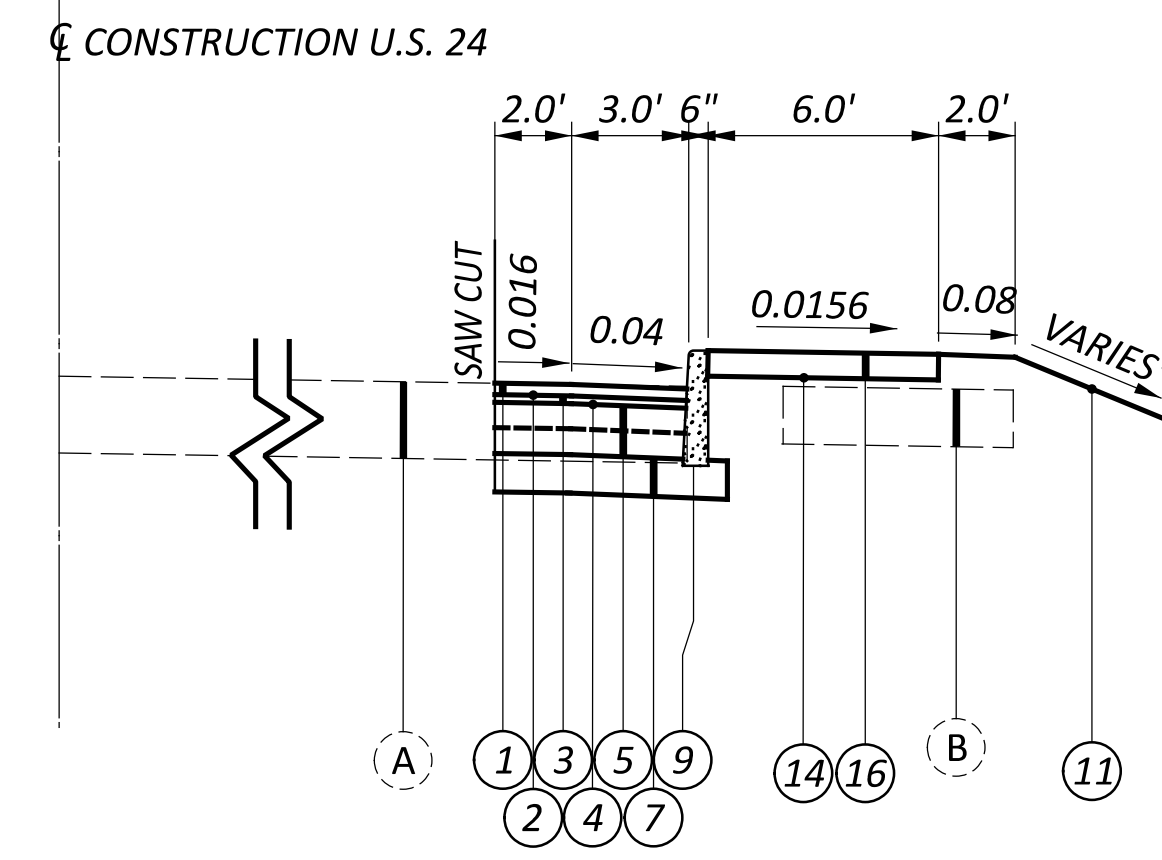
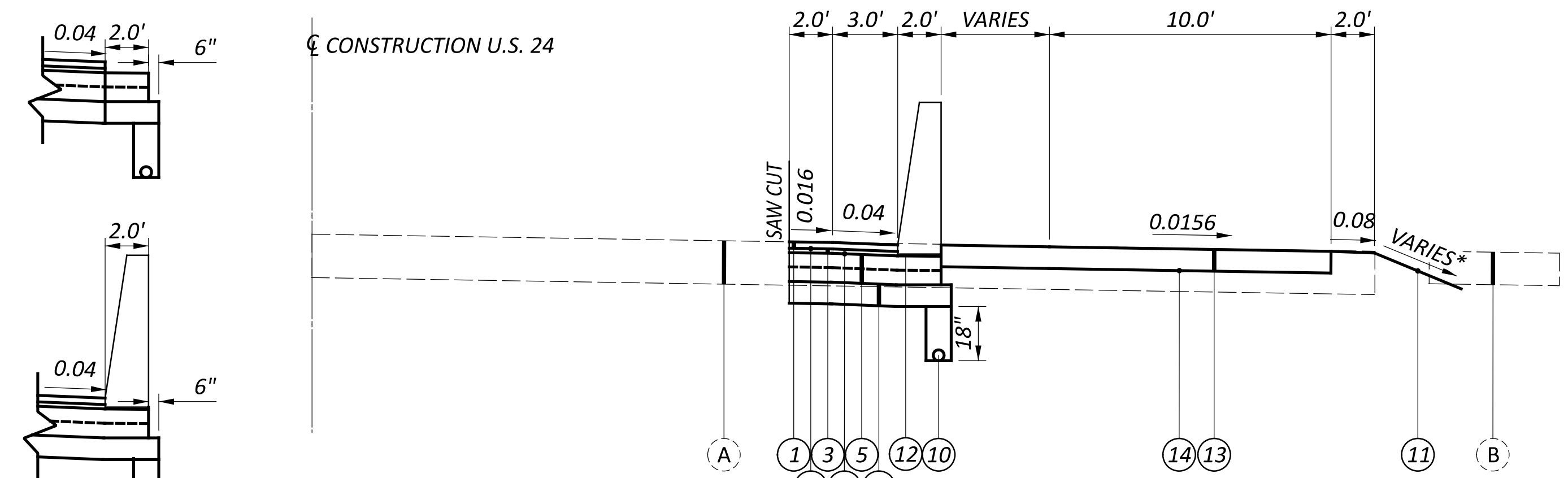


- 1 ITEM 442 - 1 3/4" ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A
- 2 ITEM 407 - TACK COAT @ 0.055 GAL./S.Y.
- 3 ITEM 442 - 1 1/2" ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A
- 4 ITEM 407 - TACK COAT @ 0.085 GAL./S.Y.
- 5 ITEM 301 - 8" ASPHALT CONCRETE BASE, PG64-22 (449) (TWO 4" LIFTS)
- 6 ITEM 301 - 6" ASPHALT CONCRETE BASE, PG64-22 (449)
- 7 ITEM 304 - 6" AGGREGATE BASE
- 8 ITEM 203 - GRANULAR MATERIAL, TYPE B AND 204, EXCAVATION OF SUBGRADE 12"
- 9 ITEM 609 - CURB, MISC CITY OF TOLEDO CONCRETE CURB, TYPE A
- 10 ITEM 605 - 6" BASE PIPE UNDERDRAINS (18" MAX.)

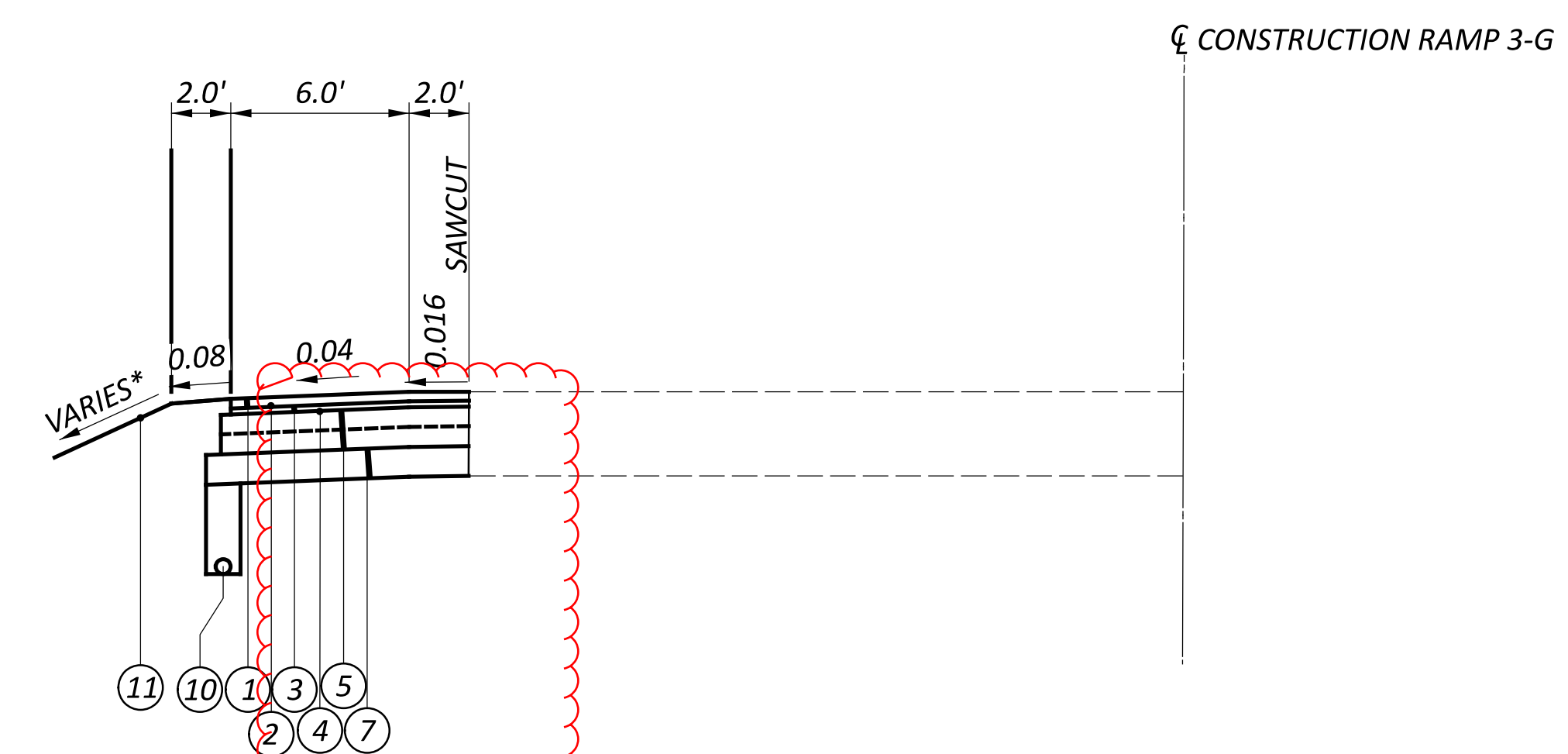
- LEGEND**
- 11 ITEM 659 - SEEDING AND MULCHING
 - 12 ITEM 622 - CONCRETE BARRIER, TYPE D
 - 13 ITEM 452 - 6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS
 - 14 ITEM 204 - SUBGRADE COMPACTION
 - 15 NOT USED
 - 16 ITEM 608 - 4" CONCRETE WALK
 - A EXISTING 12" PAVEMENT
 - B EXISTING CONCRETE SIDEWALK



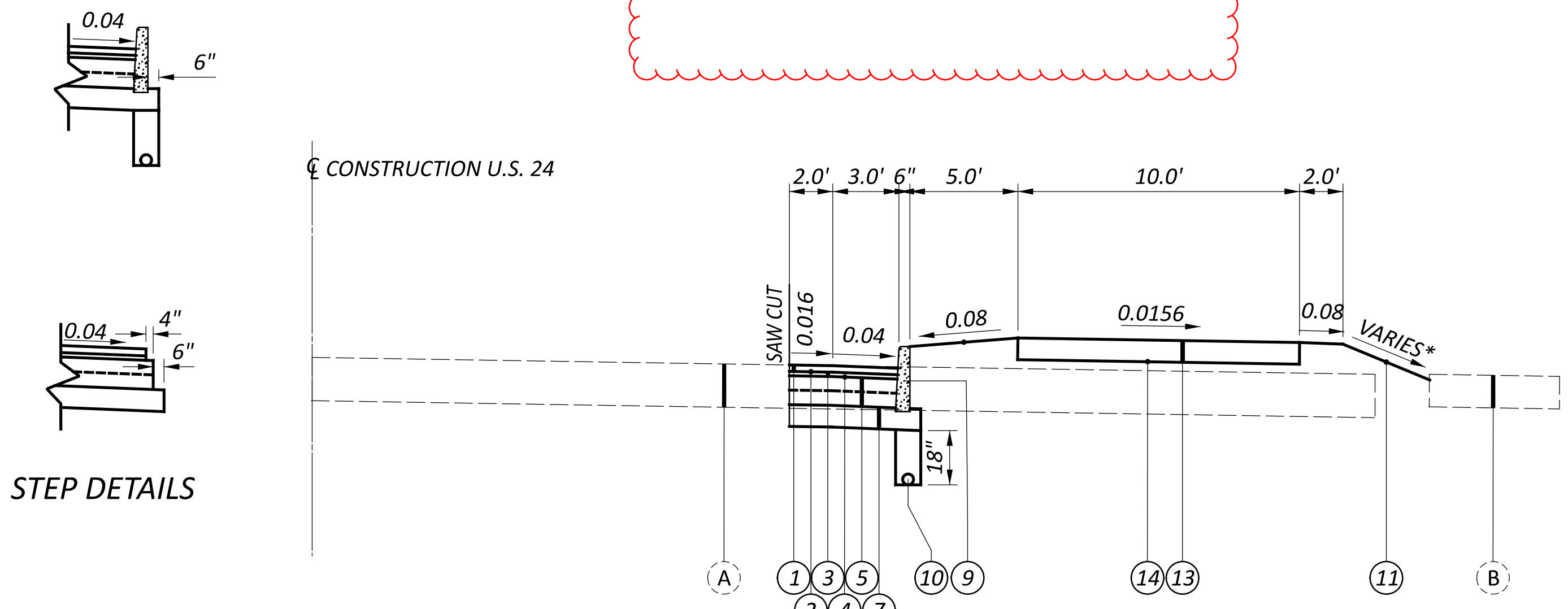
N. DETROIT AVE. (US-24)
 STA. 17+86.19 TO STA. 18+05.48



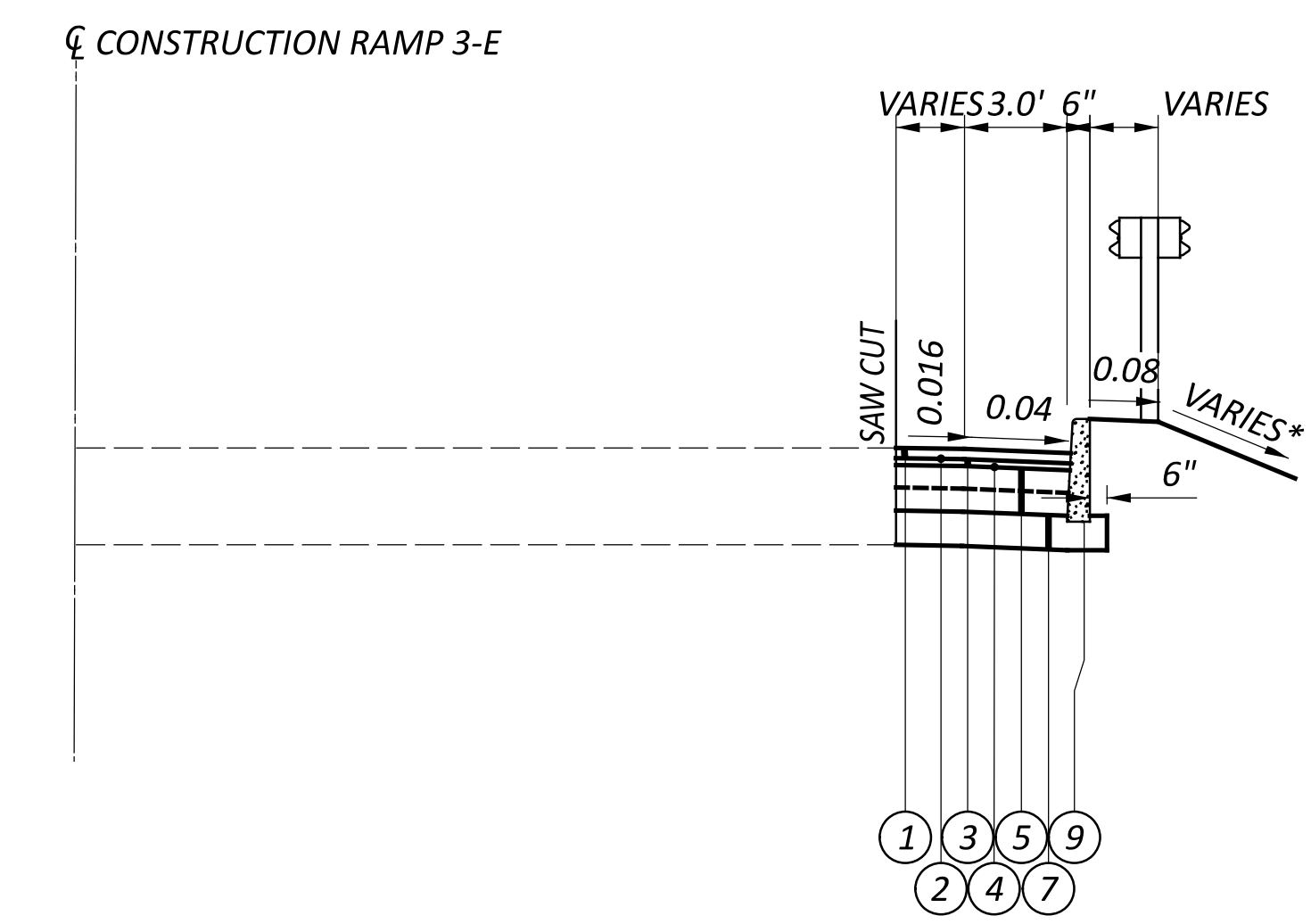
N. DETROIT AVE. (US-24)
 STA. 18+89.75 TO STA. 22+04.82



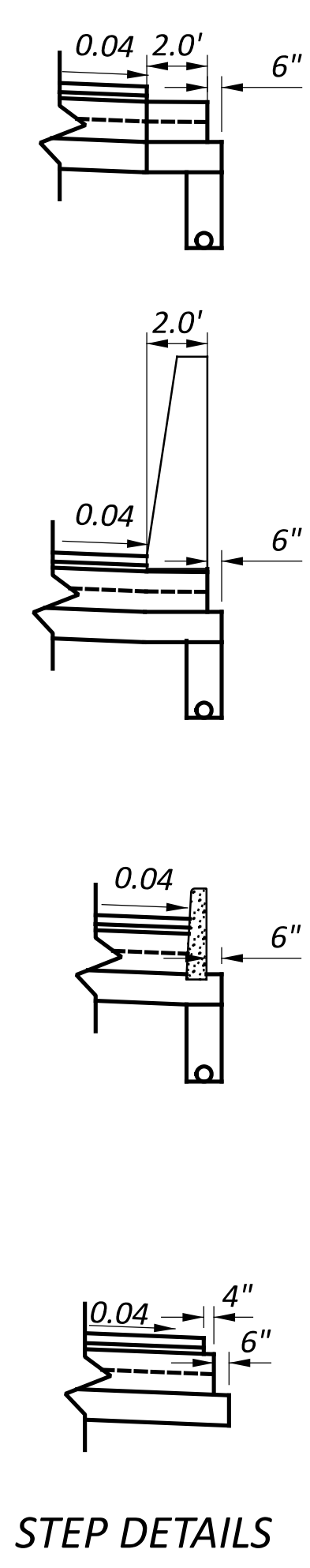
RAMP 3-G (I-75 NORTHBOUND ENTRANCE RAMP)
 STA. 218+52.89 TO STA. 219+59.76



N. DETROIT AVE. (US-24)
 STA. 22+04.82 TO STA. 23+33.10



RAMP 3-E (I-75 SOUTHBOUND ENTRANCE RAMP)
 STA. 18+45.92



STEP DETAILS

TYPICAL SECTIONS

DESIGN AGENCY	
DESIGNER	HBK
REVIEWER	JRE 01/28/26
PROJECT ID	124242
SHEET TOTAL	P.02 P.47

* OR AS SHOWN IN CROSS SECTIONS

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 OR PERMANENT BARRIER (INCLUDING BRIDGE PARAPETS) CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY.

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

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

ITEM 202 - WALK REMOVED, AS PER PLAN

THE CONTRACTOR SHALL REMOVE ALL WALK ONLY NECESSARY FOR THE INSTALLATION OF THE PROPOSED PATH, CURB, AND STORM STRUCTURE. ALL WORK AND MATERIALS FURNISHED SHALL CONFORM TO ODOT CMS. PAYMENT FOR ALL LABOR AND MATERIALS NECESSARY FOR THE CONSTRUCTION OF ITEM 202 - WALK REMOVED ARE INCIDENTAL TO THE ITEM.

ITEM SPECIAL - FILL AND PLUG EXISTING CONDUIT

THIS ITEM CONSISTS OF THE CONSTRUCTION OF BULKHEADS IN AN EXISTING 6 INCH DIAMETER CONDUIT AND FILLING THE AREA SEALED OFF WITH ITEM 613, SAND OR OTHER MATERIAL APPROVED BY THE ENGINEER.

LOCATE THE BULKHEADS AT THE LIMITS OF THE AREA TO BE FILLED, AS INDICATED ON THE PLANS. THE BULKHEADS CONSIST OF BRICK OR CONCRETE MASONRY WITH A MINIMUM THICKNESS OF 12 INCHES.

PUMP THE FILL MATERIAL INTO PLACE OR BY OTHER MEANS APPROVED BY THE ENGINEER, SO THAT AFTER SETTLEMENT, AT LEAST 90 PERCENT OF THE CROSS-SECTIONAL AREA OF THE CONDUIT, FOR ITS ENTIRE LENGTH IS FILLED. THE LENGTH OF FILLED AND PLUGGED CONDUIT TO BE PAID FOR IS THE ACTUAL NUMBER OF FEET (MEASURED ALONG THE CENTERLINE OF EACH CONDUIT FROM OUTER FACE TO OUTER FACE OF BULKHEADS) FILLED AND PLUGGED AS DESCRIBED ABOVE.

IN LIEU OF FILLING AND PLUGGING THE EXISTING CONDUIT, THE PIPE MAY BE CRUSHED AND BACKFILLED PER 203, OR IT MAY BE REMOVED. THE LENGTH, MEASURED AS PROVIDED ABOVE, WILL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR, ITEM SPECIAL, FILL AND PLUG EXISTING CONDUIT.

ITEM 301 - ASPHALT CONCRETE BASE, (449), AS PER PLAN

ADJACENT TO THE BRIDGE ON THE NORTH AND SOUTH APPROACHES, THE CONTRACTOR SHALL NOT DISTURB PORTIONS OF EXISTING WALK AS SHOWN IN THE PLANS AND SUBSUMMARIES. RESULTING CONDITIONS OF REMAINING WALK AND PROPOSED WORK WILL BE A CHANNELIZED VOID SPACE 6" TO 8" IN DEPTH. THE CONTRACTOR SHALL FILL THIS VOID WITH ITEM 301 - ASPHALT CONCRETE BASE, (449), ENSURING POSITIVE DRAINAGE. THE CONTRACTOR SHALL NOT COVER THE PROPOSED FENCE BASEPLATES FOR THE 6' PROPOSED VPF.

ALL WORK AND MATERIALS FURNISHED SHALL CONFORM TO ODOT CMS. PAYMENT FOR ALL LABOR AND MATERIALS NECESSARY FOR THE CONSTRUCTION OF ITEM 301 - ASPHALT CONCRETE BASE, (449) ARE INCIDENTAL TO THE ITEM. AN ADDITIONAL CONTINGENCY OF 2 CY IS INCLUDED WITH THE ITEM, SHOULD THE CONTRACTOR REQUIRE MODIFICATIONS OF THE EXISTING SURFACE TO MEET MINIMUM THICKNESSES PER THE ODOT CMS.

ITEM 301 - ASPHALT CONCRETE BASE, (449), AS PER PLAN 4 CY

ITEM 301 - ASPHALT CONCRETE BASE, (449), AS PER PLAN (CONTINGENCY) 2 CY

STORM SEWER INSTALLATION

EXISTING STORM SYSTEM INVERTS AT TIE-IN LOCATIONS ARE UNKNOWN. THE CONTRACTOR SHALL FIELD-FIT ALL PROPOSED STORM SEWERS, STRUCTURES, LATERALS, AND APPURTENANCES TO ACHIEVE PROPER TIE-INS WHILE MAINTAINING CONTINUOUS POSITIVE DRAINAGE AND REQUIRED COVER. MAINTAIN A MINIMUM SLOPE OF 0.50% UNLESS OTHERWISE APPROVED BY THE ENGINEER. DO NOT CREATE BACKFALL.

THE CONTRACTOR SHALL FIELD-VERIFY EXISTING RIM AND INVERT ELEVATIONS AND CONFIRM FLOW DIRECTION PRIOR TO INSTALLATION. ADJUST PIPE LENGTHS, STRUCTURE DEPTHS, AND CORE LOCATIONS AS NEEDED TO ACHIEVE ALIGNMENT, GRADE, AND WATERTIGHT CONNECTIONS. COORDINATE ALL ADJUSTMENTS WITH THE ENGINEER.

ALL WORK NECESSARY TO FIELD-FIT AND ACHIEVE PROPER DRAINAGE IS INCIDENTAL TO THE ASSOCIATED DRAINAGE PAY ITEMS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

SUBMIT AS-BUILT RIM AND INVERT ELEVATIONS, PIPE SIZES, MATERIALS, AND FINAL GRADES/SLOPES FOR ALL MODIFIED STRUCTURES AND TIE-INS TO ODOT DISTRICT 2 AND THE CITY OF TOLEDO UPON COMPLETION OF INSTALLATION.

ALL WORK REQUIRED FOR THE RECORDING OF FINAL AS-BUILT STORM SHALL BE INCIDENTAL TO EACH ITEM 611 AS CONSTRUCTED BY THE CONTRACTOR.

ITEM 606 - IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE MASH 2016 TYPE 2 IMPACT ATTENUATORS AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW, PERMANENT INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON THE OFFICE OF ROADWAY ENGINEERING'S WEB PAGE (REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS). WHEN BI-DIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, IMPACT ATTENUATOR, TYPE 2 [(SPEED (IN MPH), HAZARD WIDTH (IN INCHES)), (UNIDIRECTIONAL OR BIDIRECTIONAL)], EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS/BACKSTOPS, TRANSITIONS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

ROUNDING

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

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 100 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND 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 SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING 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.

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
 OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

THE FOLLOWING AIRPORTS WERE LOCATED WITHIN A 20,000 FOOT RADIUS OF THE PROJECT SITE:

TOLEDO SEAPLANE BASE (2C9)
 CITY OF TOLEDO
 525 N ERIE ST
 TOLEDO, OH 43604-3373
 PHONE: 419-936-3704

AN AIRWAY/HIGHWAY CLEARANCE ANALYSIS WAS COMPLETED FOR TOLEDO SEAPLANE BASE AND FOUND THAT THE USE OF A 100 FT CRANE WILL NOT PENETRATE THE FAA NOTIFICATION SURFACES.

GENERAL NOTES

NAME	GRID		GROUND		ELEVATION	DESCRIPTION	STA/OFF	CENTERLINE
	NORTHING	EASTING	NORTHING	EASTING				
MON 3	730473.84	1677085.82			599.87	CONCRETE MONUMENT W/ ALUMINUM DISC	STA. 213+46.58, 119.56' RT	C/L CONST. I-75
CP1	730415.64	1676476.48			610.56	3/4" IRON PIN W/ ALUMINUM DISC STAMPED "ODOT SURVEY MARKER-WOOLPERT"	STA. 17+47.73, 71.76' RT	C/L CONST. US 24
CP2	730542.60	1676590.87			595.11	3/4" IRON PIN W/ ALUMINUM DISC STAMPED "ODOT SURVEY MARKER-WOOLPERT"	STA. 218+05.83, 77.43' LT	C/L CONST. I-75
CP3	731047.00	1676802.91			613.89	3/4" IRON PIN W/ ALUMINUM DISC STAMPED "ODOT SURVEY MARKER-WOOLPERT"	STA. 24+58.38, 85.33' RT	C/L CONST. US 24
CP4	730800.63	1676491.95			594.26	3/4" IRON PIN W/ ALUMINUM DISC STAMPED "ODOT SURVEY MARKER-WOOLPERT"	STA. 20+99.87, 84.62' LT	C/L CONST. US 24
500	730995.45	1676694.94			614.14	CUT X NOTCH ON BOLT, SE CORNER BLOT OF SIGN BASE	STA. 23+63.89, 11.39' RT	C/L CONST. US 24

DESIGN AGENCY



DESIGNER

AJS

REVIEWER

JRE 01/28/26

PROJECT ID

124242

SHEET TOTAL

P.04 P.47

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

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF: THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR OTHER LOCATION AS APPROVED BY THE ENGINEER. THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

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

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

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

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 40 HOURS

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

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

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

SEQUENCE OF CONSTRUCTION

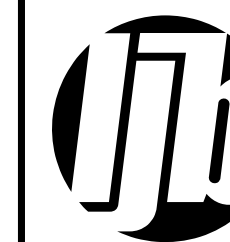
GENERAL

1. MAINTAIN MINIMUM OF ONE 12' LANE IN NORTHBOUND DIRECTION EXCEPT WHEN USING FLAGGERS.
2. TEMPORARY SIGNALS FOR THE BRIDGE CONSTRUCTION ARE NOT ANTICIPATED IN THE PROJECT'S LOW SPEED ENVIROMENT.
3. LANE CLOSURES ARE TO BE KEPT TO A MINIMUM. LANE CLOSURES ARE ANTICIPATED DURING CONSTRUCTION OF CURB RAMPS, CONSTRUCTION OF THE WALK WITHIN 15 FEET OF THE EDGE OF U.S. 24, AND STORM PIPE INSTALLATION.
4. ERECT SIDEWALK CLOSED SIGNS (R9-9-30) AT LOCATIONS SPECIFIED ABOVE AS SECTIONS ARE CONSTRUCTED.
5. CONSTRUCTION SHALL BE PERFORMED ON ONE SIDE OF THE RAMP AT A TIME.
6. PAVEMENT MARKING CHANGES ARE TO BE PERFORMED WITH THE USE OF FLAGGERS USING MT-97.12 (FLAGGER CLOSING 1 LANE OF A 2-LANE HIGHWAY FOR STATIONARY OPERATIONS) AND MOBILE OPERATIONS USING MT-99.20 (TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS).

PHASE 1

1. CONSTRUCT THE WALK LOCATED GREATER THAN 15' FROM THE EDGE OF U.S. 24. ERECT SIDEWALK CLOSED SIGNS (MT-110-10) AT ENDS OF WALK WHERE ACCESSIBLE TO PUBLIC.
2. BRIDGE CONSTRUCTION
 - A. INSTALL PORTABLE BARRIER AND TEMPORARY TRAFFIC CONTROL ON U.S. 24 FOR THE BRIDGE CONSTRUCTION.
 - B. LIMIT THE IMPACT TO U.S. 24 TRAFFIC TO ONLY THAT NECESSARY TO MODIFY THE EXISTING BRIDGE.
 - C. MAINTAIN TRAFFIC ON THE EXISTING BRIDGE BY USE OF 12' LANE AS SHOWN ON THE BRIDGE TRANSVERSE SECTION SHEET.
 - D. MAINTAIN THE EXISTING WESTERN EDGE LINE ON THE BRIDGE. INSTALL UNANCHORED PORTABLE BARRIER. SEE BRIDGE PLANS FOR TYPICAL SECTIONS.
 - E. PORTABLE BARRIER IS TO BEGIN AT STA. 18+89.75, BE UNANCHORED ACROSS THE EXISTING BRIDGE DECK AND WRAP AT STA. 22+04.82.
 - F. MAINTAIN ONE 12' LANE ON U.S. 24. PROVIDE A MAXIMUM OF A 85' EDGE LINE RADIUS FOR TRUCK ACCESS TO RAMP TO I-75 NORTH.
 - G. SHIFT TRAFFIC ON U.S 24 TO MAINTAIN ONE 12' LANE ACROSS THE BRIDGE WITH TAPER PER OMUTCD TABLE 6H-4 USING A SPEED OF 35 MPH. MAINTAIN THE EASTERN EDGE LINE. START THE TAPER AT STA. 10+37.20 AND WARP AT 12+90.17.
 - H. ERECT FALSE WORK BY CLOSING TWO LANES ON I-75 AT A TIME, PER THE PERMITTED LANE USE CLOSURE SCHEDULE (PLCS) USING NIGHT WORK.
 - I. RAMP FROM DETROIT AVE TO NB 75 CAN BE CLOSED FOR A PERIOD NOT TO EXCEED 7 CALENDAR DAYS FOR SHOULDER CONSTRUCTION. ERECT FALSE WORK OVER THE NORTHBOUND RAMP FROM U.S.-24 USING MT-101.60. ODOT DISTRICT 2 WILL ERECT AN NORTHBOUND DETOUR USING WEST DELAWARE AVE. AND COLLINGWOOD AVE.

DESIGN AGENCY



DESIGNER

HBK

REVIEWER

JRE 01/28/26

PROJECT ID

124242

SHEET TOTAL

P.07 P.47

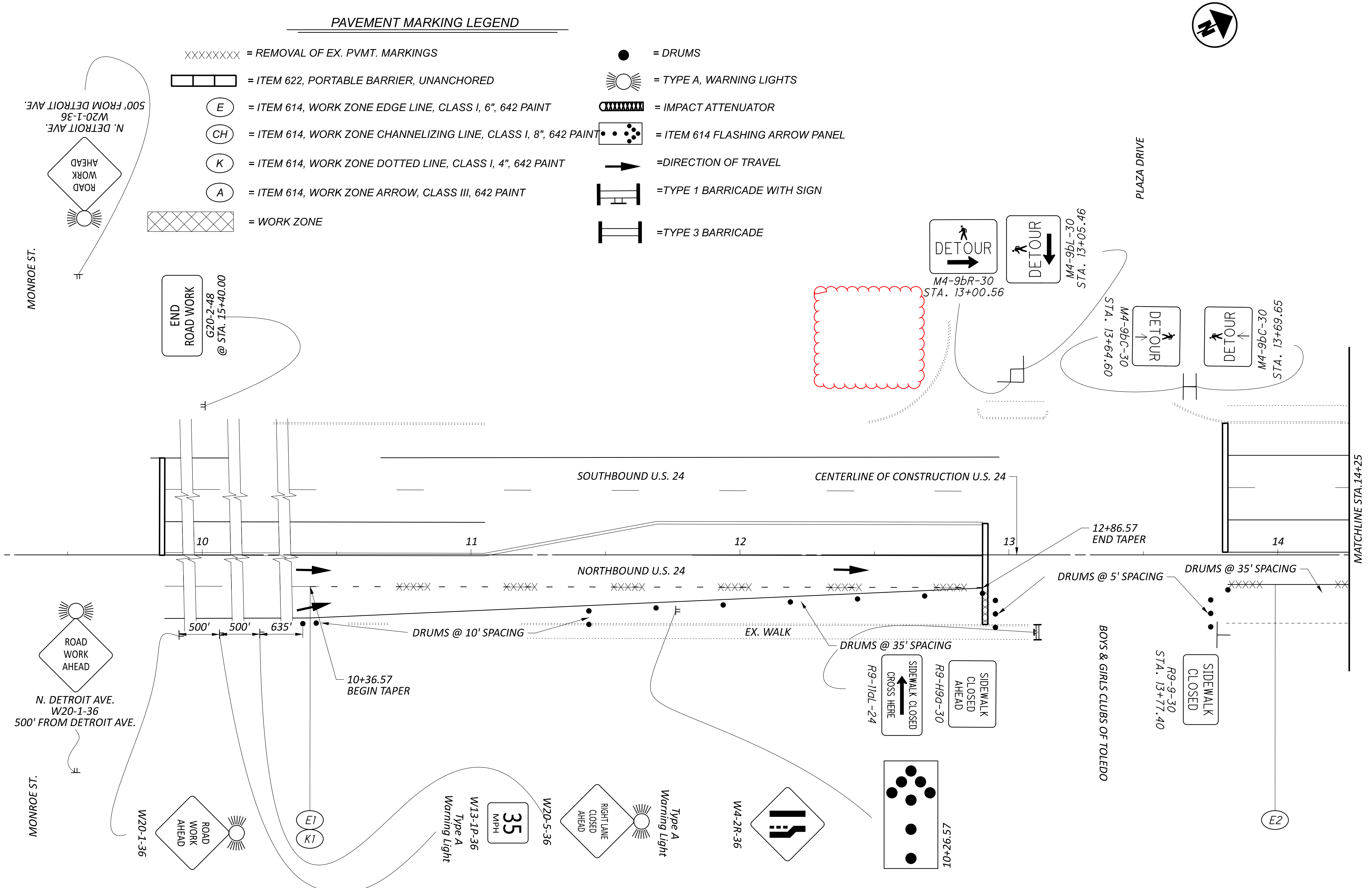
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REF NO.	SHEET NO.	STATION TO STATION					614	614	614	622	606	614	607	644						
							WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	PORTABLE BARRIER, UNANCHORED	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (MOT)	WORK ZONE ARROW, CLASS III, 642 PAINT	TEMPORARY VANDAL FENCE, TYPE A	REMOVAL OF PAVEMENT MARKING	FT	FT	MILE	FT	EACH	EACH
K1	10	10+40.18	RT	TO	12+89.90	RT	250													
CH1	11	16+67.67	RT	TO	17+88.76	RT		121												
E1	10	10+40.18	RT	TO	12+90.18	RT														
E2	11	13+81.32	RT	TO	18+34.86	RT														
E3	12	18+43.12	RT	TO	23+84.75	RT														
B1	12	18+89.75	RT	TO	22+04.82	RT														
IA1	11	18+89.75	RT																	
A1	11	16+56.45	RT																	
A2	11	17+26.92	RT																	
F1	12	18+96.71	RT	TO	21+23.25	RT														
	10	10+40.18	RT	TO	12+90.18	RT														250
	11	13+81.44	RT	TO	17+89.24	RT														368
	11	18+01.11	RT	TO	18+41.40	RT														129
	12	18+96.49	RT	TO	23+06.2	RT														409
	12	23+54.09	RT	TO	24+89.29	RT														245
TOTALS CARRIED TO GENERAL SUMMARY							250	121	0.31	316	1	2	315	1401						

MAINTENANCE OF TRAFFIC SUBSUMMARY

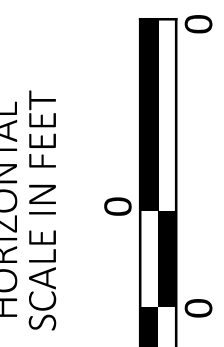
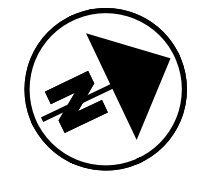
DESIGN AGENCY

 DESIGNER
 HBK
 REVIEWER
 JRE 01/28/26
 PROJECT ID
 124242
 SHEET TOTAL
 P.09 | P.48



PAVEMENT MARKING LEGEND

- XXXXXXXX = REMOVAL OF EX. PVMT. MARKINGS
- [Symbol] = ITEM 622, PORTABLE BARRIER, UNANCHORED
- (E) = ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT
- (CH) = ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT
- (K) = ITEM 614, WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT
- (A) = ITEM 614, WORK ZONE ARROW, CLASS III, 642 PAINT
- [Symbol] = WORK ZONE
- [Symbol] = DRUMS
- [Symbol] = TYPE A, WARNING LIGHTS
- [Symbol] = IMPACT ATTENUATOR
- [Symbol] = ITEM 614 FLASHING ARROW PANEL
- [Symbol] = DIRECTION OF TRAVEL
- [Symbol] = TYPE 1 BARRICADE WITH SIGN
- [Symbol] = TYPE 3 BARRICADE



MAINTENANCE OF TRAFFIC
 STA. 10+00 TO STA. 14+25

DESIGN AGENCY



DESIGNER
 HBK

REVIEWER
 JRE 01/28/26

PROJECT ID
 124242

SHEET TOTAL
 P.10 P.47

FOR ADDITIONAL DETAILS SEE
 STD. DWG. MT-095.31

SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
P.0	P.3	P.4	P.6	P.7	P.09	P.25	P.26	P.27	P.32		01/IMS	EXT	TOTAL				
								20	72		92	625	29000	92	FT	TRENCH	
									2		2	625	29920	2	EACH	STRUCTURE JUNCTION BOX (12" X 18")	
									4		4	625	30700	4	EACH	PULL BOX, 725.08, 18"	
								4	1		5	625	31510	5	EACH	PULL BOX REMOVED	
								5			5	625	31600	5	EACH	PULL BOX, MISC.: TOLEDO TYPE A	P.31
							1	2	2		5	625	32000	5	EACH	GROUND ROD	
									1		1	625	33001	1	EACH	STRUCTURE GROUNDING SYSTEM, AS PER PLAN	P.31
									2		2	625	35010	2	EACH	REMOVE AND REERECT EXISTING LIGHT POLE	
								79	72		151	625	36010	151	FT	UNDERGROUND WARNING/MARKING TAPE	
									2		2	625	75500	2	EACH	LIGHT POLE FOUNDATION REMOVED	
									1		1	625	75800	1	EACH	DISCONNECT CIRCUIT	
																TRAFFIC CONTROL	
							28				28	630	03100	28	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
							1				1	630	74500	1	EACH	OVERHEAD SIGN SUPPORT, MISC.: REMOVE AND REERECT TC-12.30 DESIGN 1	P.24
							1				1	630	75001	1	EACH	SIGN ATTACHMENT ASSEMBLY, AS PER PLAN	P.24
							13.5				13.5	630	80100	13.5	SF	SIGN, FLAT SHEET	
							56				56	630	80224	56	SF	SIGN, OVERHEAD EXTRUSHEET	
							1				1	630	84511	1	EACH	RIGID OVERHEAD SIGN SUPPORT FOUNDATION, AS PER PLAN	P.24
							5				5	630	84900	5	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
							5				5	630	86002	5	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
							1				1	630	87100	1	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION	
							1				1	630	87400	1	EACH	REMOVAL OF OVERHEAD MOUNTED SIGN AND DISPOSAL	
							1				1	630	87500	1	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	
							1				1	630	89703	1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, AS PER PLAN	P.24
							1				1	630	89706	1	EACH	REMOVAL OF OVERHEAD SIGN SUPPORT AND DISPOSAL, TYPE TC-12.30	
						0.17					0.17	644	00104	0.17	MILE	EDGE LINE, 6"	
						0.12					0.12	644	00204	0.12	MILE	LANE LINE, 6"	
						0.1					0.1	644	00300	0.1	MILE	CENTER LINE	
						158					158	644	00404	158	FT	CHANNELIZING LINE, 12"	
						69					69	644	00500	69	FT	STOP LINE	
						538					538	644	00620	538	FT	CROSSWALK LINE, 12"	
						378					378	644	00630	378	FT	CROSSWALK LINE, 24"	
						3					3	644	01300	3	EACH	LANE ARROW	
					1,401	953					2,354	644	30000	2,354	FT	REMOVAL OF PAVEMENT MARKING	
																TRAFFIC SIGNALS	
								4			4	632	20731	4	EACH	PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, COUNTDOWN, AS PER PLAN	P.24
								4			4	632	25010	4	EACH	COVERING OF PEDESTRIAN SIGNAL HEAD	
								40			40	632	40501	40	FT	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG, AS PER PLAN	P.24
								271			271	632	40901	271	FT	SIGNAL CABLE, 9 CONDUCTOR, NO. 14 AWG, AS PER PLAN	P.24
								2			2	632	64020	2	EACH	PEDESTAL FOUNDATION	
								108			108	632	65301	108	FT	LOOP DETECTOR LEAD-IN CABLE, 2 CONDUCTOR, NO. 14 AWG, AS PER PLAN	P.24
								2			2	632	90010	2	EACH	PEDESTAL, MISC.: TOLEDO PEDESTAL	P.24
								2			2	632	90020	2	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM (PEDESTAL AND FOUNDATION)	
								4			4	632	90020	4	EACH	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM (PEDESTRIAN SIGNAL HEAD)	
								779			779	804	32021	779	FT	DROP CABLE, 6 FIBER, AS PER PLAN	P.24
																STRUCTURE REPAIR (LUC-24-24.98)	
																FOR STRUCTURE LUC-24-24.98 QUANTITIES SEE SHEET P.37	
																MAINTENANCE OF TRAFFIC	
							1				1	606	60022	1	EACH	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (MOT)	
							315				315	607	39992	315	FT	TEMPORARY VANDAL FENCE, TYPE A	
							40				40	614	11110	40	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
							5				5	614	12500	5	EACH	REPLACEMENT SIGN	
							5				5	614	12600	5	EACH	REPLACEMENT DRUM	
							5				5	614	13000	5	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
							8				8	614	13310	8	EACH	BARRIER REFLECTOR, TYPE 1, ONE WAY	
							7				7	614	13350	7	EACH	OBJECT MARKER, ONE WAY	
							0.31				0.31	614	22110	0.31	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	
							121				121	614	23200	121	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	
							250				250	614	24200	250	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
							2				2	614	30650	2	EACH	WORK ZONE ARROW, CLASS III, 642 PAINT	
							316				316	622	41100	316	FT	PORTABLE BARRIER, UNANCHORED	
																INCIDENTALS	
LS											LS	614	11000	LS		MAINTAINING TRAFFIC	
	LS										LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
		LS									LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

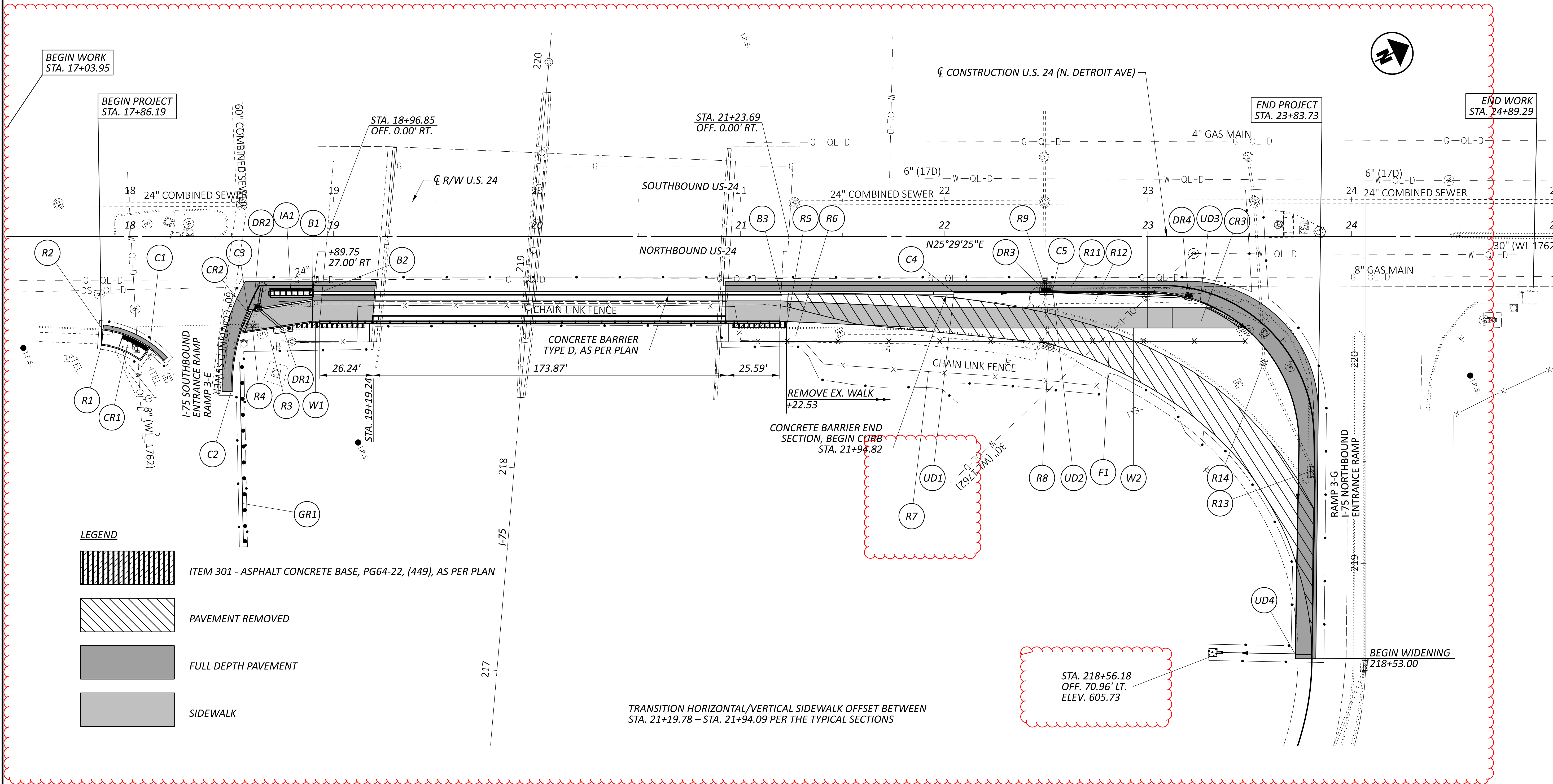
 DESIGNER
 AIM
 REVIEWER
 JRE 01/28/26
 PROJECT ID
 124242
 SHEET TOTAL
 P.15 P.47

REF NO.	SHEET NO.	STATION TO STATION					202	202	202	202	202	SPECIAL	202	204		452		606	606	606	606	607	608	609	609		622	622
							WALK REMOVED	WALK REMOVED, AS PER PLAN	CURB REMOVED	PIPE REMOVED, 24" AND UNDER	CATCH BASIN REMOVED	FILL AND PLUG EXISTING CONDUIT	FENCE REMOVED	SUBGRADE COMPACTION		6" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS		GUARDRAIL, TYPE MGS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	IMPACT ATTENUATOR, TYPE 2 (UNIDIRECTIONAL) (PERMANENT)	FENCE, TYPE CLT	CURB RAMP	CURB, TYPE 8	CURB, MISC.: CITY OF TOLEDO CONCRETE CURB, TYPE A		CONCRETE BARRIER, TYPE D	CONCRETE BARRIER, TYPE D, AS PER PLAN
						SF	SF	FT	FT	EACH	FT	FT	SY		SY		FT	EACH	EACH	EACH	FT	SF	FT	FT		FT	FT	
R1	P.18	17+86.26	52.9 RT	TO	18+04.53	51.7 RT	166																					
R2	P.18	17+86.83	46 RT	TO	18+16.91	60.8 RT																						
R3	P.18	18+50.56	60.6 RT	TO	19+11.32	45.4 RT		45	44																			
R4	P.18	18+60.08	44.8 RT	TO	18+65.01	24.7 RT																						
R5	P.18	21+22.53	45.2 RT	TO	22+65.00	60.9 RT																						
R6	P.18	21+22.53	45.2 RT	TO	22+47.80	54 RT	640																					
R7	P.18	21+22.53	51.6 RT	TO	22+74.96	73.3 RT																						
R8	P.18	22+51.18	54 RT	TO	22+49.58	24.8 RT																						
R9	P.18	22+49.58	24.8 RT	TO	22+49.55	21 RT																						
R11	P.18	22+42.24	31.4 RT	TO	219+39.28	29.3 LT																						
R12	P.18	22+46.15	34.5 RT	TO	23+61.16	40.8 RT	590																					
R13	P.18	219+45.26	27.2 LT	TO	219+98.54	50.3 LT																						
R14	P.18	219+98.54	50.3 LT	TO	23+52.38	17 LT																						
C1	P.18	18+09.64	55 RT	TO	18+16.91	60.8 RT																						
C2	P.18	18+49.82	76.1 RT	TO	18+54.30	47.5 RT																						
C3	P.18	18+58.14	36.9 RT	TO	18+89.75	31.6 RT																						
C4	P.18	22+04.82	27.5 RT	TO	22+46.96	27.5 RT																						
C5	P.18	22+53.04	27.5 RT	TO	23+33.10	35 RT																						
CR1	P.18	17+86.19	53.4 RT	TO	18+09.94	54.6 RT																						
CR2	P.18	18+53.76	47.6 RT	TO	18+93.30	42.1 RT																						
CR3	P.18	23+11.97	35 RT	TO	23+48.14	45 RT																						
W1	P.18	18+89.75	41.6 RT	TO	19+19.99	31.6 RT																						
W2	P.18	20+92.47	31.6 RT	TO	23+11.97	35 RT																						
B1	P.18	18+89.75	27 RT	TO	18+95.01	27 RT																						
B2	P.18	18+95.01	27 RT	TO	21+20.24	27 RT																						
B3	P.18	21+20.24	27 RT	TO	22+04.77	27 RT																						
GR1	P.18	18+54.06	61.9 RT	TO	18+55.79	150 RT																						
IA1	P.18	18+68.00	27.8 RT	TO	18+90.00	27.8 RT																						
F1	P.18	20+94.19	51.7 RT	TO	23+48.14	51.5 RT																						
TOTALS CARRIED TO GENERAL SUMMARY							1396	45	606	114	5	80	159	278		278		25	1	1	1	254	832	32	163	90	226	

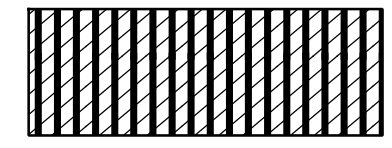
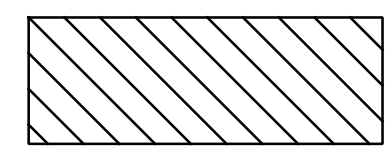


ROADWAY SUB-SUMMARY

DESIGN AGENCY

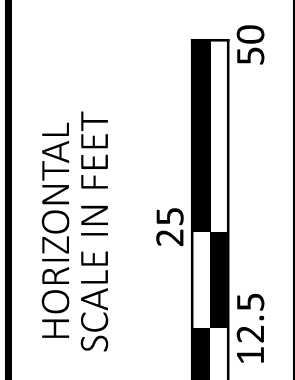
 DESIGNER
 HBK
 REVIEWER
 JRE 01/28/26
 PROJECT ID
 124242
 SHEET TOTAL
 P.16 P.47



LEGEND

-  ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449), AS PER PLAN
-  PAVEMENT REMOVED
-  FULL DEPTH PAVEMENT
-  SIDEWALK

TRANSITION HORIZONTAL/VERTICAL SIDEWALK OFFSET BETWEEN STA. 21+19.78 - STA. 21+94.09 PER THE TYPICAL SECTIONS



PLAN VIEW

DESIGN AGENCY

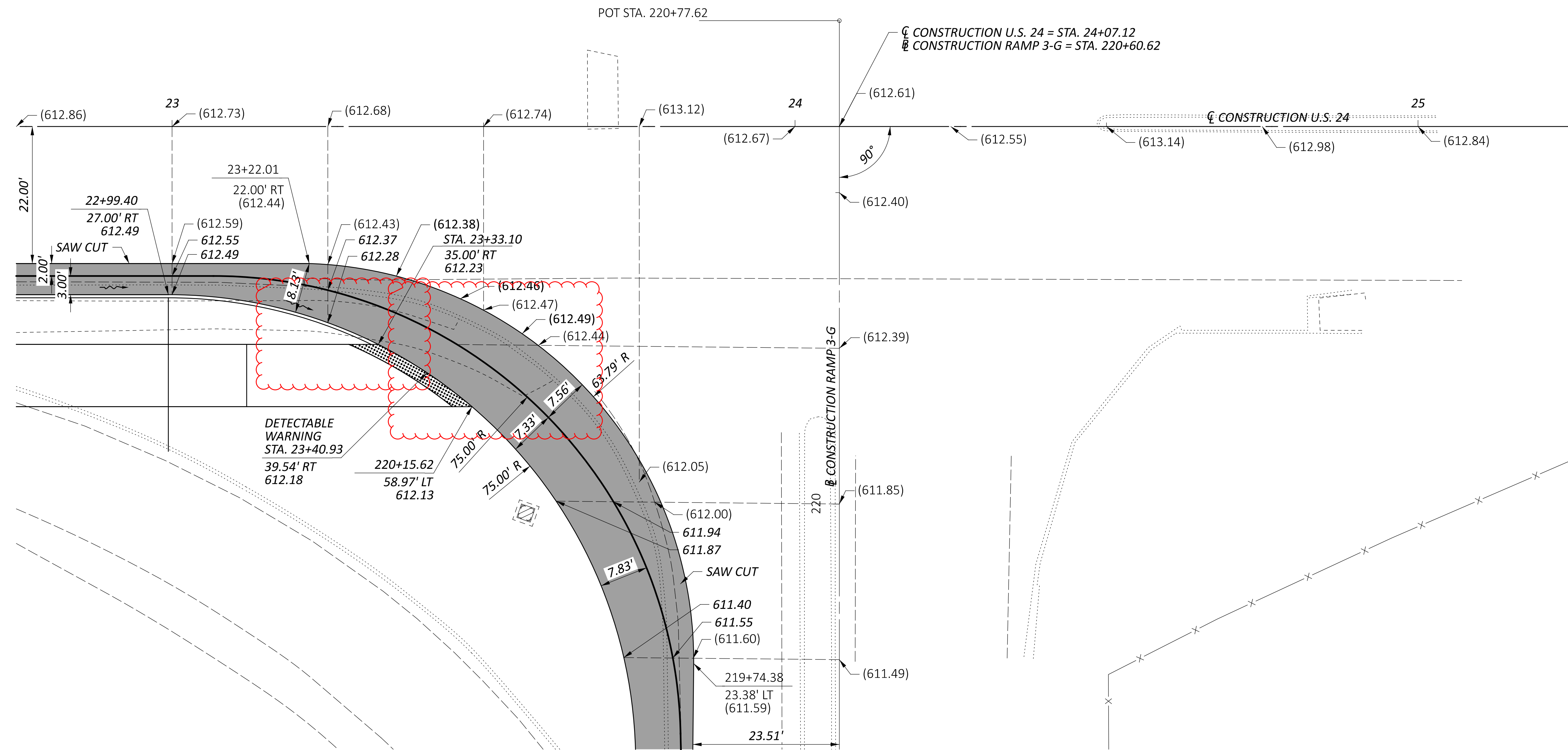
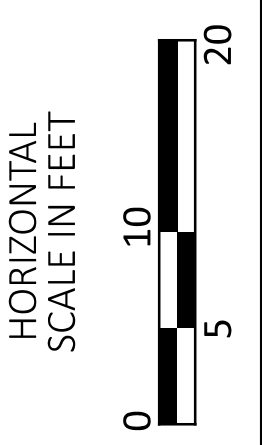
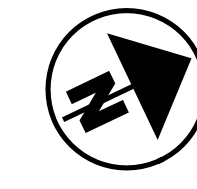
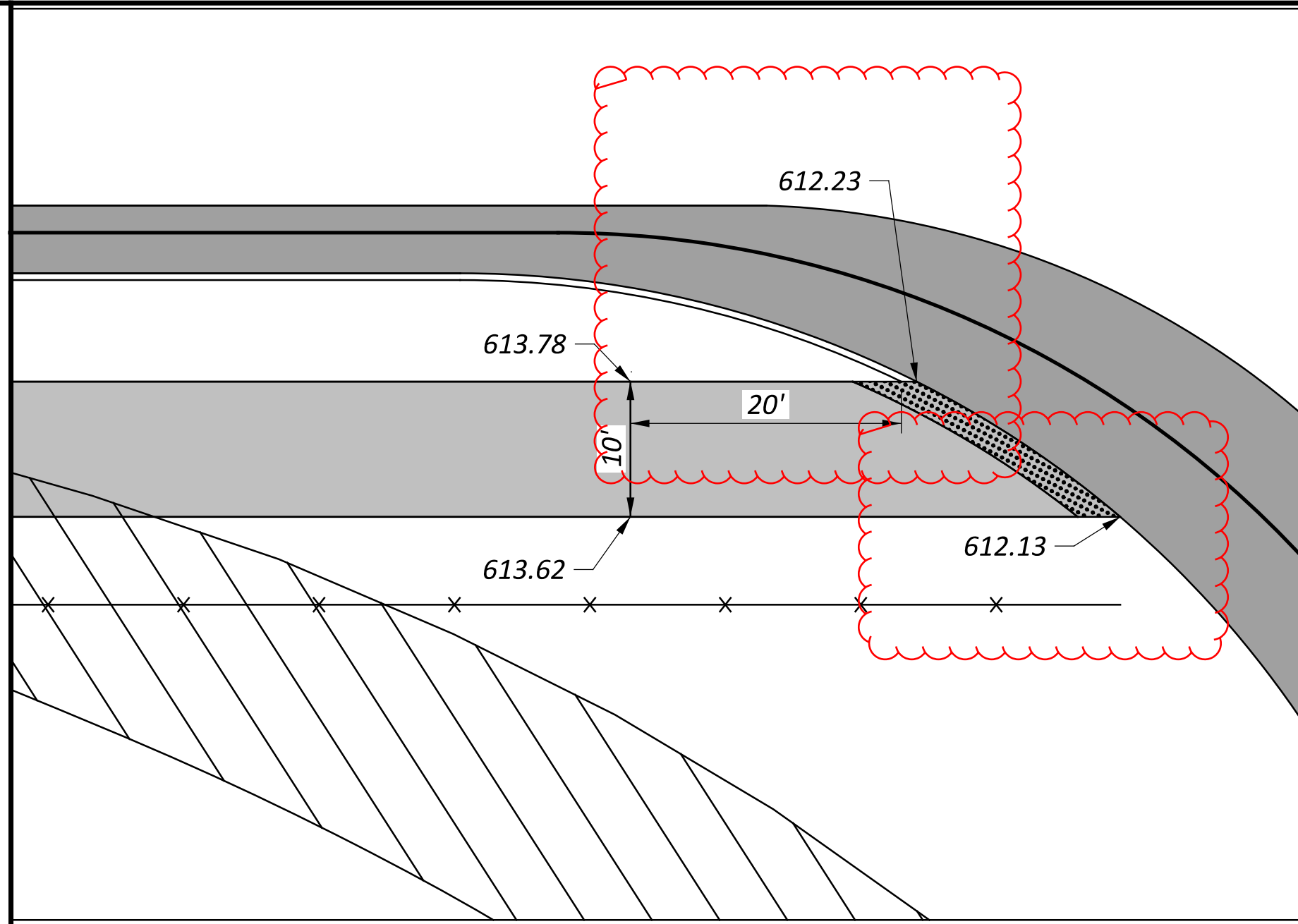


DESIGNER
HBK

REVIEWER
JRE 01/28/26

PROJECT ID
124242

SHEET TOTAL
P.18 | P.47



INTERSECTION DETAILS
RAMP 3-G

DESIGN AGENCY



DESIGNER	EDA
REVIEWER	JRE 01/28/26
PROJECT ID	124242
SHEET	P.23
TOTAL	P.47

625, ERECTING REUSABLE DOWNED LIGHT POLE, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF REERECTING THE EXISTING DOWNED LIGHT POLE.

THE LIGHT POLE SHALL BE CLEANED AND REPAIRS NEEDED FOR THE POLE TO BE IN GOOD SERVICEABLE CONDITION MADE. THE EXISTING POLE NUMBER DECAL SHALL BE REMOVED IF IT IS IN POOR CONDITION OR THE POLE NUMBER HAS CHANGED. A POLE NUMBER DECAL SHALL BE SUPPLIED AND APPLIED IF THE EXISTING DECAL IS REMOVED OR MISSING.

WHEN REQUIRED, NEW ANCHOR BOLTS SHALL BE FURNISHED AS PART OF THIS ITEM.

THE TRANSFORMER BASE SHALL BE PAINTED TO MATCH EX. POLE. IF EXISTING CONNECTOR KITS AND LUMINAIRE ARE DAMAGED, THEY SHALL BE REPLACED. TRANSFORMER BASE, LUMINAIRE, AND CONNECTOR KITS WILL BE PAID FOR SEPARATELY.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER ITEM 625, "ERECTING REUSABLE DOWNED LIGHT POLE, AS PER PLAN" FOR EACH POLE INSTALLED AND SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM IN A WORKMANLIKE MANNER.

625, LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ODOT'S CONSTRUCTION AND MATERIAL SPECIFICATIONS, LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS SHALL BE AS FOLLOWS:

LUMINAIRES FOR CONVENTIONAL LIGHTING UNITS WITH AN IES TYPE III DISTRIBUTION AND 250 WATT HIGH PRESSURE SODIUM EQUIVALENT LAMP OUTPUT SHALL MATCH EXISTING INSTALLATIONS. COLOR OF LUMINAIRE IS TO MATCH EXISTING. VOLTAGE IS 480 VOLTS.

PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR EACH C&MS ITEM 625, "LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN" FOR EACH LUMINAIRE WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO COMPLETE THIS ITEM IN A SATISFACTORY AND WORKMANLIKE MANNER.

CONDUIT EXPANSION AND DEFLECTION

EXPANSION FITTINGS SHALL BE OZ TYPE AX, CROUSE HINDS TYPE XJG, OR EQUAL APPROVED BY THE ENGINEER. EACH EXPANSION FITTING SHALL PROVIDE 4 INCHES TOTAL MOVEMENT WHILE BOTH ENDS ARE EMBEDDED IN CONCRETE AND SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER, UNLESS SPECIFIED OTHERWISE BY THE PLAN DETAILS.

DEFLECTION COUPLINGS SHALL BE OZ TYPE DX, CROUSE HINDS TYPE XD, OR EQUAL APPROVED BY THE ENGINEER. EACH DEFLECTION COUPLING SHALL HAVE AN EXTERNAL COPPER BONDING JUMPER, UNLESS SPECIFIED OTHERWISE BY THE PLAN DETAILS. MINIMUM DEFLECTION CAPABILITY: 25 DEGREES.

EXPANSION AND DEFLECTION FITTINGS FULLY OR PARTIALLY EMBEDDED IN CONCRETE, SOIL, OR SIMILAR MATERIAL SHALL BE COMPLETELY WRAPPED IN A NEOPRENE SLEEVE OR SHEET OF 1/2-INCH MINIMUM THICKNESS. SECURE NEOPRENE WRAP WITH TIE-WRAP PRIOR TO EMBEDMENT OF THE FITTING.

SPECIAL, MAINTAIN EXISTING LIGHTING

EXISTING ROADWAYS WHICH ARE TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION OF THIS PROJECT AND WHICH ARE LIGHTED SHALL HAVE THE LIGHTING MAINTAINED AS DESCRIBED HEREIN.

BEFORE ANY WORK IS STARTED IN THE IMMEDIATE VICINITY OF THE EXISTING LIGHTING CIRCUITS, REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR SHALL MAKE A VISUAL INSPECTION OF THE EXISTING ROADWAY LIGHTING CIRCUITS TO BE MAINTAINED. DURING THIS INSPECTION, A WRITTEN RECORD OF THE CONDITION OF EXISTING LIGHTING SHALL BE MADE BY ODOT'S REPRESENTATIVE. THIS WRITTEN REPORT SHALL NOTE INDIVIDUAL LUMINAIRES WHICH ARE NOT IN WORKING ORDER, INDIVIDUAL POLES WHICH ARE NOT STANDING, AND INDIVIDUAL CIRCUITS WHICH ARE NOT IN WORKING ORDER. THE COMPLETED REPORT SHALL BE SIGNED BY THE REPRESENTATIVES OF ODOT, THE MAINTAINING AGENCY AND THE CONTRACTOR.

IF, AS A RESULT OF THIS INSPECTION, IT IS DETERMINED THAT THE CONDITION OF THE EXISTING SYSTEM IS BELOW THAT REQUIRED FOR THE SAFETY OF THE TRAVELING PUBLIC, THEN THE MAINTAINING AGENCY SHALL MAKE THE REPAIRS NECESSARY TO RETURN THE SYSTEM TO AN ACCEPTABLE CONDITION. FOLLOWING THESE REPAIRS, THE SYSTEM SHALL AGAIN BE INSPECTED AND A REPORT SHALL BE MADE AND SIGNED AS OUTLINED HEREIN.

WHEN THE EXISTING SYSTEM IS IN AN ACCEPTABLE CONDITION, IT SHALL BE TURNED OVER TO THE CONTRACTOR WHO SHALL THEN BE REQUIRED TO MAINTAIN THE EXISTING LIGHTING TO THE CONDITION OUTLINED IN THIS REPORT WITH THE EXCEPTION OF KNOCKDOWNS DUE TO TRAFFIC ACCIDENTS.

REPLACEMENT OF KNOCKED DOWNED UNITS SHALL BE DONE ONLY WHEN THE ENGINEER HAS DETERMINED THAT THE REPLACEMENT OF THE KNOCKED DOWN UNIT IS NECESSARY AND SHALL BE PAID SEPARATELY ON A UNIT BASIS.

BETTERMENTS SHALL BE COVERED IN ITEMS OF WORK PERTAINING TO THE CONSTRUCTION OF PERMANENT IMPROVEMENT.

WHEN THE SEQUENCE OF CONSTRUCTION ACTIVITIES REQUIRES, OR SHOULD THE CONTRACTOR DESIRE, THE REMOVAL OF THE EXISTING LIGHTING BEFORE THE NEW LIGHTING IS OPERATIONAL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY LIGHTING OF THIS PORTION OF THE ROADWAY.

PRIOR TO INSTALLING SUCH LIGHTING, THE CONTRACTOR SHALL PREPARE AND SUBMIT FOUR SETS OF THE TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

THIS PLAN SHALL SHOW LOCATIONS OF POLES, LENGTHS OF BRACKET ARMS, STYLES OF LUMINAIRES, MOUNTING HEIGHTS, WIRING METHODS AND OTHER PERTINENT INFORMATION. THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 1.2 FOOTCANDLES WITH AN AVERAGE TO MINIMUM UNIFORMITY NOT TO EXCEED 3:1. MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET, AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "B" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING.

ALL MATERIALS NECESSARY TO COMPLETE THE TEMPORARY LIGHTING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. WHEN NO LONGER NEEDED, THE TEMPORARY LIGHTING INSTALLATION SHALL BE REMOVED AND PROPERLY DISPOSED OF BY THE CONTRACTOR.

WHEN THE PROJECT BEGINS AND THE CONTRACTOR HAS TAKEN OVER MAINTENANCE OF THE EXISTING FACILITIES, THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED LAYOUTS AND LOCATIONS OF THE EXISTING AND PROPOSED ELECTRICAL CIRCUITS AND RELATED ITEMS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL LOCATE AND MARK ALL UNDERGROUND ELECTRICAL CIRCUITS (INCLUDING TRAFFIC LOOPS AND LOOP LEAD-INS) FOR THE DURATION OF THE PROJECT.

THE MAINTAINING AGENCY WILL PAY FOR ELECTRICAL ENERGY CONSUMED BY EXISTING POWER SERVICES AND BY PROPOSED PERMANENT POWER SERVICES AFTER ACCEPTANCE OF THE LIGHTING WORK. THE CONTRACTOR WILL PAY FOR ELECTRICAL ENERGY, INSTALLATION, REMOVAL AND MAINTENANCE OF ANY TEMPORARY POWER SERVICES.

THE LUMP SUM PRICE BID FOR ITEM SPECIAL "MAINTAIN EXISTING LIGHTING" SHALL INCLUDE PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO MAINTAIN THE EXISTING LIGHTING AS SPECIFIED HEREIN.

THE UNIT PRICE BID FOR ITEM SPECIAL "REPLACEMENT OF EXISTING LIGHTING UNIT" SHALL BE FULL PAYMENT FOR THE REPLACEMENT OF AN EXISTING LIGHTING UNIT WHICH HAS BEEN KNOCKED DOWN AFTER THE AFOREMENTIONED INSPECTION AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO PROVIDE A REPLACEMENT FOR SUCH UNIT.

625, STRUCTURE GROUNDING SYSTEM, AS PER PLAN

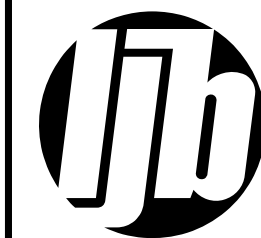
THIS ITEM OF WORK SHALL CONSIST OF RELOCATING EXISTING STRUCTURE GROUNDING AND ANY REPAIRS TO THE EXISTING GROUNDING SYSTEM TO ENSURE A COMPLETE, FUNCTIONING SYSTEM.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER ITEM 625, "STRUCTURE GROUNDING SYSTEM, AS PER PLAN" AND SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM IN A WORKMANLIKE MANNER.

625, LIGHT POLE FOUNDATION, 24" X 8' DEEP, AS PER PLAN


- IN ADDITION TO THE REQUIREMENTS OF ITEM 625:
1. CUT A HOLE THROUGH THE EXISTING APPROACH SLAB (15 INCHES THICK, TWO MATS OF #5 BARS) AND OR WALK (8-9.5 INCHES THICK, WIRE MESH) AS SHOWN IN THE STRUCTURE REMOVAL PLANS. AT 47.75' RIGHT OFFSET, IT IS ANTICIPATED THAT ONLY THE SIDEWALK AND SOME CONDUITS WILL BE ENCOUNTERED.
 2. PLACE A STANDARD LIGHT POLE FOUNDATION IN THE RESULTING HOLE. PLACE THE TOP OF THE FOUNDATION 2 FEET ABOVE THE EXISTING WALK. DO NOT COUNT THIS 2 FOOT IN THE DEPTH OF THE FOUNDATION.
 3. FINISH THE CONCRETE TO SEAL OFF THE RESULTING GAP AND OPENING. PLACE A SMOOTH FINISH ON ALL EXPOSED CONCRETE INCLUDING THE HORIZONTAL PORTION OF THE RESULTING HOLE IN THE APPROACH SLAB.

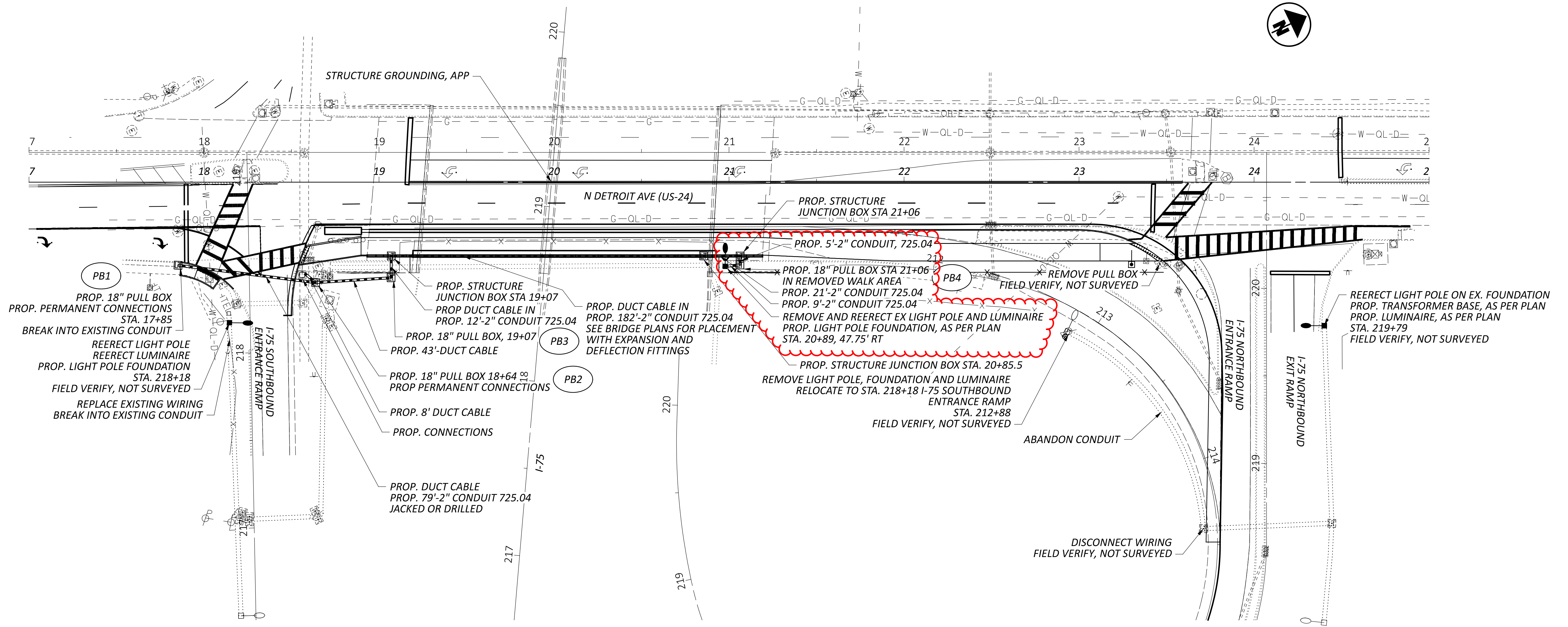
PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR "ITEM 625, LIGHT POLE FOUNDATION, 24" X 8' DEEP, AS PER PLAN" AND SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM IN A WORKMANLIKE MANNER.



REF NO.	SHEET NO.	STATION TO STATION	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625		
			CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PULL APART		TRANSFORMER BASE, TYPE AT-A, AS PER PLAN	ERECTING REUSABLE DOWNED LIGHT POLE, AS PER PLAN	LIGHT POLE FOUNDATION			LUMINAIRE, CONVENTIONAL, SOLID STATE (LED), AS PER PLAN, 250W HPS EQUIVALENT, TYPE III, 480 VOLT	REMOVAL OF LUMINAIRE AND REERECTION		GLARE SHIELD	PULL BOX REMOVED	GROUND ROD		REMOVE AND REERECT EXISTING LIGHT POLE		LIGHT POLE FOUNDATION REMOVED	DISCONNECT CIRCUIT
			EACH	EACH		EACH	EACH	EACH				EACH	EACH	EACH		EACH		EACH	EACH		
BB-15	P.33	I-75 SB RAMP 3-E STA. 218+18	2	1				1				1						1		1	
BB-5	P.33	I-75 NB RAMP 3-G STA. 219+79	2	1		1	1					1						1		1	
BB-4	P.33	I-75 NB RAMP 3-F STA. 212+88													1					1	
PB-1	P.33	US 24 STA. 23+46.09															1				
TOTALS CARRIED TO GENERAL SUMMARY			4	2		1	1	1				1	1		2	1	2		1	2	1
REF NO.	SHEET NO.	STATION TO STATION	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	
			CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PULL APART	CONNECTION, UNFUSED PERMANENT	LIGHT POLE FOUNDATION, 24" X 8" DEEP, AS PER PLAN	NO. 10 AWG POLE AND BRACKET CABLE	1-1/2" DUCT CABLE WITH THREE NO. 6 AWG 2400 VOLT CABLES	CONDUIT, 2", 725.04	CONDUIT, JACKED OR DRILLED, 725.04, 3"	REMOVAL OF LUMINAIRE AND REERECTION	TRENCH	STRUCTURE JUNCTION BOX (12" X 18")	PULL BOX, 725.08, 18"	REMOVE AND REERECT EXISTING LIGHT POLE	UNDERGROUND WARNING/MARKING TAPE	STRUCTURE GROUNDING SYSTEM, AS PER PLAN				
			EACH	EACH	EACH	EACH	FT	FT	FT	FT	EACH	FT	EACH	EACH	EACH		FT	EACH			
PB1	P.33	PULL BOX			3									1							
	P.33	17+85.00																			
PB2	P.33	18+64.00			3									1							
	P.33	18+64.00																			
EX POLE	P.33	EX POLE	1	1				8				8								8	
	P.33	18+64.00																		43	
PB3	P.33	19+07.00												1						12	
	P.33	19+07.00																		12	
STRUCT	P.33	19+07.00																		1	
STRUCT	P.33	19+07.00																		1	
STRUCT	P.33	20+85.00			3															1	
STRUCT	P.33	20+85.00																		1	
POLE	P.33	20+89.00	1	1		1	115	9		1	9		1			9					
STRUCT	P.33	20+85.00																			
	P.33	21+06.00																			
PB4	P.33	21+06.00												1							
	P.33	21+06.00																			
TOTALS CARRIED TO GENERAL SUMMARY			2	2	9	1	115	142	233	79	1	72	2	4	1	72	1				

LIGHTING SUB-SUMMARY

DESIGN AGENCY

 DESIGNER SKB
 REVIEWER LAS 01/28/26
 PROJECT ID 124242
 SHEET TOTAL P.32 P.47



LIGHTING PLAN LEGEND

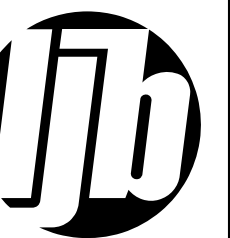
EXIST.	PROP.	ITEM
		LIGHT POLE, W/ CONVENTIONAL LUMINAIRE
		UNDERPASS LUMINAIRE
		LIGHT POLE/TOWER, IDENTIFICATION NO.
		POWER SERVICE
		PULL BOX, IDENTIFICATION NO.
		CONDUIT
		LIGHT POLE TO BE REMOVED
		PULL BOX TO BE REMOVED

SEE TRAFFIC CONTROL PLAN FOR FIBER OPTIC CABLE RELOCATION ACROSS BRIDGE



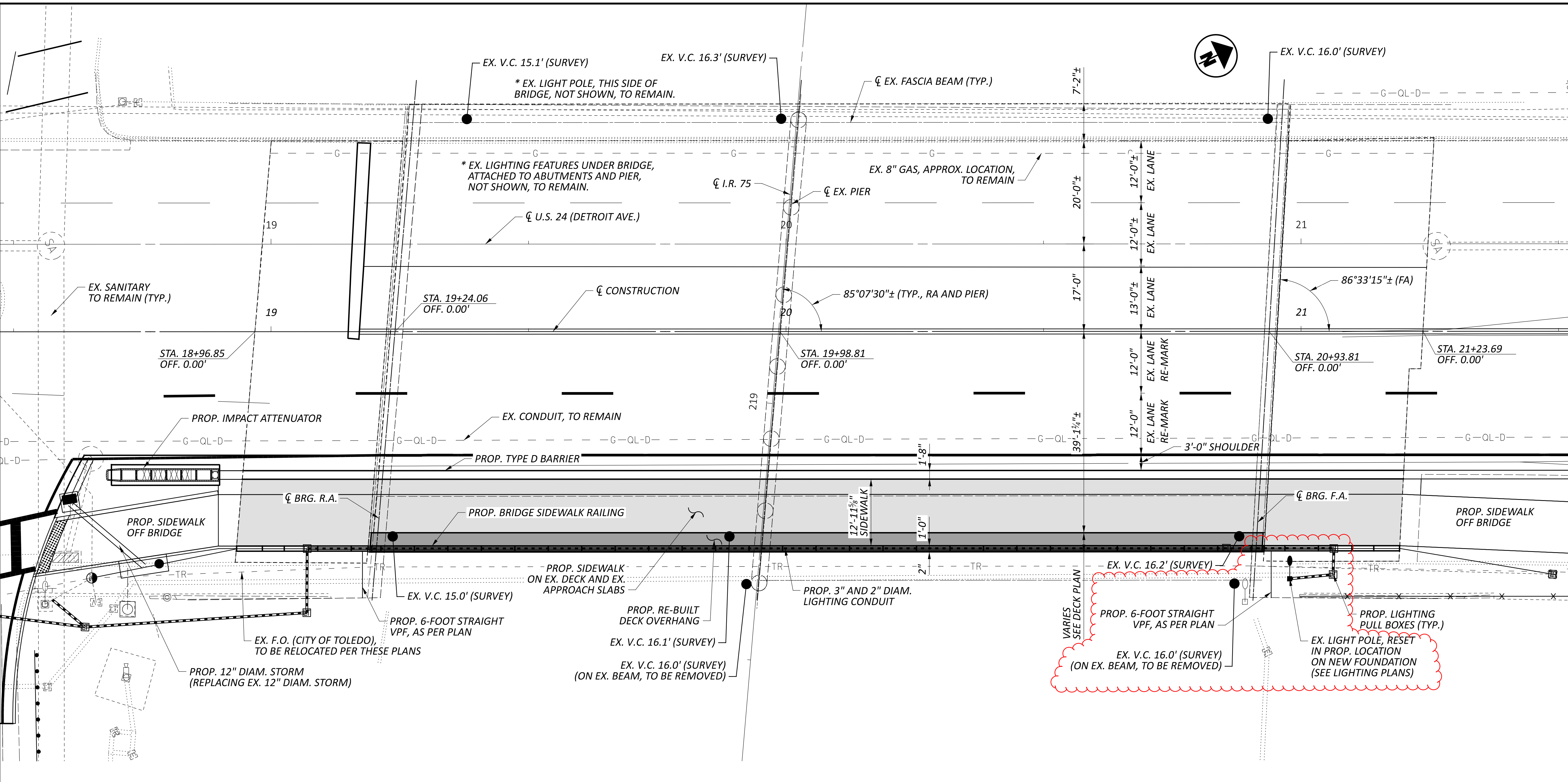
**LIGHTING PLAN
I-75 AT US 24**

DESIGN AGENCY



DESIGNER
SKB
 REVIEWER
LAS 01/28/26
 PROJECT ID
124242
 SHEET TOTAL
P.33 P.47

MODEL: Sheet PAPER: 34x22 (in.) DATE: 4/8/2026 TIME: 11:15:14 AM PLOTDRY: OHDOT_PDF.plt USER: smitchell@ibinc.com WORKSPACE: OHDOTCEV02 WORKSET: 124242 PRODUCT: OpenRoadsDesigner 24.00.00.205
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GENERAL PLAN
 BRIDGE NO. LUC-US24-2498
 US 24 (N. DETROIT AVE.) OVER IR-75

LEGEND

- 16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE (V.C.)
- LOCATIONS OF EXISTING V.C. FROM SURVEY
 15.0' MINIMUM V.C. (EXISTING AND PROPOSED)
- PORTION OF PROPOSED SIDEWALK ON EXISTING BRIDGE DECK, AT GRADE
- RE-CONSTRUCTED DECK OVERHANG

BENCHMARK DATA				
BM #1 STA.	17+47.73	ELEV.	610.56	OFFSET 71.76, RT
BM #2 STA.	24+58.38	ELEV.	613.89	OFFSET 85.33, RT
BM #3 STA.	20+99.87	ELEV.	594.26	OFFSET 84.62, LT
BM #4 STA.	23+63.89	ELEV.	614.14	OFFSET 11.39, RT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET P.04

NOTES

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

DESIGN TRAFFIC (US-24):
 2025 ADT = 17,777
 2045 ADT = 18,470
 DIRECTIONAL DISTRIBUTION = 52%

EXISTING STRUCTURE	
TYPE:	CONTINUOUS WELDED GIRDER BRIDGE WITH A REINFORCED CONCRETE COMPOSITE DECK ON REINFORCED CONCRETE ABUTMENTS AND PIER
SPANS:	74'-9", 95'-0" C/C BEARINGS
ROADWAY:	82'-0"± TOE/TOE WITH TWO 6'-0" SIDEWALKS*
LOADING:	HS20-44 (CASE II) AND ALT. MILITARY LOADING
SKEW:	4°52'30" L.F. AND 3°26'45" L.F.
WEARING SURFACE:	MONOLITHIC CONCRETE
APPROACH SLABS:	AS-1-81 (25'-0" LONG)
ALIGNMENT:	TANGENT
CROWN:	3/16" PER FOOT
STRUCTURE FILE NUMBER:	4802373
DATE BUILT:	1967 (REHABILITATED IN 2003)
DISPOSITION:	TO BE REPAIRED

PROPOSED STRUCTURE	
TYPE:	CONTINUOUS WELDED GIRDER BRIDGE WITH A REINFORCED CONCRETE COMPOSITE DECK ON REINFORCED CONCRETE ABUTMENTS AND PIER
SPANS:	74'-9", 95'-0" C/C BEARINGS
ROADWAY:	64'-0"± TOE/TOE WITH ONE 6'-0" SIDEWALK & A 12'-11 1/8" S.U.P.
LOADING:	HS20-44 (CASE II) AND ALT. MILITARY LOADING
SKEW:	4°52'30" L.F. AND 3°26'45" L.F.
WEARING SURFACE:	MONOLITHIC CONCRETE
APPROACH SLABS:	AS-1-81 (25'-0" LONG)
ALIGNMENT:	TANGENT
CROWN:	0.016 FT/FT
DECK AREA:	15,225 SF
COORDINATES:	LATITUDE 41°40'00.73" NORTH LONGITUDE 83°34'07.92" WEST

SFN
 4802373
 DESIGN AGENCY

DESIGNER: SJM
 CHECKER: JLM
 REVIEWER:
 DWS 01/28/26
 PROJECT ID: 124242
 SUBSET TOTAL: 1 13
 SHEET TOTAL: P.35 P.47

ESTIMATED QUANTITIES (01/IMS)								
ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	ABUTMENTS	SUPERSTRUCTURE	GENERAL	AS PER PLAN SHEET NUMBER
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LUMP	2 / 13 & 4 / 13
503	21100	32	CU YD	UNCLASSIFIED EXCAVATION	32			
509	10001	7,117	POUND	EPOXY COATED REINFORCING STEEL, AS PER PLAN		7,117		2 / 13
510	10001	286	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN		116	170	2 / 13
511	34444	27	CU YD	CLASS QC2 CONCRETE, BRIDGE DECK		27		
512	10050	326	SQ YD	SEALING OF CONCRETE SURFACES (NON-EPOXY)		251	75	
512	10100	502	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)		376	126	
512	10300	100	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN		77	23	
517	75121	226	FT	RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN		174	52	12 / 13
516	12301	175	FT	STRIP SEAL EXPANSION JOINT ANCHORED WITH ELASTOMERIC CONCRETE, AS PER PLAN	175			8 / 13
607	39901	18	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN			18	12 / 13
607	39920	174	FT	VANDAL PROTECTION FENCE, 10' CURVED, COATED FABRIC		174		

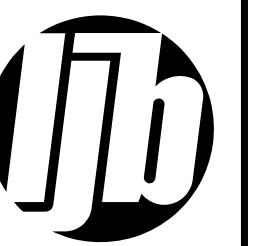
CALCULATED BY: SJM 1/28/2026

CHECKED BY: JLM 1/28/2026

STRUCTURE ESTIMATED QUANTITIES
 BRIDGE NO. LUC-US24-2498
 US 24 (N. DETROIT AVE.) OVER I-75

SFN
 4802373

DESIGN AGENCY



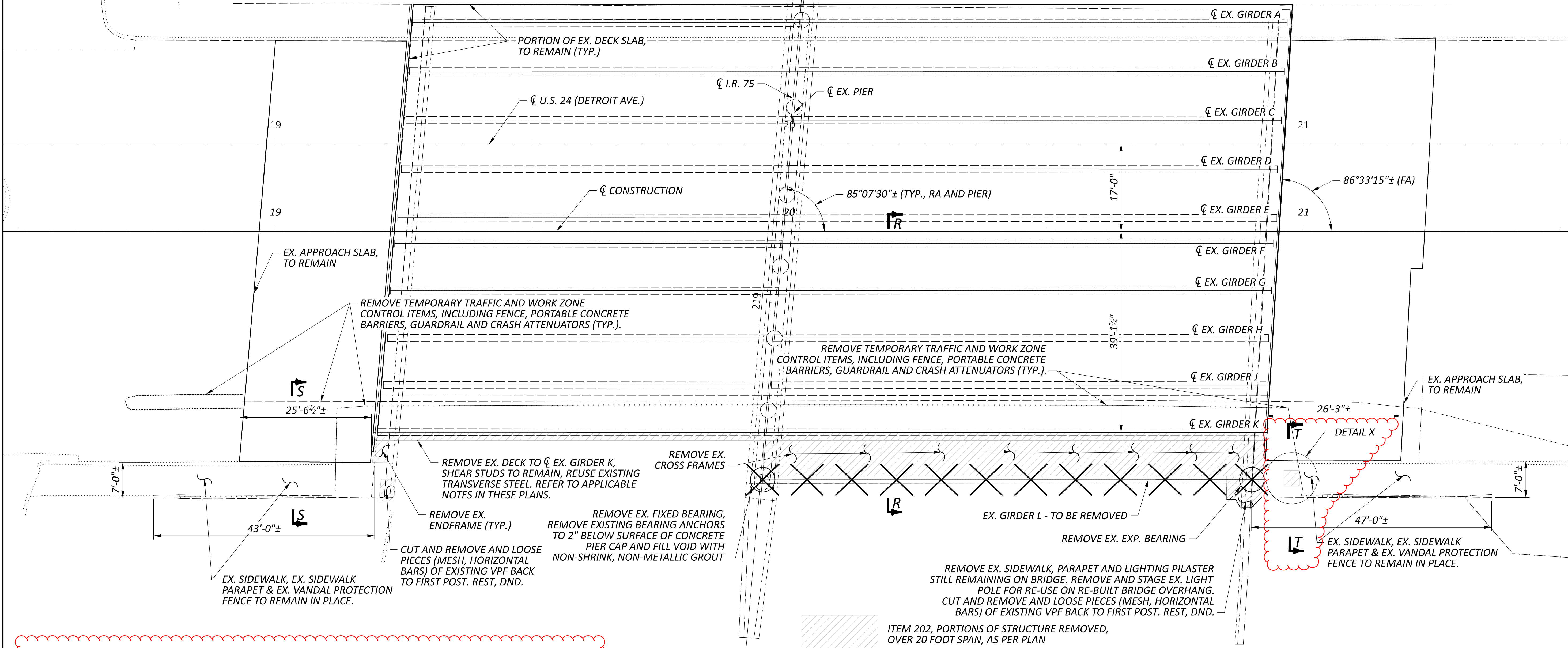
DESIGNER: SJM
 CHECKER: JLM

REVIEWER
 DWS 01/28/26

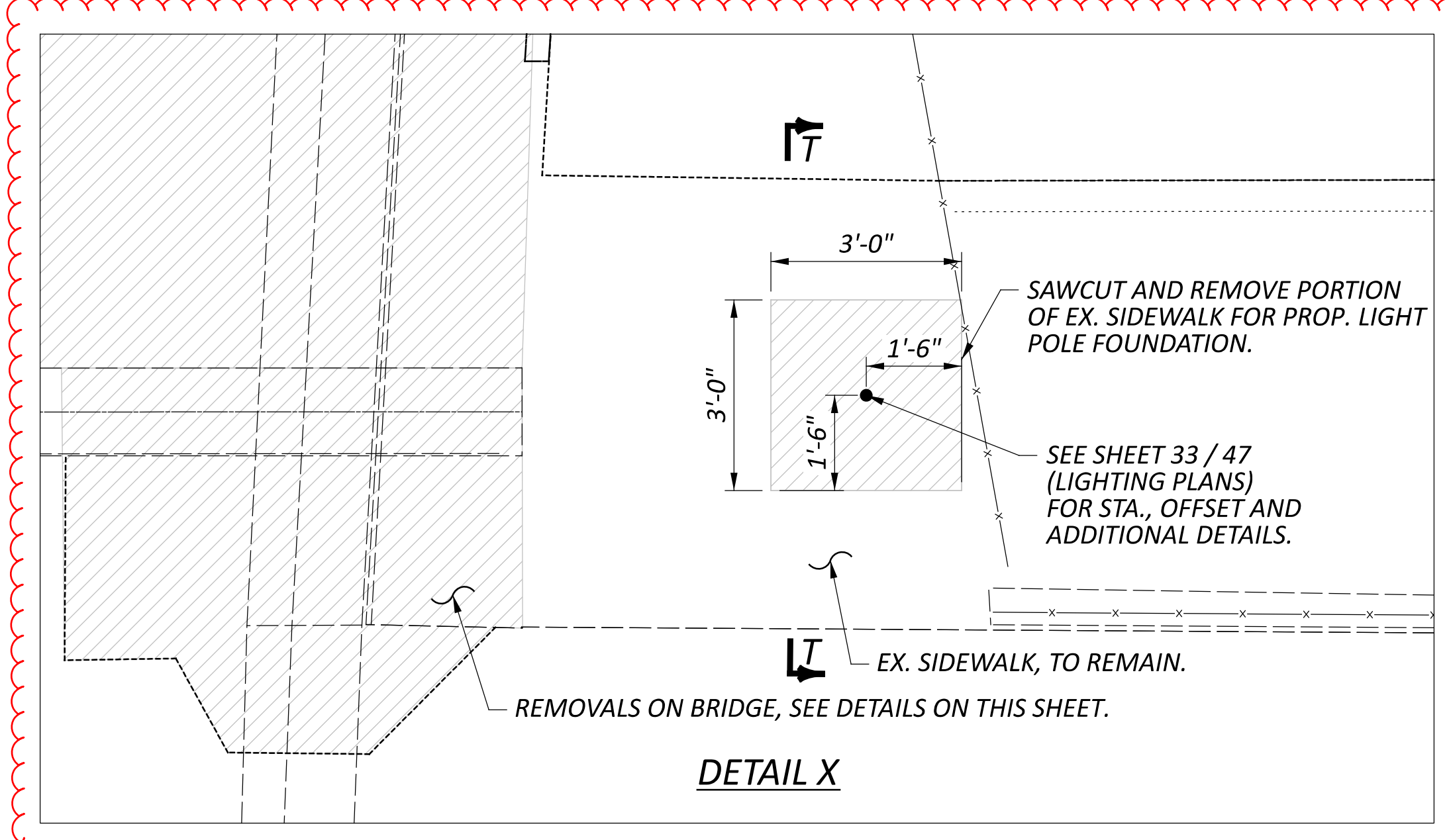
PROJECT ID
 124242

SUBSET	TOTAL
3	13

SHEET	TOTAL
P.37	P.47



REMOVAL PLAN AND DESCRIPTIONS

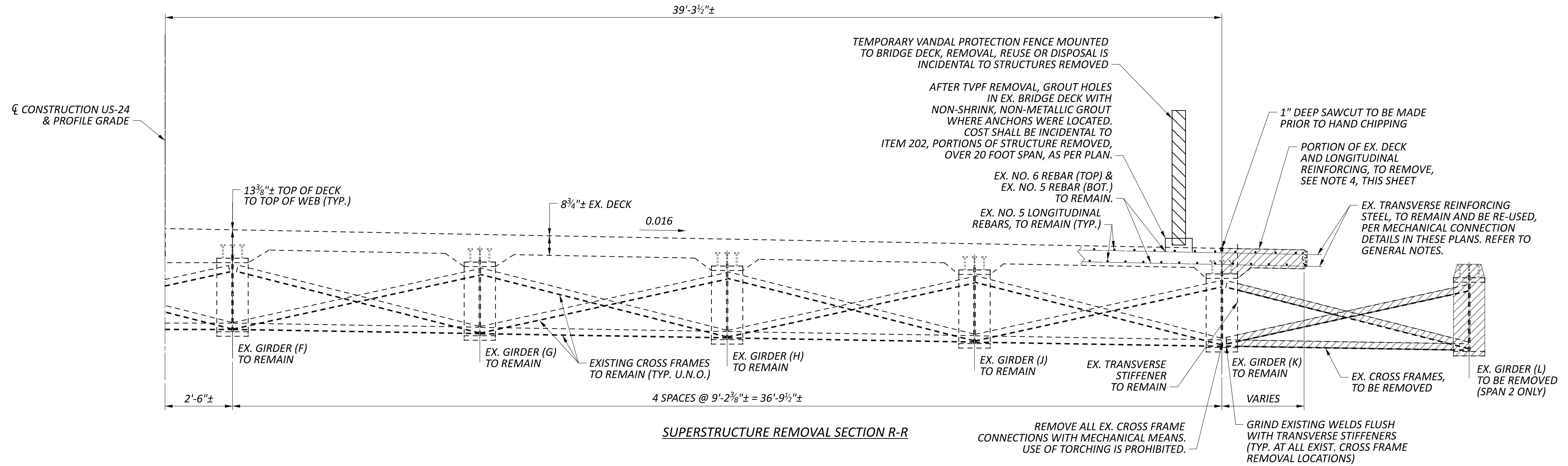


NOTES:

- FOR GENERAL NOTES, SEE SHEET 2 / 13.
- FOR REMOVAL SECTIONS R-R AND S-S, SEE SHEET 5 / 13.
- ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN SHALL INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING: ANY APPROACH OR OTHER ELEMENTS BEHIND PORTIONS OF EXISTING SUBSTRUCTURES AND OTHER ELEMENTS TO BE REMOVED THAT ARE UNEARTHED DURING EXCAVATIONS AND NECESSARY REMOVALS.
- ANY EXPOSED REINFORCING STEEL UNCOVERED AS A RESULT OF THE PROPOSED SAWCUT LINES IN EXISTING ELEMENTS, WITH THE EXCEPTION OF EXISTING TRANSVERSE DECK REINFORCING STEEL, SHALL BE CUT AND GROUND SMOOTH, FLUSH WITH REMAINING ELEMENTS, AND FREE OF SHARP OR JAGGED SURFACES.

REMOVAL DETAILS
 BRIDGE NO. LUC-US24-2498
 US 24 (N. DETROIT AVE.) OVER IR-75

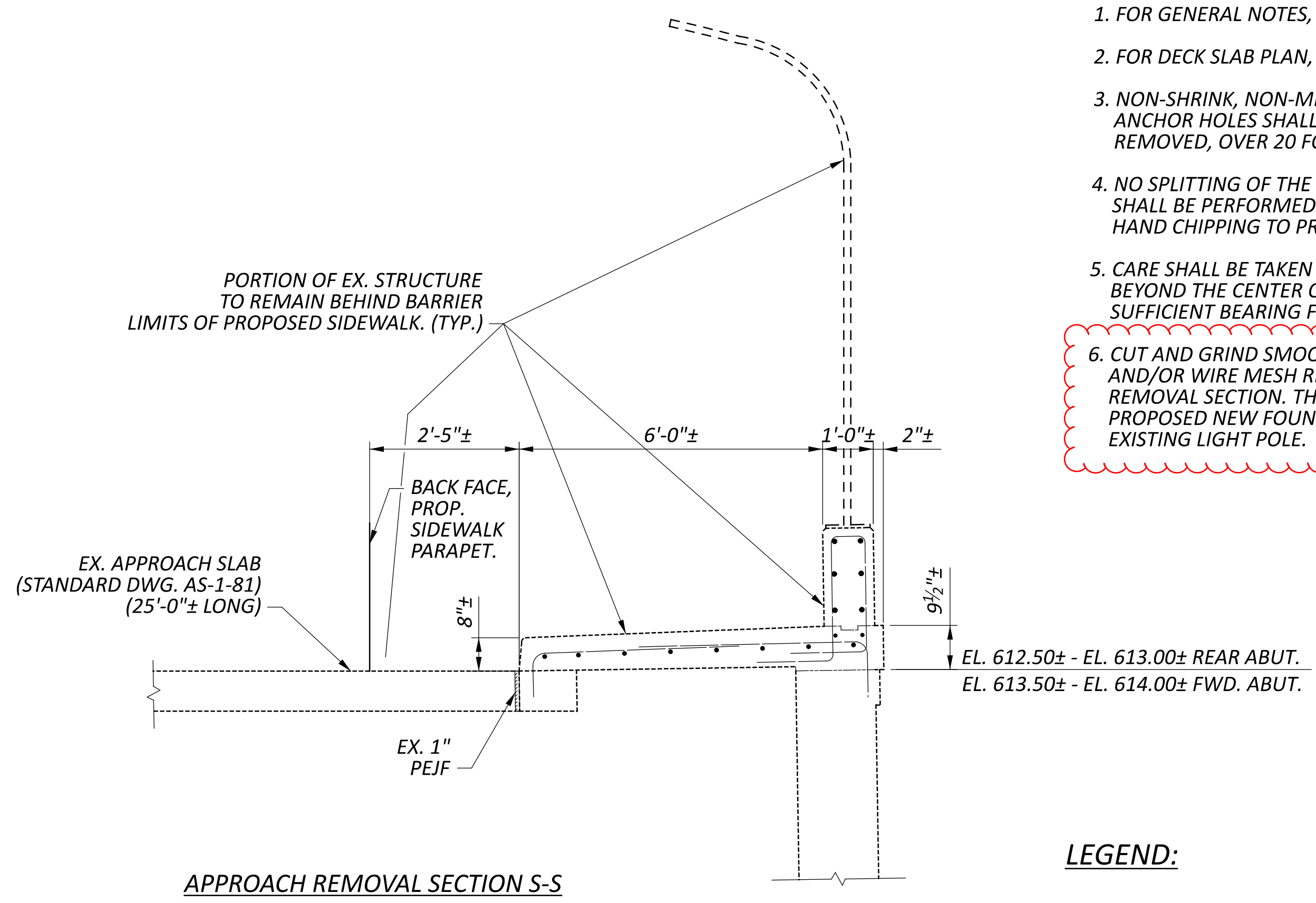
SFN	4802373
DESIGN AGENCY	
DESIGNER	CHECKER
SJM	JLM
REVIEWER	
DWS 01/28/26	
PROJECT ID	
124242	
SUBSET	TOTAL
4	13
SHEET	TOTAL
P.38	P.47



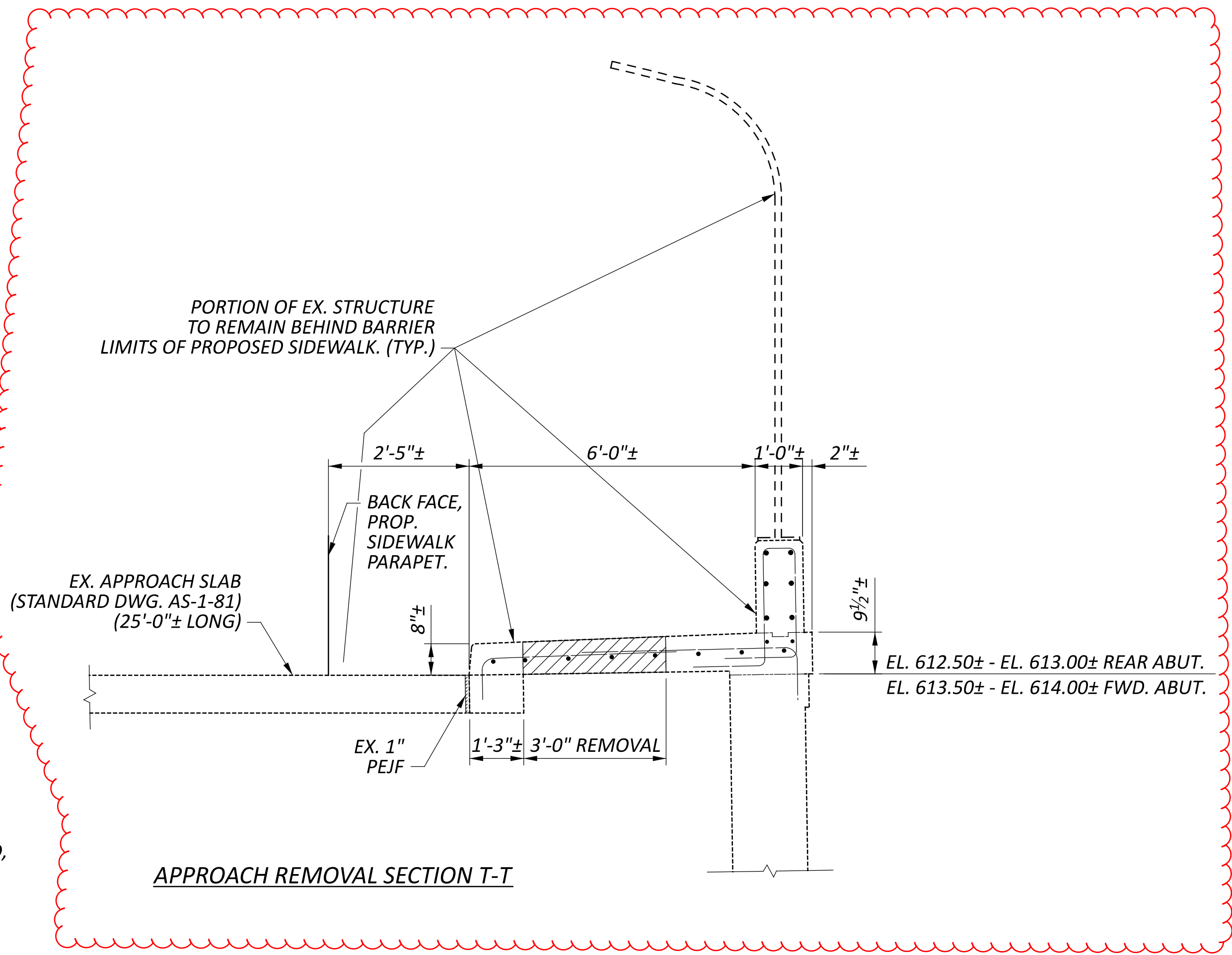
SUPERSTRUCTURE REMOVAL SECTION R-R

NOTES:

1. FOR GENERAL NOTES, SEE SHEET 2 / 13.
2. FOR DECK SLAB PLAN, SEE SHEET 9 / 13.
3. NON-SHRINK, NON-METALLIC GROUT FOR TVPF ANCHOR HOLES SHALL BE PRICED INCIDENTAL TO STRUCTURES REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
4. NO SPLITTING OF THE DECK EDGE IS PERMITTED. REMOVAL SHALL BE PERFORMED BY PLACING A 1" DEEP SAWCUT AND HAND CHIPPING TO PRESERVE THE REINFORCING STEEL.
5. CARE SHALL BE TAKEN TO NOT REMOVE PORTION OF THE DECK BEYOND THE CENTER OF THE FLANGE IN ORDER TO PROVIDE SUFFICIENT BEARING FOR EXISTING DECK SLAB.
6. CUT AND GRIND SMOOTH ANY EXPOSED REINFORCING BARS AND/OR WIRE MESH RESULTING FROM THE 3'X3' SIDEWALK REMOVAL SECTION. THIS REMOVAL WILL ACCOMMODATE A PROPOSED NEW FOUNDATION TO RESET A RELOCATED, EXISTING LIGHT POLE.



APPROACH REMOVAL SECTION S-S



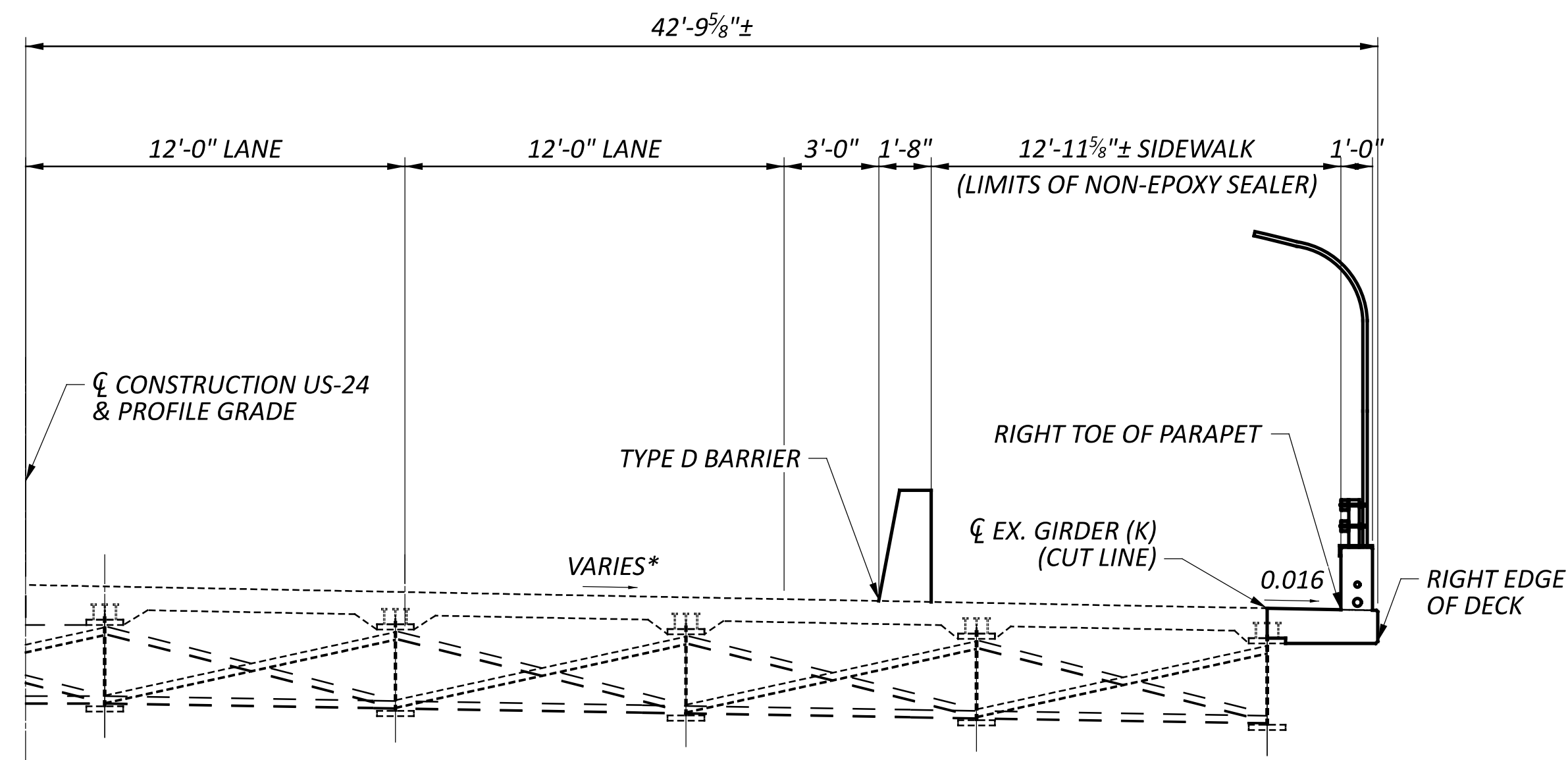
APPROACH REMOVAL SECTION T-T

LEGEND:

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

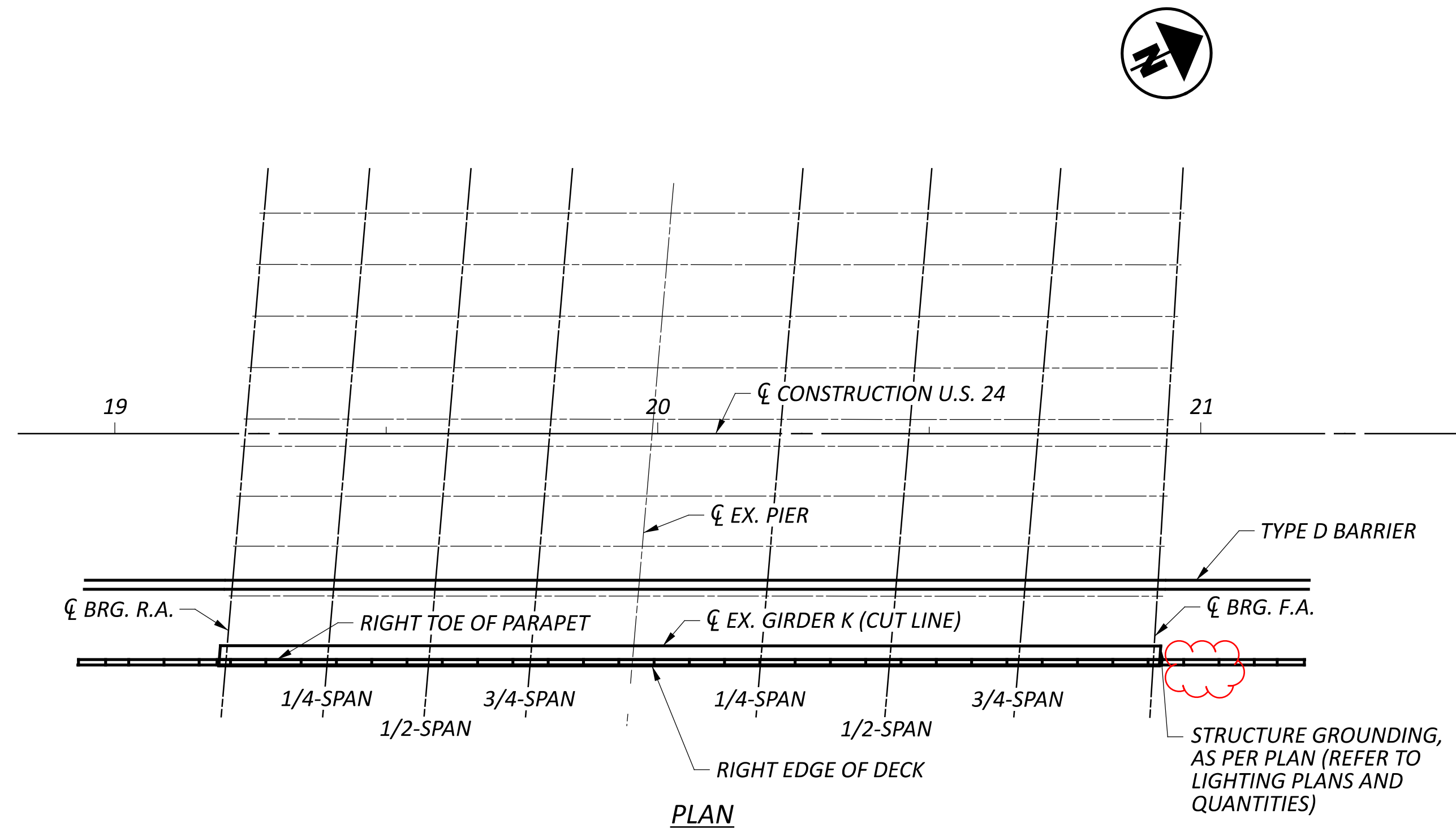
REMOVAL DETAILS
BRIDGE NO. LUC-US24-2498
US 24 (N. DETROIT AVE.) OVER IR-75

SFN 4802373	
DESIGN AGENCY	
DESIGNER	CHECKER
SJM	JLM
REVIEWER	
DWS 01/28/26	
PROJECT ID	
124242	
SUBSET	TOTAL
5	13
SHEET	TOTAL
P.39	P.47



PROPOSED TYPICAL SECTION

* EXISTING CROSS SLOPES CALCULATED FROM PROJECT SURVEY, VARIABLE ACROSS BRIDGE IN EXISTING CONDITION.



PLAN

FINAL DECK SURFACE STATIONS AND ELEVATIONS

	LOCATION	CL CONSTRUCTION US 24		CL EXISTING GIRDER K (CUT LINE)		RIGHT TOE OF PARAPET	RIGHT EDGE OF DECK
		Station	Elevation	Station	Elevation		
SPAN 1	CL BRG. REAR ABUT.	19+24.20	±*	19+20.83	±	19+20.61	19+20.51
		613.61	±*	612.70	±	612.66	612.66
	1/4	19+42.89	±*	19+39.52	±	19+39.30	19+39.20
		613.96	±*	613.15	±	613.11	613.11
	1/2	19+61.58	±*	19+58.21	±	19+57.99	19+57.89
		614.32	±*	613.62	±	613.58	613.58
SPAN 2	3/4	19+80.27	±*	19+76.89	±	19+76.67	19+76.57
		614.50	±*	613.89	±	613.85	613.85
	CL PIER	19+98.95	±*	19+95.58	±	19+95.36	19+95.26
		614.67	±*	614.03	±	613.99	613.99
	1/4	20+22.70	±*	20+19.33	±	20+19.11	20+19.01
		614.76	±*	614.17	±	614.13	614.13
SPAN 2	1/2	20+46.45	±*	20+43.08	±	20+42.86	20+42.76
		614.73	±*	614.09	±	614.05	614.05
	3/4	20+70.20	±*	20+66.83	±	20+66.61	20+66.51
		614.64	±*	614.00	±	613.96	613.96
	CL BRG. FWD. ABUT.	20+94.40	±*	20+92.04	±	20+91.89	20+91.82
		614.44	±*	613.82	±	613.78	613.78

NOTE: * VALUES GENERATED FROM SURVEYED BRIDGE DECK DATA FOR EXISTING BRIDGE.

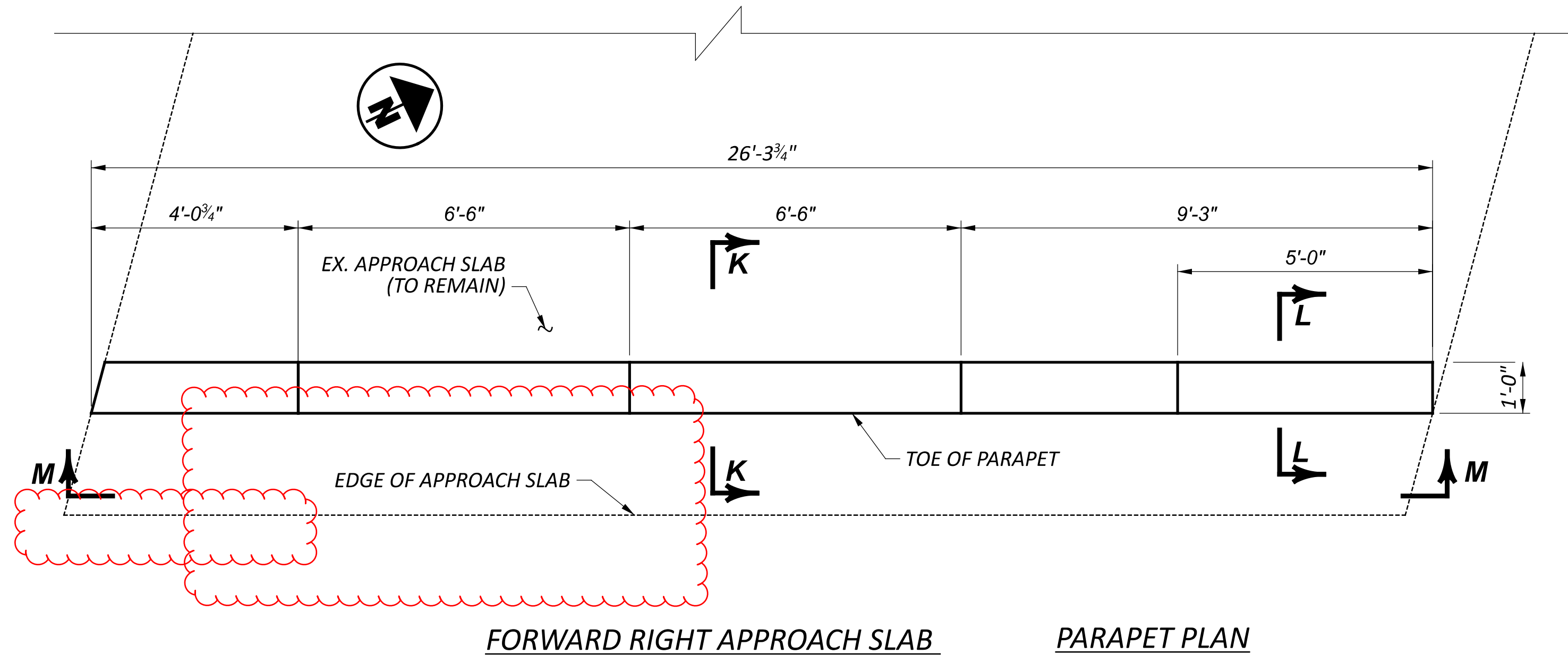
NOTE: CL EXISTING GIRDER K ELEVATIONS ARE INTERPOLATED FROM EXISTING CROSS SLOPES AT THOSE LOCATIONS, BASED ON SURVEYED BRIDGE DECK DATA FOR EXISTING BRIDGE.

NOTE: VALUES AT THE RIGHT TOE OF PARAPET ASSUME A 0.016 CROSS SLOPE FROM THE CL EXISTING GIRDER K ELEVATION.

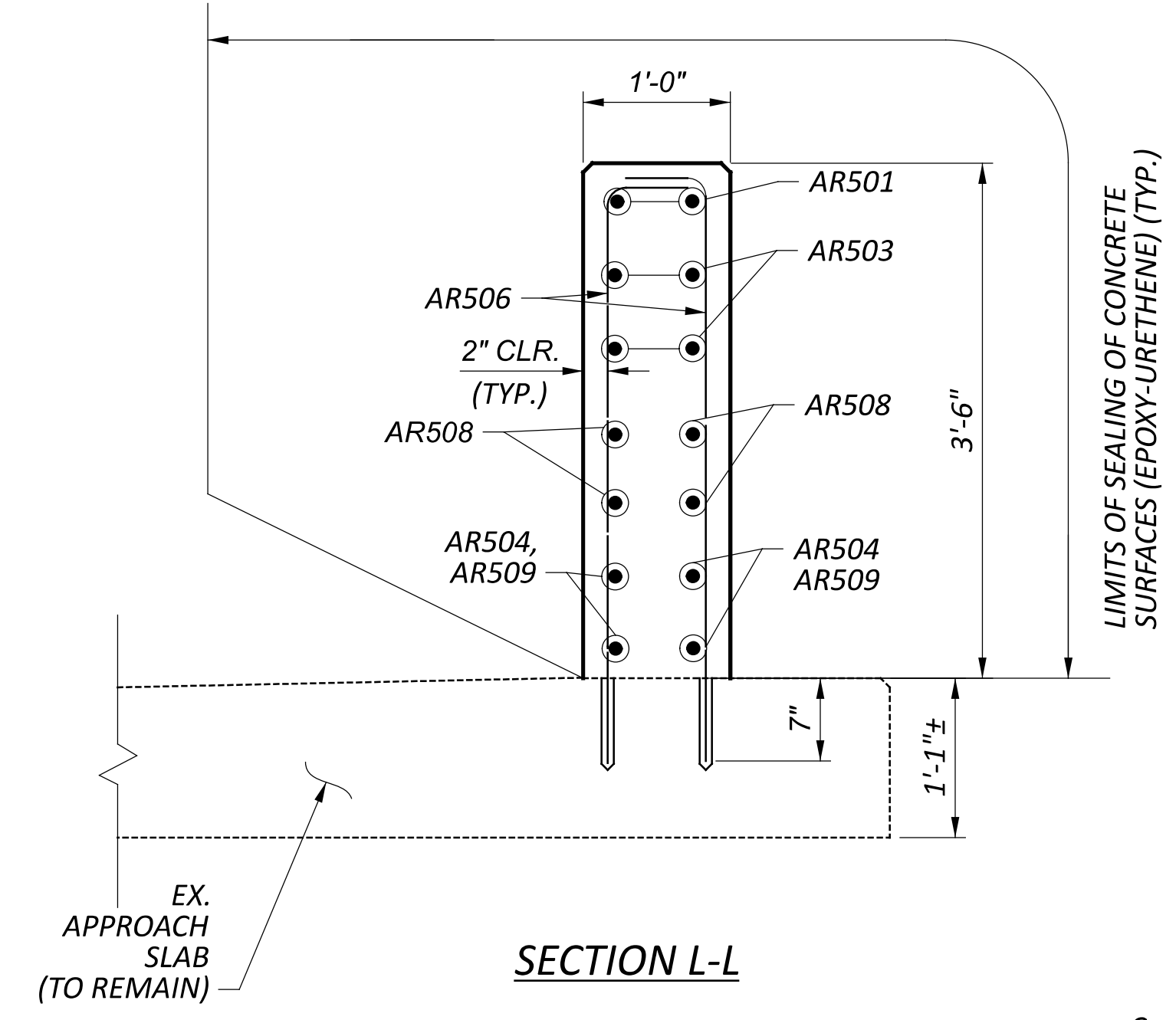
NOTE: FINAL DECK SURFACE ELEVATIONS DO NOT ACCOUNT FOR ADDITIONAL DEAD LOAD DEFLECTIONS FROM THE CURRENT AS-BUILT CONDITION.

NOTES:

1. FOR GENERAL NOTES, SEE SHEET 2 / 13.
2. FOR DECK SLAB PLAN, SEE SHEET 9 / 13.



FORWARD RIGHT APPROACH SLAB PARAPET PLAN



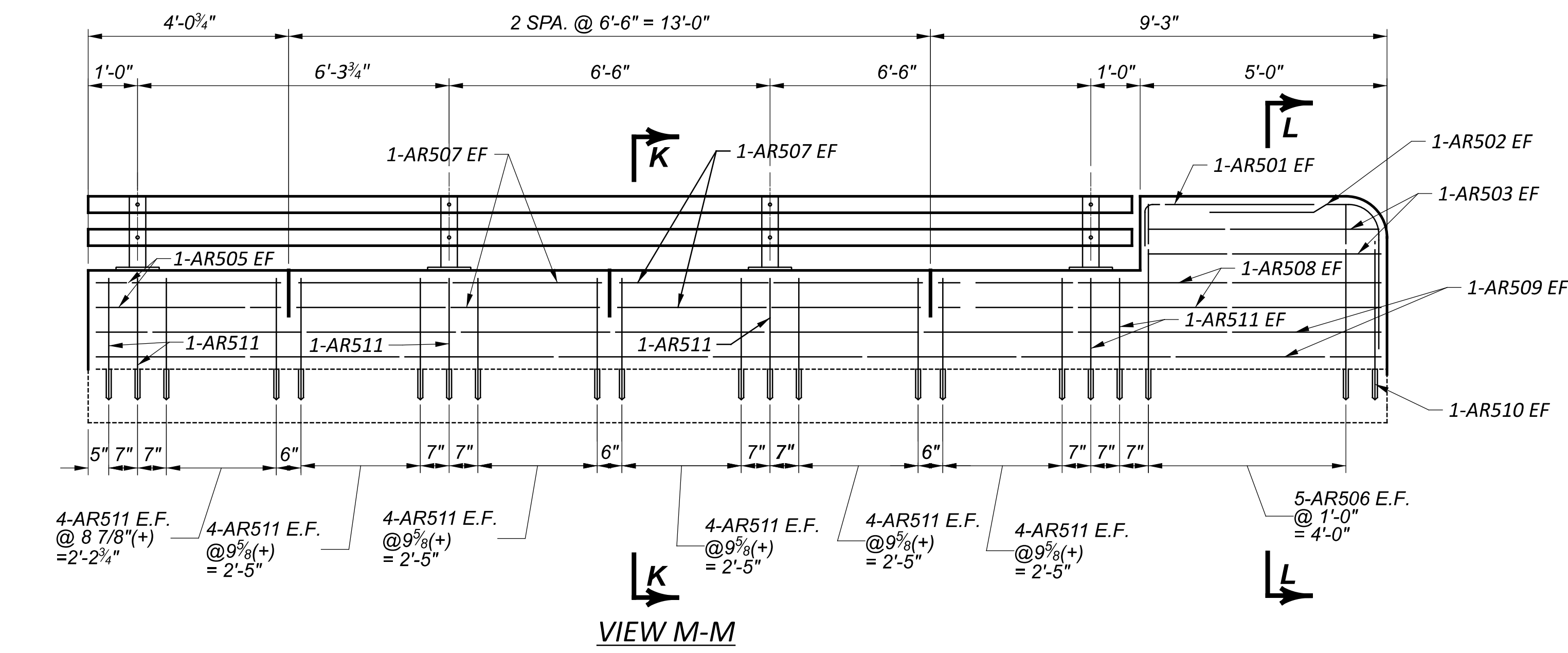
SECTION L-L

- NOTES:**
1. FOR GENERAL NOTES, SEE SHEET 2 OF 13.
 2. FOR REINFORCING STEEL LIST, SEE SHEET 13 OF 13.
 3. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. BR-2-15.
 4. RAILING CONCRETE AND REINFORCEMENT IS INCLUDED FOR PAYMENT WITH ITEM 517 RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN.

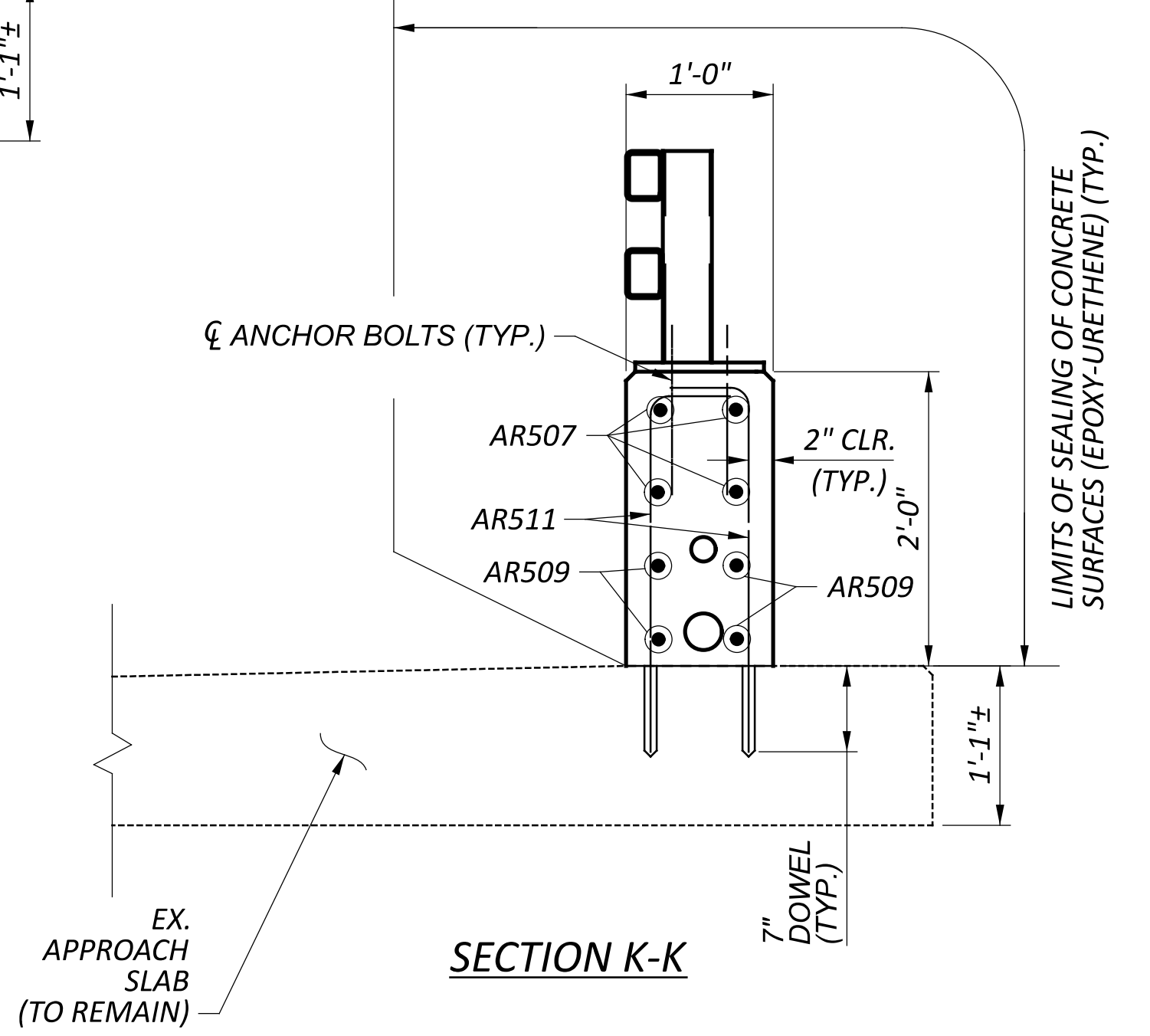
LIMITS OF SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYP.)

EX. APPROACH SLAB (TO REMAIN)

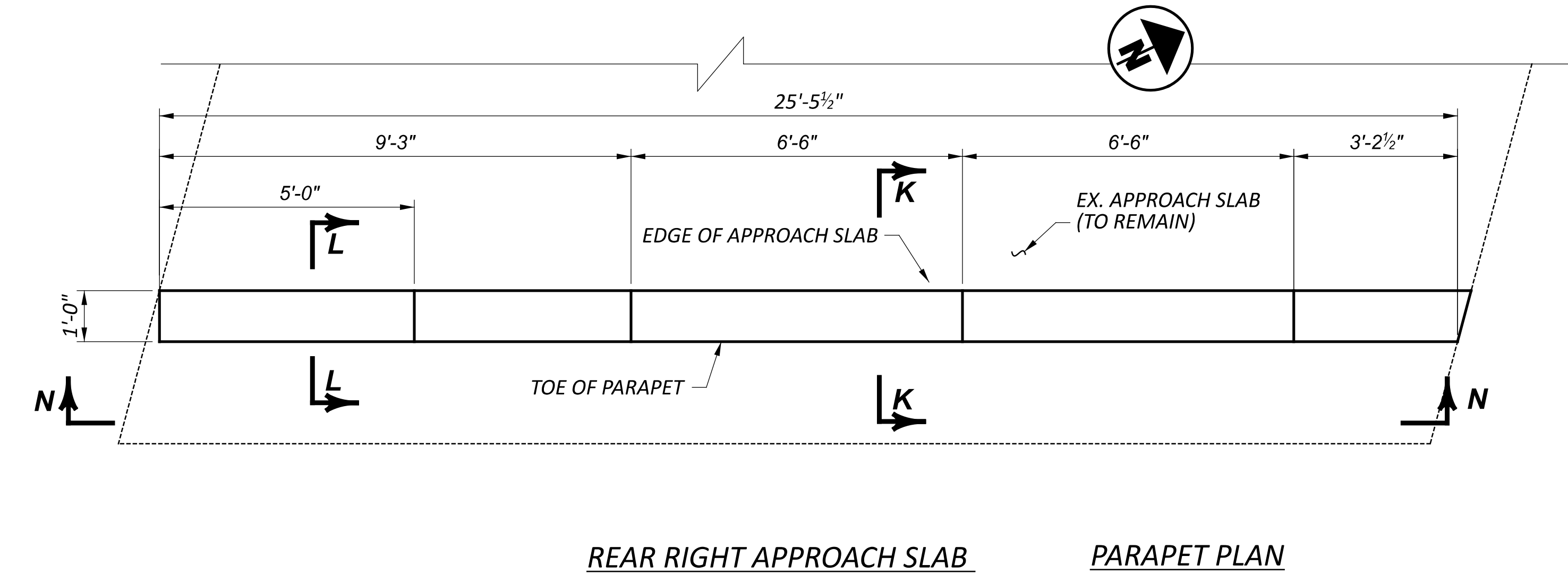
LIMITS OF SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYP.)



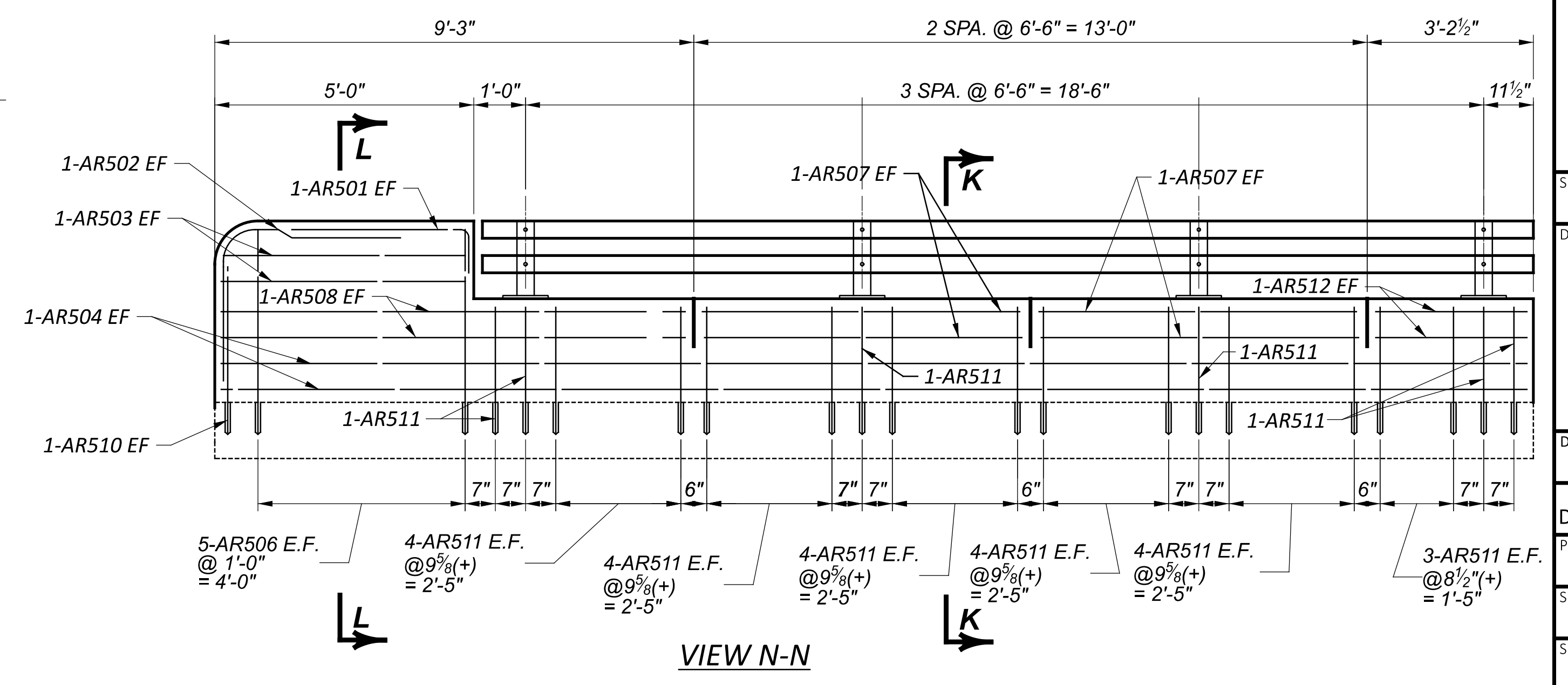
VIEW M-M



SECTION K-K



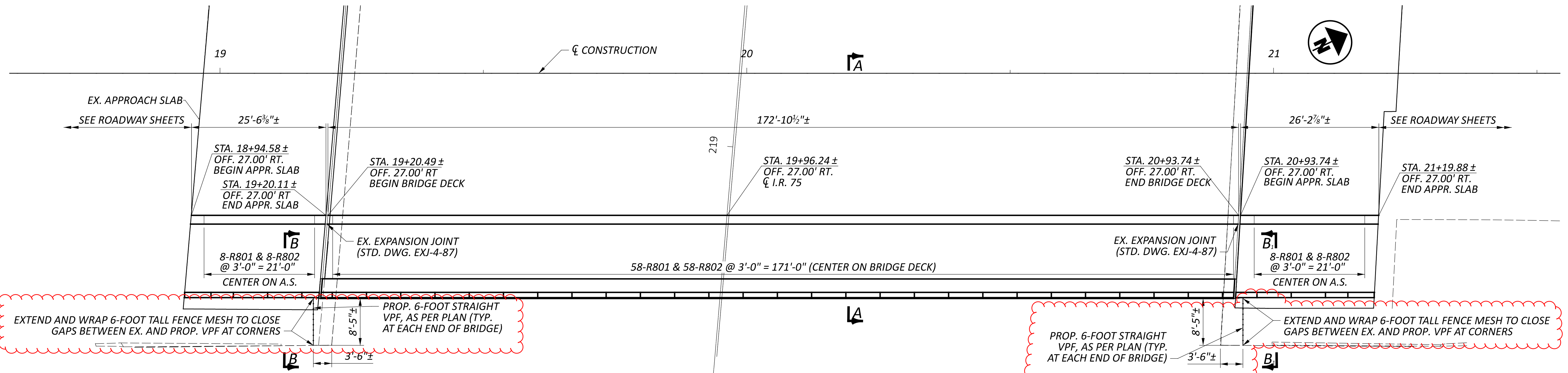
REAR RIGHT APPROACH SLAB PARAPET PLAN



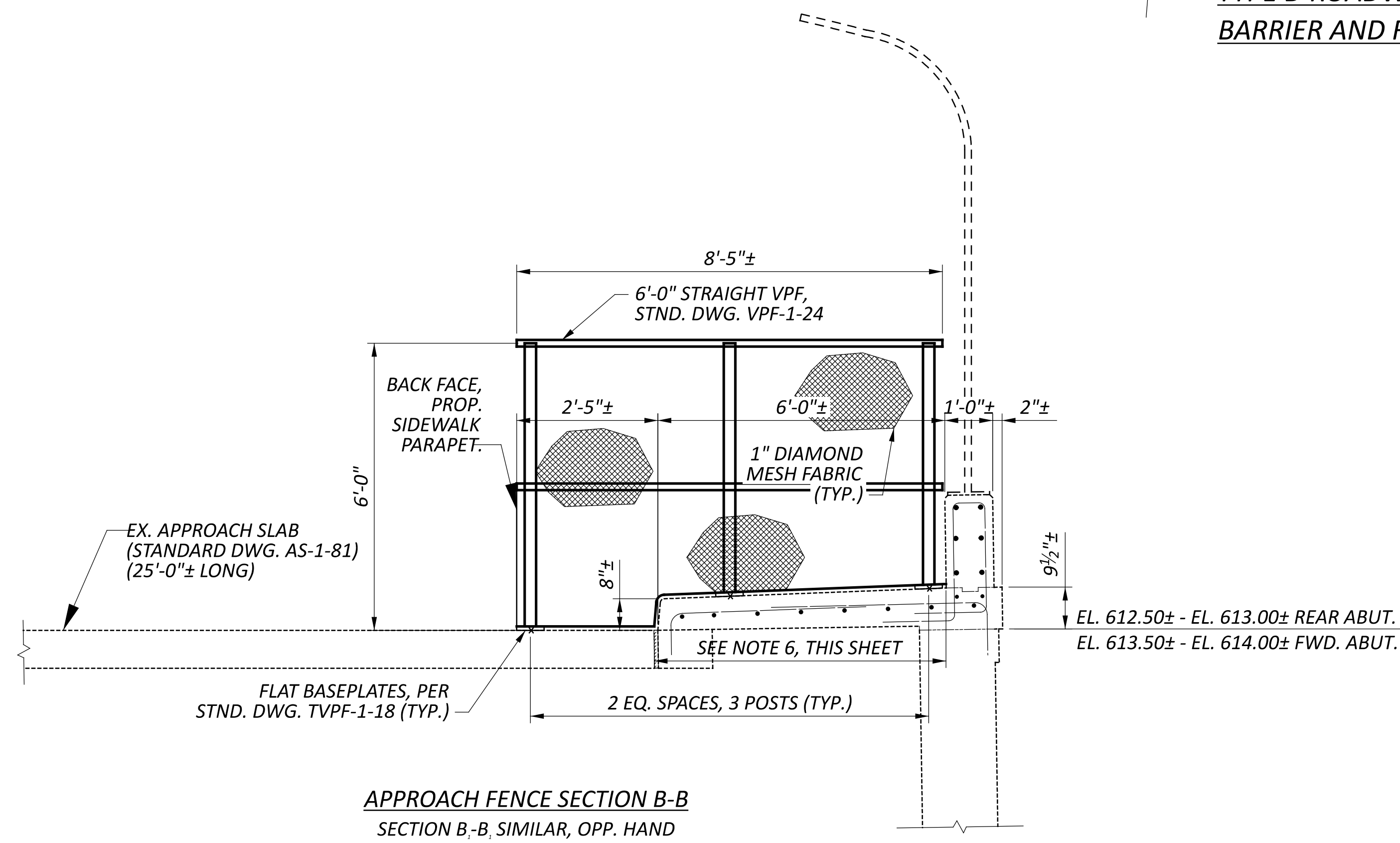
VIEW N-N

PARAPET DETAILS
BRIDGE NO. LUC-US24-2498
US 24 (N. DETROIT AVE.) OVER I-75

SFN	4802373
DESIGN AGENCY	
DESIGNER	JLM
CHECKER	SJM
REVIEWER	
DWS	01/28/26
PROJECT ID	124242
SUBSET	TOTAL
11	13
SHEET	TOTAL
P.45	P.47



**TYPE D ROADWAY BARRIER PLAN,
BARRIER AND FENCE DETAILS**



APPROACH FENCE SECTION B-B
SECTION B-B, SIMILAR, OPP. HAND

NOTES:

1. FOR GENERAL NOTES, SEE SHEET 2 / 13.
2. FOR TRANSVERSE SECTION A-A, SEE SHEET 6 / 13.
3. THE ± DIMENSIONS ARE GIVEN ALONG THE INSIDE FACE OF THE BARRIER.
4. FOR ADDITIONAL NOTES, DETAILS, AND END ANCHORAGE REINFORCING, SEE STD. DWG. RM-4.5.
5. APPROACH FENCE SHOWN IN SECTION B-B, THIS SHEET, UTILIZES ALL COMPONENTS OF 6'-0" STRAIGHT VPF PER STANDARD DRAWING VPF-1-24 EXCEPT FOR THE BASEPLATES, WHICH DO NOT CONTAIN AN OPTION FOR FLAT BASEPLATES. BASEPLATE COMPONENTS INSTEAD UTILIZE THE FLAT BASEPLATE OPTION FROM STANDARD DRAWING TVPF-1-18 FOR ASSEMBLY ON THE TOPS OF BRIDGE DECKS. PAYMENT FOR ALL MATERIALS AND LABOR ASSOCIATED WITH FABRICATION AND ERECTION OF THE FENCES SHOWN IN THESE TWO LOCATION SHALL BE AT THE BID PRICE FOR ITEM 622, VANDAL FENCE, 6 FT STRAIGHT, AS PER PLAN.
6. CUT MESH FABRIC AS NEEDED TO PROVIDE 1" CLEARANCE AROUND SHAPE OF EXISTING SIDEWALK. FIELD VERIFY AND CUT TO LENGTH REQUIRED ANY FENCE POSTS THAT NEED TO BE SHORTER WHERE MOUNTED ON EXISTING SIDEWALK.
7. PAYMENT FOR LIGHT POLE PILASTER SHALL BE INCIDENTAL TO ITEM 517 RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN.

SFN	4802373
DESIGN AGENCY	
DESIGNER	CHECKER
SJM	JLM
REVIEWER	
DWS	01/28/26
PROJECT ID	124242
SUBSET	TOTAL
12	13
SHEET	TOTAL
P.46	P.47