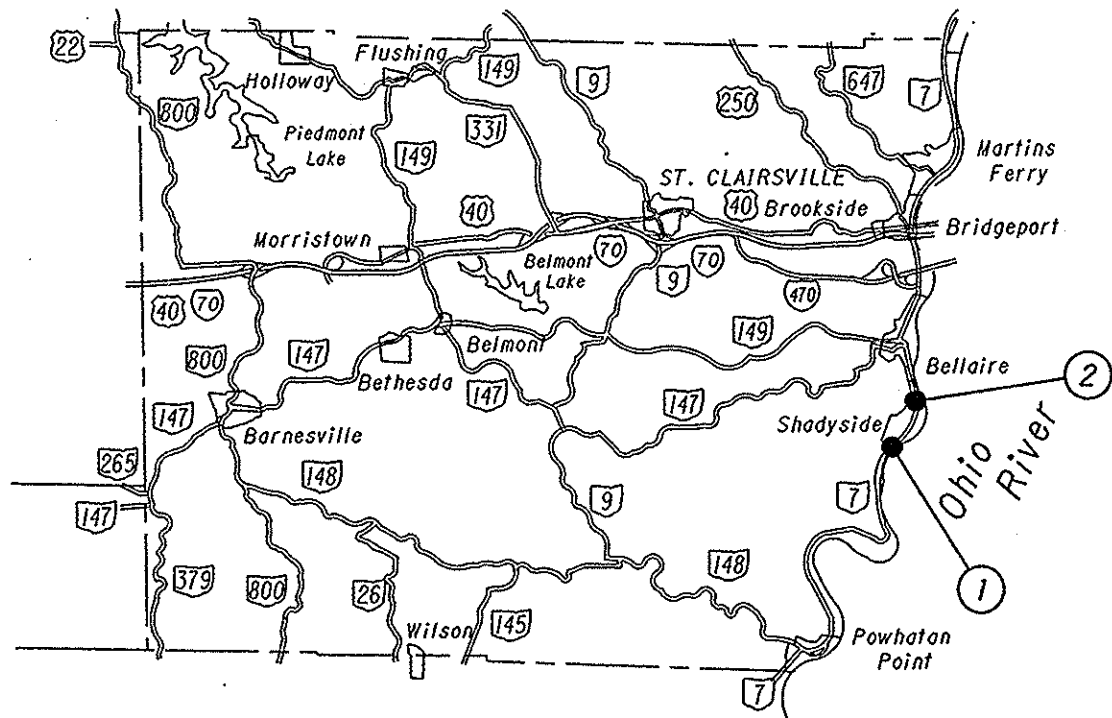


STATE OF OHIO DEPARTMENT OF TRANSPORTATION

LOCATION MAP



BELMONT COUNTY

- ① BRIDGE NO. BEL-7-1187 LATITUDE: N 39°57'45" LONGITUDE: W 80°45'20"
- ② BRIDGE NO. BEL-7-1359 LATITUDE: N 39°58'55" LONGITUDE: W 80°44'25"

BEL-7-11.87 BRIDGE PAINTING

PROJECT DESCRIPTION

CLEAN AND PAINT TWO BRIDGES WITH SYSTEM OZEU ON S.R. 7.

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

THE 2010 STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

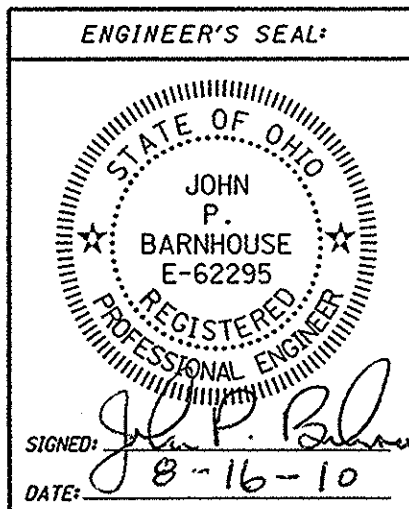
I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THESE IMPROVEMENTS WILL REQUIRE THE CLOSING OF RAMP B TO SR 7. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH IN THE PLANS AND ESTIMATES.

APPROVED
DATE 8/10/10

Richard A. Bille
DISTRICT DEPUTY DIRECTOR

APPROVED
DATE 8-25-10

John P. Barnhouse
DIRECTOR, DEPARTMENT OF TRANSPORTATION



INDEX OF SHEETS

TITLE SHEET	1
GENERAL NOTES	2
MAINTENANCE OF TRAFFIC	3
GENERAL SUMMARY	4
STRUCTURES OVER 20' SPAN	5-9

UNDERGROUND UTILITIES	STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS			
 TWO WORKING DAYS BEFORE YOU DIG CALL 1-800-362-2764 (TOLL FREE) OHIO UTILITIES PROTECTION SERVICE NON-MEMBERS MUST BE CALLED DIRECTLY	DN-4.3	4-17-09	NT-35.10	4-20-01	TC-41.20	1-19-01	800-2010	7-16-10
	DN-4.4	4-17-09	NT-95.30	7-17-09	TC-52.10	1-19-07	832	5-5-09
PLAN PREPARED BY: O.D.O.T. DISTRICT 11 NEW PHILADELPHIA, OHIO			NT-96.11	1-16-09	TC-52.20	1-19-07		
			NT-96.20	1-16-09				
			NT-97.10	4-17-09				
			NT-98.11	7-17-09				
			NT-98.22	7-17-09				
			NT-101.60	4-17-09	GSD-1-96	7-19-02		
		NT-105.10	1-16-09					

FEDERAL PROJECT NO. E034 (844)
 PID NO. 21874
 CONSTRUCTION PROJECT NO.
 RAILROAD INVOLVEMENT
 NORFOLK SOUTHERN
 BEL-7-11.87
 1/9

BEL - SR-7-11.87
 100546 PID - 21874
 Dist 11 11/18/2010

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PAINTING QUANTITIES

PAINTING CALCULATIONS ON ALL PARTS OF THIS PLAN HAVE AN ADDITIONAL 20% FOR CROSS FRAMES, BEARING ASSEMBLIES, SCUPPERS, ETC.

EXISTING STRUCTURE VERIFICATION

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, 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 WHICH HAVE BEEN VERIFIED IN THE FIELD.

BRIDGE BEL-7-1187 STEEL PIER CAPS

THE INTERIOR OF ALL STEEL PIER CAPS WILL BE PAINTED THE SAME AS THE EXTERIOR.

EXISTING PLANS

THE FOLLOWING EXISTING CONSTRUCTION PLAN IS AVAILABLE FOR INSPECTION AT THE ODOT DISTRICT II OFFICE:

BEL-7-11.89 YEAR: 1979

ITEM 201 - CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE PROJECT LIMITS, A LUMP SUM QUANTITY FOR ITEM 201, CLEARING AND GRUBBING HAS BEEN INCLUDED IN THE GENERAL SUMMARY.

ALL TREES, STUMPS AND VEGETATION UNDERNEATH THE STRUCTURES, AND/OR WITHIN 20 FEET OF THE STRUCTURES SHALL BE REMOVED, AS DIRECTED BY THE ENGINEER.

ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM SHALL BE FOLLOWED, AND ALL COSTS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

PAINT COLOR

THE URETHANE FINISH COAT SHALL BE FEDERAL COLOR NO. 14277-GREEN

WORK RESTRICTIONS

NO WORK SHALL BE PERMITTED ON SUNDAY, EXCEPT WHILE RAMP B IS DETOURED FOR BEL-7-1359 WORK.

UTILITY LINES AND LIGHT POLES

THE CONTRACTOR SHALL NOT ATTACH OR HANG ANY EQUIPMENT, OR SCREENING OF ANY KIND TO THE EXISTING UTILITY LINES AND/OR LIGHT POLES LOCATED ON THE STRUCTURES.

CONTAINMENT SYSTEM RESTRICTIONS

THE CONTRACTOR IS PROHIBITED FROM TYING OFF OR ANCHORING TO BEARINGS. THE CONTRACTOR MAY ANCHOR OR TIE OFF TO THE PIERS AND PARAPETS. ANY DAMAGE CAUSED BY CONTAINMENT SHALL BE REPAIRED AT NO COST TO THE STATE.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN

ALL REQUIREMENTS OF 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN SUPPLEMENT 1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE, 501.06, TO THE ENGINEER. PROVIDE SHOP DRAWINGS ACCORDING TO 513.06 OR SUPPLY THE ENGINEER WITH "AS-BUILT" DRAWINGS MEETING 513.06 AFTER COMPLETION OF FIELD FABRICATION. THE ENGINEER WILL REVIEW THE SUBMITTED DRAWINGS FOR CONCURRENCE WITH THE FINAL AS-BUILT CONDITION. IF NECESSARY, THE ENGINEER MAY CONTACT THE OFFICE OF STRUCTURAL ENGINEERING FOR TECHNICAL ASSISTANCE. IF THE ENGINEER IS SATISFIED WITH THE "AS-BUILT" DRAWINGS AND THE DELIVERED MATERIALS, SUPPLY A COPY OF THE DRAWINGS, STAMPED AND DATED, ALONG WITH MICROFILM, TO THE OFFICE OF STRUCTURAL ENGINEERING FOR RECORD PURPOSES.

THE FOLLOWING MEMBERS, AS DETAILED ON SHEET 5, ARE INCLUDED IN THIS PLAN:

4"x4"x5/16" HORIZONTAL ANGLE LOCATED AT THE BOTTOM OF THE END CROSSFRAME ASSEMBLIES SHALL BE REPLACED ON BRIDGE NO. BEL-7-1187 ONLY.

THE STRUCTURAL STEEL SHOULD BE A36, WITH A MINIMUM YIELD STRENGTH OF 36 KSI.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED

THIS ITEM IS FOR THE REMOVAL AND DISPOSAL OF THE CORRODED 4"x4"x5/16" HORIZONTAL ANGLE LOCATED AT THE BOTTOM OF THE END CROSSFRAME ASSEMBLIES.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS FOR BRIDGE NO. BEL-7-1187 ONLY.

THE DEPARTMENT WILL MEASURE AND PAY FOR THE ACCEPTED QUANTITIES AT THE LUMP SUM CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

THE EPOXY-URETHANE CONCRETE SEALER SHALL BE APPLIED TO THE EXPOSED FACES OF THE WINGWALLS, FACE OF THE BACKWALL AND ALL HORIZONTAL AND VERTICAL FACES OF THE BRIDGE SEATS TO THE GROUND LINE, FOR BRIDGE NO. BEL-7-1359 ONLY.

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

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

THE LOCATIONS FOR PATCHING CONCRETE STRUCTURE IS LIMITED TO THE ABUTMENTS AND WINGWALLS FOR BRIDGE NO. BEL-7-1359 ONLY. THE CONTRACTOR WILL SOUND THE AREAS TO PATCH AND BE VERIFIED BY THE ENGINEER PRIOR TO BEGINNING PATCHING OPERATIONS.

ALL PATCHING SHALL BE DONE PRIOR TO CONCRETE SEALING.

UTILITIES

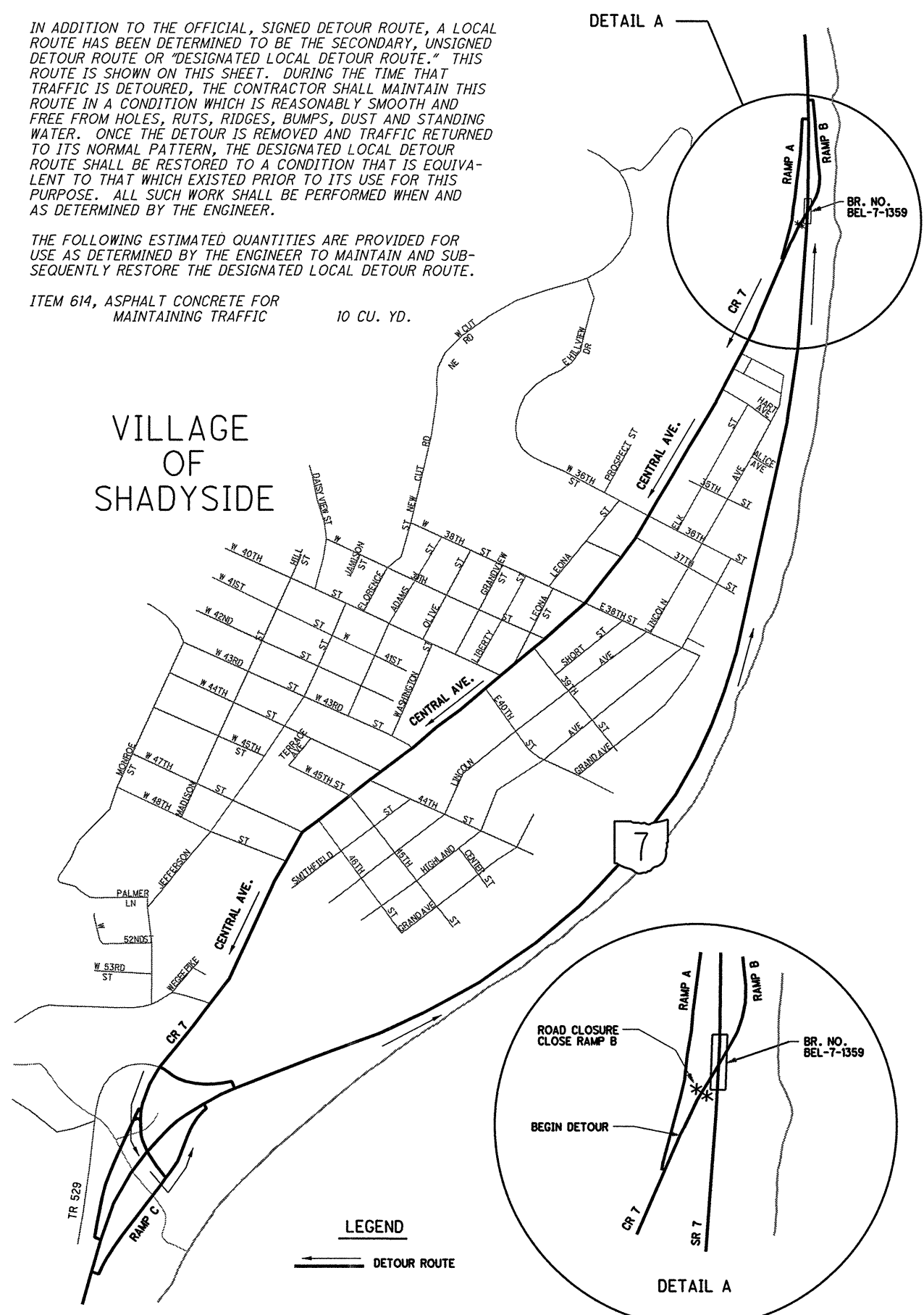
THERE ARE NO KNOWN UNDERGROUND OR OVERHEAD UTILITIES WITHIN THE PROJECT CONSTRUCTION LIMITS.

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE IS SHOWN ON THIS SHEET. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

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



OFFICIAL AND DESIGNATED LOCAL DETOUR ROUTE

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ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN

MAINTENANCE OF TRAFFIC FOR BRIDGE NO. BEL-7-1187:

A MINIMUM OF ONE 12' LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND BRIDGE DECK FOR BRIDGE BEL-7-1187.

THE CONTRACTOR MAY CHOOSE TO PLACE HIS EQUIPMENT ON THE BRIDGE DECK OR PLACE ALL PAINTING EQUIPMENT BENEATH THE BRIDGE DECK FOR BRIDGE BEL-7-1187.

IF THE CONTRACTOR CHOOSES TO PLACE HIS EQUIPMENT ON THE BRIDGE DECK, THE LANE CLOSURE FOR TRAFFIC ACROSS THE BRIDGE SHALL BE ACCOMPLISHED IN ONE OF THE FOLLOWING WAYS :

- DAILY LANE CLOSURES USING CONES OR DRUMS AND THE REQUIREMENTS OF SCD MT-95.30 TO MAINTAIN A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION. KEEP NORTH BOUND RAMP FROM C.R. 7 OPEN PER SCD MT-98.11. THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT DAILY AND PLACE THE EQUIPMENT AT A STORAGE SITE. NO NIGHT LANE CLOSURES SHALL BE PERMITTED USING THIS METHOD. SOUTHBOUND RAMP TRAFFIC TO C.R. 7 SHALL BE MAINTAINED AS PER SCD MT-98.22.
- NIGHTTIME OR CONTINUOUS LANE CLOSURES USING PORTABLE CONCRETE BARRIER AND THE REQUIREMENTS OF SCD MT-95.40. ALL REQUIREMENTS OF SCD MT-95.40 SHALL BE STRICTLY ADHERED TO AND ANY CHANGES TO MEET FIELD CONDITIONS MUST BE APPROVED BY THE ENGINEER. MAINTAIN NORTHBOUND RAMP FROM C.R. 7 PER THE REQUIREMENTS OF MT-98.11. SOUTHBOUND RAMP TRAFFIC TO C.R. 7 SHALL BE MAINTAINED AS PER SCD MT-98.22.

IF THE CONTRACTOR CHOOSES TO COMPLETELY PLACE THE EQUIPMENT UNDER OR ADJACENT TO THE BRIDGE, ALL EQUIPMENT AND SUPPLIES MUST REMAIN WITHIN THE RIGHT OF WAY, BEHIND GUARDRAIL AND NOT RESTRICT TRAFFIC AT ANY TIME.

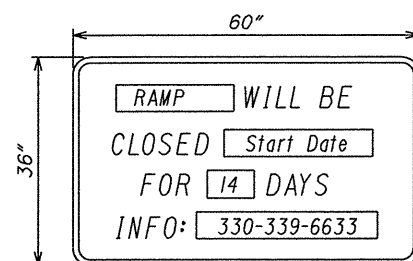
MAINTENANCE OF TRAFFIC FOR BRIDGE NO. BEL-7-1359:

RAMP B SHALL BE OPEN AT ALL TIMES EXCEPT FOR A DETOUR PERIOD OF 14 CONSECUTIVE DAYS. ALL PAINTING, PATCHING AND SEALING SHALL BE DONE WITHIN THE DETOUR PERIOD.

DATE RESTRICTION FOR THIS DETOUR WILL BE FROM JUNE 15 TO AUGUST 15.

NOTICE OF CLOSURE SIGNS, AS DETAILED BELOW, SHALL BE ERECTED BY THE CONTRACTOR AT LEAST TWO WEEKS IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. 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 THE POINT OF CLOSURE.

NO LANE CLOSURES OR RESTRICTIONS ON S.R. 7 WILL BE PERMITTED FOR THIS LOCATION.



THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE ALL SIGNS, GATES, BARRICADES, AND ADVANCE WARNING SIGNS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.60. ODOT WILL FURNISH AND INSTALL THE DETOUR SIGNING.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 x 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES, GATES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS, DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC:

- AT THE BEGINNING OF RAMP B, FROM C.R. 7.

ITEM 614, MAINTAINING TRAFFIC (CONTINUED...)

GENERAL:

ALL EXISTING LANES FOR ALL BRIDGES SHALL BE OPEN TO TRAFFIC BETWEEN OCTOBER 31 AND APRIL 1. OCTOBER 31 SHALL BE CONSIDERED TO CONSTITUTE AN INTERIM COMPLETION DATE, AND LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH CMS 108.07 FOR EACH CALENDAR DAY THAT ALL LANES ARE NOT OPEN AND AVAILABLE TO TRAFFIC.

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

MEMORIAL DAY FOURTH OF JULY LABOR DAY

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

DAY OF THE WEEK:	TIME ALL LANES MUST BE OPEN TO TRAFFIC:
SUNDAY	12:00 NOON FRIDAY THROUGH 12:00 NOON MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 12:00 NOON TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 12:00 NOON WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 12:00 NOON THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 12:00 NOON FRIDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 12:00 NOON MONDAY
SATURDAY	12:00 NOON FRIDAY THROUGH 12:00 NOON MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

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.

PRIOR TO RESTRICTING ANY LANES, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE ENGINEER A DETAILED SCHEMATIC OF THE MAINTENANCE OF TRAFFIC PHASING FOR EACH BRIDGE. THE SCHEMATIC, AS A MINIMUM FOR EACH PHASE, SHALL SHOW THE LOCATION OF ALL MAINTENANCE OF TRAFFIC SIGNING, DRUMS, PORTABLE CONCRETE BARRIER, WORK ZONE SIGNALS, AND WORK ZONE PAVEMENT MARKINGS. THE SCHEMATIC(S) SHALL BE SUBMITTED FOR APPROVAL, BY THE ENGINEER, A MINIMUM OF 7 CALENDAR DAYS PRIOR TO INSTALLATION.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, LATEST REVISION. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS, INCLUDING BUT NOT LIMITED TO IMPACT ATTENUATORS, PORTABLE CONCRETE BARRIER, WORK ZONE PAVEMENT MARKINGS, OBJECT MARKERS, AND BARRIER REFLECTORS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

DETOUR NOTIFICATION & SCHEDULE OF WORK

THE CONTRACTOR SHALL ADVISE THE DISTRICT ROADWAY SERVICES MANAGER EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ODOT SHALL PROVIDE SIGNS, SUPPORTS AND HARDWARE REQUIRED FOR THE DETOUR ROUTE. ODOT SHALL THEN INSTALL, MAINTAIN, REMOVE AND SALVAGE SIGNS THROUGHOUT THE DURATION OF THE DETOUR.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

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 ODOT INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE ODOT, 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:

WHEN SETTING UP AND TEARING DOWN TRAFFIC CONTROL.

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

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

THE LEO SHOULD REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH 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 QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE ----- 64 HOURS

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

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

NOTIFICATION OF WORK ZONE LANE RESTRICTIONS

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST EIGHTEEN (18) DAYS PRIOR TO IMPLEMENTING ANY WORK ZONE RESTRICTIONS THAT WILL REDUCE THE WIDTH OR VERTICAL CLEARANCE OF ANY LANE ON WHICH TRAFFIC WILL BE MAINTAINED DURING CONSTRUCTION.

THE ENGINEER SHALL IMMEDIATELY NOTIFY THE DISTRICT ROADWAY SERVICES MANAGER TO ADVISE THE OFFICE OF HIGHWAY MANAGEMENT OF THE RESTRICTIONS.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHT TIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

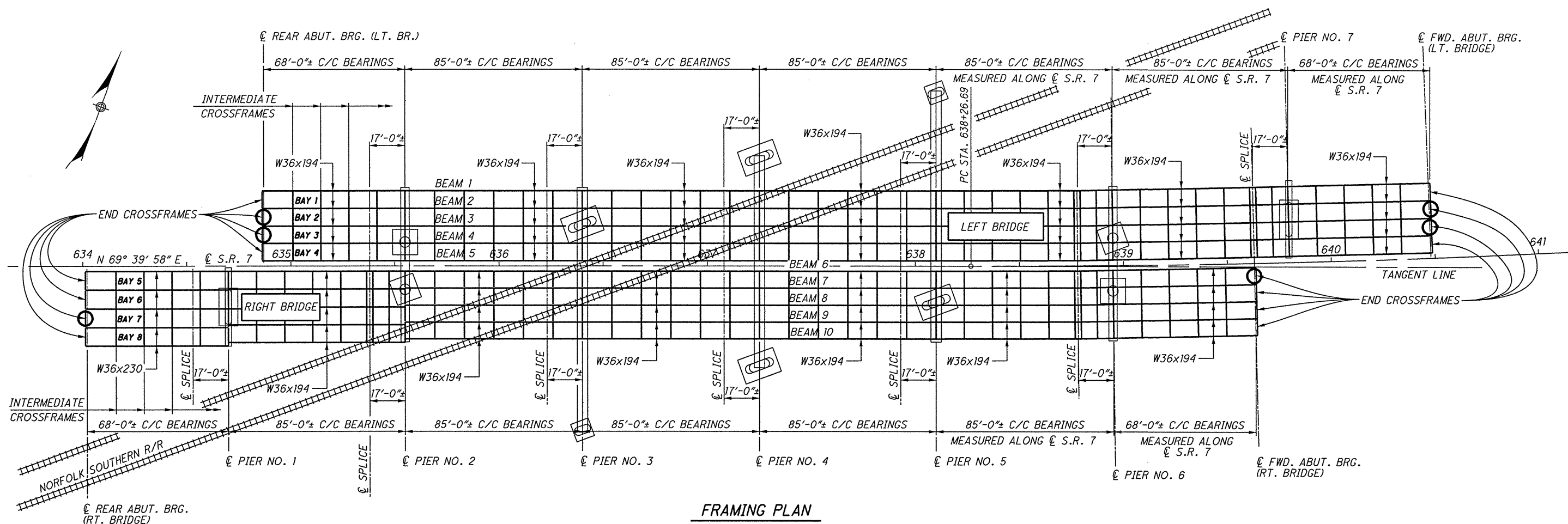
PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, AS PER PLAN.

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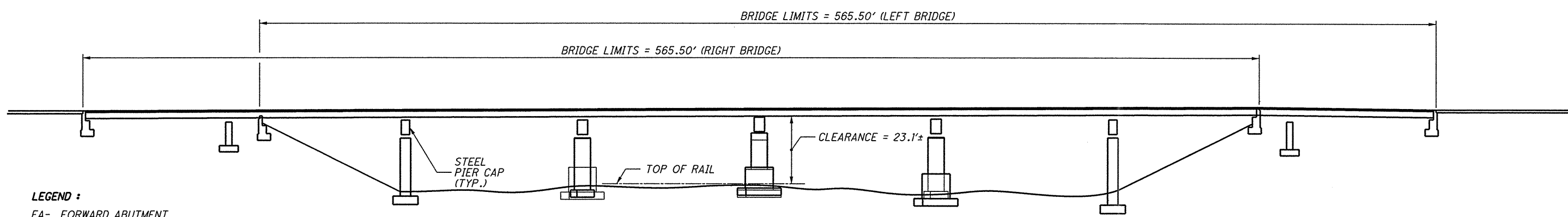
BRIDGE NO. BEL-7-		ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
1187	1359						
ROADWAY							
LUMP	LUMP	201	11000	LUMP		CLEARING AND GRUBBING	
EROSION CONTROL							
		832	30000	1000	EACH	EROSION CONTROL	
STRUCTURES							
LUMP		202	11200	LUMP		PORTIONS OF STRUCTURE REMOVED	2
	1352	512	10100	1352	SQ YD	SEALING OF CONCRETE SURFACES, (EPOXY-URETHANE)	2
409		513	10201	409	POUND	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN	2
84,637	7430	514	00050	92,067	SQ FT	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
84,637	7430	514	00056	92,067	SQ FT	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
84,637	7430	514	00060	92,067	SQ FT	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
84,637	7430	514	00066	92,067	SQ FT	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
170	15	514	00504	185	MAN HOUR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
71	5	514	10000	76	EACH	FINAL INSPECTION REPAIR	
	135	519	11101	135	SQ FT	PATCHING CONCRETE STRUCTURE, AS PER PLAN	2
MAINTENANCE OF TRAFFIC							
40	24	614	11110	64	HOURL	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	10	614	13000	10	CU YD	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
LUMP	LUMP	614	11001	LUMP		MAINTAINING TRAFFIC, AS PER PLAN	3
1	1	619	16000	2	MONTH	FIELD OFFICE, TYPE A	
		624	10000	LUMP		MOBILIZATION	

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GENERAL SUMMARY		
BEL-7-11.87		
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FRAMING PLAN



ELEVATION

LEGEND :
 FA- FORWARD ABUTMENT
 RA- REAR ABUTMENT
 3- BAY NUMBER
 BRGS.- BEARINGS
 ○ - REPAIR LOCATIONS FOR END FRAMES
 EXAMPLE: RA 3 = REAR ABUTMENT, BAY 3

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN		
LOCATION	MEMBER(S) TO REPLACE	QUANTITY
		POUND
RA 2	REPLACE HORIZONTAL ANGLE WITH NEW 4" x 4" x 5/16" ANGLE	67
RA 3	REPLACE HORIZONTAL ANGLE WITH NEW 4" x 4" x 5/16" ANGLE	67
RA 7	REPLACE HORIZONTAL ANGLE WITH NEW 4" x 4" x 5/16" ANGLE	74
FA 5	REPLACE HORIZONTAL ANGLE WITH NEW 4" x 4" x 5/16" ANGLE	67
FA 3	REPLACE HORIZONTAL ANGLE WITH NEW 4" x 4" x 5/16" ANGLE	67
FA 2	REPLACE HORIZONTAL ANGLE WITH NEW 4" x 4" x 5/16" ANGLE	67
TOTAL CARRIED TO GENERAL SUMMARY		409

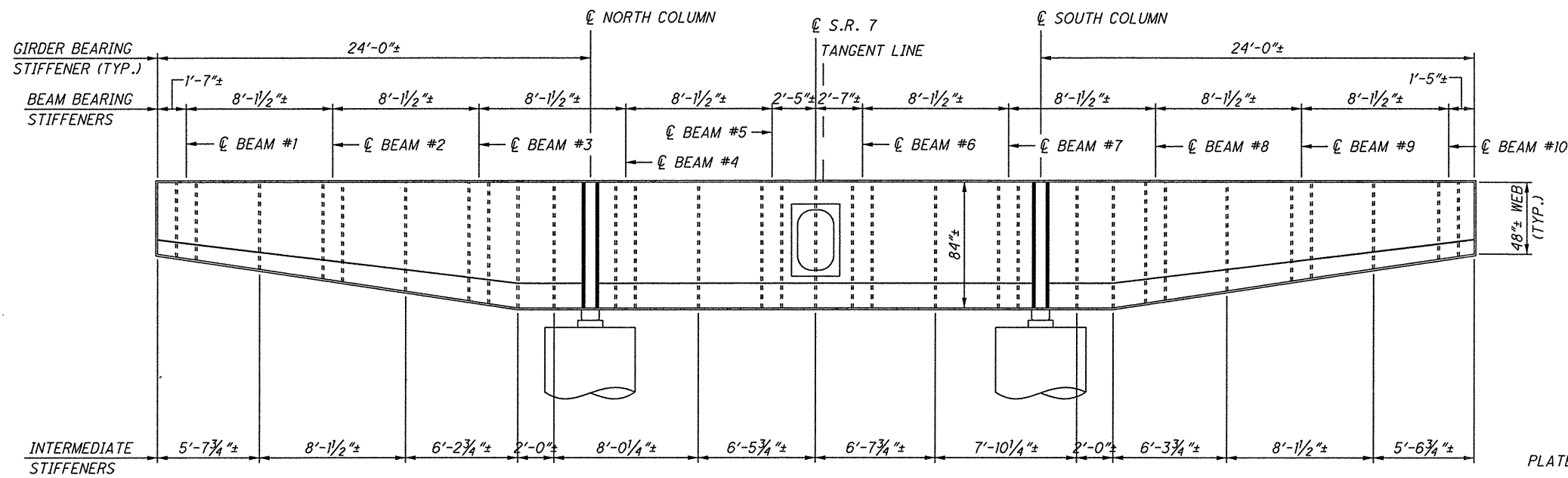
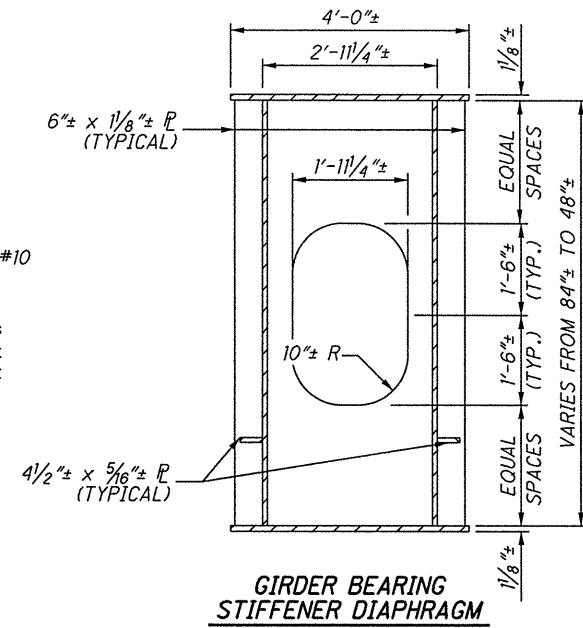
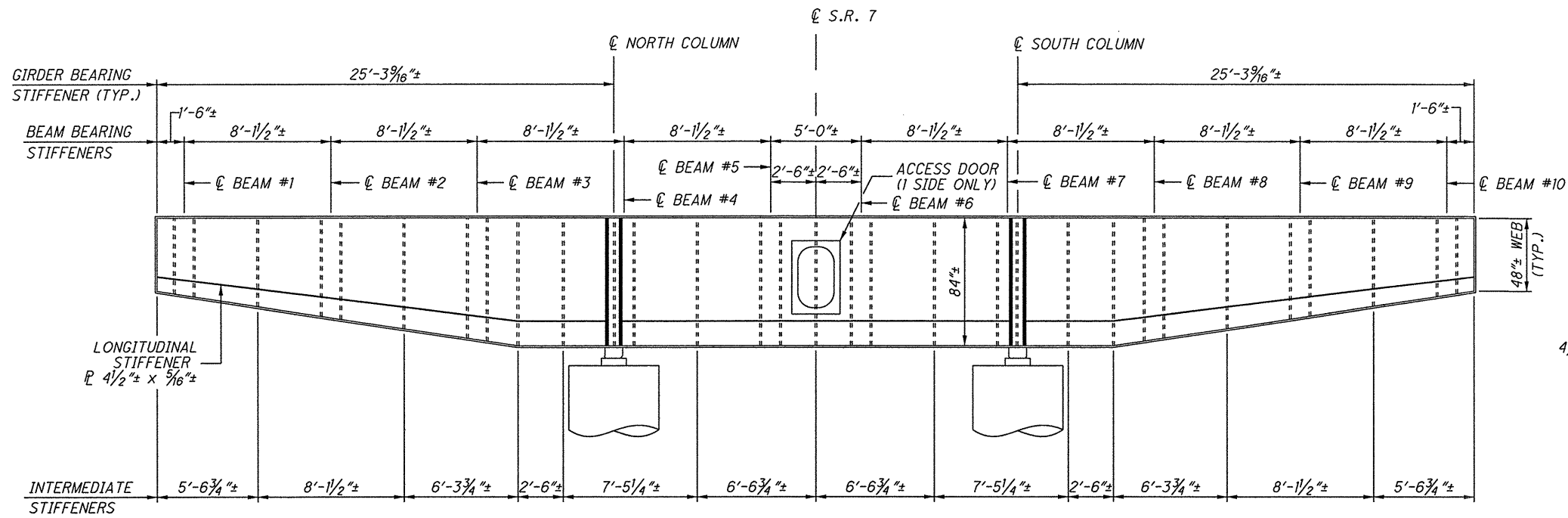
ITEM 513 CALCULATION
 WT = 8.2 LBS./FT.
 LENGTH = 8'-11 3/4"
 8.2 LBS. x 8.979' = 74 POUND

ITEM 513 CALCULATION
 WT = 8.2 LBS./FT.
 LENGTH = 8'-1 1/2"
 8.2 LBS. x 8.125' = 67 POUND

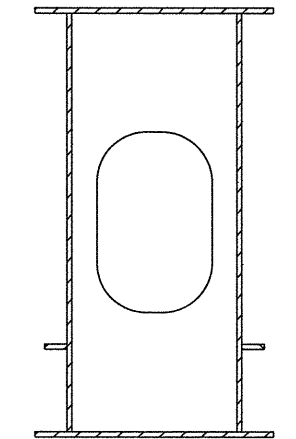
EXISTING STRUCTURE	
TYPE:	CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK, PIERS AND ABUTMENTS. PIERS 2, 3, 4, 5 AND 6 HAVE WELDED BOX GIRDER CAPS.
LENGTH:	565.50' (LEFT AND RIGHT)
WIDTH:	72'-8"± F/F PARAPETS, INCLUDING 3"± CONCRETE MEDIAN BARRIER.
RAILING:	CONCRETE PARAPET BRIDGE RAILING, DEFLECTOR TYPE PARAPET (RIGHT AND LEFT)
MINIMUM VERTICAL CLEARANCE:	23'-0"±

DESIGN AGENCY: ODOT DISTRICT 11
 PRODUCTION DEPARTMENT: 0700312
 DATE: 8-13-10
 REVIEWED: SAL
 STRUCTURE FILE NUMBER: 0700312
 DRAWN: CCW
 CHECKED: JPB
 DESIGNED: JAS
 BRIDGE NO. BEL-7-1187
 OVER NORFOLK SOUTHERN RAILROAD
 BEL-7-11.87
 5
 9

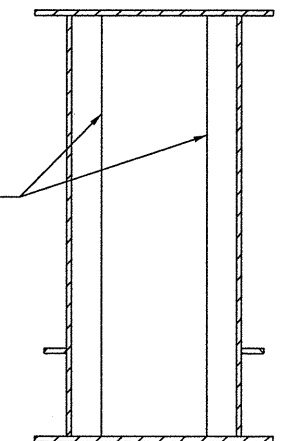
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INTERMEDIATE STIFFENER PLATES = 6" x 3/8"



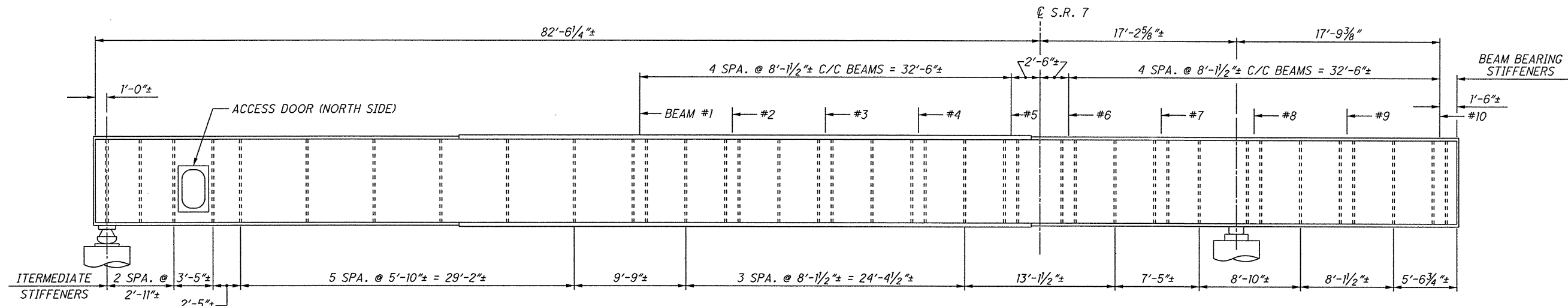
BEAM BEARING STIFFENER DIAPHRAGM



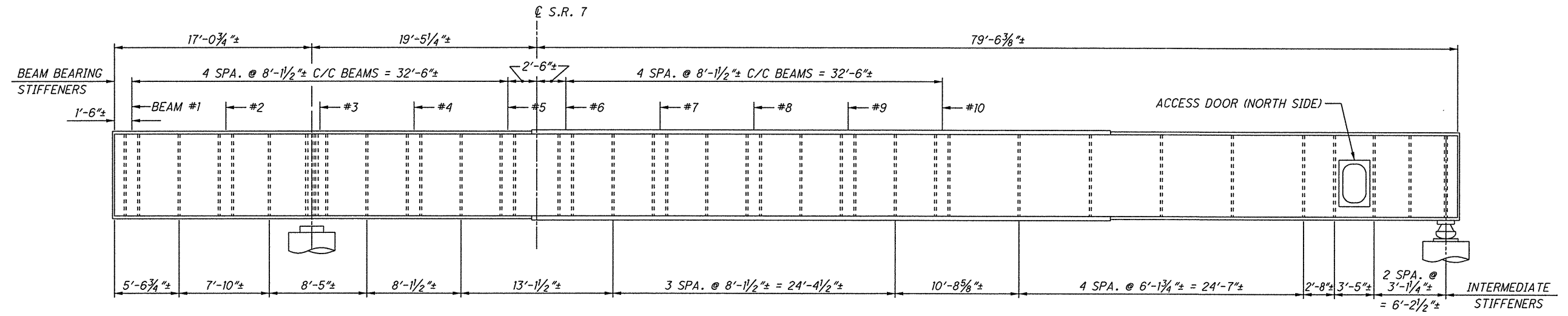
INTERMEDIATE STIFFENERS

DESIGNED JAS	CHECKED JPB	DRAWN CCW	REVIEWED SAL	DATE 8-13-10	DESIGN AGENCY ODOT DISTRICT 11
				STRUCTURE FILE NUMBER 0700312	PRODUCTION DEPARTMENT
PIER DETAILS					
BRIDGE NO. BEL-7-1187 OVER NORFOLK SOUTHERN RAILROAD					
BEL-7-11.87					

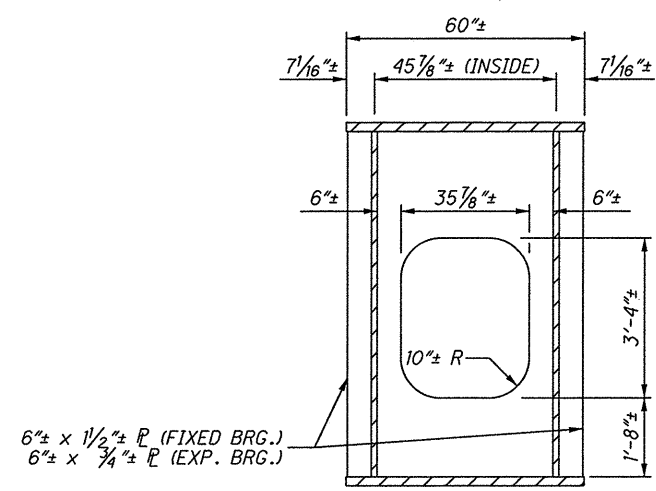




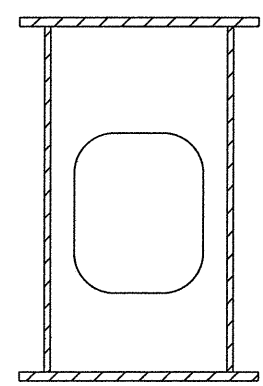
ELEVATION
BOX GIRDER AT PIER NO. 5



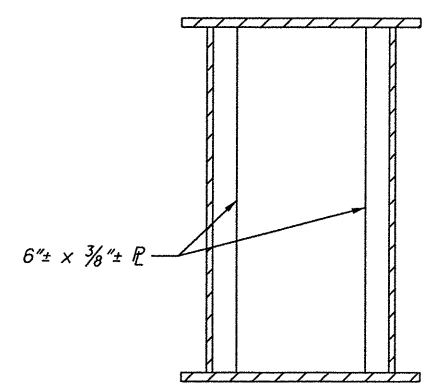
ELEVATION
BOX GIRDER AT PIER NO. 3



GIRDER BEARING
STIFFENER DIAPHRAGM



BEAM BEARING
STIFFENER DIAPHRAGM

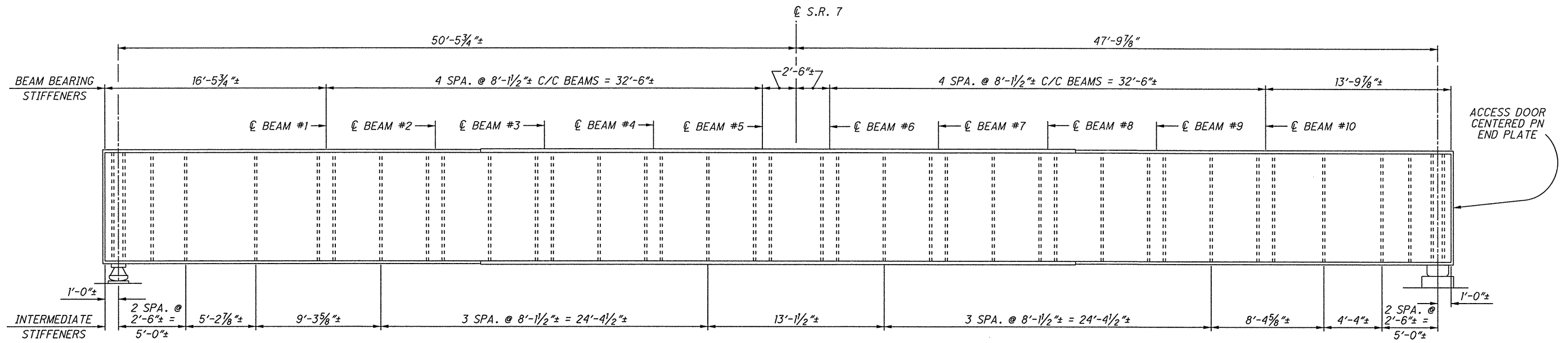


INTERMEDIATE
STIFFENERS

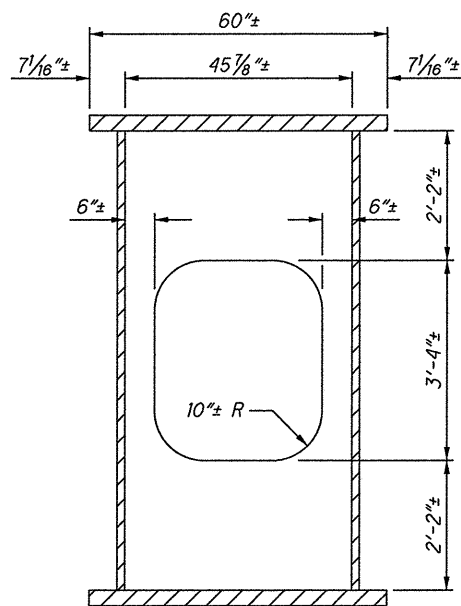
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DESIGN AGENCY	ODOT DISTRICT 11
PRODUCTION DEPARTMENT	
DATE	8-13-10
REVIEWED	SAL
STRUCTURE FILE NUMBER	0700312
DRAWN	CCW
CHECKED	JPB
DESIGNED	JAS
PIER DETAILS	
BRIDGE NO.	BEL-7-1187
OVER	NORFOLK SOUTHERN RAILRO
BEL-7-11.87	
7	9

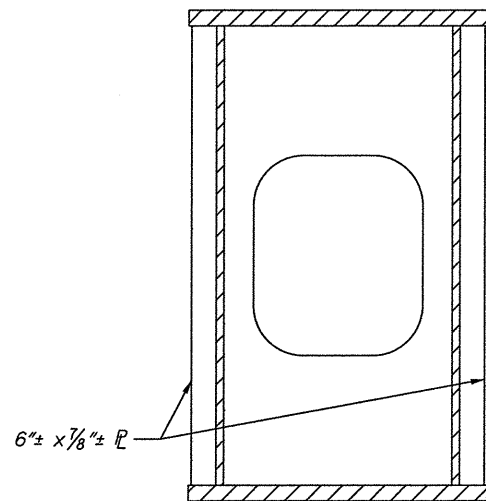
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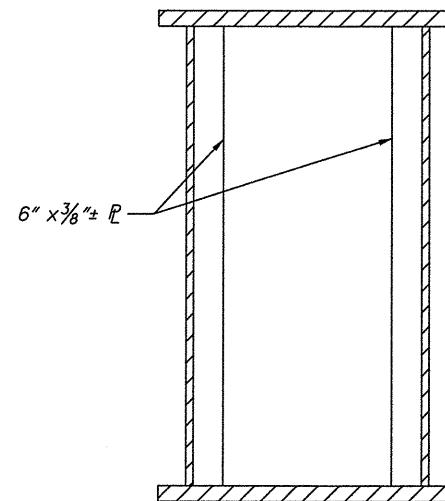
ELEVATION
BOX GIRDER AT PIER NO. 4



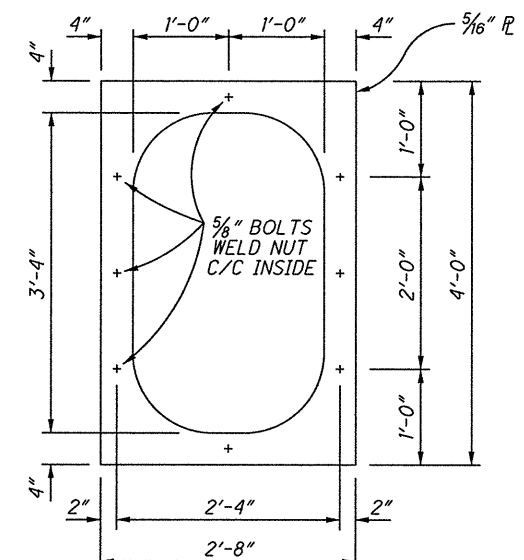
BEAM BEARING STIFFENER DIAPHRAGM



GIRDER BEARING STIFFENER DIAPHRAGM



INTERMEDIATE STIFFENERS



ACCESS HATCH AND COVER PLATE DETAIL

DESIGN AGENCY
ODOT DISTRICT 11
PRODUCTION DEPARTMENT

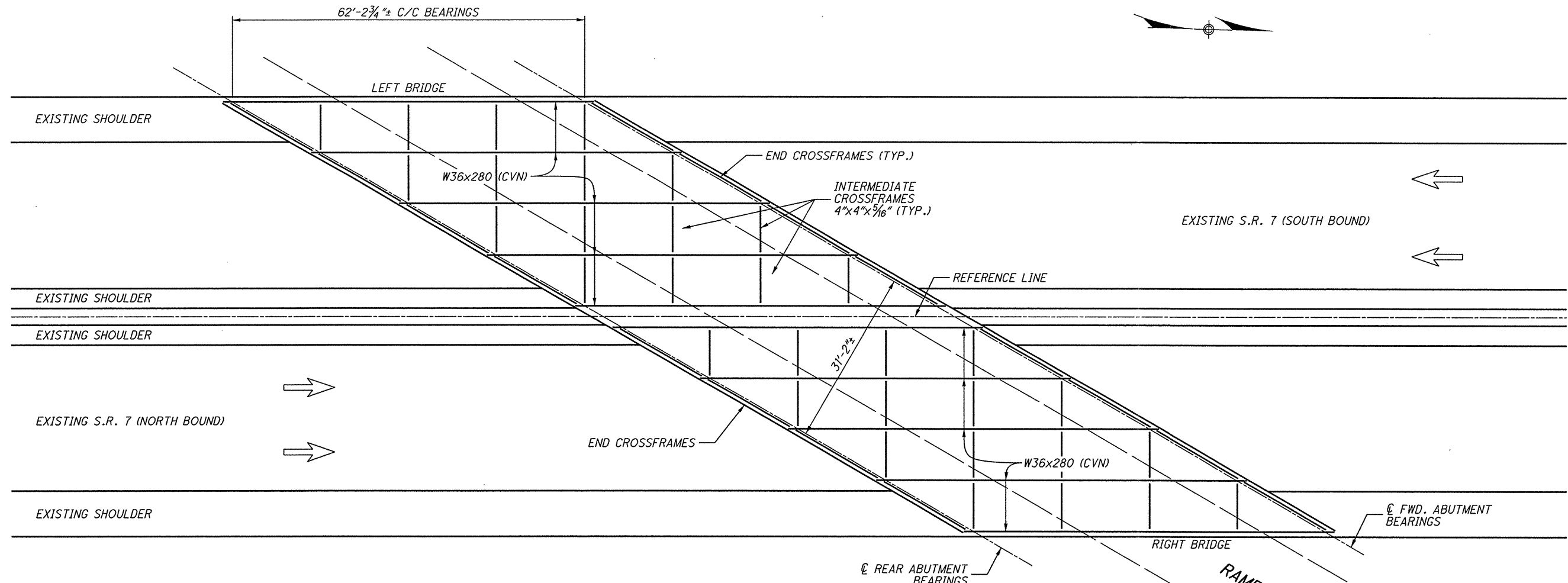
DATE
8-13-10
REVIEWED
SAL
STRUCTURE FILE NUMBER
0700312
DRAWN
CCW
CHECKED
JPB

PIER DETAILS
BRIDGE NO. BEL-7-1187
OVER NORFOLK SOUTHERN RAILROAD

BEL-7-11.87

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62'-2 3/4" ± C/C BEARINGS

LEFT BRIDGE

EXISTING SHOULDER

W36x280 (CVN)

END CROSSFRAMES (TYP.)

INTERMEDIATE CROSSFRAMES 4"x4"x3/16" (TYP.)

EXISTING S.R. 7 (SOUTH BOUND)

EXISTING SHOULDER

REFERENCE LINE

EXISTING SHOULDER

31'-2 1/2"

EXISTING S.R. 7 (NORTH BOUND)

END CROSSFRAMES

W36x280 (CVN)

EXISTING SHOULDER

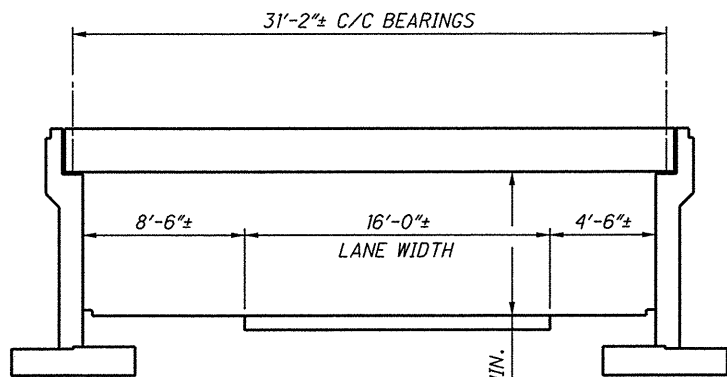
∅ FWD. ABUTMENT BEARINGS

RIGHT BRIDGE

∅ REAR ABUTMENT BEARINGS

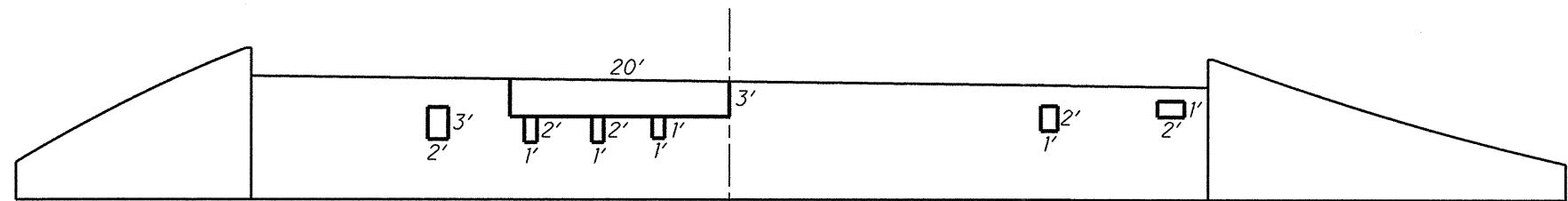
RAMP "B"

FRAMING PLAN (ALONG REFERENCE LINE)



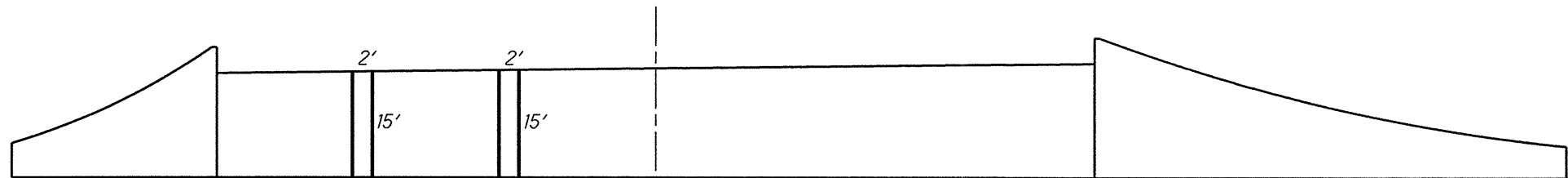
ELEVATION

CLEARANCE = 15.0' MIN.



REAR ABUTMENT (PATCHING LOCATIONS)

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN:
6 + 60 + 2 + 2 + 1 + 2 + 2 + 30 + 30 = 135 S.F.



FORWARD ABUTMENT (PATCHING LOCATIONS)

EXISTING STRUCTURE	
TYPE:	SINGLE SPAN STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.
LENGTH:	71.54'
WIDTH:	77'-8" ± F/F PARAPETS, INCLUDING 3'-0" ± CONCRETE MEDIAN BARRIER
RAILING:	CONCRETE PARAPET BRIDGE RAILING, DEFLECTOR TYPE PARAPET (RIGHT & LEFT)
MINIMUM VERTICAL CLEARANCE:	15.0' ±

DESIGN AGENCY
ODOT DISTRICT 11
PRODUCTION DEPARTMENT

DATE
8-13-10
REVIEWED
SAL
STRUCTURE FILE NUMBER
0700355

DRAWN
CCW
CHECKED
JAS
JPB

FRAMING PLAN
BRIDGE NO. BEL-7-1359
OVER RAMP "B"

BEL-7-11.87

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