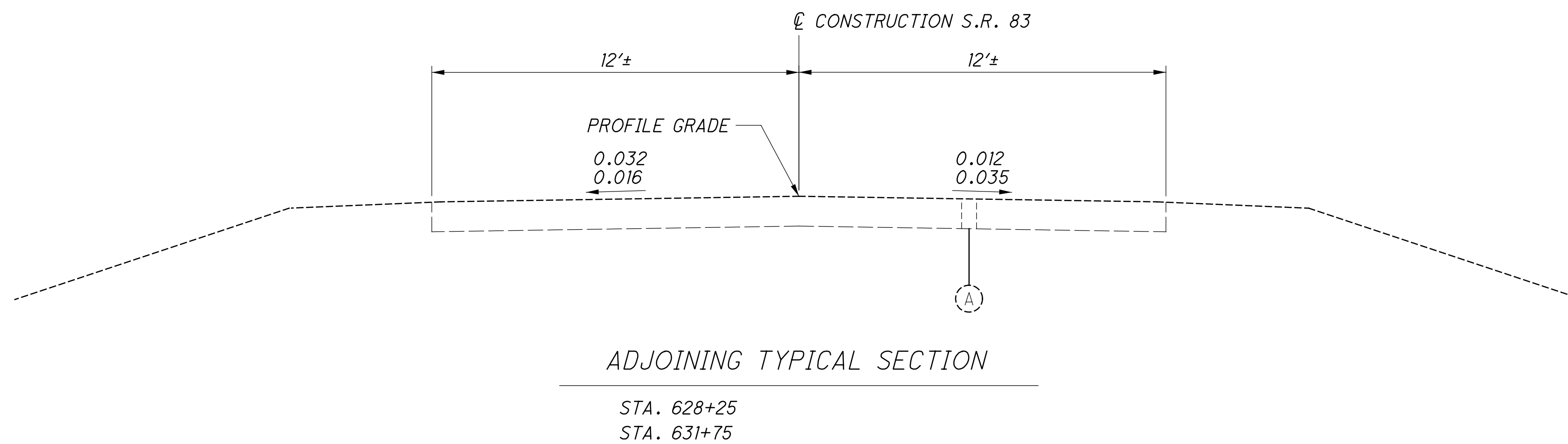
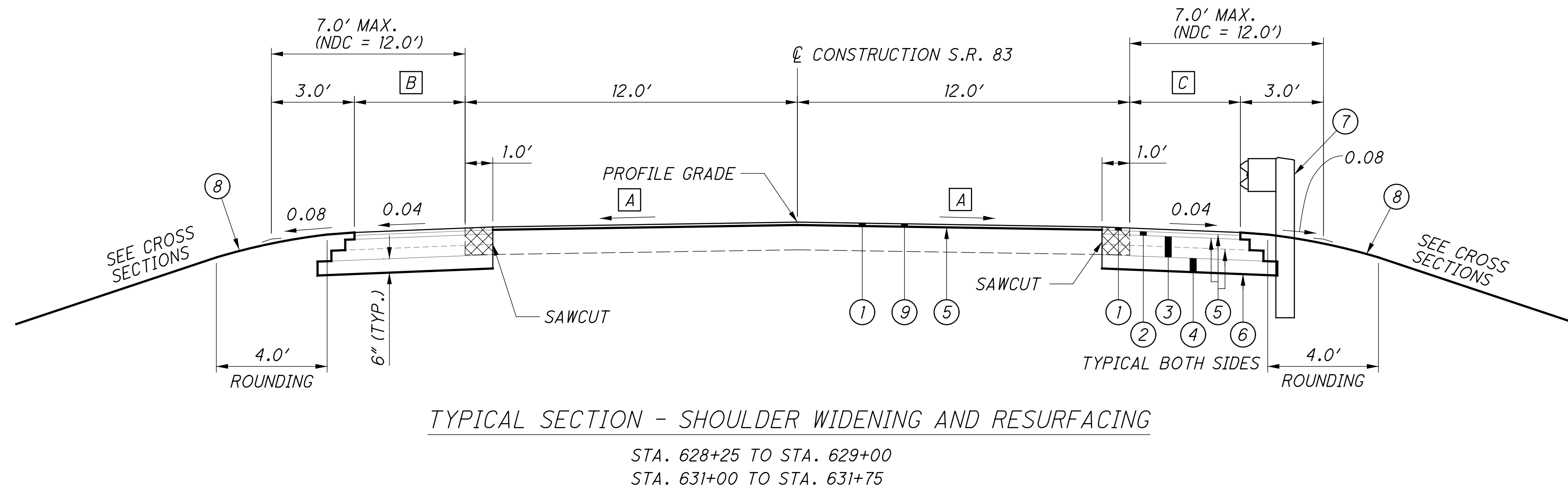
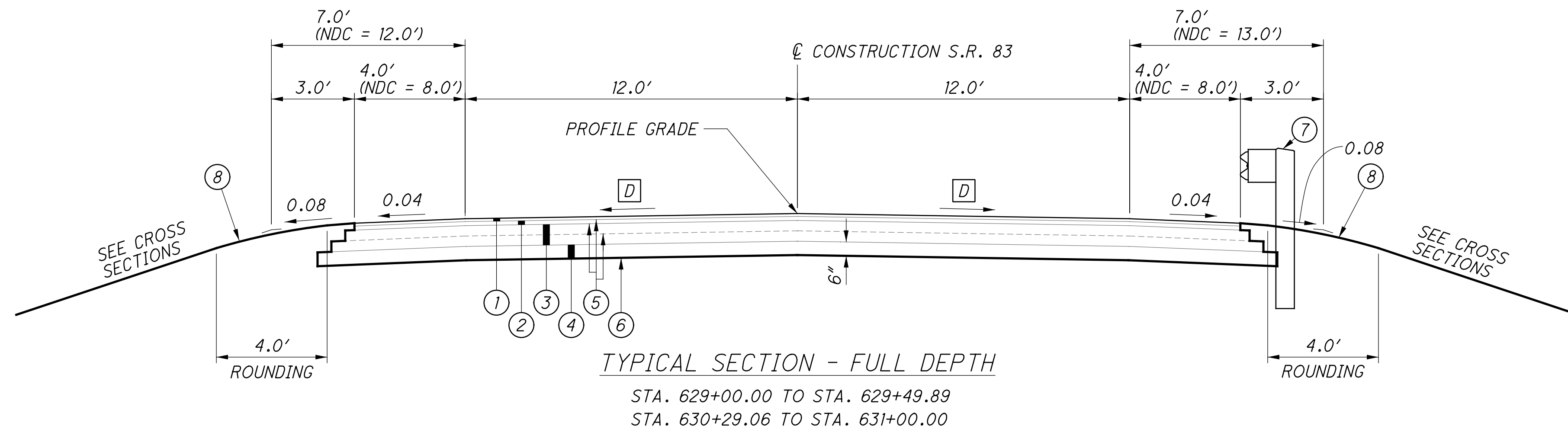
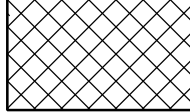


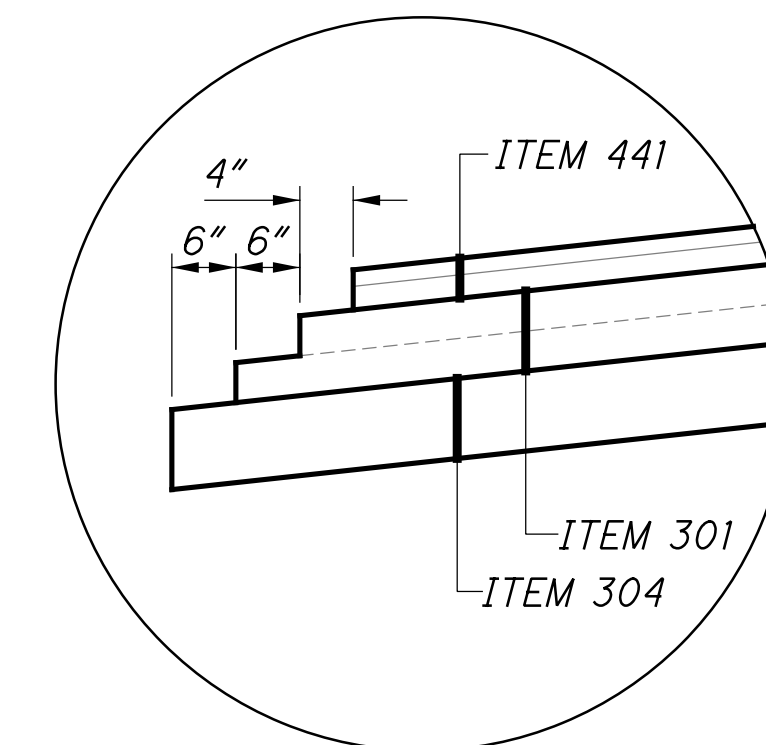
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- [A]** MATCH EXISTING
- [B]** VARIES 1.0' TO 4.0' STA. 628+25 TO STA. 629+00
4.0' STA. 631+00 TO STA. 631+60
VARIES 4.0' TO 1.0' STA. 631+60 TO STA. 631+75
- [C]** VARIES 1.0' TO 4.0', STA. 628+25 TO STA. 628+40
4.0', STA. 628+40 TO 629+00
VARIES 4.0' TO 1.0', STA. 631+00 TO STA. 631+75
- [D]** 0.016 OR AS SHOWN IN THE PAVEMENT TRANSITION TABLE ON SHEET 3

LEGEND

 ITEM 202 - PAVEMENT REMOVED

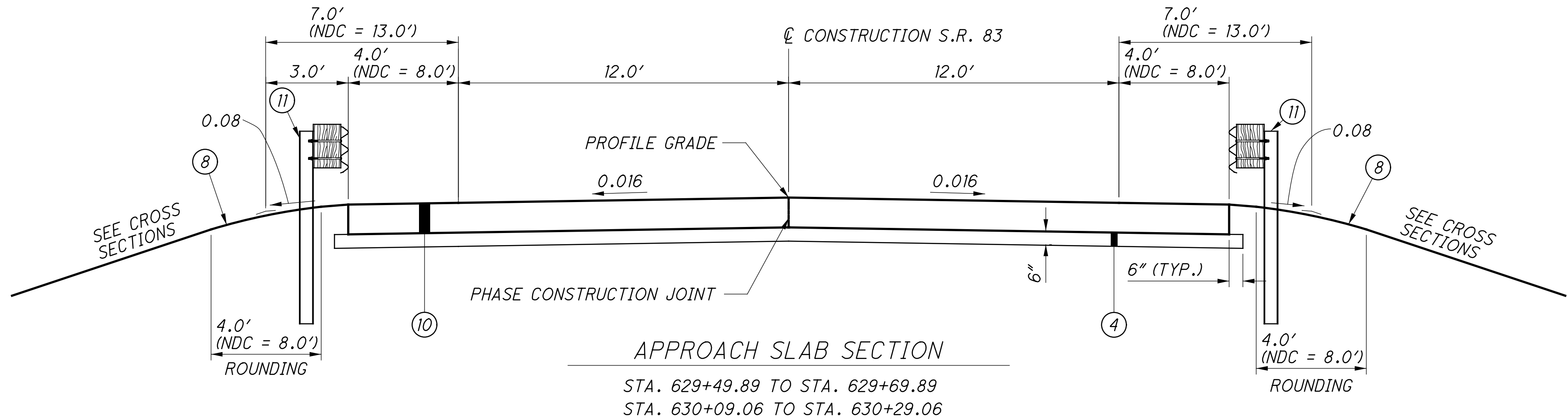


LEGEND

- (1)** ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M
- (2)** ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
- (3)** ITEM 301 - 9" ASPHALT CONCRETE BASE, PG64-22, (449)
- (4)** ITEM 304 - AGGREGATE BASE
- (5)** ITEM 407 - TACK COAT
- (6)** ITEM 204 - SUBGRADE COMPACTION
- (7)** ITEM 606 - GUARDRAIL, TYPE MGS
- (8)** ITEM 659 - SEEDING AND MULCHING
- (9)** ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (1 1/4")
- (10)** ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=13"), AS PER PLAN
- (11)** ITEM 606 - MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2, OR ITEM 606 - MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2, AS PER PLAN

(A) EXISTING PAVEMENT BUILDUP (12'± ASPHALT)

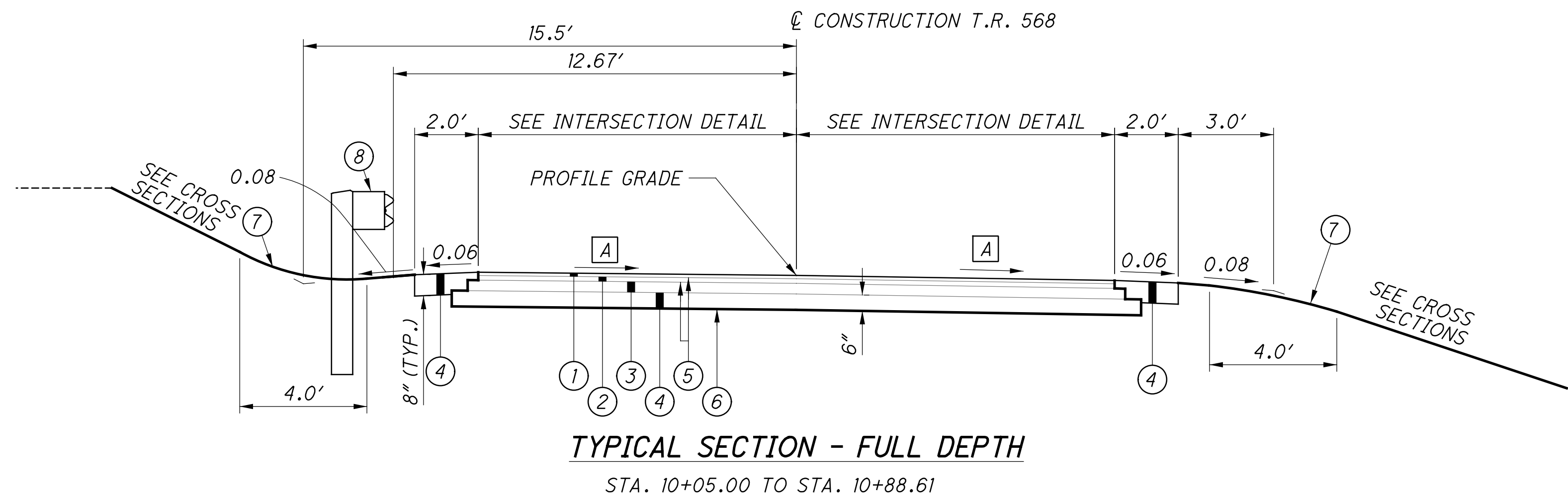
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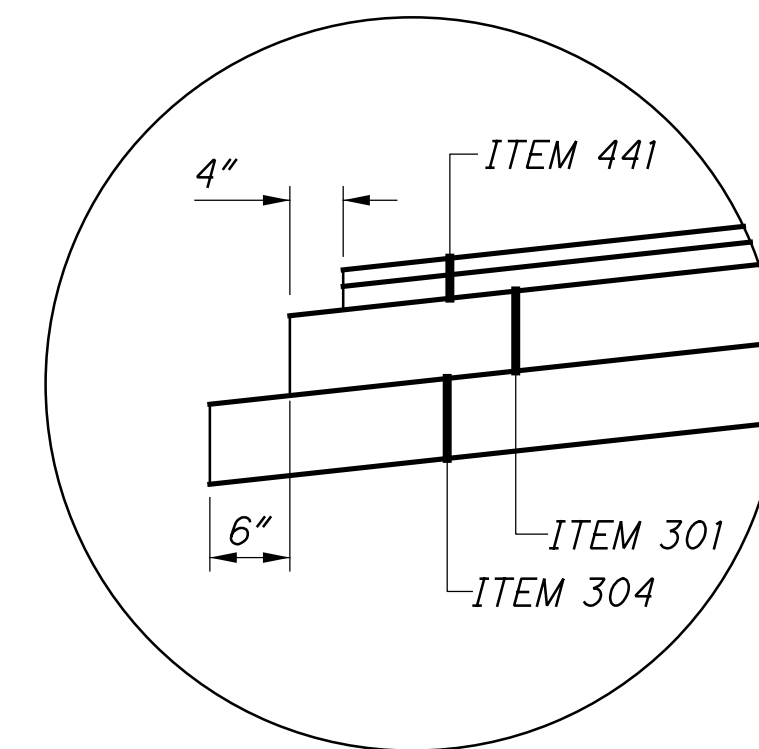
NOTE:
FOR PROPOSED LEGEND, SEE SHEET 2

PAVEMENT TRANSITION TABLE - S.R. 83												
LEFT SIDE					PROFILE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE (NDC 0.053)	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE (NDC 0.053)	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
833.61	231 :1	-0.30	-0.025	12	629+00.00	833.91	12	-0.016	-0.19		833.72	MATCH EXISTING
834.21		-0.19	-0.016	12	629+25.00	834.40	12	-0.016	-0.19		834.21	
834.59		-0.19	-0.016	12	629+49.89	834.78	12	-0.016	-0.19		834.59	BEGIN APPROACH SLAB
834.80		-0.19	-0.016	12	629+69.89	834.99	12	-0.016	-0.19		834.80	END APPROACH SLAB
BRIDGE LIMITS												
834.98		-0.19	-0.016	12	630+09.06	835.17	12	-0.016	-0.19		834.98	BEGIN APPROACH SLAB
834.97		-0.19	-0.016	12	630+25.00	835.16	12	-0.016	-0.19		834.97	
834.95		-0.19	-0.016	12	630+29.06	835.14	12	-0.016	-0.19		834.95	END APPROACH SLAB
834.84		-0.19	-0.016	12	630+50.00	835.03	12	-0.016	-0.19		834.84	
834.59	694 :1	-0.19	-0.016	12	630+75.00	834.78	12	-0.016	-0.19	2083 :1	834.59	BEGIN TRANSITION TO EXISTING
834.26		-0.15	-0.013	12	631+00.00	834.41	12	-0.015	-0.18		834.23	MATCH EXISTING

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A SEE INTERSECTION DETAIL AND PAVEMENT TRANSITION TABLE BELOW

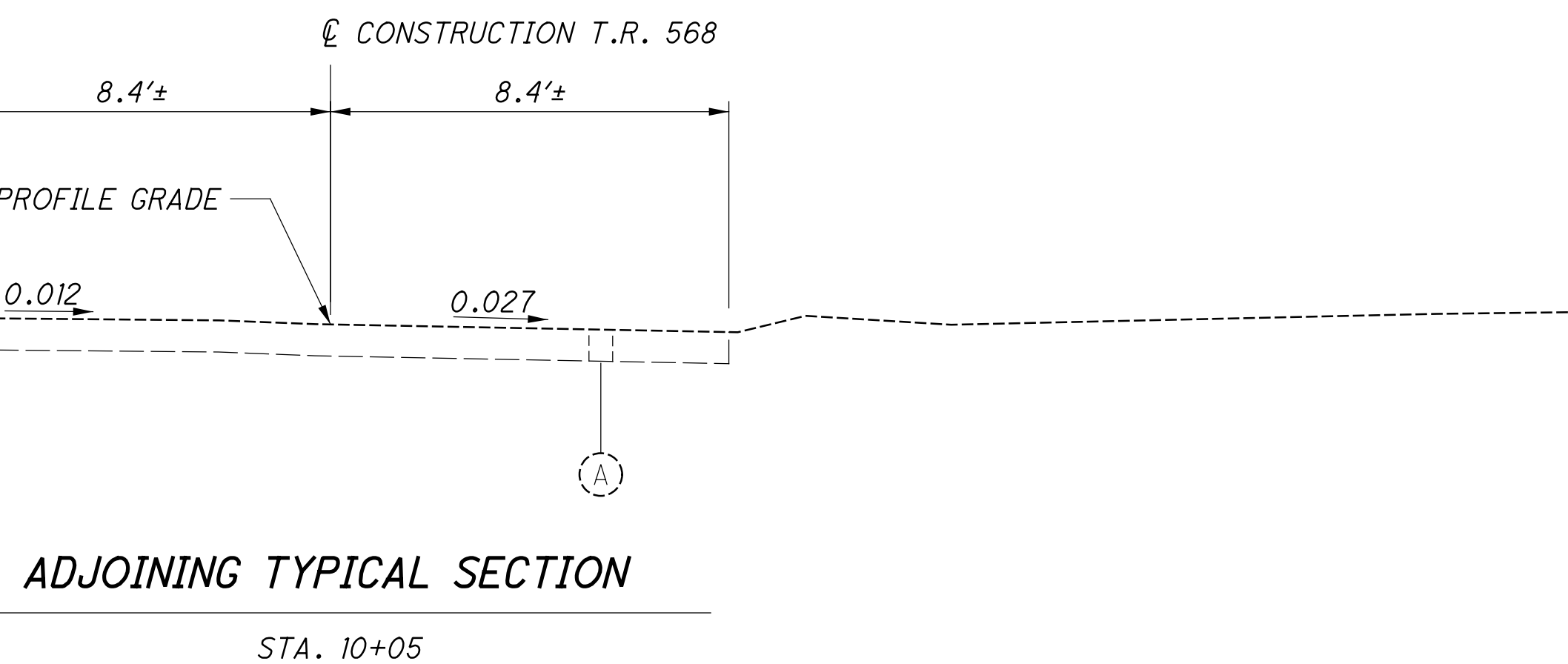


STEP DETAIL
(TYPICAL EXCEPT AT APPROACH SLABS)

LEGEND

- ① ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M
- ② ITEM 441 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)
- ③ ITEM 301 - 5" ASPHALT CONCRETE BASE, PG64-22, (449)
- ④ ITEM 304 - AGGREGATE BASE
- ⑤ ITEM 407 - TACK COAT
- ⑥ ITEM 204 - SUBGRADE COMPACTION
- ⑦ ITEM 659 - SEEDING AND MULCHING
- ⑧ ITEM 606 - GUARDRAIL, TYPE MGS

A EXISTING PAVEMENT BUILDUP (8"± ASPHALT)



PAVEMENT TRANSITION TABLE - T.R. 568												
LEFT SIDE					PROFILE CONTROL		RIGHT SIDE					REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	CROSS SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	CROSS SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
833.80	231 :1	0.10	0.012	8.40	10+05.00	833.70	8.4	-0.027	-0.23	148 :1	833.47	BEGIN FULL DEPTH PAVEMENT; MATCH EXISTING
833.99		0.09	0.010	9.11	10+25.00	833.90	9.11	-0.022	-0.20		833.70	
834.35		0.07	0.007	10.00	10+50.00	834.28	10	-0.016	-0.16		834.12	END PAVEMENT TAPER
834.53		0.05	0.005	10.00	10+61.50	834.48	10	-0.013	-0.13		834.35	
834.69		0.04	0.004	10.00	10+71.68	834.65	10	-0.011	-0.11		834.54	BEGIN RADIUS RETURN RT.
834.75		0.04	0.004	10.05	10+75.00	834.71	10.28	-0.010	-0.10		834.61	
834.98		0.05	0.002	23.63	10+88.61	834.93	28.17	-0.007	-0.20		834.73	END TRANSITION, MEET E.O.P. S.R. 83

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UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

CENTURYLINK CORPORATION
ATTN: JEFFREY SCHOONOVER
2025 AKRON ROAD
WOOSTER, OHIO 44691
OFFICE: 330-262-1128

COBRA PIPELINE COMKpany, LTD.
ATTN: ELLIOT DULY
3511 LOST NATION ROAD, SUIT 213
WILLOUGHBY, OHIO 44094
440-255-1945

KNOX ENEREGY COOPERATIVE
ASSOCIATION, INC.
ATTN: KYLE UNDERWOOD
4100 HOLIDAY STREET NW
SUITE 201
CANTON, OHIO 44718
OFFICE: 330-498-9130

HOLMES-WAYNE ELECTRIC
COOPERATIVE
ATTN: TIM VICKERS
6060 STATE ROUTE 83
MILLERSBURG, OHIO 44654
OFFICE: 330-674-1055

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

EXISTING PLANS

THE FOLLOWING EXISTING PLANS ARE AVAILABLE FOR REFERENCE AT THE DISTRICT 11 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, 2201 REISER AVE. S.E., NEW PHILADELPHIA, OHIO, 44663:

ORIGINAL CONSTRUCTION:
HOL-76-10.02 - 1972
(STRUCTURE ORIGINALLY BUILT AS HOL-76-1196
IN ADDITION, THE EXISTING PLANS CAN BE FOUND ON THE DEPARTMENT’S WEBSITE AT THE FOLLOWING ADDRESS:

<https://ftp.dot.state.oh.us/pub/Contracts/Attach>

CENTERLINE REFERENCE MONUMENTS

UPON COMPLETION OF GRADING AFTER CONSTRUCTION, OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 11 SURVEY CREW WILL INSTALL MONUMENTATION. GEODETIC AND PRIMARY PROJECT CONTROL MONUMENT, TYPE A, WILL BE INSTALLED. CONTACT JON PENIX, DISTRICT OPERATIONS MANAGER, AT 330-308-7866 WHEN THE SITE IS READY FOR MONUMENT INSTALLATION.

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.

RAISED PAVEMENT MARKERS (RPM’S)

THE CONTRACTOR SHALL OMIT PLACING RAISED PAVEMENT MARKERS ACROSS THE CONCRETE DECK AND APPROACH SLABS.

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

SURVEY PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE THE PROJECT CONTROL TABLE BELOW CONTAING PROJECT CONTOL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, HORIZONTAL AND VERTICAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: TYPE A

VERTICAL POSTIONING

ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: GEOID 12B

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD 83 (2011)
ELLIPSOID: GRS 1980
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE
COMBINED SCALE FACTOR: 1.0000613901
ORIGIN OF COORDINATE SYSTEM: N 337871.436 E 2131182.080

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

PROJECT CONTROL INFORMATION									
POINT ID	ROUTE	NAME	NORTHING	EASTING	ELEVATION	CODE	DESCRIPTION	STATION	OFFSET
CP01	S.R. 83		337439.6440	2131129.1230	830.04	IPINS	IRON PIN	OFF CHAIN	OFF CHAIN
S600	S.R. 83	BM#1	337871.4360	2131182.0800	834.42	IPINS	IRON PIN	629+63.27	19.06’ RT.
S601	S.R. 83	BM#2	337930.5050	2131141.0000	834.41	IPINS	IRON PIN	630+22.26	22.08’ LT.
	S.R. 83	P.O.T.	337634.3575	2131165.9199	-	-	-	627+26.40	ON CHAIN
	S.R. 83	P.C	337870.5898	2131163.0320	-	-	-	629+62.65	ON CHAIN
	S.R. 83	P.T	338093.5113	2131171.1635	-	-	-	631+85.81	ON CHAIN
	S.R. 83	P.O.T.	338199.4039	2131180.2018	-	-	-	632+92.09	ON CHAIN
	T.R. 568	P.O.T.	337930.9730	2131263.1300	-	-	-	10+00.00	ON CHAIN
	T.R. 568	P.O.T.	337944.1419	2131163.3132	-	-	-	11+00.68	ON CHAIN

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 9:00 PM AND 6:00 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

REVIEW OF DRAINAGE FACILITIES

BEFORE ANY WORK IS STARTED ON THE PROJECT AND AGAIN BEFORE FINAL ACCEPTANCE BY THE STATE, REPRESENTATIVES OF THE STATE AND THE CONTRACTOR, ALONG WITH LOCAL REPRESENTATIVES, SHALL MAKE AN INSPECTION OF ALL EXISTING SEWERS WHICH ARE TO REMAIN IN SERVICE AND WHICH MAY BE AFFECTED BY THE WORK. THE CONDITION OF THE EXISTING CONDUITS AND THEIR APPURTENANCE SHALL BE DETERMINED FROM FIELD OBSERVATIONS. RECORDS OF THE INSPECTION SHALL BE KEPT IN WRITING BY THE STATE.

ALL NEW CONDUITS, INLETS, CATCH BASINS, AND MANHOLES CONSTRUCTED AS A PART OF THE PROJECT SHALL BE FREE OF ALL FOREIGN MATTER AND IN A CLEAN CONDITION BEFORE THE PROJECT WILL BE ACCEPTED BY THE STATE.

ALL EXISTING SEWERS INSPECTED INITIALLY BY THE ABOVE MENTIONED PARTIES SHALL BE MAINTAINED AND LEFT IN A CONDITION REASONABLY COMPARABLE TO THAT DETERMINED BY THE ORIGINAL INSPECTION. ANY CHANGE IN THE CONDITION RESULTING FROM THE CONTRACTOR’S OPERATIONS SHALL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OPERATIONS DESCRIBED ABOVE SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE PERTINENT 611 CONDUIT ITEMS.

WORK LIMITS

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

CLEARING AND GRUBBING

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

SEEDING AND MULCHING

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

CALCULATED
MVC
CHECKED
DJL

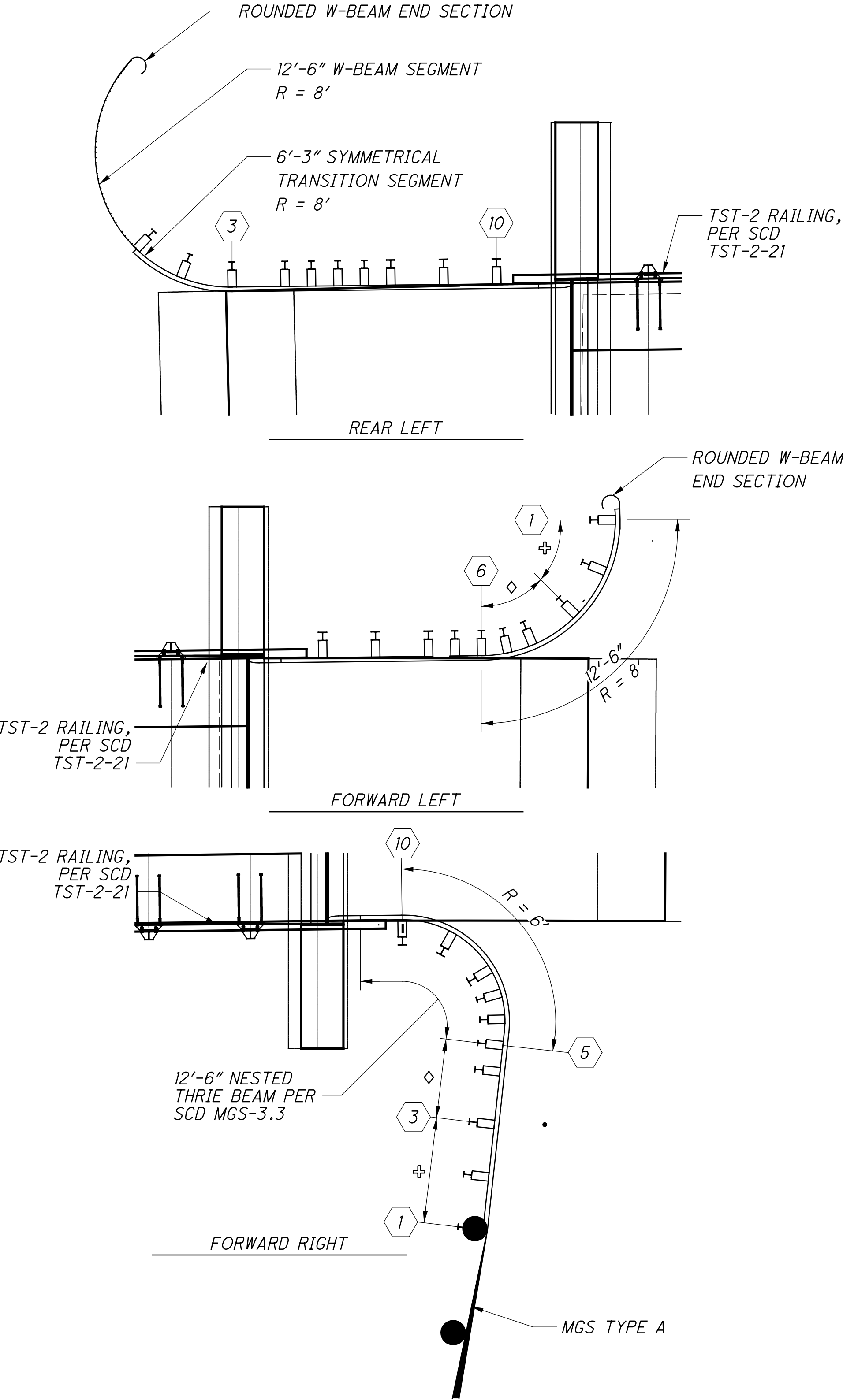
GENERAL NOTES

HOL - 83 - 11.91

5
57

ITEM 606 - MGS BRIDGE TERMINAL ASSEMBLY,
TYPE TST-2, AS PER PLAN

THE CONTRACTOR SHALL PROVIDE ALL THE LABOR,
EQUIPMENT, AND MATERIALS NECESSARY TO INSTALL THE
BRIDGE TERMINAL ASSEMBLIES PER SCD MGS-3.3 EXCEPT AS
MODIFIED BELOW.



GUARDRAIL REPLACEMENT

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE
ACTUAL TIME NECESSARY TO REMOVE GUARDRAIL, INSTALL
EMBANKMENT, GRADE AND REINSTALL IN A CONTINUOUS
OPERATION. THE REMOVAL OF ALL GUARDRAIL SHALL AT ALL
TIMES BE AS DIRECTED BY THE ENGINEER. NO GUARDRAIL
SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON
SITE, READY FOR INSTALLATION. FAILURE TO COMPLY WITH
THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO
ORDER WORK SUSPENDED ON THIS PROJECT UNTIL SUCH TIME
THAT THE ENGINEER IS ASSURED OF COMPLIANCE.

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CALCULATED	MVC	
	CHECKED	DJL
GENERAL NOTES		
HOL - 83 - 11.91		
6 57		

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ITEM 614 – MAINTAINING TRAFFIC

THE CONTRACTOR SHALL MAINTAIN TRAFFIC ON S.R. 83 AT ALL TIMES AND IN ACCORDANCE WITH THE REQUIREMENTS OF ITEM 614 AND THE SEQUENCE OF CONSTRUCTION DESCRIBED ON THIS SHEET. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, PAVEMENT FOR MAINTAINING TRAFFIC, AND THE EXISTING AND PROPOSED BRIDGE.

ACCESS SHALL BE MAINTAINED TO T.R. 568 ROAD AT ALL TIMES EXCEPT DURING PHASE 1 CONSTRUCTION, IN WHICH T.R. 568 TRAFFIC SHALL BE DETOURED.

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

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC, INCLUDING ANY PAVEMENT WEDGES NECESSARY TO ENSURE SMOOTH TRANSITIONS FOR TRAFFIC DURING CONSTRUCTION.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC - - - - - 10 CU. YD.

FULLY-ACTUATED, ALTERNATING ONE-WAY TRAFFIC SHALL BE MAINTAINED DURING PHASE 1 AND PHASE 2 BY USE OF WORK ZONE TRAFFIC SIGNALS AS SHOWN ON SHEETS 12-15. TRAFFIC SHALL BE SEPARATED FROM THE WORK AREA BY MEANS OF ITEM 622, PORTABLE BARRIER, 32" AND DRUMS.

PRIOR TO THE BEGINNING OF ANY CONSTRUCTION THAT WILL REQUIRE THE CLOSURE OF EXISTING LANES TO TRAFFIC, ALL WORK ZONE SIGNALS, PAVEMENT, SIGNS, LIGHTS, PORTABLE BARRIER AND WORK ZONE PAVEMENT MARKINGS SHALL BE FURNISHED AND INSTALLED AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-96.11, MT-96.20 AND SHEETS 12-15. WORK ZONE PAVEMENT MARKINGS AND PORTABLE BARRIER INSTALLATION SHALL BE ACCOMPLISHED IN ONE DAY, WITH FLAGGERS BEING UTILIZED FOR THE PROTECTION OF TRAFFIC DURING THE INSTALLATION OF THESE ITEMS. WHEN THE ABOVE REQUIREMENTS HAVE BEEN SATISFIED, SIGNAL CONTROLLED ALTERNATING ONE-WAY TRAFFIC MAY BEGIN.

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

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR TRAIL ACCESS CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE SIGN 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 DURATIONS OF LESS THAN 1 WEEK.

ITEM 614 – MAINTAINING TRAFFIC (CONTINUED)

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. FOR THE TRAIL ACCESS CLOSURE, THE CONTRACTOR SHALL ERECT SIGNS BACK-TO-BACK NEAR THE POINT OF CLOSURE TO ALERT BUGGY TRAFFIC OF THE RESTRICTION.

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

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

FOR T.R. 568 CLOSURE

T.R. 568 WILL BE
CLOSED MM-DD
FOR XX DAYS
INFO: 330-339-6633

W20-H13-60

FOR TRAIL ACCESS CLOSURE

TRAIL ACCESS WILL BE
CLOSED MM-DD
FOR XX DAYS
INFO: 330-339-6633

W20-H13-60

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN ON THE DETOUR PLAN ON SHEET 10 DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION SHOWN ON SHEETS 12-15.

PRIVATE DRIVEWAY ACCESS

EXCEPT AS NOTED HEREIN, WHERE PRIVATE DRIVES EXIST WITHIN THE WORK AREA, ACCESS TO THE DRIVES SHALL BE MAINTAINED. IT MAY BE NECESSARY TO ADJUST THE WORK PROCEDURES TO WORK AROUND THE DRIVES AS MUCH AS POSSIBLE AND TO PROVIDE TEMPORARY ACCESS TO THE DRIVES WHEN NORMAL ACCESS CANNOT BE PROVIDED.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (Hauling.Permits@dot.ohio.gov) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

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

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

WORK ZONE TRAFFIC SIGNALS

ALL WORK ZONE TRAFFIC SIGNALS SHALL HAVE A UPS SYSTEM CONFORMING TO CMS 633.18 AND 733.09, EXCEPT THAT A SEPARATE UPS ENCLOSURE IS NOT REQUIRED IF THE WORK ZONE TRAFFIC SIGNAL CONTROL EQUIPMENT IS TRAILER-MOUNTED. ALL SIGNAL HEADS SHALL BE LED CONFORMING TO CMS 732.04. IN ADDITION TO THE REQUIREMENTS OF CMS 614.10, THE CONTRACTOR SHALL INSTALL FRESH BATTERIES OR A PORTABLE GENERATOR WITHIN TWO HOURS OF A REPORTED DARK SIGNAL DUE TO AN EXTENDED POWER OUTAGE. ALL COSTS FOR MATERIALS, EQUIPMENT AND LABOR SHALL BE INCLUDED IN THE CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 622 – PORTABLE BARRIER

IT IS ANTICIPATED THAT THE SAME BARRIER WILL BE USED IN VARIOUS PHASES OF CONSTRUCTION. MOVEMENT OF THE BARRIER BETWEEN PHASES WILL BE ACCOMPLISHED IN ONE WORKING DAY. FLAGGERS SHALL BE UTILIZED FOR PROTECTION OF VEHICULAR TRAFFIC UNTIL MOVEMENT OF THE BARRIER IS COMPLETE.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND SHOWN ON SHEET 11:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL), EACH

ITEM 614, OBJECT MARKER, TWO-WAY, EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NONGATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

OVERHEAD-MOUNTED WORK ZONE SIGNALS

SIGNALS SHALL BE OVERHEAD MOUNTED IN ACCORDANCE WITH THE DETAILS SHOWN ON TRAFFIC SCD MT-96.20.

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TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING FOR PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

OVERNIGHT TRENCH CLOSING

IN AREAS NOT BEHIND BARRIER, THE BASE WIDENING FOR PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 3 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

ITEM 615 - ROADS FOR MAINTAINING TRAFFIC

THE FOLLOWING QUANTITIES HAVE BEEN INCLUDED IN THE PLAN FOR INFORMATION ONLY:

EXCAVATION FOR MAINTAINING TRAFFIC ----- 164 CU. YD.
EMBANKMENT FOR MAINTAINING TRAFFIC ----- 46 CU. YD.

WHEN UNDERCUTS ARE NECESSARY FOR MAINLINE PAVEMENT OR EMBANKMENT CONSTRUCTION, EVALUATE THE NEED FOR TEMPORARY ROAD UNDERCUTS IF WITHIN A CLOSE PROXIMITY TO THE MAINLINE UNDERCUTS. A GEOTECHNICAL EVALUATION SHOULD BE CONSIDERED TO DETERMINE IF THE EXISTING SOIL CONDITIONS ARE ADEQUATE TO SUPPORT THE TEMPORARY ROAD. ADDITIONAL SOIL BORINGS ALONG THE TEMPORARY ROAD ARE NOT NORMALLY REQUIRED.

ALL WORK SHALL FOLLOW SPECIFICATION 615. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 615 - ROADS FOR MAINTAINING TRAFFIC.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616 - WATER ----- 10 M. GAL

SEQUENCE OF CONSTRUCTION

THE INTENT OF THE FOLLOWING SEQUENCE OF CONSTRUCTION IS TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH SAFE FOR THE TRAVELING PUBLIC; THEREFORE, ALL PHASES SHALL HAVE STRICT ADHERENCE. COMPLETE EACH PHASE PRIOR TO ADVANCING TO THE NEXT CONSTRUCTION PHASE.

PRE-PHASE 1:
CONSTRUCT THIS PHASE WITH FLAGGERS UTILIZING SCD MT-97.10. ALL WORK COMPLETED SHALL BE SUBJECT TO THE "TRENCH FOR WIDENING" AND "OVERNIGHT TRENCH CLOSING" NOTES.

CONSTRUCT THE PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN ON THE LEFT SIDE OF THE ROADWAY.

PHASE 1:
INSTALL TRAFFIC CONTROL DEVICES AS PER PLAN SHEETS 12-13. CONSTRUCT THE RIGHT SIDE OF THE STRUCTURE, APPROACH SLABS, FULL-DEPTH PAVEMENT (EXCEPT FOR THE SURFACE COURSE) AND GUARDRAIL AS SHOWN ON SHEETS 12-13. CONSTRUCT THE REMAINING PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN ON THE RIGHT SIDE OF ROADWAY.

PHASE 2:
INSTALL TRAFFIC CONTROL DEVICES AS PER PLAN SHEETS 14-15. REMOVE THE PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN WITHIN AREAS NOT INCLUDED IN THE MILL AND FILL LIMITS ON LEFT SIDE AND BACKFILL WITH 304 AGGREGATE BASE.

CONSTRUCT THE LEFT SIDE OF THE STRUCTURE, APPROACH SLABS, FULL-DEPTH PAVEMENT (EXCEPT FOR THE SURFACE COURSE) AND GUARDRAIL AS SHOWN ON SHEETS 14-15.

PHASE 3:
CONSTRUCT THIS PHASE WITH FLAGGERS UTILIZING SCD MT-97.10. ALL WORK COMPLETED SHALL BE SUBJECT TO THE "TRENCH FOR WIDENING" AND "OVERNIGHT TRENCH CLOSING" NOTES.

COMPLETE THE MILL AND FILL ON BOTH THE LEFT AND RIGHT SIDE OF THE ROADWAY AND PLACE SURFACE COURSE ON ENTIRE PROJECT. PLACE PERMANENT PAVEMENT MARKINGS AND RPM'S AND PERFORM CONCRETE SEALING.

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

ITEM 614, WORK ZONE EDGE LINE, CLASS III, 6",
642 PAINT ----- 0.32 MILE

ITEM 614, WORK ZONE CENTER LINE, CLASS III,
642 PAINT ----- 0.16 MILE

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN

FOLLOW SPECIFICATION 615. UPON COMPLETION OF THE PROJECT, THE WORK ZONE PAVEMENT NOT AFFECTED BY PERMANENT IMPROVEMENTS SHALL REMAIN IN PLACE. THE COMPOSITION OF THE PAVEMENT SHALL BE FLEXIBLE AS DETAILED BELOW.

SAWCUT AS DIRECTED BY THE ENGINEER TO PROVIDE A NEAT JOINT TO ACCEPT THE TEMPORARY PAVEMENT PER CMS 202.05. THE MAXIMUM ACCEPTABLE ELEVATION DIFFERENCE AT THE SAW CUT LINE BETWEEN THE EXISTING PAVEMENT AND THE PAVEMENT FOR MAINTAINING TRAFFIC SHALL BE 0.25." A QUANTITY FOR ITEM 202 - PAVEMENT REMOVED, ASPHALT FROM THE M.O.T. OFFICE CALCULATIONS IS PROVIDED BELOW.

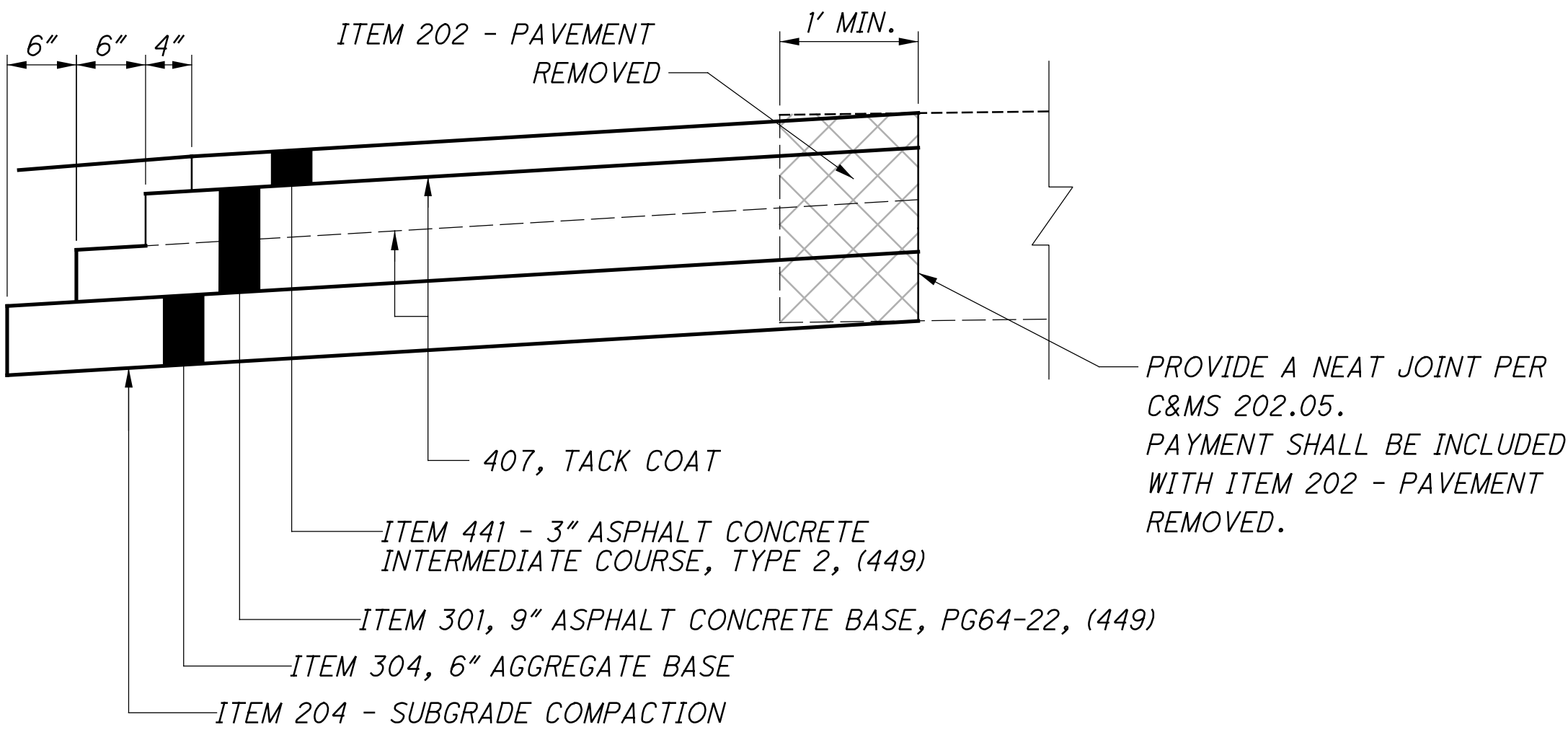
SEE MAINTENANCE OF TRAFFIC PLAN SHEETS FOR LOCATIONS OF THIS PAVEMENT.

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

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN ----- 258 SQ. YD.

ITEM 202 - PAVEMENT REMOVED ----- 74 SQ. YD.

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS, AND EQUIPMENT NECESSARY FOR INSTALLING THE ABOVE ITEMS.



LIGHTING

LIGHTING SHALL BE PROVIDED AT EACH END OF THE LANE CLOSURE FOR THE CLOSING OF ONE LANE OF A TWO LANE HIGHWAY.

LIGHTING SHALL BE BY CONVENTIONAL METHODS, WITH LUMINAIRE ARMS ATTACHED TO THE SIGNAL SUPPORTS. AREA ILLUMINATION SHALL BE PROVIDED BY USING AN 8000-LUMEN LED, 150 WATT MINIMUM HIGH PRESSURE SODIUM LUMINARIES OR 250 WATT MINIMUM MERCURY LUMINARIES. THE MINIMUM HEIGHT OF THE LUMINAIRE SHALL BE 27 FT FROM THE GROUND SURFACE.

PAYMENT FOR LIGHTING SHALL INCLUDE DELIVERY, ERECTION, MAINTENANCE, AND REMOVAL AS CALLED FOR IN THE PLANS. PAYMENT SHALL BE PER EACH.

ITEM 614, WORK ZONE LIGHTING SYSTEM 2 EACH

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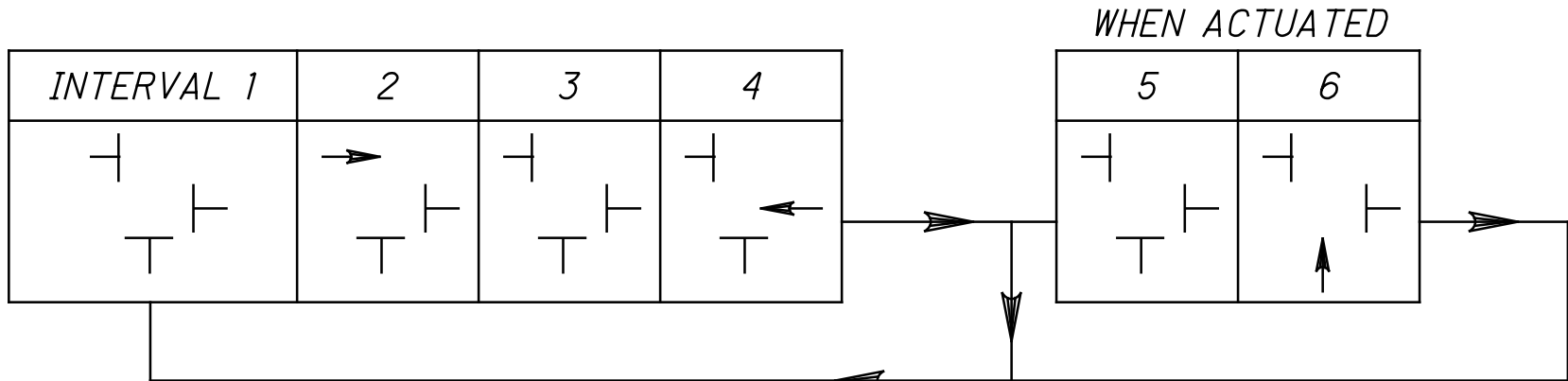
FULLY-ACTUATED OPERATION OF WORK ZONE TRAFFIC SIGNAL

THE WORK ZONE SIGNAL CONTROL REQUIRED FOR THIS PROJECT AND SHOWN ON SHEETS 12-15 AND STANDARD CONSTRUCTION DRAWINGS MT-96.11, MT-96.20, AND MT-96.26 SHALL BE FULLY TRAFFIC-ACTUATED AND OPERATE IN A MANNER SIMILAR TO THAT DESCRIBED IN SECTION 733.02 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS.

THE INITIAL CONTROLLER TIMING SHALL BE AS FOLLOWS:

	ALL PHASES					
	1	2	3	4	5	6
	ALL RED	S.R. 83 (NORTHBOUND)	ALL RED	S.R. 83 (SOUTHBOUND)	ALL RED	T.R. 568 AND DRIVES (WHEN ACTUATED)
MIN. GREEN	--	10	--	10	--	10
EXTENSION	--	4	--	4	--	4
MAX. GREEN	--	30	--	30	--	30
YELLOW	--	4	--	4	--	4
ALL RED	26	--	26	--	26	--
RECALL	ON	OFF	OFF	OFF	OFF	OFF

THE CONTRACTOR SHALL ALSO DESIGN, FURNISH, INSTALL AND MAINTAIN A TRAFFIC DETECTOR ON EACH TRAFFIC APPROACH WHICH WILL RELIABLY DETECT ALL LEGAL TRAFFIC APPROACHING (BUT NOT LEAVING) THE SIGNAL AS IT PASSES OR WAITS IN THE DESIGNATED DETECTOR ZONE SHOWN IN THE PLANS. DETECTOR DESIGNS WHICH DO NOT PROVIDE RELIABLE DETECTION, FREE FROM FALSE CALLS, SHALL BE IMMEDIATELY REPLACED BY THE CONTRACTOR.



CONTRACTOR SHALL DETERMINE THE TYPE OF DETECTOR TO BE INSTALLED AT EACH STOP BAR AS PER MT-96.20 AND MT-96.26.

WORK ZONE TRAFFIC SIGNAL TIMING AND PHASING

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

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

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

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

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

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

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

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

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

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING THE SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS (cont...)

THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 20 HOURS

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

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

DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL AND ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626.

THE FOLLOWING ESTIMATED QUANTITIES ARE CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 2, (BIDIRECTIONAL) ---- 6 EACH

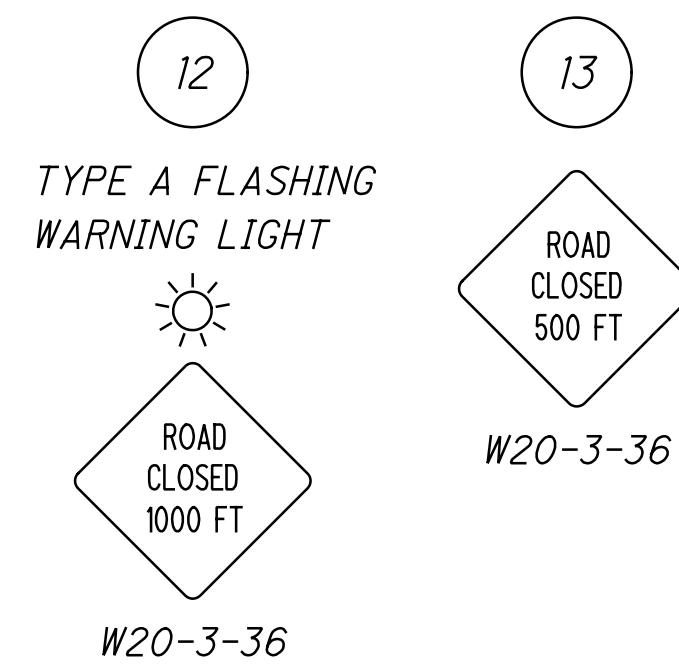
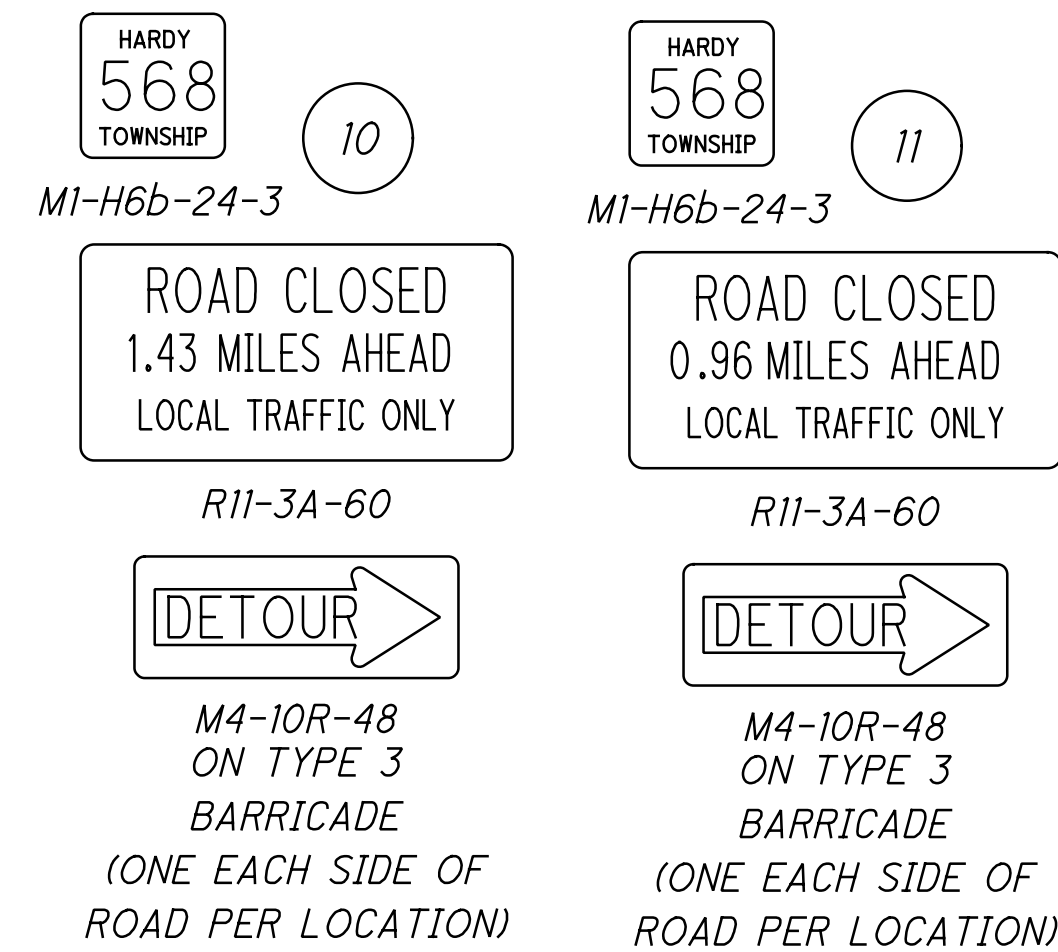
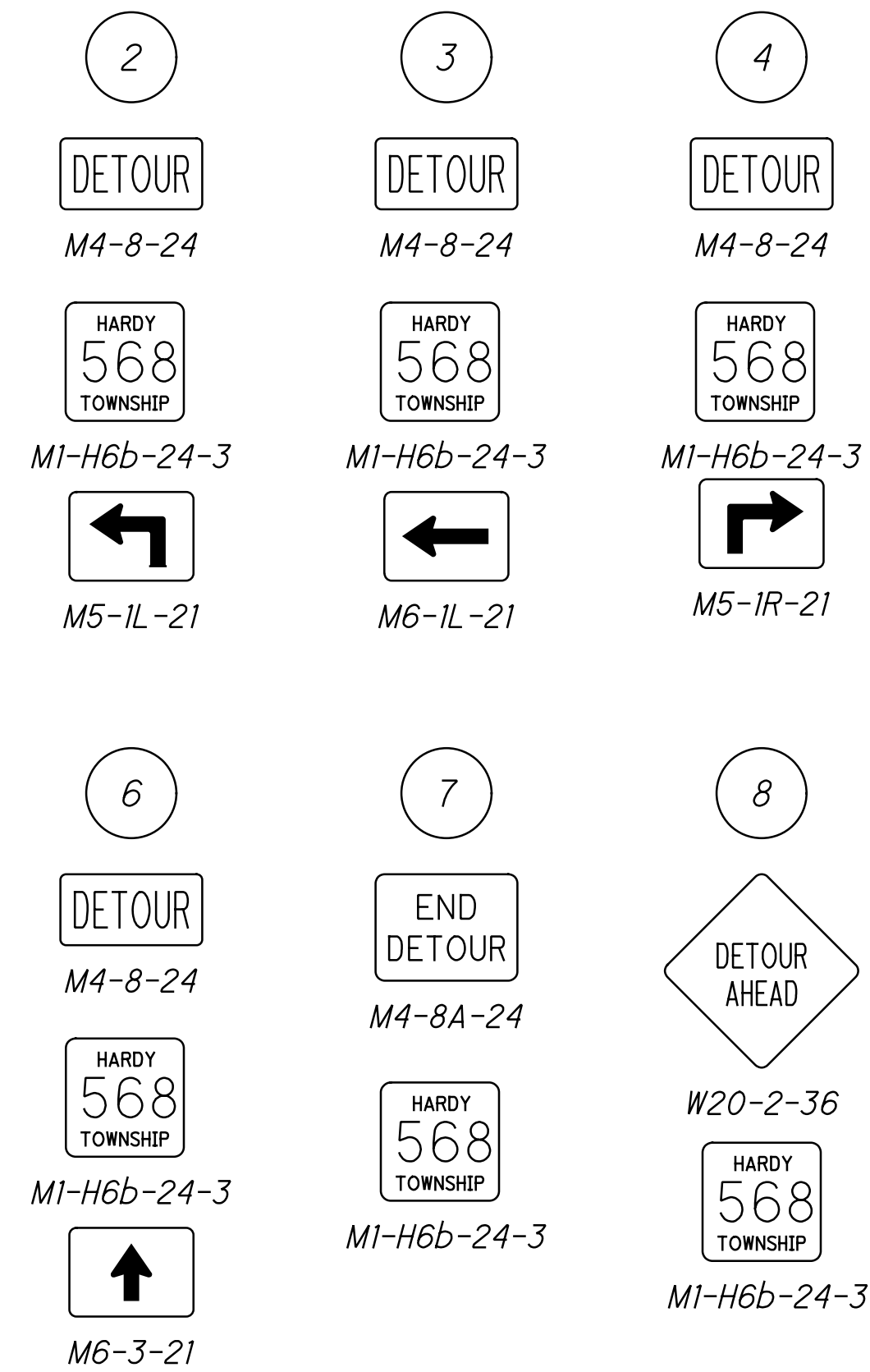
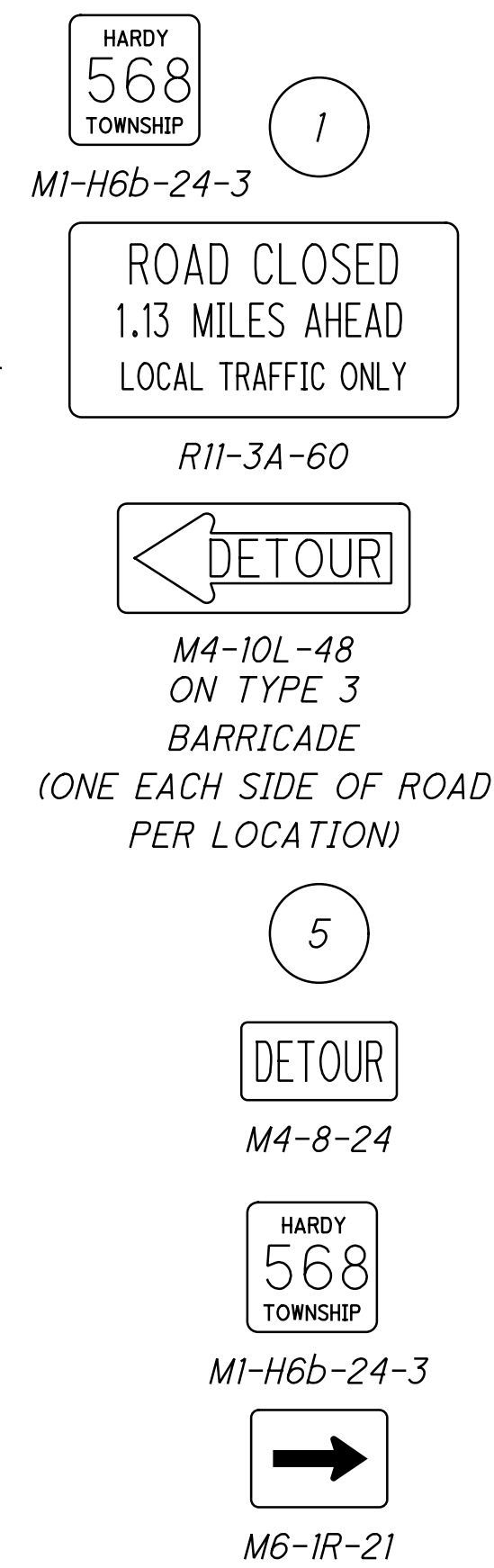
ITEM 614, OBJECT MARKER, TWO-WAY ---- 6 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEMS.

DETOUR SIGNING

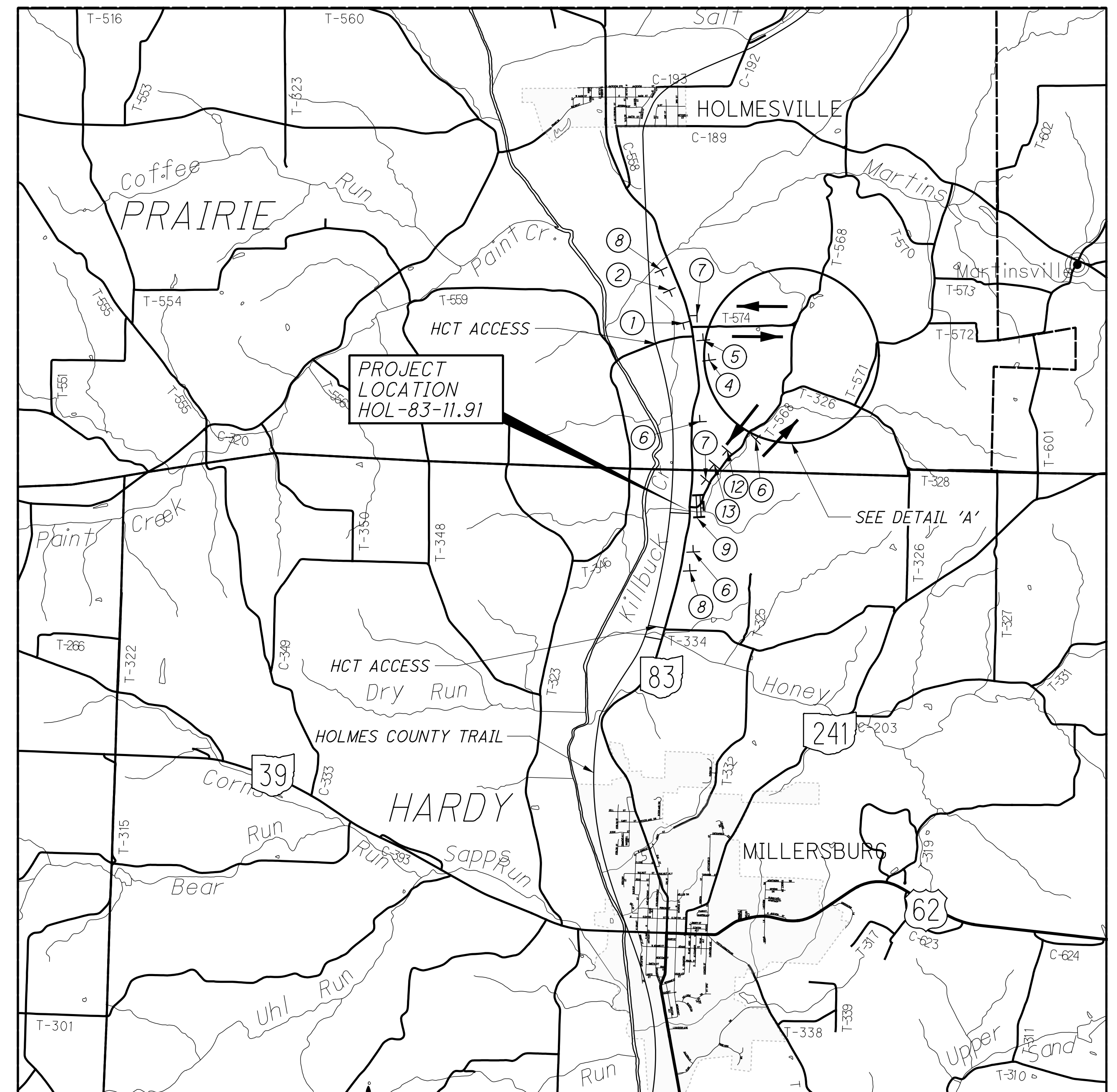
DETOUR SIGNS SHALL BE ERECTED ALONG THE OFFICIAL
DETOUR ROUTE AND SHALL BE ASSEMBLED AS SHOWN. ALL
DETOUR SIGNING SHALL BE INSTALLED BEFORE COMMENCING
THE DETOUR. PAYMENT FOR ALL LABOR, EQUIPMENT &
MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT
PRICE FOR ITEM 614, DETOUR SIGNING, UNLESS SEPARATELY
ITEMIZED IN THE PLAN.

DETOUR SIGN ESTIMATED QUANTITIES		
SIGN CODE	NO. OF SIGNS	SIZE
M1-H6b-24-3	29	24" X 24"
M4-8-24	18	24" X 12"
M4-8A-24	2	24" X 18"
M4-10L-48	2	48" X 18"
M4-10R-48	4	48" X 18"
M5-1L-21	3	21" X 15"
M5-1R-21	5	21" X 15"
M6-1L-21	2	21" X 15"
M6-1R-21	5	21" X 15"
M6-3-21	3	21" X 15"
R11-2-48	2	48" X 30"
R11-3A-60	6	60" X 30"
W20-2-36	3	36" X 36"
W20-3-36	1	36" X 36"
W20-3-36	1	36" X 36"

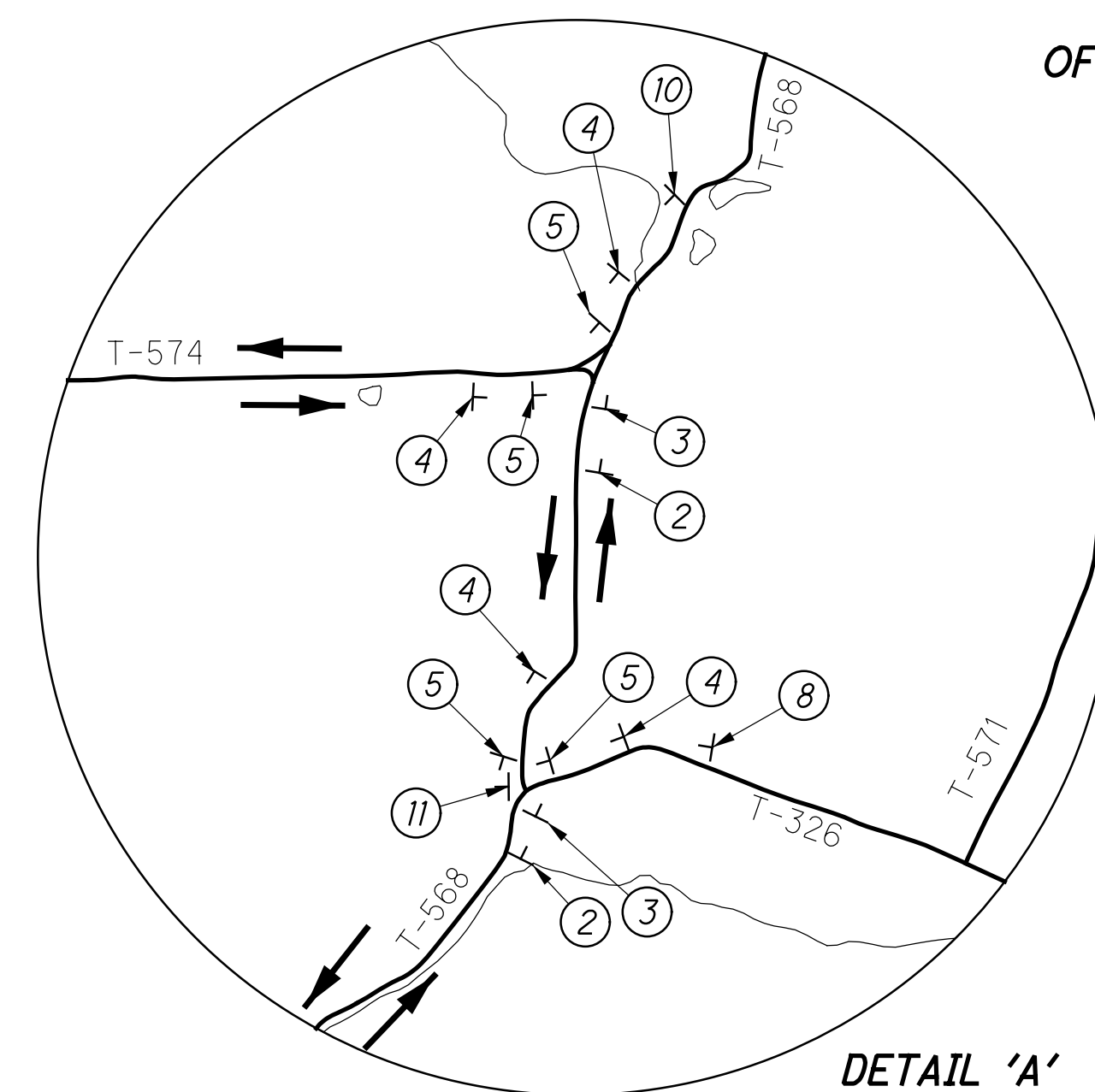


NOTES:

1. FOR ADDITIONAL SIGNING DETAILS, SEE STD. DWG. MT-101.60.
2. PLACE SIGNS PER SCD TC-42.20.
3. HCT = HOLMES COUNTY TRAIL
4. THE ACCESS TO THE HOLMES COUNTY TRAIL LOCATED WITHIN THE PROJECT LIMITS SHALL BE CLOSED FOR THE DURATION OF THE PROJECT. THE TRAIL CAN BE ACCESSED AT THE POINTS DEPICTED ON THE DETOUR MAP.



OFFICIAL DETOUR ROUTE



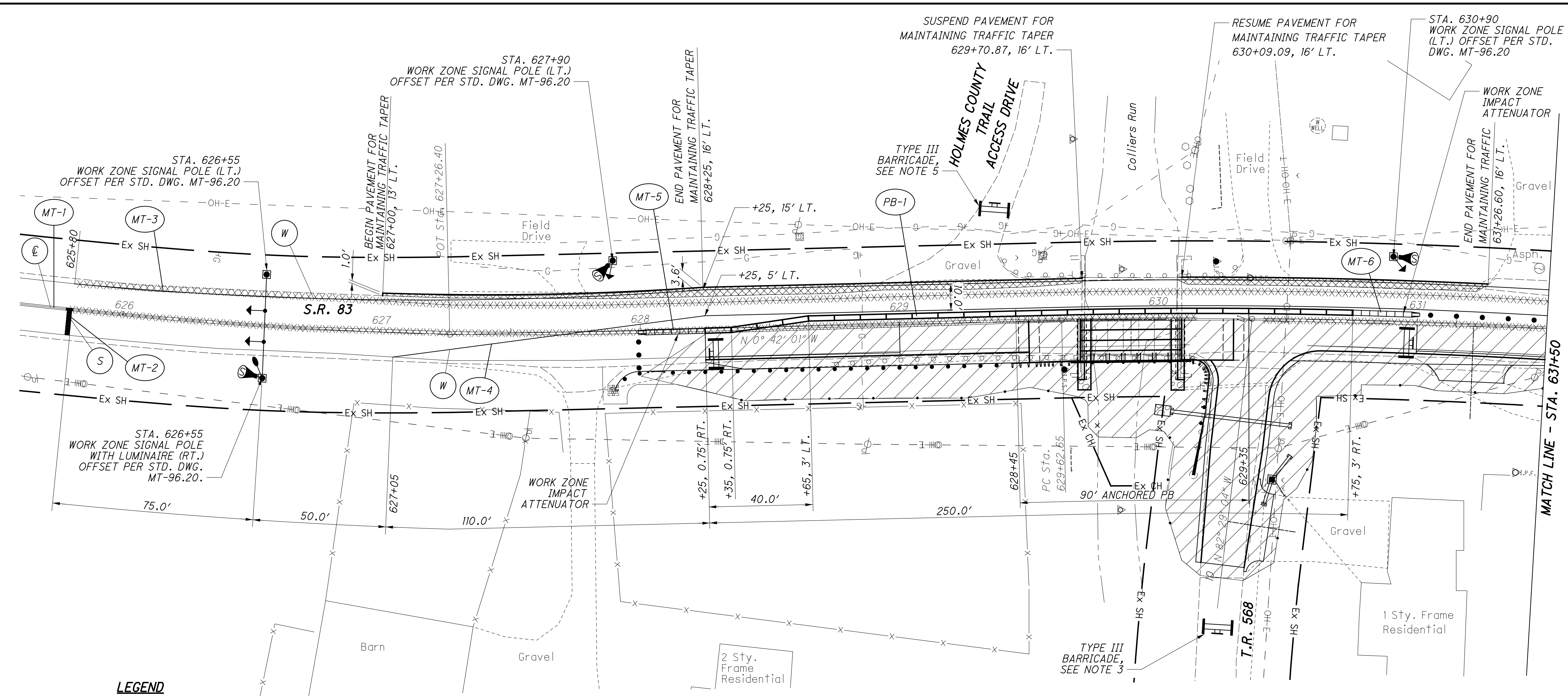
DETAIL 'A'

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SHEET NO.	REFERENCE NO.	STATION		SIDE	614																622	
					WORK ZONE EDGE LINE, CLASS I, 6",740.06, TYPE 1	WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE 1		WORK ZONE STOP LINE, CLASS I, 740.06, TYPE 1		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)					OBJECT MARKER, TWO WAY	BARRIER REFLECTOR, TYPE 1, BIDIRECTIONAL					PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED
					FROM	TO		FT.		EACH					EACH	EACH					FT.	FT.
PHASE 1																						
12	MT-1	620+80.00	625+80.00	℄		0.09																
12	MT-2	625+80.00		RT.				10														
12-13	MT-3	625+80.00	633+25.00	LT.	0.14																	
12-13	MT-4	627+05.00	632+75.00	RT.<.	0.11																	
12	MT-5	628+25.00		RT.						1												
12	MT-6	630+75.00		LT.						1												
13	MT-7	633+25.00		LT.				10														
13	MT-8	633+25.00	638+25.00	℄		0.09																
12	PB-1	628+25.00	630+75.00	RT.<.											6	6				160	90	
SUBTOTALS PHASE 1					0.25	0.18		20		2					6	6				160	90	
PHASE 2																						
14-15	MT-9	625+80.00	633+25.00	RT.	0.14																	
14-15	MT-10	626+30.00	632+75.00	RT.<.	0.12																	
14	MT-11	627+75.00		LT.						1												
14	MT-12	631+15.00		RT.						1												
14	MT-13	10+00.00		RT.				9														
14	PB-2	627+75.00	631+15.00	RT.<.											8	8				250	90	
SUBTOTALS PHASE 2					0.26			9		2					8	8				250	90	
TOTALS CARRIED TO GENERAL SUMMARY					0.51	0.18		29		4					14	14				410	180	

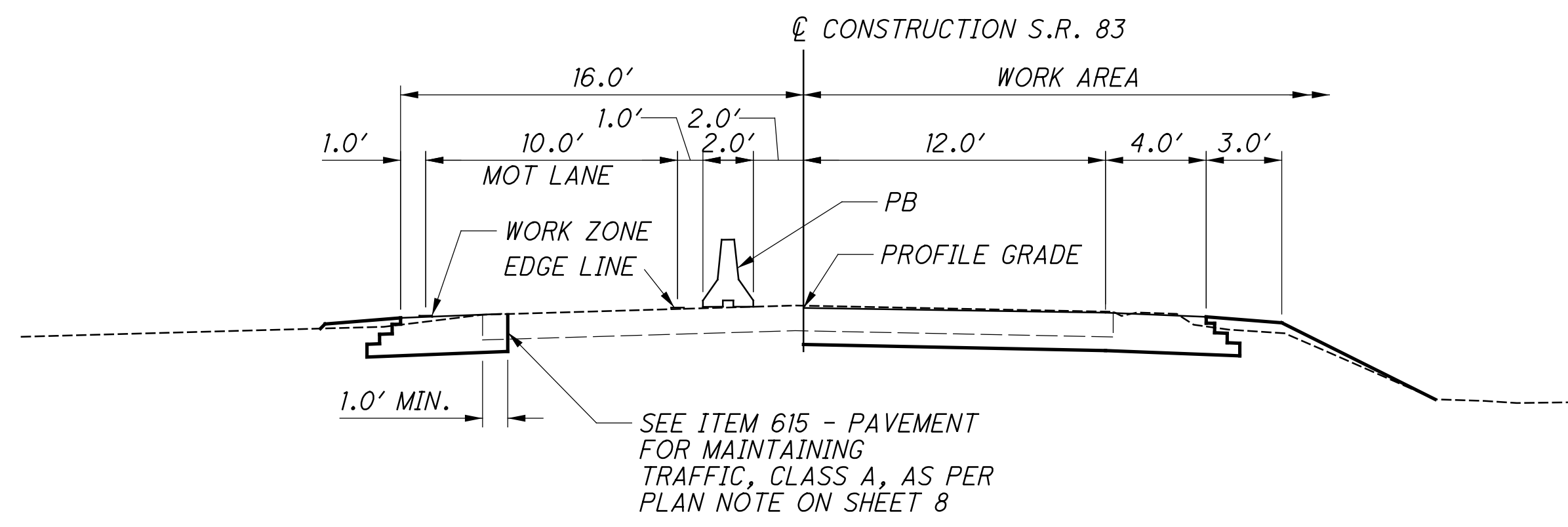
<div><div>11</div><div>57</div></div>		HOL - 83 - 11.91	MAINTENANCE OF TRAFFIC ESTIMATED QUANTITIES	CALCULATED
				MVC
				CHECKED
				DJL

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LEGEND

- XXXXXXX REMOVE EXISTING PAVEMENT MARKING
- WORK ZONE SIGNAL HEAD
- WORK ZONE LUMINAIRE
- WORK ZONE SIGNAL POLE
- WORK ZONE IMPACT ATTENUATOR
- DRUMS
- TYPE III BARRICADE
- DETECTOR UNIT
- WORK AREA
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
- WORK ZONE CENTER LINE
- WORK ZONE STOP LINE
- WORK ZONE WHITE EDGE LINE



PHASE 1 - S.R. 83

NOTES:

- FOR ADDITIONAL NOTES AND DETAILS, SEE MAINTENANCE OF TRAFFIC GENERAL NOTES SHEETS 7-9 AND MAINTENANCE OF TRAFFIC STD. DWG'S MT-96.11 AND MT-96.20.
- FOR PHASE CONSTRUCTION SEQUENCE, SEE SHEET NO. 8.
- FOR THE DURATION OF PHASE 1, T.R. 568 AT S.R. 83 SHALL BE CLOSED TO TRAFFIC AND DETOURED TO RECONSTRUCT THE T.R. 568/S.R. 83 INTERSECTION. SEE DETOUR PLAN ON SHEET 10.
- FOR PHASE 1 WORK ZONE TRAFFIC SIGNAL TIMING AND PHASING, SEE SHEET NO. 9.
- ACCESS TO THE HOLMES COUNTY TRAIL WITHIN THE PROJECT LIMITS AT SLM 11.91 SHALL BE CLOSED FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL PLACE NOTIFICATION OF CLOSURE SIGNS FOR THE ACCESS DRIVE ACCORDING TO THE ITEM 614 - MAINTAINING TRAFFIC NOTE ON SHEET 7. BUGGY TRAFFIC MAY ACCESS THE HOLMES COUNTY TRAIL AT POINTS NEAR T.R. 334 AT SLM 11.16 AND T.R. 346 AT SLM 13.01.
- CONTRACTOR SHALL ENSURE ACCESS FOR PROPERTY OWNERS AT ALL TIMES. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNERS AND COMMUNICATE TIME FRAMES WHEN CONSTRUCTION ACTIVITIES MAY TEMPORARILY PREVENT ACCESS BETWEEN S.R. 83 AND THEIR RESIDENCES.

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40

HORIZONTAL

SCALE IN FEET

CALCULATED

MVC

CHECKED

DJL

MAINTENANCE OF TRAFFIC - PHASE 1

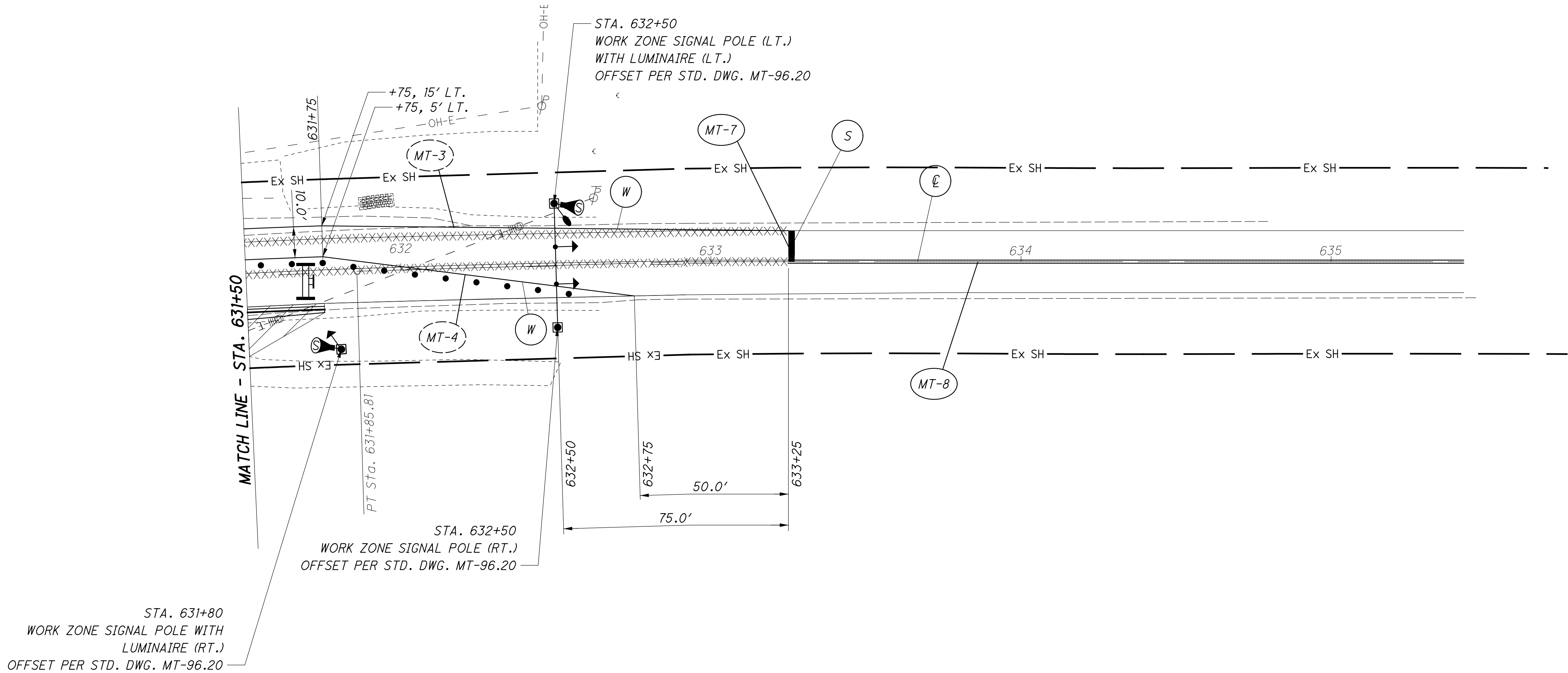
STA. 625+80 TO STA. 631+50

HOL-83-11.91

12

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LEGEND

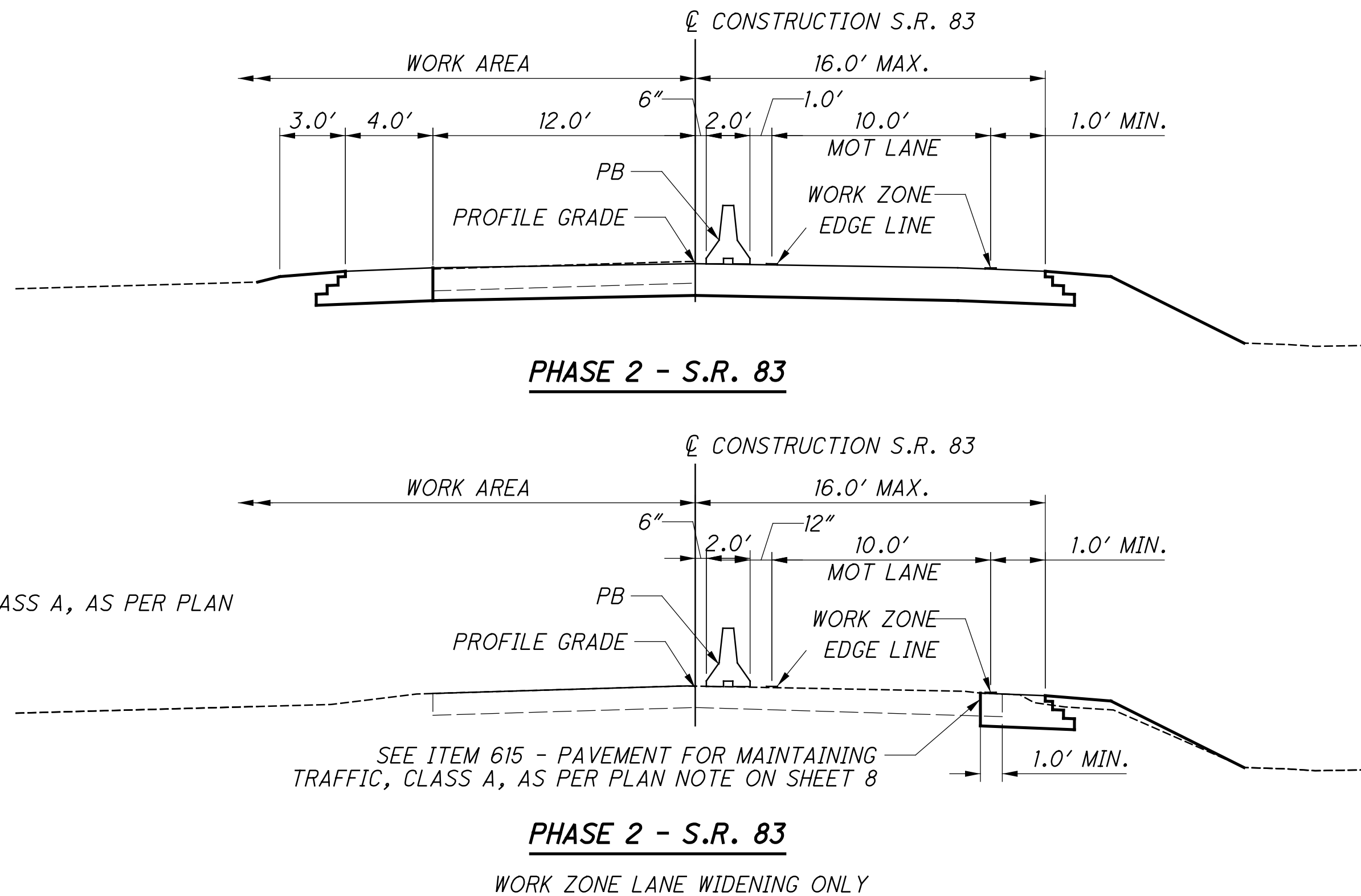
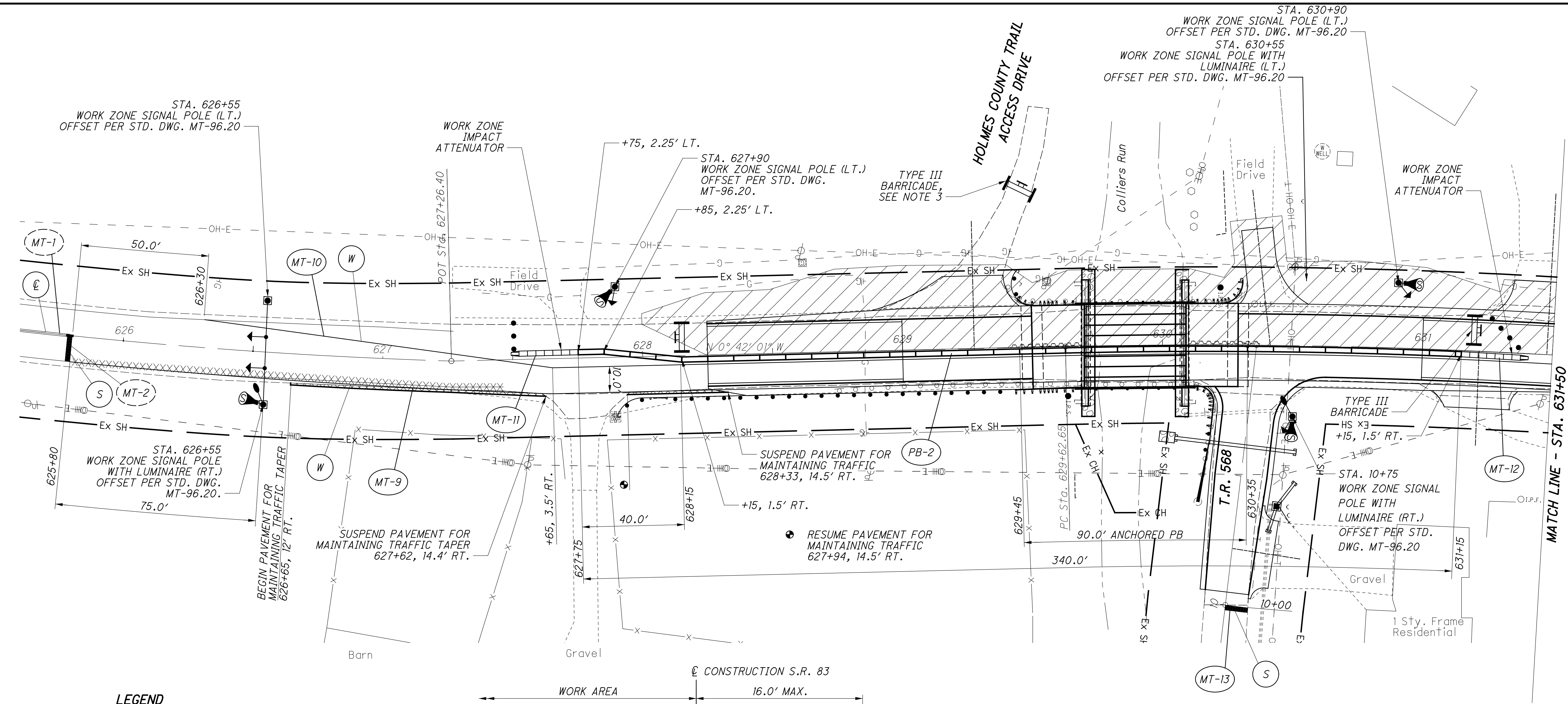
- XXXXXXX REMOVE EXISTING PAVEMENT MARKING
- WORK ZONE SIGNAL HEAD
- WORK ZONE LUMINAIRE
- WORK ZONE SIGNAL POLE
- WORK ZONE IMPACT ATTENUATOR
- DRUMS
- TYPE III BARRICADE
- DETECTOR UNIT
- WORK AREA
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
- WORK ZONE CENTER LINE
- WORK ZONE STOP LINE
- WORK ZONE WHITE EDGE LINE

- NOTES:
- FOR ADDITIONAL NOTES AND DETAILS, SEE MAINTENANCE OF TRAFFIC GENERAL NOTES SHEETS 7-9 AND M.O.T. STD. DWG'S MT-96.11 AND MT-96.20.
 - FOR PHASE CONSTRUCTION SEQUENCE, SEE SHEET NO. 8.
 - FOR PHASE 1 WORK ZONE TRAFFIC SIGNAL TIMING AND PHASING, SEE SHEET NO. 9.
 - FOR PHASE 1 WORK ZONE TYPICAL SECTION, SEE SHEET 12.

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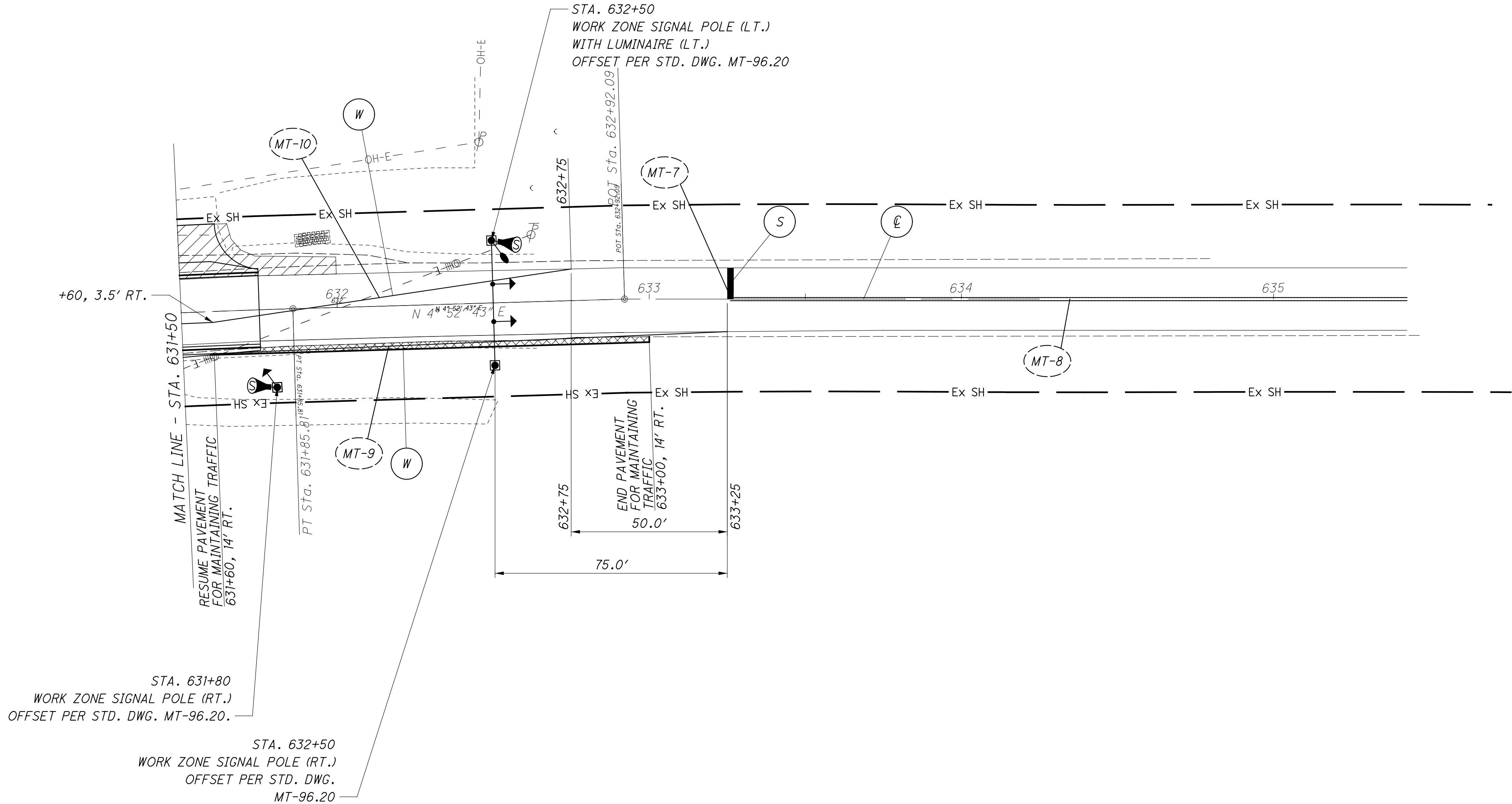
- LEGEND**
- xxxxxxx REMOVE EXISTING PAVEMENT MARKING
- WORK ZONE SIGNAL HEAD
- WORK ZONE LUMINAIRE
- WORK ZONE SIGNAL POLE
- WORK ZONE IMPACT ATTENUATOR
- DRUMS

- TYPE III BARRICADE
- DETECTOR UNIT
- WORK AREA
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
- WORK ZONE CENTER LINE
- WORK ZONE STOP LINE
- WORK ZONE WHITE EDGE LINE



- NOTES:**
- FOR ADDITIONAL NOTES AND DETAILS, SEE MAINTENANCE OF TRAFFIC GENERAL NOTES SHEETS 7-9 AND M.O.T. STD. DWG'S MT-96.11 AND MT-96.20.
 - FOR PHASE CONSTRUCTION SEQUENCE, SEE SHEET NO. 8.
 - ACCESS TO THE HOLMES COUNTY TRAIL WITHIN THE PROJECT LIMITS AT SLM 11.91 SHALL BE CLOSED FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL PLACE NOTIFICATION OF CLOSURE SIGNS FOR THE ACCESS DRIVE ACCORDING TO THE ITEM 614 - MAINTAINING TRAFFIC NOTE ON SHEET 7. BUGGY TRAFFIC MAY ACCESS THE HOLMES COUNTY TRAIL AT POINTS NEAR T.R. 334 AT SLM 11.16 AND T.R. 346 AT SLM 13.01.
 - FOR PHASE 2 WORK ZONE TRAFFIC SIGNAL TIMING AND PHASING, SEE SHEET NO. 9.
 - CONTRACTOR TO ENSURE ACCESS FOR PROPERTY OWNERS AT ALL TIMES. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNERS AND COMMUNICATE TIME FRAMES WHEN CONSTRUCTION ACTIVITIES MAY TEMPORARILY PREVENT ACCESS BETWEEN S.R. 83 AND THEIR RESIDENCES.

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LEGEND

- XXXXXXX REMOVE EXISTING PAVEMENT MARKING
- WORK ZONE SIGNAL HEAD
- WORK ZONE LUMINAIRE
- WORK ZONE SIGNAL POLE
- WORK ZONE IMPACT ATTENUATOR
- WHITE EDGE LINE
- TYPE III BARRICADE
- DETECTOR UNIT
- WORK AREA
- ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, AS PER PLAN
- CADD AREA

NOTES:

- FOR ADDITIONAL NOTES AND DETAILS, SEE MAINTENANCE OF TRAFFIC GENERAL NOTES SHEETS 7-9 AND M.O.T. STD. DWG'S MT-96.11 AND MT-96.20.
- FOR PHASE CONSTRUCTION SEQUENCE, SEE SHEET NO. 8.
- FOR PHASE 2 WORK ZONE TRAFFIC SIGNAL TIMING AND PHASING, SEE SHEET NO. 9.
- CONTRACTOR TO ENSURE ACCESS FOR PROPERTY OWNERS AT ALL TIMES. CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNERS AND COMMUNICATE TIME FRAMES WHEN CONSTRUCTION ACTIVITIES MAY TEMPORARILY PREVENT ACCESS BETWEEN S.R. 83 AND THEIR RESIDENCES.
- FOR PHASE 2 WORK ZONE TYPICAL SECTION, SEE SHEET 14.

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SHEET NUM.													PART .	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED MVC	CHECKED DUL
5	8			18	20	28				33	40	OFFICE CALCS	01/BRO/13								
																		ROADWAY			
LS	74												LS	201	11000	LS		CLEARING AND GRUBBING			
										67		680	821	202	23000	821	SY	PAVEMENT REMOVED			
												131	131	202	23500	131	SY	WEARING COURSE REMOVED			
						59							59	202	35100	59	FT	PIPE REMOVED, 24" AND UNDER			
													194	202	38000	194	FT	GUARDRAIL REMOVED			
					194	53				8			364	203	10000	364	CY	EXCAVATION			
					303	14							81	203	20000	81	CY	EMBANKMENT			
					67							840	840	204	10000	840	SY	SUBGRADE COMPACTION			
					156.25								156.25	606	15050	156.25	FT	GUARDRAIL, TYPE MGS			
					2								2	606	20050	2	EACH	ROUNDED END SECTION			
					1								1	606	25550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE A			
					1								1	606	26550	1	EACH	ANCHOR ASSEMBLY, MGS TYPE T			
					1								1	606	34600	1	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2			
					3								3	606	34601	3	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2, AS PER PLAN	6		
																		EROSION CONTROL			
				24		1							25	601	32210	25	CY	ROCK CHANNEL PROTECTION, TYPE C WITH AGGREGATE FILTER			
				2									2	659	00100	2	EACH	SOIL ANALYSIS TEST			
				130									130	659	00300	130	CY	TOPSOIL			
					955	213							1,168	659	10000	1,168	SY	SEEDING AND MULCHING			
				58									58	659	14000	58	SY	REPAIR SEEDING AND MULCHING			
				0.16									0.16	659	20000	0.16	TON	COMMERCIAL FERTILIZER			
				0.24									0.24	659	31000	0.24	ACRE	LIME			
				10									10	659	35000	10	MGAL	WATER			
										46			46	660	20000	46	SY	SODDING REINFORCED			
													10,000	832	30000	10,000	EACH	EROSION CONTROL			
																		DRAINAGE			
						0.7							0.7	602	20000	0.7	CY	CONCRETE MASONRY			
						8							8	611	00200	8	FT	4" CONDUIT, TYPE C			
						22							22	611	04600	22	FT	12" CONDUIT, TYPE C			
						47							47	611	05700	47	FT	15" CONDUIT, TYPE A, 706.02			
						1							1	611	98470	1	EACH	CATCH BASIN, NO. 2-2B			
																		PAVEMENT			
												367	367	254	01000	367	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1 1/4" DEPTH)			
										11		174	185	301	56000	185	CY	ASPHALT CONCRETE BASE, PG64-22, (449)			
										5		144	149	304	20000	149	CY	AGGREGATE BASE			
										6		143	149	407	10000	149	GAL	TACK COAT			
												38	38	441	70100	38	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M			
												36	36	441	70300	36	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (449)			
										4		4	441	441	70500	4	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)			
																		TRAFFIC CONTROL			
											8		8	621	00100	8	EACH	RPM			
					12						10		10	621	54000	10	EACH	RAISED PAVEMENT MARKER REMOVED			
													12	626	00110	12	EACH	BARRIER REFLECTOR, TYPE 2, BIDIRECTIONAL			
											20		20	630	02100	20	FT	GROUND MOUNTED SUPPORT, NO. 2 POST			
											12.5		12.5	630	03100	12.5	FT	GROUND MOUNTED SUPPORT, NO. 3 POST			
											10		10	630	08510	10	FT	STREET NAME SIGN SUPPORT, NO. 2 POST			
											1		1	630	08600	1	EACH	SIGN POST REFLECTOR			
											12.75		12.75	630	80100	12.75	SF	SIGN, FLAT SHEET			
											7		7	630	84900	7	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL			
											6		6	630	86002	6	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL			
											0.14		0.14	646	10010	0.14	MILE	EDGE LINE, 6"			
											0.07		0.07	646	10200	0.07	MILE	CENTER LINE			

GENERAL SUMMARY

HOL - 83-11.91

GENERAL SUMMARY

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SEEDING AND MULCHING CALCULATIONS

ITEM 659 - SOIL ANALYSIS TEST
130 CU. YD. x 1 TEST/10000 CU. YD. = 0.013 EACH
2 EACH

ITEM 659 - TOPSOIL
1168 YD. x 111 CU. YD./1000 SQ. YD. = 129.65 CU. YD.
(USE 130 CU. YD.)

ITEM 659 - REPAIR SEEDING AND MULCHING
1168 SQ. YD. x 0.05 = 58.40 SQ. YD.
(USE 58 SQ. YD.)

ITEM 659 - COMMERCIAL FERTILIZER
1168 SQ. YD. X 9 X 30 LB/1000 SQ. FT. ÷ 2000 = 0.16 TON
(USE 0.16 TON)

ITEM 659 - LIME
1168 SQ. YD. X 9 X 1 AC./43560 SQ. FT. = 0.24 ACRE
(USE 0.24 ACRE)

ITEM 659 - WATER
1168 SQ. YD. X 9 X 300 GAL/1000/1000 X 2 APP. = 6.31 M. GAL.
(USE 10 M. GAL.)

ROCK CHANNEL PROTECTION CALCULATIONS

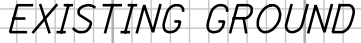
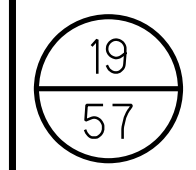
ITEM 601 - ROCK CHANNEL PROTECTION, TYPE C WITH AGGREGATE FILTER

RCP-1
[(56.5' x 2.5') + (4' x 2.5') + (4' x 2.5')] x 2' DEEP ÷ 27 = 11.94 CU. YD.

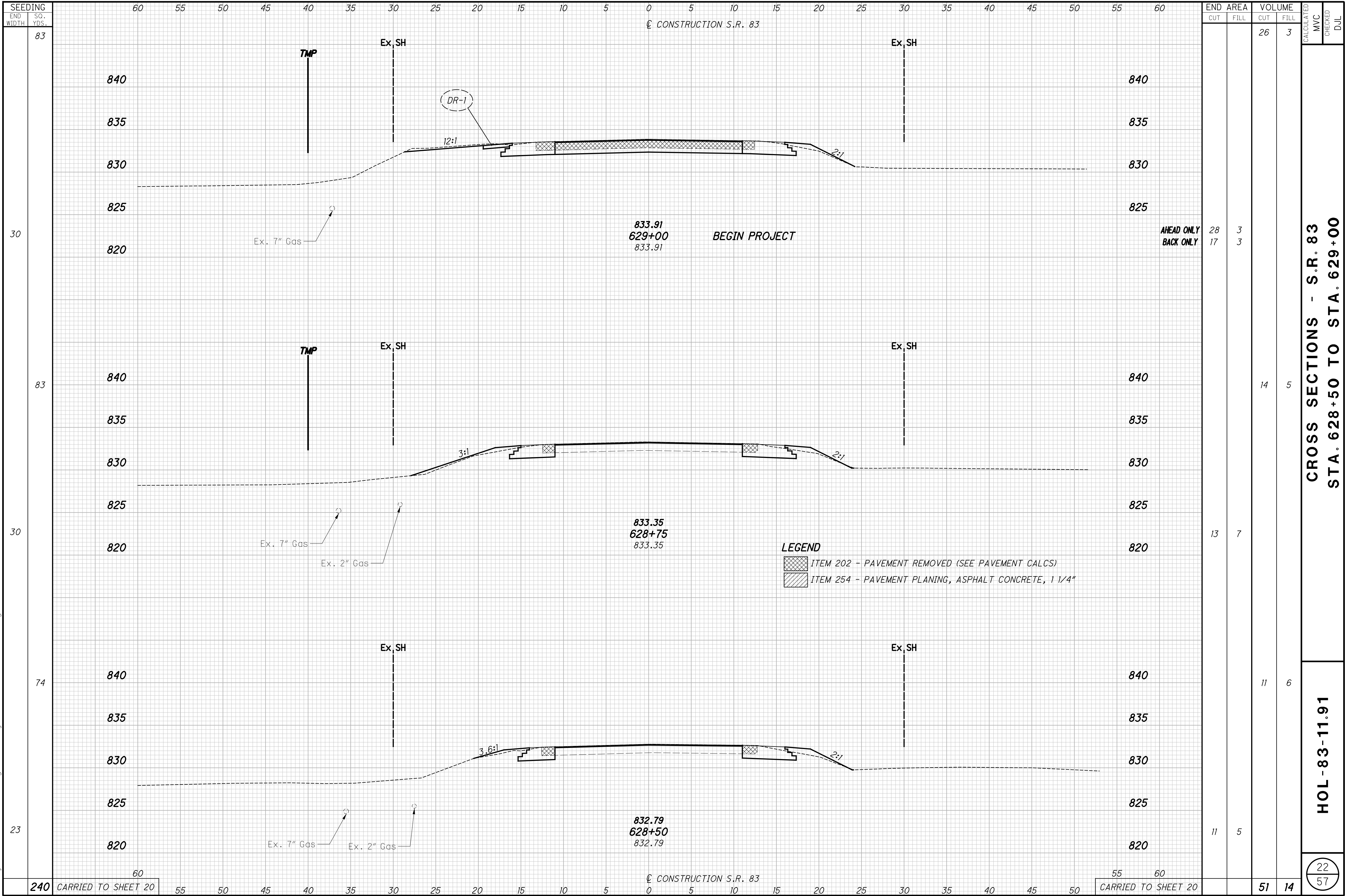
RCP-2
[(56.5' x 2.5') + (4' x 2.5') + (4' x 2.5')] x 2' DEEP ÷ 27 = 11.94 CU. YD.

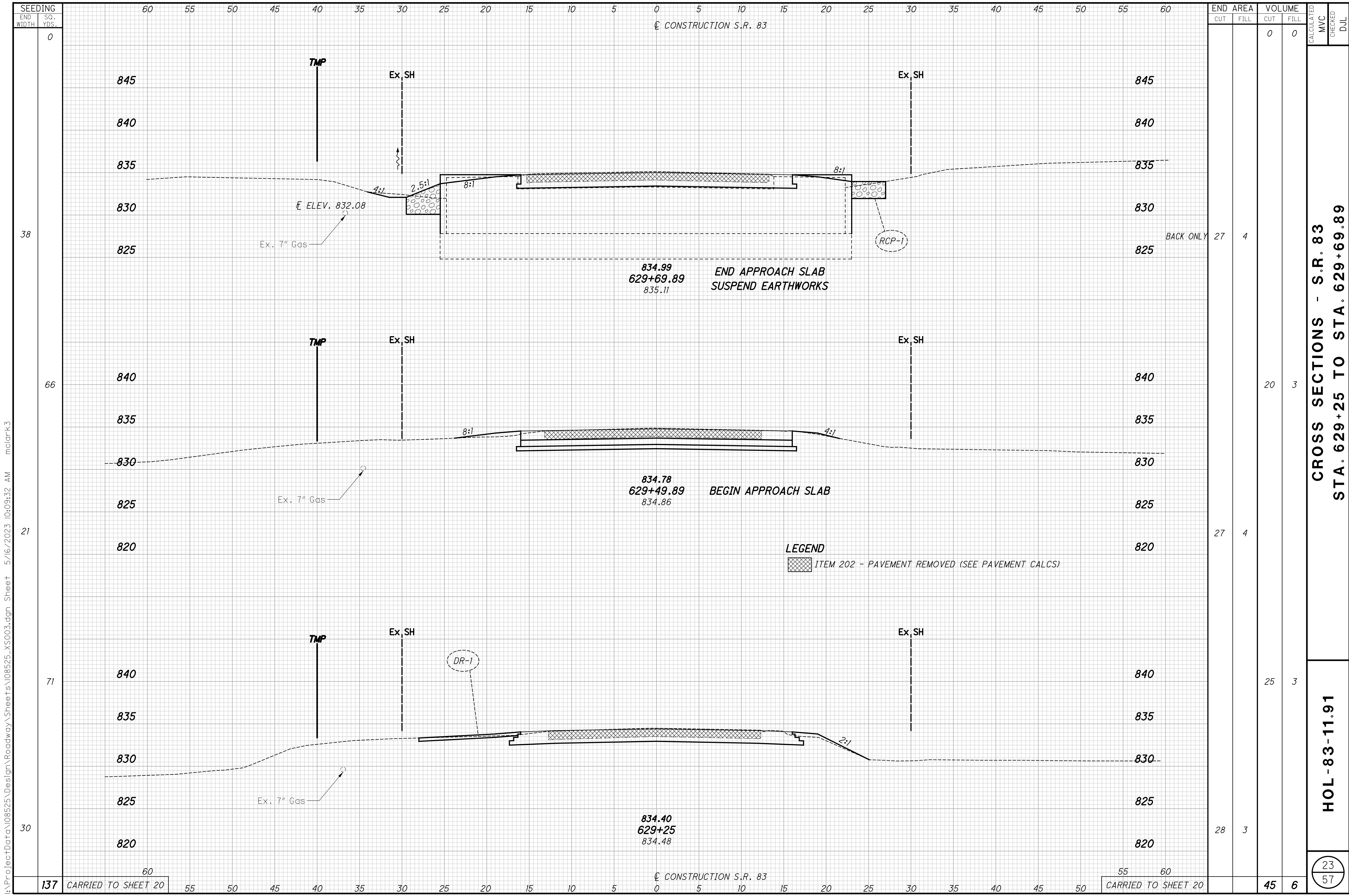
TOTAL = 23.88 CU. YD.
(USE 24 CU. YD.)

CALCULATED	MVC
	CHECKED DJL
CALCULATIONS	
HOL - 83 - 11.91	
18 57	

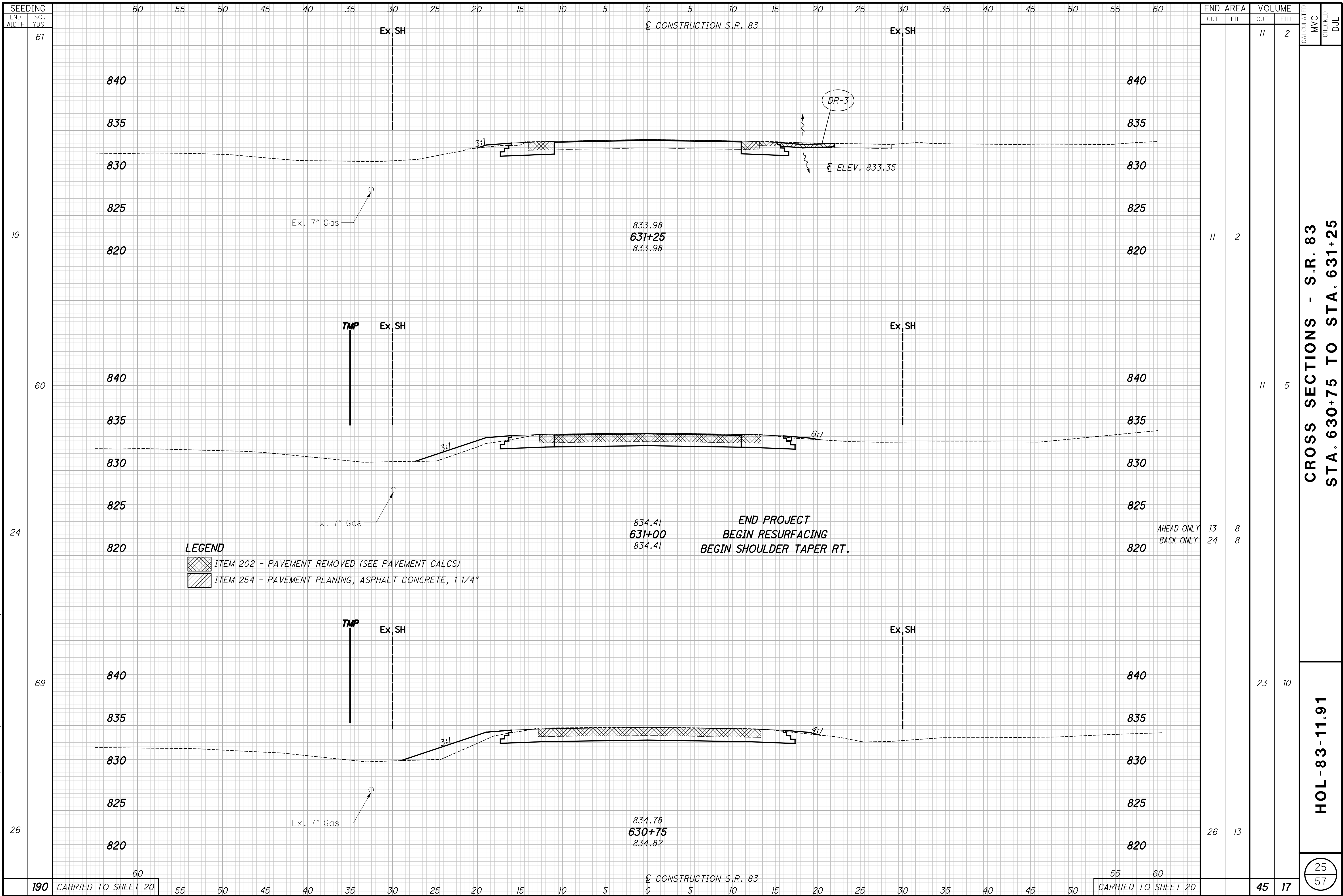


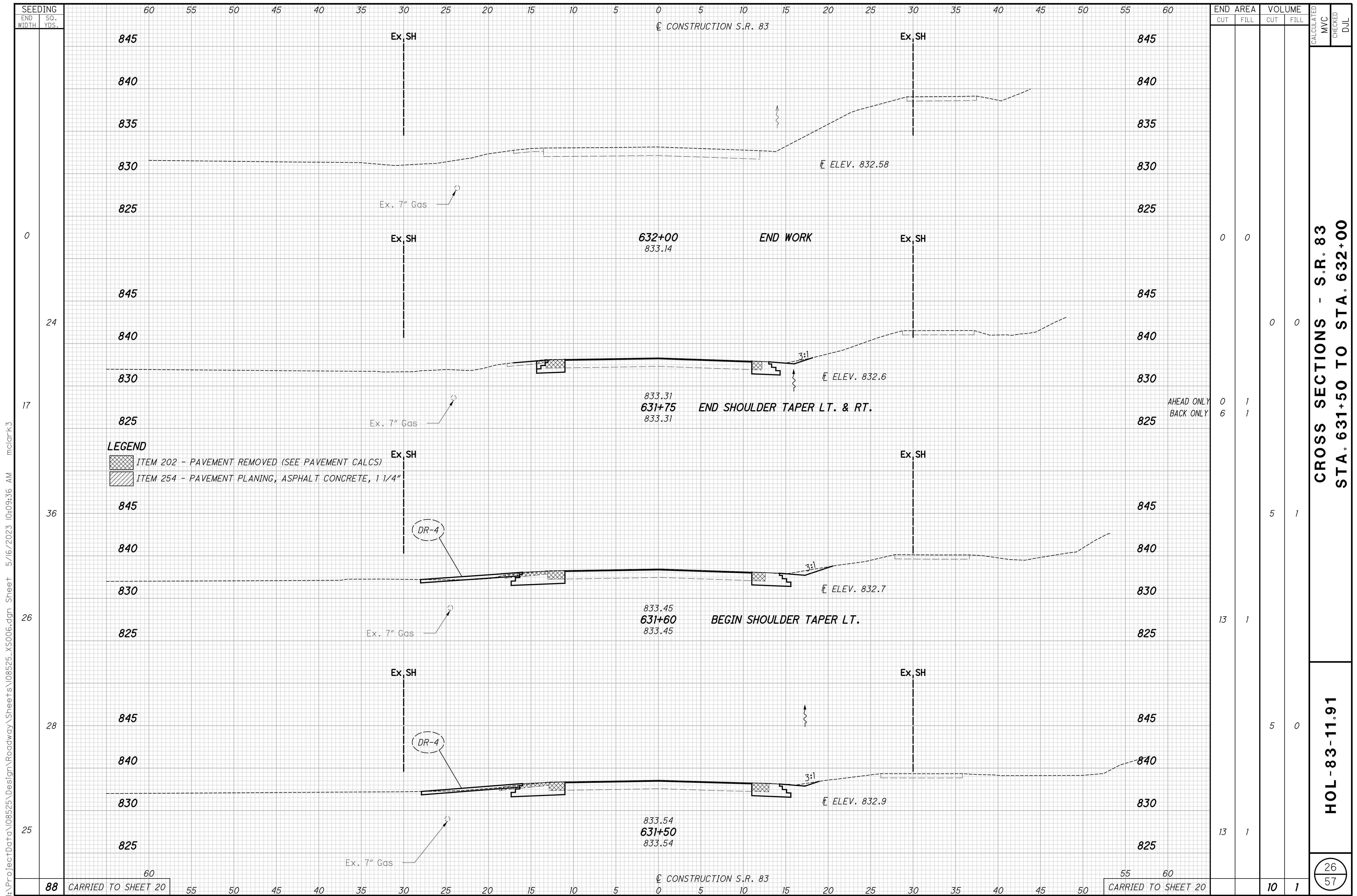
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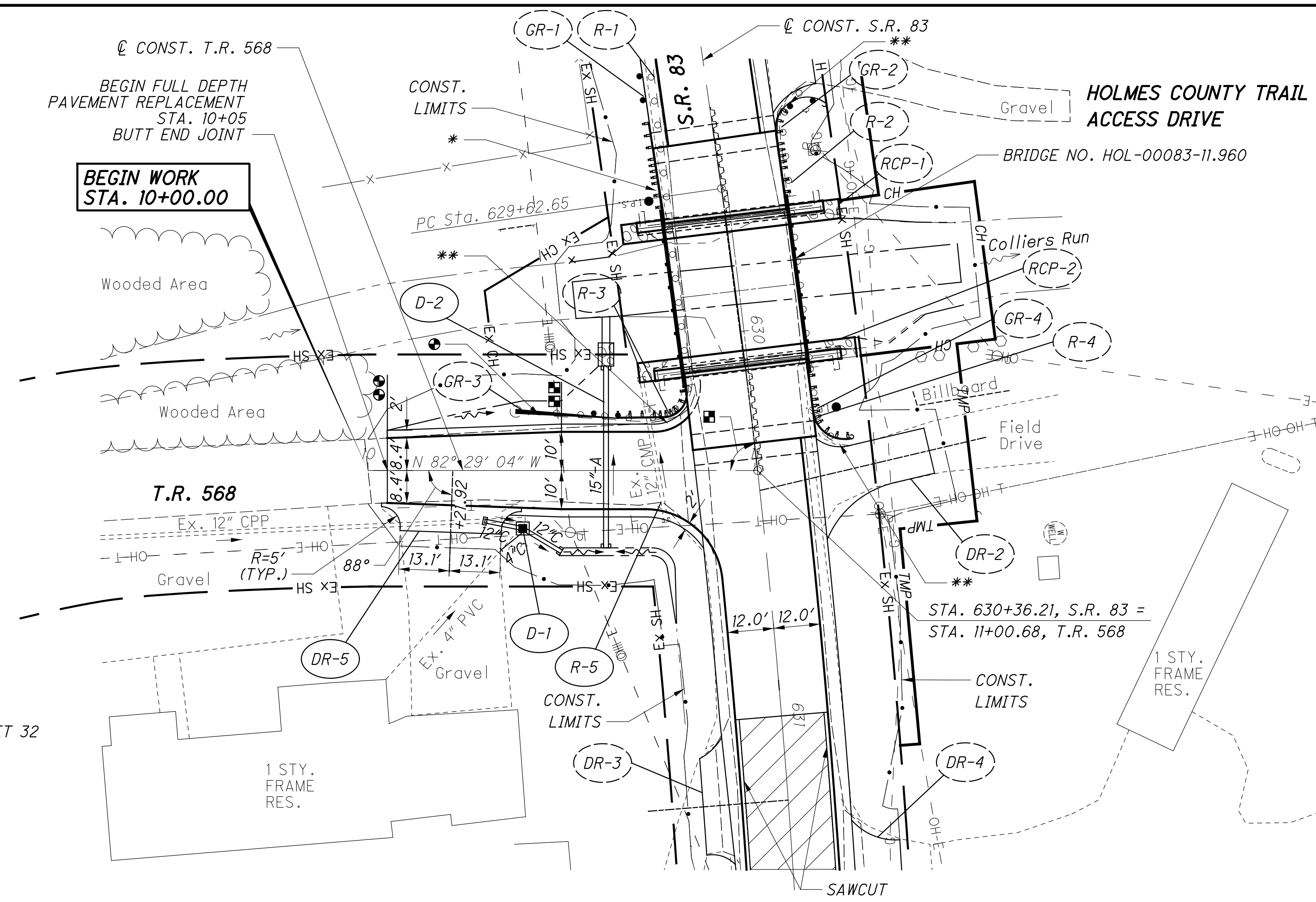
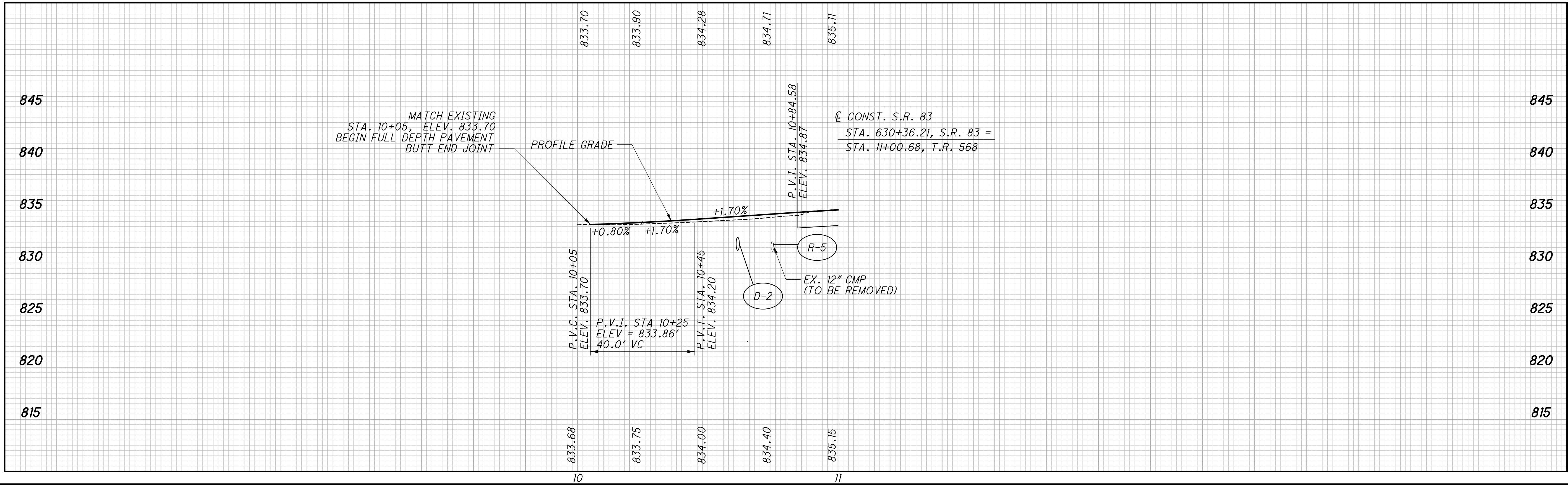
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LEGEND

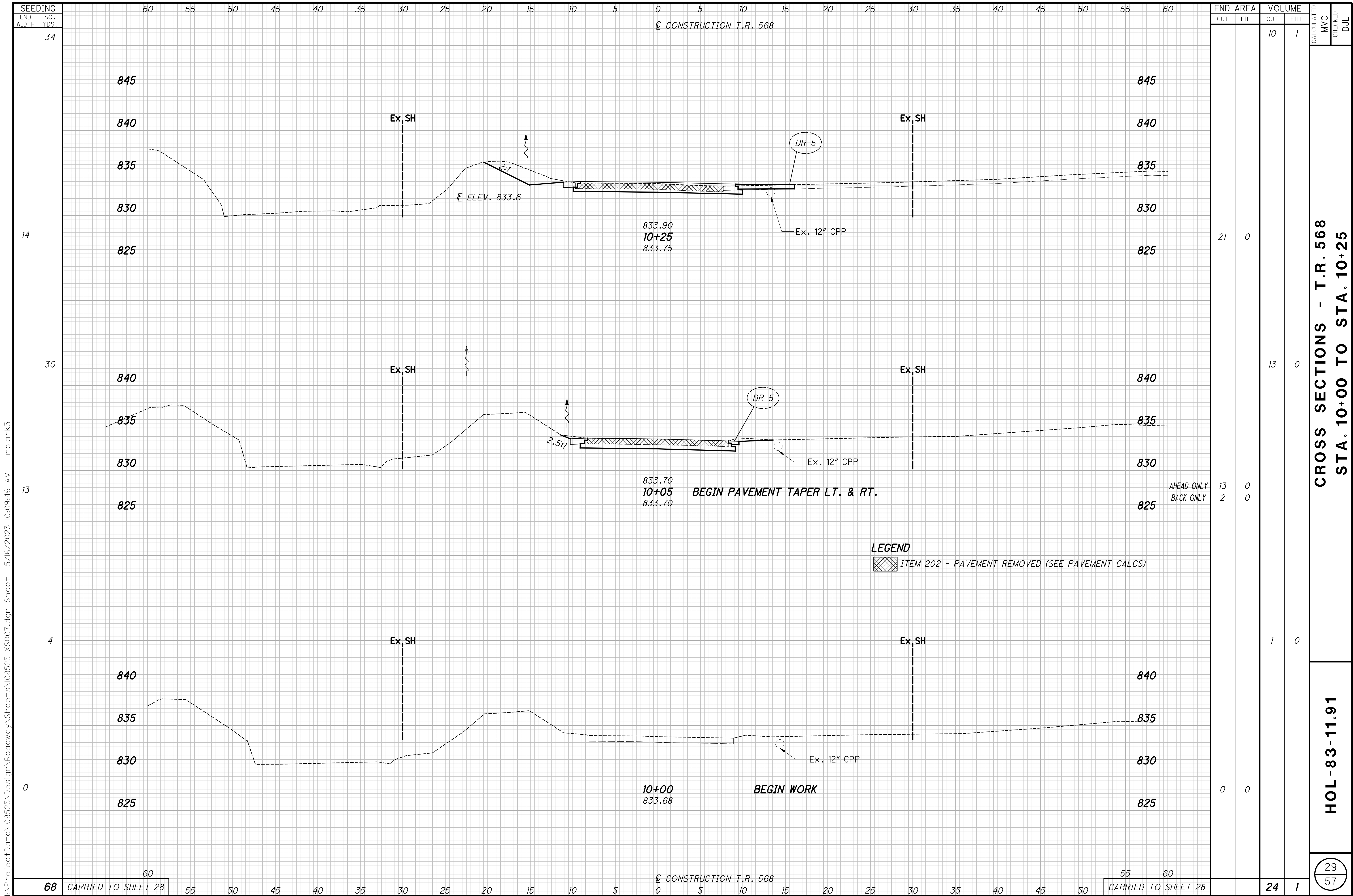
PAVEMENT PLANING & RESURFACING

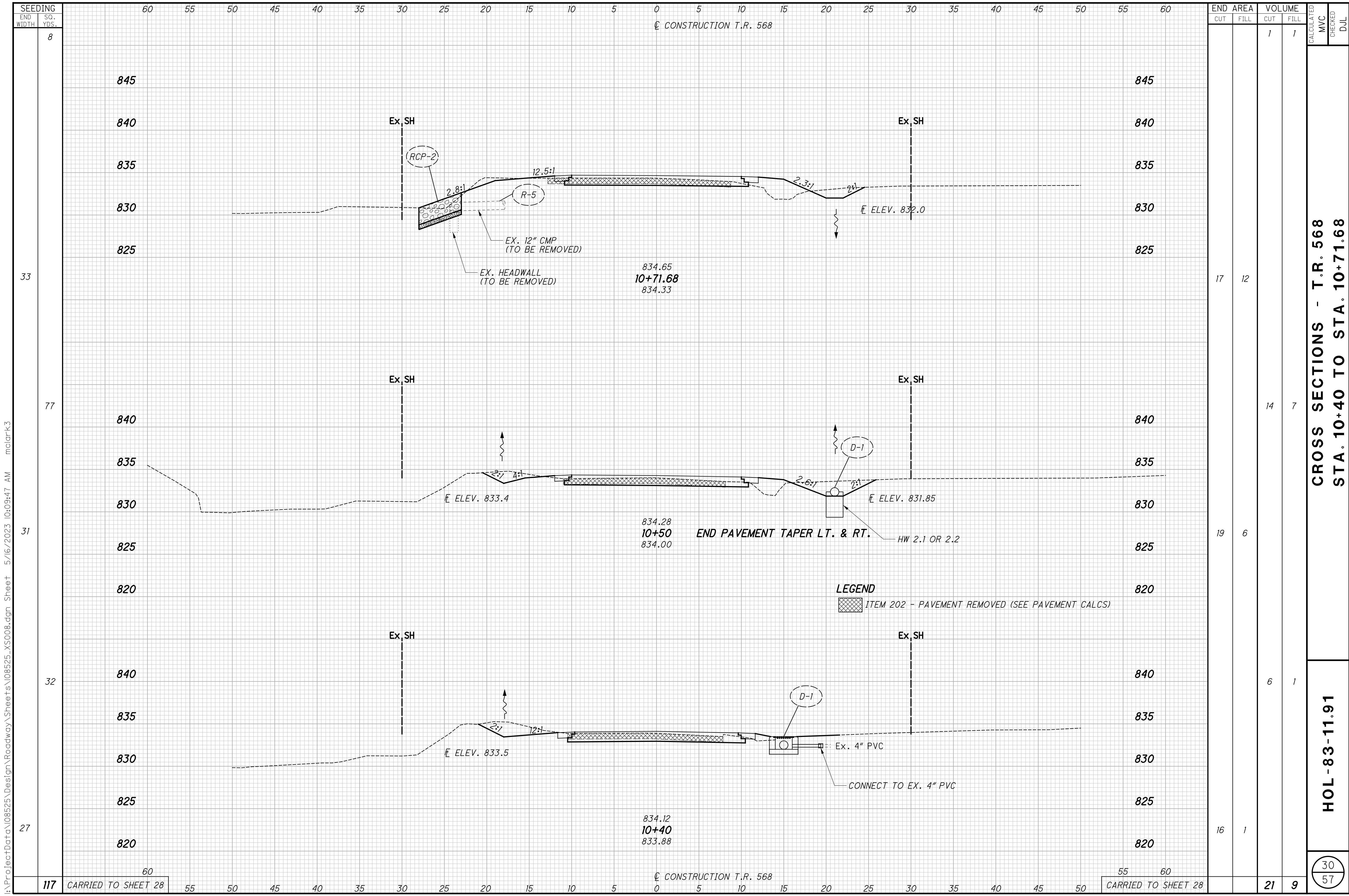
NOTES:

1. FOR S.R. 83 PLAN AND PROFILE, SEE SHEET 19
2. FOR S.R. 83/T.R. 568 INTERSECTION DETAIL, SEE SHEET 32
3. FOR ESTIMATED QUANTITIES, SEE SHEET 28
4. FOR DRIVE DETAILS & QUANTITIES, SEE SHEETS 33-34
5. FOR CALCULATIONS, SEE SHEET 18
6. FOR DRAINAGE PROFILES, SEE SHEET 35
7. FOR CULVERT PLAN AND PROFILE, SEE SHEET 36



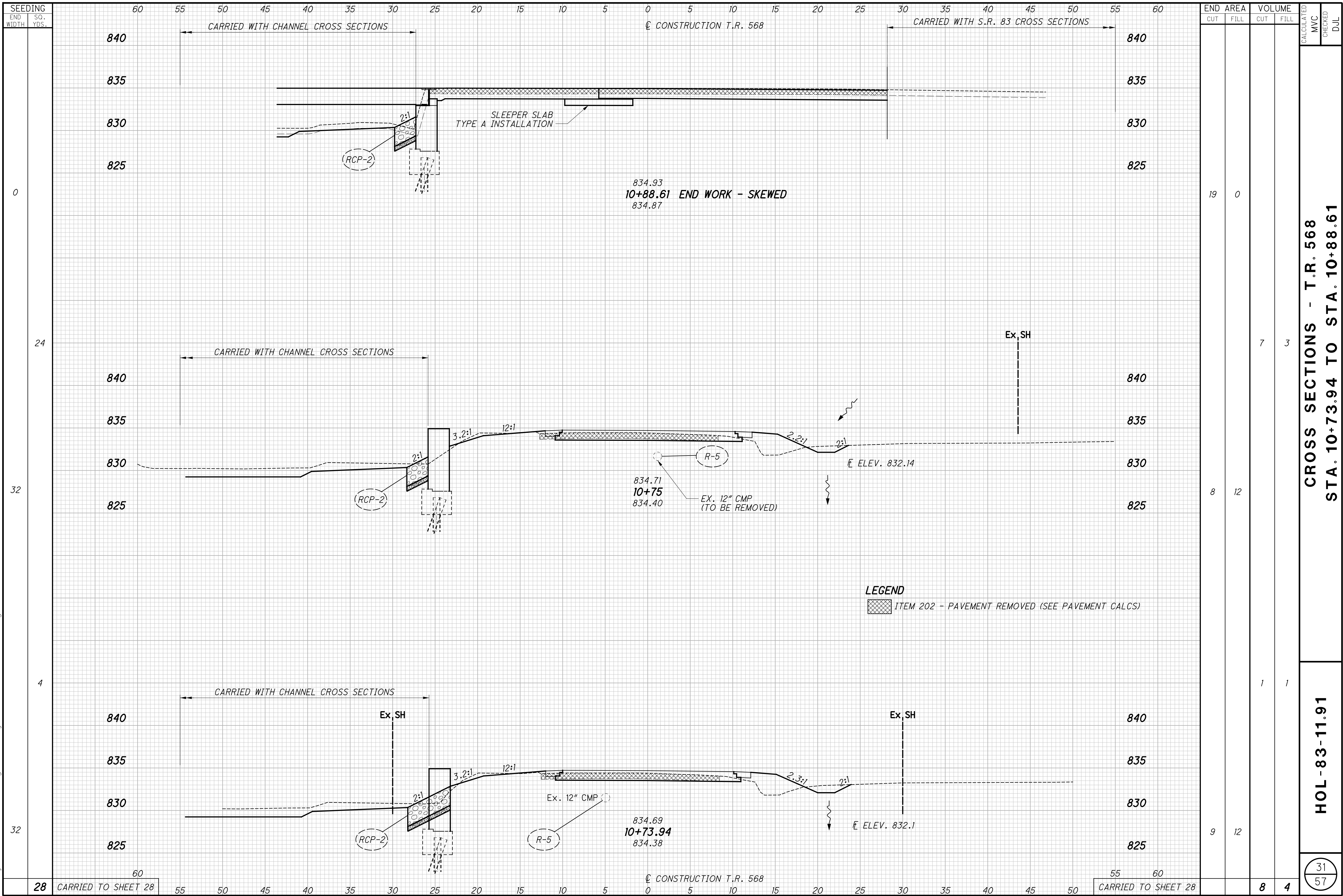
- 83°35'40" TO LOCAL TANGENT
- MGS TYPE A ANCHOR ASSEMBLY
- MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST2
- MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST2, AS PER PLAN
- BEGIN PAVEMENT TAPER LT. & RT. STA. 10+05
- END PAVEMENT TAPER LT. & RT. STA. 10+50





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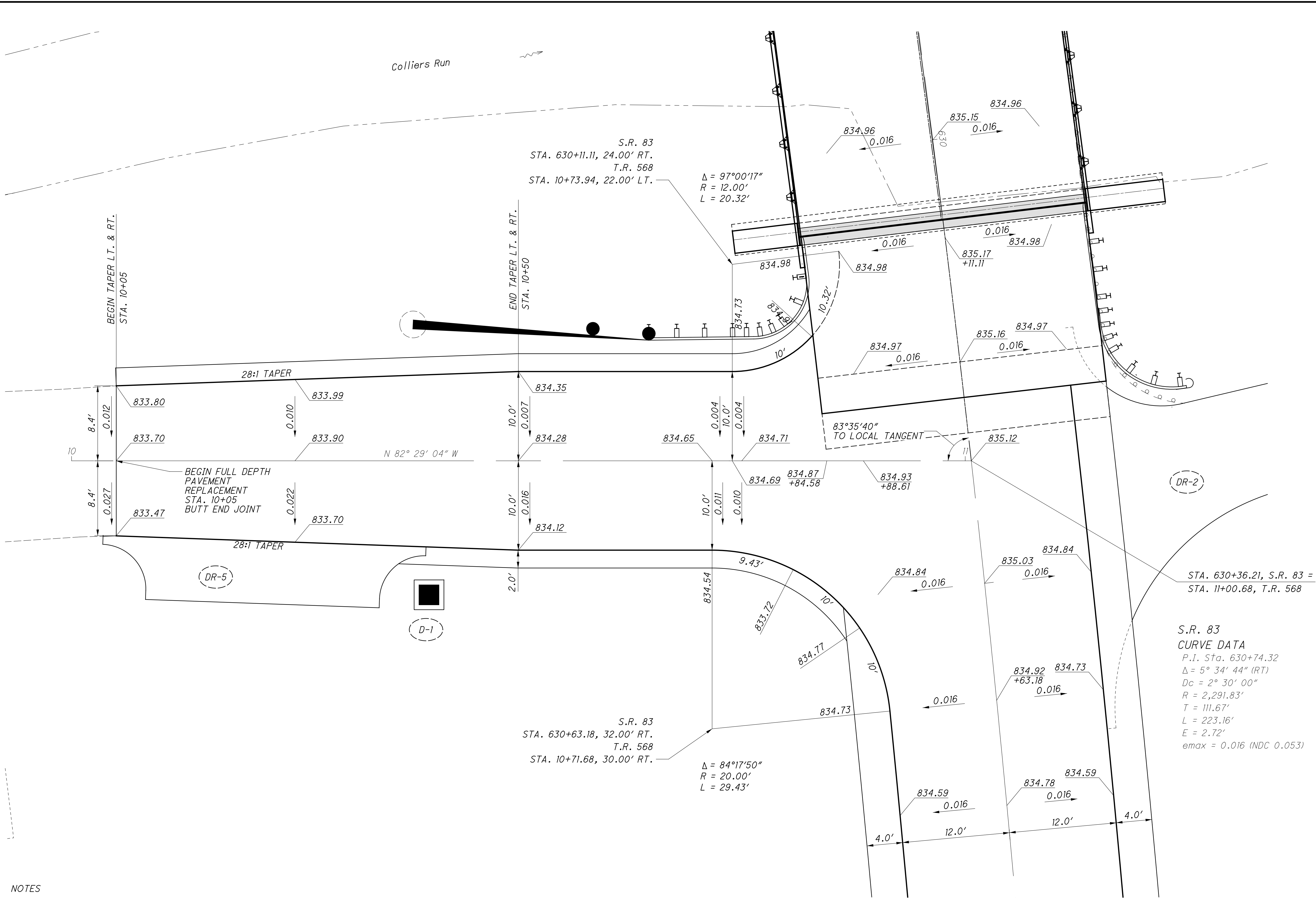


CROSS SECTIONS - T.R. 568
STA. 10+73.94 TO STA. 10+88.61

HOL-83-11.91

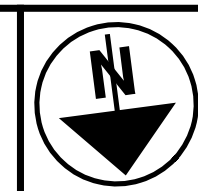
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NOTES

- PAVEMENT ELEVATIONS ARE SHOWN EVERY 25' UNLESS OTHERWISE NOTED.



CALCULATED	MVC	CHECKED	DJL
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INTERSECTION DETAIL
S.R. 83 AND T.R. 568

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NOTES:

1. FOR ADDITIONAL DETAILS, SEE SCD BP-4.1.
2. FOR DIMENSIONS "L1", "L2", RADII, AND "W," SEE PLAN SHEETS 19 AND 27, AND DRIVE SUBSUMMARY BELOW.
3. FOR DRIVEWAY QUANTITIES, SEE DRIVEWAY SUBSUMMARY BELOW.

RESIDENTIAL DRIVES

EXISTING ASPHALT APRON

ITEM 441 - 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)
ITEM 407 - TACK COAT
ITEM 302 - 3 1/2" ASPHALT CONCRETE BASE, PG64-22, (449)

EXISTING AGGREGATE APRON

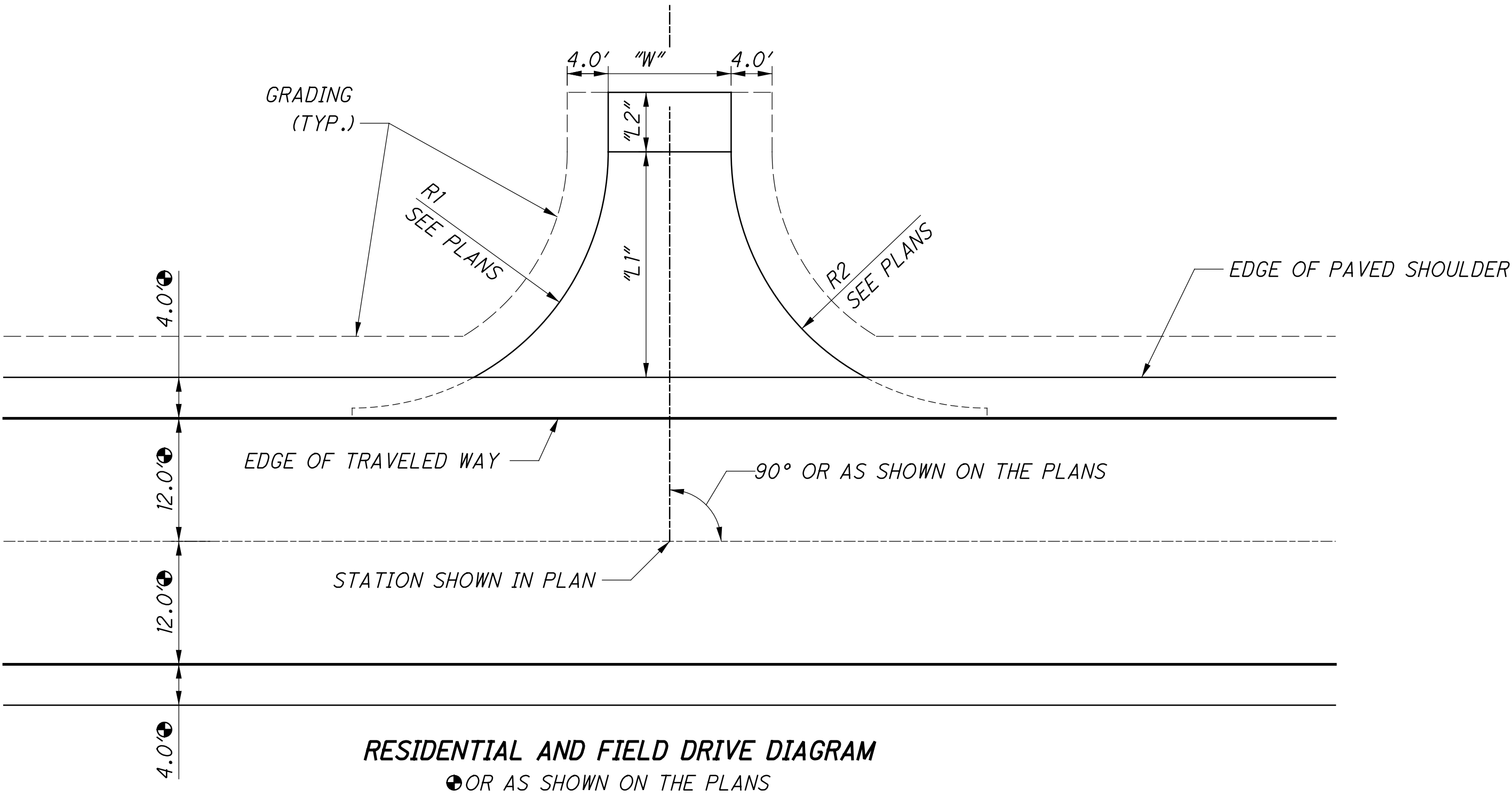
ITEM 304 - 8" AGGREGATE BASE

FIELD DRIVES

ITEM 660 - SODDING REINFORCED

NOTE:

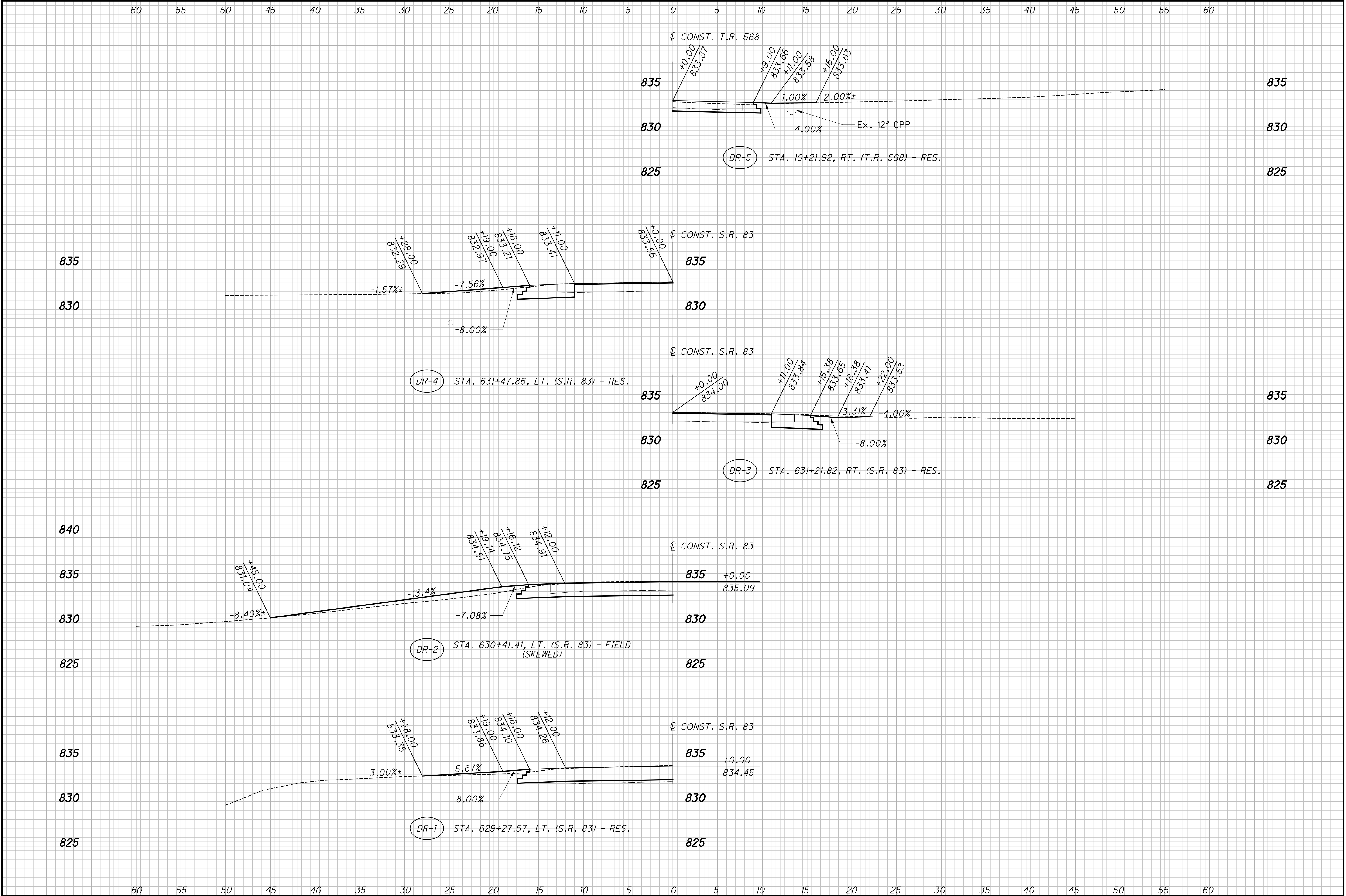
FOR DRIVE (DR-2), THE CONTRACTOR SHALL CONSTRUCT THIS DRIVE AS PER THE PLANS AND THE DETAILS REFERRED TO ON THIS SHEET EXCEPT THE CONTRACTOR SHALL PROVIDE ITEM 660 - SODDING REINFORCED AS THE TREATED SURFACE IN LIEU OF AGGREGATE TO MATCH EXISTING CONDITIONS.

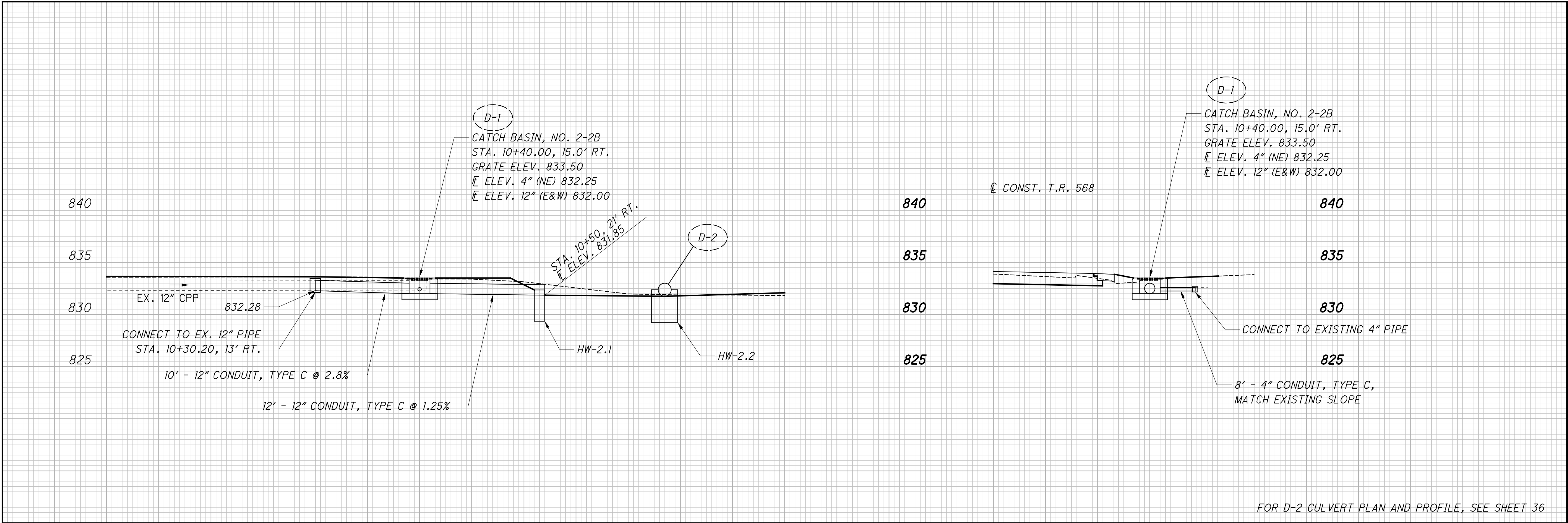


DRIVE SUBSUMMARY																										
REFERENCE NO.	SHEET NO.	STATION	SIDE	DRIVE TYPE	APRON LENGTH 11"	DRIVEWAY LENGTH 12"	WIDTH 14"	R1 (LEFT SIDE RADIUS OF DRIVE LOOKING FROM E)	R2 (RIGHT SIDE RADIUS OF DRIVE LOOKING FROM E)	202		203	302	304		407	441			660						
					PAVEMENT REMOVED		EXCAVATION	3 1/2" ASPHALT CONCRETE BASE, PG64-22, (449)	8" AGGREGATE BASE		TACK COAT @ 0.055 GAL./SQ. YD.	1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (DRIVEWAYS)			SODDING REINFORCED											
					FT.	FT.	FT.	FT.	FT.	SQ. YD.		CU. YD.	CU. YD.	CU. YD.		GAL.	CU. YD.			SQ. YD.						
DR-1	19	629+27.57	LT.	R	12.0		23.5	85	15			8	4.76			2.70	1.70									
DR-2	19	630+41.41	LT.	F	18.2	10.7	12.0	10	25											46.11						
DR-3	19	631+21.82	RT.	R	6.6		25.0	8	15	20			2.05			1.16	0.73									
DR-4	19	631+47.86	LT.	R	12.0		28.0	15	15	47			4.26			2.41	1.52									
DR-5	27	10+21.92	RT.	R	7.0		26.2	5	5					5.01												
SUB-TOTALS CARRIED TO GENERAL SUMMARY										67		8	11	5		6	4			46						

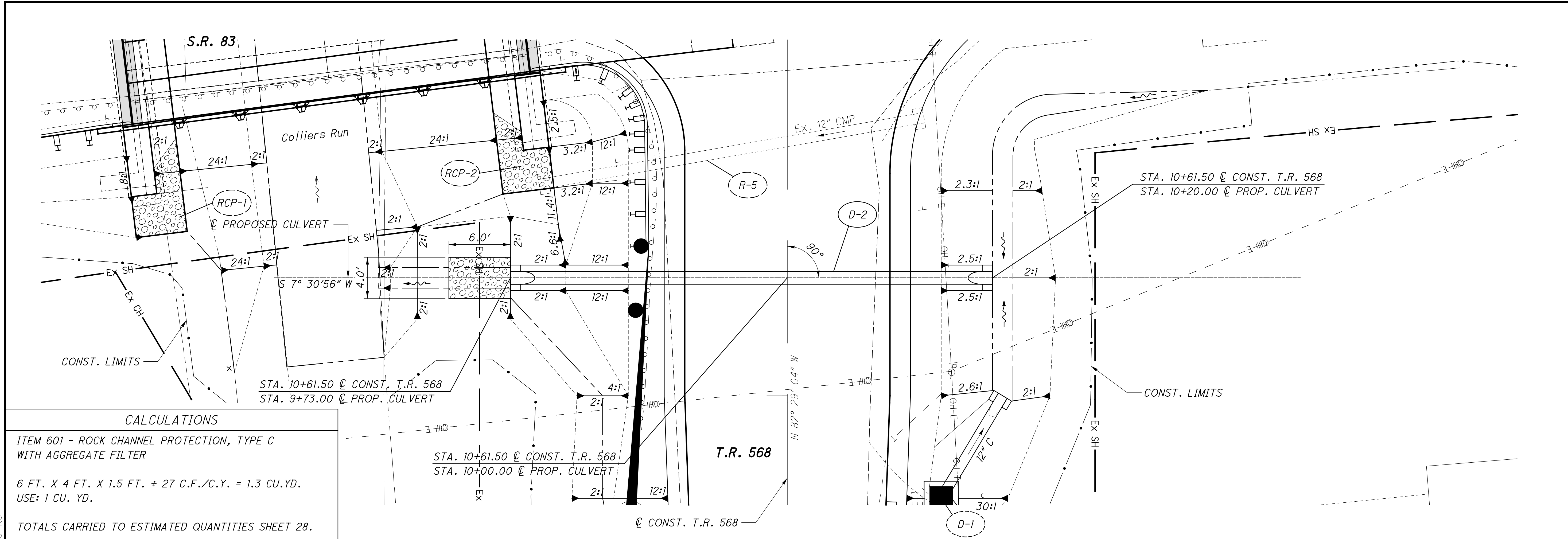
ESTIMATED QUANTITIES ARE OBTAINED FROM CADD GENERATED AREAS

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CALCULATIONS

ITEM 601 - ROCK CHANNEL PROTECTION, TYPE C
WITH AGGREGATE FILTER

6 FT. X 4 FT. X 1.5 FT. ÷ 27 C.F./C.Y. = 1.3 CU.YD.
USE: 1 CU. YD.

TOTALS CARRIED TO ESTIMATED QUANTITIES SHEET 28.

EXISTING STRUCTURE

TYPE: CIRCULAR CORRUGATED
SIZE: 12"
SKEW: 9° 55'38" R.F.
ALIGNMENT: TANGENT
DATE BUILT: 1973

PROPOSED STRUCTURE

TYPE: TYPE A, 706.02
SIZE: 15"
SKEW: NONE
ALIGNMENT: TANGENT
pH: 6.7
ABRASION LEVEL: LEVEL 1
DESIGN SERVICE LIFE: 75 YEARS

HYDRAULIC DATA

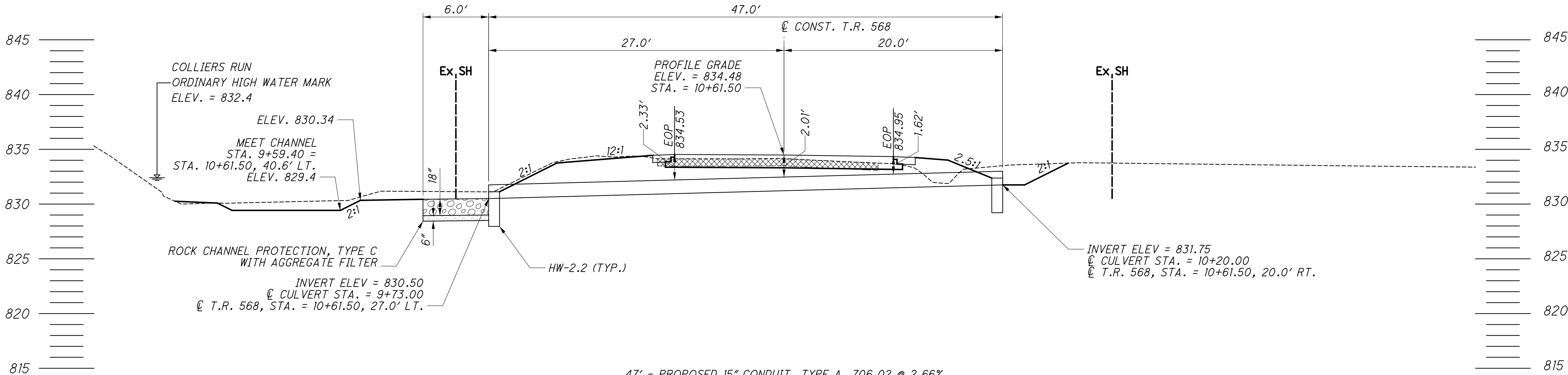
DRAINAGE AREA = 1.64 ACRES (0.0026 SQ. MILES)

DISCHARGE

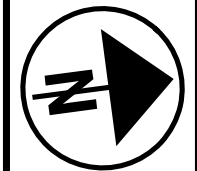
$Q_{25} = 2.7$ CFS
 $Q_{100} = 3.7$ CFS

VELOCITY

$V_{25} = 7.6$ FT/S
 $V_{100} = 8.3$ FT/S



47' - PROPOSED 15" CONDUIT, TYPE A, 706.02 @ 2.66%
PROFILE ALONG \mathcal{C} OF CULVERT



0 5 10
2.5'
HORIZONTAL
SCALE IN FEET

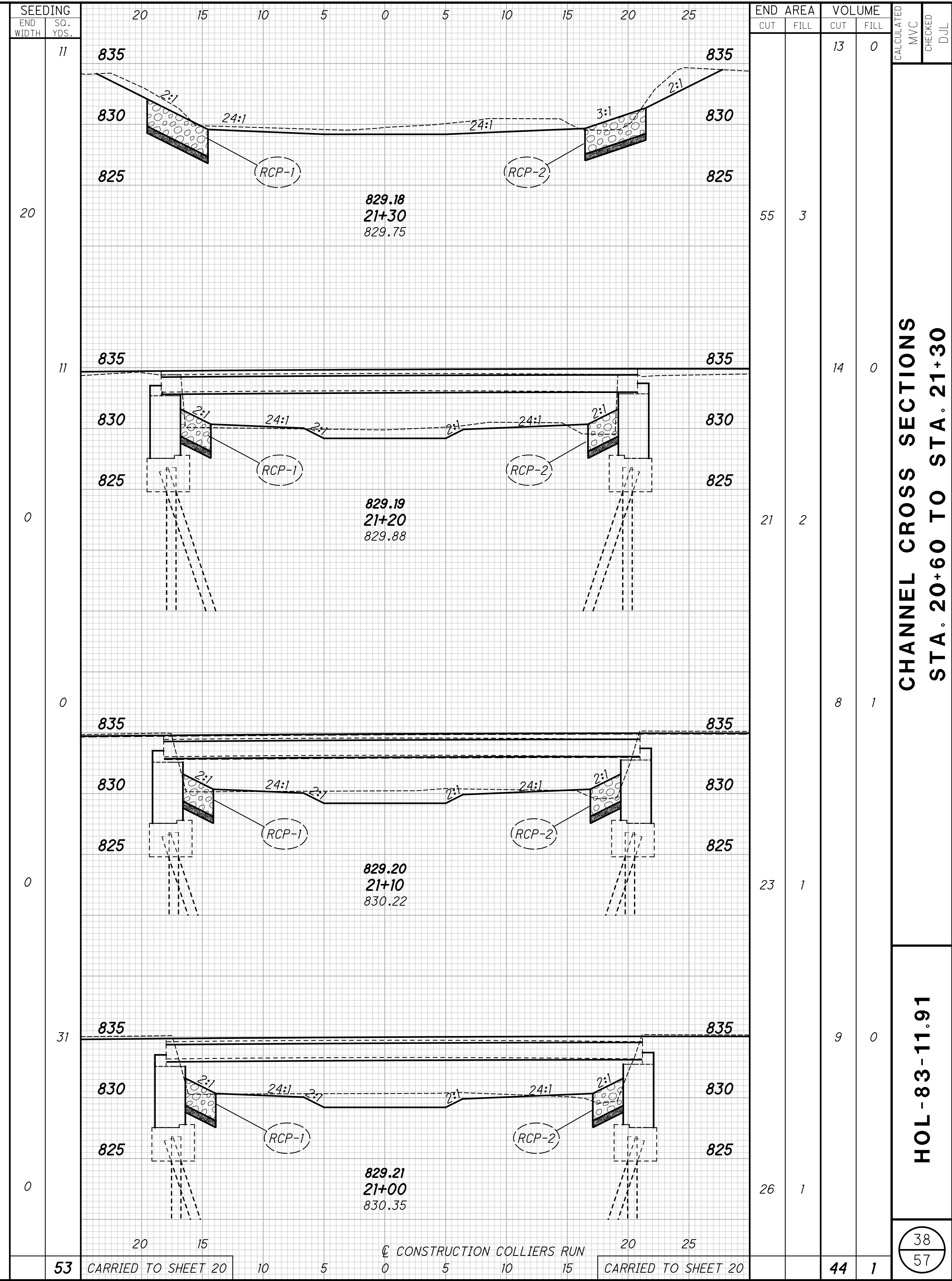
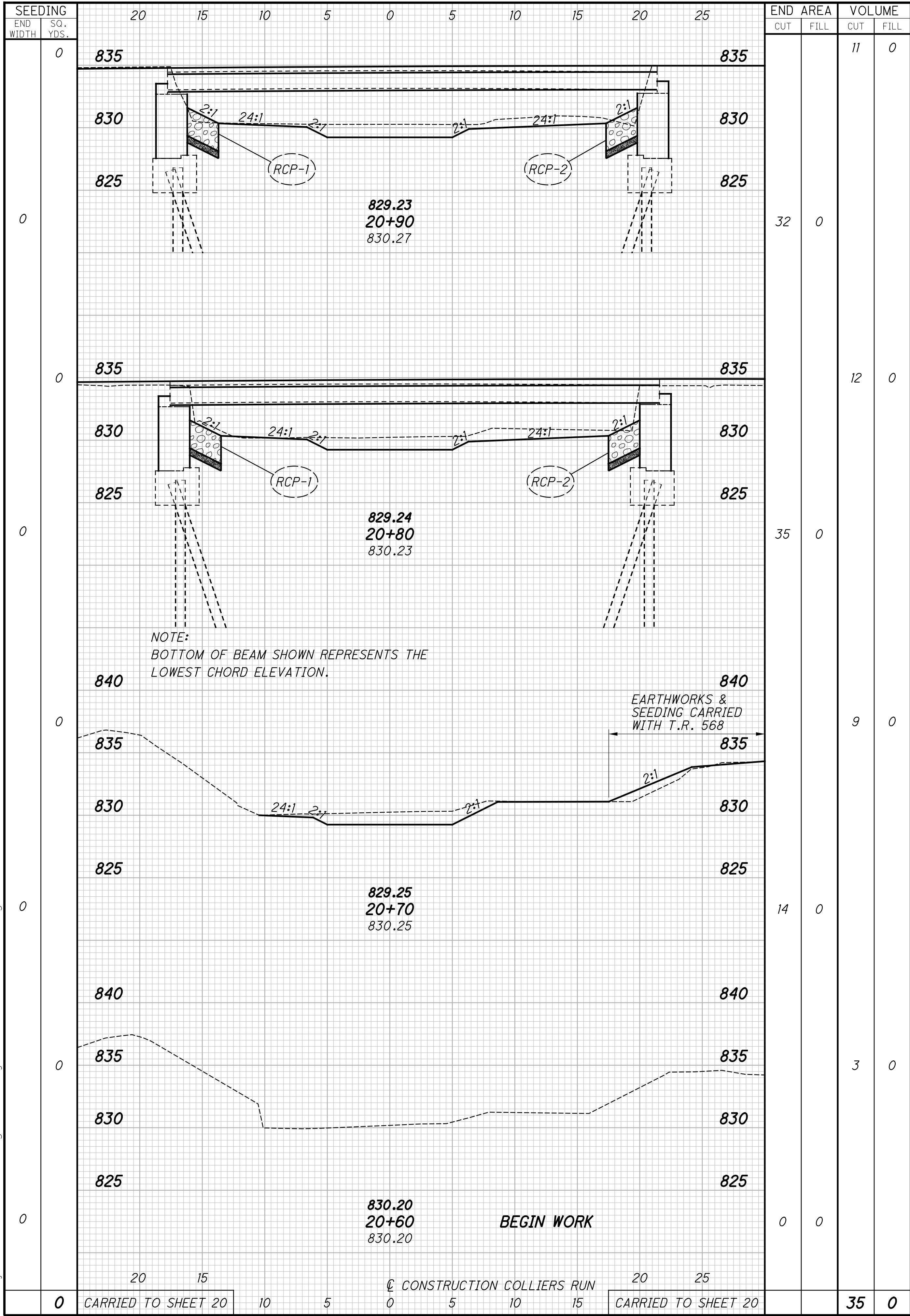
CALCULATED
MVC
CHECKED
DJL

CULVERT PLAN AND PROFILE
STA. 10+61.50

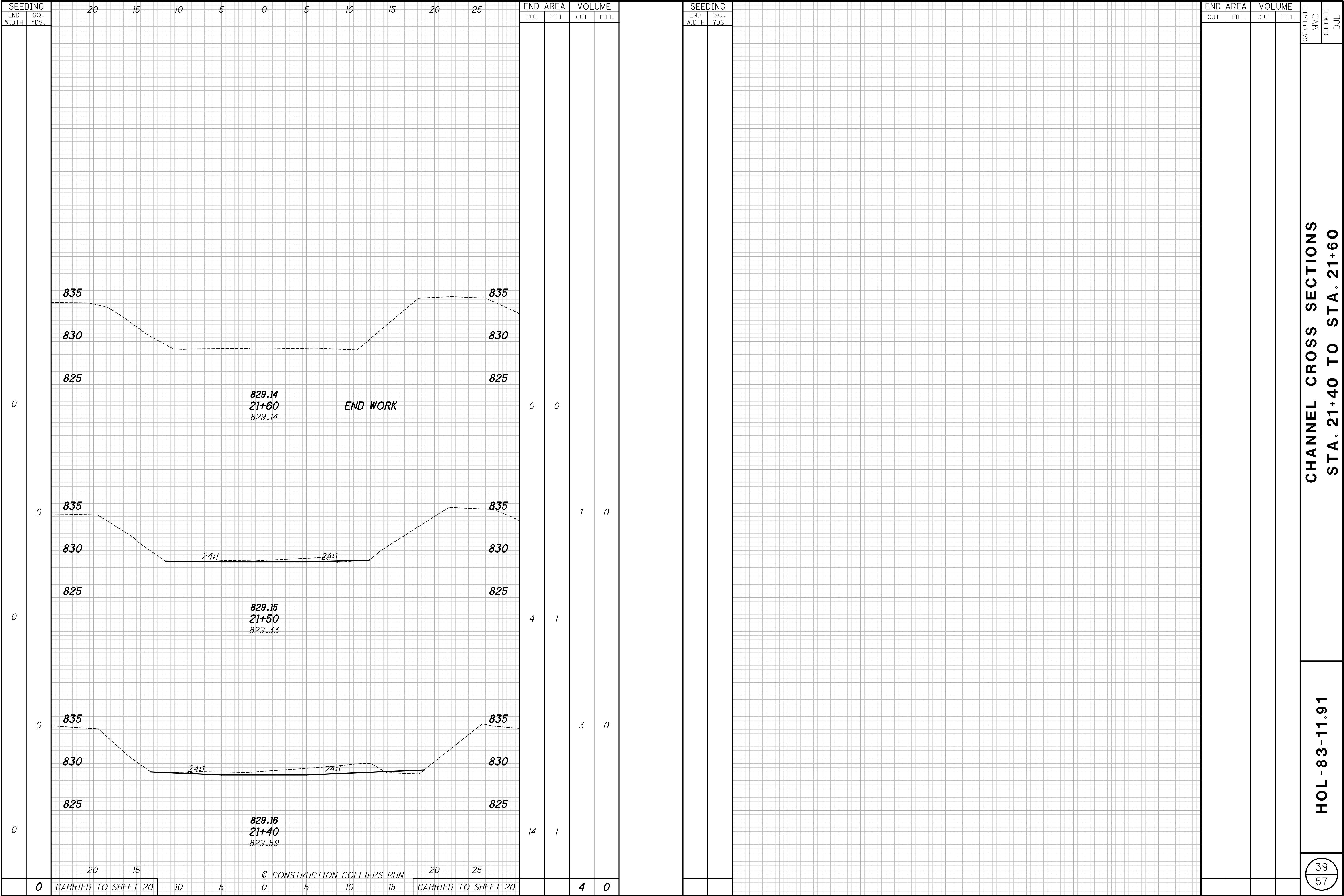
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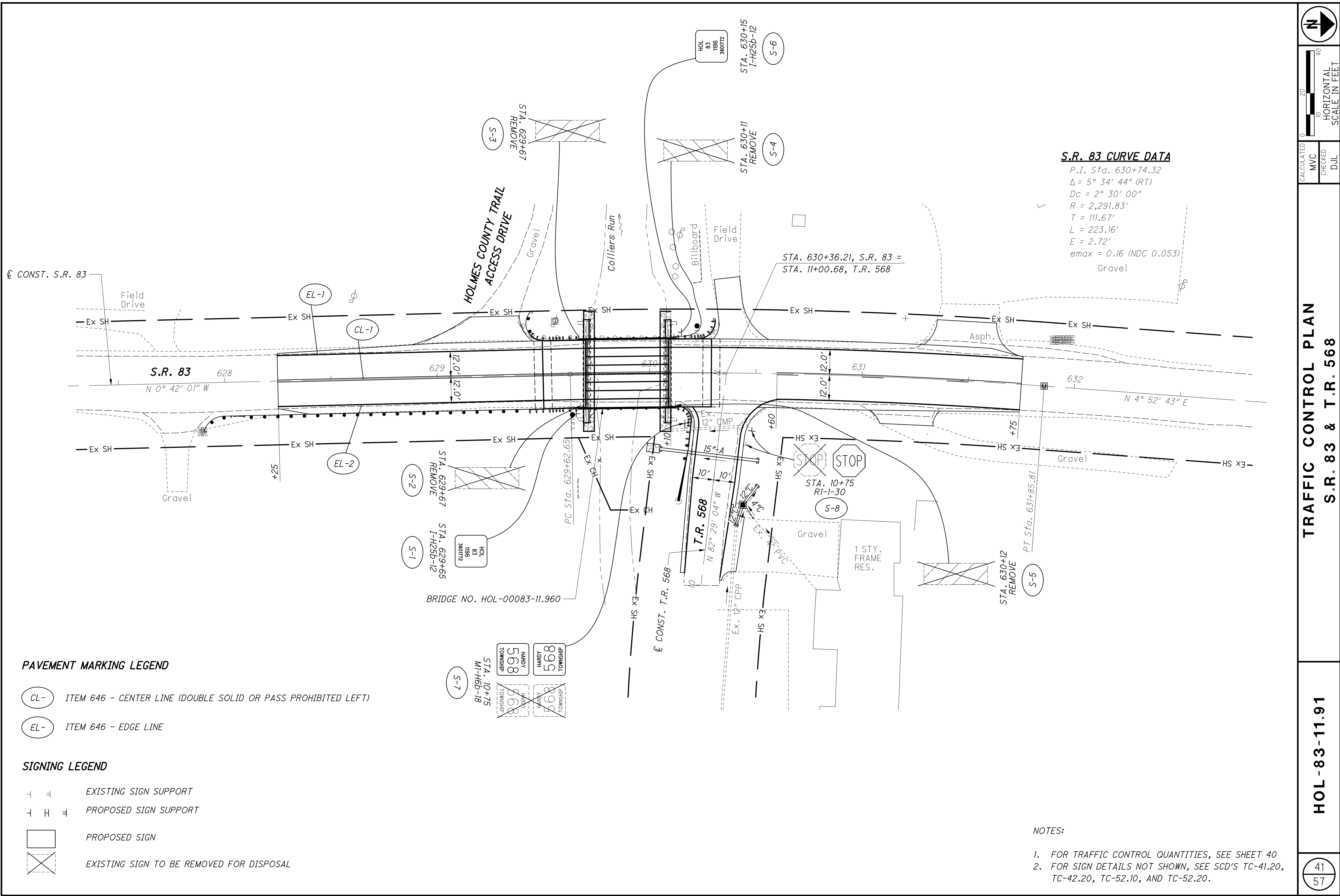
36
57

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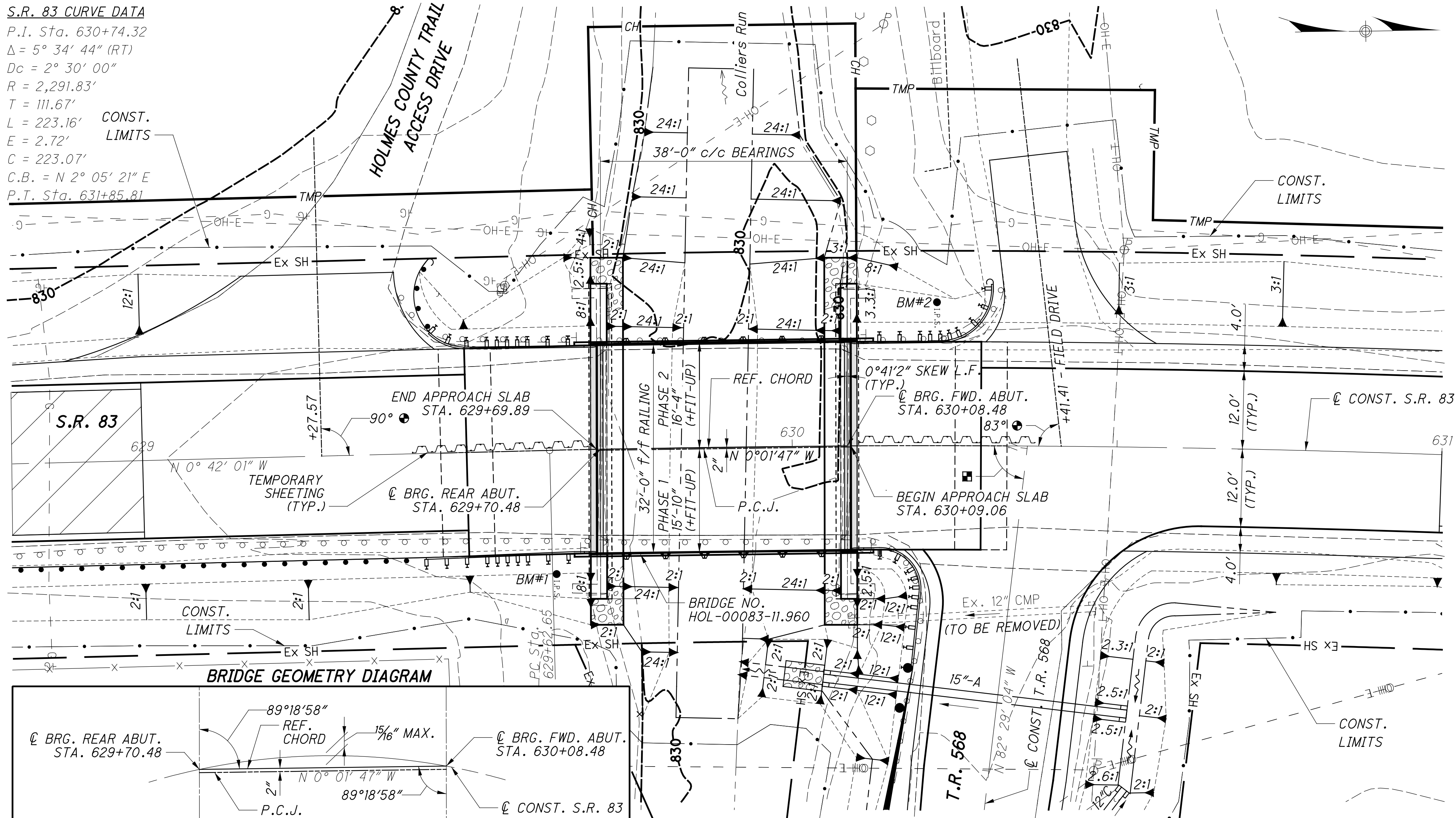




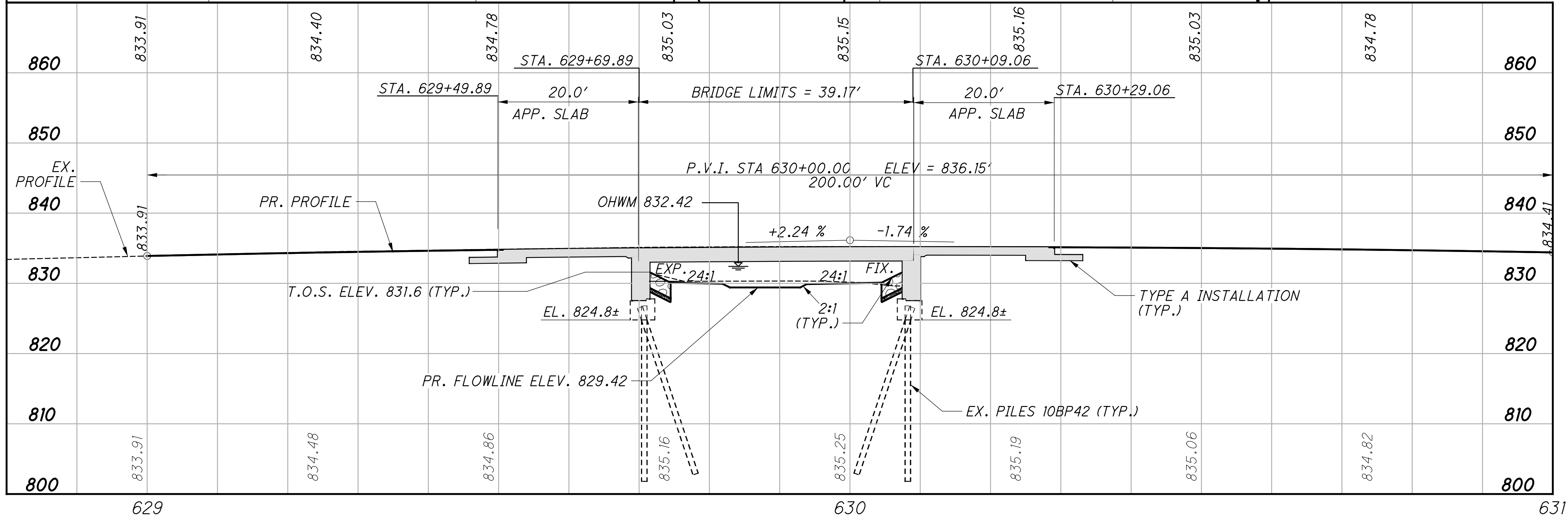
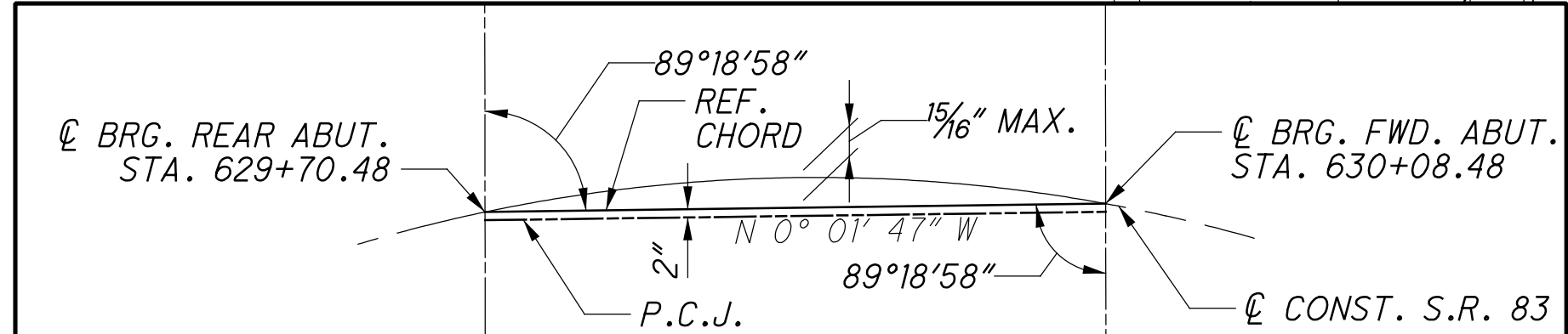
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S.R. 83 CURVE DATA

P.I. Sta. 630+74.32
 $\Delta = 5^\circ 34' 44''$ (RT)
 $Dc = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 111.67'$
 $L = 223.16'$ CONST. LIMITS
 $E = 2.72'$
 $C = 223.07'$
 $C.B. = N 2^\circ 05' 21'' E$
P.T. Sta. 631+85.81



BRIDGE GEOMETRY DIAGRAM



PROFILE ALONG $\text{\textcircled{C}}$ CONSTRUCTION S.R. 83

BENCHMARK DATA

BM #1 STA. 629+63.27, ELEV. 834.42, OFFSET 19.06, RT.
BM #2 STA. 630+22.26, ELEV. 834.41, OFFSET 22.08, LT.

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET $\text{\textcircled{S}}$ 60

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:

2024 ADT = 5,400 2024 ADTT = 810
2044 ADT = 5,500 2044 ADTT = 825

DIRECTIONAL DISTRIBUTION = 52%

LEGEND

- ROCK CHANNEL PROTECTION, TYPE C WITH AGGREGATE FILTER (1'-6" OR 2'-0" THICK)
- PAVEMENT PLANING & RESURFACING
- $\text{\textcircled{S}}$ 83°35'40" TO LOCAL TANGENT
- $\text{\textcircled{L}}$ TO LOCAL TANGENT

FIRST POST ON BRIDGE

LT. REAR: STA. 629+73.79
RT. REAR: STA. 629+73.16
LT. FWD.: STA. 630+05.56
RT. FWD.: STA. 630+05.39

BTA-TST-2 POST #10

LT. REAR: STA. 629+64.82
RT. REAR: STA. 629+64.19
LT. FWD.: STA. 630+14.53
RT. FWD.: STA. 630+14.36

HYDRAULIC DATA (OBTAINED FROM EX. PLANS)

DRAINAGE AREA = 1.65± SQ. MILES
Q (25) = 710± CFS

EXISTING STRUCTURE

TYPE: SINGLE-SPAN NON-COMPOSITE PRESTRESSED BOX BEAMS SUPPORTED BY CAPPED PILE ABUTMENTS

SPAN: 38'-0"± C/C BEARINGS
ROADWAY: 30'-0"± F/F RAILING
LOADING: HS-20
SKEW: NONE
WEARING SURFACE: 6"± ASPHALT
APPROACH SLABS: NONE
ALIGNMENT: 2° 30' 00" CURVE RT.
CROWN: NORMAL
STRUCTURAL FILE NUMBER: 3801772
DATE BUILT: 1973
DISPOSITION: TO BE REHABILITATED

PROPOSED STRUCTURE

TYPE: SINGLE-SPAN COMPOSITE PRESTRESSED BOX BEAMS SUPPORTED BY CAPPED PILE ABUTMENTS

SPAN: 38'-0" C/C BEARINGS (ALONG REFERENCE CHORD)
ROADWAY: 32'-0" F/F RAILING
LOADING: HL-93 (FWS = 60 PSF)
SKEW: 0°41'02" L.F.
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: 20'-0" LONG (AS-1-15 & AS-2-15) (TYPE A INSTALLATION)
ALIGNMENT: 2° 30' 00" CURVE RT.
CROWN: 0.016 FT/FT
COORDINATES: LATITUDE 40°35'33.30"
LONGITUDE 81°54'51.47"

DESIGN AGENCY
O.D.O.T. DISTRICT 11
ENGINEERING

DATE
RPT 10/17/22
STRUCTURE FILE NUMBER
3801772

DRAWN
MVC
REVIEWED
XXX

DESIGNED
MVC
CHECKED
DUL

HOLMES COUNTY
STA. 629+69.89
STA. 630+09.06

SITE PLAN
BRIDGE NO. HOL-00083-11.960
OVER COLLIER'S RUN

HOL-83-11.91
PID No. 108525

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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-15	REVISED	01-20-23
AS-2-15	REVISED	01-20-23
HL-50.21	REVISED	07-15-22
PCB-91	REVISED	07-17-20
PSBD-2-07	REVISED	07-20-18
TST-2-21	DATED	07-16-21

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
846 DATED 04-17-15

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.

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

DESIGN LOADING:
VEHICULAR LIVE LOAD HL-93 (PROPOSED BRIDGE ELEMENTS)
VEHICULAR LIVE LOAD HS-20 (EXISTING BRIDGE ELEMENTS)

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

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

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) - 5.5 KSI
COMPRESSIVE STRENGTH (RELEASE) - 4.0 KSI

PRESTRESSING STRAND:
AREA = 0.167 SQUARE INCHES
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

DECK PROTECTION METHOD:
EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER

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

PROPOSED WORK

- REMOVE EXISTING SUPERSTRUCTURE, BREASTWALLS, AND WINGWALLS.
- CONSTRUCT NEW BREASTWALLS AND WINGWALLS.
- PLACE NEW BEARINGS AND BOX BEAMS.
- CONSTRUCT NEW COMPOSITE CONCRETE DECK.
- CONSTRUCT NEW APPROACH SLABS AND EXPANSION JOINTS.
- SEAL CONCRETE SURFACES AND PHASE CONSTRUCTION JOINT.

EXISTING STRUCTURE VERIFICATION

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

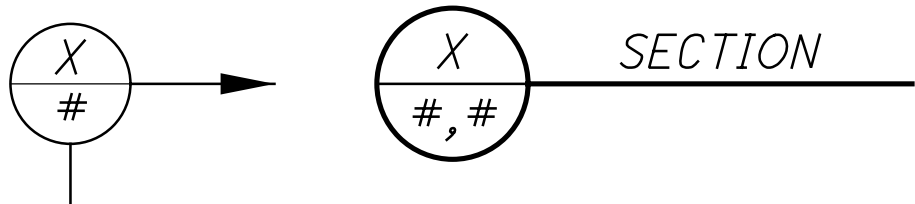
BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

BEARING PAD SHIMS

PLACE ⅛" THICK PREFORMED BEARING PAD SHIMS, PLAN AREA 6" x 9", UNDER THE ELASTOMERIC BEARINGS WHERE REQUIRED FOR PROPER BEARING. FURNISH TWO SHIMS PER BEAM. THE DEPARTMENT WILL MEASURE THIS ITEM BY THE TOTAL NUMBER SUPPLIED. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, ⅛" PREFORMED BEARING PADS. ANY UNUSED SHIMS WILL BECOME THE PROPERTY OF THE STATE.

SECTION REFERENCES

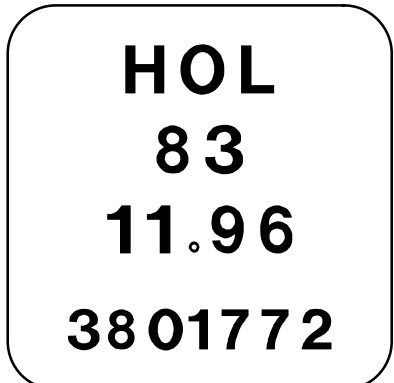
THE SYMBOLS BELOW DESIGNATE THE NAMES AND LOCATIONS OF THE SECTION DETAILS THROUGHOUT THE STRUCTURE PLANS. THE TOP LETTER DESIGNATES THE SECTION NAME. THE BOTTOM NUMBER(S) SHOW WHICH STRUCTURE SHEET NUMBER IS BEING CROSS REFERENCED.



STRUCTURE IDENTIFICATION SIGNS

A STRUCTURE IDENTIFICATION SIGN (I-H25b) SHALL BE PLACED AT EACH APPROACH TO THE STRUCTURE, ON THE RIGHT SHOULDER, FACING TRAFFIC. THESE SIGNS ARE MAINTENANCE MARKERS, AND SHALL UTILIZE SCD TC-52.20 SIGN BLANK DETAIL SQ-1-3 FOR MOUNTING HOLE LOCATIONS, EXCEPT THE INTERIOR (THIRD) HOLE SHALL BE NON-PERFORMED. ADDITIONALLY, THE SIGNS SHALL HAVE A NON-REFLECTIVE WHITE SHEETING BACKGROUND.

MOUNT SIGNS ON NEW NO. 2 POSTS AND INSTALL PER SCD TC-41.20. FOR SIGN LOCATIONS, SEE THE TRAFFIC CONTROL PLAN ON SHEET 41. FOR SIGN QUANTITIES, SEE ESTIMATED QUANTITIES SHEET NO. 40.



I-H25b (12" x 12")

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

DESCRIPTION:
THIS WORK CONSISTS OF THE REMOVAL OF THE ABUTMENT BREASTWALLS AND WINGWALLS TO FOOTING, RAILING, NON-COMPOSITE PRESTRESSED BOX BEAMS, BOX BEAM SHEAR KEYS, WATERPROOFING AND EXISTING STEEL DRIP STRIPS AS DETAILED IN THE PLANS.

THIS ITEM SHALL INCLUDE REMOVAL OF OTHER APPURTENANCES (BEARING PADS, P.E.J.F., ANCHOR BARS, ETC.). PERFORM WORK CAREFULLY DURING BOX BEAM REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE BEING USED TO MAINTAIN TRAFFIC OR LABELED TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE.

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL.

ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER.

THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

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

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

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

AN ASBESTOS SURVEY FOR BRIDGE NO. HOL-00083-11.960 (SFN: 3801772) WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE STRUCTURE.

A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORMS, PARTIALLY COMPLETED BY THE BRIDGE OWNER, WILL BE PROVIDED TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE AND SUBMIT THE FORMS VIA OHIO EPA'S WEBSITE OR MAIL HARD COPIES TO THE ADDRESS BELOW AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.

ASBESTOS PROGRAM
OHIO EPA, DAPC
P.O. BOX 1049
COLUMBUS, OH 43216-1049

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

MEASUREMENT: THE DEPARMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS.

PAYMENT: THE DEPARMENT WILL PAY OF THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN. PAYMENT SHALL INCLUDE ALL LABOR, FEES AND MATERIALS NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM.

STRUCTURE NOTES

BRIDGE NO. HOL-00083-11.960
OVER COLLIER'S RUN

HOL - 83 - 11.91
PID No. 108525

2 / 16

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DATE
10/17/22

DRAWN
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STRUCTURE FILE NUMBER
3801772

DESIGN AGENCY
O.D.O.T. DISTRICT 11
ENGINEERING

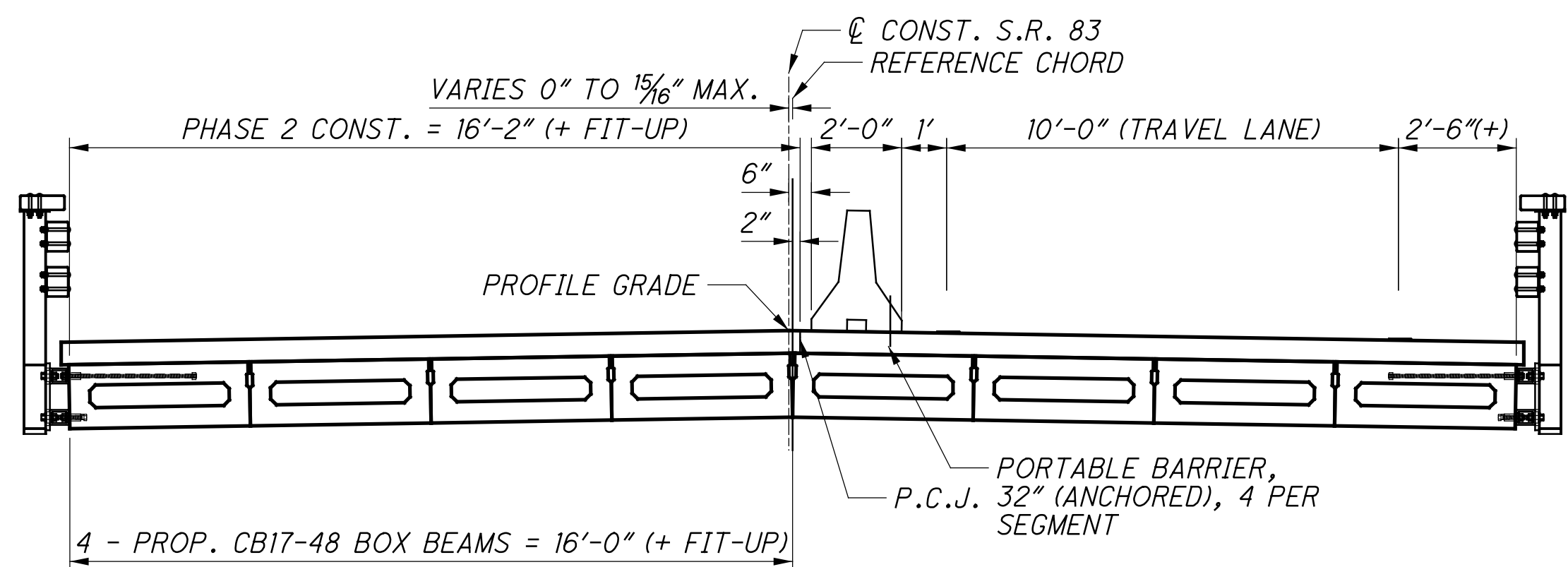
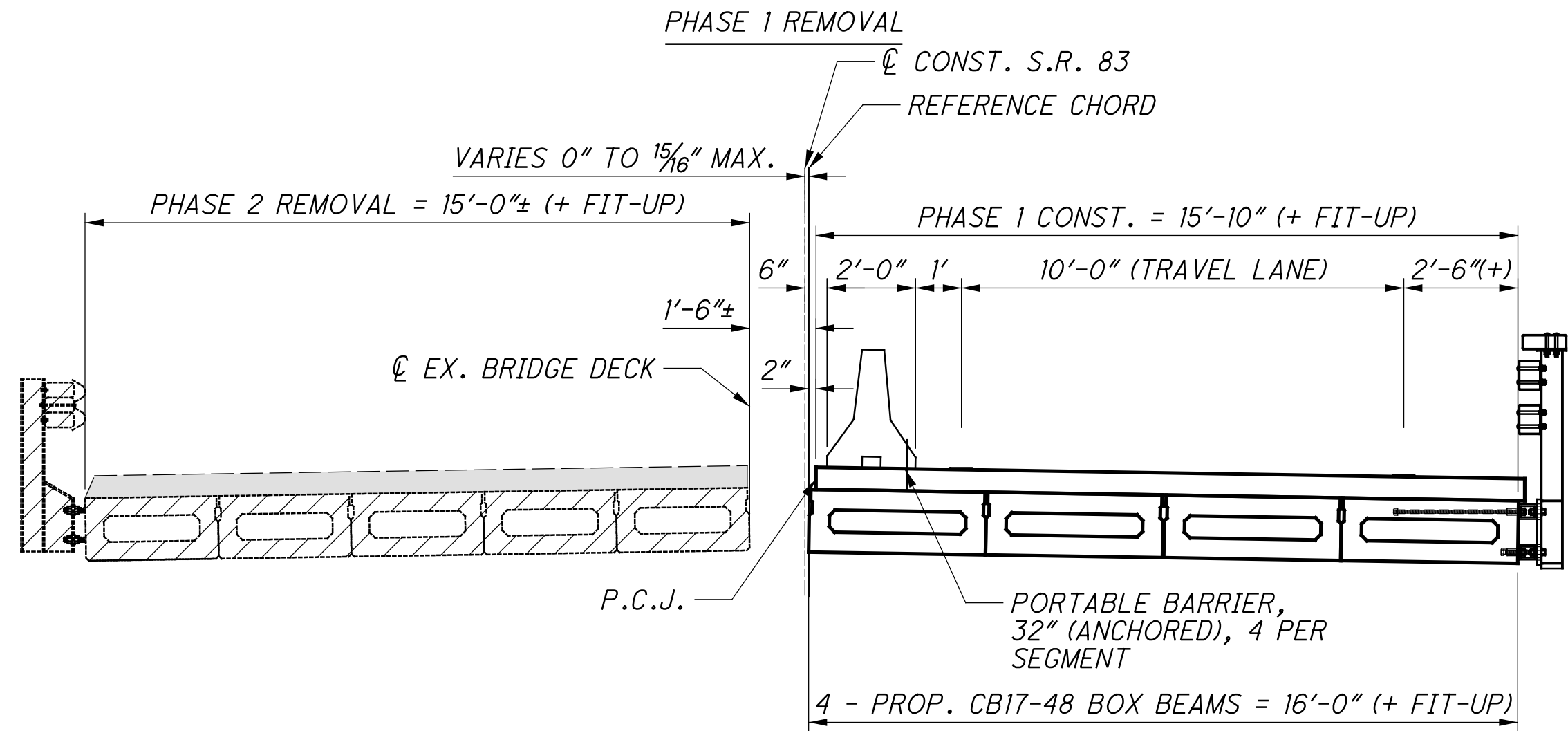
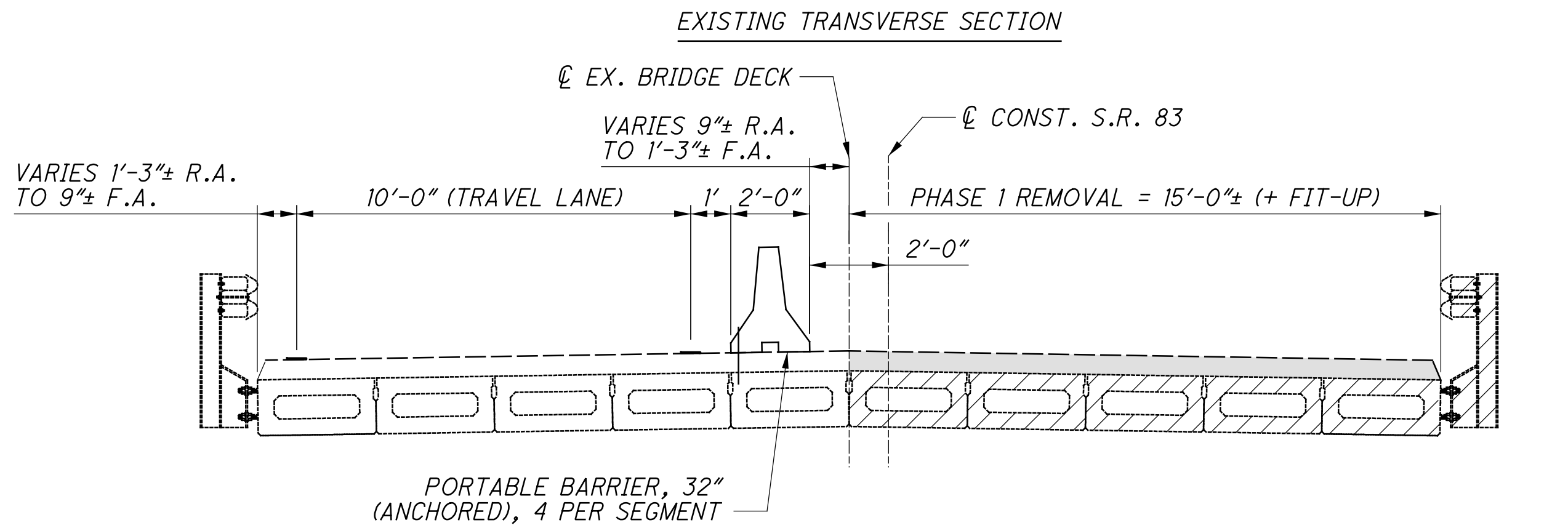
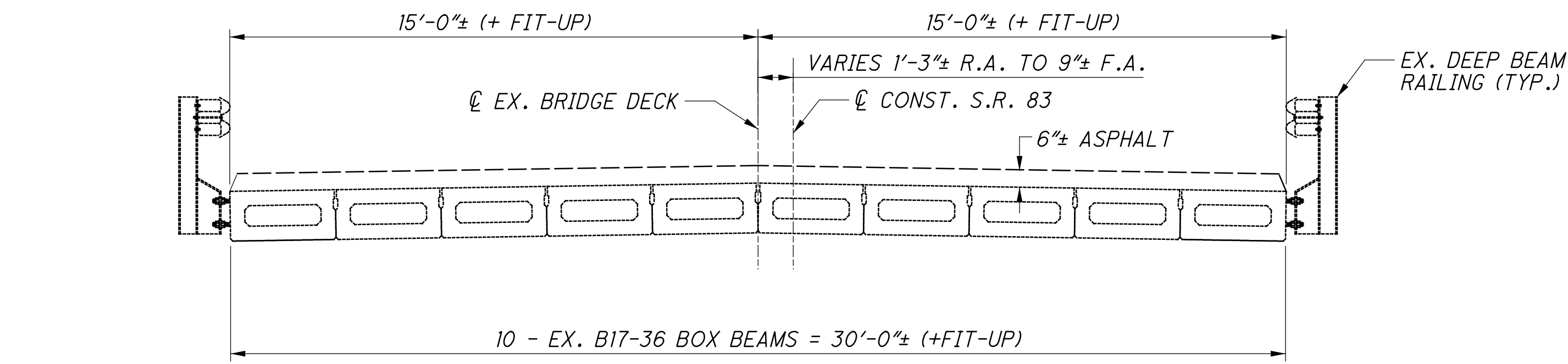
ABBREVIATIONS

THE FOLLOWING STANDARD ABBREVIATIONS ARE USED
THROUGHOUT THE PLANS:

- ABUT. - ABUTMENT
- BRG. - BEARING
- C.J. - CONSTRUCTION JOINT
- CLR. - CLEARANCE
- CONST. - CONSTRUCTION
- E.F. - EACH FACE
- EL. OR ELEV. - ELEVATION
- EX. - EXISTING
- EXP. - EXPANSION
- F.A. - FORWARD ABUTMENT
- F.F. - FAR FACE
- FIX. - FIXED
- JT. - JOINT
- MIN. - MINIMUM
- MAX. - MAXIMUM
- NDC - NORMAL DESIGN CRITERIA
- N.F. - NEAR FACE
- O.H.W.M. - ORDINARY HIGH WATER MARK
- P.C.J. - PHASE CONSTRUCTION JOINT
- P.C.P.P. - PERFORATED CORRUGATED PLASTIC PIPE
- P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
- P/G - PROFILE GRADE
- PR. - PROPOSED
- R.A. - REAR ABUTMENT
- R.C.P. - ROCK CHANNEL PROTECTION
- SPA. - SPACE(D) OR SPACING
- STA. - STATION
- STD. DWG. OR SCD - STANDARD CONSTRUCTION DRAWING
- T.O.S. - TOP OF SLOPE
- TYP. - TYPICAL

<div>4457</div>	3 / 16	<div>HOL - 83 - 11.91</div> <div>PID No. 108525</div>	<div>STRUCTURE NOTES</div> <div>BRIDGE NO. HOL - 00083 - 11.960</div> <div>OVER COLLIERS RUN</div>	DESIGNED	DRAWN	REVIEWED	DATE	DESIGN AGENCY
				MVC	MVC	RPT	10/17/22	
				CHECKED	REVISED	STRUCTURE FILE NUMBER		ENGINEERING
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PHASE 1 REMOVAL

1. INSTALL AND MAINTAIN CONSTRUCTION SIGNS AND SIGNALS AS SHOWN ON SHEETS 12-13 AND AS PER SCD MT-96.11.
2. ERECT BRIDGE MOUNTED PORTABLE BARRIER (4-ANCHORS PER SEGMENT) ON THE LEFT PORTION OF THE EXISTING STRUCTURE AS SHOWN AND AS PER SCD PCB-91. REMOVE CONFLICTING PAVEMENT MARKINGS, AND INSTALL WORK ZONE PAVEMENT MARKINGS AS SHOWN ON SHEETS 12-13. PROVIDE ALL MAINTENANCE OF TRAFFIC DEVICES.
3. USE SIGNALS TO MAINTAIN ALTERNATING ONE-WAY TRAFFIC ON THE LEFT PORTION OF S.R. 83 AS PER THE DETAILS SHOWN ON SHEETS 12-13.
4. SAW CUT BETWEEN THE EXISTING BOX BEAMS AS SHOWN.
5. REMOVE THE RIGHT PORTION OF THE EXISTING SUPERSTRUCTURE, BREASTWALLS, WINGWALLS, AND APPROACH SLABS AS SHOWN. CONSTRUCT TEMPORARY SHORING AS NEEDED.

PHASE 1 CONSTRUCTION & PHASE 2 REMOVAL

6. CONSTRUCT THE RIGHT PORTION OF THE BRIDGE AND APPROACH SLABS.
7. ERECT BRIDGE MOUNTED PORTABLE BARRIER (4 ANCHORS PER SEGMENT) ON THE NEWLY CONSTRUCTED RIGHT PORTION OF THE DECK AS SHOWN AND AS PER SCD PCB-91. CARE SHALL BE TAKEN NOT TO DRILL INTO OR DAMAGE THE PRESTRESSED CONCRETE BOX BEAMS. REMOVE CONFLICTING PAVEMENT MARKINGS, AND INSTALL WORK ZONE PAVEMENT MARKINGS AS SHOWN ON SHEETS 14-15. PROVIDE ALL MAINTENANCE OF TRAFFIC DEVICES.
9. USE SIGNALS TO MAINTAIN ALTERNATING ONE-WAY TRAFFIC ON THE RIGHT PORTION OF S.R. 83 AS PER THE DETAILS SHOWN ON SHEETS 14-15.
10. REMOVE THE LEFT PORTION OF THE EXISTING SUPERSTRUCTURE, BREASTWALLS, WINGWALLS, AND APPROACH SLABS AS SHOWN. CONSTRUCT TEMPORARY SHORING AS NEEDED.

PHASE 2 CONSTRUCTION

11. CONSTRUCT THE LEFT PORTION OF THE BRIDGE AND APPROACH SLABS.
12. IN ONE CONTINUOUS OPERATION, UTILIZING FLAGGERS, REMOVE THE PORTABLE BARRIER, SEAL THE PORTABLE BARRIER ANCHOR HOLES WITH NON-SHRINK NON-METALLIC GROUT, AND REMOVE TRAFFIC SIGNALS AND CONFLICTING PAVEMENT MARKINGS.
13. SAW CUT GROOVES INTO THE DECK SURFACE UTILIZING FLAGGERS AS PER SCD MT-97.10.
14. OPEN THE ROAD TO TWO-LANE, TWO-WAY TRAFFIC.

LEGEND:

- ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- ITEM 202 - WEARING COURSE REMOVED (6"± ASPHALT)

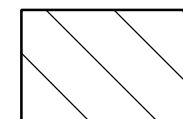


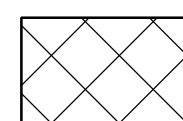
PHASE CONSTRUCTION DETAILS

BRIDGE NO. HOL-00083-11.960
OVER COLLIER'S RUN

HOL - 83 - 11.91
PID No. 108525

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LEGEND

-  ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (PHASE 1)
-  ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (PHASE 2)
-  ITEM 202 - WEARING COURSE REMOVED
-  ITEM 202 - PAVEMENT REMOVED



BATTERED PILE

EL. 834.41±

EL. 832.97±

EL. 833.19±

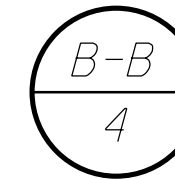
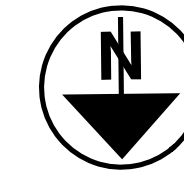
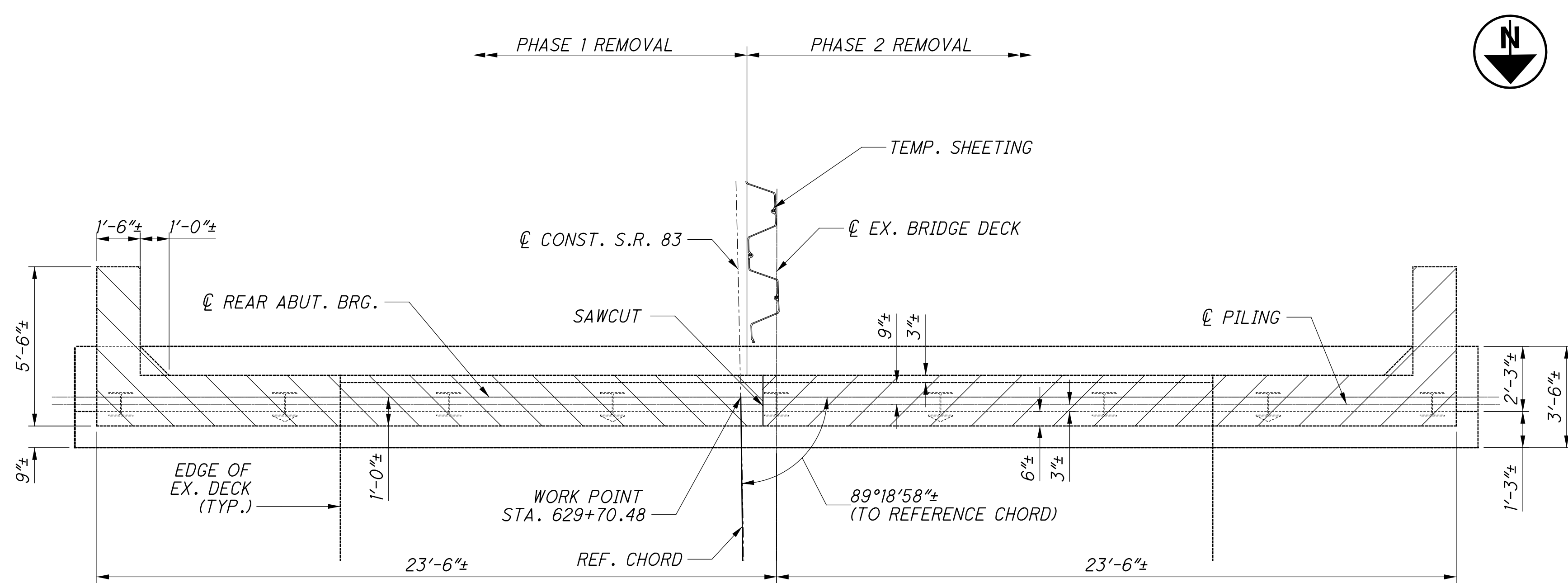
EL. 832.97±

EL. 834.41±

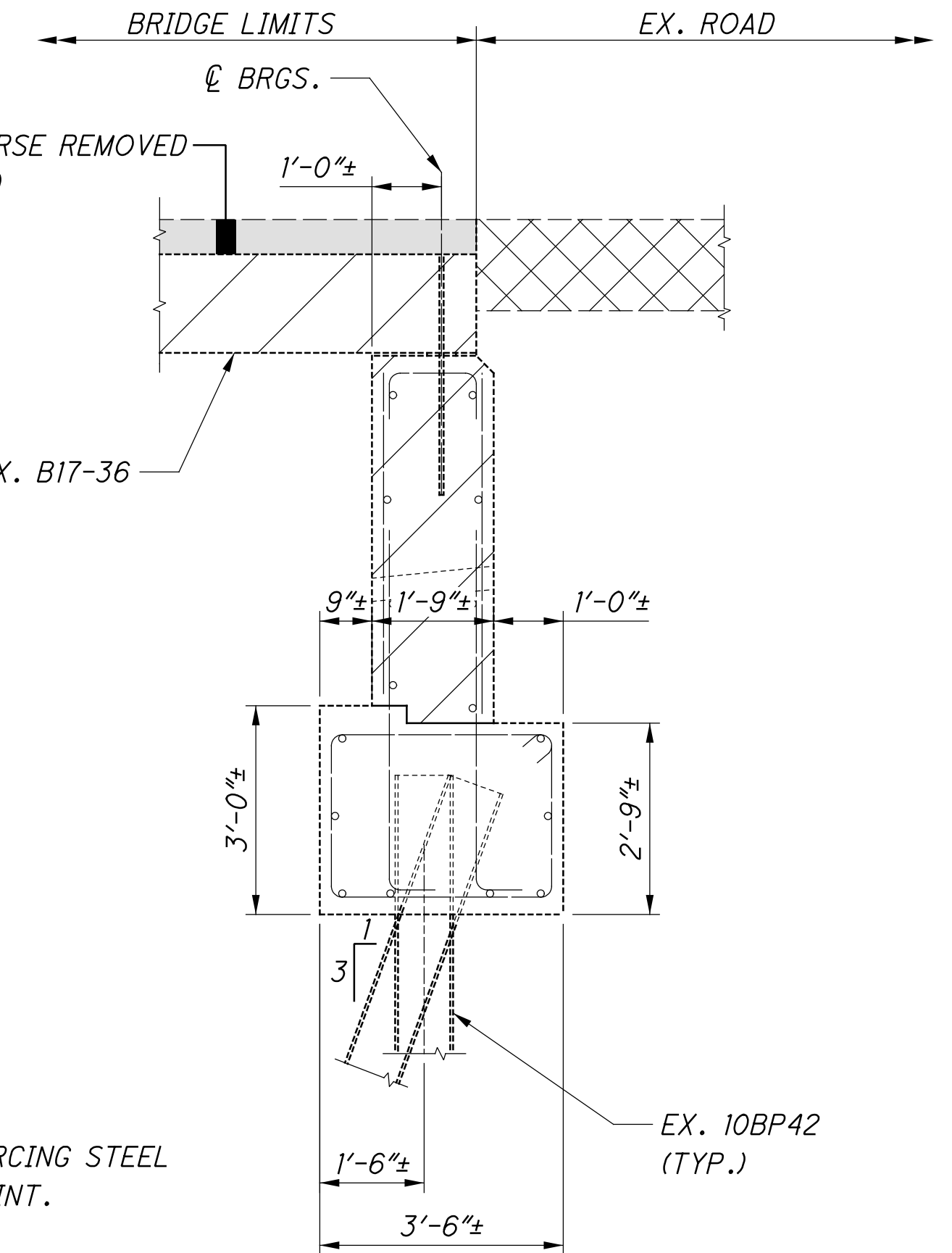
EL. 824.80±

ELEVATION VIEW

PLAN VIEW

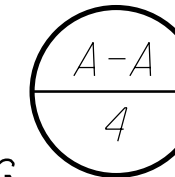


VIEW



NOTES:

- CUT EXISTING REINFORCING STEEL AT CONSTRUCTION JOINT.
- ALL EXISTING REINFORCING ARE NO. 5 BARS.
- VIEW B-B WINGWALL REINFORCING NOT SHOWN.



SECTION

REAR ABUTMENT REMOVAL DETAILS

BRIDGE NO. HOL-00083-11.960
OVER COLLIER'S RUN

HOL-83-11.91

PID No. 108525

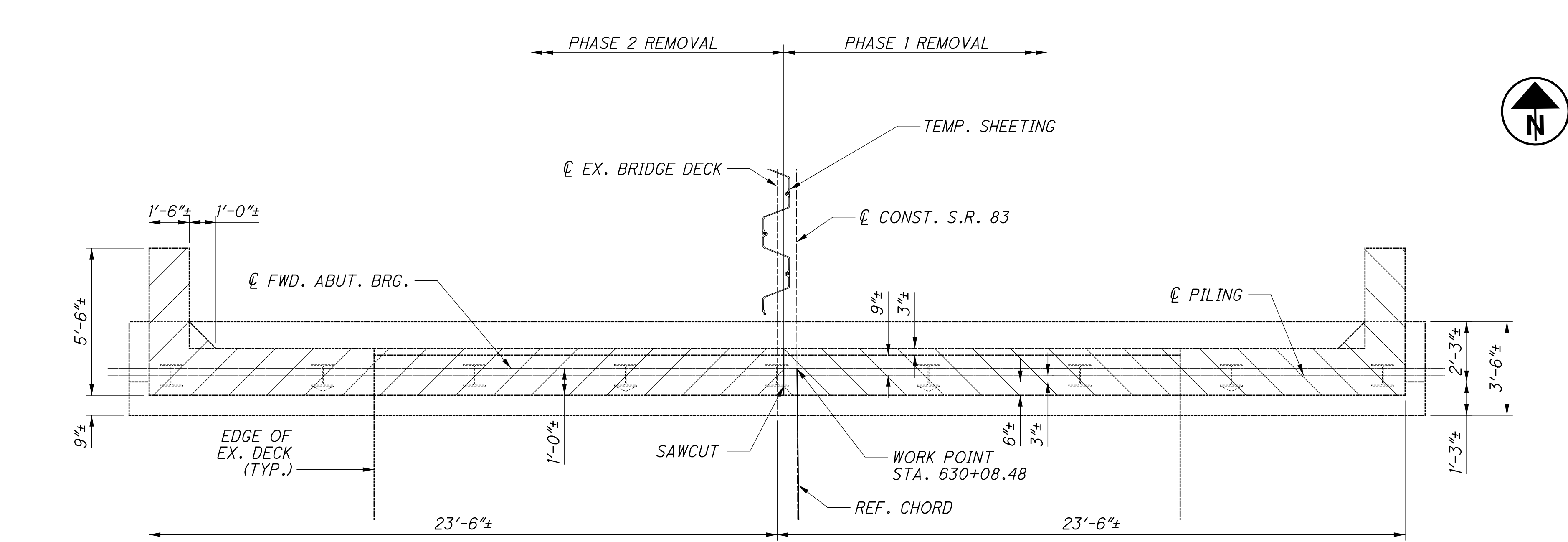
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DESIGN AGENCY
O.D.O.T. DISTRICT 11
ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
MVC	MVC	RPT	10/17/22
CHECKED	DUL	STRUCTURE FILE NUMBER	3801772
		REVISED	XXX

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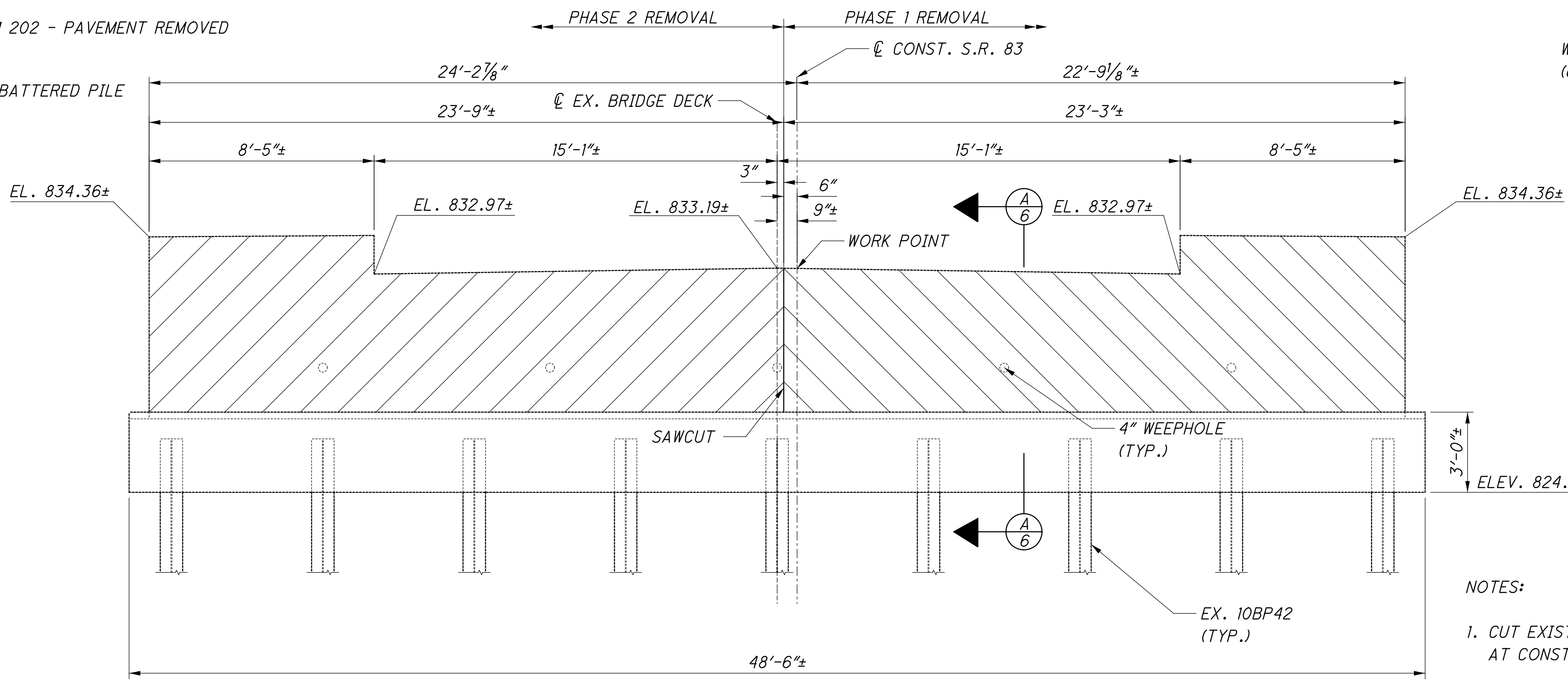
PLAN VIEW

LEGEND

- ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (PHASE 1)
- ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (PHASE 2)
- ITEM 202 - WEARING COURSE REMOVED
- ITEM 202 - PAVEMENT REMOVED



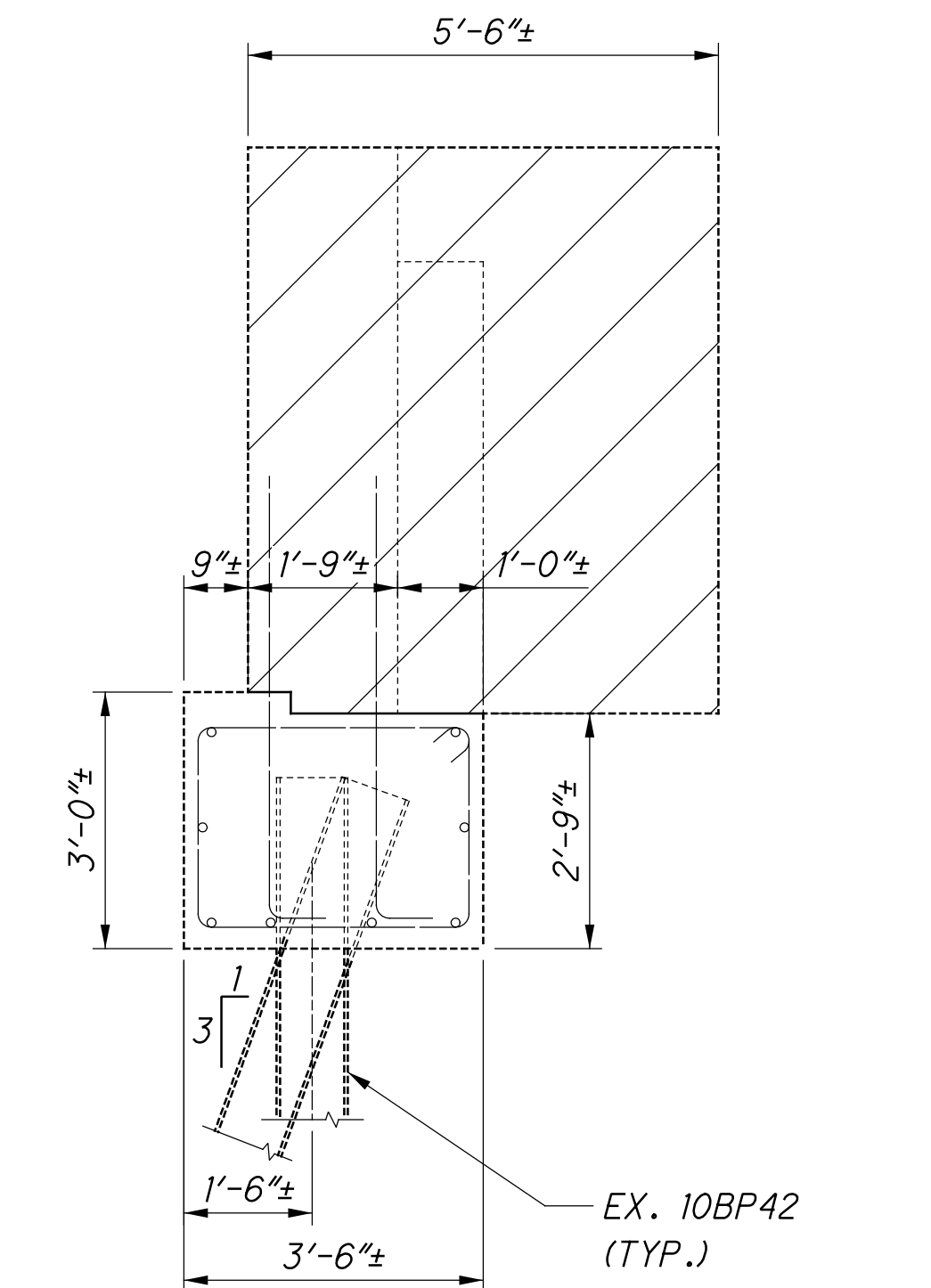
EX. BATTERED PILE



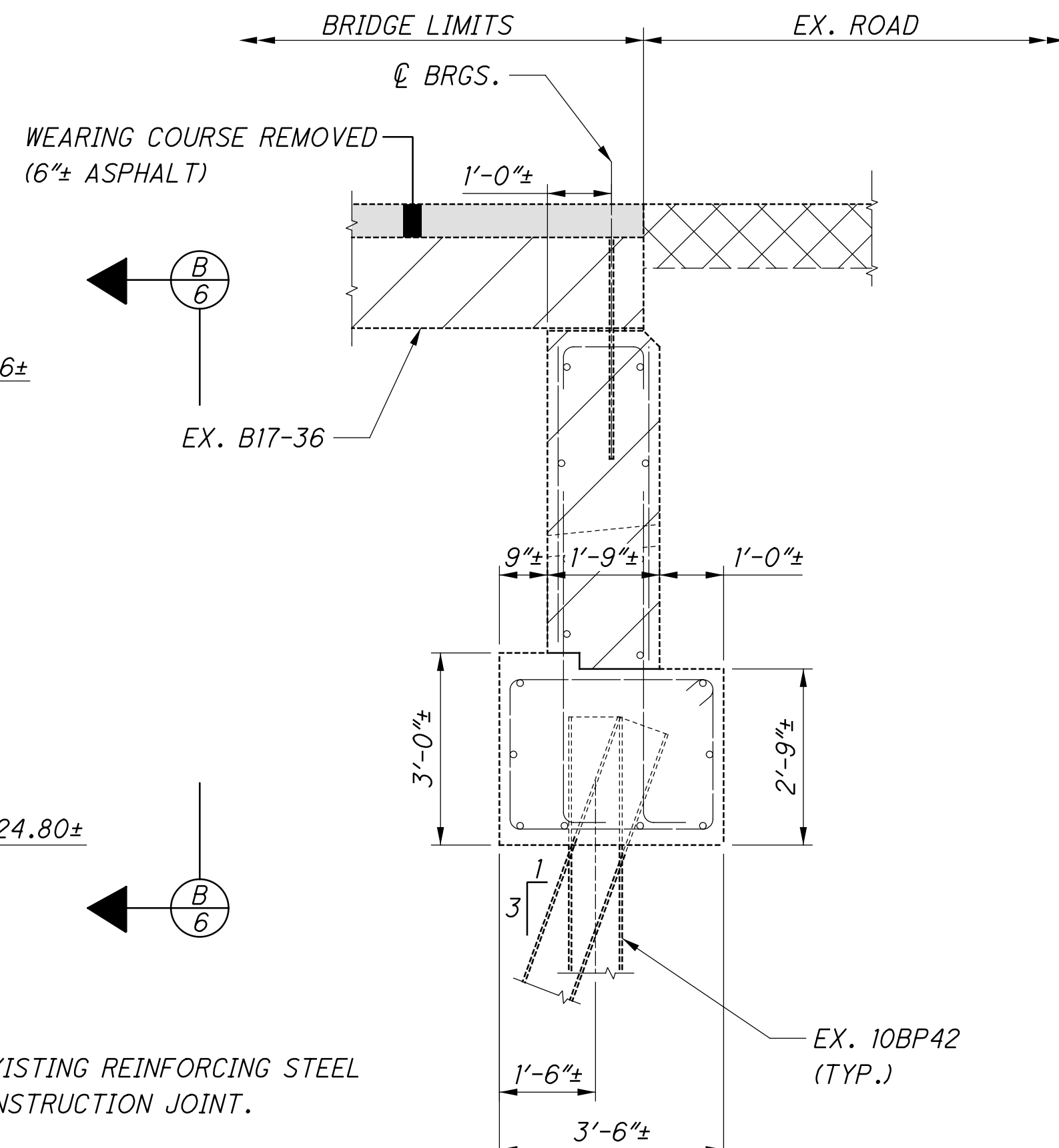
ELEVATION VIEW

NOTES:

- CUT EXISTING REINFORCING STEEL AT CONSTRUCTION JOINT.
- ALL EXISTING REINFORCING ARE NO. 5 BARS.
- VIEW B-B WINGWALL REINFORCING NOT SHOWN.



VIEW



SECTION

FORWARD ABUTMENT REMOVAL DETAILS

BRIDGE NO. HOL-00083-11.960
OVER COLLIER'S RUN

HOL-83-11.91
PID No. 108525

6/16

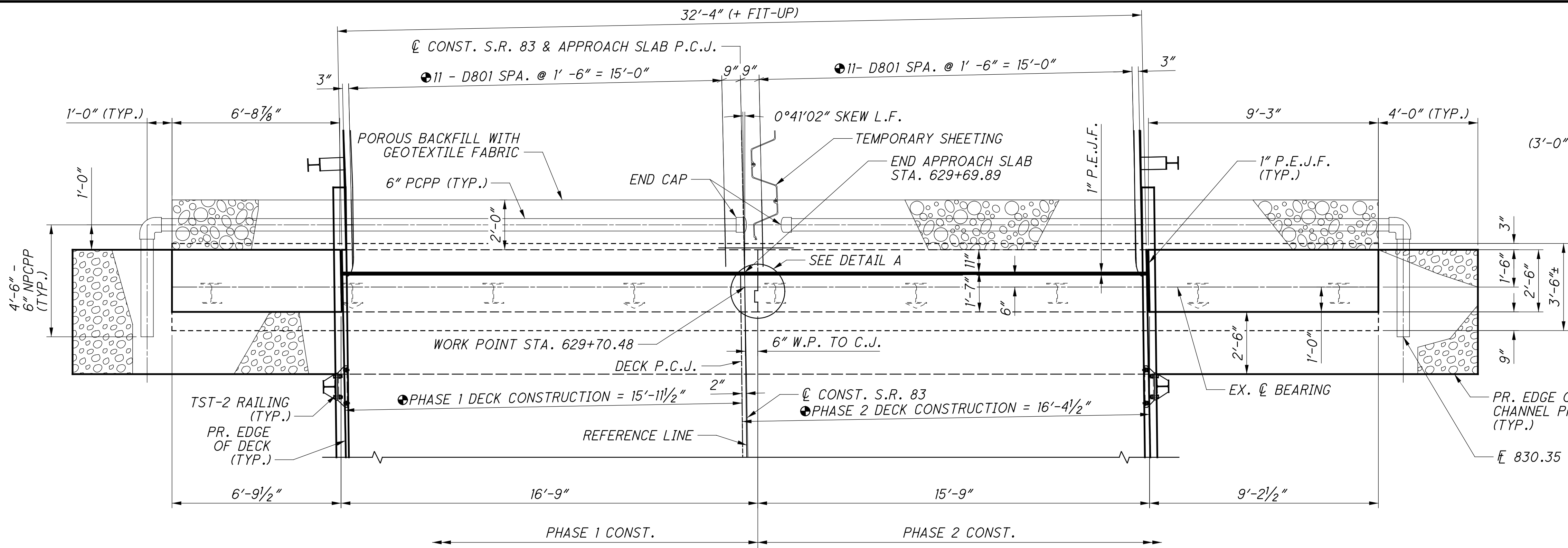
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DESIGN AGENCY
O.D.O.T. DISTRICT 11
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DATE
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RPT
STRUCTURE FILE NUMBER
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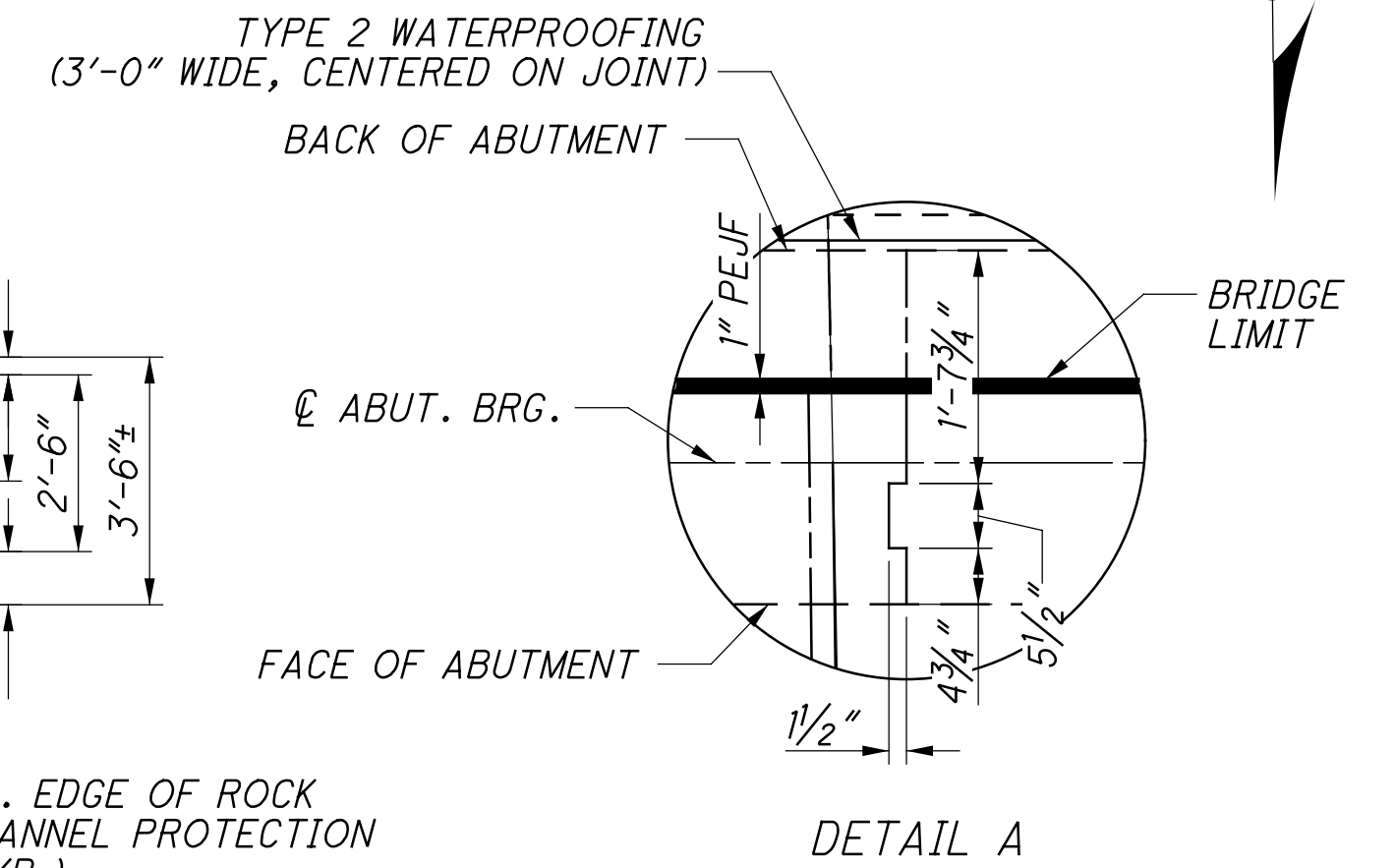
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PLAN VIEW

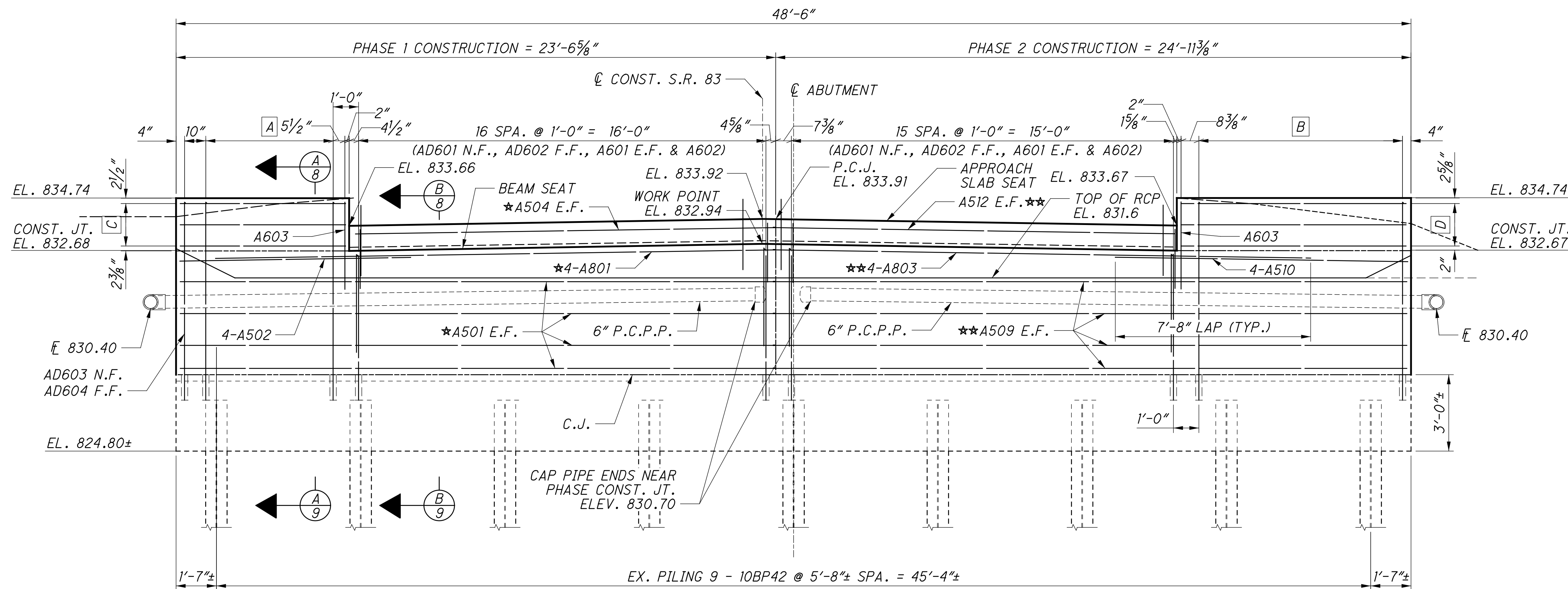
● PARALLEL TO CL CONST.



LEGEND

- A - 6-AD603 N.F. & 6-AD604 F.F. @ 1'-0" SPA. = 5'-0"
- B - 9-AD603 N.F. & 9-AD604 F.F. @ 1'-0" SPA. = 8'-0"
- C - 3-A503 E.F. @ 10" SPA. = 1'-8"
- D - 3-A511 E.F. @ 10" SPA. = 1'-8"

DOWEL DEPTHS
NO. 6 BARS = 12"



ELEVATION VIEW

(SLAB AND APPROACH SLAB NOT SHOWN)

NOTES:

- FOR EXISTING ABUTMENT REMOVALS, SEE SHEET 5/16
- FOR REINFORCING STEEL LIST, SEE SHEET 16/16
- ★ MECHANICAL CONNECTOR (FEMALE END)
★★ MECHANICAL CONNECTOR (MALE END)
- 2" CLEARANCE FOR REINFORCING UNLESS OTHERWISE SHOWN.
- ABUTMENT CONCRETE: DO NOT PLACE THE ABUTMENT CONCRETE ABOVE THE BRIDGE SEAT CONSTRUCTION JOINT UNTIL THE PRESTRESSED CONCRETE BOX BEAMS HAVE BEEN ERECTED.

REAR ABUTMENT DETAILS

BRIDGE NO. HOL-00083-11.960
OVER COLLIER'S RUN

HOL - 83-11.91

PID No. 108525

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DESIGN AGENCY
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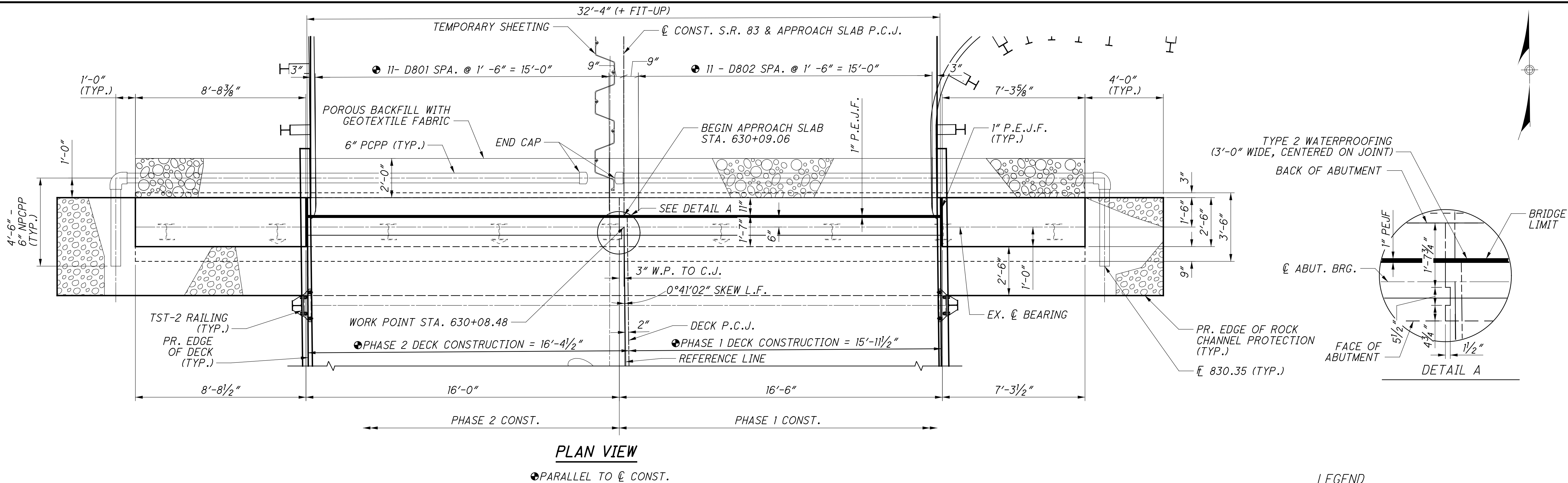
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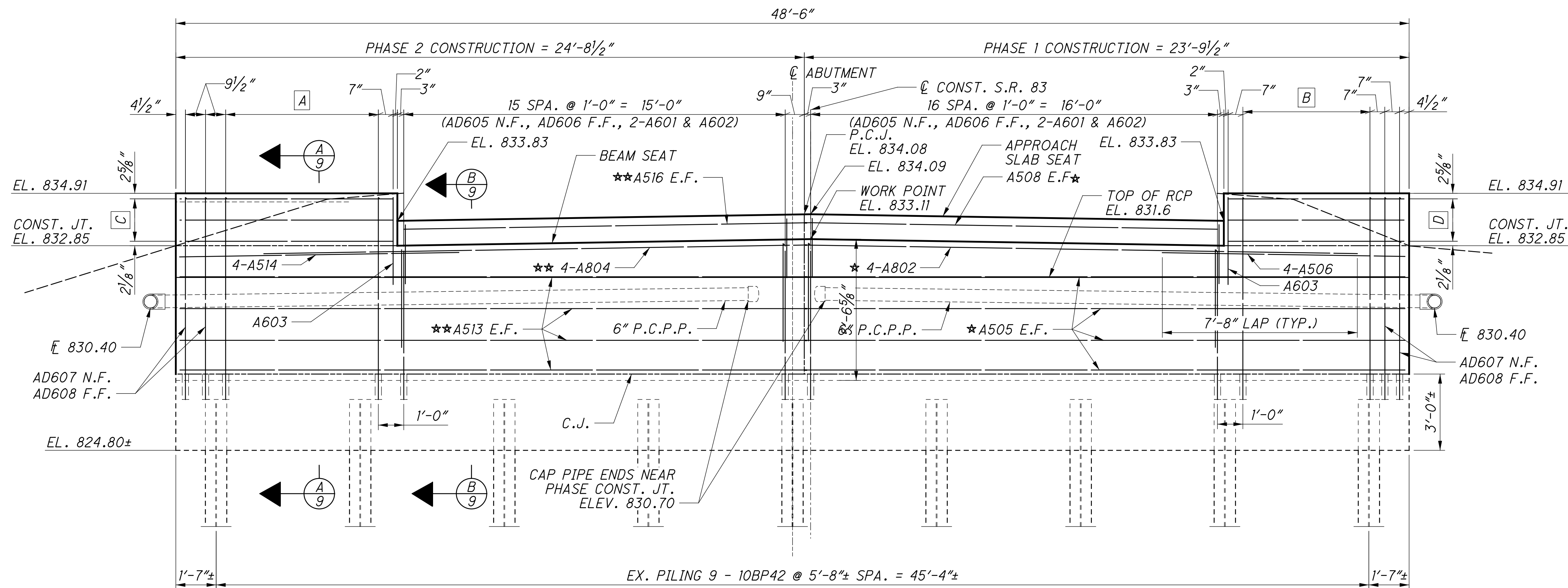
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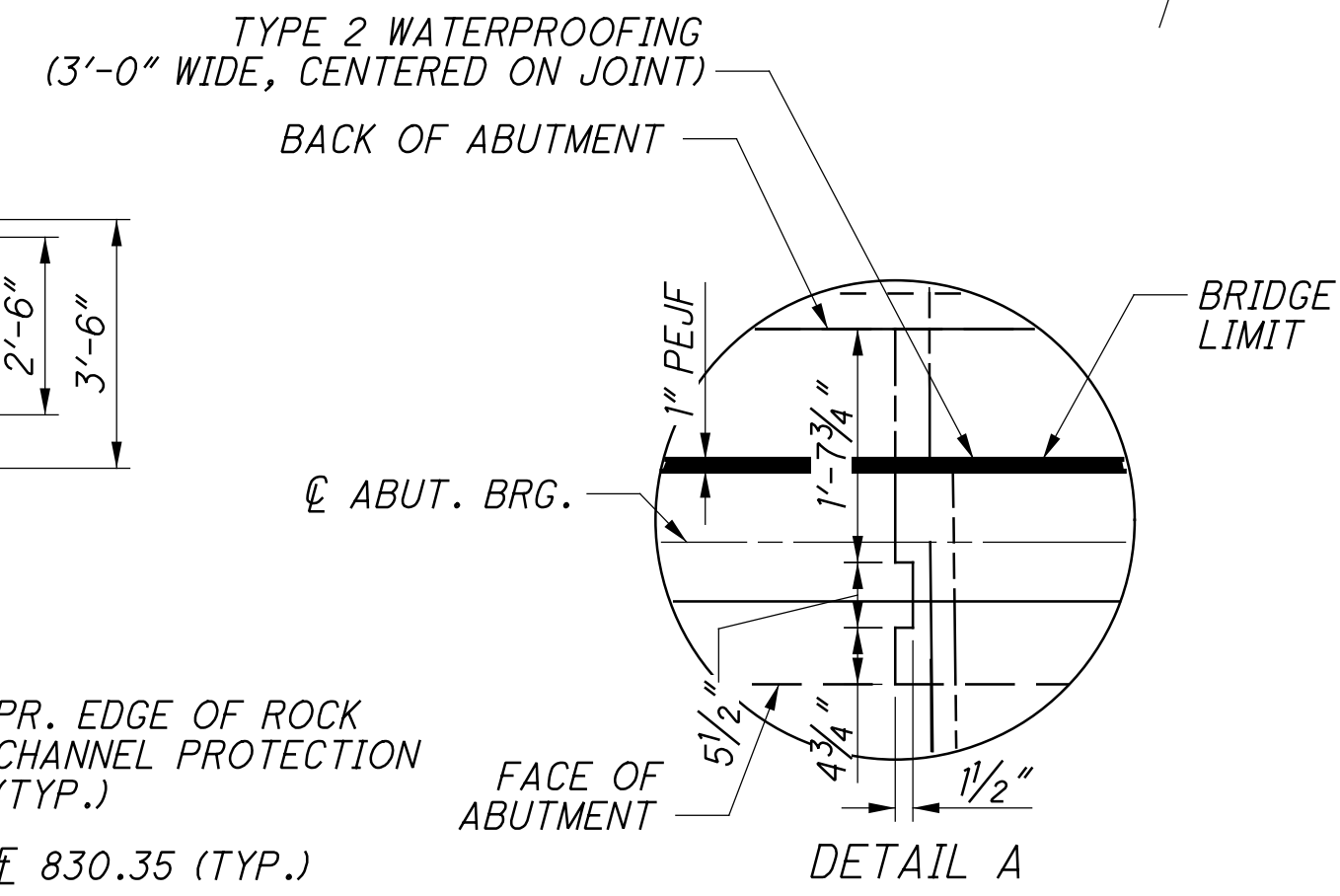
PLAN VIEW

● PARALLEL TO C.C.



ELEVATION VIEW

(SLAB AND APPROACH SLAB NOT SHOWN)



LEGEND

- A - 7-AD607 N.F. & 7-AD608 F.F. @ 1'-0" SPA. = 6'-0"
- B - 6-AD607 N.F. & 6-AD608 F.F. @ 1'-0" SPA. = 5'-0"
- C - 3-A515 E.F. @ 10" SPA. = 1'-8"
- D - 3-A507 E.F. @ 10" SPA. = 1'-8"

DOWEL DEPTHS

NO. 6 BARS = 12"

NOTES:

- FOR EXISTING ABUTMENT REMOVALS, SEE SHEET 6/16
- FOR REINFORCING STEEL LIST, SEE SHEET 16/16
- ★ MECHANICAL CONNECTOR (FEMALE END)
★★ MECHANICAL CONNECTOR (MALE END)
- 2" CLEARANCE FOR REINFORCING UNLESS OTHERWISE SHOWN.
- ABUTMENT CONCRETE: DO NOT PLACE THE ABUTMENT CONCRETE ABOVE THE BRIDGE SEAT CONSTRUCTION JOINT UNTIL THE PRESTRESSED CONCRETE BOX BEAMS HAVE BEEN ERECTED.

FORWARD ABUTMENT DETAILS

BRIDGE NO. HOL-00083-11.960
OVER COLLIER'S RUN

HOL - 83-11.91

PID No. 108525

8 / 16

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57

DESIGN AGENCY
O.D.O.T. DISTRICT 11
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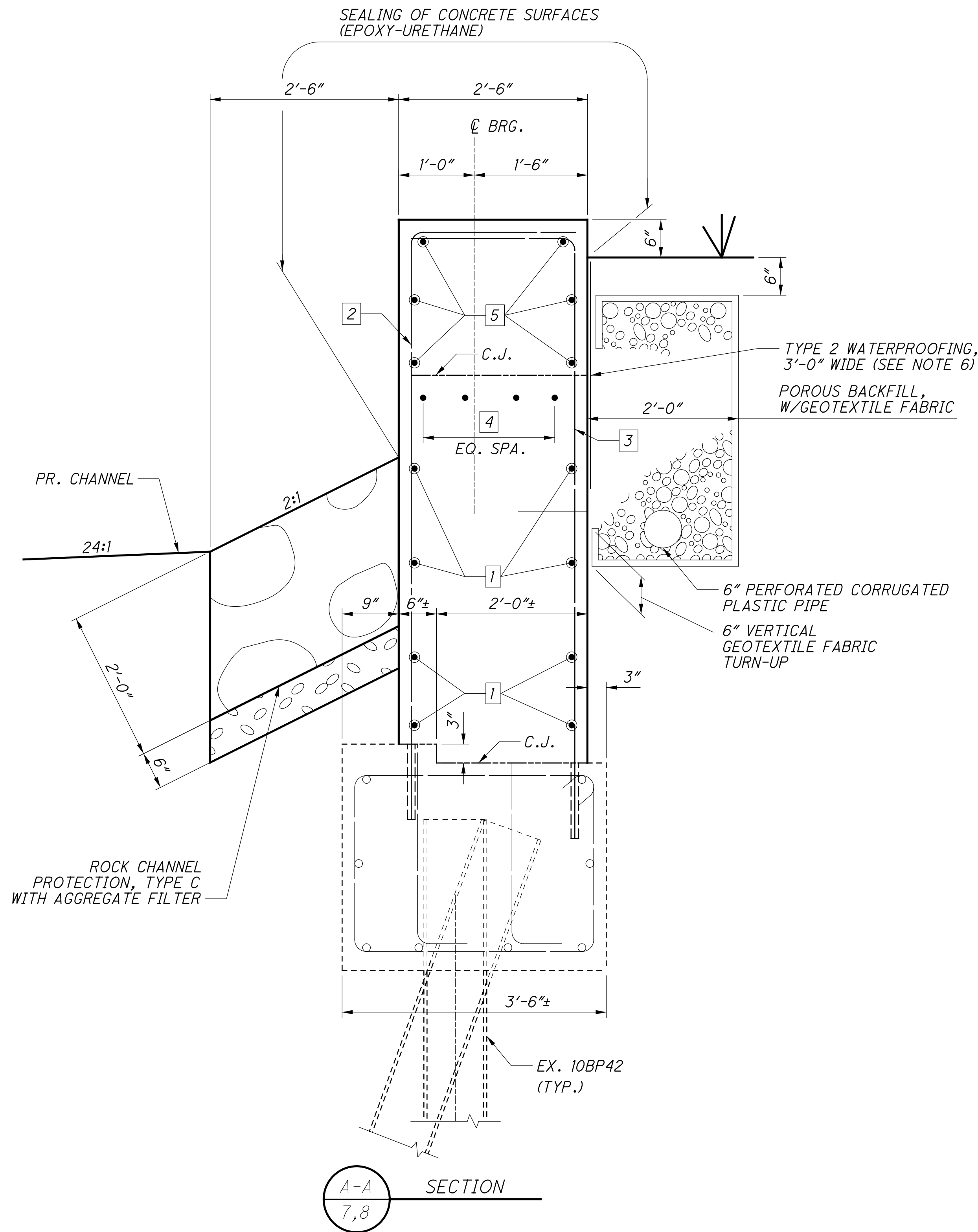
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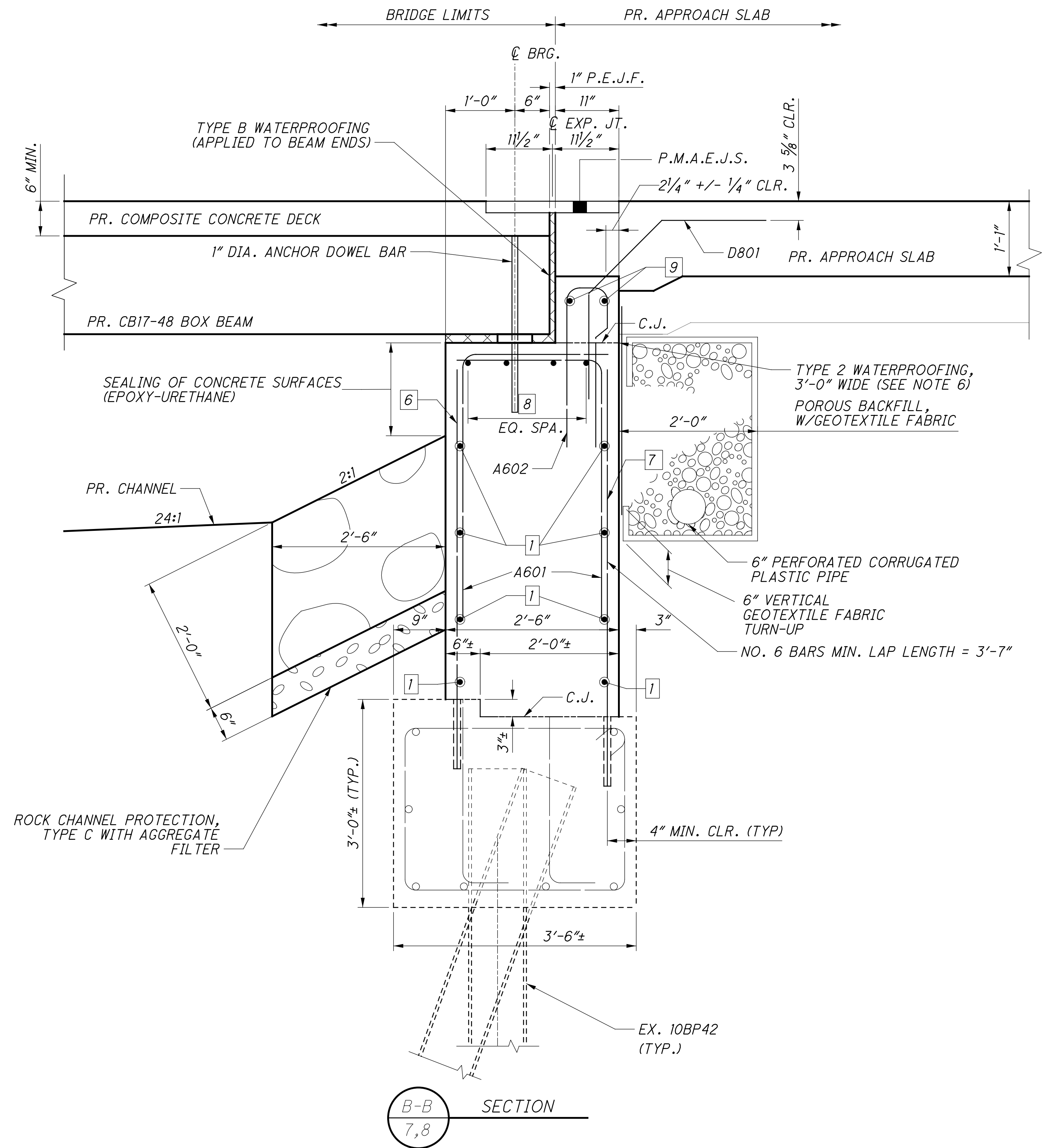
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- | | | | |
|---|--|---|--|
| 1 | A501★, A509★★ - R.A.
A505★, A513★★ - F.A. | 7 | AD602 - R.A.
AD606 - F.A. |
| 2 | AD603 - R.A.
AD607 - F.A. | 8 | 4-A801★, 4-A804★★ - R.A.
4-A802★, 4-A803★★ - F.A. |
| 3 | AD604 - R.A.
AD608 - F.A. | 9 | A504★, A512★★ - R.A.
A508★, A516★★ - F.A. |
| 4 | 4-A502 LAPS 4-A801, 4-A514 LAPS 4-A804 - R.A.
4-A506 LAPS 4-A802, 4-A510 LAPS 4-A803 - F.A. | | |
| 5 | A503, A511 - R.A.
A507, A515 - F.A. | | |
| 6 | AD601 - R.A.
AD605 - F.A. | | |



NOTES:

- FOR EXISTING ABUTMENT REMOVALS, SEE SHEETS **5/16** AND **6/16**
- FOR REINFORCING STEEL LIST, SEE SHEET **16/16**
- ★ MECHANICAL CONNECTOR (FEMALE END)
★★ MECHANICAL CONNECTOR (MALE END)
- 2" CLEARANCE FOR REINFORCING UNLESS OTHERWISE SHOWN.
- FOR DETAILS NOT SHOWN, SEE SCDS PSBD-2-07 & AS-1-15.
- SEAL THE BEAM SEAT AND WINGWALL HORIZONTAL CONST. JOINT AND THE BREASTWALL VERTICAL PHASE CONST. JOINT, 3'-0" WIDE.

ABUTMENT DETAILS
BRIDGE NO. HOL-00083-11.960
OVER COLLIER'S RUN

HOL-83-11.91
PID No. 108525

9/16

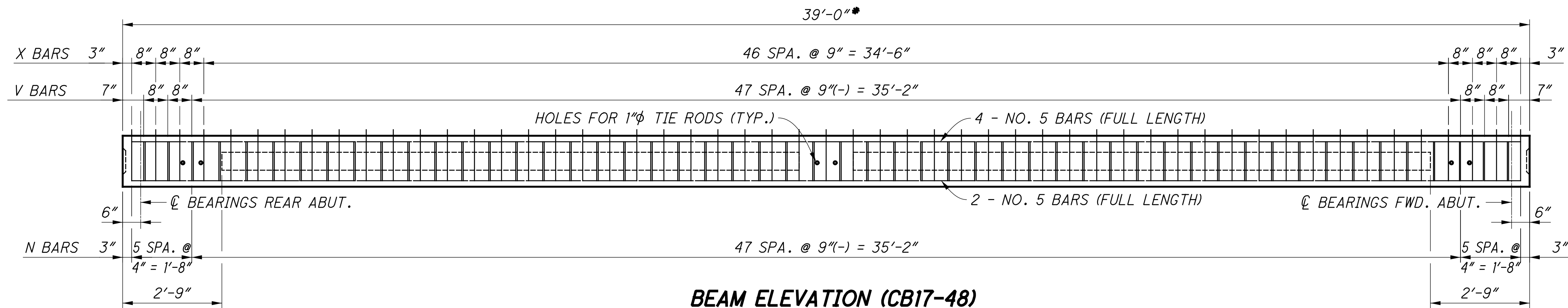
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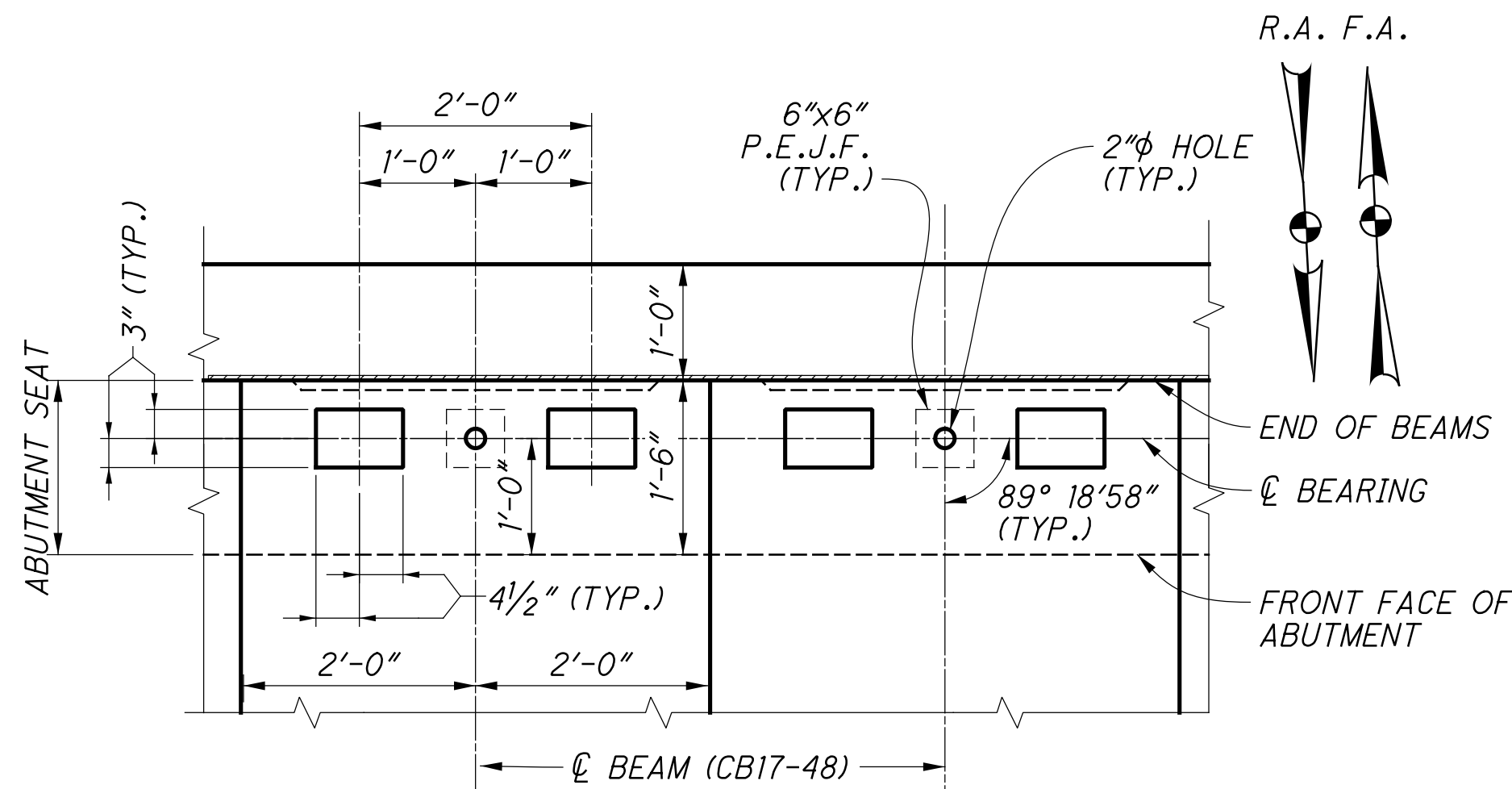
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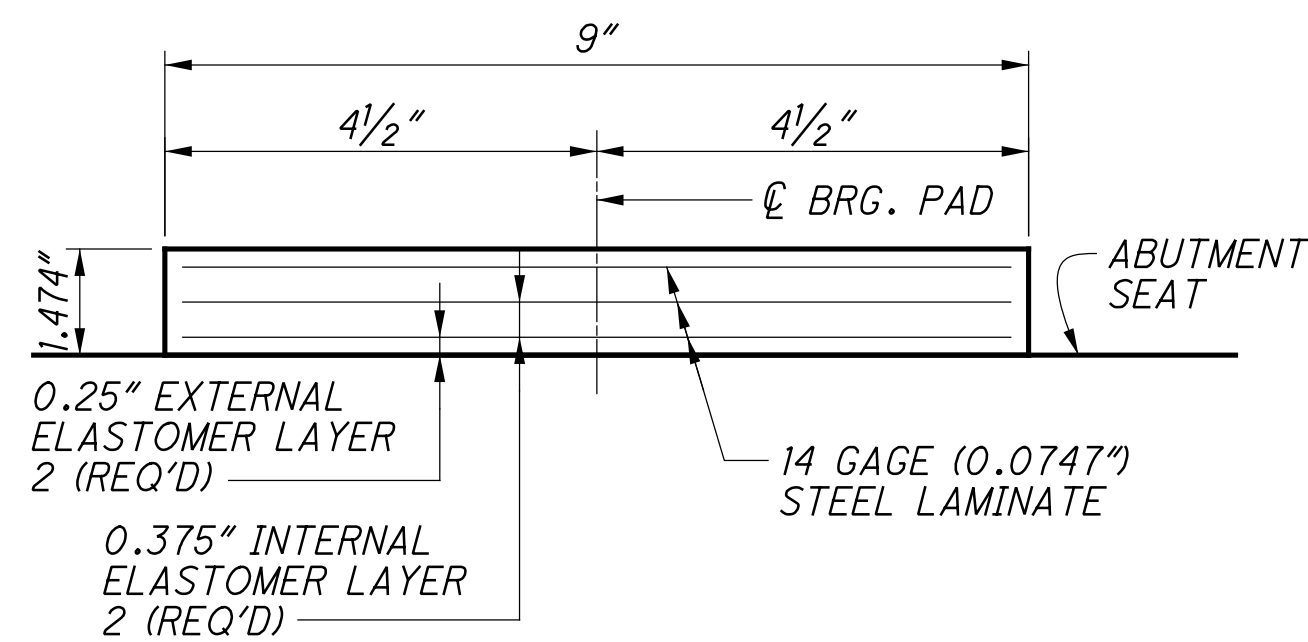
BEAM ELEVATION (CB17-48)
SHEAR REINFORCING SPACING

NOTE: X BARS ARE EPOXY COATED

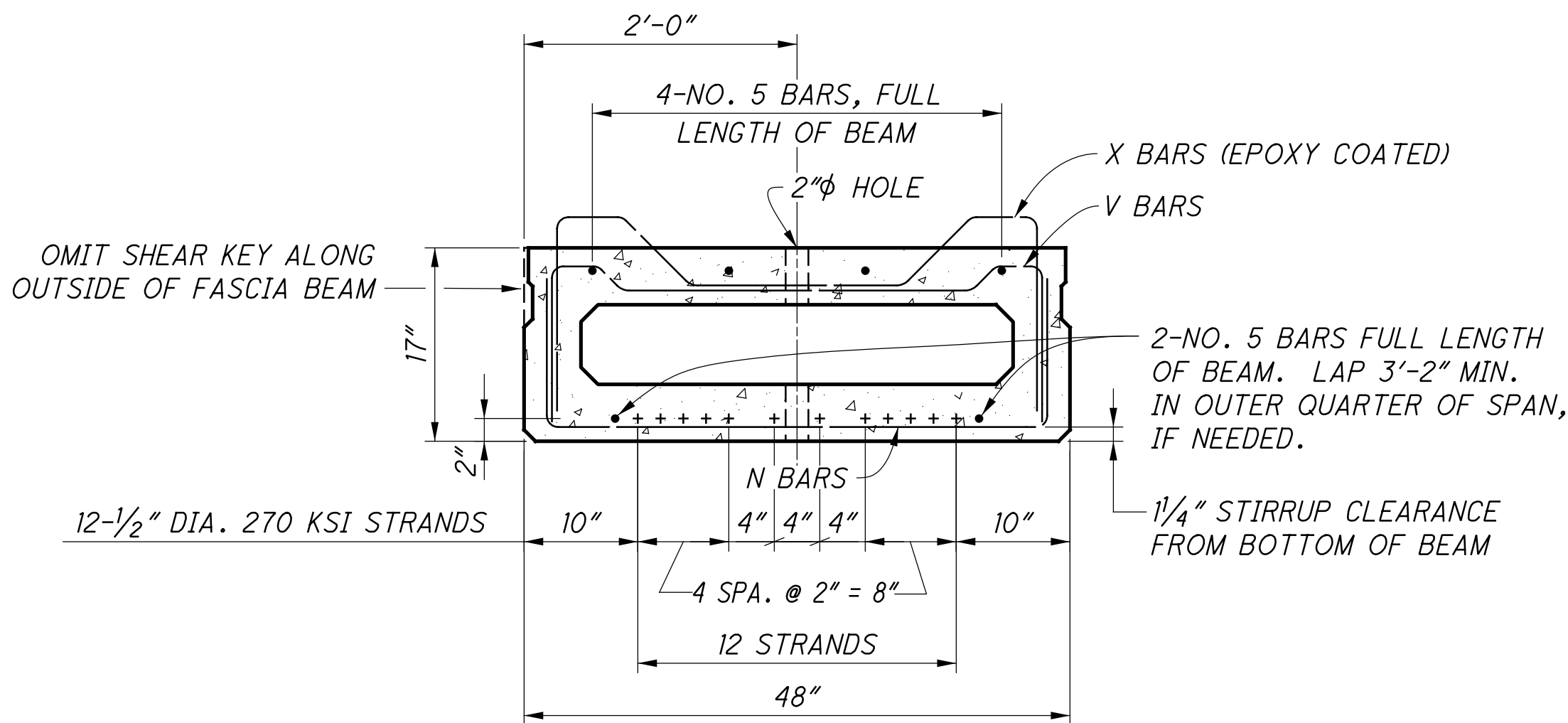
A-A
10 SECTION



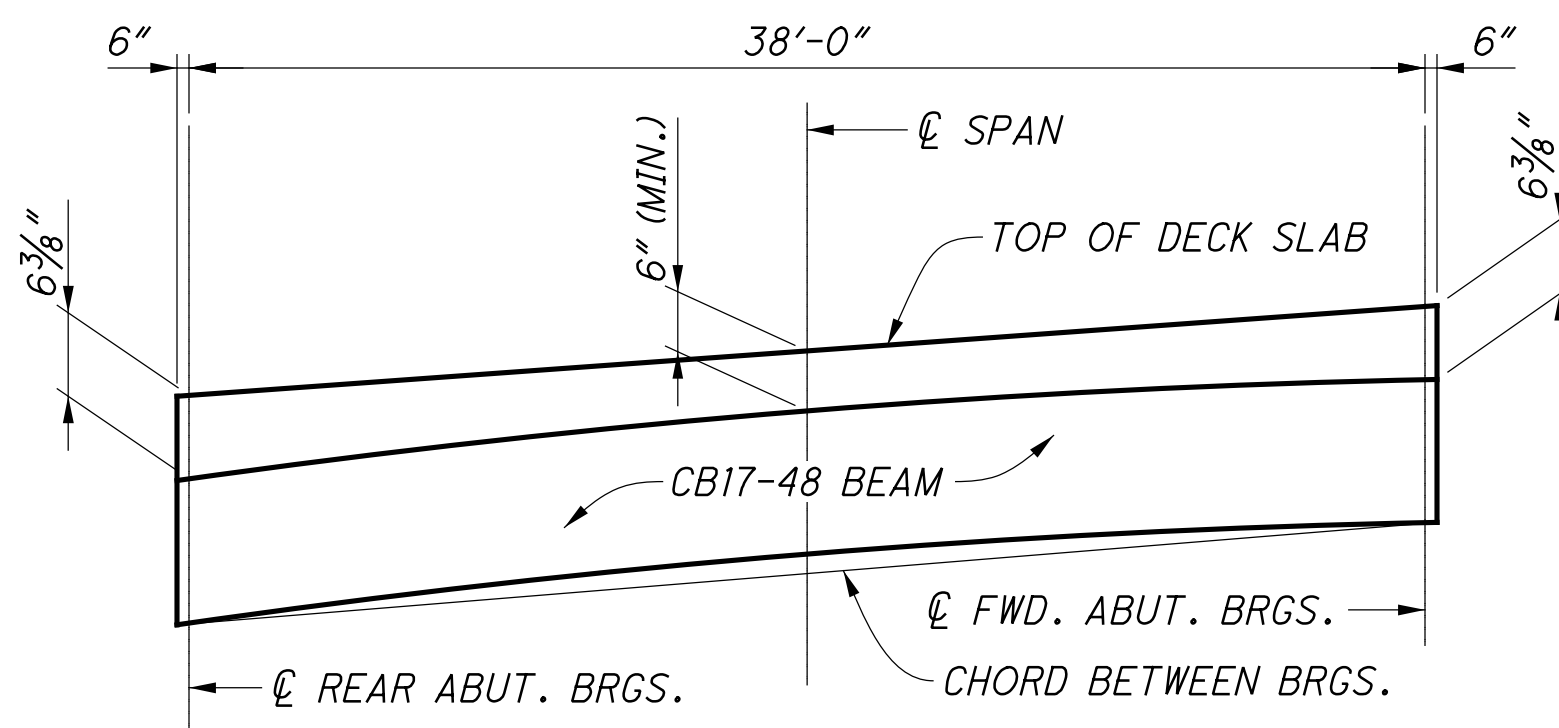
BEARING PAD LAYOUT PLAN



ELASTOMERIC BEARING DETAIL



CB17-48
BEAM SECTION



TOPPING THICKNESS DIAGRAM
(SEE NOTE 9)

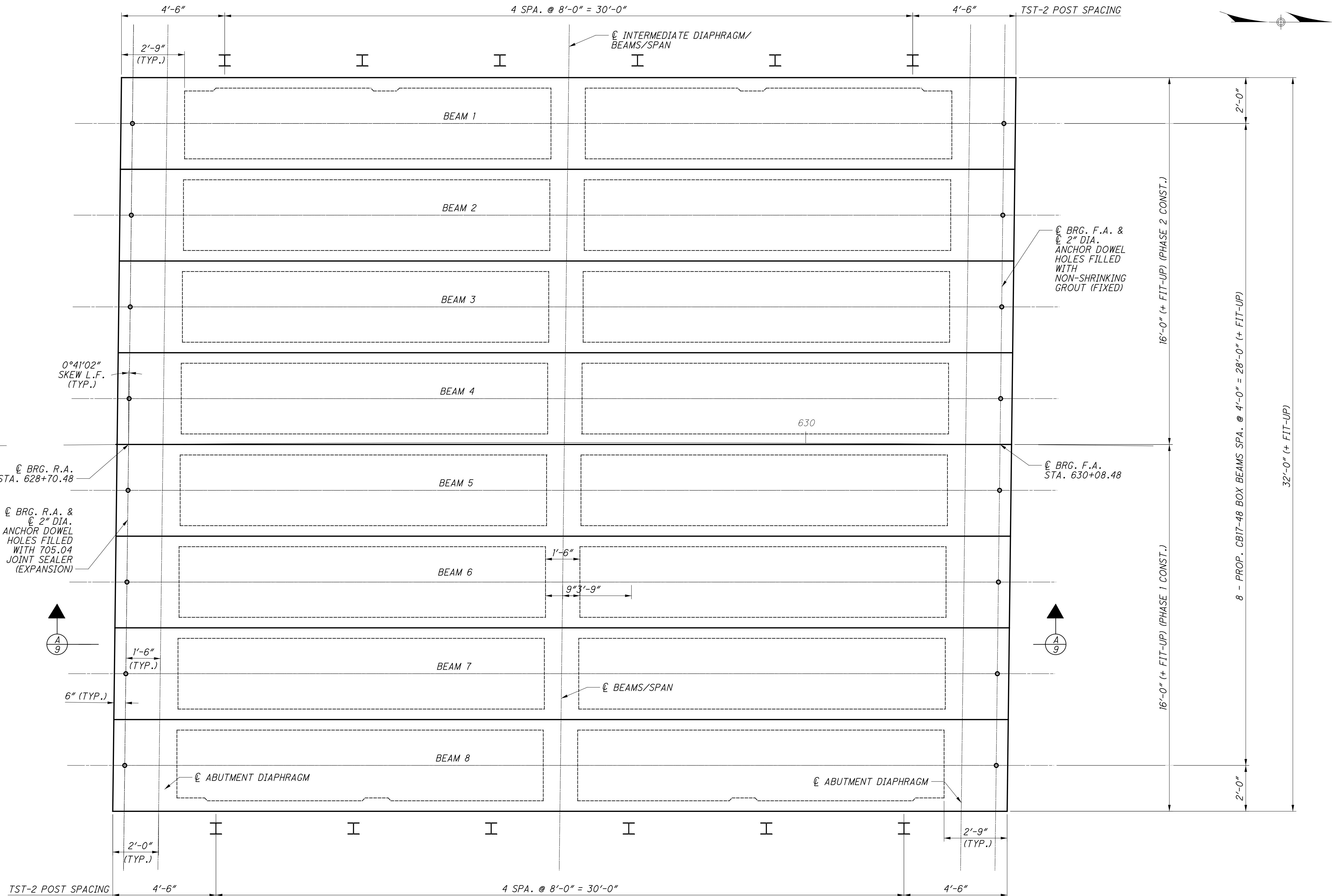
NOTES

1. CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) - 5500 PSI
COMPRESSIVE STRENGTH (RELEASE) - 4000 PSI
2. PRESTRESSING STRAND:
AREA = 0.167 SQ. IN.
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)
3. SEE STANDARD DRAWING PSBD-2-07, SHEETS 1 THROUGH 3 OF 4 FOR BEAM LIFTING INSERTS, DIMENSIONS AND REINFORCEMENT OF BEAMS, PLAN OF DIAPHRAGMS AND TIE RODS, TIE ROD ANCHORAGE, NORMAL CROWN TREATMENT AT CENTERLINE OF ROADWAY, AND BEAM DIMENSIONAL TOLERANCES.
4. SEE STANDARD DRAWING PSBD-2-07, SHEET 1 OF 4 FOR NOTES ON TRANSVERSE TIE RODS, BEAM ENDS, ELASTOMERIC BEARING REPLACEMENT, PREPARATION OF CONCRETE SURFACES IN CONTACT WITH MORTAR, AND MORTARING OF SHEAR KEYS.
5. NOTE TO FABRICATOR: THE DIMENSIONS MEASURED ALONG THE LENGTH OF THE BEAM, MARKED WITH A *, DO NOT CONTAIN AN ALLOWANCE FOR THE EFFECT OF THE LONGITUDINAL GRADE. INCLUDE THE PROPER ALLOWANCE FOR THESE DIMENSIONS IN THE SHOP DRAWINGS.
6. THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION 1, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
7. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND VISIBLE AFTER THE BEARING IS INSTALLED.
8. FURNISHING AND PLACING ANCHOR BARS SHALL BE INCLUDED WITH ITEM 516 ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE), AS PER PLAN FOR PAYMENT.
9. CAMBER (ALL BEAMS):
ESTIMATED CAMBER AT DAY 0 (D₀) IS 1/2 INCHES.
ESTIMATED CAMBER AT DAY 30 (D₃₀) IS 7/8 INCHES.
DEFLECTION DUE TO REMAINING DEAD LOAD (E.G. CONCRETE DECK, DIAPHRAGMS, BARRIERS, UTILITIES ECT.) IS 3/16 INCHES.

LAMINATED ELASTOMERIC BEARINGS

LOCATION	NO. REQ'D.	BEARING DIMENSIONS						REACTIONS PER BEARING (UNFACTORED SERVICE LOADS)		MAXIMUM DESIGN LOAD
		L	W	t _i	t _e	T	N	DL	LL (w/out Impact)	
REAR ABUTMENT	32	6	9	0.375"	0.25"	1.474"	3	12.03	13.23	25.26
FORWARD ABUTMENT	32	6	9	0.375"	0.25"	1.474"	3	12.03	13.23	25.26

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BEAM LAYOUT PLAN

NOTE:

1. FOR DETAILS NOT SHOWN, SEE SCD PSBD-2-07.

HOL - 83-11.91
PID No. 108525

BEAM LAYOUT PLAN
BRIDGE NO. HOL-00083-11.960
OVER COLLIER'S RUN

DESIGNED
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STRUCTURE FILE NUMBER
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DATE
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ENGINEERING

11 / 16

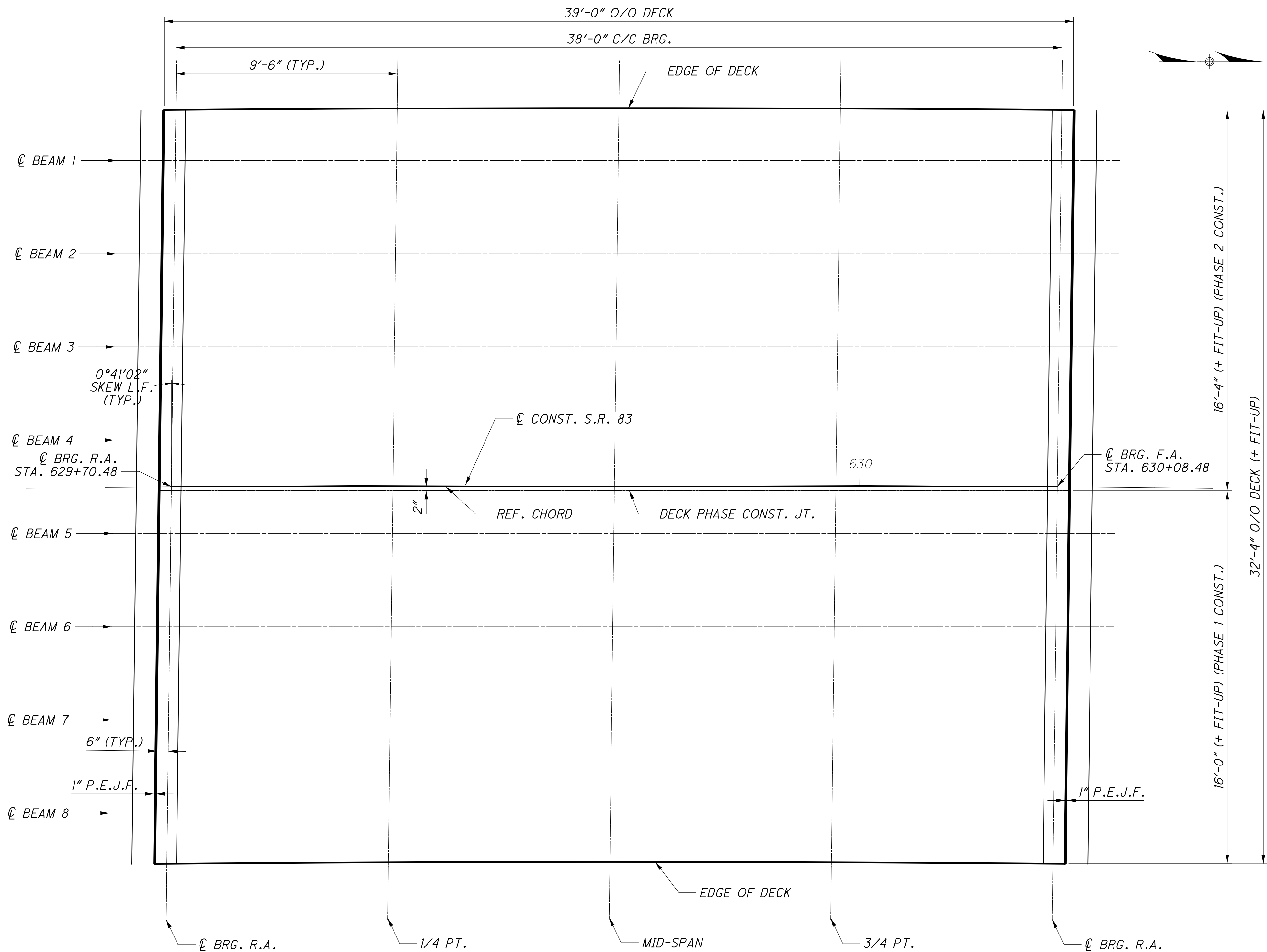
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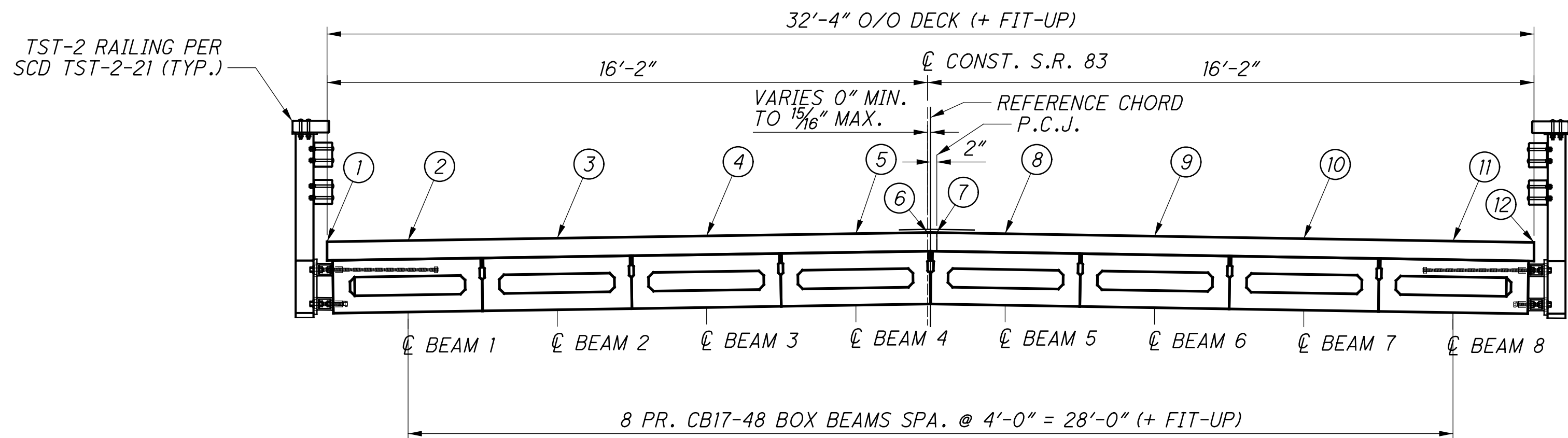


1. FOR REINFORCING STEEL LIST, SEE SHEET 16 / 16
2. ★ MECHANICAL CONNECTOR (FEMALE END)
★★ MECHANICAL CONNECTOR (MALE END)
3. (#) BEAM NUMBER

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ELEVATION PLAN



TYPICAL BEAM ELEVATION

NOTES:

1. FOR FINAL DECK SURFACE ELEVATION TABLE, SEE SHEET 14/16
2. FOR SCREED ELEVATION TABLE, SEE SHEET 14/16

LEGEND FOR CHARTS ON SHEET 14/16

- ① LEFT DECK EDGE
- ② C/L BEAM 1
- ③ C/L BEAM 2
- ④ C/L BEAM 3
- ⑤ C/L BEAM 4
- ⑥ PROFILE GRADE LINE
- ⑦ PHASE CONSTRUCTION JOINT
- ⑧ C/L BEAM 5
- ⑨ C/L BEAM 6
- ⑩ C/L BEAM 7
- ⑪ C/L BEAM 8
- ⑫ RIGHT DECK EDGE

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FINAL DECK SURFACE ELEVATIONS										
LOCATION	℄ BRG. R.A.		1/4 SPAN		1/2 SPAN		3/4 SPAN		℄ BRG. F.A.	
	STATION	ELEV.	STATION	ELEV.	STATION	ELEV.	STATION	ELEV.	STATION	ELEV.
LEFT DECK EDGE	629+70.80	834.74	629+80.23	834.81	629+89.67	834.86	629+99.10	834.89	630+08.54	834.91
CL BEAM 1	629+70.76	834.77	629+80.20	834.84	629+89.64	834.89	629+99.09	834.93	630+08.53	834.94
CL BEAM 2	629+70.68	834.83	629+80.13	834.91	629+89.60	834.96	629+99.05	834.99	630+08.51	835.01
CL BEAM 3	629+70.60	834.90	629+80.07	834.97	629+89.55	835.02	629+99.02	835.06	630+08.50	835.07
CL BEAM 4	629+70.52	834.96	629+80.01	835.03	629+89.50	835.09	629+98.99	835.12	630+08.49	835.14
P.G.	629+70.48	834.99	629+79.97	835.06	629+89.48	835.12	629+98.98	835.15	630+08.48	835.17
PHASE CONST. JOINT	629+70.47	834.99	629+79.97	835.06	629+89.47	835.11	629+98.98	835.15	630+08.48	835.17
CL BEAM 5	629+70.43	834.96	629+79.94	835.03	629+89.45	835.08	629+98.96	835.12	630+08.47	835.14
CL BEAM 6	629+70.35	834.90	629+79.88	834.97	629+89.40	835.02	629.98.93	835.05	630+08.46	835.07
CL BEAM 7	629+70.27	834.83	629+79.81	834.90	629+89.36	834.96	629+98.90	834.99	630+08.44	835.01
CL BEAM 8	629+70.19	834.77	629+79.75	834.84	629+89.31	834.89	629+98.87	834.93	630+08.43	834.94
RIGHT DECK EDGE	629+70.15	834.73	629+79.71	834.80	629+89.28	834.86	629+98.85	834.89	630+08.42	834.91
SCREED ELEVATIONS										
LOCATION	℄ BRG. R.A.		1/4 SPAN		1/2 SPAN		3/4 SPAN		℄ BRG. F.A.	
	STATION	ELEV.	STATION	ELEV.	STATION	ELEV.	STATION	ELEV.	STATION	ELEV.
LEFT DECK EDGE	629+70.80	834.74	629+80.23	834.82	629+89.67	834.87	629+99.10	834.90	630+08.54	834.91
P.G.	629+70.48	834.99	629+79.97	835.07	629+89.48	835.13	629+98.98	835.16	630+08.48	835.17
PHASE CONST. JOINT	629+70.47	834.99	629+79.97	835.07	629+89.47	835.12	629+98.98	835.16	630+08.48	835.17
RIGHT DECK EDGE	629+70.15	834.73	629+79.71	834.81	629+89.28	834.87	629+98.85	834.90	630+08.42	834.91

NOTES

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURED.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. FOR DECK ELEVATION LOCATION REFERENCE, SEE SHEET 13/16
4. DECK SLAB THICKNESS FOR CONCRETE QUANTITY:
THE ESTIMATED QUANTITY OF DECK CONCRETE IS MEASURED ACCORDING TO C&MS 511. IN ADDITION TO THE DESIGN SLAB THICKNESS, THE QUANTITY INCLUDES A VARIABLE HAUNCH THICKNESS THAT PROVIDES AN ALLOWANCE FOR: VERTICAL GRADE ADJUSTMENT AND BEAM CAMBER.
5. FOR CAMBER DETAILS AND NOTES SEE SHEET 10/16

HOL - 83 - 11.91
PID No. 108525

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FINAL DECK SURFACE AND SCREED ELEVATIONS
BRIDGE NO. - HOL - 00083 - 11.960
OVER COLLIER'S RUN

DESIGNED
MVC

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RPT

DATE
10/17/22

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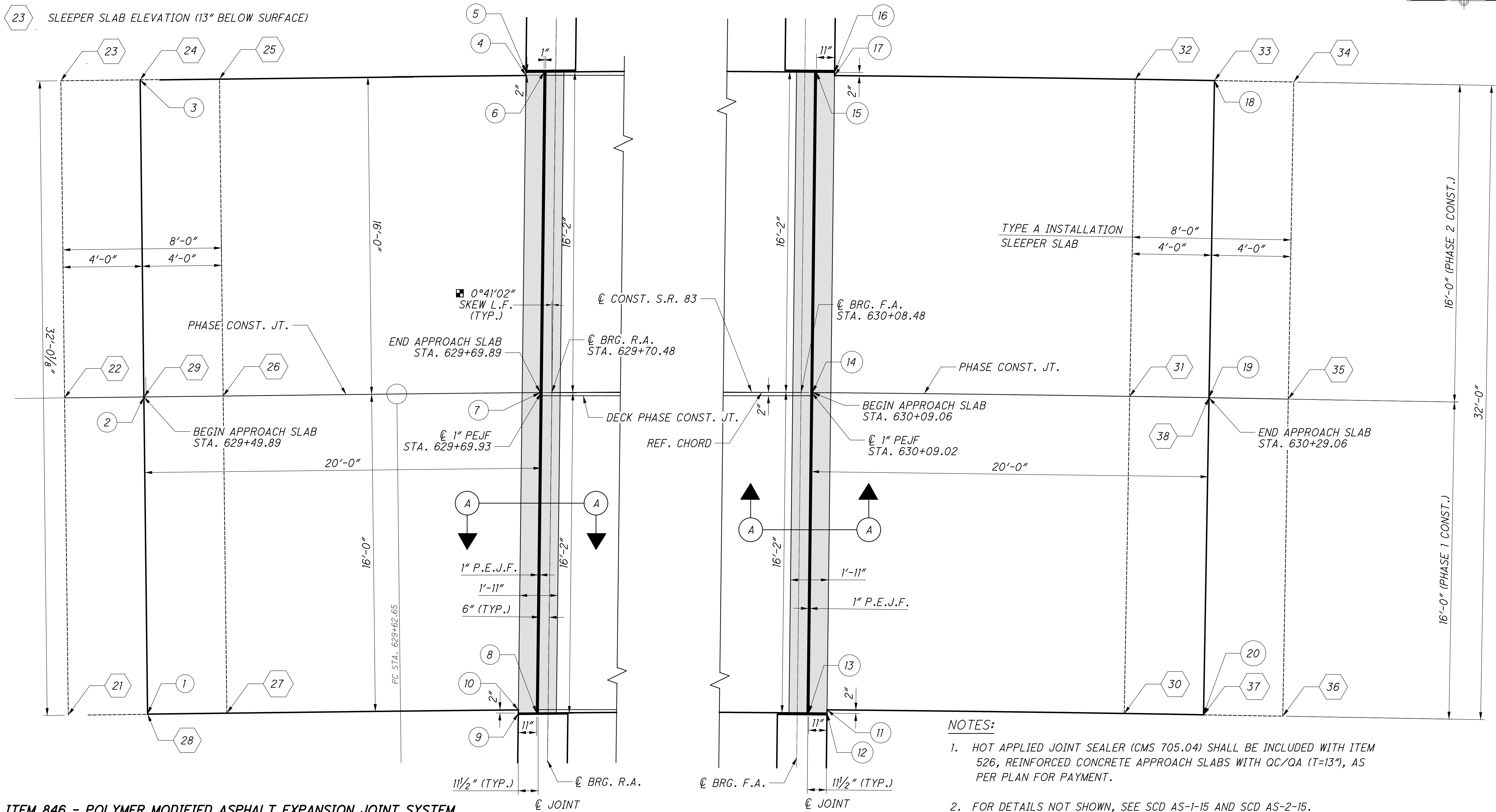
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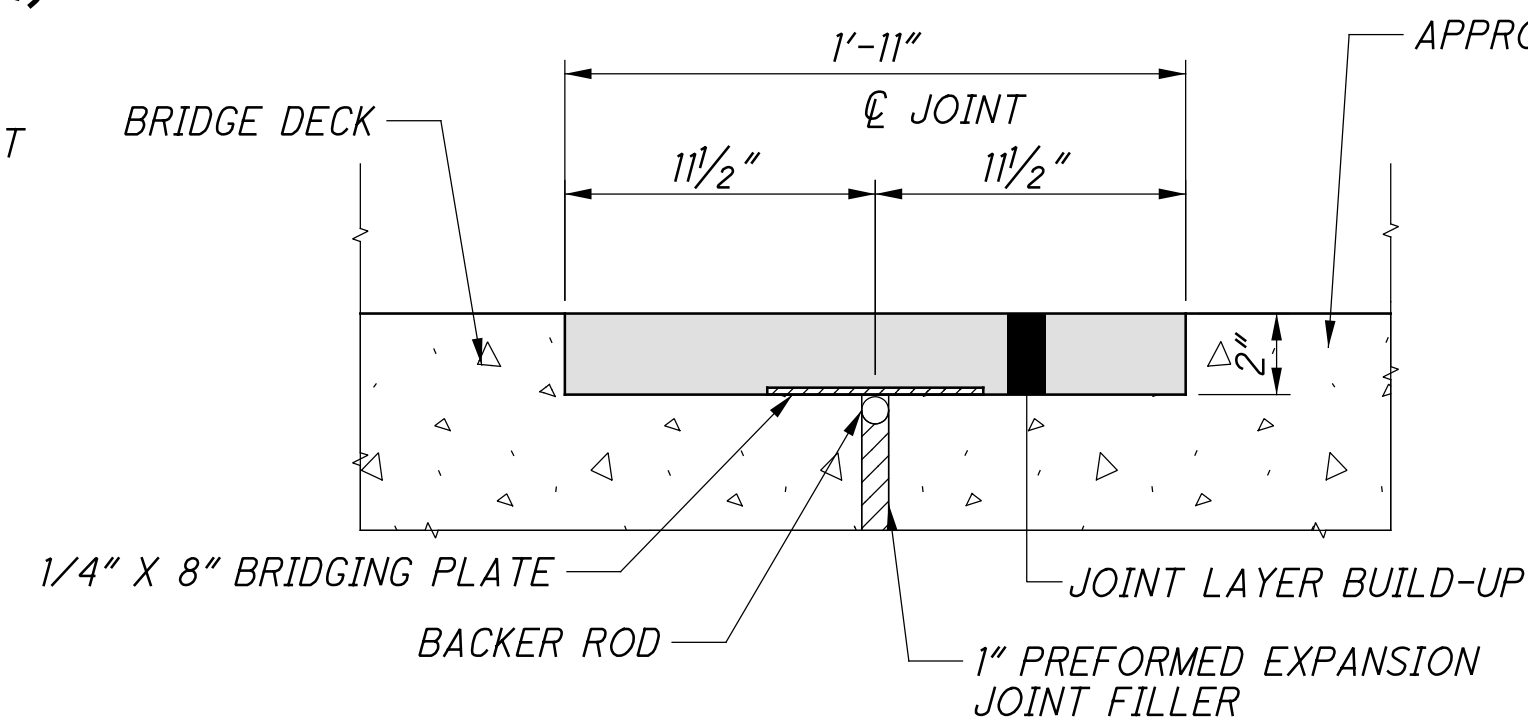
LEGEND

- 1 APPROACH SLAB ELEVATION (SURFACE)
23 SLEEPER SLAB ELEVATION (13" BELOW SURFACE)



ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN

THIS ITEM OF WORK SHALL ADHERE TO SUPPLEMENTAL SPECIFICATION 846 EXCEPT THAT THE JOINT SHALL BE 23" WIDE CENTERED OVER THE JOINT OPENING, AS SHOWN ON THE DETAILS ABOVE AND SECTION A-A ON THIS SHEET TO ACCOMMODATE THE 2" EXTENSION ON THE APPROACH SLAB TO PREVENT THIN CONCRETE SECTIONS FROM FALSEWORK.



SECTION A-A

NOTES:

- HOT APPLIED JOINT SEALER (CMS 705.04) SHALL BE INCLUDED WITH ITEM 526, REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=13"), AS PER PLAN FOR PAYMENT.
- FOR DETAILS NOT SHOWN, SEE SCD AS-1-15 AND SCD AS-2-15.
- FROM REFERENCE CHORD

APPROACH SLAB SURFACE ELEVATION AND SLEEPER SLAB TOP SURFACE ELEVATION							
REAR APPROACH SLAB		REAR SLEEPER SLAB		FORWARD APPROACH SLAB		FORWARD SLEEPER SLAB	
POINT	ELEV.	POINT	ELEV.	POINT	ELEV.	POINT	ELEV.
1	834.52	21	833.39	11	834.91	30	833.82
2	834.78	22	833.64	12	834.91	31	834.07
3	834.52	23	833.39	13	834.91	32	833.82
4	834.73	24	833.44	14	835.17	33	832.80
5	834.72	25	833.49	15	834.91	34	833.79
6	834.73	26	833.74	16	834.91	35	834.05
7	834.99	27	833.49	17	834.91	36	833.79
8	834.73	28	833.44	18	833.89	37	832.80
9	834.72	29	833.69	19	833.89	38	833.06
10	834.72			20	834.14		

APPROACH SLAB DETAILS

BRIDGE NO. HOL-00083-11.960
OVER COLLIER'S RUN

HOL-83-11.91
PID No. 108525

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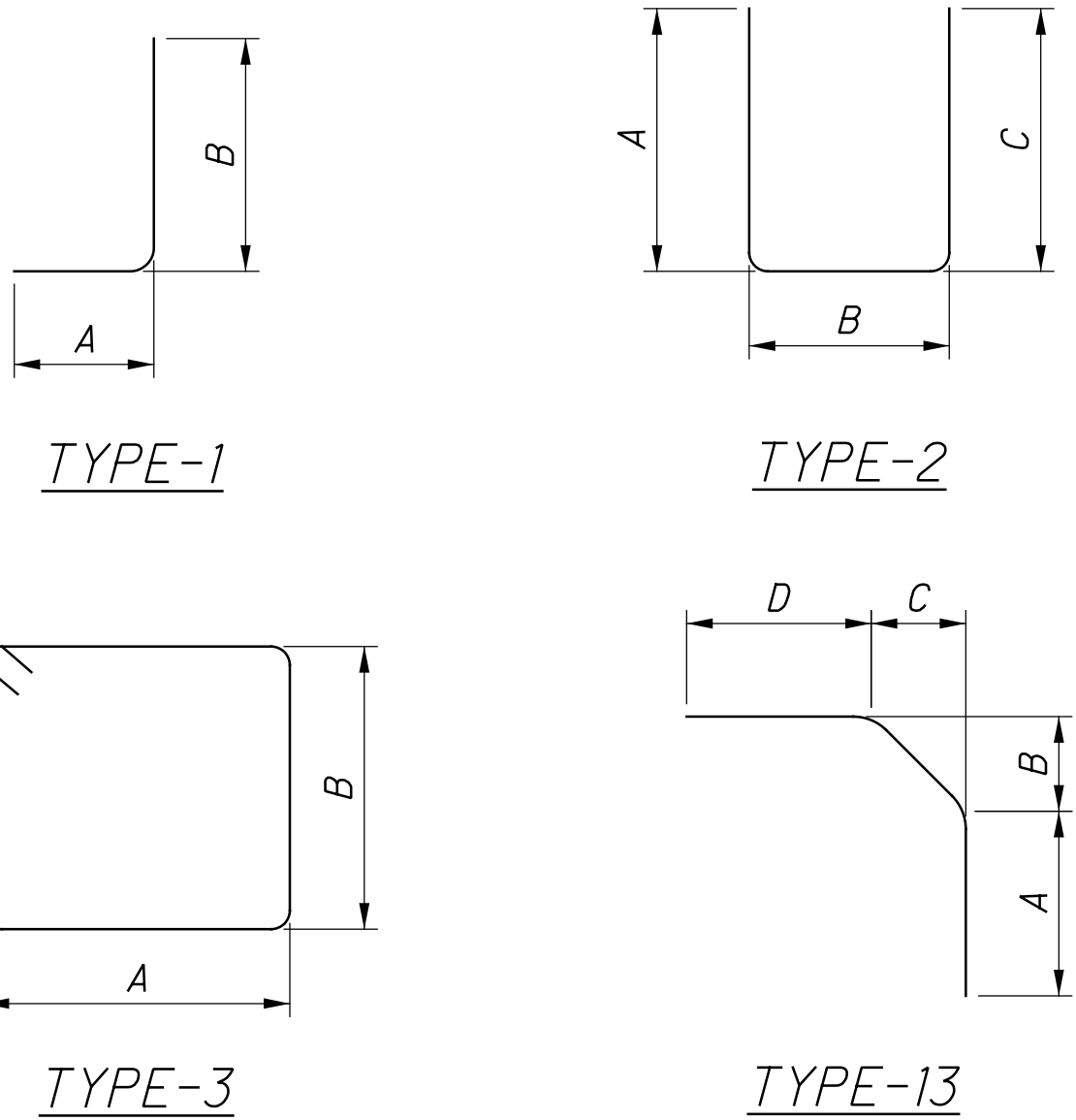
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MARK	NUMBER				TOTAL	LENGTH	WEIGHT	TYPE	DIMENSION					
	PHASE 1		PHASE 2						A	B	C	D	E	R
	SUBSTRUCTURE													
	REAR	FORWARD	REAR	FORWARD										
*A501	8				8	23' - 4"	195	STR.						
A502	4				4	9' - 1"	38	STR.						
A503	6				6	6' - 6"	41	STR.						
*A504	2				2	16' - 6"	34	STR.						
*A505		8			8	23' - 7"	197	STR.						
A506		4			4	9' - 6"	40	STR.						
A507		6			6	6' - 11"	43	STR.						
*A508		2			2	16' - 3"	34	STR.						
**A509			8		8	24' - 9"	207	STR.						
A510			4		4	11' - 6"	48	STR.						
A511			6		6	8' - 10"	55	STR.						
**A512			2		2	15' - 6"	32	STR.						
**A513				8	8	24' - 6"	204	STR.						
A514				4	4	11' - 0"	46	STR.						
A515				6	6	8' - 4"	52	STR.						
**A516				2	2	15' - 9"	33	STR.						
A601	34	34	32	32	132	5' - 10"	1157	1	2' - 2"	3' - 10"				
A602	17	17	16	16	66	4' - 11"	487	2	2' - 4"	7"	2' - 4"			
A603	1	1	1	1	4	12' - 0"	72	3	2' - 2"	3' - 5"				
AD601	17		16		33	5' - 8"	281	STR.						
AD602	17		16		33	5' - 11"	293	STR.						
AD603	7		9		16	9' - 9"	234	1	2' - 2"	7' - 9"				
AD604	7		9		16	10' - 0"	240	1	2' - 2"	8' - 0"				
AD605		17		16	33	5' - 10"	289	STR.						
AD606		17		16	33	6' - 1"	302	STR.						
AD607		8		9	17	9' - 11"	253	1	2' - 2"	7' - 11"				
AD608		8		9	17	10' - 2"	260	1	2' - 2"	8' - 2"				
*A801	4				4	22' - 0"	235	STR.						
*A802		4			4	21' - 9"	232	STR.						
**A803			4		4	21' - 0"	224	STR.						
**A804				4	4	21' - 3"	227	STR.						
D801	11	11	11	11	44	4' - 7"	538	13	1' -6"	1' - 2 5/8"	1' - 2 5/8"	1' -6"		
SUB-TOTAL FOR SUBSTRUCTURE							6,623							
MARK	NUMBER			TOTAL	LENGTH	WEIGHT	TYPE	DIMENSION						
	PHASE 1	PHASE 2	A					B	C	D	E	R	INC.	
	SUPERSTRUCTURE													
*S601	52			52	15' - 10"	1237	STR.							
S602	13		13	26	38' - 6"	1504	STR.							
**S603			52	52	16' - 2"	1263	STR.							
SUB-TOTAL FOR SUPERSTRUCTURE							4,004							
TOTAL WEIGHT CARRIED TO THE GENERAL SUMMARY							10.627							

REINFORCING STEEL NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S501 IS A NO. 5 BAR. BAR DIMENSIONS SHOWN ARE OUT-TO-OUT UNLESS OTHERWISE NOTED. "R" INDICATES INSIDE RADIUS AND "AD" INDICATES ABUTMENT DOWEL, UNLESS OTHERWISE NOTED.
2. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
3. "STR." IN THE TYPE COLUMN INDICATES STRAIGHT BARS.
4. REFER TO CMS SECTION 509.05 FOR STANDARD BEND DIMENSIONS.
5. * MECHANICAL CONNECTOR (FEMALE)
** MECHANICAL CONNECTOR (MALE)



REINFORCING STEEL LIST
BRIDGE NO. HOL-00083-11.960
OVER COLLIERS RUN

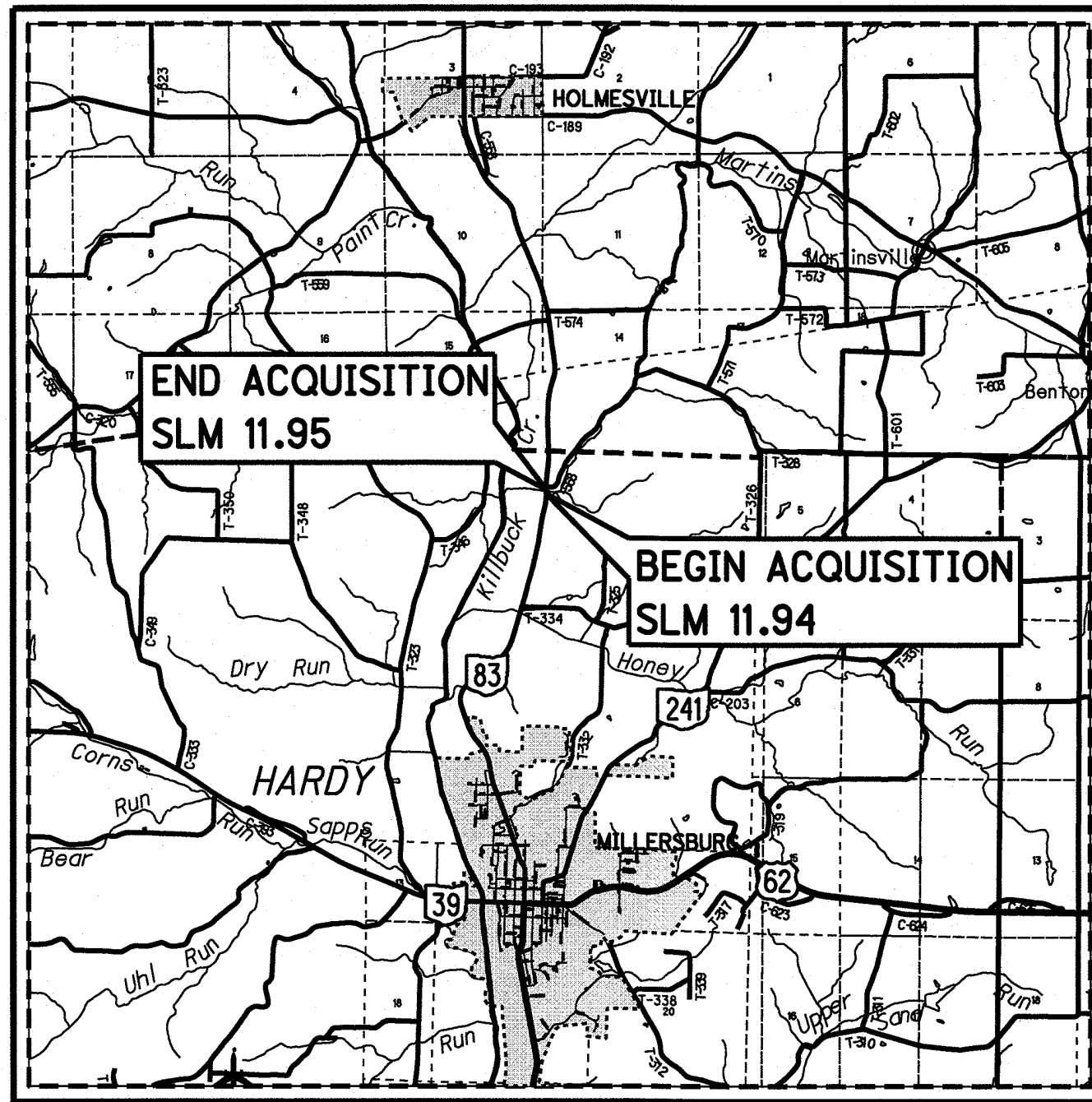
HOL-83-11.91
PID No. 108525

16 / 16

REVIEWED	DATE
RPT	10/17/2011
STRUCTURE FILE NUMBER	
3801772	

DESIGN AGENCY
O.D.O.T. DISTRICT 11
ENGINEERING

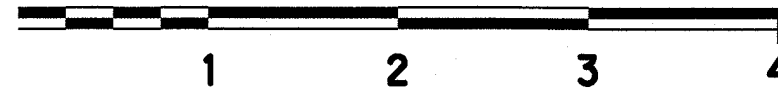
I:\ProjectData\08525\Design\RW\Sheets\08525-RL001.dgn Sheet 08-MAR-2022 4:24PM dbarnhar



LOCATION MAP

LATITUDE: N40°35'35" LONGITUDE: W81°54'50"

SCALE IN MILES



UTILITIES

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE OBTAINED FROM THE OWNER OF THE UTILITIES AS REQUIRED BY SECTION 153.64 O.R.C.

CENTURYLINK CORPORATION
ATTN: JEFFREY SCHOONOVER
2025 AKRON ROAD
WOOSTER, OHIO 44691
OFFICE: 330-262-1128

KNOX ENERGY COOPERATIVE
ASSOCIATION, INC.
ATTN: KYLE UNDERWOOD
4100 HOLIDAY STREET NW, SUITE 201
CANTON, OHIO 44718
OFFICE: 330-498-9130

COBRA PIPELINE COMPANY, LTD.
ATTN: ELLIOT DULY
3511 LOST NATION ROAD, SUITE 213
WILLOUGHBY, OHIO 44094
440-255-1945

HOLMES-WAYNE ELECTRIC
COOPERATIVE
ATTN: TIM VICKERS
6060 STATE ROUTE 83
MILLERSBURG, OHIO 44654
OFFICE: 330-674-1055

DIVERSIFIED OIL AND GAS
ATTN: JOHN RABER
1026 COOKSON AVENUE SE
NEW PHILADELPHIA, OHIO 44663
440-840-0459

NORTHEAST OHIO NATURAL GAS
ATTN: MARK L. WETZEL
9081 STATE ROUTE 250
STRASBURG, OHIO 44680
330-878-5589

CONVENTIONAL SYMBOLS

County Line	-----	Edge of Shoulder (Ex)	-----
Township Line	-----	Edge of Shoulder (Pr)	-----
Section Line	-----	Ditch / Creek (Ex)	-----
Corporation Line	----- or -----	Ditch / Creek (Pr)	-----
Fence Line (Ex)	-----x----- (Pr)	Tree Line (Ex)	-----
Center Line	-----	Ownership Hook Symbol	Example
Right of Way (Ex)	-----Ex R/W-----	Property Line Symbol	Example
Right of Way (Pr)	-----R/W-----	Break Line Symbol	Example
Standard Highway Ease.(Ex)	-----Ex SH-----	Tree (Pr)	Tree (Ex) Shrub (Ex)
Standard Highway Ease.(Pr)	-----SH-----	Tree (Remove)	Shrub (Remove)
Temporary Right of Way	-----TMP-----	Evergreen (Ex)	Stump
Channel Ease. (Pr)	-----CH-----	Evergreen (Remove)	Stump (Remove)
Utility Ease. (Ex)	-----Ex U-----	Wetland (Pr)	Grass (Pr) Aerial Target
Railroad	----- or -----	Post (Ex) Mailbox (Ex)	Mailbox (Pr)
Guardrail (Ex)	----- (Pr)	Light (Ex)	Telephone Marker (Ex) TEL
Construction Limits	-----	Fire Hydrant (Ex)	Water Meter (Ex)
Edge of Pavement (Ex)	-----	Water Valve (Ex)	Utility Valve Unknown (Ex.)
Edge of Pavement (Pr)	-----	Telephone Pole (Ex)	Power Pole (Ex)

RIGHT OF WAY LEGEND SHEET HOL-83-11.91

HOLMES COUNTY
HARDY TOWNSHIP

1ST, QTR., LOTS 3 & 7, T. 9, R. 7 R. 7
UNITED STATES MILITARY DISTRICT

INDEX OF SHEETS:

LEGEND	1
PROPERTY MAP	2
SUMMARY OF ADDITIONAL R/W	3
DETAIL SHEET	4

MONUMENT LEGEND

- PROPOSED CONCRETE MONUMENT
- RAILROAD SPIKE FOUND
- I.R.F. IRON PIN FOUND
- I.R.F. IRON PIN FOUND W/ ID CAP
- I.R.S. IRON PIN SET

STRUCTURE KEY

- RESIDENTIAL
- COMMERCIAL
- OUT-BUILDING

TYPES OF TITLE LEGEND:
T = TEMPORARY EASEMENT
CH = CHANNEL EASEMENT

PROJECT DESCRIPTION

IMPROVEMENT OF 350 FEET (0.07 MILES) OF S.R. 83 AND 96 FEET (0.02 MILES) OF T.R. 568 IN HARDY TOWNSHIP OF HOLMES COUNTY BY REHABILITATING EXISTING BRIDGE NO. HOL-83-1196 OVER COLLIER'S RUN. PROPOSED WORK INCLUDES SUPERSTRUCTURE REPLACEMENT, BREASTWALL AND WINGWALL RECONSTRUCTION ON EXISTING FOOTINGS, ROCK CHANNEL PROTECTION, NEW APPROACH SLABS, CHANNEL CLEANOUT FOR COLLIER'S RUN, CULVERT REPLACEMENT, AND ASSOCIATED ROADWAY ITEMS.

THE EXISTING AND PROPOSED RIGHT OF WAY SHALL BE REFERENCED FROM THE CENTERLINE OF RIGHT OF WAY OF SR 83.

THE EXISTING R/W WIDTH AND LOCATION FOR SR 83 WAS DETERMINED USING HOL-76-10.02 DATED 1972 ON FILE AT THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 11 OFFICE IN NEW PHILADELPHIA; HOLMES COUNTY ROAD RECORD VOLUME 1, PAGES 177 THRU 185; ROAD RECORD VOLUME 3, PAGE 57 AND 196; COMMISSIONER'S JOURNAL NO. 1, PAGE 137; NO. 3, PAGE 149, NO. 4, PAGES 326, 348, 349, AND 354; NO DATE GIVEN, AND EXISTING PAVEMENT.

PLANS PREPARED BY:

FIRM NAME : ODOT D11 PLANNING & ENGINEERING

R/W DESIGNER: DAVE BARNHART

R/W REVIEWER: ERIC ZAUGG

FIELD REVIEWER: ERIC ZAUGG

PRELIMINARY FIELD REVIEW DATE: 12/2/2021

TRACINGS FIELD REVIEW DATE: 3/8/2022

OWNERSHIP UPDATED BY: DAVE BARNHART

DATE COMPLETED: 3/8/2022

PLAN COMPLETION DATE: 3/8/2022

I, Jon R. Penix, P. S. have conducted a survey of the existing conditions for the Ohio Department of Transportation in September 2021. The results of that survey are contained herein. Underground utility locations are shown for informational purposes only. Their location as marked on the ground by the utility company or their representatives per Ohio811 confirmation Number B919900853-00B were surveyed as part of this project. As a part of this project I have reestablished existing centerline of Right of Way for property takes contained herein. The horizontal coordinates expressed herein are based on the Ohio State Plane Coordinates System North Zone on NAD 83 (2011) datum. The Project Coordinates (US Survey Feet) are relative to State Plane Grid Coordinates (US Survey Feet) by a Combined Scale Factor of 1.0000613901 with an origin of N337871.436, E2131182.080. All of my work contained herein was conducted in accordance with Ohio Administrative Code 4733-37 commonly known as "Minimum Standards for Boundary Surveys in the State of Ohio" unless noted. The words I and my as used herein are to mean either myself or someone working under my direct supervision.

Jon R. Penix, Professional Surveyor 8328

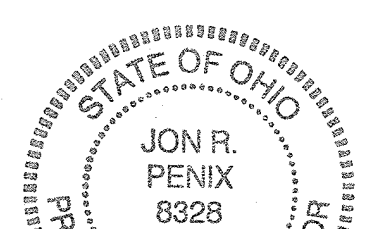
Date: 3-8-2022

I, Eric R. Zaugg, P. S., have reestablished the locations of the existing property lines, established the proposed property lines, calculated the Gross Take, present roadway occupied (PRO), Net Take and Net Residue; as well as prepared the legal descriptions necessary to acquire the parcels as shown herein. All of my work contained herein was conducted in accordance with Ohio Administrative Code 4733-37 commonly known as "Minimum Standards for Boundary Surveys in the State of Ohio" unless so noted. The words I and my as used herein are to mean either myself or someone working under my direct supervision.

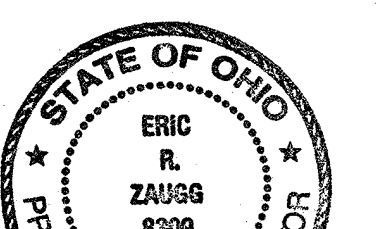
Eric R. Zaugg, Professional Surveyor 8309

Date: MARCH 8, 2022

SURVEYOR'S SEAL



SURVEYOR'S SEAL



	STATION	OFFSET
A	628+65.00	30.00' LT
B	628+65.00	40.00' LT
C	629+70.00	40.00' LT
D	629+70.00	30.00' LT
E	629+62.65	30.00' LT
F	629+70.00	65.00' LT
G	629+85.12	64.92' LT
H	629+83.96	30.00' LT
I	630+10.00	65.00' LT
J	630+10.00	30.00' LT
K	630+10.00	55.00' LT
L	630+55.00	55.00' LT
M	630+55.00	35.00' LT
N	631+10.00	35.00' LT
O	631+10.00	30.00' LT

PARCEL NO. 1-T			
COURSE	BEARING		DIST.
A to B	S 89° 17'	59" W	10.00'
B to C	N 00° 41'	38" W	105.13'
C to D	N 89° 29'	00" E	10.00'
D to E	Δ = 00° 11' 02"		
	R = 2,321.83'		
	L = 7.45'		
	C = 7.45'		
	CB = S 00° 36' 31" E		
E to A	S 00° 42'	01" E	97.65'

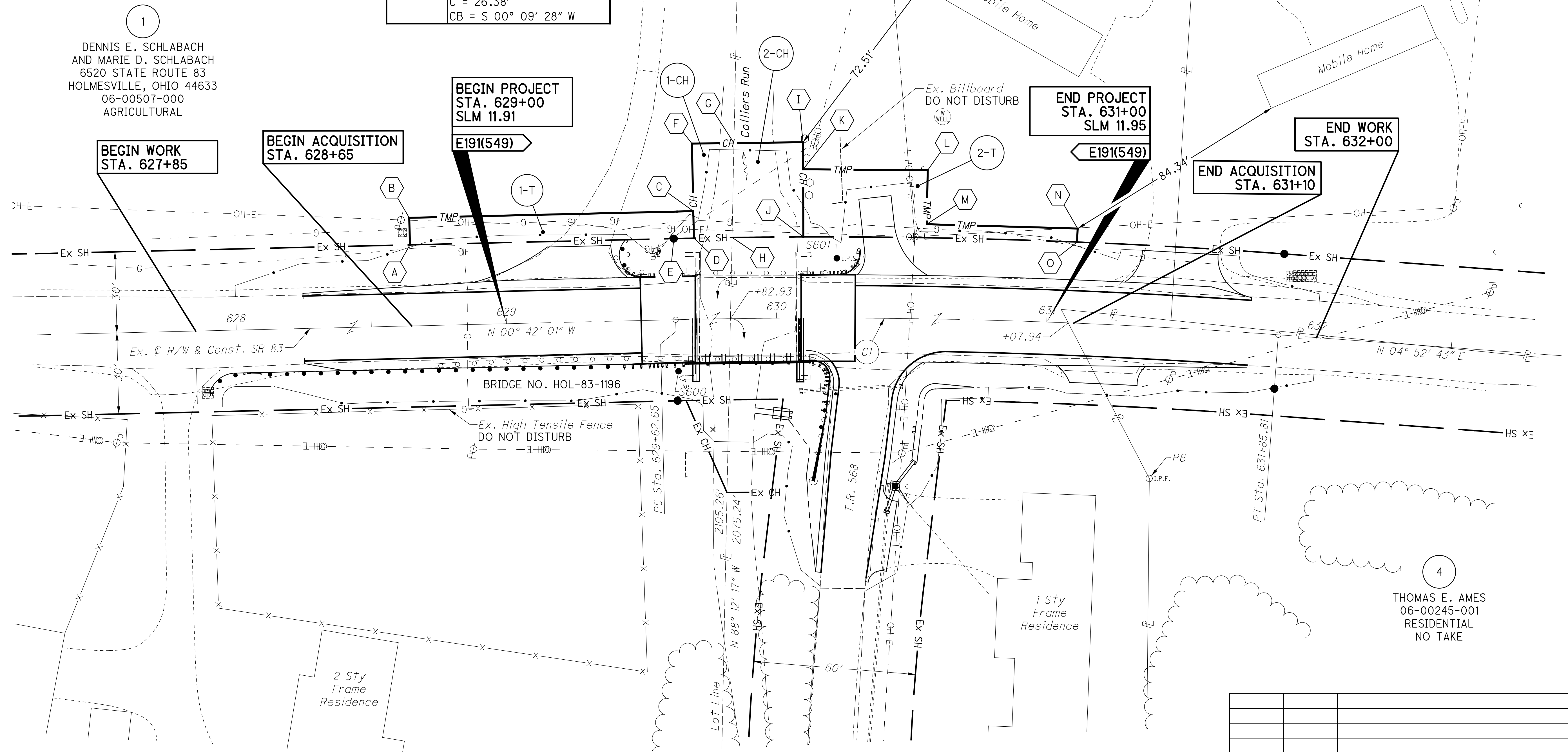
PARCEL NO. 1-CH			
COURSE	BEARING		DIST.
H to D	Δ = 00° 20' 56"		
	R = 2,321.83'		
	L = 14.14'		
	C = 14.14'		
	CB = S 00° 20' 32" E		
D to F	S 89° 29' 00"	W	35.00'
F to G	N 00° 01' 00"	W	15.55'
G to H	S 88° 12' 17"	E	34.94'

PARCEL NO. 2-T			
COURSE	BEARING		DIST.
J to K	N 89° 31' 00"	W	25.00
K to L	N 01° 02' 45"	E	46.08
L to M	S 88° 23' 30"	E	20.00
M to N	N 02° 17' 45"	E	55.84
N to O	S 87° 01' 00"	E	5.00
O to J	$\Delta = 02^\circ 30' 00''$ $R = 2,321.83'$ $L = 101.31'$ $C = 101.30'$ $CB = S 01^\circ 44' 00'' W$		

PARCEL NO. 2-CH			
COURSE	BEARING		DIST.
H to G	N 88° 12' 17"	W	34.94'
G to I	N 00° 01' 00"	W	25.58'
I to J	S 89° 31' 00"	E	35.00'
J to H	Δ = 00° 39' 04"		
	R = 2,321.83'		
	L = 26.38'		
	C = 26.38'		
	CB = S 00° 09' 28" W		

HOLMES COUNTY
HARDY TOWNSHIP
1ST QTR., LOTS 3 & 7, T. 9, R. 7
UNITED STATES MILITARY DISTRICT

CI P.I. Sta. 630+74.32
 $\Delta = 5^\circ 34' 44''$ (RT)
 $Dc = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 111.67'$
 $L = 223.16'$
 $E = 2.72'$
 $C = 223.07'$
 $C.B. = N 2^\circ 05' 21'' E$



D11	5/4/23	REVISED BEGIN AND END STATION FLAGS, REVISED SHEET NUMBERS.
REV. BY	DATE	DESCRIPTION
DATE COMPLETED 3/8/2022		

SPECIAL PROVISIONS

WATERWAY PERMITS CONDITIONS

C-R-S: HOL-83-11.91

PID: 108525

Date: 05/5/2022

1. Waterway Permits Time Restrictions:

Regional General Permit (RGP) Section B (Maintenance) is authorized for HOL-83-11.91, PID 108525. A copy of the RGP shall be kept at the work site at all times and made available to all contractors and subcontractors. The permit is effective starting: May 5, 2022. The permit expires: October 24, 2024.

For authorized work in aquatic resources (including streams, wetlands, jurisdictional ditches, captured streams, lakes, ponds), the Department will consider the Contractor’s submission of a reauthorization to the waterway permit expiration date based on project constraints. If more than one permit is authorized for the project, then all permits become invalid once the first permit expires. In order for the request to be considered, the Contractor must submit a justification to the Engineer at least 90 days prior to the waterway permit expiration date. The Engineer will submit the request for a time extension to the Ohio Department of Transportation, Office of Environmental Services, Waterway Permits Unit (ODOT-OES-WPU) for consideration and coordination with the U.S. Army Corps of Engineers (USACE), Ohio Environmental Protection Agency (OEPA), U.S. Coast Guard (USCG), U.S. Fish and Wildlife Service (USFWS), and Ohio Department of Natural Resources (ODNR) as appropriate.

2. Deviations From Permitted Construction Activities:

No deviation from the requirements for work in aquatic resources depicted in the plans, Special Provisions, and/or Working Drawings may be made unless a modification has been submitted to ODOT-OES-WPU and approved by the appropriate agencies (i.e., USACE, OEPA, USCG, ODNR, and USFWS).

For emergency situations resulting in unanticipated impacts to aquatic resources, provide notification (verbal or written) to the Engineer as soon as possible following discovery of the situation. Written notification to the Engineer and notification to the ODOT-OES-WPU (614-466-2159) must be made within 24 hours.

For non-emergency situations, notify the Engineer in writing for submission to the ODOT-OES-WPU (614-466-2159) for consideration and coordination with the appropriate agencies. Notification must be made at least 90 days prior to planned, non-permitted activities. Consideration of the requested deviation is at the discretion of the Director and must be coordinated with the appropriate regulatory agencies.

3. In-Stream Work Restrictions:

Work in the following aquatic resources is further restricted as follows:

Stream Name /Description	Location	Work restriction dates (No in-stream work permitted)
Collier’s Run	STA 629+70	None

In-stream work has been defined as the placement and/or removal of fill materials (temporary or permanent) below ordinary high water of a stream. Examples of “fill” include, but are not

limited to: bridge piers, abutments, culverts, rock channel protection, scour protection, and temporary access fills.

Fills placed within a stream identified in the above table (outside of the work restriction dates) can continue to be worked from during the work restriction dates, but cannot be expanded, removed, or otherwise modified (below ordinary high water) until once again outside of the work restriction dates.

4. Materials:

Materials utilized in or adjacent to aquatic resources for temporary or permanent fill or bank protection shall consist of suitable material free from toxic contaminants in other than trace quantities. Asphalt products are specifically excluded for use as fill. Chromated Copper Arsenate (CCA), creosote, and other pressure treated lumber shall not be used in structures that are placed in aquatic resources.

5. Cultural Resources:

Per CMS 107.10, if archeological sites, historical sites, or human remains are discovered, cease all work in the immediate area and notify the Engineer who will immediately contact the ODOT-District Environmental Coordinator and ODOT-OES-Cultural Resource Section at 614-466-2159. In the event of human remains are identified by OES-Cultural Resources Section, the Engineer shall also contact the Holmes County Sheriff’s Office at (330) 674-1936.

6. Aquatic Resource Demarcation:

The table below includes detailed fill quantities authorized within the aquatic resources. Aquatic resources not authorized for impact by these Special Provisions shall be demarcated in the field as per SS 832 prior to site disturbance. The fence shall remain in place and be maintained throughout the construction process. Following the completion of the project, the fence and posts shall be removed.

Resource ID	Impact Location	Temporary Impact Amount	Permanent Impact Amount	Total Impact Amount
Collier’s Run	STA 629+70	110 feet (0.057 acre)	63 feet (0.028 acre)	110 feet (0.057 acre)

7. Spill containment:

Provide and Maintain an Oil Spill Kit with a minimum capacity of 65 gallons. The Spill Kit shall contain:

- 6 - 3 in. X 8 ft. Oil only socks
- 4 - 18 in. X18 in. Oil only pillows
- 2 - 5 in. X 10ft. Booms
- 50 - 16in. X 20 in. Oil only pads
- 10- Disposable Bags
- 1 - 65 Gallon drum with lid
- 25 pounds of Granular Oil Absorbent

<p>The Oil Spill Kit shall be located within 150 feet of any equipment working in a stream or wetland. The oil Spill Kit shall be maintained for the life of the contract. Any materials utilized during the project will be replaced within 48 hours. All costs associated with furnishing and maintaining the above referenced spill containment kit is incidental to work.</p>
<p><u>8. Blasting:</u></p> <p>State law requires notification to the Ohio Department of Natural Resources should blasting be required within or near stream channels (See ORC 1533.58 & CMS 107.09). Notify the Engineer, in writing, a minimum of 30 days in advance of blasting, for submission to ODOT-OES-WPU (614-466-2159) for coordination with ODNR.</p>
<p><u>9. Project Inspection:</u></p> <p>Inspection of Work may include inspection by representatives of other government agencies or railroad corporations that pay a portion of the cost of the Work or regulate the Work through State and Federal law. Comments from the representatives of these agencies shall be directed to the Engineer. Please forward a copy to ODOT-OES-WPU (614-466-2159).</p>
<p><u>10. Temporary Access Fills:</u></p> <p><u>Special Provisions Notes:</u></p> <p>Definitions:</p> <p>Hydraulic Opening The cross-sectional area allowing an unimpeded discharge equal to twice the highest monthly flow without producing a rise in the backwater above the Ordinary High Water Mark (OHWM).</p> <p>Standard Temporary Discharge Discharge equal to twice the <i>highest monthly flow</i> without producing a rise in the backwater above the OHWM. The U.S. Geologic Service publication “Techniques for estimating Selected Streamflow Characteristics of Rural Unregulated Streams in Ohio” provides equations that estimate monthly flow for Ohio Waterways These flows are also available in a web application by USGS StreamStats, (https://water.usgs.gov/osw/streamstats/ohio.html). The highest monthly flow is the highest monthly mean discharge occurring in a 12-month period from January to December.</p> <p>Average Monthly Flow The average monthly flow represents the estimated “normal” flow.</p> <p>Temporary Access Fills (TAFs) Include, but are not limited to, dewatering fills, causeways, cofferdams, access pads, temporary bridges, etc. below the OHWM.</p> <p>Requirements 21 calendar days prior to the initiation of any in-stream work, provide the Engineer with</p>

Working Drawings that include:

- Plan view drawing (50 scale or less) showing the location of all TAFs proposed for use on the project
- Scaled cross section and profile drawing showing the OHWM and the proposed hydraulic opening.
- Identify the minimum diameter size, placement location and thickness of non-erodible Dumped Rock Fill material on the plan and profile.
- Calculations analyzing the hydraulic impacts of the TAF on the waterway. Include in the calculations an analysis of the hydraulic opening sized adequately to pass the Standard Temporary Discharge without producing a rise in backwater above the OHWM. Include, in the analysis, calculated channel velocities adjacent to the TAF, culvert exit velocities, calculated headwater and tailwater elevations, and any additional appropriate calculations to assess potential impacts to the waterway during normal and anticipated high flow (twice the highest monthly flow) events.
- A description of all temporary material to be placed below the OHWM elevation.
- A description of the installation and staging of all temporary fill over the life of the contract.
- Identify the protection methods and/or structural Best Management Practices for minimizing impacts to the waterway.
- Volume of temporary fill below the OHWM elevation.
- A description of the diversion ditches, equipment, conduits or means for maintaining normal flows in the waterway.
- A description of the removal of all temporary fill and restoration of the channel and all areas impacted by the TAFs.
- A schedule outlining the timing of the placement and removal of all temporary fill.
- Have competent individuals prepare and check the Working Drawings and hydraulic calculations. Provide a cover sheet containing the preparer(s) and checker(s): First Name, Last Name and Initials. The preparer(s) and checker(s) shall not be the same individual. Have an Ohio Registered Engineer review, approve, sign, seal and date the Working Drawings and hydraulic calculations according to ORC 4733 and OAC 4733-35. Include the following statement on the Working Drawings:
“These Working Drawings were prepared in compliance with the terms of these Special Provisions and all contract documents.”

Do not begin in-stream work until the Engineer has accepted the Working Drawings and hydraulic calculations.

The design and construction of the Contractor’s TAF must minimize impacts to water bodies, stream banks, stream beds, and riparian zones to the maximum extent practicable.

Fording of waterways and other aquatic resources is prohibited.

Construct TAFs in such a manner that will maintain flows, minimize upstream flooding, and avoid overtopping the TAF on a regular basis. ***TAFs shall be designed and constructed so that the hydraulic opening provides capacity for a discharge equal to twice the highest monthly flow without producing a rise in the backwater above the (OHWM).***

If the Contractor proposes a TAF which does not meet all the requirements of these Special Provisions, the Contractor must submit a request in writing for a modified TAF to the Engineer.

The request must include all Working Drawings and hydraulic calculations required by these Special Provisions. The Department makes no guarantee to grant the request. The Contractor’s proposed TAF request will be coordinated by OES with the USACE and the OEPA, as appropriate. The time frame allowed for the coordination of the contractor’s proposed TAF will be a minimum of 60 days.

Installation of any temporary fill without appropriate authorization is strictly prohibited. All direct coordination with the USACE and/or OEPA will be performed through OES.

TAFs Construction and Payment

Begin planning and installing causeways and access fills as early in construction as possible to avoid conflicts with these Special Provisions or other environmental commitments that have been included in the construction plans.

TAFs in Streams and Rivers may include, but are not limited to, causeways, cofferdams, access pads, sheet piling, temporary bridges, etc. The Contractor must make every attempt to minimize disturbance to waterbodies, stream banks, stream beds and riparian zones during the construction, maintenance, and removal of the TAF. Construct the TAFs as narrow as practical. Install in-stream conduits parallel to the stream banks. Make the TAFs in shallow areas rather than deep pools where possible. Minimize clearing, grubbing, and excavation of stream banks, and approach sections. Construct the TAFs as to not cause erosion or allow sediment deposits in the waterway.

Prior to the initiation of any in-stream work, establish a monument upstream of the proposed TAF to visually monitor the water elevation in the waterway where the fill is permitted. Maintain the monument throughout the project. Provide a visual mark on the monument that identifies the elevation 1 foot above the OHWM. Ensure that the monument can be read from the bank of the waterway. Have this elevation set and certified by an Ohio Registered Surveyor. All costs associated with furnishing and maintaining the above referenced monument is incidental to the work.

Should the surface water elevation exceed the elevation 1 foot above OHWM, the Department will compensate the Contractor for repair of any resulting damage to the TAF up to the elevation of 1 foot above the OHWM, except as noted. The Department will recognize this event as an excusable, non-compensable delay in accordance with Section 108.06 B. of the Construction & Materials Specifications.

Follow the requirements in Item 502 for Structures for Maintaining Traffic and in Item 503 for Cofferdams and Excavation Bracing and any modifications to these items as shown in the plans. The Department will not pay for repair and maintenance of TAFs associated with Items 502 and 503 as a result of surface water elevation exceeding 1 foot above the OHWM. Compensation for damages associated with waterway flows will be provided as described in Items 502 and 503.

Construct the TAFs, not including Items 502 and 503, to a water elevation at least 1 foot (0.3 m) above the OHWM. If more than one-third the width of the stream is filled, then use culvert pipes to allow the movement of aquatic life. Ensure that any ponding of water behind the TAF will not damage property, flood roadways, or threaten human health and safety.

The following minimum requirements apply to TAFs where culverts are used.

- A. Furnish culverts on the existing stream bottom.

<p>B. Avoid a drop in water elevation at the downstream end of the culvert that would result in an adverse impact to the waterway.</p> <p>C. Furnish a sufficient number of culverts in addition to stream openings to provide a discharge equal to twice the highest monthly flow without producing a rise in the backwater above the OHWM.</p> <p>D. Furnish culverts with a minimum diameter of 18 inches (0.5 m).</p> <p>All TAFs must be constructed of suitable materials. Causeways and access fills must be encapsulated with clean, non-erodible, nontoxic Dumped Rock Fill, Type A, B, C, or D, meeting the requirements of C&MS 703.19.B. Utilize appropriately sized Dumped Rock Fill determined by the Contractor’s engineer for encapsulating the sides of the TAF. Encapsulate all sides of the TAF with the non-erodible material. For causeways, contractors may use clean aggregate meeting C&MS 703.01 Size Number 1 and 2 for creating a working surface above the OHWM. Extend the non-erodible encapsulating material to at least the elevation of the top of the working surface. Extend clean aggregate up the slope from the original stream bank for 50 feet (10 m) to remove erodible material and prevent tracking from equipment onto the TAF.</p> <p>When the work requiring TAF is complete, all portions of the TAF (including all rock and culverts) will be removed in its entirety. Do not dispose of TAF material in other aquatic resources or where erosion into another aquatic resource is possible. The stream bottom affected by the TAFs will be restored to its pre-construction elevations. The TAFs will not be paid as a separate item but will be included by the Contractor as part of the total project cost.</p> <p>Unless specific TAF compensation is included in the plans, all environmental protection and control associated with the authorized activities, are incidental to the work within the boundaries of the aquatic resources.</p>
<p><u>11. Excavation Activities:</u></p> <p>Excavated material will be placed at an upland site and disposed of in such a manner that sediment and runoff to streams and other aquatic resources is controlled and minimized. Additionally, no more than incidental fallback into jurisdictional waters of the U.S. is permitted during the excavation process. If any changes to the proposed work are deemed necessary, Notify the Engineer who will immediately contact the ODOT-District Environmental Coordinator and ODOT-OES-WPU (614-466-2159).</p>
<p><u>12. Demolition Debris:</u></p> <p>The temporary discharge of demolition debris into aquatic resources (including but not limited to bridges, culverts, abutments, wing walls, piers) is conditionally authorized for this project. Perform demolition activities in a manner to prevent the discharge of fine (erodible) debris into aquatic resources. Utilize TAF or other catchment methods accepted by the Engineer and authorized by these Special Provisions to prevent erodible demolition debris from entering aquatic resources. Demolition debris may not remain in the waterway for more than 72 hours and must be removed in its entirety. If removal of debris material cannot be achieved within 72 hours, notify the Engineer in writing and contact ODOT-OES-WPU at 614-466-2159.</p>