SEQUENCE OF CONSTRUCTION

PRE-STAGE 1

INSTALL TEMPORARY CURB RAMPS ON THE NORTHEAST QUADRANT OF THE E. COURT STREET AND GILBERT AVENUE INTERSECTION. INSTALL CROSSWALK PAVEMENT MARKINGS, TEMPORARY PEDESTRIAN SIGNAGE, AND TEMPORARY SIGNAL HEADS. INSTALL TEMPORARY SIDEWALK FROM THE NORTHERN EDGE OF EXISTING SIDEWALK ON THE EAST SIDE OF GILBERT AVENUE TO THE PROPOSED TEMPORARY CURB RAMP ON THE NORTHEAST QUADRANT OF GILBERT AVENUE AND E. COURT STREET INTERSECTION. MOVE NORTHBOUND GILBERT AVENUE SIGNAL HEADS FROM BRIDGE TO TEMPORARY SPAN WIRE. REMOVE APPROXIMATELY 75' OF THE EXISTING CONCRETE MEDIAN WALL DIVIDING EASTBOUND AND WESTBOUND GILBERT AVENUE. INSTALL PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B FROM EXISTING EDGELINE TO EDGELINE IN THE AREA WHERE THE MEDIAN BARRIER IS REMOVED. INSTALL A WORK ZONE IMPACT ATTENUATOR TO PROTECT THE MEDIAN BARRIER FOR WESTBOUND GILBERT AVENUE TRAFFIC.

STAGE 1 (MOT PHASE 1)

CLOSE OFF PEDESTRIAN ACCESS TO THE EXISTING PEDESTRIAN BRIDGE CROSSING OVER GILBERT AVENUE. DETOUR PEDESTRIAN TRAFFIC TO USE THE NEW CROSSING ON THE NORTH LEG OF THE E. COURT STREET AND GILBERT AVENUE INTERSECTION. CLOSE SOUTH SIDEWALK ALONG COURT STREET AND WEST SIDEWALK ALONG GILBERT AVENUE. DETOUR PEDESTRIAN TRAFFIC TO THE NORTH SIDE OF COURT STREET. CLOSE THE PRIVATE DRIVE TO THE PARKING LOT OFF OF COURT STREET. SEE PEDESTRIAN DETOUR ON SHEET P.22

INSTALL LANE TAPER CLOSURE AS PER MT-95.30 TO CLOSE THE OUTSIDE LANE OF EASTBOUND COURT STREET. INSTALL LANE TAPER CLOSURE AS PER MT-95.32 TO CLOSE THE INSIDE LANE OF SOUTHBOUND GILBERT AVENUE. INSTALL LANE TAPER CLOSURE AS PER MT-95.30 TO CLOSE THE OUTSIDE LANE OF NORTHBOUND GILBERT AVENUE. CLOSE NORTH ENTRANCE TO FIDO FIELD.

REMOVE EXISTING RETAINING WALL SEPARATING E. COURT STREET AND THE PARKING LOT. REMOVE STAIRWAY TO E. COURT STREET AND BRIDGE OVER GILBERT AVENUE (HAM-22-1.103), INCLUDING THE SUBSTRUCTURE.

WHEN EXISTING BRIDGE OVER GILBERT AVENUE AND THE PIER ON THE EAST SIDE OF GILBERT AVENUE ARE TO BE REMOVED, PEDESTRIAN TRAFFIC MUST BE DETOURED AS PER THE DETOUR ON SHEET P.24. THIS CLOSURE OF PEDESTRIAN TRAFFIC SHALL BE LIMITED TO FOURTEEN (14) DAYS FOR BRIDGE REMOVAL AND EAST SUBSTRUCTURE REMOVAL. PERIODIC CLOSURES OF GILBERT AVENUE WILL BE NECESSARY TO REMOVE THE EXISTING SUPERSTRUCTURE. SEE DETOUR ON SHEET P.17

STAGE 2 (MOT PHASE 2)

CONTINUE TO MAINTAIN PEDESTRIAN TRAFFIC FOR E. COURT STREET AND GILBERT AVENUE FROM STAGE 1 AS SHOWN ON SHEET P.22. CONTINUE TO MAINTAIN TRAFFIC ALONG GILBERT AVENUE AND E. COURT STREET FROM STAGE 1. REMOVE PARKING SPACES AND SHIFT TRAFFIC ALONG VAN METER STREET TO THE EAST AS PER MT-102.10. SHIFT TRAFFIC TO THE INSIDE SHOULDER AND NARROW THE TRAFFIC LANES TO 11' EACH AS PER MT-102.10 FOR I-71 NORTHBOUND AND SOUTHBOUND. SHIFT TRAFFIC TO THE OUTSIDE SHOULDER AS PER MT-102.10 FOR I-471 NORTHBOUND AND SOUTHBOUND.

CONSTRUCT BRIDGE PIERS, RAMP SUPPORTS AND CONCRETE SLAB. CONSTRUCT RETAINING WALL UNDER RAMPS BETWEEN COLUMNS C1 AND C3. REMOVE PORTION OF EXISTING VAN METER WALL AND CONSTRUCT ABUTMENT. ONCE THE PROPOSED RAMP IS COMPLETED, BLOCK OFF ALL POTENTIAL PEDESTRIAN ACCESS WITH BARRICADES.

STAGE 2A (MOT PHASE 2)

ONCE ALL WORK IS COMPLETE IN STAGE 2, TEMPORARY VEHICULAR TRAFFIC CONTROL FOR I-71, I-471, COURT STREET, AND GILBERT AVENUE SHALL BE REMOVED AND RETURNED TO EXISTING CONDITIONS IF THERE IS A DELAY OF MORE THAN TWO WEEKS. THIS CONFIGURATION SHALL BE IN PLACE UNTIL ALL PROPOSED TRUSS ITEMS ARE DELIVERED AND READY TO BE ERECTED. IF NO MATERIAL DELAYS ARE ANTICIPATED, THE CONTRACTOR SHALL PROCEED TO STAGE 3 AND SKIP STAGE 2A.

STAGE 3 (MOT PHASE 2)

ONCE ALL PROPOSED TRUSS COMPONENTS ARE DELIVERED AND READY TO BE ERECTED, VEHICULAR TRAFFIC AND PEDESTRIAN TRAFFIC SHALL BE PUT BACK INTO THE SAME CONFIGURATION AS STAGE 2.

CONSTRUCT THE TEMPORARY SUPPORT BETWEEN GILBERT AVENUE AND SOUTHBOUND I-471. SEE BRIDGE PLANS FOR MORE TEMPORARY SUPPORT DETAILS. COMPLETE SUPERSTRUCTURE WORK FOR BRIDGE CROSSING I-471 AND I-71. WHEN EACH SPAN IS CONSTRUCTED, TRAFFIC BELOW IS TO BE CLOSED AND DETOURED.

WHEN SPAN 24 IS CONSTRUCTED, DETOUR GILBERT AVENUE TRAFFIC AS SHOWN ON SHEET P.17 AND DETOUR I-471 SOUTHBOUND TRAFFIC AS SHOWN ON SHEET P.21. DETOUR GILBERT AVENUE PEDESTRIANS AS PER SHEET P.24

WHEN SPAN 25 IS CONSTRUCTED, DETOUR I-71 SOUTHBOUND TRAFFIC AS SHOWN ON SHEET P.20 AND DETOUR I-71 NORTHBOUND TRAFFIC AS SHOWN ON SHEET P.19.

WHEN SPAN 26 IS CONSTRUCTED, DETOUR I-471 NORTHBOUND TRAFFIC AS SHOWN ON SHEET P.18.

CONSTRUCT SIDEWALK AND CURB RAMP ALONG THE WEST SIDE OF VAN METER STREET.

STAGE 4 (MOT PHASE 2)

THE PARKING LOT SOUTHWEST OF THE E. COURT STREET AND GILBERT AVENUE INTERSECTION IS TO BE OPENED. OPEN SIDEWALK ON SOUTH SIDE OF EAST COURT STREET AND THE WEST SIDE OF GILBERT AVENUE. THE PROPOSED PEDESTRIAN BRIDGE CONNECTING EAST COURT STREET/GILBERT AVENUE AND VAN METER STREET IS TO BE COMPLETE AND OPEN.

TRAFFIC IS TO REMAIN SHIFTED ON GILBERT AVENUE AS IT WAS IN STAGES 1, 2, AND 3. TRAFFIC IS TO REMAIN SHIFTED ON I-471 SOUTHBOUND, I-71 SOUTHBOUND, I-71 NORTHBOUND, I-471 NORTHBOUND, AND VAN METER STREET AS IT WAS IN STAGES 2 AND 3. ALL PEDESTRIAN DETOURS SHALL BE REMOVED FOR THIS STAGE.

REMOVE EXISTING SPAN 2 SUPERSTRUCTURE. TRAFFIC FOR I-471 SOUTHBOUND SHALL BE DETOURED AS SHOWN ON SHEET P.21.

REMOVE EXISTING SPAN 5 SUPERSTRUCTURE. TRAFFIC FOR I-471 NORTHBOUND SHALL BE DETOURED AS SHOWN ON SHEET P.18. CLOSE SIDEWALK ON THE WEST SIDE OF VAN METER STREET IN VICINITY OF THE EXISTING SPAN 5 REMOVAL. PEDESTRIANS SHALL HAVE ACCESS TO THE NEW BRIDGE CROSSING I-71/I-471 WHEN POSSIBLE. IF NECESSARY, PEDESTRIANS SHALL BE DETOURED AS SHOWN ON SHEET P.24

THE SUPERSTRUCTURE REMOVALS FOR SPAN 2 AND SPAN 5 CANNOT OCCUR CONCURRENTLY.

CLOSE I-71 NORTHBOUND AND I-71 SOUTHBOUND SHOULDERS TO GIVE CONTRACTOR ACCESS.

REMOVE EXISTING SPAN 3 SUPERSTRUCTURE. TRAFFIC FOR I-71 SOUTHBOUND SHALL BE DETOURED AS SHOWN ON SHEET P.20

REMOVE EXISTING SPAN 4 SUPERSTRUCTURE. TRAFFIC FOR I-71 NORTHBOUND SHALL BE DETOURED AS SHOWN ON SHEET P.19

THE SUPERSTRUCTURE REMOVALS FOR SPAN 3 AND SPAN 4 MAY OCCUR CONCURRENTLY.

ONCE EXISTING SUPERSTRUCTURE REMOVALS ARE COMPLETE, REMOVE EXISTING PIER 4, LOCATED BETWEEN I-471 SOUTHBOUND AND I-71 SOUTHBOUND. REMOVE EXISTING PIER 6, LOCATED BETWEEN I-71 NORTHBOUND AND I-471 NORTHBOUND. RECONSTRUCT PERMANENT BARRIER WALL BETWEEN I-471 SB AND I-71 SB.

STAGE 5 (MOT PHASE 3)

SHIFT TRAFFIC TO THE INSIDE SHOULDER AS PER MT-102.10 FOR I-471 NORTHBOUND AND SOUTHBOUND. SHIFT TRAFFIC TO THE OUTSIDE SHOULDER AND NARROW THE TRAFFIC LANES TO 12' EACH AS PER MT-102.10 FOR I-71 NORTHBOUND AND SOUTHBOUND.

REMOVE PORTION OF EXISTING PIER 3 LOCATED ON THE OUTSIDE SHOULDER OF I-471 SOUTHBOUND. REMOVE EXISTING PIER 5 LOCATED BETWEEN I-71 NORTHBOUND AND SOUTHBOUND. REMOVE EXISTING ABUTMENT LOCATED ON THE EXISTING RETAINING WALL ON THE OUTSIDE SHOULDER OF I-471 NORTHBOUND. PERFORM ALL PROPOSED WALL AND RAIL INSTALLATION ON VAN METER STREET WHERE EXISTING BRIDGE OPENING WAS PREVIOUSLY LOCATED.

REMOVE EXISTING STAIRWAY AT THE WEST END OF EXISTING PEDESTRIAN BRIDGE CROSSING I-71 AND I-471. THIS INCLUDES REMOVING THE EXISTING STAIRWAY SUPPORTS ALONG GILBERT AVENUE. AFTER ALL REMOVALS ARE COMPLETE, INSTALL PROPOSED SIDEWALK ALONG THE EAST SIDE OF GILBERT AVENUE.

CONSTRUCT SIDEWALK AND CURB RAMP ALONG THE EAST SIDE OF VAN METER STREET. CLOSE THE PARKING SPACES NEEDED TO CONSTRUCT THE PROPOSED CURB RAMP, SIDEWALK, AND CURB. THE CONTRACTOR SHALL POST WARNINGS TO NOTIFY THE PUBLIC OF PARKING RESTRICTIONS A MINIMUM OF 7 DAYS IN ADVANCE OF THE PARKING CLOSURE. IF THE CONTRACTOR NEEDS MORE WORK SPACE IN THIS AREA, A FLAGGING OPERATION AS PER MT-97.11 IS ALLOWABLE.

POST PHASE

INSTALL OUTSIDE LANE CLOSURES AS PER MT-95.30 FOR THE NORTHBOUND AND SOUTHBOUND DIRECTION FOR GILBERT AVENUE. THE TEMPORARY TRAFFIC CONTROL SHALL REMAIN IN PLACE ON COURT STREET AS IT WAS IN STAGES 1-5. CONSTRUCT THE PROPOSED CURB RAMPS, SIDEWALK, PEDESTRIAN SIGNAL DEVICES, AND ANY REMAINING SIDEWALK PIECES ON THE EAST SIDE AND WEST SIDE OF GILBERT AVENUE. REMOVE ANY REMAINING TEMPORARY PEDESTRIAN FACILITIES THAT WERE USED DURING STAGES 1-5 TO CROSS THE NORTH LEG OF GILBERT AVENUE. INSTALL 75' OF CONCRETE MEDIAN WITH A TAPERED END SECTION ON GILBERT AVENUE WHERE IT WAS REMOVED DURING PRE-STAGE 1.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISCENTIVE $ PER TIME UNIT PER LANE
I.R. 71	SEE PLCS AND MOTPE NOTES	1 MINUTE	$380
I.R. 471	SEE PLCS AND MOTPE NOTES	1 MINUTE	$240
LIBERTY STREET RAMP TO SB I.R. 471	6 AM TO 8 PM	1 MINUTE	$240
SHORT DURATION COMPLETE CLOSURES ON I.R. 71 (MT-99.60)	4 AM TO 12 PM	1 MINUTE	$380
VAN METER STREET	FLAGGER CONTROLLED TRAFFIC: NO RESTRICTION	1 MINUTE	-
	DIRECTIONAL CLOSURE OF SB LANE: WORKING HOURS ONLY		
GILBERT AVENUE; COMPLETE CLOSURE	7 AM TO 7 PM (DAILY)	1 MINUTE	-
	7 AM MONDAY TO 7 PM FRIDAY (WEEKENDS)		

1. LANE CLOSURES ON SB I.R. 471 SHALL MEET DSD REQUIRED BY MT-98.10. IF THE DSD CANNOT BE MET, THE RAMP FROM LIBERTY STREET SHALL BE CLOSED.

2. LANE CLOSURES ARE NOT PERMITTED 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, HERITAGE BANK CENTER, OR TQL STADIUM. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE GENERATING AN EVENT ATTENDANCE OF 15,000 OR MORE.

3. GILBERT AVENUE CLOSURES: WEEKEND CLOSURES ARE LIMITED TO A MAXIMUM OF 2 WEEKENDS. OVERNIGHT CLOSURES ARE UNLIMITED. ALL CLOSURES SHALL COMPLY WITH LVCT NOTE 2.

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CITY OF CINCINNATI RIGHT OF WAY PERMIT

IF PROJECT ACTIVITIES ARE PERFORMED IN CITY OF CINCINNATI RIGHT OF WAY, OR WILL IMPACT LOCAL ROADS, THEN THE CONTRACTORS MUST APPLY FOR A CITY PERMIT.

PERMITS: A CITY OF CINCINNATI DOTE PERMIT IS REQUIRED PRIOR TO THE ODOT CONTRACTOR COMMENCING WORK INSIDE THE CITY'S RIGHT OF WAY. PERMITS WILL BE AT "NO COST" AND REQUIRE DOTE'S GENERAL PERMIT TO BE APPLIED FOR.

PERMIT APPLIATIONS FOR STREET USE, STREET BARRICADE, STREET OPENING, ETC. MAY BE MADE AT 513-352-3463 OR AT ROOM 425, CITY HALL, 801 PLUM STREET, CINCINNATI, OHIO 45202.

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

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

PAYMENT FOR ALL LABOR AND INCIDENTALS TO OBTAIN PERMITS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

HARD ROCK CASINO COORDINATION

THE CONTRACTOR SHALL COORDINATE WITH THE HARD ROCK CASINO TO DETERMINE WHEN ANY LARGE ATTENDANCE EVENTS, SUCH AS CONCERTS OR PERFORMANCES, ARE EXPECTED TO BE HELD. THIS IS ESPECIALLY IMPORTANT DURING STAGE 1 AND DURING THE FOURTEEN (14) DAY CLOSURE OF THE EXISTING PEDESTRIAN BRIDGE.

RESTORATION OF EXISTING MARKINGS AND SIGNS

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RESTORE ANY EXISTING PAVEMENT MARKINGS AND/OR SIGNAGE, IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) AND CMS 644, IN AREAS USED FOR TRAFFIC PATTERN ALTERATIONS, SUCH AS LANE CLOSURES, LANE SHIFTS, AND/OR TRANSITIONS/TAPERS DURING CONSTRUCTION, TO THEIR ORIGINAL STATE AFTER ALL WORK IS COMPLETE. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCIDENTAL AND INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

PEDESTRIAN ACCESS - TEMPORARY WALK

IT IS THE INTENTION OF THESE MAINTENANCE OF TRAFFIC PLANS TO MAINTAIN PEDESTRIAN FACILITIES ALONG THE EAST SIDE OF GILBERT AVENUE AT ALL TIMES. A MINIMUM OF ONE FIVE (5) FOOT SIDEWALK SHALL BE MAINTAINED AT ALL TIMES BY USE OF TEMPORARY PAVEMENT USING ITEM 608.

TEMPORARY PEDESTRIAN SURFACES SHALL NOT EXCEED A MAXIMUM GRADE OF 5% OR A MAXIMUM CROSS SLOPE OF 2% WITHOUT THE WRITTEN PERMISSION OF THE PROJECT ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE PROJECT ENGINEER FOR THE MAINTENANCE OF PEDESTRIAN ACCESS:

ITEM 608 - 2" ASPHALT CONCRETE WALK 681 SF

PERMITTED LANE CLOSURE SCHEDULE

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS.

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPROMISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURES IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

EXISTING MEDIAN BARRIER - GILBERT AVENUE

AS NOTED IN THE PRE-PHASE 1 SEQUENCE OF CONSTRUCTION, THE CONTRACTOR SHALL REMOVE A PORTION OF EXISTING MEDIAN BARRIER, INSTALL TEMPORARY PAVEMENT, AND INSTALL A WORK ZONE ATTENUATOR. ONCE TRAFFIC IS RETURNED TO THE FINAL CONDITION, ALL TEMPORARY ITEMS SHALL BE REMOVED. THE CONTRACTOR SHALL RESTORE THE MEDIAN WALL TO THE ORIGINAL CONDITION AND INSTALL A PERMANENT IMPACT ATTENUATOR. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCIDENTAL AND INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED FOR INFORMATION ONLY:

CONCRETE BARRIER REMOVED	75 FEET
BARRIER, MISC.: CONCRETE BARRIER, TYPE B50	60 FEET
IMPACT ATTENUATOR, TYPE 2	1 EACH
ROADS FOR MAINTAINING TRAFFIC	LUMP SUM
PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	70 SY

MAINTENANCE OF TRAFFIC GENERAL NOTES

DESIGN AGENCY
ARCADIS
222 SOUTH MAIN STREET SUITE 200
AKRON, OHIO 44308
(330) 434-4985
www.arcadis.com

DESIGNER EJT

REVIEWER TJR 10/02/24

PROJECT ID 102790

SHEET P.11 TOTAL 160

HAM-IR 71-1.81

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/9/2026 TIME: 2:46:08 PM USER: ETheller
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APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION

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

APPROVED MOT EXCEPTION INCLUDES:

CLOSE THE SB I.R. 71 RAMP TO SB I.R. 471 FROM 10 PM TO 5 AM TO OCCUR A MAXIMUM OF 5 TIMES FOR STRUCTURE DEMO, STRUCTURE INSTALLATION, AND MOT PHASE SWITCHES.

CLOSE THE NB I.R. 471 RAMP TO NB I.R. 71 FROM 10 PM TO 5 AM TO OCCUR A MAXIMUM OF 5 TIMES FOR STRUCTURE DEMO, STRUCTURE INSTALLATION, AND MOT PHASE SWITCHES.

CLOSE MAINLINE I.R. 71 IN BOTH DIRECTIONS (AT THE SAME TIME OR SEPARATELY) FROM 10 PM TO 5 AM TO OCCUR A MAXIMUM OF 2 TIMES PER DIRECTION FOR STRUCTURE DEMO AND INSTALLATION.

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

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTIONS REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED [09/20/2023] FOR PID 102790" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

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

MAINTAINING TRANSIT OPERATIONS

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

SORTA/ METRO

- BRIAN MESSER: Bmesser@go-metro.com
- KIM WYATT: Kwyatt@go-metro.com
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- scheduling@go-metro.com
- busstops@go-metro.com

COORDINATION WITH THE TRANSIT AGENCY IS REQUIRED. PROVIDE NOTIFICATION AT LEAST 14 CALENDAR DAYS IN ADVANCE TO ALLOW THE TRANSIT AGENCY TO IMPLEMENT ANY CHANGES TO THE TRANSIT OPERATIONS AS DESCRIBED BELOW:

- AFTER THE CONTRACTOR COMPLETES THE TEMPORARY WALK SHOWN ON SHEET P.26 , METRO WILL RELOCATE THE EXISTING BUS STOP SIGN AT STA. 10+60 TO STA. 12+00

- AFTER THE CONTRACTOR COMPLETES THE PROPOSED WORK AND BEFORE REMOVING THE TEMPORARY WALK, METRO WILL RELOCATE THE BUS STOP SIGN AT STA. 12+00 TO THE ORIGINAL LOCATION AT STA. 10+60.

COORDINATION WITH BRENT SPENCE BRIDGE PROJECT

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS FOR THE BRENT SPENCE BRIDGE PROJECT.

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPING/CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS.

DETECTION MAINTENANCE

IF VEHICLE DETECTION BECOMES UNEXPECTEDLY DISABLED, REQUIRES MODIFICATION, OR IS SCHEDULED TO BE TEMPORARILY REMOVED DURING THE CONSTRUCTION PROJECT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER AND DISTRICT TRAFFIC ENGINEER.

IF THE LOSS OF VEHICLE DETECTION IS KNOWN PRIOR TO THE START OF CONSTRUCTION, IT SHALL BE DISCUSSED AT THE PRECONSTRUCTION MEETING. AT SUCH TIME, THE DISTRICT TRAFFIC ENGINEER SHALL ADVISE THE PROJECT ENGINEER AND CONTRACTOR ON THE APPROPRIATE ACTION TO RECTIFY ANY LOSS OF VEHICLE DETECTION. THIS MAY INCLUDE PLACING THE TRAFFIC SIGNAL ON MINIMUM OR MAXIMUM RECALL, MODIFYING THE MINIMUM GREEN TIMES, AND REMOVING THE MALFUNCTIONING DETECTION FROM SERVICE. WHERE NON-INTRUSIVE DETECTION (I.E. VIDEO, RADAR) ALREADY EXISTS, THE CONTRACTOR SHALL INSURE THAT DETECTION IS OPERATING AND MAINTAINED BY RECONFIGURING THE DETECTION UNITS ACCORDINGLY DURING ALL CONSTRUCTION PHASES. THIS IS TO AVOID THE SIGNAL FROM MAXING OUT THE EFFECTED SIGNAL PHASE AND CREATING UNNECESSARY DELAYS.

LOCATIONS WHERE NON-INTRUSIVE DETECTION IS PROPOSED AND THE EXISTING VEHICLE DETECTION IS TO BE ABANDON, THE NON-INTRUSIVE VEHICLE DETECTION SHALL BE INSTALLED, CONFIGURED AND MADE FULLY FUNCTIONAL PRIOR TO THE EXISTING DETECTION BEING DISABLED. THE CONTRACTOR SHALL CONTINUE TO MAINTAIN AND MODIFY THE DETECTION UNTIL FINAL ACCEPTANCE OF THE TRAFFIC SIGNAL. THIS IS TO ENSURE VEHICLE DETECTION REMAINS FULLY FUNCTIONAL THROUGHOUT CONSTRUCTION.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1.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.

2.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.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE CRASH THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE OR THE CITY OF CINCINNATI FOR POLICE SERVICES AND MAINTENANCE SERVICES BY CITY FORCES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 4 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6 AM TO 10 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF-DUTY CITY OF CINCINNATI POLICE, HIRED BY THE CONTRACTOR:

1. GILBERT AVENUE & E. COURT STREET

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;

2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;

3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;

4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;

5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

TEMPORARY PAVEMENT MARKING REMOVAL - I-471

THE TEMPORARY PAVEMENT MARKINGS ALONG I-471 WILL REQUIRE SPECIAL ATTENTION DIFFERENT FROM THE OTHER AREAS OF THIS PROJECT. THE METHOD TO REMOVE THE TEMPORARY MARKINGS BEFORE INSTALLING THE PROPOSED FINAL MARKINGS IS DEPENDENT UPON THE LOCATION AND SURFACE TYPE. THE FOLLOWING TREATMENTS SHALL BE UTILIZED:

ON-471 (NORTH AND SOUTH) WHERE THERE IS FRICTION TREATMENT:
DIAMOND GRIND TO REMOVE THE SCARS

ON I-471 (NORTH AND SOUTH) WHERE THERE IS ASPHALT:
USE MICRO SEAL TO REMOVE THE SCARS

THE COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

REQUIRED MATERIAL QUANTITES IF STAGE 2A APPLIES

AS NOTED IN THE SEQUENCE OF CONSTRUCTION, STAGE 2A IS AN OPTIONAL STAGE IF THERE IS A MATERIAL DELAY OF MORE THAN TWO WEEKS BETWEEN THE END OF STAGE 2 AND THE BEGINNING OF STAGE 3. SHIFTING TO STAGE 2A AND THEN TO STAGE 3 WILL RESULT IN THE REMOVAL AND APPLICATION OF TEMPORARY PAVEMENT MARKINGS AND OTHER MAINTENANCE OF TRAFFIC ITEMS. IF NECSSARY, THE FOLLOWING QUANTITIES HAVE BEEN SUPPLIED:

STAGE 2A

ITEM 614 - WORK ZONE RAISED PAVEMENT MARKER	99 EACH
ITEM 614 - WORK ZONE CENTER LINE, CLASS I	0.13 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS I	2.52 MILE
ITEM 614 - WORK ZONE DOTTED LINE, CLASS I	2170 FEET
ITEM 614 - WORK ZONE LANE LINE, CLASS I	1.79 MILE

STAGE 3

ITEM 614 - INCREASED BARRIER DELINEATION	200 FEET
ITEM 614 - WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL)	3 EACH
ITEM 614 - BARRIER REFLECTOR, TYPE I	18 EACH
ITEM 614 - WORK ZONE RAISED PAVEMENT MARKER	246 EACH
ITEM 614 - OBJECT MARKER, ONE-WAY	6 EACH
ITEM 614 - WORK ZONE CENTER LINE, CLASS I	0.13 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS I	1.68 MILE
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS I	4,654 FEET
ITEM 614 - WORK ZONE DOTTED LINE, CLASS I	886 FEET
ITEM 614 - WORK ZONE LANE LINE, CLASS I	1.32 MILE
ITEM 622 - PORTABLE BARRIER, UNANCHORED	1,120 FEET
ITEM 622 - PORTABLE BARRIER, ANCHORED	330 FEET

ITEM 614, DETOUR SIGNING

ALL WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED FOR THE DETOUR FURNISHED, ERECTED, MAINTAINED AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - DETOUR SIGNING	LUMP SUM

2

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEER'S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.
8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.
10. ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.
ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.

MAINTENANCE OF TRAFFIC GENERAL NOTES

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DESIGNER EJT

REVIEWER TJR 10/02/24

PROJECT ID 102790

SHEET P.12 TOTAL 160

HAM-IR 71-1.81
MODEL: Sheet 3 PAPERSIZE: 34x22 (in.) DATE: 1/9/2025 TIME: 2:46:41 PM USER: ETheller
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2

11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

a. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
b. DAILY TTC SETUP AND REMOVAL.
c. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
d. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND e. WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
e. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
f. ALL OTHER EMERGENCY TTC NEEDS.

12. COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.
B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.
C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

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 ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) 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 AT THE PROJECT LEVEL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.

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

MAINTENANCE OF TRAFFIC GENERAL NOTES

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EJT

REVIEWER
TJR 10/02/24

PROJECT ID
102790

SHEET P.12A TOTAL 160

2

HAM-IR 71-1.81

MODEL: Sheet 4 PAPERSIZE: 34x22 (in.) DATE: 1/9/2025 TIME: 2:57:43 PM USER: EThaller
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2

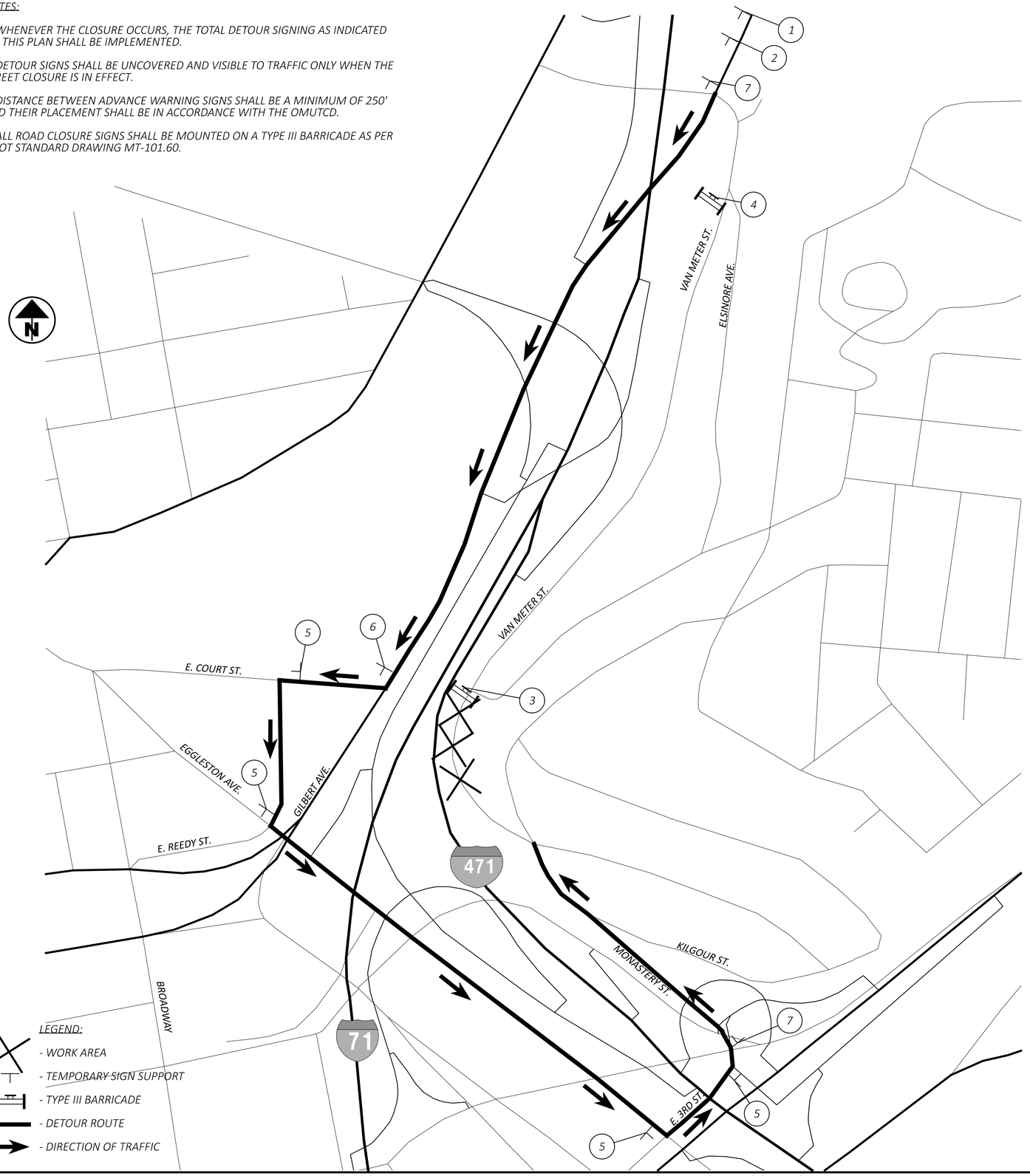
NOTES:

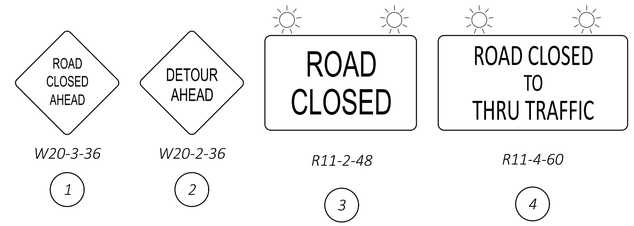
1. WHENEVER THE CLOSURE OCCURS, THE TOTAL DETOUR SIGNING AS INDICATED ON THIS PLAN SHALL BE IMPLEMENTED.

2. DETOUR SIGNS SHALL BE UNCOVERED AND VISIBLE TO TRAFFIC ONLY WHEN THE STREET CLOSURE IS IN EFFECT.

3. DISTANCE BETWEEN ADVANCE WARNING SIGNS SHALL BE A MINIMUM OF 250' AND THEIR PLACEMENT SHALL BE IN ACCORDANCE WITH THE OMUTCD.

4. ALL ROAD CLOSURE SIGNS SHALL BE MOUNTED ON A TYPE III BARRICADE AS PER ODOT STANDARD DRAWING MT-101.60.





LEGEND:

- WORK AREA
- TEMPORARY SIGN SUPPORT
- TYPE III BARRICADE
- DETOUR ROUTE
- DIRECTION OF TRAFFIC

HORIZONTAL SCALE IN FEET
0 100 200 400

DETOUR PLAN - VAN METER STREET (SB)

HAM-IR 71-1.81

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SHEET P.21A TOTAL 160

MODEL: Plan 3 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 1/9/2025 TIME: 2:41:46 PM USER: ETheller
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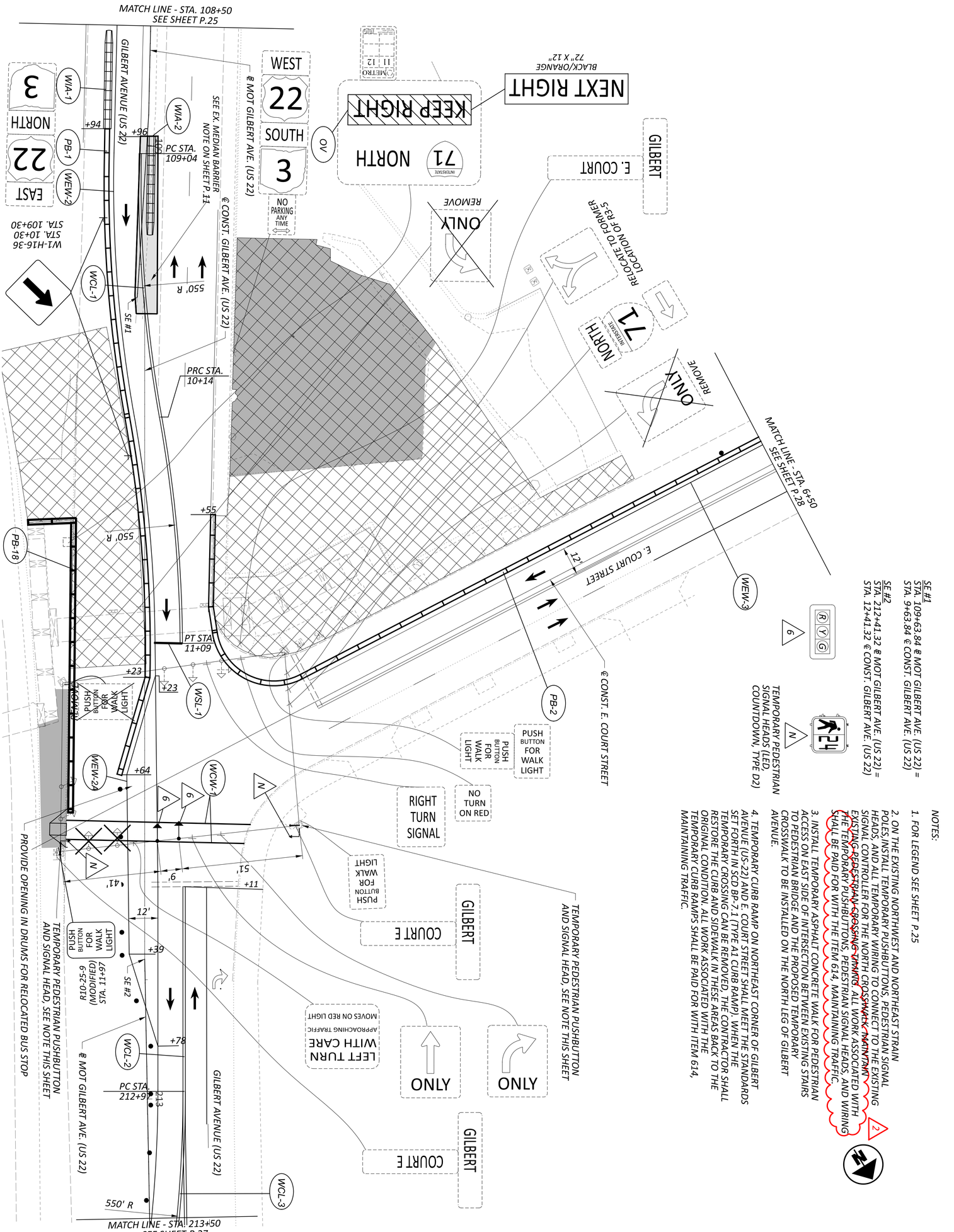

SE #1
STA. 109+63.84 ℄ MOT GILBERT AVE. (US 22) =
STA. 9+63.84 ℄ CONST. GILBERT AVE. (US 22)

SE #2
STA. 212+41.32 ℄ MOT GILBERT AVE. (US 22) =
STA. 12+41.32 ℄ CONST. GILBERT AVE. (US 22)

NOTES:

1. FOR LEGEND SEE SHEET P.25

2. ON THE EXISTING NORTHWEST AND NORTHEAST STRAIN POLES, INSTALL TEMPORARY PUSHBUTTONS, PEDESTRIAN SIGNAL HEADS, AND ALL TEMPORARY WIRING TO CONNECT TO THE EXISTING SIGNAL CONTROLLER FOR THE NORTH CROSSWALK ACTIVATION. EXISTING PEDESTRIAN CROSSING TIMING. ALL WORK ASSOCIATED WITH THE TEMPORARY PUSHBUTTONS, PEDESTRIAN SIGNAL HEADS, AND WIRING SHALL BE PAID FOR WITH THE ITEM 614, MAINTAINING TRAFFIC.

3. INSTALL TEMPORARY ASPHALT CONCRETE WALK FOR PEDESTRIAN ACCESS ON EAST SIDE OF INTERSECTION BETWEEN EXISTING STAIRS TO PEDESTRIAN BRIDGE AND THE PROPOSED TEMPORARY CROSSWALK TO BE INSTALLED ON THE NORTH LEG OF GILBERT AVENUE.

4. TEMPORARY CURB RAMP ON NORTHEAST CORNER OF GILBERT AVENUE (US-22) AND E. COURT STREET SHALL MEET THE STANDARDS SET FORTH IN SCD BP-7.1 (TYPE A1 CURB RAMP). WHEN THE TEMPORARY CROSSING CAN BE REMOVED, THE CONTRACTOR SHALL RESTORE THE CURB AND SIDEWALK IN THESE AREAS BACK TO THE ORIGINAL CONDITION. ALL WORK ASSOCIATED WITH THE TEMPORARY CURB RAMPS SHALL BE PAID FOR WITH ITEM 614, MAINTAINING TRAFFIC.

SHEET P.26 | TOTAL 160	PROJECT ID 102790	REVIEWER TJR 10/02/24	DESIGNER EJT	ARCADIS 222 SOUTH MAIN STREET SUITE 200 AKRON, OHIO 44308 (330) 434-1995 www.arcadis.com	DESIGN AGENCY

MAINTENANCE OF TRAFFIC PLAN
PHASE 1 - BRIDGE STAGES 1-5

HORIZONTAL SCALE IN FEET
0 20
10 40

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.7	P.8	P.41	P.52	P.61	P.68						Office Calcs	01/IMS/10	02/S>2/40						
																		ROADWAY	
LS												LS		201	11000	LS		CLEARING AND GRUBBING	
		20									254	274		202	23000	274	SY	PAVEMENT REMOVED	
153		5,431										5,584		202	30000	5,584	SF	WALK REMOVED	
		76										76		202	30700	76	FT	CONCRETE BARRIER REMOVED	
											355	355		202	32000	355	FT	CURB REMOVED	
		200										200		202	38000	200	FT	GUARDRAIL REMOVED	
		100										100		SPECIAL	20270000	100	FT	FILL AND PLUG EXISTING CONDUIT, 12"	P.8
110												110		202	75000	110	FT	FENCE REMOVED	
2		1										3		202	75250	3	EACH	GATE REMOVED	
		6										6		202	98100	6	EACH	REMOVAL MISC.: BENCH REMOVED	P.8
			40									40		202	98200	40	FT	REMOVAL MISC.: ITS CONDUIT REMOVED	P.52
		86										86		202	98200	86	FT	REMOVAL MISC.: RAILING REMOVED	P.8
		94										94		202	98200	94	FT	REMOVAL MISC.: WALL REMOVED	P.8
		1										1		202	98600	1	EACH	ABANDON MISC.: SANITARY MANHOLE ABANDONED	P.8
63												63		203	10000	63	CY	EXCAVATION	
46				688								734		203	20000	734	CY	EMBANKMENT	
LS												LS		203	98500	LS		ROADWAY, MISC.: FIDO FIELD INCIDENTALS	P.7
265											254	519		204	10000	519	SY	SUBGRADE COMPACTION	
30												30		204	50000	30	SY	GEOTEXTILE FABRIC	
		137.5										137.5		606	15050	137.5	FT	GUARDRAIL, TYPE MGS	
		1										1		606	35002	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
		1										1		606	35102	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
		15										15		607	23001	15	FT	FENCE, TYPE CLT, AS PER PLAN "A"	P.8
66												66		607	23001	66	FT	FENCE, TYPE CLT, AS PER PLAN "B"	P.8
		1										1		607	61201	1	EACH	GATE, TYPE CLT, AS PER PLAN "A"	P.8
1												1		607	61201	1	EACH	GATE, TYPE CLT, AS PER PLAN "B"	P.8
		3,778	2									3,778		608	12000	4,355	SF	5" CONCRETE WALK	
		366										366		608	12001	366	SF	5" CONCRETE WALK, AS PER PLAN	P.8
		577										577		608	52000	577	SF	CURB RAMP	
		34										34		622	10160	34	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
		2										2		622	25000	2	EACH	CONCRETE BARRIER END SECTION, TYPE D	
		76										76		622	90000	76	FT	BARRIER, MISC.: CONCRETE BARRIER, TYPE B57	P.8
		29										29		622	90000	29	FT	BARRIER, MISC.: EXTENSION OF BARRIER HEIGHT	P.9
		12										12		SPECIAL	69050600	12	EACH	BOLLARD	P.8
		41										41		SPECIAL	69098100	41	FT	PEDESTRIAN RAILING	P.8
						646						646		601	21001	646	SY	**EROSION CONTROL**	
72												72		659	00300	72	CY	CONCRETE SLOPE PROTECTION, AS PER PLAN	P.65
323												323		659	00570	323	SY	TOPSOIL	
304												304		659	10000	304	SY	SEEDING AND MULCHING, CLASS 5A	
0.08												0.08		659	20000	0.08	TON	SEEDING AND MULCHING	
																		COMMERCIAL FERTILIZER	
0.07												0.07		659	31000	0.07	ACRE	LIME	
2												2		659	35000	2	MGAL	WATER	
												10,000	5,000	832	30000	15,000	EACH	EROSION CONTROL	
																		DRAINAGE	
	50											50		605	14000	50	FT	6" BASE PIPE UNDERDRAINS	
	30	36										66		611	01500	66	FT	6" CONDUIT, TYPE F	
		1										1		611	99154	1	EACH	INLET RECONSTRUCTED TO GRADE	
					11							11		613	41200	11	CY	LOW STRENGTH MORTAR BACKFILL	

GENERAL SUMMARY

DESIGN AGENCY
ARCADIS
222 SOUTH MAIN STREET SUITE 200
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DESIGNER AZF

REVIEWER SMG 10/02/24

PROJECT ID 102790

SHEET P.37 TOTAL 160

HAM-IR 71-1.81

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/10/2025 TIME: 11:33:27 AM USER: MBoyer
pw:\\arcadis-us-pw.bentley.com:arcadis-us-01\Documents\01 Active Projects\30123787\400_CAD\400-Engineering\Roadway\Sheets\102790_GG001.dgn

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.7	P.8	P.9	P.41	P.49	P.51	P.52	P.53	P.60	P.68		Office Calcs	01/IMS/10	02/S>2/40						
																		PAVEMENT	
		316										316		253	01001	316	SY	PAVEMENT REPAIR, AS PER PLAN	P.9
		179										179		255	10161	179	SY	FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, CLASS QC MS, AS PER PLAN	P.9
			4								15	19		301	56000	19	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
63											54	117		304	20000	117	CY	AGGREGATE BASE	
											16	16		407	10000	16	GAL	TACK COAT	
			1									1		441	50000	1	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
											9	9		442	22100	9	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (449)	
											13	13		442	22400	13	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (449)	
			33									33		452	12010	33	SY	8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
											89	89		452	15030	89	SY	12" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
											318	318		609	16000	318	FT	CURB, TYPE 2-B	
			8								107	115		609	24000	115	FT	CURB, TYPE 4-A	
			60									60		609	26000	60	FT	CURB, TYPE 6	
																		LIGHTING	
								1				1		625	00450	1	EACH	CONNECTION, FUSED PULL APART	
								1				1		625	00460	1	EACH	CONNECTION, UNFUSED PULL APART	
								366				366		625	00480	366	EACH	CONNECTION, UNFUSED PERMANENT	
								1				1		625	10481	1	EACH	LIGHT POLE, AESTHETIC, AS PER PLAN, SHEPHERD'S CROOK	P.53
								1				1		625	14501	1	EACH	LIGHT POLE FOUNDATION, AS PER PLAN	P.53
								18,390				18,390		625	22990	18,390	FT	NO. 6 AWG 600 VOLT DISTRIBUTION CABLE	
								3,660				3,660		625	23306	3,660	FT	NO. 10 AWG 600 VOLT DISTRIBUTION CABLE	
								45				45		625	23400	45	FT	NO. 10 AWG POLE AND BRACKET CABLE	
								45				45		625	23410	45	FT	NO. 12 AWG POLE AND BRACKET CABLE	
								1,220				1,220		625	25001	1,220	FT	CONDUIT, 3/4", 725.04, AS PER PLAN	P.53
								830				830		625	25401	830	FT	CONDUIT, 2", 725.04, AS PER PLAN	P.53
								1,265				1,265		625	25408	1,265	FT	CONDUIT, 2", 725.051	
								1				1		625	27551	1	EACH	LUMINAIRE, DECORATIVE, AS PER PLAN, TYPE 3, 36 WATT, LED, 3000K	P.53
								122				122		625	27600	122	EACH	LUMINAIRE, MISC.: BRIDGE LIGHT	P.53
								45				45		625	29000	45	FT	TRENCH	
								122				122		625	29901	122	EACH	JUNCTION BOX, AS PER PLAN	P.53
								2				2		625	30700	2	EACH	PULL BOX, 725.08, 18"	
								1				1		625	31600	1	EACH	PULL BOX, MISC.: TYPE B	P.53
								1				1		625	32000	1	EACH	GROUND ROD	
								1				1		625	34001	1	EACH	POWER SERVICE, AS PER PLAN	P.53
											1	1		625	75800	1	EACH	DISCONNECT CIRCUIT	
								3				3		632	83600	3	EACH	STRAIN POLE, MISC.: FOUNDATION, FDN-4	P.53
																		ELECTRICAL	
			10									10		625	25400	10	FT	CONDUIT, 2", 725.04	
									2			2		625	33000	2	EACH	STRUCTURE GROUNDING SYSTEM	
	1											1		625	98000	1	EACH	LIGHTING, MISC.: MEDIAN LIGHT POLE ADJUSTMENT	P.8
																		TRAFFIC SURVEILLANCE	
						10						10		625	29010	10	FT	TRENCH, 30" DEEP	
						2						2		625	31510	2	EACH	PULL BOX REMOVED	
						46						46		625	36010	46	FT	UNDERGROUND WARNING/MARKING TAPE	
						LS						LS		804	98200	LS		FIBER OPTIC CABLE, MISC.: ITS INSTALLATION	P.52
						2						2		809	02000	2	EACH	32" ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY	
						46						46		809	24000	46	FT	CONDUIT, MULTICELL, JACKED OR DRILLED, 4"	
																		TRAFFIC CONTROL	
				3								3		621	00100	3	EACH	RPM	
				3								3		621	54000	3	EACH	RAISED PAVEMENT MARKER REMOVED	
			5									5		626	00102	5	EACH	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	
			6									6		626	00110	6	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	
				94								94		630	03100	94	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
				4								4		630	08600	4	EACH	SIGN POST REFLECTOR	
				1								1		630	79610	1	EACH	SIGN SUPPORT ASSEMBLY, BARRIER MOUNTED	
				51								51		630	80100	51	SF	SIGN, FLAT SHEET	
				1								1		630	84001	1	EACH	CONCRETE BARRIER MEDIAN OVERHEAD SIGN SUPPORT FOUNDATION, TYPE TC-21.40, AS PER PLAN	P.49
				1								1		630	84510	1	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION	

GENERAL SUMMARY

HAM-IR 71-1.81

DESIGN AGENCY
ARCADIS
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DESIGNER AZF

REVIEWER SMG 10/02/24

PROJECT ID 102790

SHEET P.38 TOTAL 160

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.7	P.10	P.11	P.16	P.49	P.51	P.68						01/IMS/10	02/S>2/40						
																		TRAFFIC CONTROL (CONT.)	
				13								13		630	84900	13	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
				2								2		630	85100	2	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	
				6								6		630	86002	6	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
				1								1		630	86310	1	EACH	REMOVAL OF STRUCTURE MOUNTED SIGN AND DISPOSAL	
				3								3		630	87100	3	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	
				2								2		630	89100	2	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND REERECTION, TYPE TC-12.30	
				0.65									0.65	644	00100	0.65	MILE	EDGE LINE, 4"	
				4.29								4.29		644	00104	4.29	MILE	EDGE LINE, 6"	
				0.57									0.57	644	00200	0.57	MILE	LANE LINE, 4"	
				2.69								2.69		644	00204	2.69	MILE	LANE LINE, 6"	
				0.29									0.29	644	00300	0.29	MILE	CENTER LINE	
				751								751		644	00400	751	FT	CHANNELIZING LINE, 8"	
				179									179	644	00500	179	FT	STOP LINE	
				100									100	644	00620	100	FT	CROSSWALK LINE, 12"	
				185								185		644	00700	185	FT	TRANSVERSE/DIAGONAL LINE	
				8									8	644	01300	8	EACH	LANE ARROW	
				465									465	644	30000	465	FT	REMOVAL OF PAVEMENT MARKING	
				1									1	644	30020	1	EACH	REMOVAL OF PAVEMENT MARKING	
				245									245	644	50300	245	FT	PAVEMENT MARKING, MISC.: CROSSWALK LINE, 6"	P.49
																		TRAFFIC SIGNALS	
					35							35		625	25500	35	FT	CONDUIT, 3", 725.04	
					70							70		625	29000	70	FT	TRENCH	
					70							70		625	36010	70	FT	UNDERGROUND WARNING/MARKING TAPE	
					1							1		632	20731	1	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN	P.51
					1							1		632	20750	1	EACH	ACCESSIBLE PEDESTRIAN PUSHBUTTON	
					1							1		632	25010	1	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	
					309							309		632	40700	309	FT	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG	
					1							1		632	64020	1	EACH	PEDESTAL FOUNDATION	
					1							1		632	83600	1	EACH	STRAIN POLE, MISC.: REMOVE AND REINSTALL	P.51
					1							1		632	83600	1	EACH	STRAIN POLE, MISC.: FOUNDATION, FDN-10	P.51
					1							1		632	89900	1	EACH	PEDESTAL, 8', TRANSFORMER BASE	
					1							1		632	90100	1	EACH	REMOVAL OF TRAFFIC SIGNAL INSTALLATION	
																		LANDSCAPING	
3												3		661	40060	3	EACH	DECIDUOUS TREE, 1-1/2" CALIPER (CERCIS CANADENSIS)	
																		STRUCTURE OVER 20 FOOT SPAN (HAM-71-0180)	
						LS							LS	202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	P.65
						LS						LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	P.65
						90						90		202	30701	90	FT	CONCRETE BARRIER REMOVED, AS PER PLAN	P.65
						LS						LS		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING	
						28						28		503	21102	28	CY	UNCLASSIFIED EXCAVATION, INCLUDING SHALE	
						LS	2					LS		503	21300	LS		UNCLASSIFIED EXCAVATION	
						2,863						2,863		509	25000	2,863	LB	UNCOATED STEEL REINFORCEMENT	
						301,701						301,701		509	26000	301,701	LB	GALVANIZED STEEL REINFORCEMENT	
						117,560						117,560		509	27000	117,560	LB	CHROMIUM STEEL REINFORCEMENT, TYPE CS	
						328						328		510	10000	328	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
						354						354		511	32212	332	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE	
						285						285		511	40512	285	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS	
						16						16		511	42012	16	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS	
						253						253		511	43223	253	CY	CLASS QC SCC CONCRETE WITH QC/QA, PIER, AS PER PLAN	P.65
						30						30		511	43512	30	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	
						35						35		511	46012	35	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING	
						53						53		511	46212	53	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL INCLUDING FOOTING	
						78						78		511	46512	78	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING	
						1,573						1,573		512	10001	1,573	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)	P.65
						930						930		512	10100	930	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	

GENERAL SUMMARY

DESIGN AGENCY
ARCADIS
222 SOUTH MAIN STREET SUITE 200
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DESIGNER AZF

REVIEWER SMG 10/02/24

PROJECT ID 102790

SHEET P.39 TOTAL 160

HAM-IR 71-1.81

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/10/2025 TIME: 1:17:57 PM USER: MBoyer
pw:\\arcadis-us-pw.bentley.com:arcadis-us-01\Documents\01 Active Projects\30123787\400_CAD\400-Engineering\Roadway\Sheets\102790_GG003.dgn

SHEET NUM.												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
P.10	P.11	P.12	P.16	P.68								01/IMS/10	02/S>2/40						
																		STRUCTURE OVER 20 FOOT SPAN (HAM-71-0180) (CONT.)	
				14								14		516	10000	14	FT	PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL	
				38								38		516	11211	38	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN	P.119
				369								369		516	13200	369	SF	½" PREFORMED EXPANSION JOINT FILLER	
				183								183		516	13600	183	SF	1" PREFORMED EXPANSION JOINT FILLER	
				128								128		516	13900	128	SF	2" PREFORMED EXPANSION JOINT FILLER	
				14								14		516	31010	14	FT	2" DEEP JOINT SEALER	
				16	2							16		517	76300	16	FT	RAILING, MISC.: ALUMINUM RAILING WITH CONCRETE PARAPET	P.88
				2,256								2,256		517	76300	2,256	FT	RAILING, MISC.: PEDESTRIAN RAILING	P.113
				3								3		518	12500	3	EACH	SCUPPER, MISC.: RAMP SCUPPER	P.121
				9								9		518	21200	9	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
				175								175		518	43301	175	FT	6" PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN	P.120
				2								2		524	95100	2	EACH	DRILLED SHAFTS, MISC.:CSL TESTING, 48" DIA. SHAFT	P.65
				2								2		524	95100	2	EACH	DRILLED SHAFTS, MISC.:CSL TESTING, 54" DIA. SHAFT	P.65
				2								2		524	95100	2	EACH	DRILLED SHAFTS, MISC.:CSL TESTING, 60" DIA. SHAFT	P.65
				22								22		524	95444	22	FT	DRILLED SHAFTS, 42" DIAMETER, INTO BEDROCK WITH QC/QA	
				136								136		524	95452	136	FT	DRILLED SHAFTS, 48" DIAMETER, ABOVE BEDROCK WITH QC/QA	
				36								36		524	95454	36	FT	DRILLED SHAFTS, 48" DIAMETER, INTO BEDROCK WITH QC/QA	
				75								75		524	95462	75	FT	DRILLED SHAFTS, 54" DIAMETER, ABOVE BEDROCK WITH QC/QA	
				77								77		524	95464	77	FT	DRILLED SHAFTS, 54" DIAMETER, INTO BEDROCK WITH QC/QA	
				364								364		524	95472	364	FT	DRILLED SHAFTS, 60" DIAMETER, ABOVE BEDROCK WITH QC/QA	
				LS								LS		SPECIAL	53000200	LS		STRUCTURES MISC.: PREFABRICATED BRIDGE	P.66
				298								298		SPECIAL	60740000	298	FT	VANDAL PROTECTION FENCE (8'-0" TALL)	P.66
				701								701		SPECIAL	60740000	701	FT	VANDAL PROTECTION FENCE (13'-6" TALL)	P.66
				6								6		894	10000	6	EACH	THERMAL INTEGRITY PROFILING (TIP) TEST	
																		MAINTENANCE OF TRAFFIC	
	681												681	608	20000	681	SF	2" ASPHALT CONCRETE WALK	
750												650	100	614	11110	750	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	P.10
880		200	1,120									1,690	510	614	11630	2,200	FT	INCREASED BARRIER DELINEATION	
		3	12									12	3	614	12380	15	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	P.10
		LS										LS	LS	614	12420	LS		DETOUR SIGNING	
		345	634									934	45	614	12800	979	EACH	WORK ZONE RAISED PAVEMENT MARKER	
71		18	86									140	35	614	13310	175	EACH	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	
10												10		614	13312	10	EACH	BARRIER REFLECTOR, TYPE 2 (ONE-WAY)	
34		6	29									57	12	614	13350	69	EACH	OBJECT MARKER, ONE WAY	
36												36		614	18601	36	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	P.10
		3.11	1.38									4.49		614	20010	4.49	MILE	WORK ZONE LANE LINE, CLASS I, 6"	
		0.26	0.34									0.4	0.2	614	21000	0.6	MILE	WORK ZONE CENTER LINE, CLASS I	
		4.2	4.94									9.14		614	22010	9.14	MILE	WORK ZONE EDGE LINE, CLASS I, 6"	
		4,654	20,959									25,613		614	23010	25,613	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	
		3,056	2,735									4,876	915	614	24000	5,791	FT	WORK ZONE DOTTED LINE, CLASS I	
			66									66		614	25000	66	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I	
			11										11	614	26000	11	FT	WORK ZONE STOP LINE, CLASS I	
			151										151	614	27010	151	FT	WORK ZONE CROSSWALK LINE, CLASS I, 12"	
		1,120	3,273									3,743	650	622	41100	4,393	FT	PORTABLE BARRIER, UNANCHORED	
		330	1,070									1,400		622	41110	1,400	FT	PORTABLE BARRIER, ANCHORED	
																		INCIDENTALS	
												LS		108	10000	LS		CPM PROGRESS SCHEDULE	
												LS		614	11000	LS		MAINTAINING TRAFFIC	
												LS		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS		624	10000	LS		MOBILIZATION	
												LS		SPECIAL	69098400	LS		CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION	P.9

GENERAL SUMMARY

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DESIGNER AZF

REVIEWER SMG 10/02/24

PROJECT ID 102790

SHEET P.40 | TOTAL 160

SHEET NO.	REFERENCE NO.	STATION RANGE		SIDE	202 PAVEMENT REMOVED	202 WALK REMOVED	202 CONCRETE BARRIER REMOVED	202 GUARDRAIL REMOVED	SPECIAL FILL AND PLUG EXISTING CONDUIT	202 GATE REMOVED	202 REMOVAL MISC.: BENCH REMOVED	202 REMOVAL MISC.: WALL REMOVED	202 REMOVAL MISC.: RAILING REMOVED	202 ABANDON MISC.: SANITARY MANHOLE ABANDONED	301 ASPHALT CONCRETE BASE, PG64-22, (449)	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	452 8" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	606 GUARDRAIL, TYPE MGS	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	607 FENCE, TYPE CLT, AS PER PLAN "A"	607 GATE, TYPE CLT, AS PER PLAN "A"	608 5" CONCRETE WALK 2	608 5" CONCRETE WALK, AS PER PLAN	608 CURB RAMP	609 CURB, TYPE 4-A	609 CURB, TYPE 6	611 6" CONDUIT, TYPE F	611 INLET RECONSTRUCTED TO GRADE	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D	622 CONCRETE BARRIER END SECTION, TYPE D	622 BARRIER, MISC.: CONCRETE BARRIER, TYPE B57	622 BARRIER, MISC.: EXTENSION OF BARRIER HEIGHT	625 CONDUIT, 2", 725.04	626 BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL	626 BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL	SPECIAL BOLLARD	SPECIAL PEDESTRIAN RAILING
					SY	SF	FT	FT	FT	EACH	EACH	FT	FT	EACH	CY	CY	SY	FT	EACH	EACH	FT	EACH	SF	SF	SF	FT	FT	FT	EACH	FT	EACH	FT	FT	FT	EACH	EACH	EACH	FT
		I.R. 471 (SB)																																				
P.42	GR-1	249+92.00	250+53.00	RT				63										62.5		1															3		
P.42	B-1	250+53.00	251+15.00	RT				62																						34	2				2		
P.42	GR-2	251+15.00	252+15.00	RT				75										75.0	1																3		
		I.R. 71																																				
P.42	B-2	150+16.00	152+05.00	CL			76																											76	29	10	3			
		COURT STREET																																				
P.43	W-1	7+04.28	8+67.46	RT		3688																	2471		219												
P.43	DR-1	7+26.84		RT													33																				
P.43	F-1	7+05.37	7+34.32	RT						1											15	1															
P.43	U-1	7+01.00	8+01.00	RT					100					1																							
P.43	DR-2	7+92.00		RT	20										4	1																				10	
P.43	R-1	7+04.21	8+73.66	RT								94	86																								
P.43	D-1	7+92.71		RT																									36	1							
P.43	RA-1	8+26.00	8+67.00	RT																																	41
P.43	R-2	8+41.00		RT							4																										
P.43	W-2	8+52.94	8+76.43	RT																					366		60										
		GILBERT AVENUE																																				
P.43	W-3	10+57.00	11+23.00	RT		626																	405		118												
P.43	R-3	10+87.00		RT							2																										
P.43	RM-1	10+79.02		LT																																1	
		VAN METER STREET																																				
P.44	W-4	20+10.00	21+37.00	LT		748																	653		120	8											
P.44	W-5	20+70.00	21+37.00	RT		369																	249		120												
P.44	RM-2	20+85.40		LT																																1	
		TOTALS CARRIED TO GENERAL SUMMARY			20	5431	76	200	100	1	6	94	86	1	4	1	33	137.5	1	1	15	1	3778	366	577	8	60	36	1	34	2	76	29	10	5	6	12	41

ROADWAY SUBSUMMARY

DESIGN AGENCY
ARCADIS
222 SOUTH MAIN STREET SUITE 200
AKRON, OHIO 44308
(330) 434-9555
www.arcadis.com

DESIGNER AZF

REVIEWER SMG 10/02/24

PROJECT ID 102790

SHEET P.41 TOTAL 160

HAM-IR 71-1.81

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/10/2025 TIME: 10:24:18 AM USER: MBoyer
pw:\\arcadis-us-pw.bentley.com:arcadis-us-01\Documents\01 Active Projects\30123787\400_CAD\400-Engineering\Roadway\Sheets\102790_GS001.dgn

SEE SHEETS P.3 - P.6 FOR TYPICAL SECTIONS
SEE SHEETS P.61 - P.64 FOR STRUCTURES DETAILS AND GRADING
SEE SHEET P.44 FOR VAN METER STREET PLAN
SEE SHEET P.42 FOR I.R. 71/I.R. 471 PLAN

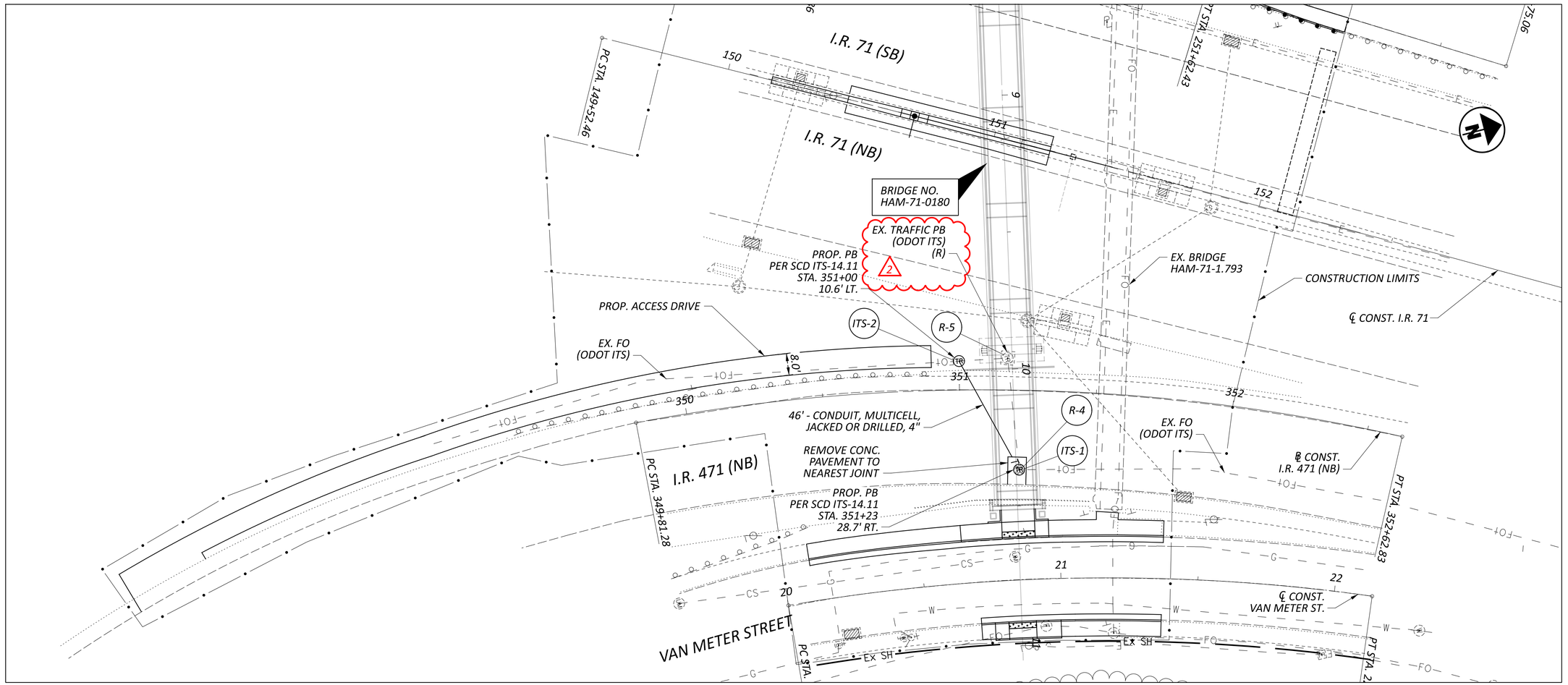
LEGEND
(DND) - DO NOT DISTURB
(R) - TO BE REMOVED
(RBO) - TO BE RELOCATED BY OTHERS

FIBER OPTIC CABLE, MISC.: ITS INSTALLATION
ITS WORK SHALL TAKE PLACE PRIOR TO CONSTRUCTION OF THE NEW BRIDGE. THE CONTRACTOR SHALL COORDINATE WITH ODOT SEVEN (7) DAYS PRIOR TO START OF CONSTRUCTION OF THE ITS WORK. THE CONTRACTOR SHALL BE REPONSIBLE FOR ALL INFRASTRUCTURE CONSTRUCTION AND REMOVAL. ODOT SHALL BE RESPONSIBLE FOR SPLICING OF ALL LINES. PAYMENT FOR ALL ITS WORK NOT SEPARATELY ITEMIZED IN THE PLANS SHALL BE COVERED UNDER THE LUMP SUM BID FOR ITEM 804, FIBER OPTIC CABLE, MISC.: ITS INSTALLATION.

REMOVAL MISC.: ITS CONDUIT REMOVED
FOLLOWING REMOVAL OF ITS FIBER, EXISTING ITS CONDUIT SHALL BE REMOVED PER THE PROVISIONS PUT FORTH IN CMS SECTION 202.

ITS FIBER RELOCATION SEQUENCE
0) BUILD ACCESS DRIVE.
1) INTERCEPT EXISTING 4" MULTICELL AND SET NEW 32" PULL BOX AT STA. 351+00 10.6 LT.
2) REMOVE OLD PULL BOX AT STA. 351+23 28.7' RT AND SET NEW 32" PULL BOX. EXCAVATE TO UNCOVER CONDUIT TO NORTH AS NEEDED TO REALIGN CONDUITS WITH NEW PULL BOX.
3) BORE 4" MULTICELL CONDUIT UNDER RAMP TO CONNECT NEW PULL BOXES.
4) NOTIFY ITS ENGINEER WHEN CONDUIT AND PULL BOXES ARE READY AND FIBER WILL BE CUT AND RELOCATED. FIVE (5) WORKING DAY NOTICE IS REQUIRED. ODOT ITS SPLICING CREW WILL NEED TO BE ON SITE FOR FIBER CUT.
5) CUT FIBER AT LOCATION DESIGNATED BY ODOT ITS SPLICING CREW. THIS WILL ENSURE SUFFICIENT SLACK AVAILABLE FOR SPLICING.
6) BACK PULL FIBER TO PULL BOX AT STA. 351+00 10.6 LT.
7) BACK PULL FIBER AT PULL BOX AT STA. 351+23 28.7' RT.
8) INSTALL FIBER IN NEW BORE TO PULL BOX AT STA. 351+00 10.6 LT.
9) ODOT ITS SPLICING CREW INSTALLS SPLICE ENCLOSURE AND SPLICES CABLE TOGETHER.

SHEET NO.	REFERENCE NO.	STATION TO STATION	SIDE	202 REMOVAL MISC.: ITS CONDUIT REMOVED	625 PULL BOX REMOVED	625 TRENCH, 30" DEEP	625 UNDERGROUND WARNING/MARKING TAPE	804 FIBER OPTIC CABLE, MISC.: ITS INSTALLATION	809 32" ITS PULL BOX WITH PAD AND STANDARD LID ASSEMBLY	809 CONDUIT, MULTICELL, JACKED OR DRILLED, 4"
				FT	EACH	FT	FT	LS	EACH	FT
		I.R. 471 NB								
P.52	R-4	351+22.32	RT	30	1					
P.52	R-5	351+17.48	LT	10	1					
P.52	ITS-1	351+00.00	RT			10	46	LS	1	46
P.52	ITS-2	351+00.00	LT						1	
TOTALS CARRIED TO GENERAL SUMMARY				40	2	10	46	LS	2	46



HORIZONTAL SCALE IN FEET
0 10 20 40

ITS PLAN AND DETAILS

DESIGN AGENCY
ARCADIS
222 SOUTH MAIN STREET SUITE 200
AKRON, OHIO 44308
(330) 434-4855
www.arcadis.com

DESIGNER MJB
REVIEWER SMG 10/02/24
PROJECT ID 102790
SHEET P.52 TOTAL 160

HAM-IR 71-1.81

MODEL: [Sheet] ITS Plan PAPERSIZE: 34x22 (in.) DATE: 1/10/2025 TIME: 10:49:56 AM USER: MBoyer
pw:\\arcadis-us-pw.bentley.com:arcadis-us-01\Documents\01 Active Projects\30123787\400_CAD\400-Engineering\Utilities\Sheets\102790_UP001.dgn

LIGHTING GENERAL NOTES

THESE NOTES ARE SUPPLEMENTAL TO ITEMS 625 AND 725 OF THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS (ODOT CMS).

REFERENCE SHALL BE MADE TO STANDARD CONSTRUCTION DRAWINGS LISTED ON THE TITLE SHEET OF THESE PLANS.

PADLOCKS AND KEYS

PADLOCKS FURNISHED SHALL BE EITHER BRASS OR BRONZE, EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNAN 660A, AND SHALL BE KEYED IN ACCORDANCE WITH CMS ITEM 631.06. PAYMENT SHALL BE INCLUDED IN THE BID FOR ITEM(S) BEING LOCKED.

625, JUNCTION BOX, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT CMS, THE FOLLOWING REQUIREMENTS ARE INCLUDED:
JUNCTION BOXES SHALL BE AS FOLLOWS:

NEMA 4XSS, MIN. SIZE OF 16" W X 12" H X 8" D, MOUNTED AS SHOWN ON BRIDGE DRAWINGS.

GROUNDING AND BONDING

THE REQUIRMENTS OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (CMS) AND THE HL AND TC SERIES OF STANDARD CONSTRUCTION DRAWINGS ARE MODIFIED AS FOLLOWS:

1. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH.

A. PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN METALLIC CONDUITS (725.04) IN ADDITION TO THE CONDUCTORS SPECIFIED AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.

B. WHEN AN EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED IN PLASTIC CONDUIT (725.05), THE INSTALLATION SHALL INCLUDE A SEPARATE EQUIPMENT GROUNDING CONDUCTOR IN ADDITION TO THE CONDUCTORS SPECIFIED.

C. METAL PULL BOX LIDS SHALL BE BONDED BY ATTACHMENT OF THE EQUIPMENT GROUNDING CONDUCTOR TO THE FRAME DIAGONAL AS PROVIDED ON HL-30.11.

D. IF MULTIPLE CONDUIT-RUNS BEGIN AND END AT THE SAME POINTS, ONLY ONE EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED.

2. CONDUITS.

A. THE 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIAL SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR USE WITH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.

B. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.

C. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

D. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOX BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

3. WIRE FOR GROUNDING AND BONDING.

A. USE OF INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZE SHALL BE AS FOLLOWS:

i. USE 4 AWG BETWEEN THE POWER SERVICE AND SUPPORTS, POLES, PEDESTALS, CONTROLLER OR FLASHER CABINETS.

ii. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR 4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/LABELS INSTALLED AT ALL ACCESS POINTS.

B. IN A HIGHWAY LIGHTING SYSTEM, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE THE SAME WIRE SIZE AS THE DUCT CABLE OR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF 4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE 4 AWG.

GROUNDING AND BONDING (CONT.)

4. GROUND ROD.

A. A ¾INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN FOUNDATIONS AND CONCRETE WALLS FOR GROUNDING CONDUCTOR (GROUND WIRE) RACEWAY TO THE GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

B. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE 4 AWG INSULATED, COPPER.

5. POWER SERVICE AND DISCONNECT SWITCH.

A. AT THE POWER SERVICE LOCATION, THE GROUNDING CONDUCTOR (GROUND WIRE) FROM THE DISCONNECT SWITCH NEUTRAL (AC-) BAR TO THE GROUND ROD SHALL BE AT A CONTINUOUS, UNSPLICED CONDUCTOR. IF SPLICED, IT SHALL BE AN EXOTHERMIC WELD BUTT SPLICE.

B. THE SERVICE NEUTRAL (AC-) SHALL ONLY BE CONNECTED TO GROUND AT THE PRIMARY POWER SERVICE DISCONNECT SWITCH.

i. IF SECONDARY DISCONNECT SWITCHES ARE CONNECTED AFTER THE PRIMARY DISCONNECT SWITCH, THE NEUTRAL (AC-) SHALL ONLY BE GROUNDED AT THE PRIMARY SWITCH. EQUIPMENT GROUNDING CONDUCTORS SHALL BE BROUGHT TO THE PRIMARY SWITCH, BUT SHALL BE GROUNDED AT BOTH SECONDARY AND PRIMARY SWITCHES.

6. STRUCTURE GROUNDING: HL-50.21 SHOWS A 1/0 AWG STRANDED COPPER CABLE USED FOR STRUCTURE GROUNDING. ADDITIONALLY, THIS SAME CABLE SHALL BE INSULATED AND ANY CONNECTIONS ARE BARE COPPER STRANDS EXPOSED TO THE CONCRETE SHALL BE COVERED WITH MASTIC TO PREVENT CONTACT WITH THE CONCRETE.

7. PAYMENT.

A. ALL MATERIALS AND WORK REQUIRED TO COMPLETE THE EFFECTIVE GROUND FAULT CURRENT PATH SYSTEM ARE INCIDENTAL TO THE CONDUCTORS INSTALLED BY CONTRACT.

B. WORK ON BRIDGES MAY BE INCLUDED IN THE BID ITEM FOR "ITEM 625, STRUCTURE GROUNDING."

C. IN A 3-WIRE HIGHWAY LIGHTING SYSTEM, THE THIRD CONDUCTOR OF THE DUCT CABLE OR DISTRIBUTION CABLE WILL BE USED AS THE EQUIPMENT GROUNDING CONDUCTOR AND MAY AS SUCH BE PART OF THE CABLE BID ITEM.

ITEM 625 - PULL BOX, MISC.: TYPE B

THIS WORK SHALL CONSIST OF INSTALLING A PULL BOX TO BE CONSTRUCTED AS PER THE CITY OF CINCINNATI STANDARD CONSTRUCTION DRAWING ES-2-1. PAYMENT FOR THIS WORK SHALL INCLUDE AL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO PERFORM THE WORK, IN PLACE AND ACCEPTED.

625, CONDUIT, 3/4", 725.04, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS IN ODOT CMS FOR ITEMS 625 AND 725, THE CONDUIT SHALL BE GALVANIZED TO MATCH THE BRIDGE.

PAYMENT SHALL BE MADE AT THE UNIT BID PRICE FOR EACH FOOT OF ITEM 625, CONDUIT, 3/4", 725.04, AS PER PLAN AND SHALL INCLUDE ALL OTHER MATERIAL, EQUIPMENT, AND INCIDENTALS NECESSARY.

625, CONDUIT, 2", 725.04, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS IN ODOT CMS FOR ITEMS 625 AND 725, THE CONDUIT SHALL BE GALVANIZED TO MATCH THE BRIDGE.

PAYMENT SHALL BE MADE AT THE UNIT BID PRICE FOR EACH FOOT OF ITEM 625, CONDUIT, 2", 725.04, AS PER PLAN AND SHALL INCLUDE ALL OTHER MATERIAL, EQUIPMENT, AND INCIDENTALS NECESSARY.

625, DISCONNECT CIRCUIT

THIS WORK SHALL INCLUDE DISCONNECTION OF THE BRIDGE LIGHTING FROM IT'S POWER SOURCE. THE FOLLOWING QUANTITY HAS BEEN PROVIDED TO COMPLETE THIS WORK:

ITEM 625, DISCONNECT CIRCUIT 1 EA.

2

625, POWER SERVICE, AS PER PLAN

IN ADDITION TO SECTION 632.24 OF ODOT CMS, ELECTRIC POWER SHALL BE OBTAINED FROM DUKE ENERGY. POWER SHALL BE SUPPLIED AT 120 / 240 VOLTS. DISCONNECT SWITCH AND METER BASE SHALL FURNISHED AND INSTALLED BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER. AN ODOT KEYED PADLOCK OR DEVICE APPROVED BY THE MAINTAINING AGENCY'S MAINTENANCE FORCES IS TO BE PROVIDED FOR THE DISCONNECT SWITCH ENLCOSURE. THE CONTRACTOR SHALL COORDINATE WITH DUKE ENERGY FOR FINAL POWER SERVICE SOURCE LOCATION.

THE POWER SUPPLYING AGENCY FOR THIS PROJECT IS:
DUKE ENERGY
2010 DANA AVENUE
CINCINNATI, OH 45207
CONTACT NAME: SHANE ERHART 513-508-9609

ELECTRIC SERVICE IS TO BE UNDERGROUND. UNFUSED SERVICE CABLE SHALL BE RUN IN A CONDUIT SEPARATE FROM DISTRIBUTION CABLE. THIS ITEM DESCRIBES THE REQUIREMENTS FOR A PEDESTAL MOUNTED POWER SERVICE. THIS ITEM SHALL MEET OR EXCEED ALL OF THE FOLLOWING:

SERVICE PEDESTAL
- 120 / 240 VOLT, SINGLE PHASE, 3-WIRE
- AMP MINIMUM RATING PER CONTROL CENTER DATA TABLE
  FOR DETAILS, SEE SHEET P.59
- METER SOCKET
- PROVISION FOR ADDITIONAL 240 VOLT PHOTOCELL CONTROLLED CIRCUITS AS LISTED IN THE CONTROL CENTER DATA TABLE
- LOCKABLE UTILITY SECTION
- HOA SWITCH
- PHOTOCELL RECEPTACLE AND WINDOW
- CONTACTOR RATED FOR LIGHTING LOADS LISTED IN CONTROL CENTER DATA TABLE
- NEMA TYPE 3R, ALUMINUM ENCLOSURE

SERVICE PEDESTALS SHALL BE MYERS POWER PRODUCTS, MILBANK MANUFACTURING, OR APPROVED EQUAL.

MYERS POWER PRODUCTS, INC.
725 EAST HARRISON STREET
CORONA, CA 92879
866-MY-MYERS
WWW.MYERSPOWERPRODUCTS.COM

MILBANK MANUFACTURING COMPANY
PO BOX 419028
KANSAS CITY, MO 64141-0028
877-483-5314
WWW.MILBANKMFG.COM

THE PROPOSED POWER SERVICE SHALL BE SINGLE PHASE, 3-WIRE, GROUNDED NEUTRAL AND 120 / 240 VOLTS CAPABLE OF PROVIDING SERVICE TO PROPOSED 240 VOLT LIGHTING CIRCUIT(S) AND 120 VOLT RECEPTACLE CIRCUITS FOR THIS PROJECT AS WELL AS ADDITIONAL 120 AND 240 VOLT CIRCUITS FOR FUTURE EXPANSION AS DETAILED ABOVE AND AS LISTED IN THE CONTROL CENTER DATA TABLE.

WHERE APPLICABLE, ELECTRICAL ENERGY FROM EXISTING POWER SERVICES SHALL CONTINUE TO BE CHARGED TO THE MAINTAINING AGENCY. NEW POWER SERVICE ACCOUNT SHALL BE ESTABLISHED IN THE NAME OF THE FOLLOWING MAINTAINING AGENCIES AS LISTED IN THE CONTROL CENTER DATA TABLE:

OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 8
505 SOUTH SR741
LEBANON, OH 45036

CALCULATE AND PROVIDE A LIST OF LOADS AS REQUIRED BY THE UTILITY COMPANY TO OBTAIN SERVICE.

PROVIDE A GROUND ROD WITH THIS ITEM. PROVIDE TRENCH, CONDUIT, WIRE AND PULL BOXES NECESSARY TO OBTAIN POWER AT THE LOCATION IDENTIFIED ON THE PLANS ON SHEET P.54 .

THE CONTRACTOR SHALL OBTAIN A PERMIT FROM HAMILTON COUNTY BUILDING INSPECTION FOR THE PROPOSED ELECTRICAL WORK.

PAYMENT SHALL BE MADE AT THE UNIT BID PRICE FOR EACH OF ITEM 625, POWER SERVICE, AS PER PLAN AND SHALL INCLUDE ALL OTHER MATERIAL, EQUIPMENT, AND INCIDENTALS NECESSARY FOR MAKING A COMPLETE POWER SERVICE CONNECTION.

625, LIGHT POLE FOUNDATION, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT CMS,
LIGHT POLE FOUNDATION SHALL BE INSTALLED AS SHOWN ON SHEET P.105 .

625, LUMINAIRE, DECORATIVE, AS PER PLAN, TYPE 3, 36 WATT, LED, 3000K

IN ADDITION TO THE REQUIREMENTS OF ODOT CMS,
LUMINAIRES SHALL BE AS FOLLOWS:

TYPE 3, 36 WATT, LED, 3000K COLOR TEMPERATURE,
120 VOLT AND MANUFACTURED BY ONE OF THE FOLLOWING:

HOLOPHANE GLASSWERKS GSLB3 P20 30K MVOLT LC3
NPT GR OR EQUAL

FOR DETAILS, SEE SHEET P.56 .

625, LIGHT POLE, AESTHETIC, AS PER PLAN, SHEPHERD'S CROOK

IN ADDITION TO THE REQUIREMENTS OF ODOT CMS, THE FOLLOWING REQUIREMENTS ARE INCLUDED:

1. POLE MATERIAL SHALL BE HIGH STRENGTH, LOW ALLOW STEEL (50 KSI MINIMUM YIELD, 70 KSI MINIMUM TENSILE), OR ALUMINUM.

2. POLES SHALL BE GALVANIZED TO MATCH THE GRAY OF THE LUMINAIRES AS SPECIFIED IN THE PLANS.

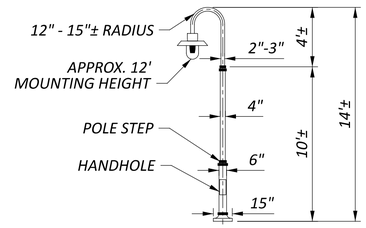
3. POLE DIMENSIONS AND STYLE SHALL BE ROUND AND AS DETAILED BELOW ON THIS SHEET.

4. POLE CONSTRUCTION AND MATERIALS SHALL CONFORM TO AASHTO AND ODOT STANDARDS AND SPECIFICATIONS.

5. THIS ITEM SHALL BE MANUFACTURED BY ONE OF THE FOLLOWING:

A. HLBK12-S-1-Z STEEL POLE OR EQUAL BY LUMEC OR KIM
B. HLBK12-A-1-Z ALUMINUM POLE OR EQUAL BY LUMEC OR KIM
C. GWBA468X CLAMSHELL BASE OR EQUAL BY LUMEC OR KIM

HOLOPHANE
GRANVILLE BUSINESS PARK BUILDING A
3825 COLUMBUS RD
GRANVILLE, OHIO 43023
866-759-1577
RICK CLARK
770-483-6206



LIGHT POLE, AESTHETIC, AS PER PLAN
NOT TO SCALE

625, LUMINAIRE, MISC.: BRIDGE LIGHT

BRIDGE LIGHT FIXTURES SHALL BE AS FOLLOWS:

A HORIZONTAL-RECTANGULAR LED FIXTURE, MINIMUM 300-LUMEN, 240V AND MANUFACTURED BY ONE OF THE FOLLOWING:
- GARDCO 9411 31L NW C LV UNV OC-RAL9007
- AMERLUX PRL12 VH30 CSTM
- OR EQUAL

THE HOUSING AND FACE PLATE SHALL BE GALVANIZED TO MATCH THE BRIDGE.

PAYMENT SHALL BE MADE AT THE UNIT BID PRICE FOR EACH OF ITEM 625, LUMINAIRE, MISC: BRIDGE LIGHT AND SHALL INCLUDE ALL OTHER MATERIAL, EQUIPMENT, AND INCIDENTALS NECESSARY.

ITEM 632 - STRAIN POLE, MISC.: FOUNDATION, FDN-4

THIS WORK SHALL CONSIST OF INSTALLING A STRAIN POLE FOUNDATION. THE PROPOSED FOUNDATION SHALL BE CONSTRUCTED AS PER THE CITY OF CINCINNATI STANDARD CONSTRUCTION DRAWINGS ES-1-0, ES-1-2, AND FOUNDATION DESIGN NUMBER FDN-4 AND ALL APPLICABLE CITY OF CINCINNATI SPECIFICATIONS AND STANDARDS. PAYMENT FOR THIS WORK SHALL INCLUDE ALL LABOR, MATERIALS, AND INCIDENTALS REQUIRED TO PERFORM THE WORK, IN PLACE AND ACCEPTED.

LIGHTING NOTES

DESIGN AGENCY
ARCADIS
222 SOUTH MAIN STREET SUITE 200
AKRON, OHIO 44308
(330) 434-4855
www.arcadis.com

DESIGNER MJB
REVIEWER SMG 10/02/24
PROJECT ID 102790
SHEET P.53 TOTAL 160

HAM-IR 71-1.81

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/10/2025 TIME: 10:14:24 AM USER: cferrell
pw:\\arcadis-us-pw.bentley.com:arcadis-us-01\Documents\01 Active Projects\30123787\400_CAD\400-Engineering\Lighting\Sheets\102790_LN001.dgn

SHEET NO.	REFERENCE NO.	STATION RANGE		SIDE	625 CONNECTION, FUSED PULL APART EACH	625 CONNECTION, UNFUSED PULL APART EACH	625 CONNECTION, UNFUSED PERMANENT EACH	625 LIGHT POLE, AESTHETIC, AS PER PLAN, SHEPHERD'S CROOK EACH	625 LIGHT POLE FOUNDATION, AS PER PLAN EACH	625 NO. 6 AWG 600 VOLT DISTRIBUTION CABLE FT	625 NO. 10 AWG 600 VOLT DISTRIBUTION CABLE FT	625 NO. 10 AWG POLE AND BRACKET CABLE FT	625 NO. 12 AWG POLE AND BRACKET CABLE FT	625 CONDUIT, 3/4" , 725.04, AS PER PLAN FT	625 CONDUIT, 2", 725.04, AS PER PLAN FT	625 CONDUIT, 2", 725.051 FT	625 LUMINAIRE, DECORATIVE, AS PER PLAN, TYPE 3, 36 WATT, LED, 3000K EACH	625 LUMINAIRE, MISC.: BRIDGE LIGHT EACH	625 TRENCH FT	625 JUNCTION BOX, AS PER PLAN EACH	625 PULL BOX, 725.08, 18" EACH	625 PULL BOX, MISC.: TYPE B EACH	625 GROUND ROD EACH	625 POWER SERVICE, AS PER PLAN EACH	632 STRAIN POLE, MISC.: FOUNDATION, FDN-4 EACH
		RAMP																							
P.54	E1	0+18.00	0+39.00	RT			33			360						20			20		1			1	
P.54	E2	0+39.00	2+29.00	RT			33			2700	330			110		180		11		11					
P.54	E3	0+40.00	2+29.00	LT			39			2400	330			110		160		11		11					
P.55	E4	2+29.00	4+66.00	RT			39			2760	390			130		230		13		13					
P.55	E5	2+29.00	4+66.00	LT			39			2520	390			130		210		13		13					
P.56	E6	4+66.00	6+85.00	RT			36			2070	390			130		230		13		13					
P.56	E7	4+66.00	6+85.00	LT	1	1	54	1	1	1890	360	45	45	120		210	1	12		12	1		1		
P.57	E8	6+85.00	10+40.00	RT			54			1650	540			180	350			18		18					
P.57	E9	6+85.00	10+40.00	LT						1650	540			180	350			18		18					
P.57	E14	10+53.00		LT/RT												16			16						2
		STAIRWAY					30																		
P.58	E10	0+22.00	0+62.75	RT			9			300	300			100	100			10		10					
P.58	E11	0+50.00	0+52.75	LT						90	90			30	30			3		3					
		GILBERT AVE.																							
P.54	E12	10+88.00		LT												6			6			1			
P.54	E13	10+90.00		LT												3			3						1
TOTALS CARRIED TO GENERAL SUMMARY					1	1	366	1	1	18390	3660	45	45	1220	830	1265	1	122	45	122	2	1	1	1	3

LIGHTING SUBSUMMARY

HAM-IR 71-1.81

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/10/2025 TIME: 10:07:49 AM USER: MBoyer
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DESIGN AGENCY
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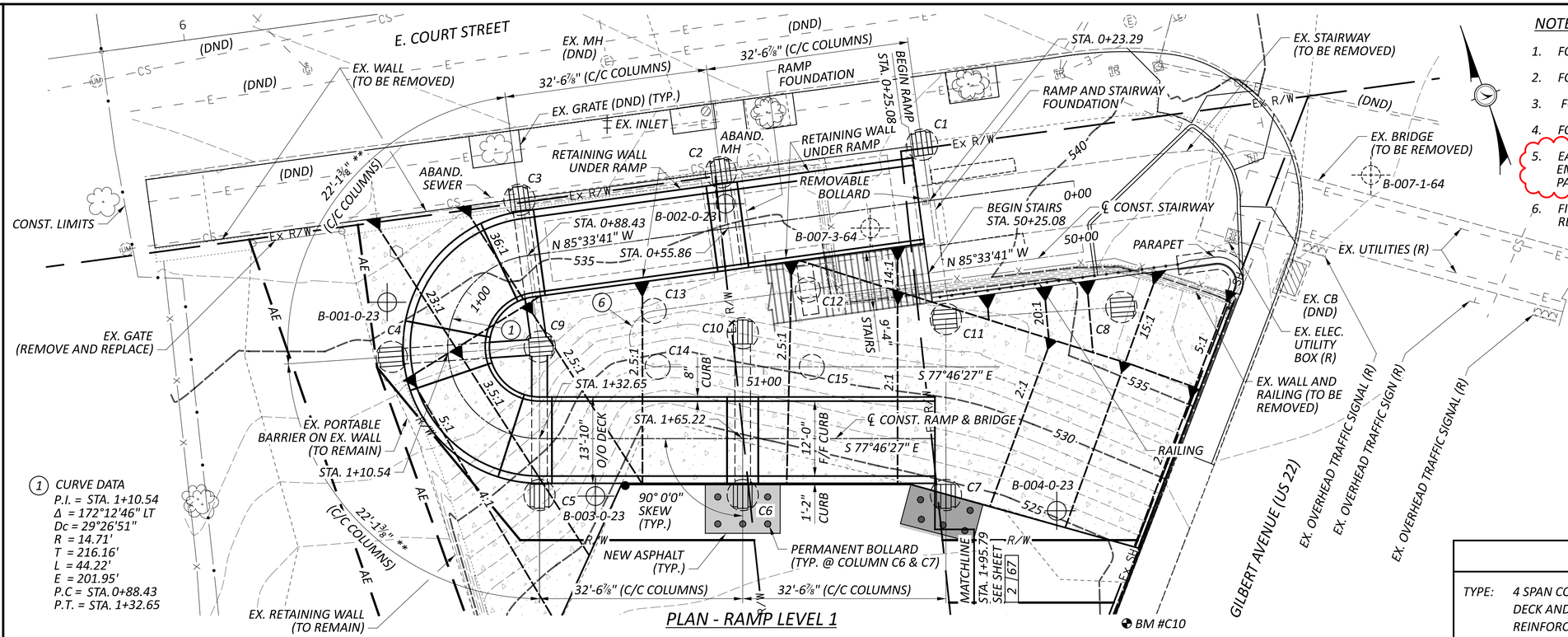
DESIGNER
MJB

REVIEWER
SMG 10/02/24

PROJECT ID
102790

SHEET P.60 | TOTAL 160



PLAN - RAMP LEVEL 1

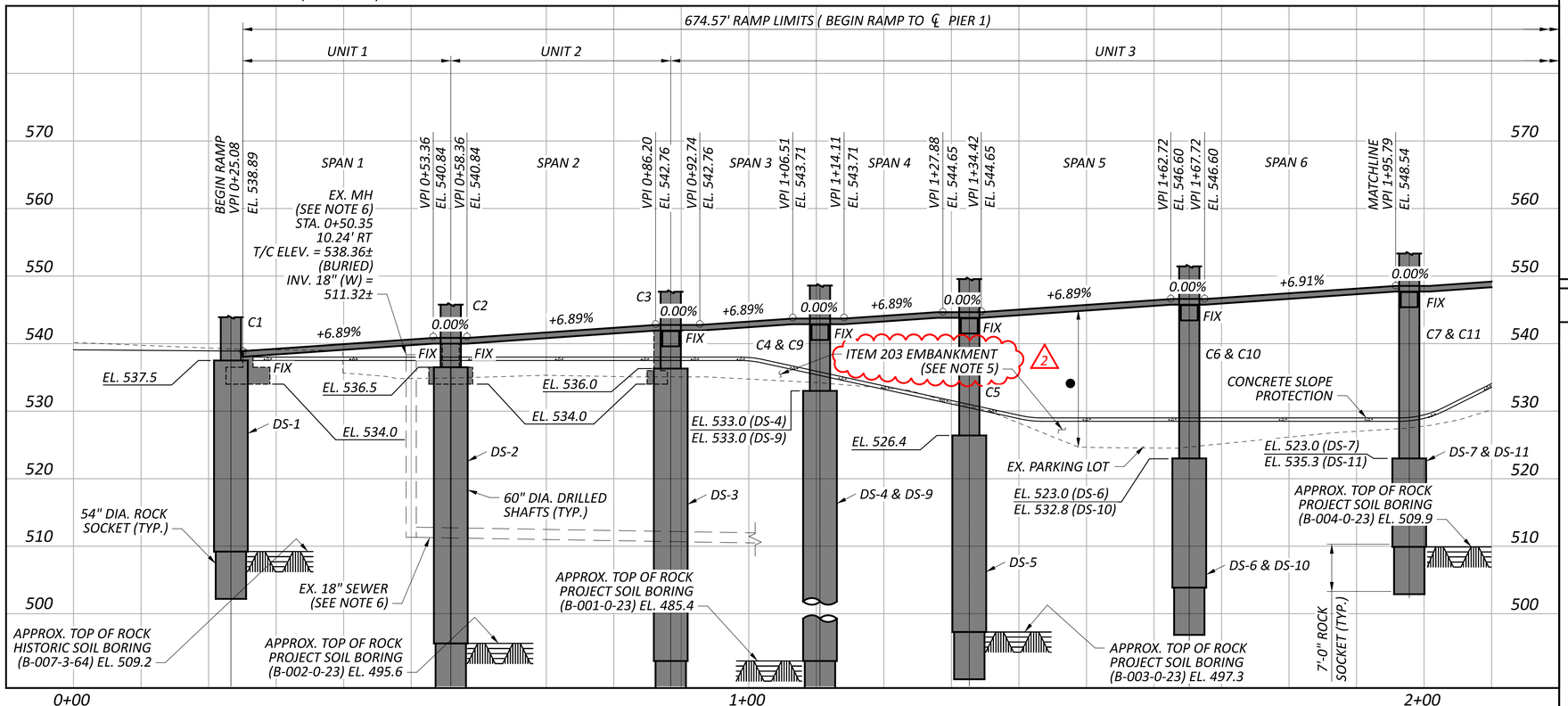
(1) CURVE DATA
P.I. = STA. 1+10.54
Δ = 172°12'46" LT
Dc = 29°26'51"
R = 14.71'
T = 216.16'
L = 44.22'
E = 201.95'
P.C = STA. 0+88.43
P.T. = STA. 1+32.65

NOTES

1. FOR CENTERLINE CONTROL POINTS, SEE SHEET 4 67 .
2. FOR COLUMN STATION AND OFFSETS, SEE SHEET 22 67 .
3. FOR CURVE DATA (6) , SEE SHEET 3 67 .
4. FOR BENCHMARK DATA, SEE SHEET 4 67 .
5. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ITEM 203, EMBANKMENT INCLUDED IN ROADWAY QUANTITIES FOR PAYMENT.
6. FILL, SEAL, AND ABANDON AS PER MSD RULES AND REGULATIONS. (2)

LEGEND

** MEASURED ALONG CENTERLINE CONSTRUCTION OF RAMP
‡ RECONSTRUCT TO GRADE
PROJECT SOIL BORING
HISTORIC SOIL BORING
SLOPE PROTECTION
BENCHMARK
(DND) = DO NOT DISTURB (R) = TO BE REMOVED
8.17' REQUIRED MINIMUM VERTICAL CLEARANCE
20.1' ACTUAL MINIMUM VERTICAL CLEARANCE



PROFILE ALONG ℄ CONSTRUCTION - RAMP LEVEL 1

EXISTING STRUCTURE

TYPE: 4 SPAN CONTINUOUS ROLLED BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE. SINGLE SPAN PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 56.73'±, 58.48'±, 62.75'±, 61.11'± (ROLLED BEAM STRUCTURE)
82.25'± (PLATE GIRDER STRUCTURE)

ROADWAY: 8'-0"± CLEAR BETWEEN CURBS

LOADING: 90 LBS/SQ. FT. (UNIFORM)

SKEW: VARIES

APPROACH SLABS: NONE

ALIGNMENT: TANGENT

CROWN: 3/16" / FT±

STRUCTURE FILE NUMBER: 3106632 (HAM-71-1.793), 3100774 (HAM-22-1.103)

DATE BUILT: 1970

DISPOSITION: SATISFACTORY

PROPOSED STRUCTURE

TYPE: REINFORCED CONCRETE SLAB ON CANTILEVERED CONCRETE SUPPORTS FROM CONCRETE COLUMNS; 3 SIMPLE SPANS, PREFABRICATED STEEL TRUSS WITH CONCRETE DECK ON CONCRETE SUBSTRUCTURE

SPANS: 32'-6 7/8", 32'-6 7/8", 2 @ 22'-1 3/8", 2 @ 32'-6 7/8", 2 @ 31-4 1/2", 2 @ 32'-6 7/8", 2 @ 22'-1 3/8", 2 @ 32'-6 7/8", 2 @ 31'-4 1/2", 2 @ 32'-6 7/8", 2 @ 22'-1 3/8", 32'-6 7/8", 32'-6 7/8", 27'-4 1/4", 2 @ 146'-8", 56'-0 1/2"

ROADWAY: 12'-0" FACE/FACE CURB

LOADING: 90 PSF (UNIFORM)
H10-44 (SPANS 1 THRU 23)
H15-44 (SPANS 24 THRU 26)

SKEW: NONE

APPROACH SLABS: NONE

ALIGNMENT: VARIES

CROWN: 3/16" / FT

DECK AREA: 12,228 SF

COORDINATES: LATITUDE 39° 06' 25.59" N
LONGITUDE 84° 30' 16.23" W

SITE PLAN 1 OF 4
BRIDGE NO. HAM-71-0180
OVER US 22, I.R. 471 & I.R. 71

SFN 3100775

DESIGN AGENCY
ARCADIS
222 SOUTH MAIN STREET SUITE 200
AKRON, OHIO 44308
(330) 434-9855
www.arcadis.com

DESIGNER	CHECKER
RJB	RBB

REVIEWER FJG 10/02/24

PROJECT ID 102790

SUBSET	TOTAL
1	67

SHEET	TOTAL
P.61	160

HAM-071-01.81

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/10/2025 TIME: 7:58:16 AM USER: cferrell
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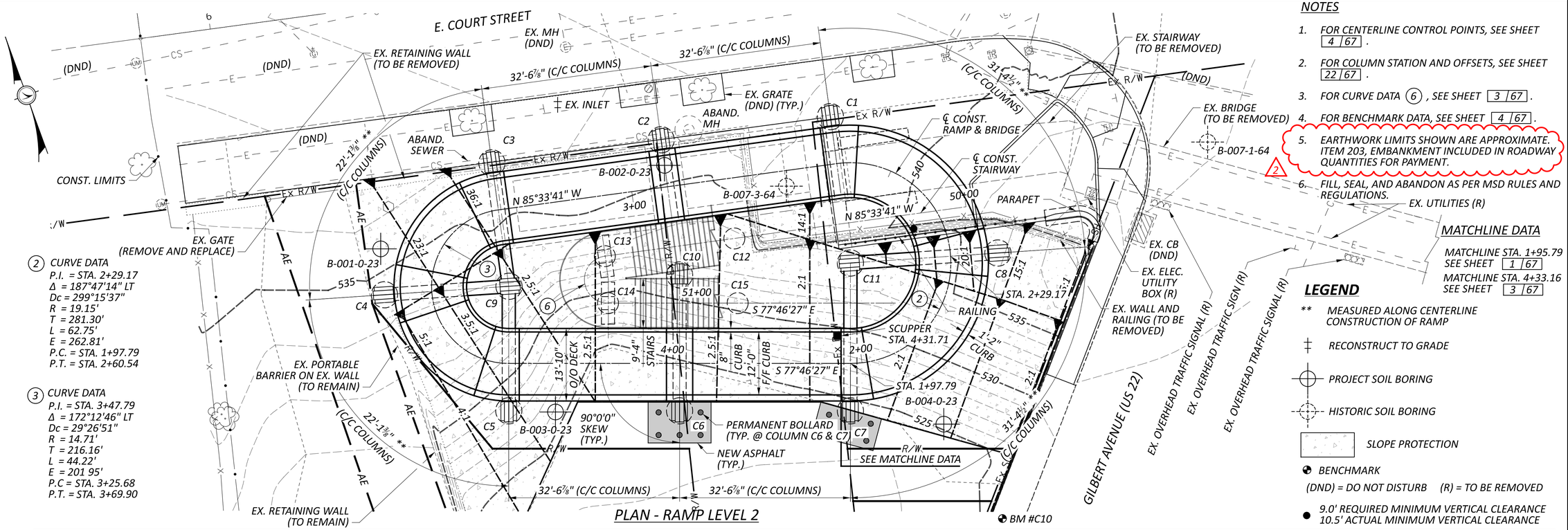


PLAN - RAMP LEVEL 2

(2) CURVE DATA
P.I. = STA. 2+29.17
Δ = 187°47'14" LT
Dc = 299°15'37"
R = 19.15'
T = 281.30'
L = 62.75'
E = 262.81'
P.C. = STA. 1+97.79
P.T. = STA. 2+60.54

(3) CURVE DATA
P.I. = STA. 3+47.79
Δ = 172°12'46" LT
Dc = 29°26'51"
R = 14.71'
T = 216.16'
L = 44.22'
E = 201 95'
P.C = STA. 3+25.68
P.T. = STA. 3+69.90

NOTES

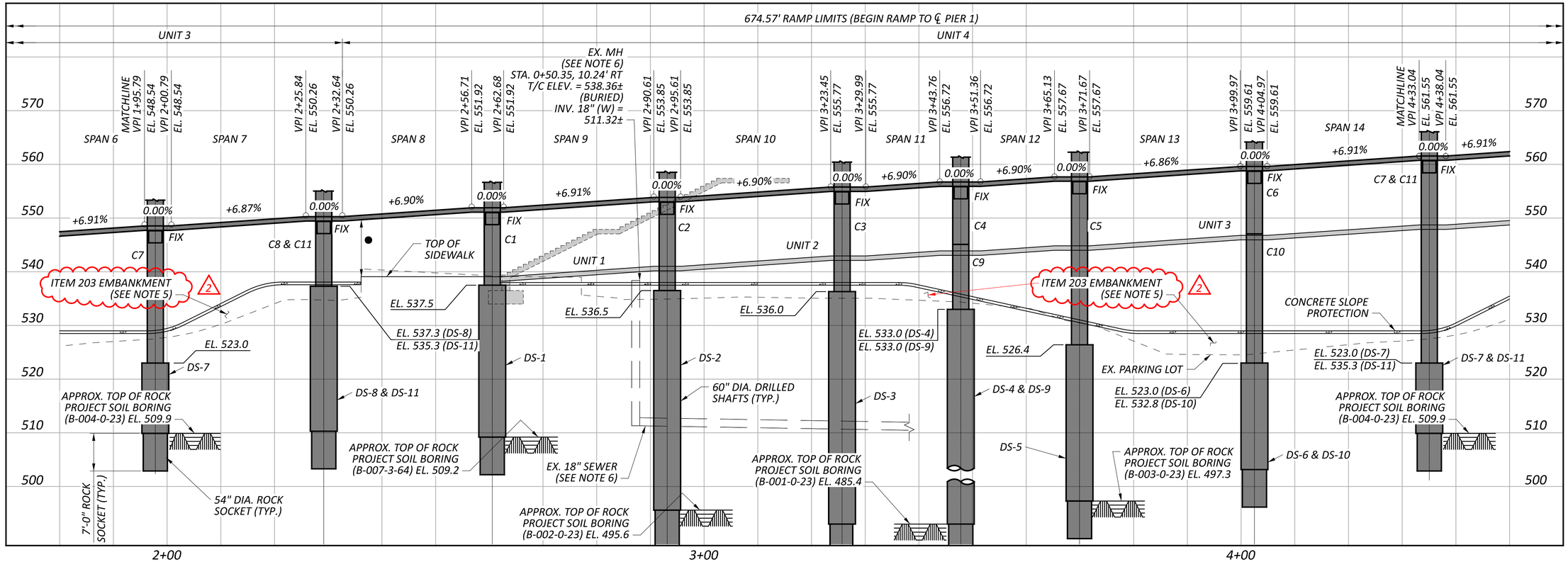
1. FOR CENTERLINE CONTROL POINTS, SEE SHEET 4 / 67 .
2. FOR COLUMN STATION AND OFFSETS, SEE SHEET 22 / 67 .
3. FOR CURVE DATA (6) , SEE SHEET 3 / 67 .
4. FOR BENCHMARK DATA, SEE SHEET 4 / 67 .
5. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ITEM 203, EMBANKMENT INCLUDED IN ROADWAY QUANTITIES FOR PAYMENT.
6. FILL, SEAL, AND ABANDON AS PER MSD RULES AND REGULATIONS.

MATCHLINE DATA

MATCHLINE STA. 1+95.79
SEE SHEET 1 / 67
MATCHLINE STA. 4+33.16
SEE SHEET 3 / 67

LEGEND

** MEASURED ALONG CENTERLINE CONSTRUCTION OF RAMP
RECONSTRUCT TO GRADE
PROJECT SOIL BORING
HISTORIC SOIL BORING
SLOPE PROTECTION
BENCHMARK
(DND) = DO NOT DISTURB (R) = TO BE REMOVED
9.0' REQUIRED MINIMUM VERTICAL CLEARANCE
10.5' ACTUAL MINIMUM VERTICAL CLEARANCE



PROFILE ALONG ℄ CONSTRUCTION RAMP LEVEL 2

SITE PLAN 2 OF 4
BRIDGE NO. HAM-71-0180
OVER US 22, I.R. 471 & I.R. 71

SFN 3100775

DESIGN AGENCY
ARCADIS
222 SOUTH MAIN STREET SUITE 200
AKRON, OHIO 44308
(330) 434-4855
www.arcadis.com

DESIGNER	CHECKER
RJB	RBB

REVIEWER FJG 10/02/24

PROJECT ID 102790

SUBSET	TOTAL
2	67

SHEET	TOTAL
P.62	160

HAM-071-01.81

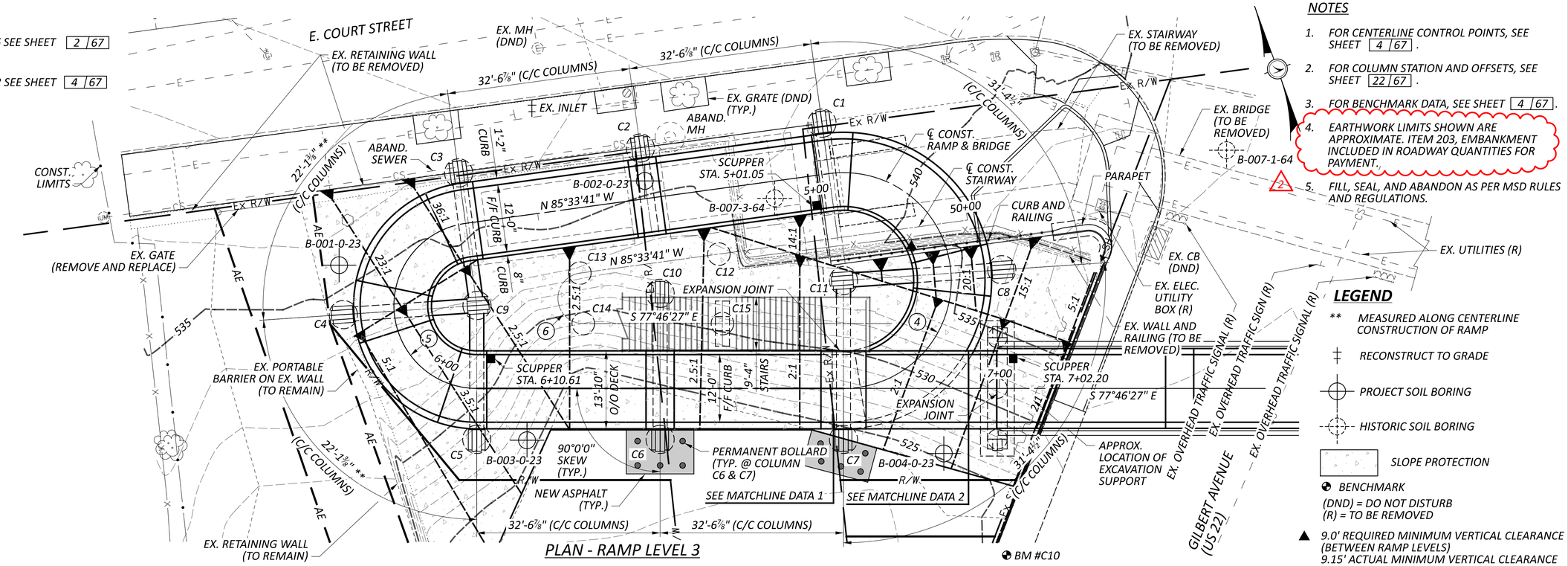
MATCHLINE DATA 1
MATCHLINE STA. 4+33.16 SEE SHEET 2 67

MATCHLINE DATA 2
MATCHLINE STA. 6+94.52 SEE SHEET 4 67

(4) CURVE DATA
P.I. = STA. 4+66.43
Δ = 187°47'14" LT
Dc = 299°15'37"
R = 19.15'
T = 281.30'
L = 62.75'
E = 262.81'
P.C. = STA. 4+35.05
P.T. = STA. 4+97.80

(5) CURVE DATA
P.I. = STA. 5+85.05
Δ = 172°12'46" LT
Dc = 29°26'51"
R = 14.71'
T = 216.16'
L = 44.22'
E = 201.95'
P.C. = STA. 5+62.94
P.T. = STA. 6+07.16

(6) CURVE DATA
P.I. = STA. 50+76.27
Δ = 187°47'14" L
Dc = 299°15'37"
R = 4.50'
T = 281.30'
L = 13.53'
E = 262 81'
P.C. = STA. 50+69.50
P.T. = STA. 50+83.03

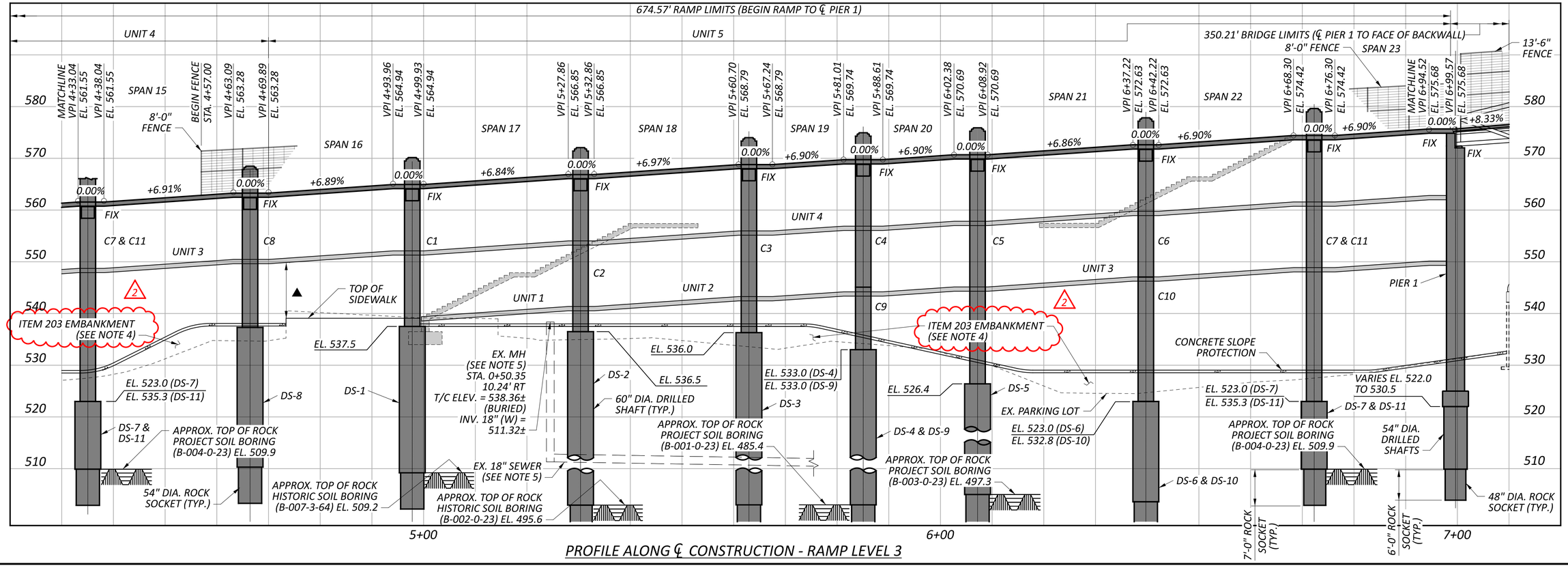


NOTES

1. FOR CENTERLINE CONTROL POINTS, SEE SHEET 4 67 .
2. FOR COLUMN STATION AND OFFSETS, SEE SHEET 22 67 .
3. FOR BENCHMARK DATA, SEE SHEET 4 67 .
4. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ITEM 203, EMBANKMENT INCLUDED IN ROADWAY QUANTITIES FOR PAYMENT.
5. FILL, SEAL, AND ABANDON AS PER MSD RULES AND REGULATIONS.

LEGEND

** MEASURED ALONG CENTERLINE CONSTRUCTION OF RAMP
‡ RECONSTRUCT TO GRADE
PROJECT SOIL BORING
HISTORIC SOIL BORING
SLOPE PROTECTION
BENCHMARK
(DND) = DO NOT DISTURB
(R) = TO BE REMOVED
▲ 9.0' REQUIRED MINIMUM VERTICAL CLEARANCE (BETWEEN RAMP LEVELS)
9.15' ACTUAL MINIMUM VERTICAL CLEARANCE



SITE PLAN 3 OF 4
BRIDGE NO. HAM-71-0180
OVER US 22, I.R. 471 & I.R. 71

SFN 3100775

DESIGN AGENCY
ARCADIS
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DESIGNER	CHECKER
RJB	RBB

REVIEWER FJG 10/02/24
PROJECT ID 102790

SUBSET	TOTAL
3	67

SHEET	TOTAL
P.63	160

HAM-071-01.81

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/10/2025 TIME: 8:22:58 AM USER: cferrell
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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATION

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):
STD. DWG. EXJ-4-87 REVISED 01-19-24
STD. DWG. VPF-1-90 REVISED 07-21-23
AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):
800 DATED 07-19-2024
894 DATED 04-16-2021

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020, LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES, 2009 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

RAMP STRUCTURE:
DESIGN LOADING INCLUDES:
PEDESTRIAN LIVE LOAD: 0.090 KIPS/ FT^2
VEHICULAR LIVE LOAD: H10-44 (TRUCK ONLY)

BRIDGE STRUCTURE:
DESIGN LOADING INCLUDES:
PEDESTRIAN LIVE LOAD: 0.090 KIPS/FT^2
VEHICULAR LIVE LOAD: H15-44 (TRUCK ONLY)

OPERATIONAL IMPORTANCE

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

DESIGN STRESSES

DESIGN DATA :
CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC 1 - COMPRESSIVE STRENGTH 4.0 KSI (BRIDGE PIERS, ABUTMENTS, RETAINING WALLS AND FOOTING)

CONCRETE CLASS QC SCC, WITH 3/8" MAX. AGGREGATE SIZE - COMPRESSIVE STRENGTH 4.5 KSI (RAMP COLUMNS, CANTILEVERS AND BRACES)

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

CONCRETE REINFORCEMENT:
GALVANIZED STEEL REINFORCEMENT – MINIMUM YIELD STRENGTH 60-KSI (BRIDGE PIERS, ABUTMENTS, RETAINING WALLS, FOOTINGS; RAMP SLAB)

CHROMIUM STEEL REINFORCEMENT, TYPE CS, MINIMUM YIELD STRENGTH 100 KSI (RAMP COLUMNS, CANTILEVERS AND BRACES)

UNCOATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI (DRILLED SHAFTS, INTERSTATE MEDIAN BARRIERS)

STEEL SHEET PILING - ASTM A572 GRADE 50 - YIELD STRENGTH 50 KSI

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE ½ INCH THICK (RAMP STRUCTURE ONLY).

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

THIS ITEM SHALL INCLUDE THE REMOVAL OF THE BRIDGE AND STAIRS OVER GILBERT AVENUE (US 22). REMOVALS SHALL INCLUDE THE BRIDGE STRUCTURE INCLUDING ORNAMENTAL FEATURES; ALL LIGHTING ITEMS ON THE BRIDGE AND THE WIRES TO THE POWER SOURCE, THE STAIRWAY AND SUPPORTS AT E. COURT STREET, THE RETAINING WALL UNDER THE STAIRS AT E. COURT STREET.

2

ITEM 202 CONCRETE BARRIER REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE REMOVAL OF THE BARRIER BETWEEN I.R. 71 (SB) AND I.R. 471 (SB) AS NOTED IN THE PLANS. THIS ITEM SHALL INCLUDE THE BARRIER REMOVED ON THE WEST SIDE OF GILBERT AVENUE AS NOTED IN THE PLANS.

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

2

THIS ITEM SHALL INCLUDE THE REMOVAL OF THE BRIDGE OVER I.R. 471 (NB & SB) AND I.R. 71 (NB & SB). REMOVALS SHALL INCLUDE THE BRIDGE STRUCTURE INCLUDING ALL LIGHTING ITEMS ON THE BRIDGE AND THE WIRES TO THE POWER SOURCE, THE STAIRWAY AND SUPPORTS FROM GILBERT AVENUE TO THE BRIDGE OVER I.R. 471 AND I.R. 71, EXISTING PIER 3, PIER 4 AND PIER 5 TO THE TOP OF BARRIER AS NOTED IN THE PLANS AND EXISTING PIER 6. THIS ITEM SHALL INCLUDE THE REMOVAL OF PORTIONS OF THE WALL BETWEEN VANMETER STREET AND I.R. 471 (NB) TO FACILITATE CONSTRUCTION OF THE NEW BRIDGE. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING CONCRETE REINFORCEMENT TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&M 501.05.

ITEM 509 CONCRETE REINFORCEMENT

CHROMIUM AND GALVANIZED REINFORCEMENT SHALL NOT BE IN CONTACT WITH ONE ANOTHER. THE BARS SHOULD NOT BE TIED TOGETHER. IF CONTACT CANNOT BE AVOIDED PLACE DIELECTRIC TAPE BETWEEN BARS. INCLUDE WITH ITEM 509 FOR PAYMENT.

ITEM 511 CONCRETE FOR STRUCTURES

CONCRETE PAY ITEMS ARE AS FOLLOWS:

- RAMP SLAB: ITEM 511E32212 CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE.
- STAIR SLAB: ITEM 511E32212 CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE.
- PIERS: ITEM 511E40512 CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS.
- RAMP COLUMNS, BRACES AND CANTILEVERS: ITEM 511E43223 CLASS QC SCC CONCRETE WITH QC/QA, PIER, AS PER PLAN.
- STAIR SUPPORTS: ITEM 511E42012 CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS.
- RAMP ABUTMENTS: ITEM 511E43512 CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING.
- VAN METER STREET WALL: ITEM 511E46012 CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING.
- RAMP RETAINING WALL AND GILBERT AVENUE RETAINING WALL: ITEM 511E46212 CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL INCLUDING FOOTING.
- PIER FOOTINGS: ITEM 511E46512 CLASS QC1 CONCRETE WITH QC/QA, FOOTING, AS PER PLAN
- BARRIERS: ITEM 511E46212 CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING.

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

APPLY A PERMANENT GRAFFITI COATING QUALIFIED ACCORDING TO S1083 THAT CAN BE APPLIED DIRECTLY TO CONCRETE WITHOUT A PRIMER OR UNDERCOATING. THE PERMANENT GRAFFITI PROTECTION SHALL BE CLEAR AND WILL NOT YELLOW, AND THE SEALER IS NON-SACRIFICIAL. APPLY THE GRAFFITI COATING IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS

ITEM 517 RAILING MISC.: PEDESTRIAN RAILING

THE CONTRACTOR IS RESPONSIBLE TO LIMIT THE MAXIMUM OPENING FROM BOTTOM OF RAIL TO TOP OF CURB TO 4 INCHES. THE RAILING SHALL PREVENT THE PASSAGE OF A 4 INCH SPHERE BETWEEN RAILING ELEMENTS. RAIL MEMBERS SHALL HAVE A MINIMUM YIELD STRENGTH OF 36 KSI. THE STEEL COMPONENTS OF THE RAILING SHALL BE GALVANIZED AS PER ODOT CMS 711.02 TO MATCH THE PREFABRICATED BRIDGE. AFTER GALVANIZATION, REMOVE ZINC HIGH SPOTS SUCH AS METAL DRIP LINE AND OTHERS THAT WOULD DETRACT FROM THE APPEARANCE. TAKE CARE THAT THE BASE GALVANIZED COATING IS NOT REMOVED. CHECK REPAIRED AREAS FOR REQUIRED COATING THICKNESS. THIS WORK SHALL INCLUDE ALL MATERIALS, EQUIPMENT AND LABOR NECESSARY TO FABRICATE, DELIVER AND INSTALL THE RAILING INCLUDING BUT NOT LIMITED TO POSTS, RAILS, PICKETS, HANDRAIL, PAINTING , DECK LIGHTING MOUNTING PLATE, ETC.

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

PERFORM INTEGRITY TESTING ON ONE (1) OF THE RAMP DRILLED SHAFTS (DS1-DS11), ONE (1) OF THE STAIRWAY DRILLED SHAFTS (DS12-DS15) AND ONE (1) EACH OF THE DRILLED SHAFTS AT EACH PIER BY THERMAL INTEGRITY PROFILING (TIP). PERFORM TIP TESTING PER ASTM D7949, "STANDARD TEST METHODS FOR THERMAL INTEGRITY PROFILING OF CONCRETE DEEP FOUNDATIONS", METHOD B, AND PER SUPPLEMENTAL SPECIFICATION 894.

DRILLED SHAFTS

ROCK-SOCKETED DRILLED SHAFTS:
THE MAXIMUM FACTORED LOAD TO BE SUPPORTED BY EACH DRILLED SHAFT IS SHOWN IN THE TABLE BELOW. THIS LOAD IS RESISTED WITHIN THE BEDROCK SOCKET.

LOCATION	MAX. FACTORED LOAD (KIP)	FACTORED SIDE RESISTANCE (KIP)	EFFECTIVE SIDE RESISTANCE LENGTH ALONG SHAFT (FT)	FACTORED TIP RESISTANCE (KIP)
PIER 1				
DS-16	513	0	0	565
DS-17	346	0	0	565
DS-18	513	0	0	565
PIER 2				
DS-19	498	0	0	565
DS-20	267	0	0	565
DS-21	498	0	0	565
COLUMNS				
DS-1	372	0	0	716
DS-2	379	0	0	1575
DS-3	432	0	0	1575
DS-4	432	0	0	1575
DS-5	477	0	0	1575
DS-6	477	0	0	1575
DS-7	492	0	0	716
DS-8	492	0	0	716
DS-9	432	0	0	1575
DS-10	379	0	0	1575
DS-11	372	0	0	716
DS-12	100	0	0	433
DS-13	100	0	0	952
DS-14	100	0	0	952
DS-15	100	0	0	433

LATERALLY LOADED DRILLED SHAFTS:
THE MAXIMUM FACTORED LATERAL LOAD AND BENDING MOMENT TO BE SUPPORTED BY EACH DRILLED SHAFT ARE SHOWN IN THE FOLLOWING TABLE.

LOCATION	MAX. FACTORED LATERAL LOAD (KIP)	MAX. FACTORED BENDING MOMENT (KIP-FT)	MAX. FACTORED SHEAR WITHIN SHAFT (KIP)	MAX. FACTORED BENDING MOMENT WITHIN SHAFT (KIP)
PIER 1				
DS-16	43	1305	434	1459
DS-17	8	1452	242	1457
DS-18	43	1305	434	1459
PIER 2				
DS-19	43	1211	277	1272
DS-20	28	1138	246	1164
DS-21	43	1211	277	1272
COLUMNS				
DS-1	27	2143	109	2192
DS-2	25	2471	129	2508
DS-3	431	1346	431	4167
DS-4	431	1346	431	3875
DS-5	222	1521	222	2408
DS-6	222	1521	222	2408
DS-7	173	658	173	1767
DS-8	173	658	173	1767
DS-9	431	1346	431	3875
DS-10	25	2471	129	2508
DS-11	27	2143	109	2192
DS-12	18	562	43	627
DS-13	18	562	39	628
DS-14	18	562	39	632
DS-15	18	562	43	627

FOUNDATION BEARING RESISTANCE

RAMP EAST ABUTMENT FOOTING
THE RAMP EAST ABUTMENT FOOTING IS DESIGNED TO PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 1.82 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 2.65 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 4.31 KIPS PER SQUARE FOOT.

RAMP WEST ABUTMENT FOOTING
THE RAMP WEST ABUTMENT FOOTING IS DESIGNED TO PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 1.82 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 2.65 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 4.31 KIPS PER SQUARE FOOT.

RAMP RETAINING WALL FOOTINGS
THE RAMP RETAINING WALL FOOTINGS ARE DESIGNED TO PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 0.80 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 1.03 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 4.50 KIPS PER SQUARE FOOT.

PIER 3 FOOTING
PLACE PIER 3 FOOTING IN BEDROCK AT THE ELEVATION SHOWN. THE PIER 3 FOOTING IS DESIGNED TO PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 7.16 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 13.46 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 29 KIPS PER SQUARE FOOT.

ITEM 524 - DRILLED SHAFTS, MISC.: CSL TESTING, 48", 54" AND 60" DIA. SHAFT

PERFORM INTEGRITY TESTING ON TWO OF THE DRILLED SHAFTS AT THE RAMP STRUCTURE AND ON TWO OF THE DRILLED SHAFTS AT THE PIERS BY CROSSHOLE SONIC LOGGING (CSL). THE CSL SHALL BE PERFORMED ON THE SAME DRILLED SHAFT AS THE TIP. PERFORM CSL TESTING PER ASTM D6760, "STANDARD TEST METHOD FOR INTEGRITY TESTING OF CONCRETE DEEP FOUNDATIONS BY ULTRASONIC CROSSHOLE TESTING," AND PER THE PROJECT SPECIAL PROVISIONS.

STRUCTURE GENERAL NOTES (1 OF 3)
BRIDGE NO. HAM-71-0180
OVER US 22, I.R. 471 & I.R. 71

SFN 3100775

DESIGN AGENCY
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DESIGNER	CHECKER
RJB	RBB

REVIEWER
CMD 10/02/24

PROJECT ID
102790

SUBSET	TOTAL
5	67

SHEET	TOTAL
P.65	160

HAM-071-01.81
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/9/2025 TIME: 11:04:25 AM USER: cferell
pw:\\arcadis-us-pw.bentley.com:arcadis-us-01\Documents\01 Active Projects\30123787\400_CAD\400-Engineering\Structures\Sheets\102790_SN001

PARTICIPATION		ESTIMATED QUANTITIES					CALC. BY: MPB/CAF CHK'D BY: RBB		DATE: 10/2/24 DATE: 10/2/24				AS PER PLAN
							RAMP & STAIRWAY		BRIDGE				
01/IMS/10	02/S>2/40	ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	SUPER	SUB	SUPER	ABUT'S	PIERS	GENERAL	STR. SHT. NO.
	LS	202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN						LS	5
LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN						LS	5
90		202	30701	90	FT	CONCRETE BARRIER REMOVED, AS PER PLAN						90	20
LS		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING							
LS		503	21300	LS		UNCLASSIFIED EXCAVATION					LS		
28		503	21102	28	CY	UNCLASSIFIED EXCAVATION, INCLUDING SHALE		2			28		
				2							2		
2,863		509	25000	2,863	LB	UNCOATED STEEL REINFORCEMENT						2,863	
2 301,701		509	26000	301,701	LB	GALVANIZED STEEL REINFORCEMENT	211,698	13,717		3,636	71,974	676	
117,560		509	27000	117,560	LB	CHROMIUM STEEL REINFORCEMENT, TYPE CS		117,560					
328		510	10000	328	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT				76		252	
2				2									
354		511	32212	354	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE	354	2					
285		511	40512	285	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS					285		
35		511	42012	35	CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		35					
253		511	43223	253	CY	CLASS QC SCC CONCRETE WITH QC/QA, PIER, AS PER PLAN		253					5
30		511	43512	30	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING		30					
35		511	46012	35	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL NOT INCLUDING FOOTING				17		18	
53		511	46212	53	CY	CLASS QC1 CONCRETE WITH QC/QA, RETAINING/WINGWALL INCLUDING FOOTING		47				6	
78		511	46512	78	CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING					78		
1,573		512	10001	1,573	SY	SEALING OF CONCRETE SURFACES, AS PER PLAN (PERMANENT GRAFFITI PROTECTION)		963			610		5 , 31-34 , 37
930		512	10100	930	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	705		78	26		121	
14		516	10000	14	FT	PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL	14						
38		516	11211	38	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN	24			14			59
369		516	13200	369	SF	½" PREFORMED EXPANSION JOINT FILLER		369					
183		516	13600	183	SF	1" PREFORMED EXPANSION JOINT FILLER		183					
128		516	13900	128	SF	2" PREFORMED EXPANSION JOINT FILLER		128					
14		516	31010	14	FT	2" DEEP JOINT SEALER	14						
2 16		517	76300	16	FT	RAILING MISC.: ALUMINUM RAILING WITH CONCRETE PARAPET				16			28
2,256		517	76300	2,256	2 FT	RAILING, MISC.:PEDESTRIAN RAILING	1555		701		2		5 , 53 , 55 , 56
3		518	12500	3	EACH	SCUPPER, MISC.:RAMP SCUPPER	3						61
2 9		518	21200	9	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC		2		9			
175		518	43301	175	2 FT	6" PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN		81			2 94		60 , 61
2		524	95100	2	EACH	DRILLED SHAFTS, MISC.: CSL TESTING, 48" DIA. SHAFT		2					
2		524	95100	2	EACH	DRILLED SHAFTS, MISC.: CSL TESTING, 54" DIA. SHAFT					2		
2		524	95100	2	EACH	DRILLED SHAFTS, MISC.: CSL TESTING, 60" DIA. SHAFT		2					
22		524	95444	22	FT	DRILLED SHAFTS, 42" DIAMETER, INTO BEDROCK WITH QC/QA		22					
136		524	95452	136	FT	DRILLED SHAFTS, 48" DIAMETER, ABOVE BEDROCK WITH QC/QA		136					
36		524	95454	36	FT	DRILLED SHAFTS, 48" DIAMETER, INTO BEDROCK WITH QC/QA					36		
75		524	95462	75	FT	DRILLED SHAFTS, 54" DIAMETER, ABOVE BEDROCK WITH QC/QA					75		
77		524	95464	77	FT	DRILLED SHAFTS, 54" DIAMETER, INTO BEDROCK WITH QC/QA		77					
364		524	95472	364	FT	DRILLED SHAFTS, 60" DIAMETER, ABOVE BEDROCK WITH QC/QA		364					
LS		SPECIAL	53000200	LS		SPECIAL - STRUCTURES MISC.: PREFABRICATED BRIDGE						LS	6 , 7 , 60
646		601	21001	646	SY	CONCRETE SLOPE PROTECTION, AS PER PLAN		646					34
298		SPECIAL	60740000	298	FT	VANDAL PROTECTION FENCE (8'-0" TALL)	298						6 , 56, 57
701		SPECIAL	60740000	701	FT	VANDAL PROTECTION FENCE (13'-6" TALL)			701				6 , 55
2		625	33000	2	EACH	STRUCTURE GROUNDING SYSTEM	1		1				
11		613	41200	11	CY	LOW STRENGTH MORTAR BACKFILL					11		
6		894	10000	6	EACH	THERMAL INTEGRITY PROFILING (TIP) TEST		4			2		

STRUCTURE ESTIMATED QUANTITIES
BRIDGE NO. HAM-71-0180
OVER US 22, I.R. 471 & I.R. 71

SFN 3100775

DESIGN AGENCY
ARCADIS
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DESIGNER	CHECKER
RJB	RBB

REVIEWER CMD 10/02/24

PROJECT ID 102790

SUBSET	TOTAL
8	67

SHEET	TOTAL
P.68	160

HAM-071-01.81

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 1/10/2025 TIME: 8:33:04 AM USER: cferrell
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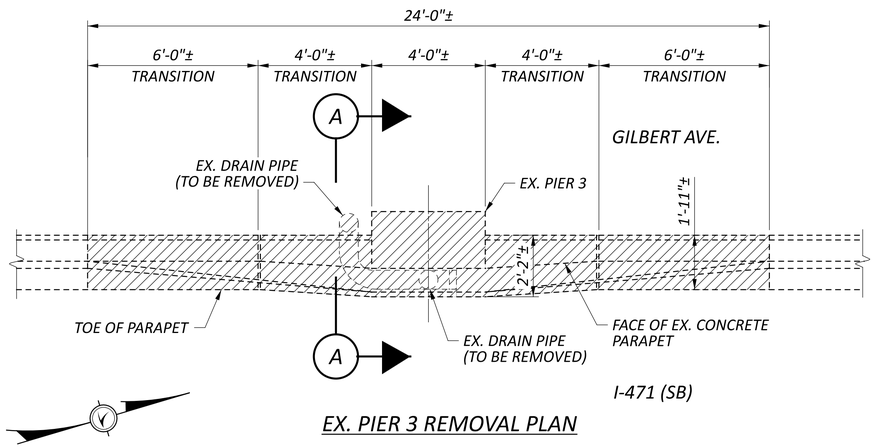
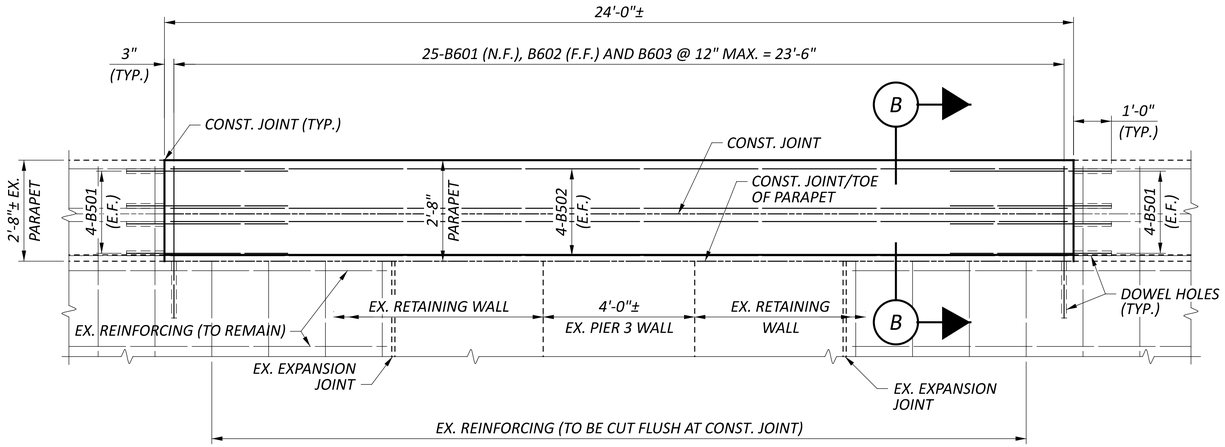
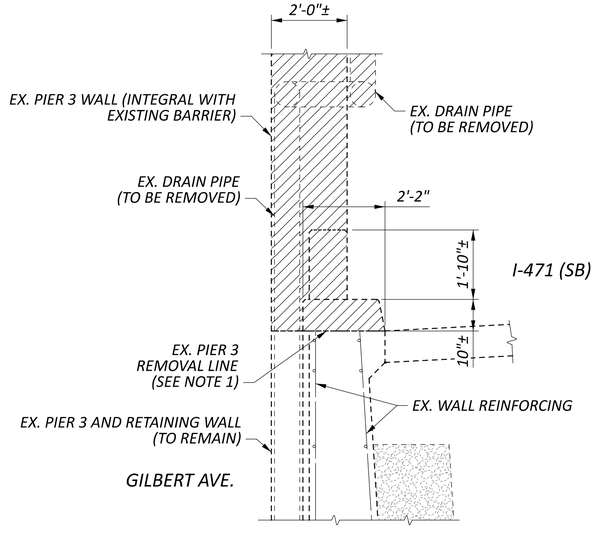


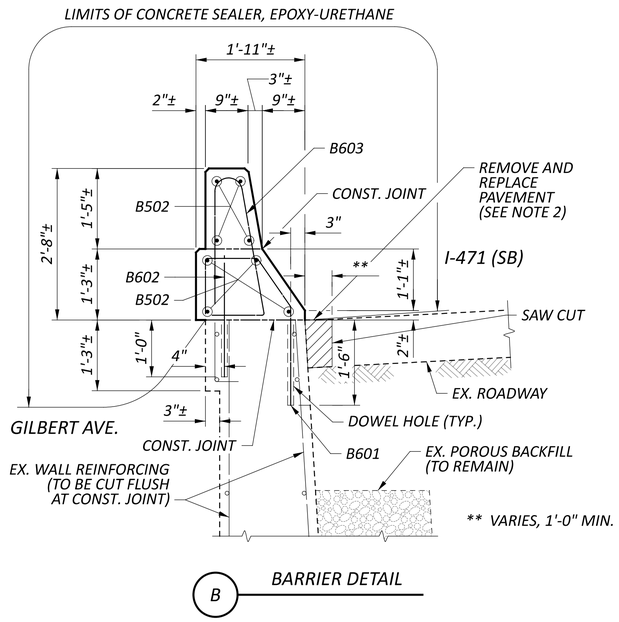
EX. PIER 3 REMOVAL PLAN



BARRIER REPLACEMENT ELEVATION



A PIER 3 REMOVAL



B BARRIER DETAIL

LEGEND

2

TO BE REMOVED PER ITEM 202, CONCRETE BARRIER REMOVED, AS PER PLAN

NOTES

1. REMOVE PIER COLUMN TO TOP OF BARRIER. SEAL TOP OF REMAINING CONCRETE WITH EPOXY-URETHANE SEALER. PLUG DRAIN PIPE IN BARRIER WITH CONCRETE. INCLUDE WITH ITEM 202 PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, FOR PAYMENT.
2. SEE P.5 OF 160 FOR ADDITIONAL DETAILS.

I.E. 471 SB/GILBERT AVE. REMOVAL AND RETROFIT AND EX. PIER 3 REMOVALS

BRIDGE NO. HAM-71-0180

OVER US 22, I.R. 471 & I.R. 71

SFN 3100775

DESIGN AGENCY

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DESIGNER	CHECKER
RJB	CMD

REVIEWER RBB 10/02/24

PROJECT ID 102790

SUBSET	TOTAL
20	67

SHEET	TOTAL
P.80	160

HAM-071-01.81

MARK	MATERIAL TYPE	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
RAMP / STAIRWAY AND WEST ABUTMENTS AND RETAINING WALLS												
F501	(GSR)	46	17'-2"	824	3	6'-2"	2'-1"					
F502	(GSR)	2	12'-4"	26	3	3'-9"	2'-1"					
F503	(GSR)	22	9'-1"	208	2	4'-1"	1'-2"	4'-1"				
F504	(GSR)	9	23'-0"	216	STR							
F505	(GSR)	2	22'-9"	47	STR							
F506	(GSR)	5	22'-4"	116	STR							
F507	(GSR)	6	14'-6"	91	STR							
F508	(GSR)	4	14'-3"	59	STR							
F509	(GSR)	4	14'-0"	58	STR							
F510	(GSR)	2	13'-9"	29	STR							
F511	(GSR)	17	12'-9"	226	2	5'-5"	2'-2"	5'-5"				
F512	(GSR)	2	11'-4"	24	3	3'-3"	2'-1"					
F513	(GSR)	16	23'-2"	387	STR							
F514	(GSR)	115	9'-2"	1100	3	2'-8"	1'-7"					
F515	(GSR)	1	7'-9"	8	2	3'-8"	0'-8"	3'-8"				
F516	(GSR)	1 SR OF 23	7'-9" TO 11'-1"	226	2	3'-8" TO 5'-4"	0'-8"	3'-8" TO 5'-4"				0'-0 7/8"
F517	(GSR)	1	8'-3"	9	2	3'-11"	0'-8"	3'-11"				
F518	(GSR)	1 SR OF 23	8'-1" TO 11'-5"	234	2	3'-10" TO 5'-6"	0'-8"	3'-10 TO 5'-6"				0'-0 7/8"
F519	(GSR)	8	28'-6"	238	STR							
F520	(GSR)	8	26'-7"	222	STR							
F521	(GSR)	1 SR OF 26	11'-5" TO 14'-7"	353	2	5'-6" TO 7'-1"	0'-8"	5'-6" TO 7'-1"				0'-0 3/4"
F522	(GSR)	1 SR OF 26	11'-9" TO 15'-3"	366	2	5'-8" TO 7'-5"	0'-8"	5'-8" TO 7'-5"				0'-0 3/4"
F523	(GSR)	6	6'-0"	38	1	3'-1"	3'-1"					
F524	(GSR)	2	8'-8"	18	13	3'-1"	1'-10"	1'-10"	3'-1"			
F525	(GSR)	2	6'-0"	13	3	1'-1"	1'-7"					
F526	(GSR)	2	15'-6"	32	STR							
F527	(GSR)	2	15'-1"	31	STR							
F528	(GSR)	2	14'-4"	30	STR							
F529	(GSR)	2	13'-10"	29	STR							
F530	(GSR)	1 SR OF 11	14'-9" TO 15'-1"	171	2	7'-2" TO 7'-4"	0'-8"	7'-2" TO 7'-4"				0'-0 1/4"
F531	(GSR)	3	15'-3"	64	2	7'-5"	0'-8"	7'-5"				
	(GSR)											
F801	(GSR)	19	11'-11"	605	18	3'-10"	3'-3"	6'-7"				
F802	(GSR)	19	11'-6"	583	18	4'-8"	2'-8"	5'-6"				
A501	(GSR)	8	23'-0"	192	STR							
A502	(GSR)	18	13'-6"	253	STR							
A503	(GSR)	44	4'-4"	199	1	1'-6"	3'-0"					
A504	(GSR)	3	7'-11"	25	2	3'-9"	0'-8"	3'-9"				
A505	(GSR)	3	2'-11"	9	2	1'-3"	0'-8"	1'-3"				
A506	(GSR)	4	6'-1"	25	2	2'-10"	0'-8"	2'-10"				
A507	(GSR)	4	6'-7"	27	2	3'-1"	0'-8"	3'-1"				
A508	(GSR)	20	6'-0"	125	1	3'-1"	3'-1"					
A509	(GSR)	12	27'-7"	345	STR							
A510	(GSR)	2	10'-9"	22	2	5'-2"	0'-8"	5'-2"				
A511	(GSR)	2	11'-3"	23	2	5'-5"	0'-8"	5'-5"				
A512	(GSR)	4	27'-5"	114	STR							
A513	(GSR)	16	29'-5"	491	STR							
		SUB-TOTAL		8594								

MARK	MATERIAL TYPE	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
DRILLED SHAFT REINFORCING * 2												
SP501	(USR)	2	828'-7"	1728	27	0'- 3 1/8"	3'-10"	17'-11"				
SP502	(USR)	2	1121'-6"	2339	27	0'- 3 1/8"	3'-10"	24'-3"				
SP503	(USR)	2	1345'-0"	2806	27	0'- 3 1/8"	3'-10"	29'-1"				
SP504	(USR)	4	1275'-8"	5322	27	0'- 3 1/8"	3'-10"	27'-7"				
SP505	(USR)	2	847'-10"	1769	27	0'- 3 1/8"	3'-10"	18'-4"				
SP506	(USR)	1	1206'-3"	1258	27	0'- 3 1/8"	3'-10"	26'-1"				
SP507	(USR)	1	917'-3"	957	27	0'- 3 1/8"	3'-10"	19'-10"				
SP508	(USR)	2	809'-4"	1688	27	0'- 3 1/8"	3'-10"	17'-6"				
SP509	(USR)	2	855'-7"	1785	27	0'- 3 1/8"	3'-10"	18'-6"				
SP510	(USR)	2	763'-1"	1592	27	0'- 3 1/8"	3'-10"	16'-6"				
SP511	(USR)	2	569'-8"	1188	27	0'- 3 3/4"	2'-10"	20'-0"				
SP512	(USR)	2	638'-6"	1332	27	0'- 3 3/4"	2'-10"	22'-5"				
SP513	(USR)	2	574'-5"	1198	27	0'- 3 3/4"	2'-10"	20'-2"				
SP514	(USR)	2	493'-9"	1030	27	0'- 3 3/4"	2'-10"	17'-4"				
SP515	(GSR)	1	641'-3"	669	27	0'-3 1/4"	3'-4"	16'-7"				
SP516	(GSR)	1	801'-7"	836	27	0'-3 1/4"	3'-4"	20'-9"				
SP517	(GSR)	1	981'-11"	1024	27	0'-3 1/4"	3'-4"	25'-5"				
SP518	(GSR)	3	508'-8"	1592	27	0'-3 1/4"	3'-4"	13'-2"				
DS801	(GSR)	20	17'-2"	917	16	16'-3"						
DS802	(GSR)	60	11'-0"	1762	STR							
DS1001	(USR)	32	22'-11"	3156	STR							
DS1002	(USR)	32	25'-4"	3488	STR							
DS1003	(USR)	32	23'-1"	3178	STR							
DS1004	(USR)	32	20'-3"	2788	STR							
DS1101	(USR)	52	20'-10"	5756	STR							
DS1102	(USR)	52	27'-2"	7505	STR							
DS1103	(USR)	52	32'-0"	8841	STR							
DS1104	(USR)	104	30'-6"	16853	STR							
DS1105	(USR)	104	21'-3"	11742	STR							
DS1106	(USR)	26	26'-1"	3603	STR							
DS1107	(USR)	26	19'-9"	2728	STR							
DS1108	(USR)	52	20'-4"	5618	STR							
DS1109	(USR)	52	19'-6"	5387	STR							
DS1121	(GSR)	24	23'-1"	2943	16	21'-6"						
DS1122	(GSR)	24	27'-4"	3485	16	25'-9"						
DS1123	(GSR)	24	32'-0"	4080	16	30'-5"						
DS1124	(GSR)	48	18'-8"	4760	16	17'-1"						
SUB-TOTAL (GSR)				22,004								
SUB-TOTAL (USR)				106,635								

MARK	MATERIAL TYPE	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
DRILLED SHAFT REINFORCING INTO COLUMNS * 2												
DS1110	(CSR)	216	14'-0"	16,067	STR							
DS1111	(CSR)	24	18'-1"	2,305	STR							
DS1112	(CSR)	24	20'-3"	2,582	STR							
SUB-TOTAL				20,954								

2 * DRILLED SHAFT REINFORCING PROVIDED FOR INFORMATION ONLY. INCLUDE WITH ITEM 524 FOR PAYMENT.

REINFORCING SCHEDULE
BRIDGE NO. HAM-71-0180
OVER US 22, I.R. 471 & I.R. 71

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DESIGNER	CHECKER
RJB	CMD

REVIEWER RBB 10/02/24

PROJECT ID 102790

SUBSET	TOTAL
63	67

SHEET	TOTAL
P.123	160

HAM-071-01.81