

**NOTES:**

- 1.) THE EXACT COMPOSITION OF THE EXISTING ASPHALT PAVEMENT IS NOT KNOWN BUT IT APPEARS FROM PREVIOUS PLANS TO BE COMPOSED OF:  
 ITEM 441-1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448) PG64-22  
 ITEM 441-1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)  
 ITEM 403-1" ASPHALT CONCRETE, AC-20 (AS PER PLAN)  
 ITEM 301-3" ASPHALT CONCRETE BASE, PG64-22  
 ITEM 304-7" AGGREGATE BASE
- 2.) ANY FULL DEPTH REPAIR/REPLACEMENT BEYOND THE MOMENT SLABS AREAS SHALL MATCH THE EXISTING PAVEMENT COMPOSITION IN KIND.  
 THE PAVEMENT RESTORATION FOR THE WATERLINE TRENCH SHALL BE REPAIRED PER DETAIL ON SHEET 127.

**LEGEND**

- (B) EXISTING ASPHALT PAVEMENT
- (13) ITEM 441-1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
- (2) ITEM 407-NON-TRACKING TACK COAT
- (14) ITEM 441-1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)
- (15) ITEM 301-5" ASPHALT CONCRETE BASE, PG64-22
- (16) ITEM 304-AGGREGATE BASE (VARIABLE THICKNESS-6" MINIMUM)
- (17) ITEM 606-GUARDRAIL, TYPE MGS

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**ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION**

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

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

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

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

THE TECHNICIAN SHALL VERBALLY NOTIFY THE ODOT PROJECT ENGINEER OF ANY FAILING TEST AND SHALL SUBMIT FOLLOW-UP WRITTEN NOTIFICATION TO THE PROJECT ENGINEER OF REMEDIAL ACTION(S) TAKEN. TESTS SHALL BE TAKEN AS SPECIFIED WITHIN THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, CONCRETE MANUAL OR APPROPRIATE SUPPLEMENTAL SPECIFICATION AS LISTED IN THE PROPOSAL GOVERNING THE PROJECT. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MAKE IMMEDIATE CORRECTIONS OR ADJUSTMENTS TO THE CONCRETE MIX VIA DIRECT COMMUNICATION WITH THE CONCRETE SUPPLIER'S PLANT PERSONNEL TO MAINTAIN UNINTERRUPTED COMPLIANCE WITH THE SPECIFICATIONS UPON NOTIFICATION OF CONCRETE MIX NON-COMPLIANCE BY THE CONSULTANT TECHNICIAN. THE PROJECT ENGINEER MAY REQUIRE MORE FREQUENT TESTING AS CONDITIONS WARRANT.

UPON COMPLETION OF DAILY CONCRETE PLACEMENT(S), THE CONCRETE CONSULTANT SHALL PROVIDE THE PROJECT ENGINEER WITH DAILY TEST REPORTS, TE-45'S, INSPECTORS DAILY REPORT AND SUPPORTING DOCUMENTATION FOR EACH ITEM OF CONCRETE WORK PERFORMED SEPARATED BY MIX DESIGN. SUBSEQUENTLY, UPON COMPLETION OF AN ENTIRE CONCRETE SPECIFICATION ITEM, THE CONCRETE CONSULTANT SHALL ALSO PROVIDE THE PROJECT ENGINEER WITH TWO (2) COPIES OF AN ADDITIONAL INSPECTION REPORT BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHICH CONTAINS THE TESTING-RESULTS SUMMARY FOR EACH ITEM BY CONTRACT REFERENCE NUMBER AND THE CONSULTANT'S CONCLUSIONS RELATIVE TO SPECIFICATION COMPLIANCE FOR ALL CONCRETE-TESTING WORK.

THE ODOT PROJECT ENGINEER RESERVES THE RIGHT TO MAKE UNANNOUNCED QUALITY-CONTROL TESTS TO VERIFY PROCEDURES USED AND RESULTS BEING OBTAINED BY THE CONTRACTOR.

THE CONCRETE TECHNICIAN SHALL WORK UNDER THE DIRECTION OF A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, WHO WILL MONITOR THE CONCRETE TEST RESULTS. THE FINAL INSPECTION REPORTS FOR EACH COMPLETED ITEM SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO, CERTIFYING THAT ALL CONCRETE TESTS PROVIDED BY THE CONTRACTOR MET APPLICABLE CONTRACT REQUIREMENTS. A FINAL REPORT ISSUED BY THE CONSULTING FIRM SHALL CONTAIN A CERTIFIED STATEMENT OF COMPLIANCE WITH ODOT SPECIFICATIONS AND ANY OTHER CONCLUSIONS REGARDING THE CONCRETE MATERIALS INCORPORATED INTO THE PROJECT. SUCH STATEMENT SHALL BE SIGNED BY A REGISTERED PROFESSIONAL ENGINEER, STATE OF OHIO. AND, THE CONCRETE CONSULTANT SHALL BE REQUIRED TO ATTEND MONTHLY PROGRESS MEETINGS AS REQUIRED BY THE PROJECT ENGINEER.

ADDITIONALLY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP A POSTED LIST OF BEAM AND CYLINDER IDENTIFICATION NUMBERS FOR THE PURPOSE OF IDENTIFYING THE CORRESPONDING PLACEMENT LOCATION AND CONCRETE SPECIFICATION ITEM.

**ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION (CONTINUED)**

PAYMENT SHALL BE BID AS A LUMP SUM FOR ITEM SPECIAL MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION. THE ITEM WILL BE PAID FOR AS FOLLOWS:

UPON APPROVAL OF CONSULTANT.....20%  
 PROGRESSIVE EQUIVALENT PAYMENTS.....50%  
 UPON SUBMISSION OF FINAL REPORT.....30%

THE TECHNICIAN SHALL HAVE FULL EFFECT AND AUTHORITY OF AN ODOT PROJECT INSPECTOR IN DETERMINING ACCEPTABILITY OF MATERIAL AND CONCRETE PLACEMENT PRACTICES.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL-CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TEST AND INSPECTION. LS

**ITEM 832 - EROSION CONTROL:**

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR LOCATION, FURNISHING, INSTALLING, AND MAINTAINING TEMPORARY SEDIMENT AND EROSION CONTROL FOR EARTH DISTURBED AREAS.:

ITEM 832 - STORM WATER POLLUTION PREVENTION PLAN	LS
ITEM 832 - STORM WATER POLLUTION PREVENTION INSPECTIONS	LS
ITEM 832 - STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	LS
ITEM 832 - EROSION CONTROL	35,000 EACH

**ITEM SPECIAL-SETTLEMENT PLATFORMS:**

DESCRIPTION: THIS ITEM CONSISTS OF FURNISHING, CONSTRUCTING, AND MAINTAINING SETTLEMENT PLATFORMS AND OBTAINING SETTLEMENT READINGS AS REQUIRED BY THE PLANS OR AS DIRECTED BY THE ENGINEER. AT THE OPTION AND EXPENSE OF THE CONTRACTOR, ADDITIONAL SETTLEMENT PLATFORMS MAY BE INSTALLED AT LOCATIONS APPROVED BY THE ENGINEER. SETTLEMENT READINGS SHALL BE TAKEN WEEKLY DURING CONSTRUCTION AND DURING ANY SPECIFIED WAITING PERIOD. THE READINGS SHALL BE PLOTTED ON GRAPH PAPER PRESENTING DEFORMATION (ON THE NEGATIVE Y-AXIS) AND FILL HEIGHT (ON THE POSITIVE Y-AXIS) VERSUS TIME (ON THE X-AXIS). A COPY OF EACH CUMULATIVE PLOT SHALL BE SENT TO THE DISTRICT GEOTECHNICAL ENGINEER AND THE OFFICE OF GEOTECHNICAL ENGINEERING, ATTENTION: GEOTECHNICAL DESIGN COORDINATOR, AFTER EACH SETTLEMENT READING IS RECORDED.

THE DEPARTMENT WILL CONSIDER VIBRATING WIRE SETTLEMENT MONITORING PLATFORMS IN LIEU OF THE CONVENTIONAL SETTLEMENT PLATFORMS. THE CONTRACTOR SHOULD PROVIDE DETAILS OF THE PROPOSED VIBRATING WIRE SETTLEMENT PLATFORMS AS WELL AS DESIGN DRAWINGS OF THE PROPOSED PLATFORM AND CABLING LAYOUT TO THE ENGINEER AT LEAST 30 DAYS PRIOR TO CONSTRUCTION. THE DEPARTMENT WILL REQUIRE 10 WORKING DAYS FOR REVIEW AND APPROVAL. THE DESIGN DRAWINGS SHOULD ILLUSTRATE THE PROPOSED SETTLEMENT VIBRATING WIRE SETTLEMENT PLATFORM LOCATIONS WITH ALL EXISTING AND PROPOSED SITE FEATURES TO VERIFY THE PROPOSED CABLING WILL NOT CONFLICT WITH EXISTING FACILITIES, PROPOSED FACILITIES OR UTILITIES. NO ADDITIONAL PAYMENT WILL BE PROVIDED IF THE CONTRACTOR ELECTS TO UTILIZE VIBRATING WIRE SETTLEMENT PLATFORMS.

MATERIALS: SOUND LUMBER SUCH AS 3/4 INCH EXTERIOR GRADE PLYWOOD SHALL BE USED FOR THE BASE. THE PIPE SHALL BE 2 1/2" STANDARD BLACK PIPE WITH THREADED FITTINGS AS SHOWN ON THE PLANS. A STEEL PLATE 36"x36"x1/8" MAY BE SUBSTITUTED FOR THE LUMBER FOR THE PLATFORMS, AT CONTRACTORS OPTION.

CONSTRUCTION REQUIREMENTS: THE 36"x36" PLATFORM SHALL BE CONFORM TO THE DETAILS SHOWN ON THE PLANS. THE PLATFORM SHALL BE SET ON A LEVEL SURFACE. THE PIPES SHALL BE FIRMLY SECURED TO THE PLATFORMS AND SHALL BE MAINTAINED IN PLUMB POSITION DURING THE PLACEMENT OF THE EMBANKMENT. PIPES SHALL BE MARKED AT INTERVALS BY THE CONTRACTOR TO FACILITATE MEASUREMENT OF THE DEPTH OF FILL. THE CONTRACTOR SHALL STOP WORK IN ANY LOCATION WHERE A SETTLEMENT PLATFORM HAS BEEN DISTURBED OR DAMAGED UNTIL THE NECESSARY CORRECTIONS OR REPLACEMENT HAS BEEN PERFORMED.

**ITEM SPECIAL-SETTLEMENT PLATFORMS CONT.:**

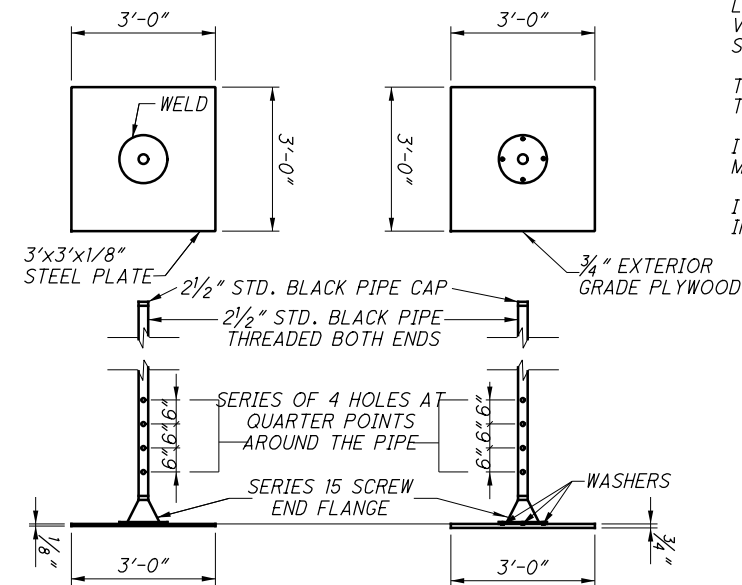
PRIOR TO PAVING, THE TOP OF THE SETTLEMENT PLATFORM PIPE SHALL BE CUT OFF 2 FEET BELOW THE FINISHED SURFACE OF THE SUBGRADE OR TOPSOIL SURFACE, WHICHEVER IS APPLICABLE.

METHOD OF MEASUREMENT: THE NUMBER OF SETTLEMENT PLATFORMS TO BE PAID FOR WILL BE THE ACTUAL NUMBER OF SETTLEMENT PLATFORMS COMPLETED, MAINTAINED, AND ACCEPTED BY THE ENGINEER.

BASIS OF PAYMENT: PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE PER EACH FOR "ITEM SPECIAL, SETTLEMENT PLATFORMS" WHICH IS COMPENSATED FOR CONSTRUCTION, MAINTAINING AND MONITORING THE SETTLEMENT PLATFORMS INCLUDING FURNISHING ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK. PAYMENT WILL NOT BE MADE FOR SETTLEMENT PLATFORMS WHICH BECOME USELESS BECAUSE OF DAMAGE INFLICTED BY THE CONTRACTOR'S OPERATIONS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - SETTLEMENT PLATFORMS 5 EACH



**NOTES:**

1. SETTLEMENT PLATES SHALL BE PLACED AT THE LOCATIONS INDICATED ON THE PLAN PROFILE SHEETS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. CONTRACTOR HAS OPTION OF USING EITHER STEEL OR PLYWOOD PLATFORM BASE.
3. CONTRACTOR SHALL FURNISH MATERIALS AND LABOR TO EXTEND PIPE UP THROUGH ENTIRE FILL.
4. SETTLEMENT PLATFORMS SHALL BE ANCHORED BY STAKES DRIVEN AT EACH CORNER TO PREVENT OVERTURNING.
5. CLEARLY MARK THE VERTICAL PIPE IN 1 FT. ELEVATION INTERVALS FROM THE BOTTOM OF THE PLATFORM TO THE TOP OF THE PLATFORM. MAINTAIN ELEVATION DESIGNATION MARKS THROUGHOUT CONSTRUCTION.

**CONSTRUCTION ACCESS**

CONTRACTOR WILL HAVE LIMITED ACCESS TO THE PARKING LOT NORTHEAST OF THE PROJECT OFF OF STATE ROUTE 32 LOCATED ON GREAT PARKS OF HAMILTON COUNTY PROPERTY. NO MATERIAL OR EQUIPMENT SHALL BE STORED IN A MANNER THAT LIMITS ACCESS TO THIS PARKING LOT. ADDITIONALLY, THE CONTRACTOR SHALL REPAIR THE PARKING LOT AND PROPERTY ADJACENT TO THE PARKING LOT IF ANY DAMAGE OCCURS DURING CONSTRUCTION.

**ITEM SPECIAL-SANITARY SEWER, MSD SANITARY SEWER PROTECTION ITEM SPECIAL - SANITARY CONDUIT INSPECTION**

THE CONTRACTOR SHALL BE REQUIRED TO PROTECT ALL MSD SANITARY SEWER FACILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS. SPECIAL CARE MUST BE TAKEN TO ASSURE NO HARM TO THE MSD SEWER SYSTEM OCCURS DURING CONSTRUCTION ACTIVITIES INCLUDING EXCAVATION, DRILLING, OR EXCESSIVE WEIGHTS OVER THE SYSTEM.

IN ADDITION, THE CONTRACTOR SHALL BE REQUIRED TO PERFORM THREE VIDEO INSPECTIONS TO VIDEO INSPECT THE SANITARY SEWER FACILITIES BEFORE EMBANKMENT CONSTRUCTION, AT THE END OF THE EMBANKMENT WAITING PERIOD, AND AT THE END OF THE PROJECT. THE SECTION OF SEWER PIPE WITHIN THE PROPOSED FILL LIMITS SHALL BE INSPECTED. THE CONTRACTOR SHALL CONTACT WASTEWATER COLLECTION (WWC) DIVISION OF MSD (513-352-4204) AND REQUEST ADVANCE NOTIFICATION/COORDINATION OF AT LEAST 7 DAYS PRIOR TO ANY VIDEO WORK. ONE (1) COPY OF THE VIDEO INSPECTION SHALL BE PROVIDED TO THE PROJECT ENGINEER AND MSD FOR REVIEW. IF DAMAGE IS FOUND IN THE VIDEO INSPECTIONS, THE CONTRACTOR SHALL DOCUMENT THE DAMAGE AND PROVIDE THE DOCUMENTATION TO THE PROJECT ENGINEER. REPAIRS, IF ANY, WOULD BE PERFORMED BY THE DEPARTMENT AND PAID FOR UNDER C&MS 109.05.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AN MSD PERMIT, AND FOR PAYING FOR AND OBTAINING THE REQUIRED BONDS.

THE CONTRACTOR SHALL OBTAIN A PERMIT AND PAY REQUIRED BOND FOR ALL MSD WORK ON THIS PROJECT.

THE INSPECTION VIDEO SHALL BE VIA CCTV PER PACP & MSD REQUIREMENTS. SUBMIT THE INSPECTION VIDEO WITH THE PERMIT APPLICATION.

ALL LABOR, MATERIALS AND INCIDENTALS FOR THE ABOVE WORK SHALL BE PAID FOR BY LUMP SUM, ITEM SPECIAL - SANITARY SEWER, MSD SANITARY SEWER PROTECTION. ALL LABOR, MATERIALS AND INCIDENTALS ASSOCIATED WITH THE VIDEO INSPECTIONS SHALL BE PAID FOR BY EACH, ITEM SPECIAL - SANITARY CONDUIT INSPECTION.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM SPECIAL - SANITARY SEWER, MSD SANITARY SEWER PROTECTION	LS
ITEM SPECIAL - SANITARY CONDUIT INSPECTION	3 EACH

CALCULATED  
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GENERAL NOTES

HAM LMST BEECHMONT  
 BRIDGE - PT 1

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**PUBLIC LANDS AND FACILITIES**

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

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

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

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

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

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

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

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

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

**PUBLIC LANDS AND FACILITIES**

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

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

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

**SCENIC RIVER FLOODPLAIN**

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

**WATERWAY PERMITS**

FEDERAL AND STATE WATERWAY PERMITS FOR THIS PROJECT WILL BE OBTAINED BY ODOT. SEE SPECIAL PROVISIONS PACKAGE SPP IN THE CONTRACT DOCUMENTS FOR PERMITS AND CONDITIONS OF PERFORMANCE REQUIRED OF THE CONTRACTOR.

**STORMWATER PERMITS**

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

**FLOODPLAIN PERMITS**

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

**WETLANDS**

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

FOR WETLANDS 1, 2 AND 5, THE TOP 9 INCHES (AVERAGE DEPTH) OF SOIL AND ORGANIC MATERIAL WITHIN THE APPROXIMATE EXISTING WETLAND BOUNDARY, AS FLAGGED IN THE FIELD, IS TO BE STRIPPED AND STOCKPILED NEARBY. IN THE COURSE OF FINAL GRADING AND DRAINAGE WORK, NEW REPLACEMENT WETLAND AREAS WILL BE GRADED BACK IN TO THE FINISH LANDSCAPE IN GENERAL CONSISTENCY WITH DEPTH AND CONFIGURATION OF THE EXISTING WETLANDS, AS DIRECTED BY THE PROJECT ENGINEER, WITH A FINISH LAYER OF THE STOCKPILED SOIL AND ORGANIC MATERIAL. THIS WORK WILL BE PAID FOR UNDER ITEM 203, EXCAVATION AND EMBANKMENT. THE REPLACEMENT WETLAND WORK IS NOT PART OF THE REGULATORY OR WATERWAY PERMIT OBLIGATION FOR THE PROJECT.

**INTERIM COMPLETION REQUIREMENTS**

THE PROJECT HAS AN INTERIM COMPLETION DATE OF 6/3/2022. ON OR BEFORE THE INTERIM COMPLETION DATE, VEHICULAR, BICYCLE AND PEDESTRIAN TRAFFIC MUST BE PLACED IN THEIR FINAL CONFIGURATIONS PROVIDING FULL TIME USE OF THE FACILITY.

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

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

CALCULATED JAG CHECKED SRB  
**GENERAL NOTES**  
 HAM LMST BEECHMONT BRIDGE - PT 1  
 8A  
 127

**ITEM 614 - MAINTAINING TRAFFIC**

**BEECHMONT AVE**

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

**SR-32 TO SR-125 WB RAMP**

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

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

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

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

**SR-32 TO SR-125 WB RAMP**

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

**MAINTENANCE OF BICYCLE TRAFFIC**

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

LENGTH AND DURATION OF CLOSURES SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. CLOSURES OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE CONTRACTOR SHALL REOPEN THE OTTO ARMLEDER AND LUNKEN CONNECTOR TRAIL AS SOON AS ALL OVERHEAD CONSTRUCTION WORK IS COMPLETED. SAFETY MEASURES SHALL BE IN PLACE WHILE THE TRAIL IS OPEN TO PROTECT PEDESTRIANS AND CYCLISTS FROM OVERHEAD HAZARDS. IT IS THE INTENT TO MINIMIZE THE NUMBER OF DAYS THE TRAIL IS CLOSED. OTTO ARMLEDER AND LUNKEN CONNECTOR TRAIL CLOSURES ARE LIMITED BY THE LANE VALUE CONTRACT TABLE LISTED BELOW. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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

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

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

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

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

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

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

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

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

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEO'S DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

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

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

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

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

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

**MAINTENANCE OF CANOE TRAFFIC**

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

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

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

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

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

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

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

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

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

LANE VALUE CONTRACT TABLE

LOCATION	EX. THRU LANES	1 LANE CLOSURE	15 MIN. SHORT DURATION COMPLETE CLOSURE	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER TIME UNIT
BEECHMONT AVE	2	6 AM - 8 PM *	5 AM - 10 PM *	-	1 MIN.	\$160
RAMPS	1	-	-	6 AM - 9 PM *	1 MIN.	\$65
SR-32 TO SR-125 WB RAMP	1	-	-	14 DAY MAX	DAY	\$25,000
OTTO ARMLEDER AND LUNKEN CONNECTOR TRAIL	-	-	-	180 DAY MAX	DAY	\$900

\* - RESTRICTED TIME

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SHEET NUM.										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
6	7	21	22	24	82					01/CMQ/OT	02/NHS/BR	03/NFP/OT						
ROADWAY																		
LS										LS			201	11000	LS		CLEARING AND GRUBBING	
		236								236			202	32000	236	FT	CURB REMOVED	
		746								746			202	32800	746	SY	CONCRETE SLOPE PROTECTION REMOVED	
		103								103			202	35100	103	FT	PIPE REMOVED, 24" AND UNDER	
		532								532			202	38000	532	FT	GUARDRAIL REMOVED	
		1								1			202	58100	1	EACH	CATCH BASIN REMOVED	
		5								5			202	98100	5	EACH	REMOVAL MISC.:EXISTING POSTS	26,29
			4,380							4,380			203	10000	4,380	CY	EXCAVATION	
			22,862							22,862			203	20000	22,862	CY	EMBANKMENT	
		5								5			SPECIAL	20365000	5	EACH	SETTLEMENT PLATFORM	7
2			2							4			204	45000	4	hour	PROOF ROLLING	
			76							76			206	10500	76	TON	CEMENT	
			2,916							2,916			206	11000	2,916	SY	CURING COAT	
			2,916							2,916			206	15010	2,916	SY	CEMENT STABILIZED SUBGRADE, 12 INCHES DEEP	
										LS			206	30000	LS		MIXTURE DESIGN FOR CHEMICALLY STABILIZED SOILS	
		250								250			606	13000	250	FT	GUARDRAIL, TYPE 5	
		100								100			606	15050	100	FT	GUARDRAIL, TYPE MGS	
		1								1			606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
		1								1			606	35002	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
		1								1			606	35102	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
		20								20			607	35000	20	FT	FENCE REMOVED AND REBUILT	
		1,007								1,007			607	98000	1,007	FT	FENCE, MISC.: WOOD FENCE	6
		163								163			622	90000	163	FT	BARRIER, MISC.: MOMENT SLAB BARRIER	34-37
	LS									LS			SPECIAL	69098400	LS		CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTIONS	7
										LS			878	25000	LS		INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIALS	
EROSION CONTROL																		
		326								326			601	20000	326	SY	CRUSHED AGGREGATE SLOPE PROTECTION	
		706								706			601	21000	706	SY	CONCRETE SLOPE PROTECTION	
		17								17			601	32200	17	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
				608						608			653	10000	608	CY	TOPSOIL FURNISHED AND PLACED	
2										2			659	00100	2	EACH	SOIL ANALYSIS TEST	
		997								997			659	00300	997	CY	TOPSOIL	
		8,979								8,979			659	00550	8,979	SY	SEEDING AND MULCHING, CLASS 4A	
		449								449			659	14000	449	SY	REPAIR SEEDING AND MULCHING	
		449								449			659	15000	449	SY	INTER-SEEDING	
		1.21								1.21			659	20000	1.21	TON	COMMERCIAL FERTILIZER	
		1.86								1.86			659	31000	1.86	ACRE	LIME	
		50								50			659	35000	50	MGAL	WATER	
		20								20			659	40000	20	MSF	MOWING	
					5,467					5,467			670	00500	5,467	SY	SLOPE EROSION PROTECTION	
		146								146			671	15000	146	SY	EROSION CONTROL MAT, TYPE A	
	LS									LS			832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
	LS									LS			832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
	LS									LS			832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
	35,000									35,000			832	30000	35,000	EACH	EROSION CONTROL	
DRAINAGE																		
					LS					LS			601	35100	LS		ROCK CHANNEL PROTECTION, MISC.: TEMPORARY ACCESS FILL	82
		0.42								0.42			602	20000	0.42	CY	CONCRETE MASONRY	
		83								83			611	04600	83	FT	12" CONDUIT, TYPE C	
		103								103			611	04601	103	FT	12" CONDUIT, TYPE C, AS PER PLAN	51
		74								74			611	04900	74	FT	12" CONDUIT, TYPE D	
		24								24			611	05900	24	FT	15" CONDUIT, TYPE B	
		54								54			611	06700	54	FT	15" CONDUIT, TYPE F, 707.51 OR 707.21	
		1								1			611	98150	1	EACH	CATCH BASIN, NO. 3	
		4								4			611	98470	4	EACH	CATCH BASIN, NO. 2-2B	

GENERAL SUMMARY (1 OF 4)

HAM LMST BEECHMONT BRIDGE - PT 1







ROADWAY QUANTITIES

SHEET NO.	REF. NO.	STATION		SIDE	202	202	202	202	202	202	203	606	606	606	606	606	607	607	609	622
		FROM	TO		CURB REMOVED FT	CONCRETE SLOPE PROTECTION REMOVED SY	PIPE REMOVED, 24" AND UNDER FT	GUARDRAIL REMOVED FT	CATCH BASIN REMOVED EACH	REMOVAL MISC.: EXISTING POSTS EACH	SETTLEMENT PLATFORM EACH	GUARDRAIL, TYPE 5 FT	GUARDRAIL, TYPE MGS FT	ANCHOR ASSEMBLY, MGS TYPE T EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2 EACH	FENCE REMOVED AND REBUILT FT	FENCE, MISC.: WOOD FENCE FT	CURB, TYPE 4-C FT	BARRIER MISC.: MOMENT SLAB BARRIER FT
26	R-1	11+58	12+42	RT														90		
26	R-2	14+72	14+74	RT						2										
27	R-3	16+15	16+89	RT														74		
28	R-4	22+08	25+50	RT														345		
28	R-5	23+00	25+00	C/L						3										
29	R-6	25+50	28+50	RT														320		
29	R-7	27+50	27+78	RT						3								20		
29	R-8	26+00	27+00	C/L						2										
30	R-9	28+50	30+08	RT														158		
	R-10	NOT USED																		
31	R-11	52+45	53+74	RT	124		78	125	1			125								
31	R-12	52+50	53+62	LT	112			125				125								
32	R-13	15+42	16+73	LT				161				50	1	1				18	94	
33	R-14	22+24	23+24	LT				121				50			1				69	
27	R-15	17+50	17+50	RT			25										20			
27	R-16	16+68	17+41	RT		318														
28	R-17	21+56	22+30	RT		428														
TOTALS CARRIED TO GENERAL SUMMARY					236	746	103	532	1	5	5	250	100	1	1	1	20	1007	18	163

EROSION CONTROL/DRAINAGE QUANTITIES

SHEET NO.	REF. NO.	STATION		SIDE	601	601	601	602	611	611	611	611	611	611	611	671
		FROM	TO		CRUSHED AGGREGATE SLOPE PROTECTION SY	CONCRETE SLOPE PROTECTION SY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER CY	CONCRETE MASONRY CY	12" CONDUIT, TYPE C FT	12" CONDUIT, TYPE C, AS PER PLAN FT	12" CONDUIT, TYPE D FT	15" CONDUIT, TYPE B FT	15" CONDUIT, TYPE F FT	CATCH BASIN, NO. 3 EACH	CATCH BASIN, NO. 2-2B EACH	EROSION CONTROL MAT, TYPE A SY
27	D-1	15+75	15+75	RT & LT			15	0.21			52				1	
27	EC-1	16+67	17+40	RT & LT	163	353										
28	EC-2	21+56	22+29	RT & LT	163	353										
28	EC-3	24+50	25+50	LT												83
29	EC-4	25+50	26+25	LT												63
29	D-2	26+25	26+25	RT & LT			2	0.21	103					1		
30	D-3	30+08	30+17	RT & LT					58	22				2		
30	D-4	30+08	30+75	RT							24	54	1			
27	D-5	17+50	17+50	RT					25							
TOTALS CARRIED TO GENERAL SUMMARY					326	706	17	0.42	83	103	74	24	54	1	4	146

CALCULATED  
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CHECKED  
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SUBSUMMARIES

HAM LMST BEECHMONT  
BRIDGE - PT 1

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**ROADWAY/PAVEMENT QUANTITIES (LITTLE MIAMI SCENIC TRAIL)**

SHEET NO.	REF. NO.	STATION		a	b	c	f	g	h	204	206	206	206	253	304	407	441	441	451
		FROM	TO	FT	FT	SF	SF	SF	SF	HR	TON	SY	SY	SY	CY	GAL	CY	CY	SY
25	P-1	9+49	10+50	100.65	12.00	1,207.80	134.20	1,342.00	301.95	0.08	4.34	167.75	167.75		33.30	26.84	7.46	5.59	
26	P-2	10+50	15+50	500.00	12.00	6,000.00	666.67	6,666.67	1,500.00	0.42	21.56	833.33	833.33		165.43	133.33	37.04	27.78	
27	P-3	15+50	16+88	138.00	12.00	1,656.00	184.00	1,840.00	414.00	0.12	5.95	230.00	230.00		45.66	36.80	10.22	7.67	
28	P-4	22+09	25+50	340.76	12.00	4,089.12	454.35	4,543.47	1,022.28	0.28	14.70	567.93	567.93		112.75	90.87	25.24	18.93	
29	P-5	25+50	28+50	300.00	12.00	3,600.00	400.00	4,000.00	900.00	0.25	12.94	500.00	500.00		99.26	80.00	22.22	16.67	14.00
30	P-6	28+50	30+38	188.15	12.00	2,257.80	250.87	2,508.67	564.45	0.16	8.11	313.58	313.58		62.25	50.17	13.94	10.45	14.00
30	P-7	31+08	32+90	181.85	12.00	2,182.20	242.47	2,424.67	545.55	0.15	7.84	303.08	303.08		60.17	48.49	13.47	10.10	
27	P-12	17+50	17+50											35.00					
SUBTOTAL										1.46	75.44	2,915.68	2,915.68	35.00	578.82	466.51	129.59	97.19	28.00
TOTALS CARRIED TO THE GENERAL SUMMARY										2	76	2,916	2,916	35	579	467	130	98	28

**PAVEMENT QUANTITIES (BEECHMONT WESTBOUND RAMP)**

SHEET NO.	REF. NO.	STATION		a	b	c	e	g	255	301	304	407	441	609	
		FROM	TO	FT	FT	SF	SF	SF	FT	CY	CY	GAL	CY	CY	FT
31	P-8	52+50	53+74	124.00	10.00	1,240.00	1,240.00	1,240.00	30.00	34.44	22.96	13.78	6.70	4.78	124.00
31	P-9	52+50	53+62	112.00	10.00	1,120.00	1,120.00	1,120.00	22.00	31.11	20.74	12.44	6.05	4.32	112.00
SUBTOTAL									52.00	65.56	43.70	26.22	12.75	9.10	236.00
TOTALS CARRIED TO THE GENERAL SUMMARY									52	66	44	27	13	10	236

**PAVEMENT QUANTITIES (BEECHMONT AVENUE)**

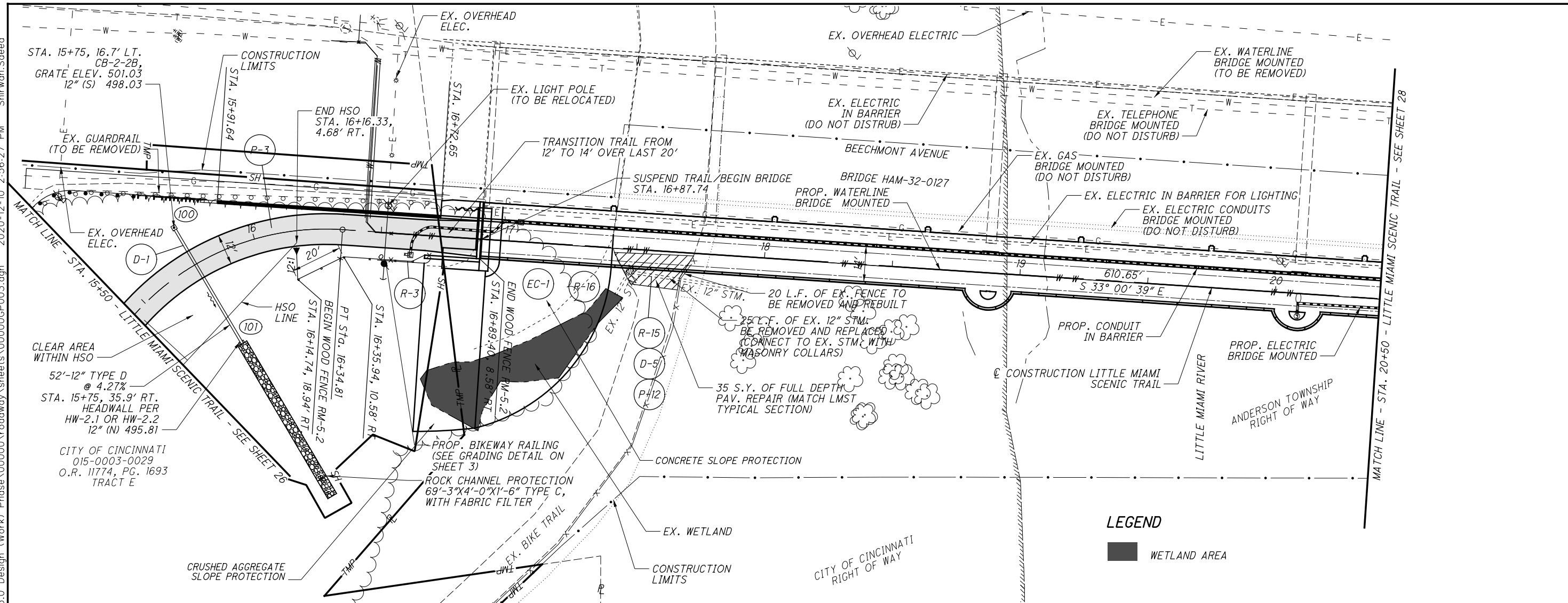
SHEET NO.	REF. NO.	STATION		a	b	c	e	g	255	301	304	407	441	
		FROM	TO	FT	FT	SF	SF	SF	FT	CY	CY	GAL	CY	CY
32	P-10	71+00	72+62	162.00	8.00	1,296.00	1,296.00	1,296.00	162.00	20.00	24.00	14.40	7.00	5.00
33	P-11	78+14	79+20	106.00	7.00	742.00	742.00	742.00	106.00	11.45	13.74	8.24	4.01	2.86
SUBTOTAL									268.00	31.45	37.74	22.64	11.01	7.86
TOTALS CARRIED TO THE GENERAL SUMMARY									268	32	38	23	12	8

**EARTHWORK/SEEDING QUANTITIES**

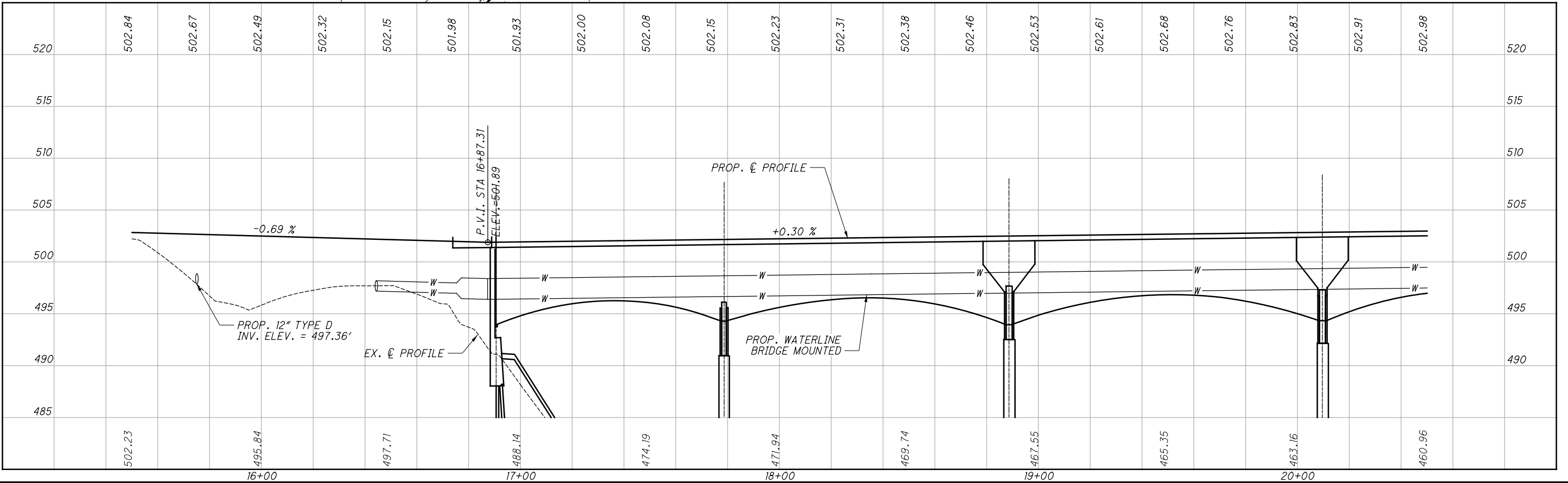
SHEET NO.	STATION		203	203	659
	FROM	TO	EXCAVATION CY	EMBANKMENT CY	SEEDING AND MULCHING SY
38	9+00	11+00	104	23	79
39	11+50	12+50	256	233	248
40	13+00	14+00	407	615	484
41	14+50	15+50	245	404	248
42	15+75	16+50	564	3107	1178
43	22+50	23+00	476	2498	789
44	23+50	24+50	604	5761	1553
45	25+00	26+00	0	6374	1822
46	26+25	27+00	0	2952	1196
47	27+50	29+00	380	552	364
48	29+50	30+50	805	0	405
49	31+00	32+00	512	123	406
50	32+50	33+00	27	220	207
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>			4380	22862	
<b>TOTALS TO SHEET 6</b>					8979

<b>SUBSUMMARIES</b>	CALCULATED JAG CHECKED SRB
HAM LMST BEECHMONT BRIDGE - PT 1	
22 127	

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**LEGEND**  
 WETLAND AREA



0 20 40  
 HORIZONTAL SCALE IN FEET

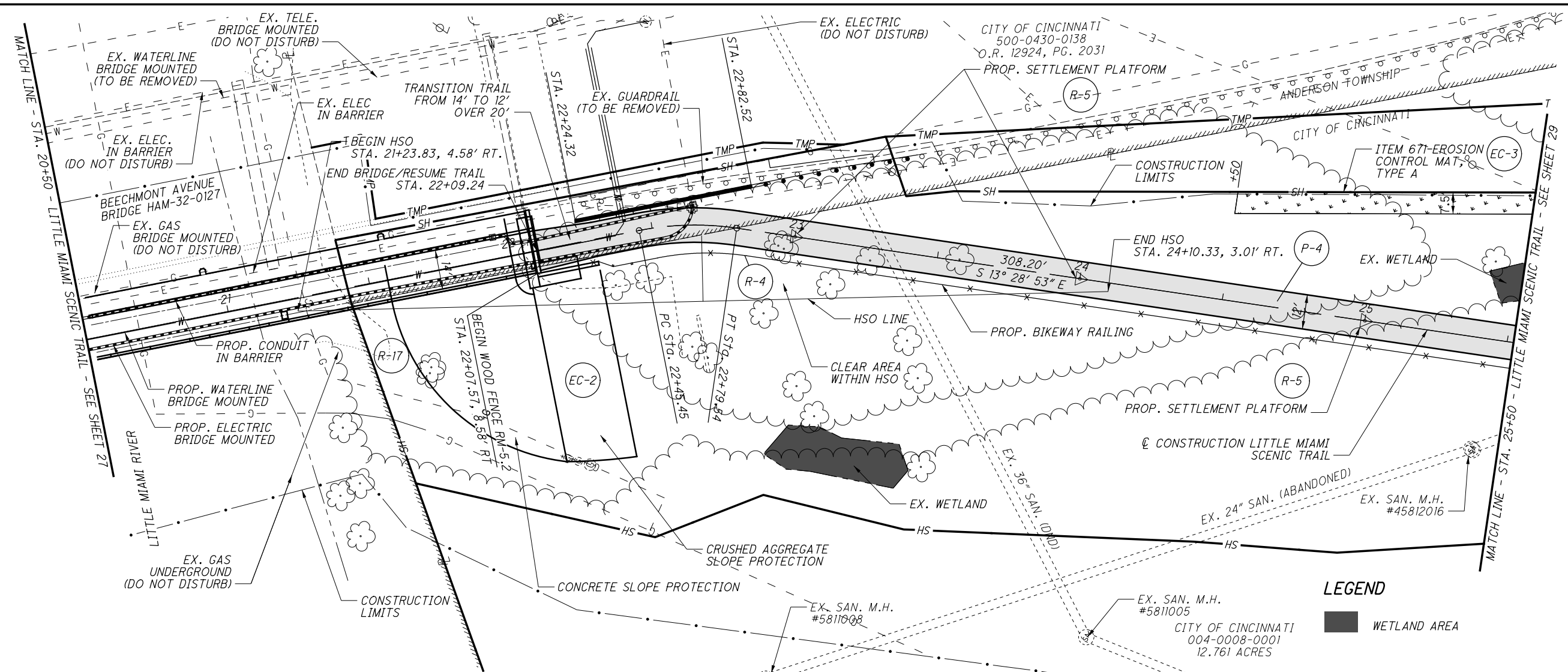
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**PLAN AND PROFILE -  
 LITTLE MIAMI SCENIC TRAIL**

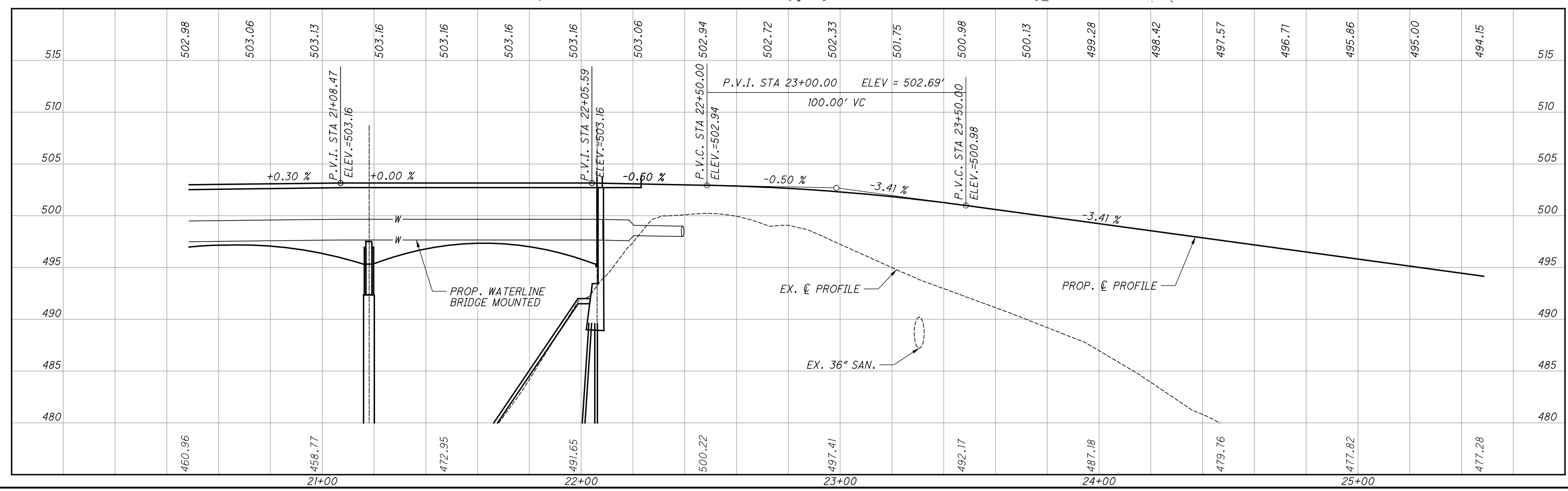
**HAM LMST BEECHMONT  
 BRIDGE - PT 1**

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**LEGEND**  
 WETLAND AREA



**PLAN AND PROFILE -  
LITTLE MIAMI SCENIC TRAIL**

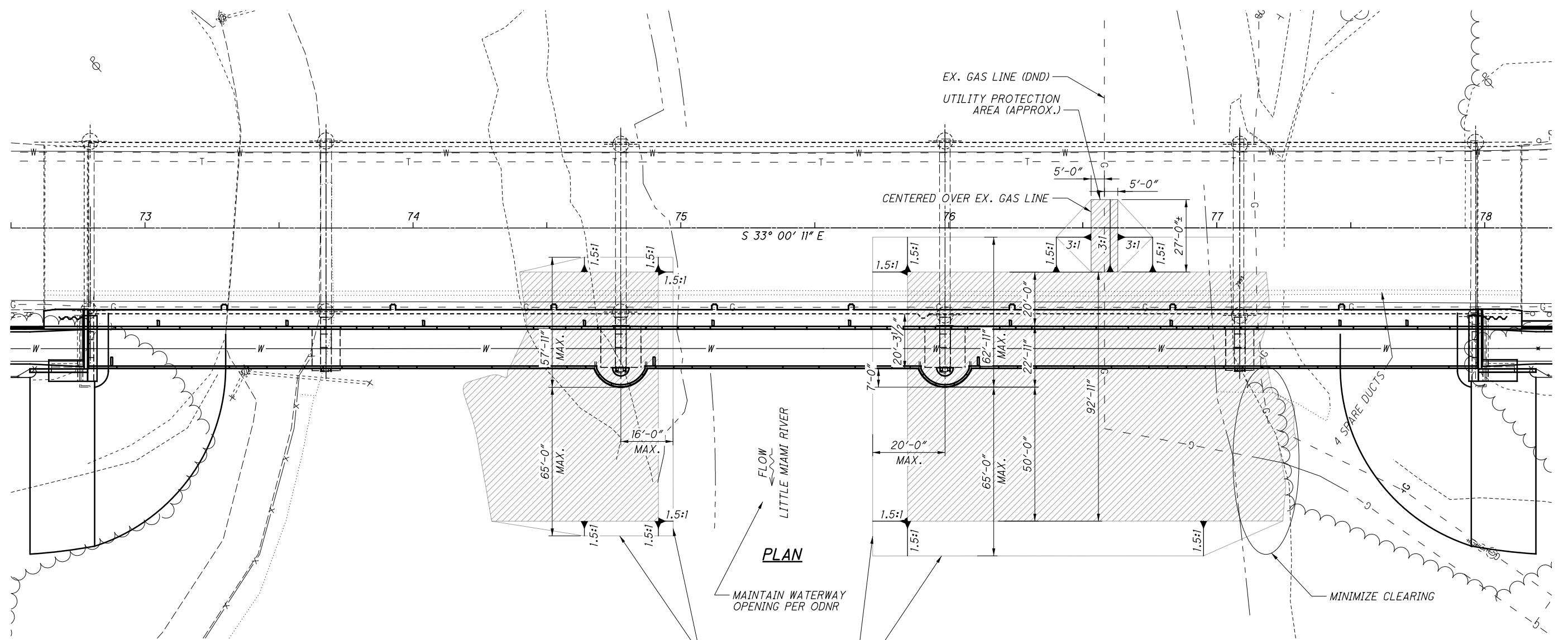
**HAM LMST BEECHMONT  
BRIDGE - PT 1**

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HORIZONTAL SCALE IN FEET

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**PLAN**

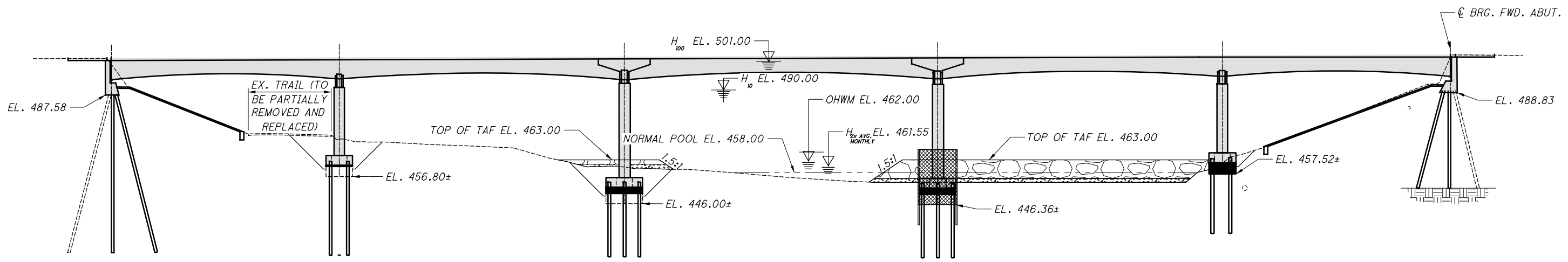
MAINTAIN WATERWAY  
 OPENING PER ODNR  
  
 MAXIMUM EXTENT OF  
 TAF AT TOE OF  
 SLOPE, INCLUDING  
 ANGLE OF REPOSE

**LEGEND**

TAF - TEMPORARY ACCESS FILL  
 OHWM - ORDINARY HIGH WATER MARK

**NOTE:**

1. TEMPORARY ACCESS FILL CONCEPT DESIGN FOR WATERWAY PERMIT CONDITION.



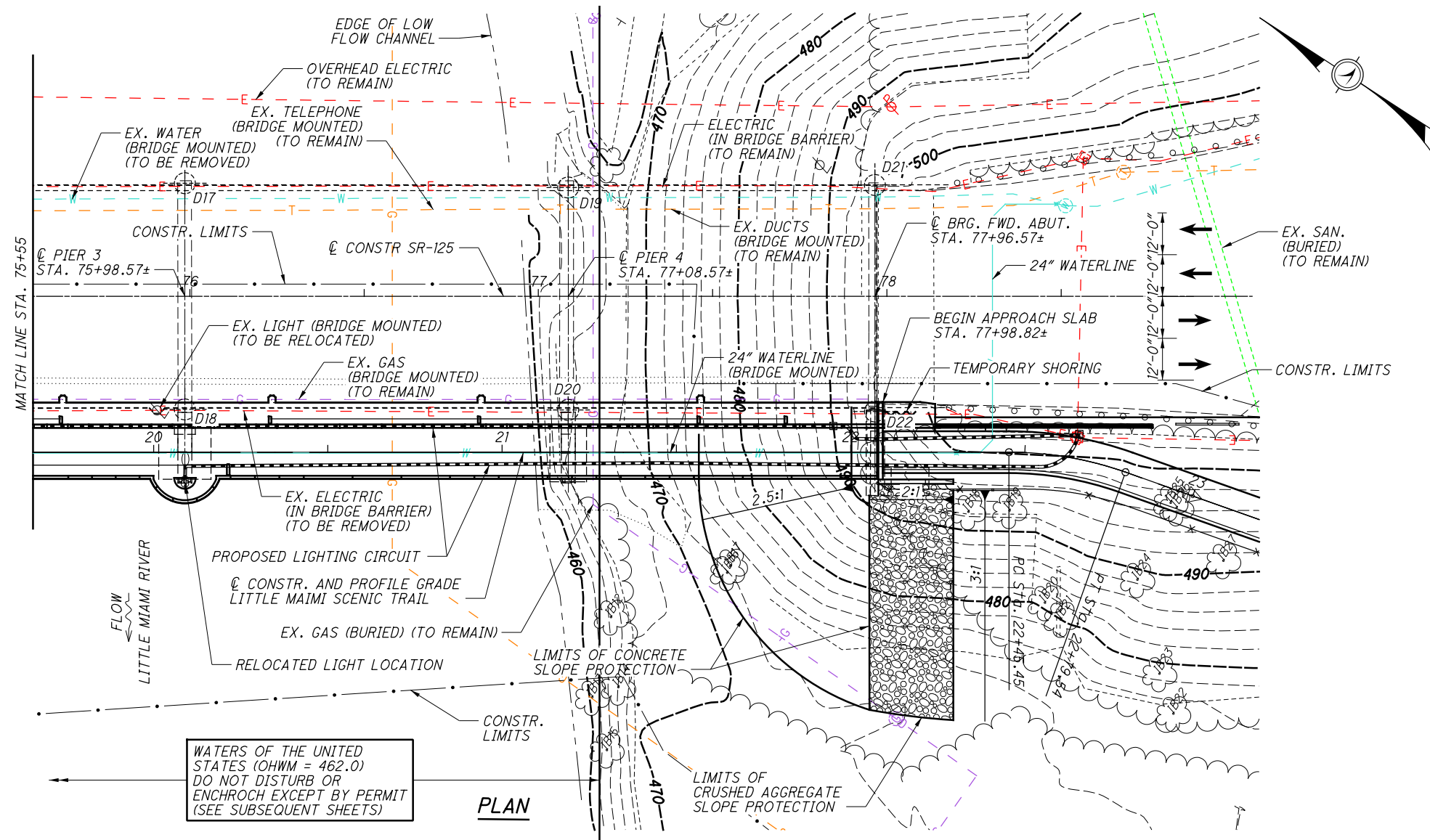
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 SCALE IN FEET

**TEMPORARY ACCESS FILLS**

**HAM LMST BEECHMONT BRIDGE - PT 1**

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**PROPOSED WORK:**

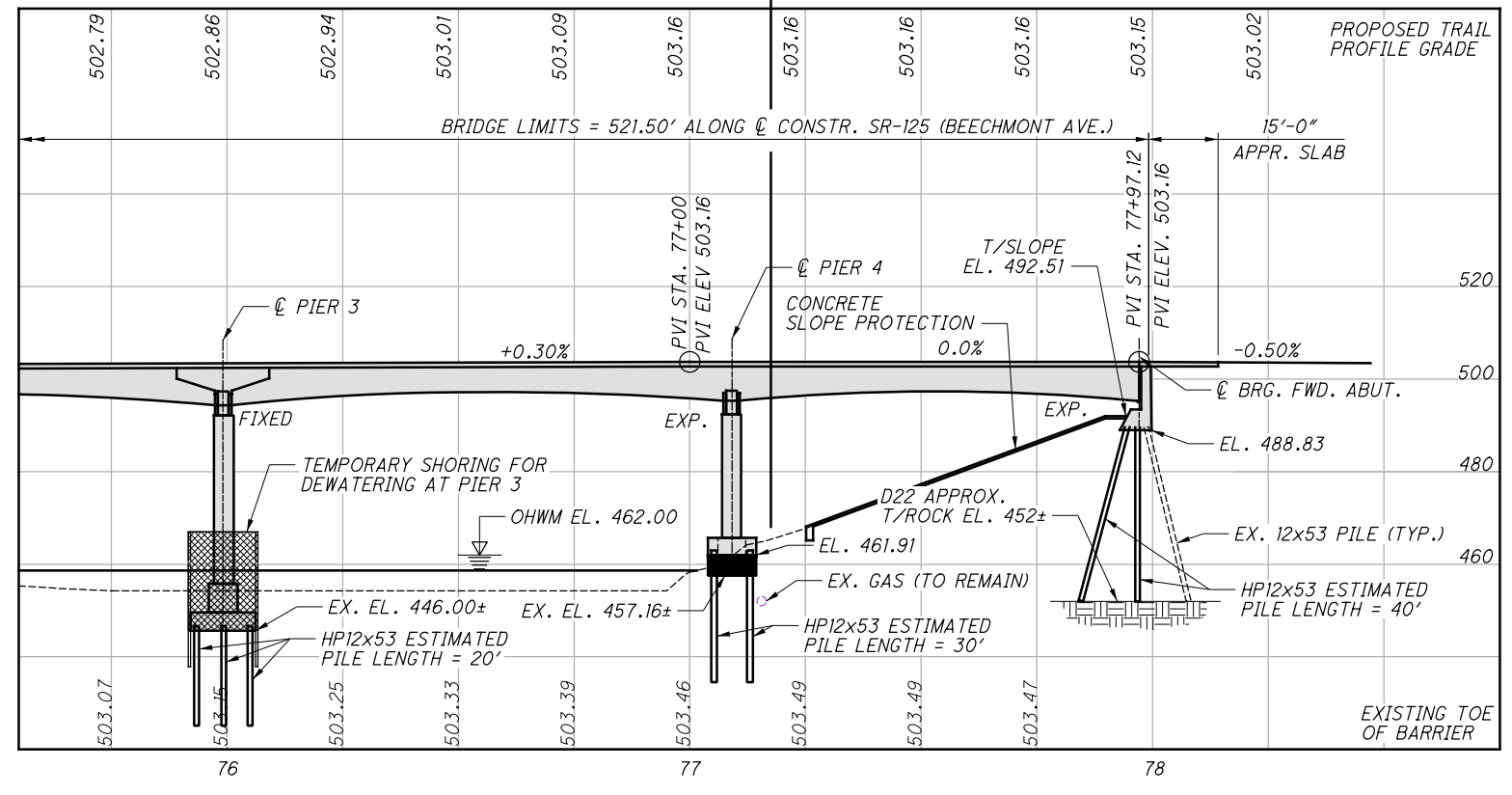
1. CLOSE PORTIONS OF EXISTING BRIDGE.
2. REMOVE PORTIONS OF EXISTING STRUCTURE.
3. WIDEN EXISTING PIERS AND ABUTMENTS.
4. CONSTRUCT TWO NEW STEEL PLATE GIRDERS AND CROSS FRAMES.
5. INSTALL NEW WATERLINE.
6. INSTALL NEW BRIDGE SCUPPERS.
7. WIDEN EXISTING CONCRETE DECK AND APPROACH SLABS.
8. INSTALL NEW CONCRETE BARRIER BETWEEN ROADWAY AND TRAIL.
9. RE-INSTALL HIGHWAY LIGHT POLE ON NEW BARRIER.
10. INSTALL TRAIL RAILING.
11. SEAL THE BR-2-15 (MODIFIED) BARRIER TO THE LIMITS SHOWN IN THE PLANS WITH CLEAR SILANE SEALER.
12. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ENVIRONMENTAL COMMITMENTS FOR THIS PROJECT.

**LEGEND**

⊕ APPROXIMATE HISTORIC BORING LOCATION

**APPROXIMATE TOP OF BEDROCK ELEVATIONS**

BORING D17, EL. 431±    BORING D18, EL. 429±  
 BORING D19, EL. 438±    BORING D20, EL. 435±  
 BORING D21, EL. 456±    BORING D22, EL. 452±



<b>HAM LMST BEECHMONT                  BRIDGE - PT 1                  PID No. 107295</b>	<b>SITE PLAN - 2</b> BRIDGE NO. HAM-32-0127 SR 125 (BEECHMONT AVE.) OVER LITTLE MIAMI RIVER	HAMILTON COUNTY STA. 72+77.32 STA. 77+98.82	DESIGN AGENCY BURGESS & NIPLÉ 312 PLUM ST., CINCINNATI, OH
2 / 42	84 127	DESIGNED SJA CHECKED XAC	DRAWN SJA REVISED
DATE MAB 5/3/2019	STRUCTURE FILE NUMBER 3102076	REVIEWED MAB	REVIEWED MAB



**GENERAL NOTES:**

**DESIGN SPECIFICATIONS:**

THIS STRUCTURE CONFORMS TO THE "STANDARD SPECIFICATION FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE ODOT BRIDGE DESIGN MANUAL, 2004, INCLUDING REVISIONS THROUGH JULY 2018.

**REFERENCE SHALL BE MADE TO THE FOLLOWING STANDARD DRAWINGS:**

AS-1-15	REVISED 07-17-15	HL-20.14	DATED 04-17-20
BR-2-15	DATED 07-17-15	HL-30.31	DATED 04-17-20
EXJ-4-87	REVISED 01-19-18	RB-1-55	REVISED 07-19-13
GSD-1-19	REVISED 01-18-19		

**REFERENCE SHALL BE MADE TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:**

800 DATED 10-19-18

**DESIGN LOADING:**

HS20-44, CASE I AND THE ALTERNATE MILITARY LOADING, 90 PSF PEDESTRIAN LOADING, FUTURE WEARING SURFACE (FWS) OF 60 PSF

**DESIGN DATA:**

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60 MINIMUM YIELD STRENGTH 60 KSI

STRUCTURAL STEEL TUBING - MINIMUM YIELD STRENGTH = 46 KSI

STRUCTURAL STEEL - ASTM 709 GRADE 50 - YIELD STRENGTH 50 KSI

STEEL H-PILES - ASTM A572 - YIELD STRENGTH 50 KSI

**DECK PROTECTION METHOD:**

EPOXY COATED REINFORCING STEEL  
2 1/2" CONCRETE COVER  
SEALING OF CONCRETE SURFACES

**MONOLITHIC WEARING SURFACE:**

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

**EXISTING STRUCTURE PLANS:**

EXISTING STRUCTURE PLANS ARE AVAILABLE THROUGH ODOT DB, 505 SOUTH S.R. 741, LEBANON, OHIO. PH: 513-933-6568

**CONSTRUCTION PROCEDURE AND MAINTENANCE OF TRAFFIC:**

THE PROPOSED BRIDGE WORK SHALL BE COORDINATED WITH OVERALL PROJECT MAINTENANCE OF TRAFFIC PLANS. MAINTAIN M.O.T. DEVICES AS SPECIFIED IN THE M.O.T. PLANS.

**ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:**

THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING PARAPETS, RAILINGS, DECK JOINTS, AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (GIRDERS, CROSS FRAMES, ETC.) AS WELL AS PORTIONS OF EXISTING PIERS, ABUTMENTS AND FOOTINGS. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

THE CONTRACTOR MUST REVIEW THE STRUCTURE WHEN PREPARING HIS BID. THE CONTRACTOR WILL REVIEW THE CONDITION OF THE STRUCTURE TO DETERMINE WHAT DEBRIS WILL FALL FROM THE STRUCTURE DURING REMOVAL. THE CONTRACTOR WILL DETERMINE THE CORRESPONDING COST TO CLEAN UP ANY AND ALL DEBRIS WHICH FALLS FROM THE STRUCTURE DURING ANY REMOVAL OPERATION. THE COST TO CLEAR AND CLEAN UP ALL DEBRIS DURING REMOVAL SHALL BE INCLUDED WITH THE BID FOR THIS ITEM OF WORK. NO ADDITIONAL COST WILL BE RECOGNIZED TO CLEAN DEBRIS RESULTING FROM THE STRUCTURE REMOVAL OPERATION.

**PROTECTION OF STEEL SUPPORTING SYSTEMS:**

BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE DIRECTOR. OBTAIN THE DIRECTOR'S APPROVAL BEFORE PERFORMING REPAIR.

**REMOVAL METHODS:**

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS (STEEL GIRDERS), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS.

**REMOVAL METHODS (CONTINUED):**

DUE TO THE POSSIBLE PRESENCE OF ATTACHMENTS (E.G., FINISHING MACHINE, SCUPPER AND FORM SUPPORTS, ETC.) TO EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STRUCTURAL MEMBERS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE DIRECTOR. OBTAIN THE DIRECTOR'S APPROVAL BEFORE PERFORMING REPAIR.

**EXISTING WELDED ATTACHMENTS:**

REMOVE EXISTING WELDED ATTACHMENTS (E.G., FINISHING MACHINE AND FORM SUPPORTS; AND SUPPORTS FOR SCUPPERS AND BULB ANGLES WHICH ARE TO BE REMOVED) LOCATED IN THE DESIGNATED TENSION PORTIONS OF THE TOP FLANGES OF EXISTING STEEL MEMBERS AND GRIND THE FLANGE SURFACES SMOOTH. CAREFULLY GRIND PARALLEL TO THE FLANGES.

**CUT-LINE CONSTRUCTION JOINT PREPARATION:**

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH [25 MM] DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

**SUBSTRUCTURE CONCRETE REMOVAL:**

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

**MEASUREMENT & PAYMENT:**

THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

**EXISTING STRUCTURE VERIFICATION:**

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02, AND 513.04.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

**ITEM 203 - EMBANKMENT, AS PER PLAN**

PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT.

**PILES DRIVEN TO BEDROCK:**

DRIVE PILES TO REFUSAL ON BEDROCK. THE DEPARTMENT WILL CONSIDER REFUSAL TO BE OBTAINED WHEN THE PILE PENETRATION IS AN INCH OR LESS AFTER RECEIVING AT LEAST 20 BLOWS FROM THE PILE HAMMER. SELECT THE HAMMER SIZE TO ACHIEVE THE REQUIRED DEPTH TO BEDROCK AND REFUSAL.

THE ULTIMATE BEARING VALUE 81 TONS PER PILE FOR THE ABUTMENT PILES, 130 TONS PER PILE FOR PIERS 1 & 4 PILES AND 92 TONS PER PILE FOR PIERS 2 & 3 PILES.

**REAR ABUTMENT PILES:**

7 PILES 65 FEET LONG, ORDER LENGTH. BASED ON HISTORIC BORING D12.

**PIER 1 PILES:**

8 PILES 45 FEET LONG, ORDER LENGTH. BASED ON HISTORIC BORING D14.

**PIER 2 PILES:**

6 PILES 25 FEET LONG, ORDER LENGTH. BASED ON HISTORIC BORING D16.

**PIER 3 PILES:**

6 PILES 25 FEET LONG, ORDER LENGTH. BASED ON HISTORIC BORING D18.

**PIER 4 PILES:**

8 PILES 35 FEET LONG, ORDER LENGTH. BASED ON HISTORIC BORING D20.

**FORWARD ABUTMENT PILES:**

7 PILES 45 FEET LONG, ORDER LENGTH. BASED ON HISTORIC BORING D22.

**PILE SPLICES:**

IN LIEU OF USING THE FULL PENETRATION BUTT WELDS SPECIFIED IN CMS 507.09 TO SPLICE STEEL H-PILES, THE CONTRACTOR MAY USE A MANUFACTURED H-PILE SPLICER. FURNISH SPLICERS FROM THE FOLLOWING MANUFACTURER:

ASSOCIATED PILE AND FITTING CORPORATION  
8 WOOD HOLLOW RD. PLAZA 1  
PARSIPPANY, NEW JERSEY 07054

INSTALL AND WELD THE SPLICER TO THE PILE SECTIONS IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN ASSEMBLY PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED.

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

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

**ITEM 507 PREBORED HOLES, AS PER PLAN:**

CORE DRILL THRU THE EXISTING FOOTINGS AT LOCATIONS SHOWN IN THE PLANS USING A CORE DIAMETER BETWEEN 18 INCH AND 21 INCHES. IF DURING DRILLING THE EXISTING H-PILES ARE ENCOUNTERED THE CORING SHALL STOP AND THE HOLE SHALL BE RELOCATED TO MISS THE EXISTING PILING. ALL RELOCATED HOLES MUST BE APPROVED BY THE ENGINEER PRIOR TO DRILLING.

COST FOR ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO CORE HOLES THRU EXISTING FOOTING SHALL BE INCLUDED WITH ITEM 507 PREBORED HOLES, AS PER PLAN.

**ITEM 507 STEEL PILES HP12x53 DRIVEN, AS PER PLAN:**

H-PILES INSTALLED THRU EXISTING FOOTINGS WILL REQUIRE THE USE OF A FIXED LEAD SYSTEM OR FIXING THE LEADS OF A SWINGING LEAD SYSTEM USING BRACES EXTENDED FROM THE CRANE OR OTHER METHODS DESIGNED BY THE CONTRACTOR. THE PILE DRIVING OPERATION SHALL BE DESIGNED TO MINIMIZE ANY VIBRATION FROM THE PILE LEAD SYSTEM TO THE EXISTING PIER FOOTING. AFTER H-PILES ARE INSTALLED THE VOID BETWEEN THE CORED HOLE AND H-PILE SHALL BE FILLED WITH NON-SHRINK GROUT.

THE CONTRACTOR SHALL SUBMIT THE FIXED PILE LEAD SYSTEM OR SWINGING LEAD SYSTEM FIXING DETAILS TO THE ENGINEER FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO STARTING THE PILE DRIVING.

COST FOR ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO PROVIDE A FIXED PILE LEAD SYSTEM OR THE FIXING OF A SWINGING LEAD SYSTEM TO INSTALL H-PILES THRU EXISTING FOOTING SHALL BE INCLUDED WITH ITEM 507 STEEL PILES HP 12x53 DRIVEN, AS PER PLAN. ALL OTHER ITEMS ASSOCIATED WITH PILE DRIVING AS OUTLINED ITEM 507 SHALL APPLY.

THE 8" NATURAL GAS LINE SHALL BE VACUUM EXCAVATED IN THE VICINITY OF THE PILE DRIVING FOR PIER 4. THE CONCRETE SLOPE PROTECTION/RIPRAP IN THIS LOCATION SHALL BE DEMOLISHED WITH SAW CUTTING, HAMMERING (35-POUND MAXIMUM), AND REMOVED USING HAND TOOLS. TRENCH SHOULD BE 2'-8" WIDE CENTERED ON THE GAS PIPE TO MINIMIZE VIBRATIONS. GAS PIPE HAS APPROXIMATELY 48" OF COVER TO TOP OF PIPE, TRENCH MUST EXTEND 4" BELOW PIPE. PIPE MUST ALSO BE PROTECTED FROM HITS/DEBRIS BY USING CRANE MATS (OR SIMILAR). EXCAVATION SHALL EXTEND A MINIMUM OF 7'-0" NORTH OF THE NORTH PILE AND 7'-0" SOUTH OF THE SOUTH PILE TO BE DRIVEN. MINIMIZE THE TIME THE PIPE IS EXPOSED BY EXCAVATING JUST BEFORE PILE DRIVING BEGINS AND BACKFILL UPON COMPLETION. THE PIPE SHALL BE BACKFILLED WITH CDF AS DIRECTED BY DUKE ENERGY INSPECTOR. ALL LABOR, EQUIPMENT, AND MATERIAL REQUIRED FOR HIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 507 - STEEL PILES HP12x53 DRIVEN, AS PER PLAN.

**ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN:**

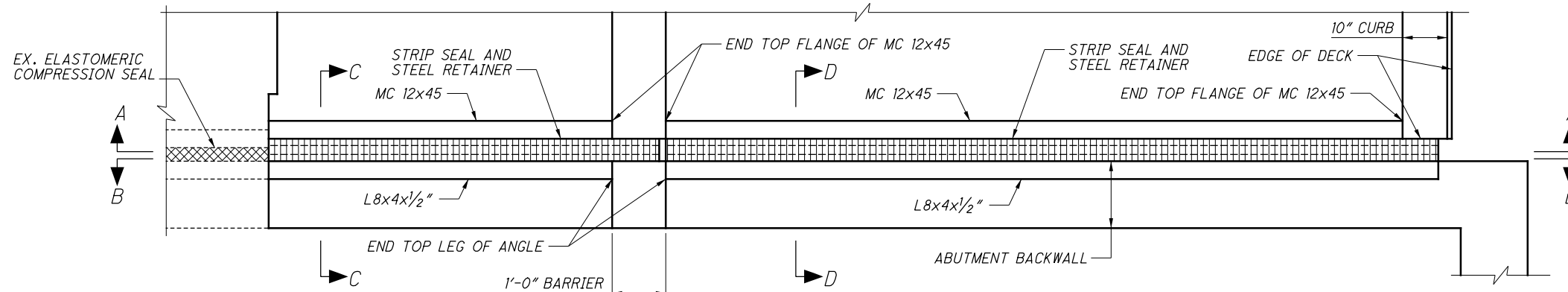
REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

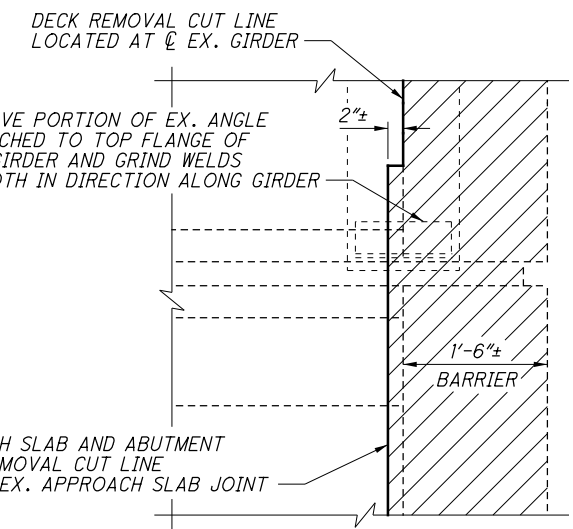
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DESIGN AGENCY BURGESS & NIPLE 312 PLUM ST., CINCINNATI, OH	DATE 5/3/2019	DESIGNED BCS CHECKED SJA	DRAWN BCS REVISED	REVIEWED MAB	STRUCTURE FILE NUMBER 3102076
	GENERAL NOTES - 1 BRIDGE NO. HAM-32-0127 SR 125 (BEECHMONT AVE.) OVER LITTLE MIAMI RIVER				
HAM LMST BEECHMONT BRIDGE - PT 1 PID No. 107295	3/42	85 127			

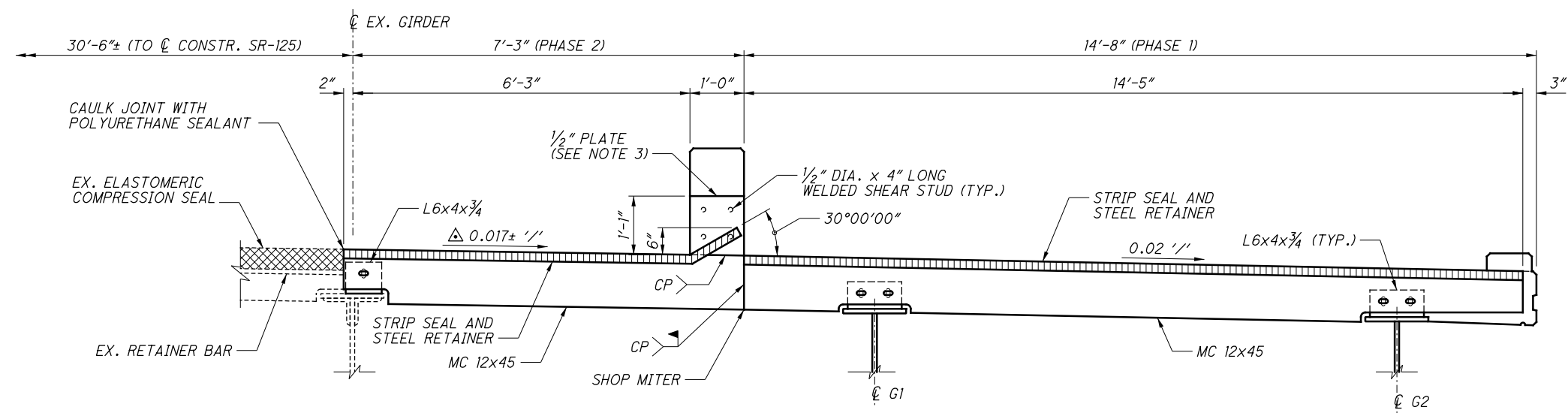
P:\PR5358\HAM\107295\Design\Structures\HAM032\_0127C\_Sheets\032\_0127C\_SS005.dgn Sheet 12/10/2020 8:44:19 AM gorstler



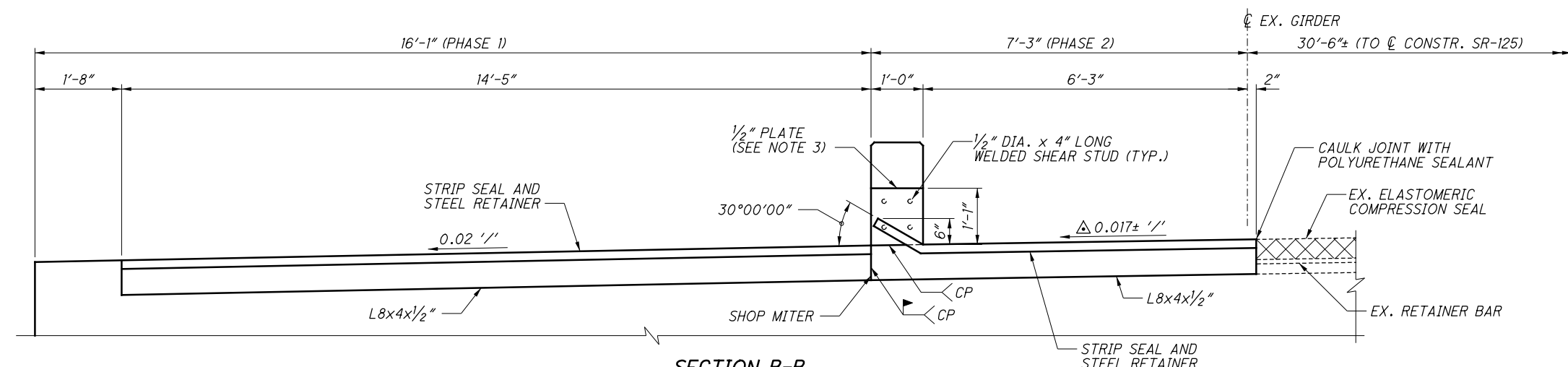
**REAR ABUTMENT EXPANSION JOINT PLAN**  
(FORWARD ABUTMENT SIMILAR)  
(TRAIL EXPANSION JOINT COVER PLATE NOT SHOWN FOR CLARITY)



**EXISTING EXPANSION JOINT REMOVAL DETAIL**



**SECTION A-A**  
(AESTHETIC BIKE RAILING AND MODIFIED BR-2-15 RAILING NOT SHOWN FOR CLARITY)



**SECTION B-B**  
(AESTHETIC BIKE RAILING AND MODIFIED BR-2-15 RAILING NOT SHOWN FOR CLARITY)

**LEGEND:**

CP = COMPLETE PENETRATION WELD

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

**NOTES:**

1. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. EXJ-4-87 AND CMS ITEM 516.
2. FOR SECTION C-C AND SECTION D-D, SEE SHEET 35/42 .
3. 1/2" PLATES AT PARAPETS, AS SHOWN IN SECTIONS A-A AND B-B ON STD. DRAWING EXJ-4-87, SHALL BE MODIFIED TO ACCOMMODATE THE BARRIER SHAPE SHOWN ON THIS SHEET.

△ FIELD VERIFY TO MATCH EX. GRADE

<b>HAM LMST BEECHMONT BRIDGE - PT 1</b> PID No. 107295	STRIP SEAL DETAILS - 1 BRIDGE NO. HAM-32-0127 SR 125 (BEECHMONT AVE.) OVER LITTLE MIAMI RIVER	DESIGNED	XAC	CHECKED	BCS
		DRAWN	JDG	REVISED	
		REVIEWED	MAB	STRUCTURE FILE NUMBER	3102076
		DATE	5/3/2019	DESIGN AGENCY	BURGESS & NIPLE 312 PLUM ST., CINCINNATI, OH



**Traffic Notes:**

For water main work performed on the Bridge Water Main, project traffic notes shall apply.

For water main work performed on the entrance ramp, project traffic notes shall apply.

For water main work performed elsewhere (Beechmont Levy Crossings), the following traffic notes shall apply:

The maximum lane closure during the project is 2 lanes. Water Main contractor shall coordinate with project contractor to determine when 2 lane closures will be feasible (i.e. Contractor cannot close 2 northbound lanes if 1 westbound lane is already closed).

2 lane closures of the road are permitted for no more than 68 continuous hours, starting on Friday at 9am and ending on Monday at 5am. Multiple 2 lane closures during the project are permitted.

Prior to performing any lane closure, contractor is required to submit the traffic pattern to ODOT for approval. The submittal and subsequent performance of the work to set up the traffic pattern shall be performed by a contractor who specializes in traffic control. All State rules and regulations must be followed regarding submittal, performance, notification, etc.

Cost for traffic Control for Beechmont Levy Crossings shall be included in bit item 1101 Furnishing and Laying 12" Ductile Iron Pipe and Fittings.

THE OPENING MUST BE PLATED, AND, THE PLATE(S) SHALL BE RECESSED TO FIT NEATLY IN THE PAVEMENT AS SHOWN ON THE SKETCH BELOW, SUITABLE FOR PASSAGE OF TRAFFIC AND SHOW REMOVAL EQUIPMENT. NO MORE THAN 200' LINEAL FEET OF PLATES SHALL BE PERMITTED IN PLACE AT ANY ONE TIME. PLATES IN USE ON THE ROADWAY SHALL BE A MINIMUM OF 1/2" THICKNESS AND BE IN A SMOOTH CONDITION FREE OF ANY BOWS OR ROUGH EDGES.

PERMITTING DIVISION  
 WORKING DAYS  
 BEFORE YOU DIG  
 CALL 1-800-362-2764  
 OHIO UTILITIES PROTECTION SERVICE  
 NEW MEMBERS  
 MUST BE CALLED DIRECTLY

1-14/11 4/18/01 8/20/02 06/16/13 04/30/13	ODOT DISTRICT 8 PERMIT DEPARTMENT TYPICAL PLATE DETAIL
---	---

Name: \_\_\_\_\_  
 Dated: \_\_\_\_\_  
 Permit Number: \_\_\_\_\_

NOTE:  
 THE PROPOSED OPENINGS IN THE PAVEMENT MUST BE SAW CUT WITH A DIAMOND BLADE. PAVEMENT SAW AND ALL EXCAVATED MATERIAL REMOVED FROM THE AREA AND NOT PLACED UPON THE PAVEMENT. THE OPENINGS MUST BE BACKFILLED WITH LOW STRENGTH MORTAR BACKFILL MATERIAL. FOR ODOT CURE ITEM 603 AND CLOSURE WITH A PATCH CONSISTING OF 6\"/>

NEW ASPHALT SHALL BE ROLLED LEVEL WITH THE SURROUNDING PAVEMENT.  
 THE VERTICAL EDGES OF THE EXISTING PAVEMENT SHALL BE COATED WITH ITEM 407 TACK COAT BEFORE PLACING THE ASPHALT.  
 ANY SETTLEMENT OF THE PATCHES AND/OR STREET SURFACE WILL BE CONSIDERED CONCLUSIVE EVIDENCE OF DEFECTIVE BACKFILLING AND/OR PAVEMENT RESTORATION AND MUST BE CORRECTED BY THE CONTRACTOR AT ONCE.

UNDERGROUND UTILITIES  
 CONTACT BOTH SERVICES  
 CALL TWO WORKING DAYS  
 BEFORE YOU DIG  
 CALL 1-800-362-2764  
 TOLL FREE  
 OHIO UTILITIES PROTECTION SERVICE  
 NEW MEMBERS  
 MUST BE CALLED DIRECTLY  
 OIL & GAS PRODUCERS UNDERGROUND  
 PROTECTION SERVICE CALL: 1-800-925-0888

1-14/11 4/18/01 8/20/02 06/16/13 04/30/13	ODOT DISTRICT 8 PERMIT DEPARTMENT TYPICAL RESTORATION SECTION
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Name: \_\_\_\_\_  
 Dated: \_\_\_\_\_  
 Permit Number: \_\_\_\_\_

1-Valve Box Complete (Iron)  
 1-Valve Box Frost Plug  
 1-1" Ferrule  
 5-Lin. Ft. 1" Copper Service Pipe  
 1-1" x 1/2" x 3/4" Blow Off Ball Valve Assembly  
 (AY McDonald Part #76109BCAP)

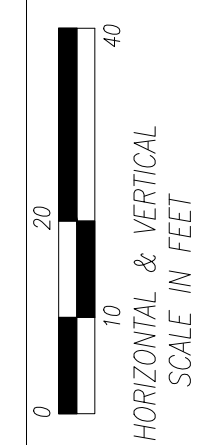
Note: Air Release Must Be 15" to 19" Below Final Grade

Air Release In Valve Box  
 < 16" Dia. Water Main

1-Valve Box Complete (Iron)  
 1-Valve Box Frost Plug  
 1-2" Ferrule  
 5-Lin. Ft. 2" Copper Service Pipe  
 1-2" x 1 1/2" x 2" Blow Off Ball Valve Assembly  
 (AY McDonald Part #76109BCAP)

Note: Air Release Must Be 15" to 19" Below Final Grade

Air Release In Valve Box  
 > 16" Dia. Water Main



CALCULATED  
 MJC  
 CHECKED  
 MS

RESTORATION-TRAFFIC NOTES  
 HAM-LMST-BEECHMONT

4-3810 / WW003109

3  
 3  
 127  
 127

**MAINTENANCE OF TRAFFIC**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**PERMITTED LANE CLOSURE TIMES**

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

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DESINCENTIVE \$ PER TIME UNIT
HAM-32 & HAM-125 (BEECHMONT AVE): ALL LANES OPEN TO TRAFFIC. (SEE NOTE 1)	6AM TO 8PM	1 MIN.	\$160
HAM-32 & HAM-125 (RAMPS): ALL RAMPS OPEN TO TRAFFIC.	6 AM TO 9 PM	1 MIN.	\$65

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

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

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

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

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

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

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

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

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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

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

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

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

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

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

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

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

**NOTICE OF CLOSURE SIGN TIME TABLE**

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

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

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CALCULATED  
XXX  
CHECKED  
XXX

MAINTENANCE OF TRAFFIC GENERAL NOTES

HAM-SR32-1.44R  
PART 2