

PAVEMENT

**ITEM 609 - MEDIAN, MISC.: 4" COLUMBUS CONCRETE MEDIAN (TYPE 1)
ITEM 609 - MEDIAN, MISC.: 6" COLUMBUS CONCRETE MEDIAN (TYPE 1)**

THIS ITEM SHALL CONSIST OF CONCRETE MEDIAN MEETING THE REQUIREMENTS OF CMS ITEM 609 AND THE SCD 2331 DETAILS SHOWN ON SHEET P.438 WITH THE EXCEPTION THAT THE MEDIAN HEIGHT SHALL VARY AS FOLLOWS:

4" HEIGHT:
C/RW & CONST. US-33
STA. 156+20.63 TO STA. 159+97.83

6" HEIGHT:
C/EX & CONST. PETZINGER RD.
STA. 17+00.19 TO STA. 17+10.19

C/RW & CONST. US-33
STA. 158+68.20 TO STA. 158+80.56 RT

ALL LABOR, TOOLS, EQUIPMENT, MATERIALS AND INCIDENTALS SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 609 - MEDIAN, MISC.: 4" COLUMBUS CONCRETE MEDIAN OR ITEM 609 - MEDIAN, MISC.: 6" COLUMBUS CONCRETE MEDIAN (TYPE 1).

**ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS, AS PER PLAN, 14"
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS, AS PER PLAN, 14"**

ALL REPAIR AREAS SHALL BE DETERMINED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. ANY WORK, WHICH IS DETERMINED BY THE PROJECT ENGINEER, SHALL BE PERFORMED PRIOR TO ANY PLANING. THE REPAIR AREAS SHALL BE OF VARYING LENGTH AND THE AVERAGE WIDTH SHALL NOT BE LESS THAN 12 FEET. THE AVERAGE DEPTH OF EACH REPAIR SHALL BE 14.0 INCHES. REMOVAL SHALL INCLUDE THE EXISTING 5" OF ASPHALT CONCRETE LAYER ALONG WITH THE 9" OF JOINTED REINFORCED CONCRETE PAVEMENT.

GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS. THIS ITEM OF WORK SHALL ALSO BE PERFORMED AS SHOWN ON THE DETAIL ON SHEET P.28 AND STANDARD DRAWING BP-2.5.

SAWCUTTING OF JOINTS:
SAWCUTTING OF JOINTS SHALL ONLY BE DONE WHEN THE LANE ADJACENT TO THE JOINT BEING CUT IS CLOSED. THIS IS TO ALLOW ROOM FOR SAWCUTTING EQUIPMENT, SO THERE IS NO ENCROACHMENT ON LANES OPEN TO TRAFFIC. SAWCUTTING IS TO BE INCIDENTAL TO THE COST OF THIS ITEM.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO THE SUBSUMMARY:

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS, AS PER PLAN, 14" 150 SY

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS QC MS, AS PER PLAN, 14" 500 SY

ITEM 442 - ANTI-SEGREGATION EQUIPMENT

PROVIDE ANTI-SEGREGATION EQUIPMENT FOR ALL COURSES OF UNIFORM THICKNESS IN ACCORDANCE WITH CMS 401.12.

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 5"

ALL REPAIR AREAS SHALL BE DETERMINED AND VERIFIED BY THE PROJECT ENGINEER BEFORE THE BEGINNING OF WORK. THE REPAIR AREAS SHALL CONSIST OF REMOVING 5.0 INCHES OF PAVEMENT AND PLACING 5.0 INCHES OF ITEM 301 - ASPHALT CONCRETE BASE, PG64-22 AND THE AVERAGE WIDTH SHALL NOT BE LESS THAN 4 FEET. FOR MORE INFORMATION SEE DETAIL ON SHEET P.28. WORK SHALL BE PERFORMED PRIOR TO PLANING. NO MORE PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE) SHALL BE STARTED AND PERFORMED THAN CAN BE COMPLETED IN THE SAME WORKING DAY.

THE FOLLOWING QUANTITY HAS BEEN PROVIDED AND CARRIED TO THE SUBSUMMARY:

ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (ASPHALT CONCRETE BASE), AS PER PLAN, 5" 250 SY

ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (")

THE CONTRACTOR SHALL BE TOTALLY RESPONSIBLE FOR ANY AND ALL DAMAGE TO THE CONTRACTORS EQUIPMENT THAT MAY RESULT FROM THE PLANING OPERATION, INCLUDING DAMAGE CAUSED BY CASTINGS AND LOOP DETECTORS. THE DEPTH OF PLANING CLOSE TO THE CASTINGS SHALL BE AS DIRECTED; TO ACHIEVE A SMOOTH RIDING FINISHED PAVEMENT. GREAT CARE SHALL BE TAKEN TO PREVENT THE REMOVAL OF THE EXISTING PAVEMENT CROSS-SLOPE (CROWN) DURING THE PLANING OPERATIONS. AREAS OF CONCRETE MAY BE ENCOUNTERED DURING THE PAVEMENT PLANING OPERATION.

ALL PLANED PAVEMENT SHALL BE ONE OF THE FOLLOWING (LOCATIONS SPECIFIED THROUGHOUT THE PLANS):

- A. PLANED TO A DEPTH OF 1.75" INCHES AND RESURFACED WITH 1.75" INCHES OF THE ASPHALT CONCRETE INTERMEDIATE COURSE WITHIN THE SAME WORK PERIOD.
- B. PLANED TO A DEPTH OF 3.25" INCHES AND RESURFACED WITH 1.75" INCHES OF THE ASPHALT CONCRETE INTERMEDIATE COURSE WITHIN THE SAME WORK PERIOD.
- C. PLANED TO A DEPTH OF 1.5" AND RESURFACED WITH 1.5" OF THE ASPHALT CONCRETE SURFACE COURSE WITHIN THE SAME PERIOD.

FAILURE TO COMPLY SHALL SUBJECT THE CONTRACTOR TO LIQUIDATED DAMAGES AS PER SECTION 108.07 OF THE CMS.

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

PART-WIDTH CONSTRUCTION

BECAUSE OF THE NECESSITY TO BUILD THIS PROJECT UNDER TRAFFIC AND TO CONSTRUCT THE FULL PAVEMENT WIDTH IN STAGES, EXERCISE CARE TO PREVENT THE CONSTRUCTION OF A BUTT JOINT IN THE BASE COURSES. LAP LONGITUDINAL JOINTS AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1.

PAVEMENT RESTORATION FOR PIPE INSTALLATIONS AND/OR REMOVALS

THE FOLLOWING QUANTITY HAS BEEN PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION AND/OR REMOVAL OF PIPES.

ITEM 202 - PAVEMENT REMOVED (CONCRETE OR COMPOSITE)	44.24 SQ. YD.
ITEM 302 - 9" ASPHALT CONCRETE BASE, PG-64-22 (449)	11.06 CU. YD.
ITEM 407 - NON-TRACKING TACK COAT	2.21 GAL
ITEM 304 - 6" AGGREGATE BASE	7.37 CU. YD.

THE ABOVE QUANTITY IS BASED ON A PAVEMENT RESTORATION WIDTH THAT INCLUDES THE TRENCH WIDTH PLUS TWO FEET ON EACH SIDE OF THE TRENCH.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.

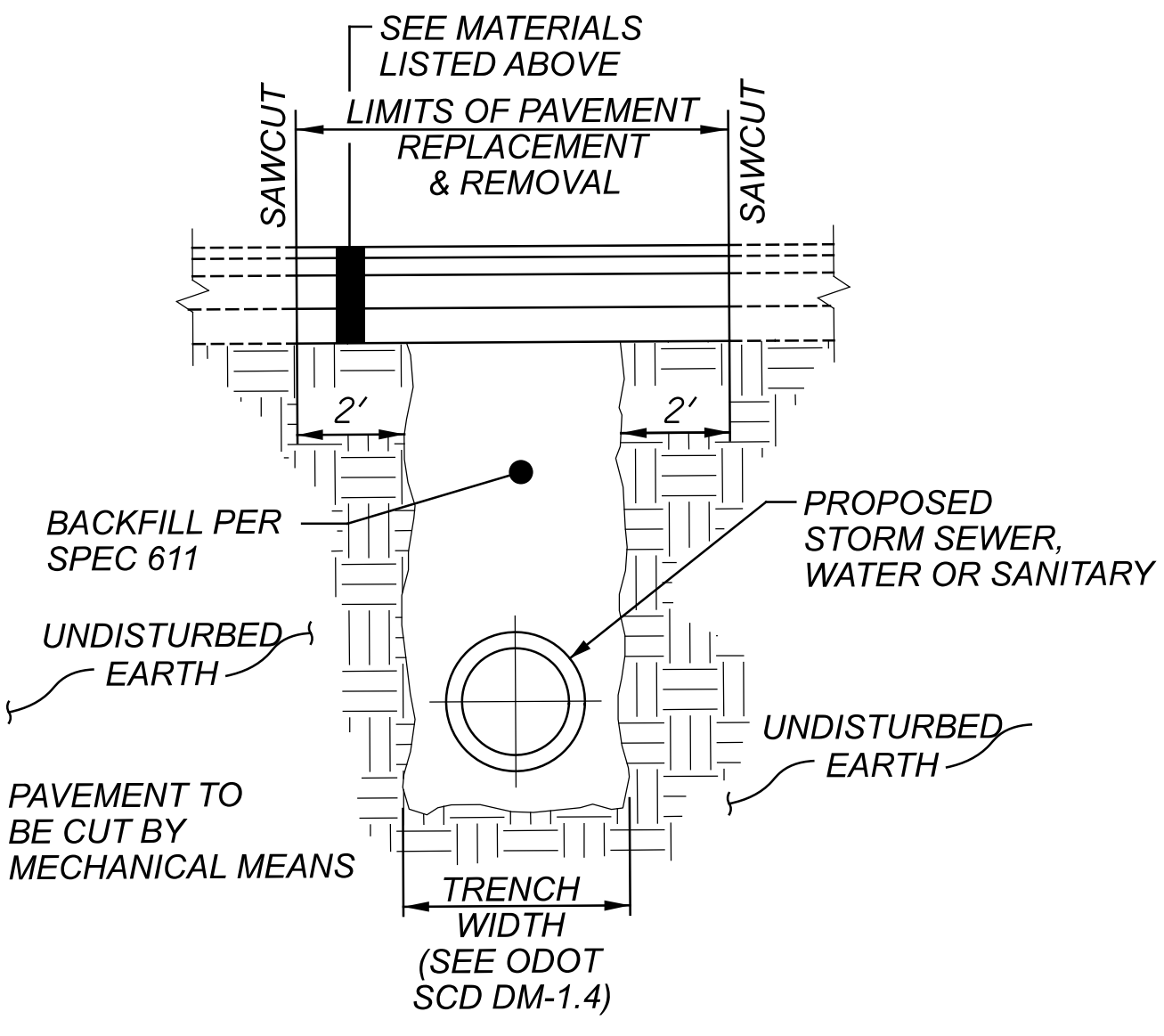
PAVEMENT RESTORATION FOR DRAINAGE STRUCTURE INSTALLATIONS

THE FOLLOWING QUANTITY IS PROVIDED FOR PAVEMENT RESTORATION FOLLOWING INSTALLATION OF ITEM 611, DRAINAGE STRUCTURES.

ITEM 202 - PAVEMENT REMOVED (CONCRETE OR COMPOSITE)	7.85 SQ. YD.
ITEM 302 - 9" ASPHALT CONCRETE BASE, PG-64-22 (449)	1.71 CU. YD.
ITEM 407 - NON-TRACKING TACK COAT	0.38 GAL
ITEM 304 - 6" AGGREGATE BASE	1.14 CU. YD.

THE ABOVE QUANTITY IS BASED ON A WIDTH OF TWO FEET AROUND THE PERIMETER OF THE DRAINAGE STRUCTURE.

PROVIDE ANY MATERIALS USED OUTSIDE THE LIMITS STATED ABOVE AT NO ADDITIONAL COST.



PAVEMENT REPLACEMENT DETAIL
N.T.S.

CONTRACTION JOINTS IN CONCRETE PAVEMENT OR BASE WIDENING

WHERE NEW CONCRETE IS PLACED ADJACENT TO EXISTING CONCRETE, PROVIDE CONTRACTION JOINTS IN THE NEW CONCRETE TO FORM CONTINUOUS JOINTS WITH THOSE IN THE EXISTING CONCRETE.

THE MAXIMUM DISTANCE BETWEEN THE JOINTS IN THE NEW CONCRETE ARE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2. IF NECESSARY, ADDITIONAL JOINTS MAY BE PROVIDED IN THE NEW CONCRETE AT APPROXIMATELY EQUAL INTERVALS BETWEEN EXISTING JOINTS THAT EXCEED THE MAXIMUM SPACING.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN, PG70-22M

GREAT CARE SHALL BE TAKEN TO MAINTAIN THE EXISTING PAVEMENT CROSS-SLOPE (CROWN), INTERSECTION CROSS-SLOPES (CROWN) AS WELL AS ALL LONGITUDINAL SLOPES DURING THE PAVING OPERATIONS.

LOCATE LONGITUDINAL JOINTS IN THE SURFACE COURSE SUBJECT TO THE FOLLOWING REQUIREMENTS:

PLACE THE PAVEMENT SURFACE COURSE WITH A SINGLE COLD LONGITUDINAL JOINT. WHERE THE NUMBER OF LANES EXCEEDS 4 LANES, A COLD JOINT IS PERMITTED BETWEEN EVERY 2 LANES. A COLD LONGITUDINAL JOINT IS PERMITTED BETWEEN THE SHOULDER AND PAVEMENT LANES. NO OTHER COLD JOINTS ARE PERMITTED IN THE SURFACE COURSE OF THE PAVEMENT.

JOINT CORING IN ACCORDANCE WITH 446.04 IS NOT REQUIRED FOR COLD LONGITUDINAL JOINTS PLACED OVER VOID REDUCING ASPHALT MEMBRANE (VRAM). CONSTRUCT COLD LONGITUDINAL JOINTS OVER VRAM USING THE SAME TECHNIQUES, EQUIPMENT, AND ROLLER PATTERNS USED ON THE REST OF THE MAT. OBTAIN 10 MAT CORES FOR EACH LOT OF MATERIAL IN ACCORDANCE WITH 446.04. PAY FACTORS FOR EACH LOT OF MATERIAL WILL BE DETERMINED ACCORDING TO TABLE 446.04-2.

GENERAL NOTES

DESIGN AGENCY



DESIGNER
ATR

REVIEWER
CWL 12-15-25

PROJECT ID
113744

SHEET TOTAL
P.39 625

QUANTITIES CARRIED TO GENERAL NOTES
SUBSUMMARY ON SHEET P.44

NOTIFICATIONS AND CONTACTS

THE CONTRACTOR SHALL NOTIFY THE FOLLOWING ENTITIES AT LEAST FOURTEEN (14) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION ACTIVITIES, INCLUDED IN THE NOTIFICATION SHALL BE THE PROJECTED DATES AND TIME FRAMES OF ANY ROAD CLOSURES OR DETOURS.

1. ODOT DISTRICT 6
400 E WILLIAM ST.
DELAWARE, OHIO 43015
740-833-8000
2. CITY OF COLUMBUS DEPARTMENT OF PUBLIC SERVICE
111 N FRONT ST.
COLUMBUS, OHIO 43215
614-645-3111
3. CITY OF COLUMBUS DIVISION OF FIRE
3639 PARSONS AVE.
COLUMBUS, OHIO 43207
614-221-3132
4. CITY OF COLUMBUS DIVISION OF POLICE
120 MARCONI BLVD.
COLUMBUS, OHIO 43215
614-645-4760
5. CITY OF COLUMBUS SCHOOLS
270 E STAT ST.
COLUMBUS, OHIO 43215
614-365-5000
6. FRANKLIN COUNTY SHERIFF
373 S HIGH ST.
COLUMBUS, OHIO 43215
614-525-3333
7. OHIO STATE HIGHWAY PATROL
2855 WEST DUBLIN-GRANVILLE RD.
COLUMBUS, OHIO 43235
614-799-9241

SHOULD ANY OF THE PROJECTED DATES AND TIME FRAMES OF THE START AND END OF THE ROAD CLOSURES CHANGE THROUGHOUT THE DURATION OF THE PROJECT, THE AGENCIES LISTED ABOVE MUST BE NOTIFIED IMMEDIATELY.

SEQUENCE OF CONSTRUCTION

PHASE 1

THE CONTRACTOR SHALL CLOSE THE EXISTING US-33 WESTBOUND INSIDE SHOULDER AND THE NORTHBOUND OUTSIDE SHOULDER OF WINCHESTER PIKE WHERE EXISTING GUARDRAIL DOES NOT ALREADY EXIST PER MT-95.45. THE CONTRACTOR SHALL CONSTRUCT THE TEMPORARY ROAD, PART OF WINCHESTER RAMP B PAVEMENT AND TEMPORARY DRAINAGE REQUIRED FOR PHASE 2 BETWEEN EXISTING US-33 WESTBOUND AND WINCHESTER PIKE.

EXISTING US-33 EASTBOUND SHALL REMAIN IN THE EXISTING TRAFFIC PATTERN.

PHASE 2

THE CONTRACTOR SHALL SHIFT TWO (2) US-33 WESTBOUND LANES TO THE NEWLY CONSTRUCTED TEMPORARY ROAD. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO THE US-33 WESTBOUND PAVEMENT, ANY TEMPORARY PAVEMENT NECESSARY FOR PHASE 3, AND PAINTING AND BEARING REPLACEMENT WITHIN THE WORK ZONE TO THE SOUTHBOUND JAMES ROAD STRUCTURE.

EXISTING US-33 EASTBOUND SHALL REMAIN IN THE EXISTING TRAFFIC PATTERN.

PHASE 3

THE CONTRACTOR SHALL CLOSE AND DETOUR BOTH NORTHBOUND AND SOUTHBOUND TRAFFIC ON WINCHESTER PIKE BETWEEN REFUGEE ROAD AND US-33. NORTHBOUND WINCHESTER PIKE TO NORTHBOUND JAMES ROAD WILL REMAIN OPEN. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO WINCHESTER RAMP B, WINCHESTER RAMP A, WINCHESTER TURN AROUND, AND ALL IMPROVEMENTS INCLUDING BUT NOT LIMITED TO DECK REPLACEMENT, STEEL PAINTING, BACKWALL AND APPROACH SLAB REPLACEMENT TO THE WINCHESTER PIKE BRIDGE (FRA-33-2276L) OVER US-33 WESTBOUND AND THE REMAINING PAINTING AND BEARING REPLACEMENT WITHIN THE WORK ZONE TO THE SOUTHBOUND JAMES ROAD STRUCTURE. DURING THE REMOVAL OF THE DECK ON FRA-33-2276L, THE CONTRACTOR IS PERMITTED TO CLOSE WB US-33 IN ACCORDANCE WITH MT-99.60 FOR SHORT-TERM CLOSURE OF MULTI-LANE DIVIDED HIGHWAY.

THE CONTRACTOR SHALL SHIFT TWO (2) US-33 WESTBOUND LANES TO THE OUTSIDE NEWLY CONSTRUCTED PAVEMENT/ TEMPORARY PAVEMENT CONSTRUCTED IN PHASE 2. THE CONTRACTOR SHALL REMOVE THE TEMPORARY PAVEMENT FROM PHASE 2, BETWEEN US-33 WESTBOUND AND WINCHESTER PIKE, AND CONSTRUCT ALL THE REMAINING ROADWAY IMPROVEMENTS TO US-33 WESTBOUND.

EXISTING US-33 EASTBOUND SHALL REMAIN IN THE EXISTING TRAFFIC PATTERN, EXCEPT THE CONTRACTOR SHALL CLOSE THE EXISTING US-33 EASTBOUND INSIDE SHOULDER, WHERE EXISTING GUARDRAIL DOES NOT ALREADY EXIST, PER MT-95.45. THE CONTRACTOR SHALL CONSTRUCT ROADWAY IMPROVEMENTS TO A PORTION OF THE NEW US-33 EASTBOUND ALIGNMENT, A PORTION OF THE NEW RAMP 2 AND RAMP 3 FROM JAMES ROAD SOUTHBOUND AND THE VARIABLE DEPTH ASPHALT CONCRETE WEDGE TO ELIMINATE THE DIFFERENCE BETWEEN THE EXISTING AND PROPOSED PAVEMENT ELEVATIONS.

FROM THE START OF THE FULL DEPTH PAVEMENT RECONSTRUCTION, STA. 166+61, TO I-70 WESTBOUND US-33 TRAFFIC SHALL BE SHIFTED TO THE OUTSIDE, EASTBOUND TRAFFIC SHALL BE SHIFTED TO THE INSIDE NORTH OF PETZINGER ROAD AND OUTSIDE SOUTH OF PETZINGER ROAD. THE CONTRACTOR SHALL CONSTRUCT THE CROSSOVER TEMPORARY PAVEMENT FOR PHASE 4 AND THE NORTH TURNAROUND.

PHASE 4

NORTHBOUND AND SOUTHBOUND SHALL REMAIN CLOSED TO TRAFFIC ON WINCHESTER PIKE BETWEEN REFUGEE ROAD AND US-33. NORTHBOUND WINCHESTER PIKE TO NORTHBOUND JAMES ROAD SHALL REMAIN OPEN. THE CONTRACTOR SHALL CONTINUE TO CONSTRUCT ALL ROADWAY IMPROVEMENTS TO WINCHESTER RAMP B, WINCHESTER RAMP A, WINCHESTER TURNAROUND.

THE CONTRACTOR SHALL SHIFT TWO (2) US-33 WESTBOUND LANES TO THE INSIDE NEWLY CONSTRUCTED PAVEMENT CONSTRUCTED IN PHASE 3. THE CONTRACTOR SHALL REMOVE THE TEMPORARY PAVEMENT FROM PHASE 3 AND RESTORE THE AREA TO THE PROPOSED CONDITION BETWEEN JAMES ROAD SOUTHBOUND AND THE RAILROAD BRIDGE.

IN THE AREA OF THE RAILROAD BRIDGE, THE CONTRACTOR SHALL SHIFT THE INSIDE EASTBOUND US-33 LANE TO WESTBOUND US-33 PAVEMENT AND THEN BACK TO EASTBOUND US-33 PAVEMENT. BETWEEN PETZINGER ROAD AND JAMES ROAD SOUTHBOUND THE OUTSIDE EASTBOUND US-33 LANE SHALL BE SHIFTED TO THE OUTSIDE. THE CONTRACTOR SHALL CONSTRUCT THE INSIDE OF EASTBOUND US-33 PAVEMENT FROM STA. 265+27, START OF THE FULL DEPTH PAVEMENT RECONSTRUCTION, TO STA. 269+00.

FROM JAMES ROAD SOUTHBOUND TO STA. 307+75, END OF FULL DEPTH RECONSTRUCTION, THE CONTRACTOR SHALL SHIFT EASTBOUND US-33 TRAFFIC ONTO THE NEW EASTBOUND US-33 ALIGNMENT AND TEMPORARY PAVEMENT BUILT IN PHASE 3. THE CONTRACTOR SHALL CONSTRUCT THE REMAINING OUTSIDE OF EASTBOUND US-33.

JAMES ROAD SOUTHBOUND TRAFFIC TO US-33 EASTBOUND SHALL BE CLOSED AND DETOURED.

EXISTING US-33 EASTBOUND PAVEMENT SHALL BE USED TO MAINTAIN ACCESS TO REFUGEE ROAD FROM US-33 EASTBOUND AND JAMES ROAD SOUTHBOUND. REFUGEE ROAD RAMP TRAFFIC FROM EASTBOUND US-33 SHALL BE REDUCED TO A SINGLE LANE AND THEN SHIFTED TO THE OUTSIDE OF RAMP 1. THE CONTRACTOR SHALL CONSTRUCT THE INSIDE OF RAMP 1 AND ALL OF RAMP 3.

FROM I-70 WESTBOUND TO THE START OF THE FULL DEPTH PAVEMENT RECONSTRUCTION, STA. 166+61, US-33 TRAFFIC SHALL BE SHIFTED BACK TO ITS EXISTING/PROPOSED TRAFFIC PATTERN. THE CONTRACTOR SHALL DRUM OFF THE NORTH TURNAROUND UNTIL THE INTERSECTION IMPROVEMENTS AT PETZINGER ROAD ARE COMPLETED IN PHASE 6.

REFUGEE ROAD WESTBOUND TRAFFIC SHALL BE REDUCED TO A SINGLE LANE PER MT-95.40. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO THE SOUTHEAST CORNER OF RAMP 1A AND REFUGEE ROAD.

PHASE 4A

THE CONTRACTOR SHALL KEEP TRAFFIC IN THE PHASE 4 TRAFFIC PATTERN EXCEPT THE REFUGEE ROAD TRAFFIC FROM EASTBOUND US-33 AND JAMES ROAD SOUTHBOUND TO US-33 AND REFUGEE ROAD SHALL BE CLOSED AND DETOURED. THE CONTRACTOR SHALL CONSTRUCT RAMP 2/SB JAMES ROAD SOUTHBOUND AND THE REMAINING IMPROVEMENTS TO RAMP 2 AND JAMES ROAD SOUTHBOUND STRUCTURE IMPROVEMENTS/REPAIRS TO THE TOP OF THE BRIDGE INCLUDING BUT NOT LIMITED TO THE DECK EDGE, PARAPET, APPROACH SLAB, BACK WALL SURFACE, AND ANY SPOT REPAIRS TO THE DECK SHALL BE COMPLETED.

PRE-PHASE 5

PRIOR TO THE START OF PHASE 5 CONSTRUCTION ACTIVITIES, AND AFTER THE COMPLETION OF ALL OF THE PREVIOUS PHASES CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CLOSE AND DETOUR RAMP 1 AND 1A FOR SEVEN (7) DAYS. THE CONTRACTOR SHALL COMPLETE ALL ROADWAY IMPROVEMENTS TO RAMP 1 AND 1A AS IDENTIFIED IN THE DETAILED PRE-PHASE 5 MAINTENANCE OF TRAFFIC PLANS.

PHASE 5

THE CONTRACTOR SHALL KEEP TRAFFIC IN THE PHASE 4 TRAFFIC PATTERN EXCEPT FOR EASTBOUND US-33 TRAFFIC AND RAMP 1 TO REFUGEE ROAD SHALL BE CLOSED AND DETOURED. JAMES ROAD/RAMP 2 SHALL BE OPENED AND MERGED INTO EASTBOUND US-33 TRAFFIC. THE OUTSIDE EASTBOUND US-33 LANE SOUTH OF PETZINGER ROAD SHALL BE SHIFTED TO THE INSIDE OF EASTBOUND US-33. THE CONTRACTOR SHALL CONSTRUCT THE OUTSIDE OF EASTBOUND US-33 FROM STA. 265+27, BEGIN FULL DEPTH RECONSTRUCTION, TO THE START OF RAMP 1.

RAMP 3 TRAFFIC SHALL BE SHIFTED TO THE INSIDE OF RAMP 3/RAMP 1/RAMP 1A. THE CONTRACTOR SHALL CONSTRUCT THE OUTSIDE OF RAMP3/RAMP 1A AND RAMP 1 IN ITS ENTIRETY.

PHASE 6

PRIOR TO CLOSING THE INTERSECTION OF PETZINGER ROAD AND US-33, THE CONTRACTOR SHALL REMOVE THE PREVIOUSLY PLACED CONSTRUCTION DRUMS TO CLOSE OF THE NORTH TURNAROUND AND ENSURE THE SOUTH TURNAROUND IS OPENED. THE CONTRACTOR SHALL ALSO INSTALL THE PROPOSED TRAFFIC SIGNAL AND UTILIZE ALL THE PROPOSED SIGNAL INFRASTRUCTURE AT THE INTERSECTION OF PETZINGER ROAD AND US-33. THE PROPOSED TRAFFIC SIGNAL INFRASTRUCTURE SHALL BE USED UP TO THE COMPLETION OF THE PROJECT.

US-33 EASTBOUND AND WESTBOUND TRAFFIC SHALL BE PLACED IN THE FINAL TRAFFIC PATTERN, EXCEPT THE CONTRACTOR SHALL REDUCE THE TWO (2) THROUGH LANES TO 10 FEET AND INSTALL PORTABLE BARRIER. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO THE CENTER OF THE INTERSECTION OF PETZINGER ROAD/US-33 INCLUDING THE RAISED MEDIAN IN THE CENTER BETWEEN EASTBOUND AND WESTBOUND PETZINGER ROAD TRAFFIC. THE CONTRACTOR SHALL ALSO REMOVE THE CROSSOVER TEMPORARY PAVEMENT AND THE TEMPORARY PAVEMENT BETWEEN WESTBOUND AND EASTBOUND US-33.

PHASE 6A

US-33 EASTBOUND AND WESTBOUND TRAFFIC SHALL BE PLACED IN THE FINAL TRAFFIC PATTERN, EXCEPT THE CONTRACTOR SHALL CLOSE THE OUTSIDE SHOULDER IN EACH DIRECTION AND CLOSE THE INSIDE PETZINGER ROAD LANE ON THE NORTHEAST OF THE PETZINGER ROAD/US-33 INTERSECTION. THE CONTRACTOR SHALL CONSTRUCT ALL ROADWAY IMPROVEMENTS TO THE OUTSIDE CORNERS OF THE INTERSECTION.

THE ALUM CREEK GREENWAY TRAIL CONSTRUCTION SHALL BE COMPLETED PART-WIDTH OR WITH THE CONSTRUCTION OF A TEMPORARY PATH TO THE OUTSIDE. ALL COSTS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT FOR ITEM 614 - MAINTAINING TRAFFIC.

THE PROPOSED TRAFFIC SIGNAL INFRASTRUCTURE SHALL BE USED UP TO THE COMPLETION OF THE PROJECT.

PHASE 7

THE CONTRACTOR SHALL PERFORM PAVEMENT PLANING, PLACE THE FINAL ASPHALT INTERMEDIATE AND SURFACE COURSE, AND PLACE FINAL PAVEMENT MARKINGS THROUGHOUT THE PROJECT LIMITS. DURING PAVEMENT PLANING AND PLACEMENT OF THE FINAL SURFACE COURSE, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH MT-95.30, AND MT-97.12. ALL PAVEMENT PLANING AND RESURFACING SHALL BE COMPLETED DURING NIGHTTIME HOURS. DURING PLACEMENT OF FINAL PAVEMENT MARKING, TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH MT-99.20.

WORK HOUR DESCRIPTION

1. OFF-PEAK HOURS ARE DEFINED AS ANY PERIOD OTHER THAN 6:00 -9:00 AM AND 4:00 - 7:00 PM (MONDAY THRU FRIDAY) AND LEGAL HOLIDAYS.
2. NIGHTTIME HOURS ARE DEFINED AS BETWEEN 8:00 PM AND 6:00 AM.

ACCESS TO PROPERTIES

ACCESS SHALL BE MAINTAINED TO ALL RESIDENTIAL AND COMMERCIAL PROPERTIES EXCEPT WHEN A DRIVEWAY MUST BE CLOSED FOR CONSTRUCTION. ALL RESIDENTS AND PROPERTY OWNERS SHALL BE PROVIDED WRITTEN NOTIFICATION BY THE CONTRACTOR A MINIMUM OF 24 HOURS PRIOR TO THE CLOSURE. THE NOTICE SHALL LIST THE TIME THE CLOSURE WILL BE EFFECT AND SHALL LIST 24-HOUR EMERGENCY PHONE NUMBERS OF THE CONTRACTOR RESPONSIBLE FOR THE CLOSURE. THE TIMES SHALL BE COORDINATED WITH EACH RESIDENT AND PROPERTY OWNER. INDIVIDUAL DRIVE CLOSURES SHALL BE KEPT TO THE MINIMUM TIME NEEDED FOR CONSTRUCTION ACTIVITIES. EVERY EFFORT MUST BE MADE TO ACCOMMODATE THE RESIDENT OR OWNER'S NEED FOR ACCESS. ACCESS MAY BE MAINTAINED WITH THE USE OF ASPHALT, AGGREGATE, OR STEEL PLATES.

WHERE A DRIVEWAY IS WIDE ENOUGH, THE CONTRACTOR SHALL CONSTRUCT THE DRIVEWAY PART-WIDTH WHILE MAINTAINING TWO-WAY TRAFFIC. WHERE A PROPERTY HAS MORE THAN ONE DRIVEWAY, DRIVES SHALL BE CONSTRUCTED ONE AT A TIME.

ALL LABOR AND MATERIALS REQUIRED FOR THE WORK DESCRIBED ABOVE SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 - MAINTAINING TRAFFIC.

ITEM 615 - ROADS FOR MAINTAINING TRAFFIC

ROADS FOR MAINTAINING TRAFFIC WILL BE REQUIRED AT VARIOUS LOCATIONS AS SHOWN IN THE PLANS, AND SHALL BE CONSTRUCTED ACCORDING TO C&MS 615 AND AS DETAILED IN THE PLANS.

FOLLOWING CONSTRUCTION OF PAVEMENTS AND ROADS FOR MAINTAINING TRAFFIC, TEMPORARY FACILITIES SHALL BE REMOVED AS PER C&MS 615.08, AND THE EXISTING TOPOGRAPHY SHALL BE RESTORED, UNLESS OTHERWISE SPECIFIED IN THE PLANS.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND OTHER INCIDENTALS FOR ROADS AND PAVEMENTS FOR MAINTAINING TRAFFIC SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 615 – ROADS FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLANS.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 615 – ROADS FOR MAINTAINING TRAFFIC LS



DESIGN AGENCY



DESIGNER
KRM

REVIEWER
AKF 12/15/25

PROJECT ID
113744

SHEET TOTAL
P.45 625

MODEL: SHEET001 PAPER: 34x22 (in.) DATE: 5/4/2026 TIME: 9:07:43 AM USER: aforod
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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 SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE PIO (D06.PIO@DOT.OHIO.GOV). 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 FRAME TABLE			
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE	SIGN DISPLAYED TO PUBLIC
ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 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.

WORK ZONE SIGNING

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE MAINTENANCE OF TRAFFIC GENERAL SUMMARY FOR THE WORK ZONE SIGNING AS SHOWN ON THE MAINTENANCE OF TRAFFIC ELEVATION DETAILS.

- ITEM 630 - SIGN ATTACHMENT ASSEMBLY 2 EACH
- ITEM 630 - SIGN, OVERHEAD EXTRUSHEET 24 SF

ALL MATERIAL, LABOR AND EQUIPMENT REQUIRED TO INSTALL AND SUBSEQUENTLY REMOVE SOLID WOOD POST SUPPORTS (OR APPROVED EQUAL) FOR WORK ZONE SIGNING SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

ALL MATERIAL, LABOR AND EQUIPMENT TO REMOVE, ADJUST AND/OR RELOCATE EXISTING OVERHEAD MOUNTED SIGNS SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

ALL REMAINING WORK ZONE SIGNING AND TEMPORARY SUPPORTS NOT SPECIFICALLY ITEMIZED SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - MAINTAINING TRAFFIC.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

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. (AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATION'S OF LESS THAN 1 WEEK.)

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	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 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 SHALL DISPLAY THE PHONE NUMBER OF THE DISTRICT 6 PUBLIC INFORMATION CONSTRUCTION LINE, (740)833-8268, WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.



W20-H13-60

TIME LIMITATION ON A DETOUR

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THE CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS P.88 - P.93. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT (SEE THE TABLE BELOW) PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

CLOSURE	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
NB WINCHESTER PIKE TO WB US-33 (PH 3 & PH 4)	300	\$2,500	PHASE 3	PHASE 4
SB WINCHESTER PIKE (PH 3 & PH 4)	300	\$1,500	PHASE 3	PHASE 4
SB JAMES RD TO US-33 (PH 4 & PH 4A)	90	\$10,000	PHASE 4	PHASE 4A
SB JAMES RD TO REFUGEE RD (PH 4A)	30	\$10,000	PHASE 4A	PHASE 4A
SB US-30 AND SB JAMES ROAD (PRE-PH 5)	7	\$9,000	PRE-PHASE 5	PRE-PHASE 5
EB US-33 TO REFUGEE RD & SB WINCHESTER PIKE (PRE-PH 5 & PH 5)	90	\$10,000	PRE-PHASE 5	PHASE 5

ITEM 614 SPECIAL - WORK ZONE TRAFFIC SIGNAL

UNDER THIS ITEM OF WORK, THE CONTRACTOR SHALL FURNISH, INSTALL, RELOCATE, MODIFY AND SUBSEQUENTLY REMOVE: TEMPORARY SIGNAL SUPPORTS, DOWN GUYS, GROUND RODS, SIGNAL CABLE, POWER CABLE, SERVICE CABLE, CONDUIT RISERS, MESSENGER WIRE, SIGNAL HEADS, COVERING OF VEHICULAR SIGNAL HEADS AND A TEMPORARY CONTROLLER AS NEEDED TO RENDER A FULLY FUNCTIONAL TEMPORARY SIGNALIZED INTERSECTION.

AS DETAILED WITHIN, TEMPORARY TRAFFIC SIGNALS OR TRAFFIC SIGNAL MODIFICATIONS TO ACCOMMODATE INDIVIDUAL MAINTENANCE OF TRAFFIC PHASES SHALL BE INSTALLED AT THE INTERSECTIONS LISTED BELOW.

- US 33 / PETZINGER RD INTERSECTION

ALL TEMPORARY TRAFFIC SIGNAL EQUIPMENT SHALL COMPLY WITH THE SPECIFICATIONS OUTLINED FOR THE PERMANENT SIGNAL INSTALLATION INCLUDING GROUNDING AND BONDING AND "TRAFFIC SIGNAL PLAN AND SPECIFICATION COMPLIANCE". ALL METHODS OF TRAFFIC CONTROL SHALL BE APPROVED BY THE ENGINEER AND SHALL BE IN PLACE AND OPERATING PRIOR TO THE DEACTIVATION AND REMOVAL AND/OR RELOCATION OF ANY EXISTING SIGNAL EQUIPMENT. REFERENCE IS MADE TO THE REQUIREMENTS OF ITEM 614. ALL MODIFICATIONS TO SIGNALIZATION SHALL BE DONE UNDER THE PROTECTION OF A LAW ENFORCEMENT OFFICER. REFERENCE IS MADE TO ITEM 614 MAINTAINING TRAFFIC, AS PER PLAN.

ANY VEHICULAR TRAFFIC SIGNAL HEAD THAT WILL BE OUT OF OPERATION SHALL BE COVERED IN ACCORDANCE WITH 632.25. ANY EXISTING VEHICULAR OR PEDESTRIAN HEAD THAT IS NOT FUNCTIONAL SHALL BE REMOVED IMMEDIATELY OR COVERED. ANY PEDESTRIAN BUTTONS NOT IN USE SHALL ALSO BE COVERED.

EACH TEMPORARY SIGNAL POLE LOCATION SHALL BE STAKED AND THE LOCATION APPROVED BY THE CITY OF COLUMBUS. THE CONTRACTOR MAY REUSE EXISTING SPAN AND PIGTAILS OR INSTALL NEW AS REQUIRED. THE CONTRACTOR SHALL TRANSFER EXISTING SIGNAL ITEMS AND EXTEND EXISTING CABLE AS NEEDED. WEATHERPROOF CABLE SPLICING IS PERMITTED. DOWN GUYS SHALL BE SPECIFIED FOR ALL TEMPORARY WOOD POLES. ONE DOWN GUY PER POLE SHALL BE USED FOR A LAYOUT THAT CONTAINS A MAXIMUM OF 2 VEHICULAR SIGNAL HEADS PER SPAN. TWO DOWN GUYS PER POLE SHALL BE SPECIFIED FOR 3 OR MORE VEHICULAR SIGNAL HEADS PER SPAN. DOWN GUYS SHALL BE POSITIONED TO COUNTERACT THE MOMENT CREATED BY THE SPAN CONFIGURATION. ANY CHANGE TO THE PLANNED POLE LOCATION OR SPAN CONFIGURATION AS DETAILED IN THE PLAN SHALL BE APPROVED BY THE CITY OF COLUMBUS. THE CONTRACTOR SHALL SUBMIT A DIAGRAM TO THE CITY DOCUMENTING PROPOSED CHANGES.

INSTALL THE SPAN TO PROVIDE FOR A 5 TO 6 PERCENT SAG FOR WOOD POLES. ATTACH THE SPAN NO CLOSER THAN 2 FT. FROM THE TOP OF THE POLE. THE LOWEST VEHICULAR HEAD IN EACH DIRECTION SHALL BE 16.5 FT. ABOVE PAVEMENT SURFACE WITH THE REMAINING VEHICULAR HEADS MEETING THE REQUIREMENTS OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

THE CONTRACTOR SHALL SHIFT EXISTING SIGNAL HEADS TO ALIGN WITH LANES IN THE INDIVIDUAL MAINTENANCE OF TRAFFIC PHASES. DETAILED HEAD PLACEMENT HAS BEEN PROVIDED FOR EACH PHASE OF WORK IN THE MAINTENANCE OF TRAFFIC PLAN. THIS ITEM SHALL CONSIST OF ADJUSTING THE LOCATION OF TEMPORARY TRAFFIC SIGNAL HEADS FOR EACH PHASE OF CONSTRUCTION INCLUDING UNLASHING AND RELASHING ALL WIRING. ALL TEMPORARY AERIAL WIRING SHALL BE A MINIMUM OF 21 FT. ABOVE THE ROADWAY SURFACE.

VEHICULAR DETECTION SHALL BE MAINTAINED AT ALL TIMES AND DURING ALL PHASES OF CONSTRUCTION USING EITHER EXISTING LOOP DETECTORS OR TEMPORARY VIDEO OR RADAR DETECTION.

LOCATE THE NON-FUSED POWER SUPPLY VOLTAGE (120 VOLT) IN A SEPARATE CONDUIT. IN ADDITION, LOCATE THE LOOP DETECTOR, PUSH BUTTON, AND VIDEO DETECTION CABLES IN A SEPARATE CONDUIT FROM ALL OTHER CABLES.

THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE POWER TO THE TRAFFIC SIGNAL CONTROLLER FROM THE PROPOSED OR EXISTING POWER SOURCES AS DETERMINED BY CONSTRUCTION SEQUENCING.

THIS ITEM OF WORK SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO FURNISH, INSTALL, MODIFY, REMOVE, STORE, ERECT, RELOCATE, ADJUST AND REPAIR TEMPORARY TRAFFIC SIGNAL ITEMS AS DESCRIBED ABOVE.

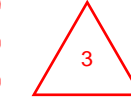
ITEM 614 SPECIAL - WORK ZONE TRAFFIC SIGNAL (CONTINUED)

ALL COSTS FOR THE ABOVE WORK SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 614 SPECIAL - WORK ZONE TRAFFIC SIGNAL AND SHALL BE PER EACH INTERSECTION AT WHICH TEMPORARY SIGNALS OR MODIFICATIONS ARE INSTALLED. (8/27/21)

ESTIMATED QUANTITIES - WORK ZONE PAVEMENT MARKINGS

THE FOLLOWING QUANTITIES SHALL BE USED ON THE SURFACE COURSE IN PHASE 7:

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	2.70 MILE
ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT	0.25 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	8.55 MILE
ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	7802 FT
ITEM 614 - WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	5899 FT
ITEM 614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT	267 FT
ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT	518 FT
ITEM 614 - WORK ZONE ARROW, CLASS III, 642 PAINT	48 EACH



DESIGN AGENCY



DESIGNER
KRM

REVIEWER
AKF 12/15/25

PROJECT ID
107408

SHEET TOTAL
P.50 | 625

SHEET NO.	REF. NO.	LOCATION	STATION		SIDE	614	614	614	614	614	614	614	614	614	614	614	614	614
			FROM	TO		WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN (WHITE) EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN (YELLOW) EACH	WORK ZONE LANE LINE, CLASS I, 6" FT	WORK ZONE CENTER LINE, CLASS I FT	WORK ZONE EDGE LINE, CLASS I, 6" (WHITE) FT	WORK ZONE EDGE LINE, CLASS I, 6" (YELLOW) FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12" FT	WORK ZONE DOTTED LINE, CLASS I (WHITE) FT	WORK ZONE DOTTED LINE, CLASS I (YELLOW) FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (WHITE) FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I (YELLOW) FT	WORK ZONE STOP LINE, CLASS I FT	WORK ZONE ARROW, CLASS I EACH
PHASE 3 (CONTINUED)																		
P.116	LL-6	EX & CONST. US-33 WB	192+00	196+96	RT	5		496										
P.116	LL-7	EX US-33 EB	197+60	199+00	LT	3		140										
P.116	EW-22	EX & CONST. US-33 WB	190+05	193+90	LT/CEN	10				385								
P.116	EW-23	EX US-33 EB	194+60	199+00	RT	15				440								
P.116	EY-24	EX & CONST. US-33 WB	190+05	193+90	RT		10				385							
P.116	EY-25	EX US-33 EB	190+13	199+00	LT		38				887							
P.116	CH-26	EX & CONST. US-33 WB	190+05	192+00	RT	10						195						
P.116	CH-27	EX US-33 EB	190+13	194+60	RT	23						447						
P.116	CH-28	EX US-33 EB	190+13	197+60	LT	38						747						
P.116	DW-13	EX US-33 EB	190+13	194+60	LT								447					
P.117	LL-8	R/W & CONST. US-33	199+00	204+99	RT	5		599										
P.117	EW-24	R/W & CONST. US-33	199+00	207+99	RT	17				899								
P.117	EY-26	R/W & CONST. US-33	199+00	208+00	RT		17				900							
P.117	CH-29	R/W & CONST. US-33	204+99	208+00	RT	17						301						
P.117	CH-30	R/W & CONST. US-33	207+99	208+00	RT							1						
P.118	LL-9	R/W & CONST. US-33	213+53	215+47	RT	2		194										
P.118	EY-27	R/W & CONST. US-33	208+00	215+47	RT		28				747							
P.118	CH-31	R/W & CONST. US-33	208+00	210+77	RT	14						277						
P.118	CH-32	R/W & CONST. US-33	208+00	213+53	RT	28						553						
P.118	DW-14	R/W & CONST. US-33	210+77	213+53	RT								276					
TOTALS CARRIED TO MAINTENANCE OF TRAFFIC TOTALS 1						187	93	1429		1724	2919	2521	723					


MAINTENANCE OF TRAFFIC SUBSUMMARY 1 - PHASE 3

DESIGN AGENCY

 GPD GROUP
 DESIGNER: SRT
 REVIEWER: AKF 12/15/25
 PROJECT ID: 113744
 SHEET TOTAL: P.57 | 625

SHEET NO.	REF. NO.	LOCATION	SIDE	614			614			614			614			614			614			614			614		
				WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN (WHITE)	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN (YELLOW)	WORK ZONE LANE LINE, CLASS 1, 6"	WORK ZONE CENTER LINE, CLASS 1	WORK ZONE EDGE LINE, CLASS 1, 6" (WHITE)	WORK ZONE EDGE LINE, CLASS 1, 6" (YELLOW)	WORK ZONE CHANNELIZING LINE, CLASS 1, 12"	WORK ZONE DOTTED LINE, CLASS 1 (WHITE)	WORK ZONE DOTTED LINE, CLASS 1 (YELLOW)	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1 (WHITE)	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1 (YELLOW)	WORK ZONE STOP LINE, CLASS 1	WORK ZONE ARROW, CLASS 1	WORK ZONE WORD ON PAVEMENT, 72", CLASS 1										
				SHEET		TOTAL	EACH	EACH	MILE	MILE	MILE	MILE	FT	FT	FT	FT	FT	FT	FT	EACH	EACH						
		PHASE 1 TOTALS CARRIED FROM SHEET		P.52	OF	625	163	57	1293			3171	2273	1588	536												
		PHASE 2 TOTALS CARRIED FROM SHEET		P.54	OF	625	309	154	125			3124	3002	3438	304			78									
		PHASE 3 TOTALS CARRIED FROM SHEET		P.56	OF	625	541	323	808			6013	7772	6654	2086			43									
		PHASE 3 TOTALS CARRIED FROM SHEET		P.57	OF	625	187	93	1429			1724	2919	2521	723												
		PHASE 4 TOTALS CARRIED FROM SHEET		P.59	OF	625	256	160	3949			6726	6994	2679	514												
		PHASE 4 TOTALS CARRIED FROM SHEET		P.60	OF	625	217	95	1554			4360	5202	2884	800												
		PHASE 4A TOTALS CARRIED FROM SHEET		P.62	OF	625	46	46				1473	1473														
		PRE-PHASE 5 TOTALS CARRIED FROM SHEET		P.64	OF	625	7		693			3177	591	269	532												
		PHASE 5 TOTALS CARRIED FROM SHEET		P.66	OF	625	63	23	1444			4591	2407	851	570					32	4	2					
		PHASE 6 TOTALS CARRIED FROM SHEET		P.68	OF	625	19		1769			2800	2842	1313	859	44	86	420	29	6	1						
		PHASE 6 TOTALS CARRIED FROM SHEET		P.69	OF	625	16		1800	257		2373	2264	841	225	188		132	16	6							
		PHASE 6 TOTALS CARRIED FROM SHEET		P.70	OF	625	30		8178	837		20529	15182	3927	4033	43	397		67	6	3						
		PHASE 6A TOTALS CARRIED FROM SHEET		P.72	OF	625	27		2614			504	3185	322	200	50			108	11	1						
		TOTALS					2832		25656	1094		116671	27287	11519			1212	368	43	13							
		TOTALS (MILE)							4.86	0.21		22.1															
		TOTALS CARRIED TO GENERAL SUMMARY					2832		4.86	0.21		22.10	27287	11519			1212	368	43	13							

MAINTENANCE OF TRAFFIC SUBSUMMARY - TOTALS 1

DESIGN AGENCY

 GPD GROUP
 DESIGNER
 SRT
 REVIEWER
 AKF 12/15/25
 PROJECT ID
 113744
 SHEET TOTAL
 P.73 625

SHEET NUMBER										PART.			ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.				
P.45	P.46	P.47	P.48	P.49	P.50	P.51	P.73	P.74		01/NHS	02/NHS	03/NHS										
																	STRUCTURE OVER 20 FOOT SPAN (FRA-33-2253L)	P.567				
																	STRUCTURE OVER 20 FOOT SPAN (FRA-33-2276L)	P.575				
																	MAINTENANCE OF TRAFFIC					
								241						241		411	10000	241	CY	STABILIZED CRUSHED AGGREGATE		
								1						1		606	26100	1	EACH	ANCHOR ASSEMBLY, TYPE E		
				433										433		611	04400	433	FT	12" CONDUIT, TYPE B		
				5										5		611	98470	5	EACH	CATCH BASIN, NO. 2-2B		
				180										126	54	614	11110	180	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
								11,704						8,193	3,511	614	11630	11,704	FT	INCREASED BARRIER DELINEATION		
								212.5						212.5		SPECIAL	61412200	212.5	FT	WORK ZONE GUARDRAIL		
								27						19	8	614	12380	27	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)		
						LS								LS		614	12420	LS		DETOUR SIGNING		
		2												2		614	12484	2	EACH	WORK ZONE INCREASED PENALTIES SIGN		
	50													35	15	614	12500	50	EACH	REPLACEMENT SIGN		
	200													140	60	614	12600	200	EACH	REPLACEMENT DRUM		
		2												2		614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM		
							2,832							1,982	850	614	12801	2,832	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN		
	100													70	30	614	13000	100	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC		
								765						536	229	614	13310	765	EACH	BARRIER REFLECTOR, TYPE 1 (ONE WAY)		
								765						536	229	614	13350	765	EACH	OBJECT MARKER, ONE WAY		
				27										19	8	614	18601	27	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN		
							4.86							3.4	1.46	614	20010	4.86	MILE	WORK ZONE LANE LINE, CLASS I, 6"		
					2.7									1.89	0.81	614	20560	2.7	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT		
							0.21							0.15	0.06	614	21000	0.21	MILE	WORK ZONE CENTER LINE, CLASS I		
					0.25									0.18	0.07	614	21550	0.25	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT		
							22.1							15.47	6.63	614	22010	22.1	MILE	WORK ZONE EDGE LINE, CLASS I, 6"		
					8.55									5.99	2.56	614	22360	8.55	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT		
							27,287							19,101	8,186	614	23010	27,287	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12"		
					7,802									5,461	2,341	614	23690	7,802	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT		
							11,519							8,063	3,456	614	24000	11,519	FT	WORK ZONE DOTTED LINE, CLASS I		
					5,899									4,129	1,770	614	24612	5,899	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT		
							1,212							848	364	614	25000	1,212	FT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I		
							368							258	110	614	26000	368	FT	WORK ZONE STOP LINE, CLASS I		
					267									187	80	614	26610	267	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT		
					518									363	155	614	27250	518	FT	WORK ZONE CROSSWALK LINE, CLASS III, 12", 642 PAINT		
							43							30	13	614	30000	43	EACH	WORK ZONE ARROW, CLASS I		
					48									34	14	614	30650	48	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT		
							13							9	4	614	31000	13	EACH	WORK ZONE WORD ON PAVEMENT, 72", CLASS I		
	LS													LS		615	10000	LS		ROADS FOR MAINTAINING TRAFFIC		
								9,302						9,302		615	20000	9,302	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A		
						50								50		615	25001	50	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 1		
						50								50		615	25001	50	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 2		
						50								50		615	25001	50	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 3		
						50								50		615	25001	50	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN, TYPE 4		
	400													400		616	10000	400	MGAL	WATER		
							6,100							4,270	1,830	618	40101	6,100	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN		
								33,550						23,485	10,065	622	41100	33,550	FT	PORTABLE BARRIER, UNANCHORED		
								850						595	255	622	41101	850	FT	PORTABLE BARRIER, UNANCHORED, AS PER PLAN		
								384						269	115	622	41110	384	FT	PORTABLE BARRIER, ANCHORED		
														2		630	75000	2	EACH	SIGN ATTACHMENT ASSEMBLY		
					2									52	22	630	80224	74	SF	SIGN, OVERHEAD EXTRUSHEET		
					74																	
														LS	LS	LS	108	10000	LS		CPM PROGRESS SCHEDULE	
														LS	LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
														8	8	8	619	16020	24	MNTH	FIELD OFFICE, TYPE C	
														LS	LS	LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
														LS	LS	LS	624	10000	LS		MOBILIZATION	
																					INCIDENTALS	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER
JAN

REVIEWER
CWL 12-15-25

PROJECT ID
113744

SHEET TOTAL
P.220 625

REFERENCE LOCATION SIGNS

REFERENCE LOCATION SIGNS ON THE PLANS ARE APPROXIMATE AND A MORE PRECISE LOCATION WILL BE PROVIDED BY THE DEPARTMENT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 30 DAYS IN ADVANCE OF THE PLANNED DATE OF REFERENCE LOCATION SIGN INSTALLATION. THE ENGINEER WILL CONTACT THE OFFICE OF TECHNICAL SERVICES WHICH WILL LOCATE THE LONGITUDINAL POSITION OF REFERENCE LOCATION SIGNS BY MEANS OF A PAINT MARK ON THE PAVEMENT EDGE. ALTERNATE MARKS WILL NOT BE PROVIDED ON DIVIDED HIGHWAYS AND THE CONTRACTOR SHALL SET REFERENCE LOCATION SIGNS FOR THE OPPOSITE ROADWAY ACROSS FROM THE PROVIDED MARK. DELINEATORS WHOSE NORMAL POSITION FALLS WITHIN 50 FEET OF A REFERENCE LOCATION SIGN SHALL BE OMITTED.

ITEM 630 - SIGNING, MISC.: REMOVAL OF FLASHER ASSEMBLY

FLASHER ASSEMBLY INSTALLATIONS, INCLUDING SIGNS, CABLE, PEDESTALS, CABINET, CONTROLLER, FLASHER BEACON, ETC., SHALL BE REMOVED IN ACCORDANCE WITH C&MS 632.26 AND AS INDICATED ON THE PLANS. ALL REMOVED ITEMS SHALL BE DISPOSED OF BY THE CONTRACTOR.

IF ANY PEDESTAL SUPPORTS RECEIVE POWER FROM A NEARBY UTILITY POLE, THE CONTRACTOR SHALL REMOVE THE POWER DROP OR CONNECTION AND NOTIFY THE UTILITY THAT IT IS BEING DISCONNECTED.

PAYMENT FOR ITEM 630 - SIGNING, MISC.: REMOVAL OF FLASHER ASSEMBLY SHALL BE MADE AT THE CONTRACT UNIT PRICE BID PER EACH. PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, TO REMOVE ENTIRE FLASHER ASSEMBLY.

ITEM 620 - REMOVAL OF DELINEATOR

DELINEATORS SHALL BE REMOVED WITHIN THE PROJECT LIMITS ON US 33 EASTBOUND BETWEEN STA. 150+00 TO STA. 150+50. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 620 - REMOVAL OF DELINEATOR 13 EACH

ITEM 644 - REMOVAL OF PAVEMENT MARKINGS

THE CONTRACTOR SHALL REMOVE THE EXISTING CONFLICTING PAVEMENT MARKINGS PER CONSTRUCTION AND MATERIALS SPECIFICATION (CURRENT VERSION) SECTION 614.11G. THE FOLLOWING LIMITS SHALL BE USED WHEN REMOVING THE EXISTING CONFLICTING PAVEMENT MARKINGS ON REFUGEE RD :

ITEM 644 - CENTER LINE 24 FT
ITEM 644 - STOP LINE 14 FT

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 644 - REMOVAL OF PAVEMENT MARKING 38 FT

STANDARD CONSTRUCTION DRAWINGS

THE FOLLOWING CITY OF COLUMBUS STANDARD CONSTRUCTION DRAWINGS SHALL BE USED.:

2185	7/1/23
4202	8/10/17
4253	5/1/14

ITEM 630 - SIGNING, MISC.: SIGNAL AHEAD SIGN ASSEMBLY SOLAR-POWERED

THIS SPECIFICATION APPLIES TO SIGNAL AHEAD SIGN FLASHERS POWERED BY BATTERIES AND RECHARGED BY SOLAR PANELS.

THE ENTIRE SIGNAL AHEAD SIGN ASSEMBLY SHALL MEET THE REQUIREMENTS SET FORTH IN THE OMUTCD. THE SIGN SIZE SHALL BE 48" X 48" AND SIGN CODE W3-3.

THE FLASHER CONTROL AND BATTERY WILL BE HOUSED IN ONE OR MORE STAINLESS STEEL OR ALUMINUM ENCLOSURES WITH A NEMA RATING OF AT LEAST 3X. ENCLOSURE EXTERIOR SURFACES SHALL BE BARE OR POWDER COAT ALUMINUM OR STAINLESS STEEL. THE ENCLOSURE INTERIOR SURFACES SHALL BE THE SAME AS THE EXTERIOR.

IF CONTAINED IN A SINGLE ENCLOSURE, THE CONTROL, ELECTRONICS AND BATTERY SHALL BE SEPARATED IN A MANNER TO PREVENT DAMAGE TO THE CONTROL ELECTRONICS IF THE BATTERY ENVELOPE IS COMPROMISED.

A PAIR OF LED SIGNAL BEACONS, ONE ABOVE AND ONE BELOW EACH SIGN, MEETING THE CURRENT ITE VEHICLE TRAFFIC CONTROL SIGNAL HEADS (VTCSH) STANDARD WILL BE USED UNLESS OTHERWISE SPECIFIED. THE MANUFACTURER OF THE SIGNAL BEACON SHALL BE LISTED ON THE DEPARTMENT'S QUALIFIED PRODUCTS LIST FOR LED VEHICULAR SIGNAL LAMPS.

THE SOLAR PANEL AND/OR CONTROLLER MANUFACTURER SHALL PROVIDE SIGNED COPIES OF CALCULATIONS WITH THE INSULATION VALUE USED AND ITS SOURCE, THE SOLAR PANEL EFFICIENCY, CHARGER/CONTROLLER EFFICIENCY, INTERVERTER EFFICIENCY, PROPOSED LED LAMP LOAD, AND A FIGURE REPRESENTING ANTICIPATED MISCELLANEOUS LOSSES.

SOLAR PANEL MANUFACTURER MUST TEST PANEL ACCORDING TO IEC61215 OR EQUIVALENT APPROVED STANDARD. SOLAR PANEL MOUNTING MUST BE RATED FOR 9 MPH DESIGN WIND.

RUN REQUIREMENTS ARE 24 HOURS PER DAY FOR TWO WEEKS UNDER CONTINUOUS WORST-CASE (MINIMUM) INSOLATION FIGURES (USUALLY DECEMBER) FOR THE PROPOSED GEOGRAPHIC LOCATION, USING A PANEL ELEVATION ANGLE APPROPRIATE TO THE SITE LATITUDE, AT A SUSTAINED TEMPERATURE OF 25 DEGREES FAHRENHEIT (-4 DEGRESS CELSIUS).

IF VOLTAGES OVER 50V AC OR DC ARE PRESENT, GROUNDING AND BONDING REQUIREMENTS SPECIFIED IN THE ODOT C&MS WILL BE FOLLOWED.

ANY TIMER INCLUDED IN THE ASSEMBLY MUST SATISFY THE REQUIREMENTS OF 731.10 AND BE LISTED ON THE ODOT QUALIFIED PRODUCTS LIST.

THE FOLLOWING ITEMS HAVE BEEN INCLUDED FOR INFORMATIONAL PURPOSES, BUT SHALL BE PROVIDED FOR EACH SIGNAL AHEAD SIGN ASSEMBLY, SOLAR-POWERED SIGN ASSEMBLY:

ITEM 625 - GROUND ROD 1 EACH
ITEM 632 - PEDESTAL FOUNDATION 1 EACH
ITEM 632 - PEDESTAL, 15', WITH TRANSFORMER BASE 1 EACH

PAYMENT FOR ITEM 630 - SIGNING, MISC.: SIGNAL AHEAD SIGN ASSEMBLY SOLAR-POWERED SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, TESTING, CERTIFICATIONS AND OTHER INCIDENTALS NECESSARY TO FURNISH THE SOLAR-POWERED SIGNAL AHEAD FLASHER COMPLETE IN PLACE, INCLUDING ALL CONNECTIONS MADE, WIRING COMPLETE, TESTED AND ACCEPTED.

MAINTENANCE OF TRAFFIC PAVEMENT MARKING RESTORATION

WHEN IT IS NECESSARY FOR MAINTENANCE OF TRAFFIC LIMITS TO EXCEED THE WORK LIMITS, THE CONTRACTOR SHALL BE RESPONSIBLE TO RESTORE PAVEMENT MARKINGS TO THEIR ORIGINAL STATE.

IN LIEU OF A PAVEMENT MARKING PLAN, THE CONTRACTOR SHALL, PRIOR TO THE START OF CONSTRUCTION, PREPARE AN INVENTORY AND LOG ALL EXISTING PAVEMENT MARKINGS FOR USE IN RESTORING THE MARKINGS AT THE END OF CONSTRUCTION. THE CONTRACTOR SHALL DELIVER TWO (2) COPIES OF THE INVENTORY AND LOG TO THE ENGINEER BEFORE BEGINNING ANY PAVEMENT REMOVALS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LAYOUT OF THE VARIOUS FINAL PAVEMENT MARKINGS, INCLUDING LOCATION OF NO PASSING ZONES, CENTER LINES, EDGE LINES AND STOP LINES ON THE FINAL SURFACE COURSE IN ACCORDANCE WITH SECTION 641.06.

UNLESS DIRECTED OTHERWISE BY THE ENGINEER, THE FINAL PAVEMENT MARKINGS SHALL BE RESTORED IN THEIR ORIGINAL PATTERNS AND LOCATION. FINAL LOCATION OF ALL PAVEMENT MARKINGS (PRE-LINE LAYOUT) SHALL BE APPROVED BY THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 6 IN THE FIELD.

THE COST OF LOGGING AND PREMARKING SHALL BE INCLUDED IN THE PRICE BID FOR THE VARIOUS PAVEMENT MARKING ITEMS. NO SEPARATE PAYMENT WILL BE MADE.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 644 - LANE LINE, 6"	<u>0.25</u> MILE
ITEM 644 - CENTER LINE	<u>0.03</u> MILE
ITEM 644 - CHANNELIZING LINE, 12"	<u>394</u> FT
ITEM 644 - STOP LINE	<u>14</u> FT
ITEM 644 - LANE ARROW	<u>4</u> EACH

ITEM 630 - RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN

THE CONTRACTOR SHALL TEST HOLE THE LOCATION FOR UTILITY CONFLICTS PRIOR TO ORDERING THE TRUSS FOR OSS-1.

THIS ITEM SHALL BE PAID FOR UNDER ITEM 630 - RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN AND IS PAID FOR UNDER THE UNIT PRICE BID PER EACH.

ITEM 630 - SIGNING, MISC.: STREET NAME SIGN

THE CONTRACTOR SHALL INSTALL STREET NAME SIGNS AT THE US 33 / PETZINGER ROAD INTERSECTION AS SHOWN ON THE DETAILED PLANS. THE DESIGN OF THE SIGNS SHALL BE PER CITY OF COLUMBUS STANDARD CONSTRUCTION DRAWING 2185 FOR AN EIGHTEEN (18) INCH TALL SIGN. THE ENGINEER SHALL APPROVE THE DESIGN PRIOR TO IT BEING MANUFACTURED.

ALL COSTS ASSOCIATED WITH DESIGNING AND INSTALLING THE STREET NAME SIGN SHALL BE CONSIDERED INCIDENTAL AND INCLUDE WITH ITEM 630 - SIGNING, MISC.: STREET NAME SIGN.

ITEM 630 - SIGN HANGER ASSEMBLY, SPAN WIRE, AS PER PLAN
ITEM 630 - SIGN SUPPORT ASSEMBLY, POLE MOUNTED, AS PER PLAN

ALL MOUNTING HARDWARE AND SUPPORT/HANGER ASSEMBLIES MOUNTED ON EITHER SIGNAL SUPPORTS, SPAN WIRES OR PEDESTAL SUPPORTS SHALL BE COATED TO MATCH ITS' RESPECTIVE SUPPORT. FINISH REQUIREMENTS SHALL BE IN ACCORDANCE WITH THOSE LISTED FOR THE SUPPORT OR PEDESTAL USED FOR ATTACHMENT. NUTS AND BOLTS NEED NOT BE PAINTED.

ALL PAINTING SHALL BE PERFORMED UNDER CONTROLLED ENVIRONMENTAL CONDITIONS, AN IN ACCORDANCE WITH ALL MANUFACTURERS' RECOMMEDATIONS PERTAINING TO SURFACE PREPARATION, MATERIAL HANDLING, AND APPLICATION. PRIOR TO PAINTING, PAINT CHIPS SHALL BE SUBMITTED TO THE CITY OF COLUMBUS.

ALL REGULATORY AND TRAFFIC CONTROL SIGNS SHALL COMPLY WITH THE LATEST VERSION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (OMUTCD) AND LOCAL REQUIREMENTS.

PAYMENT SHALL BE AS PER ITEM 630.

DESIGN AGENCY



DESIGNER
DLS

REVIEWER
AKF 11/02/22

PROJECT ID
113744

SHEET TOTAL
P.469 625

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

SBR-1-20 REVISED 7-19-24
EXJ-4-87 REVISED 1-19-24

DESIGN SPECIFICATIONS

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

DESIGN LOADING

VEHICULAR LIVE LOAD: CF = 400 (57)
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

DESIGN STRESSES

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE REINFORCEMENT:

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI (PARAPETS, DECK SLAB, ABUTMENT WINGWALL RETROFITS)
GFRP REINFORCEMENT (PARAPETS)

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO 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 STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

ASBESTOS NOTIFICATION

AN ASBESTOS SURVEY OF BRIDGE NO. FRA-33-2253L SCHEDULED FOR REHABILITATION WAS CONDUCTED BY A CERTIFIED ASBESTOS EVALUATION SPECIALIST. THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE.

A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF THE DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER WILL BE PROVIDED TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO:

OHIO EPA / DIVISION OF AIR POLLUTION CONTROL
CENTRAL DISTRICT OFFICE
P.O. BOX 1049
COLUMBUS, OHIO 43216-1049
BOB HODANBOSI
PHONE: (614) 644-2270
FAX: (614) 644-3681

AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF THE BRIDGE DEMOLITION WORK, THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER.

INFORMATION REQUIRED ON THE FORM WILL INCLUDE: THE CONTRACTOR'S NAME AND ADDRESS, THE SCHEDULED DATES FOR RENOVATION AND A DESCRIPTION OF THE PLANNED DEMOLITION OR RENOVATION WORK AND THE METHOD(S) TO BE USED. A COPY OF THE OEPA FORM IS AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 6 OFFICE, 400 EAST WILLIAM STREET, DELAWARE, OHIO 43015.

BASIS FOR PAYMENT: THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

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

THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE PARAPETS AND DECK EDGES TO THE LIMITS SHOWN IN THE PLANS FROM STEEL SUPPORTING SYSTEMS (BEAMS). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE DEPARTMENT WILL NOT PERMIT 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 BEGINS, 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 CONCRETE REINFORCEMENT IN THE DECK SLAB. 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 ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

REMOVAL METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS (STEEL BEAM), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS. DUE TO THE POSSIBLE PRESENCE OF ATTACHMENTS (E.G., FINISHING MACHINE, SCUPPER AND FORM SUPPORTS, ETC.) TO EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STRUCTURAL MEMBERS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'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 CONCRETE REINFORCEMENT, 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 STEEL REINFORCEMENT 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. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE RAM TYPE HAMMERS. 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-IN 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 CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

ITEM 256 - BONDED PATCHING OF PORTLAND CEMENT CONCRETE PAVEMENT, TYPE B

THIS ITEM SHALL CONSIST OF PATCHING THE SURFACE OF THE EXISTING CONCRETE OVERLAY PRIOR TO TREATMENT WITH SOLUBLE REACTIVE SILICATE (SRS). THE EXISTING DECK SURFACE SHALL BE INSPECTED BY MEANS OF SOUNDING OR CHAIN DRAGGING BY THE CONTRACTOR IN ORDER TO DETERMINE AREAS OF LOOSE OR DELAMINATED CONCRETE. UPON DETERMINATION OF THE AMOUNT OF PATCHING NEEDED, PERFORM THIS WORK ACCORDING TO THE REQUIREMENTS OF C&MS ITEM 256. A CONTINGENCY QUANTITY OF 154 SQUARE FEET (APPROXIMATELY 1% OF THE TOTAL DECK AREA) HAS BEEN INCLUDED FOR PAYMENT WITH THIS ITEM.

ITEM 509 - CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT CONCRETE REINFORCEMENT BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING STEEL REINFORCEMENT 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 CONCRETE REINFORCEMENT OF THE SAME SIZE, COATING, AND MATERIAL AT NO COST TO THE DEPARTMENT. A CONTINGENCY QUANTITY OF 500 POUNDS SHALL BE USED.

ITEM 513 - TRIMMING OF BEAM END

THE WORK SHALL CONSIST OF TRIMMING THE ENDS OF BEAMS 2 & 3 AT THE REAR ABUTMENT IN ORDER TO PROVIDE A MINIMUM OF 3" CLEARANCE FROM THE END OF THE BEAMS TO THE FACE OF THE EXISTING BACKWALL TO REMAIN. IF 3" OF CLEARANCE CANNOT BE ATTAINED DUE TO THE PROXIMITY OF THE END CROSSFRAMES TO THE ENDS OF THE BEAMS, TRIM THE BEAM ENDS AS MUCH AS POSSIBLE WHILE STILL PROVIDING FOR 1" MINIMUM OF BEAM EXTENSION BEYOND THE EDGE OF THE END CROSSFRAME COMPONENTS. CARE SHALL BE TAKEN NOT TO DAMAGE THE EXISTING EXPANSION JOINT AND END CROSSFRAME COMPONENTS TO REMAIN.

PAYMENT FOR THIS WORK SHALL BE MADE AT THE CONTRACT BID PRICE AS FOLLOWS: ITEM 513 - TRIMMING OF BEAM ENDS.

ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT

THE ENTIRE PERIMETER OF EXPOSED THE GIRDER AT THE ABUTMENTS AND END CROSSFRAMES SHALL BE SHOP PRIMED AND FIELD PAINTED USING A THREE -COAT PAINT SYSTEM (OZEU). THE LIMIT OF THE PAINTING ON THE GIRDER SHALL BE NOT LESS THAN 10'-0" MEASURED FROM THE END OF THE GIRDER. THE FINISH COAT COLOR SHALL BE FEDERAL STANDARD NUMBER 595C-14277 (LIGHT GREEN)

ITEM 516 - ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS

THIS WORK SHALL CONSIST OF REPLACEMENT OF THE EXISTING STRIP SEAL GLAND AT THE FORWARD ABUTMENT WITH A NEW 4" STRIP SEAL GLAND PER ODOT STANDARD DRAWING EXJ-4-87. CARE SHALL BE TAKEN NOT TO DAMAGE THE EXISTING JOINT ARMOR, INCLUDING THE EXISTING STEEL RETAINERS TO REMAIN. PLACE THE NEW STRIP SEAL GLAND ACCORDING TO THE INSTALLATION REQUIREMENTS OF THE EXJ-4-87 STANDARD DRAWING.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF RAISING THE EXISTING SUPERSTRUCTURE FOR THE PURPOSES OF RESETTING THE EXISTING ROCKER BEARINGS, AS REQUIRED.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE FROM THE STEEL BEAMS, 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 THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 516 - RESET BEARING

THIS WORK CONSISTS OF RESETTING THE ROCKER BEARINGS AT BOTH ABUTMENTS, AS WELL AS ROCKER BEARINGS AT THE PIERS, BACK TO THEIR ORIGINAL POSITION.

WORK SHALL BE PREFORMED IN CONJUNCTION WITH THE JACKING OPERATIONS SET FORTH BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. IF, DURING THE JACKING OPERATION AND OBSERVANCE OF THE EXISTING BEARINGS TO BE RESET, DEFECTS IN THE BEARINGS ARE FOUND THAT ARE CONSIDERED TO BE BEYOND THE SCOPE OF WORK FOR THIS ITEM, NOTIFY THE ENGINEER IMMEDIATELY IN ORDER TO DETERMINE A REPAIR PROCEDURE.

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: ADHESIVE JOINT SEAL

DESCRIPTION: THE WORK SHALL CONSIST OF FURNISHING AND PLACING THE JOINT SEALING SYSTEM AS DETAILED AND AS SHOWN ON THE PLANS. ALL NECESSARY COMPONENTS, MATERIALS AND EQUIPMENT REQUIRED FOR THE INSTALLATION SHALL BE OBTAINED THROUGH AN APPROVED SUPPLIER. COMPONENTS OF THE JOINT SYSTEM SHALL COME FROM THE SAME MANUFACTURER AND MAY NOT BE SUBSTITUTED FOR OTHERS. THE APPROVED SUPPLIER SHALL FURNISH A QUALIFIED, EXPERIENCED TECHNICAL REPRESENTATIVE TO ADVISE THE ENGINEER AND CONTRACTOR CONCERNING PROPER INSTALLATION PROCEDURES.

MATERIALS:

A. THE JOINT SEAL MATERIAL SHALL BE MADE OF SILICONE OR EPDM, PRE- FORMED BY EXTRUSION, AND SHALL MEET OR EXCEED THE FOLLOWING PHYSICAL REQUIREMENTS:

DUROMETER HARDNESS: 45-60 (ASTM D2240)

TENSILE STRENGTH: 1,000 PSI MIN. (ASTM D412)

ELONGATION: 400% MIN (ASTM D412)

TEAR RESISTANCE: 100 LBS/IN MIN. DIE B OR 150 LBS/IN DIE C (ASTM D624)

COMPRESSION SET @ 100F, 22 HRS: 30% MAX OR 212F, 70HRS: 30% MAX (ASTM D395)

B. THE ADHESIVE SHALL BE A MATERIAL APPROVED BY THE JOINT SEAL MANUFACTURER AND CONSIST OF A NON-SAG ADHESIVE THAT CURES QUICKLY. IT SHALL ADHERE TO STEEL AND THE JOINT SEAL AND SHALL MEET THE FOLLOWING PHYSICAL REQUIREMENTS:

C. IF APPLICABLE, THE PRIMER SHALL BE A MATERIAL APPROVED BY THE JOINT SEAL MANUFACTURER AND CONSIST OF TWO COMPONENTS THOROUGHLY MIXED TOGETHER TO BE EFFECTIVE.

TESTING: THE PREFORMED SILICONE JOINT SEALING SYSTEM SHALL BE PRE-QUALIFIED THROUGH CYCLIC TESTING BY AN INDEPENDENT LABORATORY OR TESTING MACHINE THAT IS OWNED AND OPERATED BY ODOT AND HAS BEEN USED FOR SIMILAR TESTS IN THE PAST. IT SHALL ALLOW A 2-FOOT SAMPLE OF THE JOINT SEAL TO BE FULLY INSTALLED WITH ADHESIVE ON A STEEL OR CONCRETE SURFACE, SIMULATING A BRIDGE JOINT. WITH AN ACTUATOR THAT CYCLES THE JOINT SEAL TO MINIMUM AND MAXIMUM OPENING AT A 45° SKEW ANGLE. THE CYCLIC TESTING PROCEDURE SHALL DETERMINE THE DURABILITY OF THE PREFORMED SILICONE JOINT SEALING SYSTEM AFTER TWO HUNDRED CYCLES IN COMPRESSION AND TENSION. ANY DEFECTS, TEARS OR BOND FAILURE WILL BE CAUSE FOR REJECTION. A DOCUMENT SIGNED BY ODOT OR AN INDEPENDENT, THIRD-PARTY TESTING OR INSPECTION LABORATORY TO VERIFY TESTING WILL BE BASIS OF ACCEPTANCE. AFTER COMPLETING AND PASSING THE TEST AT ROOM TEMPERATURE, THE SAME SAMPLE SHALL BE STORED AT -20°F FOR 24 HOURS. IT SHALL BE REMOVED AND WITHIN 60 MINUTES SUBJECTED TO AN ADDITIONAL 200 CYCLES AT A 45° SKEW ANGLE.

INSTALLATION:

A. DO NOT START INSTALLING THE JOINT SEAL ON THE PROJECT UNTIL A TRAINED FACTORY REPRESENTATIVE IS ON THE JOB SITE TO PROVIDE DIRECTION AND ASSISTANCE THROUGHOUT THE INSTALLATION WORK.

B. NOTIFY THE TECHNICAL REPRESENTATIVE OF THE SCHEDULED INSTALLATION A MINIMUM OF 2 WEEKS IN ADVANCE. THE FACTORY REPRESENTATIVE MUST BE PRESENT FOR THE INSTALLATION OF THE FIRST JOINT SEAL AND SUCCEEDING JOINT SEALS UNTIL THE CONTRACTOR BECOMES PROFICIENT IN THE WORK.

GENERAL NOTES
BRIDGE NO. FRA-33-2253L
JAMES ROAD SOUTHBOUND OVER U.S. 33 WESTBOUND AND WINCHESTER PIKE

FRA-33-21.71

MODEL: Sheet PAPER: 34x22 (in.) DATE: 5/1/2026 TIME: 11:52:15 AM USER: rvtelli
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SFN	2501775
DESIGN AGENCY	
DESIGNER	CHECKER
RFV	DJC
REVIEWER	
DGN	12/15/25
PROJECT ID	113744
SUBSET	TOTAL
3	10
SHEET	TOTAL
P.565	625



ITEM 516 - REFURBISHING BEARING DEVICES, AS PER PLAN:

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE BEARINGS AS WELL AS THEIR CLEANING AND PAINTING. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), PAINTING ACCORDING TO ITEM 514, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (C&MS 711.21), INSTALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE BEARINGS TO PROVIDE A SNUG FIT, REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60°F, LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING". AT NO ADDITIONAL COST TO THE STATE, THE CONTRACTOR MAY INSTALL NEW BEARINGS OF THE SAME TYPE AS THE EXISTING IN PLACE OF REFURBISHING THE BEARINGS. ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516 - REFURBISH BEARING DEVICES, AS PER PLAN

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: ADHESIVE JOINT SEAL (CONT.)

- C. THE CONTRACTOR SHALL ENSURE AND PROPERLY PREPARE ALL JOINT INTERFACES PRIOR TO INSTALLATION AND IN ACCORDANCE WITH THE MANUFACTURER'S INSTALLATION GUIDELINES. REPAIR JOINT INTERFACES WHERE NEEDED AND WITH MATERIALS APPROVED BY THE EXPANSION JOINT MANUFACTURER.
- D. THE JOINT SEAL CANNOT BE INSTALLED IMMEDIATELY AFTER PRECIPITATION OR IF PRECIPITATION IS FORECASTED FOR THE DAY. JOINT PREPARATION AND INSTALLATION OF JOINT SEAL MUST BE DONE DURING THE SAME DAY.
- E. INSTALL THE JOINT SEAL IN ONE CONTINUOUS LENGTH. IF APPLICABLE, INSTALL A PROPERLY SIZED BACKER ROD TO HOLD THE SEAL. APPLY ADHESIVE PER MANUFACTURER'S INSTALLATION GUIDELINES TO INSURE COMPLETE CONTACT WITH JOINT INTERFACE AND PREFORMED SEAL.
- F. POSITION THE SEAL TO THE PROPER DEPTH AND APPLY ADHESIVE ALONG EACH SIDE OF SEAL AND FILL PER MANUFACTURER'S INSTALLATION GUIDELINES. PREFORMED JOINT SEALING SYSTEM SHALL BE SIZED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND INSTALLED AT LOCATIONS SHOWN ON THE CONTRACT PLANS.

STORAGE: STORE ALL MATERIALS PER MANUFACTURER'S RECOMMENDATIONS.

METHOD OF MEASUREMENT: THE WORK SHALL BE MEASURED AS THE TOTAL LINEAR FEET OF JOINT SEAL INCORPORATED INTO THE COMPLETED WORK.

BASIS OF PAYMENT: THE UNIT PRICE BID PER LINEAR FOOT OF JOINT SEAL SHALL INCLUDE THE COST OF FURNISHING ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK IN ACCORDANCE WITH THE JOINT SEAL MANUFACTURER'S RECOMMENDATIONS.

ITEM 530 - SPECIAL - STRUCTURES: CLEANING OF DRAINAGE SYSTEMS

THE WORK SHALL CONSIST OF THE REMOVAL OF DIRT, SAND, SOIL, PAPER, GLASS, CANS, AND OTHER DEBRIS FROM DRAINAGE SYSTEMS. EQUIPMENT MAY CONSIST OF HAND TOOLS, MANUAL BROOMS, POWER BROOMS, AIR COMPRESSORS, WATER TANKS, WATER PUMPS WITH ASSOCIATED DELIVERY HARDWARE TO CLEAN, FLUSH, AND REMOVE DIRT AND DEBRIS

CONTRACTOR SHALL FURNISH ALL MATERIAL, EQUIPMENT, LABOR AND INCIDENTAL ITEMS NECESSARY TO PROPERLY REMOVE AND DISPOSE OF ALL DEBRIS AND OTHER FOREIGN MATERIAL BY POWER SWEEPING, SHOVELING, SCRAPING, ETC.

CLEANING SCUPPERS AND DOWNSPOUTS:

- A) USE SHOVEL, HAND SCRAPERS, AND OTHER HAND TOOLS TO BREAK UP DEBRIS IN SCUPPERS TO THE MAXIMUM EXTENT PRACTICABLE. COLLECT LOOSE AND LARGE DEBRIS FROM THE SCUPPERS PRIOR TO INTRODUCING WATER.
- B) PRESSURE WASH THE SCUPPERS AND DOWNSPOUTS FOR FINAL CLEANING.
- C) ALL DIRT OR DEBRIS FROM THE CLEANING OPERATION SHALL BE REMOVED.


THE CONTRACTOR SHALL ENSURE THAT THE DRAINAGE SYSTEM REMAINS CLEAN AND FREE OF ALL DEBRIS UNTIL ALL WORK UNDER THIS CONTRACT IS COMPLETE. ANY DAMAGED OR DETERIORATED SYSTEMS SHALL BE REPORTED TO THE ENGINEER.

PAYMENT FOR ALL THE ABOVE WILL BE MADE AT THE CONTRACT BID PRICE AS FOLLOWS: ITEM 530 SPECIAL - STRUCTURES: CLEANING OF DRAINAGE SYSTEMS

ABBREVIATIONS:

ABUT.	ABUTMENT
@	BASELINE
BOT.	BOTTOM
BRG(S).	BEARING(S)
C/C	CENTER-TO-CENTER
CL	CENTERLINE
CLR.	CLEAR
CONST.	CONSTRUCTION
DIA.	DIAMETER
EB	EASTBOUND
ELEV.	ELEVATION
EQ.	EQUAL
E.S.	EACH SIDE
EX./EXIST.	EXISTING
FRWD.	FORWARD
F.S.	FAR SIDE
GFRP	GLASS FIBER REINFORCED POLYMER
JT.	JOINT
MAX.	MAXIMUM
MIN.	MINIMUM
NB	NORTHBOUND
N.S.	NEAR SIDE
REF.	REFERENCE
SB	SOUTHBOUND
SER.	SERIES
SPA.	SPACES
STA.	STATION
TYP.	TYPICAL
WB	WESTBOUND

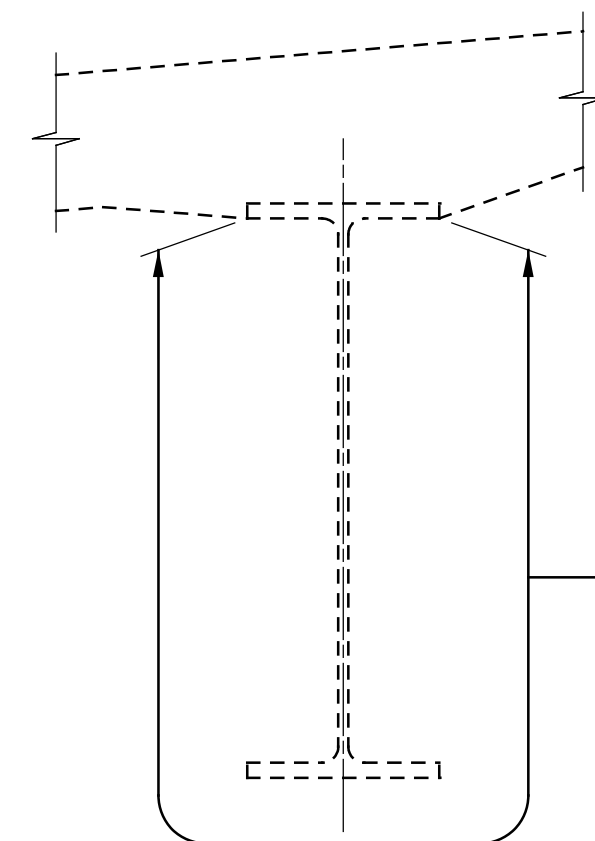
GENERAL NOTES
 BRIDGE NO. FRA-33-2253L
 JAMES ROAD SOUTHBOUND OVER U.S. 33 WESTBOUND AND WINCHESTER PIKE

SFN	
2501775	
DESIGN AGENCY	
	
DESIGNER	CHECKER
RFV	DJC
REVIEWER	
DGN 12/15/25	
PROJECT ID	
113744	
SUBSET	TOTAL
4	10
SHEET	TOTAL
P.566	625

CALCULATED: RFV 7-23-25
 CHECKED: DJC 7-24-25

ITEM	EXT.	TOTAL	PARTICIPATION 03/NHS	UNITS	DESCRIPTION	ABUTMENTS	PIERS	SUPER- STRUCTURE	GENERAL	AS PER PLAN REFERENCE SHEET
202	11203	LS	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					3
256	10100	154	154	SF	BONDED PATCHING OF PORTLAND CEMENT CONCRETE PAVEMENT, TYPE B			154		3
509	10000	29,699	29,699	LB	EPOXY COATED STEEL REINFORCEMENT			29,699		
509	20001	500	500	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN			500		3
510	10000	120	120	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	120				
511	34444	54	54	CY	CLASS QC2 CONCRETE, BRIDGE DECK			54		
511	34448	139	139	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)			139		
511	50210	1	1	CY	CLASS QC1 CONCRETE, SUBSTRUCTURE	1				
512	10050	1,978	1,978	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			1,965	13	
512	10400	1,702	1,702	SY	TREATING OF CONCRETE BRIDGE DECK WITH SRS			1,702		
513	21000	2	2	EACH	TRIMMING OF BEAM END			2		3
* 514	00050	954	954	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			954		
* 514	00056	954	954	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			954		
* 514	00060	954	954	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			954		
* 514	00066	954	954	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			954		
* 514	00504	2	2	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			2		
* 514	10000	1	1	EACH	FINAL INSPECTION REPAIR			1		
516	01300	57	57	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS			57		3
516	14600	33	33	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: ADHESIVE JOINT SEAL			33		4
516	45305	15	15	EACH	REFURBISH BEARING DEVICE, AS PER PLAN			15		4
516	46700	20	20	EACH	RESET BEARING			20		3
516	47001	LS	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN					3
530	00400	8	8	EACH	SPECIAL - STRUCTURES: CLEANING OF DRAINAGE SYSTEMS			8		3

* SEE THE DETAIL ON THIS SHEET FOR PAINTING LIMITS



LIMITS OF FIELD PAINTING
 STRUCTURAL STEEL, FIELD
 PAINT LAST 10 FT OF EACH
 BEAM END ADJACENT TO
 ABUTMENTS INCLUDING ALL
 CROSS-FRAMES AND OTHER
 STEEL WITHIN THESE LIMITS

STEEL PAINTING DETAIL

NOTE:

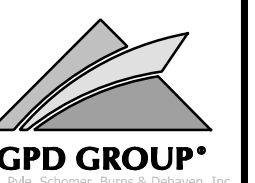
- ALL STEEL BEAMS SHALL BE PAINTED A DISTANCE OF 10 FEET FROM THEIR RESPECTIVE ENDS WHICH ARE ADJACENT TO THE ABUTMENTS INCLUDING ALL CROSS-FRAMES AND OTHER STEEL WITHIN THOSE 10 FOOT LIMITS.

FRA-33-21.71

MODEL: Sheet PAPER: 34x22 (in.) DATE: 5/1/2026 TIME: 5:46:20 PM USER: rmg
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ESTIMATED QUANTITIES
 BRIDGE NO. FRA-33-2253L
 JAMES ROAD SOUTHBOUND OVER U.S. 33 WESTBOUND AND WINCHESTER PIKE

SFN
 2501775
 DESIGN AGENCY



DESIGNER RFV
 CHECKER DJC

REVIEWER
 DGN 12/15/25

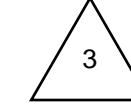
PROJECT ID
 113744

SUBSET TOTAL
 5 10

SHEET TOTAL
 P.567 625

PROPOSED WORK

1. ALL WORK SHALL BE PERFORMED UNDER COMPLETE CLOSURE OF THE EXISTING BRIDGE.
2. REMOVE PORTIONS OF THE EXISTING SUPERSTRUCTURE INCLUDING THE WEARING SURFACE, CONCRETE DECK, PARAPETS, EXPANSION JOINTS, SCUPPERS, SIX CROSS FRAMES, END CROSS FRAMES, AND THE BEARINGS.
3. REMOVE PORTIONS OF EXISTING ABUTMENTS AND PIERS AS DETAILED IN THE PLANS.
4. REMOVE EXISTING APPROACH SLABS.
5. TEMPORARILY SUPPORT, RAISE AND REPAIR THE EXISTING BEAMS.
6. CONSTRUCT NEW ABUTMENT AND PIER CONCRETE.
7. SET NEW BEARINGS AT ABUTMENTS AND PIERS, AND SET EXISTING BEAMS ON TO NEW BEARINGS.
8. ~~INSTALL WELDED STUD SHEAR CONNECTORS AND CROSSFRAMES.~~
9. FIELD PAINT THE BEAM ENDS WITH ORGANIC ZINC PRIME COAT
10. CONSTRUCT NEW CONCRETE END DIAPHRAGMS AND POUR NEW DECK SLAB.
11. CONSTRUCT NEW ABUTMENT DRAINAGE SYSTEM, POROUS BACKFILL AND CONSTRUCT APPROACH SLABS.
12. PLACE AND GRADE NEW CRUSHED AGGREGATE SLOPE PROTECTION.
13. PATCH ABUTMENTS AND PIER 2
14. SEAL CONCRETE SURFACES AS INDICATED IN THE PLANS.
15. PROVIDE THE INTERMEDIATE AND FINISH COAT ON THE PROPOSED CROSSFRAMES AND 1'-0" OF THE BEAM SECTION INFRONT OF THE END DIAPHRAGM AT BOTH ENDS OF THE ABUTMENT.



DESIGN SPECIFICATIONS

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

STANDARD DRAWINGS

REFER TO THE FOLLOWING ODOT STANDARD BRIDGE DRAWINGS:

AS-1-15	REVISED: 1-20-23
AS-2-15	REVISED: 7-21-23
GSD-1-19	REVISED: 7-19-24
SBR-1-20	REVISED: 7-19-24
SICD-1-21	REVISED: 1-19-24
SICD-2-14	REVISED: 1-15-21
VPF-1-24	REVISED: 1-17-25

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:

SS800	DATED	1-17-25
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OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

DESIGN LOADING: HL-93

FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS PER SQUARE FOOT

DESIGN STRESSES

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (BRIDGE DECK & PARAPET)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.212 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA BEAM TO THE FACE OF THE SAFETY HANDRAIL OF 65".

MONOLITHIC WEARING SURFACE:

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

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO 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 STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

ASBESTOS NOTIFICATION:

AN ASBESTOS SURVEY OF BRIDGE NO. FRA-33-2276L SCHEDULED FOR REHABILITATION WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE.

A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF THE DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER WILL BE PROVIDED TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO:

OHIO EPA / DIVISION OF AIR POLLUTION CONTROL
CENTRAL DISTRICT OFFICE
P.O. BOX 1049
COLUMBUS, OHIO, 43216-1049
BOB HODANBOSI
PHONE: (614) 644-2270
FAC: (614) 644-3681

AT LEAST TEN (10) WORKING DAYS PRIOR TO START OF THE BRIDGE DEMOLITION WORK, THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER.

INFORMATION REQUIRED ON THE FORM WILL INCLUDE: THE CONTRACTOR'S NAME AND ADDRESS, THE SCHEDULED DATES FOR RENOVATION AND A DESCRIPTION OF THE PLANNED DEMOLITION OR RENOVATION WORK AND THE METHOD(S) TO BE USED. A COPY OF THE OEPA FORM IS AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT 6 OFFICE, 400 E. WILLIAM STREET, DELAWARE, OHIO 43015.

BASIS FOR PAYMENT: THE CONTRACTOR SHALL FURNISH ALL FEES LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

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

DESCRIPTION: THIS WORK CONSISTS OF THE REMOVAL OF THE CONCRETE DECK INCLUDING PARAPETS, DECK JOINTS, END CROSS FRAMES, SIX CROSS-FRAMES, SCUPPERS, PORTIONS OF THE EXISTING ABUTMENTS AND PIERS AND OTHER ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING BEGINS, 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 THE FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF CONCRETE REINFORCEMENT IN THE DECK SLAB. 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 ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

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

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH 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 STEEL REINFORCEMENT 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. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. 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 CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

ITEM 509 - CONCRETE REINFORCEMENT, 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. A CONTINGENCY QUANTITY OF 100 LBS SHALL BE USED.

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.

ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT: AS PER PLAN

USE AN ANCHOR ADHESIVE EVALUATED ACCORDING TO ICCES REPORT AC308, "ACCEPTANCE CRITERIA FOR POST-INSTALLED ADHESIVE ANCHORS IN CONCRETE ELEMENTS", FOR CRACKED AND UNCRACKED CONCRETE APPLICATIONS, PUBLISHED ICCES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT:

WWW.ICC-ES.ORG/EVALUATION_REPORTS/INDEX.SHTML

SELECT FROM ONE THE FOLLOWING APPROVED PRODUCTS:

DEWALT/POWERS FASTENERS PURE 110+ EPOXY ADHESIVE ANCHOR SYSTEM (ICCES REPORT ESR-3298)

ADHESIVES TECHNOLOGY CORPORTATION (ATC) ULTABOND HS1CC ADHESIVE ANCHOR SYSTEM (ICCES REPORT EST-4057)

HILT HIT-HY 200 ADHESIVE ANCHOR SYSTEM (ICCES REPORT ESR-3187)

INSTALL ADHESIVE ANCHORS ACCORDING THE MANUFACTURERS INSTALLATION INSTRUCTIONS PUBLISHED IN SECTION 4.3 OF THE ICCES REPORTS LISTED ABOVE. THE MINIMUM EMBEDMENT DEPTH FOR ANCHORS SHALL BE AS SHOWN IN THE PLANS.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF RAISING THE EXISTING BEAMS TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05.

THE EXISTING STRUCTURE SHALL BE RAISED UNIFORMLY FOR AN AMOUNT OF 3⁹/₁₆ INCHES TO PROVIDE A VERTICAL CLEARANCE OF 15'-0". BRIDGE IS PERMITTED TO BE JACKED AFTER THE DECK AND BARRIERS HAVE BEEN REMOVED, AND GIRDER REBOUND DATA HAS BEEN OBTAINED.

IF, DURING THE JACKING OPERATIONS, 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. THE DEPARTMENT WILL NOT PAY FOR THE COST OF ANY 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 THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

PRIOR TO THE SURFACE CLEANING SPECIFIED IN CMS 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, ABRASSIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

ALL UNSOUND AREAS OF CONCRETE TO REMAIN SHALL BE PATCHED UNDER THIS ITEM. ESTIMATED AREAS SHOWN IN THE TABLE BELOW HAVE BEEN INCLUDED IN THE ESTIMATED QUANTITIES ALONG WITH A CONTINGENCY QUANTITY OF 25 SQUARE FEET AT EACH ABUTMENT.

ITEM 514- FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN

FIELD PAINT WITH INTERMEDIATE COAT PER ITEM 514 ON ALL THE PROPOSED CROSSFRAMES INCLUDING 1'-0" SECTION OF THE BEAMS INFRONT OF THE END DIAPHRAGM AT BOTH ENDS OF THE ABUTMENT

ITEM 514- FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN

FIELD PAINT WITH FINISH COAT PER ITEM 514 ON ALL THE PROPOSED CROSSFRAMES INCLUDING 1'-0" SECTION OF THE BEAMS INFRONT OF THE END DIAPHRAGM AT BOTH ENDS OF THE ABUTMENT. THE FINISH COLOR SHALL BE GREEN 14277 FEDERAL COLOR.

ITEM 514- FIELD PAINTING MISC.: COATING BEAM ENDS

PRIOR TO ENCASING THE BEAM ENDS, PREPARE THE ENDS PER SSPC SP10 TO BARE METAL ACHIEVING A 1.5 TO 3.5 MIL PROFILE. PAINT THE BEAM END WITH ORGANIC ZINC PRIME COAT PER CMS 514. PROVIDE THE PRIME COAT THICKNESS PER CMS 514.20. EXTEND THE LIMITS OF THE BEAM PREPERATION AND PAINTING 1' BEYOND THE THE LIMITS OF THE END DIAPHRAGM CONCRETE.

AFTER THE DIAPHRAGM CONCRTE IS SET, SEAL THE INTERFACE BETWEEN THE BEAM AND THE CONCRETE WITH CAULK.

THE DEPARTMENT WILL PAY FOR ALL ABOVE AND LABORAT THE CONTRACT BID PRICE FOR ITEM 514-FIELD PAINTING MISC.: COATING OF BEAM ENDS.

SFN
2501805

DESIGN AGENCY



DESIGNER
RSN

CHECKER
TJW

REVIEWER
DGN 12/15/25

PROJECT ID
113744

SUBSET
2 29


SHEET
P.574 625

ESTIMATED QUANTITIES

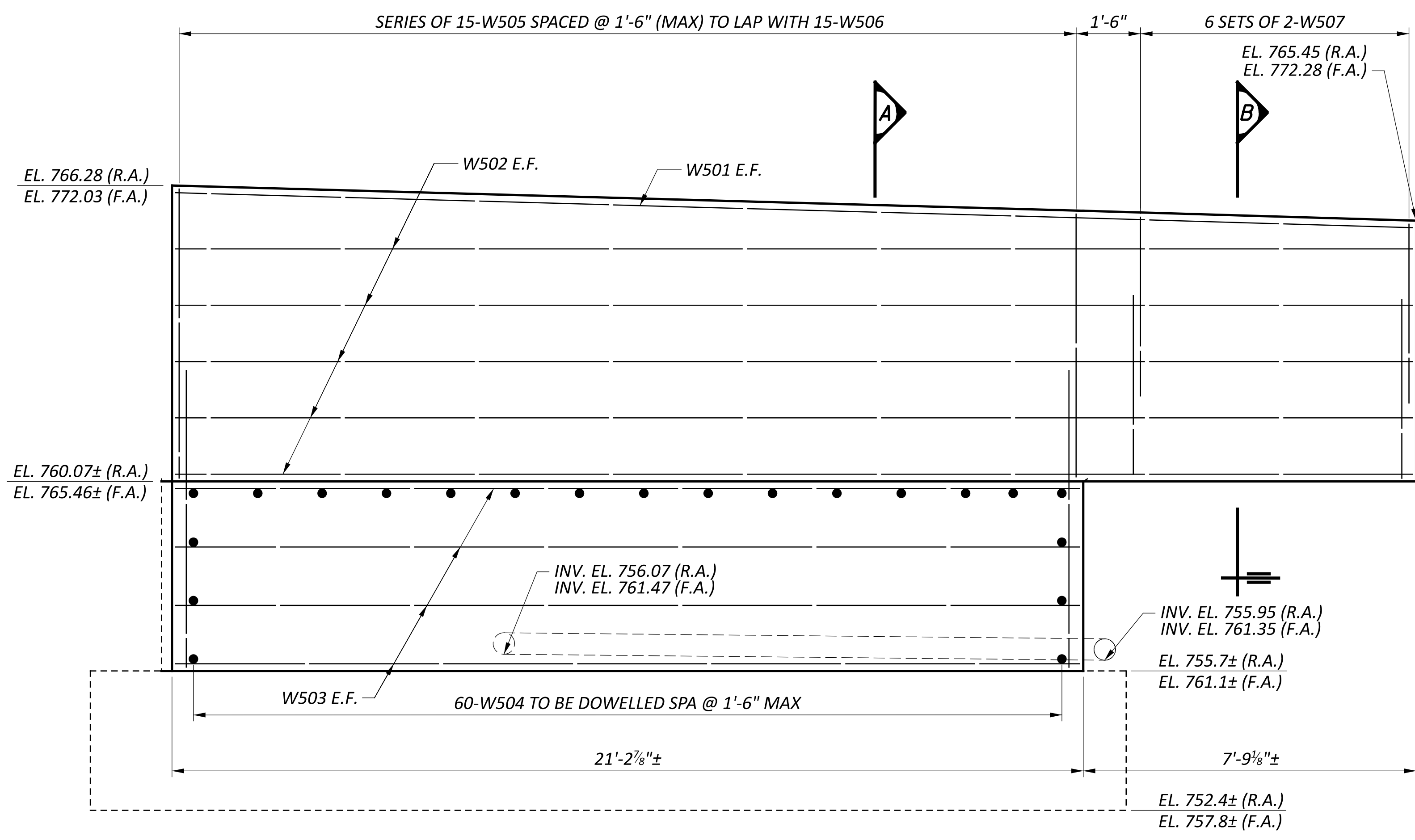
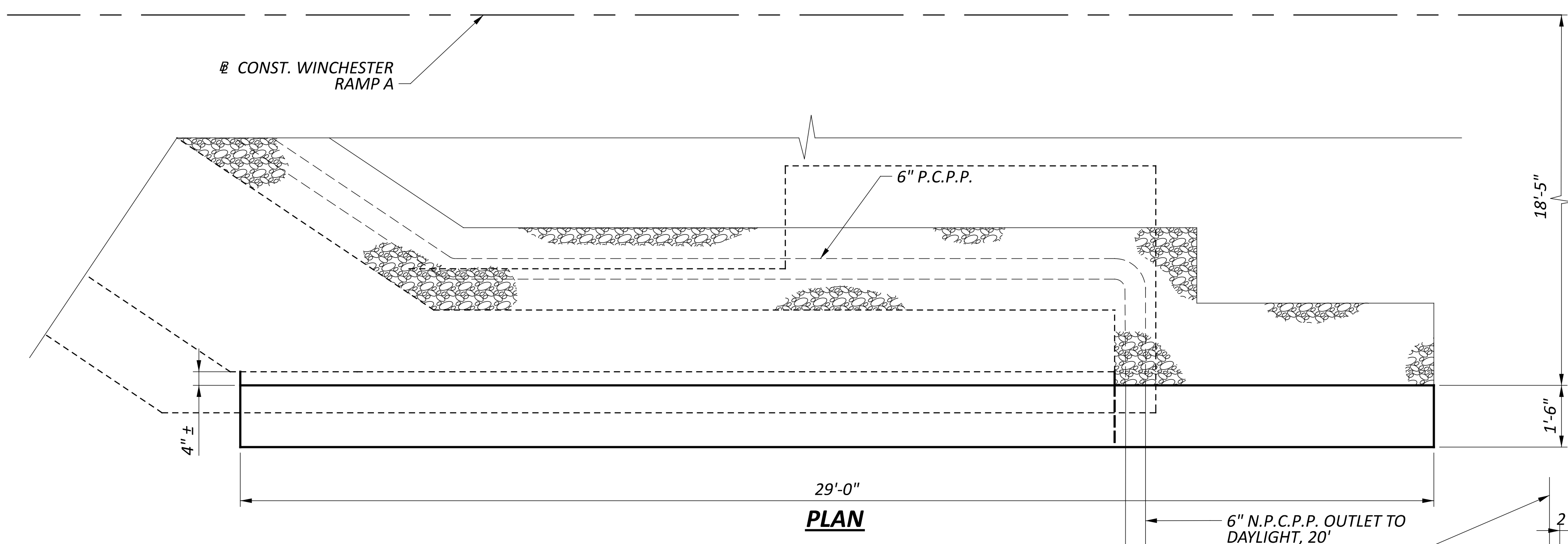
ITEM	EXT.	TOTAL	PARTICIPATION	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL	AS PER PLAN REFERENCE SHEET
			03/NHS							
202	11203	LS	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					2
202	22900	133	133	SY	APPROACH SLAB REMOVED				133	
202	23500	1,034	1,034	SY	WEARING COURSE REMOVED				1,034	
503	11100	LS	LS		COFFERDAMS AND EXCAVATION BRACING					
503	21100	51	51	CY	UNCLASSIFIED EXCAVATION	51				
509	10000	103,361	103,361	LB	EPOXY COATED STEEL REINFORCEMENT	3,870	1,184	98,307		
509	20001	100	100	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN				100	2
509	30020	9,104	9,104	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			9,104		
510	10001	176	176	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	176				2
511	33500	2	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2				
511	34446	408	408	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK			408		
511	34450	95	95	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			78	17	
511	43210	7	7	CY	CLASS QC1 CONCRETE, PIER		7			
511	45710	52	52	CY	CLASS QC1 CONCRETE, ABUTMENT	52				
512	10050	646	646	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			543	103	
512	10100	275	275	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	86	114	75		
512	10601	42	42	FT	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN	42				2
513	10200	1,200	1,200	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF			1,200		
513	20000	3,240	3,240	EACH	WELDED STUD SHEAR CONNECTORS			3,240		
513	95030	64	64	EACH	STRUCTURAL STEEL, MISC.: DRILLED HOLES				64	
514	00061	200	200	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN			200		2
514	00067	200	200	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN			200		2
514	27700	807	807	SF	FIELD PAINTING, MISC.: COATING OF BEAM ENDS			807		2
516	10010	133	133	FT	ARMORLESS PREFORMED JOINT SEAL				133	
516	13600	17	17	SF	1" PREFORMED EXPANSION JOINT FILLER			17		
516	13900	188	188	SF	2" PREFORMED EXPANSION JOINT FILLER	188				
516	14020	137	137	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	137				
516	44101	8	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (1'-0" X 1'-4" X 3.93" THICK WITH 1'-2" X 1'-5" LOAD PLATE), AS PER PLAN	8				13
516	44201	8	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (1'-4" X 1'-7" X 5.33" THICK WITH 1'-5" X 1'-8" BEVELED LOAD PLATE), AS PER PLAN		8			13
516	47001	LS	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN					
518	21200	118	118	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	118				
518	40000	180	180	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	180				
518	40010	90	90	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	90				
519	11101	25	25	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	25				
526	25010	236	236	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15")				236	
526	90030	120	120	FT	TYPE C INSTALLATION				120	
601	20000	267	267	SY	CRUSHED AGGREGATE SLOPE PROTECTION	267				
607	39900	511	511	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC			511		
625	33000	2	2	EACH	STRUCTURE GROUNDING SYSTEM				2	

ESTIMATED QUANTITIES
 BRIDGE NO. FRA-33-2276L
 WINCHESTER PIKE OVER U.S. 33

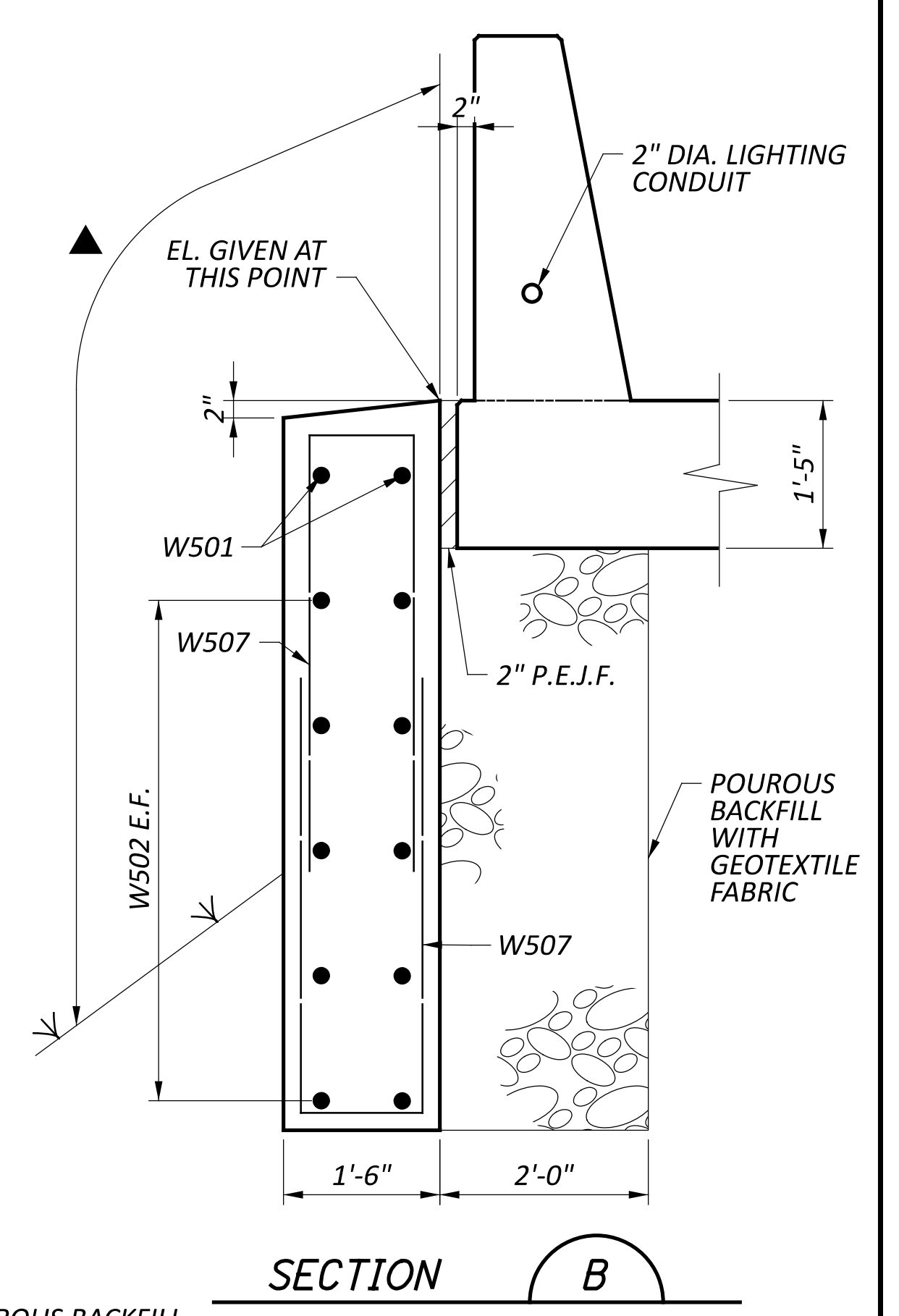
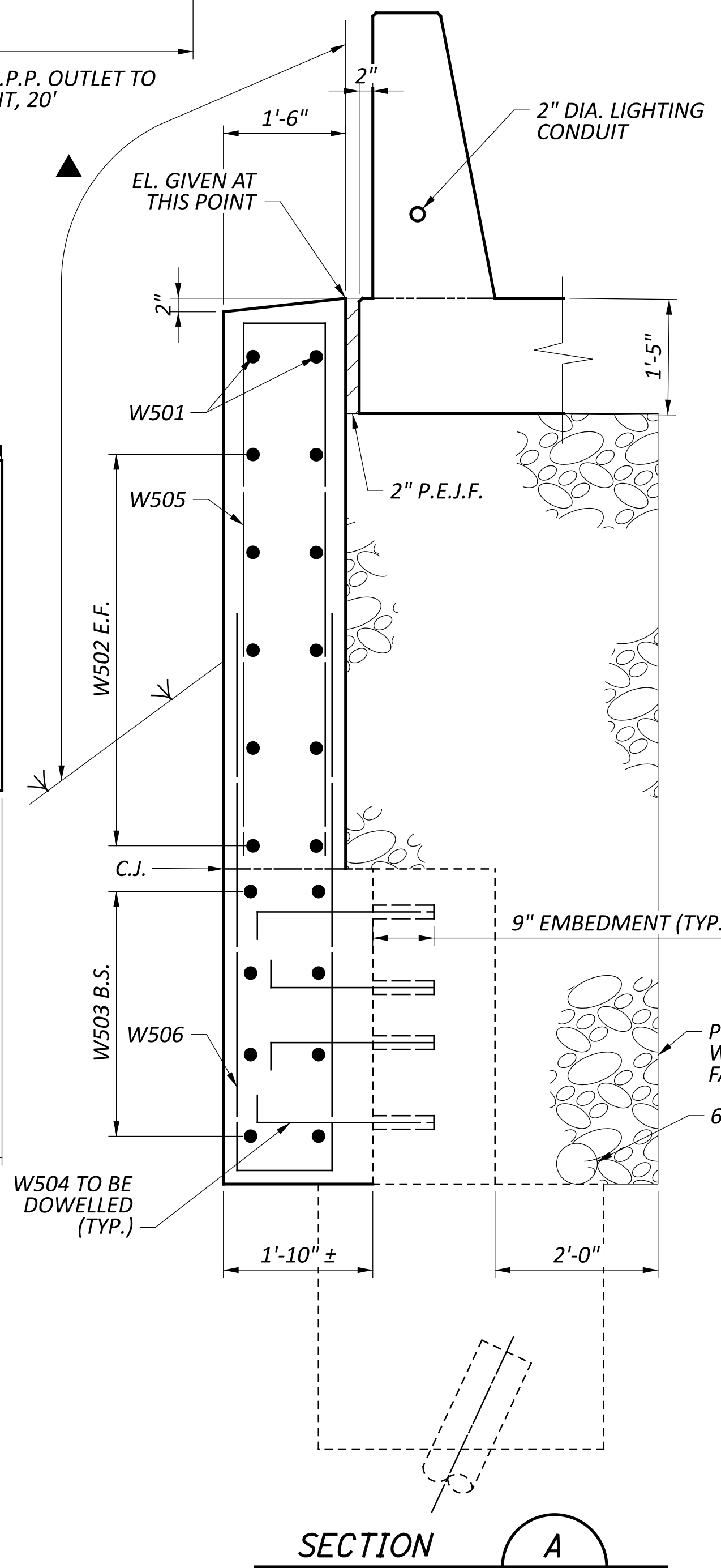
SFN
 2501805
 DESIGN AGENCY



DESIGNER: RSN
 CHECKER: TJW
 REVIEWER:
 DGN 12/15/25
 PROJECT ID: 113744
 SUBSET: 3 | TOTAL: 29
 SHEET: P.575 | TOTAL: 625



ELEVATION
 REAR LEFT WINGWALL SHOWN
 FWRD RIGHT WINGWALL SIMILAR
 (APPROACH SLAB AND PARAPET NOT SHOWN FOR CLARITY)

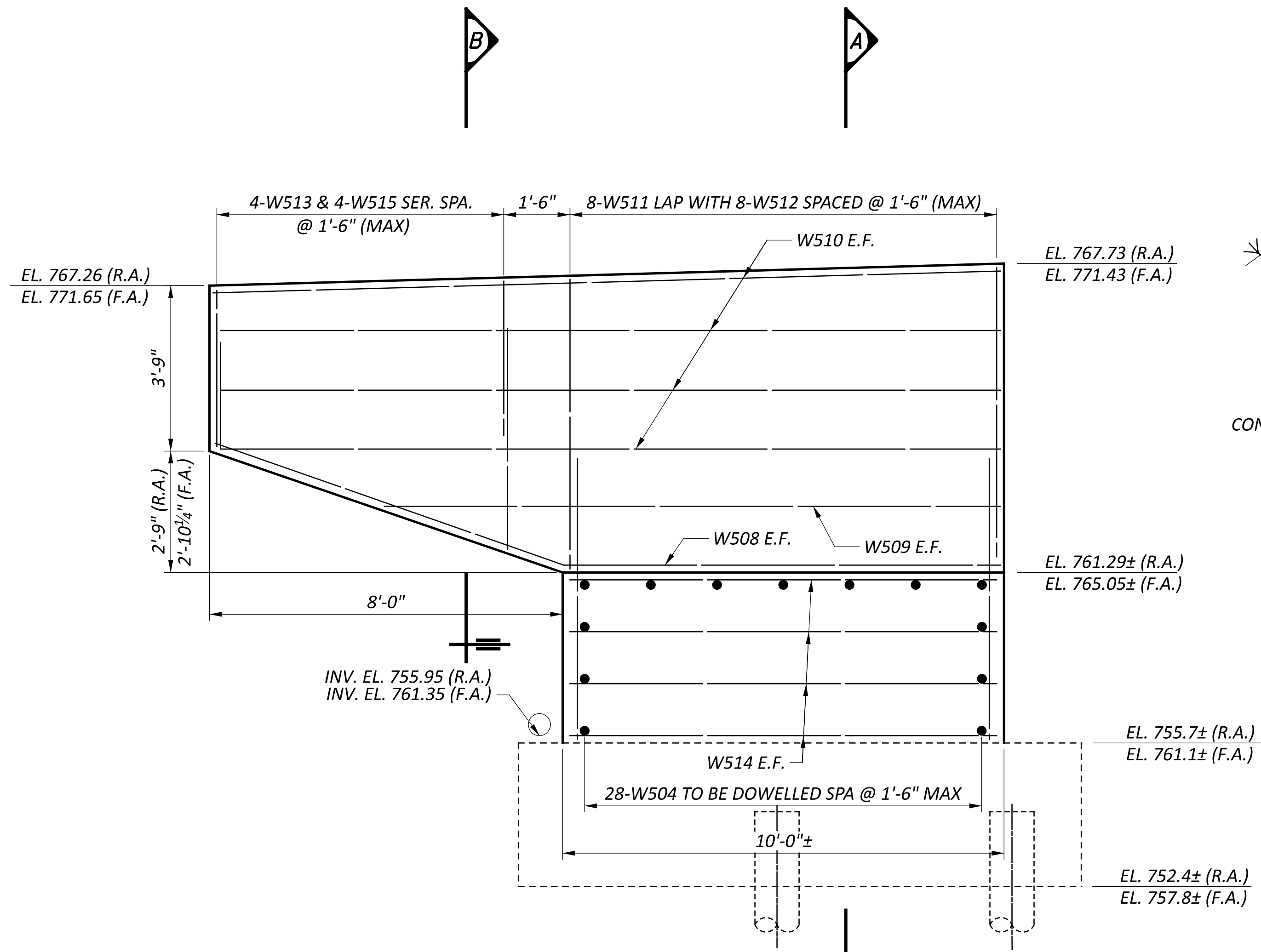
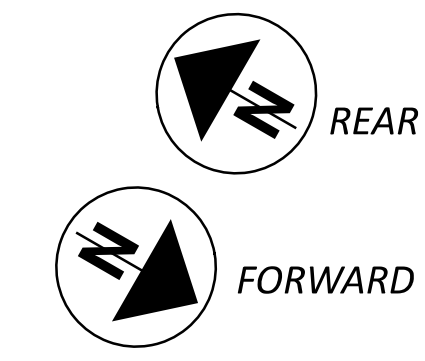
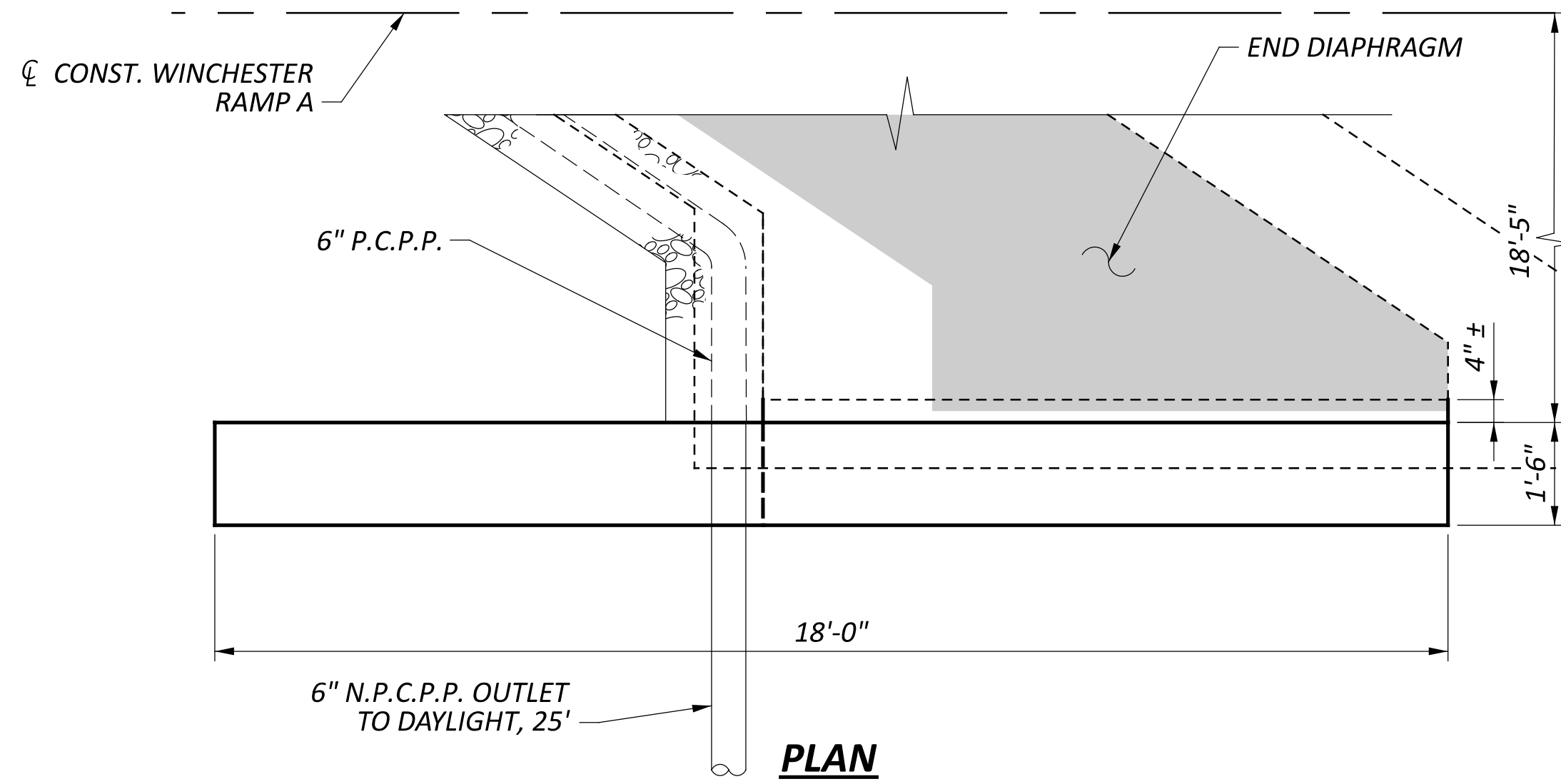


LEGEND:
 ▲ INDICATES LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACE (EPOXY URETHANE). CONCRETE SEALER COLOR - FEDERAL COLOR STANDARD 17778 - LIGHT NATURAL.

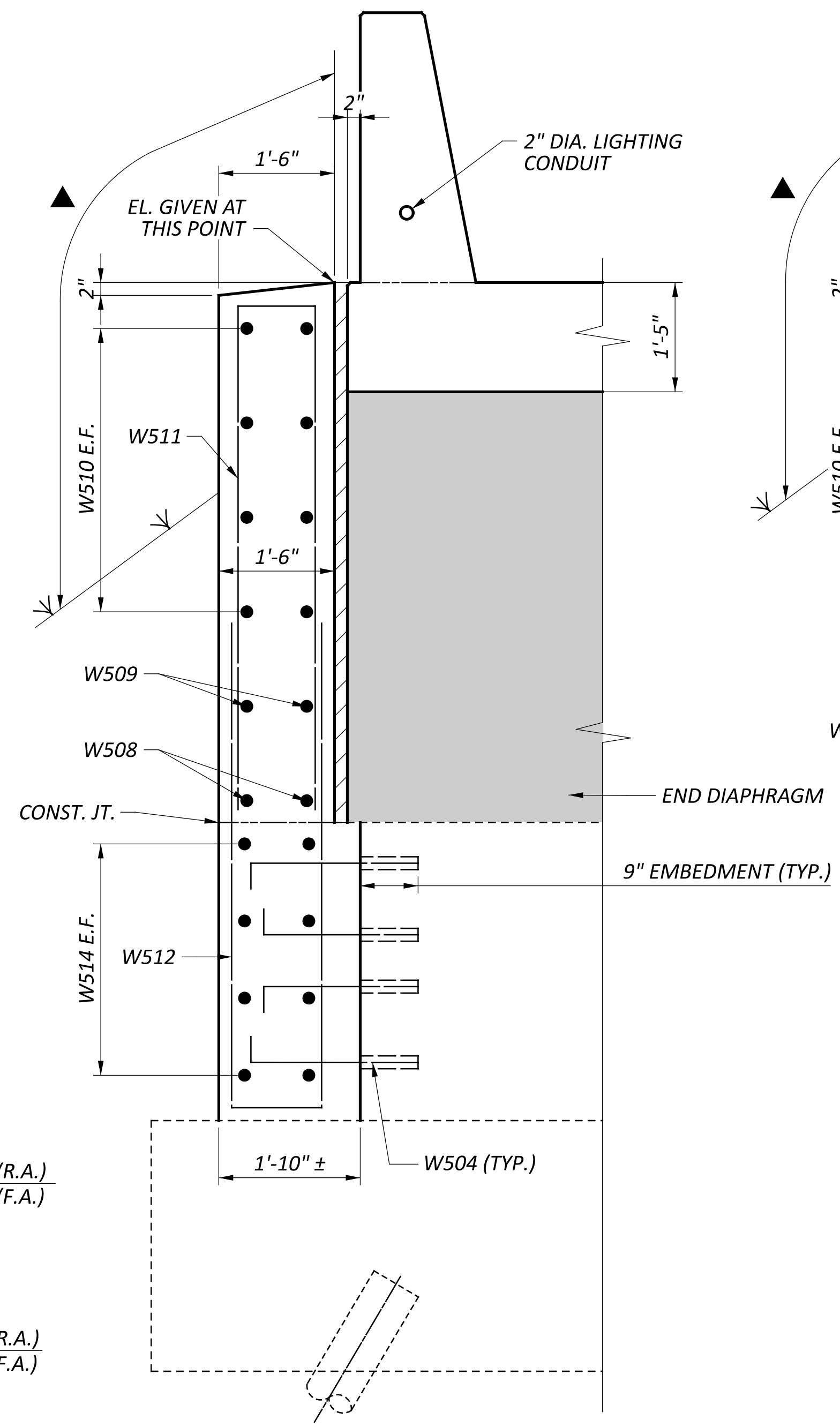
NOTES:
 1. MINIMUM REINFORCING STEEL LAP LENGTHS ARE AS FOLLOWS:
 NO. 5 VERTICAL BARS: 2'-5"

WINGWALL DETAILS 1/2
 BRIDGE NO. FRA-33-2276L
 WINCHESTER PIKE OVER U.S. 33

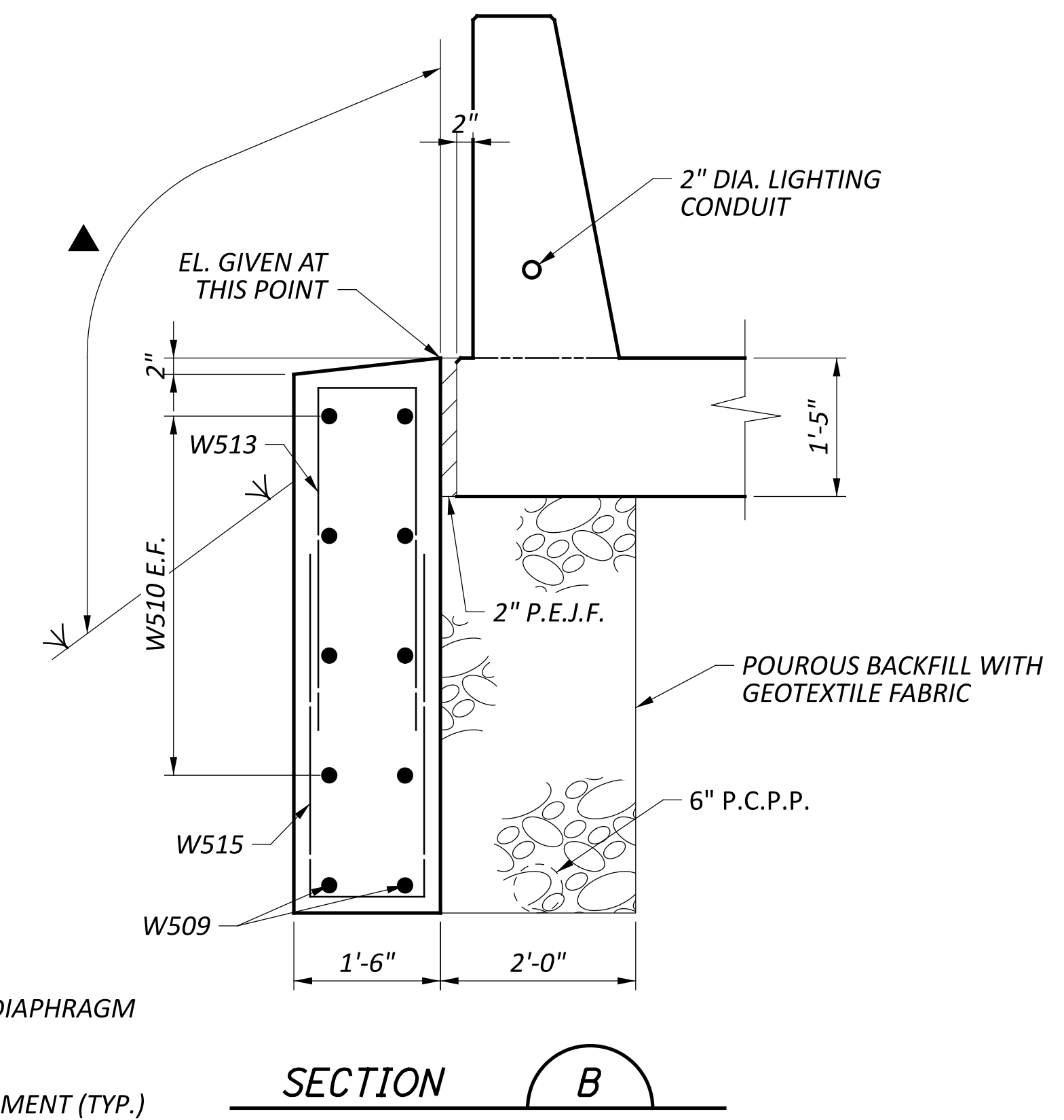
SFN 2501805	
DESIGN AGENCY	
DESIGNER RSN	CHECKER TJW
REVIEWER	
DGN 12/15/25	
PROJECT ID 113744	
SUBSET 10	TOTAL 29
SHEET P.582	TOTAL 625



ELEVATION
 REAR RIGHT WINGWALL SHOWN
 FWRD LEFT WINGWALL SIMILAR
 (APPROACH SLAB AND PARAPET NOT SHOWN FOR CLARITY)



SECTION A
 DO NOT CUT ANY EXISTING REBARS EXTENDED OUT FROM EXISTING FOOTING



SECTION B

LEGEND:

- ▲ INDICATES LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACE (EPOXY URETHANE). CONCRETE SEALER COLOR - FEDERAL COLOR STANDARD 17778 - LIGHT NATURAL.

NOTES:

- MINIMUM REINFORCING STEEL LAP LENGTHS ARE AS FOLLOWS:
 NO. 5 VERTICAL BARS: 2'-5"

SFN 2501805	
DESIGN AGENCY	
DESIGNER RSN	CHECKER DJC
REVIEWER DGN 12/15/25	
PROJECT ID 113744	
SUBSET 11	TOTAL 29
SHEET P.583	TOTAL 625