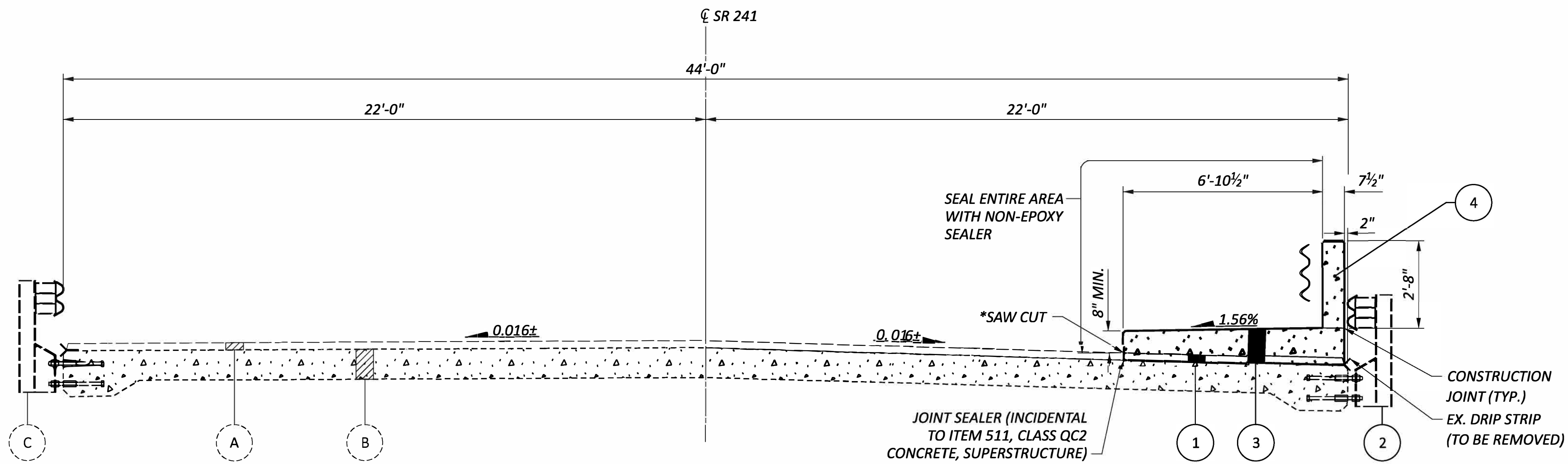
**TYPICAL SECTION 1**

STA. 65+13.92 TO STA. 65+28.92

**TYPICAL SECTION 2**

STA. 65+12.42 TO STA. 65+13.92

STA. 65+28.92 TO STA. 65+30.42

LEGEND

1 ITEM 202 - WEARING COURSE REMOVED (T=3"± UP TO CONCRETE SLAB)
*SAW CUTTING SHALL BE INCIDENTAL TO ITEM 202 - WEARING COURSE REMOVED

2 ITEM 202 - BRIDGE RAILING REMOVED

3 ITEM 511 - CLASS QC2 CONCRETE, SUPERSTRUCTURE

4 ITEM 517 - RAILING, CONCRETE (AS PER SCD BR-2-15)

A EXISTING ASPHALT CONCRETE (T=3"±)

B EXISTING CONCRETE SLAB (T=12¼"±)

C EXISTING BRIDGE RAILING



STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

BR-2-15 REVISED 7/19/2024

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, INCLUDING THE 2012 INTERIM SPECIFICATIONS, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN DATA

QC2 CONCRETE:
COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE REINFORCEMENT:
EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04*. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

PROPOSED WORK

STA-241-14.676, OVER RUDY FREIDMAN DITCH
-INSTALL NEW CONCRETE RAILING AND SIDEWALK

ITEM 202 - BRIDGE RAILING REMOVED

AFTER THE REMOVAL OF THE EXISTING RAILING POSTS THE CONTRACTOR SHALL FILL ALL HOLES LEFT IN THE DECK EDGE WITH NON-SHRINK, NON-METALLIC GROUT CONFORMING TO CMS 705.20. PAYMENT FOR THIS WORK SHALL BE INCIDENTAL TO ITEM 202, BRIDGE RAILING REMOVED.

MAINTENANCE OF TRAFFIC AT STRUCTURE STA-241-14.676

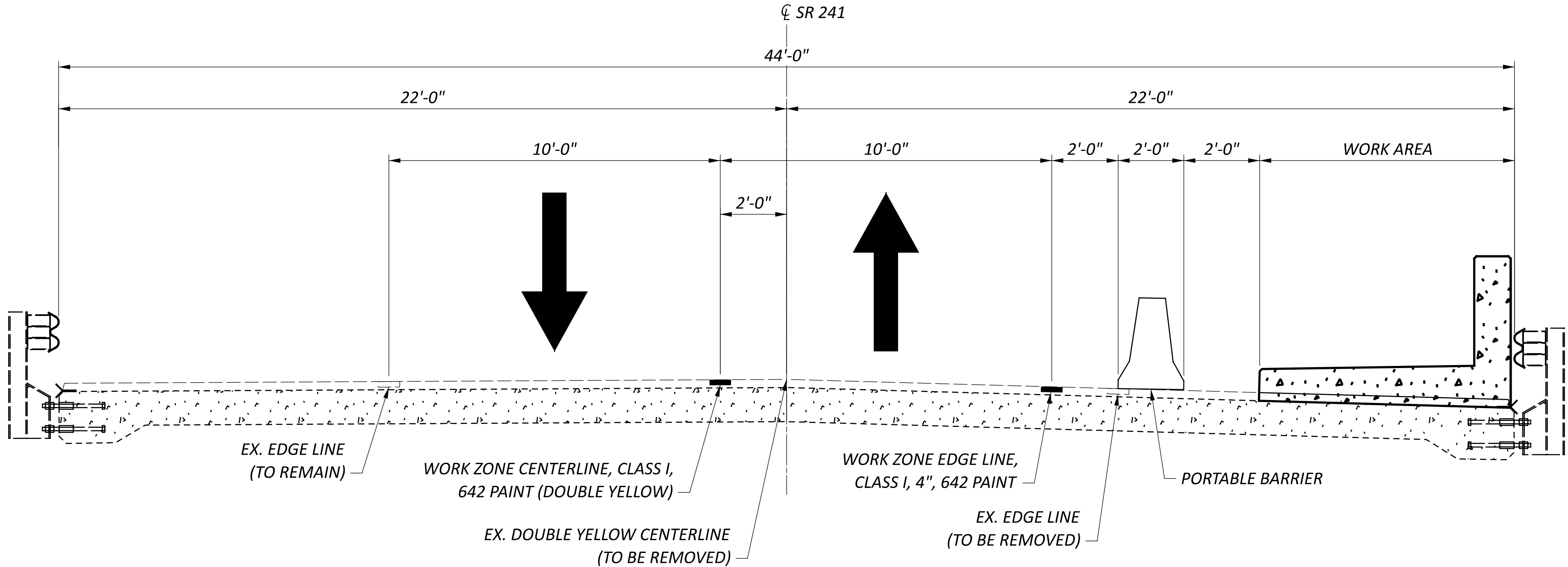
THE FOLLOWING INFORMATION AND QUANTITIES ARE PROVIDED FOR THE SUGGESTED MAINTENANCE OF TRAFFIC WHEN CONSTRUCTING IMPROVEMENTS TO THE STA-241 STRUCTURE CROSSING RUDY FREIDMAN DITCH.

FROM STA. 254+25 THROUGH STA. 254+80, TAPER A 10-FOOT NORTHBOUND LANE 2' INTO THE SOUTHBOUND LANE AS ILLUSTRATED ON THE DETAIL BELOW. THE EXISTING SOUTHBOUND EDGE LINE WILL REMAIN IN PLACE WHEN NARROWING THE SOUTHBOUND LANE. MAINTAIN THE LANE ASSIGNMENTS AS SHOWN BETWEEN STA. 254+80 AND STA. 256+25. BEGINNING AT STA. 256+25, TAPER THE WORK ZONE PAVEMENT MARKINGS TO MEET THE EXISTING PAVEMENT MARKINGS AT STA. 256+80. REMOVE EXISTING MARKINGS THAT CONFLICT WITH THE PROPOSED MAINTENANCE OF TRAFFIC STRIPING.

PROVIDE PORTABLE BARRIER TO PROTECT THE DROP-OFF WHEN WORKING ON THE STRUCTURE. BEGINNING AT APPROXIMATE STA. 254+50 WITH AT LEAST A 4' OFFSET FROM THE NORTHBOUND EDGE LINE, INSTALL AN IMPACT ATTENUATOR AND BEGIN THE PLACEMENT OF PORTABLE BARRIER. TAPER THE EDGE OF THE PORTABLE BARRIER TO WITHIN 2' OF THE NORTHBOUND WORK ZONE EDGE LINE BY STA. 254+80 AS SHOWN BELOW. CONTINUE THE PORTABLE BARRIER THROUGH STA. 256+00 AND END THE BARRIER WITH THE INSTALLATION OF AN IMPACT ATTENUATOR. MAINTAIN ACCESS TO THE NEARBY INTERSECTION AND DRIVE ENTRANCES.

WITH THIS WORK ZONE IN PLACE, THE CONTRACTOR IS ALSO PERMITTED TO MAINTAIN A SINGLE LANE USING FLAGGER CONTROL AS DESCRIBED WITH THE ITEM 614, MAINTAINING TRAFFIC NOTE.

THE FOLLOWING QUANTITIES ARE PROVIDED FOR THE SUGGESTED MOT:
614, WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL), 2 EACH
614, OBJECT MARKER, ONE-WAY, 4 EACH
614, BARRIER REFLECTOR, TYPE 1, ONE-WAY, 4 EACH
614, WORK ZONE CENTER LINE, CLASS I, 642 PAINT, 0.05 MILE
614, WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT, 0.05 MILE
622, PORTABLE BARRIER, UNANCHORED, 150 FT



MAINTENANCE OF TRAFFIC - TYPICAL SECTION

STA. 254+80.00 TO STA. 256+00.00

STRUCTURE NOTES

STA-241-14.676

RUDY FREIDMAN DITCH

SFN

7606206

DESIGN AGENCY



DESIGNER

JF

CHECKER

MP

REVIEWER

TJP 06-01-25

PROJECT ID

117553

SUBSET

1

TOTAL

5

SHEET

P.39

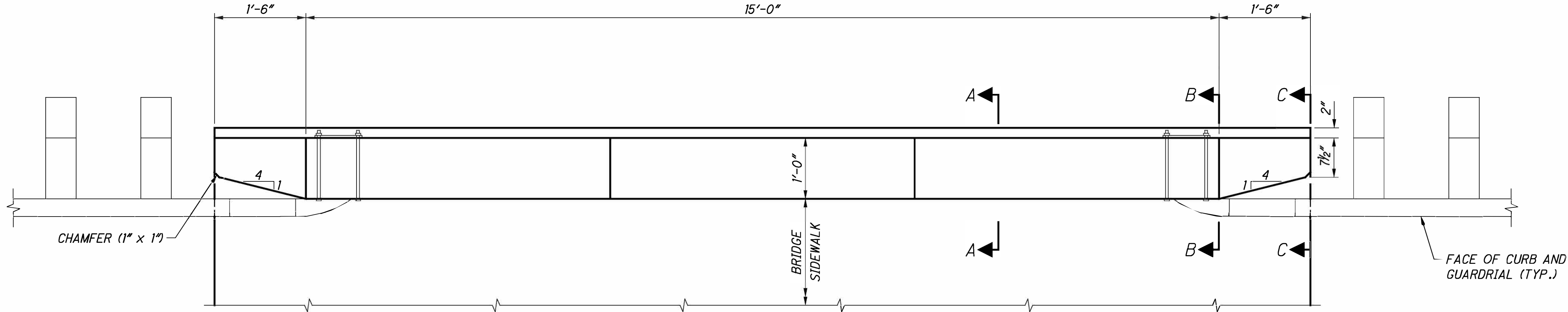
TOTAL

43

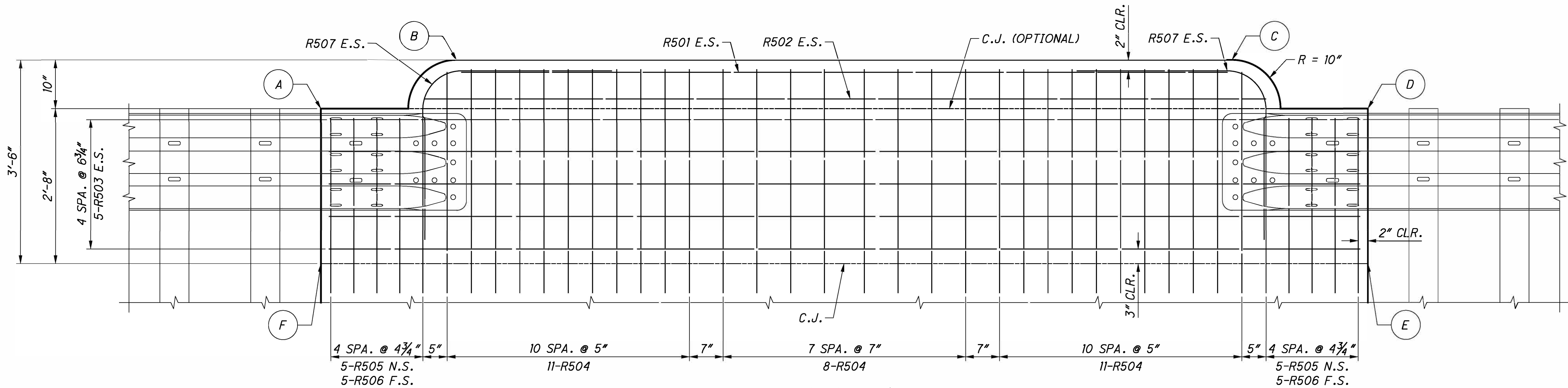
STA-241-14.58 (SRTS)

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STRUCTURE ESTIMATED QUANTITIES
STA-241-14.676
RUDY FREIDMAN DITCH



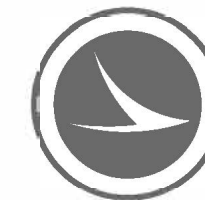
PLAN
BRIDGE SIDEWALK RAILING WITH APPROACH RAILING

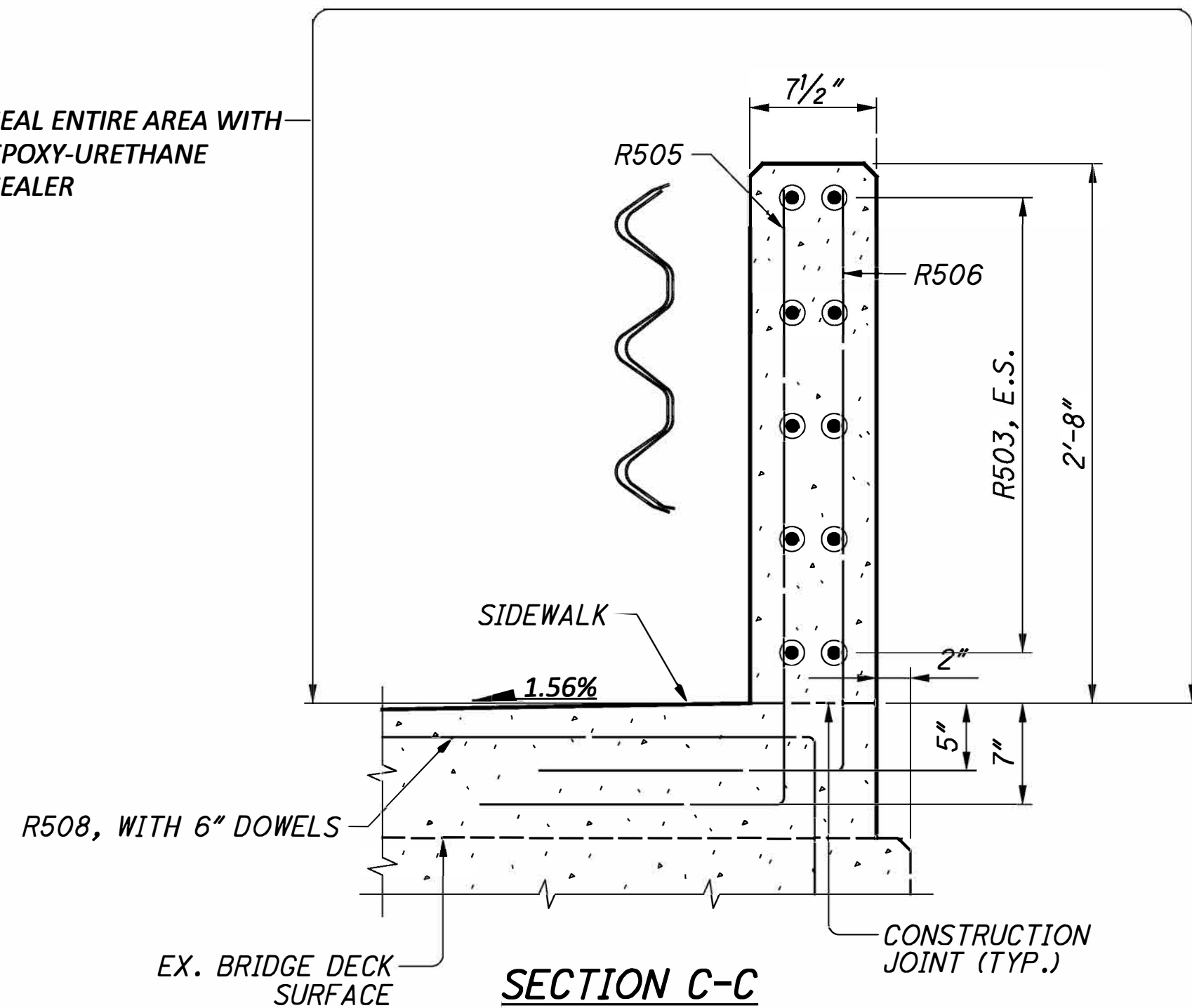
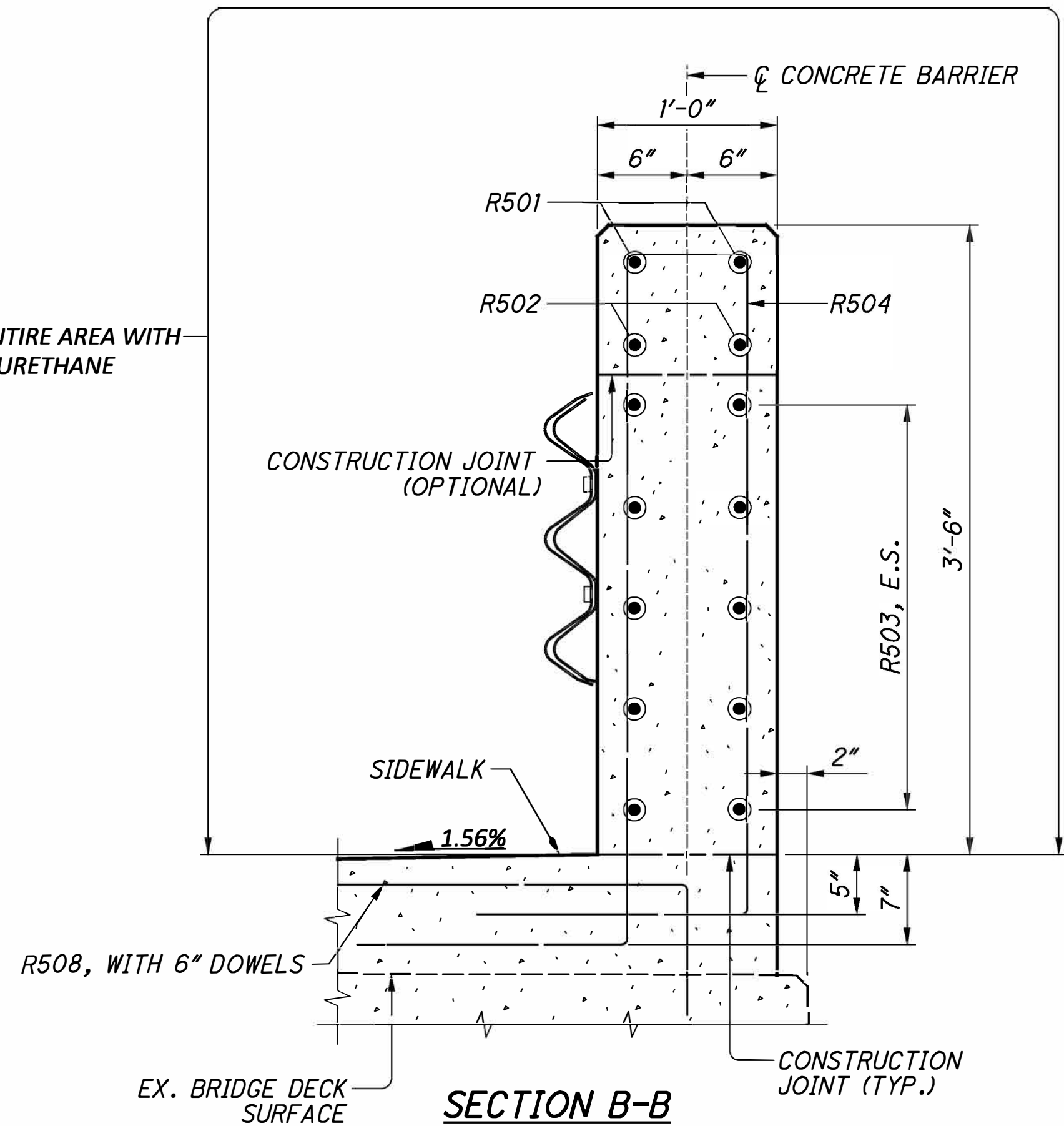
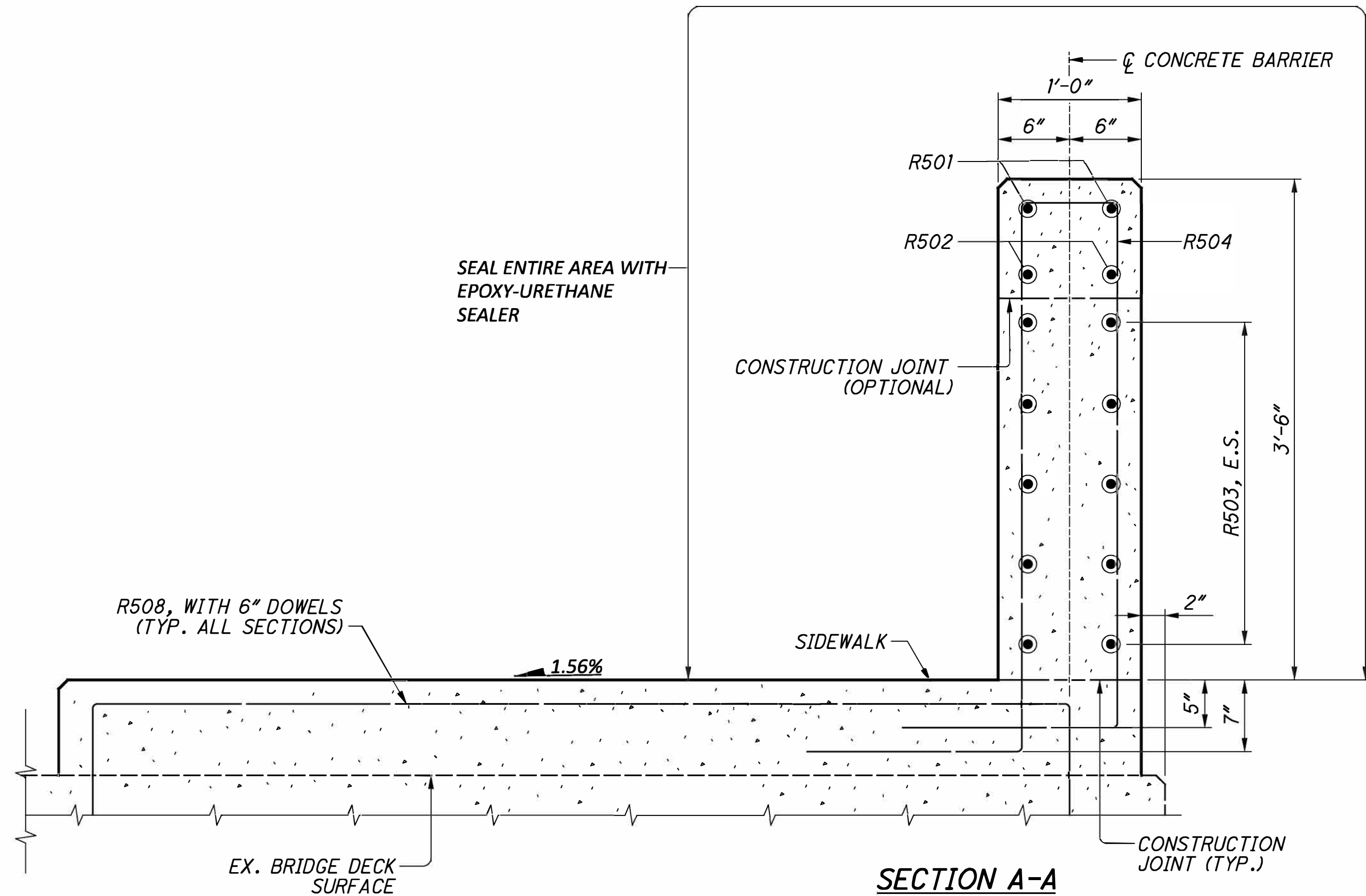


ELEVATION
BRIDGE SIDEWALK RAILING WITH APPROACH RAILING

ELEVATIONS	
A	1086.41
B	1087.24
C	1087.21
D	1086.38
E	1083.74
F	1083.71

- LEGEND:**
- CLR. = CLEARANCE
 - E.S. = EACH SIDE
 - F.S. = FAR SIDE
 - C.J. = CONSTRUCTION JOINT
 - N.S. = NEAR SIDE
 - R = RADIUS
 - SPA. = SPACES





LEGEND:
 CLR. = CLEARANCE
 E.S. = EACH SIDE
 F.S. = FAR SIDE
 C.J. = CONSTRUCTION JOINT
 N.S. = NEAR SIDE
 R = RADIUS
 SPA. = SPACES

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.

* BARS TO BE DOWELED 6"

