

LOCATION MAP

LATITUDE: 41°06'20" LONGITUDE: 81°11'00"



PORTION TO BE IMPROVED	
INTERSTATE HIGHWAY	
FEDERAL ROUTES	
STATE ROUTES	
COUNTY & TOWNSHIP ROADS	
OTHER ROADS	

DESIGN DESIGNATION

CURRENT ADT (2023)	43,477
DESIGN YEAR ADT (2014)	42,271
DESIGN HOURLY VOLUME (2014)	4,211
DIRECTIONAL DISTRIBUTION	55%
TRUCKS (24 HOUR B&C)	9,867 (23%)
DESIGN SPEED	75 MPH
LEGAL SPEED	70 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
FREEWAYS AND EXPRESSWAYS	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

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 4 - CAPITAL PROGRAMS
2088 S. ARLINGTON RD
AKRON, OH 44306

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

POR-76-9.73

ROOTSTOWN AND EDINBURG TOWNSHIPS

PORTAGE COUNTY

INDEX OF SHEETS:

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P.44 deleted

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-3.1	1/19/24	MT-98.30	7/16/23	BR-1-13	1/17/14	800-2023	1/17/25	ASBESTOS REPORT	5/6/25
BP-9.1	1/18/19	MT-99.20	4/19/19	SICD-1-21	1/19/24	807	1/17/25		
		MT-101.60	1/17/25			808	7/19/24		
DM-4.3	1/15/16	MT-101.90	7/17/20	MT-101.70	7/19/24	821	4/20/12		
DM-4.4	1/15/16	MT-104.10	1/19/24	MT-101.75	7/21/23	832	7/19/24		
		MT-105.10	1/17/20			843	1/19/24		
AS-1-15	1/20/23					846	4/17/15		
AS-2-15	7/21/23	TC-41.20	10/18/13			850	7/21/23		
VPF-1-24	1/17/25	TC-42.10	10/18/13			856	7/21/23		
		TC-42.20	10/18/13			905	1/17/25		
MT-95.30	7/19/19	TC-52.10	10/18/13			908	1/17/25		
MT-95.40	7/21/23	TC-52.20	1/15/21			921	7/19/24		
MT-95.45	7/21/23	TC-65.10	1/17/14						
MT-95.50	7/21/17	TC-65.11	1/17/25						
MT-98.20	4/19/19	TC-72.20	1/17/25						
MT-98.22	1/17/20	TC-73.20	1/17/25						

FEDERAL PROJECT NUMBER

E200830

RAILROAD INVOLVEMENT

NORFOLK SOUTHERN

PROJECT DESCRIPTION

RESURFACING 3.83 MILES OF IR 76
IN PORTAGE COUNTY. INCLUDES
BRIDGE WORK TO 10 STRUCTURES.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0.50 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.25 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A *ROUTINE MAINTENANCE

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE PART TIME CLOSING OF THE HIGHWAY TO TRAFFIC, AS NOTED ON SHEETS 8, 10 & 10A. DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Arthur G. Noirot Jr., P.E.
District 04 Deputy Director

Pamela Boratyn
Director, Department of Transportation

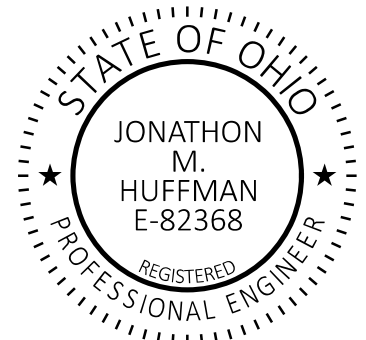
ENGINEER'S SEAL

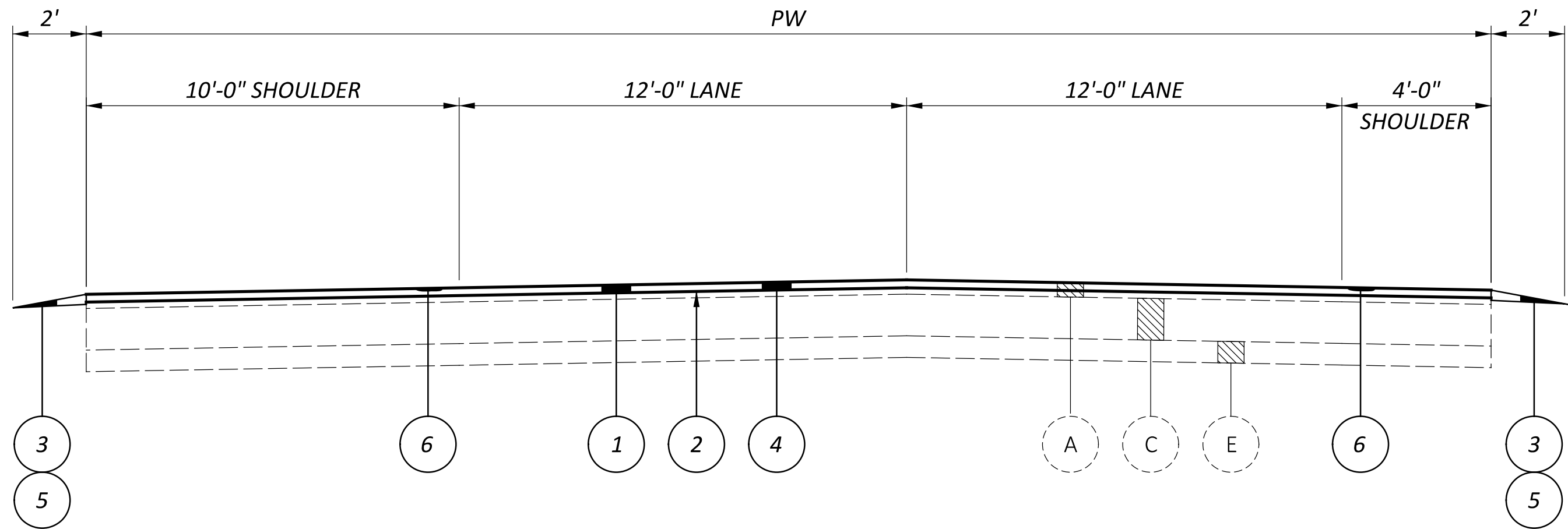
ROADWAY



ENGINEER'S SEAL

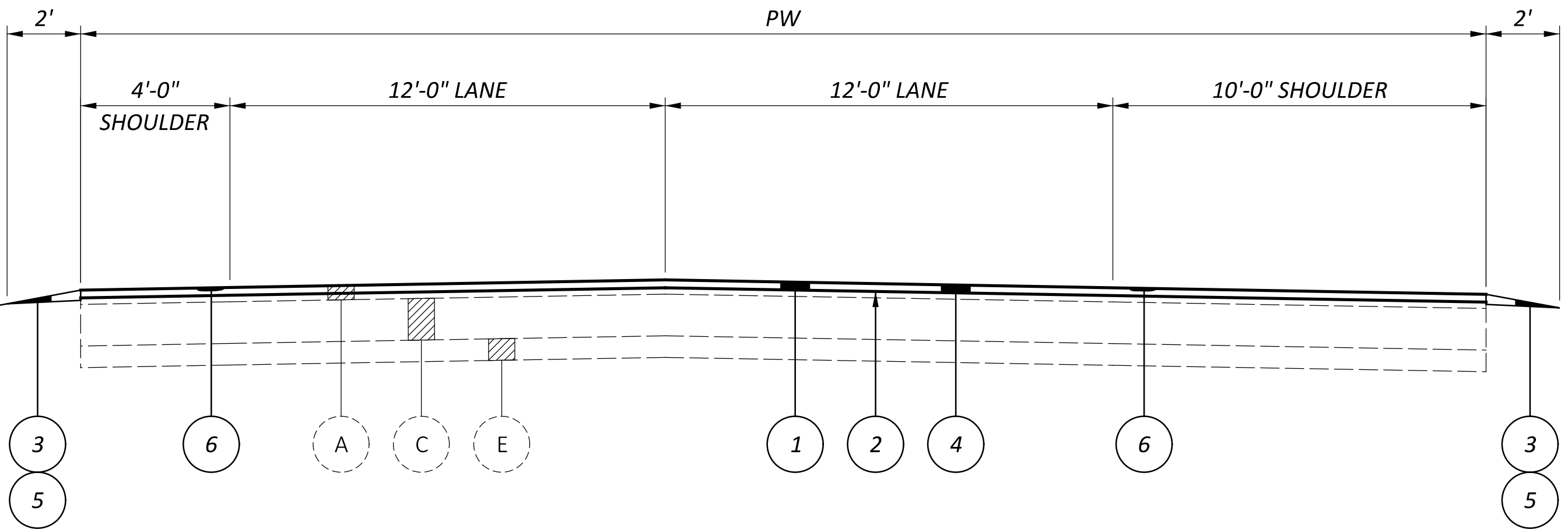
BRIDGE



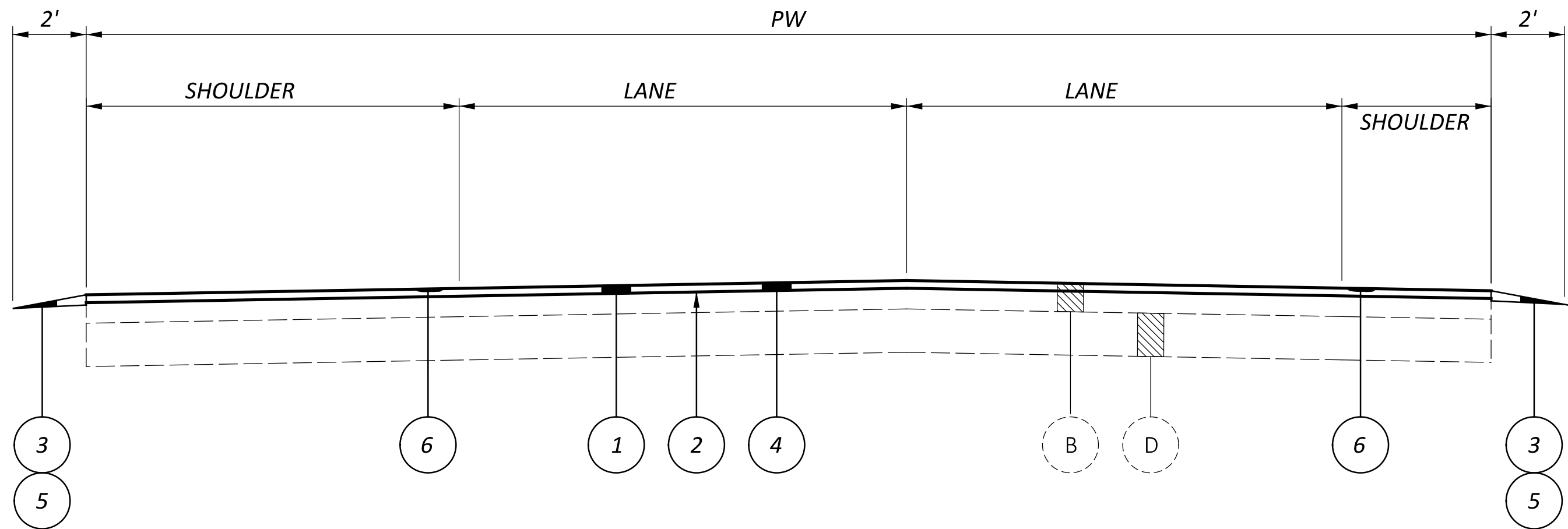


ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
IR 76	9.76	9.89	0.13	38
IR 76	9.96	10.07	0.11	38
IR 76	10.10	10.15	0.05	38

TYPICAL SECTION 1

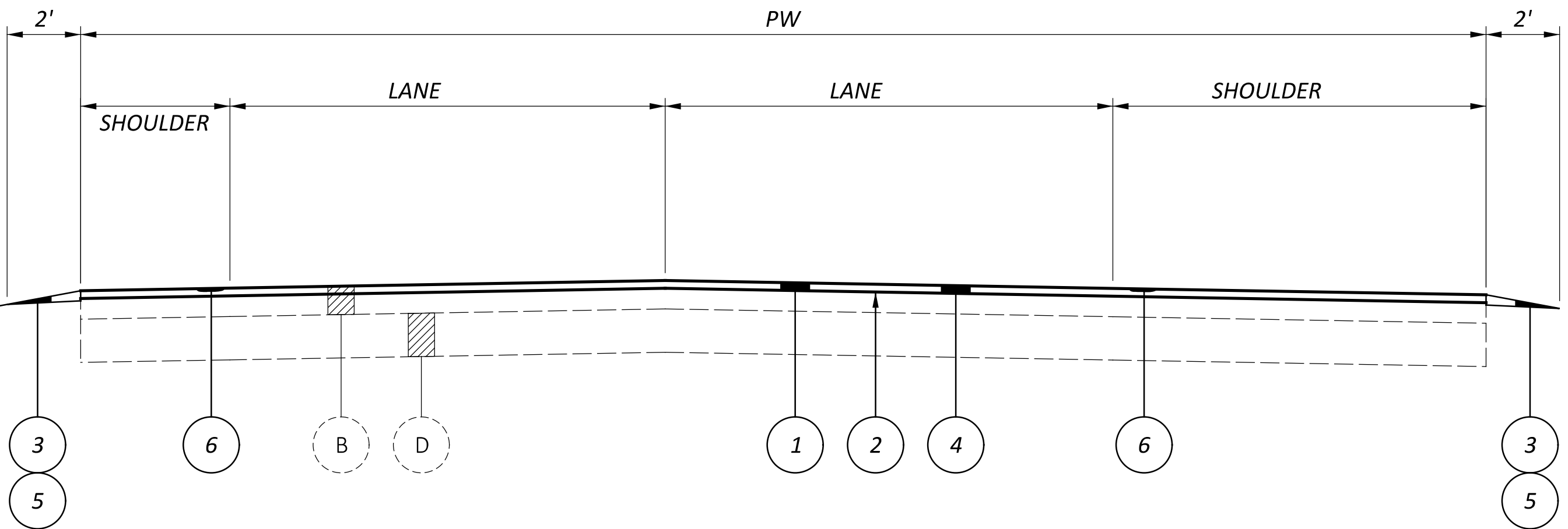


ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
IR 76	9.76	9.89	0.13	38
IR 76	9.96	10.07	0.11	38
IR 76	10.10	10.15	0.05	38



ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
IR 76	10.15	11.27	1.12	38
IR 76	11.31	12.57	1.26	38
IR 76	12.57	12.75	0.18	48
IR 76	12.75	12.87	0.12	56
IR 76	12.87	13.06	0.19	38
IR 76	13.12	13.27	0.15	38
IR 76	13.27	13.34	0.07	65
IR 76	13.34	13.44	0.10	45
IR 76	13.44	13.56	0.12	38

TYPICAL SECTION 2



ROUTE	SLM		LENGTH (MILES)	PW (FEET)
	FROM	TO		
IR 76	10.15	11.27	1.12	38
IR 76	11.31	12.57	1.26	38
IR 76	12.57	12.75	0.18	38
IR 76	12.75	12.85	0.10	50
IR 76	12.85	12.91	0.06	65
IR 76	12.91	13.08	0.17	38
IR 76	13.14	13.26	0.12	38
IR 76	13.26	13.39	0.13	64
IR 76	13.39	13.56	0.17	52

LEGEND

- 1 ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE ($T = 1\frac{1}{2}"$)

2 ITEM 407, NON-TRACKING TACK COAT

3 ITEM 408, PRIME COAT, AS PER PLAN @ 0.40 GAL/SY

4 ITEM 442, ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (447) ($T = 1\frac{1}{2}"$)

5 ITEM 617, COMPACTED AGGREGATE, AS PER PLAN ($T = 1"$ AVG.)

6 ITEM 618, RUMBLE STRIPS, SHOULDERS (ASPHALT CONCRETE)
- A EXISTING ASPHALT CONCRETE ($T = 3\frac{1}{4}" \pm$)

B EXISTING ASPHALT CONCRETE ($T = 7\frac{1}{2}" \pm$)

C EXISTING ASPHALT CONCRETE BASE ($T = 12" \pm$)

D EXISTING REINFORCED CONCRETE BASE ($T = 9" \pm$)

E EXISTING AGGREGATE BASE ($T = 6" \pm$)

NOTE:

1. ACCEL/DECEL LANES ARE INCLUDED IN MAINLINE PAVING



UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811, THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS (MICHELLE CHANEY AT 330-786-2267) AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

PROFILE AND ALIGNMENT

PLACE THE PROPOSED PAVEMENT TO FOLLOW THE ALIGNMENT AND PROFILE OF THE EXISTING PAVEMENT. PLACE THE PROPOSED ASPHALT CONCRETE OVERLAY AS SHOWN ON THE TYPICAL SECTIONS.

PAVEMENT MARKING DETAILS

THE PAVEMENT MARKING DETAIL SHEETS HAVE BEEN SUPPLIED AS REFERENCE DOCUMENTS FOR THIS PROJECT AND ARE AVAILABLE ON THE ODOT FTP SITE AT [PAVEMENT MARKING LANE WIDTHS](https://ftp.dot.state.oh.us/pub/contracts/Attach/ FOR THIS PROJECT. FOR ANY LOCATIONS THAT PAVEMENT MARKING DETAILS HAVE NOT BEEN MADE AVAILABLE TO THE CONTRACTOR, IT WILL BE THE CONTRACTORS RESPONSIBILITY TO PUT BACK NEW PAVEMENT MARKINGS IN THE ORIGINAL LOCATIONS.</p></div><div data-bbox=)

THE NORMAL LANE WIDTH FOR THE PAVEMENT MARKINGS ON THIS PROJECT SHALL BE AS FOLLOWS.		
ROUTE	S.L.M. TO S.L.M.	LANE WIDTH
IR 76	9.73 TO 13.56	12'

BARRIER REFLECTORS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS DIRECTED BY THE ENGINEER FOR INSTALLING/REPLACING BARRIER REFLECTORS ON ALL EXISTING BARRIER RUNS WITHIN THE PROJECT LIMITS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

202, REMOVAL MISC.: BARRIER REFLECTOR, 162 EACH

626, BARRIER REFLECTOR, TYPE 2, 114 EACH

626, BARRIER REFLECTOR, TYPE 5, 693 EACH

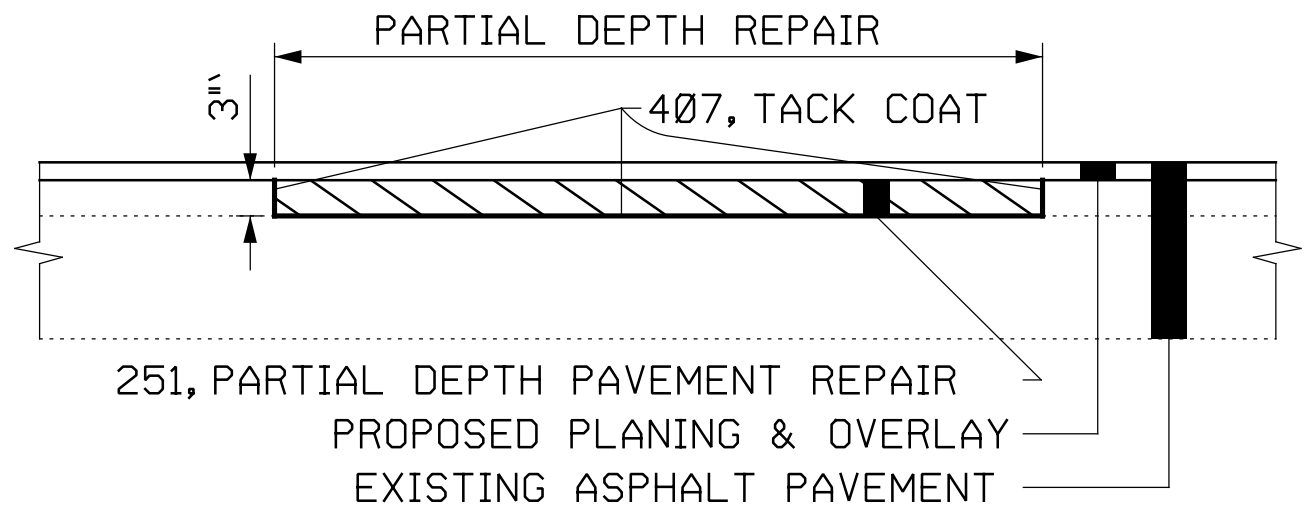
ITEM 251 - PARTIAL DEPTH PAVEMENT REPAIR (441)

A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THE ITEM SHALL CONSIST OF REPAIRING EXISTING LOCATIONS EXHIBITING SURFACE DETERIORATION AND PLACING ITEM 441 ASPHALT CONCRETE, TYPE 2. IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. PAVEMENT REPAIRS WILL BE MARKED IN THE FIELD BY THE PROJECT ENGINEER ACCORDING TO CMS 251.02. MINIMUM WIDTH IS 2'. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM SHALL BE PERFORMED AFTER THE COMPLETION OF MAINLINE PAVEMENT PLANING AND PRIOR TO THE PLACEMENT OF ASPHALT ON THE MILLED SURFACE. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REPAIR.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

251, PARTIAL DEPTH PAVEMENT REPAIR (441) (LONGITUDINAL), 1800 SQ. YD.

251, PARTIAL DEPTH PAVEMENT REPAIR (441) (TRANSVERSE), 200 SQ. YD.



ITEM 203 - EXCAVATION (FOR PAVEMENT REPAIR)

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND DISPOSING OF ALL UNSUITABLE MATERIAL BY EXCAVATING THE EXISTING SUBGRADE AND SUBBASE TO AN AVERAGE DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER. EXACT LIMITS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER. ALL EQUIPMENT, LABOR, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

203, EXCAVATION (FOR PAVEMENT REPAIR) 28 CU YD

ITEM 304 - AGGREGATE BASE (FOR PAVEMENT REPAIR)

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN PROVIDED AND SHALL BE USED AS DIRECTED BY THE ENGINEER TO BACKFILL AREAS WHICH WERE EXCAVATED UNDER ITEM 203 EXCAVATION (FOR PAVEMENT REPAIR). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

304, AGGREGATE BASE (FOR PAVEMENT REPAIR) 28 CU YD

RESURFACING PAVEMENT ADJACENT TO APPROACH SLABS

AT ALL LOCATIONS WHERE THE RESURFACING ABUTS TO THE END OF AN APPROACH SLAB THE CONTRACTOR SHALL APPLY A JOINT SEALER AS SHOWN IN STANDARD CONSTRUCTION DRAWING AS-1-15, SHEET 2, DETAIL C. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO THE ASPHALT PAY ITEMS.

ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS

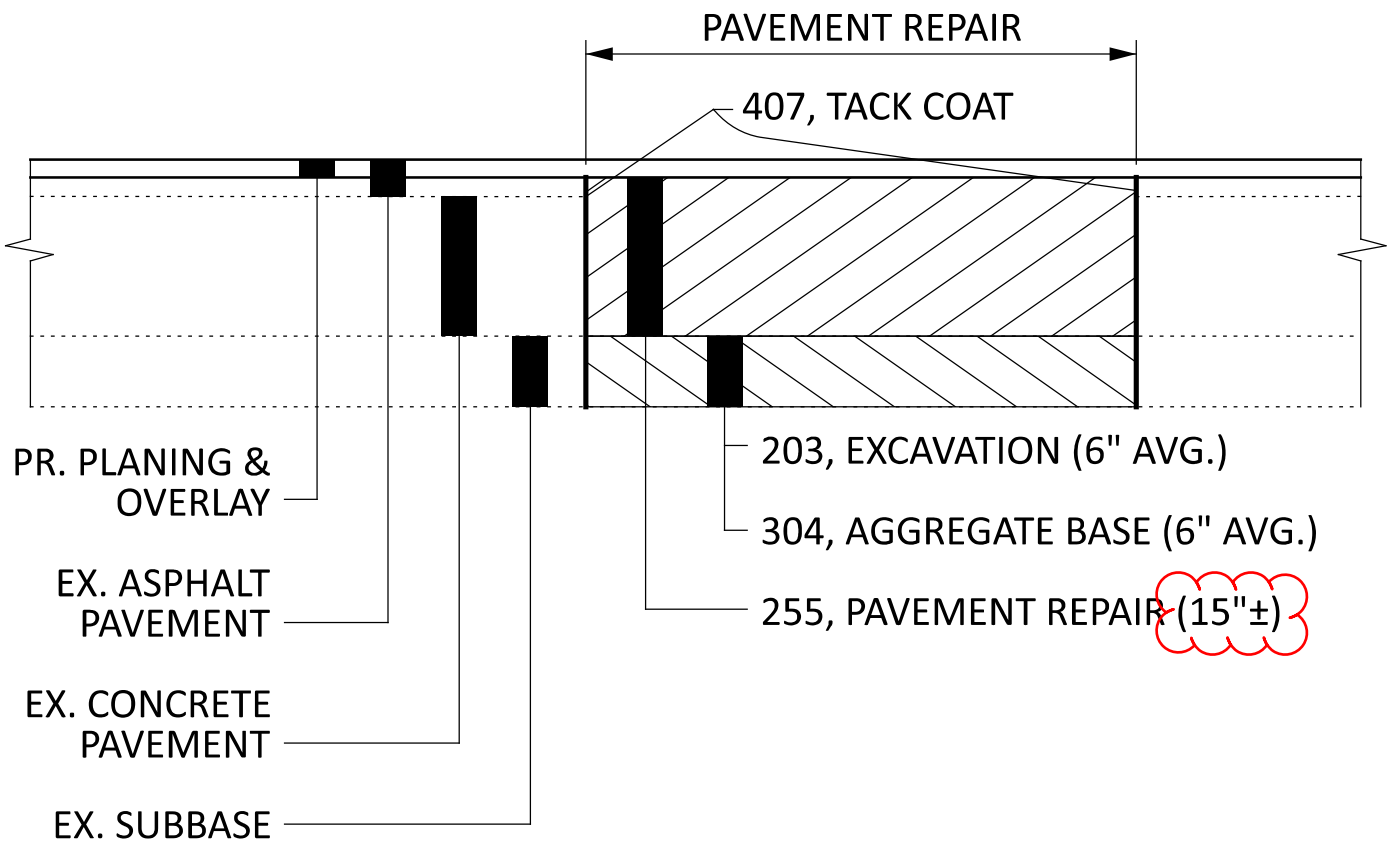
A QUANTITY OF THIS ITEM SHALL BE PROVIDED FOR USE AS DIRECTED BY THE ENGINEER. THIS ITEM SHALL CONSIST OF CUTTING AND REMOVING DETERIORATED PAVEMENT FULL DEPTH AND PLACING 15"± OF CLASS QC RS CONCRETE. SAW CUT SHALL BE MADE PERPENDICULAR TO THE CENTERLINE OF PAVEMENT. WHEN REPLACING A PREVIOUSLY REPAIRED JOINT, MIDSLAB CRACK, OR THE WHOLE PANEL OF SLAB, THE SAWCUT SHALL BE LOCATED 1 FOOT OUTSIDE THE PREVIOUS JOINTS OR START OF THE CRACK. ALL NEW JOINTS SHALL BE IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.5. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, THIS ITEM MAY BE PERFORMED PRIOR TO MAINLINE PAVEMENT PLANING.

IT IS NOT THE INTENT TO REPAIR EVERY DETERIORATED AREA WITHIN THE PROJECT. THE ENGINEER SHALL DETERMINE WHICH AREAS ARE TO BE REPAIRED. PAYMENT SHALL BE BASED ON THE ACTUAL NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED TO THE LIMITS DESIGNATED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS, 500 SQ. YD.

255, FULL DEPTH PAVEMENT SAWING, 2025 FEET



ITEM 408 - PRIME COAT, AS PER PLAN

APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1- 1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

LINEAR GRADING

AREAS WHERE THE SHOULDER IS HIGHER THAN THE EDGE OF PAVEMENT WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE REMOVAL OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

THE CONTRACTOR IS REQUIRED TO PLACE ITEM 617 WITHIN A PERIOD NOT TO EXCEED 7 DAYS. REFER TO THE AS PER PLAN NOTE FOR REQUIREMENTS.

EXPOSED EARTH OUTSIDE OF THE LIMITS OF ITEM 617 ARE REQUIRED TO BE SEEDED AND MULCHED WITHIN 7 DAYS OF PLACEMENT OF ITEM 617. PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 832.

THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

209, LINEAR GRADING, 51 STA.

DESIGN AGENCY



DESIGNER

NS

REVIEWER

MJA 04-04-25

PROJECT ID

112778

SHEET

P.4

TOTAL

48

ITEM SPECIAL - AS-BUILT CONSTRUCTION PLANS

PRIOR TO FINAL ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL FURNISH THE DEPARTMENT FORMAL AS-BUILT CONSTRUCTION PLANS. THE FORMAL AS-BUILT CONSTRUCTION PLANS SHALL INCLUDE ALL RED-LINED CHANGES. RED-LINE CHANGE SHALL BE DENOTED UTILIZING CLOUDING IN MICROSTATION (OR OTHER CAD SOFTWARE) OR CLOUDING IN PDF EDITING SOFTWARE. THE AS-BUILT CONSTRUCTION PLANS SHALL HAVE A SIGNED VERIFICATION ON THE TITLE SHEET FROM THE CONTRACTOR INDICATING THAT ALL RED-LINED AND FIELD CHANGES HAVE BEEN INCORPORATED INTO AS-BUILT CONSTRUCTION PLANS.

THE CONTRACTORS VERIFICATION STATEMENT INDICATES ALL KNOWN FIELD MODIFICATIONS MADE HAVE BEEN INCLUDED IN THE FORMAL AS-BUILT CONSTRUCTION PLANS. THE CONTRACTORS VERIFICATION STATEMENT SHALL BE SIGNED BY THE CONTRACTORS PROJECT MANAGER (OR ACCEPTABLE REPRESENTATIVE).

IN ADDITION TO THE INFORMATION SHOWN ON THE CONSTRUCTION PLANS, THE AS-BUILT CONSTRUCTION PLANS SHALL SHOW THE FOLLOWING:

1. ALL DEVIATIONS FROM THE ORIGINAL APPROVED CONSTRUCTION PLANS WHICH RESULT IN A CHANGE OF LOCATION, MATERIAL, TYPE OR SIZE OF WORK.
2. ANY UTILITIES, PIPES, WELLHEADS, ABANDONED PAVEMENTS, FOUNDATIONS OR OTHER MAJOR OBSTRUCTIONS DISCOVERED AND REMAINING IN PLACE WHICH ARE NOT SHOWN, OR DO NOT CONFORM TO LOCATIONS OR DEPTHS SHOWN IN THE PLANS. UNDERGROUND FEATURES SHALL BE SHOWN AND LABELED ON THE AS-BUILT CONSTRUCTION PLANS IN TERMS OF STATION, OFFSET AND ELEVATION.
3. THE FINAL OPTION AND SPECIFICATION NUMBER SELECTED FOR THOSE ITEMS WHICH ALLOW SEVERAL MATERIAL OPTIONS UNDER THE SPECIFICATION (E.G., CONDUIT).
4. CHANGES TO THE PAY ITEMS AND FINAL QUANTITIES AS PAID SHALL BE SHOWN ON THE GENERAL SUMMARY AND SUBSUMMARIES.
5. ADDITIONAL PLAN SHEETS MAY BE NEEDED IF NECESSARY TO SHOW WORK NOT INCLUDED IN THE CONSTRUCTION PLANS. IF ADDITIONAL PLAN SHEETS ARE NEEDED, THEY ARE REQUIRED TO BE PREPARED IN CONFORMANCE WITH THE LOCATION AND DESIGN MANUAL, VOLUME 3, SECTION 1200 - PLAN PREPARATION.

NOTATION SHALL ALSO BE MADE OF LOCATIONS AND THE EXTENT OF USE OF MATERIALS, OTHER THAN SOIL, FOR EMBANKMENT CONSTRUCTION (ROCK, BROKEN CONCRETE WITHOUT REINFORCING STEEL, ETC.).

THE PLAN INDEX SHALL SHOW THE PLAN SHEETS WHICH HAVE CHANGES APPEARING ON THEM.

TWO COPIES OF THE AS-BUILT CONSTRUCTION PLANS SHALL BE DELIVERED TO THE PROJECT ENGINEER FOR APPROVAL UPON COMPLETION OF THE PHYSICAL WORK BUT PRIOR TO THE REQUEST FOR FINAL PAYMENT. AFTER THE DEPARTMENT HAS APPROVED THE AS-BUILT CONSTRUCTION PLANS, THE ASSOCIATED ELECTRONIC FILES SHALL BE DELIVERED TO THE DISTRICT CAPITAL PROGRAMS ADMINISTRATOR. ACCEPTANCE OF THESE PLANS AND DELIVERY OF THE ASSOCIATED ELECTRONIC FILES IS REQUIRED PRIOR TO THE WORK BEING ACCEPTED AND THE FINAL ESTIMATE APPROVED.

PAYMENT FOR ALL THE ABOVE SHALL BE LUMP SUM UPON PROPER EXECUTION OF ALL WORK OF THIS ITEM AS DETERMINED BY THE PROJECT ENGINEER.

ITEM 621 - RPM, AS PER PLAN

RAISED PAVEMENT MARKERS ON LANE LINES ON FREEWAYS SHALL BE ONE-WAY WHITE SPACED AT 80'.

ITEM SPECIAL - VERTICAL CLEARANCE

AFTER ALL CONSTRUCTION HAS BEEN COMPLETED, A REGISTERED SURVEYOR WILL TAKE VERTICAL CLEARANCE MEASUREMENTS AT LOCATIONS INDICATED ON THE APPROVED ODOT FORM (AVAILABLE IN THE DISTRICT 4 STRUCTURES AND PAVEMENT OFFICE). THE FINAL MEASUREMENTS SHALL BE RECORDED ON THE FORM AND SUBMITTED TO THE PROJECT ENGINEER AND THE DISTRICT 4 STRUCTURES AND PAVEMENT ENGINEER. THE RECORD SHALL BEAR THE SEAL OF THE LEICENSED SURVEYOR WHO HAS TAKEN THE MEASUREMENTS. THIS WORK SHALL BE PERFORMED AT THE FOLLOWING STRUCTURES:

POR-76-11.143
POR-76-14.894
POR-76-16.106

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
SPECIAL - VERTICAL CLEARANCE, 3 EACH

NORFOLK SOUTHERN RAILWAY

THE CONTRACTOR SHALL AT NO TIME ENTER THE RAILROAD RIGHT-OF-WAY WITH PERSONELL OR EQUIPMENT UNTIL HE HAS COMPLIED WITH THE REQUIREMENTS PRESENTED IN THE NS PUBLIC PROJECTS MANUAL (APPENDIX E OF THE MANUAL, "NORFOLK SOUTHERN - SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTRESTS"), INCLUDING APPROVED RAILROAD PROTECTIVE INSURANCE, A CONTRACTOR RIGHT OF ENTRY, PROTECTIVE SERVICES ("FLAGGING"), ETC. AND RECEIVED FROM NS WRITTEN AUTHORIZATION TO PROCEED. WHEN IN CONFLICT WITH OTHER PROJECT SPECIFICATIONS, THE MOST STRINGENT ONE SHALL APPLY. THE CONTRACTOR SHALL SO ARRANGE AND CONDUCT HIS WORK THAT THERE WILL BE NO INTERFERENCE WITH THE RAILROAD'S OPERATIONS. WHENEVER WORK IS LIABLE TO AFFECT THE OPERATIONS OR SAFETY OF TRAINS, THE METHODS OF DOING SUCH WORK SHALL FIRST BE SUBMITTED TO THE RAILROAD ENGINEER FOR APPROVAL, BUT SUCH APPROVAL SHALL NOT RELIEVE THE CONTRACTOR FROM ANY LIABILITY. RAILROAD PROTECTIVE SERVICES ("FLAGGING") AND/OR SECURITY FENCE SHALL BE PROVIDED AS DIRECTED BY THE RAILROAD ENGINEER OR HIS FIELD REPRESENTATIVE.

THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE 2 DAYS IN ADVANCE OF WORK AT THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE THE RAILROAD'S UNDERGROUND FACILITIES. UPON REQUEST FROM THE CONTRACTOR OR SPONSOR, RAILROAD FORCES WILL LOCATE AND PAINT MARK OR FLAG THE RAILROAD'S UNDERGROUND FACILITIES. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE FACILITIES. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD FACILITY, THE CONTRACTOR SHALL COORDINATE WITH THE RAILROAD TO HAVE THE FACILITY POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION. THE FACILITY SHALL BE PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF THE RAILROAD'S REPRESENTATIVE (SEE NS PUBLIC PROJECTS MANUAL, APPENDIX E, SECTION 3.D AND APPENDIX H1). WHEN IN CONFLITCT WITH OTHER PROJECT SPECIFICATIONS THE MOST STRINGENT ONE SHALL APPLY.

RAILROAD CONTACT INFORMATION:
ELDRIDGE W. CHAMBERS
SENIOR ENGINEER - PUBLIC IMPROVEMENTS
NORFOLK SOUTHERN CORPORATION
650 WEST PEACHTREE STREET, NW, BOX 45
ATLANTA, GA 30308
(470) 463-6307
ELDRIDGE.CHAMBERS@NSCORP.COM

CATCH BASIN RECONSTRUCTED TO GRADE

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR RECONSTRUCTING CATCH BASINS TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

ITEM 611 – CATCH BASIN RECONSTRUCTED TO GRADE, 5 EACH
ITEM SPECIAL – MISCELLANEOUS METAL, 400 LB

DESIGN AGENCY



DESIGNER

NS

REVIEWER

MJA 04-04-25

PROJECT ID

112778

SHEET TOTAL

P.5

48

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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

- CRITERIA
- . ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
 - . AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
 - . AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICE 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 SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY.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 300 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, PORTABLE CHANGEABLE MESSAGE SIGNS, AS
PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER
PLAN 16 SIGN MONTH ASSUMING 4 PCMS
SIGNS FOR 4 MONTHS

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.

DESIGN AGENCY



DESIGNER

JF

REVIEWER

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TOTAL

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WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER(S) COUNTY-ROUTE-SECTION(S) DIRECTION(S)
WZ-26229 POR-76-(9.06-13.65) EB
WZ-26229 POR-76-(9.46-13.96) WB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

[WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.]

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH)
FOR WORK ZONES ON HIGH-SPEED (55 MPH
OR GREATER) MULTI-LANE HIGHWAYS

	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
ORIGNAL POSTED SPEED LIMIT	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT

70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY
30 SIGN MNTH
[ASSUMING 10 DSL SIGN ASSEMBLIES FOR
3 MONTHS]

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 TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
ROAD & RAMP CLOSURES	>= 2WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERNS CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

DETOUR NOTIFICATION [ODOT]

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (PORTER RD & ALLIANCE RD)

A MINIMUM OF ONE LANE OF BIDIRECTIONAL TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.10. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

THE DETOUR OF PORTER ROAD AND ALLIANCE ROAD SHALL NOT BE PERFORMED CONCURRENTLY.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (NEW MILFORD RD & HATTRICK RD)

A MINIMUM OF ONE LANE OF BIDIRECTIONAL TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS IN CALENDAR YEAR 2025 AND FOR A PERIOD NOT TO EXCEED 60 CALENDAR DAYS WHEN ABUTMENT WORK IS BEING PERFORMED, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.10A. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

Deleted Detour Notification (Portage County) note.

IR 76 @ SR 14 RAMP CLOSURES					
RAMP	PROPOSED WORK	PERMITTED CLOSURE TIMES	DURATION	DETOUR ROUTE	APPROX. NUMBER OF PCMS (SIGN MONTHS)
RAMP A	RAMP PAVING	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON SR 14 TO SR 5. TURN LEFT ONTO SR 5 WB. CONTINUE ON SR 5 TO SR 44. CONTINUE ON SR 44 TO IR 76 WB ENTRANCE RAMP.	2
RAMP B	RAMP PAVING	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	EXIT AT SR 44. TURN RIGHT ONTO SR 44. CONTINUE ON SR 44 TO SR 5 EB. CONTINUE ON SR 5 TO SR 14 EXIT RAMP.	2
RAMP C	RAMP PAVING	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON IR 76 WB. EXIT AT SR 44. TURN RIGHT ONTO SR 44. SR 44 TO SR 5 EB. CONTINUE ON SR 5 TO SR 14 EXIT RAMP.	2
RAMP D	RAMP PAVING	6:30 PM FRIDAY TO 6:30 AM MONDAY	3 DAYS	CONTINUE ON SR 14 TO SR 225. TURN LEFT ONTO SR 225 NB. CONTINUE ON SR 225 NB TO IR 76 EB ENTRANCE RAMP.	2

RAMP CLOSURES SHALL NOT BE PERFORMED CONCURRENTLY AND SHALL BE AS APPROVED BY THE ENGINEER.

DESIGN AGENCY



DESIGNER

JF

REVIEWER

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APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY
EXCEPTION(S)

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE
APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN
WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE
(123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:
-REDUCE I-76 IN THE VICINITY OF NEW MILFORD ROAD AND
HATTRICK ROAD TO A SINGLE LANE PER BOUND FOR A
PERIOD NOT TO EXCEED 60 DAYS.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM
OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH
APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE
DISTRICT WORK ZONE TRAFFIC MANAGER, OHIO STATE HIGHWAY
PATROL, AND ROOTSTOWN TOWNSHIP FIRE DEPARTMENT AS WELL
AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND
ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC
CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES,
THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT
LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF
THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO
THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION
TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC,
DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS
DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED
MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE
"EXCEPTION REQUEST APPROVAL DATED 4/11/2025 FOR PID
112778" IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY
APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE
APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE
(MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED,
THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT
WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30
CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE.
IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE
DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT
THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE
CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS
WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

Deleted interim completion date
note for abutment work.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE
HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

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 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 AT APPROXIMATELY 25-FOOT INTERVALS.

[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 AT APPROXIMATELY 25-FOOT INTERVALS.

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

ITEM 614, BARRIER REFLECTOR, TYPE 2 (ONE-WAY), 172 EACH

ITEM 614, OBJECT MARKER, ONE-WAY, 172 EACH

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

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
BARRIER REFLECTOR SPACING SHALL BE AT APPROXIMATELY 10-FOOT
INTERVALS. OBJECT MARKERS AND THEIR INSTALLATION SHALL
CONFORM TO C&MS 614.03 AND SCD MT-101.70 WITH THE
MODIFICATION THAT OBJECT MARKER SPACING SHALL BE AT
APPROXIMATELY 25-FOOT INTERVALS. 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 AT
APPROXIMATELY 25-FOOT INTERVALS AND ALIGNED PER TRAFFIC SCD
MT-101.70.

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.

Removed quantities from
Delineation of Portable and
Permanent Barrier note.

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 04-04-25

PROJECT ID

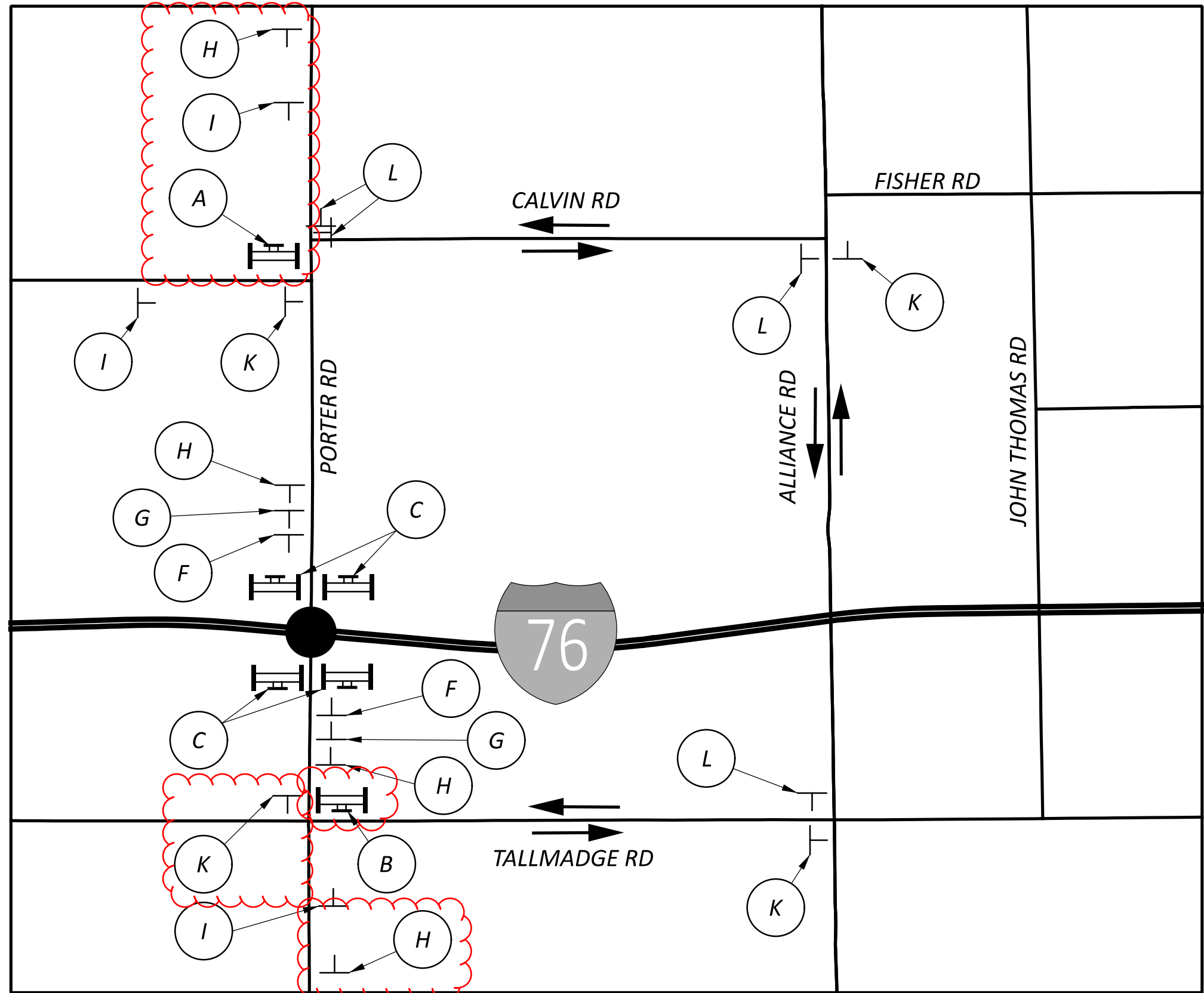
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P.9

TOTAL

48

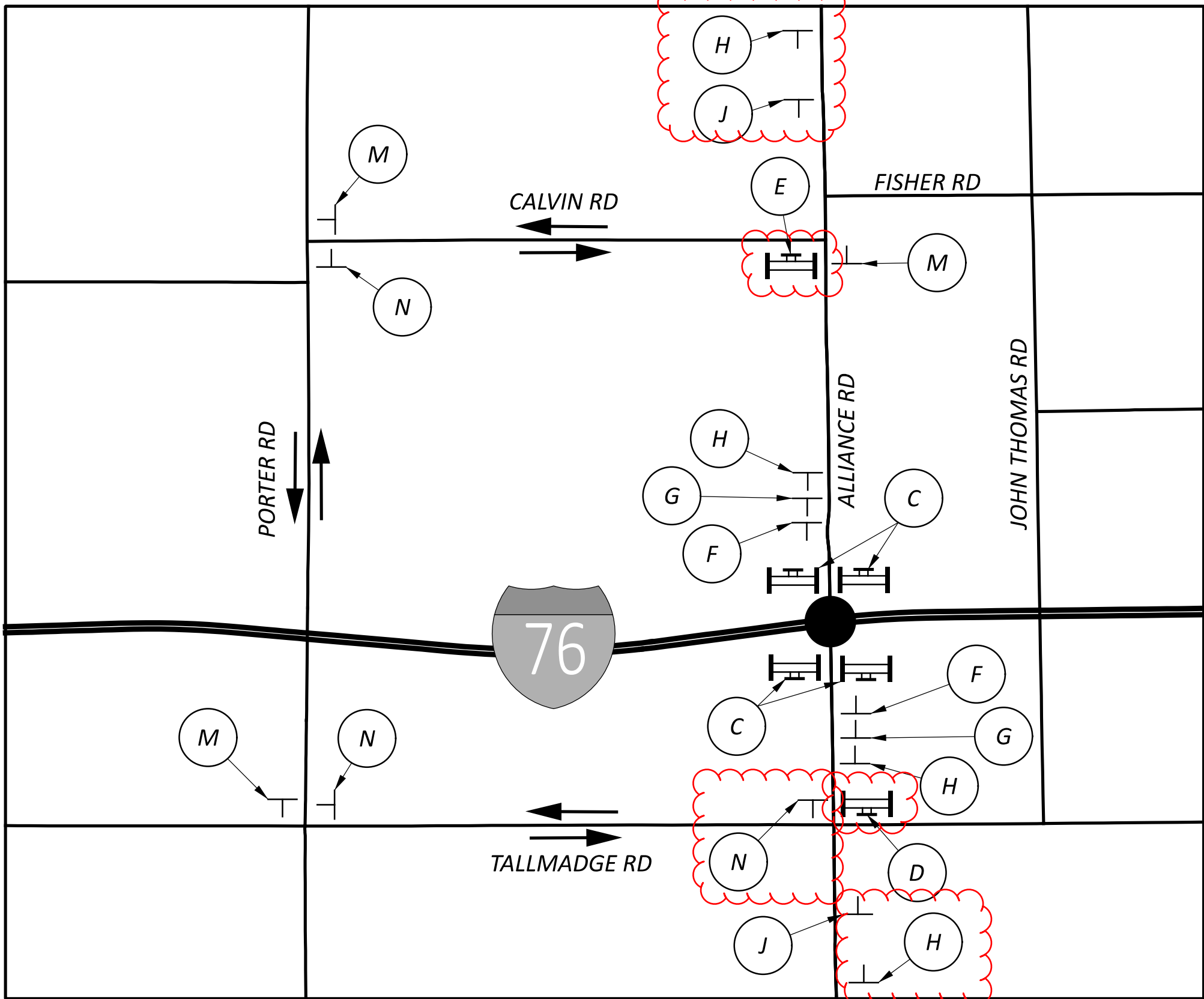


DETOUR ROUTE FOR PORTER ROAD

- ↔ DETOUR ROUTE: TALLMADGE RD / ALLIANCE RD / CALVIN RD
- STRUCTURE: POR-76-14.894, CLOSED AS PER SCD MT-101.60

REFER TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 6H-8 (TYPICAL APPLICATION 8), FOR SIGN SPACING.

ON TYPE III BARRICADE WITH TYPE B FLASHERS MOUNTED PER SCD MT-101.60

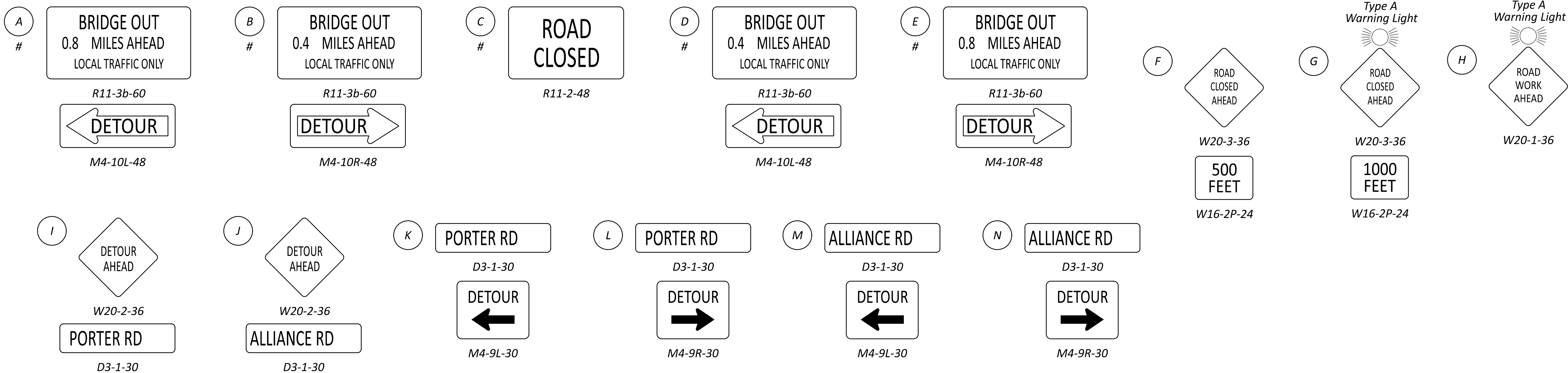


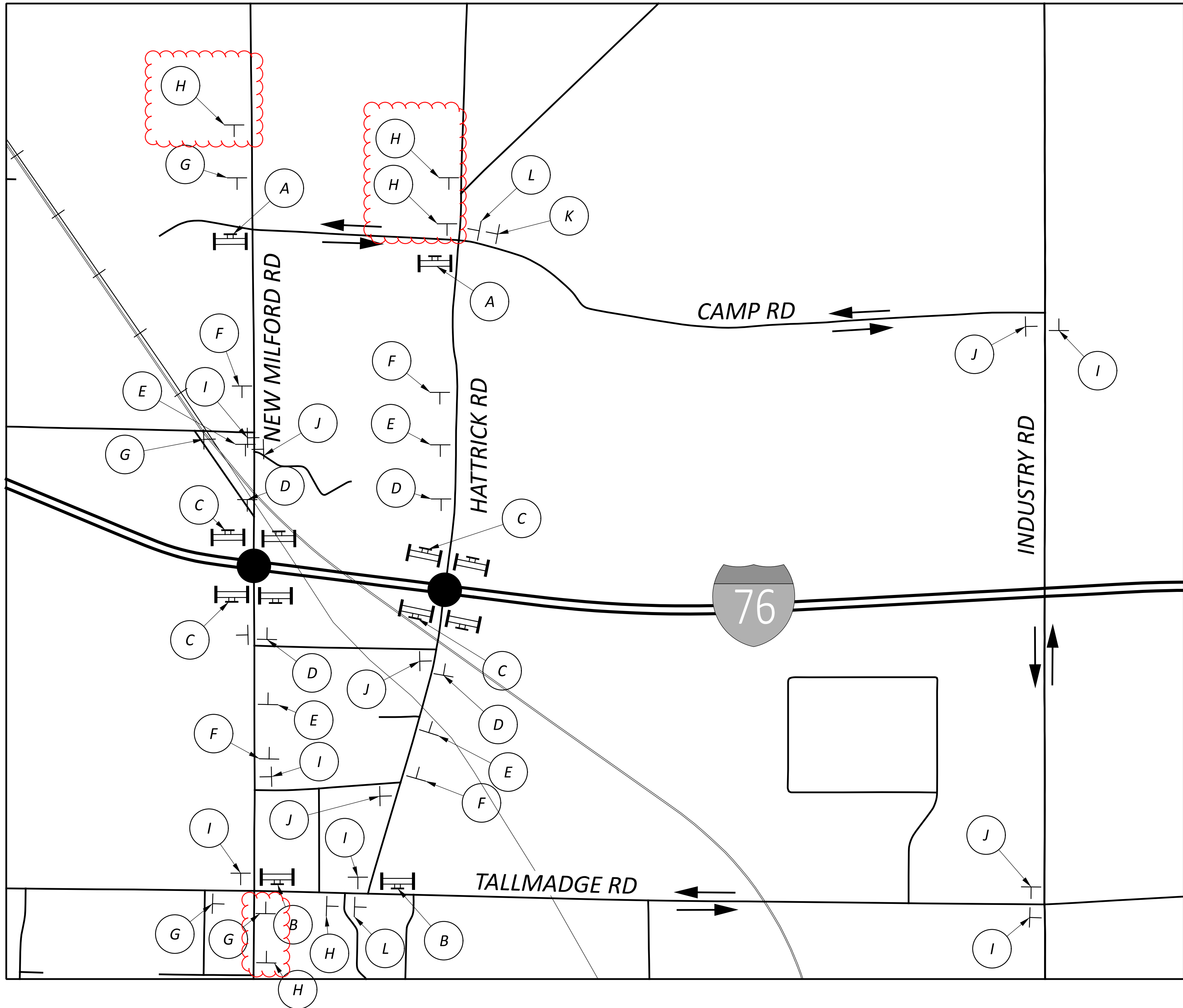
DETOUR ROUTE FOR ALLIANCE ROAD

- ↔ DETOUR ROUTE: TALLMADGE RD / PORTER RD / CALVIN RD
- STRUCTURE: POR-76-16.106, CLOSED AS PER SCD MT-101.60

REFER TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 6H-8 (TYPICAL APPLICATION 8), FOR SIGN SPACING.

ON TYPE III BARRICADE WITH TYPE B FLASHERS MOUNTED PER SCD MT-101.60



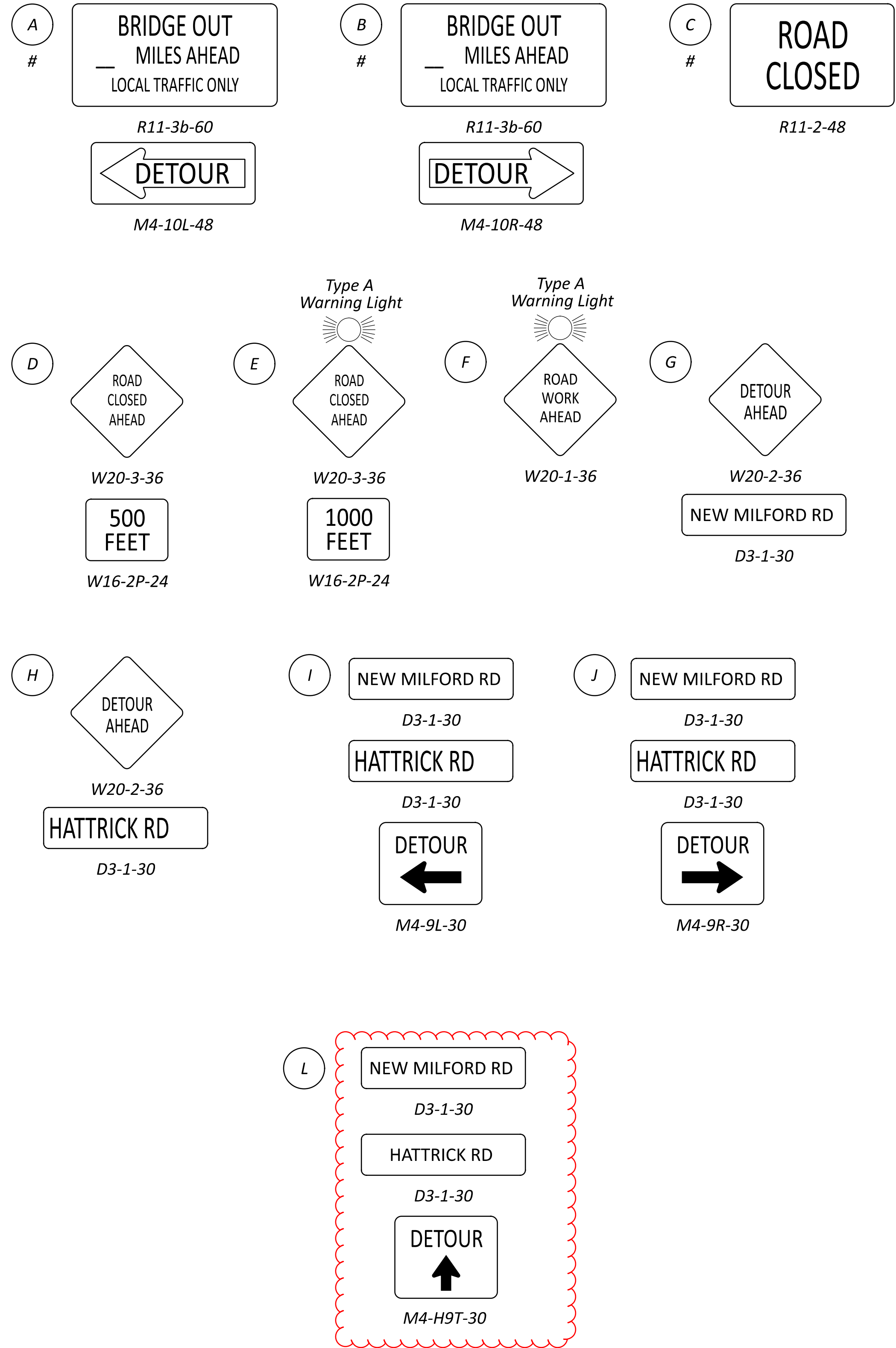


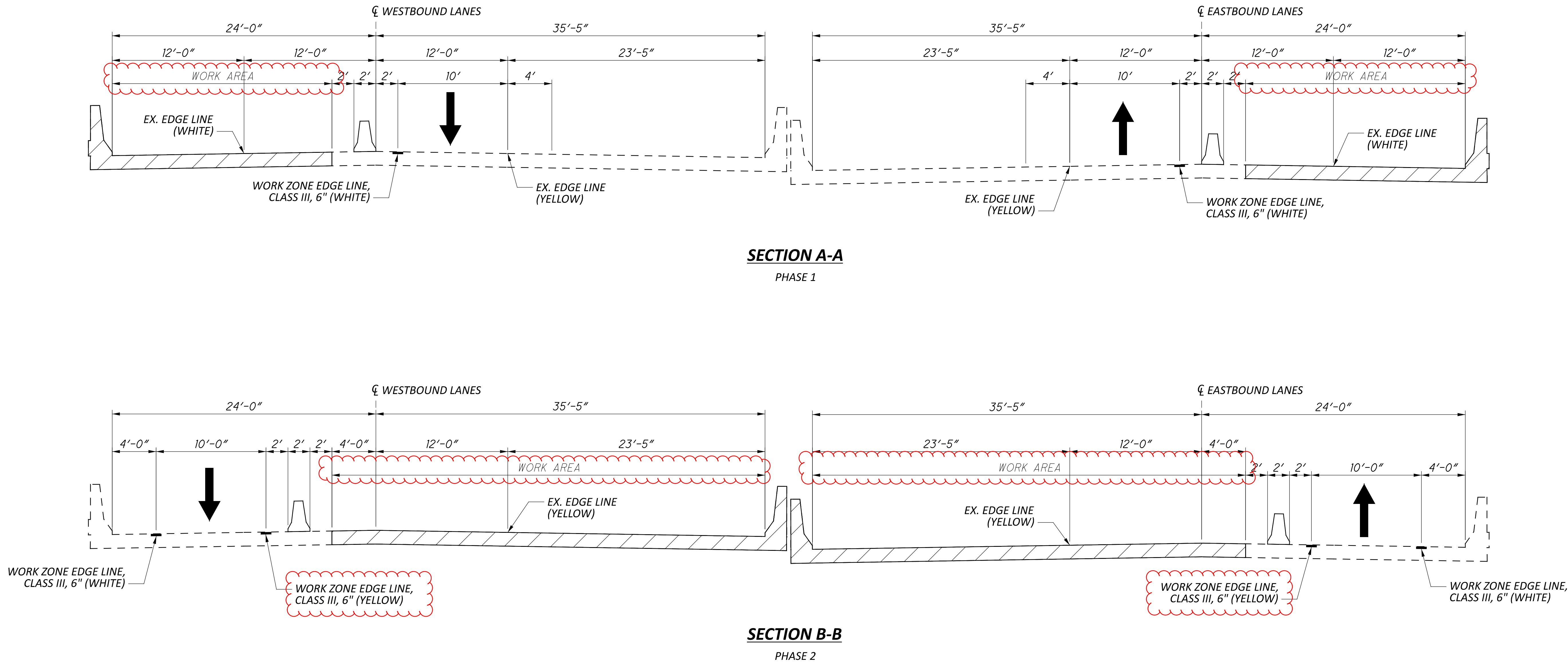
DETOUR ROUTE FOR NEW MILFORD ROAD & HATTRICK ROAD

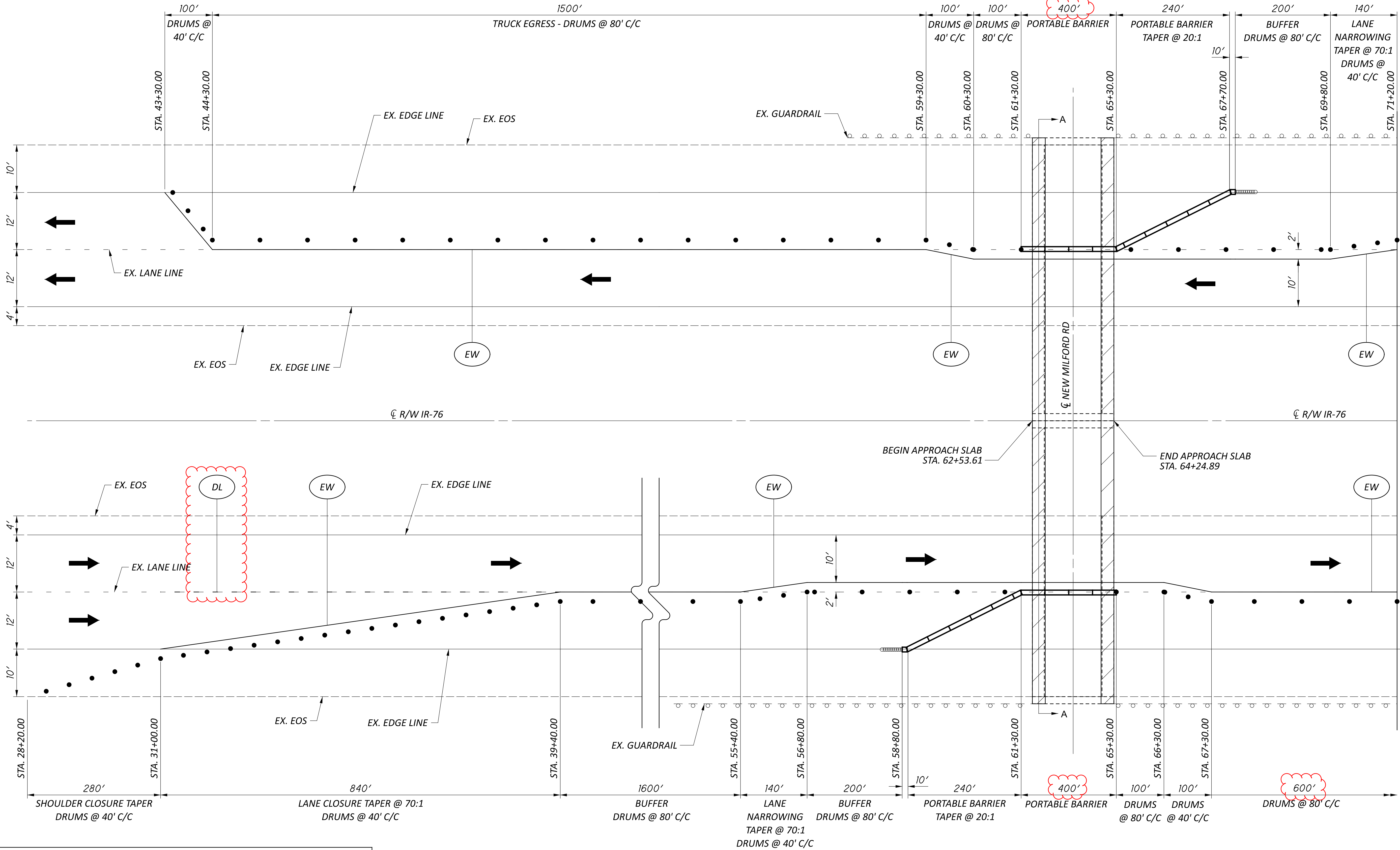
- DETOUR ROUTE: TALLMADGE RD / INDUSTRY RD / CAMP RD
- STRUCTURES: POR-76-9.735 & POR-76-10.072, CLOSED AS PER SCD MT-101.60

REFER TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES,
FIGURE 6H-8 (TYPICAL APPLICATION 8), FOR SIGN SPACING.

ON TYPE III BARRICADE WITH TYPE B FLASHERS MOUNTED PER SCD MT-101.60







LEGEND

EW

WORK ZONE EDGE LINE, CLASS III, 6" (WHITE)

EY

WORK ZONE EDGE LINE, CLASS III, 6" (YELLOW)

DL

WORK ZONE DOTTED LINE, CLASS III, 6"

WORK ZONE IMPACT ATTENUATOR

WORK AREA

TRAFFIC FLOW

MAINTENANCE OF TRAFFIC - PHASE 1
N.T.S.

Adjusted all
stations



MAINTENANCE OF TRAFFIC SCHEMATIC PLAN - PHASE 1
POR-76-9.735 & POR-76-10.072

DESIGN AGENCY



DESIGNER
JF

REVIEWER
LB 04-04-25

PROJECT ID
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P.12 TOTAL
48

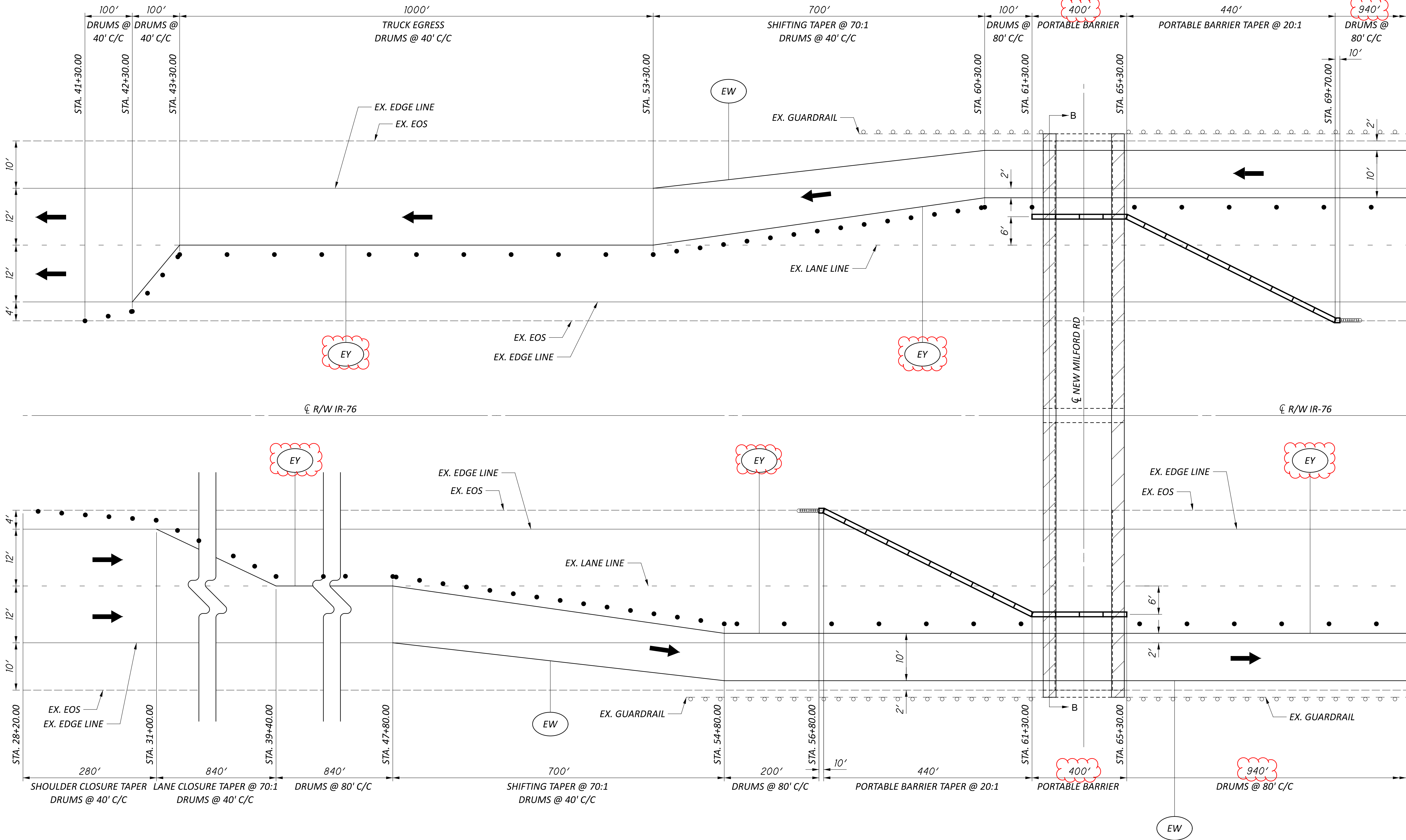


Adjusted all stations

N.T.S.

DESIGN AGENCY

DESIGNER	
JF	
REVIEWER	
LB	04-04-25
PROJECT ID	
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SHEET	TOTAL
P.13	48



MAINTENANCE OF TRAFFIC - PHASE 2

N.T.S.

Adjusted all
stations

SEE SHEET P.12 FOR LEGEND

HORIZONTAL
SCALE IN FEET
0 NOT TO SCALE

MAINTENANCE OF TRAFFIC SCHEMATIC PLAN - PHASE 2
POR-76-9.735 & POR-76-10.072

DESIGN AGENCY



DESIGNER

JF

REVIEWER

LB 04-04-25

PROJECT ID

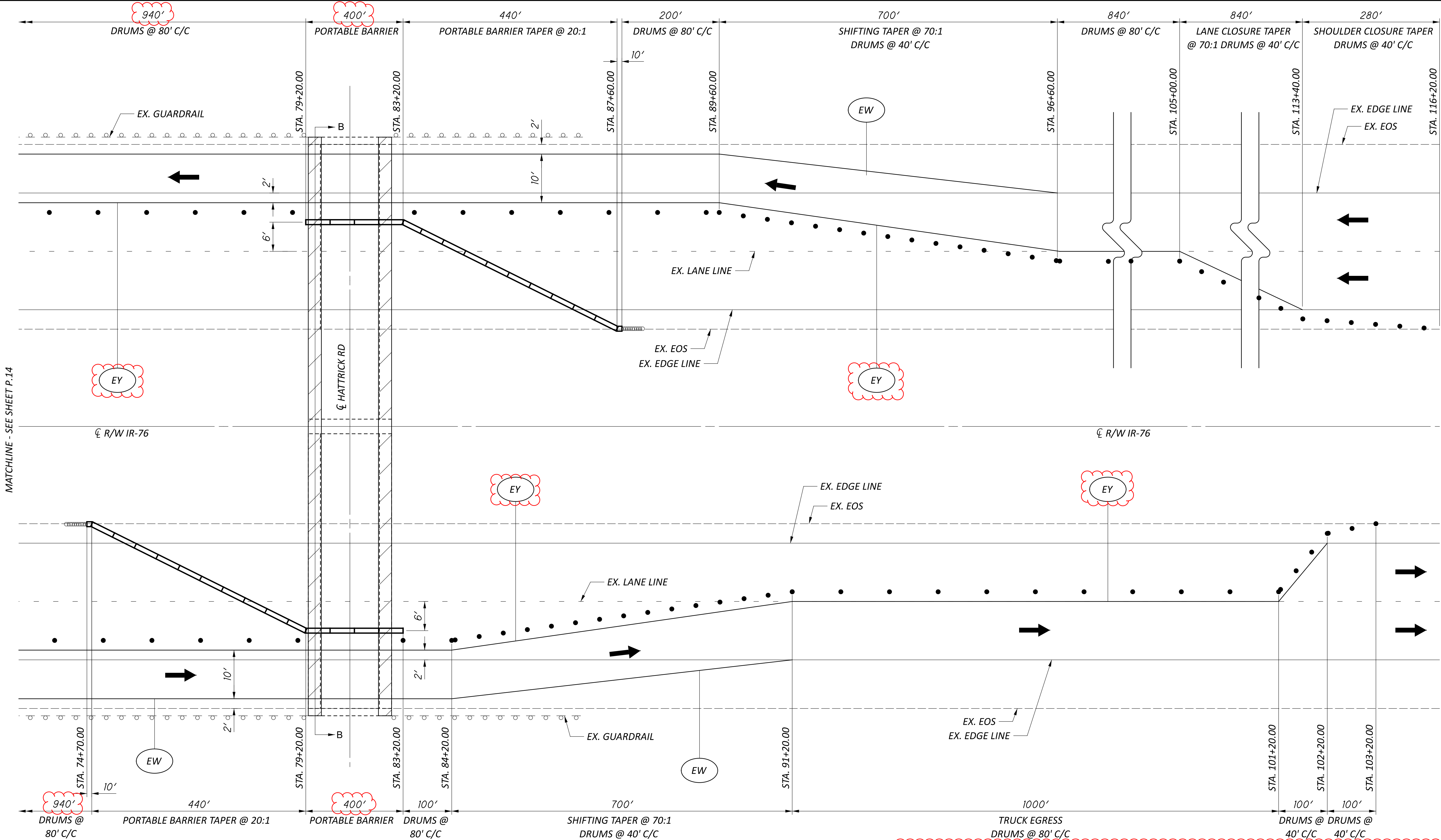
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SHEET

P.14

TOTAL

48



MAINTENANCE OF TRAFFIC - PHASE 2

N.T.S.

SEE SHEET P.12 FOR LEGEND

Adjusted all
stations

PHASE 2	614	614	614	614	614		622	622
	INCREASED BARRIER DELINEATION	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 1, (ONE-WAY)	OBJECT MARKER, ONE WAY	WORK ZONE EDGE LINE, CLASS III, 6" 642 PAINT		PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED
	FT	EACH	EACH	EACH	MILE		FT	FT
POR-76 EB	100	2	22	22	2.09		730	120
POR-76 WB	100	2	22	22	2.09		730	120
TOTALS CARRIED TO GENERAL SUMMARY	200	4	44	44	4.19		1460	240



MAINTENANCE OF TRAFFIC SCHEMATIC PLAN - PHASE 2
POR-76-9.735 & POR-76-10.072

DESIGN AGENCY



DESIGNER

JF

REVIEWER

LB 04-04-25

PROJECT ID

112778

SHEET

P.15

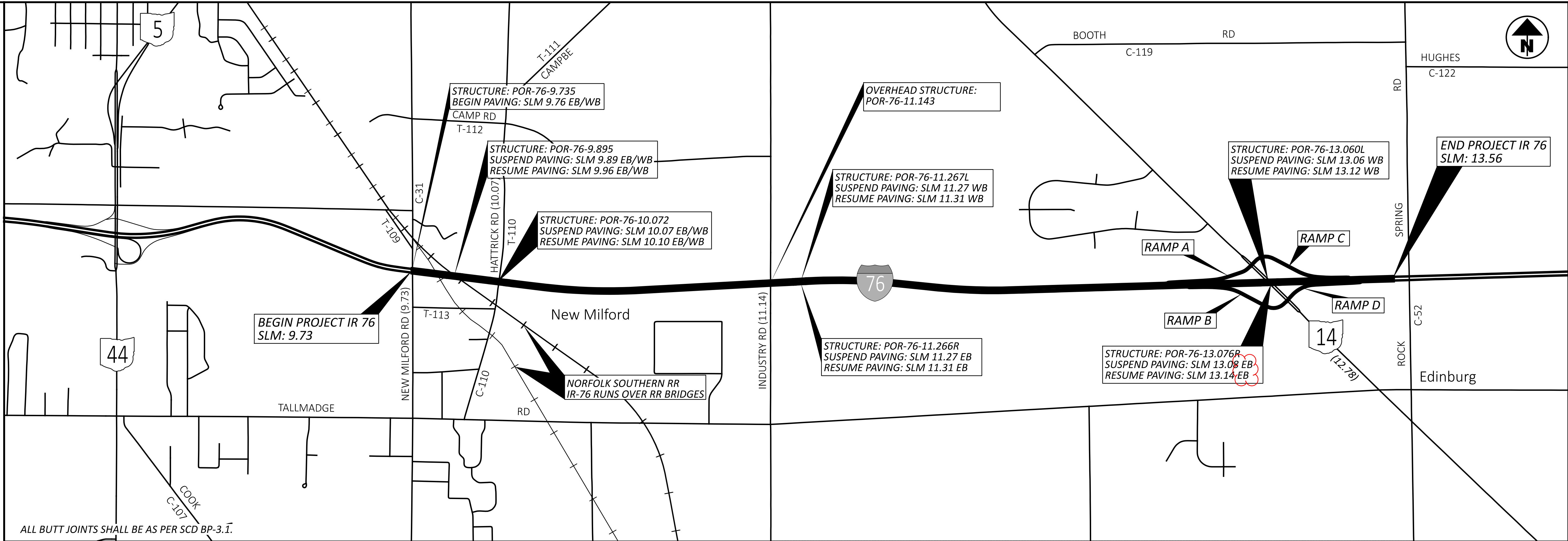
TOTAL

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SHEET NUM.														PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
4	5	6	7	8	9	13	15	18	19	20	21	22	26	01/IMS	02/IMS							
			300											300		614	11110	300	hour	MAINTENANCE OF TRAFFIC		
					8	200	200								400	614	11630	400	FT	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
				LS										LS	8	614	12380	8	EACH	INCREASED BARRIER DELINEATION		
		8												LS	LS	614	12420	LS		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)		
														8		614	12460	8	EACH	DETOUR SIGNING		
		10												10		614	13000	10	CY	WORK ZONE MARKING SIGN		
																614	13310	88	EACH	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC		
					172	44	44								88	614	13312	172	EACH	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)		
					172	44	44								172	614	13312	172	EACH	BARRIER REFLECTOR, TYPE 2 (ONE-WAY)		
			8												260	614	13350	260	EACH	OBJECT MARKER, ONE WAY		
														8		614	18601	8	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN		7
		7.66												7.66		614	20010	7.66	MILE			
		7.66												7.66		614	20560	7.66	MILE	WORK ZONE LANE LINE, CLASS I, 6"		
		33.84				2.58	4.19							33.84	6.77	614	22360	40.61	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT		
		4,230												4,230		614	23010	4,230	FT	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT		
		4,230												4,230		614	23690	4,230	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12"		
																				WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT		
		2,255												2,255		614	24000	2,255	FT	WORK ZONE DOTTED LINE, CLASS I		
		2,255				1,680								2,255	1,680	614	24612	3,935	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT		
		94												94		614	26000	94	FT	WORK ZONE STOP LINE, CLASS I		
		94												94		614	26610	94	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT		
						1,060	1,460								2,520	622	41100	2,520	FT	PORTABLE BARRIER, UNANCHORED		
						240	240								480	622	41110	480	FT	PORTABLE BARRIER, ANCHORED		
				30										30		808	18700	30	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY		
														40,500		900	00100	40,500	EACH	ITEMS OF WORK		
																				RAILROAD FLAGGING SERVICES		
														LS		614	11000	LS		INCIDENTALS		
														12		619	16010	12	MNTH	MAINTAINING TRAFFIC		
														LS		623	10000	LS		FIELD OFFICE, TYPE B		
														LS		624	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING		
																				MOBILIZATION		

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PAVEMENT CALCULATIONS

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 04-04-25

PROJECT ID

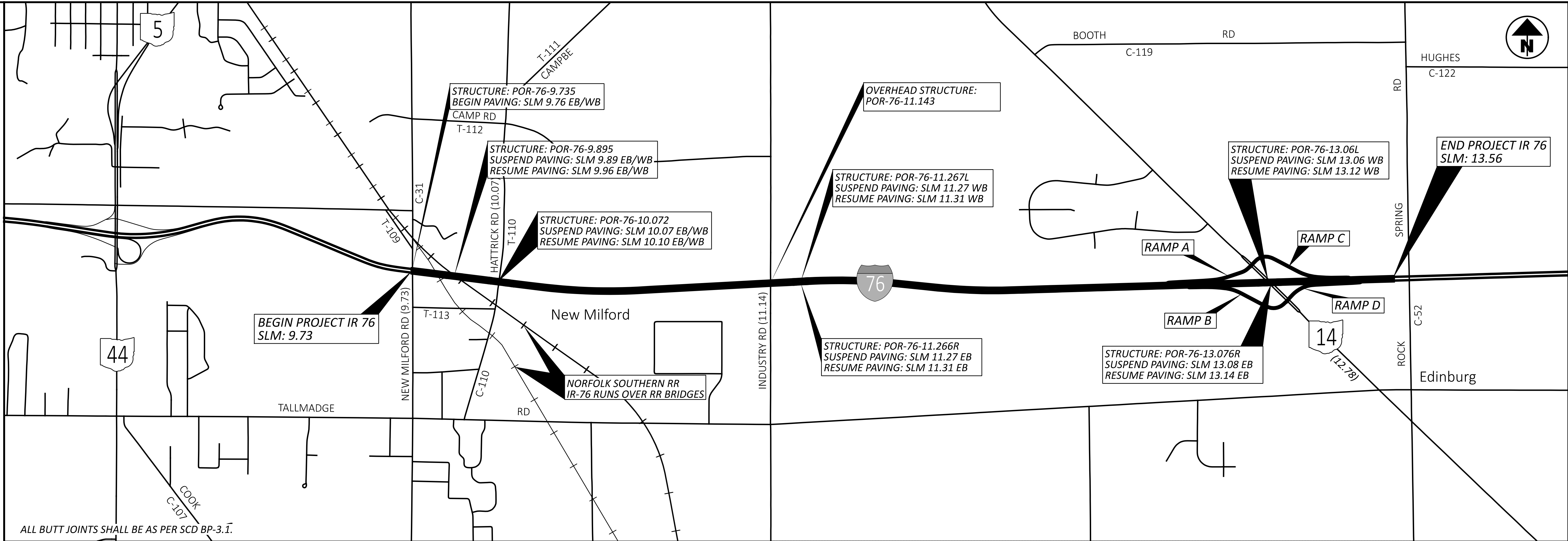
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POR-76-9.73

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PAVEMENT CALCULATIONS

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 04-04-25

PROJECT ID

112778

SHEET	TOTAL
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P.19 4

4

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LOCATION														
COUNTY	ROUTE	SECTION (S.L.M.)						621	621	621	621		621	
		RPM (YELLOW/YELLOW)	RPM (WHITE/RED)					RPM, AS PER PLAN (WHITE)	RPM (YELLOW/RED)	RAISED PAVEMENT MARKER REMOVED				
		FROM	TO					EACH	EACH	EACH	EACH		EACH	
POR	76 EB	9.76	13.56							251			134	
POR	76 WB	9.76	13.56							251			134	
POR	RAMP A	SR 14	IR 76 WB						33		11		36	
POR	RAMP B	IR 76 EB	SR 14						37		24		49	REFERENCE TC-73.20 FOR EXIT RAMPS
POR	RAMP C	IR 76 WB	SR 14						37		24		49	REFERENCE TC-73.20 FOR EXIT RAMPS
POR	RAMP D	SR 14	IR 76 EB						35		7		34	

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- AS-1-15 REVISED 1/20/2023
- AS-2-15 REVISED 7/21/2023
- VPF-1-24 REVISED 1/17/2025
- BR-1-94 DATED 12/15/1994
- SICD-1-21 REVISED 1/19/2024

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

- 843 REVISED 1/19/2024
- 846 REVISED 4/17/2015
- 856 REVISED 7/21/2023

EXISTING STRUCTURE VERIFICATION

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

PROPOSED WORK

- POR-76-9.735 (SFN 6702376), OVER NEW MILFORD RD
 - SEAL THE CONCRETE WEARING SURFACE WITH GRAVITY FED RESIN
 - PATCH ALL UNSOUND AREAS OF THE CONCRETE RAILINGS WITH 519 PATCHING AND SEAL PATCHES WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
 - REMOVE THE APPROACH SLABS, EXPANSION JOINTS, PORTIONS OF THE BRIDGE DECK INCLUDING PARAPETS, AND ABUTMENTS
 - INSTALL NEW APPROACH SLABS, EXPANSION JOINTS, AND ABUTMENT BACKWALLS
 - CLEARING AND GRUBBING 15' AROUND STRUCTURE.

- POR-76-9.895 (SFN 6702430), OVER NORFOLK SOUTHERN RR
 - PATCH ALL UNSOUND AREAS OF THE CONCRETE WEARING SURFACE, INCLUDING THE APPROACH SLABS
 - SEAL THE CONCRETE WEARING SURFACE AND APPROACH SLABS WITH GRAVITY FED RESIN
 - RESET AND REFURBISH THE BEARINGS AT THE FORWARD AND REAR ABUTMENTS
 - PATCH ALL UNSOUND AREAS OF THE CONCRETE RAILINGS WITH 519 PATCHING AND SEAL PATCHES WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
 - REMOVE AND REPLACE THE ELASTOMERIC STRIP SEALS
 - CLEARING AND GRUBBING 15' AROUND STRUCTURE.

- POR-76-10.072 (SFN 6702554), OVER HATTRICK RD
 - PATCH ALL UNSOUND AREAS OF THE CONCRETE WEARING SURFACE
 - SEAL THE CONCRETE WEARING SURFACE WITH GRAVITY FED RESIN
 - REMOVE THE APPROACH SLABS, EXPANSION JOINTS, PORTIONS OF THE BRIDGE DECK INCLUDING PARAPETS, AND ABUTMENTS
 - INSTALL NEW APPROACH SLABS, EXPANSION JOINTS, AND ABUTMENT BACKWALLS
 - CLEARING AND GRUBBING 15' AROUND STRUCTURE.

- POR-76-11.143 (SFN 6702589), INDUSTRY RD
 - RESURFACE 50' OF APPROACH PAVEMENT AT FORWARD AND REAR APPROACHES TO SMOOTH OUT TRANSITION
 - CLEARING AND GRUBBING 15' AROUND STRUCTURE.

PROPOSED WORK CONT...

- POR-76-11.266R (SFN 6702627), OVER BARREL RUN
 - ASPHALT CONCRETE OVERLAY, INCLUDING WATERPROOFING ASPHALT AS PER SUPPLEMENTAL SPEC 856
 - PATCH ALL UNSOUND AREAS OF THE CONCRETE DECK AND APPROACH SLABS PRIOR TO REPLACING THE ASPHALT OVERLAY AND WATERPROOFING ASPHALT
 - REMOVE AND REPLACE THE ELASTOMERIC STRIP SEALS
 - SEAL EXPOSED CONCRETE ON THE PIER CAP OF PIER 2 WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
 - REMOVE AND RESEAL THE BACKWALLS AND BEAM SEATS WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
 - RESET AND REFURBISH THE FACIA BEAM BEARINGS AT THE FORWARD AND REAR ABUTMENTS
 - SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED
 - CHANNEL CLEANOUT (REMOVAL OF ACCUMULATED WOODY DEBRIS)
 - CLEARING AND GRUBBING 15' AROUND STRUCTURE.

- POR-76-11.267L (SFN 6702619), OVER BARREL RUN
 - ASPHALT CONCRETE OVERLAY, INCLUDING WATERPROOFING ASPHALT AS PER SUPPLEMENTAL SPEC 856
 - PATCH ALL UNSOUND AREAS OF THE CONCRETE DECK AND APPROACH SLABS PRIOR TO REPLACING THE ASPHALT OVERLAY AND WATERPROOFING
 - REMOVE AND REPLACE THE ELASTOMERIC STRIP SEALS
 - RESET AND REFURBISH THE FACIA BEAM BEARINGS AT THE FORWARD AND REAR ABUTMENTS
 - SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED
 - REPAIR THE REAR ABUTMENT SLOPE PROTECTION
 - REMOVE AND RESEAL THE BACKWALLS AND BEAM SEATS WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
 - CLEARING AND GRUBBING 15' AROUND STRUCTURE.

- POR-76-13.060L (SFN 6702643), OVER SR 14
 - ASPHALT CONCRETE OVERLAY, INCLUDING WATERPROOFING ASPHALT AS PER SUPPLEMENTAL SPEC 856
 - PATCH ALL UNSOUND AREAS OF THE CONCRETE DECK AND APPROACH SLABS PRIOR TO REPLACING THE ASPHALT OVERLAY AND WATERPROOFING
 - INSTALL NEW POLYMER MODIFIED JOINT
 - RESET AND REFURBISH THE BEARINGS AT THE FORWARD AND REAR ABUTMENTS
 - REMOVE AND RESEAL THE BACKWALLS, BEAM SEATS AND ABUTMENTS WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
 - CLEARING AND GRUBBING 15' AROUND STRUCTURE.

- POR-76-13.076R (SFN 6702708), OVER SR 14
 - ASPHALT CONCRETE OVERLAY, INCLUDING WATERPROOFING ASPHALT AS PER SUPPLEMENTAL SPEC 856
 - PATCH ALL UNSOUND AREAS OF THE CONCRETE DECK AND APPROACH SLABS PRIOR TO REPLACING THE ASPHALT OVERLAY AND WATERPROOFING
 - INSTALL NEW POLYMER MODIFIED JOINT
 - RESET AND REFURBISH THE BEARINGS AT THE FORWARD AND REAR ABUTMENTS
 - REMOVE AND RESEAL THE BACKWALLS, BEAM SEATS AND ABUTMENTS WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
 - CLEARING AND GRUBBING 15' AROUND STRUCTURE.

- POR-76-14.894 (SFN 6702767), PORTER RD
 - RECONSTRUCT THE TOP PORTIONS OF THE CONCRETE PARAPET
 - REMOVE AND REPLACE THE VANDAL PROTECTION FENCE AS PER SCD VPF-1-24

- POR-76-16.106 (SFN 6702864), ALLIANCE RD
 - RECONSTRUCT THE TOP PORTIONS OF THE CONCRETE PARAPET
 - REMOVE AND REPLACE THE VANDAL PROTECTION FENCE AS PER SCD VPF-1-24

ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS

ALTHOUGH NO TREES OR STUMPS ARE SPECIFICALLY MARKED FOR REMOVAL WITHIN THE PLANS, A LUMP SUM QUANTITY IS INCLUDED IN THE STRUCTURE GENERAL SUMMARY FOR ITEM 201 – CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS. SCALPING IS NOT REQUIRED FOR THIS ITEM OF WORK. ALL VEGETATION SHALL BE REMOVED WITHIN 15 FEET (OR TO THE R/W LIMITS, WHICHEVER IS CLOSER) OF THE HEADWALLS, ABUTMENTS AND/OR PIERS.

ALL OTHER PROVISIONS AS SET FORTH IN THE CMS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 201 – CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS.

ITEM 202 - REMOVAL MISC.: CHANNEL CLEANOUT

THIS WORK WILL CONSIST OF RE-ESTABLISHING THE ORIGINAL CHANNEL PROFILE BY REMOVING SEDIMENT BUILDUP, VEGETATION, AND DEBRIS FROM THE EXISTING CHANNEL WITHIN STATE RIGHT-OF-WAY LIMITS AS SPECIFIED IN THE PLANS FOR STRUCTURES POR-76-11.266R. ANY TREES LOCATED WITHIN CHANNEL OR BANK LIMITS WILL BE INCLUDED UNDER ITEM 201, CLEARING AND GRUBBING. ALL MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17 OF THE CMS WITH THE APPROVAL OF THE ENGINEER. NO AREAS OF EXISTING CHANNEL PROTECTION SHALL BE REMOVED IN ORDER TO RESTORE THE ORIGINAL CHANNEL PROFILE. AFFECTED CHANNEL AREAS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER.

CHANNEL CLEANOUT WILL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 202 REMOVAL MISC.: CHANNEL CLEANOUT. THIS PRICE WILL INCLUDE THE COST FOR LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CHANNEL CLEANOUT.

DEBRIS REMOVAL OPERATIONS - POR-76-11.266R (OVER BARREL RUN)

UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PLACE PERMANENT OR TEMPORARY FILLS AND/OR STAGE CONSTRUCTION EQUIPMENT OR MATERIALS BELOW THE ORDINARY HIGH WATER MARK OF BARRELL RUN AT THE POR-76-11.266R BRIDGE LOCATION.

CHANNEL CLEANOUT IS LIMITED TO REMOVAL OF ACCUMULATED LODGED TREES, ROOT WADS AND OTHER WOODY DEBRIS THAT IMPEDES ORDINARY WATER FLOW. THE DEBRIS REMOVAL DOES NOT INCLUDE REMOVAL OF SANDBARS, SEIMENTATION OR ACCUMULATIONS OF STONE OR GRAVEL. THE REMOVAL OF WOODY DEBRIS SHALL BE PERFORMED BY HAND OR BY UTILIZING EQUIPMENT STAGED ALONG THE RIVER BANK ABOVE NORMAL WATER ELEVATION AND/OR BY UTILIZING EQUIPMENT STAGED ON THE BRIDGE DECK. USE OF HEAVY EQUIPMENT STAGED BELOW THE NORMAL WATER MARK OF THE BARRELL IS PROHIBITED.

IF EQUIPMENT WILL BE OPERATED IN PROXIMITY OF THE STREAM CHANNEL, THE CONTRACTOR SHALL INSTALL PERIMETER FILTER FABRIC FENCE PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES WITHIN THE LIMITS AND ADJACENT AREA, INCLUDING ANY NECESSARY CLEARING AND GRUBBING ACTIVITIES. THE PERIMETER FILTER FABRIC FENCE SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT PROJECT CONSTRUCTION AND SHALL BE REMOVED BY THE CONTRACTOR UPON PROJECT COMPLETION.

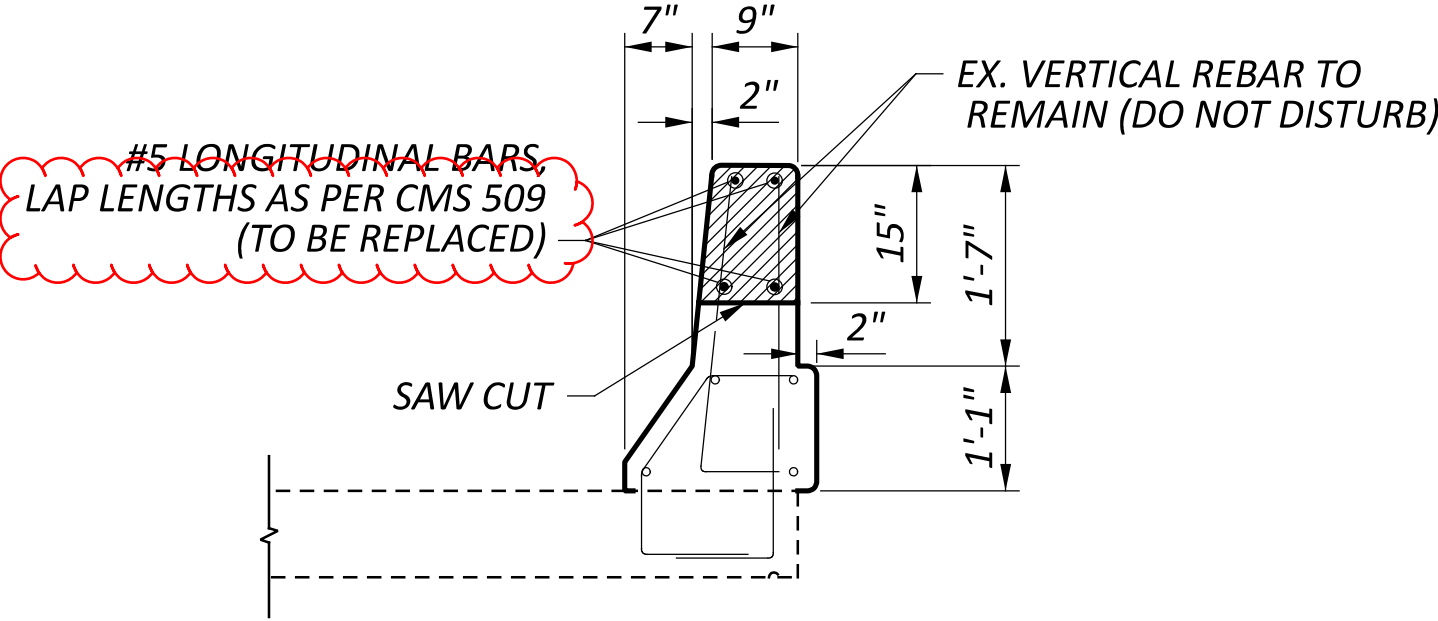
ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN

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.

ITEM 511 - CONCRETE MISC.: PARAPET REPAIR

THIS ITEM WILL BE USED TO REPAIR DAMAGED AREAS OF THE PARAPETS AS SHOWN BELOW FOR THE ENTIRE LENGTH OF THE PARAPETS ON STRUCTURES POR-76-14.894 AND POR-76-16.106.

SAWCUT AND REMOVE DAMAGED/SPALLED AREAS OF THE EXISTING PARAPETS AS SHOWN BELOW. CARE SHALL BE TAKEN WHEN REMOVING SPALLED CONCRETE TO SALVAGE EXISTING REBAR AS SHOWN BELOW. ANY EXISTING EMBEDDED ANCHORING HARDWARE MAY BE CUT FLUSH WITH THE PROPOSED SAW CUT LINE. CLASS QC2 CONCRETE (COMPRESSIVE STRENGTH 4.5 KSI) WILL BE USED TO REPAIR THE DAMAGED PARAPETS. THE REMOVAL OF CONCRETE, PREPARATION OF THE SURFACES, FORMS, CLASS QC2 CONCRETE AND REINFORCING STEEL WILL BE INCIDENTAL TO THIS ITEM. PAYMENT WILL BE MADE AT THE CONTRACT PRICE PER CUBIC YARD FOR ITEM 511, CONCRETE MISC.: PARAPET REPAIR.



DETAIL A

A QUANTITY OF ITEM 843, PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR HAS BEEN PROVIDED TO BE USED AS DIRECTED BY THE ENGINEER TO PATCH AREAS BELOW THE 15" REPAIR AREA.

SEALING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN (POR-76-9.735 & POR-76-10.072)

SEALING THE CONCRETE DECKS AND APPROACH SLABS OF STRUCTURES POR-76-9.735 AND POR-76-10.072 CANNOT BEGIN UNTIL AFTER ALL THE ABUTMENT AND APPROACH SLAB WORK IS COMPLETED.

STRUCTURE NOTES

POR-76-9.735, POR-76-9.895, POR-76-10.072, POR-76-11.143, POR-76-11.266R
POR-76-11.267L, POR-76-13.060L, POR-76-13.076R, POR-76-14.894, POR-76-16.106

SFN	
VARIOUS	
DESIGN AGENCY	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 04-04-25	
PROJECT ID	
112778	
SUBSET	TOTAL
1	26
SHEET	TOTAL
P.23	48

ITEM 516 - REFURBISHING BEARING DEVICES, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE ABUTMENT BEARINGS, AS WELL AS THEIR CLEANING AND PAINTING. INCLUDED SHALL BE THE DIS-ASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), PAINTING ACCORDING TO ITEM 514, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (C&MS 711.21), IN-STALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE BEARINGS TO PROVIDE A SNUG FIT, REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60 DEGREES FARENHEIT, LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING". AT NO ADDITIONAL COST TO THE STATE, THE CONTRACTOR MAY INSTALL NEW BEARINGS OF THE SAME TYPE AS THE EXISTING IN PLACE OF REFURBISHING THE BEARINGS. ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516 - REFURBISH BEARING DEVICES, AS PER PLAN.

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

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 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 A DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDIGE BEARINGS SHALL BE FULLY SEATED 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.

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL (POR-76-9.895)

THIS ITEM OF WORK CONSISTS OF CLEANING, INSPECTING, AND INSTALLING NEW ARMORLESS PREFORMED JOINT SEALS. PRIOR TO REMOVING THE EXISTING SEAL THE CONTRACTOR SHALL CLEANOUT AND INSPECT EACH JOINT. ALL DAMAGED OR TORN JOINT SEALS SHALL BE REPLACED UPON THE DIRECTION OF THE ENGINEER. FOR ADDITIONAL NOTES AND DETAILS, SEE SCD AS-2-15.

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN (POR-76-11.266R & POR-76-11.267L)

THIS ITEM OF WORK CONSISTS OF REMOVING AND INSTALLING NEW ARMORLESS PREFORMED JOINT SEALS FOR STRUCTURES POR-76-11.266R AND POR-76-11.267L. THE REQUIRED SEAL SHALL BE D.S. BROWN COMPANY V-400 SEAL AND SHALL MEET ALL MANUFACTURER'S SPECIFICATIONS, SEE SCD AS-2-15 FOR MORE DETAILS. ALL WORK, LABOR, MATERIALS, AND EQUIPMENT NEEDED TO PERFORM THIS WORK SHALL BE PAID FOR UNDER THE UNIT BID PRICE FOR ITEM 516, ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

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

POR-76-9.735 (CONCRETE RAILINGS)
ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN, 80 SF

POR-76-9.895 (CONCRETE RAILINGS)
ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN, 25 SF

SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED

THIS WORK WILL CONSIST OF REMOVING ALL VISIBLY SPALLED AREAS OF THE UNDERSIDE OF THE DECK WITHOUT SOUNDING.

AFTER SPALLED CONCRETE IS REMOVED THE EXISTING EXPOSED REINFORCING STEEL SHALL BE BLAST CLEANED. ACCEPTABLE METHODS INCLUDE HIGH PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVES WITH CONTAINMENT, OR VACUUM BLASTING. APPLY A ZINC RICH PRIMER, PER CMS 708.02.B, OVER ALL EXPOSED STEEL SURFACES. THE APPLICATION OF THE PRIMER SHALL FOLLOW CMS 514 AND ALL MANUFACTURER REQUIREMENTS.

THE DEPARTMENT WILL MEASURE THIS WORK AS THE ACTUAL AREA IN SQUARE YARDS OF CONCRETE SPALLS REMOVED.

CONCRETE SPALL REMOVAL WILL BE PAID AT THE UNIT BID PRICE FOR SPECIAL STRUCTURE MISC.: CONCRETE SPALL REMOVAL WITH ZINC PRICH PRIMER APPLIED. THIS PRICE WILL INCLUDE THE COST OF LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THIS WORK.

SPALL REMOVAL ON STRUCTURES POR-76-11.266R AND POR-76-11.267L NOT OVER TRAVEL LANES AND PAVED SHOULDERS

THE FOLLOWING WORK AND QUANTITIES SHALL BE USED ON THIS STRUCTURE TO REPAIR THE CONCRETE SPALLS OVER TRAVEL LANES AND PAVED SHOULDERS:

POR-76-11.266R
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 5 SY

POR-76-11.267L
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 5 SY

VANDAL PROTECTION FENCE (POR-76-14.894 & POR-76-16.106)

THIS WORK SHALL CONSIST OF REMOVING THE EXISTING FENCE AND INSTALLING A NEW VANDAL PROTECTION FENCE. THE NEW FENCE POSTS SHALL BE OFFSET A MINIMUM OF 12 INCHES FROM ANY PREVIOUS ATTACHMENT LOCATIONS TO THE PARAPET. THE CONTRACTOR SHALL LAYOUT FENCE POSTS AS PER STANDARD DRAWING VPF-1-24. THE PROPOSED FENCE SHALL BE POST SECTION PS-2 AND BASE PLATES BP-2. THE FOLLOWING ITEMS AND QUANTITIES ARE TO BE USED FOR THE REPLACEMENT OF THE VANDAL PROTECTION FENCE ON THESE STRUCTURES. ALL WORK MUST BE COMPLETED WITHIN 14 DAYS AS PER THE NOTES ON SHEET 8.

POR-76-14.894:
202, FENCE REMOVED, 416 FEET
607, VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, 416 FEET

POR-76-16.106:
607, VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, 416 FEET

ITEM 846 - POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM , AS PER PLAN

THIS WORK CONSISTS OF INSTALLING FILLER PLATES AT THE FORWARD AND REAR EXPANSION JOINTS OF STRUCTURES POR-76-13.060L & POR-76-13.076R. THE CONTRACTOR SHALL WELD ONE SIDE OF THE PLATE FOR THE ENTIRE WIDTH OF THE BRIDGE PRIOR TO PLACING THE POLYMER MODIFIED ASPHALT. THE FILLER PLATES SHALL BE LEVEL UF AND FOLLOW ALL SPECIFICATIONS OF CMS 513. ALL OTHER REQUIREMENTS AND SPECIFICATIONS OF SUPPLEMENTAL SPEC 846 SHALL APPLY FOR THIS WORK.

ASBESTOS NOTIFICATION

A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST INSPECTED THE BRIDGE STRUCTURE SCHEDULED FOR DEMOLITION AND/OR REHABILITATION;

THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE STRUCTURES:

POR-76-9.895
POR-76-11.266R
POR-76-11.267L
POR-76-14.894
POR-76-16.106

THE DEPARTMENT HAS PROVIDED A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM (PARTIALLY COMPLETED) AND THE ASBESTOS I INSPECTION REPORT IN THE REFERENCE FILES FOR THIS PROJECT. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO THE OEPA AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION. ONLINE SUBMISSION IS AVAILABLE AT <http://www.epa.ohio.gov/asbestos> AND IS ENCOURAGED, OR THE CONTRACTOR SHALL SUBMIT IT TO ONE OF THE ADDRESSES BELOW:


ASBESTOS PROGRAM
OHIO EPA, DAPC
P.O. BOX 1049
COLUMBUS, OH 43216-1049
OR
ASBESTOS PROGRAM
OHIO EPA, DAPC
50 W. TOWN ST., SUITE 700
COLUMBUS, OH 43215

THE FORM SHALL INCLUDE:
1. THE CONTRACTOR'S NAME AND ADDRESS
2. THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE STRUCTURE DEMOLITION AND/OR RENOVATION
3. DESCRIPTION OF THE PLANNED DEMOLITION WORK AND METHODS BE USED
4. ALL NECESSARY FEES
THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED NOTICATION OF DEMOLITION AND RENOVATION FORM TO THE PROJECT ENGINEER AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION

THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIALS NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

STRUCTURE NOTES

POR-76-9.735, POR-76-9.895, POR-76-10.072, POR-76-11.143, POR-76-11.266R
POR-76-11.267L, POR-76-13.060L, POR-76-13.076R, POR-76-14.894, POR-76-16.106

SFN	
VARIOUS	
DESIGN AGENCY	
	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 04-04-25	
PROJECT ID	
112778	
SUBSET	TOTAL
2	26
SHEET	TOTAL
P.24	48

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS 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

HS20-44 & ALTERNATE MILITARY LOADING
HS25 - SUPERSTRUCTURE

DESIGN DATA

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI SUPERSTRUCTURE

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI SUBSTRUCTURE

CONCRETE REINFORCEMENT:
GALVANIZED STEEL REINFORCEMENT, PER C&MS 709.16
MINIMUM YIELD STRENGTH 60 KSI (ABUTMENTS, DIAPHRAGMS,
DECK EDGES, APPROACH SLABS, SLEEPER SLABS, RAILINGS)

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

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

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUBSTRUCTURE)

THIS ITEM SHALL INCLUDE THE ELEMENTS OF THE SUBSTRUCTURE INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING CONCRETE REINFORCEMENT TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

THE EXISTING TEMPORARY SHORING CONCRETE FOOTER BENEATH THE BRIDGE DECKS MAY REMAIN.

ITEM 202 PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUPERSTRUCTURE)

THIS WORK CONSISTS OF THE REMOVAL OF THE PARAPETS AND DECK EDGES. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED IN THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING PARAPET AND DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO REMAIN.

PRIOR TO REMOVING THE EXISTING CONCRETE, SAW CUT A 1" DEEP LONGITUDINAL LINE 2'-0" FROM THE DECK EDGE ON BOTH THE TOP AND BOTTOM OF THE DECK AS SHOWN IN THESE PLANS.

IF A HYDRAULIC SPLITTER IS USED, DRILL THE THE FIRST LINE OF HOLES 8-12" FROM THE EXISTING DECK EDGE. DRILL THE RELIEF HOLES ON 18" CENTERS. THE SECOND LINE OF HOLES SHALL BE LOCATED 3" FROM THE REMOVAL LINE. DRILL HOLES IN AN ALTERNATING PATTERN FROM THE FIRST LINE 18" ON CENTER. ALL HOLES MUST BE DRILLED FROM THE BOTTOM OF THE BRIDGE DECK.

ALL CONCRETE REMOVED SHALL BE REMOVED BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING ACCORDING TO CMS 501.05.

THE REMOVAL OF EXISTING SCUPPERS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUPERSTRUCTURE).

THE DEPARTMENT WILL MEASURE QUANTITY OF REMOVALS ON A CUBIC YARD BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 PORTION OF STRUCTURE REMOVED, AS PER PLAN (SUPERSTRUCTURE).

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

THE CONTRACTOR SHALL DESIGN ALL COFFERDAMS, CRIBS, SHEETING, SHORING, BRACING, OR OTHER MEANS NECESSARY TO SAFELY SUPPORT THE SIDES OF EXCAVATIONS, EMBANKMENTS, ADJACENT BUILDINGS, TRACKS, OR OTHER PREMESIS IMPACTED BY THE PROPOSED CONSTRUCTION WORK. THE CONTRACTOR SHALL PREPARE AND PROVIDE DETAILED PLANS IN ACCORDANCE WITH CMS 501.05. PAYMENT FOR THE DESIGN, CONSTRUCTION, AND REMOVAL OF ALL MEANS OF TEMPORARY SUPPORT SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN.

ITEM 510 - DOWEL HOLES, WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN

PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR. DRILL DOWEL HOLES WHERE SHOWN IN THE PLANS EXCEPT AS NOTED ABOVE. INSTALL REINFORCING STEEL ACCORDING TO ITEM 510 USING NONSHRINK, NONMETALLIC GROUT, CMS 705.20.

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

THIS WORK CONSISTS OF TEMPORARILY SUPPORTING THE EXISITNG STRUCTURES DURING THE REMOVAL OF THE EXISTING BRIDGE DECK ENDS AND PLACEMENT OF THE PROPOSED DECK ENDS TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

TEMPORARY SUPPORTS SHALL BE PLACED NO MORE THAN 2 FEET FROM ANY EDGE AND NO MORE THAN 4 FEET APART.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05.

IF DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. THE DEPARTMENT WILL NOT PAY FOR REQUIRED REPAIRS.

IF THE CONTRACTOR ELECTS TO NOT BEGIN THE ABUTMENT REPAIR WORK IN CALENDAR YEAR 2025, THE CONTRACTOR MUST INSTALL TEMPORARY SHORING TO SUPPORT THE BRIDGE DECKS UNTIL ABUTMENT REPAIRS MAY BEGIN IN CALENDAR YEAR 2026. THE CONTRACTOR MUST INSPECT THE CONDITION OF THE TEMPORARY SHORING AND THE BRIDGE DECKS WEEKLY UNTIL THE REPAIR WORK BEGINS. THE CONTRACTOR SHALL REPORT THEIR FINDINGS TO THE PROJECT ENGINEER.

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

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN & ITEM 526 - TYPE C INSTALLATION, AS PER PLAN

THIS ITEM SHALL CONSIST OF GALVANIZED STEEL REINFORCEMENT CONFORMING TO C&MS 509 & 709.16 IN PLACE OF EPOXY COATED REINFORCING STEEL. TYPE 4-A CURB AS SHOWN IN THE APPROACH SLAB/SLEEPER SLAB DETAILS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 526. ALL PROVISIONS OF ITEM 526 SHALL APPLY.

ITEM 530 SPECIAL - STRUCTURES: GROUT PORTABLE BARRIER ANCHOR HOLES

THIS ITEM SHALL CONSISTS OF GROUTING PORTABLE BARRIER ANCHOR DOWEL HOLES WITH 705.20 GROUT IN ACCORDANCE WITH 510.04.

SEAL GROUTED ANCHOR HOLES WITH HMWM RESIN AS PER C&MS 511.19.

PAYMENT SHALL BE AT THE UNIT PRICE BID PER EACH ITEM - SPECIAL STRUCTURES: GROUT PORTABLE BARRIER ANCHOR HOLES, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

ELASTOMERIC BEARING PADS (63'-0" X 8" X 1 1/2")

THE ELASTOMERIC BEARING PAD SHALL BE PLACED AT THE REAR AND FORWARD ABUMENTS AS DETAILED IN THE PLAN. THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARING WAS DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONGTERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED. THE DIMENSION PROVIDED FOR THE ELASTOMERIC BEARING PAD MAY NOT REQUIRE THE CONTRACTOR TO TRIM THE ENDS OF THE BEARING PAD TO PROPERLY FIT THE SKEWED ANGLES OF THE DIAPHRAGM. HOWEVER, IF TRIMMING IS REQUIRED, THE CONTRACTOR SHALL TRIM EACH ITEM 516 ELASTOMERIC BEARING PAD, MISC., BY MECHANICAL MEANS AS APPROVED BY THE ENGINEER. MITER CUT THE ENDS SO THAT THE BEARING PADS FIT FLUSH BETWEEN ADJOINING PHASES/VERTICAL WINGWALL SURFACES. OTHERWISE, PROVIDE SHORTER BEARING PADS AND PLACE A PROPER AMOUNT OF P.E.J.F. BETWEEN ADJOINING PHASES. ALL ASSOCIATED TIME LABOR AND MATERIALS TO PERFORM THIS FIELD WORK WILL BE INCIDENTAL TO ITEM 516 ELASTOMERIC BEARING PAD, MISC.

ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTION

THIS WORK CONSISTS OF REGRADING AND RESTORING THE CRUSHED AGGREGATE SLOPE PROTECTION UNDER THE REAR AND FORWARD ENDS OF THE BRIDGE. THE CONTRACTOR SHALL REGRADE THE EXISTING SLOPE PROTECTION TO A 2:1 SLOPE PRIOR TO PLACING 6 INCHES OF NEW CRUSHED AGGREGATE ACROSS THE ENTIRETY OF THE AREA UNDER THE BRIDGE. THIS WORK SHALL BE DONE ONCE THE NEW ABUTMENT, DECK END, AND APPROACH SLAB WORK IS COMPLETE.

ALL WORK, LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLETE THIS WORK SHALL BE PAID FOR UNDER THE UNIT BID PRICE FOR ITEM 601, CRUSHED AGGREGATE SLOPE PROTECTION.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

SFN	
6702376	
SFN	
6702554	
DESIGN AGENCY	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 04-28-25	
PROJECT ID	
112778	
SUBSET	TOTAL
3	26
SHEET	TOTAL
P.25	48


CALC:	JF	DATE:	3/4/2025
CHECKED:	MJA	DATE:	3/6/2025

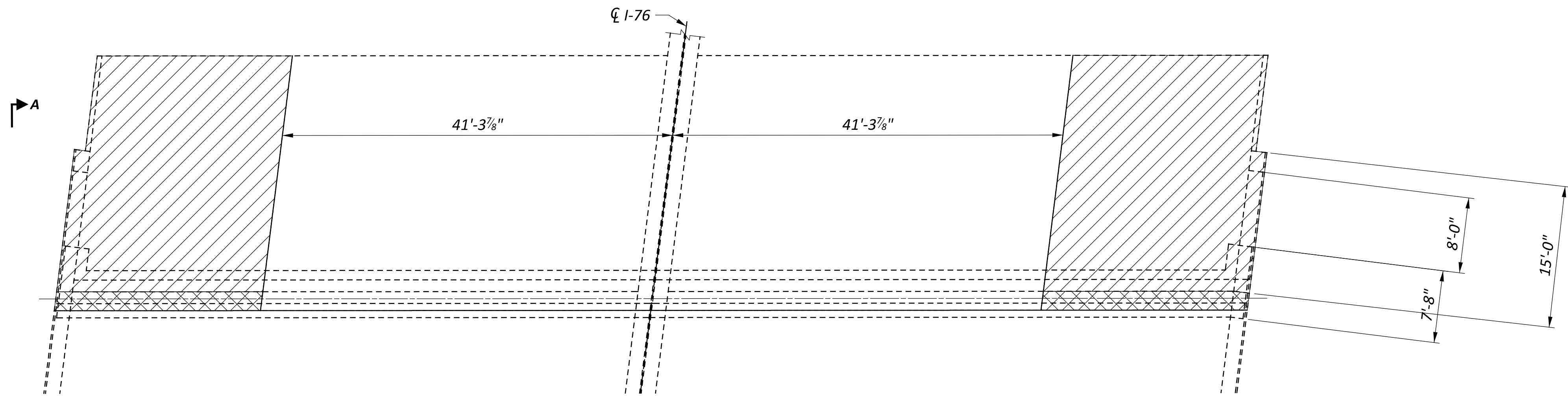
ESTIMATED QUANTITIES														
BRIDGE NO. / STRUCTURE FILE NO.										ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
POR-76-9.735 6702376 02/IMS/47	POR-76-9.895 6702430 02/IMS/47	POR-76-10.072 6702554 02/IMS/47	POR-76-11.143 6702589 02/IMS/47	POR-76-11.266R 6702627 02/IMS/47	POR-76-11.267L 6702619 02/IMS/47	POR-76-13.060L 6702643 02/IMS/47	POR-76-13.076R 6702708 02/IMS/47	POR-76-14.894 6702767 02/IMS/47	POR-76-16.106 6702864 02/IMS/47					
LS	LS	LS	LS	LS	LS	LS	LS			201	11001		CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	1 / 26
LS		LS								202	11201		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUPERSTRUCTURE)	3 / 26
LS		LS								202	11201		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUBSTRUCTURE)	3 / 26
				587	587	234	234			202	23500	SY	WEARING COURSE REMOVED (T = 3.25")	
				228	228					202	23500	SY	WEARING COURSE REMOVED (T = 4")	
								416		202	75260	FT	VANDAL PROTECTION FENCE REMOVED	
				LS						202	98000		REMOVAL MISC.: CHANNEL CLEANOUT	1 / 26
29148		30026						1836	1840	509	10000	LB	EPOXY COATED REINFORCING STEEL	
								100	100	509	10001	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	1 / 26
								15	15	511	53012	CY	CLASS QC2 CONCRETE, MISC.: PARAPET REPAIR	
245	3	233		144	128			155	155	512	10100	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
2254	4409	1396								512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
512	1001	317											ITEM CODE DOES NOT EXIST IN ITEM MASTER	
	492									516	10010	FT	ARMORLESS PREFORMED JOINT SEAL	
				82	82					516	10011	FT	ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN	2 / 26
LS	LS	LS		4		12	12			516	45305	EACH	REFURBISH BEARING DEVICE, AS PER PLAN	2 / 26
				LS		LS	LS			516	47001		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	2 / 26
80	25									519	11101	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	2 / 26
	23		7	5	5	9	9			519	12304	SY	PATCHING CONCRETE BRIDGE DECK - TYPE C	
				5	5					SPECIAL	53000800	SY	STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED	2 / 26
								416	416	607	39900	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
								28	28	843	50000	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	
			245							254	01000	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=1.5")	
						845	845			254	01000	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=VARIES 0"-3")	
				66	66	120	120			407	10000	GAL	TACK COAT, 702.13	
			22	49	49	244	244			407	20000	GAL	NON-TRACKING TACK COAT	
			11							441	70100	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449)	
				34	34	82	82			442	10300	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (447)	
				45	45	84	84			856	10000	CY	BRIDGE DECK WATERPROOFING ASPHALT CONCRETE	
						51	51			846	00111	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM, AS PER PLAN	2 / 26
LS		LS								503	11100		COFFERDAMS AND EXCAVATION BRACING	
376		376								510	10000	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
91		80								511	31612	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE	
147		95								511	43512	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	
4		4								516	42000	EACH	ELASTOMERIC BEARING PAD, MISC.: (63'-0" X 8' X 1 1/2")	
186		185								517	74500	FT	RAILING, CONCRETE	
103		103								518	21200	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
280		280								518	40000	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
55		55								518	40010	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
250		250								526	25011	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN	3 / 26
248		248								526	90031	FT	TYPE C INSTALLATION, AS PER PLAN	3 / 26
145		170								601	20010	CY	CRUSHED AGGREGATE SLOPE PROTECTION	
LS		LS								503	21300		UNCLASSIFIED EXCAVATION	
300		300								202	38000	FT	GUARDRAIL REMOVED	
4		4								202	47000	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
300		300								606	15050	FT	GUARDRAIL, TYPE MGS	
2		2								606	35002	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
2		2								606	35102	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	

Removed Item
611, Misc. Metal

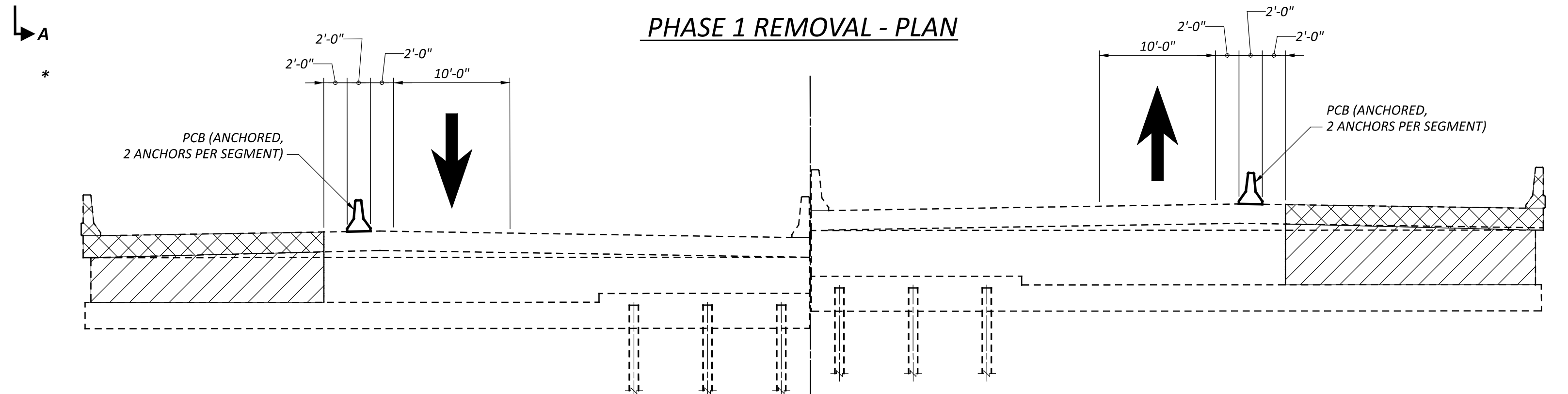
ESTIMATED QUANTITIES

POR-76-9.735, POR-76-9.895, POR-76-10.072, POR-76-11.143, POR-76-11.266R
POR-76-11.267L, POR-76-13.060L, POR-76-13.076R, POR-76-14.894, POR-76-16.106

SFN		VARIOUS	
DESIGN AGENCY			
			
DESIGNER		CHECKER	
JF		MJA	
REVIEWER			
TJP 04-04-25			
PROJECT ID			
112778			
SUBSET		TOTAL	
4		26	
SHEET		TOTAL	
P.26		48	

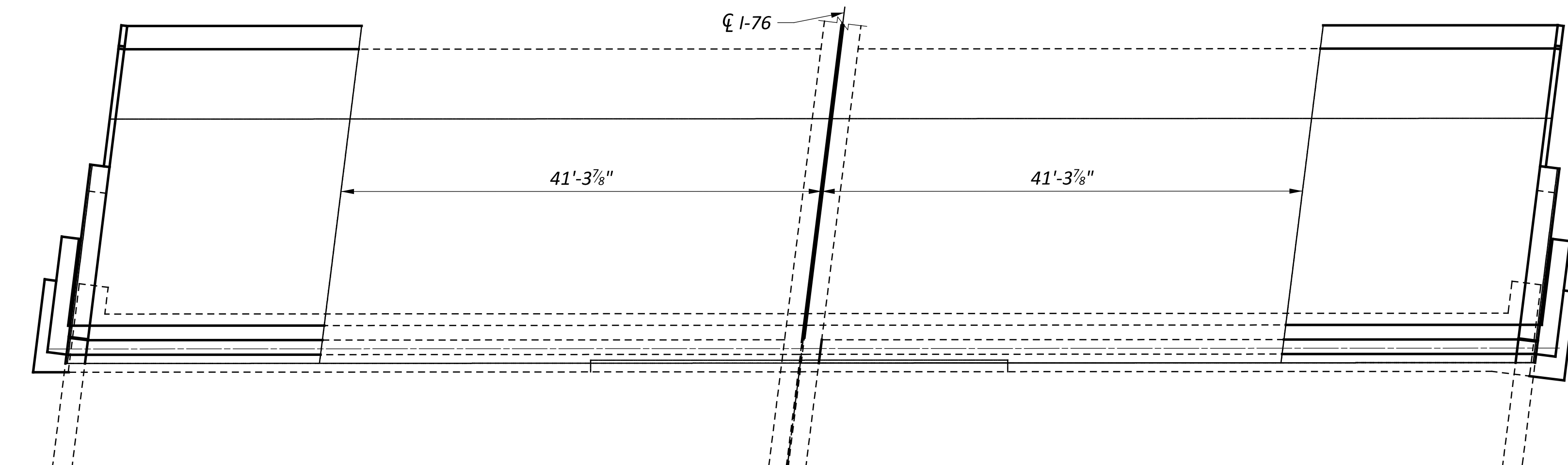


PHASE 1 REMOVAL - PLAN

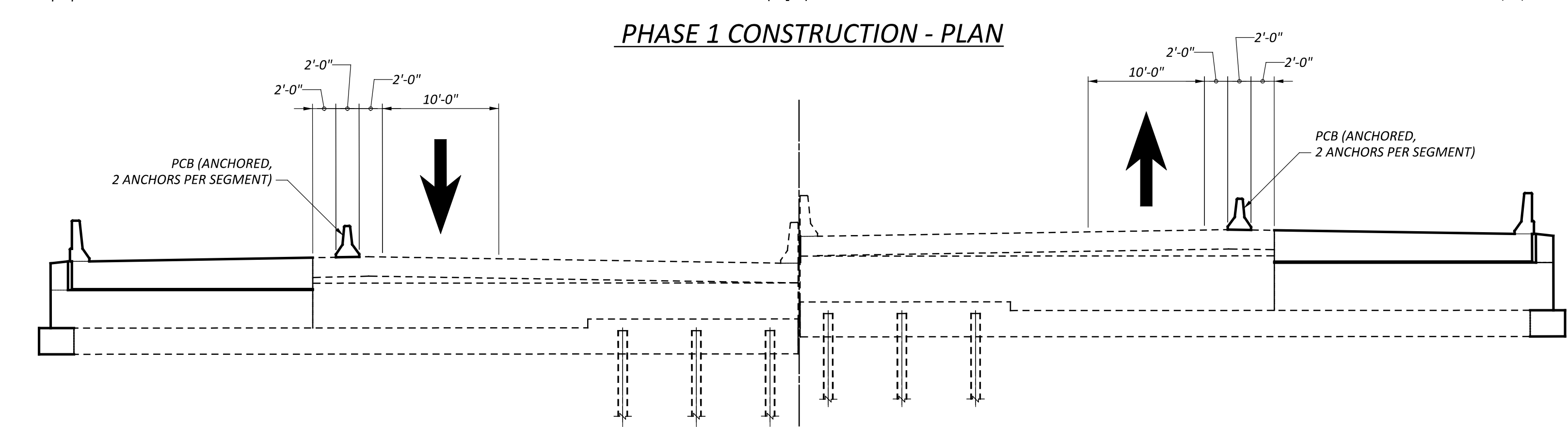


PHASE 1 REMOVAL - ELEVATION

REAR ABUTMENT - SHOWN
 FORWARD ABUTMENT - SIMILAR



PHASE 1 CONSTRUCTION - PLAN

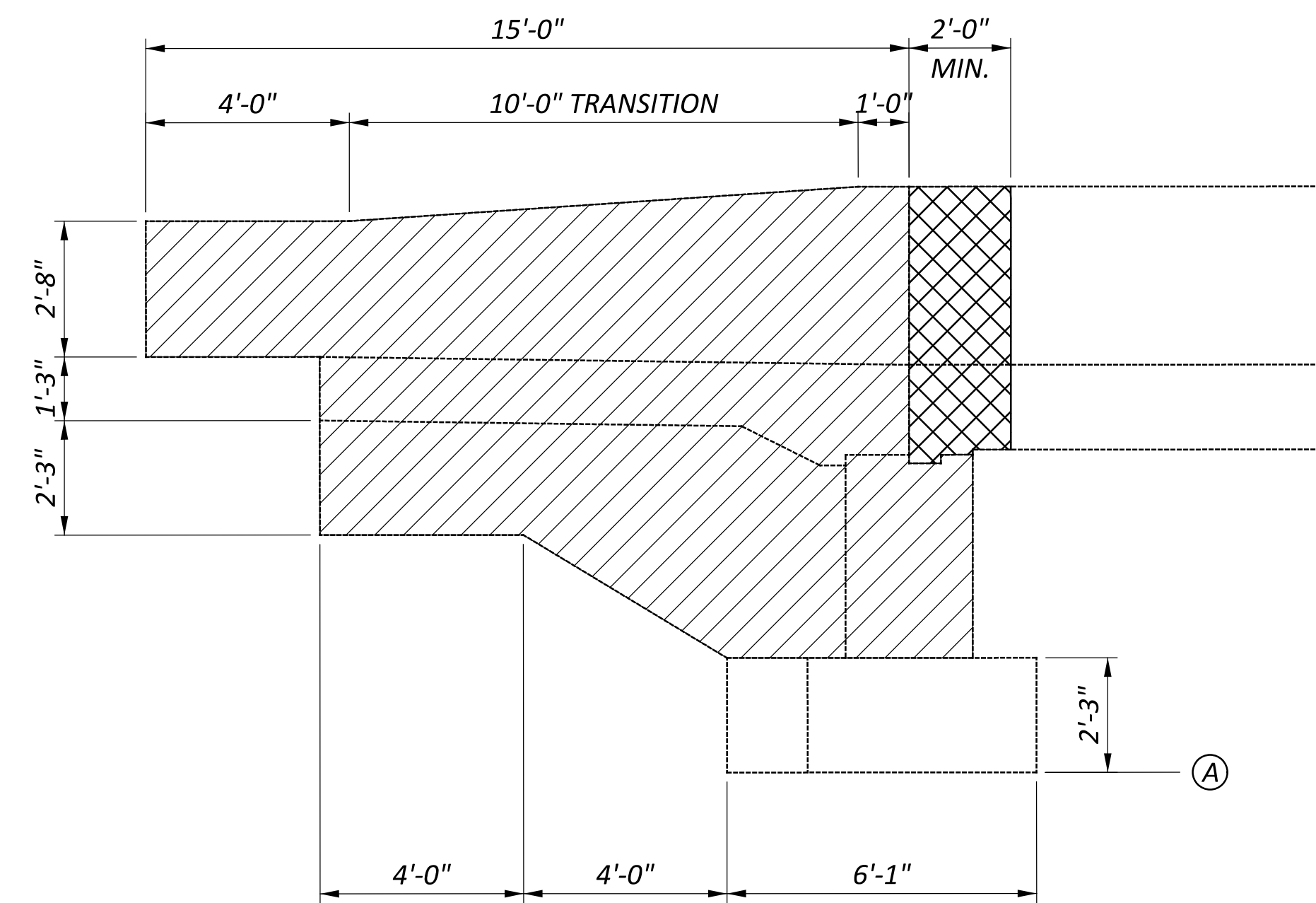


PHASE 1 CONSTRUCTION - ELEVATION

REAR ABUTMENT - SHOWN
 FORWARD ABUTMENT - SIMILAR

PHASE 1

1. INSTALL PCB ON EASTBOUND AND WESTBOUND BRIDGES
2. REMOVE 2-FT OF THE SLAB AND 2-FT OF THE RAILING ON THE SLAB, APPROACH SLABS, TURNBACK WINGWALLS AND RAILING, AND ABUTMENT BREASTWALL TO THE LIMITS SHOWN FOR PHASE 1.
3. DOWEL AND CONSTRUCT NEW PORTION OF THE FOOTING SUPPORTING THE PROPOSED TURNBACK WINGWALL.
4. RECONSTRUCT THE ABUTMENT BREASTWALL, TURNBACK WINGWALLS, APPROACH SLAB WITH TYPE C INSTALLATION, PORTIONS OF THE SLAB, AND THE RAILING.



VIEW A-A

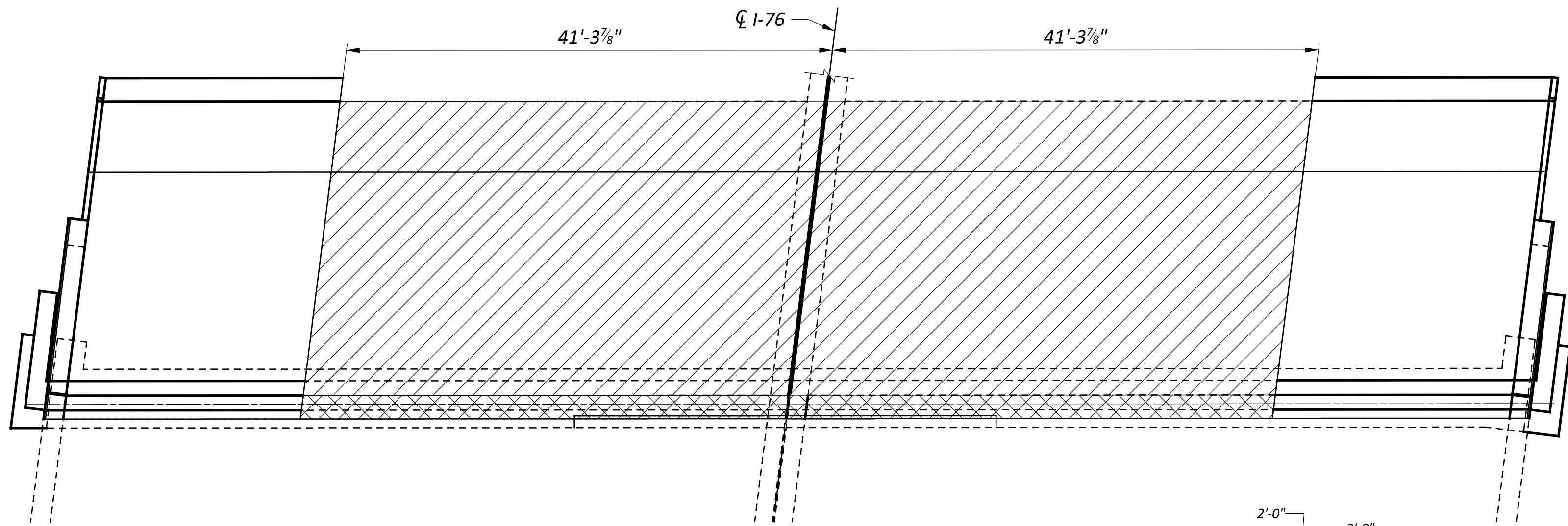
- REMOVAL LIMITS

- REMOVAL LIMITS WHERE THE EXISTING CONCRETE REINFORCING SHALL REMAIN, REFER TO NOTE 1.

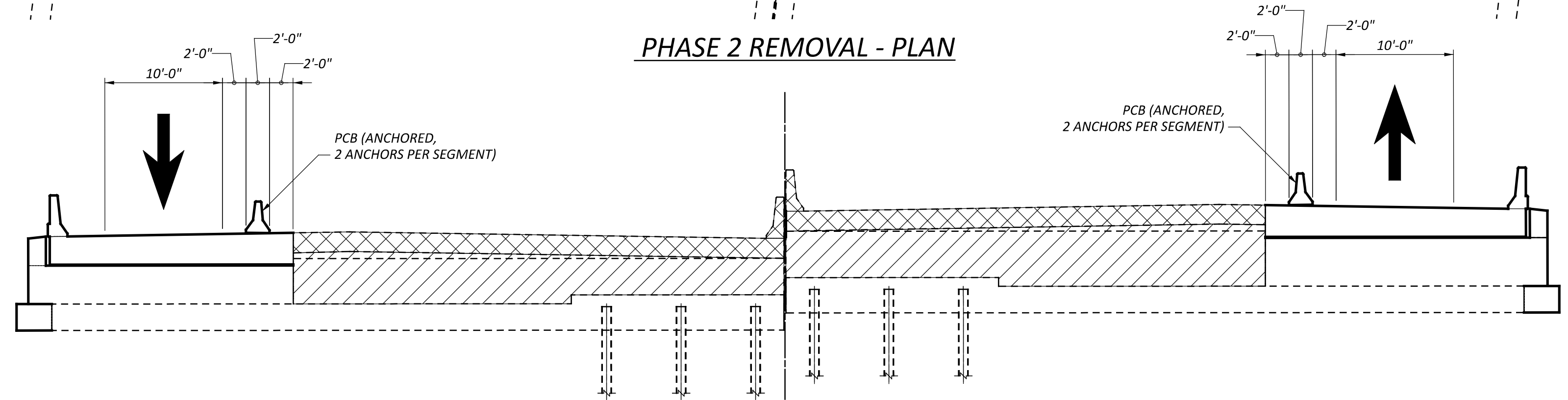
1. IN THE AREAS OF THE DECK AND RAILING WHERE THE LONGITUDINAL REINFORCING IS TO REMAIN, REMOVE THE CONCRETE WITH A MAXIMUM 35 LB HAMMER. SPECIAL CARE SHALL BE TAKEN NOT TO DAMAGE THE EXISTING REINFORCING.

* - PCB SEGMENTS ARE ONLY REQUIRED TO BE ANCHORED IN THE AREAS WHERE THERE WILL BE A DROP OFF DUE TO CONSTRUCTION. QUANTITIES FOR ANCHORED PCB HAVE BEEN PROVIDED ON SHEETS 13 & 15.



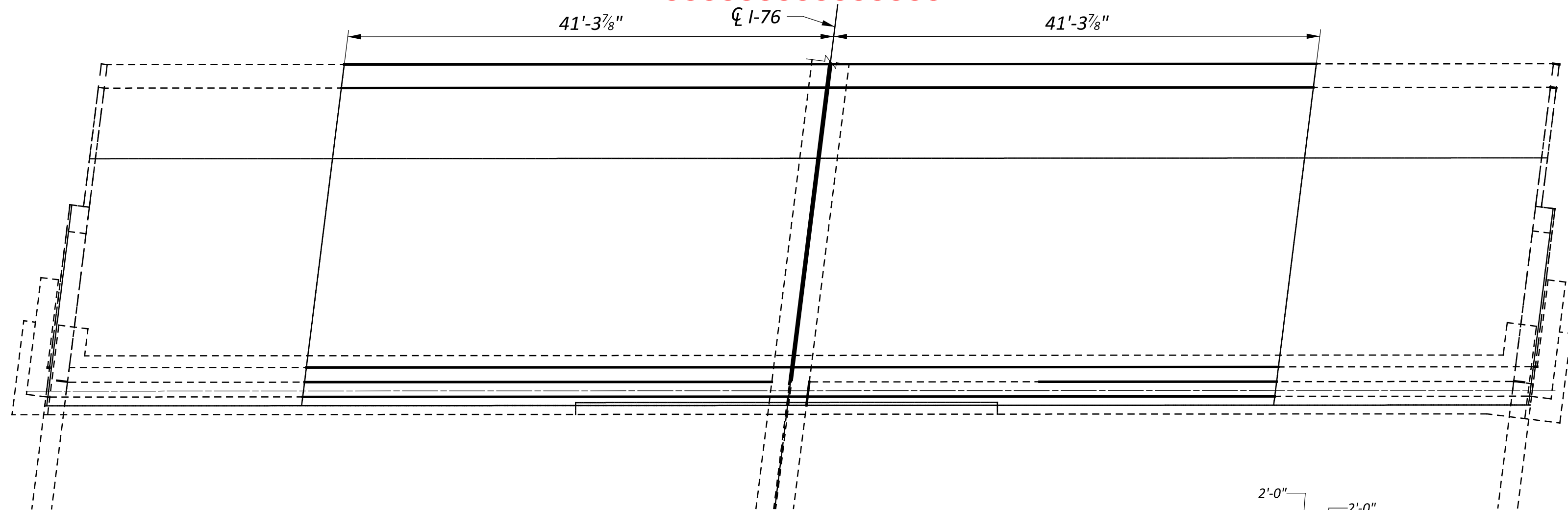


PHASE 2 REMOVAL - PLAN

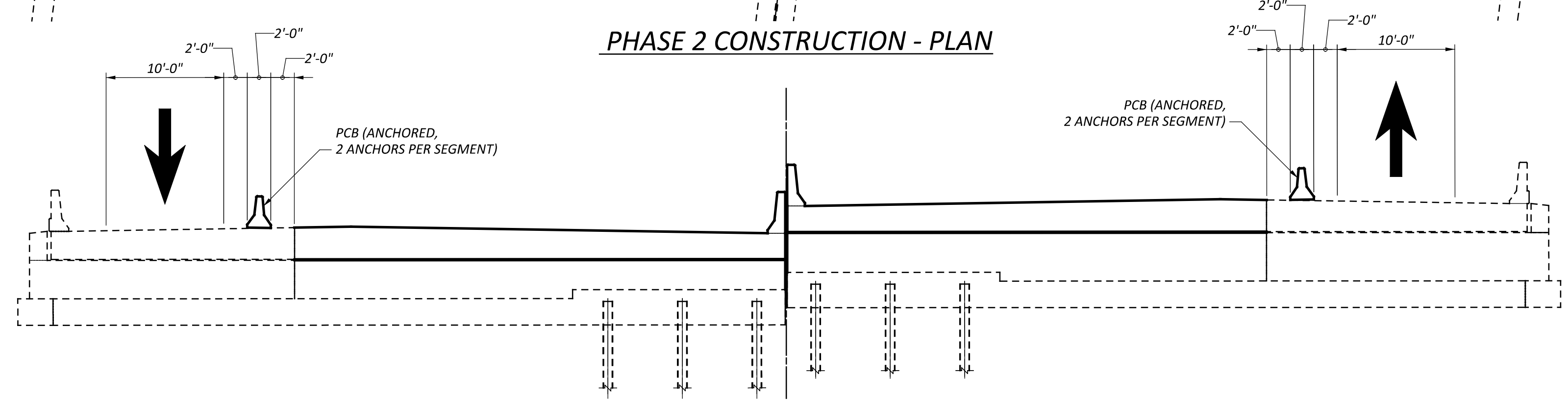


PHASE 2 REMOVAL - ELEVATION

REAR ABUTMENT - SHOWN
 FORWARD ABUTMENT - SIMILAR



PHASE 2 CONSTRUCTION - PLAN

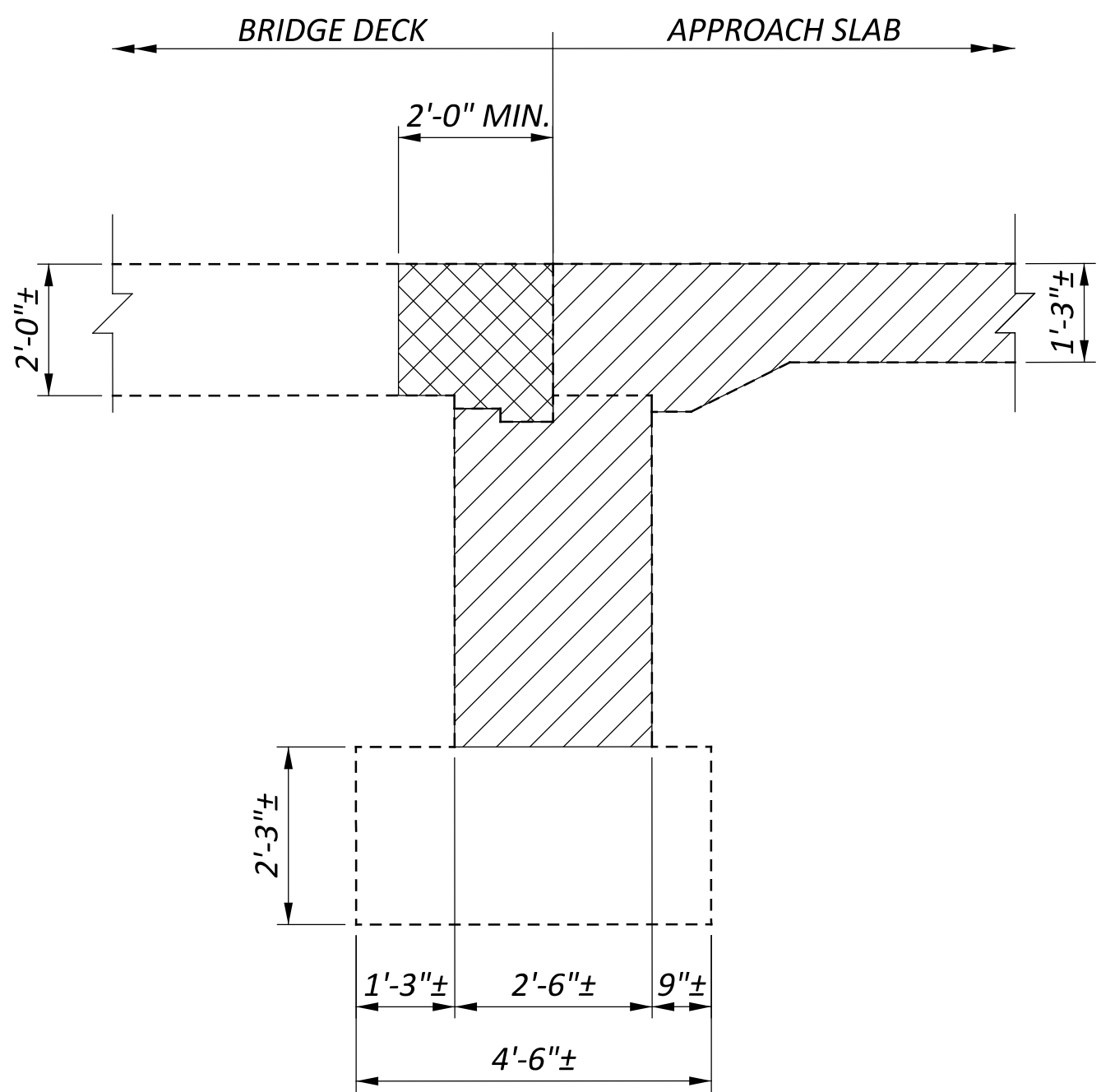


PHASE 2 CONSTRUCTION - ELEVATION

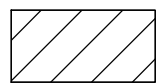
REAR ABUTMENT - SHOWN
 FORWARD ABUTMENT - SIMILAR

PHASE 2

1. INSTALL PCB ON EASTBOUND AND WESTBOUND BRIDGES
2. REMOVE 2-FT OF THE SLAB AND 2-FT OF THE RAILING ON THE SLAB, APPROACH SLABS AND RAILING, AND ABUTMENT BREASTWALL TO THE LIMITS SHOWN FOR PHASE 2.
3. RECONSTRUCT THE ABUTMENT BREASTWALL, APPROACH SLAB WITH TYPE C INSTALLATION, PORTIONS OF THE SLAB, AND THE RAILING.



VIEW B-B

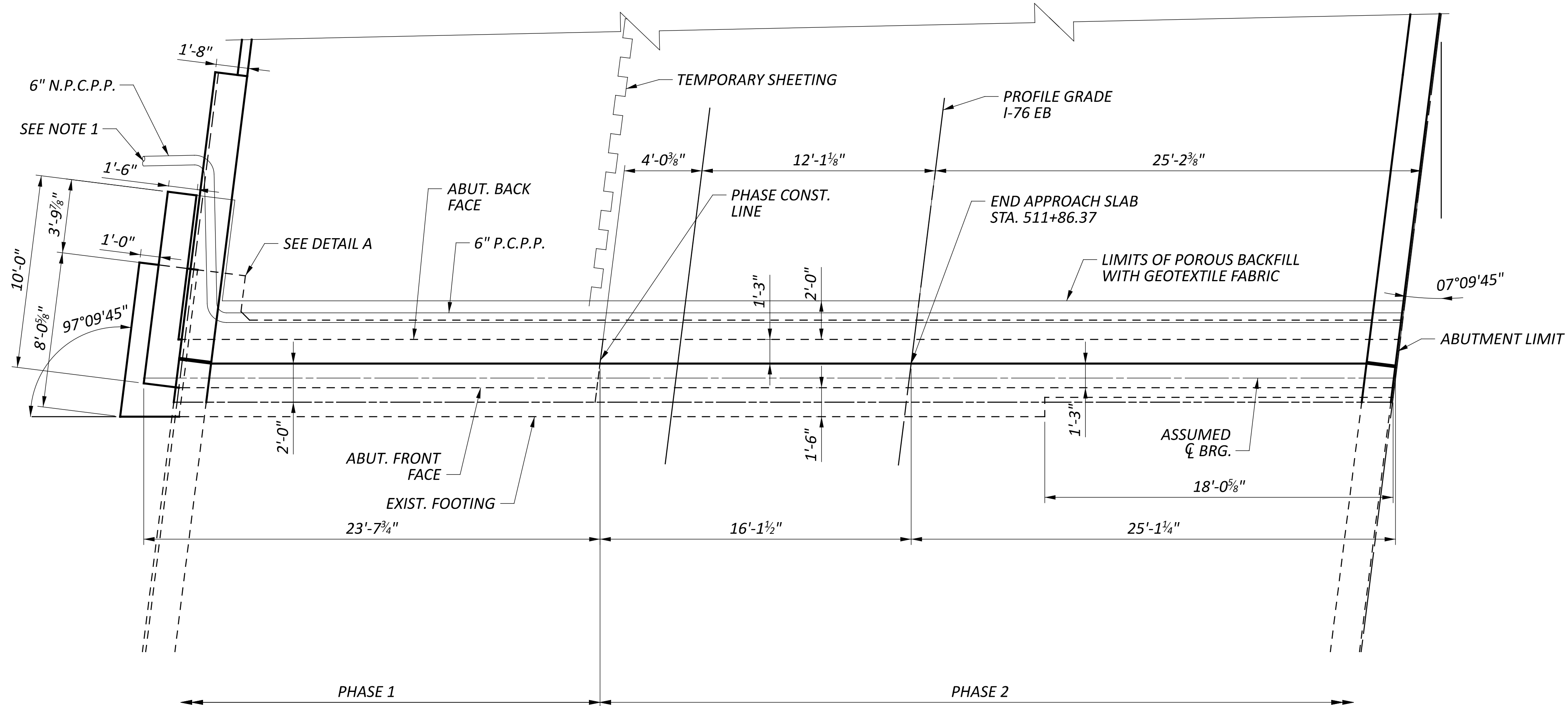


- REMOVAL LIMITS

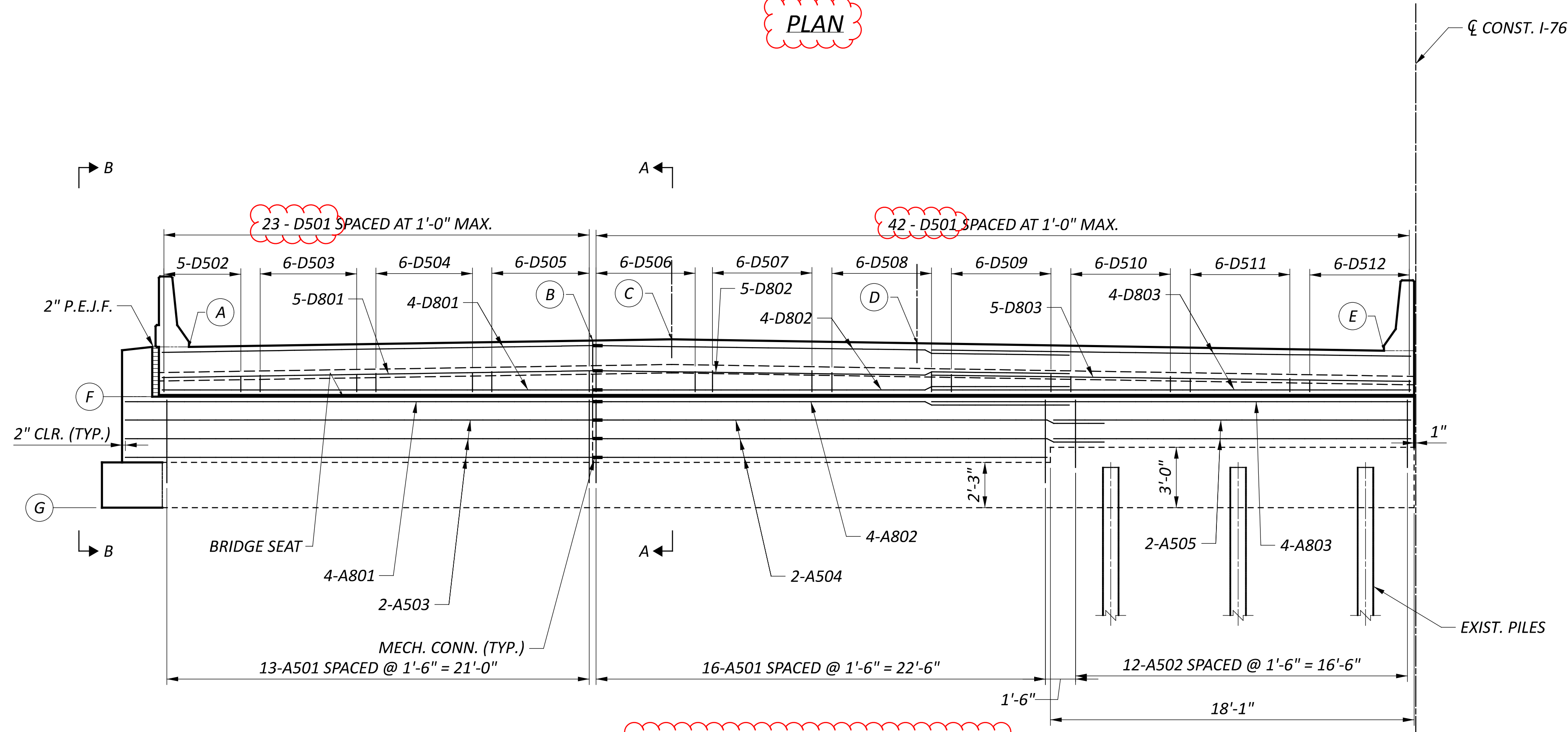


- REMOVAL LIMITS WHERE THE EXISTING CONCRETE REINFORCING SHALL REMAIN, REFER TO NOTE 1.

* - PCB SEGMENTS ARE ONLY REQUIRED TO BE ANCHORED IN THE AREAS WHERE THERE WILL BE A DROP OFF DUE TO CONSTRUCTION. QUANTITIES FOR ANCHORED PCB HAVE BEEN PROVIDED ON SHEETS 13 & 15.

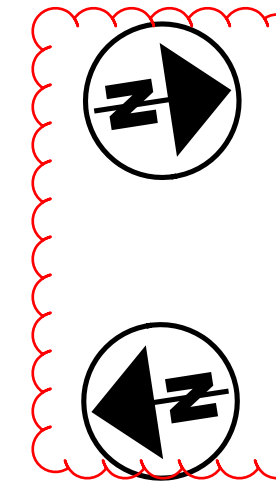


PLAN



ELEVATION

REAR ABUTMENT - EASTBOUND BRIDGE (SHOWN)
FORWARD ABUTMENT - WESTBOUND (SIMILAR)



REAR ABUT. EB

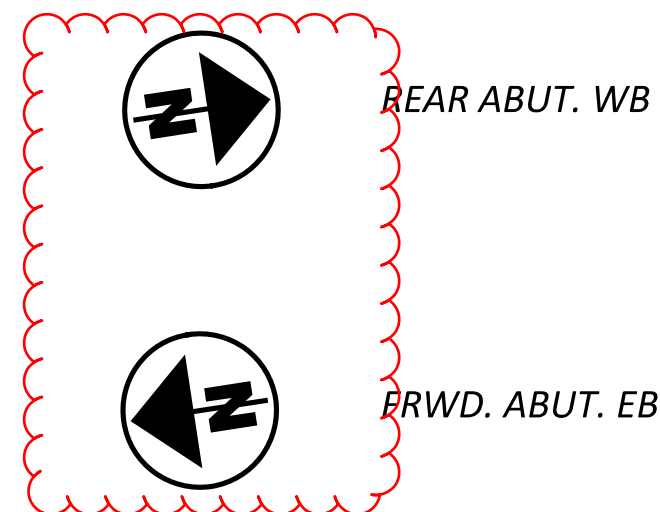
FRWD. ABUT. WB

ELEVATION TABLE

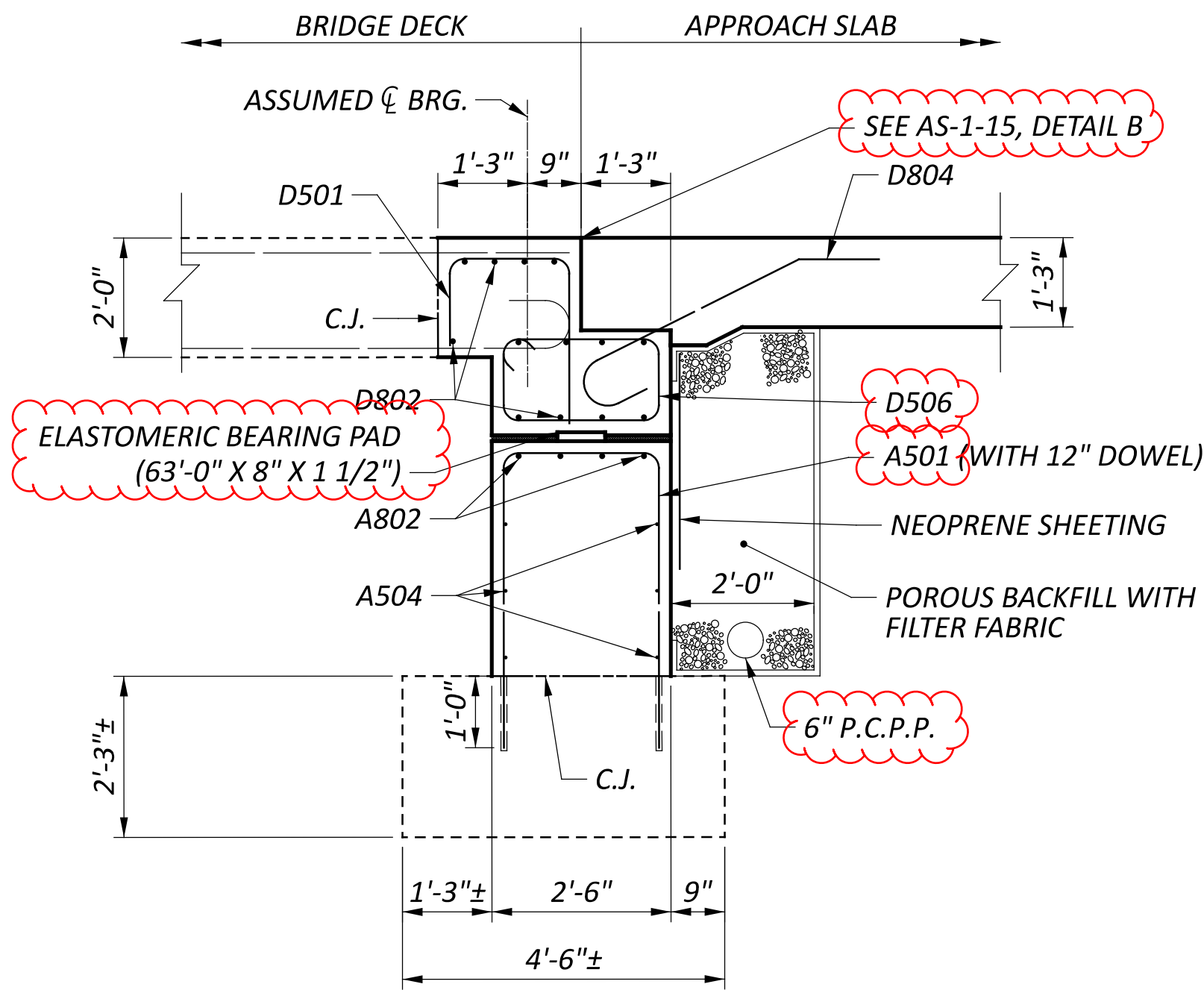
	RA/EB	FA/WB
A	1128.07	1131.95
B	1128.31	1132.34
C	1128.36	1132.42
D	1128.13	1132.27
E	1127.67	1131.99
F	1124.10	1128.77
G	1118.58±	1123.25±

1. PROVIDE PRECST CONCRETE OUTLET WITH TYPE 1 TIED CONCRETE BLACK MAT AS SHOWN IN DM-1.1
2. SEE SHEET 9 / 26 FOR ABUTMENT SECTIONS AND ADDITIONAL DETAILS



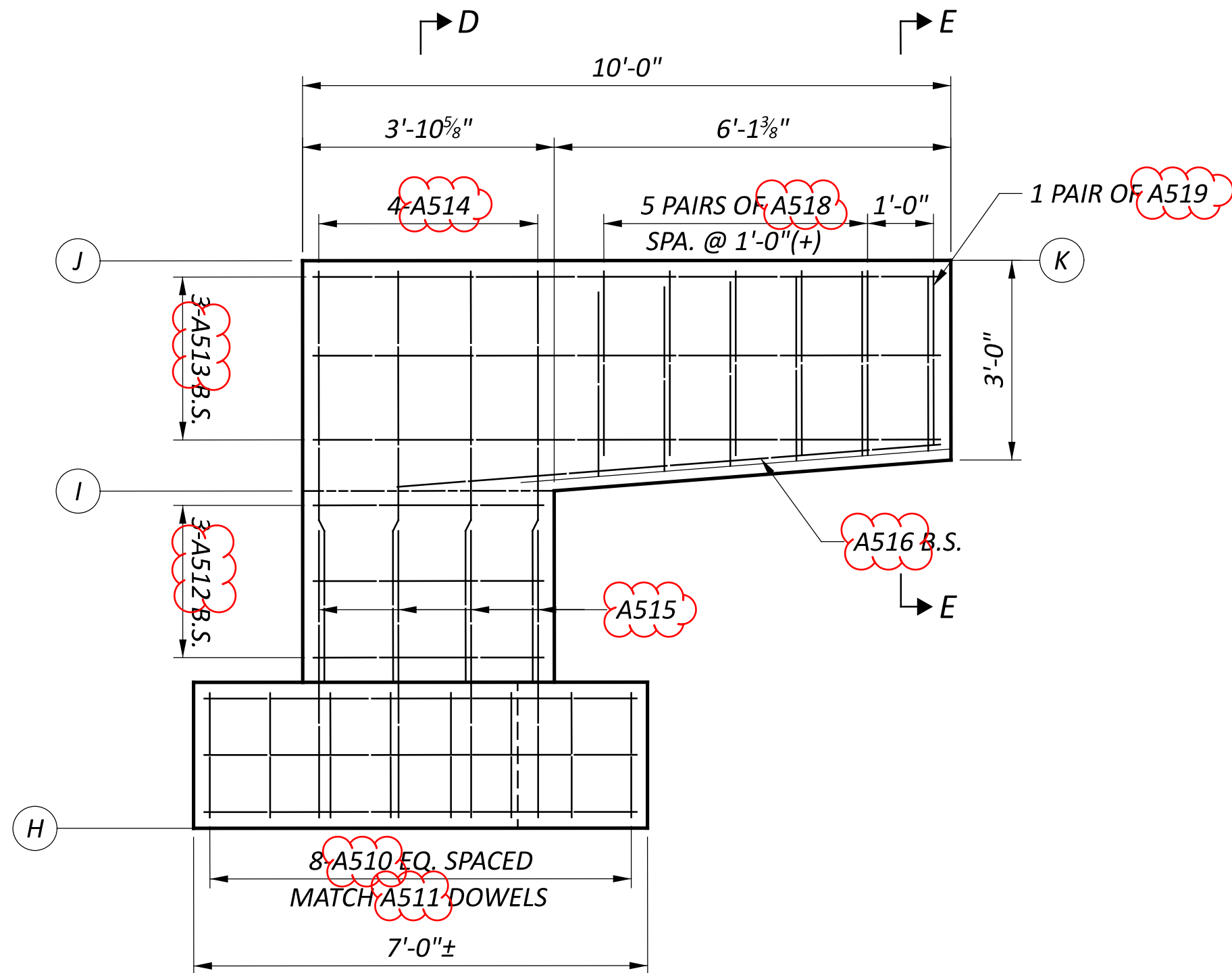


1. PROVIDE PRECAST CONCRETE OUTLET WITH TYPE 1 TIED CONCRETE BLACK MAT AS SHOWN IN DM-1.1
2. SEE SHEET 9 / 26 FOR ABUTMENT SECTIONS AND ADDITIONAL DETAILS

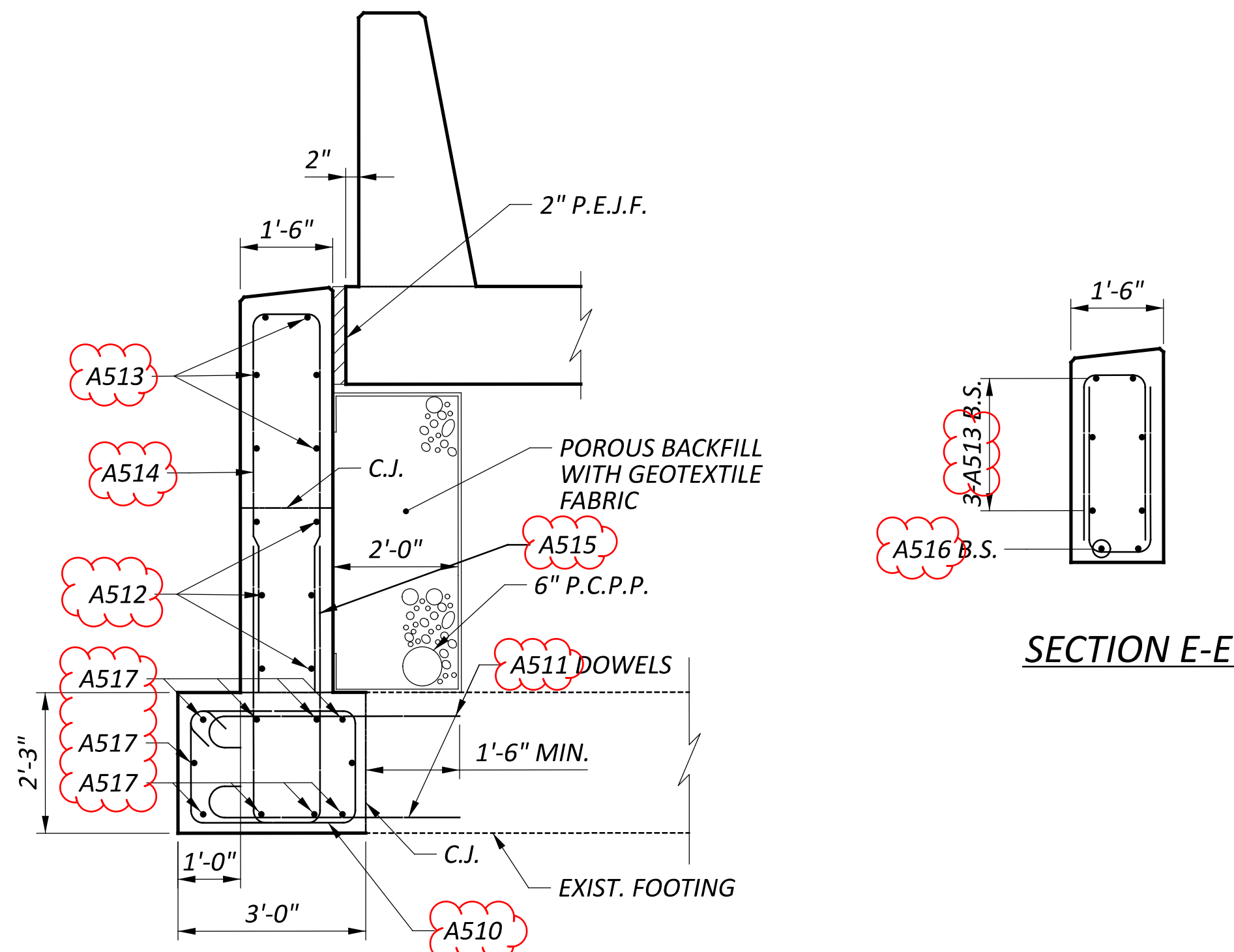


SECTION A-A

REAR ABUTMENT - EASTBOUND BRIDGE (SHOWN)
FORWARD ABUTMENT - WESTBOUND (SIMILAR)

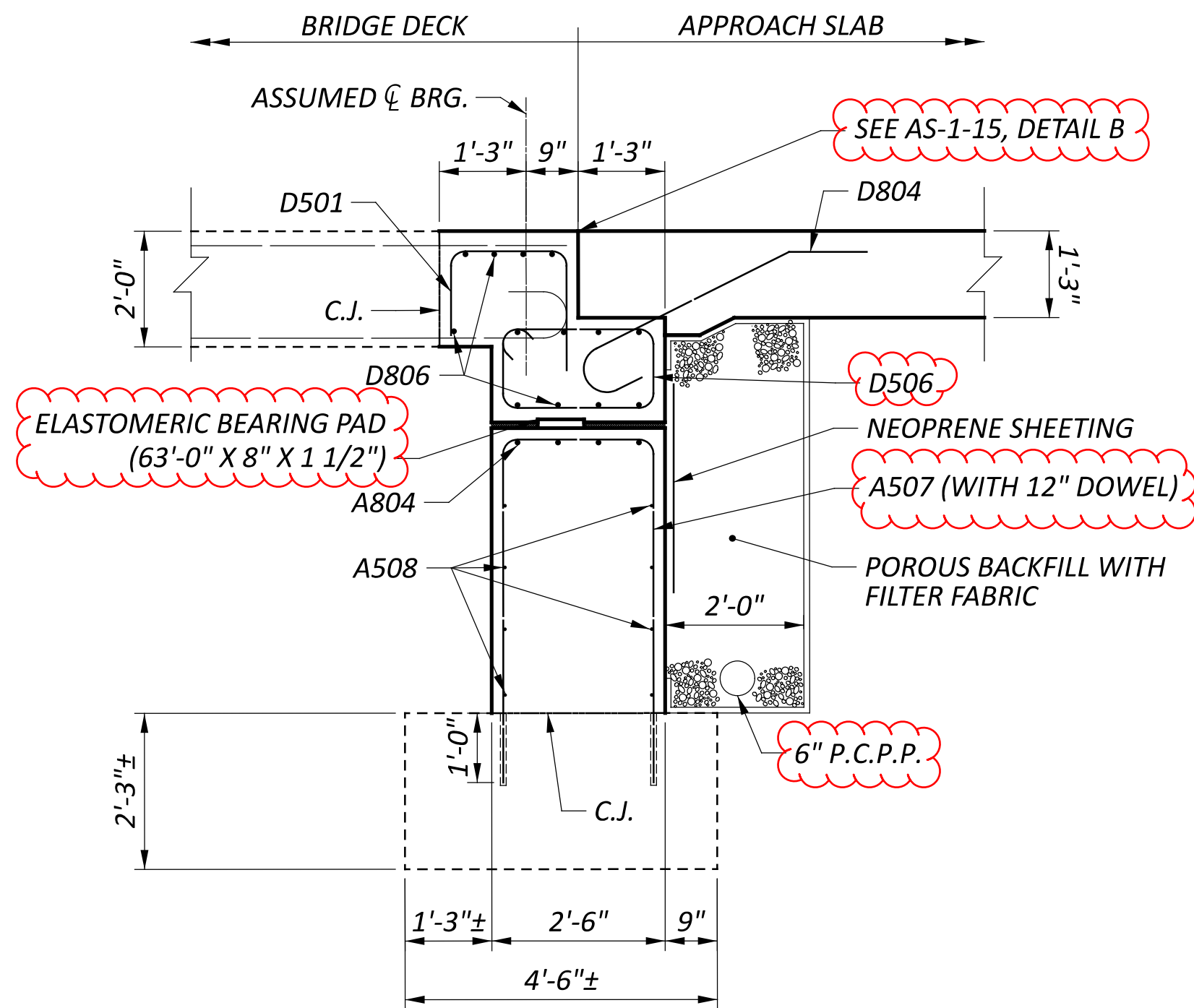


SECTION B-B



SECTION D-D

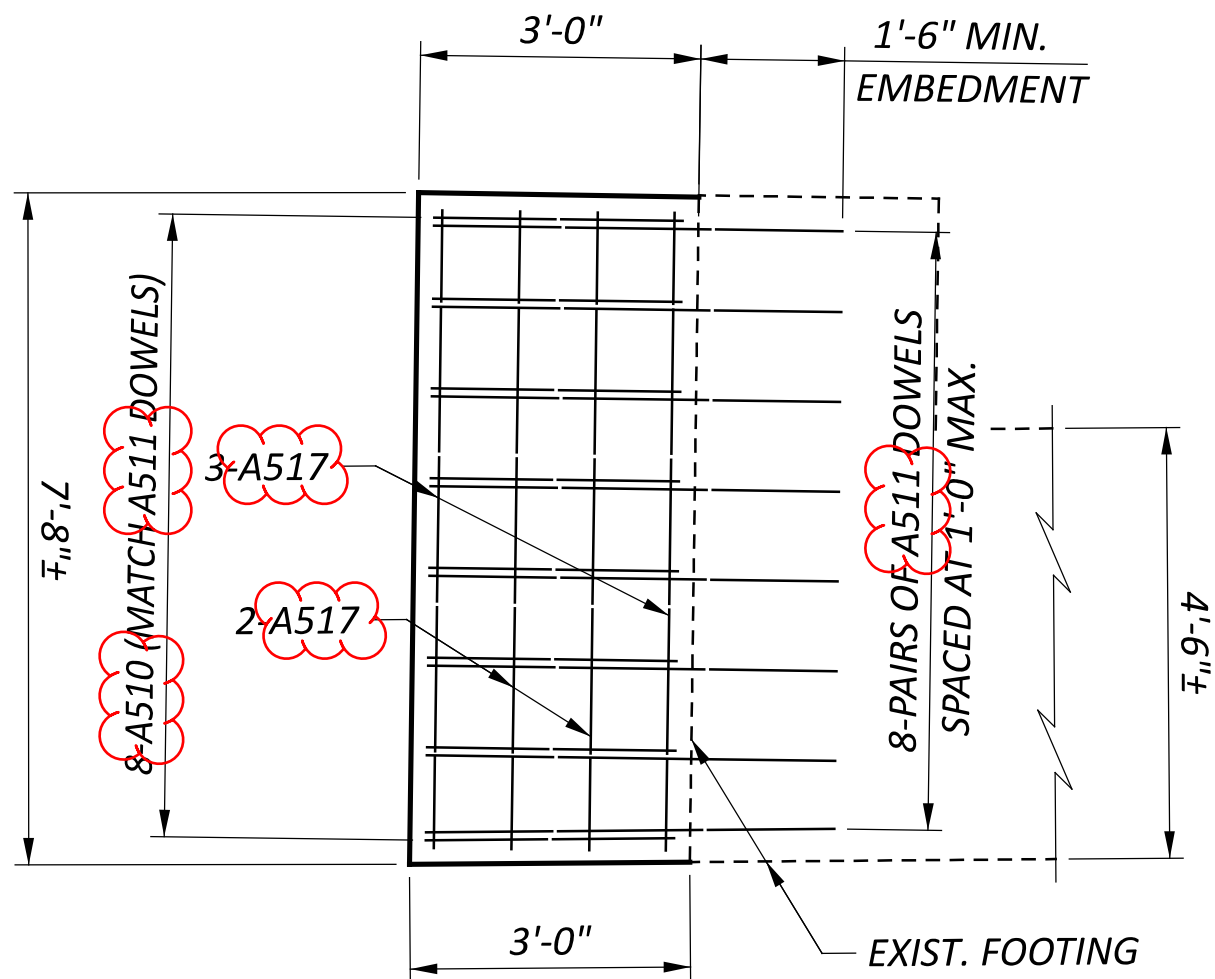
SECTION E-E



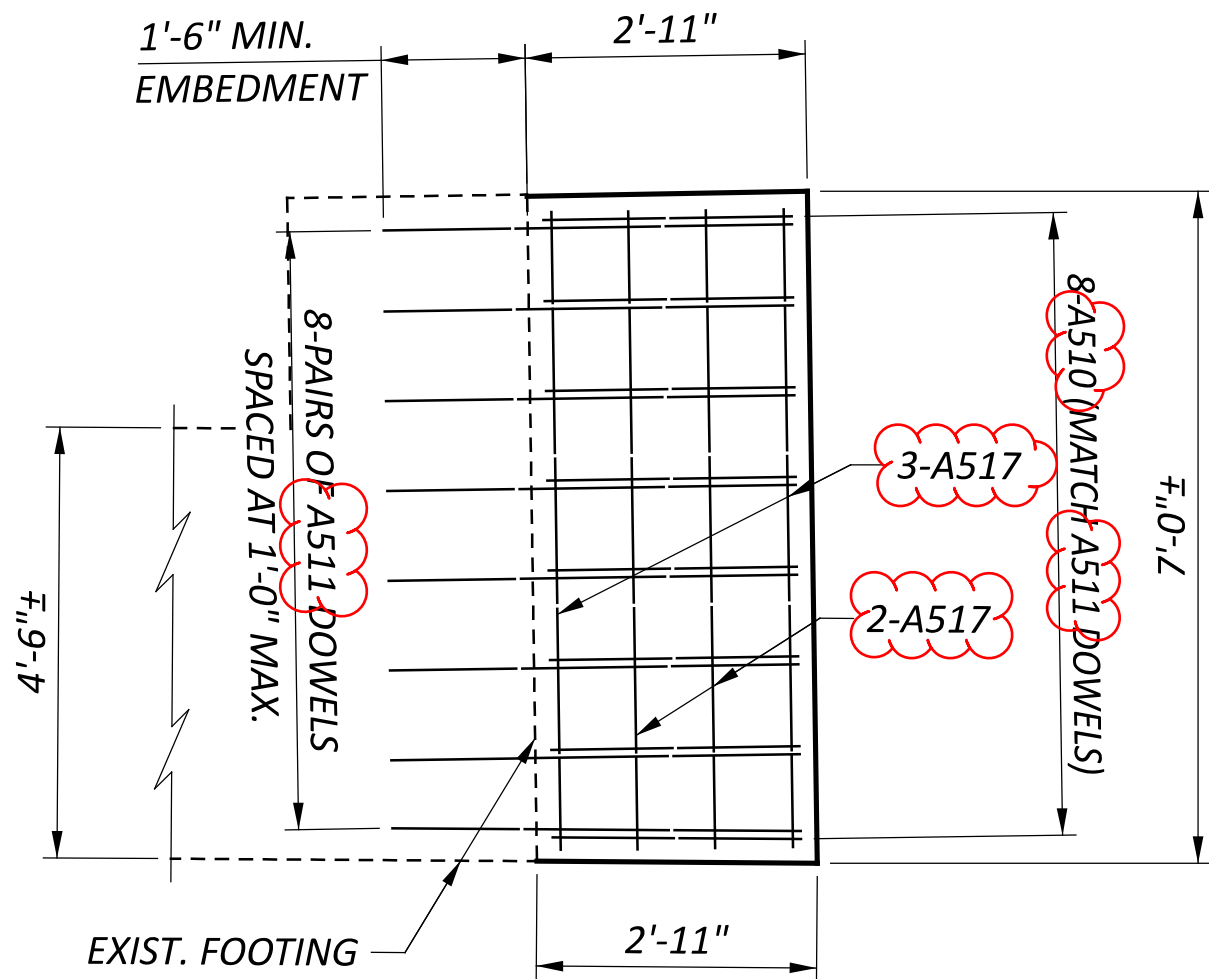
SECTION C-C

REAR ABUTMENT - WESTBOUND BRIDGE (SHOWN)
FORWARD ABUTMENT - EASTBOUND (SIMILAR)

ELEVATION TABLE				
	RA/EB	RA/WB	FA/EB	FA/WB
H	1118.58	1117.74	1122.41	1123.25
I	1124.10	1124.53	1127.67	1128.77
J	1128.07	1128.36	1131.64	1131.95
K	1127.62	1127.89	1132.07	1132.38



FOOTING PLAN
(RA/EB SHOWN, FA/WB SIMILAR)



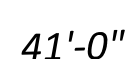
FOOTING PLAN
(RA/WB SHOWN, FA/EB SIMILAR)

LEGEND:
P.C.P.P. = PERFORATED CORRUGATED PLASTIC PIPE
C.J. = CONSTRUCTION JOINT



PHASE 1 REMOVAL - ELEVATION

REAR ABUTMENT - SHOWN
FORWARD ABUTMENT - SIMILAR



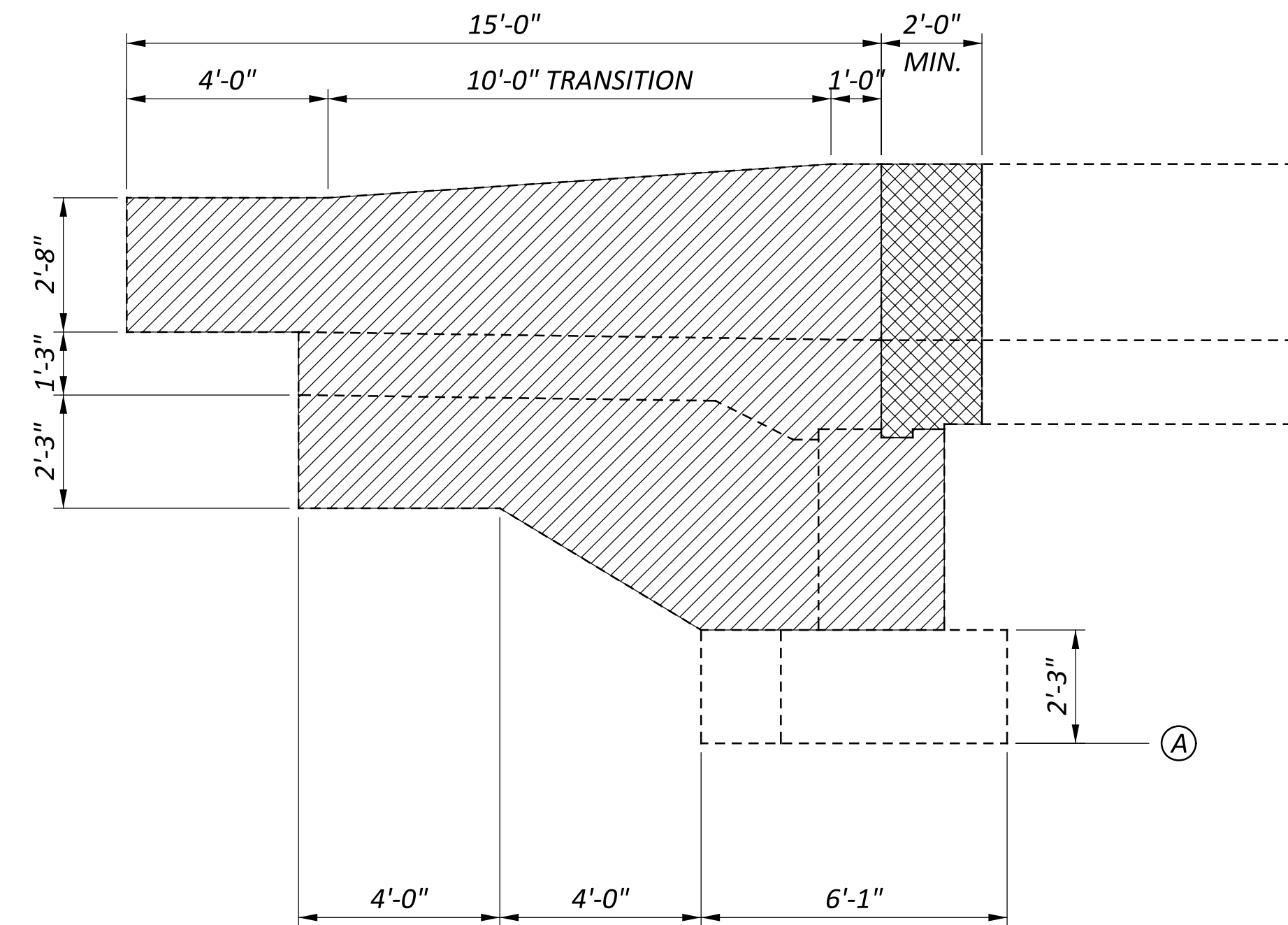
PHASE 1 CONSTRUCTION - PLAN



REAR ABUTMENT - SHOWN
FORWARD ABUTMENT - SIMILAR

PHASE 1

1. *INSTALL PCB ON EASTBOUND AND WESTBOUND BRIDGES*
2. *REMOVE 2-FT OF THE SLAB AND 2-FT OF THE RAILING ON THE SLAB, APPROACH SLABS , TURNBACK WINGWALLS AND RAILING, AND ABUTMENT BREASTWALL TO THE LIMITS SHOWN FOR PHASE 1.*
3. *DOWEL AND CONSTRUCT NEW PORTION OF THE FOOTING SUPPORTING THE PROPOSED TURNBACK WINGWALL.*
4. *RECONSTRUCT THE ABUTMENT BREASTWALL, TURNBACK WINGWALLS, APPROACH SLAB WITH TYPE C INSTALLATION, PORTIONS OF THE SLAB, AND THE RAILING.*



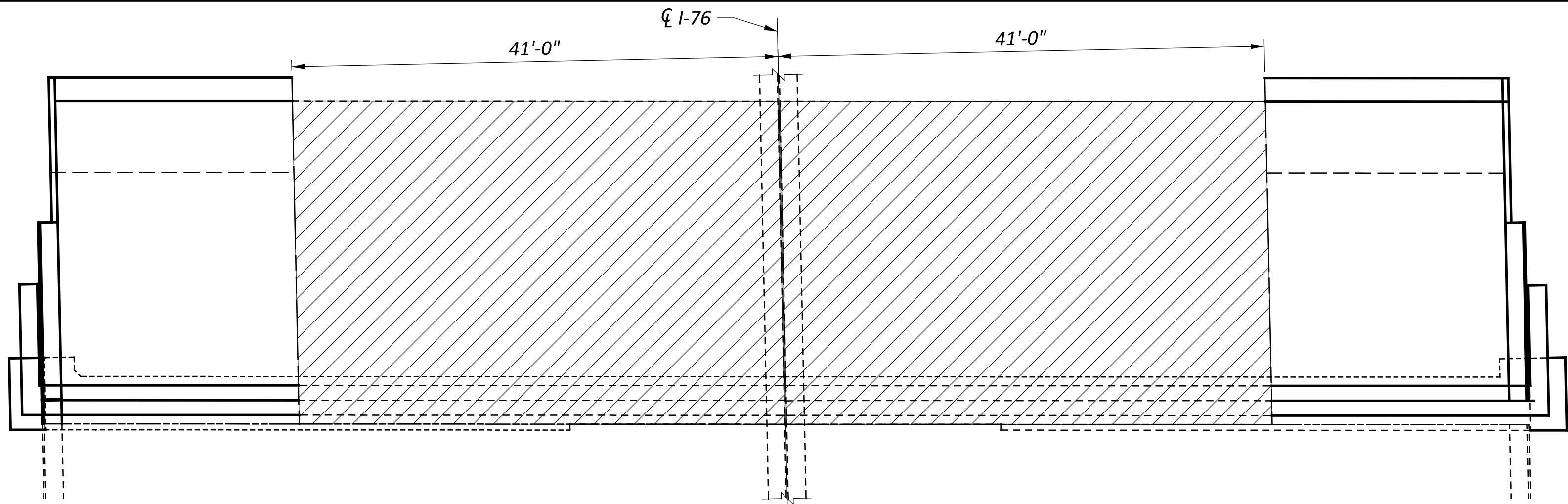
VIEW A-A

 - REMOVAL LIMITS

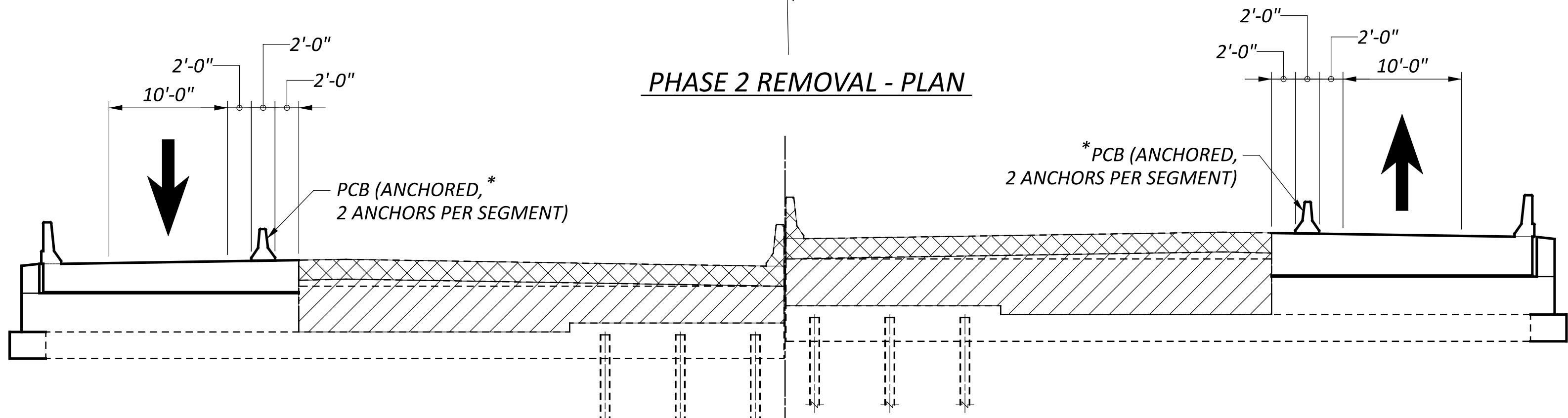
 - REMOVAL LIMITS WHERE THE EXISTING CONCRETE REINFORCING SHALL REMAIN, REFER TO NOTE 1.

1. IN THE AREAS OF THE DECK AND RAILING WHERE THE LONGITUDINAL REINFORCING IS TO REMAIN, REMOVE THE CONCRETE WITH A MAXIMUM 35 LB HAMMER. SPECIAL CARE SHALL BE TAKEN NOT TO DAMAGE THE EXISTING REINFORCING.

* - PCB SEGMENTS ARE ONLY REQUIRED TO BE ANCHORED IN THE AREAS WHERE THERE WILL BE A DROP OFF DUE TO CONSTRUCTION. QUANTITIES FOR ANCHORED PCB HAVE BEEN PROVIDED ON SHEETS 13 & 15.

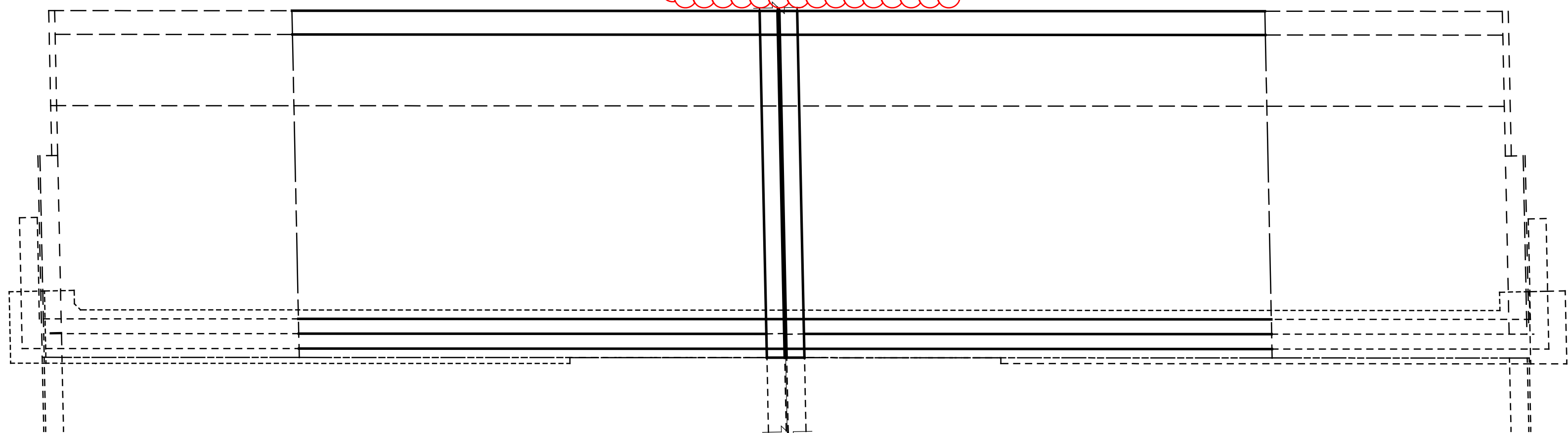


PHASE 2 REMOVAL - PLAN

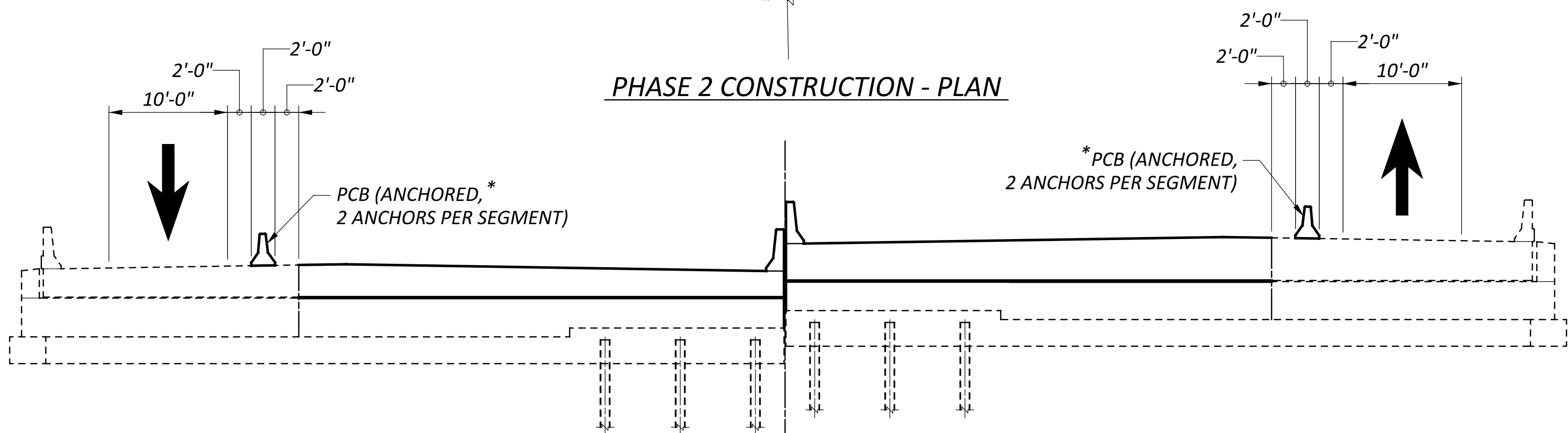


PHASE 2 REMOVAL - ELEVATION

REAR ABUTMENT - SHOWN
 FORWARD ABUTMENT - SIMILAR



PHASE 2 CONSTRUCTION - PLAN

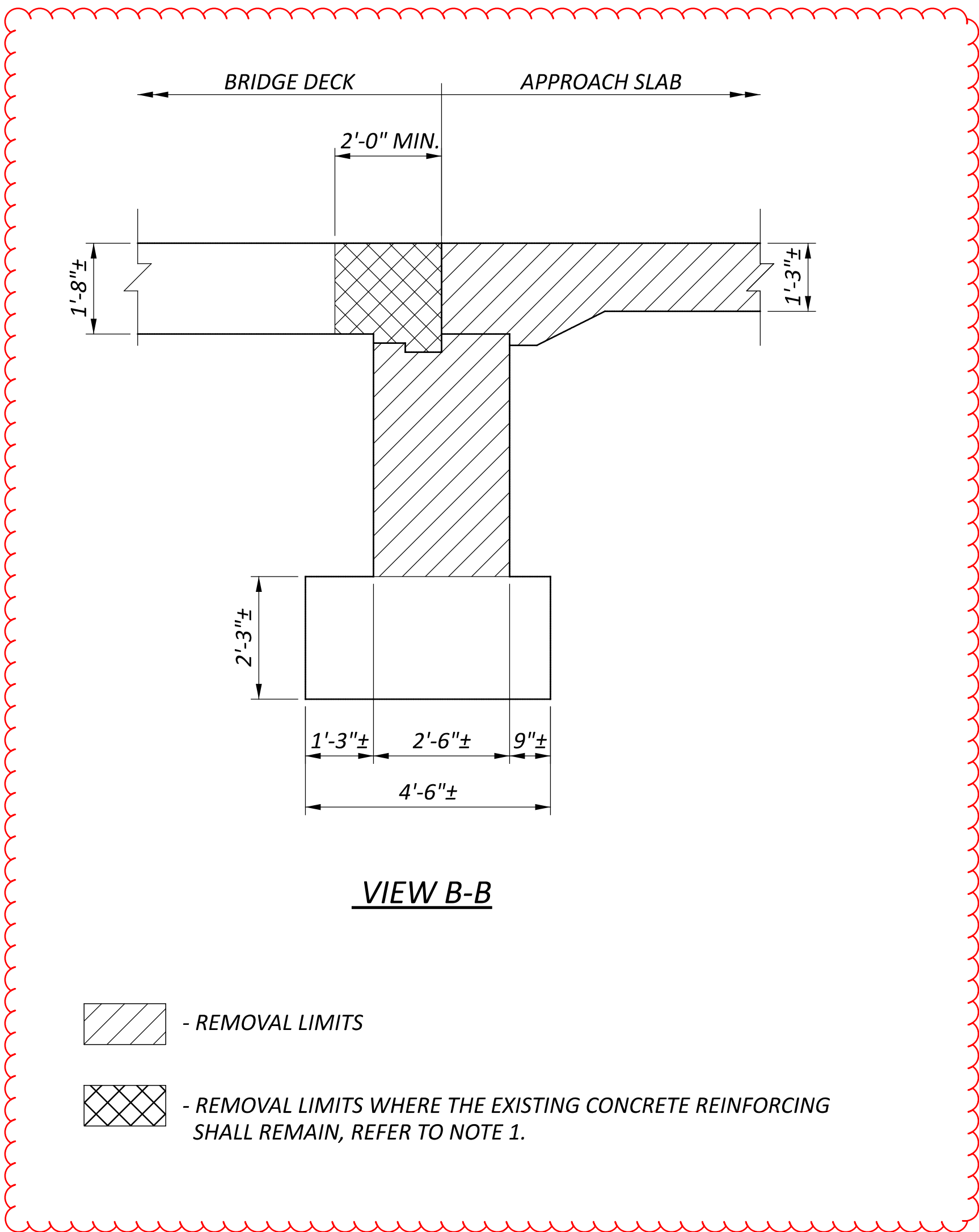


PHASE 2 CONSTRUCTION - ELEVATION

REAR ABUTMENT - SHOWN
 FORWARD ABUTMENT - SIMILAR

PHASE 2

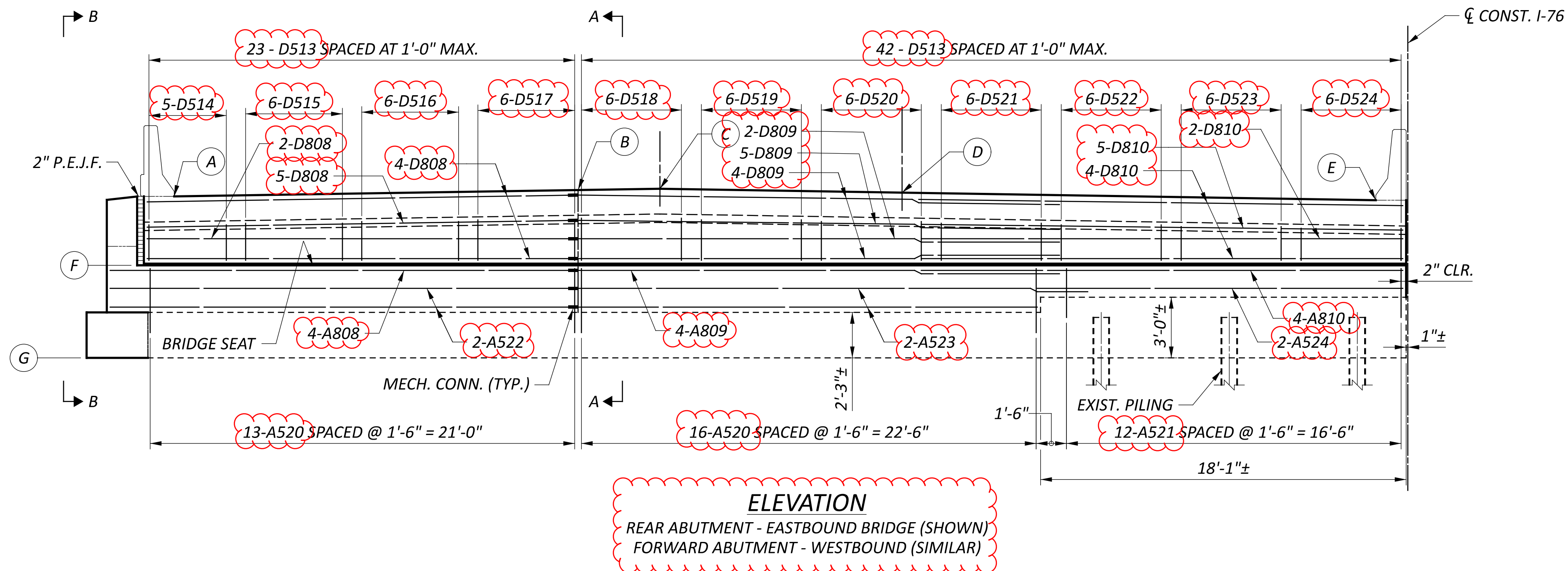
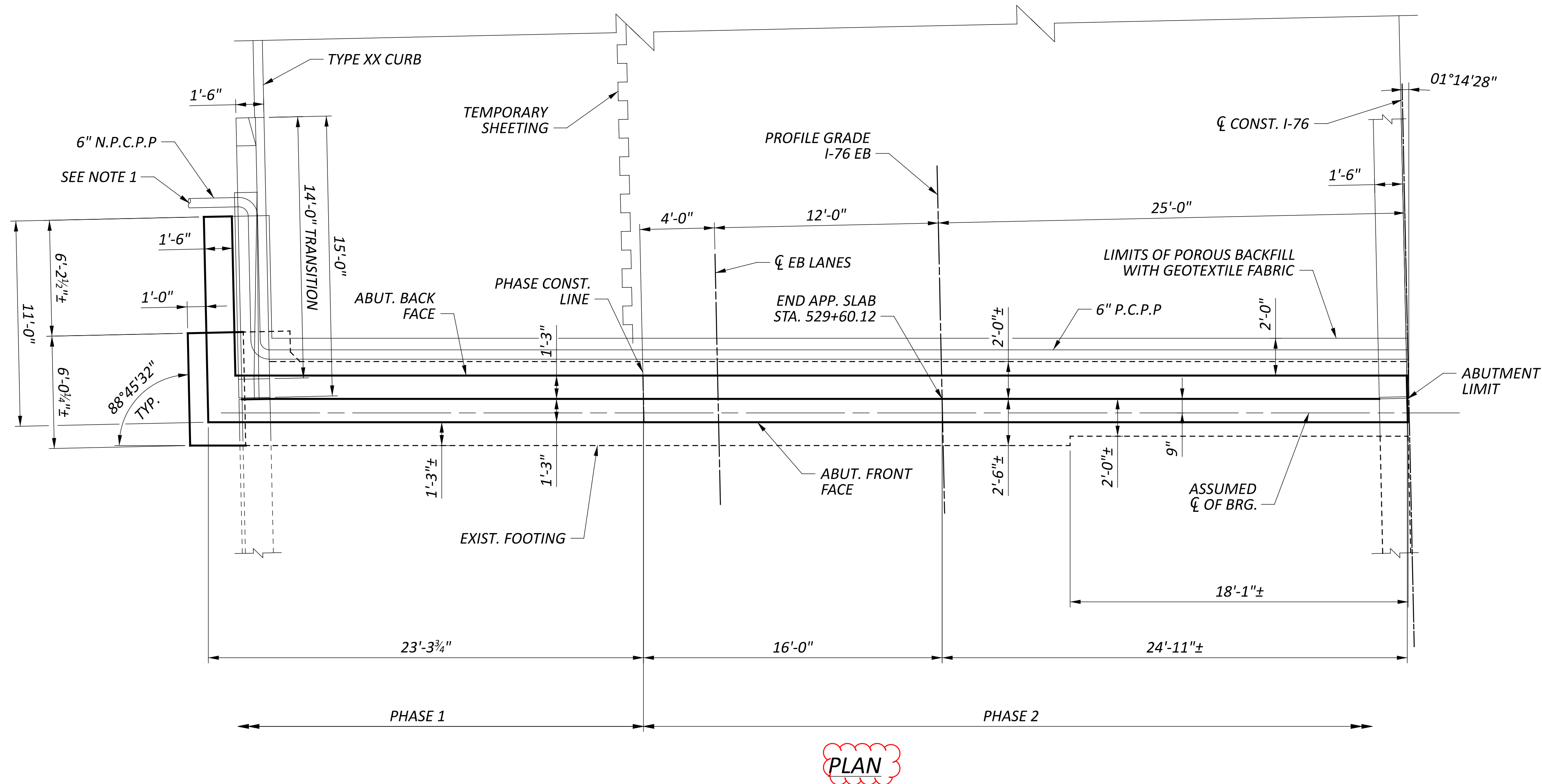
1. INSTALL PCB ON EASTBOUND AND WESTBOUND BRIDGES
2. REMOVE 2-FT OF THE SLAB AND 2-FT OF THE RAILING ON THE SLAB, APPROACH SLABS AND RAILING, AND ABUTMENT BREASTWALL TO THE LIMITS SHOWN FOR PHASE 2.
3. RECONSTRUCT THE ABUTMENT BREASTWALL, APPROACH SLAB WITH TYPE C INSTALLATION, PORTIONS OF THE SLAB, AND THE RAILING.



VIEW B-B

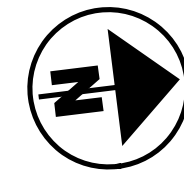
- REMOVAL LIMITS
- REMOVAL LIMITS WHERE THE EXISTING CONCRETE REINFORCING SHALL REMAIN, REFER TO NOTE 1.

* - PCB SEGMENTS ARE ONLY REQUIRED TO BE ANCHORED IN THE AREAS WHERE THERE WILL BE A DROP OFF DUE TO CONSTRUCTION. QUANTITIES FOR ANCHORED PCB HAVE BEEN PROVIDED ON SHEETS 13 & 15.

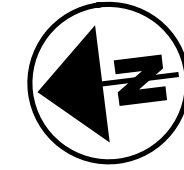


ELEVATION TABLE		
	RA/EB	FA/WB
A	1150.28	1150.80
B	1150.58	1151.12
C	1150.63	1151.18
D	1150.43	1151.00
E	1150.06	1150.64
F	1146.85	1147.41
G	1142.27±	1141.82±

1. PROVIDE PRECAST CONCRETE OUTLET WITH TYPE 1 TIED CONCRETE BLACK MAT AS SHOWN IN DM-1.1
2. SEE SHEET 14 / 26 FOR ABUTMENT SECTIONS AND ADDITIONAL DETAILS



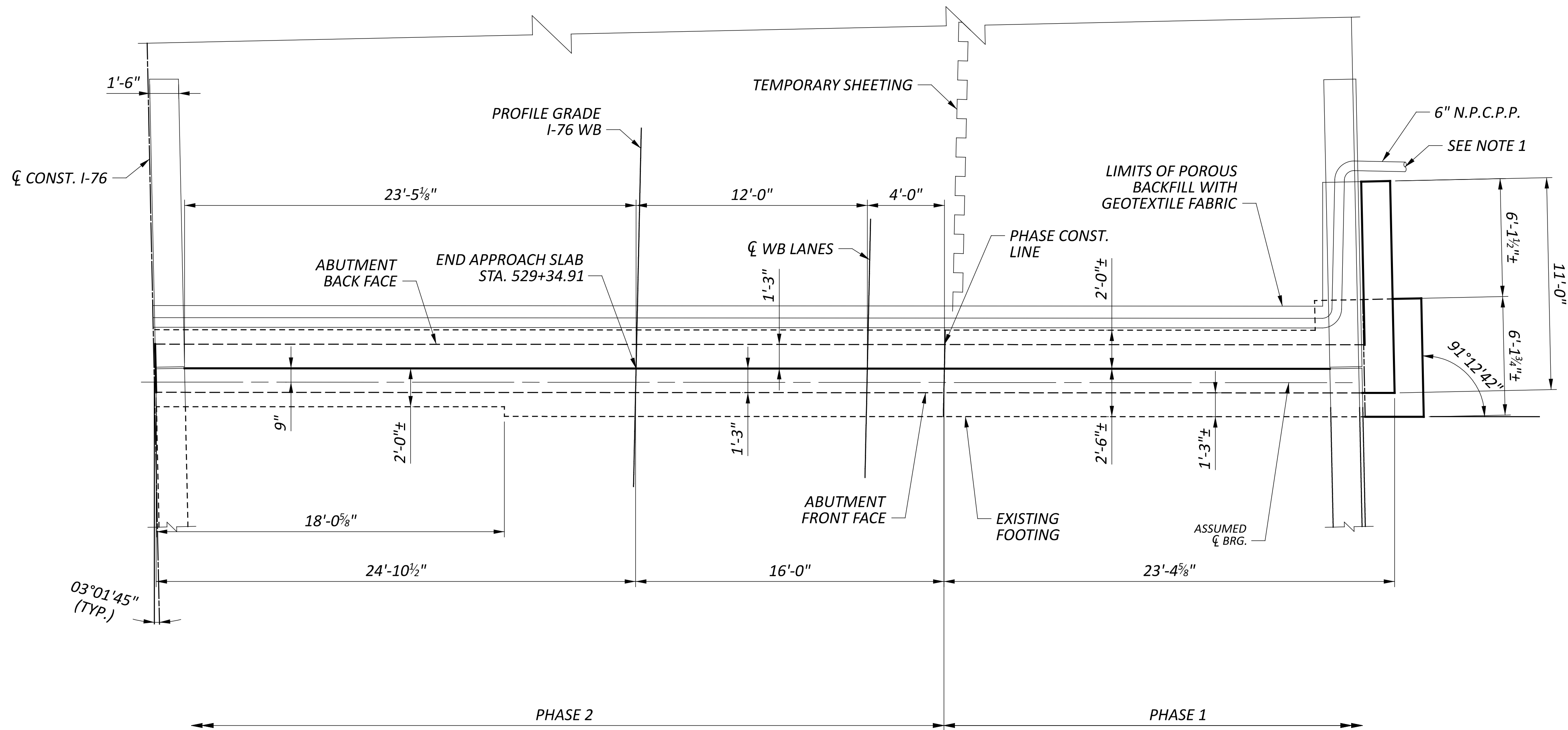
REAR ABUT. EB



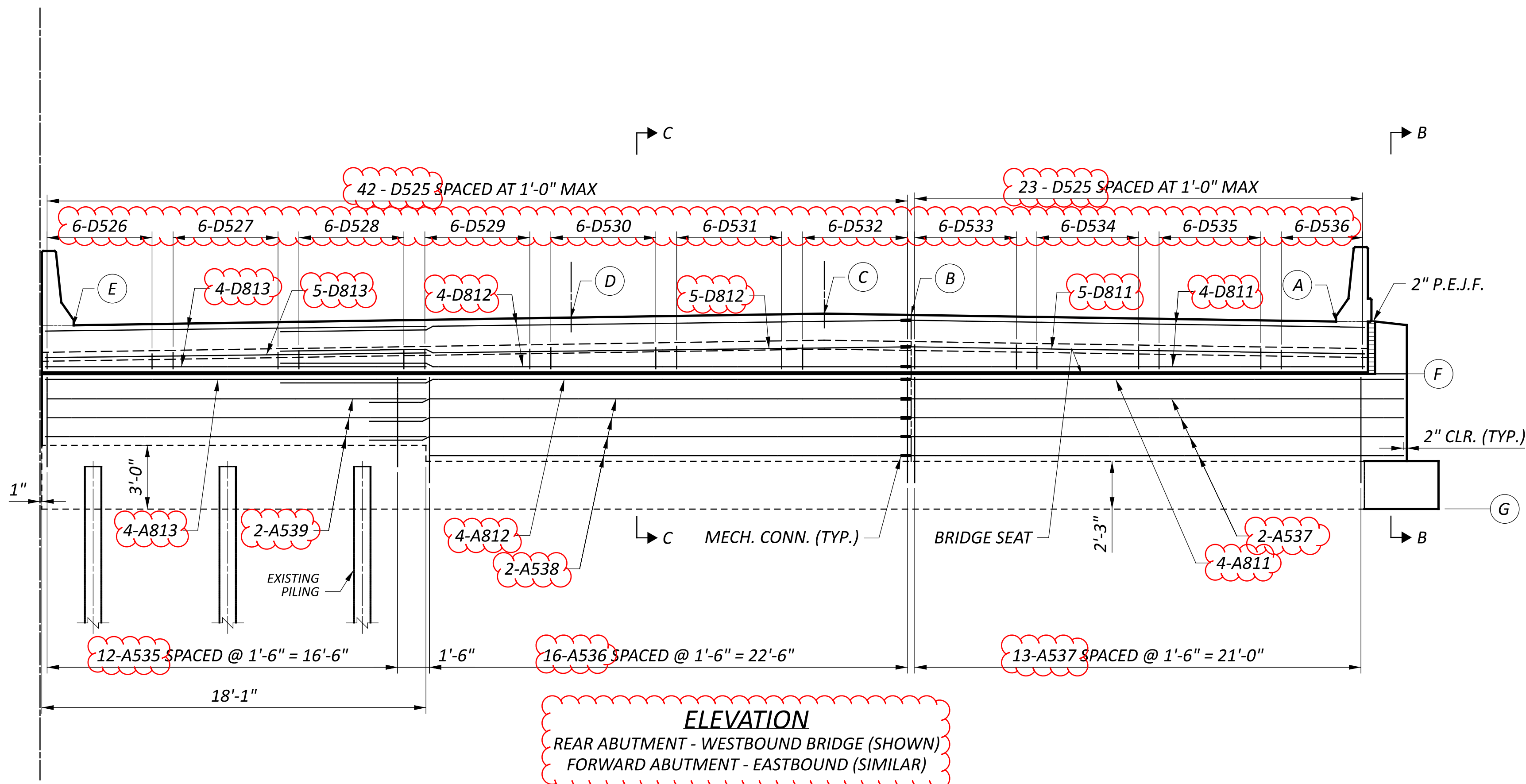
FRWD. ABUT. WB

ABUTMENT DETAILS
 POR-76-10.072
 OVER HATTRICK ROAD

SFN	
6702554	
DESIGN AGENCY	
DESIGNER	CHECKER
JH	MJA
REVIEWER	
TJP 04-28-25	
PROJECT ID	
112778	
SUBSET	TOTAL
12	26
SHEET	TOTAL
P.34	48

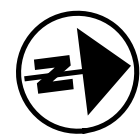


PLAN



ELEVATION

REAR ABUTMENT - WESTBOUND BRIDGE (SHOWN)
 FORWARD ABUTMENT - EASTBOUND (SIMILAR)



REAR ABUT. WB



FRWD. ABUT. EB

ELEVATION TABLE		
	RA/WB	FA/EB
A	1152.54	1148.46
B	1152.86	1148.77
C	1152.92	1148.83
D	1152.74	1148.64
E	1152.38	1148.26
F	1149.15	1145.05
G	1142.79±	1138.69±

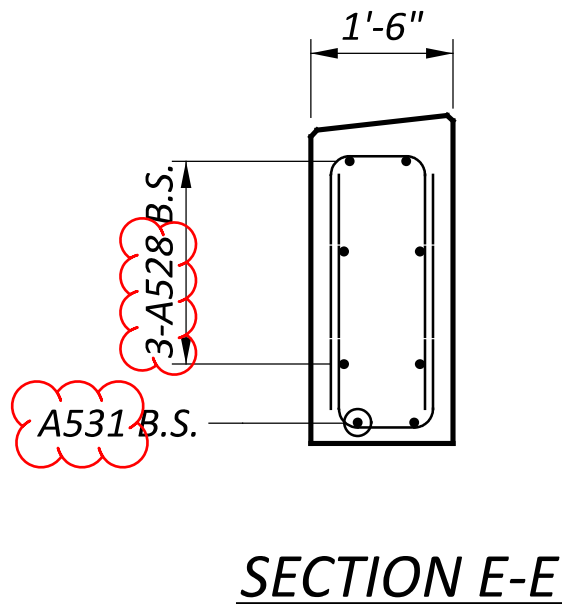
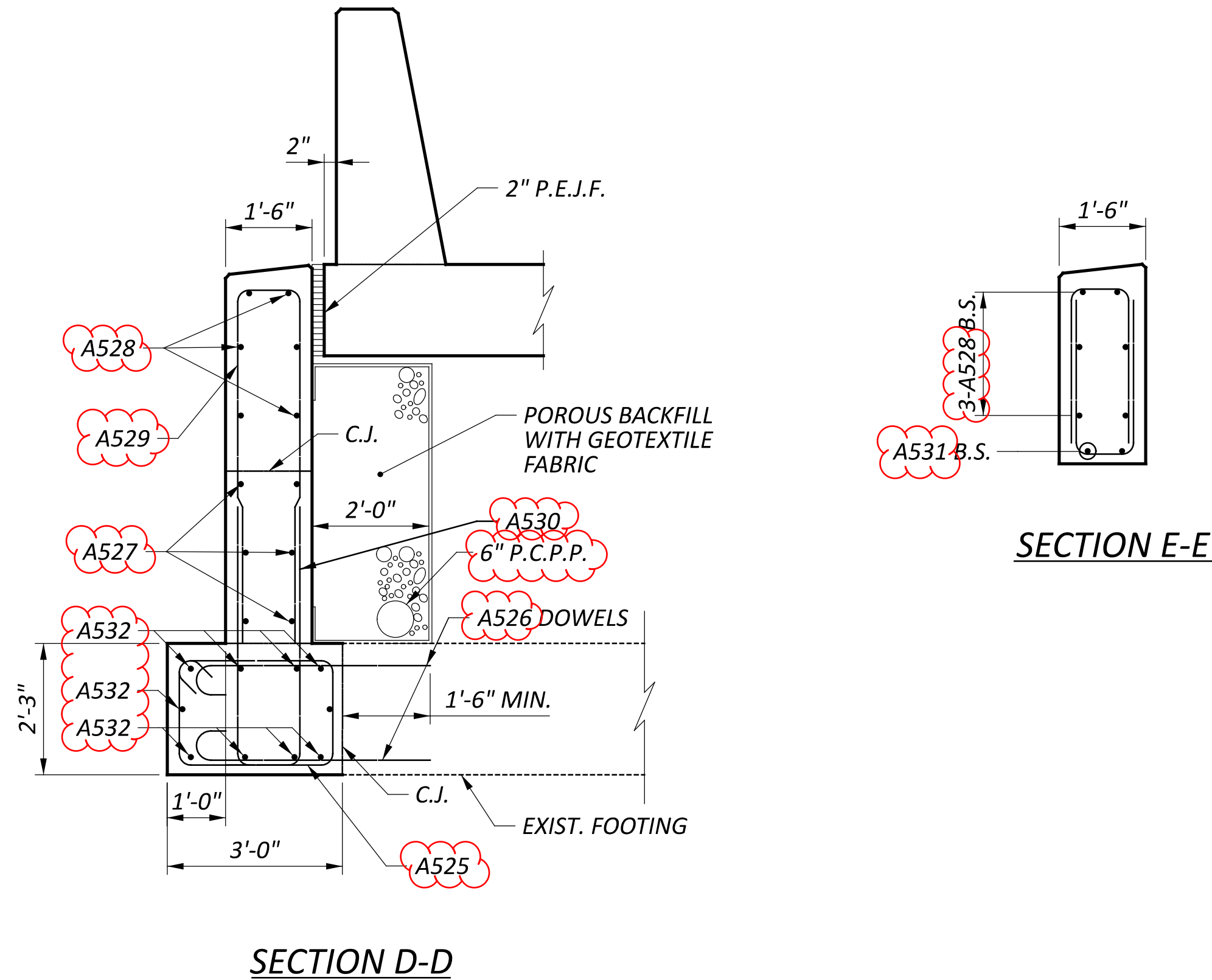
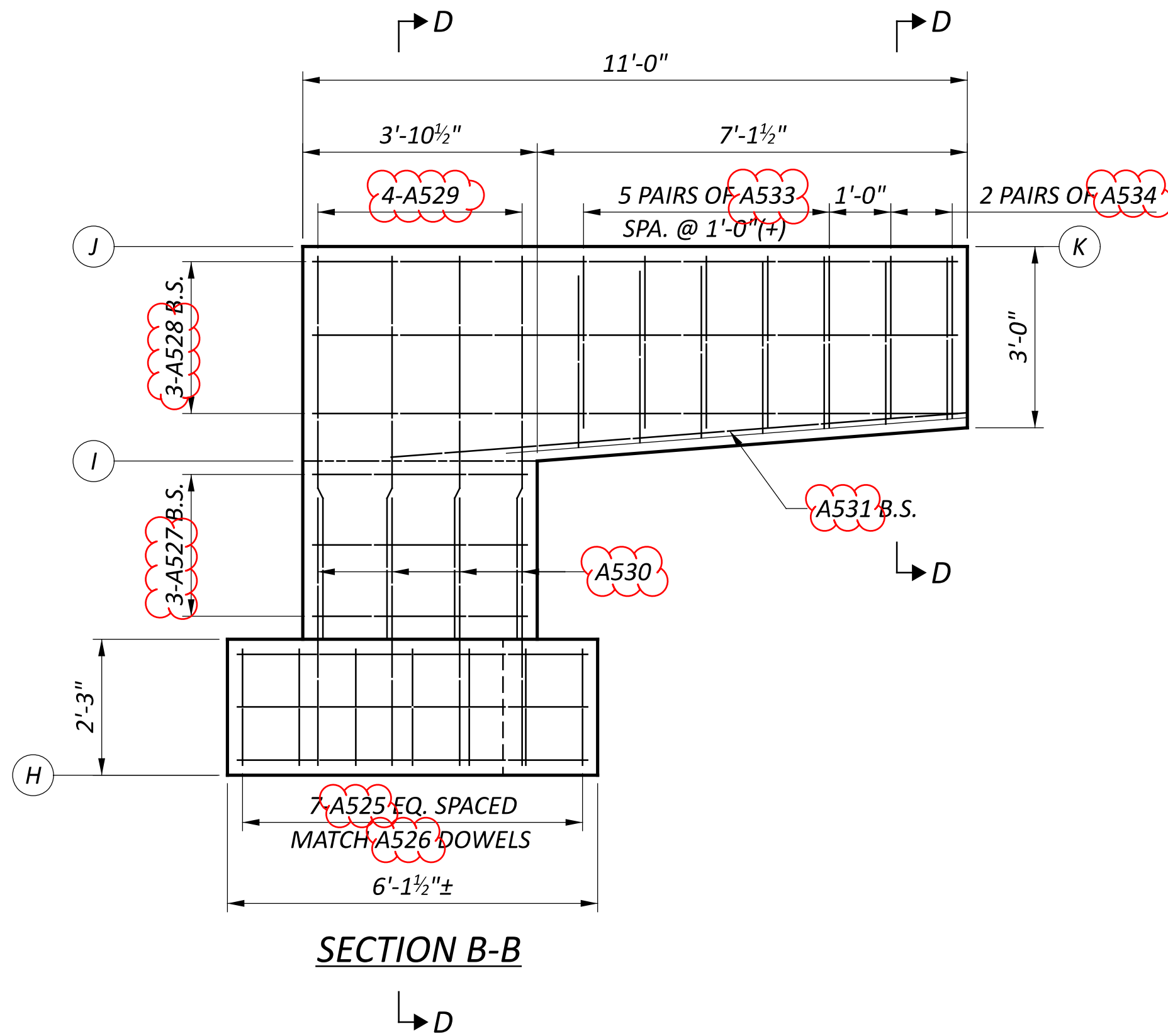
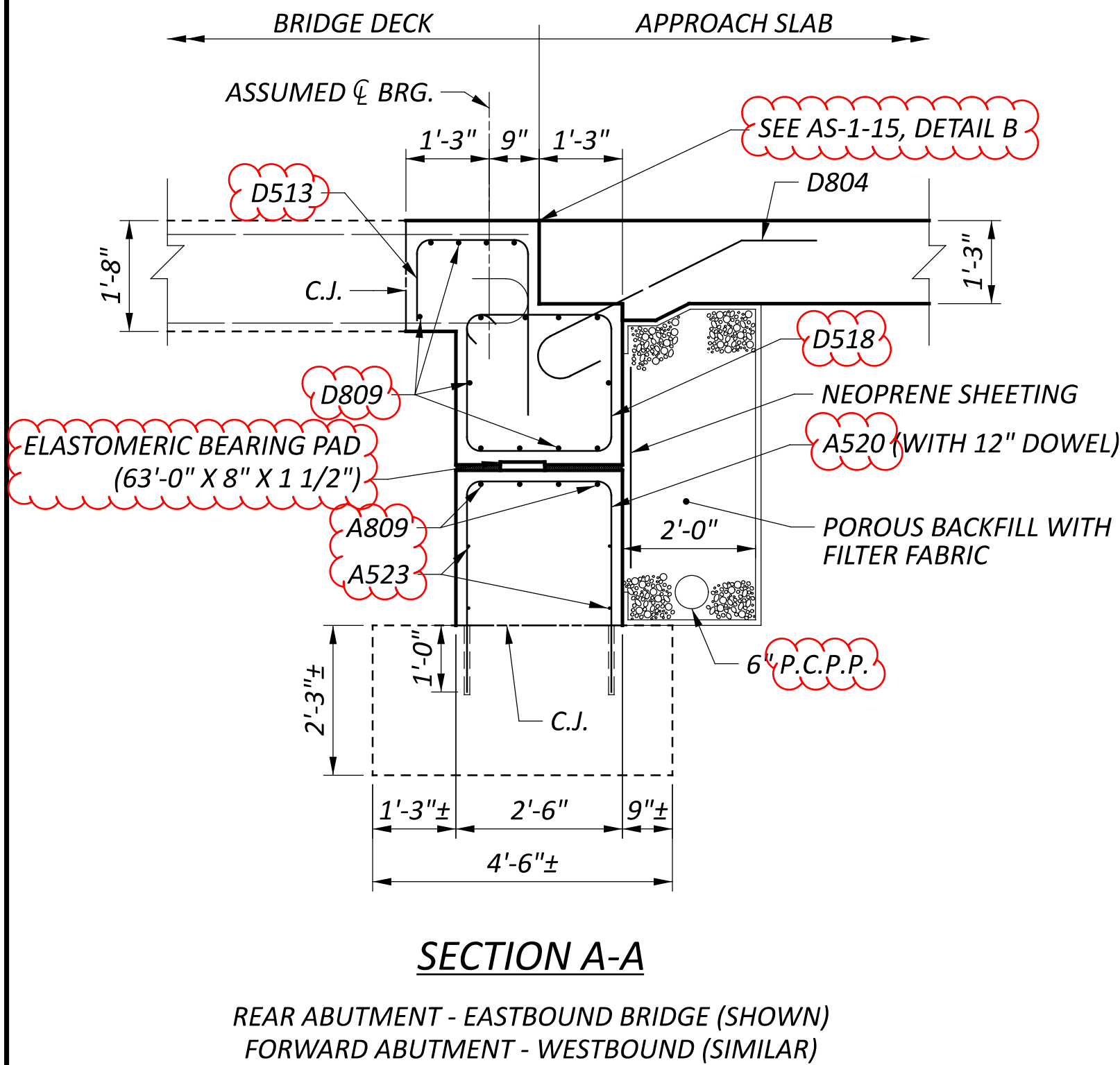
1. PROVIDE PRECAST CONCRETE OUTLET WITH TYPE 1 TIED CONCRETE BLACK MAT AS SHOWN IN DM-1.1
2. SEE SHEET 14 / 26 FOR ABUTMENT SECTIONS AND ADDITIONAL DETAILS

ABUTMENT DETAILS
 POR-76-10.072
 OVER HATTRICK ROAD

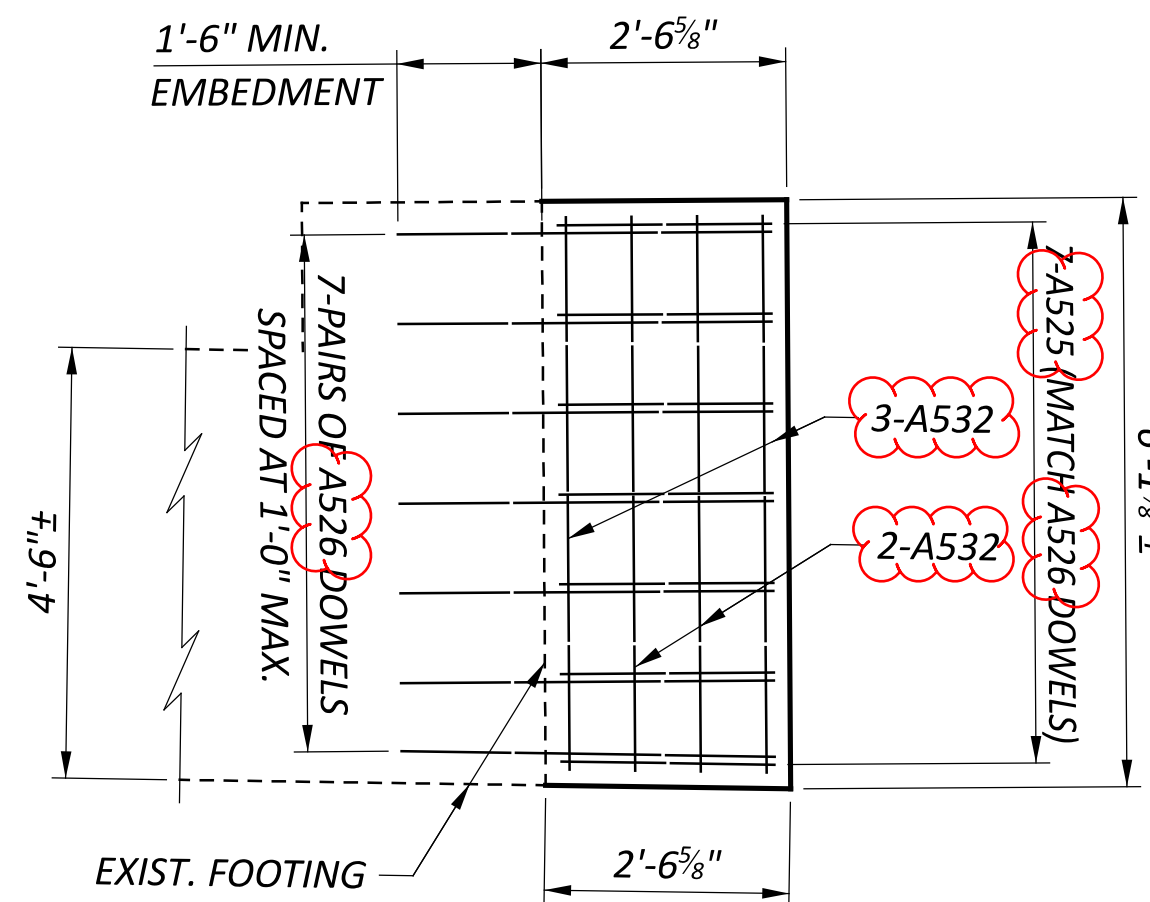
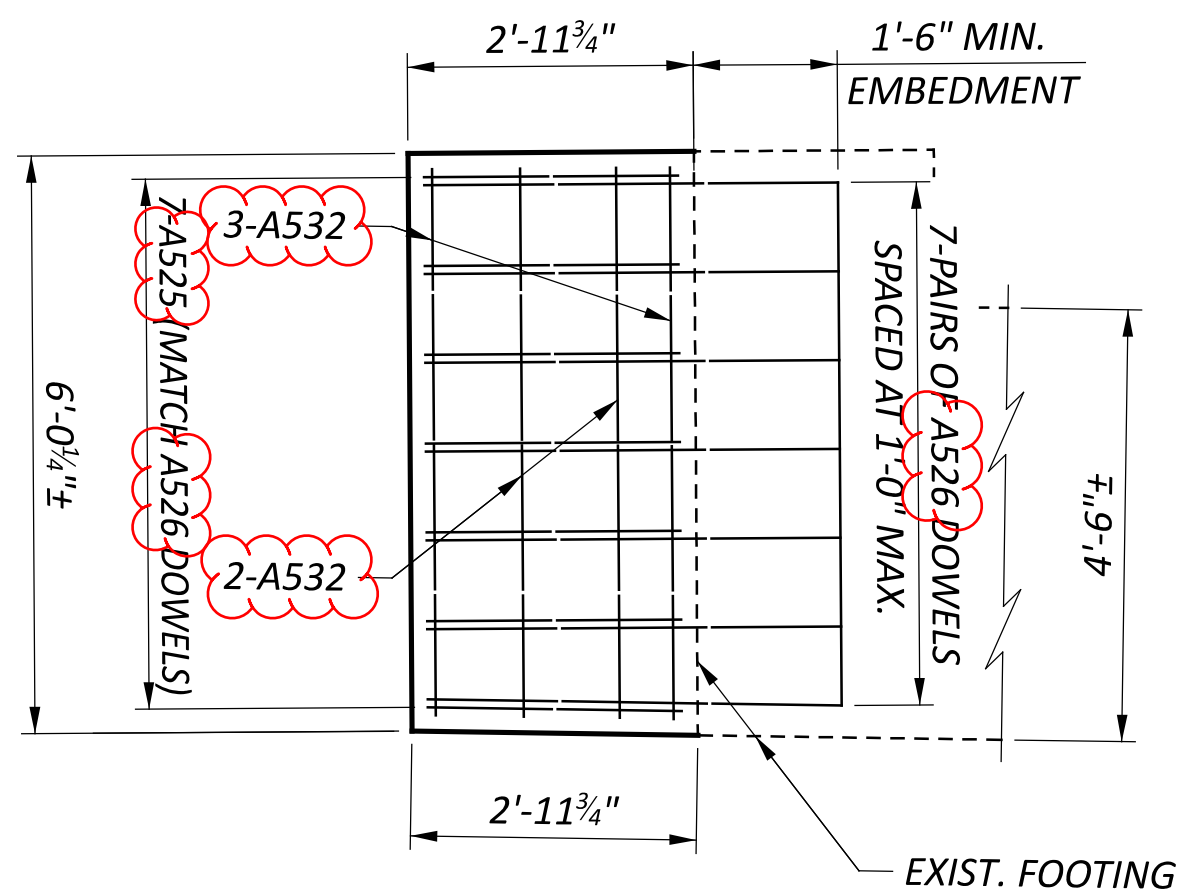
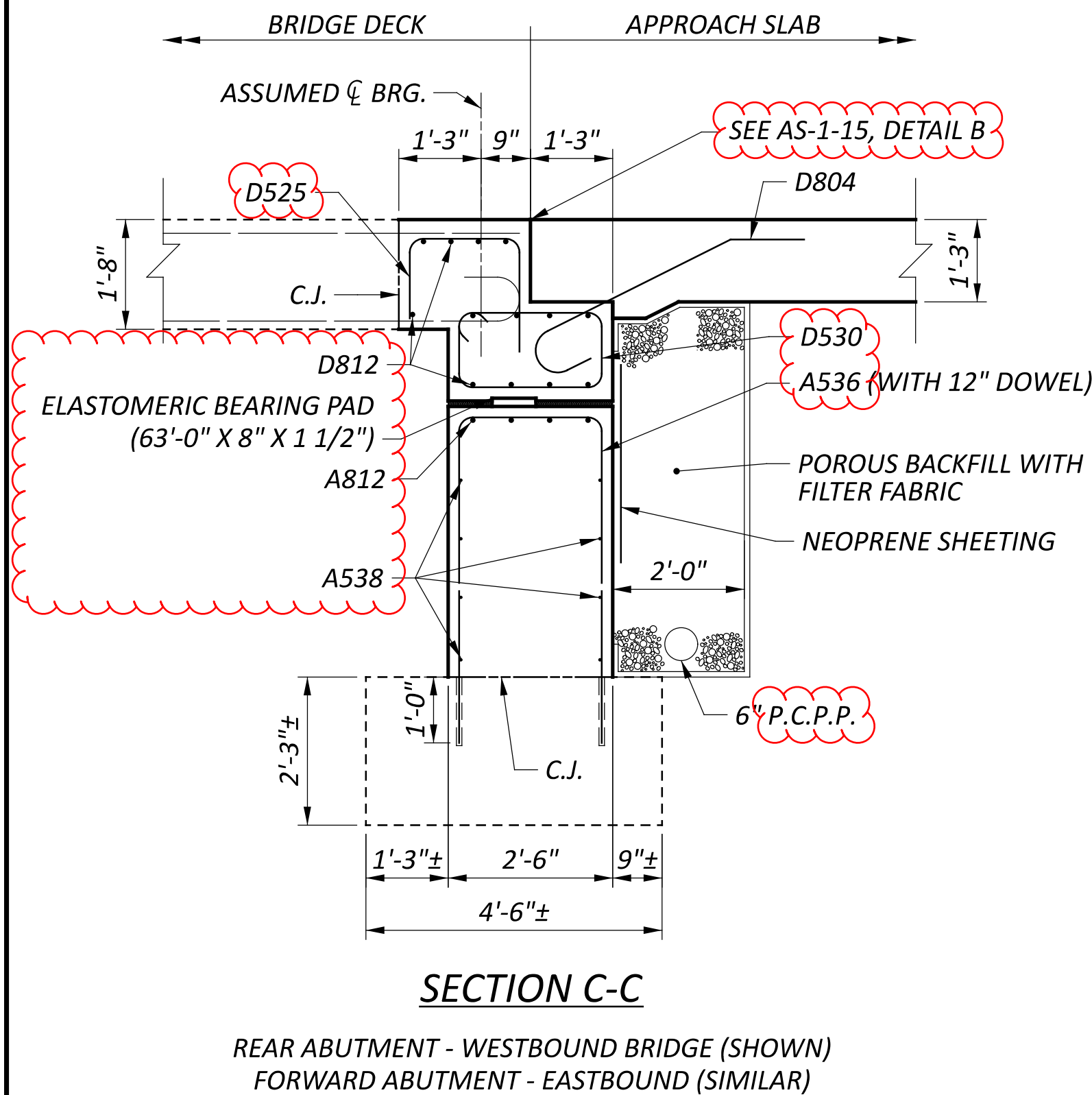
SFN
 6702554
 DESIGN AGENCY



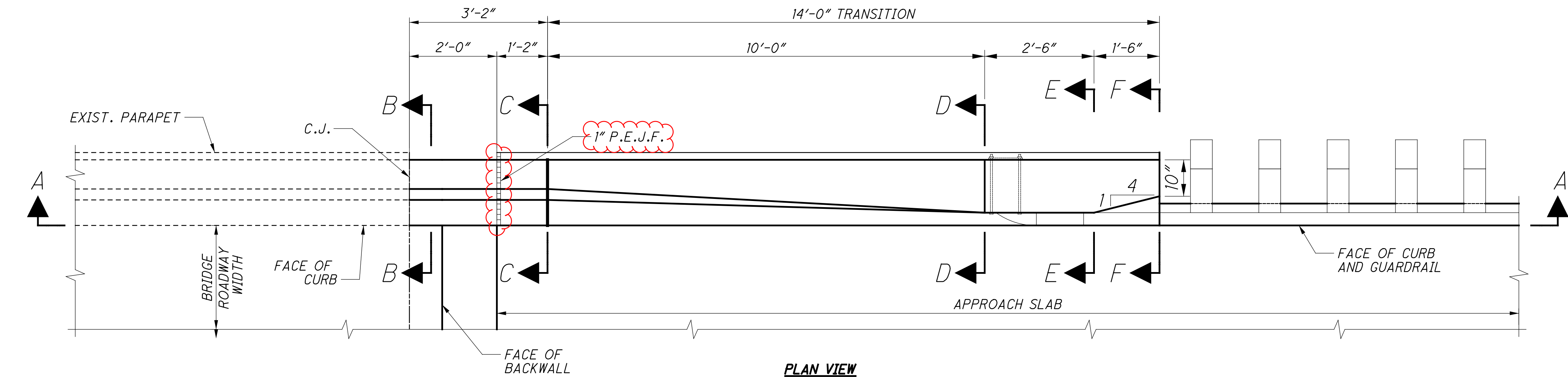
DESIGNER	CHECKER
JH	MJA
REVIEWER	
TJP 04-28-25	
PROJECT ID	
112778	
SUBSET	TOTAL
13	26
SHEET	TOTAL
P.35	48



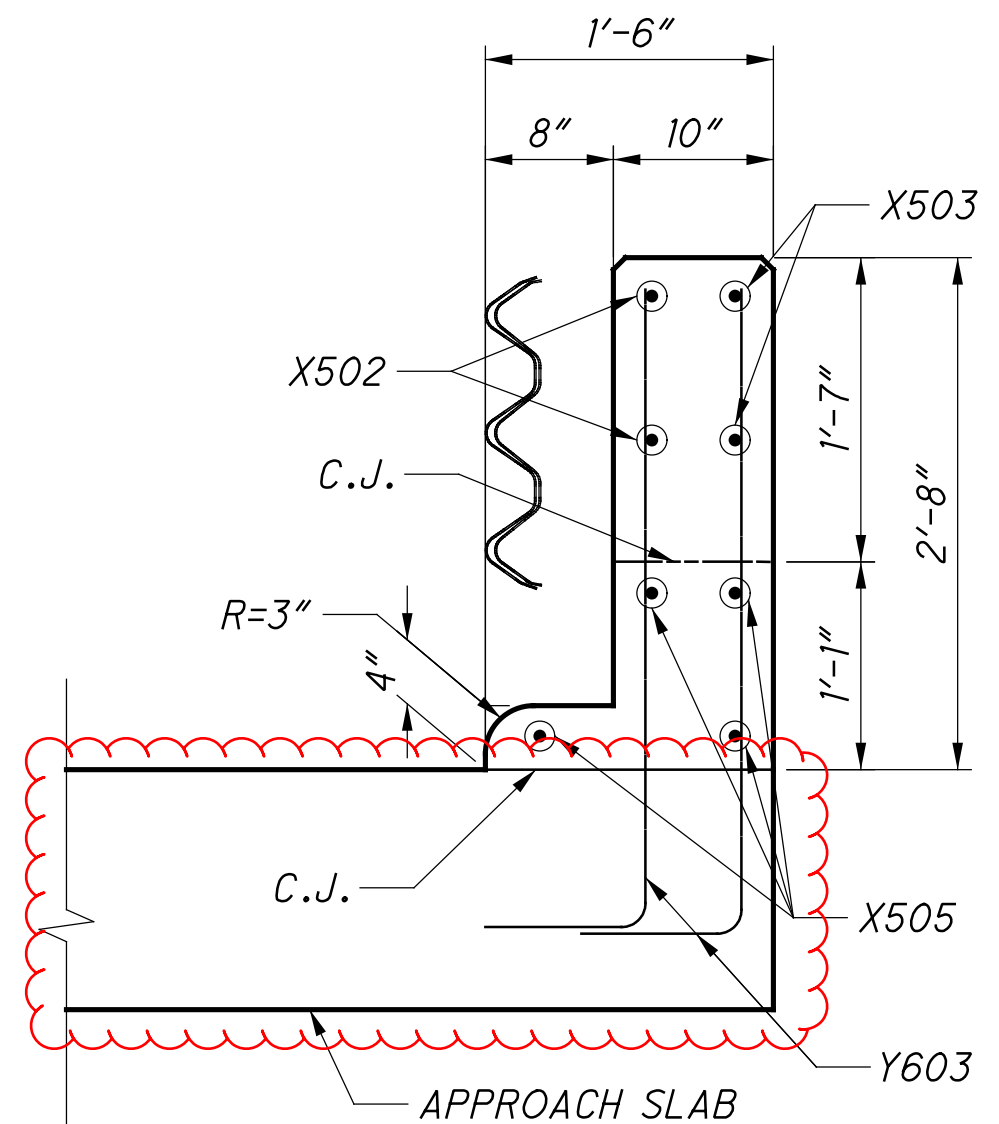
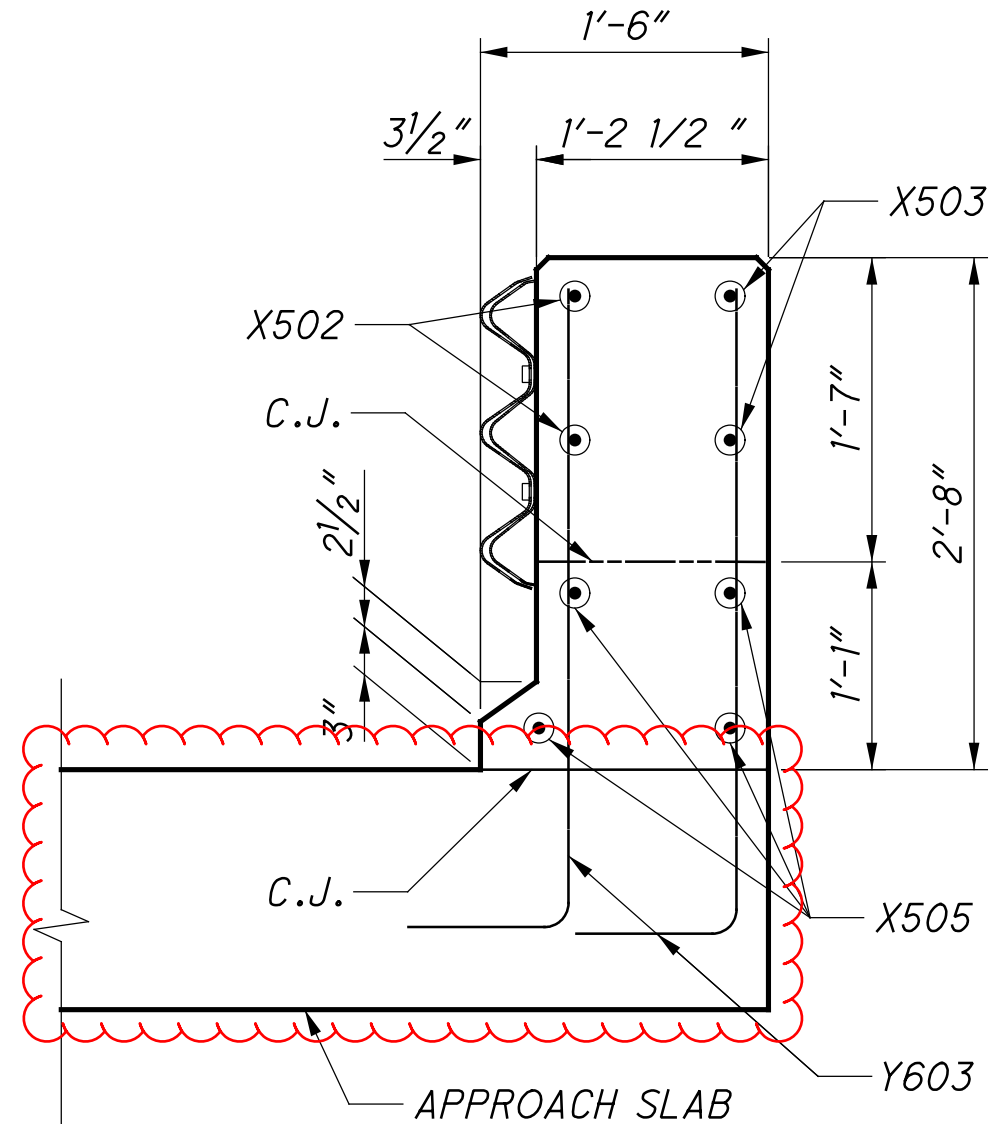
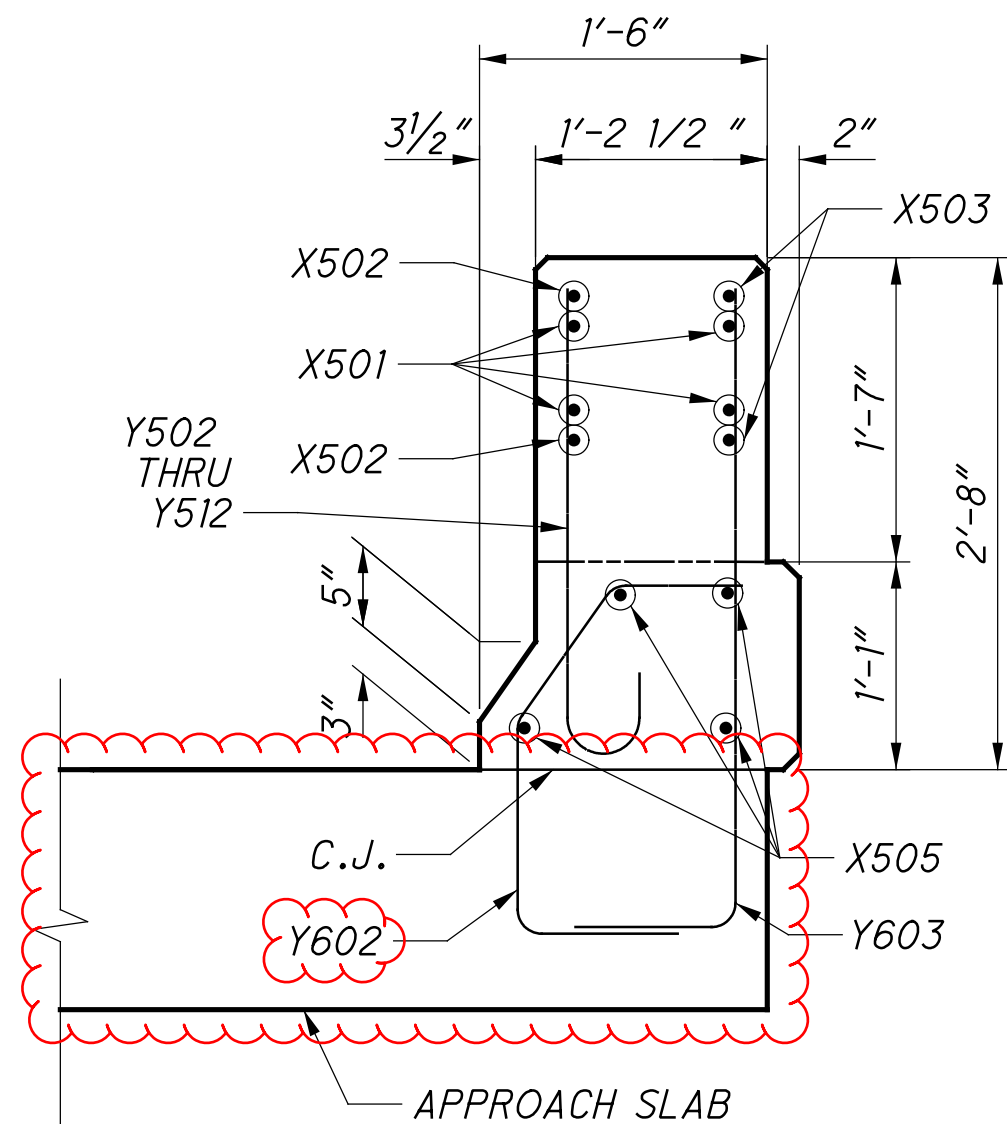
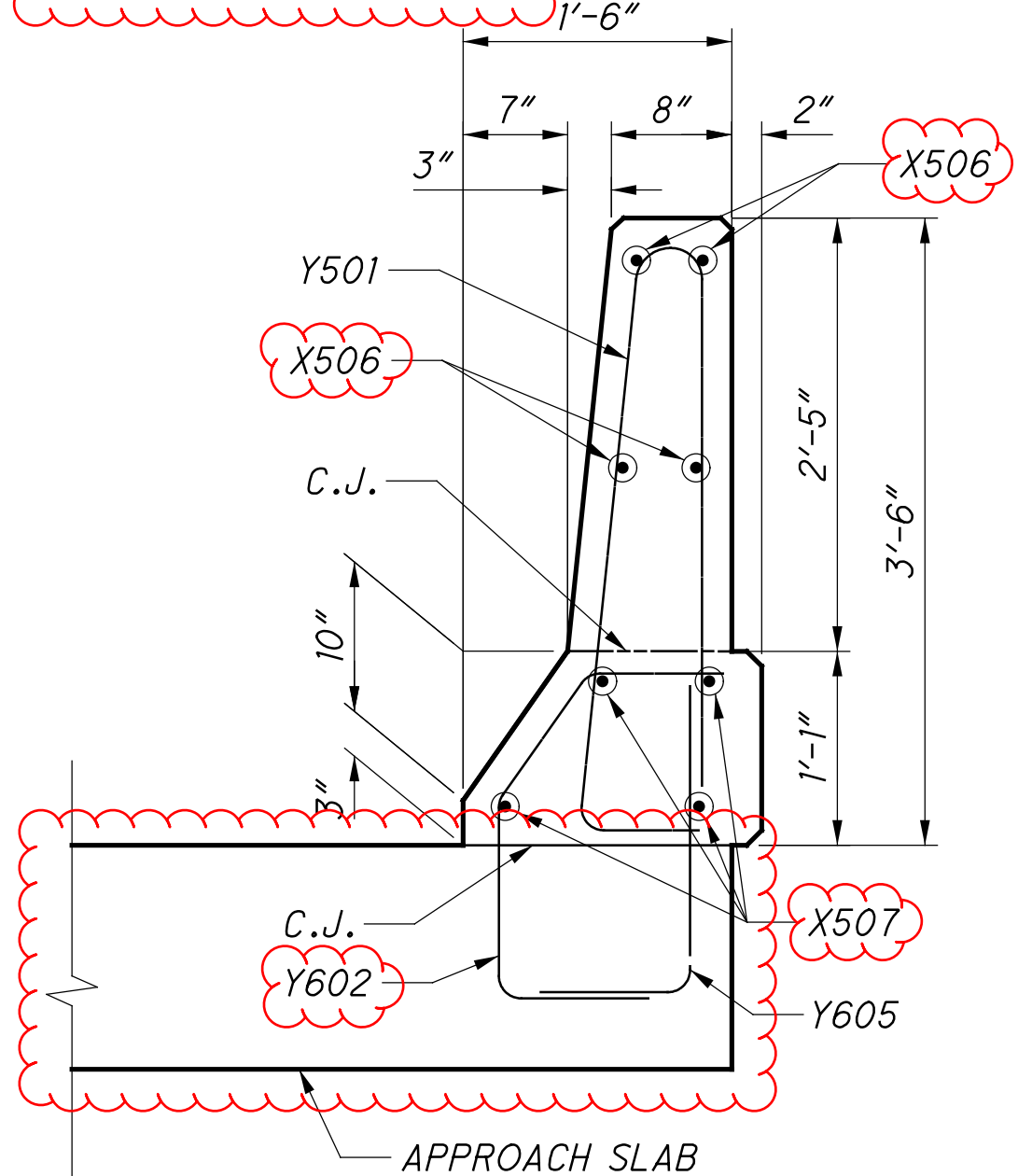
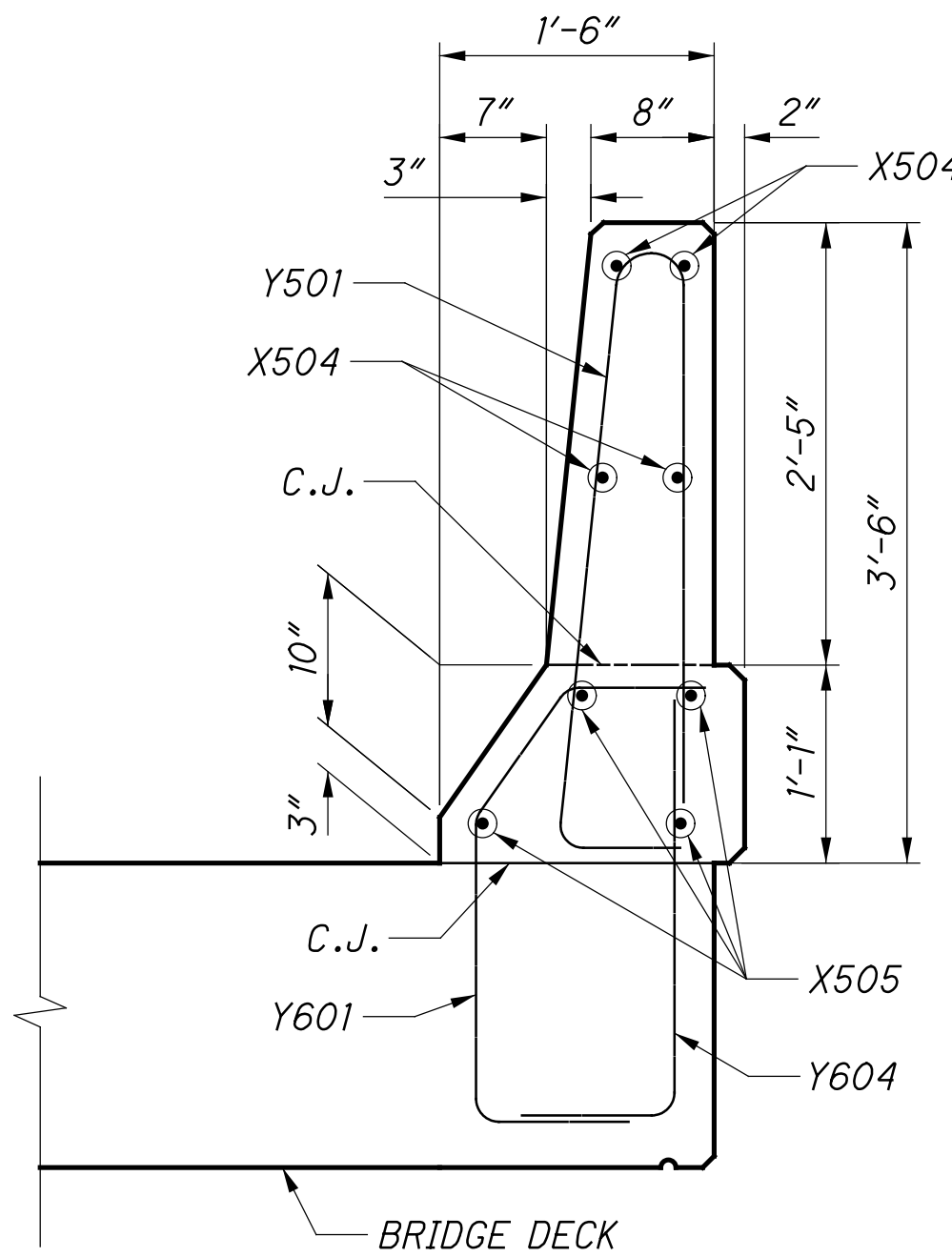
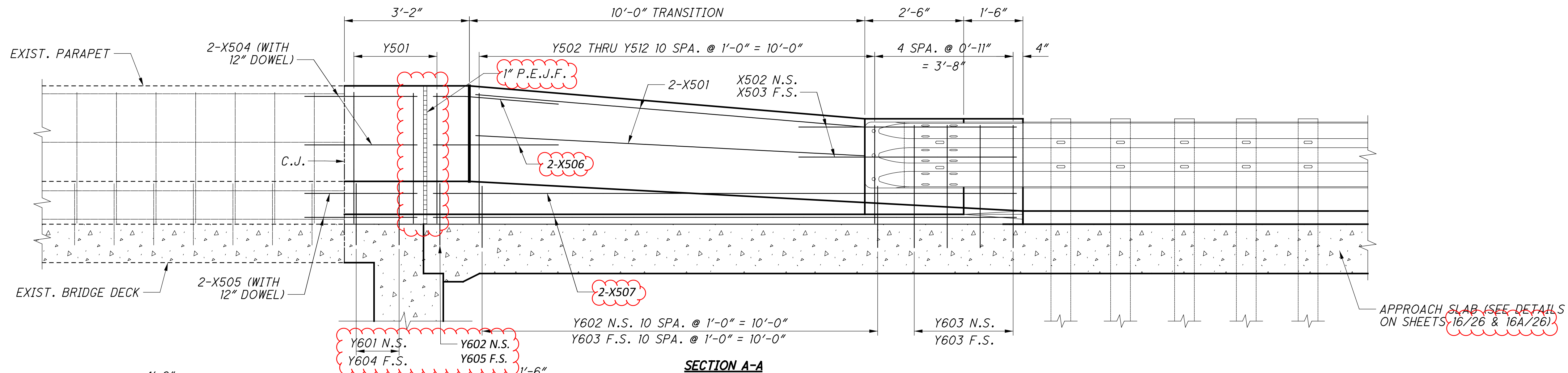
ELEVATION TABLE				
	RA/EB	RA/WB	FA/EB	FA/WB
H	1142.27	1142.79	1138.69	1141.82
I	1146.85	1149.15	1145.05	1147.41
J	1150.26	1152.54	1148.46	1150.80
K	1150.40	1152.65	1148.28	1150.60



LEGEND:
P.C.P.P. = PERFORATED CORRUGATED PLASTIC PIPE
C.J. = CONSTRUCTION JOINT



LEGEND:
N.S. = NEAR SIDE
F.S. = FAR SIDE
C.J. = CONST. JOINT



PARAPET DETAILS
POR-76-9.735 & POR-76-10.072
OVER NEW MILFORD ROAD & HATTRICK ROAD

SFN
6702376

SFN
6702554
DESIGN AGENCY



DESIGNER
JF

CHECKER
MJA

REVIEWER
TJP

PROJECT ID
112778

SUBSET
15

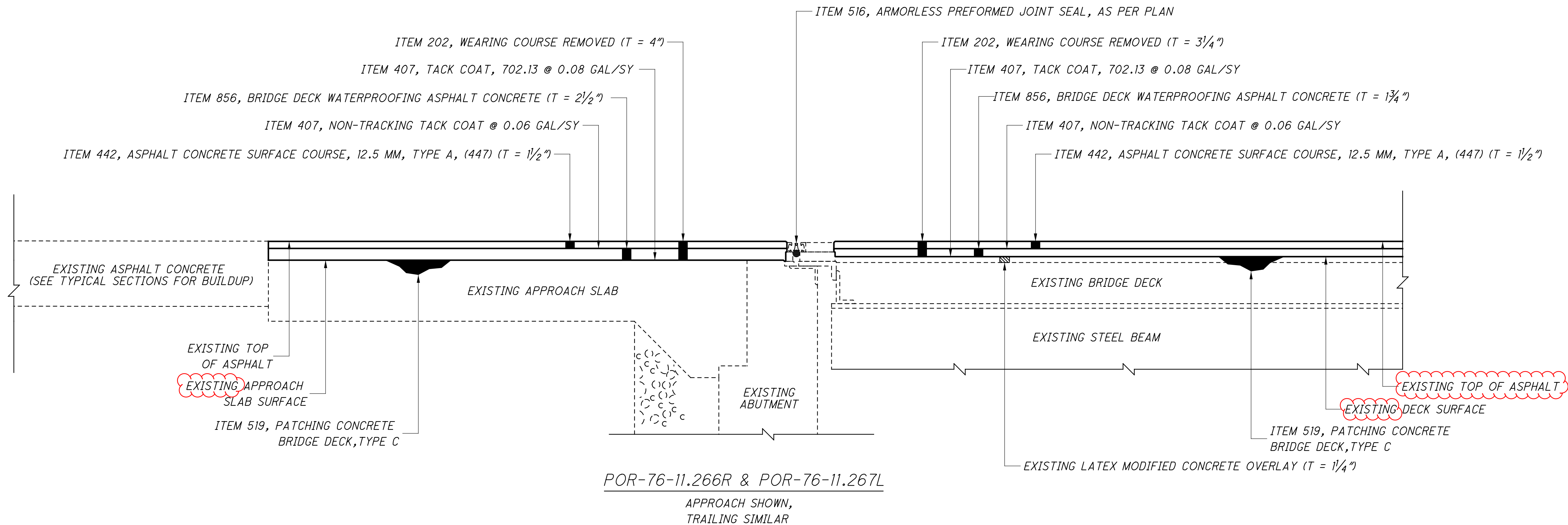
TOTAL
26

SHEET
P.37

TOTAL
48

POR-76-9.73

MODEL: Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 6/30/2025 TIME: 12:32:33 PM USER: jftzsim
 www:\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 04\Portage\112778\400-Engineering\Roadway\Sheets\112778_S0001.dgn

[illegible]

SUPERSTRUCTURE DETAILS
POR-76-11.266R & POR-76-11.267L
OVER BARREL RUN

SFN	VARIOUS
-----	---------

DESIGN AGENCY



DESIGNER	CHECKER
JF	MJA


REVIEWER
TJP 04-04-25

PROJECT ID
112778

SUBSET	TOTAL
18	26

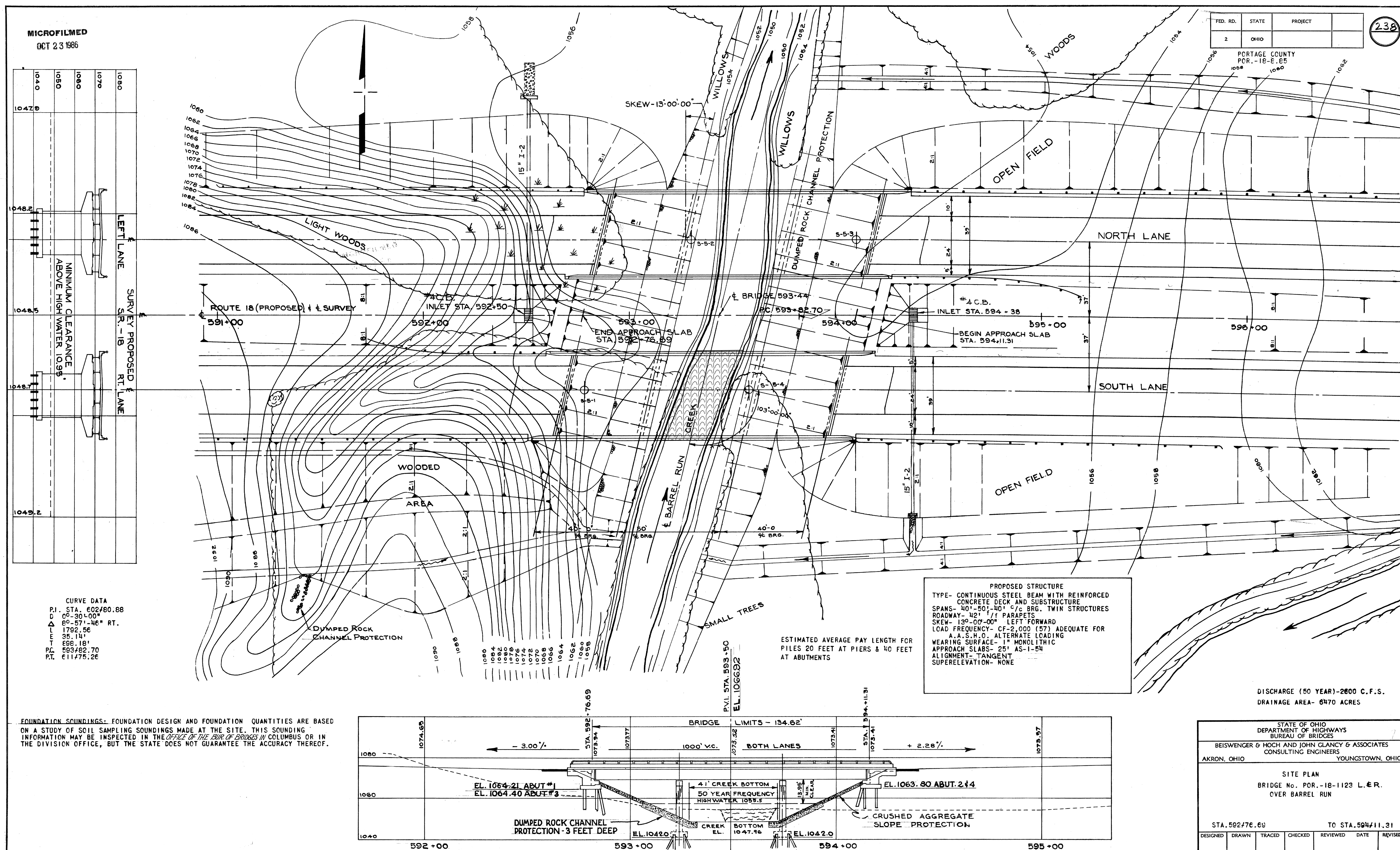
SHEET	TOTAL
P.40	48



SFN	
VARIOUS	
DESIGN AGENCY	
	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 04-04-25	
PROJECT ID	
112778	
SUBSET	TOTAL
19	26
SHEET	TOTAL
P.41	48

 = CHANNEL CLEANOUT

FOR REFERENCE ONLY



CHANNEL CLEANOUT DETAIL
POR-76-11.266R
OVER BARREL RUN

SFN	6702627
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DESIGN AGENCY



DESIGNER	CHECKER
JF	MJA

REVIEWER	
TJP	04-04-25

PROJECT ID
112778

SUBSET	TOTAL
20	2

SHEET	TOTAL
P.42	4

POR-76-9.73

MODEL: Sheet PAPER: 34x22 (in.) DATE: 6/30/2025 TIME: 10:29:43 AM USER: jftzsim
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MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					MARK
	EB REAR ABUT	WB FWD ABUT	EB REAR SUPER	WB FWD SUPER	TOTAL				A	B	C	D	E	
D501			65	65	130	6'-8"	904	4	1'-3"	1'-8"	2'-4"			*A501
D502			5	5	10	8'-8"	91	3	9"	2'-2"				*A502
D503			6	6	12	8'-10"	111	3	10"	2'-2"				\$A503
D504			6	6	12	9'-0"	113	3	11"	2'-2"				A504
D505			6	6	12	9'-2"	115	3	1'-0"	2'-2"				A505
D506			6	6	12	9'-2"	115	3	1'-0"	2'-2"				
D507			6	6	12	9'-4"	117	3	1'-1"	2'-2"				\$A801
D508			6	6	12	9'-2"	115	3	1'-0"	2'-2"				A802
D509			6	6	12	8'-10"	111	3	10"	2'-2"				A803
D510			6	6	12	8'-8"	109	3	9"	2'-2"				
D511			6	6	12	8'-6"	107	3	8"	2'-2"				A510
D512			6	6	12	8'-4"	105	3	7"	2'-2"				#A511
														A512
\$D801			13	13	26	22'-5"	1557	STR						A513
D802			13	13	26	23'-6"	1632	STR						A514
D803			13	13	26	23'-10"	1655	STR						A515
D804			41	41	82	6'-3"	1369	18	3'-6"	1'-1"	9"			A516
														A517
														A518
														A519
	SUPERSTRUCTURE SUB-TOTAL							8326						

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

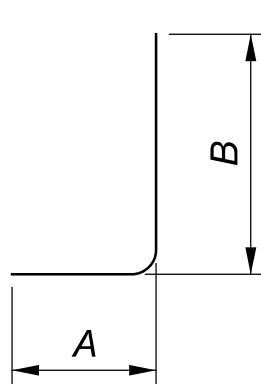
ALL REINFORNCING STEEL TO BE EPOXY COATED

\$ BARS TO BE CONNECTED WITH MECHANICAL CONNECTORS

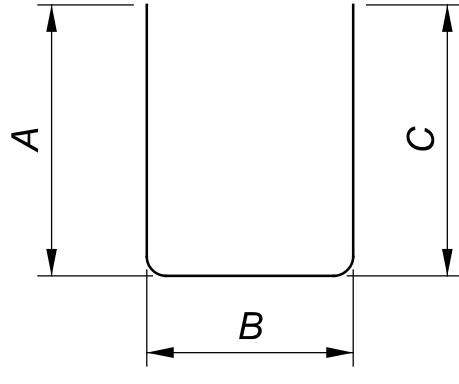
* BARS TO BE DOWELED 12"

BARS TO BE DOWELED 18"

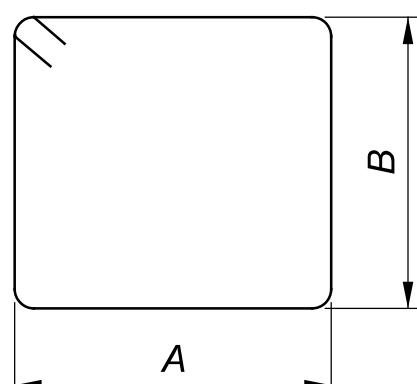
MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					MARK
	EB REAR ABUT	WB FWD ABUT	EB REAR SUPER	WB FWD SUPER	TOTAL				A	B	C	D	E	
	29	29			58	11'-9"	711	2	4'-1"	2'-2"	4'-1"			
	12	12			24	10'-3"	257	2						
	6	6			12	24'-3"	304	STR						
	6	6			12	22'-7"	283	STR						
	4	4			8	20'-7"	172	STR						
	4	4			8	24'-3"	518	STR						
	4	4			8	23'-6"	502	STR						
	4	4			8	23'-10"	510	STR						
	8	8			16	11'-10"	198	3	2'-8"	1'-10"				
	8	8			16	4'-7"	77	16	4'-0"					
	6	6			12	3'-6"	44	STR						
	6	6			12	9'-8"	121	STR						
	4	4			8	14'-8"	123	2	6'-1"	1'-1"	6'-1"			
	4	4			8	11'-6"	96	2	4'-6"	1'-1"	4'-6"			
	2	2			4	8'-5"	36	STR						
	10	10			20	6'-8"	140	STR						
	10	10			20	8'-1"	169	2	2'-10"	1'-0"	2'-10"			
	2	2			4	7'-9"	33	2	2'-8"	1'-0"	2'-8"			
	ABUTMENT SUB-TOTAL							4294						



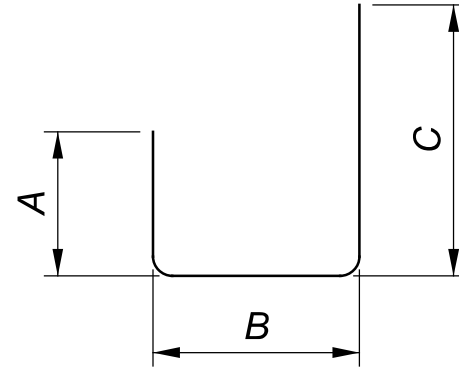
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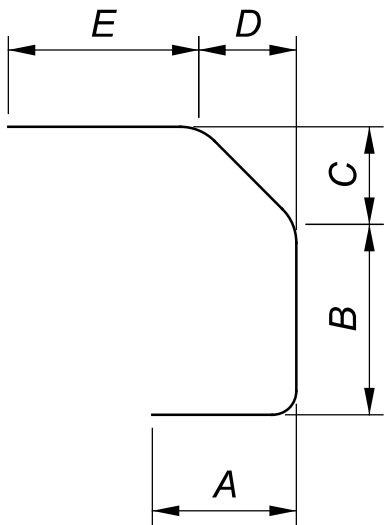
TYPE-2



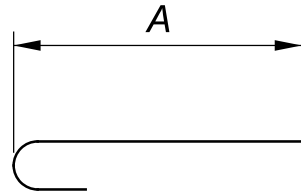
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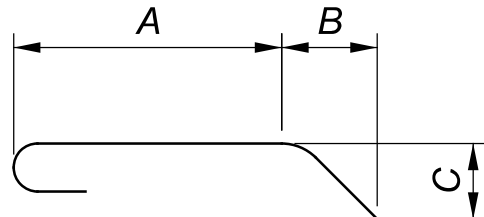
TYPE-4



TYPE-14



TYPE-16



TYPE-18

REINFORCING SCHEDULE
POR-76-9.735
OVER NEW MILFORD ROAD

SFN
6702376

DESIGN AGENCY



DESIGNER
JF

CHECKER
MJA

REVIEWER

TJP 04-28-25

PROJECT ID

112778

SUBSET TOTAL

23 26

SHEET TOTAL

P.45 48

MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS				
	WB REAR ABUT	EB FWD ABUT	WB REAR SUPER	EB FWD SUPER	TOTAL				A	B	C	D	E		WB REAR ABUT	EB FWD ABUT	WB REAR SUPER	EB FWD SUPER	TOTAL				A	B	C	D	E
D501			66	66	132	6'-8"	918	4	1'-3"	1'-8"	2'-4"			*A506	12	12			24	11'-11"	299	2	4'-2"	2'-2"	4'-2"		
D502			5	5	10	8'-8"	91	3	9"	2'-2"				*A507	29	29			58	13'-5"	812	2	4'-11"	2'-2"	4'-11"		
D503			6	6	12	8'-10"	111	3	10"	2'-2"				\$A508	6	6			12	24'-0"	301	STR					
D504			6	6	12	9'-0"	113	3	11"	2'-2"				A509	6	6			12	25'-10"	324	STR					
D505			6	6	12	9'-2"	115	3	1'-0"	2'-2"				A510	4	4			8	17'-9"	149	STR					
D506			7	7	14	9'-2"	134	3	1'-0"	2'-2"																	
D507			6	6	12	9'-4"	117	3	1'-1"	2'-2"				\$A805	4	4			8	24'-0"	513	STR					
D508			6	6	12	9'-2"	115	3	1'-0"	2'-2"				A806	4	4			8	23'-6"	502	STR					
D509			6	6	12	8'-10"	111	3	10"	2'-2"				A807	4	4			8	24'-8"	527	STR					
D510			6	6	12	8'-8"	109	3	9"	2'-2"																	
D511			6	6	12	8'-6"	107	3	8"	2'-2"				A510	8	8			16	11'-10"	198	3	2'-8"	1'-10"			
D512			6	6	12	8'-4"	105	3	7"	2'-2"				#A511	8	8			16	4'-7"	77	16	4'-0"				
														A512	6	6			12	3'-6"	44	STR					
\$D805			13	13	26	22'-1"	1534	STR						A513	6	6			12	9'-8"	121	STR					
D806			13	13	26	23'-6"	1632	STR						A514	4	4			8	14'-8"	123	2	6'-1"	1'-1"	6'-1"		
D807			13	13	26	24'-8"	1713	STR						A515	4	4			8	11'-6"	96	2	4'-6"	1'-1"	4'-6"		
D804			41	41	82	6'-3"	1369	18	3'-6"	1'-1"	9"			A516	2	2			4	8'-5"	36	STR					
														A517	10	10			20	6'-8"	140	STR					
														A518	10	10			20	8'-1"	169	2	2'-10"	1'-0"	2'-10"		
														A519	2	2			4	7'-9"	33	2	2'-8"	1'-0"	2'-8"		
	SUPERSTRUCTURE SUB-TOTAL							8394							ABUTMENT SUB-TOTAL					4464							

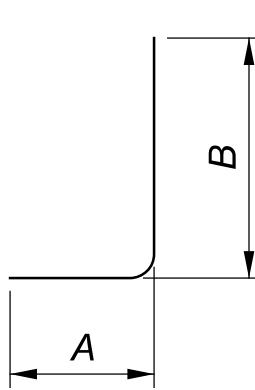
THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TOOOUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE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

ALL REINFORNCING STEEL TO BE EPOXY COATED

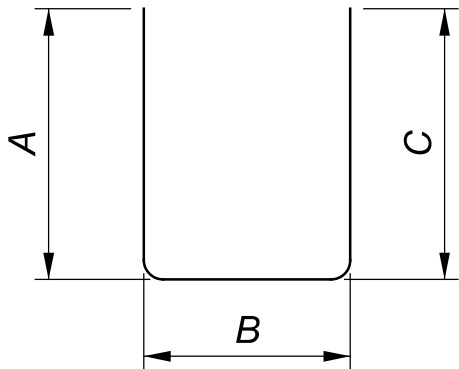
\$ BARS TO BE CONNECTED WITH MECHANICAL CONNECTORS

* BARS TO BE DOWELED 12"

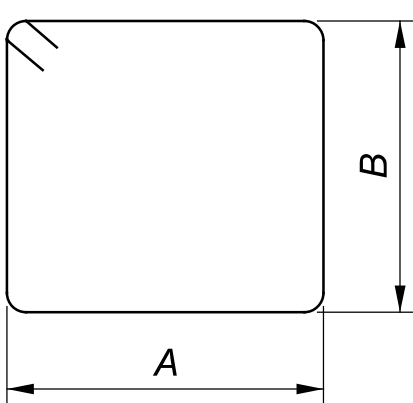
BARS TO BE DOWELED 18"



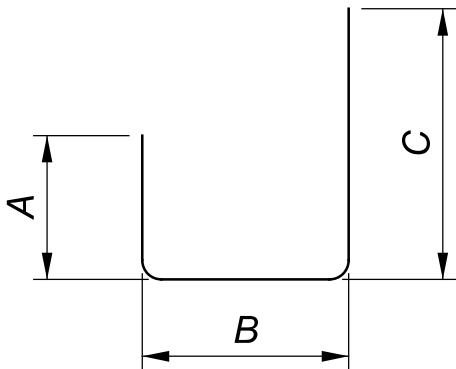
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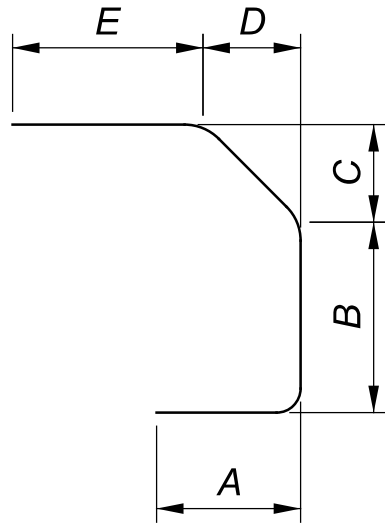
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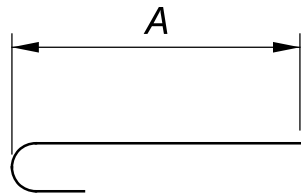
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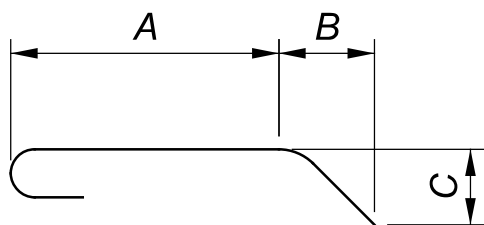
TYPE-4



TYPE-14



TYPE-16



TYPE-18

REINFORCING SCHEDULE
POR-76-9.735
OVER NEW MILFORD ROAD

SFN
6702376

DESIGN AGENCY



DESIGNER
JF

CHECKER
MJA

REVIEWER
TJP 04-28-25

PROJECT ID
112778

SUBSET
24

TOTAL
26

SHEET
P.46

TOTAL
48

MODEL: Sheet PAPER: SIZE: 34x22 (in.) DATE: 6/30/2025 TIME: 10:31:06 AM USER: jfzain
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MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					MARK
	EB REAR ABUT	WB FWD ABUT	EB REAR SUPER	WB FWD SUPER	TOTAL				A	B	C	D	E	
D513			65	65	130	7'-0"	950	4	1'-3"	1'-8"	2'-8"			*A520
D514			5	5	10	10'-8"	112	3	1'-9"	2'-2"				*A521
D515			6	6	12	10'-10"	136	3	1'-10"	2'-2"				\$A522
D516			6	6	12	11'-0"	138	3	1'-11"	2'-2"				A523
D517			6	6	12	11'-2"	140	3	2'-0"	2'-2"				A524
D518			6	6	12	11'-4"	142	3	2'-1"	2'-2"				
D519			6	6	12	11'-2"	140	3	2'-0"	2'-2"				\$A808
D520			6	6	12	11'-0"	138	3	1'-11"	2'-2"				A809
D521			6	6	12	10'-10"	136	3	1'-10"	2'-2"				A810
D522			6	6	12	10'-8"	134	3	1'-9"	2'-2"				
D523			6	6	12	10'-6"	132	3	1'-8"	2'-2"				A525
D524			6	6	12	10'-4"	130	3	1'-7"	2'-2"				#A526
														A527
\$D808			15	15	30	22'-4"	1789	STR						A528
D809			15	15	30	23'-8"	1896	STR						A529
D810			15	15	30	23'-10"	1909	STR						A530
D804			41	41	82	6'-3"	1369	18	3'-6"	1'-1"	9"			A531
														A532
	SUPERSTRUCTURE SUB-TOTAL							9391						A533
														A534

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

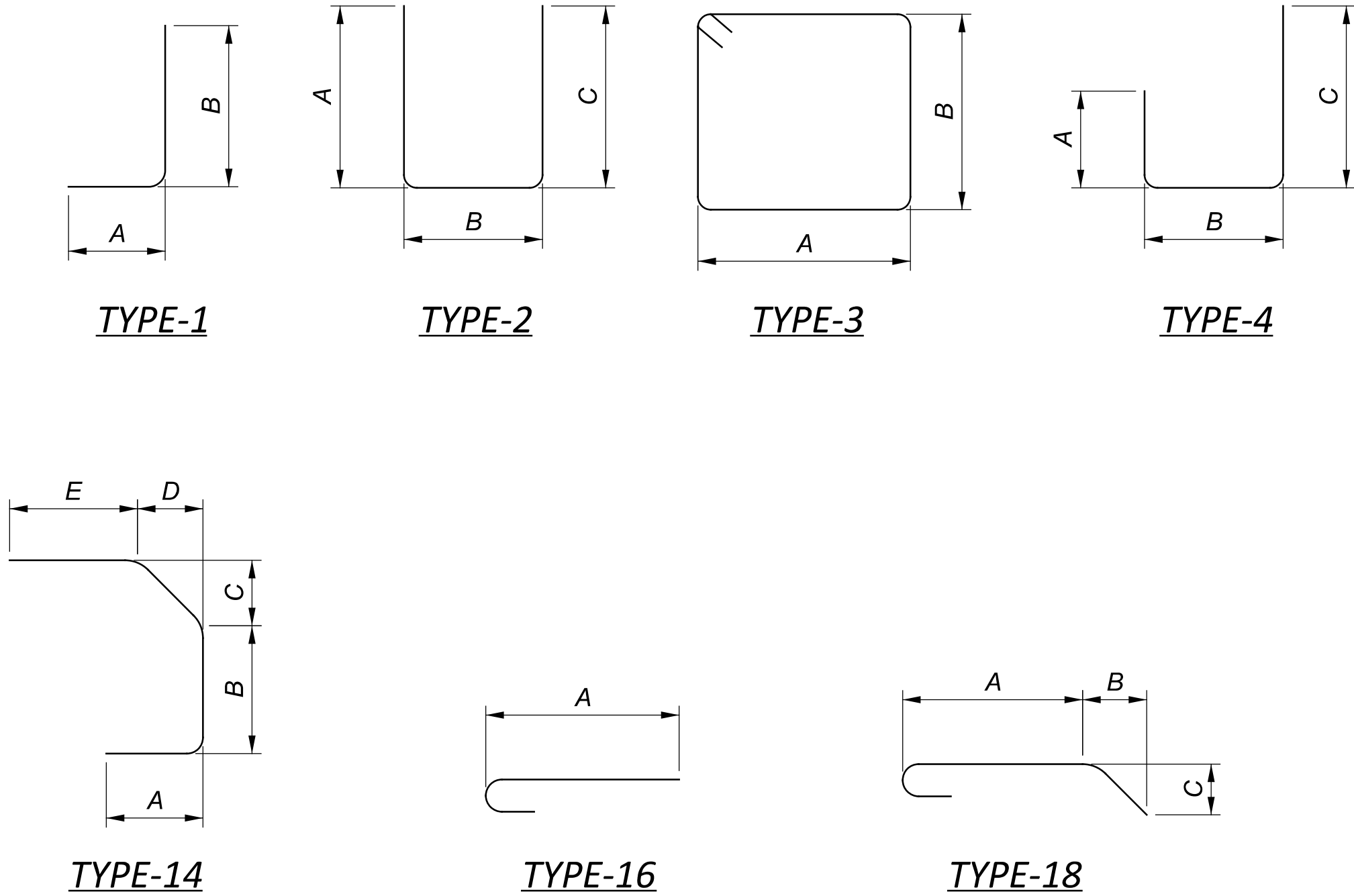
ALL REINFORNCING STEEL TO BE EPOXY COATED

\$ BARS TO BE CONNECTED WITH MECHANICAL CONNECTORS

* BARS TO BE DOWELED 12"

BARS TO BE DOWELED 18"

MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					MARK
	EB REAR ABUT	WB FWD ABUT	EB REAR SUPER	WB FWD SUPER	TOTAL				A	B	C	D	E	
	29	29			58	9'-11"	600	2	3'-2"	2'-2"	3'-2"			
	12	12			24	8'-5"	211	2	2'-5"	2'-2"	2'-5"			
	4	4			8	24'-2"	202	STR						
	4	4			8	25'-1"	210	STR						
	2	2			4	18'-1"	76	STR						
	4	4			8	24'-2"	517	STR						
	4	4			8	23'-8"	506	STR						
	4	4			8	23'-10"	510	STR						
	7	7			14	12'-0"	176	3	2'-8"	1'-11"				
	7	7			14	4'-7"	67	16	4'-0"					
	6	6			12	3'-7"	45	STR						
	6	6			12	10'-8"	134	STR						
	4	4			8	14'-8"	123	2	6'-1"	1'-1"	6'-1"			
	4	4			8	11'-6"	96	2	4'-6"	1'-1"	4'-6"			
	2	2			4	9'-7"	40	STR						
	10	10			20	5'-9"	120	STR						
	10	10			20	8'-1"	169	2	2'-10"	1'-0"	2'-10"			
	4	4			8	7'-9"	65	2	2'-8"	1'-0"	2'-8"			
	ABUTMENT SUB-TOTAL							3867						



REINFORCING SCHEDULE
POR-76-10.072
OVER HATTRICK ROAD

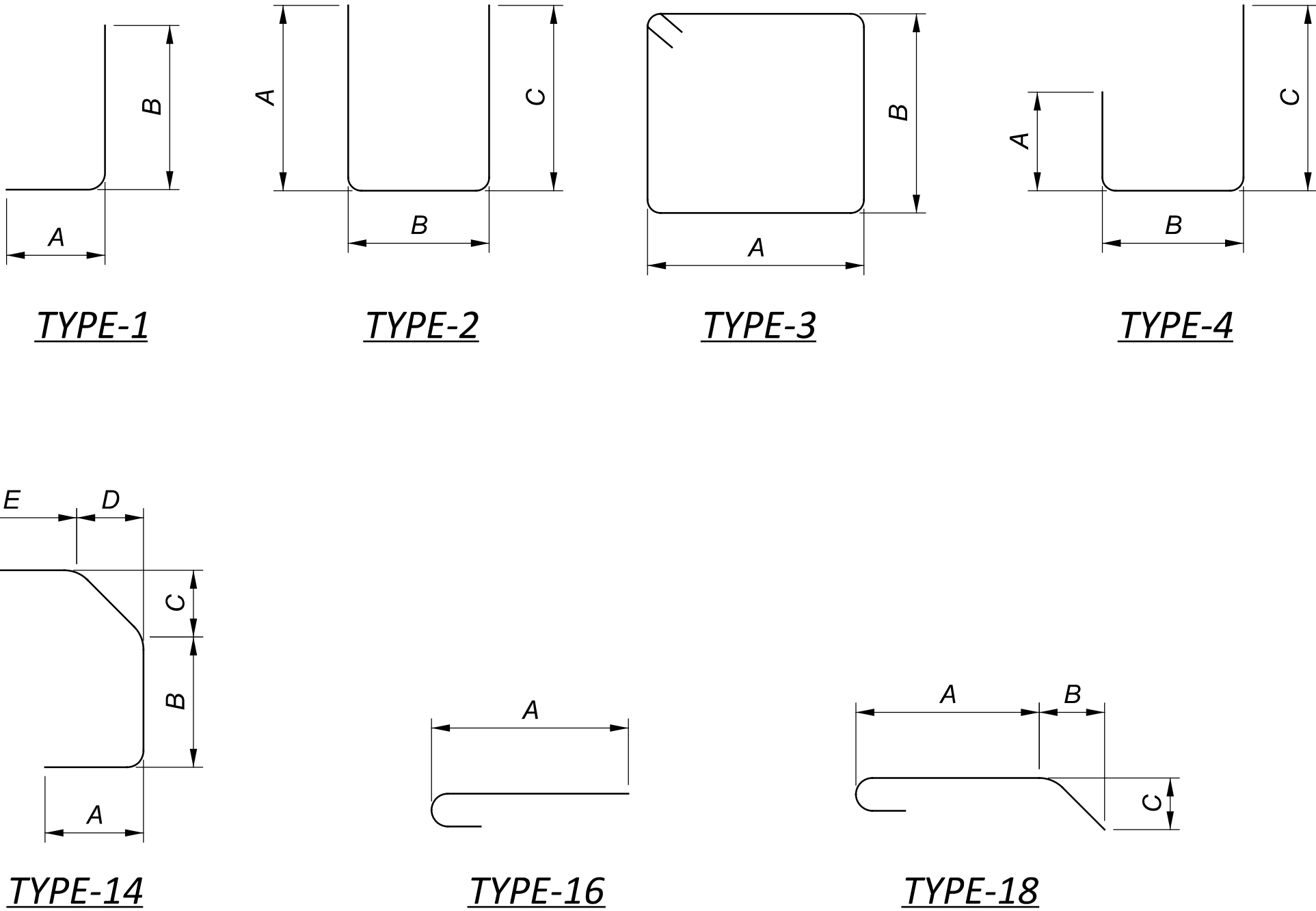
SFN 6702554	
DESIGN AGENCY	
DESIGNER JF	CHECKER MJA
REVIEWER TJP 04-28-25	
PROJECT ID 112778	
SUBSET 25	TOTAL 26
SHEET P.47	TOTAL 48

MODEL: Sheet 2 PAPER: SIZE: 34x22 (in.) DATE: 6/30/2025 TIME: 10:31:07 AM USER: jfitzsim
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MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS				
	WB REAR ABUT	EB FWD ABUT	WB REAR SUPER	EB FWD SUPER	TOTAL				A	B	C	D	E		WB REAR ABUT	EB FWD ABUT	WB REAR SUPER	EB FWD SUPER	TOTAL				A	B	C	D	E
D525			65	65	130	6'-8"	904	4	1'-3"	1'-8"	2'-4"			*A535	12	12			24	11'-11"	299	2	4'-2"	2'-2"	4'-2"		
D526			6	6	12	8'-6"	107	3	8"	2'-2"				*A536	29	29			58	13'-5"	812	2	4'-11"	2'-2"	4'-11"		
D527			6	6	12	8'-8"	109	3	9"	2'-2"				\$A537	8	8			16	24'-2"	404	STR					
D528			6	6	12	8'-10"	111	3	10"	2'-2"				A538	8	8			16	24'-4"	407	STR					
D529			6	6	12	9'-0"	113	3	11"	2'-2"				A539	6	6			12	17'-11"	225	STR					
D530			7	7	14	9'-2"	134	3	1'-0"	2'-2"																	
D531			6	6	12	9'-4"	117	3	1'-1"	2'-2"				\$A811	4	4			8	24'-2"	517	STR					
D532			6	6	12	9'-6"	119	3	1'-2"	2'-2"				A812	4	4			8	29'-6"	631	STR					
D533			6	6	12	9'-6"	119	3	1'-2"	2'-2"				A813	4	4			8	17'-11"	383	STR					
D534			6	6	12	9'-2"	115	3	1'-0"	2'-2"																	
D535			6	6	12	9'-0"	113	3	11"	2'-2"				A525	7	7			14	12'-0"	176	3	2'-8"	1'-11"			
D536			6	6	12	8'-10"	111	3	10"	2'-2"				#A526	7	7			14	4'-7"	67	16	4'-0"				
														A527	6	6			12	3'-7"	45	STR					
\$D811			13	13	26	22'-4"	1551	STR						A528	6	6			12	10'-8"	134	STR					
D812			13	13	26	29'-6"	2048	STR						A529	4	4			8	14'-8"	123	2	6'-1"	1'-1"	6'-1"		
D813			13	13	26	17'-11"	1245	STR						A530	4	4			8	11'-6"	96	2	4'-6"	1'-1"	4'-6"		
D804			41	41	82	6'-3"	1369	18	3'-6"	1'-1"	9"			A531	2	2			4	9'-7"	40	STR					
														A532	10	10			20	5'-9"	120	STR					
	SUPERSTRUCTURE SUB-TOTAL							8385						A533	10	10			20	8'-1"	169	2	2'-10"	1'-0"	2'-10"		
THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TOOUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.														A534	4	4			8	7'-9"	65	2	2'-8"	1'-0"	2'-8"		
														ABUTMENT SUB-TOTAL										4713			

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

- ALL REINFORNCING STEEL TO BE EPOXY COATED
- \$ BARS TO BE CONNECTED WITH MECHANICAL CONNECTORS
- * BARS TO BE DOWELED 12"
- # BARS TO BE DOWELED 18"



REINFORCING SCHEDULE
POR-76-10.072
OVER HATTRICK ROAD

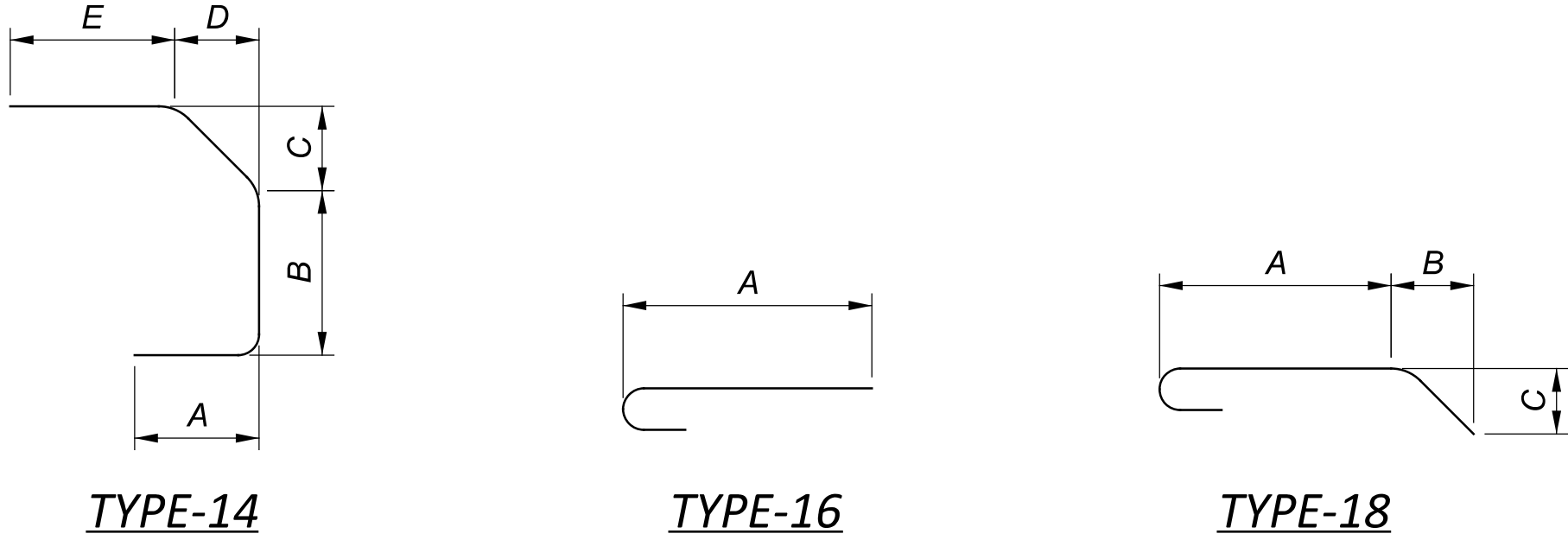
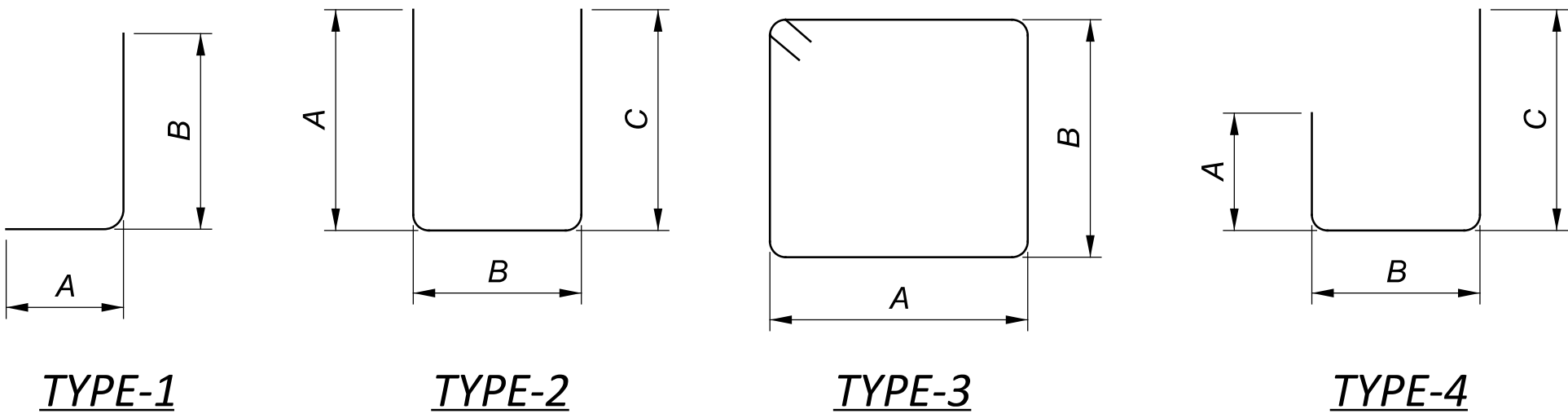
SFN 6702554	
DESIGN AGENCY	
DESIGNER JF	CHECKER MJA
REVIEWER TJP 04-28-25	
PROJECT ID 112778	
SUBSET 26	TOTAL 26
SHEET P.48	TOTAL 48

MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS				
	EB REAR APPROACH	EB FWD APPROACH	WB REAR APPROACH	WB FWD APPROACH	TOTAL				A	B	C	D	E
X501	8	8	8	8	32	10'-0"	334	STR					
X502	2	2	2	2	8	5'-8"	48	STR					
X503	2	2	2	2	8	5'-8"	48	STR					
*X504	8	8	8	8	32	1'-11"	64	STR					
*X505	8	8	8	8	32	1'-11"	64	STR					
X506	8	8	8	8	32	2'-2"	73	STR					
X507	8	8	8	8	32	9'-10"	329	STR					
Y501	6	6	6	6	24	7'-1"	178	23	8"	3'-3"	3'-0"		
Y502	2	2	2	2	8	3'-10"	32	16	3'-2"				
Y503	2	2	2	2	8	3'-9"	32	16	3'-1"				
Y504	2	2	2	2	8	3'-8"	31	16	3'-0"				
Y505	2	2	2	2	8	3'-7"	30	16	2'-11"				
Y506	2	2	2	2	8	3'-6"	30	16	2'-10"				
Y507	2	2	2	2	8	3'-5"	29	16	2'-9"				
Y508	2	2	2	2	8	3'-4"	28	16	2'-8"				
Y509	2	2	2	2	8	3'-3"	28	16	2'-7"				
Y510	2	2	2	2	8	3'-2"	27	16	2'-6"				
Y511	2	2	2	2	8	3'-1"	26	16	2'-5"				
Y512	2	2	2	2	8	3'-0"	26	16	2'-4"				
Y601	4	4	4	4	16	6'-2"	149	14	10"	1'-8"	8"	6"	9"
Y602	24	24	24	24	96	5'-7"	806	14	10"	1'-1"	8"	6"	9"
Y603	38	38	38	38	152	5'-0"	1142	1	10"	3'-4"			
Y604	4	4	4	4	16	3'-11"	95	1	10"	2'-3"			
Y605	1	1	1	1	4	3'-5"	21	1	10"	1'-9"			
PARAPETS SUB-TOTAL							3670						

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

ALL REINFORNCING STEEL TO BE EPOXY COATED

* BARS TO BE DOWELED 12"



REINFORCING SCHEDULE - PARAPETS
POR-76-9.735 & POR-76-10.072
OVER NEW MILFORD ROAD & HATTRICK ROAD

SFN
6702554
DESIGN AGENCY

DESIGNER
JF

CHECKER
MJA

REVIEWER
TJP

PROJECT ID
112778

SUBSET
26A

TOTAL
26

SHEET
P.48A

TOTAL
48