.1	1/17/20	AS-1-15	1/20/23	MT-95-30	7/19/19	TC-41-20	10/18/13
BP-5.1	7/16/21	EXI-4-87	1/19/18	MT-95-31	7/19/19	TC-41-30	4/21/23
		PCB-91	7/17/20	MT-95-32	4/19/19	TC-52-10	10/18/13
MGS-1.1	7/16/21	SBR-1-20	7/17/20	MT-95-41	1/17/20	TC-52-20	1/15/21
MGS-2.1	1/19/18	TVPF-1-18	7/20/18	MT-95-45	1/17/20	TC-61-30	7/19/19
MGS-3.1	1/19/18	VPF-1-90	7/20/18	MT-97-10	4/19/19	TC-65-10	1/17/14
MGS-3.2	1/18/13	RB-1-55	7/19/13	MT-98-29	1/17/20	TC-65-11	7/21/17
MGS-4.3	1/18/13			MT-101-70	1/17/20	TC-71-10	4/21/23
				MT-101-75	1/17/20		
RM-4.2	4/17/20			MT-101-60	4/21/23		
				MT-102-20	4/19/19		

SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
800-2023	ASBESTOS INSPECTION
809	10/20/23
832	7/21/23
846	4/17/15
858	4/20/18
878	4/16/21
888	7/21/23
896	7/21/17
909	10/20/23

ENGINEER'S SEAL



DESIGN AGENCY



DESIGNER

GTF

REVIEWER

PROJECT ID
CAH 12/03/23

SHEET TOTAL
110567

SHEET
1

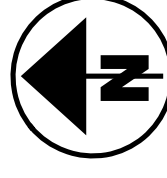
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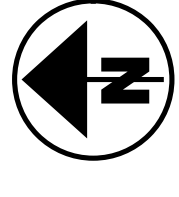
TITLE SHEET

FOR LOCATION MAP
SEE SHEETS 2 & 3

LOCATION MAP

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





LOCATION MAP WARREN, HAMILTON, AND CLERMONT COUNTIES

DESIGN AGENCY



DESIGNER

GTF

REVIEWER

CAH 12-3-23

PROJECT ID

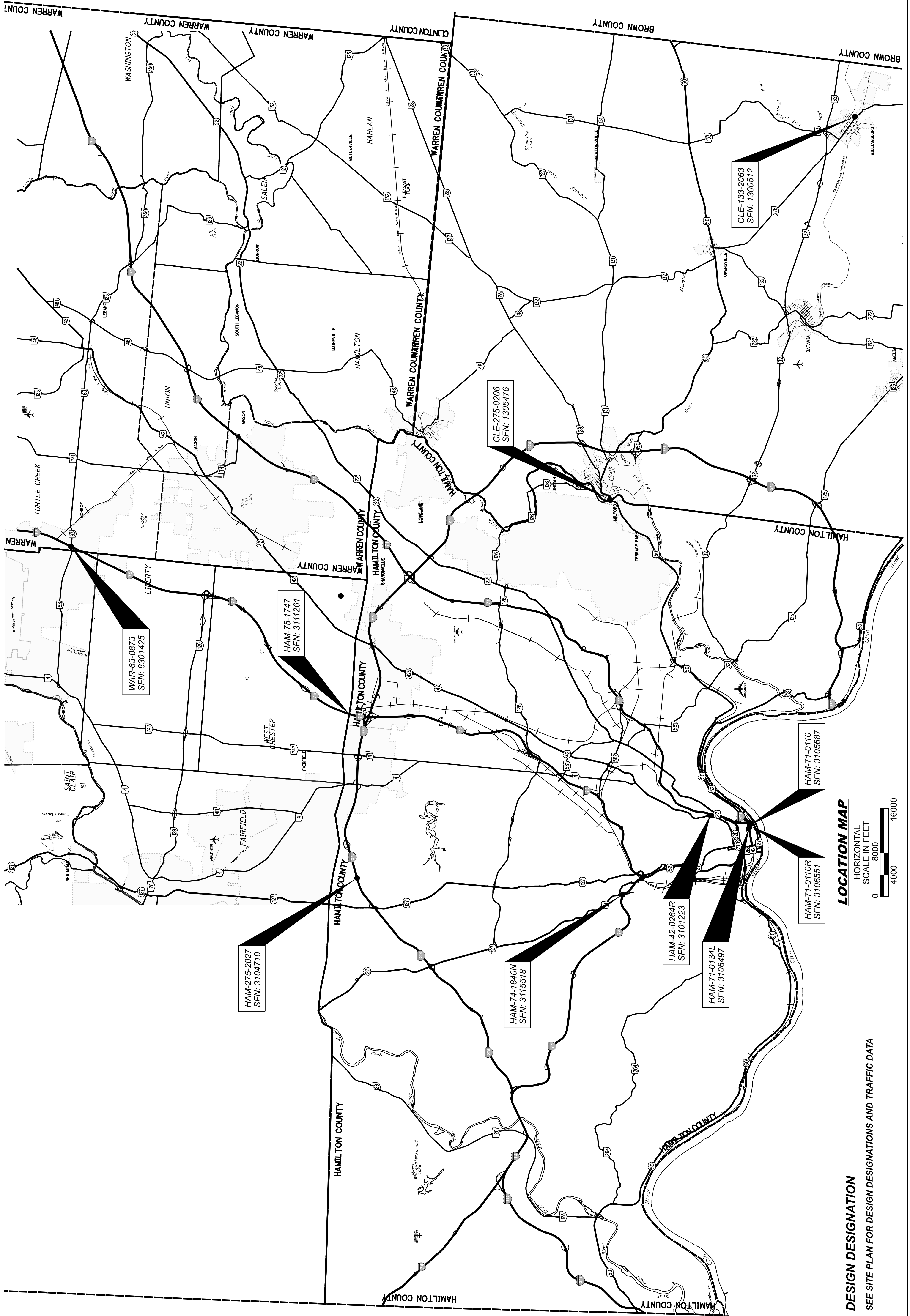
110567

SHEET

TOTAL

2

70



LOCATION MAP

HORIZONTAL SCALE IN FEET

0 4000 8000 16000

DESIGN DESIGNATION

SEE SITE PLAN FOR DESIGN DESIGNATIONS AND TRAFFIC DATA

UTILITIES

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

AES OHIO
1900 DRYDEN ROAD
DAYTON, OHIO 45439
937-554-9063 (BILL WARD)
WILLIAM.WARD@AES.COM

ALTA FIBER - UNDERGROUND
221 E. 4TH ST. BLDG. 121-900
CINCINNATI, OHIO 45201
513-565-7187 (BRECK COWAN)
BRECK.COWAN@ALTA FIBER.COM

VILLAGE OF WILLIAMSBURG
107 WEST MAIN STREET
WILLIAMSBURG, OHIO 45176

513-724-6107 EXT. 112 (SUSAN ELLERHORST)
ADMINISTRATOR@WILLIAMSBURGOHIO.ORG

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

GUARDRAIL INSTALLATION

THIS PROJECT REQUIRES THE INSTALLATION OF NEW GUARDRAIL POSTS. SURVEY WORK HAS NOT BEEN PERFORMED ON THIS PROJECT, NOR HAVE THE UTILITY LOCATIONS BEEN CONFIRMED IN THE FIELD. IN ADDITION TO CMS 105.07, IF, DURING THE COURSE OF INSTALLING ANY NEW GUARDRAIL COMPONENT, IT IS DETERMINED THAT A UTILITY CONFLICT MAY RESULT, THE CONTRACTOR IS TO NOTIFY THE PROJECT ENGINEER IMMEDIATELY. UTILITIES ARE NOT BE RELOCATED AS A RESULT OF THIS OPERATION. ADJUSTMENTS TO THE PROPOSED GUARDRAIL WILL ACCOMMODATE THE EXISTING UTILITY. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING THE GUARDRAIL VIA MEANS THAT WOULD BE COMPLIANT WITH THE IMPACTED UTILITY'S SAFETY GUIDELINES AS WELL AS STILL MEETING ODOT'S DESIGN CRITERIA. ANY MINOR ADJUSTMENTS MADE TO THE PROPOSED GUARDRAIL INSTALLATIONS SHALL BE INCIDENTAL TO PAY ITEM 606.

THE CONTRACTOR SHALL HAVE ON SITE, ALL THE MATERIALS NECESSARY TO COMPLETE THIS WORK. THE CONTRACTOR SHALL REMOVE ONLY THE AMOUNT OF THE EXISTING GUARDRAIL THAT CAN BE REPLACED PRIOR TO THE END OF THE DAY.

ITS CONTACT INFORMATION

THERE ARE EXISTING ITS ASSETS NEAR THE PROJECT LIMITS. THERE ARE NO ANTICIPATED IMPACTS TO THESE FACILITIES. PRIOR TO PERFORMING ANY WORK AT THESE LOCATIONS CONTACT CENTRAL OFFICE ITS.

ODOT ITS LAB
1606 W BROAD STREET
COLUMBUS, OH 43223
614-387-4113
CEN.ITS.LAB@DOT.OHIO.GOV

EXISTING PLANS

THE EXISTING STRUCTURE PLANS ARE AVAILABLE ONLINE THROUGH THE FOLLOWING WEBSITE:

<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/D08-110567Reference%20Files/>

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

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.

CITY OF CINCINNATI NOTES

CONSTRUCTION NOTIFICATION:
TEN BUSINESS DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING THE PROJECT ENGINEER WILL NOTIFY THE CITY OF CINCINNATI/LPA COORDINATOR OF THE PRE-CONSTRUCTION MEETING'S DATE, TIME, AND LOCATION. CONTACT CITY OF CINCINNATI, DEPARTMENT OF TRANSPORTATION AND ENGINEERING, DIRECTOR'S OFFICE, AT (513) 352-2366, ATTENTION: CHRIS KELLY AT (513) 352-3721 OR BY EMAIL AT CHRIS.KELLY@CINCINNATI-OH.GOV.

PERMITS:

A CITY OF CINCINNATI DEPARTMENT OF TRANSPORTATION AND ENGINEERING (DOTE) PERMIT IS REQUIRED PRIOR TO THE ODOT CONTRACTOR COMMENCING WORK IN THE CITY OF CINCINNATI'S PUBLIC RIGHT-OF-WAY. PERMIT APPLICATIONS FOR STREET USE, STREET BARRICADE, STREET OPENING, ETC. MAY BE MADE AT ROOM 425, CITY HALL, 801 PLUM STREET CINCINNATI, OHIO 45202.

CITY ISSUED PERMITS MAY REQUIRE MAJOR EVENT WORK RESTRICTIONS ON THE CONTRACTOR'S ACTIVITIES. THE CITY MAINTAINS A LIST OF KNOWN MAJOR EVENTS AT THE FOLLOWING WEBSITE:

[HTTP://CINCINNATI-OH.GOV/POLICE/SPECIAL-EVENTS-REGULATIONS-AUCTIONS/EVENTPERMITS/](http://cincinnati-oh.gov/police/special-events-regulations-auctions/eventpermits/).

THE CITY OF CINCINNATI RESTRICTS NIGHTTIME CONSTRUCTION WORK BETWEEN THE HOURS OF 11:00 P.M. AND 7:00 A.M. CITY ISSUED PERMITS WILL REQUIRE THE CONTRACTOR TO SECURE THE CITY ENGINEERS APPROVAL FOR NIGHTTIME WORK.

PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS WITHIN THE WORK LIMITS BEFORE THE REMOVAL OF CONFLICTING PAVEMENT MARKINGS NECESSARY TO IMPLEMENT THE MAINTENANCE OF TRAFFIC PHASES. THIS WILL BE NECESSARY TO ASSURE CORRECT PLACEMENT OF MARKINGS IN THEIR ORIGINAL LOCATIONS.

PAYMENT FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

DEMOLITION DEBRIS

THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID AND/OR LIMIT DEMOLITION DEBRIS FROM ENTERING WATERWAYS OR FALLING ONTO TRAFFIC LANES. ANY MATERIAL THAT DOES FALL INTO A WATERWAY OR ONTO TRAFFIC LANES SHALL BE IMMEDIATELY REMOVED AT THE CONTRACTOR'S EXPENSE. DAMAGE TO PROPERTY AS A RESULT OF FALLING DEMOLITION DEBRIS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

WHILE SEALING ANY PORTION OF THE BRIDGE STRUCTURES, AN APPROPRIATE APRON WILL BE UTILIZED TO PREVENT DEBRIS, OVER SPRAY, AND SEALANTS FROM ENTERING INTO THE WATERWAYS OR AFFECTING VEHICULAR/PEDESTRIAN TRAFFIC AND/OR PROTECTED AREAS.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. THIS PROJECT WILL COMPLY WITH ALL LOCAL NOISE ORDINANCES.

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 RAIL SPLICE" AS SHOWN IN AASHTO M 1180. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

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

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.191.

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

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

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

ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION

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

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

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

ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION (CONTINUED)

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

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

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

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

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

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

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

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

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

GENERAL NOTES

DESIGN AGENCY



DESIGNER

GTF

REVIEWER

CAH 12/03/23

PROJECT ID

110567

SHEET

TOTAL

4

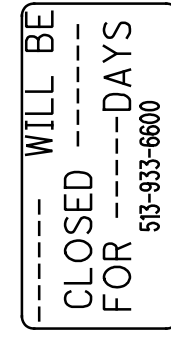
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ITEM 614, MAINTAINING TRAFFIC

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

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

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



THE SIGNS SHALL BE ERRECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERRECTED AT OR NEAR THE POINT OF CLOSURE.

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LASTLINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH AMOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TOBE A SPECIFIC OFFICE WITHIN THE DISTRIC RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

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

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

PROJECT LOCATIONS WITH DETOURS TABLE

PROJECT WORK LOCATION	DETOUR PLAN SHEET
HAM-275-2027	10
CLE-275-0207	11
HAM-74-1840N	12
HAM-42-0264R	13
HAM-71-01110	14
HAM-71-0134L	15
HAM-71-0111R	16
CLE-433-2063	17
PRE-177-0335	17A
PRE-503-1101	17B

ITEM 614 - DETOUR SIGNING

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

ITEM 614, MAINTAINING TRAFFIC (CONT'D)

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

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

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

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

FLOODLIGHTING

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

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

WINDOW CONTRACT TABLE

USE THE FOLLOWING TABLE AS REFERRED TO IN THE PROPOSAL:

DESCRIPTION OR LOCATION OF CRITICAL WORK	CALENDER DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
ALL WORK REQUIRING ROAD CLOSURE AND DETOUR AT CLE-275-0206	14	\$ 1,300	CONTRACT EXECUTION DATE 8/5/2024	5/29/2024
ALL WORK REQUIRING ROAD CLOSURE AND DETOUR AT CLE-133-2063	21	\$ 5,000	5/27/2024	8/9/2024
ALL WORK REQUIRING ROAD CLOSURE AND DETOUR AT HAM-275-2027	21	\$ 2,600	6/1/2024	8/15/2024
ALL WORK AT HAM-75-1747	122	\$ 2,500	CONTRACT EXECUTION DATE 8/31/2024	8/31/2024
ALL WORK AT WAR-63-0010	152	\$ 4,000	CONTRACT EXECUTION DATE 9/30/2024	9/30/2024
ALL WORK AT PRE-177-0335	14	\$ 535	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE
ALL WORK AT PRE-503-1101	21	\$ 5,000	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE

CITY OF CINCINNATI DOTE

- IF PROJECT ACTIVITIES ARE PERFORMED IN CITY OF CINCINNATI RIGHT OF WAY, OR WILL IMPACT LOCAL ROADS, THEN THE CONTRACTORS MUST APPLY FOR A CITY PERMIT.
- PERMITS: A CITY OF CINCINNATI DOTE PERMIT IS REQUIRED PRIOR TO THE ODOT CONTRACTOR COMMENCING WORK INSIDE THE CITY'S RIGHT OF WAY. PERMITS WILL BE AT "NO COST" AND REQUIRE DOTE'S GENERAL PERMIT TO BE APPLIED FOR.

THE CITY OF CINCINNATI'S CITIZENS AND BUSINESSES HOST MANY MAJOR EVENTS THAT MAY AFFECT TRANSPORTATION ASSETS WITHIN THE PROJECT LIMITS. CITY ISSUED PERMITS MAY REQUIRE MAJOR EVENT WORK RESTRICTIONS ON THE CONTRACTOR'S ACTIVITIES. THE CITY MAINTAINS A LIST OF KNOWN MAJOR EVENTS AT THE FOLLOWING WEBSITE:

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

LANE VALUE CONTRACT

NOTE:

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

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
ALL LANES ON I-75 OPEN TO TRAFFIC; HAM-75-1747	4:3 6 AM TO 8 PM 4:2 5 AM TO 11 PM	1 MINUTE	\$335
ALL LANES ON I-75 NORTHBOUND OPEN TO TRAFFIC; WAR-63-0010 (4:3, 4:2)	4:2, SB FROM RIGHT 5 AM TO 9 PM 7 AM TO 8 PM	1 MINUTE	\$300
ALL LANES ON I-275 OPEN TO TRAFFIC; CLE-275-0206	SEE PERMITTED LANE CLOSURE SCHEDULE	1 MINUTE	\$290
ALL LANES ON I-275 OPEN TO TRAFFIC; HAM-275-2027	SEE PERMITTED LANE CLOSURE SCHEDULE	1 MINUTE	\$315
ALL LANES ON I-71 OPEN TO TRAFFIC; WEEKEND CLOSURE	9 AM SUNDAY TO 9 PM FRIDAY & 9 AM SATURDAY TO 9 PM SATURDAY	1 MINUTE	\$300
ALL LANES ON I-71 OPEN TO TRAFFIC	SEE PERMITTED LANE CLOSURE SCHEDULE	1 MINUTE	\$285
RAMP LANE FROM SECOND ST. TO I-71 NORTHBOUND OPEN TO TRAFFIC (RESTRICTED HOURS APPLY TO RAMP CLOSURE, TRAFFIC MAY BE SHIFTED WITHOUT RESTRICTION)	5 AM TO 10 PM	1 MINUTE	\$105
RAMP LANE FROM US-42 TO SOUTHBOUND I-71 OPEN TO TRAFFIC (RAMP CLOSURE PER DETOUR SHEET 13)	2 PM TO 7 PM	1 MINUTE	\$85
RAMP LANE FROM NORTHBOUND I-71 TO NORTHBOUND US-42/READING ROAD OPEN TO TRAFFIC (RAMP CLOSURE PER DETOUR ON SHEET 13)	6 AM TO 10 AM	1 MINUTE	\$85
ALL LANES OPEN TO TRAFFIC ON NORTHBOUND US 42 (MAINTAIN A MINIMUM OF ONE LANE)	3 PM TO 6 PM	1 MINUTE	\$85
RAMP LANE NORTHBOUND BEEKMAN ST. TO I-74 WESTBOUND OPEN TO TRAFFIC (TRAFFIC MAY BE SHIFTED WITHOUT RESTRICTION; WEEKEND RAMP CLOSURE PER DETOUR SHEET 12)	MONDAY 9 AM TO FRIDAY 8 PM; ONE WEEKEND	1 MINUTE	\$120
ALL LANES OPEN TO TRAFFIC ON SOUTHBOUND BEEKMAN ST. (MAINTAIN A MINIMUM OF TWO LANES)	6 AM TO 9 AM & 3 PM TO 7 PM	1 MINUTE	\$120

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE LISTED CONTACTS.

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

NOTIFICATION TIME TABLE

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

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

- CONTACT THE FOLLOWING:
- DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT DOT.D08.PIO@DOT.OHIO.GOV
 - DISTRICT PERMIT SECTION BY EMAIL AT D08.PERMITS@DOT.OHIO.GOV
 - CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV



SEQUENCE OF CONSTRUCTION

PRE-503-1101:

CLOSE STATE ROUTE 503 AT THE BRIDGE LOCATION. MAINTAIN ACCESS TO THE ADJACENT DRIVES AT ALL TIMES. DETOUR TRAFFIC AS SHOWN ON SHEET 17B. COMPLETE CRITICAL WORK ACCORDING TO THE WINDOW CONTRACT TABLE.

PRE-177-0335:

CLOSE STATE ROUTE 177 AT THE BRIDGE LOCATION. MAINTAIN ACCESS TO THE ADJACENT DRIVES AT ALL TIMES. DETOUR TRAFFIC AS SHOWN ON SHEET 17A. COMPLETE CRITICAL WORK ACCORDING TO THE WINDOW CONTRACT TABLE.

HAM-275-2027:

CLOSE WEST KEMPER RD. AND SIDEWALKS BETWEEN MILL RD. AND NORBOURNE DR. DETOUR TRAFFIC AS SHOWN ON SHEET 10. COMPLETE CRITICAL WORK ACCORDING TO THE WINDOW CONTRACT TABLE. FLAGGING TRAFFIC TO INSTALL MOT PHASES OR FOR ANCILLARY WORK IS PERMITTED DURING WORKING HOURS. LANES ON I-275 SHALL BE CLOSED WHEN REMOVING THE EXISTING BARRIER/VANDAL FENCE AND WHEN INSTALLING THE PROPOSED VANDAL FENCE; OR AS OTHERWISE NEEDED. LANE CLOSURES ON I-275 ARE PERMITTED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE.

HAM-74-1800:

THE CONTRACTOR IS PERMITTED TO CLOSE THE RAMP FOR ONE WEEKEND IN ACCORDANCE WITH THE LVCT TO PERFORM THE BACKWALL REMOVALS AND REPLACEMENT. USE STEEL PLATES AND A W8-24-48 SIGN TO MAINTAIN THE RAMP DURING CONCRETE CURE. WORK ON THIS STRUCTURE SHALL NOT BEGIN UNTIL 3/1/2025. COORDINATE WORK WITH PID 104668. WORK AND MOT ON PID 104668 GOVERNS AND CONTROLS. SEE PROJECT COORDINATION NOTE ON THIS SHEET.

HAM-42-0264R:

THE CONTRACTOR IS PERMITTED TO CLOSE THE RAMP FROM SOUTHBOUND US 42 TO SB I-71 IN ACCORDANCE WITH THE LVCT. DETOUR TRAFFIC AS SHOWN ON SHEET 13.

THE CONTRACTOR IS PERMITTED TO CLOSE THE RAMP FROM NORTHBOUND I-71 TO NORTHBOUND US 42 IN ACCORDANCE WITH THE LVCT. DETOUR TRAFFIC AS SHOWN ON SHEET 13. MAINTAIN A MINIMUM OF 1' LANE OF TRAFFIC ON NORTHBOUND US-42/READING RD. IN ACCORDANCE WITH THE LVCT. NO WORK SHALL OCCUR OVER LIVE TRAFFIC

HAM-71-0110:

THE CONTRACTOR IS PERMITTED TO CLOSE THE RAMP OR SHIFT TRAFFIC ONTO THE RAMP SHOULDER PER SCD MT-102.20 IN ACCORDANCE WITH THE LVCT. DURING TRAFFIC SHIFT, MAINTAIN ONE 12' LANE OF TRAFFIC WITH 2' OFFSET TO THE EXISTING TOE OF BARRIER AND 1' OFFSET TO THE DRUM.

HAM-71-0134L:

CLOSE LEFT 2 LANES SOUTHBOUND I-71 AND DIVERT TRAFFIC ONTO I-471 IN ACCORDANCE WITH THE LVCT AND DETOUR TRAFFIC AS SHOWN ON SHEET 15. CLOSE THE RAMP FROM EDEN PARK DR. TO SOUTHBOUND I-71 BY CLOSING THE WESTBOUND LEFT TURN BAY AT FLORENCE AVE. CLOSE THE RAMP FROM READING RD. TO SOUTHBOUND I-71 BY CLOSING THE SOUTHBOUND APPROACH LANE AT DORCHESTER AVE. AND BY CLOSING THE EASTBOUND LEFT RIGHT TURN LANE ON DORCHESTER AVE. AT READING RD.

PLACE THIN POLYMER EPOXY OVERLAY FOR FULL WIDTH OF THE BRIDGE AND FOR AT LEAST HALF THE DISTANCE ALONG THE LENGTH OF THE BRIDGE TO FORM A TRANSVERSE JOINT BETWEEN PHASES.

CLOSE LEFT 2 LANES SOUTHBOUND I-71 IN ACCORDANCE WITH THE LVCT AND DETOUR TRAFFIC AS SHOWN ON SHEET 15. CLOSE THE RAMP FROM EDEN PARK DR. TO SOUTHBOUND I-71 BY CLOSING THE WESTBOUND LEFT TURN BAY AT FLORENCE AVE. CLOSE THE RAMP FROM READING RD. TO SOUTHBOUND I-71 BY CLOSING THE SOUTHBOUND APPROACH LANE AT DORCHESTER AVE. AND BY CLOSING THE EASTBOUND LEFT RIGHT TURN LANE ON DORCHESTER AVE. AT READING RD. PLACE THE THIN POLYMER EPOXY OVERLAY FOR THE FULL WIDTH THE BRIDGE AND FOR REMAINING DISTANCE ALONG THE LENGTH OF THE BRIDGE. THE MAXIMUM NUMBER OF FULL CLOSURES ALLOWED ON SOUTHBOUND I-71 IS TWO (2).

SEQUENCE OF CONSTRUCTION (CONTINUED)

HAM-71-0111R:

CLOSE RIGHT 2 LANES NORTHBOUND I-71/I-75 IN ACCORDANCE WITH THE LVCT AND DETOUR TRAFFIC AS SHOWN ON SHEET 16. CLOSE RIGHT 2 LANES ON FORT WASHINGTON WAY AS SHOWN ON SHEET 16. PLACE THIN POLYMER EPOXY OVERLAY FOR FULL WIDTH OF THE BRIDGE AND FOR AT LEAST HALF THE DISTANCE ALONG THE LENGTH OF THE BRIDGE TO FORM A TRANSVERSE JOINT BETWEEN PHASES.

CLOSE RIGHT 2 LANES NORTHBOUND I-71/I-75 IN ACCORDANCE WITH THE LVCT AND DETOUR TRAFFIC AS SHOWN ON SHEET 16. CLOSE RIGHT 2 LANES ON FORT WASHINGTON WAY AS SHOWN ON SHEET 16. PLACE THE THIN POLYMER EPOXY OVERLAY FOR THE FULL WIDTH THE BRIDGE AND FOR REMAINING DISTANCE ALONG THE LENGTH OF THE BRIDGE. THE MAXIMUM NUMBER OF FULL CLOSURES ALLOWED ON NORTHBOUND I-71 IS TWO (2).

CLE-275-0206:

CLOSE LOVELAND-MILFORD RD. BETWEEN THE ADJACENT PRIVATE DRIVE EAST OF THE BRIDGE AND THE INTERSECTION OF LOVELAND-MILFORD RD. AND IBOLD RD./PRICE RD. DETOUR TRAFFIC AS SHOWN ON SHEET 11. COMPLETE CRITICAL WORK ACCORDING TO THE WINDOW CONTRACT TABLE.

CLE-133-2063:

CLOSE S.R. 133 BETWEEN DELA PALMA RD. EAST OF THE BRIDGE AND FRONT ST. WEST OF THE BRIDGE DETOUR TRAFFIC AS SHOWN ON SHEET 17. COMPLETE CRITICAL WORK ACCORDING TO THE WINDOW CONTRACT TABLE.

WAR-63-00100:

DURING THE REPAIR THE SHOULDER SHALL BE CLOSED WITH PORTABLE CONCRETE BARRIER AS SHOWN ON SHEET 9A. LANE CLOSURES ON I-75 ARE PERMITTED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE.

HAM-75-1747:

PERFORM BARRIER AND VANDAL FENCE REPLACEMENT BY SHIFTING TRAFFIC AS SHOWN ON SHEET 9. FLAGGING TRAFFIC TO INSTALL MOT PHASES OR FOR ANCILLARY WORK IS PERMITTED DURING WORKING HOURS. LANES ON I-75 SHALL BE CLOSED WHEN REMOVING THE EXISTING BARRIER/VANDAL FENCE AND WHEN INSTALLING THE PROPOSED VANDAL FENCE; OR AS OTHERWISE NEEDED. LANE CLOSURES ON I-75 ARE PERMITTED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE.

PROJECT COORDINATION

COORDINATION WITH PID 104668:
THIS PROJECT AND PID 104668 (I-74 RECONSTRUCTION) WILL BE UNDER CONSTRUCTION AT THE SAME TIME. PID 104668 WILL HAVE THE WB BEEKMAN EXIT RAMP CLOSED AND TRAFFIC DETOURED USING A TEXAS TURN AROUND (TTA) AT MONTANA AVENUE DURING 2024 WHILE MAINLINE WORK CONTINUES THROUGH 2025. THE CONTRACTOR FOR THIS PROJECT SHALL COORDINATE THEIR WORK AND PID 104668. WORK AND MOT ON PID 104668 GOVERNS AND CONTROLS. THE COMPLETION DATE FOR PID 104668 IS 9/1/2025.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTIONS

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

APPROVED MOT EXCEPTIONS INCLUDE:

IT IS ACCEPTABLE TO CLOSE I-71 TO PERFORM THE EPOXY OVERLAY. CLOSURES PERMITTED TO OCCUR FROM 9 PM TO 9 AM ON A WEEKEND, ALLOWED TO OCCUR 2 TIMES PER DIRECTION. PROVIDE WZQDWS DURING EACH CLOSURE. THIS CLOSURE IS NOT PERMITTED TO OCCUR 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAYCOR STADIUM, OR HERITAGE BANK AREA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER DOWNTOWN VENUE GENERATING AN EVENT ATTENDANCE OF 10,000+.

2 PCMS SHALL BE USED TO PROVIDE NOTICE OF CLOSURE AND DETOUR INFORMATION BEFORE AND DURING THE CLOSURE. A DISINCENTIVE IN THE AMOUNT OF \$300 PER MINUTE SHALL BE ASSESSED FOR FAILING TO REOPEN THE RAMP BY THE TIME DESCRIBED ABOVE.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER & HAMILTON COUNTY ADMINISTRATOR, AS WELL AS THE CONTRACTOR, AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 05/11/2023 FOR PID 110567" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

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

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 TO BE PROVIDED AT THE MOTPE MEETING. 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 II _8_ SIGN MONTH ASSUMING _4_ SENSOR(S) FOR _2_ MONTH

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN _1_ SIGN MONTH ASSUMING _1_ PCMS SIGN(S) FOR _1_ MONTH

PORTABLE BARRIER, ANCHORED, AS PER PLAN

AFTER REMOVING ANCHORS, CLEAN THE ANCHOR HOLES AND FILL WITH NON-SHRINK MORTAR, 705.22 OR NON SHRINK, NON METALLIC GROUT CONFORMING TO 705.20. SEAL OVER GROUTED HOLES WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM) RESIN, 705.15 AS DIRECTED BY THE ENGINEER.

PAYMENT FOR LABOR AND MATERIALS TO FILL ANCHOR HOLES WITH GROUT AND SEALING SHALL BE INCLUDED WITH THE THE COST OF PORTABLE BARRIER, ANCHORED, AS PER PLAN.



MAINTENANCE OF TRAFFIC ESTIMATED QUANTITIES

DESIGN AGENCY

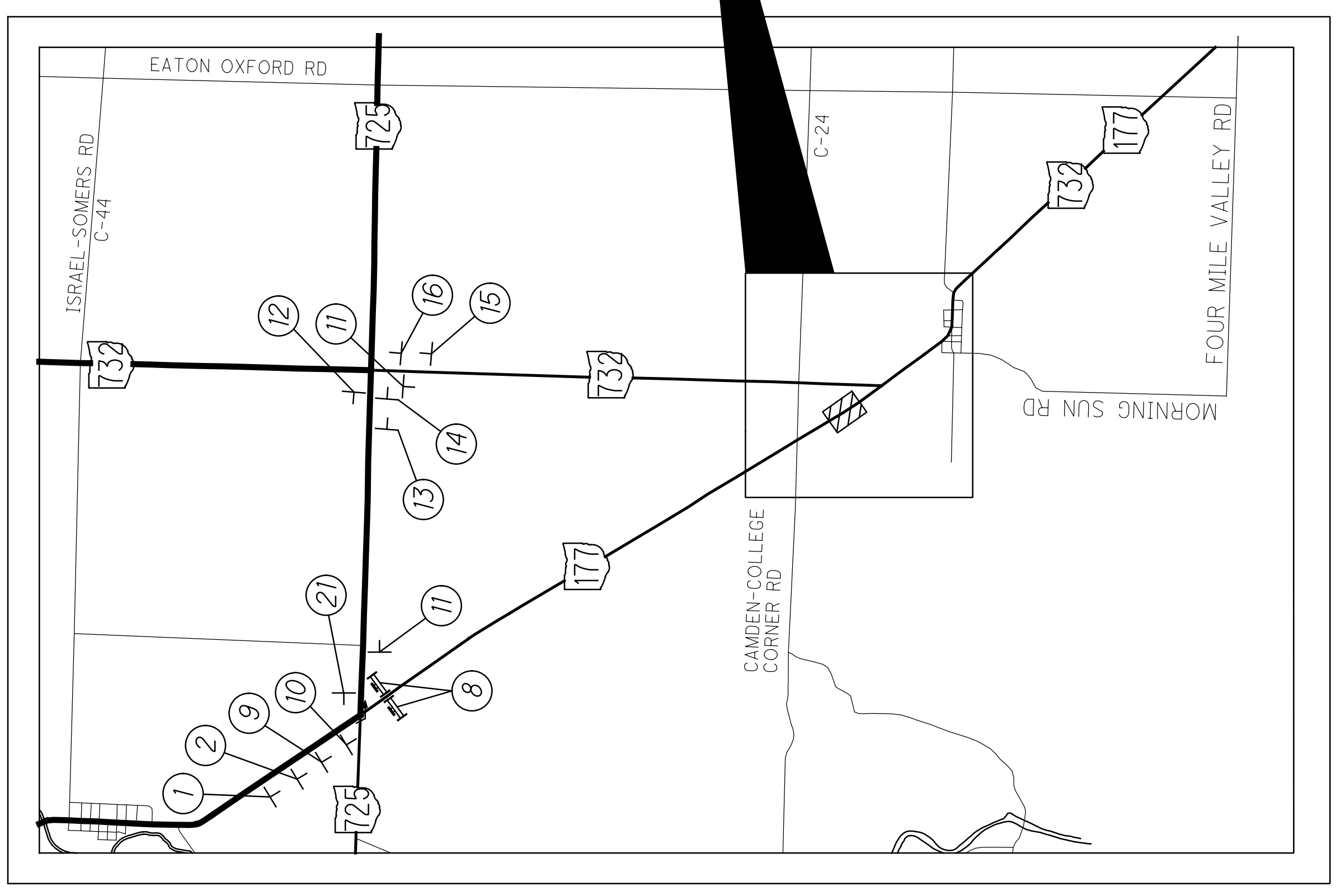
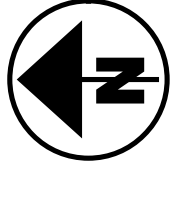


DESIGNER: GTF
 REVIEWER: SK
 PROJECT ID: 12/03/23
 SHEET: 110567
 TOTAL: 8 / 70

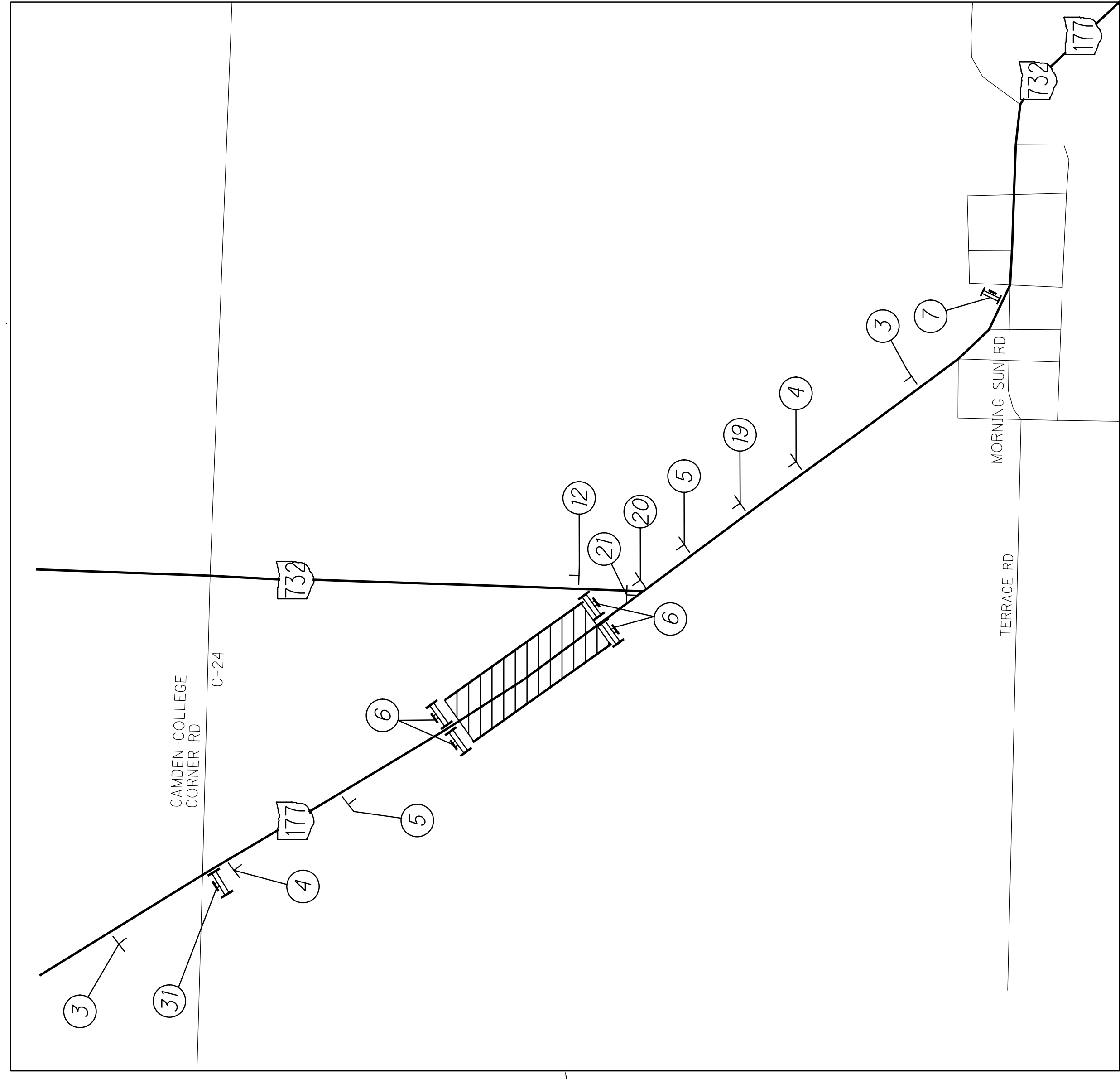
BRIDGE NO.	SHEET NO.	LENGTH (FEET)	614										622	
			TEMPORARY VANDAL PROTECTION FENCE	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (BI-DIR.)	BARRIER REFLECTOR, TYPE 1 (BI-DIR.)	OBJECT MARKER, TWO-WAY	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	DETOUR SIGNING	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 642 PAINT (WHITE)	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED	
			FT	EACH	EACH	EACH	EACH	SNMT	LUMP	MILE	MILE	FT	FT	FT
WAR-63-0010	9A	140	1	4	4	4						140		
HAM-75-1747	9	550	2	12	12	12		1		0.13		75	120	370
HAM-275-2027	10								LS					
CLE-275-0207	11								LS					
HAM-71-0111 L/R	15 & 16							7	LS					
HAM-42-0264 R	13							1	LS					
HAM-71-0110	14								LS					
HAM-71-0134L	15								LS					
HAM-74-1840 N	12							1	LS					
CLE-133-2063	17								LS					
PRE-503-1101	17B								LS					
PRE-177-0335	17A								LS					
TOTALS CARRIED TO GENERAL SUMMARY			370	3	16	16	16	10	LUMP	0.13	0.13	75.00	260	370



DETOUR PLAN - PRE-177-0335



NOT TO SCALE



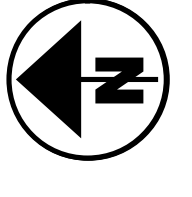
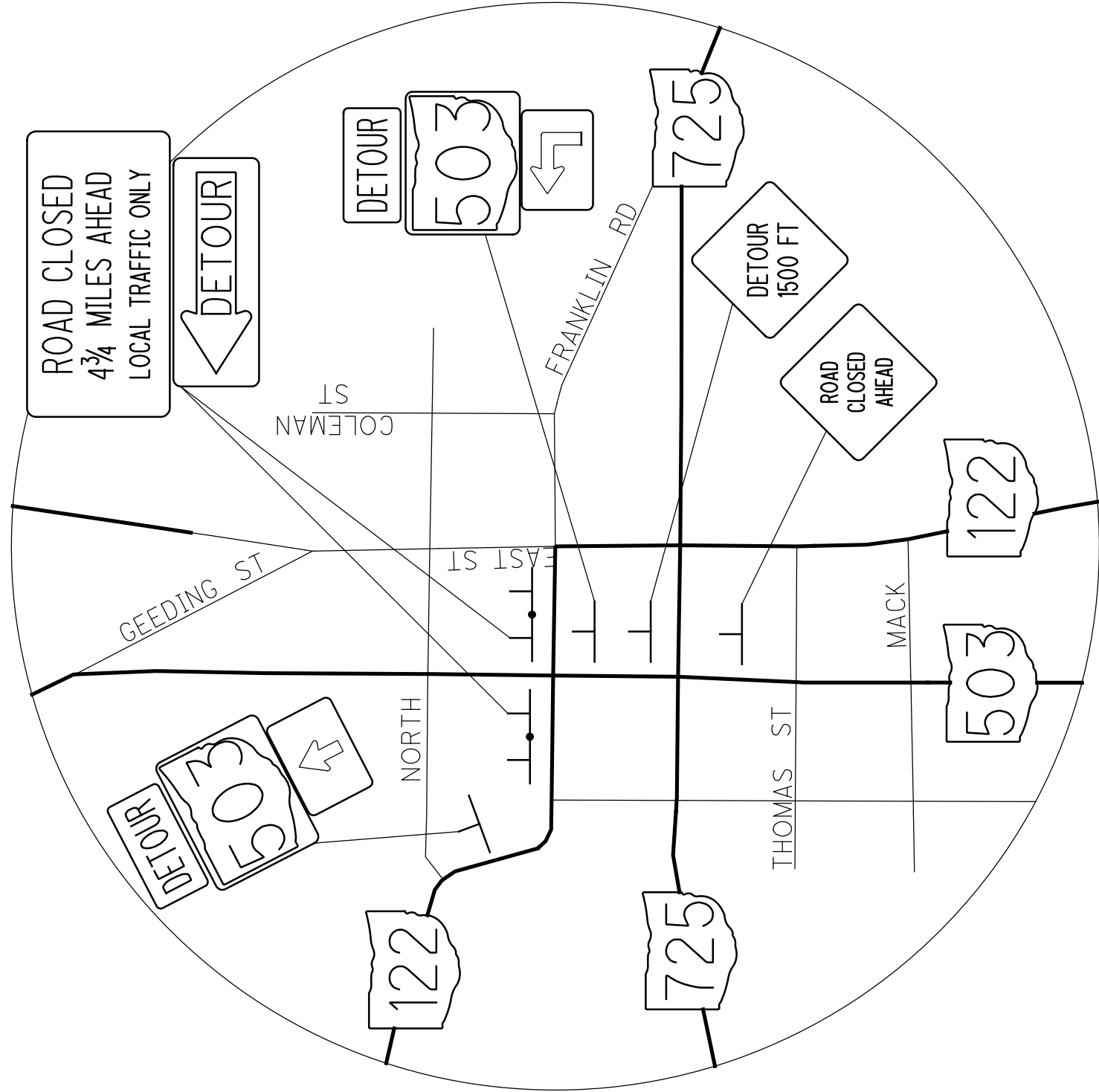
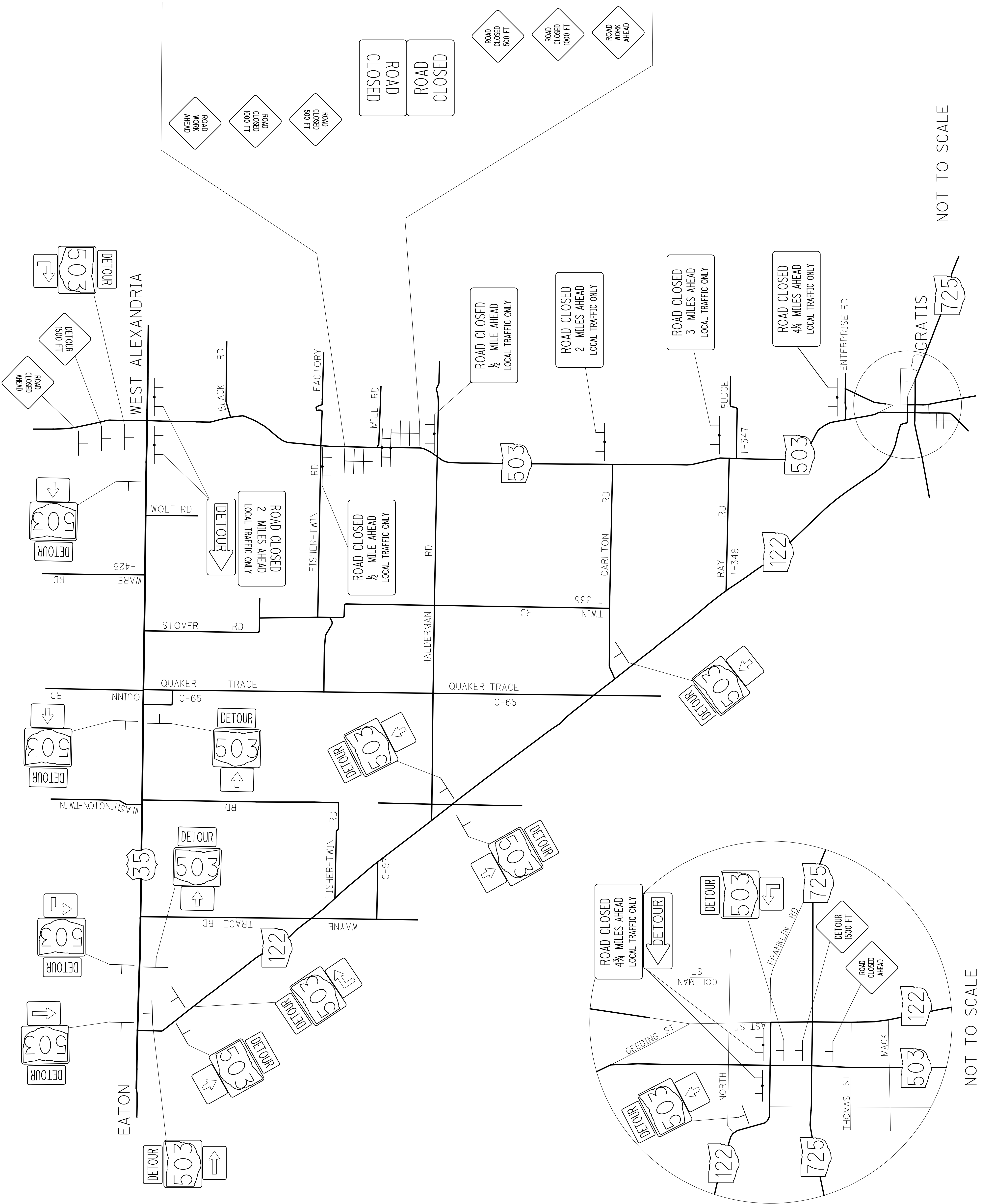
NOT TO SCALE

- 1 W20-3-48 ROAD CLOSED AHEAD
- 2 W20-2-48 DETOUR 1500 FT
- 3 W20-1-48 ROAD WORK AHEAD WITH TYPE A WARNING LIGHT
- 4 W20-3-48 ROAD CLOSED 1000 FT WITH TYPE A WARNING LIGHT
- 5 W20-3-48 ROAD CLOSED 500 FT
- 6 R11-2-48 ROAD CLOSED
- 7 R11-3a-60 ROAD CLOSED 1/4 MILE AHEAD LOCAL TRAFFIC ONLY ON TYPE III BARRICADES
- 8 R11-3a-60 ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY ON TYPE III BARRICADES
- 9 M4-8-24 M3-2-24 M1-5-30 M5-1L-21 DETOUR EAST
- 10 M4-8-24 M3-2-24 M1-5-30 M6-1L-21 DETOUR EAST
- 11 M4-8-24 M3-2-24 M1-5-30 DETOUR EAST
- 12 M4-8-24 M3-4-24 M1-5-30 DETOUR WEST
- 13 M4-8-24 M3-2-24 M1-5-30 M5-1R-21 DETOUR EAST
- 14 M4-8-24 M3-2-24 M1-5-30 M6-1R-21 DETOUR EAST
- 15 M4-8-24 M3-4-24 M1-5-30 M5-1L-21 DETOUR WEST
- 16 M4-8-24 M3-4-24 M1-5-30 M6-1L-21 DETOUR WEST
- 17 M4-8-24 M3-4-24 M1-5-30 M5-1L-21 DETOUR WEST
- 18 M4-8-24 M3-4-24 M1-5-30 M6-1L-21 DETOUR WEST
- 19 M4-8-24 M3-4-24 M1-5-30 M5-2-21 DETOUR WEST
- 20 M4-8-24 M3-4-24 M1-5-30 M6-2-21 DETOUR WEST
- 21 M4-8a-24 M1-5-30 END DETOUR

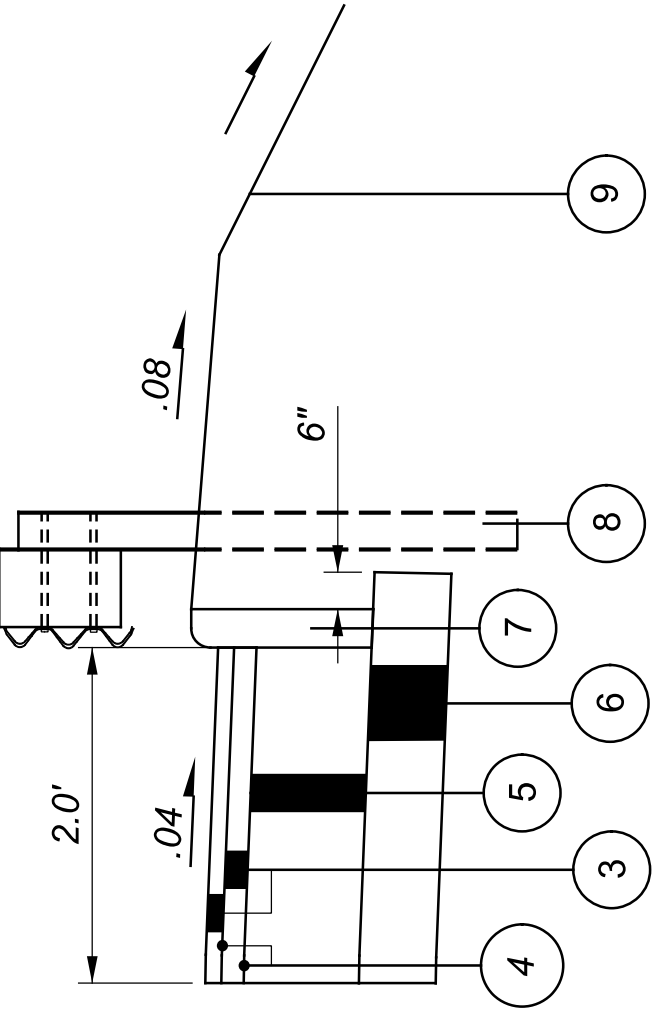
ITEM 614, MAINTAINING TRAFFIC (ROAD CLOSED SIGN)
 THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN IN THE PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

NOT TO SCALE

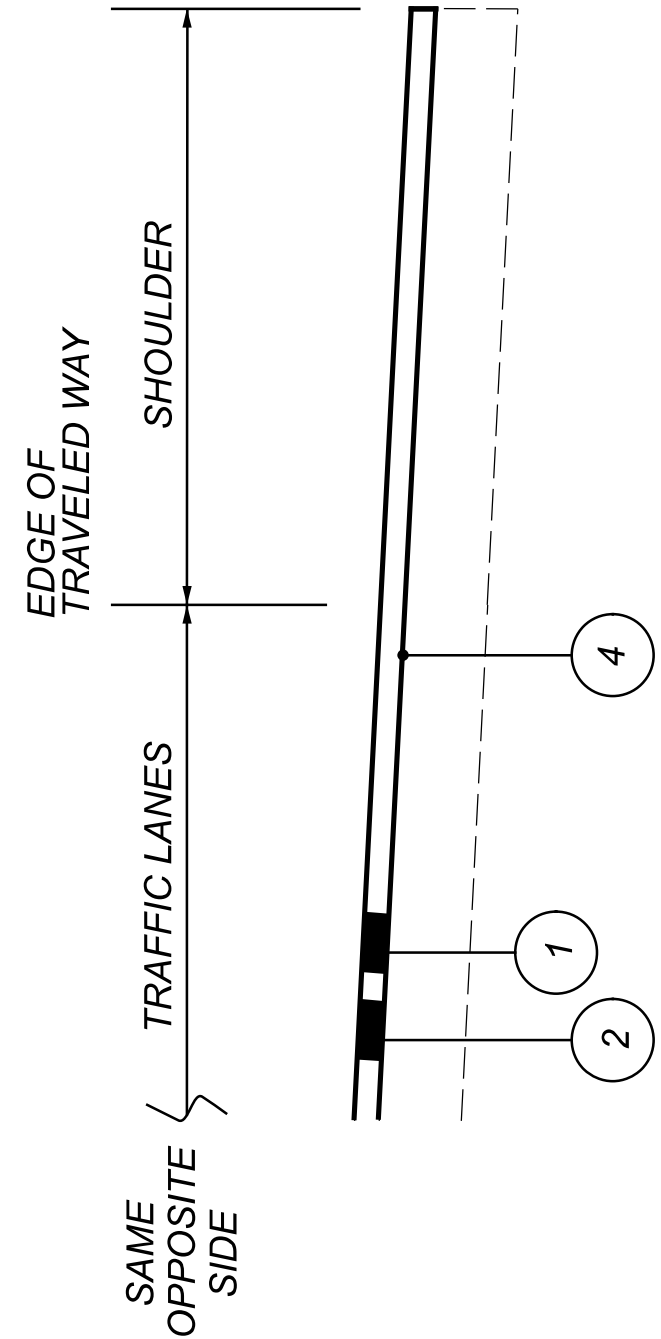
NOT TO SCALE



CURB, TYPE 4C DETAIL



AC PAVEMENT RESURFACING CRESCENTVILLE RD.



LEGEND

- ① ITEM 254 - PAVEMENT PLANING (T=1.25")
- ② ITEM 441 - 1.25" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
- ③ ITEM 441 - 1.50" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
- ④ ITEM 407 - NON-TRACKING TACK COAT
- ⑤ ITEM 301 - ASPHALT CONCRETE BASE, PG64-22
- ⑥ ITEM 304 - AGGREGATE BASE
- ⑦ ITEM 609 - CURB, TYPE 4C
- ⑧ ITEM 606 - MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1
- ⑨ ITEM 659 - SEEDING AND MULCHING

PAVEMENT & ROADWAY CALCULATIONS

ROUTE	STATION		LENGTH	PAVEMENT WIDTH		PAVEMENT AREA	PAVEMENT REMOVED		CURB REMOVED	WEARING COURSE REMOVED (ASPHALT T=2")	SUBGRADE COMPACTION	RESHAPING UNDER GUARDRAIL	254		301	304	407	441		609	659	NOTES
	FROM (METRIC)	TO		INCHES	SQ.YD		DEPTH	SQ.YD					INCHES	CU YD				THICKNESS	CU YD			
WEST KEMPER ROAD	18+21.37	18+46.37	25	29	79					79							7.1	2.00	4			BRIDGE No.: HAM-275-2027 REAR APPROACH SLAB
WEST KEMPER ROAD	21+57.45	21+82.45	25	29	79					79							7.1	2.00	4			BRIDGE No.: HAM-275-2027 FORWARD APPROACH SLAB
CRESCENTVILLE RD.	0+492.13	0+539.39	155	58	999							0.03	1.50	999			89.9	1.25	35	30		
CRESCENTVILLE RD. (SEE CURB DETAIL)	0+539.39	0+546.99	25	2.0 (LEFT)	6					6		0.01					1.0	3.00	0	10		SEE CURB DETAIL SHEET (TACK COAT BETWEEN LIFTS)
CRESCENTVILLE RD.	0+546.99	0+554.59	25	4.0 (LEFT)	11					11		0.01					1.9			10		REAR APPROACH SLAB
CRESCENTVILLE RD.	0+554.60	0+664.61	361		-																	BRIDGE No.: HAM-75-1747
CRESCENTVILLE RD.	0+664.61	0+672.21	25	4.0 (LEFT)	11					11		0.01					1.9			10		FORWARD APPROACH SLAB
CRESCENTVILLE RD. (SEE CURB DETAIL)	0+672.21	0+679.83	25	2.0 (LEFT)	6					6		0.01					1.0	3.00	0	10		SEE CURB DETAIL SHEET (TACK COAT BETWEEN LIFTS)
CRESCENTVILLE RD.	0+672.21	0+755.14	272	58	1753							0.05	1.50	1753			157.8	1.25	61	50		
TOTALS CARRIED TO GENERAL SUMMARY																						
					12					20		0.13		2752			249.7		97	100	120	

GUARDRAIL ESTIMATED QUANTITIES

ROUTE	SIDE	STATION		STATION	STATION		GUARDRAIL REMOVED	BRIDGE TERMINAL ASSEMBLY REMOVED	ANCHOR ASSEMBLY, MGS TYPE E	GUARDRAIL, TYPE MGS	FT	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	BARRIER REFLECTOR, TYPE 2	NOTES
		FROM	TO		FROM	TO									
CRESCENTVILLE RD	L	0+463.597	0+554.597				25	1		12.5					
CRESCENTVILLE RD	L	0+664.603	0+768.103				25	1		25					TRANSITION TO EXISTING GUARDRAIL HEIGHT PER MGS-4.3
TOTALS CARRIED TO GENERAL SUMMARY							50	2		37.5					

REFERENCE SHALL BE MADE TO THE FOLLOWING STANDARD DRAWINGS:

AS-1-15	REVISED 01-20-23	RB-1-55	REVISED 07-19-13
EXJ-4-87	REVISED 01-19-18	SBR-1-20	REVISED 07-17-20
PCB-91	REVISED 07-17-20	MGS-3-1	REVISED 01-19-18
TVPF-1-18	REVISED 07-20-18	MGS-3-2	REVISED 01-18-13
VPF-1-90	REVISED 07-20-18		

REFERENCE SHALL BE MADE TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800	DATED 10-20-2023
846	DATED 04-17-2015
858	DATED 04-20-2018

DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC SCC - COMPRESSIVE STRENGTH 4.5 KSI

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60 MINIMUM YIELD STRENGTH 60 KSI

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 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

EXISTING STRUCTURE PLANS

THE EXISTING STRUCTURE PLANS ARE AVAILABLE ONLINE THROUGH THE FOLLOWING WEBSITE:
<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/D08-110567/Reference%20Files/>

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

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTION 102.05, 105.02 AND 513.04.

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

THIS WORK INCLUDES THE REMOVAL OF THE FOLLOWING; PORTIONS OF CONCRETE BRIDGE DECKS, PORTIONS OF CONCRETE ABUTMENTS, STEEL ROCKER BEARINGS, PORTIONS OF VANDAL PROTECTION FENCING, END CROSSFRAMES, & EXPANSION JOINT STEEL. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL OF CONCRETE. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (CONTINUED)

THE CONTRACTOR MUST REVIEW THE STRUCTURE WHEN PREPARING HIS BID. THE CONTRACTOR WILL REVIEW THE CONDITION OF THE STRUCTURE TO DETERMINE WHAT DEBRIS WILL FALL FROM THE STRUCTURE DURING REMOVAL. THE CONTRACTOR WILL DETERMINE THE CORRESPONDING COST TO CLEAN UP ANY AND ALL DEBRIS WHICH FALLS FROM THE STRUCTURE DURING ANY REMOVAL OPERATION. THE COST TO CLEAR AND CLEAN UP ALL DEBRIS DURING REMOVAL SHALL BE INCLUDED WITH THE BID FOR THIS ITEM OF WORK. NO ADDITIONAL COST WILL BE RECOGNIZED TO CLEAN DEBRIS RESULTING FROM THE STRUCTURE REMOVAL OPERATION.

ALL UTILITIES SHALL REMAIN ACTIVE DURING CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE PROTECTION FOR THE UTILITIES AT THE CLE-133-2063 BRIDGE LOCATION AS DESCRIBED IN THE UTILITY NOTE DURING REMOVALS AND CONSTRUCTION. THE COST FOR MATERIAL AND LABOR TO PROVIDE PROTECTION OF UTILITIES SHALL BE INCLUDED IN ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

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

REPLACEMENT OF 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 EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

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

ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN

USE AN ANCHOR ADHESIVE EVALUATED ACCORDING TO ICCES REPORT AC308, "ACCEPTANCE CRITERIA FOR POST-INSTALLED ADHESIVE ANCHORS IN CONCRETE ELEMENTS", FOR CRACKED AND UNCRACKED CONCRETE APPLICATIONS. PUBLISHED ICCES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT:

WWW.ICC-ES.ORG/EVALUATION_REPORTS/INDEX.SHTML
-DEWALT/POWERS FASTENERS PURE 110 + EPOXY ADHESIVE ANCHOR SYSTEM (ICCES REPORT ESR-3298)
-ADHESIVES TECHNOLOGY CORPORATION (ATC) ULTRABOND HS-1CC ADHESIVE ANCHOR SYSTEM (ICCES REPORT ESR-4094)
-SIMPSON STRONG-TIE SET-3G EPOXY ADHESIVE ANCHORS (ICCES REPORT ESR-4057)
-HILTI HIT-HY 200 ADHESIVE ANCHOR SYSTEM (ICCES REPORT ESR-3187)

INSTALL ADHESIVE ANCHORS ACCORDING TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS PUBLISHED IN SECTION 4.3 OF THE ICCES REPORTS LISTED ABOVE. THE MINIMUM EMBEDMENT DEPTH FOR ANCHORS SHALL BE AS SHOWN IN THE PLANS.

ITEM 513 - STRUCTURAL STEEL FOR REHABILITATION, AS PER PLAN

THIS ITEM INCLUDES ALL THE WORK NECESSARY FOR INSTALLATION OF STEEL SLAB SUPPORTS. THIS ITEM SHALL BE COMPLETED AT THE LOCATIONS SPECIFIED ON THE PLANS.

STEEL MEMBERS TO BE FABRICATED UNDER THIS ITEM WILL NOT REQUIRE SHOP DRAWINGS PRIOR TO FABRICATION. THE CONTRACTOR SHALL MAKE NECESSARY MEASUREMENTS AND PREPARE SKETCHES, DRAWINGS, TABLES, ETC. MILL TEST REPORTS AND SHIPPING DOCUMENTS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INCORPORATING STEEL ITEMS INTO THE WORK, AS REQUIRED BY 501.06.

ITEM 513 - STRUCTURAL STEEL FOR REHABILITATION, AS PER PLAN (CONTINUED)

AFTER FABRICATION, THE CONTRACTOR SHALL SUBMIT AS-BUILT DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL TO ENSURE THAT THE DRAWINGS DEPICT THE STEEL AS ACTUALLY INCORPORATED INTO THE WORK. THE ENGINEER WILL THEN SEND ONE APPROVED SET TO THE OFFICE OF STRUCTURAL ENGINEERING FOR INFORMATION. PAY WEIGHTS SHALL BE COMPUTED IN COMPLIANCE WITH 513 OF THE CMS AND SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, TOOLS, MATERIALS AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT FOR WELDING, CUTTING, GRINDING, DRILLING AND BOLTING SHALL BE DEEMED TO BE INCLUDED FOR PAYMENT UNDER THIS ITEM. PAYMENT FOR FIELD DRILLING HOLES IN EXISTING MATERIAL IN-SITU AS PART OF THE REPAIR SHALL ALSO BE INCLUDED FOR PAYMENT UNDER THIS ITEM. PAYMENT SHALL BE MADE AT A UNIT BID PRICE OF POUNDS.

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

THIS WORK CONSISTS OF TEMPORARILY SUPPORTING THE EXISTING STRUCTURES TO COMPLETE THE WORK AS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05.

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

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN

ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 60 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

WELDING: CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300° F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

BEARING REPOSITIONING: IF STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80° F OR LOWER THAN 40° F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60° F (±) 10° F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F (±) 10° F.

STRUCTURAL STEEL FOR BEARING LOAD PLATE, MASONRY PLATE, SHIMS AND HP SECTIONS SHALL BE A709 GRADE 50 AND INCLUDED WITH ITEM 516 FOR PAYMENT. ALL STRUCTURAL STEEL USED FOR THE PROPOSED BEARING SHALL BE FIELD PAINTED PER OZEU. PAINT COLOR SHALL BE FEDERAL COLOR 14277 AND BE INCLUDED IN ITEM 514 FOR PAYMENT.

THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF BEAM AND BEAM SEAT ELEVATIONS FOR EACH GIRDER AT THE ABUTMENTS PRIOR TO JACKING OPERATIONS AND FABRICATION OF BEARINGS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO THE DISTRICT8 BRIDGE ENGINEER PRIOR TO JACKING. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED.

ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN (CONTINUED)

ANY BEARING HP-SECTION HEIGHTS OR DIMENSIONS SHOWN SHALL BE CONSIDERED APPROXIMATE AND ARE SHOWN FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY THE HEIGHT OF REQUIRED HP-SECTION BY MEASURING THE DISTANCE BETWEEN THE BEAM SEAT ELEVATION AND THE BOTTOM OF THE EXISTING BEAM FLANGE AND THEN SUBTRACTING FROM THAT DISTANCE THE THICKNESS OF THE BEARING AND LOAD PLATES.

ANY PLATE THICKNESS ADJUSTMENTS AND/OR SHIMS REQUIRED TO COMPLETE THE BEARINGS INSTALLATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A MAXIMUM OF ONE SHIM PLATE SHALL BE ALLOWED PER BEARING.

IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL ASSURE THAT THERE IS A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. THE CONTRACTOR SHALL ASSURE THAT NO BEAMS OR BEARING DEVICES ARE FLOATING.

SET MASONRY PLATES ON BRIDGE SEATS THAT ARE FLAT AND SMOOTHLY FINISHED. IF THE BRIDGE SEAT AREA IS UNEVEN, USE A BUSHHAMMER OR GRINDER FOLLOWED BY A THIN FILM OF PORTLAND CEMENT MORTAR OR PASTE TO FILL THE PITTED SURFACE TO BRING THE SEAT AREA TO THE PROPER ELEVATION AND PROVIDE A LEVEL, EVEN SURFACE.

BASIS OF PAYMENT: THE UNIT PRICE BIDS SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH STEEL LOAD PLATES AND HP-SECTIONS INCLUDING GRINDING OF WELDS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN.

ESTIMATED QUANTITIES ARE BASED ON THE MOST RECENT IN-DEPTH INSPECTION OF THE STRUCTURE. AREAS TO BE PATCHED HAVE BEEN DETAILED IN THE PLANS.

IT IS POSSIBLE THAT ADDITIONAL AREAS REQUIRING PATCHING MAY HAVE DEVELOPED SINCE THE MOST RECENT INSPECTION OF THE STRUCTURE. THEREFORE, THE CONTRACTOR SHALL SOUND THE SURROUNDING PERIMETER OF THE AREA TO BE PATCHED AND PATCH NEW AREAS APPROVED BY THE ENGINEER THAT HAVE NOT BEEN DETAILED IN THE PLANS.

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.

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.

MEASUREMENT AND PAYMENT: THE PLAN QUANTITIES INCLUDE AN INCREASE OF THE FIELD MEASURED QUANTITIES. THE ACCEPTED QUANTITIES FOR THE COMPLETED WORK AS DESCRIBED WILL BE MEASURED AND PAID BY ITEM 519 - PATCHING CONCRETE STRUCTURE. ANY TEMPORARY SUPPORT REQUIRED TO COMPLETE THE WORK AS REQUIRED BY THIS NOTE SHALL BE PAID UNDER ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

STRUCTURE GENERAL NOTES

DESIGN AGENCY



DESIGNER	GTF
REVIEWER	CAH
PROJECT ID	12/03/23
SHEET	110567
TOTAL	23
	70

ITEM 530 - SPECIAL - FORM LINER

DESCRIPTION:
THIS ITEM SHALL INCLUDE LABOR, TOOLS EQUIPMENT AND INCIDENTALS NECESSARY TO INCORPORATE DECORATIVE FORM LINER ON THE EXTERIOR FACES OF THE CONCRETE PARAPETS.
SEE SALVAGED MATERIALS NOTE ON THIS SHEET. INFORMATION FOR THE FORMLINER IS AVAILABE AT THE FOLLOWING WEBSITE: <https://ftp.dot.state.oh.us/pub/Districts/D08/110567/202305161536.pdf>

THE ADDITIONAL THICKNESS OF THE DECORATIVE FORM LINER SHALL BE ADDED TO THE EXTERIOR FACE OF THE STANDARD SBR-1-20 PARAPET SHOWN HERIN. THE INCORPORATION OF THIS FORM LINER SHALL NOT RESULT IN ANY REDUCTION TO THE PROPOSED ROADWAY WIDTH.

ITEM 607 - SPECIAL - VANDAL PROTECTION FENCE AESTHETIC, 6 FT STRAIGHT, COATED FABRIC, WEST CHESTER

DESCRIPTION:
THIS ITEM SHALL CONSIST OF LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO INSTALL THE AESTHETIC FENCE STRUCTURAL FRAMING DETAILED HEREIN ON NEW CONCRETE BRIDGE RAILING. CONSTRUCT IN A MANNER THAT PROVIDES A RIGID, TAUT FENCE CLOSELY CONFORMING TO THE TOP SURFACE OF THE CONCRETE PARAPET UNLESS OTHERWISE SPECIFIED IN THE PLANS. INSTALL POSTS AND POST SLEEVES PLUMB. IT SHALL ALSO CONSIST OF ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO INSTALL THE AESTHETIC FENCE PANELS THEMSELVES.

FASTENERS:
CONNECTIONS BETWEEN ADJACENT AESTHETIC FENCE PANELS SHALL BE PER STANDARD DRAWING VPF-1-90. CONNECTIONS BETWEEN THE ALUMINUM PANELS AND THE GALVANIZED LINE RAILS, FENCE LINE AND END POSTS SHALL BE MADE WITH 1/4" SELF-DRILLING STAINLESS STEEL SCREWS AND 3/16" STAINLESS STEEL PLATE WASHERS.

PRIOR TO DRILLING ANCHOR HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS THE PROPOSED ANCHOR, UTILIZE THE ALTERNATIVE DRILLING LOCATIONS PROVIDED IN THE FENCE POST BASE PLATES.

CAULKING COMPOUND:
SHALL CONFORM TO FEDERAL SPECIFICATION TT-S-00230C TYPE II, CLASS A, ALUMINUM GRAY. WHEN APPLYING THE CAULK TO THE BASE PLATE, PROVIDE A 1 INCH OPENING THROUGH THE CAULKING ON LOW SIDE OF BASE PLATE.

- CONSTRUCTION PROCEDURE:
- FIELD VERIFY THE PLAN LOCATIONS OF ALL BASE PLATES AND MARK PARAPETS ACCORDINGLY.
 - MARK AND DRILL HOLES FOR THE 1/2 INCH HIGH STRENGTH THREADED ANCHORS USING A BASE PLATE OR TEMPLATE.
 - INSTALL BASE PLATES AND SHIMS WHERE REQUIRED.
 - INSTALL RAILS AND POSTS AND SHIMS WHERE REQUIRED.
 - CAULK EDGES OF BASE PLATES, SHIMS AND SLEEVES.
 - INSTALL DECORATIVE FENCE PANELS.

BASIS OF PAYMENT:
PAYMENT FOR LABOR, MATERIALS, EQUIPMENT REQUIRED TO INSTALL THE AESTHETIC FENCE SHALL BE INCLUDED WIT THE COST OF THE ITEM 607 - SPECIAL - VANDAL PROTECTION FENCE AESTHETIC, 6 FT STRAIGHT, COATED FABRIC. SEE SALVAGED MATERIALS NOTE.

ITEM 607 - FENCE MISC.: VANDAL PROTECTION FENCE REBUILT

BRIDGE No.: WAR-63-0010

REMOVE AND DISPOSE OF EXISTING TEMPORARY HORIZONTAL STRUTS. SALVAGE EXISTING FENCE FABRIC FOR REUSE REPLACE THE SALVAGED POST, BASEPLATE, AND TWO SECTIONS OF DECORATIVE VANDAL PROTECTION FENCE. THE SALVAGED FENCE ELEMENTS HAVE BEEN PREVIOUSLY REMOVED DUE TO COLLISION DAMAGE TO THE CONCRETE PARAPET.

SALVAGED FENCE ELEMENTS ARE AVAILABLE AT THE CITY OF MONROE PUBLIC WORKS DEPARTMENT (CONTACT JASON HOLBROOK 513-727-8953, HOLBROOKJ@MONROEOHIO.ORG; 1000 HOJMAN AVE, MONROE, OH 45050) FURNISH AND INSTALL NEW CONNECTION BOLTS/NUITS/WASHERS FOR THE FENCE AND BASE PLATES AS WELL AS NEW FABRIC TIES FOR THE FENCE FABRIC AS SHOWN IN THE FENCE REPAIR DETAILS.

PAYMENT FOR FURNISHING AND INSTALLING NEW VANDAL FENCING HARDWARE AS INDICATED IN THE PLAN DETAILS AND NOTES TO BE INCLUDED IN ITEM 607 - FENCE MISC.: VANDAL PROTECTION FENCE REBUILT.

REMOVE EXISTING FENCE ELEMENTS PER CMS 202. PAYMENT FOR ALL WORK ASSOCIATED WITH THE REMOVAL OF EXISTING VANDAL PROTECTION FENCE ELEMENTS TO BE INCLUDED IN ITEM 202 - PORTIONS OF STRUCTURE REMOVED.

SEE EXISTING FENCING DETAILS, SHEET 37.

SALVAGED MATERIALS

BRIDGE No.: HAM-75-1747

ITEM 509, EPOXY COATED REINFORCING STEEL, AS PER PLAN
ITEM 509, GALVANIZED STEEL REINFORCEMENT, AS PER PLAN
ITEM 509, NO. 4 GFRP DEFORMED BARS, AS PER PLAN
ITEM 530, SPECIAL - STRUCTURES, ASHLAR STONE FORMLINER
ITEM 625, CONDUIT, 3", 725.04, AS PER PLAN

ITEM 625, BARRIER JUNCTION BOX, AS PER PLAN
ITEM 607, SPECIAL - VANDAL PROTECTION FENCE AESTHETIC, 6 FT STRAIGHT, COATED FABRIC, WEST CHESTER

SEE STRUCTURE ESTIMATED QUANTITIES FOR STRUCTURE No.: HAM-75-1747 (SFN: 3111261) ON SHEET 26 FOR QUANTITIES OF THE ITEMS LISTED ABOVE.

THE MATERIALS INCLUDING ALL ANCILLARY MATERIALS FOR THE PAY ITEMS LISTED ABOVE WHICH ARE TO BE USED FOR THE CONSTRUCTION OF THE PROPOSED CONCRETE BRIDGE RAILING AND AESTHETIC VANDAL PROTECTION FENCE ARE AVAILABLE AT OHIO DEPARTMENT OF TRANSPORTATION - BLUE ASH OUTPOST, 11564 GROOMS RD, CINCINNATI, OH 45242. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND SCHEDULE PICK-UP FOR THE MATERIALS WITHIN 30 DAYS OF AWARD OF THE CONTRACT.

PAYMENT FOR PICK UP AND TRANSPORT OF SALVAGED MATERIALS SHALL BE INCLUDED IN THE BID UNIT PRICE FOR EACH RESPECTIVE ITEM.

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

1.0 DESCRIPTION THIS ITEM CONSISTS OF FIELD PAINTING STRUCTURAL STEEL PREVIOUSLY COATED WITH A NEWER EXISTING OZEU TO CORRECT DAMAGE BY STRUCTURAL STEEL REPAIRS. THIS WORK CONSIST OF PERFORMING SURFACE PREPARATION AND APPLYING A THREE-COAT PAINT SYSTEM TO THE PREPARED STEEL AND FEATHERED REMOVAL AREAS OF EXISTING OZEU PAINT SYSTEM.

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

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

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

4.0 SURFACE PREPARATION AFTER THE PRESSURE WASHED SURFACE HAS DRIED, REMOVE EXISTING PAINT COATING TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER ACCORDING TO: SSPC-SP 11, POWER TOOL CLEANING TO BARE METAL, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING COMMERCIAL BLAST CLEANING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 1; OR SSPC SP12 UHP WJ-4; ULTRAHIGH-PRESSURE WATER JETTING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 4. SUPPLY BLAST WATER CONTAINING A COMMERCIALY AVAILABLE RUST INHIBITOR AT A DOSAGE THAT PREVENTS FLASH RUSTING FOR 12 HOURS AND DOCUMENTED AS ACCEPTABLE TO THE COATING'S MANUFACTURER. THE ENGINEER WILL USE THE SSPC-VIS 1, SSPC-VIS 3 OR SSPC-VIS 4 TO DETERMINE THE ACCEPTANCE OF THE SURFACE PREPARATION. FEATHER THE EXISTING PAINT TO EXPOSE A MINIMUM OF 1/2 INCH OF EACH COAT. CONTAIN AND DISPOSE DISPOSE OF WASTE GENERATED BY THE CLEANING ACCORDING TO C&MS 514.13.D.

ROUND ALL EXPOSED CORNERS OF MAIN MATERIAL TO BE PAINTED AS NECESSARY TO ACHIEVE A 1/16 INCH RADIUS OR EQUIVALENT FLAT SURFACE AT A 45 DEGREE ANGLE.

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

5.0 FIELD PAINTING APPLY THE PRIME, INTERMEDIATE AND FINISH COATS OF THE THREE-COAT PAINT SYSTEM SPECIFIED IN C&MS 708.02, ACCORDING TO C&MS 514.15; 514.16; 514.17; 514.19 AND 514.20 TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER. TINT THE FINISH COAT TO APPROXIMATELY THE SAME COLOR AS THE EXISTING FINISH COLOR, UNPAINTED WEATHERING STEEL OR AS DESIGNATED IN THE CONTRACT. MATCH THE COLOR TO THE ENGINEERS SATISFACTION. THE ENGINEER WILL DETERMINE THE PRIME AND INTERMEDIATE COAT THICKNESS USING A TYPE 2 MAGNETIC GAGE AT SPOT LOCATIONS. THE PRIME, INTERMEDIATE AND FINISH COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF C&MS 514.20. APPLY PAINT AS FOLLOWS:

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

B. APPLY CAULK AFTER PRIMING

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

D. APPLY THE FINISH COAT TO THE NEW INTERMEDIATE COAT AND TO THE EXISTING FINISH COATS THAT ARE EXPOSED BY FEATHERING.

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

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

6.0 MEASUREMENT THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN BY THE NUMBER OF SQUARE FEET OF STRUCTURAL STEEL PAINTED. ALL REQUIREMENTS OF THIS SPECIFICATION ARE CONSIDERED INCIDENTAL TO THE WORK.

DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR:

ITEM	UNIT	DESCRIPTION
514	SQUARE FEET	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL - THREE COAT, AS PER PLAN

STRUCTURE GENERAL NOTES

DESIGN AGENCY



DESIGNER	GTF
REVIEWER	
PROJECT ID	CAH 12/03/23
SHEET	110567
TOTAL	24
	70



ESTIMATED QUANTITIES - STRUCTURE No.: PRE-503-1101 (SFN:6803636) (04/STR/47 FUNDING SPLIT)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
202	11203	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP				23
503	11100	LUMP	LS	COFFERDAMS AND EXCAVATION BRACING				LUMP	
503	21300	LUMP	LS	UNCLASSIFIED EXCAVATION				LUMP	
509	10000	397 LB		EPOXY COATED REINFORCING STEEL	397				
509	20001	50 LB		CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	50				23
510	10000	37 EACH		DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	37				
511	45722	2 CY		CLASS QC SCC CONCRETE WITH QC/QA, ABUTMENT	2				
511	50212	7 CY		CLASS QC1 CONCRETE WITH QC/QA, SUBSTRUCTURE	7				
512	10100	14 SY		SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	14				
513	21600	3920 LB		STRUCTURAL STEEL FOR REHABILITATION, AS PER PLAN	3920				
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	LUMP				23

ESTIMATED QUANTITIES - STRUCTURE No.: PRE-177-0335 (SFN:6802974) (04/STR/47 FUNDING SPLIT)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
202	11203	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP				23
503	11100	LUMP	LS	COFFERDAMS AND EXCAVATION BRACING				LUMP	
503	21300	LUMP	LS	UNCLASSIFIED EXCAVATION				LUMP	
509	10000	860 LB		EPOXY COATED REINFORCING STEEL	860				
509	20001	100 LB		CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	100				23
510	10001	102 EACH		DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	102				23
511	45722	3 CY		CLASS QC SCC CONCRETE WITH QC/QA, ABUTMENT	3				
511	50212	14 CY		CLASS QC1 CONCRETE WITH QC/QA, SUBSTRUCTURE	14				
512	10100	33 SY		SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	33				
513	21600	8621 LB		STRUCTURAL STEEL FOR REHABILITATION, AS PER PLAN	8621				
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	LUMP				23
846	00110	38 CF		POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM					38

ESTIMATED QUANTITIES - STRUCTURE No.: WAR-63-0010 (SFN:8301425) (07/IMS/13 FUNDING SPLIT)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				LUMP	23
530	00200	LUMP	LS	SPECIAL STRUCTURES: REPAIR OF DAMAGED EPOXY COATING ON EXISTING REINFORCING STEEL				LUMP	
511	34410	3	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			3		
512	10100	8	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			8		
607	98200	LUMP	LS	FENCE, MISC.: VANDAL PROTECTION FENCE REBUILT				LUMP	

DESIGN AGENCY



DESIGNER: GTF
 REVIEWER: CAH 12/03/23
 PROJECT ID: 110567
 SHEET TOTAL: 26 | 70

ESTIMATED QUANTITIES - STRUCTURE No.: HAM-75-1747 (SFN:3111261) (01/IMS/47 FUNDING SPLIT)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		23
503	21300	LUMP	LS	UNCLASSIFIED EXCAVATION			LUMP		
509	10000	6021	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN			6021		24
509	20000	100	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT			100		23
509	26000	5187	LB	GALVANIZED STEEL REINFORCEMENT, AS PER PLAN			5187		24
509	30020	6298	FT	NO. 4 GFRP DEFORMED BARS, AS PER PLAN			6298		24
510	10001	1064	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN			1008	56	23
511	34460	70	CY	CLASS QC SCC CONCRETE, BRIDGE DECK (PARAPET)			70		
512	10100	418	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			418		
512	73500	260	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN			260		
512	74000	67	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES			67		
516	13600	17	SF	1" PREFORMED EXPANSION JOINT FILLER			17		
516	13900	48	SF	2" PREFORMED EXPANSION JOINT FILLER			48		
516	31010	6	FT	2" DEEP JOINT SEALER			6		
526	15000	15	SY	REINFORCED CONCRETE APPROACH SLABS (T=13")				15	
530	00600	1201	SF	SPECIAL - STRUCTURES, ASHLAR STONE FORM LINER			1201		
625	25501	410	FT	CONDUIT, 3", 725.04, AS PER PLAN			410		24
625	29941	3	EACH	BARRIER JUNCTION BOX, AS PER PLAN			3		24
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
607	40000	358.54		SPECIAL - VANDAL PROTECTION FENCE AESTHETIC, 6 FT STRAIGHT, COATED FABRIC, WEST CHESTER			358.54		24

ESTIMATED QUANTITIES - STRUCTURE No.: HAM-75-1747 (SFN:3111261) (08/IMS/47 FUNDING SPLIT)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		23
509	20000	100	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT			100		23
511	34410	4	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			4		
511	34448	4	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)			4		
512	10100	20	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			20		
519	11100	53	SF	PATCHING CONCRETE STRUCTURE			53		
607	98100	100	EACH	FENCE, MISC.: VANDAL PROTECTION FENCE REPLACE HORIZONTAL RAILS			100		51
607	98200	LUMP	LS	FENCE, MISC.: VANDAL PROTECTION FENCE REMOVED AND REBUILT			LUMP		51

ESTIMATED QUANTITIES - STRUCTURE No.: CLE-275-0206 (SFN:1305476) (01/IMS/47 FUNDING SPLIT)									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		23
509	10000	908	LB	EPOXY COATED STEEL REINFORCEMENT			908		
509	20001	100	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN			100		23
510	10001	10	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT, AS PER PLAN			10		23
511	34412	7	CY	CLASS QC2 CONCRETE WITH QC/OA, SUPERSTRUCTURE			7		
513	10200	1615	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF		1615			
514	00060	312	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT		312			
514	00066	312	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT		312			
516	11210	69	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL				69	
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN		LUMP			23
516	44301	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (T = 3.378")		10			24

ESTIMATED QUANTITIES - STRUCTURE No.: HAM-74-1840N (SFN:3115518) (01/IMS/47 FUNDING SPLIT)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		23
509	20000	50 LB		CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT			50		23
511	34410	6	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			6		24
516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (T = 3.853")	4				24
516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (T = 3.953")	4				23
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	LUMP				
514	00060	98 SF		FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	98				
514	00066	98 SF		FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	98				
519	11100	179 SF		PATCHING CONCRETE STRUCTURE	80	99			

ESTIMATED QUANTITIES - STRUCTURE No.: HAM-42-0264R (SFN:3101223) (03/NHS/47 FUNDING SPLIT)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
513	95030	1	EACH	STRUCTURAL STEEL, MISC., BEARING REPAIR		1			63
513	95030	3	EACH	STRUCTURAL STEEL, MISC.: REPAIR OF DAMAGED MEMBERS		3			63
513	95030	77	EACH	STRUCTURAL STEEL, MISC.: FATIGUE RETROFIT		77			63
514	20001	160	SQ FT	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN		160			

ESTIMATED QUANTITIES - STRUCTURE No.: HAM-71-0134L (SFN:3106497) (05/SAF/21 FUNDING SPLIT)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
858	10000	2688	SQ YD	THIN POLYMER EPOXY OVERLAY			2688		

ESTIMATED QUANTITIES - STRUCTURE No.: HAM-71-0111R (SFN:3106551) (05/SAF/21 FUNDING SPLIT)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
202	23500	100	SQ YD	WEARING COURSE REMOVED			100		
858	10000	2314	SQ YD	THIN POLYMER EPOXY OVERLAY			2314		

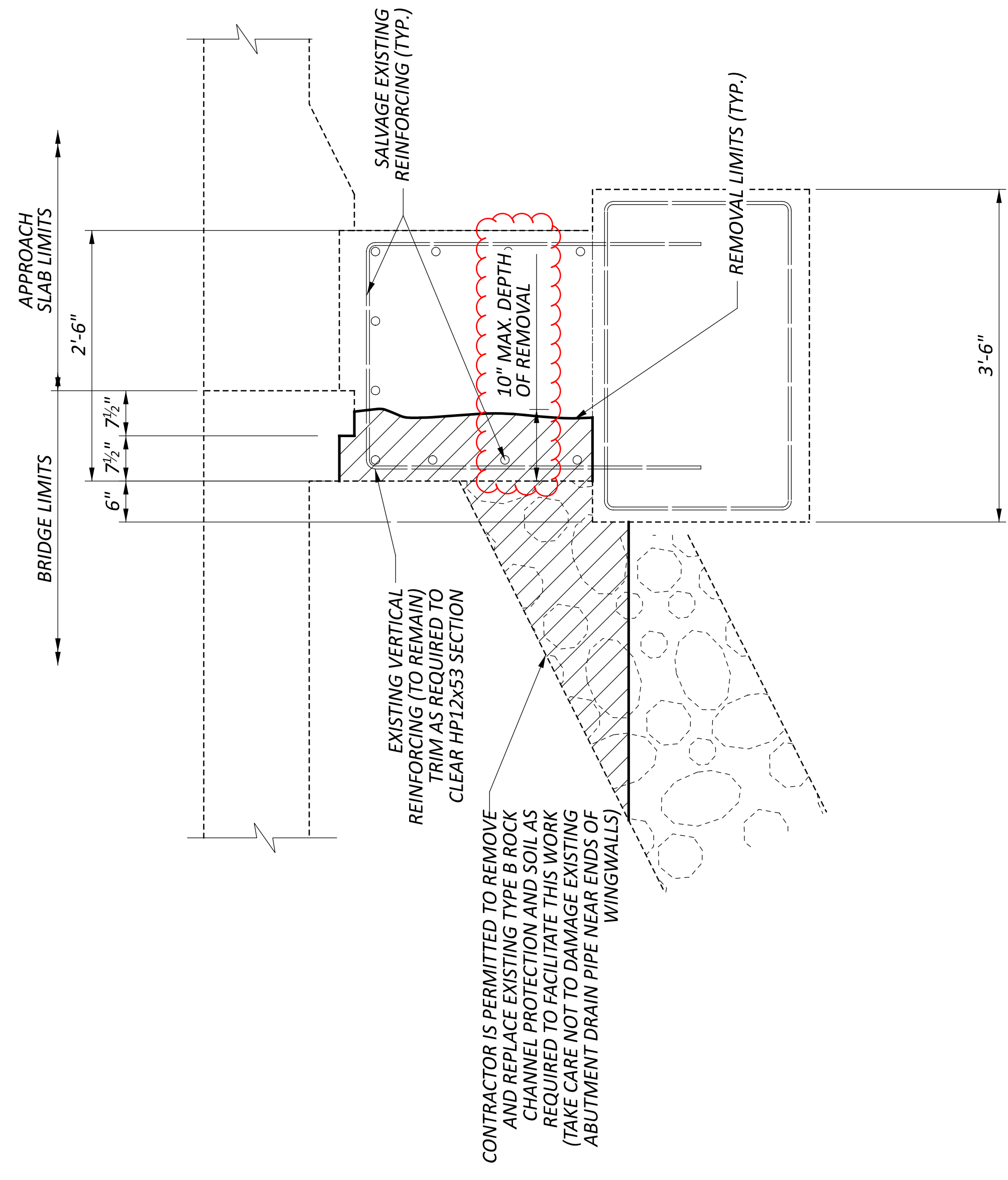
ESTIMATED QUANTITIES - STRUCTURE No.: HAM-71-0110 (SFN:3105687) (03/NHS/47 FUNDING SPLIT)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
516	01300	32	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS			32		

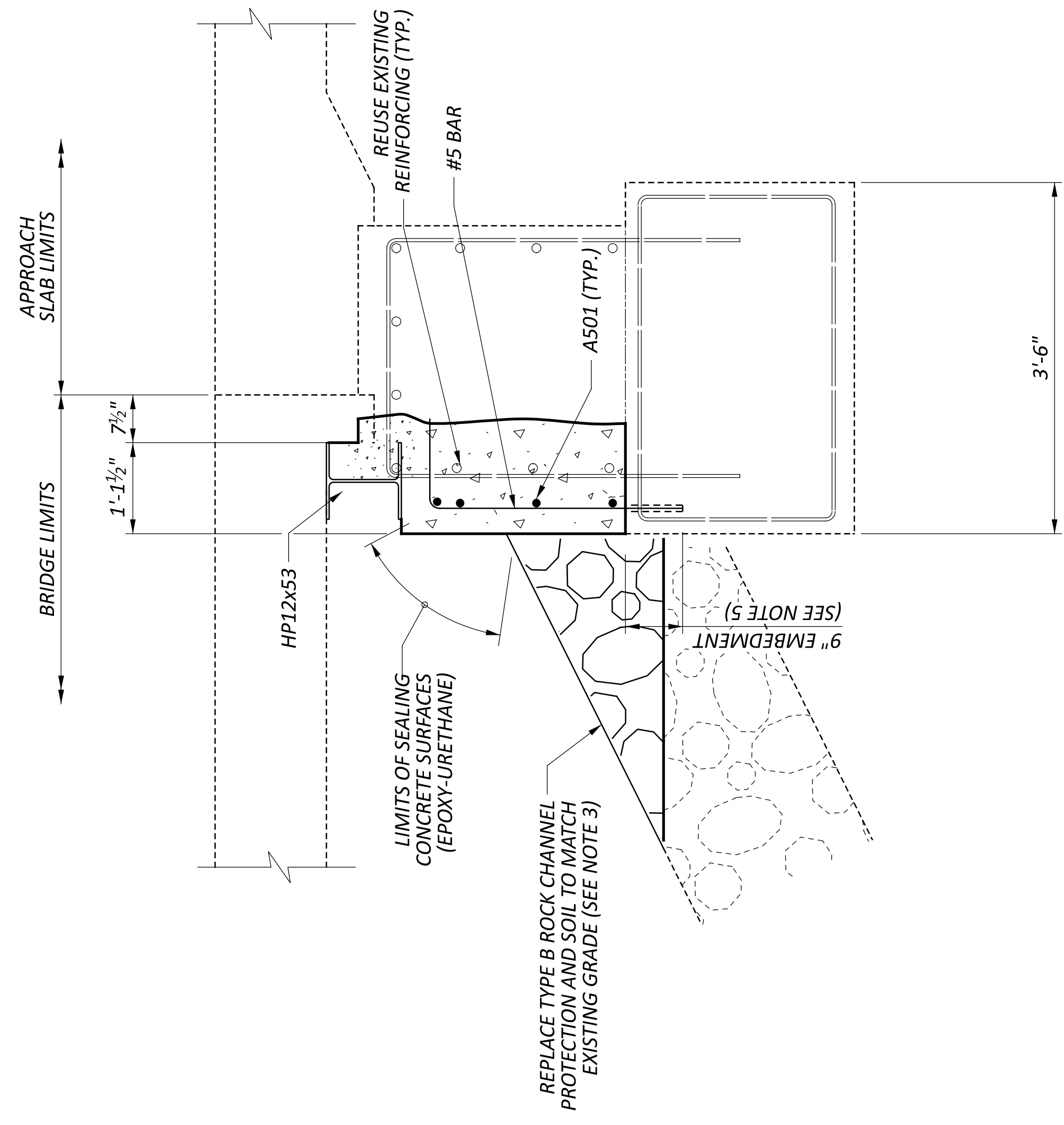
ESTIMATED QUANTITIES - STRUCTURE No.: CLE-133-2063 (SFN:1300512) (02/S<2/47 FUNDING SPLIT)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	LUMP		LUMP		23
509	10000	2885	LB	EPOXY COATED STEEL REINFORCEMENT	2885				
509	20001	200	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	200				23
510	10001	20	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT, AS PER PLAN	20				23
511	45710	15	CU YD	CLASS QC1 CONCRETE, ABUTMENT	15				
512	10600	23	FT	CONCRETE REPAIR BY EPOXY INJECTION	23				
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN				LS	
516	11210	71	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			71		
519	11100	642	SF	PATCHING CONCRETE STRUCTURE	642				

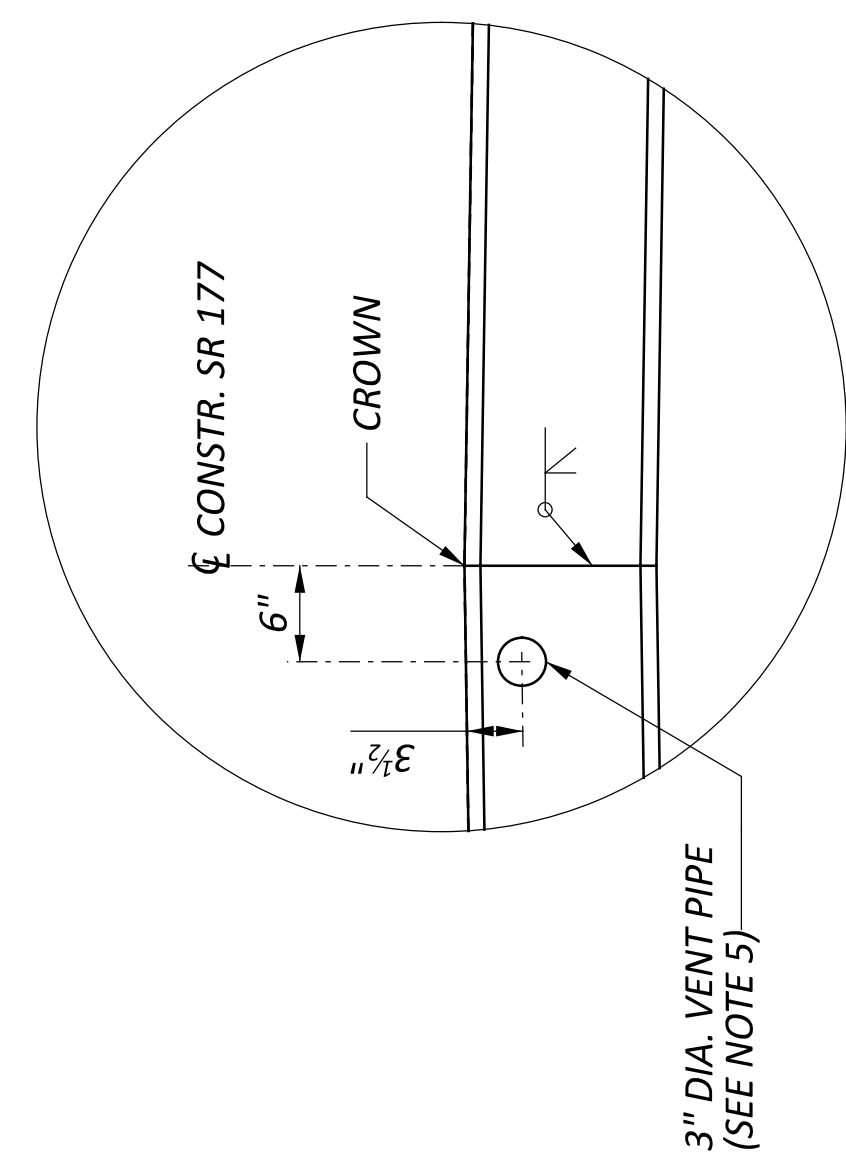
SFN	6803636
DESIGN AGENCY	
DESIGNER	CHECKER
GTF	BP
REVIEWER	
CAH 12/03/23	
PROJECT ID	110567
SUBSET	TOTAL
3	4
SHEET	TOTAL
30	70



SECTION A-A REMOVAL



SECTION A-A CONSTRUCTION



DETAIL A

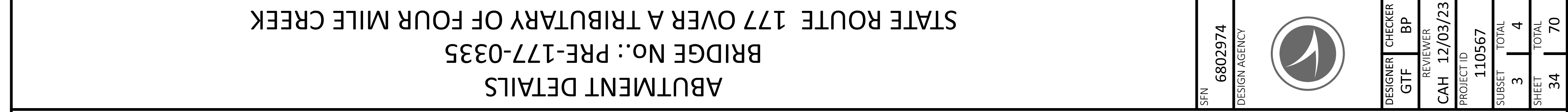
LEGEND:

- LIMITS OF ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- LIMITS OF ITEM 511 - CLASS QC1 CONCRETE WITH QC/QA, SUBSTRUCTURE
- LIMITS OF ITEM 511 - CLASS QC SCC CONCRETE WITH QC/QA, ABUTMENT

NOTES:

- THE ABUTMENT WALL REMOVAL AND PLACEMENT OF SUPPORT BRACING SHALL BE DONE INCREMENTALLY ACROSS THE ABUTMENT. THE ABUTMENT REMOVAL IN THE ADJACENT SUPPORT BRACE AREA MAY NOT COMMENCE UNTIL THE PREVIOUS ADJACENT BRACING AND SUPPORTS ARE COMPLETELY INSTALLED AND WELDED. (I.E. SECTION "A" IS FULLY IN PLACE BEFORE EXISTING CONCRETE MATERIAL IS REMOVED FOR SECTION "B". SECTION "B" IS IN PLACE BEFORE EXISTING MATERIAL IS REMOVED FOR SECTION "C" AND SO ON.) BRACING BEAM SECTION LENGTHS ARE APPROXIMATE. ADJUSTMENT OF THESE LENGTHS IS SUBJECT TO APPROVAL BY THE ENGINEER.
- REMOVAL AND REPLACEMENT OF EXISTING ROCK CHANNEL PROTECTION AND SOIL SHALL BE INCLUDED WITH ITEM 503 - UNCLASSIFIED EXCAVATION.
APPROXIMATE QUANTITY OF UNCLASSIFIED EXCAVATION = 1/2 * (3 FT x 5 FT x 100 FT)/27 = 28 CU YD.
- COMPACT EARTH IN FRONT OF THE ABUTMENT PER CMS 203 IN 6" MAX LIFTS.
- DOWEL REINFORCING INTO EXISTING CONCRETE PER ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALIC GROUT.
- 3" DIAMETER VENT PIPE WITH THREADED END CAP WELDED TO SUPPORT BEAM WEB. LOCATE VENT PIPE AS CLOSE AS POSSIBLE TO THE TOP FLANGE AT THE CROWN OF THE ROAD. INCLUDED WITH ITEM 513 - STRUCTURAL STEEL FOR REHABILITATION, AS PER PLAN FOR PAYMENT.

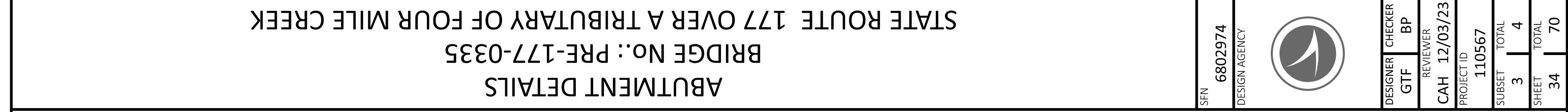
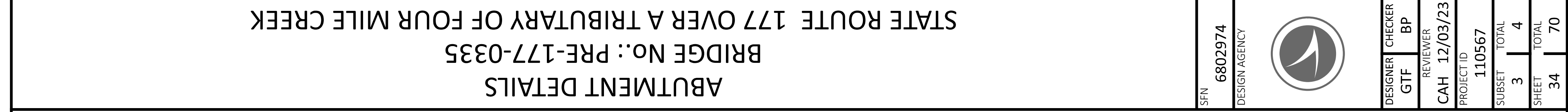
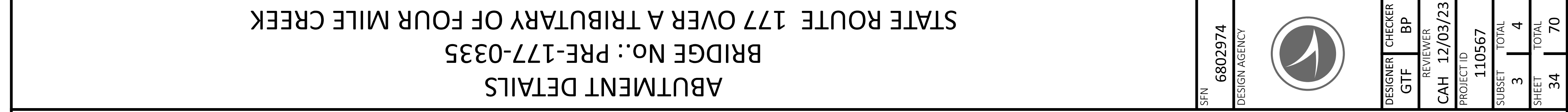
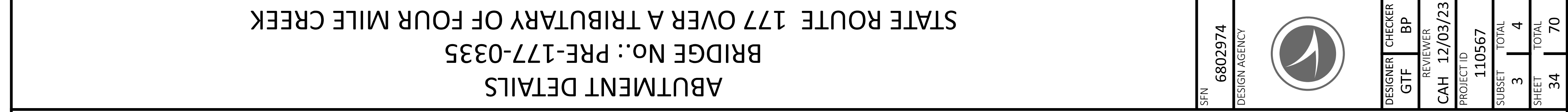
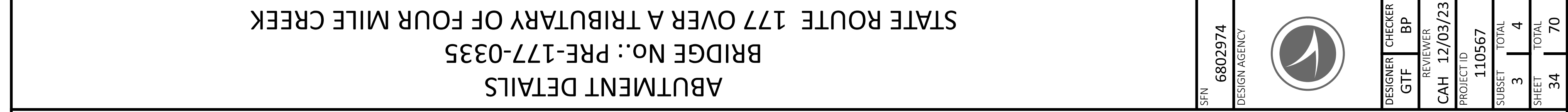
DESIGNER	CHECKER	PROJECT ID
GTF	BP	110567
	REVIEWER	SUBSET TOTAL
	CAH 12/03/23	3
		SHEET TOTAL
		34
		70



ABUTMENT DETAILS

NOTES:

- THE ABUTMENT WALL REMOVAL AND PLACEMENT OF SUPPORT BRACING SHALL BE DONE INCREMENTALLY ACROSS THE ABUTMENT. THE ABUTMENT REMOVAL IN THE ADJACENT SUPPORT BRACE AREA MAY NOT COMMENCE UNTIL THE PREVIOUS ADJACENT BRACING AND SUPPORTS ARE COMPLETELY INSTALLED AND WELDED. (I.E. SECTION "A" IS FULLY IN PLACE BEFORE EXISTING CONCRETE MATERIAL IS REMOVED FOR SECTION "B". SECTION "B" IS IN PLACE BEFORE EXISTING MATERIAL IS REMOVED FOR SECTION "C", AND SO ON.) BRACING BEAM SECTION LENGTHS ARE APPROXIMATE. ADJUSTMENT OF THESE LENGTHS IS SUBJECT TO APPROVAL BY THE ENGINEER.
- REMOVAL AND REPLACEMENT OF EXISTING ROCK CHANNEL PROTECTION AND SOIL SHALL BE INCLUDED WITH ITEM 503 - UNCLASSIFIED EXCAVATION.
APPROXIMATE QUANTITY OF UNCLASSIFIED EXCAVATION = $\frac{1}{2} * (3 \text{ FT} \times 5 \text{ FT} \times 100 \text{ FT}) / 27 = 28 \text{ CU YD}$.
- COMPACT EARTH IN FRONT OF THE ABUTMENT PER ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.
- 3" DIAMETER VENT PIPE WITH THREADED END CAP WELDED TO SUPPORT BEAM WEB. LOCATE VENT PIPE AS CLOSE AS POSSIBLE TO THE TOP FLANGE AT THE CROWN OF THE ROAD. INCLUDED WITH ITEM 513 - STRUCTURAL STEEL FOR REHABILITATION, AS PER PLAN FOR PAYMENT.



LEGEND:

- LIMITS OF ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- LIMITS OF ITEM 511 - CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT SUBSTRUCTURE
- LIMITS OF ITEM 511 - CLASS QC SCC CONCRETE WITH QC/QA, ABUTMENT SUBSTRUCTURE

TYPICAL POLYMER MODIFIED ASPHALT EXPANSION JOINT (REAR APPROACH SLAB)
 WIDTH = 1.67 FT LENGTH = 45.55 FT DEPTH = 0.25 FT (3" THICK)
 VOLUME = $1.67 * 45.55 * 0.25 = 19.02 \text{ CU FT}$

TYPICAL POLYMER MODIFIED ASPHALT EXPANSION JOINT (FORWARD APPROACH SLAB)
 WIDTH = 1.67 FT LENGTH = 45.55 FT DEPTH = 0.25 FT (3" THICK)
 VOLUME = $1.67 * 45.55 * 0.25 = 19.02 \text{ CU FT}$

CONTRACTOR IS PERMITTED TO REMOVE AND REPLACE EXISTING TYPE B ROCK CHANNEL PROTECTION AND SOIL AS REQUIRED TO FACILITATE THIS WORK (TAKE CARE NOT TO DAMAGE EXISTING ABUTMENT DRAIN PIPE NEAR ENDS OF WINGWALLS)

EXISTING VERTICAL REINFORCING (TO REMAIN) TRIM AS REQUIRED TO CLEAR HP12x53 SECTION

SALVAGE EXISTING REINFORCING (TYP.)

REMOVAL LIMITS (TYP.)

EXISTING 12X53 PILE

3'-3"

1'-9"

1'-6"

10" MAX. DEPTH OF REMOVAL

BRIDGING PLATE (1/2" x 8")

ASPHALT CONCRETE PAVEMENT

SEAL EXPANSION JOINT WITH BINDER

1" GAP

BACKER ROD

2" MIN.

APPROACH SLAB

NAIL OR SPIKE (AT 1' INTERVALS) 2 1/2" MIN. NAIL OR SPIKE LENGTH

10"

10"

1"

1'-6"

3'-0"

EXISTING 12X53 PILE

1'-6"

1'-4 1/2"

7 1/2"

BRIDGE LIMITS

APPROACH SLAB LIMITS

REUSE EXISTING REINFORCING (TYP.)

#5 BAR

A501 (TYP.)

LIMITS OF SEALING CONCRETE SURFACES (EPOXY-URETHANE)

HP12x53

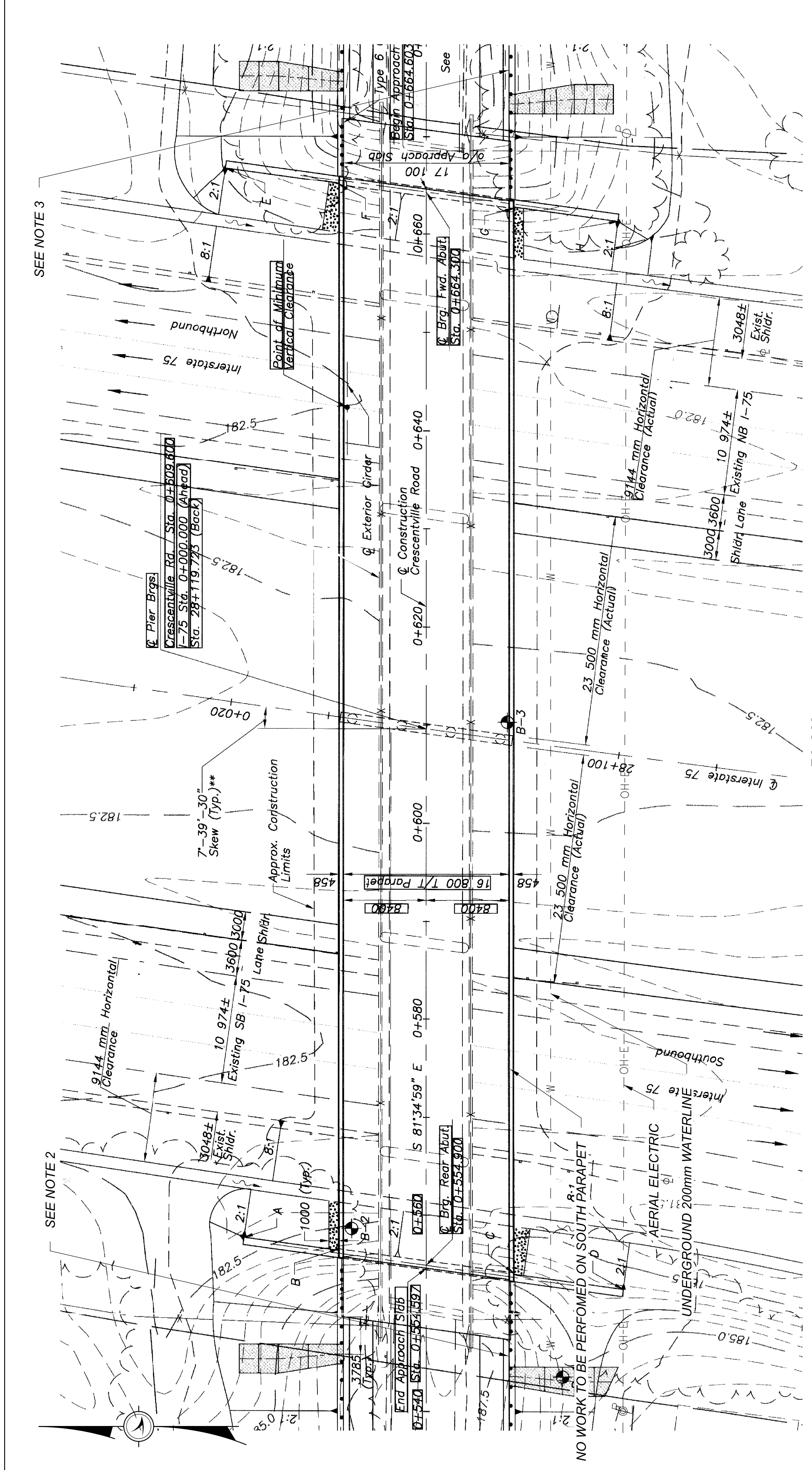
REPLACE TYPE B ROCK CHANNEL PROTECTION AND SOIL TO MATCH EXISTING GRADE (SEE NOTE 3)

9" EMBEDMENT (SEE NOTE 5)

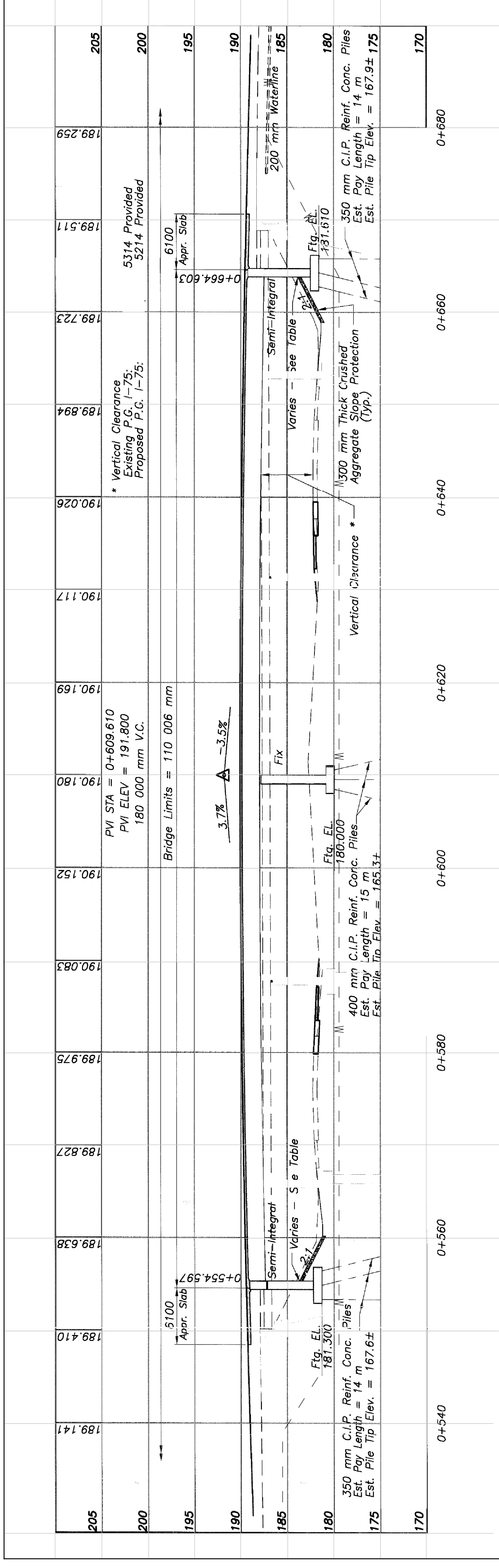
SECTION A-A CONSTRUCTION

SECTION A-A REMOVAL

DETAIL A



PLAN



PROFILE

NOTES

- 1) DETAILS ON THIS SITE PLAN SHEET ARE FROM ARCHIVED PLANS AND SHOULD BE USED FOR REFERENCE ONLY.
- 2) REMOVE EX. BRIDGE TERMINAL ASSEMBLY, EX. APPROACH GUARDRAIL AND EX. ANCHOR ASSEMBLY. CONSTRUCT MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 PER SCD MGS-3.1, 100' OF NEW MGS GUARDRAIL WITH THE USE OF THE EXISTING POST HOLE LOCATIONS, AND ANCHOR ASSEMBLY, MGS TYPE E.
- 3) REMOVE BRIDGE TERMINAL ASSEMBLY AND 25' LENGTH OF EXISTING GUARDRAIL. CONSTRUCT MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 PER SCD MGS-3.1 AND 25' OF NEW MGS GUARDRAIL. TRANSITION TO EXISTING TYPE 5 GUARDRAIL PER SCD MGS-4.3

DESIGN TRAFFIC:
 HAM-75-17.34

2022 ADT = 129,540 2022 ADTT = 20,914
 2034 ADT = 169,000 2034 ADTT = 19,440
 DIRECTIONAL DISTRIBUTION = 58%
 DESIGN SPEED = 65 MPH LEGAL SPEED = 65 MPH
 DESIGN FUNCTIONAL CLASSIFICATION: 01-INTERSTATE (URBAN)

CRESCENTVILLE ROAD
 2022 ADT = 8,602 2022 ADTT = 947
 DESIGN SPEED = 35 MPH LEGAL SPEED = 35 MPH
 DESIGN FUNCTIONAL CLASSIFICATION: TOWNSHIP ROUTE (URBAN)

EXISTING STRUCTURE

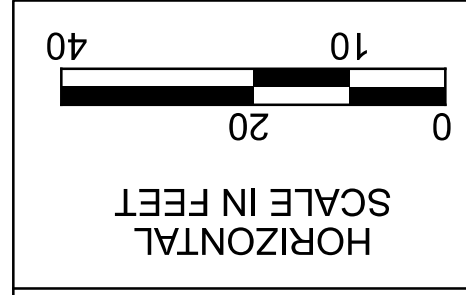
TYPE: CONTINUOUS STEEL GIRDER WITH COMPOSITE REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 179-5 1/2" +/-, 179-5 1/2" +/- C/C BRG
 ROADWAY: 55'-3 3/8" +/- TOE/TOE PARAPETS
 LOADING: HS-20

SKEW: 7 39' 30" +/- LEFT FORWARD
 WEARING SURFACE: 1" MONOLITHIC CONCRETE
 APPROACH SLABS: 20'-0" +/-
 ALIGNMENT: TANGENT
 STRUCTURE FILE NUMBER: 3111261
 DATE BUILT: 7/1/2004
 DISPOSITION: TO BE REHABILITATED
 COORDINATES: LATITUDE: 39 18' 00" N
 LONGITUDE 84 26' 24" W

PROPOSED WORK

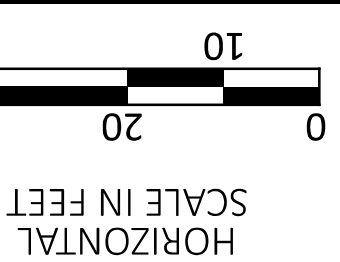
- 1) REPLACE EXISTING SOUTH PARAPET WITH NEW SBR-1-20 BRIDGE RAILING. WIDEN SOUTH SIDE OF THE REAR AND FORWARD APPROACH SLABS TO ACCOMMODATE PLACEMENT OF NEW PARAPET TRANSITION.
- 2) INSTALL NEW 6' TALL VANDAL PROTECTION FENCING ON THE SOUTH PARAPET.
- 3) REMOVE EXISTING SEALER FROM THE SOUTH DECK EDGE. SEAL THE DECK EDGES AND THE NEW CONCRETE PARAPET WITH EPOXY-URETHANE SEALER, FEDERAL COLOR 17778 (OFF-WHITE).
- 4) REPLACE APPROACH GUARDRAIL.
- 5) RESURFACE APPROACH PAVEMENT.
- 6) SEAL REAR AND FORWARD CONCRETE APPROACH SLABS WITH GRAVITY FED RESIN.





SFN	1305476
DESIGN AGENCY	
DESIGNER	GTF
CHECKER	BP
REVIEWER	
PROJECT ID	CAH 12/03/23
	110567
SUBSET	TOTAL
4	4
SHEET	TOTAL
55	70

SITE PLAN
 BRIDGE NO.: HAM-74-1840N
 RAMP FROM NB BEEKMAN ST. TO WB I.R.-74 OVER SB BEEKMAN ST.



NOTES

- 1) DETAILS ON THIS SITE PLAN SHEET ARE FROM ARCHIVED PLANS AND SHOULD BE USED FOR REFERENCE ONLY
- 2) SEE SHEET 56 FOR ABUTMENT BACKWALL REPAIR DETAILS
- 3) SEE SHEET 27 FOR STRUCTURE QUANTITIES
- 4) SEE SHEET 57 FOR PATCHING LOCATIONS AND QUANTITIES
- 5) COORDINATE WORK WITH PID 104688. WORK ON THIS BRIDGE SHALL NOT BEGIN UNTIL 3/1/2025. SEE SHEET 770 FOR PROJECT COORDINATION NOTE.

DESIGN TRAFFIC:

HAM-74-1840N
 2024 ADT = 85,500 2024 ADTT = 7,500
 DHV = N/A
 DESIGN SPEED = 70 MPH LEGAL SPEED = 65 MPH
 DESIGN FUNCTIONAL CLASSIFICATION: 01-PRINCIPAL ARTERIAL INTERSTATE
 NHS ROUTE YES

BEEKMAN STREET
 2024 ADT = 1,337 2024 ADTT = 22
 DHV = 248
 DESIGN SPEED = 35 MPH LEGAL SPEED = 35 MPH
 DESIGN FUNCTIONAL CLASSIFICATION: 03-PRINCIPAL ARTERIAL OTHER
 NHS ROUTE YES

LEGEND

LIMITS OF PROPOSED WORK (1 & 3)

EXISTING STRUCTURE

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

SPANS: 68.03'±, 92.86'±, 73.61'± C/C BEARINGS

ROADWAY: 30'-0" T/T PARAPETS

LOADING: HS 20

SKEW: 41°23'±

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: AS-1-67 (20' LONG)

ALIGNMENT: 6°00'± CURVE RT. & 4°00'± CURVE RT.

SUPERELEVATION: 0.083 FT/FT

STRUCTURE FILE NUMBER: 3115518

DATE BUILT: 7/1/1973

DISPOSITION: SEE PROPOSED WORK

COORDINATES: LATITUDE 39° 09' 41.63"

LONGITUDE -84° 33' 07.94"

PROPOSED WORK

- 1) RECONSTRUCT THE TOP OF BACKWALL ALONG THE EXPANSION JOINT TO ORIGINAL PLAN DIMENSIONS TO ELIMINATE THE DETERIORATED TOP CONCRETE AND ASPHALT THAT COVERS PORTIONS OF THE TOP OF BACKWALL.
- 2) PATCH THE ABUTMENTS AND PIERS WITH 519 PATCHING. REQUEST STRUCTURES PLANNING DEPARTMENT TO PROVIDE PATCHING DETAILS DURING PLAN DEVELOPMENT.
- 3) REPLACE THE ABUTMENT BEARINGS WITH NEW ELASTOMERIC BEARINGS ON HP PEDESTALS.

