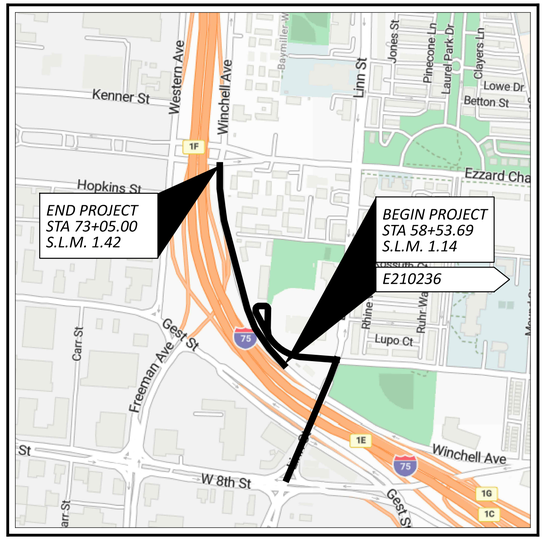
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HAM-IR 75-1.05

CITY OF CINCINNATI
HAMILTON COUNTY



LOCATION MAP

LATITUDE: N 39°06'34" LONGITUDE: W 84°31'54"

PORTION TO BE IMPROVED ----------

DESIGN DESIGNATION

SEE SHEET P.2

ADA DESIGN WAIVERS

NONE REQUIRED

DESIGN EXCEPTIONS

NONE REQUIRED

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ADDENDUM

2 9/11/25

FEDERAL PROJECT NUMBER

NONE

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

RECONSTRUCT AND WIDEN THE LINN ST BRIDGE OVER IR 75. RECONSTRUCT WINCHELL AVE AND RAMP V FROM NORTH OF LINN ST BRIDGE TO SOUTH OF EZZARD CHARLES ALONG WITH THE CUL-DE-SAC WEST COURT ST.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: *6.66 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: *1.00 ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA: *N/A (NOI NOT REQUIRED)*

** ALL DRAINAGE FLOWS TO EXISTING COMBINED SEWERS.*

2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET P.52 - P.58.

DISTRICT DEPUTY DIRECTOR

Douglas A. Gruver, P.E.

DIRECTOR, DEPARTMENT OF TRANSPORTATION

Pamela Boratyn

FINAL TRACINGS
MAY 8, 2025

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764
(Non members must be called directly)

PLAN PREPARED BY:

B&N burgessniple.com

AMERICAN STRUCTUREPOINT INC.

Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

STANDARD CONSTRUCTION DRAWINGS

ODOT

BP-3.1	1/19/24	MGS-5.3	7/15/16	VPF-1-24	1/17/25	MT-98.30	7/16/21	TC-61.30	7/19/24				
BP-3.2	1/18/19	MGS-6.1	1/19/18			MT-99.20	4/19/19	TC-65.10	1/17/14				
BP-4.1	7/19/13			HL-10.11	7/21/23	MT-99.30	1/17/20	TC-65.11	1/17/25				
BP-5.1	1/17/25	MH-3	7/19/24	HL-10.12	7/21/23	MT-99.60	7/19/24	TC-71.10	4/21/23				
BP-6.1	7/19/13			HL-10.13	1/20/23	MT-101.60	1/17/25	TC-72.20	1/17/25				
BP-7.1	1/17/25	RM-2.1	7/19/13	HL-30.31	1/17/25	MT-101.70	7/19/24	TC-73.20	1/17/25				
		RM-3.1	7/20/18	HL-50.21	7/15/22	MT-101.75	7/21/23	TC-74.10	7/21/23				
CB-2-2A, 2B, 2C	7/19/24	RM-4.2	4/17/20	HL-60.11	7/21/17	MT-101.80	1/17/20	TC-83.20	7/19/24				
CB-6	7/19/24	RM-4.3	1/17/25	HL-60.12	7/21/23	MT-101.90	7/17/20	TC-85.10	1/19/24				
		RM-4.4	7/19/24			MT-102.10	7/21/23						
DM-1.1	1/17/25	RM-4.5	1/17/25	MT-95.30	7/19/19	MT-102.30	10/16/15						
DM-1.3	7/18/14	RM-4.6	7/19/13	MT-95.31	7/19/19	MT-103.10	1/21/22 2						
DM-4.3	1/15/16	RM-5.2	7/19/24	MT-95.32	4/19/19	MT-104.10	1/19/24						
DM-4.4	1/15/16			MT-95.45	7/21/23	MT-105.10	1/17/20						
		AS-1-15	1/20/23	MT-95.50	7/21/17	MT-110.10	7/19/13						
I-3C, 3C1	1/17/25	AS-2-15	7/21/23	MT-98.10	1/17/20								
		EXJ-4-87	1/19/24	MT-98.11	1/17/20	TC-41.20	10/18/13						
MGS-1.1	1/17/25	GSD-1-19	7/19/24	MT-98.20	4/19/19	TC-41.30	4/21/23						
MGS-2.1	1/17/25	NBS-1-09	1/17/25	MT-98.22	1/17/20	TC-42.20	10/18/13						
MGS-3.1	1/19/18	PSBD-2-07	7/20/18	MT-98.28	1/17/20	TC-52.10	10/18/13						
MGS-4.5	1/18/13	TVPF-1-18	1/17/25	MT-98.29	1/17/20	TC-52.20	1/15/21						

CITY OF CINCINNATI

C101	8/23/24	ES-2-2	8/28/07
C102	8/23/24	ES-7-1	7/23/04
C103	8/23/24	ES-7-2	9/15/04
C112	8/23/24	ES-7-3	9/15/04
C116	8/23/24	ES-7-4	9/15/04
C117	8/23/24	ES-10-3	3/01/05
C119	8/23/24		
C120	8/23/24	26999	01/2003
C121	8/23/24	49007	3/13/89
C122	8/23/24	49010	4/13/21
C123	8/23/24	49011	4/13/21
C125	8/23/24	49013	4/13/21
C126	8/23/24	49016	4/13/21
		49038	4/13/21
ES-1-0	8/29/07	49041	4/13/21
ES-1-1	7/19/04	120362	1/08/14
ES-2-1	8/29/07		

METROPOLITAN SEWER DISTRICT (MSDGC)

49005	08/2011	49056	12/2010
49048	12/2010	61307	10/2023

SUPPLEMENTAL SPECIFICATIONS

800-2023	7/18/25	873	4/16/21
807	1/17/25	878	1/21/22
808	7/19/24	894	4/16/21
809	7/18/25	896	7/21/17
813	7/21/23	905	1/17/25
821	4/20/12	908	1/17/25
825	7/19/24	913	4/16/21
829	1/20/17	921	7/19/24
832 2	7/18/25	929 2	7/21/23
839	7/18/25	939	1/17/20
840	1/17/25	996	7/21/23
851	1/17/25		

SPECIAL PROVISIONS

ENGINEER'S SEAL:
AMERICAN STRUCTUREPOINT, INC
FOR ALL ROADWAY SHEETS
STATE OF OHIO · LUKE Z. STUTLER · E-86344 · REGISTERED PROFESSIONAL ENGINEER

ENGINEER'S SEAL:
PALMER ENGINEERING
FOR MAINTENANCE OF TRAFFIC SHEETS
STATE OF OHIO · DANIEL PAUL FICKER · E-63916 · REGISTERED PROFESSIONAL ENGINEER

ENGINEER'S SEAL:
PALMER ENGINEERING
FOR WALL 02, WALL 04 SHEETS & STRUCTURES OVER 20' (HAM-75-0123E)
STATE OF OHIO · BRONSON J FUNKE · E-61820 · REGISTERED PROFESSIONAL ENGINEER

ENGINEER'S SEAL:
BURGESS & NIPLE
FOR NOISE WALL 05 & 06 SHEETS
STATE OF OHIO · STEVEN CHARLES SMITH · E-54439 · REGISTERED PROFESSIONAL ENGINEER

ENGINEER'S SEAL:
AMERICAN STRUCTUREPOINT, INC
FOR LIGHTING PLANS
STATE OF OHIO · ELIZABETH M. SCHNEIDER · E-77942 · REGISTERED PROFESSIONAL ENGINEER

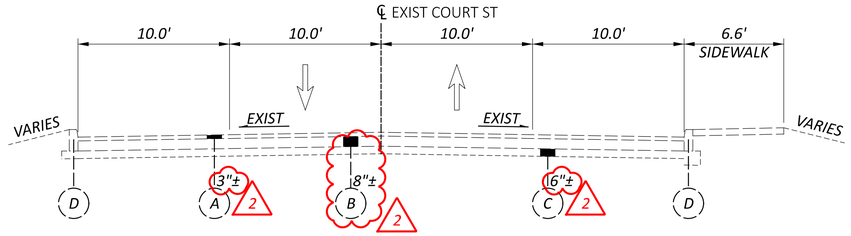
ENGINEER'S SEAL:
BURGESS & NIPLE
FOR STRUCTURES OVER 20' (HAM-75-0104)
STATE OF OHIO · BRADLEY EVAN STIFFLER · E-67083 · REGISTERED PROFESSIONAL ENGINEER

DESIGN AGENCY: AMERICAN STRUCTUREPOINT INC.
DESIGNER: LZS
REVIEWER: KAM 03/03/25
PROJECT ID: 122048
SHEET: P.1 TOTAL: P.421

TITLE SHEET

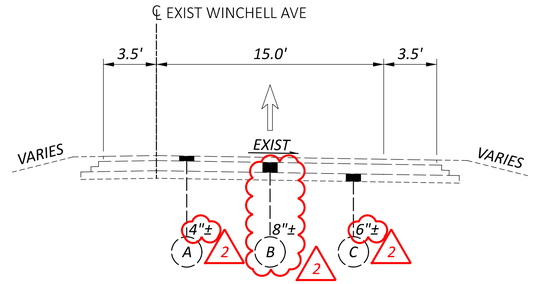
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EXISTING TYPICAL SECTION - COURT ST

STA 4+00.00



EXISTING TYPICAL SECTION - WINCHELL AVE

STA 29+00.00

LEGEND

1. ITEM 442 - 1-1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)
2. ITEM 442 - 2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM,TYPE A (448)
3. ITEM 442 - 1-3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (446)
4. ITEM 407 - NON-TRACKING TACK COAT (0.055 GAL/SY)
5. ITEM 302 - 3" ASPHALT CONCRETE BASE, PG64-22, (449)
6. ITEM 302 - 5" ASPHALT CONCRETE BASE, PG64-22, (449)
7. ITEM 302 - 8-1/2" ASPHALT CONCRETE BASE (2 EQUAL LIFTS WITH ITEM 407 BETWEEN LIFTS)
8. ITEM 304 - 6" AGGREGATE BASE
9. ITEM 206 - 14" CEMENT STABILIZED SUBGRADE
10. ITEM 609 - CURB, MISC.: TYPE S-1 CURB (CINCINNATI)
11. ITEM 609 - 6" CONCRETE MEDIAN
12. ITEM 608 - 5" CONCRETE WALK
13. ITEM 606 - GUARDRAIL, TYPE MGS
14. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE C
15. ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
16. ITEM 659 - SEEDING AND MULCHING
17. ITEM 609 - CURB, MISC.: TYPE B-1 CURB (CINCINNATI)
18. ITEM 204 - EXCAVATION OF SUBGRADE, 12 INCHES DEEP,
    ITEM 204 - GRANULAR MATERIAL, TYPE C,
    ITEM 204 - GEOTEXTILE FABRIC
19. ITEM 204 - PROOF ROLLING
20. ITEM 607 - FENCE MISC.: WOOD FENCE
21. ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1P WITH QC/QA
22. ITEM 609 - CURB, MISC.: TYPE P-1 CURB (CINCINNATI)
23. ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT
24. ITEM 605 - 6" SHALLOW PIPE UNDERDRAINS WITH GEOTEXTILE FABRIC

2
- A EXISTING ASPHALT CONCRETE
- B EXISTING CONCRETE PAVEMENT
- C EXISTING AGGREGATE BASE
- D EXISTING CURB

FOR EXISTING PAVEMENT DEPTHS SEE TYPICAL SECTIONS AND GEOTECHNICAL PROFILES

TYPICAL SECTIONS

DESIGN AGENCY
STRUCTUREPOINT LLC

DESIGNER
LZS

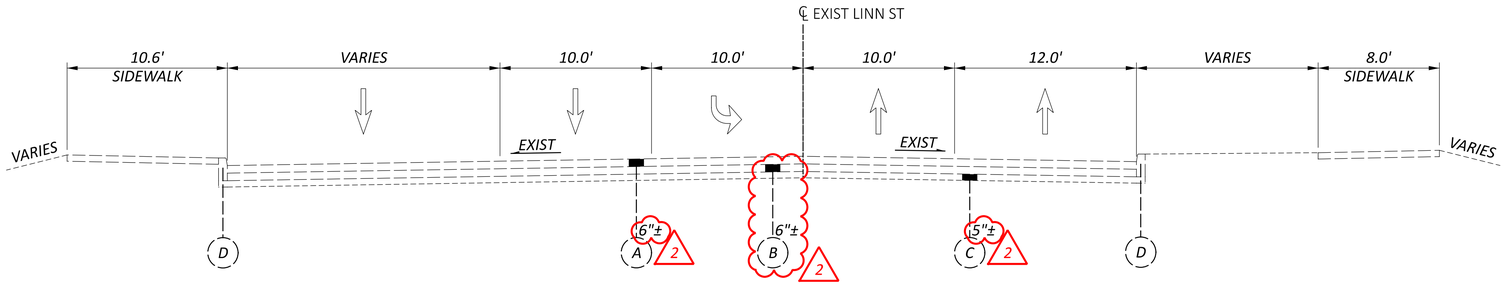
REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.4 TOTAL P.421

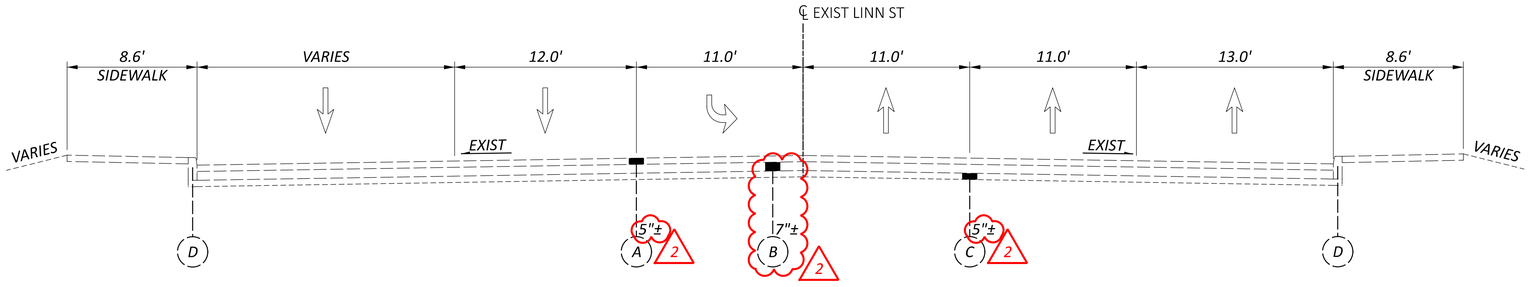
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EXISTING TYPICAL SECTION - LINN ST

STA 112+50.00



EXISTING TYPICAL SECTION - LINN ST

STA 104+00.00

NOTES:

1. FOR LEGEND, SEE SHEET P.4

TYPICAL SECTIONS

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
LZS

REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.5 TOTAL P.421

HAM-IR 75-1.05

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ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

REVIEW OF DRAINAGE FACILITIES

PRIOR TO THE START OF WORK AND AGAIN BEFORE FINAL ACCEPTANCE, PERFORM AN INSPECTION WITH REPRESENTATIVES OF THE DEPARTMENT, CONTRACTOR AND LOCALS OF ALL EXISTING DRAINAGE FACILITIES THAT ARE TO REMAIN IN SERVICE WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCES IS DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION ARE MAINTAINED BY THE DEPARTMENT.

THE METROPOLITAN SEWER DISTRICT OF GREATER CINCINNATI (MSDGC) REQUIRES PRE AND POST CONSTRUCTION INSPECTION VIDEOS OF ALL MSDGC OWNED CONDUITS AND FACILITIES, SEE "REQUIREMENTS OF PACP/LACP CCTV AND MANHOLE SEWER INSPECTIONS" NOTE FOR SPECIFICATIONS.

CONFIRM ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE-MENTIONED PARTIES ARE MAINTAINED AND LEFT IN A CONDITION COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. THE CONTRACTOR IS RESPONSIBLE TO CORRECT ANY CHANGE IN THE CONDITION RESULTING FROM THEIR OPERATIONS AS DIRECTED AND APPROVED BY THE ENGINEER.

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

ITEM 204 - PROOF ROLLING

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

ITEM 204 - PROOF ROLLING	5 HOUR.

EXISTING SUBSURFACE DRAINAGE

PROVIDE UNOBSTRUCTED OUTLETS FOR ALL EXISTING UNDERDRAINS OR AGGREGATE DRAINS ENCOUNTERED DURING CONSTRUCTION.

PROVIDE AN OUTLET PER STANDARD CONSTRUCTION DRAWING DM-1.1 FOR ALL UNDERDRAINS THAT OUTLET TO A SLOPE. UNDERDRAINS THAT CAN BE CONNECTED TO THE NEW OR EXISTING UNDERDRAINS AT THE END OF THE PROJECT LIMITS AS WELL AS ALL NECESSARY BENDS OR BRANCHES REQUIRED FOR CONNECTION ARE INCLUDED IN THE BASIS OF PAYMENT FOR UNCLASSIFIED PIPE UNDERDRAINS.

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

ITEM 611, 6" CONDUIT, TYPE F	100 FT.
ITEM 605, 6" UNCLASSIFIED PIPE UNDERDRAINS	100 FT.

2

REMOVED "ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT" NOTE

CROSSINGS AND CONNECTIONS TO EXISTING PIPES AND UTILITIES

WHERE PLANS PROVIDE FOR A PROPOSED CONDUIT TO BE CONNECTED TO, OR CROSS OVER OR UNDER AN EXISTING SEWER OR UNDERGROUND UTILITY, THE CONTRACTOR SHALL LOCATE THE EXISTING PIPES OR UTILITIES BOTH AS TO LINE AND GRADE BEFORE STARTING TO LAY THE PROPOSED CONDUIT.

IF IT IS DETERMINED THAT THE ELEVATION OF THE EXISTING CONDUIT, OR EXISTING APPURTENANCE TO BE CONNECTED, DIFFERS FROM THE PLAN ELEVATION OR RESULTS IN A CHANGE IN THE PLAN CONDUIT SLOPE, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WILL BE AFFECTED BY THE VARIANCE IN THE EXISTING ELEVATIONS.

IF IT IS DETERMINED THAT THE PROPOSED CONDUIT WILL INTERSECT AN EXISTING SEWER OR UNDERGROUND UTILITY IF CONSTRUCTED AS SHOWN ON THE PLAN, THE ENGINEER SHALL BE NOTIFIED BEFORE STARTING CONSTRUCTION OF ANY PORTION OF THE PROPOSED CONDUIT WHICH WOULD BE AFFECTED BY THE INTERFERENCE WITH AN EXISTING FACILITY.

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

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES.

ITEM 302 - ASPHALT CONCRETE BASE, PG64-22	15 CU. YDS.
ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (448)	7 CU YDS

2

THE ABOVE QUANTITY IS BASED PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH, A ON A 302 THICKNESS OF 6 INCHES AND A ON A 442 THICKNESS OF 3 INCHES.

2

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS

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

ITEM 302 - ASPHALT CONCRETE BASE, PG64-22	15 CU. YDS.
ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5MM TYPE A (448)	7 CU YDS

2

THE ABOVE QUANTITY IS BASED PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH, A ON A 302 THICKNESS OF 6 INCHES AND A ON A 442 THICKNESS OF 3 INCHES.

2

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

ITEM 202 - ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN

WHERE DESIGNATED, EXISTING ANCHOR ASSEMBLIES INCLUDING ALL POSTS AND HARDWARE SHALL BE REMOVED. THIS ITEM SHALL ALSO INCLUDE THE REMOVAL OF THE ENTIRE CONCRETE ANCHOR AND CONCRETE ENCASEMENT. ALL HOLES LEFT AFTER REMOVAL OF ASSEMBLIES AND POSTS SHALL BE FILLED WITH GRANULAR MATERIAL AS DIRECTED BY THE ENGINEER. PAYMENT SHALL INCLUDE ALL NECESSARY LABOR AND EQUIPMENT REQUIRED TO PERFORM THE WORK AS INDICATED ABOVE. PAYMENT SHALL BE AT THE UNIT BID PRICE.

ITEM 203 - EMBANKMENT, AS PER PLAN

PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONTRUCTION OF THE APPROACH EMBANKMENT BETWEEN STATIONS 104+50 TO 111+00, ALONG ℄ CONST CLP_LINN.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING 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 REBOUNDABLE RETROREFLECTIVE 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 606 - IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE TYPE 2 IMPACT ATTENUATORS AS LISTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (35 MPH), EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ITEM 607 - FENCE, MISC.: WOOD FENCE (RM-5.2)

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

ITEM 608 - WALKWAY, MISC.: 12"CONCRETE WALK

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A 1'-0" WIDE BY 14'-7"LONG AND 12"THICK CONCRETE WALK FOR THE RAILING LEADING UP TO THE REAR ABUTMENT OF THE LINN STREET BRIDGE. THE THICKENED WALK SHALL BE INSTALLED AT THE LOCATIONS NOTED BELOW:

STA. 105+28.62 TO STA. 105+43.28, 43.50' RT
STA. 105+44.79 TO STA. 105+59.37, 43.50' LT

ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDE IN THE UNIT PRICE BID FOR ITEM 608, WALKWAY, MISC.: 12"CONCRETE WALK.

REMOVAL OF EXISTING PAVEMENT MARKINGS

THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS ON REMAINING PAVEMENT THAT CONFLICT WITH THE PROPOSED MARKINGS SHOWN ON THE SIGNING AND PAVEMENT MARKING PLANS.

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

ITEM 644, PAVEMENT MARKING REMOVED	300 FT
ITEM 644, PAVEMENT MARKING REMOVED	5 EACH
ITEM 644, PAVEMENT MARKING REMOVED	0.45 MILES

ITEM 202 - REMOVAL, MISC.: RETAINING WALL 2

THE CONTRACTOR SHALL REMOVE THE EXISTING RETAINING WALL. THE FOOTING SHALL BE REMOVED BE REMOVED IN AREAS OF CONFLICT WITH THE PROPOSED SUBGRADE OR PROPOSED STORM SEWER. THE EXISTING PILING SHALL BE CUT DOWN TO 2 FOOT BELOW THE PROPOSED SUBGRADE. DISPOSE OF ALL MATERIAL PER 105.17.

ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - REMOVAL MISC.: RETAINING WALL.

FULL DEPTH CONCRETE PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS 2

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR RESTORATION OF FULL DEPTH CONCRETE PAVEMENT STORATION FOLLOWING THE INSTALLATION AND/OR REMOVAL OF PIPES .

ITEM 452 - 10" NON-REINFORECED CONCRETE PAVEMENT, CLASS QC1P WITH QC/QA	105 SQ YDS.

IF THE CONDUIT TRENCH CUT IS WITHIN 6 FT OF A TRANSVERSE OR LONGITUDINAL JOINT, THE LIMITS OF THE REPAIR SHALL EXTEND TO THE JOINT. THIS MAY REQUIRE THE ENTIRE PANEL TO BE REPLACED. AT A MINIMUM, THE LIMITS OF THE CONCRETE REPAIR SHALL EXTEND 2 FT BEYOND THE LIMITS OF THE TRENCH.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

2

REMOVED "NOISE WALL INSTALLATION" NOTE, INCORPORATED INTO MAINTENANCE OF TRAFFIC GENERAL NOTES

GENERAL NOTES

DESIGN AGENCY
STRUCTUREPOINT LLC

DESIGNER LZS
REVIEWER KAM 03/03/25
PROJECT ID 122048
SHEET P.12 TOTAL P.421

HAM-IR 75-1.05

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FULL DEPTH PAVEMENT WEDGE TO FREEMAN AVE

A FULL DEPTH PAVEMENT WEDGE SHALL BE CONSTRUCTED TO PROVIDE A TEMPORARY CONNECTION BETWEEN FREEMAN AVE AND RAMP V/WINCHELL, UNTIL THE RECONSTRUCTION OF FREEMAN AVE AS PART OF THE HAM-75-1.05 PHASE 3 PROJECT (PID 113361). THIS SHALL OCCUR BETWEEN STA 66+92.54 AND 69+41.24 (℄ CONST CLP_RAMP V), AS NOTED IN THE PLAN AND PROFILE SHEETS. THIS FULL DEPTH WEDGE SHALL MATCH THE PAVEMENT BUILDUP OF RAMP V/WINCHELL AVE, ESTIMATED QUANTITIES FOR THE PAVEMENT HAVE BEEN PROVIDED IN THE PAVEMENT CALCULATIONS. THIS FULL DEPTH WEDGE SHALL BE CONSTRUCTED TO PROVIDE A MINIMUM 10.0-FT WIDE TRAVEL LANE. TAPER THE FULL DEPTH WEDGE PER ODOT STANDARD CONSTRUCTION DRAWING BP-3.1.

IN ADDITION TO THE PAVEMENT QUANTITIES THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY TO BE USED IF NECESSARY FOR THE WORK NOTED ABOVE:

ITEM 202 - CONCRETE MEDIAN REMOVED	45 SY
ITEM 202 - CURB REMOVED	249 FT
ITEM 202 - GUARDRAIL REMOVED	139 FT
2 ITEM 504 - STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN	535 SF
ITEM 606 - GUARDRAIL, TYPE MGS	100 FT
ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	1 EACH
ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL)	1 EACH
ITEM 609 - CURB MISC.: TYPE S-1 CURB (CINCINNATI)	249 FT
ITEM 622 - PORTABLE BARRIER, ANCHORED	640 FT

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

DRAINAGE SYSTEM CLEANING 2

REMOVE SEDIMENTS, DEBIRS OR OTHER BLOCKAGES FROM THE EXISTING DRAINAGE SYSTEMS AS DIRECTED BY THE ENGINEER. ALL MATERIAL REMOVED SHALL BE DISPOSED OF PER 105.16 AND 105.17. CLEAN OUT ALL CONDUITS, CATCH BASINS AND MANHOLES TO THE SATISFACTION OF THE ENGINEER. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

ALL LABOR, EQUIPMENT, MATERIAL, MAINTENANCE OF TRAFFIC (INCLUDING LEO, IF NEEDED) AND ALL INCIDENTALS REQUIRED TO COMPLETE THE WORK. THIS WORK SHALL BE PAID FOR UNDER

ITEM 690E98600 - SPECIAL - MISC.: DRAINAGE SYSTEM CLEANING, 36" AND UNDER	200 HOUR
ITEM 690E98600 - SPECIAL - MISC.: DRAINAGE SYSTEM CLEANING, OVER 36"	100 HOUR

ITEM 611 - CONDUIT, TYPE B/C, AS PER PLAN

USE 703.11 STRUCTURAL BACKFILL TYPE 1 OR 613 LOW STRENGTH MORTAR AS STRUCTURAL BACKFILL FOR ALL TYPE A AND B FLEXIBLE CONDUITS 12-INCH DIAMETER AND LARGER. DETAIL THE SELECTED CONDUIT MATERIAL AND STRUCTURAL BACKFILL IN THE 611 INSTALLATION PLAN PER 611.04 B.

ITEM 611 - CONDUIT, TYPE B/C, AS PER PLAN (CINCINNATI) 2

ALL TYPE B AND C CONDUITS 12-INCH DIAMETER AND LARGER SHALL BE REINFORCED CONCRETE PIPE WITH CONTROLLED LOW STRENGTH MATERIAL (CLSM) BACKFILL. THIS ITEM SHALL CONFORM TO THE CITY OF CINCINNATI STANDARDS AND SHALL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE CITY OF CINCINNATI SUPPLEMENT TO STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATION SECTION 603.

ITEM 442 - ASPHALT CONCRETE, MISC.: FULL-DEPH 448 TYPE 1 HOT-MIX ASPHALT PER CINCINNATI ITEM 627 DRIVEWAYS

THIS ITEM SHALL CONFORM TO THE CITY OF CINCINNATI STANDARDS FOR 627 ASPHALT CONCRETE, TYPE 1 AND SHALL BE IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE CITY OF CINCINNATI SUPPLEMENT TO STATE OF OHIO DEPARMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATION SECTION 627.

ITEM 609 - CURB, MISC.: TYPE B-1 CURB (CINCINNATI)

THIS ITEM SHALL CONSIST OF A 7" WIDE CITY OF CINCINNATI TYPE B-1 BATTERED CONCRETE CURB, ADHERING TO THE CITY OF CINCINNATI DEPARTMENT OF PUBLIC WORKS DIVISION OF ENGINEERING STANDARD DRAWING ACCESSION NO. C101.

ITEM 609 - CURB, MISC.: TYPE P-1 CURB (CINCINNATI)

THIS ITEM SHALL CONSIST OF A 7" WIDE CITY OF CINCINNATI TYPE P-1 BATTERED CONCRETE CURB, ADHERING TO THE CITY OF CINCINNATI DEPARTMENT OF PUBLIC WORKS DIVISION OF ENGINEERING STANDARD DRAWING ACCESSION NO. C102.

ITEM 609 - CURB, MISC.: TYPE S-1 CURB (CINCINNATI)

THIS ITEM SHALL CONSIST OF A 7" WIDE CITY OF CINCINNATI TYPE S-1 BATTERED CONCRETE CURB, ADHERING TO THE CITY OF CINCINNATI DEPARTMENT OF PUBLIC WORKS DIVISION OF ENGINEERING STANDARD DRAWING ACCESSION NO. C103.

ITEM 611 - CATCH BASIN, MISC.: COMBINATION INLET (CI)

THIS ITEM SHALL CONSIST OF A CITY OF CINCINNATI COMBINATION INLET (CI) ADHERING TO THE CITY OF CINCINNATI'S STORMWATER MANAGEMENT UTILITY (SMU) STANDARD DRAWING ACCESSION NO. 49016.

ITEM 611 - CATCH BASIN, MISC.: DOUBLE GUTTER INLET MH (DGIMH)

THIS ITEM SHALL CONSIST OF A CITY OF CINCINNATI DOUBLE GUTTER INLET MANHOLE (DGIMH) ADHERING TO THE CITY OF CINCINNATI'S STORMWATER MANAGEMENT UTILITY (SMU) STANDARD DRAWING ACCESSION NO. 49010.

ITEM 611 - MANHOLE, MISC.: STANDARD MANHOLE, TYPE B

THIS ITEM SHALL CONSIST OF A CITY OF CINCINNATI STANDARD MANHOLE TYPE B ADHERING TO THE CITY OF CINCINNATI'S STORMWATER MANAGEMENT UTILITY (SMU) STANDARD DRAWING ACCESSION NO. 49038.

ITEM 611 - INLET, MISC.: DITCH INLET

THIS ITEM SHALL CONSIST OF A CITY OF CINCINNATI COMBINATION INLET (CI) ADHERING TO THE CITY OF CINCINNATI'S STORMWATER MANAGEMENT UTILITY (SMU) STANDARD DRAWING ACCESSION NO. 49023.

2 **REMOVED "ITEM 611 - 6", SLOTTED DRAIN, TYPE 1" NOTE, CHANGED ITEM**

ITEM SPECIAL - CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION 2

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

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

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

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

THE TECHNICIAN SHALL VERBALLY NOTIFY THE ODOT PROJECT ENGINEER OF ANY FAILING TEST AND SHALL SUBMIT FOLLOW-UP WRITTEN NOTIFICATION TO THE PROJECT ENGINEER OF REMEDIAL ACTION(S) TAKEN. TESTS SHALL BE TAKEN AS SPECIFIED WITHIN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, CONCRETE MANUAL OR APPROPRIATE SUPPLEMENTAL SPECIFICATION AS LISTED IN THE PROPOSAL GOVERNING THE PROJECT. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MAKE IMMEDIATE CORRECTIONS OR ADJUSTMENTS TO THE CONCRETE MIX VIA DIRECT COMMUNICATION WITH THE CONCRETE SUPPLIER'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.

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

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.

ITEM 504 - STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN 2

THIS ITEM CONSISTS OF PROVIDING STEEL SHEET PILING ALONG THE LEFT SIDE OF RAMP V/WINCHELL, AS NOTED IN THE CROSS SECTIONS, IN ORDER TO CONSTRUCT THE FULL DEPTH PAVEMENT WEDGE NEEDED FOR THE TEMPORARY CONNECTION BETWEEN FREEMAN AVE AND RAMP V/WINCHELL, UNTIL THE RECONSTRUCTION OF FREEMAN AVE AS PART OF THE HAM-75-1.05 PHASE 3 PROJECT (PID 113361). THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE SHEET PILING, ENSURING THE INSTALLATION IS CAPABLE OF PROVIDING A MAXIMUM HEIGHT OF 3.90 FT.

ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 504 - STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN.

ITEM 622 - PORTABLE BARRIER, UNANCHORED/ANCHORED, AS PER PLAN 2

THIS ITEM CONSISTS OF FURNISHING AND INSTALLING UNANCHORED OR ANCHORED PORTABLE BARRIER IN A PERMANENT APPLICATION, TO REMAIN IN PLACE AT THE COMPLETION OF THE PROJECT. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS. THE OHIO DEPARTMENT OF TRANSPORTATION (ODOT) WILL TAKE OVER OWNERSHIP UPON COMPLETION OF THE PROJECT.

ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 622 - PORTABLE BARRIER, UNANCHORED/ANCHORED, AS PER PLAN.

GENERAL NOTES

HAM-IR 75-1.05

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DESIGN AGENCY
MORPHEUS STRUCTUREPOINT LLC

DESIGNER	LZS
REVIEWER	KAM 03/03/25
PROJECT ID	122048
SHEET	P.13
TOTAL	P.421

REQUIREMENTS OF PACP/LACP CCTV AND MANHOLE SEWER INSPECTIONS

MSD CONFORMS TO THE NATIONAL ASSOCIATION OF SEWER SERVICE COMPANIES' (NASSCO) PIPELINE ASSESSMENT CERTIFICATION PROGRAM (PACP), LATERAL ASSESSMENT CERTIFICATION PROGRAM (LACP), AND MANHOLE INSPECTION UTILIZING MSD INSPECTION FORMS. THESE INSPECTIONS WILL BE MAINTAINED WITHIN MSD'S LIBRARY OF SEWER INSPECTIONS AND IT IS IMPERATIVE THAT THEY MEET ALL APPROPRIATE MSD REQUIREMENTS. ALL PACP AND LACP CCTV WORK TO BE PERFORMED VIA THIS CONTRACT SHALL THEREFORE CONFORM TO ALL CURRENT NASSCO STANDARDS EXCEPT WHERE SPECIFICALLY INSTRUCTED OTHERWISE BY THE MSDGC PROGRAM MANAGER (PM). THESE STANDARDS INCLUDE BUT ARE NOT LIMITED TO: SPEED OF CAMERA TRAVEL, CENTERING OF CAMERA IN PIPE, CODING OF DEFECTS/STRUCTURAL FEATURES/OBSERVATIONS, PANNING OF DEFECTS/STRUCTURAL FEATURES, CAMERA LIGHTING, HEADER INFORMATION, FLOW CONTROL, AND REVERSAL INSPECTIONS. MSD GIS STANDARDS AND DESIGNATIONS SHALL APPLY FOR HEADER INFORMATION INCLUDING, BUT NOT LIMITED TO: MANHOLE NUMBERS, ASSET ID NUMBERS, CITYWORKS®WORK ORDER NUMBERS, BUILDING SEWER NAMES AND IDENTIFICATION, AND PREVIOUSLY UNDOCUMENTED MANHOLES.

ALL PACP AND LACP CCTV WORK TO BE PERFORMED VIA THIS WORK ORDER SHALL BE CARRIED OUT UTILIZING A COLOR PAN AND TILT ROTATING HEAD CAMERA SPECIFICALLY DESIGNED AND CONSTRUCTED FOR SEWER INSPECTION. ALL CCTV WORK SHALL BE RECORDED ENTIRELY IN DIGITAL MP4 FORMAT ENCODED WITH A FILE COMPRESSION OF HIGH EFFICIENCY VIDEO CODING (HEVC OR H.265) (OTHER FORMATS NEED MSDGC PM APPROVAL) WITH AN APPROPRIATE PACP/LACP DATABASE FILE (NASSCO PACP/LACP V7.0 CERTIFIED ACCESS DATABASE HAVING COMPATIBILITY WITH PIPETECH® PIPELINE INSPECTION SOFTWARE), AND ALL VIDEO MUST BE CONTINUOUSLY METERED.

THE PERSON CODING THE PIPELINE INSPECTION MUST BE NASSCO PACP AND LACP CERTIFIED WITH A MINIMUM OF THREE YEARS OF FULL-TIME EXPERIENCE CODING DEFECTS USING THE NASSCO STANDARD. PACP AND LACP CERTIFICATION NUMBERS MUST BE PROVIDED TO MSDGC AND PROOF OF EXPERIENCE MUST BE DEMONSTRATED BY DOCUMENTATION SUCH AS A RESUME WITH REFERENCES.

ROBOTIC PACP/LACP & MANHOLE INSPECTION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR:

1. CONDUCTING A FINAL MANHOLE-TO-MANHOLE (MH-MH), TELEVISING OF THE MAINLINE SEWER SECTION TO EVALUATE THE CONDITION OF THE SEWER AFTER ALL APPROPRIATE CLEANING, TRIMMING, GRINDING, AND FLUSHING HAS BEEN PERFORMED. IN THE EVENT AN INSPECTION CANNOT BE COMPLETED FROM ONE SET-UP DUE TO A STRUCTURAL OR MAINTENANCE DEFECT, THE INSPECTOR SHALL PERFORM A REVERSE INSPECTION FROM AN ADDITIONAL SET-UP THE SAME DAY. THE INSPECTOR SHALL SUBMIT TWO INSPECTION REPORTS AS THE FINAL INSPECTION. THIS FINAL TELEVISING SHALL BE IN PACP AND SHALL FOLLOW ALL PACP V 7.0 STANDARDS.

2. EMPLOYING VARIOUS FLOW CONTROL METHODS AS APPROPRIATE TO ENSURE VISIBILITY OF THE ENTIRE CIRCUMFERENCE OF THE SEWER.

3. CONDUCTING A FINAL TELEVISING OF EACH INDIVIDUAL BUILDING SEWER FROM THE MAIN SEWER LINE TO THE PUBLIC RIGHT OF WAY DESIGNATION OR SEWER EASEMENT LIMIT. UNLESS OTHERWISE DIRECTED BY MSD PERSONNEL, THE EASEMENT LIMIT SHOULD BE ASSUMED TO BE A MINIMUM OF 10'. THIS FINAL TELEVISING SHALL BE IN LACP AND SHALL FOLLOW ALL LACP V7.0 STANDARDS. IF A FULL MAINLINE TO RIGHT OF WAY OR EASEMENT INSPECTION IS UNABLE TO BE COMPLETED DUE TO AN OBSTRUCTION OF ANY SORT, SAID OBSTRUCTION MUST BE LOCATED AND REPORTED TO THE MSD PM IMMEDIATELY.

REQUIREMENTS OF PACP/LACP CCTV AND MANHOLE SEWER INSPECTIONS (CONTINUED)

4. ROBOTIC LACP INSPECTION SHALL BE DONE FROM THE MAIN SEWER OR AVAILABLE CLEANOUT OR ACCESS POINT. THE CONTRACTOR SHALL USE ROBOTIC TECHNOLOGY TO PUSH OR "LAUNCH"THE LATERAL CAMERA INTO THE BUILDING SEWER FROM THE MAINLINE. THE VAST MAJORITY OF BUILDING SEWERS ARE 6 INCHES IN DIAMETER AND ARE MADE OF VARIOUS MATERIALS. IF THE CONTRACTOR IS UNABLE TO PERFORM AN INSPECTION OF THE LATERAL DUE TO DEBRIS, ROOTS OR OTHER OBSTACLES IN THE BUILDING SEWER LATERAL, THEY SHALL CONTACT THE MSD PM FOR DIRECTION.

WALK THROUGH PACP/LACP INSPECTION (MANNED ENTRY)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR:

1. THE OPERATOR ENTERING INTO LARGE DIAMETER SEWERS IN ORDER TO CONDUCT A FINAL MANHOLE-TO-MANHOLE (MH-MH) TELEVISING OF THE SEWER TO EVALUATE THE CONDITION OF THE SEWER AFTER ALL APPROPRIATE CLEANING, TRIMMING GRINDING, AND FLUSHING HAS BEEN PERFORMED. THE FINAL TELEVISING SHALL BE IN PACP AND SHALL FOLLOW ALL PAC V7.0 STANDARDS. THE CONTRACTOR MAY UTILIZE ROBOTIC EQUIPMENT TO PERFORM A PACP INSPECTION IN PIPE SIZES GREATER THAN 60 INCHES AT THE DIRECTION/APPROVAL OF THE MSD PM.

2. ALL MAN ENTRY INTO THE SEWER WILL FOLLOW THE CONTRACTOR'S HEALTH AND SAFETY PLAN WITH REGARDS TO CONFINED SPACE ENTRY.

3. CONDUCTING A FINAL TELEVISING OF EACH INDIVIDUAL BUILDING SEWER FROM THE MAIN SEWER LINE TO THE PUBLIC RIGHT OF WAY DESIGNATION OR SEWER EASEMENT LIMIT. THIS FINAL TELEVISING SHALL BE IN LACP AND SHALL FOLLOW ALL LACP V7.0 STANDARDS. IF A FULL MAINLINE TO RIGHT OF WAY OR SEWER EASEMENT INSPECTION IS UNABLE TO BE COMPLETED DUE TO AN OBSTRUCTION OF ANY SORT, SAID OBSTRUCTION MUST BE REPORTED TO THE MSD PM IMMEDIATELY.

THE CONTRACTOR SHALL SUBMIT WORK IN THE FORMAT REQUIRED BY MSDGC AND SHALL FOLLOW GUIDELINES FROM THE MSDGC PROJECT P M. IN ORDER TO CONTINUE IMPROVING THE UPLOADING OF DATA AND SUBMITTALS, THE MSDGC PM MAY UPDATE THE REQUIREMENTS AT ANY TIME, BUT WILL GIVE THE CONTRACTOR SUFFICIENT ACCESS TO MSD'S PROGRAMS AS NEEDED.

SUBMITTAL OF WORK TO MSDGC

WORK COMPLETED AND SUBMITTED TO MSDGC SHALL FOLLOW THE SPECIFICATIONS DETAILED IN THE SUBSECTIONS BELOW.

REQUIREMENTS OF ALL PACP AND LACP CCTV SUBMITTALS AND MANHOLE INSPECTION SUBMITTALS

ALL SUBMITTALS OF PACP AND LACP INSPECTIONS SHALL CONFORM TO THE FOLLOWING SPECIFICATIONS:

1. EACH SUBMITTAL THE PACP/LACP DATABASE FILE AND ITS CORRESPONDING VIDEO FILES SHALL CONTAIN WORK FROM ONLY 1 (ONE) INSPECTOR AND ONLY 1 (ONE) CCTV WORK CATEGORY FROM THE LIST BELOW:
   a. SANITARY AND/OR COMBINED MAINLINE SEWER INSPECTIONS (PACP)
   b. SANITARY AND/OR COMBINED BUILDING SEWER INSPECTIONS (LACP)
   c. STORM MAINLINE SEWER INSPECTIONS (PACP)
   d. STORM BUILDING SEWER INSPECTIONS (LACP)

REQUIREMENTS OF PACP/LACP CCTV AND MANHOLE SEWER INSPECTIONS (CONTINUED)

2. EACH SUBMITTAL SHALL BE ASSIGNED A UNIQUE TRACKING IDENTIFIER
   a. IN THE EVENT THAT A SUBMITTAL IS REJECTED AS UNACCEPTABLE, THE MSD PM SHALL DIRECT THE CONTRACTOR WHETHER TO REUSE THE ORIGINAL OR TO ASSIGN A NEW TRACKING IDENTIFIER.

3. EACH SUBMITTAL SHALL INCLUDE INSPECTIONS FROM ONLY ONE CALENDAR MONTH.

4. EACH PACP VIDEO FILE MUST BE IN STANDARD *.MP4 FORMAT AND NAMED AS DESCRIBED BELOW:

   a. [MONTH]_[DAY]_[YEAR]-[HOUR]_[MINUTE]_[AM/PM]-[INSPECTOR NAME]-[WORK ORDER NUMBER].MP4
   b. E.G., "1_03_2012-11_23_AM-M LONGMIRE-411032.MP4"

5. EACH LACP VIDEO FILE MUST BE IN STANDARD *.MP4 FORMAT AND NAMED AS DESCRIBED BELOW:

   a. [MONTH]_[DAY]_[YEAR]-[HOUR]_[MINUTE]_[AM/PM]-[INSPECTOR NAME]-[ADDRESS]_[STREET]-[WORK ORDER NUMBER].MP4
   b. E.G., "1_02_2012-07_51_PM-E SCHNEIDER-842 SUNDERLAND DR-405623.MP4"

6. EACH MANHOLE INSPECTION SHALL FOLLOW THE FORMAT PROVIDED BY MSD UTILIZING THEIR MANHOLE INSPECTION FORM.

7. ALL PACP, LACP AND MANHOLE INSPECTIONS MUST BE SUBMITTED WITHIN FOURTEEN (14) CALENDAR DAYS OF THE DATE OF WORK.

8. IN THE CASE OF REJECTION OF A WHOLE OR ANY PART OF A SUBMITTAL, CONTRACTOR SHALL HAVE FOURTEEN (14) CALENDAR DAYS FROM THE DATE OF NOTIFICATION OF SAID REJECTION TO ADDRESS, CORRECT, AND/OR RE-PERFORM AND THEN RE-SUBMIT SAID WORK TO MSDGC.

ITEM 108 - CPM PROGRESS SCHEDULE, AS PER PLAN 2

IN ADDITION TO THE REQUIREMENTS OF PROPOSAL NOTE 107, THE FOLLOWING ITEMS SHALL APPLY:

- THE CONTRACTOR SHALL INCLUDE THE UTILITY OWNERS RELOCATION TIME FRAMES WITHIN THE SCHEDULE.

- COORDINATE ALL PROJECT WORK AND UTILITY WORK WITH THE AFFECTED UTILITY OWNERS.

ITEM 619 - FIELD OFFICE, AS PER PLAN 2

THE CONTRACTOR SHALL ENTER INTO A LEASE AGREEMENT FOR A FIELD OFFICE AT LONGWORTH HALL LOCATED AT 700 W PETE ROSE WAY, CINCINNATI, OHIO 45203 FOR DEPARTMENT PERSONNEL. THE DEPARTMENT SHALL APPROVE OF THE SPACE PRIOR TO THE EXECUTION OF THE LEASE. THE LEASE SHALL BE EXECUTED WITHIN THIRTY (30) CALENDAR DAYS OF THE DATE THE CONTRACT IS SIGNED AND THE SPACE AVAILABLE FOR DEPARTMENT USE WITHIN FORTY-FIVE (45) CALENDAR DAYS OF THE DATE THE CONTRACT IS SIGNED. FAILURE TO MEET THE AFOREMENTIONED TIME FRAMES SHALL RESULT IN A DISINCENTIVE IN THE AMOUNT OF $1000 PER CALENDAR DAY FOR EACH CALENDAR DAY THE REQUIREMENTS ARE NOT MET. IN ADDITION, THE CONTRACTOR SHALL PROVIDE THE FOLLOWING:

- MAINTAIN ALL UTILITY SERVICES (E.G., ELECTRIC, SECURITY, TELEPHONE, WATER) FOR THE DURATION OF THE PROJECT.

- INTERNET SERVICE CONNECTION - PROVIDE A FIBER OR CABLE BROADBAND INTERNET CONNECTION CAPABLE OF MINIMUM DOWNLOAD SPEEDS AS FOLLOWS: 500 MBPS DOWNLOAD 50 MBPS UPLOAD - NETWORK LATENCY LESS THAN 50 MILLISECONDS.

- ONE MULTI-FUNCTION COPIER THAT IS SETUP FOR SCANNING, PRINTING AND COPYING. PLEASE SEE C&MS TABLE 619.02-1 FOR DETAILS.

-TEN (10) EACH DELUXE HIGH BACK SWIVEL OFFICE CHAIRS WITH ARMS.

- WATER SERVICE CONSISTING OF:
  - SIXTY (60) GALLONS (I.E. 12 FIVE GALLON CONTAINERS) OF PURIFIED WATER PER MONTH.
  - WATER DISPENSER CAPABLE OF COOLING AND HEATING THE FIVE GALLON WATER CONTAINERS.

- THESE ITEMS SHALL BE PROVIDED WITHIN FORTY-FIVE (45) CALENDAR DAYS OF THE DATE THE CONTRACT IS SIGNED. FAILURE TO PROVIDE THE ITEMS WITHIN THE STATED TIME SHALL RESULT IN A DISINCENTIVE IN THE AMOUNT OF $1000 PER CALENDAR DAY FOR EACH CALENDAR DAY THE ITEMS ARE NOT PROVIDED.

- ALL ITEMS MUST BE APPROVED BY THE DEPARTMENT PRIOR TO EXECUTION AND/OR ORDERING.

COMPENSATION: THE DEPARTMENT WILL FURNISH ITEM 619 EACH, FIELD OFFICE WITH AN AMOUNT IN THE PROPOSAL TO PAY FOR THE FIELD OFFICE. THE FIXED AMOUNT SHOWN IN THE PROPOSAL IS INCLUDED (AS ANY OTHER BID ITEMS) IN THE TOTAL BID AMOUNT. THIS FIXED AMOUNT IS THE DEPARTMENT'S ESTIMATE OF THE TOTAL COST OF FIELD OFFICE FOR THE PROJECT. IF THE FIELD OFFICE EXCEEDS THIS AMOUNT, THE FIELD OFFICE WILL STILL BE PAID AT INVOICE SUPPORTED ACTUAL COSTS. THE PAYMENT DUE WILL BE DEDUCTED FROM ITEM 619 EACH, FIELD OFFICE. C&MS TABLE 104.02-2 DOES NOT APPLY TO REDUCTIONS IN THIS CONTRACT ITEM.

BASIS OF PAYMENT: THE CONTRACTOR WILL BE COMPENSATED FOR THE INVOICE SUPPORTED ACTUAL COSTS. THE DEPARTMENT WILL NOT PAY A PERCENT MARKUP ON THESE COSTS.

GENERAL NOTES

DESIGN AGENCY
AMENTUM STRUCTUREPOINT INC.

DESIGNER LZS
REVIEWER KAM 03/03/25
PROJECT ID 122048
SHEET P.13A TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:28:30 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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ITEM 614, MAINTAINING TRAFFIC (I-75)

ALL EXISTING LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE UNAUTHORIZED LANE USE TABLE, BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT OR ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC.

WORK AND PHASING SHALL ADHERE TO THE DURATIONS AND COMPLETION DATES SHOWN ON THE INCENTIVE/DISINCENTIVE CONTRACT TABLE ON SHEET P.19.

I-75 PRE-PHASE 1

CONSTRUCT PAVEMENT FOR M.O.T. AND RESURFACING ON OUTSIDE SHOULDERS FOR USE IN PHASE 1. LANE CLOSURES SHALL ADHERE TO THE PERMITTED LANE CLOSURE TIMES NOTE ON THIS SHEET. SHORT-TERM LANE CLOSURES SHALL BE AS DETAILED ON S.C.D MT-95.30. SHOULDER CLOSURES SHALL BE AS PER SCD MT-95.45. MAINTAIN ENTRANCE RAMPS AND EXIT RAMPS AS PER S.C.D. MT-98.10 AND S.C.D. MT-98.20, RESPECTIVELY.

PHASE 1

CLOSE LINN STREET TO ALL TRAFFIC AND SET UP PEDESTRIAN TRAFFIC DETOUR AS PER SHEET P.53 AND VEHICULAR TRAFFIC DETOUR AS PER SHEET P.52. CLOSE THE ON-RAMP FROM WESTERN AVE TO SB I-75 FOR THE DURATION OF THIS PROJECT, FOR DETOUR SEE SHEET P.56. CLOSE OFF-RAMP FROM NB I-75 TO WINCHELL AVE, NO DETOUR SIGNAGE IS PROVIDED. CLOSE THE ON-RAMP FROM 9TH STREET TO WINCHELL AVE TO NB I-75, FOR DETOUR SEE SHEET P.55. CLOSE THE PEDESTRIAN BRIDGE AND DETOUR AS PER SHEET P.54 GEST STREET WILL BE CLOSED IN BOTH DIRECTIONS FOR DETOUR SEE SHEET P.57 & P.58 . REDUCE THE ON-RAMP TO I-75 NB FROM 6TH STREET TO ONE LANE AND SHIFT NORTHBOUND AND SOUTHBOUND I-75 TRAFFIC AS SHOWN ON SHEETS P.27 TO P.32. P.30 FOR BRIDGE PIER REMOVAL AND CONSTRUCTION. DEMOLISH EXISTING BRIDGE HAM-75-0150 STARTING WITH THE SUPERSTRUCTURE, FORWARD ABUTMENT, PIERS 4, 5 AND 6. BEGIN CONSTRUCTION ON THE PROPOSED FORWARD ABUTMENT, PROPOSED PIER #2, AND THE PILE AND LAGGING PORTION OF PROPOSED WALL #2. CONTINUE DEMOLITION OF THE EXISTING STRUCTURE, REMAINING PIERS, REAR ABUTMENT AND GEST STREET RAMP STRUCTURES AND WALLS. REMOVE PEDESTRIAN BRIDGE (HAM-75-0125E OVER RAMP V/WINCHELL AVE.). COURT STREET PHASE 1A RUNS CONCURRENT WITH I-75 PHASE 1 AS NECESSARY. COORDINATE PHASE 1 MOT SETUP (SHEETS P.46 - P.47) WITH THE EAST BRANCH OHIO RIVER INTERCEPTOR (EBORI) EXTENSION MSD PROJECT. (LAUNCH PIT AT WESTERN AVE/GEST STREET/SB I-75 ON RAMP).

PHASE 2

THE FOLLOWING CLOSURES CONTINUE; LINN STREET, GEST STREET, THE ON-RAMP FROM WESTERN AVE TO SB I-75, AND THE OFF-RAMP FROM NB I-75 TO WINCHELL AVE, THE FOLLOWING WILL BE HANDLED UNDER PID 116649: ALL MAINTENANCE OF TRAFFIC CHANGES ON NORTHBOUND I-75, MAINTENANCE OF TRAFFIC AND OPENING OF THE 2-LANE ON-RAMP FROM 9TH ST TO NORTHBOUND I-75, DETOURS AND CLOSURES OF THE ON-RAMP TO NORTHBOUND I-75 FROM 6TH ST AND THE OFF-RAMP TO SOUTHBOUND I-75 TO 7TH ST. THE FOLLOWING WILL HAVE BEEN COMPLETED BEFORE IMPLEMENTATION OF I-75 PHASE 2: DEMOLITION OF THE ENTIRE EXISTING BRIDGE HAM-75-0150, PROPOSED FORWARD ABUTMENT AND PROPOSED PIER #2 AND AND THE PILE AND LAGGING PORTION OF WALL #2. SOUTHBOUND I-75 MAINTENANCE OF TRAFFIC SHALL BE SAME AS PHASE 1. CONTINUE CONSTRUCTION ON THE PROPOSED REAR ABUTMENT AND PROPOSED PIER #1. CONSTRUCT THE LINN STREET BRIDGE SUPERSTRUCTURE UTILIZING TEMPORARY SUPPORT ON THE NB SIDE OF I-75 AND DECK. ONCE COURT STREET PHASE 1A IS COMPLETED, CONSTRUCT THE REMAINDER OF WALL #2, AND CONSTRUCT THE PROPOSED PEDESTRIAN BRIDGE REPLACEMENT (HAM-75-0125E OVER RAMP V/WINCHELL AVE.) CONSTRUCT PORTIONS OF WALL#4 AND WALL#6 FOR FUTURE PROJECTS. COMPLETE THE REMAINDER OF COURT STREET AS PER COURT STREET PHASES 1B AND 1C.

PHASE 3

COMPLETE AND OPEN LINN STREET BRIDGE AND APPROACH ROADWAYS BETWEEN WEST 8TH STREET AND COURT STREET TO ALL TRAFFIC. CLOSE ACCESS TO RAMP V/WINCHELL AVE FROM FREEMAN AVE NB AND COMPLETE PAVEMENT CONSTRUCTION TO THE INTERSECTION WITH EZZARD CHARLES. CONSTRUCT NOISE WALLS #5/#6 AND REMAINING PEDESTRIAN BRIDGE AND RETAINING WALL WORK. FOR RAMP V/WINCHELL AVE DETOUR SEE SHEET P.55. RESTORE TRAFFIC ON SOUTHBOUND I-75 TO PRE-CONSTRUCTION CONFIGURATION. REMOVE PORTABLE BARRIER AND WZIA. CLOSE OPENING IN EXISTING MEDIAN BARRIER DUE TO PIER REMOVAL AND CONSTRUCTION BY PLACING PORTABLE BARRIER, AS PER PLAN (TO REMAIN AND BECOME PROPERTY OF ODOT). CONNECT TO EXISTING MEDIAN BARRIER USING SCD. MT-101.80

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.

ITEM 614, MAINTAINING TRAFFIC (COURT STREET)

A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT OR THE COMPLETED PAVEMENT, EXCEPT AS INDICATED BELOW.

COURT ST PHASE 1A

MAINTAIN A SINGLE-LANE OF TWO-WAY TRAFFIC ON THE LEFT SIDE (I-75 SIDE) OF COURT STREET AND CONSTRUCT THE RIGHT SIDE OF COURT STREET FROM STATION 8+55± TO STATION 11+71± AND A PORTION OF THE PROPOSED CUL-DE-SAC. CONSTRUCT PROPOSED DRAINAGE FROM STATION 7+00.00 TO STATION 11+71.00, PLATE OR BACKFILL TRENCHES. MAINTAIN ACCESS TO THE APARTMENT BUILDING AT THE END OF COURT STREET AT ALL TIMES. ACCESS TO BERRY INTERMEDIATE SCHOOL SHALL BE PROVIDED OFF OF LINN ST. ACCESS TO MEDICAL OFFICE BUILDING SHALL BE PROVIDED AT ALL TIMES.

COURT ST PHASE 1B

DURING I-75 MAINLINE PHASE 2, MAINTAIN TWO-WAY TRAFFIC ON THE RIGHT SIDE OF COURT STREET CONSTRUCTED IN PHASE 1A, AND BUILD WALL #2 AND PEDESTRIAN BRIDGE FORWARD ABUTMENT AND RAMP SYSTEM, CONSTRUCT THE LEFT-HALF OF COURT STREET FROM STATION 8+55± TO STATION 11+71± AND THE REMAINDER OF THE PROPOSED CUL-DE-SAC. OPEN ALL ACCESS TO BERRY INTERMEDIATE SCHOOL TO COURT STREET.

COURT ST PHASE 1C

MAINTAIN TWO-WAY TRAFFIC WITH FLAGGERS AND ON THE FULL ROADWAY CONSTRUCTED IN PHASE 1A/1B. BUILD COURT STREET PAVEMENT, CURBS AND SIDEWALKS PART-WIDTH FROM STATION 5+50.00 TO STATION 8+63±. FLAGGING IS ONLY PERMITTED WHILE THE CONTRACTOR IS WORKING. DURING NON-WORKING HOURS, BOTH LANES (ONE IN EACH DIRECTION) SHALL BE OPEN. ACCESS TO THE MEDICAL OFFICE BUILDING SHALL BE PROVIDED AT ALL TIMES FROM LINN ST UNTIL THE PROPOSED DRIVES ON THE RIGHT SIDE OF COURT STREET ARE CONSTRUCTED AND RE-OPENED.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON LINN STREET DETOUR)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 570 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.52. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $9,750 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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

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

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

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

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

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

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

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.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 8 PIO	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS &< 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE	2 CALENDAR 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.

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.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 8 M. GAL..

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 100 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

WORK ZONE PAVEMENT MARKINGS - WINTER RESTRIPING

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE FOR REPLACING OR TOUCH-UP OF WORK ZONE PAVEMENT MARKINGS OVER WINTER PERIODS:

ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 648 - 1.40 MILE
ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 12", 648 - 9,300 FT.
ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 6", 648 - 690 FT

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER DPF
REVIEWER DCJ 12/20/24
PROJECT ID 122048
SHEET P.15 TOTAL P. 421

WORK ZONE PAVEMENT MARKINGS

WORK ZONE PAVEMENT MARKINGS USING SPRAY THERMOPLASTIC MAY BE USED PER ODOT SPECIFICATION 614.11 AND ODOT SPECIFICATION 648 WITH THE EXCEPTION ODOT SPECIFICATION 648.05 SHALL BE MODIFIED TO ALLOW PLACEMENT OF THE MATERIAL AT A TEMPERATURE OF NOT LESS THAN 35 DEGREES FAHRENHEIT.

THE CONTRACTOR SHALL PROVIDE WORK ZONE PAVEMENT MARKINGS AS FOLLOWS:

-ITEM 807 WET REFLECTIVE LIQUID APPLIED PAVEMENT MARKINGS FOR WORK ZONE PAVEMENT MARKINGS PLACED DURING THE CONSTRUCTION SEASON (APRIL 1 TO OCTOBER 1).

-ITEM 648 SPRAY THERMOPLASTIC FOR WORK ZONE PAVEMENT MARKINGS PLACED LATE IN THE CONSTRUCTION SEASON (AFTER OCTOBER 1) OR WHEN THE PAVEMENT MARKING WILL BE IN PLACE OVER WINTER.

ITEM 614, WORK ZONE RAISED PAVEMENT MARKERS ON PERMANENT CONCRETE SURFACES

RAISED PAVEMENT MARKERS IN WORK ZONES, INSTALLED ON PERMANENT CONCRETE SURFACES, SHALL BE ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS. WZRPMS ARE INTENDED FOR USE ONLY DURING THE NON-SNOW-PLOWING SEASON. WZRPMS SHALL NOT BE PROVIDED DURING THE SNOW-PLOWING SEASON.

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

WHERE A TEMPORARY ALIGNMENT WILL REMAIN IN USE THROUGH THE WINTER, THE WZRPMS SHALL BE REMOVED PRIOR TO THE BEGINNING OF THE SNOW-PLOWING SEASON AND REPLACED APPROXIMATELY APRIL 1, OR AS OTHERWISE DETERMINED BY THE ENGINEER.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKERS.

SEE ESTIMATED QUANTITIES FOR THE FOLLOWING ITEMS CARRIED TO THE GENERAL SUMMARY:
ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, EACH

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

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

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621.

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

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

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

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

RESURFACING OF THE TRANSITION AREAS DO NOT NEED TO PERFORMED AT THIS TIME.

SEE ESTIMATED QUANTITIES FOR THE FOLLOWING ITEMS CARRIED TO THE GENERAL SUMMARY:

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

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

THE CONTRACTOR SHALL PROVIDE A PCMS FOR ROADSIDE NOTIFICATION OF EACH PHASE SWITCH BEGINNING 2 WEEKS BEFORE AND ENDING 2 WEEKS AFTER EACH TRAFFIC SWITCH

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

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

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN

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

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

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN, 90 SIGN MONTH

ASSUMING 7 PCMS SIGN(S) FOR 2 MONTH(S)
ASSUMING 2 PCMS SIGN(S) FOR 9 MONTH(S)
(PER MOTEC NOTE ON SHEET P.20A):
ASSUMING 11 PCMS SIGN(S) FOR 3 MONTHS
ASSUMING 5 PCMS SIGN(S)FOR 2 MONTHS
ASSUMING 5 PCMS SIGN(S) FOR 3 MONTHS

2

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.

WZQDWS CONSISTING OF 4 CLASS I SENSORS AND 1 PCMS SHALL BE PLACED ON I-75 IN EACH DIRECTION. THE WZQDWS SHALL BE LOCATED BASED ON LONG-TERM MOT PHASING. THE WZQDWS SHALL BE INSTALLED AND IN OPERATION AT THE BEGINNING OF WORK ON EACH ROADWAY. THE WZQDWS MAY BE REMOVED AFTER INSTALLING THE FINAL PAVEMENT MARKINGS AND RPMS ON EACH ROADWAY. 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 I, 84 SIGN MONTH ASSUMING 8 SENSORS FOR 9 MONTHS & 4 SENSORS FOR 3 MONTHS

ITEM 896, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 12 SIGN MONTH ASSUMING 2 PCMS SIGNS FOR 9 MONTHS & 1 PCMS SIGN FOR 3 MONTHS

WORK ZONE EGRESS WARNING SYSTEM

THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN AN APPROVED WORK ZONE EGRESS WARNING SYSTEM (WZEWS) AS PER SUPPLEMENTAL SPECIFICATION 829.

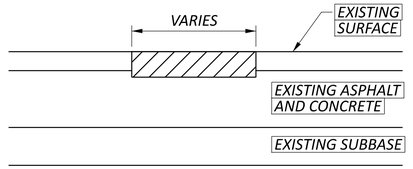
THE PROBABLE INITIAL LOCATIONS OF THE WZEWS DEVICES ARE SHOWN ON SCD-MT-103.10. IT IS EXPECTED THAT THESE LOCATIONS WILL VARY BASED ON PLANNED OR UNPLANNED PHASE AND TRAFFIC PATTERN CHANGES. PLACEMENT, OPERATION, AND MAINTENANCE AND ALL ACTIVATION OF THE DEVICES BY THE CONTRACTOR SHALL BE DIRECTED BY THE ENGINEER.

WZEWS SHALL BE USED IN ACCORDANCE WITH MT-103.10. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 829, WORK ZONE EGRESS WARNING SYSTEM 12 SIGN MONTH
ASSUMING 1 WORK ZONE EGRESS WARNING SYSTEM FOR NB I-75 FOR 12 MONTH(S).

ITEM 253 – PARTIAL DEPTH PAVEMENT REPAIR

THE FOLLOWING ESTIMATED QUANTITIES OF ITEM 253 – PARTIAL DEPTH PAVEMENT REPAIR HAVE BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED IN EACH YEAR OF MOT AS DIRECTED BY THE ENGINEER FOR MAINTAINING TRAFFIC.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A MINIMUM DEPTH OF 4 INCHES OR TOP OF CONCRETE OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE. THE 301 SHALL BE COMPACTED AS PER 401.15 AND IN APPROXIMATELY EQUAL LAYERS – IF REQUIRED DUE TO THE DEPTH OF REPAIR. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 253 PAVEMENT REPAIR, PERFORMED IN 2026 – 600 CU YDS
ITEM 253 PAVEMENT REPAIR, PERFORMED IN 2027 – 600 CY YDS
ITEM 253 PAVEMENT REPAIR, PERFORMED IN 2028 – 200 CY YDS

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER DPF
REVIEWER DCJ 12/20/24
PROJECT ID 122048
SHEET P.17 TOTAL P. 421

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 SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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).
- DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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 THAT MEET ALL OF THE CRITERIA LISTED BELOW: 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).

o CRITERIA

ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND,
AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS'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 THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

2

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 1,500 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED. ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

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 PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE BELOW. NO LANE OR SHOULDER CLOSURE SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED.

MAINTAINING TRANSIT OPERATIONS

TRANSIT FACILITIES ARE LOCATED WITHIN THE PROJECT LIMITS AND ARE AFFECTED BY THE PROPOSED WORK AND/OR THE MAINTENANCE OF TRAFFIC. TRANSIT OPERATIONS SHALL BE MAINTAINED AT ALL TIMES. INVITE THE BELOW LISTED TRANSIT AGENCY CONTACT(S) TO THE PRECONSTRUCTION MEETING AND PROVIDE THEM WITH THE PROJECT SCHEDULE INCLUDING UPDATES RELATIVE TO TRANSIT IMPACTS.

SORTA/METRO
- BRIAN MESSER: BMESSER@GO-METRO.COM
- KIM WYATT: KWYATT@GO-METRO.COM
- PAUL JOHNSON: PJOHNSON@GO-METRO.COM
- SCHEDULING@GO-METRO.COM
- BUSSTOPS@GO-METRO.COM

COORDINATION WITH THE TRANSIT AGENCY IS REQUIRED. PROVIDE NOTIFICATION AT LEAST 14 CALENDAR DAYS IN ADVANCE TO ALLOW THE TRANSIT AGENCY TO IMPLEMENT ANY CHANGES TO THE TRANSIT OPERATIONS AS DESCRIBED BELOW:
*BUS ROUTE 27 (LINN ST, BOTH DIRECTIONS)

PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE

LOCATION	DIRECTION	EX. NO. OF THRU LANES		1 LANE CLOSED		2 LANES CLOSED		3 LANES CLOSED		15 MINUTE SHORT DURATION COMPLETE CLOSURES	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER LANE PER TIME UNIT
				WEEKDAY	WEEKEND	WEEKDAY	WEEKEND	WEEKDAY	WEEKEND		2		
IR-75	SB	4	RIGHT LANES CLOSED	11PM(FRI 12MID.) - 5AM	11PM(SAT 12MID.) - 6AM	11PM(FRI 12MID.) - 5AM	11PM(FRI 12MID.) - 6AM	12MID - 4AM	12MID(SAT 1AM) - 6AM	12AM - 4AM	SEE MOTPE NOTE (SHEET P.20A)	1 MINUTE	$380
			LEFT LANES CLOSED	8:30PM -6AM	7PM - 8:30AM	10PM(FRI 11PM) - 5AM	9:30PM - 7:30AM	12MID - 4AM	12MID(SAT 1AM) - 6AM				
IR-75	NB	2		11PM - 5AM	11PM - 7AM	NOT APPLICABLE		NOT APPLICABLE		12AM - 4AM	SEE MOTPE NOTE (SHEET P.20A)	1 MINUTE	$755
RAMP ME (FROM I-71 SB)	NB	2		8PM - 6AM	8PM - 7AM	NOT APPLICABLE		NOT APPLICABLE		12AM - 4AM	NOT ALLOWED	1 MINUTE	$280
RAMPS	BOTH			NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		NOT ALLOWED	10PM - 5AM	1 MINUTE	$100
CITY STREETS	BOTH	1		ANYTIME; MAINTAIN 1 LANE OF 2-WAY TRAFFIC		NOT APPLICABLE		NOT APPLICABLE		10PM - 5AM			
CITY STREETS	BOTH	2 OR MORE		8AM - 4PM & 7PM TO 6AM	7PM-8AM	NOT APPLICABLE		NOT APPLICABLE		10PM - 5AM	NOT ALLOWED	1 MINUTE	$100

NOTES:
1. NO CLOSURES 2 HOURS BEFORE TO 30 MINUTES AFTER THE START TIME OF EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR HERITAGE BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE REACHING AN ATTEDANCE OF 20,000+.
2. NO CLOSURES FROM 30 MINUTES BEFORE THE SCHEDULED FINISH TIME TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAYCOR STADIUM, OR HERITAGE BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE REACHING AN ATTEDANCE OF 20,000+.
3. NO SHORT TERM SHOULDER CLOSURES BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM MONDAY THROUGH FRIDAY.
4. RAMPS ARE PERMITTED TO BE CLOSED OVERNIGHT FOR MOT TRAFFIC SWITCHES AND WHEN PERFORMING WORK WITHIN THE RAMP ACCELERATION/DECELERATION LANE ONLY. ONLY ONE RAMP IS PERMITTED TO BE CLOSED AT A TIME.

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER DPF
REVIEWER DCJ 12/20/24
PROJECT ID 122048
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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 SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). IN ADDITION, THE FOLLOWING LOCAL OFFICIALS SHALL RECEIVE NOTIFICATION:

CHRIS KELLY, CITY OF CINCINNATI:
CHRIS.KELLY@CINCINNATI-OH.GOV

CURTIS HINES
CURTIS.HINES@CINCINNATI-OH.GOV

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 FRAME TABLE

ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 8 PIO	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS &< 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<=12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE	2 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	< 2 WEEKS	5 CALENDAR 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.

COORDINATION AND COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR IS ADVISED THAT COORDINATION AND COOPERATION WILL BE REQUIRED WITH CONTRACTORS AND MULTIPLE ONGOING ODOT AND LOCAL PROJECTS IN THE AREAS ADJACENT TO AND OVERLAPPING WITH THIS PROJECT. THE COORDINATION AND COOPERATION WILL BE MORE INVOLVED THAN TYPICAL PRACTICE. CONTACT INFORMATION FOR ALL CONTRACTORS SHALL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING.

THE PROJECTS REQUIRING COORDINATION AND COOPERATION, INCLUDE BUT ARE NOT LIMITED TO:

- ODOT BRENT SPENCE BRIDGE, PID 116649
- METROPOLITAN SEWER DISTRICT PROJECT 10142950 - EAST BRANCH OHIO RIVER INTERCEPTOR (EBORI) EXTENSION PROJECT (LAUNCH PIT AT WESTERN AVE/GEST STREET/SB I-75 ON RAMP)
- CITY OF CINCINNATI – LINN ST ROAD DIET

A GENERAL OVERVIEW OF THE COORDINATION WITH PID 116649 AND THE EBORI IS OUTLINED IN THE PHASING DESCRIPTION ON SHEET P.13. THE SPECIFICS ARE DETAILED IN THIS NOTE.

PHASE 1 (SHEETS P.46 - P.47):
CONTRACTOR SHALL COORDINATE MOBILIZATION WITH THE CONTRACTOR FOR THE METROPOLITAN SEWER DISTRICT EBORI PROJECT AND SETUP OF MOT AT THE LAUNCH PIT SITE AT WESTERN AVE/GEST STREET/SB I-75 ON RAMP. IF THE MOT FOR EBORI IS SETUP PRIOR TO MOBILIZATION FOR THIS PROJECT, THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR WORK SITE TRAFFIC SUPERVISION, WORK ZONE PAVEMENT MARKINGS AND SIGNAGE. THE PORTABLE BARRIER PLACED BY THE EBORI CONTRACTOR WILL REMAIN AND BE MAINTAINED INCLUDING CONSTRUCTION ACCESS POINTS. IF THE EBORI LAUNCH PIT SITE IS STILL ACTIVE AT THE CONCLUSION OF THIS PROJECT, THE EORBI CONTRACTOR WILL REASSUME RESPONSIBILITY FOR WORK SITE TRAFFIC SUPERVISION, WORK ZONE PAVEMENT MARKINGS AND SIGNAGE. PRIOR TO ANTICPATED COMPLETION OF PHASE 1,PROVIDE THE BSB (PID 116649) TEAM 14 CALENDAR DAYS NOTICE TO SCHEDULE THE TRAFFIC SWITCH SEQUENCE DESCRIBED BELOW IN PHASE 2 (NORTHBOUND I-75) 2

PHASE 2 (NORTHBOUND I-75):
BY THE DATE REQUIRED IN THE DISINCENTIVE CONTRACT TABLE FOR THE COMPLETION OF PHASE 1 (DEMOLITION OF THE ENTIRE EXISTING BRIDGE HAM-75-0150, PROPOSED FORWARD ABUTMENT AND PROPOSED PIER #2 AND PORTION OF WALL #2), THE ENTIRETY OF NORTHBOUND I-75 WILL BE TURNED OVER TO THE CONTRACTOR FOR THE BRENT SPENCE BRIDGE (BSB) -PID 116649 TO SETUP MOT. SOUTHBOUND I-75 MOT RESPONSIBILITY AND MAINTENANCE WILL REMAIN WITH THE PID 122048 CONTRACTOR.

COORDINATION IS REQUIRED BY THE PID 122048 CONTRACTOR FOR THE NORTHBOUND TRAFFIC SWITCH FROM PHASE 1 (250404) TO PHASE 2 BSB (PID 116649). THE BSB (PID 116649) TEAM WILL NEED TO INSTALL PORTABLE BARRIER PROTECTION IN THE MEDIAN BEHIND PHASE 1 (PID 122048) PORTABLE BARRIER; FOR SCHEDULE PURPOSES ASSUME THIS OPERATION WILL TAKE 2 WORKING DAYS. ONCE THE PHASE 2 MEDIAN PORTABLE BARRIER IS INSTALLED, THE ENTIRE RUN OF PHASE 1 NORTHBOUND LEFT SHOULDER PORTABLE BARRIER SHALL BE REMOVED. THEN THE BSB(PID 116649) TEAM WILL INSTALL THE REMAINDER OF PHASE 2 TRAFFIC CONTROL ITEMS; FOR SCHEDULE PURPOSES ASSUME THIS OPERATION WILL TAKE 7 WORKING DAYS. ONCE THE PHASE 2 TRAFFIC SWITCH IS COMPLETE, THE ENTIRE RUN OF PHASE 1 NORTHBOUND RIGHT SHOULDER PORTABLE BARRIER SHALL BE REMOVED.

PHASE 3 (SOUTHBOUND I-75): 2
BY THE DATE REQUIRED IN THE DISINCENTIVE CONTRACT TABLE FOR THE COMPLETE OPENING OF LINN STREET BRIDGE TO ALL PEDESTRIAN AND VEHICULAR TRAFFIC, THE ENTIRETY OF SOUTHBOUND I-75 WILL BE RESTORED TO PRE-CONSTRUCTION CONFIGURATION. REMOVE PORTABLE BARRIER AND WZIA AND CLOSE OPENINGS IN EXISTING MEDIAN BARRIER DUE TO PIER REMOVAL AND CONSTRUCTION.

DETOUR ROUTES:
THE FOLLOWING DETOUR ROUTES WILL BE REQUIRED TO CONTINUE OPERATION DURING THE BRENT SPENCE BRIDGE, PID 116649 AT THE CONCLUSION OF HIS PROJECT:

SHEET P.56 - WESTERN AVE TO I-75 S.
SHEET P.57 - EASTBOUND GEST STREET
SHEET P.58 - WESTBOUND GEST STREET

THE CONTRACTOR(S) ON PID 116649 (BRENT SPENCE BRIDGE) SHALL ASSUME MAINTENANCE OF THE DETOURS AFTER THIS PROJECT. INSPECTION OF THE SIGNAGE AND BARRICADES BY REPRESENTATIVES OF THE CONTRACTOR, ODOT AND THE BRENT SPENCE BRIDGE WILL TAKE PLACE AT THIS TIME. THE CONTRACTOR FOR PID 122048 CAN CHOOSE TO REMOVE AND RETAIN THE SIGNAGE AND BARRICADES, OR UNDER SEPARATE AGREEMENT, ALLOW THE BRENT SPENCE BRIDGE CONTRACTOR TO RETAIN AND ASSUME CONTROL AND MAINTENANCE OF THE DETOURS, ANY DEFICIENCIES FOUND IN THE SIGNAGE AND BARRICADES FROM THIS INSPECTION SHALL BE CORRECTED BY THE CONTRACTOR. A SUMMARY OF SIGNAGE AND BARRICADES TRANSFERRED TO BRENT SPENCE BRIDGE CONTRACTOR SHALL BE PROVIDED TO THE ENGINEER AND WILL INCLUDE DOCUMENTATION OF CORRECTIVE ACTIONS NECESSARY TO CORRECT DEFICIENCIES FOUND IN THE INSPECTION

ADDITIONAL PROJECTS:
THE CONTRACTOR SHALL COORDINATE ALL WORK AND MOT WITH THE ENGINEER & CONTRACTOR(S) FOR ALL ADJACENT PROJECTS. IN THE EVENT OF A CONFLICT, WORK AND MOT ON ALL ADJACENT PROJECTS GOVERN AND CONTROL. 2

VERTICAL CLEARANCE

ANY WORK (FALSEWORK, TRAFFIC PROTECTION, CONTAINMENT, ETC. OVER LIVE TRAFFIC BY THE CONTRACTOR THAT REDUCES THE EXISTING VERTICAL CLEARANCE IS PROHIBITED UNLESS 30 DAYS ADVANCED NOTICE IS PROVIDED WITH NEW PROPOSED VERTICAL CLEARANCES. THE CONTRACTOR SHALL PROVIDE FIELD MEASUREMENTS BEFORE ALLOWING TRAFFIC UNDERNEATH. NO WORK OVER TRAFFIC SHALL OCCUR WITH A VERTICAL CLEARANCE LESS THAN 14'-0". LOWERING THE VERTICAL CLEARANCE DURING CONSTRUCTION IS CONSIDERED THE CONTRACTOR'S MEANS AND METHODS OF ACCOMPLISHING THE WORK, AND THEREFORE THE STATE IS NOT RESPONSIBLE FOR ANY DAMAGE FROM VEHICULAR IMPACTS THAT MAY RESULT AS PER 107.10.

IF ANY WORK IS TO OCCUR THAT REDUCES THE EXISTING VERTICAL CLEARANCE, THEN THE FOLLOWING ADVANCE WARNING SIGNS SHALL BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO PERFORMING SUCH WORK. SIGNING SHALL BE AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) OF THE TYPE AND LOCATION AS FOLLOWS:

- W12-2-48 SIGN DUAL MOUNTED AT OR WITHIN 100 FEET OF THE BRIDGE IN EACH DIRECTION.
- W12-2-48 SIGN WITH W16-2AP-30 PLAQUE (1000 FT) DUAL MOUNTED 1000 FEET BEFORE THE BRIDGE IN EACH DIRECTION (NORTHBOUND WILL BE TRIPLE MOUNTED).
- W12-2-48 SIGN WITH W16-3AP-30 PLAQUE (1 MILE) DUAL MOUNTED AT THE 2.0 MILE MARKER SOUTHBOUND; W16-3AP-30 PLAQUE (1/2 MILE) AT THE 0.32 MILE MARKER NORTHBOUND I-75; W16-3AP-30 PLAQUE (3/4 MILE) SINGLE MOUNTED OVERHEAD/OVERLAY ABOVE 3RD STREET ON THE RAMP FROM SOUTHBOUND I-71.
- THE HEIGHT LISTED ON THE W12-2 SIGN SHALL BE 3" LOWER THAN THE ACTUAL TEMPORARY VC.

DRUM REQUIREMENTS

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED.

PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED. 2

COORDINATION BETWEEN CONTRACTORS NOTE REMOVED

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/ .

PATCHING RUMBLE STRIPS

THE CONTRACTOR SHALL MILL THE EXISTING RUMBLE STRIPS A WIDTH OF 3 FEET AT 1 ½ INCH DEPTH AND PAVE WITH 1 ½ INCH ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1. PAYMENT FOR ALL MATERIALS, LABOR AND EQUIPMENT SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 614 MAINTAINING TRAFFIC, MISC.: RUMBLE STRIP MILLED/FILLED

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 MAINTAINING TRAFFIC, MISC.: RUMBLE STRIP MILLED/FILLED - 1,400 FT

ITEM 622, PORTABLE BARRIER, AS PER PLAN 2

AT THE LOCATION DESCRIBED IN THE NOTES FOR PHASE 3 FOR CLOSURE OF OPENINGS IN EXISTING MEDIAN BARRIER DUE TO PIER REMOVAL AND CONSTRUCTION. FURNISH AND INSTALL PORTABLE BARRIER, MAINTAIN IT, AND SUBSEQUENTLY LEAVE IT IN PLACE, FOR USE IN PID 116649(BSB). CONNECT TO EXISTING MEDIAN BARRIER WITH THRIE BEAM CONNECTION AS PER SCD MT-101.80. PORTABLE BARRIER AND APPURTENANCES FURNISHED BY THIS PROJECT AS PART OF THIS ITEM SHALL BECOME THE PROPERTY OF ODOT. PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, AS PER PLAN.

INCENTIVE/DISINCENTIVE CONTRACT TABLE

2 DESCRIPTION OR LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE $ PER TIME PERIOD	INCENTIVE $ PER TIME PERIOD	MAX INCENTIVE $
COMPLETION OF PHASE 1; DEMOLITION OF THE ENTIRE EXISTING BRIDGE HAM-75-0150, PROPOSED FORWARD ABUTMENT AND PROPOSED PIER #2	8/15/2026	DAY	$25,000	$33,000	$750,000
COMPLETION OF BRIDGE HAM-75-0150 PROPOSED SUPERSTRUCTURE FRAMING AND REMOVAL OF TEMPORARY STEEL SUPPORT	2/15/2027	DAY	$25,000	$25,000	$500,000
OPENING OF LINN STREET BRIDGE TO ALL PEDESTRIAN AND VEHICULAR TRAFFIC	5/1/2028	DAY	$25,000	$25,000	$500,000
COMPLETION OF WALL #2 2	9/1/2028	DAY	$25,000	$25,000	$500,000

NOTE: NOISE WALL #6 CONSTRUCTION SHALL NOT BEGIN PRIOR TO 7/1/2027

GENERAL NOTES - MAINTENANCE OF TRAFFIC

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER DPF
REVIEWER DCJ 12/20/24
PROJECT ID 122048
SHEET P.19 TOTAL P. 421

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

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

APPROVED MOT EXCEPTION(S) INCLUDE:

1) THE CONTRACTOR IS PERMITTED A MAXIMUM OF 5 WEEKEND COMPLETE CLOSURES TO PERFORM STEEL REMOVAL AND STEEL ERECTION. A WEEKEND IS DEFINED AS BEGINNING 11 PM FRIDAY NIGHT AND ENDING AT 5 AM MONDAY MORNING. ONLY ONE DIRECTION OF TRAFFIC IS PERMITTED TO BE CLOSED ON A WEEKEND. IN THE SOUTHBOUND DIRECTION, A SOFT CLOSURE (DOUBLE LANE CLOSURE EXTENDING BEYOND THE LINE OF SIGHT) SHALL BE INSTALLED AT SR 562 WITH THE HARD CLOSURE AT FREEMAN AVENUE. IN THE NORTHBOUND DIRECTION, A SOFT CLOSURE (DOUBLE LANE CLOSURE EXTENDING BEYOND THE LINE OF SIGHT) SHALL BE INSTALLED AT THE I-71/I-75 SPLIT WITH THE HARD CLOSURE AT WESTBOUND US 50.

A PCMS SHALL BE PROVIDED AT ALL ENTRANCE RAMPS BETWEEN THE SOFT CLOSURE AND LINN STREET. 2 PCMS SHALL BE LOCATED ON MAINLINE I-75 IN ADVANCE OF BOTH THE HARD AND SOFT CLOSURES. MT-95.50 EXTRA ADVANCE SIGNING, 3 AND 5 MILE CLUSTERS SHALL BE PROVIDED BEFORE BOTH THE HARD AND SOFT CLOSURE. WZQDWS SHALL BE PROVIDED IN ADVANCE OF BOTH THE HARD AND SOFT CLOSURES. A POSTED DETOUR USING SR 562 AND I-71 SHALL BE PROVIDED CONSISTING OF 11 SIGN ASSEMBLIES ALONG THE DETOUR ROUTE; THE SIGN ASSEMBLY CONSISTS OF A DETOUR PLAQUE, DIRECTION PLAQUE, AND I-75 ROUTE SHIELD (A DETOUR MAP WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING).

THE CONTRACTOR SHALL INCLUDE EACH WEEKEND CLOSURE AS AN ACTIVITY IN THE CPM SCHEDULE.

2) THE CONTRACTOR IS PERMITTED A MAXIMUM OF 4 OVERNIGHT COMPLETE CLOSURES TO PERFORM ASSOCIATED DECK WORK (SAWING, REMOVAL, FALSEWORK). OVERNIGHT IS DEFINED AS BEGINNING 10 PM AND ENDING AT 5 AM THE FOLLOWING DAY, EXCEPT FRIDAY AND SATURDAY NIGHTS ARE BEGINNING AT 11 PM AND ENDING AT 6 AM. IN THE SOUTHBOUND DIRECTION, THE HARD CLOSURE IS LOCATED AT FREEMAN AVENUE. IN THE NORTHBOUND DIRECTION, THE HARD CLOSURE IS LOCATED AT WESTBOUND US 50.

A PCMS SHALL BE PROVIDED AT ALL ENTRANCE RAMPS BETWEEN THE DETOUR POINT AND LINN STREET. 2 PCMS SHALL BE LOCATED ON MAINLINE I-75 IN ADVANCE OF THE HARD CLOSURES. WZQDWS SHALL BE PROVIDED IN ADVANCE OF THE HARD CLOSURE. A DETOUR USING 3 PCMS SHALL BE PROVIDED ALONG SR 562 AND I-71 (A DETOUR MAP WITH PCMS MESSAGES WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING).

THE CONTRACTOR SHALL INCLUDE EACH OVERNIGHT CLOSURE AS AN ACTIVITY IN THE CPM SCHEDULE.

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

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED 9/4/25 FOR PID 116649/ 122048" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

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

2

GENERAL NOTES - MAINTENANCE OF TRAFFIC

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER
DPF

REVIEWER
DCJ 12/20/24

PROJECT ID
122048

SHEET P.20A TOTAL P. 421

2
SHEET P.20A ADDED

HAM-IR75-1.05

REF. NO.	SHEET NO.	PHASE NO.	STATION FROM	STATION TO	SIDE	LENGTH	STATION EQUATION CORRECTION	614 WORK ZONE EDGE LINE, CLASS I, 6" (WHITE), 642 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6" (YELLOW), 642 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 6" (WHITE), 642 PAINT	614 OBJECT MARKER, ONE WAY	614 BARRIER REFLECTOR, TYPE 1 (1-WAY)	614 INCREASED BARRIER DELINEATION	614 WORK ZONE IMPACT ATTENUATOR, UNIDIRECTIONAL	614 PORTABLE BARRIER, 32", ANCHORED	REMARKS
								MILE	MILE	FEET	EACH	EACH	FEET	EACH	FEET	
PHASE 3																
EW15	P.43	3	0+50.00	6+24.00	AT INTERSECTION	606		0.12								GEST ST TO I75 SB
WD8	P.43	3	0+50.00	4+53.00	RAMP	403				403						RAMP TO I75 SB
PB8	P.43	3	4+65.00	6+15.00	RAMP	150					3	3	150	1	150	RAMP TO I75 SB
TOTALS CARRIED TO GENERAL SUMMARY								0.12		403	3	3	150	1	150	

STATION FROM	STATION TO	AVG WIDTH	LENGTH	PLAN AREA	STATION EQUATION CORRECTION	LOCATION	615 PAVEMENT FOR M.O.T., CLASS A
		FT	FT	SF	FT		SY
63+47.00	68+36.00	4.6	489.0	2360.0		I-75 NB	262
TOTALS CARRIED TO GENERAL SUMMARY							262

STATION EQUATION
(TO WINCHELL AVE)
STA 7+55.81 BK.
= STA 26+93.86 AH.

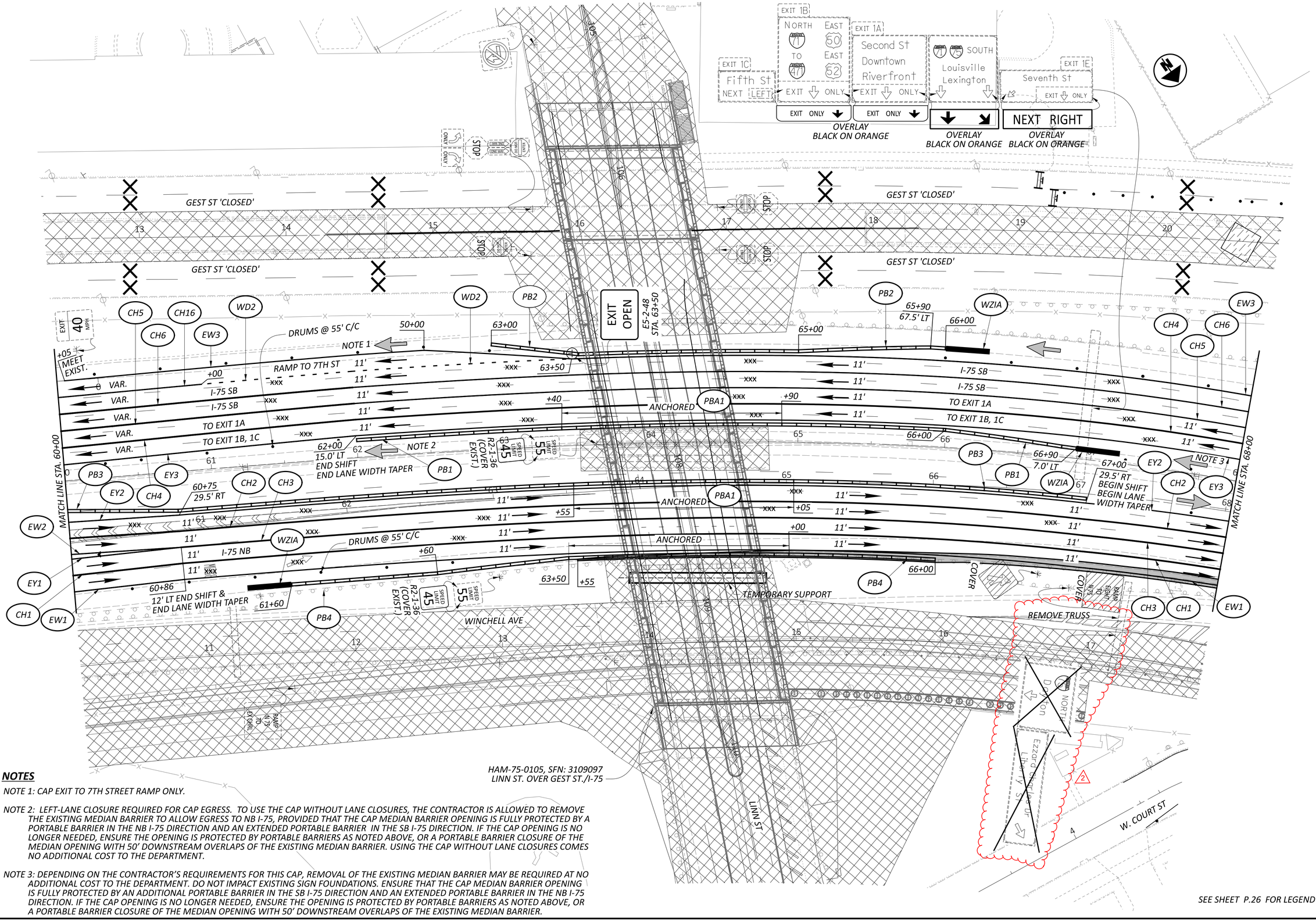
PHASE NO.	STATION FROM	STATION TO	SIDE	LENGTH	614 WORK ZONE EDGE LINE, CLASS I, 6" (WHITE), 807 PAINT	614 WORK ZONE EDGE LINE, CLASS I, 6" (YELLOW), 807 PAINT	614 WORK ZONE LANE LINE, CLASS I, 6" (YELLOW), 807 PAINT	614 WORK ZONE CHANNELIZING LINE, CLASS I, 12" (WHITE), 807 PAINT	614 WORK ZONE DOTTED LINE, CLASS I, 6" (WHITE, 807 PAINT	622 PORTABLE BARRIER, UNANCHORED, AS PER PLAN	REMARKS
					MILE	MILE	MILE	FEET	FEET	FEET	
3	58+00.00	80+00.00	SB MEDIAN	2200		0.42					I-75 SB - RESTORE PAVEMENT MARKINGS
3	60+05.00	80+00.00	SB OUTSIDE	1995	0.38						I-75 SB - RESTORE PAVEMENT MARKINGS
3	58+00.00	83+00.00	SB INSIDE	2500			0.48				I-75 SB - RESTORE LANE LINE
3	53+85.00	83+00.00	SB MIDDLE	2915			0.56				I-75 SB - RESTORE LANE LINE (TO GORE)
3	58+00.00	83+00.00	SB OUTSIDE	2500			0.48				I-75 SB - RESTORE LANE LINE
3	59+72.00	60+98.00	RAMP B	126				126			RAMP TO 7TH ST
3	60+98.00	70+00.00	RAMP B	902					902		RAMP TO 7TH ST
3	63+00.00	65+50.00	MEDIAN	250						250	MEDIAN OPENING CLOSURE
					0.80		2.00	126	902	250	

2

SUBSUMMARY - MAINTENANCE OF TRAFFIC

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER DPF
REVIEWER DCJ 12/20/24
PROJECT ID 122048
SHEET P.23 TOTAL P. 421



NOTES

NOTE 1: CAP EXIT TO 7TH STREET RAMP ONLY.

NOTE 2: LEFT-LANE CLOSURE REQUIRED FOR CAP EGRESS. TO USE THE CAP WITHOUT LANE CLOSURES, THE CONTRACTOR IS ALLOWED TO REMOVE THE EXISTING MEDIAN BARRIER TO ALLOW EGRESS TO NB I-75, PROVIDED THAT THE CAP MEDIAN BARRIER OPENING IS FULLY PROTECTED BY A PORTABLE BARRIER IN THE NB I-75 DIRECTION AND AN EXTENDED PORTABLE BARRIER IN THE SB I-75 DIRECTION. IF THE CAP OPENING IS NO LONGER NEEDED, ENSURE THE OPENING IS PROTECTED BY PORTABLE BARRIERS AS NOTED ABOVE, OR A PORTABLE BARRIER CLOSURE OF THE MEDIAN OPENING WITH 50' DOWNSTREAM OVERLAPS OF THE EXISTING MEDIAN BARRIER. USING THE CAP WITHOUT LANE CLOSURES COMES NO ADDITIONAL COST TO THE DEPARTMENT.

NOTE 3: DEPENDING ON THE CONTRACTOR'S REQUIREMENTS FOR THIS CAP, REMOVAL OF THE EXISTING MEDIAN BARRIER MAY BE REQUIRED AT NO ADDITIONAL COST TO THE DEPARTMENT. DO NOT IMPACT EXISTING SIGN FOUNDATIONS. ENSURE THAT THE CAP MEDIAN BARRIER OPENING IS FULLY PROTECTED BY AN ADDITIONAL PORTABLE BARRIER IN THE SB I-75 DIRECTION AND AN EXTENDED PORTABLE BARRIER IN THE NB I-75 DIRECTION. IF THE CAP OPENING IS NO LONGER NEEDED, ENSURE THE OPENING IS PROTECTED BY PORTABLE BARRIERS AS NOTED ABOVE, OR A PORTABLE BARRIER CLOSURE OF THE MEDIAN OPENING WITH 50' DOWNSTREAM OVERLAPS OF THE EXISTING MEDIAN BARRIER.

SEE SHEET P.26 FOR LEGEND

HORIZONTAL SCALE IN FEET
0 15 30 60

MAINTENANCE OF TRAFFIC
IR 75 - PHASE 1

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER DPF
REVIEWER DCJ 12/20/24
PROJECT ID 122048
SHEET P.30 TOTAL P. 421

HAM-IR75-1.05

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SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS	P.11	P.13	P.68	P.69	P.74	P.90	P.148			01/IMS	02/IMS	03/IMS						
																	ROADWAY	
										LS			201	11000	LS		CLEARING AND GRUBBING	
			9,679				144			9,268		731	202	23000	9,999	SY	PAVEMENT REMOVED	
			8,059							8,059			202	30000	8,059	SF	WALK REMOVED	
		45								45			202	30600	45	SY	CONCRETE MEDIAN REMOVED	
		249	3,302							3,551			202	32000	3,551	FT	CURB REMOVED	
			656							656			202	35100	656	FT	PIPE REMOVED, 24" DIAMETER AND UNDER	
		139	2,224							2,363			202	38000	2,363	FT	GUARDRAIL REMOVED	
			1							1			202	42001	1	EACH	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	P.12
			1							1			202	58000	1	EACH	MANHOLE REMOVED	
			11 Δ2							11 Δ2			202	58100	11 Δ2	EACH	CATCH BASIN REMOVED	
			1,705							1,705			202	75000	1,705	FT	FENCE REMOVED	
			440							440			202	98200	440	FT	REMOVAL MISC.: RETAINING WALL	P.12
						16,726				16,726			203	10000	16,726	CY	EXCAVATION	
						2,106				2,106			203	20000	2,106	CY	EMBANKMENT	
						653				653			203	20001	653	CY	EMBANKMENT, AS PER PLAN	P.12
					1,409					1,409			204	13000	1,409	CY	EXCAVATION OF SUBGRADE	
					1,409					1,409			204	30020	1,409	CY	GRANULAR MATERIAL, TYPE C	
					5					5			204	45000	5	HOUR	PROOF ROLLING	
					4,225					4,225			204	50000	4,225	SY	GEOTEXTILE FABRIC	
					199					199			206	10500	199	TON	CEMENT	
					6,643					6,643			206	11000	6,643	SY	CURING COAT	
					6,643					6,643			206	15020	6,643	SY	CEMENT STABILIZED SUBGRADE, 14 INCHES DEEP	
LS										LS			206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
		100		450						550			606	15050	550	FT	GUARDRAIL, TYPE MGS	
		1		1						2			606	26150	2	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	
				1						1			606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
				1						1			606	35002	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
		1								1			606	60022	1	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (35 MPH)	P.13
				104						104			607	98000	104	FT	FENCE, MISC.: WOOD FENCE	P.12
				31,812						31,812			608	12000	31,812	SF	5" CONCRETE WALK	
				754						754			608	52000	754	SF	CURB RAMP	
				54						54			608	98000	54	SF	WALKWAY, MISC.: 12" CONCRETEWALK	P.12
				194						194			622	10120	194	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE C	
				20						20			622	10160	20	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
				1						1			622	25000	1	EACH	CONCRETE BARRIER END SECTION, TYPE D	
				1						1			622	25008	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C	
				1						1			622	25050	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
														Δ2				
				273						273			622	41101	273	FT	PORTABLE BARRIER, UNANCHORED, AS PER PLAN Δ2	P.13 Δ2
		640								640			622	41111	640	FT	PORTABLE BARRIER, ANCHORED, AS PER PLAN	P.13
LS										LS			SPECIAL	69098400	LS		CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION	P.13
																	EROSION CONTROL	
	2									2			659	00100	2	EACH	SOIL ANALYSIS TEST	
	985									985			659	00300	985	CY	TOPSOIL	
	8,873									8,873			659	10000	8,873	SY	SEEDING AND MULCHING	
	444									444			659	14000	444	SY	REPAIR SEEDING AND MULCHING	
	444									444			659	15000	444	SY	INTER-SEEDING	
	1.31									1.31			659	20000	1.31	TON	COMMERCIAL FERTILIZER	
	1.83									1.83			659	31000	1.83	ACRE	LIME	
	49									49			659	35000	49	MGAL	WATER	
LS										LS			832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
LS										LS			832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
LS										LS			832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
55,000										55,000			832	30000	55,000	EACH	EROSION CONTROL	

GENERAL SUMMARY

HAM-IR 75-1.05

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DESIGN AGENCY
STRUCTUREPOINT LLC

DESIGNER
LZS

REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.59 TOTAL P.421

SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS	P.12	P.13	P.69	P.71	P.72	P.74	P.148	P.149	P.203	01/IMS	02/IMS	03/IMS						
																	DRAINAGE	
					2,245					2,245			605	11100	2,245	FT	6" SHALLOW PIPE UNDERDRAINS	
	100									100			605	13300	100	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
	100				240					340			611	00510	340	FT	6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS	
				425	2					425	2		611	04401	425	2 FT	12" CONDUIT, TYPE B, AS PER PLAN	P.13
				931						931			611	04401	931	FT	12" CONDUIT, TYPE B, AS PER PLAN (CINCINNATI)	P.13
				78	2					78	2		611	04601	78	2 FT	12" CONDUIT, TYPE C, AS PER PLAN	P.13
				92						92			611	04601	92	FT	12" CONDUIT, TYPE C, AS PER PLAN (CINCINNATI)	P.13
				287						287			611	05901	287	FT	15" CONDUIT, TYPE B, AS PER PLAN	P.13
				263						263			611	05901	263	FT	15" CONDUIT, TYPE B, AS PER PLAN (CINCINNATI)	P.13
				49						49			611	06101	49	FT	15" CONDUIT, TYPE C, AS PER PLAN (CINCINNATI)	P.13
				339						339			611	07401	339	FT	18" CONDUIT, TYPE B, AS PER PLAN	P.13
				254						254			611	07401	254	FT	18" CONDUIT, TYPE B, AS PER PLAN (CINCINNATI)	P.13
				50						50			611	07601	50	FT	18" CONDUIT, TYPE C, AS PER PLAN	P.13
				24						24			611	07601	24	FT	18" CONDUIT, TYPE C, AS PER PLAN (CINCINNATI)	P.13
				53						53			611	10401	53	FT	24" CONDUIT, TYPE B, AS PER PLAN	P.13
				4						4			611	98150	4	EACH	CATCH BASIN, NO. 3	
				16						16			611	98180	16	EACH	CATCH BASIN, NO. 3A	
				5						5			611	98370	5	EACH	CATCH BASIN, NO. 6	
				2						2			611	98470	2	EACH	CATCH BASIN, NO. 2-2B	
				1						1			611	98510	1	EACH	CATCH BASIN, NO. 2-3	
				9						9			611	98690	9	EACH	CATCH BASIN, MISC.: COMBINATION INLET (CI) (CINCINNATI)	P.13
				6						6			611	98690	6	EACH	CATCH BASIN, MISC.: DOUBLE GUTTER INLET MANHOLE (DGIMH) (CINCINNATI)	P.13
				1						1			611	98810	1	EACH	INLET, NO. 3C	
				1						1			611	99500	1	EACH	INLET, MISC.: DITCH INLET (DI) (CINCINNATI)	P.13
				3	2					3	2		611	99574	3	EACH	MANHOLE, NO. 3	
				3						3			611	99690	3	2 EACH	MANHOLE, MISC.:STANDARD MANHOLE, TYPE B (CINCINNATI) 2	P.13
		200								200			SPECIAL	69098600	200	HOUR	DRAINAGE SYSTEM CLEANING, 36" AND UNDER	P.13
		100								100			SPECIAL	69098600	100	HOUR	DRAINAGE SYSTEM CLEANING, OVER 36	P.13
				268						268			839	29000	268	FT	TRENCH DRAIN, TYPE A WITH STANDARD GRATE 2	
																	PAVEMENT	
						5,537				5,537			257	10000	5,537	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT	
	30					2,197				2,227			302	56000	2,227	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	P.12
						1,199				1,199			304	20000	1,199	CY	AGGREGATE BASE	
						1,148				1,148			407	20000	1,148	GAL	NON-TRACKING TACK COAT	
						265				265			442	10300	265	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)	
	14					220				234			442	20000	234	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)	
						497				497			442	10090	497	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE B (446)	
							11	41		52			442	90000	52	CY	ASPHALT CONCRETE, MISC.: FULL-DEPH 448 TYPE 1 HOT-MIX ASPHALT PER CINCINNATI ITEM 627 DRIVEWAYS	P.13
							56	65		121			452	11010	121	SY	7" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
	105					92				197			452	14020	197	SY	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P WITH QC/QA	P.13
						276				276			609	71000	276	SF	CONCRETE MEDIAN	
			46							46			609	98000	46	FT	CURB, MISC.: TYPE B-1 CURB (CINCINNATI)	P.13
			82							82			609	98000	82	FT	CURB, MISC.: TYPE P-1 CURB (CINCINNATI)	P.13
		100	4,098				41	154		4,393			609	98000	4,393	FT	CURB, MISC.: TYPE S-1 CURB (CINCINNATI)	P.13
LS										LS			878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
																	WATER WORK	
									2	2			SPECIAL	63820500	2	EACH	VALVE BOX ADJUSTED TO GRADE (GCWW)	
									2	2			SPECIAL	63820760	2	EACH	FIRE HYDRANT REMOVED AND DISPOSED OF (GCWW)	
									1	1			SPECIAL	63820764	1	EACH	FIRE HYDRANT SERVICE LINE SHORTENED AND ADJUSTED TO GRADE (GCWW)	

GENERAL SUMMARY

DESIGN AGENCY
STRUCTUREPOINT LLC
MEMBER

DESIGNER
LZS

REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.60 TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:28:50 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\403-Engineering_StructurePoint\Roadway\Sheets\122048_GG302.dgn USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4

SHEET NUM.									PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS			P.203	P.220	P.220A	P.221	P.222		01/IMS	02/IMS	03/IMS						
					2												
																SANITARY SEWER	
			153						153			611	04400	153	FT	12" CONDUIT, TYPE B (SANITARY SEWER)	
			103						103			611	04400	103	FT	12" CONDUIT, TYPE B (SANITARY SEWER W/UNREINFORCED CONCRETE CAP) 2	
			4	2					4	2		611	99654	4	2 EACH	MANHOLE ADJUSTED TO GRADE (SANITARY SEWER)	
			3						3			611	99690	3	EACH	MANHOLE, MISC.: STANDARD MANHOLE, TYPE B (SANITARY SEWER)	P.12
																LIGHTING	
						18	2		20			625	00450	20	EACH	CONNECTION, FUSED PULL APART	
						9	1		10			625	00460	10	EACH	CONNECTION, UNFUSED PULL APART	
						12	3		15			625	00480	15	EACH	CONNECTION, UNFUSED PERMANENT	
						4			4			625	10481	4	EACH	LIGHT POLE, AESTHETIC, AS PER PLAN (20' POST TOP) 2	P.220
							1		1			625	10490	1	EACH	LIGHT POLE, CONVENTIONAL (AT15B40)	
						5			5			625	10491	5	EACH	LIGHT POLE, CONVENTIONAL, AS PER PLAN (35') 2	P.220
						4			4			625	10614	4	EACH	LIGHT POLE ANCHOR BOLTS ON STRUCTURE	
						5	1		6			625	14100	6	EACH	LIGHT POLE FOUNDATION, 24" X 8' DEEP	
						5			5			625	17960	5	EACH	BRACKET ARM, 8'	
							1		1			625	18200	1	EACH	BRACKET ARM, 15'	
						2,655			2,655			625	22990	2,655	FT	NO. 6 AWG 600 VOLT DISTRIBUTION CABLE	
						2,959	2,022		4,981			625	23000	4,981	FT	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	
							1,200		1,200			625	23200	1,200	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
						664			664			625	23400	664	FT	NO. 10 AWG POLE AND BRACKET CABLE	
							672		672			625	24100	672	FT	1-1/2" DUCT CABLE WITH TWO NO. 4 AWG 2400 VOLT CABLES	
							533		533			625	25301	533	FT	CONDUIT, 1-1/2", 725.04, AS PER PLAN 2	P.220
						634	288		922			625	25400	922	FT	CONDUIT, 2", 725.04	
						114	82		196			625	25500	196	FT	CONDUIT, 3", 725.04	
						3	51		54			625	25802	54	FT	CONDUIT, CONCRETE ENCASED (2")	
						3			3			625	26253	3	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, TYPE II	P.220
						2	1		3			625	26253	3	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, TYPE III	P.220
						4			4			625	27403	4	EACH	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN (SUN VALLEY, 103W, TYPE III) 2	P.220
							2		2			625	27503	2	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (54W, CEILING MOUNTED)	P.220
							8		8			625	27503	8	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (70W, WALL MOUNTED)	P.220
						1,062	745		1,807			625	29002	1,807	FT	TRENCH, 24" DEEP	
							1		1			625	29900	1	EACH	JUNCTION BOX	
							2		2			625	29940	2	EACH	BARRIER JUNCTION BOX	
							8		8			625	30700	8	EACH	PULL BOX, 725.08, 18"	
						2	1		3			625	30701	3	EACH	PULL BOX, 725.08, 18", AS PER PLAN	P.220
						2			2			625	30707	2	EACH	PULL BOX, 725.08, 24", AS PER PLAN 2	P.220
						5	1		6			625	32000	6	EACH	GROUND ROD	
						1	3		4			625	33000	4	EACH	STRUCTURE GROUNDING SYSTEM	
					2				2			625	31510	2	EACH	PULL BOX REMOVED	
							2		2			625	34000	2	EACH	POWER SERVICE	
						1			1			625	34001	1	EACH	POWER SERVICE, AS PER PLAN	P.220
							1		1			625	37100	1	EACH	SERVICE TO UNDERPASS LIGHTING	
				LS					LS			SPECIAL	62540000	LS		MAINTAIN EXISTING LIGHTING	P.220
				2					2			SPECIAL	62540010	2	EACH	REPLACEMENT OF EXISTING LIGHTING UNIT	P.220
					1				1			625	75350	1	EACH	LIGHT TOWER REMOVED	
					6	2			6			625	75400	6	EACH	LIGHT POLE REMOVED	
					6				6			625	75502	6	EACH	PORTION OF LIGHT POLE FOUNDATION REMOVED	
					10				10			625	75506	10	EACH	LUMINAIRE REMOVED	
					2				2			625	75510	2	EACH	POWER SERVICE REMOVED	
					1				1			625	75540	1	EACH	LIGHT TOWER FOUNDATION REMOVED	
					2,008				2,008			625	75550	2,008	FT	DISTRIBUTION CABLE REMOVED	
						1	3		4			625	75800	4	EACH	DISCONNECT CIRCUIT	

GENERAL SUMMARY

HAM-IR 75-1.05

DESIGN AGENCY
STRUCTUREPOINT LLC

DESIGNER LZS

REVIEWER KAM 03/03/25

PROJECT ID 122048

SHEET P.61 TOTAL P.421

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:28:59 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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SHEET NUM. OFFICE CALCS				P.169		P.195		P.236		PART. 01/IMS	02/IMS	03/IMS	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
																	RETAINING WALLS (WALL 02)	
				LS						LS			503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	P.170
				LS						LS			503	21301	LS		UNCLASSIFIED EXCAVATION, AS PER PLAN	P.167
				813						813			507	00400	813	FT	STEEL PILES, MISC.: SOLDIER PILES, W27X178	P.167
				179						179			507	00400	179	FT	STEEL PILES, MISC.: SOLDIER PILES, W27X258	P.167
				176,174						176,174			509	26000	176,174	LB	GALVANIZED STEEL REINFORCEMENT	
				1,677						1,677			510	10000	1,677	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
				880	2					880	2		511	46012	880	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING	
				123									511	46510	123	CY	CLASS QC1 CONCRETE, FOOTING	
				475						475			511	53010	475	2 CY	CLASS QC1 CONCRETE, MISC.: SHAFT CAP WITH QC/QA	P.167
				253	2					253	2		511	53010	253	CY	CLASS QC1 CONCRETE, MISC.: MOMENT SLAB WITH QC/QA	P.167
				2,229						2,229			512	10000	2,229	SY	SEALING OF CONCRETE SURFACES	
				2,229						2,229			512	10001	2,229	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	P.167
				10						10			512	33000	10	SY	TYPE 2 WATERPROOFING	
				574						574			513	20001	574	EACH	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	P.167
				488						488			516	13600	488	SF	1" PREFORMED EXPANSION JOINT FILLER	
				810						810			517	76300	810	FT	RAILING, MISC.: TEXAS RAILING	P.167
				237						237			518	20000	237	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
				160						160			518	21200	160	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
				72						72			518	39900	72	FT	4" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
				1,010						1,010			518	40000	1,010	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
				80						80			518	40010	80	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
				807						807			524	94803	807	FT	DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK, AS PER PLAN	P.167
				181						181			524	94903	181	FT	DRILLED SHAFTS, 48" DIAMETER ABOVE BEDROCK, AS PER PLAN	P.168
				5,260						5,260			524	94915	5,260	FT	DRILLED SHAFTS, 60" DIAMETER, ABOVE BEDROCK, AS PER PLAN	P.168
				LS						LS			SPECIAL	53000200	LS		STRUCTURES: PRECONSTRUCTION CONDITION SURVEY	P.167
				288						288			SPECIAL	53051010	288	SF	RETAINING WALL, PRECAST CONCRETE LAGGING	P.168
				2,104						2,104			SPECIAL	53051020	2,104	SF	RETAINING WALL, TIMBER LAGGING	P.167
				809						809			607	39901	809	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN	P.168
				8,401						8,401			840	26050	8,401	SF	AESTHETIC SURFACE TREATMENT	P.168
				12						12			894	10000	12	EACH	THERMAL INTEGRITY PROFILING (TIP) TEST	P.168
																	RETAINING WALLS (WALL 04)	
						LS				LS			503	21300	LS		UNCLASSIFIED EXCAVATION	
						1,872				1,872			507	00400	1,872	FT	STEEL PILES, MISC.: SOLDIER PILES, W33x387	P.194
						13,404				13,404			509	26000	13,404	LB	GALVANIZED STEEL REINFORCEMENT	
						8				8			510	10000	8	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
						82				82			511	53010	82	CY	CLASS QC1 CONCRETE, MISC.: SHAFT CAP & COLLAR	P.194
						28				28			511	53010	28	CY	CLASS QC1 CONCRETE, MISC.: MOMENT SLAB	P.194
						245				245			512	10000	245	SY	SEALING OF CONCRETE SURFACES	
						245				245			512	10001	245	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	P.194
						28				28			513	20001	28	EACH	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	P.194
						10				10			516	13200	10	SF	1/2" PREFORMED EXPANSION JOINT FILLER	
						41				41			516	13600	41	SF	1" PREFORMED EXPANSION JOINT FILLER	
						111				111			517	76300	111	FT	RAILING, MISC.: TEXAS RAILING	P.194
						2,528				2,528			524	94915	2,528	FT	DRILLED SHAFTS, 60" DIAMETER, ABOVE BEDROCK, AS PER PLAN	P.194
						112				112			607	39900	112	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
																	NOISE BARRIERS	
								17,427		17,427			SPECIAL	60610210	17,427	SF	NOISE BARRIER (REFLECTIVE)	P.234
								1		1			611	99710	1	EACH	PRECAST REINFORCED CONCRETE OUTLET 2	
								LS		LS			SPECIAL	69098400	LS		FORM LINER FOR NOISE BARRIER	P.234

GENERAL SUMMARY

DESIGN AGENCY: STRUCTUREPOINT LLC (A WEIDLEIN)
DESIGNER: LZS
REVIEWER: KAM 03/03/25
PROJECT ID: 122048
SHEET: P.63 TOTAL: P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:29:08 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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SHEET NUM.									PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS							P.249	P.250	01/IMS	02/IMS	03/IMS						
																STRUCTURE OVER 20 FOOT SPAN (HAM-75-0104) (SFN 3109098)	
							LS				LS	202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	P.245
							634				634	202	22900	634	SY	APPROACH SLAB REMOVED	
							LS				LS	202	30204	LS		STEPS REMOVED	
							27			27		203	20001	27	CY	EMBANKMENT, AS PER PLAN	P.245
							864			864		203	35111	864	CY	GRANULAR MATERIAL, TYPE B, AS PER PLAN	P.248
							LS			LS		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	P.245
							LS			LS		503	21300	LS		UNCLASSIFIED EXCAVATION	
							LS			LS		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
						2	4,360			4,360		507	00501	4,360	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN	P.248A
							4,640			4,640		507	00550	4,640	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	
							5,500			5,500		507	00601	5,500	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN	P.248A
							5,880			5,880		507	00650	5,880	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	
							280			280		507	92201	280	FT	PREBORED HOLES, AS PER PLAN	P.245
						2	360			360		507	92201	360	FT	PREBORED HOLES, AS PER PLAN	P.248
							502,155			502,155		509	26000	502,155	LB	GALVANIZED STEEL REINFORCEMENT	
							4,000			4,000		509	40000	4,000	LB	CONCRETE REINFORCEMENT, MISC.: ADDITIONAL GALVANIZED STEEL REINFORCEMENT FOR FOOTINGS	P.248A
							313			313		511	34463	313	CY	CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN	P.245
							279			279		511	46513	279	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING, AS PER PLAN	P.248A
							510			510		511	51513	510	CY	CLASS QC2 CONCRETE WITH QC/QA, SIDEWALK, AS PER PLAN	P.247
							83			83		511	53012	83	CY	CLASS QC2 CONCRETE, MISC.: RAISED MEDIAN, WITH QC/QA	P.247
							98			98		511	53012	98	CY	CLASS QC2 CONCRETE, MISC.: PLANTER WALLS, WITH QC/QA	
							1,079			1,079		511	53014	1,079	CY	CLASS QC3 CONCRETE, MISC.: BRIDGE DECK, WITH QC/QA	P.246
							237			237		511	53014	237	CY	CLASS QC3 CONCRETE, MISC.: PIER ABOVE FOOTINGS, WITH QC/QA	P.246
							155			155		511	53014	155	CY	CLASS QC3 CONCRETE, MISC.: ABUTMENT NOT INCLUDING FOOTING, WITH QC/QA	P.246
							48			48		511	81300	48	EACH	CONCRETE, MISC.: PRECAST CONCRETE PLINTHS	P.247
							3,868			3,868		512	10001	3,868	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	P.245
							2,827			2,827		512	10050	2,827	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
							3,868			3,868		512	10100	3,868	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	P.245
							61			61		512	33000	61	SY	TYPE 2 WATERPROOFING	
							844			844		SPECIAL	51267200	844	SY	WATERPROOFING FOR PLANTERS AREAS	P.247
							128,300			128,300		513	10261	128,300	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3, AS PER PLAN	P.246
							1,275,300			1,275,300		513	10281	1,275,300	LB	STRUCTURAL STEEL MEMBERS, LEVEL 4, AS PER PLAN	P.246
							9,784			9,784		513	20000	9,784	EACH	WELDED STUD SHEAR CONNECTORS	
							15,361			15,361		514	00060	15,361	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	P.245
							15,361			15,361		514	00066	15,361	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	P.245
							182			182		516	10010	182	FT	ARMORLESS PREFORMED JOINT SEAL	
							11			11		516	10011	11	FT	ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN	P.248
							258			258		516	11211	258	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN	P.317
							81			81		516	13000	81	SF	1/4" PREFORMED EXPANSION JOINT FILLER	
							64			64		516	13200	64	SF	1/2" PREFORMED EXPANSION JOINT FILLER	
							356			356		516	13900	356	SF	2" PREFORMED EXPANSION JOINT FILLER	
							9			9		516	44101	9	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13"x12"x2.358" EXP. BEARING)	P.287
							9			9		516	44101	9	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13"x12"x2.358" FIXED BEARING)	P.287
							4			4		516	44201	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (23"x18"x3.448" FIXED BEARING)	P.287
							5			5		516	44201	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (20"x15"x3.448" FIXED BEARING)	P.287
							4			4		516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (18"x14"x4.068" EXP. BEARING)	P.287
							5			5		516	44301	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16"x13"x4.068" EXP. BEARING)	P.287
							4			4		516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (19"x16"x4.068" EXP. BEARING)	P.287
							5			5		516	44301	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17"x13"x4.068" EXP. BEARING)	P.287
							29			29		517	76300	29	FT	RAILING, MISC.: SIDEWALK RAILING AT REAR ABUTMENT MSE WALLS	P.287
							276			276		518	20000	276	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
							65			65		518	21201	65	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC, AS PER PLAN	P.246
							767			767		518	39800	767	FT	4" PERFORATED CORRUGATED PLASTIC PIPE	
							89			89		518	62100	89	FT	STRUCTURE DRAINAGE, MISC.: NEOPRENE TROUGH AND DRAINAGE OUTLETS	P.322
							4			4		523	20000	4	EACH	DYNAMIC LOAD TESTING	
							4			4		523	20500	4	EACH	RESTRIKE	
							602			602		526	30011	602	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN	P.245
								180		180		526	90030	180	FT	TYPE C INSTALLATION	
								LS		LS		SPECIAL	53000200	LS		STRUCTURES: TEMPORARY SUPPORTS FOR GIRDERS	P.245
								728		728		SPECIAL	53013000	728	SF	FORM LINER: STRUCTURES: SCREEN WALLS	P.248A

GENERAL SUMMARY

DESIGN AGENCY
STRUCTUREPOINT INC.

DESIGNER
LZS

REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.64 | TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:29:17 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\403-Engineering_StructurePoint\Roadway\Sheets\122048_GG306.dgn

SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS					P.250		P.333			01/IMS	02/IMS	03/IMS						
																	STRUCTURE OVER 20 FOOT SPAN (HAM-75-0104) (SFN 3109098) (CONTINUED)	
					LS						LS		SPECIAL	53014000	LS		STRUCTURAL SURVEY AND MONITORING OF VIBRATION	P.246
					69						69		601	21001	69	SY	CONCRETE SLOPE PROTECTION, AS PER PLAN	P.262
					500						500		605	13301	500	FT	6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN	P.246
					20						20		605	98300	20	EACH	UNDERDRAINS, MISC.: CLEANOUT	P.314
					4						4		605	98300	4	EACH	UNDERDRAINS, MISC.: DRAINAGE OUTLET AT ABUTMENT	P.314
					2						2		605	98300	2	EACH	UNDERDRAINS, MISC.: DRAINAGE OUTLET AT PIER 1	P.314
					384						384		608	40001	384	FT	CONCRETE STEPS, TYPE A, AS PER PLAN	P.267
					284						284		659	00301	284	CY	TOPSOIL, AS PER PLAN	P.248
					21						21		661	00500	21	CY	MULCH	
					2						2		SPECIAL	69098000	2	EACH	BRIDGE PILASTER LETTERS	P.248
					2						2		SPECIAL	69098000	2	EACH	BRIDGE PILASTER STORY PANELS	P.248A
					48						48		SPECIAL	69098000	48	EACH	PLANTER POTS	P.247
					6,010						6,010		840	20000	6,010	SF	MECHANICALLY STABILIZED EARTH WALL	
					3,033						3,033		840	21000	3,033	CY	WALL EXCAVATION	
					717						717		840	22000	717	SY	FOUNDATION PREPARATION	
					3,283						3,283		840	23000	3,283	CY	SELECT GRANULAR BACKFILL	
					665						665		840	25010	665	FT	6" DRAINAGE PIPE, PERFORATED	
					60						60		840	25020	60	FT	6" DRAINAGE PIPE, NON-PERFORATED	
					420						420		840	26000	420	FT	CONCRETE COPING	
					2,812						2,812		840	26050	2,812	SF	AESTHETIC SURFACE TREATMENT	P.245
					5						5		840	27000	5	DAY	ON-SITE ASSISTANCE	
					LS						LS		840	28000	LS		SGB INSPECTION AND COMPACTION TESTING	
																	STRUCTURE OVER 20 FOOT SPAN (HAM-75-0123E) (SFN 3109152)	
							LS					LS	202	11002	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN	
							LS				LS		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
							LS				LS		503	21300	LS		UNCLASSIFIED EXCAVATION	
							LS				LS		505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION	
							420				420		507	00501	420	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN	P.332
							450				450		507	00550	450	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	
							7,757				7,757		509	26000	7,757	LB	GALVANIZED STEEL REINFORCEMENT	
							16				16		511	31611	16	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN	P.332
							10				10		511	34448	10	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)	
							41				41		511	43510	41	CY	CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING	
							470				470		512	10001	470	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	P.332
							3				3		512	33000	3	SY	TYPE 2 WATERPROOFING	
						2	3			2	3		515	12040	3	2 EACH	PRESTRESSED CONCRETE COMPOSITE BOX BEAM BRIDGE MEMBERS, LEVEL 1, CB21-36 (62'-9" Long)	
							33				33		516	13200	33	SF	1/2" PREFORMED EXPANSION JOINT FILLER	
							32				32		516	13600	32	SF	1" PREFORMED EXPANSION JOINT FILLER	
							23				23		516	13900	23	SF	2" PREFORMED EXPANSION JOINT FILLER	
							28				28		516	14020	28	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
							26				26		516	31010	26	FT	2" DEEP JOINT SEALER	
							12				12		516	2 43100	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE) (8.5"x8"x1.564")	
							166				166		517	76300	166	FT	RAILING, MISC.: PEDESTRIAN ADA COMPLIANT RAILING	P.332
							4				4		518	21200	4	2 CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
							23				23		518	40000	23	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	P.336
							130				130		518	40011	130	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	P.332
							1	2			1	2	523	20000	1	EACH	DYNAMIC LOAD TESTING	
							6				6		601	21000	6	SY	CONCRETE SLOPE PROTECTION 2	
							131				131		607	39911	131	FT	VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC, AS PER PLAN	P.332
							131				131		SPECIAL	60740000	131	FT	VANDAL PROTECTION FENCE, 12' STRAIGHT, COATED FABRIC	P.332
							1,279				1,279		608	13000	1,279	SF	6" CONCRETE WALK	
							470				470		608	98000	470	SF	WALKWAY, MISC.: 10" CONCRETE WALK	P.337
							1				1		625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM	
							3,589				3,589		840	20000	3,589	SF	MECHANICALLY STABILIZED EARTH WALL	
							595				595		840	21000	595	CY	WALL EXCAVATION	
							220				220		840	22000	220	SY	FOUNDATION PREPARATION	
							752				752		840	23000	752	CY	SELECT GRANULAR BACKFILL	
							111				111		840	23050	111	CY	NATURAL SOIL	

DESIGN AGENCY
STRUCTUREPOINT LLC
DESIGNER
LZS
REVIEWER
KAM 03/03/25
PROJECT ID
122048
SHEET P.65 TOTAL P.421

HAM-IR 75-1.05
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:29:27 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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SHEET NUM.												PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS	P.13	P.15	P.16	P.17	P.18	P.19	P.20	P.21	P.22	P.23	P.333	01/IMS	02/IMS	03/IMS						
																			STRUCTURE OVER 20 FOOT SPAN (HAM-75-0123E) (SFN 3109152) (CONTINUED)	
											298		298		840	25010	298	FT	6" DRAINAGE PIPE, PERFORATED	
											29		29		840	25020	29	FT	6" DRAINAGE PIPE, NON-PERFORATED	
											293		293		840	26000	293	FT	CONCRETE COPING	
											3,589		3,589		840	26050	3,589	SF	AESTHETIC SURFACE TREATMENT	
											5		5		840	27000	5	DAY	ON-SITE ASSISTANCE	
											LS		LS		840	28000	LS		SGB INSPECTION AND COMPACTION TESTING	
																			MAINTENANCE OF TRAFFIC	
						600						600			253	01001	600	SY	PAVEMENT REPAIR, AS PER PLAN, PERFORMED IN 2026	P.17
						600						600			253	01001	600	SY	PAVEMENT REPAIR, AS PER PLAN, PERFORMED IN 2027	P.17
						200						200			253	01001	200	SY	PAVEMENT REPAIR, AS PER PLAN, PERFORMED IN 2028	P.17
	535	2										535			504	11101	535	SF	STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN	P.13
									360			360			607	39994	360	FT	TEMPORARY VANDAL FENCE, TYPE B	
					1,500	2						1,500	2		614	11110	1,500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
								2,270		150		2,420			614	11630	2,420	FT	INCREASED BARRIER DELINEATION	
								5	1	1		7			614	12380	7	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
			6									6			614	12410	6	EACH	SPEED ZONE AHEAD SYMBOL SIGN	
												LS			614	12420	LS		DETOUR SIGNING	
			12									12			614	12470	12	EACH	WORK ZONE SPEED LIMIT SIGN	
			7									7			614	12484	7	EACH	WORK ZONE INCREASED PENALTIES SIGN	
		10										10			614	12500	10	EACH	REPLACEMENT SIGN	
		100										100			614	12600	100	EACH	REPLACEMENT DRUM	
								1,594				1,594			614	12801	1,594	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	P.15
								44	13	3		60			614	13310	60	EACH	BARRIER REFLECTOR, TYPE 1, 1-WAY	
									9			9			614	13310	9	EACH	BARRIER REFLECTOR, TYPE 1, 2-WAY	
								44	13	3		60			614	13350	60	EACH	OBJECT MARKER, ONE WAY	
									9			9			614	13360	9	EACH	OBJECT MARKER, TWO WAY	
						1,400						1,400			614	18030	1,400	FT	MAINTAINING TRAFFIC, MISC.:; RUMBLE STRIP MILLED/FILLED	P.17
				90	2							90	2		614	18601	90	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.15
										2		2			614	20056	2	MILE	WORK ZONE LANE LINE, CLASS I, 6", 807 PAINT	
								2.74		0.8		3.54			614	22056	3.54	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 807 PAINT	
									1.42	0.12		1.54			614	22110	1.54	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
		1.4										1.4			614	22336	1.4	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 648	
								18,622		126	2	18,748	2		614	23110	18,748	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 807 PAINT	
									2,126			2,126			614	23210	2,126	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	
		9,300										9,300			614	23150	9,300	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 648	
								1,925		902	2	2,827	2		614	24102	2,827	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 807 PAINT	
		690										690			614	24142	690	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 648	
									623	403		1,026			614	24202	1,026	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	
								507				507			614	25000	507	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	
								4	14			18			614	30200	18	EACH	WORK ZONE ARROW, CLASS I, 642 PAINT	
												LS			615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
										262		262			615	20000	262	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	
		8										8		2	616	10000	8	MGAL	WATER	
								1,820	650			2,470			622	41100	2,470	FT	PORTABLE BARRIER, UNANCHORED	
										250		250			622	41101	250	FT	PORTABLE BARRIER, UNANCHORED, AS PER PLAN	P.19
								450	450	150		1,050			622	41110	1,050	FT	PORTABLE BARRIER, ANCHORED	
				12								12			829	00100	12	SNMT	WORK ZONE EGRESS WARNING SYSTEM	
				84								84			896	00010	84	SNMT	PORTABLE NON-INTRUSIVE TRAFFIC SENSOR, CLASS I	
				12								12			896	00021	12	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.15
																			INCIDENTALS	
LS												LS			108	XXXXX	LS		CPM PROGRESS SCHEDULE, AS PER PLAN	2 P.13A
LS												LS			614	11000	LS		MAINTAINING TRAFFIC	
1												1			619	XXXXX	1	MNTH	FIELD OFFICE, AS PER PLAN	2 P.13A
LS												LS			623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
LS												LS			624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:29:36 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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DESIGN AGENCY: WITH KEY STRUCTUREPOINT INC.
DESIGNER: LZS
REVIEWER: KAM 03/03/25
PROJECT ID: 122048
SHEET: P.66 TOTAL: P.344

REMOVAL SUBSUMMARY

REFERENCE NO.	SHEET NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE		202 PAVEMENT REMOVED	202 WALK REMOVED	202 CURB REMOVED	202 PIPE REMOVED, 24" AND UNDER	202 GUARDRAIL REMOVED	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 MANHOLE REMOVED	202 CATCH BASIN REMOVED	202 FENCE REMOVED	202 REMOVAL MISC.: RETAINING WALL					
							SY	SF	FT	FT	FT	EACH	EACH	EACH	FT	FT					
R-301	78 & 80	CLP_COURT	5+50.00	11+71.05	LT/RT		3467														
R-302	78	CLP_COURT	5+50.00	7+25.10				1671													
R-303	78 & 80	CLP_COURT	7+46.52	9+49.52				1484													
R-304	78 & 80	CLP_COURT	9+77.88	11+33.50				731													
R-305	80	CLP_COURT	11+71.05	11+71.05				242													
R-306	78 & 80	CLP_COURT	5+50.00	11+71.05	LT				811												
R-307	78 & 80	CLP_COURT	5+50.00	11+71.05	RT				693												
R-308	80	CLP_COURT	10+65.19	11+71.05	LT/RT				315												
R-309	78 & 80	CLP_COURT	7+88.07	11+71.05	LT						502										
R-310	78	CLP_COURT	7+08.66							26				1							
R-311	78	CLP_COURT	7+10.16							32				1							
R-312	78	CLP_COURT	7+14.26	7+32.09	RT					56											
R-313	80	CLP_COURT	8+42.44		RT					25				1							
R-314	80	CLP_COURT	9+36.32		RT					13				1							
R-315	80	CLP_COURT	9+36.26		LT					29				1							
R-316	80	CLP_COURT	11+04.07		LT					192			1								
R-317	80	CLP_COURT	11+36.04		LT					43				1							
R-318			NOT	USED																	
R-319			NOT	USED																	
R-320			NOT	USED																	
R-321			NOT	USED																	
R-322			NOT	USED																	
R-323			NOT	USED																	
R-324			NOT	USED																	
R-325	82	CLP_LINN	105+37.37	105+29.85	LT/RT		45														
R-326	82	CLP_LINN	105+20.72	105+49.20	RT				28												
R-327	82	CLP_LINN	105+20.72	105+49.20	RT			214													
R-328	82	CLP_LINN	105+27.01	105+61.78	LT				35												
R-329	82	CLP_LINN	105+27.01	105+61.78	LT			442													
R-330	83	CLP_LINN	110+05.78	111+58.47	LT/RT		1271														
R-331	83	CLP_LINN	109+73.78	111+71.17	RT				218												
R-332	83	CLP_LINN	109+73.78	111+71.17	RT			1634													
R-333	83	CLP_LINN	109+84.99	110+88.24	RT						103										
R-334	83	CLP_LINN	109+86.11	111+37.93	LT			1543													
R-335	83	CLP_LINN	110+04.42	111+33.99	LT				140												
R-336	83	CLP_LINN	110+02.71	111+03.60	LT						101	1									
R-337	83	CLP_LINN	110+98.81		LT					32											
R-338	83	CLP_LINN	111+27.17		RT					22											
R-339	82	CLP_LINN	SB RAMP FROM GEST ST		LT		366														
R-340	82	CLP_LINN	NB RAMP FROM GEST ST		RT		365														
R-341	84 - 85	CLP_WINCHELL	755+68.02	765+30.89	RT										1053						
R-342	86	CLP_RAMP V	58+53.68	59+00.00	LT/RT		71														
R-343	86	CLP_RAMP V	58+53.68	59+00.00	RT				46												
R-344	84 - 85	CLP_WINCHELL	758+50.00	763+20.27	RT						629										
R-345	87	CLP_RAMP V	59+00.00	64+50.00	LT/RT		1271														
R-345A	86 - 87	CLP_RAMP V	58+73.52	59+53.00	RT									1							
SUBTOTALS CARRIED TO SHEET P.68							6856	7961	2286	470	1335	1	1	7	1053	0					

2

2

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
LZS

REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.67 | TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:29:45 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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01.dgn

REFERENCE NO.	SHEET NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE		202 PAVEMENT REMOVED	202 WALK REMOVED	202 CURB REMOVED	202 PIPE REMOVED, 24" AND UNDER	202 GUARDRAIL REMOVED	202 ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	202 MANHOLE REMOVED	202 CATCH BASIN REMOVED	202 FENCE REMOVED	202 REMOVAL MISC.: RETAINING WALL					
							SY	SF	FT	FT	FT	EACH	EACH	EACH	FT	FT					
R-346	87	CLP_RAMP V	59+00.00	64+50.00	RT				548												
R-347	87	CLP_RAMP V	59+80.41		RT					18				1							
R-348	87	CLP_RAMP V	60+71.94		RT					23				1							
R-349	87 & 88	CLP_RAMP V	60+54.11	66+20.45							576										
R-350	87	CLP_RAMP V	64+80.91		LT					103				1							
R-351	88	CLP_RAMP V	64+50.00	70+00.00	LT/RT		1317														
R-352	89	CLP_RAMP V	65+13.46	66+23.37	LT				109												
R-353	88 & 89	CLP_RAMP V	66+24.62	72+86.36											652						
R-354	88	CLP_RAMP V	69+06.38		RT					42				1							
R-355	88	CLP_RAMP V	69+40.86	70+00.00	LT				60												
R-356	89	CLP_RAMP V	70+00.00	73+00.00	LT/RT		1506														
R-357	89	CLP_RAMP V	70+00.00	72+92.01	LT				299												
R-358	88 & 89	CLP_RAMP V	69+40.86	72+46.24							313										
R-359	86 - 88	CLP_RAMP V	54+49.75	64+55.91				98													
R-360	86 & 87	CLP_RAMP V	58+49.59	62+93.68	RT											440					

REFERENCE NO.	SHEET NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)	606 ANCHOR ASSEMBLY, MGS TYPE T	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	607 FENCE, MISC.: WOOD FENCE	608 5" CONCRETE WALK	608 CURB RAMP	608 WALKWAY, MISC.: 12" CONCRETEWALK	609 CURB, MISC.: TYPE B-1 CURB (CINCINNATI)	609 CURB, MISC.: TYPE P-1 CURB (CINCINNATI)	609 CURB, MISC.: TYPE S-1 CURB (CINCINNATI)	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE C	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D	622 CONCRETE BARRIER END SECTION, TYPE D	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE C	622 CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	622 PORTABLE BARRIER, UNANCHORED, AS PER PLAN	626 BARRIER REFLECTOR, TYPE 1 (ONE-WAY) (WHITE)	626 BARRIER REFLECTOR, TYPE 1 (ONE-WAY) (YELLOW)	626 BARRIER REFLECTOR, TYPE 2 (ONE-WAY) (YELLOW)
						FT	EACH	EACH	EACH	FT	SF	SF	SF	FT	FT	FT	FT	FT	EACH	EACH	EACH	FT 2	EACH	EACH	EACH
W-301	78	CLP_COURT	5+50.00	7+21.21	RT						1455														
C-301	78 & 80	CLP_COURT	5+50.00	11+43.86	RT											575									
C-302	78 & 80	CLP_COURT	5+55.24	11+48.36	LT											624									
W-302	78 & 80	CLP_COURT	7+53.53	9+50.66	RT						1455														
W-303	80	CLP_COURT	9+82.99	11+30.10	RT						1106														
C-303	80	CLP_COURT	11+43.86	11+71.05	LT/RT											208									
W-304	80	CLP_COURT	11+71.05	11+71.05	LT/RT						902														
W-305	80	CLP_COURT	11+71.05	11+71.05	LT						780														
B-301	82	CLP_LINN	102+65.09	102+80.42	LT																	58			
B-302	82	CLP_LINN	103+06.25	104+64.38	LT																	168			
B-303	82	CLP_LINN	104+92.58	105+27.00	RT																	37			
C-304	82	CLP_LINN	105+37.37	105+52.25	CL										34										
C-305	82	CLP_LINN	105+27.00	105+48.18	RT										21										
W-306	82	CLP_LINN	105+27.00	105+48.07	RT						484		27												
W-307	82	CLP_LINN	105+27.01	105+54.58	LT						869		27												
C-306	82	CLP_LINN	105+27.01	105+54.58	LT										27										
W-308	83	CLP_LINN	109+91.27	111+51.72	RT						3884														
C-307	83	CLP_LINN	109+98.74	110+19.08	CL									46											
C-308	83	CLP_LINN	109+95.72	111+70.67	RT											207									
W-309	83	CLP_LINN	110+01.76	111+30.94	LT						3324														
C-309	83	CLP_LINN	110+01.76	111+37.92	LT											166									
C-310	83 & 147	CLP_LINN	111+31.39		LT							213													
C-311	83 & 147	CLP_LINN	111+31.39		RT							201													
W-310	83	CLP_LINN	111+59.51	111+70.64	RT						178														
C-312	83 & 147	CLP_LINN	111+63.39		RT							211													
C-313	83 & 147	CLP_LINN	111+37.87		LT							129													
W-311	84 & 85	CLP_WINCHELL	758+50.00	765+30.89	RT						8091														
C-314	84 & 85	CLP_WINCHELL	758+50.00	765+30.89	RT											680									
B-304	84 & 87	CLP_WINCHELL	758+50.00	760+75.83	LT												194			1			4	4	
C-315	85 & 87	CLP_RAMP V	61+90.07	63+86.22	LT											198									
G-301	85 & 87	CLP_RAMP V	62+01.35	63+86.22	LT	112.50	1		1																3
B-305	85 & 87	CLP_RAMP V	63+86.22	64+34.46	LT													20	1		1			2	
C-316	85, 87 & 88	CLP_RAMP V	64+34.46	66+92.54	LT											259									
F-301	85, 87 & 88	CLP_RAMP V	64+14.97	65+15.22	LT					104															
W-312	85, 87 & 88	CLP_RAMP V	64+14.60	65+15.22	LT						554														
B-306	85 & 88	CLP_RAMP V	65+15.22	65+15.22	LT																	10			
C-317	85, 88 & 89	CLP_RAMP V	65+45.91	73+00.00	RT											731									
W-313	88 & 89	CLP_RAMP V	65+45.91	72+80.00	RT						8730														
G-302	88 & 89	CLP_RAMP V	69+41.24	72+80.00	LT	337.50		1																	5
C-318	88 & 89	CLP_RAMP V	69+41.24	72+80.00	LT											450									
SUBTOTALS						450.00	1	1	1	104	31812	754	54	46	82	4098	194	20	1	1	1	273	4	6	8
TOTALS CARRIED TO GENERAL SUMMARY						450.00	1	1	1	104	31812	754	54	46	82	4098	194	20	1	1	1	273	10		8

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:30:04 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\403-Engineering_StructurePoint\Roadway\Sheets\122048_GS311.dgn

ROADWAY SUBSUMMARY

DESIGN AGENCY
STRUCTUREPOINT

DESIGNER
LZS

REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.69 | TOTAL P.421

REFERENCE NO.	SHEET NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	611 12" CONDUIT, TYPE B, AS PER PLAN FT	611 12" CONDUIT, TYPE B, AS PER PLAN (CINCINNATI) FT	611 12" CONDUIT, TYPE C, AS PER PLAN FT	611 12" CONDUIT, TYPE C, AS PER PLAN (CINCINNATI) FT	611 15" CONDUIT, TYPE B, AS PER PLAN FT	611 15" CONDUIT, TYPE B, AS PER PLAN (CINCINNATI) FT	611 15" CONDUIT, TYPE C, AS PER PLAN (CINCINNATI) FT	611 18" CONDUIT, TYPE B, AS PER PLAN FT	611 18" CONDUIT, TYPE B, AS PER PLAN (CINCINNATI) FT	611 18" CONDUIT, TYPE C, AS PER PLAN FT	611 18" CONDUIT, TYPE C, AS PER PLAN (CINCINNATI) FT	611 24" CONDUIT, TYPE B, AS PER PLAN FT	611 CATCH BASIN, NO. 3 EACH	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 6 EACH	611 CATCH BASIN, NO. 2-2B EACH	611 CATCH BASIN, NO. 2-3 EACH	611 CATCH BASIN, MISC.: COMBINATION INLET (CI) (CINCINNATI) EACH	611 CATCH BASIN, MISC.: DOUBLE GUTTER INLET MANHOLE (DGIMH) (CINCINNATI) EACH	611 INLET, NO. 3C EACH	611 INLET, MISC.: DITCH INLET (DI) (CINCINNATI) EACH	611 MANHOLE, NO. 3 EACH	611 MANHOLE, MISC.: STANDARD MANHOLE, TYPE B (CINCINNATI) EACH	611 TRENCH DRAIN, TYPE A WITH STANDARD GRATE FT
			DRAINAGE																										
D-301	79	CLP_COURT	7+00.00	7+00.00	LT											14							1						
D-302	79	CLP_COURT	7+00.00	8+00.00	RT		32							36										1					
D-303	79 & 81	CLP_COURT	8+00.00	8+00.00	LT		35																	1					
D-304	79 & 81	CLP_COURT	8+00.00	8+00.00	RT		57							97											1				
D-305	81	CLP_COURT	8+40.00	8+00.00	RT									34											1				
D-306	81	CLP_COURT	8+85.00	8+85.00	LT		20													1									
D-307	81	CLP_COURT	8+85.00	8+40.00	RT									42											1				
D-308	81	CLP_COURT	9+34.73	9+34.73	LT		20													1									
D-309	81	CLP_COURT	9+34.73	8+85.00	RT		40					49													1				
D-310	81	CLP_COURT	10+00.00	10+00.00	LT		20													1									
D-311	81	CLP_COURT	10+00.00	9+34.73	RT						65														1				
D-312	81	CLP_COURT	11+00.00	11+00.00	LT		20													1									
D-313	81	CLP_COURT	11+00.00	10+00.00	CL						98																	1	
D-314	81	CLP_COURT	11+00.00	11+00.00	LT		25																	1					
D-315	81	CLP_WINCHELL	763+10.12	11+00.00	RT		149																				1		
D-316	81	CLP_WINCHELL	757+19.22	7+00.00	RT				63	2											1								
D-317	81	CLP_COURT	7+00.00		LT											10												1	
D-318			NOT	USED																									
D-319			NOT	USED																									
D-320			NOT	USED																									
D-321			NOT	USED																									
D-322			NOT	USED																									
D-323			NOT	USED																									
D-324	83	CLP_LINN	110+33.00	110+20.65	LT				29															1					
D-325	83	CLP_LINN	110+17.00	110+33.00	RT		38																	1					
D-326	79 & 83	CLP_LINN	111+17.00	4+73.68	LT		10																	1					
D-327	79 & 83	CLP_LINN	111+47.20	4+73.68	RT		10																	1					
D-328	82	CLP_LINN	105+35.00	105+23.16	RT		21																	1					
D-329	82	CLP_LINN	105+35.00	105+23.16	LT		21																	1					
D-330	82	CLP_LINN	105+23.16	103+48.87	CL		184																					1	
D-331			NOT	USED																									
D-332			NOT	USED																									
D-333			NOT	USED																									
D-334			NOT	USED																									
D-335			NOT	USED																									
D-336			NOT	USED																									
D-337			NOT	USED																									
D-338			NOT	USED																									
D-339			NOT	USED																									
D-340			NOT	USED																									
D-341*	84	CLP_WINCHELL	753+13.16	756+40.00	RT																								
D-342*	84	CLP_WINCHELL	756+40.00	758+55.00	RT																								
D-343	84 & 87	CLP_WINCHELL	758+55.00	760+85.00	RT		229												1										
D-344	84 & 87	CLP_WINCHELL	760+85.00	761+85.00	RT						100								1										
D-345	84 & 87	CLP_RAMP V	60+70.00	761+85.00	RT					31															1				
SUBTOTALS CARRIED TO SHEET P.71						0	931	0	92	31	263	49	0	209	0	24	0	0	2	4	1	0	9	6	1	1	0	3	0

* DRAINAGE ITEMS TO BE CONSTRUCTED AS PART OF THE BRENT SPENCE BRIDGE PROJECT (PID 116649), SHOWN FOR INFORMATION ONLY

** DRAINAGE ITEMS TO BE CONSTRUCTED AS PART OF THE HAM-IR 75-1.05 (PHASE 3) PROJECT (PID 113361), SHOWN FOR INFORMATION ONLY

DRAINAGE SUBSUMMARY

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:30:14 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048403-Engineering_StructurePoint\Drainage\Sheets\122048_DS301.dgn

DESIGN AGENCY: STRUCTUREPOINT LLC

DESIGNER: LZS

REVIEWER: KAM 03/03/25

PROJECT ID: 122048

SHEET: P.70 TOTAL: P.421

DRAINAGE SUBSUMMARY

REFERENCE NO.	SHEET NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	611 12" CONDUIT, TYPE B, AS PER PLAN FT	611 12" CONDUIT, TYPE B, AS PER PLAN (CINCINNATI) FT	611 12" CONDUIT, TYPE C, AS PER PLAN FT	611 12" CONDUIT, TYPE C, AS PER PLAN (CINCINNATI) FT	611 15" CONDUIT, TYPE B, AS PER PLAN FT	611 15" CONDUIT, TYPE B, AS PER PLAN (CINCINNATI) FT	611 15" CONDUIT, TYPE C, AS PER PLAN (CINCINNATI) FT	611 18" CONDUIT, TYPE B, AS PER PLAN FT	611 18" CONDUIT, TYPE B, AS PER PLAN (CINCINNATI) FT	611 18" CONDUIT, TYPE C, AS PER PLAN FT	611 18" CONDUIT, TYPE C, AS PER PLAN (CINCINNATI) FT	611 24" CONDUIT, TYPE B, AS PER PLAN FT	611 CATCH BASIN, NO. 3 EACH	611 CATCH BASIN, NO. 3A EACH	611 CATCH BASIN, NO. 6 EACH	611 CATCH BASIN, NO. 2-2B EACH	611 CATCH BASIN, NO. 2-3 EACH	611 CATCH BASIN, MISC.: COMBINATION INLET (CI) (CINCINNATI) EACH	611 CATCH BASIN, MISC.: DOUBLE GUTTER INLET MANHOLE (DGIMH) (CINCINNATI) EACH	611 INLET, NO. 3C EACH	611 INLET, MISC.: DITCH INLET (DI) (CINCINNATI) EACH	611 MANHOLE, NO. 3 EACH	611 MANHOLE, MISC.: STANDARD MANHOLE, TYPE B (CINCINNATI) EACH	611 TRENCH DRAIN, TYPE A WITH STANDARD GRATE FT
D-346	85 & 87	CLP_WINCHELL	761+85.00	762+13.51	RT										28				1									
D-347	85 & 87	CLP_WINCHELL	762+13.51	62+28.00	RT										17				1									
D-348	85 & 87	CLP_WINCHELL	762+40.00	762+13.51	RT	26													1									
D-349	85 & 87	CLP_WINCHELL	763+15.00	762+40.00	RT	75													1									
D-350	85 & 87	CLP_RAMP V	62+28.00	62+40.07	RT								21							1								268
D-351	85 & 87	CLP_RAMP V	62+40.07	62+60.00	LT								20					1										
D-352	85 & 87	CLP_RAMP V	62+60.00	62+98.00	LT										40				1									
D-353	85 & 87	CLP_RAMP V	62+98.00	64+08.57	LT								140														1	
D-354	85 & 87	CLP_RAMP V	62+96.80		LT										10												1	
D-355			NOT	USED																								
D-356			NOT	USED																								
D-357	88	CLP_RAMP V	65+87.50	65+85.00	RT			25															1					
D-358	85 & 88	CLP_RAMP V	65+85.00	67+65.00	RT	180													1									
D-359**	85 & 88	CLP_RAMP V	67+47.22	69+25.31	LT																							
D-360	85 & 88	CLP_RAMP V	67+65.00	68+25.00	RT					60									1									
D-361	88	CLP_RAMP V	68+25.00	68+75.00	RT					50									1									
D-362	88	CLP_RAMP V	68+75.00	69+25.00	RT					50									1									
D-363	88	CLP_RAMP V	69+25.00	62+72.73	RT					47									1									
D-364**	88	CLP_RAMP V	69+25.31	69+72.73	LT					49																		
D-365	88	CLP_RAMP V	69+72.73	70+25.00	LT								54					1										
D-366	88	CLP_RAMP V	62+72.73	70+25.00	RT								52					1										
D-367	89	CLP_RAMP V	70+25.00	70+25.00	RT			22													1							
D-368	89	CLP_RAMP V	70+25.00	70+25.00	LT								52						1									
D-369	89	CLP_RAMP V	70+25.00	70+72.39	RT												53		1									
D-370	89	CLP_RAMP V	70+90.00	70+72.39	RT			31											1									
D-371	89	CLP_RAMP V	71+35.00	70+90.00	RT	45													1									
D-372	89	CLP_RAMP V	72+35.00	71+35.00	RT	99													1									
D-373	86	CLP_RAMP V	58+73.52		RT																						1	
SUBTOTALS FROM THIS SHEET						425	0	78	0	256	0	0	339	45	50	0	53	4	14	1	1	1	0	0	0	0	3	0	268
SUBTOTALS CARRIED FROM SHEET P.70						0	931	0	92	31	263	49	0	209	0	24	0	0	2	4	1	0	9	6	1	1	0	3	0
TOTALS CARRIED TO GENERAL SUMMARY						425	931	78	92	287	263	49	339	254	50	24	53	4	16	5	2	1	9	6	1	1	3	3	268

* DRAINAGE ITEMS TO BE CONSTRUCTED AS PART OF THE BRENT SPENCE BRIDGE PROJECT (PID 116649), SHOWN FOR INFORMATION ONLY

** DRAINAGE ITEMS TO BE CONSTRUCTED AS PART OF THE HAM-IR 75-1.05 (PHASE 3) PROJECT (PID 113361), SHOWN FOR INFORMATION ONLY

HAM-IR 75-1.05

DESIGN AGENCY: MORGAN STRUCTUREPOINT INC.

DESIGNER: LZS

REVIEWER: KAM 03/03/25

PROJECT ID: 122048

SHEET: P.71 TOTAL: P.421

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:30:24 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\403-Engineering_StructurePoint\Drainage\Sheets\122048_DS302.dgn



FOR LEGEND AND PROJECT DATA SEE SHEET P.75

HORIZONTAL SCALE IN FEET
0 25 50 100

PROJECT SITE PLAN

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:31:50 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\d03-Engineering_StructurePoint\Drainage\Sheets\122048_DP304.dgn

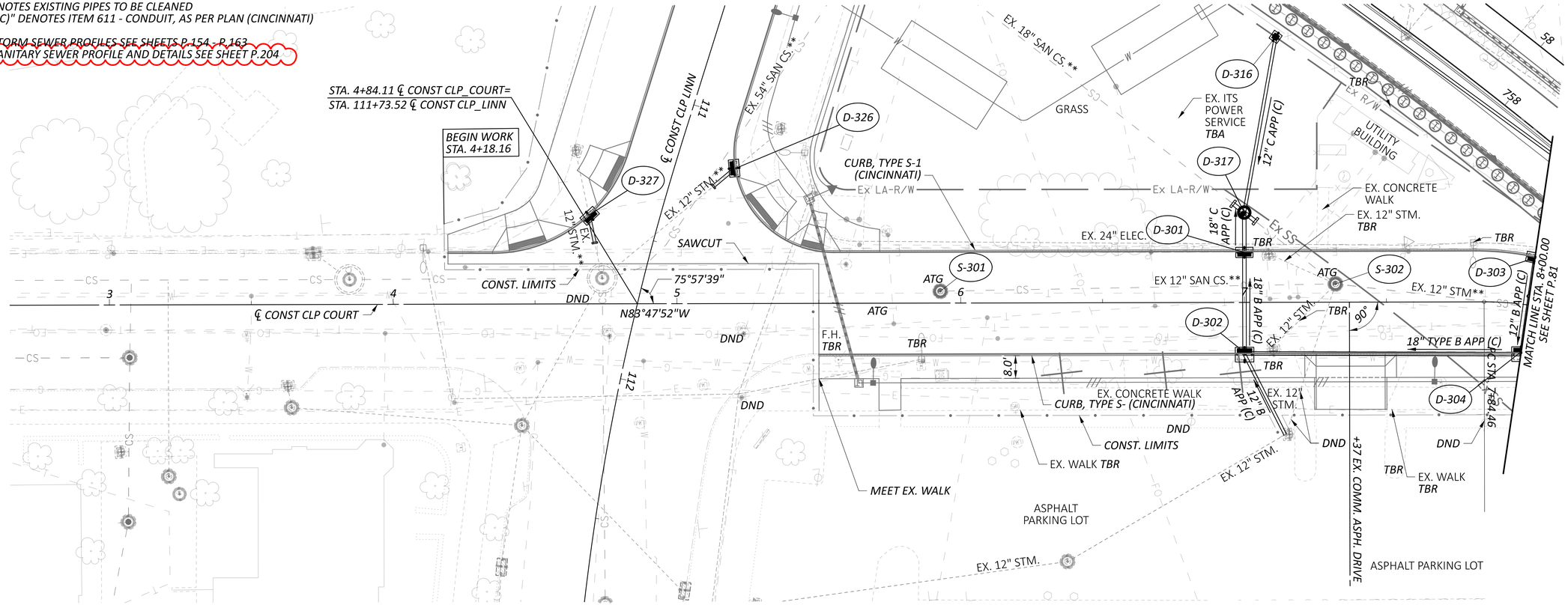
DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	LZS
REVIEWER	KAM 03/03/25
PROJECT ID	122048
SHEET	P.77
TOTAL	P.421

NOTE:
** DENOTES EXISTING PIPES TO BE CLEANED
"APP (C)" DENOTES ITEM 611 - CONDUIT, AS PER PLAN (CINCINNATI)

FOR STORM SEWER PROFILES SEE SHEETS P.154 - P.163
FOR SANITARY SEWER PROFILE AND DETAILS SEE SHEET P.204

2



HORIZONTAL
SCALE IN FEET
0 10 20 40

DRAINAGE PLAN - COURT ST
STA. 3+00.00 TO STA. 8+00.00

DESIGN AGENCY
STRUCTUREPOINT INC.

DESIGNER
LZS

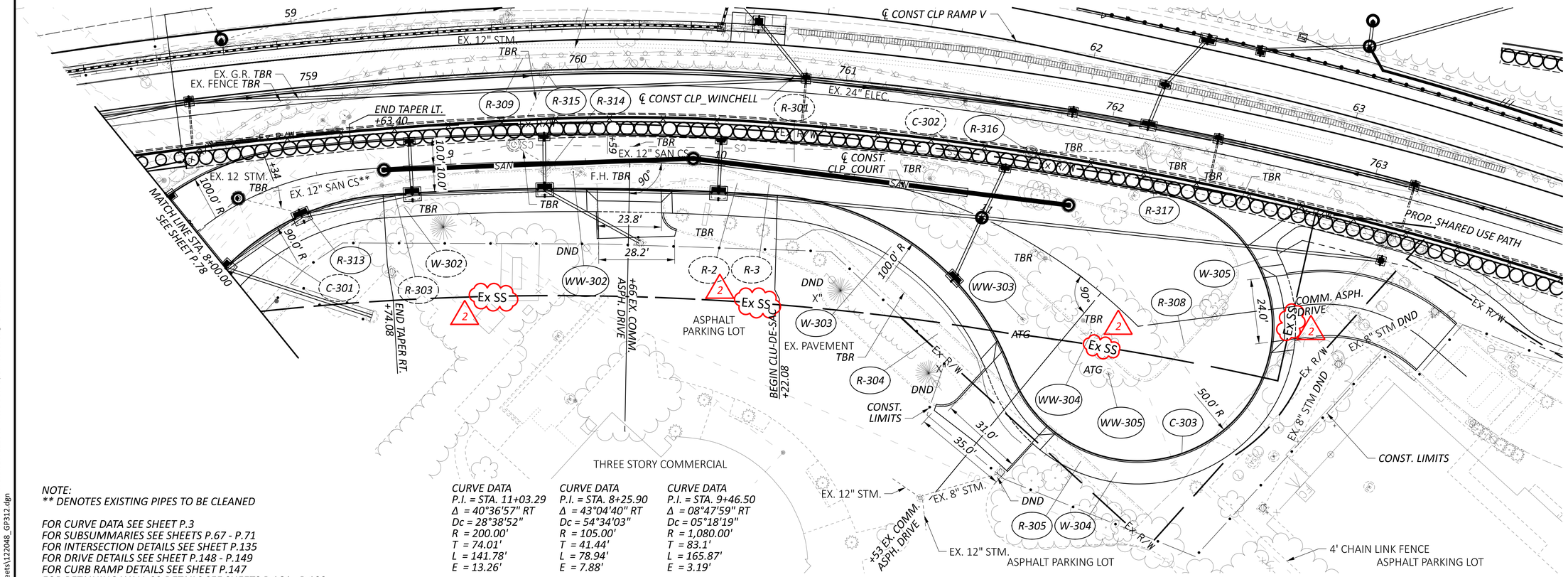
REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.79 | TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:32:35 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\d03-Engineering_StructurePoint\Drainage\Sheets\122048_DP311.dgn



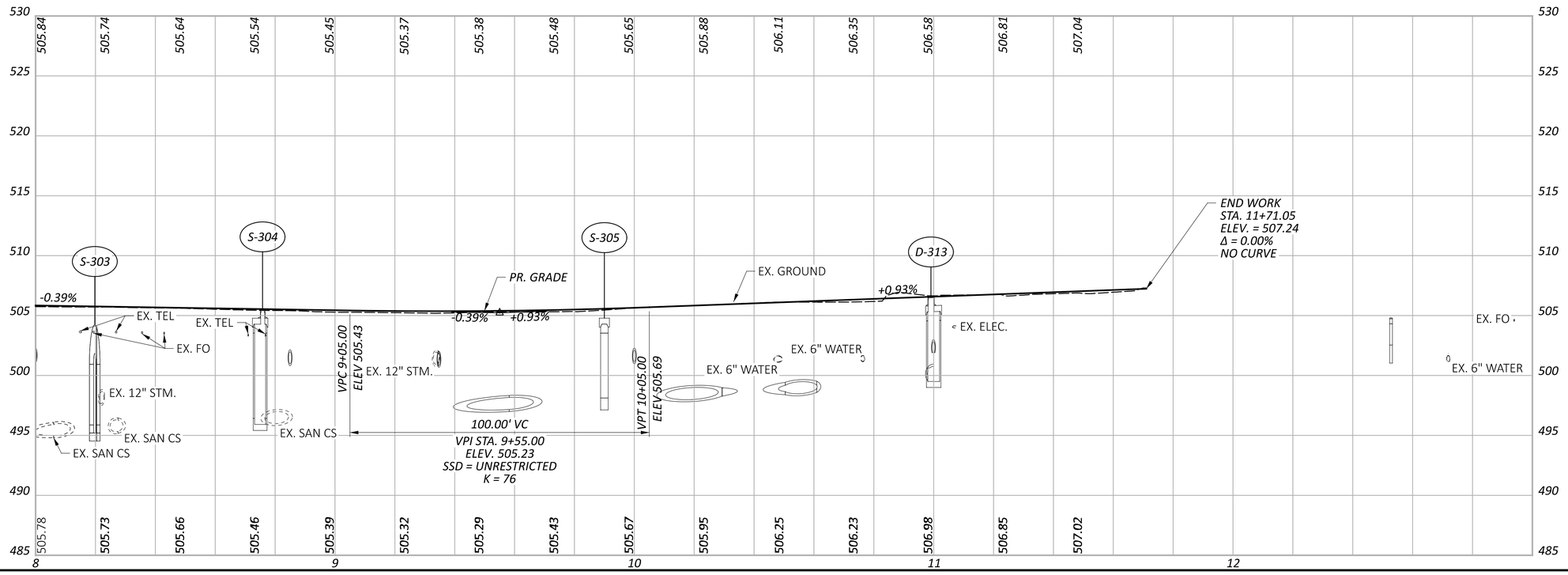
NOTE:
*** DENOTES EXISTING PIPES TO BE CLEANED*

FOR CURVE DATA SEE SHEET P.3
FOR SUBSUMMARIES SEE SHEETS P.67 - P.71
FOR INTERSECTION DETAILS SEE SHEET P.135
FOR DRIVE DETAILS SEE SHEET P.148 - P.149
FOR CURB RAMP DETAILS SEE SHEET P.147
FOR RETAINING WALL 02 DETAILS SEE SHEETS P.164 - P.192

CURVE DATA
P.I. = STA. 11+03.29
Δ = 40°36'57" RT
Dc = 28°38'52"
R = 200.00'
T = 74.01'
L = 141.78'
E = 13.26'

CURVE DATA
P.I. = STA. 8+25.90
Δ = 43°04'40" RT
Dc = 54°34'03"
R = 105.00'
T = 41.44'
L = 78.94'
E = 7.88'

CURVE DATA
P.I. = STA. 9+46.50
Δ = 08°47'59" RT
Dc = 05°18'19"
R = 1,080.00'
T = 83.1'
L = 165.87'
E = 3.19'



HORIZONTAL SCALE IN FEET
0 10 20 40

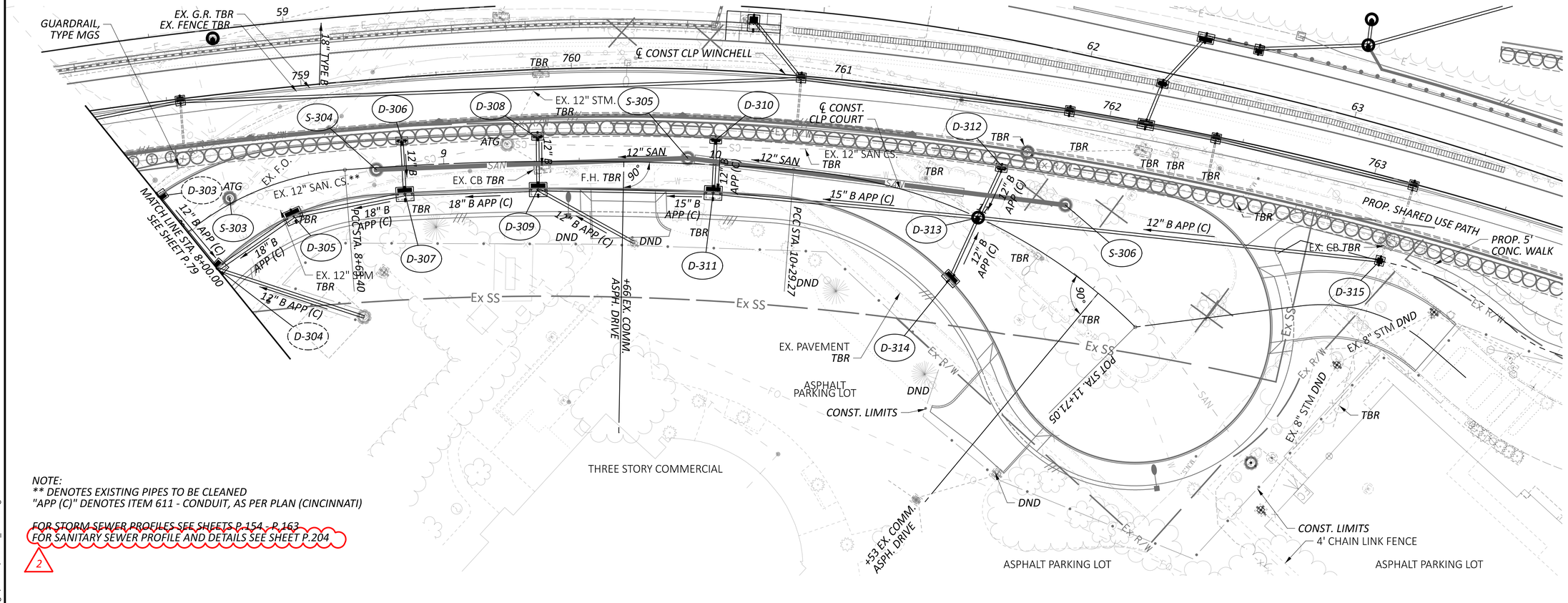
PLAN AND PROFILE - COURT ST
STA. 8+00.00 TO STA. 11+71.05

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER LZS
REVIEWER KAM 03/03/25
PROJECT ID 122048
SHEET P.80 TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:33:01 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\03-Engineering_StructurePointRoadway\Sheets\122048_GP312.dgn



NOTE:
*** DENOTES EXISTING PIPES TO BE CLEANED*
"APP (C)" DENOTES ITEM 611 - CONDUIT, AS PER PLAN (CINCINNATI)

FOR STORM SEWER PROFILES SEE SHEETS P.154 - P.163
FOR SANITARY SEWER PROFILE AND DETAILS SEE SHEET P.204

2

HORIZONTAL SCALE IN FEET
0 10 20 40

DRAINAGE PLAN - COURT ST
STA. 8+00.00 TO STA. 11+71.05

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
LZS

REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.81 TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:33:27 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\d03-Engineering_StructurePoint\Drainage\Sheets\122048_DP312.dgn

LEGEND

DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT

WEDGE COURSE
ITEM 442 - 2" ASPHALT CONCRETE SURFACE COURSE

BEGIN WORK STA. 102+69.35

B-301

DX-1381

EX. 6" WATER

EX 12" STM**

B-302

DND

TBRO

12" TYPE B APP (C)

MULTI STORY COMMERCIAL BUILDING

PARKING GARAGE

CONST. LIMITS

+27.00 43.75' LT.

Ex LA-R/W

+46.72, 55.33 LT

R-329

W-307

R-339

CURVE DATA
P.I. = STA. 101+28.39
Δ = 02°21'12" RT
Dc = 00°57'18"
R = 6,000.00'
T = 123.23'
L = 246.43'
E = 1.27'

ATG

D-329

R-328

C-306

EX. 12" STM

BEGIN APPROACH SLAB STA. 105+51.32

D-330

C-304

A

BEGIN WEDGE COURSE STA. 104+92.60

℄ CONST CLP_LINN

102 103 104 105 106 107

BEGIN DIAMOND GRINDING STA. 103+03.76

PT STA. 102+51.58

12" B APP (C)

B

EX. 8" GAS

EX. 8" GAS

EX. 12" STM

N23°44'44"E

END APPROACH SLAB STA. 105+81.32

BEGIN FULL DEPTH PAVEMENT STA. 105+27.00

C-305

D-328

EX. 16" WATER

EX. 6" WATER

B-303

W-306

+20.72 43.50' RT.

EX. FENCE

TBR

R-327

R-326

R-325

CONST. LIMITS

CONST. LIMITS

2 STORY PARKING GARAGE

R-340

OLD GEST ST UNDERPASS TBR

HAM-75-0104
SFN 3109098

W 8TH ST.

MULTI STORY HOTEL

MATCH LINE STA. 107+50.00
SEE SHEET P.83

A CURB HEIGHT TRANSITION FROM 6" TO 8"
FOR INFORMATION SEE INTERSECTION DETAILS

B TAPER ISLAND HEIGHT OVER 10.0'
PER ODOT SCD RM-3.1

FOR CURVE DATA SEE SHEET P.3
FOR SUBSUMMARIES SEE SHEETS P.67 - P.71
FOR INTERSECTION DETAILS SEE SHEETS P.134
FOR CURB RAMP DETIALS SEE SHEET P.147
FOR STORM SEWER PROFILES SEE SHEET P.154 - P.163
FOR HAM-75-0104 DETAILS SEE SHEETS P.243 - P.330

NOTE:
** DENOTES EXISTING PIPES TO BE CLEANED
"APP (C)" DENOTES ITEM 611 - CONDUIT, AS PER PLAN (CINCINNATI)

519.88 520.18 521.19 522.20 522.22 523.24 524.23 525.24 526.25 527.17 527.87 528.38 528.68

320.00' VC
VPI Sta. 108+10.00 Elev. 532.73
SSD = 258' K = 31'

PVC 106+50.00
ELEV 526.25

SUSPEND FULL DEPTH PAVEMENT
BEGIN APPROACH SLAB
STA. 105+51.32

BEGIN FULL DEPTH PAVEMENT
STA. 104+92.58
ELEV. 519.88
Δ = 0.92%
NO CURVE

PROP. GRADE

+4.05%

3.13%

EX. GROUND

EX. TEL

EX. 6" WATER

EX. ELEC

12" TYPE B

EX. GAS

EX. GAS

EX. FO

EX. ELEC

EX. ELEC

EX. FO

EX. FO, EX. ELEC

EX. STORM

EX. SAN CS

EX. 36" WATER

EX. STORM

535 530 525 520 515 510 505 500 495

516.78 516.57 516.48 516.27 516.08 516.10 516.34 516.82 517.35 518.01 518.66 519.35 520.17 520.81 521.94 522.38 522.94 523.44 523.82 524.04 524.19 524.26 524.26

102 103 104 105 106 107

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - LINN ST
STA. 102+00.00 TO STA. 107+50.00

HAM-IR 75-1.05

DESIGN AGENCY
STRUCTUREPOINT LLC

DESIGNER LZS

REVIEWER KAM 03/03/25

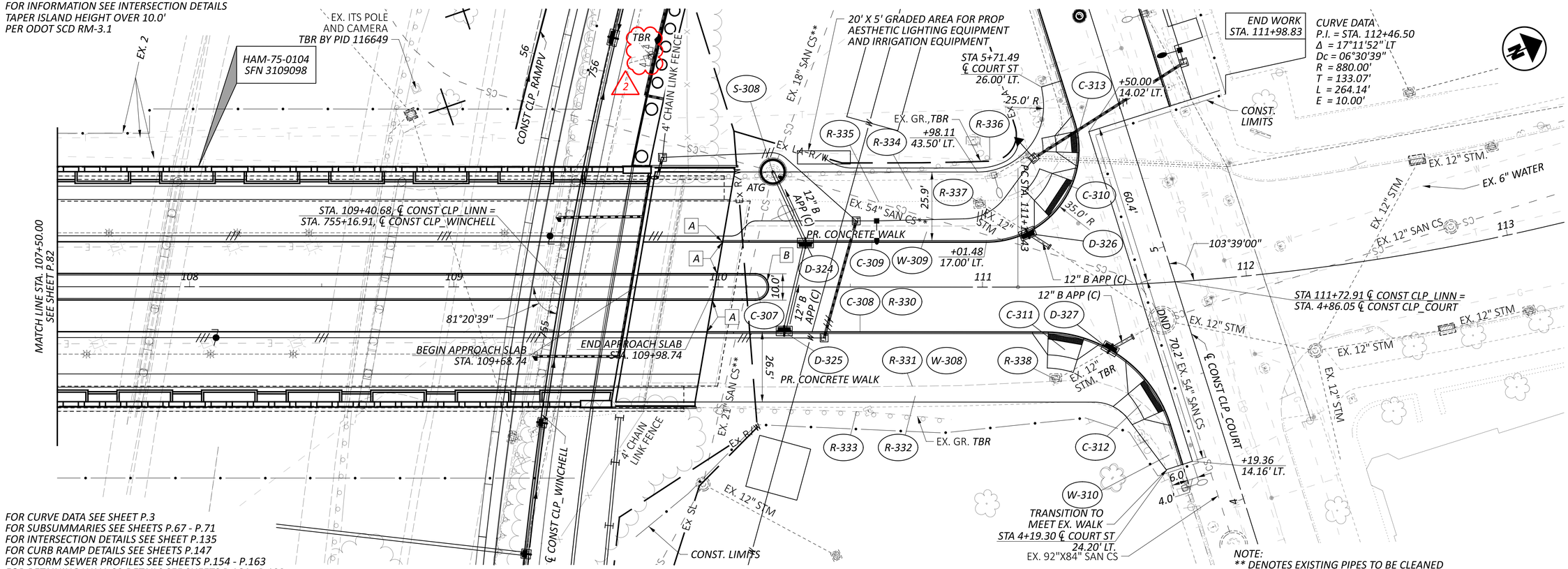
PROJECT ID 122048

SHEET P.82 TOTAL P.421

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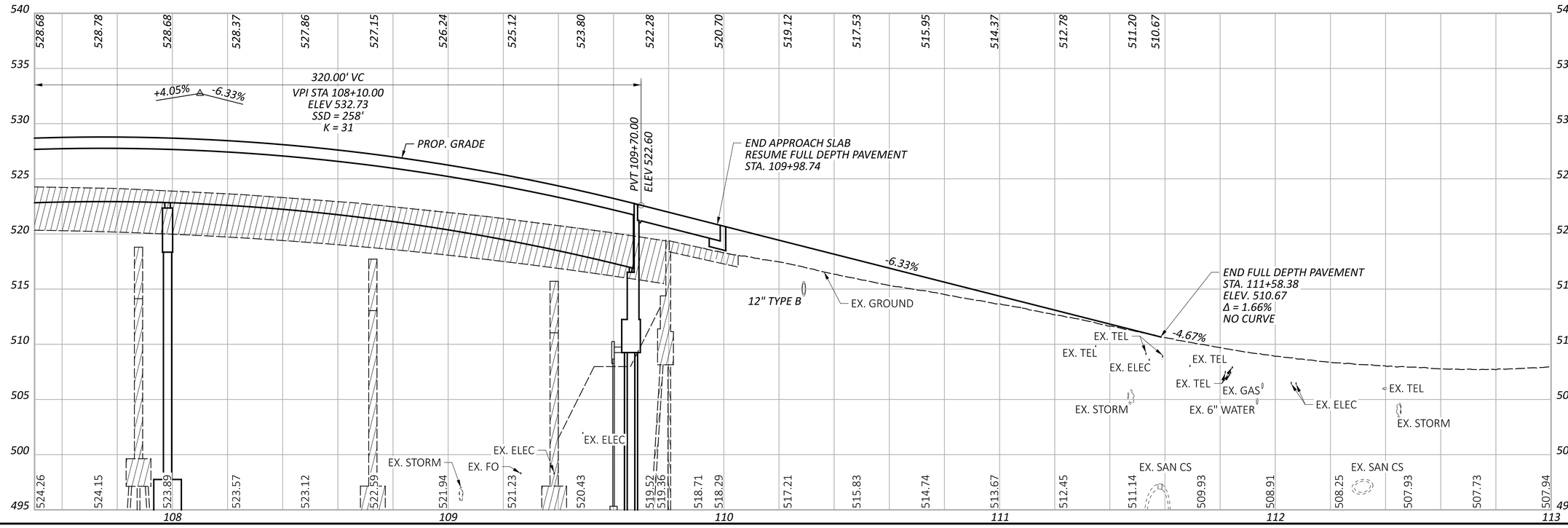
A CURB HEIGHT TRANSITION FROM 6" TO 8"
FOR INFORMATION SEE INTERSECTION DETAILS

B TAPER ISLAND HEIGHT OVER 10.0'
PER ODOT SCD RM-3.1



FOR CURVE DATA SEE SHEET P.3
FOR SUBSUMMARIES SEE SHEETS P.67 - P.71
FOR INTERSECTION DETAILS SEE SHEET P.135
FOR CURB RAMP DETAILS SEE SHEETS P.147
FOR STORM SEWER PROFILES SEE SHEETS P.154 - P.163
FOR RETAINING WALL 02 DETAILS SEE SHEETS P.164 - P.192
FOR HAM-75-0104 DETAILS SEE SHEETS P.243 - P.330

NOTE:
** DENOTES EXISTING PIPES TO BE CLEANED
"APP (C)" DENOTES ITEM 611 - CONDUIT, AS PER PLAN (CINCINNATI)



MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:37:15 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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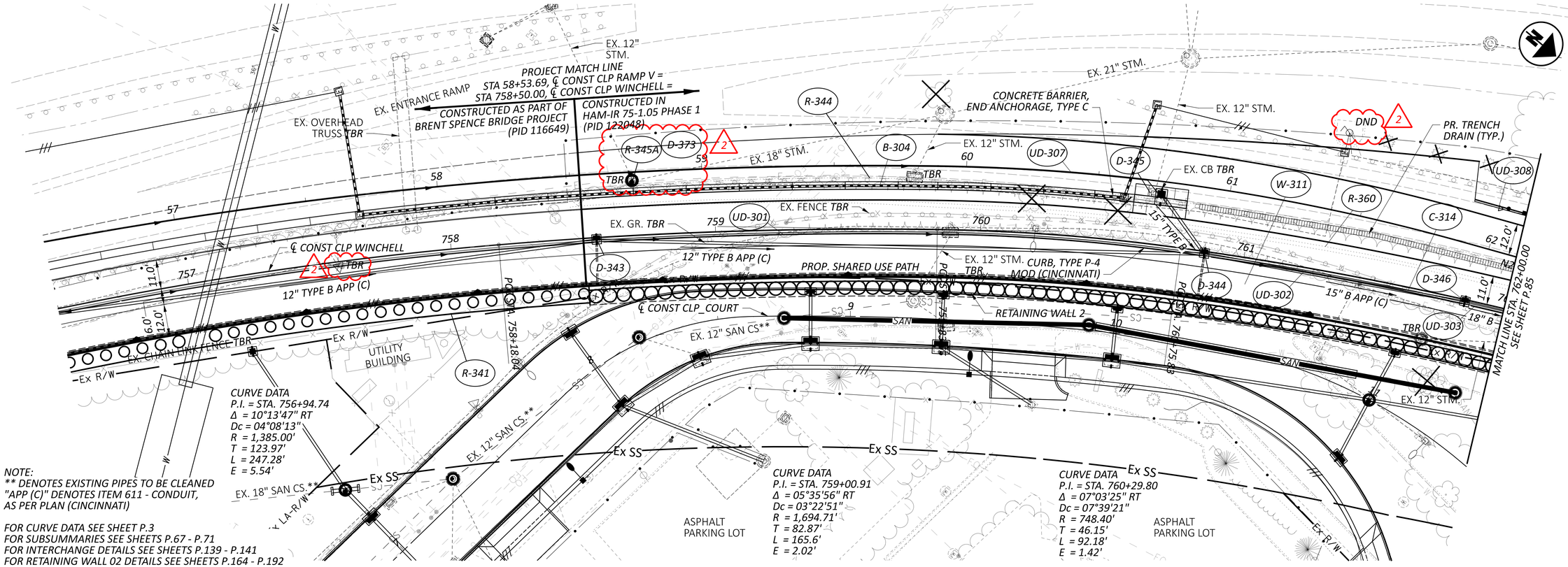
HAM-IR 75-1.05

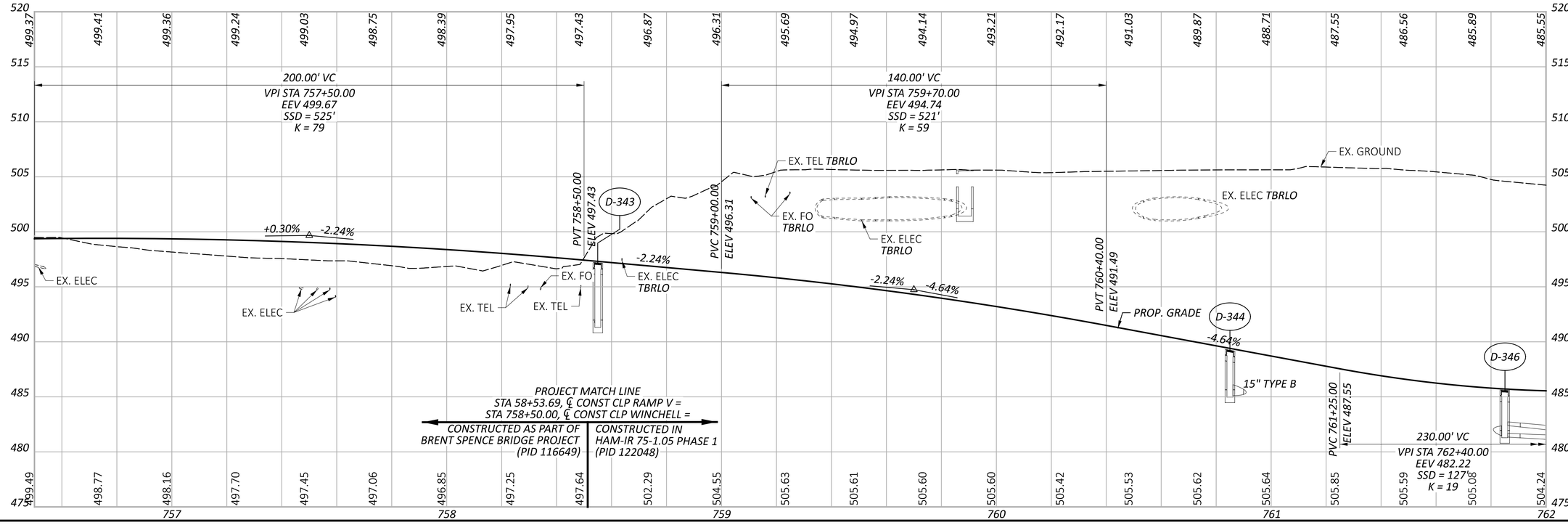
HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - LINN ST
STA. 107+50.00 TO STA. 113+00.00

DESIGN AGENCY
STRUCTUREPOINT LLC

DESIGNER	LZS
REVIEWER	KAM 03/03/25
PROJECT ID	122048
SHEET	P.83
TOTAL	P.421





HORIZONTAL SCALE IN FEET
0 10 20 40

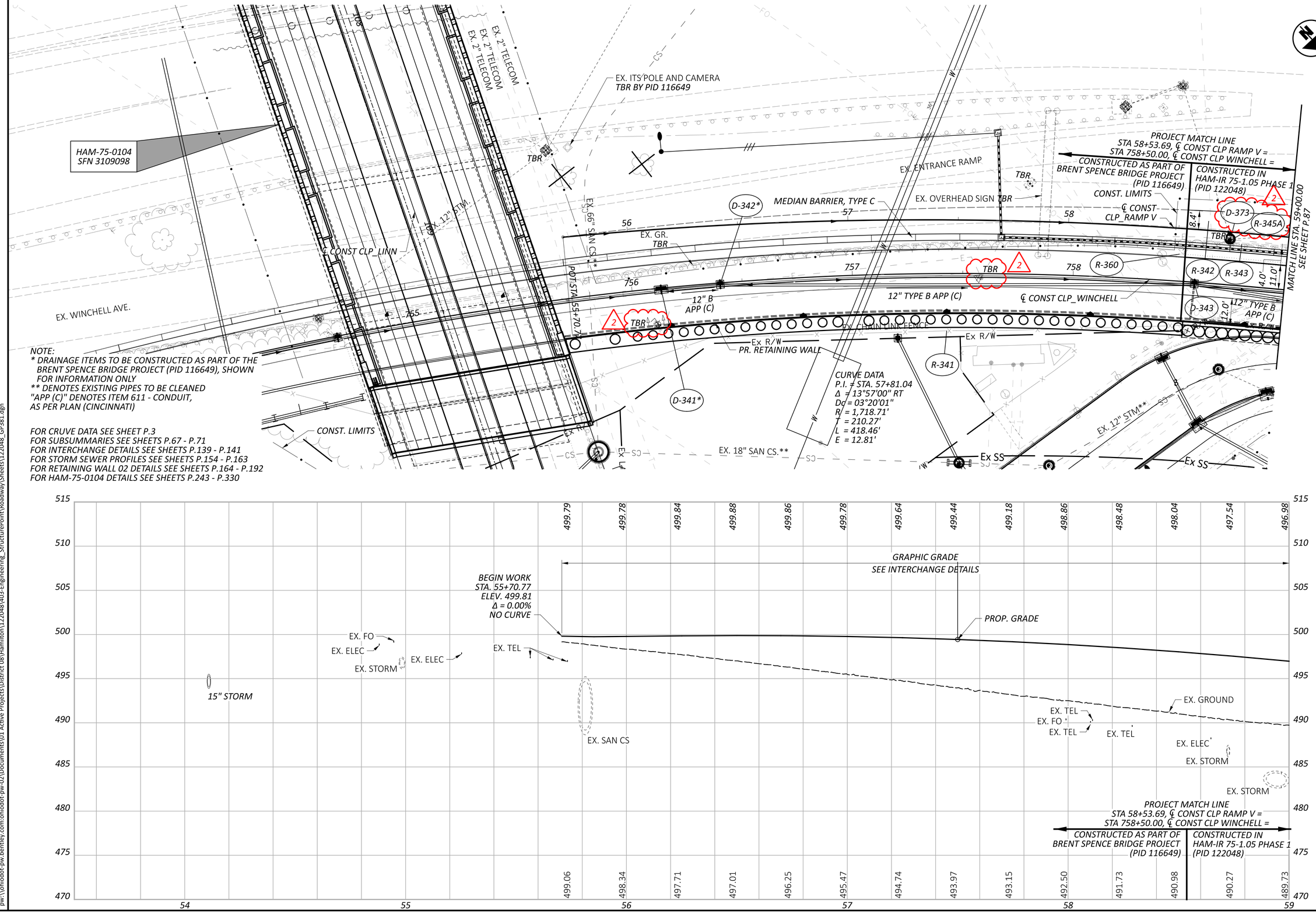
PLAN AND PROFILE - WINCHELL AVE
STA. 756+50.00 TO STA. 762+00.00

DESIGN AGENCY
STRUCTUREPOINT INC.

DESIGNER	CDP
REVIEWER	KAM 03/03/25
PROJECT ID	122048
SHEET	P.84
TOTAL	P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:37:46 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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NOTE:
* DRAINAGE ITEMS TO BE CONSTRUCTED AS PART OF THE BRENT SPENCE BRIDGE PROJECT (PID 116649), SHOWN FOR INFORMATION ONLY
** DENOTES EXISTING PIPES TO BE CLEANED
"APP (C)" DENOTES ITEM 611 - CONDUIT, AS PER PLAN (CINCINNATI)

FOR CRUVE DATA SEE SHEET P.3
FOR SUBSUMMARIES SEE SHEETS P.67 - P.71
FOR INTERCHANGE DETAILS SEE SHEETS P.139 - P.141
FOR STORM SEWER PROFILES SEE SHEETS P.154 - P.163
FOR RETAINING WALL 02 DETAILS SEE SHEETS P.164 - P.192
FOR HAM-75-0104 DETAILS SEE SHEETS P.243 - P.330

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP V
STA. 55+70.77 TO STA. 59+00.00

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC

DESIGNER	LZS
REVIEWER	KAM 03/03/25
PROJECT ID	122048
SHEET	P.86
TOTAL	P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:38:10 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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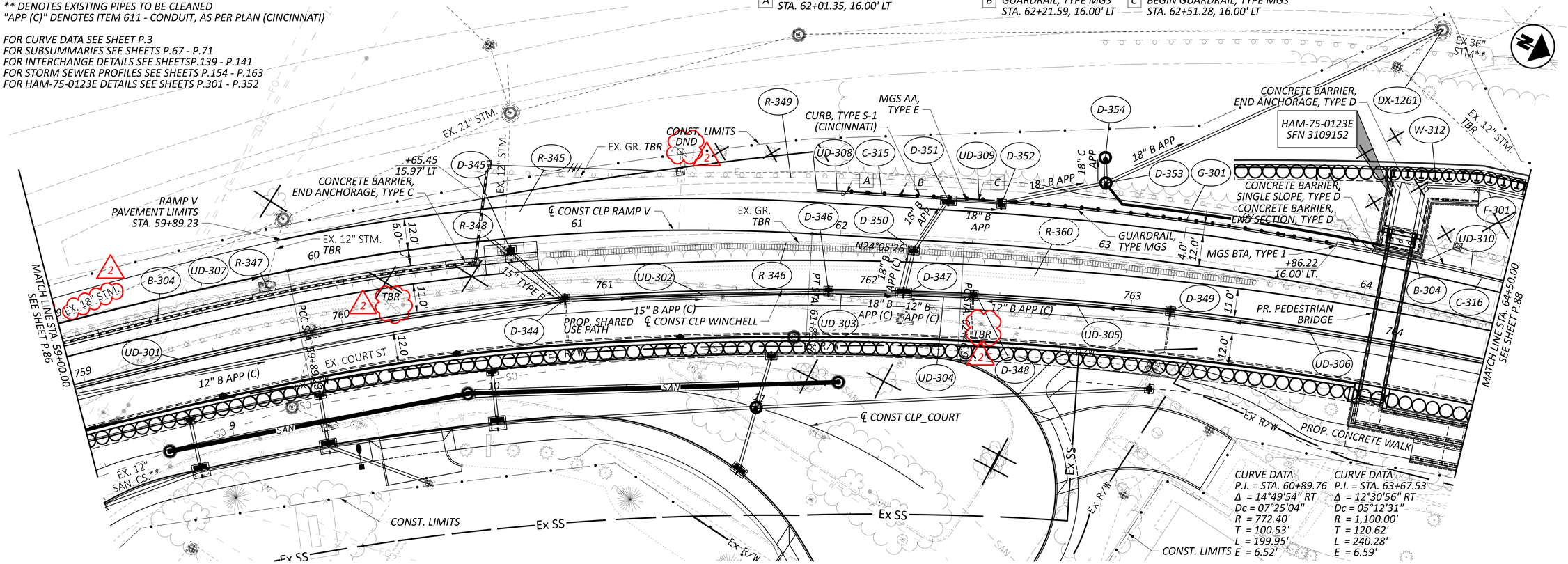
NOTE:
** DENOTES EXISTING PIPES TO BE CLEANED
"APP (C)" DENOTES ITEM 611 - CONDUIT, AS PER PLAN (CINCINNATI)

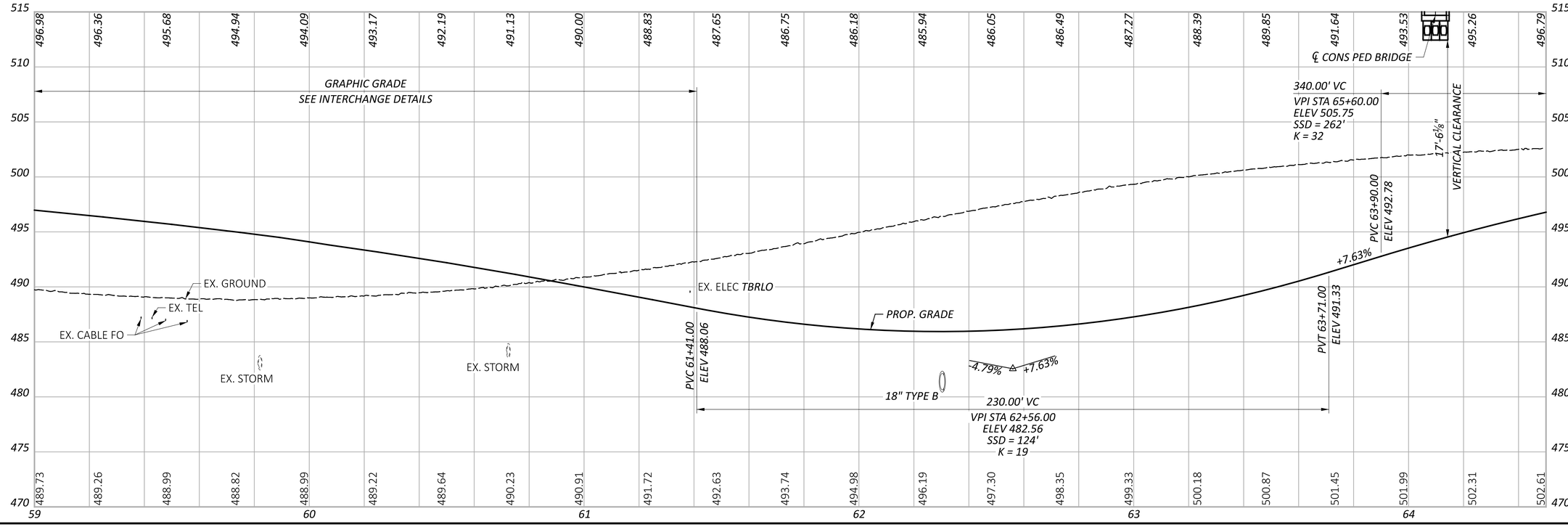
FOR CURVE DATA SEE SHEET P.3
FOR SUBSUMMARIES SEE SHEETS P.67 - P.71
FOR INTERCHANGE DETAILS SEE SHEETSP.139 - P.141
FOR STORM SEWER PROFILES SEE SHEETS P.154 - P.163
FOR HAM-75-0123E DETAILS SEE SHEETS P.301 - P.352

A BEGIN MGS ANCHOR ASSEMBLY, TYPE E
STA. 62+01.35, 16.00' LT

B LENGTH OF NEED LIMIT
GUARDRAIL, TYPE MGS
STA. 62+21.59, 16.00' LT

C END MGS ANCHOR ASSEMBLY, TYPE E
BEGIN GUARDRAIL, TYPE MGS
STA. 62+51.28, 16.00' LT





HORIZONTAL SCALE IN FEET
0 10 20 40

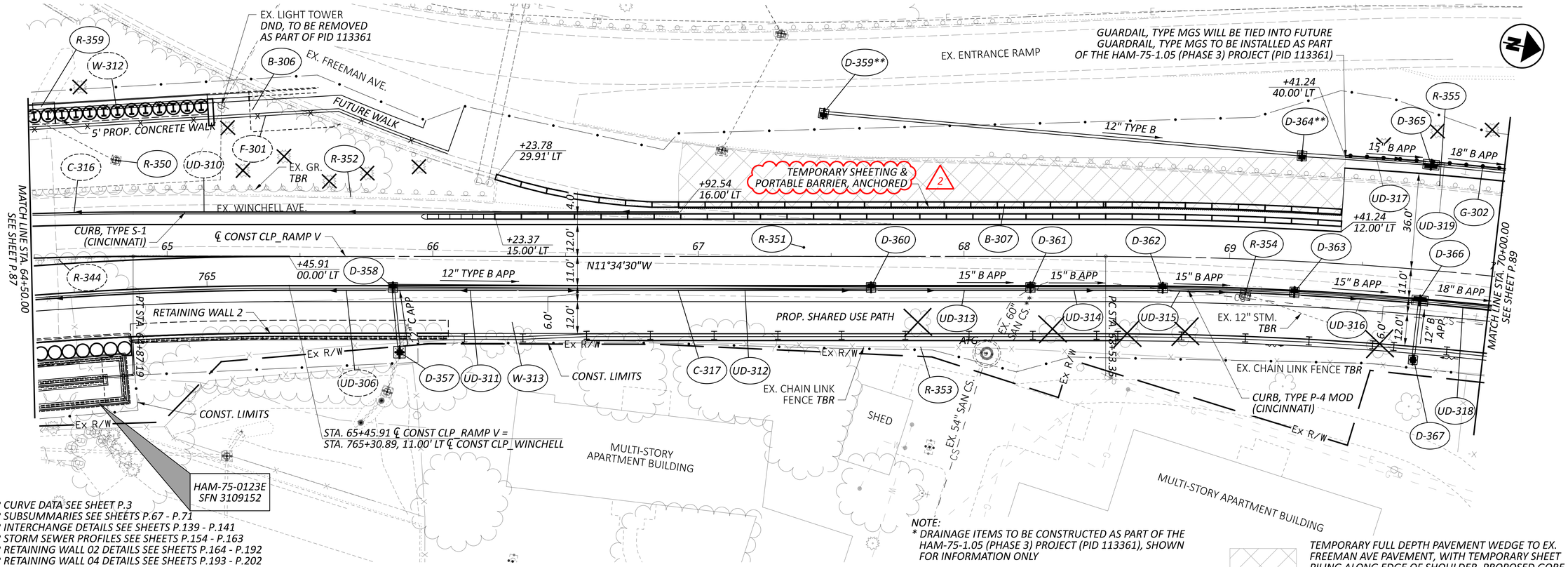
PLAN AND PROFILE - RAMP V
STA. 59+00.00 TO STA. 64+50.00

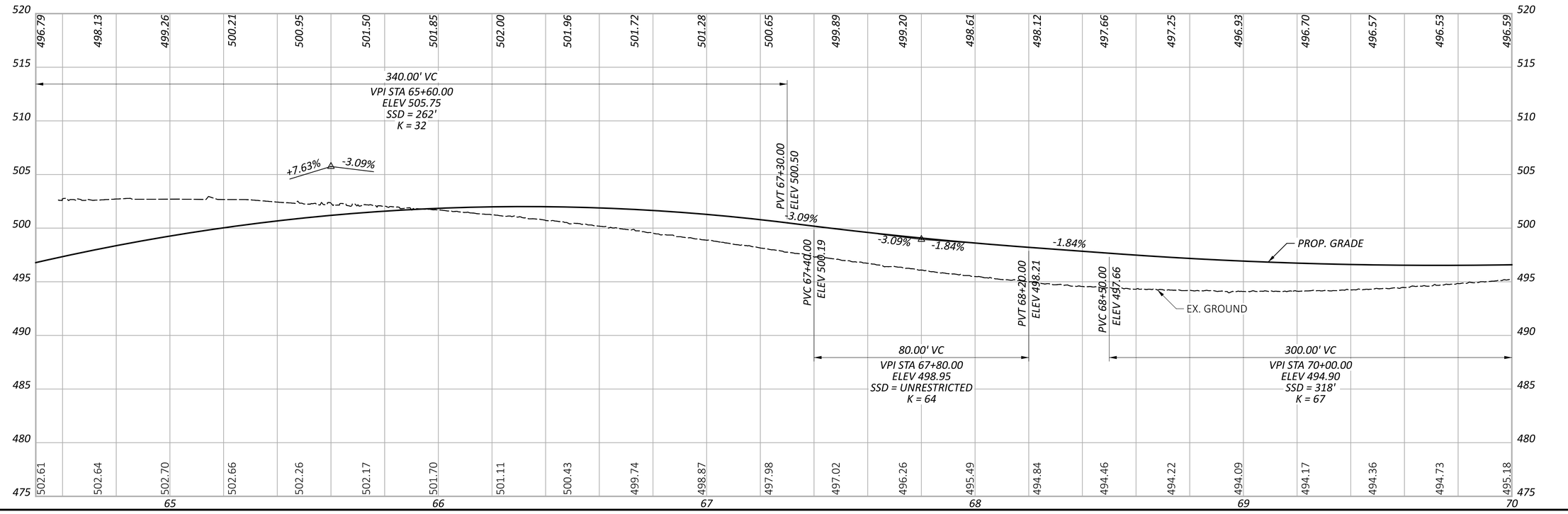
DESIGN AGENCY
STRUCTUREPOINT LLC

DESIGNER	LZS
REVIEWER	KAM 03/03/25
PROJECT ID	122048
SHEET	P.87
TOTAL	P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:38:32 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN AND PROFILE - RAMP V
STA. 64+50.00 TO STA. 70+00.00

DESIGN AGENCY	WSP/EVEN STRUCTUREPOINT INC.
DESIGNER	LZS
REVIEWER	KAM 03/03/25
PROJECT ID	122048
SHEET	P.88
TOTAL	P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:38:53 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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FOR CURVE DATA SEE SHEET P.3
FOR SUBSUMMARIES SEE SHEETS P.67 - P.71
FOR STORM SEWER PROFILES SEE SHEETS P.154 - P.163
FOR NOISE WALL DETAILS SEE SHEETS P.231 - P.242

2 EX HIGH MAST TOWER DND

GUARDRAIL, TYPE MGS

MSG, AA TYPE T

CURB, TYPE S-1 (CINCINNATI)

EX. GR. TBR

℄ CONST CLP RAMP V

PROP. SHARED USE PATH

MATCH LINE STA. 70+00.00 SEE SHEET P.88

EX. 60" SAN CS **

EX. 60" SAN CS

EX. 60" SAN CS

EX. SAN CS

EX. SAN CS

18" B APP

12" B APP

24" B APP

12" CAPP

36.0'

11.0'

C-318 D-368 G-302 R-357 UD-321 +79.92 40.00' LT R-358

+62.28 36.71' LT +80.00 36.00' LT

R-356 UD-319 UD-320 D-369 D-370 D-371 UD-322 UD-323 D-372 UD-324 C-317 UD-318 W-313 DX-1244

72 73 74 75

+00.00 23.00' RT

N04°46'57"E N06°03'08"E

PI STA. 74+61.98 PC STA. 75+13.19

PT STA. 72+62.28

Ex R/W Ex SL Ex SH

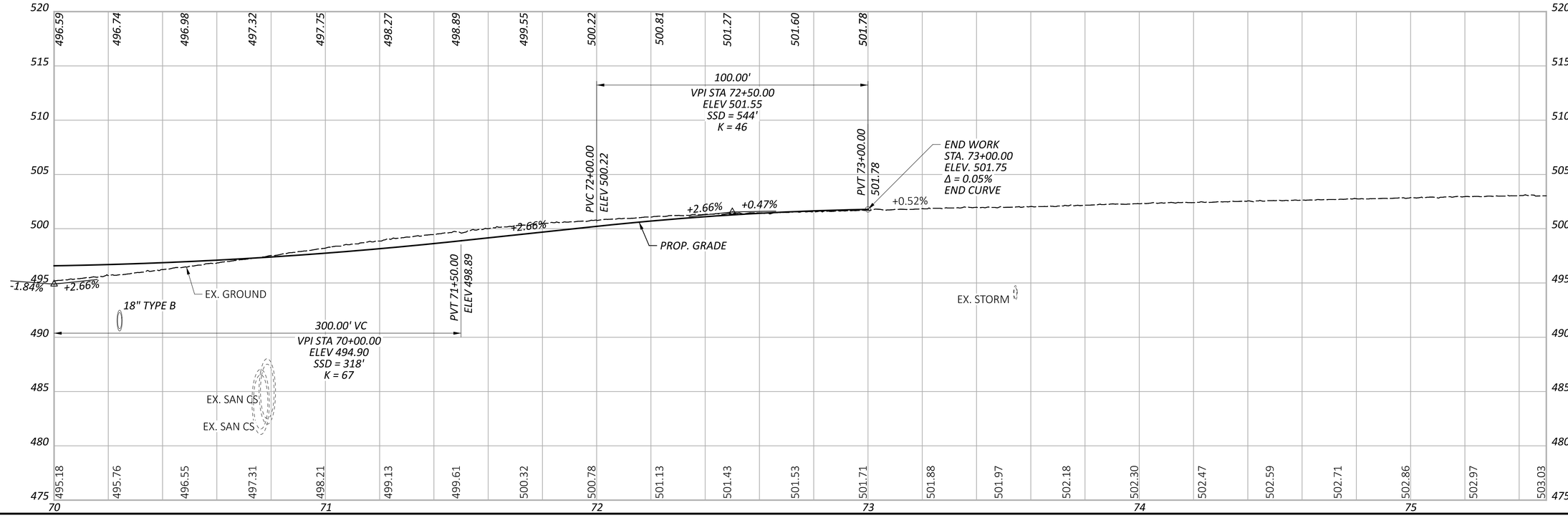
EX. CONCRETE WALK DND

MULTI-STORY APARTMENT BUILDING

CURVE DATA
P.I. = STA. 70+59.21
Δ = 16°21'27" RT
Dc = 04°00'00"
R = 1,432.40'
T = 205.87'
L = 408.94'
E = 14.72'

NOTE:
** DENOTES EXISTING PIPES TO BE CLEANED

HORIZONTAL SCALE IN FEET
0 10 20 40



PLAN AND PROFILE - RAMP V STA. 70+00.00 TO STA. 75+50.00

HAM-IR 75-1.05

DESIGN AGENCY: MORGAN STRUCTUREPOINT INC.
DESIGNER: LZS
REVIEWER: KAM 03/03/25
PROJECT ID: 122048
SHEET: P.89 TOTAL: P.421

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:39:14 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
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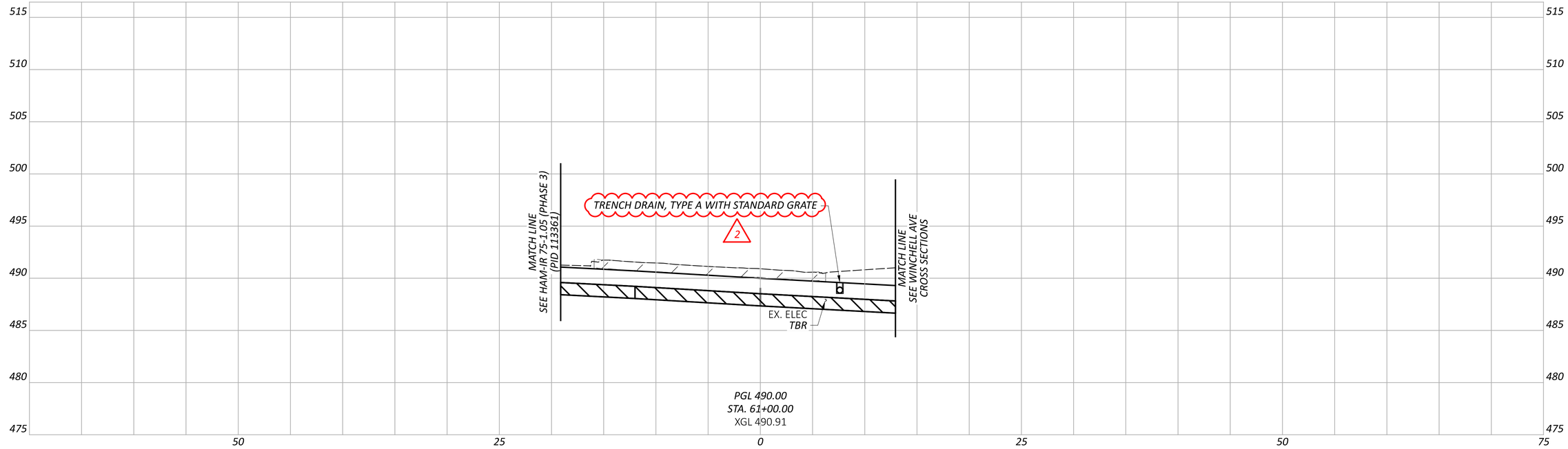
LEGEND

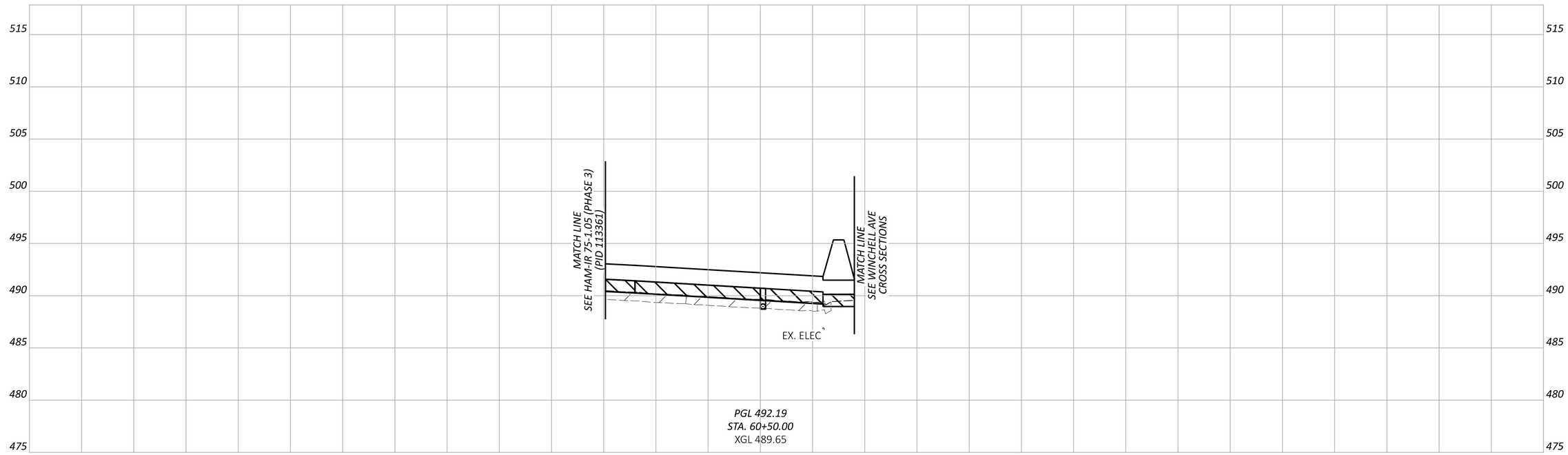
EXISTING PAVEMENT REMOVED

ITEM 204 - 12" GRANULAR MATERIAL, TYPE C

ITEM 206 - 14" CEMENT STABILIZED SUBGRADE

FULL DEPTH PAVEMENT WEDGE





CROSS SECTIONS - RAMP V
STA. 60+50.00 TO STA. 61+00.00

HAM-IR 75-1.05

MODEL: RAMPV - XS006 PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:39:49 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\403-Engineering_StructurePoint\Roadway\Sheets\122048_XS381.dgn

DESIGN AGENCY
STRUCTUREPOINT LLC

DESIGNER
LZS

REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.125 TOTAL P.421

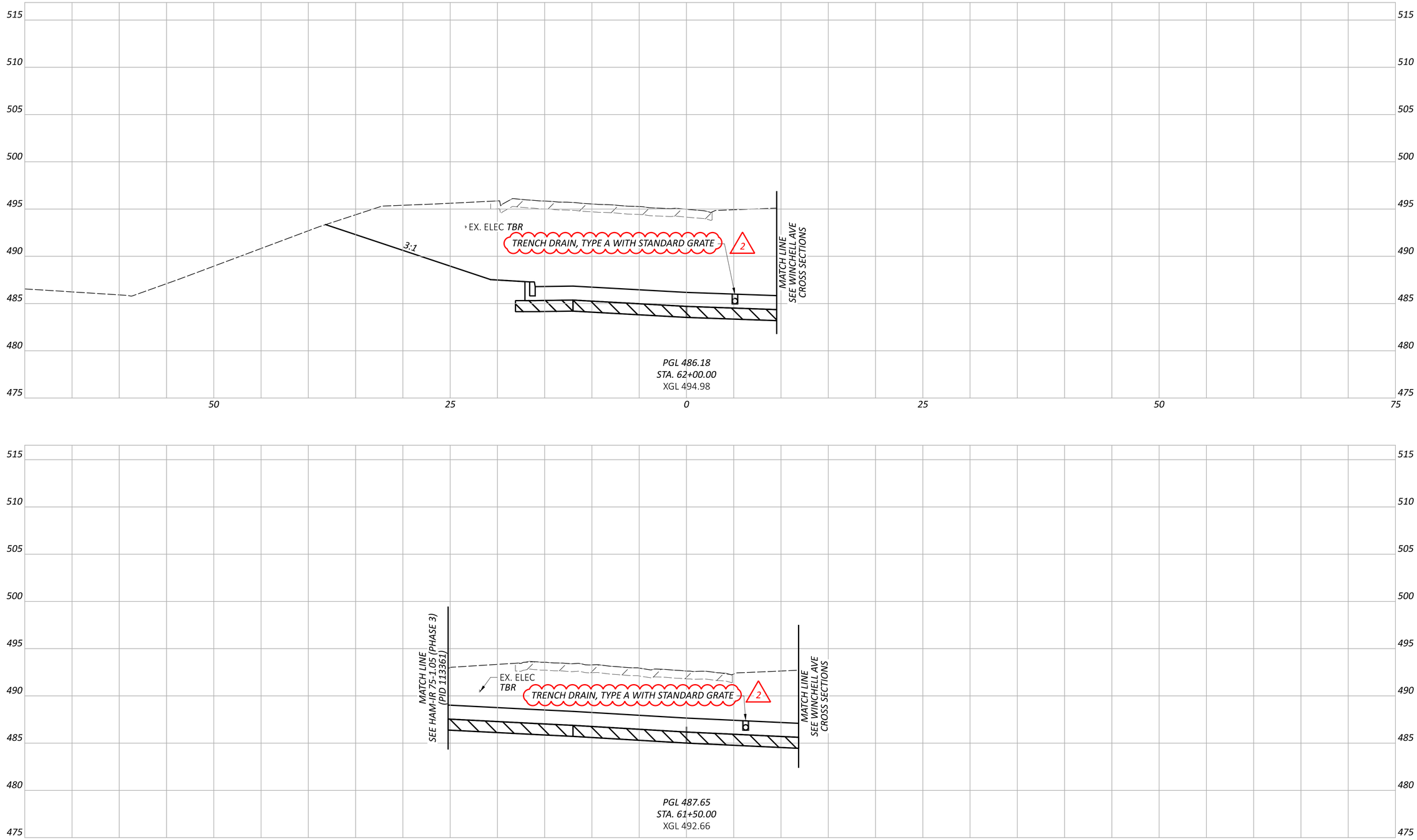
LEGEND

EXISTING PAVEMENT REMOVED

ITEM 204 - 12" GRANULAR MATERIAL, TYPE C

ITEM 206 - 14" CEMENT STABILIZED SUBGRADE

FULL DEPTH PAVEMENT WEDGE



CROSS SECTIONS - RAMP V
STA. 61+50.00 TO STA. 62+00.00

DESIGN AGENCY
WSP/BENTLEY STRUCTUREPOINT INC.

DESIGNER
LZS

REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.126 TOTAL P.421

HAM-IR 75-1.05

MODEL: RAMPV - XS007 PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:42:28 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\403-Engineering_StructurePoint\Roadway\Sheets\122048_XS381.dgn

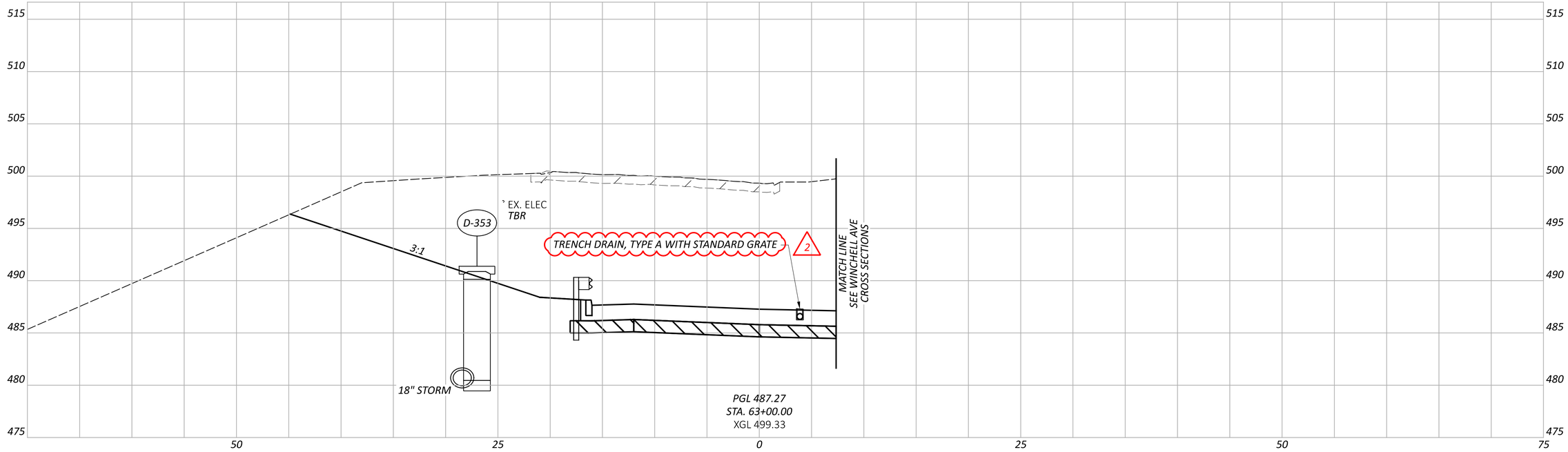
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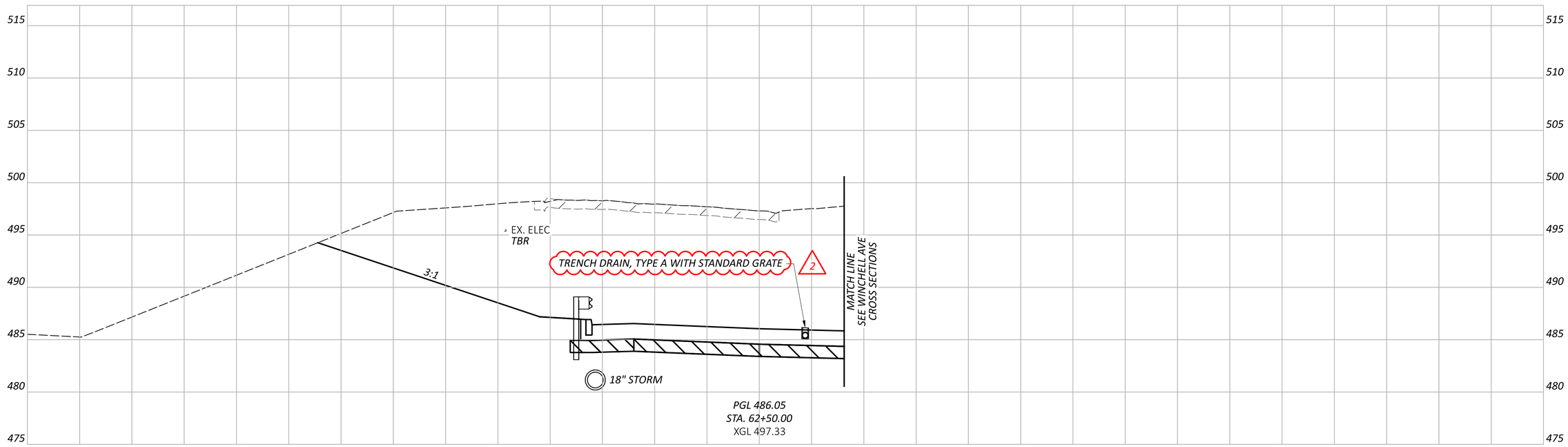
EXISTING PAVEMENT REMOVED

ITEM 204 - 12" GRANULAR MATERIAL, TYPE C

ITEM 206 - 14" CEMENT STABILIZED SUBGRADE

FULL DEPTH PAVEMENT WEDGE





CROSS SECTIONS - RAMP V
STA. 62+50.00 TO STA. 63+00.00

DESIGN AGENCY
WILLIAM STRUCTUREPOINT INC.

DESIGNER
LZS

REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.127 TOTAL P.421

HAM-IR 75-1.05

MODEL: RAMPV - XS008 PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:42:39 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\403-Engineering_StructurePoint\Roadway\Sheets\122048_XS381.dgn

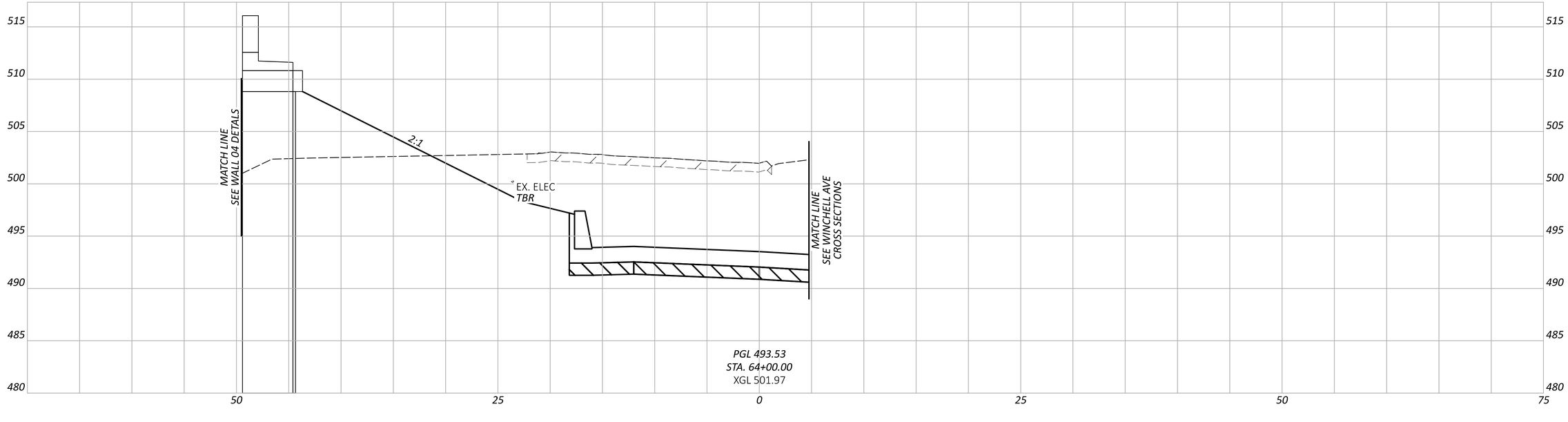
LEGEND

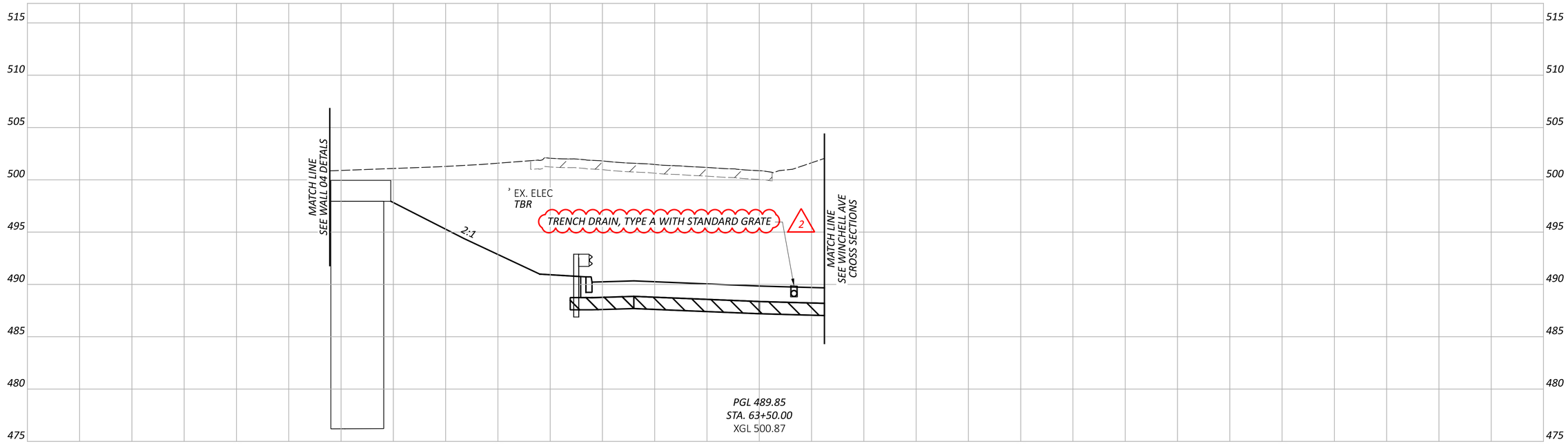
EXISTING PAVEMENT REMOVED

ITEM 204 - 12" GRANULAR MATERIAL, TYPE C

ITEM 206 - 14" CEMENT STABILIZED SUBGRADE

FULL DEPTH PAVEMENT WEDGE





CROSS SECTIONS - RAMP V
STA. 63+50.00 TO STA. 64+00.00

DESIGN AGENCY
STRUCTUREPOINT LLC

DESIGNER	LZS
REVIEWER	KAM 03/03/25
PROJECT ID	122048
SHEET	P.128
TOTAL	P.421

HAM-IR 75-1.05

MODEL: RAMPV - XS009 PAPERSIZE: 34x22 (in.) DATE: 9/15/2025 TIME: 9:42:49 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen_Addendum.tbl USER: pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\403-Engineering_StructurePoint\Roadway\Sheets\122048_XS381.dgn

DRAINAGE CONDUIT DETAILS

REF NO.	CFN	LENGTH (FT)	SIZE	TYPE	SLOPE	UPSTREAM		DOWNSTREAM		NOTES
						STRUCT. REF NO	INVERT ELEV	STRUCT. REF NO	INVERT ELEV	
P-301	N/A	14.00	18"	TYPE C APP (CINCINNATI)	1.00%	D-301	497.09	D-317	496.95	
P-302	N/A	36.00	18"	TYPE B APP (CINCINNATI)	0.80%	D-302	497.38	D-301	497.09	
P-303	N/A	35.00	12"	TYPE B APP (CINCINNATI)	1.75%	D-303	501.50	D-304	500.89	
P-304	N/A	97.00	18"	TYPE B APP (CINCINNATI)	0.70%	D-304	498.06	D-302	497.38	
P-305	N/A	34.00	18"	TYPE B APP (CINCINNATI)	0.30%	D-305	498.16	D-304	498.06	
P-306	N/A	20.00	12"	TYPE B APP (CINCINNATI)	3.00%	D-306	501.28	D-307	500.68	
P-307	N/A	42.00	18"	TYPE B APP (CINCINNATI)	0.30%	D-307	498.29	D-305	498.16	
P-308	N/A	20.00	12"	TYPE B APP (CINCINNATI)	3.00%	D-308	501.15	D-309	500.55	
P-309	N/A	49.00	18"	TYPE B APP (CINCINNATI)	0.30%	D-309	498.44	D-307	498.29	
P-310	N/A	20.00	12"	TYPE B APP (CINCINNATI)	3.00%	D-310	501.43	D-311	500.83	
P-311	N/A	65.00	15"	TYPE B APP (CINCINNATI)	0.50%	D-311	499.01	D-309	498.69	
P-312	N/A	20.00	12"	TYPE B APP (CINCINNATI)	1.00%	D-312	502.18	D-313	501.98	
P-313	N/A	98.00	15"	TYPE B APP (CINCINNATI)	0.50%	D-317	499.50	D-311	499.01	
P-314	N/A	25.00	12"	TYPE B APP (CINCINNATI)	1.00%	D-314	502.11	D-313	501.86	
P-315	N/A	149.00	12"	TYPE B APP (CINCINNATI)	1.15%	D-315	502.28	D-313	500.57	
P-316	N/A	63.00	12"	TYPE C APP (CINCINNATI)	1.00%	D-316	502.16	D-317	501.53	2
P-317A	N/A	5.00	18"	TYPE C APP (CINCINNATI)	1.19%	EX PIPE	492.77	D-317	492.72	CONNECT TO EXIST.
P-317B	N/A	5.00	18"	TYPE C APP (CINCINNATI)	1.19%	D-317	492.72	EX PIPE	492.66	CONNECT TO EXIST.
P-324	N/A	29.00	12"	TYPE C APP (CINCINNATI)	1.00%	D-324	514.28	S-308	513.99	
P-325	N/A	38.00	12"	TYPE B APP (CINCINNATI)	1.43%	D-325	514.78	D-324	514.28	
P-326	N/A	10.00	12"	TYPE B APP (CINCINNATI)	4.78%	D-326	506.62	MATCH EX	506.14	
P-327	N/A	10.00	12"	TYPE B APP (CINCINNATI)	7.09%	D-327	505.07	MATCH EX	505.38	
P-328	N/A	21.00	12"	TYPE B APP (CINCINNATI)	1.00%	D-328	517.26	D-330	517.05	
P-329	N/A	21.00	12"	TYPE B APP (CINCINNATI)	1.00%	D-329	517.26	D-330	517.05	
P-330	N/A	184.00	12"	TYPE B APP (CINCINNATI)	2.25%	D-330	516.05	DX-1381	511.91	
P-1454	N/A	57.00	12"	TYPE B APP (CINCINNATI)	1.00%	DX-1454	501.62	D-304	501.05	
P-1532	N/A	32.00	12"	TYPE B APP (CINCINNATI)	6.63%	DX-1532	504.01	D-302	501.89	
P-1538	N/A	40.00	12"	TYPE B APP (CINCINNATI)	1.00%	DX-1538	500.26	D-309	499.86	

2

2

2

NOTES:

FOR STORM SEWER SUBSUMMARY SEE SHEETS P.70 - P.71
FOR STORM SEWER SCHEMATIC PLAN SEE SHEET P.153
FOR STORM SEWER PROFILES SEE SHEETS P.154 - P.156

DRAINAGE STRUCTURE DETAILS

REF NO.	REFERENCE ALIGNMENT	STATION	OFFSET	SIDE	TYPE	GRATE/RIM ELEV	INVERT ELEV	CONNECTED PIPES					NOTES
								REF NO.		SIZE	INVERT ELEV		
D-301	CLP_COURT	7+00.00	18.00'	LT	CI	505.89	497.09	IN	P-302	18"	497.09	N	
								OUT	P-301	18"	497.09	S	
D-302	CLP_COURT	7+00.00	18.00'	RT	DGIMH	505.89	497.38	IN	P-1532	12"	501.89	N	
								IN	P-304	18"	497.38	W	
								OUT	P-302	18"	497.38	S	
D-303	CLP_COURT	8+00.00	17.13'	RT	CI	505.50	501.50	OUT	P-303	12"	501.50	N	
D-304	CLP_COURT	8+00.00	17.07'	RT	DGIMH	505.51	498.06	IN	P-1454	12"	501.05	NW	
								IN	P-303	12"	500.89	N	
								IN	P-305	18"	498.06	W	
								OUT	P-304	18"	498.06	E	
D-305	CLP_COURT	8+40.00	12.93'	RT	DGIMH	505.41	498.16	IN	P-307	18"	498.16	NW	
								OUT	P-305	18"	498.16	E	
D-306	CLP_COURT	8+85.00	10.00'	LT	CB-6	505.28	501.28	OUT	P-306	12"	501.28	NE	
D-307	CLP_COURT	8+85.00	10.00'	RT	DGIMH	505.28	498.29	IN	P-306	12"	500.68	NW	
								IN	P-309	18"	498.29	SW	
								OUT	P-307	18"	498.29	SE	
D-308	CLP_COURT	9+34.73	10.00'	LT	CB-6	505.15	501.15	OUT	P-308	12"	501.15	NE	
D-309	CLP_COURT	9+34.73	10.00'	RT	DGIMH	505.15	498.44	IN	P-308	12"	500.55	SW	
								IN	P-1538	12"	499.86	N	
								IN	P-311	15"	498.69	NW	
								OUT	P-309	18"	498.44	SE	
D-310	CLP_COURT	10+00.00	10.00'	LT	CB-6	505.43	501.43	OUT	P-310	12"	501.43	E	
D-311	CLP_COURT	10+00.00	10.00'	RT	DGIMH	505.43	499.01	IN	P-310	12"	500.83	W	
								IN	P-313	15"	499.01	NW	
								OUT	P-311	15"	499.01	SE	
D-312	CLP_COURT	11+00.00	20.98'	LT	CB-6	506.18	502.18	OUT	P-312	12"	502.18	E	
D-313	CLP_COURT	11+00.00	0.00'	CL	MH, B	506.58	499.50	IN	P-312	12"	501.98	E	
								IN	P-314	12"	501.86	W	
								IN	P-315	12"	500.57	N	
								OUT	P-313	15"	499.50	S	
D-314	CLP_COURT	11+00.00	25.01'	RT	CI	506.11	502.11	OUT	P-314	12"	502.11	W	
D-315	CLP_WINCHELL	763+10.12	30.67'	RT	DI	506.03	502.28	OUT	P-315	12"	502.28	S	
D-316	CLP_WINCHELL	757+20.00	29.00'	RT	CB-2-2B	505.25	502.16	OUT	P-317	12"	502.16	N	
D-317	CLP_COURT	7+00.00	31.68'	LT	MH, B	507.66	492.72	IN	P-316	12"	501.53	S	
								IN	P-301	18"	496.95	N	
								IN	EX PIPE	18"	492.72	NW	
								OUT	EX PIPE	18"	492.72	SE	
D-324	CLP_LINN	110+33.00	17.00'	LT	CI	518.28	514.28	IN	P-325	12"	514.28	SE	
								OUT	P-324	12"	514.28	W	
D-325	CLP_LINN	110+25.00	17.00'	RT	CI	518.78	514.78	OUT	P-325	12"	514.78	NE	
D-326	CLP_LINN	111+17.00	20.58'	LT	CI	512.90	506.62	OUT	P-326	12"	506.62	NE	
D-327	CLP_LINN	111+47.20	24.28'	RT	CI	511.14	505.07	OUT	P-327	12"	505.07	N	
D-328	CLP_LINN	105+35.00	17.00'	RT	CI	521.26	517.26	OUT	P-328	12"	517.26	SW	
D-329	CLP_LINN	105+35.00	17.00'	LT	CI	521.26	517.26	OUT	P-329	12"	517.26	SE	
D-330	CLP_LINN	105+23.00	0.00'	CL	MH, B	521.11	516.05	IN	P-328	12"	517.05	NE	
								IN	P-329	12"	517.05	NW	
								OUT	P-330	12"	516.05	SW	
DX-1381	CLP_LINN	103+50.50	64.17'	LT	EX INLET	514.72	511.91	IN	P-329	12"	511.91	NE	
								OUT	EX PIPE	12"	511.91	SW	EX. TO REMAIN
DX-1454	CLP_COURT	8+66.43	54.63'	RT	EX MH	507.03	501.62	IN	EX PIPE	12"	501.66	W	EX. TO REMAIN
								OUT	EX PIPE	12"	501.62	S	TBR
								OUT	P-1454	12"	501.62	S	
DX-1532	CLP_COURT	7+14.26	46.63	RT	EX INLET	507.43	504.01	IN	EX PIPE	12"	504.85	NE	EX. TO REMAIN
								OUT	EX PIPE	12"	504.01	SE	TBR
								OUT	P-1532	12"	504.01	SE	
DX-1538	CLP_COURT	9+70.70	29.62'	RT	EX INLET	505.73	500.26	IN	EX PIPE	12"	500.26	N	EX. TO REMAIN
								OUT	EX PIPE	12"	500.26	S	TBR
								OUT	P-1538	12"	500.26	S	
S-308	CLP_LINN	110+20.65	43.60'	LT	MH ATG	PR 520.03	489.80	IN	P-324	12"	513.99	E	
								IN	EX PIPE	18"	490.78	NW	EX. TO REMAIN
								IN	EX PIPE	21"	490.60	SE	EX. TO REMAIN
								IN	EX PIPE	54"	490.17	NE	EX. TO REMAIN
						EX 517.19		OUT	EX PIPE	66"	489.80	SW	EX. TO REMAIN

2

STORM SEWER DATA TABLES

DESIGN AGENCY
MORPHEAN STRUCTUREPOINT LLC

DESIGNER
LZS

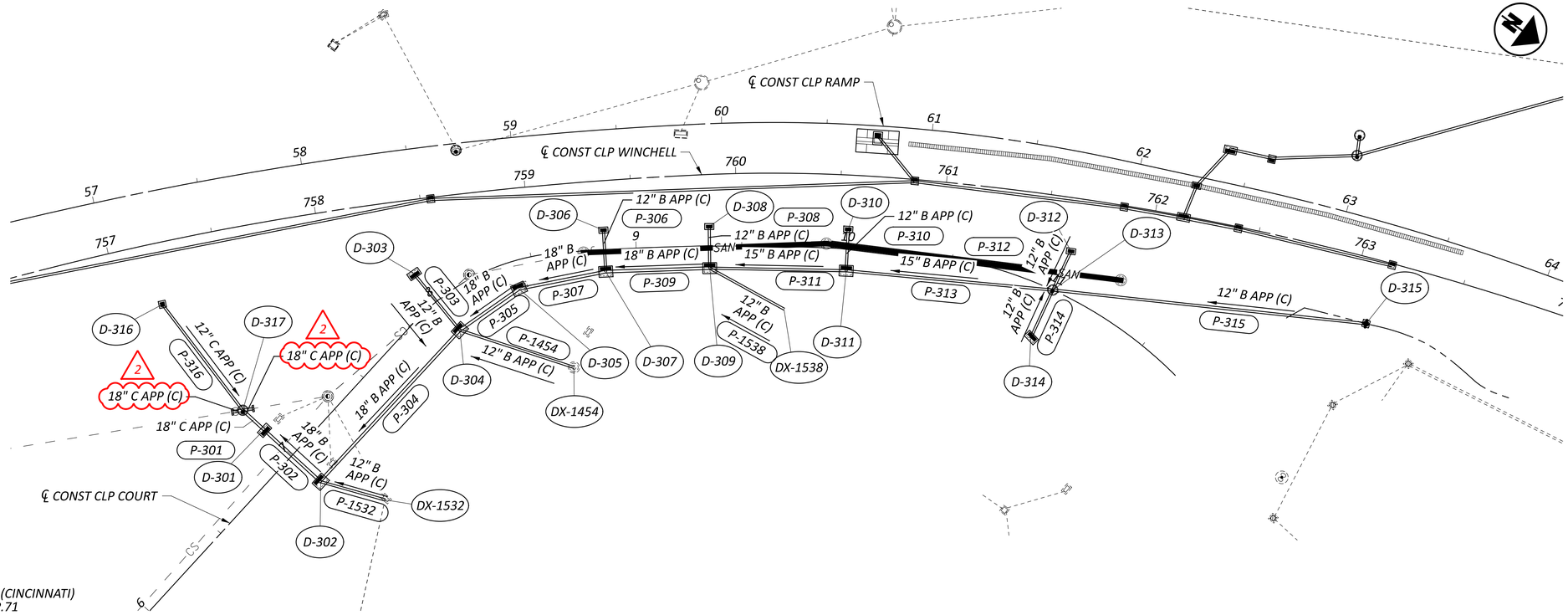
REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.152 | TOTAL P.421

HAM-IR 75-1.05

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NOTES:

"APP (C)" DENOTES ITEM 611 - CONDUIT, AS PER PLAN (CINCINNATI)
FOR STORM SEWER SUBSUMMARY SEE SHEETS P.70 - P.71
FOR STORM SEWER DATA TABLES SEE SHEET P.152
FOR STORM SEWER PROFILES SEE SHEETS P.154 - P.156

HORIZONTAL SCALE IN FEET
0 15 30 60

STORM SEWER SCHEMATIC

HAM-IR 75-1.05

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DESIGN AGENCY
STRUCTUREPOINT LLC

DESIGNER	LZS
REVIEWER	KAM 03/03/25
PROJECT ID	122048
SHEET	P.153
TOTAL	P.421

DRAINAGE CONDUIT DETAILS

REF NO.	CFN	LENGTH (FT)	SIZE	TYPE	SLOPE	UPSTREAM		DOWNSTREAM		NOTES
						STRUCT. REF NO	INVERT ELEV	STRUCT. REF NO	INVERT ELEV	
P-341*	N/A	27.00	12"	TYPE B APP (CINCINNATI)	2.00%	D-341	495.08	D-342	494.54	
P-342*	N/A	215.00	12"	TYPE B APP (CINCINNATI)	1.50%	D-342	494.54	D-343	491.32	
P-343	N/A	229.00	12"	TYPE B APP (CINCINNATI)	2.66%	D-343	491.32	D-344	485.22	
P-344	N/A	100.00	15"	TYPE B APP (CINCINNATI)	3.69%	D-344	484.97	D-346	481.29	
P-345	1998216	31.00	15"	TYPE B APP	4.56%	D-345	486.39	D-344	484.97	
P-346	N/A	28.00	18"	TYPE B APP (CINCINNATI)	0.76%	D-346	481.04	D-347	480.82	
P-347	N/A	17.00	18"	TYPE B APP (CINCINNATI)	0.88%	D-347	480.82	D-350	480.67	
P-348	N/A	26.00	12"	TYPE B APP (CINCINNATI)	1.00%	D-348	481.51	D-347	481.25	
P-349	N/A	75.00	12"	TYPE B APP (CINCINNATI)	3.35%	D-349	484.02	D-348	481.51	
P-350	1998217	21.00	18"	TYPE B APP	0.88%	D-350	480.67	D-351	480.49	
P-351	1998218	20.00	18"	TYPE B APP	0.88%	D-351	480.49	D-352	480.31	
P-352	N/A	40.00	18"	TYPE C APP	0.88%	D-352	480.31	D-353	479.96	
P-353	1998222	140.00	18"	TYPE B APP	0.88%	D-353	479.96	DX-1261	478.73	
P-354	N/A	10.00	18"	TYPE C APP	1.00%	D-353	479.96	D-354	479.86	

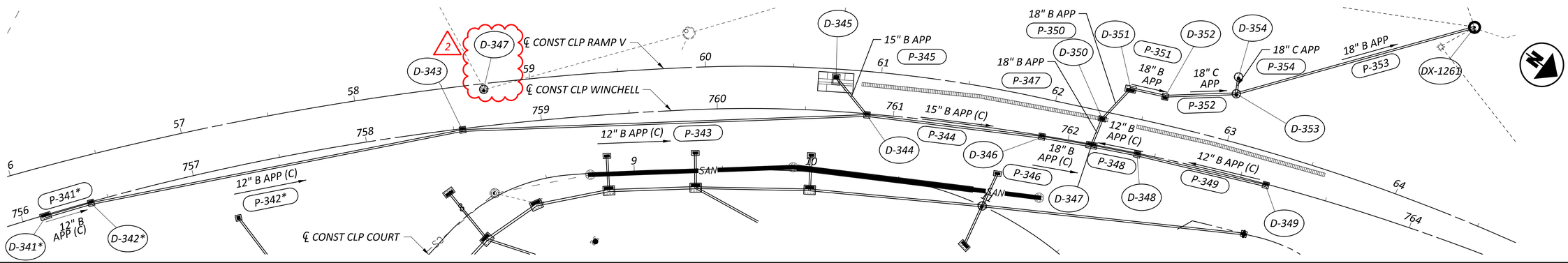
NOTES:

"APP (C)" DENOTES ITEM 611 - CONDUIT, AS PER PLAN (CINCINNATI)
FOR STORM SEWER SUBSUMMARY SEE SHEETS P.70 - P.71
FOR STORM SEWER PROFILES SEE SHEETS P.158 - P.160

* DRAINAGE ITEMS TO BE CONSTRUCTED AS PART OF THE BRENT SPENCE BRIDGE PROJECT (PID 116649), SHOWN FOR INFORMATION ONLY

DRAINAGE STRUCTURE DETAILS

REF NO.	REFERENCE ALIGNMENT	STATION	OFFSET	SIDE	TYPE	GRATE/RIM ELEV	INVERT ELEV	CONNECTED PIPES				NOTES
								REF NO.		SIZE	INVERT ELEV	
D-341*	CLP_WINCHELL	756+13.16	1.00'	RT	CB-3	499.08	495.08	IN UD	6"	495.93 SE		(PID 116649)
								IN UD	6"	495.93 NE		
								OUT P-341	12"	495.08 NW		
D-342*	CLP_WINCHELL	756+40.00	1.00'	RT	CB-3A	499.11	494.54	IN UD	6"	495.96 NW		(PID 116649)
								IN P-341	12"	494.54 SE		
								OUT P-342	12"	494.54 NW		
D-343	CLP_WINCHELL	758+55.00	1.00'	RT	CB-3A	497.1	491.32	IN UD	6"	493.95 SE		
								IN P-342	12"	491.32 SE		
								OUT P-343	12"	491.32 NW		
D-344	CLP_WINCHELL	760+85.00	1.00'	RT	CB-3A	489.22	484.97	IN NPCPP	6"	487.10 E		
								IN UD	6"	486.07 SE		
								IN P-343	12"	485.22 SE		
								IN P-345	15"	484.97 S		
								OUT P-344	15"	484.97 NW		
D-345	CLP_RAMP V	60+74.36	6.00'	RT	I-3C	490.64	486.39	IN UD	6"	487.49 S		
								OUT P-345	15"	486.39 N		
D-346	CLP_WINCHELL	761+85.00	1.00'	RT	CB-3A	485.54	481.04	IN UD	6"	482.39 SE		
								IN P-344	15"	481.29 SE		
								OUT P-346	18"	481.04 NW		
D-347	CLP_WINCHELL	762+13.51	1.00'	RT	CB-3	485.32	480.82	IN UD	6"	482.17 SE		
								IN UD	6"	482.17 NW		
								IN P-348	12"	481.25 NW		
								IN P-346	18"	480.82 SE		
								OUT P-347	18"	480.82 W		
D-348	CLP_WINCHELL	762+40.00	1.00'	RT	CB-3A	485.51	481.51	IN NPCPP	6"	483.40 E		
								IN UD	6"	482.36 NW		
								IN P-349	12"	481.51 NW		
								OUT P-348	12"	481.51 S		
D-349	CLP_WINCHELL	763+15.00	1.00'	RT	CB-3A	488.02	484.02	IN UD	6"	484.87 NW		
								IN NPCPP	6"	484.20 E		
								OUT P-349	12"	484.02 S		
D-350	CLP_RAMP V	62+28.00	4.25'	RT	CB-6	485.81	480.67	IN S-DRAIN	6"	485.81 N		
								IN S-DRAIN	6"	485.81 S		
								IN P-347	18"	480.67 E		
								OUT P-350	18"	480.67 W		
D-351	CLP_RAMP V	62+40.07	16.00'	LT	CB-3	486.21	480.49	IN UD	6"	483.06 N		
								IN UD	6"	483.06 S		
								IN P-350	18"	480.49 E		
								OUT P-351	18"	480.49 NW		
D-352	CLP_RAMP V	62+60.00	16.00'	LT	CB-3A	486.40	480.31	IN UD	6"	483.25 N		
								IN P-351	18"	480.31 S		
								OUT P-352	18"	480.31 NW		
D-353	CLP_RAMP V	62+98.00	27.00'	LT	MH-3	492.13	479.96	IN P-352	18"	479.96 SE		
								OUT P-353	18"	479.96 NW		
D-354	CLP_RAMP V	62+96.80	36.51'	LT	MH-3	493.47	479.86	IN P-354	18"	479.86 E		
2 D-373	CLP_RAMP V	58+73.52	4.02'	RT	MH-3	497.36	483.15	IN EX PIPE	12"	486.19 SW		REPLACE EX CB WITH MH-3
								OUT EX PIPE	18"	483.15 NW		
								IN P-353	18"	478.73 SE		
DX-1261	CLP_RAMP V	64+08.57	104.23'	LT	EX MH	484.64	475.94	IN EX PIPE	15"	479.42 SE		EX. TO REMAIN
								IN EX PIPE	18"	479.17 SW		EX. TO REMAIN
								IN EX PIPE	24"	477.79 S		EX. TO REMAIN
								OUT EX PIPE	36"	475.94 N		EX. TO REMAIN



HORIZONTAL SCALE IN FEET
0 15 30 60

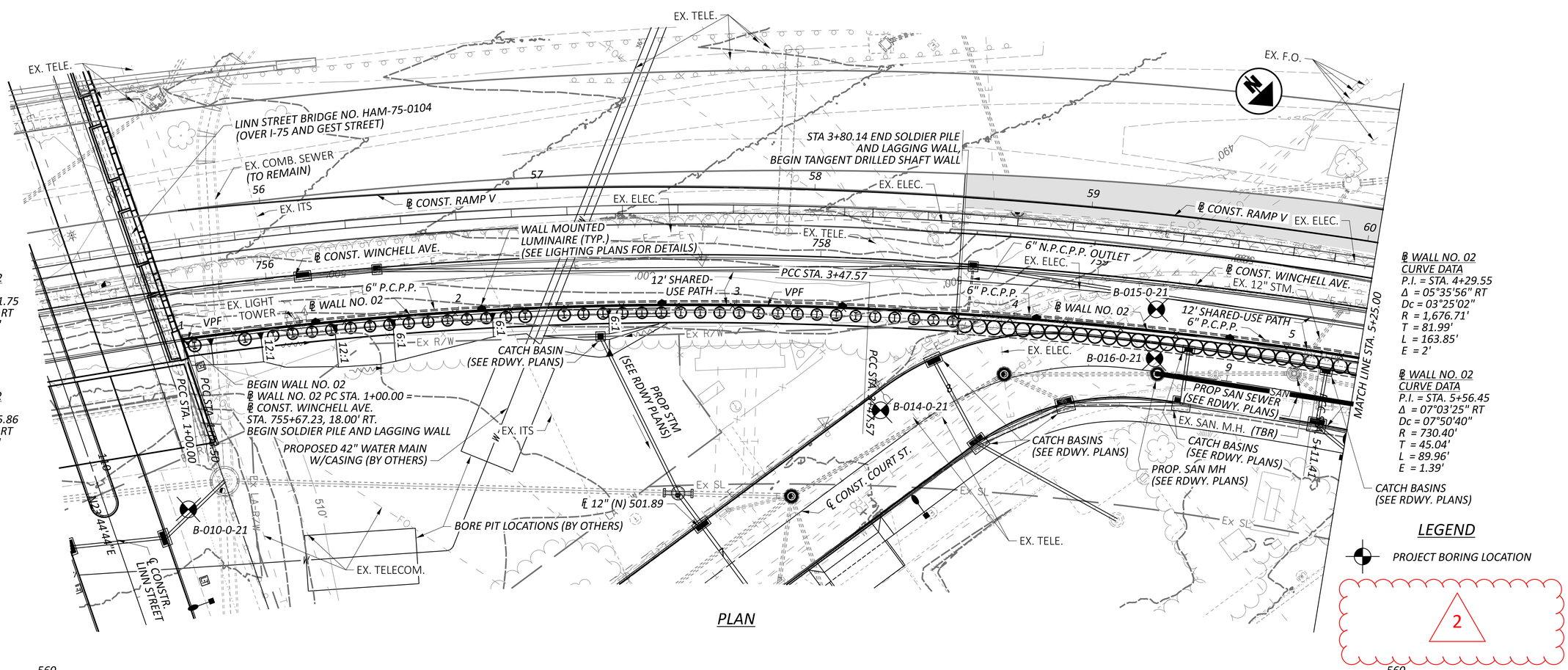
STORM SEWER SCHEMATIC AND DATA TABLES

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

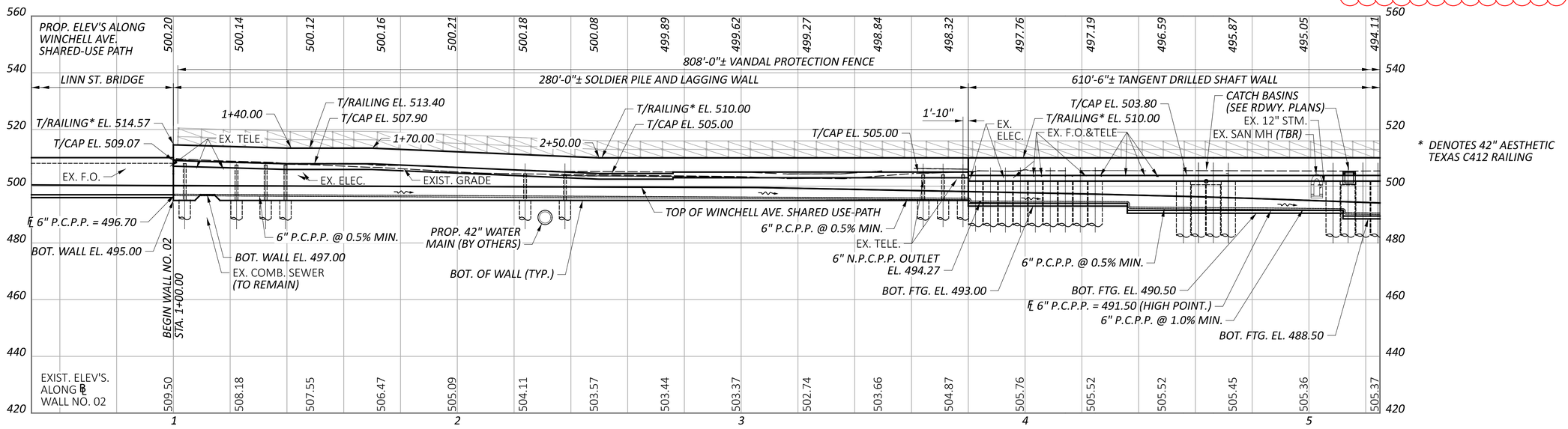
DESIGNER LZS
REVIEWER KAM 03/03/25
PROJECT ID 122048
SHEET P.157 TOTAL P.421

HAM-IR 75-1.05

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PLAN



PROFILE ALONG ℄ WALL NO. 02

℄ WALL NO. 02
CURVE DATA
P.I. = STA. 1+01.75
Δ = 00°07'23" RT
Dc = 03°30'49"
R = 1,630.62'
T = 1.75'
L = 3.5'
E = 0'

℄ WALL NO. 02
CURVE DATA
P.I. = STA. 2+25.86
Δ = 10°13'47" RT
Dc = 04°11'29"
R = 1,367.00'
T = 122.36'
L = 244.07'
E = 5.47'

℄ WALL NO. 02
CURVE DATA
P.I. = STA. 4+29.55
Δ = 05°35'56" RT
Dc = 03°25'02"
R = 1,676.71'
T = 81.99'
L = 163.85'
E = 2'

℄ WALL NO. 02
CURVE DATA
P.I. = STA. 5+56.45
Δ = 07°03'25" RT
Dc = 07°50'40"
R = 730.40'
T = 45.04'
L = 89.96'
E = 1.39'

PLAN AND PROFILE 1 OF 3
RETAINING WALL NO. 02 ALONG WINCHELL AVE.
STA. 1+00.00 TO STA. 5+25.00

HAM-IR75-1.05

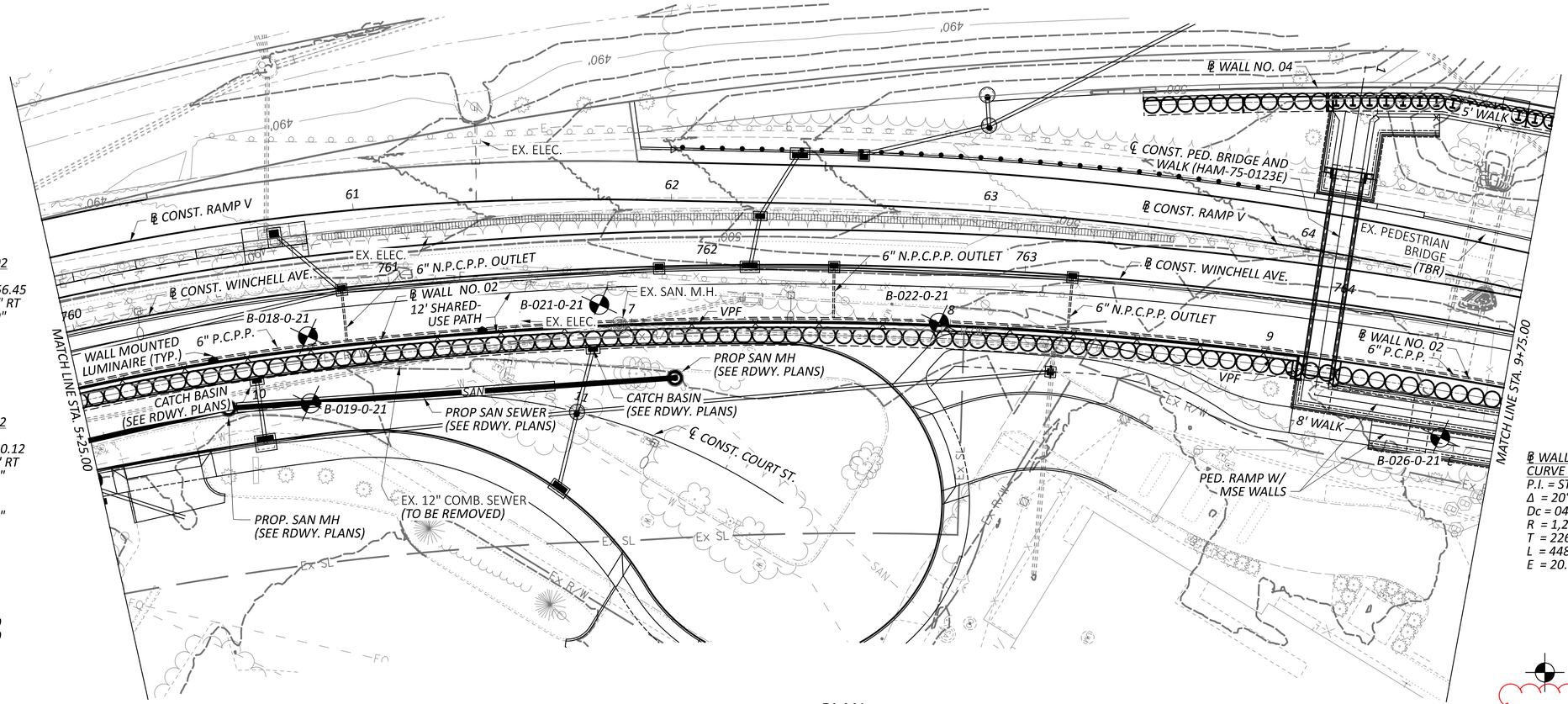
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DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER RJB
REVIEWER BJF 04/10/25
PROJECT ID 122048
SUBSET 1 TOTAL 29
SHEET P.164 TOTAL P.421

℄ WALL NO. 02
CURVE DATA
P.I. = STA. 5+56.45
Δ = 07°03'25" RT
Dc = 07°50'40"
R = 730.40'
T = 45.04'
L = 89.96'
E = 1.39'

℄ WALL NO. 02
CURVE DATA
P.I. = STA. 6+10.12
Δ = 43°17'55" RT
Dc = 03°30'49"
R = 1,630.62'
Ls = 0.00'
Θs = 00°00'00"
LT = 0.00'
ST = 0.00'
Lc = 3.50'
Ts = 510.12'
Es = 77.93'
Emax =
T.S. =
S.C. = 1+00.00
C.S. = 1+03.50
S.T. =



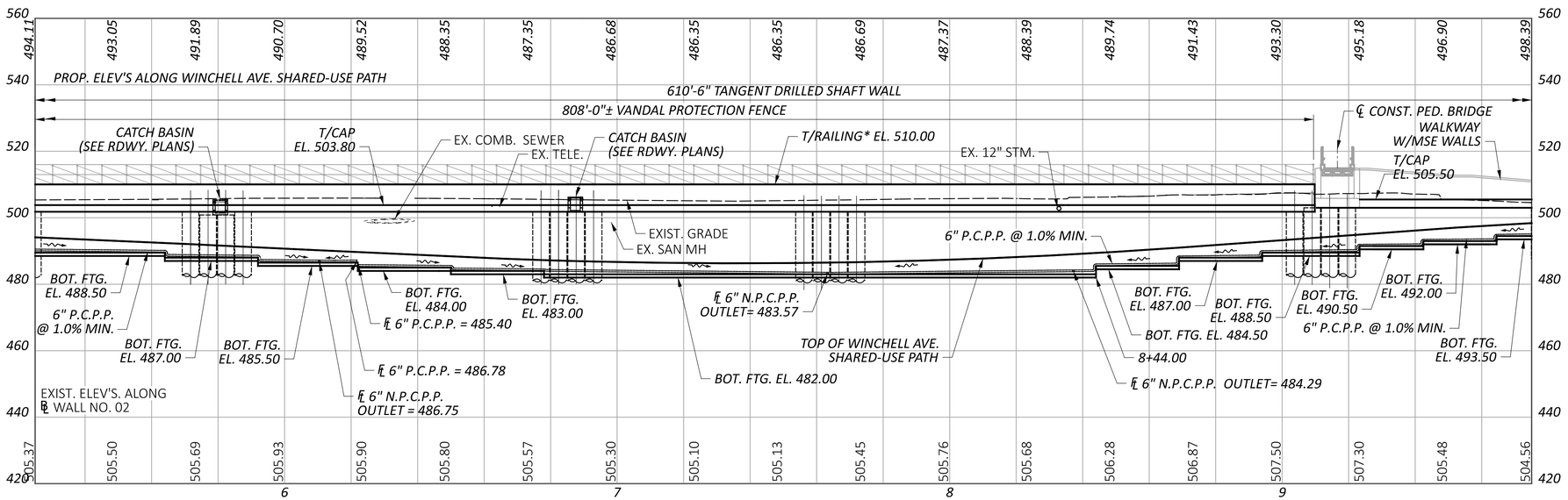
PLAN

℄ WALL NO. 02
CURVE DATA
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Δ = 20°17'25" RT
Dc = 04°31'20"
R = 1,267.00'
T = 226.72'
L = 448.69'
E = 20.12'

LEGEND

PROJECT BORING LOCATION

2



PROFILE ALONG ℄ WALL NO. 02

* DENOTES 42" AESTHETIC TEXAS C412 RAILING

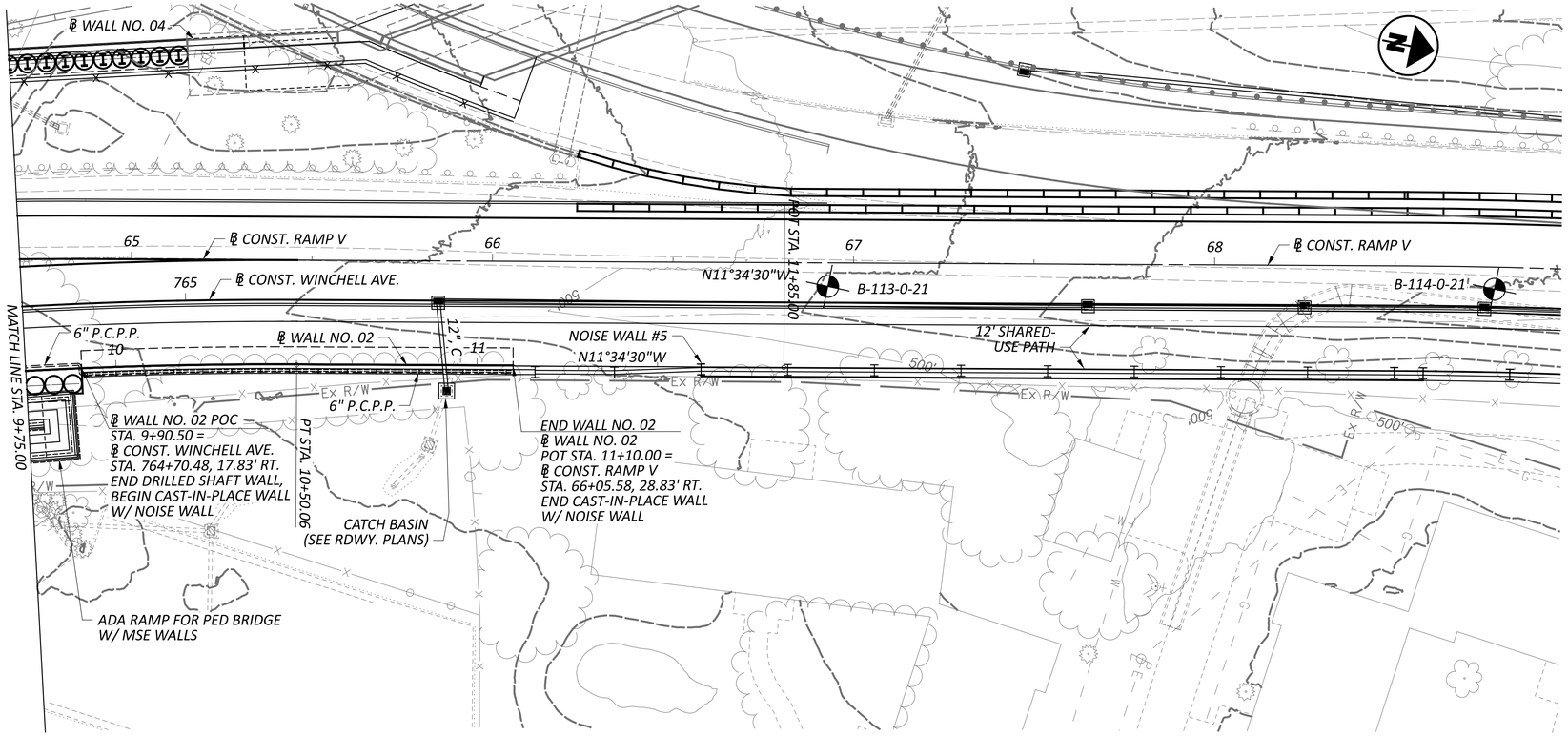
PLAN AND PROFILE 2 OF 3
RETAINING WALL NO. 02 ALONG WINCHELL AVE.
STA. 5+25.00 TO STA. 9+75.00

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

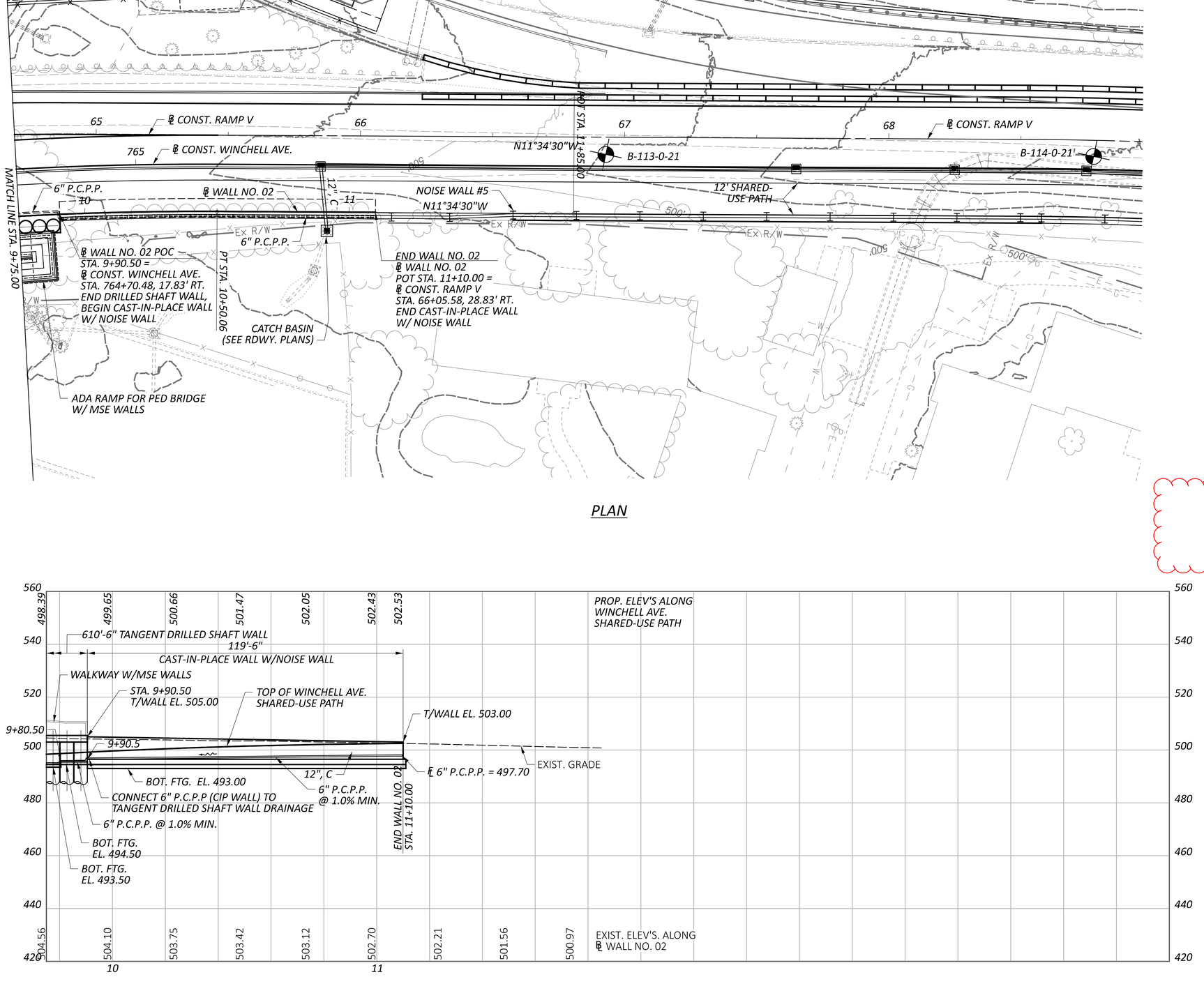
DESIGNER RJB
REVIEWER BJF 04/10/25
PROJECT ID 122048
SUBSET 2 | TOTAL 29
SHEET P.165 | TOTAL P.421

HAM-IR75-1.05

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PLAN



PROFILE ALONG ℄ WALL NO. 02

℄ WALL NO. 02
CURVE DATA
P.I. = STA. 8+28.09
Δ = 20°17'25" RT
Dc = 04°31'20"
R = 1,267.00'
T = 226.72'
L = 448.69'
E = 20.12'

LEGEND

PROJECT BORING LOCATION

2

PLAN AND PROFILE 3 OF 3
RETAINING WALL NO. 02 ALONG WINCHELL AVE.
STA. 9+75.00 TO END

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER RJB
REVIEWER BJF 04/10/25
PROJECT ID 122048
SUBSET 3 | TOTAL 29
SHEET P.166 | TOTAL P.421

HAM-IR75-1.05

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pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\02-Engineering_Palmer\Engineering\Structures\Wall_002\Sheets\122048_002_WP001.dgn

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

VPF-1-24	*REVISED*	*7/19/24*

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:

800	*REVISED*	*7/18/25*
894	*REVISED*	*4/16/21*

2

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, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN ASSUMPTIONS

SOIL UNIT WEIGHT, Y = 120 pcf
ANGLE OF INTERNAL FRICTION, ϕ 30°

DESIGN DATA

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI
(CONCRETE FACING, COPING, WALL CAP AND MOMENT SLAB, CIP WALL AND FOOTING)

CONCRETE CLASS QC SCC - WITH 1" MAX. AGGREGATE SIZE - COMPRESSIVE STRENGTH 4.5 KSI (TEXAS C412 RAILING)

CONCRETE CLASS QC5, WITH 1" MAX. AGGREGATE SIZE - COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFTS)

GALVANIZED STEEL REINFORCEMENT - MIN. YIELD STRENGTH - 60 KSI

GALVANIZED STEEL SOLDIER PILES – ASTM A572 - YIELD STRENGTH 50 KSI

FOUNDATION BEARING RESISTANCE

THE SPREAD FOOTINGS OF THE CAST-IN-PLACE SECTION OF WALL 02, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF (3.7) KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF (5.1) KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS (12.5) KIPS PER SQUARE FOOT.

LATERALLY LOADED DRILLED SHAFTS, 60" TANGENT DRILLED SHAFT WALL - SHAFTS 38-137 AND 142-153

THE MAXIMUM FACTORED LATERAL LOAD AND BENDING MOMENT TO BE SUPPORTED BY EACH DRILLED SHAFT ARE 116 KIPS, AND 989 KIP-FEET, RESPECTIVELY. THESE LOADS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF 1,573 KIP-FEET, AND A MAXIMUM FACTORED SHEAR OF 120 KIPS, WITHIN THE DRILLED SHAFT.

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN

THIS ITEM INCLUDES ANY WALL EXCAVATION OUTSIDE THE EXCAVATION REQUIRED FOR THE ROADWAY FROM THE PROPOSED ROADWAY SURFACE TO THE BOTTOM OF THE WALL FACING.

ITEM SPECIAL - STRUCTURE: PRECONSTRUCTION CONDITION SURVEY

BEFORE PILE DRIVING BEGINS, CONDUCT A CONDITION SURVEY OF ALL EXISTING BUILDINGS, STRUCTURES, SEWERS AND UTILITIES WITHIN 200-FT OF THE PILE DRIVING WORK. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS, STRUCTURES, OR UTILITIES PRIOR TO PILE DRIVING, SO THAT CLAIMS OF DAMAGE CAUSED BY THE PILE DRIVING CAN BE VERIFIED.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO PERFORM OR SUPERVISE THE CONDITION SURVEY. USE A VIBRATION SPECIALIST THAT MEETS THE QUALIFICATION REQUIREMENTS FOR VIBRATION MONITORING.

RECORD THE CONDITION OF EXISTING STRUCTURES, SEWERS AND BUILDING MATERIALS, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT INTERIOR WALLS, CEILINGS, AND FLOORS THAT ARE ACCESSIBLE. INSPECT THE EXTERIOR OF THE BUILDING THAT IS VISIBLE FROM GROUND LEVEL. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.

IF OWNERS, OR OCCUPANTS, FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRECONSTRUCTION CONDITION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT.

SUBMIT THREE COPIES OF THE REPORT TO THE ENGINEER THAT SUMMARIZES THE PRECONSTRUCTION CONDITION OF THE BUILDINGS, STRUCTURES, AND UTILITIES, AND THAT IDENTIFIES AREAS OF CONCERN.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURE: PRECONSTRUCTION CONDITION SURVEY.

ITEM SPECIAL - RETAINING WALL: TIMBER LAGGING

THIS WORK CONSISTS OF FURNISHING AND PLACING TIMBER LAGGING BETWEEN THE SOLDIER PILES BELOW THE EXISTING GROUND SURFACE. FURNISH TIMBER LAGGING CONSISTING OF CONSTRUCTION GRADE, UNTREATED HARDWOOD WITH A MAXIMUM THICKNESS OF 6". TO PERMIT DRAINAGE, PROVIDE 1/4 TO 1/2-INCH SPACES BETWEEN LAGGING BOARDS USING 3/8-INCH SPACER BLOCKS OR OTHER MEANS ACCEPTABLE TO THE ENGINEER.

ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES, W27X258
ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES, W27X178

THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL SOLDIER PILES INTO DRILLED HOLES. FURNISH SOLDIER PILES CONSISTING OF STRUCTURAL STEEL MEMBERS THAT MEET THE PLAN REQUIREMENTS AND CONFORM TO ASTM A572, GRADE 50 IN ACCORDANCE WITH C&MS 711.01. GALVANIZE SOLDIER PILES AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH C&MS 711.02. DO NOT FIELD WELD OR SPLICE STEEL SOLDIER PILES.

THE DEPARTMENT WILL MEASURE SOLDIER PILES ALONG THE AXIS OF THE SOLDIER PILE FROM THE TOP OF WALL ELEVATION TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL PAY FOR SOLDIER PILES AT THE CONTRACT UNIT PRICE PER FOOT FOR ITEM 507, STEEL PILES, MISC.: SOLDIER PILES, W27X258 AND ITEM 507, STEEL PILES, MISC.: SOLDIER PILES, W27X178.

THE CONTRACTOR IS REQUIRED TO CONTACT THE METROPOLITAN SEWER DISTRICT OF GREATER CINCINNATI TO ACCURATELY LOCATE THE EXISTING 66" SANITARY SEWER LINE PRIOR TO INSTALLATION OF SHAFTS AT LOCATIONS 1 AND 2.

THE CONTRACTOR IS REQUIRED TO CONTACT GREATER CINCINNATI WATER WORKS TO ACCURATELY LOCATE THE PROPOSED 42" WATER MAIN PRIOR TO INSTALLATION OF SHAFTS AT LOCATION 16 AND 17.

SHAFTS AT LOCATIONS 1, 2, 16, AND 17 SHALL BE CASED TO AVOID LOSS OF FILL AROUND UTILITY LINES AND THE CASING SHALL BE LEFT IN PLACE.

COSTS ASSOCIATED WITH THE ADDITIONAL REQUIREMENTS STATED IN THIS NOTE (LOCATING SEWER AND FURNISHING AND PLACING CASING) SHALL BE INCLUDED IN THE APPLICABLE ITEM 507 - STEEL PILES, MISC. PAY ITEM.

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION)

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO S1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

GRAFFITI PROTECTION SHALL BE APPLIED TO ALL SURFACES SEALED WITH EPOXY URETHANE SEALANT. GRAFFITI PROTECTION SHALL HAVE A CLEAR FINISH.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

SEAL SURFACES OF THE CAST-IN-PLACE CONCRETE WALL FACING, PILASTERS, RAILING AND COPING AS SHOWN IN THE PLANS WITH AN EPOXY URETHANE SEALER ACCORDING TO C&MS 512. COLOR SHALL BE LIGHT NEUTRAL (FEDERAL STD. #17778).

ITEM 513 - WELDED STUD SHEAR CONNECTORS, AS PER PLAN

WELD HEADED STEEL STUDS TO THE FLANGES OF THE SOLDIER PILE TO CONNECT THE CAST-IN-PLACE CONCRETE WALL FACING TO THE SOLDIER PILE. ATTACH HEADED STUDS ACCORDING TO C&MS 513.22 AND AS SHOWN IN THE PLANS. THE CONTRACTOR MAY ATTACH THE STUDS EITHER BEFORE PLACING THE SOLDIER PILE IN THE DRILLED HOLE OR AFTER EXCAVATING IN FRONT OF THE WALL. PROTECT THE HEADED STUDS FROM DAMAGE UNTIL THE CONCRETE WALL FACING IS POURED. REPAIR OR REPLACE DAMAGED HEADED STUDS AT NO EXPENSE TO THE DEPARTMENT.

ITEM 517 - RAILING MISC.: TEXAS C412 RAILING

THIS WORK CONSISTS OF FURNISHING AND PLACING TEXAS C412 RAIL CONCRETE RAILING AS SPECIFIED IN THE PLANS.

ARCHITECTURAL FORMLINER IS NOT PERMITTED TO CREATE THE SHAPE OF THE RAILING.

USE CONCRETE CLASS QC SCC CONCRETE.

PAYMENT FOR THIS ITEM WILL BE ON A LINEAR FOOT BASIS. THE APPROXIMATE AVERAGE RAILING AREA PER FOOT OF TEXAS RAILING IS 8.7 SQ FT.

ITEM 524 - DRILLED SHAFTS, 42" DIAMETER ABOVE BEDROCK, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE WALLS. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFT. FURNISH AND INSTALL THE DRILLED SHAFTS ACCORDING TO C&MS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.

EXCAVATE THE HOLE FOR THE DRILLED SHAFT WITHIN 3 INCHES OF THE PLAN LOCATION. PLACE THE SOLDIER PILE WITHIN THE HOLE SO IT IS VERTICAL. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT. VERTICAL ALIGNMENT TOLERANCE SHALL BE ± $\frac{1}{8}$" PER FOOT OF DEPTH.

CHECK THE POSITION, THE VERTICAL ALIGNMENT AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES.

FILL THE HOLE ABOVE THE CONCRETE TO THE EXISTING GROUND SURFACE WITH ITEM 613 LOW STRENGTH MORTAR BACKFILL (LSM). LSM BACKFILL SHALL BE INCIDENTAL TO THIS ITEM.

REMOVE CONCRETE AND LSM AS NECESSARY FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE THE LAGGING. WAIT AT LEAST 12 HOURS AFTER PLACING CONCRETE BEFORE PLACING LAGGING.

THE DEPARTMENT WILL MEASURE DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM THE GREATER OF THE EXISTING GROUND SURFACE TO THE BOTTOM OF THE DRILLED SHAFT OR THE BOTTOM OF CAP TO THE BOTTOM OF THE DRILLED SHAFT.

PAYMENT IS FULL COMPENSATION FOR CONSTRUCTING THE DRILLED SHAFTS, INCLUDING FURNISHING AND PLACING CONCRETE AND LSM, AND REMOVAL OF CONCRETE OR LSM FROM AROUND THE SOLDIER PILES IN ORDER TO PLACE LAGGING.

GENERAL NOTES 1 OF 2
RETAINING WALL NO. 02 ALONG WINCHELL AVE.

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER RJB
REVIEWER BJF 04/10/25
PROJECT ID 122048
SUBSET 4 TOTAL 29
SHEET P.167 TOTAL P.421

HAM-IR75-1.05

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pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\402-Engineering_PalmerEngineering\Structures\Wall_002\Sheets\122048_002_WN001.dgn

ITEM 524 - DRILLED SHAFTS, 48" DIAMETER ABOVE BEDROCK, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR SOLDIER PILE WALLS. THE DRILLED SHAFTS ARE REINFORCED WITH SOLDIER PILES INSTEAD OF REINFORCING STEEL CAGES. THE SOLDIER PILES EXTEND ABOVE THE TOP OF THE DRILLED SHAFT. FURNISH AND INSTALL THE DRILLED SHAFTS ACCORDING TO C&MS 524 EXCEPT AS MODIFIED AND SUPPLEMENTED BELOW.

EXCAVATE THE HOLE FOR THE DRILLED SHAFT WITHIN 3 INCHES OF THE PLAN LOCATION. PLACE THE SOLDIER PILE WITHIN THE HOLE SO IT IS VERTICAL. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT. VERTICAL ALIGNMENT TOLERANCE SHALL BE ± ⅛" PER FOOT OF DEPTH.

CHECK THE POSITION, THE VERTICAL ALIGNMENT AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES.

FILL THE HOLE ABOVE THE CONCRETE TO THE EXISTING GROUND SURFACE WITH ITEM 613 LOW STRENGTH MORTAR BACKFILL (LSM). LSM BACKFILL SHALL BE INCIDENTAL TO THIS ITEM.

REMOVE CONCRETE AND LSM AS NECESSARY FROM AROUND THE SOLDIER PILE IN ORDER TO PLACE THE LAGGING. WAIT AT LEAST 12 HOURS AFTER PLACING CONCRETE BEFORE PLACING LAGGING.

THE DEPARTMENT WILL MEASURE DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM THE GREATER OF THE EXISTING GROUND SURFACE TO THE BOTTOM OF THE DRILLED SHAFT OR THE BOTTOM OF CAP TO THE BOTTOM OF THE DRILLED SHAFT.

2

STEEL CASING TO EXTEND 5'-0" BELOW THE BOTTOM OF THE SEWER LINE AND WATER LINE.

PAYMENT IS FULL COMPENSATION FOR CONSTRUCTING THE DRILLED SHAFTS, INCLUDING FURNISHING AND PLACING CONCRETE AND LSM, REMOVAL OF CONCRETE OR LSM FROM AROUND THE SOLDIER PILES IN ORDER TO PLACE LAGGING, AND FURNISHING AND PLACING STEEL CASING FOR SHAFTS 1, 2, 16, AND 17.

ITEM 524 - DRILLED SHAFTS, 60" DIAMETER ABOVE BEDROCK, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR WALL NO. 02. THE DRILLED SHAFTS ARE REINFORCED WITH REINFORCING STEEL CAGES. DRILLED SHAFT REINFORCING STEEL SHALL BE GALVANIZED. FURNISH AND INSTALL THE DRILLED SHAFTS ACCORDING TO C&MS 524.

EXCAVATE THE HOLE FOR THE DRILLED SHAFT WITHIN 3 INCHES OF THE PLAN LOCATION. VERTICAL ALIGNMENT TOLERANCE SHALL BE ± ⅛" PER FOOT OF DEPTH.

THE DEPARTMENT WILL MEASURE DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM THE GREATER OF THE EXISTING GROUND SURFACE TO THE BOTTOM OF THE DRILLED SHAFT OR THE BOTTOM OF CAP TO THE BOTTOM OF THE DRILLED SHAFT.

THIS ITEM SHALL ALSO INCLUDE FOR PAYMENT REINFORCING STEEL, THE 12" AUGERED HOLE, THE #8 STONE PLACED IN THE AUGERED HOLE BETWEEN THE SHAFTS, AND THE 2" DIAMETER NON-PERFORATED PIPE DRAINING THE #8 STONE COLUMN.

CONCRETE WALL FACING

THE CONCRETE WALL FACING ALONG THE CURVED PORTIONS OF THE WALL ALIGNMENT SHALL BE FORMED CURVED AND NOT ALONG THE CHORDS OF THE SOLDIER PILES/SHAFTS.

ITEM 530 SPECIAL - RETAINING WALL, PRECAST CONCRETE LAGGING

THIS WORK CONSISTS OF FURNISHING AND PLACING PRECAST REINFORCED CONCRETE PANELS BETWEEN THE SOLDIER PILES TO FUNCTION AS LAGGING FOR THE RETAINING WALL AT THE SPECIFIC LOCATIONS SHOWN IN THE PLANS. PROVIDE PRECAST CONCRETE LAGGING FROM A PRECAST CONCRETE MANUFACTURER CERTIFIED ACCORDING TO SUPPLEMENT 1073. PROVIDE CLASS QC 1 CONCRETE ACCORDING TO C&MS 499. PROVIDE EPOXY COATED REINFORCING STEEL ACCORDING TO C&MS 709.00. IN LIEU OF EPOXY COATING, A CORROSION INHIBITING CONCRETE ADMIXTURE MAY BE USED AT THE SPECIFIED DOSAGE RATE. A QUALIFIED PRODUCT LIST OF CORROSION INHIBITING ADMIXUTRES IS ON FILE AT THE LABORATORY. MANUFACTURERS SHOULD RECOGNIZE THAT THE CORROSION INHIBITOR MAY AFFECT THE STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE MANUFACTURER'S CHOICE TO USE ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING ALL DESIGN REQUIREMENTS. DO NOT ALLOW THE DIMENSIONS OF THE LAGGING OR LOCATION OF THE REINFORCING STEEL TO VARY BY MORE THAN 1/4-INCH. CAST THREADED INSERTS INTO THE TOP OF EACH PANEL FOR LIFTING AND PLACING.

FILL ALL CAVITIES PRODUCED BY FORM TIES AND OTHER SINGLE DEFECTS OR DEFECTED AREAS WITH A PREQUALIFIED TROWELABLE MORTAR IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 843.02 AND 843.06. LIKEWISE FILL CAVITIES FOR LIFTING INSERTS IN THE TOP ROW OF PRECAST CONCRETE LAGGING PANELS. PROVIDE A BROOM/ BRUSH FINISH TO ALL TROWELABLE MORTAR PATCHES. CURE THE TROWELABLE MORTAR ACCORDING TO SUPPLEMENTAL SPECIFICATION 843.07. AIR DRY FOR AT LEAST 10 DAYS AFTER COMPLETION OF THE MANUFACTURER'S RECOMMENDED CURE TIME FOR TROWELABLE MORTAR. BRUSH ABRASIVE BLAST, FOLLOWED BY AIR BROOMING OR POWER SWEEPING, TO REMOVE DUST AND SAND FROM THE SURFACE AND OPENED PORES.

FINISH THE FACES OF THE PRECAST CONCRETE LAGGING PANELS THAT WILL NOT BE EXPOSED TO A UNIFORM SURFACE, FREE OF OPEN POCKETS OF AGGREGATE. FINISH THE EXPOSED FACE OF THE PANELS TO A SMOOTH SURFACE.

PERMANENTLY MARK EACH PRECAST CONCRETE LAGGING PANEL TO INDICATE WHICH FACE WILL BE PLACED AGAINST THE SOIL. PLACE THE PANEL BETWEEN THE FLANGES OF THE SOLDIER PILES AND BEARING AGAINST THE FLANGES ON THE EXPOSED SIDE OF THE WALL SO THAT THE SOLDIER PILE FLANGE OVERLAPS THE END OF THE LAGGING BY AT LEAST 3 INCHES AT BOTH ENDS OF THE LAGGING PANEL.

HANDLE, STORE, AND SHIP THE PRECAST CONCRETE LAGGING PANELS TO AVOID CHIPPING, CRACKING AND FRACTURING THE PANELS. SUPPORT THE PANELS ON FIRM BLOCKING WHILE STORING AND SHIPPING. DO NOT SHIP PANELS UNTIL CONCRETE HAS ATTAINED A MINIMUM 3000 PSI COMPRESSIVE STRENGTH. SUBMIT SHIPMENT DOCUMENTATION TO THE ENGINEER AS THE PANELS ARE DELIVERED TO THE PROJECT, INCLUDING THE PRECASTER'S RECORD OF FINAL INSPECTION, THE MEASUREMENTS AND TOLERANCES, STRENGTH, AND DIMENSIONS OF EACH PANEL, ALONG WITH THE TE-24 SHIPPING DOCUMENT.

INSPECT ALL PRECAST CONCRETE LAGGING PANELS AND REJECT PANELS HAVING ANY OF THE FOLLOWING:

- DEFECTS THAT INDICATE IMPERFECT MOLDING.
- DEFECTS THAT INDICATE HONEYCOMBED OR OPEN TEXTURE CONCRETE.
- DEFECTS IN THE PHYSICAL CHARACTERISTICS OF THE CONCRETE, OR DAMAGE TO THE SEALING OF CONCRETE SURFACE TREATMENT OR TO AESTHETIC SURFACE TREATMENTS.
- CONCRETE CHIPS OR SPALLS THAT ARE LARGER THAN 4 INCHES WIDE OR 2 INCHES DEEP. REPAIR ALL CHIPS AND SPALLS THAT ARE SMALLER.
- STAINED FORM FACES, DUE TO FORM OIL, CURING, OR OTHER CONTAMINANTS.
- SIGNS OF AGGREGATE SEGREGATION.
- CRACKS WIDER THAN 0.01 INCHES, PENETRATING MORE THAN 1 INCH OR LONGER THAN 20 PERCENT OF THE LENGTH OF THE FACE CONTAINING THE CRACK. REPAIR ALL CRACKS THAT ARE SMALLER.
- PANELS THAT DO NOT MEET THE SPECIFIED DIMENSIONAL TOLERANCES.
- UNUSABLE LIFTING INSERTS.
- EXPOSED REINFORCING STEEL.
- INSUFFICIENT CONCRETE COMPRESSIVE STRENGTH.

EITHER REPLACE DAMAGED PRECAST CONCRETE LAGGING PANELS OR DOCUMENT THE DAMAGE AND PROPOSE TO THE ENGINEER A REPAIR METHOD FOR THE DAMAGED PANEL; PERFORM REPAIRS WITH THE ACCEPTANCE OF THE ENGINEER. PROVIDE ACCEPTABLE REPLACEMENT PANELS FOR ANY THAT ARE REJECTED.

WHEN INSTALLING THE PRECAST CONCRETE LAGGING PANELS, PLACE HARDWOOD WEDGES NEAR THE TOP AND BOTTOM ON EACH SIDE TO HOLD THE LAGGING PANELS AGAINST THE FRONT INSIDE FLANGE OF THE STEEL PILES.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIAL REQUIRED TO FABRICATE, TRANSPORT, AND INSTALL THE PRECAST CONCRETE LAGGING PANELS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR ITEM 530 SPECIAL - RETAINING WALL, PRECAST CONCRETE LAGGING.

ITEM 607 - VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN

PROVIDE 6' STRAIGHT VANDAL PROTECTION FENCE (PS-2 OF STANDARD DRAWING VPF-1-24) WITH THE FOLLOWING EXCEPTIONS:

1.) USE NON-STANDARD BASE PLATES AS DETAILED ON SHEET 25 /29. BASE PLATES SHALL BE 50 KSI GALVANIZED STEEL.

2.) PVC COATING SHALL BE BLACK IN COLOR CLOSELY APPROACHING FEDERAL COLOR NUMBER 17038.

VANDAL FENCE POSTS, RAILS, BASE PLATES, ANCHOR BOLTS, AND ANY OTHER VANDAL FENCE ITEMS NOT RECIEVING A PVC COATING SHALL BE GALVANIZED AS NOTED IN THE STANDARD DRAWING AND TOPCOATED WITH AN ORGANIC COATING PER THE REQUIREMENTS OF AASHTO M181 FOR GRADE 2 POSTS. THE TOPCOAT COLOR SHALL MATCH THE PVC COATING COLOR.

PAYMENT FOR THIS WORK INCLUDES ALL MATERIALS, LABOR, EQUIPMENT, AND ANY MISCELLANEOUS APPURTENANCES NECESSARY TO COMPLETE INSTALLATION ACCORDING TO THE STANDARD DRAWING, PLANS, AND THIS PLAN NOTE.

ITEM 840 - AESTHETIC SURFACE TREATMENT

USE CONCRETE FORM LINERS TO CREATE AESTHETIC SURFACE TREATMENT ON THE MSE WALL FACING PANELS. THE FORM LINER SHALL BE PATTERN 1107, MISSION FLUTE FROM SPEC FORMLINERS, INC. OR APPROVED EQUAL. THE FORM LINER RELIEF DEPTH SHALL BE 1.5". FABRICATE AND INSTALL THE MSE WALL PANELS SUCH THAT THE VERTICAL FINS AND VALLEYS IN THE FRACTURE FIN AESTHETIC TREATMENT ALIGN VERTICALLY ACROSS ADJACENT PANELS FROM THE TOP OF THE WALL TO THE BOTTOM OF THE WALL. USE THE SAME FRACTURED FIN PATTERN ON ALL WALLS ON THE PROJECT.

FORM LINERS SHALL BE CAPABLE OF WITHSTANDING ANTICIPATED CONCRETE POUR PRESSURES WITHOUT LEAKAGE OR CAUSING PHYSICAL DEFECTS. FORM LINERS SHALL BE REMOVABLE WITHOUT CAUSING CONCRETE SURFACE DAMAGE. USE FORM RELEASE PRODUCT AS RECOMMENDED BY THE FORM LINER MANUFACTURER. USE MANUFACTURER'S APPLICATION RATES AND ALL OTHER MANUFACTURER'S INSTRUCTIONS. FORM RELEASE PRODUCT SHALL BE FULLY COMPATIBLE WITH THE FORM LINER MATERIAL AND EPOXY-URETHANE SEALER TO BE APPLIED TO THE FINISHED SURFACES.

ALIGN THE FORM LINER PATTERNS ACROSS ALL JOINTS BETWEEN CONCRETE FACING.

FORM LINERS SHALL EXTEND TO A MINIMUM OF 1'-0" BELOW THE PROPOSED GROUND OR SIDEWALK SURFACE AT THE FRONT FACE OF THE WALL. FORM LINERS MAY EXTEND LOWER BUT THE PAY LIMITS SHALL BE 1'-0" BELOW THE PROPOSED GROUND OR SIDEWALK SURFACE.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM 840 - AESTHETIC SURFACE TREATMENT, WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM AS SPECIFIED ABOVE AND IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 894 - THERMAL INTEGRITY PROFILER (T.I.P.) TEST

PERFORM INTEGRITY TESTING ON 1 OF THE DRILLED SHAFT 139 OR 140 AT THE FORWARD ABUTMENT OF SFN 3109152 BY THERMAL INTEGRITY PROFILING (TIP). PERFORM TIP TESTING PER ASTM D7949, "STANDARD TEST METHODS FOR THERMAL INTEGRITY PROFILING OF CONCRETE DEEP FOUNDATIONS," METHOD B, AND PER THE PROJECT SPECIAL PROVISIONS.

PLAN ABBREVIATIONS

ABUT.	ABUTMENT
BF	BACK FACE (BACKFILL SIDE)
BRG.	BEARING
C/C	CENTER TO CENTER
C.J.	CONSTRUCTION JOINT
DIA.	DIAMETER
EL.	ELEVATION
EF	EACH FACE
EQ. SPA.	EQUALLY SPACED
F.A.	FORWARD ABUTMENT
FF	FRONT FACE (CREEK SIDE)
MAX.	MAXIMUM
MIN.	MINIMUM
N.P.C.P.P.	NON-PERFORATED CORRUGATED PLASTIC PIPE
O/O	OUT TO OUT
PEJF	PREFORMED EXPANSION JOINT FILLER
P.C.P.P.	PERFORATED CORRUGATED PLASTIC PIPE
R.A.	REAR ABUTMENT
SPA.	SPACE, SPACES, SPACED
STA.	STATION
T.O.S.	TOP OF SLOPE
TYP.	TYPICAL

GENERAL NOTES 2 OF 2
RETAINING WALL NO. 02 ALONG WINCHELL AVE.

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER RJB
REVIEWER BJF 04/10/25
PROJECT ID 122048
SUBSET 5 TOTAL 29
SHEET P.168 TOTAL P.421

HAM-IR75-1.05

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ESTIMATED QUANTITIES

CALC: TES | DATE: 08/15/2025
CHECK: CVK | DATE: 08/15/2025

ITEM	ITEM EXT.	PLAN SPLIT 01/IMS/03	TOTAL	UNIT	DESCRIPTION	SHEET
503	11101	LS	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	7/29
503	21301	LS	LS		UNCLASSIFIED EXCAVATION, AS PER PLAN	
507	00400	813	813	FT	STEEL PILES, MISC.: SOLDIER PILES, W27X178	
507	00400	179	179	FT	STEEL PILES, MISC.: SOLDIER PILES, W27X258	
509	26000	176174	176174	LB	GALVANIZED STEEL REINFORCEMENT	
510	10000	1,677	1,677	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
511	46012	880	880	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING	
511	46512	123	123	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	
511	53010	475	475	CY	CLASS QC1 CONCRETE, MISC.: SHAFT CAP WITH QC/QA	
511	53010	253	253	CY	CLASS QC1 CONCRETE, MISC.: MOMENT SLAB WITH QC/QA	
512	10000	2,229	2,229	SY	SEALING OF CONCRETE SURFACES	
512	10001	2,229	2,229	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	4/29
512	33000	10	10	SY	TYPE 2 WATERPROOFING	
513	20001	574	574	EACH	WELDED STUD SHEAR CONNECTORS, AS PER PLAN	4/29
516	13600	488	488	SF	1" PREFORMED EXPANSION JOINT FILLER	
517	76300	810	810	FT	RAILING, MISC.: TEXAS RAILING	
518	20000	237	237	SY	PREFABRICATED GEOCOMPOSITE DRAIN	
518	21200	160	160	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
518	39900	72	72	FT	4" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
518	40000	1,010	1,010	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
518	40010	80	80	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
524	94803	807	807	FT	DRILLED SHAFTS, 42" DIAMETER, ABOVE BEDROCK, AS PER PLAN	4/29
524	94903	181	181	FT	DRILLED SHAFTS, 48" DIAMETER ABOVE BEDROCK, AS PER PLAN	5/29
524	94915	5,260	5,260	FT	DRILLED SHAFTS, 60" DIAMETER, ABOVE BEDROCK, AS PER PLAN	5/29
SPECIAL	53000200	LS	LS		STRUCTURES: PRECONSTRUCTION CONDITION SURVEY	
SPECIAL	53051010	288	288	SF	RETAINING WALL, PRECAST CONCRETE LAGGING	
SPECIAL	53051020	2,104	2,104	SF	RETAINING WALL, TIMBER LAGGING	
607	39901	809	809	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN	5/29
840	26050	8,401	8,401	SF	AESTHETIC SURFACE TREATMENT	
894	10000	12	12	EACH	THERMAL INTEGRITY PROFILING (TIP) TEST	

2

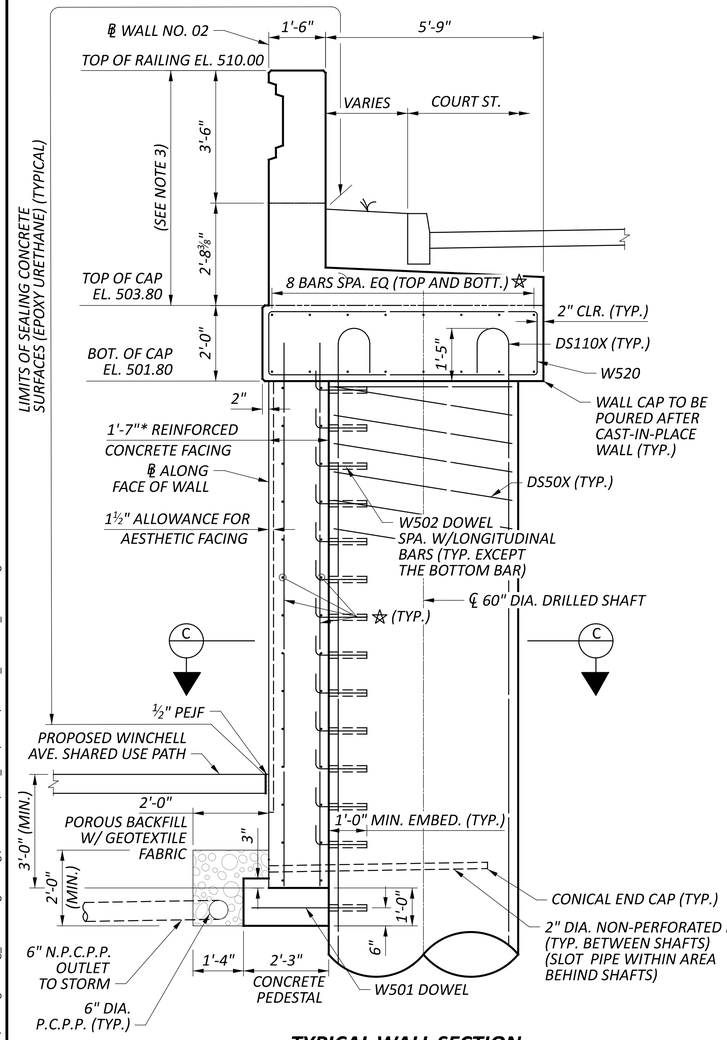
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ESTIMATED QUANTITIES
RETAINING WALL NO. 02 ALONG WINCHELL AVE.

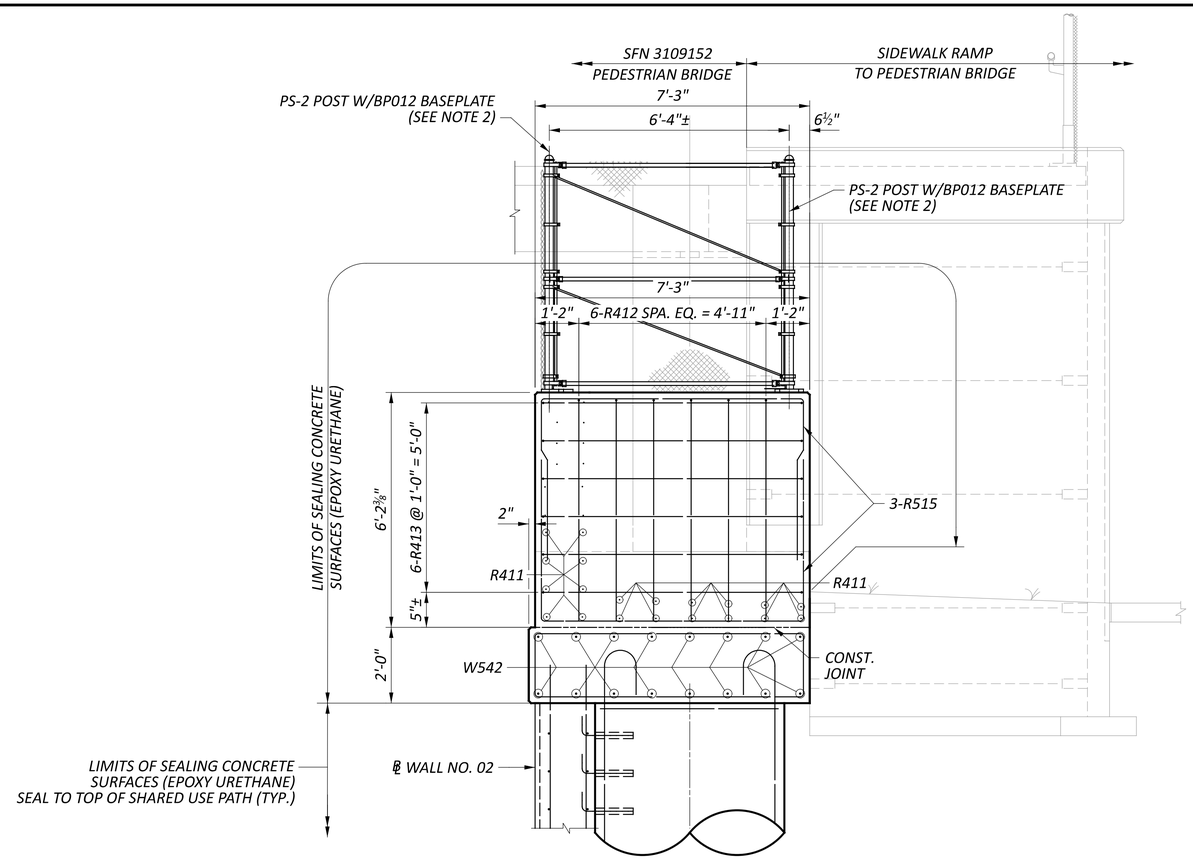
DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER RJB
REVIEWER BJF 04/10/25
PROJECT ID 122048
SUBSET 6 | TOTAL 29
SHEET P.169 | TOTAL P.421



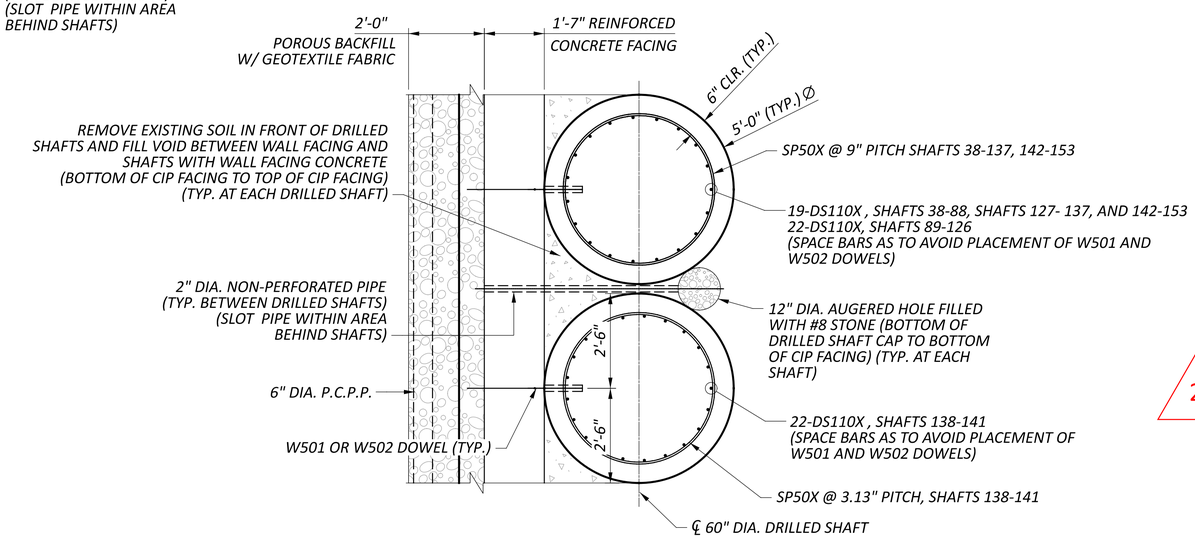
TYPICAL WALL SECTION

STA. 3+80.00 TO STA. 9+10.00
V.P.F. NOT SHOWN FOR CLARITY



WALL SECTION

STA. 9+08.50 TO STA. 9+10.00



SECTION C-C

(SEE NOTE 6)

LAP LENGTHS

#4 VERTICAL = 1'-11"

LEGEND

☆ REFER TO WALL ELEVATION VIEWS FOR BAR MARKS

∗ THE OUTSIDE CONCRETE WALL FACING SHALL BE CONSTRUCTED PLUMB WITH ℄ WALL NO. 02

NOTES

1. SEE SHEET 4/29 AND 5/29 FOR GENERAL NOTES.
2. SEE SHEETS 13/29 - 15/29 FOR WALL NO. 02 ELEVATION VIEWS AND ADDITIONAL WALL NO. 02 REINFORCING STEEL DETAILS.
3. SEE SHEETS 21/29 - 27/29 FOR MOMENT SLAB AND RAILING DETAILS.
4. DOWELS TO BE INSTALLED WITH 1'-0" MINIMUM EMBEDMENT PER ITEM 510 - DOWEL HOLE WITH NONSHRINK, NONMETALLIC GROUT.
2
5. INCLUDE THE CONCRETE PEDESTAL BELOW THE CONCRETE FACING WITH ITEM 511 - CLASS QC1 CONCRETE WITH QC/QA, FOOTING.
6. SEE SHEET 11/29 FOR ADDITIONAL TANGENT DRILLED SHAFT REINFORCEMENT STEEL DETAILS.

TANGENT DRILLED SHAFT WALL DETAILS
RETAINING WALL NO. 02 ALONG WINCHELL AVE.

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER RJB
REVIEWER BJF 04/10/25
PROJECT ID 122048
SUBSET 20 TOTAL 29
SHEET P.183 TOTAL P.421

HAM-IR75-1.05

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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

VPF-1-24 REVISED 7/19/24

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
800 REVISED 7/18/25

2

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, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN ASSUMPTIONS

SOIL UNIT WEIGHT, Y = 120 pcf
ANGLE OF INTERNAL FRICTION, ϕ 30°

DESIGN DATA

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (DRILLED SHAFT CAP AND MOMENT SLAB)

CONCRETE CLASS QC5, WITH 3/8" MAX. AGGREGATE SIZE - COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFTS)

CONCRETE CLASS QC SCC, WITH 1" MAX. AGGREGATE SIZE - COMPRESSIVE STRENGTH 4.5 KSI (TEXAS C412 RAILING)

GALVANIZED STEEL REINFORCEMENT - MIN. YIELD STRENGTH - 60 KSI

PERMANENT STEEL CASING - ASTM A252 GRADE 3 - MINIMUM YIELD STRESS 45 KSI

GALVANIZED STEEL SOLDIER PILES - ASTM A572 - YIELD STRENGTH 50 KSI

LATERALLY LOADED DRILLED SHAFTS, 60" TANGENT DRILLED SHAFT WALL - SHAFTS 1-23

2

THE MAXIMUM FACTORED LATERAL LOAD AND BENDING MOMENT TO BE SUPPORTED BY EACH DRILLED SHAFT ARE 249 KIPS, AND 2,905 KIP-FEET, RESPECTIVELY. THESE LOADS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF 5,560 KIP-FEET, AND A MAXIMUM FACTORED SHEAR OF 310 KIPS, WITHIN THE DRILLED SHAFT.

LATERALLY LOADED DRILLED SHAFTS, 60" TANGENT DRILLED SHAFT WALL - SHAFTS 24-34

THE MAXIMUM FACTORED LATERAL LOAD AND BENDING MOMENT TO BE SUPPORTED BY EACH DRILLED SHAFT ARE 152 KIPS, AND 1,493 KIP-FEET, RESPECTIVELY. THESE LOADS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF 2,842 KIP-FEET, AND A MAXIMUM FACTORED SHEAR OF 176 KIPS, WITHIN THE DRILLED SHAFT.

ITEM 507 - STEEL PILES, MISC.: SOLDIER PILES, W33X387

THIS WORK CONSISTS OF FURNISHING AND PLACING STEEL SOLDIER PILES INTO DRILLED HOLES. FURNISH SOLDIER PILES CONSISTING OF STRUCTURAL STEEL MEMBERS THAT MEET THE PLAN REQUIREMENTS AND CONFORM TO ASTM A572, GRADE 50 IN ACCORDANCE WITH C&MS 711.01. GALVANIZE SOLDIER PILES AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH C&MS 711.02. DO NOT FIELD WELD OR SPLICE STEEL SOLDIER PILES.

THE DEPARTMENT WILL MEASURE SOLDIER PILES ALONG THE AXIS OF THE SOLDIER PILE FROM THE BOTTOM OF CAP ELEVATION TO THE BOTTOM OF THE DRILLED SHAFT, AS DETERMINED BY THE ENGINEER. THE DEPARTMENT WILL PAY FOR SOLDIER PILES AT THE CONTRACT UNIT PRICE PER FOOT FOR ITEM 507, STEEL PILES, MISC.: SOLDIER PILES, W33X387.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

SEAL SURFACES OF THE CAST-IN-PLACE CONCRETE WALL FACING, PILASTERS, RAILING AND COPING AS SHOWN IN THE PLANS WITH AN EPOXY URETHANE SEALER ACCORDING TO C&MS 512. COLOR SHALL BE LIGHT NEUTRAL (FEDERAL STD. #17778).

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION)

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO S1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS.

GRAFFITI PROTECTION SHALL BE APPLIED TO ALL SURFACES SEALED WITH EPOXY URETHANE SEALANT. GRAFFITI PROTECTION SHALL HAVE A CLEAR FINISH.

ITEM 513 - WELDED STUD SHEAR CONNECTORS, AS PER PLAN

WELD HEADED STEEL STUDS TO THE STEEL CASING TO CONNECT THE CAST-IN-PLACE CONCRETE COLLAR TO THE DRILLED SHAFT. ATTACH HEADED STUDS ACCORDING TO THE C&MS 513.22 AND AS SHOWN IN THE PLANS. THE CONTRACTOR MAY ATTACH THE STUDS EITHER BEFORE PLACING THE CASING IN THE DRILLED HOLE OR AFTER EXCAVATING BEHIND THE WALL. PROTECT THE HEADED STUDS FROM DAMAGE UNTIL THE CONCRETE COLLAR IS POURED. REPAIR OR REPLACE DAMAGED HEADED STUDS AT NO EXPENSE TO THE DEPARTMENT.

2

ITEM 517 - RAILING MISC.: TEXAS RAILING

THIS WORK CONSISTS OF FURNISHING AND PLACING TEXAS RAIL CONCRETE RAILING AS SPECIFIED IN THE PLANS.

ARCHITECTURAL FORMLINER IS NOT PERMITTED TO CREATE THE SHAPE OF THE RAILING.

USE CONCRETE CLASS QC SCC CONCRETE.

PAYMENT FOR THIS ITEM WILL BE ON A LINEAR FOOT BASIS. THE APPROXIMATE AVERAGE RAILING AREA PER FOOT OF TEXAS RAILING IS 8.7 SQ FT.

ITEM 607 - VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN

PROVIDE 6' STRAIGHT VANDAL PROTECTION FENCE (PS-2 OF STANDARD DRAWING VPF-1-24) WITH THE FOLLOWING EXCEPTIONS:

1.) USE NON-STANDARD BASE PLATES AS DETAILED ON SHEET 7/10. BASE PLATES SHALL BE 50 KSI GALVANIZED STEEL.

2.) PVC COATING SHALL BE BLACK IN COLOR CLOSELY APPROACHING FEDERAL COLOR NUMBER 17038.

VANDAL FENCE POSTS, RAILS, BASE PLATES, ANCHOR BOLTS, AND ANY OTHER VANDAL FENCE ITEMS NOT RECIEVING A PVC COATING SHALL BE GALVANIZED AS NOTED IN THE STANDARD DRAWING AND TOPCOATED WITH AN ORGANIC COATING PER THE REQUIREMENTS OF AASHTO M181 FOR GRADE 2 POSTS. THE TOPCOAT COLOR SHALL MATCH THE PVC COATING COLOR.

PAYMENT FOR THIS WORK INCLUDES ALL MATERIALS, LABOR, EQUIPMENT, AND ANY MISCELLANEOUS APPURTENANCES NECESSARY TO COMPLETE INSTALLATION ACCORDING TO THE STANDARD DRAWING, PLANS, AND THIS PLAN NOTE.

ITEM 524 - DRILLED SHAFTS, 60" DIAMETER ABOVE BEDROCK, AS PER PLAN

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR WALL NO. 04. THE DRILLED SHAFTS ARE REINFORCED WITH STEEL PILES AND REINFORCING STEEL CAGES (1-23) AND REINFORCING STEEL CAGES (24-34). DRILLED SHAFTS 1-23 INCLUDE PERMANENT STEEL CASING. FURNISH AND INSTALL THE DRILLED SHAFTS ACCORDING TO C&MS 524.

EXCAVATE THE HOLE FOR THE DRILLED SHAFT WITHIN 3 INCHES OF THE PLAN LOCATION. PLACE THE SOLDIER PILE WITHIN THE HOLE SO IT IS VERTICAL AND NOT INCLINED MORE THAN 1 INCH BETWEEN TOP TO BOTTOM. PLACE THE SOLDIER PILE SO THAT THE FLANGES ARE PARALLEL TO THE CENTERLINE OF THE ROW OF DRILLED SHAFTS. DO NOT ALLOW THE ORIENTATION OF THE FLANGES TO VARY BY MORE THAN 10 DEGREES. SUPPORT THE SOLDIER PILE SO THAT IT DOES NOT MOVE DURING CONCRETE PLACEMENT.

2

USE CLASS QC 5 CONCRETE ACCORDING TO C&MS 511. PLACE CONCRETE TO THE ELEVATION FOR THE TOP OF THE DRILLED SHAFT. THE CONTRACTOR MAY PLACE CONCRETE USING THE FREE FALL METHOD PROVIDED THE DEPTH OF WATER IS LESS THAN 6 INCHES AND THE CONCRETE FALLS WITHOUT STRIKING THE SIDES OF THE HOLE. POURING CONCRETE ALONG THE WEB OF THE SOLDIER PILE IS ACCEPTABLE.

CASING SECTION LENGTH SHALL BE MAXIMIZED TO MINIMIZE NUMBER OF FIELD SPLICE LOCATIONS. THE USE OF SPIRAL WELDED PIPE IS PERMITTED.

CHECK THE POSITION, THE VERTICAL ALIGNMENT AND ORIENTATION OF THE SOLDIER PILE IMMEDIATELY AFTER CONCRETE PLACEMENT. MAKE CORRECTIONS AS NECESSARY TO MEET THE ABOVE TOLERANCES.

THE DEPARTMENT WILL MEASURE DRILLED SHAFTS ABOVE BEDROCK, AS PER PLAN, ALONG THE AXIS OF THE DRILLED SHAFT FROM THE GREATER OF THE EXISTING GROUND SURFACE TO THE BOTTOM OF THE DRILLED SHAFT OR THE BOTTOM OF THE CAP TO THE BOTTOM OF THE DRILLED SHAFT.

THIS ITEM SHALL ALSO INCLUDE FOR PAYMENT REINFORCING STEEL, AUGERED HOLE, AND THE #8 STONE PLACED IN THE AUGERED HOLE BETWEEN THE SHAFTS. IN ADDITION, THIS ITEM INCLUDES FOR PAYMENT THE PERMANENT CASING FOR SHAFTS 1-23.

2

PLAN ABBREVIATIONS

ABUT.	*ABUTMENT*
BF	*BACK FACE (BACKFILL SIDE)*
BRG.	*BEARING*
C/C	*CENTER TO CENTER*
C.J.	*CONSTRUCTION JOINT*
DIA.	*DIAMETER*
EL.	*ELEVATION*
EF	*EACH FACE*
EQ. SPA.	*EQUALLY SPACED*
F.A.	*FORWARD ABUTMENT*
FF	*FRONT FACE (CREEK SIDE)*
MAX.	*MAXIMUM*
MIN.	*MINIMUM*
N.P.C.P.P.	*NON-PERFORATED CORRUGATED PLASTIC PIPE*
O/O	*OUT TO OUT*
PEJF	*PREFORMED EXPANSION JOINT FILLER*
P.C.P.P.	*PERFORATED CORRUGATED PLASTIC PIPE*
R.A.	*REAR ABUTMENT*
SPA.	*SPACE, SPACES, SPACED*
STA.	*STATION*
T.O.S.	*TOP OF SLOPE*
TYP.	*TYPICAL*

GENERAL NOTES
RETAINING WALL NO. 04 ALONG I-75 NORTHBOUND

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER RJB
REVIEWER BJF 04/12/25
PROJECT ID 122048
SUBSET 2 TOTAL 10
SHEET P.194 TOTAL P. 421

HAM-IR75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/11/2025 TIME: 9:42:32 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: JHudepohl@palmernet.com WORKSPACE: OHDOTCivil02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 24.00.00.205
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DRILLED SHAFT LOCATIONS AND ELEVATIONS - WALL NO. 04

SHAFT NUMBER	WALL TYPE	STA AT CL OF SHAFT	BOT. OF CAP / TOP OF SHAFT EL.	TOP OF PILE EL.	TOP OF CASING EL.	BOT OF SHAFT EL.	ESTIMATED CONC. SHAFT LENGTH (FT)	ESTIMATED PILE LENGTH (FT)	ITEM 524 DRILLED SHAFT LENGTH (FT)	CASING LENGTH (FT)	ASSUMED BOT. OF WALL FACING FOOTER EL.*
1	TANGENT DS	3+58.12	505.76	505.76	505.76	424.50	81.26	81.26	82.33	81.26	474.50
2	TANGENT DS	3+63.37	505.95	505.95	505.95	424.50	81.45	81.45	82.12	81.45	474.50
3	TANGENT DS	3+68.62	506.14	506.14	506.14	424.50	81.64	81.64	81.91	81.64	474.50
4	TANGENT DS	3+73.87	506.33	506.33	506.33	424.50	81.83	81.83	81.83	81.83	474.50
5	TANGENT DS	3+79.12	506.52	506.52	506.52	424.75	81.77	81.77	81.77	81.77	474.75
6	TANGENT DS	3+84.37	506.71	506.71	506.71	424.75	81.96	81.96	81.96	81.96	474.75
7	TANGENT DS	3+89.62	506.90	506.90	506.90	424.75	82.15	82.15	82.15	82.15	474.75
8	TANGENT DS	3+94.87	507.09	507.09	507.09	424.75	82.34	82.34	82.54	82.34	474.75
9	TANGENT DS	4+00.12	507.28	507.28	507.28	424.75	82.53	82.53	84.37	82.53	474.75
10	TANGENT DS	4+05.37	507.47	507.47	507.47	425.00	82.47	82.47	85.13	82.47	475.00
11	TANGENT DS	4+10.62	507.66	507.66	507.66	425.00	82.66	82.66	85.48	82.66	475.00
12	TANGENT DS	4+15.87	507.85	507.85	507.85	425.00	82.85	82.85	85.81	82.85	475.00
13	TANGENT DS	4+21.12	508.04	508.04	508.04	425.00	83.04	83.04	85.76	83.04	475.00
14	TANGENT DS	4+26.37	508.23	508.23	508.23	425.00	83.23	83.23	85.35	83.23	475.00
15	TANGENT DS	4+31.62	508.42	508.42	508.42	425.00	83.42	83.42	83.96	83.42	475.00
16	TANGENT DS	4+36.87	508.61	508.61	508.61	429.50	79.11	79.11	79.11	79.11	475.50
17	TANGENT DS	4+42.82	508.83	508.83	508.83	429.50	79.33	79.33	79.33	79.33	475.50
18	TANGENT DS	4+48.08	509.02	509.02	509.02	429.50	79.52	79.52	79.52	79.52	475.50
19	TANGENT DS	4+53.34	509.21	509.21	509.21	429.50	79.71	79.71	79.71	79.71	475.50
20	TANGENT DS	4+58.60	509.40	509.40	509.40	429.75	79.65	79.65	79.65	79.65	475.75
21	TANGENT DS	4+63.86	509.47	509.47	509.47	429.75	79.72	79.72	79.72	79.72	475.75
22	TANGENT DS	4+69.12	509.47	509.47	509.47	429.75	79.72	79.72	79.72	79.72	475.75
23	TANGENT DS	4+74.39	509.47	509.47	509.47	429.75	79.72	79.72	79.72	79.72	475.75
24	TANGENT DS	4+79.74	501.62	N/A	N/A	437.00	64.62	N/A	65.15	N/A	476.00
25	TANGENT DS	4+85.00	501.62	N/A	N/A	437.00	64.62	N/A	65.05	N/A	476.00
26	TANGENT DS	4+90.26	501.62	N/A	N/A	437.00	64.62	N/A	64.95	N/A	476.00
27	TANGENT DS	4+95.52	501.62	N/A	N/A	437.00	64.62	N/A	64.86	N/A	476.00
28	TANGENT DS	5+00.78	501.62	N/A	N/A	437.00	64.62	N/A	64.72	N/A	476.00
29	TANGENT DS	5+06.05	497.95	N/A	N/A	449.00	48.95	N/A	52.58	N/A	476.50
30	TANGENT DS	5+11.31	497.95	N/A	N/A	449.00	48.95	N/A	52.44	N/A	476.50
31	TANGENT DS	5+16.57	497.95	N/A	N/A	449.00	48.95	N/A	52.29	N/A	476.50
32	TANGENT DS	5+21.83	497.95	N/A	N/A	449.00	48.95	N/A	52.15	N/A	476.50
33	TANGENT DS	5+27.09	497.95	N/A	N/A	449.00	48.95	N/A	52.01	N/A	476.50
34	TANGENT DS	5+32.35	497.95	N/A	N/A	449.00	48.95	N/A	51.87	N/A	476.50

** THE ASSUMED BOTTOM OF WALL FACING FOOTER IS THE ASSUMED LOWEST ELEVATION OF DISTURBED SOIL. THIS IS THE BOTTOM ELEVATION USED FOR THE DESIGN GRADE OF THE RETAINING WALL.*

REINFORCING STEEL LIST (FOR REFERENCE ONLY)

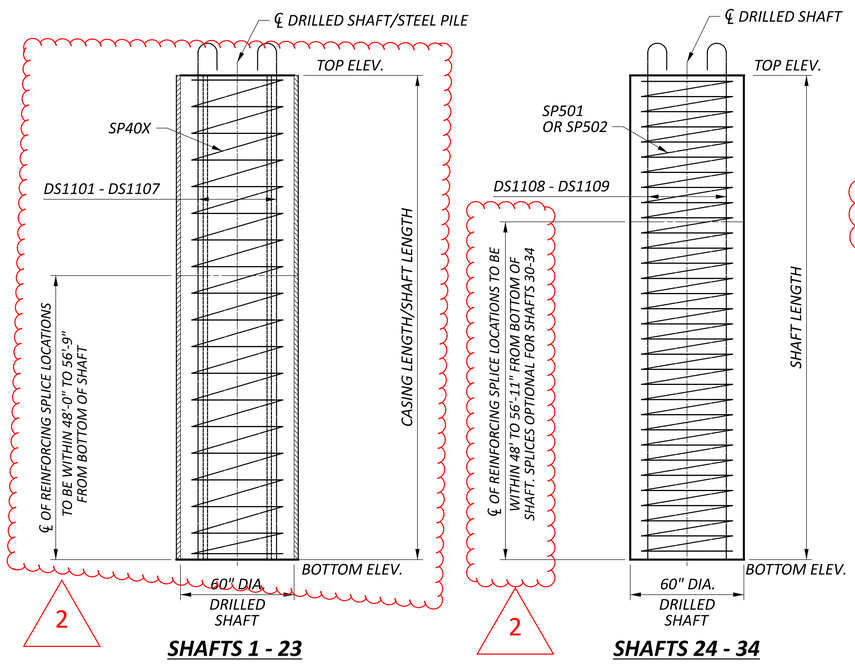
MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C
SP401	1	1048' - 0"	701	27	0' - 12"	4' - 0"	81' - 3" *
SP402	1	1051' - 1"	703	27	0' - 12"	4' - 0"	81' - 6" *
SP403	1	1053' - 2"	704	27	0' - 12"	4' - 0"	81' - 8" *
SP404	2	1055' - 3"	1,410	27	0' - 12"	4' - 0"	81' - 10" *
SP405	1	1057' - 4"	707	27	0' - 12"	4' - 0"	82' - 0" *
SP406	1	1059' - 5"	708	27	0' - 12"	4' - 0"	82' - 2" *
SP407	1	1061' - 6"	710	27	0' - 12"	4' - 0"	82' - 4" *
SP408	2	1063' - 7"	1,421	27	0' - 12"	4' - 0"	82' - 6" *
SP409	1	1065' - 8"	712	27	0' - 12"	4' - 0"	82' - 8" *
SP410	1	1067' - 8"	714	27	0' - 12"	4' - 0"	82' - 10" *
SP411	1	1069' - 9"	715	27	0' - 12"	4' - 0"	83' - 0" *
SP412	1	1072' - 11"	717	27	0' - 12"	4' - 0"	83' - 3" *
SP413	1	1074' - 11"	719	27	0' - 12"	4' - 0"	83' - 5" *
SP414	1	1021' - 1"	683	27	0' - 12"	4' - 0"	79' - 1" *
SP415	1	1024' - 2"	685	27	0' - 12"	4' - 0"	79' - 4" *
SP416	1	1026' - 3"	686	27	0' - 12"	4' - 0"	79' - 6" *
SP417	1	1028' - 4"	687	27	0' - 12"	4' - 0"	79' - 8" *
		SUBTOTAL **	13,382				
SP501	5	1106' - 7"	5,771	27	0' - 9"	4' - 0"	64' - 8" *
SP502	6	847' - 6"	5,304	27	0' - 9"	4' - 0"	49' - 0" *
		SUBTOTAL **	11,075				
DS1101	72	84' - 5"	32,293	16	82' - 10" *		
DS1102	144	84' - 11"	65,000	16	83' - 4 ½" *		
DS1103	72	85' - 4"	32,644	16	83' - 9" *		
DS1104	108	85' - 8"	49,156	16	84' - 1" *		
DS1105	72	86' - 1"	32,930	16	84' - 6" *		
DS1106	72	86' - 5"	33,058	16	84' - 10" *		
DS1107	72	82' - 4"	31,496	16	80' - 9" *		
DS1108	216	82' - 9"	94,965	16	81' - 2" *		
DS1109	180	67' - 8"	64,713	16	66' - 1" *		
DS1110	216	52' - 0"	59,268	16	50' - 4 ½" *		
		SUBTOTAL **	495,523				

** = ESTIMATED TOTAL LENGTH. DOES NOT INCLUDE ADDITIONAL LENGTH DUE TO LAP SPLICES. DOES NOT QUANTIFY NUMBER OF MECHANICAL COUPLERS.*

*** SUBTOTALS ARE FOR REFERENCE ONLY (INCLUDE WITH ITEM 524 FOR PAYMENT).*

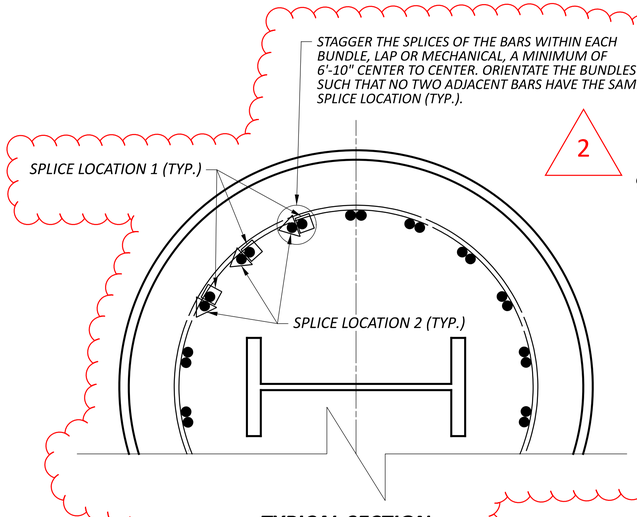
REINFORCING STEEL LOCATION

SHAFT NUMBER	BARS USED
1	SP401, DS1101
2	SP402, DS1101
3	SP403, DS1102
4	SP404, DS1102
5	SP404, DS1102
6	SP405, DS1102
7	SP406, DS1103
8	SP407, DS1103
9	SP408, DS1104
10	SP408, DS1104
11	SP409, DS1104
12	SP410, DS1105
13	SP411, DS1105
14	SP412, DS1106
15	SP413, DS1106
16	SP414, DS1107
17	SP415, DS1107
18	SP416, DS1108
19	SP417, DS1108
20	SP417, DS1108
21	SP417, DS1108
22	SP417, DS1108
23	SP417, DS1108
24	SP501, DS1109
25	SP501 DS1109
26	SP501, DS1109
27	SP501, DS1109
28	SP501, DS1109
29	SP502, DS1110
30	SP502, DS1110
31	SP502, DS1110
32	SP502, DS1110
33	SP502, DS1110
34	SP502, DS1110

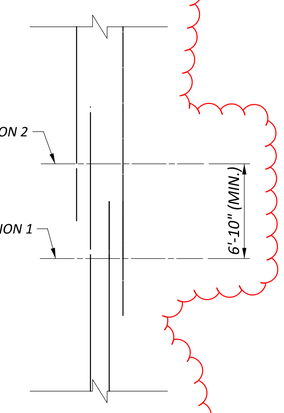


SHAFTS 1 - 23

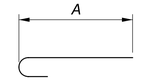
SHAFTS 24 - 34



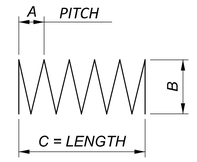
TYPICAL SECTION



SPLICE DETAIL



TYPE-16



TYPE-27

NOTES

1. *SEE SHEET 4/10 FOR FOUNDATION PLAN.*
2. *MINIMUM LAP SPLICE LENGTH OF #11 BARS IS 6'-6".*
3. *LAP SPLICE SPIRAL REINFORCEMENT BY LAPPING 1-1/2 TURNS.*

CYLINDER PILE ELEVATION TABLE
RETAINING WALL NO. 04 ALONG I-75 NORTHBOUND

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER RJB
REVIEWER BJF 04/12/25
PROJECT ID 122048
SUBSET 5 TOTAL 10
SHEET P.197 TOTAL P. 421

HAM-IR75-1.05

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REFERENCE NO.	SHEET NO.	ALIGNMENT	STATION FROM	STATION TO	SIDE	611 12" CONDUIT, TYPE B (SANITARY SEWER) FT	611 12" CONDUIT, TYPE B (SANITARY SEWER W/UNREINFORCED CONCRETE CAP) FT	611 MANHOLE ADJUSTED TO GRADE (SANITARY SEWER) EACH	611 MANHOLE, MISC.: STANDARD MANHOLE, TYPE B (SANITARY SEWER) EACH	839 SPECIAL - VALVE BOX ADJUSTED TO GRADE (GCWW) EACH	839 SPECIAL - FIRE HYDRANT REMOVED AND DISPOSED OF (GCWW) EACH	839 SPECIAL - FIRE HYDRANT SERVICE LINE SHORTENED AND ADJUSTED TO GRADE (GCWW) EACH
			SANITARY SEWER									
S-301	79	CLP_COURT	5+92.84		LT			1				
S-302	79 & 204	CLP_COURT	7+32.09		LT			1				
S-303	81 & 204	CLP_COURT	8+19.72		LT			1				
S-304	81 & 204	CLP_COURT	8+75.00		LT				1			
S-305	81 & 204	CLP_COURT	9+90.00	8+75.00	LT	115			1			
S-306	81 & 204	CLP_COURT	11+25.00	9+90.00	LT	38	103		1			
S-307	NOT USED											
S-308	83	CLP_LINN	110+20.65		LT			1				
			WATER WORKS									
WW-301	78	CLP_COURT	5+56.83		RT							1
WW-302	80	CLP_COURT	9+45.47		RT						1	
WW-303	80	CLP_COURT	11+34.09		RT					1		
WW-304	80	CLP_COURT	11+59.70		RT						1	
WW-305	80	CLP_COURT	11+71.05		RT					1		
TOTALS CARRIED TO GENERAL SUMMARY						153	103	4	3	2	2	1

2

2

UTILITIES SUBSUMMARY

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
LZS

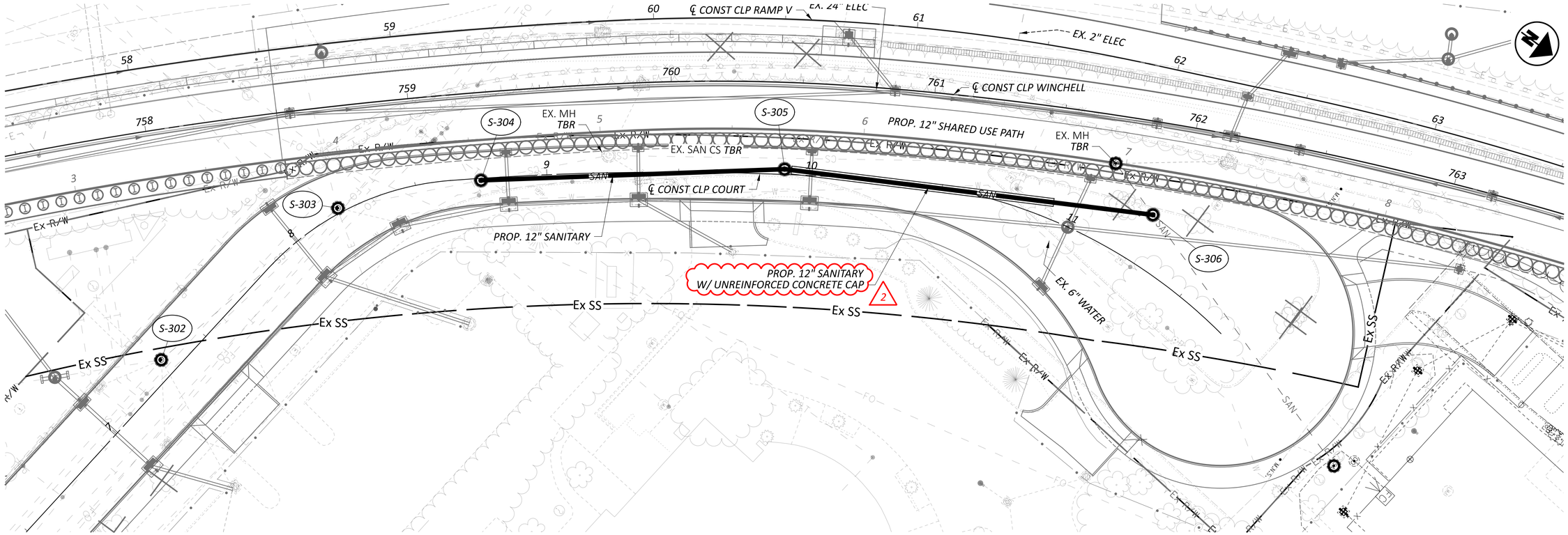
REVIEWER
KAM 03/03/25

PROJECT ID
122048

SHEET P.203 TOTAL P.421

HAM-IR 75-1.05

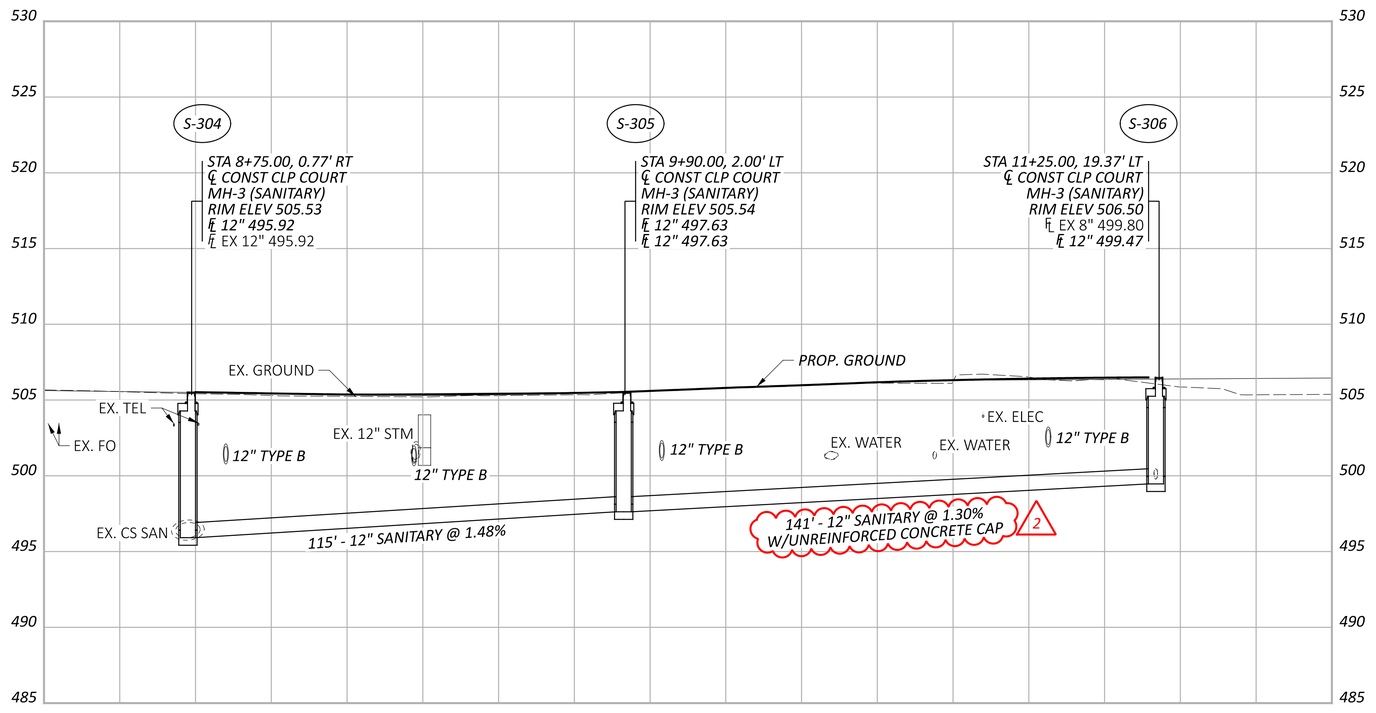
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2

SANITARY SEWER STRUCTURE DETAILS

REF NO.	REFERENCE ALIGNMENT	STATION	OFFSET	SIDE	TYPE	GRATE/RIM ELEV
S-301	CLP_COURT	5+92.84	4.19'	LT	MH ATG	PR 508.00
						EX 507.97
S-302	CLP_COURT	7+32.09	6.45'	LT	MH ATG	PR 506.00
						EX 506.08
S-303	CLP_COURT	8+19.72	1.94'	LT	MH ATG	PR 505.73
						EX 505.68



HORIZONTAL SCALE IN FEET
0 10 20 40

SANITARY SEWER PLAN AND PROFILE
COURT ST

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER LZS
REVIEWER KAM 03/03/25
PROJECT ID 122048
SHEET P.204 TOTAL P.421

HAM-IR 75-1.05

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ITEM 625 - LIGHT POLE, AESTHETIC, AS PER PLAN (20' POST TOP)

THE LIGHT POLE SHALL BE MODEL CS-4109 (REV. 6) AS MANUFACTURED BY SUN VALLEY LIGHTING. LIGHT POLES SHALL BE DECORATIVE ALUMINUM POST-TOP POLE OF NOMINAL HEIGHT 20 FEET, CONSISTING OF SHAFT, A DECORATIVE BASE AND BASE PLATE.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE FOR EACH, IN PLACE, ALL WIRING COMPLETED AND CONNECTIONS MADE, TESTED AND ACCEPTED.

ITEM 625 - LIGHT POLE, CONVENTIONAL, AS PER PLAN (35')

THE LIGHT POLE SHALL BE CITY OF CINCINNATI DESIGN NO. 11A-8B-35 PER CITY OF CINCINNATI SCD ES-10-3.

POLE SHALL BE FACTORY PAINTED BLACK PER MANUFACTURER'S SPECIFICATION. COLOR SHALL BE APPROVED BY THE ENGINEER PRIOR TO ORDERING POLES.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE FOR EACH, IN PLACE, ALL WIRING COMPLETED AND CONNECTIONS MADE, TESTED AND ACCEPTED.

ITEM 625 - LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN (TYPE II)
ITEM 625 - LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN (TYPE III)

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIALS SPECIFICATIONS, LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS SHALL BE AS FOLLOWS:

LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS WITH IES TYPE II DISTRIBUTION SHALL BE CREE LIGHTING XSPMD-D-HT-2ME-12L-30K7, OR APPROVED EQUAL.

LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS WITH IES TYPE III DISTRIBUTION SHALL BE CREE LIGHTING XSPMD-D-HT-3ME-12L-30K7-525MA-30K, OR APPROVED EQUAL.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE FOR EACH, IN PLACE, ALL WIRING COMPLETED AND CONNECTIONS MADE, TESTED AND ACCPETED.

ITEM 625 - LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN (SUN VALLEY, 103W, TYPE III)

THE POST TOP LUMINAIRE SHALL BE MODEL CS-4109 (REV 6) AS MANUFACTURED BY SUN VALLEY LIGHTING. POST TOP LUMINAIRES SHALL BE 240-VOLT, 103-WATT LED, WITH IES TYPE III DISTRIBUTION.

LUMINAIRE SHALL BE APPROVED BY MANUFACTURER FOR USE ON BRIDGES. ALL HARDWARE SHALL BE STAINLESS STEEL. GASKETS SHALL BE SILICON OR EPDM. LUMINAIRE FINISH SHALL BE FACTORY-APPILED POWDER COAT OR OTHER APPROVED FINISH, COLOR BLACK, TEXTURED.

PAYMENT SHALL BE AT THE CONTRACT UNIT PRICE FOR EACH, IN PLACE, ALL WIRING COMPLETED AND CONNECTIONS MADE, TESTED AND ACCEPTED.

ITEM 625 - LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (54W, CEILING MOUNTED)

IN ADDITON TO THE REQUIREMENTS OF ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS 625 AND 725, LUMINAIRES FOR STRUCUTRE MOUNTED UNDERPASS LUMINAIRES SHALL BE AS FOLLOWS:

LUMINAIRES FOR UNDERPASS LIGHITNG ON THE BRIDGE STRUCTURE SHALL BE MOUNTED TO THE UNDERSIDE THE STRUCTURE AND CENTERED OVER THE ROADWAY AND OREIENTED PARELLEL TO TRAFFIC. THE UNDERPASS LUMINAIRE SHALL BE AT LEAST 6,000 LUMENS, 3000K COLOR TEMPERATURE, 240V, CEILING MOUNTED WITH LONG AND NARROW LIGHT DISTRIBUTION. UNDERPASS LUMINAIRES WHICH WILL BE STRUCTURE MOUNTED SHALL BE TUNNELPASS LED MEDIUM MANUFACTURERED BY HOLOPHANE, CATALOG NUMBER TNLEDMED-PK1-30K-MVOLT-CLN-DBKA-SCRW, OR APPROVED EQUAL.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (54W, CEILING MOUNTED)" FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSTATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETED THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (70W, WALL MOUNTED)

IN ADDITON TO THE REQUIREMENTS OF ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS 625 AND 725, LUMINAIRES FOR WALL MOUNTED UNDERPASS LUMINAIRES SHALL BE AS FOLLOWS:

2

LUMINAIRES FOR UNDERPASS LIGHITNG ON RETAINING WALL SHALL BE MOUNTED TO THE FACE OF THE RETAINING WALL PER THE MANUFACTURER'S SPECIFICATIONS AT THE LOCATIONS NOTED INT HE PLANS. THE UNDERPASS LUMINAIRE SHALL BE AT LEAST 9,500 LUMENS, 3000K COLOR TEMPERATURE, 240V, WALL MOUNTED CROSSBEAM OPTIC DISTRIBUTION. UNDERPASS LUMINAIRES WHICH WILL BE WALL MOUNTED SHALL BE TUNNELPASS LED MEDIUM MANUFACTURERED BY HOLOPHANE, CATALOG NUMBER TNLEDMED-PK2-30K-MVOLT-WCR-DBKA-SCRW-TW, OR APPROVED EQUAL.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "LUMINAIRE, UNDERPASS, SOLID STATE (LED), AS PER PLAN (70W, WALL MOUNTED)" FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSTATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETED THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - PULL BOX, 725.08, (BY SIZE), AS PER PLAN

THE PULL BOX SHALL BE CITY OF CINCINNATI TYPE B OR C PER CITY STANDARD CONSTRUCTION DRAWING ES-2-1.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE FOR EACH, IN PLACE, ALL WIRING COMPLETED AND CONNECTIONS MADE, TESTED AND ACCEPTED.

ITEM 625 - CONDUIT, 1-1/2", 725.04, AS PER PLAN

2

THIS ITEM SHALL INCLUDE ALL NECESSARY MOUNTING HARDWARE, ATTACHMENTS AND INCIDENTALS NEEDED TO ATTACH THE CONDUIT ALONG THE WALL FACE.

ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS REQUIRED TO PERFORM THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 625 - CONDUIT, 1-1/2", 725.04, AS PER PLAN.

ITEM 625 - POWER SERVICE, AS PER PLAN

IN ADDITION TO THE STANDARD REQUIREMENTS OF CMS 625 AND 725, THE FOLLOWING IS ADDED.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:
DUKE ENERGY CORPORATION
139 EAST 4TH STREET,
CINCINNATI, OH 45202-4034
(513) 200-5212

CITY OF CINCINNATI LIGHTING CONTACT IS:
RYAN KIRK
801 PLUM STREET, ROOM 320 | CINCINNATI, OH 45202
PHONE (513) 967-8582
RYAN.KIRK@CINCINNATI-OH.GOV

CITY OF CINCINNATI ELECTRICAL SERVICE REQUIREMENTS:
STREET LIGHTING: 120/240 VOLTS, 3-WIRE

THE CONTRACTOR SHALL PROVIDE ALL SERVICE EQUIPMENT NECESSARY TO CONNECT THE STREET LIGHTING TO THE POWER SOURCE AS PER CONTRACT PLANS, DETAILS AND CITY OF CINCINNATI STANDARD DRAWING ES-2-3.

THE ENGINEER SHALL ENSURE THAT EACH POWER SERVICE ELECTRICAL ENERGY ACCOUNT IS IN THE NAME OF AND THAT THE BILLING ADDRESS IS TO THE MAINTAINING AGENCY NOTED IN THE PLANS.

THE STREET LIGHTING CONTROLLER SHALL MEET THE REQUIREMENTS OF CITY OF CINCINNATI ITEM 1324.03 FOR STREET LIGHTING CONTROLLER. FUSING SHALL BE FURNISHED AND SHALL BE UL CLASS RK-1 RATED FOR 120/240 VOLTS.

A SEPARATE CIRCUIT FOR IRRIGATION CONTROLS SHALL BE PROVIDED TO MEET THE IRRIGATION NEEDS AS PROVIDED IN THE LANDSCAPE PLANS. CONDUITS, WIRING AND IRRIGATION CONTROLLER SHALL BE PAID FOR SEPARATELY AS PART OF THE LUMP SUM ITEM IRRIGATION CONTOLLER. SEE LANDSCAPE PLANS FOR DETAILS AND PAYMENT.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE FOR EACH CMS ITEM 625, "POWER SERVICE, AS PER PLAN"WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - SERVICE TO UNDERPASS LIGHTING

IN ADDITION TO THE REQUIREMENTS OF CMS 625 AND 725, THIS ITEM SHALL INCLUDE BUT NOT BE LIMITED TO, THE DISCONNECT SWITCH, CONDUIT, UNDERPASS LIGHTING JUNCTION BOXES, FLEXIBLE CONDUIT, AND CABLE NECESSARY TO CONSTRUCT A FUNCTIONING UNDERPASS LIGHTING SYSTEM. REFER TO LIGHTING SHEETS FOR ADDITIONAL DETAILS OF UNDERPASS LIGHTING SYSTEM.

UNDERPASS LUMINAIRES ARE QUANTIFIED AS A SEPARATE ITEM.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER CMS ITEM 625, "SERVICE TO UNDERPASS LIGHTING" FOR EACH UNDERPASS LIGHTING SYSTEM INSTALLED. THIS SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 625 - LIGHT POLE ANCHOR BOLTS ON STRUCTURE

LIGHT POLES MOUNTED ON BRIDGE DECK MAY REQUIRE ANCHOR BOLTS THAT DIFFER IN LENGTH AND/OR SHAPE FROM THOSE REQUIRED WHEN POLE IS MOUNTED ON A CAST-IN-PLACE DRILLED SHAFT FOUNDATION. THE COST DIFFERENTIAL FOR FURNISHING SUCH BOLTS IS INCLUDED HEREIN.

PAYMENT WILL BE MADE AT EACH SUCH POLE LOCATION AT THE UNIT PRICE BID FOR EACH CMS ITEM "LIGHT POLE ANCHOR BOLTS ON STRUCTURE"AND SHALL BE FULL COMPENSATION FOR FURNISHING AND PLACING THE SET OF ANCHOR BOLTS REQUIRED.

ITEM 625 - CONDUIT EXPANSION AND DEFLECTION

EXPANSION FITTINGS SHALL BE OZ TYPE AX, CROUSE HINDS TYPE XJG, OR EQUAL APPROVED BY THE ENGINEER. EACH EXPANSION FITTING SHALL PROVIDE EITHER 4 OR 8 INCHES TOTAL MOVEMENT AS SPECIFIED BY THE PLAN DETAILS AND SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER, UNLESS SPECIFIED OTHERWISE BY THE PLAN DETAILS.

DEFLECTION COUPLINGS SHALL BE OZ TYPE DX, CROUSE HINDS TYPE XD, OR EQUAL APPROVED BY THE ENGINEER. EACH DEFLECTION COUPLING SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER, UNLESS SPECIFIED OTHERWISE BY THE PLAN DETAILS. MINIMUM DEFLECTION CAPABILITY: 25°.

EXPANSION AND DEFLECTION FITTINGS FULLY OR PARTIALLY EMBEDDED IN CONCRETE, SOIL, OR SIMILAR MATERIAL SHALL BE COMPLETELY WRAPPED IN A NEOPRENE SLEEVE OR SHEET OF 1/2-INCH MINIMUM THICKNESS.

SECURE NEOPRENE WRAP WITH TIE-WRAPS PRIOR TO EMBEDMENT OF THE FITTING.

LIGHTING GENERAL NOTES

DESIGN AGENCY
WSP USA STRUCTUREPOINT INC.

DESIGNER
CDP

REVIEWER
EMS 03/03/25

PROJECT ID
122048

SHEET P.220 TOTAL P.421

HAM-IR 75-1.05

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ITEM 625 - SPECIAL, MAINTAIN EXISTING LIGHTING

EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND WHICH ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN.

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF THE EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF EXISTING LIGHTING SHALL BE MADE BY ODOT'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTEINDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE NOT STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR.

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE THE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT SHALL BE MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF KNOCKDOWNS DUE TO TRAFFIC CRASHES.

REPLACEMENT OF KNOCKED DOWNED UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A UNIT BASIS.

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENT.

WHEN THE SEQUENCE OF CONSTRUCTION ACTIVITIES REQUIRES, OR SHOULD THE CONTRACTOR DESIRE, THE REMOVAL OF THE EXISTING LIGHTING BEFORE THE NEW LIGHTING IS OPERATIONAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY LIGHTING OF THIS PORTION OF THE ROADWAY.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR SETS OF THE TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATIONS OF POLES, LENGTHS OF BRACKET ARMS, STYLES OF LUMINAIRES, MOUNTING HEIGHTS, WIRING METHODS AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "B" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING. ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

ITEM 625 - SPECIAL, MAINTAIN EXISTING LIGHTING (CONTINUED)

WHEN THE PROJECT BEGINS AND THE CONTRACTOR HAS TAKEN OVER MAINTENANCE OF THE EXISTING FACILITIES, THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED LAYOUTS AND LOCATIONS OF THE EXISTING AND PROPOSED ELECTRICAL CIRCUITS AND RELATED ITEMS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL LOCATE AND MARK ALL UNDERGROUND ELECTRICAL CIRCUITS (INCLUDING TRAFFIC LOOPS AND LOOP LEAD-INS) FOR THE DURATION OF THE PROJECT.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE LIGHTING WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

THE LUMP SUM PRICE BID FOR ITEM SPECIAL "MAINTAIN EXISTING LIGHTING" SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

THE UNIT PRICE BID FOR ITEM SPECIAL "REPLACEMENT OF EXISTING LIGHTING UNIT" SHALL BE FULL PAYMENT FOR THE REPLACEMENT OF AN EXISTING LIGHTING UNIT WHICH HAS BEEN KNOCKED DOWN AFTER THE AFOREMENTIONED INSPECTION AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO PROVIDE A REPLACEMENT FOR SUCH UNIT.

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

ITEM 625 - SPECIAL, MAINTAIN EXISTING LIGHTING 1 1 LS
ITEM 625 - SPECIAL, REPLACEMENT OF EXISITNG LIGHT UNIT 2 EACH

2

LIGHTING REMOVALS

SHEET NO.	625 PULL BOX REMOVED	625 LIGHT TOWER REMOVED	625 LIGHT POLE REMOVED	625 PORTION OF LIGHT POLE FOUNDATION REMOVED (AT15B40)	625 LUMINAIRE REMOVED	625 POWER SERVICE REMOVED	625 LIGHT TOWER FOUNDATION REMOVED	625 DISTRIBUTION CABLE REMOVED
	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT
223	2		4	4	4	2		1021
224								134
227		1	2	2	6		1	853
TOTALS CARRIED TO GENERAL SUMMARY	2	1	6	6	10	2	1	2008

LIGHTING GENERAL NOTES

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
CDP

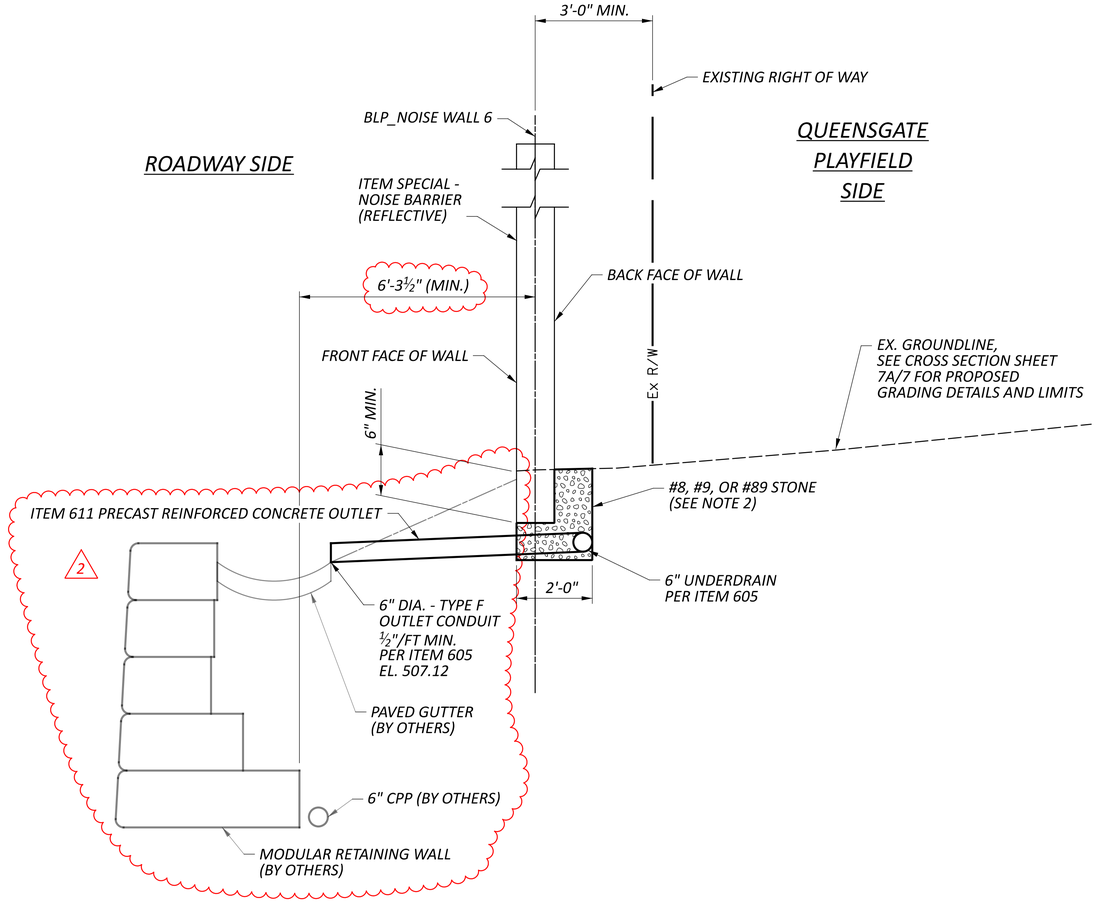
REVIEWER
EMS 03/03/25

PROJECT ID
122048

SHEET P.220A | TOTAL P.421

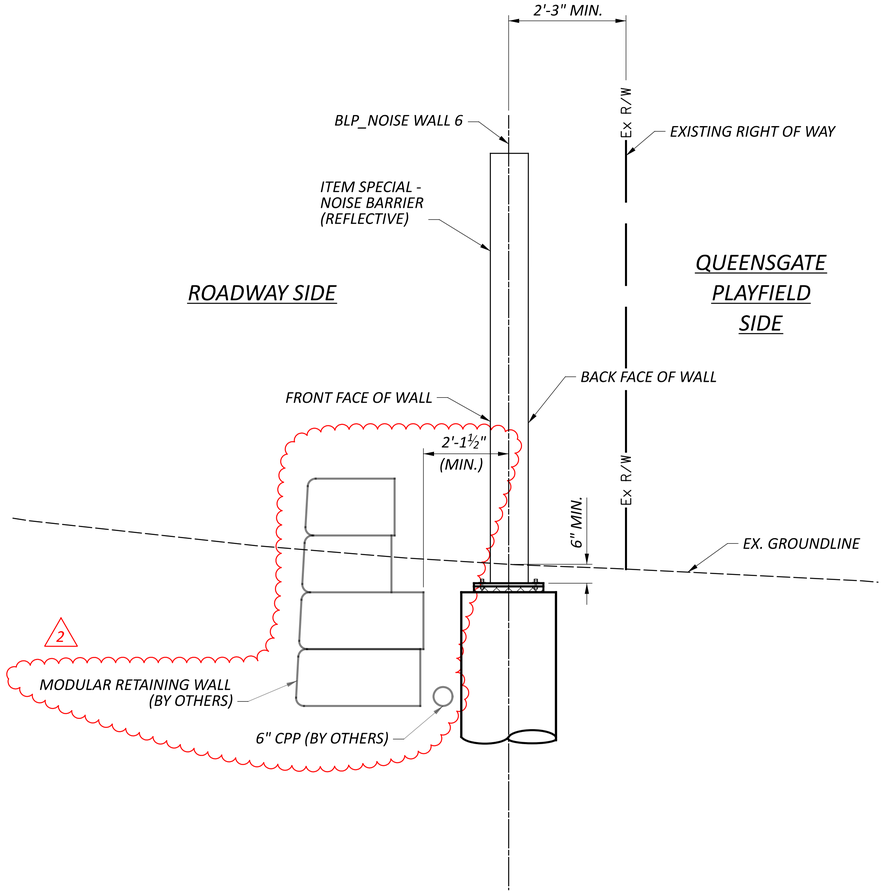
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TYPICAL SECTION

STA. 00+64.85 TO STA. 01+29.85



TYPICAL SECTION

STA. 01+29.85 TO STA. 07+33.85

9-11-2025

NOTES:

1. NOISE BARRIER SHALL BE FABRICATED AND INSTALLED PER NOISE BARRIER STANDARD DRAWING NBS-1-09, UNLESS OTHERWISE NOTED.
2. CONSTRUCT A TRENCH UNDER THE NOISE BARRIER PANELS AS SHOWN. THE BOTTOM OF THE TRENCH SHALL COINCIDE WITH THE UNDERDRAIN INVERT ELEVATION AS SHOWN IN THE NOISE BARRIER PROFILES.
3. AGGREGATE BACKFILL, UNDERDRAINS, OUTLET CONDUIT, AND OTHER FEATURES RELATED TO NOISE WALL DRAINAGE ARE INCLUDED IN ITEM SPECIAL - NOISE BARRIER (REFLECTIVE) FOR PAYMENT.

2

NOISE WALL 6 TYPICAL SECTIONS

SFN	N/A
DESIGN AGENCY	B&N burgessniple.com
DESIGNER	MES
CHECKER	ODW
REVIEWER	SCS 12/31/24
PROJECT ID	122048
SUBSET	3
TOTAL	12
SHEET	P.233
TOTAL	P.421

HAM-IR 75-1.05

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ITEM SPECIAL: NOISE BARRIER (REFLECTIVE)

1. *ALL NOISE BARRIER PANELS, POSTS, AND CAPS SHALL BE CONCRETE.*
2. *2*
3. *ALL NOISE BARRIER POSTS AND CAPS SHALL HAVE A SMOOTH FINISH.*
4. *ALL NOISE BARRIER PANELS SHALL BE REFLECTIVE ON BOTH SIDES.*
5. *ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION):*
   APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO SUPPLEMENT 1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. APPLY THE GRAFFITI COATING OVER THE ENTIRE EXPOSED SURFACE AREA OF THE NOISE BARRIER PANELS AND POSTS. THE COLOR SHALL BE CLEAR.
6. *THE NOISE BARRIER SHOP DRAWING SUBMITTAL SHALL INCLUDE THE ACOUSTIC PROFILE SHOWN IN THESE PLANS ON EACH PROFILE VIEW.*
7. *PANEL LENGTH DEDUCTIONS FOR NOISE BARRIER POSTS SHALL BE PER STANDARD CONSTRUCTION DRAWING NBS-1-09.*
8. *THE ARCHITECTURAL FINISH SHALL BE BEIGE ARCHITECTURAL POLYMERS NO. 905O SMALLED AGED PER SHEET 5/12 ON BOTH SIDES. FEDERAL COLOR NUMBER FOR BEIGE IS NO. 17778. THE ARCHITECTURAL POLYMERS PATTERN 905O SHALL MEET THE CUT SHEET ILLUSTRATED ON SHEET 5/12.*

SITE GRADING:

THE CONTRACTOR SHALL PROVIDE THE FINISHED GRADES AS SHOWN IN THE PLANS. SPOILS GENERATED FROM THE DRILLED SHAFT CONSTRUCTION MAY BE WASTED ON SITE ONLY AS DIRECTED BY THE ENGINEER.

GRADE BEAM CONSTRUCTION:

A GRADE BEAM SHALL BE INSTALLED AT THE BOTTOM OF THE NOISE WALL PANEL NUMBER 14. THE GRADE BEAM DIMENSIONS ARE 12"x12".

UNDERDRAINS:

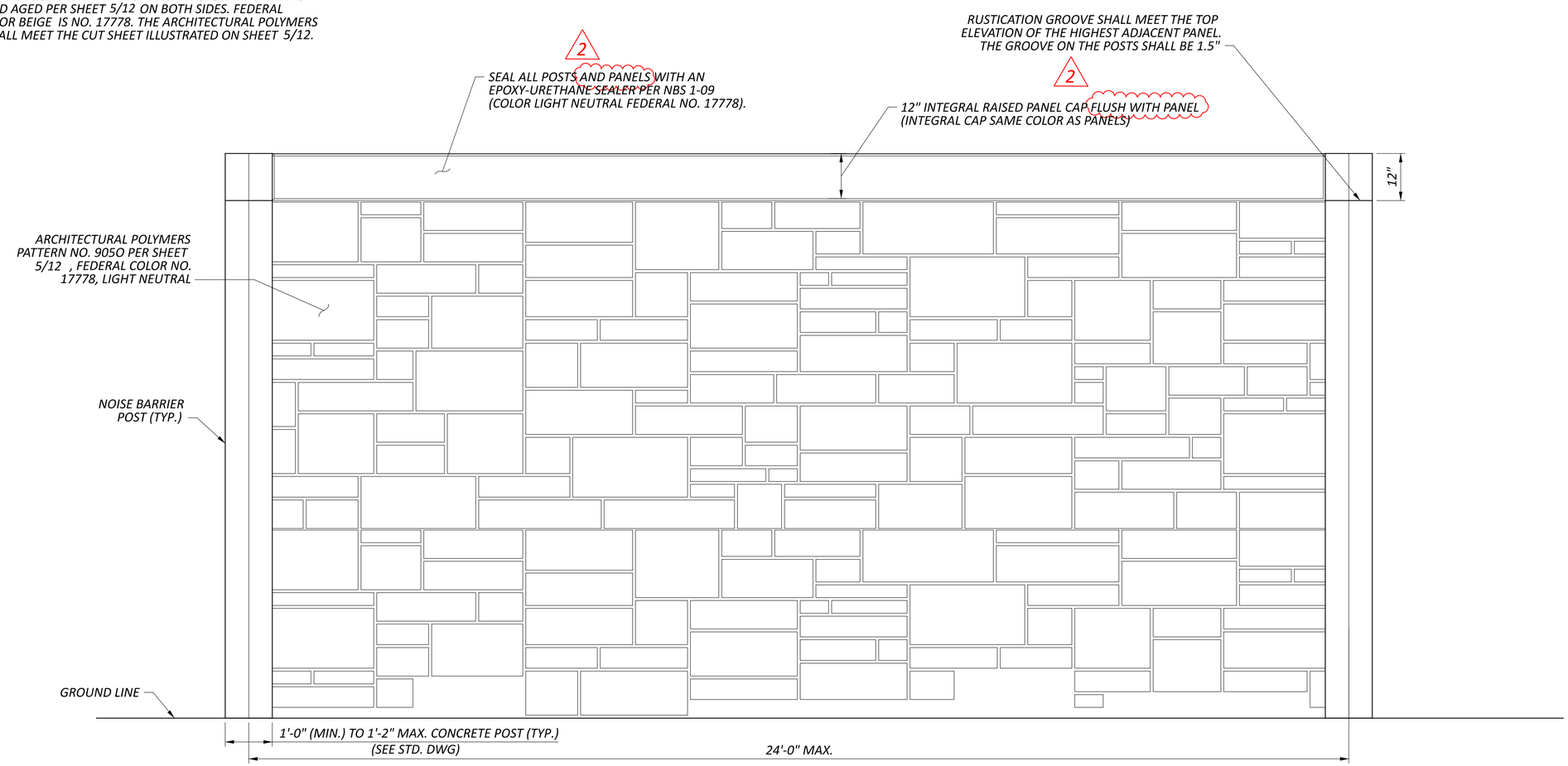
6" UNDERDRAINS AND DRAINAGE STONE DETAILED ON SHEETS 2/12, 3/12, AND 7/12-10/12 SHALL BE INSTALLED BEHIND THE PROPOSED NOISE WALL AT LOCATIONS SHOWN ON THE PLANS.

RETAINING WALL MOUNTED NOISE WALL:

WORK INCLUDES NOISE WALL POSTS, CAPS, AND PANELS MOUNTED TO RETAINING WALL NO. 2 INCLUDING ALL HARDWARE.

PAYMENT:

IN ADDITION TO THE REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING NBS-1-09, ALL OF THE ABOVE REQUIREMENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL: NOISE BARRIER (REFLECTIVE).



NOISE BARRIER ELEVATION

NOISE WALL GENERAL NOTES

SFN	N/A
DESIGN AGENCY	B&N burgessniple.com
DESIGNER	MES
CHECKER	SCS
REVIEWER	JSB 4/9/25
PROJECT ID	122048
SUBSET	4
TOTAL	12
SHEET	P.234
TOTAL	P.421

9-11-2025

REF NO.	SHEET NO.			STATION FROM	STATION TO	SIDE	SPECIAL - NOISE BARRIER (REFLECTIVE) SF	SPECIAL - FORM LINER FOR NOISE BARRIERS LS	611 PRECAST REINFORCED CONCRETE OUTLET EA
							SPECIAL	SPECIAL	611
NSA 5	237	-	238	00+01.50	08+07.50	℄	9402	LS	
NSA 6	239	-	240	00+64.85	07+33.85	℄	8025	LS	1
TOTALS CARRIED TO GENERAL SUMMARY							17427	LS	1

2

9-11-2025

NOISE WALL SUBSUMMARY

SFN
N/A

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	CHECKER
MES	BCS

REVIEWER
JSB 4/9/25

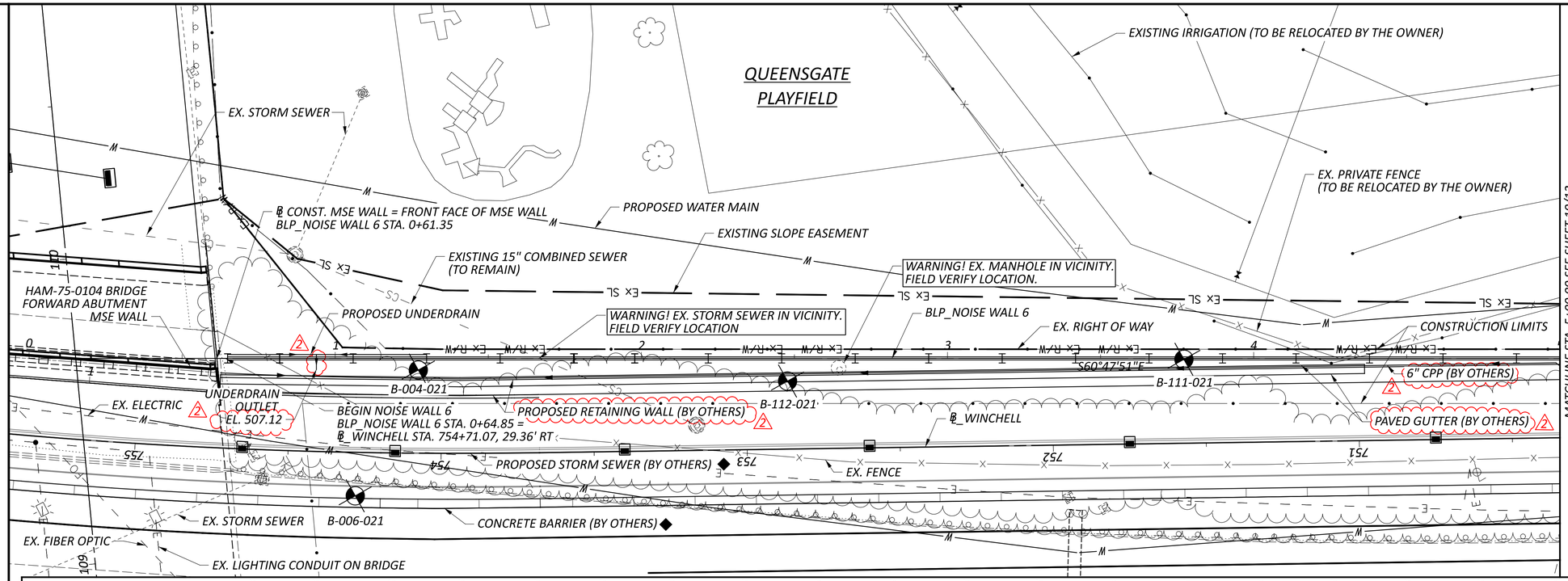
PROJECT ID
122048

SUBSET	TOTAL
6	12

SHEET	TOTAL
P.236	P.421

HAM-IR 75-1.05

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LEGEND:

TOR = TOP OF ROCK

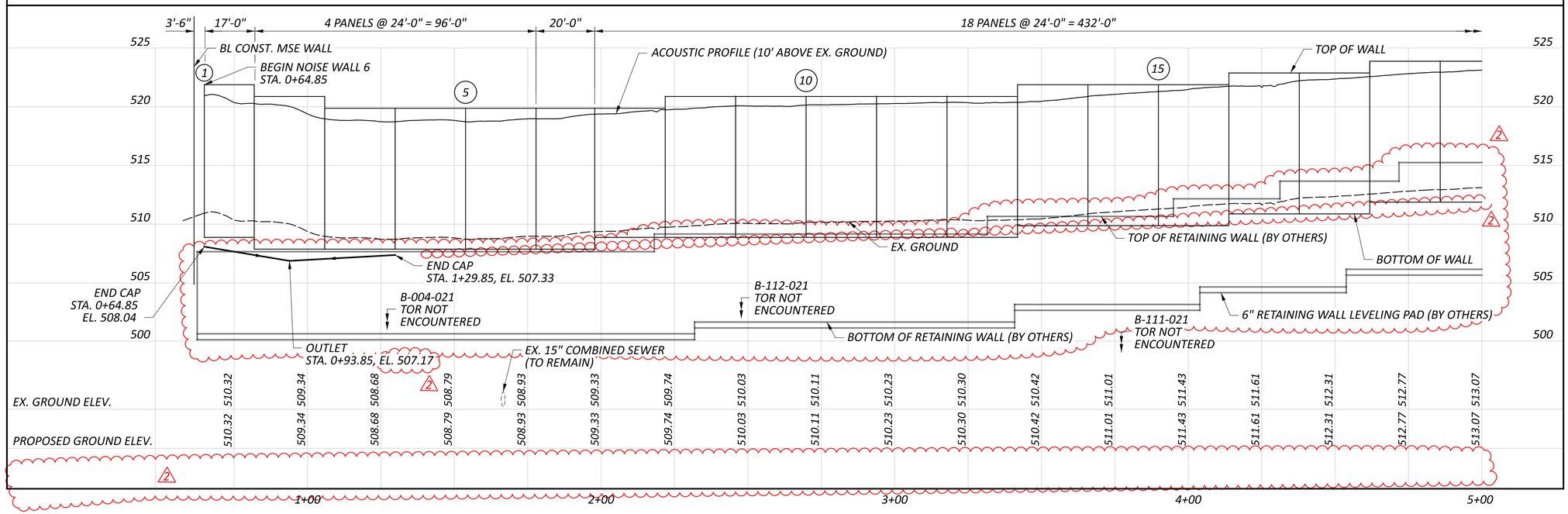
(X) = DRILLED SHAFT NO.

= PROJECT BORING LOCATION

= HALFTONED LINEWORK REPRESENTS FUTURE PROJECT

NOTE:

TOP OF WALL ELEV.	521.83	520.83	519.83	519.83	519.83	519.83	519.83	520.83	520.83	520.83	520.83	520.83	520.83	521.83	521.83	521.83	522.83	522.83	523.83	523.83
BOTTOM OF WALL ELEV.	508.83	507.83	507.83	507.83	507.83	507.83	508.83	508.83	508.83	508.83	508.83	508.83	508.83	509.83	509.83	509.83	510.83	510.83	511.83	511.83
ACOUSTIC PROFILE ELEV.	520.89	520.23	518.93	518.68	518.68	518.93	519.33	519.69	520.03	520.09	520.20	520.32	520.33	520.84	521.25	521.69	522.17	522.53	522.89	
PANEL NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	



HORIZONTAL SCALE IN FEET
0 10 20 40

NOISE WALL 6 PLAN AND PROFILE - 1
BEGIN WALL TO STA. 5+00.00

SFN N/A

DESIGN AGENCY B&N burgessniple.com

DESIGNER	CHECKER
MES	ODW

REVIEWER SCS 12/31/24

PROJECT ID 122048

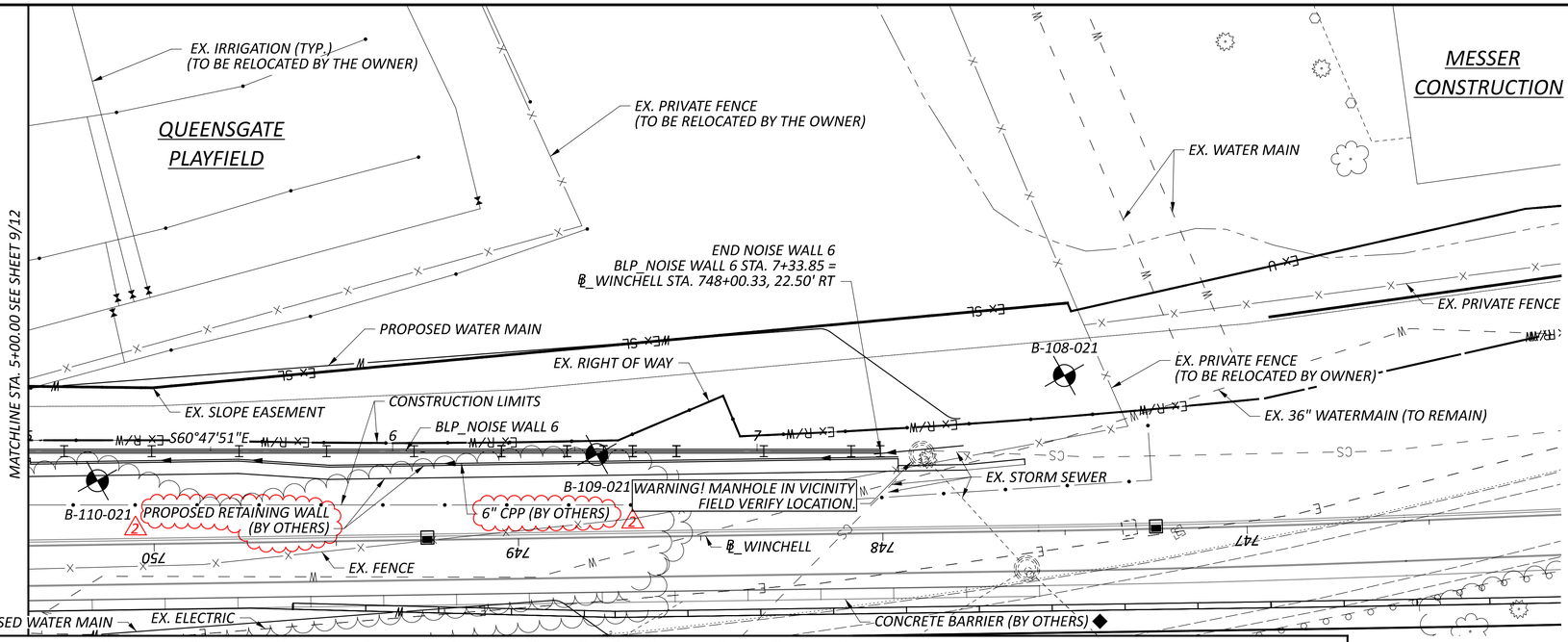
SUBSET	TOTAL
9	12

SHEET	TOTAL
P.239	P.421

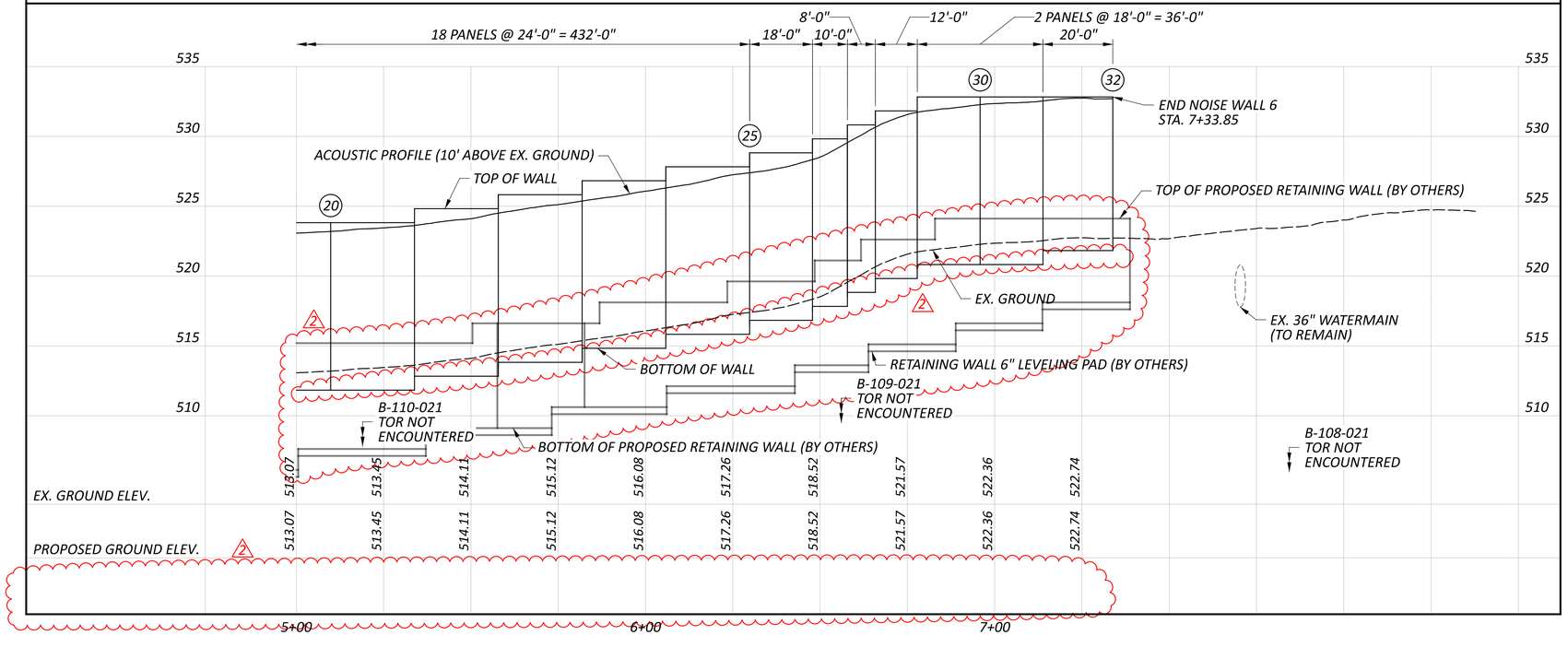
9-11-2025

HAM-IR 75-1.05

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TOP OF WALL ELEV.	523.83	524.83	525.83	526.83	527.83	528.83	529.83	530.83	531.83	532.83	532.83	532.83
BOTTOM OF WALL ELEV.	511.83	512.83	513.83	514.83	515.83	516.83	517.83	518.83	519.83	520.83	520.83	521.83
ACOUSTIC PROFILE ELEV.	523.19	523.62	524.50	525.38	526.31	527.39	528.35	529.56	530.66	531.73	532.37	532.75
PANEL NO.	20	21	22	23	24	25	26	27	28	29	30	31



LEGEND:

TOR = TOP OF ROCK

(X) = DRILLED SHAFT NO.

= PROJECT BORING LOCATION

◆ = HALFTONED LINEWORK REPRESENTS FUTURE PROJECT

NOTE:

9-11-2025

HORIZONTAL SCALE IN FEET
0 10 20 40

NOISE WALL 6 PLAN AND PROFILE - 2
STA. 5+00.00 TO END WALL

SFN N/A

DESIGN AGENCY B&N burgessniple.com

DESIGNER	CHECKER
MES	ODW

REVIEWER SCS 12/31/24

PROJECT ID 122048

SUBSET	TOTAL
10	12

SHEET	TOTAL
P.240	P.421

HAM-IR 75-1.05

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2

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9-11-2025

HAM-IR 75-1.05

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SELECT NOISE WALL 6 CROSS SECTIONS

SFN
N/A

DESIGN AGENCY
B&N
burgessniple.com

DESIGNER	CHECKER
MES	ODW

REVIEWER
SCS 12/31/24

PROJECT ID
122048

SUBSET	TOTAL
11	12

SHEET	TOTAL
P.241	P.421

NOISE WALL 5					
DRILLED SHAFT NUMBER	WORKPOINT STATION	TOP OF DRILLED SHAFT ELEVATION	SHAFT LENGTH (FT)	POST TYPE	POST SIZE (IN)
1	01+25.50	501.75	7.5	B	16
2	01+47.50	500.68	7.5	A	16
3	01+71.50	499.68	7.5	A	16
4	01+95.50	498.68	7.5	A	16
5	02+19.50	498.68	7.5	A	16
6	02+43.50	498.68	7.5	A	16
7	02+67.50	498.68	7.5	A	16
8	02+91.50	497.68	7.5	A	16
9	03+15.50	497.68	7.5	A	16
10	03+39.50	497.68	7.5	A	16
11	03+63.50	497.68	7.5	A	16
12	03+71.50	497.68	6.0	A	16
13	03+95.50	496.68	7.5	A	16
14	04+19.50	496.68	7.5	A	16
15	04+43.50	496.68	7.5	A	16
16	04+67.50	496.68	7.5	A	16
17	04+75.50	496.68	6.0	A	16
18	04+95.50	496.68	7.5	A	16
19	05+19.50	496.68	7.5	A	16
20	05+37.50	497.68	7.5	A	16
21	05+55.50	496.68	7.5	A	16
22	05+75.50	496.68	7.5	A	16
23	05+99.50	496.68	7.5	A	16
24	06+23.50	496.68	7.5	A	16
25	06+47.50	497.68	7.5	A	16
26	06+63.50	498.71	7.5	A	16
27	06+75.50	499.71	6.0	A	16
28	06+87.50	499.68	6.0	A	16
29	07+11.50	499.68	7.5	A	16
30	07+35.50	499.68	7.5	A	16
31	07+59.50	499.68	7.5	A	16
32	07+83.50	499.68	6.0	A	16
33	08+07.50	499.75	6.0	B	16

NOISE WALL 6					
DRILLED SHAFT NUMBER	WORKPOINT STATION	TOP OF DRILLED SHAFT ELEVATION	SHAFT LENGTH (FT)	POST TYPE	POST SIZE (IN)
1	00+64.85	508.58	10.5	B	16
2	00+81.85	507.51	10.5	A	16
3	01+05.85	507.51	10.5	A	16
4	01+29.85	507.51	10.5	A	16
5	01+53.85	507.51	10.5	A	16
6	01+77.85	507.51	10.5	A	16
7	01+97.85	507.51	10.5	A	16
8	02+21.85	508.51	10.5	A	16
9	02+45.85	508.82	10.5	A	16
10	02+69.85	508.82	10.5	A	16
11	02+93.85	508.51	10.5	A	16
12	03+17.85	508.51	19.0	A	16
13	03+41.85	508.51	19.0	A	16
14	03+65.85	509.51	19.0	A	16
15	03+89.85	509.51	19.0	A	16
16	04+13.85	509.51	19.0	A	16
17	04+37.85	510.51	19.0	A	16
18	04+61.85	510.51	19.0	A	16
19	04+85.85	511.51	10.5	A	16
20	05+09.85	511.51	10.5	A	16
21	05+33.85	511.51	10.5	A	16
22	05+57.85	512.51	10.5	A	16
23	05+81.85	513.51	10.5	A	16
24	06+05.85	514.51	10.5	A	16
25	06+29.85	515.51	8.5	A	16
26	06+47.85	516.51	8.5	A	16
27	06+57.85	517.54	6.5	A	16
28	06+65.85	518.54	6.5	A	16
29	06+77.85	519.51	6.5	A	16
30	06+95.85	520.51	8.5	A	16
31	07+13.85	520.51	8.5	A	16
32	07+33.85	521.58	8.5	B	16

2

9-11-2025

NOISE WALL DATA TABLES NSA5 AND NSA6

HAM-IR 75-1.05

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SFN N/A

DESIGN AGENCY B&N burgessniple.com

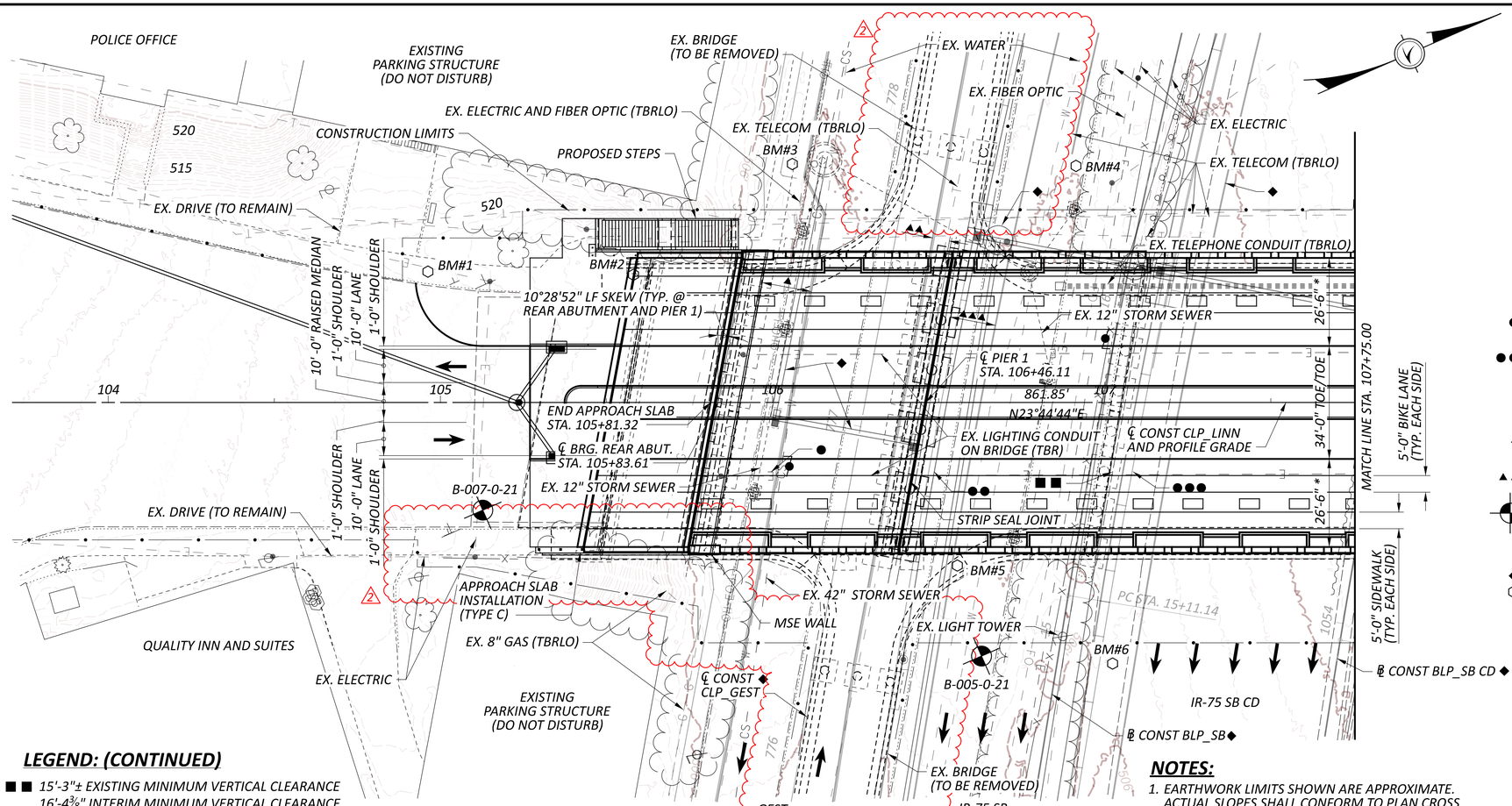
DESIGNER	CHECKER
MES	SCS

REVIEWER JSB 4/9/25

PROJECT ID 122048

SUBSET	TOTAL
12	12

SHEET	TOTAL
P.242	P.421



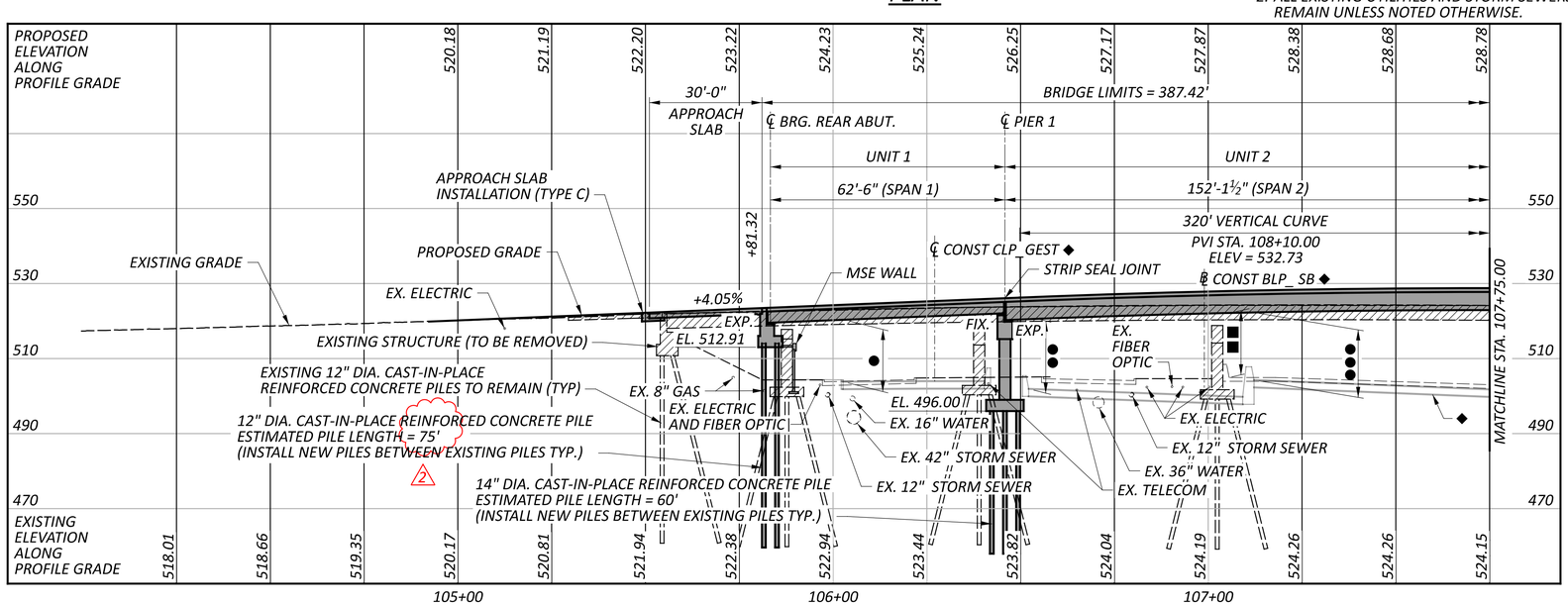
PLAN

LEGEND: (CONTINUED)

■ ■ *15'-3"± EXISTING MINIMUM VERTICAL CLEARANCE*
16'-4⅜" INTERIM MINIMUM VERTICAL CLEARANCE (PROPOSED OVER EXISTING)

NOTES:

1. *EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.*
2. *ALL EXISTING UTILITIES AND STORM SEWERS SHALL REMAIN UNLESS NOTED OTHERWISE.*



PROFILE ALONG ℄ CONST CLP_LINN

2 9-11-25

BENCHMARK DATA

BM #1 STA.	104+96.26,	ELEV. 520.13 ,	OFFSET 39.38 LT.,	MAG SPIKE
BM #2 STA.	105+58.15,	ELEV. 522.44 ,	OFFSET 38.44 LT,	MAG SPIKE
BM #3 STA.	106+05.96,	ELEV. 504.48 ,	OFFSET 71.76 LT,	MAG SPIKE
BM #4 STA.	106+91.35,	ELEV. 504.02 ,	OFFSET 71.20 LT,	MAG SPIKE
BM #5 STA.	106+55.63,	ELEV. 524.15 ,	OFFSET 49.09 RT,	MAG SPIKE
BM #6 STA.	107+02.36,	ELEV. 505.72 ,	OFFSET 78.60 RT,	MAG SPIKE

FOR ADDITIONAL BENCHMARK INFORMATION, SEE ROADWAY PLAN SHEET 3/421

DESIGN TRAFFIC:
2028 ADT = 11,050 *2028 ADTT = 332*
2048 ADT = 11,920 *2048 ADTT = 358*
DIRECTIONAL DISTRIBUTION = 55%

LEGEND:

- ● *14'-6" REQUIRED MINIMUM VERTICAL CLEARANCE 15'-11" ACTUAL MINIMUM VERTICAL CLEARANCE*
- ●● *16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE 16'-7¾" ACTUAL MINIMUM VERTICAL CLEARANCE*
- ●●● *16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE 16'-11¼" ACTUAL MINIMUM VERTICAL CLEARANCE*
- ▲ *15'-0" REQUIRED MINIMUM HORIZONTAL CLEARANCE 15'-0" ACTUAL MINIMUM HORIZONTAL CLEARANCE*
- ▲▲ *5'-8" REQUIRED MINIMUM HORIZONTAL CLEARANCE 6'-5½" ACTUAL MINIMUM HORIZONTAL CLEARANCE*
- ▲▲▲ *11'-8" REQUIRED MINIMUM HORIZONTAL CLEARANCE 13'-8½" ACTUAL MINIMUM HORIZONTAL CLEARANCE*
- *PROJECT BORING LOCATION*
- ** = PLANTERS, 5'-0" SIDEWALK, 5'-0" BIKE LANE, AND BUFFERS (SEE TRANSVERSE SECTION FOR DETAILS)*
- ◆ *= HALFTONED LINEWORK REPRESENTS FUTURE PROJECT*
- ⬡ *= BENCHMARK LOCATION*

EXISTING STRUCTURE

TYPE: 7 SPAN CONTINUOUS ROLLED STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 31'-0"±, 51'-3"±, 63'-5⅜"±, 85'-0"±, 85'-0"± 65'-9"±, 39'-6"± C/C BEARINGS

ROADWAY: 70'-0"± TOE/TOE OF CURB

LOADING: CF = 400 (57)

SKEW: 10°02'00"± @ ℄ EXPRESSWAY

WEARING SURFACE: 1¾"± SUPERPLASTICIZED DENSE CONCRETE OVERLAY

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

ALIGNMENT: TANGENT

CROWN: 0.016± FT/FT

STRUCTURE FILE NUMBER: 3109097

DATE BUILT: 1961

REHABILITATED: 1987 & 2009

DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: SINGLE SPAN W36 ROLLED BEAM AND 2 SPAN CONTINUOUS STEEL PLATE GIRDER (GRADE 50W) WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED ON STUB ABUTMENTS ON PILES AND MSE WALL EMBANKMENTS, PIERS SUPPORTED ON PILES

SPANS: UNIT 1: 62'-6" UNIT 2: 152'-1½", 167'-11$^{9}/_{16}$" (SPANS MEASURED C/C BEARINGS, EXCEPT AT PIER 1 WHERE SPANS ARE MEASURED TO ℄ PIER)

ROADWAY: 34'-0" TOE/TOE OF CURB WITH 5'-0" SIDEWALK AND 5'-0" BIKE LANE (LEFT & RIGHT SIDES)

LOADING: HL93 AND 60 PSF FUTURE WEARING SURFACE

SKEW: VARIES

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 30'-0" LONG (AS-1-15, AS-2-15)

ALIGNMENT: TANGENT

CROWN: 0.0160 FT/FT

DECK AREA: 34,997 SF

COORDINATES: LATITUDE 39°06'14.69" N
LONGITUDE 84°31'44.71" W

HORIZONTAL SCALE IN FEET
0 10 20 40

SITE PLAN - 1
BRIDGE NO. HAM-75-0104
LINN STREET OVER IR-75 AND GEST STREET

SFN	3109098
DESIGN AGENCY	B&N burgessniple.com
DESIGNER	BES
CHECKER	MAB
REVIEWER	JCS 12/15/24
PROJECT ID	122048
SUBSET	1
TOTAL	88
SHEET	P.243
TOTAL	P.421

HAM-IR 75-1.05

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GENERAL NOTES:

REFER TO THE FOLLOWING STANDARD BRIDGE AND ROADWAY DRAWINGS:

AS-1-15 REVISED 1-20-23
AS-2-15 REVISED 7-21-23
EXJ-4-87 REVISED 1-19-24
GSD-1-19 REVISED 7-19-24
RM-2.1 REVISED 7-19-13
26999 DATED 01-03 (CITY OF CINCINNATI)

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800 DATED 07-18-25 (2)
840 DATED ~~07-19-24~~
851 DATED 07-19-24

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 9" EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS"ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020 EDITION WITH REVISIONS THROUGH JULY 2024, EXCEPT AS NOTED ELSEWHERE IN THE PLANS.

SPECIAL DESIGN SPECIFICATIONS:

THIS BRIDGE REQUIRED THE USE OF A THREE-DIMENSIONAL MODEL USING THE FINITE ELEMENT DESIGN METHOD TO ANALYZE THE STRUCTURE. THE COMPUTER PROGRAM USED FOR STRUCTURAL ANALYSIS WAS MDX VERSION 2023.11.21. THIS PROGRAM WAS USED FOR THE DESIGN OF THE STEEL GIRDERS AND CROSSFRAMES AND TO CALCULATE REACTIONS FOR THE DESIGN OF THE BEARINGS AND SUBSTRUCTURES.

DEAD LOAD DISTRIBUTIONS: THE WEIGHT OF THE STEEL SUPERSTRUCTURE AND CONCRETE DECK WAS APPLIED TO EACH ELEMENT IN THE MODEL BASED ON LOCAL SECTION PROPERTIES. THE WEIGHT OF THE FUTURE WEARING SURFACE, SIDEWALK, RAISED MEDIAN, LIGHT POLES AND PLANTER POTS WAS APPLIED TO EACH GIRDER BASED ON TRIBUTARY AREA. PARAPET, SCREEN WALL, PILASTERS AND PLANTER WEIGHT WAS APPLIED TO THE EXTERIOR GIRDERS.

UNIT LOADS USED IN THE ANALYSIS ARE LISTED BELOW:

FUTURE WEARING SURFACE 60 LB/SF
PARAPET/PILASTERS + PLANTERS + SCREEN WALL + SIDEWALK + LIGHT POLES + RAISED MEDIAN:
GIRDER/BEAM LINES 1 & 9 (UNIT 1) - 4.268 KIPS/FT
GIRDER/BEAM LINES 1 & 9 (UNIT 2) - 3.640 KIPS/FT
GIRDER/BEAM LINES 2 & 8 (UNITS 1 & 2) - 1.448 KIPS/FT
GIRDER/BEAM LINES 3 & 7 (UNITS 1 & 2) - 0.880 KIPS/FT
GIRDER/BEAM LINE 5 (UNITS 1 & 2) - 0.750 KIPS/FT

LIVE LOAD DISTRIBUTION: THE DESIGN AND LOAD RATING ANALYSES WERE CARRIED OUT BY APPLYING TRUCK AND LANE LOADS DIRECTLY TO THE FINITE ELEMENT MODELS, RATHER THAN BY USING CALCULATED DISTRIBUTION FACTORS.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING:

HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KSF
SATURATED SOIL UNIT WEIGHT OF 0.115 KCF
PLANTER WALL CONCRETE UNIT WEIGHT OF 0.150 KCF
SIDEWALK LIVE LOAD OF 0.075 KSF

DESIGN DATA:

CONCRETE CLASS QC3 COMPRESSIVE STRENGTH 4.5 KSI (DECK AND APPROACH SLABS)
CONCRETE CLASS QC2 COMPRESSIVE STRENGTH 4.5 KSI (SIDEWALKS, RAISED MEDIAN, AND PLANTER WALLS)
CONCRETE CLASS QC SCC COMPRESSIVE STRENGTH 4.5 KSI (PARAPETS)
CONCRETE CLASS QC3 COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE EXCLUDING FOOTINGS)
CONCRETE CLASS QC1 COMPRESSIVE STRENGTH 4.0 KSI (FOOTINGS)
GALVANIZED STEEL REINFORCEMENT MINIMUM YIELD STRENGTH 60 KSI
STRUCTURAL STEEL ASTM A709 GRADE 50W YIELD STRENGTH 50 KSI
STEEL CIP PILES ASTM A 252 GRADE 3 YIELD STRENGTH 45 KSI
STEEL SHEET PILING ASTM A572 GRADE 50 YIELD STRENGTH 50 KSI

DECK PROTECTION METHOD:

GALVANIZED REINFORCING STEEL
2½"CONCRETE COVER
CLASS QC3 CONCRETE

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

EXISTING STRUCTURE PLANS:

THE EXISTING STRUCTURE PLANS ARE AVAILABLE ONLINE THROUGH THE FOLLOWING WEBSITE:ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/D08-113361/Reference%20Files/

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

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

IN ADDITION TO THE REQUIREMENTS OF CMS 202, THIS ITEM INCLUDES THE FOLLOWING WORK: (2)

1. REMOVE THE EXISTING RAMP BRIDGE SUPERSTRUCTURES AND PIERS FROM GEST STREET TO LINN STREET. FOR EXISTING RAMP R (EAST OF LINN ST.), REMOVE EXISTING PIERS 1-3 DOWN TO THE BOTTOM OF FOOTING. FOR EXISTING RAMP S (WEST OF LINN ST.), REMOVE EXISTING PIER 1 DOWN TO THE BOTTOM OF FOOTING AND REMOVE EXISTING PIERS 2 & 3 DOWN TO THE TOP OF FOOTING. DO NOT REMOVE THE EXISTING ABUTMENTS, RETAINING WALLS AND EMBANKMENTS SUPPORTING THE GEST ST. RAMPS.

2. REMOVE EXISTING PIERS 1, 2, 3, 4, AND 6 DOWN TO THE BOTTOM OF FOOTING. REMOVE EXISTING PIER 5 DOWN TO TOP OF FOOTING. REMOVAL OF PORTIONS OF EXISTING PAVEMENT AND BARRIERS AS NEEDED TO REMOVE EXISTING PIERS IS INCIDENTAL TO THIS ITEM OF WORK.

3. CUT OFF EXISTING PILES AT EXISTING PIER 1 AND EXISTING FORWARD ABUTMENT AS NOTED ON THE FOUNDATION PLANS.

MOT AND PHASE CONSTRUCTION:

THE EXISTING LINN ST. BRIDGE WILL BE CLOSED WITH A DETOUR OF TRAFFIC . REMOVE THE EXISTING SUPERSTRUCTURE AND THE EXISTING SUBSTRUCTURE DURING MOT PHASE 1. CONSTRUCT THE PROPOSED STRUCTURE DURING MOT PHASES 1 AND 2. SHORT TERM CLOSURES OF I-75 AND WINCHELL AVE. WILL BE REQUIRED FOR DEMOLITION AND ERECTION OF THE NEW SUPERSTRUCTURE.

SEE MAINTANENCE OF TRAFFIC PLANS FOR ADDITIONAL DETAILS AND NOTES.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 251 KIPS PER PILE FOR THE REAR ABUTMENT PILES AND 316 KIPS PER PILE FOR THE FORWARD ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS 383 KIPS PER PILE FOR THE PIER 1 PILES AND 377 KIPS PER PILE FOR THE PIER 2 PILES.

REAR ABUTMENT PILES: (2)

12" DIA. CIP PILES 80 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

FORWARD ABUTMENT PILES:

12" DIA. CIP PILES 85 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PIER 1 PILES:

14" DIA. CIP PILES 65 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PIER 2 PILES:

14" DIA. CIP PILES 85 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM

PROVIDE PLAIN CYLINDRICAL CASINGS WITH A MINIMUM PILE WALL THICKNESS OF 0.25 INCH AT ABUTMENTS AND AT PIERS FOR THE CAST-IN-PLACE REINFORCED CONCRETE PILES.

PILE DRIVING:

USE A PILE DRIVING HAMMER WITH A MINIMUM RATED ENERGY OF 42,000 FOOT-POUNDS TO INSTALL THE PILES. ENSURE THAT STRESSES IN THE PILES DURING DRIVING DO NOT EXCEED 40,500 POUNDS PER SQUARE INCH.

PILE DRIVING CONSTRAINTS:

PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV), CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR A MINIMUM DISTANCE OF 200-FT BEHIND EACH ABUTMENT. THE CONTRACTOR SHALL PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. PROVIDE AT LEAST THREE FEET OF PILE ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF C&MS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A 60 CALENDAR DAY WAITING PERIOD HAS ELAPSED (REAR ABUTMENT ONLY). NO WAITING PERIOD IS REQUIRED AT THE FORWARD ABUTMENT. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH.

ITEM 507 - PREBORED HOLES, AS PER PLAN:

USE PREBORED HOLES, 20' DEEP, AT SPECIFIED LOCATIONS AT PIER 2 AS SHOWN ON THE FOUNDATION PLAN, TO VERIFY THAT EXISTING BATTERED PILES WILL NOT INTERFERE WITH PROPOSED PILES. NOTIFY THE ENGINEER IF PROPOSED PILES CANNOT BE DRIVEN AT THE PLAN LOCATIONS, SO THAT ALTERNATE LOCATIONS CAN BE APPROVED PRIOR TO DRIVING PILES.

PRIOR TO DRIVING PILES, BACKFILL THE PREBORED HOLES WITH DRY SAND.

PROPRIETARY RETAINING WALL DATA:

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE A NOMINAL (I.E. UNFACTORED) HORIZONTAL STRIP LOAD DUE TO FRICTION (FR) FROM THE SUPERSTRUCTURE OF 1.15 K/FT AT THE REAR ABUTMENT AND 2.76 K/FT AT THE FORWARD ABUTMENT APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOT INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL IN THE DESIGN CALCULATIONS.

FOUNDATION BEARING RESISTANCE:

THE REAR ABUTMENT REINFORCED SOIL MASS, AS DESIGNED, PRODUCES A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 3.7 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 5.2 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 5.9 KIPS PER SQUARE FOOT.

THE FORWARD ABUTMENT REINFORCED SOIL MASS, AS DESIGNED, PRODUCES A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 4.6 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 6.7 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 14.6 KIPS PER SQUARE FOOT.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE):

TINT SO THE FINAL COLOR IS FEDERAL COLOR STANDARD NO. 17778, LIGHT NEUTRAL.

ITEM 512 - SEALING OF CONCRETE SURFACES, AS PER PLAN, (PERMANENT GRAFFITI PROTECTION):

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO S1083 THAT IS COMPATIBLE WITH THE CONCRETE SEALER OVER WHICH IT IS APPLIED. THE GRAFFITI COATING SHALL BE CLEAR. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. APPLY THE GRAFFITI COATING TO ALL EXPOSED CONCRETE SURFACES OF THE MSE WALLS, ABUTMENTS, PIERS, PARAPETS, AND PLANTER WALLS.

ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT:
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT:

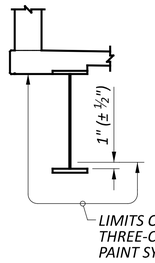
APPLY INTERMEDIATE AND FINISH COATS IN THE FIELD PER CMS 514 TO THE SURFACES NOTED IN THE FOLLOWING DIAGRAMS (APPLIES TO BOTH FASCIA GIRDERS AND INCLUDES STIFFENERS AND SPLICE PLATES/BOLTS ON THE OUTBOARD (FASCIA) SIDE AND BOTTOM OF FASCIA GIRDERS).

ADDITIONALLY, PAINT THE LAST 10 FT OF EACH GIRDER END ADJACENT TO THE ABUTMENTS AND PIER 1 INCLUDING ALL CROSS-FRAMES AND OTHER STEEL WITHIN THESE LIMITS.

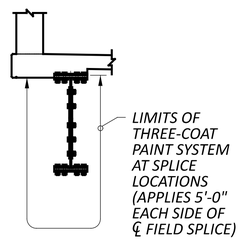
THE PRIME COAT SHALL BE 708.01. FOR THE ENDS OF INTERIOR GIRDERS, THE TOP COAT COLOR SHALL CLOSELY APPROACH FEDERAL STANDARD NO. 595B - 20045 OR 20059 (THE COLOR OF WEATHERING STEEL). FOR THE FASCIA GIRDERS, THE TOP COAT COLOR SHALL CLOSELY APPROACH FEDERAL STANDARD NO. 595B - 34058 (DARK GREEN).

USE TYPE I BOLTS FOR PAINTED WEATHERING STEEL LOCATIONS WITH COATING SYSTEMS THAT ARE ZINC BASED, SUCH AS OZEU, IZEU, GALVANIZING OR METALLIZING.

USE GRADE A325, TYPE III BOLTS FOR UN-COATED WEATHERING STEEL BOLT LOCATIONS. IF THE FAYING SURFACES UNDER BOTH THE HEAD AND NUT OF A WEATHERING STEEL MEMBER ARE COATED, SPECIFY GALVANIZED GRADE A325 TYPE I BOLTS. OTHERWISE, SPECIFY GRADE A325, TYPE III BOLTS.



FASCIA GIRDER COATING LIMITS



FASCIA GIRDER COATING LIMITS AT SPLICE

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN:

THE REQUIREMENTS OF 511.03 AND 511.04 SHALL APPLY TO THIS ITEM OF WORK. THIS ITEM SHALL INCLUDE BUT IS NOT LIMITED TO THE CONCRETE AND STEEL REINFORCEMENT NECESSARY TO FORM AND PLACE THE APPROACH SLABS AS SHOWN IN THE PLANS. PAYMENT FOR THIS ITEM SHALL ALSO INCLUDE THE ITEMS LISTED ON STANDARD DRAWING AS-1-15 AND ALL OTHER NECESSARY MATERIALS, LABOR, AND EQUIPMENT AND SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN.

THE REQUIREMENTS IN THE GENERAL NOTES FOR ITEM 511 - CLASS QC3 CONCRETE, MISC.: BRIDGE DECK, WITH QC/QA SHALL APPLY TO THIS ITEM OF WORK.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMATERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.86 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

FOR UNIT 1 DECK ONLY, ALL SCREED RAILS SHALL BE SUPPORTED ON THE GIRDERS. HAND WELDING OF RAIL SUPPORTS TO COMPRESSION REGIONS OF THE TOP FLANGE IS PERMITTED. ALTERNATE MEANS OF ATTACHMENT OF RAIL SUPPORTS TO TENSION REGIONS OF TOP FLANGES WILL BE REQUIRED. METHODS WHICH USE AUTOMATIC END-WELDED STUDS TO ATTACH RAIL SUPPORT BASE PLATES TO THE TENSION REGIONS ARE PERMITTED. ANY SUPPORT HARDWARE WHICH WILL REMAIN IN THE CONCRETE SHALL BE GALVANIZED. FOR TOP FLANGE STRESS CONDITIONS, SEE SHEET 35/88.

ITEM 511 - CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN:

SEE SHEETS 58/88 TO 65/88 FOR PARAPET DETAILS, INCLUDING JOINT TREATMENTS. THIS ITEM INCLUDES PARAPETS ON BRIDGE AND APPROACH SLABS.

ITEM SPECIAL - STRUCTURES: TEMPORARY SUPPORTS FOR GIRDERS:

PROVIDE TEMPORARY SUPPORTS FOR THE UNIT 2 GIRDER ERECTION AS SHOWN ON SHEET 32/88.

ITEM 840 - AESTHETIC SURFACE TREATMENT:

USE CONCRETE FORM LINERS TO CREATE AESTHETIC SURFACE TREATMENT ON THE MSE WALL FACING PANELS. THE FORM LINER SHALL BE PATTERN 1107, MISSION FLUTE FROM SPEC FORMLINERS, INC., OR APPROVED EQUAL. THE FORM LINER RELIEF DEPTH SHALL BE 1.5 INCHES. FABRICATE AND INSTALL THE MSE WALL PANELS SUCH THAT THE VERTICAL FINS AND VALLEYS IN THE FRACTURE FIN AESTHETIC TREATMENT ALIGN VERTICALLY ACROSS ADJACENT PANELS FROM THE TOP OF THE WALL TO THE BOTTOM OF THE WALL. USE THE SAME FRACTURED FIN PATTERN ON ALL WALLS ON THE PROJECT.

FORM LINERS SHALL BE CAPABLE OF WITHSTANDING ANTICIPATED CONCRETE POUR PRESSURES WITHOUT LEAKAGE OR CAUSING PHYSICAL DEFECTS. FORM LINERS SHALL BE REMOVABLE WITHOUT CAUSING CONCRETE SURFACE DAMAGE. USE A FORM RELEASE PRODUCT AS RECOMMENDED BY THE FORM LINER MANUFACTURER. USE MANUFACTURER'S APPLICATION RATES AND ALL OTHER MANUFACTURER'S INSTRUCTIONS. FORM RELEASE PRODUCTS SHALL BE FULLY COMPATIBLE WITH THE FORM LINER MATERIAL AND THE EPOXY-URETHANE SEALER TO BE APPLIED TO THE FINISHED SURFACES.

ALIGN THE FORM LINER PATTERNS ACROSS ALL JOINTS BETWEEN MSE WALL PANELS.

FORM LINERS SHALL EXTEND A MINIMUM OF 1'-0" BELOW THE PROPOSED GROUND OR SIDEWALK SURFACE AT THE FRONT FACE OF THE WALL. FORM LINERS MAY EXTEND LOWER BUT THE PAY LIMITS SHALL BE 1'-0" BELOW THE PROPOSED GROUND OR SIDEWALK SURFACE.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM 840 - AESTHETIC SURFACE TREATMENT, WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM AS SPECIFIED ABOVE AND IN A SATISFACTORY AND WORKMANLIKE MANNER.

ITEM 203 - EMBANKMENT AS PER PLAN:

PLACE AND COMPACT EMBANKMENT IN 6-INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT BETWEEN STATIONS 104+50 TO 111+00.

(2) 9-11-25

GENERAL NOTES - 1
BRIDGE NO. HAM-75-0104
LINN STREET OVER IR-75 AND GEST STREET

SFN 3109098
DESIGN AGENCY B&N burgessniple.com
DESIGNER MAB | CHECKER BES
REVIEWER JCS 12/15/24
PROJECT ID 122048
SUBSET 3 | TOTAL 88
SHEET P.245 | TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/11/2025 TIME: 2:17:55 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_UTPen.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\401-Engineering_BurgessNiple\Structures\SFN_3109098\Sheets\122048_SFN_3109098_SN001.dgn

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION AT PIER 2 IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05.

2 THIS ITEM SHALL ALSO INCLUDE ALL DESIGN, MATERIALS AND LABOR FOR ANY EXCAVATION BRACING NECESSARY TO CONSTRUCT THE MSE WALLS AT EACH ABUTMENT. SUBMIT ENGINEERED DRAWINGS PER C&MS 503.03.

THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. THE DEPARTMENT WILL NOT MAKE ADDITIONAL PAYMENT FOR PROVIDING AN ALTERNATE DESIGN AT PIER 2. 2

ITEM SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION:

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING TO MINIMIZE THE POTENTIAL FOR:

1) DAMAGE TO THE POLICE OFFICE, HOTEL AND PARKING GARAGES LOCATED NEAR THE REAR ABUTMENT.

2) UNACCEPTABLE LEVELS OF VIBRATION ANNOYANCE WITH RESPECT TO HUMAN RESPONSE AT THE POLICE OFFICE, HOTEL AND PARKING GARAGES LOCATED NEAR THE REAR ABUTMENT.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA, AND WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT, OR BEFORE, THE PRECONSTRUCTION MEETING. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN THE ENGINEER'S ACCEPTANCE OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND OF PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:

1. MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.

2. ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.

3. MONITOR GROUND VIBRATIONS DURING PILE DRIVING.

4. IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.

5. FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:
   A. IDENTIFICATION OF SEISMOGRAPH.
   B. DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING.
   C. START TIME AND DURATION OF PILE DRIVING.
   D. LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL.

IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS.

SUBMIT THREE COPIES OF THE FINAL REPORT WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION. THE DEPARTMENT WILL PAY THE FINAL TWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

THE DEPARTMENT WILL PAY ACCORDING TO C&MS 109.05 FOR ALTERNATIVE CONSTRUCTION PROCEDURES THAT THE ENGINEER DETERMINES ARE NECESSARY TO REDUCE VIBRATIONS.

BEFORE PILE DRIVING BEGINS, CONDUCT A CONDITION SURVEY OF ALL EXISTING BUILDING, STRUCTURES, AND UTILITIES WITHIN 200-FT OF THE PILE DRIVING WORK. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS, STRUCTURES, OR UTILITIES PRIOR TO PILE DRIVING, SO THAT CLAIMS OF DAMAGE CAUSED BY THE PILE DRIVING CAN BE VERIFIED.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO PERFORM OR SUPERVISE THE CONDITION SURVEY. USE A VIBRATION SPECIALIST THAT MEETS THE QUALIFICATION REQUIREMENTS FOR VIBRATION MONITORING.

RECORD THE CONDITION OF EXISTING STRUCTURES AND BUILDING MATERIALS, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT INTERIOR WALLS, CEILINGS, AND FLOORS THAT ARE ACCESSIBLE. INSPECT THE EXTERIOR OF THE BUILDING THAT IS VISIBLE FROM GROUND LEVEL. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.

IF OWNERS OR OCCUPANTS FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRECONSTRUCTION CONDITION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT.

SUBMIT THREE COPIES OF A REPORT TO THE ENGINEER THAT SUMMARIZES THE PRECONSTRUCTION CONDITION OF THE BUILDINGS, STRUCTURES, AND UTILITIES, AND THAT IDENTIFIES AREAS OF CONCERN.

PAYMENT FOR THE PRECONSTRUCTION CONDITION SURVEY IS INCLUSIVE OF THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION.

ITEM 511 - CLASS QC3 CONCRETE, MISC.: PIER ABOVE FOOTINGS, WITH QC/QA

ITEM 511 - CLASS QC3 CONCRETE, MISC.: ABUTMENT NOT INCLUDING FOOTING, WITH QC/QA

THIS ITEM MODIFIES THE STANDARD 511 CONCRETE FOR STRUCTURES SPECIFICATION TO INCLUDE MACRO-SYNTHETIC, AND CORROSION INHIBITORS INTO THE SUBSTRUCTURE CONCRETE. THIS ITEM SHALL CONFORM TO CMS 511 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

PROVIDE MATERIALS CONFORMING TO 511.02 EXCEPT AS MODIFIED BELOW:

PORTLAND CEMENT CONCRETE	499.03, CLASS QC 3 MEETING A DESIGN STRENGTH OF 4,000 PSI, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02
FIBERS FOR CONCRETE	ASTM C 1116, TYPE III
CORROSION INHIBITOR	515.15

THE CLASS QC3 CONCRETE FOR THE SUBSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA:

WATER/CEMENT RATIO = 0.40 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYTHETIC FIBERS (1.0 IN. MIN. TO 2.5 IN. MAX.) MEETING ASTM C1116 TYPE III SHALL BE ADDED TO THE MIX.

MIX SHALL INCLUDE A MIGRATING CORROSION INHIBITOR AS MANUFACTURED BY AN APPROVED SUPPLIER LISTED ON ODOT'S QUALIFIED APPROVED SUPPLIERS, ITEM 515.15. THE DOSAGE RATE LISTED ON THE ODOT QUALIFIED APPROVED SUPPLIERS LIST WILL APPLY.

THE MACRO-SYNTHETIC FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO 'BALLING' OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY 'BALLING' OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR. IT IS IMPORTANT TO FOLLOW INDUSTRY STANDARDS AND ASTM SPECIFICATIONS ON THE PREMIXING OF THE CEMENT, AGGREGATE, AND MACRO-SYNTHETIC FIBERS PRIOR TO THE ADDITION OF WATER AND ADMIXTURES. PROVIDE MACRO-SYNTHETIC-FIBERS THAT ARE MONOFILAMENT FIBERS MADE FROM VIRGIN POLYPROPYLENE, POLYETHYLENE, OR CO-POLYMERS THAT ARE INERT TO ALKALI ATTACK. ENSURE THE MACRO-SYTHETIC FIBERS HAVE A MINIMUM TENSILE STRENGTH OF 70 KSI, A MINIMUM MODULUS OF ELASTICITY OF 800 KSI, A MINIMUM FILAMENT DIAMETER OF 0.012 INCHES, AND ASPECT RATIO BETWEEN 60 AND 100, AND ARE BETWEEN 1.5 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYTHETIC FIBERS ACCORDING TO THE MANUFACTURER'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

USE A MINIMUM DOSAGE RATE OF MACRO-SYTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE TRANSIT MIXER CHARGE SHALL BE LIMITED TO ¾ OF ITS RATED CAPACITY OR 6 CUBIC YARDS, WHICHEVER IS SMALLER. THE FIRST THREE TRANSIT MIXER LOADS ARE REQUIRED TO BE AT THE MINIMUM YARDAGE LISTED ABOVE TO SHOW PROOF OF THE SUCCESSFUL BATCHING OPERATION. AFTER CONSISTENCY IN THE DELIVERED MATERIAL HAS BEEN ESTABLISHED, THE CONCRETE SUPPLIER MAY INCREASE THE BATCH DELIVERED QUANTITIES AS LONG AS THE QUALITY REMAINS ACCEPTABLE TO THE ENGINEER. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY.

CONCRETE SUPPLIERS SHOULD RECOGNIZE THAT THE CORROSION INHIBITOR AND ADMIXTURES MAY HAVE AN EFFECT ON STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE CORROSION INHIBITOR IS SUGGESTED TO BE A MCI PRODUCT BY CORTEC OR AN APPROVED EQUAL FROM THE QUALIFIED PRODUCTS LIST. THE CONCRETE SUPPLIER'S CHOICE OF ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS. PLEASE BE ADVISED THAT SOME PRODUCTS ON THE LIST EFFECT THE DELIVERED MIX PROPERTIES GREATLY WHILE OTHER PRODUCTS DO NOT.

THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED.

ITEM 511 - CLASS QC3 CONCRETE, MISC.: BRIDGE DECK, WITH QC/QA:

THIS ITEM MODIFIES THE STANDARD 511 CONCRETE FOR STRUCTURES SPECIFICATION TO INCLUDE MACRO-SYNTHETIC, AND CORROSION INHIBITORS INTO THE SUPERSTRUCTURE CONCRETE. THIS ITEM SHALL CONFORM TO CMS 511 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

PROVIDE MATERIALS CONFORMING TO 511.02 EXCEPT AS MODIFIED BELOW:

PORTLAND CEMENT CONCRETE	499.03, CLASS QC 3 MEETING A DESIGN STRENGTH OF 4,500 PSI, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02
FIBERS FOR CONCRETE	ASTM C 1116, TYPE III
CORROSION INHIBITOR	515.15

THE CLASS QC3 CONCRETE FOR THE SUPERSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA:

WATER/CEMENT RATIO = 0.40 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYTHETIC FIBERS (1.5 IN. MIN. TO 2.5 IN. MAX.) MEETING ASTM C1116 TYPE III SHALL BE ADDED TO THE MIX.

MIX SHALL INCLUDE A MIGRATING CORROSION INHIBITOR AS MANUFACTURED BY AN APPROVED SUPPLIER LISTED ON ODOT'S QUALIFIED APPROVED SUPPLIERS, ITEM 515.15. THE DOSAGE RATE LISTED ON THE ODOT QUALIFIED APPROVED SUPPLIERS LIST WILL APPLY.

THE MACRO-SYNTHETIC FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO 'BALLING' OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY 'BALLING' OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR. IT IS IMPORTANT TO FOLLOW INDUSTRY STANDARDS AND ASTM SPECIFICATIONS ON THE PREMIXING OF THE CEMENT, AGGREGATE, AND MACRO-SYNTHETIC FIBERS PRIOR TO THE ADDITION OF WATER AND ADMIXTURES. PROVIDE MACRO-SYNTHETIC-FIBERS THAT ARE MONOFILAMENT FIBERS MADE FROM VIRGIN POLYPROPYLENE, POLYETHYLENE, OR CO-POLYMERS THAT ARE INERT TO ALKALI ATTACK. ENSURE THE MACRO-SYTHETIC FIBERS HAVE A MINIMUM TENSILE STRENGTH OF 70 KSI, A MINIMUM MODULUS OF ELASTICITY OF 800 KSI, A MINIMUM FILAMENT DIAMETER OF 0.012 INCHES, AND ASPECT RATIO BETWEEN 60 AND 100, AND ARE BETWEEN 1.5 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYTHETIC FIBERS ACCORDING TO THE MANUFACTURER'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

USE A MINIMUM DOSAGE RATE OF MACRO-SYTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE TRANSIT MIXER CHARGE SHALL BE LIMITED TO ¾ OF ITS RATED CAPACITY OR 6 CUBIC YARDS, WHICHEVER IS SMALLER. THE FIRST THREE TRANSIT MIXER LOADS ARE REQUIRED TO BE AT THE MINIMUM YARDAGE LISTED ABOVE TO SHOW PROOF OF THE SUCCESSFUL BATCHING OPERATION. AFTER CONSISTENCY IN THE DELIVERED MATERIAL HAS BEEN ESTABLISHED, THE CONCRETE SUPPLIER MAY INCREASE THE BATCH DELIVERED QUANTITIES AS LONG AS THE QUALITY REMAINS ACCEPTABLE TO THE ENGINEER. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY.

CONCRETE SUPPLIERS SHOULD RECOGNIZE THAT THE CORROSION INHIBITOR AND ADMIXTURES MAY HAVE AN EFFECT ON STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE CORROSION INHIBITOR IS SUGGESTED TO BE A MCI PRODUCT BY CORTEC OR AN APPROVED EQUAL FROM THE QUALIFIED PRODUCTS LIST.

THE CONCRETE SUPPLIER'S CHOICE OF ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS. PLEASE BE ADVISED THAT SOME PRODUCTS ON THE LIST EFFECT THE DELIVERED MIX PROPERTIES GREATLY WHILE OTHER PRODUCTS DO NOT.

APPROACH SLABS ARE TO USE THE SAME MIX DESIGN AS THE BRIDGE DECK. THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED.

THE CONTRACTOR SHALL PROVIDE TRADITIONAL BRIDGE DECK FORMS CONFORMING TO CMS 508. PERMANENT STAY-IN-PLACE (SIP) FORMS ARE NOT ALLOWED. THE PLACING OF THE DECK AND THE APPROACH SLABS IN THE SAME CONCRETE POUR IS NOT PERMITTED.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL 3, AS PER PLAN:

THIS ITEM OF WORK INCLUDES ALL STRUCTURAL STEEL FOR UNIT 1 OF THE SUPERSTRUCTURE.

SEE BEAM DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR STIFFENER ORIENTATION.

SEE BEAM DETAILS FOR STIFFENER CLIP DIMENSIONS.

SEE INTERMEDIATE DIAPHRAGM DETAILS AND END CROSSFRAME DETAILS FOR BOLT HOLE SIZES.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL 4, AS PER PLAN:

THIS ITEM OF WORK INCLUDES ALL STRUCTURAL STEEL FOR UNIT 2 OF THE SUPERSTRUCTURE.

SEE GIRDER DETAILS AND INTERMEDIATE CROSSFRAME DETAILS FOR STIFFENER ORIENTATION.

SEE GIRDER FIELD SPLICE DETAILS, INTERMEDIATE CROSSFRAME DETAILS AND END CROSSFRAME DETAILS FOR BOLT HOLE SIZES.

ITEM 518 - POROUS BACKFILL WITH GEOTEXTILE FABRIC, AS PER PLAN:

THIS ITEM SHALL INCLUDE THE AGGREGATE BACKFILL AND GEOTEXTILE FABRIC THAT ARE SHOWN IN THE TALL AND SHORT PLANTER AREAS ON SHEET 71/88 AND IN THE PLANTER POTS ON SHEET 74/88

FURNISH POROUS BACKFILL CONSISTING OF GRAVEL, WITH A NO. 57 SIZE GRADATION ACCORDING TO TABLE 703.01-1. COMPACTION IS NOT REQUIRED.

ITEM 605 - 6" UNCLASSIFIED PIPE UNDERDRAINS, AS PER PLAN:

THIS ITEM SHALL INCLUDE:

1. PIPES FOR PLANTER DRAINAGE OUTLETS AT ABUTMENTS, FROM BACK FACE OF ABUTMENT BACKWALL TO ROADWAY DRAINAGE STRUCTURES. SEE SHEET 72/88 FOR DETAILS.

FURNISH NON-PERFORATED PVC PIPES PER CMS 707.41.

2 9-11-25

GENERAL NOTES - 2
BRIDGE NO. HAM-75-0104
LINN STREET OVER IR-75 AND GEST STREET

SFN 3109098
DESIGN AGENCY B&N burgessniple.com
DESIGNER MAB | CHECKER BES
REVIEWER JCS 12/15/24
PROJECT ID 122048
SUBSET 4 | TOTAL 88
SHEET P.246 | TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/8/2025 TIME: 10:53:26 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_UTPen.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\401-Engineering_BurgessNiple\Structures\SFN_3109098_SN002.dgn

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN:

THIS WORK CONSISTS OF INSTALLING THE ARMORLESS PREFORMED JOINT SEAL BETWEEN THE UNIT 1 AND UNIT 2 PLANTER WALLS AT THE PIER 1 EXPANSION JOINT. INSTALL THE ARMORLESS PREFORMED JOINT SEAL IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND UNDER THE SUPERVISION OF THE MANUFACTURER'S DESIGNATED REPRESENTATIVE.

SELECT THE ARMORLESS PREFORMED JOINT SEAL FROM ONE OF THE MANUFACTURERS LISTED BELOW:
R.J. WATSON, INC.
11035 WALDEN AVENUE
ALDEN, NY 14004-9616
PHONE: (716) 901-7020
FAX: (716) 901-7015
- SILICOFLEX SF500 (MAX. MOVEMENT RATING: 5")

WATSON BOWMAN ACME CORP.
95 PINEVIEW DRIVE
AMHERST, NY 14228-2121
PHONE: (716) 691-7566
FAX: (716) 691-9239
- WABO SPS-500 (MAX. MOVEMENT RATING: 5")

D.S. BROWN COMPANY
300 EAST CHERRY STREET
NORTH BALTIMORE, OH 45872-1227
PHONE: (419) 257-3561
FAX: (419) 257-2200
- V-500 (MAX. MOVEMENT RATING: 5")

THE SEAL AND ADHESIVE ARE AN INTEGRAL JOINT SYSTEM THAT SHALL BE DESIGNED AND SUPPLIED BY THE SAME MANUFACTURER.

RECESS THE JOINT SEAL AT LEAST ½" BELOW AND NO MORE THAN 2" BELOW THE TOP AND FACE OF PLANTER WALL. CONTINUALLY CHECK AND ADJUST THE DEPTH OF THE JOINT SEAL BY HAND AS NECESSARY BECAUSE WHEN THE JOINT SEAL OPENING CLOSES, THE JOINT SEAL WILL HAVE THE TENDENCY TO RISE. THEREFORE, AT THE JOINT SEAL'S MINIMUM WIDTH, THE TOP OF THE JOINT SEAL SHALL STILL BE AT LEAST ½" BELOW THE PLANTER WALL SURFACE.

SUBMIT THE JOINT SEAL INSTALLATION PROCEDURES TO THE ENGINEER AT LEAST SEVEN (7) DAYS BEFORE CONSTRUCTION BEGINS. THE DEPARTMENT'S ACCEPTANCE IS NOT REQUIRED.

THE DEPARTMENT WILL MEASURE THE ARMORLESS PREFORMED JOINT SEAL BY THE NUMBER OF FEET HORIZONTALLY AND VERTICALLY ALONG THE JOINT CENTERLINE.

THE DEPARTMENT WILL INCLUDE ALL MATERIALS, LABOR, EQUIPMENT, SURFACE PREPARATIONS, TOOLS, TRAFFIC CONTROL, AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE IN THE CONTRACT PRICE FOR ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN.

ITEM SPECIAL - BRIDGE PILASTER LETTERS:

DESCRIPTION:
THIS WORK CONSISTS OF PREPARING SHOP DRAWINGS, COORDINATING WITH THE CITY OF CINCINNATI, AND INSTALLING THE LETTERING ON THE BRIDGE PILASTERS AS SHOWN ON SHEET 63/88 AND AS SPECIFIED HEREIN.

SANDBLASTED GRAPHICS 1/8" DEPTH. IN-FILL RECESSED AREAS WITH SHERWIN WILLIAMS (SW 2849 WESTCHESTER GRAY) OR APPROVED EQUAL.

: FULL-SIZE ART FILE TO BE PROVIDED BY DOTE.
: SUBMIT SHOP DRAWINGS FOR REVIEW AND APPROVAL. THE CITY OF CINCINNATI SHALL HAVE 21 CALENDAR DAYS TO REVIEW THE SHOP DRAWINGS. IN THE EVENT THE SHOP DRAWINGS ARE NOT APPROVED, THE CITY OF CINCINNATI SHALL HAVE 21 CALENDAR DAYS TO REVIEW ANY RESUBMISSIONS UNTIL THE SHOP DRAWINGS ARE APPROVED.
: CONTRACTOR TO MEET ON-SITE WITH CITY STAFF TO CONFIRM LOCATIONS, PRIOR TO SANDBLASTING THE FINAL GRAPHICS INTO THE WALL. CONTACT BRIAN RHODES brian.rhodes@cincinnati-oh.gov /OR/ JOELL ANGEL-CHUMBLEY joell.angel-chumbley@cincinnati-oh.gov WITH ANTICIPATED INSTALL SCHEDULE.

METHOD OF MEASUREMENT:
THE DEPARTMENT WILL MEASURE THE BRIDGE PILASTER LETTERS BY THE NUMBER OF PILASTERS TO WHICH THE LETTERS ARE APPLIED.

BASIS OF PAYMENT:
THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM SPECIAL - BRIDGE PILASTER LETTERS, WHICH SHALL INCLUDE ALL NECESSARY LABOR, MATERIALS, AND EQUIPMENT TO COMPLETE THIS ITEM OF WORK, INCLUDING PREPARING SHOP DRAWINGS, COORDINATING WITH THE CITY OF CINCINNATI, AND INSTALLING THE LETTERING.

ITEM 203 - GRANULAR MATERIAL, TYPE B, AS PER PLAN:

IN AREAS WHERE GRANULAR MATERIAL, TYPE B OVERLAPS WITH SELECT GRANULAR BACKFILL (I.E. IN THE AREAS OF SOIL REINFORCEMENT FOR THE MSE WALLS RUNNING PARALLEL TO ℄ CONST. CLP_LINN), THE GRANULAR MATERIAL, TYPE B, SHALL MEET THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 840.03.E. IN OTHER AREAS, GRANULAR MATERIAL, TYPE B SHALL CONFORM TO CMS 203.

ITEM 517 - RAILING MISC.: SIDEWALK RAILING AT REAR ABUTMENT MSE WALL:

THIS ITEM SHALL CONFORM TO CMS 517 EXCEPT AS NOTED HEREIN. SEE SHEET 65/88 FOR RAILING DETAILS AND ADDITIONAL REQUIREMENTS.

MECHANICAL CONNECTORS:

AN APPROVED TYPE OF MECHANICAL CONNECTOR FOR REINFORCING BARS SHALL BE PROVIDED. INSTALLATION OF CONNECTORS SHALL CONFORM WITH MANUFACTURER'S RECOMMENDED PROCEDURES.

CONNECTORS USED WITH GALVANIZED BARS SHALL BE GALVANIZED. COATING FOR BOTH CONNECTORS AND BARS SHALL CONFORM TO THE SAME SPECIFICATIONS. COATINGS WHICH HAVE BEEN DAMAGED OR WHICH OTHERWISE DO NOT MEET SPECIFICATIONS WITH RESPECT TO COLOR, CONTINUITY AND UNIFORMITY SHALL BE REPLACED WITH MATERIAL THAT MEETS THE SPECIFICATIONS.

SUPPLY AND INSTALL CAPS FOR MECHANICAL CONNECTORS TO PREVENT CONCRETE INTRUSION INTO THE CONNECTORS DURING THE DECK POUR.

CONNECTORS SHALL CONFORM WITH ITEM 509 AND ARE CONSIDERED INCIDENTAL TO THE BID PRICE PER POUND FOR ITEM 509.

ITEM 659 - TOPSOIL, AS PER PLAN:

THIS ITEM OF WORK SHALL CONFORM WITH CMS 659, EXCEPT AS NOTED BELOW.

TOPSOIL SHALL BE MACADAM 2/6MM AND 25% BY VOLUME ENRICHED BIOCHAR AND MATURE COMPOST MIXED EQUALLY.

THE COMPOST SHALL BE MATURE, AND THE BIOCHAR SHALL BE NUTRITIONALLY ENRICHED WITH HYGIENIZED ORGANIC FERTILIZER OR MINERAL FERTILIZER NPK 5-1-4 WITH MICRONUTRIENTS.

ITEM 507 - PREBORED HOLES, AS PER PLAN:

PROVIDE 15'-LONG PREBORED HOLES AT THE REAR ABUTMENT. THE AUGURED HOLE DIAMETER SHALL BE FROM 2 INCHES TO 4 INCHES LARGER THAN THE DIAMETER OF THE PILE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING AN OPEN HOLE. THE HOLE SHALL REMAIN OPEN UNTIL PLACEMENT OF THE PILE TO THE BOTTOM OF THE PREBORED HOLE IS COMPLETE. AFTER PLACEMENT OF THE PILES TO THE BOTTOM OF THE PREBORED HOLES IS COMPLETE AND PRIOR TO COMMENCING CONSTRUCTION OF THE MSE EMBANKMENT, BACKFILL ANY VOIDS WITH GRANULAR MATERIAL CONFORMING TO CMS 703.11, STRUCTURAL BACKFILL TYPE 2, EXCEPT 100 PERCENT OF THE MATERIAL SHALL PASS THROUGH A ¾ INCH SIEVE, AND REMOVE THE TEMPORARY CASINGS IF USED. PAYMENT FOR THE PREBORED HOLES INCLUDES THE BACKFILL MATERIAL AND MAINTAINING AN OPEN HOLE. IF A CASING IS REQUIRED TO MAINTAIN AN OPEN HOLE, PROVIDE SMOOTH STEEL CASINGS OF SUFFICIENT STRENGTH TO WITHSTAND HANDLING AND INSTALLATION STRESSES AND SURROUNDING EARTH PRESSURE. WHEN USED, CASINGS SHALL BE ADVANCED USING A TWISTING MECHANISM. A VIBRATORY OR IMPACT HAMMER SHALL NOT BE USED TO INSTALL CASINGS.

2

STANDARD ABBREVIATIONS LIST:

APPROX. = APPROXIMATE
BOT. OR BTM. = BOTTOM
BRG. = BEARINGS
BRGS. = BEARINGS
B.S. = BOTH SIDES
B# = BEAM NUMBER
c/c = CENTER-TO-CENTER
C.J. = CONSTRUCTION JOINT
CJP = COMPLETE JOINT PENETRATION
CLR. = CLEAR
CMS OR C&MS = CONSTRUCTION AND MATERIALS SPECIFICATIONS
CONST. = CONSTRUCTION
CS = INDICATES BUTT WELD SUBJECT TO COMPRESSIVE STRESSES ONLY
CVN = CHARPY V-NOTCH
DIA. = DIAMETER
EB = EASTBOUND
E.F. = EACH FACE
EL. = ELEVATION
EMBED. = EMBEDMENT
EQ. = EQUAL
EXP. = EXPANSION
F.A. = FORWARD ABUTMENT
F.F. = FAR FACE
F.S. = FIELD SPLICE
FWD = FORWARD
GFRP = GLASS FIBER REINFORCED POLYMER
G# = GIRDER NUMBER
HMWM = HIGH MOLECULAR WEIGHT METHACRYLATE
H.S. = HIGH STRENGTH
LF = LEFT FORWARD
LT. = LEFT
MAX. = MAXIMUM
M.C. = MECHANICAL CONNECTOR
M.E. = MATCH EXISTING
MIN. = MINIMUM
MGS = MIDWEST GUARDRAIL SYSTEM
NB = NORTHBOUND
N.F. = NEAR FACE
NPCPP = NON-PERFORATED CORRUGATED PLASTIC PIPE
O.D. = OUTSIDE DIAMETER
o/o = OUT-TO-OUT
PCB = PORTABLE CONCRETE BARRIER
PCPP = PERFORATED CORRUGATED PLASTIC PIPE
PEJF = PREFORMED EXPANSION JOINT FILLER
P.G. = PROFILE GRADE
PGD = PREFABRICATED GEOCOMPOSITE DRAIN
R.A. = REAR ABUTMENT
RAD. = RADIUS
RT. = RIGHT
SB = SOUTHBOUND
SCH = SCHEDULE
SHLD. = SHOULDER
SHT. = SHEET
S.O. OR SR = SERIES OF
SPA. = SPACES
STA. = STATION
SYMM. = SYMMETRICAL
TBR = TO BE REMOVED
TBRLO = TO BE RELOCATED BY OTHERS
T&B = TOP AND BOTTOM
T/R = TOP OF ROCK
t/t = TOE-TO-TOE
U.N.O. = UNLESS NOTED OTHERWISE
VAR. = VARIES
WB = WESTBOUND
W.P. = WORK POINT

2 9-11-25

GENERAL NOTES - 4
BRIDGE NO. HAM-75-0104
LINN STREET OVER IR-75 AND GEST STREET

SFN 3109098
DESIGN AGENCY B&N burgessniple.com
DESIGNER BES | CHECKER MAB
REVIEWER JCS 12/15/24
PROJECT ID 122048
SUBSET 6 | TOTAL 88
SHEET P.248 | TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/8/2025 TIME: 10:53:34 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_UTPen.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\401-Engineering_BurgessNiple\Structures\SFN_3109098\Sheets\122048_SFN_3109098_SN004.dgn

ITEM SPECIAL - STRUCTURES: SCREEN WALLS:

1. DESCRIPTION:

THIS WORK CONSISTS OF PREPARING SHOP DRAWINGS, FURNISHING, FABRICATING, COATING, AND ERECTING SCREEN WALLS.

SEE SHEETS 65A/88 TO 65E/88 FOR SCREEN WALL DETAILS.

2. FABRICATOR:

SCREEN WALLS SHALL BE FABRICATED BY:
BO-MAR INDUSTRIES
3838 S. ARLINGTON AVE.
INDIANAPOLIS, IN 46203
(317) 899-1240

3. SHOP DRAWINGS:

SUBMIT SHOP DRAWINGS TO THE ODOT OFFICE OF MATERIALS MANAGEMENT (OMM) AND THE ODOT DISTRICT 8 OFFICE OF PLANNING AND ENGINEERING AT LEAST 3 DAYS BEFORE THE PRE-FABRICATION MEETING. THE SUBMISSION TO OMM SHALL INCLUDE A WRITTEN ACCEPTANCE LETTER AND EACH DRAWING. ALSO, FURNISH THE FABRICATOR'S QUALITY CONTROL SPECIALIST WITH THESE DRAWINGS BEFORE THE PRE-FABRICATION MEETING.

HAVE COMPETENT INDIVIDUALS PREPARE AND CHECK THE SHOP DRAWINGS. THE PREPARER(S) AND CHECKER(S) SHALL INITIAL EACH SHEET AND SHALL BE DIFFERENT INDIVIDUALS. PROVIDE, ON THE COVER SHEET OR SUBMITTAL LETTER, THE FIRST NAME, LAST NAME AND INITIALS OF EACH PREPARER AND CHECKER PERFORMING WORK ON THE SHOP DRAWINGS. HAVE AN OHIO REGISTERED ENGINEER SIGN, SEAL AND DATE THE SHOP DRAWING COVER SHEET OR SUBMITTAL LETTER ACCORDING TO ORC 4733 AND OAC 4733-35 CONFIRMING THAT THE SHOP DRAWINGS MEET THE INTENT OF THE CONTRACT. IF MULTIPLE PREPARERS OR MULTIPLE CHECKERS CREATED THE DRAWING, THEN THE COVER SHEET OR SUBMITTAL LETTER SHALL CLEARLY INDICATE THE PORTIONS FOR WHICH EACH PERSON IS RESPONSIBLE. HAVE ALL QUESTIONS AND COMMENTS ADDRESSED BEFORE SUBMITTING THE SHOP DRAWINGS.

THE CONTRACTOR'S WRITTEN ACCEPTANCE LETTER SHALL DOCUMENT ACCEPTANCE OF THE SHOP DRAWINGS INCLUDING CONFIRMATION OF FIELD VERIFICATION, AS REQUIRED, AND DESCRIPTIONS OF ISSUES RESOLVED BETWEEN THE CONTRACTOR, THE FABRICATOR, OR THE DEPARTMENT.

BY ACCEPTING THESE SHOP DRAWINGS, THE CONTRACTOR REPRESENTS TO THE DEPARTMENT THAT ALL DIMENSIONS AND ELEVATIONS OF EXISTING CONDITIONS SHOWN ON THE PLANS HAVE BEEN FIELD MEASURED AND VERIFIED, AND THAT THESE SHOP DRAWINGS COMPLY WITH ALL THE MATERIALS REQUIREMENTS, CONSTRUCTION REQUIREMENTS, CONTRACT REQUIREMENTS, AND PERFORMANCE CRITERIA. THE CONTRACTOR FURTHER REPRESENTS THAT THESE DRAWINGS HAVE BEEN COORDINATED AND VERIFIED WITH THE DETAILS OF THE WORK TO BE PERFORMED BY OTHER FABRICATORS AND ENTITIES ON THE PROJECT. THE DEPARTMENT WILL NOT MAKE ANY ALLOWANCE FOR ADDITIONAL COST OR DELAYS TO THE CONTRACTOR FOR INCORRECT FABRICATION AS A RESULT OF FAILURE TO COORDINATE OR PERFORM THIS ACCEPTANCE.

IF THE DEPARTMENT REQUESTS CHANGES ON THESE SHOP DRAWINGS, OR THE CONTRACTOR MAKES CHANGES IN ADDITION TO THOSE EXPRESSLY REQUESTED, REVISE THE SHOP DRAWINGS AND SUBMIT A NEW COVER SHEET, SIGNED, SEALED AND DATED BY AN OHIO REGISTERED ENGINEER WITH SUITABLE REVISION MARKS TO IDENTIFY THE CHANGES.

SCHEDULE THE PRE-FABRICATION MEETING AFTER OMM RECEIVES THE DRAWINGS. FABRICATION MAY BEGIN AFTER THE PRE-FABRICATION MEETING IS COMPLETE.

4. MATERIAL REQUIREMENTS:

SUBMIT MILL TEST REPORTS FOR STRUCTURAL STEEL AND ALUMINUM ACCORDING TO C&MS 501.06.B.

5. FABRICATION REQUIREMENTS:

FABRICATE COMPONENTS PER C&MS 513. CONDUCT A PRE-FABRICATION MEETING PER 513.07.

ALL PLAN DIMENSIONS ARE MEASURED ALONG THE HORIZONTAL. SEE SITE PLAN FOR VERTICAL PROFILE.

WELDING OF STEEL MEMBERS SHALL CONFORM TO THE REQUIREMENTS OF THE AASHTO/AWS D1.5M/D1.5 BRIDGE WELDING CODE. WELDING OF ALUMINUM MEMBERS SHALL CONFORM TO THE REQUIREMENTS OF AWS D1.2/D1.2M STRUCTURAL WELDING CODE - ALUMINUM.

PERFORM ALL SHOP WELDING PRIOR TO GALVANIZING OF STEEL MEMBERS AND PAINTING OF ALUMINUM MEMBERS.

6. COATINGS:

SEE SHEETS 65A/88 TO 65E/88 FOR GALVANIZING REQUIREMENTS.

PAINT SHALL BE A CATALYZED ACRYLIC POLYURETHANE PAINT SYSTEM, MATTHEWS PAINT SYSTEM OR APPROVED EQUAL, AND FINISHED WITH A HIGH-PERFORMANCE GRAFFITI-RESISTANT GLOSS CLEAR COAT. FINAL COLOR SHALL BE [TBD].

FOLLOW ALL MANUFACTURER'S WRITTEN INSTRUCTIONS REGARDING SURFACE PREPARATION, MIXING, STORAGE, EQUIPMENT, APPLICATION, COATING THICKNESSES, DRYING TIMES AND ANY OTHER INSTRUCTIONS PROVIDED BY THE MANUFACTURER.

PROTECT COATINGS DURING TRANSPORTATION AND ERECTION. REPAIR GALVANIZING DAMAGED DURING TRANSPORTATION OR ERECTION PER C&MS 711.02. REPAIR PAINT DAMAGED DURING TRANPORTATION OR ERECTION ACCORDING TO PAINT MANUFACTURER'S INSTRUCTIONS.

7. JOB STANDARD MOCK-UP:

PROVIDE A JOB STANDARD MOCK-UP FABRICATED, GALVANIZED, PAINTED, AND DELIVERED TO THE JOB SITE FOR ENGINEER'S APPROVAL BEFORE FABRICATION OF THE PROJECT SCREEN WALL BEGINS. THE JOB STANDARD MOCK-UP SHALL MEET THE FOLLOWING REQUIREMENTS:

A. PROVIDE PROPER HANDLING, STORAGE, DELIVERY, AND MAINTENANCE OF THE MOCK-UP THROUGHOUT THE DURATION OF THE PROJECT. THE DEPARTMENT SHALL TAKE POSSESSION OF THE MOCK-UP AT A TIME AGREED UPON BY THE ENGINEER AND CONTRACTOR.

B. THE MOCK-UP SHALL CONSIST OF 3 POSTS, 2 SCREEN WALL PANELS, AND A CLOSURE PLATE, AND SHALL REPLICATE THE SCREEN WALL SHOWN IN THE PLANS ADJACENT TO THE END PILASTER AT THE FORWARD ABUTMENT, LEFT PARAPET. THE MOCK-UP SHALL INCLUDE BASE PLATES, ANCHOR RODS, POSTS, STEEL CONNECTION ANGLES, ALUMINUM CONNECTION ANGLES, SCREEN WALL PANELS, MASKING ELEMENTS, BOLTS AND ASSOCIATED HARDWARE, AND A CLOSURE PLATE. ALL DETAILS AND CONNECTIONS SHALL BE AS SHOWN ON THE PLANS.

C. AFTER THE COMPONENT PARTS OF THE JOB STANDARD MOCK-UP HAVE BEEN DELIVERED TO THE JOB SITE, THE CONTRACTOR SHALL INSTALL THE MOCK-UP ON A TEMPORARY SECTION OF CONCRETE PARAPET WITH DIMENSIONS AND GRADE REPRESENTING THE PERMANENT CONCRETE PARAPET ONTO WHICH THE PRODUCTION SCREEN WALL WILL BE MOUNTED.

D. FOR ANY PORTIONS OF THE MOCK-UP REJECTED BY THE ENGINEER, REPAIR OR REPLACE, TO THE SATISFACTION OF THE ENGINEER, INCLUDING BUT NOT LIMITED TO COATINGS AND COATING COLORS.

E. FULL FABRICATION OF THE SCREEN WALLS WILL NOT COMMENCE UNTIL THE ENGINEER GIVES WRITTEN NOTICE OF ACCEPTANCE OF THE MOCK-UP.

F. THE MOCK-UP WILL BE USED BY THE ENGINEER FOR THE DURATION OF THE PROJECT TO ASSURE THE QUALITY AND CONSISTENCY OF ALL SCREEN WALL SECTIONS USED ON THE BRIDGE. THE ENGINEER WILL REJECT ANY AND ALL SECTIONS THAT DO NOT REPLICATE THE ACCEPTED PROPERTIES OF THE MOCK-UP.

8. METHOD OF MEASUREMENT:

THE DEPARTMENT WILL MEASURE SCREEN WALLS BY THE NUMBER OF FEET FROM CENTERLINE TO CENTERLINE OF END POSTS.

9. BASIS OF PAYMENT:

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE UNIT PRICE BID PER FOOT FOR ITEM SPECIAL - STRUCTURES: SCREEN WALLS, WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK IN A SATISFACTORY AND WORKMANLIKE MANNER, AS SHOWN IN THE PLANS AND DESCRIBED HEREIN.

ITEM 507 - 12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN:
ITEM 507 - 14"CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN:

FOLLOWING REMOVAL OF EXISTING CONCRETE FOOTINGS WITHIN THE PROPOSED BRIDGE LIMITS, FIELD LOCATE, BY SURVEY, EACH OF THE EXISTING PILES AT THE FOLLOWING LOCATIONS AND PROVIDE A SCALED DRAWING TO THE ENGINEER ILLUSTRATING THE EXISTING PILES AND THE PROPOSED PILE LOCATIONS:

EXISTING PIER 1 (PROPOSED REAR ABUTMENT)

EXISTING PIER 2 (PROPOSED PIER 1)

EXISTING PIER 4 (PROPOSED PIER 2)

EXISTING FORWARD ABUTMENT (PROPOSED FORWARD ABUTMENT)

DEPICT POTENTIAL PILE CONFLICTS WITH CONFLICT DIMENSIONS ON THE DRAWING AND PROPOSE NEW LOCATIONS OF THE PILES. THE ENGINEER WILL COORDINATE WITH THE DESIGNER OF RECORD TO ADJUST THE PILE LAYOUT TO AVOID CONFLICTS. PROVIDE THE PILE LAYOUT DRAWING AT LEAST 10 WORKING DAYS PRIOR TO PROPOSED COMMENCEMENT OF PILE DRIVING OPERATIONS. THE ENGINEER WILL PROVIDE A MODIFIED PILE LAYOUT ON OR BEFORE 10 WORKING DAYS. BEGIN PILE DRIVING OPERATIONS FOLLOWING RECEIVING THE MODIFIED PILE LAYOUT. INCLUDE SPECIFIC TASKS IN THE CPM SCHEDULE FOR SUBMITTAL OF THE PILE LAYOUT DRAWING AS WELL AS TIME TO RECEIVE A MODIFIED PILE LAYOUT. DRIVE PILES TO THE DESIGNATED ULTIMATE BEARING VALUE PER THE REQUIREMENTS OF ITEM 507.

ITEM 509 - CONCRETE REINFORCEMENT, MISC.: ADDITIONAL GALVANIZED STEEL REINFORCEMENT FOR FOOTINGS:

IT IS ANTICIPATED THAT THE GALVANIZED REINFORCING STEEL, AS SHOWN IN THE PLANS FOR THE FOOTINGS, MAY CHANGE BASED ON THE LOCATION OF THE EXISTING PILING. SEE ITEM 507 - 12"CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN AND ITEM 507 - 14"CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN FOR ADDITIONAL INFORMATION. THE FINAL GALVANIZED REINFORCING STEEL DETAILS WILL BE PROVIDED WITH THE MODIFIED PILE LAYOUT REFERENCED IN ITEM 507 - 12"CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN AND ITEM 507 - 14"CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN. INCLUDE SPECIFIC TASKS IN THE CPM SCHEDULE FOR THE NECESSARY TIME REQUIRED TO OBTAIN ADDITIONAL GALVANIZED REINFORCING STEEL BASED ON THE FINAL REINFORCING DETAILS FOR THE FOOTINGS BASED ON THE MODIFIED PILE LAYOUT. COMPENSATION FOR ANY ADDITIONAL GALVANIZED REINFORCING STEEL REQUIRED BASED ON THE MODIFIED PILE LAYOUT WILL BE MADE UNDER THIS ITEM. IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR FIELD CUT THE STEEL REINFORCEMENT DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS. REPAIR ALL DAMAGE TO THE BAR COATING ACCORDING TO C&MS 709.16.

A QUANTITY OF 4,000 LBS. OF ITEM 509 - CONCRETE REINFORCEMENT, MISC.: ADDITIONAL GALVANIZED STEEL REINFORCEMENT FOR FOOTINGS HAS BEEN INCLUDED FOR THIS PURPOSE.

511 - CLASS QC1 CONCRETE WITH QC/QA, FOOTING, AS PER PLAN:

THE DIMENSIONS OF THE FOOTINGS MAY CHANGE BASED ON THE LOCATION OF THE EXISTING PILING. A QUANTITY OF 10% OF THE FOOTING VOLUME HAS BEEN ADDED TO HELP ACCOUNT FOR PILE PLACEMENT VARIANCES. SEE ITEM 507 - 12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN AND ITEM 507 - 14"CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN FOR ADDITIONAL INFORMATION. THE FINAL DIMENSIONS OF THE FOOTINGS WILL BE PROVIDED WITH THE MODIFIED PILE LAYOUT REFERENCED IN ITEM 507 - 12"CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN AND ITEM 507 - 14"CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN. ADJUSTMENTS TO THE DIMENSIONS OF THE FOOTINGS BASED ON THE LOCATION OF THE EXISTING PILING IS CONSIDERED INCIDENTAL TO THIS ITEM. PAYMENT WILL BE IN ACCORDANCE WITH C&MS 511.23 AND CALCULATIONS FROM PLAN DIMENSIONS, IN PLACE, COMPLETED AND ACCEPTED WILL BE BASED UPON THE FINAL DIMENSIONS OF THE FOOTINGS PROVIDED WITH THE MODIFIED PILE LAYOUT REFERENCED IN ITEM 507 - 12"CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN AND ITEM 507 - 14"CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN.

ITEM SPECIAL - BRIDGE PILASTER STORY PANELS:

THIS ITEM OF WORK CONSISTS OF PREPARING SHOP DRAWINGS, FURNISHING, FABRICATING, COATING, AND ERECTING STORY PANELS ON THE CONCRETE END PILASTERS.

SEE SHEET 63A/88 FOR STORY PANEL DETAILS.

SECTIONS 3-6 OF THE GENERAL NOTES FOR ITEM SPECIAL - STRUCTURES: SCREEN WALLS SHALL APPLY TO THIS ITEM OF WORK.

JOB STANDARD MOCK-UP:

PROVIDE A JOB STANDARD MOCK-UP FABRICATED, COATED, AND DELIVERED TO THE JOB SITE FOR ENGINEER'S APPROVAL BEFORE FABRICATION OF THE PROJECT STORY PANELS BEGINS. THE JOB STANDARD MOCK-UP SHALL MEET THE FOLLOWING REQUIREMENTS:

A. PROVIDE PROPER HANDLING, STORAGE, DELIVERY, AND MAINTENANCE OF THE MOCK-UP THROUGHOUT THE DURATION OF THE PROJECT. THE DEPARTMENT SHALL TAKE POSSESSION OF THE MOCK-UP AT A TIME AGREED UPON BY THE ENGINEER AND CONTRACTOR.

B. THE MOCK-UP SHALL CONSIST OF A COMPLETED STORY PANEL, ADHERED TO A PREFORMED BEARING PAD AS SHOWN IN THE PLANS.

C. AFTER THE JOB STANDARD MOCK-UP HAS BEEN DELIVERED TO THE JOB SITE, THE CONTRACTOR SHALL STORE THE MOCK-UP IN A LOCATION AGREED UPON BY THE ENGINEER AND CONTRACTOR TO ALLOW FOR INSPECTION. MOUNTING OF THE MOCK-UP TO A CONCRETE ELEMENT IS NOT REQUIRED.

D. FOR ANY PORTIONS OF THE MOCK-UP REJECTED BY THE ENGINEER, REPAIR OR REPLACE, TO THE SATISFACTION OF THE ENGINEER, INCLUDING BUT NOT LIMITED TO COATINGS AND COATING COLORS.

E. FULL FABRICATION OF THE STORY PANELS WILL NOT COMMENCE UNTIL THE ENGINEER GIVES WRITTEN NOTICE OF ACCEPTANCE OF THE MOCK-UP.

F. THE MOCK-UP WILL BE USED BY THE ENGINEER FOR THE DURATION OF THE PROJECT TO ASSURE THE QUALITY AND CONSISTENCY OF ALL STORY PANELS USED ON THE BRIDGE. THE ENGINEER WILL REJECT ANY AND ALL PANELS THAT DO NOT REPLICATE THE ACCEPTED PROPERTIES OF THE MOCK-UP.

G. UPON APPROVAL BY THE ENGINEER, THE MOCK-UP MAY BE USED AS ONE OF THE PROJECT STORY PANELS.

METHOD OF MEASUREMENT:

THE DEPARTMENT WILL MEASURE STORY PANELS BY THE NUMBER OF EACH.

BASIS OF PAYMENT:

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE UNIT PRICE BID PER EACH FOR ITEM SPECIAL - BRIDGE PILASTER STORY PANELS, WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM OF WORK IN A SATISFACTORY AND WORKMANLIKE MANNER, AS SHOWN IN THE PLANS AND DESCRIBED HEREIN.

2 9-11-25

GENERAL NOTES - 4A
BRIDGE NO. HAM-75-0104
LINN STREET OVER IR-75 AND GEST STREET

SFN 3109098
DESIGN AGENCY B&N burgessniple.com
DESIGNER BES | CHECKER MAB
REVIEWER XAC 8/27/25
PROJECT ID 122048
SUBSET 6A | TOTAL 88
SHEET P.248A | TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/10/2025 TIME: 5:13:34 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_UTPen.tbl USER: WORKSPACE: OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\v01-Engineering_BurgessNiple\Structures\SFN_3109098\Sheets\122048_SFN_3109098_SN005.dgn

ESTIMATED QUANTITIES						CALC.	DATE	CHK'D	DATE
						XAC/BES	4/9/2025	JDG/MAB	4/9/2025
ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GENERAL	SHT. REF.
202	11003		LS	STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	3/88
202	22900	634	SY	APPROACH SLAB REMOVED				634	
202	30204		LS	STEPS REMOVED				LS	
203	20001	27	CY	EMBANKMENT, AS PER PLAN	27				3/88
203	35111	864	CY	GRANULAR MATERIAL, TYPE B, AS PER PLAN	864				6/88
503	11101		LS	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN				LS	4/88
503	21300	2	LS	UNCLASSIFIED EXCAVATION		LS			
505	11100		LS	PILE DRIVING EQUIPMENT MOBILIZATION				LS	
507	00501	4360	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN	4360				6A/88
507	00550	4640	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	4640				
507	00601	5500	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN		5500			6A/88
507	00650	5880	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED		5880			
~~507~~	~~92201~~	~~280~~	~~FT~~	~~PREBORED HOLES, AS PER PLAN~~		~~280~~			~~3/88~~
507	92201	360	FT	PREBORED HOLES, AS PER PLAN	360				6/88
509	26001	502155	LB	GALVANIZED STEEL REINFORCEMENT, AS PER PLAN	27993	77520	396642		70/88
~~509~~	~~40000~~	~~4000~~	~~LB~~	~~CONCRETE REINFORCEMENT, MISC.: ADDITIONAL GALVANIZED STEEL REINFORCEMENT FOR FOOTINGS~~	~~2000~~	~~2000~~			~~6A/88~~
511	34463	313	CY	CLASS QC SCC CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN			313		3/88
511	46513	307	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING, AS PER PLAN	146	161			6A/88
511	51513	510	CY	CLASS QC2 CONCRETE WITH QC/QA, SIDEWALK, AS PER PLAN			510		5/88
511	53012	83	CY	CLASS QC2 CONCRETE, MISC.: RAISED MEDIAN, WITH QC/QA			83		5/88
511	53012	98	CY	CLASS QC2 CONCRETE, MISC.: PLANTER WALLS, WITH QC/QA			98		
511	53014	1079	CY	CLASS QC3 CONCRETE, MISC.: BRIDGE DECK, WITH QC/QA			1079		4/88
511	53014	237	CY	CLASS QC3 CONCRETE, MISC.: PIER ABOVE FOOTINGS, WITH QC/QA		237			4/88
511	53014	155	CY	CLASS QC3 CONCRETE, MISC.: ABUTMENT NOT INCLUDING FOOTING, WITH QC/QA	155				4/88
511	81300	48	EACH	CONCRETE, MISC.: PRECAST CONCRETE PLINTHS			48		5/88
512	10001	3868	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	740	1316	1812		3/88
512	10050	2827	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			2827		
512	10100	3868	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	740	1316	1812		3/88
512	33000	61	SY	TYPE 2 WATERPROOFING	61				
SPECIAL	51267200	844	SY	WATERPROOFING FOR PLANTERS AREAS			844		5/88
513	10261	128300	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3, AS PER PLAN			128300		4/88
513	10281	1275300	LB	STRUCTURAL STEEL MEMBERS, LEVEL 4, AS PER PLAN			1275300		4/88
513	20000	9784	EACH	WELDED STUD SHEAR CONNECTORS			9784		
514	00060	15361	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			15361		3/88
514	00066	15361	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			15361		3/88
516	10010	182	FT	ARMORLESS PREFORMED JOINT SEAL			182		
516	10011	11	FT	ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN			11		6/88
516	11211	258	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			258		75-79/88
516	13000	81	SF	¼" PREFORMED EXPANSION JOINT FILLER			81		
516	13200	64	SF	½" PREFORMED EXPANSION JOINT FILLER			64		
516	13900	356	SF	2" PREFORMED EXPANSION JOINT FILLER			356		
516	44101	9	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13"x12"x2.358" EXP. BEARING)			9		45/88
516	44101	9	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13"x12"x2.358" FIXED BEARING)			9		45/88
516	44201	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (23"x18"x3.448" FIXED BEARING)			4		45/88
516	44201	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (20"x15"x3.448" FIXED BEARING)			5		45/88
516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (18"x14"x4.068" EXP. BEARING)			4		45/88
516	44301	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16"x13"x4.068" EXP. BEARING)			5		45/88
516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (19"x16"x4.068" EXP. BEARING)			4		45/88
516	44301	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17"x13"x4.068" EXP. BEARING)			5		45/88
517	76300	29	FT	RAILING, MISC.: SIDEWALK RAILING AT REAR ABUTMENT MSE WALLS				29	6/88
518	20000	276	SY	PREFABRICATED GEOCOMPOSITE DRAIN			276		
518	21201	65	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC, AS PER PLAN			65		4/88
518	39800	767	FT	4" PERFORATED CORRUGATED PLASTIC PIPE			767		
518	62100	89	FT	STRUCTURE DRAINAGE, MISC.: NEOPRENE TROUGH AND DRAINAGE OUTLETS			89		80/88
523	20000	4	EACH	DYNAMIC LOAD TESTING	2	2			
523	20500	4	EACH	RESTRIKE	2	2			
526	30011	602	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN				602	3/88

2 9-11-25

ESTIMATED QUANTITIES - 1
BRIDGE NO. HAM-75-0104
LINN STREET OVER IR-75 AND GEST STREET

SFN 3109098

DESIGN AGENCY B&N burgessniple.com

DESIGNER	CHECKER
BES	XAC

REVIEWER JCS 01/02/25

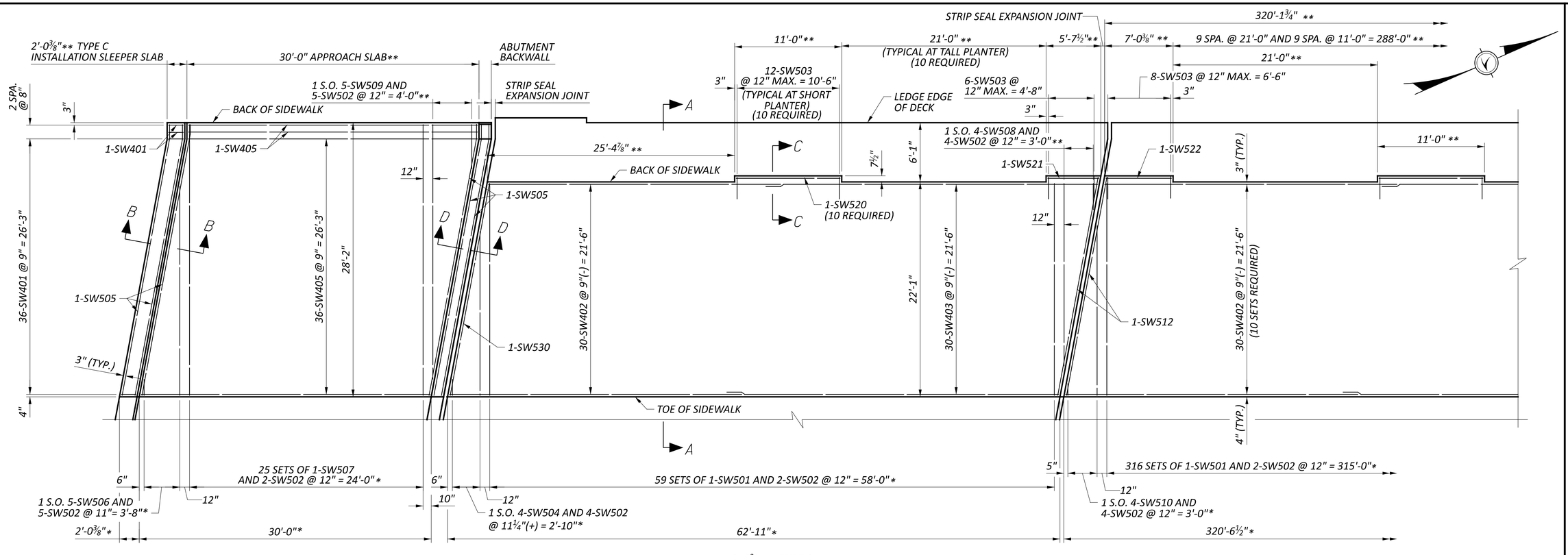
PROJECT ID 122048

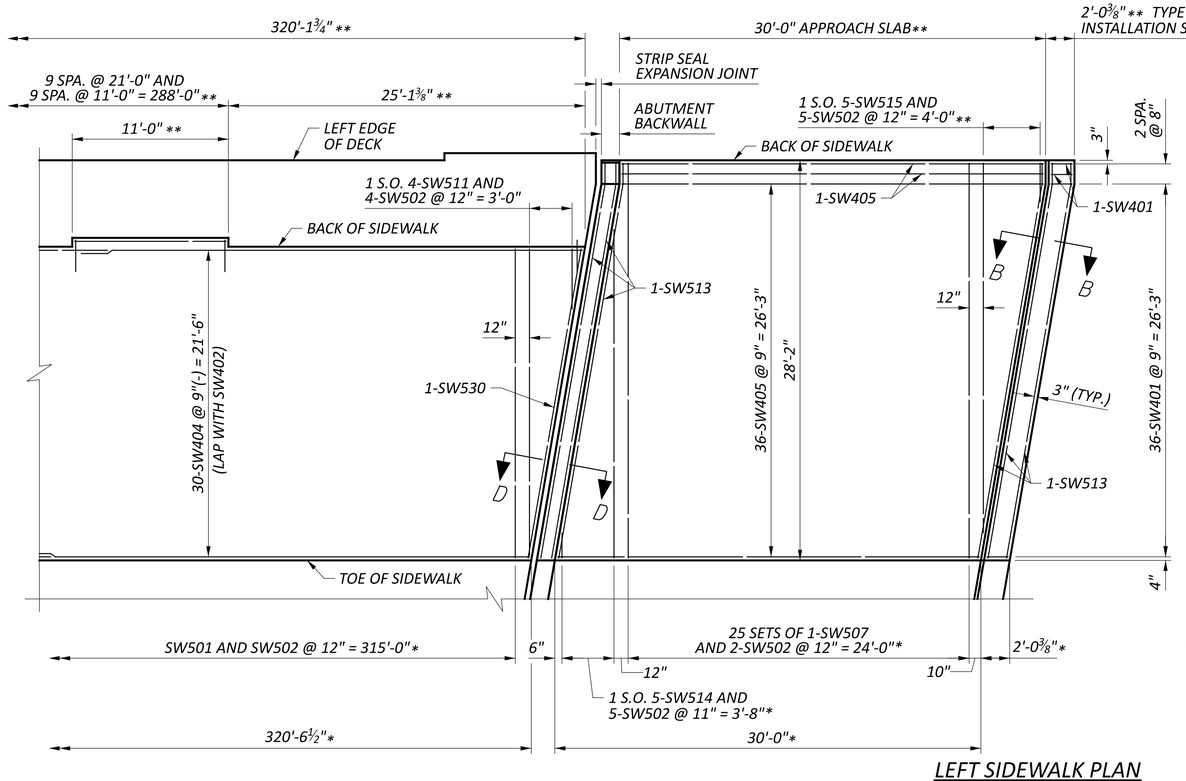
SUBSET	TOTAL
7	88

SHEET	TOTAL
P.249	P.421

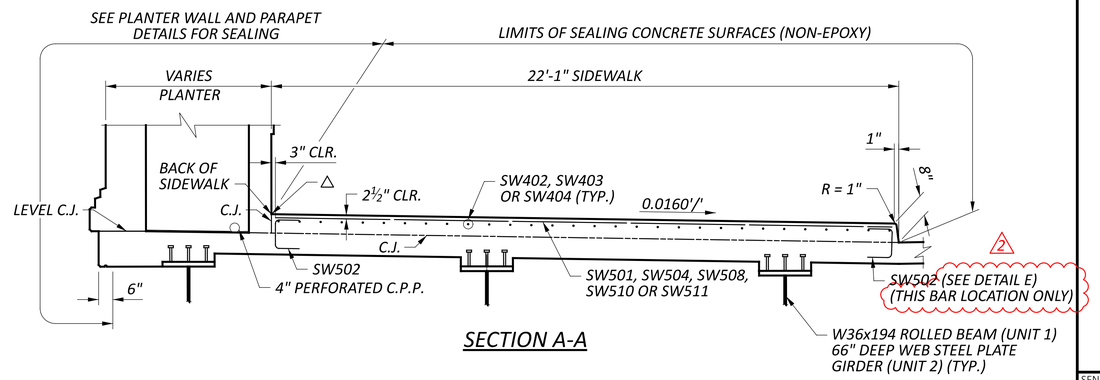
HAM-IR 75-1.05

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pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\401-Engineering_BurgessNiple\Structures\SFN_3109098\Sheets\122048_SFN_3109098_SQ001.dgn

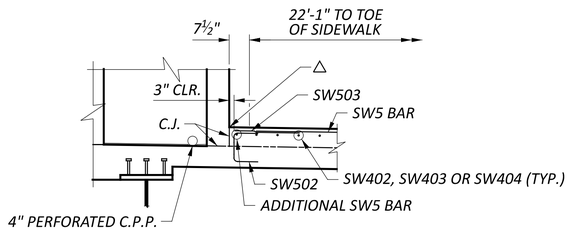




LEFT SIDEWALK PLAN



SECTION A-A



SECTION C-C

MINIMUM LAP LENGTHS:

NO. 4 BARS = 1'-6"

LEGEND:

* = MEASURED ALONG TOE OF SIDEWALK

** = MEASURED ALONG BACK OF SIDEWALK

△ = SEAL WITH HMWM PER CMS 511.19.A

NOTES:

1. FOR PARAPET DETAILS, SEE SHEETS 58/88 TO 65/88.
2. FOR SECTION D-D, SEE SHEET 16/88 FOR THE FORWARD ABUTMENT AND SHEET 14/88 FOR THE REAR ABUTMENT.
3. FOR SECTION B-B, SEE SHEET 82/88.
2 4. FOR DETAIL E, SEE SHEET 57/88.

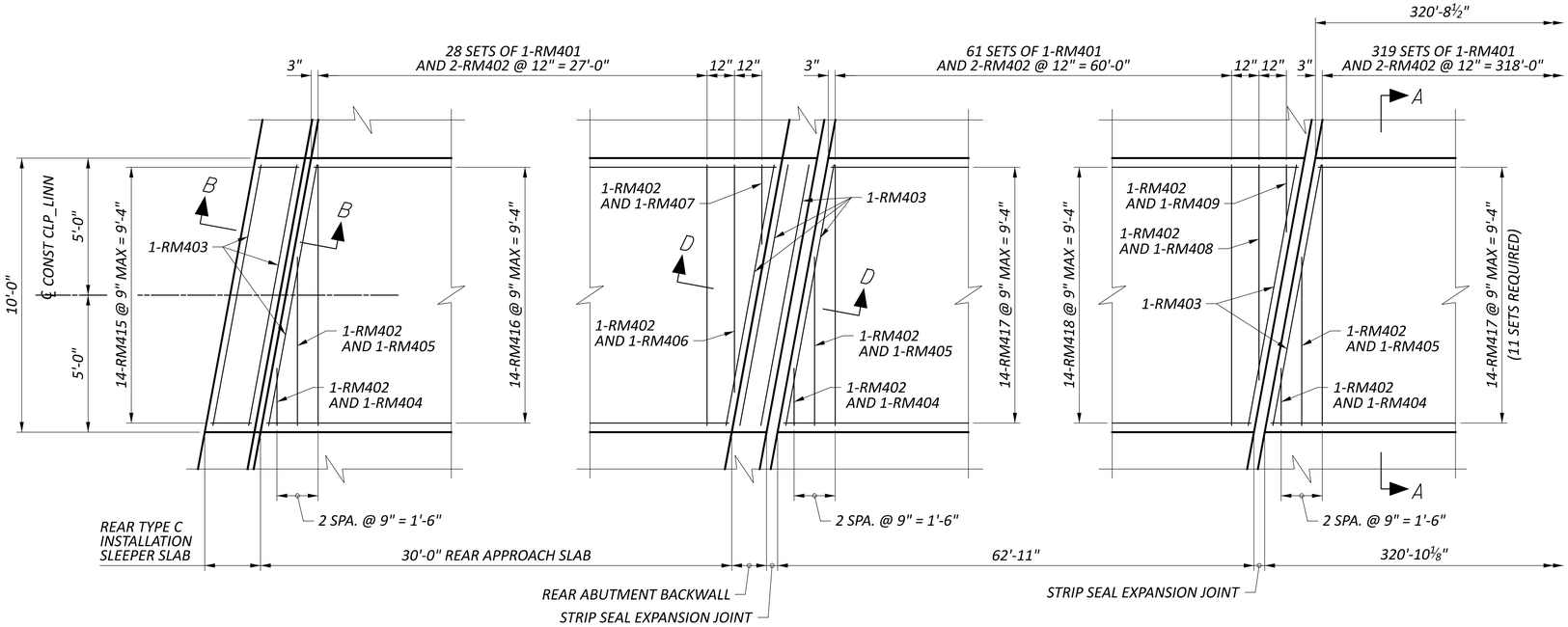
2 9-11-25

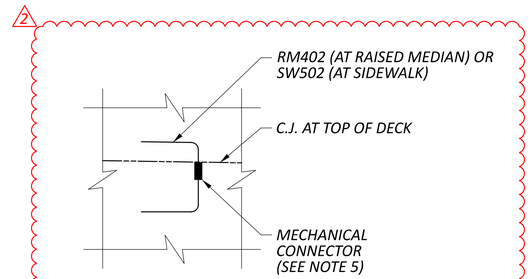
LEFT SIDEWALK PLAN AND DETAILS
BRIDGE NO. HAM-75-0104
LINN STREET OVER IR-75 AND GEST STREET

SFN	3109098
DESIGN AGENCY	B&N burgessniple.com
DESIGNER	XAC
CHECKER	MAB
REVIEWER	JCS 12/18/24
PROJECT ID	122048
SUBSET	55
TOTAL	88
SHEET	P.297
TOTAL	P.421

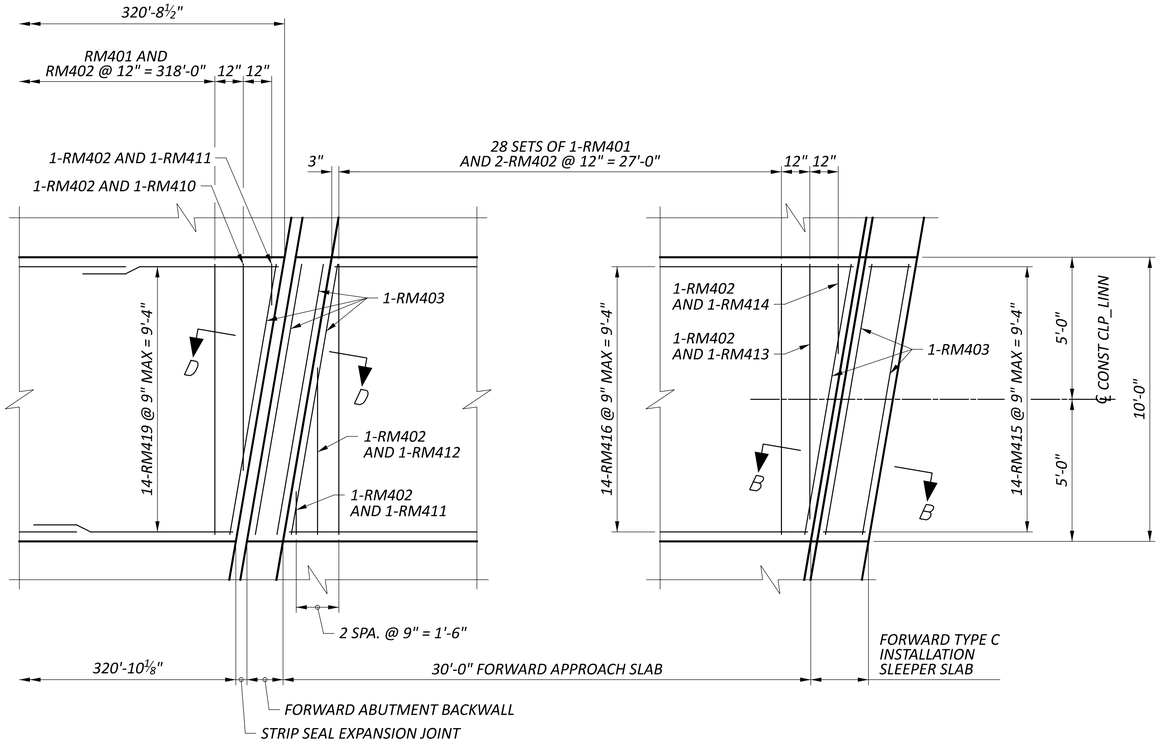
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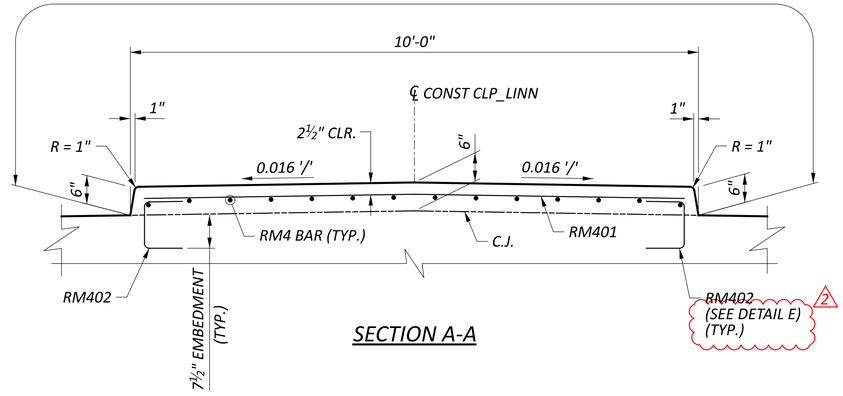


DETAIL E



RAISED MEDIAN PLAN

LIMITS OF SEALING OF CONCRETE
SURFACES (NON-EPOXY)



SECTION A-A

MINIMUM
LAP LENGTHS:

NO. 4 BARS = 1'-6"

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 47/88.
2. FOR EXPANSION JOINT DETAILS, SEE SHEETS 75/88-79/88.
3. FOR SECTION D-D, SEE SHEET 16/88 FOR THE FORWARD ABUTMENT AND SHEET 14/88 FOR THE REAR ABUTMENT.
4. FOR SECTION B-B, SEE SHEET 82/88.
2. 5. AT THE OPTION OF THE CONTRACTOR, MECHANICAL CONNECTORS MAY BE USED AS SHOWN IN DETAIL E. IF MECHANICAL CONNECTORS ARE USED, ADJUST THE REINFORCING STEEL BENDING DIAGRAMS ACCORDINGLY. MATCH THE FINAL SHAPE OF THE BARS AND PROVIDE EXTRA BAR LENGTH AND/OR BAR END PREPARATION AS NECESSARY DEPENDING UPON THE TYPE OF MECHANICAL CONNECTOR FURNISHED. THE DEPARTMENT WILL NOT MAKE ADDITIONAL PAYMENT FOR MECHANICAL CONNECTORS OR CHANGES TO BAR DETAILING.

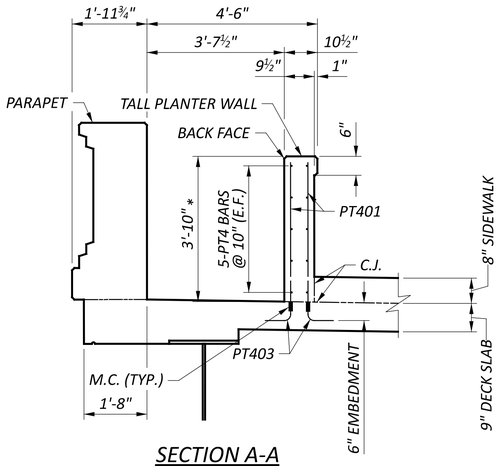
2 9-11-25

RAISED MEDIAN DETAILS
BRIDGE NO. HAM-75-0104
LINN STREET OVER IR-75 AND GEST STREET

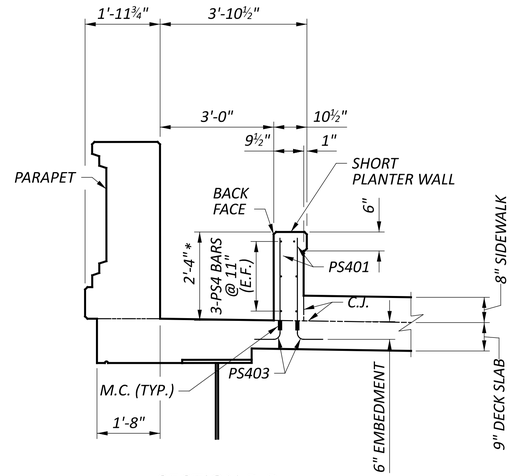
SFN 3109098
DESIGN AGENCY B&N burgessniple.com
DESIGNER XAC | CHECKER MAB
REVIEWER JCS 12/18/24
PROJECT ID 122048
SUBSET 57 | TOTAL 88
SHEET P.299 | TOTAL P.421

HAM-75-1.05

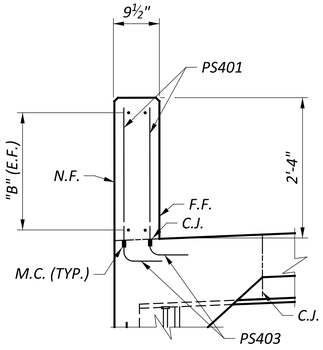
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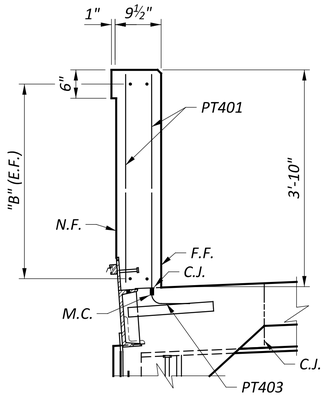
SECTION A-A
(TALL PLANTER WALL)
(DECK, SIDEWALK, AND PARAPET REINFORCING NOT SHOWN)
(SCREEN WALL NOT SHOWN)



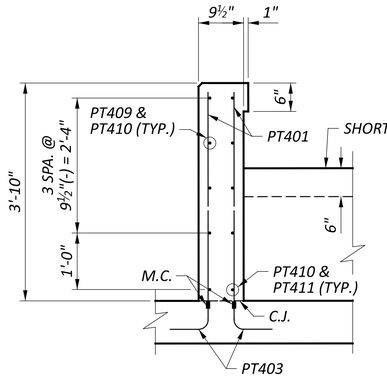
SECTION B-B
(SHORT PLANTER WALL)
(DECK, SIDEWALK, AND PARAPET REINFORCING NOT SHOWN)
(SCREEN WALL NOT SHOWN)



SECTION C-C
(TYPE 3)
(DECK REINFORCING NOT SHOWN)

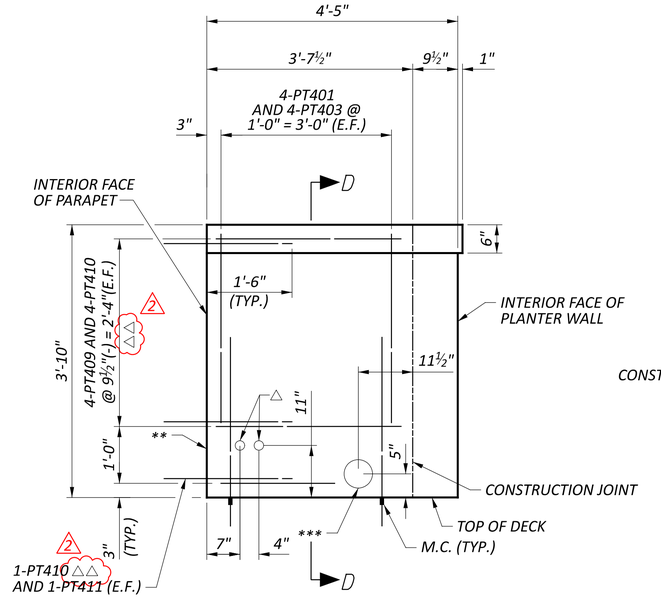


SECTION C-C
(TYPE 1)
(DECK REINFORCING NOT SHOWN)

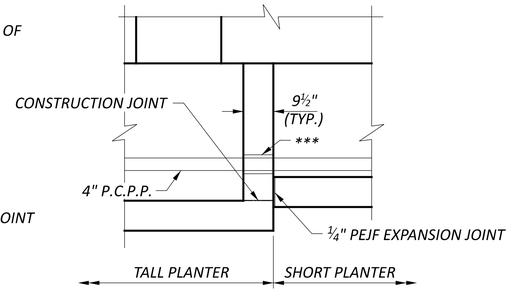


SECTION D-D
(DECK REINFORCING NOT SHOWN)

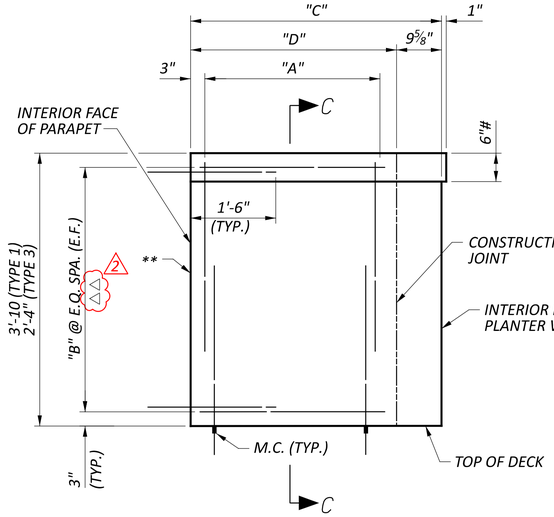
TURN BACK DIMENSIONS				
TURN BACK	"A"	"B"	"C"	"D"
TYPE 1	4-PT401 (E.F.) & 4-PT403 (F.F.) @ 11"(-) = 2'-8"	5-PT410 & 5-PT412	3'-11¾"	3'-2⅛"
TYPE 3	4-PS401 (E.F.) & PS403 (E.F.) @ 10" = 2'-6"	3-PS407 & 3-PS408	3'-10¼"	3'-0⅝"



TYPICAL TALL PLANTER (TYPE 2) TURN BACK DETAIL
(PARAPET NOT SHOWN)



JOINT DETAIL AT CORNER



EDGE OF DECK PLANTERS TURN BACK DETAIL (TYPES 1 & 3)
(PARAPET AND END PILASTER NOT SHOWN)

MINIMUM LAP LENGTHS:
#4 BARS = 1'-6"

LEGEND:
- * = MEASURED AT BACK FACE OF PLANTER WALL
- ** = C.J. AT PLANTER WALL INTERFACE WITH PARAPET (TYPE 2 AND TYPE 3) OR END PILASTER (TYPE 1)
- *** = 6" DIA. NON-PERFORATED PVC PIPE SLEEVE CAST INTO TYPE 2 TURN BACK PLANTER WALL, FOR PASSAGE OF 4" P.C.P.P. SLEEVES ARE INCLUDED WITH PLANTER WALL CONCRETE FOR PAYMENT.
- △ = 2" DIA. NON-PERFORATED PVC PIPE SLEEVES CAST INTO TYPE 2 TURN BACK PLANTER WALL, FOR PASSAGE OF IRRIGATION LINES. SLEEVES ARE INCLUDED WITH PLANTER WALL CONCRETE FOR PAYMENT.
- M.C. = MECHANICAL CONNECTOR
- # = 6" CAP ON TYPE 1 ONLY
- 2 △△ = IF PARAPETS ARE CONSTRUCTED PRIOR TO PLANTER WALLS, INSTALL PT410 AND PS407 BARS INTO PARAPETS PER C&MS 510 USING NONSHRINK, NONMETALLIC GROUT. EMBED BARS 9" INTO PARAPET. AT ENDS OF DECK (TYPES 1 & 3 PLANTERS), LOCATE DOWEL HOLES A MINIMUM OF 4" FROM END OF PARAPET. IF PLANTER WALLS ARE CONSTRUCTED PRIOR TO PARAPETS, CAST THE PT410 AND PS407 BARS INTO THE PLANTER WALLS. PAYMENT FOR DRILLING DOWEL HOLES AND FURNISHING AND PLACING GROUT IS INCLUDED WITH ITEM 509 - GALVANIZED STEEL REINFORCEMENT, AS PER PLAN.

NOTES:
1. SEAL FRONT FACES AND TOP SURFACES OF TALL AND SHORT PLANTER WALLS WITH EPOXY-URETHANE SEALER.
2. CONSTRUCTION JOINT LOCATIONS SHOWN ARE MANDATORY.

2 9-11-25

PLANTER WALL DETAILS
BRIDGE NO. HAM-75-0104
LINN STREET OVER IR-75 AND GEST STREET

SFN	3109098
DESIGN AGENCY	B&N burgessniple.com
DESIGNER	BES
CHECKER	MAB
REVIEWER	BCS 04/10/25
PROJECT ID	122048
SUBSET	70
TOTAL	88
SHEET	P.312
TOTAL	P.421

HAM-75-1.05

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MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SIDEWALK REINFORCING											
SW401	152	6'-7"	668	3	1'-5"	1'-8"					
SW402	660	30'-0"	13226	STR							
SW403	60	34'-1"	1366	STR							
SW404	30	35'-3"	706	STR							
SW405	152	29'-8"	3012	STR							
SW406	30	36'-0"	721	STR							
SW501	751	21'-8"	16971	STR							
SW502	1774	2'-5"	4472	2	0'-10"	1'-0"	0'-10"				
SW503	268	2'-1"	582	STR							
	1 SR	1'-7"									
SW504	OF	TO	38	STR							5'-1"
	4	16'-10"									
SW505	12	28'-2"	353	19	26'-9"	1'-5"	0'-3"				
	1 SR	1'-6"									
SW506	OF	TO	60	STR							4'-11 ½"
	5	21'-4"									
SW507	100	27'-9"	2894	STR							
	1 SR	2'-8"									
SW508	OF	TO	45	STR							5'-4 ¼"
	4	18'-9"									
	1 SR	4'-6"									
SW509	OF	TO	80	STR							5'-5"
	5	26'-2"									
	1 SR	1'-1"									
SW510	OF	TO	38	STR							5'-5"
	4	17'-4"									
	1 SR	4'-3"									
SW511	OF	TO	54	STR							5'-9 ¼"
	4	21'-7"									
SW512	4	22'-8"	95	STR							
SW513	12	28'-1"	351	19	26'-8"	1'-5"	0'-3"				
	1 SR	1'-8"									
SW514	OF	TO	64	STR							5'-4"
	5	23'-0"									
	1 SR	2'-8"									
SW515	OF	TO	75	STR							5'-10"
	5	26'-0"									
	1 SR	2'-7"									
SW516	OF	TO	44	STR							5'-4 ¼"
	4	18'-8"									
	1 SR	2'-10"									
SW517	OF	TO	71	STR							5'-4 ¾"
	5	24'-5"									
	2 SR	1'-9"									
SW518	OF	TO	78	STR							5'-0 ¾"
	4	16'-11"									
	1 SR	3'-3"									
SW519	OF	TO	69	STR							4'-11 ½"
	5	23'-1"									
SW520	20	10'-8"	223	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SIDEWALK REINFORCING (CONTINUED)											
SW521	2	5'-3	11	STR							
SW522	2	6'-8"	14	STR							
SW523	NOT USED										
SW524	NOT USED										
SW525	NOT USED										
	1 SR	5'-2"									
SW526	OF	TO	58	STR							5'-10"
	4	22'-8"									
	1 SR	3'-2"									
SW527	OF	TO	77	STR							5'-9 ¾"
	5	26'-5"									
	1 SR	1'-8"									
SW528	OF	TO	58	STR							4'-8 ¾"
	5	20'-7"									
SW529	NOT USED										
SW530	4	22'-1"	92	STR							
		TOTAL	46,666								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PLANTER WALL REINFORCING											
* PT401	1566	3'-8"	3836	STR							
PT402	NOT USED										
* PT403	1550	1'-1"	1122	1	0'-6"	0'-8"					
PT404	30	8'-1"	162	STR							
PT405	600	6'-8"	2672	STR							
PT406	30	8'-0"	160	STR							
PT407	30	8'-11"	179	STR							
PT408	30	7'-7"	152	STR							
PT409	352	3'-4"	784	STR							
PT410	480	2'-3"	721	STR							
PT411	88	2'-1"	122	STR							
PT412	40	2'-10"	76	STR							
* PS401	572	2'-2"	828	STR							
PS402	NOT USED										
* PS403	572	1'-1"	414	1	0'-6"	0'-8"					
PS404	240	5'-1"	815	STR							
PS405	12	5'-3"	42	STR							
PS406	12	6'-8"	53	STR							
PS407	24	2'-3"	36	STR							
PS408	24	2'-9"	44	STR							
		TOTAL	12,218								

2 2 2 2

LEGEND:

* = REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH IS MEASURED TO THE CONSTRUCTION JOINT. EXTRA BAR LENGTH AND/OR BAR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF MECHANICAL CONNECTOR FURNISHED.

NOTE:

1. FOR NOTES, SEE SHEET 83/88.

2 9-11-25

REINFORCING STEEL LIST - 3
BRIDGE NO. HAM-75-0104
LINN STREET OVER IR-75 AND GEST STREET

SFN 3109098
DESIGN AGENCY B&N burgessniple.com
DESIGNER XAC | CHECKER MAB
REVIEWER JCS 01/02/25
PROJECT ID 122048
SUBSET 85 | TOTAL 88
SHEET P.327 | TOTAL P.421

HAM-IR 75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/10/2025 TIME: 3:20:25 PM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_UTPen.tbl USER: WORKSPACE: OHDOTCEv02
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\401-Engineering_BurgessNiple\Structures\SFN_3109098\Sheets\122048_SFN_3109098_SL003.dgn
OHDOTCEv02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 10.12.02.4

ESTIMATED QUANTITIES

ITEM	ITEM EXT.	TOTAL 02/IMS/13	UNIT	DESCRIPTION	ABUT	CALC: RJB DATE: 8/18/25 SUPER	GENERAL	CHECK: CVK DATE: 8/18/25 MSE	SHEET
202	11002	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN			LS		
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING			LS		
503	21300	LS		UNCLASSIFIED EXCAVATION			LS		
505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION			LS		
507	00501	420	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN, AS PER PLAN	420				2 | 22
507	00550	450	FT	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	450				
509	26000	7,791	LB	GALVANIZED STEEL REINFORCEMENT	3,273	4,518			
511	31611	16	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN		16			2 | 22
511	43510	41	CY	CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING	41				
511	34448	10	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)		10			
512	10001	470	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN	44	116		310	2 | 22
512	33000	6	SY	TYPE 2 WATERPROOFING	6				
515	12040	3	EACH	PRESTRESSED CONCRETE COMPOSITE BOX BEAM BRIDGE MEMBERS, LEVEL 1, CB21-36 (62'-9" Long)	3				
516	13200	33	SF	½" PREFORMED EXPANSION JOINT FILLER			33		
516	13600	32	SF	1" PREFORMED EXPANSION JOINT FILLER			32		
516	13900	23	SF	2" PREFORMED EXPANSION JOINT FILLER	23				
516	14020	28	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	28				
516	31010	26	FT	2" DEEP JOINT SEALER			26		
516	43100	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE) (8.5"x8"x1.564")	12				
517	76300	166	FT	RAILING, MISC.:PEDESTRIAN ADA COMPLIANT RAILING			166		2 | 22
518	21200	4	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	4				
518	40001	23	FT	6" PERFORATED CORRUGATED PLASTIC PIPE, AS PER PLAN	23				6 & 8 |22
518	40011	130	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	130				13 | 22
523	20000	1	EACH	DYNAMIC LOAD TESTING	1				
601	21000	6	SY	CONCRETE SLOPE PROTECTION	6				
607	39911	131	FT	VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC, AS PER PLAN			131		2 & 7 | 22
SPECIAL	60740000	131	FT	VANDAL PROTECTION FENCE, 12' STRAIGHT, COATED FABRIC		131			2 & 20 | 22
608	13000	1,279	SF	6" CONCRETE WALK			1,279		
608	98000	470	SF	WALKWAY, MISC.: 10" CONCRETE WALK			470		7 & 14 | 22
625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM			1		
840	20000	3,589	SF	MECHANICALLY STABILIZED EARTH WALL				3589	
840	21000	595	CY	WALL EXCAVATION				595	
840	22000	220	SY	FOUNDATION PREPARATION				220	
840	23000	752	CY	SELECT GRANULAR BACKFILL				752	
840	23050	111	CY	NATURAL SOIL				111	
840	25010	298	FT	6" DRAINAGE PIPE, PERFORATED				298	
840	25020	29	FT	6" DRAINAGE PIPE, NON-PERFORATED				29	
840	26000	293	FT	CONCRETE COPING				293	
840	26050	3,589	SF	AESTHETIC SURFACE TREATMENT				3589	
840	27000	5	DAY	ON-SITE ASSISTANCE				5	
840	28000	LS		SGB INSPECTION AND COMPACTION TESTING				LS	

2

ESTIMATED QUANTITIES
BRIDGE NO. HAM-75-0123E
PEDESTRIAN BRIDGE OVER RAMP V AND WINCHELL AVE.

SFN 3109152

DESIGN AGENCY
Palmer ENGINEERING
8350 E. KEMPER ROAD
SUITE B
CINCINNATI, OH 45249
(513) 469-1600

DESIGNER	CHECKER
CDVK	BJF

REVIEWER
BJF 04/11/25

PROJECT ID
122048

SUBSET	TOTAL
3	22

SHEET	TOTAL
P.333	P.421

HAM-IR75-1.05

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/11/2025 TIME: 9:16:12 AM PLTDRV: OHDOT_PDF.pltcfg PENTBL: OHDOT_Pen.tbl USER: JHudepohl@palmernet.com WORKSPACE: OHDOTCivil02 WORKSET: 122048 PRODUCT: OpenRoadsDesigner 24.00.00.205
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\122048\d02-Engineering_PalmerEngineering\Structures\Sheets\122048_SFN_3109152_SQ001.dgn
JHudepohl@palmernet.com
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