

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

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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BEGIN PROJECT  
S.L.M. = 9.73

STRUCTURE:  
POR-76-14.894

STRUCTURE:  
POR-76-16.106

END PAVING  
S.L.M. = 13.56

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

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	MT-98.30	7/16/21	BR-1-13	1/17/14	800-2023	1/17/25 ASBESTOS REPORT
BP-9.1	1/18/19	MT-99.20	4/19/19	SICD-1-21	1/19/24	807	1/17/25 (SFN 6702430) 5/6/25
		MT-101.60	1/17/25			808	7/19/24 ASBESTOS REPORT
DM-4.3	1/15/16	MT-101.90	7/17/20	MT-101.70	7/19/24	821	4/20/15 (SFN 6702619) 5/6/25
DM-4.4	1/15/16	MT-104.10	1/19/24	MT-101.75	7/21/23	832	7/19/24 ASBESTOS REPORT
		MT-105.10	1/17/20			843	1/19/24 (SFN 6702627) 5/6/25
AS-1-15	1/20/23					846	4/17/15 ASBESTOS REPORT
AS-2-15	7/21/23	TC-41.20	10/18/13			850	7/21/23 (SFN 6702767) 5/6/25
VPF-1-24	1/17/25	TC-42.10	10/18/13			856	7/21/23 ASBESTOS REPORT
		TC-42.20	10/18/13			905	1/17/25 (SFN 6702864) 5/6/25
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				

ENGINEER'S SEAL  
ROADWAY

ENGINEER'S SEAL  
BRIDGE





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 [https://ftp.dot.state.oh.us/pub/contracts/Attach/\\_FOR\\_THIS\\_PROJECT](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.

PAVEMENT MARKING LANE WIDTHS

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:

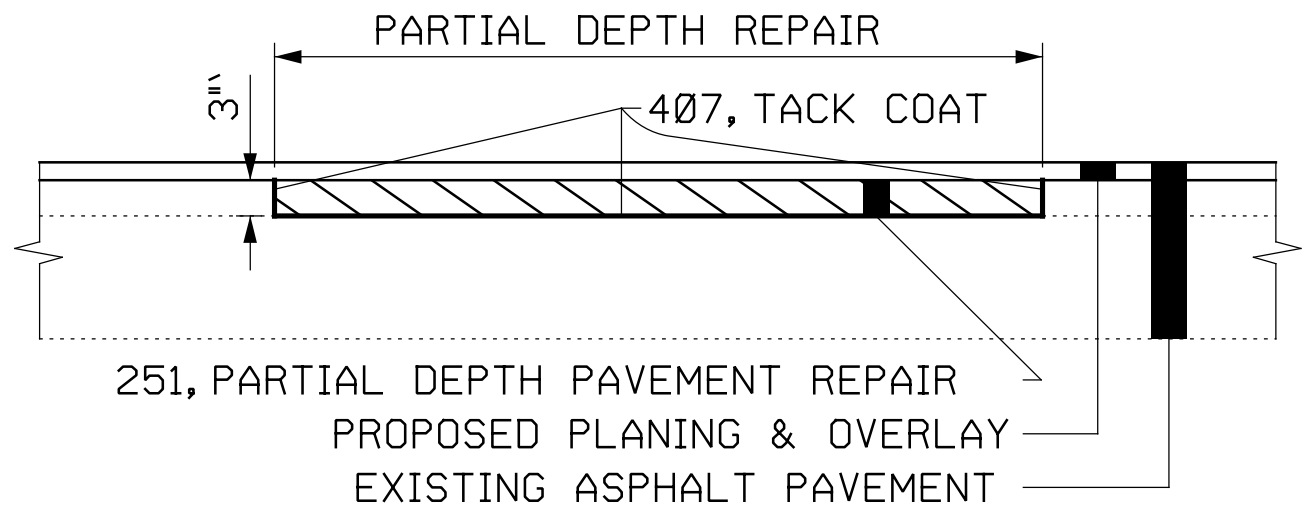
202, REMOVAL MISC.: BARRIER REFLECTOR, 162 EACH  
626, BARRIER REFLECTOR, TYPE 2, 114 EACH  
626, BARRIER REFLECTOR, TYPE 5, 693 EACH

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.

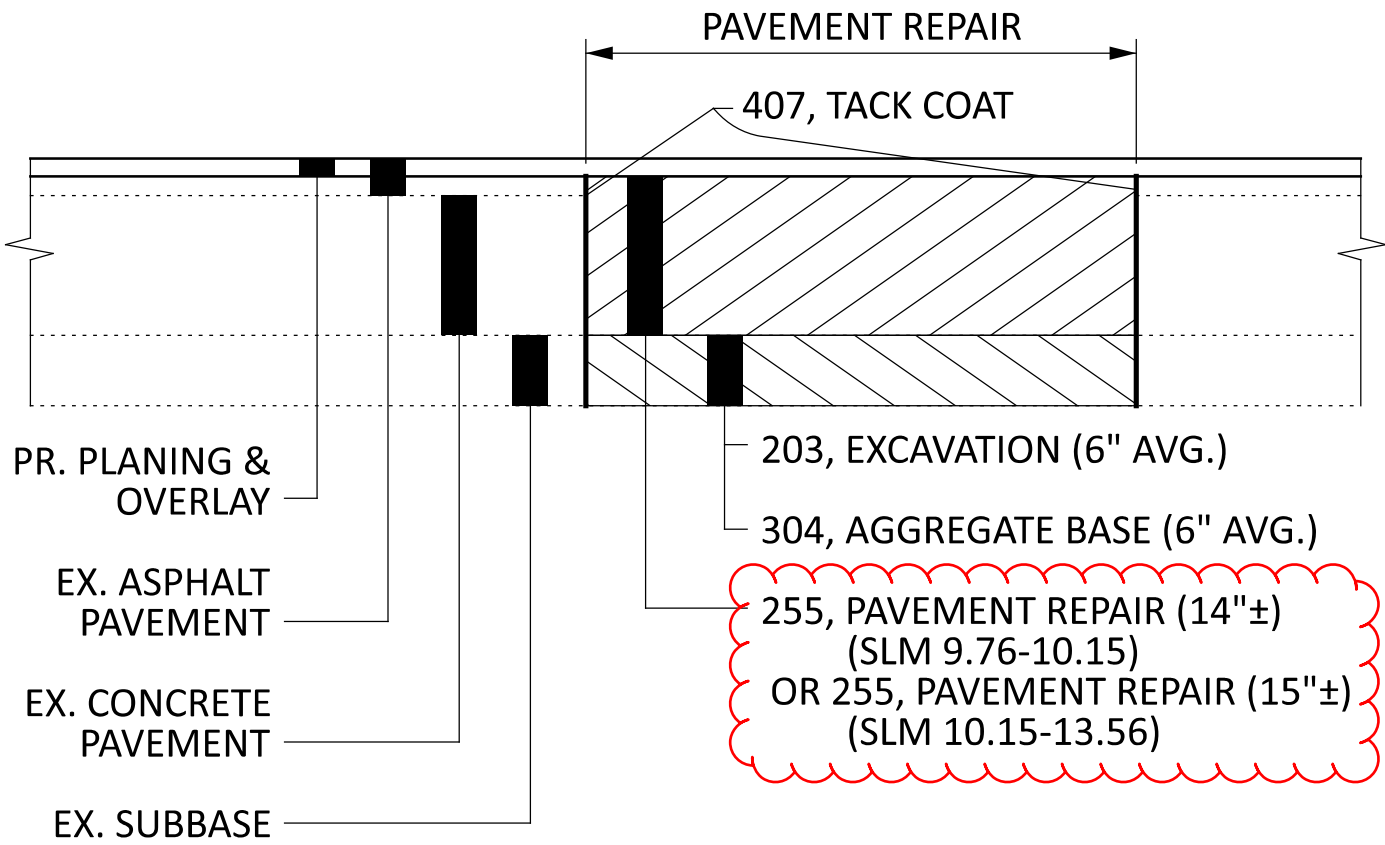
ITEM 255 - FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS

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 14 OR 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:

SLM 9.76 TO 10.15  
255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS, 50 SQ. YD.  
SLM 10.15 TO 13.56  
255, FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS, 450 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 254 - PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN

ALL PROVISIONS OF ITEM 254 WILL APPLY WITH THE FOLLOWING EXCEPTION:

305 CUBIC YARDS ON IR 76 EB FROM SLM 13.26 TO SLM 13.47 WILL BE DELIVERED BY THE CONTRACTOR TO:

PORTAGE COUNTY ROAD DEPARTMENT  
THE INFELD BETWEEN THE IR 76 EB OFF RAMP AND SR 14

THE CONTRACTOR WILL NOTIFY THE PORTAGE COUNTY TRANSPORTATION ADMINISTRATOR, MARK GRIFFITHS, 330-325-9078, TEN DAYS PRIOR TO DELIVERING THE GRINDINGS.

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.





MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.
4. ALL FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT OPERATIONS SHALL BE COMPLETED THE SAME DAY THE EXCAVATION IS MADE. IF THE CONTRACTOR CANNOT COMPLETE THE WORK, THE EXCAVATION SHALL BE BACKFILLED OR PROTECTED AS PER STANDARD CONSTRUCTION DRAWING MT-101.90.
5. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE [1] MILE URBAN.
6. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.
7. A QUANTITY OF 10 CU. YDS. OF ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC SHALL BE PROVIDED FOR USE IN MAINTAINING PAVEMENT, SHOULDERS AND OTHER LOCATIONS AS DIRECTED BY THE ENGINEER.
8. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.
9. THE CONTRACTOR SHALL INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE WORK ZONE MARKING SIGNS AND THEIR SUPPORTS WITHIN THE WORK LIMITS. THESE SIGNS INCLUDE NO EDGE LINES, DO NOT PASS AND PASS WITH CARE". ALL OTHER SIGNS WILL BE INCIDENTAL TO THE LUMP SUM PAY ITEM 614 MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLANS. A QUANTITY OF ITEM 614 WORK ZONE MARKING SIGNS HAS BEEN INCLUDED IN THE PLANS AS PER CMS 614.04.
10. THE CONTRACTOR SHALL SET A WORK ZONE AT THE REQUEST OF THE ENGINEER TO ALLOW THE LAYOUT OF THE PARTIAL/FULL DEPTH PAVEMENT REPAIR AREAS. THIS WORK IS INCIDENTAL TO ITEM 614 MAINTAINING TRAFFIC.
11. TO ENSURE THAT WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND AND MOVING TRAFFIC, ALL WEIGHTED CHANNELIZERS UTILIZED ON INTERSTATES AND FREEWAYS

SHALL BE FROM MANUFACTURERS ON THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF MATERIAL MANAGEMENT S QUALIFIED PRODUCTS LIST (QPL) WHICH UTILIZE A MINIMUM OF A 30 POUND BALLAST.

12. DRUMS UTILIZED ON THE HIGH SIDE OF A SUPERELEVATED INTERSTATE OR FREEWAYS SHALL BE FROM MANUFACTURERS ON THE OFFICE OF MATERIAL MANAGEMENT S QUALIFIED PRODUCTS LIST (QPL) WITH A MINIMUM BALLAST WEIGHT OF 30 POUNDS. ALL BALLASTS USED SHALL BE IN ACCORDANCE WITH THE MANUFACTURER S SPECIFICATIONS.

THE FOLLOWING QUANTITIES SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

614, WORK ZONE LANE LINE, CLASS I, 7.66 MILE  
614, WORK ZONE STOP LINE, CLASS I, 94 FT  
614, WORK ZONE CHANNELIZING LINE, CLASS I, 4230 FT  
614, WORK ZONE DOTTED LINE, CLASS I, 2255 FT  
614, WORK ZONE MARKING SIGN,(ALL PHASES) 8 EACH

614, WORK ZONE LANE LINE, CLASS III, 642 PAINT 7.66 MILE  
614, WORK ZONE STOP LINE, CLASS III, 642 PAINT 94 FT  
614, WORK ZONE CHANNELIZING LINE, CLASS III, 642 PAINT 4230 FT  
614, WORK ZONE DOTTED LINE, CLASS III, 642 PAINT 2255 FT

TO BE USED AS DIRECTED BY THE ENGINEER  
614, WORK ZONE EDGE LINE, CLASS III, 33.84 MILE

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

ADVANCED NOTICE TO PAVE

THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE DISTRICT CONSTRUCTION ENGINEER A DETAILED SCHEDULE 15 DAYS PRIOR TO THE PLACEMENT OF THE OVERLAY COURSES, ON HOW THEY PROPOSE TO PROSECUTE THE PAVING OPERATIONS. THE DETAILS SHALL SHOW THE ORDER OF PERFORMANCE OF EACH STAGE (START TO FINISH) OF THE WORK INCLUDING THE MAINTENANCE OF TRAFFIC THAT WILL BE USED.

TIME LIMITATION, TRAFFIC ON A MILLED SURFACE

THE MAXIMUM ALLOWABLE TIME FOR TRAFFIC TO BE PLACED ON A MILLED SURFACE SHALL BE 7 CONSECUTIVE CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$2,000 PER DAY THAT THE TRAFFIC IS PLACED ON A MILLED SURFACE BEYOND THE SPECIFIED LIMIT.

Removed Lanes Open During Holidays or Special Events note

PLACEMENT OF ASPHALT CONCRETE

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT ONE-WAY TRAFFIC WILL BE PERMITTED FOR MINIMUM PERIODS OF TIME CONSISTENT WITH THE REQUIREMENTS OF THE SPECIFICATIONS FOR PROTECTION OF COMPLETED ASPHALT CONCRETE COURSES.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permittted-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$1,000 PER HOUR THAT A LANE IS CLOSED EXCEEDING THE SPECIFIED LIMITS OF THE PLCS.

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 04-04-25

PROJECT ID

112778

SHEET

P.6

TOTAL

48



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.

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.

APPROVED MAINTENANCE OF TRAFFIC FOR WORK AT STRUCTURES  
POR-76-11.266R, POR-76-11.267L, POR-76-13.060L & POR-76-13.076R

ALL WORK REQUIRED TO COMPLETE THE ASPHALT CONCRETE  
OVERLAY AND DECK PATCHING ON STRUCTURES POR-76-11.266R,  
POR-76-11.267L, POR-76-13.060L & POR-76-13.076R SHALL BE  
PERFORMED ONE LANE AT A TIME USING WEEKEND LANE  
CLOSURES BETWEEN 7 PM FRIDAY AND 6 AM MONDAY. FOUR  
WEEKEND CLOSURES ARE ANTICIPATED FOR THIS WORK (TWO  
WEEKENDS PER BOUND).

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 04-04-25

PROJECT ID

112778

SHEET

P.9

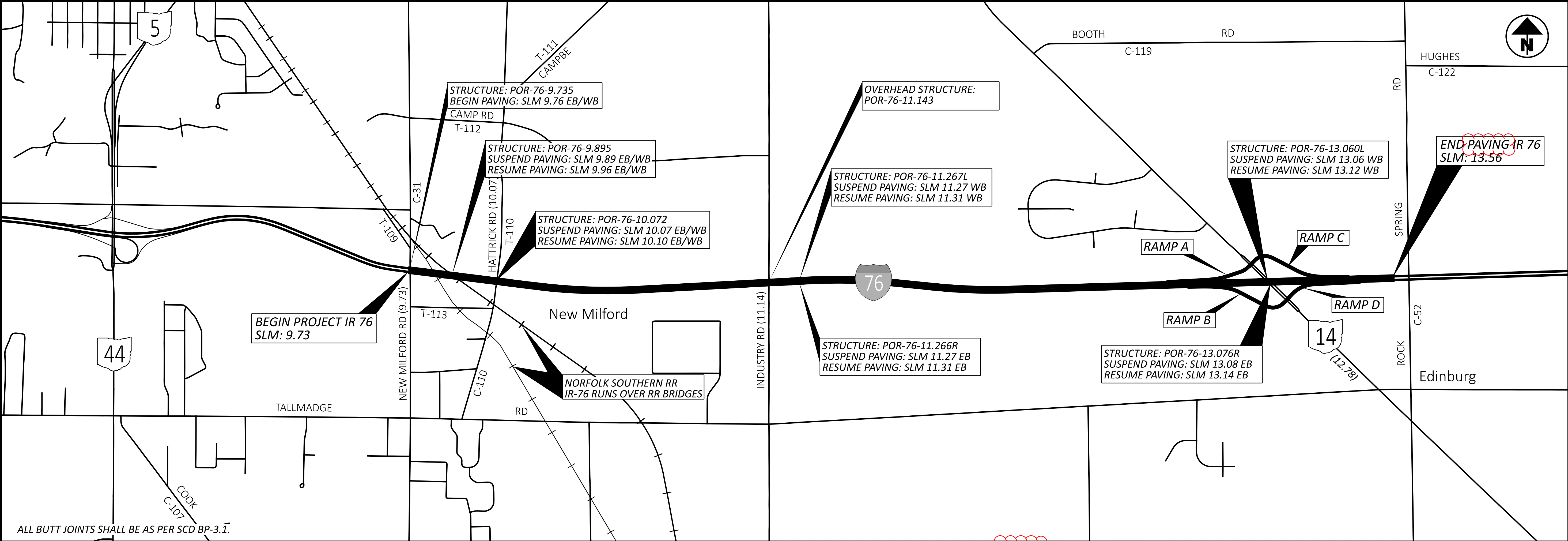
TOTAL

48



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							
																					ROADWAY	
162														162		202	98100	162	EACH	REMOVAL MISC.: BARRIER REFLECTOR	4	
28														28		203	10000	28	CY	EXCAVATION (FOR PAVEMENT REPAIR)		
51														51		209	60200	51	STA	LINEAR GRADING		
	LS													LS		SPECIAL	69091000	LS		AS-BUILT CONSTRUCTION PLANS	5	
	3													3		SPECIAL	69098000	3	EACH	VERTICAL CLEARANCE	5	
														3,000		832	30000	3,000	EACH	EROSION CONTROL		
	5													5		611	98634	5	EACH	CATCH BASIN RECONSTRUCTED TO GRADE		
	400													400		SPECIAL	61199820	400	LB	MISCELLANEOUS METAL	5	
1,800														1,800		251	01000	1,800	SY	PAVEMENT		
200														200		251	01000	200	SY	PARTIAL DEPTH PAVEMENT REPAIR (441) (LONGITUDINAL)		
								78,794	84,738	26,747				190,279		254	01000	190,279	SY	PARTIAL DEPTH PAVEMENT REPAIR (441) (TRANSVERSE)		
								7,322						7,322		254	01001	7,322	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=1 1/2")		
														500		255	19100	500	SY	PAVEMENT PLANING, ASPHALT CONCRETE, AS PER PLAN (T=1 1/2")	4	
																				FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT, TYPE 2, CLASS RS		
2,025														2,025		255	20000	2,025	FT	FULL DEPTH PAVEMENT SAWING		
28														28		304	20000	28	CY	AGGREGATE BASE (FOR PAVEMENT REPAIR)		
								7,751	7,627	2,408				17,786		407	20000	17,786	GAL	NON-TRACKING TACK COAT		
								3,380	3,380	753				7,513		408	10001	7,513	GAL	PRIME COAT, AS PER PLAN	4	
								2,322	2,273	314				4,909		442	00100	4,909	CY	ANTI-SEGREGATION EQUIPMENT		
								3,589	3,531	1,115				8,235		442	10300	8,235	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447)		
								235	235	53				523		617	10101	523	CY	COMPACTED AGGREGATE, AS PER PLAN	4	
								8	8					16		618	40600	16	MILE	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)		
													24.58	24.58		850	10010	24.58	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)		
													2,890	2,890		850	10110	2,890	FT	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (ASPHALT)		
													4,230	4,230		850	10130	4,230	FT	GROOVING FOR 12" RECESSED PAVEMENT MARKING, (ASPHALT)		
													0.96	0.96		850	20010	0.96	MILE	GROOVING FOR 6" RECESSED PAVEMENT MARKING, (CONCRETE)		
											208			208		621	00100	208	EACH	TRAFFIC CONTROL		
											502			502		621	00101	502	EACH	RPM		
											436			436		621	54000	436	EACH	RPM, AS PER PLAN	5	
114														114		626	00110	114	EACH	RAISED PAVEMENT MARKER REMOVED		
693														693		626	00116	693	EACH	BARRIER REFLECTOR, TYPE 2 (ONE-WAY)		
																				BARRIER REFLECTOR, TYPE 5 (BIDIRECTIONAL)		
												94		94		646	10400	94	FT	STOP LINE		
												4		4		646	20320	4	EACH	WRONG WAY ARROW		
												16.92		16.92		807	12010	16.92	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, EDGE LINE, 6"		
												7.66		7.66		807	12110	7.66	MILE	WET REFLECTIVE EPOXY PAVEMENT MARKING, LANE LINE, 6"		
												4,230		4,230		807	12310	4,230	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, CHANNELIZING LINE, 12"		
												2,890		2,890		807	12410	2,890	FT	WET REFLECTIVE EPOXY PAVEMENT MARKING, DOTTED LINE, 6"		
																				STRUCTURE REPAIRS		
																				FOR POR-76-10.072 ESTIMATED QUANTITIES	26	
																				FOR POR-76-11.143 ESTIMATED QUANTITIES	26	
																				FOR POR-76-11.266R ESTIMATED QUANTITIES	26	
																				FOR POR-76-11.267L ESTIMATED QUANTITIES	26	
																				FOR POR-76-13.060L ESTIMATED QUANTITIES	26	
																				FOR POR-76-13.076R ESTIMATED QUANTITIES	26	
																				FOR POR-76-14.894 ESTIMATED QUANTITIES	26	
																				FOR POR-76-16.106 ESTIMATED QUANTITIES	26	
																				FOR POR-76-9.735 ESTIMATED QUANTITIES	26	
																				FOR POR-76-9.895 ESTIMATED QUANTITIES	26	



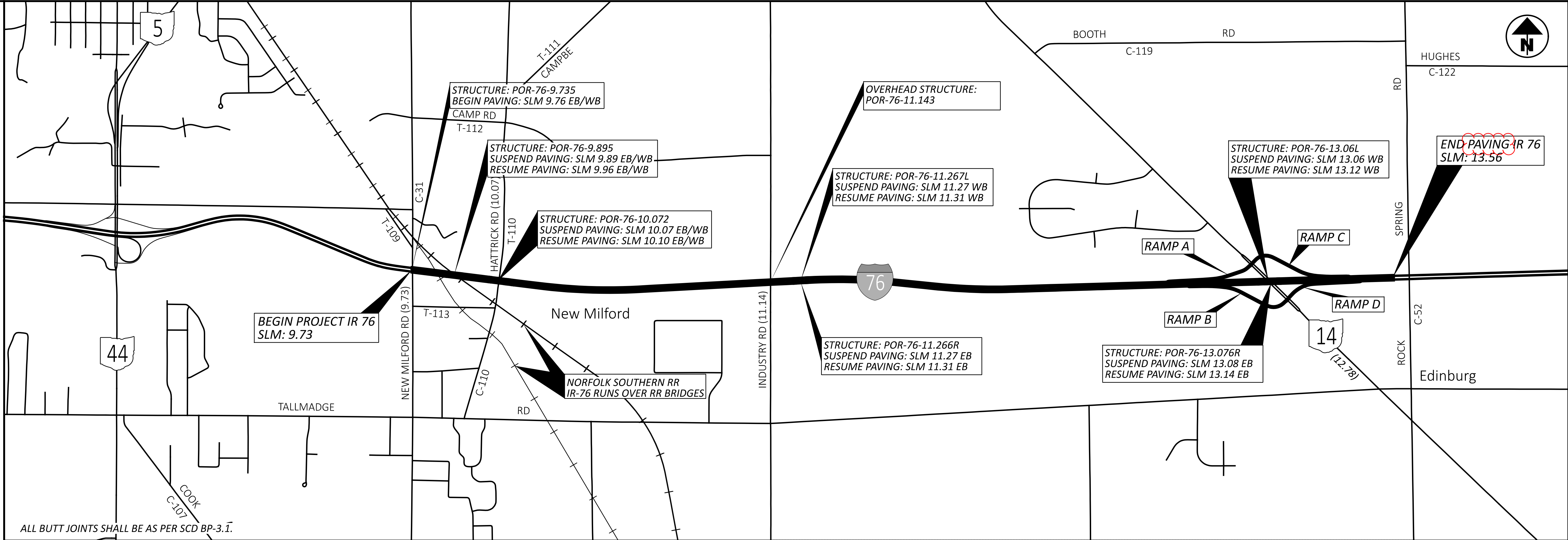


SLM RANGE			TYPICAL SECTION	SIDE	DISTANCE (D)		AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW/9	CADD GENERATED AREA	254	407	408	442	442	617	618	254										
					FT		FT	SY	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=1 1/2")	NON-TRACKING TACK COAT @ 0.09 GAL/SY	PRIME COAT, AS PER PLAN @ 0.40 GAL/SY	ANTI-SEGREGATION EQUIPMENT	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (447) (T=1 1/2")	COMPACTED AGGREGATE, AS PER PLAN (T=1.00" AVG.)	RUMBLE STRIPS, (ASPHALT CONCRETE)											
POR-IR-76 EASTBOUND																											
9.76	TO	9.89	1	EB	686.40		38	2898.13		2898.13	260.83	122.03	76.27	120.76	8.47	0.26											
9.96	TO	10.07	1	EB	580.80		38	2452.27		2452.27	220.70	103.25	64.53	102.18	7.17	0.22											
10.10	TO	10.15	1	EB	264.00		38	1114.67		1114.67	100.32	46.93	29.33	46.44	3.26	0.10											
10.15	TO	11.27	2	EB	5913.60		38	24968.53		24968.53	2247.17	1051.31	657.07	1040.36	73.01	2.24											
11.31	TO	12.57	2	EB	6652.80		38	28089.60		28089.60	2528.06	1182.72	739.20	1170.40	82.13	2.52											
12.57	TO	12.75	2	EB	950.40		38	4012.80		4012.80	361.15	168.96	105.60	167.20	11.73	0.36											
12.75	TO	12.85	2	EB	528.00		50	2933.33		2933.33	264.00	93.87	88.00	122.22	6.52	0.20											
12.85	TO	12.91	2	EB	316.80		65	2288.00		2288.00	205.92	56.32	74.80	95.33	3.91	0.12											
12.91	TO	13.08	2	EB	897.60		38	3789.87		3789.87	341.09	159.57	99.73	157.91	11.08	0.34											
13.14	TO	13.26	2	EB	633.60		38	2675.20		2675.20	240.77	112.64	70.40	111.47	7.82	0.24											
13.26	TO	13.39	2	EB	686.40		64	4881.07		4881.07	439.30	122.03	158.89	203.38	8.47	0.26											
13.39	TO	13.47	2	EB	422.40		52	2440.53		2440.53	219.65	75.09	74.31	101.69	5.21	0.16											
13.47	TO	13.56	3	EB	475.20		52	2745.60		2745.60	247.10	84.48	83.60	114.40	5.87	0.18											
STRUCTURE APPROACHES																											
AT POR-76-9.735				EB/WB				261.11	261.11	23.50				10.88													
AT POR-76-9.895				EB/WB				287.33	287.33	25.86				11.97													
AT POR-76-10.072				EB/WB				277.44	277.44	24.97				11.56													
SUBTOTALS										78793.89	7750.39	3379.20	2321.73	3588.15	234.67	7.20	0.00	7321.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TOTALS CARRIED TO GENERAL SUMMARY										78794	7751	3380	2322	3589	235	8	0	7322	0	0	0	0	0	0	0	0	0



**POR-76-9.73**

MODEL: Sheet 2 PAPERSIZE: 34x22 (in.) DATE: 7/10/2025 TIME: 11:02:57 AM USER: jflizsim  
 pw:\vhohdot-pw.bentley.com\vhohdot-pw-02\Documents\01 Active Projects\District 04\Portage\112778\400-Engineering\Roadway\Sheets\112778 GC001.dgn

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## PAVEMENT CALCULATIONS

DESIGN AGENCY



DESIGNER  
JF


REVIEWER  
MJA 04-04-25

PROJECT ID	112778
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SHEET	TOTAL
P.19	4





DESIGN AGENCY	
	
DESIGNER	
JF	
REVIEWER	
MJA	04-04-25
PROJECT ID	
112778	
SHEET	TOTAL
P.20	48



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 AND SEAL WITH EPOXY-URETHANE (MATCH EXISTING COLOR)  
-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 AND SEAL WITH EPOXY-URETHANE (MATCH EXISTING COLOR)  
-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 REMOVING ANY WOODY DEBRIS THAT IMPEDES ORDINARY WATER FLOW 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.

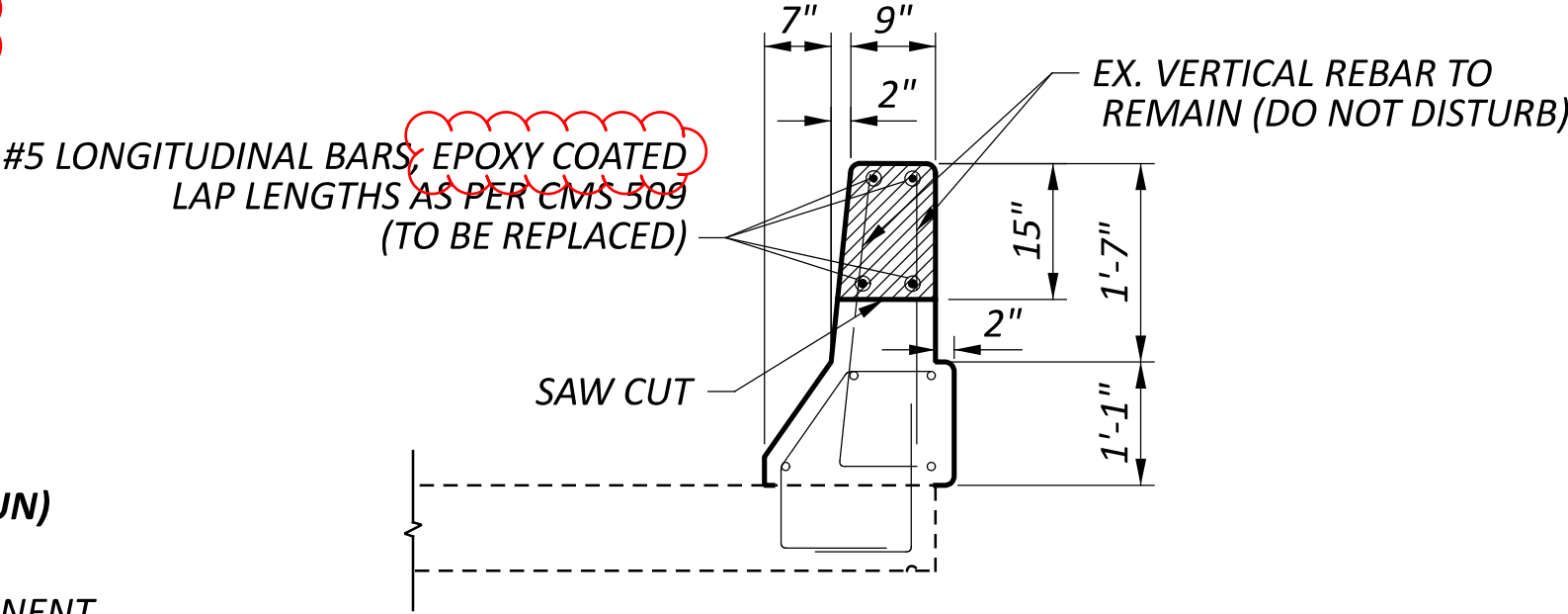
ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN

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



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 LUMP SUM 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, ABUTMENT REPLACEMENT

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 OPERATION 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.

GROUTED ANCHOR HOLES SHALL BE SEALED WITH GRAVITY FED RESIN AFTER THE ABUTMENT WORK IS COMPLETE AND PORTABLE BARRIER HAS BEEN REMOVED.

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



Removed item 509, Epoxy Coated  
Reinforcement Steel

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

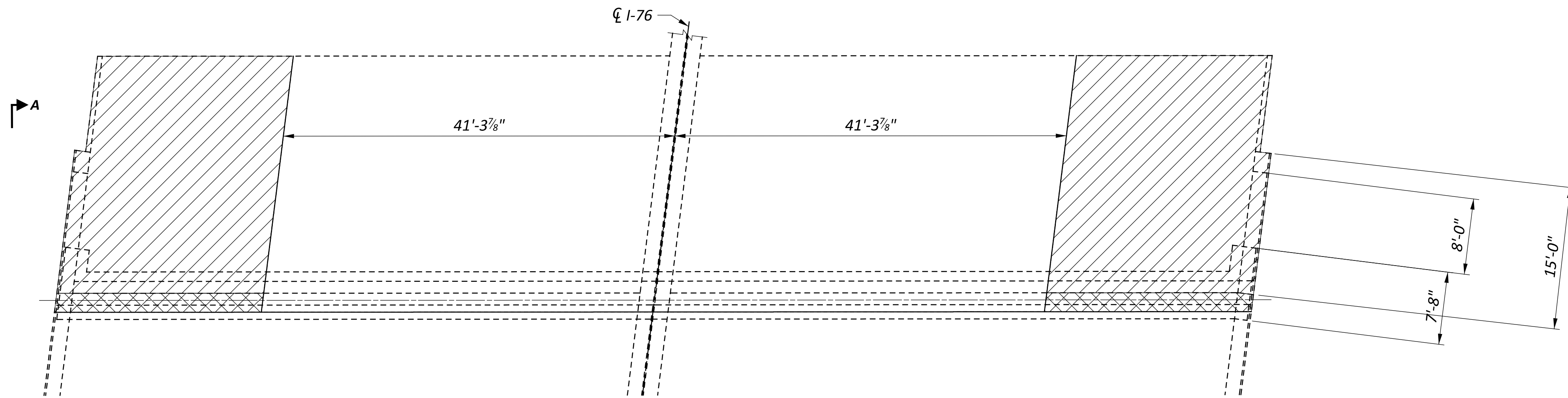
ESTIMATED QUANTITIES														
BRIDGE NO. / STRUCTURE FILE NO.										ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
POR-76-9.735 6702376 02/IMS	POR-76-9.895 6702430 02/IMS	POR-76-10.072 6702554 02/IMS	POR-76-11.143 6702589 02/IMS	POR-76-11.266R 6702627 02/IMS	POR-76-11.267L 6702619 02/IMS	POR-76-13.060L 6702643 02/IMS	POR-76-13.076R 6702708 02/IMS	POR-76-14.894 6702767 02/IMS	POR-76-16.106 6702864 02/IMS					
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
29733		30360								509	26000	LB	GALVANIZED STEEL REINFORCEMENT	
								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	
				127	128					512	74000	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
512	1001	317								512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
	492									516	10010	FT	ARMORLESS PREFORMED JOINT SEAL	
				82	82					516	10011	FT	ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN	2 / 26
	32			4		12	12			516	45305	EACH	REFURBISH BEARING DEVICE, AS PER PLAN	2 / 26
LS	LS	LS		LS		LS	LS			516	47001		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	2 / 26
										516	47001		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN, ABUTMENT REPLACEMENT	3 / 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), PG70-22M	
				34	34	82	82			442	22100	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A, (449)	
				45	45	94	94			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	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				45					601	20010	CY	CRUSHED AGGREGATE SLOPE PROTECTION	
LS	LS	LS								503	21300		UNCLASSIFIED EXCAVATION	
100	100									202	38000	FT	GUARDRAIL REMOVED	
4	4									202	47000	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
100	100									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	
250	250									202	22900	SY	APPROACH SLAB REMOVED	
80	80									516	25000	SY	NYLON REINFORCED NEOPRENE SHEETING	
112	112									SPECIAL	530E00400	EACH	STRUCTURES: GROUT PORTABLE BARRIER ANCHOR HOLES	

ESTIMATED QUANTITIES

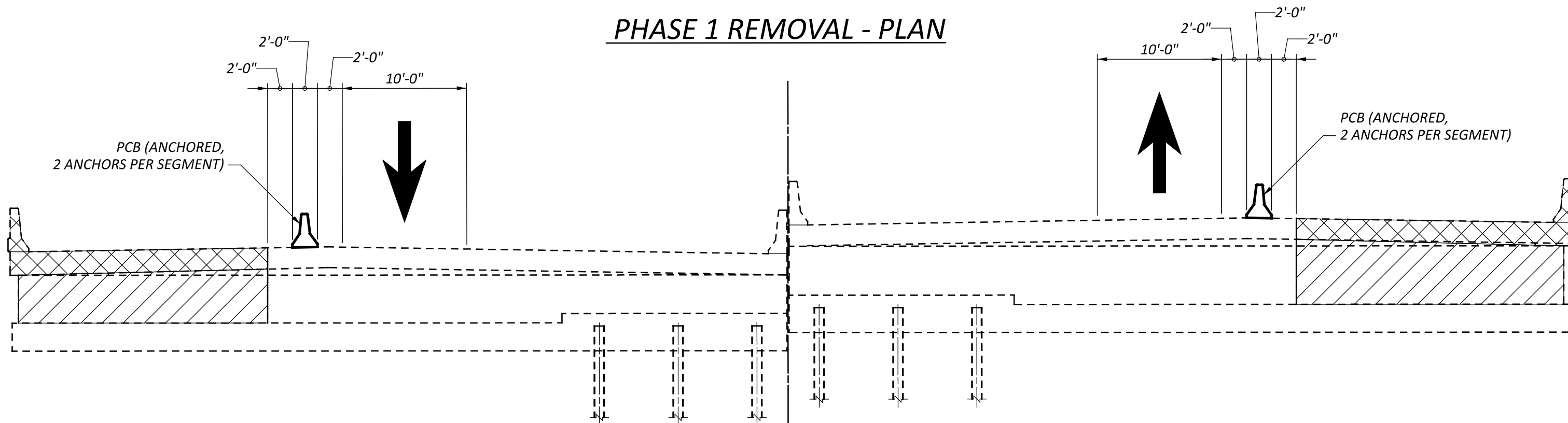
POR-76-9.735, POR-76-9.895, POR-76-10.072, POR-76-11.143, POR-76-11.266R  
POR-76-11.267L, POR-76-13.060L, POR-76-13.076R, POR-76-14.894, POR-76-16.106

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



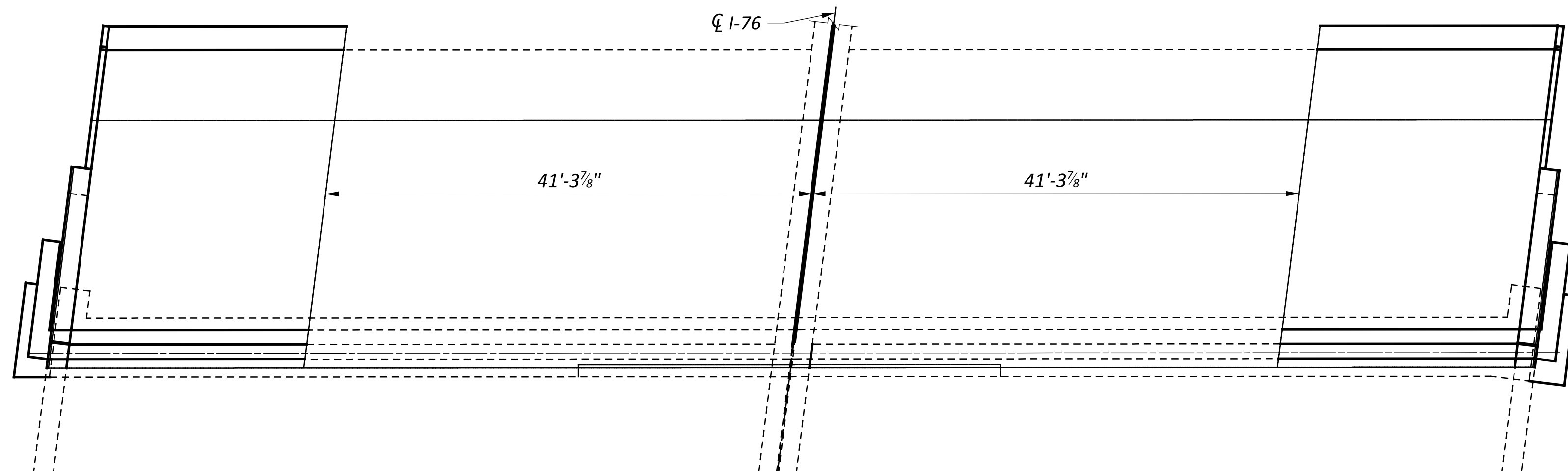


PHASE 1 REMOVAL - PLAN

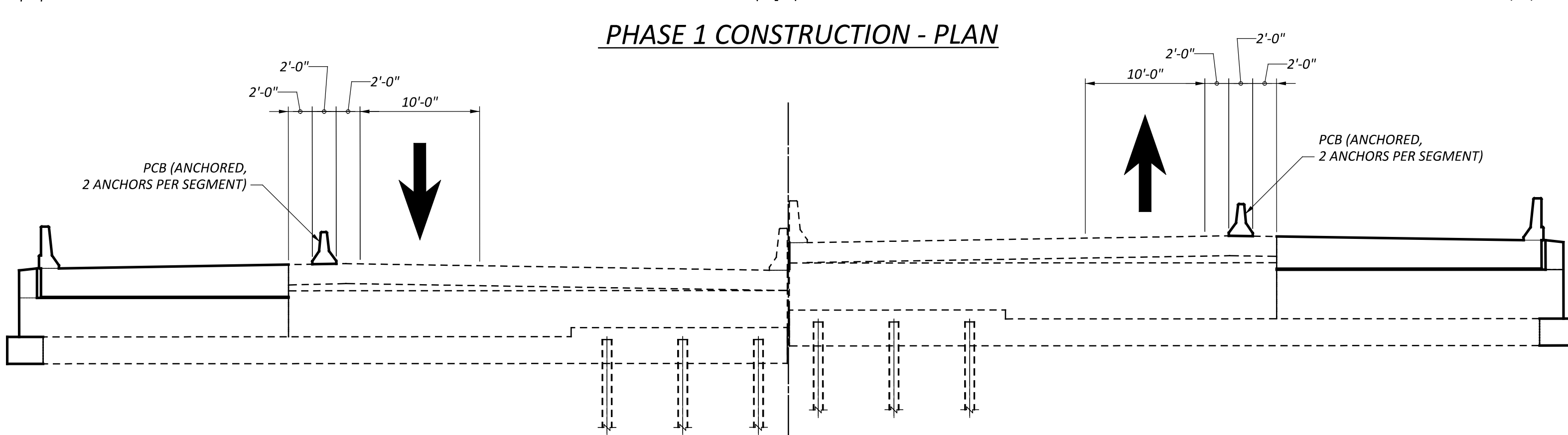


PHASE 1 REMOVAL - ELEVATION

REAR ABUTMENT - SHOWN  
 FORWARD ABUTMENT - SIMILAR



PHASE 1 CONSTRUCTION - PLAN

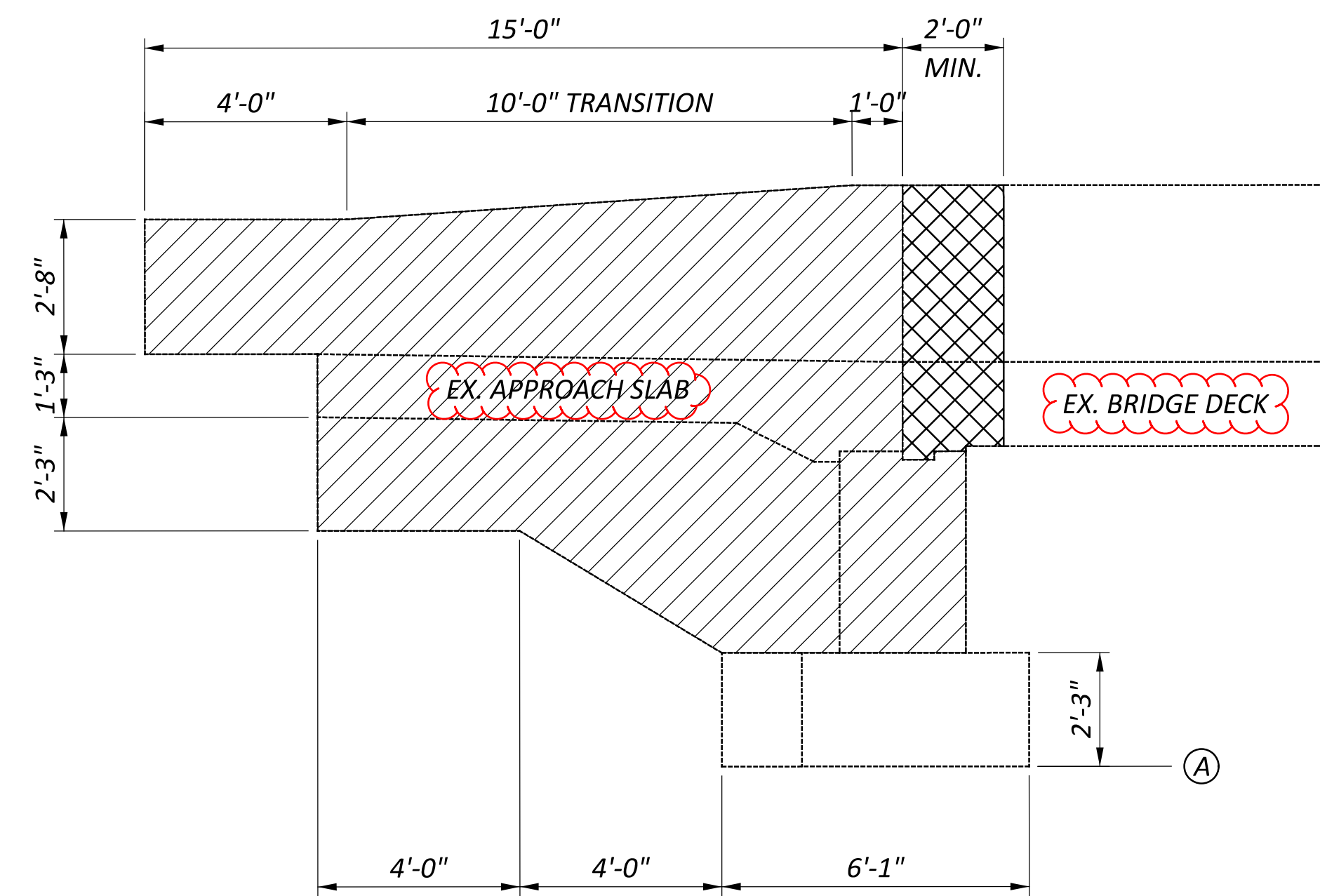


PHASE 1 CONSTRUCTION - ELEVATION

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.



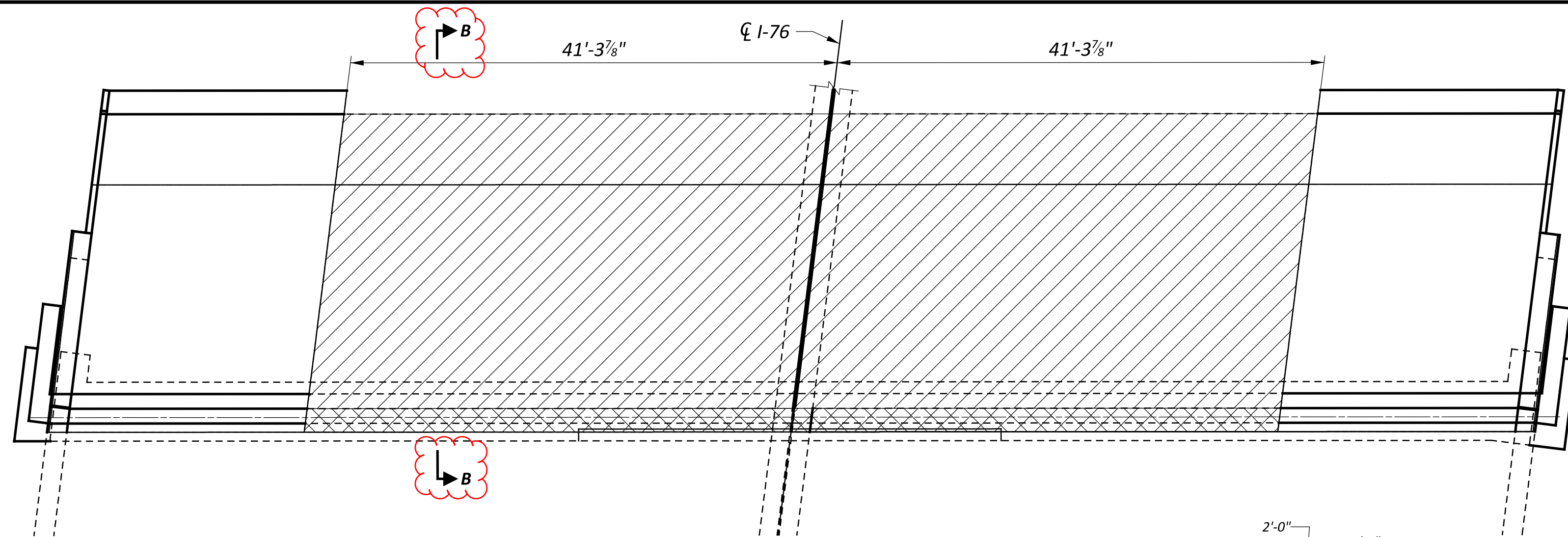
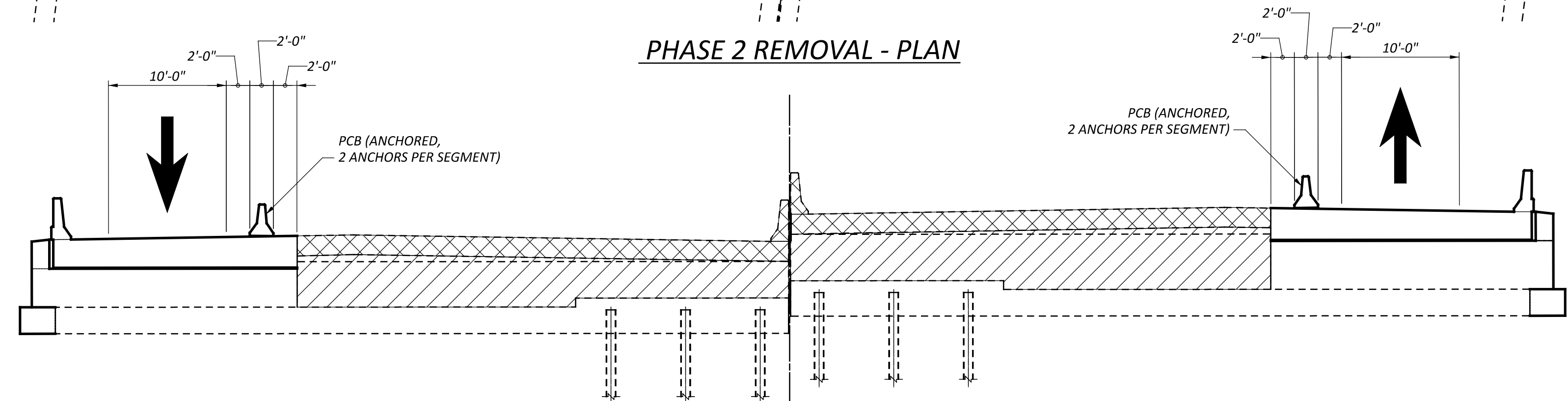
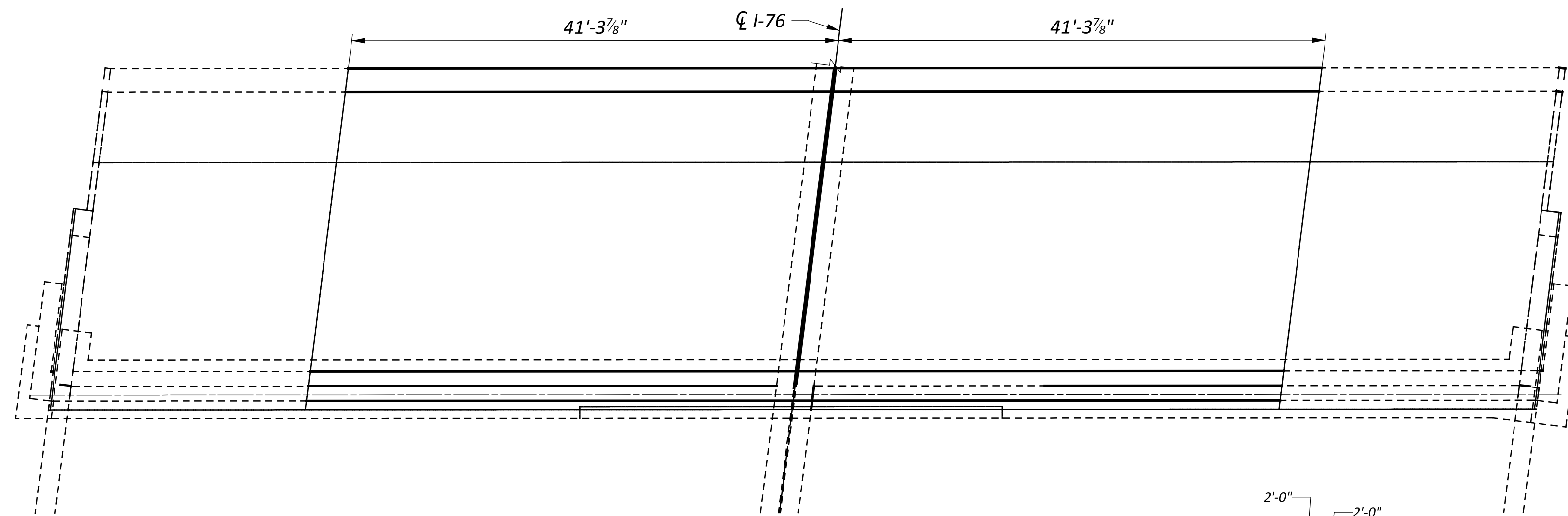
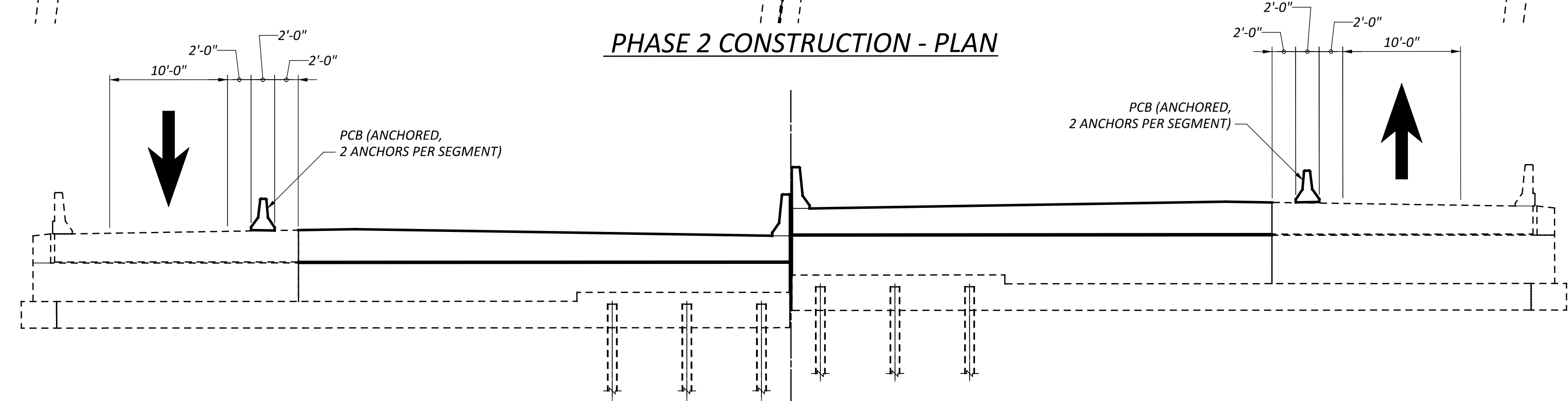
VIEW A-A

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

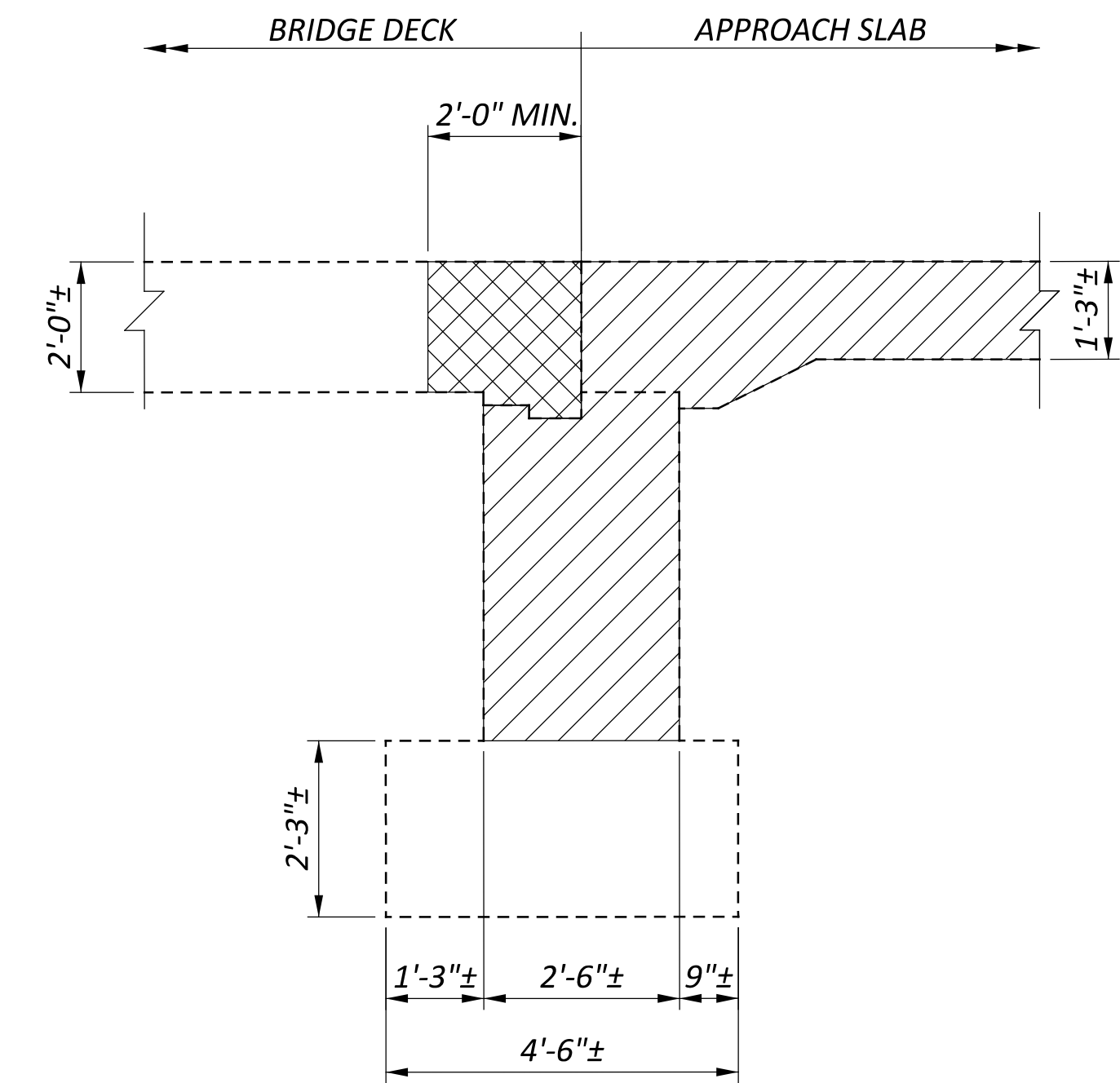
1. IN THE AREAS OF THE DECK AND RAILING WHERE THE LONGITUDINAL REINFORCING IS TO REMAIN, REMOVE THE CONCRETE WITH A MAXIMUM 35 LB HAMMER. SPECIAL CARE SHALL BE TAKEN NOT TO DAMAGE THE EXISTING REINFORCING.

\* - 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.

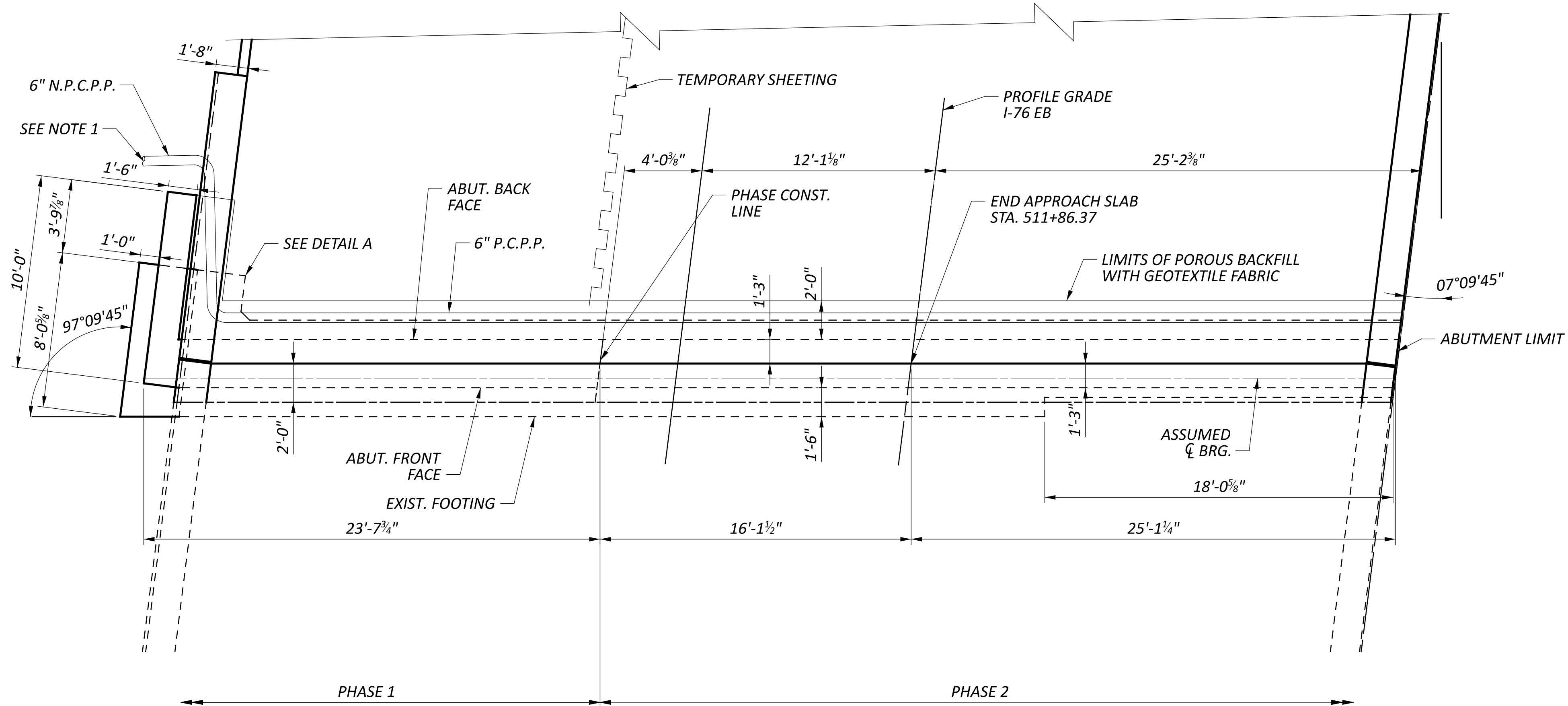
**VIEW B-B**

- REMOVAL LIMITS

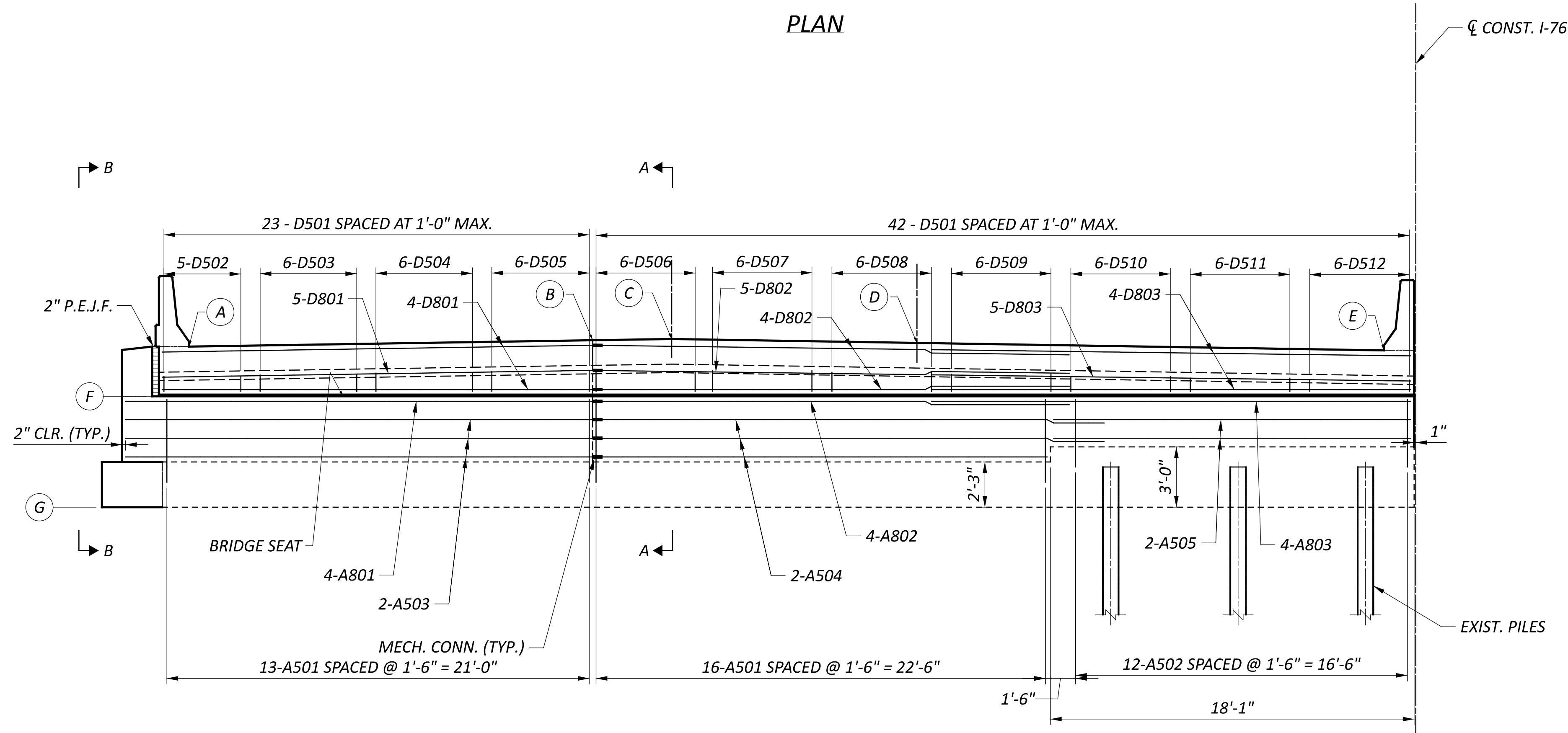
- REMOVAL LIMITS WHERE THE EXISTING CONCRETE REINFORCING SHALL REMAIN, REFER TO NOTE 1.

\* - 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.



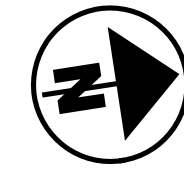


PLAN

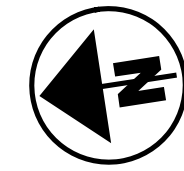


ELEVATION

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±

- PROVIDE PRECST CONCRETE OUTLET WITH TYPE 1 TIED CONCRETE BLACK MAT AS SHOWN IN DM-1.1
- SEE SHEET 9 / 26 FOR ABUTMENT SECTIONS AND ADDITIONAL DETAILS
- SEE SHEET 15 / 26 FOR PARAPET SECTIONS AND ADDITIONAL DETAILS

ABUTMENT DETAILS  
POR-76-9.735  
NEW MILFORD ROAD

SFN

6702376

DESIGN AGENCY



DESIGNER JF CHECKER MJA

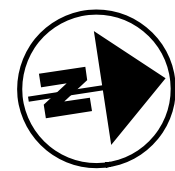
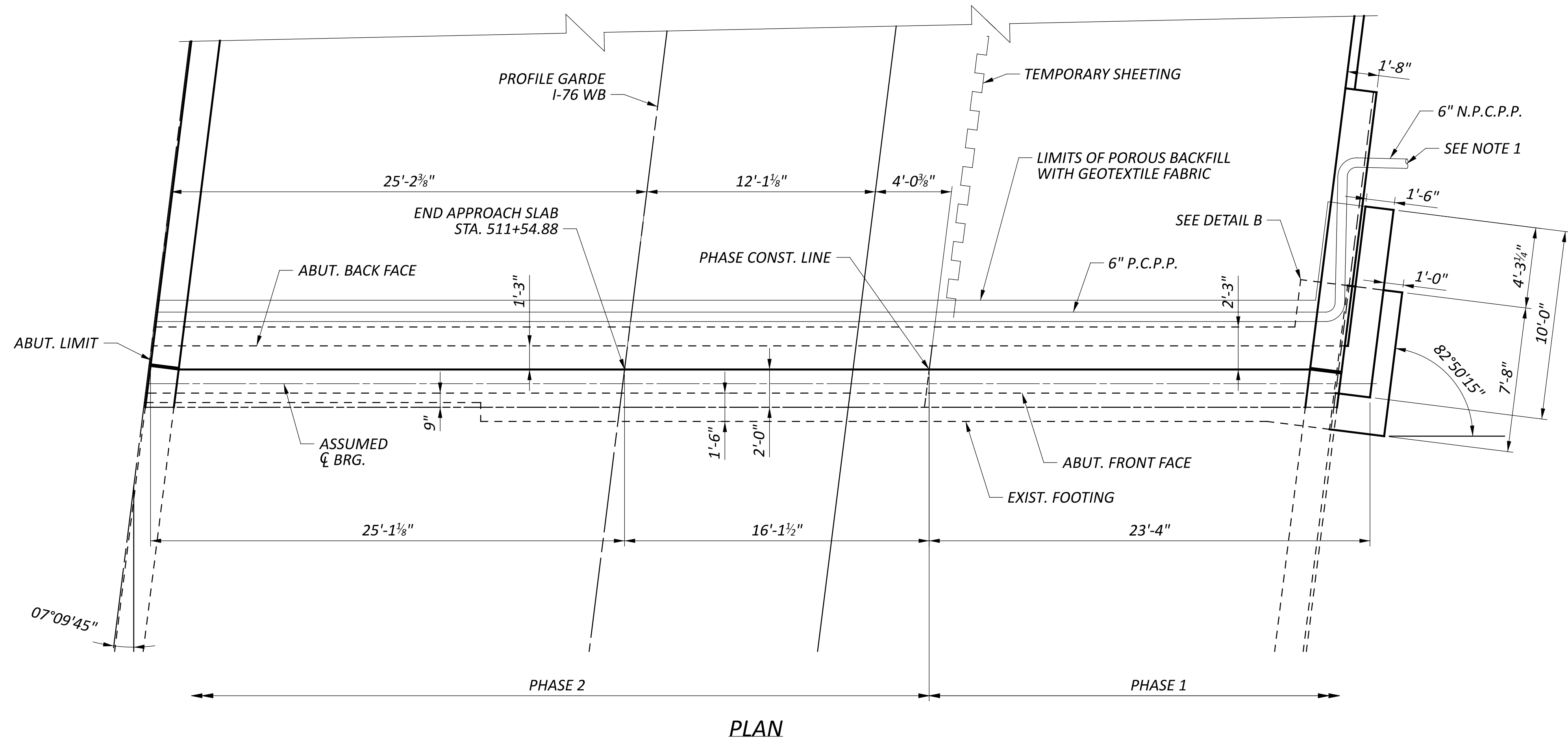
REVIEWER TJP PROJECT ID 04-28-25

PROJECT ID 112778

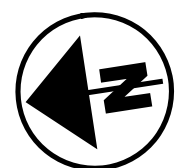
SUBSET 7 TOTAL 26

SHEET P.29 TOTAL 48

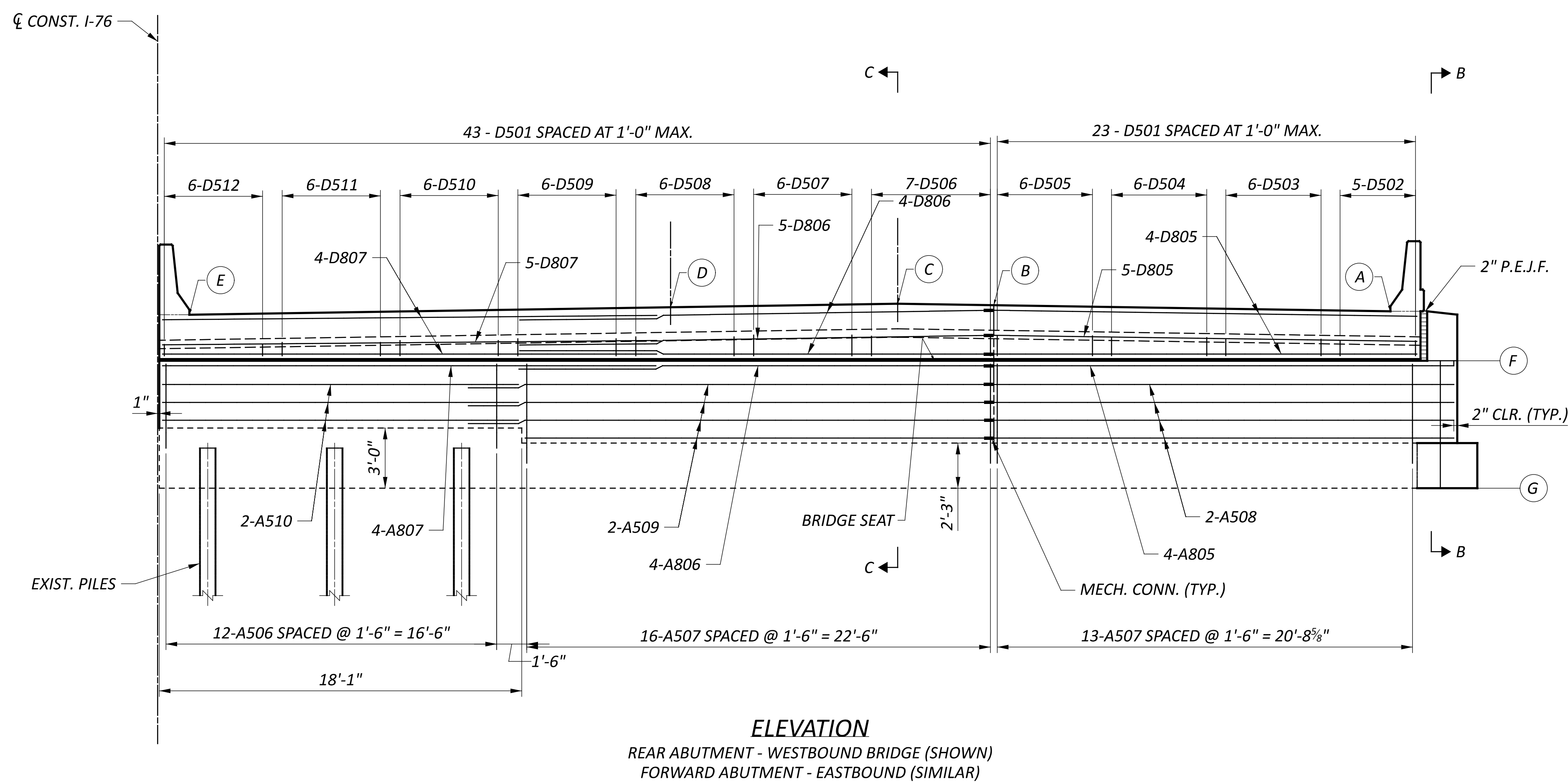




REAR ABUT. WB



FRWD. ABUT. EB



ELEVATION TABLE		
	RA/WB	FA/EB
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	1117.74±	1122.41±

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
3. SEE SHEET 15 / 26 FOR PARAPET SECTIONS AND ADDITIONAL DETAILS

ABUTMENT DETAILS  
POR-76-9.735  
NEW MILFORD ROAD

SFN  
6702376  
DESIGN AGENCY

DESIGNER  
JF

CHECKER  
MJA

REVIEWER  
TJP

PROJECT ID  
112778

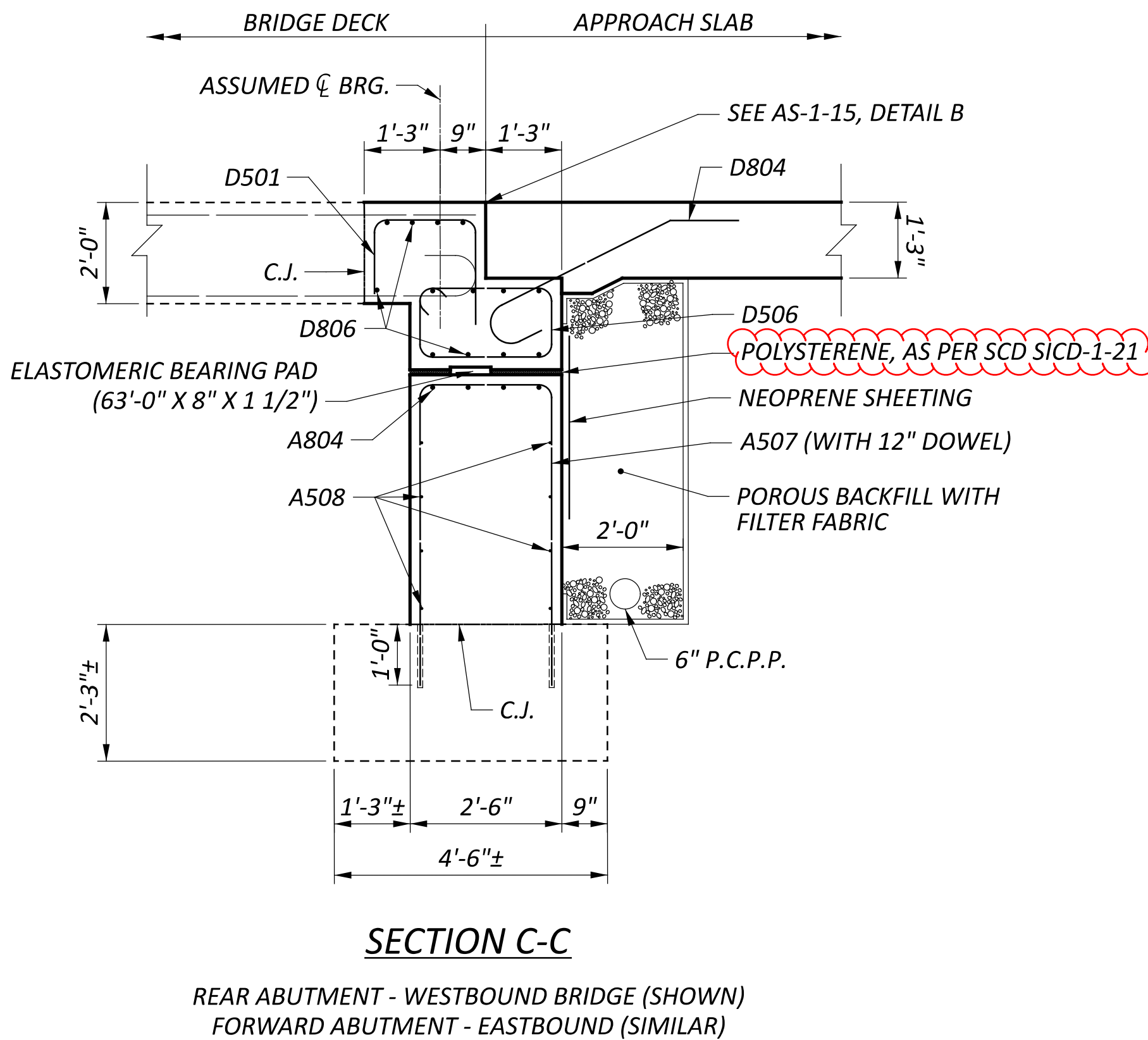
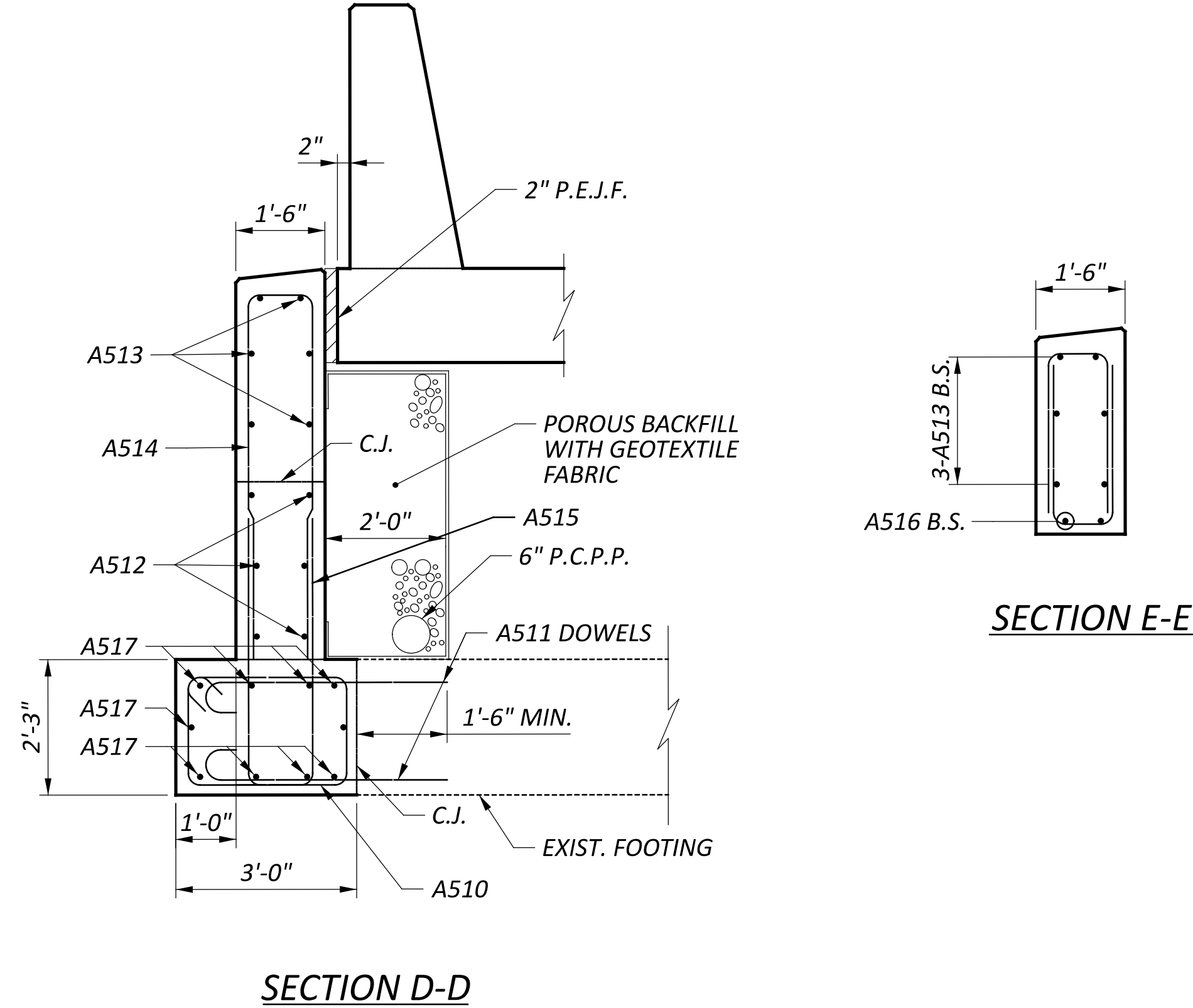
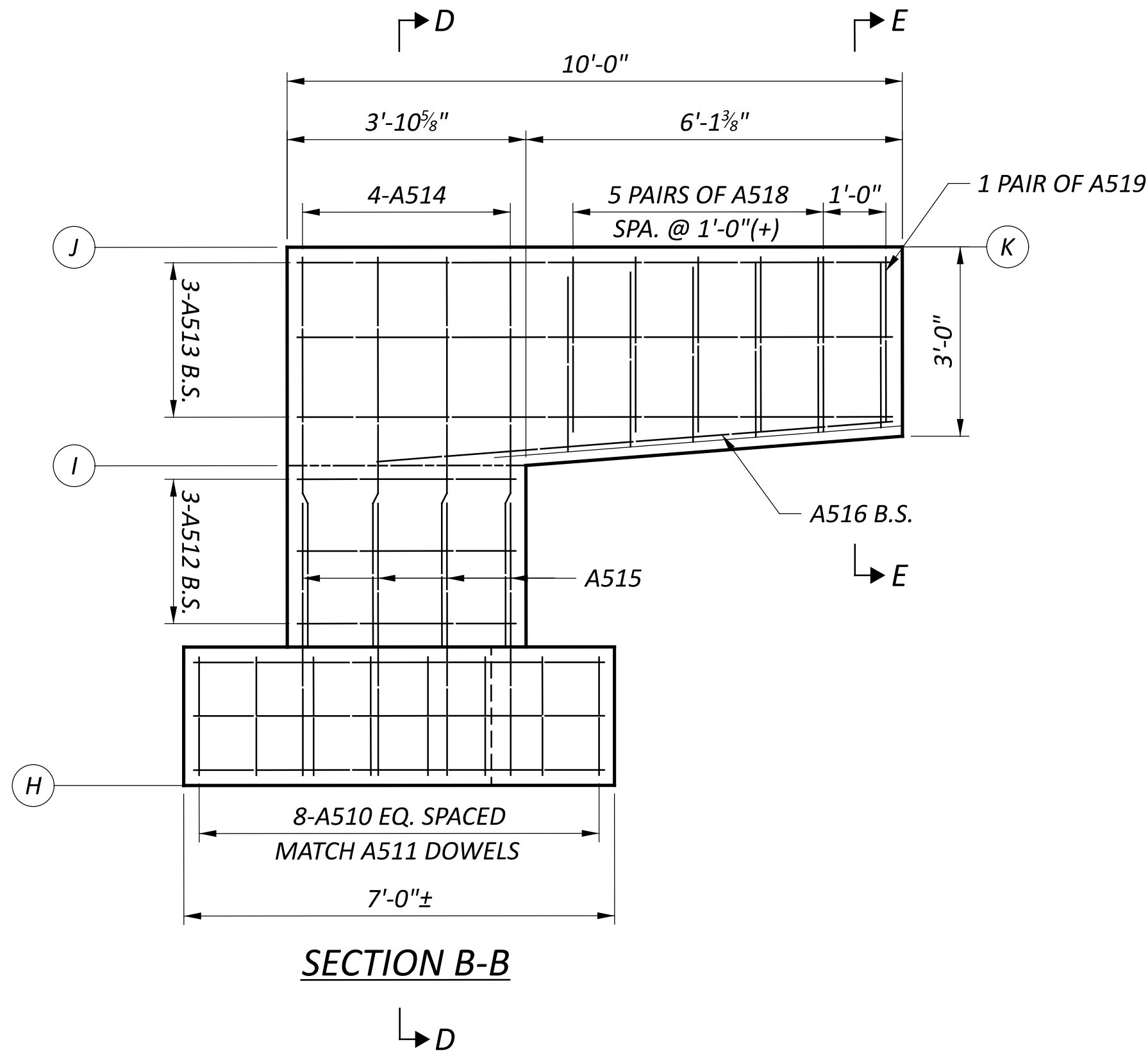
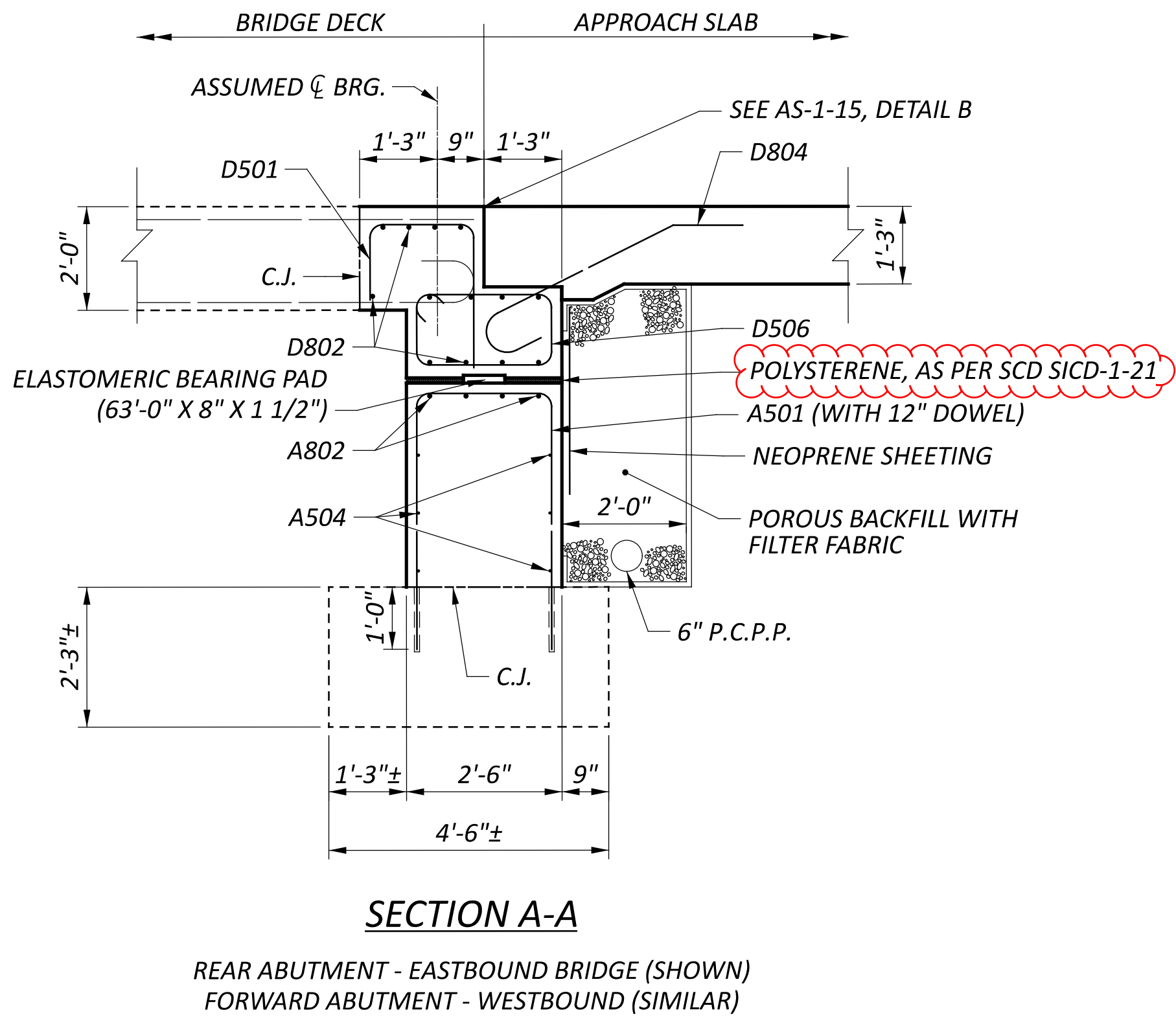
SUBSET  
8

TOTAL  
26

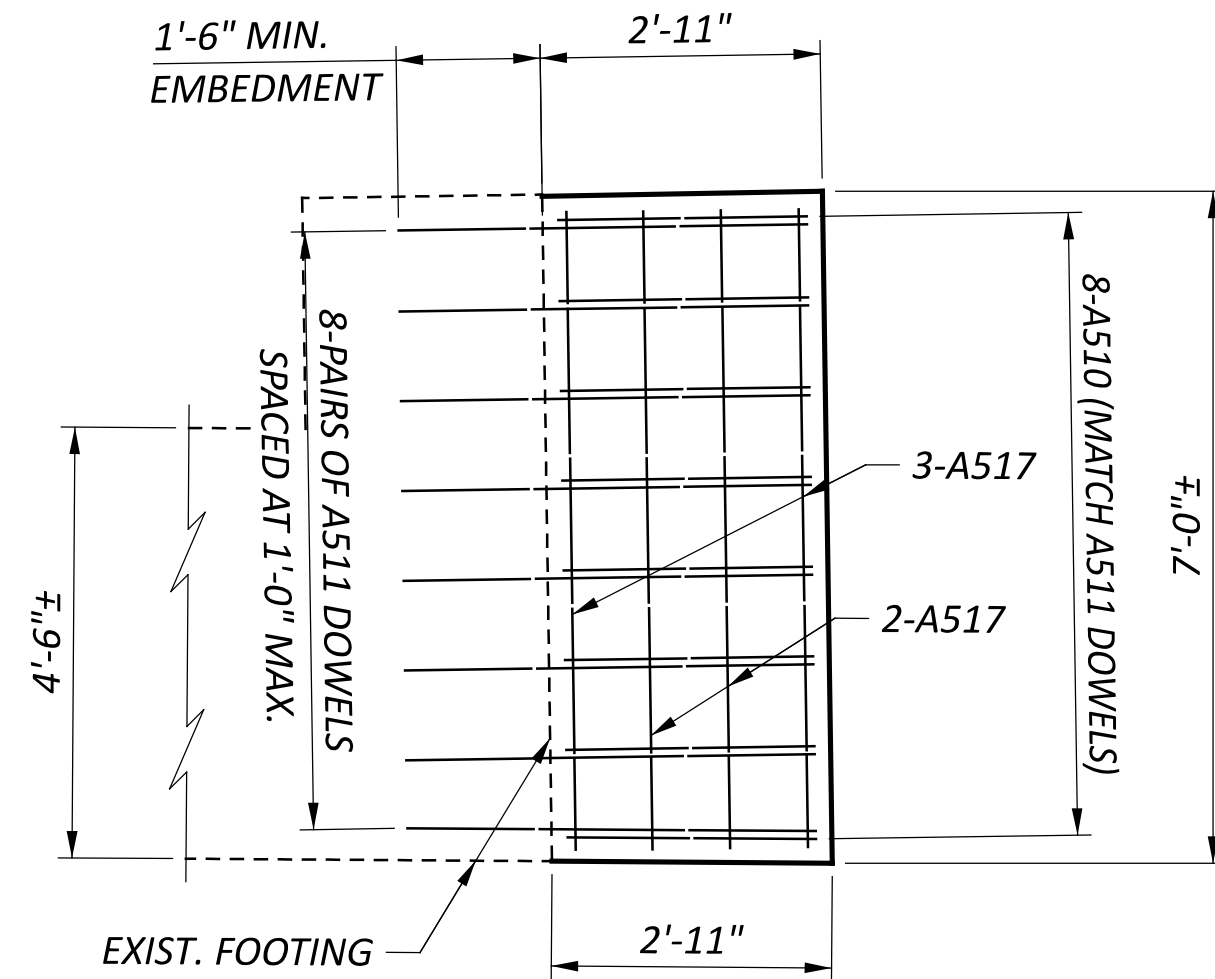
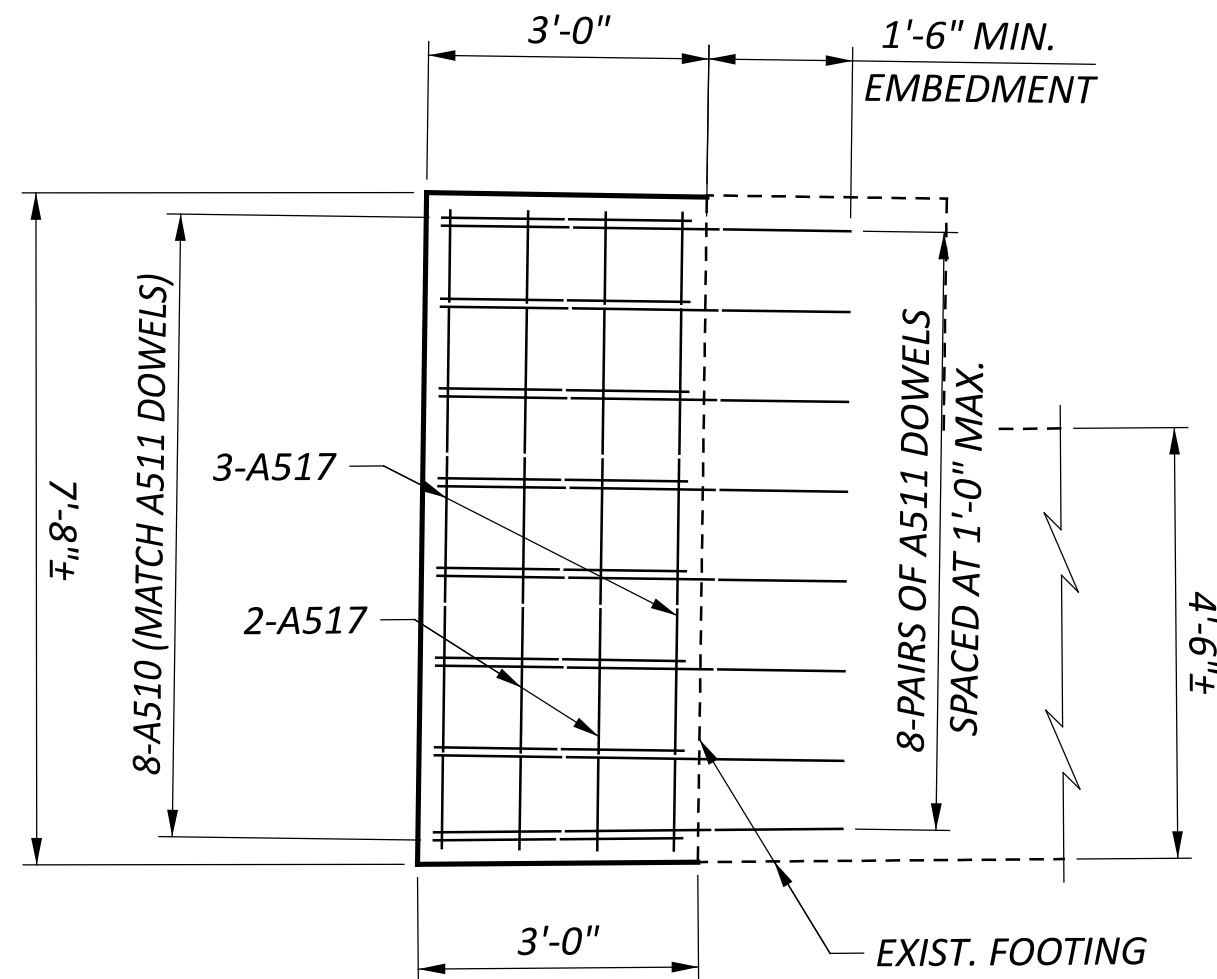
SHEET  
P.30

TOTAL  
48



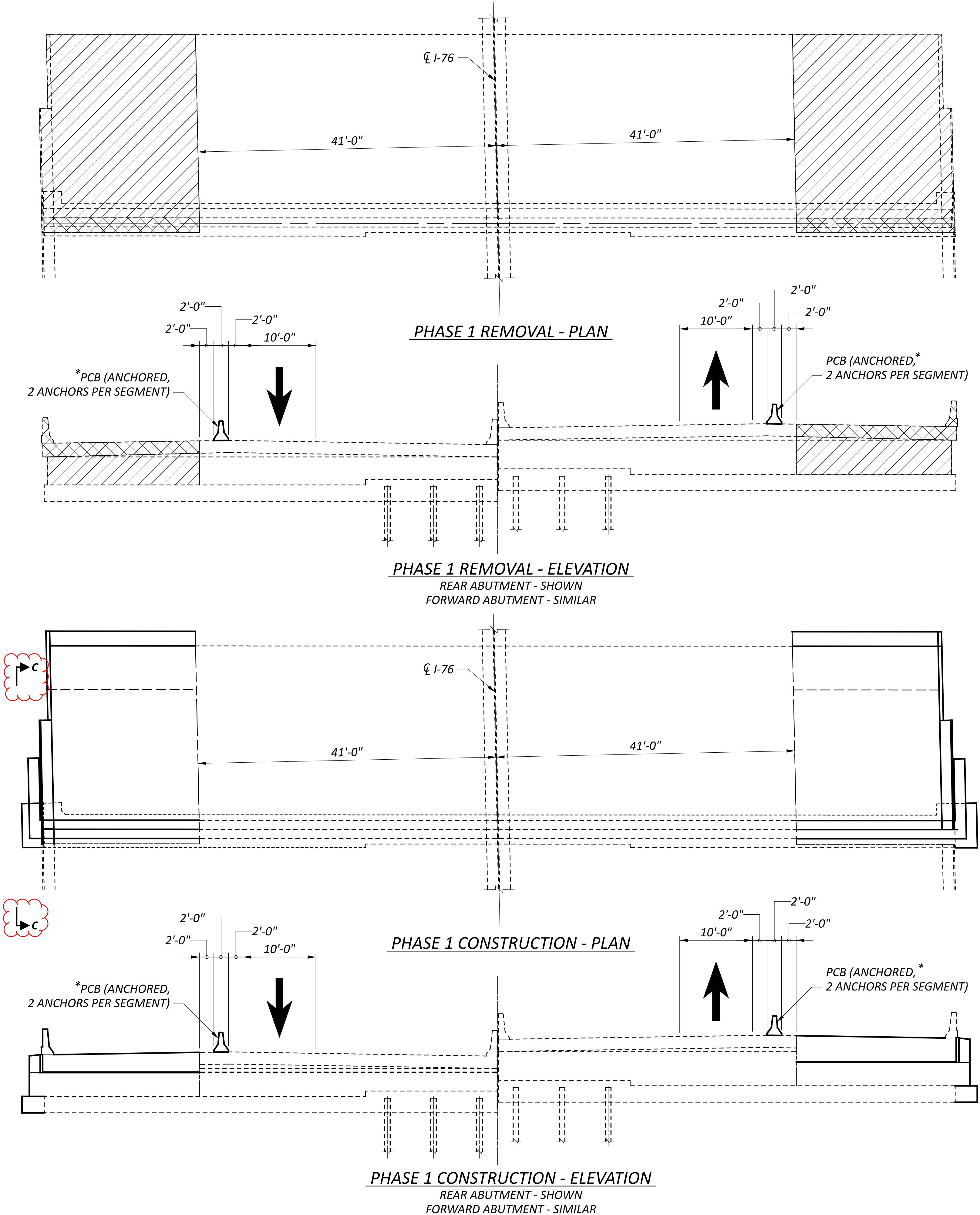


ELEVATION TABLE				
	RA/EB	RA/WB	FA/EB	FA/WB
H	1118.58	1117.74	1122.41	1123.25
I	1124.10	1124.53	1127.67	1128.77
J	1128.07	1128.36	1131.64	1131.95
K	1127.62	1127.89	1132.07	1132.38



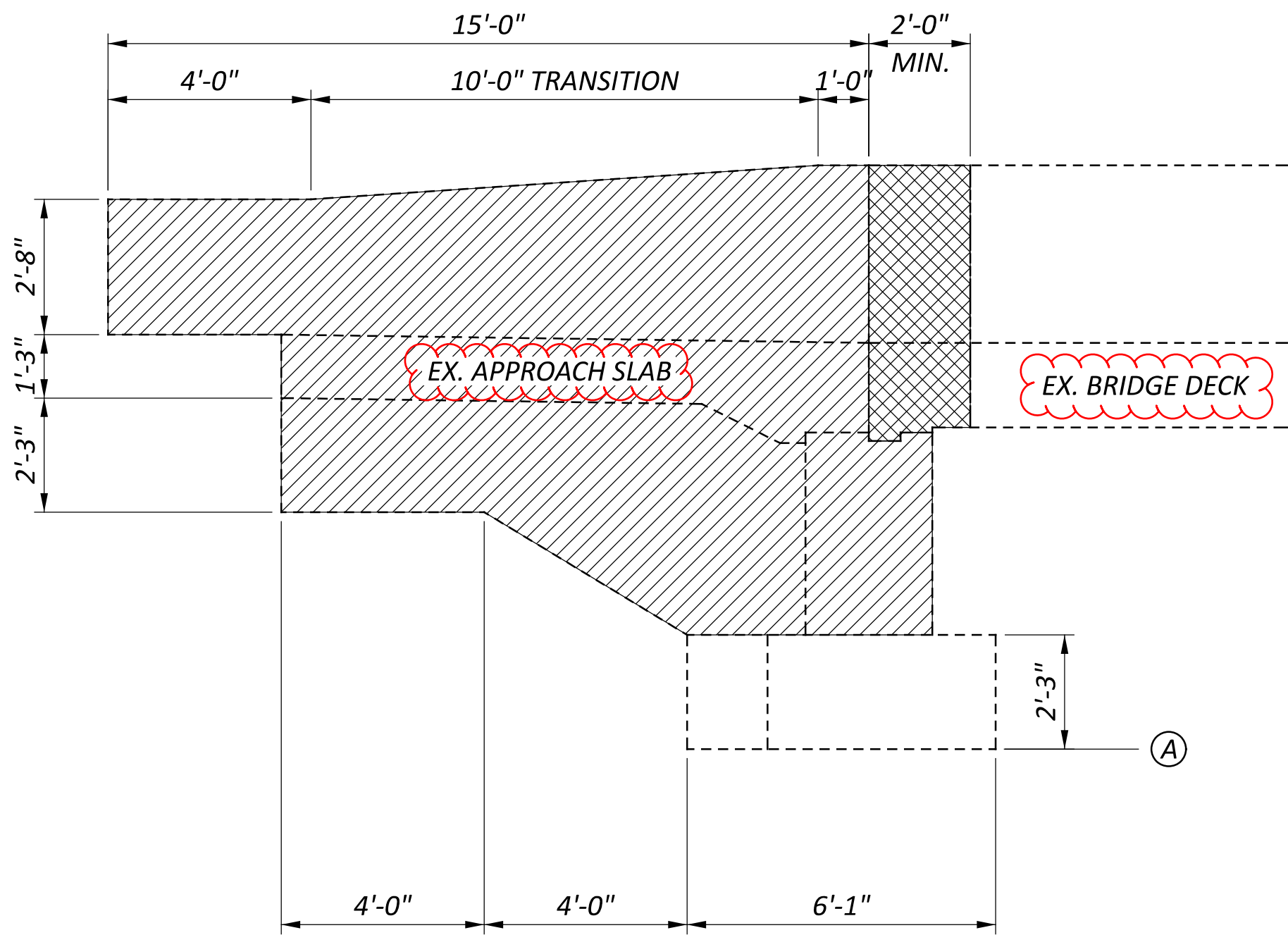
LEGEND:  
P.C.P.P. = PERFORATED CORRUGATED PLASTIC PIPE  
C.J. = CONSTRUCTION JOINT





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.



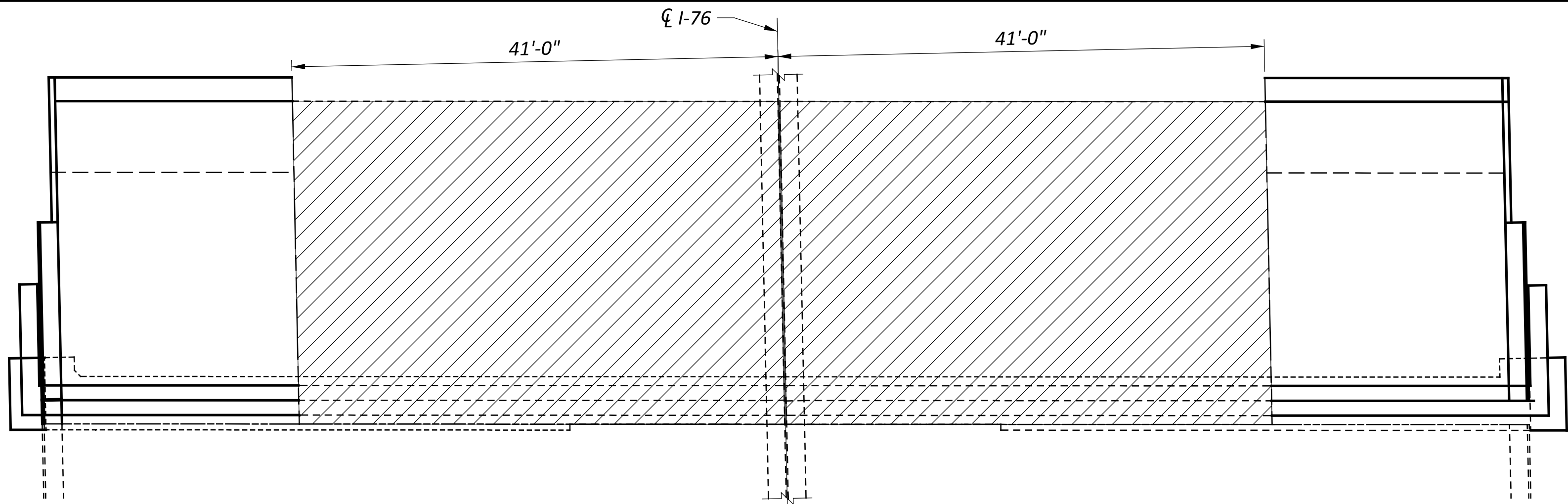
VIEW C-C

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

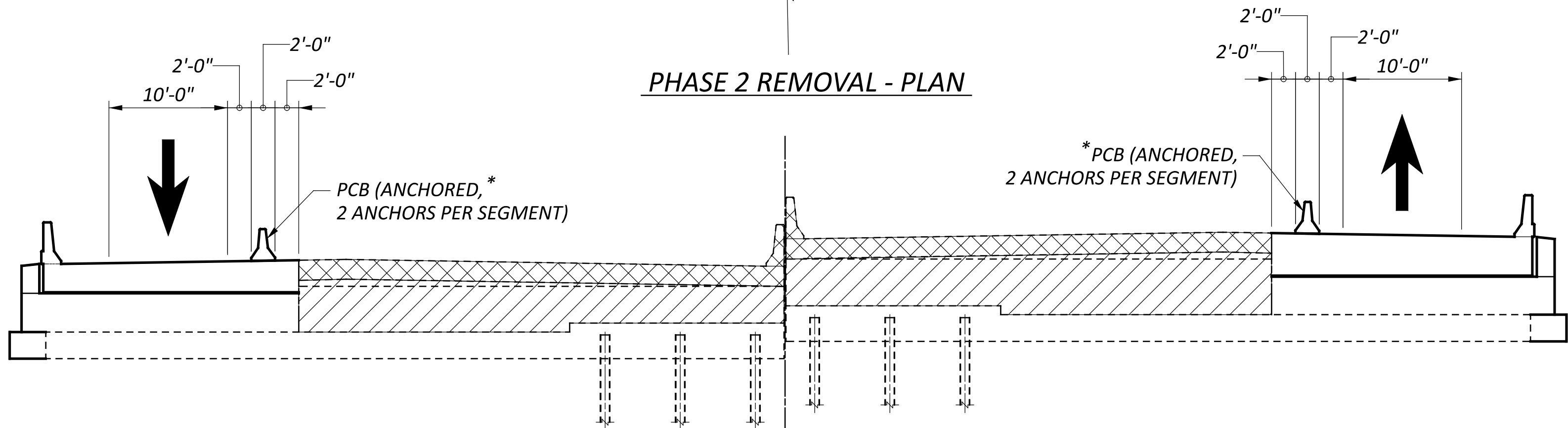
1. IN THE AREAS OF THE DECK AND RAILING WHERE THE LONGITUDINAL REINFORCING IS TO REMAIN, REMOVE THE CONCRETE WITH A MAXIMUM 35 LB HAMMER. SPECIAL CARE SHALL BE TAKEN NOT TO DAMAGE THE EXISTING REINFORCING.

\* - 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.



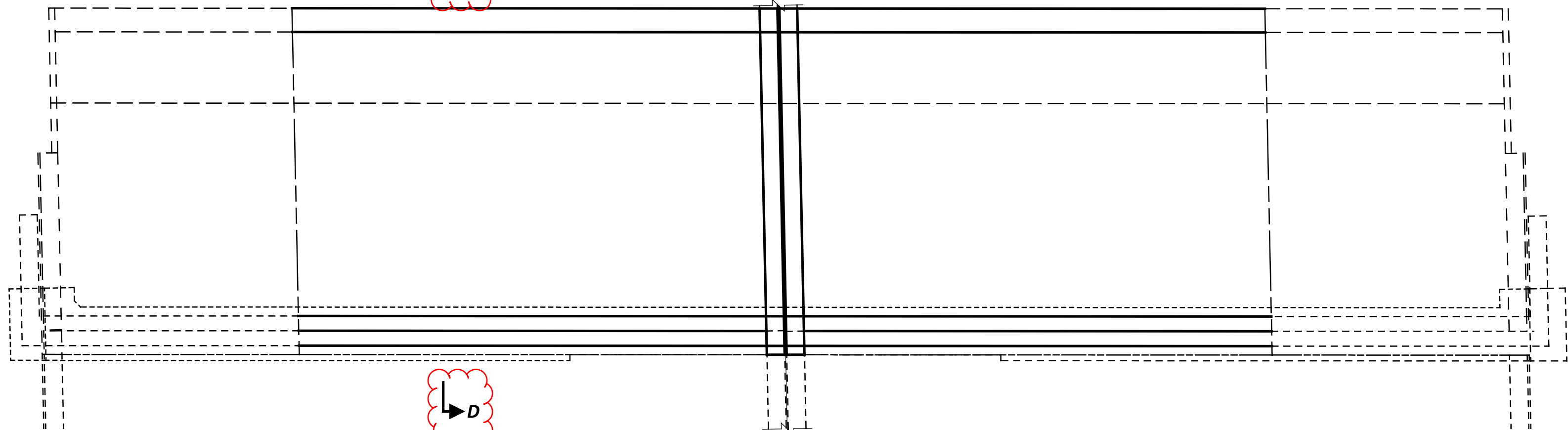


PHASE 2 REMOVAL - PLAN

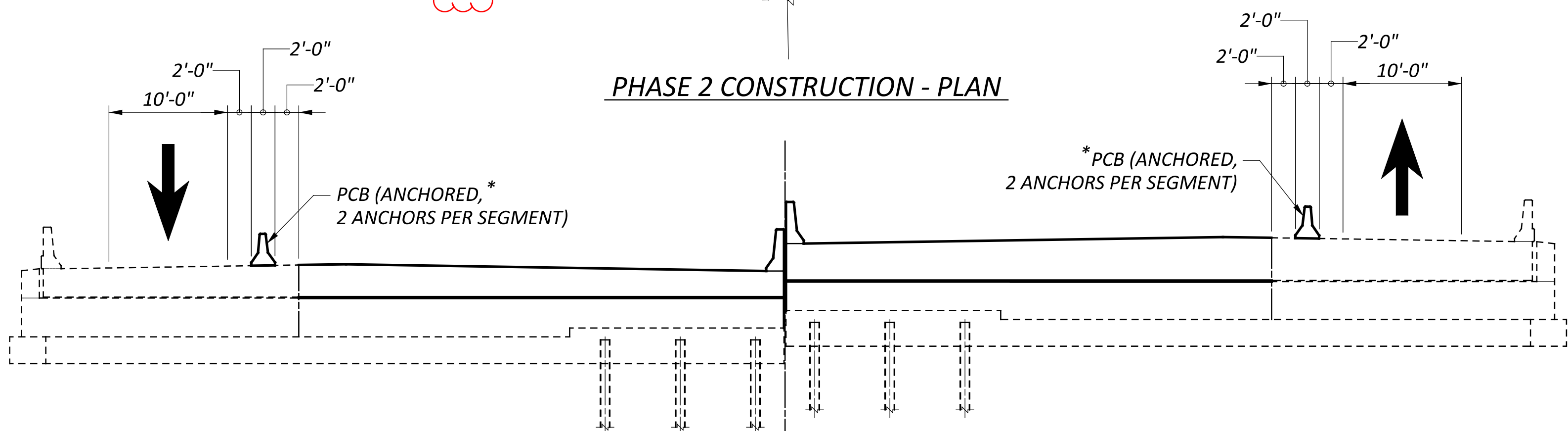


PHASE 2 REMOVAL - ELEVATION

REAR ABUTMENT - SHOWN  
FORWARD ABUTMENT - SIMILAR



PHASE 2 CONSTRUCTION - PLAN

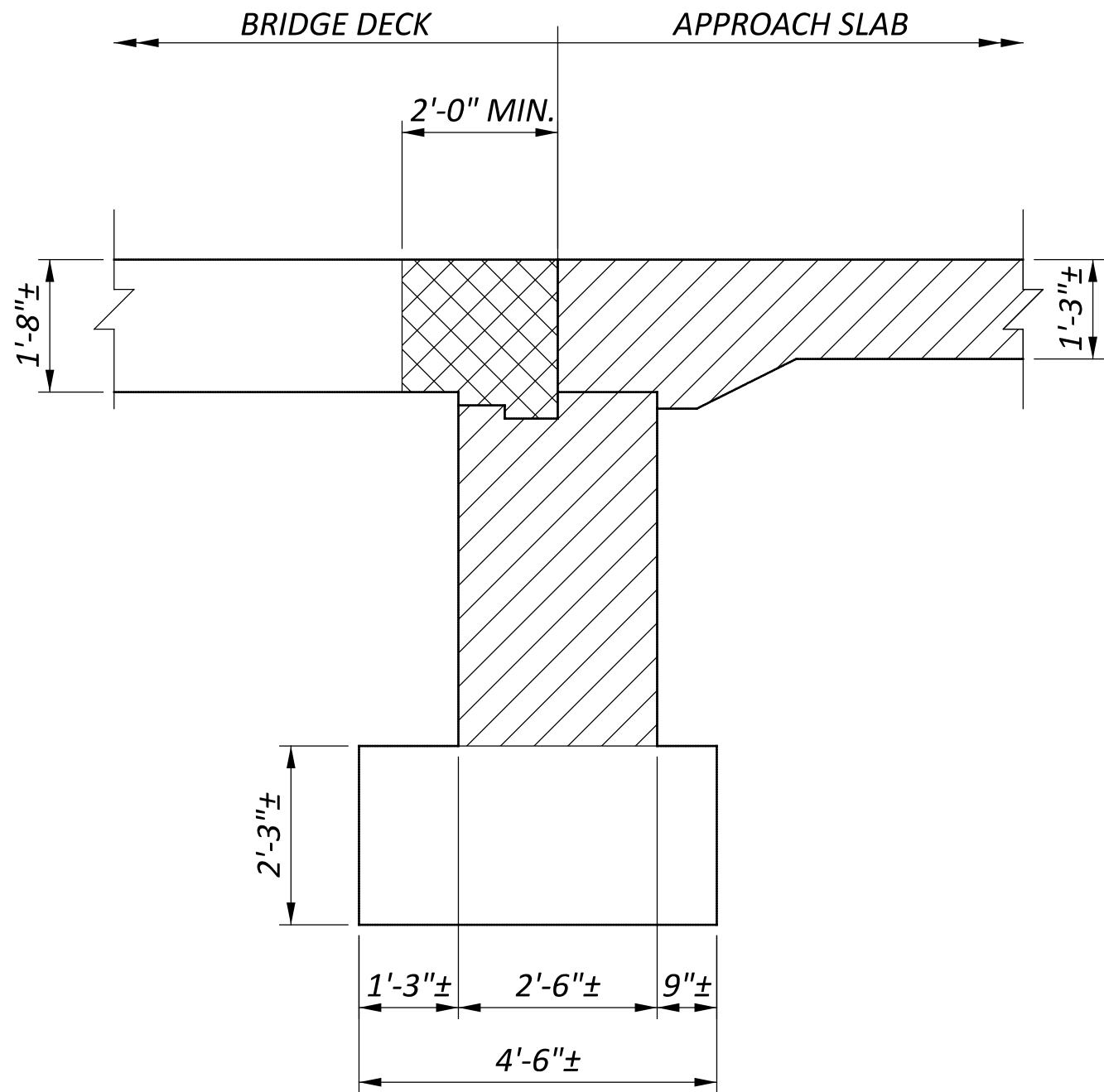


PHASE 2 CONSTRUCTION - ELEVATION

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.



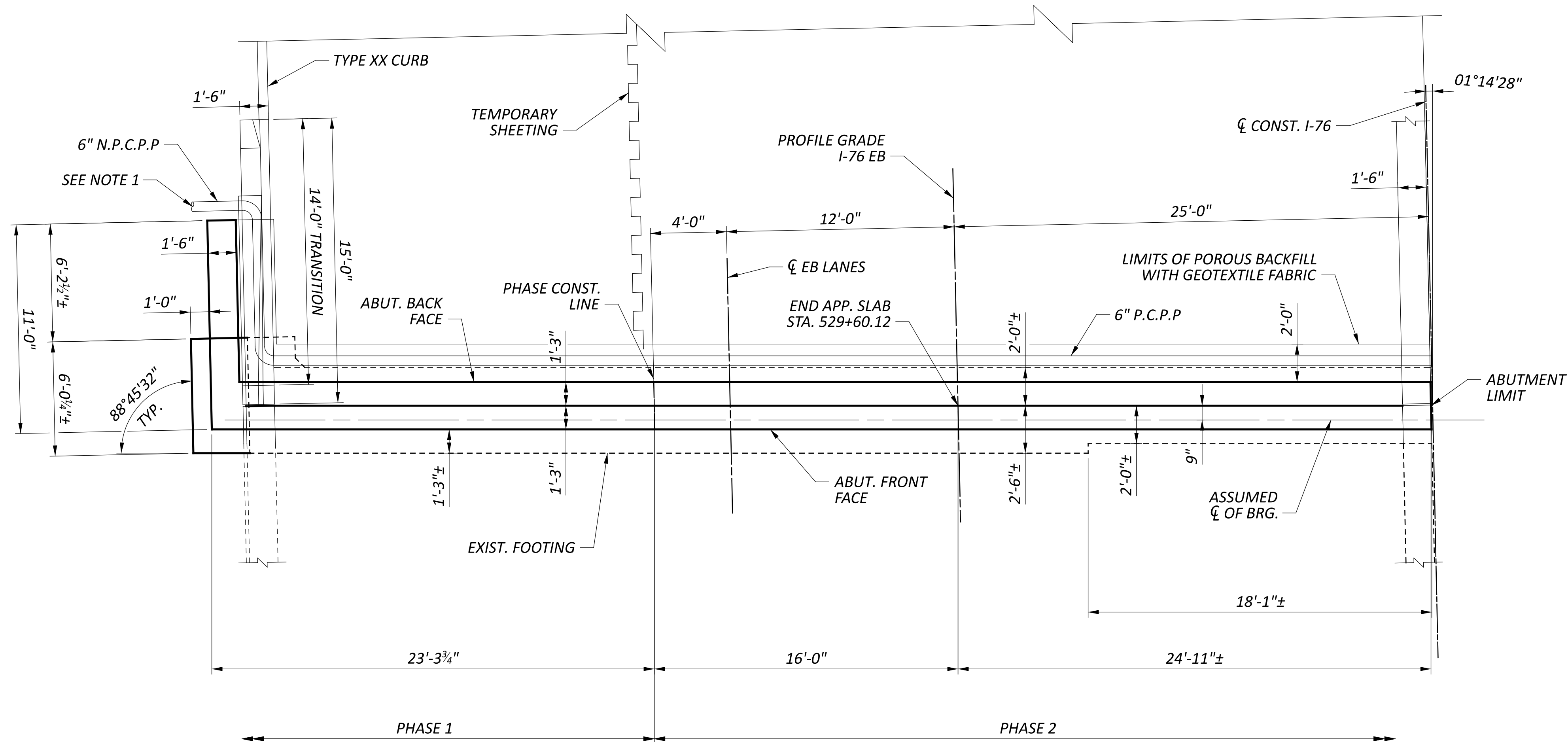
VIEW D-D

- REMOVAL LIMITS

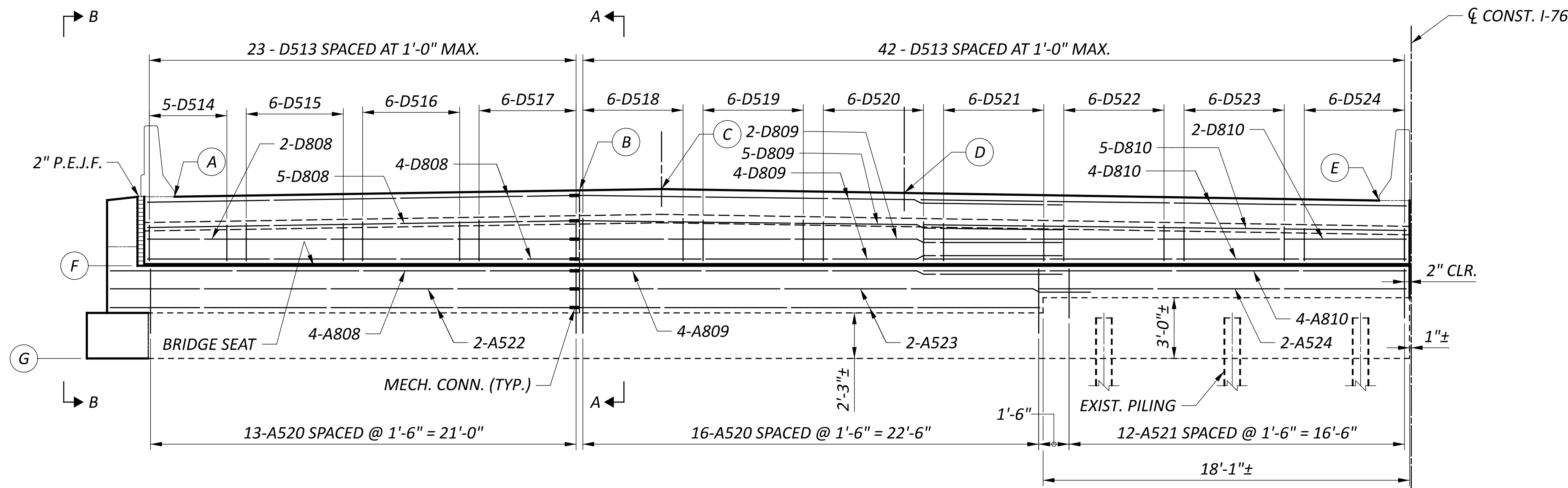
- REMOVAL LIMITS WHERE THE EXISTING CONCRETE REINFORCING SHALL REMAIN, REFER TO NOTE 1.

\* - 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.



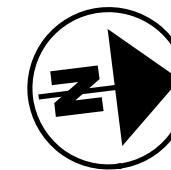


PLAN

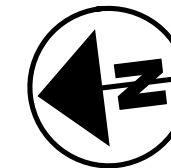


ELEVATION

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



REAR ABUT. EB



FRWD. ABUT. WB

ELEVATION TABLE		
	RA/EB	FA/WB
A	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
3. SEE SHEET 15 / 26 FOR PARAPET SECTIONS AND ADDITIONAL DETAILS

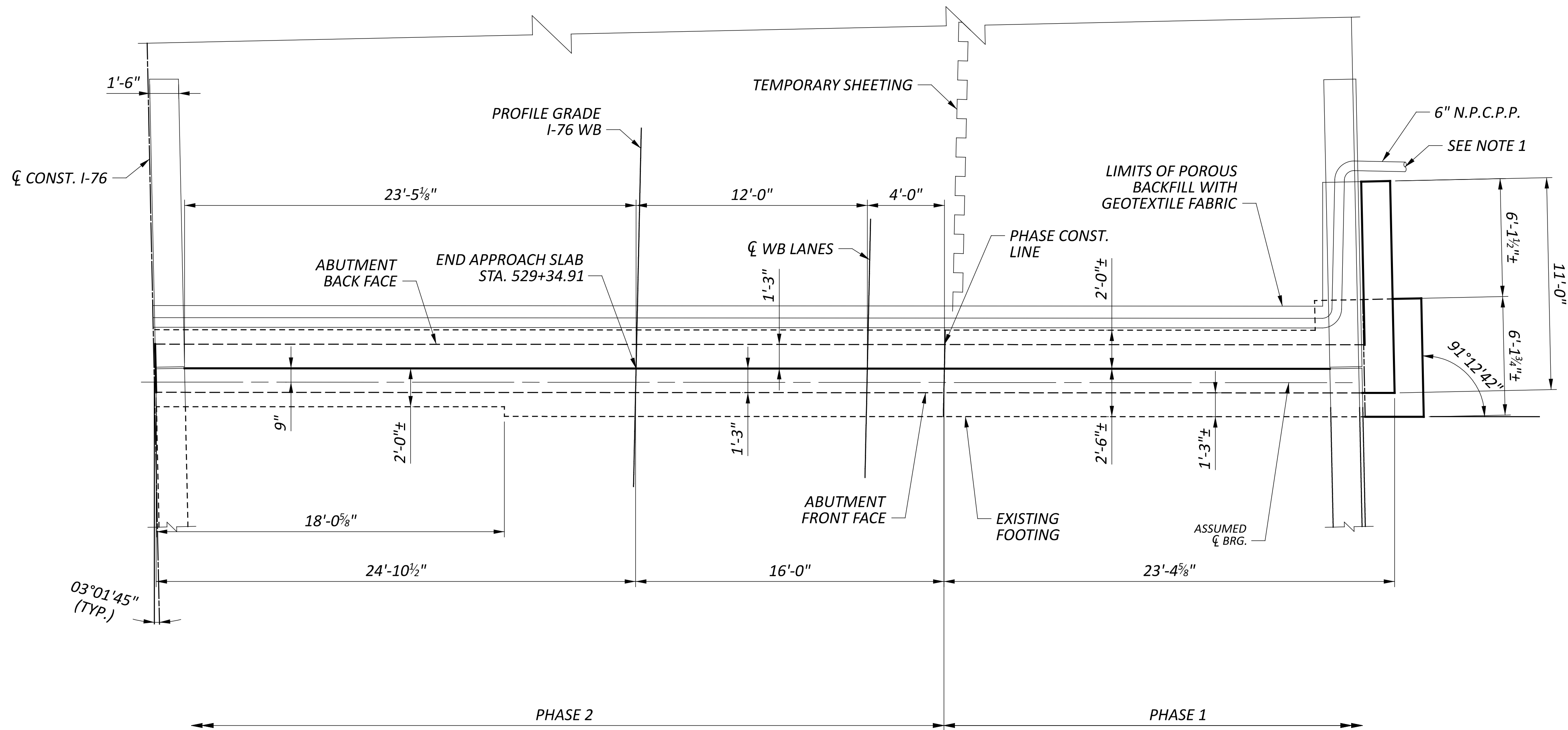
ABUTMENT DETAILS  
 POR-76-10.072  
 OVER HATTRICK ROAD

SFN  
 6702554  
 DESIGN AGENCY

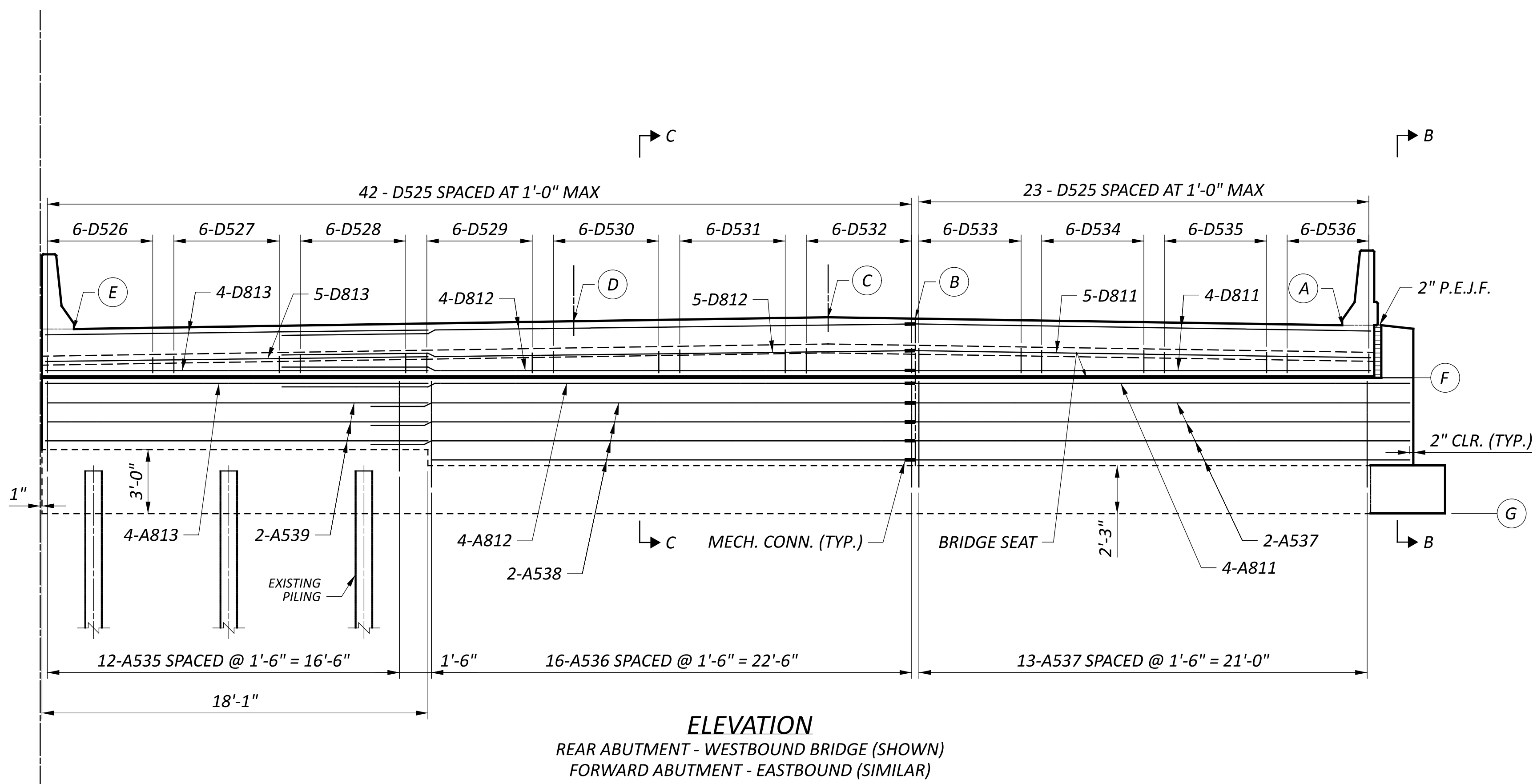


DESIGNER	CHECKER
JH	MJA
REVIEWER	
TJP	04-28-25
PROJECT ID	112778
SUBSET	TOTAL
12	26
SHEET	TOTAL
P.34	48

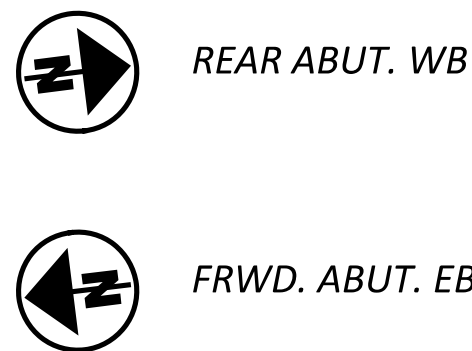




PLAN



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



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
3. SEE SHEET 15 / 26 FOR PARAPET SECTIONS AND ADDITIONAL DETAILS

ABUTMENT DETAILS  
 POR-76-10.072  
 OVER HATTRICK ROAD

SFN  
 6702554

DESIGN AGENCY



DESIGNER  
 JH

CHECKER  
 MJA

REVIEWER  
 TJP 04-28-25

PROJECT ID  
 112778

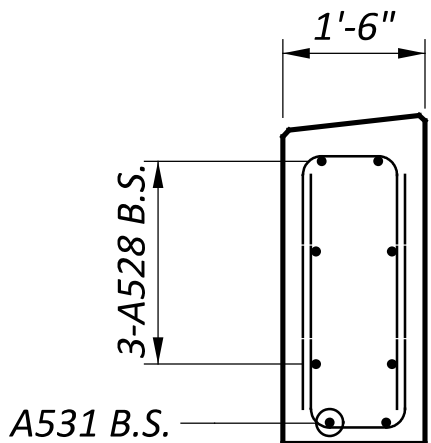
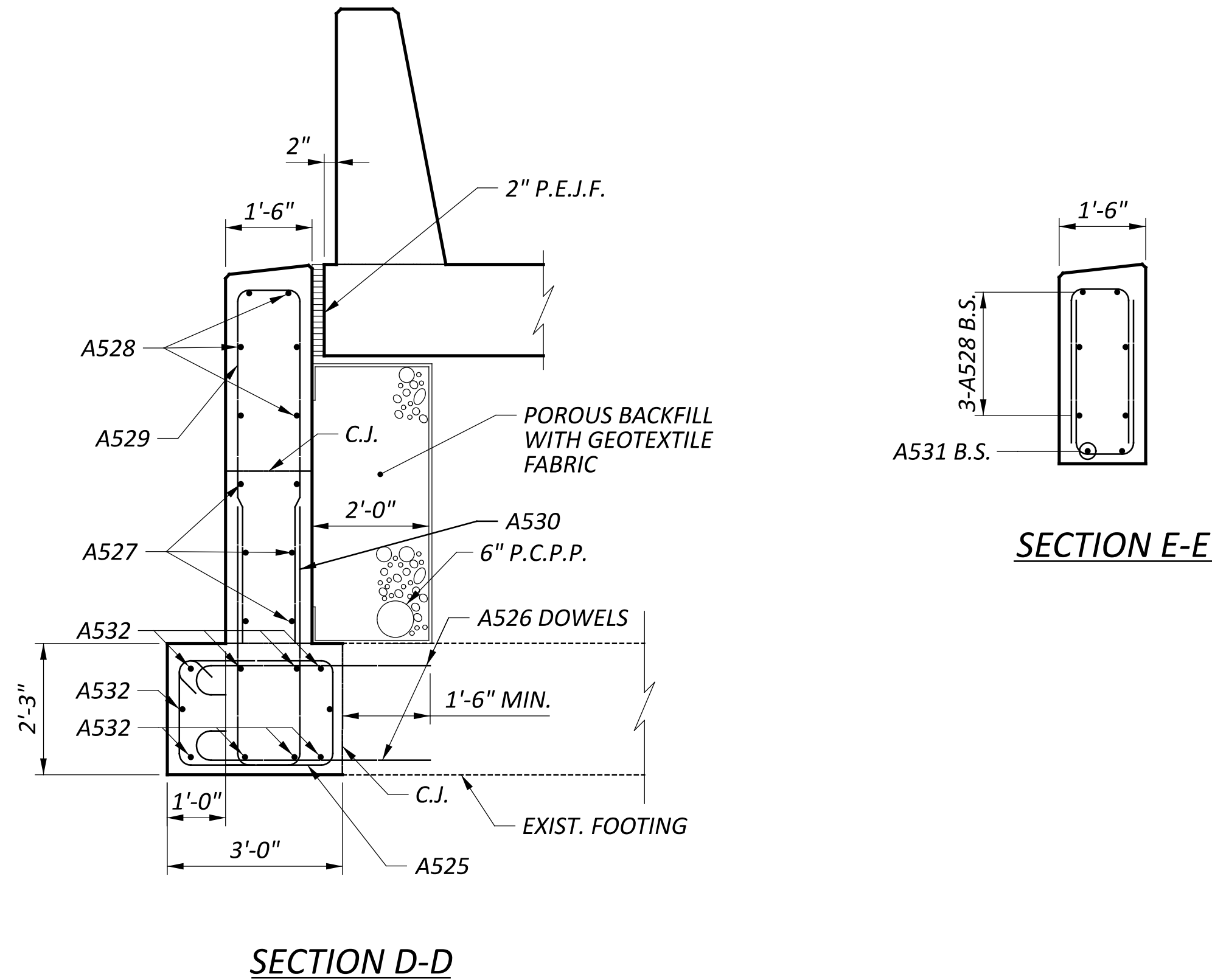
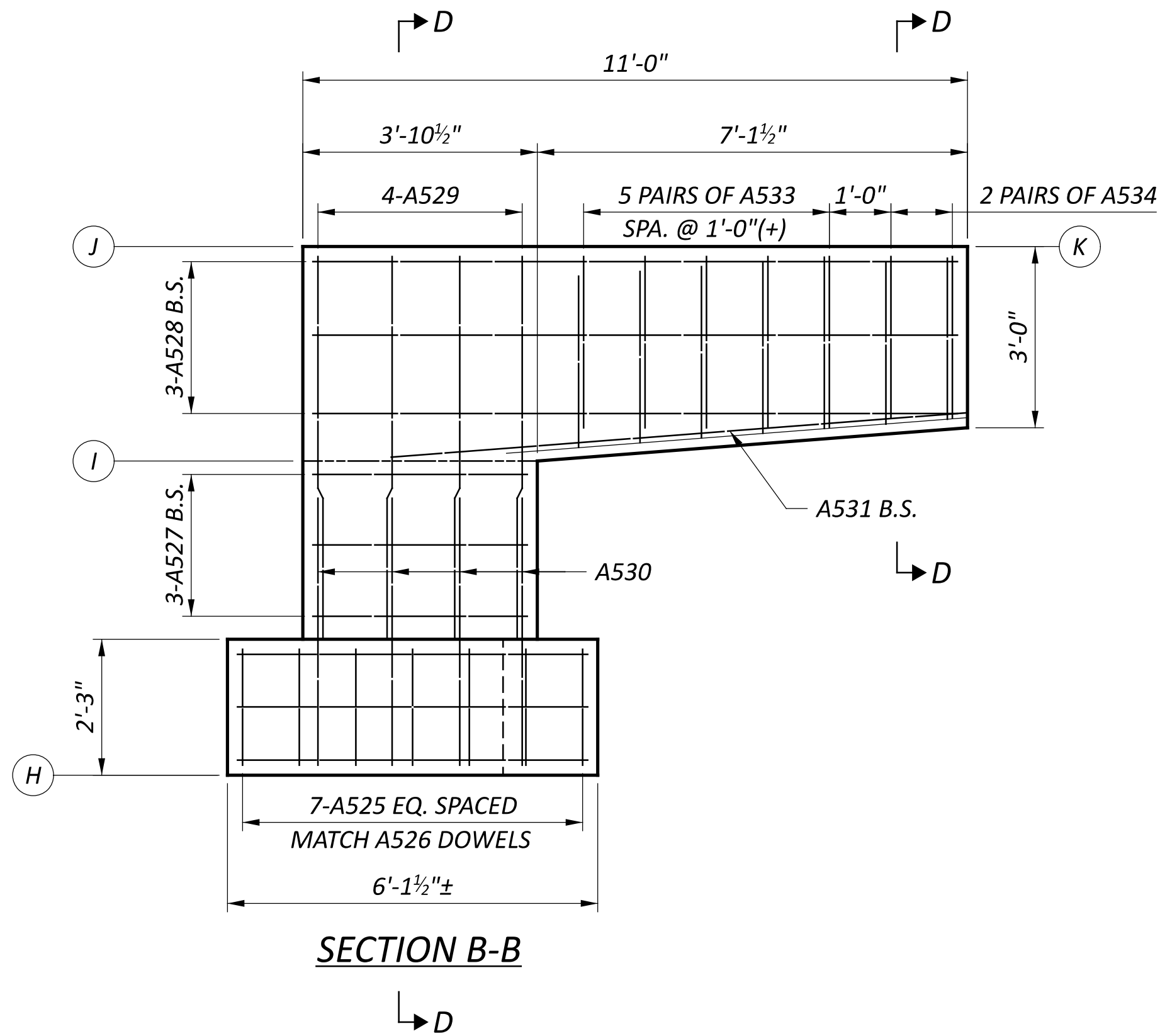
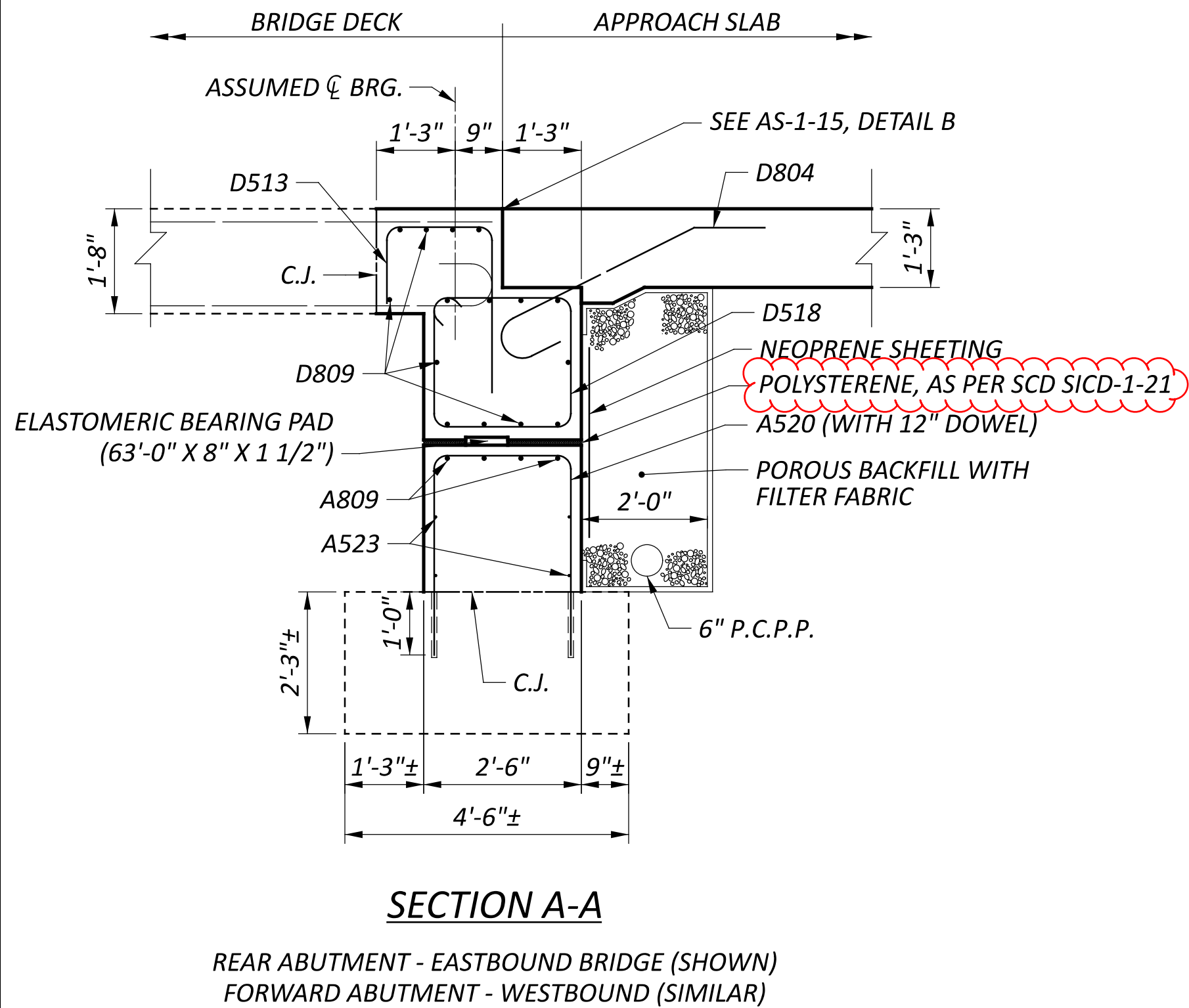
SUBSET  
 13

TOTAL  
 26

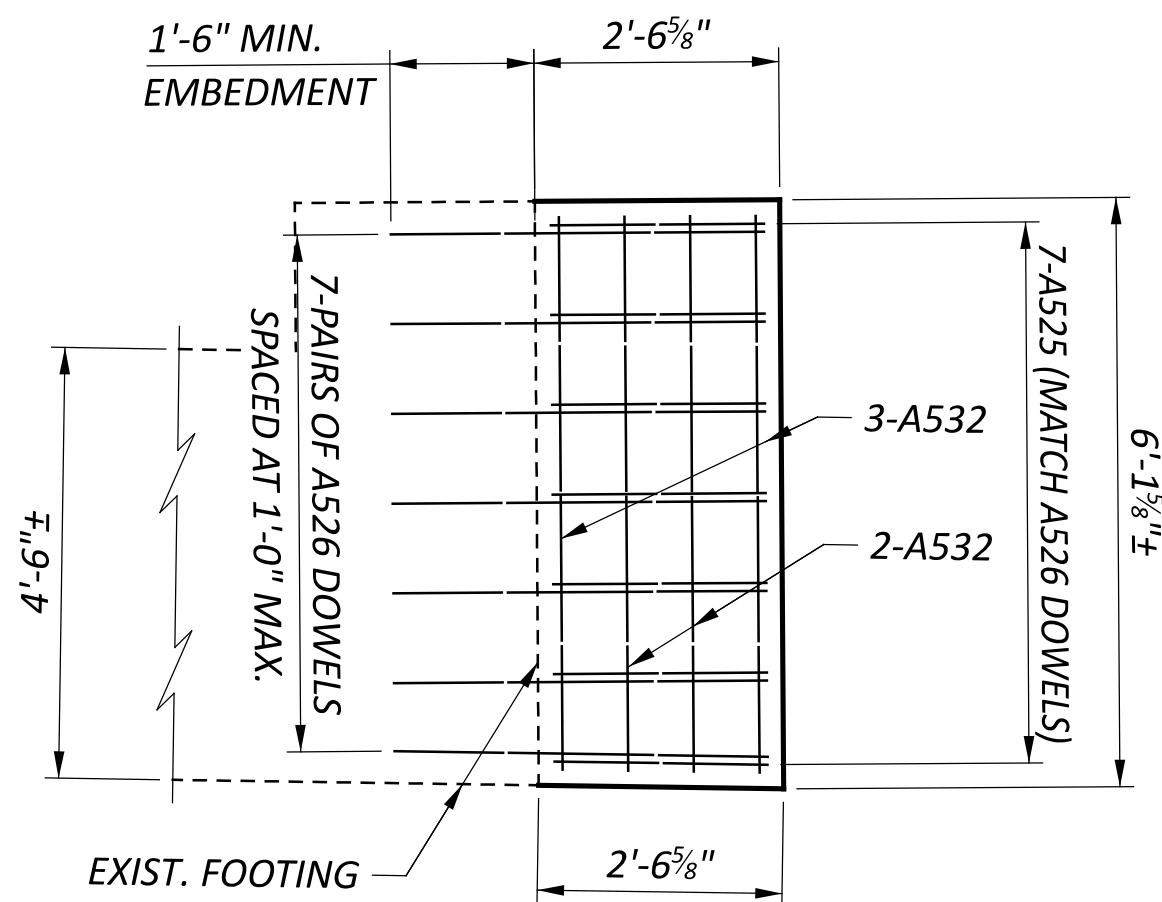
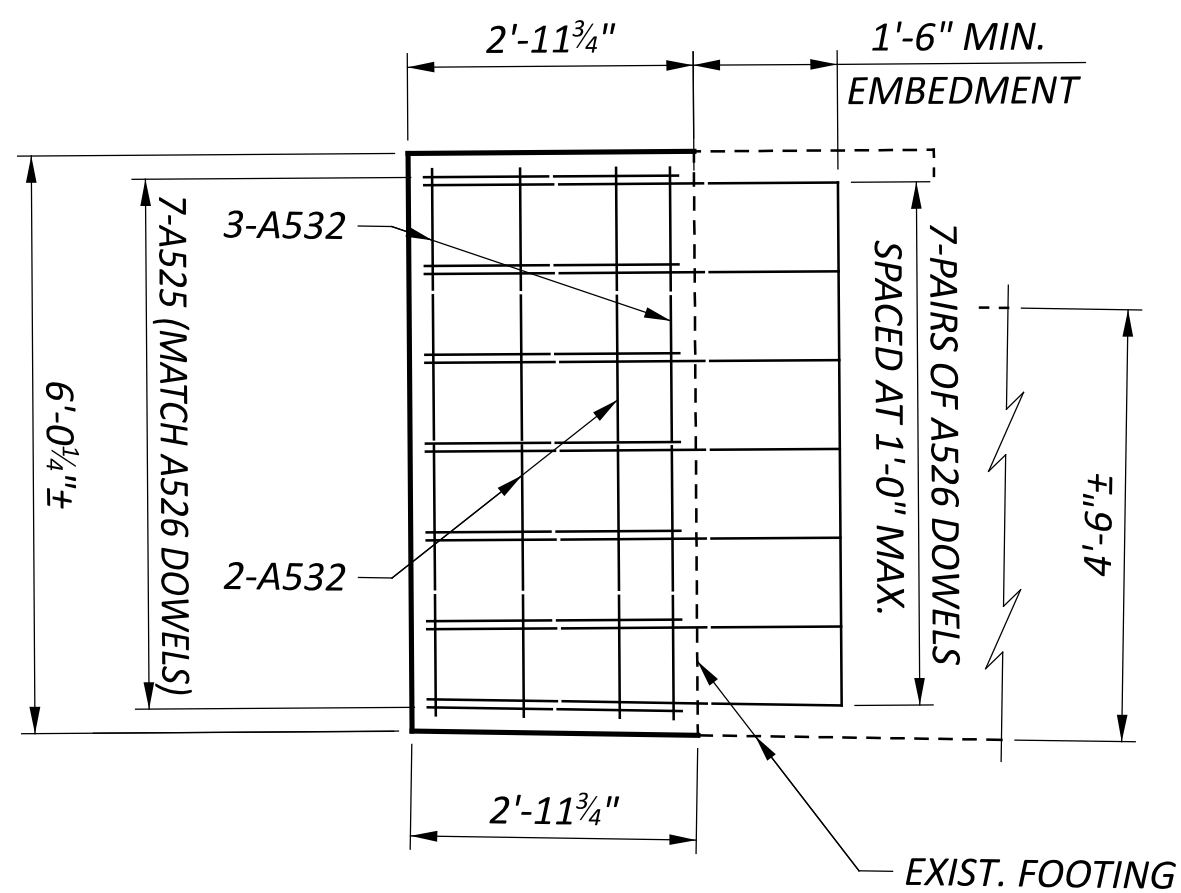
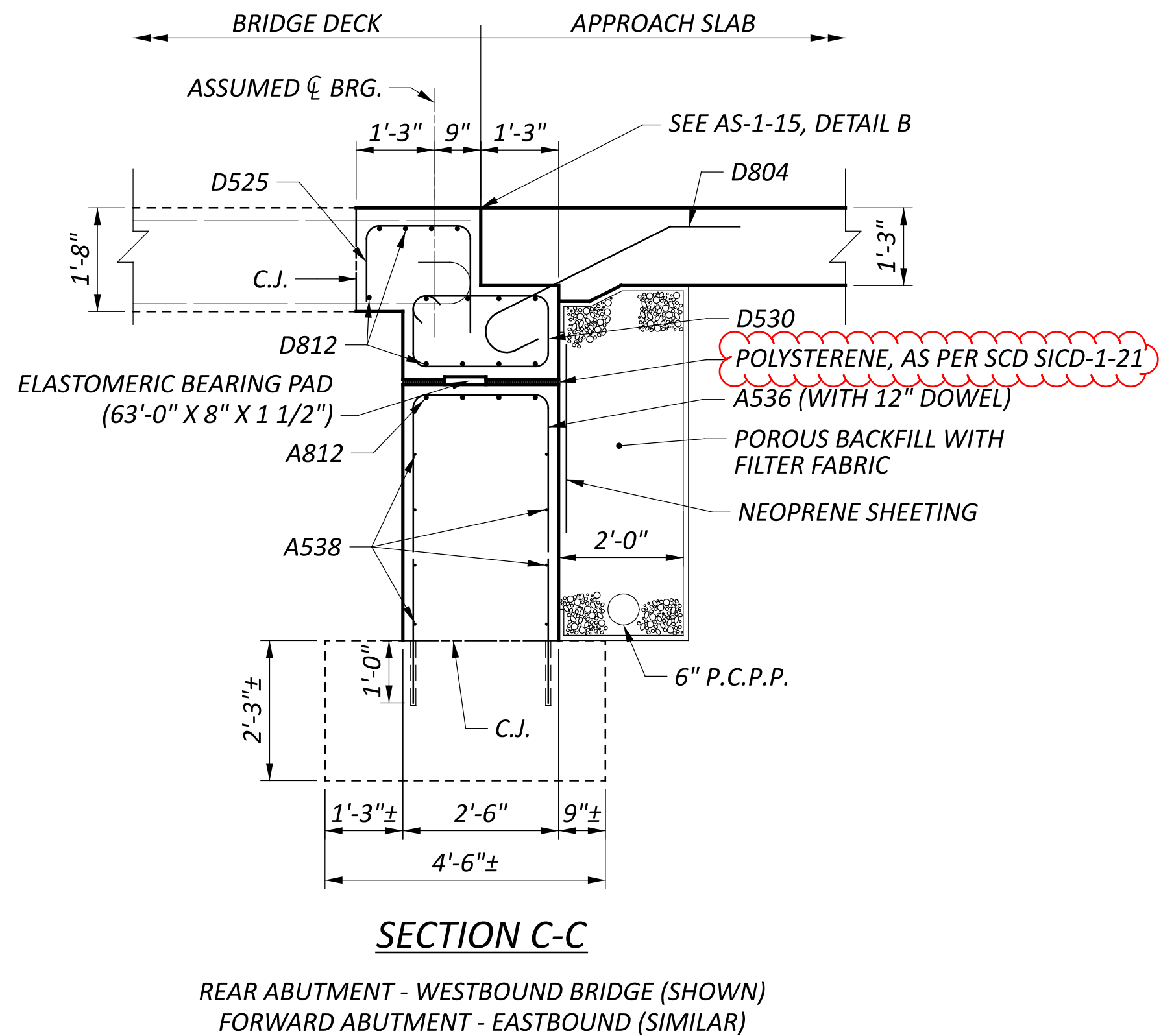
SHEET  
 P.35

TOTAL  
 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



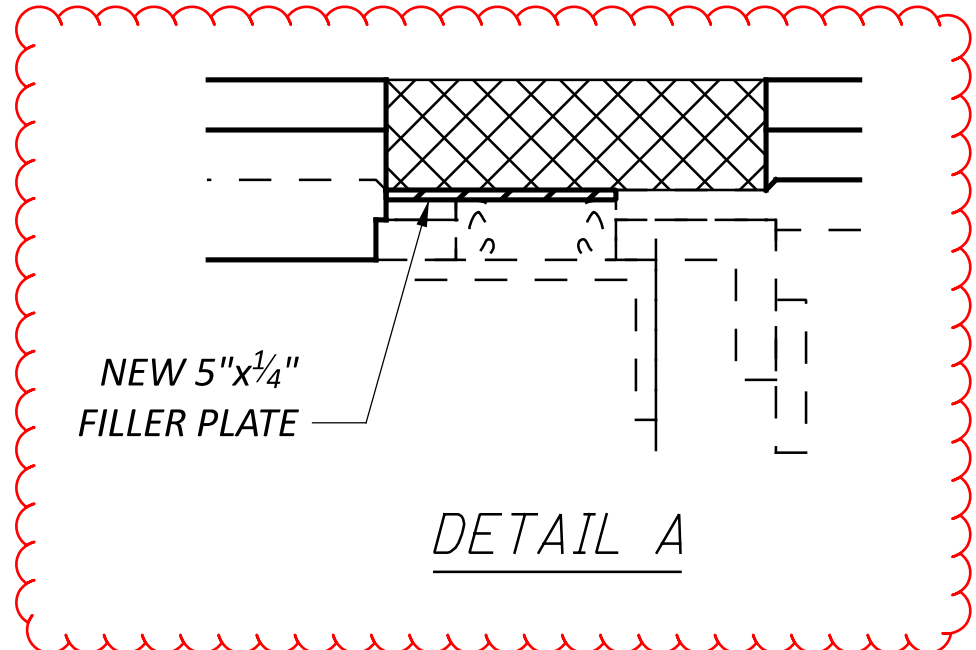
LEGEND:  
P.C.P.P. = PERFORATED CORRUGATED PLASTIC PIPE  
C.J. = CONSTRUCTION JOINT






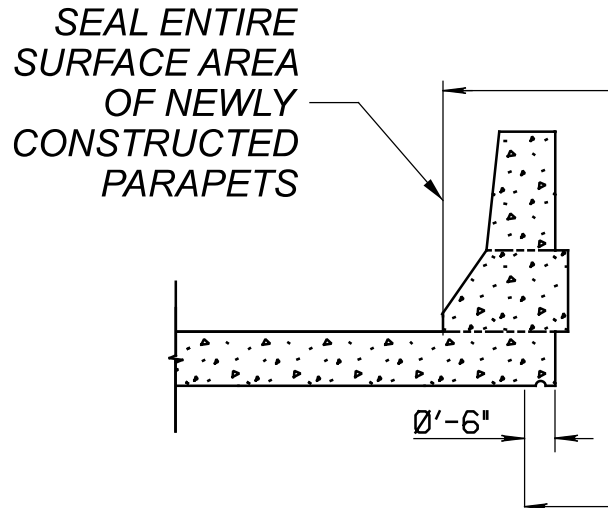
SFN	
VARIOUS	
DESIGN AGENCY	
	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 04-04-25	
PROJECT ID	
112778	
SUBSET	TOTAL
18	26
SHEET	TOTAL
P.40	48





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





DETAIL C  
CONCRETE DECK WITH  
DEFLECTOR PARAPET

BRIDGE NUMBER	SEALING PAY ITEM	STRUCTURE TYPE	PROPOSED SEALING	FEDERAL COLOR NUMBER	ESTIMATED QUANTITIES				
					ABUT (SQ YD)	PIER (SQ YD)	SUPER (SQ YD)	GENERAL (SQ YD)	TOTAL (SQ YD)
POR-76-9.735	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	CONCRETE CONTINUOUS SLAB	SEAL THE NEWLY CONSTRUCTED ABUTMENTS, WINGWALLS, DECK EDGES AND PARAPETS SEAL PATCHES	MATCH EXISTING	151		85	9	245
POR-76-9.895	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL PATCHES	MATCH EXISTING				3	3
POR-76-10.072	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	CONCRETE CONTINUOUS SLAB	SEAL THE NEWLY CONSTRUCTED ABUTMENTS, WINGWALLS, DECK EDGES AND PARAPETS	MATCH EXISTING	148		85		233
POR-76-11.266R	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL EXPOSED CONCRETE ON THE PIER CAP OF PIER 2 SEAL THE BACKWALLS AND BEAMSEATS	MATCH EXISTING	127	17			144
POR-76-11.267L	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL THE BACKWALLS AND BEAMSEATS	MATCH EXISTING	128				128
POR-76-14.894	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL NEWLY CONSTRUCTED PORTIONS OF THE PARAPETS	MATCH EXISTING			155		155
POR-76-16.106	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL NEWLY CONSTRUCTED PORTIONS OF THE PARAPETS	MATCH EXISTING			155		155

SFN  
VARIOUS  
DESIGN AGENCY

DESIGNER  
JF

CHECKER  
MJA

REVIEWER  
TJP 04-04-25

PROJECT ID  
112778

SUBSET  
21

TOTAL  
26

SHEET  
P.43

TOTAL  
48

SEALING DETAILS  
POR-76-9.735, POR-76-10.072, POR-76-11.266R  
OVER NEW MILFORD RD, OVER HATTRICK RD, OVER BARREL RUN



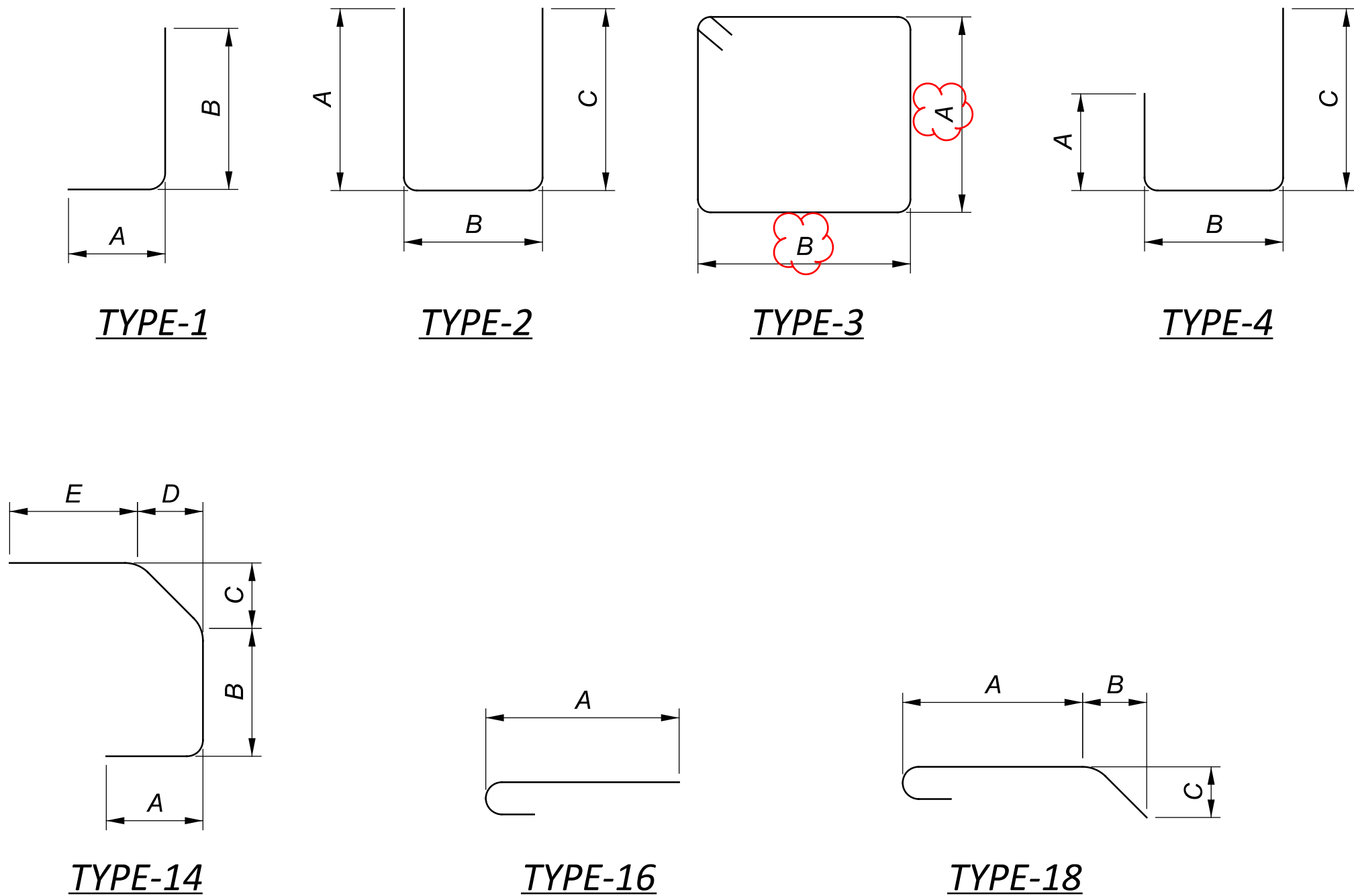
MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS						
	EB REAR ABUT	WB FWD ABUT	EB REAR SUPER	WB FWD SUPER	TOTAL				A	B	C	D	E		EB REAR ABUT	WB FWD ABUT	EB REAR SUPER	WB FWD SUPER	TOTAL				A	B	C	D	E		
D501			65	65	130	6'-8"	904	4	1'-3"	1'-8"	2'-4"			*A501	29	29			58	11'-9"	711	2	4'-1"	2'-2"	4'-1"				
D502			5	5	10	8'-8"	91	3	9"	2'-2"				*A502	12	12			24	10'-3"	257	2	3'-4"	2'-2"	3'-4"				
D503			6	6	12	8'-10"	111	3	10"	2'-2"				\$A503	6	6			12	24'-3"	304	STR							
D504			6	6	12	9'-0"	113	3	11"	2'-2"				\$A504	6	6			12	22'-7"	283	STR							
D505			6	6	12	9'-2"	115	3	1'-0"	2'-2"				A505	4	4			8	20'-7"	172	STR							
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	4	4			8	24'-3"	518	STR							
D508			6	6	12	9'-2"	115	3	1'-0"	2'-2"				\$A802	4	4			8	23'-6"	502	STR							
D509			6	6	12	8'-10"	111	3	10"	2'-2"				A803	4	4			8	23'-10"	510	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	16	16			32	4'-7"	153	16	4'-0"						
														A512	6	6			12	3'-6"	44	STR							
\$D801			13	13	26	22'-5"	1557	STR						A513	6	6			12	9'-8"	121	STR							
\$D802			13	13	26	23'-6"	1632	STR						A514	4	4			8	14'-8"	123	2	6'-1"	1'-1"	6'-1"				
D803			13	13	26	23'-10"	1655	STR						A515	4	4			8	11'-6"	96	2	4'-6"	1'-1"	4'-6"				
D804			44	44	88	6'-3"	1469	18	3'-6"	1'-1"	9"			A516	2	2			4	8'-5"	36	STR							
														A517	10	10			20	6'-8"	140	STR							
	SUPERSTRUCTURE SUB-TOTAL						8426							A518	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.														A519	2	2			4	7'-9"	33	2	2'-8"	1'-0"	2'-8"				
														ABUTMENT SUB-TOTAL						4370									

Removed note for reinforcing steel to be epoxy coated

\$ BARS TO BE CONNECTED WITH MECHANICAL CONNECTORS

\* BARS TO BE DOWELED 12'

# BARS TO BE DOWELED 18"





MODEL: Sheet 2 PAPER: SIZE: 34x22 (in.) DATE: 7/10/2025 TIME: 11:07:13 AM USER: jftzsim  
pw:\ohiodot-pw.bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 04\Portage\112778\400-Engineering\Structures\SFN\_6702376\Sheets\112778\_SF\_N\_6702376\_S1001.dgn

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	8	8			16	24'-0"	401	STR					
D504			6	6	12	9'-0"	113	3	11"	2'-2"				\$A509	8	8			16	25'-10"	432	STR					
D505			6	6	12	9'-2"	115	3	1'-0"	2'-2"				A510	6	6			12	17'-9"	223	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	6	6			12	11'-10"	149	3	2'-8"	1'-10"			
D512			6	6	12	8'-4"	105	3	7"	2'-2"				#A511	16	16			32	4'-7"	153	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			44	44	88	6'-3"	1469	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														ABUTMENT SUB-TOTAL						4773						

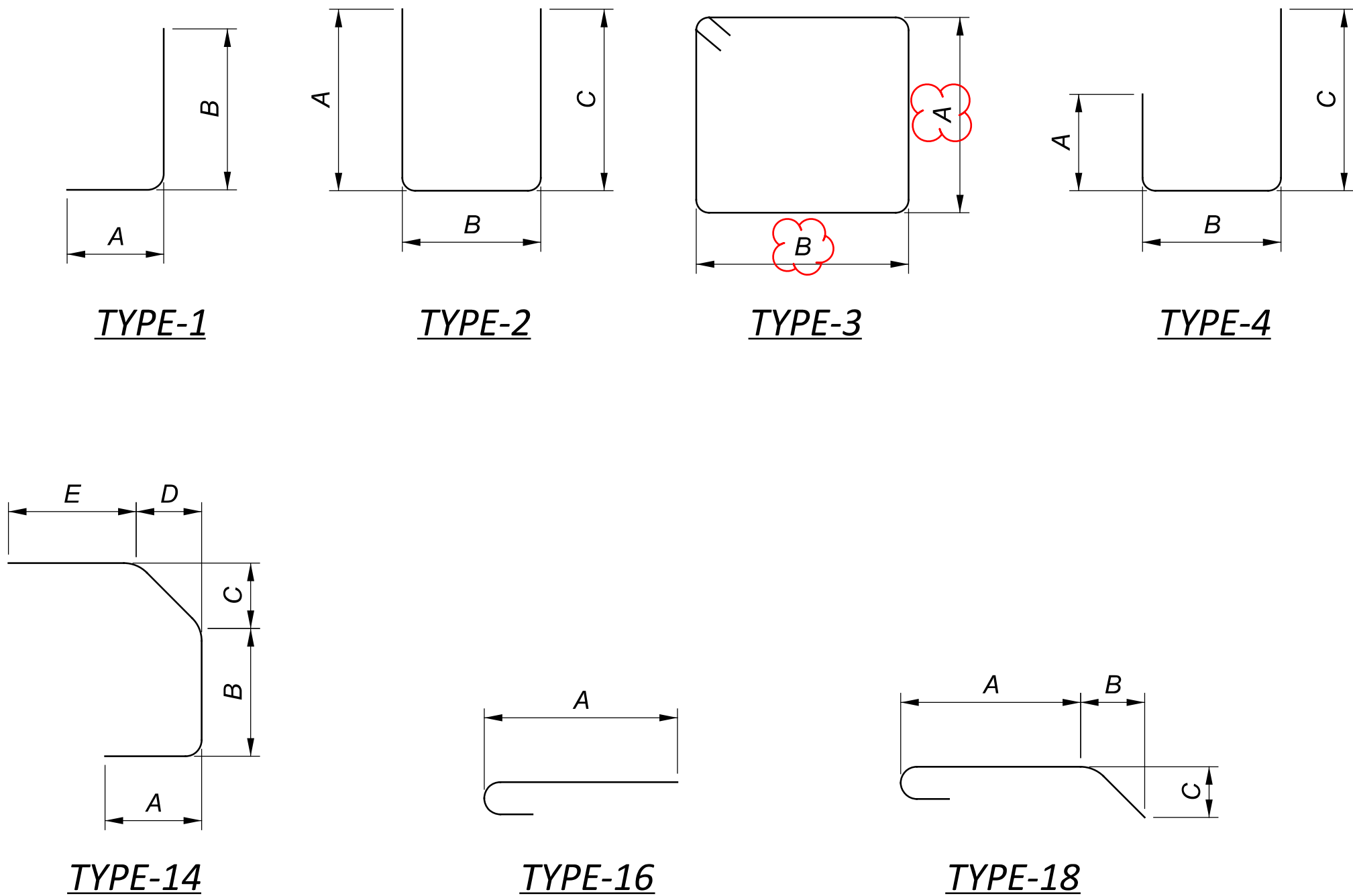
THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TOOOUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE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

Removed note for reinforcing 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-76-9.735  
OVER NEW MILFORD ROAD

SFN 6702376	
DESIGN AGENCY	
DESIGNER JF	CHECKER MJA
REVIEWER TJP 04-28-25	
PROJECT ID 112778	
SUBSET 23	TOTAL 26
SHEET P.45	TOTAL 48



MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS				
	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"		
D514			5	5	10	10'-8"	112	3	1'-9"	2'-2"			
D515			6	6	12	10'-10"	136	3	1'-10"	2'-2"			
D516			6	6	12	11'-0"	138	3	1'-11"	2'-2"			
D517			6	6	12	11'-2"	140	3	2'-0"	2'-2"			
D518			6	6	12	11'-4"	142	3	2'-1"	2'-2"			
D519			6	6	12	11'-2"	140	3	2'-0"	2'-2"			
D520			6	6	12	11'-0"	138	3	1'-11"	2'-2"			
D521			6	6	12	10'-10"	136	3	1'-10"	2'-2"			
D522			6	6	12	10'-8"	134	3	1'-9"	2'-2"			
D523			6	6	12	10'-6"	132	3	1'-8"	2'-2"			
D524			6	6	12	10'-4"	130	3	1'-7"	2'-2"			
\$D808			15	15	30	22'-4"	1789	STR					
\$D809			15	15	30	23'-8"	1896	STR					
D810			15	15	30	23'-10"	1909	STR					
D804			44	44	88	6'-3"	1469	18	3'-6"	1'-1"	9"		
	SUPERSTRUCTURE SUB-TOTAL							9491					

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.

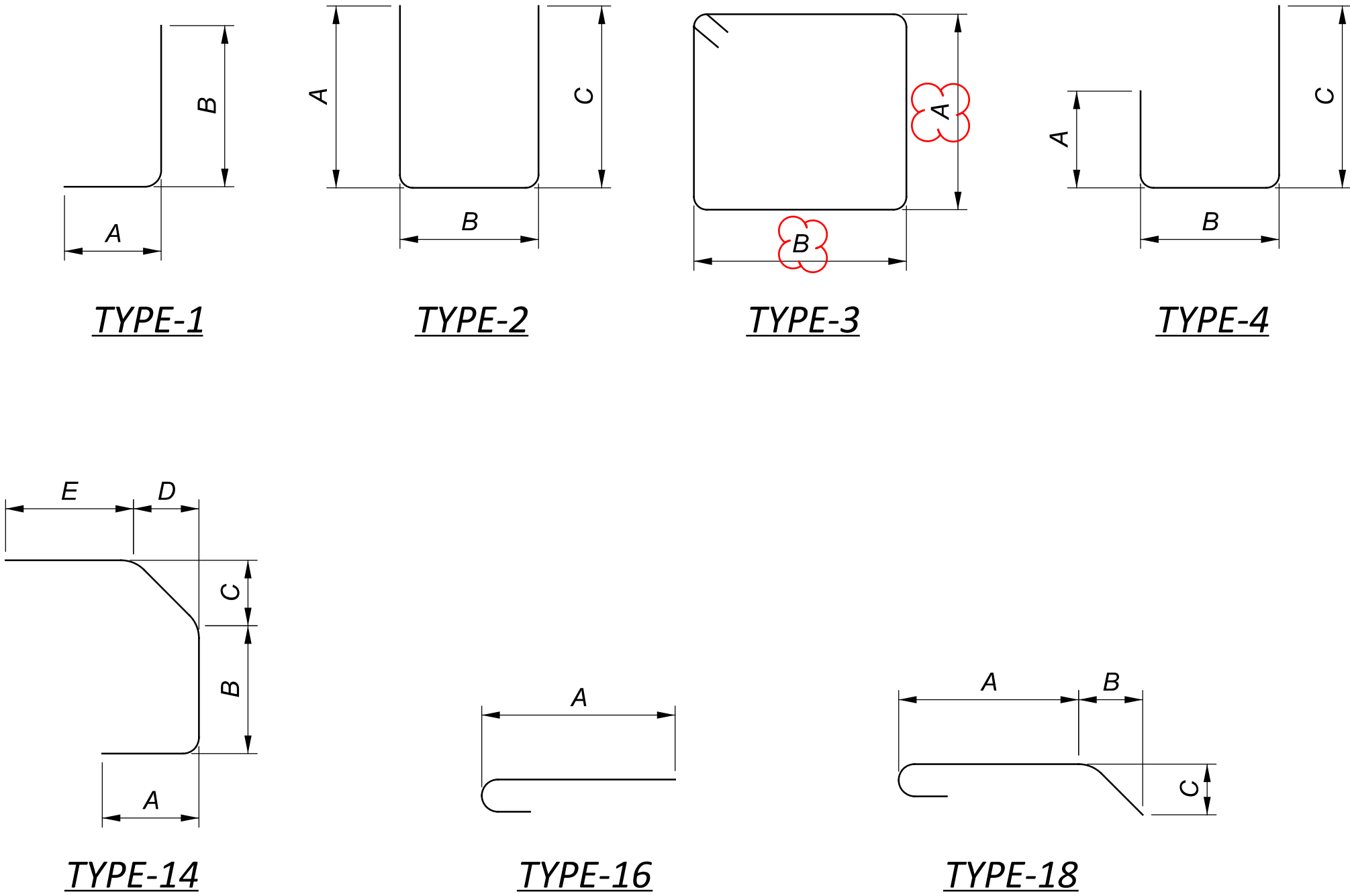
Removed note for reinforcing steel to be epoxy coated

\$ BARS TO BE CONNECTED WITH MECHANICAL CONNECTORS

\* BARS TO BE DOWELED 12"

# BARS TO BE DOWELED 18"

MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS				
	EB REAR ABUT	WB FWD ABUT	EB REAR SUPER	WB FWD SUPER	TOTAL				A	B	C	D	E
*A520	29	29			58	9'-11"	600	2	3'-2"	2'-2"	3'-2"		
*A521	12	12			24	8'-5"	211	2	2'-5"	2'-2"	2'-5"		
\$A522	4	4			8	24'-2"	202	STR					
\$A523	4	4			8	25'-1"	210	STR					
A524	2	2			4	18'-1"	76	STR					
\$A808	4	4			8	24'-2"	517	STR					
\$A809	4	4			8	23'-8"	506	STR					
A810	4	4			8	23'-10"	510	STR					
A525	7	7			14	12'-0"	176	3	2'-8"	1'-11"			
#A526	14	14			28	4'-7"	134	16	4'-0"				
A527	6	6			12	3'-7"	45	STR					
A528	6	6			12	10'-8"	134	STR					
A529	4	4			8	14'-8"	123	2	6'-1"	1'-1"	6'-1"		
A530	4	4			8	11'-6"	96	2	4'-6"	1'-1"	4'-6"		
A531	2	2			4	9'-7"	40	STR					
A532	10	10			20	5'-9"	120	STR					
A533	10	10			20	8'-1"	169	2	2'-10"	1'-0"	2'-10"		
A534	4	4			8	7'-9"	65	2	2'-8"	1'-0"	2'-8"		
	ABUTMENT SUB-TOTAL							3934					



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 24	TOTAL 26
SHEET P.46	TOTAL 48

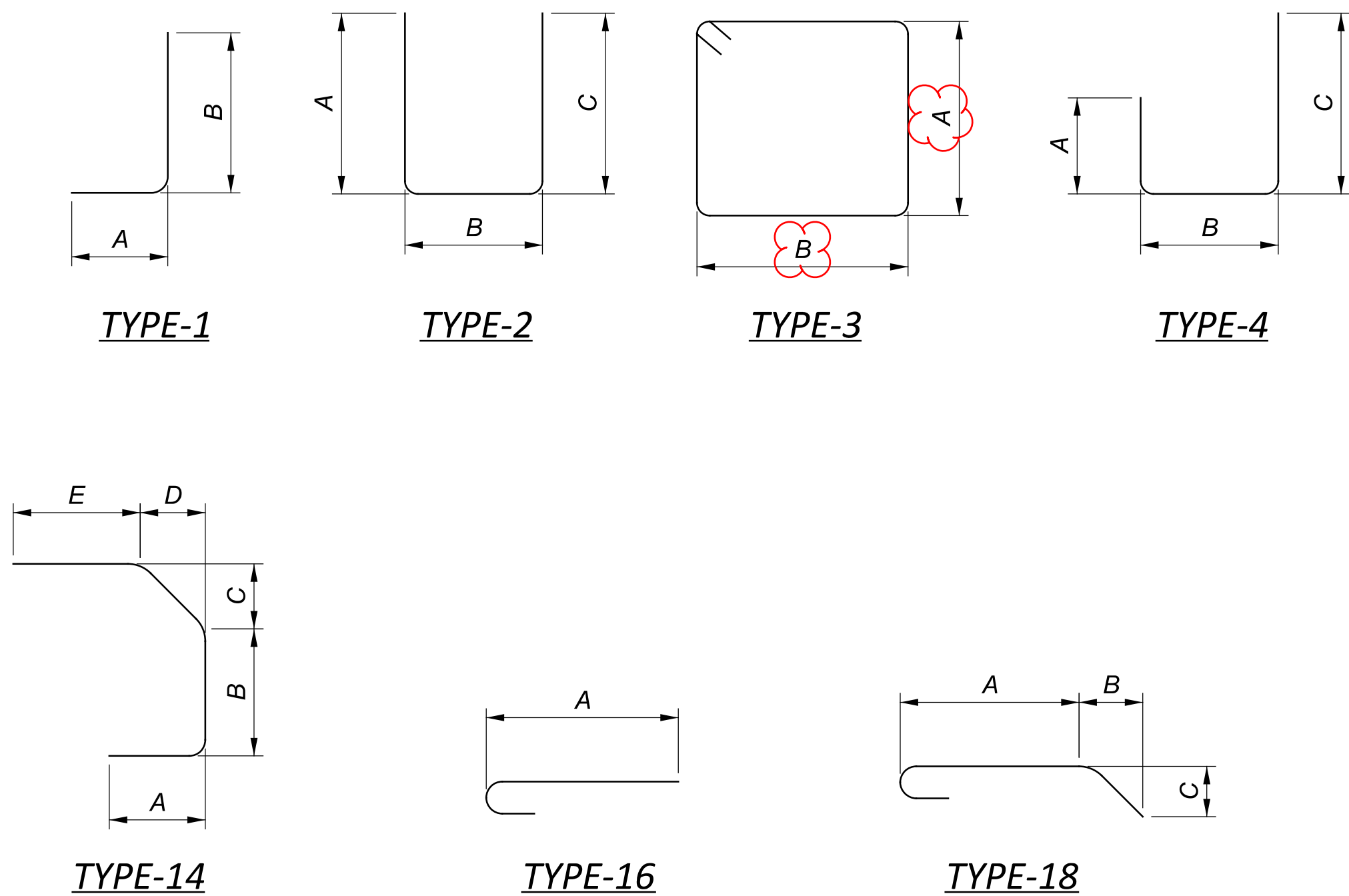
MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS					MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS				
	WB REAR ABUT	EB FWD ABUT	WB REAR SUPER	EB FWD SUPER	TOTAL				A	B	C	D	E		WB REAR ABUT	EB FWD ABUT	WB REAR SUPER	EB FWD SUPER	TOTAL				A	B	C	D	E
D525			65	65	130	6'-8"	904	4	1'-3"	1'-8"	2'-4"			*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	14	14			28	4'-7"	134	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			44	44	88	6'-3"	1469	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						8485							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					4780								

Removed note for reinforcing steel to be epoxy coated

\$ BARS TO BE CONNECTED WITH MECHANICAL CONNECTORS

\* BARS TO BE DOWELED 12'

# BARS TO BE DOWELED 18"





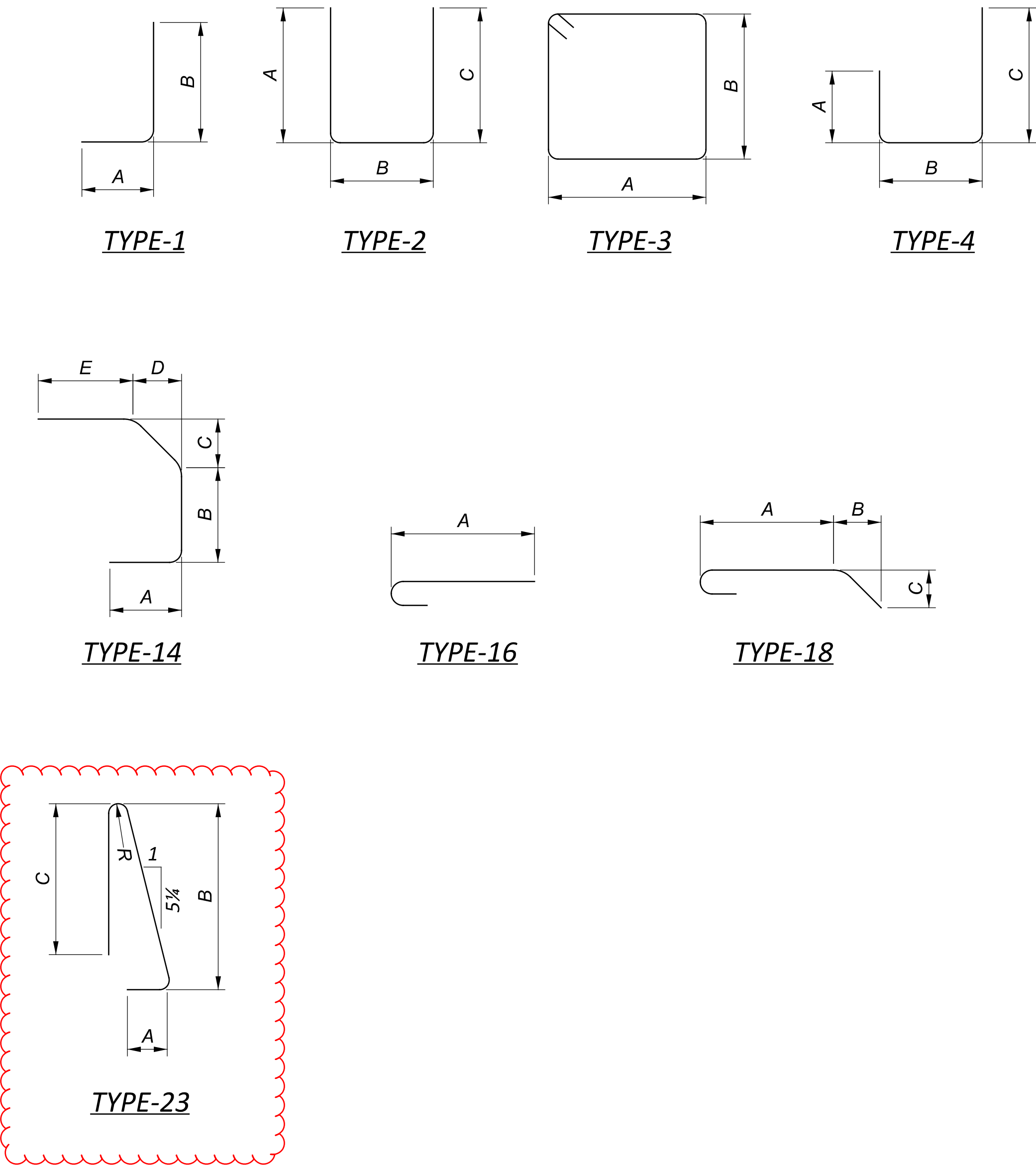
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MARK	NUMBER					LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS				
	EB REAR APPROACH	EB FWD APPROACH	WB REAR APPROACH	WB FWD APPROACH	TOTAL				A	B	C	D	E
X501	8	8	8	8	32	10'-0"	334	STR					
X502	2	2	2	2	8	5'-8"	48	STR					
X503	2	2	2	2	8	5'-8"	48	STR					
*X504	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					

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Removed note for reinforcing 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  
26

TOTAL  
26

SHEET  
P.48

TOTAL  
48