

**ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGNING AND MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.

THE CONTRACTOR SHALL DEVISE A MAINTENANCE OF TRAFFIC SCHEME WHICH SHALL BE STAMPED BY A PROFESSIONAL ENGINEER, AND PRESENT IT TO THE ENGINEER FOR APPROVAL. THE MAINTENANCE OF TRAFFIC SCHEME SHALL PRESENT, IN GENERAL, THE METHOD FOR CONDUCTING THE REQUIRED WORK IN A SAFE AND EFFICIENT MANNER.

THE PLANS SHALL INCLUDE THE FOLLOWING COMPONENTS:  
THE PLAN VIEW AT AN APPROPRIATE SCALE TO SHOW:

- WORK AREA
- BEGIN/END STATIONING OF TAPERS, TEMPORARY MARKINGS, ETC.
- TEMPORARY PAVEMENT
- LOCATIONS OF SIGNS (EXISTING OVERHEAD SIGNS AND ALL PROPOSED, COVERED, OR MODIFIED SIGNS)
- LOCATIONS OF TYPICAL SECTIONS
- REFERENCES TO APPLICABLE STANDARD DRAWINGS

TYPICAL SECTIONS SHOWING:

- LANE WIDTHS, PAVEMENT MARKINGS, DRUMS, PCB, ETC.
- LIMITING STATIONS
- WORK AREA AND DROP-OFFS
- SIGN DETAILS FOR PROPOSED SIGNS AND OVERLAYS/ MODIFICATIONS

THE MAINTENANCE OF TRAFFIC SCHEME SHALL BE IN CONFORMANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST REVISION, THE REFERENCED STANDARD CONSTRUCTION DRAWINGS INCLUDING DESIGNER NOTES, THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS), POLICY NO. 21-008(P) TRAFFIC MANAGEMENT IN WORK ZONES INTERSTATE AND OTHER FREEWAYS, ODOT LOCATION AND DESIGN MANUAL, VOLUME 1, AND ALL REQUIREMENTS DETAILED IN THESE PLANS. THIS SUBMITTAL SHALL CONSIST OF THREE (3) COPIES OF THE PLANS FOR REVIEW AND DISTRIBUTION. NO WORK SHALL BEGIN AT THE LOCATION UNTIL THE MAINTENANCE OF TRAFFIC PLANS HAVE BEEN APPROVED BY OHIO DEPARTMENT OF TRANSPORTATION. ALL PHASES OF M.O.T. AT A LOCATION SHALL BE SUBMITTED IN A BUILDABLE UNIT.

THE PROGRESS SCHEDULE WILL BE REQUIRED TO APPROVE THE MAINTENANCE OF TRAFFIC PLANS. THIS SCHEDULE OF OPERATIONS SHALL DETAIL THE CONTRACTOR'S WORK ACTIVITIES AND HIS METHODS OF MAINTAINING TRAFFIC DURING THESE ACTIVITIES. MAINTENANCE OF TRAFFIC PLANS SHALL BE PREPARED AND SUBMITTED TO THE DISTRICT FOR APPROVAL. THESE PLANS SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER. THE DISTRICT SHALL HAVE 14 CALENDAR DAYS TO REVIEW AND COMMENT ON THESE PLANS. THE CONTRACTOR SHALL NOT BEGIN ANY WORK REQUIRING TRAFFIC CONTROL UNTIL THE ENGINEER HAS GIVEN APPROVAL OF THE CONTRACTOR'S SEQUENCE OF OPERATIONS AND MAINTENANCE OF TRAFFIC PLANS.

THE MAINTENANCE OF TRAFFIC SCHEME SHALL TAKE INTO CONSIDERATION SNOW AND ICE OPERATIONS FROM DECEMBER 1 THROUGH MARCH 31. LANE SHIFTS, RESTRICTIONS, AND CLOSURES MAY NOT BE APPROVED IF THEY ADVERSELY AFFECT SNOW REMOVAL OPERATIONS.

IF IN THE OPINION OF THE ENGINEER, THE CONTRACTOR FAILS TO COMPLY WITH THESE REQUIREMENTS AND THE PROVISIONS OF THE APPROVED MAINTENANCE OF TRAFFIC PLAN, THE ENGINEER SHALL SUSPEND WORK UNTIL ALL REQUIREMENTS ARE MET. ANY COST OR DELAYS INCURRED AS A RESULT OF THE FAILURE SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR.

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

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

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

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

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

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
EASTER	

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

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

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

BUT-126-1114: MAINTAIN A MINIMUM OF ONE LANE OF TWO-WAY TRAFFIC USING FLAGGERS AT ALL TIMES.

CLE-32-1058:

ON BATAVIA ROAD, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 50 CONSECUTIVE CALENDAR DAYS OCCURRING BETWEEN JUNE 5TH AND SEPTEMBER 30TH WHEN THROUGH TRAFFIC MAY BE DETOURED. THE POSTED DETOUR ROUTE SHALL BE TO EXIT FROM WESTBOUND SR 32 TO SOUTH ON HALF ACRE ROAD TO WEST ON JAMES SAULS SR DR. THE DETOUR IN THE OPPOSITE DIRECTION USES THE SAME ROUTE. AMPLE ADVANCE SIGNAGE WILL BE NEEDED ON MAINLINE SR 32 TO GET VEHICLES TO EXIT AT HALF ACRE RD. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT AS SPECIFIED IN THE PERMITTED LANE CLOSURE TIMES AN UNAUTHORIZED LANE USE TABLE FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ON SR 32, MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12. THE EXISTING VERTICAL CLEARANCE SHALL BE MAINTAINED BETWEEN THE SR 32 ROADWAY INCLUDING PAVED SHOULDERS AND THE BATAVIA ROAD OVERHEAD STRUCTURE.

CLE-131-0036:

ON SR 131, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR;

- A MINIMUM OF ONE LANE OF TWO-WAY TRAFFIC USING FLAGGERS MAY BE MAINTAINED ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12.
- A PERIOD NOT TO EXCEED 35 CONSECUTIVE CALENDAR DAYS OCCURRING BETWEEN JUNE 5TH AND AUGUST 10TH WHEN THROUGH TRAFFIC MAY BE DETOURED. THE POSTED DETOUR ROUTE SHALL BE US-50 TO SOUTH ON MILFORD PKWY AND CONTINUE ONTO SR 450, ENTER ONTO NORTH I-275, EXIT EAST AT SR 28 TO SOUTH WOLF PEN PLEASANT HILL RD. THE DETOUR IN THE OPPOSITE DIRECTION USES THE SAME ROUTE. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT AS SPECIFIED IN THE PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE ON SHEET II FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ON I-275, MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12.

CLE-132-1180:

MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURE NOTE ON SHEET 12, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS WHEN ONE LANE IN EACH DIRECTION MAY BE MAINTAINED. MAINTAIN A MINIMUM OF ONE SIDEWALK AT ALL TIMES.

DURING LONG-TERM LANE CLOSURES, THE CONTRACTOR IS REQUIRED TO MAINTAIN THE EXISTING SIGNALS AT BOTH ENDS OF THE STRUCTURE, INCLUDING MODIFYING SIGNAL TIMING AND SIGNAL OPERATION COMMENSURATE WITH THE TEMPORARY TRAFFIC CONTROL PLANS. IT MAY BE NECESSARY FOR THE CONTRACTOR TO REVISE SIGNAL TIMING DURING THE COURSE OF THE WORK TO MAINTAIN EFFECTIVE TRAFFIC FLOW. UPON COMPLETION OF THE WORK AND OPENING ALL LANES OF TRAFFIC, THE CONTRACTOR SHALL RESTORE THE ORIGINAL SIGNAL TIMING AND OPERATION.

PROVIDE 1 PCMS PER DIRECTION TO BE LOCATED A MINIMUM OF 1 WEEK PRIOR TO LANE CLOSURES TO REMAIN IN PLACE UNTIL WORK HAS COMPLETED.

ALL MARKINGS REMOVED FOR MAINTENANCE OF TRAFFIC SHALL BE REPLACED WITH THE SAME MATERIAL AS EXISTING. ALL MARKINGS COVERED FOR MAINTENANCE OF TRAFFIC SHALL BE PAINTED USING ITEM 642 TRAFFIC PAINT.

GRE-35-1354R: MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12.

HAM-50-1976: MAINTAIN ALL EXISTING LANES AND RAMPS ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12. PROVIDE A DETOUR FOR THE RAMP CLOSURE OF SOUTHBOUND FREEMAN TO WESTBOUND US-50; THE DETOUR IS WEST ON MEHRING WAY TO NORTH ON HARRIET STREET.

HAM-75-0146: MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12. PROVIDE A DETOUR FOR THE RAMP CLOSURE OF NORTHBOUND FREEMAN TO NORTHBOUND I-75; THE DETOUR USES WINCHELL AVENUE TO NORTHBOUND I-75.

HAM-126-1530: MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12. THE EXISTING SIDEWALK SHALL REMAIN OPEN WHEN WORK IS NOT BEING PERFORMED. WHEN THE SIDEWALK IS OPEN TO PEDESTRIAN TRAFFIC, THE EXISTING AND PROPOSED VANDAL PROTECTION FENCE SHALL PROVIDE CONTINUOUS VANDAL PROTECTION ALONG THE ENTIRE LENGTH OF FENCE.

HAM-275-3484L:

MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12. THE MINIMUM LANE WIDTH IS 11'. THE MINIMUM SHOULDER WIDTH IS 2'. A CONTRA-FLOW TRAFFIC SCHEME IS PROHIBITED.

IF TRAFFIC IS SHIFTED ONTO THE MEDIAN SHOULDER, THE EXISTING RUMBLE STRIPS SHALL BE MILLED 1/2" DEEP AND RESURFACED WITH 1/2" ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1. PRIOR TO OPENING THE SHOULDER TO TRAFFIC, ENSURE THE APPROACH ONTO OR OFF THE STRUCTURE APPROACH SLAB IS SMOOTH AND FREE OF BUMPS. RESTORE ANY REMOVED RUMBLE STRIPS AFTER PLACING TRAFFIC IN ITS ORIGINAL CONFIGURATION.

**NOTIFICATION OF TRAFFIC RESTRICTIONS**

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

DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT (DOT.D08.PIO@DOT.OHIO.GOV)

DISTRICT PERMIT SECTION BY EMAIL AT (D08.PERMITS@DOT.OHIO.GOV)

CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT (HAULING.PERMITS@DOT.OHIO.GOV)

DISTRICT TRAFFIC, DETOUR SECTION BY EMAIL AT (DOT.D08.DETOURS@DOT.OHIO.GOV)

SOUTHERN OHIO DIVISION OF JOBS & COMMERCE BY EMAIL AT (MELISSA.TAYLOR@DOT.OHIO.GOV)

VILLAGE OF BATAVIA, ADMINISTRATOR BY EMAIL AT (ADMINISTRATOR@BATAVIAVILLAGE.ORG); BY PHONE AT (513) 732-2020

VILLAGE OF BATAVIA, SUPERINTENDENT BY EMAIL AT (VBWSMITH@ZOOMTOWN.COM); BY PHONE AT (513) 207-3102

THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

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

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

**INTERIM COMPLETION REQUIREMENTS**

THE PROJECT HAS MULTIPLE INTERIM COMPLETION DATES AS DESCRIBED BELOW.

THE WORK LOCATION CLE-32-1058 HAS AN INTERIM COMPLETION DATE OF SEPTEMBER 30TH, 2020. ON OR BEFORE THE INTERIM COMPLETION DATE, THE ROADWAY SHALL BE PLACED IN THE FINAL CONDITION, ALL PERMANENT PAVEMENT MARKINGS IN PLACE AND THE ROADWAY OPEN TO TRAFFIC.

THE WORK LOCATION CLE-132-1182 HAS AN INTERIM COMPLETION DATE; THIRTY (30) DAYS FOLLOWING THE START OF LONG-TERM LANE CLOSURES. ON OR BEFORE THE INTERIM COMPLETION DATE, THE ROADWAY SHALL BE PLACED IN ITS EXISTING CONFIGURATION WITH ALL PAVEMENT MARKINGS IN PLACE, EXISTING TRAFFIC SIGNALS RESTORED TO EXISTING OPERATION, AND ALL LANES OPEN TO TRAFFIC. SHORT-TERM LANE CLOSURES OCCURRING BEFORE, OR AFTER LONG-TERM LANE CLOSURES WILL NOT BE SUBJECT TO A DAILY DISINCENTIVE AS SPECIFIED IN THIS NOTE.

THE WORK LOCATION WAR-75-1146 HAS AN INTERIM COMPLETION DATE OF AUGUST 10TH, 2020. ON OR BEFORE THE INTERIM COMPLETION DATE, THE ROADWAY SHALL BE PLACED IN THE FINAL CONDITION, ALL PERMANENT PAVEMENT MARKINGS IN PLACE AND THE ROADWAY OPEN TO TRAFFIC.

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

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

**CITY OF CINCINNATI REQUIREMENTS**

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

CITY ISSUED PERMITS MAY REQUIRE MAJOR EVENT WORK RESTRICTION ON THE CONTRACTOR'S ACTIVITIES. THE CITY MAINTAINS A LIST OF KNOWN MAJOR EVENTS AT THE FOLLOWING WEBSITE:  
<http://cincinnati-oh.gov/police/special-events-regulations-auctions/events-permits/>

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

**WORK ZONE SPEED ZONES (WZSZS)**

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

WZSZ REVISION NUMBER(S)	COUNTY-ROUTE-SECTION(S)	DIRECTION(S)
WZ-45097	HAM-275-3484	WESTBOUND

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

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

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

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

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

[WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).]

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

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

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

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

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

ITEM 808 - DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY 3 SIGN MNTH (ASSUMING 1 DSL SIGN ASSEMBLY FOR 3 MONTHS)

**MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS AT CLE-132-1180 UNDER THE FOLLOWING CONDITIONS:

- EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.
- NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

**WORKSITE TRAFFIC SUPERVISOR (CONTINUED)**

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN.

**PERMITTED LANE CLOSURES**

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THE PERMITTED LANE CLOSURE NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC CONTROL ENGINEER. SHORT TERM LANE CLOSURES SHALL ONLY BE IMPLEMENTED WHEN WORK IS BEING CONTINUOUSLY PERFORMED IN THE LANE. THE CLOSURE SHALL BE REMOVED AS SOON AS POSSIBLE AFTER WORK HAS STOPPED. PERMITTED LANE CLOSURES SHALL ONLY BE ALLOWED DURING TIMES SPECIFIED IN THE PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE. MAINTENANCE OF TRAFFIC PLANS SHALL ADHERE WITH THE FOLLOWING RESTRICTIONS:

CALCULATED  
MGM  
CHECKED  
TWG

MAINTENANCE OF TRAFFIC GENERAL NOTES

D08 - BM - FY2020

PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE

LOCATION	DIRECTION	1 LANE CLOSED	2 LANES CLOSED	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER LANE PER TIME UNIT	COMMENTS
I-275	EB	WEEKDAYS: 8 PM TO 7 AM WEEKEND: 7 PM TO 9 AM	WEEKDAYS: 10 PM TO 6 AM WEEKEND: 11 PM TO 7 AM	N/A	1 MINUTE	\$280	
	WB	WEEKDAYS: 8 PM TO 6 AM WEEKEND: 7 PM TO 8 AM	WEEKDAYS: 9 PM TO 5 AM WEEKEND: 9PM TO 6 AM	N/A	1 MINUTE	\$280	
SR 32	EB	WEEKDAYS: 8 PM TO 7 AM WEEKEND: 7PM TO 8 AM	N/A	N/A	1 MINUTE	\$160	
	WB	WEEKDAYS: 7 PM TO 5 AM WEEKEND: 7PM TO 8 AM	N/A	N/A	1 MINUTE	\$160	
SR 126 (BUTLER)	BOTH	AT ALL TIMES	N/A	N/A	1 MINUTE	N/A	
SR 126 (HAMILTON)	EB/WB	8 PM TO 6 AM	N/A	N/A	1 MINUTE	\$190	
SR 131	BOTH	WEEKDAY: 7 PM TO 7 AM WEEKEND: AT ALL TIMES	N/A	35 DAYS	1 MINUTE (LANE) 1 DAY (COMPLETE)	\$105 \$10,000	
SR 132	NB/SB	WEEKDAY: 9 AM TO 3 PM 7 PM TO 6 AM WEEKEND: AT ALL TIMES	N/A	N/A	1 MINUTE	\$60	
SR 562	EB/WB	8 PM TO 6 AM	N/A	N/A	1 MINUTE	\$280	
US 35	EB	AT ALL TIMES	N/A	N/A	1 MINUTE	N/A	
BATAVIA ROAD	BOTH	N/A	N/A	50 DAYS	1 DAY	\$3,400	
EZZARD CHARLES DRIVE	WB	AT ALL TIMES	N/A	FREEMAN TO NB I-75 (ONLY) WEEKDAY: 6 PM TO 5 AM WEEKEND: AT ALL TIMES	1 MINUTE	\$265	LANES AND RAMP CLOSURES ARE NOT PERMITTED 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, US BANK ARENA, OR ANY OTHER LOCAL VENUE GENERATING AN EVENT ATTENDANCE OF +10,000.
FREEMAN AVENUE	NB/SB	WEEKDAY: 9 AM TO 4 PM 7 PM TO 5 AM WEEKEND: AT ALL TIMES	N/A	SB RAMP TO WB 50 (ONLY) WEEKDAY: 7 PM TO 12 PM WEEKEND: AT ALL TIMES	1 MINUTE	\$55	LANES AND RAMP CLOSURES ARE NOT PERMITTED 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, US BANK ARENA, OR ANY OTHER LOCAL VENUE GENERATING AN EVENT ATTENDANCE OF +10,000.
GALBRAITH ROAD	EB/WB	9 AM TO 3 PM 7 PM TO 6 AM	N/A	N/A	1 MINUTE	\$70	
JASPER ROAD	BOTH	AT ALL TIMES	N/A	N/A	1 MINUTE	N/A	
PENNYROYAL ROAD	BOTH	AT ALL TIMES	N/A	21 DAYS	1 MINUTE	\$10,000	
SECTION AVENUE	BOTH	AT ALL TIMES	N/A	N/A	1 MINUTE	N/A	

**PROPOSED WORK**

**BRIDGE NO. BUT-126-1114**

1. PAINT THE EXPOSED PORTIONS OF THE STEEL PIER PILING PER OZEU SPECIFICATIONS.

**BRIDGE NO. CLE-32-1058**

1. RAISE THE BRIDGE 5 INCHES BY INSTALLING SHIMS TO THE BEARINGS.
2. REPLACE THE LAST TWO FEET OF DECK AND BARRIER AT EXPANSION JOINTS.
3. REPLACE THE TOP OF THE BACKWALL DOWN TO THE APPROACH SLAB SEAT.
4. REPLACE THE EXISTING EXPANSION JOINTS WITH NEW STRIP SEAL EXPANSION JOINTS.
5. WIDEN THE APPROACH SLAB AS NECESSARY TO PROVIDE FOUNDATION FOR THE NEW BARRIERS.
6. CONSTRUCT NEW CONCRETE BARRIER TRANSITIONS OUTSIDE THE ENDS OF THE BRIDGE.

**BRIDGE NO. CLE-131-0036**

1. REPLACE ALL ABUTMENT BEARINGS WITH ELASTOMERIC BEARINGS ON HP PEDESTALS.
2. REPAIR DETERIORATED PIER COLUMNS WITH 519 PATCHING. WRAP COLUMNS FROM THE TOP OF COLUMN TO THE EXISTING GROUND LINE WITH FRP WRAP TO MEET SEISMIC REQUIREMENTS. SEAL PATCHED AREAS WITH EPOXY-URETHANE SEALER.
3. REPAIR BACKWALLS, SEATS AND ABUTMENT STEM WITH 519 PATCHING. REMOVE AND RESEAL THE BACKWALLS, BEAM SEATS AND ABUTMENT STEM WITH EPOXY-URETHANE SEALER.
4. REPLACE THE EXISTING EXPANSION JOINTS WITH NEW STRIP SEAL EXPANSION JOINTS.
5. REPLACE THE TOP OF THE BACKWALLS DOWN TO THE APPROACH SLAB SEAT.
6. REPLACE THE LAST 2.5 FEET OF BRIDGE DECK AND BARRIERS.
7. PATCH THE WEARING SURFACE PER PROPOSAL NOTE 512. AN AREA OF 10 SQUARE FEET IS ASSUMED.
8. ZONE PAINT THE LAST 3 FEET OF THE GIRDER ENDS AND THE END CROSSFRAMES USING OZEU SPECIFICATIONS. COLOR TO MATCH EXISTING.
9. REMOVE EXISTING PAVEMENT MARKINGS ON BRIDGE.
10. SEAL THE WEARING SURFACE WITH GRAVITY FED RESIN.
11. REPLACE PAVEMENT MARKINGS AND RPM LENSES ON BRIDGE.

**BRIDGE NO. CLE-132-1180**  
BRIDGE NO. CLE-132-1180

1. REPLACE THE EXISTING EXPANSION JOINTS.
2. INJECT CRACKS IN SOUND ABUTMENT CONCRETE.
3. PATCH UNSOUND CONCRETE IN THE ABUTMENT BRESTWALL AND BACKWALLS.
4. SEAL ABUTMENTS WITH EPOXY-URETHANE SEALER.

**BRIDGE NO. GRE-35-1354R**  
BRIDGE NO. GRE-35-1354R

1. REMOVE LOOSE CONCRETE AT REAR (SOUTH) ABUTMENT AND INSTALL STEEL ABUTMENT SUPPORTS THAT ARE THEN CAST-IN-PLACE USING SELF-CONSOLIDATING CONCRETE.
2. SEAL NEW CONCRETE WITH EPOXY-URETHANE SEALER.

**BRIDGE NO. HAM-50-1976**

1. REMOVE AND REPLACE EXISTING STRIP SEAL RETAINERS FROM THE INTERMEDIATE EXPANSION JOINTS AT PIERS 6, 7, AND 8. DO NOT DISTURB JOINTS ON RAMP OR ABUTMENTS.

**BRIDGE NO. HAM-75-0146**

1. REPLACE THE FIRST THREE PANES OF THE CURVED VANDAL PROTECTION FENCE AT THE NORTHEAST CORNER OF THE BRIDGE AND APPROACH SLAB.

**BRIDGE NO. HAM-126-1530**

1. CLEARING AND GRUBBING WITHIN 10 FEET OF STRUCTURE TO REPLACE FENCE.
2. REPLACE THE EXISTING FENCE ON THE SOUTH SIDE WITH A NEW 12'-0" CURVED VANDAL PROTECTION FENCE PER VPF-1-90.

**BRIDGE NO. HAM-275-3484L**

1. CONSTRUCT AND DOWEL IN NEW WINGWALLS OUTSIDE OF THE EXISTING EXTERIOR WINGWALLS.
2. WIDEN THE APPROACH SLABS OVERTOP OF THE EXISTING WINGWALLS TO NEW WINGWALLS AND CONSTRUCT NEW BARRIER ON TOP OF THE APPROACH SLABS.
3. SEAL THE CONCRETE WITH EPOXY-URETHANE SEAL, FEDERAL COLOR #17778.
4. REPLACE THE BRIDGE TERMINAL ASSEMBLIES AND 50 FEET OF MGS GUARDRAIL AT EACH CORNER. THIS PROJECT REQUIRES THE INSTALLATION OF NEW GUARDRAIL POSTS. SURVEY WORK HAS NOT BEEN PERFORMED ON THIS PROJECT, NOR HAVE THE UTILITY LOCATIONS BEEN CONFIRMED IN THE FIELD. IN ADDITION TO CMS 105.07, IF, DURING THE COURSE OF INSTALLING ANY NEW GUARDRAIL COMPONENT, IT IS DETERMINED THAT A UTILITY CONFLICT MAY RESULT, THE CONTRACTOR IS TO NOTIFY THE PROJECT ENGINEER IMMEDIATELY. UTILITIES ARE NOT TO BE RELOCATED AS A RESULT OF THIS OPERATION. ADJUSTMENTS TO THE PROPOSED GUARDRAIL WILL ACCOMMODATE THE EXISTING UTILITY. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING THE GUARDRAIL VIA MEANS THAT WOULD BE COMPLIANT WITH THE IMPACTED UTILITY'S SAFETY GUIDELINES AS WELL AS STILL MEETING ODOT'S DESIGN CRITERIA. ANY MINOR ADJUSTMENTS MADE TO THE PROPOSED GUARDRAIL INSTALLATIONS SHALL BE INCIDENTAL TO PAY ITEM 606.

**BRIDGE NO. HAM-275-3500L&R**

1. REPLACE LEFT BRIDGE REAR JOINT SEAL. CONTRACTOR TO FIELD VERIFY PLAN DIMENSIONS AND SEAL MANUFACTURER.
2. REPLACE THE SECTION OF FAILED RETAINER BAR, EXTENSION, AND THE ENTIRE SEAL AT THE RIGHT BRIDGE REAR AND FORWARD JOINTS.

**BRIDGE NO. HAM-562-0179**

1. REMOVE AND REPLACE THE CENTER CURB ON THE BRIDGE AND THE CENTER CURB OFF THE NORTH END OF THE BRIDGE.
2. RECONSTRUCT THE CURB TO INCLUDE A MODIFIED ARMORLESS PREFORMED JOINT SEAL PER STD. DWG. AS-2-15.
3. PATCH THE SIDEWALK AND INSIDE FACE OF THE BARRIER PER SPECIFICATION 519.
4. REMOVE EXISTING PAVEMENT MARKINGS ON BRIDGE.
5. SEAL THE DECK AND SIDEWALK WITH SOLUBLE REACTIVE SILICATE.
6. REPLACE PAVEMENT MARKINGS ON BRIDGE.
7. SEAL THE INSIDE FACE OF THE BARRIER WITH AN EPOXY-URETHANE SEALER, FEDERAL COLOR #17778.
8. SEAL THE MEDIAN CURB WITH YELLOW STRIPING PAVEMENT MARKING PAINT.
9. SEAL THE AREAS OF STAINED CONCRETE ON THE UNDERSIDE OF THE DECK AT THE EDGES.

**BRIDGE NO. WAR-75-1146**

1. CONSTRUCT A TYPE C INSTALLATION SLEEPER SLAB PER STD. DWG. AS-2-15. PARTIAL DEMOLITION AND REPAIR OF THE APPROACH SLAB WILL BE REQUIRED.

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REVIEWED	GDJ	STRUCTURE FILE NUMBER	VARIABLES
DATE	5-15-19		

STRUCTURE GENERAL NOTES 2  
BRIDGE NO. VARIES

D08-BM-FY2020  
PID No. 94224

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CLE-131-0036 ESTIMATED QUANTITIES

REFER TO BRIDGE PLANS ON SHEET 45 OF 86

ITEM	EXTENSION	FUNDING 01/IMS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	26/86
509	10000	999	LB	EPOXY COATED REINFORCING STEEL	549		450		
509	20001	559	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	162		397		26/86
510	10000	16	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	16				
511	34410	12	CY	CLASS OC2 CONCRETE, SUPERSTRUCTURE			12		
511	44110	7	CY	CLASS OC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	7				
512	10100	376	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	114	248	14		
512	73500	1257	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN			1257		
512	74000	91	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	91				
514	00050	564	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			564		
514	00056	564	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			564		
514	00060	564	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			564		
514	00066	564	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			564		
514	00504	1	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			1		
514	10000	1	EACH	FINAL INSPECTION REPAIR			1		
516	11210	90	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			90		
516	44200	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (12.5" X 20" X 3.8354" WITH A 13.5" X 21" X 1.5" LOAD PLATE)			4		
516	44200	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (12.5" X 21" X 3.8354" WITH A 13.5" X 22" X 1.5" LOAD PLATE)			4		
516	47001	LS	-	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LS		26/86
SPECIAL	51900100	2340	SF	COMPOSITE FIBER WRAP SYSTEM**		2340			
519	11101	207	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	67	140			26/86
519	12200	10	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE A*			10		
607	98200	LS	-	FENCE, MISC.: REMOVE AND REINSTALL PORTIONS OF VANDAL PROTECTION FENCE			LS		

- \* - REFER TO PROPOSAL NOTE 512
- \*\* - REFER TO PROPOSAL NOTE 519

CLE-132-1180 ESTIMATED QUANTITIES

REFER TO BRIDGE PLANS ON SHEET 57 OF 86

ITEM	EXTENSION	FUNDING 03/S>2/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	26/86
511	34410	1	CY	CLASS OC2 CONCRETE, SUPERSTRUCTURE	1				
511	45710	1	CY	CLASS OC1 CONCRETE, ABUTMENT	1				
512	10100	234	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	234				
512	10600	31	FT	CONCRETE REPAIR BY EPOXY INJECTION	31				
512	74000	234	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	234				
516	11211	92	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			92		26/86
516	47001	LS	-	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LS		26/86
519	10000	20	SY	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA CONCRETE OVERLAY*	10		10		
519	11101	249	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	249				26/86

- \* - REFER TO PROPOSAL NOTE 511



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ESTIMATED QUANTITIES 2  
BRIDGE NO. VARIES

D08-BM-FY2020  
PID No. 94224

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HAM-275-3500L ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 79 OF 86				
ITEM	EXTENSION	FUNDING 01/IMS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LS		26/86
516	01301	54	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN			54		26/86

HAM-275-3500R ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 79 OF 86				
ITEM	EXTENSION	FUNDING 01/IMS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LS		26/86
516	11211	118	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			118		26/86

HAM-562-0179 ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 81 OF 86				
ITEM	EXTENSION	FUNDING 02/NHS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LS		26/86
509	10000	499	LB	EPOXY COATED REINFORCING STEEL			499		
511	34410	5	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			5		
512	10100	24	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			24		
512	10400	672	SY	TREATING OF CONCRETE BRIDGE DECK WITH SRS			672		
512	74000	143	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES			143		
516	10010	116	FT	ARMORLESS PREFORMED JOINT SEAL			116		
516	13600	2	SF	1" PREFORMED EXPANSION JOINT FILLER			2		
516	13900	2	SF	2" PREFORMED EXPANSION JOINT FILLER			2		
519	11101	531	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN			531		26/86
642	00910	323	SF	ISLAND MARKING			323		

WAR-75-1146 ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 84 OF 86				
ITEM	EXTENSION	FUNDING 01/IMS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	22901	50	SY	APPROACH SLAB REMOVED, AS PER PLAN				50	85/86
510	10000	88	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT				88	
512	10100	29	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)				29	
516	10010	89	FT	ARMORLESS PREFORMED JOINT SEAL				89	
516	13900	22	SF	2" PREFORMED EXPANSION JOINT FILLER				22	
526	30001	50	SY	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN				50	85/86
526	90030	89	FT	TYPE C INSTALLATION				89	



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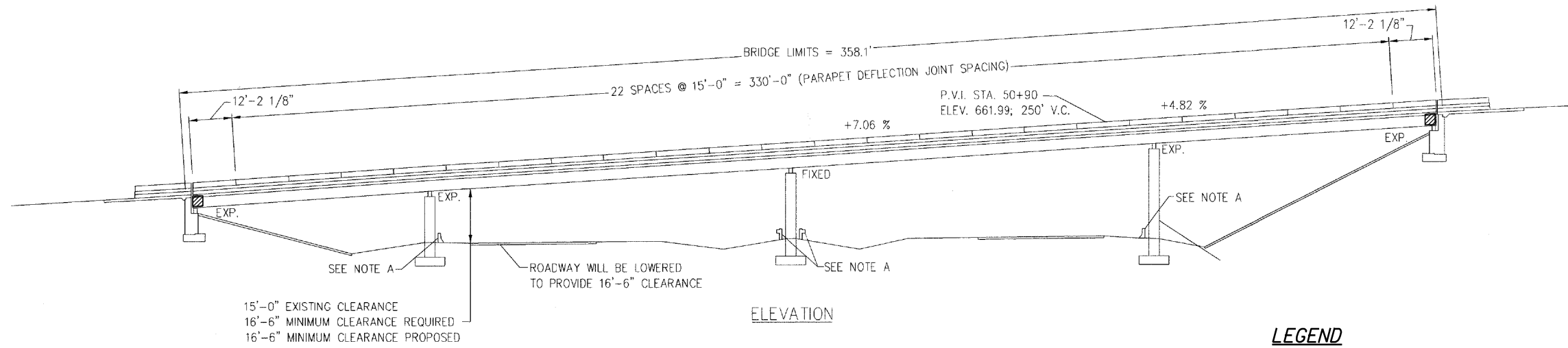
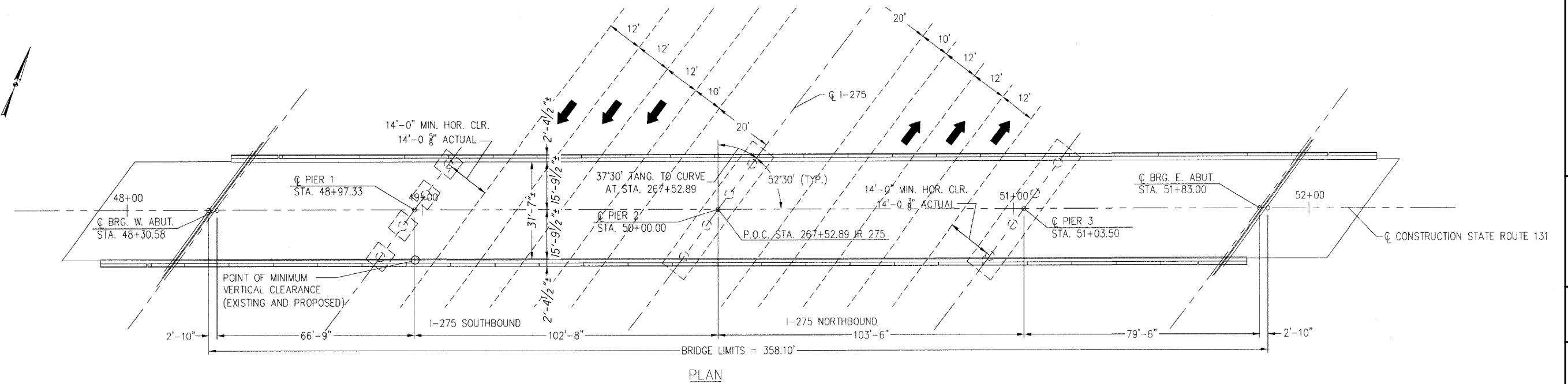
ESTIMATED QUANTITIES 4  
BRIDGE NO. VARIES

D08-BM-FY2020  
PID No. 94224

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86

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EXISTING STRUCTURE
TYPE: CONTINUOUS STEEL GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.
SPANS: 66'-9" <sup>±</sup> , 102'-8" <sup>±</sup> , 103'-6" <sup>±</sup> , 79'-6" <sup>±</sup> C/C BRGS.
ROADWAY: 31'-7 <sup>1</sup> / <sub>2</sub> " T/T PARAPET
LOADING: CF=400 (57)
SKEW: 37°30'00" <sup>±</sup> L.F.
APPROACH SLABS: 20'-0" <sup>±</sup> LONG (AS-1-67) SPECIAL
WEARING SURFACE: 2 <sup>1</sup> / <sub>4</sub> " <sup>±</sup> MICRO-SILICA MODIFIED CONCRETE
ALIGNMENT: TANGENT
STRUCTURAL FILE NUMBER: 1302531
DATE BUILT: 1972
DISPOSITION: TO BE REHABILITATED

**PROPOSED WORK**

1. REPLACE ALL ABUTMENT BEARINGS WITH ELASTOMERIC BEARINGS ON HP PEDESTALS.
2. REPAIR DETERIORATED PIER COLUMNS WITH 519 PATCHING. WRAP COLUMNS FROM THE TOP OF COLUMN TO THE EXISTING GROUND LINE WITH FRP WRAP TO MEET SEISMIC REQUIREMENTS. SEAL PATCHED AREAS WITH EPOXY-URETHANE SEALER.
3. REPAIR BACKWALLS, SEATS AND ABUTMENT STEM WITH 519 PATCHING. REMOVE AND RESEAL THE BACKWALLS, BEAM SEATS AND ABUTMENT STEM WITH EPOXY-URETHANE SEALER.
4. REPLACE THE EXISTING EXPANSION JOINTS WITH NEW STRIP SEAL EXPANSION JOINTS.
5. REPLACE THE TOP OF THE BACKWALLS DOWN TO THE APPROACH SLAB SEAT.
6. REPLACE THE LAST 2.5 FEET OF BRIDGE DECK AND BARRIERS.
7. PATCH THE WEARING SURFACE PER PROPOSAL NOTE 512. AN AREA OF 10 SQUARE YARDS IS ASSUMED AND IS TO BE AS DIRECTED BY THE ENGINEER.
8. ZONE PAINT THE LAST 3 FEET OF THE GIRDER ENDS AND THE END CROSSFRAMES USING OZEU SPECIFICATIONS. COLOR TO MATCH EXISTING TO THE SATISFACTION OF THE ENGINEER.
9. REMOVE EXISTING PAVEMENT MARKINGS ON BRIDGE.
10. SEAL THE WEARING SURFACE WITH GRAVITY FED RESIN.
11. REPLACE PAVEMENT MARKINGS AND RPM LENSES ON BRIDGE.

**LEGEND**

ZONE PAINT ALL STEEL GIRDERS WITHIN 3 FEET OF THE ENDS USING OZEU SPECIFICATIONS. PAINT COLOR TO MATCH EXISTING.

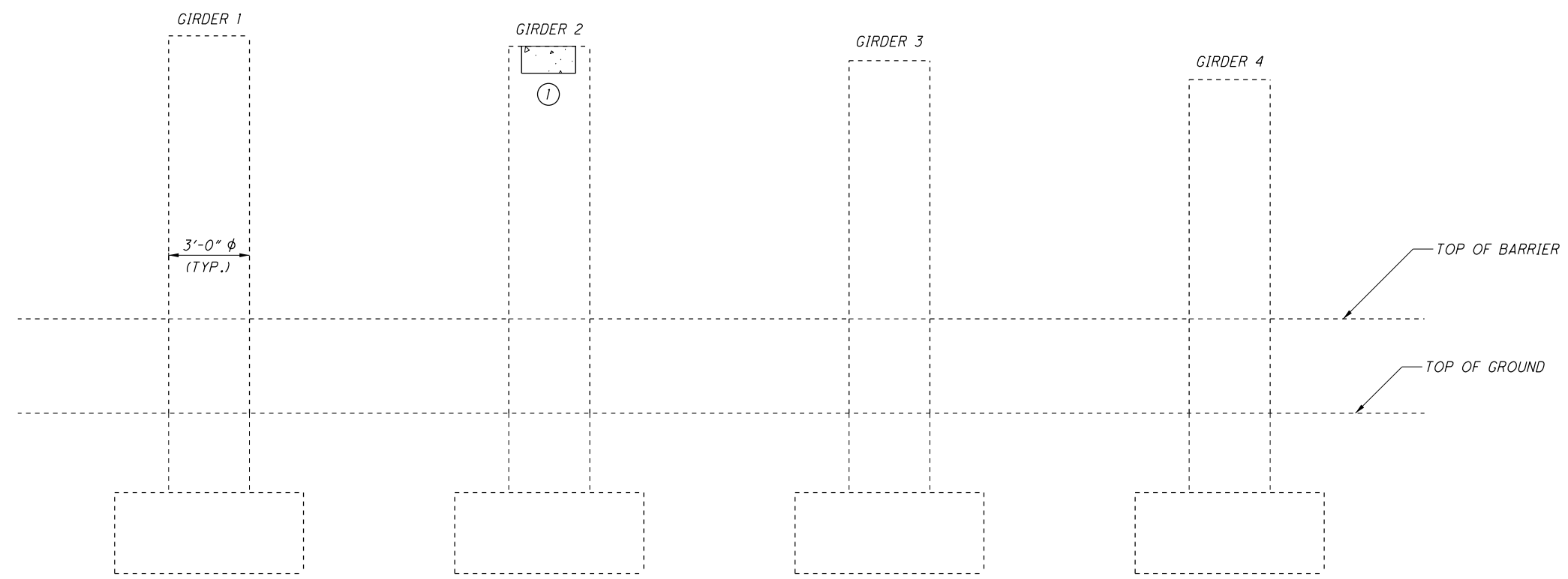
**NOTE**

SEE SHEET 29 OF 86 FOR STRUCTURE QUANTITIES.

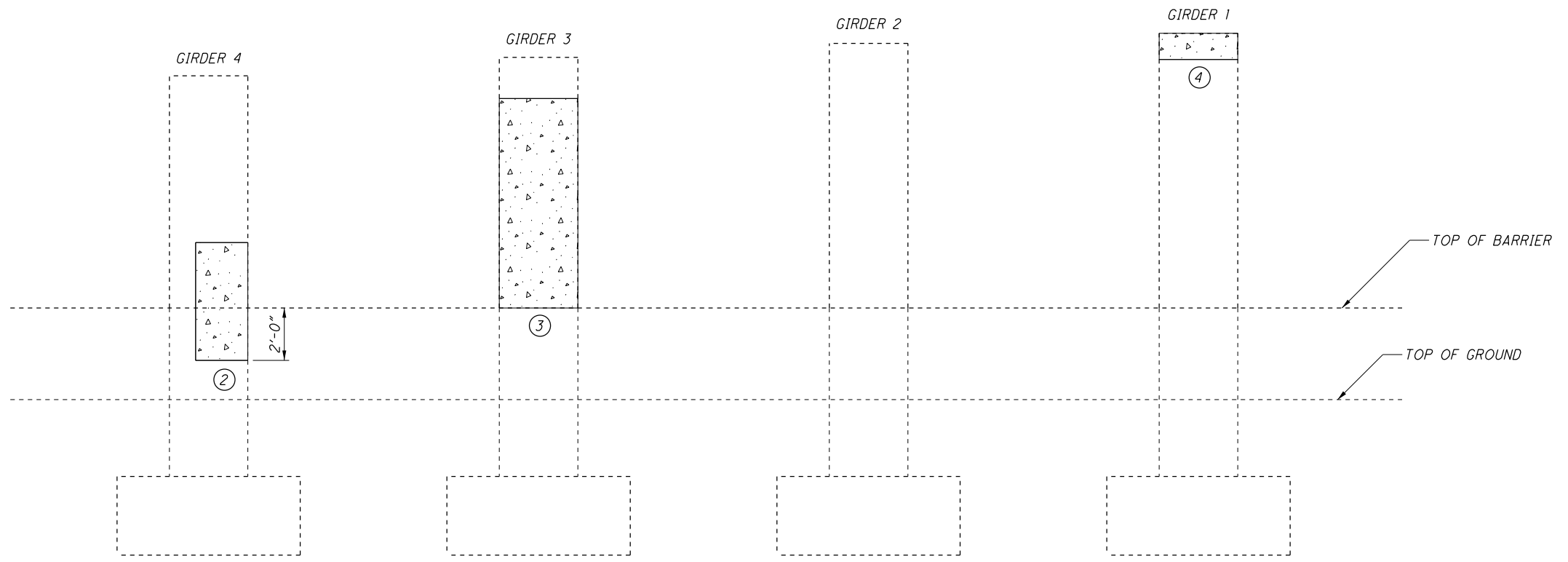
**BENCHMARKS:**  
 BM 1: ELEV. = 629.70  
 CHISELED SQUARE ON NW CORNER OF WALL @ STA. 49+24.90, 28.50' LT.  
 BM 2: ELEV. = 630.50  
 CHISELED SQUARE ON SE CORNER OF WALL @ STA. 50+75.40, 28.00' RT.

DESIGN AGENCY: <b>CARPENTER MARTY</b> TRANSPORTATION 1000 S. STATE ST. SUITE 200 DENVER, CO 80202
DATE: 5-12-19 REVIEWED: GDU DRAWN: LWG DESIGNED: LWG CHECKED: STK
STRUCTURE FILE NUMBER: 1302531
CLERMONT COUNTY STA. 48+27.74 STA. 51+85.84
SITE PLAN BRIDGE NO. CLE-131-0036 S.R. 131 OVER I.R. 275
D08-BM-FY2020 PID No. 94224
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**PIER 1 (SPAN 1 SIDE)**  
(VIEWED UPSTATION)



**PIER 1 (SPAN 2 SIDE)**  
(VIEWED DOWNSTATION)

**ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN**

PHYSICAL INVENTORY OF MEASURED QUANTITIES OF DETERIORATION WAS PERFORMED IN JANUARY OF 2019.

EXACT DIMENSIONS AND LOCATIONS OF PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ESTIMATED PATCHING QUANTITIES (S.F.)

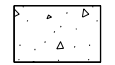
PIER 1	MEASURED QUANTITY	ESTIMATED QUANTITY
①	2.0	3.0*
②	18.0	27.0*
③	24.0	36.0*
④	4.0	6.0*
TOTAL	48.0	72.0*

\* - ESTIMATED QUANTITY HAS BEEN INCREASED BY 50% OVER MEASURED QUANTITY TO ALLOW FOR ADDITIONAL DETERIORATION.

**NOTES**

1. ALL COLUMNS SHALL BE WRAPPED FOR THE ENTIRE HEIGHT ABOVE THE EXISTING GROUND LINE WITH A FIBER REINFORCED POLYMER (FRP) WRAP SYSTEM.
2. THE FRP JACKET SHALL DEVELOP A CONFINING STRESS OF 0.150 KSI FOR THE ENTIRE HEIGHT OF THE COLUMN FROM THE TOP OF THE COLUMN TO THE EXISTING GROUND LINE.
3. ALL COLUMNS SHALL BE SEALED FROM TOP OF GROUND TO TOP OF COLUMN WITH AN EPOXY-URETHANE SEALER, FEDERAL COLOR 17778.
4. REMOVE BRIDGE IDENTIFICATION SIGN FROM COLUMN BEFORE WRAPPING COLUMN.

**LEGEND**



ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN



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**ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN**

PHYSICAL INVENTORY OF MEASURED QUANTITIES OF DETERIORATION WAS PERFORMED IN JANUARY OF 2019.

EXACT DIMENSIONS AND LOCATIONS OF PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ESTIMATED PATCHING QUANTITIES (S.F.)		
PIER 2	MEASURED QUANTITY	ESTIMATED QUANTITY
①	5.0	7.5*
②	1.0	1.5*
③	3.75	5.63*
④	4.0	6.0*
TOTAL	13.75	20.63*

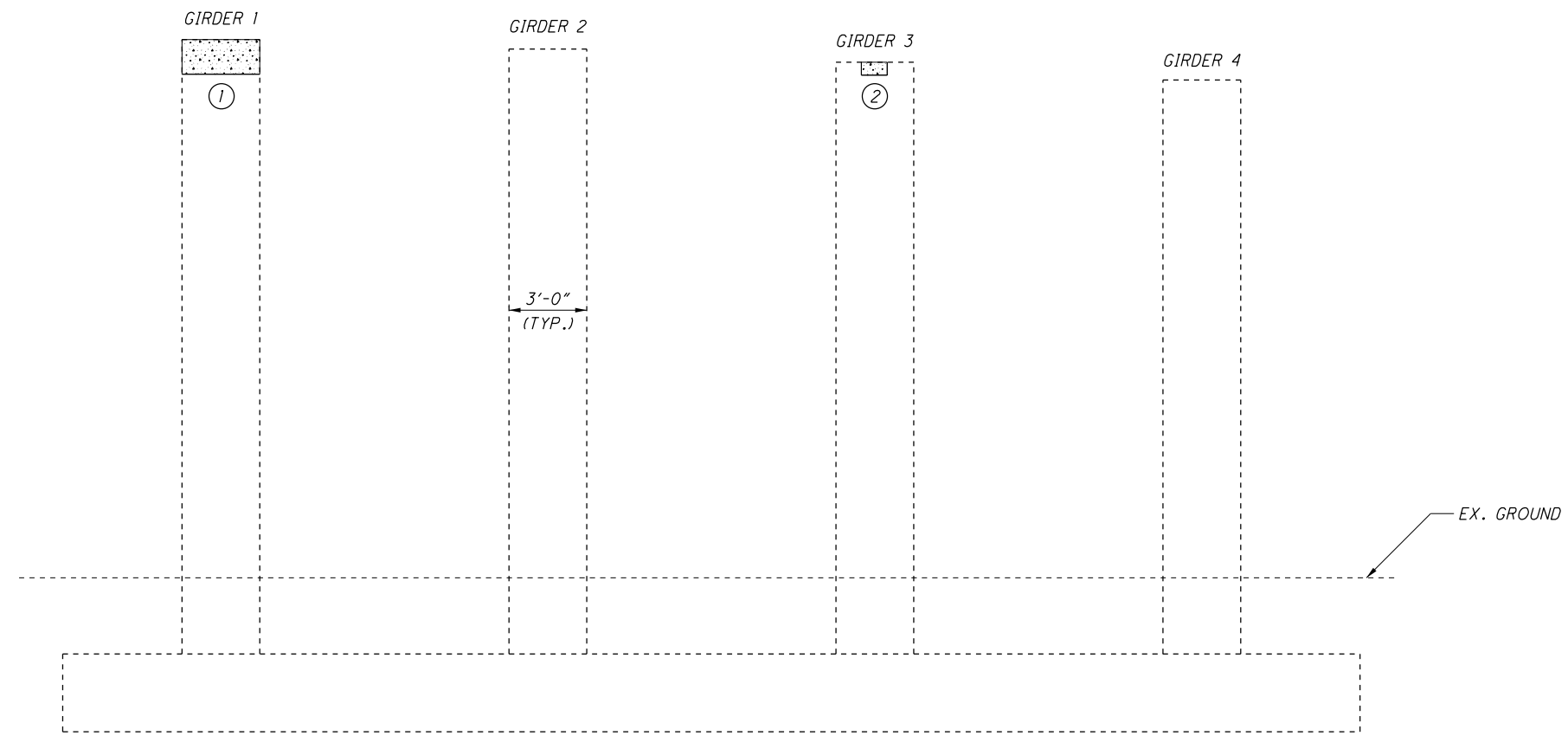
\* - ESTIMATED QUANTITY HAS BEEN INCREASED BY 50% OVER MEASURED QUANTITY TO ALLOW FOR ADDITIONAL DETERIORATION.

**NOTES**

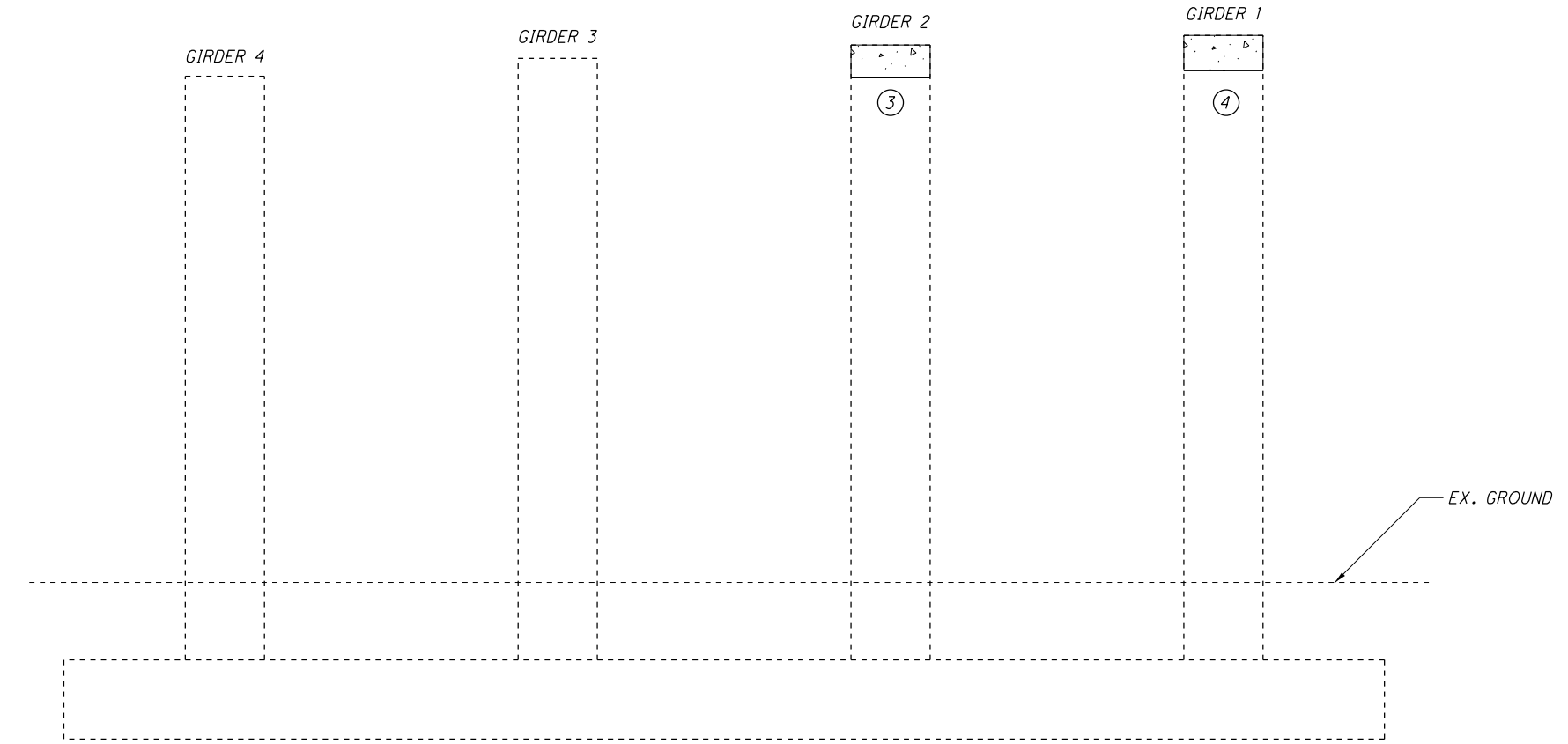
- GIRDER 1 SHALL BE TEMPORARILY SUPPORTED DURING COLUMN REPAIR. THE FIXED BEARING SHALL REMAIN IN PLACE DURING COLUMN REPAIR. TEMPORARY SUPPORTS SHALL REMAIN IN PLACE UNTIL REPLACEMENT CONCRETE HAS FULLY CURED. TEMPORARY SUPPORTS SHALL BE DESIGNED BY THE CONTRACTOR AND SHALL BE APPROVED BY THE DEPARTMENT. PAYMENT FOR TEMPORARY SUPPORTS SHALL BE INCIDENTAL TO ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.
- ALL COLUMNS SHALL BE WRAPPED FOR THE ENTIRE HEIGHT ABOVE THE EXISTING GROUND LINE WITH A FIBER REINFORCED POLYMER (FRP) WRAP SYSTEM.
- THE FRP JACKET SHALL DEVELOP A CONFINING STRESS OF 0.150 KSI FOR THE ENTIRE HEIGHT OF THE COLUMN FROM THE TOP OF THE COLUMN TO THE EXISTING GROUND LINE.
- ALL COLUMNS SHALL BE SEALED FROM TOP OF GROUND TO TOP OF COLUMN WITH AN EPOXY-URETHANE SEALER, FEDERAL COLOR 17778.

**LEGEND**

 ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN



**PIER 2 (SPAN 2 SIDE)**  
(VIEWED UPSTATION)



**PIER 2 (SPAN 3 SIDE)**  
(VIEWED DOWNSTATION)

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**ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN**

PHYSICAL INVENTORY OF MEASURED QUANTITIES OF DETERIORATION WAS PERFORMED IN JANUARY OF 2019.

EXACT DIMENSIONS AND LOCATIONS OF PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ESTIMATED PATCHING QUANTITIES (S.F.)

PIER 3	MEASURED QUANTITY	ESTIMATED QUANTITY
①	6.0	9.0*
②	4.5	6.75*
③	7.0	10.5*
④	7.0	10.5*
⑤	1.0	1.5*
⑥	2.0	3.0*
⑦	3.5	5.25*
TOTAL	31.0	46.5*

\* - ESTIMATED QUANTITY HAS BEEN INCREASED BY 50% OVER MEASURED QUANTITY TO ALLOW FOR ADDITIONAL DETERIORATION.

**NOTES**

- GIRDER 4 SHALL BE TEMPORARILY SUPPORTED DURING COLUMN REPAIR. THE ROCKER BEARING SHALL REMAIN IN PLACE DURING COLUMN REPAIR. TEMPORARY SUPPORTS SHALL REMAIN IN PLACE UNTIL REPLACEMENT CONCRETE HAS FULLY CURED. TEMPORARY SUPPORTS SHALL BE DESIGNED BY THE CONTRACTOR AND SHALL BE APPROVED BY THE DEPARTMENT. PAYMENT FOR TEMPORARY SUPPORTS SHALL BE INCIDENTAL TO ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.
- ALL COLUMNS SHALL BE WRAPPED FOR THE ENTIRE HEIGHT ABOVE THE EXISTING GROUND LINE WITH A FIBER REINFORCED POLYMER (FRP) WRAP SYSTEM.
- THE FRP JACKET SHALL DEVELOP A CONFINING STRESS OF 0.150 KSI FOR THE ENTIRE HEIGHT OF THE COLUMN FROM THE TOP OF THE COLUMN TO THE EXISTING GROUND LINE.
- ALL COLUMNS SHALL BE SEALED FROM TOP OF GROUND TO TOP OF COLUMN WITH AN EPOXY-URETHANE SEALER, FEDERAL COLOR 17778.

**LEGEND**



ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

