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ROUNDING

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

UTILITIES

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

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

DUKE - ELECTRIC DISTRIBUTION
MR. SHANE ERHART
2010 DANA AVENUE
CINCINNATI, OH 45207
(513) 508-9609

CINCINNATI BELL TELEPHONE
MR. TIM SEESTEDT
221 EAST FOURTH STREET
BUILDING: 121-900
CINCINNATI, OH 45202
(513) 565-7163

DUKE - GAS
MR. GORDIE THOMPSON
2010 DANA AVENUE
CINCINNATI, OH 45207
(513) 458-3804

METROPOLITAN SEWER DISTRICT
MR. ROBERT FRANKLIN
1600 GEST STREET
CINCINNATI, OH 45204
(513) 557-7188

GCWW
MR. KYLE BUCKLEY
4747 SPRING GROVE AVENUE
CINCINNATI, OH 45232-1921
(513) 591-7874

CITY OF CINCINNATI
MR. CURTIS HINES
DOTE
801 PLUM STREET
CINCINNATI, OH 45202-5704

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

UTILITY COORDINATION (DUKE ELECTRIC)

THE CONTRACTOR SHALL USE CAUTION WHEN UTILIZING HEAVY EQUIPMENT IN THE VICINITY OF THE UNDERGROUND CONCRETE ENCASED ELECTRIC CONDUIT FROM APPROXIMATELY STA 9+00 TO 15+00. IF THE EXCAVATION REACHES THE DEPTH OF THE CONCRETE ENCASED DUCT BANK, NO FURTHER EXCAVATION WILL BE PERMITTED.

AFTER ALL REQUIRED EXCAVATION HAS OCCURRED FOR STA 9+00 TO 15+00, THE CONTRACTOR SHALL CONTACT DUKE ENERGY (ELECTRIC) AND ALLOW ACCESS TO INSPECT AND ROD ALL THE DUCTS BEFORE PROCEEDING WITH THE PATH CONSTRUCTION IN THIS AREA.

THE CONTRACTOR SHALL CONTACT TIM MEYER WITH DUKE ENERGY AT (513) 287-1266 TO COORDINATE THE CONSTRUCTION OF THE PROPOSED BIKE PATH AT STATION 26+50± PRIOR TO COMMENCING WORK DUE TO THE PROXIMITY OF EXISTING OVERHEAD UTILITY LINES. NO PERSONS OR ANY PIECE OF CONSTRUCTION EQUIPMENT GET WITHIN 20 FEET OF THE 69KV ENERGIZED LINE IN ORDER TO PLACE THE FILL. OSHA CLEARANCES MUST BE MAINTAINED THROUGH THE DURATION OF CONSTRUCTION.

THE CONTRACTOR SHALL CONTACT SHANE ERHART WITH DUKE ENERGY AT (513) 508-9609 TO COORDINATE THE CONSTRUCTION OF THE PROPOSED CULVERT PRIOR TO INSTALLATION DUE TO THE PROXIMITY OF EXISTING OVERHEAD UTILITY LINES.

UTILITY COORDINATION (DUKE GAS)

THE CONTRACTOR SHALL CONTACT JOHN PERKINS WITH DUKE ENERGY NATURAL GAS, AT PHONE: (513) 287-1276, E-MAIL: JOHN.PERKINS@DUKE-ENERGY.COM TO COORDINATE FOR CROSSING OVER THE 24" NATURAL GAS LINE. THE CONTRACTOR SHALL SELECT ONE LOCATION TO HAVE A PERPENDICULAR CROSSING OVER THE GAS MAIN.

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.

POST CONSTRUCTION STORM WATER TREATMENT

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

ITEM 201 - CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. THIS SHALL INCLUDE REMOVAL OF VEGETATION AND DEBRIS AGAINST PIERS AND ABUTMENTS WITH CLEARING AND GRUBBING. THIS ALSO INCLUDES ALL REQUIRED CLEARING WITHIN HSO LIMITS. 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.

SURVEYING PARAMETERS

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

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID03

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83(CORS96)EPOCH2002.0
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE - SOUTH ZONE
COMBINED SCALE FACTOR: 1.0000715434

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

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

SAW CUT

THE EXISTING PAVEMENT EDGES SHALL BE SAW CUT TO LOCATE A SOUND PAVEMENT EDGE PER SEC. 203.04E OF THE CMS. FOR ESTIMATING PURPOSES, PAVEMENT CALCULATIONS INCLUDED IN THE PLAN INDICATE AN AVERAGE WIDTH OF 1' OF EXISTING PAVEMENT BEING REPLACED.

ITEM 407 - NON-TRACKING TACK COAT

THE RATE OF APPLICATION OF ITEM 407, NON-TRACKING TACK COAT SHALL BE SUBJECT TO ADJUSTMENTS AS DIRECTED BY THE ENGINEER. FOR ESTIMATING PURPOSES ONLY, THE PLAN QUANTITIES INDICATE AN AVERAGE APPLICATION RATE OF:
ITEM 407, NON-TRACKING TACK COAT @ 0.10 GAL/S.Y.

SEEDING AND MULCHING

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

ITEM 659, SOIL ANALYSIS TEST	2 EACH
ITEM 659, TOPSOIL	997 CY
ITEM 659, SEEDING AND MULCHING, CLASS 4A	8,979 SY
ITEM 659, REPAIR SEEDING AND MULCHING	449 SY
ITEM 659, INTER-SEEDING	449 SY
ITEM 659, COMMERCIAL FERTILIZER	1.21 TON
ITEM 659, LIME	1.86 ACRES
ITEM 659, WATER	50 M GAL
ITEM 659, MOWING	20 M SQ FT

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.

ITEM 604 - CATCH BASIN, NO. 2-2B

IN ADDITION TO THE REQUIREMENTS OF CMS ITEM 604, EACH CATCH BASIN SHALL BE CONSTRUCTED WITH A BICYCLE SAFE GRATE PER SCD CB-1.1.

ITEM 607 - FENCE, MISC.: WOOD FENCE

THIS ITEM SHALL CONSIST OF CONSTRUCTING A WOODEN BIKEWAY RAILING ACCORDING TO STANDARD CONSTRUCTION DRAWING RM-5.2 AT THE LOCATIONS SPECIFIED ON THE PLANS. ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 607, FENCE, MISC.: WOOD FENCE

FENCE LENGTHS

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

VEGETATED FILTER STRIP

THIS PLAN UTILIZES VEGETATED FILTER STRIPS FOR POST CONSTRUCTION STORM WATER TREATMENT. PLACE ITEM 659 SEEDING AND MULCHING WITH A 4-INCH LIFT OF TOPSOIL AND ITEM 670, SLOPE EROSION PROTECTION TO ALL DISTURBED AREAS DESIGNATED AS VEGETATED FILTER STRIPS, THE EDGE OF SHOULDER, AND THE FORESLOPE AS SPECIFIED IN THE PLANS.

ITEM 204 - PROOF ROLLING

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

ITEM 204, PROOF ROLLING 2 HOUR

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN 203.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF 203.05.

EXISTING PATH REPAIR

THE CONTRACTOR SHALL REPAIR THE EXISTING PATH AND/OR ADJACENT AREAS TO THE SAME CONDITION OR BETTER IF DAMAGE IS DONE WHILE USING THE PATH DURING CONSTRUCTION. ALL WORK TO REPAIR THE EXISTING PATH SHALL BE INCIDENTAL WITH NO ADDITIONAL PAYMENT.

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 100 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND THE 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 FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NO. 2020-AGL-16973-OE IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED.

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING 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.

FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

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
PHONE: (614) 387-2356

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.

CALCULATED
JAG
CHECKED
SRB

GENERAL NOTES

HAM LMST BEECHMONT
BRIDGE - PT 1

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PUBLIC LANDS AND FACILITIES

GENERAL:
THE PROJECT AND WORK TO BE PERFORMED ARE LOCATED WITHIN OR ABUTTING PUBLIC LANDS AND FACILITIES PROTECTED UNDER SECTION 4(F) OF THE U.S. DEPARTMENT OF TRANSPORTATION (USDOT) ACT OF 1966 (23 CFR PART 774). THESE PUBLIC LANDS AND FACILITIES INCLUDE THE EXISTING SEGMENTS OF THE LITTLE MIAMI SCENIC TRAIL (PAVED MULTI-USE BIKE/PEDESTRIAN TRAIL) AND ASSOCIATED PARKING AND TRAILHEAD AREA; THE LITTLE MIAMI RIVER (DESIGNATED AND MANAGED AS A STATE AND FEDERAL SCENIC RIVER), INCLUDING ITS SURFACE WATERS AND BANKS; AND THE PUBLIC LANDS, PASSIVE RECREATION AREAS AND GREENSPACE ALONG THE RIVER AND TRAIL. THE PROVISIONS OF THIS SECTION ARE FEDERAL REQUIREMENTS TO AVOID OR MINIMIZE CONSTRUCTION PERIOD IMPACTS ON THESE SECTION 4(F) PUBLIC LANDS AND FACILITIES.

TEMPORARY CONSTRUCTION FENCING FOR RESOURCES WITHIN OR ABUTTING CONSTRUCTION LIMITS:

TO PROTECT THE PUBLIC LANDS AND FACILITIES ALONG THE LITTLE MIAMI RIVER (INCLUDING THE RIVER ITSELF, AS WELL AS THE ASSOCIATED MULTI-USE TRAIL AND PASSIVE RECREATION LANDS AND GREENSPACE) AND THE PUBLIC, THE CONTRACTOR SHALL INSTALL AND MAINTAIN SECURE AND COMPLETE TEMPORARY CONSTRUCTION FENCING ALONG THE LANDSIDE BOUNDARIES OF THE PROJECT CONSTRUCTION LIMITS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

APPROPRIATE SIGNAGE:

PRIOR TO THE START OF CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL INSTALL SIGNAGE APPROVED BY THE ENGINEER TO TRAIL, LANDS AND RIVER USERS OF CONSTRUCTION ACTIVITIES AND ACCESS RESTRICTIONS OR CLOSURES, AND TO DIRECT USERS TO SECONDARY ACCESS POINTS.

ADVISORY AND SAFETY TEMPORARY SIGNS/BUOYS/MARKERS ARE TO BE PLACED 300 FEET UPSTREAM AND DOWNSTREAM OF THE PROJECT AREA TO ALERT BOATERS OF CONSTRUCTION ACTIVITY AND PROVIDE INSTRUCTIONS TO SAFELY NAVIGATE AROUND/THROUGH/OR AVOID THE PROJECT AREA.

PORTAGE TEMPORARY SIGNAGE IS TO BE PLACED AT THE NEAREST UPSTREAM AND DOWNSTREAM PUBLIC ACCESS POINTS (ARMELDER PARK AND MAGRISH PARK, RESPECTIVELY) THAT PROVIDE INFORMATION ABOUT THE DURATION OF POSSIBLE RECREATIONAL IMPACTS AND PROVIDE PORTAGE AND RE-ROUTING INSTRUCTIONS FOR PADDLERS.

PERMANENT SCENIC RIVER PERMANENT SIGNS SHALL BE POST-MOUNTED ON THE RIGHT-HAND SIDE OF THE TRAIL ON BOTH TRAIL BRIDGE APPROACHES APPROXIMATELY 50 FEET FROM THE START OF THE ON-BRIDGE TRAIL SECTION. THE SIGNS SHALL BE MUTCD STANDARD FOR PARKS AND RECREATION FACILITIES FOR LOW-SPEED/NON-ROADWAY CONDITIONS, 18" X 18", AND SHALL HAVE A WHITE MESSAGE AND WHITE BORDER ON A BROWN BACKGROUND. THE SIGN MESSAGE SHALL READ: LITTLE MIAMI STATE AND NATIONAL SCENIC RIVER. A PERMANENT SIGN OF APPROPRIATE SIZE, SCALE AND COLORS, APPROVED BY THE PROJECT ENGINEER, SHALL BE INSTALLED ON THE DOWNSTREAM SIDE OF THE NEW LITTLE MIAMI SCENIC TRAIL BRIDGE, WITH APPROVED MESSAGE TO INCLUDE: BRIDGE/TRAIL NAME AND LITTLE MIAMI RIVER MILE. SEE SHEETS 61-62 FOR DETAILS.

THE CONTRACTOR SHALL PLACE THE SIGNS IN LOCATIONS AS APPROVED BY THE ENGINEER. ALL LABOR, EQUIPMENT, AND MATERIALS ASSOCIATED WITH TEMPORARY SIGNAGE SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC.

STORING/ STAGING RESTRICTIONS:

THE CONTRACTOR SHALL NOT STORE OR STAGE CONSTRUCTION EQUIPMENT OR MATERIALS WITHIN THE BOUNDARIES OF THE PUBLIC LANDS AND FACILITIES ALONG THE LITTLE MIAMI RIVER (INCLUDING THE RIVER ITSELF, AS WELL AS THE ASSOCIATED MULTI-USE TRAIL AND PASSIVE RECREATION LANDS AND GREENSPACE), OUTSIDE OF PROPOSED CONSTRUCTION LIMITS, EXCEPT FOR AREA(S) APPROVED BY THE OFFICIAL WITH JURISDICTION (GREAT PARKS OF HAMILTON COUNTY; ODNR) SPECIFICALLY FOR STORAGE AND STAGING OF EQUIPMENT PER CMS 107.10.

COORDINATE CONSTRUCTION SCHEDULE:

THE CONTRACTOR SHALL BE REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH THE ODNR TRAILS ADMINISTRATOR, GREAT PARKS OF HAMILTON COUNTY, AND ODOT PRIOR TO THE START OF CONSTRUCTION ACTIVITIES AND PROVIDE REGULAR UPDATES, ESPECIALLY DURING THE PEAK PERIOD OF MAY 1-OCTOBER 15. THE CONTRACTOR SHALL NOTIFY THE CONSTRUCTION ENGINEER AND GREAT PARKS OF HAMILTON COUNTY AT LEAST 24 HOURS IN ADVANCE OF CONSTRUCTION ACTIVITIES THAT WILL RESTRICT ACCESS TO THE TRAIL. DUE TO THE ANTICIPATED NATURE AND COMPLEXITY OF CONSTRUCTION ACTIVITIES, IT MAY NOT BE POSSIBLE TO REMOVE RESTRICTIONS TO RECREATIONAL BOATING DURING SUMMER HOLIDAYS AND/OR WEEKENDS.

PUBLIC LANDS AND FACILITIES

MAINTAIN ACCESS TO PROPERTY:

THE CONTRACTOR SHALL MAINTAIN SAFE AND SECURE PUBLIC ACCESS TO THE PUBLIC LANDS AND FACILITIES ALONG THE LITTLE MIAMI RIVER (INCLUDING THE RIVER ITSELF, AS WELL AS THE ASSOCIATED MULTI-USE TRAIL AND PASSIVE RECREATION LANDS AND GREENSPACE) AT ALL TIMES DURING CONSTRUCTION ACTIVITIES, EXCEPT AS PERMITTED FOR SCHEDULED AND APPROVED CLOSURES NEEDED TO MAINTAIN WORKER AND PUBLIC SAFETY, BY USE OF FLAGGING OPERATIONS AND/OR A DETOUR APPROVED BY THE PROJECT ENGINEER, AND AS IDENTIFIED ELSEWHERE IN THESE NOTES. BECAUSE THERE ARE MIXED USES OF THE PUBLIC WATERS AND LANDS THROUGH THE PROJECT SITE, THE CONTRACTOR IS ADVISED THAT CONDITIONS OF ACTIVITY AND USE MAY DICTATE SPECIAL AND IMMEDIATE COORDINATION AND CONTROL ACTIONS FOR THE PROJECT BOTH PUBLIC AND WORKER SAFETY, AND SHALL ADVISE THE PROJECT ENGINEER IMMEDIATELY OF ANY SUCH CONDITIONS THAT MAY AFFECT EITHER PLANNED ACCESS OR SPECIFIC SAFETY MEASURES.

MAINTAIN ACCESS; RESTRICT ONLY WHEN NECESSARY:

THE CONTRACTOR SHALL ONLY RESTRICT PUBLIC ACCESS TO THE PUBLIC LANDS AND FACILITIES ALONG THE LITTLE MIAMI RIVER (INCLUDING THE RIVER ITSELF, AS WELL AS THE ASSOCIATED MULTI-USE TRAIL AND PASSIVE RECREATION LANDS AND GREENSPACE) FOR TIME PERIODS NEEDED TO COMPLETE CONSTRUCTION ACTIVITIES THAT COULD COMPROMISE PUBLIC OR WORKER SAFETY. ACCESS TO THE PUBLIC LANDS AND FACILITIES ALONG THE LITTLE MIAMI RIVER (INCLUDING THE RIVER ITSELF, AS WELL AS THE ASSOCIATED MULTI-USE TRAIL AND PASSIVE RECREATION LANDS AND GREENSPACE) SHALL REMAIN OPEN TO THE PUBLIC AT ALL OTHER TIMES THROUGHOUT CONSTRUCTION. CLOSURES AND ACCESS RESTRICTIONS SHALL BE DISCUSSED AT EVERY PROGRESS MEETING, AND OTHERWISE COORDINATED AT LEAST WEEKLY OR AS NEEDED. THE PROJECT ENGINEER SHALL NOTIFY THE ODNR TRAILS ADMINISTRATOR WHEN WATER ACCESS RESTRICTIONS TO BOATERS AND PADDLERS ON THE RIVER THROUGH THE SITE WILL LAST LONGER THAN ONE (1) CONSECUTIVE DAY. FOR SHORTER TERM RIVER USE INTERRUPTIONS (< 1 DAY), FLAGGERS OR OTHER MEANS WILL BE UTILIZED TO ALERT PUBLIC RIVER TRAFFIC OF RIVER CLOSURES.

THE PROJECT ENGINEER SHALL NOTIFY THE ODNR TRAILS ADMINISTRATOR 14 CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES TO ALLOW ODNR TO POST NOTICE OF IMPENDING PROJECT CONSTRUCTION ON THE APPROPRIATE ODNR WEBPAGES AND ASSOCIATED ONLINE BOATING MAPS. AS PART OF NOTIFICATION EFFORTS, THE PROJECT ENGINEER SHALL ALSO PROVIDE PLANS THAT INDICATE SIGNAGE LOCATION ALONG THE WATERWAY AND ANY ADDITIONAL PLANNED NOTIFICATION EFFORTS WITH ODNR THAT WILL TAKE PLACE DURING OR AFTER CONSTRUCTION. THE ODNR TRAILS ADMINISTRATOR WILL BE NOTIFIED WHEN THE PROJECT IS COMPLETE, AND ALL SIGNAGE HAS BEEN REMOVED.

SCENIC RIVER FLOODPLAIN

ANY AND ALL CONSTRUCTION DEBRIS, EARTHEN DEBRIS, EXCESS ASPHALT OR CONCRETE, WOOD DEBRIS FROM CLEARING, EXCESS FILL MATERIAL, AND TRASH SHOULD BE DISPOSED OF AT AN APPROVED UPLAND SITE OR LAND FILL ABOVE FEMA 100-YEAR FLOOD ELEVATIONS. DISPOSAL OF ANY SUCH MATERIALS WITHIN 1000 FEET OF THE LITTLE MIAMI RIVER IS PROHIBITED. THE CONTRACTOR SHALL KEEP ALL IDLE EQUIPMENT, FUELS, LUBRICANTS, AND ANY STORAGE FOR/POTENTIALLY TOXIC OR HAZARDOUS MATERIALS OUT OF THE FEMA DESIGNATED SPECIAL FLOOD HAZARD AREA.

WATERWAY PERMITS

FEDERAL AND STATE WATERWAY PERMITS HAVE BEEN ISSUED FOR THIS PROJECT. SEE SPECIAL PROVISIONS PACKAGE SPP IN THE CONTRACT DOCUMENTS FOR PERMITS AND CONDITIONS OF PERFORMANCE REQUIRED OF THE CONTRACTOR.

STORMWATER PERMITS

THIS PROJECT HAS AN ESTIMATED EARTH DISTURBED AREA OF 6.34 ACRES. NOI, SWPPP AND COMPLIANCE SUBMITTALS ARE REQUIRED UNDER OHIO EPA PERMIT NO.: OHCO00005 (CONSTRUCTION GENERAL NPDES PERMIT FOR STORMWATER). THE REQUIRED NPDES SHALL BE OBTAINED BY THE CONTRACTOR PRIOR TO CONSTRUCTION AND SUBMITTED TO THE PROJECT ENGINEER FOR NOTIFICATION. SEE SPECIAL PROVISIONS PACKAGE SPP IN THE CONTRACT DOCUMENTS FOR PERMIT CONDITIONS OF PERFORMANCE REQUIRED OF THE CONTRACTOR.

FLOODPLAIN PERMITS

SPECIAL FLOODPLAIN ACTIVITY PERMITS HAVE BEEN ISSUED FOR THIS PROJECT. A "CERTIFICATE OF COMPLETION" WILL BE REQUIRED TO BE SUBMITTED TO THE HAMILTON COUNTY DEPARTMENT OF PLANNING & DEVELOPMENT FLOODPLAIN MANAGEMENT DIVISION AT PROJECTS END TO VERIFY THAT THE COMPLETED BRIDGE PROJECT MEETS ALL NFIP STANDARDS. SEE SPECIAL PROVISIONS PACKAGE SPP IN THE CONTRACT DOCUMENTS FOR PERMIT CONDITIONS OF PERFORMANCE REQUIRED OF THE CONTRACTOR.

WETLANDS

THERE ARE 5 SMALL WETLANDS ON THE PROJECT SITE. WETLANDS 2, 3 AND 5 (PLAN SHEET 24) ARE TO BE FILLED AS PART OF PROJECT EARTHWORK (SEE ADDITIONAL NOTES BELOW REGARDING NON-REGULATORY REPLACEMENT AND MITIGATION OF THESE 3 WETLANDS). WETLANDS 1 AND 4 ARE JUST OUTSIDE THE PROJECT WORK LIMITS ARE NOT TO BE DISTURBED IN THE COURSE OF WORK.

FOR WETLANDS 2, 3 AND 5, THE TOP 9 INCHES (AVERAGE DEPTH) OF SOIL AND ORGANIC MATERIAL WITHIN THE APPROXIMATE EXISTING WETLAND BOUNDARY, AS FLAGGED IN THE FIELD, IS TO BE STRIPPED AND STOCKPILED NEARBY. IN THE COURSE OF FINAL GRADING AND DRAINAGE WORK, NEW REPLACEMENT WETLAND AREAS WILL BE GRADED BACK IN TO THE FINISH LANDSCAPE IN GENERAL CONSISTENCY WITH DEPTH AND CONFIGURATION OF THE EXISTING WETLANDS, AS DIRECTED BY THE PROJECT ENGINEER, WITH A FINISH LAYER OF THE STOCKPILED SOIL AND ORGANIC MATERIAL. THIS WORK WILL BE PAID FOR UNDER ITEM 203, EXCAVATION AND EMBANKMENT. THE REPLACEMENT WETLAND WORK IS NOT PART OF THE REGULATORY OR WATERWAY PERMIT OBLIGATION FOR THE PROJECT.

INTERIM COMPLETION REQUIREMENTS

THE PROJECT HAS AN INTERIM COMPLETION DATE OF 11/20/2021. IN ADDITION TO THE COMPLETION OF THE SOIL NAIL WALL AND INSTALLATION OF THE BOX CULVERT, THE INTENT OF THIS PROVISION IS TO ALLOW THE SIGNALIZATION OF THE WESTBOUND SR32 ENTRANCE RAMP TO BEECHMONT AVENUE TO CEASE PRIOR TO WINTER. AS SUCH, ON OR BEFORE THE INTERIM COMPLETION DATE, THE BOX CULVERT, SOIL NAIL WALL AND ALL SUPERSTRUCTURE WORK NECESSARY TO ALLOW VEHICULAR TRAFFIC TO BE SHIFTED INTO FINAL CONFIGURATION SHALL BE COMPLETED. ALTERNATELY, IN LIEU OF FULLY COMPLETING THE SUPERSTRUCTURE WORK, THE CONTRACTOR MAY CHOOSE TO IMPLEMENT AN ADDITIONAL MOT PHASE THAT MAINTAINS THREE 11' LANES WESTBOUND AND TWO 11' LANES EASTBOUND ACROSS THE HAM-32-0217 STRUCTURE WITH 2' SHOULDERS AND REMOVES THE TEMPORARY SIGNALS. ADDITIONAL WORK REQUIRED TO PERFORM THIS MOT PHASE WILL BE BORNE BY THE CONTRACTOR. SHOULD THE CONTRACTOR CHOOSE THIS ALTERNATE COURSE OF ACTION, TRAFFIC SHALL BE PLACED IN FINAL CONFIGURATION ON SR 32 ON OR BEFORE THE INTERIM COMPLETION DATE OF 5/15/2020.

THE CONTRACT WILL BE SUBJECT TO DAILY DISINCENTIVES FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK, AND ASSOCIATED INCIDENTALS RELATED TO THE WORK, AS OUTLINED IN THE TABLE INCLUDED IN THIS NOTE. APPLICATION OF THE DISINCENTIVES WILL BE BASED ON THE OVERALL CONTRACT AMOUNT. DAILY DISINCENTIVES ARE APPLICABLE TO THE WORK REQUIRED TO THE INTERIM COMPLETION DATE ONLY. THE CONTRACT IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN CMS 108.07 FOR THE REMAINDER OF THE CONTRACT.

SCHEDULE OF DAILY DISINCENTIVES FOR FAILURE TO MEET THE INTERIM COMPLETION REQUIREMENTS		
ORIGINAL CONTRACT AMOUNT (TOTAL AMOUNT AT THE TIME OF BIDDING)		DAILY DISINCENTIVE FOR EACH FULL OR PARTIAL CALENDAR DAY OF TIME OVERRUN BEYOND THE PLAN INTERIM COMPLETION DATE
FOR MORE THAN	TO AND INCLUDING	
\$0.00	\$500,000	\$800
\$500,000	\$1,000,000	\$1,200
\$1,000,000	\$5,000,000	\$2,500
\$5,000,000	\$10,000,000	\$3,500
\$10,000,000	\$50,000,000	\$5,000
OVER \$50,000,000		\$7,500

CALCULATED
JAG
CHECKED
SRB

GENERAL NOTES

HAM LMST BEECHMONT BRIDGE - PT 1

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ITEM 614 - MAINTAINING TRAFFIC

BEECHMONT AVE
 A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, EXCEPT FOR CLOSURES ALLOWED PER THE LANE VALUE CONTRACT TABLE.

SR-32 TO SR-125 WB RAMP
 A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 10 CONSECUTIVE CALENDAR DAYS BEGINNING FRIDAY AT 10 AM AND ENDING MONDAY AT 6 AM, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 15. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$25,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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, AS DETAILED IN THESE PLANS, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE, SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT THE POINT OF CLOSURE.

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

SR-32 TO SR-125 WB RAMP

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.

LANE VALUE CONTRACT TABLE						
LOCATION	EX. THRU LANES	1 LANE CLOSURE	15 MIN. SHORT DURATION COMPLETE CLOSURE	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER TIME UNIT
BEECHMONT AVE	2	6 AM - 8 PM	5 AM - 10 PM	-	1 MIN.	\$160
RAMPS	1	-	-	5 AM - 10 PM	1 MIN.	\$65
SR-32 TO SR-125 WB RAMP	1	-	-	10 DAY MAX	DAY	\$25,000
ARMLEDER AND LUNKEN CONNECTOR TRAIL	-	-	-	180 DAY MAX	DAY	\$900

MAINTENANCE OF BICYCLE TRAFFIC

CONTRACTOR TO PLACE "TRAIL CLOSED AHEAD" SIGN AT EACH TERMINUS OF THE ARMLEDER AND LUNKEN CONNECTOR TRAIL, AND ON THE LITTLE MIAMI SCENIC TRAIL AT CLEAR CREEK PARK. TYPE III BARRICADES WITH "TRAIL CLOSED" SIGNS SHALL BE PLACED APPROACHING THE WORK AREA ALONG THE EXISTING TRAILS.

LENGTH AND DURATION OF CLOSURES SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. CLOSURES 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 CONTRACTOR SHALL REOPEN THE ARMLEDER AND LUNKEN CONNECTOR TRAIL AS SOON AS ALL OVERHEAD CONSTRUCTION WORK COMPLETED. SAFETY MEASURES SHALL BE IN PLACE WHILE THE TRAIL IS OPEN TO PROTECT PEDESTRIANS AND CYCLISTS FROM OVERHEAD HAZARDS. ARMLEDER AND LUNKEN CONNECTOR TRAIL CLOSURES ARE LIMITED BY THE LANE VALUE CONTRACT TABLE LISTED BELOW. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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

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 ODOT INTENDS THAT FLAGGERS BE USED.

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

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IF ON-THE-WATER LAW ENFORCEMENT ASSISTANCE IS NEEDED DURING CONSTRUCTION, THE ODOT PROJECT ENGINEER SHALL CONTACT THE DIVISION OF PARKS AND WATERCRAFT LAW ENFORCEMENT SUPERVISOR (SHANNON.HOFFER@DNR.STATE.OH.US OR (937) 902-4950)

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE ODOT, 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 LEO'S DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

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

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 72 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.

MAINTENANCE OF CANOE TRAFFIC

CANOE TRAFFIC SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION OF THE PROJECT EITHER THROUGH EXISTING RIVER CHANNEL OR THROUGH PORTAGE TRAIL APPROVED BY THE ENGINEER.

THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNAGE/BUOYS/MARKERS AT A MINIMUM OF 300 FEET UPSTREAM AND 300 FEET DOWNSTREAM OF THE PROJECT AREA TO ALERT PADDLERS/BOATERS OF CONSTRUCTION ACTIVITIES, ACCESS RESTRICTIONS, AND TO DIRECT USERS TO SECONDARY ACCESS POINTS, AS NEEDED. EXISTING BOAT LAUNCH/PORTAGE AT OTTO ARMLEDER PARK AND THE EAST BANK (BATAVIA ROAD) CAN BE USED DURING CONSTRUCTION ACTIVITIES.

THE ABOVE SIGNING SHALL BE MOUNTED IN SUCH A WAY AS TO BE A MINIMUM OF 4 FEET ABOVE THE WATER LEVEL, UNOBSTRUCTED BY TREE BRANCHES, AND PROPERLY ANGLED FOR MAXIMUM VISIBILITY FROM THE MAIN CLEAR CHANNEL. THE METHOD OF SUPPORTING THE SIGNS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. UPON COMPLETION OF THE PROJECT, THE SIGNS AND SUPPORT SYSTEMS SHALL BE COMPLETELY REMOVED FROM THE RIVER CHANNEL. THE CONTRACTOR SHALL PROVIDE WRITTEN NOTIFICATION TO THE LIVERIES 14 CALENDAR DAYS PRIOR TO ANY CHANGES AFFECTING RECREATIONAL BOATING TRAFFIC. COPIES OF THE NOTIFICATION SHALL BE PROVIDED TO THE PROJECT ENGINEER.

PORTAGE TRAILS IF USED SHALL BE CONSTRUCTED AND MAINTAINED BY THE CONTRACTOR WITH THE LEAST POSSIBLE DISTURBANCE TO THE SURROUNDING AREA. THE TRAIL SHALL BE ADEQUATELY MARKED IN BOTH DIRECTIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE RIGHT-OF-WAY FOR THE PORTAGE TRAILS IF REQUIRED.

IN THE EVENT PIPES ARE USED TO DIVERT OR CARRY RIVER WATER, BOTH THE INLET AND OUTLET ENDS SHALL BE ADEQUATELY PROTECTED BY GRATES OR FENCE SO THAT PEOPLE OR CANOES ARE NOT DRAWN THROUGH OR HELD BY THEM.

RIVER CLOSED SIGN
 CONTRACTOR TO PLACE SIGN AT BOAT RAMPS UPSTREAM AND DOWNSTREAM OF THE BRIDGE. THE BOAT RAMPS ARE LOCATED AT ARMLEDER PARK UPSTREAM AND IN THE MAGRISH RIVERLANDS RESERVE DOWNSTREAM. SIGN TO SAY "RIVER CLOSED AT BEECHMONT AVENUE BRIDGE".

SHORT TERM RIVER CLOSURES SHALL BE ALLOWED AS DIRECTED BY THE ENGINEER FOR OPERATIONS SUCH AS BEAM SETTING. IN ADDITION TO THE RIVER CLOSED SIGNS, PERSONNEL ON BOATS SHALL BE PLACED DIRECTLY UPSTREAM OF THE PROJECT IN ORDER TO STOP ANY RIVER TRAFFIC.

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

TEMPORARY RESTRICTIONS ARE ANTICIPATED TO LAST LONGER THAN 14 DAYS, ALTHOUGH NOT CONSECUTIVE, AND EXISTING PORTAGE WELL BE USED. THE PROJECT ENGINEER SHALL NOTIFY THE ODNR TRAILS ADMINISTRATOR (TOM ARBOUR) VIA EMAIL AND/OR TELEPHONE (THOMAS.ARBOUR@DNR.STATE.OH.US OR 614-265-6575) 48 HOURS IN ADVANCE WHEN RESTRICTIONS LASTING LONGER THAN A DAY WILL OCCUR. THE USE OF FLAGGERS OR OTHER MEANS WILL BE USED TO ALERT PADDLERS/BOATERS WHEN SHORT-TERM RESTRICTIONS (E.G. 15-30 MINUTES INTERVALS) ARE REQUIRED.

CALCULATED
 BSS
 CHECKED
 JAW

MAINTENANCE OF TRAFFIC NOTES

HAM LMST BEECHMONT BRIDGE - PT 1

pw:\ibibentley.com\BIBDocuments\16-127 - Little Miami Scenic Trail Beechmont Connector\5.0 Design (Work) Phase\00000\roadway\sheets\00000DE001 2020-12-04 10:44:53 AM Shirwan.Saeed

SEE FEMA FIRM MAP 39061C0357E FOR ADDITIONAL INFORMATION.

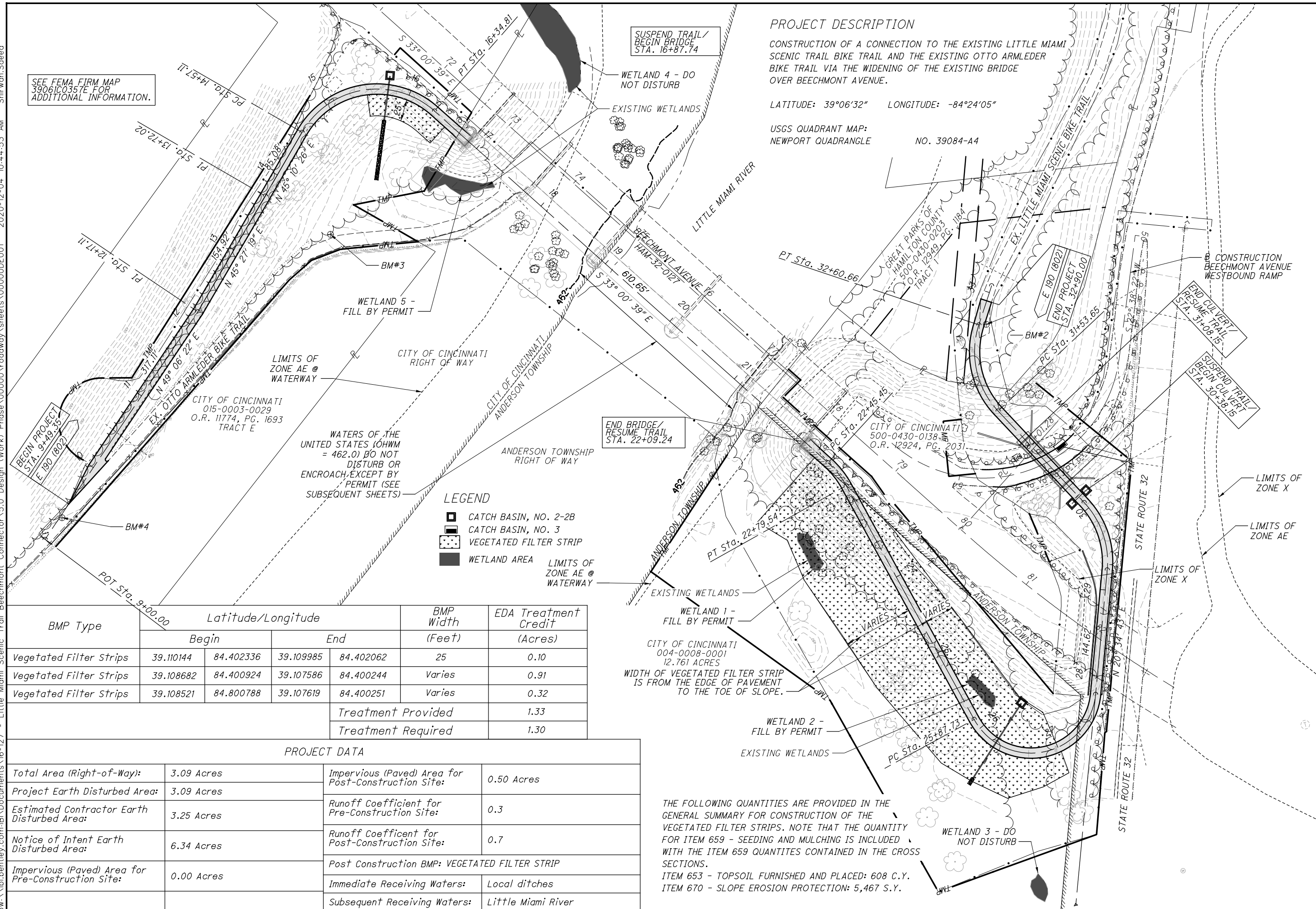
PROJECT DESCRIPTION

CONSTRUCTION OF A CONNECTION TO THE EXISTING LITTLE MIAMI SCENIC TRAIL BIKE TRAIL AND THE EXISTING OTTO ARMLEDER BIKE TRAIL VIA THE WIDENING OF THE EXISTING BRIDGE OVER BEECHMONT AVENUE.

LATITUDE: 39°06'32" LONGITUDE: -84°24'05"

USGS QUADRANT MAP: NEWPORT QUADRANGLE NO. 39084-A4

CALCULATED JAG CHECKED SRB
 HORIZONTAL SCALE IN FEET
 0 50 100



LEGEND

- CATCH BASIN, NO. 2-2B
- CATCH BASIN, NO. 3
- VEGETATED FILTER STRIP
- WETLAND AREA

BMP Type	Latitude/Longitude				BMP Width (Feet)	EDA Treatment Credit (Acres)
	Begin	End	Begin	End		
Vegetated Filter Strips	39.110144	84.402336	39.109985	84.402062	25	0.10
Vegetated Filter Strips	39.108682	84.400924	39.107586	84.400244	Varies	0.91
Vegetated Filter Strips	39.108521	84.800788	39.107619	84.400251	Varies	0.32
	Treatment Provided					1.33
	Treatment Required					1.30

PROJECT DATA

Total Area (Right-of-Way):	3.09 Acres	Impervious (Paved) Area for Post-Construction Site:	0.50 Acres
Project Earth Disturbed Area:	3.09 Acres	Runoff Coefficient for Pre-Construction Site:	0.3
Estimated Contractor Earth Disturbed Area:	3.25 Acres	Runoff Coefficient for Post-Construction Site:	0.7
Notice of Intent Earth Disturbed Area:	6.34 Acres	Post Construction BMP: VEGETATED FILTER STRIP	
Impervious (Paved) Area for Pre-Construction Site:	0.00 Acres	Immediate Receiving Waters:	Local ditches
		Subsequent Receiving Waters:	Little Miami River

THE FOLLOWING QUANTITIES ARE PROVIDED IN THE GENERAL SUMMARY FOR CONSTRUCTION OF THE VEGETATED FILTER STRIPS. NOTE THAT THE QUANTITY FOR ITEM 659 - SEEDING AND MULCHING IS INCLUDED WITH THE ITEM 659 QUANTITIES CONTAINED IN THE CROSS SECTIONS.
 ITEM 653 - TOPSOIL FURNISHED AND PLACED: 608 C.Y.
 ITEM 670 - SLOPE EROSION PROTECTION: 5,467 S.Y.

PROJECT SITE PLAN

HAM LMST BEECHMONT BRIDGE - PT 1

REF NO.	PAGE NO.	STATION	SIGN SIZE (INCHES)	SIGN CODE	SIDE	ITEM 630							
						SIGNING, MISC.: WOOD POST	SIGNING, MISC.: BRIDGE MOUNTED POSTS	SIGN POST REFLECTOR	SIGN, FLAT SHEET	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED SIGN AND REELECTION	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND REELECTION
						FT	EACH	EACH	SQ FT	EACH	EACH	EACH	EACH
S-1	61	9+86	18 x 18	R1-1-18	LT	10		1	2.25				
R-1	61	11+06			RT					1		1	
S-2	61	11+50	18 x 18	W3-1-18	LT	10		1	2.25				
S-3	61	13+50	18 x 18	W1-1R-18	RT	10			2.25				
S-4	61	16+50	12 x 6	R9-6-12	RT	10			0.50				
R-2	61	16+50			LT	10					1		1
S-5	62	17+50	18 x 18	W1-1L-18	LT			1	2.25				
S-6	62	21+50	18 x 18 18 x 12	W7-5-18 W16-9P-24	LT			1	3.75				
S-7	62	23+00	12 x 6	R9-6-12	LT	10			0.50				
S-8	62	25+00	18 x 18	W1-1L-18	RT	10			2.25				
S-9	63	29+00	18 x 18	W1-1R-18	LT	10			2.25				
S-10	63	30+00	18 x 18	W1-1R-18	RT	10			2.25				
R-3	63	32+46			RT					3		3	
S-11	63	33+50	18 x 18	W1-1L-18	LT	10			2.25				
R-4	63	34+43			LT					2		1	
S-12	64	74+00	36 x 36	W4-2R-36	LT				9				
S-13	61	16+00	18 x 18	SPECIAL	RT	10			2.25				
S-14	62	23+50	18 x 18	SPECIAL	RT	10			2.25				
S-15	62	18+75	48 x 24	SPECIAL	RT	20			8				
QUANTITIES CARRIED TO GEN. SUMMARY						140	2	2	44.25	6	1	5	1

REF NO.	PAGE NO.	STATION	ITEM 642				
			CENTER LINE, TYPE 1, AS PER PLAN	EDGE LINE, 4" TYPE 1	STOP LINE, TYPE 1	WORD ON PAVEMENT 48", TYPE 1, AS PER PLAN	
		FROM	TO	MILE	MILE	FT	EACH
SL-1	61					28	
ELW-1	61	9+58	11+50		0.03		
ELW-2	61	10+14	12+30		0.04		
CLS-1	61	9+86	17+00	0.14			
W-1	61	11+50					1
ELW-3	61	16+25	16+87		0.01		
ELW-4	62	22+13	28+50		0.22		
CLS-2	62	17+00	28+50	0.22			
ELW-5	63	28+50	30+08		0.03		
CLS-3	63	28+50	32+90	0.08			
QUANTITIES CARRIED TO GEN. SUMMARY				0.44	0.33	28	1

ITEM 630 - SIGNING, MISC.: WOOD POST

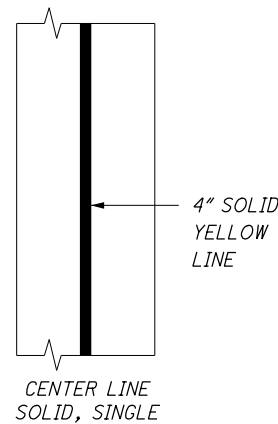
SIGN POSTS ARE NOMINAL SIZE 4"x4", AND SHALL BE TREATED WITH CCA PRESERVATIVE. RETENTION SHOULD BE A MINIMUM OF 0.40 LBS/CUBIC FT, WITH 0.60 LBS/ CUBIC FT. PREFERABLE. MINIMUM EMBEDMENT DEPTH SHALL BE 3'-6".

ITEM 642 - WORD ON PAVEMENT, 48", TYPE 1, AS PER PLAN

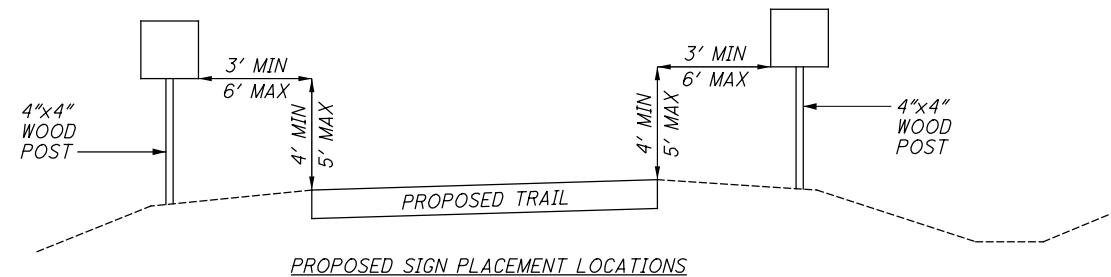
ALL WORD ON PAVEMENT PAY ITEMS SHALL BE CONSTRUCTED PER THE DETAILS IN THIS PLAN AND THE PLAN INSERT SHEET. THIS INCLUDES MARKINGS LABELED "STOP AHEAD". ALL COSTS ASSOCIATED WITH THIS WORK INCLUDES MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO INSTALL THESE MARKINGS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 642, WORD ON PAVEMENT, 48", AS PER PLAN.

ITEM 642 - CENTER LINE, TYPE 1, AS PER PLAN

MARKINGS SHALL CONFORM TO ITEM 642, TYPE 1 AND BE APPLIED PER THE DETAIL BELOW.



REF NO.	PAGE NO.	STATION	626		ITEM 646					
			BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL	EDGE LINE, 4"	LANE LINE, 4"	CENTER LINE	DOTTED LINE, 4"			
		FROM	TO	MILE	MILE	MILE	FT			
EL1-1	64	72+63	78+14	0.11						
EL1-2	64	72+63	78+14	0.10						
LL1-1	64	72+63	78+14		0.11					
LL1-2	64	72+63	78+14		0.10					
CL1-1	64	72+63	78+14			0.11				
DL1-1	64	72+63	78+14				551			
BR-1	64	15+42	15+88	3						
BR-2	64	22+88	23+37	3						
QUANTITIES CARRIED TO GEN. SUMMARY				6	0.21	0.21	0.11	551		

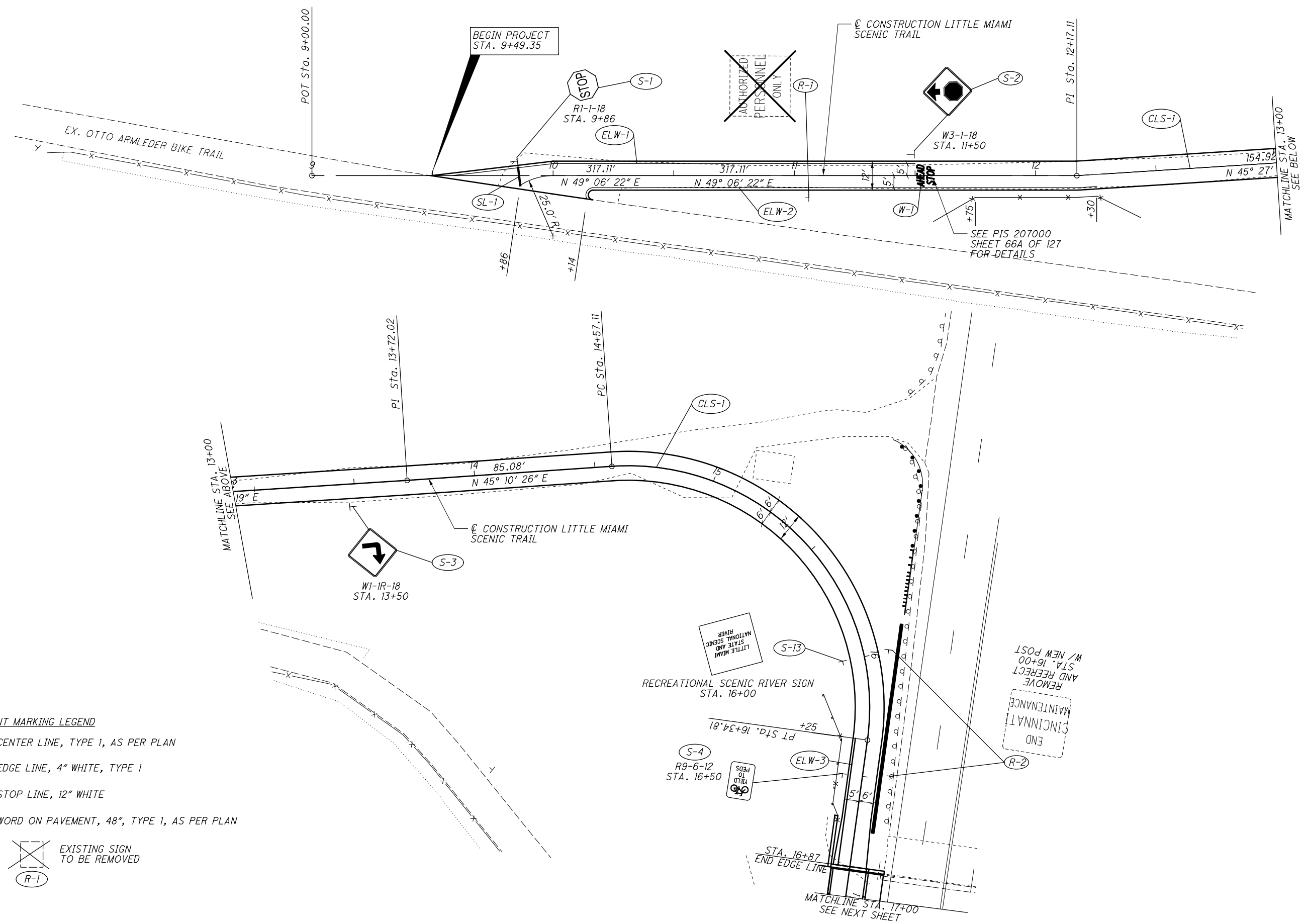


REF NO.	PAGE NO.	STATION	626		ITEM 644					
			BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL	EDGE LINE, 4"	LANE LINE, 4"	CENTER LINE	DOTTED LINE, 4"			
		FROM	TO	MILE	MILE	MILE	FT			
EL-1	64	62+69	72+63	0.19						
EL-2	64	62+69	72+63	0.19						
LL-1	64	62+69	72+63		0.19					
LL-2	64	62+69	72+63		0.19					
CL-1	64	62+69	72+63			0.26				
DL-1	64	62+69	72+63				413			
EL-3	64	78+14	79+00	0.02						
LL-3	64	78+14	79+00		0.02					
LL-4	64	78+14	79+00		0.02					
CL-2	64	78+14	79+00			0.02				
EL-3	65	52+50	53+74	0.02						
YL-1	65	52+50	53+62	0.02						
BR-3	65	30+71	31+00	8						
QUANTITIES CARRIED TO GEN. SUMMARY				8	0.44	0.42	0.28	413		

TRAFFIC CONTROL -
 LITTLE MIAMI SCENIC TRAIL

HAM LMST BEECHMONT
 BRIDGE - PT 1

- SIGN AND PAVEMENT MARKING LEGEND**
- (CLS) ITEM 642-CENTER LINE, TYPE 1, AS PER PLAN
 - (ELW) ITEM 642-EDGE LINE, 4" WHITE, TYPE 1
 - (SL) ITEM 642-STOP LINE, 12" WHITE
 - (W) ITEM 642-WORD ON PAVEMENT, 48", TYPE 1, AS PER PLAN
 - [] PROPOSED SIGN
 - [X] EXISTING SIGN TO BE REMOVED
 - (S-1) []
 - (R-1) [X]



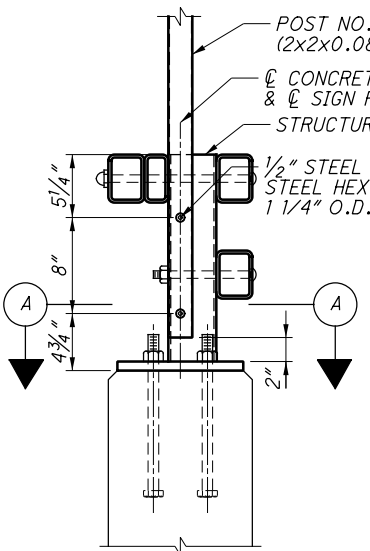
SEE PIS 207000
 SHEET 66A OF 127
 FOR DETAILS

STA. 16+87
 END EDGE LINE
 MATCHLINE STA. 17+00
 SEE NEXT SHEET

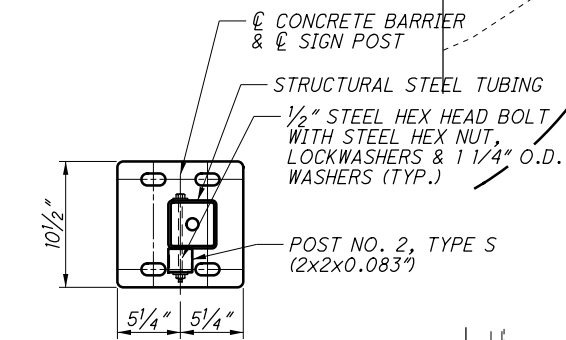
REMOVE
 END
 CINCINNATI
 MAINTENANCE
 AND RERECT
 STA. 16+00
 W/ NEW POST

LITTLE MIAMI
 STATE SCENIC
 RIVER
 RECREATIONAL SCENIC RIVER SIGN
 STA. 16+91

YIELD
 TO
 Peds

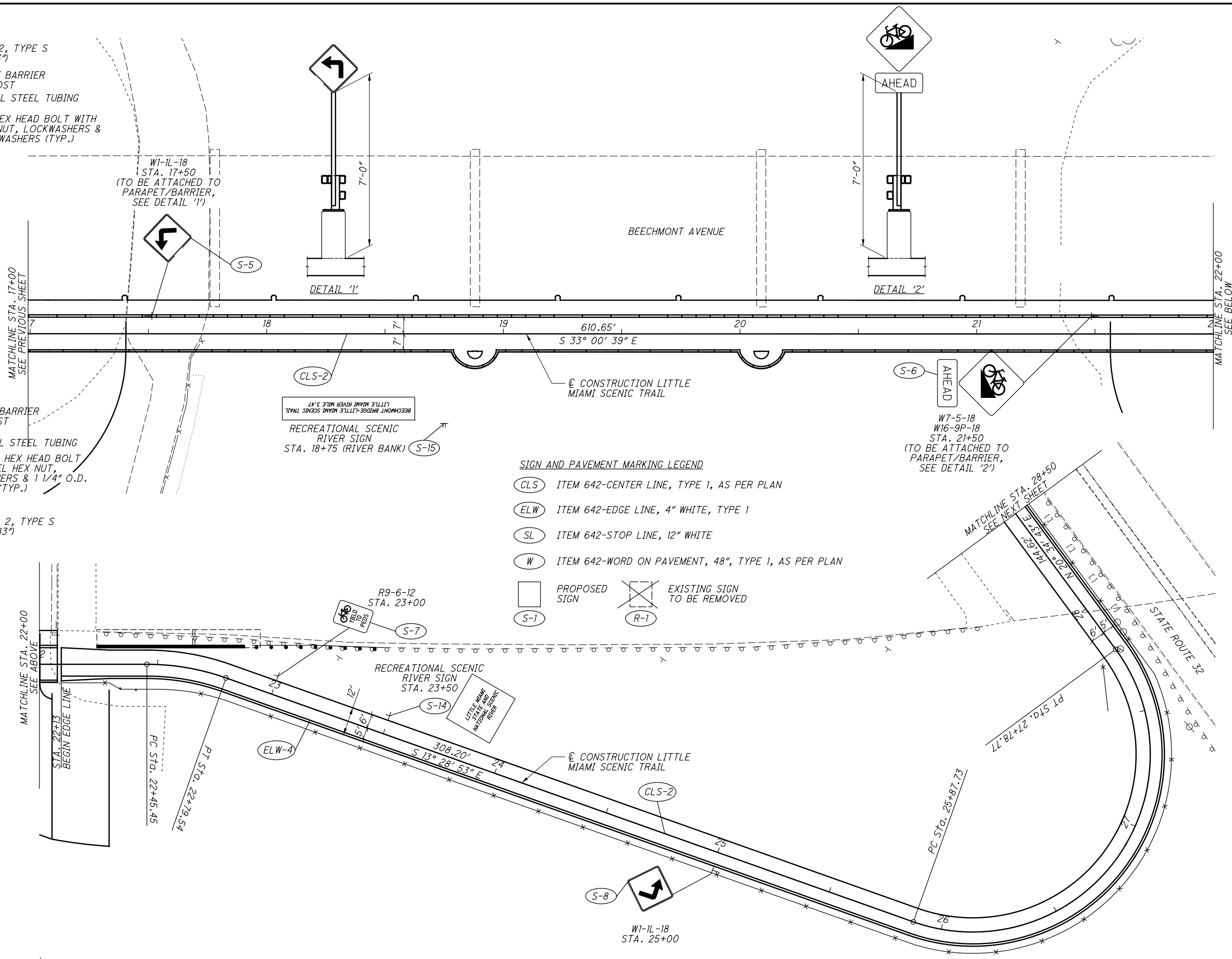


SIGN POST INSTALLATION DETAILS
 FOR SIGN POSTS AT STA. 17+50 & STA. 21+50 (ADJUST LOCATIONS AS NEEDED TO ATTACH THE SIGN POST TO THE NEAREST RAILING POST)



NOTES:

1. FOR ADDITIONAL SIGN POST NOTES AND DETAILS, REFER TO STD. DWG. TC-41.20.
2. FOR RAILING POST DETAILS, SEE SHEET 36 OF 127.
3. ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING SIGN POSTS AS SHOWN ON THE BRIDGE ARE INCLUDED WITH ITEM 630-SIGNING, MISC.-BRIDGE MOUNTED POSTS.



- SIGN AND PAVEMENT MARKING LEGEND**
- (CLS) ITEM 642-CENTER LINE, TYPE 1, AS PER PLAN
 - (ELW) ITEM 642-EDGE LINE, 4" WHITE, TYPE 1
 - (SL) ITEM 642-STOP LINE, 12" WHITE
 - (W) ITEM 642-WORD ON PAVEMENT, 48", TYPE 1, AS PER PLAN
 - (S-1) PROPOSED SIGN
 - (R-1) EXISTING SIGN TO BE REMOVED

MAINTENANCE OF TRAFFIC

ALL LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE TIMES NOTE, BY USE OF THE EXISTING PAVEMENT.

BEFORE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF PERSONS WHO CAN BE CONTACTED 24 HOURS A DAY BY THE OHIO DEPT. OF TRANSPORTATION AND ALL INTERESTED POLICE AGENCIES. THESE PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES TO MAINTAIN THE TRAVELED PAVEMENT SAFELY.

DURING DETOUR, THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

SR 32/SR 125 INTERCHANGE WITH SR 32 BATAVIA RD.
(TYPE 3 BARRICADE)

ALL EXISTING LANES SHALL BE OPEN AND AVAILABLE TO TRAFFIC BETWEEN OCTOBER 31 AND APRIL 1. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1,000 PER CALENDAR DAY.

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

NOTICE OF CLOSURE SIGNS (W20-H13), SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE SHOWN ON SHEET 4.

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

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
(OTHER HOLIDAY OR EVENT)	

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

DAY OF HOLIDAY OR 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
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$50 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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

PERMITTED LANE CLOSURE TIMES

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THE PERMITTED LANE CLOSURE NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC CONTROL ENGINEER. SHORT TERM LANE CLOSURES SHALL ONLY BE IMPLEMENTED WHEN WORK IS BEING CONTINUOUSLY PERFORMED IN THE LANE. THE CLOSURE SHALL BE REMOVED AS SOON AS POSSIBLE AFTER WORK HAS STOPPED. PERMITTED LANE CLOSURES SHALL ONLY BE ALLOWED DURING THE TIMES SPECIFIED IN THE DISTRICT 8 PERMITTED LANE CLOSURE TIMES, WHICH IS LOCATED ON THE ODOT WEBSITE: <http://plcm.dot.state.oh.us> OR AS LISTED BELOW. MAINTENANCE OF TRAFFIC PLANS SHALL ADHERE WITH THE FOLLOWING RESTRICTIONS:

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DESINCENTIVE \$ PER TIME UNIT
HAM-32 & HAM-125 (BEECHMONT AVE): ALL LANES OPEN TO TRAFFIC. (SEE NOTE 1)	6AM TO 8PM	1 MIN.	\$160
HAM-32 & HAM-125 (RAMPS): ALL RAMPS OPEN TO TRAFFIC.	7 AM TO 8 PM	1 MIN.	\$65

NOTE:
1. MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION, SHALL BE MAINTAINED AT ALL TIMES.

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

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

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

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

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 OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES WITH:

CINCINNATI POLICE
310 EZZARD CHARLES DRIVE
CINCINNATI, OH 45214
(513) 352-3536

OHIO STATE HIGHWAY PATROL - HAMILTON PATROL POST
4751 HAMILTON-MIDDLETOWN ROAD
HAMILTON, OH 45011
(513) 863-4606

HAMILTON COUNTY SHERIFF'S OFFICE - PATROL DIVISION
11021 HAMILTON AVENUE
CINCINNATI, OH 45231
(513) 825-1500

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 RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 120 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.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

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

CALCULATED
XXX
CHECKED
XXX

MAINTENANCE OF TRAFFIC GENERAL NOTES

HAM-SR32-1.44R
PART 2

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ESTIMATED QUANTITIES

100% 02/NHS/BR FUNDING

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	1	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP	-	-	-	13
509	10000	264	LB	EPOXY COATED REINFORCING STEEL	264	-	-	-	
510	10000	88	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	88	-	-	-	
511	45712	2	CY	CLASS QCI CONCRETE WITH QC/QA, ABUTMENT	2	-	-	-	
512	10101	941	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	201	472	268	-	
512	74000	941	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	201	472	268	-	
512	10300	1,518	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	-	-	1,518	-	
513	21599	62	LB	STRUCTURAL STEEL FOR REHABILITATION	-	-	62	-	13
514	00050	19,258	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	-	-	19,258	-	
514	00056	19,258	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	-	-	19,258	-	
514	00060	19,258	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	-	-	19,258	-	
514	00066	19,258	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	-	-	19,258	-	
514	00504	31	MNHR	GRINDING FINIS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	-	-	31	-	
514	10000	17	EACH	FINAL INSPECTION REPAIR	-	-	17	-	
516	10010	165	FT	ARMORLESS PREFORMED JOINT SEAL	-	-	165	-	
516	44000	26	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) 9"x9"x1.67" w/ 19.5"x11"x1" LOAD PLATE	-	-	26	-	
516	47001	1	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	-	-	LUMP	-	
518	51101	20	FT	8" PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN	-	-	20	-	17
518	63300	1	LS	STRUCTURE DRAINAGE, MISC.: PLUG SCUPPER	-	-	LUMP	-	16
SPECIAL	53000200	1	LS	STRUCTURES, MISC.: SWEEPING BRIDGES	-	-	LUMP	-	14
SPECIAL	53000200	1	LS	STRUCTURES, MISC.: CLEANING OF DRAINAGE SYSTEMS	-	-	LUMP	-	14
SPECIAL	53000400	2	EACH	STRUCTURES, MISC.: CLEANING BRIDGE JOINTS	2	-	-	-	14
SPECIAL	53000400	2	EACH	STRUCTURES, MISC.: CLEANING OF BRIDGE SEATS	2	-	-	-	14

LIGHTING, MISC.: REPAIR DAMAGED LIGHTING SYSTEM

PRIOR TO REPLACING THE ABUTMENT BEARINGS, REMOVE DAMAGED LIGHTING CONDUIT, CIRCUITRY AND JUNCTION BOX. REPLACEMENTS SHALL BE APPROVED BY THE ENGINEER.

REFER TO GENERAL SUMMARY FOR PAY QUANTITY ASSOCIATED WITH MATERIALS, EQUIPMENT, LABOR, ANY APPURTENANCES REQUIRED TO COMPLETE THIS WORK.

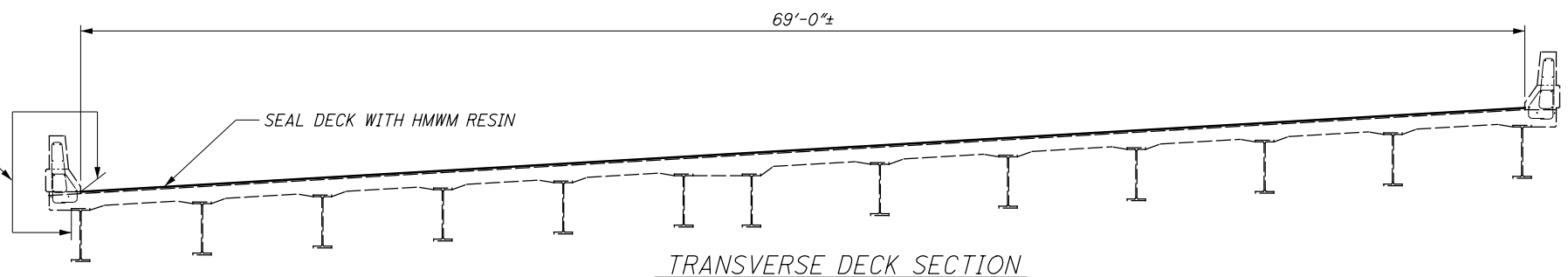


JUNCTION BOX MOUNTED TO FACE OF ABUTMENT

SEAL PARAPETS W/ EPOXY-URETHANE TYPICAL

REPLACE DAMAGED LIGHT CONDUIT

EX. CONCRETE SLOPE PROTECTION



TRANSVERSE DECK SECTION

NOTES:

1. REMOVE RPM LENSES, ADJUST PAVEMENT STRIPING AND PERFORM BRIDGE DECK AND APPROACH SLAB SEALING PER M.O.T. PLANS.
2. ONCE DECK SEALING IS COMPLETE, REMOVE WORKZONE PAVEMENT STRIPING AND PLACE PERMANENT PAVEMENT STRIPING PER CMS 642.
3. REPLACE RPM LENSES.

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DESIGN AGENCY: OHIO DEPT. OF TRANSPORTATION
 DISTRICT 8 BRIDGE OFFICE

DATE: MM/DD/YY
 REVIEWED: RSK
 STRUCTURE FILE NUMBER: 3102106

DRAWN: CAH
 CHECKED: GTF

DESIGNED: CAH

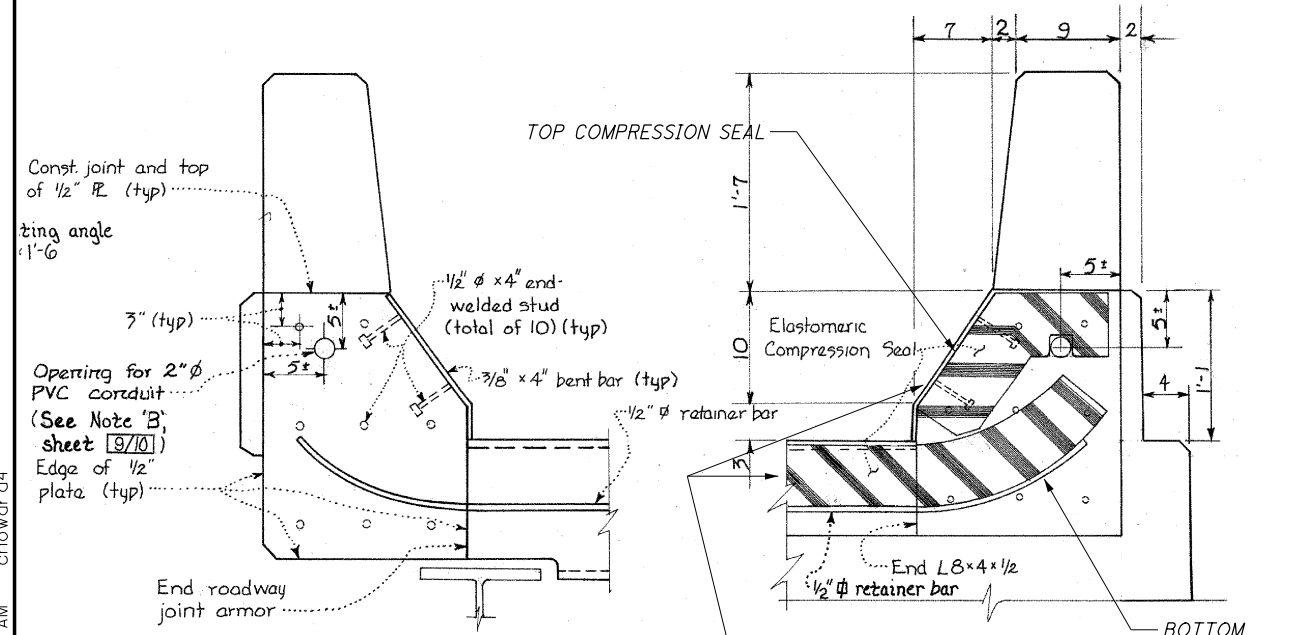
STRUCTURE QUANTITIES
 BRIDGE NO. HAM-32-0144R
 SR 32/SR 125 OVER RAMPS TO SR 32

HAM-SR32-1.44R
 PART 2
 PID No. 107295

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SECTION B-B
ARCHIVE

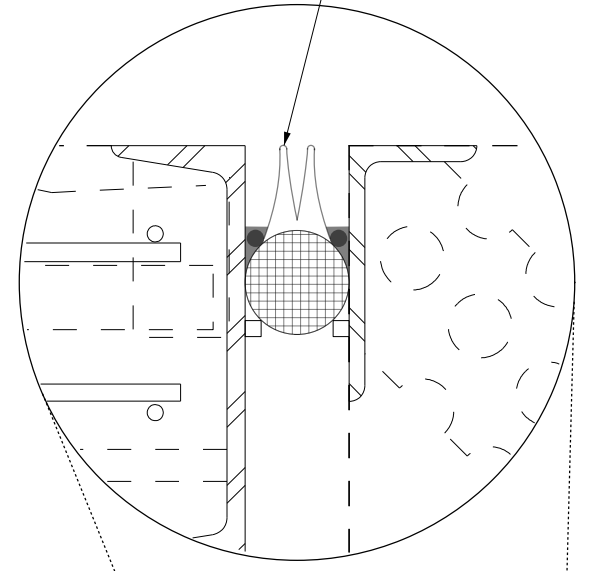
SECTION C-C
ARCHIVE

Notes:

- *The proposed joint armor shall extend 6" beyond backwall and slab construction joints during Phase I. Retainer bars shall terminate 1" on each side of this proposed joint armor angle (See JOINT IN END DAM ARMOR note, sheet No. 172, Std. Dwg. EXJ-2-81.
- Compression seal shall be D.S. Brown's CV 5000, Acme's J500, Watson Bowman's WD500, or an approved alternate.
- **Indicates areas of concrete or items of steel to be removed under Item 516 - Elastomeric Compression Seals including Structural Steel Armor.
- For Section F-F, see sheet 9710
- For details of deck profile, see sheet 5710
- For details of wingwall reconstruction, see sheet 4710
- For details of backwall reconstruction, see sheet 3710
- For additional Expansion Joint notes and details, see Std. Dwg. EXJ-2-81, sheets 142/2
- Minimum splice length for #5 bar is 1'-9"

INSTALL NEW ARMORLESS JOINT SEAL.
TOP COMPRESSION SEAL IN PARAPET
WILL NOT BE REPLACED.

TEMP	DIMENSION "A"(inches)	
	WEST ABUT.	EAST ABUT.
30	3 7/16	3 3/8
40	3 3/8	3 5/16
50	3 5/16	3 1/4
60	3 1/4	3 1/4
70	3 3/16	3 1/4
80	3 1/8	3 3/16
90	3 1/16	3 3/16



REMOVE EXISTING TOP AND BOTTOM COMPRESSION SEALS. INCL. W/ 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN FOR PAYMENT.

EXISTING RETAINER BARS SHALL REMAIN IN PLACE FOR RE-USE.

- NOTE:**
1. ARCHIVE DRAWING SHOWN FOR INFORMATION PURPOSES ONLY.
 2. SANDBLAST AND PAINT THE EXISTING JOINT STEEL PER OZEU SPECIFICATIONS PRIOR TO SEAL INSTALLATIONS. INCLUDED WITH ITEM 514 - SURFACE PREPARATION AND FIELD PAINTING OF STRUCTURAL STEEL FOR PAYMENT.

EXISTING EXPANSION JOINT DETAIL

PROPOSED EXPANSION JOINT DETAIL

HAM-SR32-1.44R
PART 2
 PID No. 107295
 11/13
 22/24

EXPANSION JOINT DETAILS
 BRIDGE NO. HAM-32-0144R
 SR 32/SR 125 OVER RAMPS TO SR 32

DESIGN AGENCY: OHIO DEPT. OF TRANSPORTATION
 DISTRICT 8 BRIDGE OFFICE

DATE: MM/DD/YY
 RSK
 STRUCTURE FILE NUMBER: 3102106

DRAWN: CAH
 CHECKED: GTF

REVIEWED: RSK
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