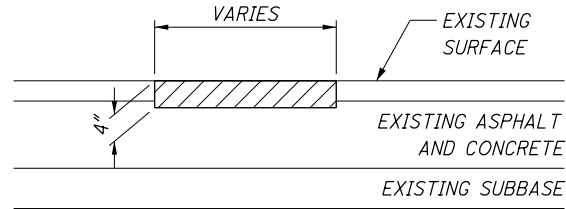


**ITEM 253 - PARTIAL DEPTH PAVEMENT REPAIR**

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



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

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

|   |        |
|---|--------|
| ITEM 253 PAVEMENT REPAIR, PERFORMED IN 2018 - | 250 CY |
| ITEM 253 PAVEMENT REPAIR, PERFORMED IN 2019 - | 250 CY |
| ITEM 253 PAVEMENT REPAIR, PERFORMED IN 2020 - | 100 CY |

TOTAL = 600 CY

**ENDANGERED BAT HABITAT REMOVAL**

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

**PROJECTS LOCATED OVER A SOLE SOURCE AQUIFER**

THE PROJECT AREA IS LOCATED OVER THE BURIED VALLEY AQUIFER SYSTEM, A DESIGNATED SOLE SOURCE AQUIFER. IN ORDER TO MINIMIZE THE POTENTIAL FOR A RELEASE IN THIS SENSITIVE AREA, ALL PROJECT RELATED REFUELING AND MAINTENANCE ACTIVITIES SHALL BE PERFORMED IN AN ENVIRONMENTALLY RESPONSIBLE MANNER FROM STA 403+00 TO STA 472+00. SPILLS OF FUELS, OILS, CHEMICALS OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR. IF THE SPILL IS A REPORTABLE AMOUNT, THE CONTRACTOR SHOULD CONTRACT CHIEF RICHARD A. BRAUN OF THE CINCINNATI FIRE DEPARTMENT AT (513) 352-6220 FOR CLEAN-UP OF THE SPILL.

**EXISTING SEWERS TO REMAIN**

ALL EXISTING SEWERS TO REMAIN IN SERVICE MUST BE VIDEOTAPED PRE AND POST CONSTRUCTION. ANY DAMAGE CAUSED TO THE SEWERS DURING CONSTRUCTION MUST BE REPAIRED TO THE SATISFACTION OF MSD. VIDEO MUST CONFORM WITH THE NATIONAL ASSOCIATION OF SEWER SERVICE COMPANIES' (NASSCO) PIPELINE ASSESSMENT CERTIFICATION PROGRAM (PACP) AND LATERAL ASSESSMENT CERTIFICATION PROGRAM (LACP). NO ADDITIONAL LOADING MAY BE ADDED TO THE EXISTING SEWER.

**ENVIRONMENTAL WORK**

ENVIRONMENTAL STUDIES HAVE SHOWN THAT THERE IS A POTENTIAL OF ENCOUNTERING PETROLEUM-CONTAMINATED MATERIALS DURING EXCAVATIONS FOR THE PROPOSED SIGNAL SUPPORT POLES NEAR THE BEGINNING OF RAMP E AND END OF RAMP R, AT STA 621+33, 80' LT AND STA 9+95, 180' RT (RAMP R).

IN THE EVENT PETROLEUM-CONTAMINATED MATERIALS ARE ENCOUNTERED, THE CONTRACTOR SHALL MANAGE THIS MATERIAL ACCORDING TO THE FOLLOWING NOTES. THE ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR THIS WORK. ALL EXCAVATIONS WITHIN THE AFOREMENTIONED LIMITS SHALL BE PAID FOR UNDER THE ORIGINAL PLAN BID ITEMS. ALL MATERIAL EXCAVATED BY THE CONTRACTOR BETWEEN THESE LIMITS MAY BE STOCKPILED IN AN AREA PROVIDED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL IN A LINED AND COVERED ROLL-OFF BOX.

THE ENGINEER MAY PERMIT TEMPORARY STORAGE OF THE EXCAVATED MATERIAL ON AN IMPERMEABLE MEMBRANE. THE MEMBRANE SHALL BE SURROUNDED BY BALES OF STRAW TO PREVENT THE SUSPECTED SOILS FROM COMING IN CONTACT WITH THE ORIGINAL SOILS. AN IMPERMEABLE MEMBRANE SHALL BE PLACED OVER THE STOCKPILE TO PREVENT CONTACT WITH PRECIPITATION AND/OR SURFACE RUN-OFF. THE ENGINEER MAY PERMIT THE CONTRACTOR TO DIRECT LOAD THE EXCAVATED CONTAMINATED MATERIAL INTO TRUCKS. THIS MATERIAL SHALL BE PROPERLY TESTED, TRANSPORTED, AND DISPOSED OF IN A LICENSED (BY THE LOCAL HEALTH DEPARTMENT) AND PERMITTED (BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY) SOLID WASTE FACILITY.

THE CONTRACTOR SHALL COMPLETE ALL MANIFEST FOR MATERIAL TO BE TRANSPORTED AND PROVIDE TO THE ENGINEER FOR SIGNATURE. THE CONTRACTOR IS TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS TO TRANSPORT THE MATERIAL TO A LICENSED AND PERMITTED DISPOSAL FACILITY. THE CONTRACTOR IS TO CONTACT THE DISPOSAL FACILITY TO DETERMINE IF ANY ADDITIONAL TESTING IS REQUIRED FOR DISPOSAL. THE CONTRACTOR IS TO PROVIDE ANY ADDITIONAL SAMPLING AND ANALYSIS OF THE MATERIAL AS REQUIRED BY THE DISPOSAL FACILITY. THE CONTRACTOR SHALL OBTAIN ALL SIGNATURES ON THE MANIFEST AFTER TRANSPORTING AND DISPOSAL OF THE MATERIAL AND PROVIDE A FINAL COPY TO THE ENGINEER.

THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PROPERLY HANDLE, STORE (IF NECESSARY), TEST FOR DISPOSAL, TRANSPORT, AND DISPOSE OF REGULATED MATERIALS, INCLUDING ANY REQUIRED PERMITS, APPROVALS, OR FEES WITHIN THE LIMITS IDENTIFIED ABOVE. PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT PRICE BID PER TON. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

690E65016 ITEM SPECIAL - WORK INVOLVING PETROLEUM CONTAMINATED SOILS 20 TON

**ASBESTOS NOTIFICATION**

AN ASBESTOS SURVEY OF THE BRIDGE STRUCTURES SCHEDULED FOR REHABILITATION WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS REPORT WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. FOR BIDDING PURPOSES ASSUME KENNEDY AVENUE BRIDGE HAS ONE TRANSITE PIPE THE LENGTH OF THE STRUCTURE THAT WILL BE REQUIRED TO BE REMOVED. A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORMS, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER, WILL BE PROVIDED TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO THE ADDRESS BELOW AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.

Ken Wilkens  
 (513) 946-7743  
 Southwest Ohio Air Quality Agency  
 Air Quality Programs  
 250 William Howard Taft Road  
 Cincinnati, Ohio 45219

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER. INFORMATION REQUIRED ON THE FORM WILL INCLUDE: 1) THE CONTRACTORS NAME AND ADDRESS, 2) THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE BRIDGE REMOVAL AND 3) A DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHOD(S) TO BE USED. COPIES OF THE OEPA FORM AND BRIDGE INSPECTION REPORT ARE AVAILABLE FOR REVIEW AT THE ODOT DISTRICT 11 OFFICE, 2201 REISER AVENUE, NEW PHILADELPHIA, OHIO 44663.

BASIS FOR PAYMENT - THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

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GENERAL NOTES 5 OF 5

CALCULATED  
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**PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE**

| LOCATION        | NO. OF EXISTING THRU LANES PER DIRECTION | 1 LANE CLOSED                                     |   | 2 LANES CLOSED                     |                                    | 15 MINUTE SHORT DURATION COMPLETE CLOSURES | COMPLETE CLOSURE | TIME UNIT  | DISINCENTIVE PER LANE PER TIME UNIT |
|-----------------|--|---|---|------------------------------------|------------------------------------|--|------------------|------------|-------------------------------------|
|                 |  | WEEKDAY   | WEEKEND   | WEEKDAY                            | WEEKEND                            | ANY DAY                                    | ANY DAY          |            |                                     |
| I-71            | 3  | 8 PM - 6 AM                                       | 7 PM - 7 AM                                       | 11 PM - 5 AM                       | 10 PM - 6 AM                       | 12 M - 4 AM                                | NONE             | 15 MINUTES | \$1,875                             |
| ALL RAMPS       | VAR.                                     | 9 PM - 6 AM                                       | 7 PM - 6 AM                                       | NONE                               | NONE                               | 12 M - 4 AM                                | 10 PM - 5 AM     | 15 MINUTES | \$1,200                             |
| KENNEDY AVE     | 2  | 9 AM - 3 PM & 8 PM - 6 AM                         | 7 AM - 4 PM                                       | NONE                               | NONE                               | NONE                                       | NONE             | 15 MINUTES | \$750                               |
| OLD RED BANK RD | 1  | 9 AM - 3 PM                                       | 7 AM - 7 PM                                       | NONE                               | NONE                               | NONE                                       | NONE             | 15 MINUTES | \$750                               |
| EUCLID RD       | 1  | 7 AM - 7 PM                                       | 7 AM - 7 PM                                       | NONE                               | NONE                               | NONE                                       | NONE             | 15 MINUTES | \$750                               |
| KENWOOD AVE     | 2  | 9 AM - 3 PM AND 7 PM - 6 AM                       | 9 AM - 3 PM AND 7 PM - 6 AM                       | NONE                               | NONE                               | NONE                                       | NONE             | 15 MINUTES | \$750                               |
| GALBRAITH RD    | 1  | 9 AM - 3 PM AND 7 PM - 7 AM (1 LANE IN EACH DIR.) | 9 AM - 3 PM AND 7 PM - 7 AM (1 LANE IN EACH DIR.) | 8PM - 6 AM (1-LANE, 2-WAY TRAFFIC) | 8PM - 7 AM (1-LANE, 2-WAY TRAFFIC) | NONE                                       | NONE             | 15 MINUTES | \$750                               |
| STEWART RD      | 2  | AT ALL TIMES                                      | AT ALL TIMES                                      | NONE                               | NONE                               | 10 PM - 5 AM                               | NONE             | 15 MINUTES | \$750                               |

**NOTES**

- 1) NO SHORT-TERM INTERSTATE SHOULDER CLOSURES BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY.
- 2) NO CLOSURES 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR US BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE GENERATING AN EVENT ATTENDANCE OF 20,000+.
- 3) RAMP J/I-71 LANE CLOSURES: SHORT TERM LANE CLOSURES WITH RAMP J AS AN ADD LANE, SHEETS 99-96, IS CONSIDERED 1 LANE CLOSED. SHORT TERM LANE CLOSURES WITH RAMP J AS A MERGE, SHEETS 100-101, IS CONSIDERED 2 LANES CLOSED.
- 4) SHORT TERM PARTIAL-WIDTH RAMP CLOSURE, MAINTAINING 1-11' LANE, IS PERMITTED DURING THE TIMES FOR 1 LANE CLOSED. MAINTAIN THE EXISTING DECISION SIGHT DISTANCE ON MERGE RAMPS.
- 5) A MAXIMUM OF 1 RAMP MAY BE CLOSED AT ANY TIME.

**LANE VALUE CONTRACT TABLE**

| DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED | RESTRICTED TIME PERIOD     | TIME UNIT  | DISINCENTIVE PER TIME UNIT |
|--|----------------------------|------------|----------------------------|
| RAMP A - RED BANK TO I-71 SB                       | 30 DAYS                    | 1 DAY      | \$2,500                    |
| RAMP B - I-71 NB TO RED BANK                       | 30 DAYS                    | 1 DAY      | \$2,500                    |
| RAMP C - I-71 SB TO RED BANK                       | MONDAY 6 AM TO FRIDAY 9 PM | 15 MINUTES | \$1,200                    |
| RAMP F - I-71 NB TO STEWART                        | 75 DAYS                    | 1 DAY      | \$2,500                    |

**NOTES**

- 1) RAMP C IS PERMITTED TO BE CLOSED A MAXIMUM OF 2 WEEKENDS. A WEEKEND CLOSURE IS DEFINED AS BEGINNING AT 9 PM ON FRIDAY AND ENDING AT 6 AM ON MONDAY.

**WORK ZONE MARKINGS**

THE CONTRACTOR SHALL PLACE THE ASPHALT INTERMEDIATE COURSE AND ALL WORK ZONE PAVEMENT MARKINGS, INCLUDING WORK ZONE EDGE LINE, UPON COMPLETION OF THE PAVEMENT PLANING PRIOR TO OPENING THE ROADWAY TO TRAFFIC. THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS OR PERMANENT MARKINGS UPON COMPLETION OF THE ASPHALT SURFACE COURSE PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

**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 MANAGER. 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 LANE VALUE CONTRACT TABLE AND THE MAINTAINING TRAFFIC (CITY STREETS) NOTE INCLUDED IN THESE PLANS. NO LANE OR SHOULDER CLOSURE SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED.

**LANE CLOSURE/REDUCTION REQUIRED**

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

**ITEM 614, REPLACEMENT DRUM**

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

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

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

**DRUM REQUIREMENTS**

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

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

**ADVANCE WARNING SIGNS**

THE ROAD WORK NEXT XX MILES (G20-1) SIGN AND END ROAD WORK (G20-2) SIGN SHALL BE INSTALLED AT THE PROJECT LIMITS IN ADVANCE OF THE TTC ZONE. THE DISTANCE DISPLAYED ON THE ROAD WORK NEXT XX MILES SIGN SHALL BE STATED TO THE NEAREST WHOLE MILE.

**ITEM 614, REPLACEMENT SIGN**

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

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

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

**ROAD CLOSED SIGN**

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

- RAMP A: @ RAMP GORE AT SPLIT WITH RAMP D TO NB I-71
- RAMP B: ON RAMP DECELERATION LANE PRIOR TO BRIDGE
- RAMP C: @ RAMP GORE AT I-71 SB
- RAMP F: ON RAMP DECELERATION LANE PRIOR TO BRIDGE

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.

**TEMPORARY PAVEMENT WEDGE**

TEMPORARY PAVEMENT WEDGES SHALL BE PROVIDED AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT SURFACE OF A DIFFERENT ELEVATION. THE MINIMUM SLOPE OF THE TEMPORARY PAVEMENT WEDGE SHALL BE 3:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED PAVEMENT COURSE. PAYMENT FOR ALL WORK, MATERIALS, ETC. ASSOCIATED WITH THIS ITEM SHALL BE PAID FOR UNDER ITEM 614 MAINTAINING TRAFFIC LUMP SUM.

**SHORT DURATION CLOSING OF THE HIGHWAY**

THE FOLLOWING NOTES SHALL APPLY TO ALL WORK ON I-71 AND STEWART ROAD.

1. FIVE CALENDAR DAYS PRIOR TO IMPLEMENTING THE SHORT DURATION CLOSING OF THE HIGHWAY THE CONTRACTOR SHALL PLACE A PORTABLE CHANGEABLE MESSAGE SIGN AT THE STRUCTURE IN THE DIRECTION THE ROAD IS TO BE CLOSED WITH THE MESSAGE:

(I-71 or STEWART) 12 AM  
CLOSES TO  
\*DATE\* 4 AM

2. CLOSURES WILL ONLY BE PERMITTED FOR REMOVAL AND ERECTION OF THE STRUCTURAL BEAMS AND SIGN TRUSSES, TO PROTECT TRAFFIC DURING DEMOLITION OPERATIONS AS CALLED FOR IN C&MS 501.05, FOR OVERHEAD UTILITY WIRE CROSSING, AND FOR TRAFFIC SWITCHES. CLOSURES WILL BE PERMITTED DURING THE HOURS SPECIFIED IN THE PERMITTED LANE CLOSURE AND UNAUTHORIZED LANE USE TABLE, ON SHEET \_\_. THE MAXIMUM DURATION OF THE CLOSURE SHALL NOT EXCEED 15 MINUTES SUBJECT TO A DISINCENTIVE IN THE AMOUNT SPECIFIED IN THE PERMITTED LANE CLOSURE AND UNAUTHORIZED LANE USE TABLE, ON SHEET \_\_. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ONLY ONE (1) BEAM SHALL BE REMOVED OR SET PER CLOSING. TRAFFIC SHALL BE COMPLETELY CLEARED BEFORE THE NEXT CLOSING.

3. THE CONTRACTOR SHALL IMPLEMENT THE TRAFFIC CONTROL CONTAINED IN STANDARD CONSTRUCTION DRAWING MT-99.60. IN THE EVENT THE CLOSURE OCCURS IN CLOSE PROXIMITY TO SYSTEM-SYSTEM INTERCHANGE, TRAFFIC CONTROL SHALL EXTEND ONTO ANY ENTERING DIVIDED HIGHWAY ACCORDING TO THE LIMITS PROVIDED IN MT-99.60.

4. THE CONTRACTOR SHALL FURNISH AND INSTALL TWO (2) WATCH FOR STOPPED TRAFFIC SIGNS (W3-H7-48) 1500 FEET UPSTREAM FROM THE ANTICIPATED BACKUP ON I-71. THE CONTRACTOR SHALL INSTALL ADDITIONAL WATCH FOR STOPPED TRAFFIC SIGNS EVERY 2000 FEET UPSTREAM FROM THE WATCH FOR STOPPED TRAFFIC SIGNS ON I-71 IF TRAFFIC BACKUPS REACH THE FIRST SET OF SIGNS. THE NEED FOR THESE SIGNS SHALL BE CONSTANTLY MONITORED BY THE CONTRACTOR. ALL WATCH FOR STOPPED TRAFFIC AND PREPARE TO STOP SIGNS SHALL BE EQUIPPED WITH TYPE B WARNING LIGHTS.

5. IN THE EVENT OF AN INCLEMENT WEATHER FORECAST (RAIN OR SNOW FORECAST AT 50% OR GREATER THE DAY THE EVENT WILL OCCUR IS DEFINED AS AN INCLEMENT FORECAST) THE CLOSURE SHALL NOT TAKE PLACE. THE CONTRACTOR WILL MAKE THE DETERMINATION BASED UPON THE WEATHER FORECAST PREDICTED BY THE NATIONAL WEATHER SERVICE.

6. ALTHOUGH THE PLANS CONTAIN BID ITEMS FOR LEOS AND PCMS, THEIR USE FOR THE SHORT DURATION CLOSING OF THE HIGHWAY, INCLUDING LEOS DESCRIBED IN MT-99.60 NOTE 5, IS CONSIDERED INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC IN ORDER TO LIMIT THE FREQUENCY OF CLOSURES TO THE MINIMUM NEEDED TO PERFORM THE WORK.

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**WORKSITE TRAFFIC SUPERVISOR**

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A CERTIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE CERTIFIED FROM ONE OF THE FOLLOWING ORGANIZATIONS:

- 1. AMERICAN TRAFFIC SAFETY SERVICE ASSOCIATION (ATSSA), PHONE NUMBER 1-800-272-8772, CERTIFIED TRAFFIC CONTROL SUPERVISOR (TCS).
- 2. THE OHIO CONTRACTORS ASSOCIATION, TRAFFIC CONTROL SUPERVISOR (OCA/TCS) WORK ZONE CLASS, ONLY IF TAKEN AFTER MAY 5, 2004, PHONE NUMBER 1-800-229-1388.
- 3. OHIO LABORERS TRAINING, TRAFFIC CONTROL SUPERVISORS CLASS, PHONE NUMBER 1-740-599-7915.

A COPY OF EACH WTSS CERTIFICATION AND 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 WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY. EACH WTS SHALL HAVE A WTS CERTIFICATION CONTAINING THE DATE OF ISSUE AND SHALL BE FROM ANY OF THE APPROVED ORGANIZATIONS. AT THE TIME OF THE PRECONSTRUCTION, THE WTS CERTIFICATION DATE OF ISSUE SHALL BE WITHIN 5 YEARS PRIOR TO THE ORIGINAL COMPLETION DATE OF THE PROJECT.

THE WTS POSITION HAS THE RESPONSIBILITY OF MONITORING TRAFFIC CONTROL DEFICIENCIES FOR THE ENTIRE WORK ZONE AND ASSURING THAT ALL DEFICIENCIES ARE CORRECTED IN A TIMELY FASHION. THE DUTIES OF THE WTS ARE AS FOLLOWS:

- 1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS, AND BE ABLE TO BE ON SITE FOR ALL EMERGENCY TRAFFIC CONTROL NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND BE PREPARED TO EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TRAFFIC CONTROL DEVICES.
- 2. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TRAFFIC CONTROL MANAGEMENT IS DISCUSSED. BEFORE ANY WORK OR PLACEMENT OF TRAFFIC CONTROL DEVICES BEGINS, COORDINATE A TRAFFIC CONTROL MEETING TO REVIEW ALL REQUIREMENTS AND DEPARTMENT EXPECTATIONS. THIS MEETING SHALL INCLUDE THE CONTRACTOR'S SUPERINTENDENT, WTS, ANY TRAFFIC CONTROL SUB-CONTRACTORS, ODOT PROJECT ENGINEER, ODOT PROJECT INSPECTORS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER.
- 3. BE AVAILABLE FOR MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST OR WITHIN 36 HOURS.
- 4. COORDINATE A TRAFFIC INCIDENT MANAGEMENT MEETING EACH YEAR BEFORE CONSTRUCTION WORK BEGINS WITH ODOT AND THE SAFETY FORCES THAT WILL RESPOND TO INCIDENTS ON THE PROJECT. ITEMS TO BE DISCUSSED WILL BE THE:
  - A. TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP);
  - B. EMERGENCY RESPONSE AND NOTIFICATION;
  - C. PROJECT WORK/PHASING CONCERNS (E.G., RAMP CLOSURES); AND
  - D. RESPONDERS CONCERNS.
- 5. BE AWARE OF, AND COORDINATE IF NECESSARY, ALL TRAFFIC CONTROL OPERATIONS, INCLUDING THOSE OF SUBCONTRACTORS AND SUPPLIERS.

- 6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). A WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE THEY ARE ON THE PROJECT.
- 7. COORDINATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS WORK ZONE TRAFFIC CONTROL.
- 8. ENSURE COMPLIANCE WITH C&MS ITEM 614 AND ENSURE COMPLIANCE WITH THE CONTRACT DOCUMENTS FOR SIGNS, BARRICADES, TEMPORARY CONCRETE BARRIER, PAVEMENT MARKINGS, PORTABLE MESSAGE SIGNS, AND OTHER TRAFFIC CONTROL DEVICES ON A DAILY BASIS; AND FACILITATE ANY CORRECTIVE ACTION NECESSARY.
- 9. NOTIFY THE CONTRACTOR OF THE NEED FOR CLEANING AND MAINTENANCE OF ALL TRAFFIC CONTROL DEVICES, INCLUDING THE COVERING AND REMOVAL OF INAPPLICABLE SIGNS, AND ALL ROADWAY SURFACES.
- 10. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TRAFFIC CONTROL DEVICES AND/OR TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, A 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 TRAFFIC CONTROL SETUP (DAY AND NIGHT REVIEW).
  - B. DAILY TRAFFIC CONTROL SETUP AND REMOVAL.
  - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TRAFFIC CONTROL SETUP.
  - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA.
  - E. REMOVAL OF TRAFFIC CONTROL DEVICES AT THE END OF A PHASE OR PROJECT.
  - F. ALL OTHER EMERGENCY TRAFFIC CONTROL NEEDS.
- 11. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 10 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TRAFFIC CONTROL MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THIS DOCUMENT CAN BE FOUND IN THE CURRENT REVISION OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION INSPECTION FORMS MANUAL.
- 12. VERIFY THAT ALL FLAGGING OPERATIONS ARE BEING CONDUCTED PER THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- 13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND APPLICABLE STANDARDS AND SPECIFICATIONS INCLUDED IN THE CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.
- 14. IDENTIFY AND CONTACT ALL POSSIBLE RESPONSE PERSONNEL; PREPLAN AND KEEP AN UPDATED ROSTER WITH PHONE NUMBERS:

- A. FEDERAL, STATE, AND LOCAL TRANSPORTATION AGENCIES (TRAFFIC MANAGEMENT CENTER);
- B. REGIONAL, COUNTY OR LOCAL 911 DISPATCH; AND
- C. TOWING AND RECOVERY PROVIDERS.
- 15. COMPLY WITH THE PROVISIONS OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS.
- 16. PROPOSE A RESPONSE/ACTION PLAN TO:
  - A. ESTABLISH ALTERNATE ROUTE PLANS PER THE PROVIDED ODOT PLAYBOOK;
  - B. REMOVE TRAFFIC DEMAND FROM IMPACTED ROADWAY(S);
  - C. DIVERT TRAFFIC TO ROUTES THAT CAN ACCOMMODATE DEMANDS;
  - D. DETOUR TRAFFIC AWAY FROM SENSITIVE AREAS (SUCH AS SCHOOLS, HOSPITALS, ETC.);
  - E. DISCUSS METHODS OF DETERMINING A STAGING AREA FOR RESPONDERS WITHIN OR NEAR THE CONSTRUCTION ZONE; AND
  - F. DISCUSS METHODS OF DEVELOPING INGRESS AND EGRESS SITES WITHIN THE CONSTRUCTION ZONE.

THE RESPONSE/ACTION PLAN SHALL BE SUBMITTED TO ODOT FOR ACCEPTANCE BEFORE THE CONTRACTOR'S FIRST DAY OF WORK.
- 17. PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS IN INCIDENT DETECTION AND VERIFICATION:
  - A. CALL 911/ NOTIFY TRAFFIC MANAGEMENT CENTER AND PROVIDE THE FOLLOWING:
    - I. LOCATION INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL.
    - II. NUMBER AND TYPE OF VEHICLES INVOLVED.
    - III. ESTIMATED EXTENT OF DAMAGE OR INJURY.
    - IV. ESTIMATED NUMBER OF PATIENTS INVOLVED.
    - V. ANY POTENTIAL HAZARDOUS CONDITIONS.
    - VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE.
  - B. INITIATE TRAFFIC MANAGEMENT / PROVIDE TRAFFIC CONTROL.
  - C. ASSIST MOTORIST WITH DISABLED VEHICLES.
  - D. RECOMMEND ROADWAY REPAIR NEEDS.
  - E. PROVIDE REPAIR RESOURCES.
- 18. ATTEND POST-INCIDENT DEBRIEFINGS IF REQUIRED.
 

THE DEPARTMENT WILL DEDUCT THE PRORATED DAILY AMOUNT OF THE UNIT PRICE BID FOR THE WTS FOR ANY DAY ON WHICH THE CONTRACTOR FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. SHOULD THE CONTRACTOR'S FAILURE TO PERFORM ANY OF THE DUTIES DESCRIBED ABOVE RESULT IN A MAINTENANCE OF TRAFFIC SAFETY ISSUE, THE DEPARTMENT WILL DEDUCT THE PRORATED DAILY AMOUNT FOR ITEM 614 MAINTENANCE OF TRAFFIC FROM THE CONTRACTOR'S NEXT SCHEDULED ESTIMATE.

IF THREE OR MORE FAILURES TO PERFORM THE DUTIES SET FORTH ABOVE OCCUR, THE WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED FOR THE WORKSITE TRAFFIC SUPERVISOR:

ITEM 614 WORKSITE TRAFFIC SUPERVISOR 12 MONTHS

**OVERNIGHT RAMP CLOSING**

THE CONTRACTOR MAY CLOSE ONE RAMP AT A TIME FOR ANY PROPOSED WORK. RESTRICT CLOSURES TO THE HOURS SHOWN IN THE PERMITTED LANE CLOSURE AND UNAUTHORIZED LANE USE TABLE. PROVIDE NOTICE TO THE RAMP TRAFFIC AT LEAST 72 HOURS IN ADVANCE THROUGH THE USE OF EITHER A GROUND MOUNTED FLAT SHEET SIGN OR A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS). PROVIDE A LEO WITH PATROL CAR FOR EACH RAMP CLOSURE TO REMAIN PRESENT FOR THE DURATION OF THE CLOSURE.

CLOSE RAMPS USING A PCMS ROUTING TRAFFIC TO THE NEXT LOGICAL ENTRANCE OR EXIT. PROVIDE A SECOND PCMS AT THAT LOCATION TO CONFIRM THE DETOUR AND TO PROVIDE THE INFORMATION NECESSARY TO RETURN MOTORISTS TO THEIR ORIGINAL DIRECTION OF TRAVEL.

DO NOT CLOSE MORE THAN ONE RAMP AT A TIME WITHIN THE PROJECT LIMITS.

ALTHOUGH THE PLANS CONTAIN BID ITEMS FOR LEOS AND PCMS, THEIR USE FOR THE OVERNIGHT CLOSURE OF RAMPS IS CONSIDERED INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC IN ORDER TO LIMIT THE FREQUENCY OF CLOSURES TO THE MINIMUM NEEDED TO PERFORM THE WORK.

AS AN ACCEPTABLE ALTERNATE, THE CONTRACTOR MAY PERFORM THE PROPOSED WORK AT THESE LOCATIONS WITHOUT TOTAL CLOSURES, SUBJECT TO THE PROVISIONS OF THE PERMITTED LANE CLOSURE AND UNAUTHORIZED LANE USE TABLE AND PROVIDED ONE 11' LANE IS MAINTAINED.

**TRUCK MOUNTED ATTENUATOR (I-71 ONLY)**

WHEN THE CONTRACTOR IS SETTING/REMOVING SHORT TERM WORK ZONES, A TRUCK MOUNTED ATTENUATOR (TMA) MUST TRAIL THE OPERATION, INCLUDING SETTING THE ADVANCE WARNING SIGNS UP OR TAKING THEM DOWN. THIS SAME TRUCK MUST HAVE A TYPE B FLASHING ARROW PANEL MOUNTED ON IT FACING THE REAR OF THE TRUCK. THE CONTRACTOR SHALL USE A TMA FOR ANY APPLICATION WHERE THE OMUTCD OR STANDARD CONSTRUCTION DRAWING USES THE PHRASE "OPTIONAL" OR "WHEN SPECIFIED IN THE PLAN".

THE TMA MUST BRING A VEHICLE WEIGHING 1800 TO 4500 LBS. AND TRAVELING AT 60 MPH TO A SAFE CONTROLLED STOP, PER NCHRP 350 CRITERIA. THE MANUFACTURER'S SPECIFICATION SHALL BE FOLLOWED CONCERNING THE SIZE OF THE TRUCK AND THE CONNECTIONS TO THE TMA.

ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PROVIDE A TMA ARE CONSIDERED INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC. FAILURE TO PROVIDE A TMA AS REQUIRED ABOVE SHALL RESULT IN A SUSPENSION OF WORK IN ACCORDANCE WITH C&MS 105.

**FLOODLIGHTING**

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

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

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MAINTENANCE OF TRAFFIC GENERAL NOTES

HAM-IR71-8.42

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| SHEET NUM.             |         |     |     |  |         |     |     |  |  | PART.     |               |     | ITEM | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION  | SEE SHEET NO. |
|------------------------|---------|-----|-----|--|---------|-----|-----|--|--|-----------|---------------|-----|------|----------|-------------|------|--|---------------|
| 23                     | 24      | 26  | 169 |  | 172     | 173 | 180 |  |  | 01/IMS/PV | 02/IMS/B<br>R | 03/ |      |          |             |      |  |               |
| <b>EROSION CONTROL</b> |         |     |     |  |         |     |     |  |  |           |               |     |      |          |             |      |  |               |
|                        |         |     |     |  | 36      | 1   |     |  |  | 37        |               |     | 659  | 00300    | 37          | CY   | TOPSOIL  |               |
| 1,789                  |         |     |     |  |         | 77  |     |  |  | 1,866     |               |     | 659  | 10000    | 1,866       | SY   | SEEDING AND MULCHING                                       |               |
| 89                     |         |     |     |  |         |     |     |  |  | 89        |               |     | 659  | 14000    | 89          | SY   | REPAIR SEEDING AND MULCHING                                |               |
| 0.24                   |         |     |     |  |         |     |     |  |  | 0.24      |               |     | 659  | 20000    | 0.24        | TON  | COMMERCIAL FERTILIZER                                      |               |
| 0.37                   |         |     |     |  |         |     |     |  |  | 0.37      |               |     | 659  | 31000    | 0.37        | ACRE | LIME   |               |
| 10                     |         |     |     |  |         |     |     |  |  | 10        |               |     | 659  | 35000    | 10          | MGAL | WATER  |               |
|                        |         |     |     |  | 320     |     |     |  |  | 320       |               |     | 670  | 00700    | 320         | SY   | DITCH EROSION PROTECTION                                   |               |
|                        |         |     |     |  |         |     |     |  |  | LS        |               |     | 832  | 15000    | LS          |      | STORM WATER POLLUTION PREVENTION PLAN                      |               |
|                        |         |     |     |  |         |     |     |  |  | 25,000    |               |     | 832  | 30000    | 25,000      | EACH | EROSION CONTROL  |               |
| <b>DRAINAGE</b>        |         |     |     |  |         |     |     |  |  |           |               |     |      |          |             |      |  |               |
|                        |         |     |     |  |         | 20  |     |  |  | 20        |               |     | 519  | 11100    | 20          | SF   | PATCHING CONCRETE STRUCTURE                                |               |
|                        |         |     |     |  | 3,907   |     |     |  |  | 3,907     |               |     | 605  | 11100    | 3,907       | FT   | 6" SHALLOW PIPE UNDERDRAINS                                |               |
| 100                    |         |     |     |  |         |     |     |  |  | 100       |               |     | 605  | 13300    | 100         | FT   | 6" UNCLASSIFIED PIPE UNDERDRAINS                           |               |
|                        |         |     |     |  | 2,421   |     |     |  |  | 2,421     |               |     | 605  | 14000    | 2,421       | FT   | 6" BASE PIPE UNDERDRAINS                                   |               |
|                        |         |     |     |  | 60      |     |     |  |  | 60        |               |     | 611  | 00510    | 60          | FT   | 6" CONDUIT, TYPE F FOR UNDERDRAIN OUTLETS                  |               |
| 10                     |         |     |     |  |         |     |     |  |  | 10        |               |     | 611  | 01500    | 10          | FT   | 6" CONDUIT, TYPE F   |               |
|                        |         |     |     |  | 25      |     |     |  |  | 25        |               |     | 611  | 05900    | 25          | FT   | 15" CONDUIT, TYPE B  |               |
|                        |         |     |     |  | 3       |     |     |  |  | 3         |               |     | 611  | 98634    | 3           | EACH | CATCH BASIN RECONSTRUCTED TO GRADE                         | 227           |
| 5                      |         |     |     |  |         |     |     |  |  | 5         |               |     | 611  | 98690    | 5           | EACH | CATCH BASIN, MISC.: REPAIR STRUCTURE                       | 23            |
|                        |         |     |     |  | 1       |     |     |  |  | 1         |               |     | 611  | 99154    | 1           | EACH | INLET RECONSTRUCTED TO GRADE                               |               |
|                        |         |     |     |  | 1       |     |     |  |  | 1         |               |     | 611  | 99155    | 1           | EACH | INLET RECONSTRUCTED TO GRADE, AS PER PLAN                  | 228           |
|                        |         |     |     |  | 3       |     |     |  |  | 3         |               |     | 611  | 99500    | 3           | EACH | INLET, MISC.: REMOVE AND REPLACE                           | 187, 194      |
| 2                      |         |     |     |  |         |     |     |  |  | 2         |               |     | 611  | 99500    | 2           | EACH | INLET, MISC.: REPAIR STRUCTURE                             | 23            |
|                        |         |     |     |  | 3       |     |     |  |  | 3         |               |     | 611  | 99660    | 3           | EACH | MANHOLE RECONSTRUCTED TO GRADE                             | 194, 227      |
| <b>PAVEMENT</b>        |         |     |     |  |         |     |     |  |  |           |               |     |      |          |             |      |  |               |
|                        | 6,177   |     |     |  |         |     |     |  |  | 6,177     |               |     | 252  | 01000    | 6,177       | SY   | FULL DEPTH RIGID PAVEMENT REMOVAL AND FLEXIBLE REPLACEMENT |               |
|                        | 27,796  |     |     |  |         |     |     |  |  | 27,796    |               |     | 252  | 01500    | 27,796      | FT   | FULL DEPTH PAVEMENT SAWING                                 |               |
|                        |         | 600 |     |  |         |     |     |  |  | 600       |               |     | 253  | 02000    | 600         | CY   | PAVEMENT REPAIR  |               |
|                        |         |     |     |  | 6,672   |     |     |  |  | 6,672     |               |     | 254  | 01000    | 6,672       | SY   | PAVEMENT PLANING, ASPHALT CONCRETE, 4 3/4"                 |               |
|                        |         |     |     |  | 172,199 |     |     |  |  | 172,199   |               |     | 254  | 01000    | 172,199     | SY   | PAVEMENT PLANING, ASPHALT CONCRETE, 4 1/4"                 |               |
|                        |         |     |     |  | 7,850   |     |     |  |  | 7,850     |               |     | 254  | 01000    | 7,850       | SY   | PAVEMENT PLANING, ASPHALT CONCRETE, 4"                     |               |
|                        |         |     |     |  | 189,592 |     |     |  |  | 189,592   |               |     | 254  | 01000    | 189,592     | SY   | PAVEMENT PLANING, ASPHALT CONCRETE, 3 1/4"                 |               |
|                        |         |     |     |  | 29,058  |     |     |  |  | 29,058    |               |     | 254  | 01000    | 29,058      | SY   | PAVEMENT PLANING, ASPHALT CONCRETE, 3"                     |               |
|                        |         |     |     |  | 842     |     |     |  |  | 842       |               |     | 254  | 01000    | 842         | SY   | PAVEMENT PLANING, ASPHALT CONCRETE, AVG 3.63"              |               |
|                        |         |     |     |  | 991     |     |     |  |  | 991       |               |     | 254  | 01000    | 991         | SY   | PAVEMENT PLANING, ASPHALT CONCRETE, AVG 2.25"              |               |
|                        |         |     |     |  | 1,650   |     |     |  |  | 1,650     |               |     | 254  | 01000    | 1,650       | SY   | PAVEMENT PLANING, ASPHALT CONCRETE, AVG 6.38"              |               |
|                        | 200,000 |     |     |  |         |     |     |  |  | 200,000   |               |     | 254  | 01001    | 200,000     | SY   | PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN            | 24            |
|                        |         |     |     |  |         | 1   |     |  |  | 1         |               |     | 301  | 46000    | 1           | CY   | ASPHALT CONCRETE BASE, PG64-22                             |               |
|                        |         |     |     |  | 492     | 24  |     |  |  | 2,665     |               |     | 302  | 46000    | 2,665       | CY   | ASPHALT CONCRETE BASE, PG64-22                             |               |
|                        |         |     |     |  |         |     |     |  |  | 1,759     |               |     | 304  | 20000    | 2,275       | CY   | AGGREGATE BASE   |               |
|                        |         |     |     |  |         |     |     |  |  | 20,942    |               |     | 407  | 10000    | 20,942      | GAL  | TACK COAT  |               |
|                        |         |     |     |  |         |     |     |  |  | 10,464    |               |     | 407  | 13900    | 10,464      | GAL  | TACK COAT, 702.13  |               |
|                        |         |     |     |  |         |     |     |  |  | 17,783    |               |     | 407  | 20000    | 17,783      | GAL  | NON-TRACKING TACK COAT                                     |               |
|                        |         |     |     |  |         | 3   |     |  |  | 3         |               |     | 441  | 50000    | 3           | CY   | ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22    |               |
|                        | 25,180  |     |     |  |         |     |     |  |  | 25,180    |               |     | 442  | 00100    | 25,180      | CY   | ANTI-SEGREGATION EQUIPMENT                                 |               |
|                        |         |     |     |  |         |     |     |  |  | 24,192    |               |     | 442  | 10100    | 24,192      | CY   | ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE A (446)  |               |
|                        |         |     |     |  |         |     |     |  |  | 1,282     |               |     | 442  | 20100    | 1,282       | CY   | ASPHALT CONCRETE INTERMEDIATE COURSE, 9.5 MM, TYPE A (448) |               |
|                        |         |     |     |  | 53      |     |     |  |  | 53        |               |     | 452  | 09010    | 53          | SY   | 4" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1             |               |
|                        |         |     |     |  |         | 68  |     |  |  | 68        |               |     | 452  | 13010    | 68          | SY   | 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC1             |               |
|                        |         |     |     |  |         |     |     |  |  | 21.1      |               |     | 618  | 40601    | 21.1        | MILE | RUMBLE STRIPS, (ASPHALT CONCRETE), AS PER PLAN             | 24            |
|                        |         |     |     |  |         |     |     |  |  | 18,474    |               |     | 806  | 00100    | 18,474      | CY   | ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A            |               |

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 CHECKED KSC  
**GENERAL SUMMARY**  
**HAM-IR71-8.42**  
 158  
 441

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| SHEET NUM.   |  |  |  |  |  |  |  |  |  | PART.     |               |         | ITEM    | ITEM EXT | GRAND TOTAL | UNIT  | DESCRIPTION   | SEE SHEET NO. |
|--|--|--|--|--|--|--|--|--|--|-----------|---------------|---------|---------|----------|-------------|---|---|---------------|
|  |  |  |  |  |  |  |  |  |  | 01/IMS/PV | 02/TMS/B<br>R | 03/     |         |          |             |   |   |               |
| <b>STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068L)</b>            |  |  |  |  |  |  |  |  |  |           |               |         |         |          |             |   |   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | LS      | 201     | 11001    | LS          | CLEARING AND GRUBBING, AS PER PLAN                            | 339   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | LS      | 202     | 11203    | LS          | PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN | 339   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 296     | 202     | 22900    | 296         | SY  | APPROACH SLAB REMOVED   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 12      | 202     | 98100    | 12          | EACH  | REMOVAL MISC.: SCUPPER AND DOWNSPOUT REMOVAL (EACH)   | 369           |
|  |  |  |  |  |  |  |  |  |  |           |               | LS      | 503     | 11100    | LS          | COFFERDAMS AND EXCAVATION BRACING                             |   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 83      | 503     | 21100    | 83          | CY  | UNCLASSIFIED EXCAVATION   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 154,359 | 509     | 10000    | 154,359     | LB  | EPOXY COATED REINFORCING STEEL  |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 306     | 510     | 10001    | 306         | EACH  | DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN  | 339           |
|  |  |  |  |  |  |  |  |  |  |           |               | 467     | 511     | 34447    | 467         | CY  | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN   | 343           |
|  |  |  |  |  |  |  |  |  |  |           |               | 128     | 511     | 34449    | 128         | CY  | CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET), AS PER PLAN  | 343           |
|  |  |  |  |  |  |  |  |  |  |           |               | 71      | 511     | 44110    | 71          | CY  | CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING  |               |
|  |  |  |  |  |  |  |  |  |  |           |               | LS      | 511     | 81200    | LS          | CONCRETE, MISC.: SURVEYING EXISTING BRIDGE                    | 410   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 1,553   | 512     | 10100    | 1,553       | SY  | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 120     | SPECIAL | 51271500 | 120         | SY  | URETHANE TOP COAT SEALER  | 341           |
|  |  |  |  |  |  |  |  |  |  |           |               | 1,553   | 512     | 74000    | 1,553       | SY  | REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 4,053   | 513     | 20000    | 4,053       | EACH  | WELDED STUD SHEAR CONNECTORS  |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 250     | 513     | 95030    | 250         | EACH  | STRUCTURAL STEEL, MISC.: WELDING CROSSFRAME STIFFENERS  | 392           |
|  |  |  |  |  |  |  |  |  |  |           |               | 80      | 513     | 95030    | 80          | EACH  | STRUCTURAL STEEL, MISC.: DRILLING STRUCTURAL STEEL, GRINDING, AND NDT                                   | 339           |
|  |  |  |  |  |  |  |  |  |  |           |               | 160     | 513     | 95030    | 160         | EACH  | STRUCTURAL STEEL, MISC.: PENCIL ABRASIVE BLASTING, GRINDING, AND NDT                                    | 340           |
|  |  |  |  |  |  |  |  |  |  |           |               | 6       | 513     | 95030    | 6           | EACH  | STRUCTURAL STEEL, MISC.: INTERMEDIATE CROSSFRAME  | 392           |
|  |  |  |  |  |  |  |  |  |  |           |               | 3       | 513     | 95030    | 3           | EACH  | STRUCTURAL STEEL, MISC.: REMOVE EXISTING INTERMEDIATE CROSSFRAME  | 390           |
|  |  |  |  |  |  |  |  |  |  |           |               | 2       | 513     | 95030    | 2           | EACH  | STRUCTURAL STEEL, MISC.: FIELD WELD CRACK REPAIR  | 390A          |
|  |  |  |  |  |  |  |  |  |  |           |               | 1       | 513     | 95030    | 1           | EACH  | STRUCTURAL STEEL, MISC.: BEARING STIFFENER REPAIR   | 390A          |
|  |  |  |  |  |  |  |  |  |  |           |               | 413     | 514     | 20001    | 413         | SF  | FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN   | 340           |
|  |  |  |  |  |  |  |  |  |  |           |               | 146     | 516     | 11210    | 146         | FT  | STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 140     | 516     | 14020    | 140         | FT  | SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 7       | 516     | 44201    | 7           | EACH  | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, 11 1/2"x1'-2"x3.22" | 340           |
|  |  |  |  |  |  |  |  |  |  |           |               | 7       | 516     | 44401    | 7           | EACH  | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, 11 1/2"x1'-1"x5.04" | 340           |
|  |  |  |  |  |  |  |  |  |  |           |               | LS      | 516     | 47000    | LS          | JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE               |   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | LS      | 518     | 21230    | LS          | POROUS BACKFILL WITH GEOTEXTILE FABRIC                        |   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 1,647   | SPECIAL | 51900100 | 1,647       | SF  | COMPOSITE FIBER WRAP SYSTEM   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 12      | 519     | 11101    | 12          | SF  | PATCHING CONCRETE STRUCTURE, AS PER PLAN  | 340           |
|  |  |  |  |  |  |  |  |  |  |           |               | 296     | 526     | 25001    | 296         | SY  | REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN   | 343           |
|  |  |  |  |  |  |  |  |  |  |           |               | 141     | 526     | 90010    | 141         | FT  | TYPE A INSTALLATION   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 40      | SPECIAL | 53000500 | 40          | HOUR  | STRUCTURES: STRUCTURE INSPECTION AND MECHANIZED ACCESS  | 340           |
|  |  |  |  |  |  |  |  |  |  |           |               | 502     | 607     | 39900    | 502         | FT  | VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC   |               |
| <b>STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068L) ALT. BID 1</b> |  |  |  |  |  |  |  |  |  |           |               |         |         |          |             |   |   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 482     | 514     | 00050    | 482         | SF  | SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL  |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 482     | 514     | 00056    | 482         | SF  | FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 482     | 514     | 00060    | 482         | SF  | FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT  |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 482     | 514     | 00066    | 482         | SF  | FIELD PAINTING STRUCTURAL STEEL, FINISH COAT  |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 1       | 514     | 00504    | 1           | MNHR  | GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 1       | 514     | 10000    | 1           | EACH  | FINAL INSPECTION REPAIR   |               |
| <b>STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068L) ALT. BID 2</b> |  |  |  |  |  |  |  |  |  |           |               |         |         |          |             |   |   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 24,625  | 514     | 00050    | 24,625      | SF  | SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL  |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 24,625  | 514     | 00056    | 24,625      | SF  | FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 24,625  | 514     | 00060    | 24,625      | SF  | FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT  |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 24,625  | 514     | 00066    | 24,625      | SF  | FIELD PAINTING STRUCTURAL STEEL, FINISH COAT  |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 50      | 514     | 00504    | 50          | MNHR  | GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL   |               |
|  |  |  |  |  |  |  |  |  |  |           |               | 18      | 514     | 10000    | 18          | EACH  | FINAL INSPECTION REPAIR   |               |

GENERAL SUMMARY

HAM-IR71-8.42

A - REVISED 03/15/2018  
 A - REVISED 03/02/2018  
 A - REVISED 02/26/2018  
 A - REVISED 02/21/2018  
 A - REVISED 01/23/2018

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| SHEET NUM.   |  |  |  |  |  |  |  |  |  | PART.     |           |         | ITEM    | ITEM EXT | GRAND TOTAL | UNIT | DESCRIPTION   | SEE SHEET NO. |
|--|--|--|--|--|--|--|--|--|--|-----------|-----------|---------|---------|----------|-------------|------|---|---------------|
|  |  |  |  |  |  |  |  |  |  | 01/IMS/PV | 02/TMS/BR | 03/     |         |          |             |      |   |               |
| <b>STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068R)</b>            |  |  |  |  |  |  |  |  |  |           |           |         |         |          |             |      |   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | LS      | 201     | 11001    | LS          |      | CLEARING AND GRUBBING, AS PER PLAN  | 339           |
|  |  |  |  |  |  |  |  |  |  |           |           | LS      | 202     | 11203    | LS          |      | PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN   | 339           |
|  |  |  |  |  |  |  |  |  |  |           |           | 454     | 202     | 22900    | 454         | SY   | APPROACH SLAB REMOVED   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | LS      | 202     | 98000    | LS          |      | REMOVAL MISC.: SIGN TRUSS SUPPORT BRACKETS  | 389           |
|  |  |  |  |  |  |  |  |  |  |           |           | 20      | 202     | 98100    | 20          | EACH | REMOVAL MISC.: SCUPPER AND DOWNSPOUT REMOVAL (EACH)   | 368           |
|  |  |  |  |  |  |  |  |  |  |           |           | LS      | 503     | 11100    | LS          |      | COFFERDAMS AND EXCAVATION BRACING   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 126     | 503     | 21100    | 126         | CY   | UNCLASSIFIED EXCAVATION   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 235,915 | 509     | 10000    | 235,915     | LB   | EPOXY COATED REINFORCING STEEL  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 294     | 510     | 10001    | 294         | EACH | DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN  | 339           |
|  |  |  |  |  |  |  |  |  |  |           |           | 763     | 511     | 34447    | 763         | CY   | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN   | 343           |
|  |  |  |  |  |  |  |  |  |  |           |           | 140     | 511     | 34449    | 140         | CY   | CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET), AS PER PLAN  | 343           |
|  |  |  |  |  |  |  |  |  |  |           |           | 105     | 511     | 44110    | 105         | CY   | CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | LS      | 511     | 81200    | LS          |      | CONCRETE, MISC.: SURVEYING EXISTING BRIDGE  | 409           |
|  |  |  |  |  |  |  |  |  |  |           |           | 1,875   | 512     | 10100    | 1,875       | SY   | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 105     | SPECIAL | 51271500 | 105         | SY   | URETHANE TOP COAT SEALER  | 341           |
|  |  |  |  |  |  |  |  |  |  |           |           | 1,875   | 512     | 74000    | 1,875       | SY   | REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 6,867   | 513     | 20000    | 6,867       | EACH | WELDED STUD SHEAR CONNECTORS  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 466     | 513     | 95030    | 466         | EACH | STRUCTURAL STEEL, MISC.: WELDING CROSSFRAME STIFFENERS  | 392           |
|  |  |  |  |  |  |  |  |  |  |           |           | 10      | 513     | 95030    | 10          | EACH | STRUCTURAL STEEL, MISC.: INTERMEDIATE CROSSFRAME  | 392           |
|  |  |  |  |  |  |  |  |  |  |           |           | 621     | 514     | 20001    | 621         | SF   | FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN   | 340           |
|  |  |  |  |  |  |  |  |  |  |           |           | 219     | 516     | 11210    | 219         | FT   | STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 213     | 516     | 14020    | 213         | FT   | SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 11      | 516     | 44201    | 11          | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, 1'-0"x1'-2"x3.25"   | 340           |
|  |  |  |  |  |  |  |  |  |  |           |           | 11      | 516     | 44201    | 11          | EACH | ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, 11 1/2"x1'-2"x3.22" | 340           |
|  |  |  |  |  |  |  |  |  |  |           |           | LS      | 516     | 47000    | LS          |      | JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | LS      | 518     | 21230    | LS          |      | POROUS BACKFILL WITH GEOTEXTILE FABRIC  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 1,997   | SPECIAL | 51900100 | 1,997       | SF   | COMPOSITE FIBER WRAP SYSTEM   | 341           |
|  |  |  |  |  |  |  |  |  |  |           |           | 64      | 519     | 11101    | 64          | SF   | PATCHING CONCRETE STRUCTURE, AS PER PLAN  | 340           |
|  |  |  |  |  |  |  |  |  |  |           |           | 454     | 526     | 25001    | 454         | SY   | REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN   | 343           |
|  |  |  |  |  |  |  |  |  |  |           |           | 215     | 526     | 90010    | 215         | FT   | TYPE A INSTALLATION   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 556     | 607     | 79900    | 556         | FT   | VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC   |               |
| <b>STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068R) ALT. BID 1</b> |  |  |  |  |  |  |  |  |  |           |           |         |         |          |             |      |   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 450     | 514     | 00050    | 450         | SF   | SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 450     | 514     | 00056    | 450         | SF   | FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 450     | 514     | 00060    | 450         | SF   | FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 450     | 514     | 00066    | 450         | SF   | FIELD PAINTING STRUCTURAL STEEL, FINISH COAT  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 1       | 514     | 00504    | 1           | MNHR | GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 1       | 514     | 10000    | 1           | EACH | FINAL INSPECTION REPAIR   |               |
| <b>STRUCTURE OVER 20 FOOT SPAN (HAM-71-1068R) ALT. BID 2</b> |  |  |  |  |  |  |  |  |  |           |           |         |         |          |             |      |   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 41,195  | 514     | 00050    | 41,195      | SF   | SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 41,195  | 514     | 00056    | 41,195      | SF   | FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT   |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 41,195  | 514     | 00060    | 41,195      | SF   | FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 41,195  | 514     | 00066    | 41,195      | SF   | FIELD PAINTING STRUCTURAL STEEL, FINISH COAT  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 200     | 514     | 00504    | 200         | MNHR | GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL  |               |
|  |  |  |  |  |  |  |  |  |  |           |           | 31      | 514     | 10000    | 31          | EACH | FINAL INSPECTION REPAIR   |               |

**GENERAL SUMMARY**

**HAM-IR71-8.42**

- △ - REVISED 03/15/2018
- △ - REVISED 03/02/2018
- △ - REVISED 02/26/2018
- △ - REVISED 02/23/2018
- △ - REVISED 02/21/2018
- △ - REVISED 01/29/2018



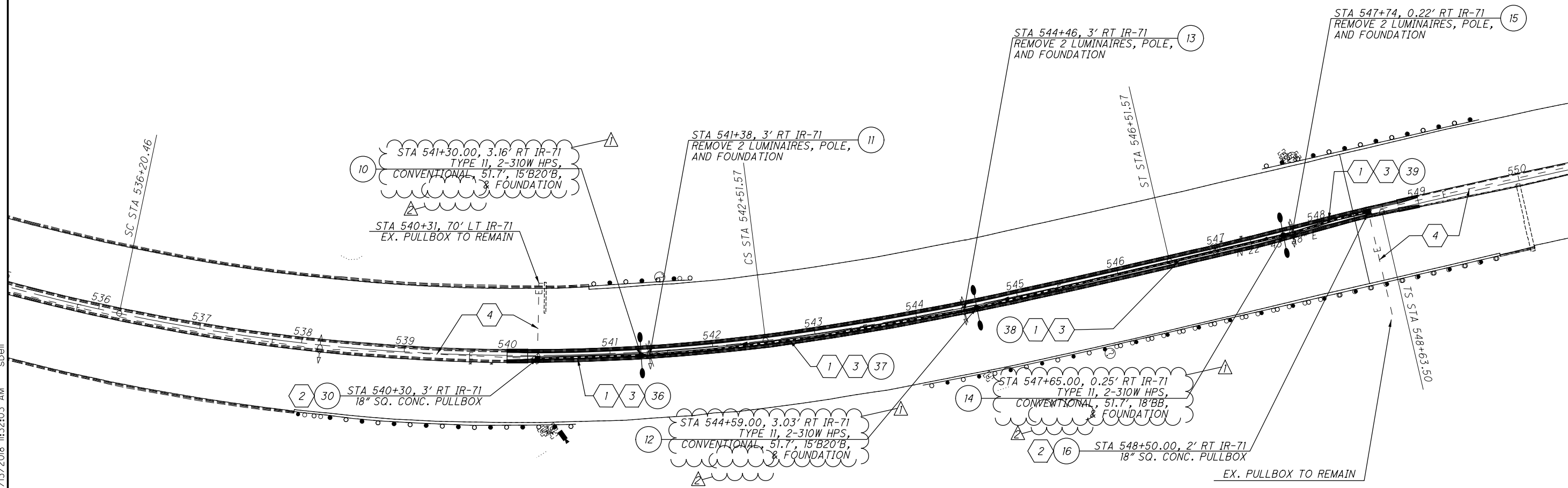
CALCULATED SDC  
CHECKED SCS

**LIGHTING PLAN - IR-71 NORTH CROSSOVER  
FOR MOT, STA 540+00 TO STA 549+00**

**HAM-IR71-8.42**

328  
441

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**CODED NOTES:**

- 1 2" CONDUIT WITH THREE NO. 2 AWG 2400 VOLT DISTRIBUTION CABLES
- 2 REMOVE EXISTING PULL BOX
- 3 EXISTING DUCT CABLE AND CONDUCTORS TO BE REMOVED
- 4 EXISTING DUCT CABLE AND CONDUCTORS TO REMAIN
- 5 2" CONDUIT WITH THREE NO. 4 AWG 2400 VOLT DISTRIBUTION CABLES
- 6 REMOVE EXISTING CONDUCTORS, CLEAN CONDUIT AND PROVIDE THREE NO. 4 AWG 2400 VOLT DISTRIBUTION CABLES

- REVISED 03/13/2018  
- REVISED 02/22/2018

FOR LEGEND AND ABBREVIATIONS, SEE SHEET 325.

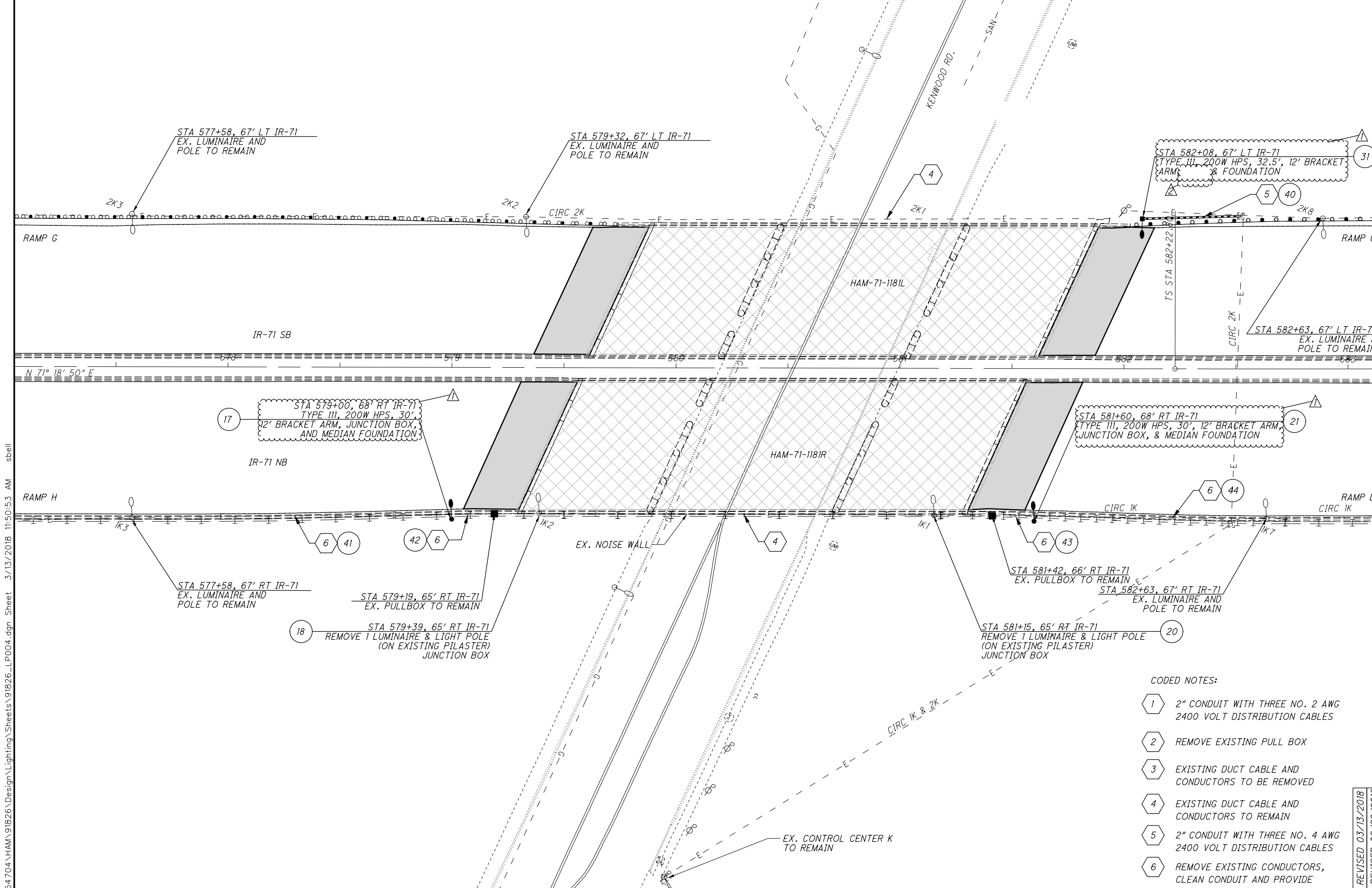


CALCULATED SDC CHECKED SCS

LIGHTING PLAN - IR-71  
KENWOOD ROAD HAM-71-1181L / R

HAM-IR71-8.42

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CODED NOTES:

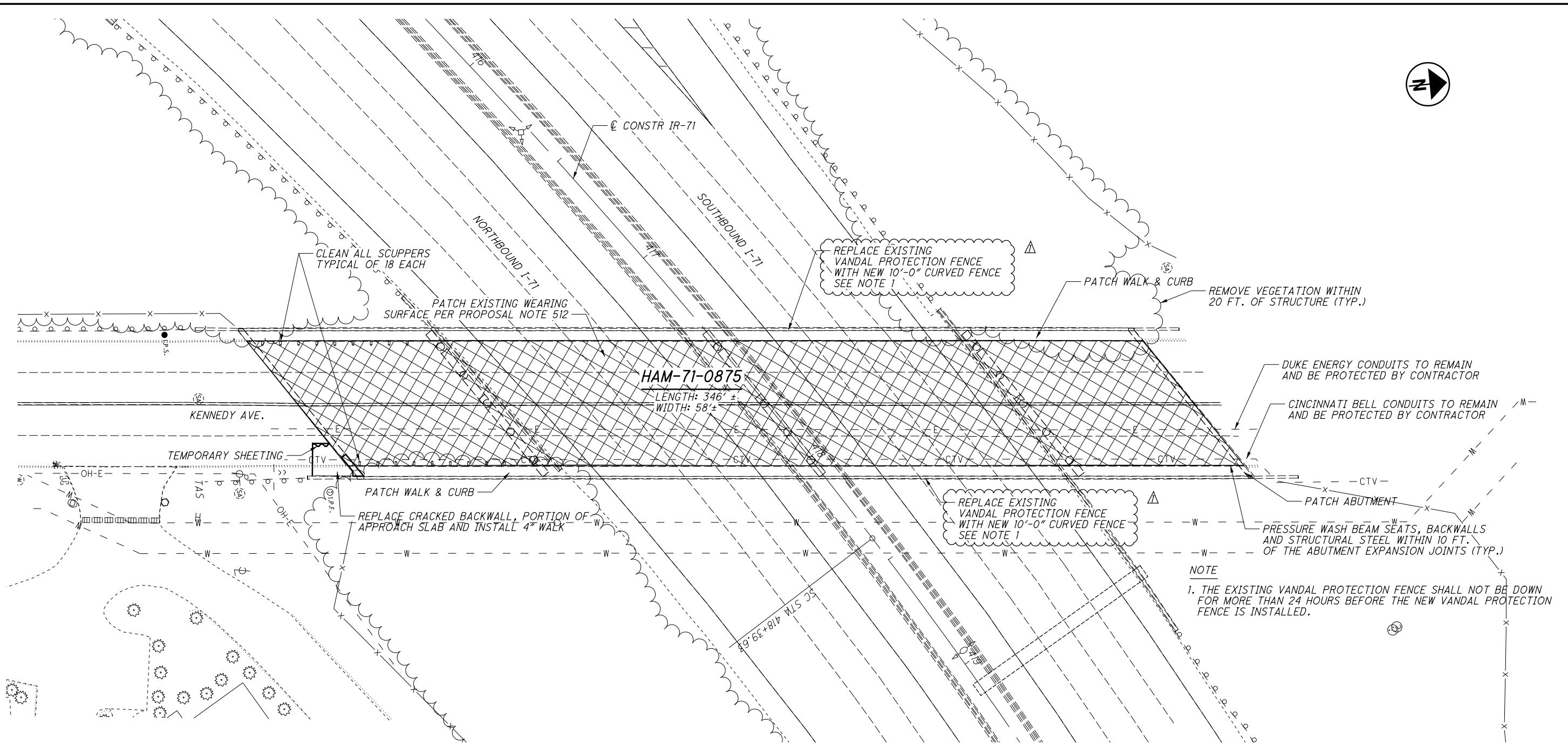
- 1 2" CONDUIT WITH THREE NO. 2 AWG 2400 VOLT DISTRIBUTION CABLES
- 2 REMOVE EXISTING PULL BOX
- 3 EXISTING DUCT CABLE AND CONDUCTORS TO BE REMOVED
- 4 EXISTING DUCT CABLE AND CONDUCTORS TO REMAIN
- 5 2" CONDUIT WITH THREE NO. 4 AWG 2400 VOLT DISTRIBUTION CABLES
- 6 REMOVE EXISTING CONDUCTORS, CLEAN CONDUIT AND PROVIDE THREE NO. 4 AWG 2400 VOLT DISTRIBUTION CABLES

- REVISED 03/13/2018  
- REVISED 02/22/2018

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**PLAN**

**LEGEND**

SEAL WEARING SURFACE WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM)

| EXISTING STRUCTURE  |
|---|
| TYPE: CONTINUOUS WELDED PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE |
| SPANS: 72'-0", 107'-0", 100'-0", 65'-0"   |
| ROADWAY: 48'-0"± F/F OF 4'-0" SIDEWALKS   |
| LOADING: C.F. = 2000 (57)   |
| SKEW: 39°20'0" R.F.   |
| APPROACH SLABS: AS-1-67 (25'-0" LONG)   |
| ALIGNMENT: TANGENT  |
| CROWN: 0.016±   |
| STRUCTURAL FILE NUMBER: 3115283   |
| DATE BUILT: 1972  |

| PROPOSED STRUCTURE  |
|---|
| TYPE: CONTINUOUS WELDED PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE |
| SPANS: 72'-0", 107'-0", 100'-0", 65'-0"   |
| ROADWAY: 48'-0"± F/F OF 4'-0" SIDEWALKS   |
| LOADING: C.F. = 2000 (57)   |
| SKEW: 39°20'0" R.F.   |
| APPROACH SLABS: AS-1-67 (25'-0" LONG)   |
| ALIGNMENT: TANGENT  |
| CROWN: 0.016±   |
| COORDINATES: LATITUDE 39°10'11" N<br>LONGITUDE 84°25'12" W                          |

**PROPOSED WORK:**

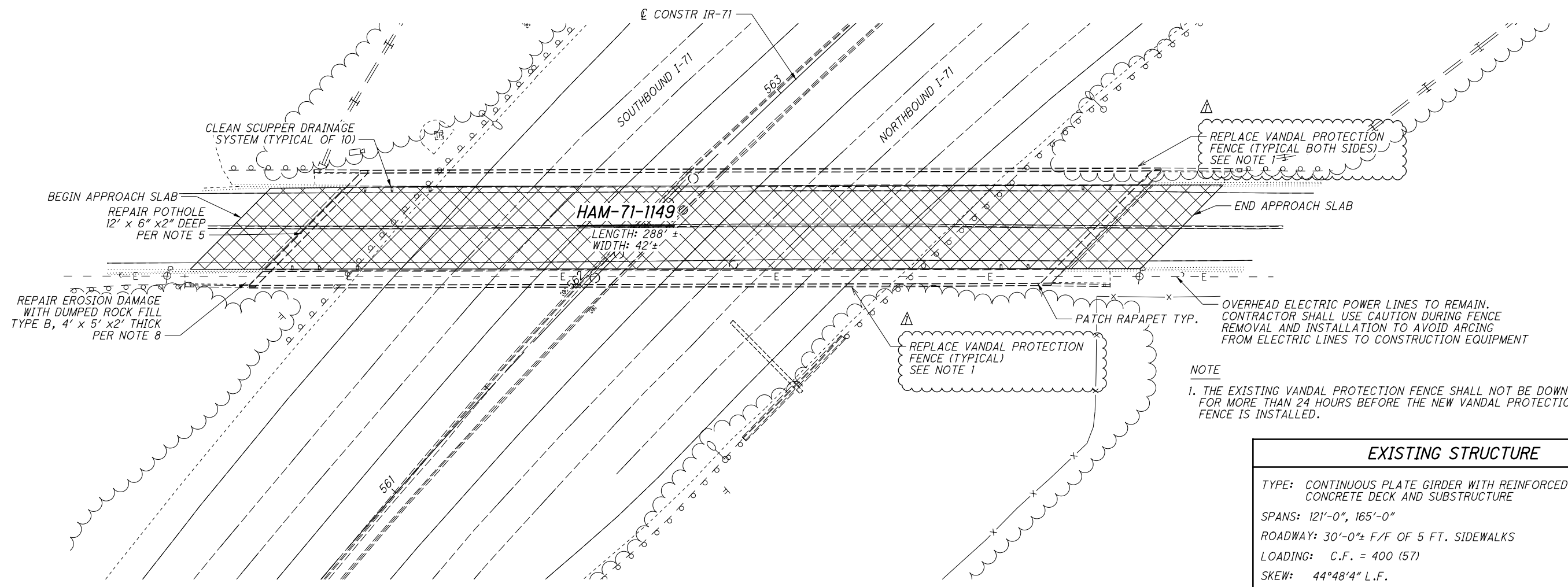
1. PATCH EXISTING MICRO-SILICA WEARING SURFACE PER PROPOSAL NOTE 512, TYPE B.
2. SEAL WEARING SURFACE WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM), PER ITEM 512.
3. PATCH EXISTING SIDEWALK/CURB AND SUBSTRUCTURE WITH CMS ITEM 519 PATCHING.
4. REMOVE VEGETATION WITHIN 20 FEET OF STRUCTURE.
5. CLEAN SCUPPERS.
6. REPLACE EXISTING VANDAL PROTECTION FENCE WITH NEW 12'-0" CURVED FENCE.
7. REPLACE CRACKED BACKWALL AND PORTION OF APPROACH SLAB.
8. PRESSURE WASH BEAM SEATS, BACKWALLS AND STRUCTURAL STEEL WITHIN 10 FEET OF THE ABUTMENT EXPANSION JOINTS.
9. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH MAINTENANCE OF TRAFFIC PLANS AND NOTES.

|  |  |                   |                                  |  |                   |
|--|--|-------------------|----------------------------------|--|-------------------|
| <b>GENERAL PLAN</b><br>HAM-71-0875<br>KENNEDY AVE OVER IR-71 | DESIGN AGENCY<br>BURGESS & NIPLE<br>302 PLUM ST. CINCINNATI OH | DATE<br>2/20/2017 | STRUCTURE FILE NUMBER<br>3115283 | DESIGNER<br>XAC  | CHECKED<br>SJA    |
| DRAWN<br>XAC   | REVISIONS<br>REVISED   | REVIEWED<br>DWL   | DATE<br>2/20/2017                | DESIGN AGENCY<br>BURGESS & NIPLE<br>302 PLUM ST. CINCINNATI OH | DATE<br>2/20/2017 |

A - REVISED 03/15/2018

|               |            |
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| PID No. 91826 | 344<br>441 |

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**PLAN**

**LEGEND**

 SEAL WEARING SURFACE OF DECK AND APPROACH SLABS WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM).

**PROPOSED WORK:**

1. REPLACE THE EXISTING VANDAL PROTECTION FENCE WITH A NEW 12' CURVED VANDAL PROTECTION FENCE.
2. REPAIR PORTIONS OF PARAPET THAT ARE SPALLED USING 519 SPECIFICATIONS.
3. PAINT ALL SUPERSTRUCTURE STEEL PER OZEU SPECIFICATIONS. FINISH COAT COLOR TO BE FEDERAL COLOR NUMBER 14277.
4. REMOVE EXISTING SEALER AND RESEAL PARAPETS, SIDEWALKS, DECK EDGES, PIERS, AND ABUTMENTS WITH EPOXY URETHANE SEALER.
5. PATCH SMALL POTHOLE NEAR THE EXPANSION JOINT PER PROPOSAL NOTE 512, TYPE B.
6. SEAL WEARING SURFACE OF DECK AND APPROACH SLABS WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM) PER ITEM 512.
7. CLEAN SCUPPER DRAINAGE SYSTEM.
8. REPAIR EROSION AT THE SOUTH WEST END OF THE APPROACH SLAB.
9. REPLACE MISSING OR DAMAGED RAISED PAVEMENT MARKERS IN KIND PER ITEM 621.
10. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH MAINTENANCE OF TRAFFIC PLANS AND NOTES.

**NOTE**

1. THE EXISTING VANDAL PROTECTION FENCE SHALL NOT BE DOWN FOR MORE THAN 24 HOURS BEFORE THE NEW VANDAL PROTECTION FENCE IS INSTALLED.

| EXISTING STRUCTURE   |
|--|
| TYPE: CONTINUOUS PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE |
| SPANS: 121'-0", 165'-0"  |
| ROADWAY: 30'-0"± F/F OF 5 FT. SIDEWALKS                                      |
| LOADING: C.F. = 400 (57)   |
| SKEW: 44°48'4" L.F.  |
| APPROACH SLABS: AS-1-54 (25'-0" LONG)  |
| ALIGNMENT: TANGENT   |
| CROWN: 0.016   |
| STRUCTURAL FILE NUMBER: 3106934  |
| DATE BUILT: 1969   |

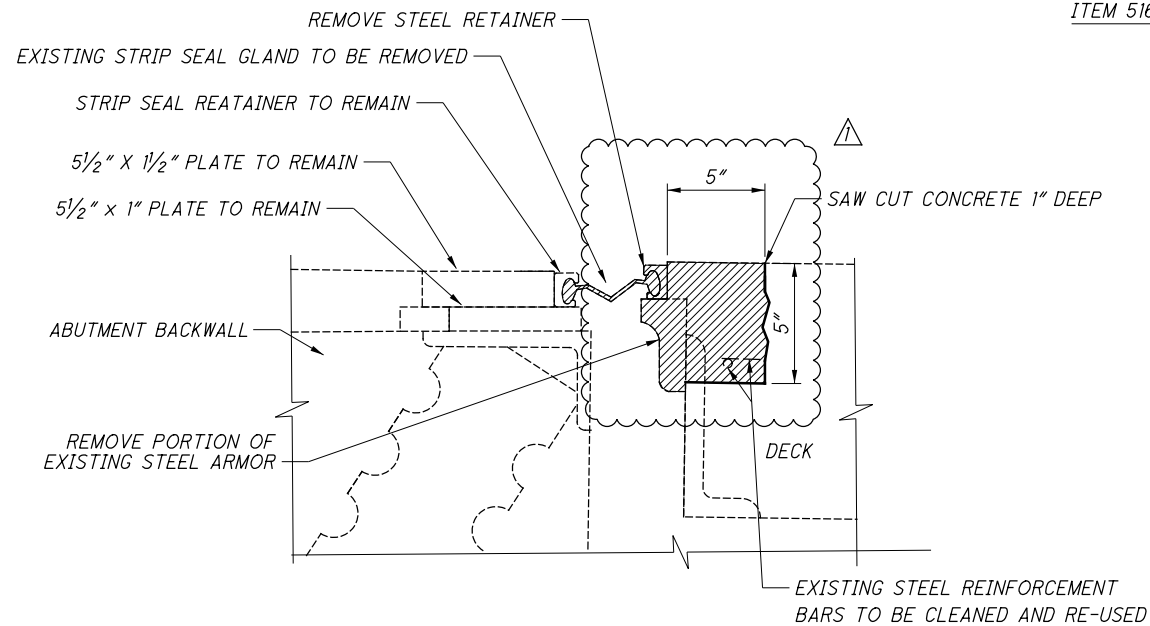
| PROPOSED STRUCTURE   |
|--|
| TYPE: CONTINUOUS PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE |
| SPANS: 121'-0", 165'-0"  |
| ROADWAY: 30'-0"± F/F OF 5 FT. SIDEWALKS                                      |
| LOADING: C.F. = 400 (57)   |
| SKEW: 44°48'4" L.F.  |
| APPROACH SLABS: AS-1-54 (25'-0" LONG)  |
| ALIGNMENT: TANGENT   |
| CROWN: 0.016   |
| COORDINATES: LATITUDE 39°11'33" N<br>LONGITUDE 84°23'12" W                   |



REVISION 03/15/2018

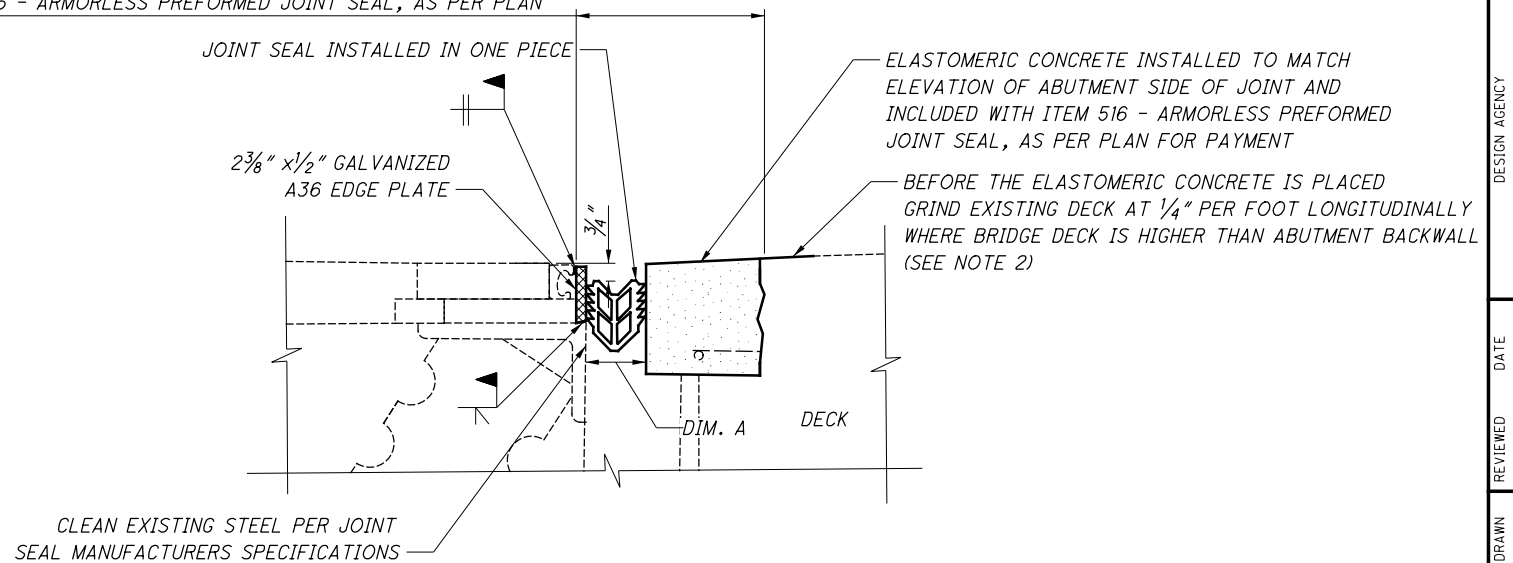
|                                   |                         |                 |                   |                                  |                             |
|-----------------------------------|-------------------------|-----------------|-------------------|----------------------------------|-----------------------------|
| DESIGNED<br>XAC<br>CHECKED<br>SJA | DRAWN<br>XAC<br>REVISED | REVIEWED<br>DWL | DATE<br>2/20/2017 | DESIGN AGENCY<br>BURGESS & NIPLÉ | 312 PLUM ST. CINCINNATI, OH |
|                                   |                         |                 |                   | GENERAL PLAN<br>HAM-71-1149      | EUCLID RD. OVER IR-71       |
|                                   |                         |                 |                   | HAM-IR71-8.42                    | PID No. 91826               |
|                                   |                         |                 |                   | 1 / 3                            | 425<br>441                  |

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**REMOVAL DETAIL**

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

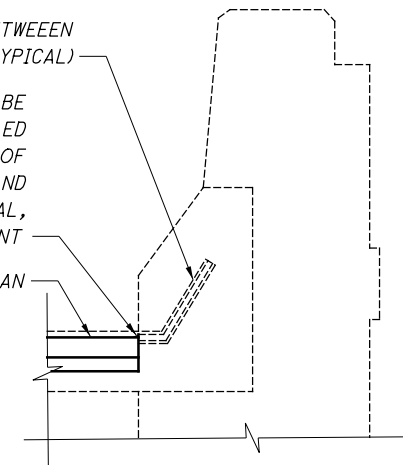


**EXPANSION JOINT SECTION**

EXISTING STRIP SEAL JOINT BETWEEN ENDS OF PARAPETS TO REMAIN (TYPICAL)

POLYURETHANE SEALANT AT TOE OF PARAPET SHALL BE W.R. MEADOWS POURTHANE NS OR APPROVED EQUAL INSTALLED PER MANUFACTURERS RECOMMENDATIONS TO SEAL THE ENDS OF THE STRIP SEAL AND ARMORLESS PREFORMED JOINT SEAL AND INCLUDED WITH ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN FOR PAYMENT

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN



**PARAPET SECTION**

**EXPANSION JOINT TABLE - DIMENSION A**

| TEMPERATURE | REAR ABUT. | FWD. ABUT. |
|-------------|------------|------------|
| 30°         | 2 5/8"     | 2 13/16"   |
| 40°         | 2 5/8"     | 2 3/4"     |
| 50°         | 2 9/16"    | 2 11/16"   |
| 60°         | 2 1/2"     | 2 9/16"    |
| 70°         | 2 1/2"     | 2 1/2"     |
| 80°         | 2 1/16"    | 2 1/16"    |
| 90°         | 2 1/16"    | 2 5/16"    |

**ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN (CONT.):**



SET THE TOP OF THE JOINT SEAL AT 3/4" BELOW ROADWAY SURFACE.

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

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

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

**LEGEND:**

-  = REMOVALS
-  = ELASTOMERIC CONCRETE

**NOTES:**

1. THE COST OF ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO REMOVE PORTIONS OF THE EXISTING EXPANSION JOINTS AND BRIDGE DECK SHALL BE INCLUDED WITH THE UNIT PRICE FOR ITEM 202 - REMOVAL MISC.: EXPANSION JOINT REMOVAL (LF).
2. THE COST OF ALL LABOR, EQUIPMENT AND MATERIALS NEEDED TO GRIND EXISTING BRIDGE DECK SHALL BE INCLUDED WITH ITEM 257 - DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT.

**ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN:**  
 INSTALL THE ARMORLESS PREFORMED JOINT SEAL TOE TO TOE OF PARAPETS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND UNDER THE SUPERVISION OF THE MANUFACTURER'S DESIGNATED REPRESENTATIVE.

SELECT THE ARMORLESS PREFORMED JOINT SEAL FROM ONE OF THE MANUFACTURERS LISTED BELOW:

WATSON BOWMAN ACME CORP.  
 95 PINEVIEW DRIVE  
 AMHERST, NY 14228-2121  
 PHONE: (716) 691-7566

FAX: (716) 691-9239  
 - JEENE SERIES 65W (MAX. MOVEMENT RATING: 2 1/2")  
 - WABO CRETE ELASTOMERIC CONCRETE

D.S. BROWN COMPANY  
 300 EAST CHERRY STREET  
 NORTH BALTIMORE, OH 45872-1227  
 PHONE: (419) 257-3561

FAX: (419) 257-2200  
 - J SERIES SEALING SYSTEMS J-250 (MAX. MOVEMENT RATING: 2 1/2")  
 - DELCRETE ELASTOMERIC CONCRETE

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

DESIGN AGENCY: BURGESS & NIPLE  
 312 PLUM ST. CINCINNATI, OH

REVIEWED: DWL 2/20/2017  
 STRUCTURE FILE NUMBER: 3107027/3107051

DESIGNED: SJA  
 CHECKED: XAC

EXPANSION JOINT DETAILS  
 HAM-71-1277L/R  
 IR-71 OVER GALBRAITH ROAD

HAM-IR71-8.42  
 PID No. 91826

8 / 8  
 441  
 441

REVISION: 03/13/2018

**SEQUENCE OF CONSTRUCTION**

**PRECONSTRUCTION PHASE (NOT SHOWN)**

1. RECONSTRUCT I-71 NB MEDIAN SHOULDER AS FULL DEPTH PAVEMENT. THIS WORK SHALL BE PERFORMED BY MAINTAINING ALL EXISTING NORTHBOUND LANES AT ALL TIMES, EXCEPT IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE TIMES NOTE, AS DESCRIBED ON THIS SHEET. UTILIZING DRUMS AS SHOWN IN STANDARD CONSTRUCTION DRAWING MT-95.30 AND AS DETAILED IN PHASE 1: FROM STATION 379+36 TO STATION 379+78. FROM STATION 383+90 TO STATION 467+50.

**PHASE 1**

1. PLACE ADVANCED SIGNING AS SHOWN IN STAGE 1 PLANS.
2. PLACE WORK ZONE PAVEMENT MARKING AND SHIFT I-71 NORTHBOUND LANES ONTO NEWLY CONSTRUCTED MEDIAN SHOULDER AND EXISTING PAVEMENT FROM STATION 379+36.65 TO STATION 385+00. SHIFT ENTRANCE RAMP I TO THE INSIDE SHOULDER FROM STATION 383+50 TO STATION 386+52.37.
3. SHIFT LANES BACK TO EXISTING LOCATION FROM STATION 461+33 TO STATION 470+50.
4. BETWEEN STATION 422+50 AND STATION 463+00, CONSTRUCT PAVEMENT WIDENING TO THE TOP OF THE INTERMEDIATE COURSE, CONSTRUCT CULVERTS, CONSTRUCT ROAD SIDE DITCHES, AND CONSTRUCT NOISE WALL.

**PHASE 2**

1. ERECT RIDGE AVENUE NORTHBOUND EXIT RAMP DETOUR SIGNING AS SHOWN ON DETOUR SHEET 14.
2. ERECT DETOUR SIGNING FOR KENNEDY AVENUE ON RAMP TO I-71 NORTH AS SHOWN ON DETOUR SHEET 13.
3. PLACE PB BETWEEN STATION 396+49.18 AND STATION 423+00 AS SHOWN IN PHASE 2 PLANS.
4. KENNEDY AVENUE: PROVIDE MOT SIGNAGE ON KENNEDY AVE. IN ACCORDANCE WITH MT-98.30. CLOSE SOUTHBOUND KENNEDY AVENUE OUTSIDE LANE FROM STATION 11+25 TO STATION 24+00 AS SHOWN ON SHEETS 30 AND 31. PLACE PB ALONG KENNEDY AVENUE AS SHOWN IN THE PLANS FROM STATION 11+25 TO STATION 16+50. MAINTAIN TWO NORTHBOUND LANES AND ONE SOUTHBOUND LANE ON EXISTING PAVEMENT AND EXISTING LANES.
5. RIDGE AVENUE: ALL WORK ALONG RIDGE AVENUE SHALL BE ACCOMPLISHED USING SHORT TERM LANE CLOSURE. CONES SHALL BE USED TO SEPARATE BETWEEN LANES. ALLOWABLE HOURS FOR LANE CLOSURE SHALL BE FROM 9:00AM TO 3:00PM AND FROM 8:00PM TO 5:00AM MONDAY THROUGH FRIDAY AS SHOWN IN THE "LANE VALUE CONTRACT TABLE". ALL SOUTHBOUND LANES SHALL BE OPEN TO TRAFFIC ON THE WEEKENDS. FOR ADVANCED SIGNING AND LANE CLOSURES DURING THE PERMITTED LANE CLOSURE TIMES SEE PHASE 2A SHEETS 37 TO 41. FOR ADVANCED SIGNING AND LANING DURING THE NON-PERMITTED LANE CLOSURE TIMES SEE PHASE 2B SHEETS 32 TO 36. NO TRENCH SHALL BE LEFT OPEN DURING THE NON-PERMITTED LANE CLOSURE TIMES. MAXIMUM DROP OFF SHALL NOT EXCEED 3".
6. CONSTRUCT RAMPS N AND P, CONSTRUCT THE NEW STORAGE PONDS AT THE LOCATIONS SHOWN IN THE PLANS. EXTEND THE BOX CULVERT TO THE LIMITS SHOWN IN THE PLANS. REMOVE EXISTING RAMP N CONNECTION TO RIDGE AVENUE. CONSTRUCT THE NEW RAMP P CONNECTION TO KENNEDY AVENUE TO THE TOP OF THE INTERMEDIATE COURSE.

**PHASE 3 (NOT SHOWN)**

PLACE THE SURFACE COURSE AND PROPOSED PAVEMENT MARKING AS SHOWN IN THE TRAFFIC CONTROL PLANS.

TO ALERT MOTORISTS OF THE NEW RAMP CONFIGURATIONS, PLACE A PCMS FOR 7 DAYS IN ADVANCE OF THE OPENING OF RAMP N (CONSTRUCTED DURING STAGE 2). THE PCMS SHALL REMAIN FOR 21 DAYS FOLLOWING THE OPENING OF RAMP N. THE PCMS SHALL BE LOCATED ALONG THE OUTSIDE SHOULDER OF I-71 NORTHBOUND 600' NORTH OF THE ROBERTSON AVENUE OVERPASS.

| LOCATION     | NO. OF EXISTING THRU LANES PER DIRECTION | 1 LANE CLOSED |             | 2 LANES CLOSED |              | 15 MINUTE SHORT DURATION COMPLETE CLOSURES | COMPLETE CLOSURE | TIME UNIT  | DISINCENTIVE PER LANE PER TIME UNIT |
|--------------|--|---------------|-------------|----------------|--------------|--|------------------|------------|-------------------------------------|
|              |  | WEEKDAY       | WEEKEND     | WEEKDAY        | WEEKEND      | ANY DAY                                    | ANY DAY          |            |                                     |
| I-71         | 3  | 8 PM - 6 AM   | 7 PM - 7 AM | 11 PM - 5 AM   | 10 PM - 6 AM | 12 MIDNIGHT - 4 PM                         | NONE             | 15 MINUTES | \$1,875                             |
| ALL RAMPS    | VAR.                                     | 9 PM - 6 AM   | 7 PM - 6 AM | NONE           | NONE         | 12 MIDNIGHT - 4 PM                         | 10 PM - 5 AM     | 15 MINUTES | \$1,200                             |
| KENNEDY AVE. | 2  | 9 AM - 3 PM   | 7 AM - 4 PM | NONE           | NONE         | NONE                                       | NONE             | 15 MINUTES | \$750                               |

**NOTES:**

1. NO SHORT-TERM INTERSTATE SHOULDER CLOSURE BETWEEN THE HOURS OF 6 AM TO 9 AM AND 3 PM TO 7 PM, MONDAY THROUGH FRIDAY.
2. NO CLOSURES 2 HOURS BEFORE TO 2 HOURS AFTER EVENTS AT GREAT AMERICAN BALL PARK, PAUL BROWN STADIUM, OR US BANK ARENA. THIS RESTRICTION ALSO APPLIES TO ANY OTHER LOCAL VENUE GENERATING AN ATTENDANCE OF 20,000+.
3. RAMP J/I-71 LANE CLOSURES: SHORT-TERM CLOSURES WITH RAMP J AS AN ADD LANE, SHEETS 96-99 OF PART 1, IS CONSIDERED 1 LANE CLOSED. SHORT TERM LANE CLOSURES WITH RAMP J AS A MERGE, SHEETS 100-10 OF PART 1, IS CONSIDERED 2 LANES CLOSED.
4. SHORT-TERM PARTIAL-WIDTH RAMP CLOSURE, MAINTAINING ONE 11' LANE, IS PERMITTED DURING THE TIMES FOR 1 LANE CLOSED. MAINTAIN THE EXISTING DECISION SIGHT DISTANCE ON MERGE RAMPS.
5. A MAXIMUM OF 1 RAMP MAY BE CLOSED AT ANY TIME.

| DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED | RESTRICTED TIME PERIOD     | TIME UNIT | DISINCENTIVE PER TIME UNIT PER LANE |
|--|----------------------------|-----------|-------------------------------------|
| RAMP A - RED BANK TO I-71 SB                       | 30 DAYS                    | 1 DAY     | \$2,500                             |
| RAMP B - I-71 NB TO RED BANK                       | 30 DAYS                    | 1 DAY     | \$2,500                             |
| RAMP C - I-71 SB TO RED BANK                       | MONDAY 6 AM TO FRIDAY 9 PM | 15 MIN.   | \$1,200                             |
| RAMP F - I-71 NB TO STEWART                        | 45 DAYS                    | 1 DAY     | \$2,500                             |
| RAMP N - I-71 NB TO RIDGE                          | 120 DAYS                   | 1 DAY     | \$2,500                             |
| RAMP P - KENNEDY TO I-71 NB                        | 120 DAYS                   | 1 DAY     | \$2,500                             |

REVISED 3-14-18

**NOTES:**

1. RAMP C IS PERMITTED TO BE CLOSED A MAXIMUM OF 2 WEEKENDS. A WEEKEND CLOSURE IS DEFINED AS BEGINNING AT 9 PM ON FRIDAY AND ENDING AT 6 AM ON MONDAY.

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LDW  
CHECKED  
GKB

**MAINTENANCE OF TRAFFIC NOTES**

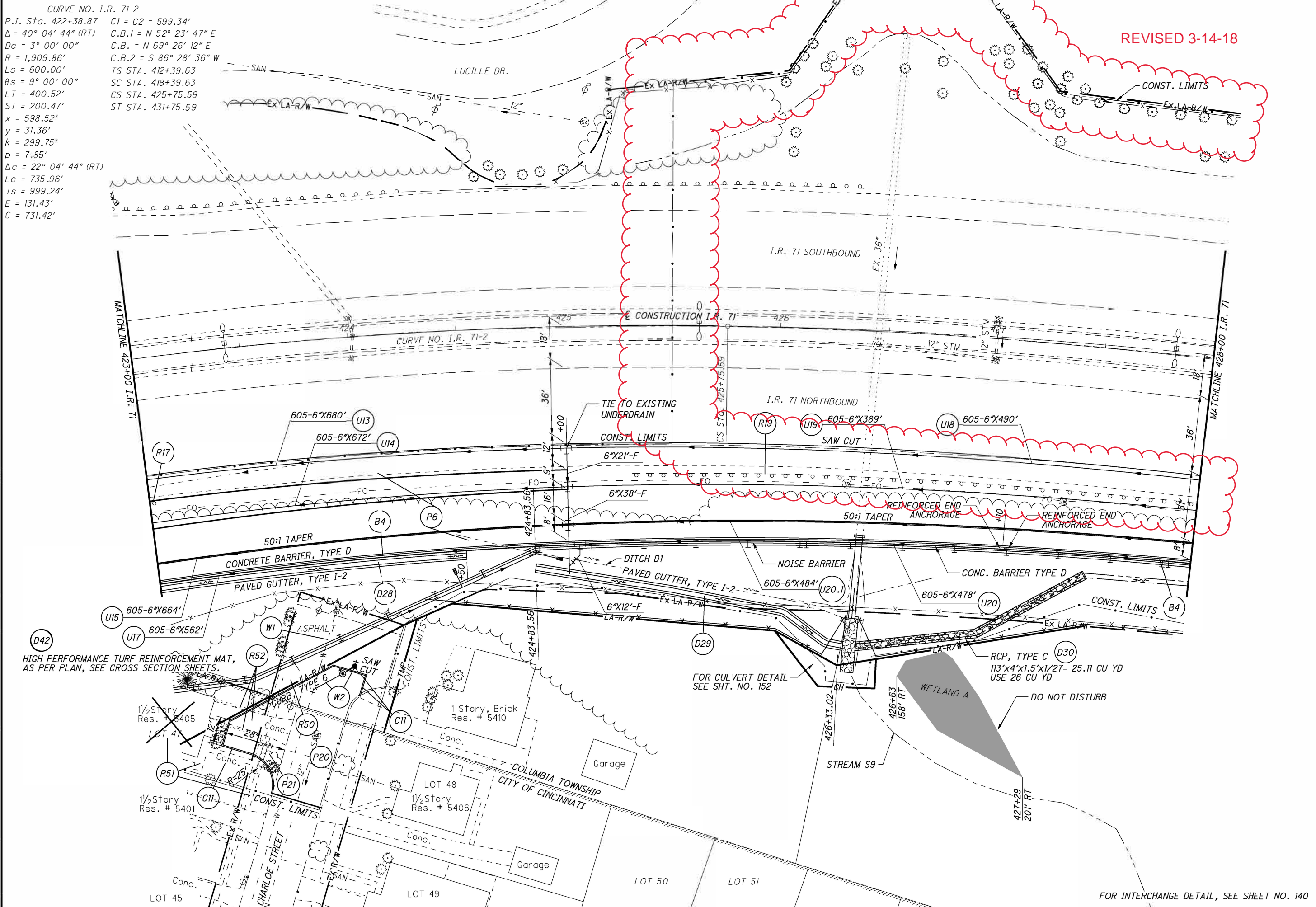
**HAM-71-6.86**

CURVE NO. I.R. 71-2  
 P.I. Sta. 422+38.87 CI = C2 = 599.34'  
 $\Delta = 40^\circ 04' 44''$  (RT) C.B.1 = N 52° 23' 47" E  
 $Dc = 3^\circ 00' 00''$  C.B.2 = N 69° 26' 12" E  
 $R = 1,909.86'$   
 $Ls = 600.00'$  TS STA. 412+39.63  
 $\theta_s = 9^\circ 00' 00''$  SC STA. 418+39.63  
 $LT = 400.52'$  CS STA. 425+75.59  
 $ST = 200.47'$  ST STA. 431+75.59  
 $x = 598.52'$   
 $y = 31.36'$   
 $k = 299.75'$   
 $p = 7.85'$   
 $\Delta c = 22^\circ 04' 44''$  (RT)  
 $Lc = 735.96'$   
 $Ts = 999.24'$   
 $E = 131.43'$   
 $C = 731.42'$

CALCULATED  
 LEH  
 CHECKED  
 SNS

0 20 40  
 HORIZONTAL  
 SCALE IN FEET

REVISED 3-14-18



PLAN SHEET I.R. 71  
 STA 423+00.00 TO STA 428+00.00

HAM-71-6.86

63  
 253

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D42  
 HIGH PERFORMANCE TURF REINFORCEMENT MAT,  
 AS PER PLAN, SEE CROSS SECTION SHEETS.

FOR CULVERT DETAIL  
 SEE SHT. NO. 152

RCP, TYPE C (D30)  
 113'x4'x1.5'x1/27= 25.11 CU YD  
 USE 26 CU YD

DO NOT DISTURB

FOR INTERCHANGE DETAIL, SEE SHEET NO. 140

CURVE NO. I.R. 71-2  
 P.I. Sta. 422+38.87 CI = C2 = 599.34'  
 $\Delta = 40^\circ 04' 44''$  (RT) C.B.1 = N 52° 23' 47" E  
 Dc = 3° 00' 00" C.B. = N 69° 26' 12" E  
 R = 1,909.86' C.B.2 = S 86° 28' 36" W  
 Ls = 600.00' TS STA. 412+39.63  
 $\theta_s = 9^\circ 00' 00''$  SC STA. 418+39.63  
 LT = 400.52' CS STA. 425+75.59  
 ST = 200.47' ST STA. 431+75.59  
 x = 598.52'  
 y = 31.36'  
 k = 299.75'  
 p = 7.85'  
 $\Delta c = 22^\circ 04' 44''$  (RT)  
 Lc = 735.96'  
 Ts = 999.24'  
 E = 131.43'  
 C = 731.42'

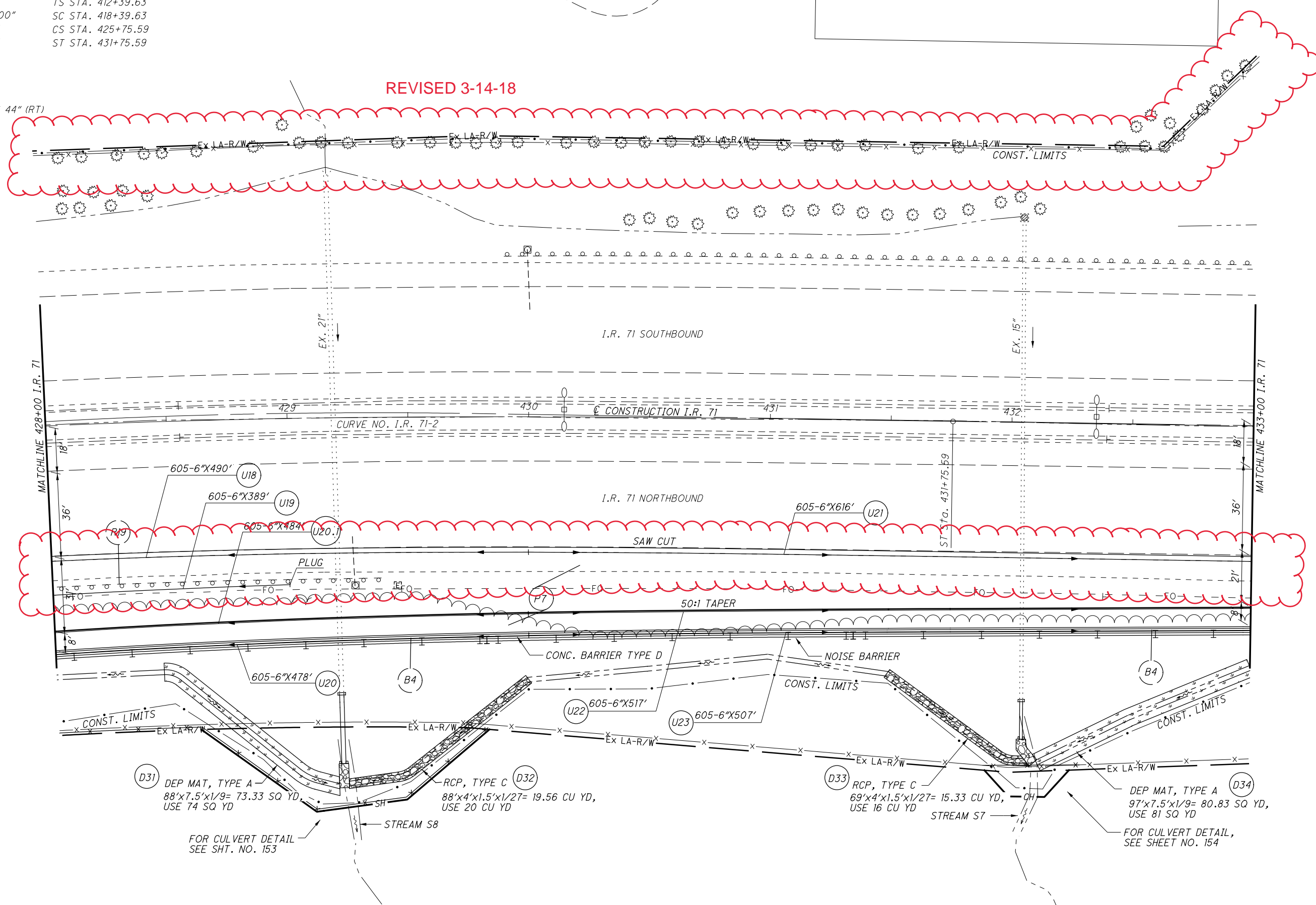
LUCILLE DR.

2 STY  
COMMERCIAL

REVISED 3-14-18

CALCULATED  
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HORIZONTAL  
SCALE IN FEET



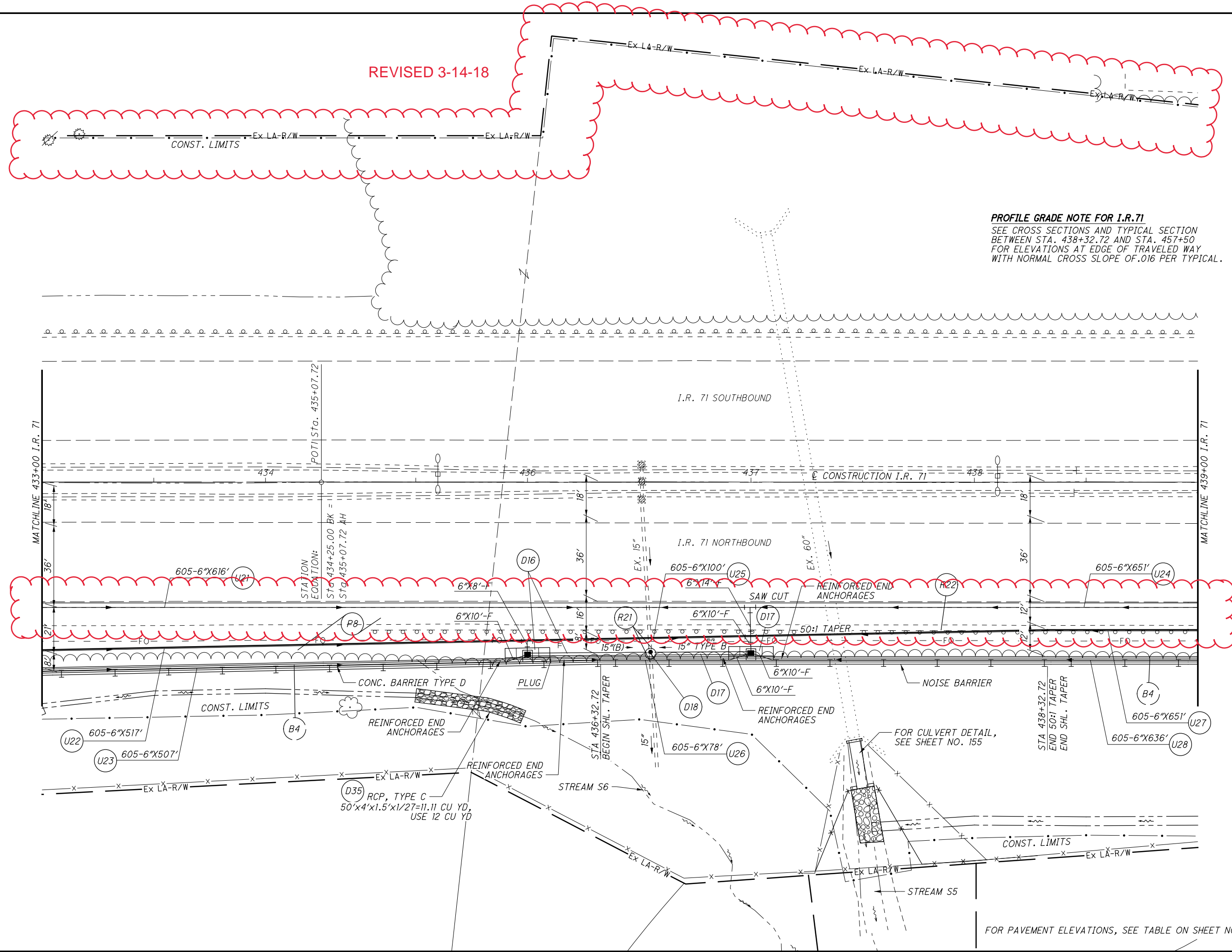
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PLAN SHEET I.R. 71  
 STA 428+00.00 TO STA 433+00.00

HAM-71-6.86

64  
253

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REVISED 3-14-18

**PROFILE GRADE NOTE FOR I.R. 71**  
 SEE CROSS SECTIONS AND TYPICAL SECTION  
 BETWEEN STA. 438+32.72 AND STA. 457+50  
 FOR ELEVATIONS AT EDGE OF TRAVELED WAY  
 WITH NORMAL CROSS SLOPE OF .016 PER TYPICAL.



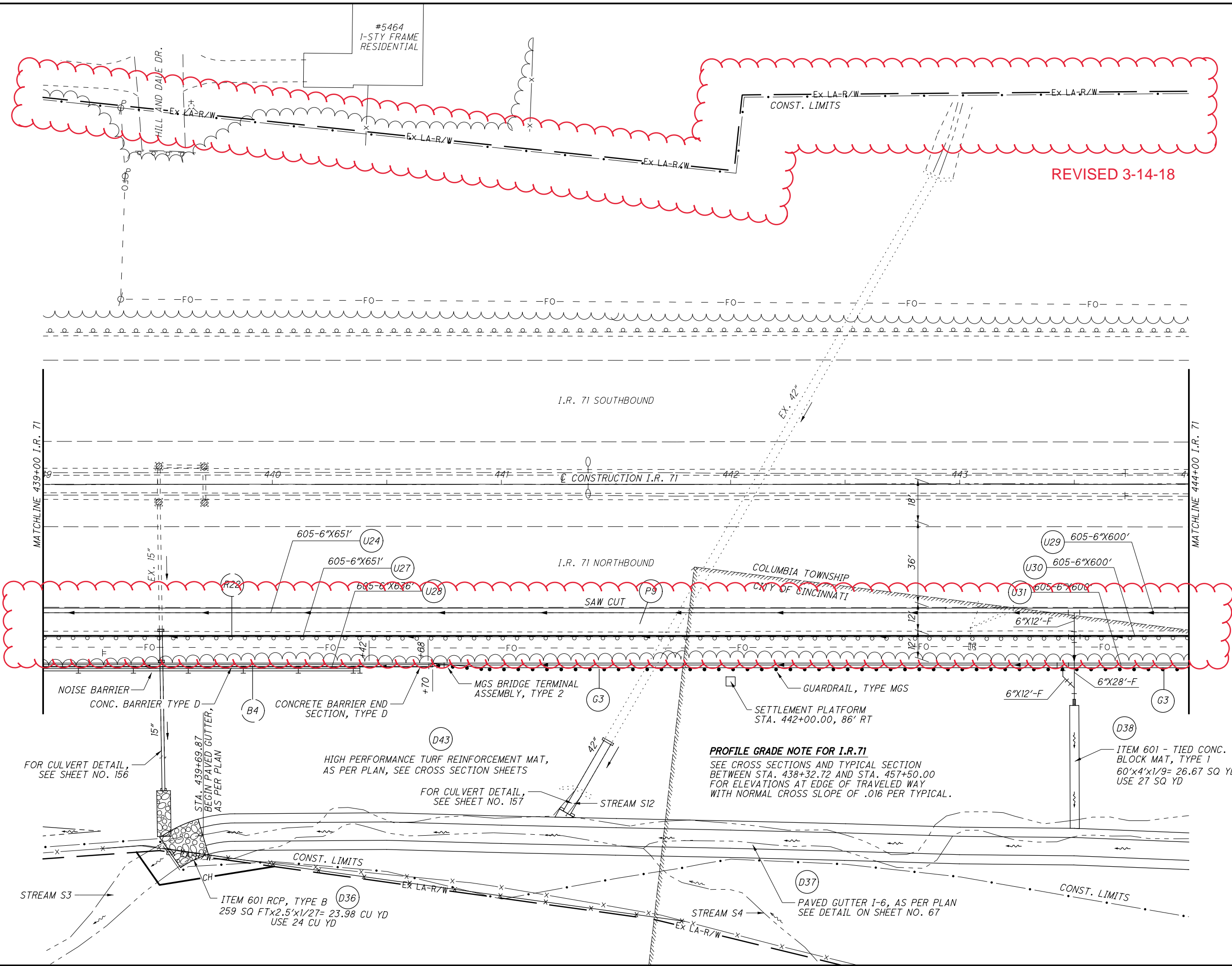
PLAN SHEET I.R. 71  
STA 433+00.00 TO STA 439+00.00

HAM-71-6.86

65  
253

FOR PAVEMENT ELEVATIONS, SEE TABLE ON SHEET NO. 140

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REVISED 3-14-18

CALCULATED  
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0 20 40  
HORIZONTAL  
SCALE IN FEET

PLAN SHEET I.R. 71  
STA 439+00.00 TO STA 444+00.00

HAM-71-6.86





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10  
HORIZONTAL  
SCALE IN FEET

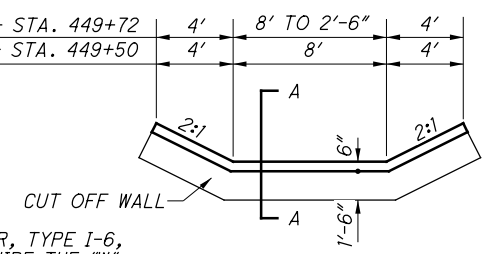
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SNS

PLAN SHEET I.R. 71  
STA 444+00.00 TO STA 449+00.00

HAM-71-6.86

67  
253

STA. 449+50 - STA. 449+72  
STA. 439+72 - STA. 449+50

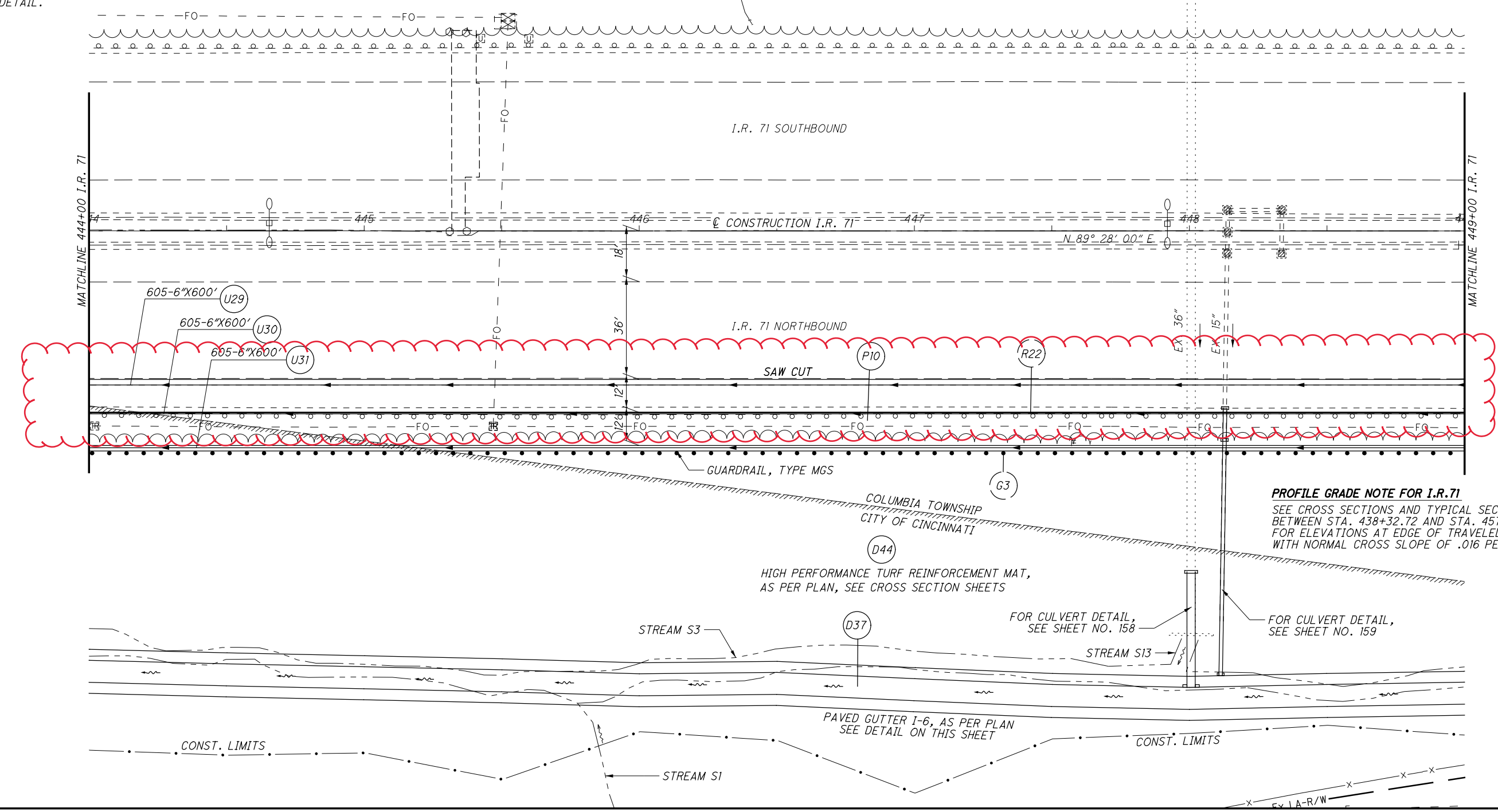


PAVED GUTTER I-6, AS PER PLAN

SECTION A-A

ITEM 601, PAVED GUTTER, TYPE I-6, AS PER PLAN WILL REQUIRE THE "W" DIMENSION TO BE 8' INSTEAD OF 6', AND SIDE SLOPES ARE 4' INSTEAD OF 1'. SEE DETAIL.

REVISED 3-14-18



PROFILE GRADE NOTE FOR I.R.71  
SEE CROSS SECTIONS AND TYPICAL SECTION BETWEEN STA. 438+32.72 AND STA. 457+50.00 FOR ELEVATIONS AT EDGE OF TRAVELED WAY WITH NORMAL CROSS SLOPE OF .016 PER TYPICAL.

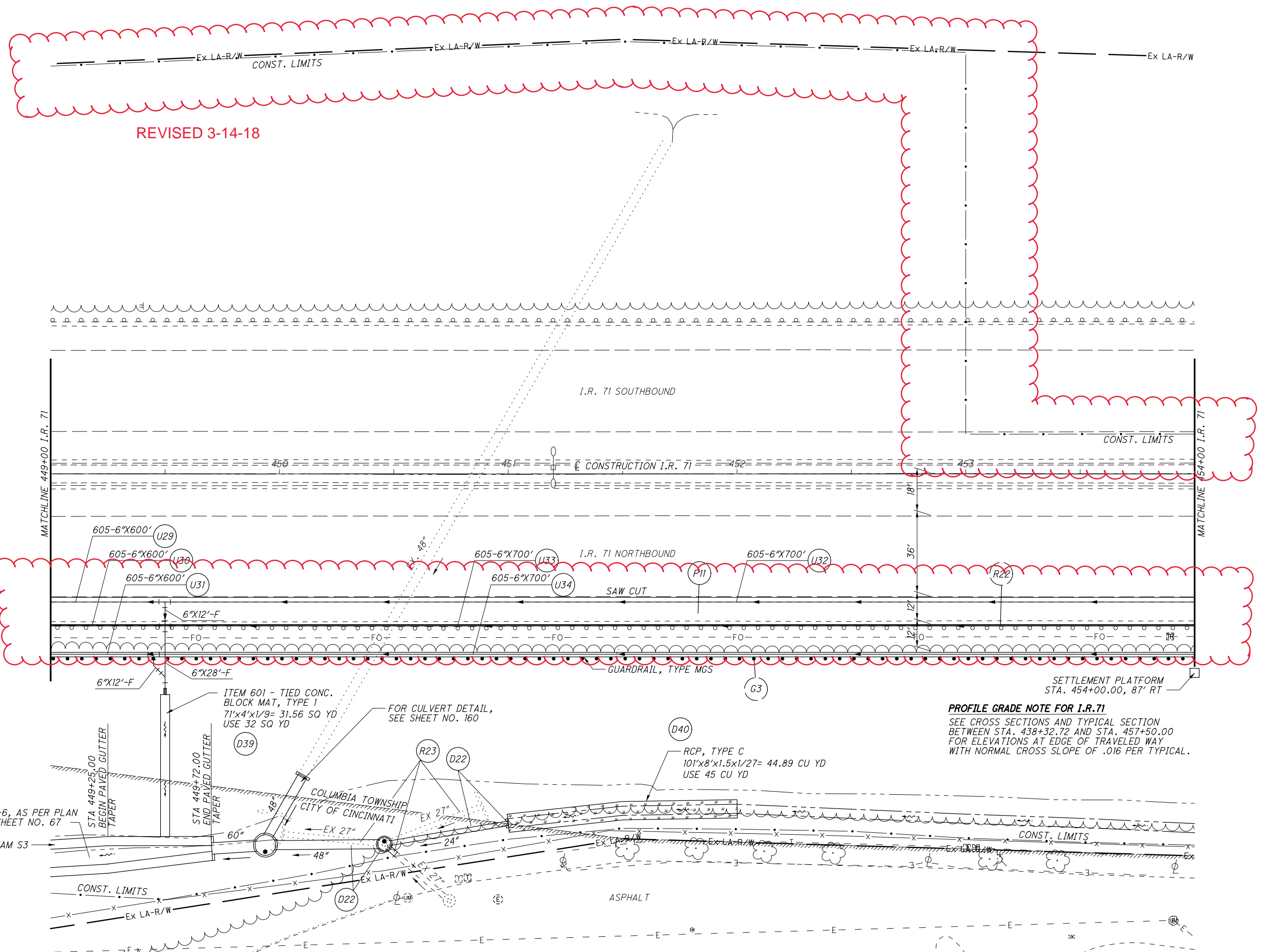
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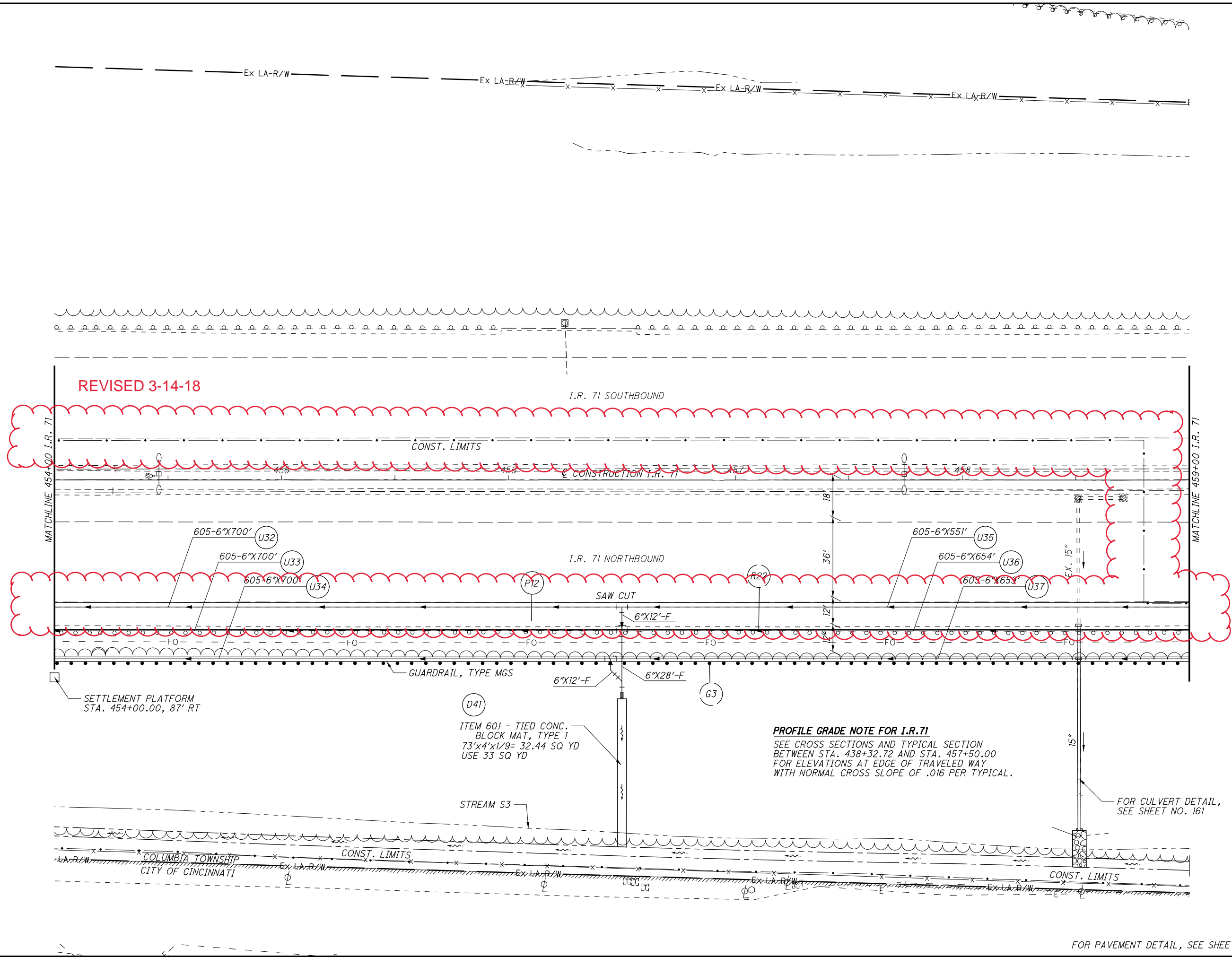
PLAN SHEET I.R. 71  
STA 449+00.00 TO STA 454+00.00

HAM-71-6.86



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**PROFILE GRADE NOTE FOR I.R. 71**  
 SEE CROSS SECTIONS AND TYPICAL SECTION BETWEEN STA. 438+32.72 AND STA. 457+50.00 FOR ELEVATIONS AT EDGE OF TRAVELED WAY WITH NORMAL CROSS SLOPE OF .016 PER TYPICAL.

**ITEM 601 - TIED CONC. BLOCK MAT, TYPE 1**  
 73'x4'x1/9" = 32.44 SQ YD  
 USE 33 SQ YD

FOR CULVERT DETAIL, SEE SHEET NO. 161

FOR PAVEMENT DETAIL, SEE SHEET NO. 141

CALCULATED LEH CHECKED SNS

0 10 20 40  
 HORIZONTAL SCALE IN FEET

↑  
 N

PLAN SHEET I.R. 71  
 STA 454+00.00 TO STA 459+00.00

HAM-71-6.86