

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

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

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS 730.191.

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

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

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

PROTECTION OF DRINKING WATER RESOURCES

BEST CONSTRUCTION PRACTICES ARE TO BE IMPLEMENTED TO MINIMIZE WATER QUALITY IMPACTS. IDLE EQUIPMENT, PETROCHEMICALS, AND TOXIC/HAZARDOUS MATERIALS SHALL NOT BE STORED NEAR DRAINAGE WAYS, DITCHES OR STREAMS. REFUELING SHALL NOT BE UNDERTAKEN NEAR DRAINAGE WAYS, DITCHES OR STREAMS. A SPILL CONTAINMENT KIT IS TO BE MAINTAINED ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. SPILLS OF FUELS, OILS, CHEMICALS, OR OTHER MATERIALS WHICH COULD POSE A THREAT TO GROUNDWATER SHALL BE CLEANED UP IMMEDIATELY. IF THE SPILL IS A REPORTABLE AMOUNT, THE LOCAL FIRE DEPARTMENT (911), LOCAL EMERGENCY COORDINATOR (937-339-6400) AND THE OEPA (1-800-282-9378) MUST BE CONTACTED WITHIN 30 MINUTES OF KNOWLEDGE OF THE RELEASE.

PROTECTION OF BATS - BRIDGE INSPECTION

THE CONTRACTOR MUST VISUALLY INSPECT WORK AREAS ON THE STRUCTURE FOR EVIDENCE OF ROOSTING BATS 60 DAYS PRIOR TO CONSTRUCTION. THE PERSON(S) CONDUCTING THE INSPECTION MUST BE CAPABLE OF IDENTIFYING BATS. INSPECTION USING BINOCULARS FROM THE GROUND IS ACCEPTABLE. THE CONTRACTOR MUST PROVIDE WRITTEN CONFIRMATION OF THE INSPECTION TO THE ENGINEER, INCLUDING A STATEMENT INDICATING WHETHER EVIDENCE OF ROOSTING BATS WAS FOUND.

IF NO EVIDENCE OF ROOSTING BATS WERE ENCOUNTERED, CONSTRUCTION ACTIVITIES CAN PROCEED ANY TIME OF THE YEAR.

IF ROOSTING BATS ARE ENCOUNTERED WITHIN THE PROPOSED WORK AREA, CONTACT THE ENGINEER AND ODOT DISTRICT 7 ENVIRONMENTAL OFFICE (JARED STEEGE AT JARED.STEEGE@DOT.OHIO.GOV) IMMEDIATELY. CONSTRUCTION ACTIVITIES CAN ONLY OCCUR BETWEEN OCTOBER 31 AND MARCH 31 UNLESS THE CONTRACTOR BLOCKS ACCESS TO PORTIONS OF THE BRIDGE THAT COULD BECOME ROOSTING LOCATIONS (SUCH AS THE UNDERSIDE OF BRIDGE EXPANSION JOINTS, ETC.) PRIOR TO APRIL 1ST. THE CONTRACTOR MUST PROVIDE WRITTEN CONFIRMATION TO THE ENGINEER INCLUDING A STATEMENT INDICATING MEASURES TAKEN TO BLOCK ACCESS TO ROOSTING LOCATIONS. WORK THAT WOULD RESULT IN HARM TO THE BATS SHALL NOT OCCUR.

MIGRATORY BIRD PROTECTION

PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR MUST INSPECT THE BRIDGE FOR EVIDENCE OF ACTIVE BIRD NESTS. WRITTEN CONFIRMATION OF THE INSPECTION, INCLUDING A STATEMENT WHETHER ACTIVE NESTS WERE FOUND, MUST BE PROVIDED TO THE CONSTRUCTION ENGINEER. IF AN ACTIVE NEST CONTAINING AN EGG OR CHICK IS PRESENT, IMPACTS TO THE NEST MUST BE AVOIDED UNTIL ALL DEVELOPING BIRDS ARE ABLE TO INDEPENDENTLY FLY FROM THE NEST. NESTS THAT DO NOT CONTAIN AN EGG OR CHICK ARE CONSIDERED INACTIVE AND MAY BE REMOVED TO DISCOURAGE BIRDS FROM NESTING AND CONSTRUCTION ACTIVITIES MAY PROCEED. NESTING BIRDS MAY BE AVOIDED BY UNDERTAKING THE WORK FROM OCTOBER 1 TO MARCH 1. IF AN ACTIVE NEST CANNOT BE AVOIDED, THE CONTRACTOR MUST OBTAIN A DEPREDATION PERMIT FROM THE USFWS PRIOR TO DESTROYING ANY ACTIVE NEST. INFORMATION ON OBTAINING A DEPREDATION PERMIT MAY BE OBTAINED BY CONTACTING THE REGION 3 MIGRATORY BIRD REGIONAL PERMIT OFFICE AT 5600 AMERICAN BLVD. WEST, SUITE 990, BLOOMINGTON, MN 55437-1458; PHONE: 612-713-5436. IF OPERATING UNDER A PERMIT, DOCUMENTATION MUST BE PROVIDED TO THE CONSTRUCTION ENGINEER.

PROTECTION OF THE GREAT MIAMI RIVER WATER TRAIL

THE CONTRACTOR SHALL ENSURE THAT THE GREAT MIAMI RIVER CHANNEL AT THE BRIDGE REMAINS OPEN TO BOAT TRAFFIC. IF NECESSARY TO PROTECT BOATERS DURING OVERHEAD WORK, THE CONTRACTOR MAY DIRECT BOATERS THROUGH SIGNAGE OR A LOOKOUT TO STEER TO A SPECIFIC SIDE OF THE CHANNEL.

ADEQUATE SIGNING BOTH UPSTREAM AND DOWNSTREAM SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR, IF NECESSARY, BASED ON PROJECT ACTIVITIES. THE FOLLOWING TYPE SIGNS ARE CONSIDERED TO BE MINIMUM TREATMENT:

- APPROXIMATELY ONE-QUARTER MILE UPSTREAM, ADVANCED WARNING TYPE SIGNS ON BOTH BANKS;
- APPROXIMATELY 300 FEET UPSTREAM, SIGNS SPECIFYING ACTIONS REQUIRED OF PADDLE CRAFT USER ON BOTH BANKS;
- APPROXIMATELY ONE-QUARTER MILE DOWNSTREAM, ADVANCE WARNING TYPE SIGNS ON BOTH BANKS;
- APPROXIMATELY 300 FEET DOWNSTREAM, SIGNS SPECIFYING ACTIONS REQUIRED OF PADDLE CRAFT USER OF BOTH BANKS.

THE ABOVE SIGNING SHALL BE MOUNTED IN SUCH A WAY AS TO BE A MINIMUM OF 4 FEET ABOVE THE WATER LEVEL, UNOBSTRUCTED BY TREE BRANCHES, AND PROPERLY ANGLED FOR MAXIMUM VISIBILITY FROM THE MAIN CLEAR CHANNEL. THE METHOD OF SUPPORTING THE SIGNS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. UPON COMPLETION OF THE PROJECT, THE SIGNS AND SUPPORT SYSTEMS SHALL BE COMPLETELY REMOVED FROM THE RIVER CHANNEL. THE CONTRACTOR SHALL NOTIFY LOCAL CANOE LIVERIES USING THIS PORTION OF THE RIVER AT LEAST 10 DAYS PRIOR TO ANY CHANGES AFFECTING CANOE TRAFFIC.

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

NO INSTREAM WORK PERMITTED

THE GREAT MIAMI RIVER IS KNOWN TO HARBOR FEDERALLY-PROTECTED FRESHWATER MUSSEL SPECIES. ANY HARM, HARASSMENT OR DESTRUCTION OF FEDERALLY-PROTECTED SPECIES IS A VIOLATION OF THE FEDERAL ENDANGERED SPECIES ACT OF 1973, AS AMENDED. ANY PERSON WHO KNOWINGLY VIOLATES ANY PROVISION OF THE ENDANGERED SPECIES ACT MAY BE ASSESSED CRIMINAL AND CIVIL PENALTIES UP TO \$25,000.00 PER DAY OR IMPRISONMENT FOR NOT MORE THAN SIX MONTHS, OR BOTH, FOR EACH VIOLATION.

THE CONTRACTOR SHALL NOT PLACE ANY TEMPORARY OR PERMANENT FILL BELOW THE ORDINARY HIGH WATER MARK OF THE GREAT MIAMI RIVER. NO COFFERDAMS, WEIRS, CAUSEWAYS, SCAFFOLDING, BRACING, OTHER EQUIPMENT, DEMOLITION DEBRIS OR OTHER MATERIALS ARE PERMITTED IN THE CHANNEL. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL ADEQUATELY DEMARCATÉ THE ORDINARY HIGH WATER MARK AND SHALL ENSURE ON-SITE PERSONNEL ARE AWARE OF THE RESTRICTION AGAINST INSTREAM WORK.

USE OF PERSONNEL ON FOOT AND BARGES BELOW THE ORDINARY HIGH WATER MARK ARE ACCEPTABLE, PROVIDED THE FOLLOWING REQUIREMENTS ARE MET:

- THE CONTRACTOR SHALL EVALUATE THE RIVER IN ADVANCE OF DEPLOYING THE BARGE (AND PRIOR TO REMOVING THE BARGE) TO ENSURE THAT SUFFICIENT UNDER BOAT CLEARANCE EXISTS IN THE CHANNEL TO AT NO TIME SCRAPE THE BOTTOM OF THE BOAT AGAINST THE RIVER BOTTOM.
- THE CONTRACTOR SHALL ENTER AND EXIT THE RIVER AT ESTABLISHED ACCESS POINTS, SO THAT NO RIVER BANK IS DAMAGED WHILE ENTERING OR EXITING THE RIVER.
- THE CONTRACTOR SHALL ENSURE THAT THE BARGE DOES NOT RESTRICT ON-WATER ACCESS BY OTHER BOATERS AND THAT ADEQUATE SIGNAGE/BUOYS/PERSONNEL ARE PROVIDED TO DIRECT OTHER ON-WATER USERS AWAY FROM THE BARGE.

DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL TAKE ALL APPROPRIATE PRECAUTIONS TO COLLECT & CONTAIN DEBRIS AND OTHER MATERIALS, IN ORDER TO PREVENT SUCH MATERIALS FROM ENTERING THE CHANNEL. THE CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIAL OFF-SITE.

IF AT ANY TIME ANY MATERIALS ARE FOUND TO BE ENTERING THE CHANNEL, THE CONTRACTOR SHALL IMMEDIATELY STOP WORK IN PROXIMITY TO THE CHANNEL. THE CONTRACTOR SHALL NOTIFY THE ODOT CONSTRUCTION ENGINEER AND DISTRICT ENVIRONMENTAL OFFICE (JARED.STEEGE@DOT.OHIO.GOV), TO DETERMINE IF ADDITIONAL AGENCY CONSULTATION IS REQUIRED. THE CONTRACTOR SHALL NOT RESUME CONSTRUCTION UNTIL ANY NECESSARY AGENCY CONSULTATION HAS CONCLUDED AND THE CONTRACTOR CAN VERIFY TO THE ODOT CONSTRUCTION ENGINEER THAT CORRECTIVE MEASURES HAVE BEEN IMPLEMENTED TO PREVENT FURTHER RELEASES OF MATERIAL TO THE CHANNEL.

PROTECTION OF THE GREAT MIAMI RIVER RECREATION TRAIL

THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE GREAT MIAMI RIVER RECREATION TRAIL THROUGHOUT CONSTRUCTION. THE CONTRACTOR SHALL REMAIN ALERT TO TRAIL USERS AND ACCOMMODATE THEIR SAFE PASSAGE UNDER THE BRIDGE. NO EQUIPMENT OR MATERIALS STAGING ON THE TRAIL IS PERMITTED. ALL APPROPRIATE PRECAUTIONS TO COLLECT & CONTAIN DEBRIS AND OTHER MATERIALS SHALL BE TAKEN TO PROTECT TRAIL USERS. IF CONSTRUCTION ACTIVITIES WILL OCCUR IN PROXIMITY TO THE GREAT MIAMI RIVER RECREATION TRAIL, APPROPRIATE TEMPORARY CONSTRUCTION FENCING AND/OR SIGNAGE SHALL BE INSTALLED ALONG PROPOSED CONSTRUCTION LIMITS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES TO PROTECT THE TRAIL AND THE PUBLIC.

IF SHORT-TERM CLOSURES OF THE TRAIL SEGMENT UNDERNEATH THE BRIDGE ARE REQUIRED TO ACCOMMODATE OVERHEAD ACTIVITIES, SUCH AS ERECTION AND REMOVAL OF THE DECK FALSEWORK, SUCH CLOSURES SHALL BE LIMITED TO PERIODS OF LESS THAN FIFTEEN MINUTES.

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:

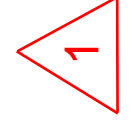
ITEM 616,	WATER	0.75 M. GAL.
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DESIGN AGENCY	
DESIGNER	NRP
REVIEWER	JLM 01/30/26
PROJECT ID	121206
SHEET	TOTAL
4	45

SHEET NUMBER												PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
												01/SSK		EXT	TOTAL			
INCIDENTALS																		
												LS	108	10000	LS		CPM PROGRESS SCHEDULE	
												LS	614	11000	LS		MAINTAINING TRAFFIC	
												LS	614	12420	LS		DETOUR SIGNING	
												0.75	616	10000	0.75	MGAL	WATER	
												6	619	16010	6	MNTH	FIELD OFFICE, TYPE B	
												LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
												LS	624	10000	LS		MOBILIZATION	

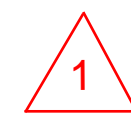
REVISED 05/01/26



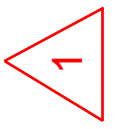
GENERAL SUMMARY

DESIGN AGENCY	
	
DESIGNER	RKD
REVIEWER	NRP 01/30/26
PROJECT ID	121206
SHEET	TOTAL
8	45

ESTIMATED QUANTITIES - Bridge Deck Replacement									
ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	AS PER PLAN SHEET NUMBER
202	11203	1	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				1	3 / 22
202	22900	167	SQ YD	APPROACH SLAB REMOVED				167	
503	21101	200	CU YD	UNCLASSIFIED EXCAVATION, AS PER PLAN	200				3 / 22
509	10000	146105	POUND	EPOXY COATED REINFORCING STEEL	1274		133875	10956	
509	30020	6967	FT	NO. 4 GFRP DEFORMED BARS				6967	
510	10000	80	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	80				
511	34446	585	CU YD	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK			585		
511	34450	124	CU YD	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			117	7	
511	45712	5	CU YD	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT	5				
512	10100	1598	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	122	651	824		
513	20000	3960	EACH	WELDED STUD SHEAR CONNECTORS			3960		
514	00050	35110	SQ FT	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			35110		
514	00056	35110	SQ FT	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			35110		
514	00060	35110	SQ FT	FIELD PAINTING OF STRUCTURAL STEEL, INTERMEDIATE COAT			35110		
514	00066	35110	SQ FT	FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT			35110		
514	00504	16	MNHR	GRINDING FINS, TEARS, SILVERS ON EXISTING STRUCTURAL STEEL			16		
514	10000	5	EACH	FINAL INSPECTION REPAIR			5		
514	27702	10	EACH	FIELD PAINTING MISC.: COATING OF BEAM ENDS			10		
516	13600	15	SQ FT	1" PREFORMED EXPANSION JOINT FILLER			15		
516	13900	178	SQ FT	2" PREFORMED EXPANSION JOINT FILLER				178	
516	14020	109	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL			109		
516	44101	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN 14"x14"x4.54"			10		19 / 22
516	47001	1	LUMP	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN				1	3 / 22
518	21200	67	CU YD	POROUS BACKFILL WITH GEOTEXTILE FABRIC	67				
518	40010	32	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	32				
526	10010	130	SQ YD	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=12")				130	



REVISED 04/29/2026

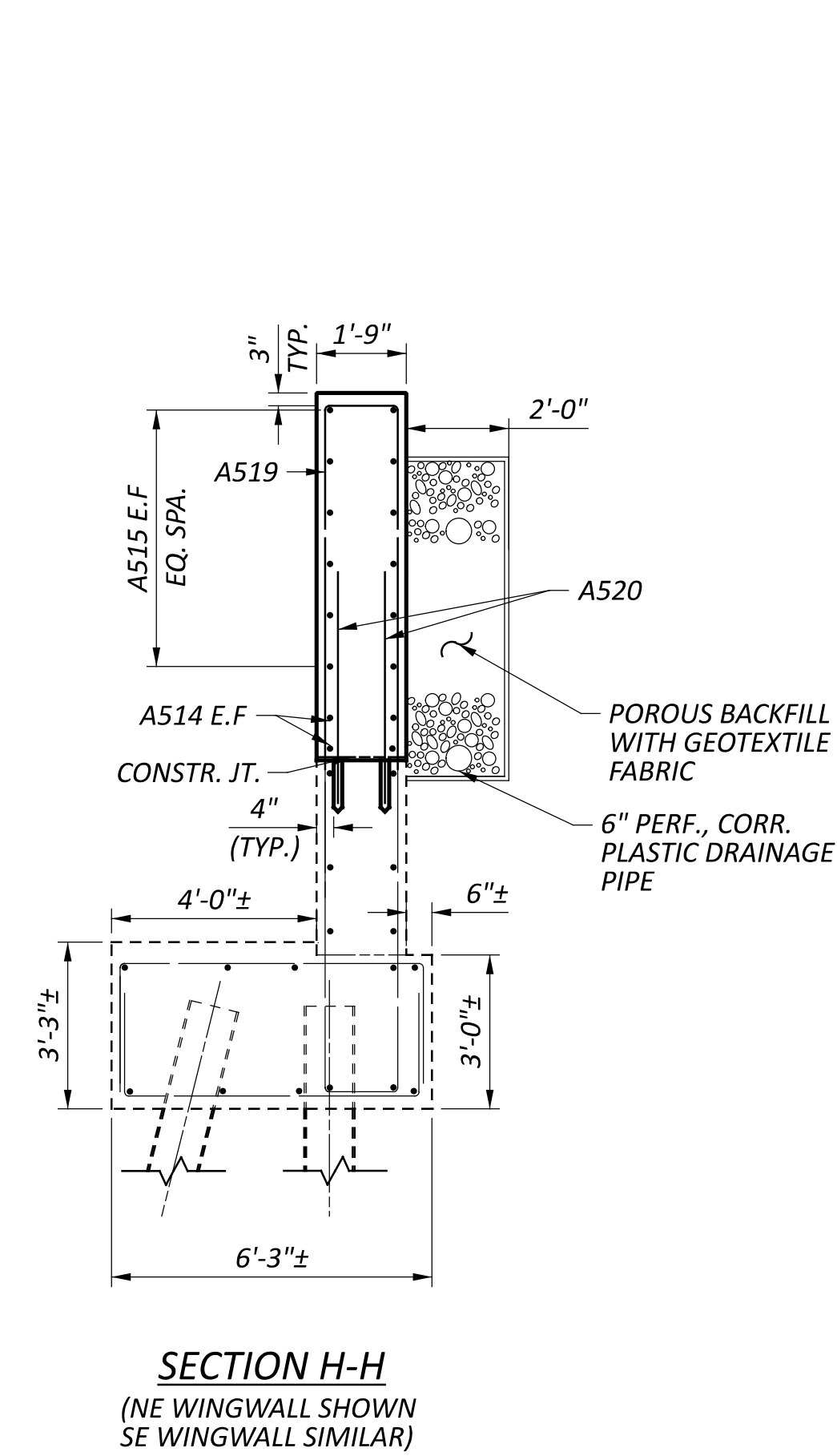
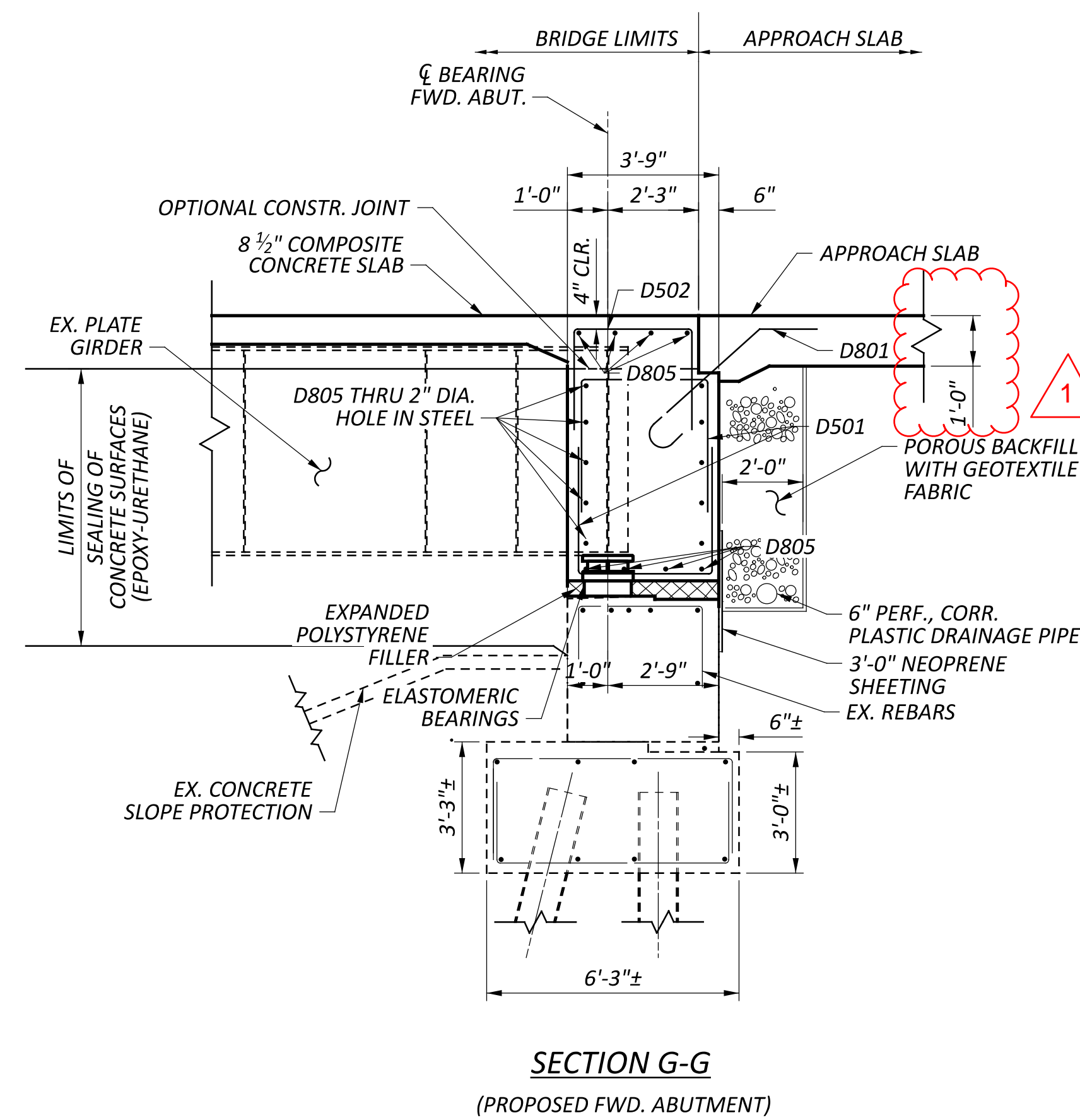
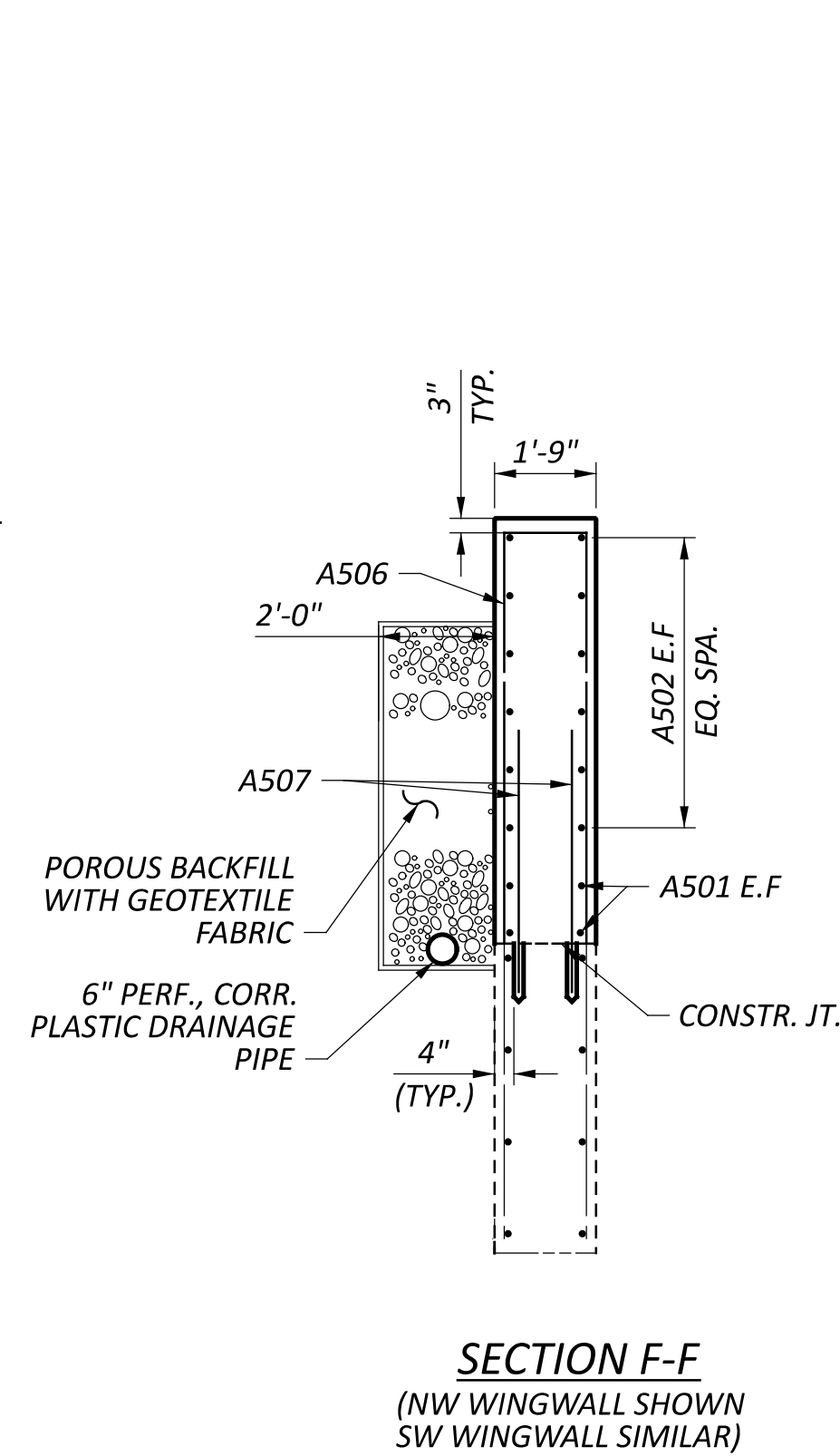
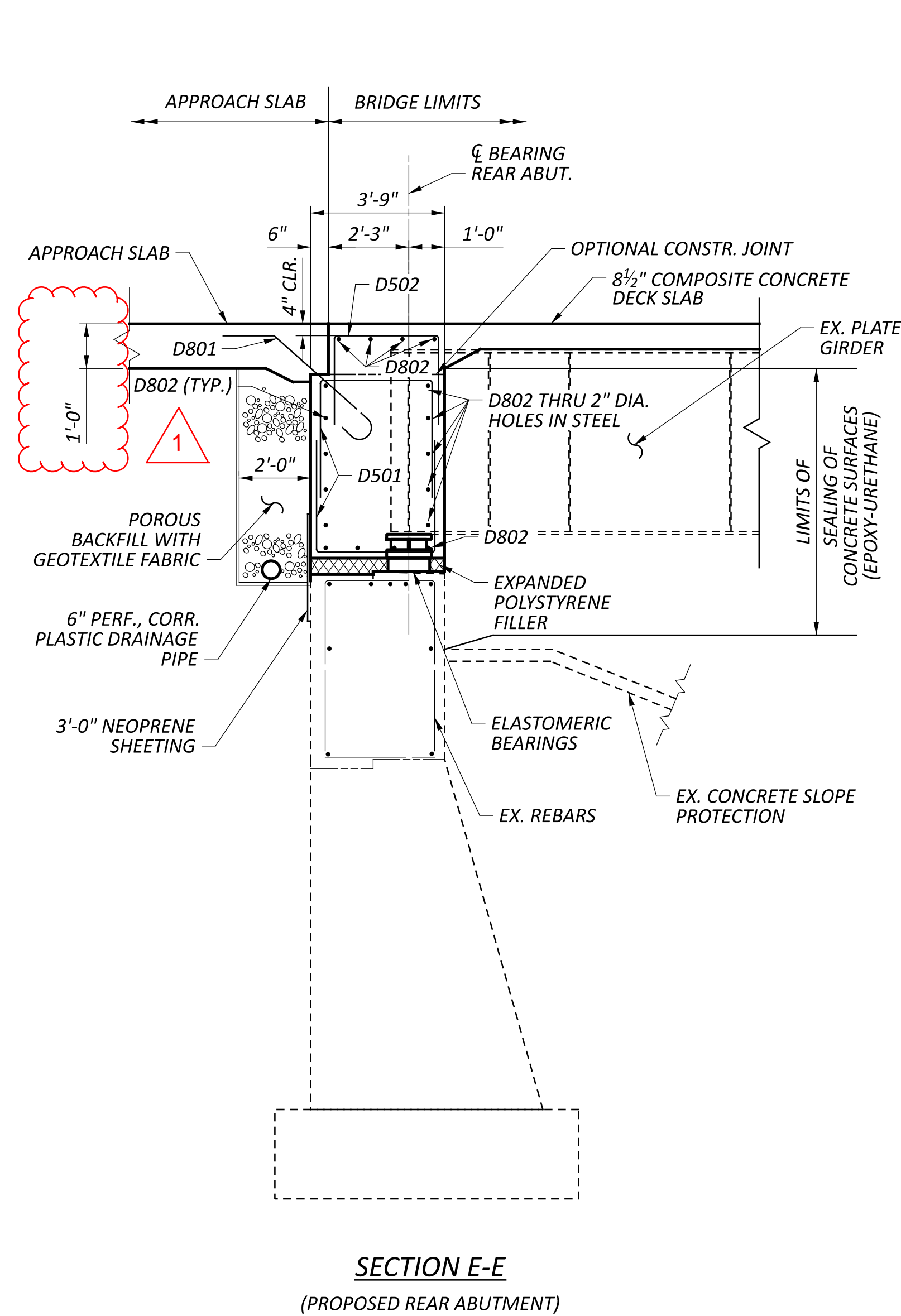


CALCULATED BY: SS 6-2025
 CHECKED BY: YRY 12-2025

* ADDITIONAL 636LB IS INCLUDED FOR LIGHTING PILASTERS. SEE STD. DWG. HL-20.14 FOR ADDITIONAL DETAILS.

ESTIMATED QUANTITIES
 BRIDGE NO. MIA-C.R.15-05.57
 C.R. 15 OVER GREAT MIAMI RIVER

SFN	
5530741	
DESIGN AGENCY	
DESIGNER	CHECKER
SS	YRY
REVIEWER	
DWS 01/30/26	
PROJECT ID	
121206	
SUBSET	TOTAL
4	22
SHEET	TOTAL
27	45



LEGEND

CLR. = CLEAR
 CONSTR. = CONSTRUCTION

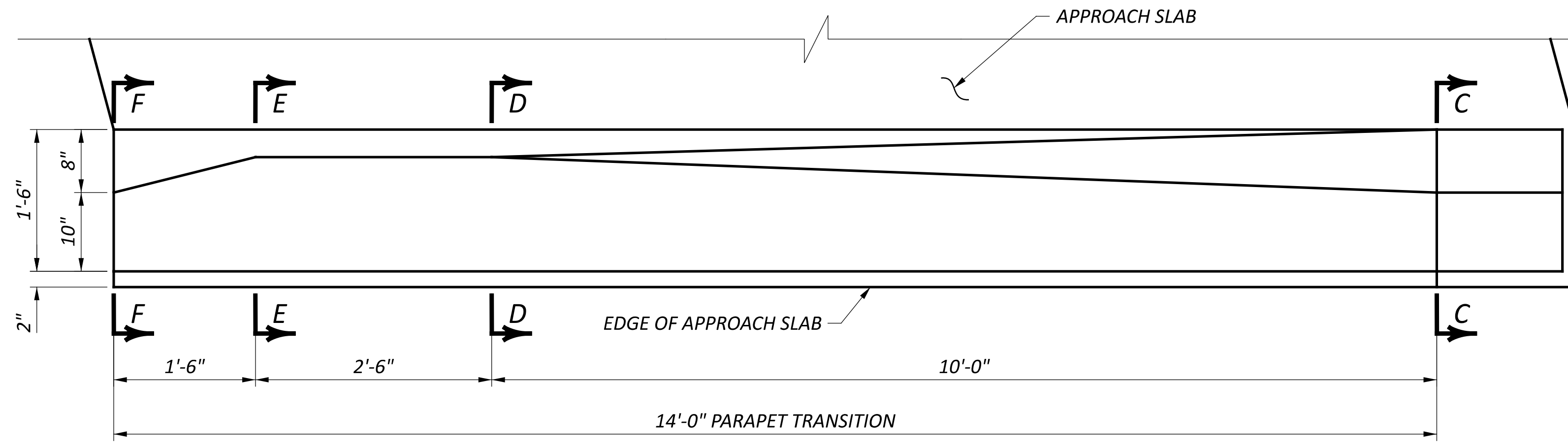
MINIMUM LAP SPLICES

NO. 5 BAR = 3'-1"
 NO. 8 BAR = 5'-4"

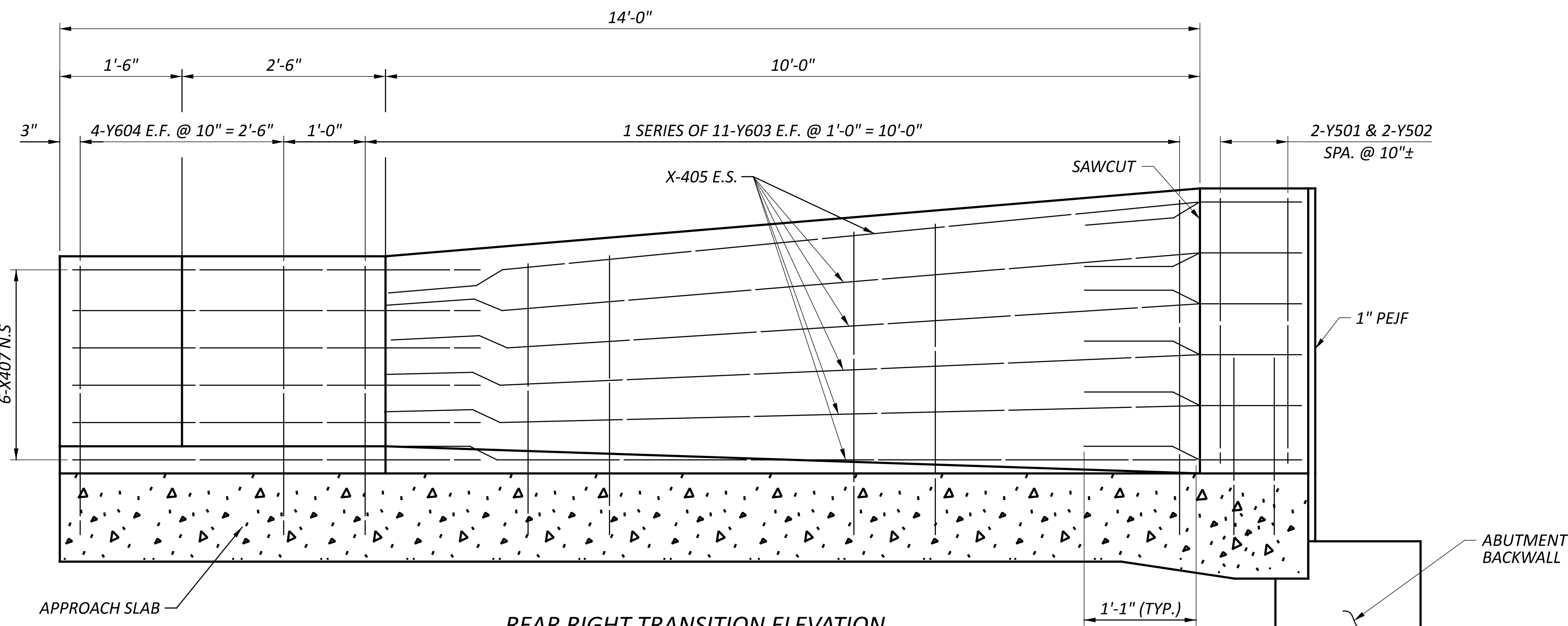
NOTES:

- FOR GENERAL NOTES, SEE SHEET 3 OF 22.
- FOR BEARING DETAILS, SEE SHEET 19 OF 22.
- FOR REINFORCING STEEL LIST, SEE SHEET 21 AND 22.
- SCARIFY THE TOP OF THE EXISTING WINGWALLS TO A DEPTH OF 3/4". INCLUDE WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FT SPAN, AS PER PLAN.
- ABUTMENT DIAPHRAGM CONCRETE: PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS WITH THE DECK CONCRETE OR AT LEAST 48 HOURS BEFORE PLACEMENT OF THE DECK CONCRETE. IF PLACED SEPARATELY, LOCATE A HORIZONTAL CONSTRUCTION JOINT IN THE DIAPHRAGM AS SHOWN.
- DOWELS TO BE DRILLED, PLACED AND GROUTED PER ITEM 510, DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT, AS PER PLAN.
- FIELD PAINTING, MISC.: COATING OF BEAM ENDS: PRIOR TO ENCASING THE BEAM ENDS, PREPARE THE ENDS PER SSPC SP10 OR SSPC SP11 TO BARE METAL ACHIEVING A 1.5 TO 3.5 MIL PROFILE. PAINT THE BEAM ENDS WITH ORGANIC ZINC PRIME COAT PER C&MS 514. PROVIDE THE PRIME COAT THICKNESS AS PER C&MS 514.20. EXTEND THE LIMITS OF THE BEAM PREPARATION AND PAINTING 1-FT BEYOND THE LIMITS OF THE END DIAPHRAGM CONCRETE. AFTER THE DIAPHRAGM CONCRETE IS SET, SEAL THE INTERFACE BETWEEN THE BEAM AND CONCRETE WITH CAULK.

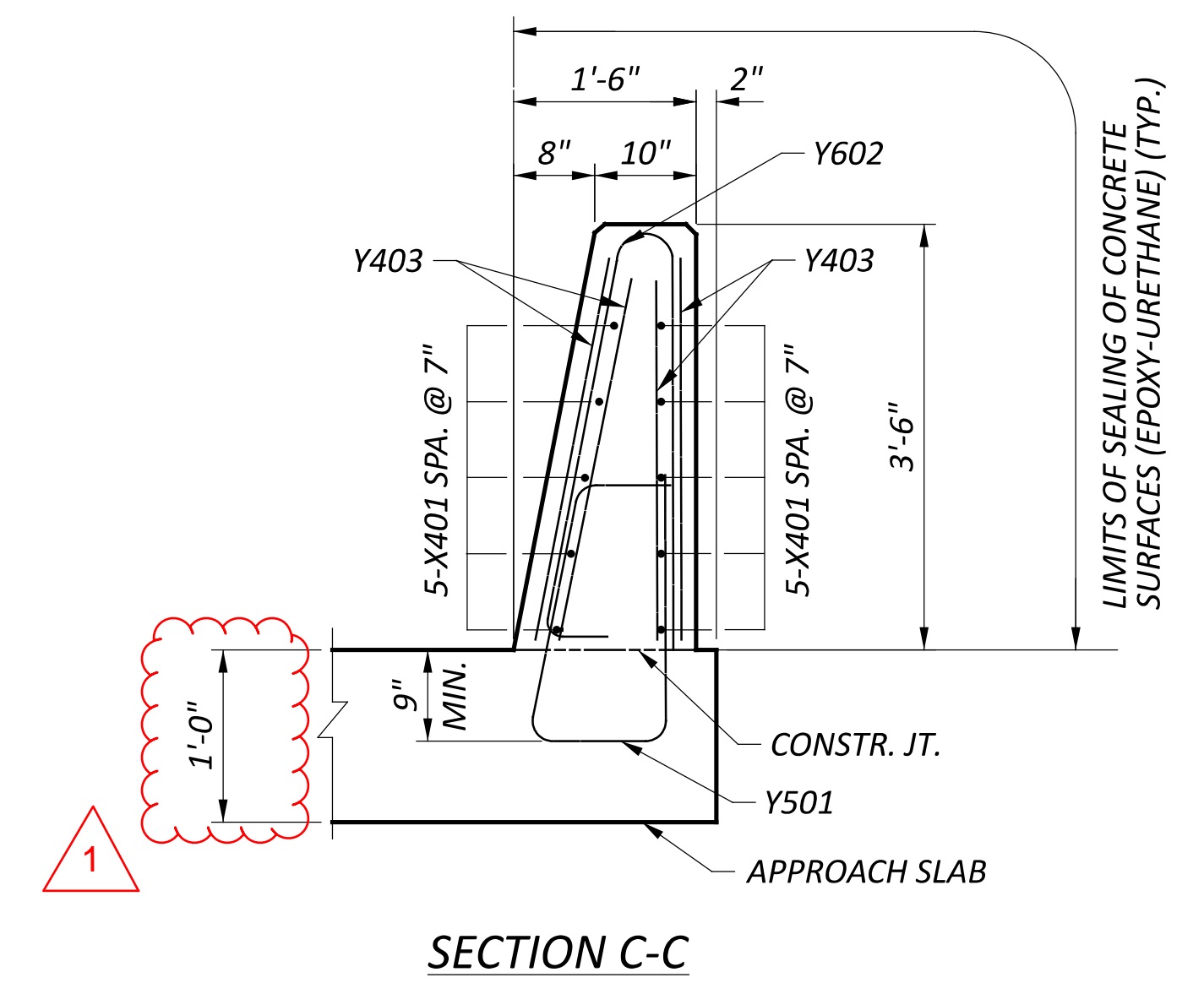
SFN	
5530741	
DESIGN AGENCY	
DESIGNER	CHECKER
MSR	YRY
REVIEWER	
DWS 01/30/26	
PROJECT ID	
121206	
SUBSET	TOTAL
10	22
SHEET	TOTAL
33	45



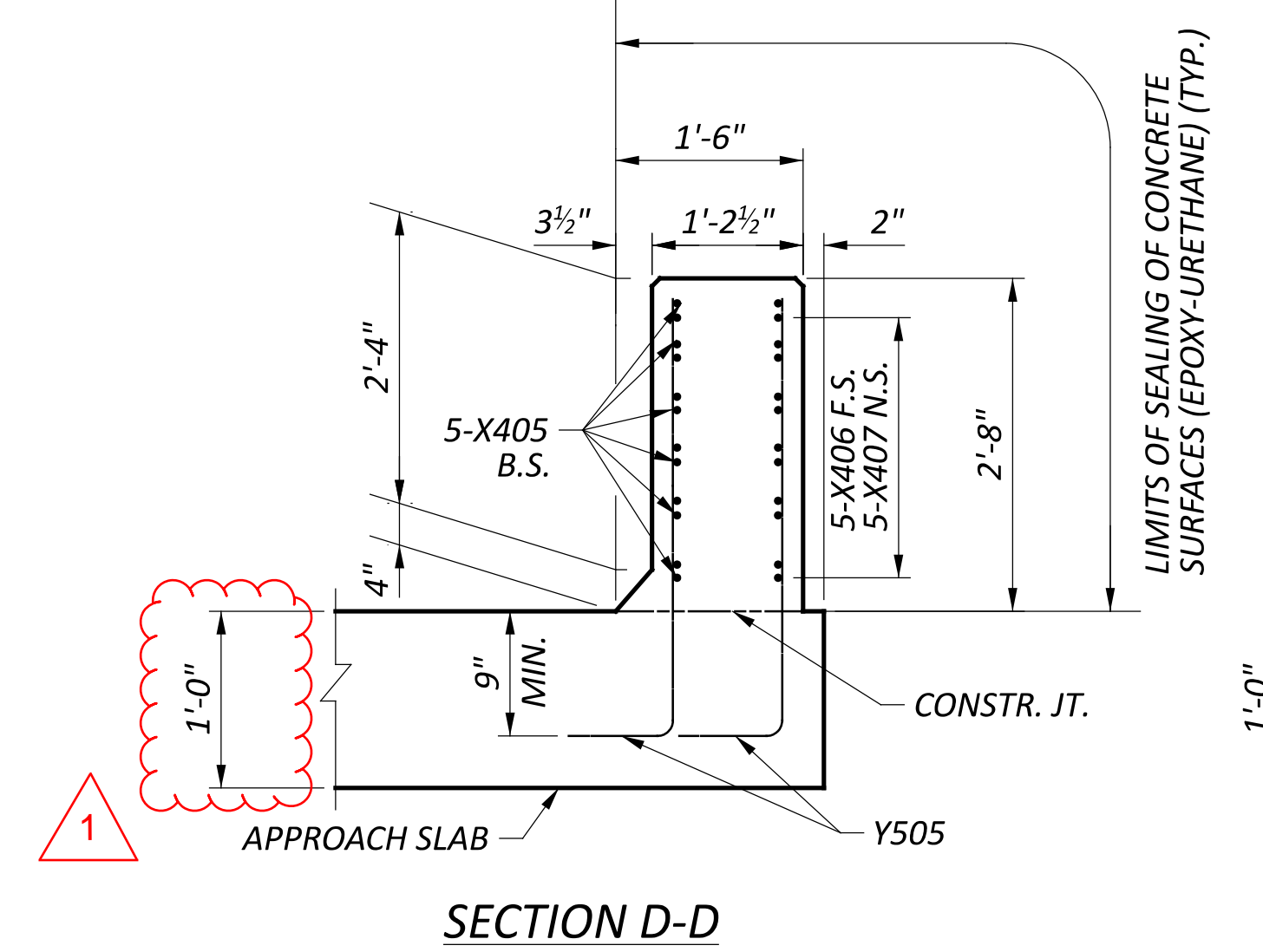
REAR RIGHT TRANSITION PLAN
 (FWD. LEFT ELEVATION SIMILAR)
 (FWD. RIGHT & REAR LEFT ELEVATION OPPOSITE HAND)



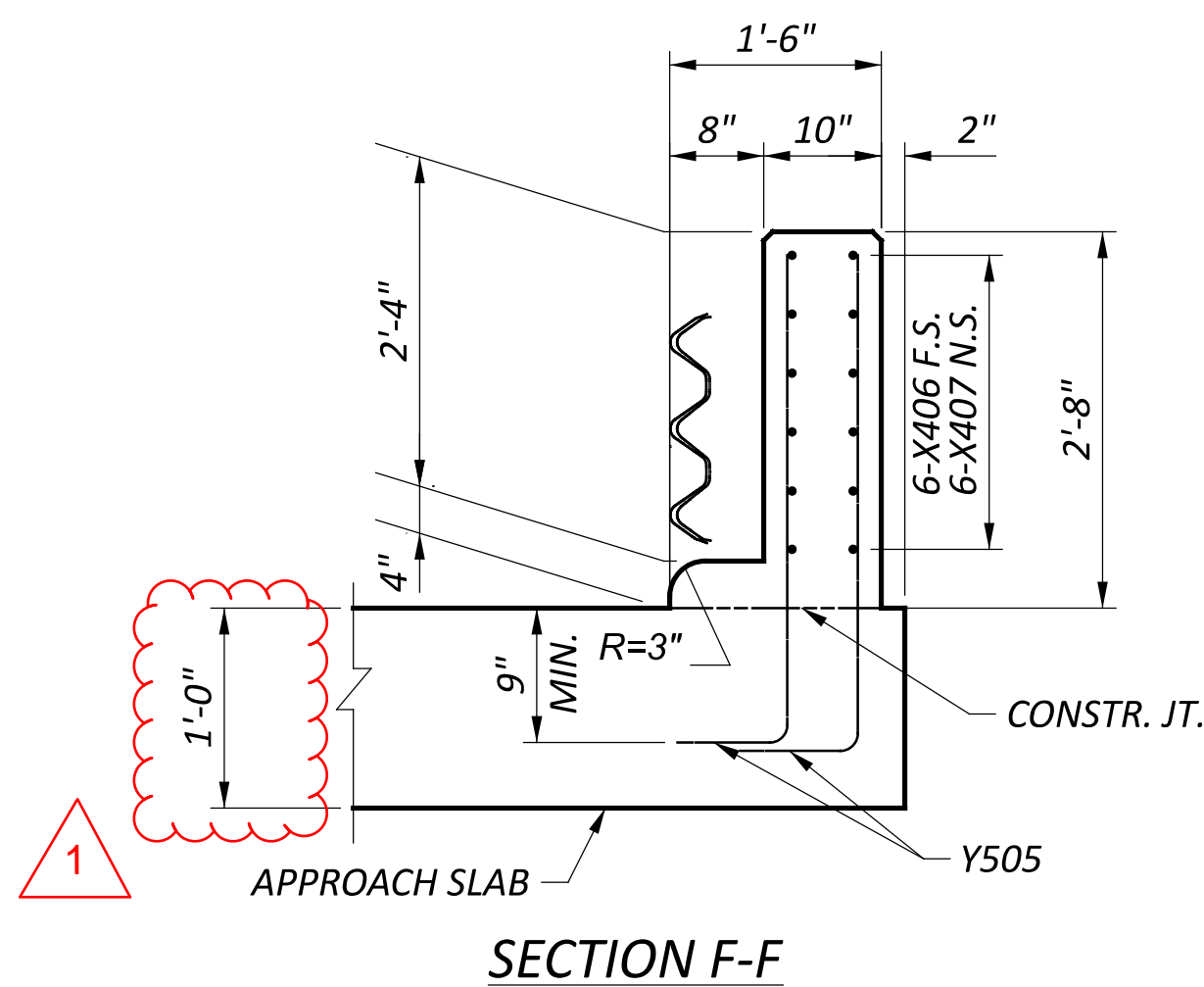
REAR RIGHT TRANSITION ELEVATION
 (FWD. LEFT ELEVATION SIMILAR)
 (FWD. RIGHT & REAR LEFT ELEVATION OPPOSITE HAND)



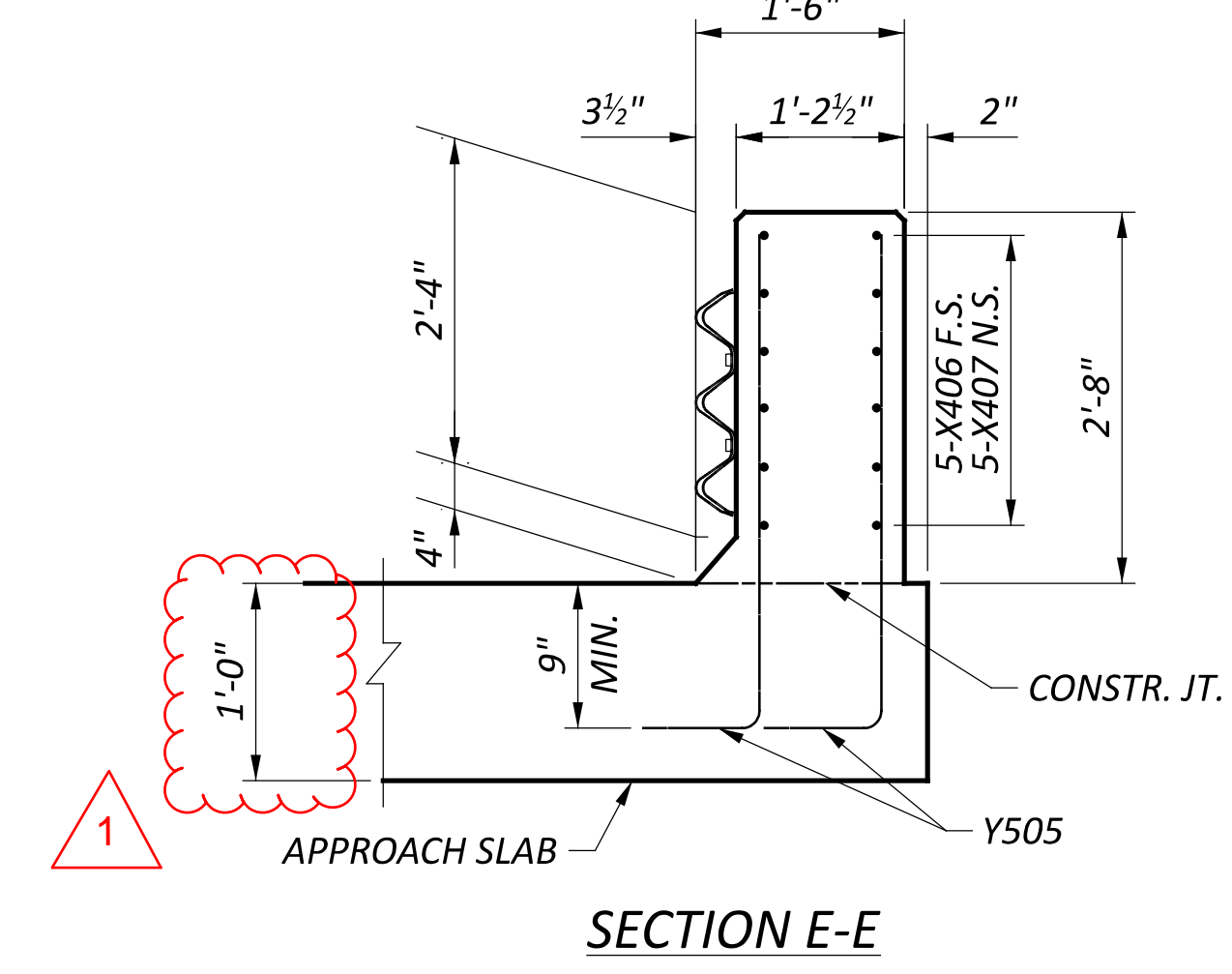
SECTION C-C



SECTION D-D



SECTION F-F



SECTION E-E

PARAPET TRANSITION DETAILS
 BRIDGE NO. MIA-C.R.15-05.57
 C.R. 15 OVER GREAT MIAMI RIVER

SFN 5530741	
DESIGN AGENCY	
DESIGNER	CHECKER
SS	YRY
REVIEWER	
DWS 01/30/26	
PROJECT ID	
121206	
SUBSET	TOTAL
18	22
SHEET	TOTAL
41	45

REVISED 05/04/2026

