

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

BUT-SR 122-0.00

MADISON, WAYNE TOWNSHIPS
BUTLER COUNTY

FEDERAL PROJECT NUMBER

E250126

RAILROAD INVOLVEMENT

CSX TRANSPORTATION, INC.

PROJECT DESCRIPTION

RESURFACING AND STRUCTURE REPAIRS OF A 6.06 MILE PORTION OF SR 122 IN BUTLER COUNTY.


EARTH DISTURBED AREAS


PROJECT EARTH DISTURBED AREA: 1.7 ACRES
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.1 ACRES
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)*
 *ROUTINE MAINTENANCE PROJECT

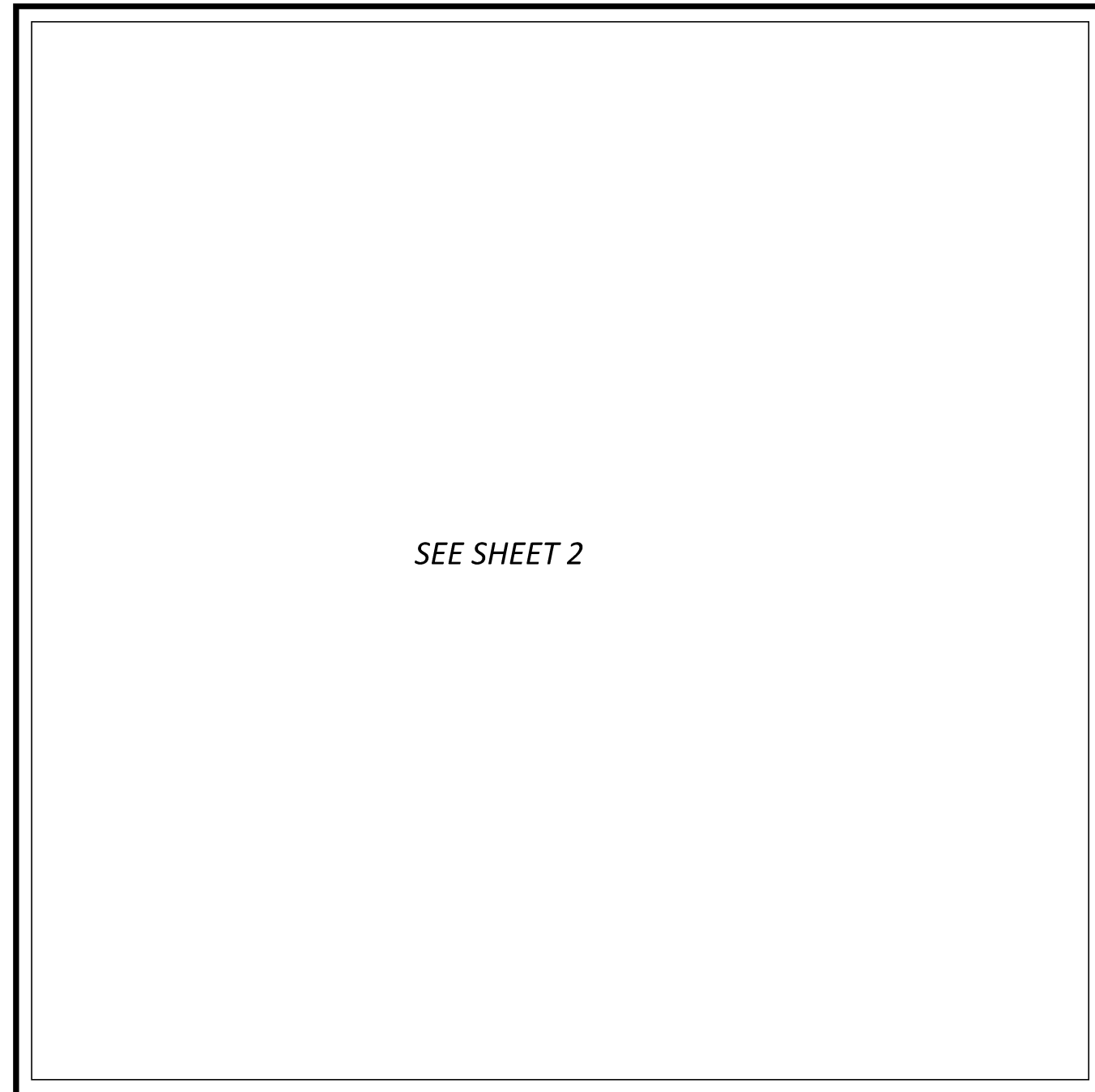
2023 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.


 Douglas A. Gruver, P.E.
 District 08 Deputy Director


 Pamela Boratyn
 Director, Department of Transportation



SEE SHEET 2

LOCATION MAP

LATITUDE: 39°32'14" LONGITUDE: -84°27'38"



INDEX OF SHEETS:

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STRUCTURE (OVER 20 FOOT SPAN)	20-29

DESIGN DESIGNATION

	BUT-122	BUT-122	BUT-122	BUT-122	BUT-122
	0.00-1.50	1.50-2.39	2.39-4.62	4.62-5.74	5.74-6.34
CURRENT ADT (2026)	3,500	3,500	6,800	8,900	11,000
DESIGN YEAR ADT (2038)	3,800	3,800	8,100	8,900	12,500
DESIGN HOURLY VOLUME (2038)	500	500	900	1100	1500
DIRECTIONAL DISTRIBUTION	56.8%	56.8%	61.5%	62.3%	61.8%
TRUCKS (24 HOUR B&C)	6.0%	6.0%	3.0%	3.0%	3.0%
DESIGN SPEED	60	50	50	50	50
LEGAL SPEED	55	45	45	45	45
DESIGN FUNCTIONAL CLASSIFICATION:					
05 MAJOR COLLECTOR (RURAL 0.00-5.7), 05 MAJOR COLLECTOR (URBAN 5.72-6.20)					
NHS PROJECT	NO				

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE REQUIRED

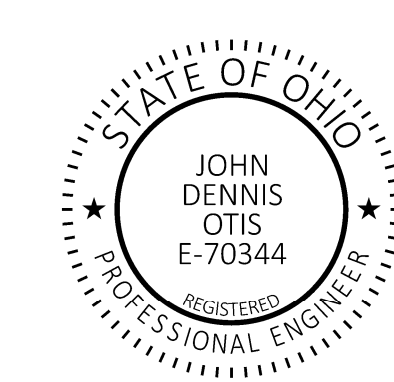
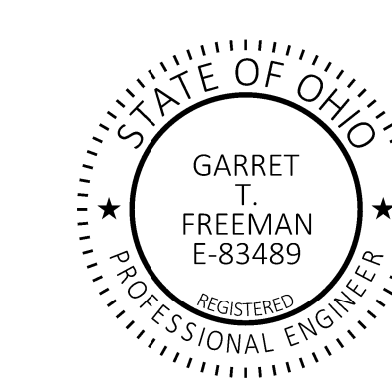
UNDERGROUND UTILITIES
 Contact Two Working Days
 Before You Dig


OHIO811.org
 Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
 (Non members must be called directly)

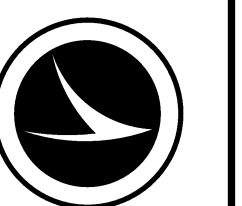
PLAN PREPARED BY:
 ODOT DISTRICT 8 ENGINEERING
 505 S. STATE ROUTE 741
 LEBANON, OHIO 45036

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	MT-96.26	1/17/25	800-2023	7/18/25
BP-4.1	7/19/13	MT-97.10	7/18/25	832	7/18/25
MGS-2.1	7/18/25	MT-97.12	7/18/25	846	4/17/15
MGS-4.3	7/18/25	MT-99.20	4/19/19	897	1/16/15
MGS-5.3	7/15/16	MT-101.75	7/21/23		9/9/2025
DBR-2-73	7/19/02	MT-105.10	1/17/20	961	4/17/20
DBR-3-11	7/15/11				
EXJ-4-87	1/19/24	TC-61.30	7/19/24		
GSD-1-19	7/19/24	TC-65.10	1/17/14		
PCB-91	7/17/20	TC-65.11	1/17/25		
		TC-71.10	7/18/25		
MT-95.31	7/18/25				
MT-95.32	7/18/25	RM-4.2	7/18/25		
MT-95.50	7/21/17				
MT-96.11	7/18/25				
MT-96.20	7/18/25				

ENGINEER'S SEAL	ENGINEER'S SEAL
ROADWAY	BRIDGE
	

TITLE SHEET

DESIGN AGENCY



DESIGNER
JED

REVIEWER
JDO 8-6-25

PROJECT ID
112554

SHEET TOTAL
P.1 | 29

BUT-SR 122-0.00

MODEL: Sheet PAPER/SIZE: 34x22 (in.) DATE: 5/15/2026 TIME: 2:59:31 PM PLTDRV: OHDOT_PDF.plt PENTBL: OHDOT_Permit USER: Benjamin.Peters@doh.ohio.gov WORKSPACE: OHDOTCEV02 WORKSET: 112554 PRODUCT: OpenRoadsDesigner 24.00.00.205 p:\vohodot-pw-bentley.com\ohiodot-pw-02\Documents\02 Sold Projects\District 08\Butler\112554\400-Engineering\Roadway\Sheets\112554_GT001.dgn

PID 112554

BUT-SR 122-.000²²

BEGIN PROJECT
BUT-SR 122
S.L.M. 0.00

RESUME PROJECT
BUT-SR 122
S.L.M. 2.78

SUSPEND PROJECT
BUT-SR 122
S.L.M. 2.62

END PROJECT
BUT-SR 122
S.L.M. 6.06

CSX
RAILROAD CROSSING



LOCATION MAP

BUT-SR 122-0.00

MODEL: Sheet PAPER:SIZE: 34x22 (in.) DATE: 11/19/2025 TIME: 3:08:17 PM USER: bpeters1
p:\vohodop-pw-bentley.com\ohodop-pw-02\Documents\01 Active Projects\District 08\Butler\112554\400-Engineering\Roadway\Sheets\112554_LM001.dgn

NOT TO SCALE

DESIGN AGENCY



DESIGNER
JED

REVIEWER
JDO 8/6/25

PROJECT ID
112554

SHEET TOTAL
P.2 | 29

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER UNLESS AUTHORIZED BY THE ENGINEER." THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DIRECTION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF THE RESURFACING OPERATION. THIS WILL BE NECESSARY TO ASSURE THE CORRECT PLACEMENT OF MARKINGS IN ORIGINAL LOCATIONS EXCEPT "ONLY" MARKINGS WHICH ARE NOT TO BE REPLACED. FOR CENTER LINE MARKINGS, THE CONTRACTOR SHALL INSTALL THE PASSING/NO PASSING ZONE MARKINGS ACCORDING TO THE CURRENT CENTER LINE LOGS AVAILBLE AT <http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/Pages/CenterlinePassingandNoPassingZoneLogs.aspx>

PAYMENT FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

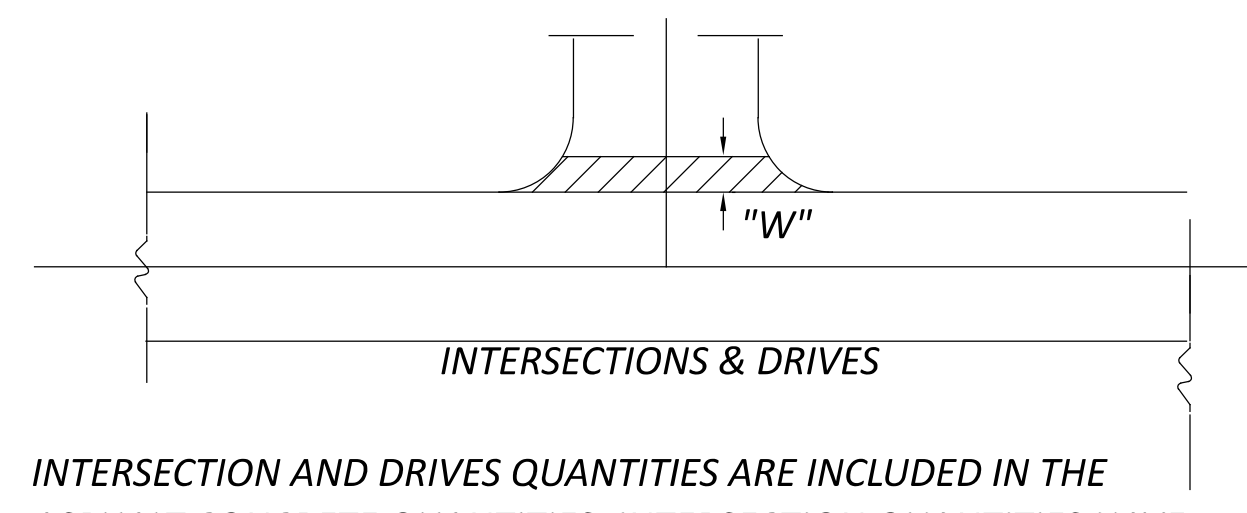
ITEM 644 - DOTTED LINE, 4", AS PER PLAN

THIS PAY ITEM IS TO INCLUDE PLACING A DOUBLE YELLOW DOTTED LINE. THE WIDTH OF THE DOTTED LINE SHOULD MATCH THE WIDTH OF THE CENTERLINE. A QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 644, DOTTED LINE, 4", AS PER PLAN. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE PER FOOT PRICE BID.

ITEM 623 - CONSTRUCTION LAYOUT STAKES, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATION, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER, THE PAVEMENT SHALL BE REFERENCED IN 1000' FEET INCREMENTS OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

INTERSECTIONS AND DRIVES



INTERSECTION AND DRIVES QUANTITIES ARE INCLUDED IN THE ASPHALT CONCRETE QUANTITIES. INTERSECTION QUANTITIES HAVE BEEN ESTIMATED AT 15' MEASURED FROM EDGE OF PAVED SHOULDER, DRIVE QUANTITIES HAVE BEEN ESTIMATED AT 3' "W" MEASURED FROM EDGE OF PAVED SHOULDER.

PERFORM WORK PER SPECIFIED OFFSET LIMITS UNLESS THERE IS AN EXISTING JOINT LOCATED CLOSER TO THE EDGE OF PAVED SHOULDER, IN WHICH CASE END WORK AT SAID JOINT.

ITEM 254 - PAVEMENT PLANING

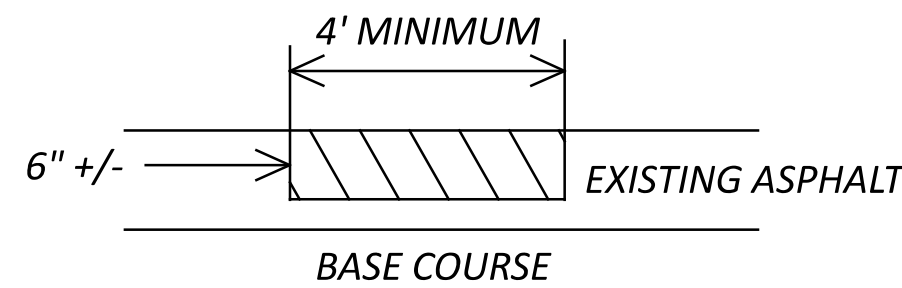
THE PAVEMENT PLANING SHALL BE SCHEDULED TO BE COVERED BY THE SURFACE COURSE PRIOR TO REOPENING THE LANE TO TRAFFIC, EXCEPT THE CONTRACTOR IS PERMITTED TO MILL AHEAD 1000 FEET BEYOND THE PLACED SURFACE COURSE. THE MILLED AHEAD SURFACE SHALL BE COVERED BY THE SURFACE COURSE ASPHALT WITHIN 72 HOURS OF BEING OPEN TO TRAFFIC. ADDITIONALLY, THE MILLED AHEAD SURFACE SHALL NOT BE LOCATED WITHIN AN INTERSECTION OR RAMP. THE MILLED AHEAD SURFACE SHALL BE SMOOTH, FREE OF DEBRIS, AND FREE OF POTHOLES. A DISINCENTIVE IN THE AMOUNT OF \$1,500 SHALL BE ASSESSED FOR EACH DAY THE CONTRACTOR FAILS TO MEET ANY OF THESE REQUIREMENTS.

UTILITIES

THIS PROJECT REQUIRES THE INSTALLATION OF NEW GUARDRAIL POSTS. SURVEY WORK HAS NOT BEEN PERFORMED ON THIS PROJECT, NOR HAVE THE UTILITY LOCATIONS BEEN CONFIRMED IN THE FIELD. IN ADDITION TO CMS 105.07, IF, DURING THE COURSE OF INSTALLING ANY NEW GUARDRAIL COMPONENT, IT IS DETERMINED THAT A UTILITY CONFLICT MAY RESULT, THE CONTRACTOR IS TO NOTIFY THE PROJECT ENGINEER IMMEDIATELY. UTILITIES ARE NOT TO BE RELOCATED AS A RESULT OF THIS OPERATION. ADJUSTMENTS TO THE PROPOSED GUARDRAIL WILL ACCOMMODATE THE EXISTING UTILITY. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING THE GUARDRAIL VIA MEANS THAT WOULD BE COMPLIANT WITH THE IMPACTED UTILITY S SAFETY GUIDELINES AS WELL AS STILL MEETING ODOT S DESIGN CRITERIA. ANY MINOR ADJUSTMENTS MADE TO THE PROPOSED GUARDRAIL INSTALLATIONS SHALL BE INCIDENTAL TO PAY ITEM 606. THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

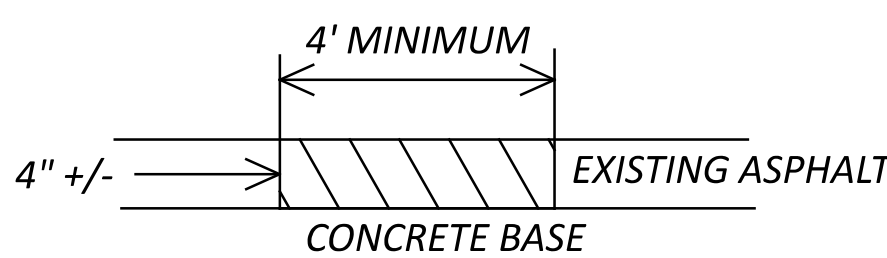
ITEM 253 - PAVEMENT REPAIR

AN ESTIMATED QUANTITY OF 650 CU YDS OF ITEM 253- PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE PAVEMENT PLANING OF ROADWAY.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A DEPTH OF 6" +/- OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE. THE BASE SHALL BE COMPACTED AS PER 401.08E AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

FOR SECTION S.L.M. 5.81-6.06



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A DEPTH OF 4" +/- OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE. THE BASE SHALL BE COMPACTED AS PER 401.08E AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

ITEM 611 - MANHOLE ADJUSTED TO GRADE

THIS WORK SHALL CONSIST OF ADJUSTING MANHOLES TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
ITEM 611 - MANHOLE ADJUSTED TO GRADE2 EACH

ITEM 202 - ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN

WHERE DESIGNATED, EXISTING ANCHOR ASSEMBLIES INCLUDING ALL POSTS AND HARDWARE SHALL BE REMOVED. THIS ITEM SHALL ALSO INCLUDE THE REMOVAL OF THE ENTIRE CONCRETE ANCHOR AND CONCRETE ENCASEMENT. ALL HOLES LEFT AFTER REMOVAL OF ASSEMBLIES AND POSTS SHALL BE FILLED WITH GRANULAR MATERIAL AS DIRECTED BY THE ENGINEER. PAYMENT SHALL INCLUDE ALL NECESSARY LABOR AND EQUIPMENT REQUIRED TO PERFORM THE WORK AS INDICATED ABOVE. PAYMENT SHALL BE AT THE UNIT BID PRICE.

ITEM 517 - BRIDGE RAILING REBUILT, AS PER PLAN

THIS WORK INCLUDES REMOVAL OF THE EXISTING DEEP BEAM RAIL W-BEAM RAIL AND REPLACING WITH NEW W-BEAM RAIL FOLLOWING STANDARD DRAWING DBR-2-73 REQUIREMENTS.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING MASH 2016 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 REBOUNDABLE RETROREFLECTIVE 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.

SOLE SOURCE AQUIFER

THIS PROJECT IS LOCATED WITHIN THE GREATER MIAMI SOLE SOURCE AQUIFER FROM SLM 0.00 TO SLM 1.035, SLM 2.935 TO SLM 3.100, AND SLM 5.745 TO SLM 6.209. THIS PROJECT IS ALSO LOCATED WITHIN THE MIDDLE TOWN CITY PWS-INNER MANAGEMENT ZONE AND THE MIDDLETOWN CITY- SOURCE WATER PROTECTION AREA FROM SLM 5.631 TO SLM 5.906. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. DO NOT STORE FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY. REPORT ALL SPILLS OR EVENTS TO THE MIDDLETOWN WATER DEPARTMENT AT (513)-425-7781. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT WAYNE TOWNSHIP FIRE DEPARTMENT AT (513)-217-0055 FOR SLM 0.00-1.035, MADISON TWP FIRE DEPARTMENT AT (513)-424-3384 FOR SLM 2.935-3.100 OR MIDDLETOWN FIRE DEPARTMENT STATION 81 AT (513)-425-7996 FOR SLM 5.745-6.209, OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT.

UTILITIES

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

BUTLER RURAL ELECTRIC COOPERATIVE

3888 STILLWELL BECKETT ROAD
OXFORD, OH 45056
513-867-4438 (RAY BRUNNER)
RAYB@BUTLERRURAL.COOP

DUKE ELECTRIC - TRANSMISSION

2010 DANA AVE
CINCINNATI, OH 45207
513-514-8209 (CHRIS TEPE)
CHRIS.TEPE@DUKE-ENERGY.COM

SOUTHWEST REGIONAL WATER DISTRICT

3640 OLD OXFORD HIGHWAY
HAMILTON, OH 45013
513-863-0828 (TOM PUCKETT)
PUCKETTT@SWWATER.ORG

PAVING AT RAILROAD CROSSING

WORK THE CROWN OUT OF THE PROPOSED PAVEMENT ON EACH SIDE OF THE RAILROAD CROSSING, BEGINNING 50 FEET FROM THE NEAREST RAIL, BY RAISING THE EDGES OF THE NEW PAVEMENT TO MEET THE PLATFORM ELEVATION.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF _25_ FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND THE ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO FILE A NEW FAA FORM 7460-1, ADVISING THE FAA THAT AERONAUTICAL STUDY NUMBER _2025-AGL-13916-0E IS BEING RESUBMITTED AND THAT AN ALTERATION TO THE ORIGINAL SUBMISSION IS REQUESTED.

NOTIFY THE ODOT OFFICE OF AVIATION WHEN RESUBMITTING FAA FORM 7460-1. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FAA APPROVAL MAY TAKE UP TO 45 DAYS. ALL SUBMISSIONS SHALL BE DIRECTED TO THESE OFFICES:

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION GROUP
10101 HILLWOOD PARKWAY
FORT WORTH, TX 76177
FAX: (817) 222-5920
HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235

DESIGN AGENCY



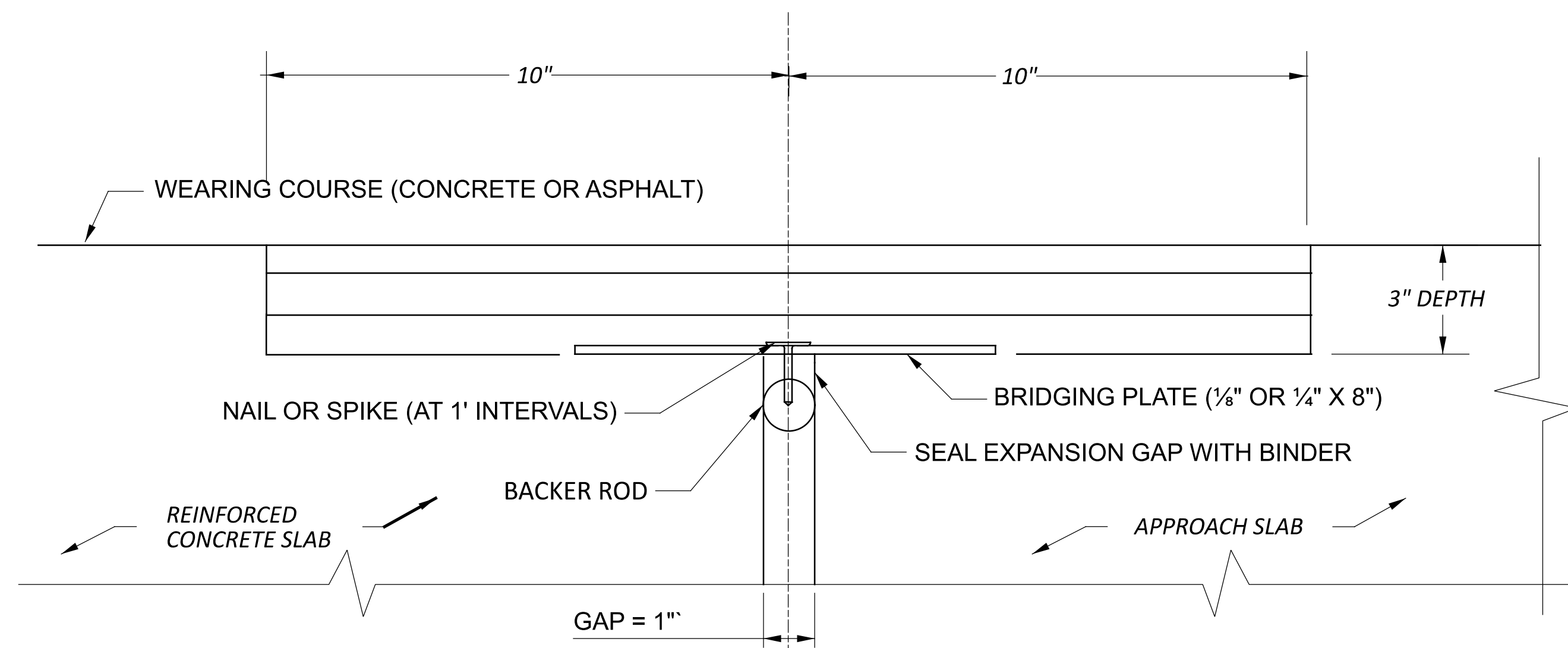
DESIGNER
JAB

REVIEWER
JDO 8/6/25

PROJECT ID
112554

SHEET TOTAL
P.3 29

TYPICAL POLYMER MODIFIED ASPHALT EXPANSION JOINT FOR CONCRETE SLAB



ITEM 846-POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM

THE REPLACEMENT POLYMER MODIFIED ASPHALT (PMA) EXPANSION JOINT SHALL EXTEND 0.25" MINIMUM DEEPER IN DEPTH THAN THE EXISTING PMA JOINT.
 THE DETAIL BELOW WAS USED AS A BASIS TO ESTIMATE A QUANTITY FOR ITEM 846.

WIDTH = 1.67 FT
 DEPTH = 0.25 FT
 LENGTH = SEE TABLE BELOW

VOLUME = (WIDTH)*(DEPTH)*(LENGTH)

POLYMER MODIFIED ASPHALT (PMA) EXPANSION JOINT				TOTAL (CU FT)
BRIDGE LOCATION	# OF JOINTS	PMA EXPANSION JOINT LENGTHS (FT)	VOLUME (CU FT)	
BUT-122-0076	2	32	13.36	26.72
		32	13.36	

CLEARING AND GRUBBING

REMOVE TREES AND ALL VEGETATION WITHIN THE NEW TEMPORARY PAVEMENT LIMITS OF STRUCTURE BUT-122-0297. SEE MOT SITE PLANS FOR REMOVAL LIMITS. A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS ASSET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

DEEP BEAM BRIDGE RETROFIT RAILING, AS PER PLAN

RETROFIT THE EXISTING BRIDGE RAIL ON THE BRIDGGE PER DBR-3-11. IN ADDITION TO WHAT IS REQUIRED BY STANDARD DRAWING THE EXISTING POST MAY BE RE-USED, BUT THE TUBLAR BACK-UP AND W-RAIL SHALL BE REPLACED. PAYMENT FOR THE MATERIALS AND LABOR ASSOCIATED WITH THE WORK STATED ABOVE SHALL BE INCLUDED IN ITEM 517-DEEP BEAM RAIL, APP FOR PAYMENT.

ASBESTOS ABATEMENT

A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST INSPECTED BRIDGE SFN 0902128 SCHEDULED FOR REHABILITATION; THE ASBESTOS INSPECTION DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE STRUCTURE BUT-122-02.97 IN EXCESS OF THE ALLOWABLE REGULATORY LIMITS AND NO ABATEMENT IS REQUIRED.

ELECTRONIC SUBMISSION:

THE CONTRACTOR SHALL SUBMIT ELECTRONICALLY TO OEPA A COMPLETED NOTIFICATION OF DEMOLITION & RENOVATION FORM (NDRF) AND APPLICABLE FEES ALONG WITH THE ASBESTOS SURVEY REPORT. THE COMPLETED NDRF MUST BE SUBMITTED TO OEPA AT LEAST 10 DAYS PRIOR TO ANY DEMOLITION AND RENOVATION ACTIVITY. THE CONTRACTOR IS RESPONSIBLE FOR RETAINING AN ELECTRONIC COPY OF THE NDRF (IN PDF FORM) FOR SUBMISSION TO THE DISTRICT ENVIRONMENTAL STAFF AND ONE HARD COPY TO THE PROJECT ENGINEER.

(GO TO THE OEPA EBUSINESS CENTER AND SUBMIT THE DNRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT)

HARD COPY SUBMISSION:

THE CONTRACTOR MAY ELECT TO SUBMIT A HARD COPY OF THE COMPLETED NDRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT TO THE FOLLOWING:

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

OR

ASBESTOS PROGRAM
 OHIO EPA, DAPC
 50 W TOWN ST, SUITE 700
 COLUMBUS, OHIO 43215

IF THE CONTRACTOR ELECTS TO SUBMIT A HARD COPY TO OEPA THEY ARE RESPONSIBLE FOR RETAINING A HARD COPY OF THE NDRF FOR SUBMISSION TO THE DISTRICT ENVIRONMENTAL STAFF AND A HARD COPY TO THE PROJECT ENGINEER.

DESIGN AGENCY



DESIGNER

JAB

REVIEWER

JDO 8/6/25

PROJECT ID

112554

SHEET TOTAL

P.4 | 29

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TWO-WAY EXISTING TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, AND ITEM 615 ROADS FOR MAINTAINING TRAFFIC AND TEMPORARY SURFACES USING ITEM 614.

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

- NEW YEAR'S (OBSERVED) THANKSGIVING
- MEMORIAL DAY CHRISTMAS (OBSERVED)
- FOURTH OF JULY (OBSERVED)
- LABOR DAY
- ELECTION DAY ((NOV))

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

DAY OF HOLIDAY TIME ALL LANES
OR SPECIAL EVENT MUST BE OPEN TO TRAFFIC

- SUNDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY
- MONDAY 12:00N FRIDAY THROUGH 6:00 AM TUESDAY
- TUESDAY 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
- TUESDAY (GEN./REG. ELECTION)
 5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
- WEDNESDAY 12:00N TUESDAY THROUGH 6:00 AM THURSDAY
- THURSDAY 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
- THURSDAY (THANKSGIVING ONLY)
 6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
- FRIDAY 12:00N THURSDAY THROUGH 6:00 AM MONDAY
- SATURDAY 12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$70 PER DAY.

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.

TRAFFIC SHALL BE MAINTAINED AT ALL INTERSECTIONS AND DRIVES AT ALL TIMES AND SHALL BE CONTROLLED WITH FLAGGERS AND TRAFFIC CONTRAOL DEVICES AS REQUIRED AND SHALL BE SUBJECT TO APPROVAL BY THE ENGINEER.

ITEM 614, MAINTAINING TRAFFIC (CONTINUED)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE. 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. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
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

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

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.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (BI-DIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING 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.

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 CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1
BI-DIRECTIONAL) _22_ EACH

ITEM 614, OBJECT MARKER, TWO-WAY _22_ 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.

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 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET.

[OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.]

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 2 (BI-DIRECTIONAL)
22 EACH

ITEM 614, OBJECT MARKER, TWO-WAY _22_ EACH

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

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME 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.

ITEM 614 - WORK ZONE MARKINGS

THE CONTRACTOR SHALL PLACE WORK ZONE PAVEMENT MARKINGS UPON COMPLETION OF THE SURFACE COURSE PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

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 PER C&MS 614.11. TOTALS LISTED BELOW CARRIED TO GENERAL SUMMARY.

- ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 0.80 MILE
- 642 PAINT
- ITEM 614 - WORK ZONE CENTER LINE, CLASS III, 6.1 MILE
- 642 PAINT
- ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 11.21 MILE
- 642 PAINT
- ITEM 614 - WORK ZONE CHANNELIZING LINE, CLASS III, 12", 906 FT
- 642 PAINT
- ITEM 614 - WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS III, 1,883 FT
- 642 PAINT
- ITEM 614 - WORK ZONE STOP LINE, CLASS III, 12 FT
- 642 PAINT
- ITEM 614 - WORK ZONE ARROW, CLASS III, 11 EA
- 642 PAINT
- ITEM 614 - WORK ZONE SCHOOL SYMBOL MARKING, 96", CLASS III, 2 EA
- 642 PAINT
- ITEM 614 - WORK ZONE RAILROAD SYMBOL MARKING, CLASS III, 2 EA
- 642 PAINT
- ITEM 614 - WORK ZONE ISLAND MARKING, CLASS III, 273 SF
- 642 PAINT

**ITEM 614 - MAINTAINING TRAFFIC, MISC.:
 PORTABLE TRAFFIC SIGNALS WITH WORK PAD**

PORTABLE TRAFFIC SIGNALS SHALL BE UTILIZED DURING MAINTENANCE OF TRAFFIC (MOT) PHASE 1 AND PHASE 2 ON SR 122 AND HURSH ROAD. THE CONTRACTOR SHALL SUBMIT PROPOSED SIGNAL EQUIPMENT SELECTIONS FOR APPROVAL BY THE ENGINEER PRIOR TO SHIFTING TRAFFIC INTO MOT PHASES 1 & 2. ALL PORTABLE TRAFFIC SIGNAL EQUIPMENT SHALL CONFORM TO THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION 961 AND SHALL BE LISTED ON THE APPROVED PRODUCTS LIST FOR PORTABLE TRAFFIC SIGNALS SUPPLEMENT 1050. SIGNAL TIMING SHALL BE IMPLEMENTED AS SHOWN ON SHEET P.7, AND ASSEMBLIES SHALL BE PLACED IN ACCORDANCE WITH THE LOCATIONS SHOWN IN THE PLANS. FINAL PLACEMENT LOCATIONS SHALL BE CONFIRMED IN THE FIELD TO ENSURE THAT SIGNAL HEAD VISIBILITY MEETS ALL APPLICABLE SIGHT DISTANCE REQUIREMENTS.

A TEMPORARY WORK PAD SHALL BE PROVIDED AT EACH PORTABLE TRAFFIC SIGNAL LOCATION TO ENSURE A STABLE, LEVEL, AND SECURE FOUNDATION FOR THE SIGNAL TRAILER DURING ALL PHASES OF OPERATION. THE WORK PAD SHALL BE CONSTRUCTED OF CRUSHED AGGREGATE IN THE FORM OF CRUSHED LIMESTONE, CRUSHED SLAG, CRUSHED GRAVEL OR OTHER TYPES OF SUITABLE MATERIALS MEETING THE REQUIREMENTS OF ITEM 617 AND HAVING THE APPROVAL OF THE DIRECTOR. THE PAD SHALL BE SIZED TO ACCOMMODATE THE FULL FOOTPRINT OF THE TRAILER AND ALLOW FOR SAFE ACCESS AND MAINTENANCE. PLACEMENT OF THE WORK PAD SHALL BE COORDINATED WITH THE ENGINEER AND FIELD-VERIFIED TO ENSURE PROPER ALIGNMENT, VISIBILITY, AND COMPLIANCE WITH SIGHT DISTANCE REQUIREMENTS. PAYMENT FOR THE PORTABLE TRAFFIC SIGNALS, INCLUDING ALL LABOR, EQUIPMENT, AND INCIDENTAL ITEMS NECESSARY FOR INSTALLATION, AS WELL AS THE CONSTRUCTION, MAINTENANCE, AND REMOVAL OF THE TEMPORARY WORK PADS, SHALL BE MADE AT THE LUMP SUM CONTRACT BID PRICE UNDER THE ITEM: MAINTAINING TRAFFIC, MISC.: PORTABLE TRAFFIC SIGNALS WITH WORK PAD.

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 OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
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RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
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	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
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	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
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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
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ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

DESIGN AGENCY



DESIGNER

BCP

REVIEWER

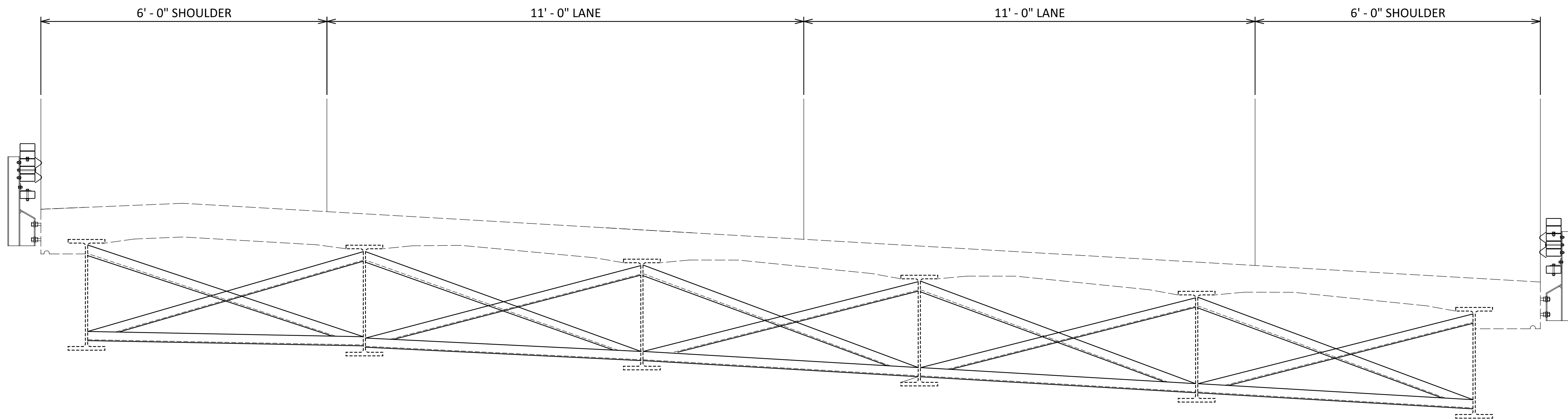
JDO 8/6/25

PROJECT ID

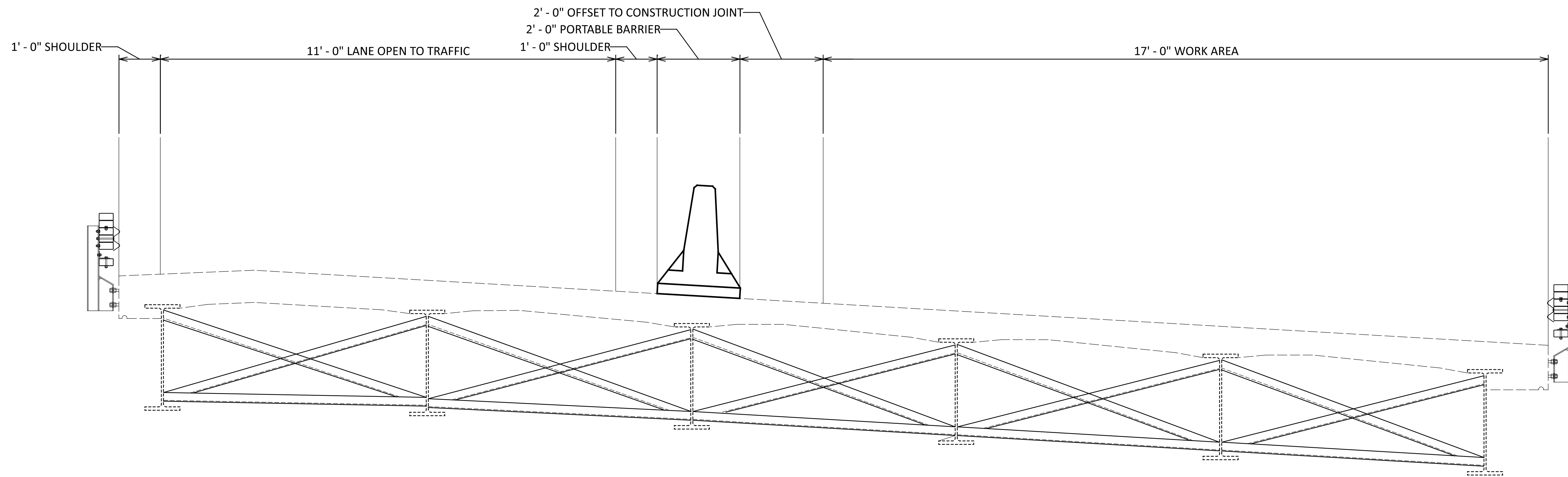
112554

SHEET TOTAL

P.6 | 29

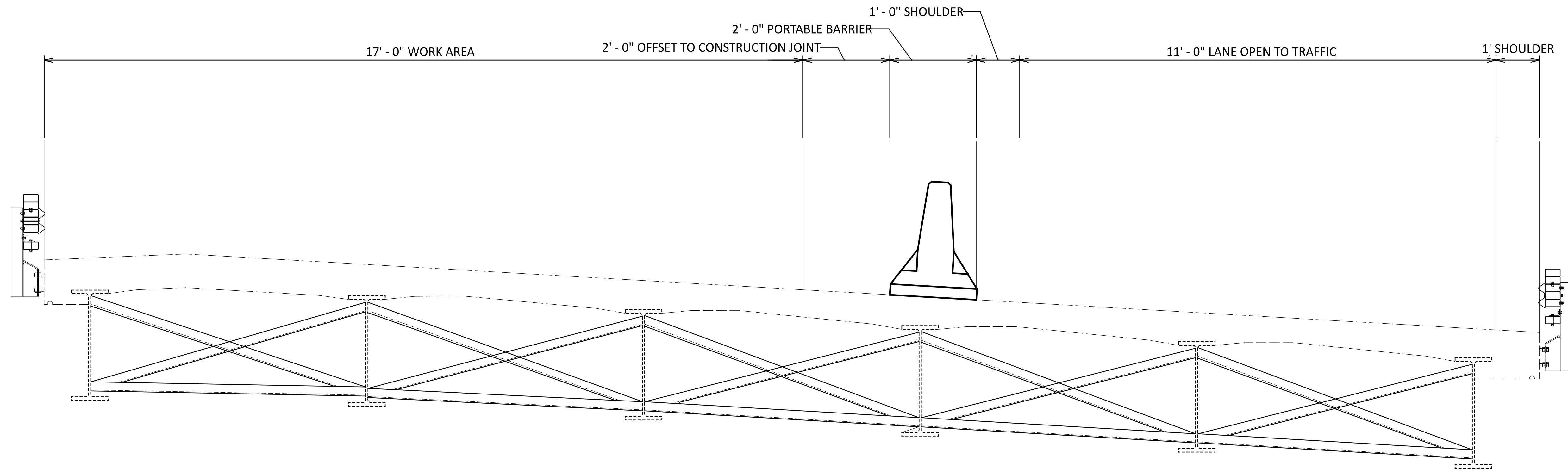


BUT-122-02.97 EXISTING ALIGNMENT



MAINTENANCE OF TRAFFIC - PHASE 1





MAINTENANCE OF TRAFFIC - PHASE 2

SFN
0902128

DESIGN AGENCY



DESIGNER	CHECKER
BCP	JED

REVIEWER	
JDO	8/6/25

PROJECT ID	
112554	

SUBSET	TOTAL
2	2

SHEET	TOTAL
P.9	29

LEGEND	
PORTABLE BARRIER	
REMOVE EXISTING MARKINGS	XXXXXX
DIRECTION OF TRAVEL	
TYPE 3 BARRICADE	
WORK ZONE	
ATTENUATOR	
PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
PAVEMENT REMOVED	

- NOTES:**
- REFER TO SCD MT-96.11 AND SCD MT-96.20 FOR ADDITIONAL INFORMATION.
 - SEE SHEET 7 FOR MAINTENANCE OF TRAFFIC SUB SUMMARY AND SIGNAL TIMING CHART.
 - SEE SHEETS 8-9 FOR PHASE CONSTRUCTION DETAILS AND MAINTENANCE OF TRAFFIC TYPICAL SECTIONS



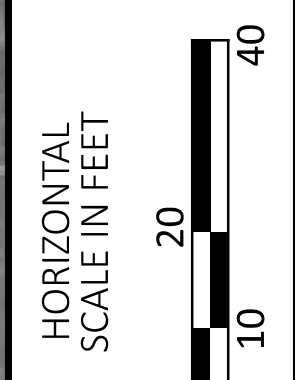
THE FOLLOWING SIGNS WILL BE DISPLAYED WITH GUIDANCE FROM SCD MT-96.11

END ROAD WORK
G20-2-48

W3-3-48
(See Note 3J)

Type A Warning Light
ROAD WORK AHEAD
W20-1-48

Type A Warning Light
ONE LANE ROAD AHEAD
W20-4-48



MAINTENANCE OF TRAFFIC PHASE 1
 BUT-122-0297

DESIGN AGENCY	
DESIGNER	BCP
REVIEWER	JDO 8/6/25
PROJECT ID	112554
SHEET	P.10
TOTAL	29

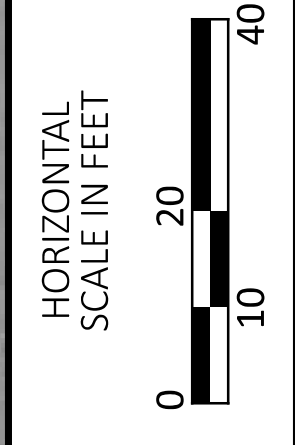
LEGEND	
PORTABLE BARRIER	
REMOVE EXISTING MARKINGS	XXXXXX
DIRECTION OF TRAVEL	
TYPE 3 BARRICADE	
WORK ZONE	
ATTENUATOR	
PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
PAVEMENT REMOVED	

- NOTES:**
- REFER TO SCD MT-96.11 AND SCD MT-96.20 FOR ADDITIONAL INFORMATION.
 - SEE SHEET 7 FOR MAINTENANCE OF TRAFFIC SUB SUMMARY AND SIGNAL TIMING CHART.
 - SEE SHEETS 8-9 FOR PHASE CONSTRUCTION DETAILS AND MAINTENANCE OF TRAFFIC TYPICAL SECTIONS



THE FOLLOWING SIGNS WILL BE DISPLAYED WITH GUIDANCE FROM SCD MT-96.11

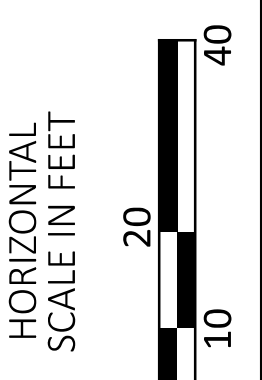
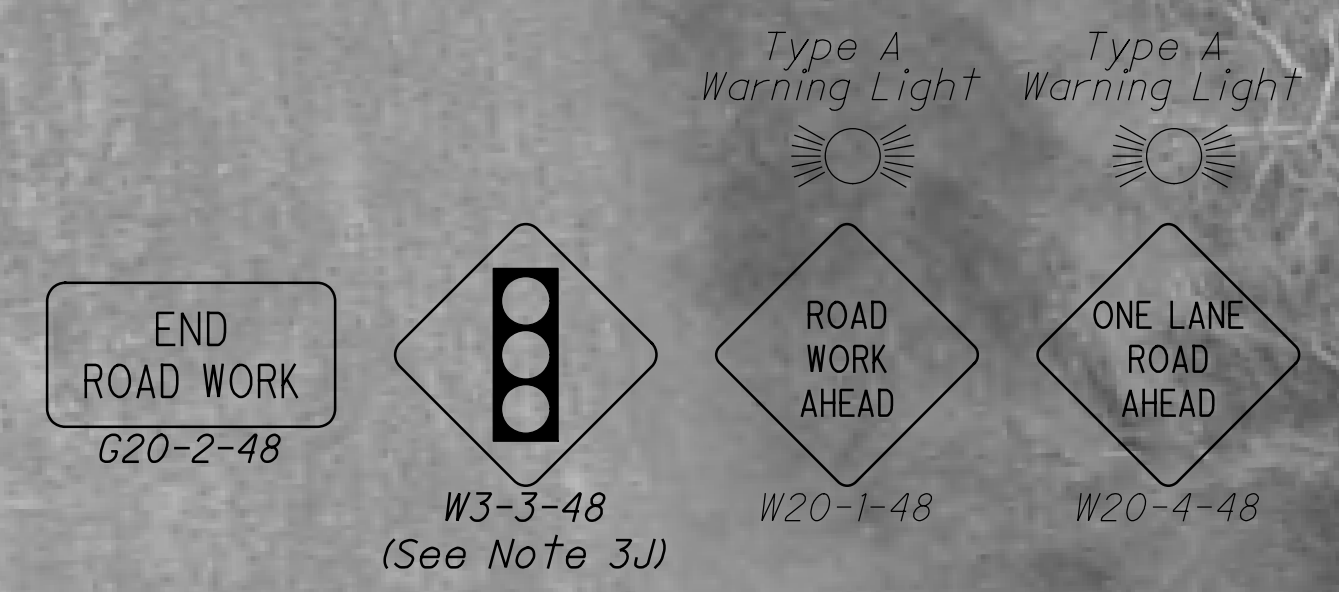
 END ROAD WORK G20-2-48 (SR 122 AND HURSH RD)	 ROAD WORK AHEAD W3-3-48 (See Note 3J) (SR 122 AND HURSH RD)	 ONE LANE ROAD AHEAD W20-1-48 (SR 122 AND HURSH RD)	 Type A Warning Light W20-4-48 (SR 122 ONLY)
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MAINTENANCE OF TRAFFIC PHASE 1
 BUT-122-0297

DESIGN AGENCY	
DESIGNER	BCP
REVIEWER	JDO 8/6/25
PROJECT ID	112554
SHEET TOTAL	P.11 29

THE FOLLOWING SIGNS WILL BE DISPLAYED WITH GUIDANCE FROM SCD MT-96.11



LEGEND	
PORTABLE BARRIER	
REMOVE EXISTING MARKINGS	XXXXXX
DIRECTION OF TRAVEL	
TYPE 3 BARRICADE	
WORK ZONE	
ATTENUATOR	
PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
PAVEMENT REMOVED	

- NOTES:**
- REFER TO SCD MT-96.11 AND SCD MT-96.20 FOR ADDITIONAL INFORMATION.
 - SEE SHEET 7 FOR MAINTENANCE OF TRAFFIC SUB SUMMARY AND SIGNAL TIMING CHART.
 - SEE SHEETS 8-9 FOR PHASE CONSTRUCTION DETAILS AND MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

MAINTENANCE OF TRAFFIC PHASE 2
 BUT-122-0297

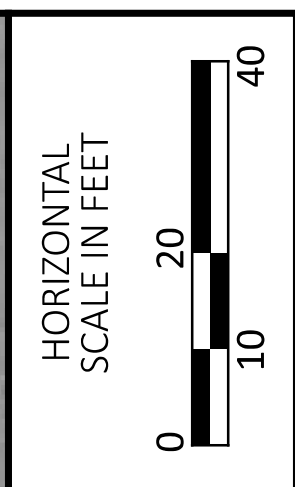
DESIGN AGENCY	
DESIGNER	BCP
REVIEWER	JDO 8/6/25
PROJECT ID	112554
SHEET	P.12
TOTAL	29

LEGEND	
PORTABLE BARRIER	
REMOVE EXISTING MARKINGS	XXXXXXX
DIRECTION OF TRAVEL	
TYPE 3 BARRICADE	
WORK ZONE	
ATTENUATOR	
PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
PAVEMENT REMOVED	

- NOTES:**
- REFER TO SCD MT-96.11 AND SCD MT-96.20 FOR ADDITIONAL INFORMATION.
 - SEE SHEET 7 FOR MAINTENANCE OF TRAFFIC SUB SUMMARY AND SIGNAL TIMING CHART.
 - SEE SHEETS 8-9 FOR PHASE CONSTRUCTION DETAILS AND MAINTENANCE OF TRAFFIC TYPICAL SECTIONS



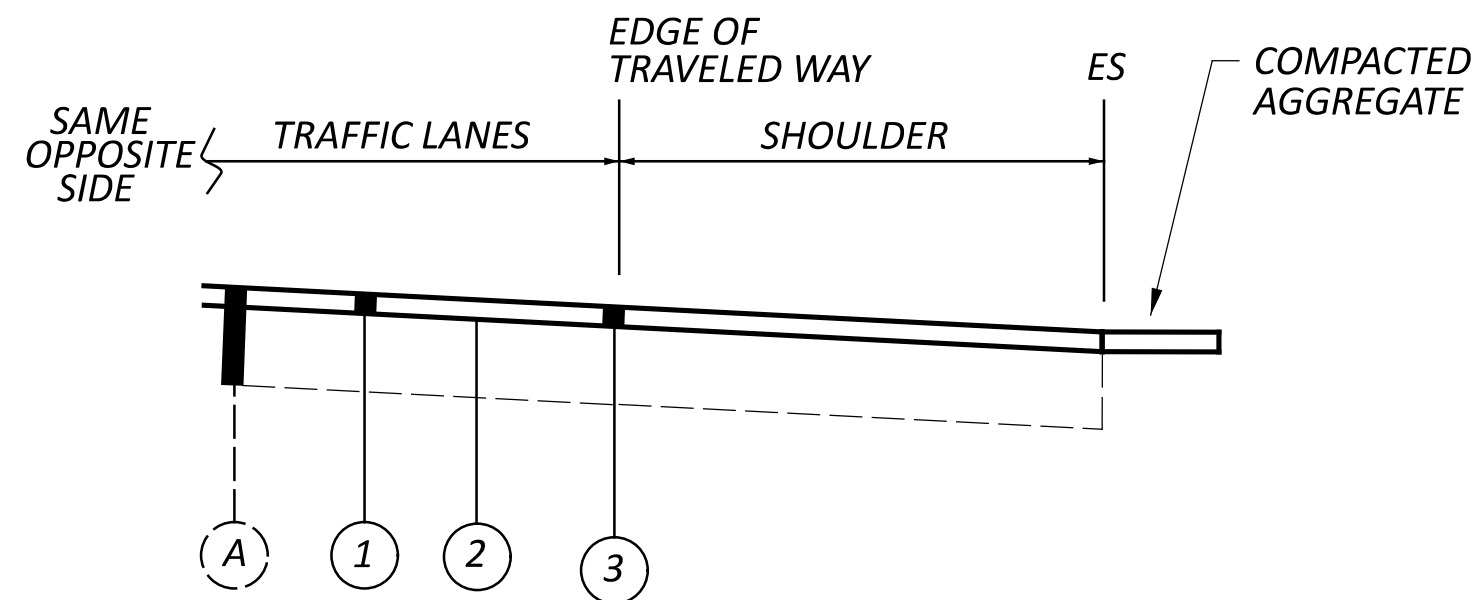
THE FOLLOWING SIGNS WILL BE DISPLAYED WITH GUIDANCE FROM SCD MT-96.11



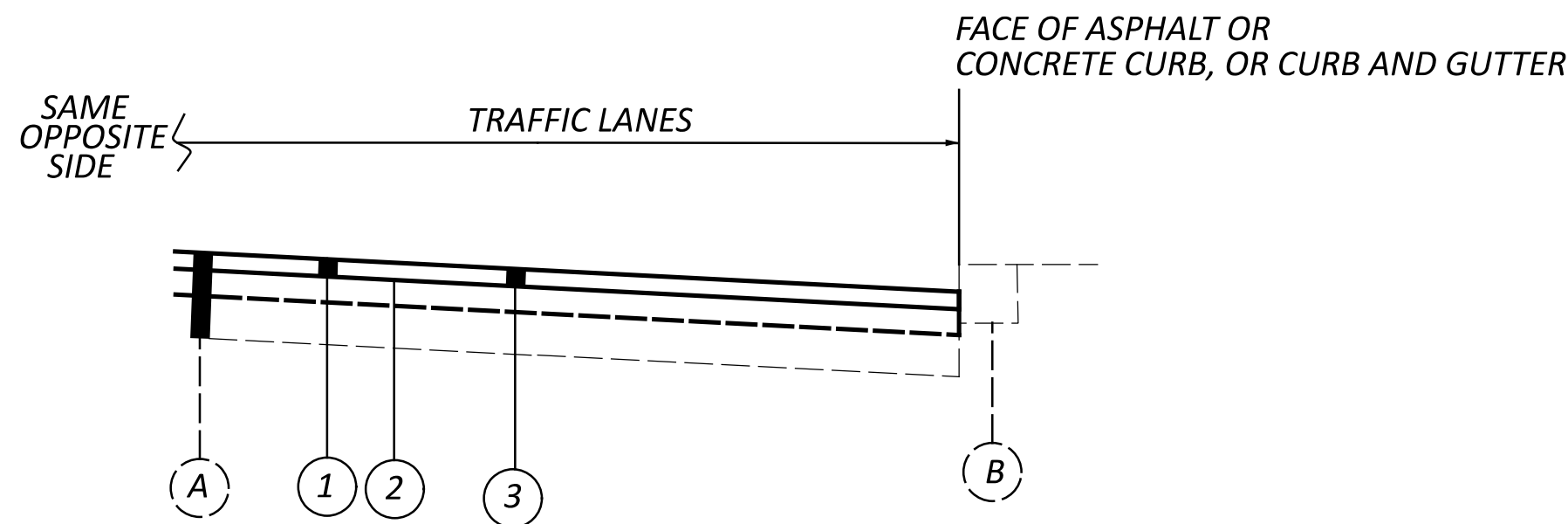
MAINTENANCE OF TRAFFIC PHASE 2
 BUT-122-0297

DESIGN AGENCY	
DESIGNER	BCP
REVIEWER	JDO 8/6/25
PROJECT ID	112554
SHEET	P.13
TOTAL	29

TYPICAL 1



TYPICAL 2



- (A) EXISTING ASPHALT CONCRETE PAVEMENT (COMPOSITE BETWEEN S.L.M. 5.82-6.21)
- (B) EXISTING CURB OR GUTTER
- (1) ITEM 424 - 1" FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)
- (2) ITEM 407 - NON-TRACKING TACK COAT @ 0.09 GAL/SQ YD
- (3) ITEM 897 - 1" PAVEMENT PLANING ASPHALT CONCRETE, CLASS A

PLAN SPLIT	COUNTY-ROUTE	LOG POINT (MILE)		LENGTH		PAVEMENT AREA (MEASURED DIGITALLY)	PAVEMENT AREA	897		407	424		617			NOTES	
		FROM	TO					PAVEMENT PLANING ASPHALT CONCRETE, CLASS A	NON TRACKING TACK COAT @ 0.09 GAL/SQ YD	FINE GRADED POLYMER ASPHALT CONCRETE, TYPE B, (448)		COMPACTED AGGREGATE, 2" DEPTH, 12" WIDTH	SHOULDER PREPARATION	WATER @ 20 GAL/CU YD			
				DEPTH	PATCHING PLANED SURFACE					THICKNESS	CU YD				CU YD		MGAL
				MILES	FT	SQ FT	SQ YD	INCHES	SQ YD	SQ YD	GAL	INCHES	CU YD	CU YD	SQ YD	MGAL	
01/STR	BUT-122	0.00	0.50	0.50	2640	63149	7017	1.00	7016.6	71	631.5	1.00	194.9	32.6	586.7	0.7	
01/STR	BUT-122	0.50	0.77	0.27	1426	36215	4024	1.00	4023.9	41	362.2	1.00	111.8	17.6	316.8	0.4	
01/STR	BUT-122	0.77	0.78	0.01	53	1071	119	1.00	119.0	2	10.7	1.00	3.3				MILL AND FILL BRIDGE BUT-122-0076
01/STR	BUT-122	0.78	1.00	0.22	1162	29201	3245	1.00	3244.6	33	292.0	1.00	90.1	14.3	258.1	0.3	
01/STR	BUT-122	1.00	1.50	0.50	2640	64499	7167	1.00	7166.6	72	645.0	1.00	199.1	32.6	586.7	0.7	
01/STR	BUT-122	1.50	2.00	0.50	2640	65460	7273	1.00	7273.3	73	654.6	1.00	202.0	32.6	586.7	0.7	
01/STR	BUT-122	2.00	2.50	0.50	2640	71347	7927	1.00	7927.4	80	713.5	1.00	220.2	32.6	586.7	0.7	
01/STR	BUT-122	2.50	2.62	0.12	634	16658	1851	1.00	1850.9	19	166.6	1.00	51.4	7.8	140.8	0.2	
01/STR	BUT-122	2.78	2.97	0.19	1003	26580	2953	1.00	2953.3	30	265.8	1.00	82.0	12.4	222.9	0.2	OMIT. PAVED IN RECENT ROUNDABOUT PROJECT.
01/STR	BUT-122	3.03	3.52	0.49	2587	74498	8278	1.00	8277.6	83	745.0	1.00	229.9	31.9	574.9	0.6	OMIT BRIDGE BUT-122-0297
																	OMIT BRIDGE BUT-122-0352
01/STR	BUT-122	3.55	4.00	0.45	2376	73311	8146	1.00	8145.7	82	733.1	1.00	226.3	29.3	528.0	0.6	
01/STR	BUT-122	4.00	4.50	0.50	2640	125272	13919	1.00	13919.1	140	1252.7	1.00	386.6	32.6	586.7	0.7	
01/STR	BUT-122	4.50	5.00	0.50	2640	126087	14010	1.00	14009.7	141	1260.9	1.00	389.2	32.6	586.7	0.7	
01/STR	BUT-122	5.00	5.50	0.50	2640	128087	14232	1.00	14231.9	143	1280.9	1.00	395.3	32.6	586.7	0.7	
01/STR	BUT-122	5.50	5.73	0.23	1214	60713	6746	1.00	6745.9	68	607.1	1.00	187.4	8.0	269.9	0.2	
02/S5K	BUT-122	5.73	5.84	0.11	581	20082	2231	1.00	2231.3	23	200.8	1.00	62.0				OMIT RAILROAD
02/S5K	BUT-122	5.86	6.06	0.20	1056	33731	3748	1.00	3747.9	38	337.3	1.00	104.1	13.0	234.7	0.3	
TOTALS CARRIED TO GENERAL SUMMARY									112885	1139	10160		3136	363	6653	7	

DESIGN AGENCY



DESIGNER
JAB
 REVIEWER
JDO 8/6/25
 PROJECT ID
112554
 SHEET TOTAL
P.16 | 29

PART	COUNTY-ROUTE	LOG POINT (MILE)		TOTAL	644										646		REMARKS		
					EDGE LINE, 6"	LANE LINE, 6"	CENTER LINE	CHANNEL-IZING LINE, 12"	TRANSVERSE/DIAGONAL LINE	CHEVRON LINE	ISLAND MARKING	RAILROAD SYMBOL MARKING	SCHOOL SYMBOL MARKING, 96"	LANE ARROW	DOTTED LINE, 4", AS PER PLAN	EDGE LINE		CENTER LINE	
					WHITE		SOLID							TURN		WHITE		SOLID	
					FEET		FEET							LEFT		YELLOW		MILE	MILE
FROM	TO	MILE	MILE	MILE	FEET	FEET	SQ FT	EACH	EACH	EACH	FT	MILE	MILE						
01/STR	BUT-122	0.00	0.50	0.50	0.99		0.50												
01/STR	BUT-122	0.50	0.77	0.27	0.53		0.26												
01/STR	BUT-122	0.77	0.78	0.01	0.01		0.01												
01/STR	BUT-122	0.78	1.00	0.22	0.44		0.22												
01/STR	BUT-122	1.00	1.50	0.50	0.97		0.48												
01/STR	BUT-122	1.50	2.00	0.50	0.98		0.49												
01/STR	BUT-122	2.00	2.50	0.50	0.96		0.47	84		28				50					
01/STR	BUT-122	2.50	2.62	0.12	0.25		0.12												
01/STR	BUT-122	2.78	2.97	0.19	0.40		0.20												
01/STR	BUT-122	2.97	3.03	0.06												0.08	0.04		BRIDGE BUT-122-0297
01/STR	BUT-122	3.03	3.52	0.49	0.98		0.48												
01/STR	BUT-122	3.52	3.55	0.03												0.04	0.02		BRIDGE BUT-122-0352
01/STR	BUT-122	3.55	4.00	0.45	0.86		0.42						1						
01/STR	BUT-122	4.00	4.50	0.50	0.96		0.67	205		731		161	1	3					
01/STR	BUT-122	4.50	5.00	0.50	0.99	0.16	0.72	188		1038		77		3					
01/STR	BUT-122	5.00	5.50	0.50	1.00	0.50	0.50												
01/STR	BUT-122	5.50	5.73	0.23	0.42	0.14	0.25	201		66				3					
02/S5K	BUT-122	5.73	5.84	0.11	0.06		0.11	228		48		35	1	2					
02/S5K	BUT-122	5.86	6.06	0.20	0.40		0.20						1						
TOTALS CARRIED TO GENERAL SUMMARY					11.21	0.80	6.10	906		1883	28	273	2	2	11	50	0.12	0.06	

DESIGN AGENCY



DESIGNER
JAB

REVIEWER
JDO 8/6/25

PROJECT ID
112554

SHEET TOTAL
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LOCATION					ITEM 621			PRISMATIC RETRO-REFLECTOR COLORS					REMARKS		
PART	COUNTY	ROUTE	S.L.M. SECTION		RPM	RPM REMOVED		ONE-WAY		TWO-WAY					
			FROM	TO				EACH	EACH	EACH	EACH	EACH		EACH	EACH
01/STR	BUT	122	0.00	0.50	40	40					40				
01/STR	BUT	122	0.50	0.77	21	21					21				
01/STR	BUT	122	0.77	0.78											
01/STR	BUT	122	0.78	1.00	18	18					18				
01/STR	BUT	122	1.00	1.50	38	38					38				
01/STR	BUT	122	1.50	2.00	39	39					39				
01/STR	BUT	122	2.00	2.50	41	41					38	3			
01/STR	BUT	122	2.50	2.62	10	10					10				
01/STR	BUT	122	2.78	2.97	16	16					16				
01/STR	BUT	122	3.03	3.52	38	38					38		OMIT BRIDGE		
01/STR	BUT	122	3.55	4.00	34	34					34		OMIT BRIDGE		
01/STR	BUT	122	4.00	4.50	61	61					54	7			
01/STR	BUT	122	4.50	5.00	75	75					58	17			
01/STR	BUT	122	5.00	5.50	73	73					40	33			
01/STR	BUT	122	5.50	5.73	36	36					19	17			
02/S5K	BUT	122	5.73	5.84	16	16					9	7			
02/S5K	BUT	122	5.86	6.06	16	16					16				
TOTALS CARRIED TO GENERAL SUMMARY					572	572									



PART	COUNTY	ROUTE	LOG POINT		SIDE	ITEM 202				ITEM 606		ITEM 517		ITEM 626	NOTES
			FROM	TO		GUARDRAIL REMOVED	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE E	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	BRIDGE RAILING REBUILT, AS PER PLAN	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)			
													FT	EACH	
01/STR	BUT	122	2.967	2.996	RT	175.0						175			REPLACE EXISTING DEEP BEAM W-BEAM RAIL ON BRIDGE BUT-122-0297
01/STR	BUT	122	2.967	2.996	LT	175.0						175			REPLACE EXISTING DEEP BEAM W-BEAM RAIL ON BRIDGE BUT-122-0297
01/STR	BUT	122	2.967	3.026	LT	50.0	1			50.0	1		2		ON HURSH ROAD REPLACE THE TYPE A ANCHOR AND 50' OF GUARDRAIL. REPLACE WITH 50' LONG POST MGS GUARDRAIL ANND TYPE E MGS ANCHOR. FOOTPRINT WILL EXTEND 25' ALONG HURSH ROAD.
01/STR	BUT	122	5.310	5.540	RT	1175.0		2		1175.0	2		13		REPLACE EXISTING GUARDRAIL RUN. MATCH EXISITING FOOTPTINT.
02/SSK	BUT	122	5.860	5.872	LT	75.0	1			50.0	1		2		REPLACE EXISTING ANCHOR ASSEMBLY, TYPE A WITH ANCHOR ASSEMBLY, MGS TYPE E. MATCH EXISTING FOOTPRINT.
02/SSK	BUT	122	5.895	5.907	RT	75.0	1			50.0	1		2		REPLACE EXISTING ANCHOR ASSEMBLY, TYPE A WITH ANCHOR ASSEMBLY, MGS TYPE E. MATCH EXISTING FOOTPRINT.
TOTALS CARRIED TO GENERAL SUMMARY						1725.0	3	2		1325.0	5		350	19	

GUARDRAIL SUBSUMMARY

DESIGN AGENCY



DESIGNER
JAB

REVIEWER
JDO 8/6/25

PROJECT ID
112554

SHEET TOTAL
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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

EXJ-4-87	DATED/REVISED	1/19/24
PCB-91	DATED/REVISED	7/17/20
DBR-2-73	DATED/REVISED	7/19/02
GSD-1-19	DATED/REVISED	7/19/24

DESIGN SPECIFICATIONS

ALL NEW COMPONENTS OF THE STRUCTURES CONFORM TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

DESIGN LOADING: HL93

DESIGN STRESSES

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

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. BEFORE ORDERING MATERIALS EXISTING DIMENSIONS SHALL BE FIELD VERIFIED AS REQUIRED TO ACCURATELY JOIN THE PROPOSED ELEMENTS WITH THE EXISTING STRUCTURE. PAYMENT FOR THE FIELD VERIFICATION SHALL BE COMPENSATED UNDER THE RESPECTIVE PAY ITEM FOR THAT WORK. 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.

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

THIS WORK CONSISTS OF THE PARTIAL REMOVAL OF CONCRETE DECKS AND TOPS OF ABUTMENT BACKWALL, AS WELL AS THE REMOVAL OF DECK JOINTS, EXISTING BEARINGS AND EXPANSION JOINTS. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. GRIND WELD REMNANTS FLUSH WITH THE SURROUNDING SURFACE AFTER WELD ATTACHEMENTS (e.g. COMPRESSION SEAL RETAINERS AND END CROSSFRAMES) ARE REMOVED. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE (BEAMS, GIRDERS, SHEAR STUDS, PARAPET REINFORCING STEEL, ETC.) HEADACHE BALLS AN/OR HOW RAM TYPE OF EQUIPMENT IS PROHIBITED. TO ENSURE THE PROTECTION OF PUBLIC WELFARE, OR LIFE, HEALTH OR PROPERTY THE CONTRACTOR SHALL SUBMIT ENGINEERED DRAWINGS TO THE ENGINEER FOR APPROVAL PER 501.05B.

PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF THE PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF THE DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES.

DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. THE ENGINEERS APPROVAL SHALL BE OBTAINED BEFORE PERFORMING THE REPAIR.

REMOVAL METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS, THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS.

THE CONTRACTOR MUST REVIEW THE STRUCTURE WHEN PREPARING HIS BID. THE CONTRACTOR WILL REVIEW THE CONDITION OF THE STRUCTURE TO DETERMINE WHAT DEBRIS WILL FALL FROM THE STRUCTURE DURING REMOVAL. THE CONTRACTOR WILL DETERMINE THE CORRESPONDING COST TO CLEAN UP ANY AND ALL DEBRIS DURING REMOVAL OPERATIONS. THE COST TO CLEAR AND CLEAN UP ALL DEBRIS DURING REMOVAL SHALL INCLUDED WITH THE BID FOR THIS ITEM OF WORK. NO ADDITIONAL COST WILL BE RECOGNIZED TO CLEAN DEBRIS RESULTING FROM THE STRUCTURE REMOVAL OPERATION.

REMOVALS OF EXISTING CROSSFRAMES: FLAME OR SAW CUT THE EXISTING MEMBERS TO WITHIN 1/8" OF THE EXISTING MAIN MATERIAL USING A MECHANICAL GUIDE ACCORDING TO C&MS 513.12. PROVIDE SHEILDING IF NECESSARY TO PREVENT DAMAGE TO MAIN OR SECONDARY MATERIALS THAT REMAIN. GRIND THE EXISTING MAIN OR SECONDARY MEMBER SMOOTH IN PREPARATION FOR COMPLETE PENETRATION OR FILLET WELDING. PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OF 250 MIL.

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

ITEM 509 - CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW REINFORCING STEEL OF THE SAME SIZE AND COATING AT NO COST TO THE DEPARTMENT.

ADDITIONAL QUANTITIES HAVE BEEN PROVIDED FOR DOWEL HOLES, IF NEEDED, TO EMBED THE REPLACEMENT REINFORCING INTO THE EXISTING STRUCTURE. PAYMENT FOR DOWEL HOLES SHALL BE MADE AT THE BID UNIT PRICE FOR ITEM 510 DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.

ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN

ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 60 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.7 (METHOD A) OF THE AASHTO LRFD SPECIFICATIONS FOR HIGHWAY BRIDGES.

WELDING: CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300° F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

BEARING REPOSITIONING: IF STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80° F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60° F (±) 10° F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F (±) 10° F.

STRUCTURAL STEEL FOR BEARING LOAD PLATE, MASONRY PLATE, SHIMS AND HP SECTIONS SHALL BE A709 GRADE 50 AND INCLUDED WITH ITEM 516 FOR PAYMENT. ALL STRUCTURAL STEEL USED FOR THE PROPOSED BEARING SHALL BE FIELD PAINTED PER OZEU. PAINT COLOR SHALL BE FEDERAL COLOR 14277 AND BE INCLUDED IN ITEM 514 FOR PAYMENT.

THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF BEAM AND BEAM SEAT ELEVATIONS FOR EACH GIRDER AT THE ABUTMENTS PRIOR TO JACKING OPERATIONS AND FABRICATION OF BEARINGS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO THE DISTRICT8 BRIDGE ENGINEER PRIOR TO JACKING. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED.

ANY BEARING HP-SECTION HEIGHTS OR DIMENSIONS SHOWN SHALL BE CONSIDERED APPROXIMATE AND ARE SHOWN FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY THE HEIGHT OF REQUIRED HP-SECTION BY MEASURING THE DISTANCE BETWEEN THE BEAM SEAT ELEVATION AND THE BOTTOM OF THE EXISTING BEAM FLANGE AND THEN SUBTRACTING FROM THAT DISTANCE THE THICKNESS OF THE BEARING AND LOAD PLATES.

ANY PLATE THICKNESS ADJUSTMENTS AND/OR SHIMS REQUIRED TO COMPLETE THE BEARINGS INSTALLATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A MAXIMUM OF ONE SHIM PLATE SHALL BE ALLOWED PER BEARING.

IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL ASSURE THAT THERE IS A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. THE CONTRACTOR SHALL ASSURE THAT NO BEAMS OR BEARING DEVICES ARE FLOATING.

SET MASONARY PLATES ON BRIDGE SEATS THAT ARE FLAT AND SMOOTHLY FINISHED. IF THE BRIDGE SEAT AREA IS UNEVEN, USE A BUSHHAMMER OR GRINDER FOLLOWED BY A THIN FILM OF PORTLAND CEMENT MORTAR OR PASTE TO FILL THE PITTED SURFACE TO BRING THE SEAT AREA TO THE PROPER ELEVATION AND PROVIDE A LEVEL, EVEN SURFACE.

BASIS OF PAYMENT: THE UNIT PRICE BIDS SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH STEEL LOAD PLATES AND HP-SECTIONS INCLUDING GRINDING OF WELDS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

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

THIS WORK CONSISTS OF TEMPORARILY SUPPORTING THE EXISTING STRUCTURES TO COMPLETE THE WORK AS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05.

IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH CMS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS.

THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

PROPOSED WORK

BUT-122-00.76 (SFN 090255)

1. MILL AND FILL SURFACE COURSE AT THE BRIDGE AND APPROACH SLABS
2. REPLACE EXISTING POLYMER MODIFIED ASPHALT EXPANSION JOINTS

BUT-122-02.97 (SFN 0902128)

1. REPLACE EXPANSION JOINTS WITH NEW ELASTOMERIC STRIP SEALS. RECONSTRUCT THE TOP OF THE BACKWALL DOWN TO THE APPROACH SLAB SEAT AND REPLACE 2 FEET OF THE DECK.
2. REPLACE EXISTING ABUTMENT BEARINGS WITH NEW ELASTOMERIC BEARINGS
3. REPLACE W RAIL OF GUARDRAIL ON BRIDGE DUE TO CORROSION

BUT-122-03.11 (SFN 0902144)

1. RETROFIT EXISTING GUARDRAIL PER DBR-3-11 TO RAISE HEIGHT TO MGS STANDARDS

DESIGN AGENCY



DESIGNER
BCP

REVIEWER
JDO 9/29/25

PROJECT ID
112554

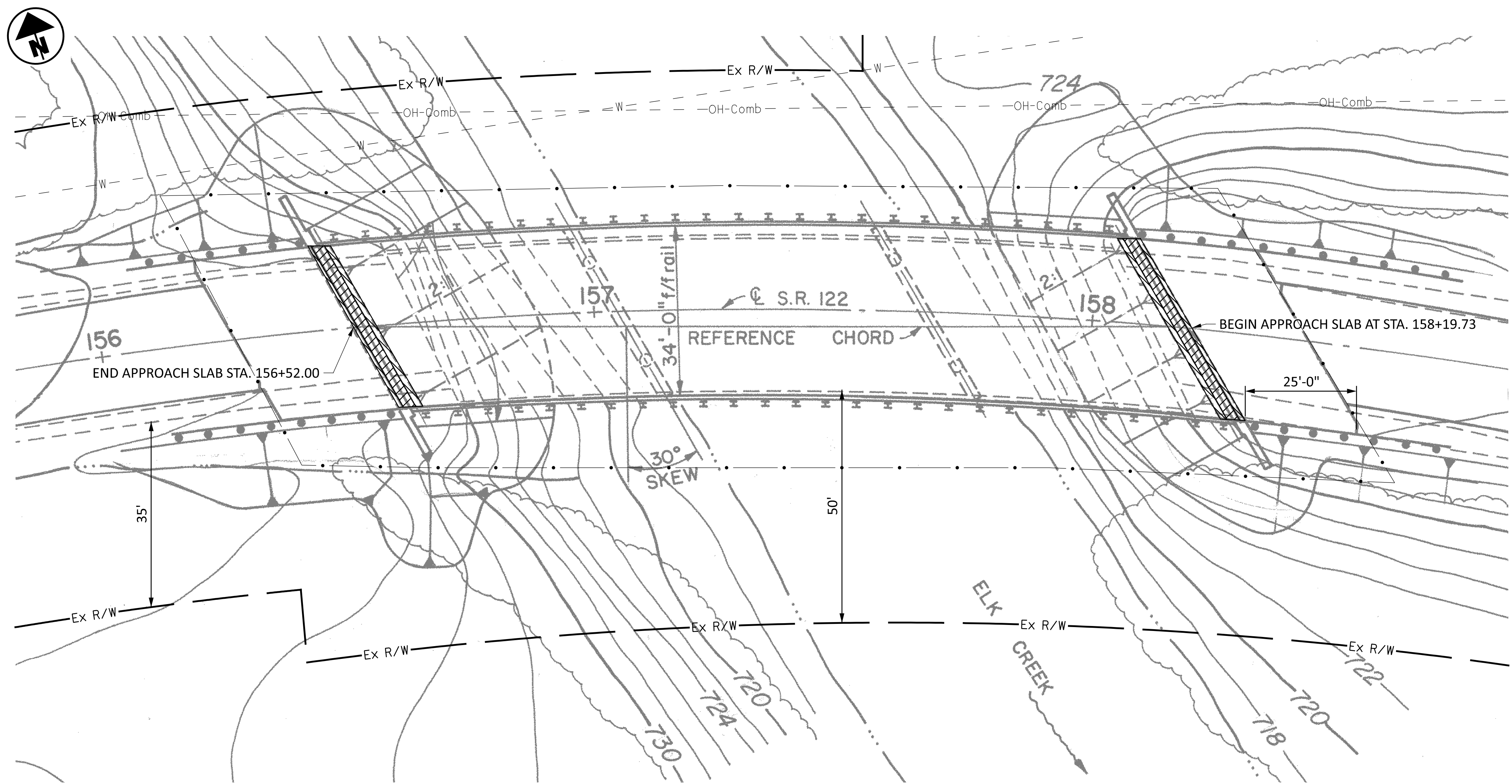
SHEET TOTAL
P.20 29

ESTIMATED QUANTITIES - STRUCTURE No.: BUT-122-0076 (SFN 0902055) (PLAN SPLIT 03/STR)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #	
202	11202	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	P. 20	
846	110	27	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM				27	P. 4	

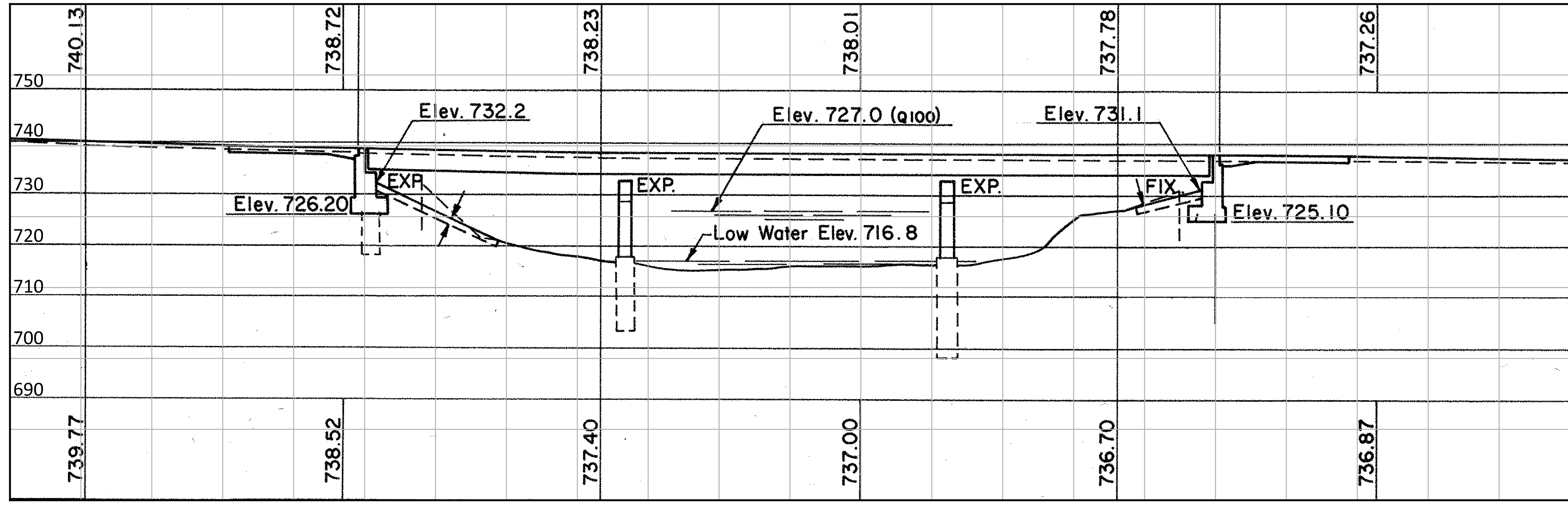
ESTIMATED QUANTITIES - STRUCTURE No.: BUT-122-0297 (SFN 0902128) (PLAN SPLIT 03/STR)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #	
202	11203	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	P. 20	
509	10000	714	LB	EPOXY COATED REINFORCING STEEL			714		P. 29	
509	10000	100	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT			100		P. 20	
510	10000	10	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT			10			
511	34410	10	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE	10					
511	81300	160	EACH	CONCRETE MISC.: EMBEDDED GALVANIC ANODES (EGA)			160		P. 24, P. 26	
512	44450	12	SY	TYPE E WATERPROOFING			12			
513	10200	1757	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF			1757			
514	00060	225	SF	FIELD PAINTING OF STRUCTURAL STEEL, INTERMEDIATE COAT			225			
514	00066	225	SF	FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT			225			
516	10000	79	FT	PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL			79			
516	11210	79	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			79			
516	44201	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (T=3.378)			5		P. 20	
516	44001	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (T=1.000)			5		P. 20	
516	47001	LS	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN				LS	P. 20	

ESTIMATED QUANTITIES - STRUCTURE No.: BUT-122-0311 (SFN 0902144) (PLAN SPLIT 03/STR)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET #	
517	75600	62.5	FT	DEEP BEAM BRIDGE RETROFIT RAILING				62.5		





PLAN



PROFILE

NOTES

- 1) DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY
- 2) FOR EXPANSION JOINT REPAIR DETAILS, SEE SHEET 35
- 3) FOR BACKWALL REPAIR DETAILS, SEE SHEETS 29-32
- 4) FOR ELASTOMERIC BEARING DETAILS, SEE SHEETS 33-34

DESIGN TRAFFIC:

BUT-122-0297
 2026 ADT = 6,800 2038 ADT = 8,100
 DHV = 900 2026 ADTT = 408
 DESIGN SPEED = 50 MPH LEGAL SPEED = 45 MPH
 DESIGN FUNCTIONAL CLASSIFICATION: 02-PRINCIPAL ARTERIAL FREEWAY
 NHS ROUTE NO

HYDRAULIC DATA

DRAINAGE AREA = 33.8 SQ. MILES
 Q (50) = 9,000 CFS V (50) = 9.3 FT/S
 Q (100) = 10,400 CFS V (100) = 9.7 FT/S
 STRUCTURE CLEARS THE 100 YEAR
 DESIGN HW BY 6.125 FEET.

LEGEND

- RECONSTRUCT BACKWALL FROM TOP TO APPROACH SLAB SEAT AND REPLACE 2 FEET OF DECK
- REPLACE EXISTING EXPANSION JOINTS WITH ELASTOMERIC STRIP SEAL EXPANSION JOINTS

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES
 SPANS: 50' - 0", 62' - 6", & 50' - 0" (ALONG BRIDGE)
 ROADWAY: 34' - 0"± F/F GUARDRAIL
 LOADING: HS-20
 SKEW: 30° 0' 0" R.F.
 WEARING SURFACE: 1 1/4" LATEX MODIFIED CONCRETE OVERLAY WITH FRICTION TREATMENT
 APPROACH SLABS: AS-1-81 (25' LONG)
 ALIGNMENT: 6° CURVE RIGHT
 SUPERELEVATION: 0.058 FT/FT
 STRUCTURE FILE NUMBER: 0902128
 DATE BUILT: 1984
 DISPOSITION: SEE PROPOSED WORK

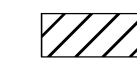
PROPOSED WORK

- 1) REPLACE EXISTING EXPANSION JOINTS WITH NEW ELASTOMERIC STRIP SEAL EXPANSION JOINTS
- 2) RECONSTRUCT TOP OF BOTH BACKWALLS DOWN TO THE APPROACH SLAB SEAT AND REPLACE 2 FEET OF THE DECK
- 3) REPLACE THE ABUTMENT BEARINGS WITH NEW ELASTOMERIC BEARINGS
- 4) REPLACE CORRODED W-RAIL OF GUARDRAIL ON BRIDGE
- 5) REMOVE EXISTING END CROSSFRAMES AND REPLACE WITH NEW END CROSSFRAMES

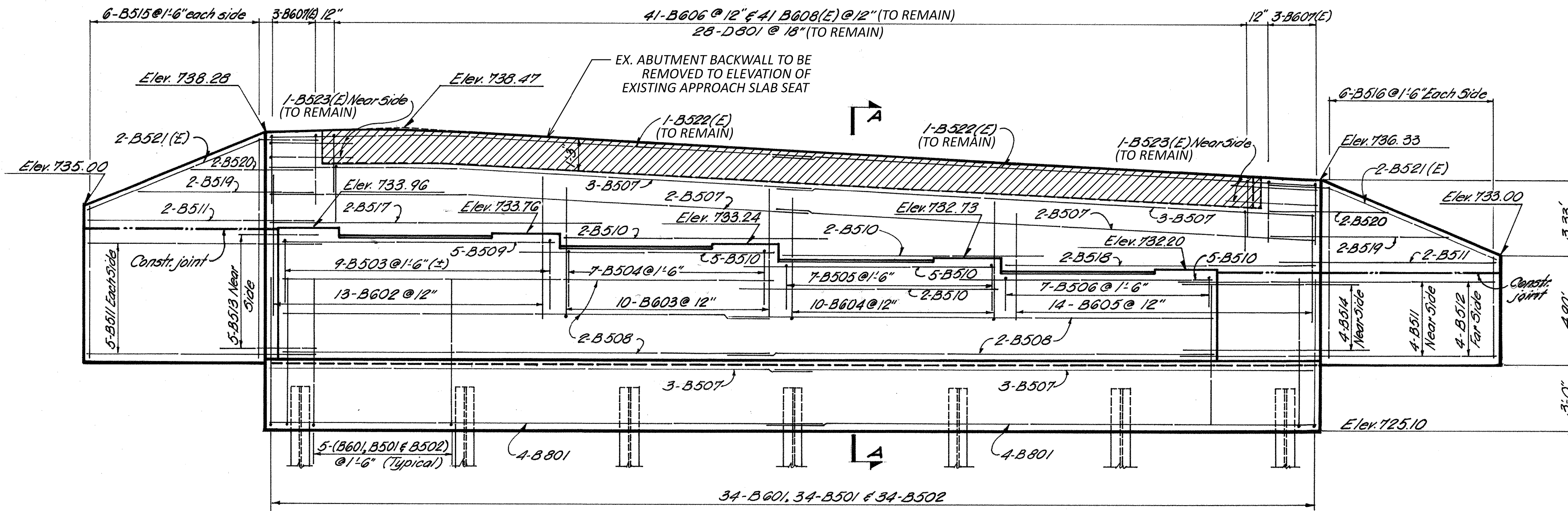
SITE PLAN
 BRIDGE NO.: BUT-122-2.97
 SR-122 OVER ELK CREEK

SFN 0902128	
DESIGN AGENCY	
DESIGNER	CHECKER
BCP	
REVIEWER	
GTF 10/8/25	
PROJECT ID	
112554	
SUBSET	TOTAL
1	8
SHEET	TOTAL
P.22	29

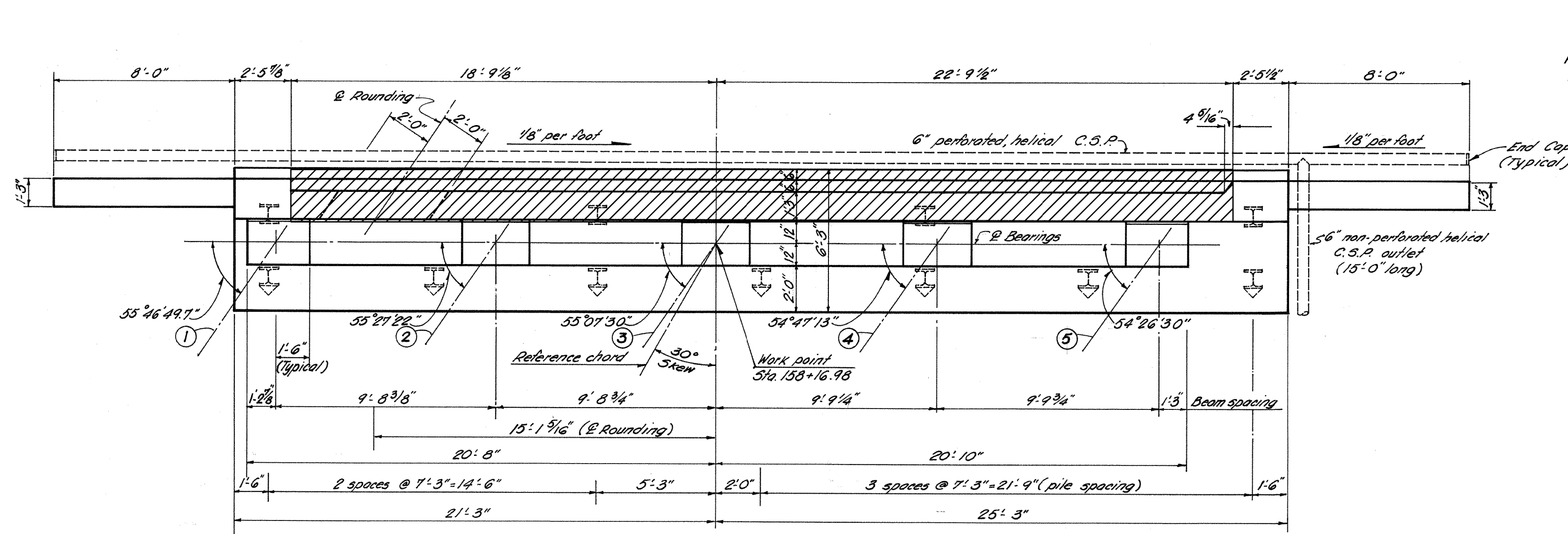
LEGEND



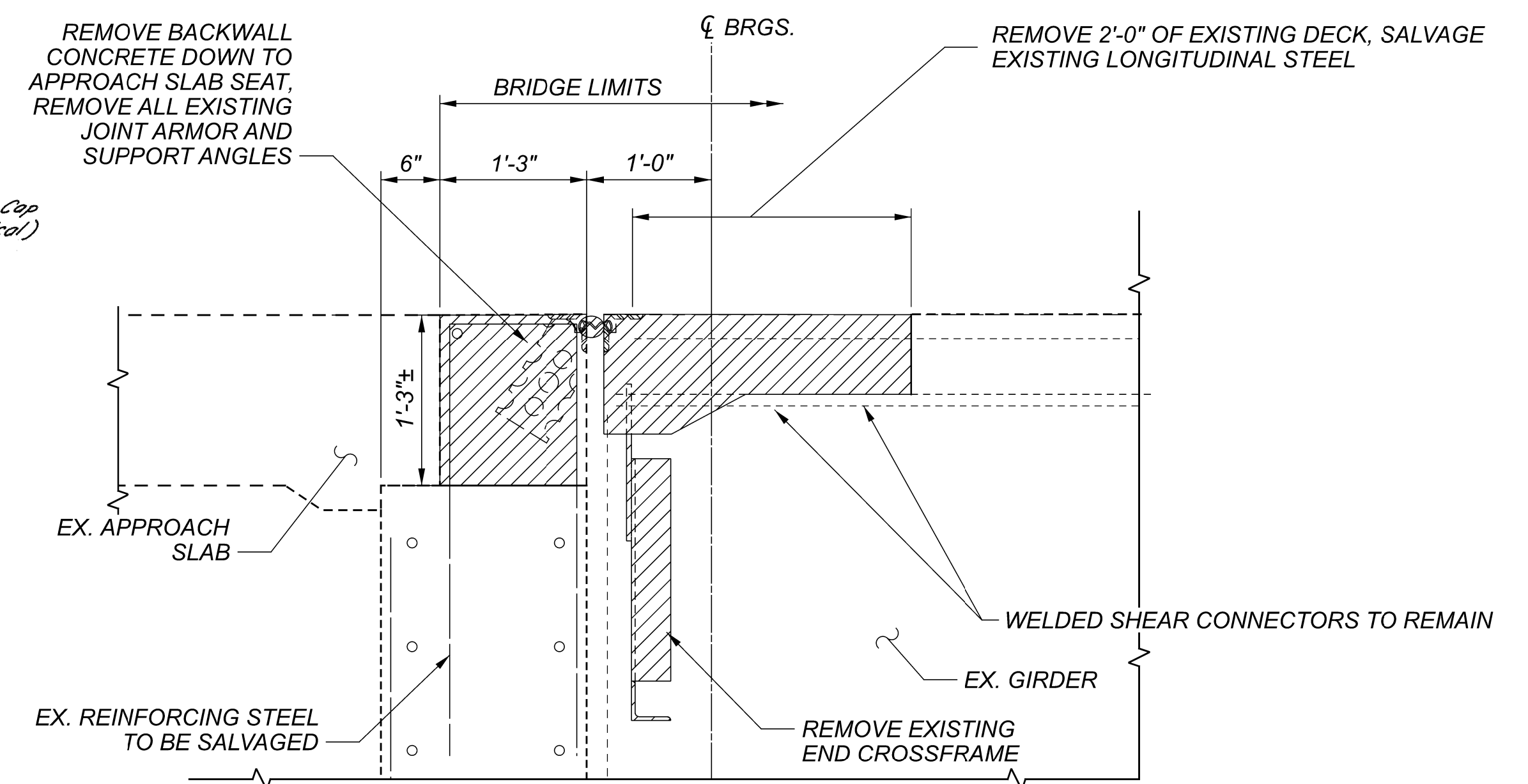
LIMITS OF REMOVAL PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN



BUT-122-2.97 FORWARD ABUTMENT REMOVAL PROFILE



BUT-122-2.97 FORWARD ABUTMENT REMOVAL PLAN

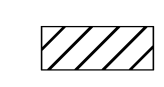


ABUTMENT REMOVAL SECTION

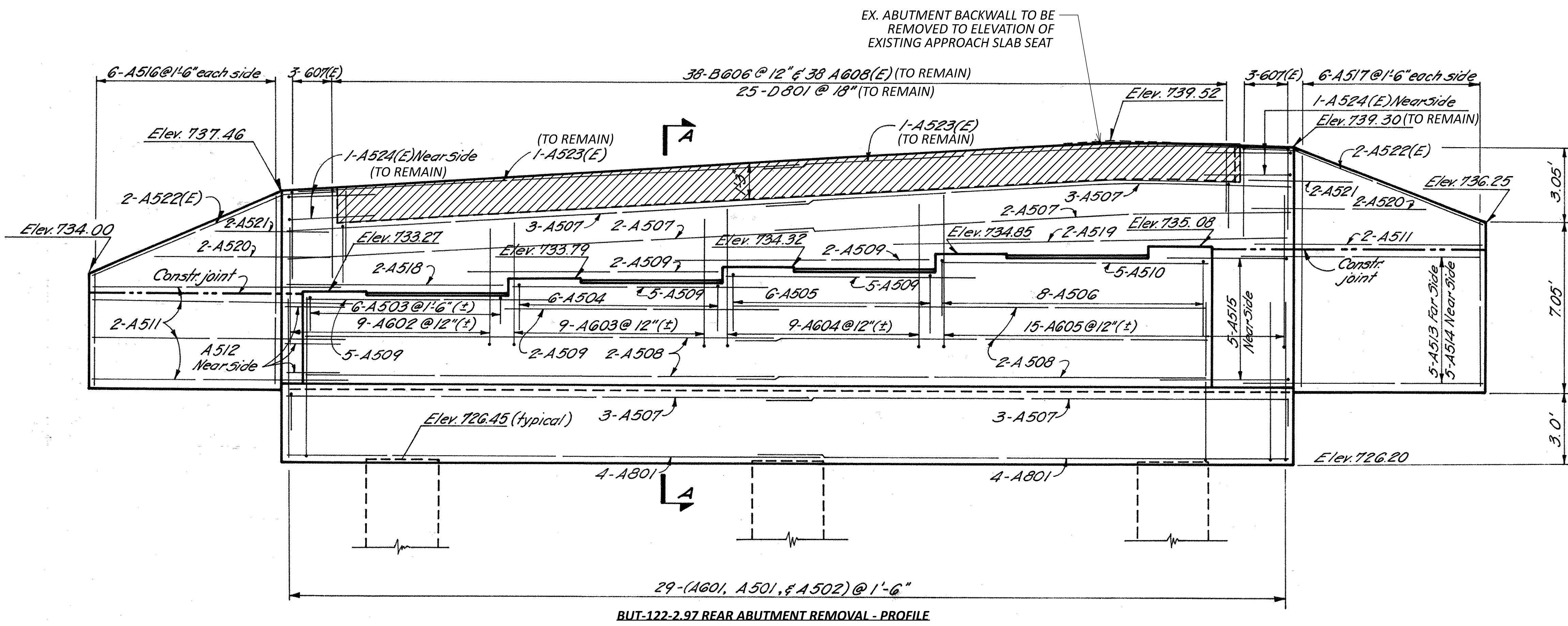
FORWARD ABUTMENT REMOVAL DETAILS
 BRIDGE NO.: BUT-122-2.97
 SR-122 OVER ELK CREEK

SFN	0902128
DESIGN AGENCY	
DESIGNER	BCP
CHECKER	
REVIEWER	GTF
PROJECT ID	112554
SUBSET	2
TOTAL	8
SHEET	P.23
TOTAL	29

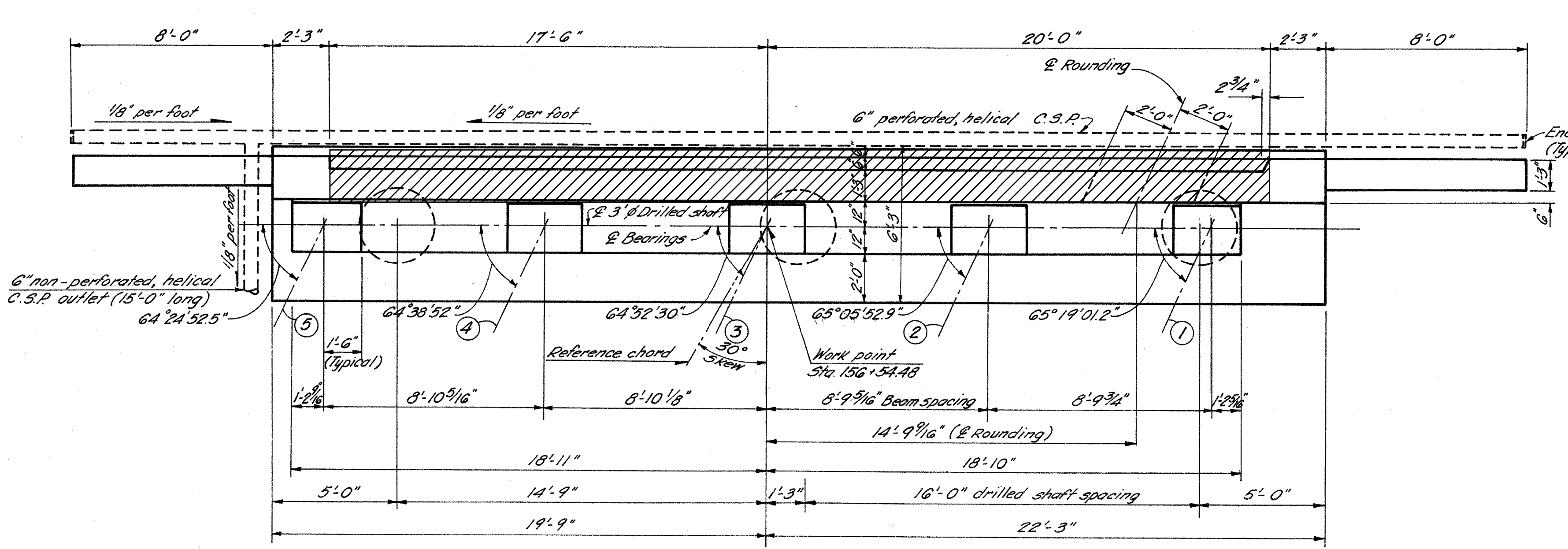
LEGEND



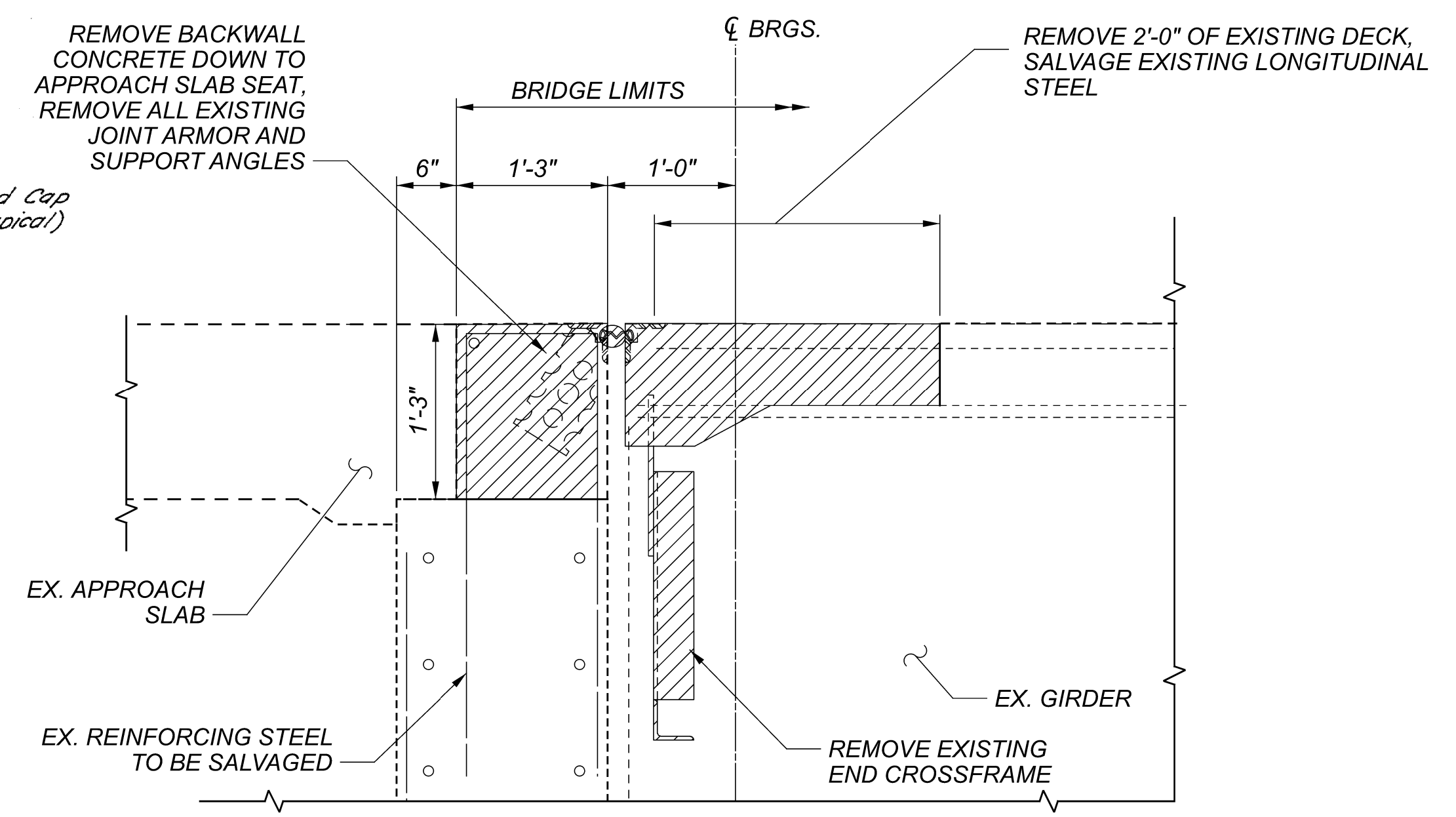
LIMITS OF REMOVAL PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN



BUT-122-2.97 REAR ABUTMENT REMOVAL - PROFILE



BUT-122-2.97 REAR ABUTMENT REMOVAL - PLAN



ABUTMENT REMOVAL SECTION

REAR ABUTMENT REMOVAL DETAILS
BRIDGE NO.: BUT-122-2.97
SR-122 OVER ELK CREEK

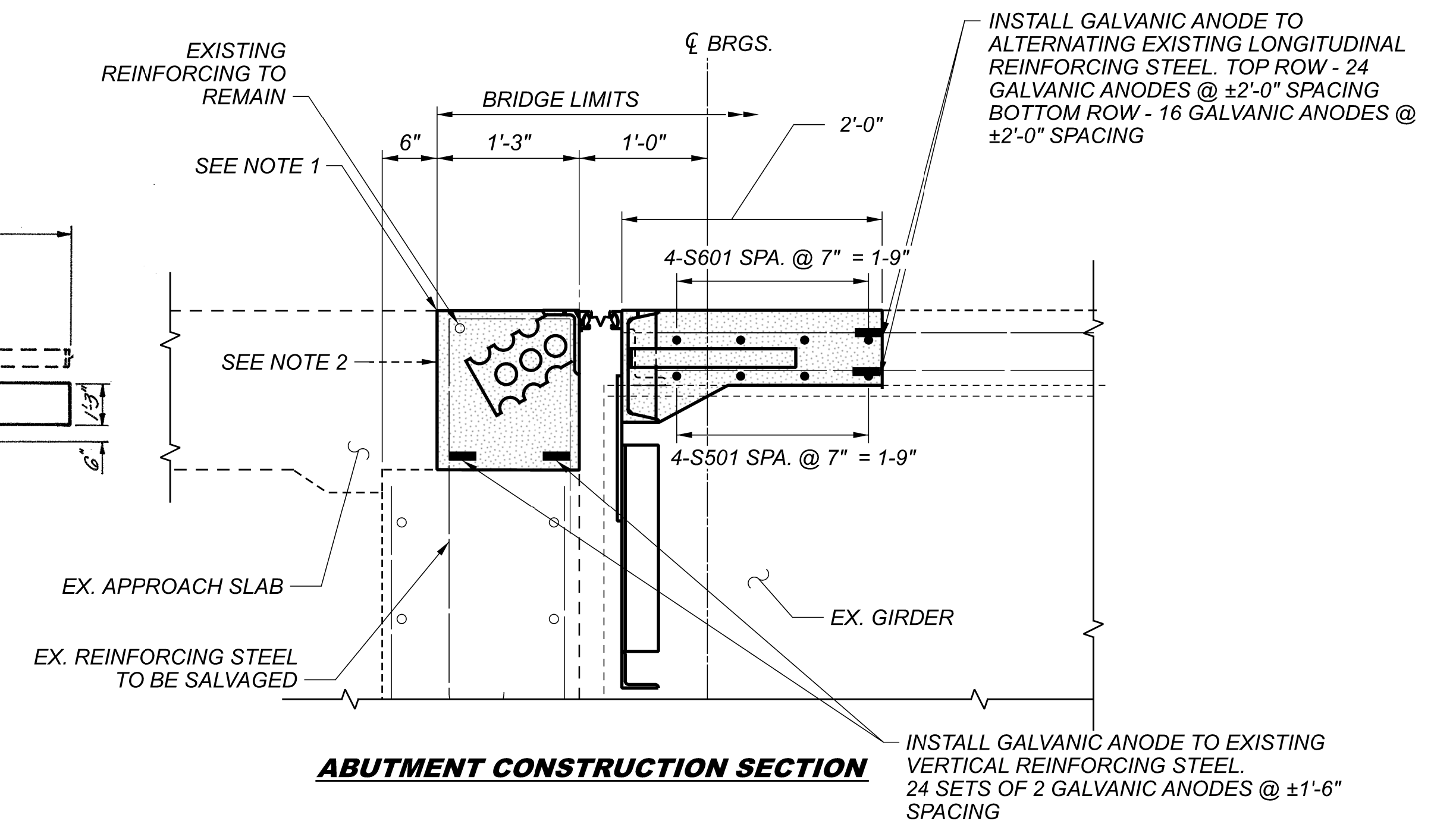
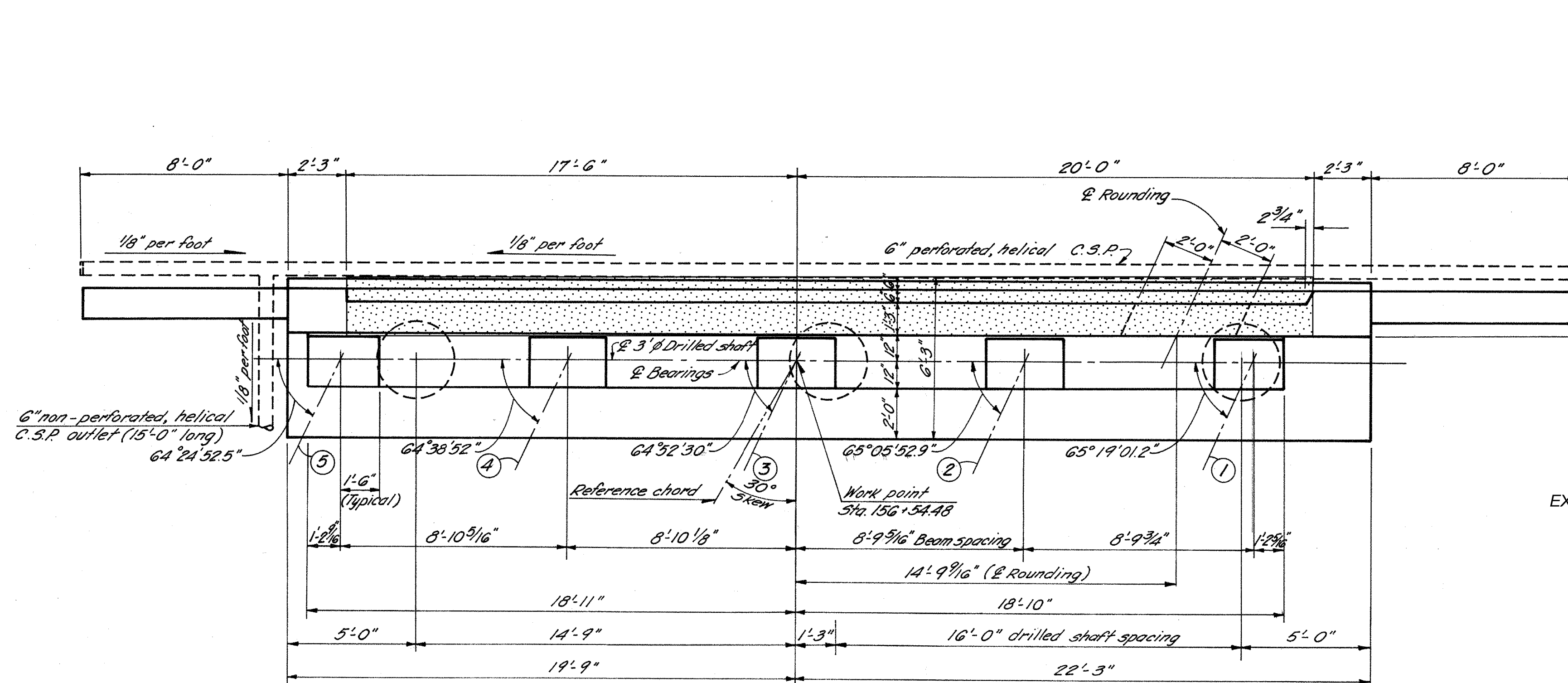
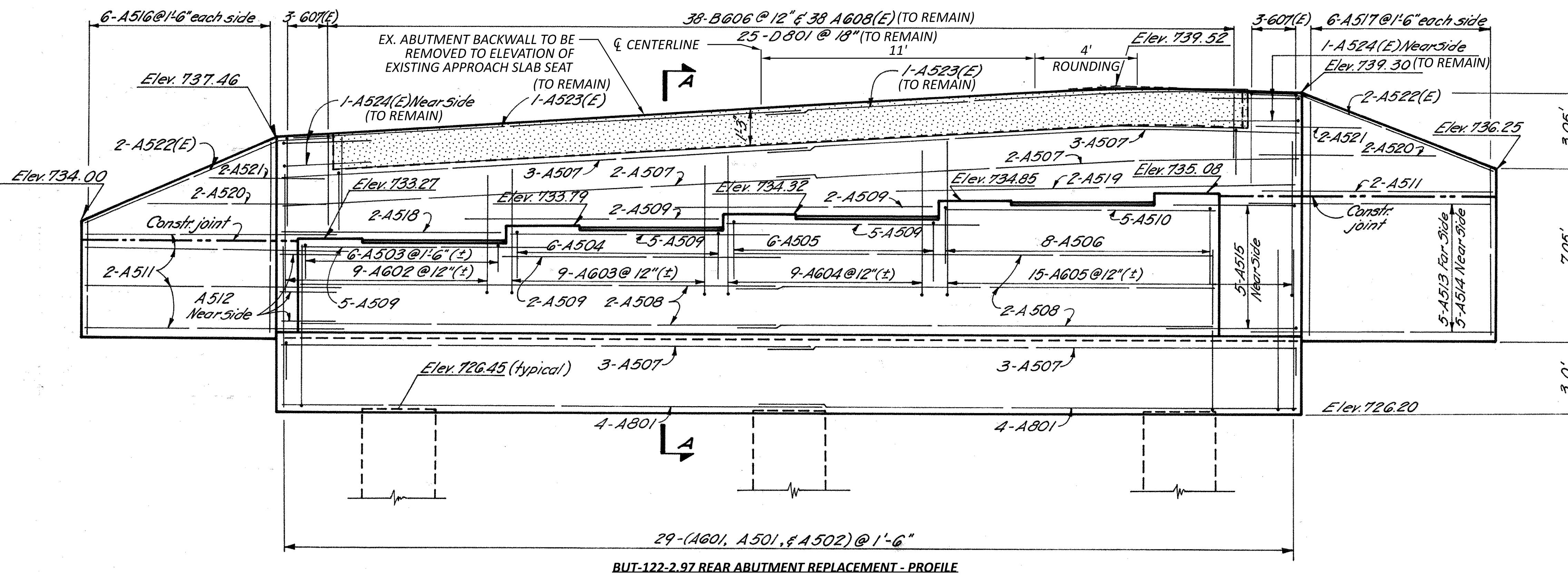
SFN	0902128
DESIGN AGENCY	
DESIGNER	GTF
CHECKER	
REVIEWER	JDO
DATE	9/29/25
PROJECT ID	112554
SUBSET	TOTAL
4	8
SHEET	TOTAL
P.25	29

LEGEND

CLASS QC2 CONCRETE

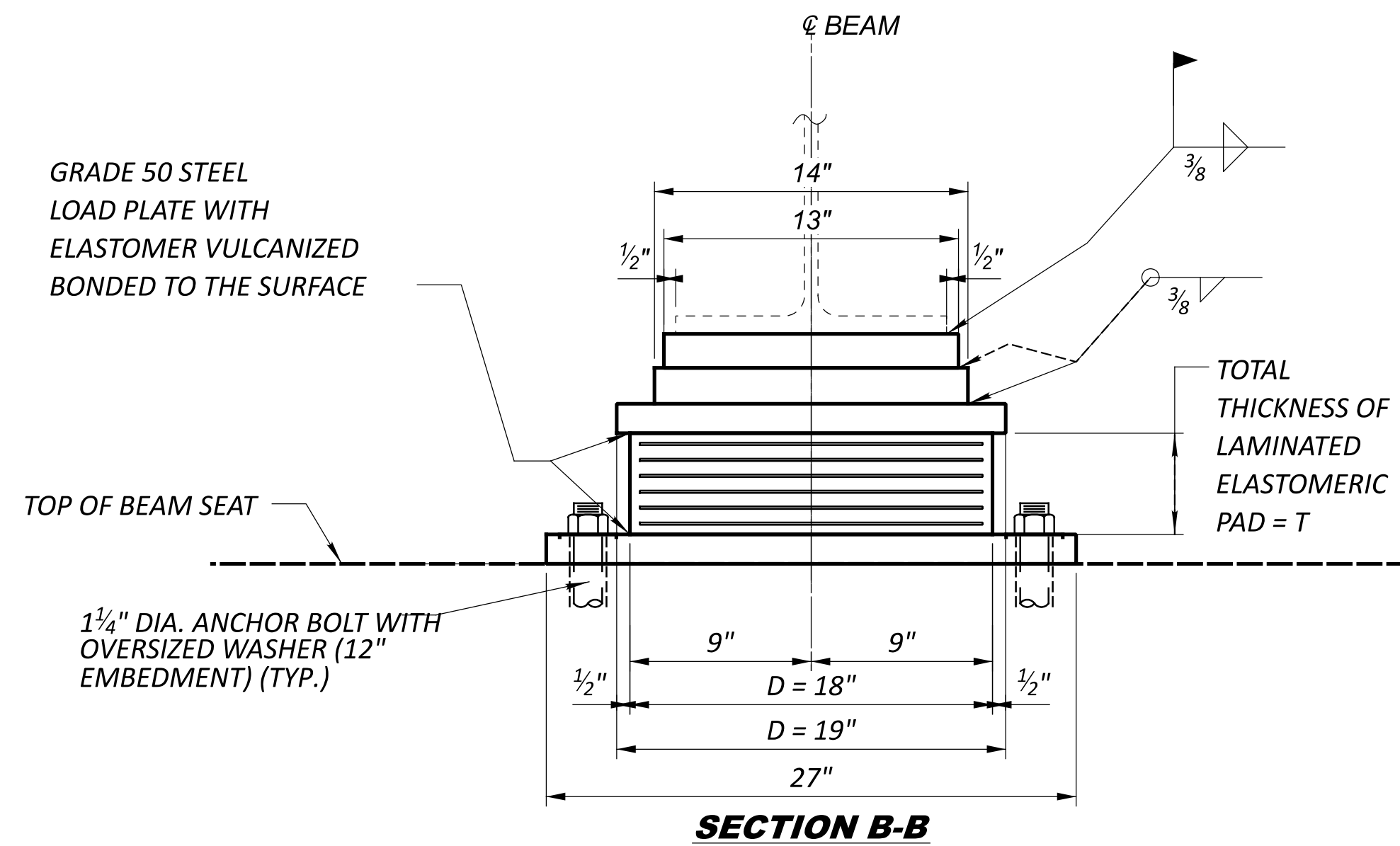
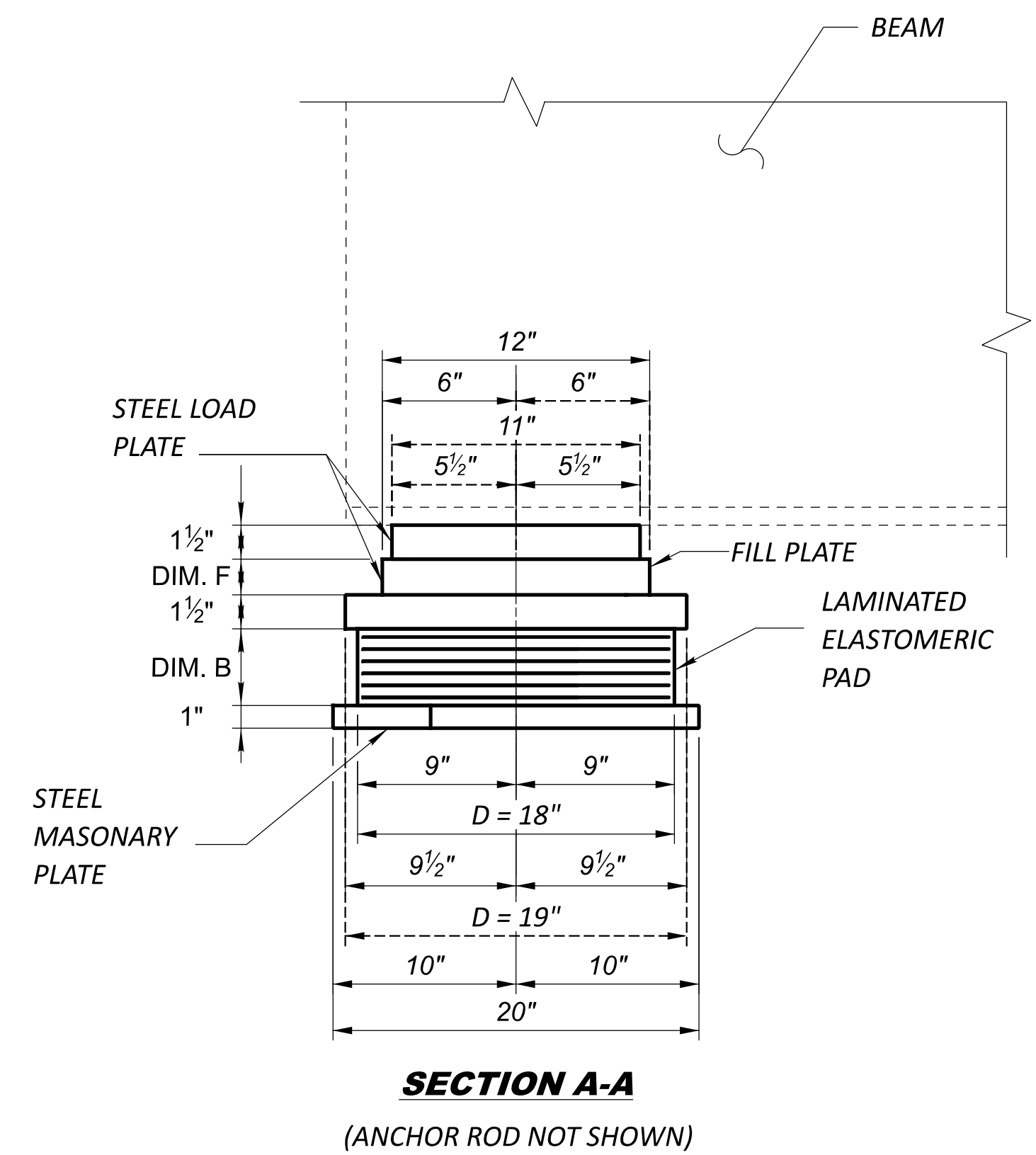
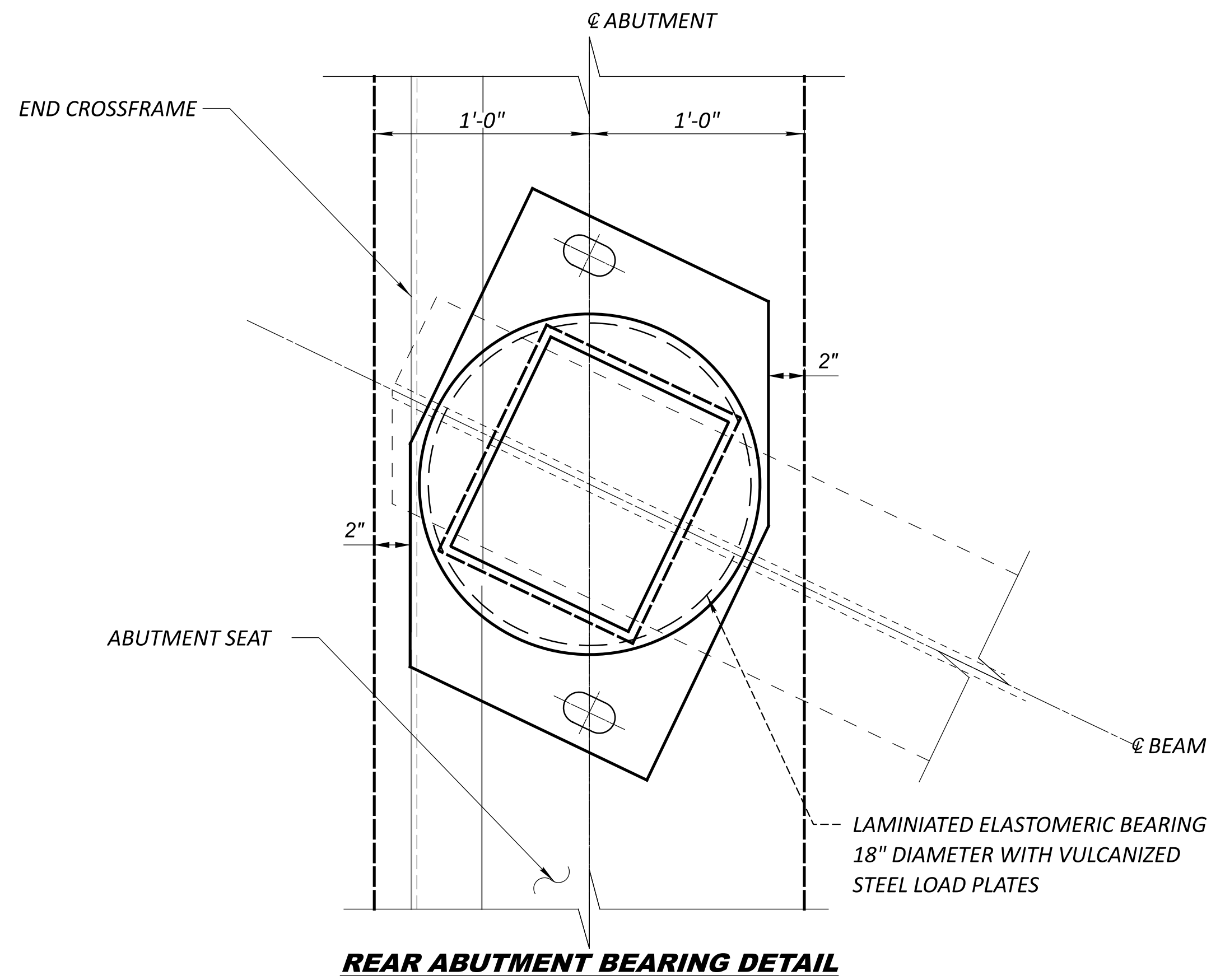
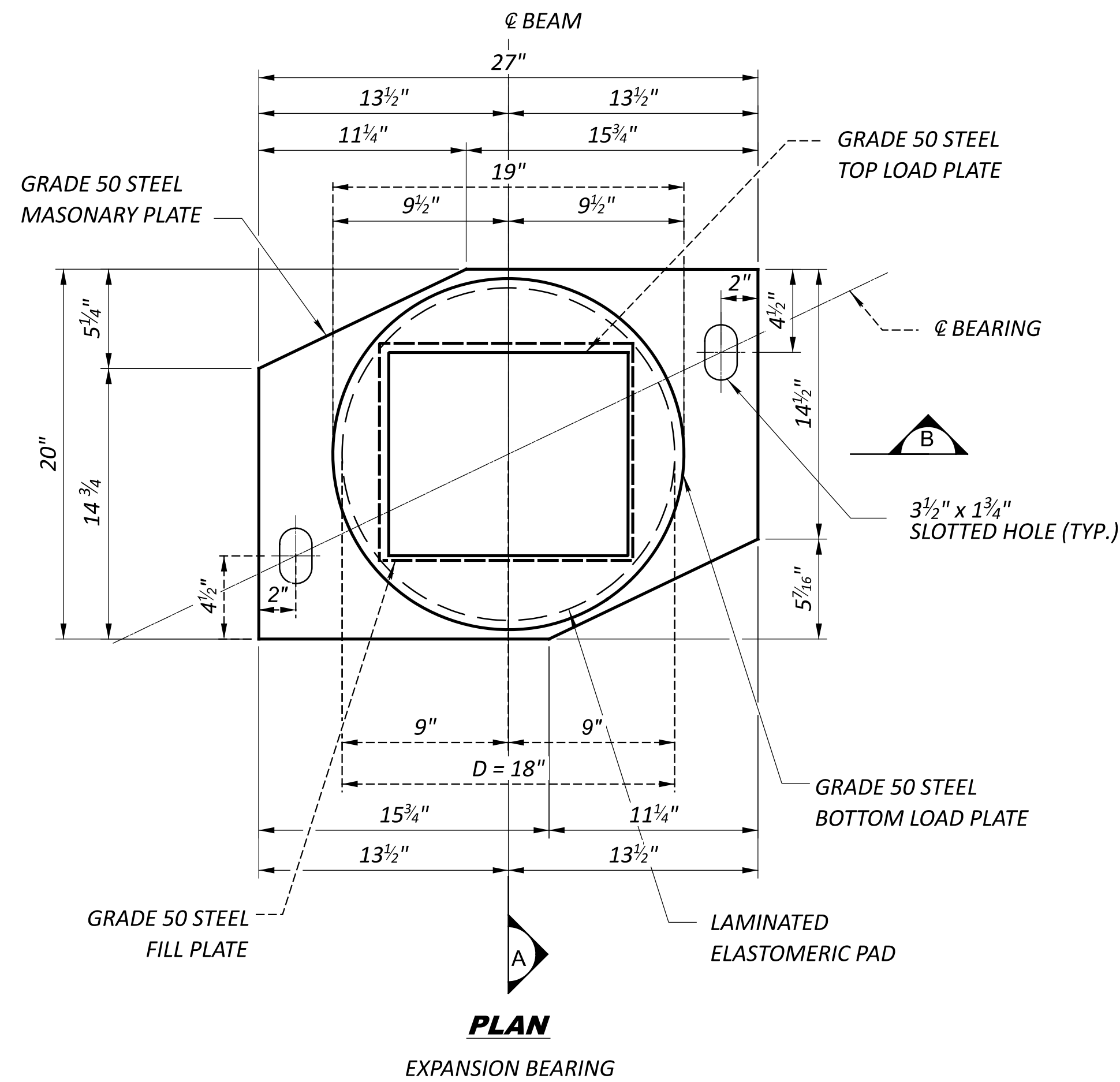
NOTES

- 1) PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL 705.11 (1-1/4" WIDE FOR A 1/2" WIDE GROOVE) PLACED IN 1/2" X 2-1/4" GROOVE
- 2) TYPE E WATERPROOFING
- 3) SEE S.C.D. EXJ-4-87 & GSD-1-19 FOR ADDITIONAL DETAILS
- 4) REMOVE AND RECONSTRUCT BACKWALL DOWN TO THE SEAT OF THE APPROACH SLAB (1-3" DEPTH)
- 5) SUPPLY ANODES WITH A MINIMUM CORE OF 210 GRAMS OF ZINC.



REAR ABUTMENT REPAIR DETAILS
 BRIDGE NO.: BUT-122-2.97
 SR-122 OVER ELK CREEK

SFN	0902128
DESIGN AGENCY	
DESIGNER	BCP
CHECKER	
REVIEWER	GTF
PROJECT ID	112544
SUBSET	5
TOTAL	8
SHEET	P.26
TOTAL	29

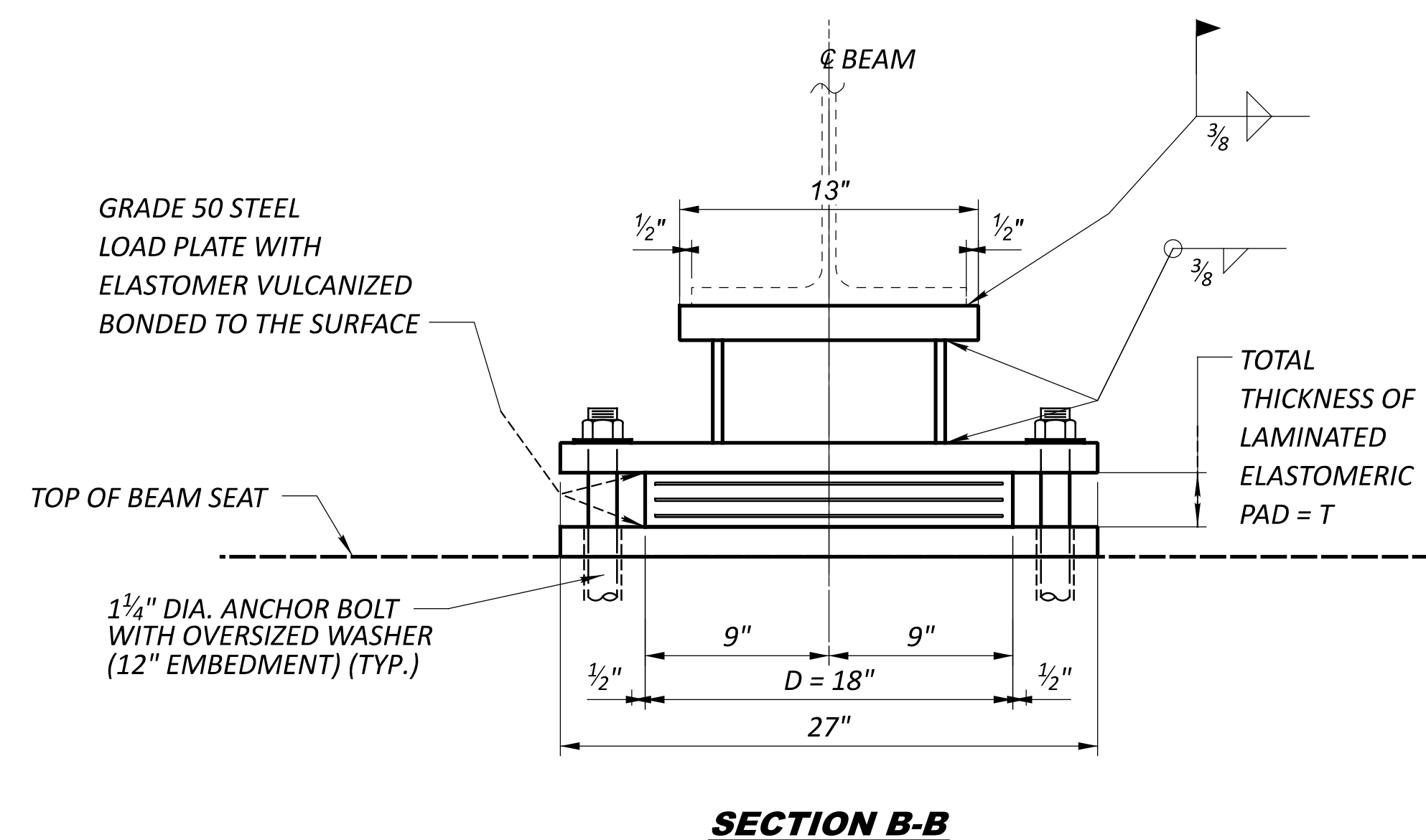
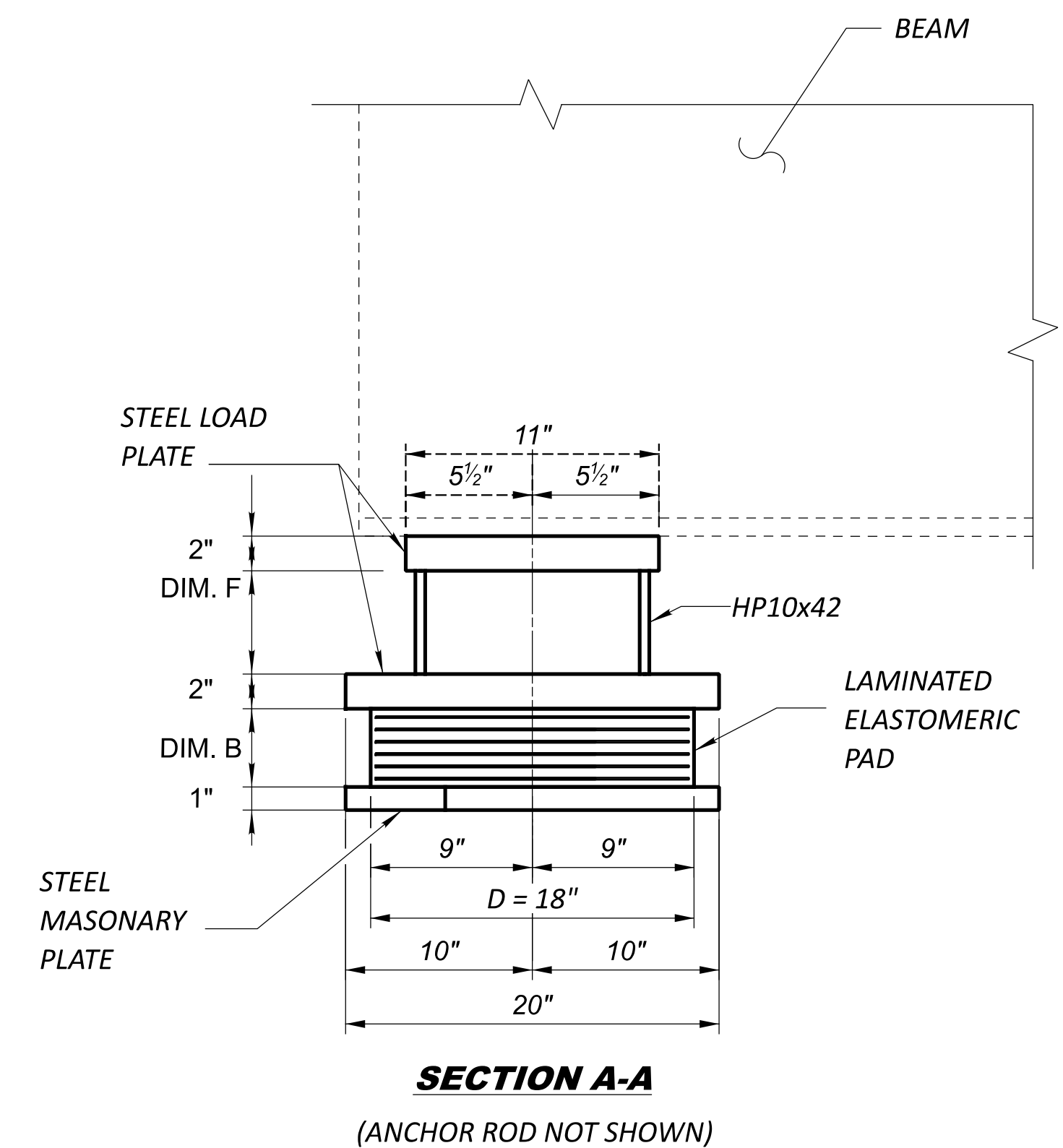
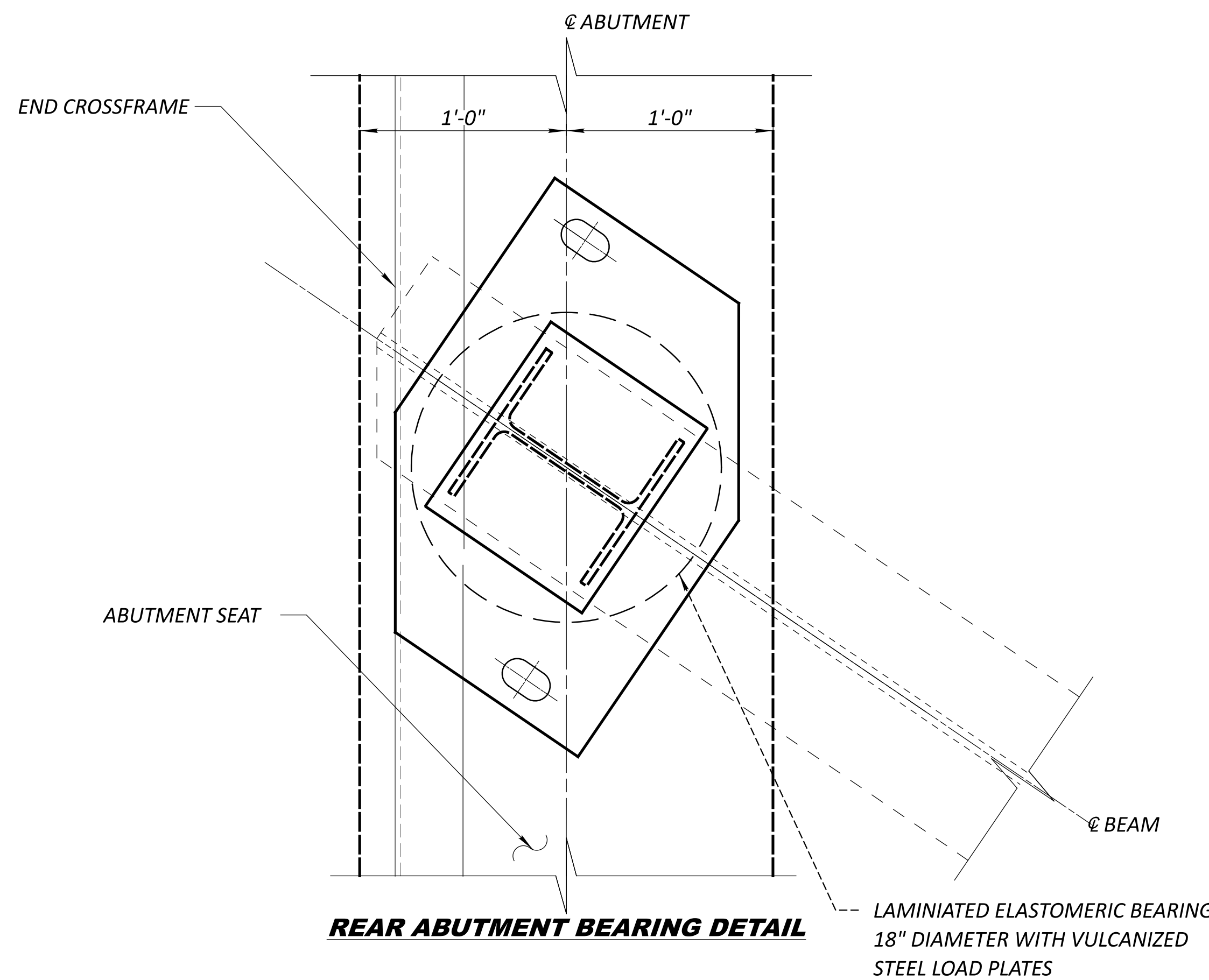
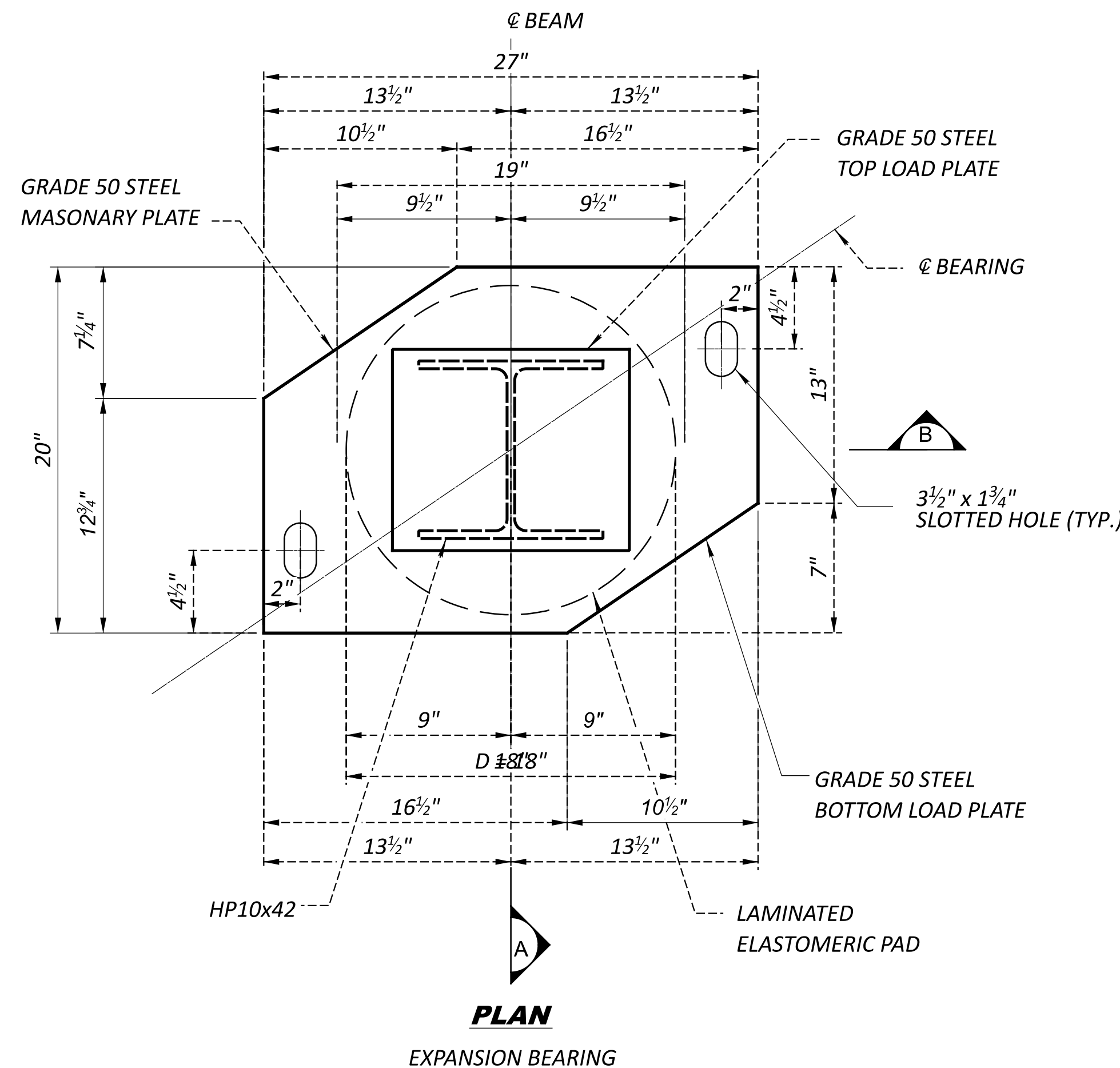


BEAM No.	A FIELD MEASURED BEARING HEIGHT	B PROPOSED BEARING THICKNESS	C REQ'D LOAD P _r THICKNESS AT ϕ BEARING (TOP)	D REQ'D LOAD P _r THICKNESS AT ϕ BEARING (BOTTOM)	E REQ'D MASONRY P _r THICKNESS AT ϕ BEARING	F FILL PLATE THICKNESS (A-B-C-D-E)
1	9.5"±	3.763"	1.50"	1.50"	1.00"	1.5"-2.0"
2	9.5"±	3.763"	1.50"	1.50"	1.00"	1.5"-2.0"
3	9.5"±	3.763"	1.50"	1.50"	1.00"	1.5"-2.0"
4	9.5"±	3.763"	1.50"	1.50"	1.00"	1.5"-2.0"
5	9.5"±	3.763"	1.50"	1.50"	1.00"	1.5"-2.0"

SUB-STRUCTURE	ELASTOMERIC PAD						REACTIONS			MAXIMUM DESIGN LOAD (K)	
	T	NO. OF INTER. LAYERS	t _i	t _e	STEEL LAMINATES		TYPE	DEAD LOAD (KIPS)	LIVE* LOAD (KIPS)		
					NO.	THICK.					
BUT-122-0297	R. ABUTMENT	3.763"	4	0.600"	0.420"	5	0.1046"	EXP.	19.07	274.78	293.85

t_i = THICKNESS OF INTERNAL ELASTOMER LAYER, t_e = THICKNESS OF EXTERNAL ELASTOMER LAYER
 * W/O IMPACT





REAR & FORWARD ABUTMENT ELASTOMERIC BEARING PAD DATA						
BEAM No.	A FIELD MEASURED BEARING HEIGHT	B PROPOSED BEARING THICKNESS	C REQ'D LOAD P_f THICKNESS AT ϕ BEARING (TOP)	D REQ'D LOAD P_f THICKNESS AT ϕ BEARING (BOTTOM)	E REQ'D MASONRY P_f THICKNESS AT ϕ BEARING	F FILL PLATE THICKNESS (A-B-C-D-E)
1	10.5" \pm	1.000"	2.00"	2.00"	1.00"	4.0"-5.0"
2	10.5" \pm	1.000"	2.00"	2.00"	1.00"	4.0"-5.0"
3	10.5" \pm	1.000"	2.00"	2.00"	1.00"	4.0"-5.0"
4	10.5" \pm	1.000"	2.00"	2.00"	1.00"	4.0"-5.0"
5	10.5" \pm	1.000"	2.00"	2.00"	1.00"	4.0"-5.0"

ABUTMENT ELASTOMERIC PAD DATA FOR EXISTING BEAMS											
	SUB-STRUCTURE	ELASTOMERIC PAD					REACTIONS				
		T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES		TYPE	DEAD LOAD (KIPS)	LIVE* LOAD (KIPS)	MAXIMUM DESIGN LOAD (K)
						NO.	THICK.				
BUT-122-0297	F. ABUTMENT	1.000"	2	0.248"	0.095"	3	0.1046"	FIX.	19.07	274.78	293.85

ti = THICKNESS OF INTERNAL ELASTOMER LAYER, te = THICKNESS OF EXTERNAL ELASTOMER LAYER
 * W/O IMPACT



