

ODOT District 8 2025 Pre-Inspection Report

Bridge No. HAM-71-0000L SFN 3105946

Bridge No. HAM-71-0000R SFN 3105970



Prepared for:

Prepared by:



ODOT District 8
505 South SR 741
Lebanon, Ohio 45036

1660 West Second Street
Suite 820
Cleveland, Ohio 44113

Report Date: June 2025

LOCATION MAP:

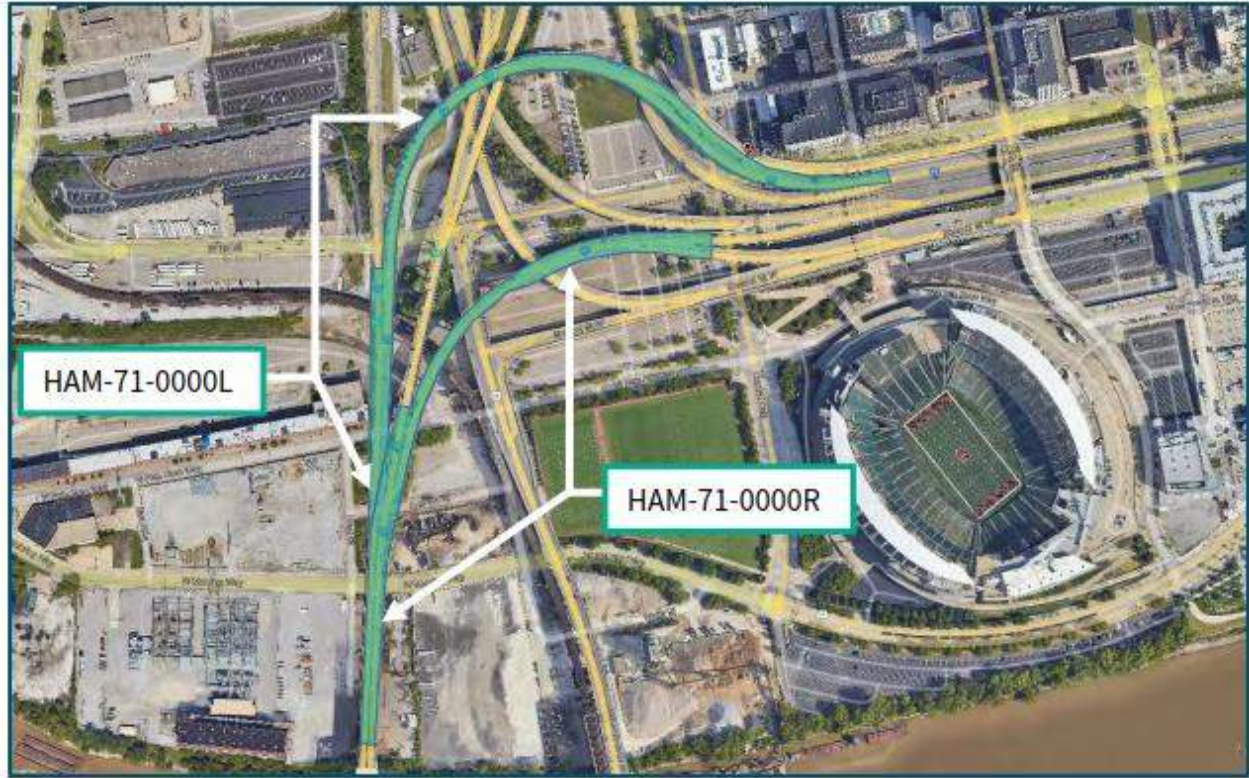


Figure 1 - I-75 SB over I-71 NB, Mehring Way, CSX Railroad, West Third Street, Pete Rose Way, & US 50/I-71 Ramps, and I-71 NB over Mehring Way, US 42, West Third Street, & US 50/I-71 Ramps, Cincinnati, Ohio Location Map.

INSPECTION DETAILS:

Bridge No.:	HAM-71-0000L - SFN 3105946 HAM-71-0000R - SFN 3105970
Features Intersected:	I-71 Northbound, CSX Railroad, Pete Rose Way, Augusta Street, Mehring Way, and local parking lots
Locations to Inspect:	<u>HAM-71-0000L (From River Pier to Wall Pier):</u> In-Depth Element Level Inspection & NSTM Inspection of the 16-steel box girder pier caps (River Pier, Original Piers 1-11, 12A, 13A, 29B, and Fort Washington Way Pier 2) <u>HAM-71-0000R (From River Pier to Pier 5):</u> In-Depth Element Level Inspection
Number of Caps to Inspect:	16
Number of Inspection Days:	Estimated 5 days & 4 nights
Inspection Dates:	September 22 - September 26, 2025
Hours of Inspection:	7:00 AM to 5:00 PM (Day), 10:00 PM to 5:00 AM (Night)
Inspection Equipment:	46' Bucket Truck, 80' Manlift, 120' Manlift, Ladders

BRIDGE INFORMATION:

The HAM-71-0000L/R are the approach span bridges to the Brent Spence Bridge over the Ohio River. The Brent Spence Bridge features a riveted and bolted double-deck cantilevered through truss design, supported by continuous steel stringers on both the north (Ohio) and south (Kentucky) approach spans. The main span of the truss measures 830 feet and 6 inches, while the anchor spans are 453 feet long.

The bridge accommodates eight lanes of vehicular traffic on Interstate Routes 71 and 75, crossing the Ohio River between Covington, Kentucky, and Cincinnati, Ohio. The lower deck has four northbound lanes, while the upper deck contains four southbound lanes.

HAM-71-0000L

The upper level of the north approach spans to the Brent Spence Bridge on the Ohio side of the river has fourteen NSTM box girder pier caps. These pier caps are supported by seven rolled steel stringers that are framed directly into them. They support the southbound lanes of Interstate 71/75 as they cross over the lower level of the Ohio approach, along with local roads and parking lots at ground level.

The caps on the river pier and Piers 1 through 7 are riveted, built-up steel box beams supported by reinforced concrete columns. Piers 8 through 11, as well as Piers 12A and 13A, have caps that are also riveted, built-up steel box beams with cantilevered ends extending beyond the concrete pier columns.

At Pier 19A, the structure diverges, transitioning to HAM-75-0022L, while HAM-71-0000L continues toward the lanes of Fort Washington Way, extending over additional interchange ramps and local roads. From Pier 19A to Fort Washington Way, the number of girders varies between five and ten, and the deck width changes to accommodate two uniform lanes and a converging lane.

In 1999, the section between Pier 28B and Fort Washington Way was rebuilt to coordinate with the rehabilitation of the Fort Washington Interchange. Pier 29B supports a steel I-girder cap, while Pier 2 supports a steel box pier cap. Both pier caps are cantilevered at each end. The forward end of HAM-71-0000L is supported on a reinforced concrete wall pier. All other substructure units consist of reinforced concrete cap-and-column bents or concrete columns supporting steel pier caps.

HAM-71-0000R

The lower level of the north approach extends to the Brent Spence Bridge on the Ohio side of the river, carrying the northbound lanes of I-71/I-75 over US 42, an interchange ramp, local roads, a railroad, and parking lots below. The bridge features a reinforced concrete deck supported by various adjacent welded steel plate girders. At Pier 15C, the structure diverges, with HAM-75-00022R beginning while HAM-71-0000R continues towards the lanes of Fort Washington Way. Between Pier 15C and Fort Washington Way, the number of girders ranges from five to nine, and the deck width adjusts to accommodate two uniform lanes along with a diverging lane. In 1999, the section of the structure between Pier 20D and Fort Washington Way was rebuilt to align with the rehabilitation of the Fort Washington Way interchange. The superstructure girders are supported by reinforced concrete cap-and-column pier bents or hammerhead piers.

INSPECTION METHOD AND PLAN:

WSP USA Inc. and AECOM will conduct an NSTM and in-depth element-level inspections on the Ohio section of the Brent Spence Bridge approach spans for HAM-71-0000L/R. The NSTM inspection will focus on the steel box girder pier caps of bridge HAM-71-0000L, which, upon closing the pier cap hatches, will be sealed with all-weather sealant. Any section loss observed will be recorded in sufficient detail to be used for updating the load rating as needed. The finger joint at the approach span to the truss span of HAM-71-0000L will be inspected at ODOT's request. The inspectors will also remove any small overhead delaminations on-site with a hammer or notify ODOT of any larger delaminations found so that ODOT may address them during the inspection. Inspection teams will

conduct detailed evaluations of Bridges HAM-71-0000L and HAM-71-0000R, as outlined in the Scope of Services.

The inspections will follow the Confined Space Entry Procedure specified herein. Measurements and observations will be recorded to assess the bridges' physical and functional conditions, identify any changes from previously documented conditions, and ensure that the structures meet current service requirements.

FIELD COORDINATION:

The following personnel are anticipated to coordinate and/or conduct field work to inspect these structures.

HAM-71-0000L/R Field Contacts

WSP USA Inc.

Team Leader	Ken Banaszak	
Deputy Project Manager	Kenneth.Banaszak@wsp.com	(440) 667-7759
Team Leader	Lu Trujillo, PE	
	Lu.Trujillo@wsp.com	(512) 507-8651
Team Leader	Chris Stonehocker, PE	
	Christopher.Stonehocker@wsp.com	(515) 419-9921
Team Leader	Bob Wallace, PE	
	Bob.Wallace@wsp.com	(216) 210-5656
Team Member	Jim Henry	
	Jim.Henry@wsp.com	(443) 878-9781
Team Member	Stephen Mayo	
	Stephen.Mayo@wsp.com	(703) 785-6817
QA/QC Engineer	Wes Weir	
	Wesley.Weir@wsp.com	(216) 278-1989
AECOM (Prime) Project Manager	Travis Baker	
	travis.baker@aecom.com	(513) 266-9344
AECOM (Prime)	Kyle Compton-Troesch PE	
	Kyle.compton@aecom.com	(513) 255-7862
AECOM (Prime)	Prateek Nepal	
	Prateek.nepal@aecom.com	(513) 419-3513

PERMITTING AND COORDINATION:

The following entities will be responsible for permitting and coordinating all work related to inspecting these structures. Copies of permits from all entities will be maintained on site at all times.

ODOT District 8 – A right-of-entry permit is necessary and will be secured via the ODOT Right-of-Way E-Permitting System. The following ODOT personnel will serve as contacts:

Project Manager	Brandon Collett Brandon.Collett@dot.state.oh.us	(513) 933-6643
District Work Zone Traffic Manager	Scott Kraus Scott.Kraus@dot.state.oh.us	(513) 933-6519
Right-of-Way Use Permits	Chris Bass Chris.Bass@dot.state.oh.us	(513) 933-6577
Right-of-Permit Coordinator	Kimberly Giffin Kim.Giffin@dot.ohio.gov	(513) 933-6580

City of Cincinnati – A right-of-entry permit is required from the City of Cincinnati for local road lane closures. This permit will outline lane closure limitations and authorize any proposed traffic control. Additional work will be conducted on city-owned property within ODOT easements. Therefore, no right-of-entry permit is necessary. Contacts are:

DOT Permit and License Center
row.permits@cincinnati-oh.gov (513) 352-3463

Kentucky Transportation Cabinet – A right-of-entry permit is required through the Kentucky Transportation Cabinet. This permit will stipulate lane closure limitations and approve any proposed traffic control. Contacts are:

District 6 Permit Supervisor	Linzy Brefeld Linzy.Brefeld@ky.gov	(859) 341-2700
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CSX RAILROAD – Visual inspection of the southern end of Span 14 and the north face of Pier 13 will be performed; thus, no right-of-entry permit is required through CSX Transportation, Inc. to access the railroad right-of-way.

Approved right-of-entry permits from ODOT, City of Cincinnati, and Kentucky. The Transportation Cabinet will be kept on the job site throughout the inspection period.

TRAFFIC CONTROL:

WSP USA Inc. is a subcontractor to AECOM, which has contracted Intech Contracting, Inc. to provide the necessary traffic control for these inspections. They will be responsible for all signs and devices placed in accordance with the latest Ohio Manual for Uniform Traffic Control Devices.

The inspection crew plans to utilize a double left lane, nighttime closure of I-71 NB to gain access to the west half of the steel superstructure of HAM-71-0000L from River Pier to Pier 13A. The closure duration for the double left lane inspection will be two nights. A similar, double right lane nighttime closure will be used to access the east half of the steel superstructure of HAM-71-0000L from River Pier to Pier 11. The double right lane closure will also last two nights.

An additional local route closure will be used to access the fracture-critical steel box girder pier cap along West Third Street. The westbound left turn lane of West Third Street will be closed from Plum Street to Central Avenue to access the hatch of Pier 2.

A maintenance of traffic scheme for the closure of one (east) lane of the combined ramps from SB I-75 and EB US 50 to Second Street will be necessary to access Pier 29B of the HAM-71-0000L Bridge. This will be coordinated with the inspection of HAM-75-0022R Bridge.

The anticipated traffic control schedule is as follows:

Date	Structure	Traffic Control
Night of 9/22/25	HAM-71-0000L (Coordinate with HAM-75-0022R)	Single left lane closure of I-75 SB at exit to 2nd Street Ramp
Day of 9/23/25	HAM-71-0000L	Left turn lane closure on W. 3rd Street
Night of 9/23/25	HAM-71-0000L	Double left lane closure of I-75 NB (lower level of north approach to the Brent Spence Bridge)
Night of 9/24/25	HAM-71-0000L	Double left lane closure of I-75 NB (lower level of north approach to the Brent Spence Bridge)
Night of 9/25/25	HAM-71-0000L	Double right lane closure of I-75 NB (lower level of north approach to Brent Spence Bridge)
Night of 9/26/25	HAM-71-0000L	Double right lane closure of I-75 NB (lower level of north approach to Brent Spence Bridge)

5

The remainder of the structures will be inspected from the ground using manlifts and bucket trucks and will not require roadway closures. Access to parking lots below the structures will be necessary for inspection operations. This access will occur at convenient times (not during downtown events) and upon prior notification of parking lot management:

- Lot 1: BHPD Parking (North side of West Third St. at Central Ave.)
J&F Garage
O: 513-921-5879
- Lot 2: Riverfront Parking (Lot A – South Side of West Third St. at Central Ave.)
O: 513-946-8100
riverfront@parking.com
- Lot 3: Premium Parking (Lot #P8670 between Pete Rose Way and West Third St.)
844-236-2011
- Lot 4: Intren (Duke Energy, South of W. Mehring Way adjacent to the river)
Shane Rudisell
513-518-6506
- Lot 5: John St. Parking Lots (North of West Third St., just east of I-75 SB)
Park Place
513-381-2179

NON-PERMIT CONFINED SPACE ENTRY PROCEDURE:

The inspection of steel box girder pier caps falls under the Ohio Department of Transportation's Confined Space Entry Program. The procedure to be used will be Class B – Non-Permit Required Entry. This procedure states, “Class B inspections are arms-length inspections performed on bridges/culverts that require no special provisions for confined space issues. An air monitor is always required while in the confined space.”

The entry procedure we will employ is described as follows:

- Open box girder caps at least 1 hour before entry and record air quality readings using a multi-gas air meter.
- The team shall comprise, at minimum, a two-person team consisting of one entrant and one attendant.
- Record readings upon entering. Do not enter if the air meter alarms sound.
- Monitor air quality continuously while inside the box girder cap (ensure monitor remains on and functions correctly).
- The attendant stationed outside the box girder cap shall always maintain contact with inspector(s) via phone or two-way radio.

Response procedure if the air meter alarm sounds while inside the box girder cap:

- Entrant(s) shall notify the attendant and exit the box girder cap immediately.
- Additional ventilation and re-entry will be permitted if air quality readings are non-hazardous.
- If unsafe atmospheric conditions persist, utilize a blower to provide further

ventilation, and re-entry will be permitted if air quality readings are non-hazardous.

- If hazardous atmospheric conditions cannot be eliminated, entry into the box girder is **prohibited**, and the ODOT District 8 Project Manager shall be notified within 24 hours.

Additional information:

- An oxygen-deficient atmosphere means an atmosphere containing less than 19.5 percent oxygen by volume.
- Oxygen-enriched atmosphere means an atmosphere containing more than 23.5 percent oxygen by volume.

FOLLOW-UP PROCEDURES:

Critical inspection findings will be reported to the district within 24 hours, and details/photographs will be provided via email. These and other findings will be documented in the final inspection report.

APPENDIX A
**RIGHT OF ENTRY PERMITS &
MAINTENANCE OF TRAFFIC DRAWINGS**

MR 509
Permit No. 25-15522

Office Use Only

State of Ohio
Department of Transportation
Permit

County or Jurisdiction HAM
Rte IR71
Log Pt 0.132-0.211
Acc Cat

[1] Subject to all terms, conditions, and restrictions printed, written below and on the reverse side hereof, or attached,

Name: WSP Inc.
Address: 1660 West Second Street, Suite 820 Cleveland OH 44113
Company Phone: 4406677759

is hereby granted a permit under Section 5515.01 and 5515.02 of Ohio Revised Code, and permission to perform work necessary in the manner described and at the location indicated in the following or attached to this permit.

Lane Closure - (see attached sheets)

Description of Work: Inspection of steel superstructure and steel pier caps above NB I-71/75 on the Brent Spence North Approach Bridges (Ohio side). Inspection is anticipated to begin the night of September 8, 2025 and will be completed on the night of September 12, 2025. The work to be performed includes a fracture critical inspection of 16 steel pier caps and in-depth element level inspection of the remaining structures carrying IR-71, and an in-depth element level inspection of the structures carrying NB I-71/75. Required permits will also be obtained from ODOT in order to close two left and two right northbound lanes of NB I-71/75 on separate nights in order to gain full access to the structure. MOT plans are attached.

On page 12 of 23: Consider using a CENTER LANE CLOSED AHEAD sign on SB I-75 instead of RIGHT LANE CLOSED AHEAD since the signing will be in the 4-lane section of I-75.

Events - Cincinnati

Lane closures are NOT permitted 2 hours before to 2 hours after events at Great American Ball Park, Paul Brown Stadium, or Heritage Bank Center. This restriction also applies to any other local venue generating an event attendance of 15,000 or more.

[2] This permit shall be in the possession of employees /agents of permittee on site at all times who are in charge of the work and shall be shown, upon request, to any employee of the Department of Transportation.

Contact ODOT Representative 3 days before work begins, also contact ODOT Representative when work is completed for final inspection.

Failure to notify the ODOT Representative could result in work stoppage!

[3] No work authorized by this permit shall begin until the permittee has contacted and received instructions from

ODOT Representative Kathy Mullins
Phone 513-207-0428
Email Address: kathy.mullins@dot.ohio.gov
(Authorized ODOT Employee)

NOTE: Any work performed by the permittee may be stopped if this requirement is not met.

[4] Prior to any excavation in the highway right-of-way, the Ohio811, <https://www.oups.org/excavators>, must be contacted in accordance with ORC Section 3781.25 to 3781.32. Ohio811 can be reached at 1-800-362-2764 or 811.

[5] If your utility is above ground in any way, you must mark your utility with a fluorescent colored marker that corresponds with the universal OUPS color code. The marker must be no shorter than six feet in height and you must maintain the marker. Guide wires must be marked a fluorescent yellow. Failure to mark as described, will result in the Department of Transportation being held harmless and no reimbursement for damage to your property.

[6] All work requiring persons or vehicles within ODOT right of way shall comply with all applicable requirements of the Ohio Manual of Uniform Traffic Control Devices and Item 614 (Maintaining Traffic) of the Construction and Material Specifications, latest editions. Failure to comply with these requirements will be cause for immediate revocation or suspension of the permit until the proper traffic control devices have been provided.

[7] The permittee accepts the conditions, terms, and requirements printed, written on, or attached to this permit and understands that failure to comply fully with those conditions, terms, and requirements or any change in the use of the permit inconsistent with its terms and conditions will be considered a violation and cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Department action, up to an including removal of the installation at the permittee's expense.

[8] Performance Bond Required? _____ Yes _____ No Company _____
Effective Date _____ Expiration Date _____ Amount \$ _____

[9] This permit shall be void if the work described herein does not comply with the conditions, terms, and requirements applicable to this permit, and if the work is not completed by 11/19/2025

Dated 05/19/2025

Rev 5/6/2021
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General Provisions Applicable to All Permits
(Sections 5515.01 and 5515.02 of O.R.C.)

- [1] This permit is not a substitute for satisfying the rights or obligations of any other party who may have an interest in the underlying fee interest.
- [2] The granting of this permit does not convey to the permittee or to the property served any rights, title, or interest in state highway rights of way or in the design or operation of the state highway; or in any way abridge the right of the Director of the Department of Transportation in his jurisdiction over state highways. If, in the process of any future work or for the benefit of the traveling public, it becomes necessary, in the opinion of the Director of Transportation to order the removal, reconstruction, relocation, or repair of any of the fixtures, or work performed under this permit, said removal, reconstruction, relocation, or repair shall be wholly at the expense of the owners thereof or the permittee and be made as directed by the Director of Transportation and within the time determined by the Director. Such changes in the state highway design or operation, necessary for improved safety and operation or for the benefit of the traveling public, shall not require a permit modification since the permit confers no private rights to the permittee over the control of the state highway.
- [3] The District Deputy Director acts for and on behalf of the Director in issuing and carrying out the provisions of all permits. The District Deputy Director has full authority to ensure that all provisions of the permit are met and to reject any materials, design, and workmanship that do not meet applicable Department standards. The District Deputy Director, at his/her discretion, may require a performance bond or certified check as a prerequisite to the issuance of a permit.
- [4] Failure on the part of the permittee to comply fully with the provisions and conditions of the permit will be cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Departmental action. By accepting the permit, the permittee agrees to comply with all conditions, terms, and restrictions printed or written on or attached to the permit. If the permittee or its agent performs any work contrary to the conditions of the permit or to the instructions of the District Deputy Director and, after due notice, fails to correct the problem, the Department of Transportation may, with or without notice, correct or remove such work and the permittee shall reimburse the Department for the costs and shall hold the Department harmless for all results of such work.
- [5] The permittee shall indemnify and hold harmless the State of Ohio, Department of Transportation, its officers, representatives and assigns, from any and all loss, liability, damages, litigation costs, and claims for injury or death to any person, property, or business caused by or resulting from any act, omission, event, consequence, or occurrence, negligent or otherwise of the permittee, its employees, agents, or assigns as a result of the issuance of this permit.
- [6] All work authorized under the permit shall be performed to the Department's satisfaction, and the entire expense shall be borne by the permittee. No work shall be performed until the permittee has contacted the Department's appointed representative named on the permit and received instructions. The Department's representative may inspect all work covered by the permit, or the Department reserves the right, during the time any or all of the work is being performed, to appoint an inspector over the work who shall represent the interest of the State on the work and any compensation arranged for shall be paid wholly by the permit holder. Work not in compliance shall be halted and the District Deputy Director shall be notified of the cause. The permittee shall be notified of the Department's determination and given an opportunity to correct the problem. If the problem is not corrected timely or to the satisfaction of the Department, this permit will be revoked.
- [7] Failure to complete all work within the time specified on the permit shall void the permit, thereby making the permit illegal and subject to appropriate Departmental action. The permittee may request an extension in writing from the District Office, explaining why the extension is necessary and when the work is expected to be completed.
- [8] All work infringing on the pavement or shoulders shall comply with applicable standards and requirements regarding traffic control devices. Failure to comply will be cause for revocation or suspension of the permit. Any closure of lanes or shoulders shall be described in terms of location, duration, time of day, etc. Such work shall not begin until all traffic control devices are in place.

[9] If any grading, sidewalk, or other work allowed by a permit interferes with the drainage of the highway in any way, such catch basins and outlets as necessary shall be constructed to take proper care of said drainage and any materials such as pipes and tiles damaged during any installation or repair by the permittee or its employees or agents shall be repaired immediately at the sole cost of the permittee. Permittee shall timely notify the Department of any such damage and repairs thereto. Failure of the permittee to immediately repair the damage after it is discovered shall result in the Department performing the repair and the permittee shall reimburse the Department for the costs and shall hold the Department harmless for all the results of such work which may include removal of the permittee's facilities.

[10] Any damage to ODOT or another's property caused by the work shall be repaired by the permittee or permittee's agent or contractor in a timely manner and at the sole cost of permittee. If any emergency repairs to ODOT property are needed that cannot be performed by the permittee or permittee's agent or contractor, ODOT shall cause the repairs to be performed at the sole cost of permittee.

[11] Upon completion of the work, the permittee shall leave the highway clean of all rubbish, excess materials, temporary structures and equipment, and all parts of the highway shall be left in a condition acceptable to the Department. Upon satisfactory completion of the work authorized by the permit, the Department's appointed representative shall complete the Permit Inspection Certificate, Form No. MR 678 certifying that the permittee has complied with the terms of the permit.

[12] Except as herein authorized, no excavation shall be made or obstacle placed within the limits of the highway so as to interfere with the travel over the road.

[13] All pole lines are to be built in accordance with Rule 4901:3-1-03 of Ohio Administrative Code promulgated and enforced by the Public Utilities Commission of Ohio.

[14] All underground utilities shall be installed at a depth and horizontal distance from the road surface and any appurtenances in accordance with state and national safety standards and as pre-approved by the Department. After installation, the exact location of the utility shall be provided to the Department. The Department shall be held harmless for any damage to utilities due to insufficient or inaccurate installation or identification and all repairs shall be at the sole cost of the permittee.

[15] The permittee shall comply with the Air Pollution requirements of Rule 3745-17-08 of the Ohio Administrative Code promulgated and enforced by the Ohio Environmental Protection Agency.

[16] The permittee certifies that he or she is fully authorized to sign this permit. This permit shall apply to and be binding upon the permittee and any successors in interest. No change in ownership of the underlying property or of the facility owned by permittee shall in any way alter the permittee's obligations under this permit.

[17] The permittee(s) for herself/himself/themselves/itself, her/his/their/its personal representatives, and her/his/their/its successors in interest and assigns, as a part of the consideration hereof, do/does hereby covenant and agree that:

(1) No person on the grounds of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the utility/facilities/ services of the permittee.

(2) In the construction of any improvements on, over, or under the above described property and the furnishing of services thereon, no person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination.

(3) The above described property shall be used in a manner that at all times is in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. DOT, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. DOT — Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(4) In the event that this instrument grants a lease, license, or permit and any of the above non-discrimination covenants is breached, then the State of Ohio, Department of Transportation, shall have the unfettered right to terminate the lease, license or permit and to re-enter and repossess the above-described property and hold the same as if said lease, license or permit had never been made or issued.

This permit is granted subject to the following attached conditions:

On page 12 of 23: Consider using a CENTER LANE CLOSED AHEAD sign on SB I-75 instead of RIGHT LANE CLOSED AHEAD since the signing will be in the 4-lane section of I-75.

Events - Cincinnati

Lane closures are NOT permitted 2 hours before to 2 hours after events at Great American Ball Park, Paul Brown Stadium, or Heritage Bank Center. This restriction also applies to any other local venue generating an event attendance of 15,000 or more.

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MR 509
Permit No. 25-15522

Office Use Only

State of Ohio
Department of Transportation
Permit

County or Jurisdiction HAM
Rte IR71
Log Pt 0.132-0.211
Acc Cat

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Name: WSP Inc.
Address: 1660 West Second Street, Suite 820 Cleveland OH 44113
Company Phone: 4406677759

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[2] This permit shall be in the possession of employees /agents of permittee on site at all times who are in charge of the work and shall be shown, upon request, to any employee of the Department of Transportation.

Contact ODOT Representative 3 days before work begins, also contact ODOT Representative when work is completed for final inspection.

Failure to notify the ODOT Representative could result in work stoppage!

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ODOT Representative Kathy Mullins
Phone 513-207-0428
Email Address: kathy.mullins@dot.ohio.gov
(Authorized ODOT Employee)

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[8] Performance Bond Required? _____ Yes _____ No Company _____
Effective Date _____ Expiration Date _____ Amount \$ _____

[9] This permit shall be void if the work described herein does not comply with the conditions, terms, and requirements applicable to this permit, and if the work is not completed by 11/19/2025

Dated 05/19/2025

Rev 5/6/2021
(the remainder of this page is left blank intentionally)

General Provisions Applicable to All Permits
(Sections 5515.01 and 5515.02 of O.R.C.)

- [1] This permit is not a substitute for satisfying the rights or obligations of any other party who may have an interest in the underlying fee interest.
- [2] The granting of this permit does not convey to the permittee or to the property served any rights, title, or interest in state highway rights of way or in the design or operation of the state highway; or in any way abridge the right of the Director of the Department of Transportation in his jurisdiction over state highways. If, in the process of any future work or for the benefit of the traveling public, it becomes necessary, in the opinion of the Director of Transportation to order the removal, reconstruction, relocation, or repair of any of the fixtures, or work performed under this permit, said removal, reconstruction, relocation, or repair shall be wholly at the expense of the owners thereof or the permittee and be made as directed by the Director of Transportation and within the time determined by the Director. Such changes in the state highway design or operation, necessary for improved safety and operation or for the benefit of the traveling public, shall not require a permit modification since the permit confers no private rights to the permittee over the control of the state highway.
- [3] The District Deputy Director acts for and on behalf of the Director in issuing and carrying out the provisions of all permits. The District Deputy Director has full authority to ensure that all provisions of the permit are met and to reject any materials, design, and workmanship that do not meet applicable Department standards. The District Deputy Director, at his/her discretion, may require a performance bond or certified check as a prerequisite to the issuance of a permit.
- [4] Failure on the part of the permittee to comply fully with the provisions and conditions of the permit will be cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Departmental action. By accepting the permit, the permittee agrees to comply with all conditions, terms, and restrictions printed or written on or attached to the permit. If the permittee or its agent performs any work contrary to the conditions of the permit or to the instructions of the District Deputy Director and, after due notice, fails to correct the problem, the Department of Transportation may, with or without notice, correct or remove such work and the permittee shall reimburse the Department for the costs and shall hold the Department harmless for all results of such work.
- [5] The permittee shall indemnify and hold harmless the State of Ohio, Department of Transportation, its officers, representatives and assigns, from any and all loss, liability, damages, litigation costs, and claims for injury or death to any person, property, or business caused by or resulting from any act, omission, event, consequence, or occurrence, negligent or otherwise of the permittee, its employees, agents, or assigns as a result of the issuance of this permit.
- [6] All work authorized under the permit shall be performed to the Department's satisfaction, and the entire expense shall be borne by the permittee. No work shall be performed until the permittee has contacted the Department's appointed representative named on the permit and received instructions. The Department's representative may inspect all work covered by the permit, or the Department reserves the right, during the time any or all of the work is being performed, to appoint an inspector over the work who shall represent the interest of the State on the work and any compensation arranged for shall be paid wholly by the permit holder. Work not in compliance shall be halted and the District Deputy Director shall be notified of the cause. The permittee shall be notified of the Department's determination and given an opportunity to correct the problem. If the problem is not corrected timely or to the satisfaction of the Department, this permit will be revoked.
- [7] Failure to complete all work within the time specified on the permit shall void the permit, thereby making the permit illegal and subject to appropriate Departmental action. The permittee may request an extension in writing from the District Office, explaining why the extension is necessary and when the work is expected to be completed.
- [8] All work infringing on the pavement or shoulders shall comply with applicable standards and requirements regarding traffic control devices. Failure to comply will be cause for revocation or suspension of the permit. Any closure of lanes or shoulders shall be described in terms of location, duration, time of day, etc. Such work shall not begin until all traffic control devices are in place.

[9] If any grading, sidewalk, or other work allowed by a permit interferes with the drainage of the highway in any way, such catch basins and outlets as necessary shall be constructed to take proper care of said drainage and any materials such as pipes and tiles damaged during any installation or repair by the permittee or its employees or agents shall be repaired immediately at the sole cost of the permittee. Permittee shall timely notify the Department of any such damage and repairs thereto. Failure of the permittee to immediately repair the damage after it is discovered shall result in the Department performing the repair and the permittee shall reimburse the Department for the costs and shall hold the Department harmless for all the results of such work which may include removal of the permittee's facilities.

[10] Any damage to ODOT or another's property caused by the work shall be repaired by the permittee or permittee's agent or contractor in a timely manner and at the sole cost of permittee. If any emergency repairs to ODOT property are needed that cannot be performed by the permittee or permittee's agent or contractor, ODOT shall cause the repairs to be performed at the sole cost of permittee.

[11] Upon completion of the work, the permittee shall leave the highway clean of all rubbish, excess materials, temporary structures and equipment, and all parts of the highway shall be left in a condition acceptable to the Department. Upon satisfactory completion of the work authorized by the permit, the Department's appointed representative shall complete the Permit Inspection Certificate, Form No. MR 678 certifying that the permittee has complied with the terms of the permit.

[12] Except as herein authorized, no excavation shall be made or obstacle placed within the limits of the highway so as to interfere with the travel over the road.

[13] All pole lines are to be built in accordance with Rule 4901:3-1-03 of Ohio Administrative Code promulgated and enforced by the Public Utilities Commission of Ohio.

[14] All underground utilities shall be installed at a depth and horizontal distance from the road surface and any appurtenances in accordance with state and national safety standards and as pre-approved by the Department. After installation, the exact location of the utility shall be provided to the Department. The Department shall be held harmless for any damage to utilities due to insufficient or inaccurate installation or identification and all repairs shall be at the sole cost of the permittee.

[15] The permittee shall comply with the Air Pollution requirements of Rule 3745-17-08 of the Ohio Administrative Code promulgated and enforced by the Ohio Environmental Protection Agency.

[16] The permittee certifies that he or she is fully authorized to sign this permit. This permit shall apply to and be binding upon the permittee and any successors in interest. No change in ownership of the underlying property or of the facility owned by permittee shall in any way alter the permittee's obligations under this permit.

[17] The permittee(s) for herself/himself/themselves/itself, her/his/their/its personal representatives, and her/his/their/its successors in interest and assigns, as a part of the consideration hereof, do/does hereby covenant and agree that:

(1) No person on the grounds of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of the utility/facilities/ services of the permittee.

(2) In the construction of any improvements on, over, or under the above described property and the furnishing of services thereon, no person on the grounds of race, color, national origin, sex, age, or disability shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination.

(3) The above described property shall be used in a manner that at all times is in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. DOT, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. DOT — Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

(4) In the event that this instrument grants a lease, license, or permit and any of the above non-discrimination covenants is breached, then the State of Ohio, Department of Transportation, shall have the unfettered right to terminate the lease, license or permit and to re-enter and repossess the above-described property and hold the same as if said lease, license or permit had never been made or issued.

This permit is granted subject to the following attached conditions:

On page 12 of 23: Consider using a CENTER LANE CLOSED AHEAD sign on SB I-75 instead of RIGHT LANE CLOSED AHEAD since the signing will be in the 4-lane section of I-75.

Events - Cincinnati

Lane closures are NOT permitted 2 hours before to 2 hours after events at Great American Ball Park, Paul Brown Stadium, or Heritage Bank Center. This restriction also applies to any other local venue generating an event attendance of 15,000 or more.

(the remainder of this page is left blank intentionally)

LOCATION MAP:

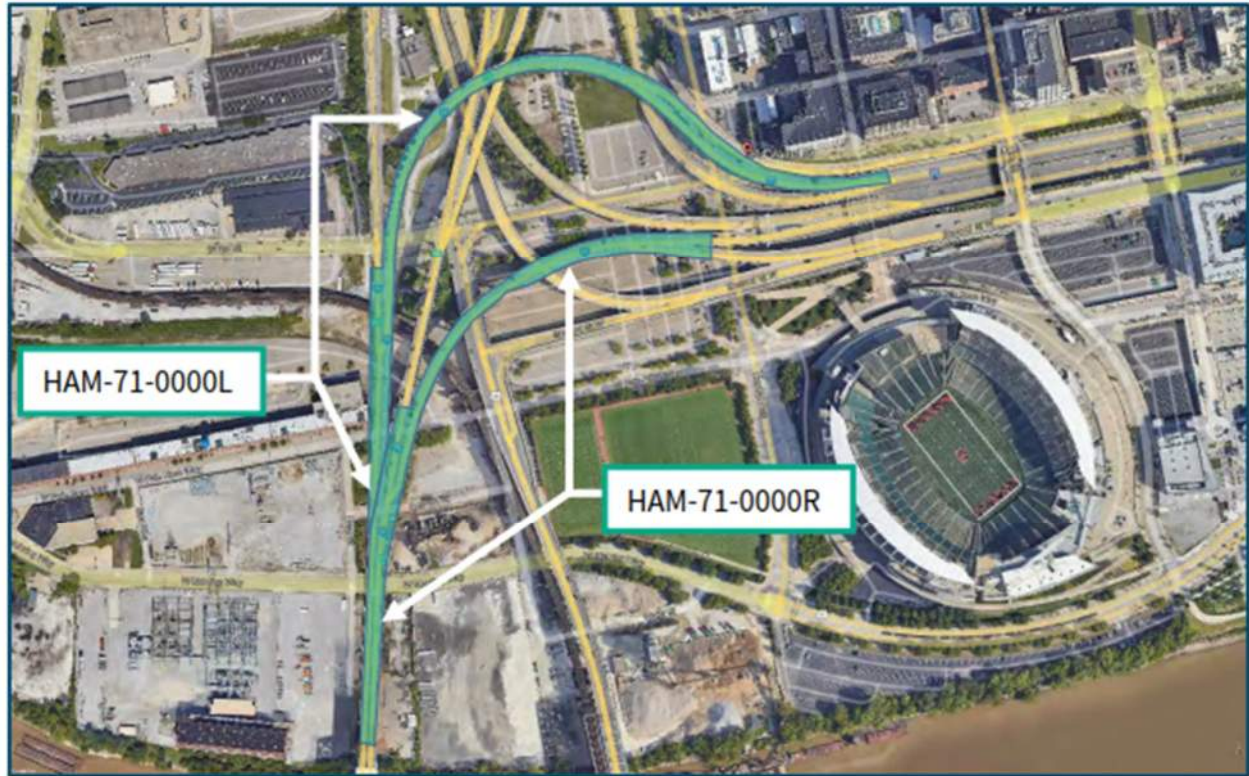


Figure 1 - I-75 SB over I-71 NB, Mehring Way, CSX Railroad, West Third Street, Pete Rose Way, & US 50/I-71 Ramps, and I-71 NB over Mehring Way, US 42, West Third Street, & US 50/I-71 Ramps, Cincinnati, Ohio Location Map.

Requires ODOT permit - applying for with this application

LOCATION 1 – September of 2025

Location 1A

I-71/75 NB (lower level Brent Spence)

39.095170°, -84.522188°

Night time closure – double left lane I-71/75 northbound

Night time closure – double right lane I-71/75 northbound

Location 1B

I-75 SB Second St. Ramp

Night time closure – left lane of ramp to Second St.

Location 1C

West 3rd St.

Day time closure – closure of left turn lane

Location 1B

Inspection
work zone ≈
0.02 mi

Location 1C

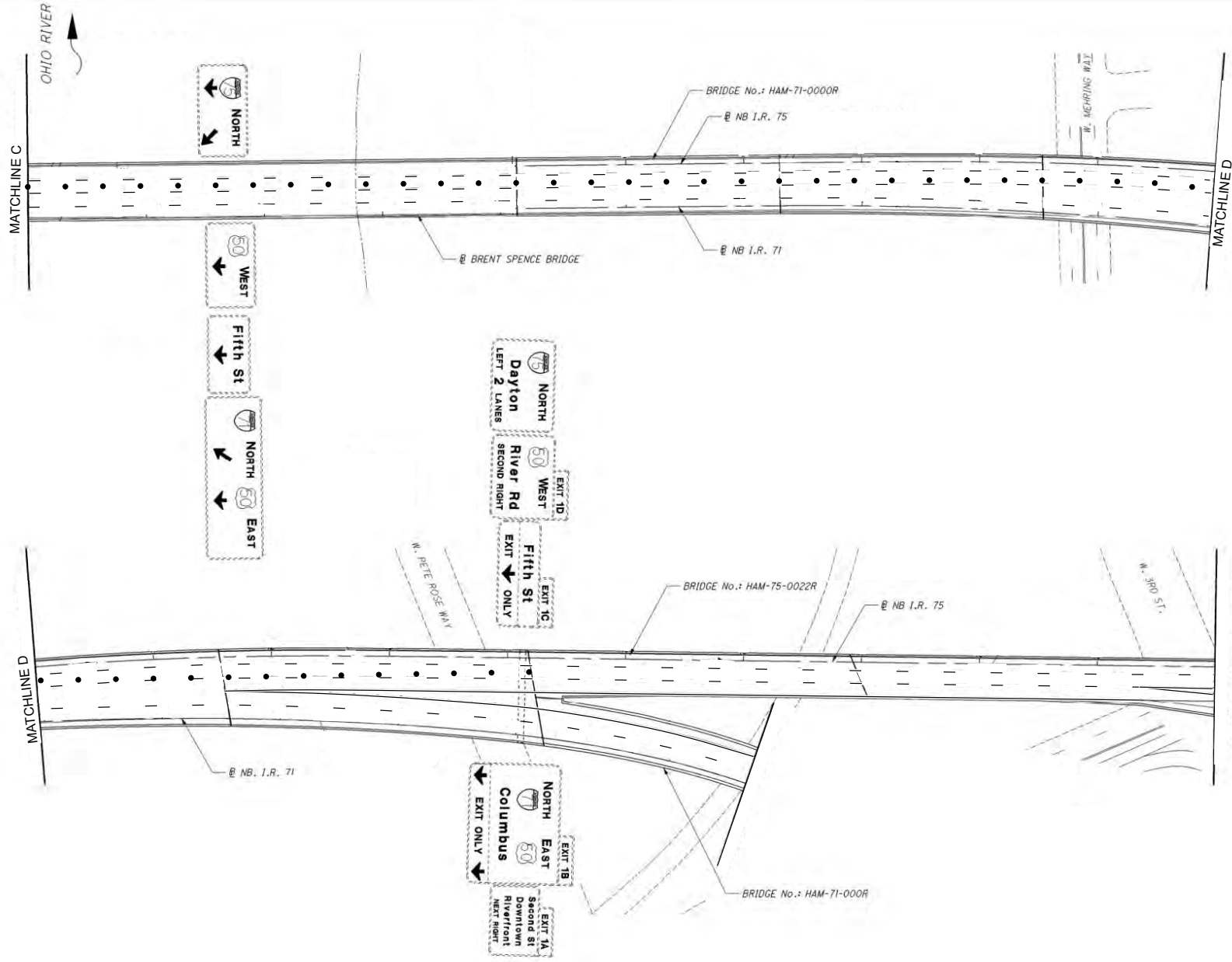
Inspection
work zone ≈
0.02 mi

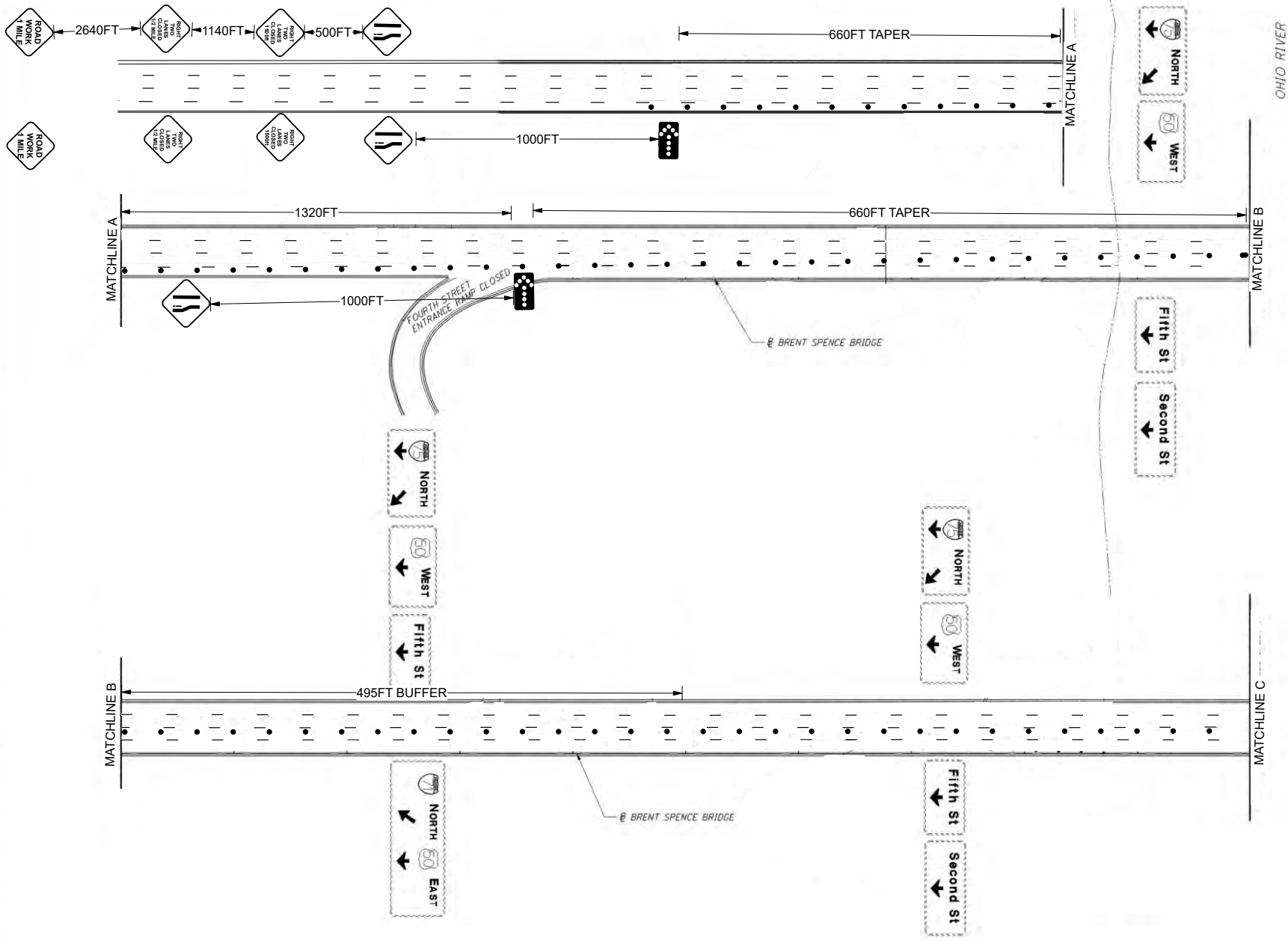


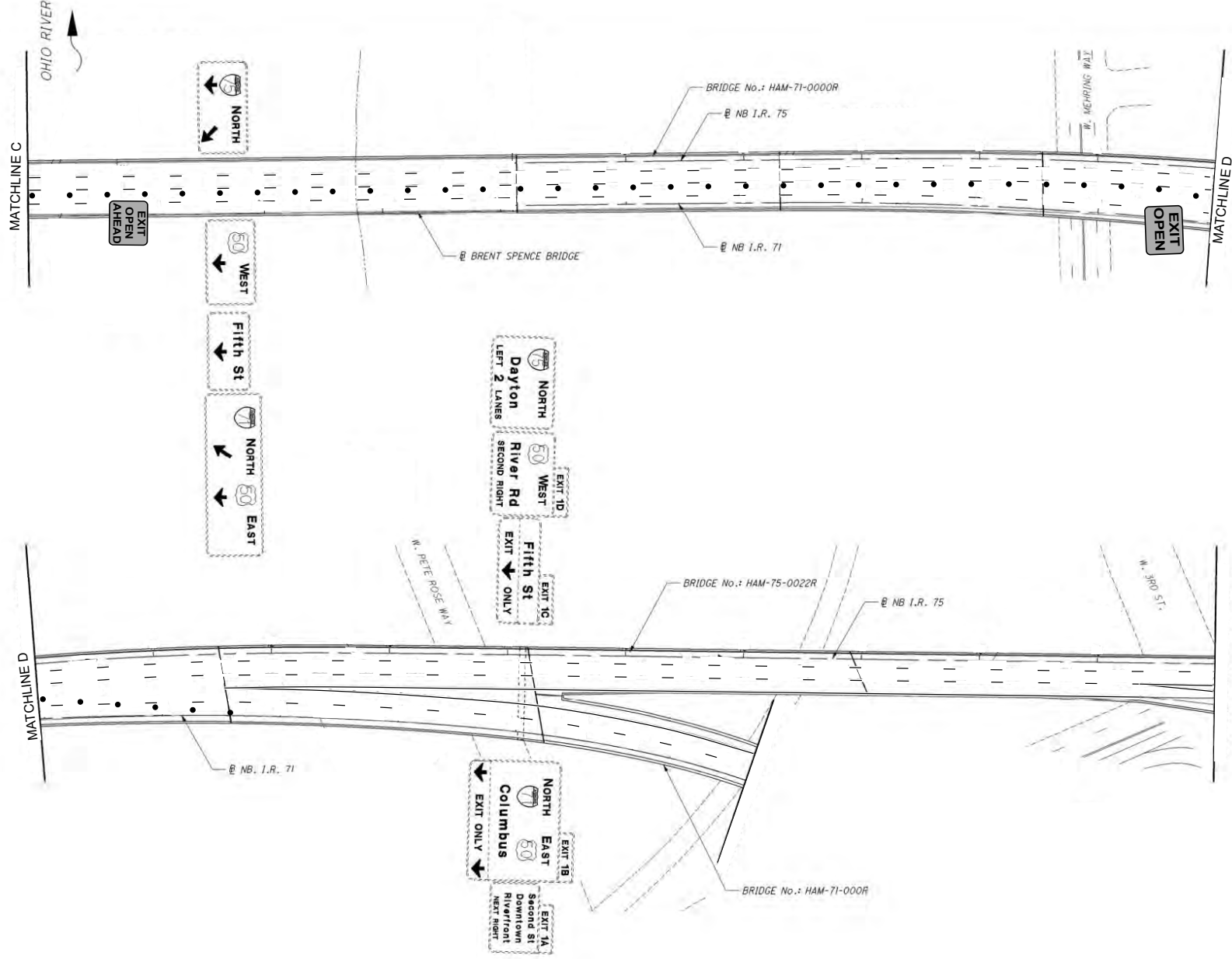
Location 1A

Inspection
work zone ≈
0.15 mi

Imagery Date: 3/19/2021 39°05'45.95" N 84°31'31.36" W elev 487 f



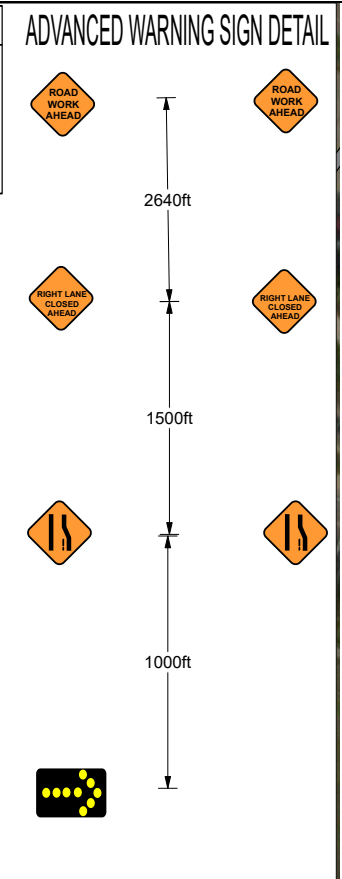
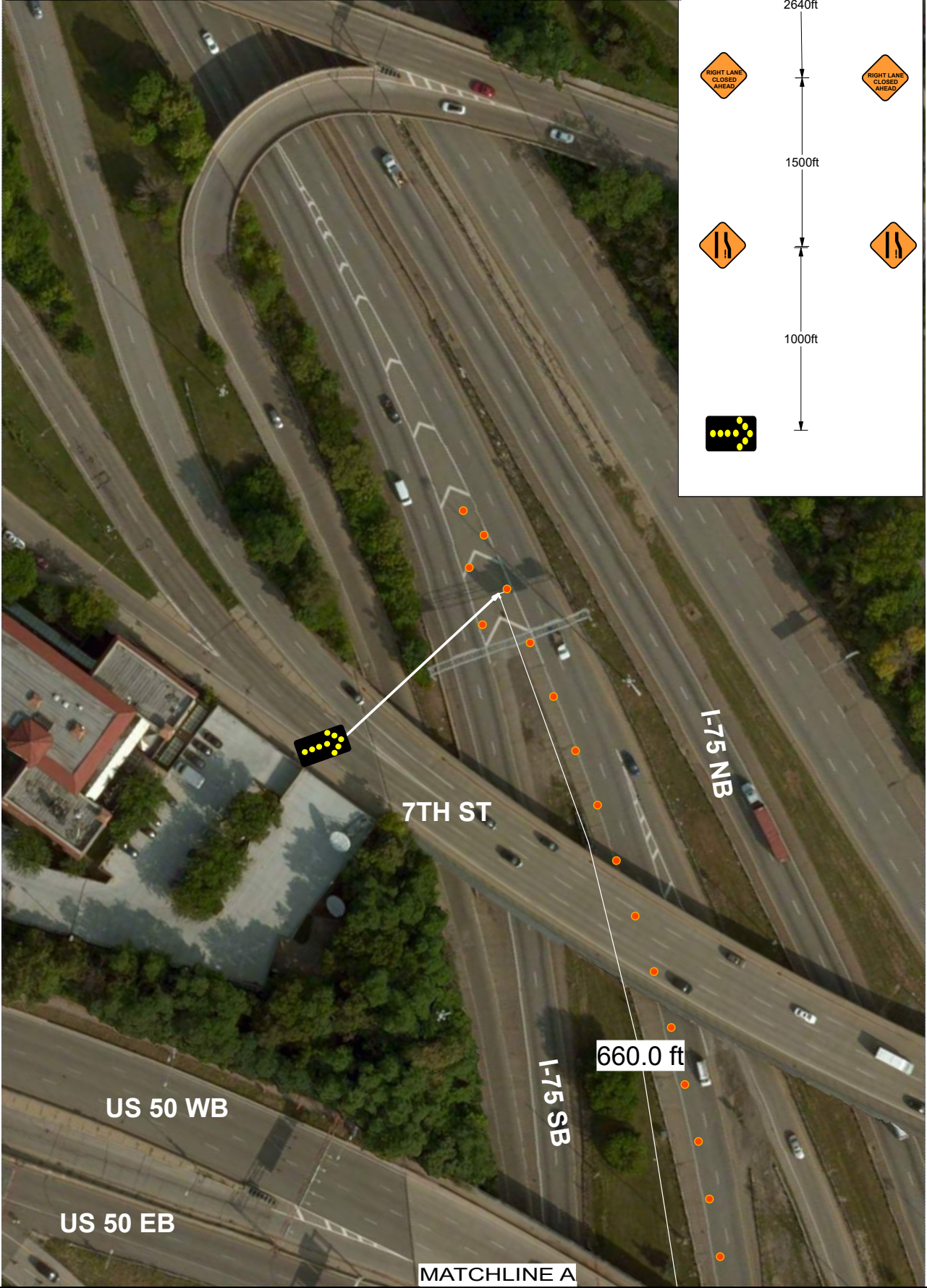




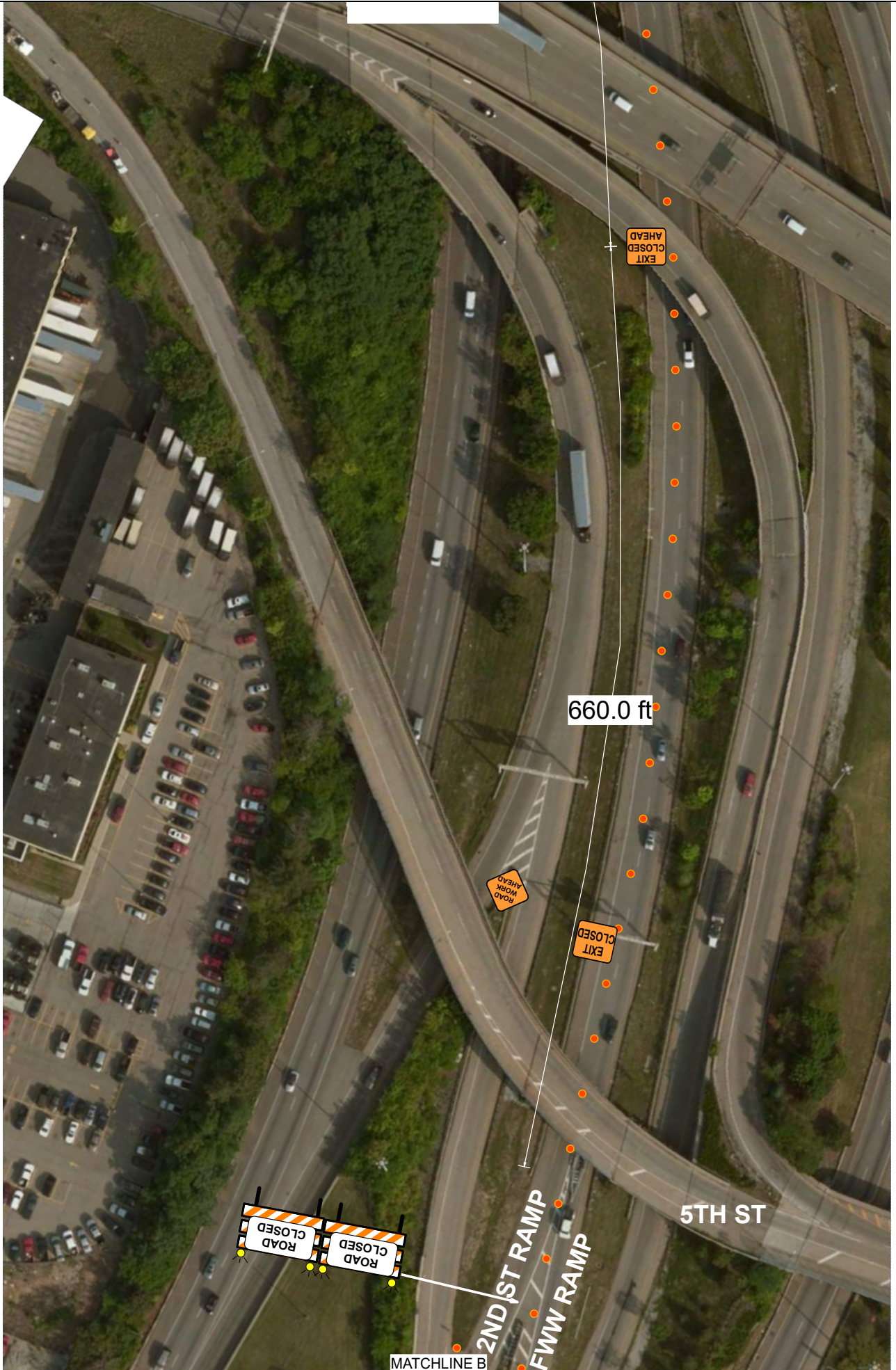


Date: 4/23/25 **Author:** KB **Project:** SB I71 to 2ND ST. Closure

Comments:
All sign and traffic control devices shall be placed in accordance with the latest version of the OMUTCD



MATCHLINE A



660.0 ft

5TH ST

2ND ST RAMP
FWW RAMP

MATCHLINE B

ROAD CLOSED
ROAD CLOSED

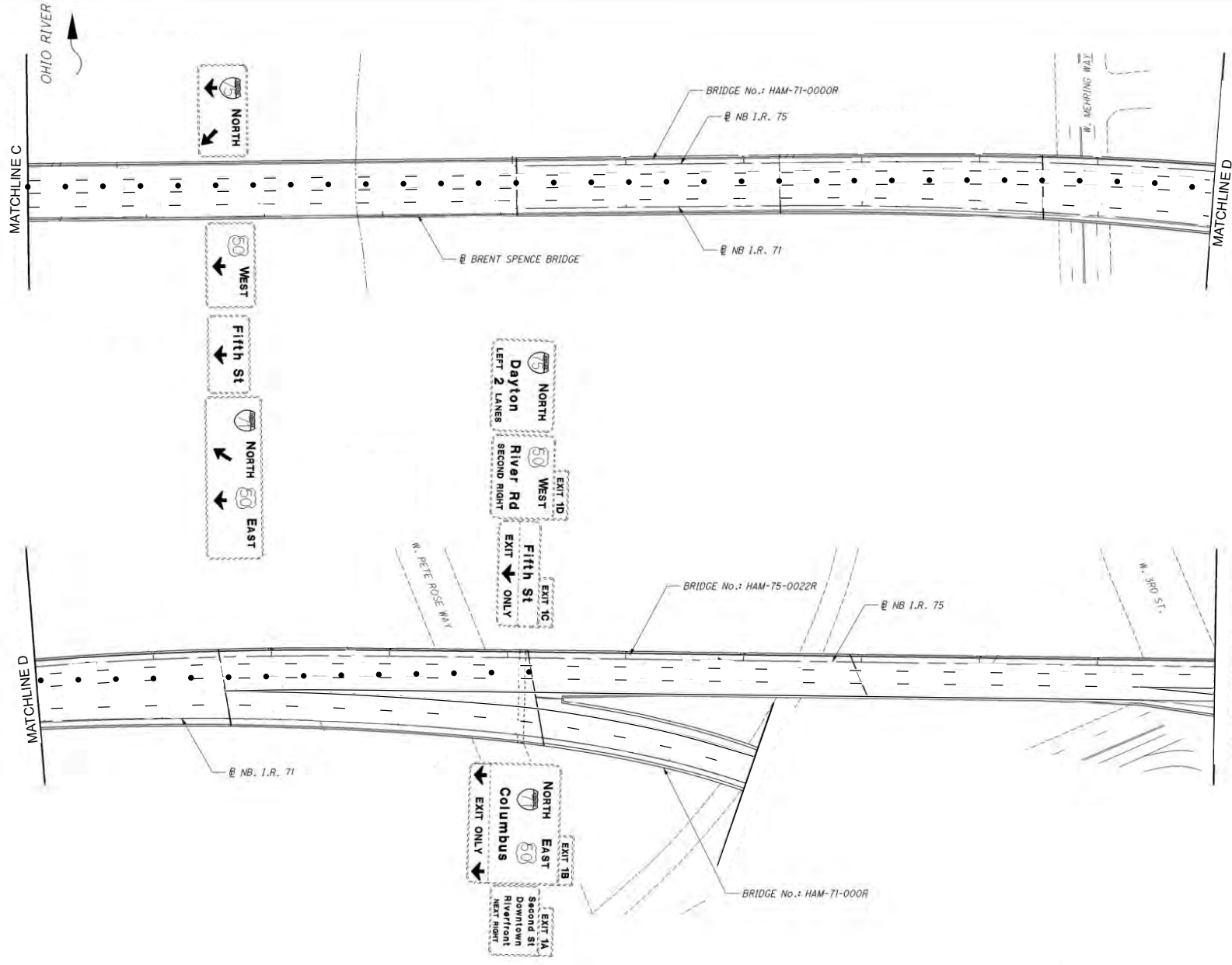
EXIT
CLOSED
AHEAD

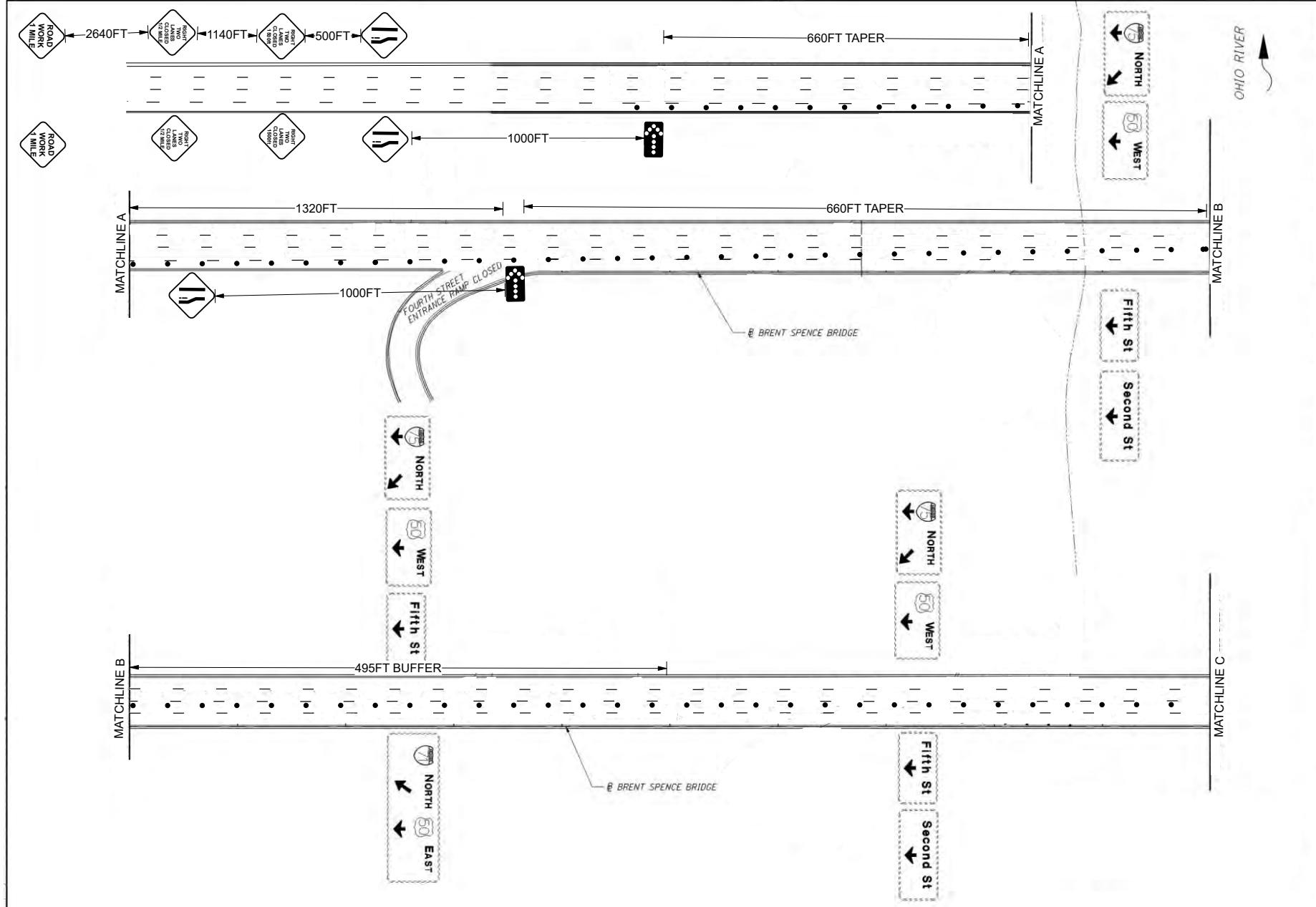
EXIT
CLOSED

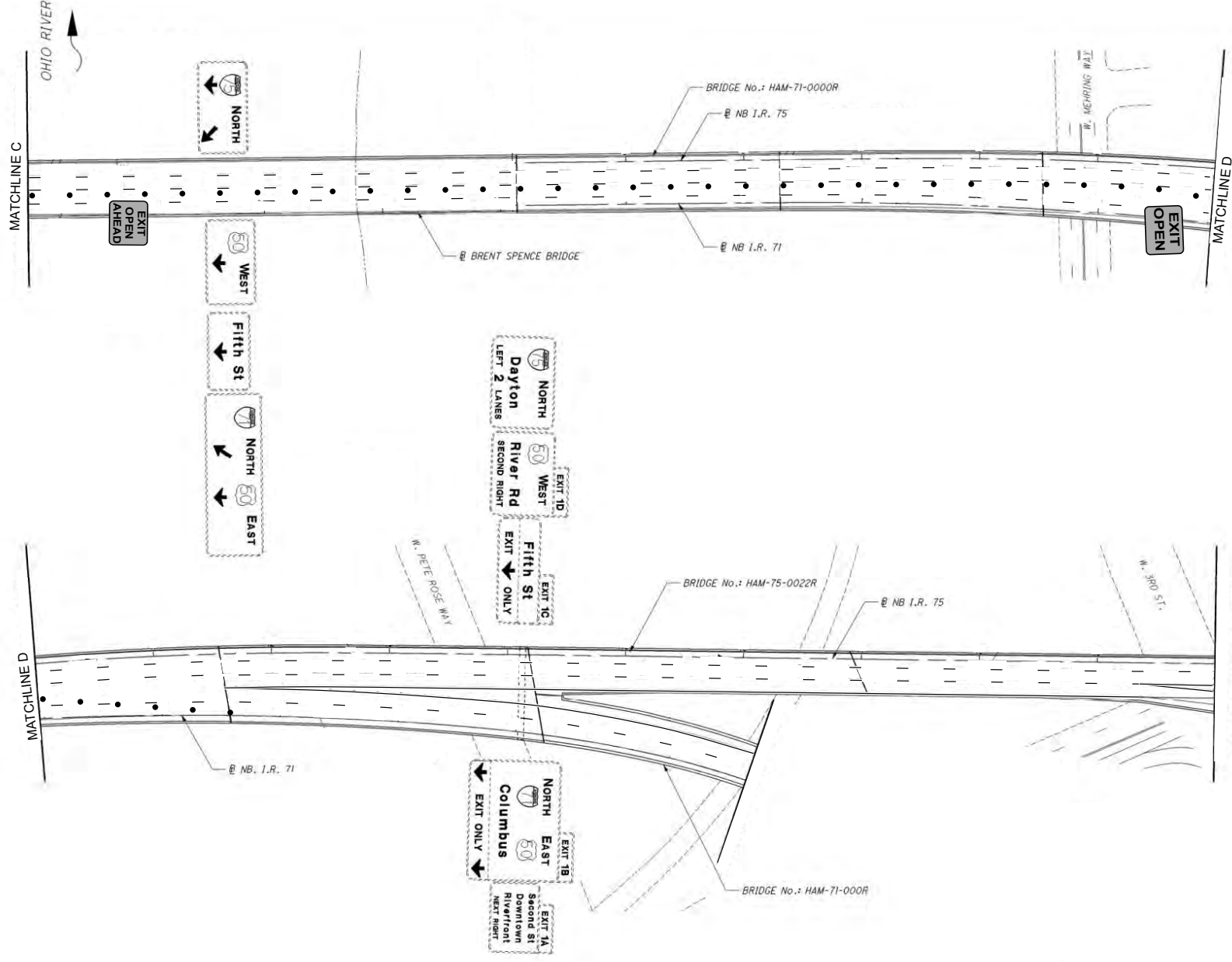
ROAD
WORK
AHEAD

MATCHLINE B









LEGEND

WORK AREA	
DRUMS/CONES	
REMOVE EXISTING MARKINGS	
DIRECTION OF TRAVEL	
SHADOW VEHICLE WITH TMA	

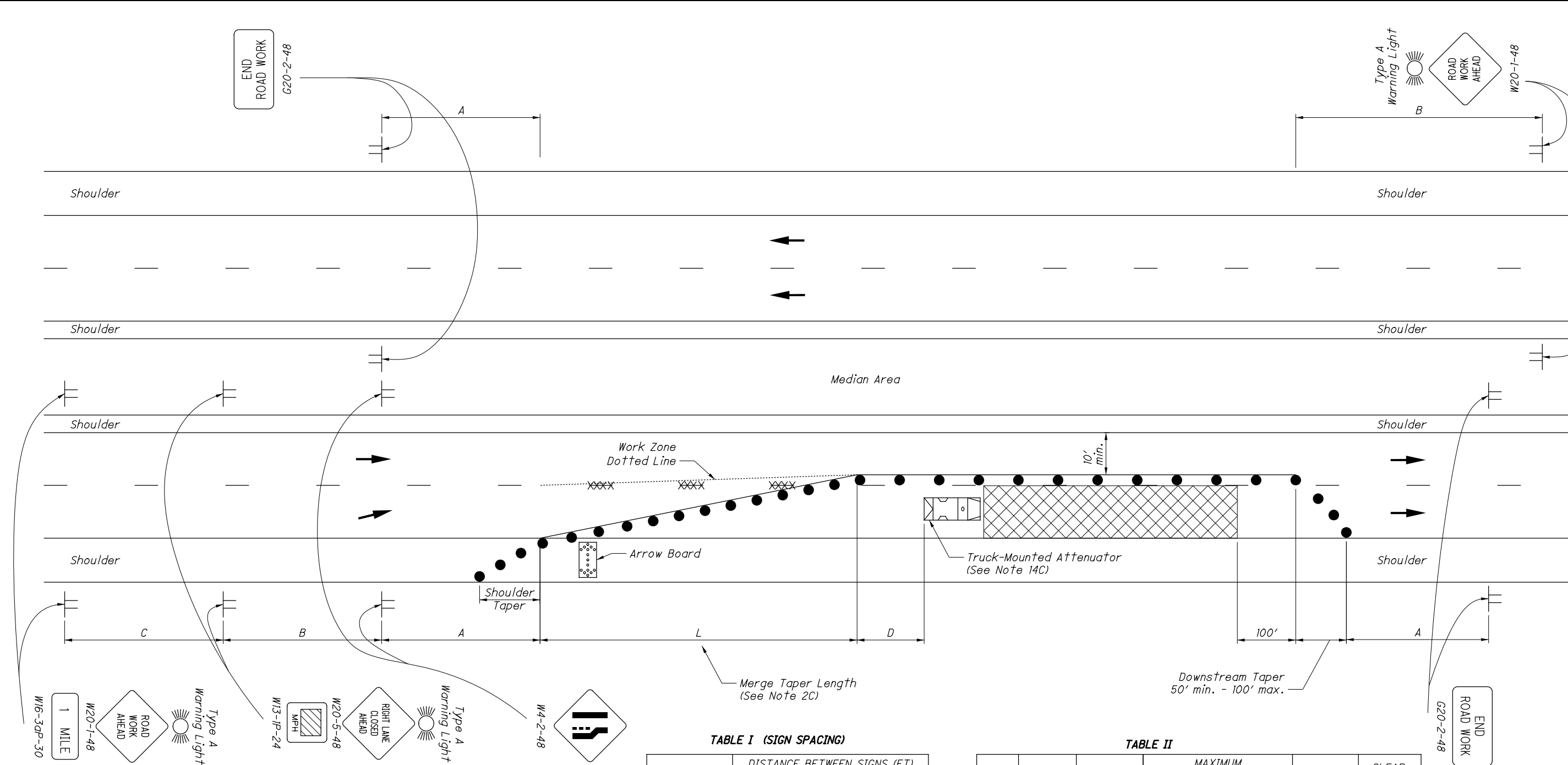


TABLE I (SIGN SPACING)

ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)		
	A	B	C
MAJOR CONVENTIONAL	500	500	500
FREEWAY & EXPRESSWAY	1000	1500	2640

TABLE II

SPEED LIMIT (MPH)	MERGING TAPER RATE MINIMUM	SHOULDER TAPER RATE MINIMUM	MAXIMUM DRUM SPACING (FT)		BUFFER (D) (FT)	CLEAR ZONE WIDTH (E) (FT)
			TAPER SEC.	TANGENT SEC.		
25	11:1	4:1	25	40	155	15
30	15:1	5:1	30	40	200	15
35	21:1	7:1	35	40	250	15
40	27:1	9:1	40	80	305	15
45	45:1	15:1	45	80	360	19
50	50:1	17:1	50	80	425	19
55	55:1	19:1	55	80	495	23
60	60:1	20:1	60	120	570	30
65	65:1	22:1	65	120	645	30
70	70:1	24:1	70	120	730	30

LEGEND

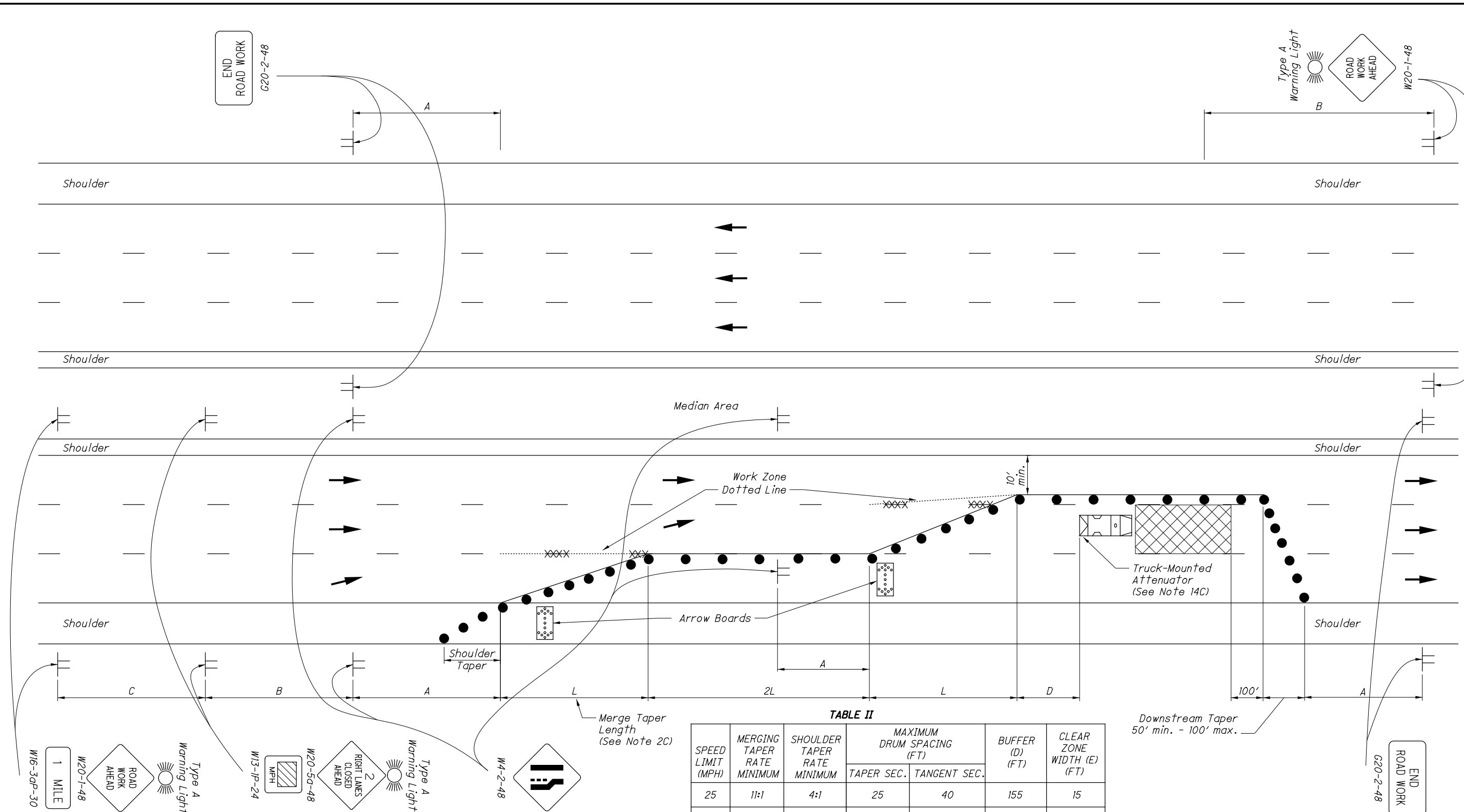
WORK AREA	
DRUMS/CONES	
REMOVE EXISTING MARKINGS	
DIRECTION OF TRAVEL	
SHADOW VEHICLE WITH TMA	

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25	11:1	4:1	25	40	155	15
30	15:1	5:1	30	40	200	15
35	21:1	7:1	35	40	250	15
40	27:1	9:1	40	80	305	15
45	45:1	15:1	45	80	360	19
50	50:1	17:1	50	80	425	19
55	55:1	19:1	55	80	495	23
60	60:1	20:1	60	120	570	30
65	65:1	22:1	65	120	645	30
70	70:1	24:1	70	120	730	30



NOTES:

DESIGN SPEED

1. The design speed used for taper rates should typically be the permanent legal speed. However, on construction projects for which the speed limit is reduced, the reduced speed may be used in determining the taper rate when the taper is not the first active construction area within the project.

TAPERS

- 2A. The minimum acceptable length for the merge taper shall be determined by multiplying the width of offset by the merge taper rate. The merge taper rate is provided in Table II.
- 2B. The minimum acceptable length for the shoulder taper shall be determined by multiplying the width of the shoulder by the shoulder taper rate. The shoulder taper rate is provided in Table II.
- 2C. The tangent section between the two merge tapers should be two times the longer of the two merge tapers.

SIGN SPACING

- 3A. The work zone sign spacings shown in Table I are minimums. Maximum spacing should not be greater than 1.5 times the distances shown in Table I.
- 3B. Sign spacing should be adjusted to avoid conflict with existing signs. Minimum spacing to existing signs shall be 200' for speeds of 45 mph or less and a minimum of 400' for speeds 50 mph or greater.

ADJUSTMENTS FOR SIGHT DISTANCE

4. The location of the merging taper and the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment.

BASIC SIGNING

- 5A. ROAD WORK AHEAD (W20-1) signs shall be provided on entrance ramps or roadways entering the work limits.
- 5B. END ROAD WORK (G20-2) signs are only required for lane closures of more than 1 day. It is intended that these signs be placed on the mainline, on all exit ramps, and on roadways exiting the work limits.
- 5C. Overlapping of signing for adjacent projects should be avoided where the messages could be confusing. Any W20-1 or G20-2 signs which falls within the limits of another traffic control zone shall be omitted or covered during the period when both projects are active.

SIGNING DETAILS

- 6A. The Advisory Speed (W13-1P) plaque shall be used when specified in the plan.
- 6B. When the approach speed limit is 40 mph or less, 36" warning signs may be used.
- 6C. The distance plaque W16-3aP (or W16-2aP if the distance shown is in feet) shall indicate the distance to the beginning of the merging taper. Distances less than 1 mile may be expressed in feet. The plaque may be omitted if Extra Advance Sign Groups are not used.
- 6D. Provide signing on the inactive side of the highway, as shown, when specified in the plans.
- 6E. Provide the appropriate word or symbol legend necessary on Lane Reduction (W4-2, W20-5, W20-5a) signs to correctly identify which lane is to be closed.

EXTRA ADVANCE WARNING SIGNING

7. Extra Advance Warning Sign Groups consisting of ROAD WORK AHEAD (W20-1), LANE CLOSED AHEAD (W20-5), LANES CLOSED AHEAD (W20-5a), and WATCH FOR STOPPED TRAFFIC (W3-H4b) signs plus Distance plaques may be specified in the plans or may be required to be erected, as determined by the Engineer (See Standard Construction Drawing (SCD) MT-95.50).

PAVEMENT MARKINGS / RPMs

- 8A. If the construction operation requires a lane closure for more than 1 day, the existing conflicting reflectors shall be removed from the raised pavement markers (RPMs).
- 8B. Additionally, if a lane closure of greater than 3 days is required, the following shall be performed:
- a) The appropriate color work zone edge lines shall be applied along the taper and tangent sections.
- b) The existing conflicting pavement markings shall be removed or covered per CMS 614.11G.
- c) Work zone dotted lines, 3' in length separated by 9' gaps, shall be provided to identify the merge.
- 8C. Work zone pavement markings which would conflict with final traffic lanes shall be removable tape (CMS 740.06, Type I) unless the area will be resurfaced prior to project completion.
- 8D. After completion of the work, pavement markings other than CMS 740.06, Type I shall be removed in accordance with CMS 614.11I. The original markings and raised pavement marker reflectors shall be restored at no additional cost unless separately itemized in the plans.

(RESERVED FOR FUTURE USE)

- 9A. (intentionally blank)

ARROW BOARD

10. The arrow board shall be chosen from the ODOT approved list and follow the guidelines in Supplemental Specification 821.

FLASHING WARNING LIGHTS

11. Type A flashing warning lights shown on the ROAD WORK AHEAD (W20-1) signs, on the LANE CLOSED AHEAD (W20-5), and on the LANES CLOSED AHEAD (W20-5a) signs are required whenever a night lane closure is necessary.

INTERSECTION / DRIVEWAY ACCESS

12. Within the length of the closure, provision shall be made to control traffic entering from intersecting streets and major drives as necessary to prevent wrong-way movements and to keep vehicles off of new pavement not ready for traffic. The Contractor shall:
- a) Place across the closed lane, either 3 drums (cones) or barricades, and/or
- b) Provide an additional flagger at every public street intersection and major driveway.

Drums (cones) placed across the closed lane shall be located 25' beyond the projected pavement edges of the driveway or cross highway, as shown in SCD MT-97.11. For barricades, see SCD MT-101.60.

Existing STOP signs shall be relocated as necessary to assure proper location for the traffic conditions.

The method of control shall be subject to the approval of the Engineer.

DRUMS / CONES

- 13A. The maximum drum spacing along tapers and along tangent sections shall be as shown in Table II. A minimum of 5 drums shall be used to close the upstream shoulder. The downstream taper drum spacing shall be approximately 20'.
- 13B. Cones may be substituted for drums as follows:
- a) Use of cones is permissible for either daytime operation or for nighttime operation, but shall not be used continuously, day and night. Upon completion of work within the work period, the cones shall be removed. They may again be placed on the highway in order to resume work in the following such work period.
- b) Cones used for daytime traffic control shall have a minimum height of 28".
- c) Cones used for nighttime traffic control shall have a minimum height of 42".
- d) Use of cones at night shall be prohibited along tapers.
- e) Cone spacing at night shall be at a maximum of 40'.
- f) Where cones are substituted for drums along tangents, intermixing of channelizing devices within the same run will not be permitted. Either cones shall be used for the entire length of the tangent section, or drums shall be used for the entire length.
- 13C. Provisions shall be made to stabilize the cones and drums to prevent them from blowing over.

- 13D. All drums and cones should have a minimum offset from the edge of the traveled lanes of 1.5 feet.

SHADOW VEHICLE

- 14A. The shadow vehicle shall be in place and unoccupied whenever workers are in the work area. This vehicle shall be removed from the pavement whenever workers are not in the work area.
- 14B. The shadow vehicle shall be equipped with a high-intensity yellow rotating, flashing, oscillating, or strobe light(s).
- 14C. The shadow vehicle shall be equipped with a truck-mounted or trailer attenuator (TMA) in accordance with CMS 614.03.

BUFFER SPACE

- 15A. Where space constraints do not allow for the buffer space, a shorter length may be used.

THIS DRAWING REPLACES MT-95.30 DATED 04-19-2019.

SCD NUMBER

MT - 95.30

STANDARD ROADWAY CONSTRUCTION DRAWING

CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS

OFFICE OF ROADWAY ENGINEERING

STATUS: ENGINEER Soisson

STATE OF OHIO DEPARTMENT OF TRANSPORTATION ADMINISTRATOR David L. Holstein

REVISION DATE 07-19-2019

LEGEND

DRUMS

● ● ●

REMOVE EXISTING MARKINGS

XXXX

DIRECTION OF TRAVEL

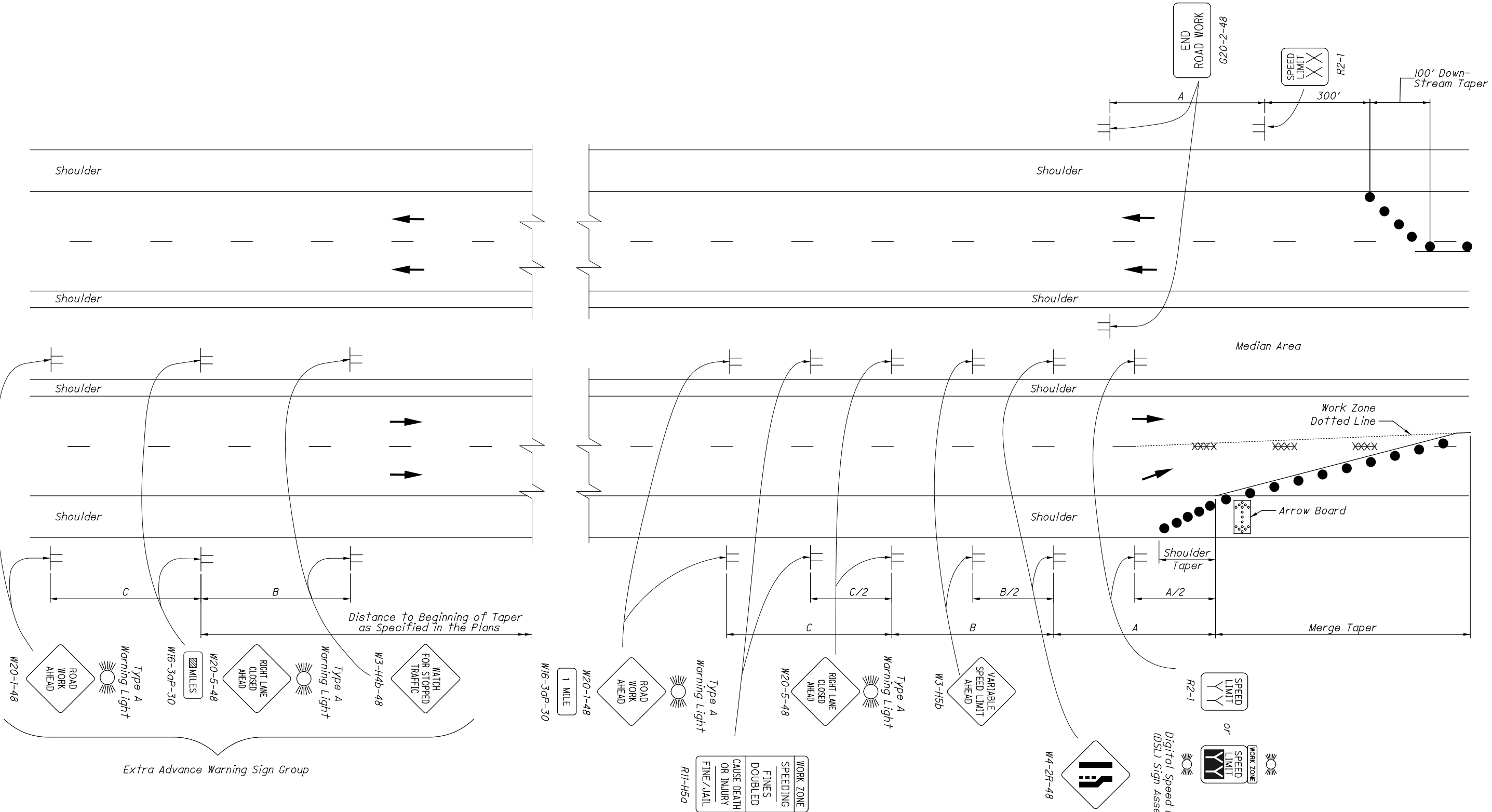
➔

ORIGINAL POSTED SPEED LIMIT (MPH)

XX

APPROVED WORK ZONE SPEED LIMIT (MPH)

YY



ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)		
	A	B	C
MAJOR CONVENTIONAL	500	500	500
FREEWAY & EXPRESSWAY	1000	1500	2640

THIS DRAWING REPLACES MT-95.50 DATED 10-16-2015.

SCD NUMBER

MT-95.50

SUPPLEMENTAL ADVANCED SIGNS
USED WITH LANE CLOSURES

OFFICE OF
ROADWAY
ENGINEERING

STDS.
ENGINEER

David L. Holstein

STATE OF OHIO DEPARTMENT OF
TRANSPORTATION ADMINISTRATOR

REVISION DATE

07-21-2017

NOTES:

INTENDED USE

1. This Standard Construction Drawing (SCD) is intended for use as a supplement to SCDs MT-95.30, MT-95.31, MT-95.32, MT-95.40, and MT-95.41. It is not intended to be used as a stand-alone drawing.

GENERAL SIGNING

- 2A. Maximum spacing between adjacent signs in a series should not be greater than 1.5 times the distances specified in Table I.
- 2B. END ROAD WORK (G20-2) signs are only required for lane closures of more than one day. It is intended that these signs be placed on the mainline, on all exit ramps, and on roadways exiting the work limits.
- 2C. Overlapping of signing for adjacent projects should be avoided where the messages could be confusing. Any W20-1 or G20-2 sign which falls within the limits of another traffic control zone shall be omitted or covered during the period when both projects are active.
- 2D. Median signing shall not apply to undivided highways.
- 2E. Provide the appropriate word or symbol legend necessary on Lane Reduction (W4-2, W20-5) signs to correctly identify which lane is to be closed.
- 2F. Signing for speed reduction and/or for increased penalties shall be provided when called for in the plans.

EXTRA ADVANCE WARNING SIGNS

- 3A. Extra Advance Warning Sign Groups consisting of ROAD WORK AHEAD (W20-1), LANE CLOSED AHEAD (W20-5) and WATCH FOR STOPPED TRAFFIC (W3-H4b) signs plus distance plaques may be specified in the plans or may be required to be erected, as determined by the Engineer.
- 3B. Installation of Extra Advance Warning Sign Groups shall not serve as a substitute for the standard advance signing group, beginning with the W20-1 sign, typically located at approximately 1 mile in advance of the beginning of the work area or the merge or shift taper.
- 3C. If a series of several Extra Advance Warning Sign Groups is provided in advance of the same work area or roadway restriction, the ROAD WORK AHEAD (W20-1) sign may be omitted from all but the first of the Extra Advance Warning Sign Groups in the series.

THIS DRAWING REPLACES MT-95.50 DATED 10-16-2015.

SCD NUMBER

MT - 95.50

STANDARD ROADWAY CONSTRUCTION DRAWING

SUPPLEMENTAL ADVANCED SIGNS
USED WITH LANE CLOSURES

OFFICE OF
ROADWAY
ENGINEERING

STDS.
ENGINEER

Soisson

STATE OF OHIO DEPARTMENT OF
TRANSPORTATION ADMINISTRATOR

David L. Holstein

REVISION DATE

07-21-2017

NOTICE OF COMPLETION OF ENCROACHMENT PERMIT WORK

PERMITTEE

Name: WSP Inc.
Contact Person: Kenneth Banaszak
Address: 1660 West Second Street Suite 820
City: Cleveland
State: Ohio
Zip: 44113
Telephone: (216) 928-8320

PROJECT IDENTIFICATION

Permit Number: 06-2025-00487

I wish to notify the Department of Highways that the above mentioned permit work and any necessary right-of-way restoration have been completed and are ready for final inspection.

Permittee

Please return this form to the address below when work is completed and ready for final inspection.

Please Return to: Permit Engineer
Department of Highways, District 6 Office
421 Buttermilk Pike
Covington, Kentucky 41017
(859) 341-2700
www.transportation.ky.gov/

LOCATION(S)			
Description	County - Route	Latitude	Longitude
INSPECTION OF STEEL SUPERSTRUCTURE AND STEEL PIER CAPS ABOVE NB I75 BRENT SPENCE BRIDGE. TO BEGIN SEPTEMBER 8, 2025 AND COMPLETED NIGHT OF SEPTEMBER 12, 2025. MOT PLANS ATTACHED	Kenton - I 75	39.092131	-84.522528

APPROVED
May 8, 2025
Kentucky Transportation Cabinet
06-2025-00487



Andy Beshear
Governor

COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
Department of Highways, District 6 Office
421 Buttermilk Pike
Covington, Kentucky 41017
(859) 341-2700
www.transportation.ky.gov/

Jim Gray
Secretary

May 8, 2025

WSP Inc.
Kenneth Banaszak
1660 West Second Street
Suite 820
Cleveland, Ohio 44113

Subject: Permit #: 06-2025-00487
Permit Type: Other - Miscellaneous
Approval

Dear Applicant:

Attached is your permit approval and documentation for the subject permit.

Be advised that all work must be done in conformity with permit and application conditions. If you have any questions, please contact the Permits Section at this office.

Sincerely,

Linzy Brefeld
D6 Permits Supervisor

Attachments



APPROVED
May 8, 2025
Kentucky Transportation Cabinet
06-2025-00487



Kentucky Transportation Cabinet
Department of Highways
Division of Maintenance
Permits Branch

TC 99-1 (B)
07/2018
Page 1 of 1

ENCROACHMENT PERMIT

KYTC KEPT #: 06-2025-00487

Permittee: WSP Inc.

Permit Type / Subtype: Other / Miscellaneous

Work Completion Date: 5/8/2026

INDEMNITIES		
Type	Amount Required	Tracking Number
Performance Bond	\$0.00	
Cash / Check	\$0.00	
Self-Insured	\$0.00	
Payment Bond	\$0.00	
Liability Insurance	\$0.00	

This permit has been: **APPROVED** ☒ **DENIED** ☐

Linzy Brefeld	D6 Permits Supervisor	5/8/2025
SIGNATURE	TITLE	DATE

The TC 99-1(B), including the application TC-99 1(A) and all related and accompanying documents and drawings make up the permit. It is not a permit unless both the TC 99-1(A) and TC 99-1(B) are both present.

LOCATION(S)			
Description	County - Route	Latitude	Longitude
INSPECTION OF STEEL SUPERSTRUCTURE AND STEEL PIER CAPS ABOVE NB I75 BRENT SPENCE BRIDGE. TO BEGIN SEPTEMBER 8, 2025 AND COMPLETED NIGHT OF SEPTEMBER 12, 2025. MOT PLANS ATTACHED	Kenton - I 75	39.092131	-84.522528

APPROVED
May 8, 2025
Kentucky Transportation Cabinet
06-2025-00487



KENTUCKY TRANSPORTATION CABINET
Department of Highways
PERMITS BRANCH

TC 99-1A
Rev. 10/2020
Page 1 of 4

APPLICATION FOR ENCROACHMENT PERMIT

KYTC KEPT #: 06-2025-00487

SECTION 1: APPLICANT CONTACT INFORMATION

APPLICANT WSP Inc.	ADDRESS 1660 West Second Street, Suite 820		
EMAIL wsp.com	CITY Cleveland	STATE Ohio	ZIP 44113
CONTACT NAME 1 Kenneth Banaszak	EMAIL Kenneth.Banaszak@wsp.com	PHONE # 216-928-8320	
		CELL # 440-667-7759	
CONTACT NAME 2 (if applicable) Stephen Mayo	EMAIL Stephen.Mayo@wsp.com	PHONE # 216-781-7878	
		CELL # 703-785-6817	

SECTION 2: PROPOSED WORK LOCATION

ADDRESS Brent Spence Approach Bridge	CITY Cincinnati	STATE Kentucky	ZIP
COUNTY	ROUTE #	MILE POINT	LONGITUDE (X)
			LATITUDE (Y)

ADDITIONAL LOCATION INFORMATION:

See location zone map below

FOR KYTC USE ONLY

PERMIT TYPE: ☐ Air Right ☐ Entrance ☐ Utilities ☐ Vegetation Removal ☒ Other: Bridge Inspection

ACCESS: ☐ Full ☐ Partial ☒ by Permit LOCATION: ☐ Left ☐ Right ☐ Crossing

SECTION 3: GENERAL DESCRIPTION OF WORK

Inspection of steel superstructure and steel pier caps above NB I-71/75 on the Brent Spence North Approach Bridges (Ohio side). Inspection is anticipated to begin the night of September 8, 2025 and will be completed on the night of September 12, 2025. The work to be performed includes a fracture critical inspection of 16 steel pier caps and in-depth element level inspection of the remaining structures carrying IR-71, and an in-depth element level inspection of the structures carrying NB I-71/75. Required permits will also be obtained from ODOT in order to close two left and two right northbound lanes of NB I-71/75 on separate nights in order to gain full access to the structure. MOT plans are attached.

THE UNDERSIGNED APPLICANT(s), being duly authorized representative(s) or owner(s), DO AGREE TO ALL ORIGINAL UNEDITED TERMS AND CONDITIONS ON THE TC 99-1A, pages 1-4.

SIGNATURE

5/2/2025

DATE

This is not a permit unless and until the applicant(s) receives an approved TC 99-1B from KYTC. This application shall become void if not approved by the cancellation date. The cancellation date shall be a minimum of one year from the date the applicant submits their application.

APPLICATION FOR ENCROACHMENT PERMIT

TERMS AND CONDITIONS

1. The permit, including this application and all related and accompanying documents and drawings making up the permit, remains in effect and is binding upon the Applicant/Permittee, its successors and assigns, as long as the encroachment(s) exists and also until the permittee is finally relieved by the Department of Highways from all its obligations.
2. Applicant shall meet all requirements of the Clean Water Act if the project will disturb one acre or more, the applicant shall obtain a KPDES KYR10 Permit from the Kentucky Division of Water. All disturbed areas shall meet the requirements of the Department of Highway's Standard Specifications, Sections 212 and 213, as amended.
3. **INDEMNITY:**
 - A. **PERFORMANCE BOND:** The permittee shall provide to the Department a performance bond according to the Permits Manual, Section PE-203 as a guarantee of conformance with the Department's Encroachment Permit requirements.
 - B. **PAYMENT BOND:** At the discretion of the department, a payment bond shall be required of the permittee to ensure payment of liquidated damages assessed to the permittee.
 - C. **LIABILITY INSURANCE:** Liability insurance shall be required of the permittee (in an amount approved by the department) to cover all liabilities associated with the encroachment.
 - D. It shall be the responsibility of the permittee, its successors and assigns, to maintain all indemnities in full force and effect until the permittee is authorized to release the indemnity by the Department.
4. A copy of this application and all related documents making up the approved permit shall be given to the applicant and shall be made readily available for review at the work site at all times.
5. Perpetual maintenance of the encroachment is the responsibility of the permittee, its successors and assigns, with the approval of the Department as required, unless otherwise stated.
6. Permittee, its successors and assigns, shall comply with and agree to be bound by the requirements and terms of (a) this application and all related documents making up the approved permit, (b) by the Department's Permits Manual, and (c) by the Manual on Uniform Traffic Control Devices, both manuals as revised to and in effect on the date of issuance of the permit, all of which documents are made a part thereof by this reference. Compliance by the permittee, its successors and assigns, with subsequent revisions to applicable provisions of either manual or other policy of the Department may be made a condition of allowing the encroachment to persist under the permit.
7. Permittee agrees that this and any encroachment may be ordered removed by the Department at any time, and for any reason, upon thirty days written notice to the last known address of the applicant or to the address at the location of the encroachment. The permittee agrees that the cost of removing and of restoring the associated right-of-way is the responsibility of the permittee, its successors and assigns.
8. Permittee, its successors and assigns, agree that if the Department determines that motor vehicular safety deficiencies develop as a result of the installation or use of the encroachment, the permittee, its successors and assigns, shall provide and bear the expenses to adjust, relocate, or reconstruct the facilities, add signs, auxiliary lanes, or other corrective measures reasonably deemed necessary by the Department within a reasonable time after receipt of a written notice of such deficiency. The period within which such adjustments, relocations, additions, modifications, or other corrective measures must be completed will be specified in the notice.
9. Where traffic signals are required as a condition of granting the requested permit or are thereafter required to correct motor vehicular safety deficiencies, as determined by the Department, the costs for signal equipment and installation(s) shall be borne by the permittee, its successors and assigns and the Department in its reasonable discretion and only in accordance with the Department's current policy set forth in the Traffic Operations Manual and Permits Manual. Any modifications to the permittee's entrance necessary to accommodate signalization (including necessary easement(s) on private property) shall be the responsibility of the permittee, its successors and assigns, at no expense to the Department.

APPLICATION FOR ENCROACHMENT PERMIT

10. The requested encroachment shall not infringe on the frontage rights of an abutting owner without their written consent as hereinafter described. Each abutting owner shall express their consent, which shall be binding on their successors and assigns, by the submission of a notarized statement as follows, "I (we), _____, hereby consent to the granting of the permit requested by the applicant along Route _____, which permit does affect frontage rights along my (our) adjacent real property." By signature(s) _____, subscribed and sworn by _____, on this date _____.
11. The permit, if approved, is subject to the agreement that it shall not interfere with any similar rights or permit(s) previously granted to any other party, except as otherwise provided by law.
12. Permittee shall include documentation which describes the facilities to be constructed. Permittee, its successors and assigns, agree as a condition of the granting of the permit to construct and maintain any and all permitted facilities or other encroachments in strict accordance with the submitted and approved permit documentation and the policies and procedures of the Department. Permittee, its successors and assigns, shall not use facilities authorized herein in any manner contrary to that prescribed by the approved permit. Only normal usage as contemplated by the parties and by this application and routine maintenance are authorized by the permit.
13. Permittee, its successors and assigns, at all times from the date permitted work is commenced until such time as all permitted facilities or other encroachments are removed from the right-of-way and the right-of-way restored, **shall defend, protect, indemnify and save harmless** the Department from any and all liability claims and demands arising out of the work, encroachment, maintenance, or other undertaking by the permittee, its successors and assigns, related or undertaken pursuant to the granted permit, due to any claimed act or omission by the permittee, its servants, agents, employees, or contractors. This provision shall not inure to the benefit of any third party nor operate to enlarge any liability of the Department beyond that existing at common law or otherwise if this right to indemnity did not exist.
14. Upon a violation of any provision of the permit, or otherwise in its reasonable discretion, the Department may require additional action by the permittee, its successors and assigns, up to and including the removal of the encroachment and restoration of the right-of-way. In the event additional actions required by the Department under the permit are not undertaken as ordered and within a reasonable time, the Department may in its discretion cause those or other additional corrective actions to be undertaken and the Department shall recover the reasonable costs of those corrective actions from the permittee, its successors and assigns.
15. Permittee, its successors and assigns, shall use the encroachment premises in compliance with all requirements of federal law and regulation, including those imposed pursuant to Title VI of the Civil Right Act of 1964 (42 U.S.C. § 2000d et seq.) and the related regulations of the U.S. Department of Transportation in Title 49 C.F.R. Part 21, all as amended.
16. Permittee, its successors and assigns, agree that if the Department determines it is necessary for the facilities or other encroachment authorized by the permit to be removed, relocated or reconstructed in connection with the reconstruction, relocation or improvement of a highway, the Department may revoke permission for the encroachment to remain under the permit and may order its removal, relocation or reconstruction by the permittee, its successors and assigns, at the expense of the permittee, except where the Department is required by law to pay any or all of those costs.

APPROVED
May 8, 2025
Kentucky Transportation Cabinet
06-2025-00487

APPLICATION FOR ENCROACHMENT PERMIT

17. Permittee agrees that the authorized permit is personal to the permittee and shall remain in effect until such time as (a) the permittee's rights to the adjoining real property to have benefitted from the requested encroachment have been relinquished, (b) until all permit obligations have been assumed by appropriate successors and assigns, and (c) unless and until a written release from permit obligations has been granted by the Department. The permit and its requirements shall also bind the real property to have benefitted from the requested encroachment to the extent permitted by law. The permit and the related encroachment become the responsibility of the successors and assigns of the permittee and the successors and assigns of each property owner benefitting from the encroachment, or the encroachment may not otherwise permissibly continue to be maintained on the right-of-way. (Does not apply to utility encroachments serving the general public.)
18. If work authorized by the permit is within a highway construction project in the construction phase, it shall be the responsibility of the permittee to make personal contact with the Department's Engineer on the project in order to coordinate all permitted work with the Department's prime contractor on the project.
19. This permit is not intended to, nor shall it, affect, alter or alleviate any requirement imposed upon the permittee, its successors and assigns, by any other agency.
20. Permittee, its successors and assigns, agree to contain and maintain all dirt, mud, and other debris emanating from the encroachment away from the surrounding right-of-way and the travel way of the highway hereafter and at all times that its obligations under the permit remain in effect.
21. Before You Dig: The contractor is instructed to call 1-800-752-6007 to reach KY 811, the One-Call system for information on the location of existing underground utilities. The call is to be placed a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor should be aware that the owners of underground facilities are not required to be members of the KY 811 One-Call Before U-Dig (BUD) service. The contractor must coordinate excavation with the utility owners, including those whom do not subscribe to KY 811. It may be necessary for the contractor to contact the County Clerk to determine what utility companies have facilities in the area.
22. The undersigned Utility acknowledges ownership and control of the facilities proposed to be installed, modified, or extended by the Applicant/Permittee and agrees to be bound by the requirements and terms of this application and all related documents making up the approved permit, by the Department's Permits Guidance Manual, and by all applicable regulations and statutes in effect on the date of issuance of the permit. This information and application is certified correct to the best knowledge and belief of the undersigned Utility.

UTILITY

NAME (Utility Representative)

TITLE (Utility Representative)

SIGNATURE (Utility Representative)

DATE



Know what's below. Call before you dig.

To Submit a Locate Request
24 Hours a Day, Seven Days a Week:
Call 811 or 800-752-6007

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06-2025
Kentucky Transportation Cabinet
06-2025-0487

Requires ODOT permit - applying for with this application

LOCATION 1 – September of 2025

Location 1A

I-71/75 NB (lower level Brent Spence)

39.095170°, -84.522188°

Night time closure – double left lane I-71/75 northbound

Night time closure – double right lane I-71/75 northbound

Location 1B

I-75 SB Second St. Ramp

Night time closure – left lane of ramp to Second St.

Location 1C

West 3rd St.

Day time closure – closure of left turn lane

Location 1B

Inspection work zone ≈ 0.02 mi

Location 1C

Inspection work zone ≈ 0.02 mi



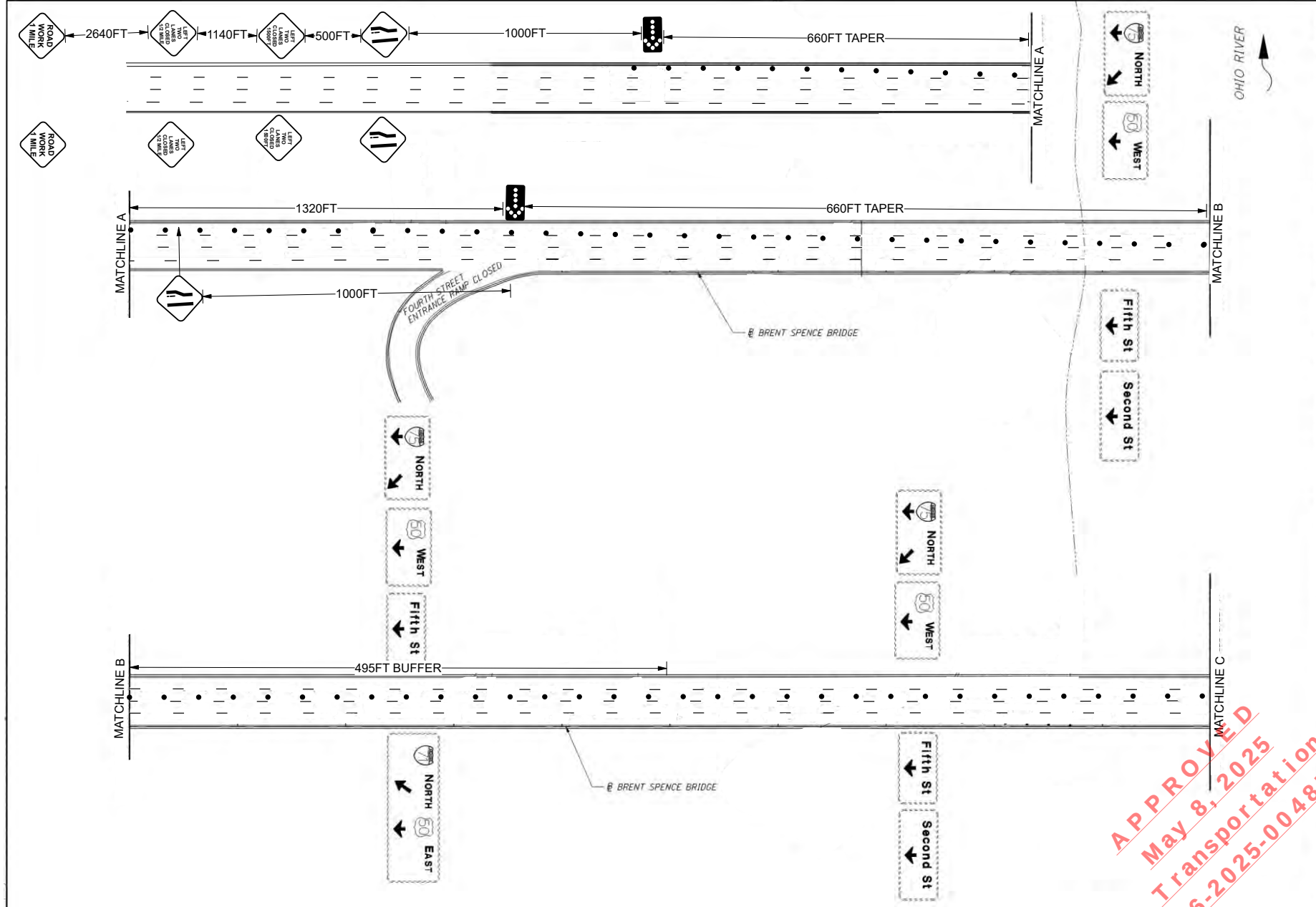
Location 1A

Inspection work zone ≈ 0.15 mi

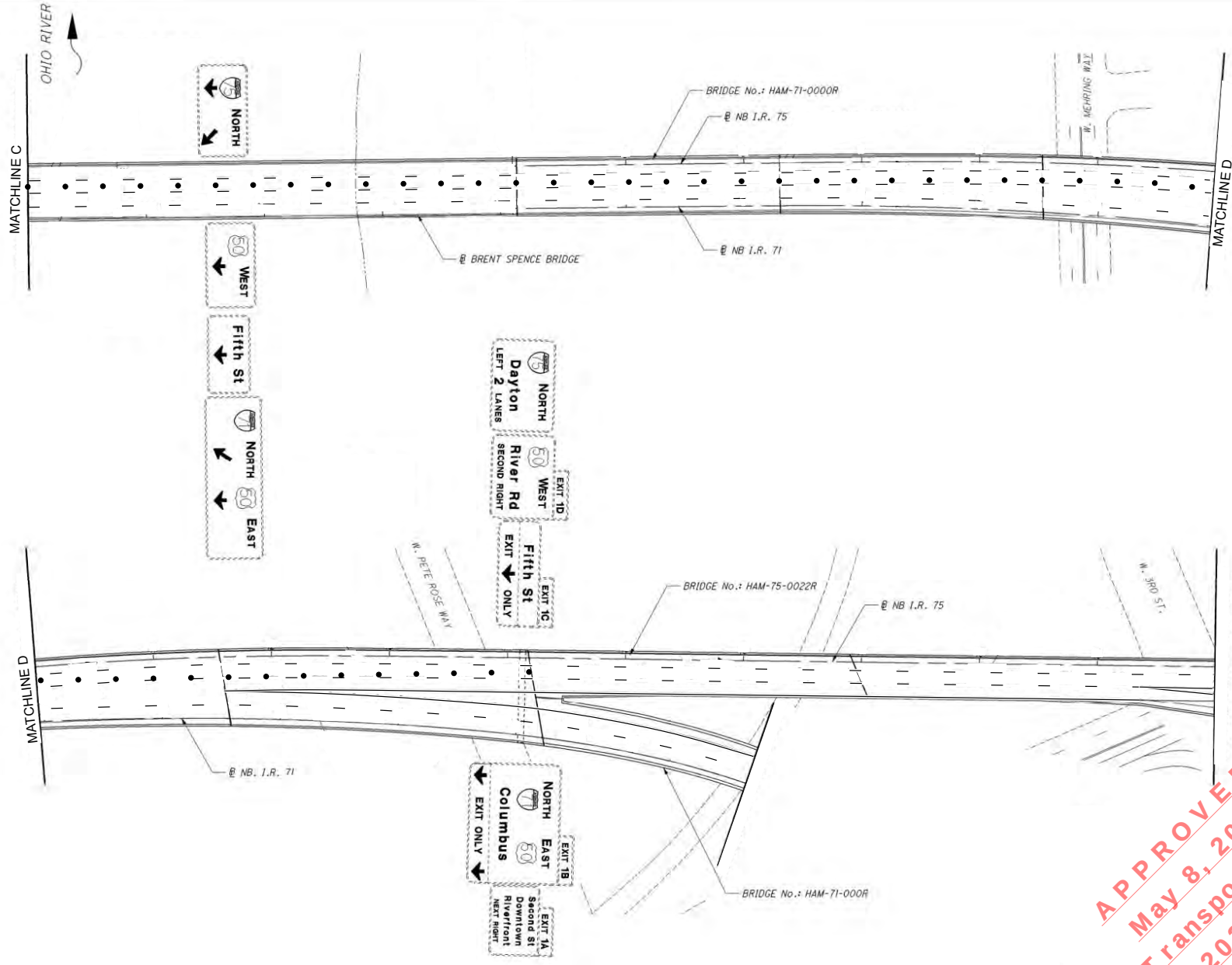
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wsp

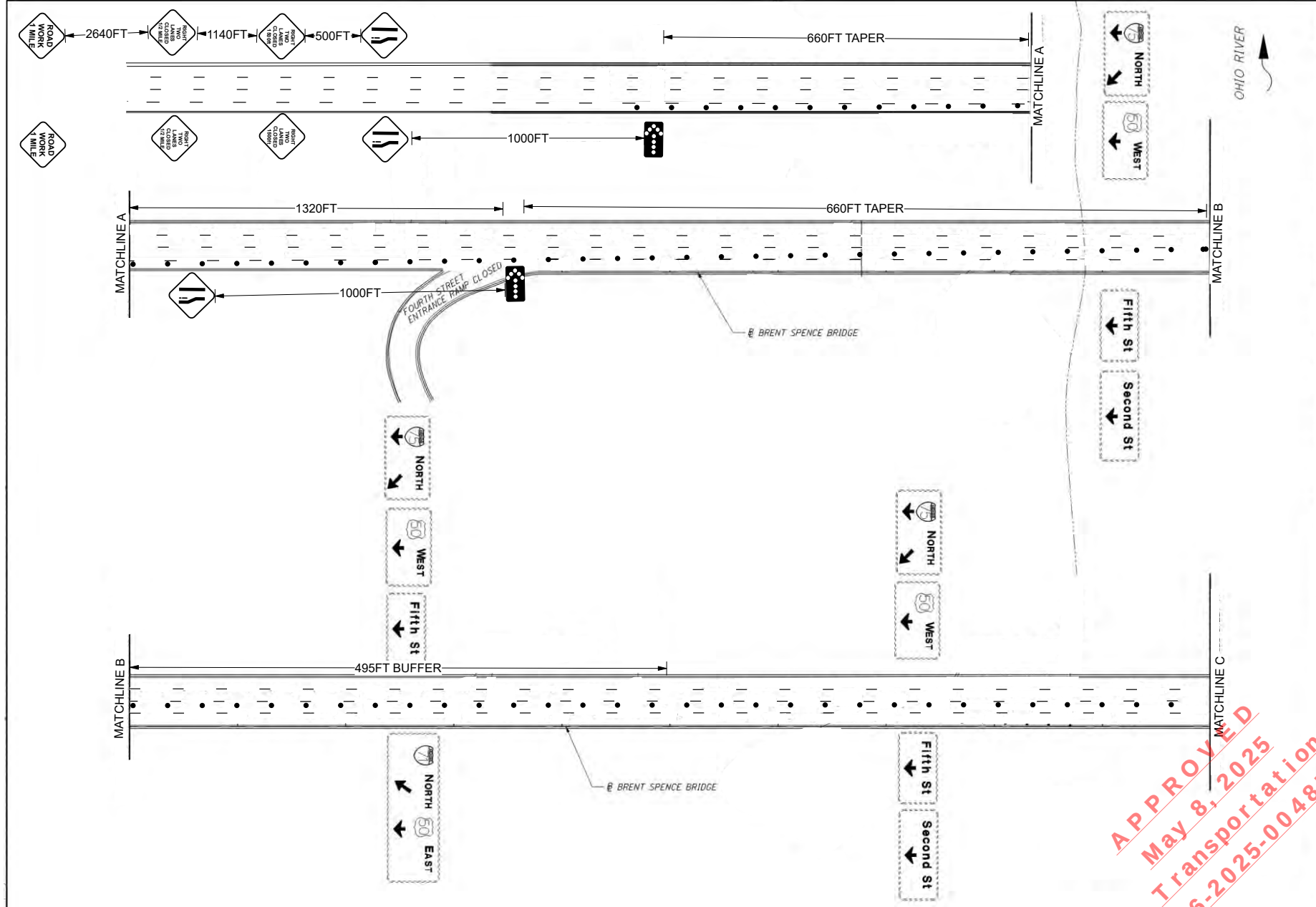
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May 6, 2025
Kentucky Transportation Cabinet
06-2025-00487



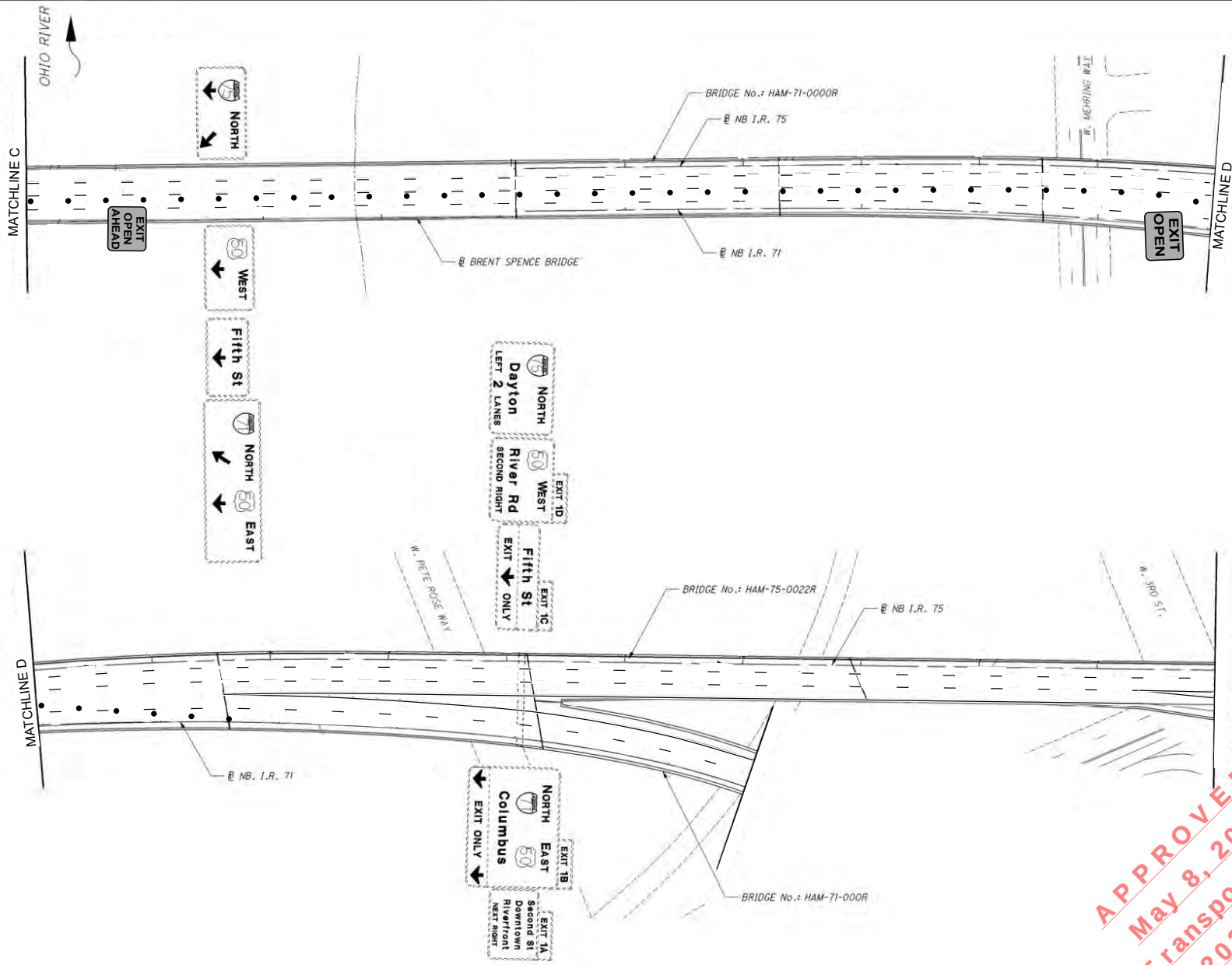
APPROVED
 May 8, 2025
 Kentucky Transportation Cabinet
 06-2025-00487



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 06-2025-00487

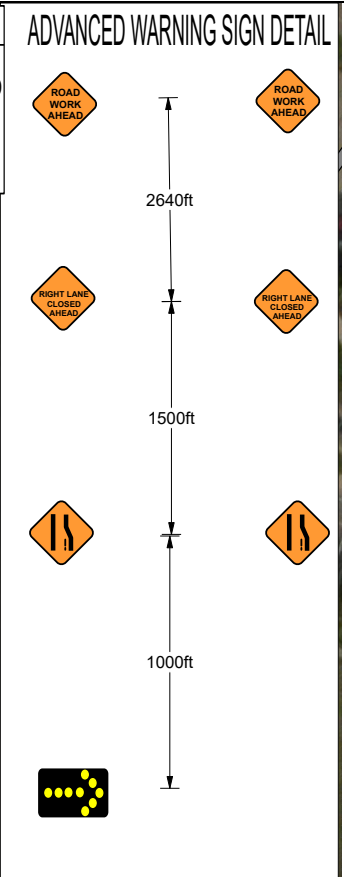
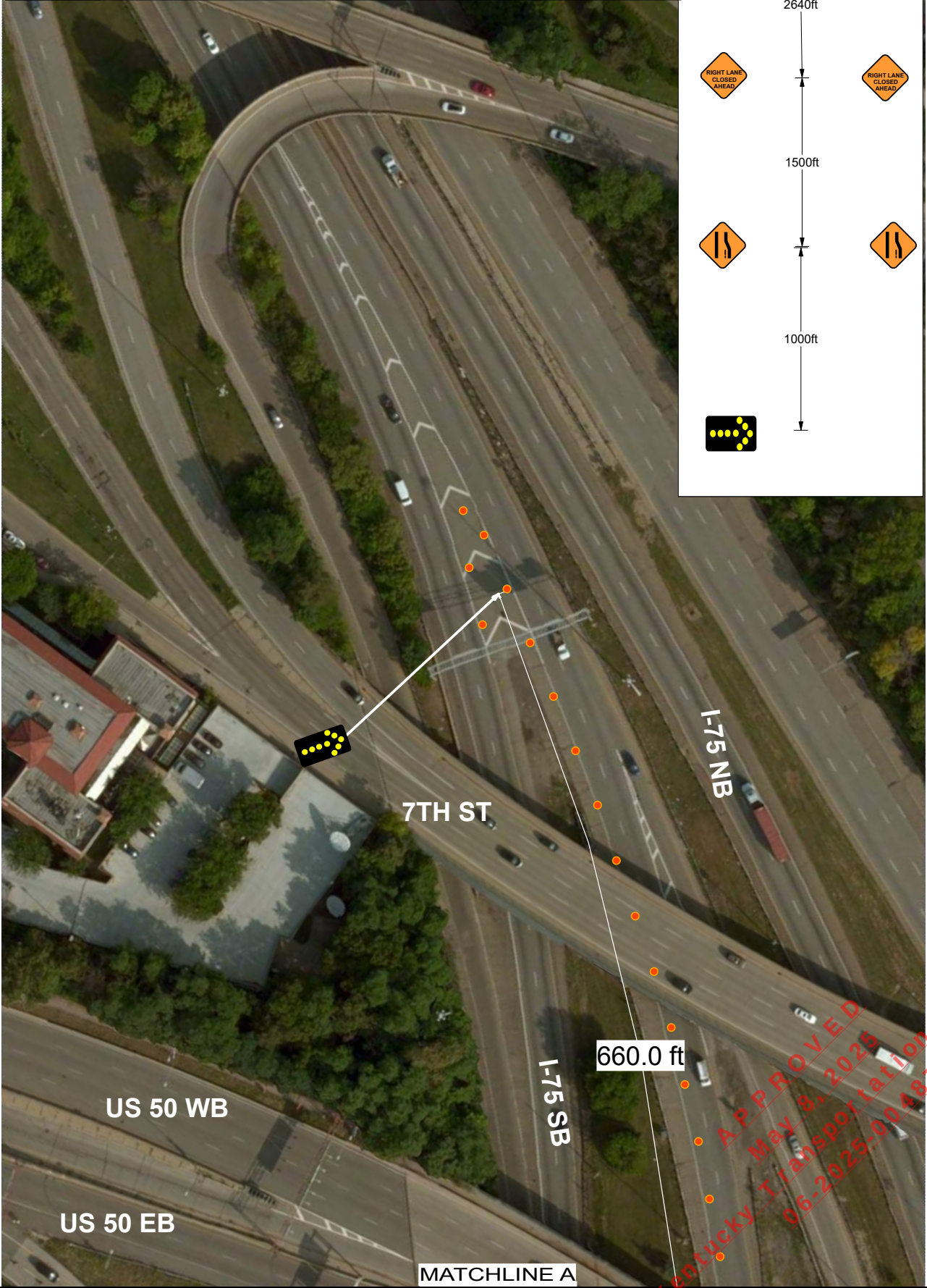


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06-2025-00487



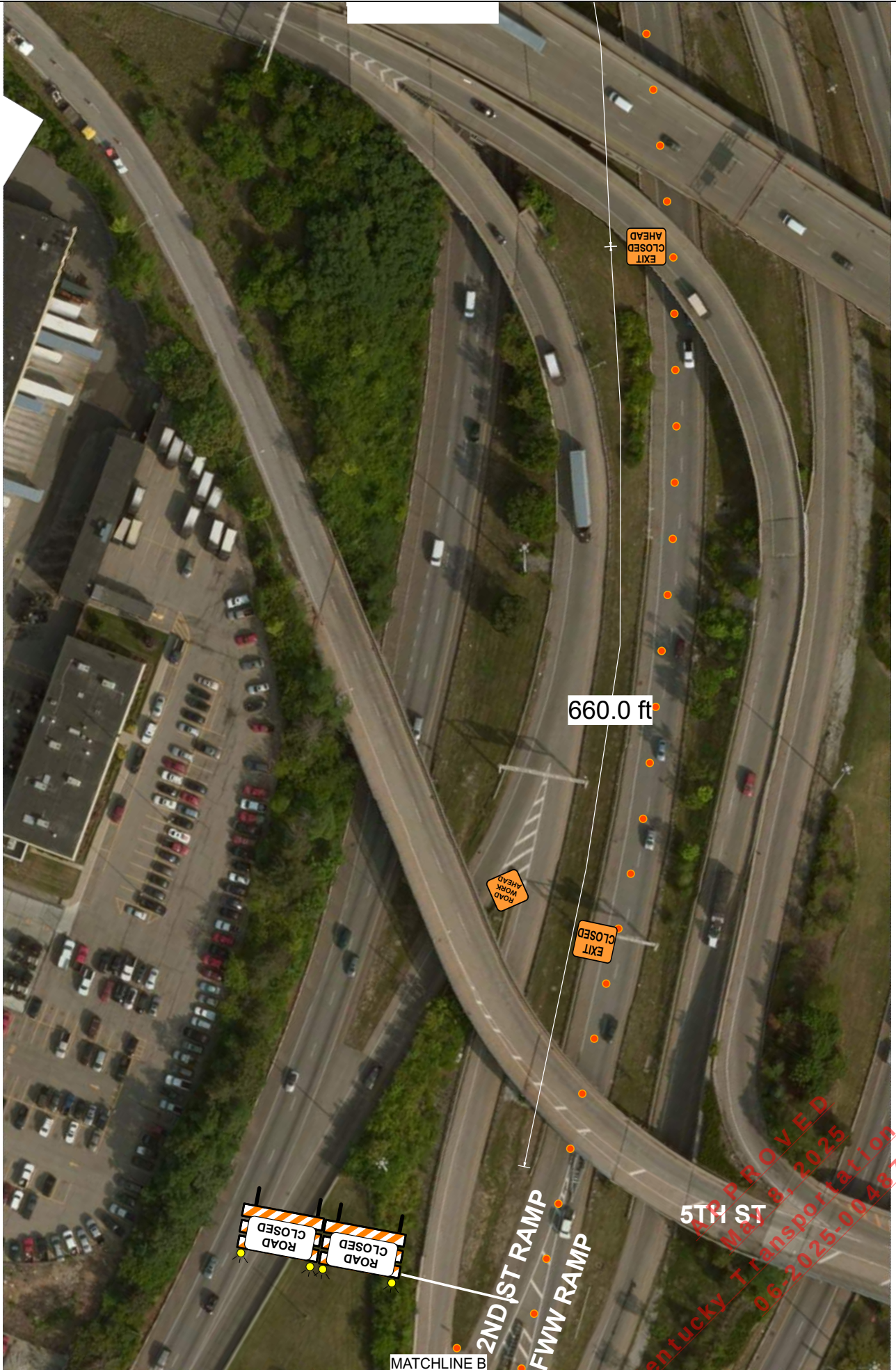
Date: 4/23/25 Author: KB Project: SB I71 to 2ND ST. Closure

Comments:
All sign and traffic control devices shall be placed in accordance with the latest version of the OMUTCD



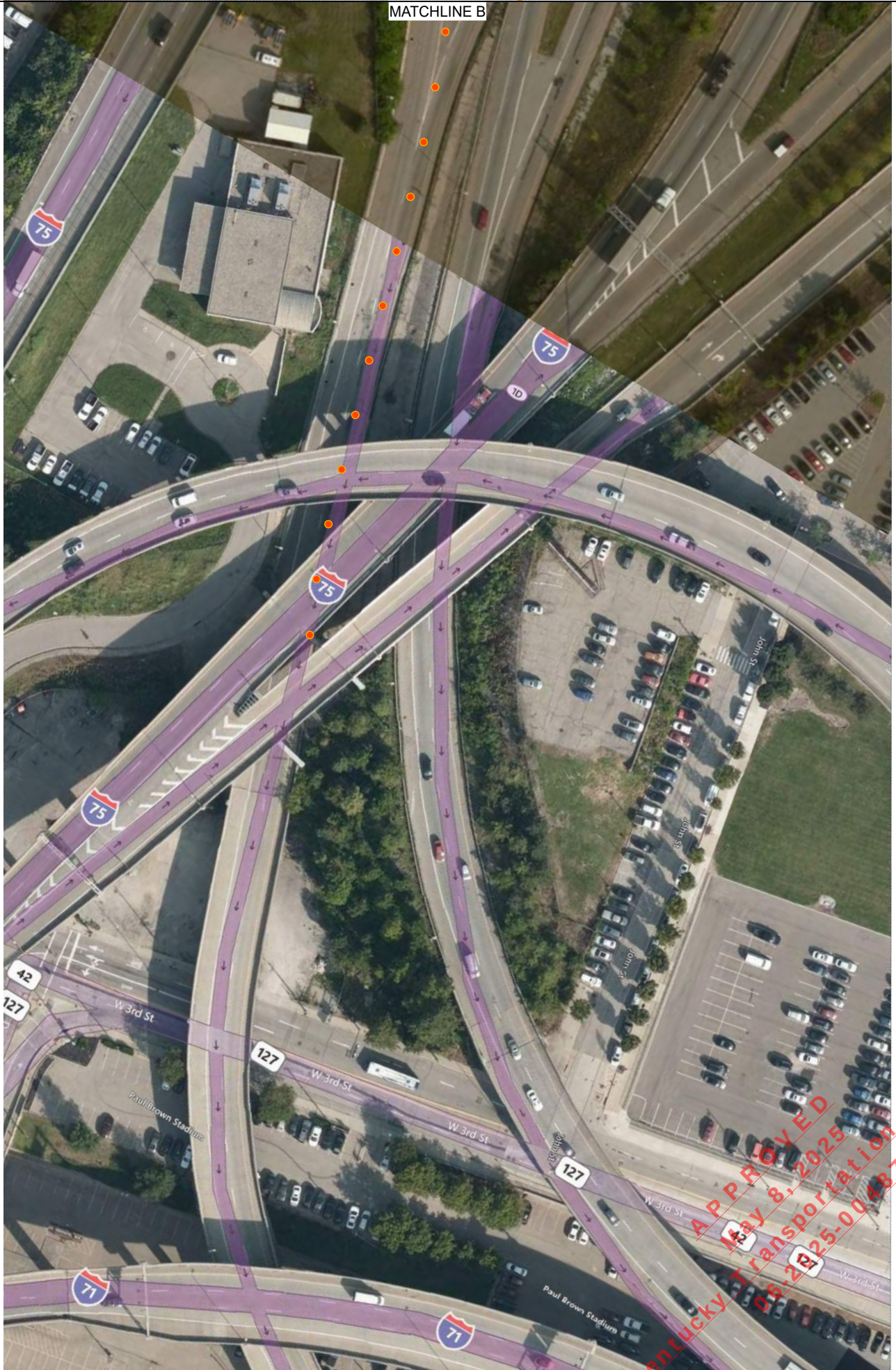
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06-2025-00487

MATCHLINE A

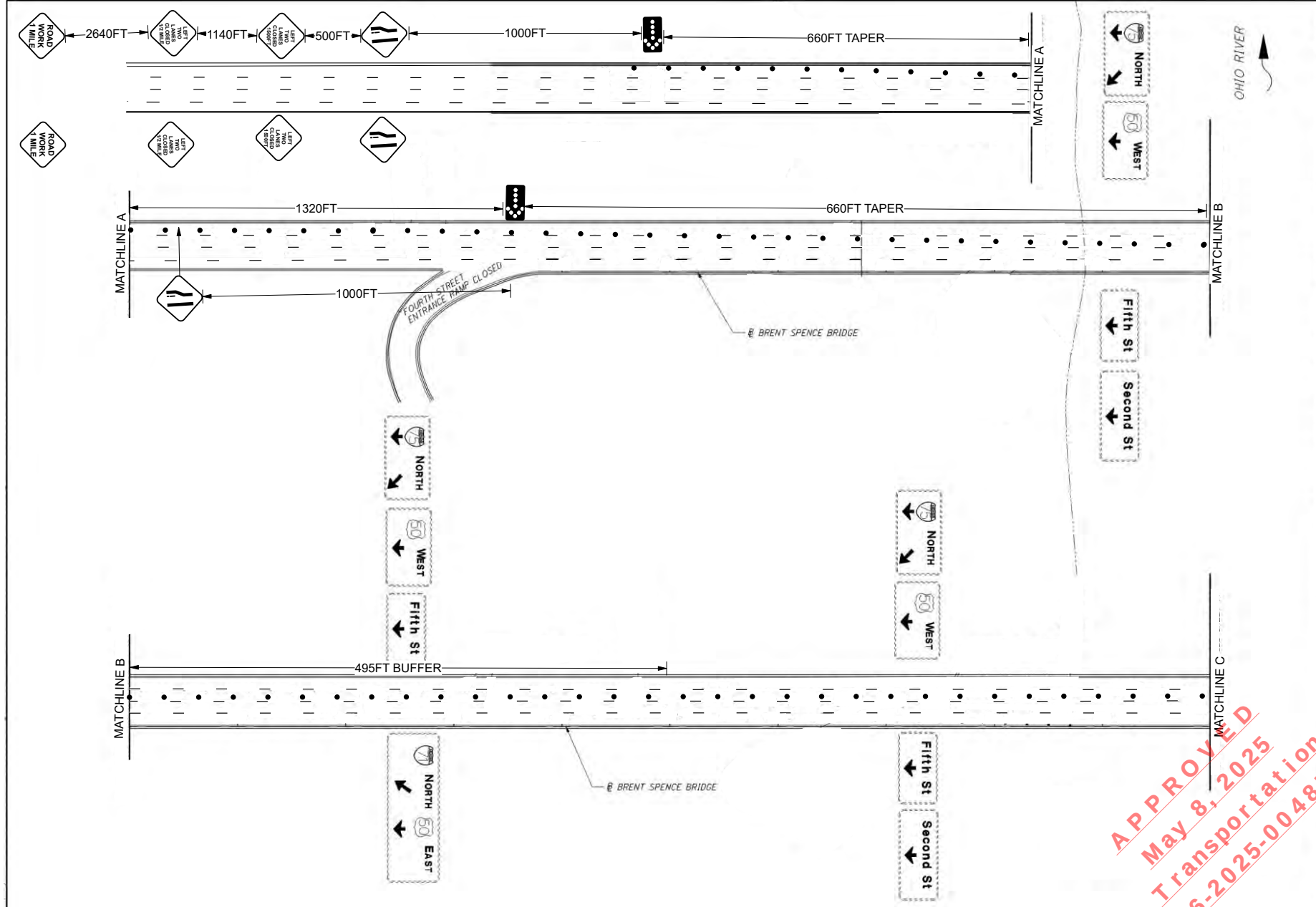


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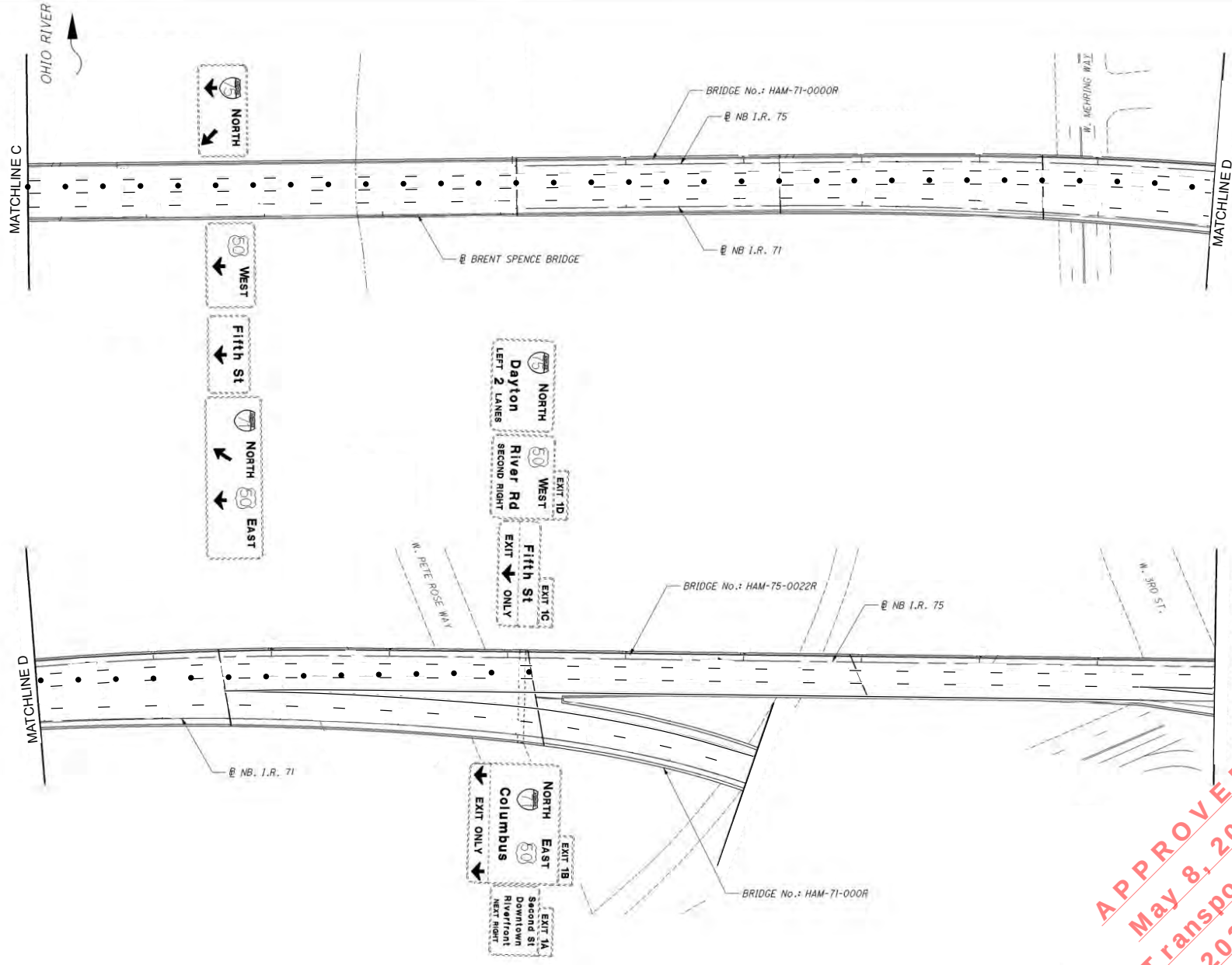
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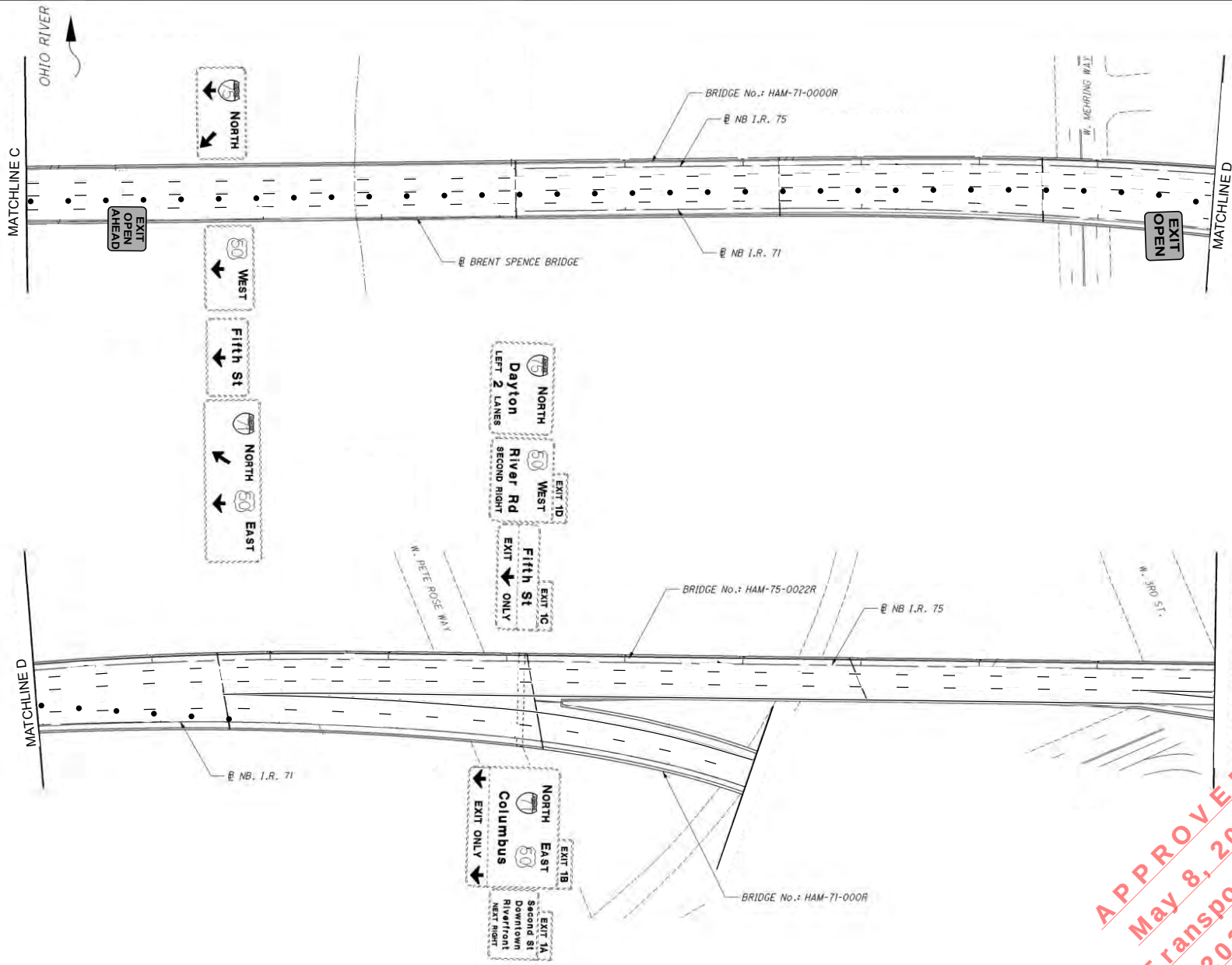


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PP-2025-00487



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 May 8, 2025
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 06-2025-00487





APPROVED
 May 8, 2025
 Kentucky Transportation Cabinet
 06-2025-00487



Date: 5/1/25 Author: KUB Project: NB I75 Right Lane Closure
 Comments:
 All sign and traffic control devices shall be placed in accordance with the latest version of the OMUTCD



LEGEND

WORK AREA

DRUMS/CONES

REMOVE EXISTING MARKINGS

DIRECTION OF TRAVEL

SHADOW VEHICLE WITH TMA

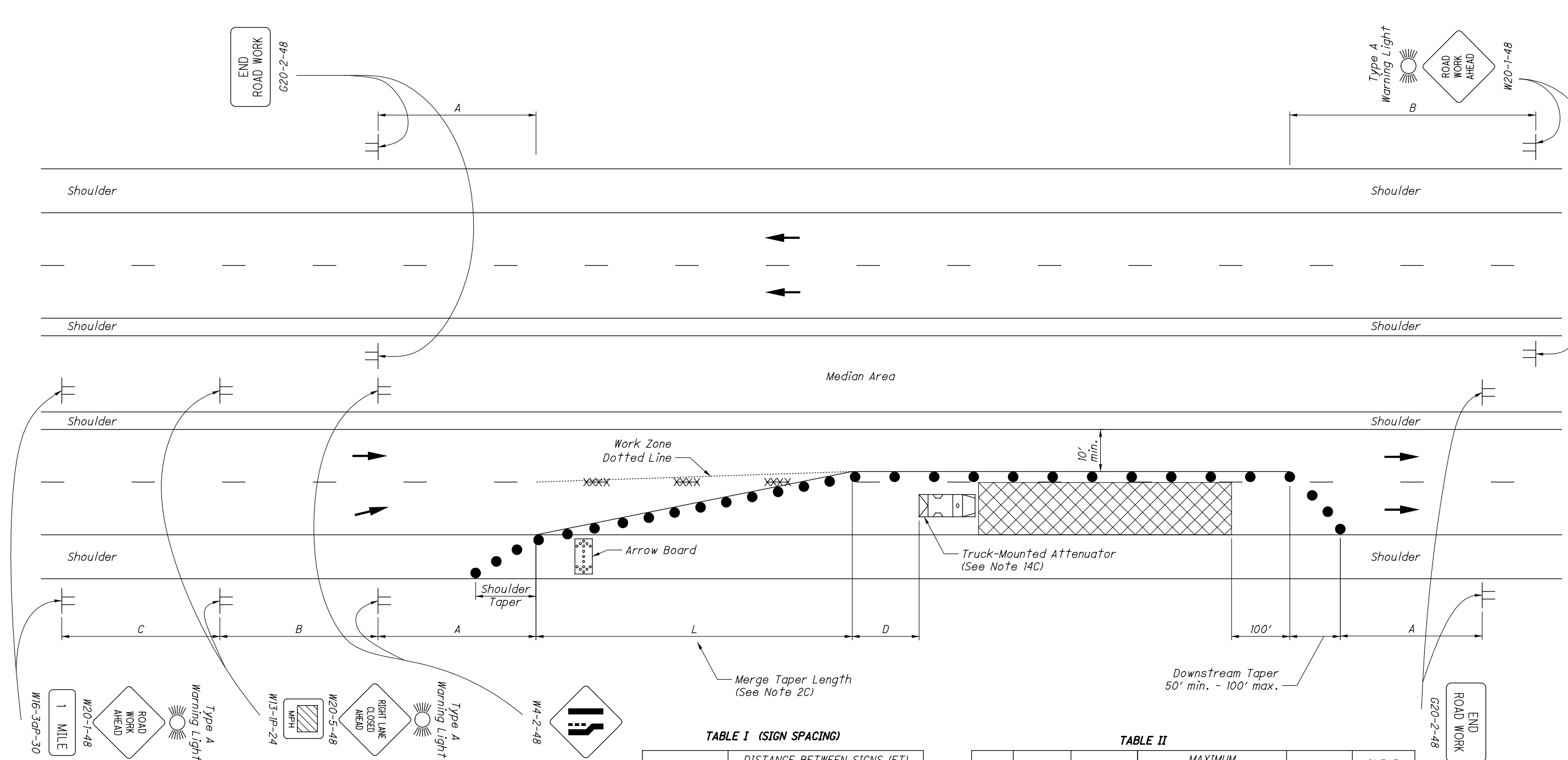


TABLE I (SIGN SPACING)

ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)		
	A	B	C
MAJOR CONVENTIONAL	500	500	500
FREEWAY & EXPRESSWAY	1000	1500	2640

TABLE II

SPEED LIMIT (MPH)	MERGING TAPER RATE MINIMUM	SHOULDER TAPER RATE MINIMUM	MAXIMUM DRUM SPACING (FT)		BUFFER (D) (FT)	CLEAR ZONE WIDTH (E) (FT)
			TAPER SEC.	TANGENT SEC.		
25	11:1	4:1	25	40	155	15
30	15:1	5:1	30	40	200	15
35	21:1	7:1	35	40	250	15
40	27:1	9:1	40	80	305	15
45	45:1	15:1	45	80	360	19
50	50:1	17:1	50	80	425	19
55	55:1	19:1	55	80	495	23
60	60:1	20:1	60	120	570	30
65	65:1	22:1	65	120	645	30
70	70:1	24:1	70	120	730	30

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NOTES:

DESIGN SPEED

1. The design speed used for taper rates should typically be the permanent legal speed. However, on construction projects for which the speed limit is reduced, the reduced speed may be used in determining the taper rate when the taper is not the first active construction area within the project.

TAPERS

- 2A. The minimum acceptable length for the merge taper shall be determined by multiplying the width of offset by the merge taper rate. The merge taper rate is provided in Table II.
- 2B. The minimum acceptable length for the shoulder taper shall be determined by multiplying the width of the shoulder by the shoulder taper rate. The shoulder taper rate is provided in Table II.
- 2C. The tangent section between the two merge tapers should be two times the longer of the two merge tapers.

SIGN SPACING

- 3A. The work zone sign spacings shown in Table I are minimums. Maximum spacing should not be greater than 1.5 times the distances shown in Table I.
- 3B. Sign spacing should be adjusted to avoid conflict with existing signs. Minimum spacing to existing signs shall be 200' for speeds of 45 mph or less and a minimum of 400' for speeds 50 mph or greater.

ADJUSTMENTS FOR SIGHT DISTANCE

4. The location of the merging taper and the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment.

BASIC SIGNING

- 5A. ROAD WORK AHEAD (W20-1) signs shall be provided on entrance ramps or roadways entering the work limits.
- 5B. END ROAD WORK (G20-2) signs are only required for lane closures of more than 1 day. It is intended that these signs be placed on the mainline, on all exit ramps, and on roadways exiting the work limits.
- 5C. Overlapping of signing for adjacent projects should be avoided where the messages could be confusing. Any W20-1 or G20-2 signs which falls within the limits of another traffic control zone shall be omitted or covered during the period when both projects are active.

SIGNING DETAILS

- 6A. The Advisory Speed (W13-1P) plaque shall be used when specified in the plan.
- 6B. When the approach speed limit is 40 mph or less, 36" warning signs may be used.
- 6C. The distance plaque W16-3aP (or W16-2aP if the distance shown is in feet) shall indicate the distance to the beginning of the merging taper. Distances less than 1 mile may be expressed in feet. The plaque may be omitted if Extra Advance Sign Groups are not used.
- 6D. Provide signing on the inactive side of the highway, as shown, when specified in the plans.
- 6E. Provide the appropriate word or symbol legend necessary on Lane Reduction (W4-2, W20-5, W20-5a) signs to correctly identify which lane is to be closed.

EXTRA ADVANCE WARNING SIGNING

7. Extra Advance Warning Sign Groups consisting of ROAD WORK AHEAD (W20-1), LANE CLOSED AHEAD (W20-5), LANES CLOSED AHEAD (W20-5a), and WATCH FOR STOPPED TRAFFIC (W3-H4b) signs plus Distance plaques may be specified in the plans or may be required to be erected, as determined by the Engineer (See Standard Construction Drawing (SCD) MT-95.50).

PAVEMENT MARKINGS / RPMs

- 8A. If the construction operation requires a lane closure for more than 1 day, the existing conflicting reflectors shall be removed from the raised pavement markers (RPMs).
- 8B. Additionally, if a lane closure of greater than 3 days is required, the following shall be performed:
- a) The appropriate color work zone edge lines shall be applied along the taper and tangent sections.
- b) The existing conflicting pavement markings shall be removed or covered per CMS 614.11G.
- c) Work zone dotted lines, 3' in length separated by 9' gaps, shall be provided to identify the merge.
- 8C. Work zone pavement markings which would conflict with final traffic lanes shall be removable tape (CMS 740.06, Type I) unless the area will be resurfaced prior to project completion.
- 8D. After completion of the work, pavement markings other than CMS 740.06, Type I shall be removed in accordance with CMS 614.11I. The original markings and raised pavement marker reflectors shall be restored at no additional cost unless separately itemized in the plans.

(RESERVED FOR FUTURE USE)

- 9A. (intentionally blank)

ARROW BOARD

10. The arrow board shall be chosen from the ODOT approved list and follow the guidelines in Supplemental Specification 821.

FLASHING WARNING LIGHTS

11. Type A flashing warning lights shown on the ROAD WORK AHEAD (W20-1) signs, on the LANE CLOSED AHEAD (W20-5), and on the LANES CLOSED AHEAD (W20-5a) signs are required whenever a night lane closure is necessary.

INTERSECTION / DRIVEWAY ACCESS

12. Within the length of the closure, provision shall be made to control traffic entering from intersecting streets and major drives as necessary to prevent wrong-way movements and to keep vehicles off of new pavement not ready for traffic. The Contractor shall:
- a) Place across the closed lane, either 3 drums (cones) or barricades, and/or
- b) Provide an additional flagger at every public street intersection and major driveway.

Drums (cones) placed across the closed lane shall be located 25' beyond the projected pavement edges of the driveway or cross highway, as shown in SCD MT-97.11. For barricades, see SCD MT-101.60.

Existing STOP signs shall be relocated as necessary to assure proper location for the traffic conditions.

The method of control shall be subject to the approval of the Engineer.

DRUMS / CONES

- 13A. The maximum drum spacing along tapers and along tangent sections shall be as shown in Table II. A minimum of 5 drums shall be used to close the upstream shoulder. The downstream taper drum spacing shall be approximately 20'.
- 13B. Cones may be substituted for drums as follows:
- a) Use of cones is permissible for either daytime operation or for nighttime operation, but shall not be used continuously, day and night. Upon completion of work within the work period, the cones shall be removed. They may again be placed on the highway in order to resume work in the following such work period.
- b) Cones used for daytime traffic control shall have a minimum height of 28".
- c) Cones used for nighttime traffic control shall have a minimum height of 42".
- d) Use of cones at night shall be prohibited along tapers.
- e) Cone spacing at night shall be at a maximum of 40'.
- f) Where cones are substituted for drums along tangents, intermixing of channelizing devices within the same run will not be permitted. Either cones shall be used for the entire length of the tangent section, or drums shall be used for the entire length.
- 13C. Provisions shall be made to stabilize the cones and drums to prevent them from blowing over.

- 13D. All drums and cones should have a minimum offset from the edge of the traveled lanes of 1.5 feet.

SHADOW VEHICLE

- 14A. The shadow vehicle shall be in place and unoccupied whenever workers are in the work area. This vehicle shall be removed from the pavement whenever workers are not in the work area.
- 14B. The shadow vehicle shall be equipped with a high-intensity yellow rotating, flashing, oscillating, or strobe light(s).
- 14C. The shadow vehicle shall be equipped with a truck-mounted or trailer attenuator (TMA) in accordance with CMS 614.03.

BUFFER SPACE

- 15A. Where space constraints do not allow for the buffer space, a shorter length may be used.

THIS DRAWING REPLACES MT-95.30 DATED 04-19-2019.

STANDARD ROADWAY CONSTRUCTION DRAWING

CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS

MT - 95.30

3 / 3

STATE ENGINEER
Soisson

OFFICE OF
ROADWAY
ENGINEERING

STATE OF OHIO DEPARTMENT OF
TRANSPORTATION ADMINISTRATOR
David L. Holstein

REVISION DATE
07-19-2019

LEGEND

DRUMS

● ● ●

REMOVE EXISTING MARKINGS

XXXX

DIRECTION OF TRAVEL

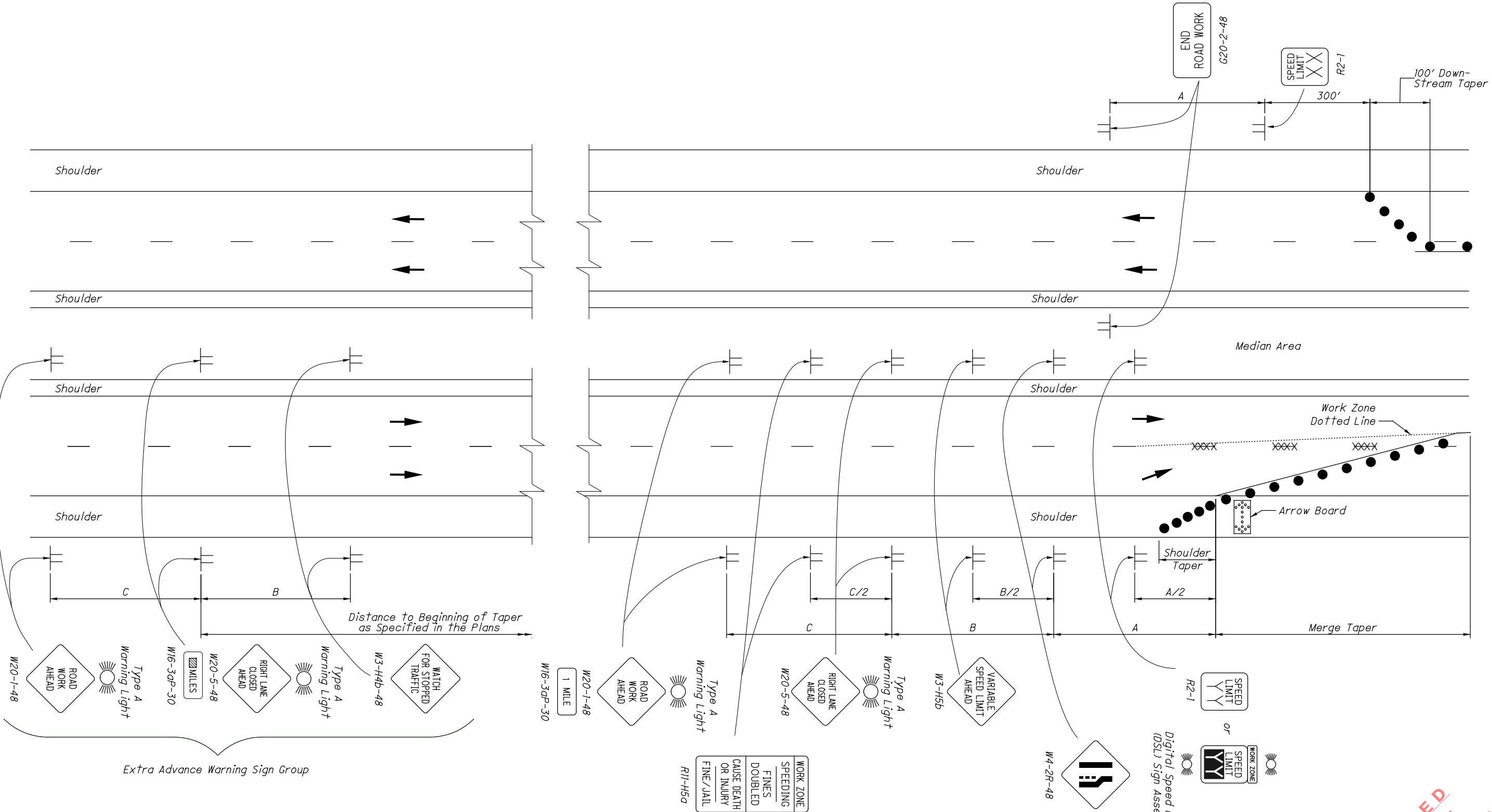
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ORIGINAL POSTED SPEED LIMIT (MPH)

XX

APPROVED WORK ZONE SPEED LIMIT (MPH)

YY



ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)		
	A	B	C
MAJOR CONVENTIONAL	500	500	500
FREEWAY & EXPRESSWAY	1000	1500	2640

APPROVED
May 8, 2025
Kentucky Transportation Cabinet
06-2025-00487

NOTES:

INTENDED USE

1. This Standard Construction Drawing (SCD) is intended for use as a supplement to SCDs MT-95.30, MT-95.31, MT-95.32, MT-95.40, and MT-95.41. It is not intended to be used as a stand-alone drawing.

GENERAL SIGNING

- 2A. Maximum spacing between adjacent signs in a series should not be greater than 1.5 times the distances specified in Table I.
- 2B. END ROAD WORK (G20-2) signs are only required for lane closures of more than one day. It is intended that these signs be placed on the mainline, on all exit ramps, and on roadways exiting the work limits.
- 2C. Overlapping of signing for adjacent projects should be avoided where the messages could be confusing. Any W20-1 or G20-2 sign which falls within the limits of another traffic control zone shall be omitted or covered during the period when both projects are active.
- 2D. Median signing shall not apply to undivided highways.
- 2E. Provide the appropriate word or symbol legend necessary on Lane Reduction (W4-2, W20-5) signs to correctly identify which lane is to be closed.
- 2F. Signing for speed reduction and/or for increased penalties shall be provided when called for in the plans.

EXTRA ADVANCE WARNING SIGNS

- 3A. Extra Advance Warning Sign Groups consisting of ROAD WORK AHEAD (W20-1), LANE CLOSED AHEAD (W20-5) and WATCH FOR STOPPED TRAFFIC (W3-H4b) signs plus distance plaques may be specified in the plans or may be required to be erected, as determined by the Engineer.
- 3B. Installation of Extra Advance Warning Sign Groups shall not serve as a substitute for the standard advance signing group, beginning with the W20-1 sign, typically located at approximately 1 mile in advance of the beginning of the work area or the merge or shift taper.
- 3C. If a series of several Extra Advance Warning Sign Groups is provided in advance of the same work area or roadway restriction, the ROAD WORK AHEAD (W20-1) sign may be omitted from all but the first of the Extra Advance Warning Sign Groups in the series.

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May 8, 2025
Kentucky Transportation Cabinet
06-2025-00482

THIS DRAWING REPLACES MT-95.50 DATED 10-16-2015.

SCD NUMBER

MT -95.50

STANDARD ROADWAY CONSTRUCTION DRAWING

SUPPLEMENTAL ADVANCED SIGNS
USED WITH LANE CLOSURES

OFFICE OF
ROADWAY
ENGINEERING

STDS.
ENGINEER

Soisson

STATE OF OHIO DEPARTMENT OF
TRANSPORTATION ADMINISTRATOR

David L. Holstein

REVISION DATE

07-21-2017



**KYTC Division of Maintenance
Permits Branch
District 6**



ENCROACHMENT PERMIT GENERAL NOTES & SPECIFICATIONS

YOU MUST NOTIFY KYTC BEFORE BEGINNING ANY WORK IN THE RIGHT-OF-WAY. *Failure to alert KYTC of working within the right of way may result in permit revocation.*

Two ways to notify KYTC of your construction start date:

By Email: KYTCD6PERMITS@KY.GOV

**must include permit number and county in subject line*

By Phone: 859-341-2700

**must know permit number and county when calling*

YOU MUST ALSO NOTIFY KYTC UPON COMPLETION OF WORK WITHIN RIGHT-OF-WAY. *Failure to alert KYTC of completion of work may result in withholding release of any associated bonds.*



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Kentucky Transportation Cabinet
06-2025-00487

I. SAFETY**A. General Provisions**

- ☒ All signs and control of traffic shall be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways, latest edition, Part VI, and safety requirements shall comply with the Permits Manual. Federal law requires that traffic control shall be implemented in accordance with MUTCD standards and KYTC's Standard Specifications for Road and Bridge Construction (KYTC SSRBC) under the supervision of a certified Work Zone Traffic Control Supervisor.
- ☒ All work necessary in shoulder or ditch line areas of a state highway shall be scheduled to be promptly completed so that hazards adjacent to the traveled way are kept to an absolute minimum.
- ☒ No more than one (1) traveled-lane shall be blocked or obstructed during normal working hours. All signs and flaggers during lane closure shall conform to the MUTCD. The traveled-way and shoulders shall be kept clear of mud and other construction debris at all times during construction of the permitted facility. No non-construction equipment or vehicles or office trailers shall be allowed on the right of way during working hours. The right of way shall be left free and clear of equipment, material, and vehicles during non-working hours.
- ☒ When necessary to block one (1) traveled-lane of a state highway, the normal working hours shall be as directed by the Department. No lanes shall be blocked or obstructed during adverse weather conditions (rain, snow, fog, etc.) without specific permission from the Department.
- ☒ Working hours shall be between N/A and N/A. Further date and time restrictions are as follows:

WORKING HOURS Any desire to work outside of the listed working hours must be approved by KYTC.

B. Explosives

- ☒ No explosive devices or explosive material shall be used within state right of way without proper license and approval of the Kentucky Department of Mines and Minerals, Explosive Division.

C. OSHA

- ☒ Kentucky Occupational Safety and Health Standards for the construction industry, which has the effect of law, states in part: (Page 52, 1926.651, Specific Excavation Requirements) "Prior to opening an excavation, effort shall be made to determine whether underground installations, (sewer, telephone, water, fuel, electric lines, etc.) will be encountered, and if so, where such underground installations are located. When the excavation approaches the estimated location of such an installation, the exact location shall be determined, and when it is uncovered, proper supports shall be provided for the existing installation. Utility companies shall be contacted and advised of proposed work prior to the start of actual excavation."

D. Archaeological

- ☒ Whenever materials of an archaeological nature are discovered during the course of construction work or maintenance operations, contact shall be made immediately with the Division of Environmental Analysis, which maintains an archaeologist on staff, or with the Office of the State Archaeologist located at the University of Kentucky. Following this consultation, further action shall be decided on a case-by-case basis by the State Highway Engineer or the Transportation Planning Engineer or their designated representative.

E. Environmental

- ☒ If the activity to which this permit related disturbs one acre or more of land, you must obtain KPDES KYR10 permit. Information can be found at <http://water.ky.gov/permitting/Pages/GeneralPermits.aspx>

F. Additional Notes

- ☐ The following additional notes apply to this permit:

48 hour notice is required prior to start of restoration, bore or traffic control. Call Rick Shay at 859-307-5768

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Kentucky Transportation Cabinet
06-2025-00487

II. UTILITIES

- ☒ The permittee shall be responsible for any damage to existing utilities. Any utility modifications or relocations within state right of way necessary, as determined by the Department or by the owner of the utility, shall be at the expense of the permittee and subject to the approval of the Department. Operators of underground utilities in right of way shall be members of Kentucky 811.
- ☐ All existing manholes and valve boxes shall be adjusted to be flush with finished grade.
- ☐ All pavement cuts shall be restored per Kentucky Transportation Cabinet standards and specifications.
- ☐ Any excavation within 3' of edge of pavement will require flowable fill as backfill.
- ☐ The clear zone requirement shall be met to the extent possible in accordance with the Roadside Design Guide.
- ☐ Encasement pipe shall conform to current standards for highway crossings in accordance with the Permits Manual. Pipe encasing shall not be required if the pipe crossing is 2" or less.
- ☐ Aerial crossing of utility lines shall have a minimum clearance from the high point of the roadway to the low point of the line of 24' on fully controlled access highways and 18' on non-fully controlled access highways
- ☐ Minimum depth for underground Gas and Electric lines is 60" under roadways, ramps, and ditch lines and 42" in all other areas within state right of way. The minimum depth for all other utilities is 42" in all areas.
- ☐ When steel plates are installed over an open excavation in the roadway, they must be anchored to the pavement and have asphalt applied to all exposed edges and an MUTCD approved sign noting "Road Plates Ahead." KYTC must be notified of the location, date, time, and permit number associated to BOTH the installation and removal of the plate. Failure to do so may result in permit revocation.
- ☐ Utility poles moved for replacement must be removed in their entirety and the hole left behind must be backfilled.
- ☐ No poles or anchors shall be installed in a roadside ditch.
- ☐ **Utility notes specific to fully-controlled access highways ONLY:**
All work necessary within the right-of-way shall be performed behind a temporary fence erected prior to the start of work. The temporary woven wire fence shall be removed immediately upon completion of work on the right-of-way, and the control of access immediately restored to original condition, in accordance with applicable KYTC SSRBC. All vents, valves, manholes, etc., shall be located outside of the right-of-way. Encasement pipe shall extend from right-of-way line to right-of-way line and shall be one continuous run of pipe. The encasement pipe shall be welded at all joints. The boring pit and tail ditch shall extend past the existing toe of slope or bottom of ditch line and shall be a minimum of 42 inches deep. Work in interstate right-of-way requires approval from FHWA (Federal Highway Administration).
- ☐ Additional notes:

48 HOUR NOTICE BEFORE ROAD CLOSURE, BORE OR PAVEMENT RESTORATION

Call Rick Shay @ 859-307-5768

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III. DRAINAGE

- ☐ Negative impacts to existing drainage will be the applicant's responsibility to repair in accordance with KYTC SSRBC.
- ☐ All pipe shall be laid in a straight alignment, to proper grades, and with all materials and methods of installation including bedding and joint seating. Pipe shall not be covered until inspected by the Department and express permission obtained to make backfill. It is the applicant's responsibility to request inspection.
- ☐ All gutter lines at the base of new curbs shall be on continuous grades, and pockets of water along with curbs or in entrance areas or other paved areas within the right-of-way shall not be acceptable.
- ☐ All drainage structures and appurtenances (manholes, catch basins, curbing, inlet basins, etc.) shall conform to the Department specifications and shall be constructed in accordance with the KYTC's Standard Drawings.
- ☐ Additional notes:

IV. PAVING

- ☐ No bituminous pavement shall be installed within the right of way between November 15 and April 1, nor when the temperature is below 40 degrees Fahrenheit, without the express consent of the Department. No bituminous pavement shall be installed when the underlying course is wet.
- ☐ Paving within the right of way shall be as follows:
- Base (Type): **Match Existing**, (Thickness) **Match Existing**
 - Surface Base (Type) **Match Existing**, (Thickness) **Match Existing**
 - Finished Surface (Type) **Match Existing**, (Thickness) **Match Existing**
- ☐ All materials and methods of construction, including base and subgrade preparation, shall be in accordance with KYTC's Standard Specifications. At least 24 hours notice to the Department is required prior to beginning paving operations.
- Phone: **859-307-5768** Name: **Rick Shay**
- ☐ Utility companies performing road cuts must restore the pavement to pre-existing condition. Pictures/videos are recommended to ensure proper placement of signs and lane markers that are temporarily removed for paving operations. In some cases, a pre-work inventory may be requested from the Department.
- ☐ Existing pavement and shoulder material shall be removed to accommodate the above paving specifications.
- ☐ The finished surface of all new pavement within the right of way shall be true to the required slope and grade, uniform in density and texture, free of irregularities, and equivalent in riding qualities to the adjacent highway pavement or as determined by KYTC.
- ☐ To ensure proper surface drainage, the new pavement shall be flush with the edge of existing highway pavement and shall slope away from the existing edge of the pavement as specified in drawings.
- ☐ Existing edge of pavement shall be saw-cut to provide a straight and uniform joint for new pavement, and an edge key will be installed in the overlap. An approved joint sealer, in accordance with Kentucky Department of Highways Standard Specifications (latest edition), shall be applied between new and existing pavements.

- ☐ Additional notes:

48 HOUR NOTICE REQUIRED BEFORE PAVEMENT RESTORATION

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May 2025
Kentucky Transportation Cabinet
06-2025-00487

V. ENTRANCES

- ☐ Encroachment permits issued by KYTC in no way supersede local planning/zoning requirements or subdivision regulations. KYTC has no authority with zoning changes.
- ☐ Commercial entrances must be paved to the right-of-way line. Any deviations must be approved by KYTC before installation.
- ☐ KYTC can dictate drainage improvement installation during construction or after entrance is at final grade. The permit release does not release the permit applicant from drainage maintenance.
- ☐ Signs (ground-mounted and span-mounted), stop bars, crosswalk, and proper lane markings must be in-place before entrance is open for traffic. Lane width modifications must be approved by the Department.
- ☐ Guardrail installation must be pre-approved by the Department and installed by a KYTC pre-qualified contractor. Any guardrail that is removed during construction must be returned to the local KYTC maintenance facility.

☐ Additional notes:

Single Entrance ONLY...Circle driveways are not allowed without special exceptions.

VI. TRAFFIC

- ☐ Any contractor performing work within the vicinity of KYTC roadway lighting or traffic signals, must request locates from the KYTC District 6 Traffic section at least one week before of starting work in the right-of-way.
- ☐ Applicant must maintain all KYTC Roadway signage that is impacted by the permitted work. In the event that any signs have to be moved, it is the applicant's responsibility to mark the sign's location before removal and to install the original or new sign per KYTC standards for sign installation.
- ☐ Any thermoplastic or striping damaged during the encroachment must be restored in a timely manner per KYTC standards. Stopbars, arrows, and crosswalks must be thermoplastic material, paint is not acceptable. This work must be performed by a KYTC pre-qualified contractor.
- ☐ Excavating near a signal, lighting pole, or anchoring facility must be done so that it does not impact the structural integrity of the pole. Any work that requires a temporary support or anchoring must receive prior approval.
- ☐ If the scope of the permit involves a signal build or rebuild, it is the applicant's responsibility to apply for power service (and pay monthly electrical bill) as well as request electrical inspection from the KYTC District 6 Traffic section. If the signal modifications require timing or phasing changes this must be requested at least two weeks in advance of the signal's turn-on date. KYTC will not take ownership of permitted signals until the electrical inspection is formally accepted and approved.
- ☐ Work which impacts traffic loops requires 48-hour notice to the KYTC District 6 Traffic section at 859-341-2700. Accidental damage of a traffic loop must be reported immediately to KYTC District 6's emergency line at 859-620-2738. Any disturbed traffic loops must be replaced in a timely manner. Traffic loops out of operation for more than five working days will subject the applicant to the cancellation of the permit. Loop repair must be performed by a KYTC pre-qualified contractor.

☐ Additional Notes:

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May 8, 2025
Kentucky Transportation Cabinet
06-2025-00487

VII. SIDEWALK SPECIFICATIONS

☐ All sidewalk modifications, retrofitting, or installations must meet current ADA guidelines

A. New Sidewalks

☐ New sidewalk specifications, dimensions, and designs shall be in accordance with KYTC's latest edition of the Standard Specifications, or with the plans provided on the permit if approved by a KYTC D6 Construction or Permits Engineer.

☐ All materials and methods of construction, including curing, shall be in accordance with KYTC's latest edition of the Standard Specifications.

B. Existing Sidewalks

☐ Use of the sidewalk shall not be blocked or obstructed and a usable walkway shall be maintained across the construction area at all times per MUTCD . Sidewalk closures must be approved by the Department before implementation.

☐ The location of ADA ramps (truncated domes/tactile warnings/etc.) will need to be field verified by KYTC before installation.

☐ Any section of sidewalk that becomes damaged shall be entirely replaced to match existing sections.

☐ Additional notes:

48 HOUR NOTICE REQUIRED BEFORE CONCRETE RESTORATION

VIII. RIGHT OF WAY RESTORATION

☐ All disturbed portions of the right of way shall be restored to grass as per Kentucky Department of Highways Standard Specifications for Road and Bridge Construction (latest edition). A satisfactory turf, as determined by the Department, shall be established by the permittee prior to release of indemnity. Sodding or seeding shall be as follows:

☐ Slopes 3:1 or Less: 90% Kentucky 31 Tall Fescue and 10% White Dutch Clover at 100 lbs/acre

☐ Slopes Greater than 3:1: 90% Kentucky 31 Tall Fescue and 10% Partridge Pea at 100 lbs/acre

☐ Urban or Residential Areas: 95% Turf Type Fall Fescue Blend and 5% White Dutch Clover at 275 lbs/acre

☐ Two tons of clean straw mulch per acre of seeding.

☐ Prior to seeding, the ground shall be prepared in accordance with Kentucky Department of Highways Standard Specifications for Road and Bridge Construction (latest edition).

☐ Substitutes for sod such as artificial turf, rocked mulch, or paved areas may be acceptable if they are aesthetically pleasing and receive prior approval from KYTC.

☐ All ditch-flow lines and all ditch-side slopes shall be sodded.

☐ Existing concrete right of way markers shall not be disturbed. If damaged in any way, they shall be entirely replaced by the permittee with new concrete markers to match the original markers, in accordance with Kentucky Department of Highways Standard Drawings. Markers that are entirely removed shall be re-established in the proper locations by the permittee and to the satisfaction of the Department.

☐ Additional notes:

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May 8, 2025
Kentucky Transportation Cabinet
06-2025-00487

IX. RIGHT OF WAY FENCE RESTORATION

- ☐ The replacement fence shall be a height of at least 48 inches and shall be of sufficient density to protect against encroachment.
- ☐ The replacement fence shall be a minimum of 1 foot and a maximum of 2 feet outside the right-of-way line
- ☐ The fence materials and design shall meet accepted industry standards and be treated as paintable. Durable finish materials such as vinyl are acceptable.
- ☐ The permittee shall be required to construct and maintain the replacement fencing to an acceptable level of functionality and state of repair. All work on the fencing shall be performed by access from the private property. Access from the roadway is not allowed.
- ☐ The existing fence shall be removed by permittee and stored at the Department's maintenance storage yard for future reuse by the Department, or the Department shall be reimbursed the cost of fencing removed.
- ☐ Right of way monuments shall be installed regardless of if replacement fence is installed or not.
- ☐ The control of access shall not be diminished as a result of replacement of the fence.
- ☐ Additional notes:

X. MISCELLANEOUS NOTES

GENERAL NOTES MAY VARY FROM ABOVE IF LOCATION OF WORK IS DIFFERENT FROM PROPOSED.

NOTICE TO PERMITTEE

THE PERMITTEE AGREES THAT ALL WORK WITHIN THE EXISTING RIGHT OF WAY SHALL BE DONE IN ACCORDANCE WITH THE CURRENT KYTC STANDARD SPECIFICATIONS AND THE PLANS AS APPROVED AND PERMITTED BY AN ENCROACHMENT PERMIT. ANY CHANGES OR VARIANCES MADE AT THE TIME OF CONSTRUCTION WITHOUT WRITTEN APPROVAL FROM THE DEPARTMENT OF HIGHWAYS SHALL BE REMOVED BY THE PERMITTEE AT NO EXPENSE TO THE DEPARTMENT OF HIGHWAYS AND SHALL BE REDONE BY THE PERMITTEE TO CONFORM WITH THE APPROVED PLANS.

Kentucky Department of Transportation Cabinet
APPROVED
06-2025-00487

Transportation & Engineering Permit

Permit No.: TPZ2504085

City of Cincinnati
Department of Transportation & Engineering
Division of Engineering
Permit & License Center
Phone: 1-513-352-3463
Fax: 1-513-352-5397

Permit Type: *Street Blocking/Use Pmt*
STATE OF OHIO

This permit is valid for work starting
09/09/2025 and void after 09/09/2025

Plans Attached? N

Permittee:
WSP INC.

Contact: KENNETH BANASZAK
440-667-7759

24-Hours:

Insp: MIKE VON HOENE
District: 1 - C.B.D.

Location: 316 W 3RD ST, 3RD ST

Work Street: 3RD ST

From Street: CENTRAL AV

To Street: PLUM ST

Work Order No.:

This Permit has been granted to do the following: 3RD ST - STATE OF OHIO

Street Area Impacted: Overall Length: 0 Overall Width: 0

Special Notes:

- 1: PERMIT IS FOR LEFT LANE CLOSURE ON 3RD ST @ CENTRAL AV FOR ODOT BRIDGE INSPECTION.
- 2: Maintain access to abutting property owners at all times.
- 3: Maintain one 10 foot wide vehicle travel lane in each direction. The use of full time flaggers may be necessary.
- 4: No work can be performed during the peak traffic periods of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, Monday thru Friday.
- 5: All changes to the permit documents shall be as directed by the DOTE ROW Mgmt. Office or the DOTE Inspector assigned to the work.
- 6: All maintenance of traffic shall be performed in accordance with Item 614 "Maintenance of Traffic", as provided in the State of Ohio, Department of Transportation "Construction and Materials Specifications" (ODOTCMS) and the City of Cincinnati Supplement to the ODOTCMS and the requirements for maintaining traffic in the "Ohio Manual of Uniform Traffic Control Devices" (OMUTCD). The City of Cincinnati's "Traffic Safety Handbook" may be used as a supplement to the OMUTCD. Advanced Warning Signs, Reflective Cones and Arrow Boards where applicable, shall be the responsibility of the permittee to comply. Approval of this permit DOES NOT RELIEVE THE PERMITTEE of that responsibility.
- 7: Notify METRO Dispatch at 513-632-7550 for any work near a bus stop.
- 8: Requests for temporary parking restrictions must be made at the police district in which the requested restriction is geographically located.

If you are not certain of the police district an address is geographically located in, contact any police district for assistance in verifying the location.

It is the requestor's responsibility to submit the Parking Restriction Request in sufficient time to place the restriction sign(s)/meter bag(s) to comply with minimum lead time requirement in advance of the restriction, or the request may be unenforceable. Do not place restriction sign(s)/meter bag(s) beyond the maximum hours, in advance. When completing a Parking Restriction Request Form at a police district, be prepared to provide the DOTE, Right-of-Way Section issued permit. When a parking restriction form is received, the accepting officer will review the form for completeness and sign that it was received.

If you wish to temporarily restrict parking in an area that is not otherwise restricted, the completed request form must be submitted, AND the restriction sign(s) posted a minimum of 24 hours in advance, but not more than 36 hours in advance.

If you wish to temporarily restrict parking in metered parking spaces only, the completed request form must be submitted, AND the restriction sign(s)/meter bag(s) posted a minimum of 14 hours in advance, but not more than 24 hours in advance.

The receiving officer will advise the requesting party that they will be notified upon approval. Although signs and bags may be given to requesting parties at time of request, signs are not to be posted until notification of approval is made.

Upon posting the signs the requesting agency must call the District. The signs will not be enforced if the agency fails to notify the District.

9: When no work is being performed, the entire roadway must be open and available to the movement of all traffic. All material and debris must be removed. Any work in the Right-of-Way that is not complete, MUST BE plated or otherwise open to traffic, and secured for safety purposes, for both pedestrian and vehicular traffic.

10: Pedestrian protection and pedestrian access must be maintained at all times.

11: The permittee is responsible for assuring that the work area is secured and pedestrians cannot walk under equipment or into the work area. Traffic control devices must be used to secure the work area. Pedestrian, advanced warning or instructional signs are required.

12: Permittee to coordinate work with on-going work in area. The DOTE Inspector has the final call on any conflict or dispute resolution.

13: Any collateral damage must be repaired as directed by the DOTE Inspector.

14: Do not block driveways or loading zones without permission. Permittee is responsible to work out any conflicts with abutting owners so as to not impede their business activities.

IMPORTANT: This permit including any approved documents must be kept on the job site at all times.

FOR INSPECTION: CALL 352-3451, BETWEEN 7:30 AND 8:30 AM, WEEKDAYS, EVERYDAY THAT YOU ARE DOING WORK UNDER THIS PERMIT. IF YOU ARE DOING WORK UNDER THIS PERMIT ON WEEKENDS, YOU MUST CALL IN THE FRIDAY BEFORE, BETWEEN 7:30 AND 8:30 AM.

In performing work under this permit, the Permittee is responsible for all related operations, that the operations conform to all applicable statutes, rules and regulations of the City of Cincinnati, State of Ohio, and that the Permittee shall defend, indemnify, and hold the City, its officers, employees, and agents harmless from and against any and all actions, suits, claims, losses, costs (including without limitation attorneys fees), demands, judgments, liability and damages arising from the work done under this permit.

THIS PERMIT MAY BE REVOKED AT ANY TIME
Call before you dig 1-800-362-2764 or 811

Estimated Permit Fee: \$0.00

Final costs will be based on total measured quantities and total inspection hours.

City Engineer / Designee

Date

APPENDIX B
STRUCTURE LOCATION/IDENTIFICATION MAPS
FATIGUE PRONE DETAILS
EXISTING PLANS

River Pier Cap**Fatigue-Prone Detail 3**

Tack welds less than 2" on the web plate.

Category: C

Location:

- One tack weld between the north web and each side of every transverse stiffener angle (16 total)
- One cracked tack weld between the east edge of the Girder E seat angle and the north web; one tack weld between the east edge of the Girder G seat angle and the north web
- Fillet welds between ladder rungs and the north web near the east bearing.

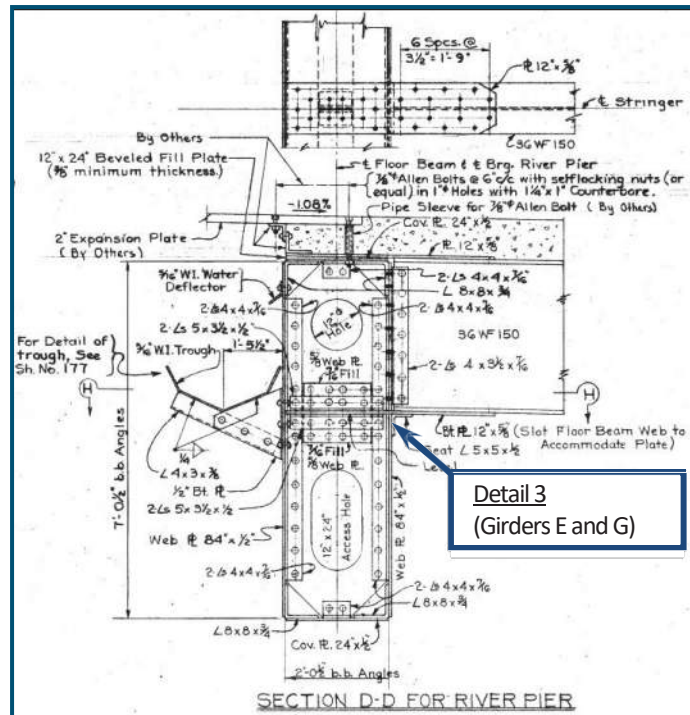


Figure 2 – Section through River Pier Cap

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web plate.

Category: D

Location: 3" fillet weld between an abandoned bracket and the exterior of the north web near the west bearing.

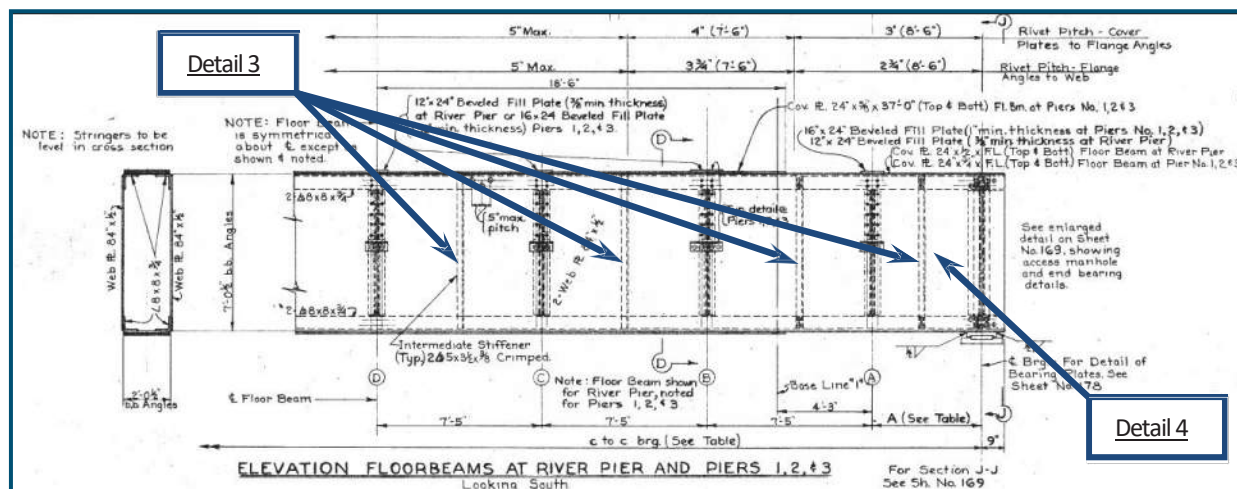


Figure 3 – Elevation of River Pier Cap

Pier Cap 1**Fatigue-Prone Detail 3**

Tack welds less than 2" on the web plate.

Category: C

Location:

- One tack weld between the north web plate and the transverse stiffener angles between Girders D and F; one tack weld between the north web plate and each side of the transverse stiffener angles between the west bearing and Girder D, and between Girder F and the east bearing; one tack weld between the south web plate and each side of every transverse stiffener angle (30 total)
- Fillet welds between ladder rungs and the north web near the east bearing

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web plate.

Category: D

Location: 3" fillet welds for 2 drain pipe support brackets on the north web near each bearing (4 total); 3" to 4" fillet welds for nine roadway sign and lighting support brackets on the south web between Girders E and G.

Fatigue-Prone Detail 5

Fillet welds greater than 4" or 12 times the connection thickness with a connection thickness less than 1.0" on the flange plate.

Category: E

Location: 6" fillet weld for a ½" steel angle on the north edge of the bottom flange plate near the east bearing.



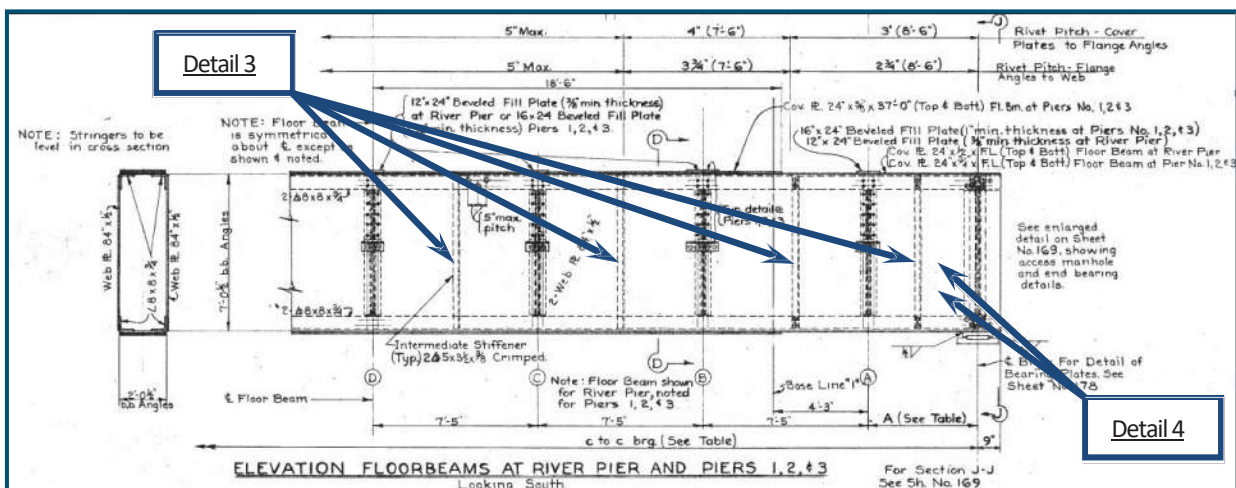


Figure 4 – Elevation of Pier Cap 1

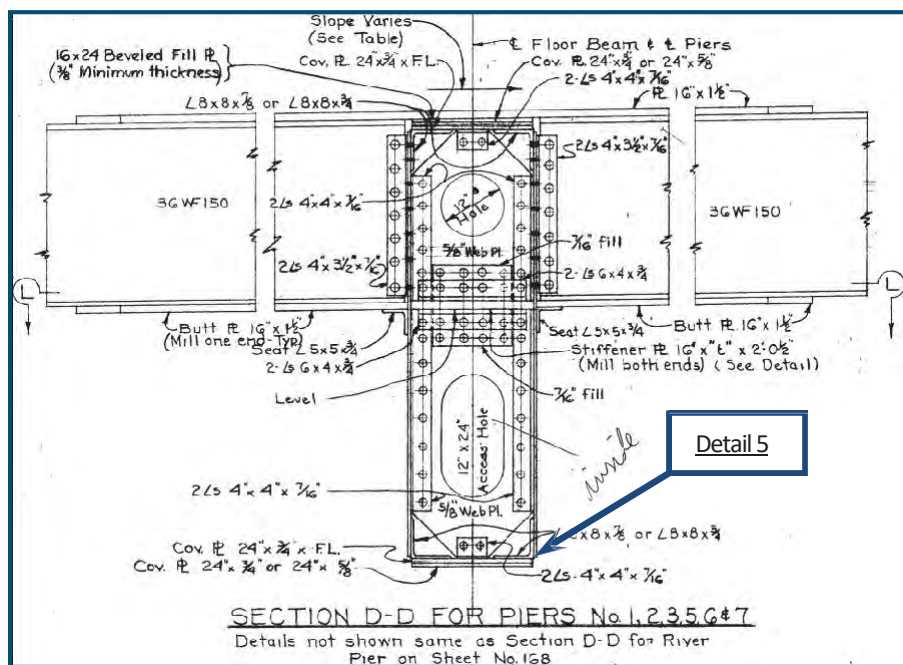


Figure 5 – Section through Pier Cap 1

Pier Cap 2**Fatigue-Prone Detail 3**

Tack welds less than 2" on the web plates.

Category: C

Location:

- One tack weld between both web plates and each side of the transverse stiffener angles between the west bearing and Girders A, and between Girders E and F (8 total)
- Fillet welds between ladder rungs and the north web near the east bearing.

Fatigue-Prone Detail 4

Tack weld greater than, or equal to, 2" and less than, or equal to, 4" on the web plates.

Category: D

Location:

- One tack weld between both web plates and each side of the transverse stiffener angles between Girders A and E, and between Girder F and the east bearing (24 total)
- 3" fillet welds for two abandoned drainpipe support brackets on the north web near each bearing (4 total).

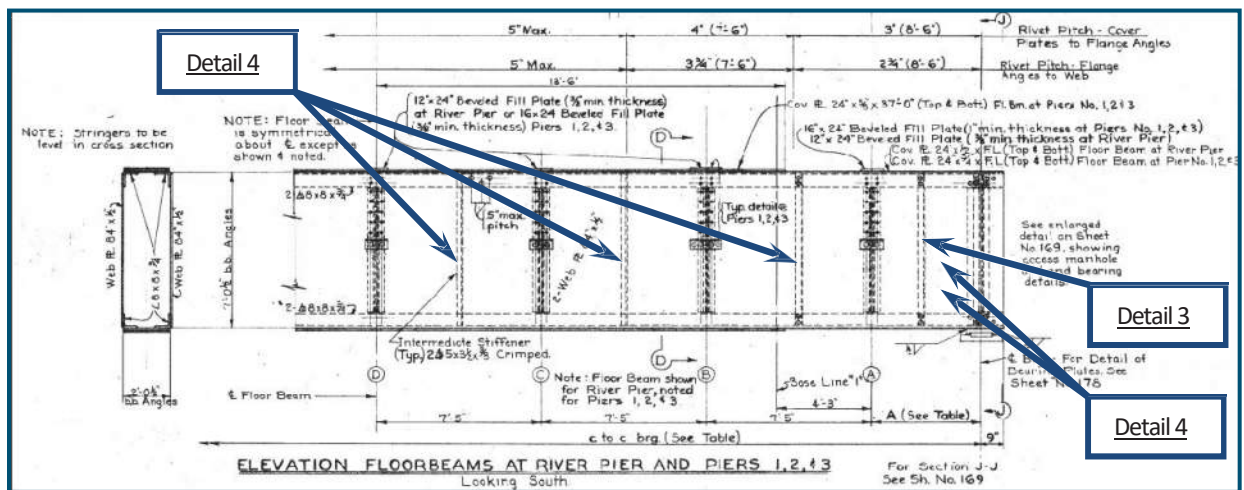


Figure 6 – Elevation of Pier Cap 2

Pier Cap 3**Fatigue-Prone Detail 3**

Tack welds less than 2" on the web plates.

Category: C

Location:

- One tack weld between both web plates and each side of the transverse stiffener angles between Girder B and the east bearing (24 total)
- Fillet welds between ladder rungs and the north web near the east bearing

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web plates.

Category: D

Location: One 2"-3" tack weld between both web plates and each side of the transverse stiffener angles between the west bearing and Girder B (8 total)

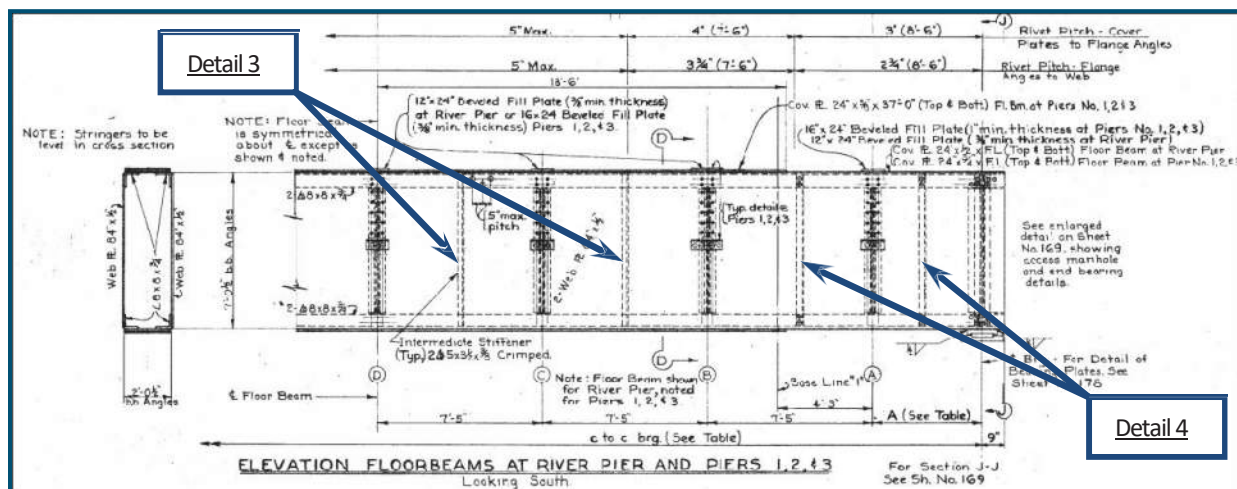


Figure 7 – Elevation of Pier Cap 3

Pier Cap 4**Fatigue-Prone Detail 3**

Tack welds less than 2" on the web plates.

Category: C

Location: Fillet welds between ladder rungs and the north web near the east bearing.

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web and flange plates

Category: D

Location:

- One 2"-3" tack weld between both web plates and every transverse stiffener angle (16 total)
- One 2"-3" tack weld between the bottom flange plate and the south bottom flange angle on each side of every girder diaphragm (14 total)
- One 2"-3" tack weld between the bottom flange plate and the north edge of the connection angles on each side of every girder diaphragm (14 total)
- One 2" transverse tack weld between the bottom flange plate and the connection angle on the west side of the Girder G diaphragm
- 3" fillet welds for two drainpipe support brackets on the north web near each bearing (4 total).

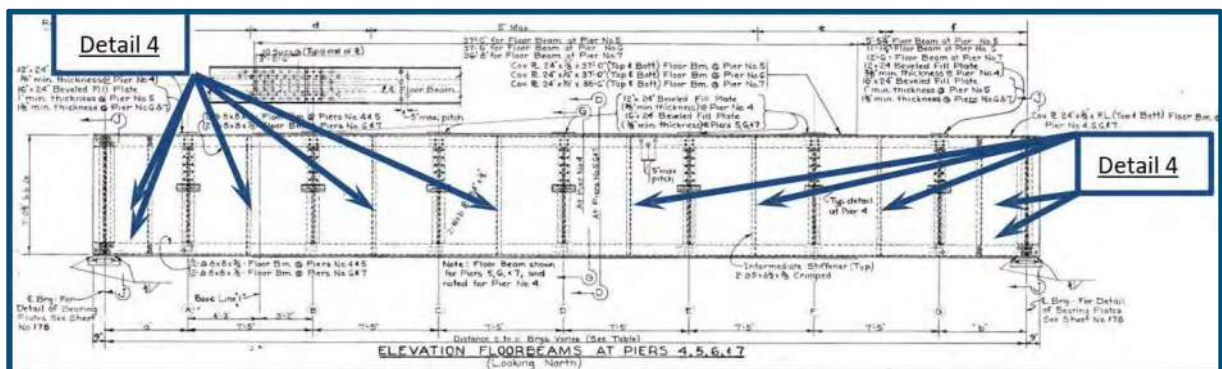


Figure 8 – Elevation of Pier Cap 4

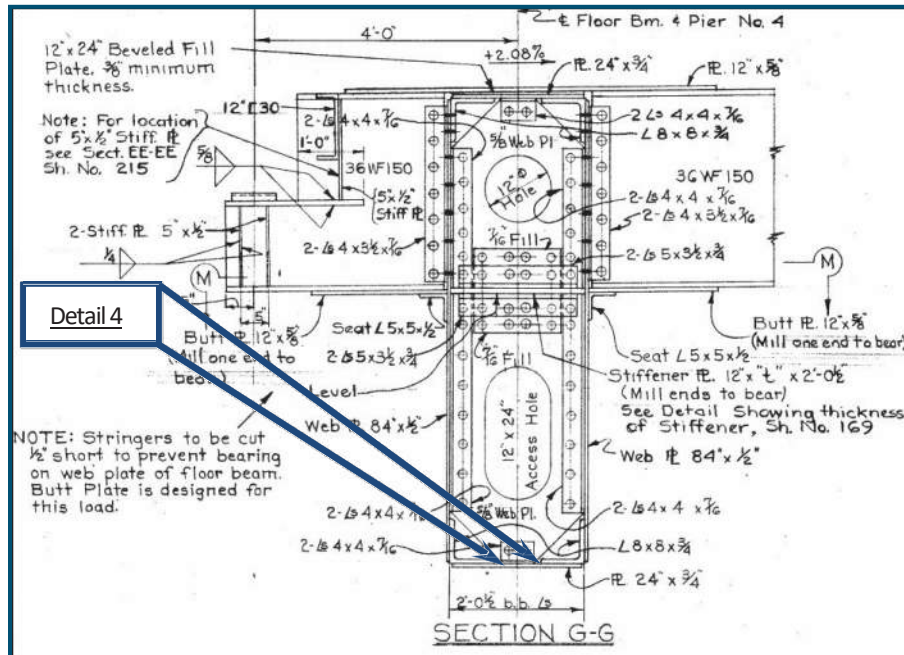


Figure 9 – Section through Pier Cap 4

Pier Cap 5**Fatigue-Prone Detail 3**

Tack welds less than 2" on the web plates.

Category: C

Location:

- One tack weld between both web plates and bottom flange angles at every transverse stiffener angle (16 total)
- One tack weld between the north web plate and every transverse stiffener angle (8 total)
- One tack weld between the south web plate and each side of every transverse stiffener angle (16 total)
- Fillet welds between ladder rungs and the north web near the east bearing.

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web and flange plates

Category: D

Location:

- One 2"-4" tack weld between the bottom flange plate and the north bottom flange angle at every girder diaphragm (7 total)
- One 2"-4" tack weld between the bottom flange plate and the south edges of the connection angles on each side of every girder diaphragm (14 total)
- Two 2" tack welds along the south edges of the bottom flange plates below Girder F.

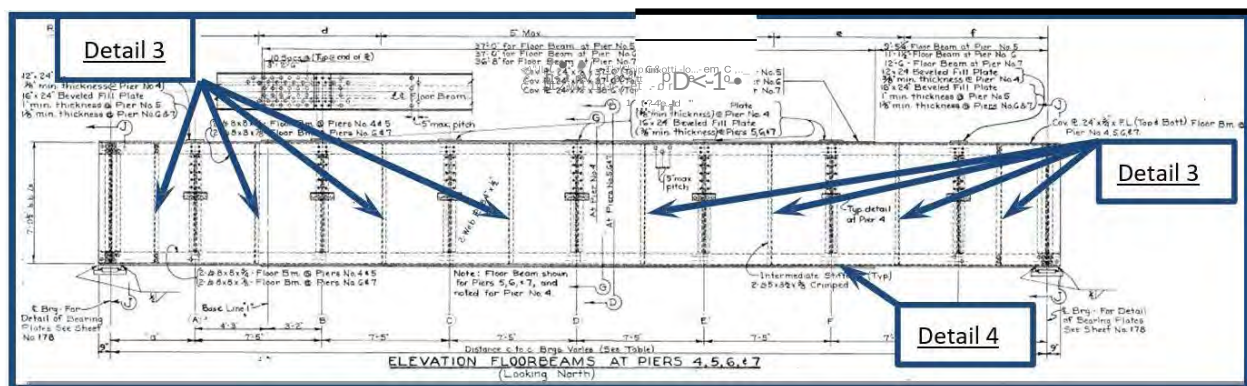


Figure 10 – Elevation of Pier Cap 5

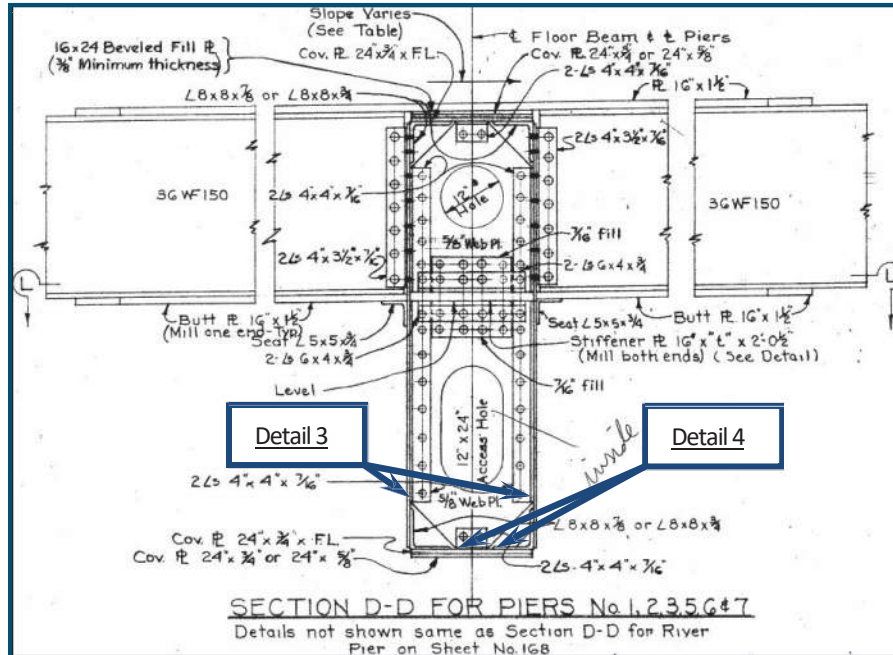


Figure 11 – Section through Pier Cap 5

Pier Cap 6Fatigue-Prone Detail 3

Tack welds less than 2" on the web plates.

Category: C

Location:

- One tack weld between the bottom flange plate and the north edges of the connection angles on each side of every girder diaphragm (14 total)
- Three tack welds between the north edge of the bottom flange and the flange angle below Girder C and below Girder E (6 total)
- One tack weld between the north web and each side of every transverse stiffener angle (16 total)
- One tack weld between the south web and each side of every transverse stiffener angle between Girder C and the east bearing (10 total)
- Fillet welds between ladder rungs and the north web near the east bearing.

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web and flange plates

Category: D

Location:

- One 2"-4" tack weld between the bottom flange plate and the south bottom flange angle at every girder diaphragm (7 total)
- One 2"-3" tack weld between both web plates and bottom flange angles at every transverse stiffener angle (16 total)
- Two 3" tack welds between the south web plate and the connection angles on each side of the Girder C and G diaphragms (8 total)
- One 2"-3" tack weld between the south web and each side of every transverse stiffener angle between the west bearing and Girder C (6 total)
- One 3" tack weld on the south web and the girder diaphragm connection angles between Girders D and E (2 total)
- 3" fillet welds for two drain pipe support brackets on the north web near each bearing (4 total).

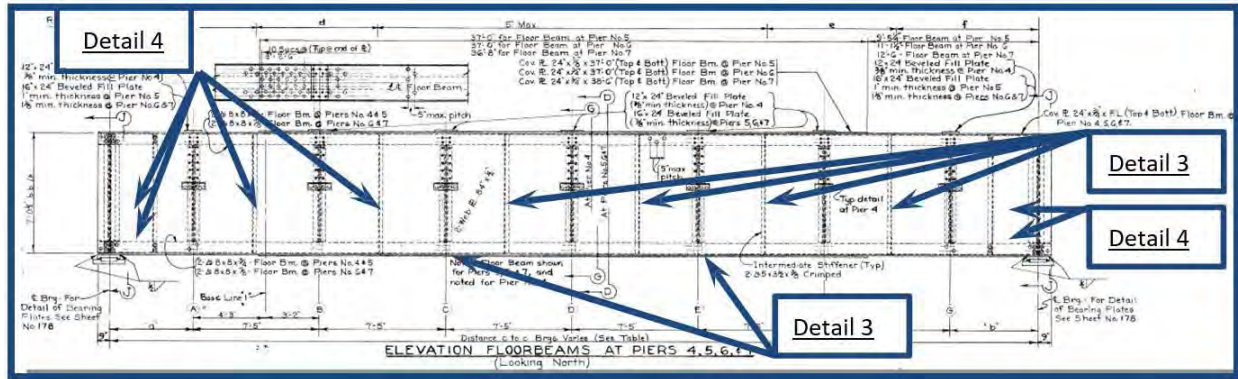


Figure 12 – Elevation of Pier Cap 6

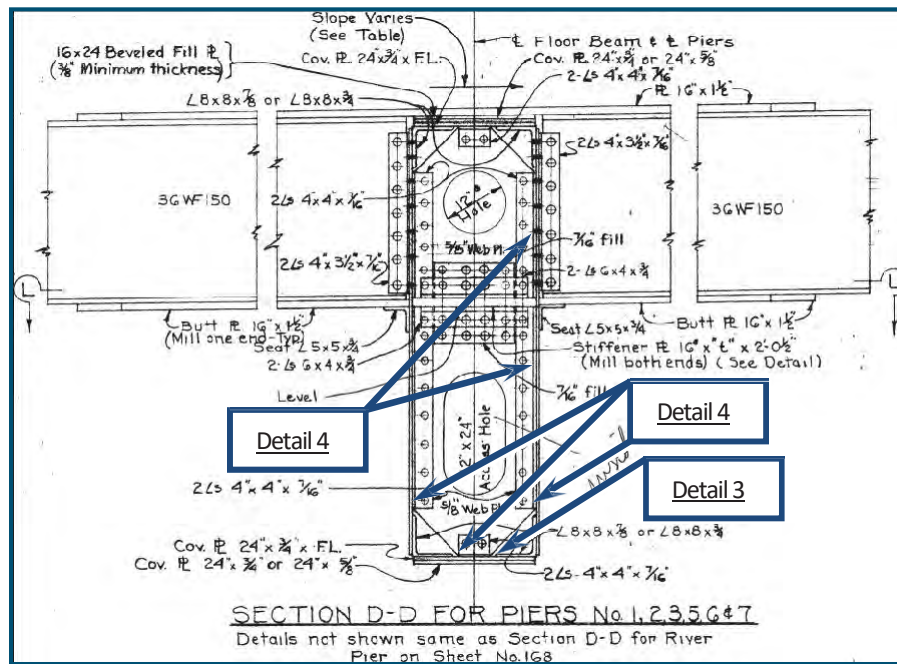


Figure 13 – Section through Pier Cap 6

Pier Cap 7**Fatigue-Prone Detail 3**

Tack welds less than 2" on the web plates.

Category: C

Location:

- One tack weld between the north web plate and the connection angle on the east side of Girder F
- Fillet welds between ladder rungs and the south web near the east bearing.

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web and flange plates

Category: D

Location:

- One 2"-3" tack weld between the bottom flange plate and the south bottom flange angle at every girder diaphragm (7 total)
- One 2"-3" tack weld between the bottom flange plate and the north edge of one connection angle at every girder diaphragm (7 total)
- Four 2"-3" tack welds between the south web plate and the connection angles on each side of every girder diaphragm (56 total)
- One 2"-3" tack weld between the south web plate and the bottom flange angle at every transverse stiffener angle (8 total)
- One 2"-3" tack weld between the north web plate and the bottom flange angle on the east side of both fascia girders and at every transverse stiffener angle between the west bearing and Girder F (8 total).

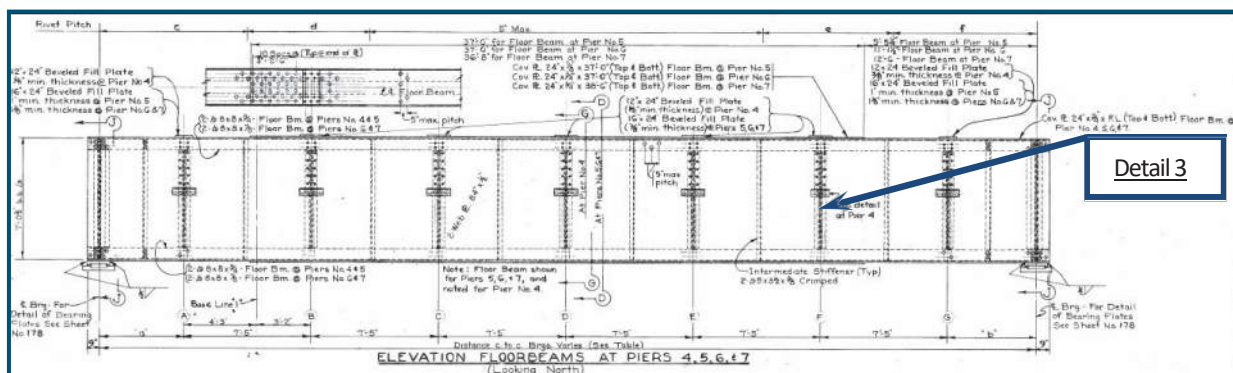


Figure 14 – Elevation of Pier Cap 7

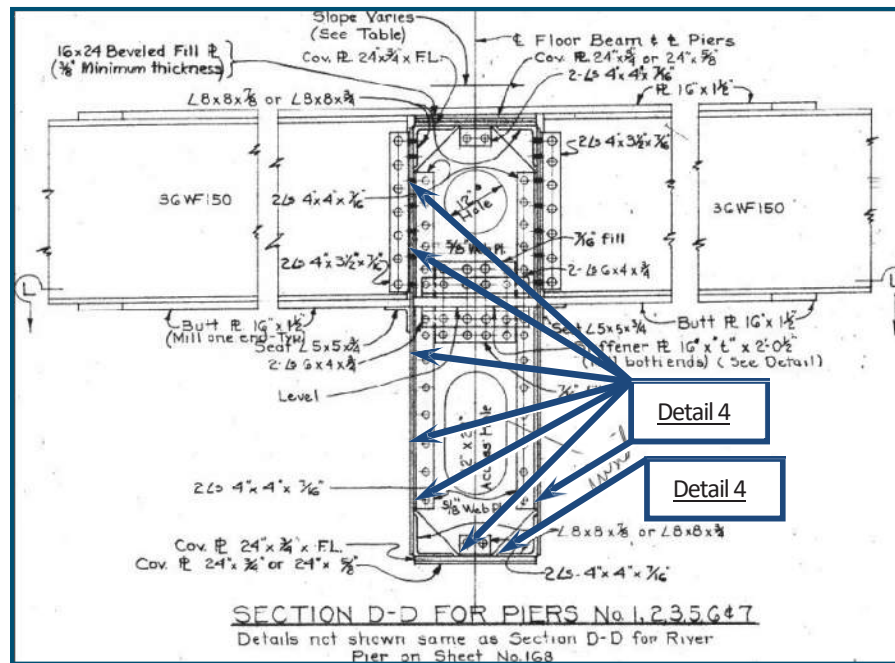


Figure 15 – Section through Pier Cap 7

Pier Cap 8

Fatigue-Prone Detail 3

Tack welds less than 2" on the web and flange plates.

Category: C

Location:

- One tack weld between the bottom flange plate and the east connection angle of the Girder B diaphragm
- One tack weld between the south web plate and each side of every transverse stiffener angle (16 total)
- One tack weld on the south web plate and the bottom flange angle at every transverse stiffener between the west bearing and Girder B, between Girders C and D, and between Girder E and the east bearing (6 total)
- Fillet welds between ladder rungs and the north web near the east bearing

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web and flange plates

Category: D

Location:

- One 3" tack weld between the bottom flange plate and the north edge of the connection angle on the east side of the Girder B diaphragm
- 3" fillet welds for six drainpipe support brackets on the north web between Girder G and the east bearing.

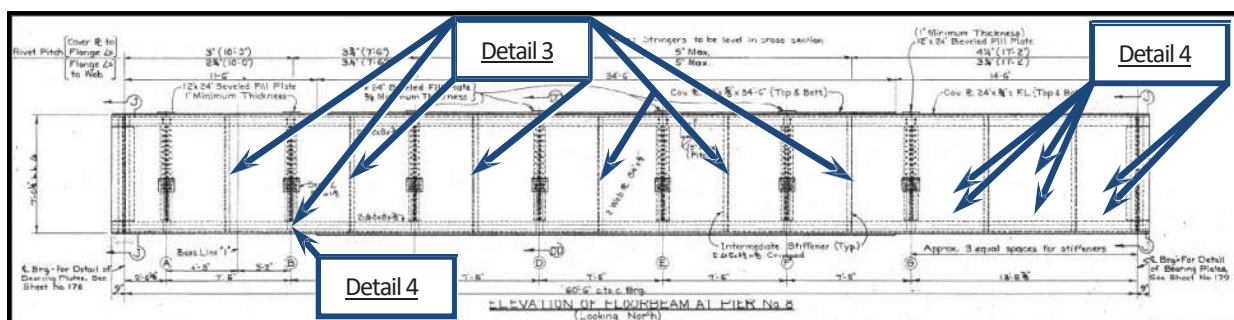


Figure 16 – Elevation of Pier Cap 8

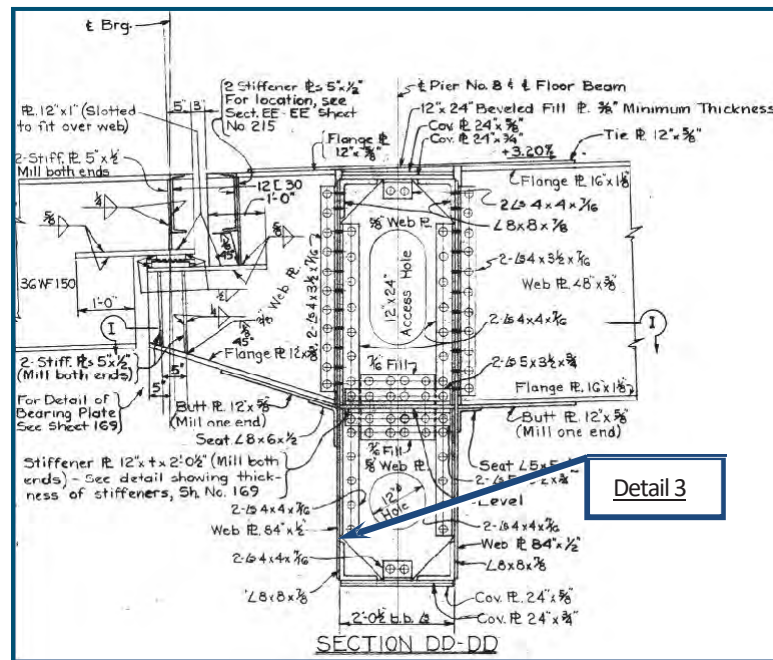


Figure 17 – Section through Pier Cap 8

Pier Cap 9Fatigue-Prone Detail 3

Tack welds less than 2" on the web plates.

Category: C

Location: Fillet welds between ladder rungs and the north web near the east bearing.

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web and flange plates

Category: D

Location:

- Five 2"-3" tack welds between the north web plate and each edge of the west bearing diaphragm fill plate (10 total)
- Two 2"-3" tack welds between the south web plate and the east edge of the west bearing diaphragm fill plate
- Three 2"-3" tack welds between the south web and the west edge of the west bearing diaphragm fill plate
- One 2"-4" tack welds between the south web plate and the bottom flange angle on each side of every transverse stiffener angle between Stringer F and the east bearing (8 total)
- One 2"-4" tack weld between the north web plate and the bottom flange angle on each side of the transverse stiffener angles adjacent to Stringer G (4 total)
- Twenty-six 3" tack welds along the north edges of the bottom flange plates at nine locations between Stringer C and the east termination of the outer flange plate

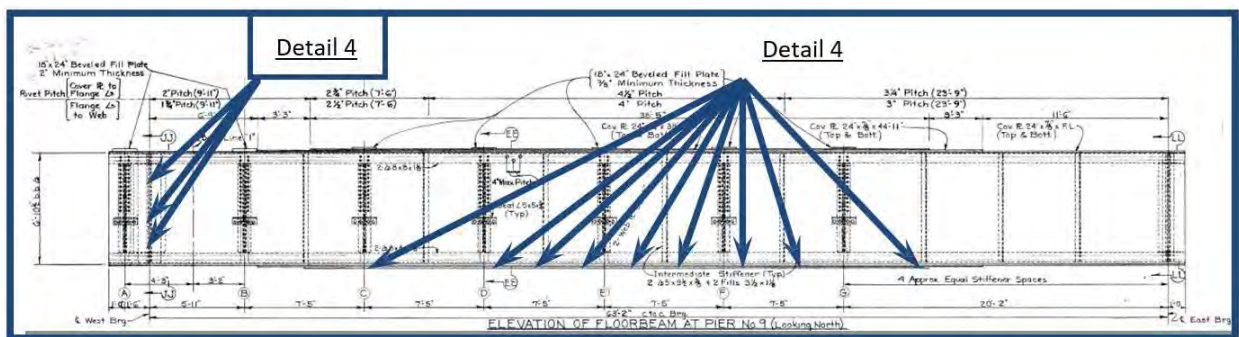


Figure 18 – Elevation of Pier Cap 9

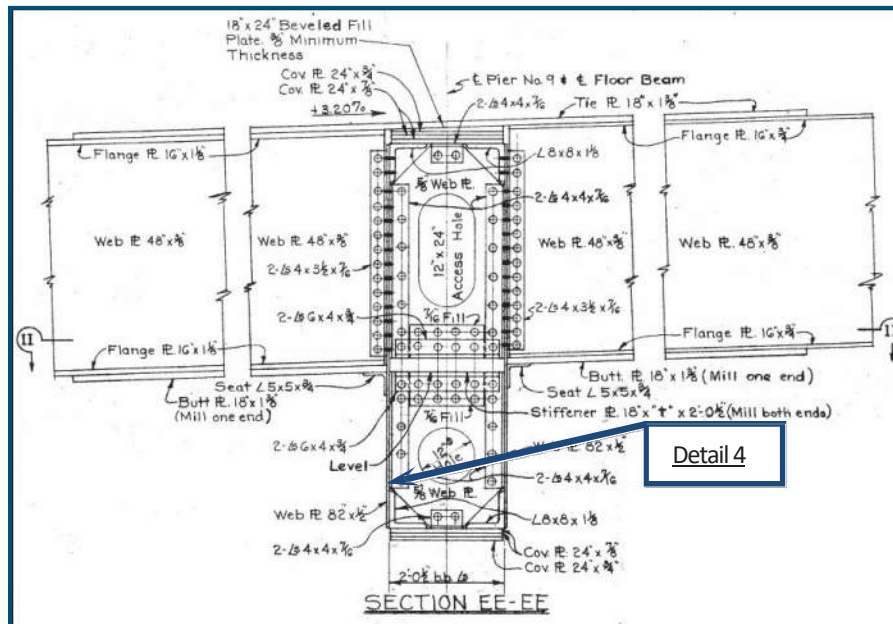


Figure 19 – Section through Pier Cap 9

Pier Cap 10**Fatigue-Prone Detail 3**

Tack welds less than 2" on the web plates.

Category: C

Location:

- One tack weld between the south web and the bottom flange angle at the web splice, at the second and fourth transverse stiffeners from the east bearing, and at the transverse stiffeners between Girders B and C, Girders D and E, and Girders F and G (6 total)
- Two tack welds between the south web plate and the bottom flange angle on the east side of the first transverse stiffener from the east bearing
- Two tack welds between the south web plate and each side of every transverse stiffener fill plate (36 total)
- One tack weld between the north bottom flange angle and each end of the interior splice plate (2 total)
- Four tack welds between each web plate and both the east and west edges of the interior splice plates (16 total)
- Four tack welds between the south web plate and both the east and west edges of the exterior web splice plate (8 total)
- Three tack welds between the north web and both the east and west edges of the exterior web splice plate (6 total)
- One tack weld between both web plates and each end of the exterior bottom flange angle splice plates (4 total)
- Two tack welds between both web plates and the bottom edges of the exterior bottom flange angle splice plates (4 total)
- Fillet welds between ladder rungs and the south web near the east bearing.

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web plates.

Category: D

Location:

- Two 2"-3" tack welds between the north web plate and each side of the west bearing diaphragm fill plate (4 total)
- Four 2"-3" tack welds between the south web plate and each side of the west bearing diaphragm fill plate (8 total)
- 3" fillet welds for two drain pipe support brackets on the north web in each bay between Girders B and F (8 total)



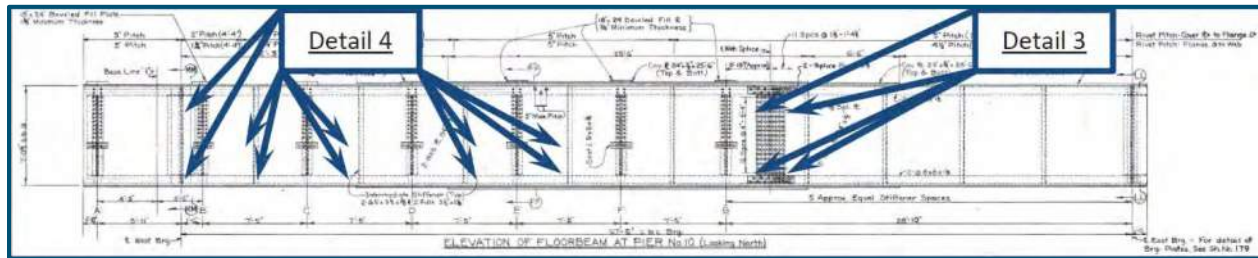


Figure 20 – Elevation of Pier Cap 10

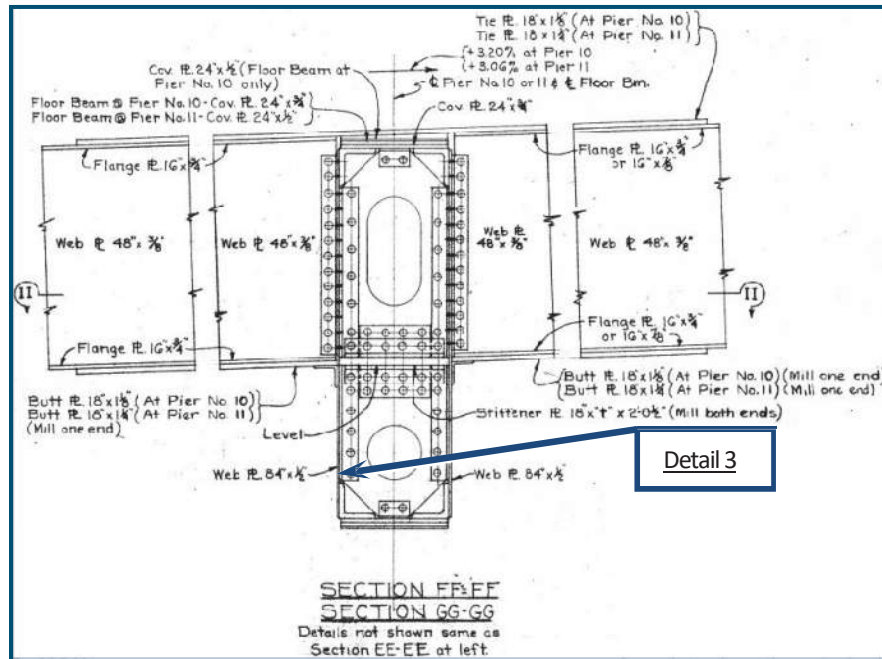


Figure 21 – Section through Pier Cap 10

Pier Cap 11**Fatigue-Prone Detail 3**

Tack weld less than 2" on the web plates

Category: C

Location:

- Three miscellaneous tack welds on the interior of the north web plate on the east side of the splice plate; two miscellaneous tack welds on the interior of the north web plate on the west side of the splice plate (5 total)
- Five tack welds between the north web plate and both the east and west edges of the interior splice plate (10 total)
- Two tack welds along the edges of both bottom flange angles and their interior splice plates (4 total)
- One tack weld between the north bottom flange angle and each end of the interior splice plate (2 total)
- Two tack welds between the south bottom flange angle and each end of the interior splice plate (4 total)
- Four tack welds between each web plate and both the east and west edges of the exterior splice plate (16 total)
- Two tack welds between both web plates and the bottom edges of the exterior bottom flange angle splice plates (4 total)
- One tack weld between the north web plate and each end of the exterior bottom flange angle splice plate (2 total)
- Fillet welds between ladder rungs and the north web near the east bearing

Fatigue-Prone Detail 4

Tack weld greater than, or equal to, 2" and less than, or equal to, 4" on the web plate

Category: D

Location: Three 2"-3" tack welds between the south web plate and both the east and west edges of the interior splice plate (6 total)

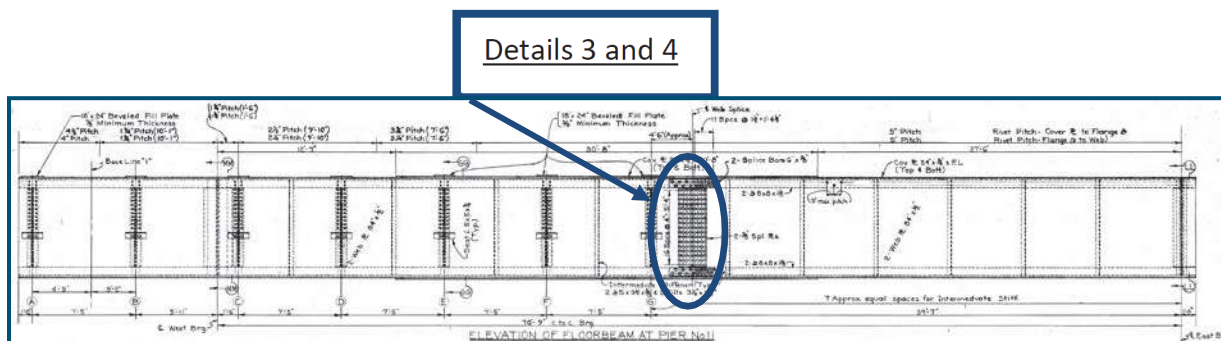


Figure 22 – Elevation of Pier Cap 11

Pier Cap 12AFatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web plate

Category: D

Location: 3" fillet welds for two drainpipe support brackets on the north web in each bay between Stringer A and D and between Stringers E and G (10 total)

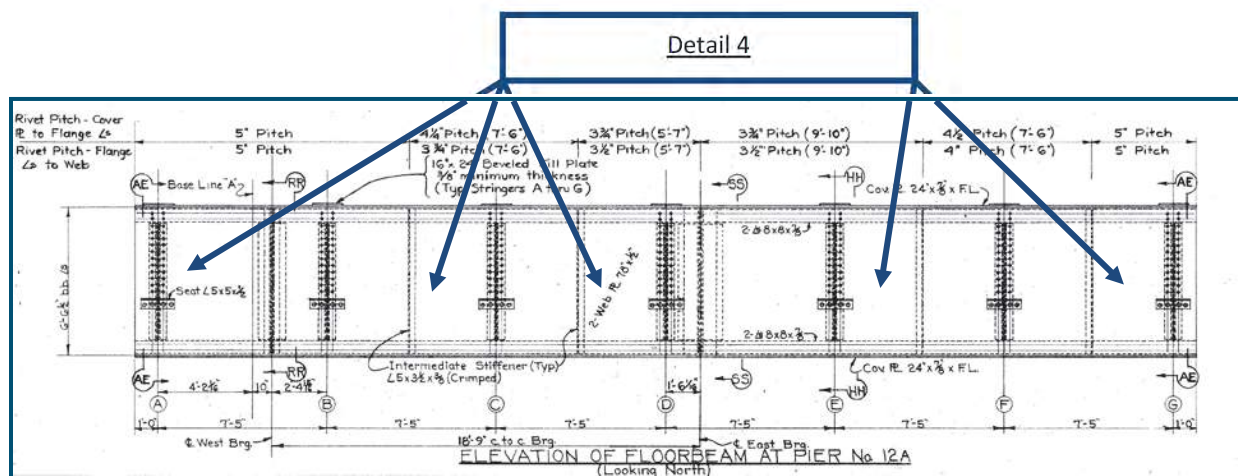


Figure 23 – Elevation of Pier Cap 12A

Pier Cap 13A

Fatigue-Prone Detail 4

Tack welds greater than, or equal to, 2" and less than, or equal to, 4" on the web plate

Category: D

Location: 3" fillet welds for two drain pipe support brackets on the north web in each bay between Stringer A and D and between Stringers E and G (10 total)

Fatigue-Prone Detail 3

Tack weld less than 2" on the web plate

Category: C

Location: One tack weld between the north web plate and each side of every stringer diaphragm fill plate (14 total)

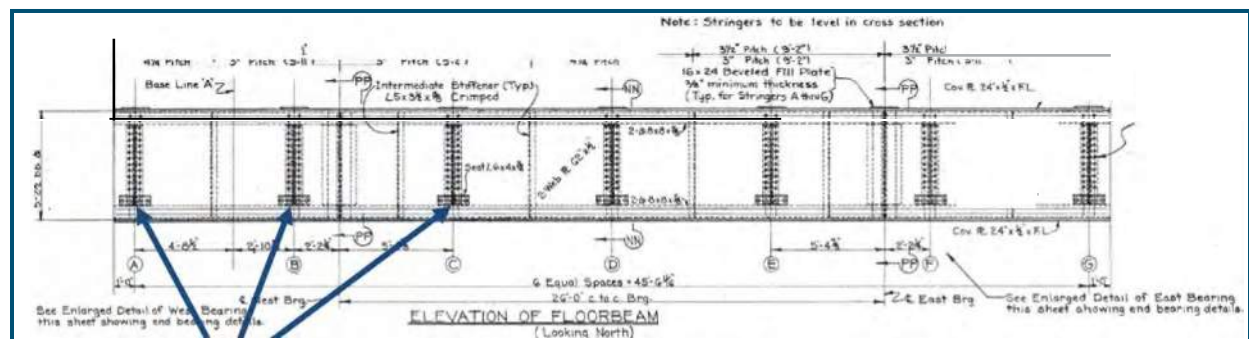
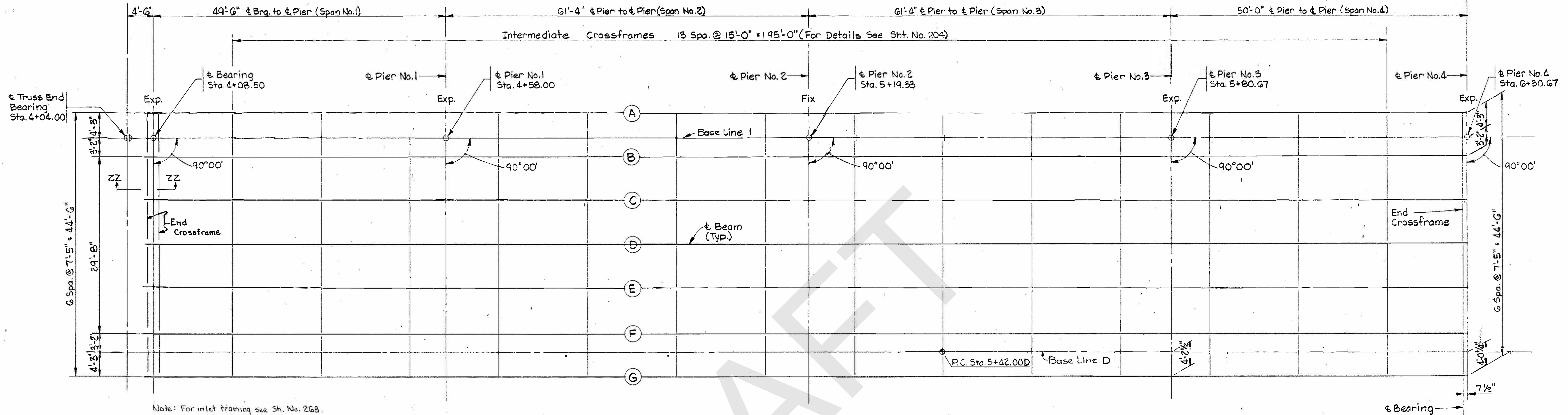


Figure 24 – Elevation of Pier Cap 13A

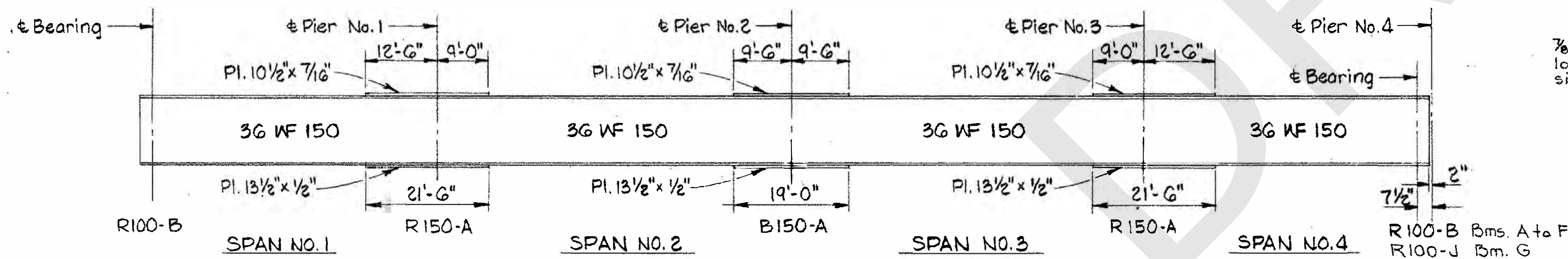
Detail 3

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REPRODUCTION

HAM-25-0.04



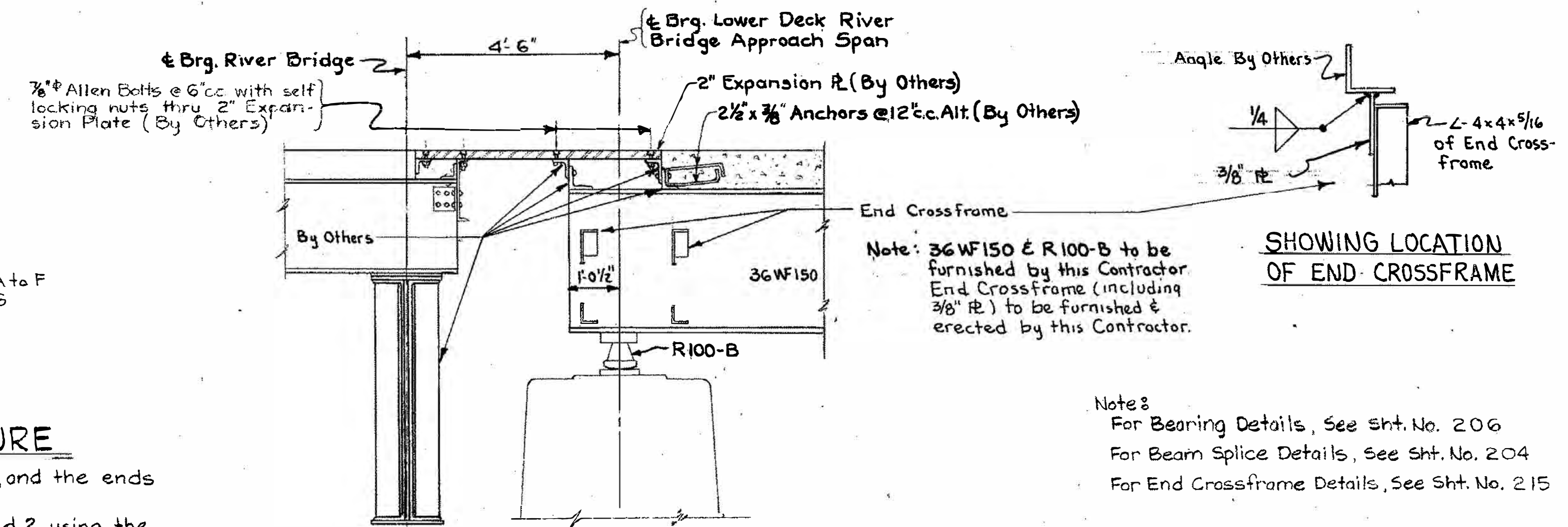
FRAMING PLAN - LOWER DECK UNIT I



SIZE OF BEAMS AND COVER PLATES

BEAM SPLICE WELDING PROCEDURE

- 1-Raise the ends of beams in Span No.1 at River Pier $\frac{3}{4}$ " and the ends of beams in Span No.3 at Pier No.3 $\frac{1}{2}$ ".
- 2-Butt-weld the beam flanges and web at Piers Nos.1 and 2 using the following sequence: make two passes on each flange, then two on the web; repeat, using one pass at each location, until welds are completed.
- 3-Weld the bottom and top moment plates at Piers Nos.1 and 2.
- 4-Lower beams to their final position.
- 5-Raise the ends of beams in Span No.4 at Pier No.4 $\frac{1}{2}$ ".
- 6-Repeat Step 2 at Pier No.3.
- 7-Weld the bottom and top moment plates at Pier No.3.
- 8-Lower beams to their final position.



SECTION ZZ-ZZ

DEAD LOAD DEFLECTIONS				
Location	Span No.1	Span No.2	Span No.3	Span No.4
Deflection Due To Weight Of Steel	0	$\frac{1}{16}$ "	$\frac{1}{16}$ "	0
Deflection Due To Remaining Dead Load	$\frac{3}{16}$ "	$\frac{3}{16}$ "	$\frac{3}{16}$ "	$\frac{3}{16}$ "

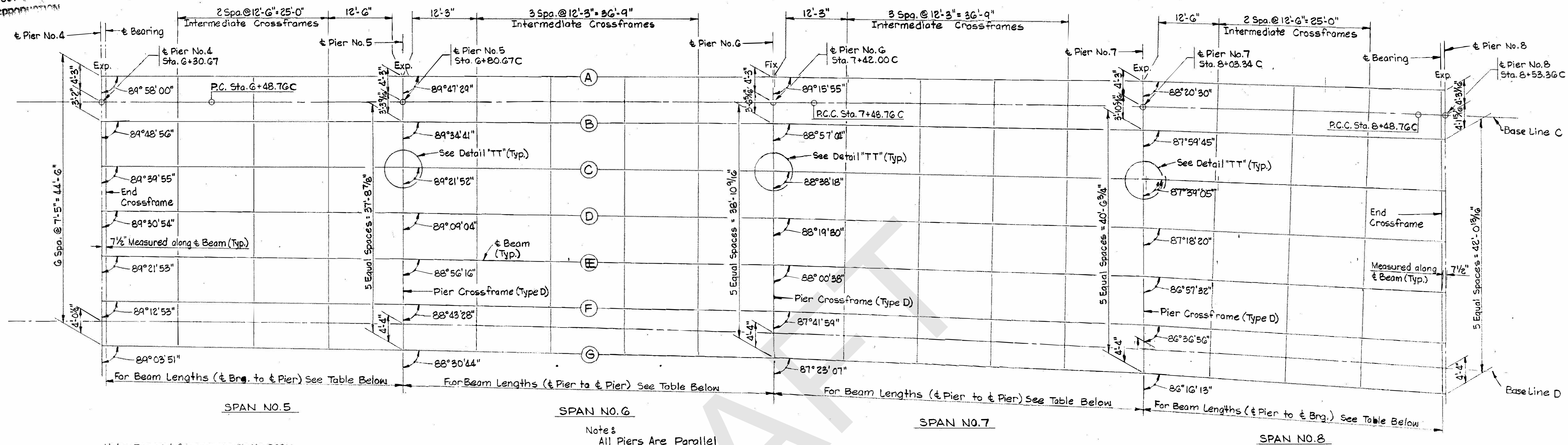
Note:
Where no camber is required, the beams shall be so fabricated that any curved beams will be placed with convex flange up.
No camber required for beams in Unit I (Lower Deck).

Note:
For Bearing Details, See Sht. No. 206
For Beam Splice Details, See Sht. No. 204
For End Crossframe Details, See Sht. No. 215

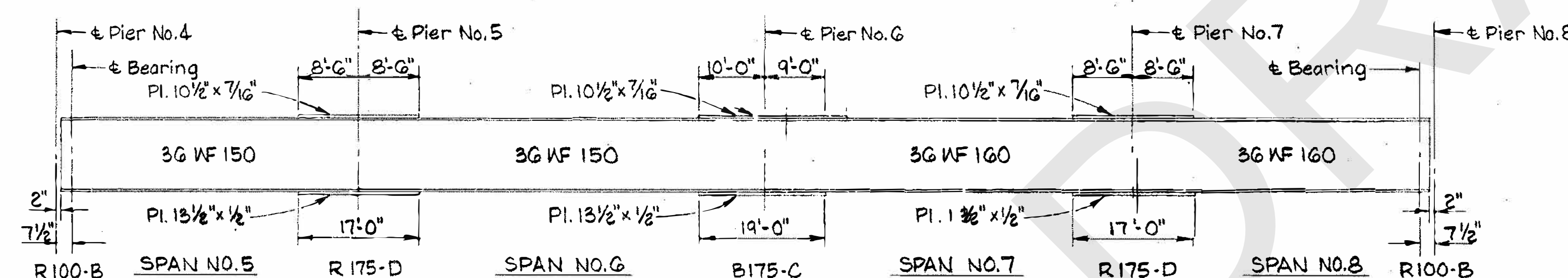
HAZELET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO				
STRUCTURAL STEEL DETAILS UNIT I (LOWER DECK)				
DESIGNED CPW	DRAWN JVK 7-26-60	TRACED	CHECKED JVK 9/20/60	REVIEWED DATE 10-14-60

REPRODUCTION
OCT 25 1969

HAM-25-0.04



FRAMING PLAN - LOWER DECK UNIT 2

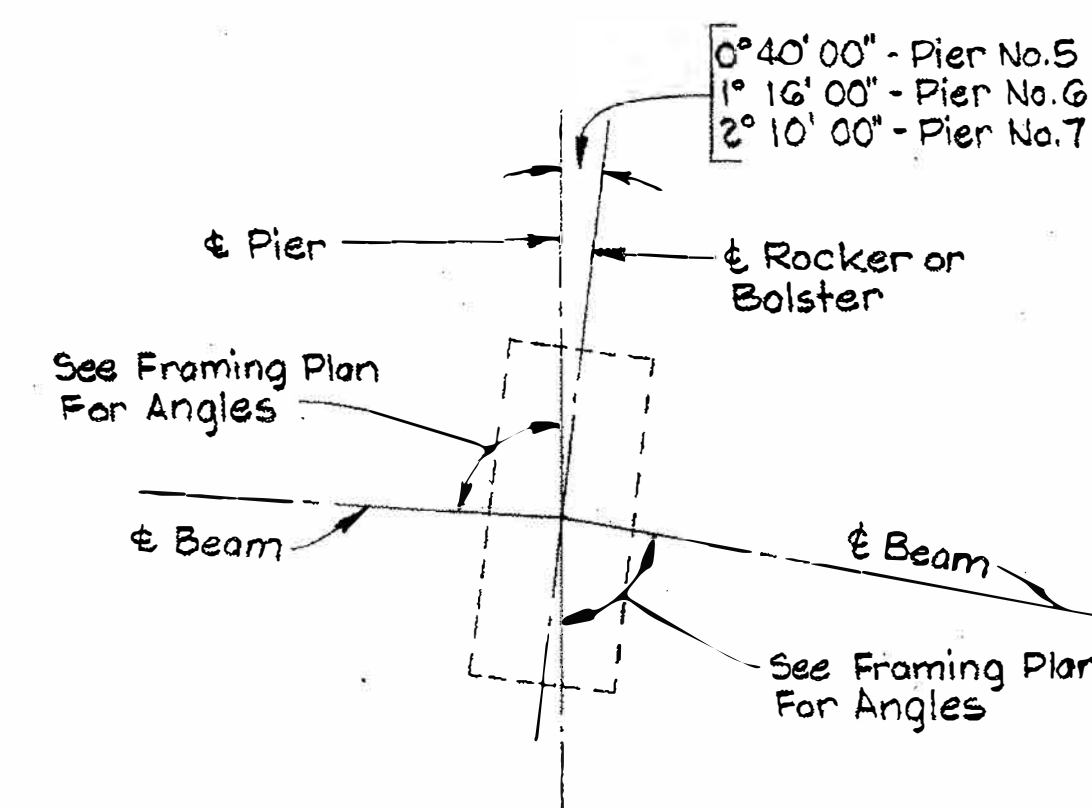


SIZE OF BEAMS AND COVER PLATES

TABLE OF BEAM LENGTHS				
Beam	Span No. 5	Span No. 6	Span No. 7	Span No. 8
A	49'-4 1/2"	61'-3 5/8"	61'-4 1/2"	49'-4 3/4"
B	do	61'-4"	61'-4 1/8"	49'-4 7/8"
C	do	do	61'-4 3/8"	49'-5"
D	do	61'-4 1/2"	61'-4 5/8"	49'-5 1/8"
E	49'-4 9/16"	do	61'-4 7/8"	49'-5 5/8"
F	do	61'-4 1/8"	61'-4 5/8"	49'-5 1/2"
G	do	61'-4 3/8"	61'-4 3/4"	49'-5 3/4"

DEAD LOAD DEFLECTIONS				
Location	Span No. 5	Span No. 6	Span No. 7	Span No. 8
Deflection Due To Weight Of Steel	0	1/16"	1/16"	0
Deflection Due To Remaining Dead Load	1/4"	1/4"	1/4"	1/4"

Note: Where no camber is required, the beams shall be so fabricated that any curved beams will be placed with convex flange up.
No camber required for beams in Unit 2 (Lower Deck).



DETAIL TT

BEAM SPLICE WELDING PROCEDURE

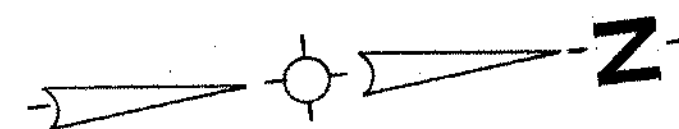
- 1-Raise the ends of beams in Span No. 5 at Pier No. 4 1/16", and the ends of beams in Span No. 7 at Pier No. 7 1 1/16".
- 2-Butt-weld the beam flanges and web at Piers Nos. 5 and 6 using the following sequence: make two passes on each flange, then two on the web; repeat, using one pass at each location, until welds are completed.
- 3-Weld the bottom and top moment plates at Piers Nos. 5 and 6.
- 4-Weld all pier crossframes at Piers Nos. 5 and 6.
- 5-Lower beams to their final positions.
- 6-Raise the ends of beams in Span No. 8 at Pier No. 8 1/2".
- 7-Repeat Step 2 at Pier No. 7.
- 8-Weld the bottom and top moment plates at Pier No. 7.
- 9-Weld all pier crossframes at Pier No. 7.
- 10-Lower beams to their final positions.

Note: For Bearing Details, See Sht. No. 206
For Beam Splice Details, See Sht. No. 204
For End Crossframe Details, See Sht. No. 215
For Intermediate Crossframe Details and Pier Crossframe (Type D) Details, See Sht. No. 204

STRUCTURAL STEEL DETAILS UNIT 2 (LOWER DECK)

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
CPW	JVK		JHO	10-14-60	

Microfilm
OCT 25 1979
REPRODUCTION

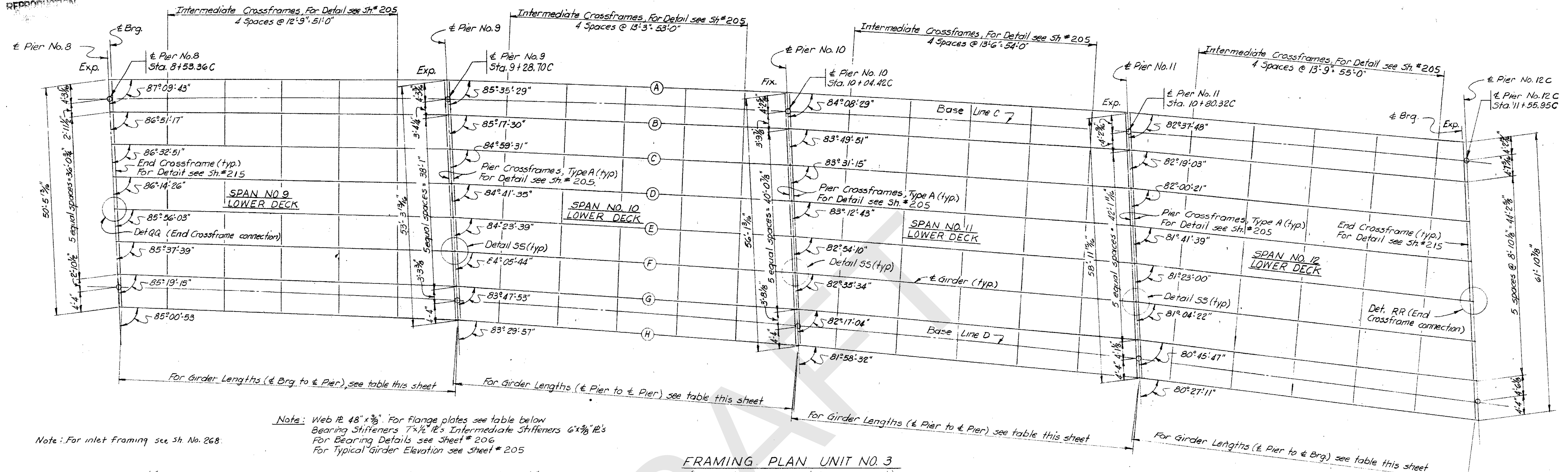


Note: Piers No. 8, No. 9, No. 10, No. 11 & No. 12 are parallel to each other.

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

HAM-25-0.04

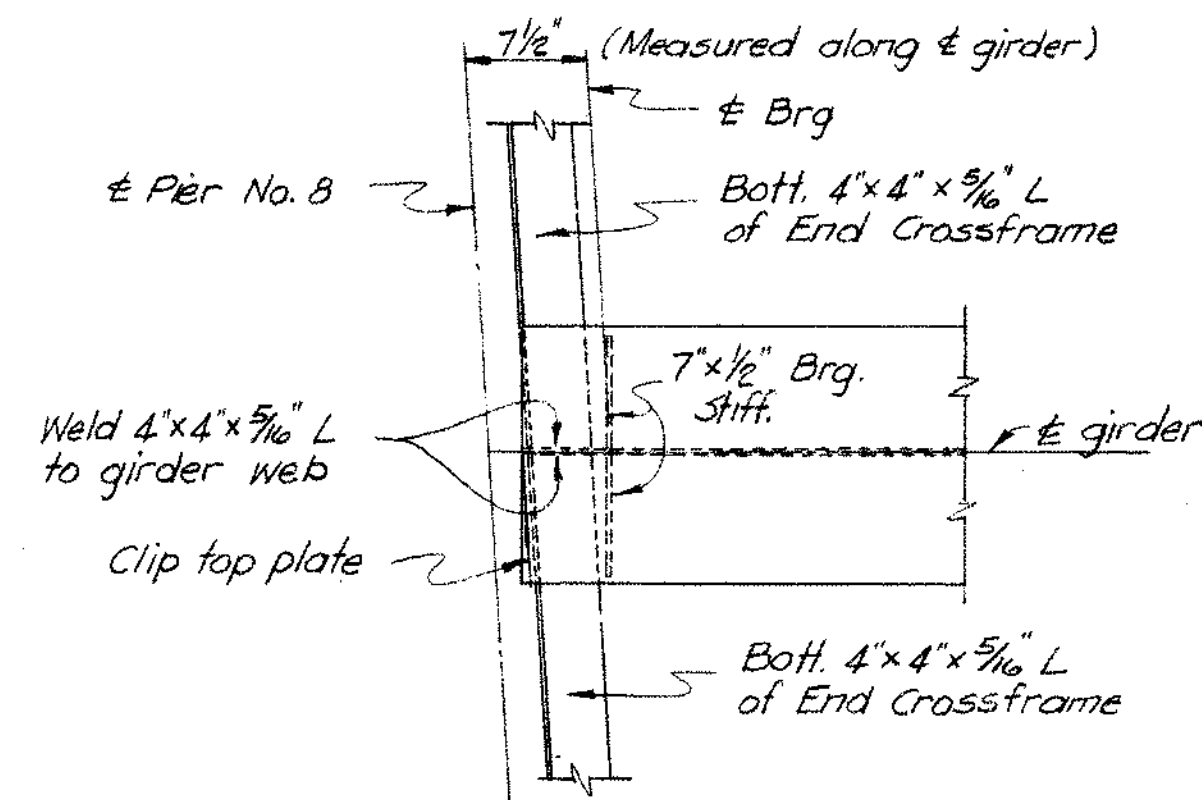
191



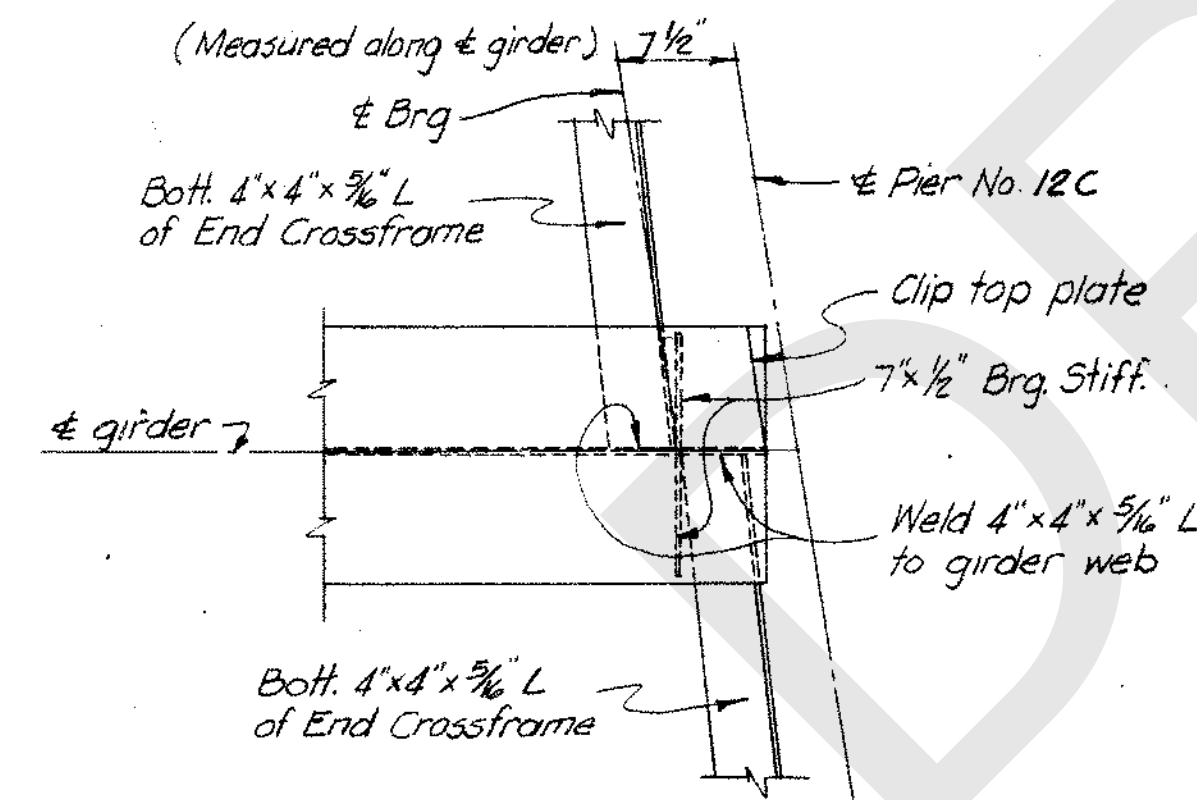
Note: For inlet framing see Sh. No. 268.

Note: Web 18" x 3/8". For flange plates see table below.
Bearing stiffeners 7 1/2" I's. Intermediate stiffeners 6 x 3/8" I's.
For bearing details see Sheet # 206.
For typical girder elevation see Sheet # 205.

FRAMING PLAN UNIT NO. 3 (Spans No. 9, No. 10, No. 11 & No. 12 Lower Deck)



DETAIL QQ
(End Crossframe connection at)
(Pier No. 8, Span No. 9)
Note: Work this detail with
"Part Plan of Expansion Joint"
Sheet No. 215.



DETAIL RR
(End Crossframe connection at)
(Pier No. 12C, Span No. 12)
Note: Work this detail with
"Part Plan of Expansion Joint"
Sheet No. 215.

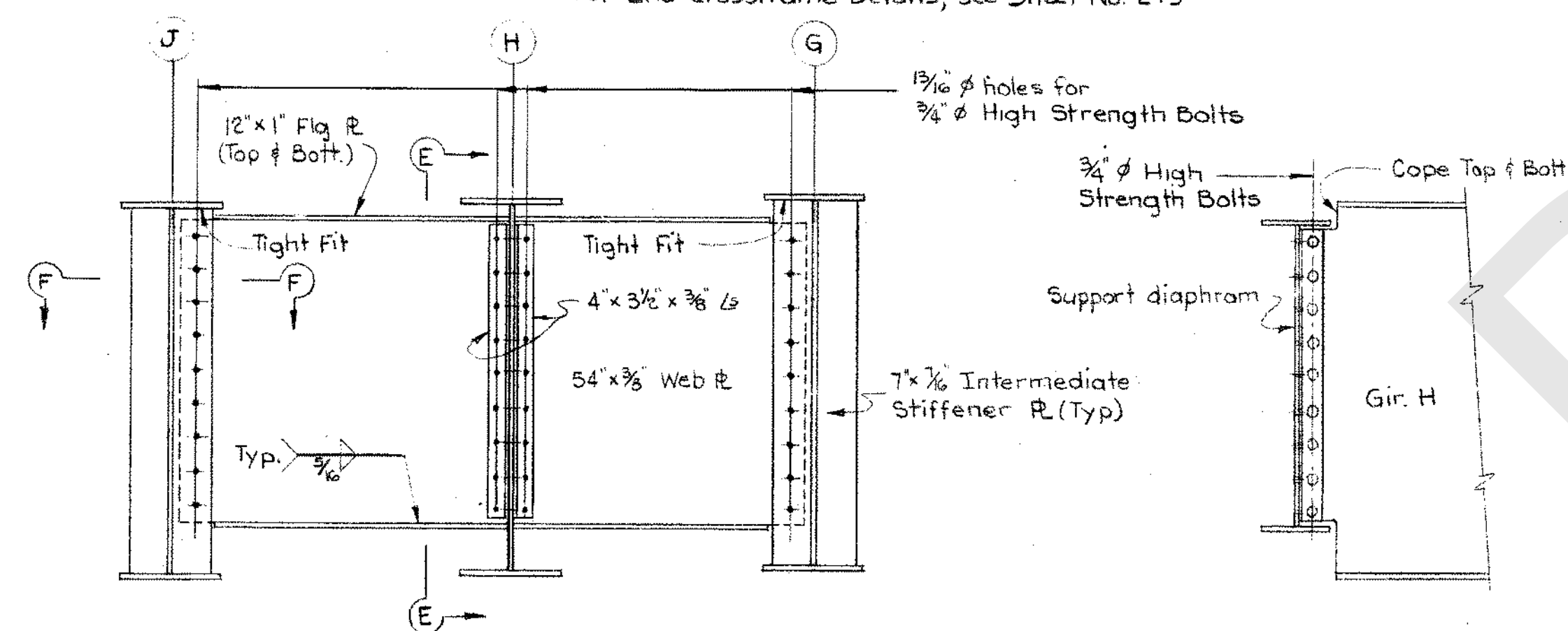
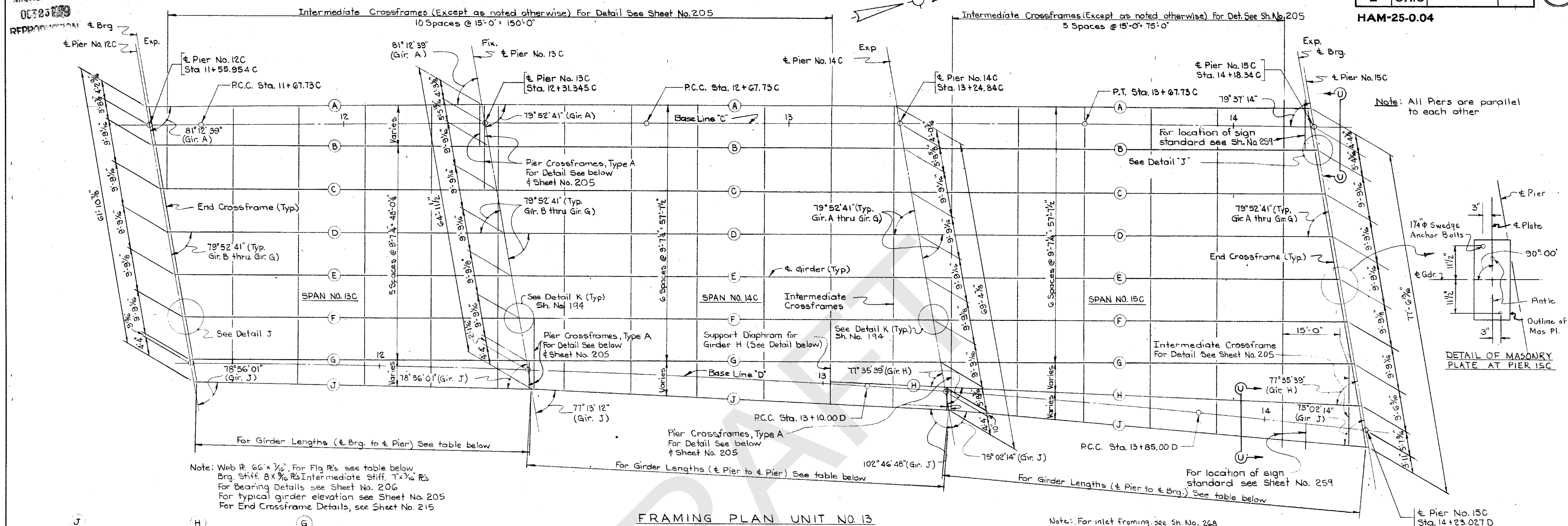
	Span No. 9 (Lower Deck)	Span No. 10 (Lower Deck)	Span No. 11 (Lower Deck)	Span No. 12 (Lower Deck)
Flg. to Brg.	16" x 1 1/8"	16" x 1 3/8"	16" x 1 3/8"	16" x 1 1/4"
Flg. to Web Weld	16" x 1 1/8"	16" x 1 3/8"	16" x 1 3/8"	16" x 1 1/4"
Flg. to Brg.	16" x 1 1/8"	16" x 1 3/8"	16" x 1 3/8"	16" x 1 1/4"
Flg. to Web Weld	16" x 1 1/8"	16" x 1 3/8"	16" x 1 3/8"	16" x 1 1/4"

TABLE OF FLANGE PLATES AND WELD SIZE

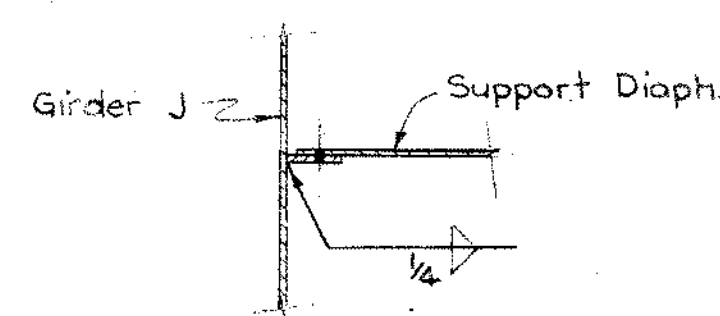
TABLE OF GIRDER LENGTHS								
Girder	A	B	C	D	E	F	G	H
Span No. 9	74'-8 3/8"	74'-8 3/8"	74'-9 1/8"	74'-9 3/8"	74'-9 1/8"	74'-10 1/8"	74'-10 1/8"	74'-10 1/8"
Span No. 10	75'-8 1/8"	75'-9 1/8"	75'-9 3/8"	75'-9 1/8"	75'-10 3/8"	75'-10 3/8"	75'-11 3/8"	75'-11 3/8"
Span No. 11	75'-10 3/8"	75'-11 1/8"	75'-11 3/8"	76'-0 3/8"	76'-1"	76'-1 3/8"	76'-2 1/8"	76'-2 3/8"
Span No. 12	75'-0"	75'-0 3/8"	75'-1 1/8"	75'-2 1/8"	75'-2 3/8"	75'-3 3/8"	75'-4 3/8"	75'-5 1/8"

Work this sheet with Sheet No. 192.

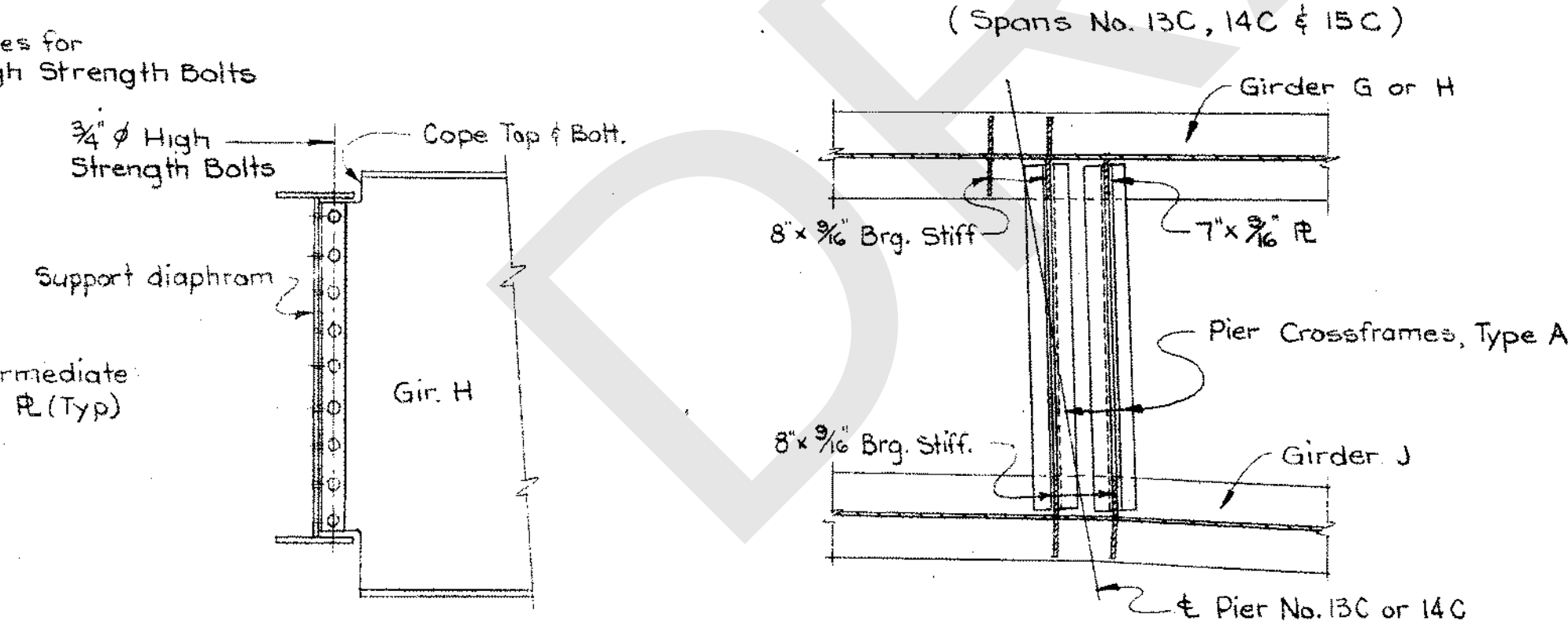
HAZELET & ERDAL CONSULTING ENGINEERS CINCINNATI, OHIO					
STRUCTURAL STEEL DETAILS UNIT 3 (LOWER DECK)					
DESIGNED CPW	DRAWN J.C.	TRACED J.H.O.	CHECKED J.H.O.	REVIEWED DATE H.A.S. 10-14-60	REVIEWED



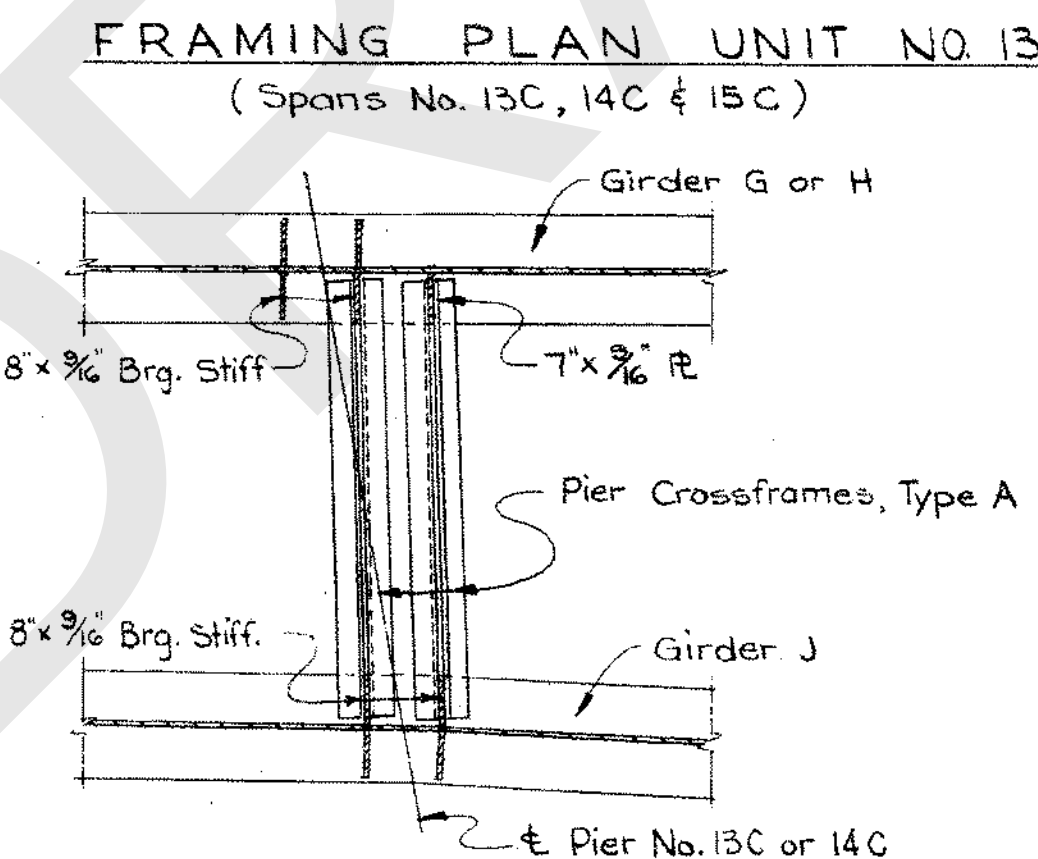
DETAIL OF SUPPORT DIAPHRAM
FOR GIRDER "H"



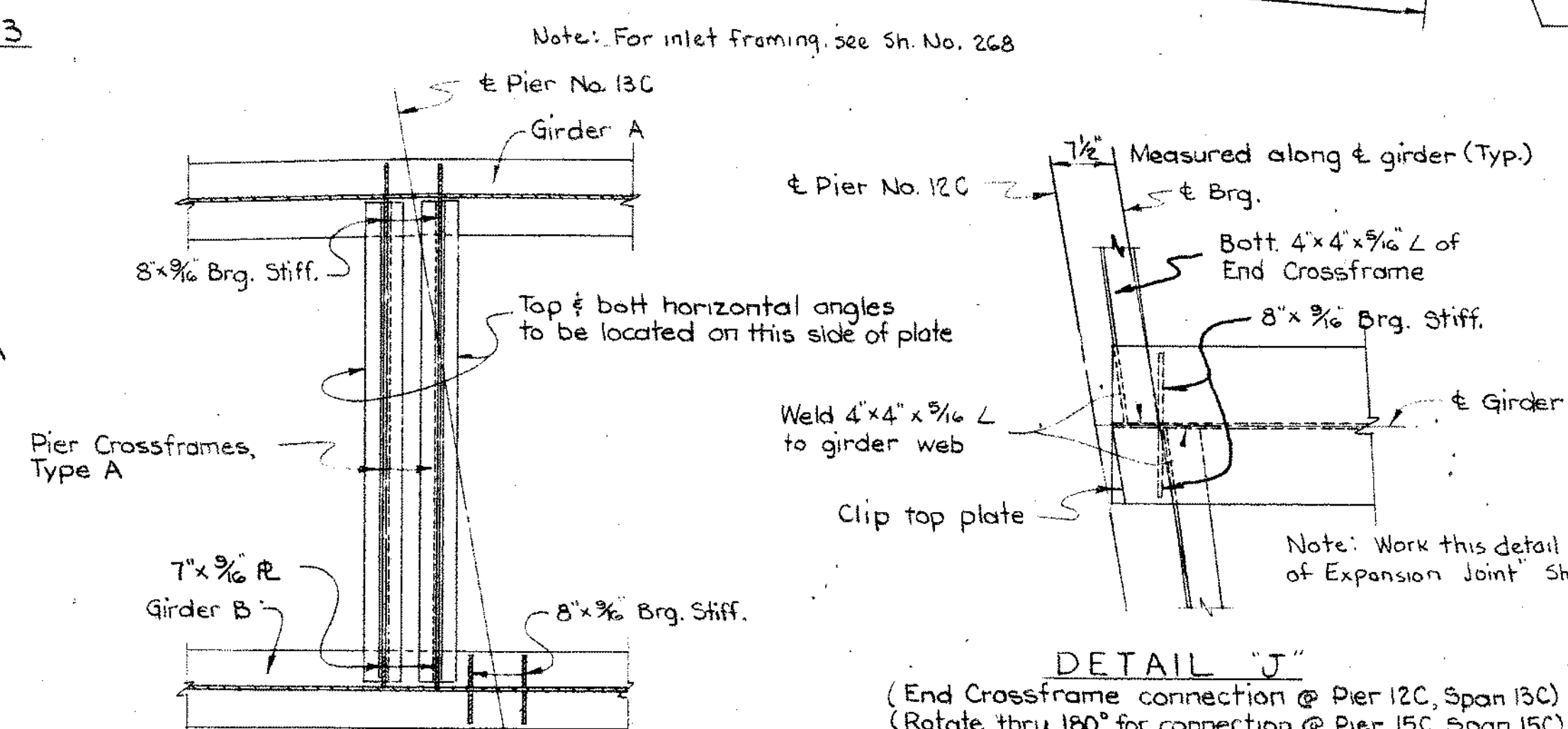
SECTION F-F



SECTION E-E



PIER CROSSFRAME CONNECTIONS
BETWEEN GIRDERS "G" & "J" AT PIER NO. 13C
BETWEEN GIRDERS "H" & "J" AT PIER NO. 14C



PIER CROSSFRAME CONNECTION
BETWEEN GIRDERS A & B AT PIER NO 13C

TABLE OF GIRDER LENGTHS			
Girders	Span No. 13C	Span No. 14C	Span No. 15C
A	74'-9 $\frac{3}{4}$ "	93'-6 $\frac{7}{8}$ "	92'-9 $\frac{1}{2}$ "
B thru G	75'-0 $\frac{5}{8}$ "	93'-6 $\frac{7}{8}$ "	92'-9 $\frac{1}{2}$ "
H		*	93'-6 $\frac{5}{8}$ "
J	75'-3 $\frac{1}{16}$ "	94'-5 $\frac{1}{4}$ "	94'-7"

* Girder lengths for girder shown by asterisk is from Pier to crossframe.
For location, see Framing Plan.

DETAIL "J"

(End Crossframe connection @ Pier 12C, Span 13C)
(Rotate thru 180° for connection @ Pier 15C, Span 15C)

TABLE OF FLANGE PLATES AND WELD SIZES

Diagram showing the elevation view of the bridge deck, including spans 13C, 14C, and 15C, and various structural details and dimensions.

Key components and dimensions:

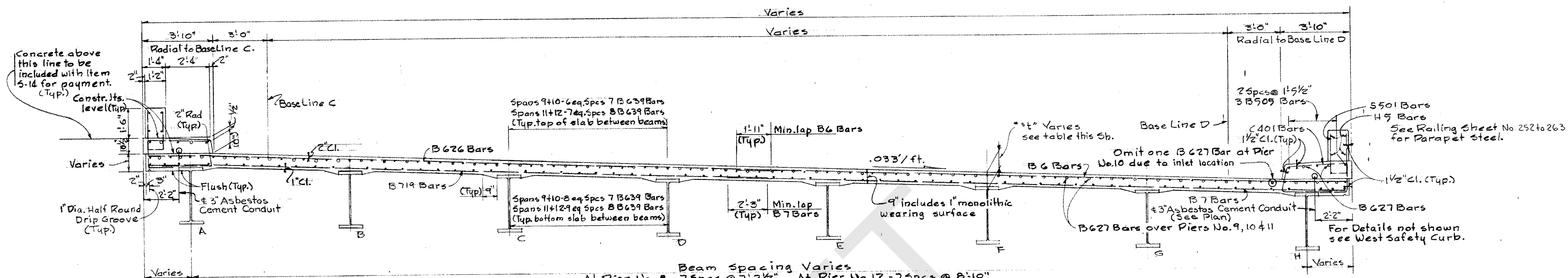
- Spans:** Span No. 13C, Span No. 14C, Span No. 15C.
- Piers:** Pier No. 12C, Pier No. 13C, Pier No. 14C, Pier No. 15C.
- Structural Details:**
 - ± Pier No. 12C
 - ± Pier No. 13C
 - ± Pier No. 14C
 - ± Pier No. 15C
 - ± Brg. (Bridge)
 - B275-A
 - R325-A
 - ± Brg. 2
 - R125-C
 - R150-B
- Dimensions:**
 - 18" x 3/4"
 - 18" x 1 1/4"
 - 18" x 3/4"
 - 18" x 1 1/2"
 - 18" x 1 1/8"
 - 18" x 3/4"
 - 18" x 1 1/2"
 - 18" x 1 1/8"
 - 1/4 Weld
 - 5/16 Weld
 - 1/4 Weld
 - 5/16 Weld
- Fig. R's:**
 - Fig. R's Girders A thru G & J (Top & Bott.)
 - Fig. R's Girder H (Top & Bott.)
 - Fig. to Web Weld (Top & Bott.)

Work this sheet with Sheet No. 194

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STRUCTURAL STEEL DETAILS
UNIT NO. 13.

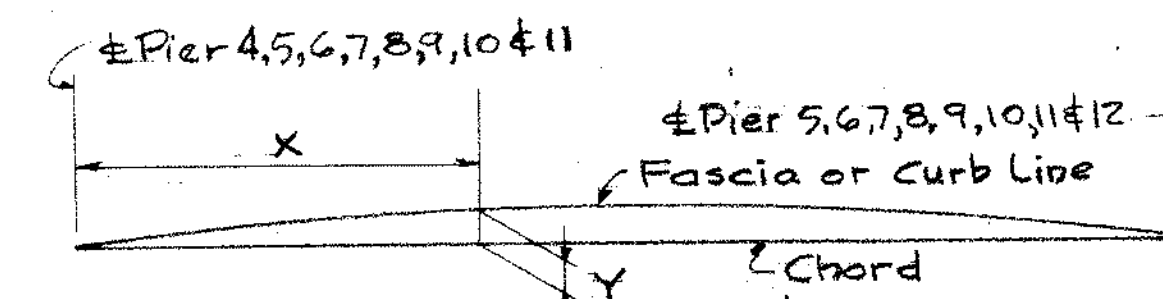
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
CAF	J.C. 4-25-60		JHO 8/1/60	H.A.Z. 10-14-60	



• Indicates bars in section.
 ○ Indicates bars over piers.
 * See Sh. No. 216 for note.

TRANSVERSE SECTION UNIT 3 LOWER DECK

CHORD OFFSETS



UNIT 2 LOWER DECK

UNIT 3 LOWER DECK

CHORD LENGTHS LOWER DECK

UNIT 3 (Low. Deck)				
SLAB THICKNESS "t"				
Location	Beam	A	B thru G	H
SPAN 9	1/4 Pt.	9 1/8"	9 7/8"	10 1/2"
	1/4 Pt.	10 1/8"	10 1/4"	11"
	1/4 Pt.	10"	10 1/8"	10 3/4"
	1/4 Pt.	9 3/8"	9 1/8"	10 1/2"
SPAN 10	1/4 Pt.	9 3/8"	9 7/8"	10 1/2"
	1/4 Pt.	9 3/4"	10"	10 5/8"
	1/4 Pt.	10"	10"	10 3/4"
	1/4 Pt.	9 3/8"	9 7/8"	10 1/2"
SPAN 11	1/4 Pt.	9 3/8"	9 7/8"	10 1/2"
	1/4 Pt.	9 3/4"	10"	10 5/8"
	1/4 Pt.	10"	10"	10 3/4"
	1/4 Pt.	9 3/8"	9 7/8"	10 1/2"
SPAN 12	1/4 Pt.	9 3/8"	9 7/8"	10 1/2"
	1/4 Pt.	9 3/4"	10"	10 5/8"
	1/4 Pt.	10"	10"	10 3/4"
	1/4 Pt.	9 3/8"	9 7/8"	10 1/2"

Note: "t" is measured from top of slab to bottom of flange plate @ Beam.
 See Note 1 Sheet No. 216.

SPAN 5							
W. Fascia		W. Curb		E. Curb		E. Fascia	
Dist.	Offset	Dist.	Offset	Dist.	Offset	Dist.	Offset
26'-0 3/4"	1/8"	26'-0 3/4"	1/8"	5'-7 7/8"	3/8"	5'-7 7/8"	3/8"
				11'-3 3/4"	3/8"	11'-3 3/4"	3/8"
				20'-11 3/4"	1"	20'-11 3/4"	1"
				30'-7 3/4"	1"	30'-7 3/4"	1"
				40'-4"	5/8"	40'-3 3/4"	5/8"

SPAN 6							
W. Fascia		W. Curb		E. Curb		E. Fascia	
Dist.	Offset	Dist.	Offset	Dist.	Offset	Dist.	Offset
10'-2 5/8"	1/8"	10'-2 5/8"	1/8"	10'-2 1/2"	3/8"	10'-2 1/2"	3/8"
20'-5 3/8"	1/4"	20'-5 3/8"	1/4"	20'-4 7/8"	1 1/2"	20'-4 3/8"	1 1/2"
30'-8"	3/8"	30'-8"	3/8"	30'-7 3/8"	1 5/8"	30'-6 3/4"	1 5/8"
40'-10 3/8"	1/4"	40'-10 3/8"	1/4"	40'-9 3/4"	1 1/2"	40'-8 3/4"	1 1/2"
51'-1 1/4"	1/8"	51'-1 1/4"	1/8"	51'-0 1/4"	7/8"	50'-10 7/8"	7/8"

SPAN 7							
W. Fascia		W. Curb		E. Curb		E. Fascia	
Dist.	Offset	Dist.	Offset	Dist.	Offset	Dist.	Offset
6'-9 3/8"	3/8"	6'-9 3/8"	3/8"	7'-8 1/8"	1/2"	7'-8 1/8"	1/2"
15'-10 3/8"	1 1/2"	15'-10 3/8"	1 1/2"	15'-4 1/4"	1 1/2"	15'-4 1/4"	1 1/2"
24'-11 3/4"	1 1/2"	24'-11 3/4"	1 1/2"	23'-0 1/4"	1 7/8"	23'-0 1/4"	1 7/8"
34'-0 7/8"	1 3/8"	34'-0 7/8"	1 3/8"	30'-8 3/8"	2"	30'-8 3/8"	2"
43'-1 3/8"	1 3/8"	43'-1 3/8"	1 3/8"	38'-4 1/2"	1 3/8"	38'-4 1/2"	1 3/8"
52'-3"	7/8"	52'-3"	7/8"	46'-0 3/8"	1 1/2"	46'-0 3/8"	1 1/2"

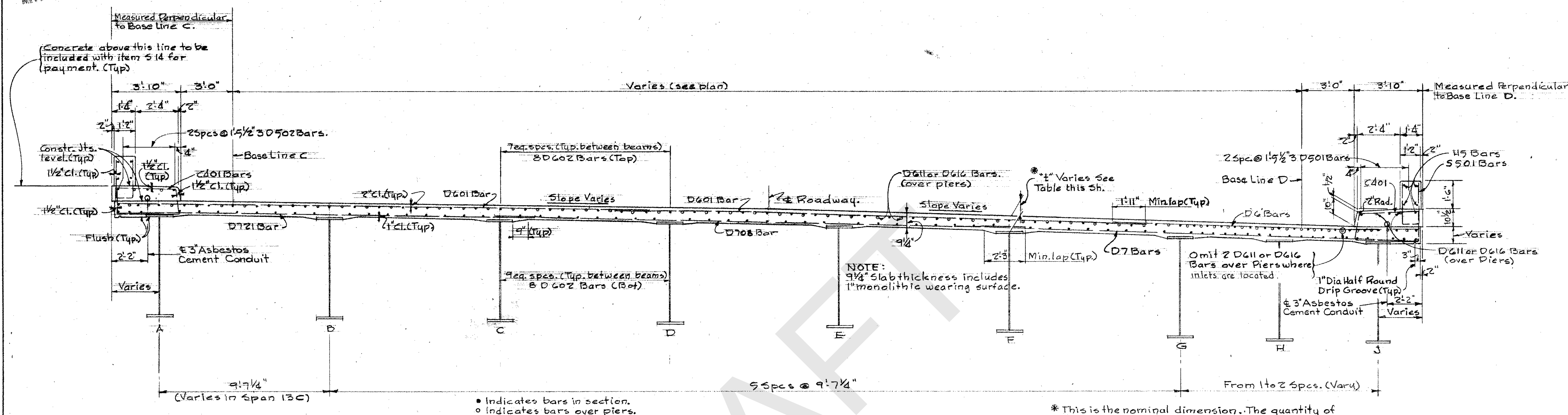
SPAN 8							
W. Fascia		W. Curb		E. Curb		E. Fascia	
Dist.	Offset	Dist.	Offset	Dist.	Offset	Dist.	Offset
9'-1 3/8"	5/8"	9'-1 3/8"	5/8"	8'-4 1/4"	3/4"	8'-4 1/4"	3/4"
18'-3 1/8"	1"	18'-3 1/8"	1"	16'-8 1/2"	1 1/8"	16'-8 1/2"	1 1/8"
27'-4 3/4"	1 1/8"	27'-4 3/4"	1 1/8"	25'-0 3/8"	1 3/8"	25'-0 3/8"	1 3/8"
36'-6 3/8"	7/8"	36'-6 3/8"	7/8"	33'-4 7/8"	1 1/8"	33'-4 7/8"	1 1/8"
45'-7 1/8"	3/8"	45'-7 1/8"	3/8"	41'-9 1/8"	3/4"	41'-9 1/8"	3/4"

SPAN 9							
W. Fascia		W. Curb		E. Curb		E. Fascia	
Dist.	Offset	Dist.	Offset	Dist.	Offset	Dist.	Offset
9'-5"	1 1/4"	9'-5"	1 1/4"	9'-5 1/4"	1 1/4"	9'-5 1/4"	1 1/4"
18'-10"	2 1/4"	18'-10"	2 1/4"	18'-10 3/8"	2 1/4"	18'-10 3/8"	2 1/4"
28'-3"	2 3/4"	28'-3"	2 3/4"	28'-3 3/8"	2 3/4"	28'-3 3/8"	2 3/4"
37'-8"	3"	37'-8"	3"	37'-9 1/8"	3"	37'-9 1/8"	3"
47'-1"	2 3/4"	47'-1"	2 3/4"	47'-2 1/2"	2 3/4"	47'-2 1/2"	2 3/4"
56'-6"	2 1/4"	56'-6"	2 1/4"	56'-7 3/4"	2 1/4"	56'-7 3/4"	2 1/4"
65'-11"	1 1/4"	65'-11"	1 1/4"	66'-1"	1 1/4"	66'-1"	1 1/4"

SPAN 10							
W. Fascia		W. Curb		E. Curb		E. Fascia	
Dist.	Offset	Dist.	Offset	Dist.	Offset	Dist.	Offset
9'-5 5/8"	1 1/4"	9'-5 5/8"	1 1/4"	9'-6"	1 3/8"	9'-6"	1 3/8"
18'-11 1/8"	2 1/4"	18'-11 1/8"	2 1/4"	19'-0"	2 1/4"	19'-0"	2 1/4"
28'-4 3/4"	2 3/4"	28'-4 3/4"	2 3/4"	28'-6"	2 3/8"	28'-6"	2 3/8"
37'-10 1/4"	3"	37'-10 1/4"	3"	38'-0"	3"	38'-0"	3"
47'-3 3/8"	2 3/4"	47'-3 3/8"	2 3/4"	47'-6"	2 3/8"	47'-6"	2 3/8"
56'-9 1/2"	2 1/4"	56'-9 1/2"	2 1/4"	57'-0"	2 1/4"	57'-0"	2 1/4"
66'-3"	1 1/4"	66'-3"	1 1/4"	66'-6"	1 3/8"	66'-6"	1 3/8"

SPAN 11							
W. Fascia		W. Curb		E. Curb		E. Fascia	
Dist.	Offset	Dist.	Offset	Dist.	Offset	Dist.	Offset
9'-5 3/8"	1 3/8"	9'-5 3/8"	1 3/8"	9'-6 3/8"	1 3/8"	9'-6 3/8"	1 3/8"
18'-11 3/8"	2 1/4"	18'-11 3/8"	2 1/4"	19'-0 3/4"	2 1/4"	19'-0 3/4"	2 1/4"
28'-5 1/2"	2 3/8"	28'-5 1/2"	2 3/8"	28'-7 1/8"	2 3/8"	28'-7 1/8"	2 3/8"
37'-11 3/8"	3"	37'-11 3/8"	3"	38'-1 3/8"	3"	38'-1 3/8"	3"
47'-5 1/4"	2 3/8"	47'-5 1/4"	2 3/8"	47'-7 3/4"	2 3/8"	47'-7 3/4"	2 3/8"
56'-11"	2 1/4"	56'-11"	2 1/4"	57'-2 1/2"	2 1/4"	57'-2 1/2"	2 1/4"
66'-4 7/8"	1 3/8"	66'-4 7/8"	1 3/8"	66'-8 1/2"	1 3/8"	66'-8 1/2"	1 3/8"

SPAN 12							
W. Fascia		W. Curb		E. Curb		E. Fascia	
Dist.	Offset	Dist.	Offset	Dist.	Offset	Dist.	Offset
9'-5 3/8"	1 1/4"	9'-5 3/8"	1 1/4"	9'-6 3/8"	1 3/8"	9'-6 3/8"	1 3/8"
18'-10 3/8"	2 1/4"	18'-10 3/8"	2 1/4"	19'-0 3/8"	2 1/4"	19'-0 3/8"	2 1/4"
28'-4 1/4"	2 3/4"	28'-4 1/4"	2 3/4"	28'-6 1/4"	2 3/8"	28'-6 1/4"	2 3/8"
37'-9 3/4"	3"	37'-9 3/4"	3"	38'-0 3/8"	3"	38'-0 3/8"	3"
47'-3 3/8"	2 3/4"	47'-3 3/8"	2 3/4"	47'-6 1/2"	2 3/8"	47'-6 1/2"	2 3/8"
56'-8 3/8"	2 1/4"	56'-8 3/8"	2 1/4"	57'-0 1/2"	2 1/4"	57'-0 1/2"	2 1/4"
66'-2"	1 1/4"	66'-2"	1 1/4"	66'-6 3/8"	1 3/8"	66'-6 3/8"	1 3/8"



* This is the nominal dimension. The quantity of deck concrete to be paid for shall be based on this dimension, even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished grade.

TRANSVERSE SECTION
(TYPICAL FOR UNIT 13)

[illegible]

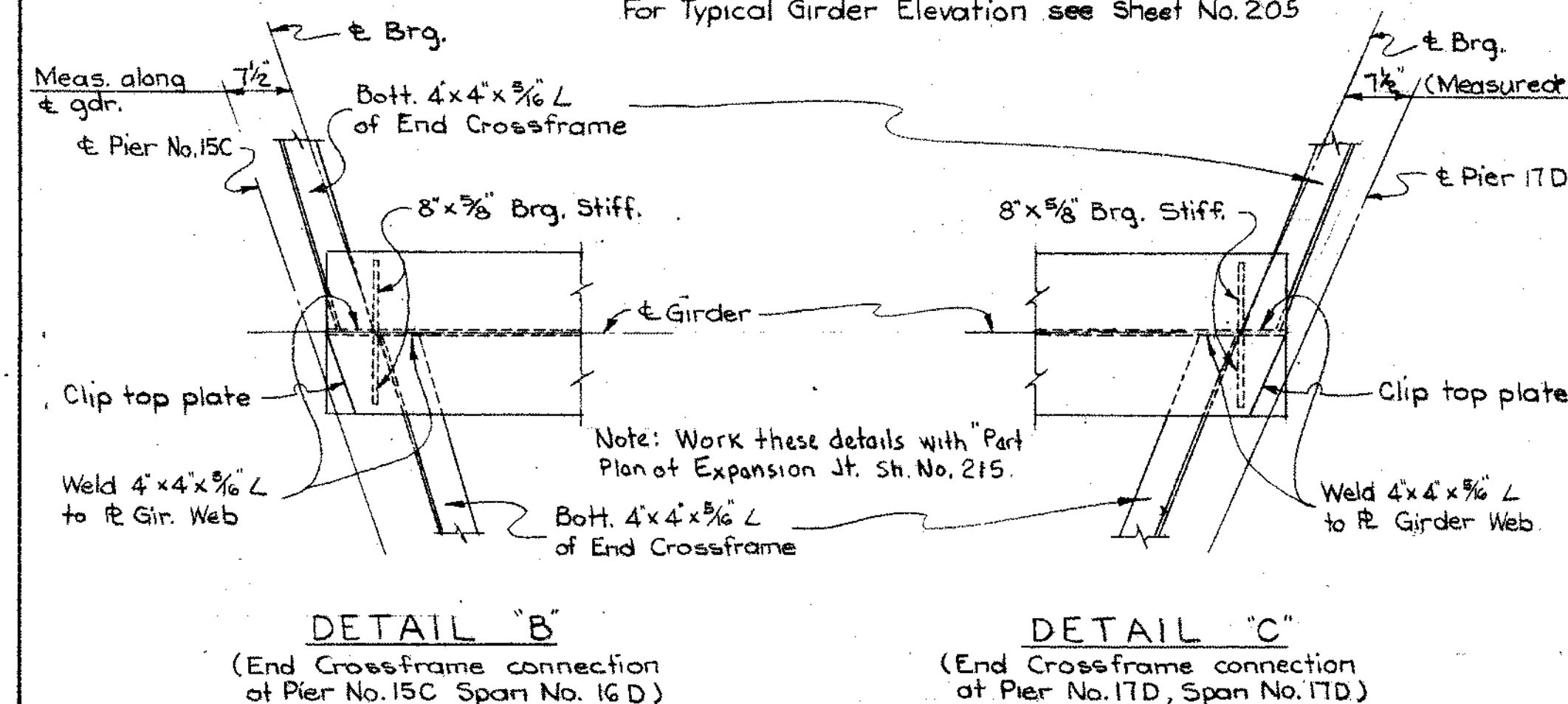
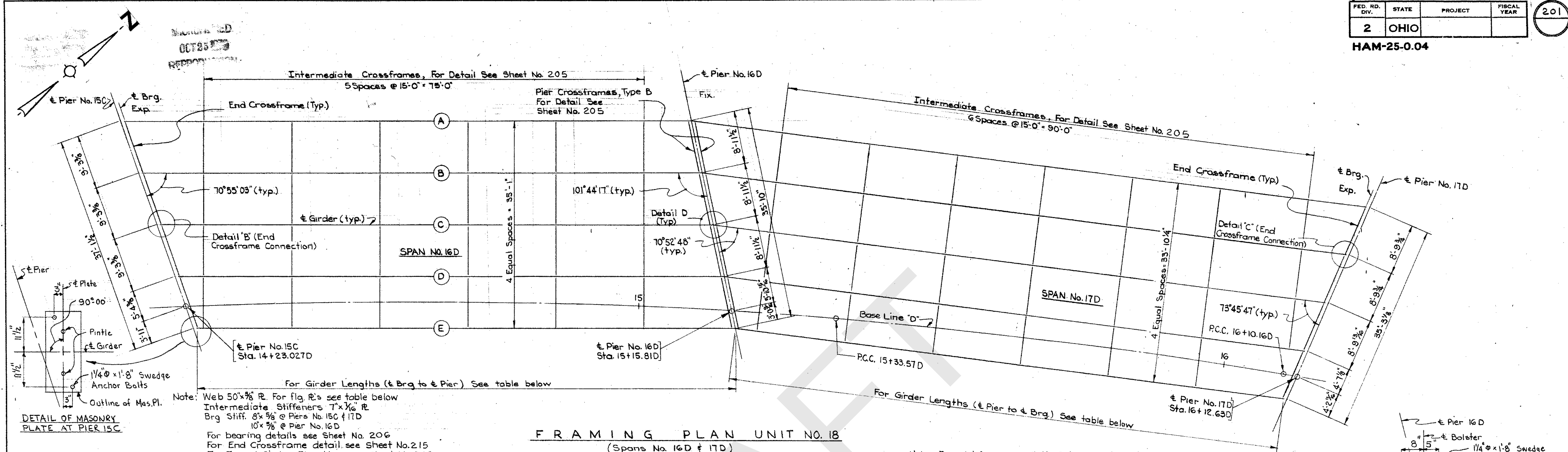
"t" is measured from top of slab to bottom of flange plate @ $\frac{1}{2}$ Beam.
See Note 1 Sh. No. 216

Note: Work this sheet with Sh. No. 233

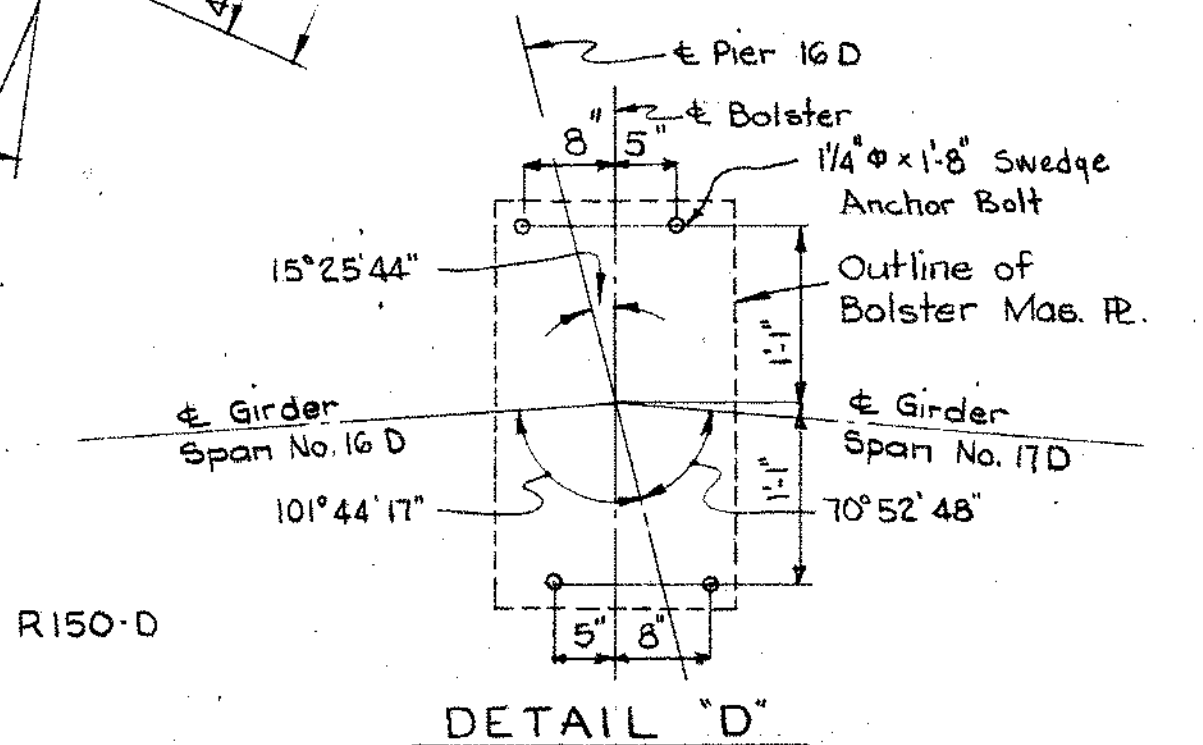
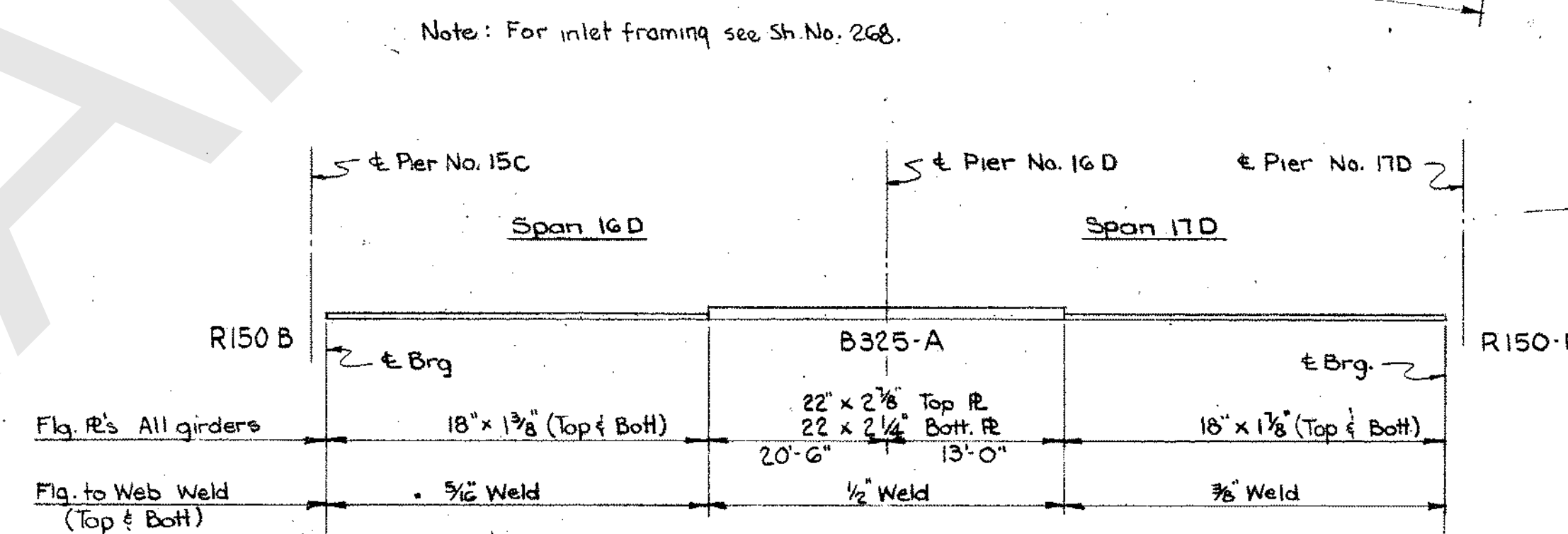
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CONSULTING ENGINEERS
CINCINNATI, OHIO

SUPERSTRUCTURE DETAILS
UNIT NO. 13.

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVIEWED BY
	J.C.D. 5-19-60		W.W.C. 9-16-60	H.A.Z. 10-7-60	

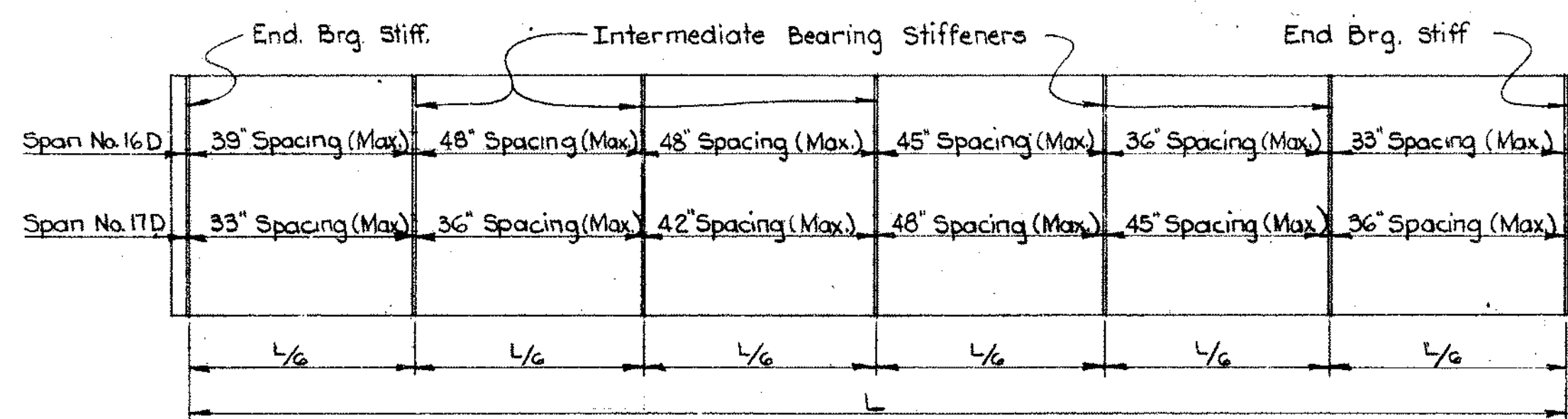


GIRDER LENGTHS		
Girder	Span 16D	Span 17D
A	96'-3 1/8"	115'-6 5/8"
B	95'-1 1/8"	110'-1 1/8"
C	93'-10 3/8"	104'-8 3/4"
D	92'-8 1/2"	99'-3 1/8"
E	91'-5 3/8"	93'-11 1/8"



Span	DEFLECTION AND CAMBER									
	16D					17D				
Girder	A	B	C	D	E	A	B	C	D	E
Location	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4
Deflection due to weight of steel	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8
Deflection due to remaining Dead Load	1/2	3/4	1/2	1/2	1/2	1/2	3/4	1/2	1/2	1/2
Convexity (See note below)	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/8
Sum of deflection and convexity	3/4	1 1/4	1 1/4	1 1/4	1 1/4	3/4	1 1/4	1 1/4	1 1/4	1 1/4
Required Camber	2 3/8	2 3/8	2 3/8	2 3/8	2 3/8	5 1/4	5	2 3/4	2 3/4	2 3/4

Notes: Convexity includes variations due to vertical curvature, superelevation and horizontal curvature.
Girder web plates shall be cut to a parabolic crown



Note: Adjust intermediate stiffener spacing to conform to intermediate crossframe spacing

INTERMEDIATE STIFFENER SPACING

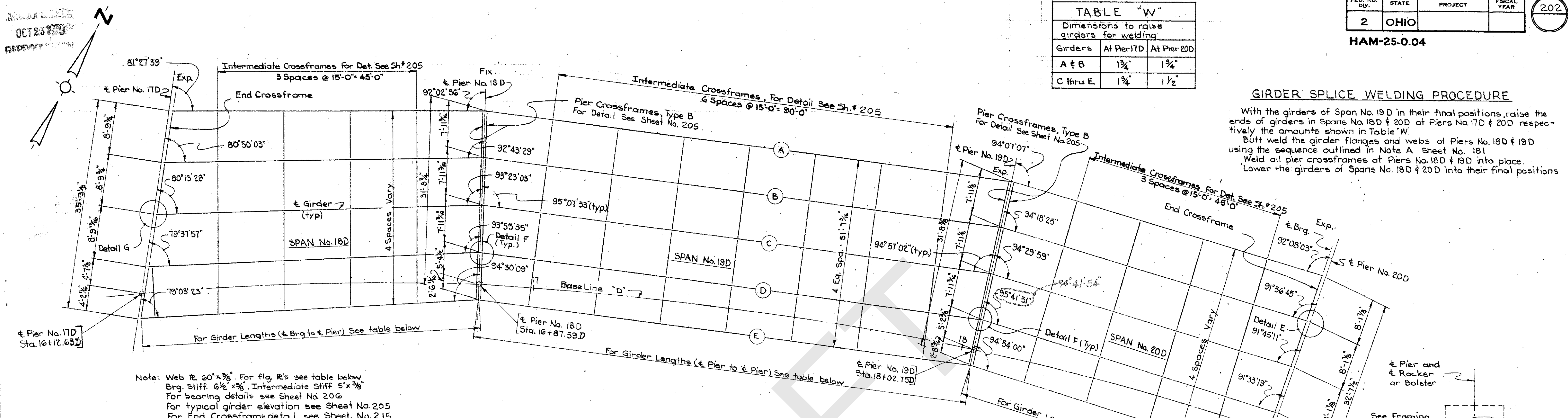
OCT 23 1960
RECEIVED

HAM-25-0.04

TABLE "W"		
Dimensions to raise girders for welding		
Girders	At Pier 17D	At Pier 20D
A & B	1 3/4"	1 3/4"
C thru E	1 3/4"	1 1/2"

GIRDER SPLICE WELDING PROCEDURE

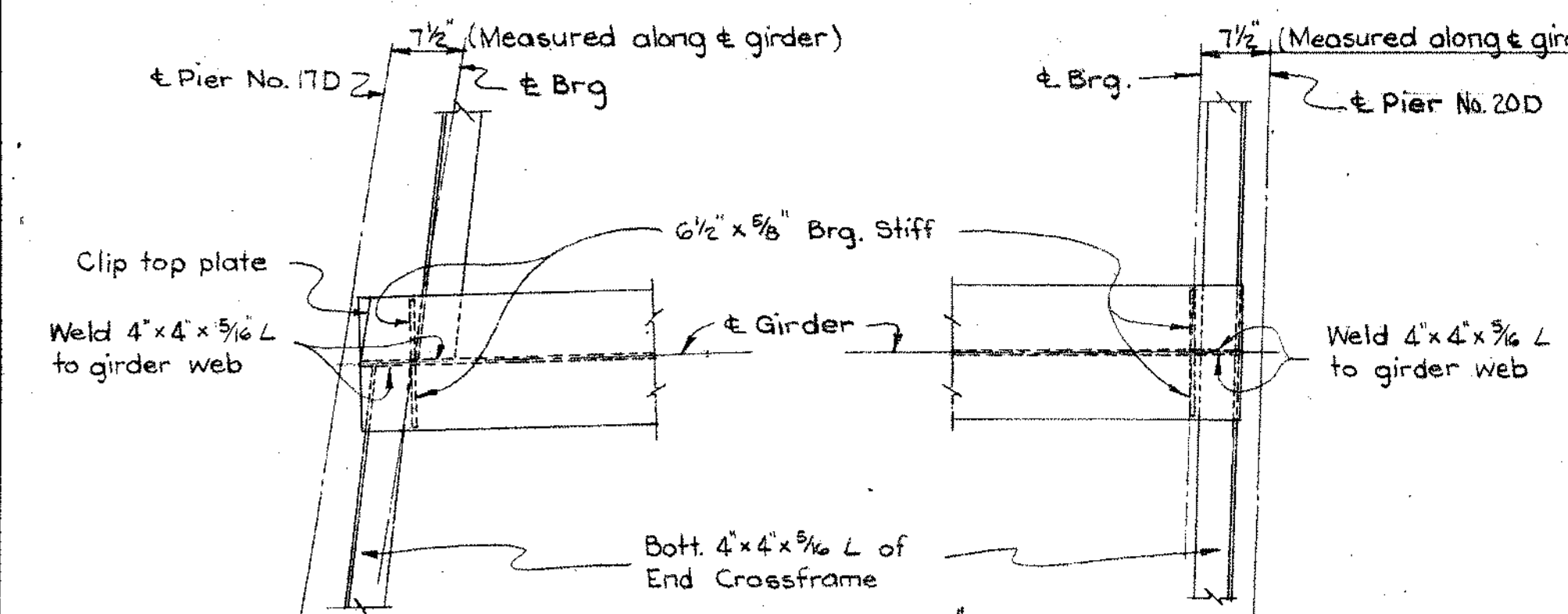
With the girders of Span No. 19D in their final positions, raise the ends of girders in Spans No. 18D & 20D respectively the amounts shown in Table "W".
Butt weld the girder flanges and webs at Piers No. 18D & 19D using the sequence outlined in Note A Sheet No. 181.
Weld all pier crossframes at Piers No. 18D & 19D into place.
Lower the girders of Spans No. 18D & 20D into their final positions.



Note: Web 1/2" 60"x 3/8". For fig. R's see table below.
Brg. Stiff. 6 1/2" x 5/8". Intermediate Stiff. 5" x 3/8".
For bearing details see Sheet No. 20G.
For typical girder elevation see Sheet No. 205.
For End Crossframes detail see Sheet No. 215.

FRAMING PLAN UNIT NO. 19 (Spans No. 18D thru 20D)

Note: For inlet framing see Sh. No. 268.



DETAIL "G"
(End Crossframe Connection)
(at Pier 17D, Span 18D)

DETAIL "E"
(End Crossframe Connection)
(at Pier 20D, Span 20D)

GIRDER LENGTHS			
Girder	Span 18D	Span 19D	Span 20D
A	70'-8 1/8"	120'-1 1/8"	73'-10 3/8"
B	71'-9 1/8"	118'-8 1/8"	73'-0 3/8"
C	72'-9 1/2"	117'-4"	72'-1 1/8"
D	73'-10"	115'-11 1/4"	71'-3 1/8"
E	74'-10 3/8"	114'-6 3/8"	70'-5"

	Span No. 18D	Span No. 19D	Span No. 20D
Fig. R's all girders	14" x 3/4"	14" x 2 1/2" Top 14" x 1 3/4" Bottom	14" x 2 1/2" Top 14" x 1 3/4" Bottom
Fig. to Web weld	1/4" Weld (Top & Bottom)	1/2" Weld Top 3/8" Weld Bottom	1/2" Weld Top 3/8" Weld Bottom

TABLE OF FLANGE PLATES AND WELD SIZES

	Span No. 18D	Span No. 19D	Span No. 20D
End Brg. Stiff.	48" Spacing (Max.)	60" Spacing (Max.)	51" Spacing (Max.)
Intermediate Stiffeners	42" Spacing (Max.)	51" Spacing (Max.)	48" Spacing (Max.)

Note: Intermediate stiffener spacing shall be adjusted to conform to intermediate crossframe spacing.

INTERMEDIATE STIFFENER SPACING (Spans No. 18D & 20D)

Notes: Girder web plates shall be cut to a parabolic crown.
Convexity includes variations due to vertical curvature, superelevation and horizontal curvature.

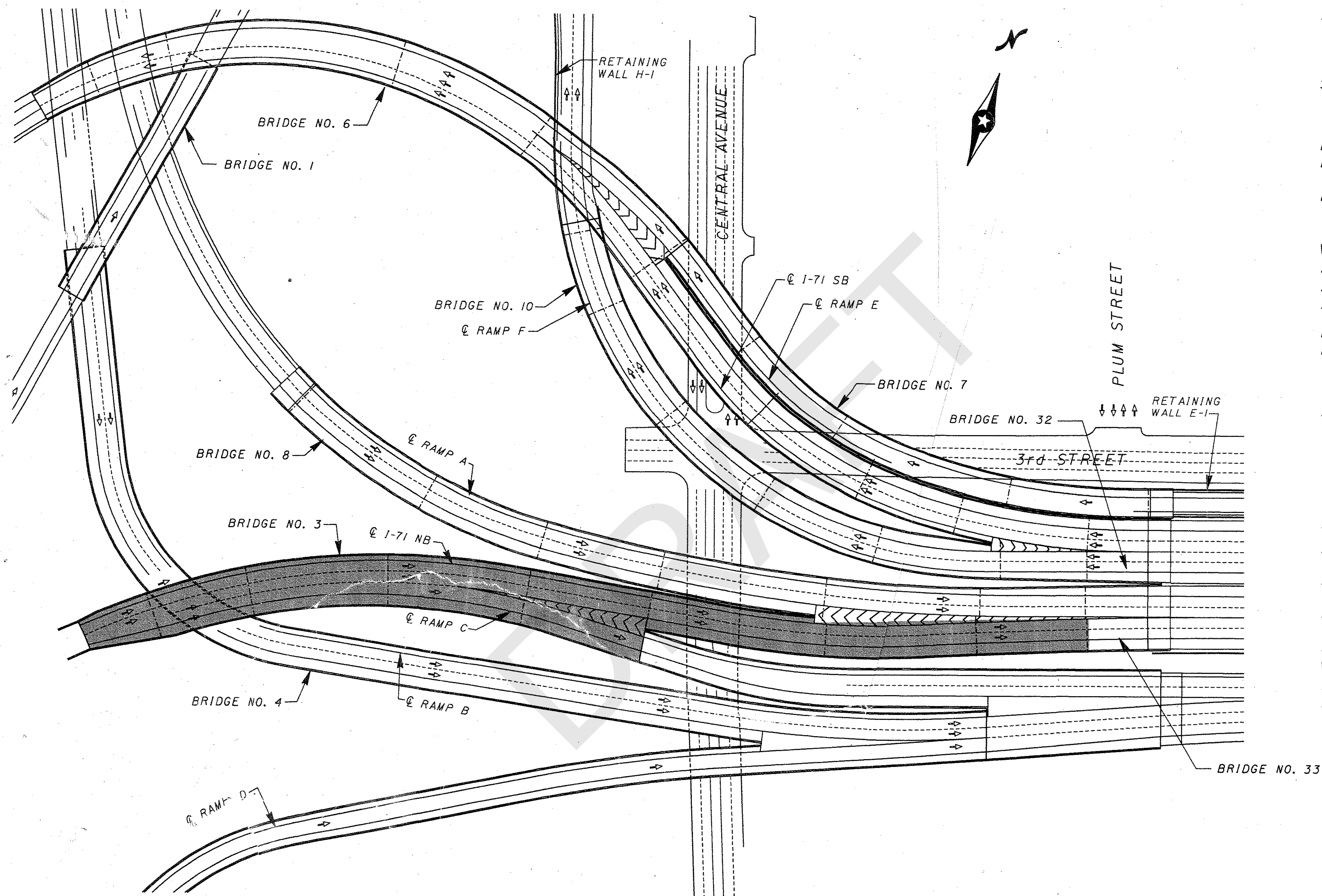
D E F L E C T I O N A N D C A M B E R																																													
Span		18D															19D										20D																		
Girder	A			B			C			D			E			A			B			C			D			E			A			B			C			D			E		
Location	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4	1/4	1/2	3/4						
Deflection due to weight of steel	0	-1/8"	-1/8"	0	0	-1/8"	0	0	-1/8"	0	0	-1/8"	0	0	-1/8"	3/8"	5/8"	3/8"	3/8"	5/8"	3/8"	3/8"	1/4"	3/8"	3/8"	1/4"	3/8"	3/8"	1/4"	1/2	3/8"	-1/8"	0	0	-1/8"	0	0	-1/8"	0	0	-1/8"	0	0		
Deflection due to remaining Dead Load	0	3/8"	-1/8"	1/8"	1/8"	-1/8"	1/8"	1/8"	0	1/8"	1/8"	0	3/8"	1/8"	0	1/8"	1/8"	3/4"	5/8"	1/8"	3/8"	7/8"	1/8"	3/8"	1/2"	7/8"	1/2"	1/2"	7/8"	1/2"	-1/8"	0	1/8"	-1/8"	1/8"	1/8"	0	1/8"	1/8"	-1/8"	1/8"	1/8"	-1/8"	1/8"	1/8"
Convexity (See note above)	1 1/2"	1 1/2"	1 1/8"	3/8"	1/4"	-1/8"	1/8"	3/8"	0	1/4"	5/8"	1/8"	1"	1 3/8"	3/8"	2 1/4"	2 5/8"	2 1/4"	1 3/8"	1 1/8"	1 3/8"	1 1/8"	1 1/8"	1 3/8"	1 3/8"	1 1/8"	1 3/8"	2 1/4"	3 1/8"	2 1/4"	0	1/8"	-1/8"	-1/2"	-3/4"	-5/8"	-7/8"	-3/4"	-5/8"	-1/2"	-1/4"	-1/2"	0	1/8"	-1/2"
Sum of deflection and convexity	1 1/2"	1 5/8"	7/8"	1/4"	3/8"	-3/8"	1/4"	7/8"	-1/8"	3/8"	7/8"	0	1 3/8"	1 5/8"	3/4"	3 1/4"	4 1/8"	3 3/8"	1 3/8"	2 5/8"	1 3/8"	1 1/8"	2 1/8"	1 1/2"	2 1/4"	1 1/2"	2 1/8"	4 3/8"	2 1/8"	-3/8"	1/8"	0	-3/8"	-1/8"	-1/2"	-1/2"	-1/4"	-1/2"	-5/8"	-3/8"	-3/8"	-1/8"	1/8"	0	
Required Camber	1 3/4"			0			0			0			1 3/4"			4/8"			2 1/4"			2 1/4"			2 1/4"			4/8"			0			0			0			0			0		

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CONSULTING ENGINEERS
CINCINNATI, OHIO

STRUCTURAL STEEL DETAILS
UNIT NO. 19

DESIGNED J.C.	DRAWN J.C.	TRACED J.C.	CHECKED JHO	REVIEWED DATE 10-14-60	REVISED 4/1/61
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AS-BUILTS



PROPOSED STRUCTURE

TYPE: Continuous Steel Plate Girders (A572M GR345) with Reinforced Concrete Deck and Substructure

SPAN: 24.600, 34.100, 48.115, 48.119, 42.957, 56.812, 53.687 & 36.077 measured along ϕ 1-71 NB, ϕ to ϕ Bearings

ROADWAY: Varies

LIVE LOADING: MS 18 Case 1 and Alternate Military

DEAD LOAD: Includes 2.88 KN/sq m allowance for future wearing course

WEARING COURSE: Monolithic Concrete

APPROACH SLABS: None

ALIGNMENT: Curved

SUPERELEVATION: See Superelevation Plan

LATITUDE: $39^{\circ} 05' 50''$

LONGITUDE: $84^{\circ} 31' 13''$

EXISTING STRUCTURE

STRUCTURE FILE NO.: HAM-25-0.04
HAM-50-20.81

TYPE: Continuous Plate Girders with a Reinforced Concrete Deck and Substructure Supported on C.I.P. Reinforced Concrete Piles.

SPAN: Varies

ROADWAY: Varies

LIVE LOADING: MS 18 Case 1 and Alternate Military

LOADING: CF 2000 (57) Adequate for AASHTO Alternate Loading

SKEW: Varies

WEARING COURSE: 114 SPD Concrete

APPROACH SLABS: None

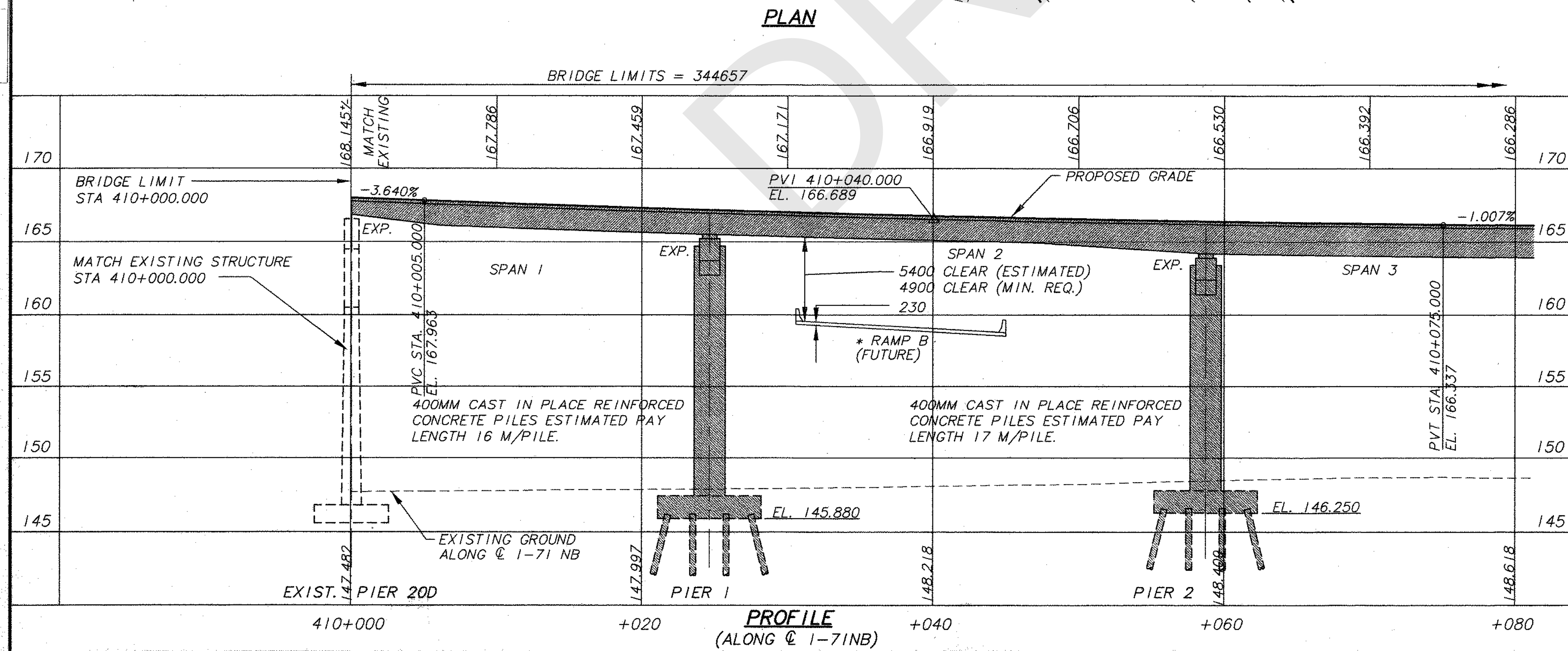
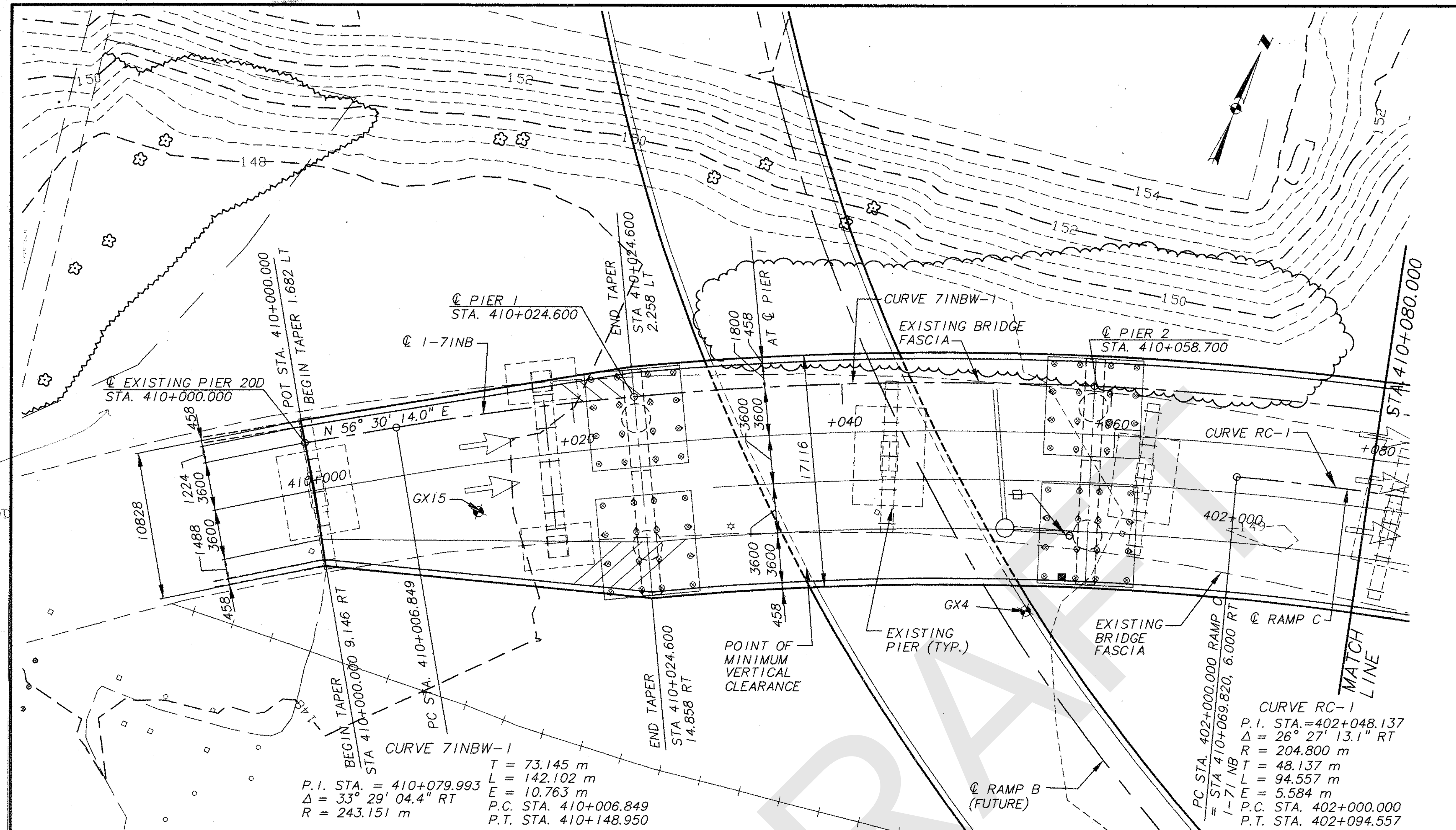
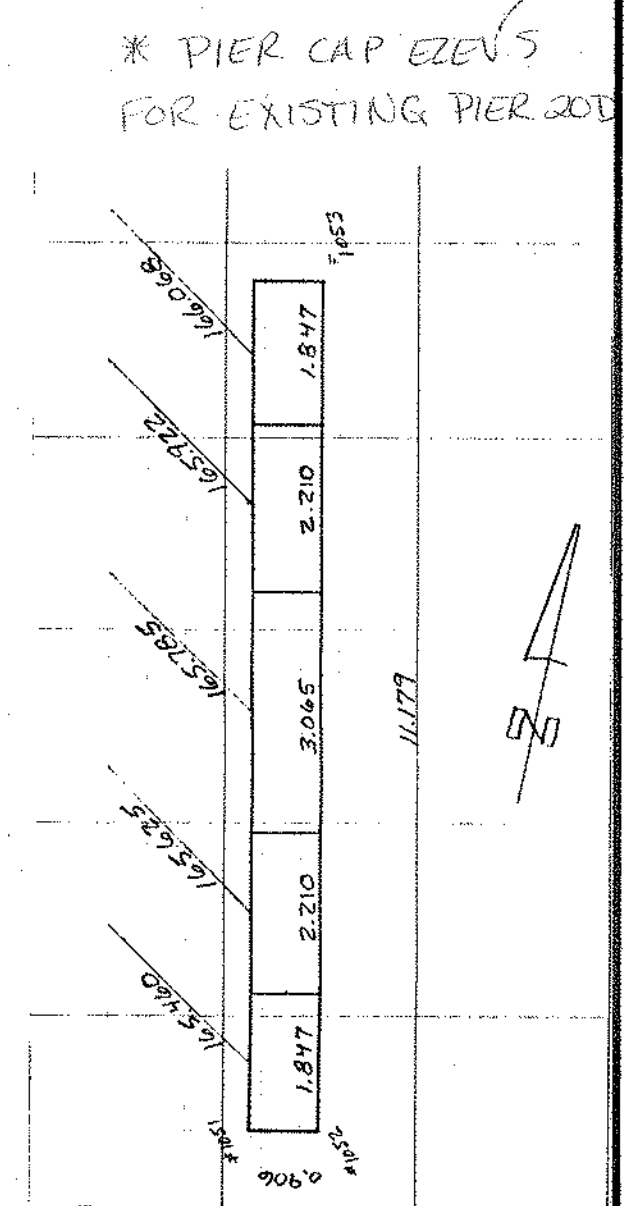
DATE OF CONSTRUCTION: 1961

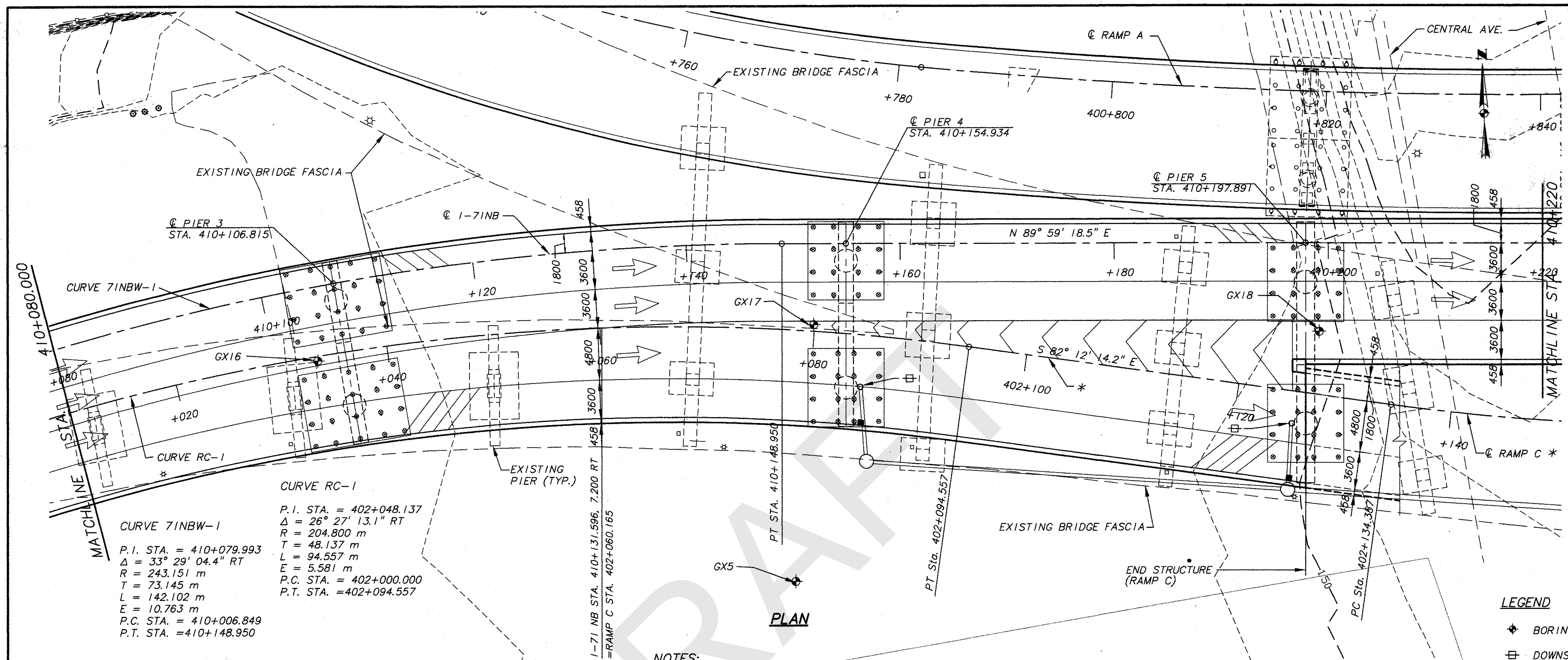
FINAL FOR CONSTRUCTION

DCM
BRW HAZELET & ERDAL
A BRW COMPANY

TITLE SHEET
BRIDGE NO. 3

DESIGNED	DRAWN	CHECKED	REVIEWED	DATED	CHECKED
1	LHC	MKM		07-07-98	MK.





* FOR RAMP C PROFILE SEE
SITE PLAN SHEET 7 OF 64

NOTES:

1. SEE NOTES 1 THRU 9 ON SHEET 4 OF 64.

2. ALL PIERS ON THIS SHEET
ARE PERPENDICULAR OR
RADIAL TO C 1-71 NB.

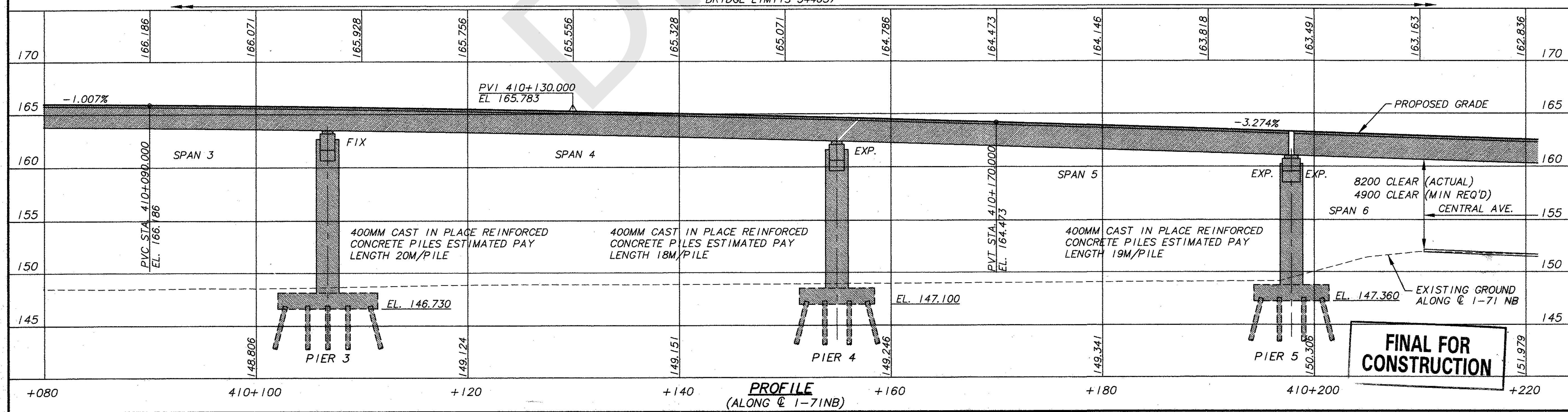
3. ALL DIMENSIONS SHOWN ARE IN MILLIMETERS EXCEPT AS NOTED OTHERWISE. ALL ELEVATIONS, OFFSETS AND STATIONS ARE IN METERS.

LEGEND

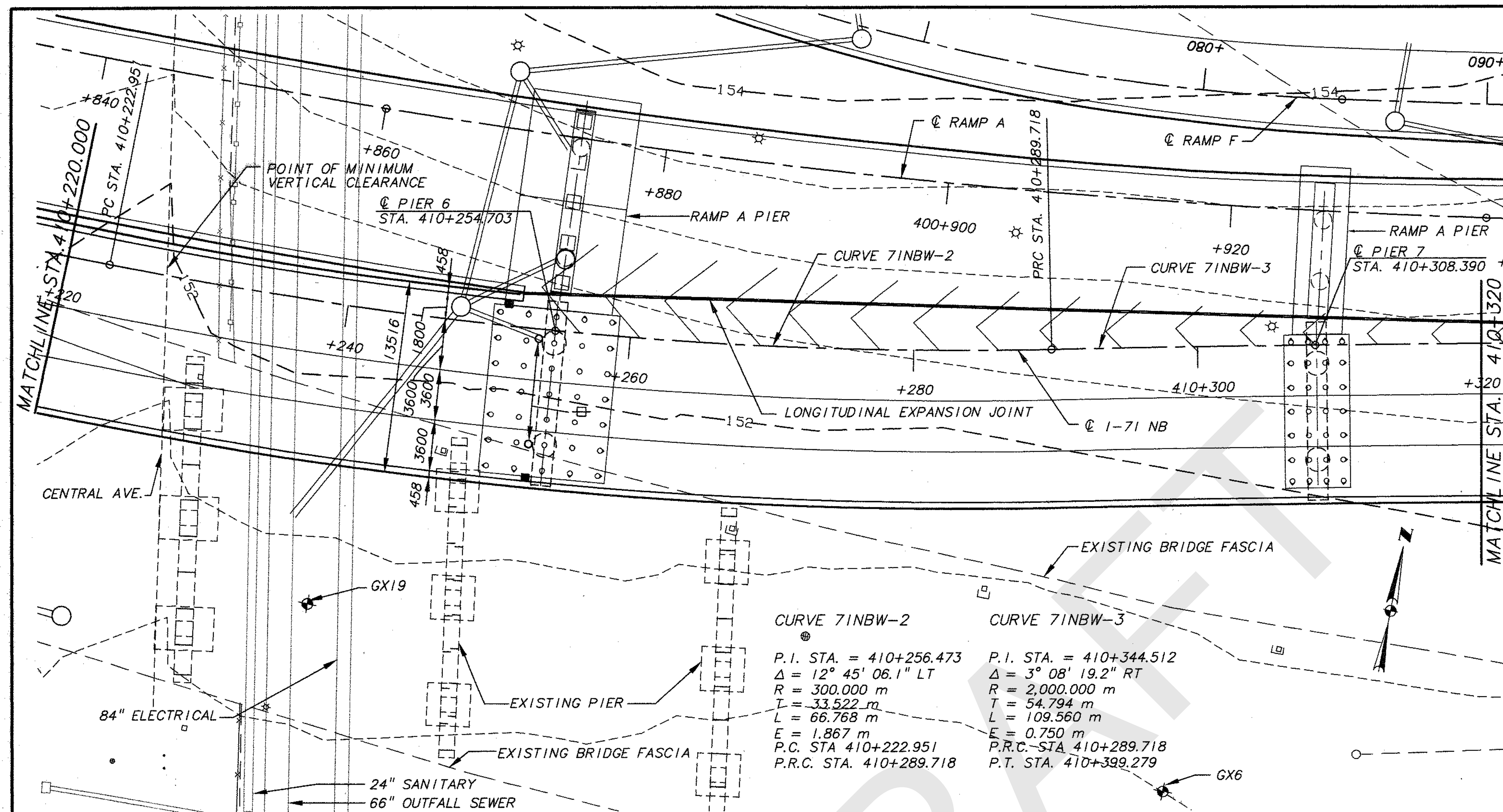
 BORING LOCATION

⊞ DOWNSPOUT

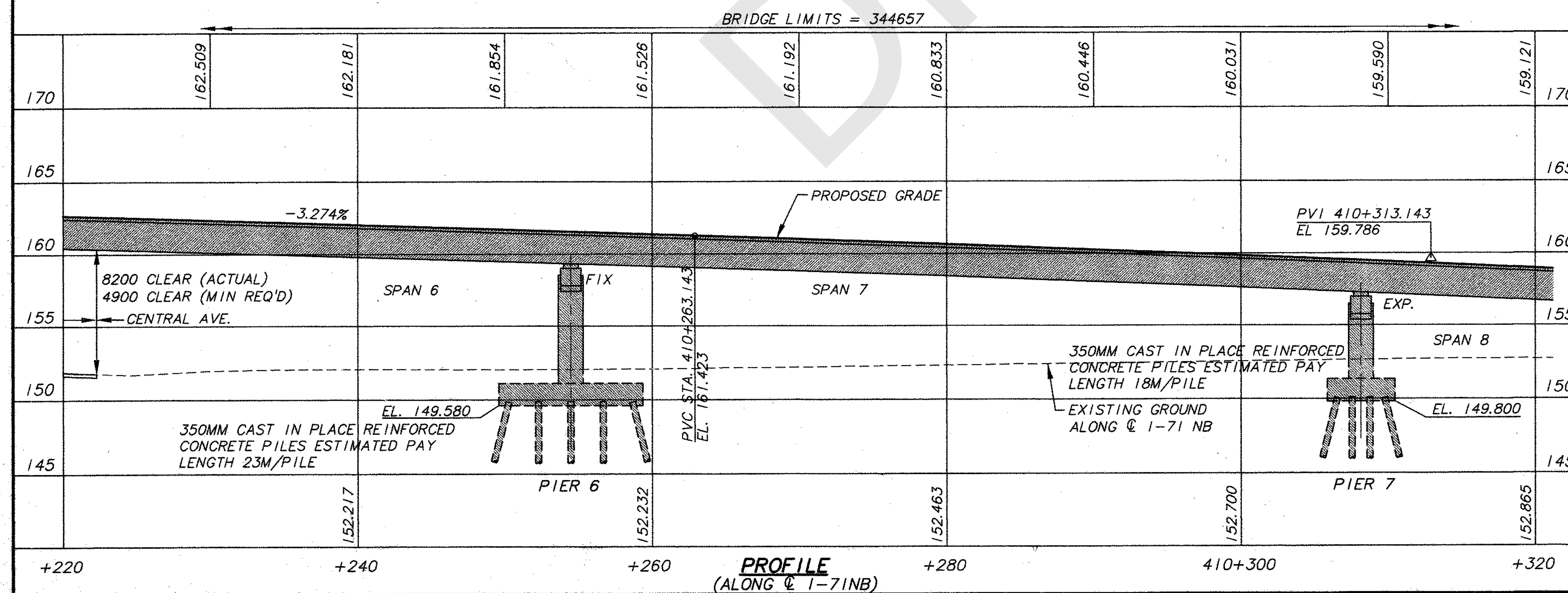
■ SCUPPER



**FINAL FOR
CONSTRUCTION**



PLAN



PROFILE
(ALONG ϕ 1-71NB)

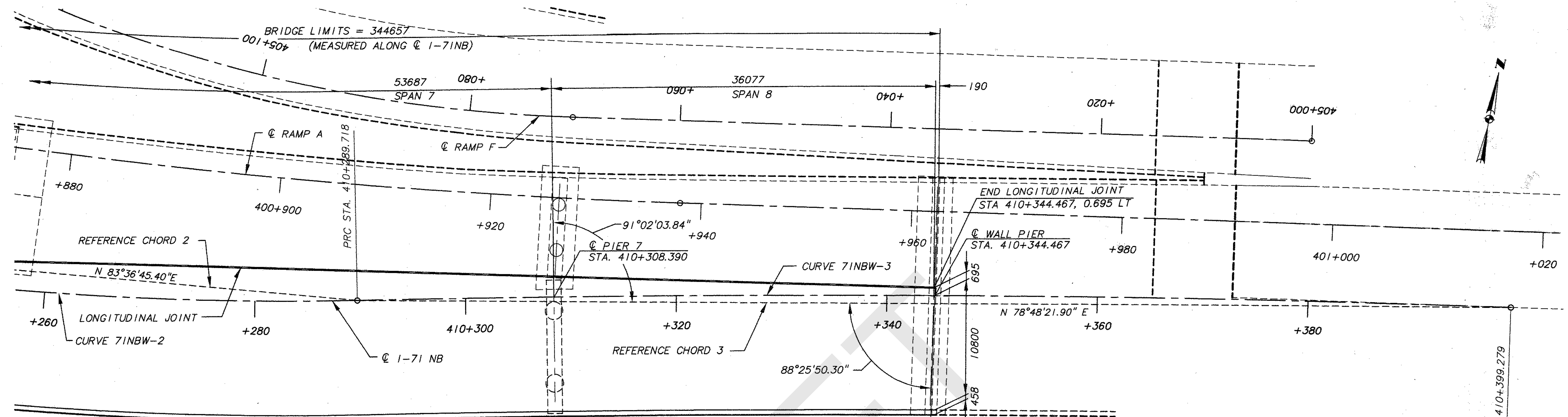
LEGEND

- ✦ BORING LOCATION
- ⊞ DOWNSPOUT
- SCUPPER

NOTES:

- SEE NOTES 1 THRU 9 ON SHEET 4 OF 64.
- ALL PIERS ON THIS SHEET ARE PERPENDICULAR OR RADIAL TO ϕ 1-71 NB.
- ALL DIMENSIONS SHOWN ARE IN MILLIMETERS EXCEPT AS NOTED OTHERWISE. ALL ELEVATIONS, OFFSETS, AND STATIONS ARE IN METERS.

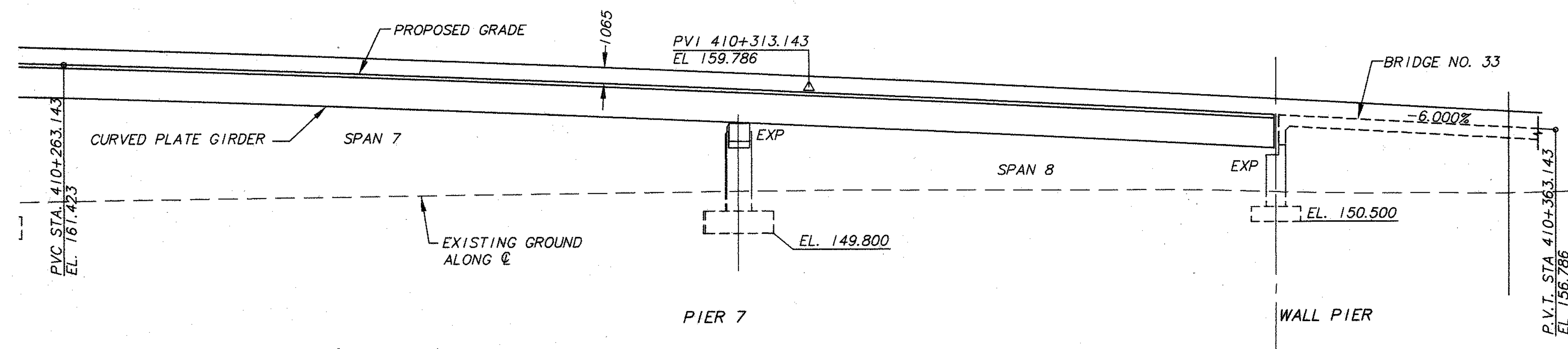
FINAL FOR
CONSTRUCTION



CURVE 71NBW-2
P.I. STA. = 410+256.473
 Δ = 12° 45' 06.1" LT
R = 300.000 m
T = 33.522 m
L = 66.768 m
E = 1.867 m
P.C. STA 410+222.951
P.R.C. STA. 410+289.718

CURVE 71NBW-3
P.I. STA. = 410+344.512
 Δ = 3° 08' 19.2" RT
R = 2,000.000 m
T = 54.794 m
L = 109.560 m
E = 0.750 m
P.R.C. STA 410+289.718
P.T. STA. 410+399.279

GENERAL PLAN



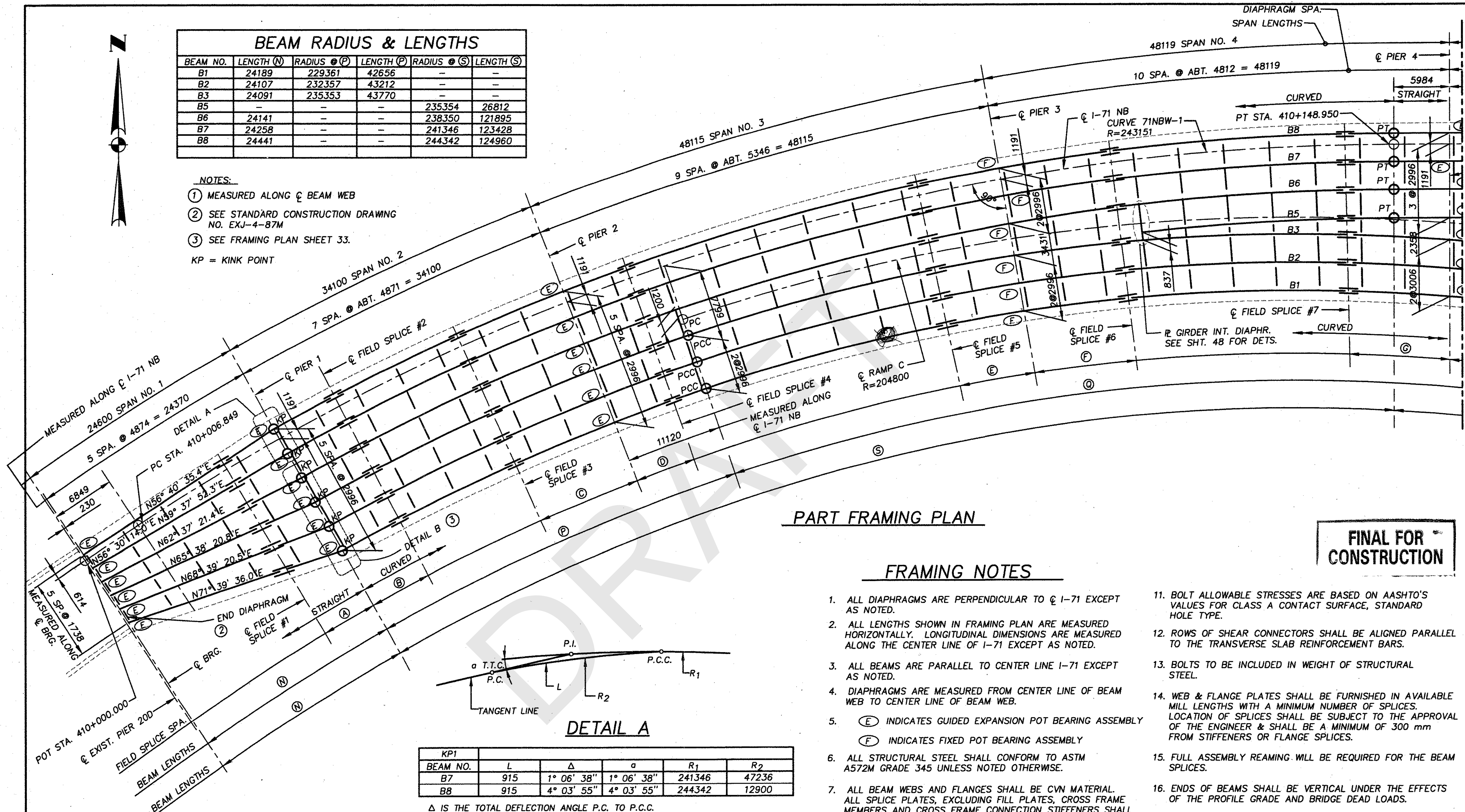
ELEVATION

FINAL FOR CONSTRUCTION

BEAM RADIUS & LENGTHS					
BEAM NO.	LENGTH (N)	RADIUS @ P	LENGTH (P)	RADIUS @ S	LENGTH (S)
B1	24189	229361	42656	-	-
B2	24107	232357	43212	-	-
B3	24091	235353	43770	-	-
B5	-	-	-	235354	26812
B6	24141	-	-	238350	121895
B7	24258	-	-	241346	123428
B8	24441	-	-	244342	124960

NOTES:

- MEASURED ALONG ϕ BEAM WEB
 - SEE STANDARD CONSTRUCTION DRAWING NO. EXJ-4-87M
 - SEE FRAMING PLAN SHEET 33.
- KP = KINK POINT



PART FRAMING PLAN

FRAMING NOTES

- ALL DIAPHRAGMS ARE PERPENDICULAR TO ϕ I-71 EXCEPT AS NOTED.
- ALL LENGTHS SHOWN IN FRAMING PLAN ARE MEASURED HORIZONTALLY. LONGITUDINAL DIMENSIONS ARE MEASURED ALONG THE CENTER LINE OF I-71 EXCEPT AS NOTED.
- ALL BEAMS ARE PARALLEL TO CENTER LINE I-71 EXCEPT AS NOTED.
- DIAPHRAGMS ARE MEASURED FROM CENTER LINE OF BEAM WEB TO CENTER LINE OF BEAM WEB.
- (E) INDICATES GUIDED EXPANSION POT BEARING ASSEMBLY
(F) INDICATES FIXED POT BEARING ASSEMBLY
- ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A572M GRADE 345 UNLESS NOTED OTHERWISE.
- ALL BEAM WEBS AND FLANGES SHALL BE CVN MATERIAL. ALL SPLICE PLATES, EXCLUDING FILL PLATES, CROSS FRAME MEMBERS AND CROSS FRAME CONNECTION STIFFENERS SHALL BE CVN MATERIAL. CVN MATERIAL SHALL MEET THE SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
- BEARING STIFFENERS SHALL BE VERTICAL.
- FIELD CONNECTIONS SHALL BE MADE WITH 22 mm ASTM A-325M HIGH STRENGTH BOLTS.
- ERECTION BOLTS: THE HOLE DIAMETER IN CROSS FRAMES AND BEAM STIFFENERS SHALL BE 4 mm LARGER THAN THE DIAMETER OF THE ERECTION BOLTS. UNLESS REPLACED BY PERMANENT HIGH STRENGTH BOLTS, ERECTION BOLTS SHALL REMAIN IN PLACE. LOCK WASHERS SHALL BE FURNISHED FOR OTHER THAN FULLY TORQUED HIGH STRENGTH ERECTION BOLTS. BOLTS SHALL BE FURNISHED AS PART OF ITEM 513.
- BOLT ALLOWABLE STRESSES ARE BASED ON AASHTO'S VALUES FOR CLASS A CONTACT SURFACE, STANDARD HOLE TYPE.
- ROWS OF SHEAR CONNECTORS SHALL BE ALIGNED PARALLEL TO THE TRANSVERSE SLAB REINFORCEMENT BARS.
- BOLTS TO BE INCLUDED IN WEIGHT OF STRUCTURAL STEEL.
- WEB & FLANGE PLATES SHALL BE FURNISHED IN AVAILABLE MILL LENGTHS WITH A MINIMUM NUMBER OF SPLICES. LOCATION OF SPLICES SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER & SHALL BE A MINIMUM OF 300 mm FROM STIFFENERS OR FLANGE SPLICES.
- FULL ASSEMBLY REAMING WILL BE REQUIRED FOR THE BEAM SPLICES.
- ENDS OF BEAMS SHALL BE VERTICAL UNDER THE EFFECTS OF THE PROFILE GRADE AND BRIDGE DEAD LOADS.
- FLANGE PLATES FOR BEAMS SHALL BE CUT TO PROPER CURVATURE.
- ALL STRUCTURAL STEEL SHALL BE PAINTED USING THE IZEU PAINT SYSTEM. PRIME COAT SHALL BE APPLIED IN THE FABRICATION SHOP. SPECIAL 3 COAT SYSTEM, REFER TO SUPPLEMENTAL SPECIFICATIONS.
- ALL BOLTS SHALL BE GALVANIZED WHEN USED IN CONJUNCTION WITH THE IZEU PAINT SYSTEM.
- KINK POINT TRANSITION CURVES (DETAILS A THRU C) ARE AT CONTRACTOR'S OPTION AND BEAM LENGTHS GIVEN IN "BEAM RADIUS & LENGTHS" TABLES ARE GIVEN TO THE UNTRANSITIONED KINK POINTS SHOWN ON THE PLAN VIEWS.

DETAIL A

KP1	BEAM NO.	L	Δ	α	R ₁	R ₂
	B7	915	1° 06' 38"	1° 06' 38"	241346	47236
	B8	915	4° 03' 55"	4° 03' 55"	244342	12900

Δ IS THE TOTAL DEFLECTION ANGLE P.C. TO P.C.C.

FIELD SPLICE DISTANCES ①

BEAM NO.	LENGTH (A)	LENGTH (B)	LENGTH (C)	LENGTH (D)	LENGTH (E)	LENGTH (F)	LENGTH (G)
B1	6287	6892	11487	6724	8394	11323	10911
B2	6305	6982	11637	6811	8504	11471	10975
B3	6339	7072	11787	6899	8614	11620	11039
B5	-	-	-	-	-	-	11060
B6	6390	7162	11937	6987	8734	11792	11125
B7	6459	7252	12087	7075	8844	11941	11189
B8	6545	7342	12237	7163	8954	12089	11254

FINAL FOR CONSTRUCTION

FRAMING PLAN
171 N.B.

BRIDGE 3

31 / 64

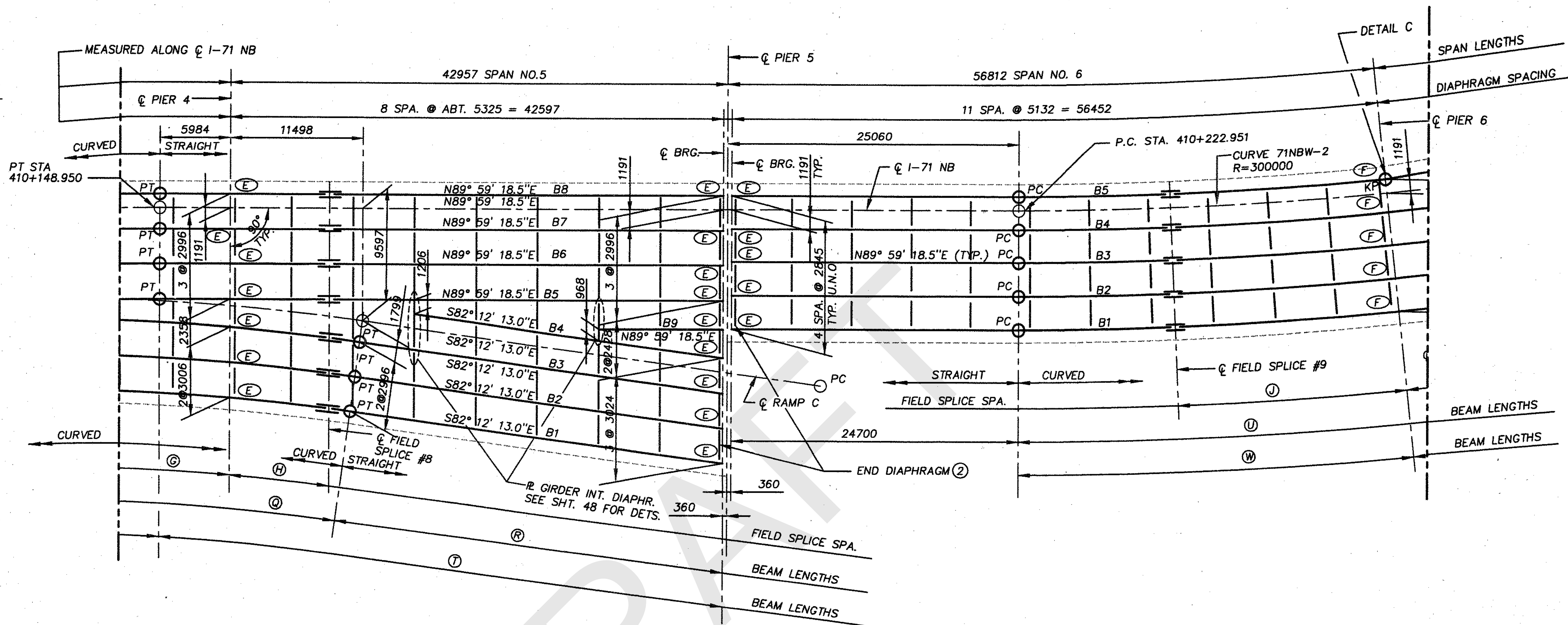
441
588

BRW
A DAVIS & MOORE GROUP COMPANY

DESIGNED	DRAWN	REVIEWED	DATE
SA	MLF	MM	
CHECKED	REVISED	STRUCTURE FILE NUMBER	

AUG 13 1998

2-FRAME JWG 9-18-98



PART FRAMING PLAN

FIELD SPLICE DISTANCES ①

BEAM NO.	LENGTH (H)	LENGTH (J)
B1	8648	19287
B2	8647	19110
B3	8645	18933
B4	-	18756
B5	8600	18579
B6	8600	-
B7	8600	-
B8	8600	-

BEAM RADIUS & LENGTHS

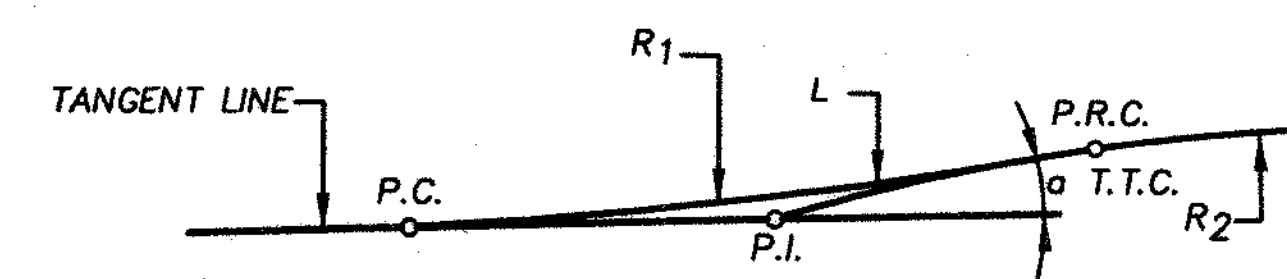
BEAM NO.	RADIUS @ (Q)	LENGTH (Q)	LENGTH (T)	LENGTH (R)
B1	197009	90960	-	32462
B2	200005	92344	-	32051
B3	203001	93727	-	31640
B4	-	-	-	26871
B5	-	-	48581	-
B6	-	-	48581	-
B7	-	-	48581	-
B8	-	-	48581	-
B9	-	-	-	10649

NOTES:

- ① MEASURED ALONG ϕ BEAM WEB
 - ② SEE STANDARD CONSTRUCTION DRAWING NO. EXJ-4-87M
- KP = KINK POINT

WELD CHART

MAT. THICKNESS OF THICKER PART JOINED	MIN. SIZE OF FILLET WELD
TO 19 mm THICK INCLUSIVE	6 mm
OVER 19 mm THICK TO 38 mm INCL.	8 mm
OVER 38 mm THICK TO 57 mm INCL.	10 mm
OVER 57 mm THICK TO 152 mm INCL.	13 mm

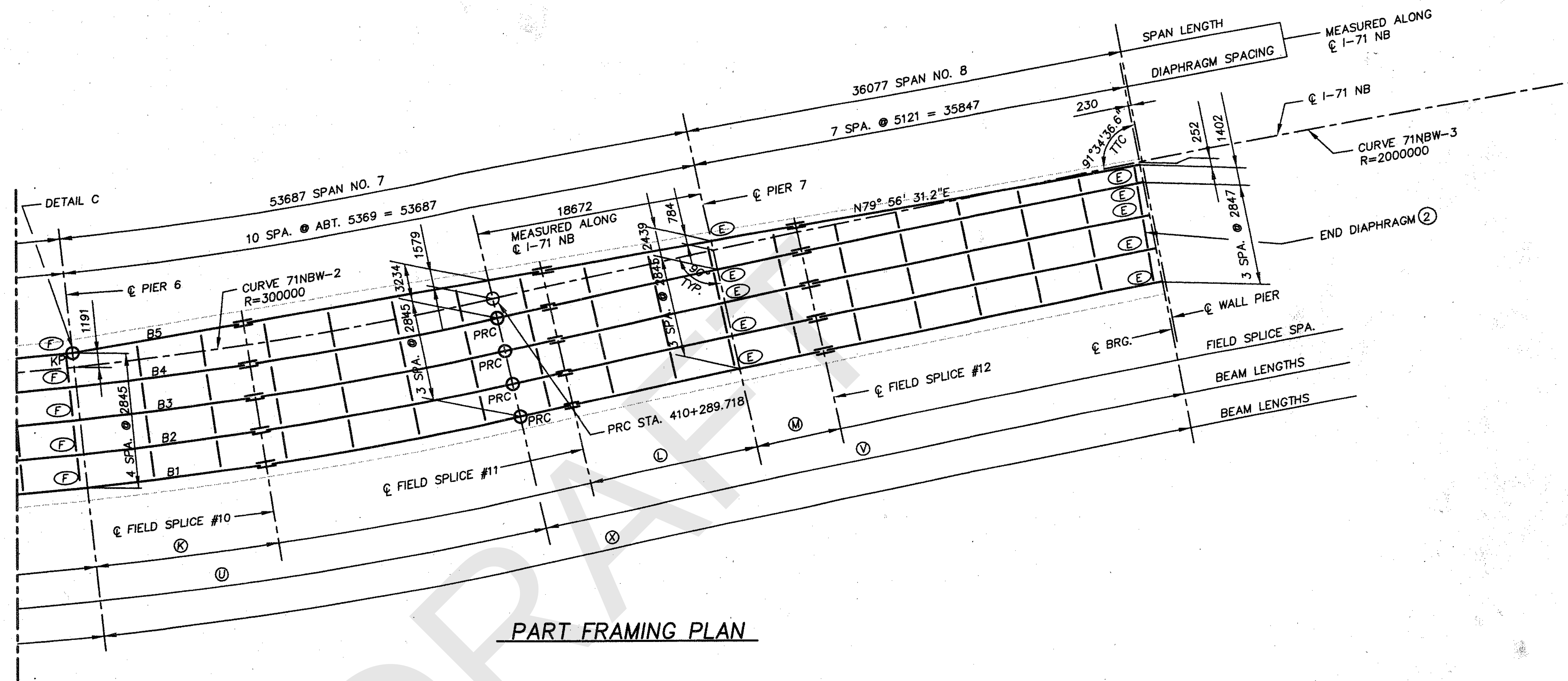


DETAIL B

FINAL FOR CONSTRUCTION

BEAM NO.	L	Δ	α	R1	R2
B1	915	10° 54' 57"	10° 54' 57"	4803	229361
B2	915	7° 54' 45"	7° 54' 45"	6626	232357
B3	915	4° 53' 46"	4° 53' 46"	10706	235353
B6	915	1° 52' 46"	1° 52' 46"	27873	238350

Δ IS THE TOTAL DEFLECTION ANGLE P.C. TO P.R.C.



PART FRAMING PLAN

FIELD SPLICE DISTANCES ①

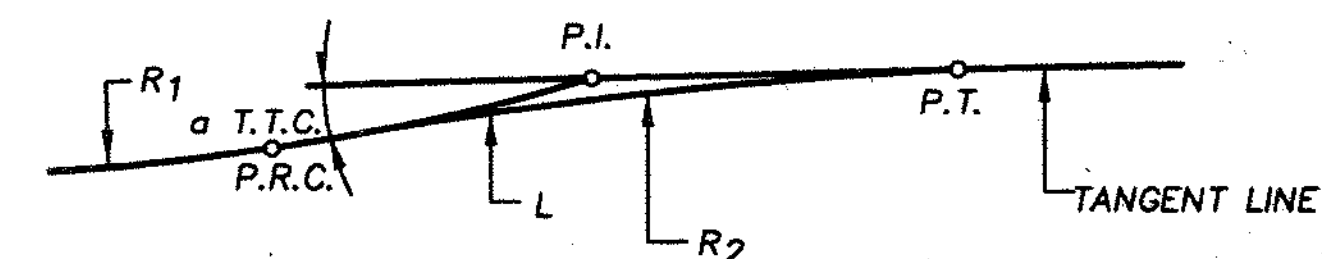
BEAM NO.	LENGTH (K)	LENGTH (L)	LENGTH (M)
B1	14892	14129	7024
B2	14755	14149	7034
B3	14619	14169	7044
B4	14482	14190	7054
B5	14344	14220	7067

BEAM RADIUS & LENGTHS

BEAM NO.	RADIUS • (U)	LENGTH (U)	RADIUS • (V)	LENGTH (V)	RADIUS • (W)	LENGTH (W)	LENGTH (X)
B1	310191	69035	1989809	53965	—	—	—
B2	307345	68402	1992655	54120	—	—	—
B3	304500	67770	1995500	54274	—	—	—
B4	301654	67136	1998346	54428	—	—	—
B5	—	—	—	—	298809	31626	89395

NOTES:

- ① MEASURED ALONG • BEAM WEB
 - ② SEE STANDARD CONSTRUCTION DRAWING NO. EXJ-4-87M
- KP = KINK POINT



DETAIL C

BEAM NO.	L	Δ	a	R ₁	R ₂
B5	915	4° 04' 12"	4° 04' 12"	298809	13021

Δ IS THE TOTAL DEFLECTION ANGLE P.R.C. TO P.T.

FINAL FOR
CONSTRUCTION

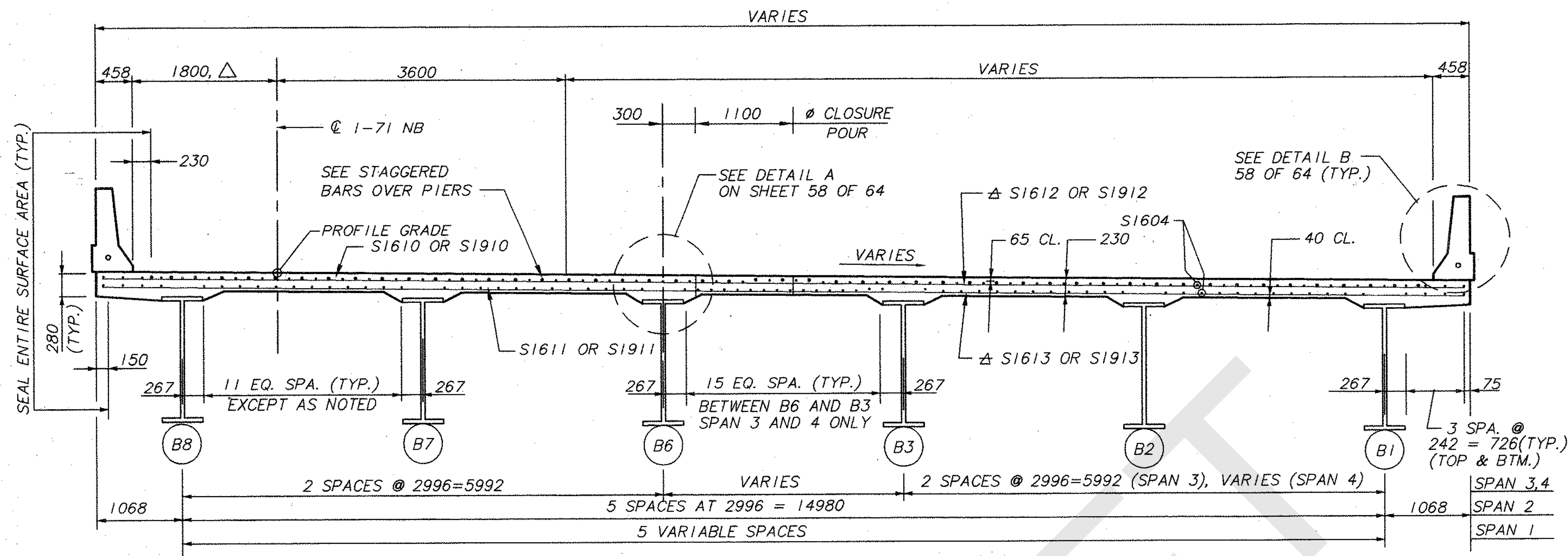
FRAMING PLAN
171 N.B.

BRIDGE 3

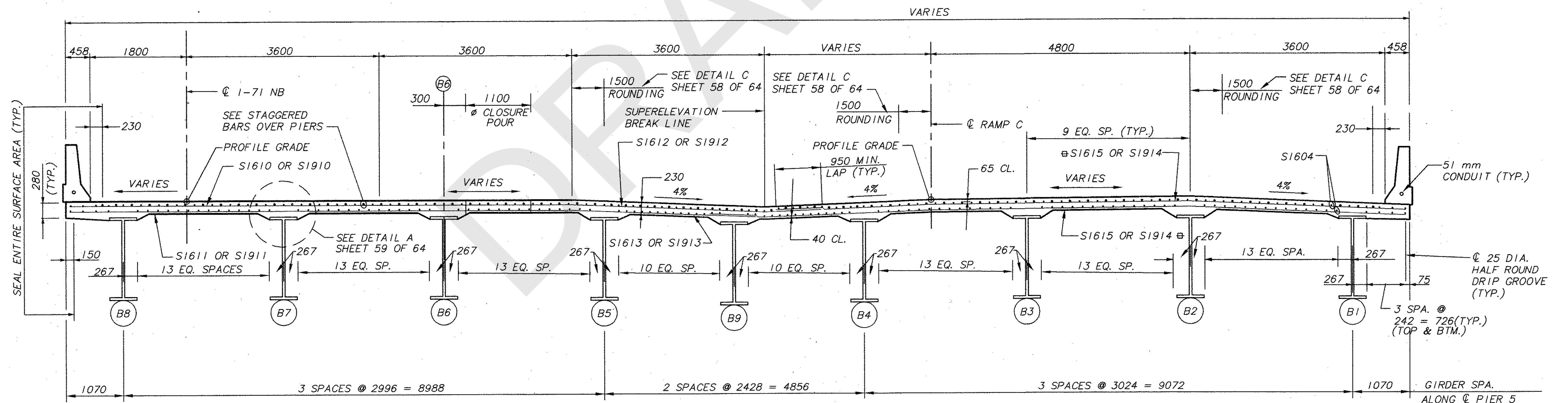
33 / 64

443
588

△ VARIES 1223 - 1800 IN SPAN 1



TYPICAL SECTION
(STA. 410+000.000 TO STA. 410+121.500)
(SPANS 1,2,3, PORTION OF 4)



TYPICAL SECTION
(STA. 410+121.5 TO STA. 410+197.891)
(PORTION SPAN 4, 5)

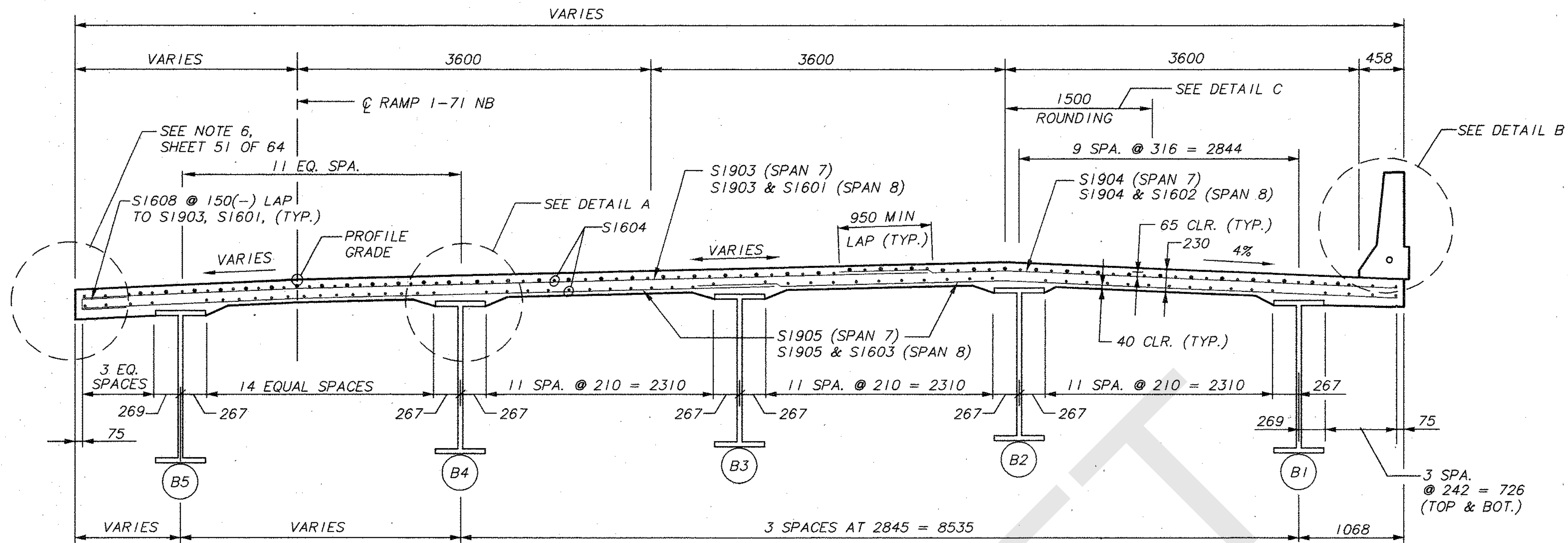
- △ CUT S1612, S1613, S1912, S1913 TO FIT.
- ∅ SEE SECTION B-B SHEET 52 OF 64
- ⊞ CUT S1615 OR S1914 TO FIT. MULTIPLE LAPS ARE ALLOWED PER BAR LINE. LAP TOP BARS MIDWAY BETWEEN GIRDERS AND BTM. BARS OVER GIRDERS.

NOTES:

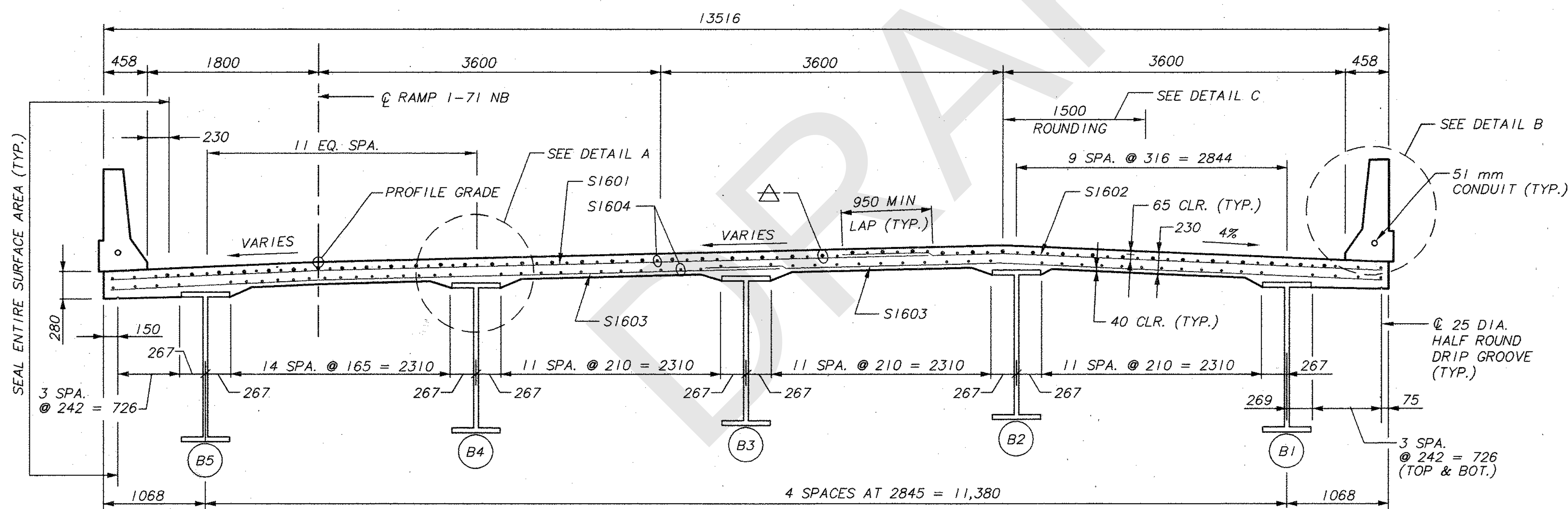
1. TRANSVERSE BARS TO BE PLACED RADIAL TO 1-71 NB ALIGNMENT.
2. FOR SUPERELEVATION RATES, REFERENCE SUPERELEVATION PLANS.

FINAL FOR CONSTRUCTION

SUPERSTRUCTURE (SPANS 1,2,3,4,5) REINFORCING STEEL LIST			
MARK	TOTAL NO.	LENGTH	TYPE
S1604	3030	12000	STR
S1606	868	2130	I
S1610	666	7310	STR
S1611	666	7310	STR
S1612	666	12000	STR
S1613	666	12000	STR
S1614	203	8200	STR
S1615	288	3800	STR
S1901	868	765	3
S1902	868	855	2
S1910	661	7310	STR
S1911	661	7310	STR
S1912	661	12000	STR
S1913	661	12000	STR
S1914	286	3800	STR

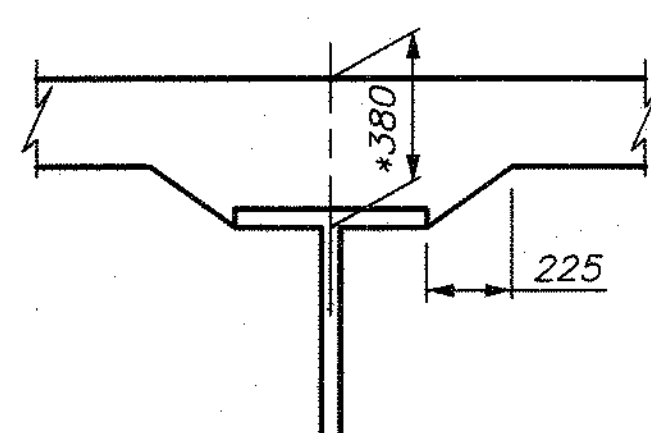


TYPICAL SECTION
(SPAN 6 STA. 410+252.220 TO STA. 410+254.703)
(SPAN 7 AND SPAN 8)



TYPICAL SECTION
(SPAN 6 STA. 410+197.891 TO STA. 410+252.220)

SEE STAGGERED BARS OVER PIERS
SHOWN ON SLAB PLANS



DETAIL A

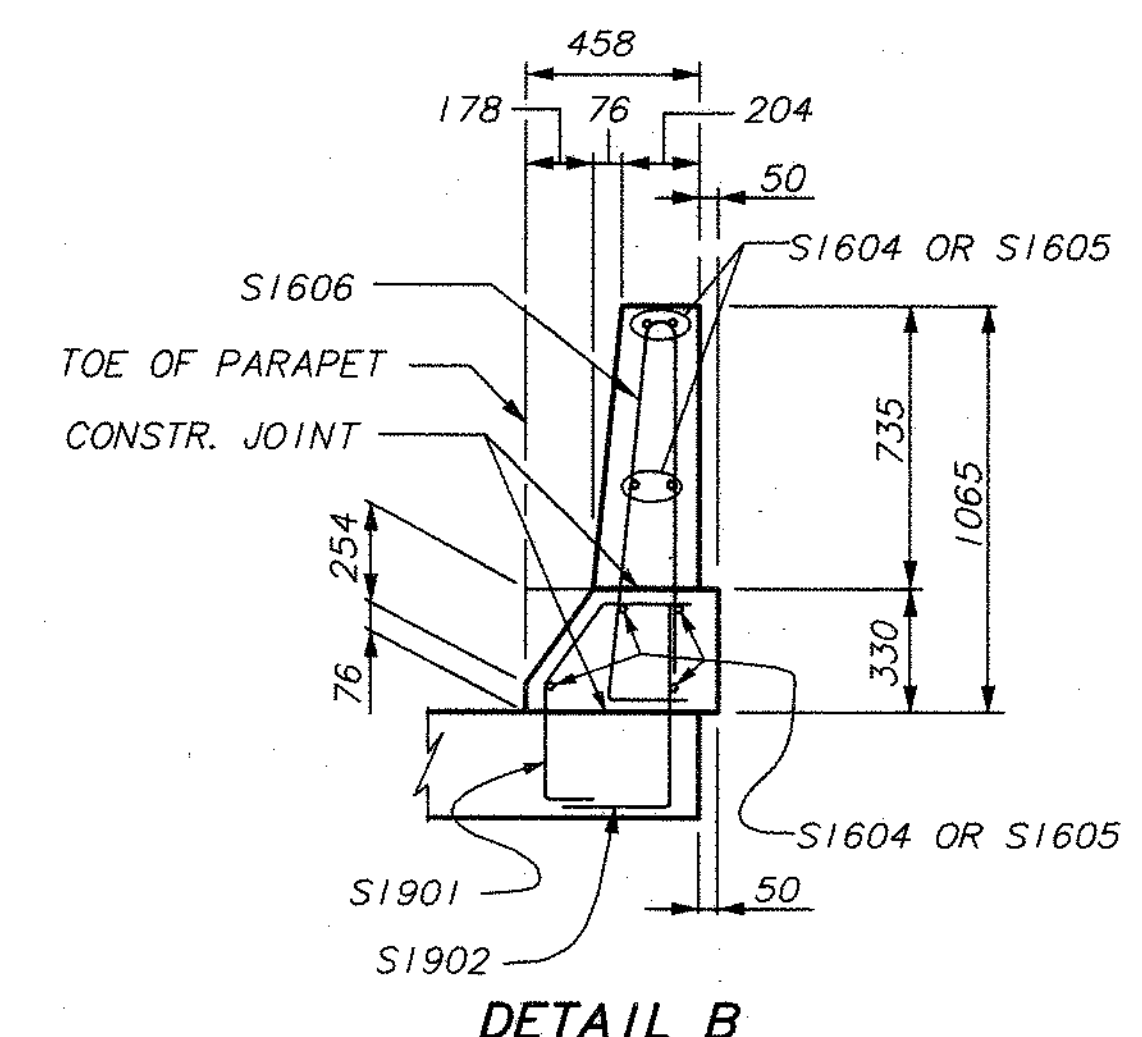
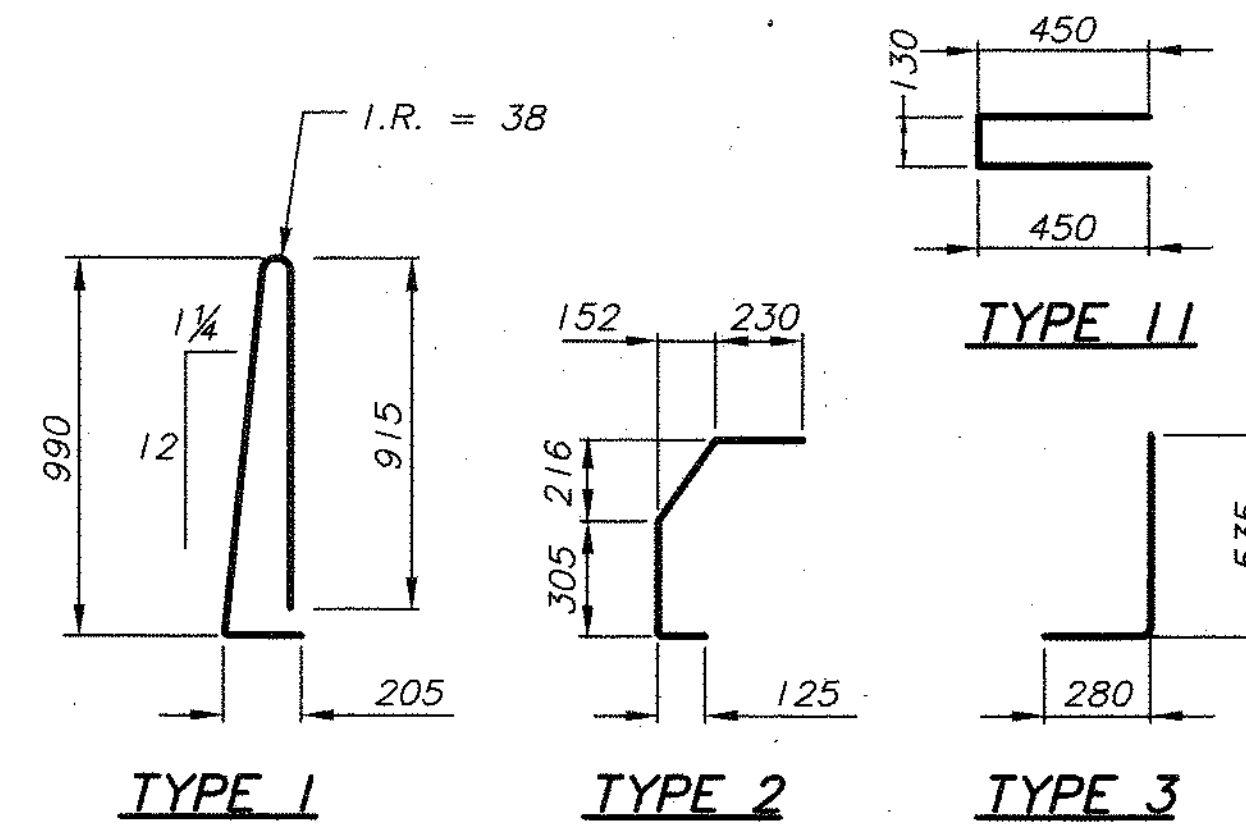
* DECK SLAB DEPTH: THE DISTANCE SHOWN FROM TOP OF DECK SLAB TO TOP OF STEEL GIRDER WEB IS THE DESIGN DIMENSION. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE.

NOTES:

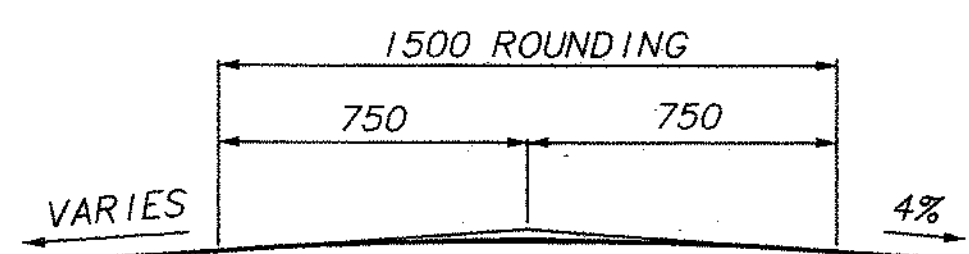
1. TRANSVERSE BARS TO BE PLACED RADIAL TO 1-71 NB ALIGNMENT.
2. FOR SUPERELEVATION RATES, REFERENCE SUPERELEVATION PLANS.

FINAL FOR CONSTRUCTION

SUPERSTRUCTURE (SPANS 6,7,8) REINFORCING STEEL LIST			
MARK	TOTAL NO.	LENGTH	TYPE
SI601	507	8700	STR.
SI602	507	5800	STR.
SI603	1014	7300	STR.
SI604	1608	12000	STR.
SI605	112	11400	STR.
SI606	444	2130	I
SI607	84	12000	STR.
SI608	615	1030	I
SI901	444	785	3
SI902	444	855	2
SI903	487	9400	STR.
SI904	487	5700	STR.
SI905	974	7600	STR.



DETAIL B



DETAIL C