

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
D08-BM-FY2020
BUTLER, CLERMONT, GREENE
HAMILTON & WARREN COUNTIES
DISTRICT WIDE BRIDGE MAINTENANCE

LOCATION MAP
SEE SHEET 2

LOCATION MAP

LATITUDE: 39°25'52" LONGITUDE: -84°17'03"

SCALE IN MILES



PORTION TO BE IMPROVED.....
INTERSTATE HIGHWAY.....
FEDERAL ROUTES.....
STATE ROUTES.....
COUNTY & TOWNSHIP ROADS.....
OTHER ROADS.....

DESIGN DESIGNATION

BATAVIA RD. (CLE-32-1058)

CURRENT ADT (2021)..... 2300
DESIGN YEAR ADT (2033)..... 3000
DESIGN HOURLY VOLUME (2040)..... 330
DIRECTIONAL DISTRIBUTION..... 0.88
TRUCKS (24 HOUR B&C)..... 8%
DESIGN SPEED..... 55 MPH
LEGAL SPEED..... 55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:
07 - LOCAL (RURAL)
NHS PROJECT..... NO

DESIGN EXCEPTIONS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig



OHIO811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

PLAN PREPARED BY:
**CARPENTER
MARTY**
transportation
6610 BUCKINGHAM DRIVE COLUMBUS, OH 43235
614-666-7061 • WWW.CARPENTER.COM

ENGINEERS SEAL:

FOR STRUCTURES OVER 20'



SIGNED: *Shane Kalinoski*
DATE: 10-4-2019

ENGINEERS SEAL:

FOR ENTIRE PLAN EXCEPT
STRUCTURES OVER 20'



SIGNED: *Tony W. Grieshop*
DATE: 10-4-2019

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STANDARD CONSTRUCTION DRAWINGS

								SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
A-1-69	7/19/02	MGS-1.1	1/19/18	MT-98.10	1/20/17	MT-102.30	10/16/15	800	10/18/19
AS-1-15	7/17/15	MGS-2.1	1/19/18	MT-98.11	4/19/19	MT-103.10	1/19/18	808	1/18/19
AS-2-15	1/19/18	MGS-3.1	1/19/18	MT-98.20	4/19/19	MT-104.10	10/16/15	821	4/20/12
BR-1-13	1/17/14	MGS-3.2	1/18/13	MT-98.22	1/20/17	MT-105.10	7/19/13	832	10/19/18
EX-J-4-87	1/19/16	MGS-4.2	7/19/13	MT-98.28	1/20/17	MT-110.10	7/19/13	908	10/20/17
GSD-1-96	7/19/02	MGS-4.3	1/18/13	MT-98.29	7/19/19			921	4/20/12
RB-1-55	7/19/13	MGS-5.3	7/15/16	MT-98.30	7/19/19	TC-41.20	10/16/13		
SBR-1-13	7/20/18			MT-99.20	4/19/19	TC-52.10	10/19/13		
VPF-1-90	7/20/18	RM-4.2	10/24/19	MT-99.30	1/19/18	TC-52.20	7/20/18		
				MT-99.60	7/15/16	TC-61.30	7/19/19		
BP-3.1	10/18/19	MT-95.30	7/19/19	MT-101.60	1/20/17	TC-65.10	1/17/14		
BP-5.1	1/18/19	MT-95.31	7/19/19	MT-101.70	7/20/18	TC-65.11	7/21/17		
		MT-95.32	4/19/19	MT-101.75	7/15/16	TC-71.10	1/19/18		
DM-4.1	7/20/18	MT-95.45	4/19/19	MT-101.90	7/21/17				
DM-4.3	1/15/16	MT-95.50	7/21/17	MT-102.10	1/18/19				
DM-4.4	1/15/16	MT-97.10	4/19/19	MT-102.20	4/19/19				

PROJECT DESCRIPTION

GENERAL BRIDGE MAINTENANCE PROJECT INCLUDING
STRUCTURAL STEEL REPAIR, PAINTING, SEALING, EXPANSION
JOINT REPLACEMENT, BEARING REHABILITATION AND OTHER
MINOR MAINTENANCE WORK ON SEVERAL BRIDGES IN THE
DISTRICT. THE PROJECT ALSO INCLUDES THE RAISING OF
THE CLE-32-1058 BRIDGE PROFILE WITH ACCOMPANYING
ROADWAY AND TIE-IN PAVEMENT WORK.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A
NOTICE OF INTENT EARTH DISTURBED AREA: N/A
(MAINTENANCE PROJECT)

EARTH DISTURBED AREAS - CLE-32-1058

PROJECT EARTH DISTURBED AREA: 0.53 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.01 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A
NOI NOT REQUIRED

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR
THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED
ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE
DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF
SECTION 5511.02 OF THE OHIO REVISED CODE.

2019 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF
OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING
SUPPLEMENTAL SPECIFICATIONS LISTED IN THE
PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL
GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT
THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE
THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS
NOTED ON SHEETS 8-12, AND THAT PROVISIONS FOR THE
MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS
SET FORTH ON THE PLANS AND ESTIMATES.

CONFORMED SET

APPROVED: *Tammy K. Campbell*
DATE: 11/25/19 DISTRICT DEPUTY DIRECTOR

APPROVED: *John M. Meehan*
DATE: 12/16/19 DIRECTOR, DEPARTMENT OF
TRANSPORTATION

FEDERAL PROJECT NO.
E170 (499)

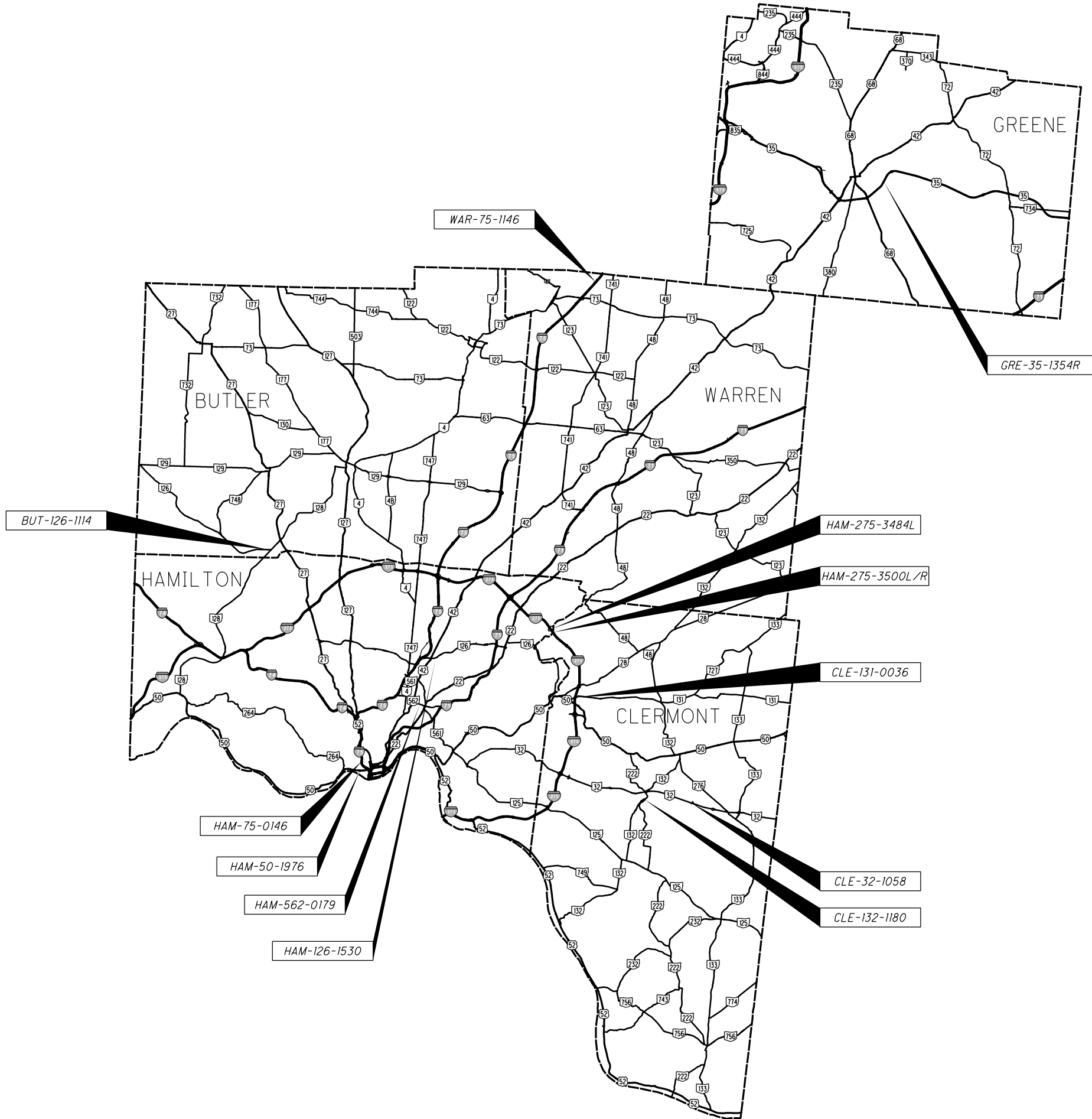
FID NO.
94224

CONSTRUCTION PROJECT NO.

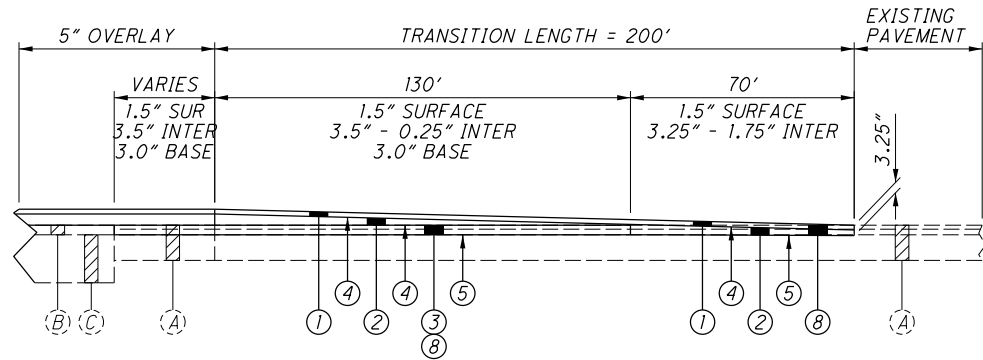
RAILROAD INVOLVEMENT
CSX TRANSPORTATION

D08-BM-FY2020

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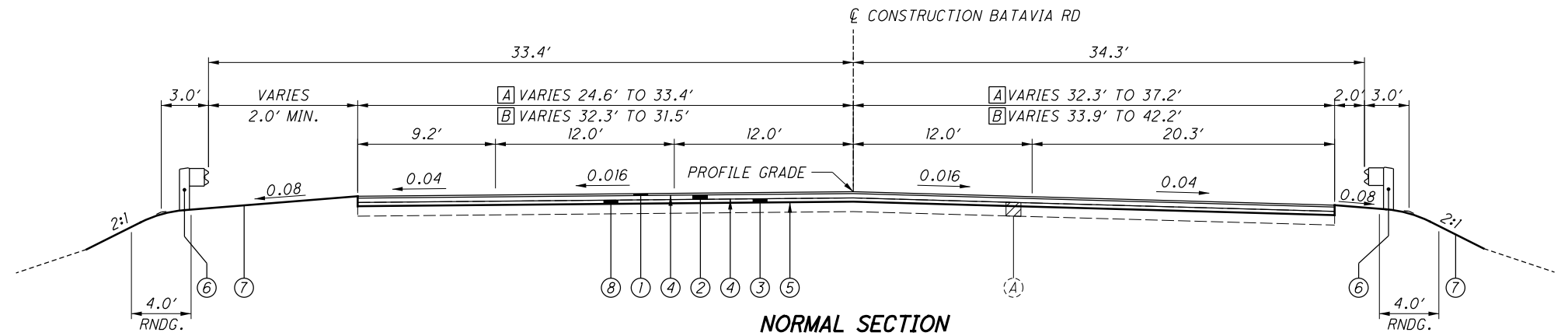


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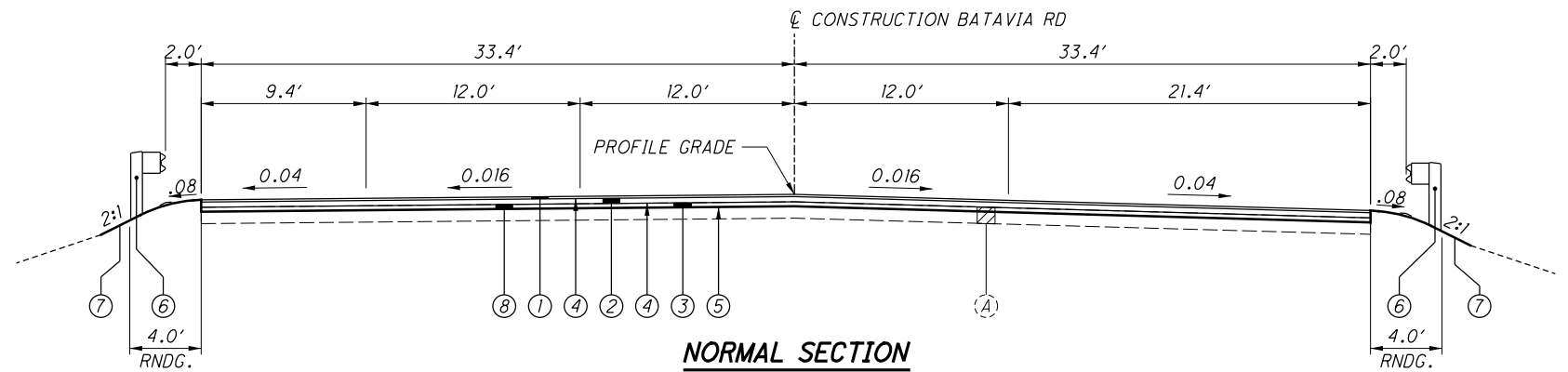
PAVEMENT TRANSITION

DETAIL APPLIES:
STA. 96+00.00 TO STA. 98+21.36
STA. 101+45.64 TO STA. 103+75.00



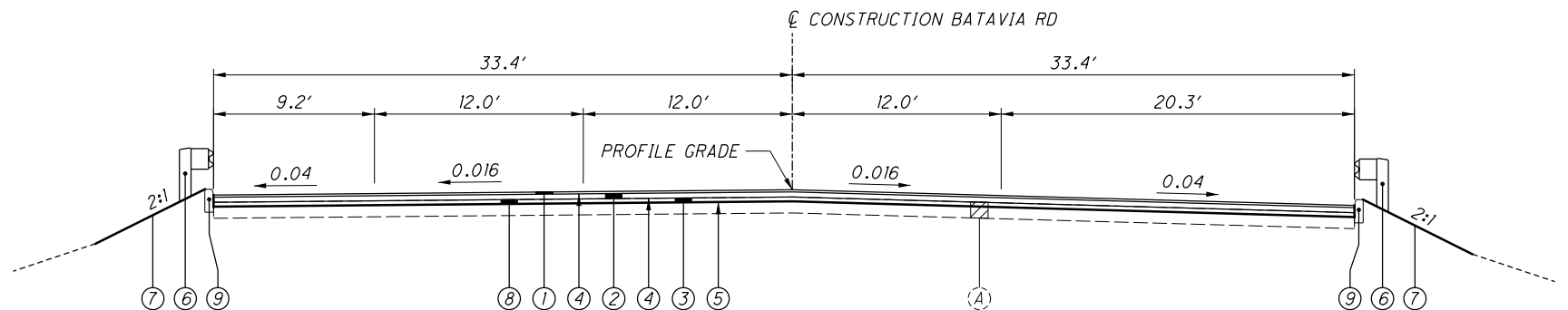
NORMAL SECTION

SECTION APPLIES:
A STA. 96+00.00 TO STA. 98+00.00
B STA. 101+75.00 TO STA. 103+75.00



NORMAL SECTION

SECTION APPLIES:
STA. 98+00.00 TO STA. 98+13.67
STA. 101+53.16 TO STA. 101+75.00



NORMAL SECTION

SECTION APPLIES:
STA. 98+13.67 TO STA. 98+21.36
STA. 101+45.64 TO STA. 101+53.16

LEGEND

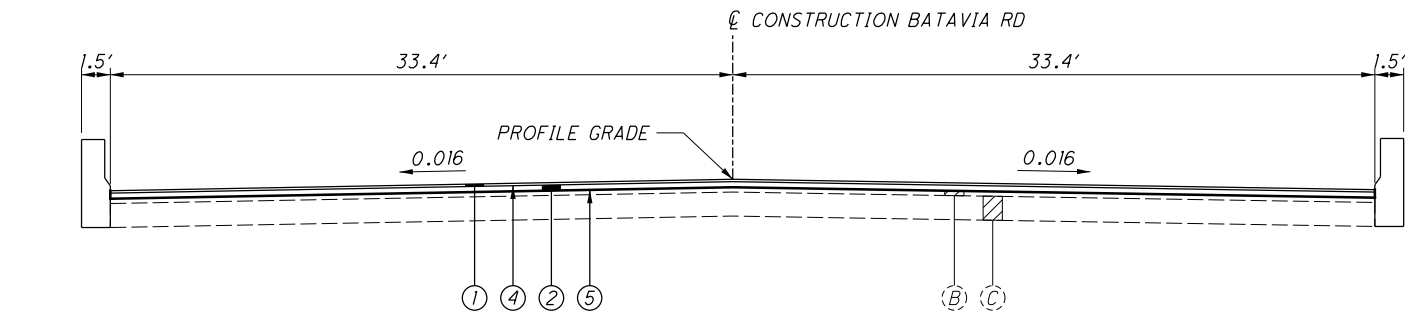
- ① ITEM 442 1½" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)
- ② ITEM 442 VARIABLE ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448) (T= 0.25" MIN., 3.5" MAX.)
- ③ ITEM 301 3" ASPHALT CONCRETE BASE, PG64-22
- ④ ITEM 407 NON-TRACKING TACK COAT (0.055 GAL/SY)
- ⑤ ITEM 407 NON-TRACKING TACK COAT (0.085 GAL/SY)
- ⑥ ITEM 606 GUARDRAIL, TYPE MGS/ TYPE MGS WITH LONG POSTS (SEE NOTE)
- ⑦ ITEM 659 SEEDING AND MULCHING
- ⑧ ITEM 254 PAVEMENT PLANING, ASPHALT CONCRETE (VARIABLE DEPTH)
- ⑨ ITEM 609 CURB, TYPE 4-C

- (A) EXISTING 11"± ASPHALT PAVEMENT
- (B) EXISTING 3"± ASPHALT PAVEMENT
- (C) EXISTING 15"± CONCRETE APPROACH SLAB

NOTE

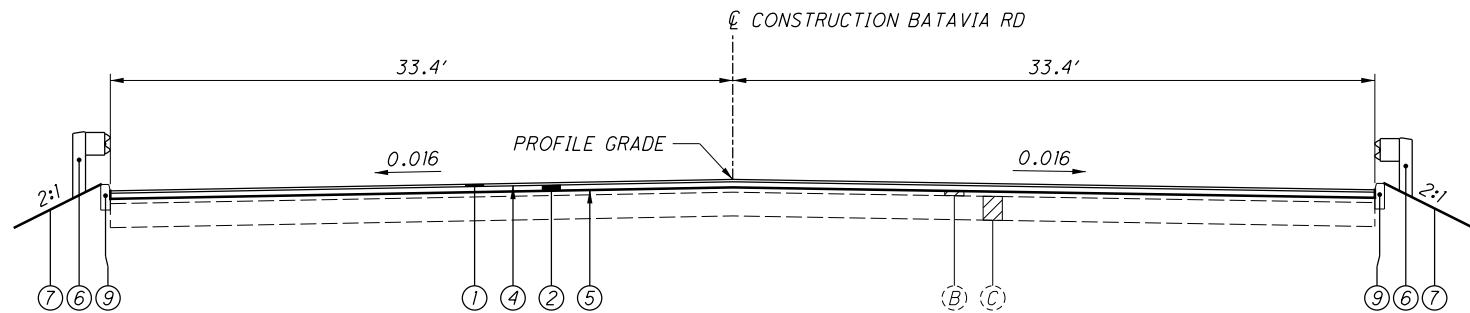
SEE PLAN SHEETS FOR BEGINNING/END STATIONS OF GUARDRAIL, TYPE MGS WITH LONG POSTS.

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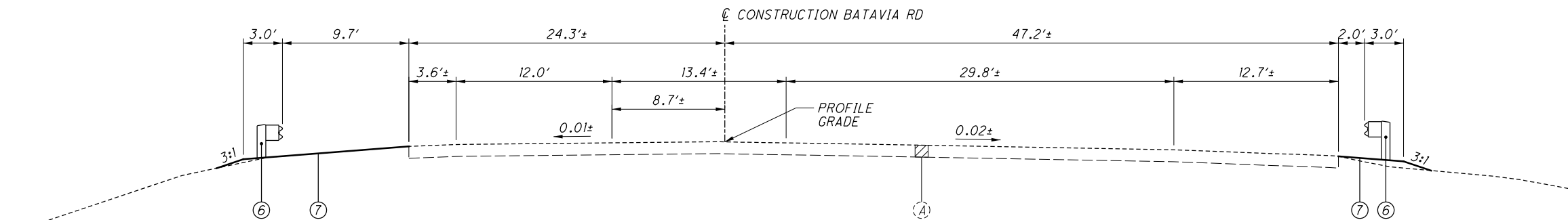
APPROACH SLAB SECTION

SECTION APPLIES:
STA. 98+31.83 TO STA. 98+46.36
STA. 101+20.64 TO STA. 101+35.17



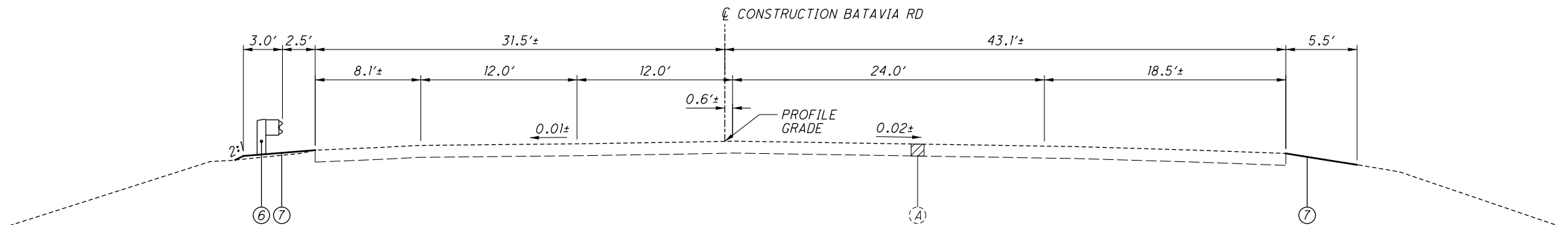
APPROACH SLAB SECTION

SECTION APPLIES:
STA. 98+21.36 TO STA. 98+31.83
STA. 101+35.17 TO STA. 101+45.64



SECTION OF ADJOINING PAVEMENT

SECTION APPLIES:
STA. 96+00.00



SECTION OF ADJOINING PAVEMENT

SECTION APPLIES:
STA. 103+50.00

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EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 8 OFFICE IN LEBANON, OHIO.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

NEW GUARDRAIL INSTALLATION

THIS PROJECT REQUIRES THE INSTALLATION OF NEW GUARDRAIL POSTS. SURVEY WORK HAS NOT PERFORMED, NOR HAVE THE UTILITY LOCATIONS BEEN CONFIRMED IN THE FIELD AT THE HAM-275-3484L SITE. IN ADDITION TO C&MS 105.07, IF, DURING THE COURSE OF INSTALLING ANY NEW GUARDRAIL COMPONENT, IT IS DETERMINED THAT A UTILITY CONFLICT MAY RESULT, THE CONTRACTOR IS TO NOTIFY THE PROJECT ENGINEER IMMEDIATELY. UTILITIES ARE NOT BE RELOCATED AS A RESULT OF THIS OPERATION. ADJUSTMENTS TO THE PROPOSED GUARDRAIL WILL ACCOMMODATE THE EXISTING UTILITY. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING THE GUARDRAIL VIA MEANS THAT WOULD BE COMPLIANT WITH THE IMPACTED UTILITY'S SAFETY GUIDELINES AS WELL AS STILL MEETING ODOT'S DESIGN CRITERIA. ANY MINOR ADJUSTMENTS MADE TO THE PROPOSED GUARDRAIL INSTALLATIONS SHALL BE INCIDENTAL TO PAY ITEM 606.

ITEM 606 – ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER C&MS 730.19.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS (CLE-132-1180)

BRIDGE NO. CLE-132-1180 HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 302 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING AN FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH ASW-520
2601 MEACHAN BLVD.
FORT WORTH, TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
614-387-2346

PROJECTS LOCATED OVER A SOLE SOURCE AQUIFER

THIS PROJECT IS LOCATED IN OR NEAR A SOLE SOURCE AQUIFER. IN ORDER TO MINIMIZE THE POTENTIAL FOR CONTAMINATION, THE CONTRACTOR SHALL NOT PERFORM PROJECT RELATED REFUELING AND VEHICLE MAINTENANCE ACTIVITIES AT BUT-126 11.14, CLE-132 11.80 OR FROM HAM-275 34.83-35.00. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), THE CONTRACTOR SHALL CONTACT THE FIRE DEPARTMENT LISTED BELOW FOR THE SPILL LOCATION OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

COUNTY	ROUTE	FIRE DEPARTMENT PHONE
BUTLER	BUT-126 11.14	513-738-2023
CLERMONT	CLE-132 11.80	513-732-3876
HAMILTON	HAM-275 34.84	513-677-7000
HAMILTON	HAM-275 35.00	513-677-7000

PULL BOX. MISC: ADJUST TO GRADE

THE LIGHTING PULL BOXS SHALL BE ADJUSTED TO THE FINISHED GRADE AND CONFORM TO SCD HL-30.11.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS (WAR-75-1146)

BRIDGE NO. WAR-75-1146 HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 35 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING AN FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

EXPRESS PROCESSING CENTER
THE FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
AIR TRAFFIC AIRSPACE BRANCH ASW-520
2601 MEACHAN BLVD.
FORT WORTH, TX 76137-4298

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
614-387-2346

PROJECTS IN OR NEAR A DRINKING WATER SOURCE

THIS PROJECT IS LOCATED IN OR NEAR A DRINKING WATER PROTECTION AREA. IN ORDER TO MINIMIZE THE POTENTIAL FOR CONTAMINATION, THE CONTRACTOR SHALL NOT PERFORM PROJECT RELATED REFUELING AND VEHICLE MAINTENANCE ACTIVITIES AT GRE-35 13.54R. THE CONTRACTOR SHALL IMMEDIATELY TAKE STEPS TO MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. ANY SUCH SPILL OR EVENT SHALL BE REPORTED IMMEDIATELY TO THE WATER TREATMENT PLANT CONTACT AND PHONE NUMBER LISTED BELOW FOR THE SPILL LOCATION. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), THE CONTRACTOR SHALL CONTACT THE FIRE DEPARTMENT LISTED BELOW FOR THE SPILL LOCATION OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

COUNTY	ROUTE	FIRE DEPARTMENT PHONE	WATER TREATMENT PLANT PHONE
GREENE	GRE-35-13.54R	937-376-7281	937-376-7271

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

SEEDING AND MULCHING (CLE-32-1058)

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

ITEM 659 - SOIL ANALYSIS TEST	2 EACH
ITEM 659 - TOPSOIL (279I) x (111 / 1000 SY) = 309.8 CY	310 CY
ITEM 659 - REPAIR SEEDING AND MULCHING (279I) x (0.05) = 139.6 SY	140 SY
ITEM 659 - COMMERCIAL FERTILIZER (279I) x (1 TON / 7410 SY) = 0.377 TON	0.38 TON
ITEM 659 - LIME (279I) x (1 ACRE / 4840 SY) = 0.577 ACRE	0.58 ACRE
ITEM 659 - WATER (279I) x (0.0054 M GAL / SY) = 15.1 MGAL	16 MGAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

PERMITS

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

CITY ISSUED PERMITS MAY REQUIRE MAJOR EVENT WORK RESTRICTIONS ON THE CONTRACTOR'S ACTIVITIES. THE CITY MAINTAINS A LIST OF KNOWN MAJOR EVENTS AT THE FOLLOWING WEBSITE:
[HTTP://CINCINNATI-OH.GOV/POLICE/SPECIAL-EVENTS-REGULATIONS-AUCTIONS/EVENT-PERMITS/](http://cincinnati-oh.gov/police/special-events-regulations-auctions/event-permits/).

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

PAVEMENT MARKINGS

THE FOLLOWING TRAFFIC CONTROL QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY.

ITEM 621 - RPM REFLECTOR CLE-131-0036: 4 EACH	4 EACH
ITEM 646 - EDGE LINE, 4" CLE-131-0036: 0.14 MILE HAM-562-0179: 0.04 MILE	0.18 MILE
ITEM 646 - CENTER LINE CLE-131-0036: 0.07 MILE (DOUBLE SOILD)	0.07 MILE
ITEM 646 - TRANSVERSE/DIAGONAL LINE HAM-562-0179: 120 FT	120 FT
ITEM 646 - REMOVAL OF PAVEMENT MARKING HAM-562-0179: 331 FT	331 FT

CALCULATED
MGM
CHECKED
TWG

GENERAL NOTES

D08 - BM - FY2020

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UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

BUT-126-1114

CHARTER COMMUNICATIONS
10920 KENWOOD ROAD
BLUE ASH, OH 45242
513-386-5499 (KENT RIEGER)

CINCINNATI BELL TELEPHONE
221 EAST 4TH ST. BUILDING 121-900
CINCINNATI, OH 45201
513-566-3154 (DERRICK BROWN)

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-458-3856 (AARON WRIGHT)
AARON.WRIGHT@DUKE-ENERGY.COM

GREATER CINCINNATI WATER WORKS
3845 EASTERN AVE.
CINCINNATI, OH 45226
513-591-7874 (KYLE BUCKLEY)

SOUTHWEST REGIONAL WATER DISTRICT
3640 OLD OXFORD RD.
HAMILTON, OH 45013
513-896-3347 (NATE ZINSMEISTER)

CLE-32-1058

CLERMONT COUNTY WATER RESOURCES DEPARTMENT
4400 HASKELL LANE
BATAVIA, OH 45103
513-732-7864 (DUSTIN STEGER)

CLERMONT COUNTY WATER & SEWER
2381 CLERMONT CENTER DRIVE
BATAVIA, OH 45103
513-732-8872 (MARK JAEHNEN)

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-458-3855 (CHRIS TEPE)
CHRIS.TEPE@DUKE-ENERGY.COM

ODOT DISTRICT 8 TRAFFIC
505 S. STATE ROUTE 741
LEBANON, OH 45036
513-933-6692 (JIM JUDD)

CLE-131-0036

CHARTER COMMUNICATIONS
10920 KENWOOD ROAD
BLUE ASH, OH 45242
513-386-5499 (KENT RIEGER)

CINCINNATI BELL TELEPHONE
221 EAST 4TH ST. BUILDING 121-900
CINCINNATI, OH 45202
513-566-3154 (DERRICK BROWN)

CITY OF MILFORD - PUBLIC WORKS
745 CENTER STREET, SUITE 200
MILFORD, OH 45150
513-576-5468 (NATHANIEL CLAYTON)

CLERMONT COUNTY WATER RESOURCES DEPARTMENT
4400 HASKELL LANE
BATAVIA, OH 45103
513-732-7864 (DUSTIN STEGER)

CLERMONT COUNTY WATER & SEWER
2381 CLERMONT CENTER DRIVE
BATAVIA, OH 45103
513-732-8872 (MARK JAEHNEN)

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-458-3855 (CHRIS TEPE)
CHRIS.TEPE@DUKE-ENERGY.COM

CLE-132-1180

CHARTER COMMUNICATIONS
10920 KENWOOD ROAD
BLUE ASH, OH 45242
513-386-5499 (KENT RIEGER)

CINCINNATI BELL TELEPHONE
221 EAST 4TH ST. BUILDING 121-900
CINCINNATI, OH 45201
513-566-3154 (DERRICK BROWN)

CLERMONT COUNTY WATER RESOURCES DEPARTMENT
4400 HASKELL LANE
BATAVIA, OH 45103
513-732-7864 (DUSTIN STEGER)

CLERMONT COUNTY WATER & SEWER
2381 CLERMONT CENTER DRIVE
BATAVIA, OH 45103
513-732-8872 (MARK JAEHNEN)

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-458-3855 (CHRIS TEPE)
CHRIS.TEPE@DUKE-ENERGY.COM

DUKE ENERGY (GAS)
139 EAST 4TH ST. ROOM 460A
CINCINNATI, OH 45202
513-287-2366 (MARK BRANSCUM)

MCI/VERIZON
120 RAVINE ST.
AKRON, OH 44303
330-253-8267 (AL GUEST)

VILLAGE OF BATAVIA
65 N. SECOND ST.
BATAVIA, OH 45103
513-732-2020

GRE-35-1354R

AT&T OHIO
7201 FAR HILLS AVE.
DAYTON, OH 45459
937-296-3588 (HOWARD LAUDERMILK)
HL1596@ATT.COM

CITY OF XENIA
10 N. DETROIT ST.
XENIA, OH 45385
937-376-7265 (CHRISTOPHER BERGER, CITY ENGINEER)

DAYTON POWER AND LIGHT
1900 DRYDEN RD.
DAYTON, OH 45439
937-554-9063 (BILL WARD)

GREENE COUNTY WATER AND SEWER
667 DAYTON-XENIA RD.
XENIA, OH 45385
937-562-7450 (JASON TINCU)

HAM-50-1976

AT&T LONG DISTANCE
950 FREEWAY DRIVE N.
COLUMBUS, OH 45202
614-431-9292 (CHRISTOPHER MCCLOSKEY)

CENTURYLINK
9490 MERIDIAN WAY
WEST CHESTER, OH 45069
513-644-8943 (BRUCE MILLER)
BRUCE.MILLER@CENTURYLINK.COM
NATIONALRELO@CENTURYLINK.COM

CINCINNATI METROPOLITAN SEWER DISTRICT
1600 GEST ST.
CINCINNATI, OH 45204
513-557-7188 (ROB FRANKLIN)

CITY OF CINCINNATI TRAFFIC
801 PLUM ST. SUITE 450
CINCINNATI, OH 45202
513-352-3730 (LINDA KISER)

HAM-50-1976 (CONTINUED)

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-458-3856 (AARON WRIGHT)
AARON.WRIGHT@DUKE-ENERGY.COM

GREATER CINCINNATI WATER WORKS
3845 EASTERN AVE.
CINCINNATI, OH 45226
513-591-7874 (KYLE BUCKLEY)

MCI/VERIZON
120 RAVINE ST.
AKRON, OH 44303
330-253-8267 (AL GUEST)

SPRINT - FIBER OPTIC
11370 ENTERPRISE PARK DRIVE
SHARONVILLE, OH 45241
513-459-5796 (STEVEN HUGHES)

HAM-75-0146

CHARTER COMMUNICATIONS
10920 KENWOOD ROAD
BLUE ASH, OH 45242
513-386-5499 (KENT RIEGER)

CINCINNATI BELL TELEPHONE
221 EAST 4TH ST. BUILDING 121-900
CINCINNATI, OH 45201
513-566-3154 (DERRICK BROWN)

CINCINNATI METROPOLITAN SEWER DISTRICT
1600 GEST ST.
CINCINNATI, OH 45204
513-557-7188 (ROB FRANKLIN)

CITY OF CINCINNATI TRAFFIC
801 PLUM ST. SUITE 450
CINCINNATI, OH 45202
513-352-3730 (LINDA KISER)

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-458-3856 (AARON WRIGHT)
AARON.WRIGHT@DUKE-ENERGY.COM

DUKE ENERGY (GAS)
139 EAST 4TH ST. ROOM 460A
CINCINNATI, OH 45202
513-287-2366 (MARK BRANSCUM)

GREATER CINCINNATI WATER WORKS
3845 EASTERN AVE.
CINCINNATI, OH 45226
513-591-7874 (KYLE BUCKLEY)

HAM-126-1530

CINCINNATI BELL TELEPHONE
221 EAST 4TH ST. BUILDING 121-900
CINCINNATI, OH 45201
513-566-3154 (DERRICK BROWN)

CINCINNATI METROPOLITAN SEWER DISTRICT
1600 GEST ST.
CINCINNATI, OH 45204
513-557-7188 (ROB FRANKLIN)

CITY OF READING - PUBLIC WORKS
1000 MARKET STREET
READING, OH 45215
513-733-5180 (DARRELL COURTNEY)

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-458-3856 (AARON WRIGHT)
AARON.WRIGHT@DUKE-ENERGY.COM

DUKE ENERGY (GAS)
139 EAST 4TH ST. ROOM 460A
CINCINNATI, OH 45202
513-287-2366 (MARK BRANSCUM)

GREATER CINCINNATI WATER WORKS
3845 EASTERN AVE.
CINCINNATI, OH 45226
513-591-7874 (KYLE BUCKLEY)

HAM-126-1530 (CONTINUED)

CENTURYLINK
9490 MERIDIAN WAY
WEST CHESTER, OH 45069
513-644-8943 (BRUCE MILLER)
BRUCE.MILLER@CENTURYLINK.COM
NATIONALRELO@CENTURYLINK.COM

ODOT DISTRICT 8 TRAFFIC
505 S. STATE ROUTE 741
LEBANON, OH 45036
513-933-6692 (JIM JUDD)

HAM-275-3484L AND HAM-275-3500L/R

CINCINNATI METROPOLITAN SEWER DISTRICT
1600 GEST ST.
CINCINNATI, OH 45204
513-557-7188 (ROB FRANKLIN)

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-458-3856 (AARON WRIGHT)
AARON.WRIGHT@DUKE-ENERGY.COM

GREATER CINCINNATI WATER WORKS
3845 EASTERN AVE.
CINCINNATI, OH 45226
513-591-7874 (KYLE BUCKLEY)

ODOT DISTRICT 8 TRAFFIC
505 S. STATE ROUTE 741
LEBANON, OH 45036
513-933-6692 (JIM JUDD)

HAM-562-0179

CINCINNATI METROPOLITAN SEWER DISTRICT
1600 GEST ST.
CINCINNATI, OH 45204
513-557-7188 (ROB FRANKLIN)

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-458-3856 (AARON WRIGHT)
AARON.WRIGHT@DUKE-ENERGY.COM

DUKE ENERGY (GAS)
139 EAST 4TH ST. ROOM 460A
CINCINNATI, OH 45202
513-287-2366 (MARK BRANSCUM)

CITY OF NORWOOD WATER DEPARTMENT
4645 MONTGOMERY RD.
CINCINNATI, OH 45212
513-615-7726 (CLINT ZIMMERMAN)

CENTURYLINK
9490 MERIDIAN WAY
WEST CHESTER, OH 45069
513-644-8943 (BRUCE MILLER)
BRUCE.MILLER@CENTURYLINK.COM
NATIONALRELO@CENTURYLINK.COM

WAR-75-1146

AT&T OHIO
7201 FAR HILLS AVE.
DAYTON, OH 45459
937-296-3588 (HOWARD LAUDERMILK)

CITY OF SPRINGBORO
320 W. CENTRAL AVE.
SPRINGBORO, OH 45066
937-748-6184 (CHAD DIXON, CITY ENGINEER)

DUKE ENERGY - ELECTRIC (DISTRIBUTION)
2010 DANA AVE
CINCINNATI, OH 45207
513-458-3855 (CHRIS TEPE)
CHRIS.TEPE@DUKE-ENERGY.COM

INDEPENDENT FIBER NETWORK/COMNET
13888 COUNTY ROAD 25A
WAPAKONETA, OH 45895
419-739-3116 (NATHAN ZEHRINGER)

WARREN COUNTY WATER & SEWER DEPT.
P.O. BOX 530
LEBANON, OH 45036
513-695-2377 (LAURA GRAY)

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ENVIRONMENTAL COMMITMENT NOTE

TIER III MINOR MAINTENANCE PROJECTS SHALL CONFORM TO THE FOLLOWING CONDITIONS:

- IF ANY EARTHWORK IS PERFORMED WITHIN A PROJECT AREA, THEN A SEDIMENT AND EROSION CONTROL PLAN SHALL BE DEVELOPED AND IMPLEMENTED BEFORE EARTHWORK COMMENCES. ALL CONTROLS SHALL BE PROPERLY MAINTAINED UNTIL FINAL SITE STABILIZATION HAS BEEN ACHIEVED. ALL DENUDED AREAS (LOCATION WHERE VEGETATION IS REMOVED OR ERODIBLE MATERIAL IS EXPOSED TO STORMWATER) SHALL BE SEEDED AND MULCHED AS SPECIFIED IN THE CURRENT OHIO EPA'S CONSTRUCTION GENERAL PERMIT PART IIIG2b1 STABILIZATION. THE SRM MAY REQUIRE IMMEDIATE STABILIZATION WHERE SEDIMENT EROSION MAY IMPACT ENVIRONMENTALLY CRITICAL AREAS. PROPERLY INSTALLED (FRAMED AND ENTRENCHED) SEDIMENT FENCE SHALL BE UTILIZED AROUND THE WORK SITE PERIMETER AND ANY STORM SEWER INLETS. APPROPRIATELY DESIGNED ROCK CHECK DAMS AND OTHER EROSION CONTROLS SHALL BE UTILIZED IN DITCHES AND CULVERTS. PARTICULAR ATTENTION SHALL BE GIVEN TO WATERCOURSES THAT COULD CONVEY SEDIMENT LADEN WATER DIRECTLY TO A DESIGNATED SCENIC RIVER. ANY DENUDED DITCHES SHALL BE SEEDED AND PROTECTED IMMEDIATELY WITH FIBER EROSION CONTROL MATTING OR SOD UPON COMPLETION OF EARTHWORK. STRAW BALES SHALL NOT BE UTILIZED AS A FORM OF SEDIMENT AND EROSION CONTROL. ALL SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA. IF ANY EARTHWORK OR VEGETATION REMOVAL (OTHER THAN MOWING, TREE TRIMMING, BRUSH REMOVAL OR HERBICIDAL SPRAYING) BECOMES NECESSARY WITHIN 1,000 FEET OF A DESIGNATED SCENIC RIVER THEN THE DEC AND SRM SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR.
- IF ROADSIDE DITCH MAINTENANCE IS NECESSARY WITHIN 1000 FEET OF A DESIGNATED STATE SCENIC RIVER, THEN THE DITCH SHALL BE MAINTAINED ONLY FOR THE ORIGINAL INTENDED FUNCTION AND RESTORED TO THE ORIGINAL DESIGN CONFIGURATION, UNLESS THE DITCH LINE WILL BE MODIFIED FOR WATER QUALITY ISSUES SUCH AS STORM WATER CONTROL OR MITIGATION. ANY DENUDED DITCHES SHALL BE SEEDED AND PROTECTED IMMEDIATELY WITH NATURAL EROSION CONTROL MATTING OR SOD UPON COMPLETION OF EARTHWORK. STRAW BALES SHALL NOT BE UTILIZED AS A FORM OF SEDIMENT AND EROSION CONTROL. ALL SEDIMENT AND EROSION CONTROLS SHALL BE REMOVED UPON STABILIZATION OF THE PROJECT AREA. IF WORK EXCEEDS THESE RESTRICTIONS THEN THE DEC AND SRM SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR.
- IF HERBICIDAL SPAYING IS NECESSARY WITHIN 1000 FEET OF A DESIGNATED SCENIC RIVER, OR A STREAM SECTION UPSTREAM OF A DESIGNATED SCENIC RIVER, OR IN ANY TRIBUTARY WATERCOURSE WITHIN 1000 FEET OF THE CONFLUENCE TO A DESIGNATED RIVER THEN A STATE LICENSED PUBLIC APPLICATOR SHALL APPLY ONLY OHIO EPA AQUATIC APPROVED GLYPHOSATE, N-(PHOSPHONOMETHYL) GLYCINE IN THE FORM OF ITS ISOPROPYLAMINE SALT HERBICIDE AND SURFACTANT AT THE LABELED RATES IN FRONT, UNDER, AND BEHIND (18") GUARDRAIL AND ABUTMENT WINGWALLS. THE HERBICIDE MUST BE SAFE FOR APPLICATION ON OR NEAR STANDING WATER. THE APPLICATION OF THE HERBICIDE SHALL NOT INCLUDE ANY SOIL DISTURBANCE ACTIVITIES. IF ANY OTHER TYPES OF HERBICIDES OR HERBICIDAL APPLICATIONS ARE NECESSARY, THEN THE DEC AND SMR SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR.

- IF CUTTING AND CLEARING OF ANY VEGETATION WITHIN 1000 FEET OF A SCENIC RIVER IS REQUIRED, THEN ALL WORK SHALL BE COMPLETED IN SUCH A MANNER SO AS TO LIMIT THE AMOUNT OF VEGETATION BEING CLEARED TO THE ABSOLUTE MINIMUM NECESSARY TO ACCOMPLISH THE GOAL OF THE PROJECT. VERTICAL PRUNING OF TREES IS PERMITTED IF ANY OVERHANGING LIMBS CAUSE A SAFETY HAZARD OR OBSTRUCT VIEW. VERTICAL PRUNING SHALL NOT INCLUDE THE USE OF A FLAIL MOWER. CARE SHALL BE TAKEN NOT TO GIRDLE OR SCUFF TREE TRUNKS WHERE PRACTICABLE.
- NO TOXIC OR HAZARDOUS MATERIALS SUCH AS SEALANTS, PAINT, SOLVENTS, CLEANING AGENTS, EARTHEN MATERIALS, WASTE-WATER, FUELS OR DEBRIS OF ANY KIND SHALL BE DISCHARGED TO A SCENIC RIVER OR ANY TRIBUTARY WATER COURSES. ALL ASPHALT OR CONCRETE GRINDINGS, EXCESS ASPHALTIC OR CONCRETE MATERIALS OR ANY OTHER DEBRIS GENERATED DURING RESURFACING OR OTHER SIMILAR ACTIVITIES SHALL BE REMOVED IMMEDIATELY FROM WITHIN 1000 FEET OF A SCENIC RIVER AND DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100 YEAR FLOOD ELEVATION AND NOT WITHIN 1000 FEET OF THE DESIGNATED SCENIC RIVER.
- IF PAINTING, WELDING, SAND AND/OR WATER BLASTING (CLEANING) IS INCORPORATED AS PART OF THE PROJECT AT OR OVER A SCENIC RIVER, THEN APPROPRIATE APRONS SHALL BE UTILIZED TO PROVIDE FOR COMPLETE CONTAINMENT OF ALL PAINT, WELDING SLAG AND/OR SEALANT OVER SPRAY AND OTHER DEBRIS. APRONS, APPROPRIATE FALSEWORK OR OTHER BARRIERS SHALL BE UTILIZED ON ALL DECK REPLACEMENT PROJECTS TO PREVENT THE DISCHARGE OF CONCRETE, ASPHALT OR OTHER DEBRIS TO A DESIGNATED SCENIC RIVER. ALL DEBRIS COLLECTED SHALL BE DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100 YEAR FLOOD PLAIN AND NOT WITHIN 1000 FEET OF THE SCENIC RIVER.
- IF A TIER III PROJECT IMPACTS ANY PORTION OF A STREAM BANK OF A SCENIC RIVER THEN THE DEC AND SRM SHALL JOINTLY CONDUCT A FIELD REVIEW AND COMPLETE A SRFR.

THE SCENIC RIVER MANAGER WILL BE KEPT INFORMED OF THE PROJECT SCHEDULE AND WILL BE INVITED TO THE PRE-CONSTRUCTION MEETING. TIER IV PROJECTS SHALL CONFORM TO TIER III CONDITIONS IN ADDITION TO THE FOLLOWING CONDITIONS:

SCOUR PROTECTION WITH ROCK CHANNEL PROTECTION USING WITH FILL BELOW OHWM.

- ROCK CHANNEL PROTECTION (RCP) USED AROUND PIERS AND ABUTMENTS SHALL BE KEPT TO THE MINIMUM AMOUNT NEEDED TO PREVENT SCOUR AND SHALL CONSIST OF CLEAN, WASHED (FREE OF ANY TOXIC OR FINE MATERIALS) NON-ERODIBLE FILL ONLY (ABSOLUTELY NO NEW OR USED CONCRETE, ASPHALT OR OTHER EARTHEN DEBRIS). RCP SHALL BE PLACED FROM BRIDGE DECKS WHENEVER POSSIBLE. IF INSTREAM WORK IS NECESSARY, THEN ALL WORKPADS SHALL BE KEPT TO THE ABSOLUTE MINIMUM SIZE NEEDED TO FACILITATE IN-STREAM WORK. IN-STREAM WORK SHALL BE CONDUCTED THROUGH THE USE OF WATER DIVERSIONS SUCH AS SHEET PILING, MEMBRANE DAMS, ETC. THAT DO NOT REQUIRE THE PLACEMENT OF EARTHEN FILL WHENEVER POSSIBLE. IN-STREAM WORK SHALL BE PERFORMED BETWEEN JULY 1 AND FEBRUARY 1 DURING LOW FLOW CONDITIONS. ALL FILL USED AS RCP, OR USED IN THE CONSTRUCTION OF TEMPORARY CONSTRUCTION ACCESS FILLS SHALL BE CLEAN, WASHED NON-ERODIBLE FILL (ABSOLUTELY NO NEW OR USED CONCRETE, ASPHALT OR OTHER EARTHEN DEBRIS) OF THE MINIMUM SIZE NEEDED TO PREVENT MATERIALS FROM BEING WASHED OUT DURING EXPECTED HIGH FLOWS.

- IF TEMPORARY CONSTRUCTION ACCESS FILLS ARE NECESSARY TO FACILITATE IN-STREAM WORK, THEN ALL TEMPORARY FILL MATERIAL SHALL CONSIST OF CLEAN WASHED (FREE OF ANY TOXIC OR FINE MATERIALS) NON-ERODIBLE FILL ONLY (ABSOLUTELY NO NEW OR USED CONCRETE, ASPHALT OR OTHER EARTHEN DEBRIS) AND SHALL BE REMOVED IMMEDIATELY UPON THE COMPLETION OF IN-STREAM WORK AND DISPOSED AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100 YEAR FLOOD PLAIN AND NOT WITH 1000 FEET OF THE SCENIC RIVER. IN-STREAM WORK SHALL BE PERFORMED BETWEEN JULY 1 AND FEBRUARY 1 DURING LOW FLOW CONDITIONS. STREAM BOTTOM ELEVATIONS SHALL BE DETERMINED BEFORE IN-STREAM WORK COMMENCES TO ENSURE THAT ALL FILL MATERIAL IS COMPLETELY REMOVED BEFORE CONSTRUCTION IS COMPLETED. ALL DISTURBED STREAM BANKS WITHIN THE PROJECT AREA SHALL BE RETURNED TO NATURAL CONTOURS AND ELEVATIONS AND SHALL BE RE-VEGETATED. TREES REMOVED TO PERFORM THE WORK SHALL BE REPLACED WITH NATIVE TREES SPECIES, WHERE PHYSICALLY PRACTICABLE. ACCESS TO THE RIVER CHANNEL SHALL BE CONFINED TO ONE STREAM BANK WHENEVER POSSIBLE.
- IF DEWATERING IS NECESSARY TO FACILITATE IN-STREAM WORK, OR PIER CONSTRUCTION, ALL WASTEWATER SHALL BE PUMPED ONTO A VEGETATED AREA A SUFFICIENT DISTANCE FROM THE RIVER TO ALLOW FOR COMPLETE INFILTRATION. IF DISCHARGE TO A VEGETATED AREA IS NOT FEASIBLE, THEN WASTEWATER SHALL BE DISCHARGED INTO A SEDIMENT FILTER BAG OR INTO A TEMPORARY DETENTION/RETENTION POND WITH SUFFICIENT RETENTION TIME TO PERMIT FOR THE SETTLING OF ALL SUSPENDED SOLIDS. ALL STORMWATER DRAINAGE SHALL BE DIRECTED ONTO A VEGETATED AREA TO ALLOW FOR COMPLETE INFILTRATION. NO WASTEWATER OF ANY KIND SHALL BE DIRECTLY DISCHARGED TO A DESIGNATED SCENIC RIVER OR ANY WATERCOURSE DRAINING DIRECTLY INTO A DESIGNATED SCENIC RIVER. IDLE EQUIPMENT, FUELS, LUBRICANTS OR STORAGE FOR AND/OR STORAGE OF POTENTIALLY TOXIC OR HAZARDOUS MATERIALS SHALL BE KEPT ABOVE THE FEMA 100 YEAR FLOOD PLAIN AND NOT WITHIN 1000 FEET OF THE SCENIC RIVER.

DEBRIS CLEAN-OUT

DEBRIS REMOVAL SHALL BE CONDUCTED BY PULLING DEBRIS OUT OF THE STREAM CHANNEL WITH EQUIPMENT FROM THE BRIDGE DECK WHENEVER POSSIBLE. ALL DEBRIS COLLECTED SHALL BE DISPOSED OF AT AN APPROPRIATE FACILITY ABOVE THE FEMA 100 YEAR FLOOD PLAIN AND NOT WITHIN 1000 FEET OF THE SCENIC RIVER. IF DEBRIS REMOVAL CANNOT BE CONDUCTED FROM THE BRIDGE DECK, THEN ALL WORK SHALL BE ACCOMPLISHED FROM THE STREAM BANK BY CABLING AND PULLING MATERIALS FROM THE CHANNEL. NO HEAVY EQUIPMENT WILL BE PERMITTED IN THE STREAM. IF DEBRIS REMOVAL CAN BE ACCOMPLISHED IN ONE OF THE TWO MANNERS ABOVE, THEN THE WORK CAN BE CONDUCTED PROVIDED THE FOLLOWING CONDITIONS ARE MET:

- ALL RIVER BANK VEGETATION SHALL BE LEFT UNDISTURBED TO THE MAXIMUM EXTENT POSSIBLE. THE MAXIMUM TOTAL SURFACE WATER AND VEGETATION IMPACTS ON EITHER SIDE OF THE EXISTING STRUCTURE SHALL BE LIMITED TO NO MORE THAN 25 FEET UPSTREAM OR DOWNSTREAM, OR 25 FEET BEYOND THE TOE OF THE SLOPE OF THE STRUCTURE'S APPROACH EMBANKMENT. AREAS WHERE VEGETATION IS REMOVED SHALL BE REVEGETATED. ANY DISTURBED RIVER BANKS SHALL BE RETURNED TO PREVIOUSLY EXISTING CONTOURS AND ELEVATIONS AND SEEDED AND/OR MULCHED IMMEDIATELY UPON THE COMPLETION OF THE PROJECT. TREES REMOVED TO PERFORM THE WORK SHALL BE REPLACED WITH NATIVE TREES SPECIES, WHERE PRACTICABLE.

- ACCESS SHALL ONLY BE AUTHORIZED TO THE EDGE OF STREAM BANK ABOVE (OHWM) OR THE BANKFULL ELEVATION. FILL MATERIAL USED FOR ACCESS TO THE EDGE OF STREAM BANK SHALL BE COMPLETELY REMOVED UPON THE COMPLETION OF WORK. ALL FILL MATERIAL PLACED ON THE STREAM BANK ABOVE OHWM OR THE BANKFULL ELEVATION SHALL BE CLEAN, WASHED NON-ERODIBLE FILL OF THE MINIMUM SIZE NEEDED TO PREVENT MATERIALS FROM BEING WASHED OUT DURING EXPECTED HIGH FLOWS (ABSOLUTELY NO NEW OR USED CONCRETE, ASPHALT OR OTHER EARTHEN DEBRIS). ACCESS ROADS OR RAMPS SHALL BE KEPT TO AN ABSOLUTE MINIMUM SIZE. ACCESS TO THE STREAM BANK SHALL BE CONFINED TO ONE STREAM BANK WHENEVER POSSIBLE.
- IF DEWATERING IS NECESSARY TO FACILITATE IN-STREAM WORK, ALL WASTEWATER SHALL BE PUMPED ONTO A VEGETATED AREA A SUFFICIENT DISTANCE FROM THE RIVER TO ALLOW FOR COMPLETE INFILTRATION. IF DISCHARGE TO A VEGETATED AREA IS NOT FEASIBLE, THEN WASTEWATER SHALL BE DISCHARGED INTO A SEDIMENT FILTER BAG OR INTO A TEMPORARY DETENTION/RETENTION POND WITH SUFFICIENT RETENTION TIME TO PERMIT FOR THE SETTLING OF ALL SUSPENDED SOLIDS. ALL STORMWATER DRAINAGE SHALL BE DIRECTED ONTO A VEGETATED AREA TO ALLOW FOR COMPLETE INFILTRATION. NO WASTEWATER OF ANY KIND SHALL BE DIRECTLY DISCHARGED TO A DESIGNATED SCENIC RIVER OR ANY WATERCOURSE DRAINING DIRECTLY INTO A DESIGNATED SCENIC RIVER. IDLE EQUIPMENT, FUELS, LUBRICANTS OR STORAGE FOR AND/OR STORAGE OF POTENTIALLY TOXIC OR HAZARDOUS MATERIALS SHALL BE KEPT ABOVE THE FEMA 100 YEAR FLOOD PLAIN AND NOT WITHIN 1000 FEET OF THE DESIGNATED SCENIC RIVER.

CALCULATED	KDW	GENERAL NOTES	D08 - BM - FY 2020	<div><div>7</div><div>86</div></div>
	CHECKED			
	TWG			

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ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN

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

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

- THE PLANS SHALL INCLUDE THE FOLLOWING COMPONENTS:
- THE PLAN VIEW AT AN APPROPRIATE SCALE TO SHOW:
- WORK AREA
 - BEGIN/END STATIONING OF TAPERS, TEMPORARY MARKINGS, ETC.
 - TEMPORARY PAVEMENT
 - LOCATIONS OF SIGNS (EXISTING OVERHEAD SIGNS AND ALL PROPOSED, COVERED, OR MODIFIED SIGNS)
 - LOCATIONS OF TYPICAL SECTIONS
 - REFERENCES TO APPLICABLE STANDARD DRAWINGS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CLE-32-1058: ON BATAVIA ROAD, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 50 CONSECUTIVE CALENDAR DAYS OCCURRING BETWEEN JUNE 5TH AND SEPTEMBER 30TH WHEN THROUGH TRAFFIC MAY BE DETOURED. THE POSTED DETOUR ROUTE SHALL BE TO EXIT FROM WESTBOUND SR 32 TO SOUTH ON HALF ACRE ROAD TO WEST ON JAMES SAULS SR DR. THE DETOUR IN THE OPPOSITE DIRECTION USES THE SAME ROUTE. AMPLE ADVANCE SIGNAGE WILL BE NEEDED ON MAINLINE SR 32 TO GET VEHICLES TO EXIT AT HALF ACRE RD. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT AS SPECIFIED IN THE PERMITTED LANE CLOSURE TIMES AN UNAUTHORIZED LANE USE TABLE FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

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

CLE-131-0036: ON SR 131, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR;

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

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

CLE-132-1180: MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURE NOTE ON SHEET 12, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS WHEN ONE LANE IN EACH DIRECTION MAY BE MAINTAINED. MAINTAIN A MINIMUM OF ONE SIDEWALK AT ALL TIMES.

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

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

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

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

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

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

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

HAM-275-3484L: MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12. THE MINIMUM LANE WIDTH IS 11'. THE MINIMUM SHOULDER WIDTH IS 2'. A CONTRA-FLOW TRAFFIC SCHEME IS PROHIBITED.

IF TRAFFIC IS SHIFTED ONTO THE MEDIAN SHOULDER, THE EXISTING RUMBLE STRIPS SHALL BE MILLED 1½” DEEP AND RESURFACED WITH 1½” ITEM 448 ASPHALT CONCRETE SURFACE COURSE, TYPE 1. PRIOR TO OPENING THE SHOULDER TO TRAFFIC, ENSURE THE APPROACH ONTO OR OFF THE STRUCTURE APPROACH SLAB IS SMOOTH AND FREE OF BUMPS. RESTORE ANY REMOVED RUMBLE STRIPS AFTER PLACING TRAFFIC IN ITS ORIGINAL CONFIGURATION.

ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN (CONTINUED)

HAM-275-3484L (CONTINUED):
AT THE MEDIAN SHOULDER NEAR THE REAR ABUTMENT: IF TRAFFIC IS SHIFTED ONTO THE MEDIAN SHOULDER AND THE EXISTING CONCRETE MOW STRIP IS LOCATED WITHIN 2’ OF THE EDGE LINE, THE CONTRACTOR SHALL REMOVE THE AUXILIARY MOW STRIP AND PLACE ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, USING FLEXIBLE PAVEMENT. THE AUXILIARY MOW STRIP IS APPROXIMATELY 7’ WIDE BY 94’ LONG. THE ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC MAY REMAIN IN PLACE UPON COMPLETION OF THE PROJECT.

IN THE EVENT, ACCESS TO THE WORK AREA FROM I-275 CANNOT BE MAINTAINED IN ACCORDANCE WITH MT-103.10; THE CONTRACTOR SHALL BE REQUIRED TO ACCESS THE WORK AREA USING SHORT-TERM LANE CLOSURES DURING PERMITTED TIMES.

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

HAM-275-3500 L/R: MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12.

HAM-562-0179: MAINTAIN ALL EXISTING LANES ACCORDING TO THE PERMITTED LANE CLOSURES NOTE ON SHEET 12.

WAR-75-1146: ON PENNYROYAL ROAD, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 21 CONSECUTIVE CALENDAR DAYS OCCURRING BETWEEN JUNE 5TH AND AUGUST 10TH, WHEN THROUGH TRAFFIC MAY BE DETOURED. THE POSTED DETOUR ROUTE SHALL BE SOUTH ON CLEARCREEK FRANKLIN ROAD TO WEST ON SR 73 TO NORTH ON N RILEY STREET/N MAIN STREET/N DIXIE HIGHWAY TO PENNYROYAL ROAD; THE DETOUR IN THE OPPOSITE DIRECTION USES THE SAME ROUTE. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT AS SPECIFIED IN THE PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE ON SHEET 11 FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

WORK ZONE MARKINGS, PORTABLE BARRIER, IMPACT ATTENUATORS, AND BARRIER DELINEATION ARE NOT SEPARATELY ITEMIZED IN THE PLAN. THESE ITEMS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC AT HAM-275-3484.

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	50 CY
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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 THE ITEMS REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 – MAINTAINING TRAFFIC, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614. PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE (OFFICE OF MATERIALS MANAGEMENT WEB PAGE). THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. The PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN _ HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRE-CONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.)

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS.

FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR’S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFT-WARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614 – PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	6 SIGN MONTH
(ASSUMING 2 PCMS SIGNS FOR 3 MONTHS)	

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, AS PER PLAN.

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 OMTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMTCD, 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 OMTCD, 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 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	1200 HOURS
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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.

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NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

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

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

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

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

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

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

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

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

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

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

INTERIM COMPLETION REQUIREMENTS

THE PROJECT HAS MULTIPLE INTERIM COMPLETION DATES AS DESCRIBED BELOW.

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

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

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

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

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

CITY OF CINCINNATI REQUIREMENTS

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

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

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

WORK ZONE SPEED ZONES (WZSZS)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

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

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

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**MAINTENANCE OF TRAFFIC SIGNAL/FLASHER
INSTALLATION (CONTINUED)**

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

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

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

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

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

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

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 4 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6AM TO 7PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS, EXCEPT FOR THE FOLLOWING INTERSECTIONS WHICH SHALL BE PROTECTED BY OFF-DUTY VILLAGE OF BATAVIA POLICE, HIRED BY THE CONTRACTOR:

- 1. E MAIN ST AT FOUNDRY AVE
- 2. E MAIN ST AT RIVERSIDE DR

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

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

- 1. TIME OF NOTIFICATION OF MALFUNCTION;
- 2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
- 3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
- 4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;
- 5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

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

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

WORKSITE TRAFFIC SUPERVISOR

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

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

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

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

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

- A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
 - B. DAILY TTC SETUP AND REMOVAL.
 - C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
 - D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
 - E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
 - F. ALL OTHER EMERGENCY TTC NEEDS.
12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.
13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

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

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WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

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

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

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

PERMITTED LANE CLOSURES

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

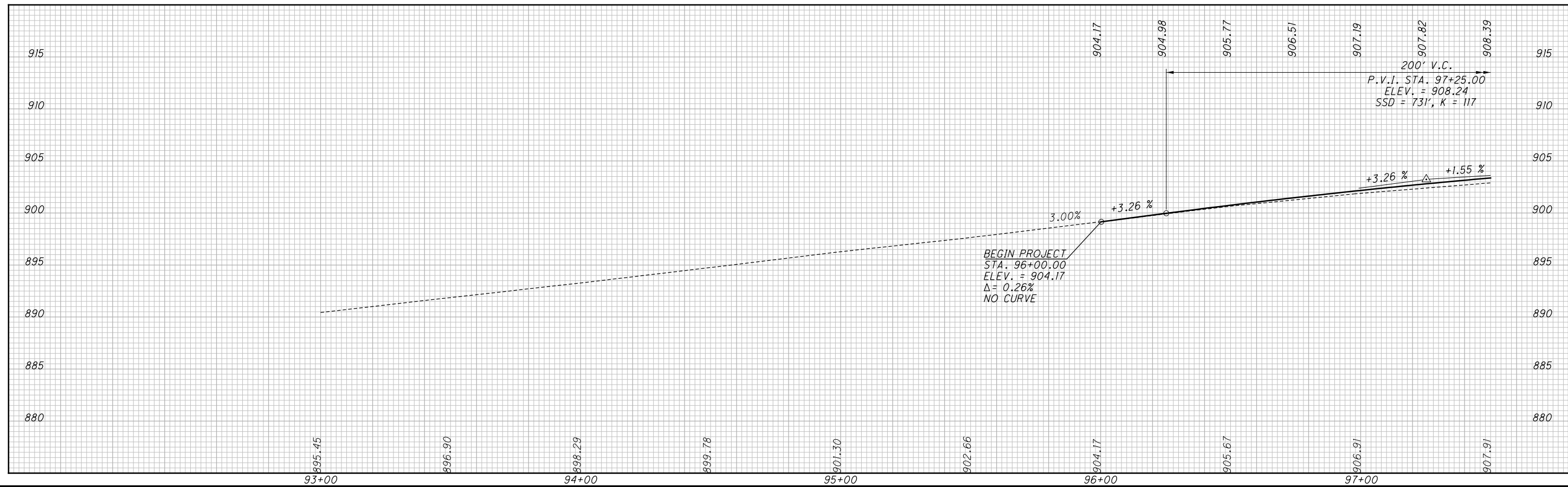
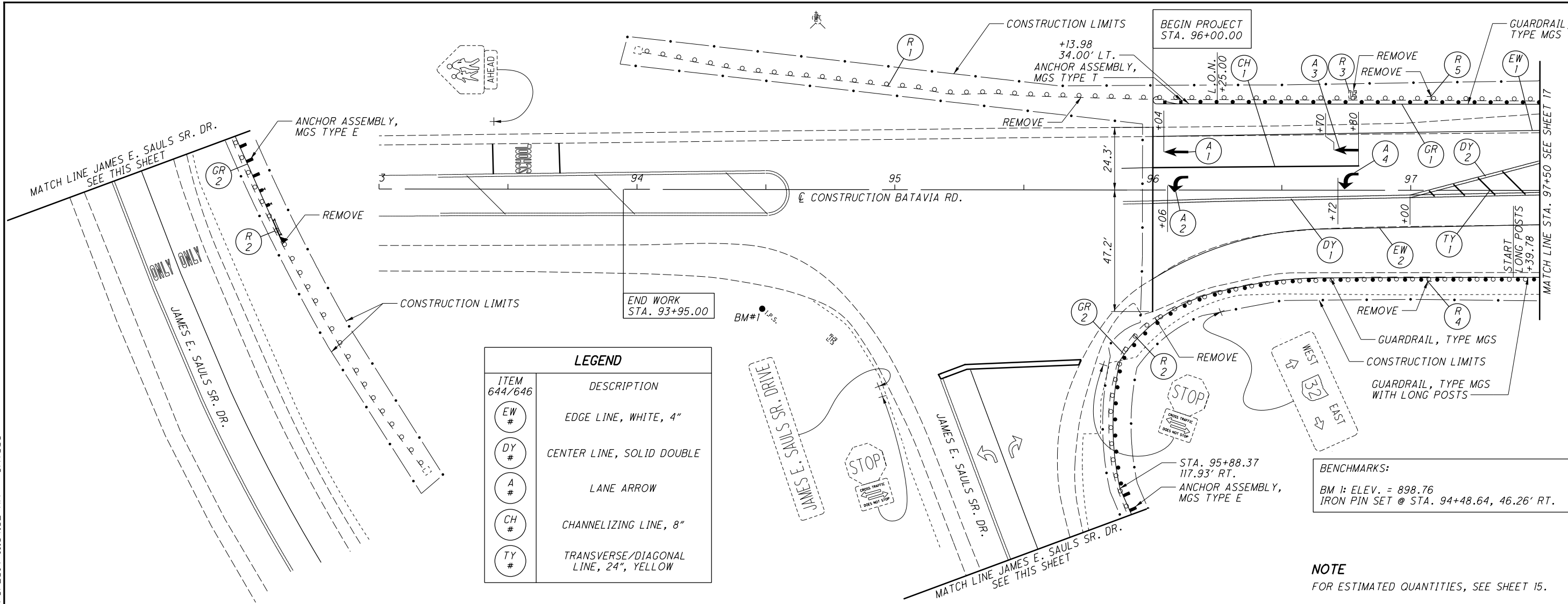
PERMITTED LANE CLOSURE TIMES AND UNAUTHORIZED LANE USE TABLE							
LOCATION	DIRECTION	1 LANE CLOSED	2 LANES CLOSED	COMPLETE CLOSURE	TIME UNIT	DISINCENTIVE PER LANE PER TIME UNIT	COMMENTS
I-275	EB	WEEKDAYS: 8 PM TO 7 AM WEEKEND: 7 PM TO 9 AM	WEEKDAYS: 10 PM TO 6 AM WEEKEND: 11 PM TO 7 AM	N/A	1 MINUTE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

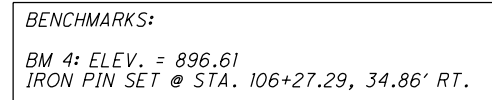
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GENERAL SUMMARY

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REF. NO.	SHEET NO.	LOCATION	STATION		SIDE	202	202	601	606	606	606	606	606	606	609	620	621	621	625	625	626	630	644	644	644	644	646	646	646	CALCULATED MGM CHECKED TWG	ESTIMATED QUANTITIES	D08 - BM - FY 2020	15 86
						CURB REMOVED	GUARDRAIL REMOVED	TIED CONCRETE BLOCK MAT, TYPE 2	GUARDRAIL, TYPE MGS	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	CURB, TYPE 4-C	REMOVAL OF DELINEATOR	RPM	RAISED PAVEMENT MARKER REMOVED	PULL BOX REMOVED	PULL BOX, MISC: ADJUST TO GRADE	BARRIER REFLECTOR, TYPE 2	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	EDGE LINE, 4" (WHITE)	CENTER LINE (DOUBLE SOLID)	CHANNELIZING LINE, 8"	TRANSVERSE/DIAGONAL LINE (YELLOW)	LANE ARROW	EDGE LINE, 4" (WHITE)	CENTER LINE (DOUBLE SOLID)				
			FROM	TO		FT	FT	SY	FT	FT	EACH	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	MILE	MILE	FT	FT	EACH	MILE	MILE				
R-1	16-17	BATAVIA RD.	94+01.95	98+23.87	LT.		423																										
R-2	16-17	BATAVIA RD./JAMES E. SAULS SR. DR.	95+82.90	98+64.77	RT.		499																										
R-3	16	BATAVIA RD.	96+77.38		LT.														1														
R-4	16	BATAVIA RD.	97+06.61		RT.																												
R-5	16	BATAVIA RD.	97+07.78		LT.																1												
R-6	17	BATAVIA RD.	97+81.02		LT.														1														
R-7	17	BATAVIA RD.	97+94.59	98+25.03	LT.	30.4																											
R-8	17	BATAVIA RD.	98+32.34	98+63.72	RT.	31.4																											
R-9	17-18	BATAVIA RD.	100+99.53	105+51.12	LT.		453																										
R-10	17	BATAVIA RD.	101+06.27	101+33.63	LT.	27.4																											
R-11	17-18	BATAVIA RD.	101+39.17	105+48.08	RT.		416																										
R-12	17	BATAVIA RD.	101+41.63	101+72.68	RT.	31.1																											
R-13	17	BATAVIA RD.	101+63.16		RT.											1																	
R-14	18	BATAVIA RD.	102+62.36		RT.											1																	
R-15	18	BATAVIA RD.	103+62.29		RT.											1																	
R-16	18	BATAVIA RD.	104+61.86		RT.											1																	
E-1	17	BATAVIA RD.	97+88.23	97+93.73	LT.			46.4																									
E-2	17	BATAVIA RD.	98+28.12	98+33.62	RT.			44.9																									
E-3	17	BATAVIA RD.	101+33.38	101+38.88	LT.			44.0																									
E-4	17	BATAVIA RD.	101+73.24	101+78.74	RT.			38.3																									
GR-1	16-17	BATAVIA RD.	96+01.48	98+13.98	LT.				150	50		1		1	18.1					3													
GR-2	16-17	BATAVIA RD./JAMES E. SAULS SR. DR.	95+87.35	98+54.18	RT.				212.5	87.5	1		1		18.1					5													
GR-3	17-18	BATAVIA RD.	101+12.82	104+42.84	LT.				75	175	1		1		18.1					4													
GR-4	17-18	BATAVIA RD.	101+53.02	104+02.57	RT.				87.5	150		1		1	18.2					3													
UT-1	17	BATAVIA RD.	98+59.65		RT.														1														
UT-2	17	BATAVIA RD.	101+99.63		RT.														1														
A-1	16	BATAVIA RD.	96+04.00		LT.																							1					
A-2	16	BATAVIA RD.	96+06.00		LT./RT.																							1					
A-3	16	BATAVIA RD.	96+70.00		LT.																							1					
A-4	16	BATAVIA RD.	96+72.00		LT.																							1					
CH-1	16	BATAVIA RD.	96+00.00	96+80.00	LT.												2	2								80							
DY-1	16-17	BATAVIA RD.	96+00.00	98+46.62	RT.												4	4							0.05								
DY-2	16-17	BATAVIA RD.	97+00.00	98+39.65	LT./RT.												3	3							0.03								
DY-3	17	BATAVIA RD.	98+39.65	101+13.73	LT.																										0.05		
DY-4	17	BATAVIA RD.	98+46.62	101+20.70	RT.																										0.05		
DY-5	17-18	BATAVIA RD.	101+13.73	103+75.00	LT.												4	4							0.05								
DY-6	17-18	BATAVIA RD.	101+20.70	103+75.00	RT.												4	4							0.05								
EW-1	16-17	BATAVIA RD.	96+00.00	98+32.68	LT.																												
EW-2	16-17	BATAVIA RD.	96+00.00	98+53.58	RT.																												
EW-3	17	BATAVIA RD.	98+32.68	101+06.77	LT.																												
EW-4	17	BATAVIA RD.	98+53.58	101+27.67	RT.																									0.05			
EW-5	17-18	BATAVIA RD.	101+06.77	103+75.00	LT.																									0.05			
EW-6	17-18	BATAVIA RD.	101+27.67	103+75.00	RT.																												



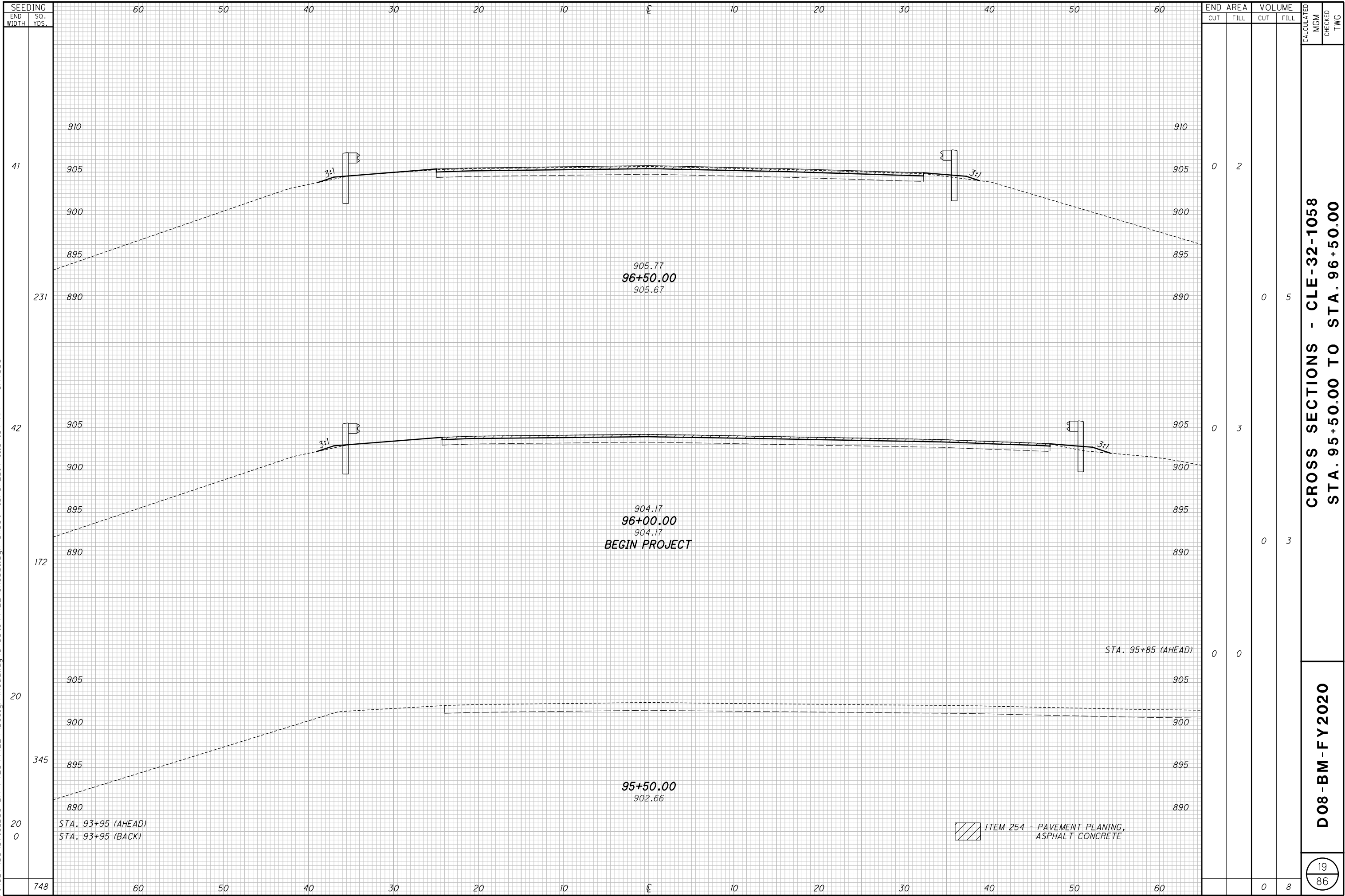


CALCULATED MGM	 HORIZONTAL SCALE IN FEET	
CHECKED TWG		

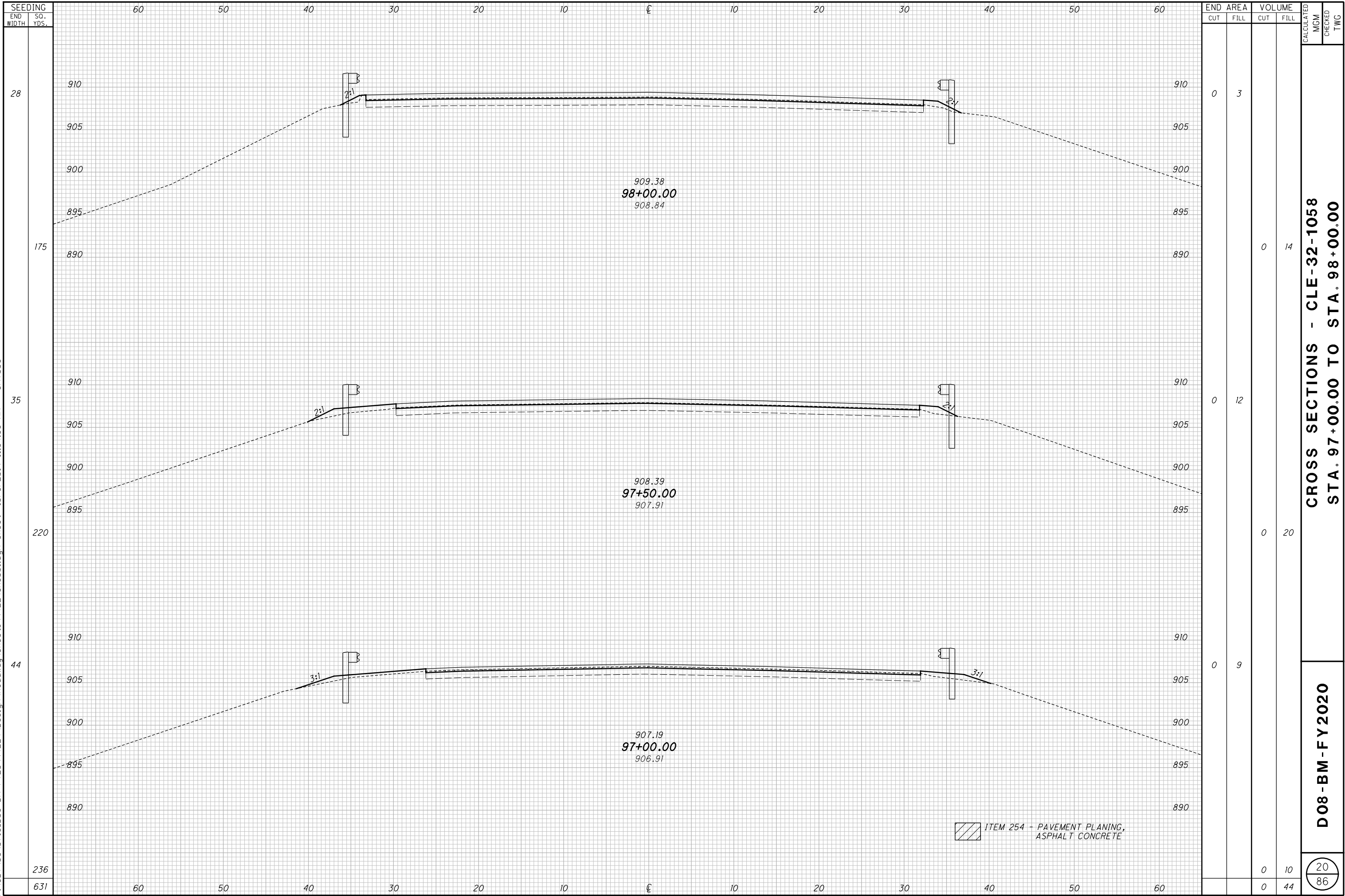
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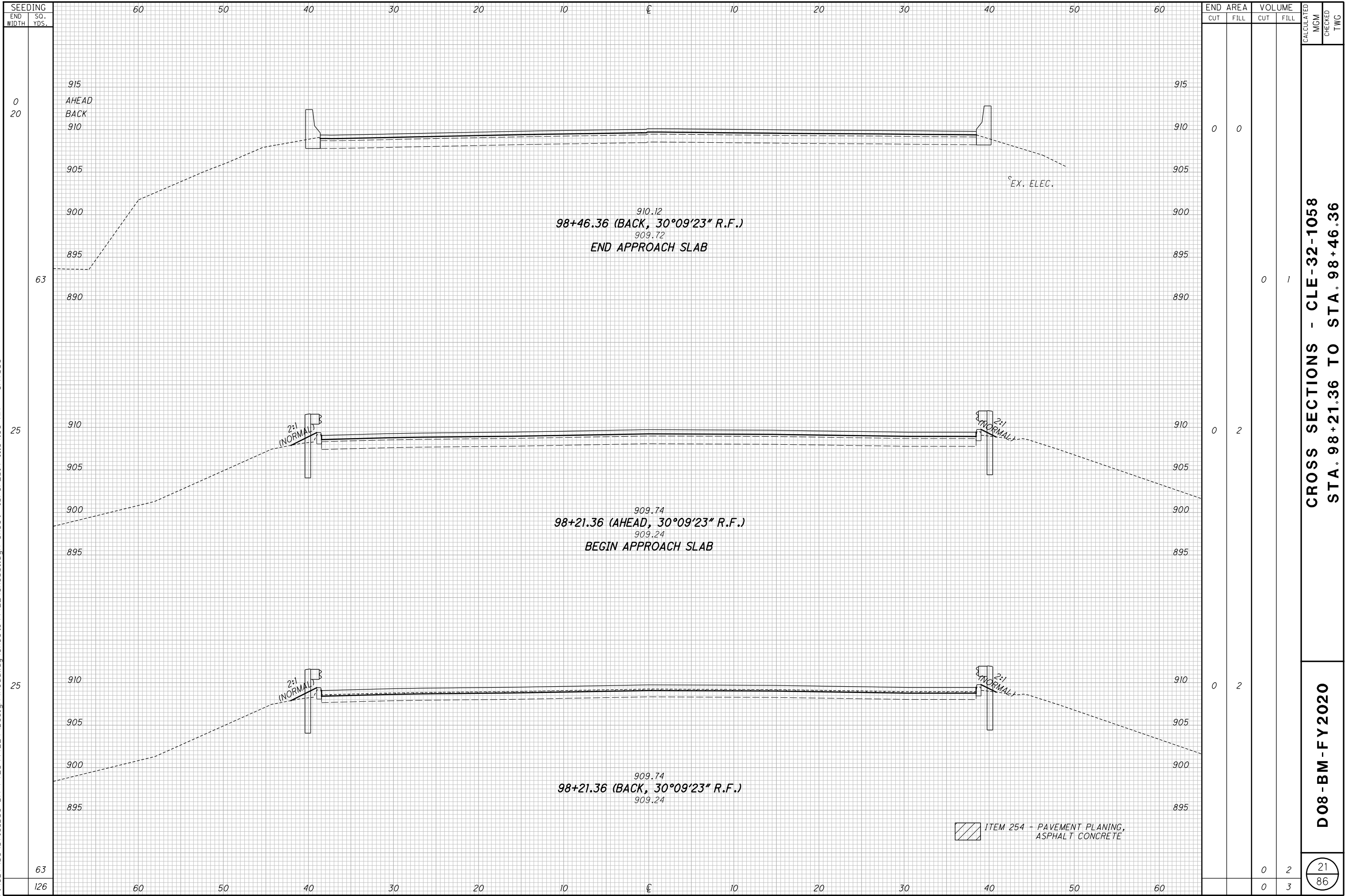
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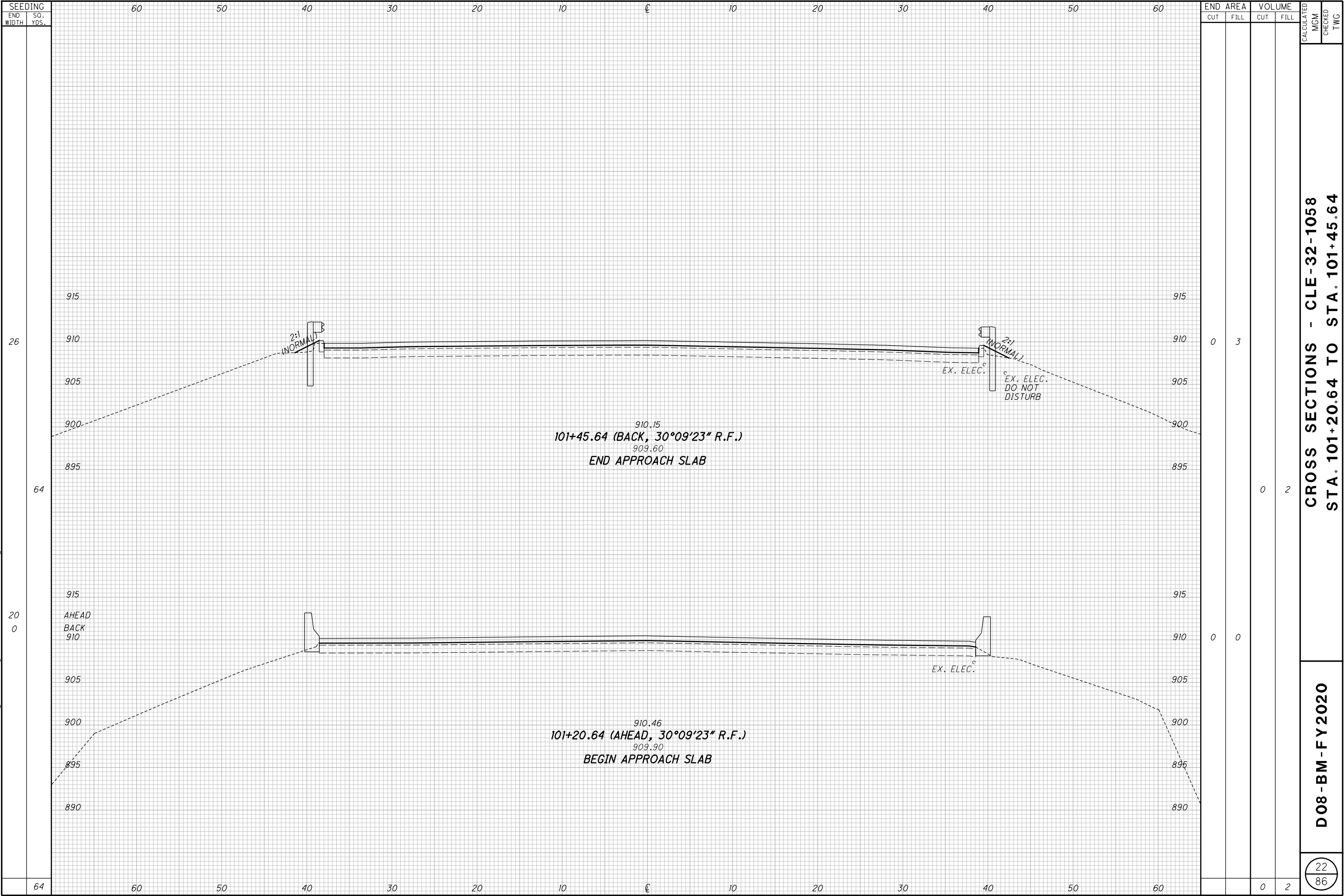


CROSS SECTIONS - CLE-32-1058
STA. 98+21.36 TO STA. 98+46.36

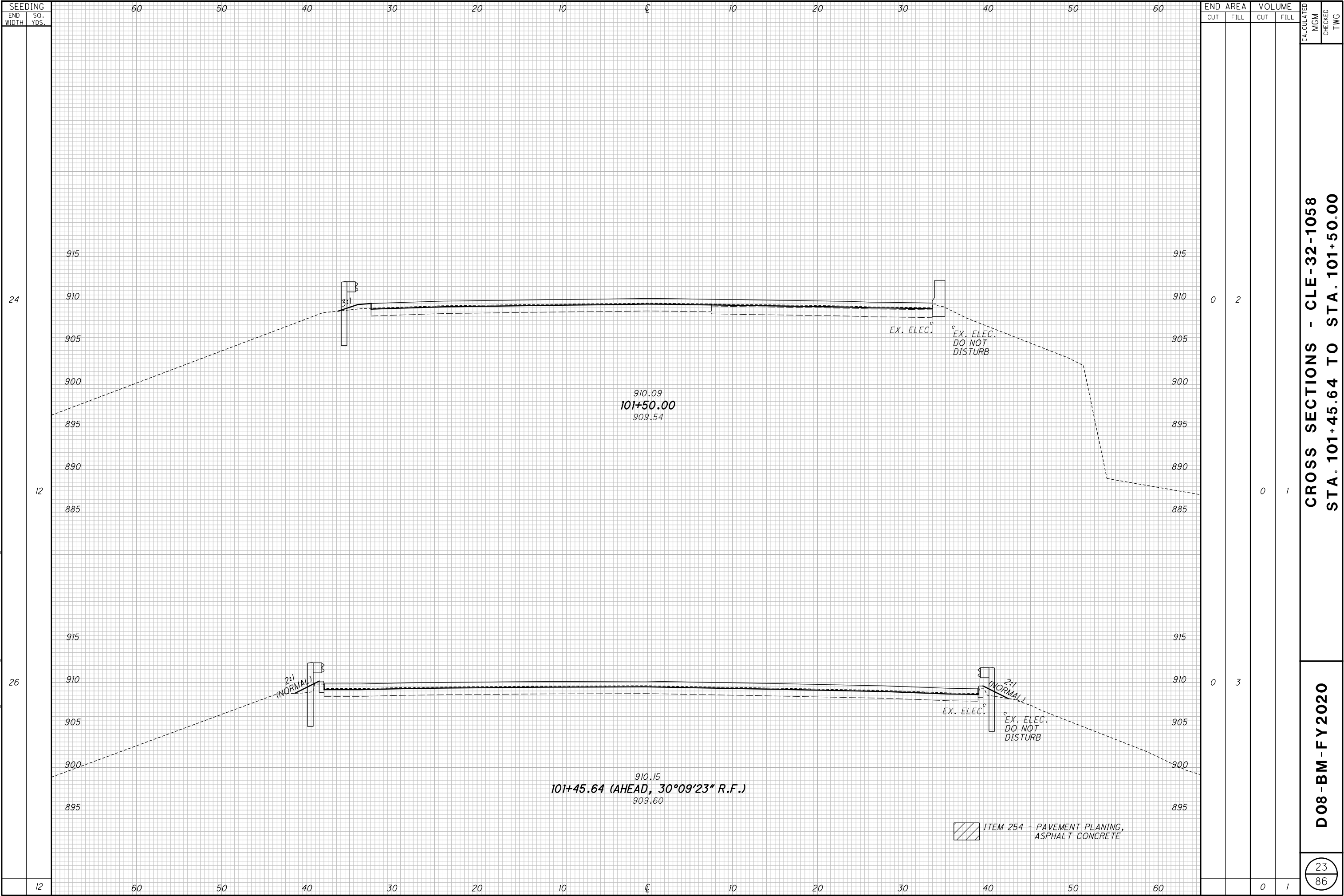
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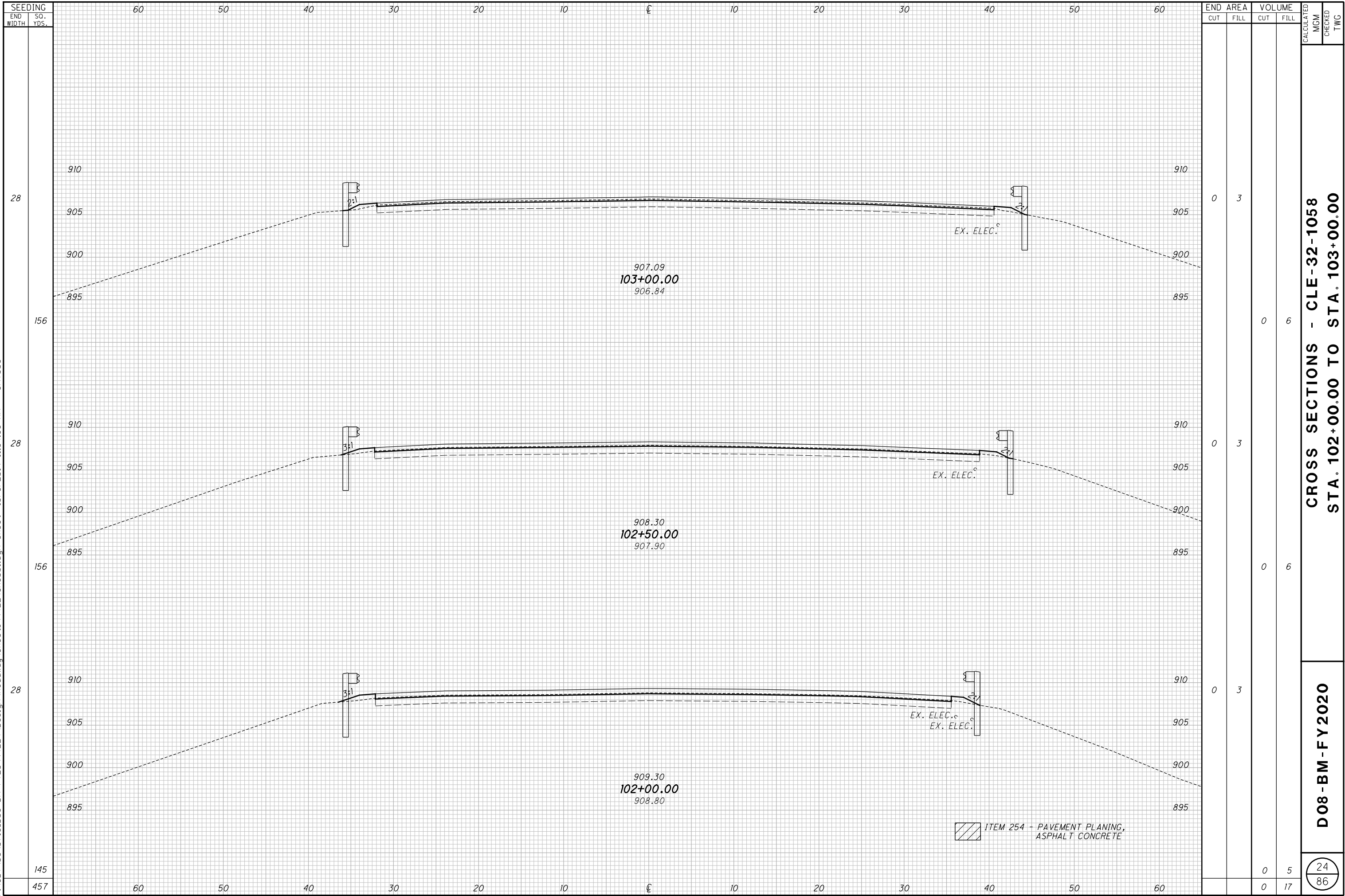


CROSS SECTIONS - CLE-32-1058
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CROSS SECTIONS - CLE-32-1058
STA. 102+00.00 TO STA. 103+00.00

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REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

A-1-69	REVISED	7-19-02
AS-1-15	REVISED	7-17-15
AS-2-15	REVISED	1-19-18
BR-1-13	REVISED	1-17-14
EXJ-4-87	REVISED	1-19-18
GSD-1-96	REVISED	7-19-02
RB-1-55	REVISED	7-19-13
SBR-1-13	REVISED	7-20-18
VPF-1-90	REVISED	7-20-18

DESIGN SPECIFICATIONS

WORK PERFORMED TO THESE STRUCTURES CONFORMS TO “STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES” ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE 2004 ODOT BRIDGE DESIGN MANUAL .

DESIGN DATA

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

CONCRETE CLASS QC3 - COMPRESSIVE STRENGTH 4000 PSI (SELF-CONSOLIDATING CONCRETE)

REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

STRUCTURAL STEEL - ASTM A709 GRADE 50, YIELD STRENGTH 50,000 PSI

DECK PROTECTION METHOD

GRAVITY FED RESIN (CLE-131-0036)

SOLUBLE REACTIVE SILICATE (HAM-562-0179)

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES 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 C&MS 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 STRUCTURES. HOWEVER, THE DEPARMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

UTILITY LINES

THE UTILITIES SHALL BORE ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITIES ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

EXISTING BRIDGE PLANS

EXISTING BRIDGE PLANS MAY BE INSPECTED IN THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO OR AT THE ODOT DISTRICT EIGHT OFFICE IN LEBANON, OHIO.

THE SITE PLANS, EXCEPT FOR CLE-32-1058, WERE DEVELOPED BY REUSING THE MOST CURRENT REHABILITATION PLAN WHICH HAS CERTAIN ITEMS SHOWN WITH NEW WORK LINE STYLES THAT ARE NOW EXISTING. PLEASE SEE PROPOSED WORK LIST FOR THE WORK TO BE PERFORMED ON EACH STRUCTURE.

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.

IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR FIELD CUT THE REINFORCING STEEL DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS. REPAIR ALL DAMAGE TO THE EPOXY COATING, AS A RESULT OF THIS WORK, ACCORDING TO 709.00

ITEM 519 – JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05.

IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL . EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 519 – PATCHING CONCRETE STRUCTURE, AS PER PLAN

PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

ITEM 516 – STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN

THIS WORK SHALL CONSIST OF REPLACING THE EXISTING GLAND WITH A NEW GLAND AND REPLACING SECTIONS OF THE RETAINER BAR AND EXTENSION WITH A NEW RETAINER BAR AND EXTENSION AT THE REAR AND FORWARD EXPANSION JOINT FOR BRIDGE NO. HAM-275-3500R, REPLACING THE EXISTING GLAND AND RETAINERS WITH NEW GLAND AND RETAINERS AT THE EXPANSION JOINTS AT PIERS 6, 7 AND 8 FOR BRIDGE NO. HAM-50-1976, AND REPLACING THE EXISTING GLAND AND RETAINERS WITH NEW GLAND AND RETAINER FOR BRIDGE NO. CLE-132-1180.

THESE BRIDGES MAY HAVE AN EXISTING STRIP SEAL THAT IS NOT READILY AVAILABLE ON THE SHELF. A SPECIAL RUN BY THE MANUFACTURER FROM THE OLD MOLDS MAY BE NEEDED WHICH MAY REQUIRE ADDITIONAL LEAD TIME. THE CONTRACTOR IS TO SCHEDULE ACTIVITIES ACCORDINGLY.

THE PHASE CONSTRUCTION JOINTS IN THE RETAINERS SHALL BE WELDED ACCORDING TO STD. DWG. EXJ-4-87. THE PHASE CONSTRUCTION LOCATIONS ARE TO BE DETERMINED BY THE CONTRACTOR.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, MATERIAL, AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE UNIT BID PRICE PER FOOT OF ITEM 516, STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN.

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

THIS WORK CONSISTS OF THE REMOVAL OF PORTIONS OF THE EXISTING STRUCTURES, ETC. AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. THIS WORK ALSO INCLUDES THE REMOVAL OF SUPERSTRUCTURE BEARINGS AND MISCELLANEOUS STRUCTURAL STEEL ITEMS AS DIRECTED BY THE ENGINEER.

THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING BACKWALL REMOVAL 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 C&MS 501.05.

PROTECTION OF STEEL SUPPORT 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.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH 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.

THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE ANY PORTION OF THE STRUCTURE THAT WILL REMAIN IN SERVICE. ANY PORTION OF THE REMAINING STRUCTURE DAMAGED AS A RESULT OF CONTRACTOR ACTIONS SHALL BE REPLACED IN KIND AT THE CONTRACTOR’S EXPENSE.

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 ALL 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.

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, OVER 20 FOOT SPAN, AS PER PLAN.

ITEM 514 – FIELD PAINTING EXISTING STRUCTURAL STEEL

THIS ITEM INCLUDES THE WORK NECESSARY FOR PAINTING THE EXISTING STRUCTURAL STEEL OF SPECIFIED BRIDGES AS SHOWN ON THE PLANS USING SYSTEM OZEU. PAINT COLOR SHALL MATCH EXISTING OR COLOR SPECIFIED IN THE PLANS.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, TOOLS, MATERIALS, AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE UNIT PRICE BID PER SQUARE FEET OF ITEM 514.

ITEM 516 – ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN

THIS WORK SHALL CONSIST OF REPLACING THE EXISTING GLAND WITH A NEW GLAND AT THE REAR ABUTMENT EXPANSION JOINT FOR BRIDGE NO. HAM-275-3500L . THE CONTRACTOR SHALL FIELD VERIFY THE SHAPE AND SIZE OF THE GLAND AND THE DIMENSION OF THE JOINT OPENING BEFORE ORDERING THE NEW GLAND.

THIS BRIDGES MAY HAVE AN EXISTING STRIP SEAL THAT IS NOT READILY AVAILABLE ON THE SHELF. A SPECIAL RUN BY THE MANUFACTURER FROM THE OLD MOLDS MAY BE NEEDED WHICH MAY REQUIRE ADDITIONAL LEAD TIME. THE CONTRACTOR IS TO SCHEDULE ACTIVITIES ACCORDINGLY.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, MATERIAL, AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE UNIT BID PRICE PER FOOT OF ITEM 516, ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN.

ITEM 513 – STRUCTURAL STEEL FOR REHABILITATION, AS PER PLAN

THIS ITEM INCLUDES THE WORK NECESSARY FOR INSTALLATION OF STEEL SLAB SUPPORTS. THESE ITEMS SHALL BE COMPLETED AT THE LOCATIONS SPECIFIED IN THE PLANS.

STEEL MEMBERS TO BE FABRICATED UNDER THIS ITEM WILL NOT REQUIRE SHOP DRAWINGS PRIOR TO FABRICATION. THE CONTRACTOR SHALL MAKE NECESSARY MEASUREMENTS AND PREPARE SKETCHES, DRAWINGS, TABLE, ETC. THE PROJECT ENGINEER SHALL HAVE THE AUTHORITY AND RESPONSIBILITY FOR ENSURING THAT THE FABRICATED STEEL IS ACCEPTABLE. TECHNICAL ASSISTANCE WILL BE PROVIDED TO THE ENGINEER, IF REQUESTED, BY THE OFFICE OF STRUCTURAL ENGINEERING. MILL TEST REPORTS AND SHIPPING DOCUMENTS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INCORPORATING STEEL ITEMS INTO THE WORK, AS REQUIRED BY 501.06. AFTER FABRICATION, THE CONTRACTOR SHALL SUBMIT AS-BUILT DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL TO ENSURE THAT THE DRAWINGS DEPICT THE STEEL AS ACTUALLY INCORPORATED INTO THE WORK. THE ENGINEER WILL THEN SEND ONE APPROVED SET TO THE OFFICE OF STRUCTURAL ENGINEERING FOR INFORMATION. PAY WEIGHTS SHALL BE COMPUTED IN COMPLIANCE WITH C&MS 513 AND SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL .

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, TOOLS, MATERIALS, AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT FOR WELDING, CUTTING, AND GRINDING SHALL BE DEEMED TO BE INCLUDED UNDER THIS ITEM. PAYMENT SHALL BE MADE AT A UNIT BID PRICE OF POUNDS.

ITEM 516 – ELASTOMERIC BEARING PAD, MISC.: 2" ELASTOMERIC STRIP

ERECTION STRIP SHALL BE 2” X 16” FOR THE FULL LENGTH UNDER THE APPROACH SLAB ALONG THE TOP OF THE REAR ABUTMENT AND FORWARD ABUTMENT WINGWALLS THAT ARE BEING REHABILITATED. THE STRIP SHALL BE 50 OR 60 DUROMETER MEETING THE REQUIREMENTS OF C&MS 711.23. JOINTS IN THE STRIP SHALL BE TIGHTLY BUTTED TOGETHER.

ITEM 510 – DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT:

PRIOR TO DRILLING HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AIDE OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR. THE DEPARTMENT WILL PAY FOR DOWEL HOLES AND GROUTING WITH ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.

DESIGN AGENCY

CARPENTER

MARTY

Transportation

6815 SHILOH ROAD, SUITE 100, KENNESAW, GA 30144

DATE
5-15-19

REVIEWED
GDU

DRAWN
ERK

DESIGNED
ERK

FILE NUMBER
STRUCTURE

VARIABLES
VARIES

REVIS

REVISED

CHKD

STK

STRUCTURAL GENERAL NOTES 1

BRIDGE NO. VARIES

D08 - BM - F Y 2020

PID No. 94224

1 / 2

26

86

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PROPOSED WORK

BRIDGE NO. BUT-126-1114

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

BRIDGE NO. CLE-32-1058

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

BRIDGE NO. CLE-131-0036

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

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

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

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

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

BRIDGE NO. HAM-50-1976

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

BRIDGE NO. HAM-75-0146

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

BRIDGE NO. HAM-126-1530

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

BRIDGE NO. HAM-275-3484L

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

BRIDGE NO. HAM-275-3500L&R

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

BRIDGE NO. HAM-562-0179

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

BRIDGE NO. WAR-75-1146

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

DESIGN AGENCY
CARPENTER
MARTY
TRANSPORTATION
INCORPORATED
1015 SHILOH ROAD
CHATTANOOGA, TN 37405

DATE
5-15-19

REVIEWED
GDU

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FILE NUMBER
VARIES

STRUCTURE
VARIES

REVISED
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STRUCTURE GENERAL NOTES 2
BRIDGE NO. VARIES

D08-BM-FY2020

PID No. 94224

2 / 2

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86

BUT-126-1114 ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 32 OF 86				
ITEM	EXTENSION	FUNDING 03/S>2/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
514	00050	318	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL		318			
514	00056	318	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT		318			
514	00060	318	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT		318			
514	00066	318	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT		318			
514	00504	2	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL		2			
514	10000	1	EACH	FINAL INSPECTION REPAIR		1			

CLE-32-1058 ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 33 OF 86				
ITEM	EXTENSION	FUNDING 02/NHS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	26/86
509	10000	2163	LB	EPOXY COATED REINFORCING STEEL	1548		615		
509	20001	1493	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	206		1287		26/86
510	10000	96	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	16			80	
511	34410	25	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			25		
511	44110	13	CY	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	13				
512	10100	71	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	5		19	47	
516	11210	161	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			161		
516	46700	16	EACH	RESET BEARING	16				
516	46930	LS	-	BEARING DEVICE, MISC.: SHIMS				LS	
516	47001	LS	-	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LS		26/86
526	10000	10	SY	REINFORCED CONCRETE APPROACH SLABS (T=12")				10	

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CLE-131-0036 ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 45 OF 86				
ITEM	EXTENSION	FUNDING 01/IMS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	26/86
509	10000	999	LB	EPOXY COATED REINFORCING STEEL	549		450		
509	20001	559	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	162		397		26/86
510	10000	16	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	16				
511	34410	12	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			12		
511	44110	7	CY	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	7				
512	10100	376	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	114	248	14		
512	73500	1257	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN			1257		
512	74000	91	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	91				
514	00050	564	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			564		
514	00056	564	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			564		
514	00060	564	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			564		
514	00066	564	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			564		
514	00504	1	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			1		
514	10000	1	EACH	FINAL INSPECTION REPAIR			1		
516	11210	90	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			90		
516	44200	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (12.5" X 20" X 3.8354" WITH A 13.5" X 21" X 1.5" LOAD PLATE)			4		
516	44200	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (12.5" X 21" X 3.8354" WITH A 13.5" X 22" X 1.5" LOAD PLATE)			4		
516	47001	LS	-	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LS		26/86
SPECIAL	51900100	2340	SF	COMPOSITE FIBER WRAP SYSTEM**		2340			
519	11101	207	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	67	140			26/86
519	12200	10	SY	PATCHING CONCRETE BRIDGE DECKS, TYPE A*			10		
607	98200	LS	-	FENCE, MISC.: REMOVE AND REINSTALL PORTIONS OF VANDAL PROTECTION FENCE			LS		

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

CLE-132-1180 ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 57 OF 86				
ITEM	EXTENSION	FUNDING 03/S>2/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	26/86
511	34410	1	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE	1				
511	45710	1	CY	CLASS QC1 CONCRETE, ABUTMENT	1				
512	10100	234	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	234				
512	10600	31	FT	CONCRETE REPAIR BY EPOXY INJECTION	31				
512	74000	234	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	234				
516	11211	92	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			92		26/86
516	47001	LS	-	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LS		26/86
519	10000	20	SY	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA CONCRETE OVERLAY*	10		10		
519	11101	249	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	249				26/86

* - REFER TO PROPOSAL NOTE 511

DESIGN AGENCY
CARPENTER
MARTY
TRANSPORTATION
INCORPORATED
PHILADELPHIA, PA 19104-3024

DATE
5-15-19

REVIEWED
GDJ

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STRUCTURE FILE NUMBER
VARIES

ESTIMATED QUANTITIES 2

BRIDGE NO. VARIES

DO8-BM-FY2020

PID No. 94224

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GRE-35-1354R ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 62 OF 86				
ITEM	EXTENSION	FUNDING 02/NHS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LS				26/86
503	21300	LS	-	UNCLASSIFIED EXCAVATION	LS				
509	10000	354	LB	EPOXY COATED REINFORCING STEEL	354				
509	20001	47	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	47				26/86
510	10000	84	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	84				
511	45720	4	CY	CLASS QC SCC CONCRETE, ABUTMENT	4				
512	10100	7	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	7				
513	21600	3585	LB	STRUCTURAL STEEL FOR REHABILITATION, AS PER PLAN	3585				26/86
516	41100	9	EACH	1/8" PREFORMED BEARING PAD	9				
516	47001	LS	-	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	LS				26/86

HAM-50-1976 ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 65 OF 86				
ITEM	EXTENSION	FUNDING 02/NHS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LS		26/86
511	51510	1	CY	CLASS QC2 CONCRETE, SIDEWALK			1		
516	11211	234	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			234		26/86
519	10000	12	SY	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA CONCRETE OVERLAY*			12		

* - REFER TO PROPOSAL NOTE 511

HAM-75-0146 ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 70 OF 86				
ITEM	EXTENSION	FUNDING 01/IMS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	75260	25	FT	VANDAL PROTECTION FENCE REMOVED			25		
607	39921	25	FT	VANDAL PROTECTION FENCE, 10' CURVED, COATED FABRIC, AS PER PLAN			25		71/86

HAM-126-1530 ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 72 OF 86				
ITEM	EXTENSION	FUNDING 02/NHS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LS		26/86
607	39930	437	FT	VANDAL PROTECTION FENCE, 12' CURVED, COATED FABRIC			437		

HAM-275-3484L ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 74 OF 86				
ITEM	EXTENSION	FUNDING 01/IMS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LS				26/86
202	22900	6	SY	APPROACH SLAB REMOVED				6	
503	21300	LS	-	UNCLASSIFIED EXCAVATION	LS				
509	10000	1340	LB	EPOXY COATED REINFORCING STEEL	1340				
510	10000	214	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	142		72		
511	44110	12	CY	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	12				
512	10100	50	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	17			33	
516	13600	12	SF	1" PREFORMED EXPANSION JOINT FILLER	12				
516	42600	32	FT	ELASTOMERIC BEARING PAD, MISC: 2" ELASTOMERIC STRIP	32				26/86
526	25001	8	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN				8	78/86

DESIGN AGENCY
**CARPENTER
MARTY**
TRANSPORTATION
CONSULTANTS
INCORPORATED

DATE
5-15-19

REVIEWED
GDJ

DRAWN
AMR

DESIGNED
AMR

STRUCTURE FILE NUMBER
VARIES

BRIDGE NO. VARIES

ESTIMATED QUANTITIES 3

D08-BM-FY2020
PID No. 94224

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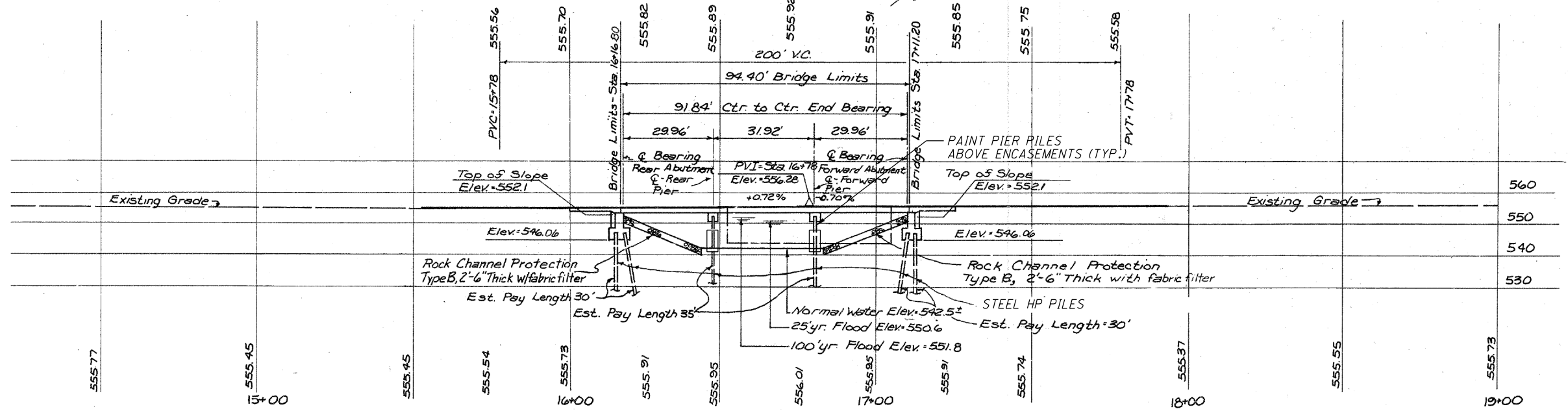
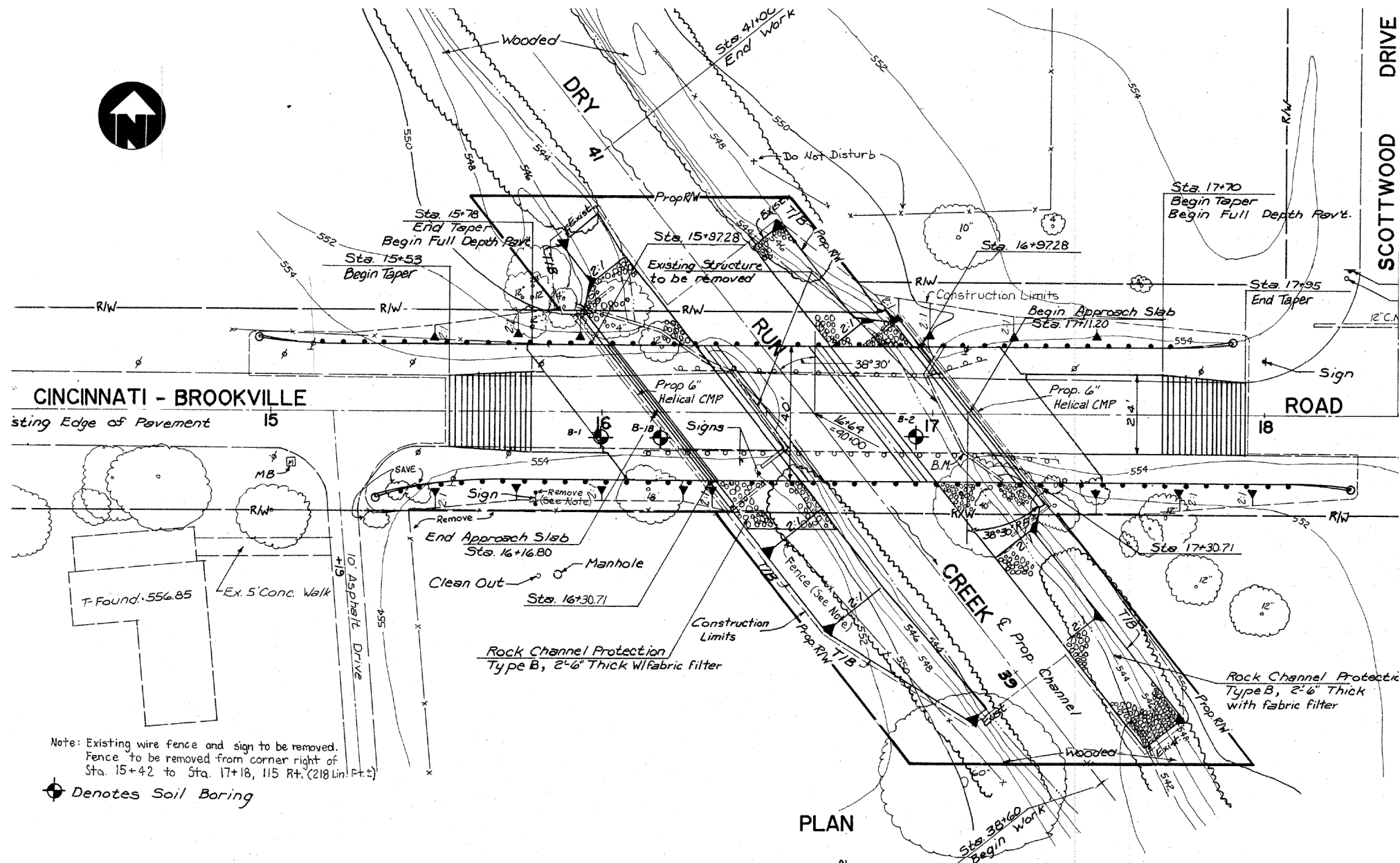
HAM-275-3500L ESTIMATED QUANTITIES					REFER TO BRIDGE PLANS ON SHEET 79 OF 86				
ITEM	EXTENSION	FUNDING 01/IMS/BR TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET #
202	11203	LS	-	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LS		26/86
516	01301	54	FT	ELASTOMERIC STRIP SEAL WITHOUT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

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

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

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

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PROFILE ALONG C SURVEY

EXISTING STRUCTURE

TYPE: PRESTRESSED CONCRETE BOX BEAM WITH CAPPED PILE ABUTMENTS AND PIERS.
SPANS: 29'-0"±, 30'-0"±, 29'-0"± C/C BRGS.
ROADWAY: 40'-0"± F/F GUARDRAIL
LOADING: HS 20-44 & ALTERNATE MILITARY LOADING
SKEW: 38°30'00"± R.F.
APPROACH SLABS: 25'-0"± LONG (AS-1-81)
WEARING SURFACE: 2½"± ASPHALT
ALIGNMENT: TANGENT
STRUCTURAL FILE NUMBER: 0902659
DATE BUILT: 1989
DISPOSITION: TO BE REHABILITATED
COORDINATES: LATITUDE 39°18'44.99" N
LONGITUDE 84°39'23.56" W

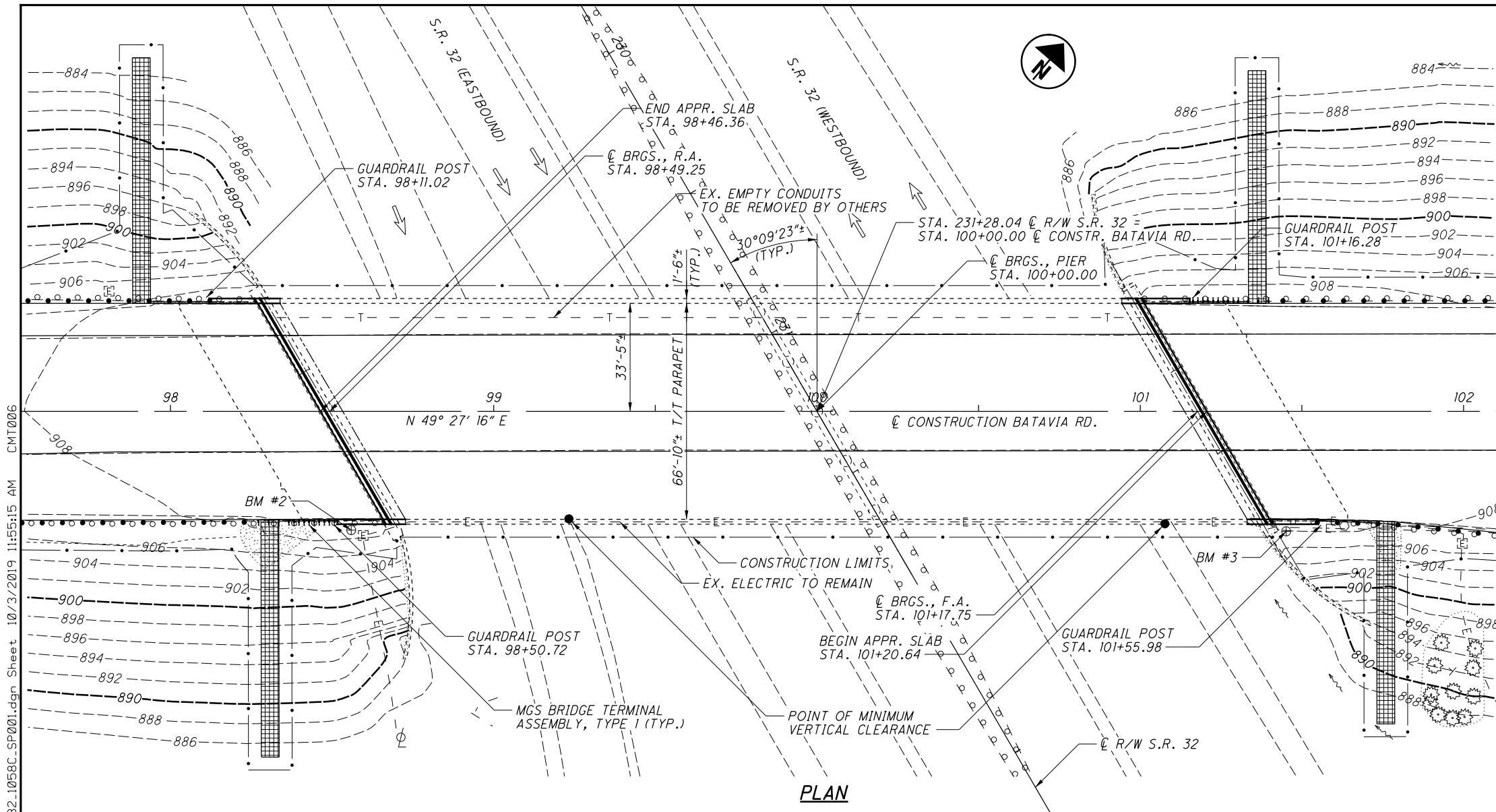
PROPOSED WORK

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

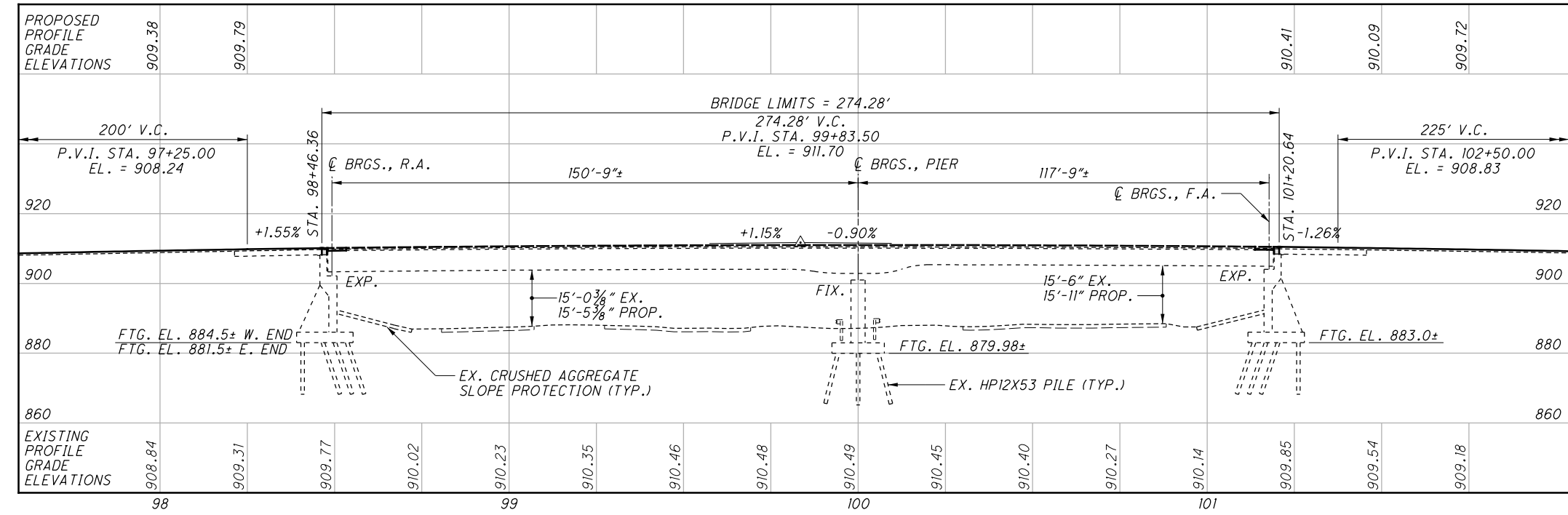
NOTES

1. SEE SHEET 28 OF 86 FOR STRUCTURE QUANTITIES.
2. THE CONTRACTOR IS NOT PERMITTED TO PLACE TEMPORARY ACCESS FILL OR PERFORM DEWATERING ACTIVITIES WITHIN DRY RUN CREEK FOR WORK ON THE BUT-126-1114 STRUCTURE. A US ARMY CORPS OF ENGINEERS WATERWAY PERMIT HAS NOT BEEN OBTAINED FOR THIS PROJECT. DRY RUN CREEK RUNS DRY OR AT A LOW LEVEL FOR A MAJORITY OF THE YEAR AND THE CONTRACTOR SHALL TIME THE WORK TO COINCIDE WITH LOW FLOW CONDITIONS. IF THE CONTRACTOR CHOOSES TO USE TEMPORARY ACCESS FILL OR DEWATERING AT THIS LOCATION, THEY SHALL CONTACT THE DISTRICT 8 ENVIRONMENTAL COORDINATOR ANDY FLUEGEMANN AT 513-933-6597 PRIOR TO PERFORMING WORK AT THIS STRUCTURE TO ENSURE THE NECESSARY PERMIT(S) ARE OBTAINED.

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PLAN



PROFILE ALONG \varnothing CONSTRUCTION BATAVIA RD.

BENCHMARK DATA

BM #2 STA. 98+55.92, EL. 909.02, OFFSET 36.72' RT.
BM #3 STA. 101+45.15, EL. 908.07, OFFSET 37.10' RT.

SEE ROADWAY PLAN SHEET 17/86 FOR ADDITIONAL BENCHMARK INFORMATION.

NOTE

SEE SHEET 28 OF 86 FOR STRUCTURE QUANTITIES.

LEGEND

- 16'-0" REQUIRED MINIMUM VERTICAL CLEARANCE (STRAHNET)
- 15'-5 3/8" PROPOSED MINIMUM VERTICAL CLEARANCE (E.B.)
- 15'-0 3/8" EXISTING MINIMUM VERTICAL CLEARANCE (E.B.)
- 15'-11" PROPOSED MINIMUM VERTICAL CLEARANCE (W.B.)
- 15'-6" EXISTING MINIMUM VERTICAL CLEARANCE (W.B.)

\oplus - BENCHMARK LOCATION

ITEM 601 - TIED CONCRETE BLOCK MAT, TYPE 2

PROPOSED WORK

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

EXISTING STRUCTURE

TYPE: TWO SPAN CONTINUOUS STEEL HAUNCH GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 150'-9", 117'-9" C/C BRGS.

ROADWAY: 66'-10" T/T PARAPET

LOADING: HS20-44, CASE II AND ALTERNATE MILITARY LOADING
SKEW: 30°09'23" R.F.

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" LONG (AS-1-72)

ALIGNMENT: TANGENT

CROWN: 0.016%

STRUCTURAL FILE NUMBER: 1300423

DATE BUILT: 1980

REHABILITATED: 1995

DISPOSITION: TO BE REHABILITATED

PROPOSED STRUCTURE

PROPOSED WORK: RAISE EXISTING BRIDGE 5 INCHES, NEW STRIP SEAL EXPANSION JOINTS, WIDENED APPROACH SLABS, NEW CONCRETE BARRIER TRANSITIONS ON APPROACH SLABS

SPANS: 150'-9", 117'-9" C/C BRGS.

ROADWAY: 66'-10" T/T PARAPET

LOADING: HS20-44, CASE II AND ALTERNATE MILITARY LOADING
SKEW: 30°09'23" R.F.

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" LONG (AS-1-72)

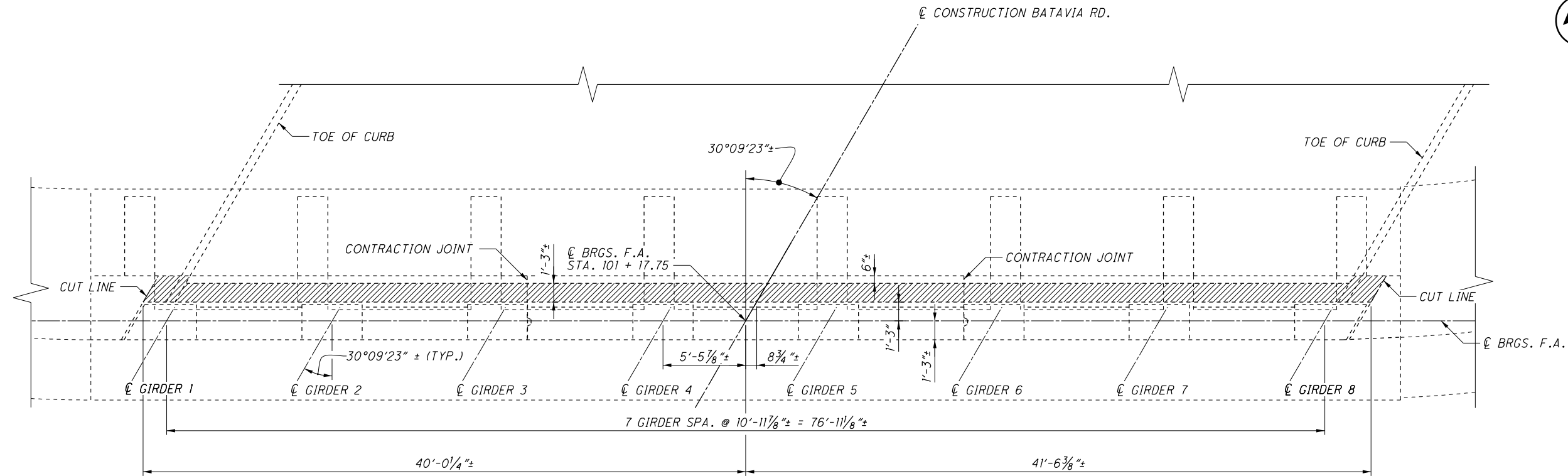
ALIGNMENT: TANGENT

CROWN: 0.016%

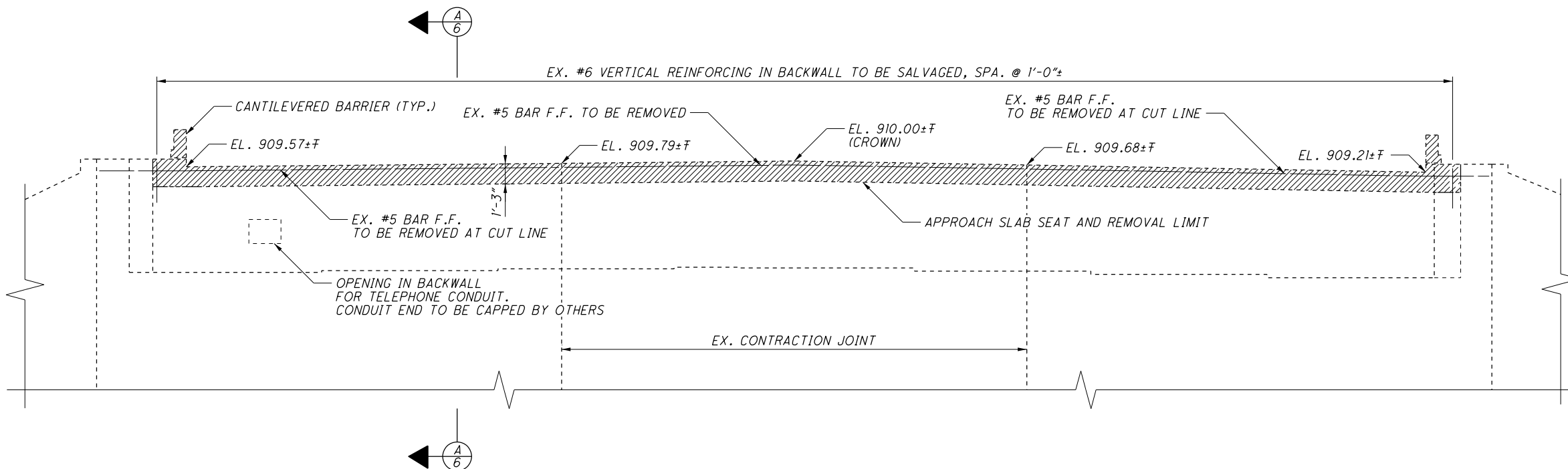
COORDINATES: LATITUDE 39°04'32.25" N
LONGITUDE 84°07'18.80" W

34
86

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PLAN



ELEVATION

LEGEND

F - ELEVATION TAKEN AT NEAR FACE OF BACKWALL

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

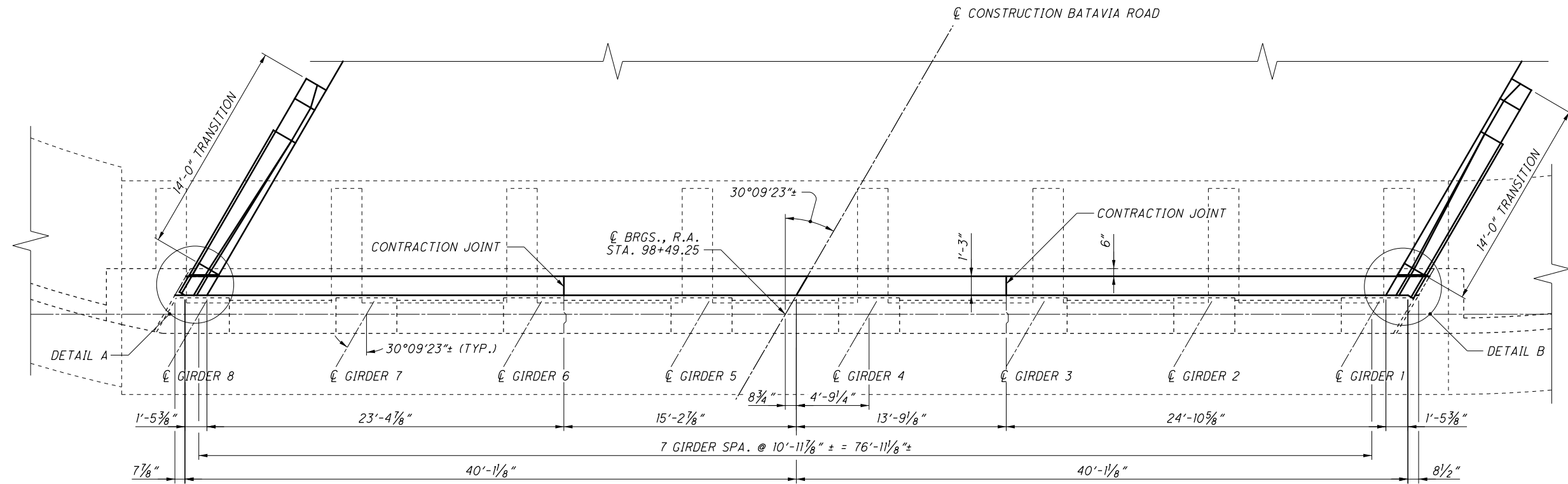
F.F. - FAR FACE

NOTE

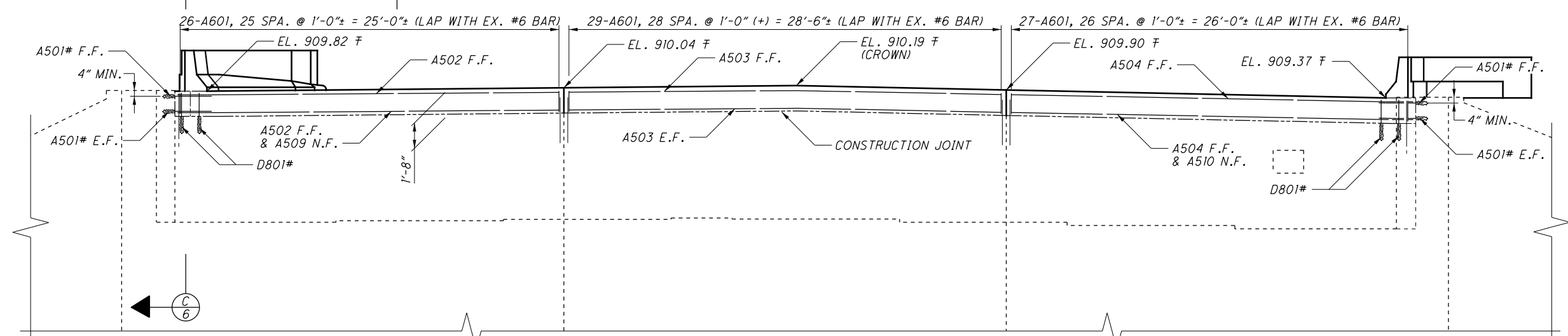
SEE SHEET 10/12 FOR APPROACH SLAB REMOVAL DETAILS



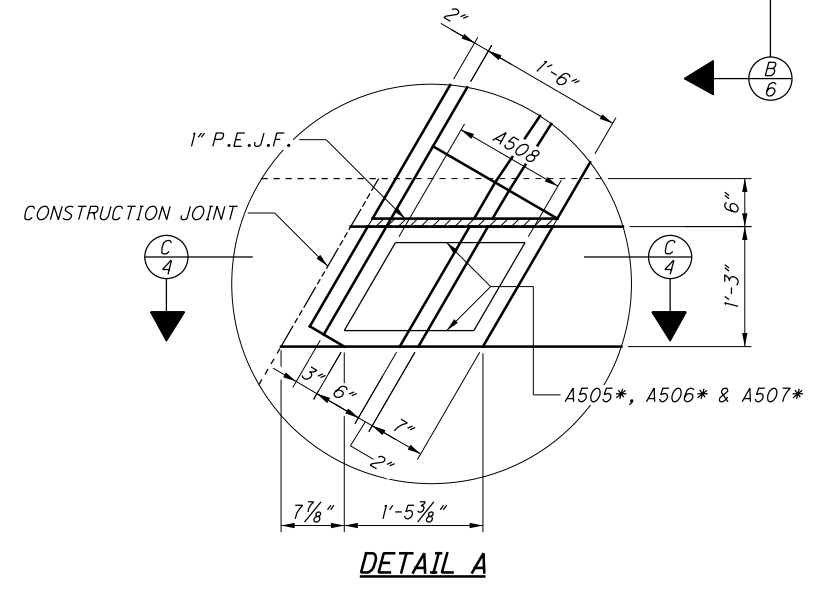
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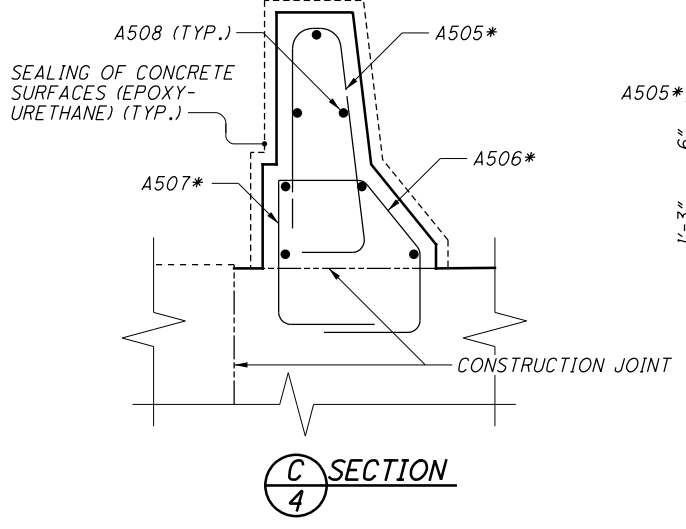
PLAN



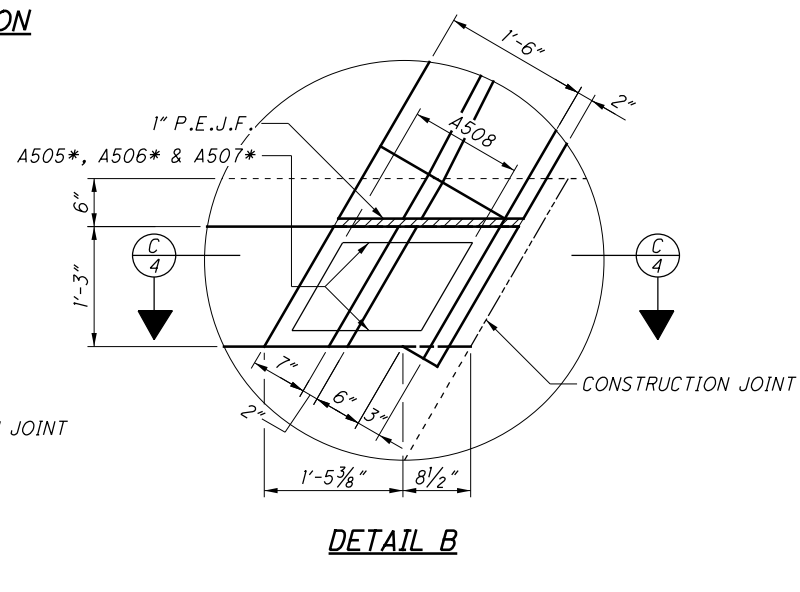
ELEVATION



DETAIL A



SECTION 4



DETAIL B

NOTES

1. D801 BARS SHALL BE PLACED PARALLEL TO ∇ CONSTRUCTION BATAVIA ROAD.
2. MINIMUM EMBEDMENT DEPTH:
#5 BAR = 8 INCHES
#8 BAR = 12 INCHES
3. PAYMENT FOR PARAPET CONCRETE ON BACKWALL SHALL BE INCLUDED UNDER ITEM 511, CLASS QC2 CONCRETE, SUPERSTRUCTURE. THE COMPRESSIVE STRENGTH OF THE PARAPET CONCRETE SHALL BE 4500 PSI.

LEGEND

- # - BAR TO BE DOWELED INTO EXISTING STRUCTURE
- * - BAR TO BE PLACED PARALLEL TO FACE OF BACKWALL
- E.F. - EACH FACE
- F.F. - FAR FACE
- † - ELEVATION TAKEN AT FRONT FACE OF BACKWALL

DESIGN AGENCY
**CARPENTER
MARTY**
TRANSPORTATION
CONSULTANTS, INC.
8015 SHILOH ROAD, SUITE 200
CANTON, OH 44705
(330) 938-2222

REAR ABUTMENT DETAILS
BRIDGE NO. CLE-32-1058
BATAVIA ROAD OVER S.R. 32

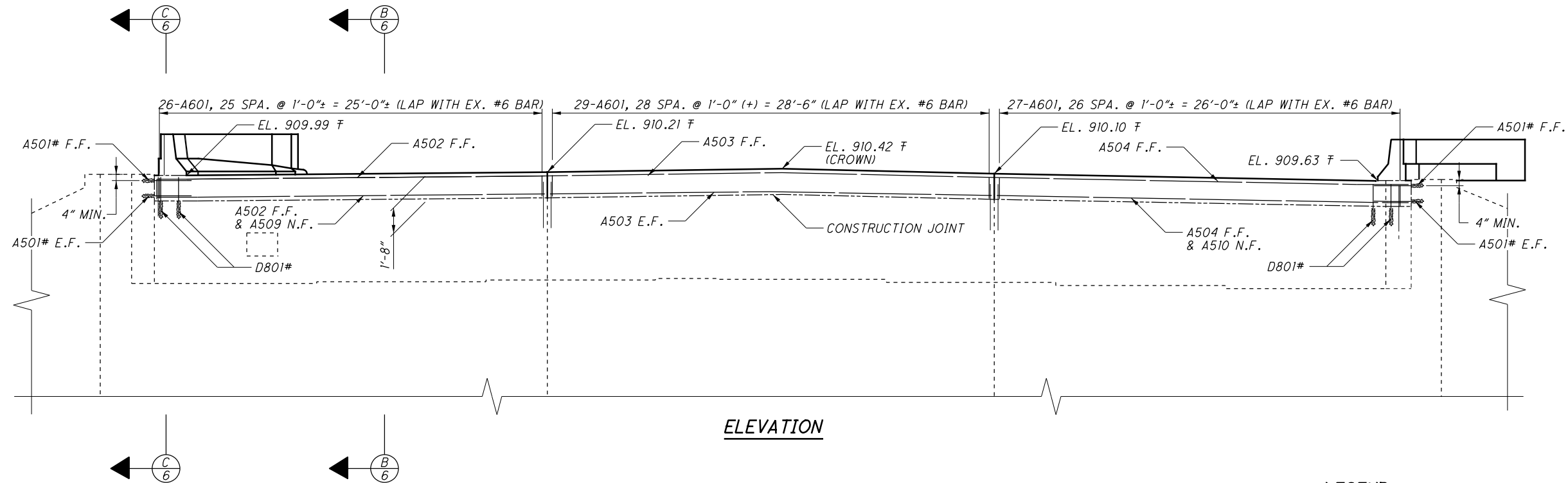
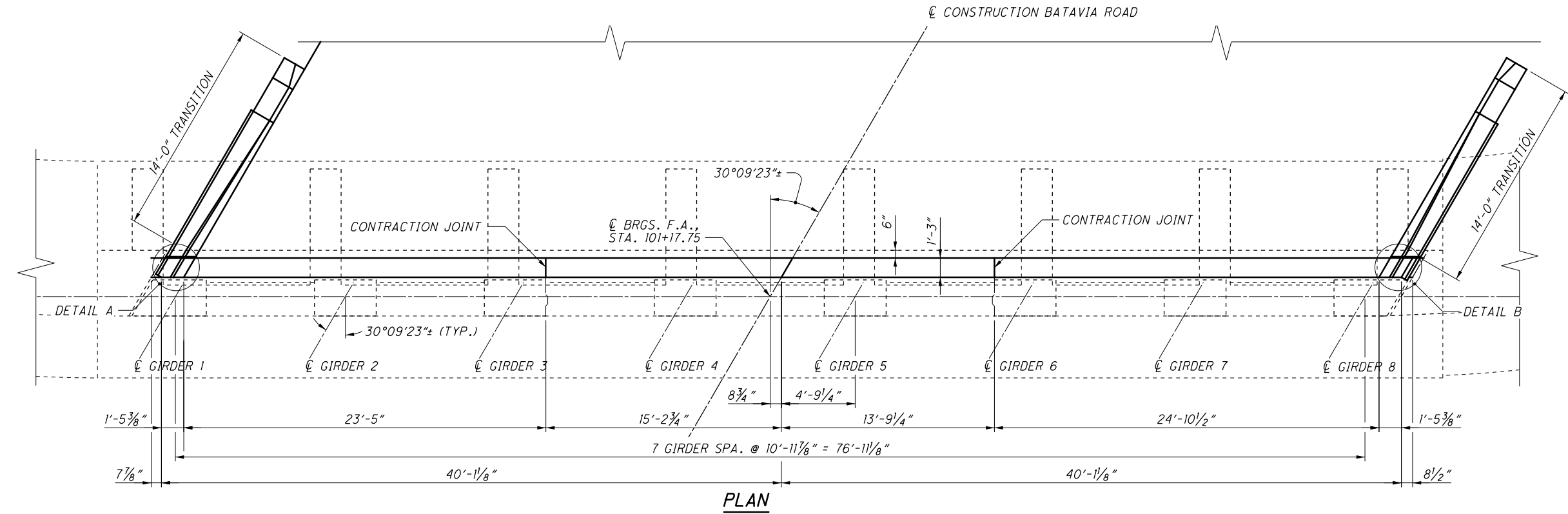
D08-BM-FY2020
PID No. 94224

4 / 12

36
86

DESIGNED	AMR	CHECKED	MTJ
DRAWN	AMR	REVIEWED	
REVIEWED	STK	DATE	6-5-19
STRUCTURE FILE NUMBER	1300423		

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NOTES

1. SEE SHEET **4/12** FOR PARAPET REINFORCING DETAIL ON BACKWALL.
2. SEE SHEET **4/12** FOR DETAILS A AND B.
3. D801 BARS SHALL BE PLACED PARALLEL TO ϕ CONSTRUCTION BATAVIA ROAD.
4. MINIMUM EMBEDMENT DEPTH:
#5 BAR = 8 INCHES
#8 BAR = 12 INCHES
5. PAYMENT FOR PARAPET CONCRETE ON BACKWALL SHALL BE INCLUDED UNDER ITEM 511, CLASS OC2 CONCRETE, SUPERSTRUCTURE. THE COMPRESSIVE STRENGTH OF THE PARAPET CONCRETE SHALL BE 4500 PSI.

LEGEND

- # - BAR TO BE DOWELED INTO EXISTING STRUCTURE
- * - BAR TO BE PLACED PARALLEL TO FACE OF BACKWALL
- E.F. - EACH FACE
- F.F. - FAR FACE
- N.F. - NEAR FACE
- f - ELEVATION TAKEN AT FRONT FACE OF BACKWALL

FORWARD ABUTMENT DETAILS

BRIDGE NO. CLE-32-1058
BATAVIA ROAD OVER S.R. 32

D08-BM-FY2020

PID No. 94224

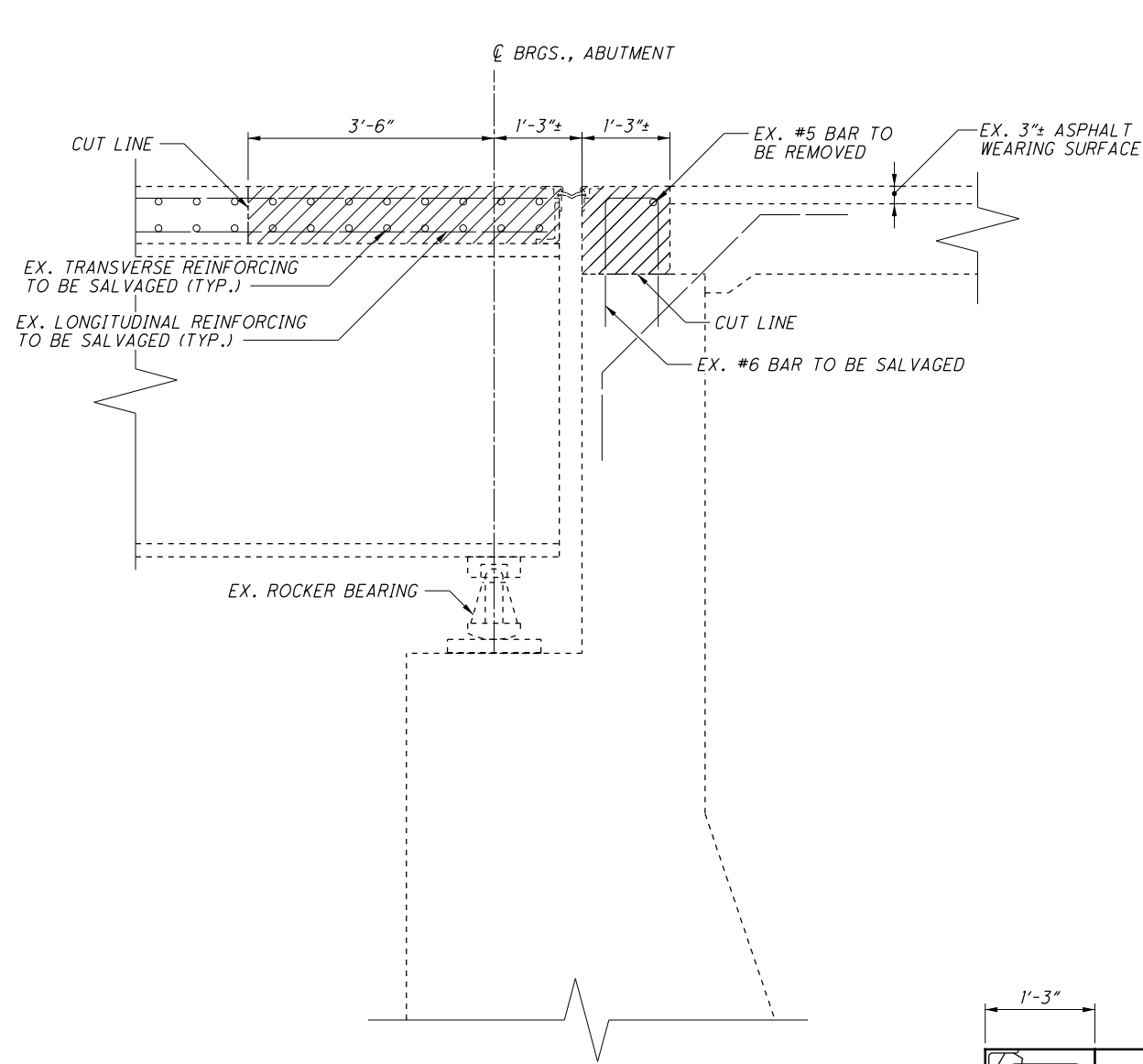
5/12

37
86

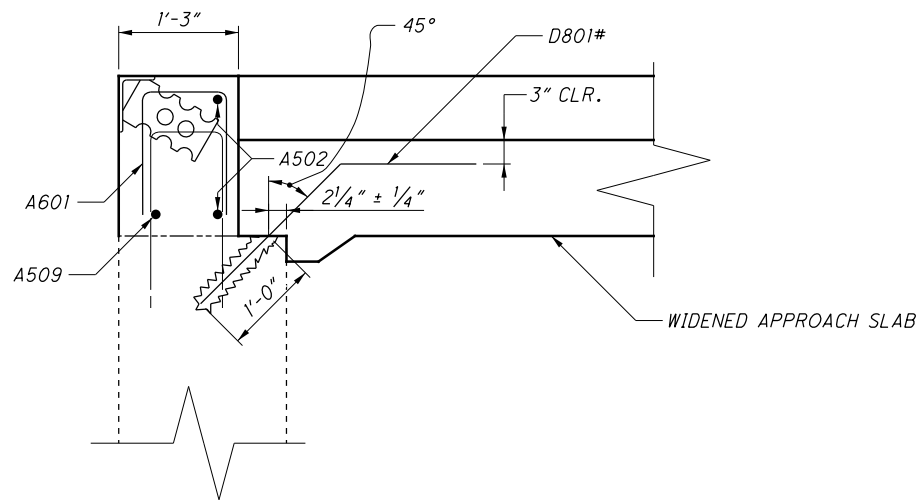
DESIGN AGENCY
**CARPENTER
MARTY**
TRANSPORTATION
CONSULTANTS
INCORPORATED
CONTRACTOR

DESIGNED	MTJ	CHECKED	AMR
DRAWN	MTJ	REVISED	
REVIEWED	STK	STRUCTURE FILE NUMBER	1300423
DATE	6-5-19		

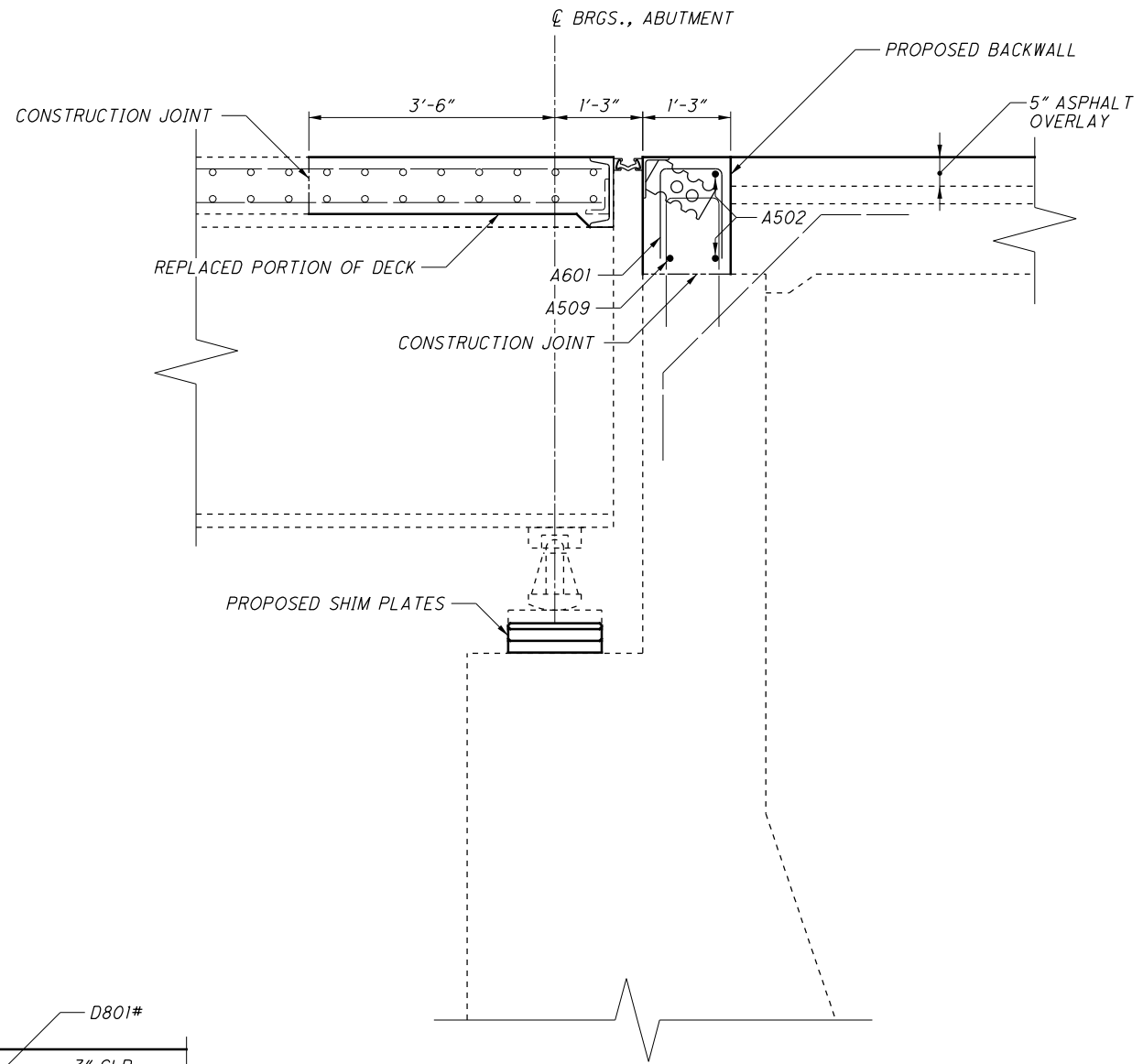
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A SECTION
2,3

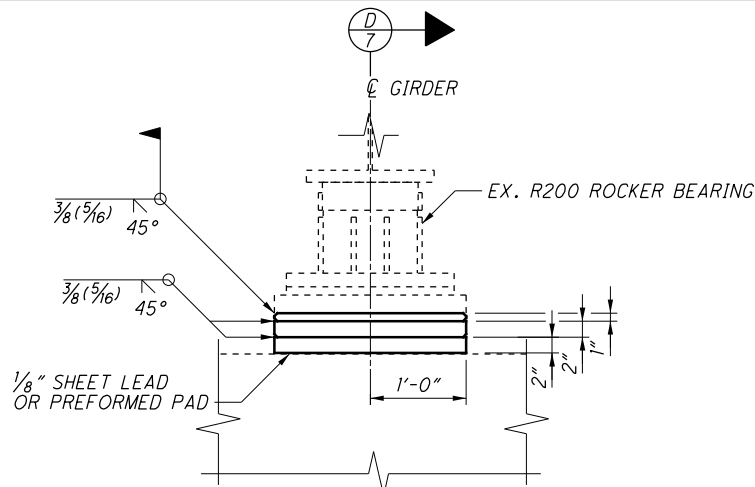


C SECTION
4,5

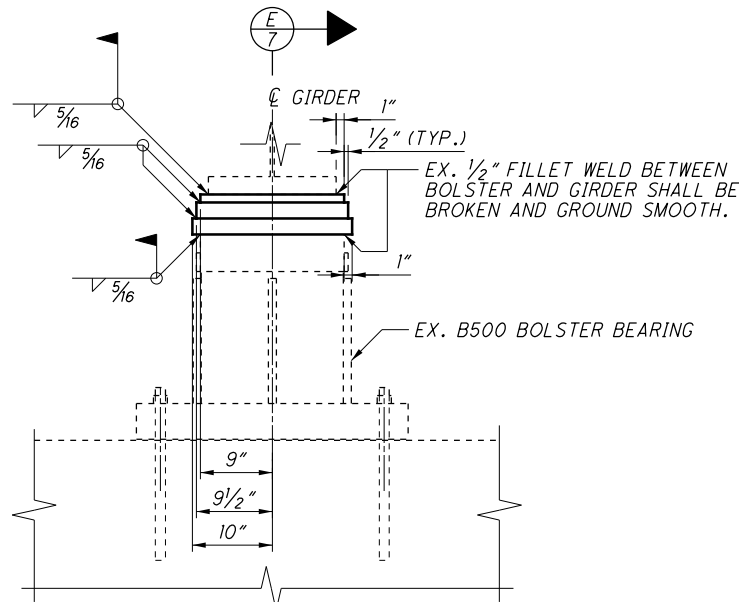


B SECTION
4,5

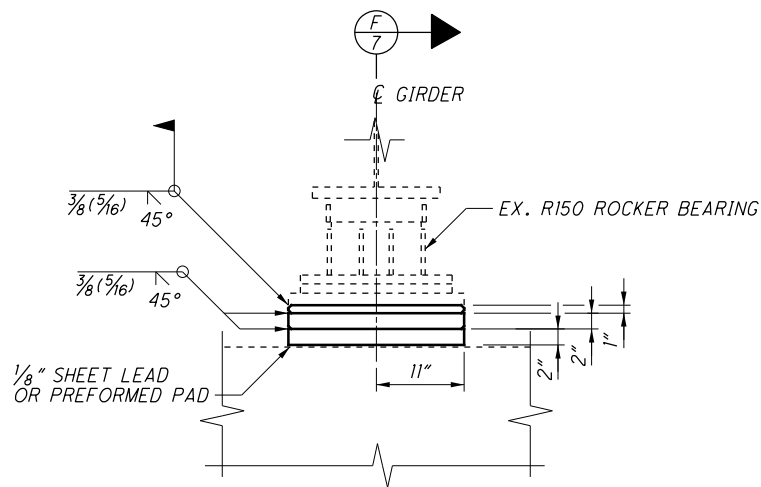
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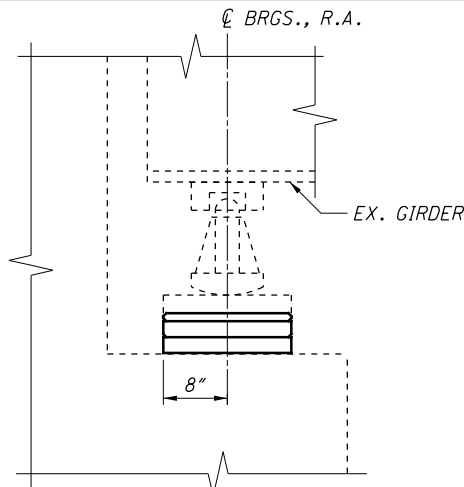
REAR ABUTMENT BEARING



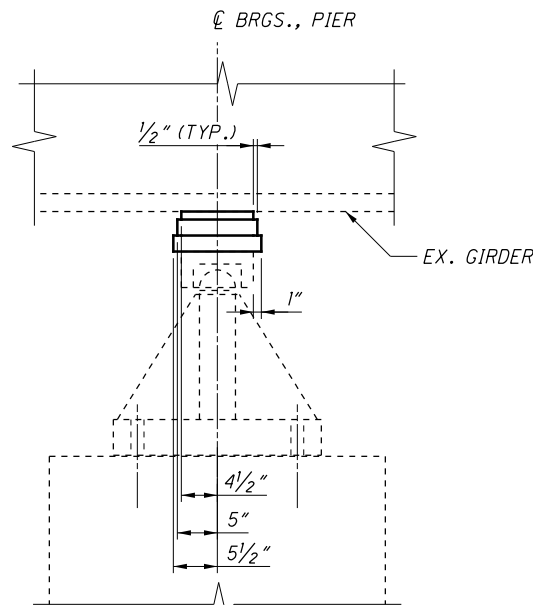
PIER BEARING



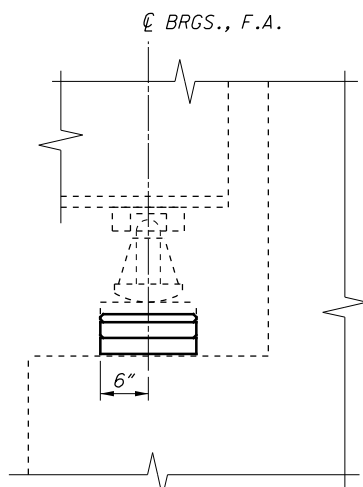
FORWARD ABUTMENT BEARING



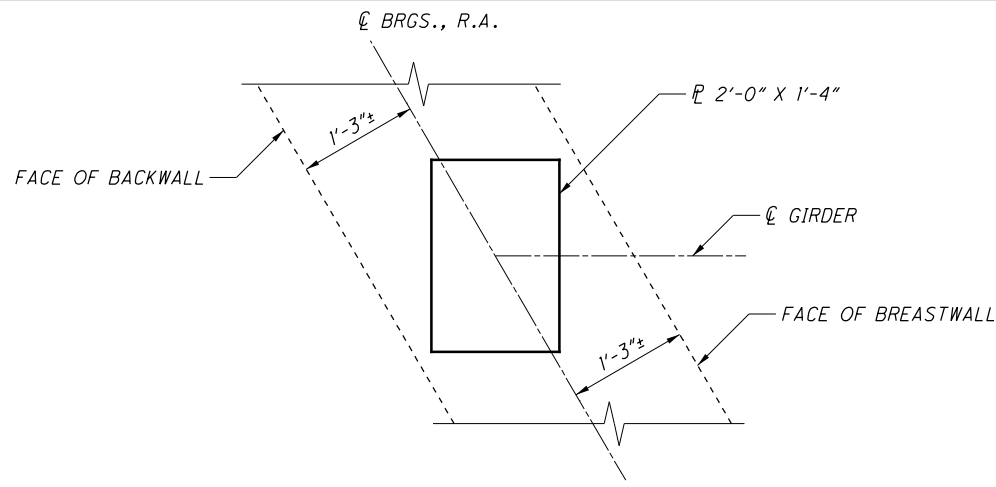
SECTION D



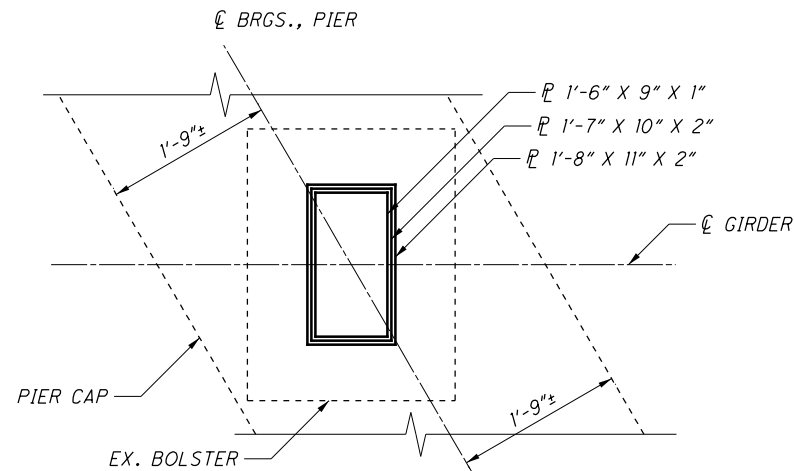
SECTION E



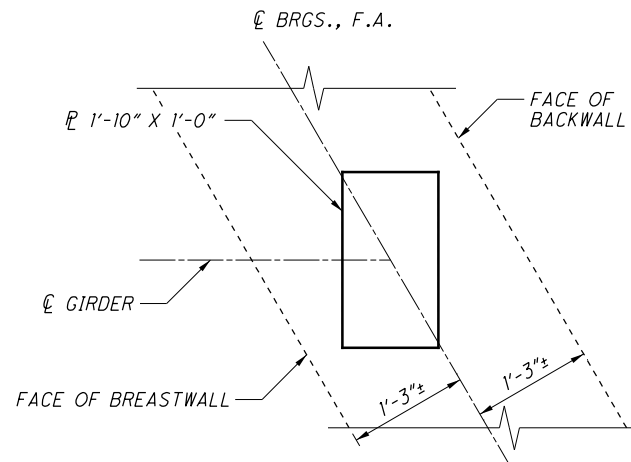
SECTION F



REAR ABUTMENT SHIM PLATE PLAN



PIER SHIM PLATE PLAN

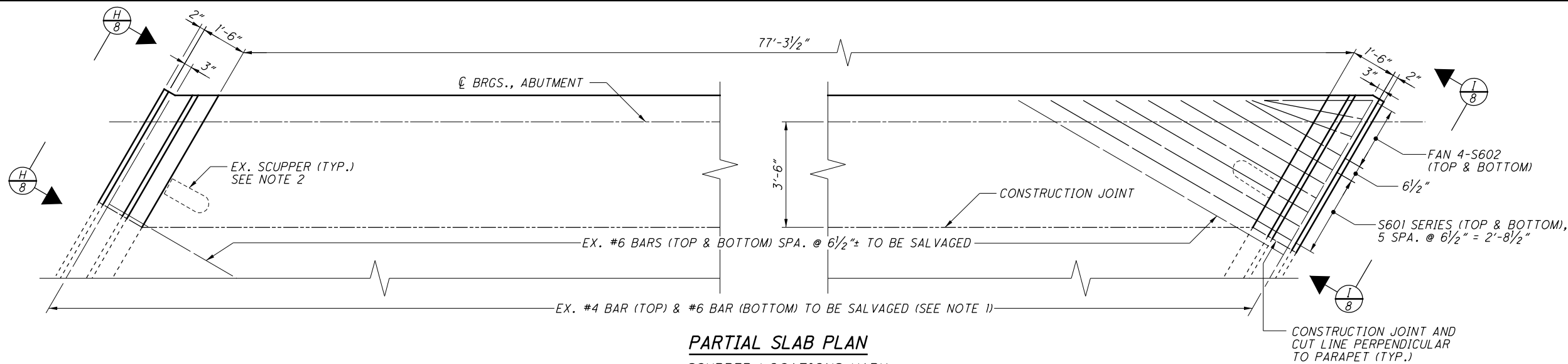


FORWARD ABUTMENT SHIM PLATE PLAN

NOTES

1. REFER TO ARCHIVED STD. DWG. RB-1-55 REVISED 2-2-59 FOR ROCKER BEARING DETAILS.
2. REFER TO EXISTING PLANS FOR BOLSTER BEARING DETAILS.
3. STEEL SHIM PLATES SHALL BE ASTM A709 GRADE 50 AND BE COATED WITH A SHOP APPLIED INORGANIC ZINC PRIME COAT ACCORDING TO C&MS 514. FIELD PAINTING OF INTERMEDIATE AND FINISH COATS IS REQUIRED FOR THE SHIM PLATES. REPAIR EXISTING OR NEW COATING DAMAGED BY WELDING ACCORDING TO C&MS 514.22. THE PAINT COLOR SHALL MATCH THE EXISTING COLOR. PAINTING AND REPAIRS SHALL BE MADE AT THE UNIT PRICE BID PER EACH OF ITEM 516, BEARING DEVICE, MISC.: SHIMS.
4. BASIS OF PAYMENT: PAYMENT FOR ALL MATERIALS, LABOR, WELDING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE SHIM PLATES SHALL BE MADE AT THE UNIT PRICE BID PER EACH OF ITEM 516, BEARING DEVICE, MISC.: SHIMS.
5. THE CONTRACTOR SHALL ASSURE THAT THERE IS A SNUG FIT BETWEEN ALL OF THE BEARING DEVICES AND BEARING SEATS. THE CONTRACTOR SHALL ASSURE THAT NO BEAMS OR BEARING DEVICES ARE FLOATING. ROCKER BEARINGS ARE TO BE VERTICALLY ALIGNED AT 60° F. ASSURE ROCKER BEARINGS ARE SEATED PROPERLY IN THE 1/2" ϕ DOWELS.
6. DRILLING INTO THE PIER OR ABUTMENT FOR THE PURPOSES OF INSTALLING A JACKING PLATFORM IS PROHIBITED. TEMPORARY TOWERS SUPPORTED ON THE EXISTING FOOTINGS, TEMPORARY OR PERMANENT JACKING FRAMES BETWEEN THE GIRDERS, OR SHIMS/STRUCTURAL STEEL BUILT ON/AROUND THE EXISTING BEARING PLATES TO FACILITATE JACKING MAY BE CONSIDERED WHERE NECESSARY, SUBJECT TO THE REQUIREMENTS OF 501. ALL MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS FOR THE ABOVE WORK SHALL BE INCLUDED WITH ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

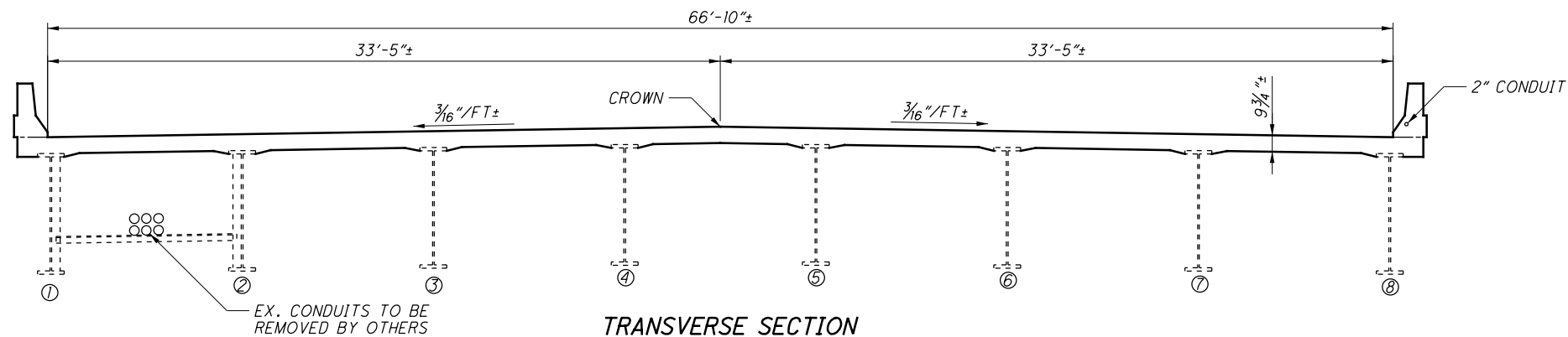
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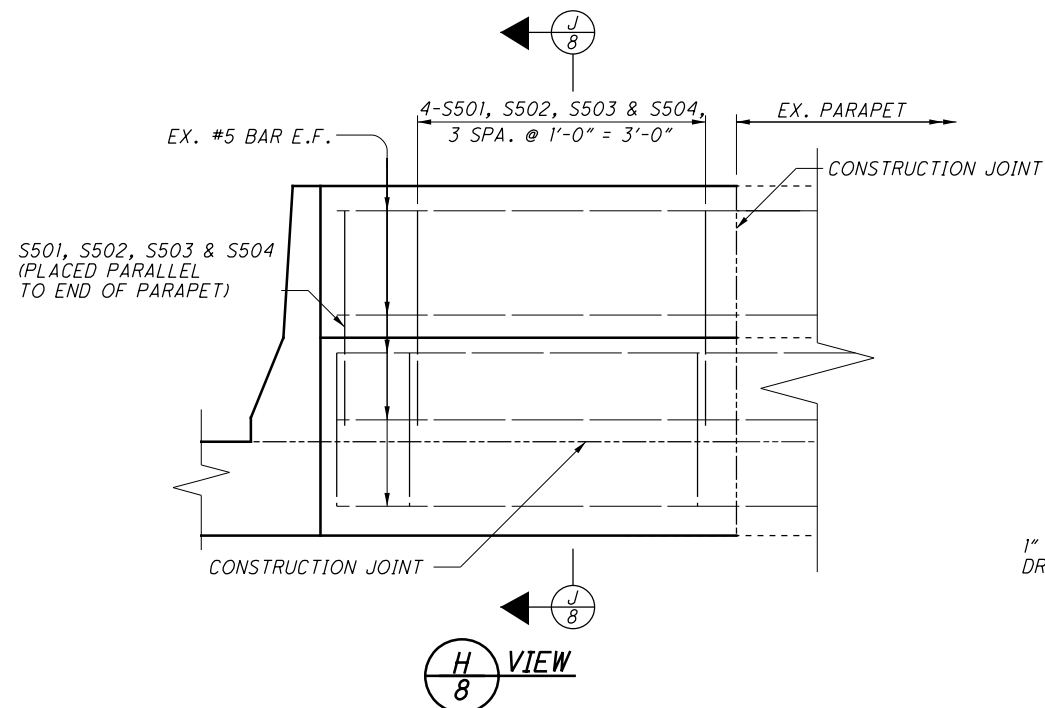
PARTIAL SLAB PLAN
SCUPPER LOCATIONS VARY,
REAR SHOWN, FORWARD SIMILAR

NOTES

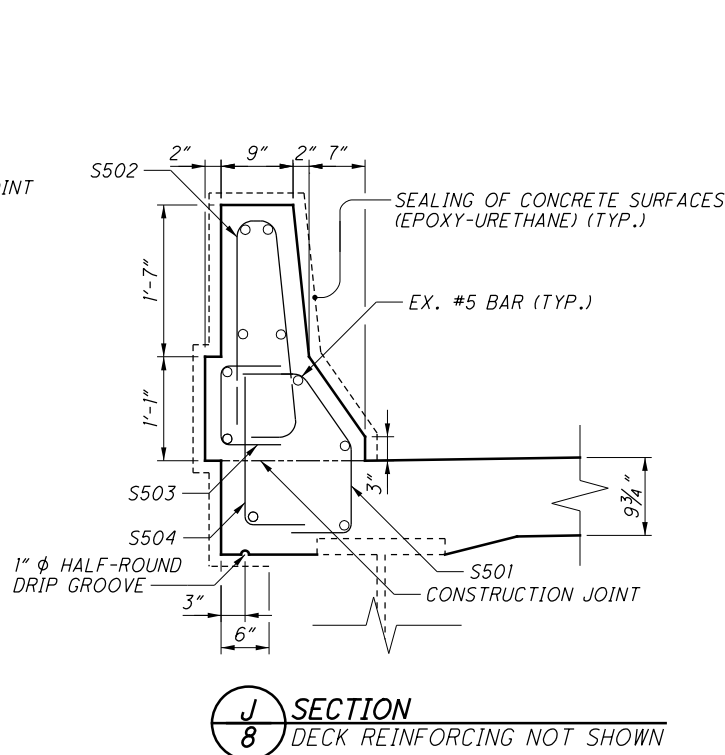
1. EXISTING REINFORCING SHALL BE TRIMMED AS NECESSARY TO PROVIDE 2" COVER IN RELATION TO PROPOSED GEOMETRY. PAYMENT FOR TRIMMING OF EXISTING REINFORCING SHALL BE MADE AT THE LUMP SUM PRICE BID OF ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
2. CARE SHALL BE TAKEN TO NOT DAMAGE THE EXISTING SCUPPERS DURING REMOVAL AND CONSTRUCTION PROCEDURES. ANY REPAIRS NEEDED WILL BE AT THE CONTRACTOR'S EXPENSE.
3. PROPOSED REINFORCING BARS SHALL BE TRIMMED TO NOT INTERFERE WITH EXISTING SCUPPERS.
4. EPOXY-URETHANE SEALER SHALL BE FEDERAL COLOR #17778.
5. EX. CONDUIT IN RAILING NOT TO BE DISTURBED.



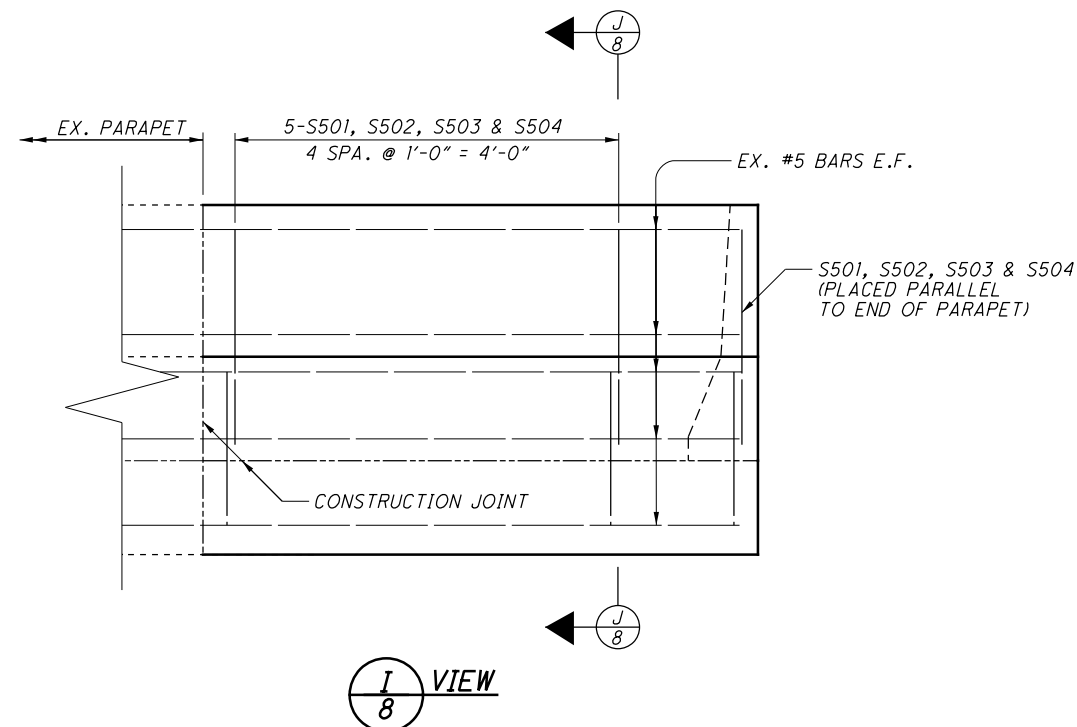
TRANSVERSE SECTION



VIEW H/8



SECTION J/8
DECK REINFORCING NOT SHOWN



VIEW I/8

SUPERSTRUCTURE DETAILS

BRIDGE NO. CLE-32-1058
BATAVIA ROAD OVER S.R. 32

D08-BM-FY2020

PID No. 94224

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86

DESIGN AGENCY
CARPENTER MARTY
TRANSPORTATION
CONSULTANTS
ON REEF
CONTRACTORS

DESIGNED	DRAWN	REVIEWED	DATE
MTJ	MTJ	STK	6-4-19
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AMR		1300423	

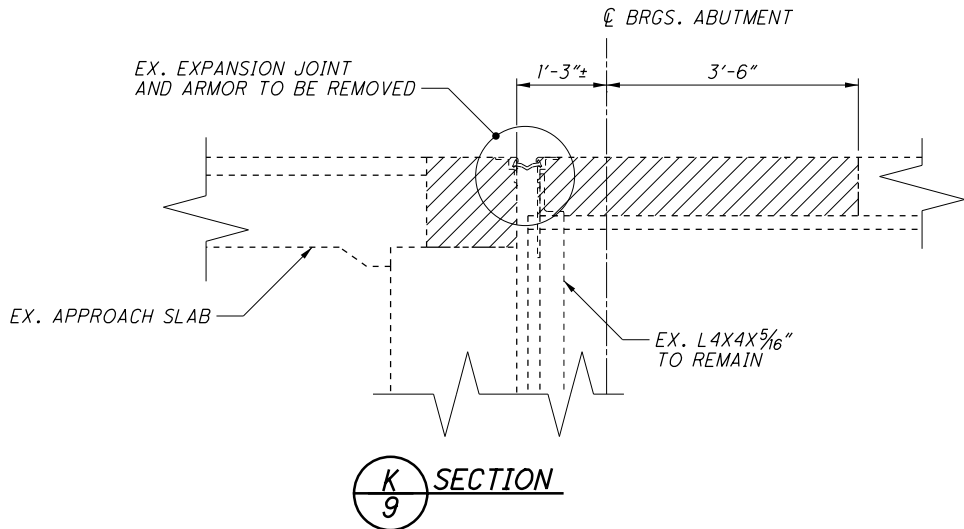
NOTES

1. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF GIRDERS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED.
2. ALL COSTS ASSOCIATED WITH THE REMOVAL OF THE EXISTING END DAMS SHALL BE MADE AT THE LUMP SUM PRICE BID FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
3. THE LOCATIONS OF EXISTING CONNECTION PLATES AS SHOWN IN THE DETAILS IN THIS PLAN ARE BASED ON INFORMATION OBTAINED FROM PLANS OF THE ORIGINAL STRUCTURE AND RETIRED ODOT STANDARD DRAWING SD-1-69. THE ACTUAL LOCATIONS OF EXISTING CONNECTION PLATE MAY DIFFER FROM THAT SHOWN. TO ENSURE PROPER FITTING OF THE NEW END DAMS, THE CONTRACTOR SHALL TAKE MEASUREMENTS TO FIELD VERIFY ALL CONNECTION PLATE LOCATIONS PRIOR TO FABRICATING THE NEW SUPERSTRUCTURE END DAMS. COAT ALL STEEL PARTS OF THE JOINT ACCORDING TO STD. DWG. EXJ-4-87. CLEAN AND PAINT THE AREAS OF THE PROPOSED 1/2" GUSSET PLATES, TRIMMED L BRACKETS, ETC. DAMAGED DURING THE INSTALLATIONS, PER C&MS 514. ALL LABOR AND MATERIALS ASSOCIATED WITH THE SPECIFIED WORK SHALL BE MADE AT THE UNIT PRICE PER LINEAR FOOT OF ITEM 516, STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL.
4. REFER TO STD. DWG. EXJ-4-87 AND GSD-1-96 FOR ADDITIONAL NOTES AND DETAILS.
5. THE ENDS OF EXISTING END CROSSFRAME ANGLES WILL REQUIRE TRIMMING WHERE THEY MEET NEW CONNECTION PLATES. ANGLES SHALL BE TRIMMED TO PROVIDE A MINIMUM CLEARANCE OF 1" BETWEEN THE END OF THE ANGLE AND THE NEW MC 12X45, AS PER THE DETAILS SHOWN ON STD. DWG EXJ-4-87. TRIMMING OF EXISTING CROSSFRAME ANGLES SHALL BE MADE AT THE LUMP SUM PRICE BID OF ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
6. SHIM 1/2" PLATE AS NECESSARY TO MAINTAIN DIMENSION A IN TABLE. ALL WORK SHALL MEET THE APPROVAL OF THE ENGINEER.
7. THE CONTRACTOR SHALL WELD ANCHOR PLATES IN THE FIELD TO AVOID THE EXISTING VERTICAL REINFORCING STEEL IN THE ABUTMENT.
8. PAYMENT FOR HMWM RESIN AND HOT APPLIED JOINT SEALER SHALL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD OF ITEM 511, CLASS QC2 CONCRETE, SUPERSTRUCTURE.

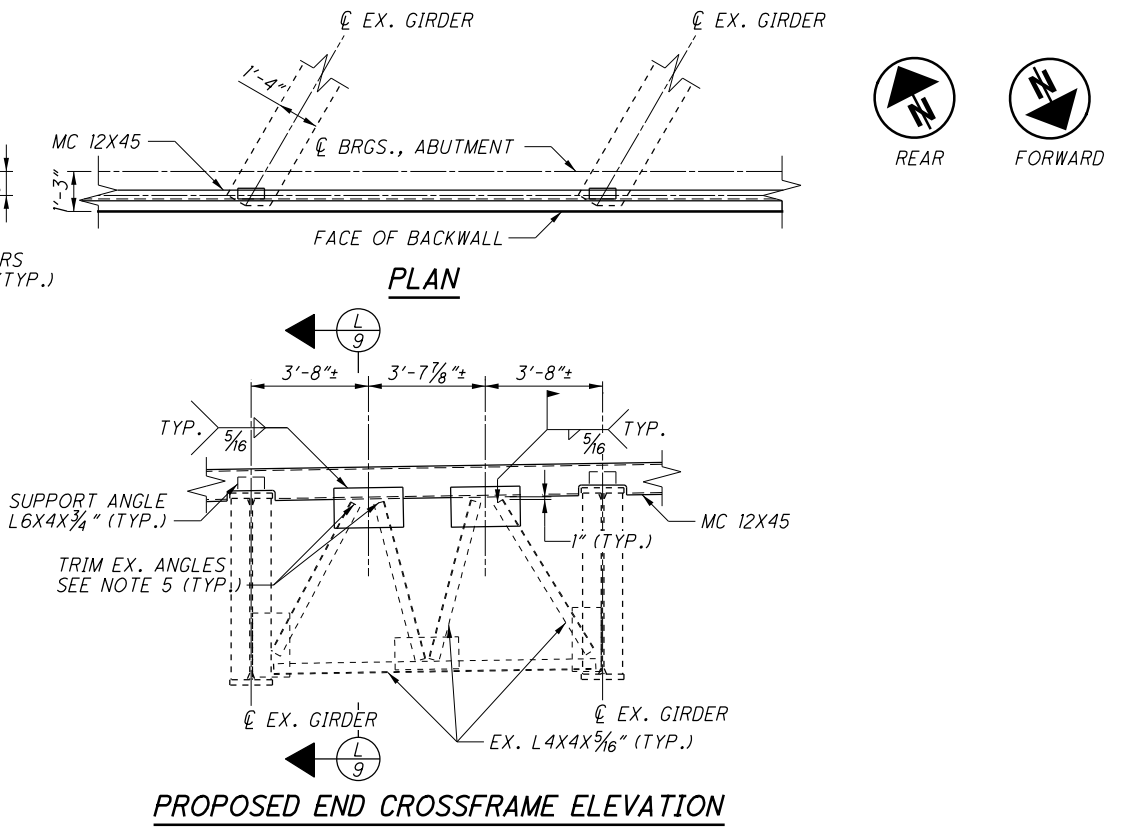
LEGEND

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

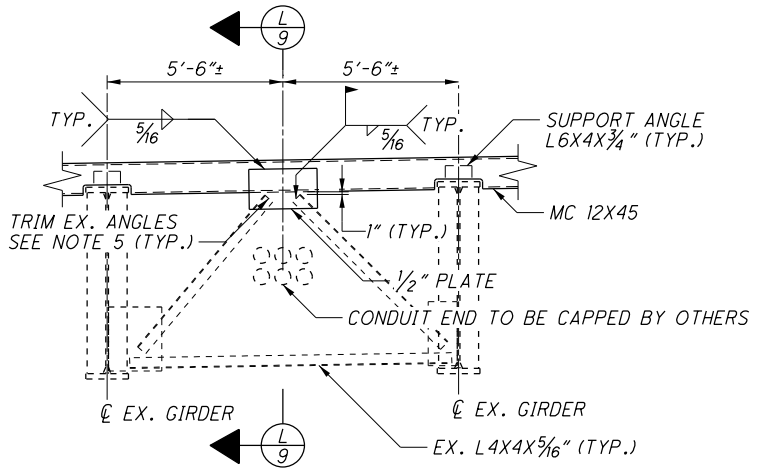
AMBIENT TEMPERATURE	DIMENSION A	
	REAR ABUT.	FWD. ABUT.
30° F	1 5/16"	1 7/8"
40° F	1 3/16"	1 3/16"
50° F	1 1/16"	1 1/16"
60° F	1 9/16"	1 5/8"
70° F	1 7/16"	1 1/2"
80° F	1 5/16"	1 7/16"
90° F	1 3/16"	1 5/16"



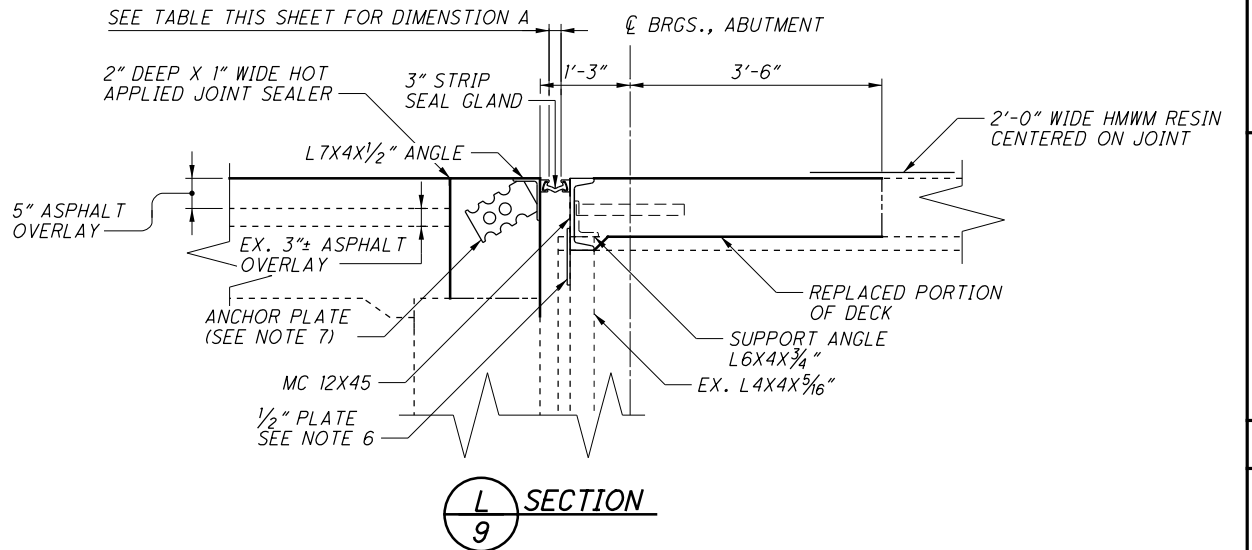
K
9
SECTION



L
9
SECTION



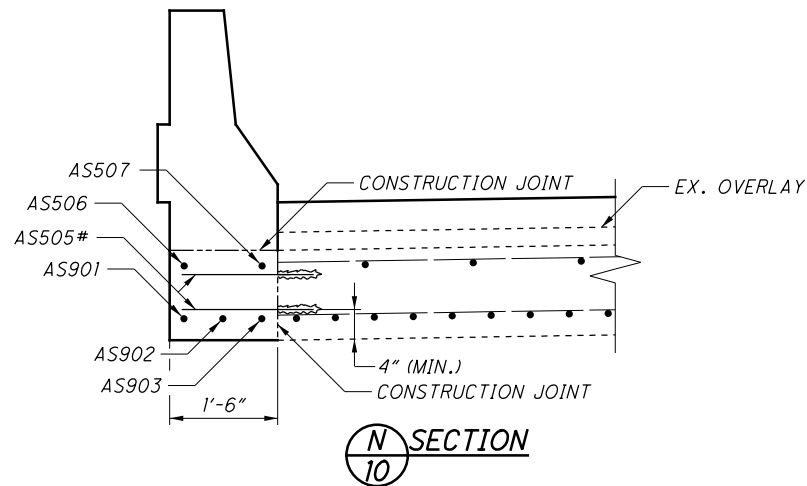
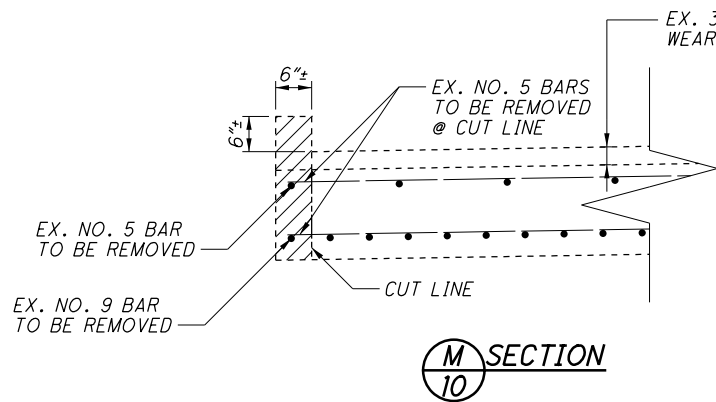
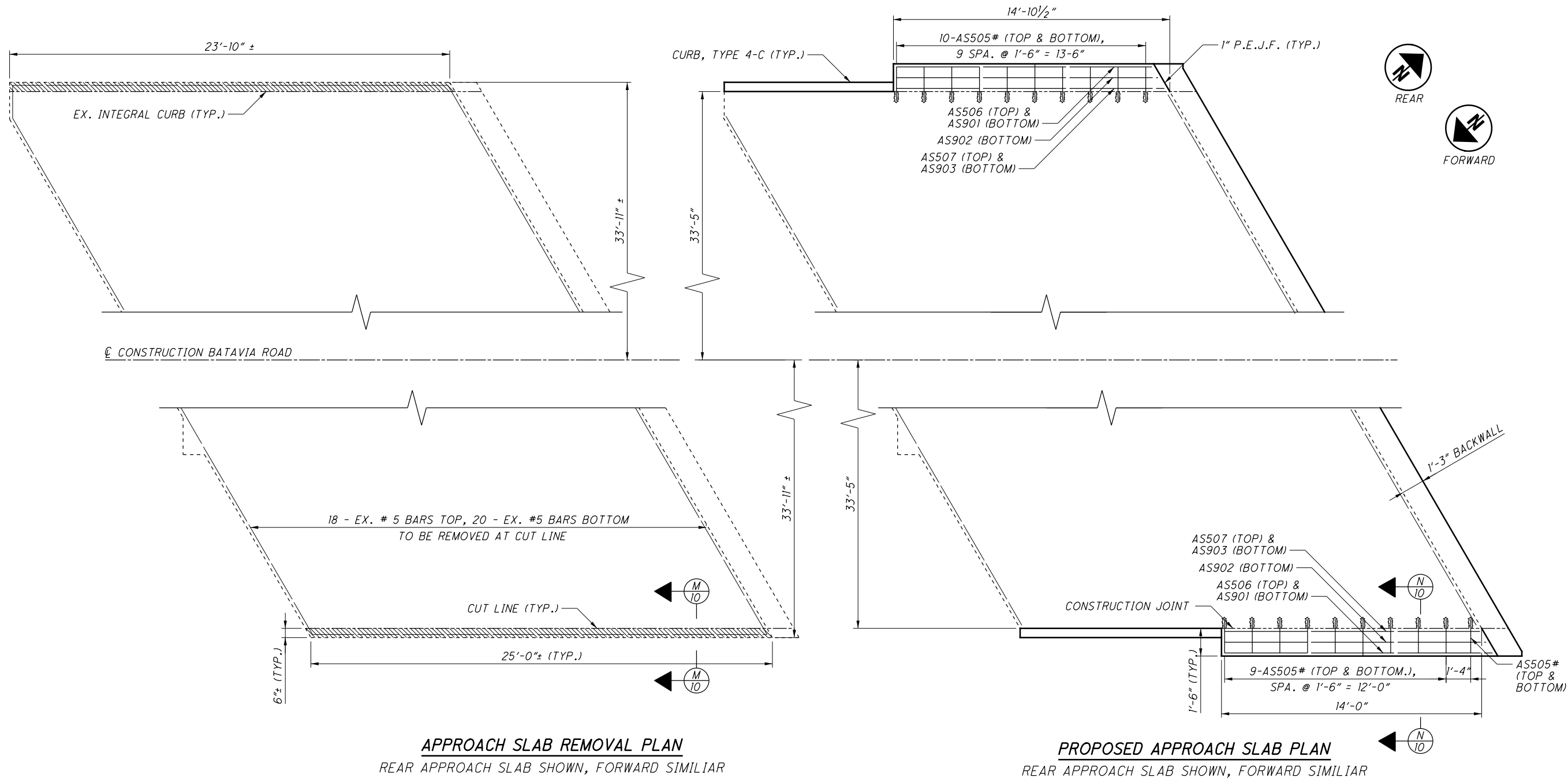
L
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SECTION



L
9
SECTION



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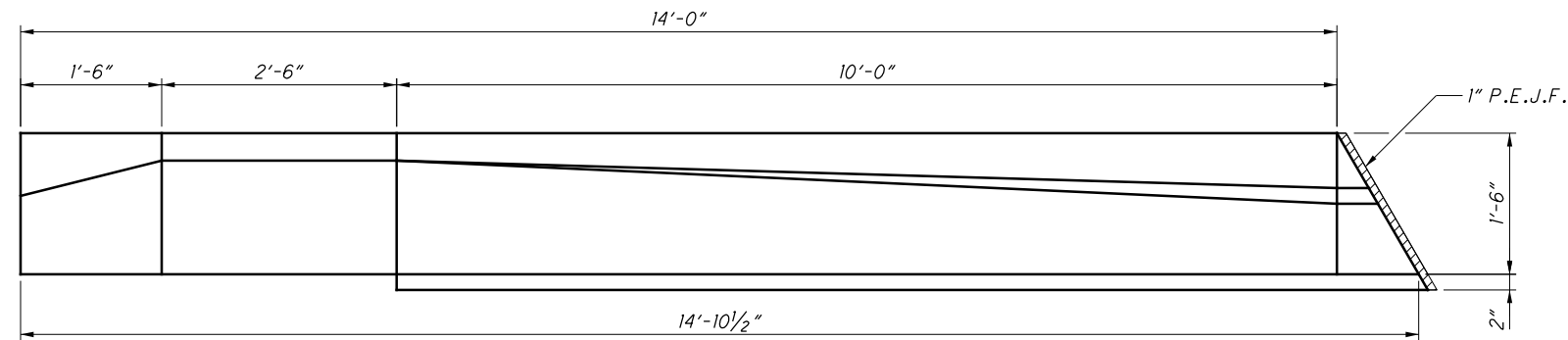
LEGEND

- # - BAR TO BE DOWELED INTO EXISTING APPROACH SLAB
- ITEM 202 - APPROACH SLAB REMOVED

NOTES

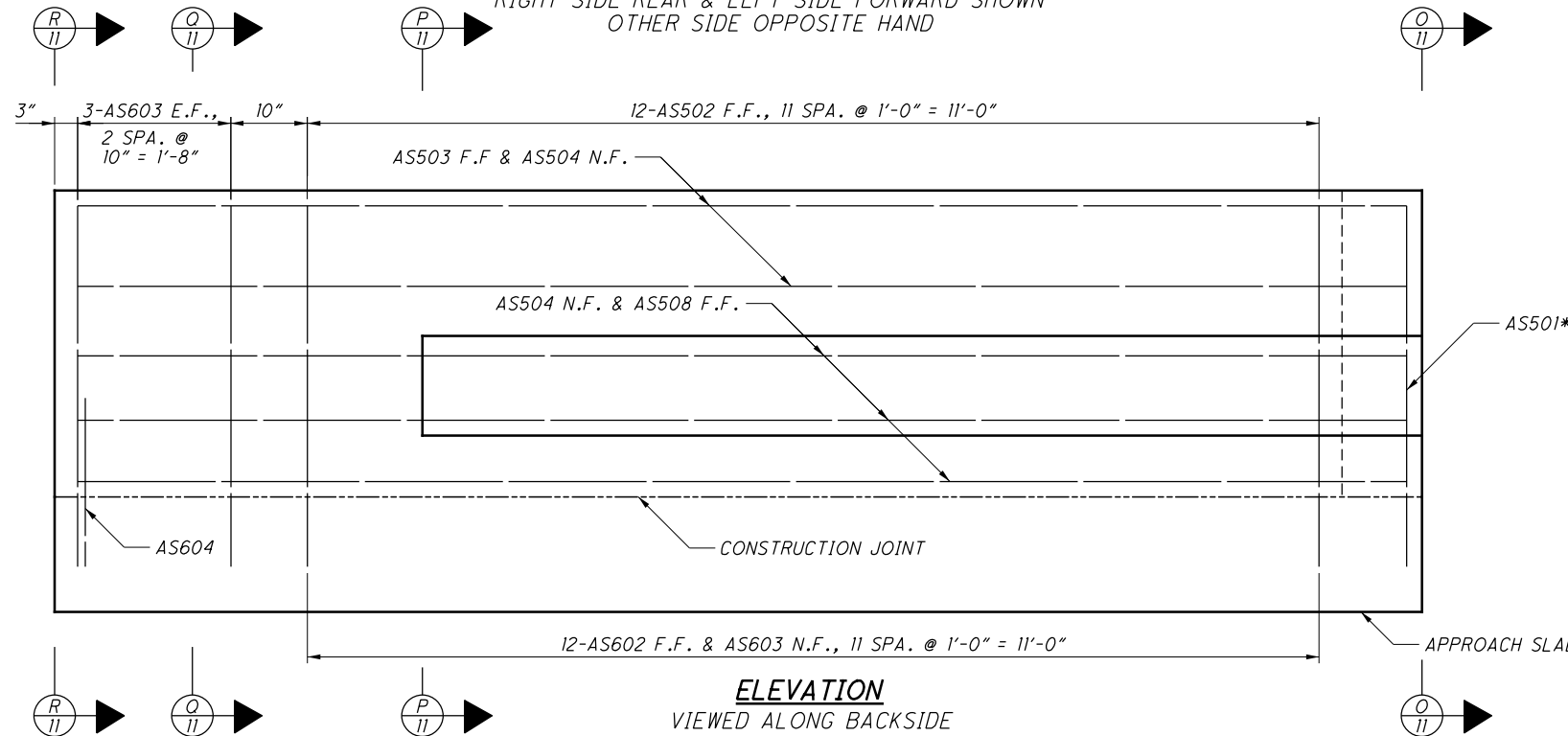
- MINIMUM EMBEDMENT DEPTH:
#5 BAR = 8 INCHES
- SEE SHEET 11/12 FOR PARAPET DETAILS.

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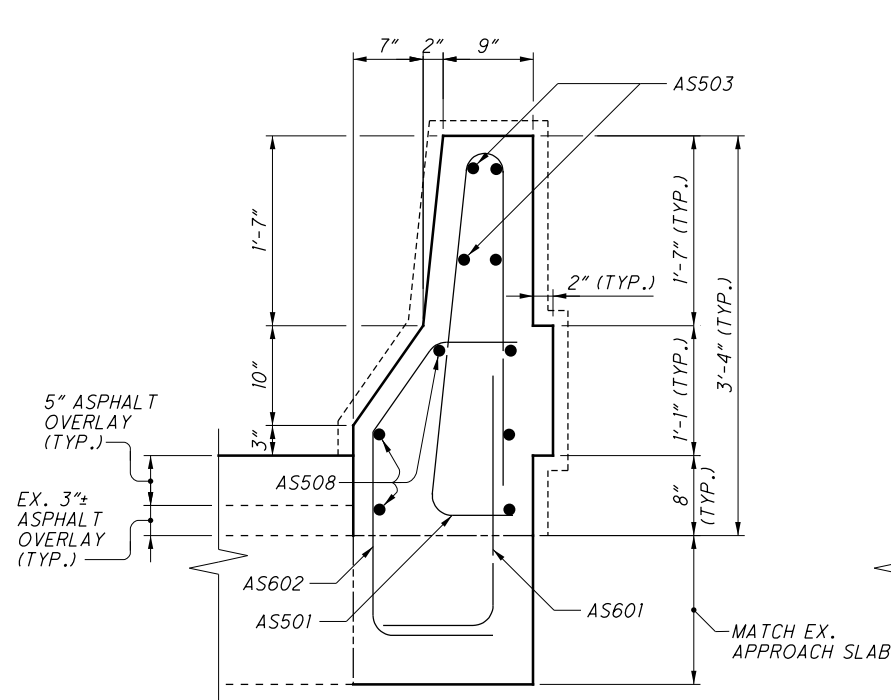
PLAN

RIGHT SIDE REAR & LEFT SIDE FORWARD SHOWN
OTHER SIDE OPPOSITE HAND



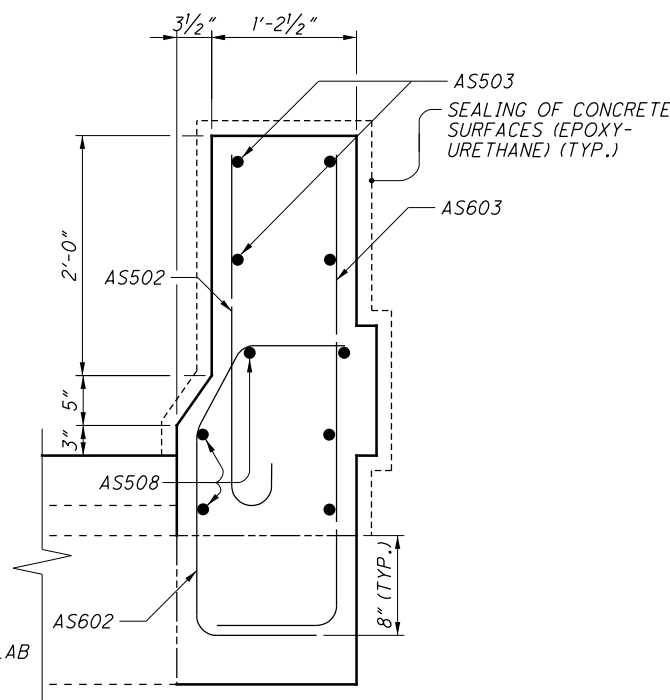
ELEVATION

VIEWED ALONG BACKSIDE



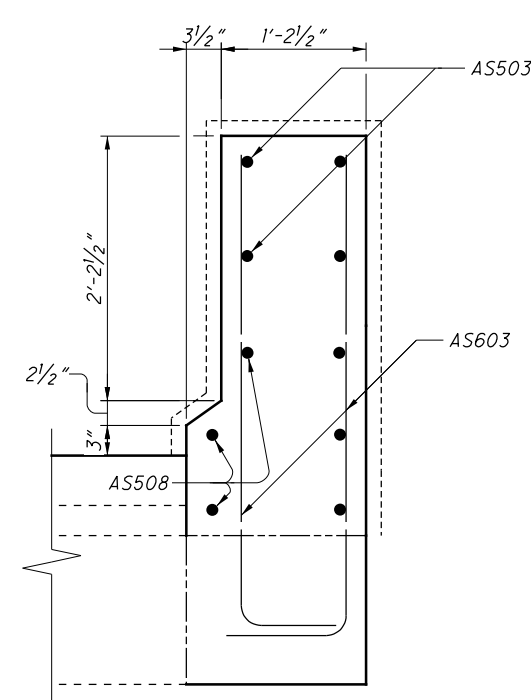
O SECTION

UNLABELED BARS ARE AS504



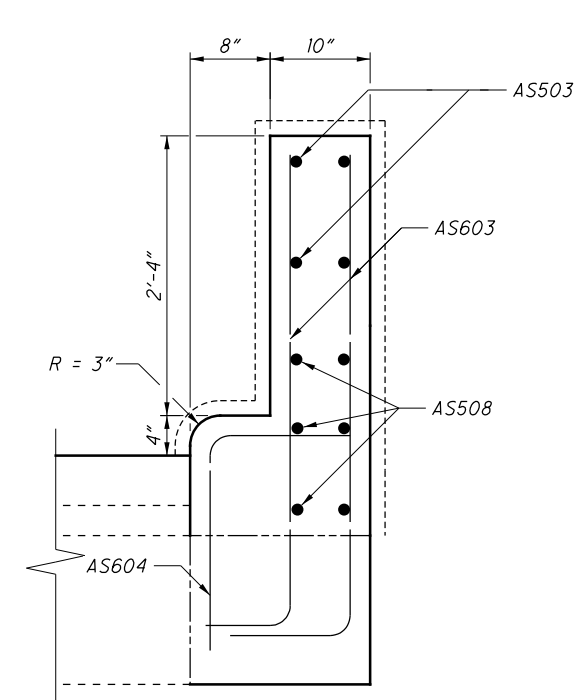
P SECTION

UNLABELED BARS ARE AS504



Q SECTION

UNLABELED BARS ARE AS504



R SECTION

UNLABELED BARS ARE AS504

NOTES

- PAYMENT FOR CONCRETE AND REINFORCING STEEL FOR PARAPETS ON APPROACH SLABS SHALL BE INCLUDED WITH ITEM 526, REINFORCED CONCRETE APPROACH SLAB (T=12").
- EPOXY-URETHANE SEALER SHALL BE FEDERAL COLOR #17778.

LEGEND

- E.F. - EACH FACE
N.F. - NEAR FACE
F.F. - FAR FACE
* - PLACED PARALLEL TO END OF PARAPET

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MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS					
	REAR	FORWARD	TOTAL				A	B	C	D	E	R
ABUTMENTS												
A501	6	6	12	3'-3"	41	19	2'-7"	7"	4"			
A502	2	2	4	24'-6"	103	STR						
A503	3	3	6	28'-8"	180	STR						
A504	2	2	4	27'-4"	115	STR						
A505	4	4	8	5'-2"	44	23	8"	2'-4"	2'-1"			2 1/2"
A506	4	4	8	3'-8"	31	14	1'-0"	1'-0"	9"	8"	10"	
A507	4	4	8	2'-5"	21	1	1'-0"	1'-7"				
A508	14	14	28	1'-0"	30	STR						
A509	1	1	2	25'-0"	53	STR						
A510	1	1	2	26'-9"	56	STR						
A601	82	82	164	3'-3"	801	2	1'-4"	11"	1'-4"			
D801#	4	4	8	3'-5"	73	19	2'-1"	1'-0"	1'-0"			
SUB-TOTAL					1548							

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
SUPERSTRUCTURE											
S501	22	2'-11"	67	14	8"	11"	8"	7"	9"		
S502	22	5'-2"	119	23	8"	2'-3"	2'-2"			2"	
S503	22	1'-11"	44	2	8"	10"	8"				
S504	22	2'-0"	46		8"	1'-7"					
S601	4 SERIES OF 6	4'-7" to 9'-3"	250	STR							11" (+)
S602	16	3'-8"	89	STR							
SUB-TOTAL			615								

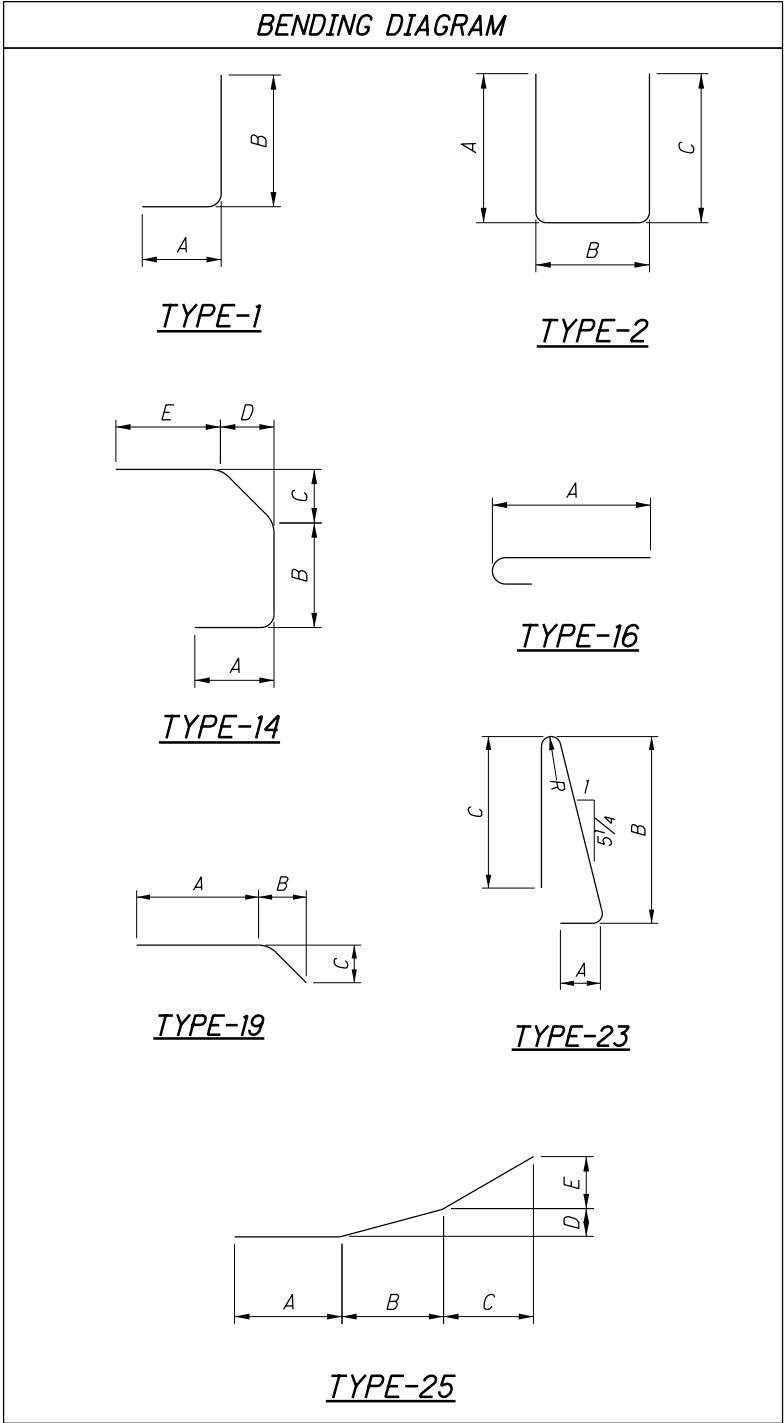
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS					
					A	B	C	D	E	R
APPROACH SLABS										
AS501	4	6'-7"	28	23	9"	3'-1"	2'-10"			2"
AS502	48	3'-8"	184	16	3'-1"					
AS503	8	14'-1"	118	25	10'-3"	2'-5"	1'-4"	1 1/2"	5"	
AS504	20	14'-6"	303	STR						
AS505#	80	2'-0"	167	STR						
AS506	4	14'-6"	61	STR						
AS507	4	13'-10"	58	STR						
AS508	12	13'-8"	172	STR						
AS601	4	3'-1"	19	1	1'-0"	2'-3"				
AS602	52	3'-11"	306	14	1'-0"	1'-6"	9"	6"	9"	
AS603	72	4'-8"	505	1	1'-0"	3'-10"				
AS604	4	2'-6"	16	1	1'-2"	1'-6"				
AS901	4	15'-9"	215	16	14'-6"					
AS902	4	15'-5"	210	16	14'-2"					
AS903	4	15'-1"	206	16	13'-10"					
SUB-TOTAL			2568							

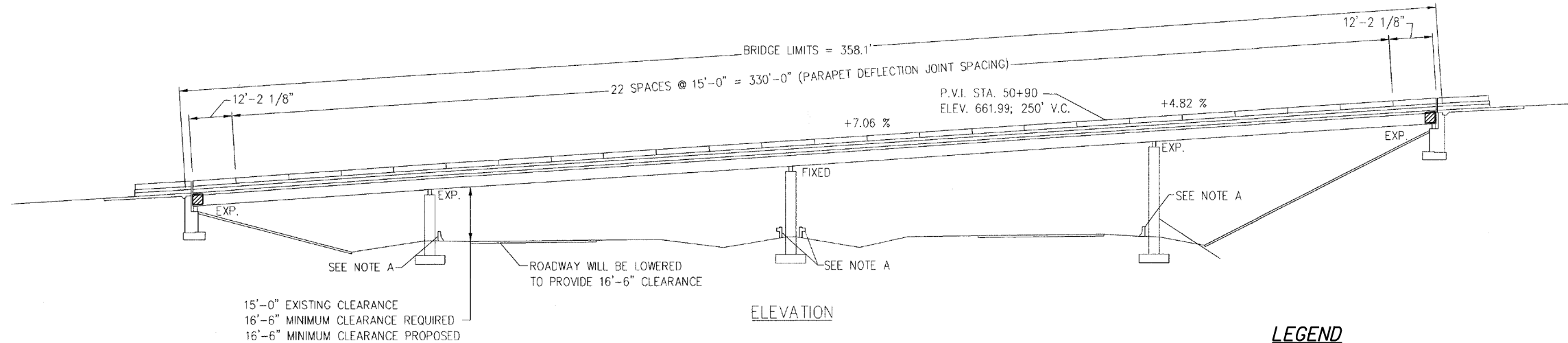
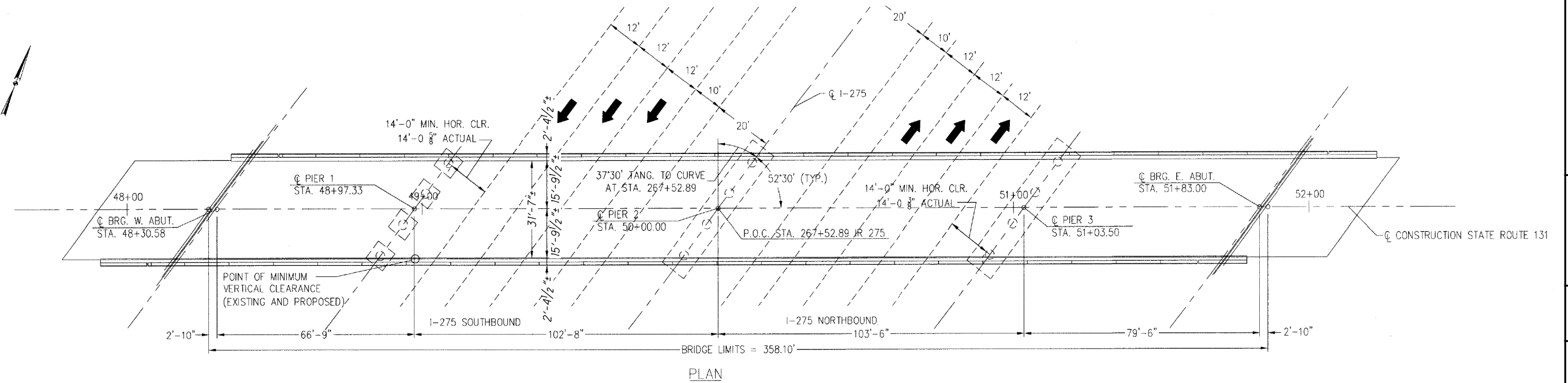
NOTES

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE 3 DIGITS ARE USED, AND THE FIRST 2 DIGITS WHERE FOUR DIGITS ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, F501 IS A NO. 5 BAR. BAR DIMENSIONS ARE OUT TO OUT UNLESS OTHERWISE NOTED.
2. ALL REINFORCING STEEL TO BE EPOXY COATED.
3. PAYMENT FOR APPROACH SLAB REINFORCING STEEL SHALL BE INCLUDED WITH ITEM 526, REINFORCED CONCRETE APPROACH SLAB (T=12").

LEGEND

- BARS TO BE DOWELED INTO EXISTING STRUCTURE





EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 66'-9" \pm , 102'-8" \pm , 103'-6" \pm , 79'-6" \pm C/C BRGS.

ROADWAY: 31'-7" \pm T/T PARAPET

LOADING: CF=400 (57)

SKEW: 37°30'00" \pm L.F.

APPROACH SLABS: 20'-0" \pm LONG (AS-1-67) SPECIAL

WEARING SURFACE: 2 1/4" \pm MICRO-SILICA MODIFIED CONCRETE

ALIGNMENT: TANGENT

STRUCTURAL FILE NUMBER: 1302531

DATE BUILT: 1972

DISPOSITION: TO BE REHABILITATED

PROPOSED WORK

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

LEGEND

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

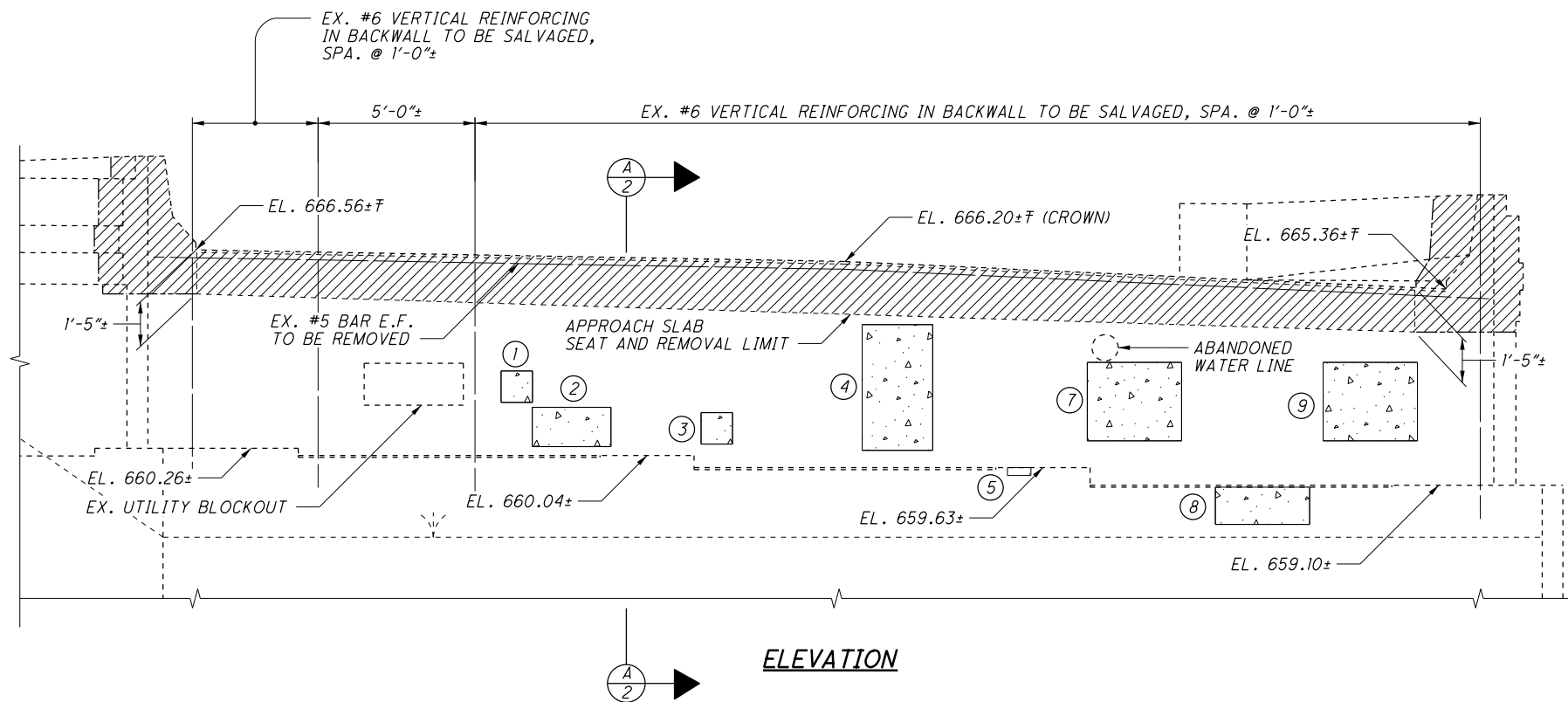
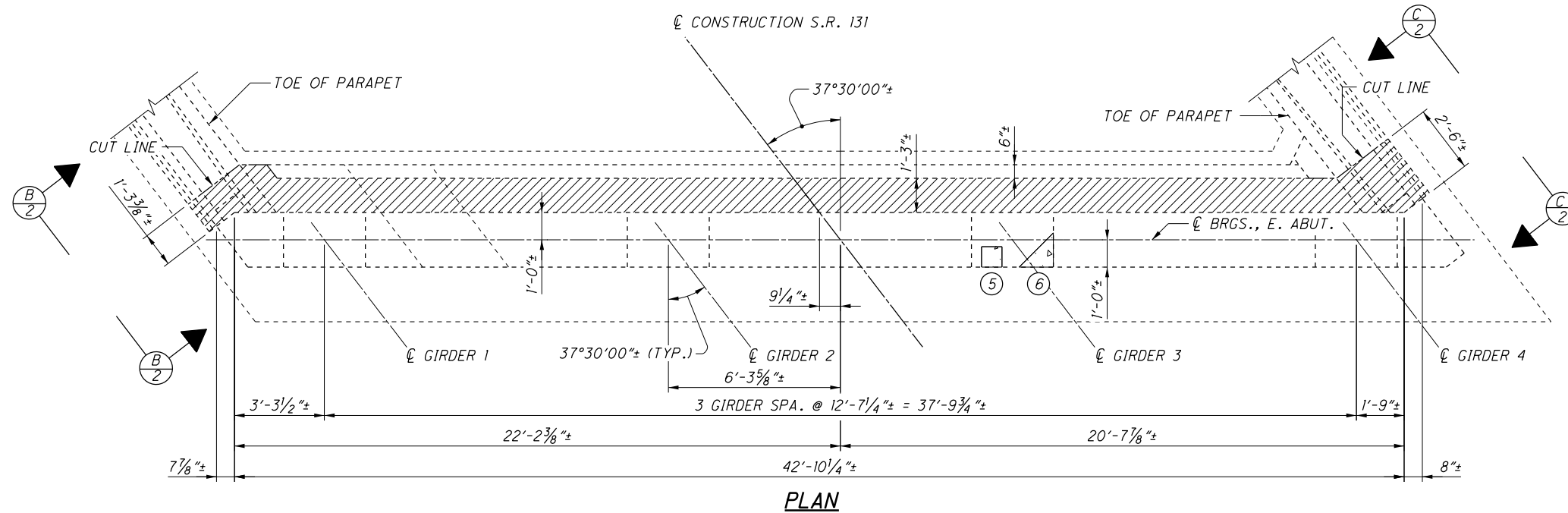
NOTE

SEE SHEET 29 OF 86 FOR STRUCTURE QUANTITIES.

BENCHMARKS:

BM 1: ELEV. = 629.70
CHISELED SQUARE ON NW CORNER OF WALL
@ STA. 49+24.90, 28.50' LT.

BM 2: ELEV. = 630.50
CHISELED SQUARE ON SE CORNER OF WALL
@ STA. 50+75.40, 28.00' RT.



NOTE

CONTRACTOR TO VERIFY ALL EXISTING ELEVATIONS PRIOR TO REMOVAL AND ORDERING EXPANSION JOINT ARMOR.

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

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

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

ESTIMATED PATCHING QUANTITIES (S.F.)		
E. ABUT.	MEASURED QUANTITY	ESTIMATED QUANTITY
①	1.0	1.5*
②	3.0	4.5*
③	1.0	1.5*
④	9.0	13.5*
⑤	1.0	1.5*
⑥	1.0	1.5*
⑦	7.5	11.25*
⑧	4.0	6.0*
⑨	7.5	11.25*
TOTAL	35.0	52.5*

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

LEGEND

F - ELEVATION TAKEN AT NEAR FACE OF BACKWALL

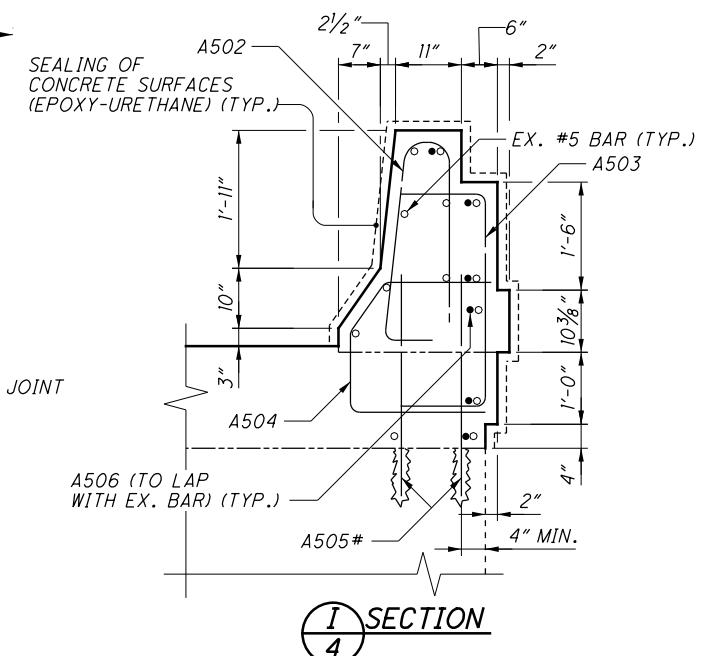
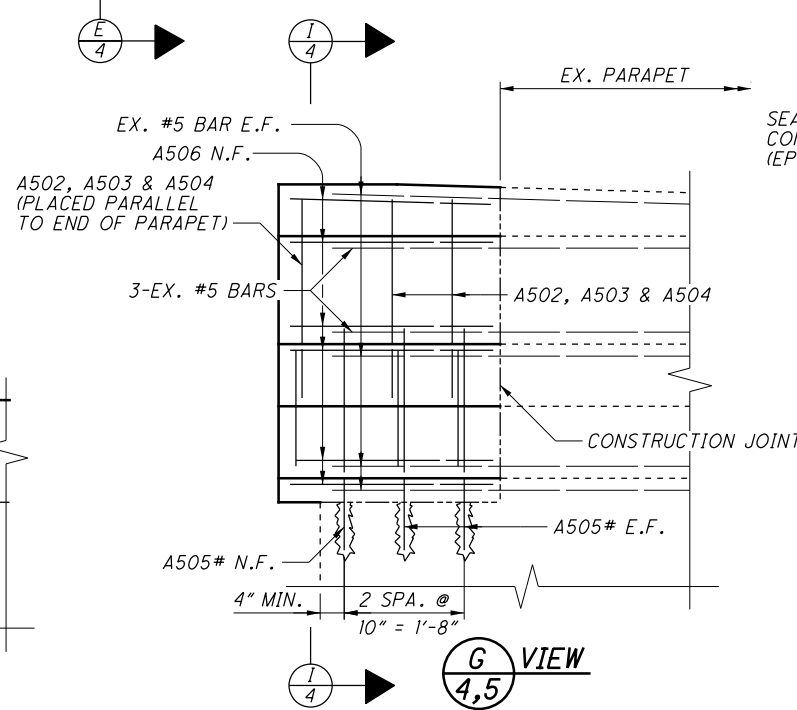
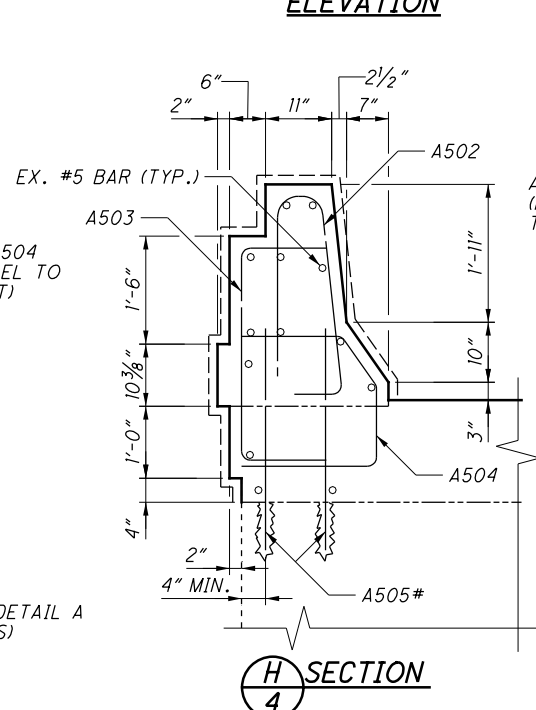
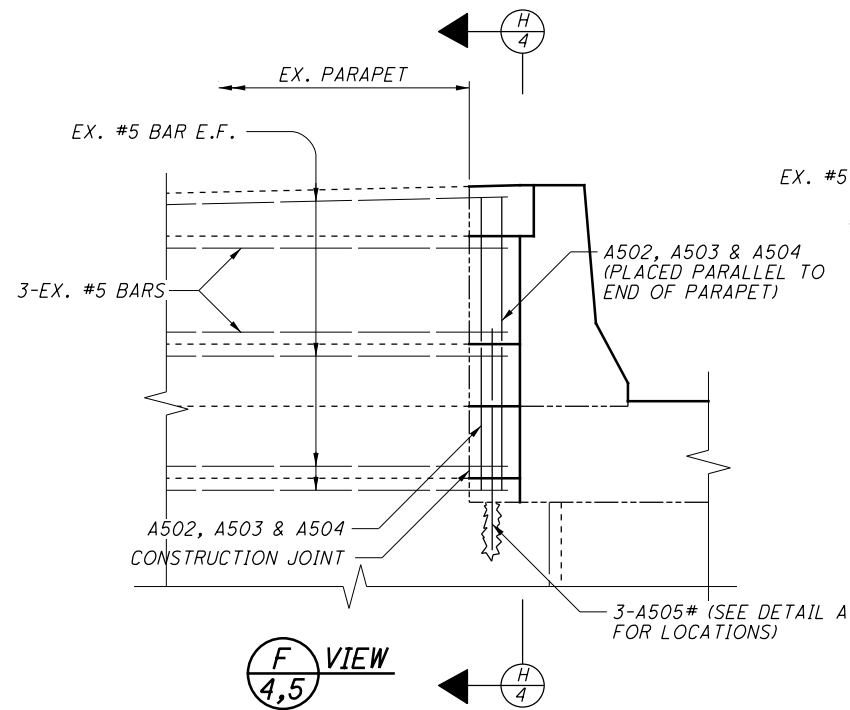
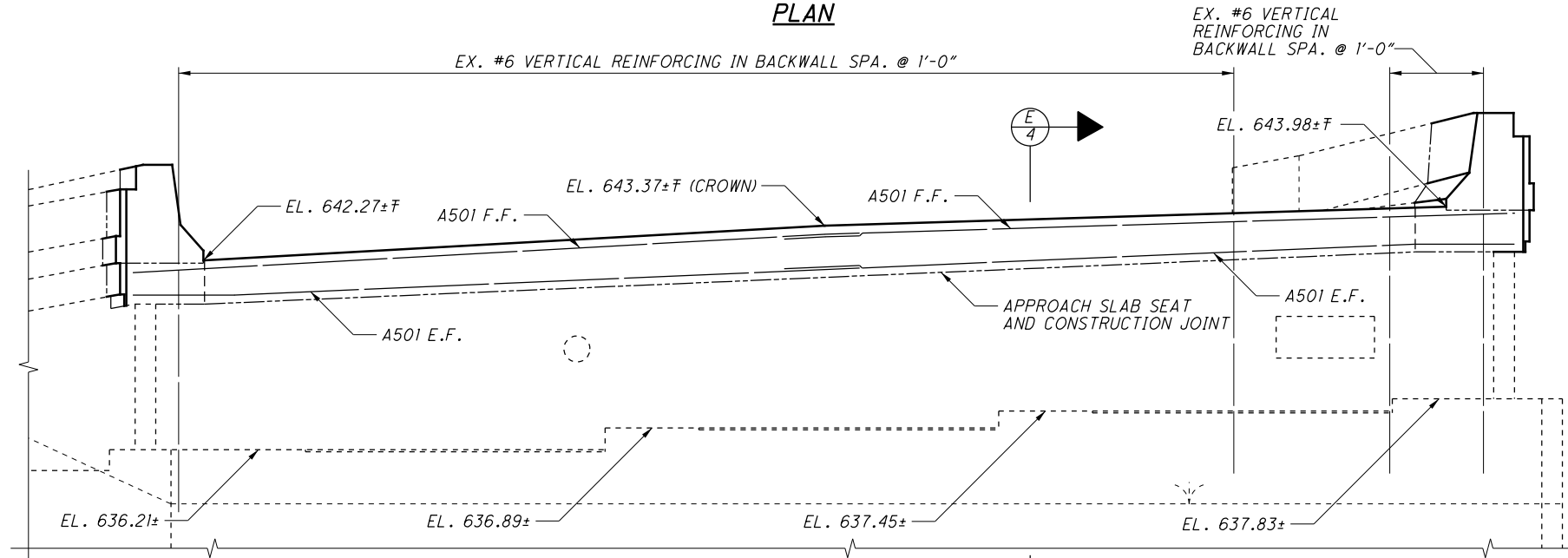
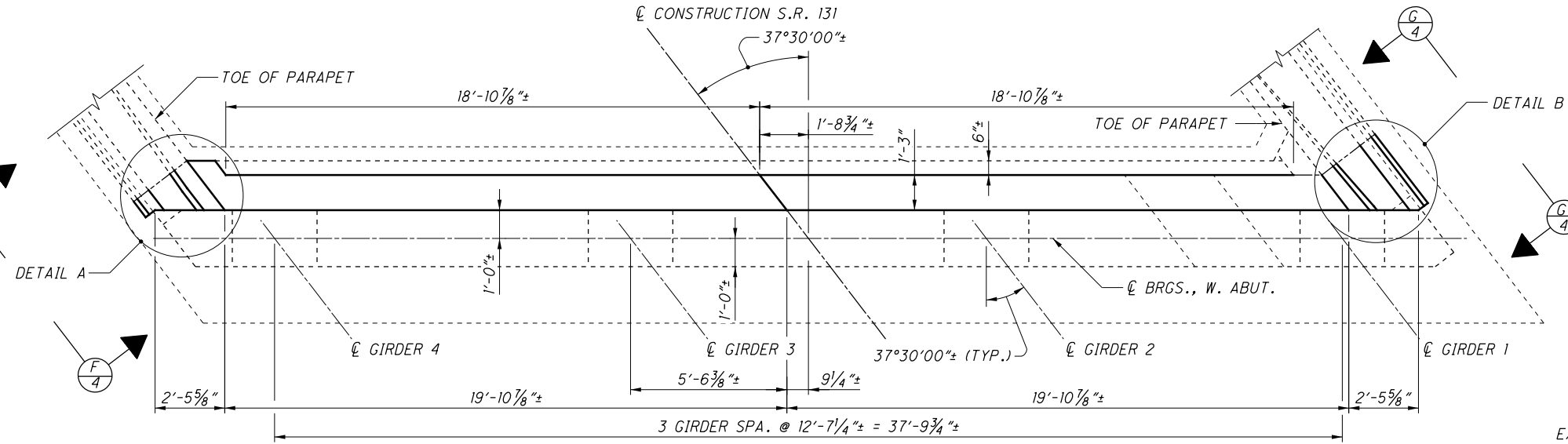
E.F. - EACH FACE



ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN



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

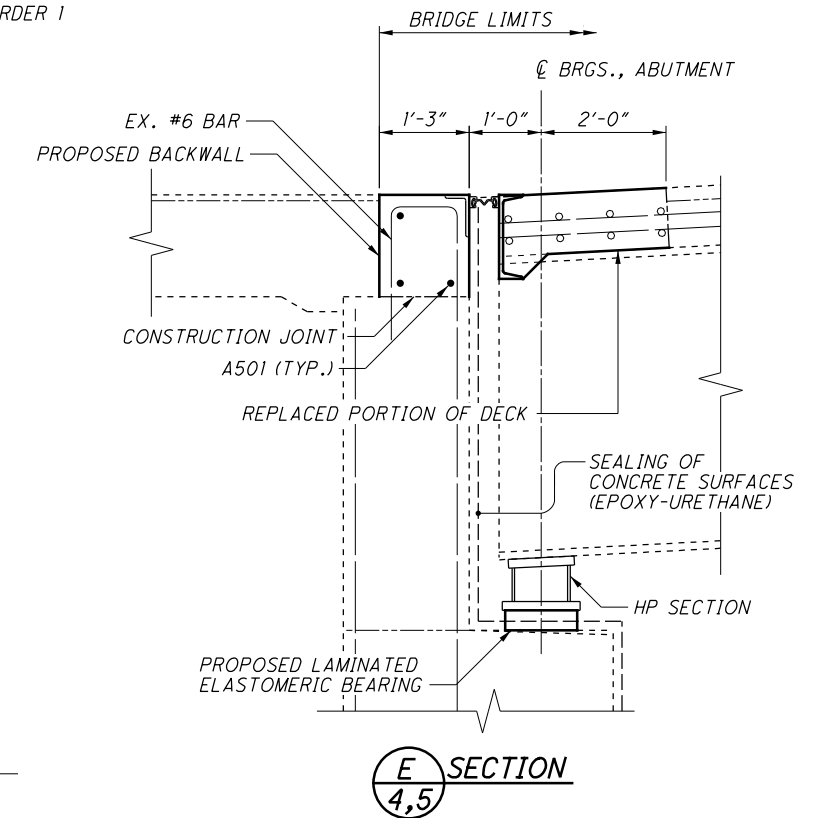


NOTES

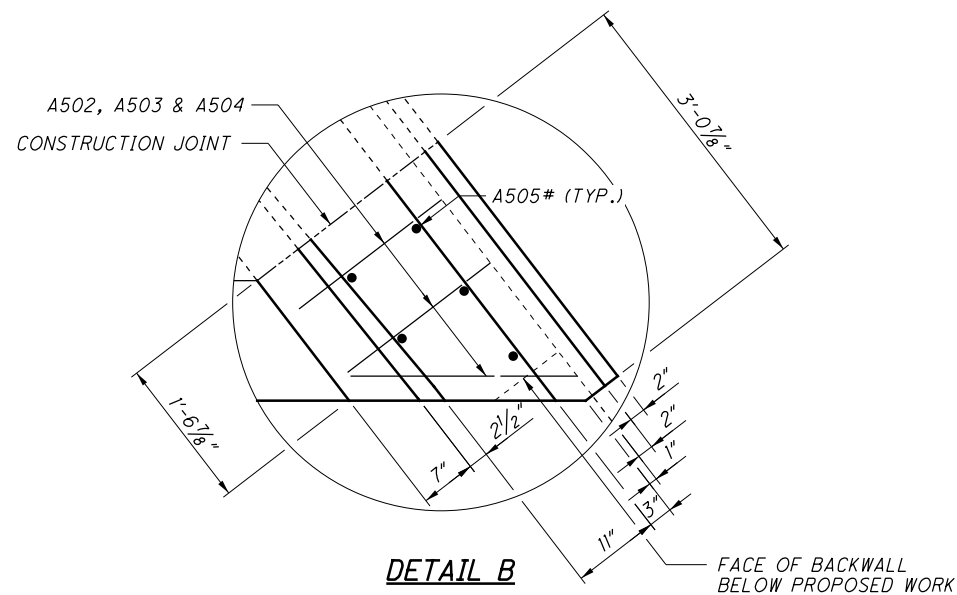
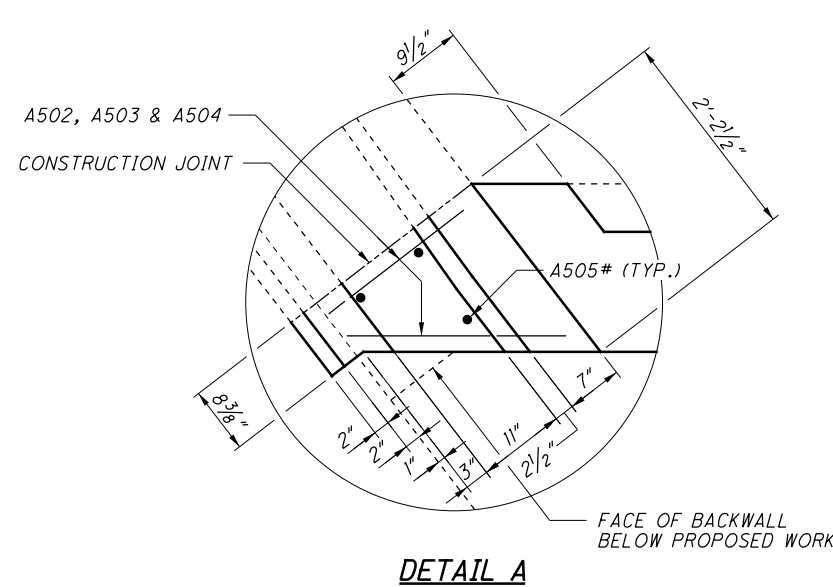
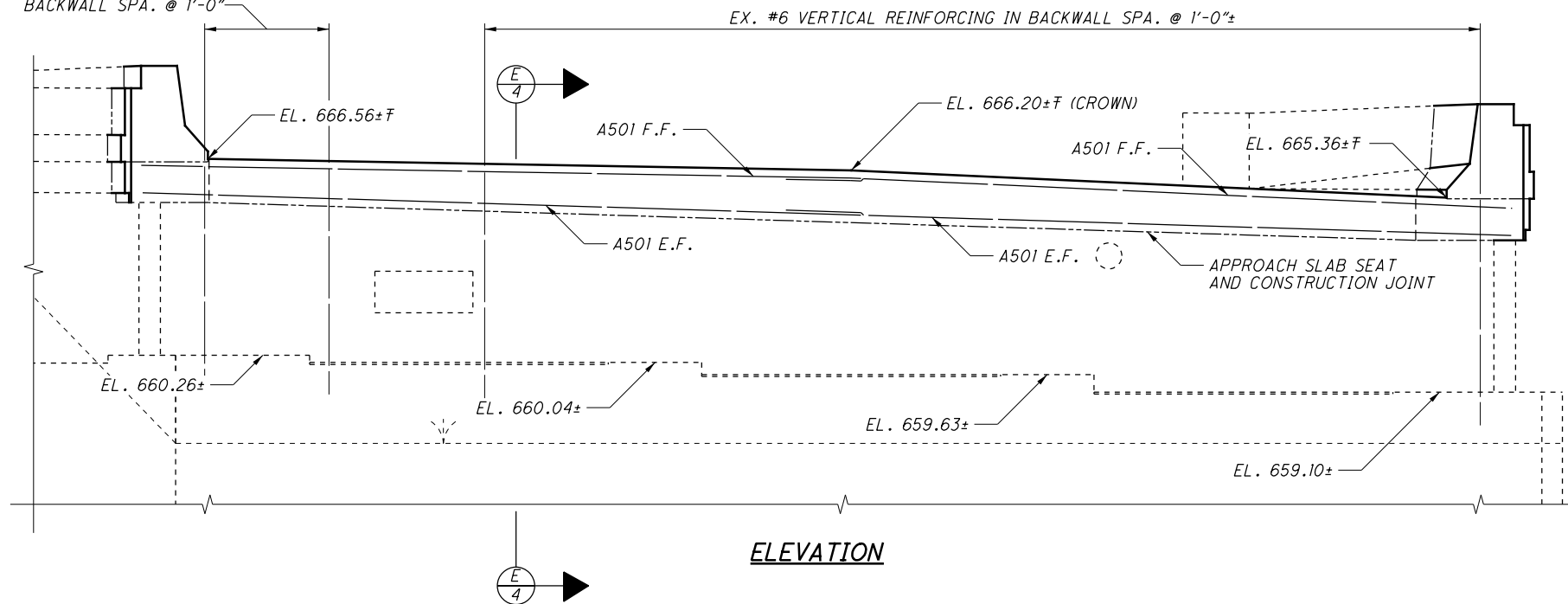
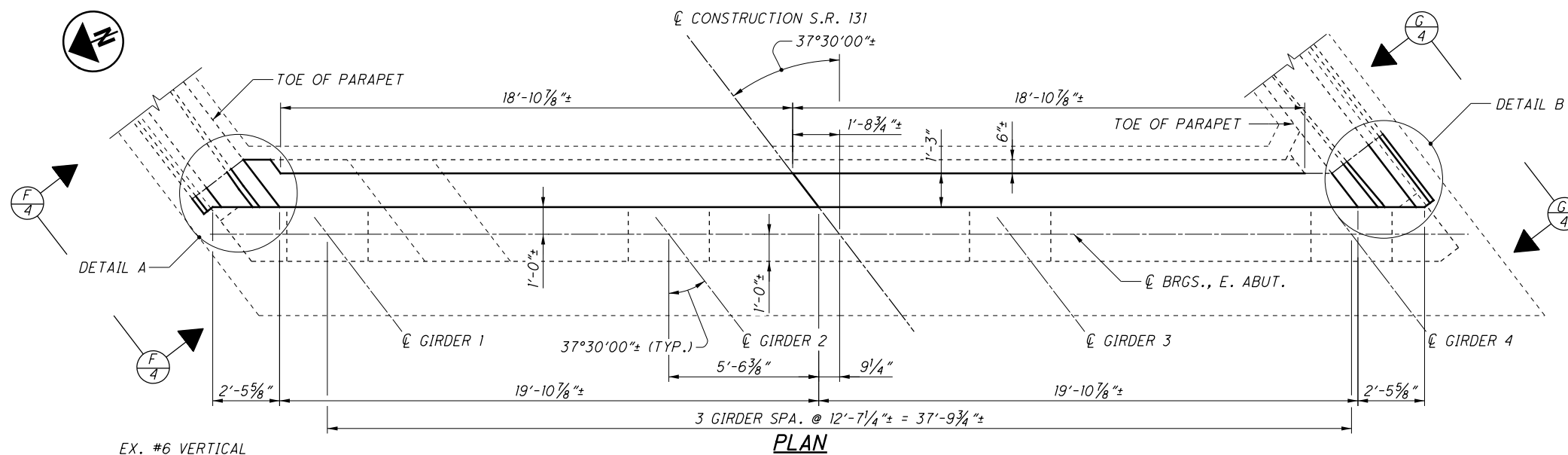
1. MINIMUM EMBEDMENT DEPTH:
#5 BAR = 8 INCHES
2. PROPOSED ELEVATIONS SHALL MATCH
FIELD VERIFIED EXISTING ELEVATIONS.
3. SEE SHEET 5/12 FOR DETAILS A AND B.

LEGEND

- E.F. - EACH FACE
F.F. - FAR FACE
F - ELEVATION TAKEN AT NEAR FACE OF BACKWALL
- BAR TO BE DOWELED INTO EXISTING STRUCTURE



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NOTES

1. MINIMUM EMBEDMENT DEPTH:
#5 BAR = 8 INCHES
2. PROPOSED ELEVATIONS SHALL MATCH
FIELD VERIFIED EXISTING ELEVATIONS.

LEGEND

E.F. - EACH FACE
F.F. - FAR FACE
 \bar{F} - ELEVATION TAKEN AT NEAR FACE OF BACKWALL
- BAR TO BE DOWELED INTO EXISTING STRUCTURE

EAST ABUTMENT DETAILS

BRIDGE NO. CLE-131-0036
S.R. 131 OVER I.R. 275

D08-BM-FY2020

PID No. 94224

5/12

49
86

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

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

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

**ESTIMATED PATCHING QUANTITIES
(S.F.)**

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

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

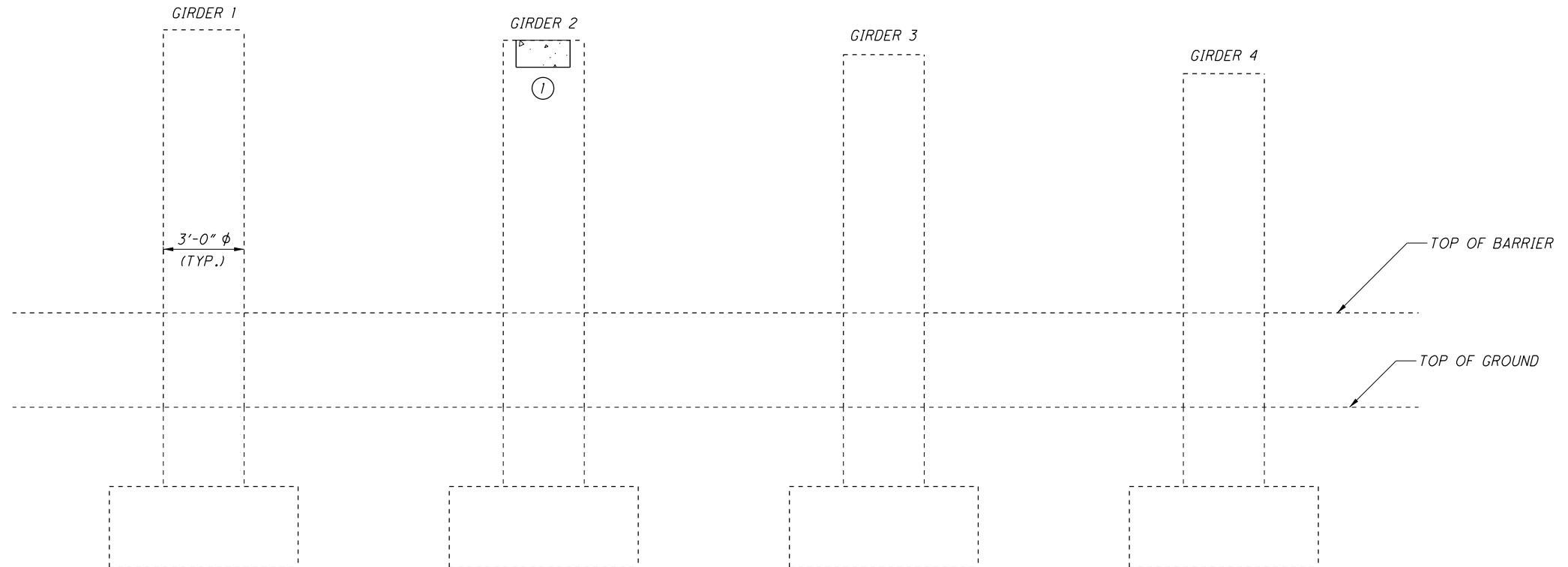
NOTES

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

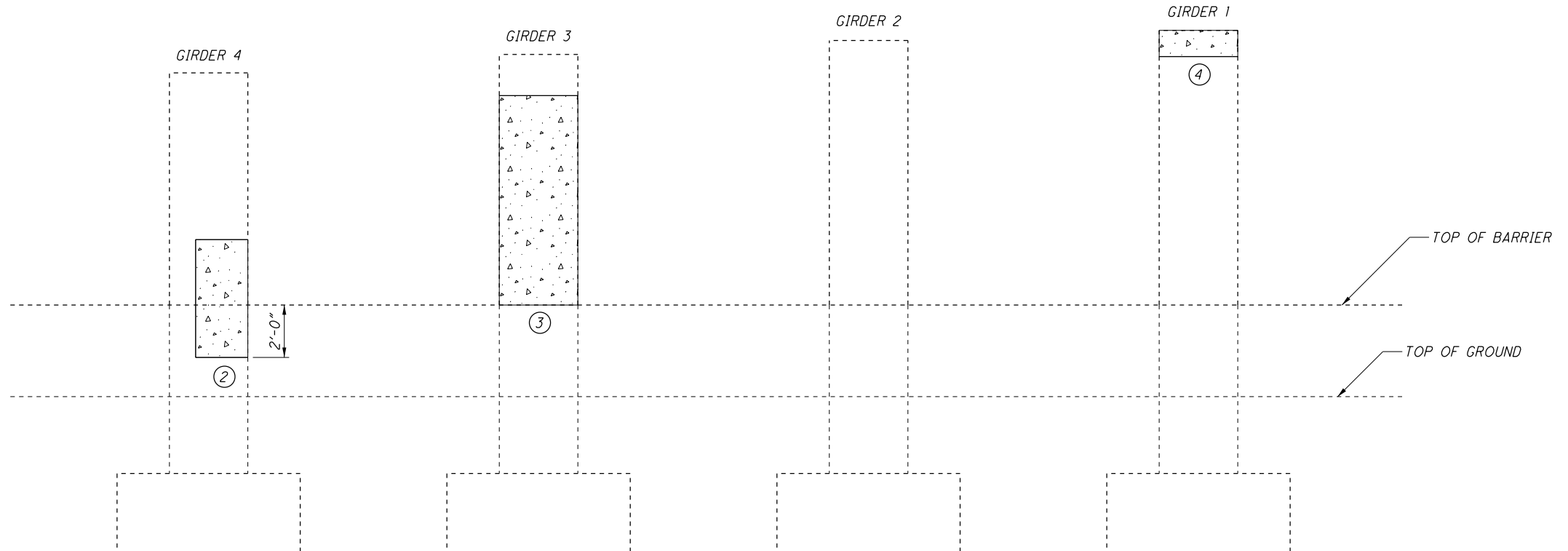
LEGEND



ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN



PIER 1 (SPAN 1 SIDE)
(VIEWED UPSTATION)



PIER 1 (SPAN 2 SIDE)
(VIEWED DOWNSTATION)

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ITEM 519 - PATCHING CONCRETE
STRUCTURE, AS PER PLAN

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

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

ESTIMATED PATCHING QUANTITIES
(S.F.)

PIER 2	MEASURED QUANTITY	ESTIMATED QUANTITY
①	5.0	7.5*
②	1.0	1.5*
③	3.75	5.63*
④	4.0	6.0*
TOTAL	13.75	20.63*

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

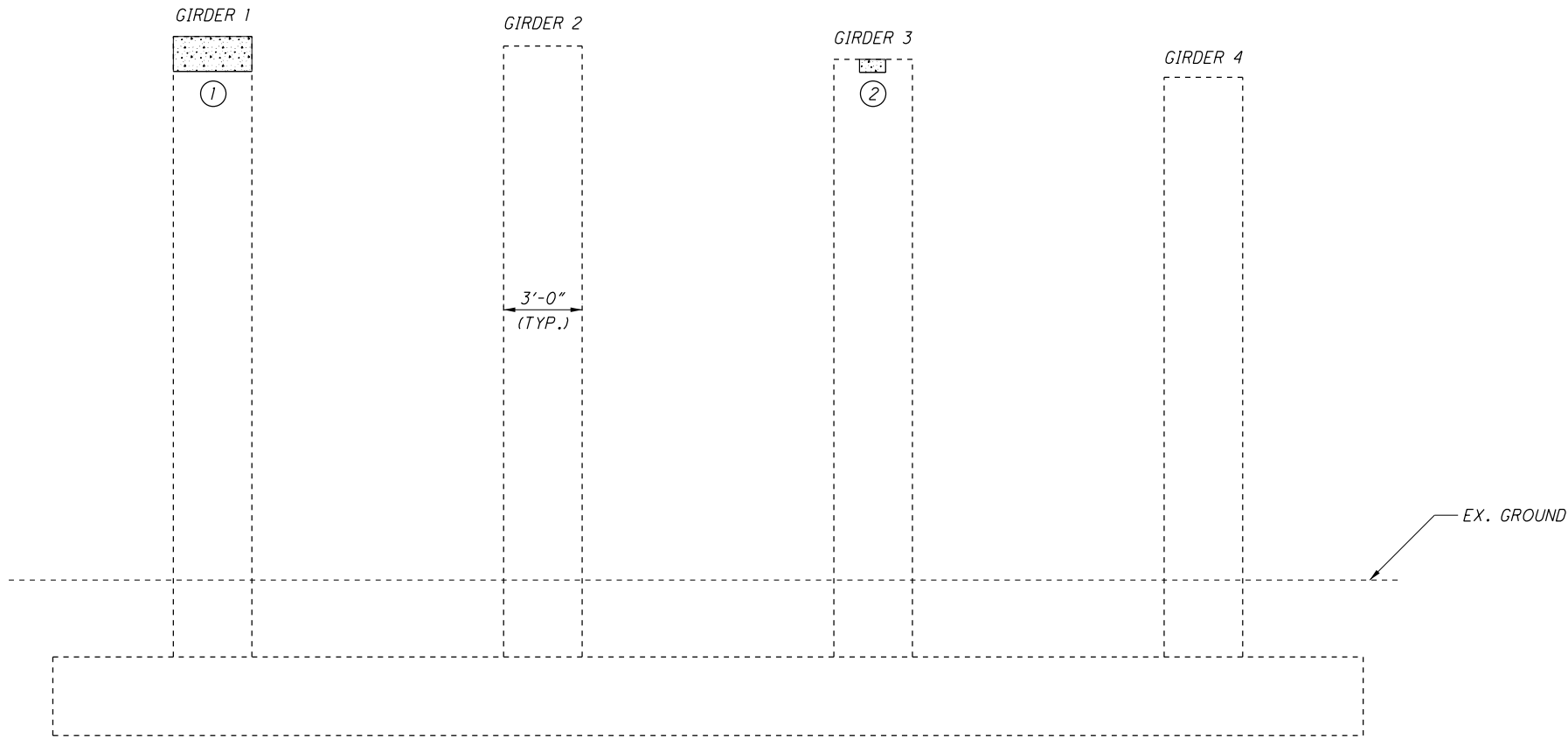
NOTES

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

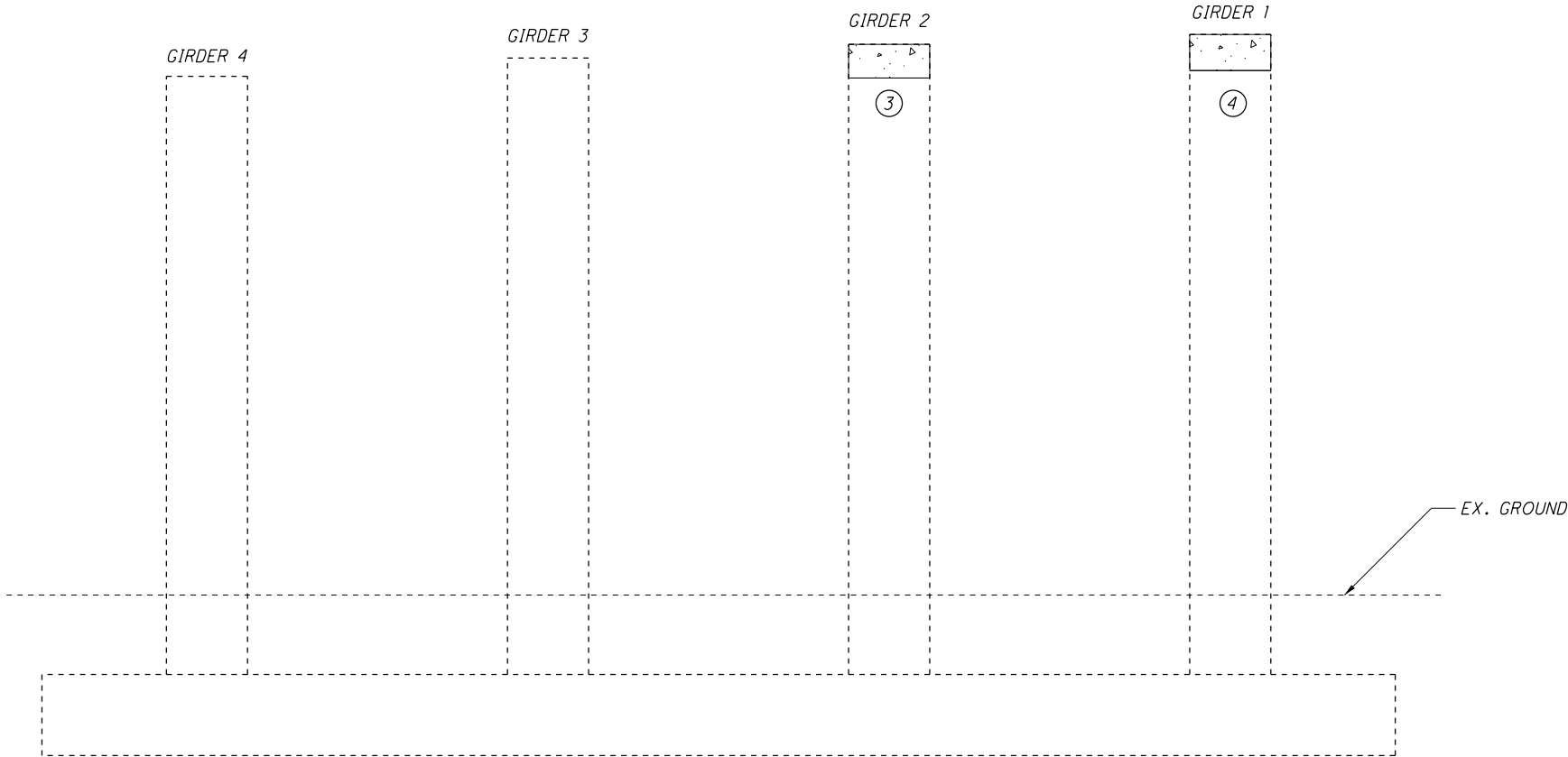
LEGEND



ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN



PIER 2 (SPAN 2 SIDE)
(VIEWED UPSTATION)



PIER 2 (SPAN 3 SIDE)
(VIEWED DOWNSTATION)

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ITEM 519 - PATCHING CONCRETE
STRUCTURE, AS PER PLAN

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

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

ESTIMATED PATCHING QUANTITIES (S.F.)		
PIER 3	MEASURED QUANTITY	ESTIMATED QUANTITY
①	6.0	9.0*
②	4.5	6.75*
③	7.0	10.5*
④	7.0	10.5*
⑤	1.0	1.5*
⑥	2.0	3.0*
⑦	3.5	5.25*
TOTAL	31.0	46.5*

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

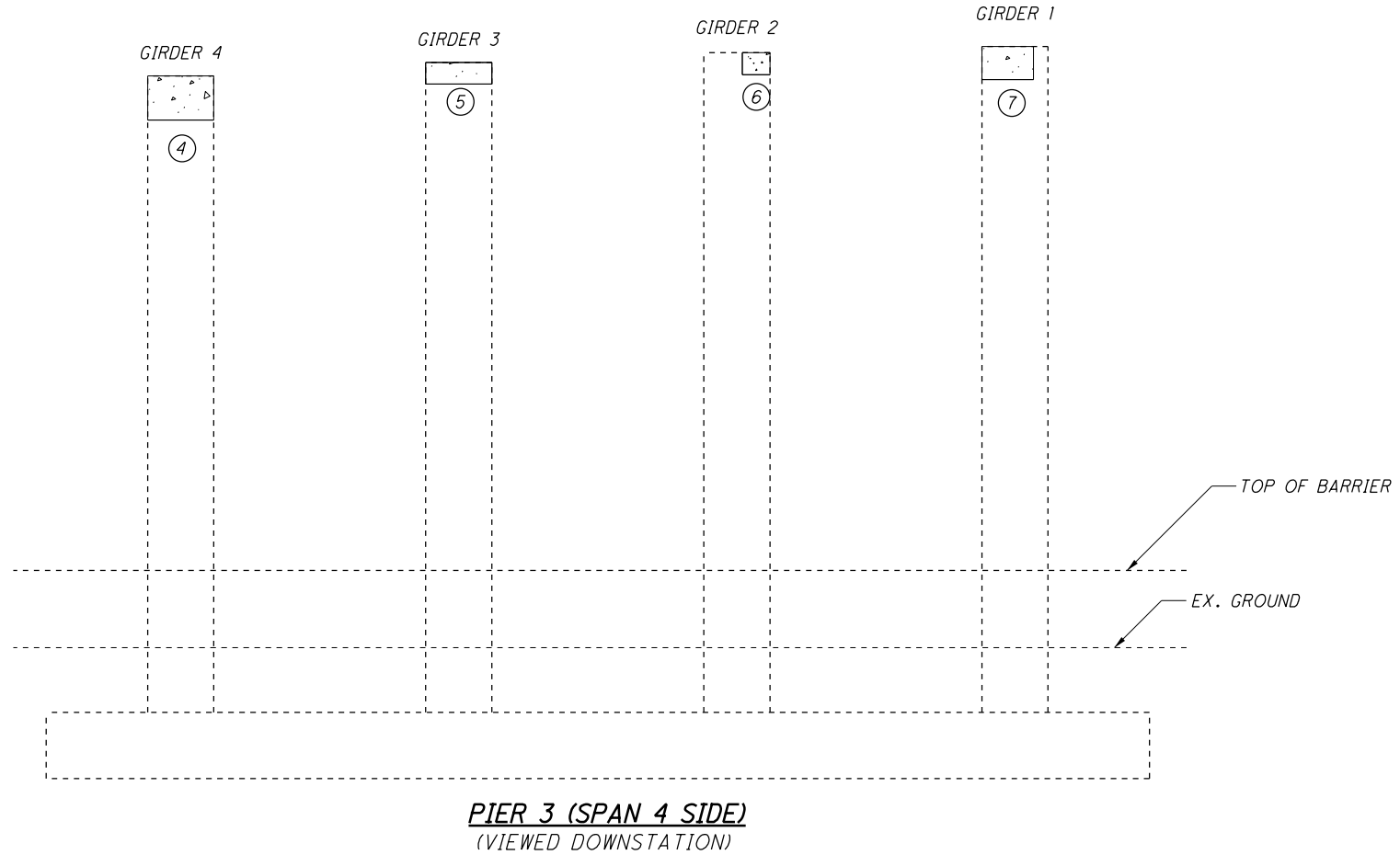
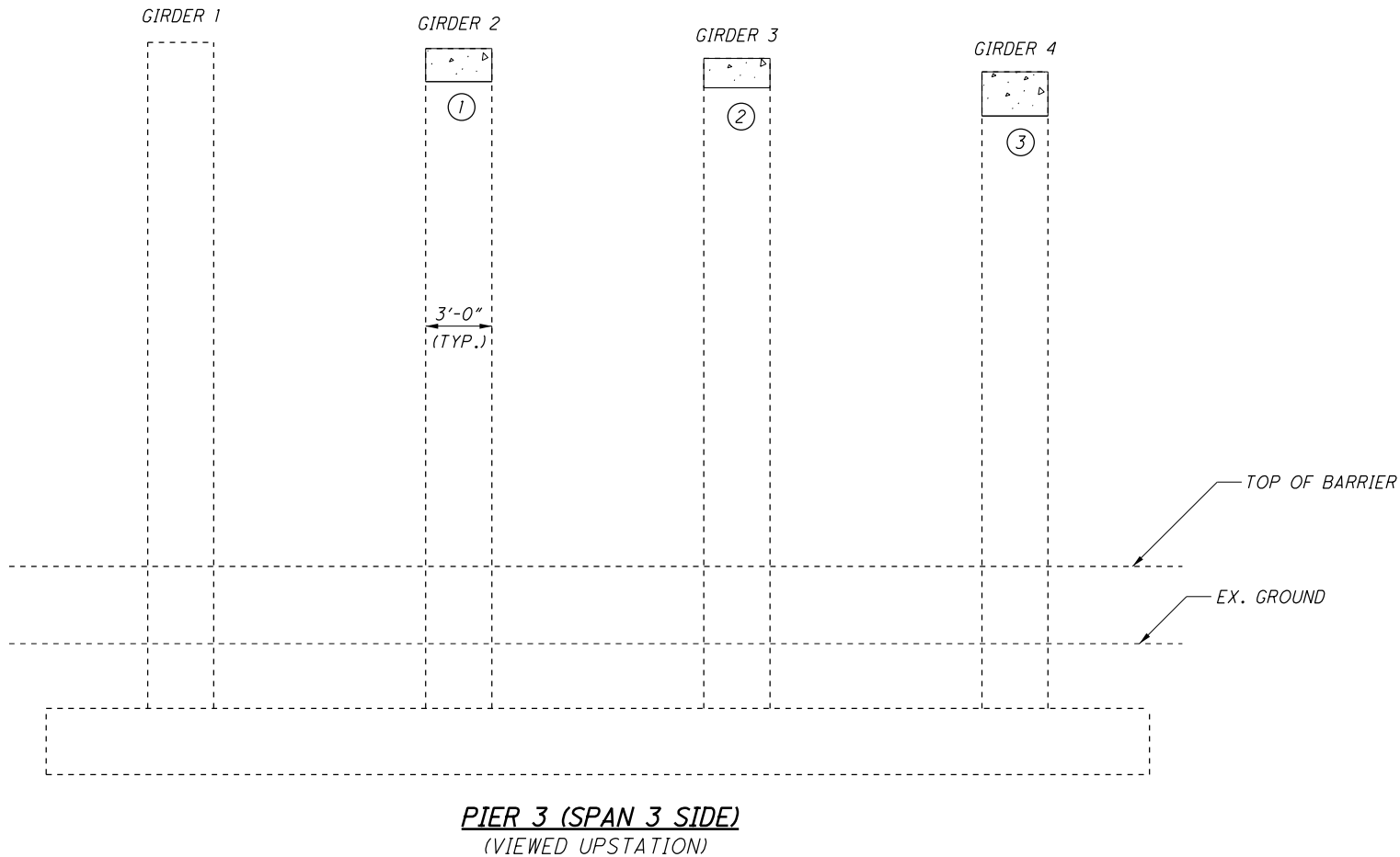
NOTES

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

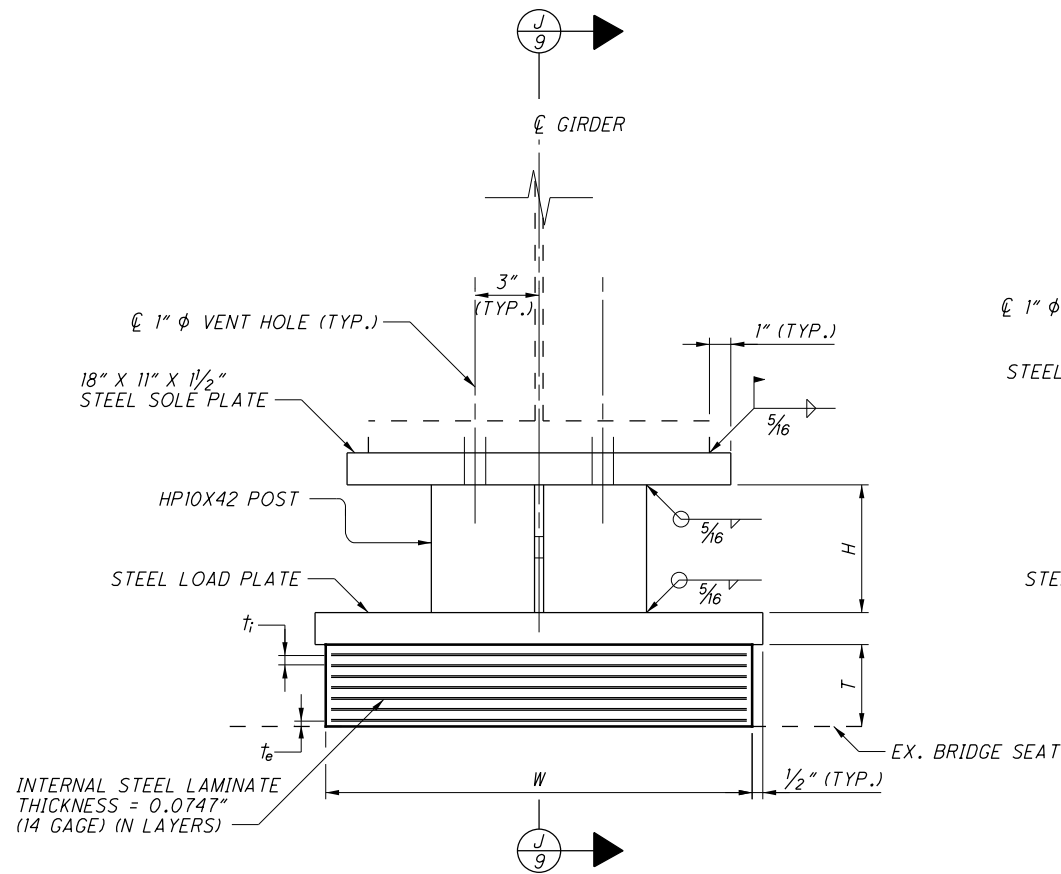
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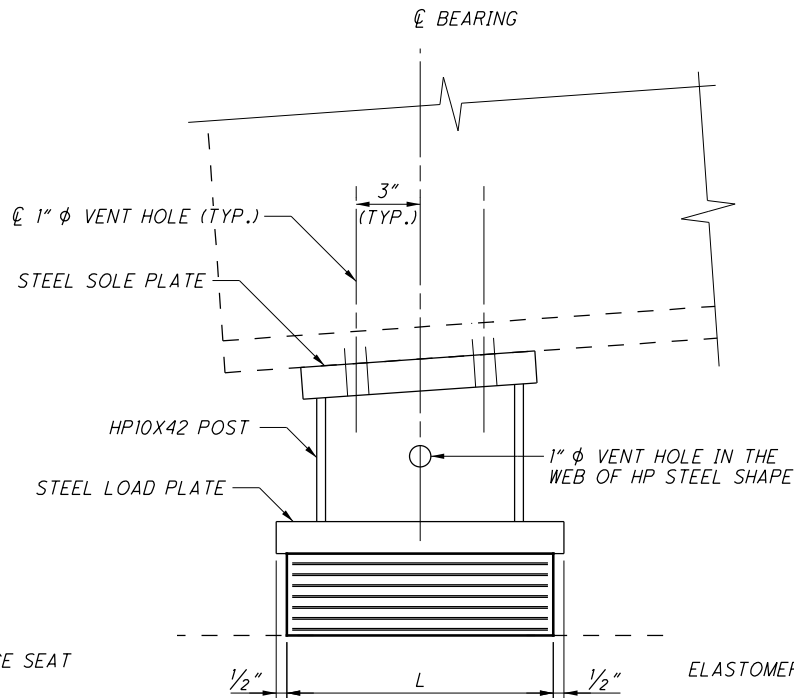
ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN



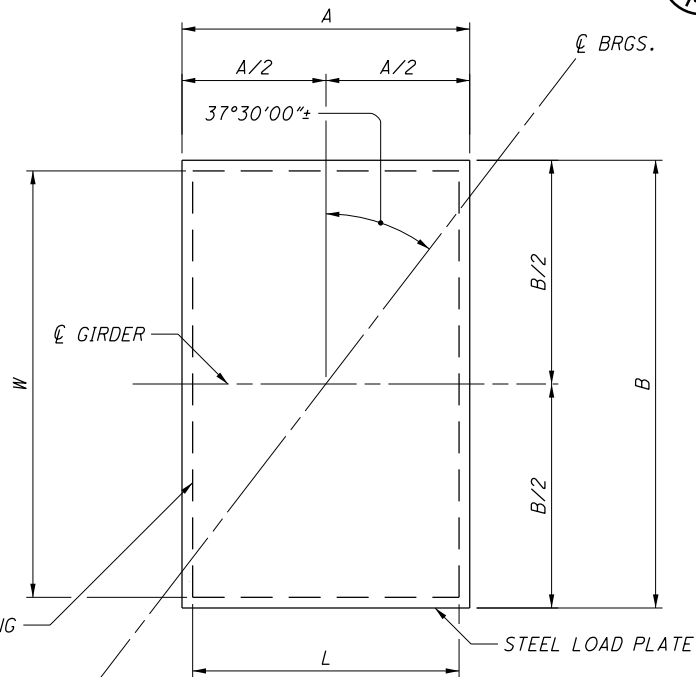
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LAMINATED ELASTOMERIC EXPANSION
ABUTMENT BEARING



SECTION
J-9



ELASTOMERIC BEARING PAD
AND STEEL LOAD PLATE PLAN

NOTES

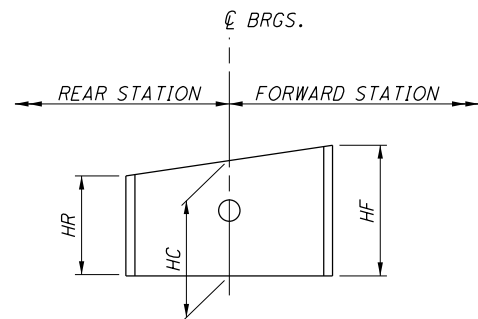
- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
- STEEL LOAD PLATES SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. ALL STEEL SHALL BE ASTM A709 GRADE 50 AND BE COATED WITH A SHOP APPLIED, INORGANIC ZINC PRIME COAT ACCORDING TO C&MS 514. REPAIR COATING DAMAGED BY WELDING ACCORDING TO C&MS 514.22. FIELD PAINTING OF INTERMEDIATE AND FINISH COATS IS REQUIRED. PAINTING AND REPAIRS SHALL BE MADE AT THE UNIT PRICE BID PER EACH OF ITEM 516, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE).
- THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF BEAM AND BEAM SEAT ELEVATIONS PRIOR TO ORDERING MATERIALS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO SCOTT KRAMER, DISTRICT 8 BRIDGE DESIGN ENGINEER PRIOR TO THE JACKING OPERATIONS. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED. THE CONTRACTOR IS TO DETERMINE THE FINAL HP SECTION HEIGHT BY SUBTRACTING THE EXISTING BEAM SEAT ELEVATION AND PROPOSED BEARING HEIGHT FROM THE EXISTING BOTTOM OF BEAM ELEVATION AT EACH BEARING LOCATION. THIS HP SECTION HEIGHT IS A CONTRACTOR CALCULATED DIMENSION AND ANY SHIMS NEEDED AS A RESULT OF THE CONTRACTOR'S ERROR WILL BE AT THE CONTRACTOR'S EXPENSE AND WILL NEED TO BE APPROVED BY THE DISTRICT 8 BRIDGE DESIGN ENGINEER.

FINAL HP SECTION HEIGHT = (CONTRACTOR'S BOTTOM OF STEEL ELEVATION)-(EXISTING BEAM SEAT ELEVATION)-(BEARING HEIGHT)-(SOLE PLATE HEIGHT)-(LOAD PLATE HEIGHT)

- BASIS OF PAYMENT: PAYMENT FOR ALL MATERIALS, LABOR, DRILLING OF HOLES IN GIRDER FLANGES AND PLATES, TESTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE ELASTOMERIC BEARINGS FOR THE GIRDERS SHALL BE MADE AT THE UNIT PRICE BID PER EACH OF ITEM 516, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE). ALL COST ASSOCIATED WITH THE HP SECTIONS AND SOLE PLATES ARE CONSIDERED INCIDENTAL TO ITEM 516.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE BEARING LOCATIONS ON THE BRIDGE AND A DIRECTION ARROW THAT POINTS UPSTATION. ALL MARKS SHALL BE PERMANENT AND VISIBLE AFTER BEARING IS INSTALLED.

ELASTOMERIC BEARINGS												
LOCATION	BEARING DIMENSIONS						STEEL LOAD PLATE		REACTIONS*	MAXIMUM		TOTAL LOAD
	L	W	t _i	t _e	T	N	A	B		DL	LL	
WEST ABUTMENT	12 1/2"	20"	0.4375"	0.25"	3.8354"	7	13 1/2"	21"	1 1/2"	96.8 k	60.0 k	156.8 k
EAST ABUTMENT	12 1/2"	21"	0.4375"	0.25"	3.8354"	7	13 1/2"	22"	1 1/2"	112.8 k	61.7 k	174.5 k

* REACTIONS ARE UNFACTORED



BEVELED HP10X42 DETAIL

HR: VARIES FROM 5 3/16" TO 5 13/16"
HC: VARIES FROM 5 9/16" TO 6 1/16"
HF: VARIES FROM 5 15/16" TO 6 7/16"

LEGEND

t_i - THICKNESS OF INTERNAL LAYERS

t_e - THICKNESS OF EXTERNAL LAYER

T - TOTAL THICKNESS OF ELASTOMERIC BEARING

N - NUMBER OF STEEL LAMINATES AND INTERNAL LAYERS
INTERNAL STEEL LAMINATE THICKNESS = 0.0747 (14 GAGE)

BEARING DETAILS

BRIDGE NO. CLE-131-0036
S.R. 131 OVER I.R. 275

D08-BM-FY2020

PID No. 94224

9/12

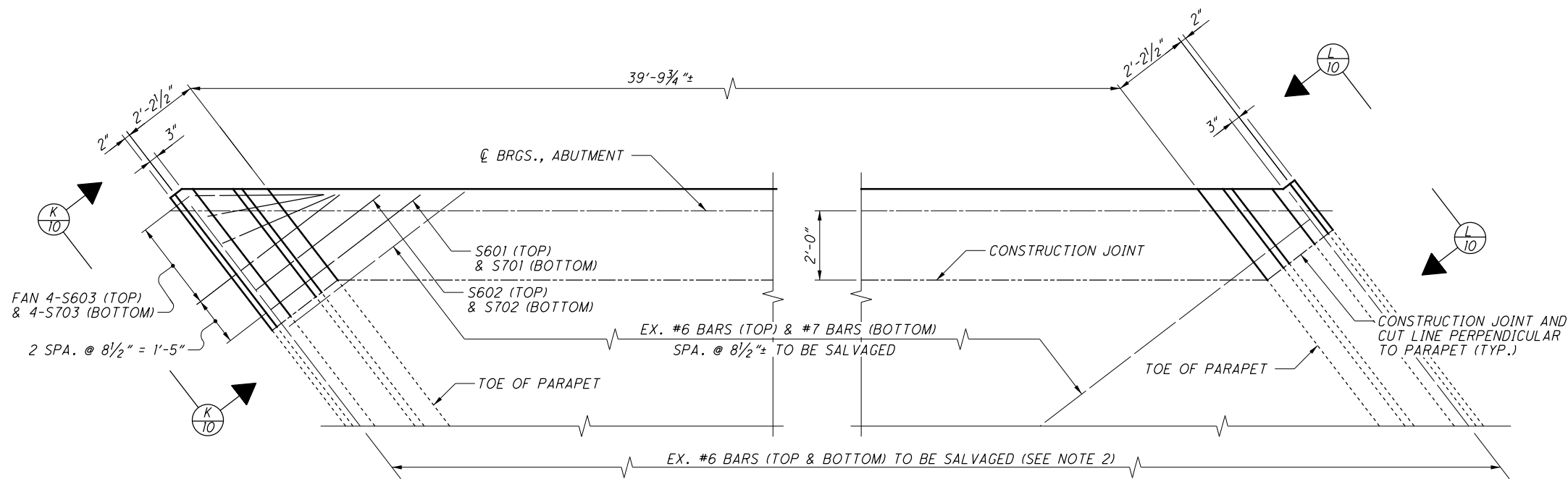
53
86

DESIGN AGENCY
CARPENTER
MARTY
TRANSPORTATION
CONSULTANTS
INCORPORATED

DATE
5-12-19
REVIEWED
GDU
STRUCTURE FILE NUMBER
1302531

DRAWN
AMR
REVISED

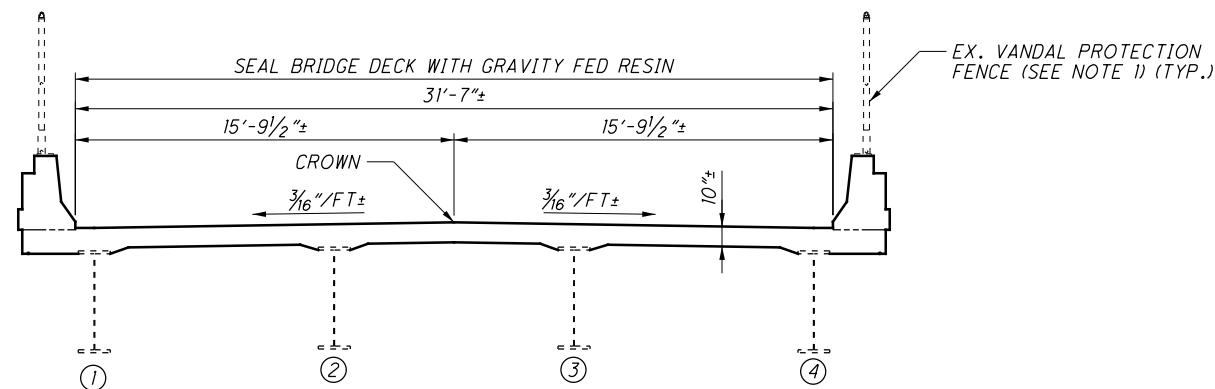
DESIGNED
AMR
CHECKED
STK



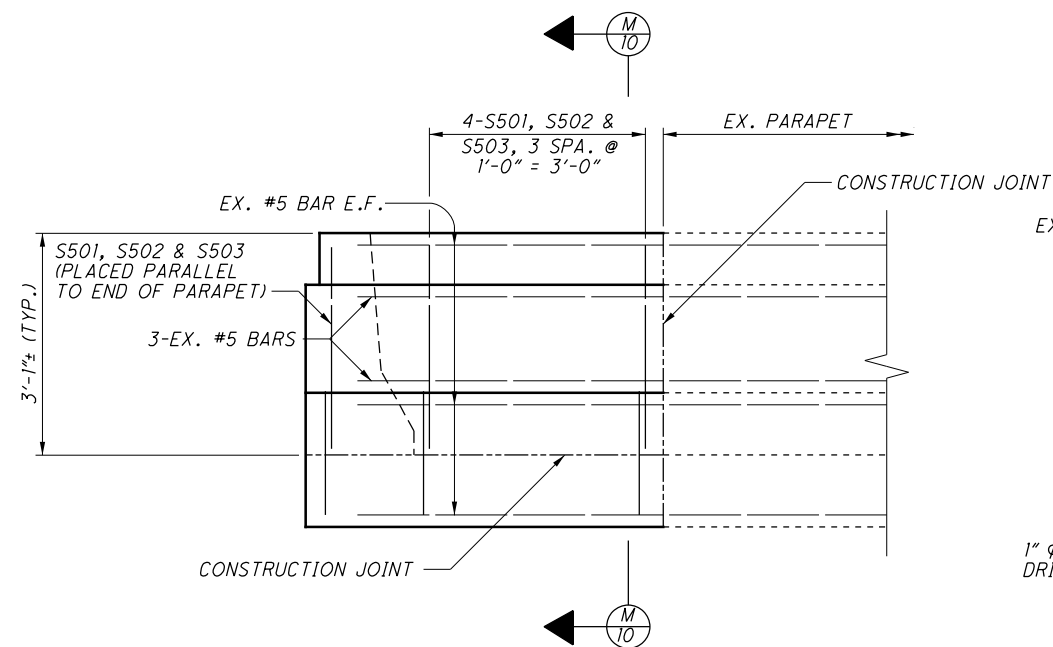
PARTIAL SLAB PLAN

NOTE

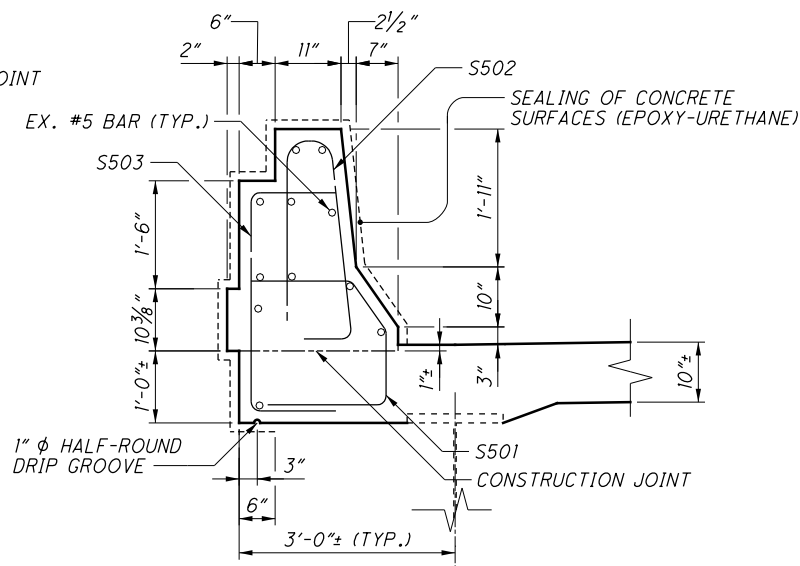
1. SALVAGE EXISTING FENCE POSTS, HORIZONTAL BARS, BASE PLATES, FABRIC, ETC. DURING REMOVAL OF THE EXISTING CONCRETE PARAPETS. NEW ANCHOR BOLTS SHALL BE PROVIDED PER STD. DWG. VPF-1-90 AT POSTS LOCATED ON NEW PORTIONS OF PARAPET. PROVIDE NEW VANDAL PROTECTION FENCE BASE PLATES, POSTS, MESH, ETC. AS DETERMINED BY THE ENGINEER IN THE FIELD. ANCHOR BOLTS AND ADDITIONAL NEW FENCE COMPONENTS SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 607 - FENCE MISC.: REMOVE AND REINSTALL PORTIONS OF VANDAL PROTECTION FENCE.
2. EXISTING REINFORCING SHALL BE TRIMMED AS NECESSARY TO PROVIDE 2" COVER IN RELATION TO PROPOSED GEOMETRY. PAYMENT FOR TRIMMING OF EXISTING REINFORCING SHALL BE MADE AT THE LUMP SUM PRICE BID OF ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.



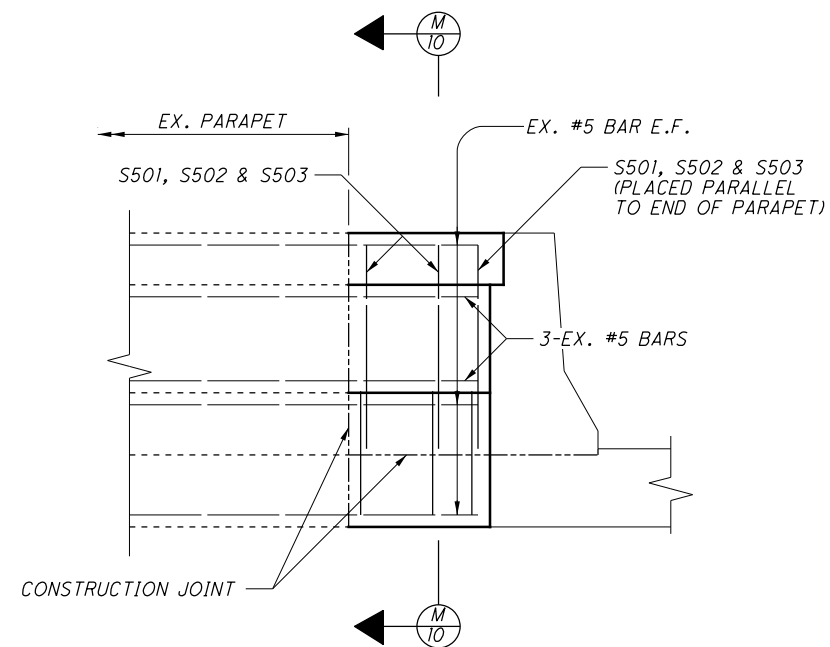
TRANSVERSE SECTION



K VIEW
FENCE NOT SHOWN



M SECTION
DECK REINFORCING NOT SHOWN



L VIEW
FENCE NOT SHOWN



SUPERSTRUCTURE DETAILS

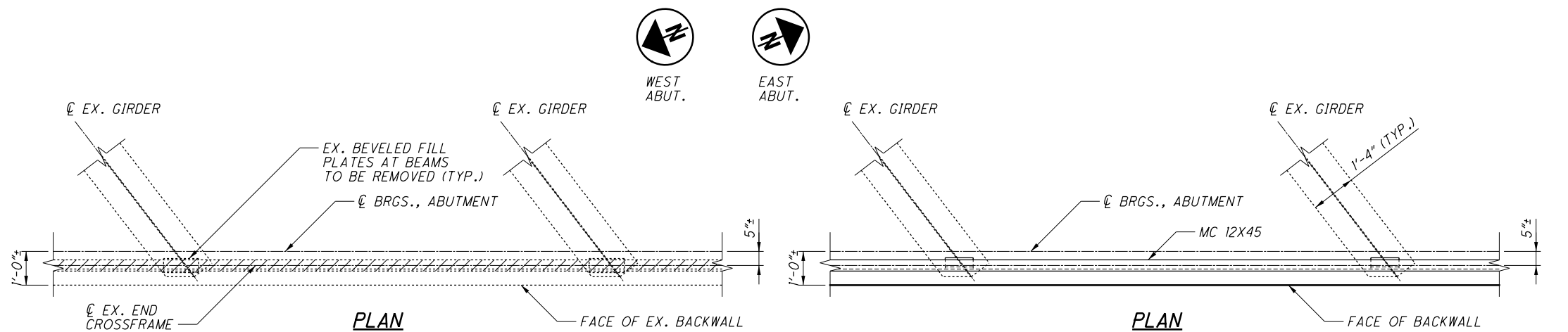
BRIDGE NO. CLE-131-0036
S.R. 131 OVER I.R. 275

D08-BM-FY2020

PID No. 94224

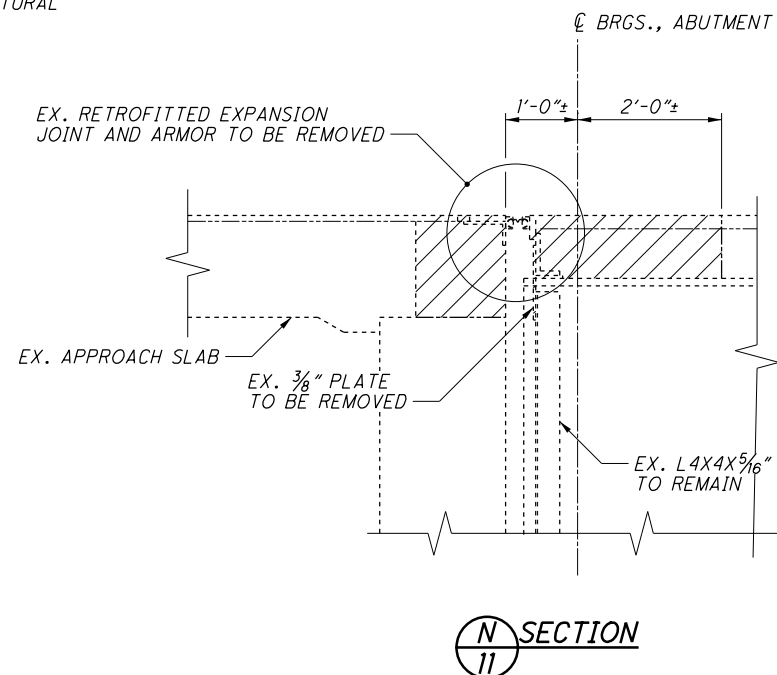
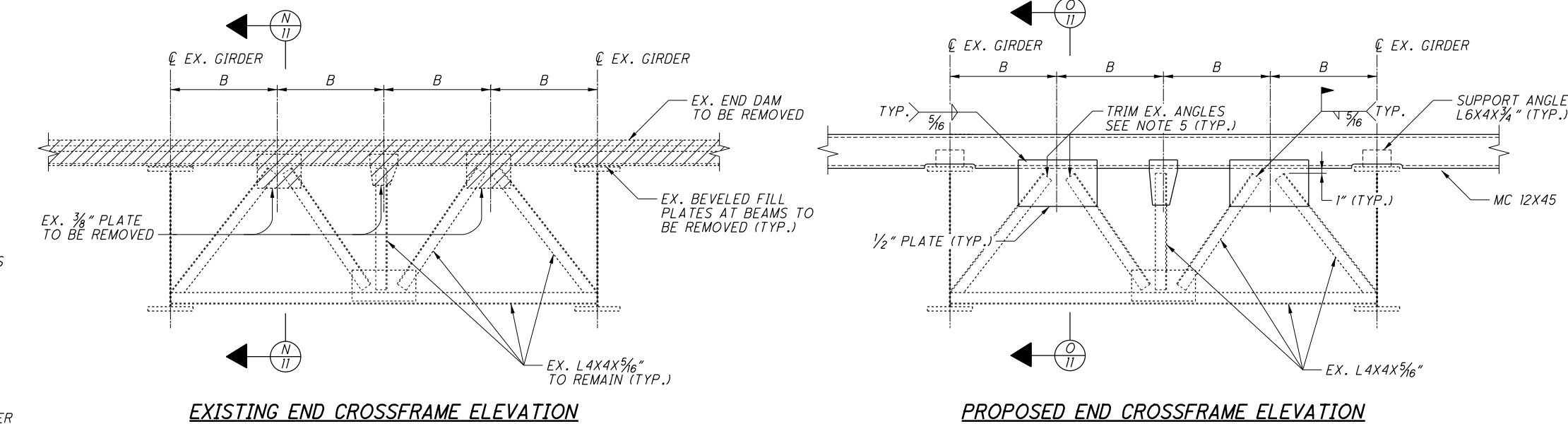
10 / 12

54
86

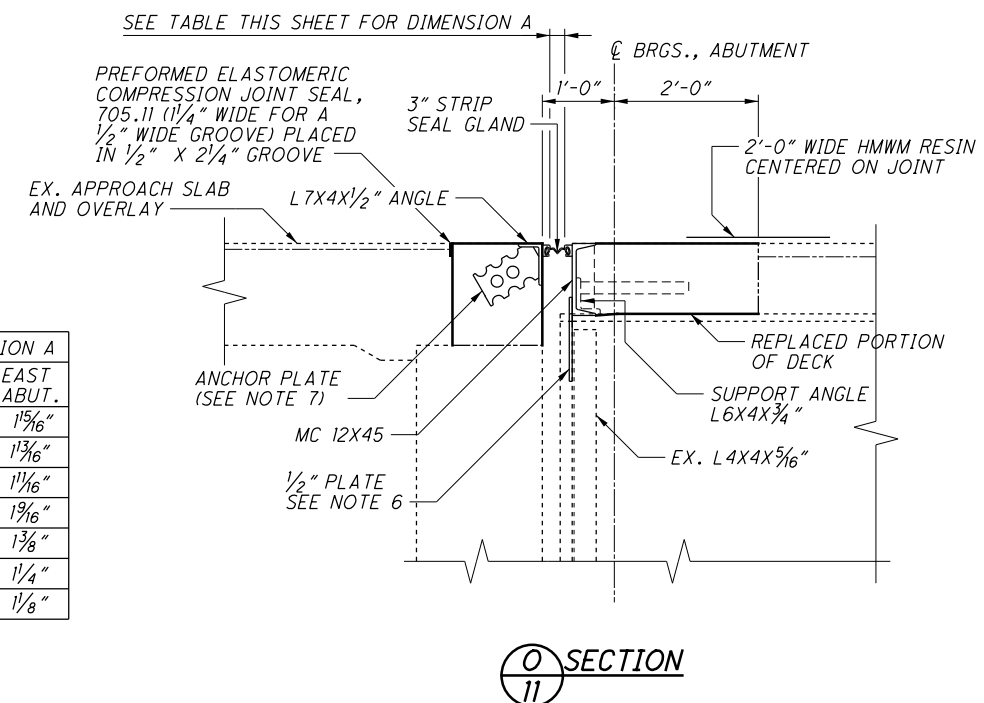


8. PAYMENT FOR HMWM RESIN AND PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL SHALL BE MADE AT THE UNIT PRICE BID PER CUBIC YARD OF ITEM 511, CLASS QC2 CONCRETE, SUPERSTRUCTURE.

B = 3'-7"± MAX., 2'-8½"± MIN. (SEE NOTE 3)

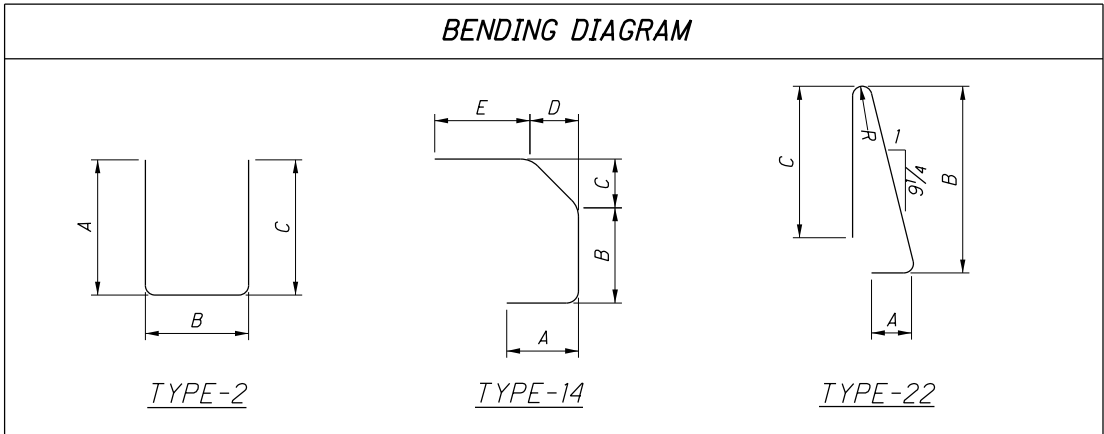


AMBIENT TEMPERATURE	DIMENSION A	
	WEST ABUT.	EAST ABUT.
30° F	1 ⁵ / ₁₆ "	1 ⁵ / ₁₆ "
40° F	1 ³ / ₁₆ "	1 ³ / ₁₆ "
50° F	1 ¹ / ₁₆ "	1 ¹ / ₁₆ "
60° F	9 ¹⁶ / ₁₆ "	1 ⁹ / ₁₆ "
70° F	1 ⁷ / ₁₆ "	1 ⁷ / ₁₆ "
80° F	1 ⁵ / ₁₆ "	1 ¹ / ₄ "
90° F	1 ³ / ₁₆ "	1 ¹ / ₈ "



MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS				
					A	B	C	D	R
ABUTMENTS									
A501	12	23'-0"	288	STR					
A502	10	6'-4"	67	22	8"	2'-9"	2'-6"		3"
A503	10	5'-1"	54	2	1'-2"	3'-0"	1'-2"		
A504	10	4'-11"	52	14	1'-10"	1'-1"	8 1/2"	6"	1'-4"
A505#	16	3'-1"	52	STR					
A506	12	2'-10"	36	STR					
SUB-TOTAL			549						

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS					
					A	B	C	D	E	R
SUPERSTRUCTURE										
S501	16	4'-11"	83	14	1'-10"	1'-1"	8 1/2"	6"	1'-4"	
S502	16	6'-4"	106	22	8"	2'-9"	2'-6"			3"
S503	16	5'-1"	85	2	1'-2"	3'-0"	1'-2"			
S601	2	5'-5"	17	STR						
S602	2	4'-6"	14	STR						
S603	8	3'-7"	44	STR						
S701	2	5'-5"	23	STR						
S702	2	4'-6"	19	STR						
S703	8	3'-7"	59	STR						
SUB-TOTAL			450							



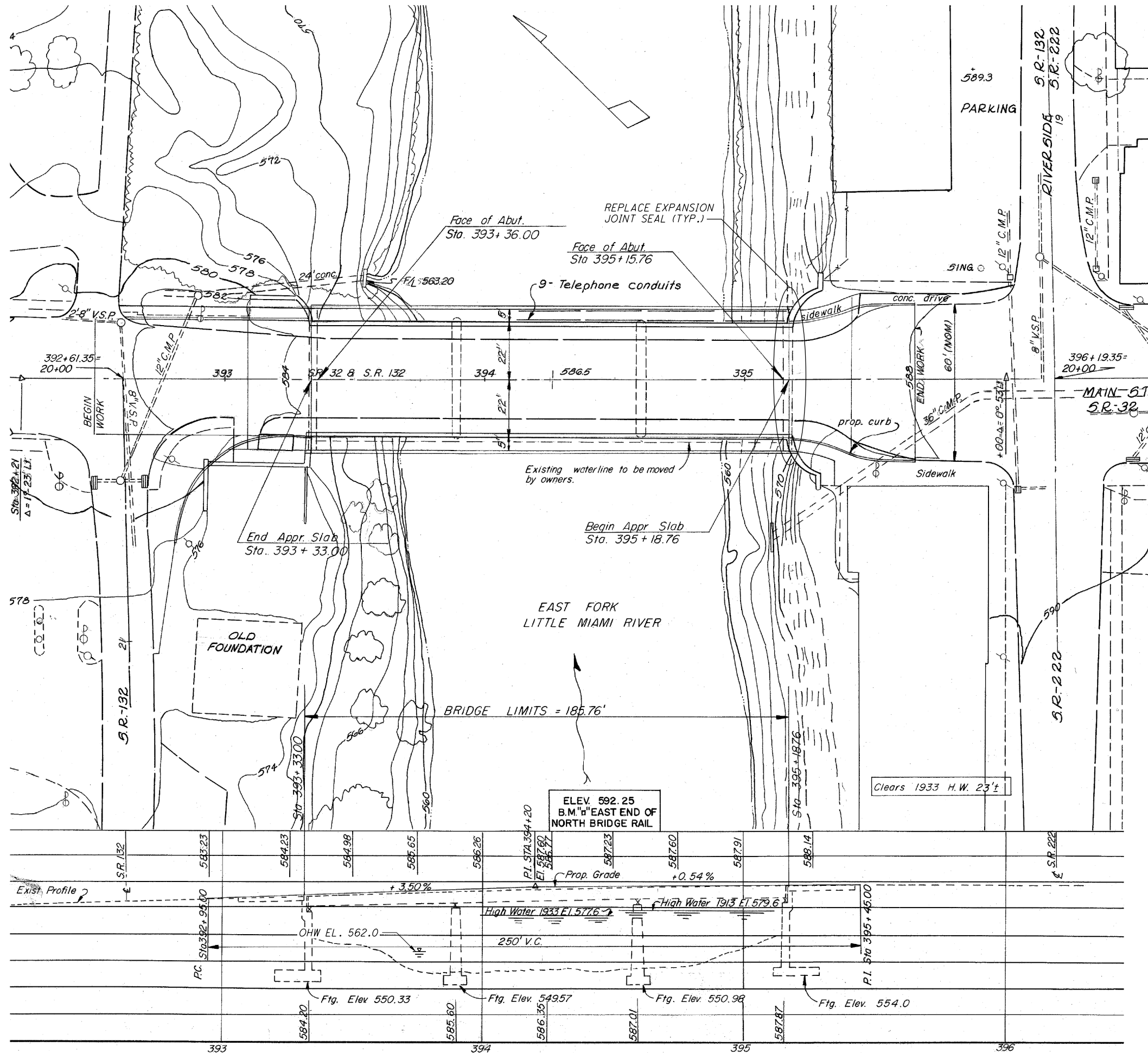
NOTES

1. THE BAR NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S501 IS A NO. 5 BAR. BAR DIMENSIONS ARE OUT TO OUT UNLESS OTHERWISE INDICATED.

2. ALL REINFORCING STEEL TO BE EPOXY COATED.

LEGEND

* - BARS TO BE DOWELED INTO EXISTING STRUCTURE



EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.
SPANS: 56'-0"±, 70'-0"±, 56'-0"± C/C BRGS.
ROADWAY: 44'-0"± F/F 5'-0"± SIDEWALKS
LOADING: H15-33
SKEW: 00°00'00"±
APPROACH SLABS: 25'-0"± LONG (AS-I-67) SPECIAL
WEARING SURFACE: MICRO-SILICA MODIFIED CONCRETE
STRUCTURAL FILE NUMBER: 1302922
DATE BUILT: 1933; REHABILITATED 1971 AND 1994
DISPOSITION: TO BE REHABILITATED

PROPOSED WORK

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

NOTES

1. SEE SHEET 29 OF 86 FOR STRUCTURE QUANTITIES.
2. ALL WORK SHALL BE PERFORMED ABOVE THE ORDINARY HIGH WATER MARK OF THE EAST FORK LITTLE MIAMI RIVER.

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NOTES

1. AT NO ADDITIONAL COST TO THE DEPARTMENT, CROSSFRAMES IN THE EXTERIOR BAYS CAN BE REMOVED AND REPLACED WHEN PERFORMING PATCHING OPERATIONS, EXCEPT AS STATED IN NOTE 2 BELOW. DAMAGE TO THE COATINGS WILL NEED TO BE REPAINTED.
2. BEAM 2 SHALL BE TEMPORARILY SUPPORTED DURING CONCRETE SEAT REPAIRS. THE DESIGN OF THE TEMPORARY SUPPORTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND BE PREPARED BY AN OHIO-REGISTERED PROFESSIONAL ENGINEER. THE TEMPORARY SUPPORTS SHALL CONSIST OF A DESIGNED DIAPHRAGM BETWEEN BEAMS AND NOT FROM ANCHORS DRILLED INTO THE FACE OF THE ABUTMENT. THE CONTRACTOR IS TO ENSURE THAT THE EXTERIOR CROSSFRAMES ARE IN PLACE WHEN JACKING. CONSTRUCTION OF THE TEMPORARY SUPPORTS SHALL NOT BEGIN UNTIL AFTER WRITTEN ACCEPTANCE HAS BEEN RECEIVED FROM THE ENGINEER.

ACCEPTANCE OF THE CONTRACTOR'S DESIGN BY THE ENGINEER SHALL NOT RELIEVE THE CONTRACTOR OF HIS/HER RESPONSIBILITY TO DESIGN, INSTALL AND MAINTAIN A SAFE TEMPORARY SUPPORT SYSTEM.

THE TEMPORARY SUPPORT SHALL BE INSTALLED PRIOR TO ANY CONCRETE REHAB OPERATIONS. REMOVE THE TEMPORARY BRACING AFTER THE BEARING HAS BEEN RESET ON THE BEAM SEAT.

ALL MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO DESIGN, INSTALL AND MAINTAIN THE TEMPORARY SUPPORTS SHALL BE INCLUDED FOR PAYMENT IN THE CONTRACT LUMP SUM PRICE BID FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

NOTES (CONT.)

3. REMOVE EXISTING SEALER FROM ALL EXPOSED ABUTMENT CONCRETE. THE EXISTING STEEL SUPERSTRUCTURE PAINT SHALL BE PROTECTED DURING THE EXISTING CONCRETE SEALER REMOVAL OPERATIONS. ANY AREAS OF THE STEEL THAT WILL REQUIRE TO BE REPAINTED SHALL BE AT NO ADDITIONAL COST TO THE DEPARTMENT.
4. SEAL THE EXPOSED ABUTMENT FACE, SEAT, BACKWALL AND STREAM SIDE OF THE WINGWALLS WITH EPOXY URETHANE SEALER, FEDERAL COLOR NUMBER 17778.

LEGEND



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



ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

- # - BEAM SEAT DETERIORATED 9" DEEP
- BEAM SEAT DETERIORATED 1' DEEP
- BEAM SEAT DETERIORATED 1' DEEP
- FULL BEAM SEAT WIDTH

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

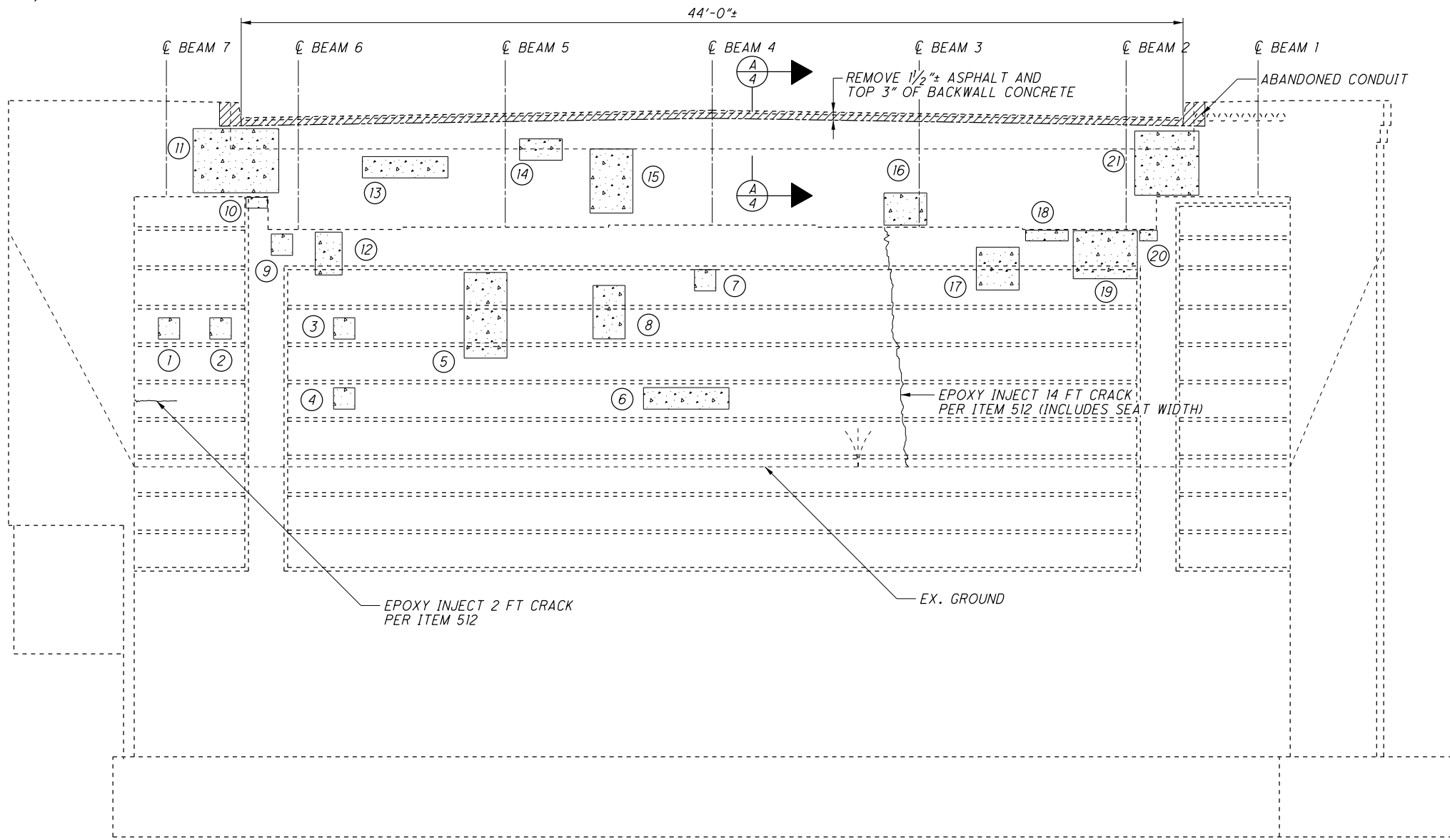
PHYSICAL INVENTORY OF MEASURED QUANTITIES OF DETERIORATION WAS PERFORMED IN MARCH OF 2019.

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

ESTIMATED PATCHING QUANTITIES WEST ABUTMENT

WEST ABUTMENT	MEASURED QUANTITIES	ESTIMATED QUANTITIES
①	1	1.5*
②	1	1.5*
③	1	1.5*
④	1	1.5*
⑤	8	12*
⑥	4	6*
⑦	1	1.5*
⑧	3.75	5.63*
⑨	1	1.5*
⑩ #	2	3*
⑪	12	18*
⑫	2.5	3.75*
⑬	4	6*
⑭	2	3*
⑮	6	9*
⑯	3	4.5*
⑰	4	6*
⑱ ##	3	4.5*
⑲ ###	7	10.5*
⑳ ####	2	3*
㉑	9	13.5*
TOTAL	78.25	117.38*

* - ESTIMATED QUANTITIES HAVE BEEN INCREASED BY 50% OVER MEASURED QUANTITIES TO ACCOUNT FOR ADDITIONAL DETERIORATION.



ELEVATION

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

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

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



ESTIMATED PATCHING QUANTITIES EAST ABUTMENT		
EAST ABUTMENT	MEASURED QUANTITIES	ESTIMATED QUANTITIES
①	1	1.5*
②	3	4.5*
③	5	7.5*
④	2.5	3.75*
⑤	1	1.5*
⑥	3	4.5*
⑦ #	5	7.5*
⑧	1	1.5*
⑨	1.5	2.25*
⑩	4	6*
⑪	4	6*
⑫	1	1.5*
⑬ ##	2	3*
⑭	22	33*
⑮	16.5	24.75*
⑯	15	22.5*
TOTAL	87.5	131.25*

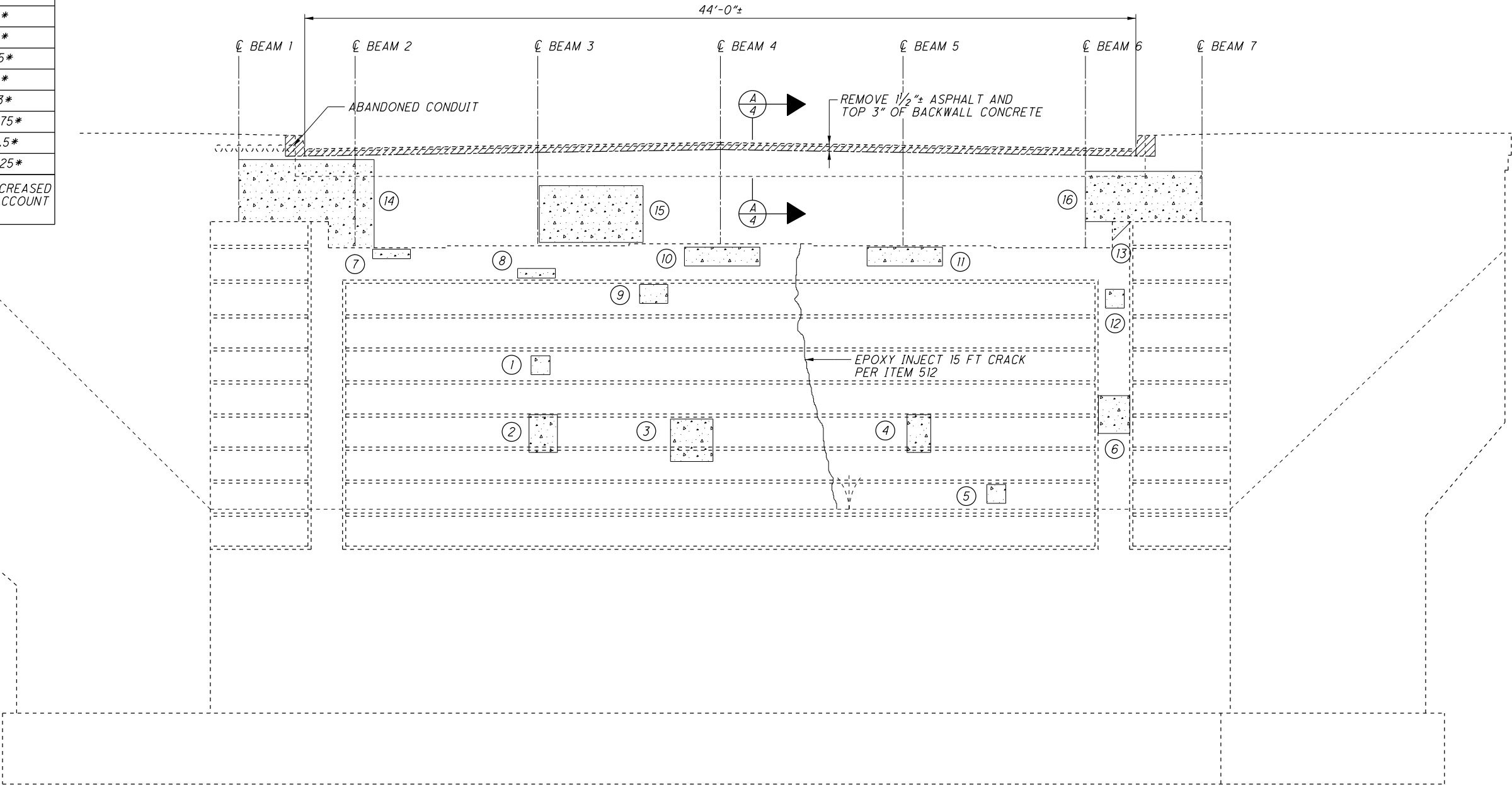
* - ESTIMATED QUANTITIES HAVE BEEN INCREASED
BY 50% OVER MEASURED QUANTITIES TO ACCOUNT
FOR ADDITIONAL DETERIORATION.

NOTES

1. AT NO ADDITIONAL COST TO THE DEPARTMENT, CROSSFRAMES IN THE EXTERIOR BAYS CAN BE REMOVED AND REPLACED WHEN PERFORMING PATCHING OPERATIONS. DAMAGE TO THE COATINGS WILL NEED TO BE REPAINTED.
2. REMOVE EXISTING SEALER FROM ALL EXPOSED ABUTMENT CONCRETE. THE EXISTING STEEL SUPERSTRUCTURE PAINT SHALL BE PROTECTED DURING THE EXISTING CONCRETE SEALER REMOVAL OPERATIONS. ANY AREAS OF THE STEEL THAT WILL REQUIRE TO BE REPAINTED SHALL BE AT NO ADDITIONAL COST TO THE DEPARTMENT.
3. SEAL THE EXPOSED ABUTMENT FACE, SEAT, BACKWALL AND STREAM SIDE OF THE WINGWALLS WITH EPOXY URETHANE SEALER, FEDERAL COLOR NUMBER 17778.

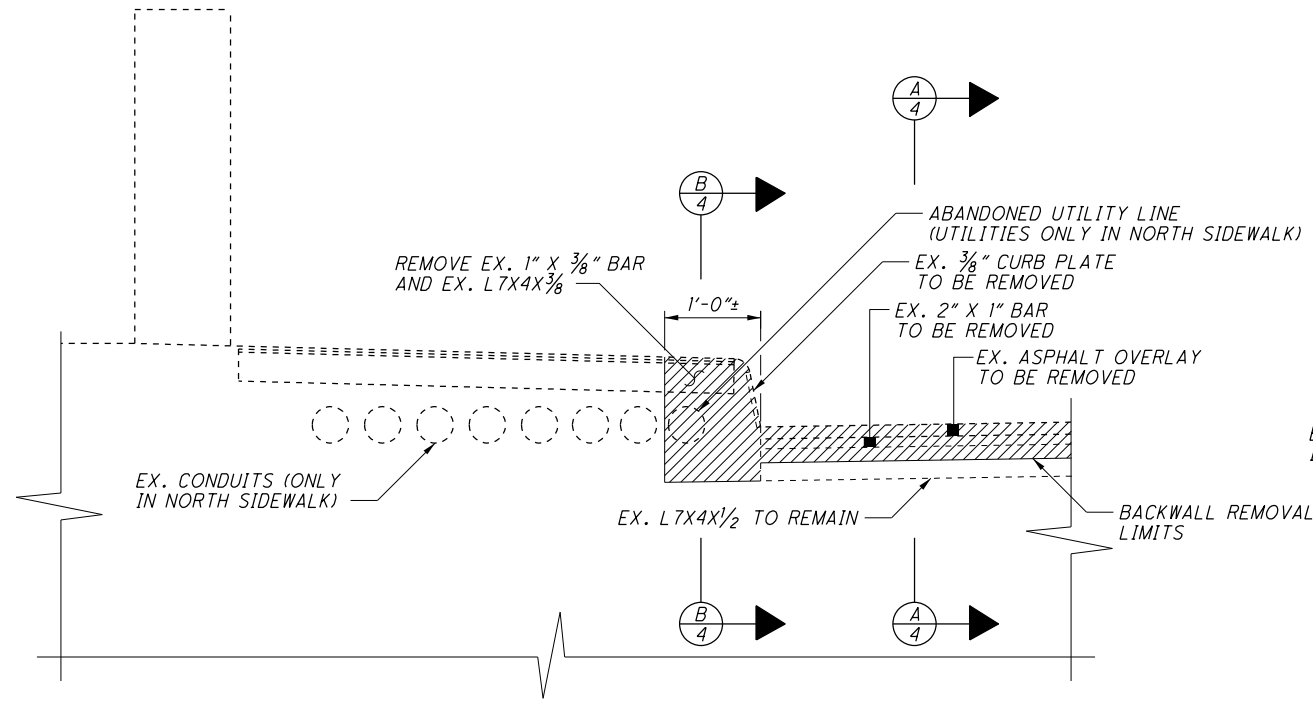
LEGEND

-  ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
-  ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN
- # - BEAM SEAT DETERIORATED FULL BEAM SEAT WIDTH
- BEAM SEAT DETERIORATED 1 FT DEEP

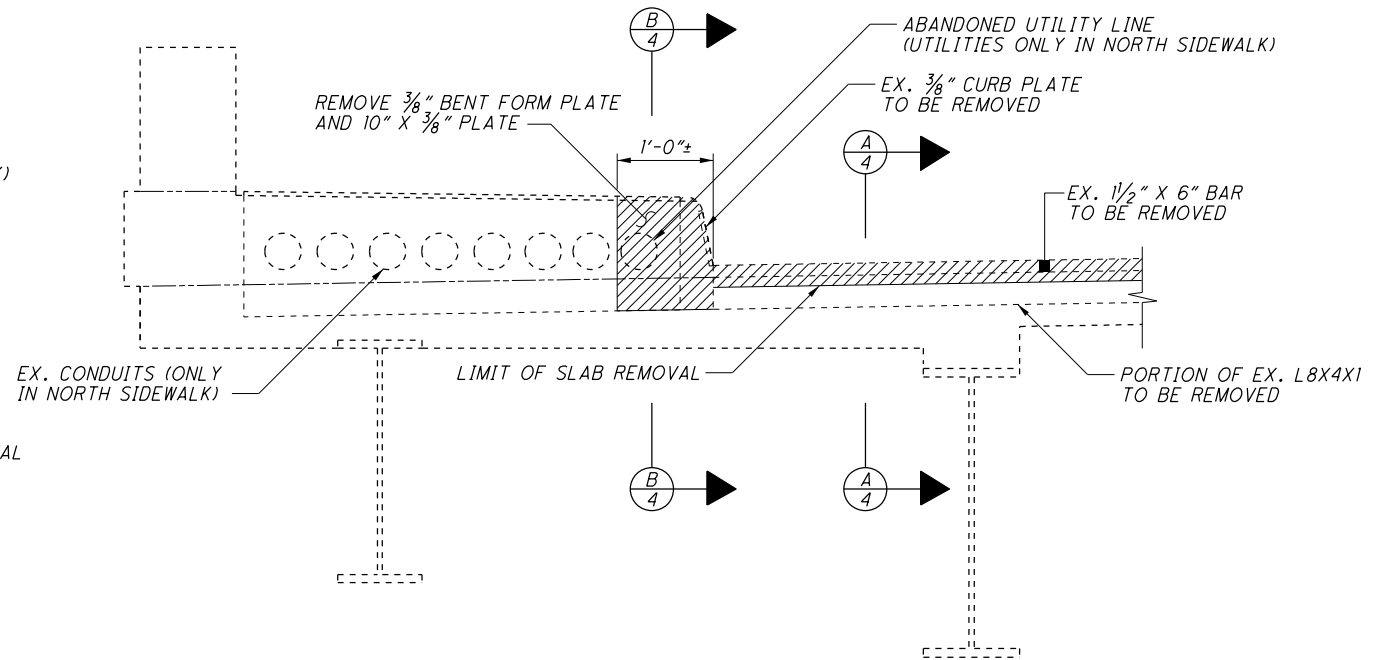


ELEVATION

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EXPANSION JOINT REMOVAL DETAILS
ABUTMENT SIDE



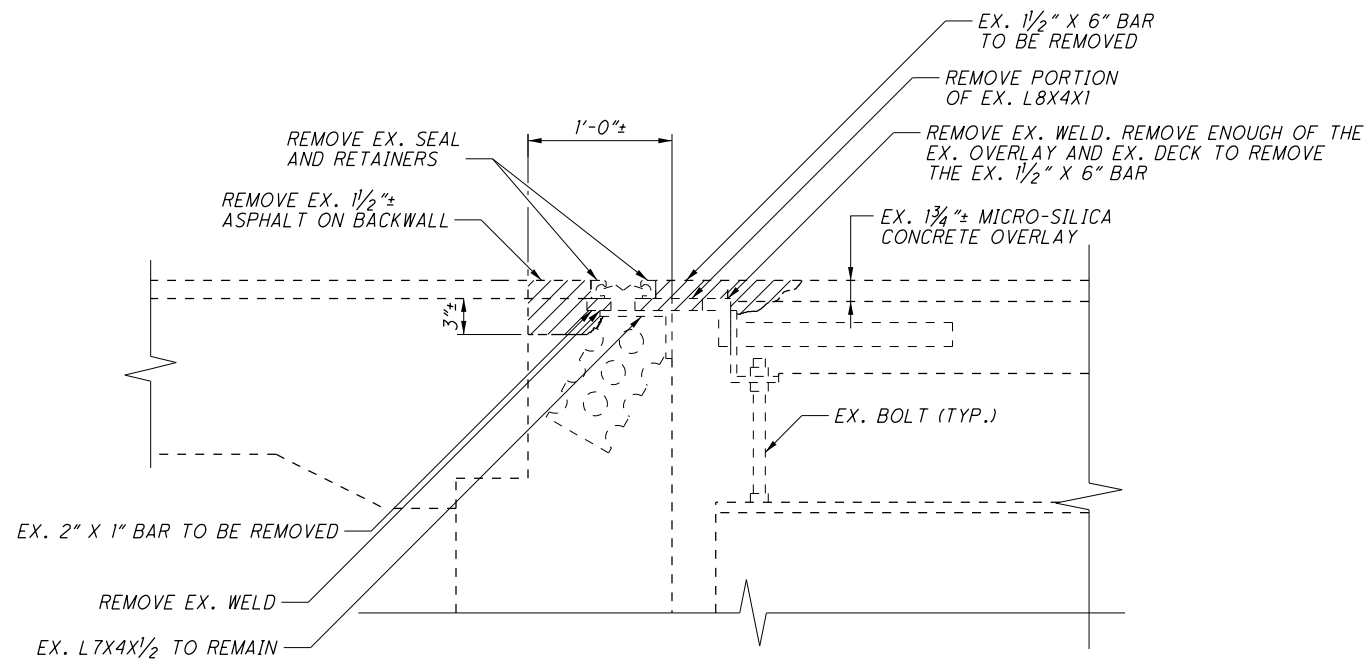
EXPANSION JOINT REMOVAL DETAILS
BRIDGE DECK SIDE

NOTE

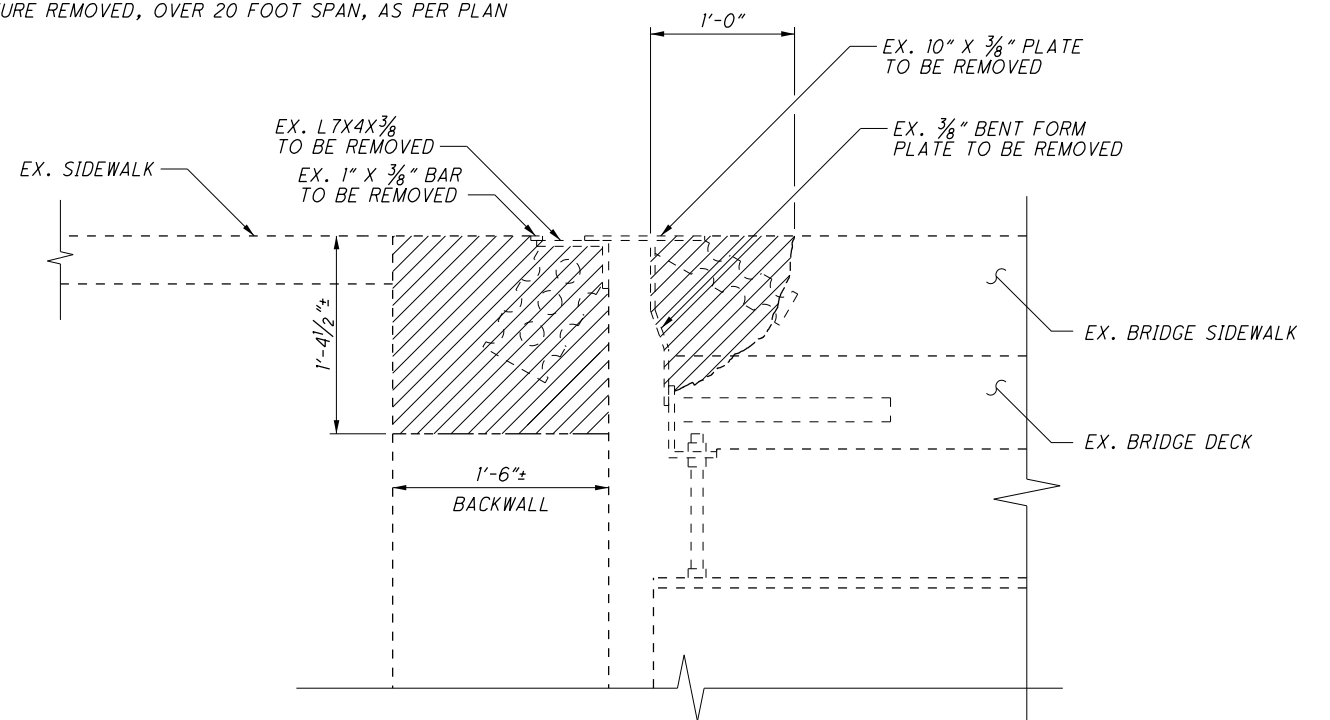
EXISTING REINFORCING STEEL TO REMAIN IN PLACE.

LEGEND

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

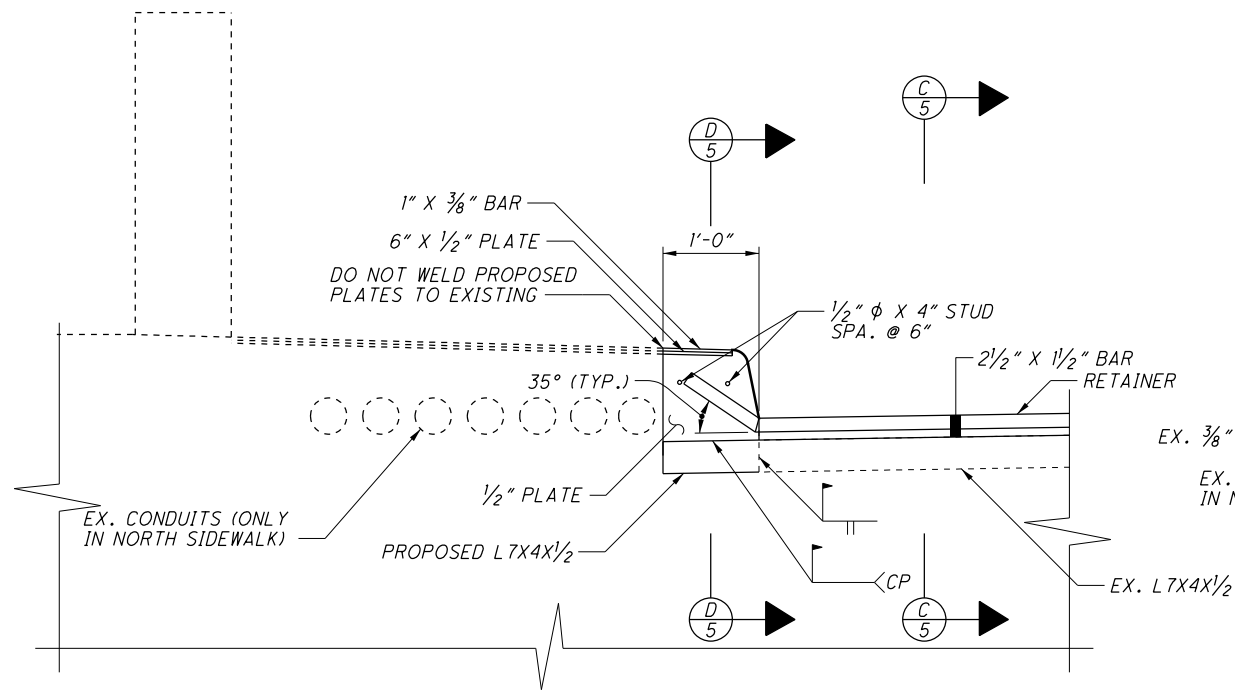


SECTION
A
2 3 4

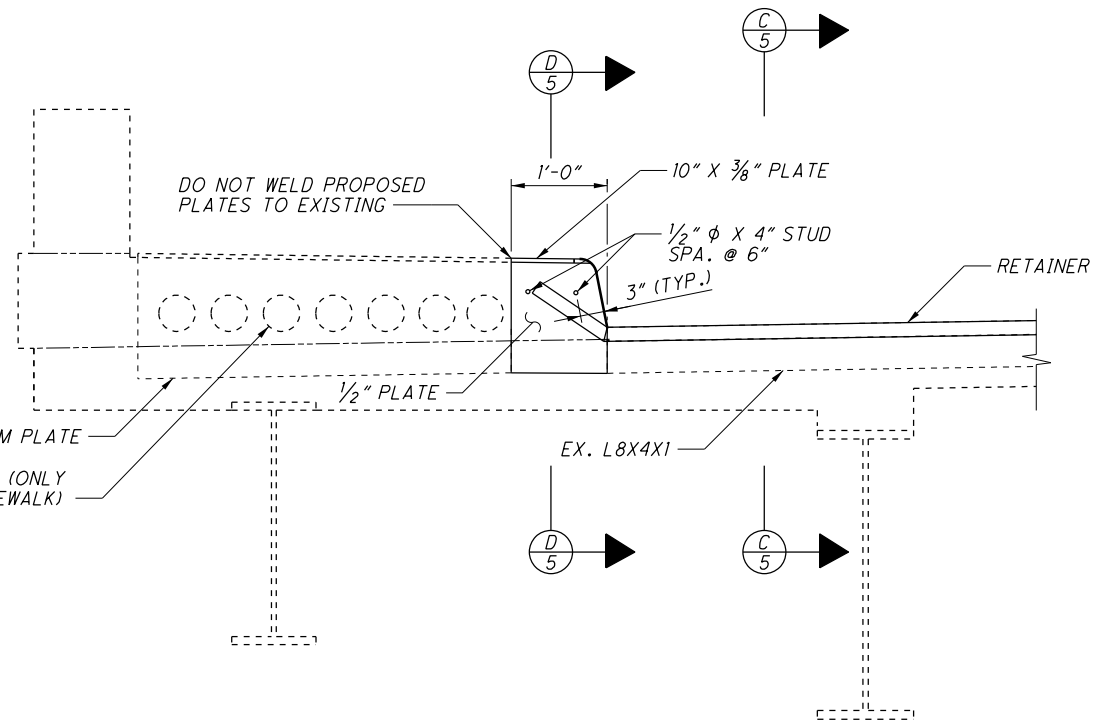


SECTION
B
4

P:\DDT\08\0713_D08_BM_FY20\94224\Design\Structures\CLE132_1180C_Sheets\132_1180C_SX002.dgn Sheet 10/3/2019 11:56:00 AM CMT006



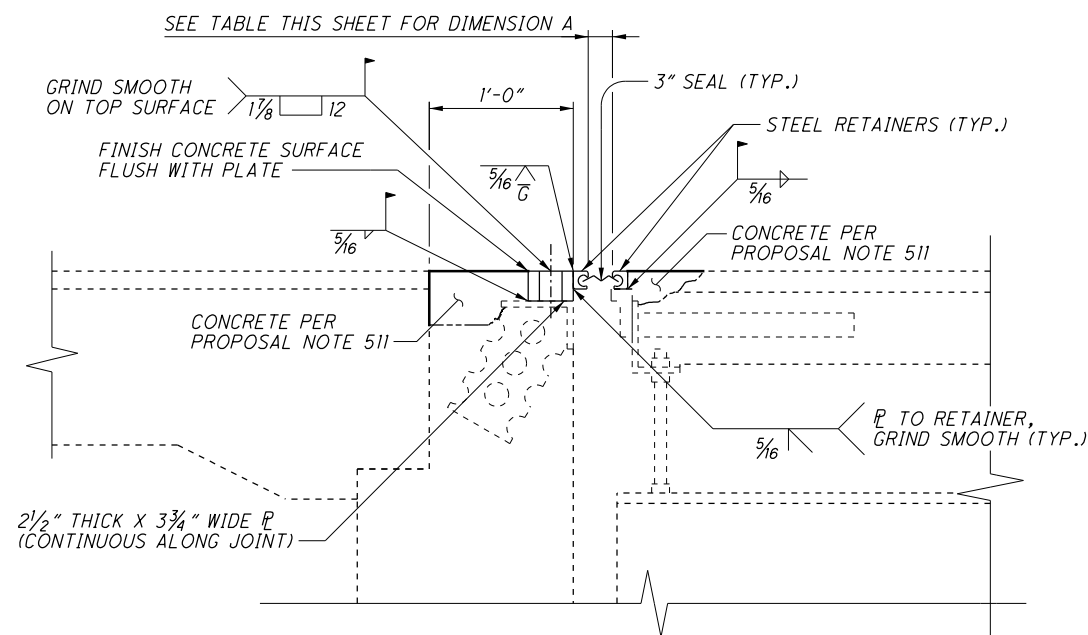
EXPANSION JOINT DETAILS
ABUTMENT SIDE



EXPANSION JOINT DETAILS
BRIDGE DECK SIDE

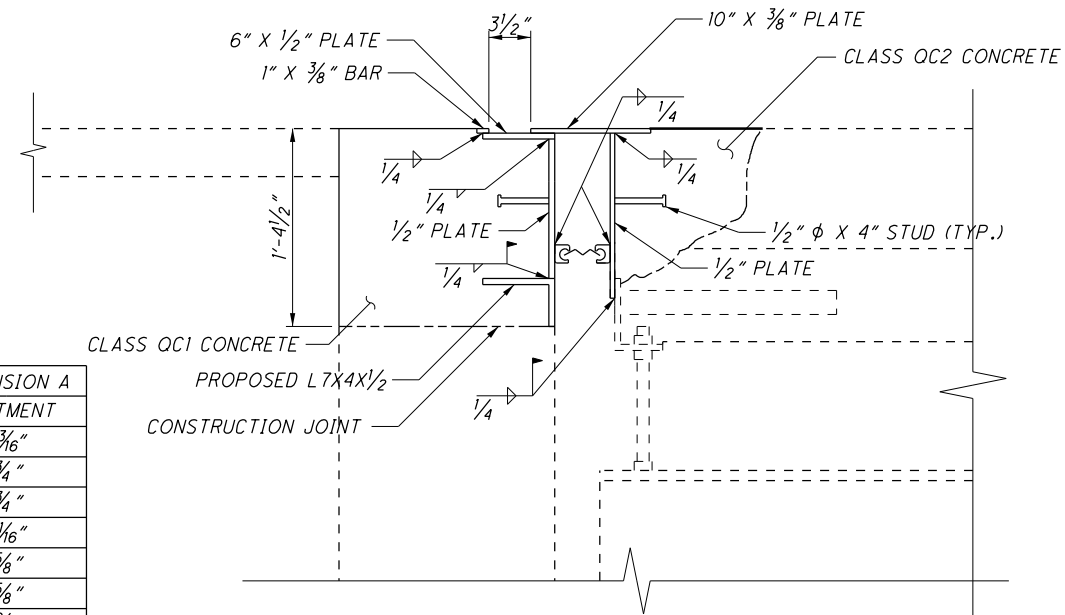
NOTES

1. SEE STD. DWG. EXJ-4-87 FOR ADDITIONAL NOTES AND DETAILS.
2. ALL COSTS ASSOCIATED WITH THE REMOVAL OF EXISTING END DAMS SHALL BE MADE AT THE LUMP SUM PRICE BID FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
3. THE CONTRACTOR IS REQUIRED TO DETERMINE EXPANSION JOINT ELEVATIONS BEFORE ORDERING MATERIALS.



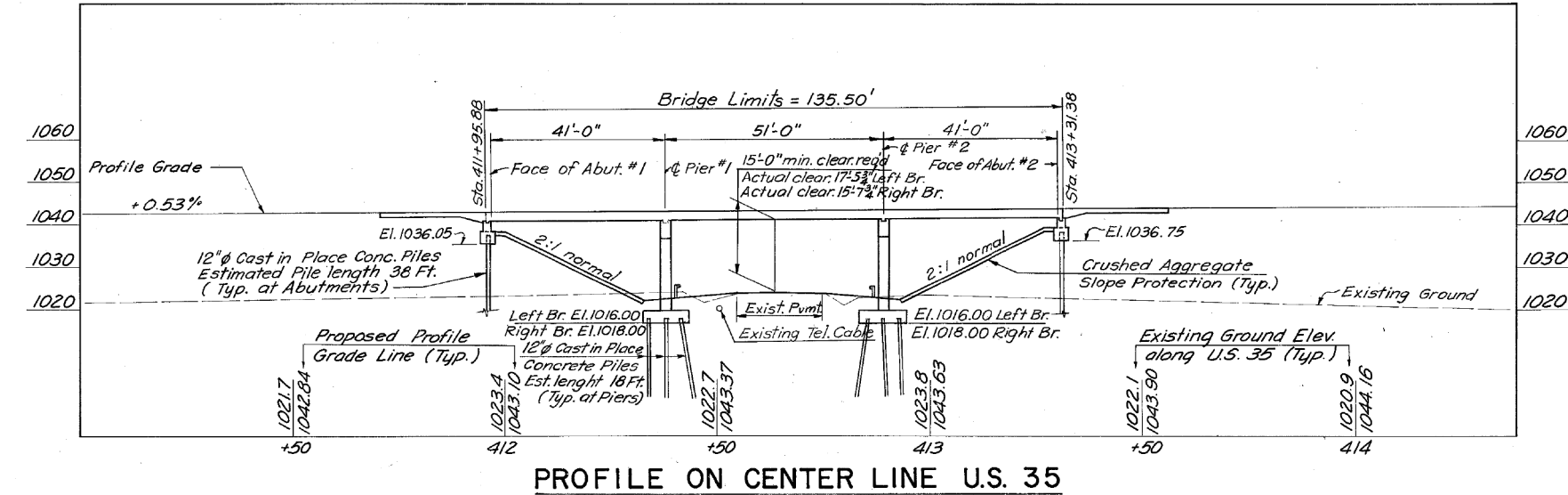
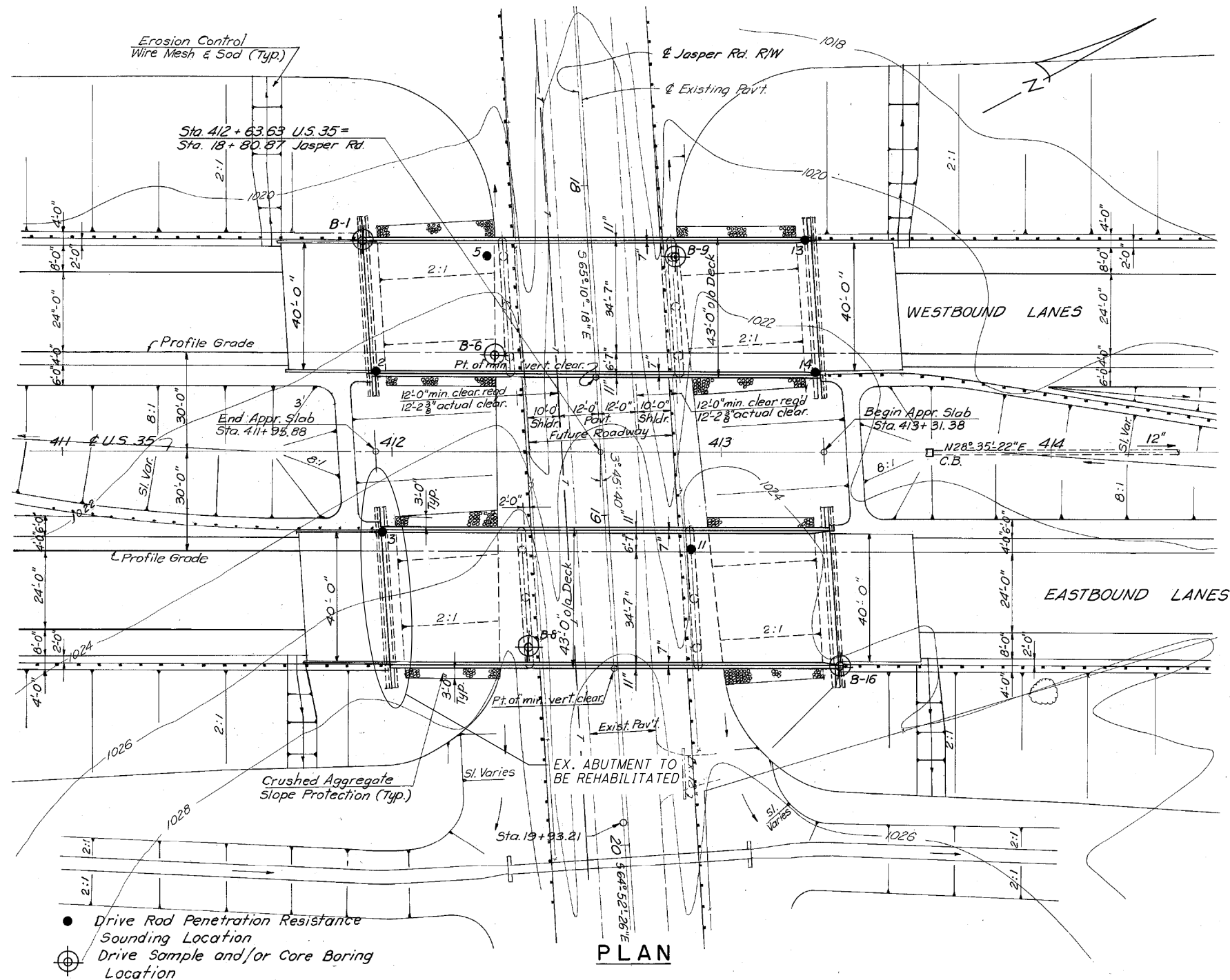
SECTION C

AMBIENT TEMPERATURE	DIMENSION A
	ABUTMENT
30° F	1 3/16"
40° F	1 3/4"
50° F	1 3/4"
60° F	1 1/16"
70° F	1 5/8"
80° F	1 5/8"
90° F	1 9/16"



SECTION D

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EXISTING STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB AND SUBSTRUCTURE WITH CAPPED PILE ABUTMENTS.

SPANS: 41'-0"±, 51'-0"±, 41'-0"±

ROADWAY: 40'-0"± TOE/TOE PARAPET

LOADING: HS 20-44 CASE II & ALTERNATE INTERSTATE LOADING

SKEW: 3°45'40"± R.F.

APPROACH SLABS: 25'-0"± LONG (AS-1-81)

WEARING SURFACE: MONOLITHIC CONCRETE

STRUCTURAL FILE NUMBER: 2900416

DATE BUILT: 1992

DISPOSITION: TO BE REHABILITATED

PROPOSED WORK

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

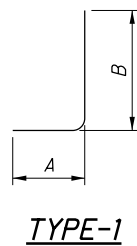
NOTE

SEE SHEET 30 OF 86 FOR STRUCTURE QUANTITIES.

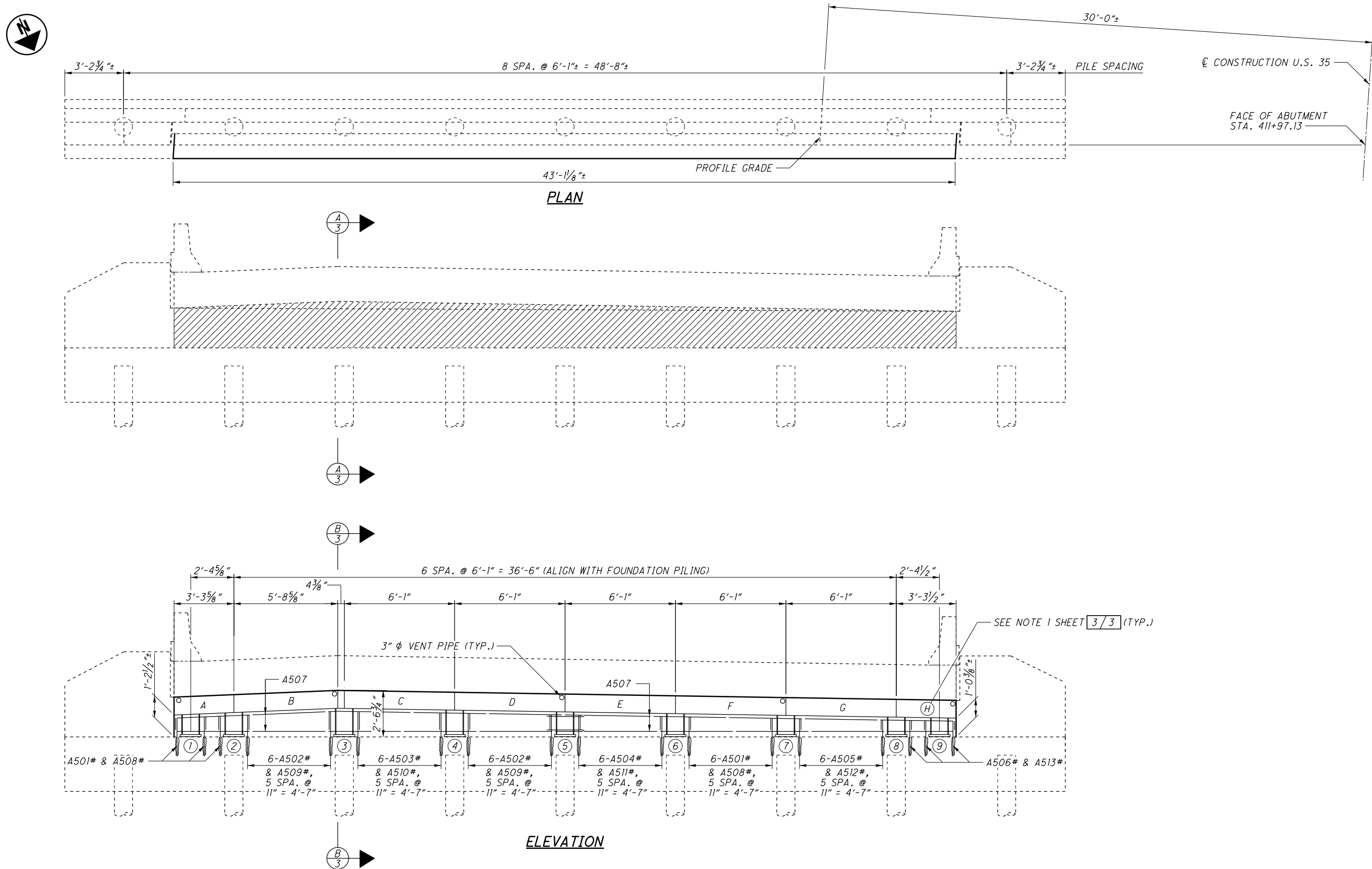
MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS	
	REAR	FWD	TOTAL				A	B
ABUTMENT								
A501#	9		9	2'-11"	28	1	1'-0"	2'-1"
A502#	12		12	3'-1"	39	1	1'-0"	2'-3"
A503#	6		6	3'-2"	20	1	1'-0"	2'-4"
A504#	6		6	3'-0"	19	1	1'-0"	2'-2"
A505#	6		6	2'-10"	18	1	1'-0"	2'-0"
A506#	3		3	2'-9"	9	1	1'-0"	1'-11"
A507	4		4	22'-5"	94	STR		
A508#	9		9	2'-9"	26	1	9"	2'-2"
A509#	12		12	2'-11"	37	1	11"	2'-2"
A510#	6		6	3'-1"	20	1	1'-1"	2'-2"
A511#	6		6	2'-10"	18	1	10"	2'-2"
A512#	6		6	2'-8"	17	1	8"	2'-2"
A513#	3		3	2'-7"	9	1	7"	2'-2"
TOTAL					354			

LEGEND

- BAR TO BE DOWELED INTO EXISTING STRUCTURE



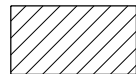
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APPROXIMATE EXISTING BOTTOM OF DECK TO TOP OF FOOTING DIMENSIONS (FOR ESTIMATING PURPOSES ONLY)									
LOCATION	1	2	3	4	5	6	7	8	9
HEIGHT *	2'-2 3/4"	2'-3 3/8"	2'-6 5/8"	2'-5 1/2"	2'-4 3/8"	2'-3 1/8"	2'-2"	2'-0 7/8"	2'-0 1/8"

* HEIGHTS SHALL BE CONSIDERED APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO FORMING THE CONCRETE CAPS OR FABRICATION OF STEEL BEARING PEDESTALS. ANY ERRORS IN THE FABRICATION OF THE STEEL SUPPORTS SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

LEGEND



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

* - BAR TO BE DOWELED INTO EXISTING STRUCTURE

NOTES

- CUT EXISTING VERTICAL REINFORCING STEEL AS NEEDED TO CLEAR HP SECTIONS.
- SEAL PROPOSED ABUTMENT FACE WITH EPOXY-URETHANE.
- MINIMUM LAP LENGTH:
#5 BAR = 24 INCHES
- MINIMUM EMBEDMENT DEPTH OF #5 DOWEL BARS IS 12 INCHES.

REAR ABUTMENT DETAILS

BRIDGE NO. GRE-35-1354R

E.B. U.S. 35 OVER JASPER ROAD

D08-BM-FY2020

PID No. 94224

2

3

63

86

DESIGN AGENCY
**CARPENTER
MARTY**
TRANSPORTATION
CONSULTANTS
INCORPORATED
WWW.CMTRAIL.COM

REVIEWED
STK

DATE
5-7-19

STRUCTURE FILE NUMBER
2900416

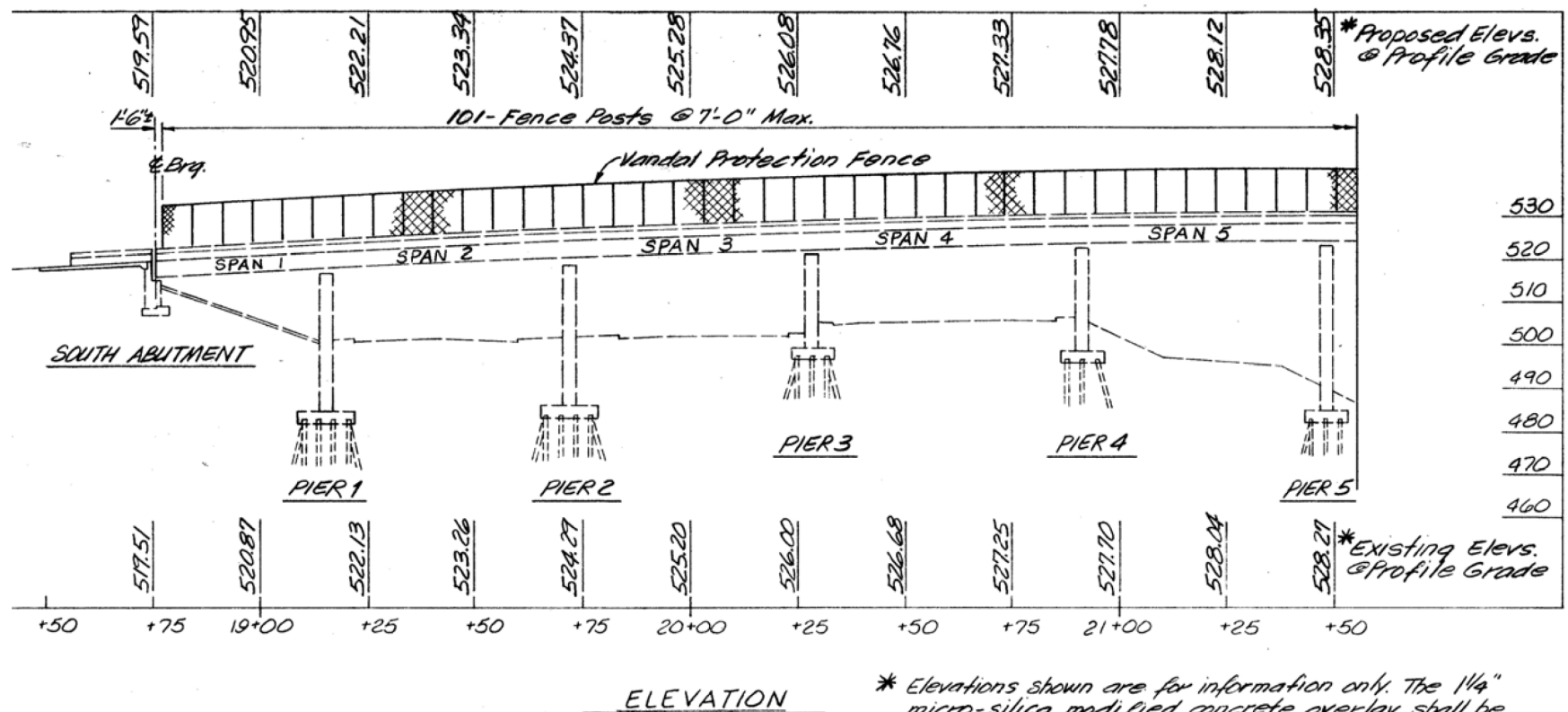
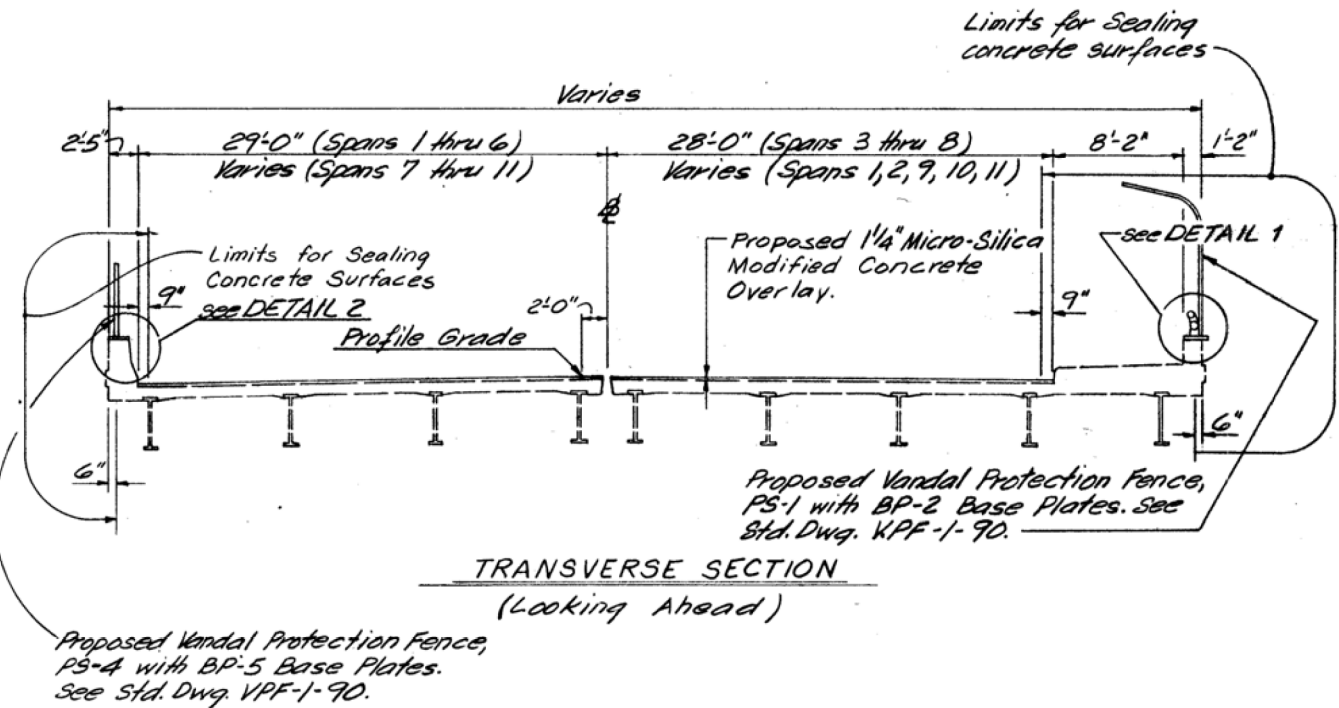
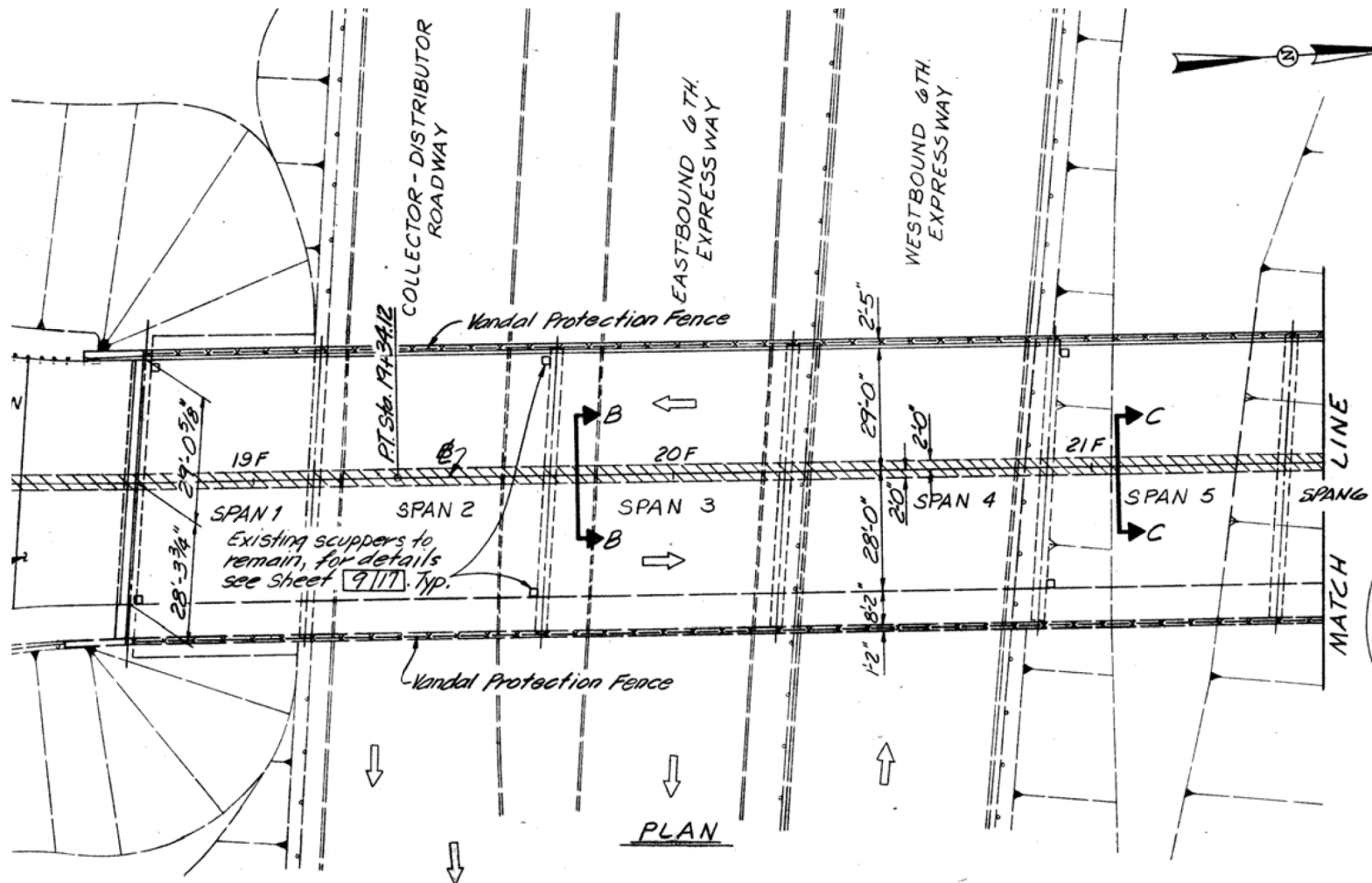
DRAWN
ERK

REVISED

DESIGNED
ERK

CHECKED
AMR

P:\DDT\08\0713.D08_BM_FY20\94224\Design\Structures\HAM050_1976C\Sheets\050_1976C.SP001.dgn Sheet 10/3/2019 11:56:13 AM CMT006



* Elevations shown are for information only. The 1 1/4" micro-silica modified concrete overlay shall be of uniform thickness and final deck elevations will not necessarily conform to profile shown.

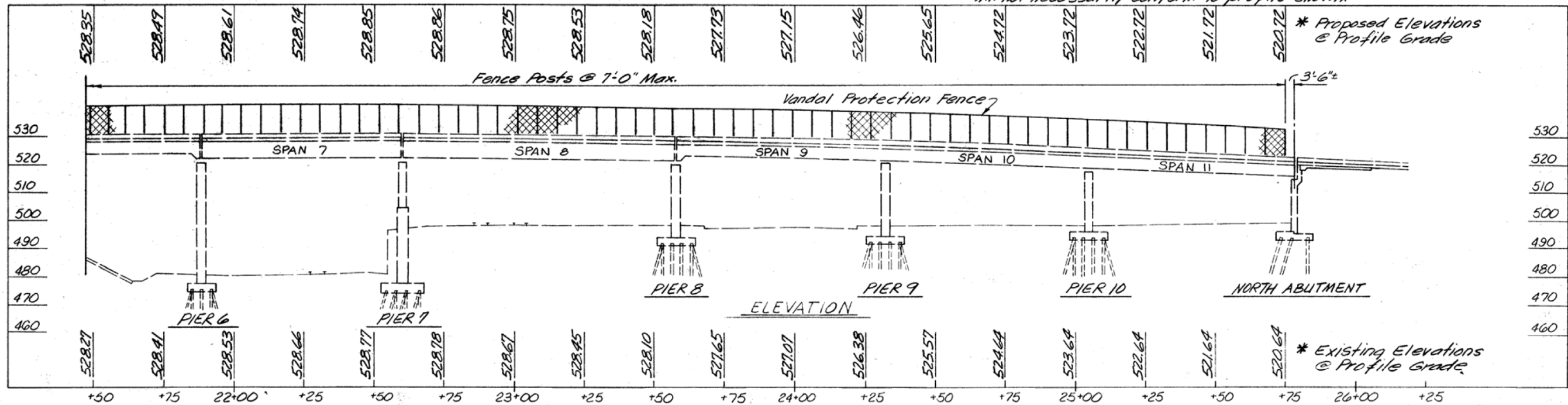
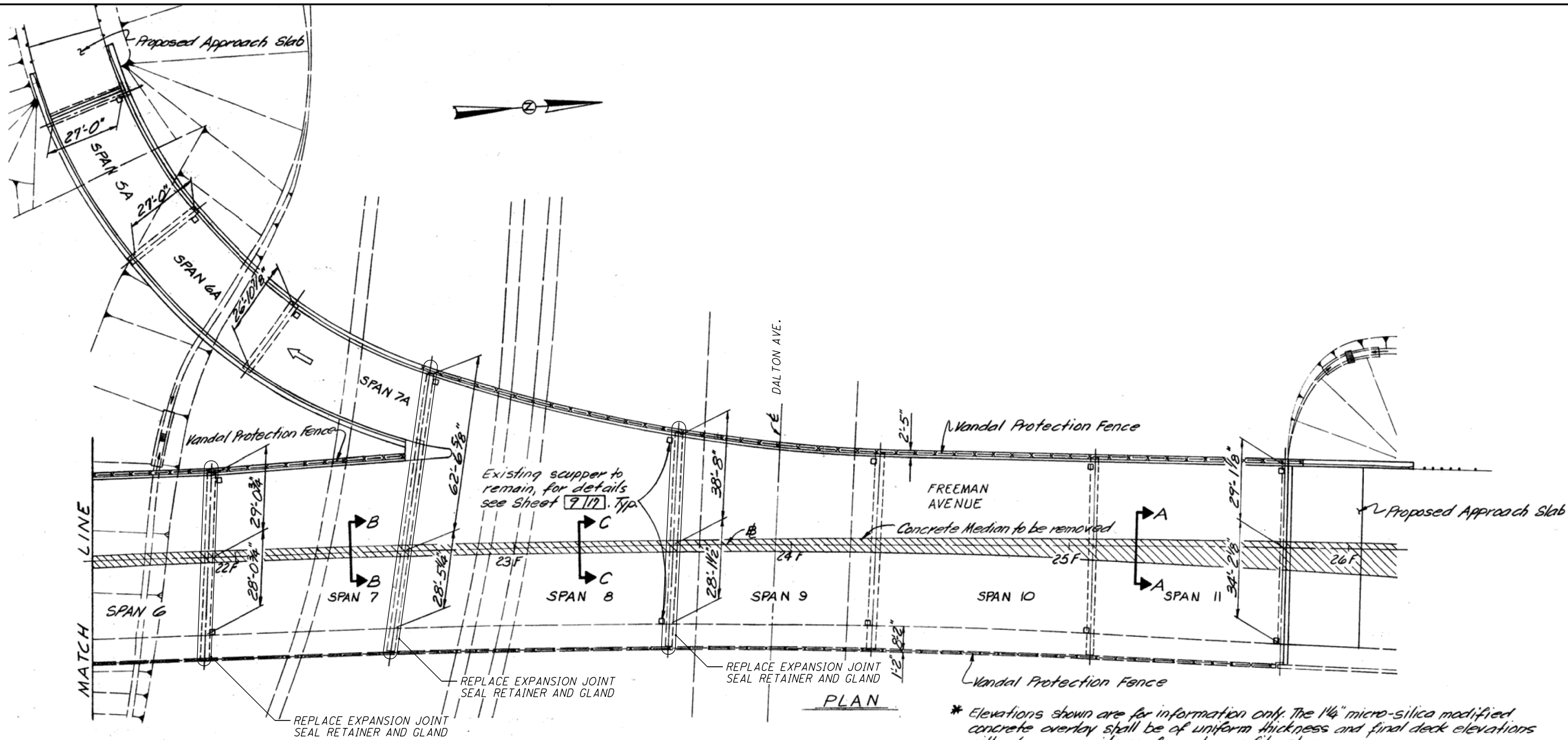
EXISTING STRUCTURE	
TYPE: CONTINUOUS STEEL BEAM AND SIMPLE GIRDER SPANS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.	
SPANS: 40'-0 1/4"±, 56'-3"±, 56'-3"±, 62'-0"±, 55'-9"±, 45'-7 1/2", 70'-9 1/4"±, 96'-3"±, 73'-7 1/2"±, 73'-0 1/8"±, 73'-0"±, 49'-10 1/2"± (5A), 49'-10 1/2"± (6A), 56'-0"± (7A)	
ROADWAY: VARIES F/F CURBS AND SIDEWALKS	
LOADING: CR-2000 (57) AND ALTERNATE AASHTO LOADING	
SKEW: VARIES	
APPROACH SLABS: 25'-0"± LONG (AS-1-54)	
WEARING SURFACE: SUPER-PLASTICIZED DENSE CONCRETE	
STRUCTURAL FILE NUMBER: 3102971	
DATE BUILT: 7/1/1966 REHABILITATED 9/4/1992	
DISPOSITION: TO BE REHABILITATED	

PROPOSED WORK

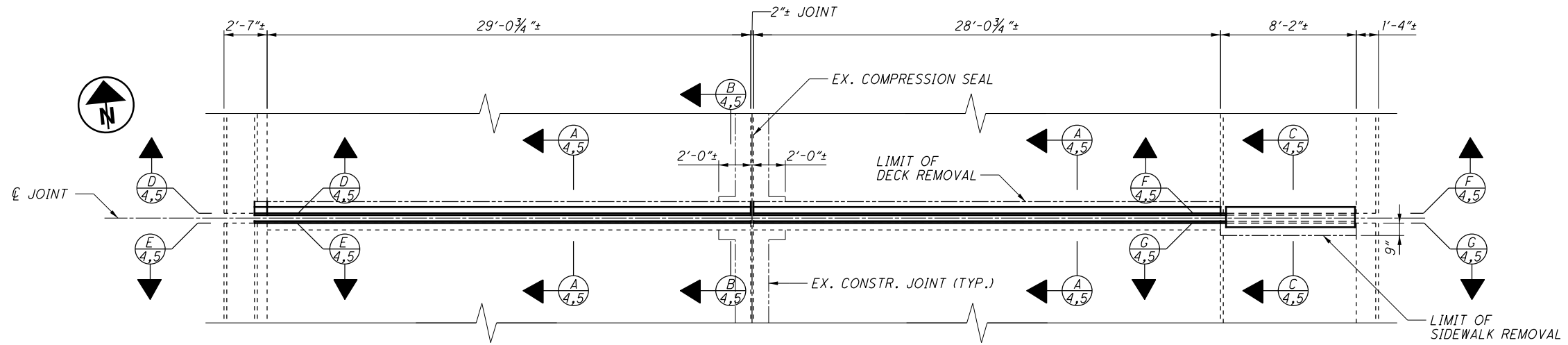
1. REMOVE AND REPLACE EXISTING STRIP SEAL RETAINERS FROM THE INTERMEDIATE EXPANSION JOINTS AT PIERS 6, 7, AND 8. DO NOT DISTURB JOINTS ON RAMP OR ABUTMENTS.

NOTE

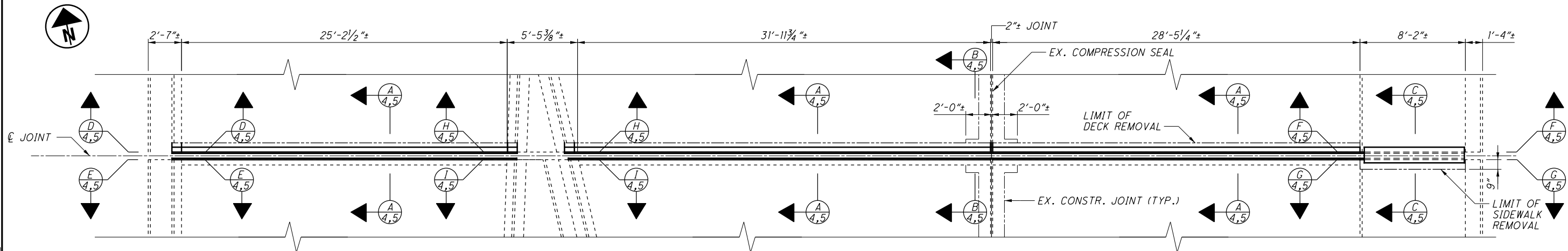
SEE SHEET 30 OF 86 FOR STRUCTURE QUANTITIES.



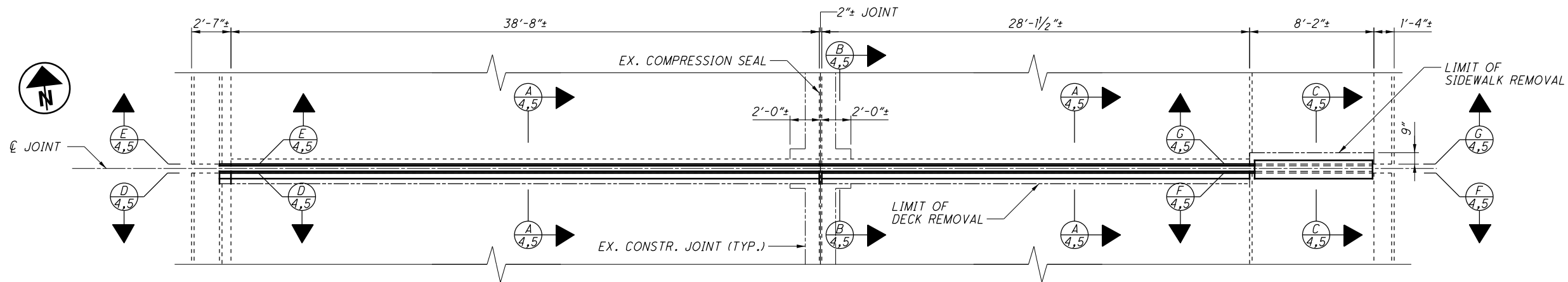
P:\DDT\08\0713_D08_BM_FY20\94224\Design\Structures\HAM050_1976C_Sheets\050_1976C_SX001.dgn Sheet 10/3/2019 11:56:35 AM CMT006



PIER 6 EXPANSION JOINT PLAN



PIER 7 EXPANSION JOINT PLAN

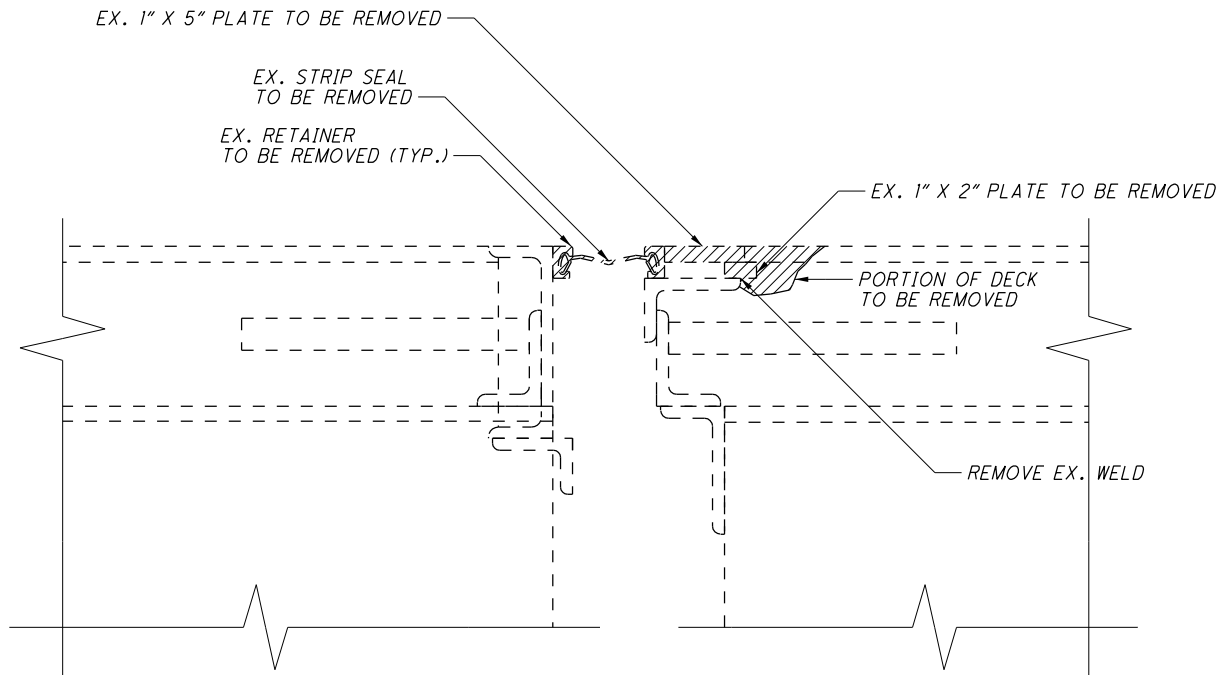


PIER 8 EXPANSION JOINT PLAN

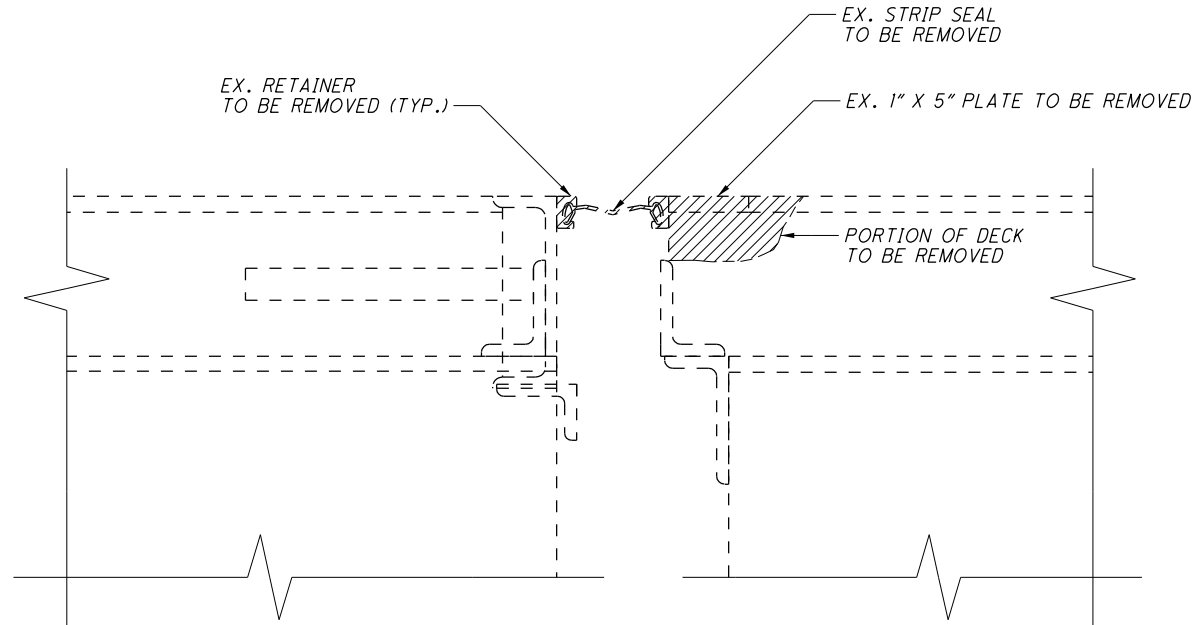
NOTE
EXISTING STEEL RETAINERS AND STRIP
SEAL GLAND TO BE REPLACED IN KIND.

 DESIGN AGENCY CARPENTER MARTY TRANSPORTATION INCORPORATED 1815 SHILOH ROAD, SUITE 200 CENTRALIA, WA 98531	DATE	5-9-19	
	REVIEWED	STK	STRUCTURE FILE NUMBER
DESIGNED	ERK	CHECKED	GDJ
EXPANSION JOINT DETAILS			
BRIDGE NO. HAM-50-1976			
FREEMAN AVE. OVER U.S. 50, RAILROADS, & DALTON AVE.			
D08-BM-FY2020			
PID No. 94224			
3 / 5			
<div>67 86</div>			

P:\DDT\08\0713.D08 BM FY20\94224\Design\Structures\HAM050.1976C\Sheets\050.1976C_SX003.dgn Sheet 10/3/2019 11:56:36 AM CMT006



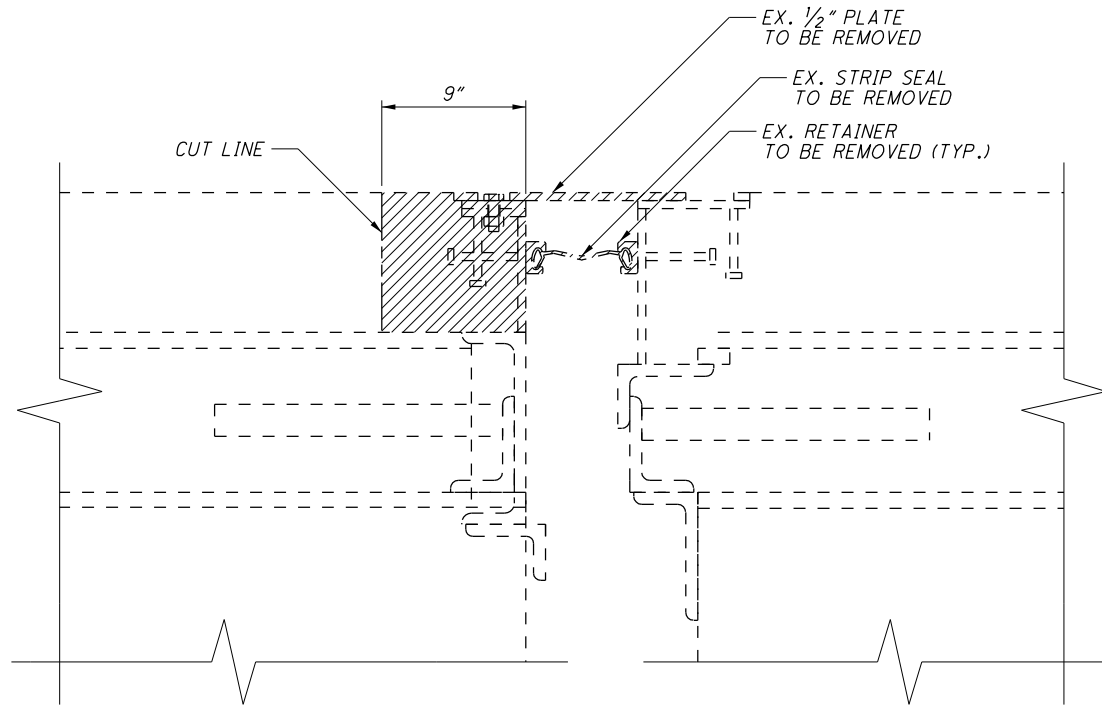
A
3 SECTION
PIER 6 & 7 SHOWN,
PIER 8 OPPOSITE HAND



B
3 SECTION
PIER 6 & 7 SHOWN,
PIER 8 OPPOSITE HAND

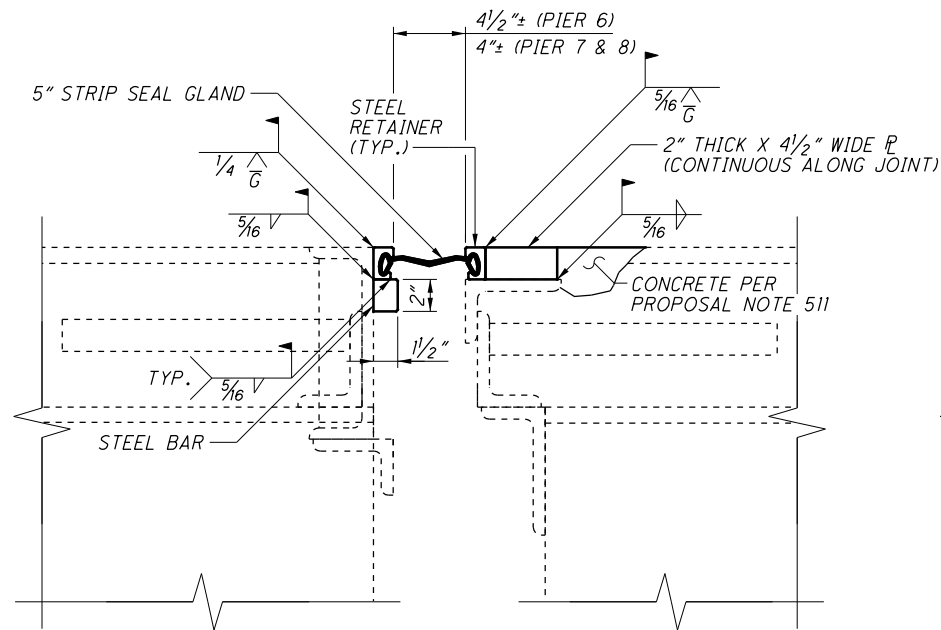
LEGEND

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

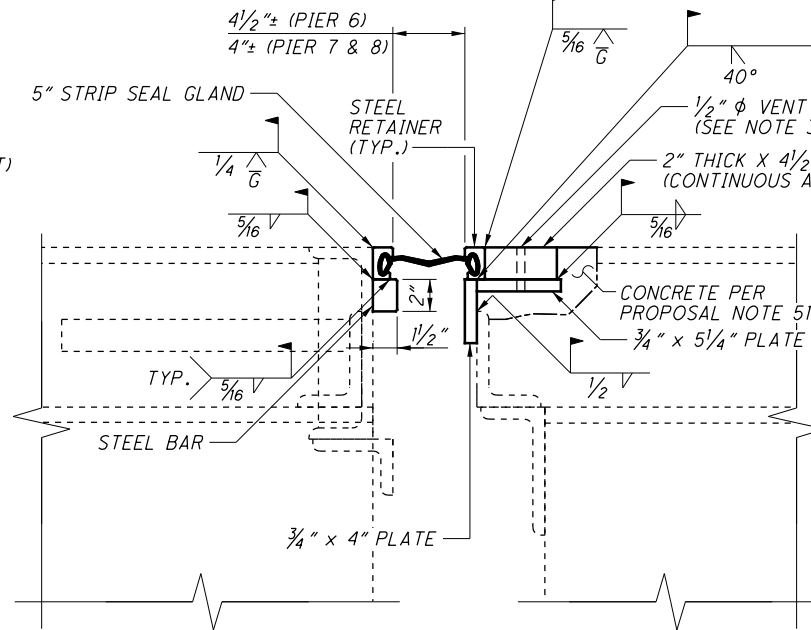


C
3 SECTION
PIER 6 & 7 SHOWN,
PIER 8 OPPOSITE HAND

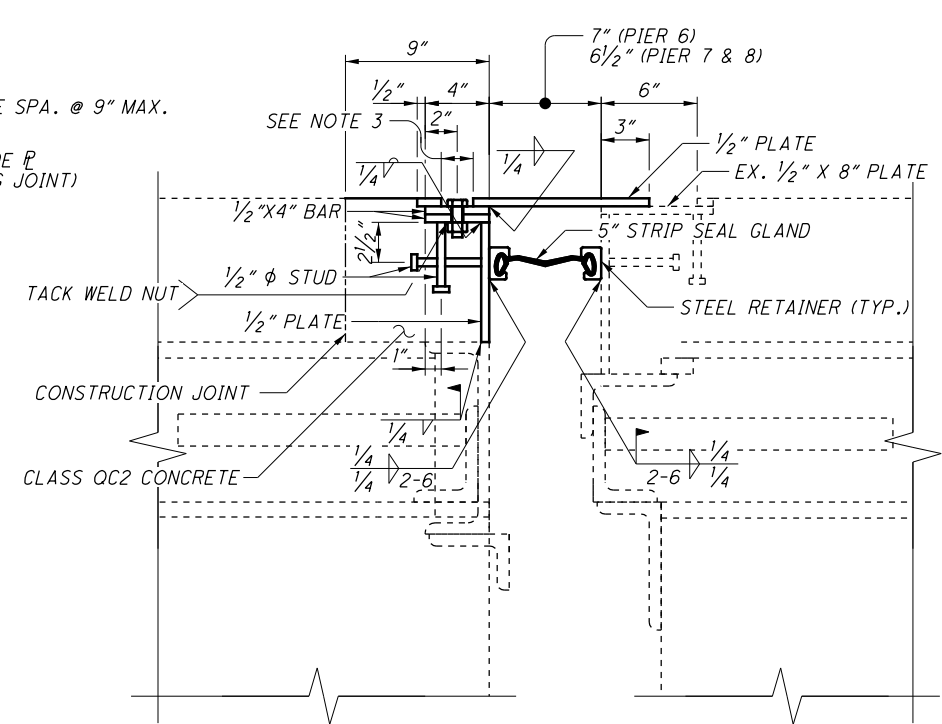
P:\DDT\08\0713_D08_BM_FY20\94224\Design\Structures\HAM050_1976C_Sheets\050_1976C_SX002.dgn Sheet 10/3/2019 11:56:36 AM CMT006



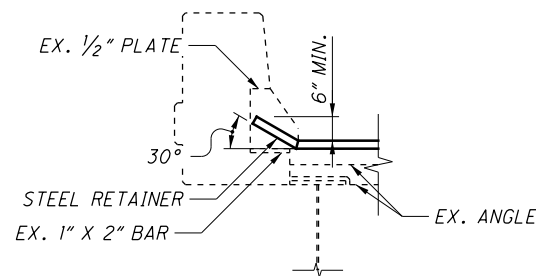
A
3 SECTION
PIER 6 & 7 SHOWN,
PIER 8 OPPOSITE HAND



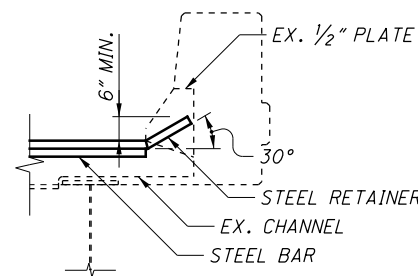
B
3 SECTION
PIER 6 & 7 SHOWN,
PIER 8 OPPOSITE HAND



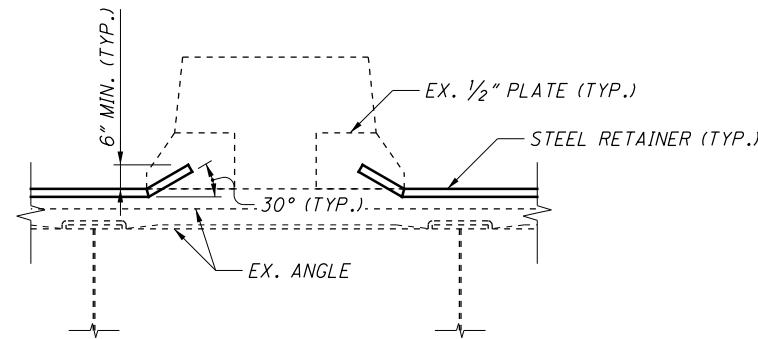
C
3 SECTION
PIER 6 & 7 SHOWN,
PIER 8 OPPOSITE HAND



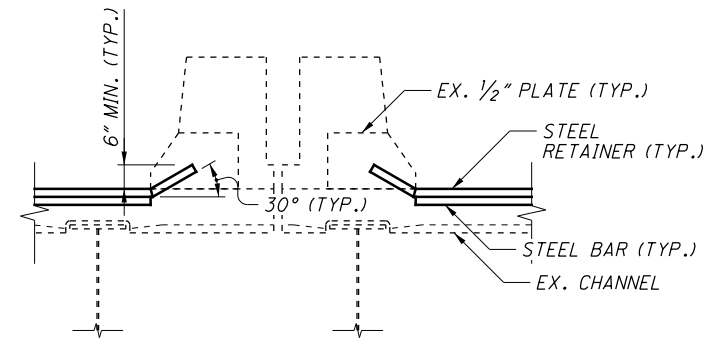
D
3 SECTION
PIER 6 & 7 SHOWN,
PIER 8 OPPOSITE HAND



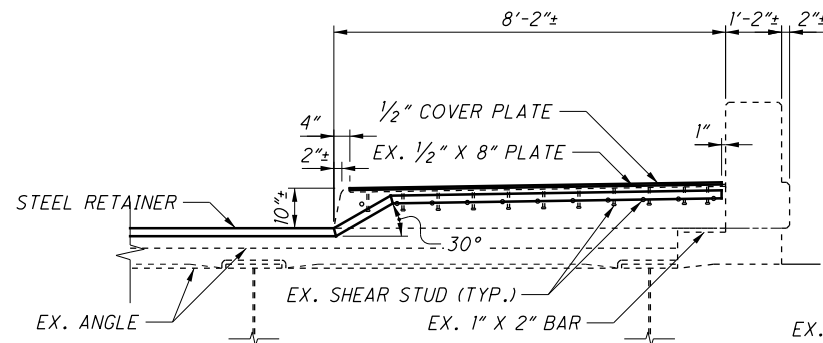
E
3 SECTION
PIER 6 & 7 SHOWN,
PIER 8 OPPOSITE HAND



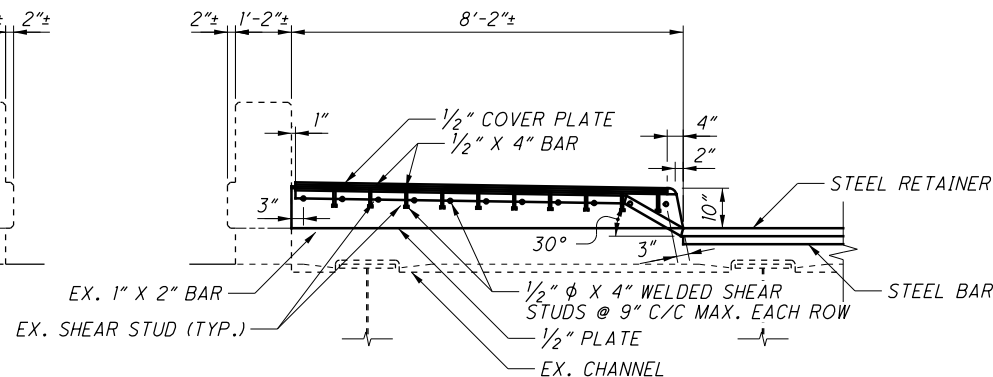
H
3 SECTION



I
3 SECTION



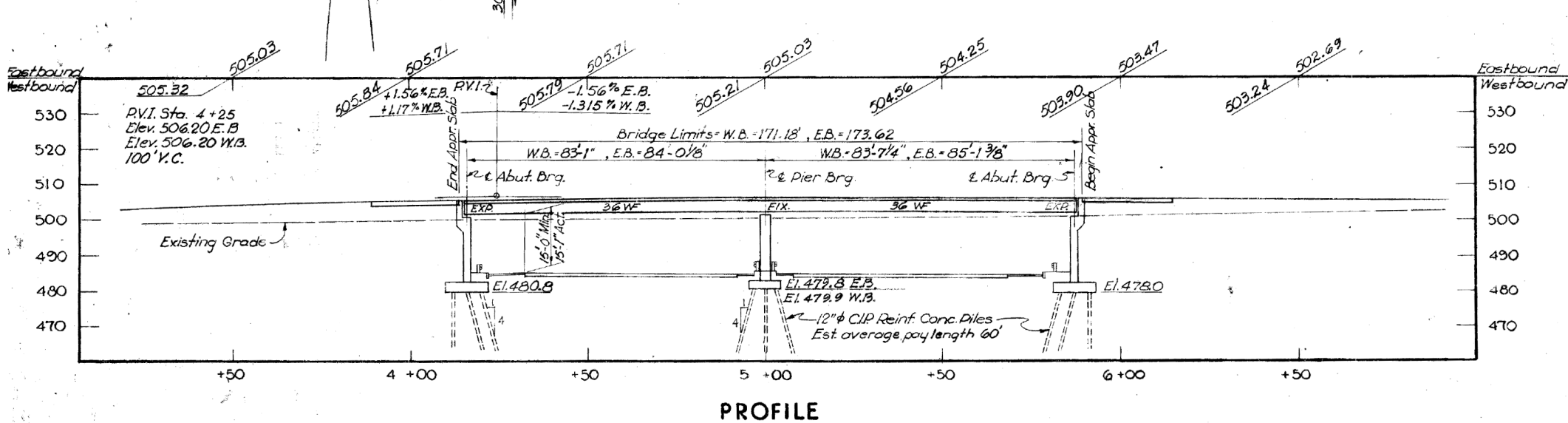
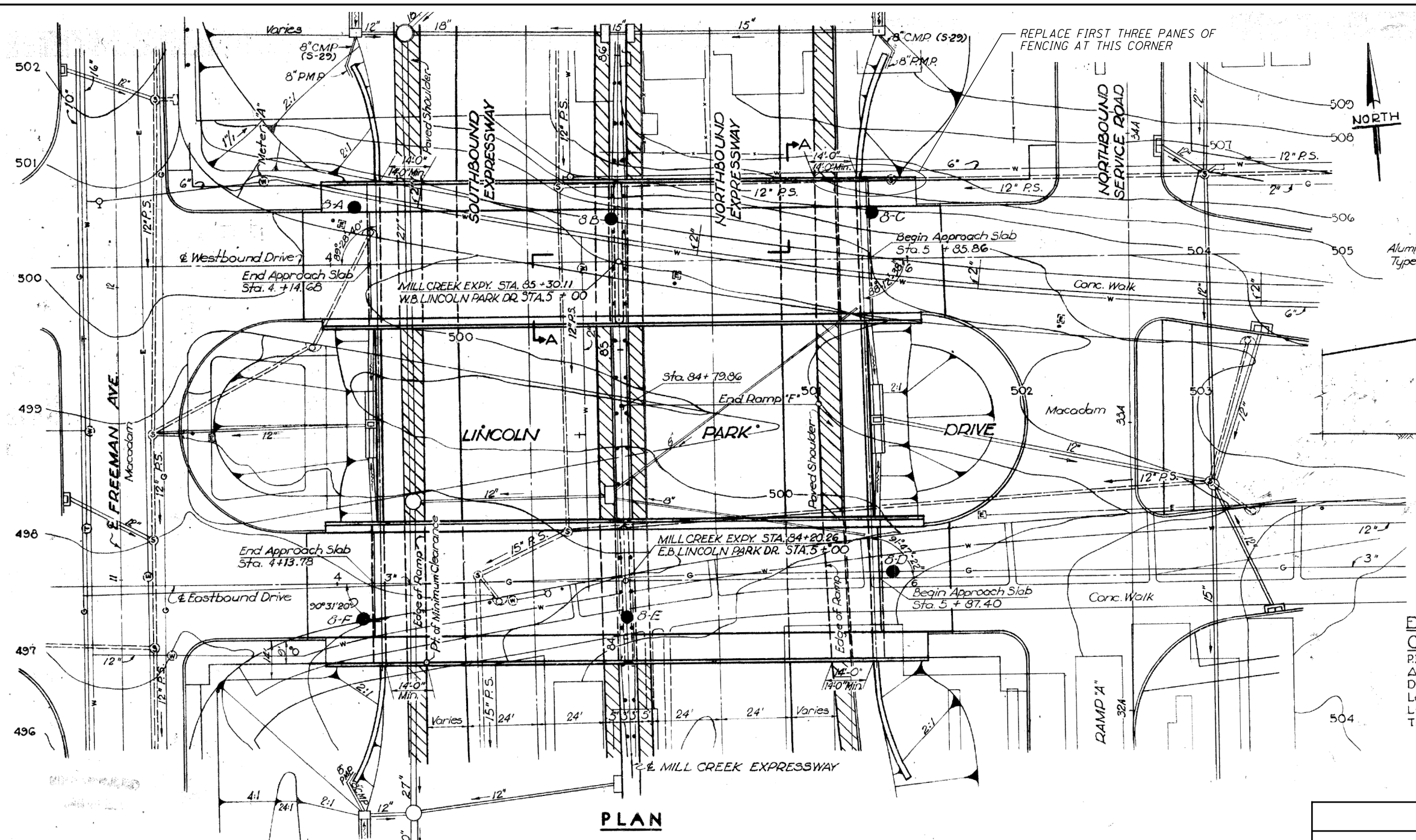
F
3 SECTION
PIER 6 & 7 SHOWN,
PIER 8 OPPOSITE HAND



G
3 SECTION
PIER 6 & 7 SHOWN,
PIER 8 OPPOSITE HAND

NOTES

1. SEE STD. DWG. EXJ-4-87 FOR ADDITIONAL NOTES AND DETAILS.
2. THE CONTRACTOR IS REQUIRED TO DETERMINE JOINT ELEVATIONS BEFORE ORDERING MATERIALS.
3. SEAL WITH HOT APPLIED JOINT SEALER PER C&MS 705.04. PAYMENT SHALL BE INCLUDED WITH ITEM 516, STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN.



EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 83'-1"± AND 83'-7 1/4"± C/C BRGS.

ROADWAY: 37'-0"± F/F CURBS

LOADING: CF=400 (57)

SKREW: 0°31'20"± R.F.

APPROACH SLABS: 25'-0"± LONG (AS-1-54)

WEARING SURFACE: SUPER-PLASTICIZED DENSE CONCRETE

STRUCTURAL FILE NUMBER: 3109216

DATE BUILT: 1961

DISPOSITION: TO BE REHABILITATED

PROPOSED WORK

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

NOTE

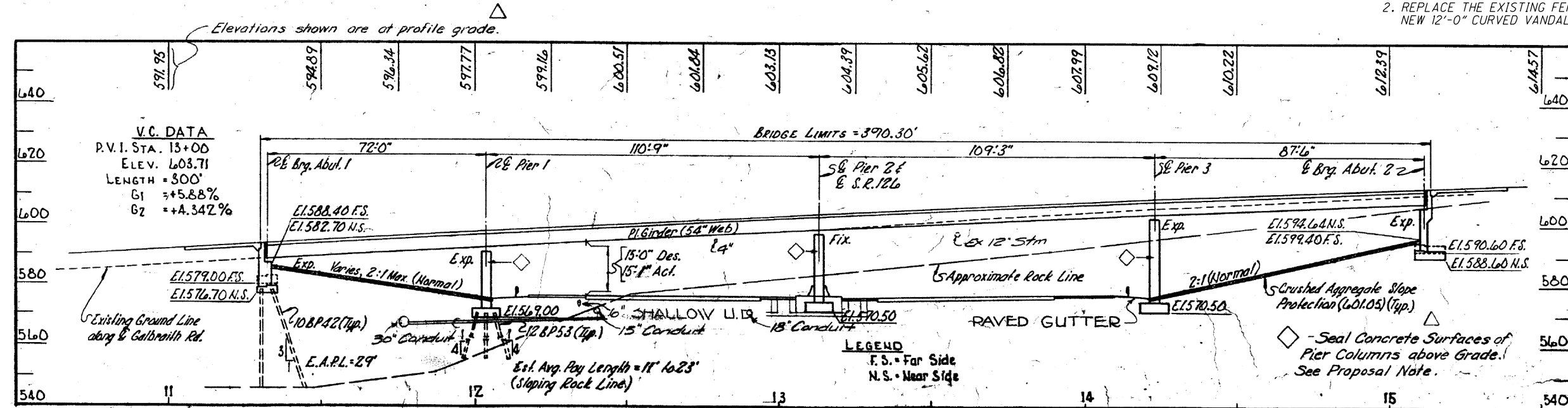
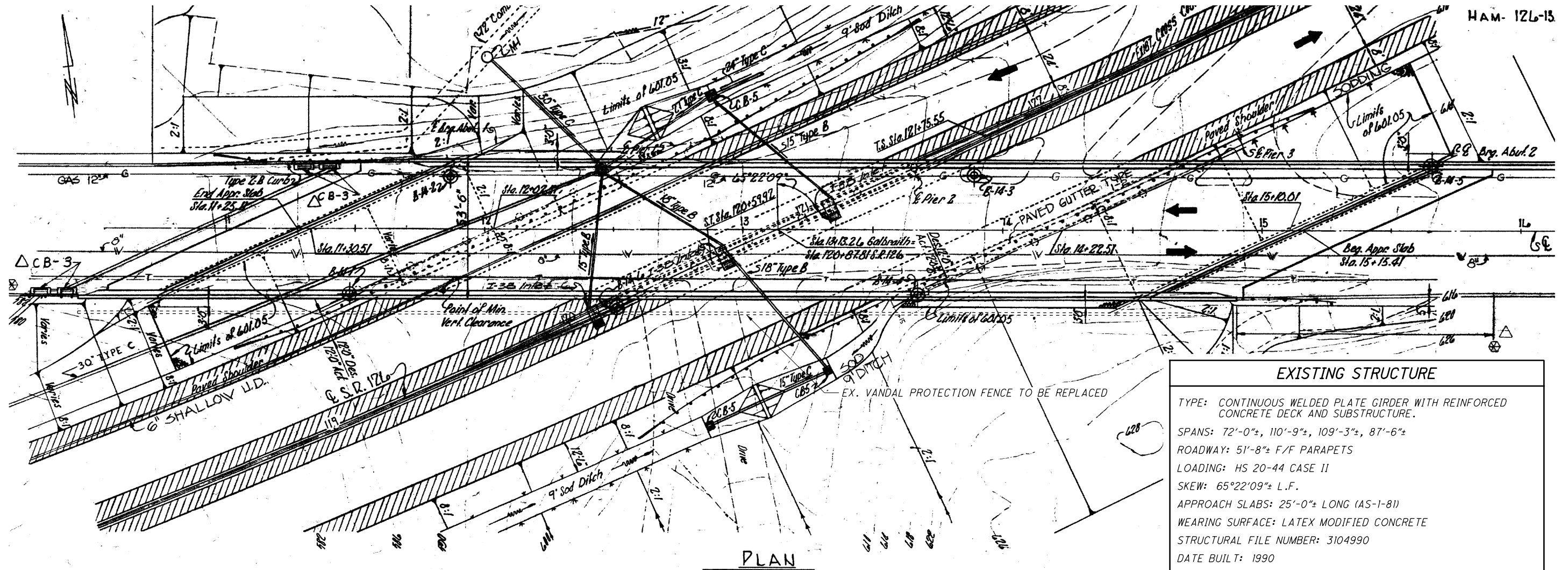
SEE SHEET 30 OF 86 FOR STRUCTURE QUANTITIES.



-



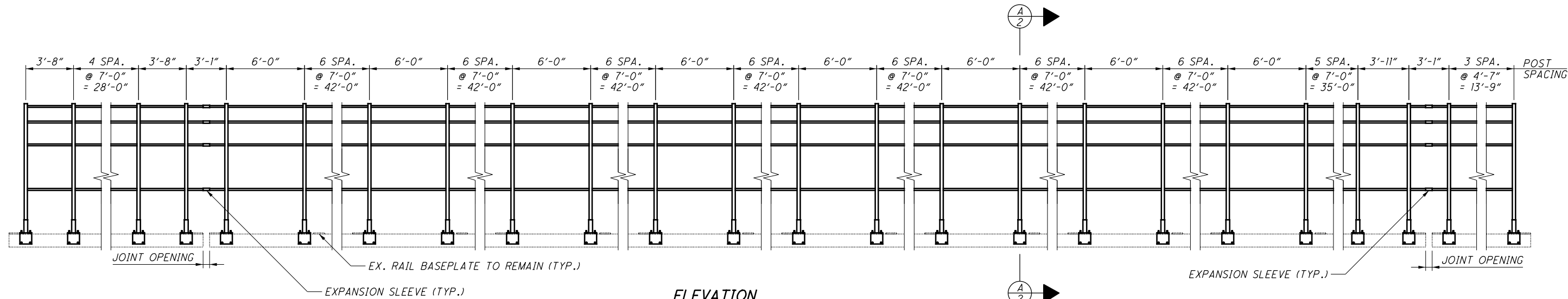
P:\ODT\08\0713_D08_BM_FY20\94224\Design\Structures\HAM126_1530C\Sheets\126_1530C_SP001.dgn Sheet 10/3/2019 11:56:58 AM CMT006



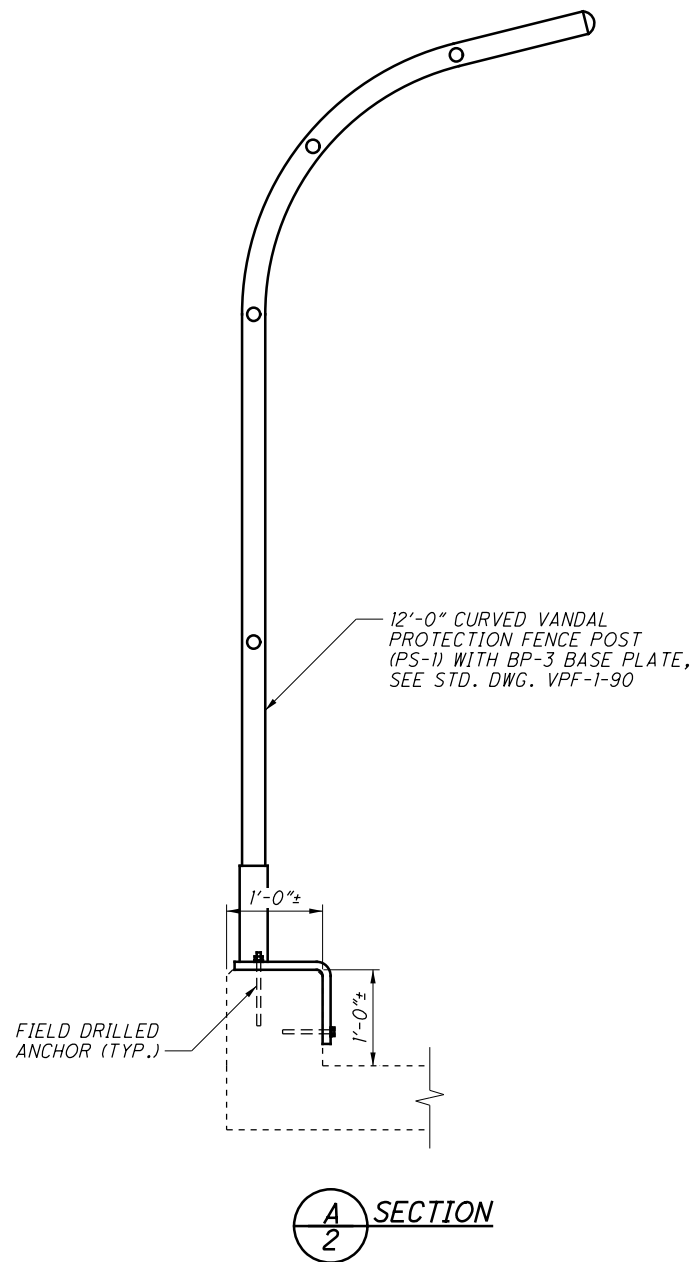
NOTES

1. SEE SHEET 30 OF 86 FOR STRUCTURE QUANTITIES.
2. WIDENED PEDESTRIAN BRIDGE PLANS WERE NOT AVAILABLE AT TIME OF DESIGN.

P:\DDT\08\0713_D08_BM_FY20\94224\Design\Structures\HAM126_1530C\Sheets\126_1530C_SM001.dgn Sheet 10/3/2019 11:57:11 AM CMT006



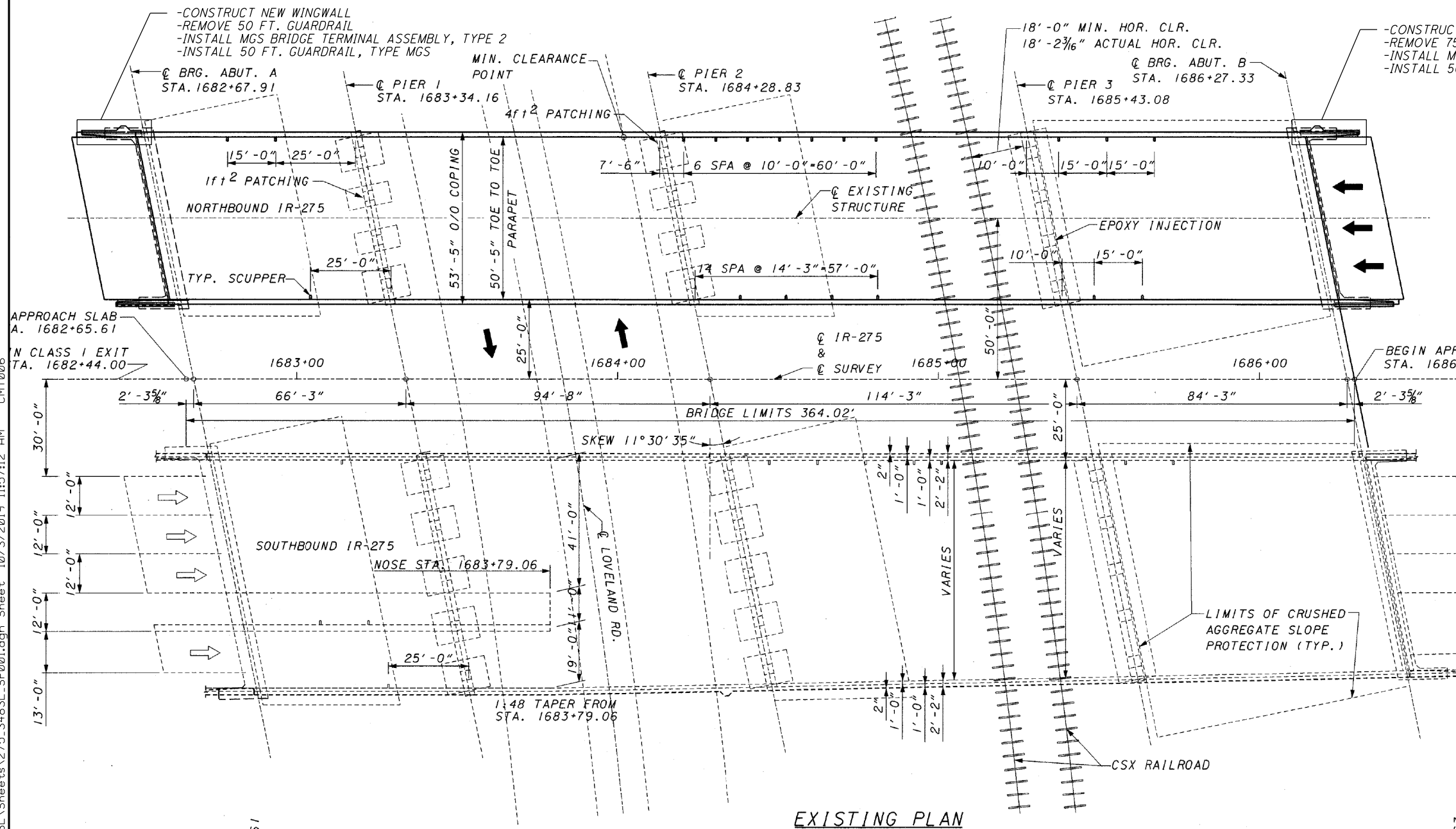
ELEVATION
VIEWED ALONG INSIDE FACE



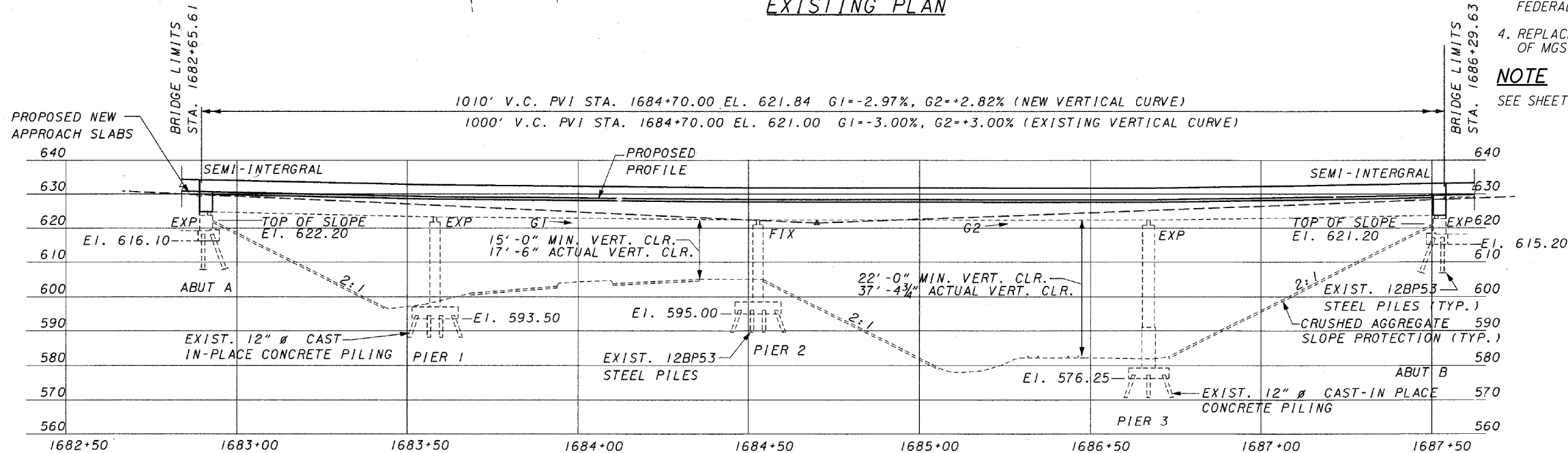
- NOTES**
1. SEE STD. DWG. VPF-1-90 FOR ADDITIONAL NOTES AND DETAILS.
 2. ADJUST POST SPACING AS NECESSARY TO AVOID CONFLICTS WITH EXISTING BASEPLATES.
 3. CONTRACTOR IS TO VERIFY ALL EXISTING FENCING DIMENSIONS PRIOR TO ORDERING MATERIALS.
 4. PRIOR TO DRILLING HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED ANCHOR, MOVE THE ANCHOR HOLE TO EITHER SIDE OF THE EXISTING BAR.
 5. MESH FABRIC SHALL EXTEND BETWEEN POSTS ON EITHER SIDE OF THE JOINT OPENINGS.

DESIGN AGENCY CARPENTER MARTY TRANSPORTATION 1015 SHIPMAN BLVD. SUITE 200 CANTON, OH 44705	
DATE 5-8-19	REVIEWED STK
FILE NUMBER 3104990	STRUCTURE
DRAWN ERK	REVIS REVISED
DESIGNED ERK	CHECKED AMR
VANDAL PROTECTION FENCE DETAILS	
BRIDGE NO. HAM-126-1530 GALBRAITH ROAD OVER S.R. 126	
D08-BM-FY2020	PID No. 94224
2 / 2	73 / 86

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EXISTING PLAN



EXISTING ELEVATION

-CONSTRUCT NEW WINGWALL
-REMOVE 50 FT. GUARDRAIL
-INSTALL MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2
-INSTALL 50 FT. GUARDRAIL, TYPE MGS

-CONSTRUCT NEW WINGWALL
-REMOVE 75 FT. GUARDRAIL
-INSTALL MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1
-INSTALL 50 FT. GUARDRAIL, TYPE MGS

ROADWAY ESTIMATED QUANTITIES			
ITEM	TOTAL	UNIT	DESCRIPTION
202	125	FT	GUARDRAIL REMOVED
606	100	FT	GUARDRAIL, TYPE MGS
606	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1
606	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2
609	18	FT	CURB, TYPE 4-C

ROADWAY ESTIMATED QUANTITIES CARRIED TO GENERAL SUMMARY

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL GIRDERS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 66'-3"±, 94'-8"±, 114'-3"±, 84'-3"± C/C BRGS.

ROADWAY: 50'-5"± F/F PARAPETS

LOADING: CF=2000 (57) & ALTERNATE AASHTO LOADING

SKEW: 11°30'35"± R.F.

APPROACH SLABS: 25'-0"± LONG (AS-I-54)

WEARING SURFACE: MONOLITHIC CONCRETE

STRUCTURAL FILE NUMBER: 3113566

DATE BUILT: 1970; REHABILITATED 2002

DISPOSITION: TO BE REHABILITATED

PROPOSED WORK

1. CONSTRUCT AND DOWEL IN NEW WINGWALLS OUTSIDE OF THE EXISTING EXTERIOR WINGWALLS.
2. WIDEN THE APPROACH SLABS OVERTOP OF THE EXISTING WINGWALLS TO NEW WINGWALLS AND CONSTRUCT NEW BARRIER ON TOP OF THE APPROACH SLABS.
3. SEAL THE CONCRETE WITH EPOXY-URETHANE SEAL, FEDERAL COLOR #17778.
4. REPLACE THE BRIDGE TERMINAL ASSEMBLIES AND 50 FEET OF MGS GUARDRAIL AT EACH CORNER.

NOTE

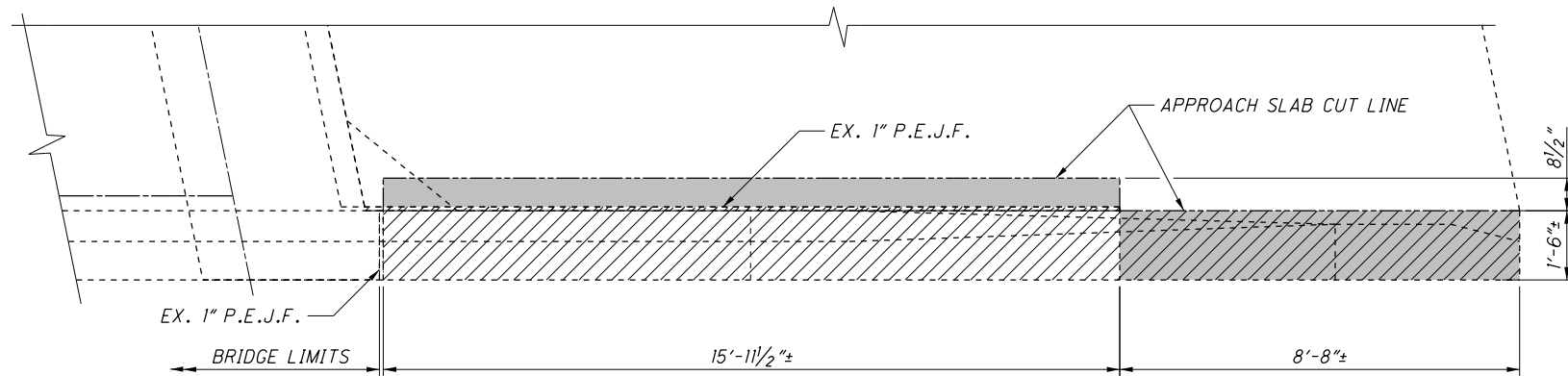
SEE SHEET 30 OF 86 FOR STRUCTURE QUANTITIES.

BENCHMARKS:

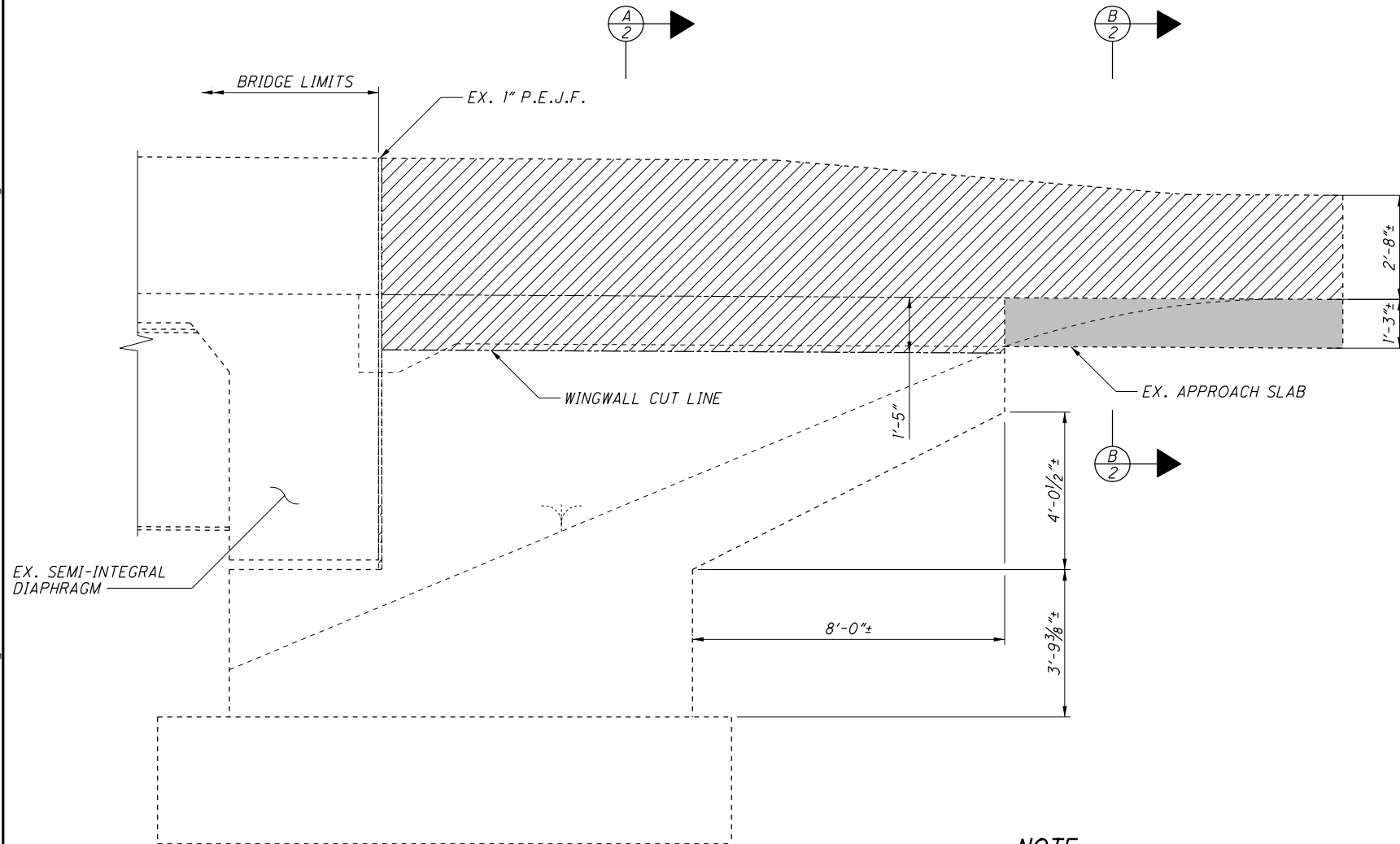
BM 1: ELEV. = 631.19
IRON PIN SET @ STA. 1681+50.30, 92.35' LT.

BM 2: ELEV. = 630.35
IRON PIN SET @ STA. 1687+43.60, 85.30' LT.

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WINGWALL PLAN
ABUTMENT A SHOWN, ABUTMENT B SIMILAR

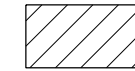


ABUTMENT A WINGWALL ELEVATION
ABUTMENT B WINGWALL SIMILAR

NOTE

THE PROPOSED WINGWALLS SHALL BE CONSTRUCTED PRIOR TO REMOVING THE EXISTING BARRIER AND PORTIONS OF THE EXISTING WINGWALLS.

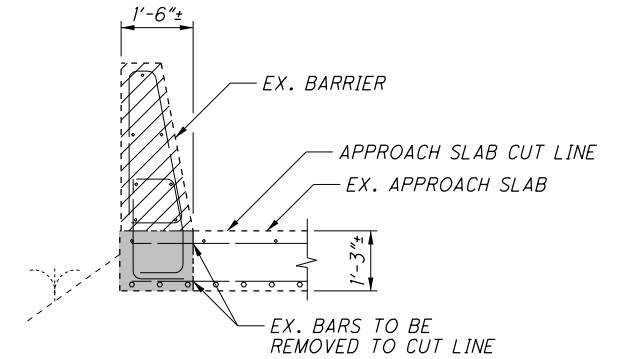
LEGEND



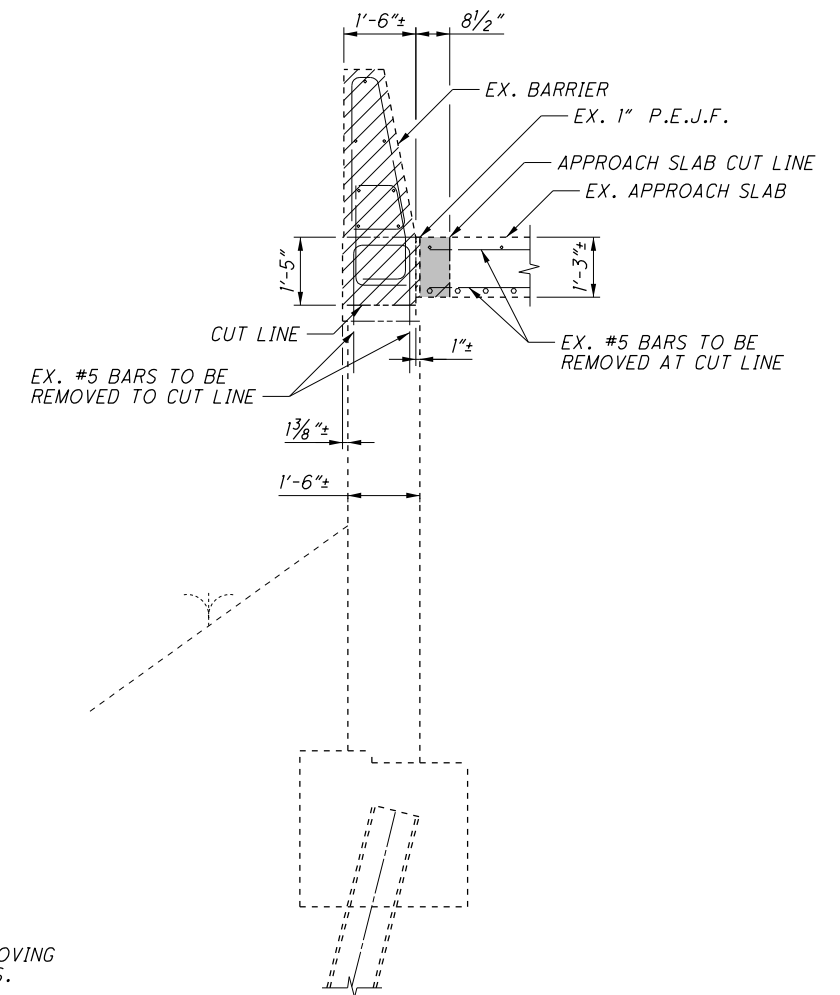
ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN



ITEM 202 - APPROACH SLAB REMOVED

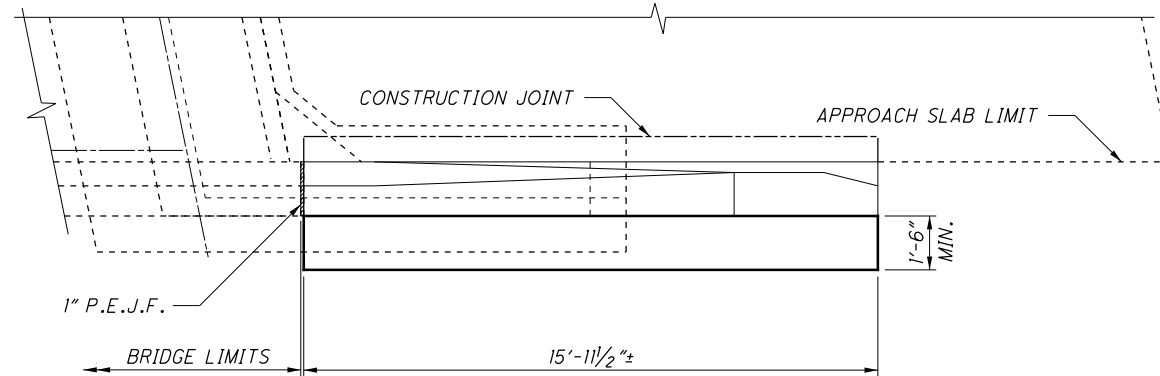


B SECTION

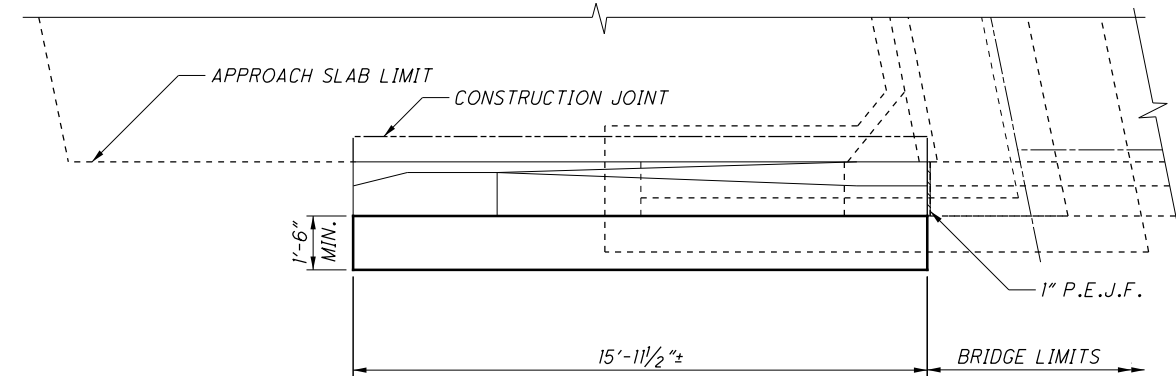


A SECTION

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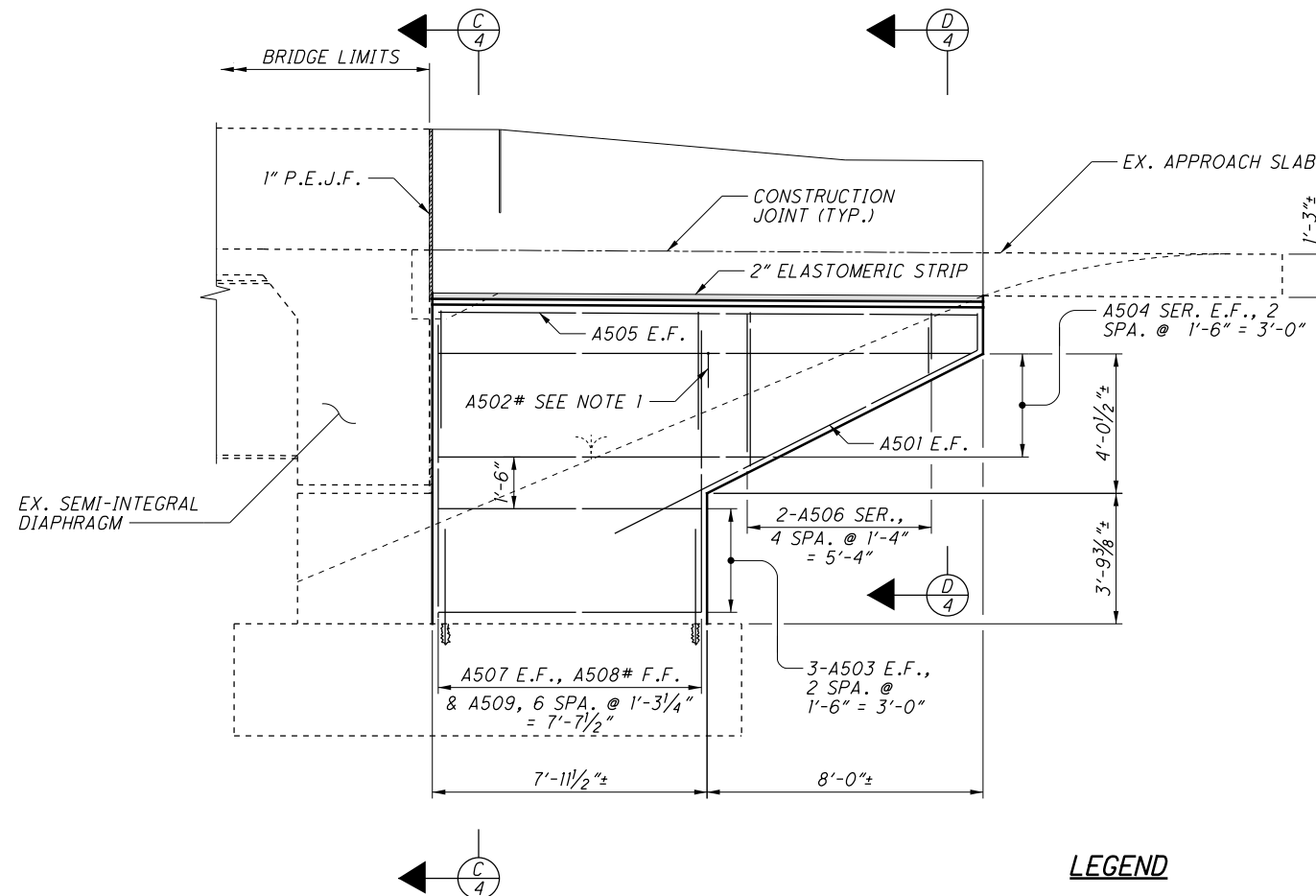
WINGWALL PLAN
ABUTMENT A



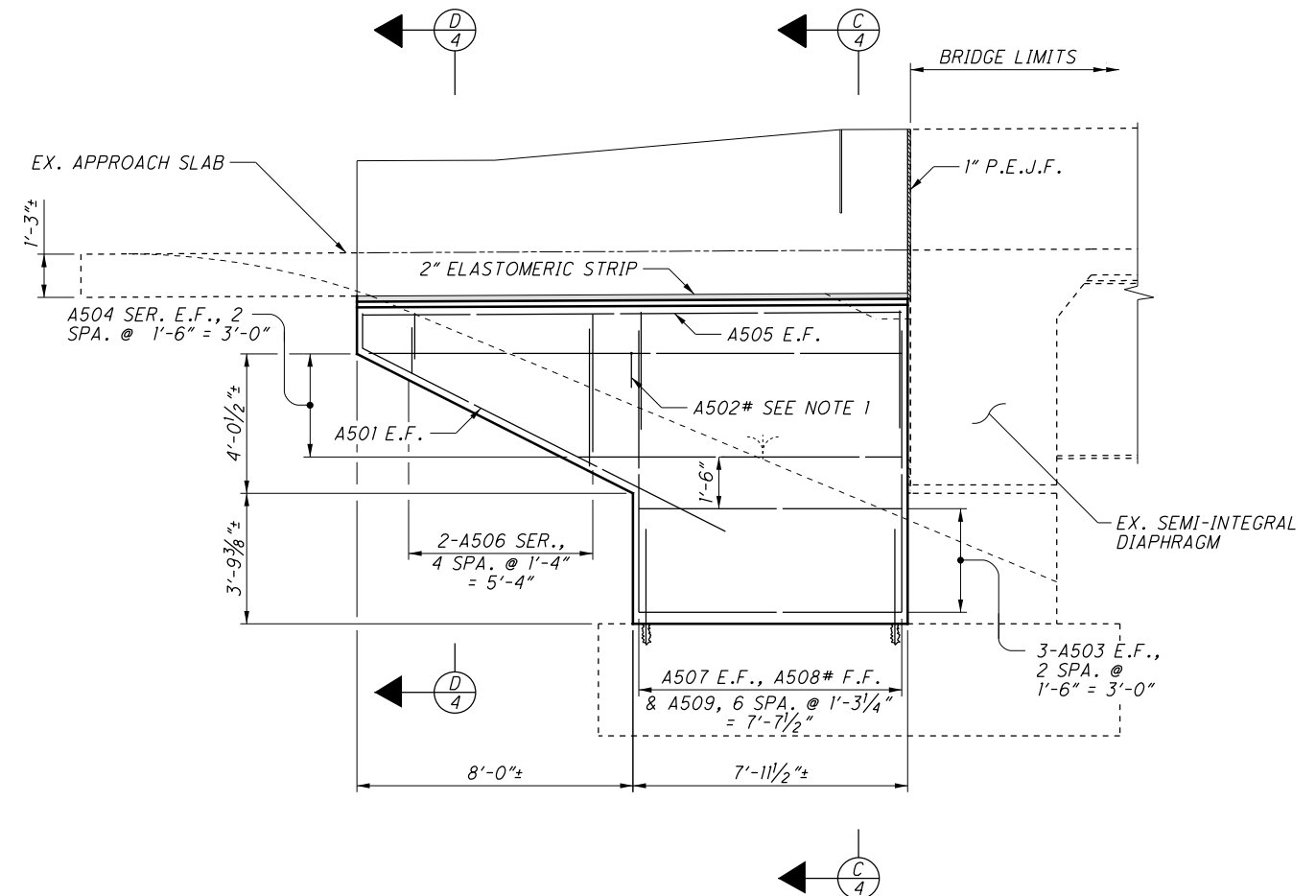
WINGWALL PLAN
ABUTMENT B

NOTES

1. PLACE AN A502# AT EACH LOCATION WHERE A HORIZONTAL BAR CROSSES A VERTICAL BAR. 64 PER ABUTMENT, 128 TOTAL.
2. MINIMUM EMBEDMENT DEPTH OF DOWELS TO BE 12 INCHES.
3. MINIMUM COVER FOR DOWEL BARS TO BE 4 INCHES.
4. WINGWALL GEOMETRY IS BASED ON EXISTING PLANS. CONTRACTOR TO VERIFY DIMENSIONS PRIOR TO ORDERING REINFORCING STEEL.



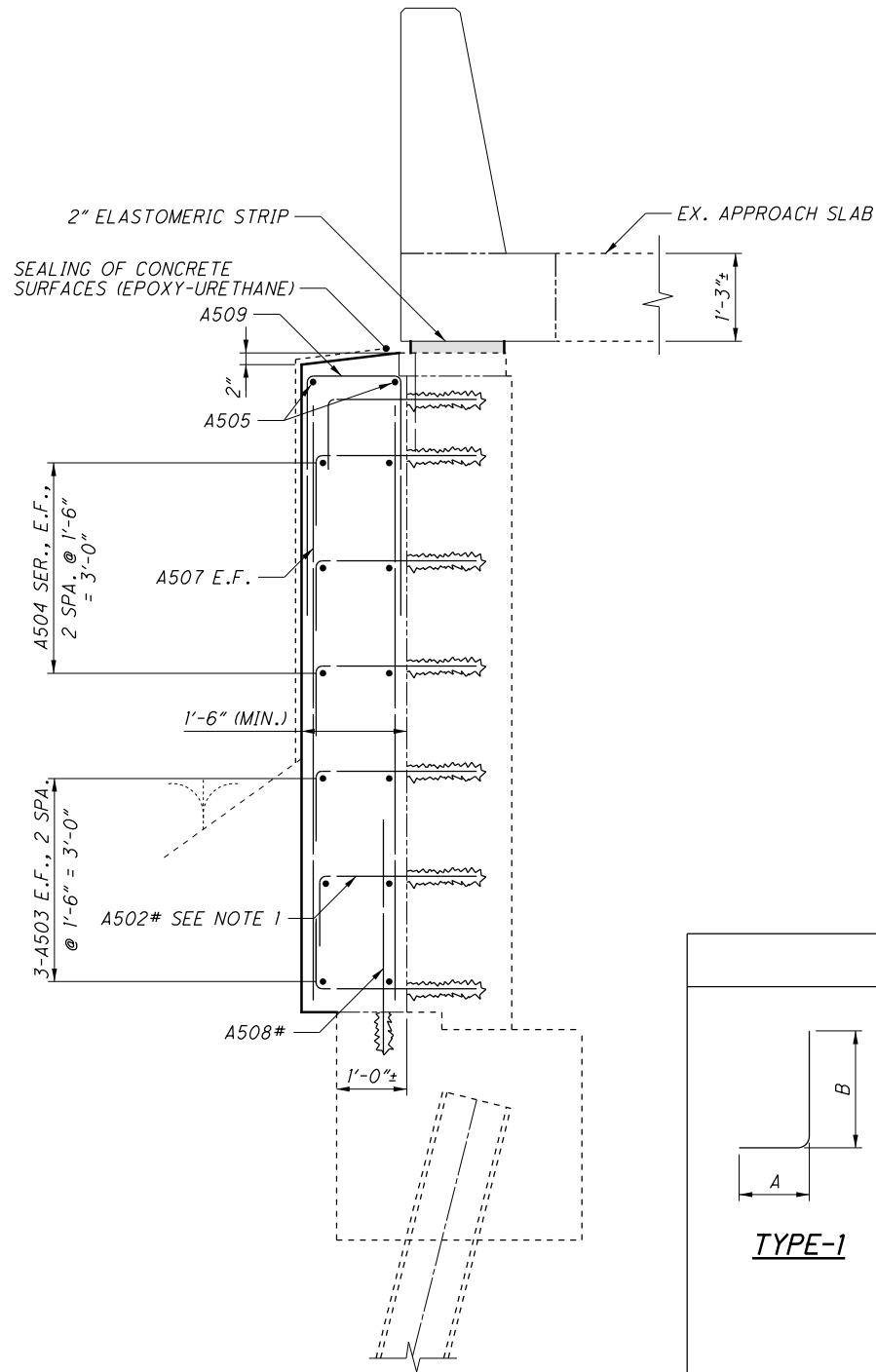
ABUTMENT A WINGWALL ELEVATION



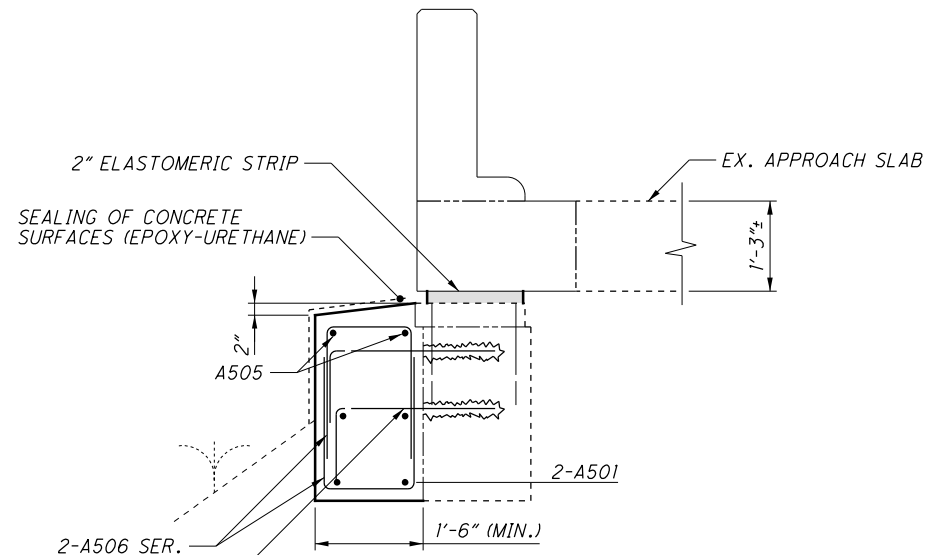
ABUTMENT B WINGWALL ELEVATION

LEGEND

- # - BAR TO BE DOWELED INTO EXISTING STRUCTURE
E.F. - EACH FACE
F.F. - FAR FACE

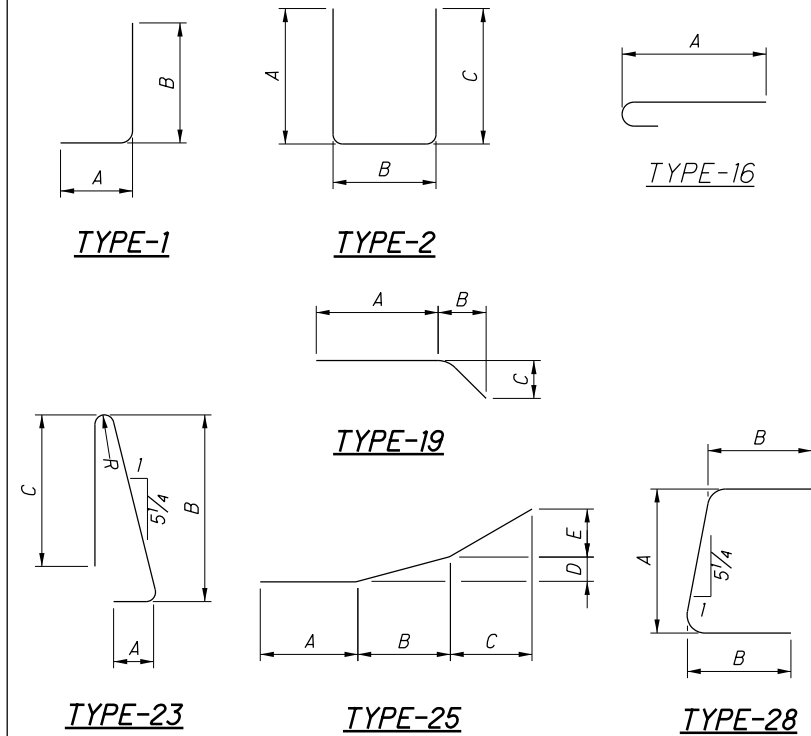


C
3 SECTION



D
3 SECTION
BARS NOT LABELED ARE A504 SER.

BENDING DIAGRAMS



NOTES

1. PLACE AN A502# AT EACH LOCATION WHERE A HORIZONTAL BAR CROSSES A VERTICAL BAR. 64 PER ABUTMENT, 128 TOTAL.
2. MINIMUM EMBEDMENT DEPTH OF DOWELS TO BE 12 INCHES.
3. MINIMUM COVER FOR DOWEL BARS TO BE 4 INCHES.
4. REINFORCING STEEL TO BE EPOXY COATED.
5. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, A501 IS A NO. 5 BAR. BAR DIMENSIONS ARE OUT TO OUT UNLESS OTHERWISE INDICATED.
6. PAYMENT FOR REINFORCING STEEL FOR PARAPETS ON APPROACH SLABS AND IN THE APPROACH SLABS SHALL BE INCLUDED WITH ITEM 526, REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN.
7. THE EXISTING WINGWALLS HAVE TILTED. NEW WINGWALLS SHALL BE CAST PLUMB AND BE 1'-6" MINIMUM THICKNESS.
8. THE PROPOSED WINGWALLS SHALL BE CONSTRUCTED PRIOR TO REMOVING THE EXISTING BARRIER AND PORTIONS OF THE EXISTING WINGWALLS.
9. EPOXY-URETHANE SEALER SHALL BE FEDERAL COLOR #17778.

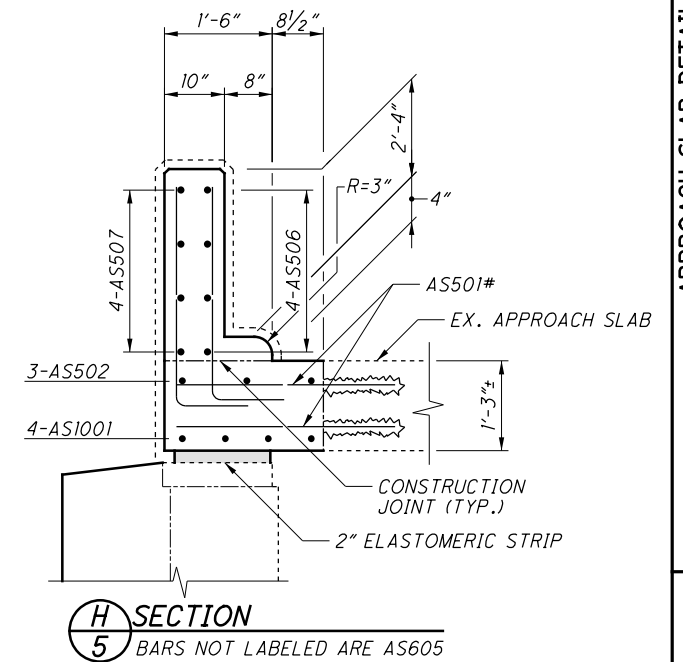
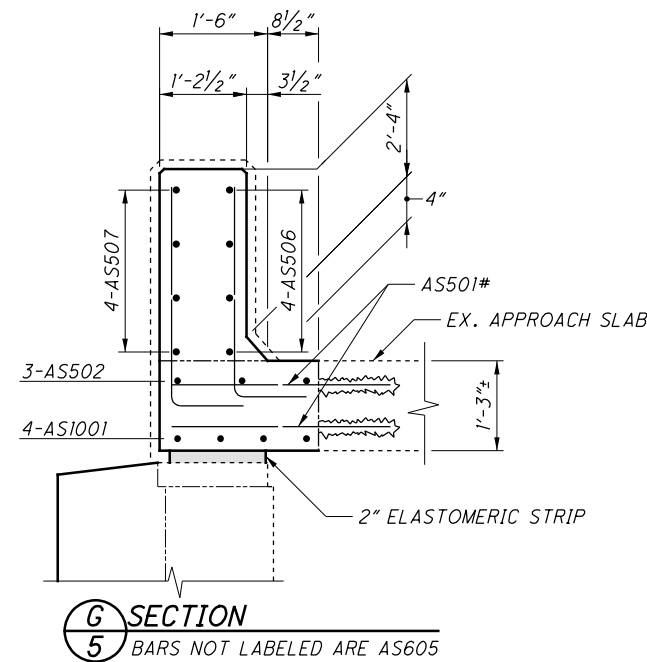
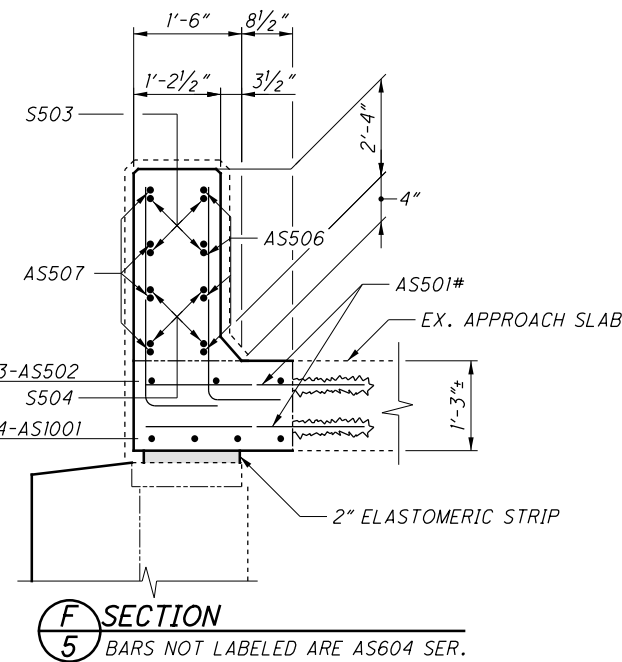
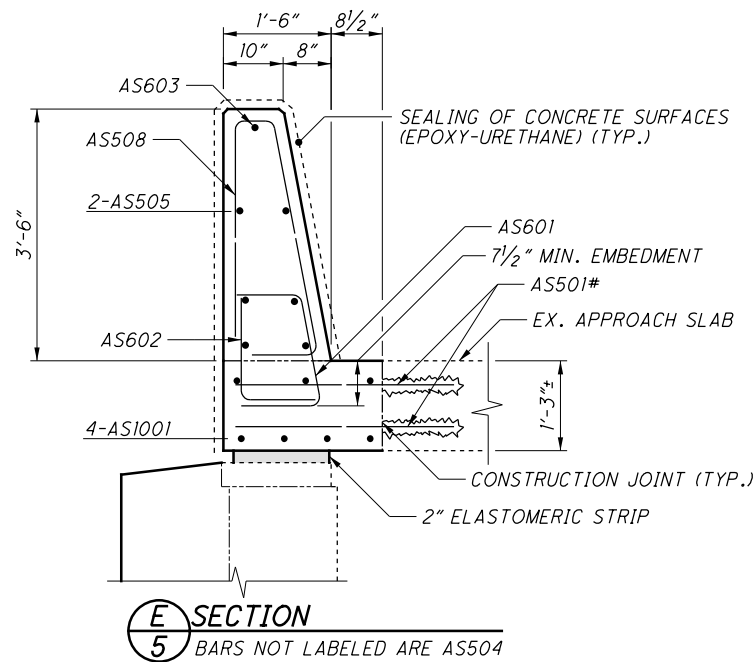
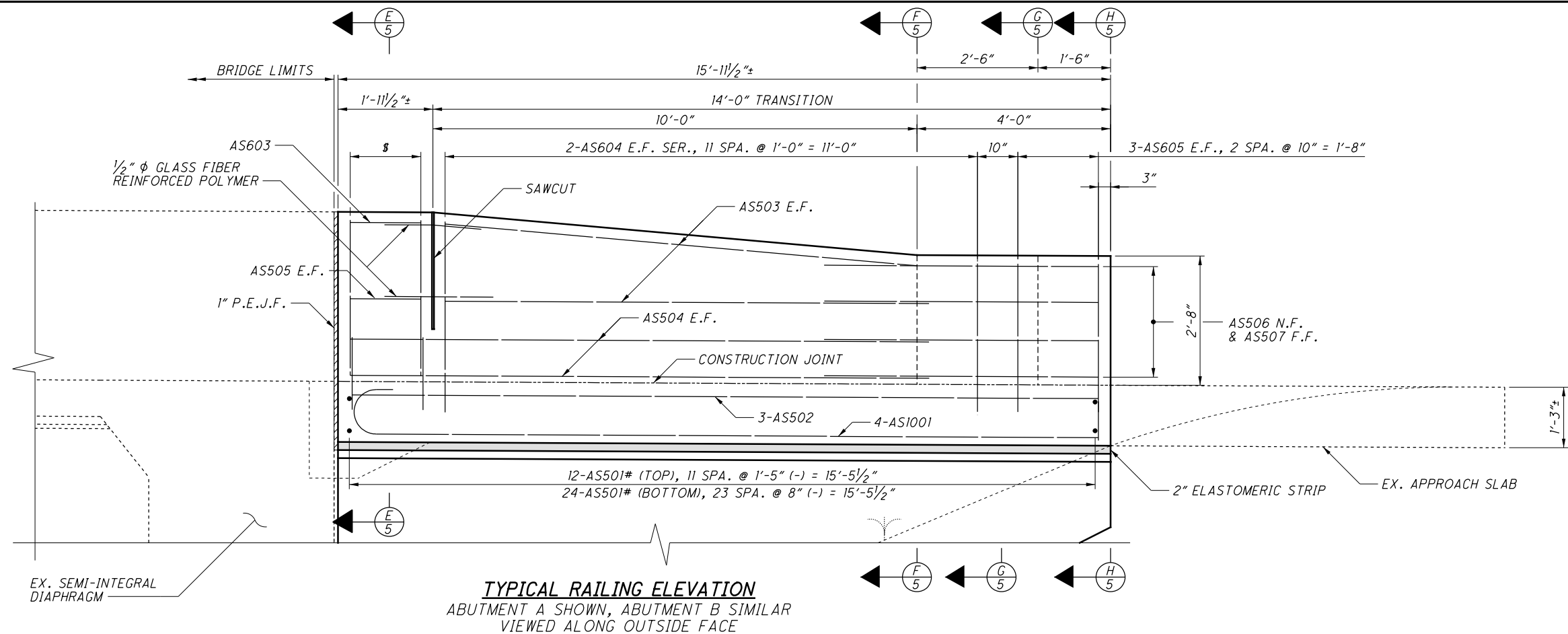
LEGEND

* - BAR TO BE DOWELED INTO EXISTING STRUCTURE
E.F. - EACH FACE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS			
					A	B	C	INC
ABUTMENTS								
A501	4	12'-9"	54	19	11'-9"	6"	11"	
A502#	128	3'-2"	423	1	2'-4"	1'-0"		
A503	12	7'-7"	95	STR				
A504	4 SERIES OF 3	9'-5" TO 15'-5"	156	STR				3'-0"
A505	4	15'-7"	66	STR				
A506	4 SERIES OF 5	3'-9" TO 9'-3"	136	2	1'-5" TO 4'-2"	1'-2"	1'-5" TO 4'-2"	1'-4 1/2"
A507	28	8'-5"	246	STR				
A508#	14	3'-5"	50	STR				
A509	14	7'-9"	114	2	3'-5"	1'-2"	3'-5"	
SUB-TOTAL			1340					

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
APPROACH SLABS											
AS501#	72	3'-0"	226	STR							
AS502	6	15'-5"	97	STR							
AS503	8	10'-0"	84	STR							
AS504	8	12'-1"	101	STR							
AS505	4	1'-7"	7	STR							
AS506	8	5'-8"	48	STR							
AS507	8	5'-8"	48	25	1'-10"	2'-5"	1'-4"	1 1/2"	5"		
AS508	6	7'-4"	46	23	11"	3'-3"	3'-0"			2 3/4"	
AS601	6	3'-3"	30	28	1'-7"	1'-0"					
AS602	6	2'-5"	22	1	1'-0"	1'-7"					
AS603	2	1'-7"	5	STR							
AS604	4 SERIES OF 12	3'-11" TO 4'-10"	316	1	1'-0"	3'-1" TO 4'-0"					1"
AS605	12	4'-0"	73	1	1'-0"	3'-2"					
AS1001	8	16'-10"	580	16	15'-5"						
SUB-TOTAL			1683								

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NOTES

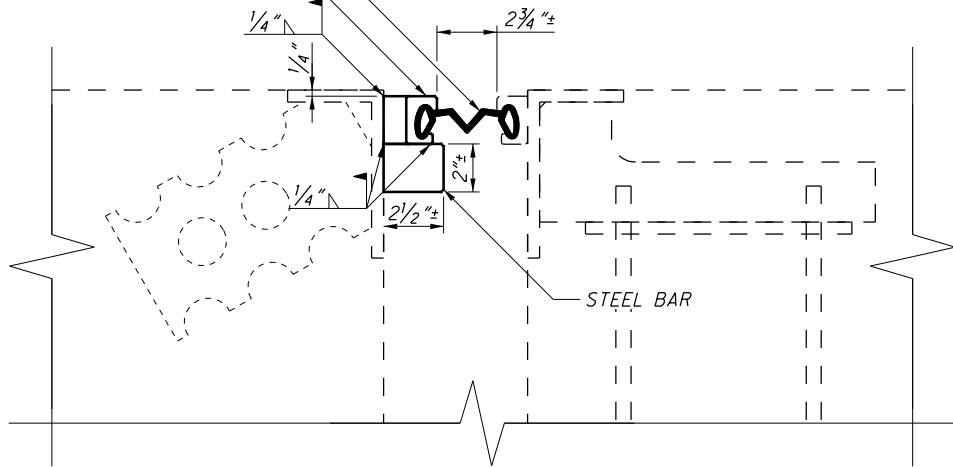
1. REFER TO STD. DWG. SBR-I-13 FOR ADDITIONAL NOTES AND DETAILS.
2. PAYMENT FOR CONCRETE AND REINFORCING STEEL FOR PARAPETS ON APPROACH SLAB SHALL BE INCLUDED WITH ITEM 526, REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN.
3. MINIMUM EMBEDMENT DEPTH OF DOWELS TO BE 12 INCHES.
4. MINIMUM COVER FOR DOWEL BARS TO BE 4 INCHES.
5. SEE REINFORCING TABLE ON SH. 4/5.
6. EPOXY-URETHANE SEALER SHALL BE FEDERAL COLOR #17778.

LEGEND

- # - BAR TO BE DOWELED INTO EXISTING STRUCTURE
- § - 3-AS508, 3-AS601, & 3-AS602, 2 SPA. @ 8 3/4" = 1'-5 1/2"
- E.F. - EACH FACE
- N.F. - NEAR FACE
- F.F. FAR FACE

REPLACE WITH WATSON BOWMAN ACME
"WABOCRETE STRIPSEAL"
ELASTOMERIC GLAND (SE-300)

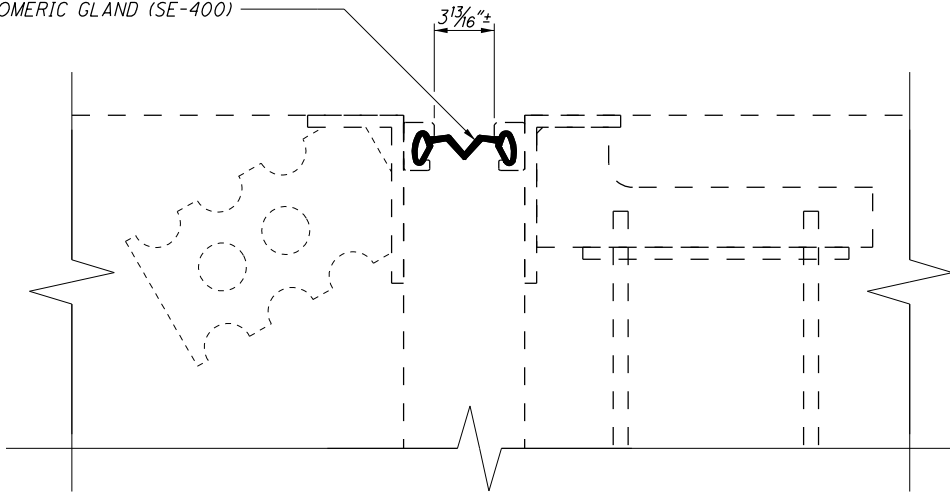
REPLACE SECTION OF FAILED
RETAINER BAR AND EXTENSION



EXPANSION JOINT REPAIR

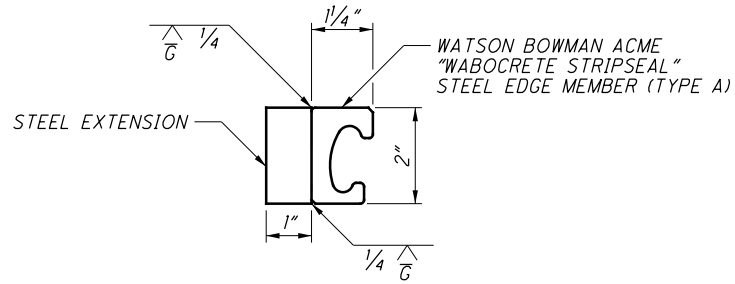
RIGHT BRIDGE, REAR AND FORWARD ABUTMENT

REPLACE WITH WATSON BOWMAN ACME
"WABOCRETE STRIPSEAL"
ELASTOMERIC GLAND (SE-400)

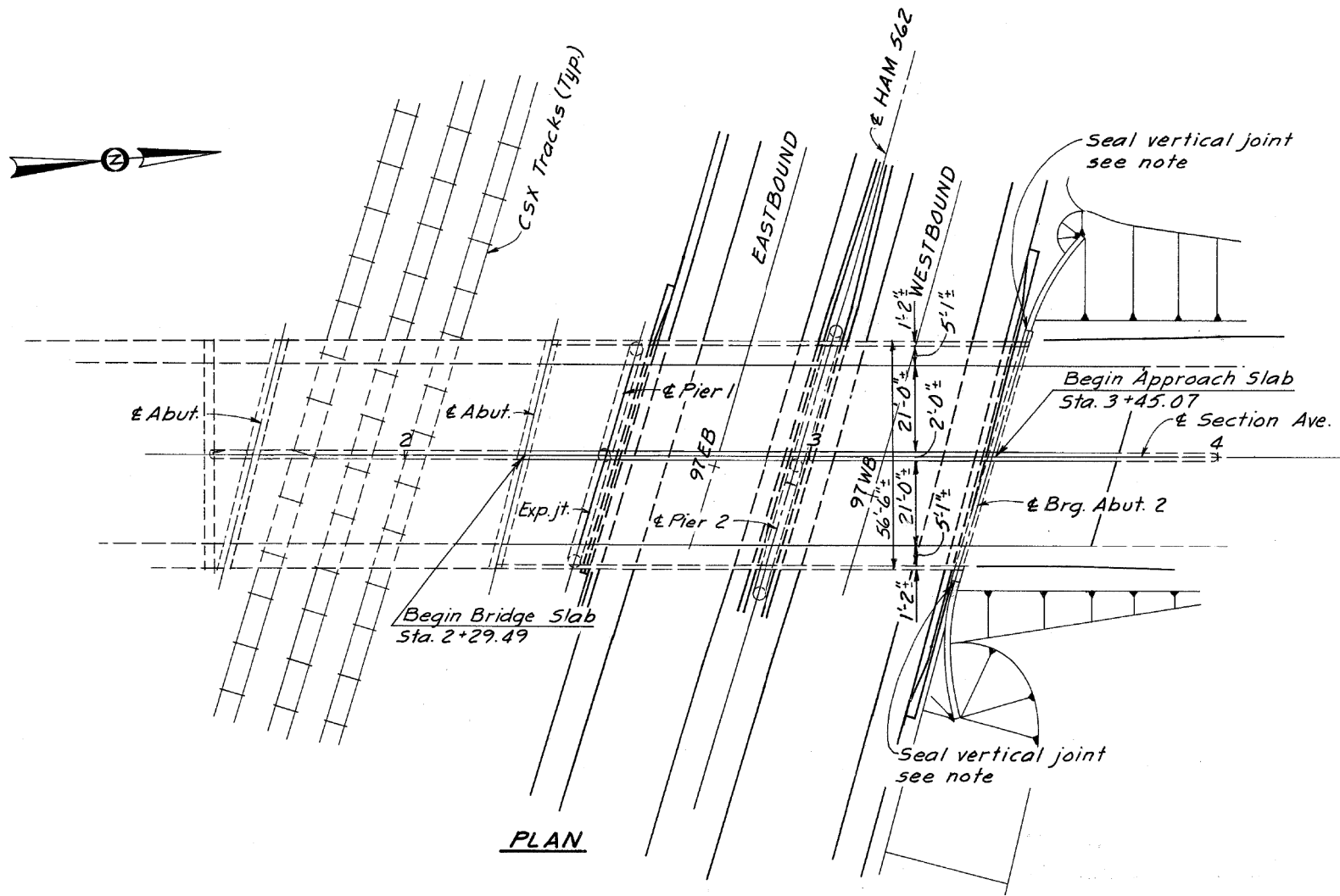


EXPANSION JOINT REPAIR

LEFT BRIDGE, REAR ABUTMENT



MODIFIED RETAINER BAR AND EXTENSION



PLAN

EXISTING STRUCTURE

TYPE: SIMPLE SPAN AND TWO SPAN CONTINUOUS REINFORCED CONCRETE SLAB WITH REINFORCED CONCRETE SUBSTRUCTURE.

SPANS: 20'-0 1/2"±, 47'-9 1/4"±, 47'-9 1/4"±

ROADWAY: 44'-0"± F/F CURB WITH 5'-1"± SIDEWALK INCLUDES 2'-0"± MEDIAN

LOADING: CF=2000 (57)

SKEW: 16°17'05"± L.F.

APPROACH SLABS: 30'-0"± LONG (AS-1-67)

WEARING SURFACE: MICRO-SILICA MODIFIED CONCRETE

STRUCTURAL FILE NUMBER: 3113949

DATE BUILT: 1972

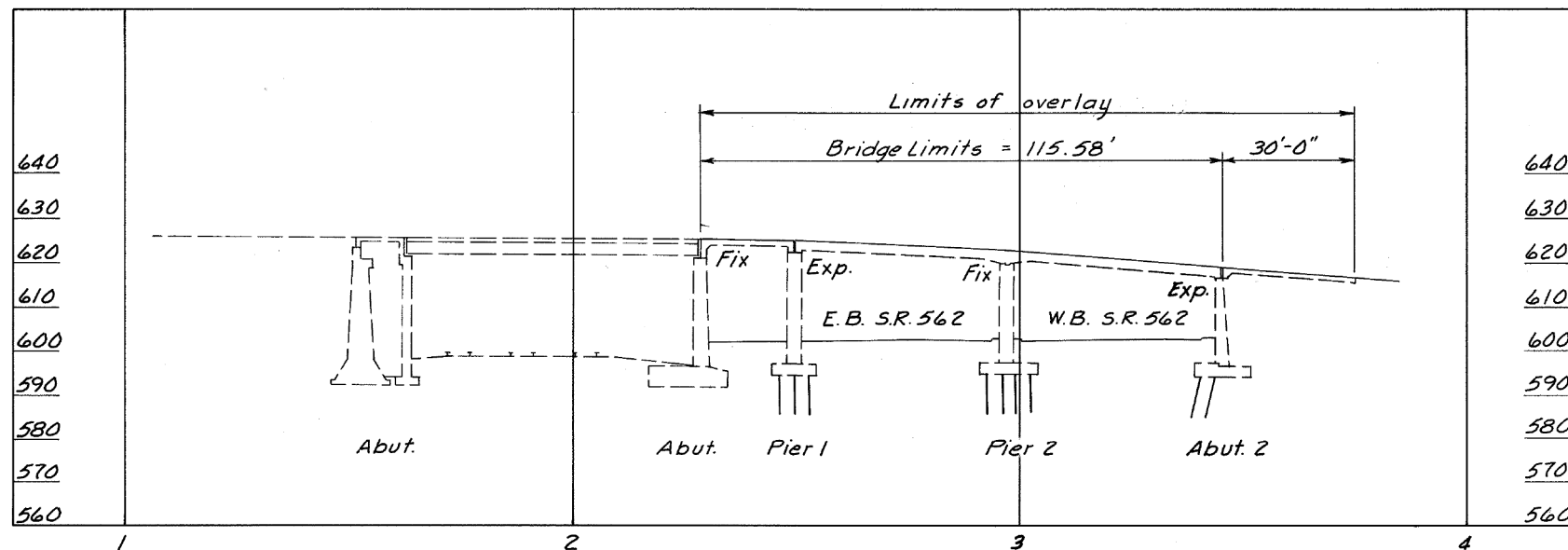
DISPOSITION: TO BE REHABILITATED

PROPOSED WORK

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

NOTE

SEE SHEET 31 OF 86 FOR STRUCTURE QUANTITIES.

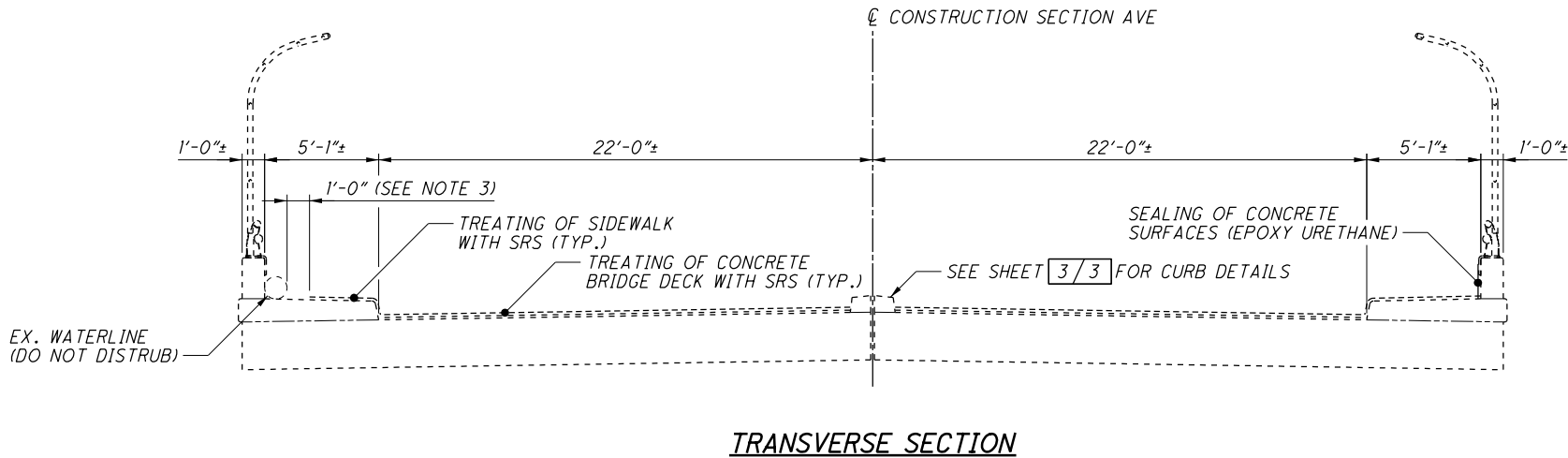
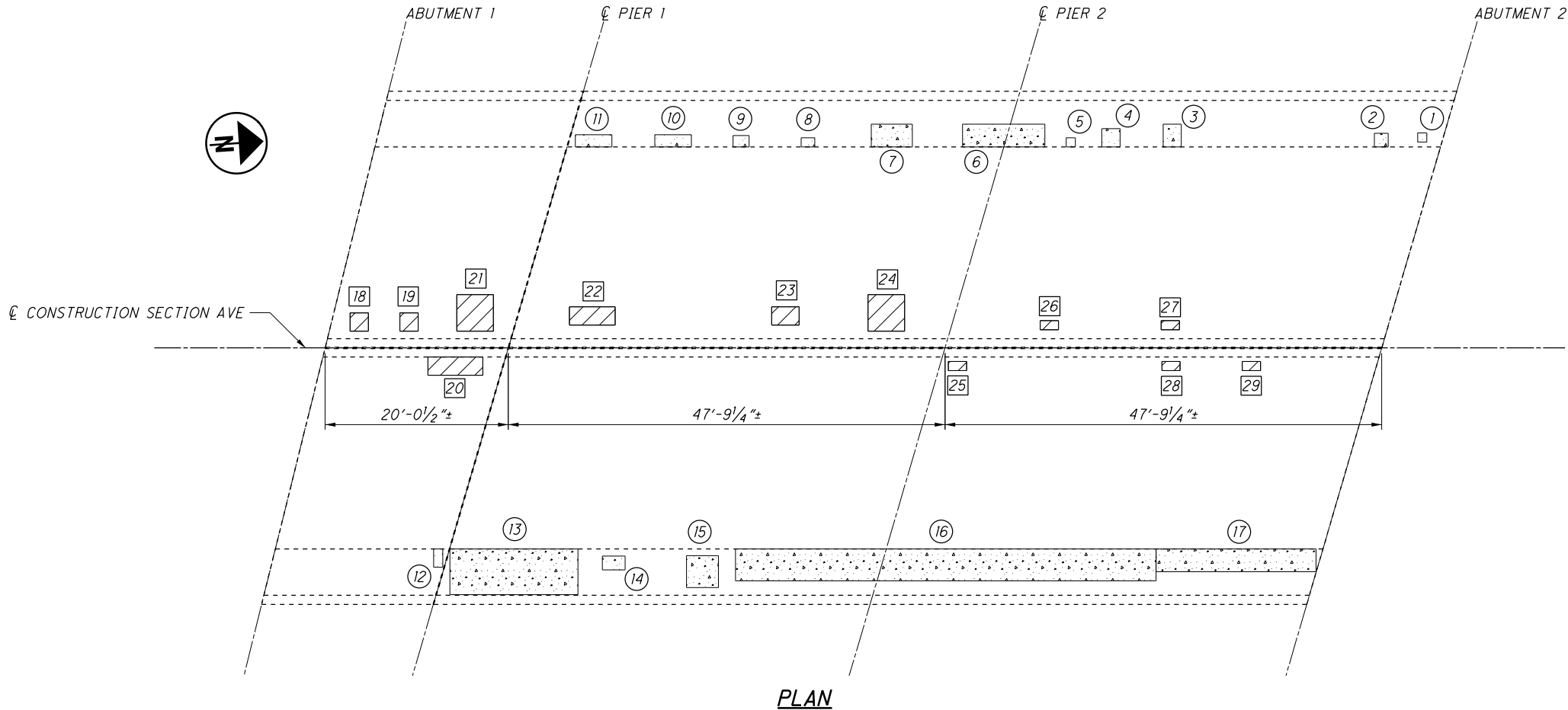


ELEVATION

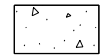
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ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN		
PHYSICAL INVENTORY OF MEASURED QUANTITIES OF DETERIORATION WAS PERFORMED IN MARCH OF 2019.		
EXACT DIMENSIONS AND LOCATIONS OF PATCHES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.		
ESTIMATED PATCHING QUANTITIES HAM-562-0179 (S.F.)		
SIDEWALK	MEASURED QUANTITIES	ESTIMATED QUANTITIES
1	0.56	0.84*
2	2.25	3.38*
3	5	7.5*
4	4	6*
5	1	1.5*
6	22.5	33.75*
7	11.25	16.88*
8	1.5	2.25*
9	2.19	3.28*
10	5.33	8*
11	5.33	8*
12	2	3*
13	70	105*
14	3.75	5.63*
15	12.25	18.38*
16	161	241.5*
17	43.75	65.63*
TOTAL	353.66	530.52*
* - ESTIMATED QUANTITIES HAVE BEEN INCREASED BY 50% OVER MEASURED QUANTITIES TO ACCOUNT FOR ADDITIONAL DETERIORATION.		

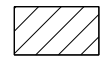
ITEM 512 - TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN		
VISUAL INVENTORY OF MEASURED QUANTITIES OF DECK UNDERSIDE WAS PERFORMED IN MARCH OF 2019.		
EXACT DIMENSIONS AND LOCATIONS OF TREATMENT SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.		
ESTIMATED PATCHING QUANTITIES HAM-562-0179 (S.F.)		
UNDERSIDE OF DECK	MEASURED QUANTITIES	ESTIMATED QUANTITIES
18	4	6*
19	4	6*
20	12	18*
21	16	24*
22	10	15*
23	6	9*
24	16	24*
25	2	3*
26	2	3*
27	2	3*
28	2	3*
29	2	3*
TOTAL	78	117*
* - ESTIMATED QUANTITIES HAVE BEEN INCREASED BY 50% OVER MEASURED QUANTITIES TO ACCOUNT FOR ADDITIONAL DETERIORATION.		



LEGEND



ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

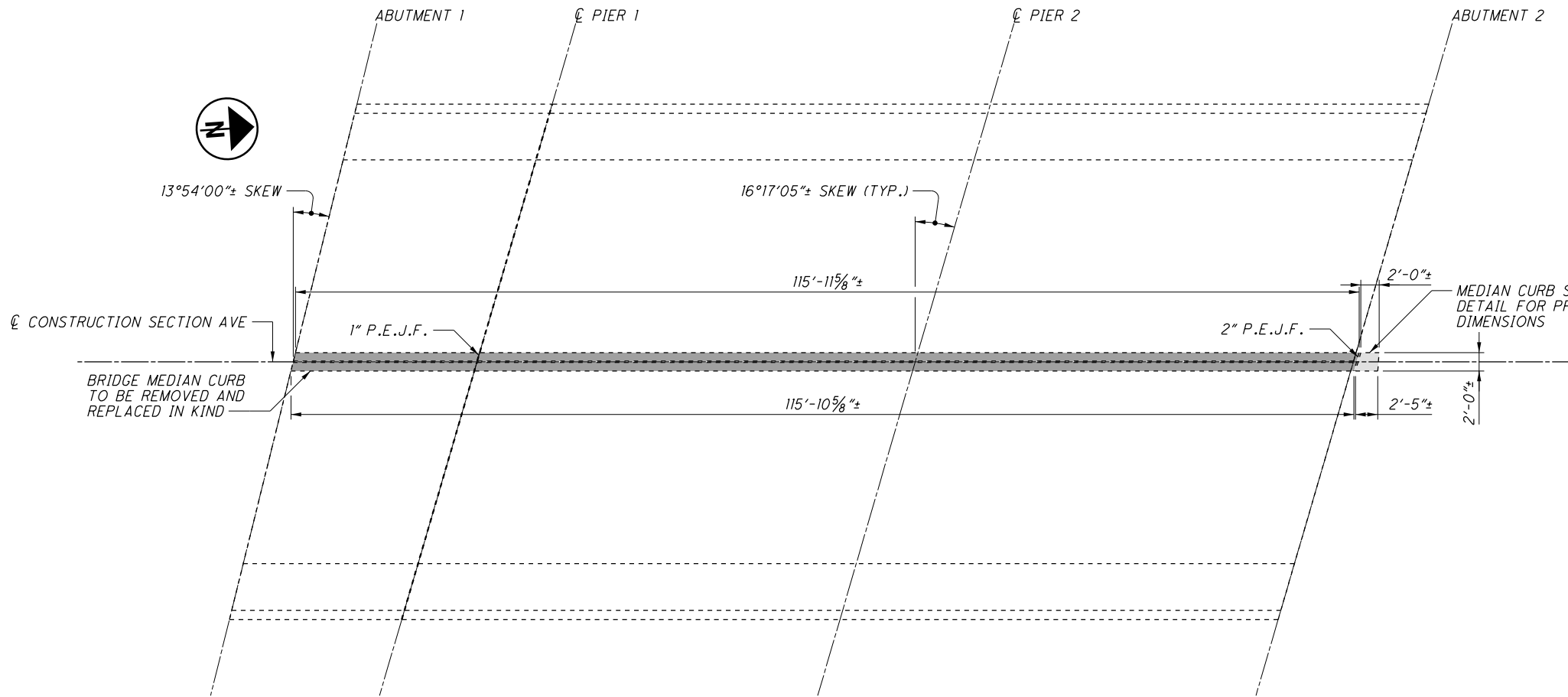


ITEM 512 - TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN (UNDERSIDE OF DECK)

NOTES

1. REMOVE EXISTING SEALER FROM INTERIOR FACE OF EAST BARRIER AND SIDEWALKS.
2. SEAL THE PORTIONS OF THE UNDERSIDE OF THE DECK SHOWN IN THE PLANS TO BE SEALED WITH SOLUBLE REACTIVE SILICATE (SRS). PRIOR TO SEALING, SOUND THE AREAS TO BE SEALED AND REMOVE ANY LOOSE CONCRETE WITH A HAMMER OR HANDHELD ROTARY HAMMER. JACK HAMMERS OR CHIPPING HAMMERS ARE NOT ALLOWED. SOFT CONCRETE IF SOUND AND NOT DISINTEGRATING SHALL REMAIN. THE ENGINEER SHALL BE PRESENT DURING THIS OPERATION. WIRE BRUSH OR ABRASIVE BLAST PRIOR TO APPLYING SEALER.
3. NO PATCHING, SEALING, OR SEALER REMOVAL SHALL OCCUR WITHIN 1'-0" OF THE WATERLINE ON THE WEST SIDEWALK.

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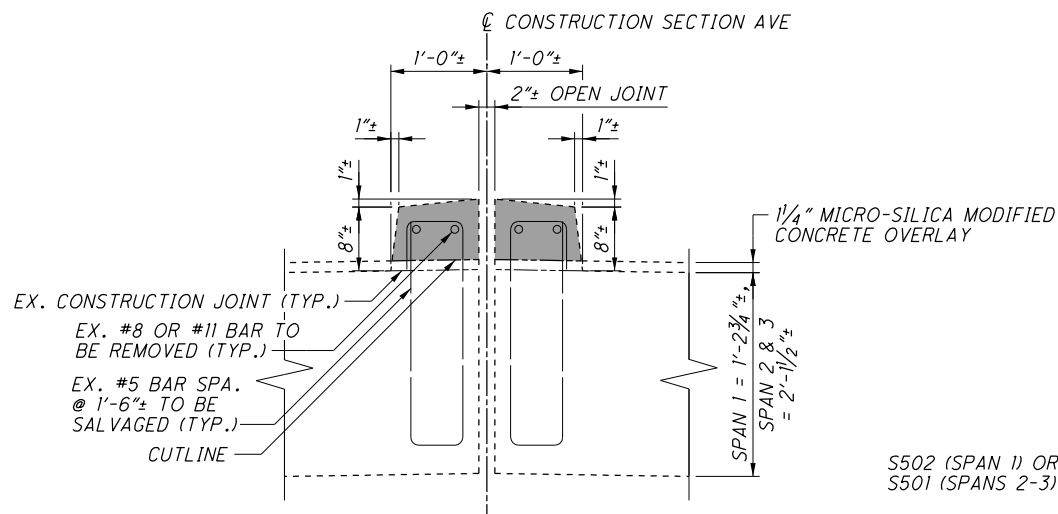


LEGEND

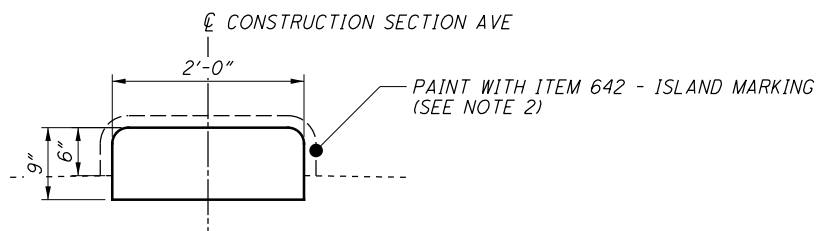
- BRIDGE MEDIAN CURB TO BE REMOVED
- APPROACH MEDIAN CURB TO BE REMOVED

PLAN

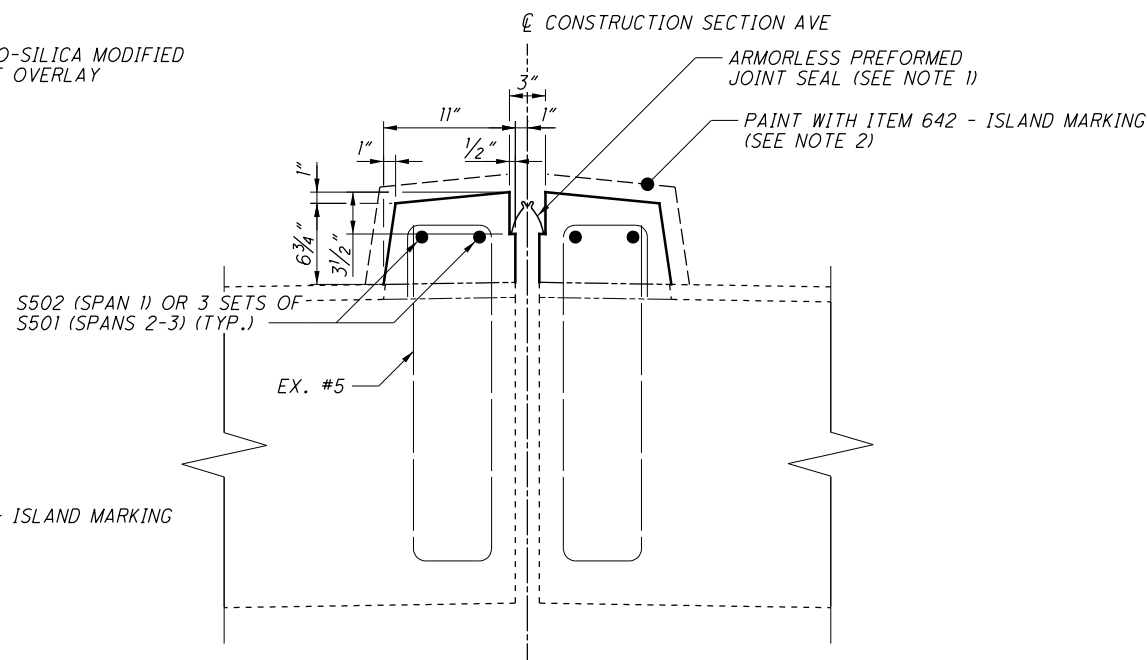
MARK	NUMBER	LENGTH	WEIGHT	TYPE
	TOTAL			
SUPERSTRUCTURE				
S501	12	33'-2"	416	STR
S502	4	19'-8"	83	STR
TOTAL			499	



BRIDGE MEDIAN CURB REMOVAL SECTION



PROPOSED APPROACH MEDIAN CURB SECTION



PROPOSED BRIDGE MEDIAN CURB SECTION

CURB DIMENSIONS SHOWN ARE TYPICAL

NOTES

1. INSTALL THE ARMORLESS PREFORMED JOINT SEAL 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:

R.J. WATSON, INC.
11035 WALDEN AVENUE
ALDEN, NY 14004-9616
PHONE: (716) 901-7020
FAX: (716) 901-7015
- SILICOFLEX SF400 (MAX. MOVEMENT RATING: 4")

WATSON BOWMAN ACME CORP.
95 PINEVIEW DRIVE
AMHERST, NY 14228-2121
PHONE: (716) 691-7566
FAX: (716) 691-9239
- WABO SPS-400 (MAX. MOVEMENT RATING: 4")

D.S. BROWN COMPANY
300 EAST CHERRY STREET
NORTH BALTIMORE, OH 45872-1227
PHONE: (419) 257-3561
FAX: (419) 257-2200
- V-400 (MAX. MOMENT RATING: 4")

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

SET THE TOP OF THE JOINT SEAL AT LEAST 3/4" BELOW THE TOP OF CURB.

CONTINUALLY CHECK AND ADJUST THE DEPTH OF THE JOINT SEAL BY HAND AS NECESSARY BECAUSE WHEN THE JOINT SEAL OPENING CLOSES, THE JOINT SEAL WILL HAVE THE TENDENCY TO RISE. THEREFORE, AT THE JOINT SEAL'S MINIMUM WIDTH, THE TOP OF THE JOINT SEAL SHALL STILL BE AT LEAST 1/2" BELOW THE TOP OF THE CURB.

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.

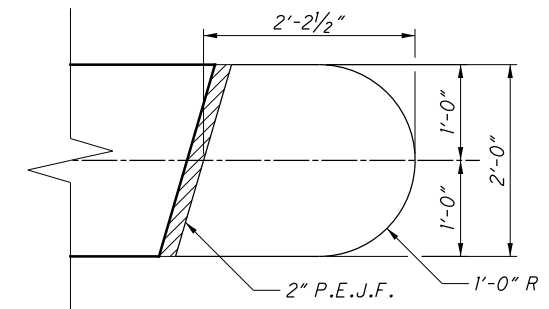
THE DEPARTMENT WILL INCLUDE ALL MATERIALS, LABOR, EQUIPMENT, SURFACE PREPARATIONS, TOOLS, TRAFFIC CONTROL, AND INCIDENTALS NEEDED TO COMPLETE THE WORK DESCRIBED ABOVE IN THE CONTRACT PRICE FOR ITEM 516 - ARMORLESS PREFORMED JOINT SEAL.

2. COLOR OF ISLAND MARKING PAINT SHALL BE YELLOW.

3. REPLACE CONCRETE CURB AT NORTH APPROACH. NEW MEDIAN CONCRETE CURB SHALL MATCH EXISTING HEIGHT OF CURB ON BRIDGE.

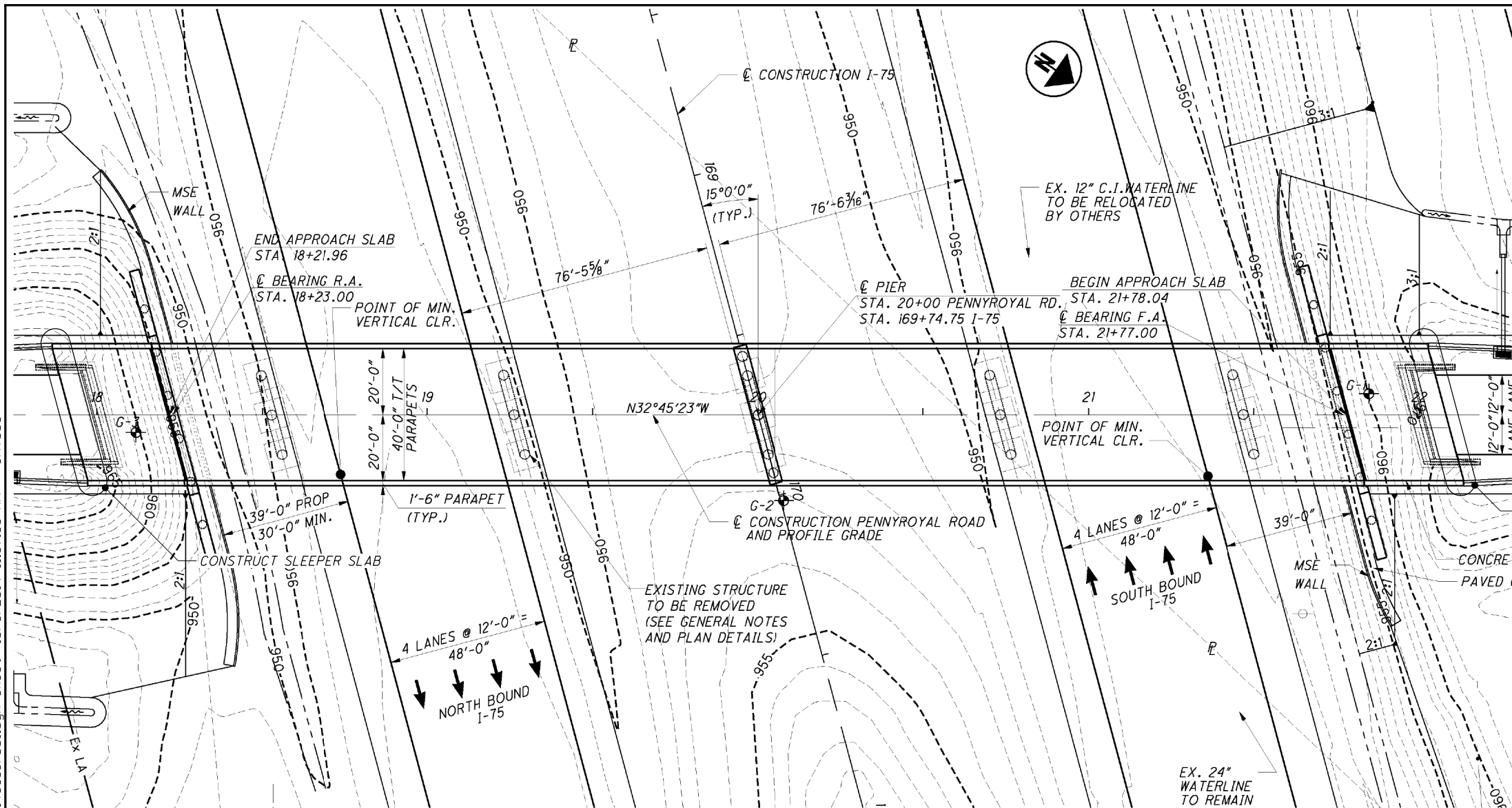
A. REMOVE EXISTING CONCRETE MEDIAN BY MECHANICAL MEANS TO A DEPTH OF NO LESS THAN 3" BELOW SURFACE AT THE EDGE OF PAVEMENT.

4. MINIMUM LAP LENGTH:
#5 BAR = 24 INCHES

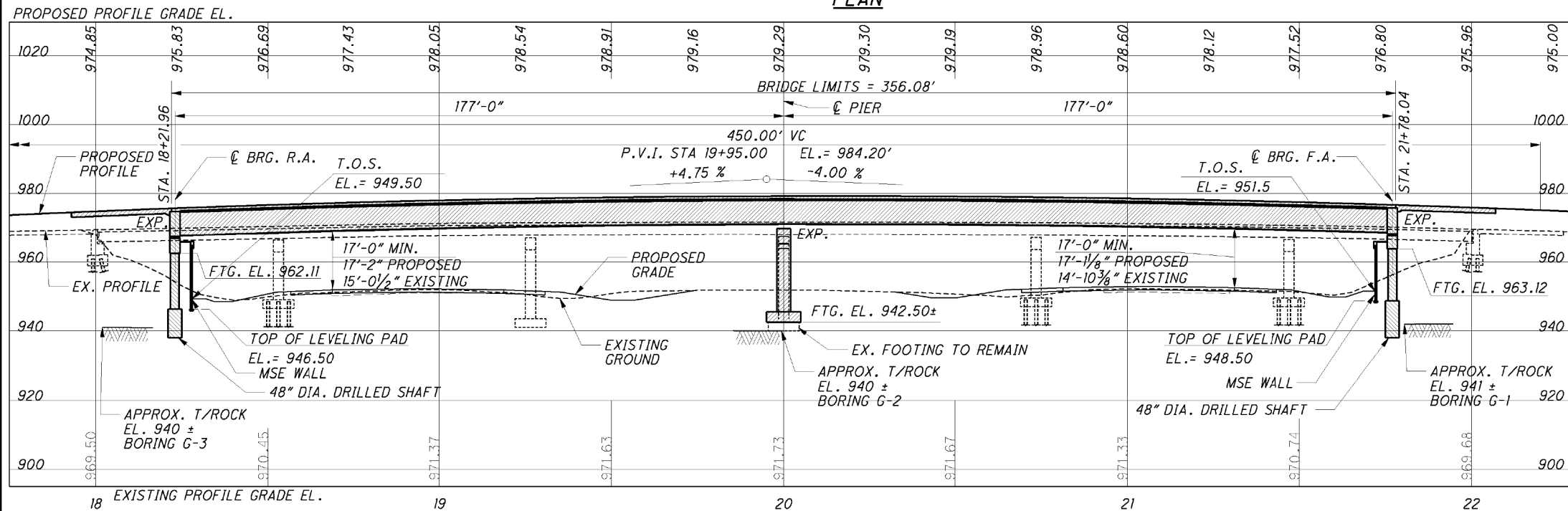


APPROACH MEDIAN CURB PLAN

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PLAN



PROFILE ALONG PROFILE GRADE PENNYROYAL ROAD

EXISTING STRUCTURE

TYPE: STEEL PLATE GIRDERS WITH COMPOSITE REINFORCED CONCRETE DECK ON SEMI-INTEGRAL REINFORCED CONCRETE ABUTMENTS AND CAP AND COLUMN TYPE PIER
SPANS: 177'-0"±, 177'-0"± C/C BRGS.
ROADWAY: 40'-0"± TOE/TOE PARAPET
LOADING: HS25 CASE II AND ALTERNATE MILITARY LOADING, 60 PSF FUTURE WEARING SURFACE
SKEW: 15°00'00"± R.F.
APPROACH SLABS: 30'-0"± LONG (AS-1-8I) MODIFIED
WEARING SURFACE: MONOLITHIC CONCRETE
STRUCTURAL FILE NUMBER: 8303886
DATE BUILT: 2010
DISPOSITION: TO BE REHABILITATED

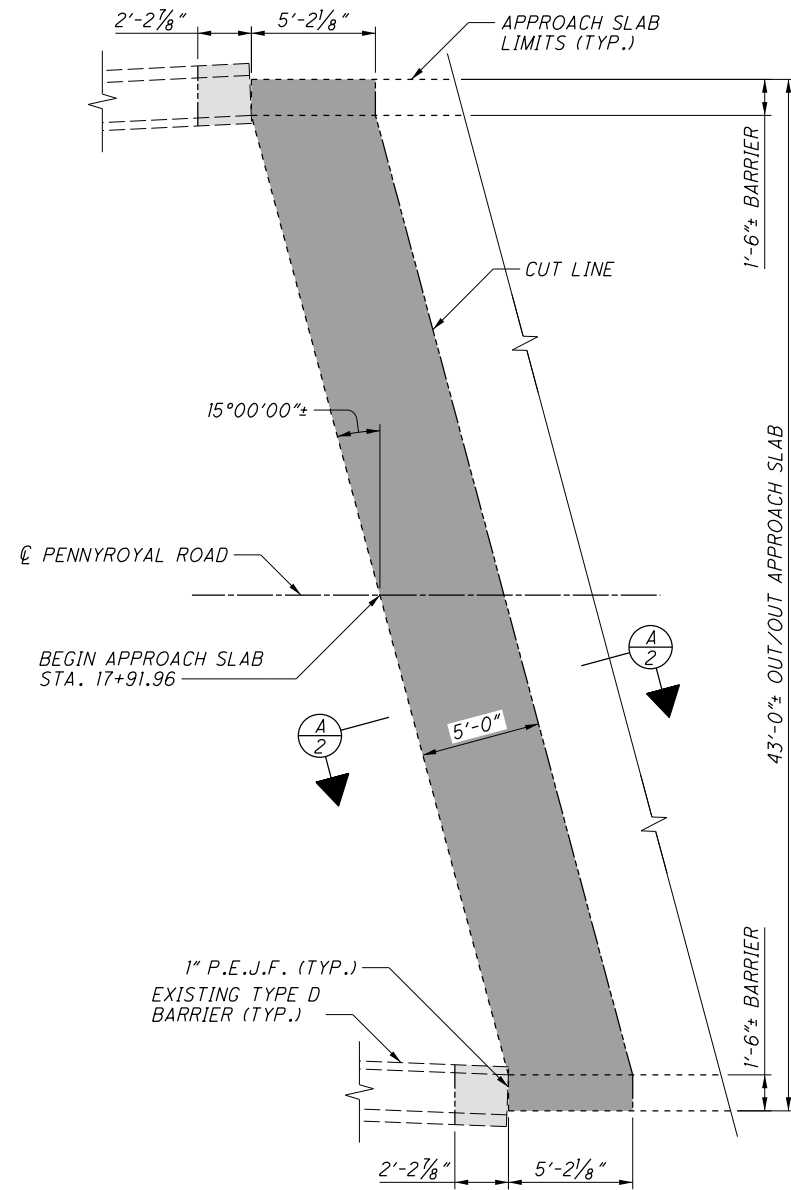
PROPOSED WORK

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

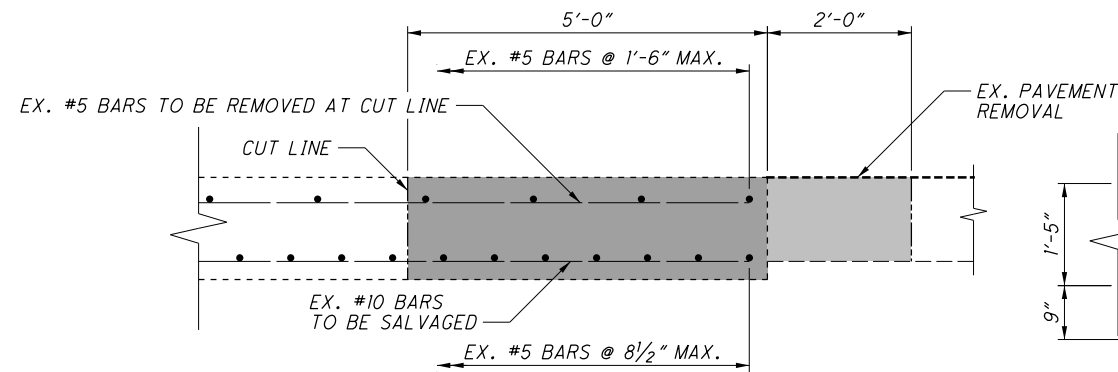
NOTE

SEE SHEET 31 OF 86 FOR STRUCTURE QUANTITIES.

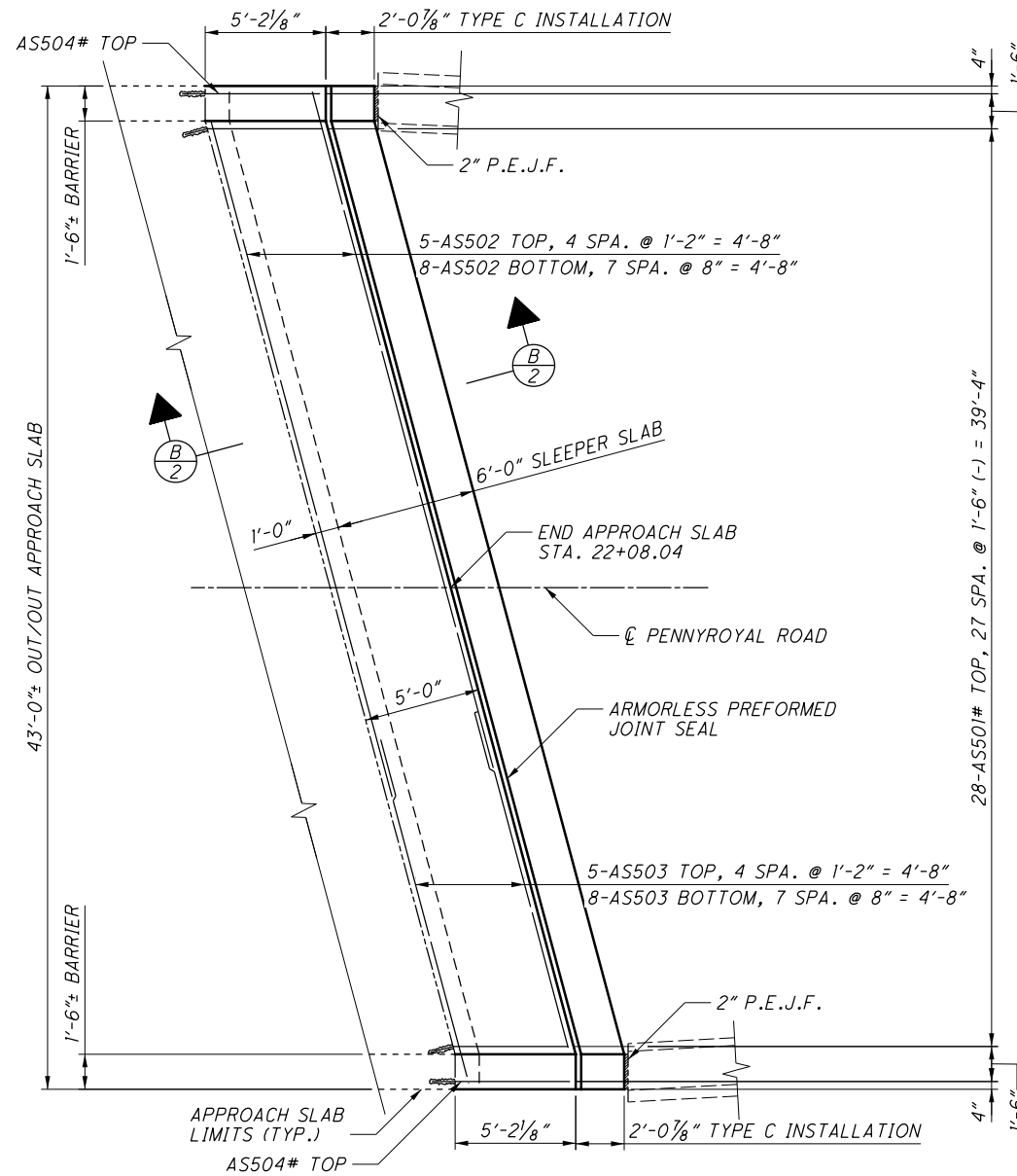
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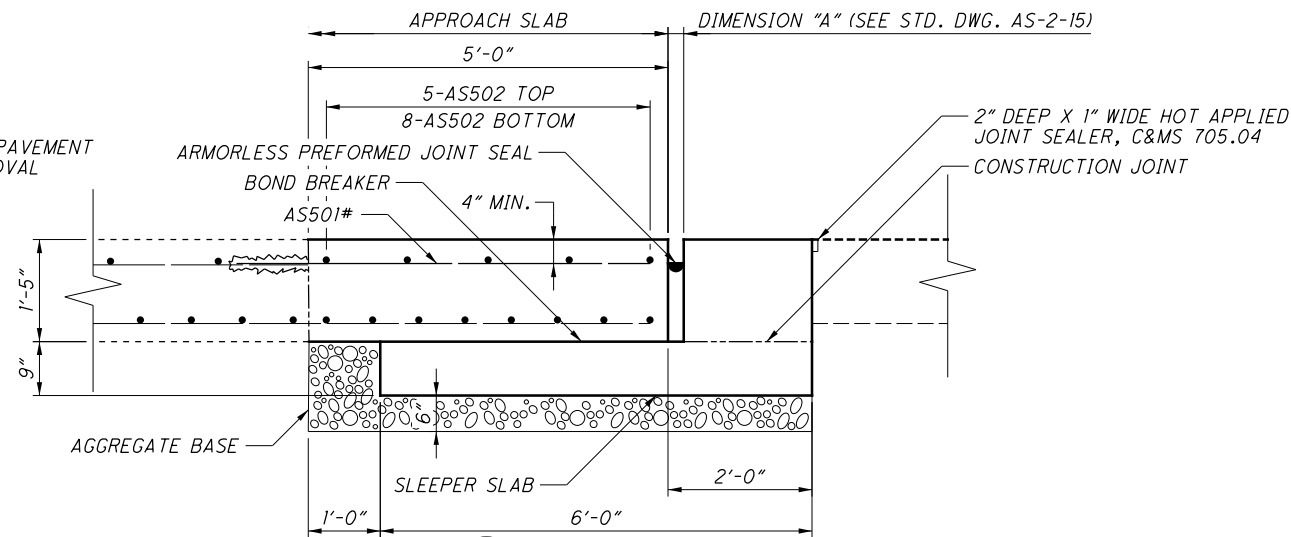
APPROACH SLAB REMOVAL PLAN
REAR APPROACH SLAB SHOWN,
FORWARD APPROACH SLAB OPPOSITE HAND



**A
2** SECTION



PROPOSED APPROACH SLAB PLAN
FORWARD APPROACH SLAB SHOWN,
REAR APPROACH SLAB OPPOSITE HAND



**B
2** SECTION

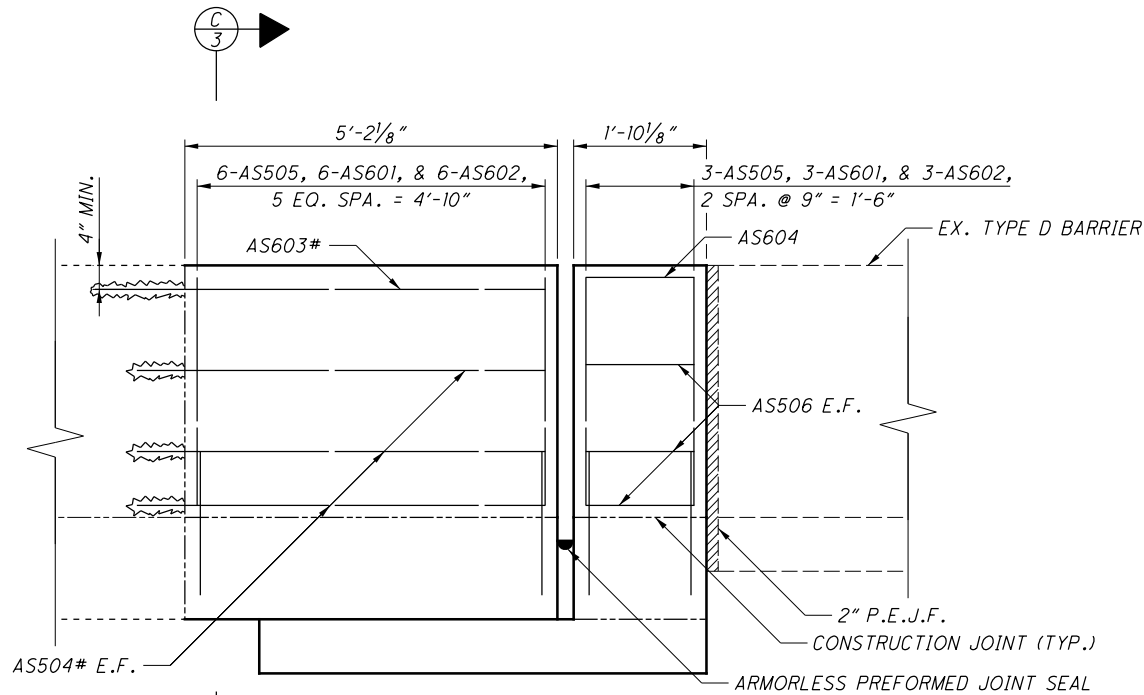
NOTES

1. REINFORCING STEEL IN THE APPROACH SLABS SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 526, REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN.
2. SEE STD. DWG. AS-2-15 FOR ADDITIONAL NOTES, DETAILS AND REINFORCING OF SLEEPER SLABS AND TYPE C INSTALLATION.
3. MINIMUM EMBEDMENT DEPTH:
#5 BARS = 12 INCHES
#6 BARS = 15 INCHES
4. REINFORCING STEEL IN TYPE D BARRIER SHALL BE REMOVED AT THE CUT LINE.
5. REMOVAL OF APPROACH SLAB, PAVEMENT AND TYPE D BARRIER SHALL BE INCLUDED FOR PAYMENT WITH ITEM 202 - APPROACH SLAB REMOVED, AS PER PLAN.

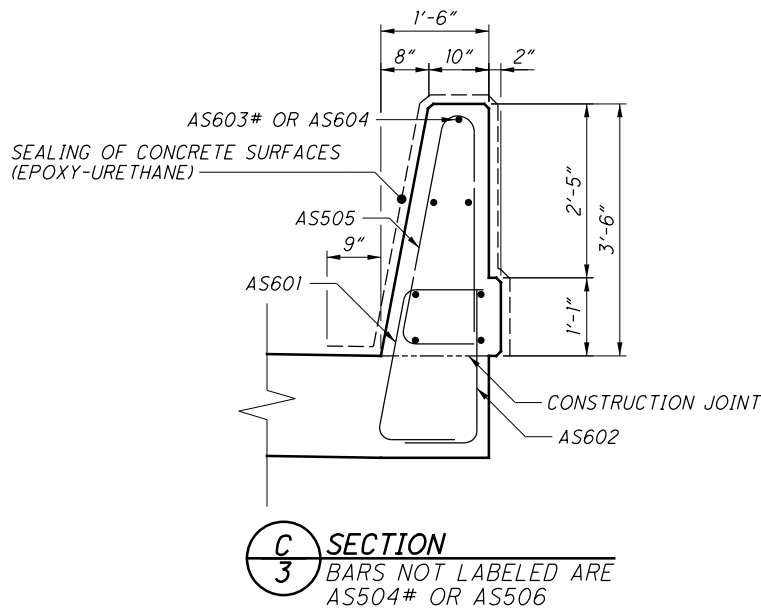
LEGEND

- # - BAR TO BE DOWELED INTO EXISTING APPROACH SLAB
- PORTIONS OF APPROACH SLAB TO BE REMOVED
- PORTIONS OF TYPE D BARRIER TO BE REMOVED

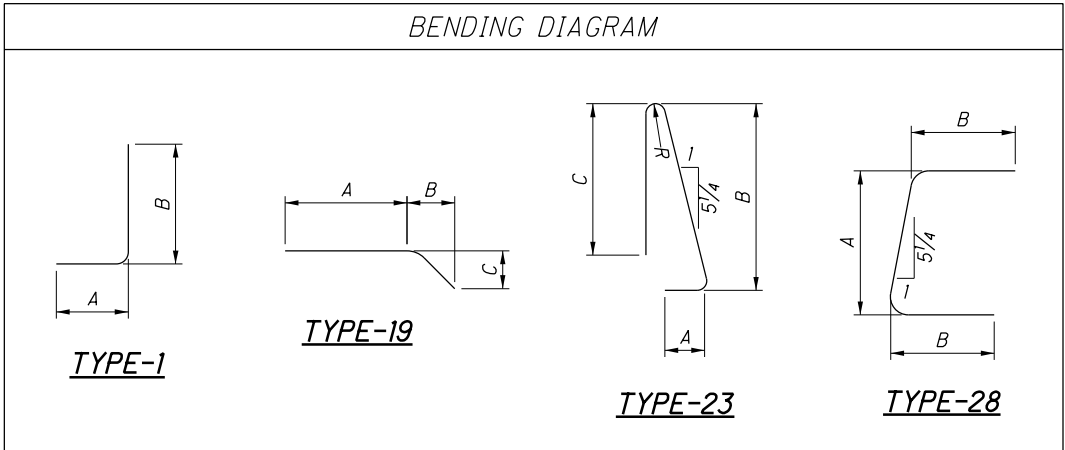
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APPROACH SLAB PARAPET ELEVATION



MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS			
	REAR	FORWARD	TOTAL				A	B	C	R
APPROACH SLABS										
AS501#	28	28	56	5'-11"	346	19	4'-11"	1'-0"	3"	
AS502	13	13	26	30'-0"	814	STR				
AS503	13	13	26	15'-3"	414	STR				
AS504#	14	14	28	6'-0"	176	STR				
AS505	18	18	36	7'-4"	276	23	11"	3'-3"	3'-0"	2 3/4"
AS506	12	12	24	1'-6"	38	STR				
AS601	18	18	36	3'-9"	203	28	2'-1"	1'-0"		
AS602	18	18	36	2'-11"	158	1	1'-0"	2'-1"		
AS603#	2	2	4	6'-3"	38	STR				
AS604	2	2	4	1'-6"	10	STR				
SUB-TOTAL					2473					



LEGEND

- BAR TO BE DOWELED INTO EXISTING BARRIER

NOTES

- THE BAR NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AS501 IS A NO. 5 BAR. BAR DIMENSIONS ARE OUT TO OUT UNLESS OTHERWISE INDICATED.
- ALL REINFORCING STEEL TO BE EPOXY COATED.
- CONCRETE PARAPET AND REINFORCING STEEL ON THE APPROACH SLABS SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 526, REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN.
- APPROACH SLAB REINFORCING STEEL SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 526, REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN.
- MINIMUM EMBEDMENT DEPTH:
#5 BARS = 12 INCHES
#6 BARS = 15 INCHES