BEL-70-9.35

BEL-70-9.35 INTERCHANGE IMPROVEMENT

PROJECT: (25)3000 | BEL-70-9.35 | PID 120547

SUBMITTED TO:
Ohio Department of
Transportation
1980 W. Broad Street
Columbus, Ohio 43223

SUBMITTED BY:
Shelly & Sands, Inc.
3570 South River Road
P.O. Box 1585
Zanesville, Ohio 43702-1585

TECHNICAL PROPOSAL

BEL-70-9.35

BEL-70-9.35 INTERCHANGE IMPROVEMENT

PROJECT: (25)3000 | BEL-70-9.35 | PID 120547

PART A. PROJECT NARRATIVE

Introduction

The I-70/State Route 149 interchange is integral to the regional transportation system, serving as the primary access for multiple local stakeholders, including businesses, truck stops, and schools. This project will improve congestion by widening SR 149 to 4 lanes including additional turn lanes. Replacing the existing I-70 mainline bridges with new, longer structures will be required to accommodate the proposed SR 149 roadway section. Other project improvements include new interconnected signals, access management upgrades, increased ramp capacity, detention pond relocation, and localized drainage upgrades.

Shelly & Sands and American Structurepoint have strategically assembled a group of construction and design professionals with an excellent understanding of the project goals, local workforce, and ODOT expectations. Every project task is assigned to key personnel focused on meeting each milestone on time and within budget. We understand the importance of our Key Personnel and remain 100% committed to their availability throughout the life of this project.

Our Design-Build Team (DBT)'s approach will consist of proven management methods developed over decades of invaluable ODOT design-build experience. We are committed to the Department's 48-month design and construction schedule. As seen in Part A1 below, our DBT will employ an aggressive design phase which will start immediately following award.

Design Approach:

This project can be broken down into two distinct design elements -- the improvements to I-70, and the improvements to SR-149, including the ramps. First, we will describe the design work associated with I-70. The bridge design and detailed maintenance of traffic (MOT) will be discussed in detail in sections A.2 and A.3, respectively. The remaining design components along I-70 include the removal and re-erection of the ITS equipment. The improvements along I-70 make way for the required improvements along SR-149 and that work cannot begin until this work as well as the required right of way and environmental clearances have been obtained for this project.

As the DBT awaits the required clearances, the design team will begin the detailed design for the improvements along the SR-149 corridor, the widening and replacement of the interchange ramps, and replacement of various culverts~~the lining and rehabilitation of the headwalls associated with the storm culverts~~ which cross under the SR-149, ramps and mainline I-70. ~~The use of the approved ATC #5 will allow our design team to rehabilitate the existing storm sewers in place while minor grading along the ramp and interstate side slopes will require the replacement of the existing headwalls.~~ **Revision from Intermediate Technical Proposal: Culverts are now being replaced to reflect the removal ATC No. 5 Culvert Rehabilitation, in response to Department Proprietary Technical Information (PTI) Evaluation Response Part A, Part 5, Noted Deficiencies II.i.
Design work associated with the MOT along this corridor will be presented in section A.3. The improvements to SR-149 are much more impactful and contain numerous design elements such as lighting, traffic signals, storm sewer replacement, curb and sidewalk installation, utility relocations, signing & pavement marking, guardrail, and ditch design. All of these design elements will conform to the requirements of the scope of services and follow the specified requirements for design, plan development, and buildable unit submission and approval. Impacts to the existing utilities have been minimized in our design as can be seen in the part B.2 "roll plots". Based upon the information provided we believe t~~T~~he existing communication, water, gas, and sanitary sewer will be avoided using a longer bridge center span which will eliminate the need for relocations due to the structure work. In the event that relocations are required by other work in the Scope of Services, or unforeseen events, we will coordinate the communication of those conflicts, expedite design and approval, and actively coordinate the relocation consistent with the bid documents and with the best interest of the project in mind. **Revision from Intermediate Technical Proposal: Language revised to address Department Proprietary Technical Information (PTI) Evaluation Response Part A, Part 4, Comment II.

Overall, all design elements will meet the requirements of the scope. ~~and the DBT will utilize the approved ATCs to streamline the design components as necessary.~~ **Revision from Intermediate Technical Proposal: Language removed to reflect the removal of ATC No. 2 Bridge Span Ratio and ATC No. 5 Culvert Rehabilitation from section A.5 in response to Department Proprietary Technical Information (PTI) Evaluation Response Part A, Part 5, Noted Deficiencies I.i, I.ii, I.iii and II.i.

Construction Approach:

Following the approval of BU-1 (I-70 MOT), Shelly & Sands' goal will be to install crossovers and switch traffic to Phase 1 (inside EB I-70) in the Fall of 2025. Getting into phase will allow S&S to take advantage of the colder months to perform Phase 1 demo, piling, and substructure work, with the goal of erecting Phase 1 structural steel in the Spring of 2026.

Phase 2 of I-70 will begin immediately following Phase 1 and will replace the outside portion of the EB I-70 structure. Following Phase 2, all traffic will be switched to the new EB structures, allowing the complete replacement of the WB structure in Phase 3, which has an anticipated completion of Summer 2027.

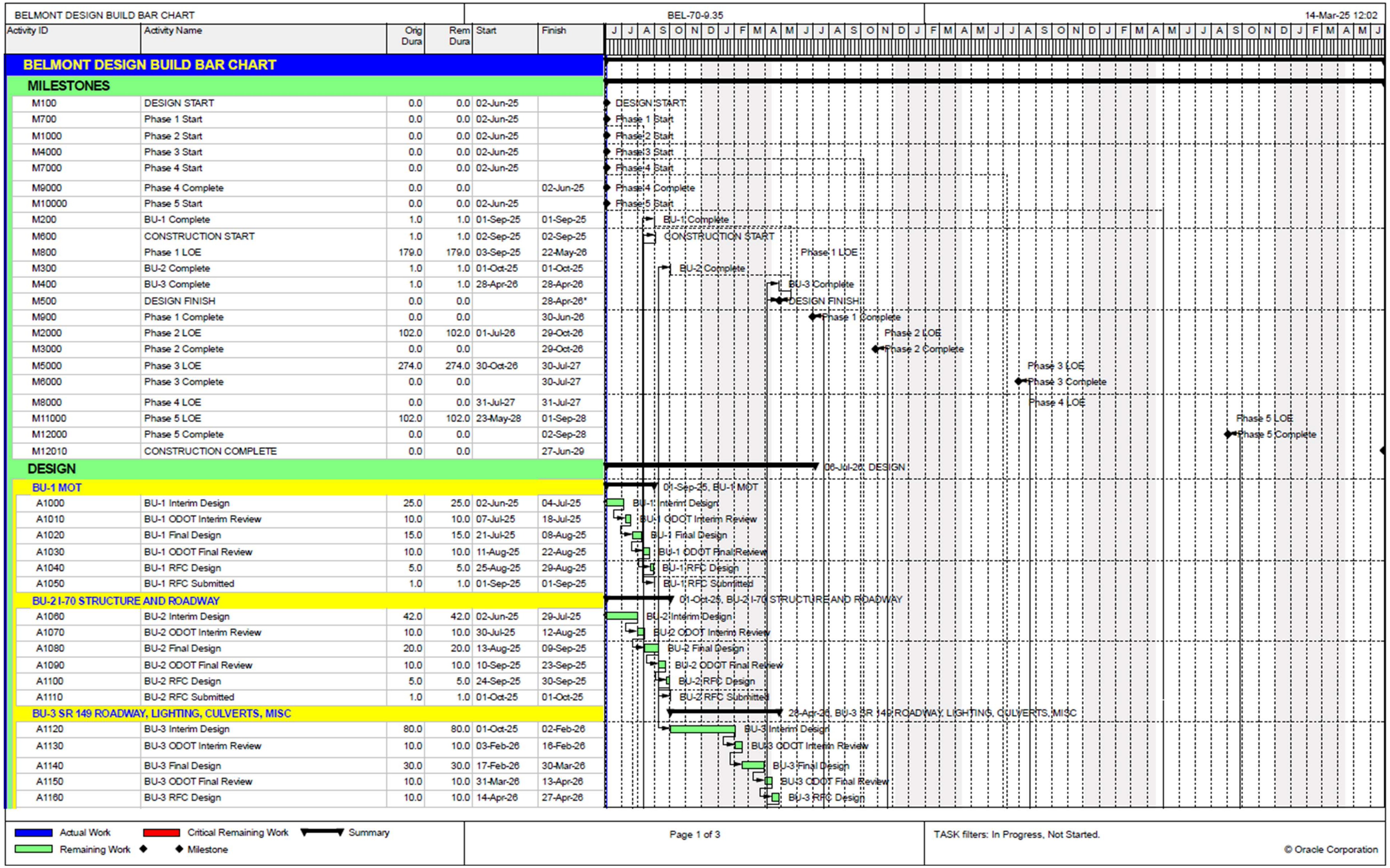
Phases 1-3 will occur independently of SR-149, allowing right-of-way acquisition and the required utility relocations to run concurrently with bridge construction, optimizing the overall project schedule. The current project documents indicate right-of-way acquisition to be completed by July 2026, and relocation of the AEP lines completed by July 2027. Once the substructure is completed during Phase 3 on the WB structure, roadway crews can begin installation of temporary pavements and signals in preparation of Phase 4 on SR-149. Following Phase 3 completion in Summer 2027, we anticipate being able to move directly into Phase 4 to replace the NB half of SR-149, along with Ramps B and C.

Phase 4 consists of replacing full-depth roadway along with construction of the new Pilot entrance, detention basin, lighting, signals, storm drainage and guardrail. ~~Lining of~~ Replacement of the existing 36" culvert under SR-149 will also be performed in this phase, as primary access for this work will likely need to come from the NB side of SR-149. **Revision from Intermediate Technical Proposal: Culverts are now being replaced to reflect the removal ATC No. 5 Culvert Rehabilitation, in response to Department Proprietary Technical Information (PTI) Evaluation Response Part A, Part 5, Noted Deficiencies II.i.

Replacement of Ramp B (Phases 7A, 7B, 10) and Ramp C (Phases 8A, 8B, 11) will occur concurrently with Phase 4, with the general sequence of both ramps being half-half, with the 21-day closure being utilized between phases A and B. The full-closure will be used to tie in the bottom of the ramp, which will allow us to maintain the required turning radii in Phase B of each ramp. Construction of the ramps will be performed concurrently, with no overlap of their individual 21-day closures. Phase 4 is anticipated to complete in early summer 2028.

Phase 5 includes replacement of the NB half of SR-149 full-depth pavement, lighting, signals, storm drainage. Replacement of Ramps A and D, and the two-phase replacement of Reco Drive will be performed concurrently with Phase 5. It is anticipated that the ~~rehabilitations~~ replacement of ~~to~~ the 54" and 48"x60" culverts will also be performed during this phase. **Revision from Intermediate Technical Proposal: Culverts are now being replaced to reflect the removal ATC No. 5 Culvert Rehabilitation, in response to Department Proprietary Technical Information (PTI) Evaluation Response Part A, Part 5, Noted Deficiencies II.i. Ramp A will be constructed in three phases (Phases 6A, 6B, 9) as described above. Ramp D will be reconstructed in its entirety during a 21-day full closure (Phase 12). Reco drive will be built in two phases (Phase 13 and 14). Phase 5 will finish in the Fall of 2028. Final resurfacing and striping of SR-149 will conclude in 2029 by the contract completion date of June 30th. Part A.1 below details the anticipated schedule as discussed above.

Part A.1 – Bar Chart Schedule



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Activity ID	Activity Name	Orig Dura	Rem Dura	Start	Finish
BELMONT DESIGN BUILD BAR CHART					
MILESTONES					
M100	DESIGN START	0.0	0.0	02-Jun-25	
M700	Phase 1 Start	0.0	0.0	02-Jun-25	
M1000	Phase 2 Start	0.0	0.0	02-Jun-25	
M4000	Phase 3 Start	0.0	0.0	02-Jun-25	
M7000	Phase 4 Start	0.0	0.0	02-Jun-25	
M9000	Phase 4 Complete	0.0	0.0		02-Jun-25
M10000	Phase 5 Start	0.0	0.0	02-Jun-25	
M200	BU-1 Complete	1.0	1.0	01-Sep-25	01-Sep-25
M600	CONSTRUCTION START	1.0	1.0	02-Sep-25	02-Sep-25
M800	Phase 1 LOE	179.0	179.0	03-Sep-25	22-May-26
M300	BU-2 Complete	1.0	1.0	01-Oct-25	01-Oct-25
M400	BU-3 Complete	1.0	1.0	28-Apr-26	28-Apr-26
M500	DESIGN FINISH	0.0	0.0		28-Apr-26*
M900	Phase 1 Complete	0.0	0.0		30-Jun-26
M2000	Phase 2 LOE	102.0	102.0	01-Jul-26	29-Oct-26
M3000	Phase 2 Complete	0.0	0.0		29-Oct-26
M5000	Phase 3 LOE	274.0	274.0	30-Oct-26	30-Jul-27
M6000	Phase 3 Complete	0.0	0.0		30-Jul-27
M8000	Phase 4 LOE	0.0	0.0	31-Jul-27	31-Jul-27
M11000	Phase 5 LOE	102.0	102.0	23-May-28	01-Sep-28
M12000	Phase 5 Complete	0.0	0.0		02-Sep-28
M12010	CONSTRUCTION COMPLETE	0.0	0.0		27-Jun-29
DESIGN					
BU-1 MOT					
A1000	BU-1 Interim Design	25.0	25.0	02-Jun-25	04-Jul-25
A1010	BU-1 ODOT Interim Review	10.0	10.0	07-Jul-25	18-Jul-25
A1020	BU-1 Final Design	15.0	15.0	21-Jul-25	08-Aug-25
A1030	BU-1 ODOT Final Review	10.0	10.0	11-Aug-25	22-Aug-25
A1040	BU-1 RFC Design	5.0	5.0	25-Aug-25	29-Aug-25
A1050	BU-1 RFC Submitted	1.0	1.0	01-Sep-25	01-Sep-25
BU-2 I-70 STRUCTURE AND ROADWAY					
A1060	BU-2 Interim Design	42.0	42.0	02-Jun-25	29-Jul-25
A1070	BU-2 ODOT Interim Review	10.0	10.0	30-Jul-25	12-Aug-25
A1080	BU-2 Final Design	20.0	20.0	13-Aug-25	09-Sep-25
A1090	BU-2 ODOT Final Review	10.0	10.0	10-Sep-25	23-Sep-25
A1100	BU-2 RFC Design	5.0	5.0	24-Sep-25	30-Sep-25
A1110	BU-2 RFC Submitted	1.0	1.0	01-Oct-25	01-Oct-25
BU-3 SR 149 ROADWAY, LIGHTING, CULVERTS, MISC					
A1120	BU-3 Interim Design	80.0	80.0	01-Oct-25	02-Feb-26
A1130	BU-3 ODOT Interim Review	10.0	10.0	03-Feb-26	16-Feb-26
A1140	BU-3 Final Design	30.0	30.0	17-Feb-26	30-Mar-26
A1150	BU-3 ODOT Final Review	10.0	10.0	31-Mar-26	13-Apr-26
A1160	BU-3 RFC Design	10.0	10.0	14-Apr-26	27-Apr-26

🟦 Actual Work 🟥 Critical Remaining Work ▼ Summary
🟩 Remaining Work ◆ ◆ Milestone

Page 1 of 3

TASK filters: In Progress, Not Started.

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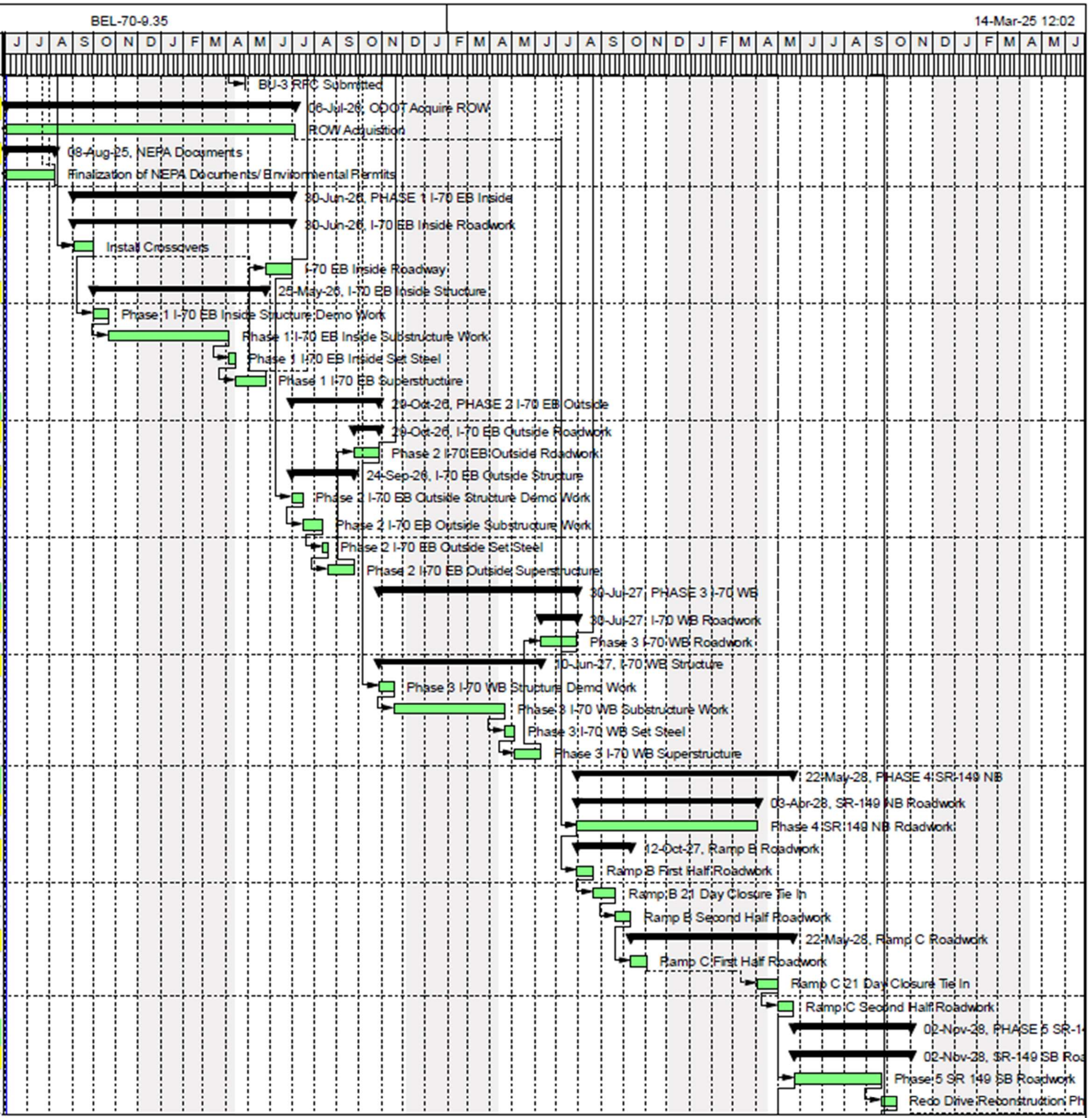
BEL-70-9.35

14-Mar-25 12:02

Activity ID	Activity Name	Orig Dura	Rem Dura	Start	Finish
A1170	BU-3 RFC Submitted	1.0	1.0	28-Apr-26	28-Apr-26
ODOT Acquire ROW					
A1740	ROW Acquisition	275.0	275.0	02-Jun-25	06-Jul-26
NEPA Documents					
A1750	Finalization of NEPA Documents/ Environmental Permit	50.0	50.0	02-Jun-25	08-Aug-25
PHASE 1 I-70 EB Inside					
I-70 EB Inside Roadwork					
A1390	Install Crossovers	20.0	20.0	02-Sep-25	30-Sep-25
A1480	I-70 EB Inside Roadway	25.0	25.0	25-May-26	30-Jun-26
I-70 EB Inside Structure					
A1400	Phase 1 I-70 EB Inside Structure Demo Work	15.0	15.0	30-Sep-25	21-Oct-25
A1410	Phase 1 I-70 EB Inside Substructure Work	30.0	30.0	21-Oct-25	06-Apr-26
A1420	Phase 1 I-70 EB Inside Set Steel	5.0	5.0	06-Apr-26	13-Apr-26
A1430	Phase 1 I-70 EB Superstructure	30.0	30.0	13-Apr-26	25-May-26
PHASE 2 I-70 EB Outside					
I-70 EB Outside Roadwork					
A1490	Phase 2 I-70 EB Outside Roadwork	25.0	25.0	24-Sep-26	29-Oct-26
I-70 EB Outside Structure					
A1440	Phase 2 I-70 EB Outside Structure Demo Work	10.0	10.0	30-Jun-26	15-Jul-26
A1450	Phase 2 I-70 EB Outside Substructure Work	20.0	20.0	15-Jul-26	12-Aug-26
A1460	Phase 2 I-70 EB Outside Set Steel	5.0	5.0	12-Aug-26	19-Aug-26
A1470	Phase 2 I-70 EB Outside Superstructure	25.0	25.0	19-Aug-26	24-Sep-26
PHASE 3 I-70 WB					
I-70 WB Roadwork					
A1540	Phase 3 I-70 WB Roadwork	35.0	35.0	10-Jun-27	30-Jul-27
I-70 WB Structure					
A1500	Phase 3 I-70 WB Structure Demo Work	15.0	15.0	29-Oct-26	19-Nov-26
A1510	Phase 3 I-70 WB Substructure Work	20.0	20.0	19-Nov-26	21-Apr-27
A1520	Phase 3 I-70 WB Set Steel	10.0	10.0	21-Apr-27	05-May-27
A1530	Phase 3 I-70 WB Superstructure	25.0	25.0	05-May-27	10-Jun-27
PHASE 4 SR-149 NB					
SR-149 NB Roadwork					
A1550	Phase 4 SR 149 NB Roadwork	85.0	85.0	30-Jul-27	03-Apr-28
Ramp B Roadwork					
A1560	Ramp B First Half Roadwork	15.0	15.0	30-Jul-27	20-Aug-27
A1580	Ramp B 21 Day Closure Tie In	21.0	21.0	20-Aug-27	21-Sep-27
A1590	Ramp B Second Half Roadwork	15.0	15.0	21-Sep-27	12-Oct-27
Ramp C Roadwork					
A1600	Ramp C First Half Roadwork	15.0	15.0	12-Oct-27	02-Nov-27
A1610	Ramp C 21 Day Closure Tie In	21.0	21.0	03-Apr-28*	01-May-28
A1620	Ramp C Second Half Roadwork	15.0	15.0	02-May-28	22-May-28
PHASE 5 SR-149 SB					
SR-149 SB Roadwork					
A1630	Phase 5 SR 149 SB Roadwork	85.0	85.0	23-May-28	21-Sep-28
A1680	Reco Drive Reconstruction Phase 1	15.0	15.0	22-Sep-28	12-Oct-28



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Page 2 of 3

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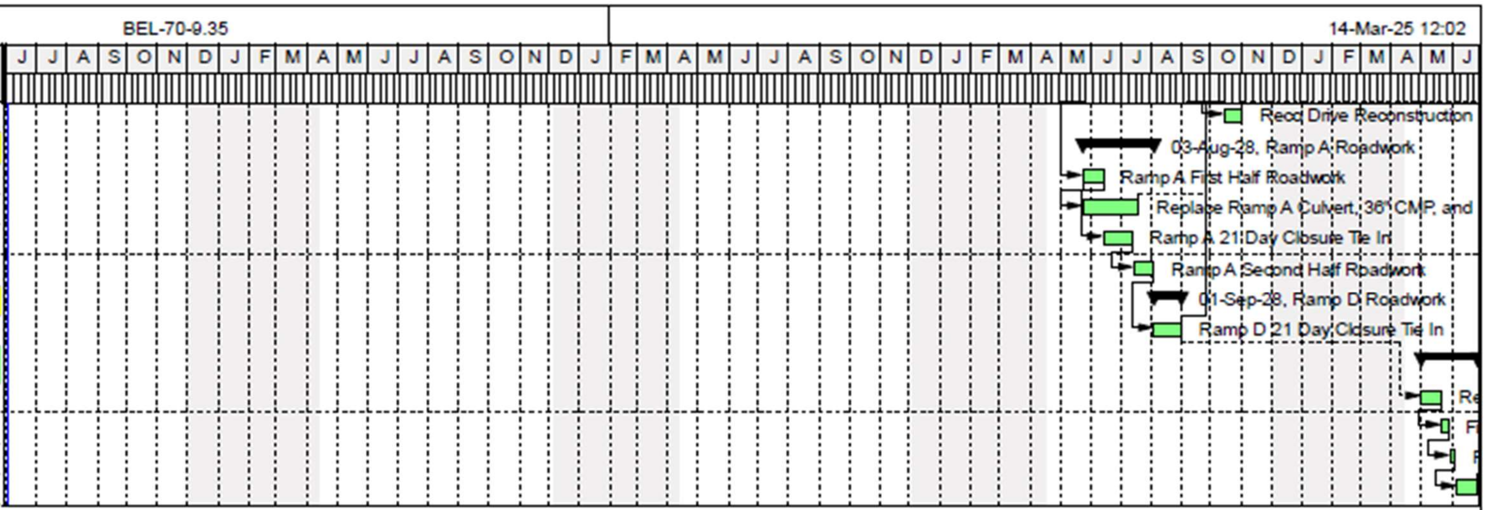
BEL-70-9.35

14-Mar-25 12:02

Activity ID	Activity Name	Orig Dura	Rem Dura	Start	Finish
A1760	Reco Drive Reconstruction Phase 2	15.0	15.0	13-Oct-28	02-Nov-28
Ramp A Roadwork					
A1640	Ramp A First Half Roadwork	15.0	15.0	23-May-28	13-Jun-28
A1670	Replace Ramp A Culvert, 36" CMP, and I-70 Culvert	40.0	40.0	23-May-28	19-Jul-28
A1650	Ramp A 21 Day Closure Tie In	21.0	21.0	14-Jun-28	13-Jul-28
A1660	Ramp A Second Half Roadwork	15.0	15.0	18-Jul-25	03-Aug-28
Ramp D Roadwork					
A1690	Ramp D 21 Day Closure Tie In	21.0	21.0	04-Aug-28	01-Sep-28
PHASE 6					
A1710	Resurface SR149	15.0	15.0	01-May-29*	21-May-29
A1700	Final Signing and Striping	5.0	5.0	22-May-29	29-May-29
A1730	Final Seed and Mulch	5.0	5.0	30-May-29	05-Jun-29
A1720	Punchlist and project clean up	15.0	15.0	06-Jun-29	26-Jun-29



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🟥 Critical Remaining Work
Summary
🟩 Remaining Work
◆ Milestone

Page 3 of 3

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Part A.2 – Structure Design Approach

The proposed structure is a 3-span continuous steel beam bridge with composite concrete deck, supported on cap and column piers and integral abutments. The span lengths are 52~~46~~’-80’-52~~46~~’ **Revision from Intermediate Technical Proposal: Proposed bridge spans have been revised to reflect the removal of ATC No. 2 Bridge Span Ratio from Part A.5, in response to Department Proprietary Technical Information (PTI) Evaluation Response Part A, Part 5, Noted Deficiencies I.i, I.ii, I.iii. ~~.~~ The westbound bridge is 46’ toe to toe barrier and the eastbound is 54’ toe to toe barrier to maintain traffic during construction. Piers are located to provide the scope-required roadway width of SR-149 as well as avoid existing utilities. The proposed piers are protected by type D barrier per scope. Steel H-piles driven to rock are proposed as the deep foundations.

Several different structure types and configurations were evaluated, and it was determined the three-span steel beam structure was most cost effective, minimizing 1) structure depth, 2) profile adjustments, and 3) complications with phased construction. Minimizing end spans also reduced costs of the structure.

The proposed structures provide a minimum vertical clearance of 16.5’ over SR-149 (preliminary calculations = 16.8’). Four-foot shoulders are provided on SR-149 with barrier protected piers. Type D barrier is placed along the four-foot shoulders.

The bridges will be constructed in three phases: 2 phases for eastbound and 1 for westbound. A deck closure pour is included in the eastbound bridge. Shoring of the existing embankment will be necessary between phases to construct the new piers and abutments.

Part A.3 - Proposed Maintenance of Traffic

The maintenance of traffic (MOT) approach is broken into two distinct areas. The improvements along I-70 and the improvements along SR-149, including the ramps. There are three main phases of construction for the IR-70 improvements. Before phase 1 can begin, however, the existing rumble strips will be removed in areas where the existing shoulder will be used to maintain traffic (phase 1A). The single lane and double lane crossovers will also be constructed as part of the pre-phase work (phase 1B). After the pre-phase work is complete, the bridge replacement and associated roadway improvements will be completed in 3 phases (phases 1, 2, & 3). First the eastbound bridge will be constructed in two phases with a single eastbound lane crossed over to the westbound structures. After the eastbound bridge is completed, then both westbound lanes will be crossed over to the newly completed bridge, while the westbound bridge is demolished and constructed in its entirety. After completion of the bridge and roadway work, IR-70 will be put back into its original pattern with all temporary pavement markings removed and the impacted existing shoulders replaced (Post phase 3).

Construction for the first three overall phases of construction will begin in September 2025 and be completed in June 2027. A detailed breakdown of construction phases and durations is shown in the bar chart shown in section A.1.

Improvements along SR-149 will be completed in two main phases (4 & 5) with the construction of the northbound side of the road being completed first. The installation of temporary pavement will be required to complete the work in this manner. The maintenance of traffic phase lines must line up with the proposed concrete pavement joints to ensure all longitudinal joints fall in the correct location for the final traffic configuration. This is critical for the ramp work as well. This constraint along with the limited closure duration breaks the ramp construction into seven phases (6 thru 12) where single-lane ramp access is maintained, and temporary pavement is utilized to construct as much of the ramps as possible before utilizing the allowable closures (phases 9 thru 12) to complete the connection to SR-149. The final two phases of construction cover the realignment and reconstruction of Reco Drive (phases 13 & 14). The first phase constructs the portions of the new alignment and the temporary pavement necessary to prepare the second phase which shifts traffic onto the newly constructed pavement and completes the construction and demolition of the old existing alignment. The duration of the work along SR-149, the ramps, and Reco Drive begins in July 2027 and the project is completed in June 2029.

All fourteen phases of construction are detailed in the plans provided in B.5 along with critical sections depicting the work zones, the lane widths provided, and the offsets to barriers.

Part A.4 Utility Coordination

The DBT’s approach to managing the utility risk is founded on avoidance. Our design team has reviewed the provided utility location information regarding horizontal and vertical location and has developed a design approach that avoids conflicts wherever possible. The bridge foundations and overall span length will span the existing sanitary, water, gas, and communication lines between interchange ramps. Due to this effort, a~~A~~t this time, no utility relocations are anticipated for construction of the proposed three-span structures. The existing depths and locations of the utilities will be maintained during all phases of bridge construction. The installation of the new traffic signal equipment along the west side of SR-149 will impact the existing overhead electric lines at various locations, and the DBT will begin the coordination and relocation process with the private entity at the outset of the design.

The DBT’s design approach for all ~~subsurface~~ construction activities will be developed with the intent to ~~as necessary to~~ avoid impacts at all locations if possible. The locations of new pavement, signal and lighting poles, the storm sewer profiles and alignments, and the subgrade remediation activities will attempt to avoid the existing underground utilities to the extent possible. Our anticipated impacts are minimal, and where necessary the relocation process will be implemented early in the design process to ensure timely compliance. Our approach to utility coordination will follow our proven workflows as described below. **Revision from Intermediate Technical Proposal: Language revised to address Department Proprietary Technical Information (PTI) Evaluation Response Part A, Part 4, Comment II.

During design, our team will identify all utility owners within and adjacent to the project work limits. This will include the acquisition of record plans and the verification of contact information. The DBT will then implement design considerations to minimize or eliminate the impacts where feasible. As this design progresses, our team will finalize the proposed impacts to the existing utilities.

Where utility relocations are necessary, the DBT will coordinate relocations with the involved utilities. The DBT will provide all project construction documents, other utility relocation plans, SUE and geotechnical information, as necessary, for the design and construction of relocated utilities. Durations for all utility relocation work-related activities will be obtained from the representative utility owner and will be incorporated into the CPM schedule. Additionally, the DBT will establish a utility coordination log documenting all correspondence with utility providers.

The DBT will hold utility coordination meetings to ensure relocation processes are advancing and are properly coordinated with all aspects of the project improvements. These meetings will be coordinated with both the District Utility Office and any affected utility owners. Meeting minutes will be produced following each meeting, keeping everyone accountable for items addressed during the meeting.

The DBT will monitor progress and ensure schedule compliance with each individual owner. The DBT will maintain and update utility coordination information monthly and make this information available to the District Utility Coordinator. The DBT will promptly notify ODOT personnel if the provider's relocation progress becomes inconsistent with the durations and dates mutually agreed upon during schedule development.

During construction, the DBT will continue to mitigate utility risk by properly notifying the Ohio Utilities Protection Service (OUPS) and ODOT's District Utility Office to ensure all utilities are properly marked ahead of any excavation activities. If the DBT encounters a previously unknown utility, the DBT will not interfere with the utility, and will take proper actions to either protect the utility during construction or coordinate its relocation.

Part A.5 - Incorporated ATCs

No accepted ATCs are included as part of this Technical Proposal. **Revision from Intermediate Technical Proposal: ATC No. 2 Bridge Span Ratio and ATC No. 5 Culvert Rehabilitation have been removed from this section in response to Department Proprietary Technical Information (PTI) Evaluation Response Part A, Part 5, Noted Deficiencies I.i, I.ii, I.iii and II.i.

~~The proposed design will utilize *ATC No. 2 Bridge Span Ratio2*. The proposed span configuration for the steel beam bridge is 46'-0", 80'-0", 46'-0" and will also utilize integral abutments. The uplift requirements of the ATC will be met as described below.~~

~~During construction:~~

- ~~There will be no uplift due to the self-weight of the beams once erected.~~
- ~~The integral diaphragm concrete will be poured prior to the deck to prevent uplift during the deck pour operation. (this uplift is common and using 0.65 minimum span ratio, per scope, would not negate this.)~~
- ~~Once the deck, and integral diaphragm, is complete and in place there will be no uplift due to the bridge dead load.~~

~~In service conditions:~~

- ~~There is no uplift for service load checks.~~
- ~~There is uplift on the beam end based on strength load check if the end diaphragm is not considered. However not only is the end diaphragm in place, but the diaphragm is also tied to the footing (integral abutment details). Therefore, uplift at the beam ends is not possible.~~

~~The proposed design will utilize *ATC No. 5 Culvert Rehabilitation*. The DBT intends to utilize a structural liner such as CIPP or spray-applied structural liner for the rehabilitation of the three culverts identified for replacement (48" x 60" CMP, 54" CMP, and the 36" CMP). The requirement for usage is dependent on the following statement. "The DBT shall ensure the drainage structures meet final design hydraulic capacity requirements."~~

~~The results of an HY8 analysis show the lined culverts meet the allowable headwater requirements of headwater control 1006.2.1.A and 1006.2.1.B, but fail to meet the requirement of 1006.2.2.B. These results are largely in line with the existing conditions, which pass and fail the same controls.~~

~~Control 1006.2.1.A is considered to be the primary headwater control as it limits headwater depth to 1' below the edge of pavement for the design storm. The lined culverts convey the design, and even the 1% AEP storm, with more than 1' of freeboard. Failed control 1006.2.2.B is commonly considered an arbitrary control as it limits the max 1% AEP storm headwater to twice the diameter of the culvert but does not consider the surrounding terrain. The invert of the culverts to be lined are 15'-20' below the near low edge of pavement, allowing them to fail control 1006.2.2.B while not causing any damage to surrounding pavement or property.~~

~~If culvert lining is not accepted, then the 48" x 60" CMP, 54" CMP, and the 36" CMP would need to be upsized to a 60", 66", and 42" smooth pipe, respectively, to meet all the headwater control requirements.~~

BEL-70-9.35

BEL-70-9.35 INTERCHANGE IMPROVEMENT

PROJECT: (25)3000 | BEL-70-9.35 | PID 120547

PART B. TECHNICAL APPROACH – PLANS

BEL-70-9.35

Ex LA-R/W
BEGIN WORK
STA 503+00.00
SAWCUT
STA 503+00.00
BEGIN MOT SHOULDER PAVEMENT REPLACEMENT
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
M.N.S.
STA 505+51.92
END MOT SHOULDER PAVEMENT REPLACEMENT
STA 506+30.00
BEGIN MOT SHOULDER PAVEMENT REPLACEMENT
STA 506+34.83
BEGIN MOT SHOULDER PAVEMENT REPLACEMENT
STA 507+00.00
END MOT SHOULDER PAVEMENT REPLACEMENT
STA 509+93.33
BEGIN MOT SHOULDER PAVEMENT REPLACEMENT
STA 509+59.83
BEGIN MOT SHOULDER PAVEMENT REPLACEMENT
RAMP A
℄ CONST. RAMP A
BEGIN PROJECT
STA 512+00.00
10.0'
12.0'
12.0'
4.0'
STA 512+00.00
END MOT SHOULDER PAVEMENT REPLACEMENT
BEGIN FULL DEPTH PAVEMENT
SHEET LENGTHENDED TO ADD ALL PROJECT WORK
MOT PAVEMENT ADDED TO SHEET
TAPER LABELS ADDED
RAMP D
℄ CONST. RAMP D
+47.02
PROPOSED GUARDRAIL, TYPE MGS
SAN
STA 516+03.00
OFF 26.00' LT.
BEGIN SHOULDER TAPER
STA 516+75.85
OFF 26.00' RT.
BEGIN SHOULDER TAPER
STA. 516+81.85
END MOT SHOULDER PAVEMENT
BEGIN FULL DEPTH PAVEMENT REPLACEMENT
STA 517+53.00
OFF 66.00' LT.
END SHOULDER TAPER
BEGIN APPROACH SLAB
STA. 517+53.00
STA 517+03.00
OFF 64.00' LT.
BEGIN SHOULDER TAPER
STA 517+53.00
OFF 20.00' LT.
END SHOULDER TAPER
STA 517+45.85
OFF 12.00' RT.
END SHOULDER TAPER
STA 517+35.85
OFF 64.00' RT.
BEGIN SHOULDER TAPER
STA 517+45.85
OFF 66.00' RT.
END SHOULDER TAPER
Proposed EOP Paint Lines Shown Per Part B 1. Deficiency I.
BRIDGE END SPANS REVISED PER PART A 5. NOTED DEFICIENCY iii
S.R. 149
I-70 WB
I-70 EB
STA 519+96.15
OFF 66.00' LT.
BEGIN SHOULDER TAPER
END APPROACH SLAB
STA. 519+89.00
STA 520+06.15
OFF 64.00' LT.
END SHOULDER TAPER
STA 520+26.15
OFF 26.00' LT.
END SHOULDER TAPER
STA 519+96.15
OFF 20.00' LT.
BEGIN SHOULDER TAPER
℄ R/W & CONST. I-70
STA 519+89.00
OFF 12.00' RT.
BEGIN SHOULDER TAPER
END APPROACH SLAB
STA. 519+64
STA 520+39.00
OFF 64.00' RT.
END SHOULDER TAPER
STA 520+35.00
END FULL DEPTH PAVEMENT
BEGIN MOT SHOULDER PAVEMENT REPLACEMENT
STA 518+71.08 ℄ R/W & CONST. I-70 =
STA 128+69.45, ℄ R/W & CONST. S.R. 149
STA 519+89.00
OFF 66.00' RT.
BEGIN SHOULDER TAPER
℄ R/W & CONST. S.R. 149
+33.90
STA 523+39.00
OFF 26.00' RT.
END SHOULDER TAPER
END FULL DEPTH SHOULDER PAVEMENT
BEGIN MOT SHOULDER PAVEMENT REPLACEMENT
℄ CONST. RAMP B
RAMP B
℄ CONST. RAMP C
RAMP C
+83.90
END PROJECT
STA 526+50.00
STA 526+50.00
END FULL DEPTH PAVEMENT
BEGIN MOT SHOULDER PAVEMENT REPLACEMENT
5,656.52'
N66°48'14"E
STA 525+00.00
END MOT SHOULDER PAVEMENT REPLACEMENT
STA 527+11.43
END MOT SHOULDER PAVEMENT REPLACEMENT
STA 527+37.74
END MOT SHOULDER PAVEMENT REPLACEMENT
STA 527+76.16
END MOT SHOULDER PAVEMENT REPLACEMENT
OH-OH-E
STA 530+55.05
BEGIN MOT SHOULDER REPLACEMENT
STA 531+43.49
BEGIN MOT SHOULDER REPLACEMENT
END WORK
STA 534+41.67
STA 534+41.67
END MOT SHOULDER REPLACEMENT
STA 534+00.00
END MOT SHOULDER REPLACEMENT
HORIZONTAL
SCALE IN FEET
0
10
20
40

MODEL: Sheet - 20 scale PAPERSIZE: 200x22 (in.) DATE: 4/11/2025 TIME: 4:03:39 PM USER: bramsdell
O:\2024\01744\C. Design\120547-BEL-70-9.35\400-Engineering\Roadway\Sheets\120547_GP201.dgn

PLAN - I-70
STA. 501+00.00 TO STA. 534+50.00

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547
SHEET	P.0
TOTAL	0

BEL-70-9.35

MODEL: Sheet - 20 scale PAPERSIZE: 126x22 (in.) DATE: 3/13/2025 TIME: 1:24:15 PM USER: rmurray
O:\2024\01744\C. Design\120547-BEL-70-9.35\400-Engineering\Roadway\Sheets\120547_GP202.dgn

BEGIN WORK
STA 12+50.00
STA 125+19.18, ℄ R/W & CONST. S.R. 149 =
STA 16+10.15, ℄ CONST. RAMP A =
STA. 0+00.00, ℄ CONST. RAMP B
PC STA 1+43.11
POT STA 0+00.00
POT STA 16+10.15
PROPOSED GUARDRAIL, TYPE MGS
℄ CONST. RAMP A
RAMP A
N81°25'38"E
444.7'
+35.44
RAMP D
N54°36'37"E
℄ CONST. RAMP D
+23.74
+53.56
POT STA 13+94.41
POT STA 0+00.00
RAMP C
℄ R/W & CONST. S.R. 149
SPIRAL DATA
PI = STA 6+60.95
Ls = 150.00'
Θs = 01°07'30"
LT = 100.00'
ST = 50.00'
x = 149.99'
y = 0.98'
k = 75.00'
p = 0.25'
C = 150.00'
TS = STA 5+60.95
SC = STA 7+10.95
CB = N77°07'03"E
TS STA 5+60.95
SPIRAL DATA
PI = STA 9+50.09
Ls = 150.00'
Θs = 01°07'30"
LT = 100.00'
ST = 50.00'
x = 149.98'
y = 1.96'
k = 75.00'
p = 0.25'
C = 150.00'
CS = STA 9+00.09
ST = STA 10+50.09
CB = N81°03'08"E
ST STA 10+50.09
BEGIN WORK
STA 11+15.00
STA 131+19.45, ℄ R/W & CONST. S.R. 149 =
STA 0+00.00, ℄ CONST. RAMP C =
STA. 13+94.41, ℄ CONST. RAMP D
CURVE DATA
PI = STA 2+00.01
Δ = 06°49'13" LT
Dc = 06°00'00"
R = 954.93'
T = 56.90'
L = 113.67'
E = 1.69'
Emax = NC
PT STA 2+56.78
SPIRAL DATA
PI = STA 5+54.90
Ls = 200.00'
Θs = 04°00'00"
LT = 133.37'
ST = 66.70'
x = 199.90'
y = 4.65'
k = 99.98'
p = 1.16'
C = 199.96'
TS = STA 4+21.53
SC = STA 6+21.53
CB = N46°57'04"E
STA 6+21.53
END WORK
STA 7+30.91
CURVE DATA
P.I. = STA. 7+74.29
Δ = 20°00'00" RT
Dc = 04°00'00"
R = 1,432.39'
Ls = 200.00'
Θs = 04°00'00"
LT = 133.37'
ST = 66.70'
Lc = 300.00'
Ts = 352.76'
Es = 23.28'
Emax = 0.060
TS = 4+21.53
SC = 6+21.53
CS = 9+21.53
ST = 11+21.53
CURVE DATA
PI = STA 7+72.08
Δ = 12°00'00" RT
Dc = 04°00'00"
R = 1,432.39'
T = 150.55'
L = 300'
E = 7.89'
3.0'
15.1'
8.5'
16.0'
12.0'
6.0'
OH-E
SAN
HORIZONTAL
SCALE IN FEET
0
10
20
40

PLAN - I-70
RAMPS A, B, C, D

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547
SHEET	P.0
TOTAL	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 200x22 (in.) DATE: 4/14/2025 TIME: 3:34:48 PM USER: BRamsdell
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Ex SH
G
SAN
TR
142
W
FO
Ex SH

HORIZONTAL SCALE IN FEET
0 10 20 40

PLAN - S.R. 149
STA. 109+37.50 TO STA. 139+51.75

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET	TOTAL
P.0	0

BEL-70-9.35

MODEL: 120547_GF201 [Sheet] PAPERSIZE: 102x22 (in.) DATE: 4/7/2025 TIME: 4:10:24 PM USER: BRamsdell
O:\2024\01744\C. Design\120547-BEL-70-9.35\400-Engineering\Roadway\Sheets\120547_GF201.dgn

PROP. WB ELEV.
PROP. EB ELEV.
BEGIN PROJECT STA. 512+00.00
VPI 512+00.00 ELEV 1225.36
0.30%
513+35.18 1225.76
VPI 516+81.85 ELEV 1223.46
-0.85%
517+34.83 1223.01
230.00' VC
VPI STA 518+49.83 ELEV 1222.04
SSD = 1593' K = 315
1,150.00' VC
VPI STA 519+10.18 ELEV 1227.46
SSD = 874' K = 354
519+64.83 1220.22
-1.58%
VPI 520+35.00 ELEV 1219.11
GRAPHIC GRADE
EXISTING I-70 EB PROFILE GRADE
EXISTING I-70 WB PROFILE GRADE
PROPOSED I-70 WB PROFILE GRADE
PROPOSED I-70 EB PROFILE GRADE
STA 523+33.00 ELEV 1213.54
524+85.18 1210.47
-2.96%
END PROJECT STA. 526+50.00
VPI 526+50.00 ELEV 1205.60
EX. WB ELEV.
EX. EB ELEV.
1224.87
1224.98
1224.97
1225.07
1225.05
1225.16
1202.15
1202.20
1201.46
1201.52
1265
1260
1255
1250
1245
1240
1235
1230
1225
1220
1215
1210
1205
1200
1195
1190
1185
1180
1175
1170
1165
510
528

PROFILE - I-70 EASTBOUND & WESTBOUND
STA. 512+00 TO STA. 526+50

DESIGN AGENCY

AMERICAN STRUCTUREPOINT INC.

DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547
SHEET	P.0
TOTAL	0

BEL-70-9.35

MODEL: 120547_GF101 [Sheet] PAPERSIZE: 170x22 (in.) DATE: 3/13/2025 TIME: 1:25:42 PM USER: rmurray
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BEGIN PROJECT
STA. 109+37.50
GRAPHIC GRADE
VPI 114+50.00
Elev. 1173.05
+1.60%
114+56.00
1173.14
+1.60%
+3.88%
180.00' VC
VPI STA 115+46.00 ELEV 1174.58
SSD = 765' K = 79
116+36.00
1178.07
+3.88%
117+60.00
1182.88
440.00' VC
VPI STA 119+80.00 ELEV 1191.42
SSD = 541' K = 131
+3.88%
+0.52%
122+00.00
1192.56
PROPOSED PROFILE GRADE
+0.52%
EX. PROFILE GRADE
125+05.00
1194.15
300.00' VC
VPI STA 126+55.00 ELEV 1194.93
SSD = 2036' K = 150
+0.52%
+2.52%
128+05.00
1198.70
+2.52%
VPI 131+94.76
Elev. 1208.51
GRAPHIC GRADE
END PROJECT
STA. 139+51.75
1145
1150
1155
1160
1165
1170
1175
1180
1185
1190
1195
1200
1205
1210
1215
1220
1225
1230
1235
1240
1245
109
110
142
1174.34
1174.14
1173.93
1173.71
1173.48
1173.23
1173.05
1172.85
1221.26
1221.74
1222.19
1222.59
1223.01
1223.39
1223.82
1224.27
1224.74
1225.24
1226.78
1227.26
1227.70
1228.12

PROFILE - SR 149
STA. 109+00 TO STA. 142+00

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET	TOTAL
P.0	0

BEL-70-9.35

MODEL: 120547_GF202 PAPERSIZE: 78x22 (in.) DATE: 3/13/2025 TIME: 1:26:56 PM USER: rmurray
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RAMP D
VPI 12+50.00
Elev. 1205.80
-0.82%
PROPOSED RAMP D PROFILE GRADE
EXISTING PROFILE GRADE
-0.82% +1.40%
12+56.06
1205.75
13+66.06
1206.07
VPI 13+71.76
Elev. 1206.15
+1.40%
110.00' VC
VPI STA 13+11.06 ELEV 1205.30
SSD = 684' K = 50
RAMP C
VPI 0+30.67
Elev. 1205.97
-0.50%
EXISTING PROFILE GRADE
0+32.50
1205.96
-0.50% +2.00%
1+55.50
1206.89
123.00' VC
VPI STA 0+94.00 ELEV 1205.66
SSD = 470' K = 49
+2.00%
1+88.74
1207.55
PROPOSED RAMP C PROFILE GRADE
333.00' VC
VPI STA 3+55.24 ELEV 1210.89
SSD = 537' K = 114
+2.00% -0.91%
VPI 5+22.33
Elev. 1209.37
-0.91%
RAMP A
VPI 11+15.00
Elev. 1206.89
EXISTING PROFILE GRADE
-4.04%
13+37.50
1197.90
PROPOSED RAMP A PROFILE GRADE
-4.04% +0.60%
+0.60%
VPI 15+79.59
Elev. 1193.79
15+77.50
1193.77
240.00' VC
VPI STA 14+57.50 ELEV 1193.05
SSD = 262' K = 52
RAMP B
VPI 0+36.80
Elev. 1193.74
-1.13%
0+40.00
1193.71
-1.13% +3.21%
EXISTING PROFILE GRADE
2+90.00
1196.30
250.00' VC
VPI STA 1+65.00 ELEV 1192.29
SSD = 287' K = 58
+3.21%
3+05.90
1196.81
PROPOSED RAMP B PROFILE GRADE
425.00' VC
VPI STA 5+18.40 ELEV 1203.63
SSD = 518' K = 120
+3.21% -0.32%
VPI 7+30.91
Elev. 1202.95
-0.32%
1225
1220
1215
1210
1205
1200
1195
1190
1185
1180
1175
1170
11
8

PROFILES - I-70
RAMPS A, B, C, D

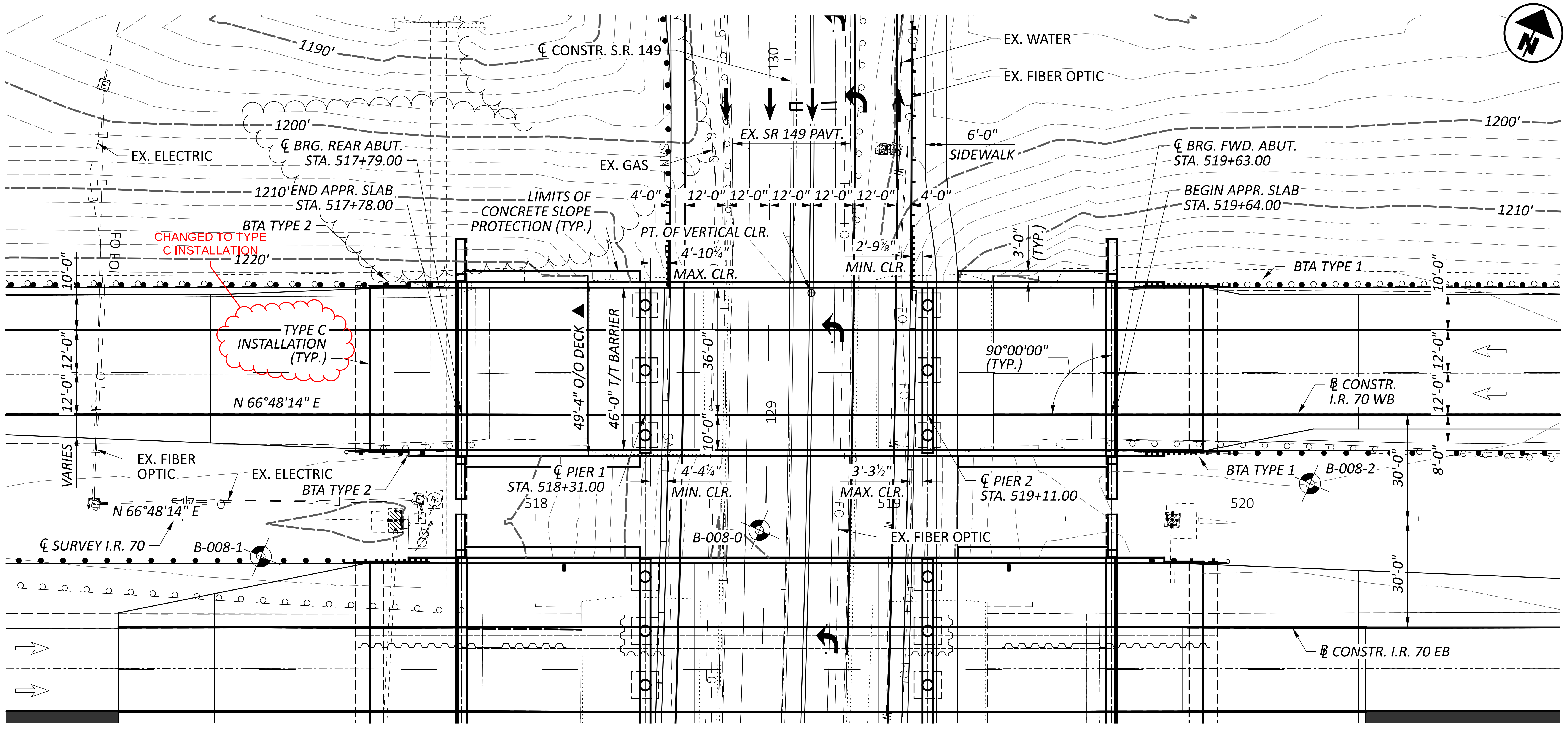
DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

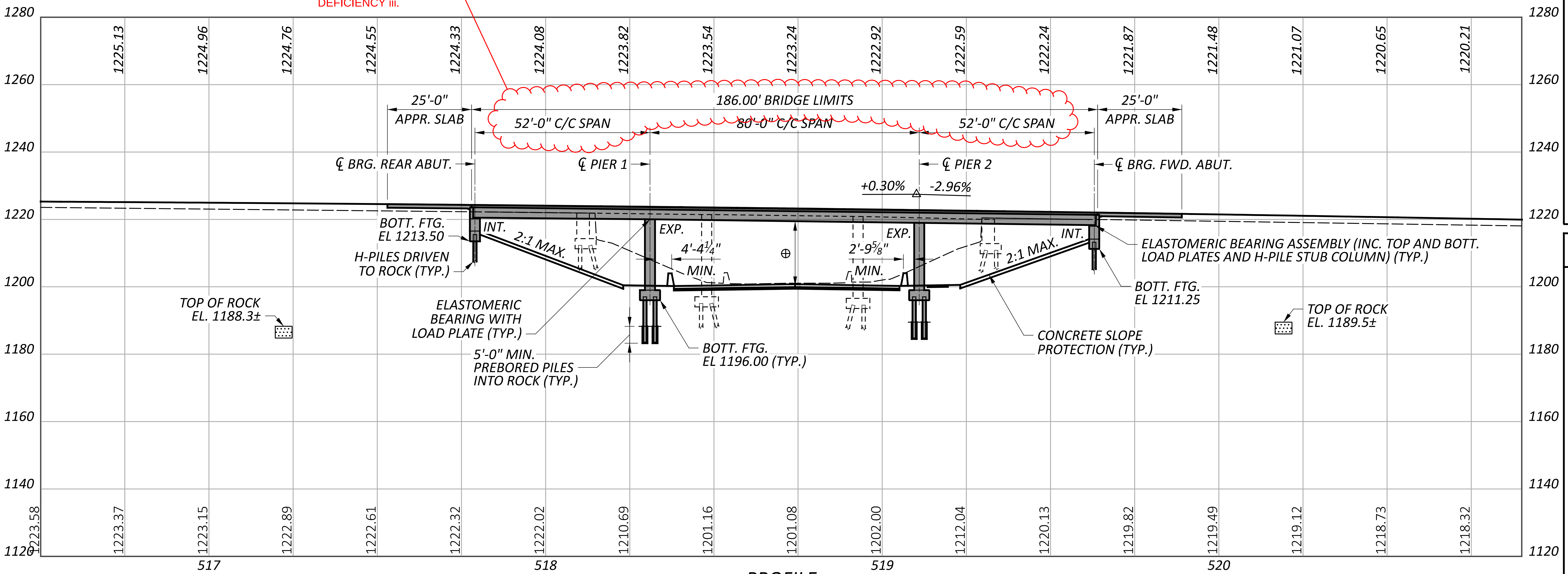
PROJECT ID
120547

SHEET P.0
TOTAL 0


1190'
1200'
1210'
1220'
1200'
1210'
℄ CONSTR. S.R. 149
EX. WATER
EX. FIBER OPTIC
130
129
EX. ELECTRIC
℄ BRG. REAR ABUT.
STA. 517+79.00
EX. GAS
EX. SR 149 PAVT.
6'-0"
SIDEWALK
℄ BRG. FWD. ABUT.
STA. 519+63.00
END APPR. SLAB
STA. 517+78.00
LIMITS OF
CONCRETE SLOPE
PROTECTION (TYP.)
4'-0"
12'-0"
12'-0"
12'-0"
12'-0"
12'-0"
4'-0"
BEGIN APPR. SLAB
STA. 519+64.00
BTA TYPE 2
CHANGED TO TYPE
C INSTALLATION
PT. OF VERTICAL CLR.
4'-10¼"
MAX. CLR.
2'-9⅝"
MIN. CLR.
3'-0"
(TYP.)
BTA TYPE 1
10'-0"
FO EO
TYPE C
INSTALLATION
(TYP.)
49'-4" O/O DECK
46'-0" T/T BARRIER
36'-0"
10'-0"
90°00'00"
(TYP.)
12'-0"
12'-0"
N 66°48'14" E
℄ CONSTR.
I.R. 70 WB
VARIES
EX. FIBER
OPTIC
EX. ELECTRIC
BTA TYPE 2
℄ PIER 1
STA. 518+31.00
518
4'-4¼"
MIN. CLR.
3'-3½"
MAX. CLR.
519
℄ PIER 2
STA. 519+11.00
BTA TYPE 1
B-008-2
30'-0"
8'-0"
520
N 66°48'14" E
℄ SURVEY I.R. 70
B-008-1
B-008-0
EX. FIBER OPTIC
30'-0"
℄ CONSTR. I.R. 70 EB
N

PLAN

END SPANS REVISED TO 52'-0" TO SATISFY 0.65 RATIO TO CENTER SPAN PER PART A 5. NOTED DEFICIENCY iii.


1280
1260
1240
1220
1200
1180
1160
1140
1120
1225.13
1224.96
1224.76
1224.55
1224.33
1224.08
1223.82
1223.54
1223.24
1222.92
1222.59
1222.24
1221.87
1221.48
1221.07
1220.65
1220.21
25'-0"
APPR. SLAB
186.00' BRIDGE LIMITS
52'-0" C/C SPAN
80'-0" C/C SPAN
52'-0" C/C SPAN
25'-0"
APPR. SLAB
℄ BRG. REAR ABUT.
℄ PIER 1
℄ PIER 2
℄ BRG. FWD. ABUT.
+0.30%
-2.96%
BOTT. FTG.
EL 1213.50
INT.
2:1 MAX.
EXP.
4'-4¼"
MIN.
2'-9⅝"
MIN.
EXP.
2:1 MAX.
INT.
ELASTOMERIC BEARING ASSEMBLY (INC. TOP AND BOTT. LOAD PLATES AND H-PILE STUB COLUMN) (TYP.)
H-PILES DRIVEN
TO ROCK (TYP.)
BOTT. FTG.
EL 1211.25
TOP OF ROCK
EL. 1188.3±
ELASTOMERIC
BEARING WITH
LOAD PLATE (TYP.)
CONCRETE SLOPE
PROTECTION (TYP.)
TOP OF ROCK
EL. 1189.5±
5'-0" MIN.
PREBORED PILES
INTO ROCK (TYP.)
BOTT. FTG.
EL 1196.00 (TYP.)
1223.58
1223.37
1223.15
1222.89
1222.61
1222.32
1222.02
1210.69
1201.16
1201.08
1202.00
1212.04
1220.13
1219.82
1219.49
1219.12
1218.73
1218.32
517
518
519
520

PROFILE

NOTES

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

LEGEND

- ◐ - BORING LOCATION
- ▲ - PHASE 3 CONSTRUCTION
- ⊕ - 16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE
  16'-10" MIN. PROVIDED

POLYMER MODIFIED ASPHALT EXPANSION JOINT REMOVED

EXISTING STRUCTURE

TYPE: 3-SPAN CONTINUOUS COMPOSITE STEEL BEAM A709 GRADE 50W WITH CONCRETE DECK SUPPORTED BY MODIFIED SUBSTRUCTURE

SPANS: 35'-10", 44'-11¾", 35'- 9¼" C/C BRGS.

ROADWAY: 43'-0" T/T BARRIER

LOADING: HS20 CASE I AND THE ALTERNATE MILITARY LOADING

SKEW: NONE

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: AS-1-81, 25' LONG

ALIGNMENT: TANGENT

CROWN: 0.016

STRUCTURE FILE NUMBER: 0702226L

DATE BUILT: 1964/2011 MAJOR REHABILITATION

DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: 3-SPAN CONTINUOUS COMPOSITE GALVANIZED STEEL A709 GRADE 50 BEAMS WITH REINFORCED CONCRETE DECK ON INTEGRAL ABUTMENTS AND CAP AND COLUMN PIERS ON PILE FOUNDATION

SPANS: 52'-0", 80'-0", 52'-0" C/C BRGS.

ROADWAY: 46'-0" TOE/TOE PARAPET

LOADING: HL-93 AND 0.06 KIPS/FT^2 FUTURE WEARING SURFACE

SKEW: NONE

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" LONG (AS-1-15, AS-2-15 TYPE C)

ALIGNMENT: TANGENT

CROWN: 0.016 FT/FT

DECK AREA: 8,584 SF

COORDINATES: LATITUDE 40°03'36" N
LONGITUDE 81°03'11" W

HORIZONTAL
SCALE IN FEET
0 10 20 40

SITE PLAN
BRIDGE NO. BEL-70-0963 L
I.R. 70 OVER S.R. 149

SFN
0702227

SFN
0702251

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	CHECKER
CMA	HER

REVIEWER
ZRD 10/16/24

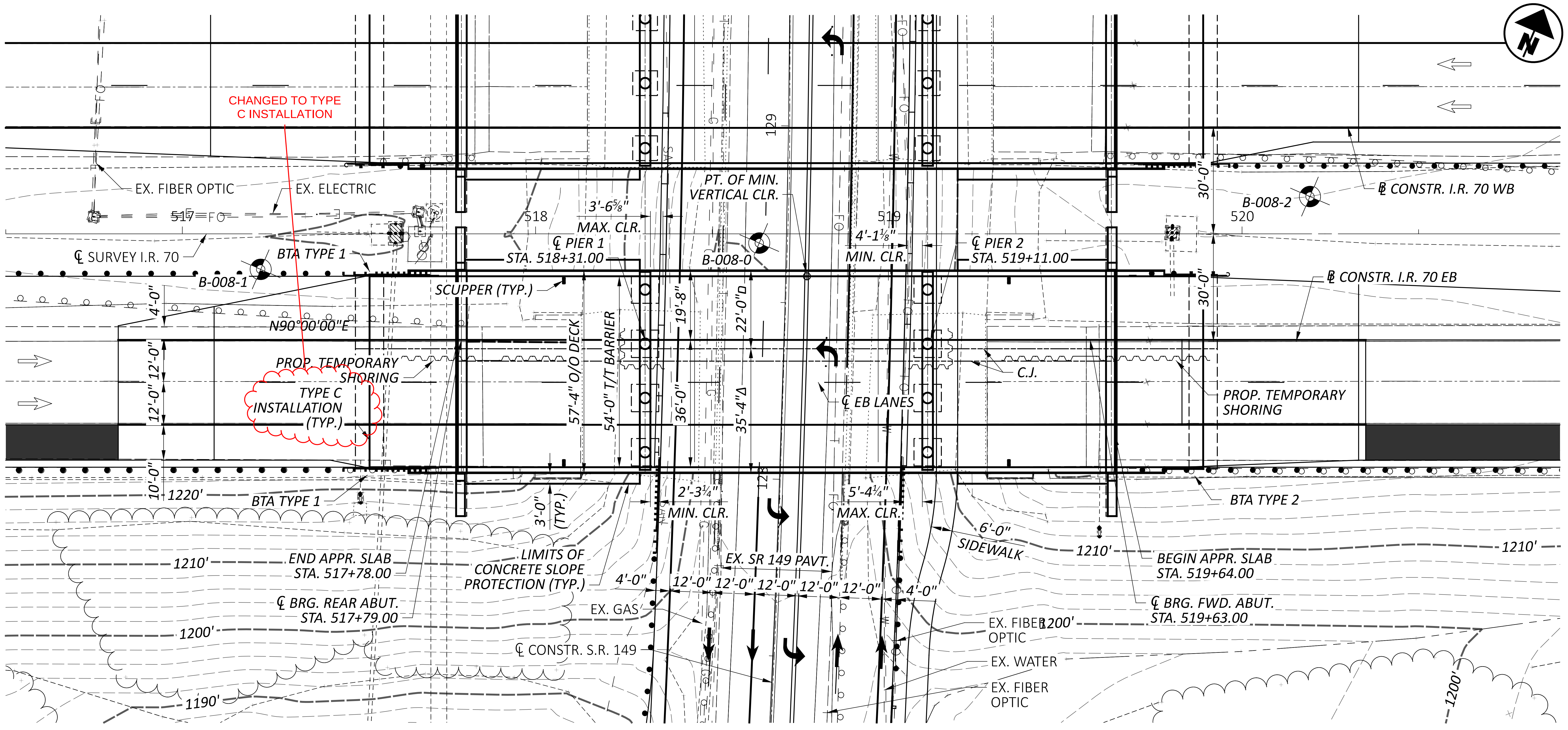
PROJECT ID
120547

SUBSET	TOTAL
1	15

SHEET	TOTAL
120547_SP001	?TTL

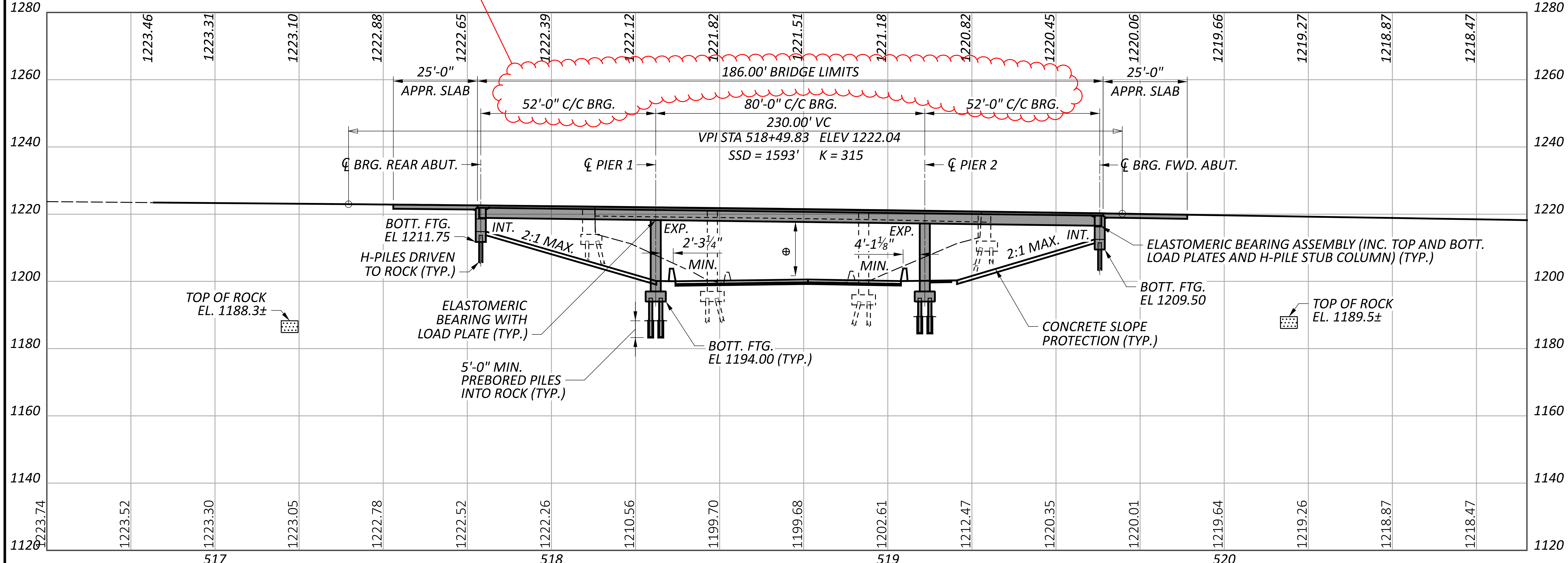
CTY-RTE-SECTION

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 4/8/2025 TIME: 3:38:47 PM USER: btaylor
O:\2024\01744\C. Design\120547-BEL-70-9.35\400-Engineering\Structures\SFN_0702226\Sheets\120547_SFN_0702226_SP001.dgn


CHANGED TO TYPE C INSTALLATION
EX. FIBER OPTIC
EX. ELECTRIC
℄ SURVEY I.R. 70
B-008-1
BTA TYPE 1
N90°00'00"E
PROP. TEMPORARY SHORING
TYPE C INSTALLATION (TYP.)
518
3'-6⅝"
MAX. CLR.
℄ PIER 1
STA. 518+31.00
SCUPPER (TYP.)
PT. OF MIN. VERTICAL CLR.
B-008-0
519
4'-1⅛"
MIN. CLR.
℄ PIER 2
STA. 519+11.00
B-008-2
520
℄ CONSTR. I.R. 70 WB
℄ CONSTR. I.R. 70 EB
30'-0"
4'-0"
12'-0"
10'-0"
1220'
57'-4" O/O DECK
54'-0" T/T BARRIER
19'-8"
22'-0"
36'-0"
35'-4"
C.J.
℄ EB LANES
PROP. TEMPORARY SHORING
BTA TYPE 2
2'-3¼"
MIN. CLR.
5'-4¼"
MAX. CLR.
3'-0" (TYP.)
6'-0" SIDEWALK
END APPR. SLAB STA. 517+78.00
LIMITS OF CONCRETE SLOPE PROTECTION (TYP.)
EX. SR 149 PAVT.
BEGIN APPR. SLAB STA. 519+64.00
1210'
℄ BRG. REAR ABUT. STA. 517+79.00
EX. GAS
4'-0"
12'-0" 12'-0" 12'-0" 12'-0" 12'-0"
℄ BRG. FWD. ABUT. STA. 519+63.00
1200'
EX. FIBER OPTIC
℄ CONSTR. S.R. 149
EX. WATER
EX. FIBER OPTIC
1190'
129

PLAN

END SPANS REVISED TO 52'-0" TO SATISFY 0.65 RATIO TO CENTER SPAN PER PART A 5. NOTED DEFICIENCY iii.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1222.39
1222.12
1221.82
1221.51
1221.18
1220.82
1220.45
1220.06
1219.66
1219.27
1218.87
1218.47
25'-0" APPR. SLAB
186.00' BRIDGE LIMITS
25'-0" APPR. SLAB
52'-0" C/C BRG.
80'-0" C/C BRG.
52'-0" C/C BRG.
230.00' VC
VPI STA 518+49.83 ELEV 1222.04
SSD = 1593' K = 315
℄ BRG. REAR ABUT.
℄ PIER 1
℄ PIER 2
℄ BRG. FWD. ABUT.
BOTT. FTG. EL 1211.75
INT.
2:1 MAX.
EXP.
2'-3¼"
MIN.
4'-1⅛"
MIN.
EXP.
2:1 MAX.
INT.
ELASTOMERIC BEARING ASSEMBLY (INC. TOP AND BOTT. LOAD PLATES AND H-PILE STUB COLUMN) (TYP.)
H-PILES DRIVEN TO ROCK (TYP.)
BOTT. FTG. EL 1209.50
TOP OF ROCK EL. 1188.3±
ELASTOMERIC BEARING WITH LOAD PLATE (TYP.)
CONCRETE SLOPE PROTECTION (TYP.)
TOP OF ROCK EL. 1189.5±
BOTT. FTG. EL 1194.00 (TYP.)
5'-0" MIN. PREBORED PILES INTO ROCK (TYP.)
1223.74
1223.52
1223.30
1223.05
1222.78
1222.52
1222.26
1210.56
1199.70
1199.68
1202.61
1212.47
1220.35
1220.01
1219.64
1219.26
1218.87
1218.47
517
518
519
520

PROFILE

NOTES

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

LEGEND

- - BORING LOCATION
- ◻ - PHASE 1 CONSTRUCTION
- Δ - PHASE 2 CONSTRUCTION
- ⊕ - 16'-6" REQUIRED MINIMUM VERTICAL CLEARANCE 17'-3½ " MIN. PROVIDED

POLYMER MODIFIED ASPHALT EXPANSION JOINT REMOVED

HORIZONTAL SCALE IN FEET
0 10 20 40

EXISTING STRUCTURE

TYPE: 3-SPAN CONTINUOUS COMPOSITE STEEL BEAM A709 GRADE 50W WITH CONCRETE DECK SUPPORTED BY MODIFIED SUBSTRUCTURE

SPANS: 35'-10", 44'-11¾", 35'- 9¼" C/C BRGS.

ROADWAY: 40'-0" T/T BARRIER

LOADING: HS20 CASE I AND THE ALTERNATE MILITARY LOADING

SKEW: NONE

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: AS-1-81, 25' LONG

ALIGNMENT: TANGENT

CROWN: 0.016

STRUCTURE FILE NUMBER: 0702250R

DATE BUILT: 1964/2011 MAJOR REHABILITATION

DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: 3-SPAN CONTINUOUS COMPOSITE GALVANIZED STEEL A709 GRADE 50 BEAMS WITH REINFORCED CONCRETE DECK ON INTEGRAL ABUTMENTS AND CAP AND COLUMN PIERS ON PILE FOUNDATIONS

SPANS: 52'-0", 80'-0", 52'-0" C/C BRGS.

ROADWAY: 54'-0" TOE/TOE PARAPET

LOADING: HL-93 AND 0.06 KIPS/FT^2 FUTURE WEARING SURFACE

SKEW: NONE

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" LONG (AS-1-15, AS-2-15 TYPE C)

ALIGNMENT: TANGENT

CROWN: 0.016 FT/FT

DECK AREA: 9,976 SF

COORDINATES:	LATITUDE	40°03'36" N
	LONGITUDE	81°03'11" W

SITE PLAN
BRIDGE NO. BEL-70-0963 R
I.R. 70 OVER S.R. 149

SFN 0702227	
SFN 0702251	
DESIGN AGENCY AMERICAN STRUCTUREPOINT INC.	
DESIGNER CMA	CHECKER HER
REVIEWER ZRD 10/16/24	
PROJECT ID 120547	
SUBSET 2	TOTAL 15
SHEET 120547_SP001	TOTAL PTTL

CTY-RTE-SECTION

MODEL: I70-EB - Plan 1 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 4/8/2025 TIME: 3:38:58 PM USER: btaylor
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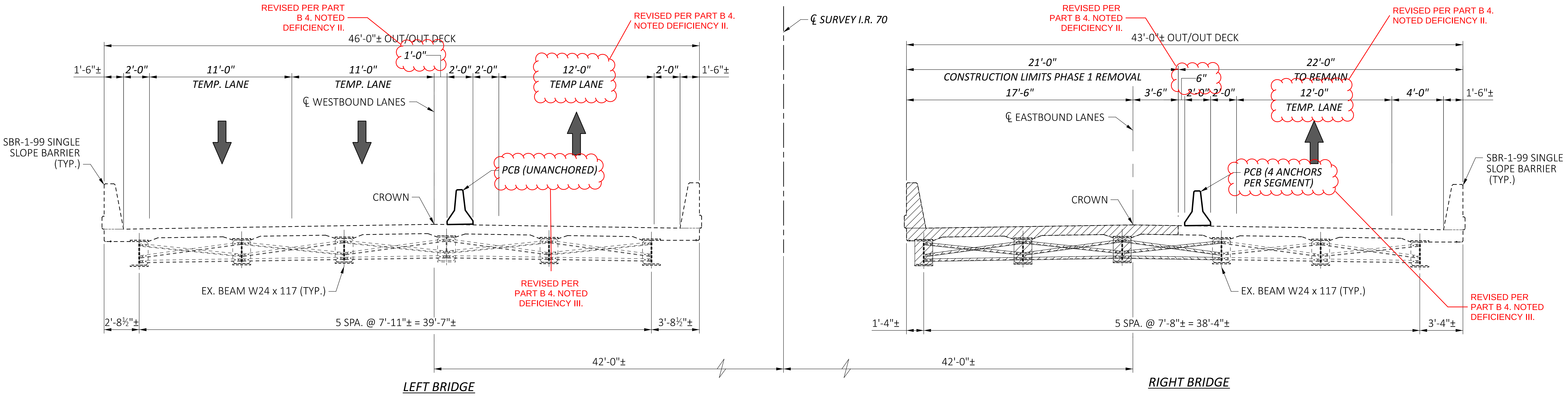

REVISED PER PART B 4. NOTED DEFICIENCY II.
46'-0"± OUT/OUT DECK
1'-0"
REVISED PER PART B 4. NOTED DEFICIENCY II.
1'-6"±
2'-0"
11'-0"
TEMP. LANE
11'-0"
TEMP. LANE
2'-0" 2'-0"
12'-0"
TEMP LANE
2'-0"
1'-6"±
℄ WESTBOUND LANES
SBR-1-99 SINGLE SLOPE BARRIER (TYP.)
PCB (UNANCHORED)
CROWN
EX. BEAM W24 x 117 (TYP.)
REVISED PER PART B 4. NOTED DEFICIENCY III.
2'-8½"±
5 SPA. @ 7'-11"± = 39'-7"±
3'-8½"±
42'-0"±
LEFT BRIDGE
(WESTBOUND)
℄ SURVEY I.R. 70
REVISED PER PART B 4. NOTED DEFICIENCY II.
43'-0"± OUT/OUT DECK
REVISED PER PART B 4. NOTED DEFICIENCY II.
21'-0"
CONSTRUCTION LIMITS PHASE 1 REMOVAL
22'-0"
TO REMAIN
6"
17'-6"
3'-6"
2'-0" 2'-0"
12'-0"
TEMP. LANE
4'-0"
1'-6"±
℄ EASTBOUND LANES
PCB (4 ANCHORS PER SEGMENT)
CROWN
SBR-1-99 SINGLE SLOPE BARRIER (TYP.)
EX. BEAM W24 x 117 (TYP.)
REVISED PER PART B 4. NOTED DEFICIENCY III.
1'-4"±
5 SPA. @ 7'-8"± = 38'-4"±
3'-4"±
42'-0"±
RIGHT BRIDGE
(EASTBOUND)

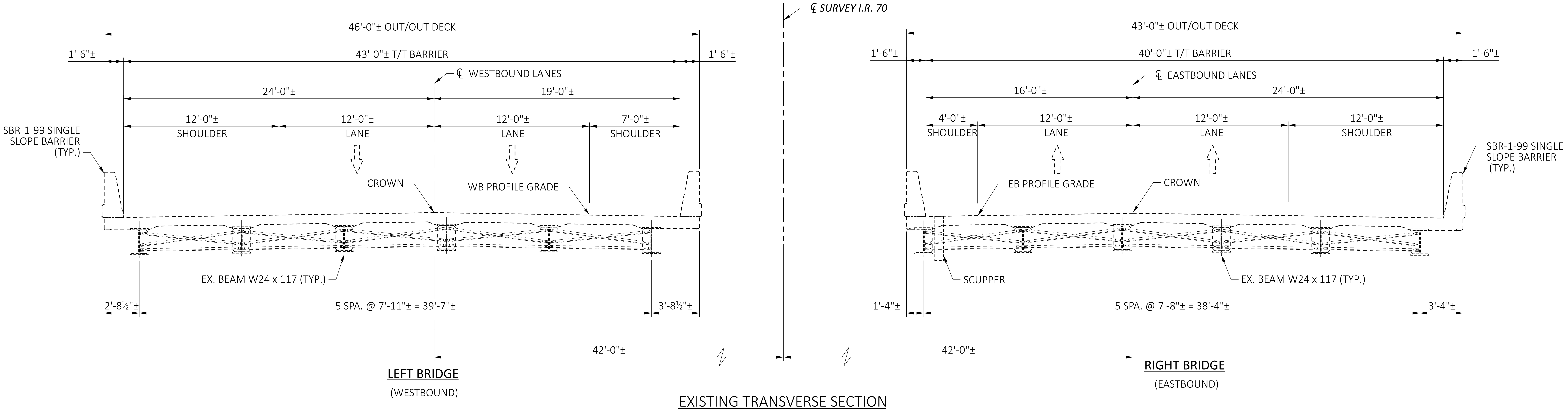
PHASE 1 REMOVAL

PHASE 1 REMOVAL

1. PLACE PORTABLE CONCRETE BARRIERS. DIRECT EASTBOUND AND WESTBOUND TRAFFIC AS REQUIRED.
2. REMOVE EXISTING SUPERSTRUCTURE AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.

LEGEND:

▨ LIMITS OF REMOVAL


℄ SURVEY I.R. 70
46'-0"± OUT/OUT DECK
1'-6"±
43'-0"± T/T BARRIER
1'-6"±
℄ WESTBOUND LANES
24'-0"±
19'-0"±
12'-0"±
SHOULDER
12'-0"±
LANE
12'-0"±
LANE
7'-0"±
SHOULDER
SBR-1-99 SINGLE SLOPE BARRIER (TYP.)
CROWN
WB PROFILE GRADE
EX. BEAM W24 x 117 (TYP.)
2'-8½"±
5 SPA. @ 7'-11"± = 39'-7"±
3'-8½"±
42'-0"±
LEFT BRIDGE
(WESTBOUND)
43'-0"± OUT/OUT DECK
1'-6"±
40'-0"± T/T BARRIER
1'-6"±
℄ EASTBOUND LANES
16'-0"±
24'-0"±
4'-0"±
SHOULDER
12'-0"±
LANE
12'-0"±
LANE
12'-0"±
SHOULDER
EB PROFILE GRADE
CROWN
SBR-1-99 SINGLE SLOPE BARRIER (TYP.)
SCUPPER
EX. BEAM W24 x 117 (TYP.)
1'-4"±
5 SPA. @ 7'-8"± = 38'-4"±
3'-4"±
42'-0"±
RIGHT BRIDGE
(EASTBOUND)

EXISTING TRANSVERSE SECTION

PHASE CONSTRUCTION DETAILS - 1 OF 4
BRIDGE NO. BEL-70-0963 L/R
I.R. 70 OVER S.R. 149

SFN	0702227
SFN	0702251
DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC
DESIGNER VFG	CHECKER HER
REVIEWER ZRD	10/16/24
PROJECT ID	120547
SUBSET 3	TOTAL 15
SHEET 120547_SC001	TOTAL TTL

CTY-RTE-SECTION

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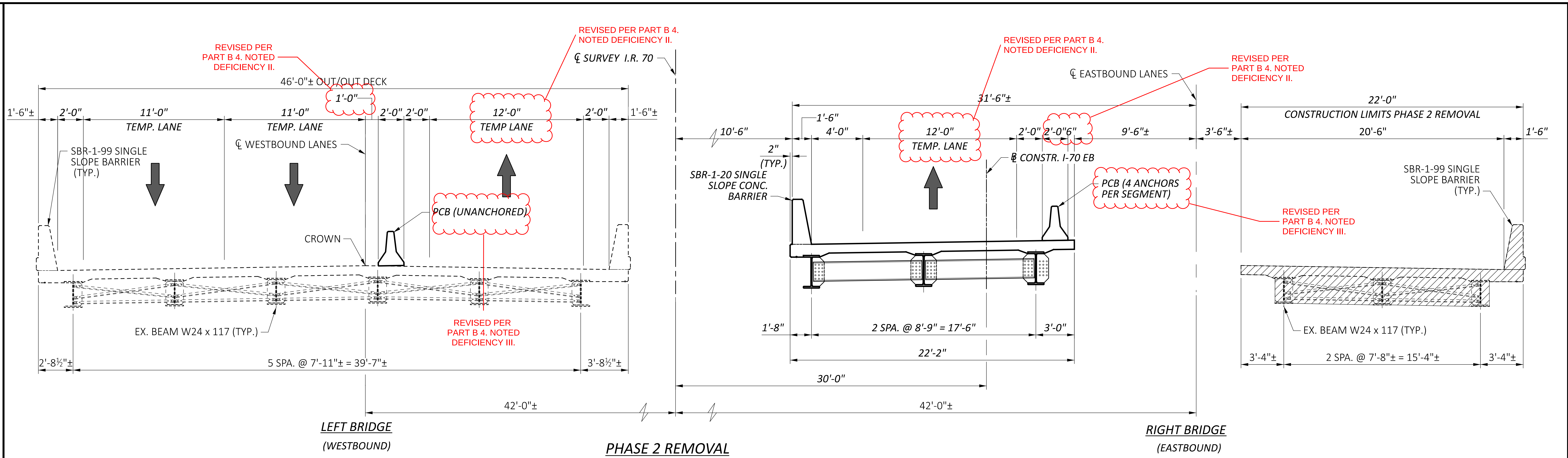

REVISED PER PART B 4. NOTED DEFICIENCY II.
46'-0"± OUT/OUT DECK
1'-0"
1'-6"±
2'-0"
11'-0"
TEMP. LANE
11'-0"
TEMP. LANE
2'-0" 2'-0"
12'-0"
TEMP LANE
2'-0"
1'-6"±
REVISED PER PART B 4. NOTED DEFICIENCY II.
℄ SURVEY I.R. 70
SBR-1-99 SINGLE SLOPE BARRIER (TYP.)
℄ WESTBOUND LANES
PCB (UNANCHORED)
CROWN
EX. BEAM W24 x 117 (TYP.)
REVISED PER PART B 4. NOTED DEFICIENCY III.
2'-8½"±
5 SPA. @ 7'-11"± = 39'-7"±
3'-8½"±
42'-0"±
LEFT BRIDGE
(WESTBOUND)
REVISED PER PART B 4. NOTED DEFICIENCY II.
℄ EASTBOUND LANES
REVISED PER PART B 4. NOTED DEFICIENCY II.
31'-6"±
1'-6"
10'-6"
4'-0"
12'-0"
TEMP. LANE
2'-0" 2'-0"6"
9'-6"±
3'-6"±
2" (TYP.)
℄ CONSTR. I-70 EB
SBR-1-20 SINGLE SLOPE CONC. BARRIER
PCB (4 ANCHORS PER SEGMENT)
REVISED PER PART B 4. NOTED DEFICIENCY III.
1'-8"
2 SPA. @ 8'-9" = 17'-6"
3'-0"
22'-2"
30'-0"
42'-0"±
RIGHT BRIDGE
(EASTBOUND)
22'-0"
CONSTRUCTION LIMITS PHASE 2 REMOVAL
20'-6"
1'-6"
SBR-1-99 SINGLE SLOPE BARRIER (TYP.)
EX. BEAM W24 x 117 (TYP.)
3'-4"±
2 SPA. @ 7'-8"± = 15'-4"±
3'-4"±

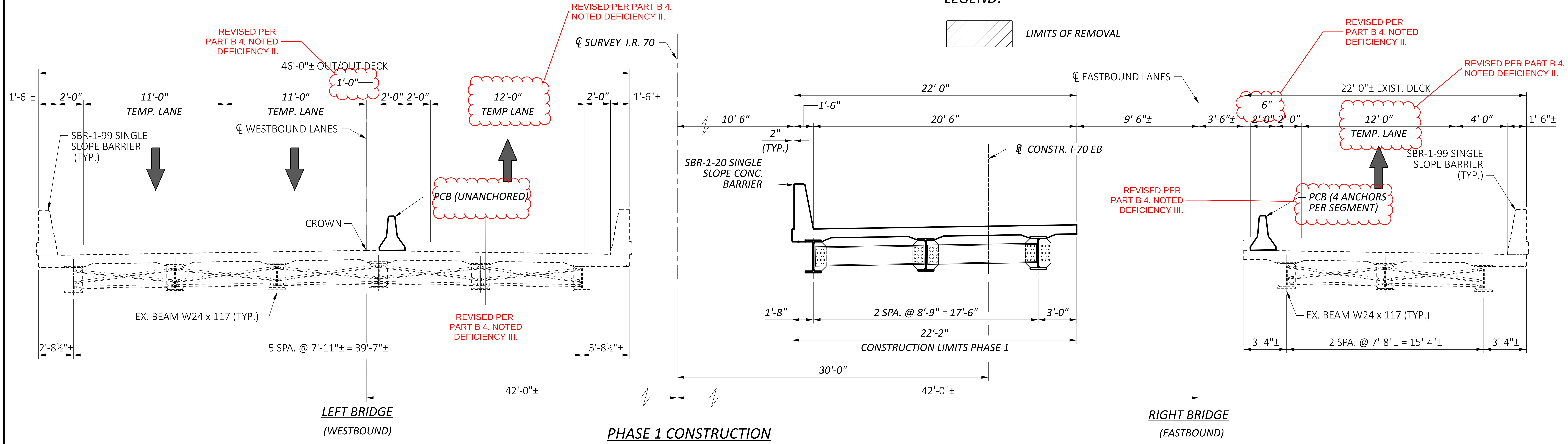
PHASE 2 REMOVAL

PHASE 2 REMOVAL

1. PLACE PORTABLE CONCRETE BARRIERS. DIRECT EASTBOUND AND WESTBOUND TRAFFIC AS REQUIRED.
2. REMOVE EXISTING SUPERSTRUCTURE AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.

LEGEND:

▨ LIMITS OF REMOVAL


REVISED PER PART B 4. NOTED DEFICIENCY II.
46'-0"± OUT/OUT DECK
1'-0"
1'-6"±
2'-0"
11'-0"
TEMP. LANE
11'-0"
TEMP. LANE
2'-0" 2'-0"
12'-0"
TEMP LANE
2'-0"
1'-6"±
REVISED PER PART B 4. NOTED DEFICIENCY II.
℄ SURVEY I.R. 70
SBR-1-99 SINGLE SLOPE BARRIER (TYP.)
℄ WESTBOUND LANES
PCB (UNANCHORED)
CROWN
EX. BEAM W24 x 117 (TYP.)
REVISED PER PART B 4. NOTED DEFICIENCY III.
2'-8½"±
5 SPA. @ 7'-11"± = 39'-7"±
3'-8½"±
42'-0"±
LEFT BRIDGE
(WESTBOUND)
℄ EASTBOUND LANES
22'-0"
1'-6"
10'-6"
20'-6"
9'-6"±
2" (TYP.)
℄ CONSTR. I-70 EB
SBR-1-20 SINGLE SLOPE CONC. BARRIER
REVISED PER PART B 4. NOTED DEFICIENCY III.
1'-8"
2 SPA. @ 8'-9" = 17'-6"
3'-0"
22'-2"
CONSTRUCTION LIMITS PHASE 1
30'-0"
42'-0"±
RIGHT BRIDGE
(EASTBOUND)
REVISED PER PART B 4. NOTED DEFICIENCY II.
REVISED PER PART B 4. NOTED DEFICIENCY II.
22'-0"± EXIST. DECK
3'-6"±
6"
2'-0" 2'-0"
12'-0"
TEMP. LANE
4'-0"
1'-6"±
SBR-1-99 SINGLE SLOPE BARRIER (TYP.)
PCB (4 ANCHORS PER SEGMENT)
EX. BEAM W24 x 117 (TYP.)
3'-4"±
2 SPA. @ 7'-8"± = 15'-4"±
3'-4"±

PHASE 1 CONSTRUCTION

PHASE CONSTRUCTION DETAILS - 2 OF 4
BRIDGE NO. BEL-70-0963 L/R
I.R. 70 OVER S.R. 149

SFN 0702227	
SFN 0702251	
DESIGN AGENCY AMERICAN STRUCTUREPOINT INC.	
DESIGNER VFG	CHECKER HER
REVIEWER ZRD 10/16/24	
PROJECT ID 120547	
SUBSET 4	TOTAL 15
SHEET 120547_SC002	TOTAL 2TTL

CTY-RTE-SECTION

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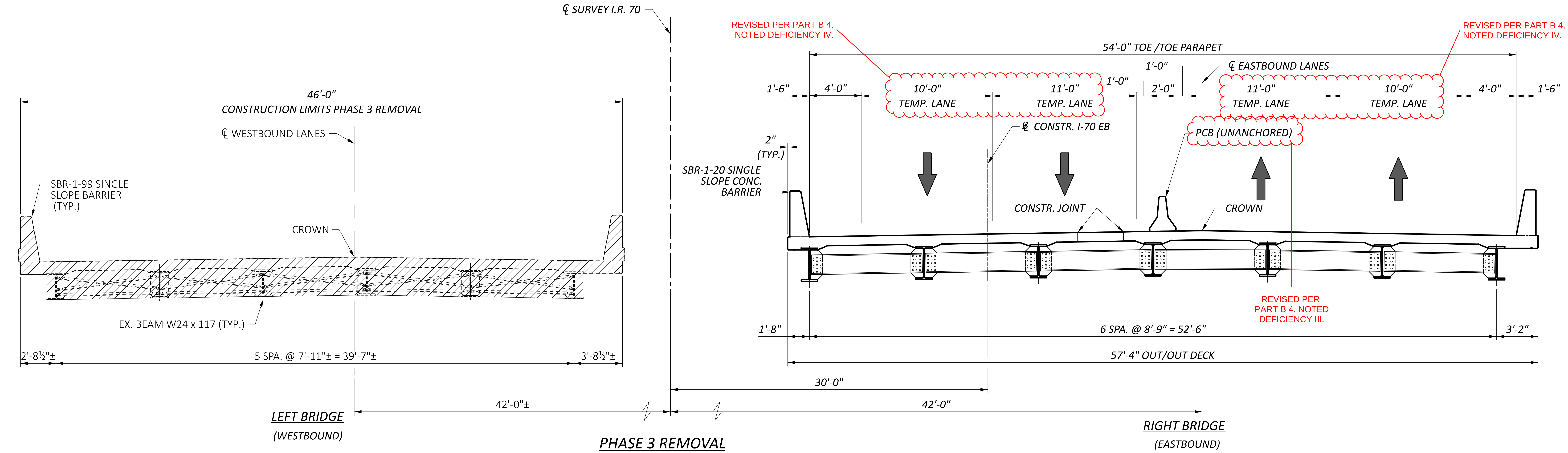

℄ SURVEY I.R. 70
46'-0"
CONSTRUCTION LIMITS PHASE 3 REMOVAL
℄ WESTBOUND LANES
SBR-1-99 SINGLE SLOPE BARRIER (TYP.)
CROWN
EX. BEAM W24 x 117 (TYP.)
2'-8½"±
5 SPA. @ 7'-11"± = 39'-7"±
3'-8½"±
42'-0"±
LEFT BRIDGE
(WESTBOUND)
REVISED PER PART B 4. NOTED DEFICIENCY IV.
54'-0" TOE /TOE PARAPET
1'-0"
℄ EASTBOUND LANES
1'-6"
4'-0"
10'-0"
TEMP. LANE
11'-0"
TEMP. LANE
1'-0"
2'-0"
11'-0"
TEMP. LANE
10'-0"
TEMP. LANE
4'-0"
1'-6"
℄ CONSTR. I-70 EB
PCB (UNANCHORED)
2" (TYP.)
SBR-1-20 SINGLE SLOPE CONC. BARRIER
CONSTR. JOINT
CROWN
REVISED PER PART B 4. NOTED DEFICIENCY III.
1'-8"
6 SPA. @ 8'-9" = 52'-6"
3'-2"
57'-4" OUT/OUT DECK
30'-0"
42'-0"
RIGHT BRIDGE
(EASTBOUND)

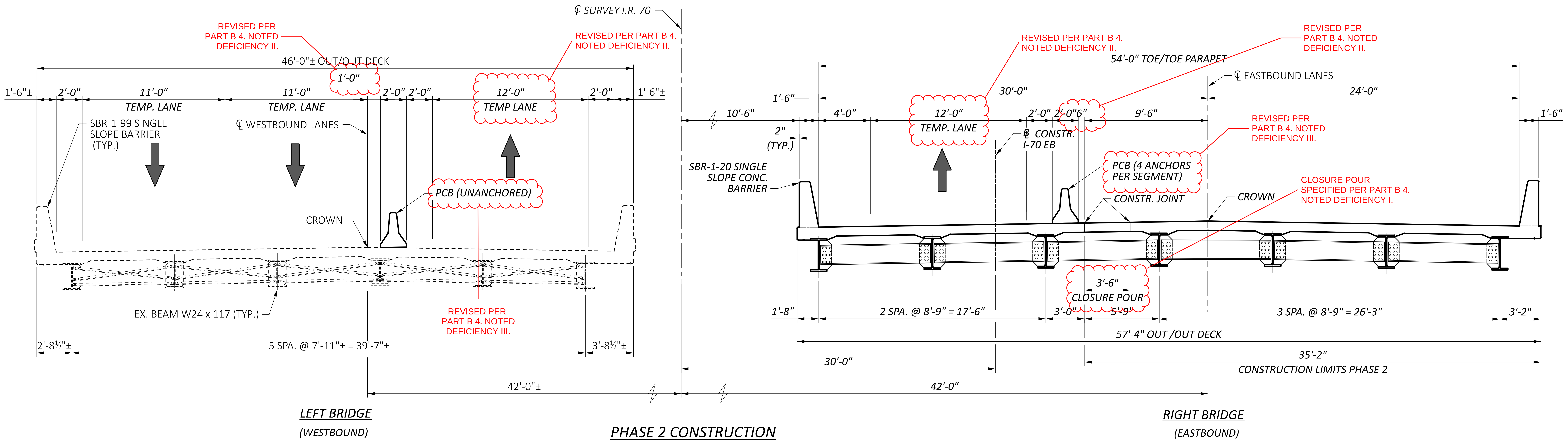
PHASE 3 REMOVAL

PHASE 3 REMOVAL

1. PLACE PORTABLE CONCRETE BARRIERS. DIRECT EASTBOUND AND WESTBOUND TRAFFIC AS REQUIRED.
2. REMOVE EXISTING SUPERSTRUCTURE AND APPROACH SLABS TO THE LIMITS SHOWN IN THE PLANS.

LEGEND:

▨ LIMITS OF REMOVAL


℄ SURVEY I.R. 70
REVISED PER PART B 4. NOTED DEFICIENCY II.
46'-0"± OUT/OUT DECK
1'-0"
REVISED PER PART B 4. NOTED DEFICIENCY II.
1'-6"±
2'-0"
11'-0"
TEMP. LANE
11'-0"
TEMP. LANE
2'-0"
2'-0"
12'-0"
TEMP LANE
2'-0"
1'-6"±
SBR-1-99 SINGLE SLOPE BARRIER (TYP.)
℄ WESTBOUND LANES
PCB (UNANCHORED)
CROWN
EX. BEAM W24 x 117 (TYP.)
REVISED PER PART B 4. NOTED DEFICIENCY III.
2'-8½"±
5 SPA. @ 7'-11"± = 39'-7"±
3'-8½"±
42'-0"±
LEFT BRIDGE
(WESTBOUND)
REVISED PER PART B 4. NOTED DEFICIENCY II.
REVISED PER PART B 4. NOTED DEFICIENCY II.
54'-0" TOE/TOE PARAPET
℄ EASTBOUND LANES
30'-0"
24'-0"
10'-6"
1'-6"
4'-0"
12'-0"
TEMP. LANE
2'-0"
2'-0"
6"
9'-6"
1'-6"
2" (TYP.)
℄ CONSTR. I-70 EB
REVISED PER PART B 4. NOTED DEFICIENCY III.
SBR-1-20 SINGLE SLOPE CONC. BARRIER
PCB (4 ANCHORS PER SEGMENT)
CONSTR. JOINT
CROWN
CLOSURE POUR SPECIFIED PER PART B 4. NOTED DEFICIENCY I.
3'-6"
CLOSURE POUR
1'-8"
2 SPA. @ 8'-9" = 17'-6"
3'-0"
5'-9"
3 SPA. @ 8'-9" = 26'-3"
3'-2"
57'-4" OUT /OUT DECK
35'-2"
CONSTRUCTION LIMITS PHASE 2
30'-0"
42'-0"
RIGHT BRIDGE
(EASTBOUND)

PHASE 2 CONSTRUCTION

CTY-RTE-SECTION

MODEL: Sheet_3 OF 4 PAPERSIZE: 34x22 (in.) DATE: 4/8/2025 TIME: 3:39:03 PM USER: btaylor
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PHASE CONSTRUCTION DETAILS - 3 OF 4
BRIDGE NO. BEL-70-0963 L/R
I.R. 70 OVER S.R. 149

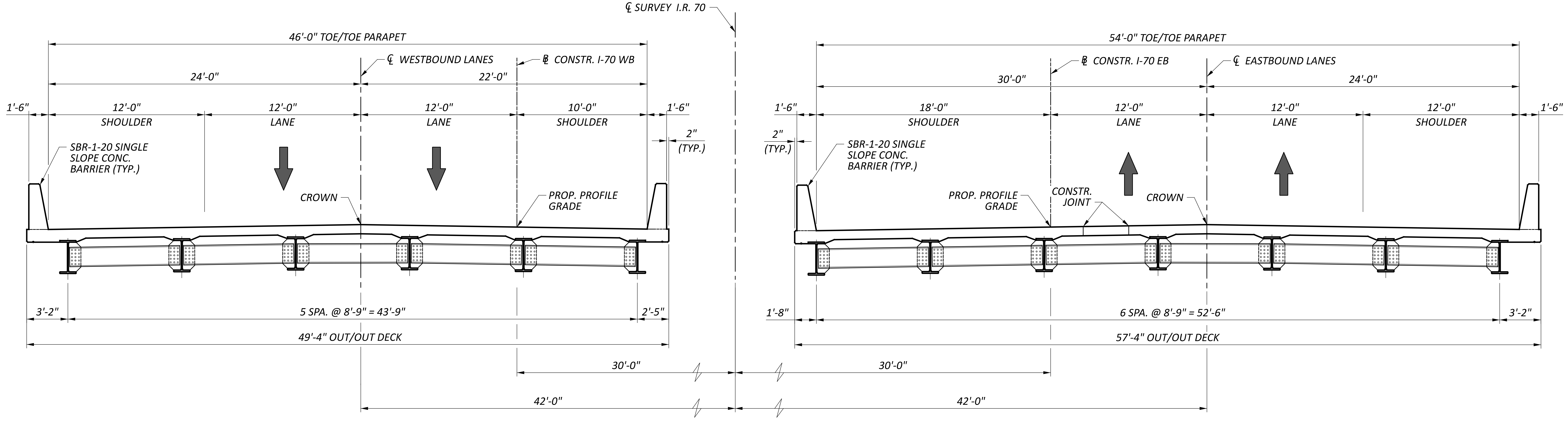
SFN 0702227
SFN 0702251
DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	CHECKER
VFG	HER

REVIEWER
ZRD 10/16/24
PROJECT ID
120547

SUBSET	TOTAL
5	15

SHEET	TOTAL
120547_SC003	TTL

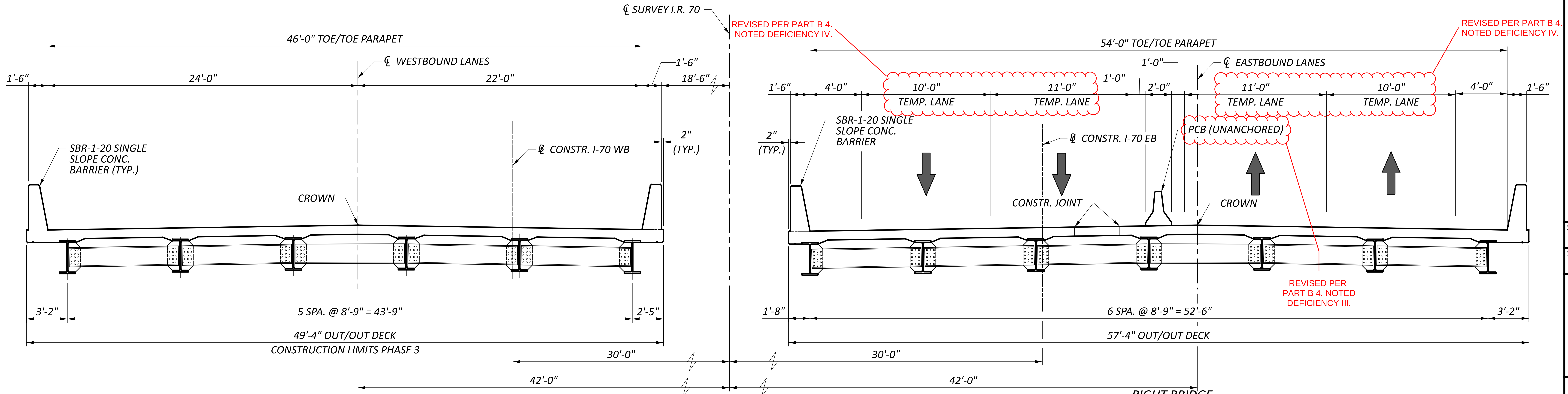


℄ SURVEY I.R. 70
46'-0" TOE/TOE PARAPET
℄ WESTBOUND LANES
℞ CONSTR. I-70 WB
24'-0"
22'-0"
1'-6"
12'-0"
SHOULDER
12'-0"
LANE
12'-0"
LANE
10'-0"
SHOULDER
1'-6"
2"
(TYP.)
SBR-1-20 SINGLE
SLOPE CONC.
BARRIER (TYP.)
CROWN
PROP. PROFILE
GRADE
3'-2"
5 SPA. @ 8'-9" = 43'-9"
2'-5"
49'-4" OUT/OUT DECK
30'-0"
42'-0"
54'-0" TOE/TOE PARAPET
℞ CONSTR. I-70 EB
℄ EASTBOUND LANES
30'-0"
24'-0"
1'-6"
18'-0"
SHOULDER
12'-0"
LANE
12'-0"
LANE
12'-0"
SHOULDER
1'-6"
2"
(TYP.)
SBR-1-20 SINGLE
SLOPE CONC.
BARRIER (TYP.)
PROP. PROFILE
GRADE
CONSTR.
JOINT
CROWN
1'-8"
6 SPA. @ 8'-9" = 52'-6"
3'-2"
57'-4" OUT/OUT DECK
30'-0"
42'-0"

LEFT BRIDGE
(WESTBOUND)

FINAL CONDITION

RIGHT BRIDGE
(EASTBOUND)



℄ SURVEY I.R. 70
REVISED PER PART B 4.
NOTED DEFICIENCY IV.
46'-0" TOE/TOE PARAPET
℄ WESTBOUND LANES
1'-6"
1'-6"
24'-0"
22'-0"
18'-6"
2"
(TYP.)
SBR-1-20 SINGLE
SLOPE CONC.
BARRIER (TYP.)
℞ CONSTR. I-70 WB
CROWN
3'-2"
5 SPA. @ 8'-9" = 43'-9"
2'-5"
49'-4" OUT/OUT DECK
CONSTRUCTION LIMITS PHASE 3
30'-0"
42'-0"
REVISED PER PART B 4.
NOTED DEFICIENCY IV.
54'-0" TOE/TOE PARAPET
1'-0"
℄ EASTBOUND LANES
1'-6"
4'-0"
10'-0"
TEMP. LANE
11'-0"
TEMP. LANE
1'-0"
2'-0"
11'-0"
TEMP. LANE
10'-0"
TEMP. LANE
4'-0"
1'-6"
2"
(TYP.)
SBR-1-20 SINGLE
SLOPE CONC.
BARRIER
PCB (UNANCHORED)
℞ CONSTR. I-70 EB
CONSTR. JOINT
CROWN
REVISED PER
PART B 4. NOTED
DEFICIENCY III.
1'-8"
6 SPA. @ 8'-9" = 52'-6"
3'-2"
57'-4" OUT/OUT DECK
30'-0"
42'-0"

LEFT BRIDGE
(WESTBOUND)

PHASE 3 CONSTRUCTION

RIGHT BRIDGE
(EASTBOUND)

PHASE CONSTRUCTION DETAILS - 4 OF 4
BRIDGE NO. BEL-70-0963 L/R
I.R. 70 OVER S.R. 149

SFN
0702227
SFN
0702251
DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	CHECKER
VFG	HER

REVIEWER
ZRD 10/16/24
PROJECT ID
120547

SUBSET	TOTAL
6	15

SHEET	TOTAL
120547_SC004	TTL

CTY-RTE-SECTION

MODEL: Sheet_4 of 4 PAPERSIZE: 34x22 (in.) DATE: 4/8/2025 TIME: 3:39:04 PM USER: btaylor
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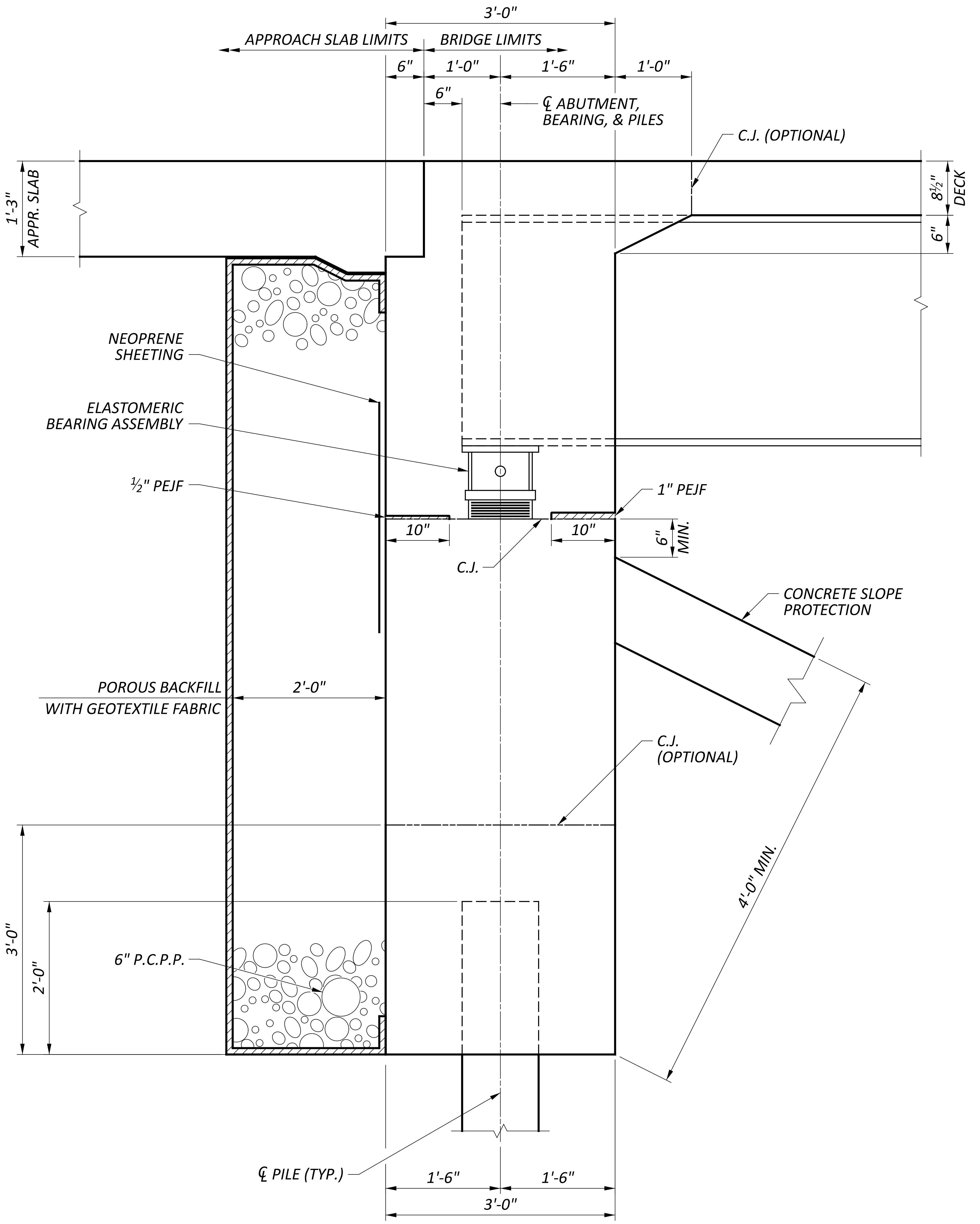
3'-0"
APPROACH SLAB LIMITS
BRIDGE LIMITS
6"
1'-0"
1'-6"
1'-0"
6"
℄ ABUTMENT,
BEARING, & PILES
C.J. (OPTIONAL)
1'-3"
APPR. SLAB
8½"
DECK
6"
NEOPRENE
SHEETING
ELASTOMERIC
BEARING ASSEMBLY
½" PEJF
1" PEJF
10"
10"
6"
MIN.
C.J.
CONCRETE SLOPE
PROTECTION
POROUS BACKFILL
WITH GEOTEXTILE FABRIC
2'-0"
C.J.
(OPTIONAL)
4'-0" MIN.
3'-0"
2'-0"
6" P.C.P.P.
℄ PILE (TYP.)
1'-6"
1'-6"
3'-0"

ABUTMENT SECTION

ABUTMENT SECTION
BRIDGE NO. BEL-70-0963 L/R
I.R. 70 OVER S.R. 149

SFN 0702227	
SFN 0702250	
DESIGN AGENCY AMERICAN STRUCTUREPOINT INC.	
DESIGNER XXX	CHECKER XXX
REVIEWER XXX MM-DD-YY	
PROJECT ID 120547	
SUBSET 0	TOTAL 0
SHEET P.0	TOTAL 0

CTY-RTE-SECTION

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 4/8/2025 TIME: 3:39:05 PM USER: btaylor
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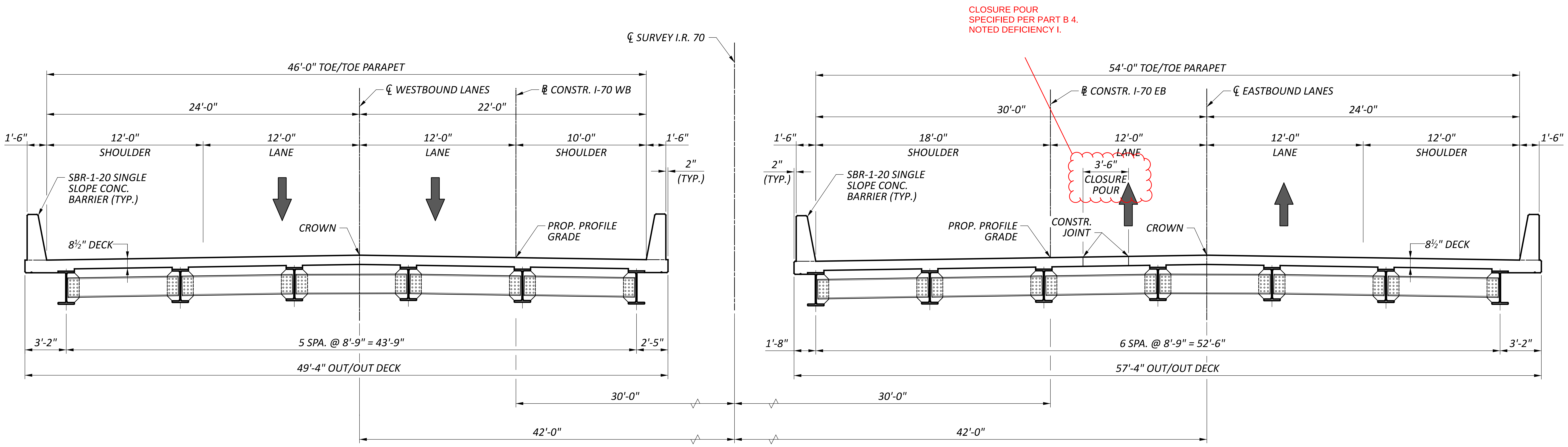
CLOSURE POUR
SPECIFIED PER PART B 4.
NOTED DEFICIENCY I.

℄ SURVEY I.R. 70
46'-0" TOE/TOE PARAPET
℄ WESTBOUND LANES
℞ CONSTR. I-70 WB
24'-0"
22'-0"
1'-6"
12'-0"
SHOULDER
12'-0"
LANE
12'-0"
LANE
10'-0"
SHOULDER
1'-6"
2"
(TYP.)
SBR-1-20 SINGLE
SLOPE CONC.
BARRIER (TYP.)
CROWN
PROP. PROFILE
GRADE
8½" DECK
3'-2"
5 SPA. @ 8'-9" = 43'-9"
2'-5"
49'-4" OUT/OUT DECK
30'-0"
42'-0"
54'-0" TOE/TOE PARAPET
℞ CONSTR. I-70 EB
℄ EASTBOUND LANES
30'-0"
24'-0"
1'-6"
18'-0"
SHOULDER
12'-0"
LANE
12'-0"
LANE
12'-0"
SHOULDER
1'-6"
2"
(TYP.)
SBR-1-20 SINGLE
SLOPE CONC.
BARRIER (TYP.)
3'-6"
CLOSURE
POUR
PROP. PROFILE
GRADE
CONSTR.
JOINT
CROWN
8½" DECK
1'-8"
6 SPA. @ 8'-9" = 52'-6"
3'-2"
57'-4" OUT/OUT DECK
30'-0"
42'-0"

LEFT BRIDGE
(WESTBOUND)

TRANSVERSE SECTION

RIGHT BRIDGE
(EASTBOUND)

TRANSVERSE SECTION
BRIDGE NO. BEL-70-0963 L/R
I.R. 70 OVER S.R. 149

SFN
0702227
SFN
0702250
DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.
DESIGNER XXX
CHECKER XXX
REVIEWER
XXX MM-DD-YY
PROJECT ID
120547
SUBSET 0
TOTAL 0
SHEET P.0
TOTAL 0

CTY-RTE-SECTION
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 4/8/2025 TIME: 3:39:06 PM USER: btaylor
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PRE-PHASE 1B (IR 70)

SCALE: 1" = 50'

MAINTENANCE OF TRAFFIC - PRE-PHASE 1A (IR 70)
NOT SHOWN (RUMBLE STRIPS MILL AND FILL)

PRE-PHASE 1A (RUMBLE STRIPS MILL AND FILL)					
FROM STA	TO STA	SIDE	DIST	AREA (SF)	AREA (SY)
503+00	505+52	EB INSIDE	252	336	37.33
503+00	507+00	WB INSIDE	400	533	59.26
506+35	517+85	EB OUTSIDE	1150	1533	170.37
509+60	517+87	WB INSIDE	827	1103	122.52
509+93	517+87	WB OUTSIDE	794	1059	117.63
519+56	525+00	EB OUTSIDE	544	725	80.59
519+58	527+11	WB OUTSIDE	753	1004	111.56
519+58	527+38	WB INSIDE	780	1040	115.56
530+55	534+42	WE INSIDE	387	516	57.33
531+43	534+00	EB INSIDE	257	343	38.07
			TOTALS		910.22

RAMP D
RAMP C
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 165 SQ YD
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 141 SQ YD
IR 70 WB
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
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539
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 3544 SQ YD
IR 70 EB
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 3264 SQ YD
SR 149
RAMP A
RAMP B

LEGEND

▨ TEMPORARY CONSTRUCTION UNDER THIS PHASE

MAINTENANCE OF TRAFFIC
PRE-PHASE 1B (IR 70)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET P.0 | TOTAL 0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 104x22 (in.) DATE: 3/17/2025 TIME: 9:33:55 AM USER: rmurray
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BEL-70-9.35 (PID 120547)

MAINTENANCE OF TRAFFIC - PHASE 1 (IR 70)

SCALE: 1" = 50'

RAMP D
RAMP C
IR 70 WB
IR 70 EB
RAMP A
RAMP B
SR 149
X
X
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
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529
530
531
532
533
534
535
536
537
538
539
℄ CONST IR 70
2.0'
11.0'
11.0'
5.0'
12.0'
2.0'
1.0'
2.7'
5 SPA. @ 7.9' = 39.6'
3.7'
22.2'
WORK AREA
3.0'
0.5'
4.0'
12.0'
4.0'
3.3'
3.3'
WESTBOUND
43.0'
12.0'
12.0'
12.0'
7.0'
23.0'
26.0'
EASTBOUND
40.0'
4.0'
12.0'
12.0'
12.0'
2.7'
5 SPA. @ 7.9' = 39.6'
3.7'
1.3'
5 SPA. @ 7.7' = 38.3'
3.3'

PHASE 1 - SECTION X-X IR 70
OVER SR 149

EXISTING SECTION X-X IR 70
OVER SR 149

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 390 SQ YD

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 205 SQ YD

LEGEND

- ▨ CONSTRUCTION UNDER THIS PHASE
- ▨ TEMPORARY CONSTRUCTION UNDER THIS PHASE
- ▨ BRIDGE CONSTRUCTION UNDER THIS PHASE

MAINTENANCE OF TRAFFIC
PHASE 1 (IR 70)

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 104x22 (in.) DATE: 3/17/2025 TIME: 9:37:13 AM USER: rmurray
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DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547

SHEET	TOTAL
P.0	0

BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 2 (IR 70)

SCALE: 1" = 50'

℄ CONST IR 70
2.0'
11.0'
11.0'
5.0'
12.0'
2.0'
1.0'
2.7'
5 SPA. @ 7.9' = 39.6'
3.7'
4.0'
12.0'
4.0'
0.5'
35.2'
WORK AREA
PHASE 2 - SECTION X-X IR 70
OVER SR 149
RAMP D
RAMP C
IR 70 WB
IR 70 EB
X
X
SR 149
RAMP A
RAMP B
490
491
492
493
494
495
496

LEGEND

▨ CONSTRUCTION UNDER THIS PHASE

▨ BRIDGE CONSTRUCTION UNDER THIS PHASE

▨ BRIDGE CONSTRUCTION UNDER PREVIOUS PHASE(S)

MAINTENANCE OF TRAFFIC
PHASE 2 (IR 70)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET P.0
TOTAL 0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 104x22 (in.) DATE: 3/17/2025 TIME: 1:19:11 PM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 3 (IR 70)

SCALE: 1" = 50'

49.3'
WORK AREA
3.2'
5 SPA. @ 8.8' = 43.8'
2.4'
℄ CONST IR 70
4.0'
10.0'
11.0'
4.0'
11.0'
10.0'
4.0'
1.7'
6 SPA, @ 8.8' = 52.5'
3.2'
PHASE 3 - SECTION X-X IR 70 OVER SR 149
RAMP D
RAMP C
IR 70 WB
IR 70 EB
X
X
SR 149
RAMP A
RAMP B
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
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LEGEND

▨ CONSTRUCTION UNDER THIS PHASE
▨ BRIDGE CONSTRUCTION UNDER THIS PHASE
▨ BRIDGE CONSTRUCTION UNDER PREVIOUS PHASE(S)

MAINTENANCE OF TRAFFIC
PHASE 3 (IR 70)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET P.0 | TOTAL 0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 104x22 (in.) DATE: 3/17/2025 TIME: 1:21:32 PM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - POST-PHASE 3 (IR 70)
REMAINING SHOULDER REPLACEMENT

SCALE: 1" = 50'

POST-PHASE 3 (SHOULDER REPLACEMENT)					
FROM STA	TO STA	SIDE	DIST	AREA (SF)	AREA (SY)
503+00	505+52	EB INSIDE	252	1008	112.00
503+00	507+00	WB INSIDE	400	1600	177.78
530+55	534+42	WE INSIDE	387	1548	172.00
531+43	534+00	EB INSIDE	257	1028	114.22
			TOTALS		576.00

RAMP D
RAMP C
IR 70 WB
IR 70 EB
SR 149
RAMP A
RAMP B
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
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538
539

LEGEND

▨ CONSTRUCTION UNDER THIS PHASE

MAINTENANCE OF TRAFFIC
POST-PHASE 3 (IR 70)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547
SHEET	P.0
TOTAL	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 104x22 (in.) DATE: 3/17/2025 TIME: 10:18:49 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 4 (SR 149)

SCALE: 1" = 50'

℄ CONST EX. SR 149
4.2'
11.0'
11.0'
4.0'
25.4'
WORK AREA
9.5'
4.3'
PHASE 4 - SECTION X-X SR 149
STA 114+00
℄ CONST EX. SR 149
PROP PIER
1.0'
11.0'
11.0'
5.0'
28.0'
WORK AREA
5.0'
PHASE 4 - SECTION X-X
UNDER BRIDGE IR 70
SR 149
℄ CONST EX. SR 149
1.0'
11.0'
11.0'
4.0'
27.0'
WORK AREA
2.0'
13.0'
7.5'
PHASE 4 - SECTION X-X SR 149
STA 131+95
SR 149
RECO DR
RAMP A
IR 70 EB
IR 70 WB
RAMP D
BELLA VISTA LN
RAMP B
RAMP C
BOND DR
X
X
X
X
X
X
ITEM 615 - PAVEMENT FOR
MAINTAINING
TRAFFIC = 31 SQ YD

LEGEND

- ▨ CONSTRUCTION UNDER THIS PHASE
- ▨ TEMPORARY CONSTRUCTION UNDER THIS PHASE
- ▨ TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)

MAINTENANCE OF TRAFFIC
PHASE 4 (SR 149)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET	TOTAL
P.0	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 76x22 (in.) DATE: 3/17/2025 TIME: 11:38:26 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 5 (SR 149)

SCALE: 1" = 50'

SR 149
RECO DR
RAMP A
IR 70 EB
IR 70 WB
RAMP D
RAMP B
RAMP C
BELLA VISTA LN
BOND DR
X
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
℄ CONST EX. SR 149
26.6'
4.0'
12.0'
12.0'
1.0'
WORK AREA
40.0'
5.0'
11.0'
11.0'
1.0'
PIER
PROP PIER
26.0'
4.0'
11.0'
11.0'
1.0'
7.5'
4.0'

PHASE 5 - SECTION X-X SR 149
STA 114+00

PHASE 5 - SECTION X-X
UNDER BRIDGE IR 70
SR 149

PHASE 5 - SECTION X-X SR 149
STA 131+95

LEGEND

▨	CONSTRUCTION UNDER THIS PHASE
▨	CONSTRUCTION UNDER PREVIOUS PHASE(S)
▨	TEMPORARY CONSTRUCTION UNDER THIS PHASE
▨	TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)

MAINTENANCE OF TRAFFIC
PHASE 5 (SR 149)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET	TOTAL
P.0	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 76x22 (in.) DATE: 3/17/2025 TIME: 10:28:58 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PRE-PHASE 6 (Ramp A)
(12 FOOT LANES AND TEMPORARY PAVEMENT)

IR 70 WB
IR 70 EB
505
506
507
508
509
510
511
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
RAMP A
X
X
SR 149
PHASE 5 CONSTRUCTION
RAMP B
BELLA VISTA LN
PHASE 5 CONSTRUCTION
SCALE: 1" = 20'
N
℄ CONST EX. RAMP A
3.2'
11.9'
11.8'
5.8'
3.8'
3.1'

EXISTING SECTION RAMP A
STA 14+00

PRE-PHASE 6 - SECTION X-X RAMP A
STA 14+00

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 160 SQ YD

LEGEND

▨	CONSTRUCTION UNDER THIS PHASE
▨	TEMPORARY CONSTRUCTION UNDER THIS PHASE

MAINTENANCE OF TRAFFIC
PRE-PHASE 6 (RAMP A)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET	TOTAL
P.0	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 11:48:51 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 6A (Ramp A)
(12 FOOT LANES AND TEMPORARY PAVEMENT)

SCALE: 1" = 20'

IR 70 WB
IR 70 EB
RAMP A
RAMP B
SR 149
BELLA VISTA LN
PHASE 5 CONSTRUCTION
PHASE 5 CONSTRUCTION
X
X
N
505
506
507
508
509
510
511
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
℄ CONST EX. RAMP A
2.0'
12.0'
8.0'
4.0'
21.0'
WORK AREA
3.1'
3.0'

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 99 SQ YD

PHASE 6A - SECTION X-X RAMP A
STA 14+00

LEGEND

▨	*CONSTRUCTION UNDER THIS PHASE*
▨	*TEMPORARY CONSTRUCTION UNDER THIS PHASE*
▨	*TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)*

MAINTENANCE OF TRAFFIC
PHASE 6A (RAMP A)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET	TOTAL
P.0	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 11:50:34 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 6B (Ramp A)
(12 FOOT LANES AND TEMPORARY PAVEMENT)

IR 70 WB
IR 70 EB
505
506
507
508
509
510
511
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
RAMP A
X
X
SR 149
PHASE 5 CONSTRUCTION
RAMP B
BELLA VISTA LN
PHASE 5 CONSTRUCTION
SCALE: 1" = 20'
LEGEND
CONSTRUCTION UNDER THIS PHASE
CONSTRUCTION UNDER PREVIOUS PHASE(S)
TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)
℄ CONST EX. RAMP A
19.0'
WORK AREA
7.0'
12.0'
2.0'
3.0'

PHASE 6B - SECTION X-X RAMP A
STA 14+00

MAINTENANCE OF TRAFFIC
PHASE 6B (RAMP A)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET P.0
TOTAL 0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 11:52:03 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PRE-PHASE 7 (Ramp B)
(12 FOOT LANES AND TEMPORARY PAVEMENT)

SCALE: 1" = 20'

RAMP A
SR 149
PHASE 4 CONSTRUCTION
RAMP B
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 236 SQ YD
X
X
IR 70 EB
IR 70 WB
527
528
529
530
531
532
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
115
125
124
PHASE 4 CONSTRUCTION
℄ CONST EX. RAMP B
7.1'±
12.0'
7.9'±
3.0'

PRE-PHASE 7 - SECTION X-X RAMP B
STA 3+00

LEGEND

▨ CONSTRUCTION UNDER THIS PHASE

▨ TEMPORARY CONSTRUCTION UNDER THIS PHASE

MAINTENANCE OF TRAFFIC
PRE-PHASE 7 (RAMP B)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547
SHEET	P.0
TOTAL	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 10:36:53 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 7A (Ramp B)
(12 FOOT LANES AND TEMPORARY PAVEMENT)

SCALE: 1" = 20'

RAMP A
SR 149
PHASE 4 CONSTRUCTION
RAMP B
X
X
IR 70 EB
IR 70 WB
527
528
529
530
531
532
9
10
11
12
13
14
PHASE 4 CONSTRUCTION
℄ CONST EX. RAMP B
2.0'
12.0'
8.0'
21.0'
WORK AREA
4.0'
3.0'
3.0'

PHASE 7A - SECTION X-X RAMP B
STA 3+00

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 90 SQ YD

LEGEND

▨ CONSTRUCTION UNDER THIS PHASE
▨ TEMPORARY CONSTRUCTION UNDER THIS PHASE
▨ TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)

MAINTENANCE OF TRAFFIC
PHASE 7A (RAMP B)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET	TOTAL
P.0	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 10:40:10 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 7B (Ramp B)
(12 FOOT LANES AND TEMPORARY PAVEMENT)

SCALE: 1" = 20'

RAMP A
SR 149
PHASE 4 CONSTRUCTION
RAMP B
X
X
IR 70 EB
IR 70 WB
527
528
529
530
531
532
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
PHASE 4 CONSTRUCTION
℄ CONST EX. RAMP B
19.0'
WORK AREA
7.0'
3.0'
12.0'
2.0'

PHASE 7B - SECTION X-X RAMP B
STA 3+00

LEGEND

- ▨ CONSTRUCTION UNDER THIS PHASE
- ▨ CONSTRUCTION UNDER PREVIOUS PHASE(S)
- ▨ TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)

MAINTENANCE OF TRAFFIC
PHASE 7B (RAMP B)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET	TOTAL
P.0	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 10:42:10 AM USER: rmurray
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BEL-70-9.35 (PID 120547)

MAINTENANCE OF TRAFFIC - PRE-PHASE 8 (Ramp C)

(12 FOOT LANES AND TEMPORARY PAVEMENT)

SCALE: 1" = 20'

SR 149
PHASE 4 CONSTRUCTION
RAMP C
0
1
2
3
4
5
6
7
8
9
10
11
12
13
ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 119 SQ YD
RAMP D
PHASE 4 CONSTRUCTION
IR 70 WB
IR 70 EB
525
526
527
528
529
530
531
532
533
N

LEGEND

▨	CONSTRUCTION UNDER THIS PHASE
▨	TEMPORARY CONSTRUCTION UNDER THIS PHASE

MAINTENANCE OF TRAFFIC
PRE-PHASE 8 (RAMP C)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547
SHEET	P.0
TOTAL	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 10:43:31 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 8A (Ramp C)
(12 FOOT LANES AND TEMPORARY PAVEMENT)

SCALE: 1" = 20'

LEGEND

- ▨ CONSTRUCTION UNDER THIS PHASE
- ▨ TEMPORARY CONSTRUCTION UNDER THIS PHASE

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 76 SQ YD

SR 149
PHASE 4 CONSTRUCTION
PHASE 4 CONSTRUCTION
X
X
RAMP C
RAMP D
IR 70 WB
IR 70 EB
℄ CONST EX. RAMP C
29.2'
WORK AREA
4.0'
11.5'±
3.1'±
8.2'
3.0'
0
1
2
3
4
5
6
7
8
9
10
11
12
13
525
526
527
528
529
530
531
532
533

PHASE 8A - SECTION X-X RAMP C
STA 2+50

MAINTENANCE OF TRAFFIC
PHASE 8A (RAMP C)

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 12:33:15 PM USER: rmurray
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DESIGN AGENCY AMERICAN STRUCTUREPOINT INC.	
DESIGNER XXX	
REVIEWER XXX MM-DD-YY	
PROJECT ID 120547	
SHEET P.0	TOTAL 0

BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 8B (Ramp C)
(12 FOOT LANES AND TEMPORARY PAVEMENT)

SCALE: 1" = 20'

N
SR 149
PHASE 4 CONSTRUCTION
X
X
RAMP C
RAMP D
IR 70 WB
IR 70 EB
0
1
2
3
4
5
6
7
8
9
10
11
12
13
525
526
527
528
529
530
531
532
533
℄ CONST EX. RAMP C
2.0'
12.0'
7.0'
3.0'
27.0'
WORK AREA

PHASE 8B - SECTION X-X RAMP C
STA 2+50

LEGEND

- ▨ CONSTRUCTION UNDER THIS PHASE
- ▨ CONSTRUCTION UNDER PREVIOUS PHASE(S)
- ▨ TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)

MAINTENANCE OF TRAFFIC
PHASE 8B (RAMP C)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET P.0
TOTAL 0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 10:45:30 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 9 (Ramp A - CLOSED)
(12 FOOT LANES AND TEMPORARY PAVEMENT)

SCALE: 1" = 20'

IR 70 WB
IR 70 EB
RAMP A
RAMP B
BELLA VISTA LN
PHASE 5 CONSTRUCTION
PHASE 5 CONSTRUCTION
X
X
505
506
507
508
509
510
511
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
℄ CONST EX. RAMP A
3.2'
11.9'
21.8'
3.0'
3.8'
3.1'

PHASE 9 - SECTION X-X RAMP A (CLOSED)
STA 14+00

LEGEND

▨	CONSTRUCTION UNDER THIS PHASE
▨	TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)
▨	CONSTRUCTION UNDER PREVIOUS PHASE(S)

MAINTENANCE OF TRAFFIC
PHASE 9 (RAMP A - CLOSED)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547
SHEET	P.0
TOTAL	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 12:29:39 PM USER: rmurray
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BEL-70-9.35 (PID 120547)

MAINTENANCE OF TRAFFIC - PHASE 10 (Ramp B - CLOSED)

(12 FOOT LANES AND TEMPORARY PAVEMENT)

SCALE: 1" = 20'

RAMP A
SR 149
PHASE 4 CONSTRUCTION
PHASE 4 CONSTRUCTION
RAMP B
X
X
IR 70 EB
IR 70 WB
126
125
124
0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
527
528
529
530
531
532
℄ CONST EX. RAMP B
3.2'±
15.9'±
21.0'
3.0'

PHASE 10 - SECTION X-X RAMP B (CLOSED)
STA 3+00

LEGEND

▨	CONSTRUCTION UNDER THIS PHASE
▨	TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)
▨	CONSTRUCTION UNDER PREVIOUS PHASE(S)

MAINTENANCE OF TRAFFIC
PHASE 10 (RAMP B - CLOSED)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547
SHEET	P.0
TOTAL	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 12:31:33 PM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 11 (Ramp C - CLOSED)
(12 FOOT LANES AND TEMPORARY PAVEMENT)

SCALE: 1" = 20'

℄ CONST EX. RAMP C
29.2'
4.0'
11.5'±
3.1'±
PHASE 11 - SECTION X-X RAMP C (CLOSED)
STA 2+50
SR 149
PHASE 4 CONSTRUCTION
PHASE 4 CONSTRUCTION
X
X
RAMP C
RAMP D
IR 70 WB
IR 70 EB
1
2
3
4
5
6
7
8
9
10
11
12
13
525
526
527
528
529
530
531
532
533

LEGEND

▨	CONSTRUCTION UNDER THIS PHASE
▨	CONSTRUCTION UNDER PREVIOUS PHASE(S)
▨	TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)

MAINTENANCE OF TRAFFIC
PHASE 11 (RAMP C - CLOSED)

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547

SHEET	TOTAL
P.0	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 11:58:24 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 12 (Ramp D - CLOSED)

SCALE: 1" = 20'
LEGEND
▨ CONSTRUCTION UNDER THIS PHASE
SR 149
PHASE 5 CONSTRUCTION
PHASE 5 CONSTRUCTION
RAMP D
RAMP C
IR 70 WB
IR 70 EB
1
2
3
4
5
6
7
8
9
10
11
12
13
506
507
508
509
510
511
512
513
514

MAINTENANCE OF TRAFFIC
PHASE 12 (RAMP D - CLOSED)

DESIGN AGENCY	AMERICAN STRUCTUREPOINT INC.
DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547
SHEET	P.0
TOTAL	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 94x22 (in.) DATE: 3/17/2025 TIME: 10:49:27 AM USER: rmurray
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BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 13 (Reco Dr)

SCALE: 1" = 20'
SR 149
RECO DR
X
X
10
11
12
13
14
15
16
119
120
121
122
℄ CONST RECO DR
11.0'±
9.5'±
15.5'
WORK AREA
6.5'

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC = 104 SQ YD

LEGEND

- ▨ CONSTRUCTION UNDER THIS PHASE
- ▨ TEMPORARY CONSTRUCTION UNDER THIS PHASE

EXISTING SECTION RECO DR
STA 10+00

PHASE 13 - SECTION X-X RECO DR
STA 10+00

MAINTENANCE OF TRAFFIC
PHASE 13 (RECO DR)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER	XXX
REVIEWER	XXX MM-DD-YY
PROJECT ID	120547
SHEET	P.0
TOTAL	0

BEL-70-9.35

MODEL: Sheet PAPERSIZE: 62x22 (in.) DATE: 3/17/2025 TIME: 10:51:18 AM USER: rmurray
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X
X
10
11
12
13
14
15
16
RECO DR
SR 149
122
121
120
119
SCALE: 1" = 20'
N
℄ CONST RECO DR
16.0'
4.0'
10.0'
10.0'
1.0'
WORK AREA
℄ CONST RECO DR
1.0'
11.0'
4.0'
10.0'
4.0'
10.0'
1.0'
WORK AREA

PHASE 14 - SECTION X-X RECO DR
STA 10+00

POST-PHASE 14 - SECTION X-X RECO DR
STA 10+00
(PLAN NOT SHOWN)

LEGEND

▨	CONSTRUCTION UNDER THIS PHASE
▨	CONSTRUCTION UNDER PREVIOUS PHASE(S)
▨	TEMPORARY CONSTRUCTION UNDER PREVIOUS PHASE(S)

BEL-70-9.35 (PID 120547)
MAINTENANCE OF TRAFFIC - PHASE 14 (Reco Dr)

MAINTENANCE OF TRAFFIC
PHASE 14 (RECO DR)

DESIGN AGENCY
AMERICAN STRUCTUREPOINT INC.

DESIGNER
XXX

REVIEWER
XXX MM-DD-YY

PROJECT ID
120547

SHEET P.0
TOTAL 0

BEL-70-9.35
MODEL: Sheet PAPERSIZE: 62x22 (in.) DATE: 3/17/2025 TIME: 10:52:06 AM USER: rmurray
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BEL-70-9.35

BEL-70-9.35 INTERCHANGE IMPROVEMENT

PROJECT: (25)3000 | BEL-70-9.35 | PID 120547

PART C. DRAFT DBE OPEN-ENDED PERFORMANCE PLAN

Shelly & Sands, Inc.

GENERAL CONTRACTOR
Established 1944
1450 North Bailey Road
North Jackson, Ohio 44451
Phone: (330)253-3612 Fax: (330)538-0725

Month, Date, Year
BEL-70-9.35, PID 12547, Project (25) 3000
OEPP and DBE Commitment Certification

Shelly and Sands, Inc. hereby commits to making all Good Faith Efforts, including those efforts outlined in this DBE Open-Ended Performance Plan (OEPP), to meet the Project's identified DBE Goals.

Shelly and Sands, Inc. hereby commits to negotiating and contracting in Good Faith with each DBE to allow economically disadvantaged individuals a fair opportunity to compete for Work on the Project.

This OEPP is being provided in Good Faith and demonstrates Shelly and Sands, Inc. and the DBT's Project management's intent to cooperate fully in meeting our requirements of the applicable DBE regulations and the requirements within the DBE OPEN-ENDED PERFORMANCE PLAN (OEPP) specifications for the Project.

Officer Name

Officer Signature

OEPP Part 2: DBE Utilization Manager

Joe Buchtinec, Jr., P.E.
DBT DBE Utilization Manager
Shelly and Sands, Inc.

Joe Buchtinec's 9 years of industry experience includes roles on several multi-million dollar, multi-year, ODOT projects allowing him to initiate and develop valuable relationships with DBE companies throughout our Industry. Through this experience he possesses a working understanding of Commercially Useful Function and Federal Compliance requirements.

Experience

- 9 years of industry experience
- 8 years at Shelly and Sands

Education

- Bachelor of Science in Civil Engineering, Cleveland State University

Qualifications

- Professional Engineer
    - PE # 89420
- CESSWI Certification
- Primavera P6 Trained

Related Experience:

183004 North Carpenter Rd. ($11.4M)

This Design-Build project included Major Reconstruction and Widening of North Carpenter Road. Pavement, curb, closed drainage, and traffic control were all heavily inclusive. The area was highly residential and challenges included maintaining 24-hour access for the local fire department located on project limits.

The project had a DBE Goal of 9%. With the use of 9 DBE subcontractors and suppliers we were able to meet our DBE project goal. DBE companies completed clearing, stabilization, electrical, traffic safety, and concrete work items on the project. In addition to subcontracting and material supply we provided an opportunity to Resource International, our DBE certified design lead.

213000 The Akron Beltway ($162M)

Major reconfiguration of the Akron Central Interchange, designed and constructed in a 5-year period. This project featured very tight design and construction schedules, large interchange reconfiguration, complex urban design and traffic restrictions, adjacent construction project coordination with multiple projects, and complex supply issues due to COVID that were successfully navigated.

The Akron Beltway has a DBE goal of 12%. Joe has worked closely with DBE suppliers to coordinate approximately $4 million dollars of Noisewall production and furnishing and delivery of approximately $1 million worth of our drainage pipe on the project. Joe has managed opportunities for several additional DBE subcontractors to complete work items such as bridge overlays, bridge painting, electrical and pavement removal on the project. The project is currently on track to achieve its 12% DBE goal.

OEPP Part 3: DBE Goal Attainment Reporting

Part 3 Section a.)

The OEPP will be a collaborative effort led by our DBE Utilization Manager.

Initial DBE opportunities will be identified by our Lead Estimators, Tony Wood and Jeremy Rector, who will begin our initial outreach to DBE subcontractors during our bid preparation. They will be in contact with the DBE community by soliciting quotes, using various means of communication, for work packages we routinely make available to DBE subcontractors.

Simultaneously, Mike Raubenolt, DBT Design Engineer, will focus on finding similar opportunities for the DBE Community in roles for design firms.

During our construction phases, Austin Bates, DBT Project Manager, Dave Shannon, DBT Construction Project Manager, and Greg Sykes, Structures Superintendent, will have the responsibility to communicate the identity of our DBE subcontractors to project operations personnel. They will communicate with and schedule DBE subcontractors and suppliers, and work proactively to ensure participation by DBE entities consistent with our DBE performance plan.

Simultaneously with the above efforts, our DBE Utilization Manager will oversee the creation, and any required updates, to our plan that includes regular monitoring for compliance to ensure our DBE participation is consistent with the project goals.

Part 3 Section b.)

Shelly and Sands, Inc. successfully utilizes Vista Viewpoint software to generate custom DBE utilization reports to monitor our efforts towards goal attainment. This effort provides a check and balance to our project-based Excel reporting maintained by our Project Engineers and project Cost Accountants designed to maintain successful progress towards meeting our DBE utilization obligations. With this process we successfully meet or exceed DBE utilization goals on hundreds of millions of ODOT contracts on an annual basis

Part 3 Section c.)

Please see Appendix A.

OEPP Part 4: Good Faith Efforts

~~Part 5 Section a.)~~

Part 4 Section a.)

Our Estimators will document outreach efforts relative to estimating, negotiations and quotations with our DBE business partners for compilation in a communication log by our DBE Utilization Manager. This log will categorize communication based on the method used, such as written correspondence and/or phone solicitations. Each entry will include the date of communication and a description of significant subject matter discussed. All correspondence will be saved electronically for future reference.

~~Part 5 Section b.)~~

Part 4 Section b.)

Phone conversations will be logged electronically using Microsoft Excel. This log will capture essential details, including the date and time of the call, the caller, the receiver, and the topic of discussion. We will maintain a dedicated tab in our worksheet specifically for tracking these phone conversations, ensuring easy access and organization of this important information.

~~Part 5 Section c.)~~

Part 4 Section c.)

Consistent with our established practice, all quotations, from DBE entities or otherwise, will be maintained for the life of the project. This includes successful and unsuccessful quotations by our subcontractors and suppliers.

~~Part 5 Section d.)~~

Part 4 Section d.)

Consistent with our established practice, quotations for each work scope package will be evaluated based on meeting the requirements of the prime contract, encompassing the entire scope of work requested, meeting bonding requirements if required, and the competitive value of the proposal relative to all proposals received for that scope of work package. Successful quotes are identified and proceed to our subcontracting process, unsuccessful quotes are maintained in the project records.

~~Part 5 Section e.)~~

Part 4 Section e.)

Upon notification by ODOT of the intended non-performance of contract work that involves a subcontractor we will notify the involved subcontractor of the non-performance via phone, email or other written correspondence. ODOT's change order, and any other ODOT provided documentation concerning the non-performance will be made available to the DBE subcontractor.

***Revision from Intermediate Technical Proposal: Original numbering followed ODOT's documents which repeated "Part 5" Section numbering adjusted to "part 4" as per Department Proprietary Technical Information (PTI) Evaluation Response Part C, Part 4, Comment VIII.

OEPP Part 5: Non-Discrimination, Affirmative Action, and EEO

Part 5 Section a.)

Please see Appendix B.

Part 5 Section b.)

As highlighted in Appendix B, S&S implements a strict procedure for handling complaints. All employees have the right to report any instances of unlawful discrimination on the project to Joe Buchtinec, Austin Bates, or any other Shelly and Sands supervising personnel. If the complaint involves a supervisor's actions, Myra Johnson, our HR/EEO Officer, is available to elevate the situation above the supervisor and initiate an investigation.

All complaints will be addressed in a timely and appropriate manner while maintaining confidentiality. The investigation will involve discussions with the parties involved and any witnesses. Employees are protected from coercion, intimidation, retaliation, interference, or discrimination for filing a complaint and/or assisting in an investigation. If the investigation determines that the complaint is valid, prompt action and disciplinary measures will be implemented to immediately stop the discrimination and prevent its recurrence.

Part 5 Section c.)

In the event that a complaint is filed, or a violation occurs, S&S will promptly notify The Department's Office of Business & Economic Opportunity and the Office of Civil Rights Compliance as required. This notification will be written and will include details of the complaint, our intended actions, and the status of the investigation into the matter.

OEPP Part 6: DBE Prompt Payment

Part 6 Section a.)

On each estimate, our internal job cost administrators review the work items for which payment was received from ODOT. With the help of the Project Manager, they identify work self-performed, and conversely that work performed by subcontractors, including DBE entities. These records are reconciled with all work invoiced by our DBE subcontractors and suppliers.

Part 6 Section b.)

Subcontractor payments, consistent with ODOT payments, are generated by our Project Cost Administrators within our accounting software and submitted to Accounts Payable for processing. Project-level, internal spreadsheets designed to track completion of DBE set-aside work are updated accordingly. On this project, this information will also be shared with the DBE Utilization Manager.

Part 6 Section c.)

Shelly & Sands, Inc. promptly pays all of its subcontractors and material suppliers consistent with ODOT's estimates within 10 days. We use Signet to report sub payments and their timing to The Department as required.

OEPP Part 7: DBE Contracting Notification

Part 7 Section a.)

Our project staff will collaborate with ODOT's project staff to establish a means to regularly communicate to ODOT upcoming, scheduled work. This will include a "look ahead" schedule that details the items of work to be performed. As part of this communication, subcontractors, including DBE entities, will be identified as upcoming participants on the project. This communication will far exceed the 24 hour notice period, likely projecting one to two weeks of upcoming work.

Part 7 Section b.) Mike Raubenolt, our DBT Design Engineer, will notify the Department of any DBE firms retained to perform design work. This notification will include a point of contact directly with that DBE firm. Doing so will establish a direct contact between ODOT and the DBE firm to discuss design schedule and progress throughout the project.

OEPP Part 8: Commercial Useful Function

Part 8 Section a.)

We understand, as stated in 49 CFR Subsection 26.55, the DBE must perform a commercially useful function (CUF). Our subcontracts reflect the need for our DBE business partners to perform in compliance with these requirements. DBE subcontractors and material suppliers will be required to plan, manage, supervise and perform their own work. Our project staff is trained regarding these requirements and regularly manages subcontractors consistent with these requirements. Amounts claimed for goal attainment will be consistent with these requirements.

Part 8 Section b.)

When subcontracted as furnish and install, our DBE subcontractors will be required to self-perform all material supply included in their scope of work intended for DBE goal attainment. We understand, and our project personnel are aware, DBE firms cannot secure materials used for DBE goal attainment from the general contractor.

Part 8 Section c.)

Similar to the furnishing of material, our project supervision is aware that DBE firms are generally prohibited from receiving labor or equipment from the general contractor while performing work for DBE goal attainment. Our subcontracts, and the scope of work descriptions and notes, will clearly communicate the limits of the scope of work to be managed and performed by the DBE entities. Certified payroll will document the project labor use on all items of work.

OEPP Part 9: DBE Work Package Notification

Part 9 Section a.)

As the project quantities and work items are identified, our estimators will begin to assemble work packages for areas of the project where we will provide opportunities to subcontractors.

Once these solicitation packages are assembled, they will be included in our outreach to DBE subcontractors and material suppliers. This outreach will clearly outline the work items for which we are seeking subcontracts, allowing potential bidders to review the requirements and provide accurate quotes if they so choose.

Our goal is to distribute these work packages to potential subcontractors and suppliers as early as possible. We plan to release them shortly after we receive feedback from the PTI meeting with ODOT, ensuring that our packages contain the most current information regarding the project.

Part 9 Section b.)

By participating to some degree in every ODOT letting Shelly & Sands has built a robust relationship will the subcontracting community, including the DBE entities. By registering as a plan holder we openly communicate to DBE contractors and suppliers interested in opportunities on the project that we are available for discussions. Our estimators have long established relationships with those DBE entities quoting ODOT work and typically engage in phone conversations to sort out any questions or details regarding those opportunities. In the event we get interest from a party unfamiliar with how to secure the bid documents our employees will assist those parties through the process.

Any company-specific bid requirements are communicated directly to the DBE entities through phone conversations, emails or other means of communication.

On this project those communication efforts will be placed in the communication log.

As the project scope of work is developed, both pre and post bid, our estimating team will work in concert with our DBE Utilization Manager to document our pursuit and engagement of our DBE partners.

Part 9 Section c.)

To identify potential DBE firms, Shelly and Sands, Inc. will use ODOT's Unified DBE Directory to find pre-qualified companies with the correct NAICS codes for the work packages we intend to subcontract. Once we have identified these firms, we will reach out to them with an introductory email to gauge their interest in providing a quote for completing specific items in the work package.

To solicit to DBE firms that we have not identified, Shelly and Sands, Inc. will be posted as a planholder with company contacts accepting quotes and questions from any potential subcontractors and material suppliers. In addition to being listed as a planholder, Shelly and Sands is listed on Builders Exchange which allows any potential suppliers and subcontractors to contact us about the project.

Furthermore, Shelly and Sands, Inc. regularly attends industry events such as OCA Winter Conference and Ohio Transportation and Engineering Conference. At these events our team walks through the company expo to introduce themselves to industry suppliers and subcontractors, many with the DBE accreditation, to discuss potential opportunities to work together.

In an effort to further our outreach efforts, Shelly and Sands personnel plans to attend the 2025 Ohio Small Business Opportunity Expo held by ODOT. This will help advertise our company and provide the opportunity to work with new DBE Firms.

Part 9 Section d.)

Consistent with our established practice, quotations for each work scope package will be evaluated based on meeting the requirements of the prime contract, encompassing the entire scope of work requested, meeting bonding requirements if required, and the competitive value of the proposal relative to all proposals received for that scope of work package.

Successful quotes are identified and proceed to our subcontracting process, unsuccessful quotes are maintained in the project records.

***Revision from Intermediate Technical Proposal as per Department Proprietary Technical Information (PTI) Evaluation Response Part C, Part 9, Noted Deficiency XVII. Potential method which non-notified DBEs and potentially other DBEs will be made aware of potential opportunities added.

OEPP Part 10: DBE Planned Utilization Forecast

Part 10 Section a.)

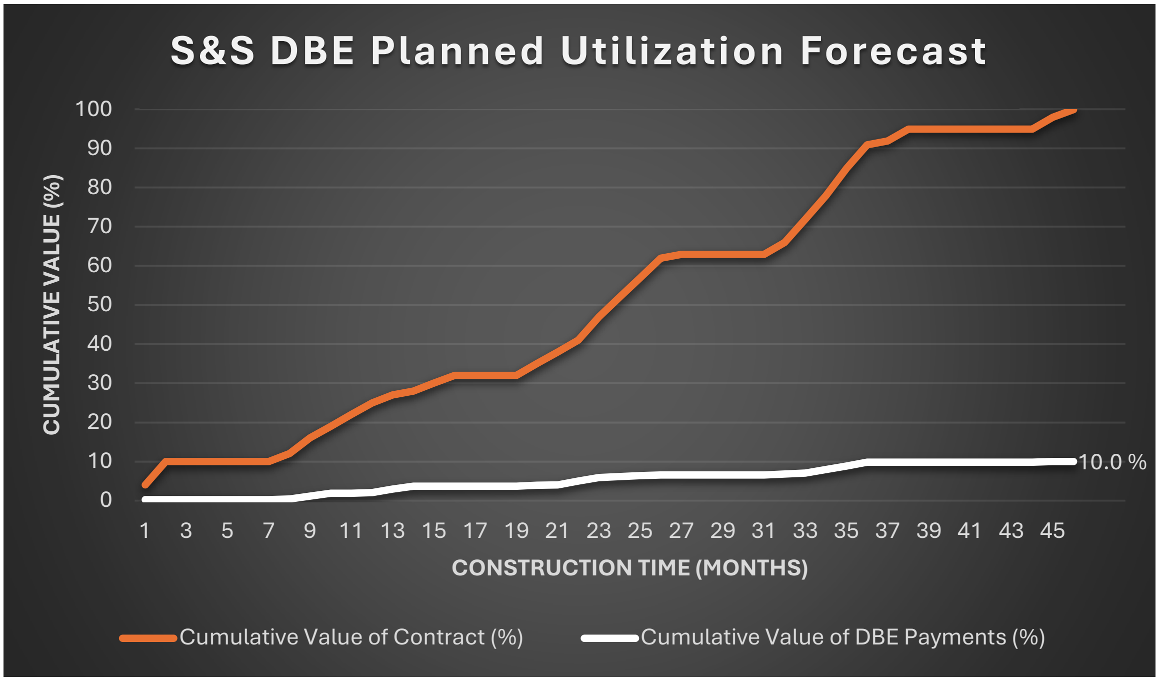
S&S BEL 70 OEPP DBE Planned Utilization Forecast Draft			
Month	**Month #**	**% Value of Work vs. Overall Contract Value**	**Cumulative % Work Value**
25-Sep	1.00	4.3%	4.3%
25-Oct	2.00	6.2%	10.5%
25-Nov	3.00	0.0%	10.5%
25-Dec	4.00	0.0%	10.5%
26-Jan	5.00	0.0%	10.5%
26-Feb	6.00	0.0%	10.5%
26-Mar	7.00	0.0%	10.5%
26-Apr	8.00	2.0%	12.4%
26-May	9.00	3.9%	16.4%
26-Jun	10.00	3.3%	19.6%
26-Jul	11.00	2.6%	22.3%
26-Aug	12.00	3.3%	25.5%
26-Sep	13.00	2.0%	27.5%
26-Oct	14.00	0.7%	28.1%
26-Nov	15.00	2.0%	30.1%
26-Dec	16.00	0.0%	30.1%
27-Jan	17.00	0.0%	30.1%
27-Feb	18.00	0.0%	30.1%
27-Mar	19.00	0.0%	30.1%
27-Apr	20.00	2.6%	32.7%
27-May	21.00	3.3%	36.0%
27-Jun	22.00	2.6%	38.6%
27-Jul	23.00	5.9%	44.5%
27-Aug	24.00	5.2%	49.7%
27-Sep	25.00	4.7%	54.5%
27-Oct	26.00	4.6%	59.0%
27-Nov	27.00	1.3%	60.3%
27-Dec	28.00	0.0%	60.3%
28-Jan	29.00	0.0%	60.3%
28-Feb	30.00	0.0%	60.3%
28-Mar	31.00	0.0%	60.3%
28-Apr	32.00	3.4%	63.7%
28-May	33.00	5.9%	69.6%
28-Jun	34.00	7.2%	76.8%
28-Jul	35.00	6.9%	83.8%
28-Aug	36.00	6.4%	90.2%
28-Sep	37.00	1.3%	91.5%
28-Oct	38.00	3.3%	94.8%
28-Nov	39.00	0.0%	94.8%
28-Dec	40.00	0.0%	94.8%
29-Jan	41.00	0.0%	94.8%
29- Feb	42.00	0.0%	94.8%
29-Mar	43.00	0.0%	94.8%
29-Apr	44.00	0.0%	94.8%
29-May	45.00	2.6%	97.4%
29-Jun	46.00	2.6%	100.0%
		Cumulative Overall Value	**100%**

***Revision from Intermediate Technical Proposal as per Department Proprietary Technical Information (PTI) Evaluation Response Part C, Part 10, Noted Deficiency XIX. Representation of forecast is now included.

Part 10 Section b.)

S&S BEL 70 OEPP DBE Planned Utilization Forecast Draft					
Month	**Month #**	**% Value of Work vs. Overall Contract Value**	**Cumulative % Work Value**	**% of DBE Payments vs. Overall Contract Value**	**DBE Cumulative % vs. Overall Contract Value**
25-Sep	1.00	4.3%	4.3%	0.2%	0.2%
25-Oct	2.00	6.2%	10.5%	0.0%	0.2%
25-Nov	3.00	0.0%	10.5%	0.0%	0.2%
25-Dec	4.00	0.0%	10.5%	0.0%	0.2%
26-Jan	5.00	0.0%	10.5%	0.0%	0.2%
26-Feb	6.00	0.0%	10.5%	0.0%	0.2%
26-Mar	7.00	0.0%	10.5%	0.0%	0.2%
26-Apr	8.00	2.0%	12.4%	0.2%	0.4%
26-May	9.00	3.9%	16.4%	0.7%	1.1%
26-Jun	10.00	3.3%	19.6%	0.7%	1.8%
26-Jul	11.00	2.6%	22.3%	0.0%	1.8%
26-Aug	12.00	3.3%	25.5%	0.2%	2.0%
26-Sep	13.00	2.0%	27.5%	0.9%	2.9%
26-Oct	14.00	0.7%	28.1%	0.7%	3.7%
26-Nov	15.00	2.0%	30.1%	0.0%	3.7%
26-Dec	16.00	0.0%	30.1%	0.0%	3.7%
27-Jan	17.00	0.0%	30.1%	0.0%	3.7%
27-Feb	18.00	0.0%	30.1%	0.0%	3.7%
27-Mar	19.00	0.0%	30.1%	0.0%	3.7%
27-Apr	20.00	2.6%	32.7%	0.2%	3.9%
27-May	21.00	3.3%	36.0%	0.1%	4.0%
27-Jun	22.00	2.6%	38.6%	0.9%	5.0%
27-Jul	23.00	5.9%	44.5%	0.9%	5.9%
27-Aug	24.00	5.2%	49.7%	0.2%	6.1%
27-Sep	25.00	4.7%	54.5%	0.2%	6.3%
27-Oct	26.00	4.6%	59.0%	0.2%	6.5%
27-Nov	27.00	1.3%	60.3%	0.0%	6.5%
27-Dec	28.00	0.0%	60.3%	0.0%	6.5%
28-Jan	29.00	0.0%	60.3%	0.0%	6.5%
28-Feb	30.00	0.0%	60.3%	0.0%	6.5%
28-Mar	31.00	0.0%	60.3%	0.0%	6.5%
28-Apr	32.00	3.4%	63.7%	0.2%	6.8%
28-May	33.00	5.9%	69.6%	0.2%	7.0%
28-Jun	34.00	7.2%	76.8%	0.9%	7.9%
28-Jul	35.00	6.9%	83.8%	0.9%	8.8%
28-Aug	36.00	6.4%	90.2%	0.9%	9.8%
28-Sep	37.00	1.3%	91.5%	0.0%	9.8%
28-Oct	38.00	3.3%	94.8%	0.0%	9.8%
28-Nov	39.00	0.0%	94.8%	0.0%	9.8%
28-Dec	40.00	0.0%	94.8%	0.0%	9.8%
29-Jan	41.00	0.0%	94.8%	0.0%	9.8%
29- Feb	42.00	0.0%	94.8%	0.0%	9.8%
29-Mar	43.00	0.0%	94.8%	0.0%	9.8%
29-Apr	44.00	0.0%	94.8%	0.0%	9.8%
29-May	45.00	2.6%	97.4%	0.2%	10.0%
29-Jun	46.00	2.6%	100.0%	0.0%	10.0%
		Cumulative Overall Value	**100%**	**Cumulative DBE %**	**10.0%**

Part 10 Section c.)



***Revision from Intermediate Technical Proposal as per Department Proprietary Technical Information (PTI) Evaluation Response Part C, Part 10, Noted Deficiency XIX. Linear Graph of the cumulative value information provided in section a and section b is now included.

Part 10 Section d.)

Anticipated Work Types and Values Draft		
Month	**Anticipated Work Types Performed by DBE**	**Anticipated DBE Value %**
25-Sep	Work Type 39- Maintenance of Traffic	0.2%
25-Oct	Work Type 23- Reinforcing Steel	0.1%
25-Nov	Work Type 23- Reinforcing Steel	0.1%
25-Dec		0.0%
26-Jan		0.0%
26-Feb		0.0%
26-Mar		0.0%
26-Apr	Work Type 24- Structural Steel Erection, Work Type 23- Reinforcing Steel	0.2%
26-May	Work Type 17- Rigid Pavement Replacement	0.7%
26-Jun	Work Type 17- Rigid Pavement Replacement	0.7%
26-Jul		0.0%
26-Aug	Work Type 24- Structural Steel Erection, Work Type 23- Reinforcing Steel	0.2%
26-Sep	Work Type 39- Maintenance of Traffic, Work Type 17- Rigid Pavement Replacement	0.9%
26-Oct	Work Type 17- Rigid Pavement Replacement	0.7%
26-Nov		0.0%
26-Dec		0.0%
27-Jan		0.0%
27-Feb		0.0%
27-Mar		0.0%
27-Apr	Work Type 24- Structural Steel Erection	0.2%
27-May	Work Type 23- Reinforcing Steel	0.3%
27-Jun	Work Type 39- Maintenance of Traffic, Work Type 17- Rigid Pavement Replacement	0.9%
27-Jul	Work Type 39- Maintenance of Traffic, Work Type 17- Rigid Pavement Replacement	0.9%
27-Aug	Work Type 39- Maintenance of Traffic	0.2%
27-Sep	Work Type 39- Maintenance of Traffic	0.2%
27-Oct	Work Type 39- Maintenance of Traffic	0.2%
27-Nov		0.0%
27-Dec		0.0%
28-Jan		0.0%
28-Feb		0.0%
28-Mar		0.0%
28-Apr	Work Type 39- Maintenance of Traffic	0.2%
28-May	Work Type 39- Maintenance of Traffic	0.2%
28-Jun	Work Type 39- Maintenance of Traffic, Work Type 17- Rigid Pavement Replacement	0.9%
28-Jul	Work Type 39- Maintenance of Traffic, Work Type 17- Rigid Pavement Replacement	0.9%
28-Aug	Work Type 39- Maintenance of Traffic, Work Type 17- Rigid Pavement Replacement	0.9%
28-Sep	Work Type 17- Rigid Pavement Replacement	0.0%
28-Oct		0.0%
28-Nov		0.0%
28-Dec		0.0%
29-Jan		0.0%
29- Feb		0.0%
29-Mar		0.0%
29-Apr		0.0%
29-May	Work Type 39- Maintenance of Traffic	0.2%
29-Jun		0.0%
	Total DBE % Comparted to Overall Contract Value	10.0%

***Revision from Intermediate Technical Proposal as per Department Proprietary Technical Information (PTI) Evaluation Response Part C, Part 10, Noted Deficiency XX. Approximate Work Type vs. Time period of Anticipated DBE work is now included.

Part 10 Section e.)

The percentage of the DBE subcontract value compared to that of the overall project value is 10.0%.

S&S understands the OEPP, including graphs and anticipated work, can be revised throughout the life of the project and reserves that right.

***Revision from Intermediate Technical Proposal as per Department Proprietary Technical Information (PTI) Evaluation Response Part C, Part 10, Comment XXI.

<table>
<tr><th colspan="7">OEPP Tracking Worksheet</th></tr>
<tr><th colspan="7">Contracts Summary</th></tr>
<tr><th>Subcontracted DBE</th><th>Value of Subcontract</th><th>Adjusted Value</th><th>Reason For Adjustment</th><th>Invoiced to Date</th><th>Paid to Date</th><th>Reason For Invoiced and Paid Diff.</th></tr>
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Appendix A

SHELLY & SANDS

SHELLY & SANDS, INC.

PO Box 1585 • Zanesville, Ohio 43702-1585 • (740) 453-0721 • Fax (740) 455-3144

JANUARY 1, 2024

EQUAL EMPLOYMENT OPPORTUNIY

PREQUALIFICATION STATEMENT ANDAFFIRMATIVE ACTION PROGRAM

A. EQUAL OPPORTUNITY POLICY

The Equal Opportunity Policy of SHELLY & SANDS, INC. is to hire. qualified employees without regard to race, sex, color, religion, national origin, age or disability and to treat them equally with respect to compensation and opportunities for advancement, including upgrading, promotion and transfer.

It is the policy of our company to conform to non-discriminatory legal. hiring and referral procedures when a part of a labor agreement which our company is a participant.

When hiring employees directly, it is the policy of our company to give equal consideration to applicants without regard to race, sex, color, religion, national origin, age or disability. It is the policy of our company not to question a job applicant concerning their race, sex, color, religion, national origin, age or disability.

Our company further recognizes that the effective application of a policy of merit employment involves more than just a policy statement and will, therefore, undertake a program of affirmative action to make known that equal employment opportunities are available based on individual merit and to encourage all persons to seek employment with our company and to strive for advancement on this basis. Our company, therefore, submits this prequalification statement and affirmative action plan to reaffirm its continued commitment to a program of Equal Opportunity and Merit Employment policies.

B. EQUAL EMPLOYMENT OPPORTUNITY OFFICER

Our company has appointed an Equal Employment Opportunity Officer with the responsibility to implement our prequalification statement and affirmative action program. This official will coordinate efforts of department heads and advise management.

The EEO Officer shall regularly report to the President of our company concerning the state of progress, with recommendations when appropriate. Our EEO Officer is well versed in the Federal, State, and Local rules and regulations concerning Equal Employment Opportunity. As a member of the Ohio Contractors Association, our Equal Employment Opportunity Officers follow the "Procedures Manual for Affirmative Action in Equal Employment Opportunity", published by the Ohio Contractors Association. The EEO Officer is also kept up to date and advised by the Ohio Contractors Association how to best implement the Equal Employment Opportunity rules and regulations issued by the Federal, State, or Local governments. The Equal Opportunity Officer for our company is MYRA M. JOHNSON, P. O. Box 1585, Zanesville, OH 43702. The EEO Officer will monitor all EEO performances of compliance monthly and make appropriate corrective actions when deficiencies occur.

C. COMPANY PERSONNEL STAFF

We assure that our prequalification statement and affirmative action program is adhered to by those of our supervisory personnel who are authorized to hire, supervise, promote and discharge employees, or who recommends such actions. Our company has submitted a copy of our prequalification statement and affirmative action program and equal opportunity posture when we conduct supervisory meetings.

All supervisory personnel have been notified to contact our Equal Employment Opportunity Officer if they have a question in the interpretation of our policy.

D. EMPLOYMENT

Our company agrees to submit a prequalification statement, pursuant to the Federal Highway Administration Order Interim 702, not less than once a year. We agree to submit, if requested, a supplement to this prequalification statement showing a breakdown of our current work force and the extent of minority and female representation.

Advertisement for qualified personnel shall contain the notation "An Equal Opportunity Employer" and will be inserted in newspapers have a large general circulation in the project area and among minority groups if our company advertises for employees. As each new project commences, the project superintendent will be directed by our EEO Officer to make all employees on the project site aware of us EEO Policy. In addition to, our EEO Officer has responsibility to see that the company policy is implemented.

Preliminary recruitment will be done through the respective unions on a non-discriminatory basis. As a member of the Ohio Contractors Association, Labor Relations Division, our company and the Operating Engineers Local Union No. 18, the Laborers Union, the Cement Masons Union, the Carpenters Union, and the Pile Drivers Union have inserted in our agreements, a non-discrimination clause concerning Equal Employment Opportunity. Our company, when hiring on the project or office site, will hire qualified applicants who apply for work on the job without regard to race, sex, color, religion, national origin, age or disability. We shall also encourage our current employees to refer minority and female individuals to us or to local business agents of unions with which we have agreements. Our company will notify such organizations as Urban Leagues, Community Relations Boards and Ohio State Employment Services our need for qualified personnel when the union can not provide us with the requested employee. In addition, when our company is notified of available qualified applicants from any of these organizations or other organizations, then personal contact will be made with the interested individuals. However, due to the generally hazardous working conditions of construction and special conditions of employment under state law, no minor under 18 years of age shall be employed by our company for production work.

We also assure that wages, working conditions and employee benefits are and will continue to be determined and administered on a non-discriminatory basis. Our EEO Officer will periodically review the wage rates and employee benefits and working conditions to make sure that they are being administered on a non-discriminatory basis.

E. APPRENTICESHIP AND TRAINING

Our company shall evaluate minority and female qualifications to determine whether their skills and capabilities may be more fully utilized at higher job levels or would warrant their transfer to other types of jobs more readily leading to advancement. WE SHALL ENCOURAGE QUALIFIED MINORITY AND FEMALE GROUP PERSONNEL INTERESTED IN UPGRADING THEMSELVES IN THE VARIOUS TRADES TO ENTER APPRENTICESHIP PROGRAMS. As a member of the Ohio Contractors Association, Labor Relations Division, we are represented by the Joint Apprenticeship and Training Program of the Ohio Operating Engineers Local 18. We is also signatory to the Joint Affirmative Action Program entered and between the? Ohio Contractors Association, Labors Relations Division, and the Operating Engineers Local 18. Consistent with our work force requirements and as permissible, we shall make full use of training programs, i.e. apprenticeship, and on-the-job training programs. We will make every effort to attempt to fill the training positions with minority and female employees as stated in the FHPM 6-4-1-2. Our company contributes to the

apprenticeship and trainee funds of the unions which furnish employees for our projects.

F. UNIONS

This company shall seek the cooperation of any union with which it has collective bargaining agreements toward the end of increasing opportunities for minority and female workers within the union and the Company shall seek greater numbers of minority and female employees when referrals through the union are required by valid collective bargaining agreements.

It shall be the policy of this company, in negotiating with the union, to make every effort to obtain agreements with such unions that will permit the company to hire other than union employees when minority and female employees are not available.

Our company is very willing to employ minority and female journeypersons and apprentices in the Operating Engineers' field or any other craft, and we will also ask for their assistance in obtaining the names of another interested minority or female group individuals who wish to enter the construction field. We periodically contact NAACP organizations to make referrals of minorities or females.

G. DISCRIMINATION OR GRIEVANCE PROCEDURES

It shall be the policy of our company to take immediate action when a discrimination charge or grievance has been made against SHELLY & SANDS, INC. and the EEO Officer has been made aware. The Supervisor will be notified by the EEO Officer to discuss the grievance. After full investigation and conference with Supervisor and employee by whom the grievance is being made, procedures will be made to correct the situation, if need be, and act to make sure a similar situation does not occur again.

H. SUBCONTRACTORS

Our company shall solicit bids from qualified, reliable subcontractors without regard to the subcontractors' race, sex, color, religion, national origin, are or disability. We will also periodically request a list of DBE/MBE/WBE firms from the Ohio State Highways Department of prequalified minority and female group subcontractors who are registered with the highway department.

We shall agree not to award any subcontracts equal to or in excess of $10,000 until the subcontractor has submitted a prequalification statement pursuant to Order Interim 702, the statement has been approved by the State Highway Department and concurred in by the Federal Highway Administration and the subcontractor's proof of prequalification statement has been incorporated into the subcontract as a contractual obligation of the subcontractor. We shall diligently assist our subcontractors to become prequalified with regards to the Equal Employment Opportunity Program

I. THE SUBCONTRACTORS EEO OFFICER

The EEO Officer will have the responsibility of reporting periodically to our company EEO Officer for the purpose of assuring the subcontractor's compliance with its prequalification statement and affirmative action program. Our company's EEO Officer will assist the Subcontractor's compliance officer in his/her endeavor to comply with the EEO Program.

J. PROGRAM MONITORING

Our EEO Officer will make periodic checks and surveys of our company program and of the subcontractor's programs to assure that compliance is being achieved. It is the policy of our company to discuss our affirmative action program at all supervisory meetings so that we may obtain an up to date progress report. There will also be personal meetings between our company EEO Officer and the project EEO Officer and or officers to review posture and obtain suggestions on how to improve our affirmative action program. EEO Officer will monitor programs and make corrections when necessary.

K. RECORDS AND REPORTS

Our company agrees to keep such records as are necessary to determine compliance with, and progress under, our Equal Opportunity Program.

The records will be designed to indicate (1) the number of minority and female group members employed in each work classification during the each period of contract performance; to the extent permissible (2) the progress being made in cooperation with the unions to increase minority and female group employment opportunities (3) the progress being made in locating, hiring, training, qualifying, and upgrading minority and female group employees; (4) the progress being made in securing minority and female subcontractors; and (5) the general progress being made by each of our regularly used subcontractors under their equal opportunity program. All such records will be retained for a period of three (3) years following the completion of the contract work and will be available at a reasonable time and place for inspection by authorized representatives of the State Highways Department and the Federal Highway Administration.

Our company agrees to submit a progress report to the State Highway Department on a monthly basis for the first three (3) months after construction begins and thereafter upon request for the duration of the project, outlining the total number of employees engaged in each work classification, required by the contract work, and the number of minority and female employees currently engaged in each work classification required by the contract work.

I. DISABLED WORKERS

It is our company policy not to discriminate against any employee or applicant for employment because of physical or mental disability in regard to any position for which the employee or applicant for employment is qualified and to treat them equally with respect to compensation and opportunities for advancement, including upgrading, promotion and transfer. Our company will take affirmative action to implement this policy.

M. DISABLED VETERANS AND VETERANS OF THE VIETNAM ERA

It is our company policy not to discriminate against any employee or applicant for employment because her or she is a disabled veteran or veteran of the Vietnam Era in regard to any position for which the employee or applicant for employment is qualified and to treat them equally with respect to compensation and opportunities for advancement, including upgrading, promotion and transfer. Our company will take affirmative action to implement this policy.

N. DISSEMINATION OF E.E.O. POLICY

In order to make the Company's Equal Employment Opportunity Policy known to all employees, prospective employees and potential sources of employment, i.e., schools, employment agencies, labor unions, college placement officers, etc., the Company will take the following action:

(1). Notices and posters setting forth the Company's Equal Employment Opportunity Policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

(2). The Company's Equal Employment Opportunity Policy and the procedures to implement such policy will be brought to the attention of employees by means of meeting or other appropriate means. E.E.O. Policy is in every employee packet to be filled out on employment.

(3). The Company will send each labor union or representative of workers which it has a collective bargaining agreement or other contract or understanding, a notice advising the labor union or workers representative of its commitments under Executive Order 11246.

O. NON-SEGREGATED FACILITIES

All employee facilities provided by SHELLY & SANDS, INC. shall be non-segregated. These include but are not limited to such items as rest areas, parking lots, drinking fountains, and all other common facilities. Toilets and necessary changing facilities will be such that privacy is offered to both males and females.

SHELLY & SANDS, INC. does not and will not permit its employees to perform work at any location under its control where segregated facilities are maintained.

P. RECRUITMENT

When advertising for employees, we will include in all advertisements for employees, the notation “An Equal Opportunity Employer”. We will insert all such advertisements in newspapers or other publications, having a large circulation among minority and female groups in the area from which our company workforce would normally be derived.

Recruitment letters will be sent to public and private employee referral sources likely to yield qualified minority and female applicants, including, but not limited to, State employment agencies, schools, technical schools and minority and female group organizations. These applicants will be referred to the union halls for possible employment.

Q. SEX-DISCRIMINATION GUIDELINES

We agree to comply with personnel policies and practices with the sex-discrimination guideline (41CRF Part 60-20). Female employees will not be penalized in their conditions of employment due to maternity leave. Shelly & Sands, Inc. also abides by the Family Leave Act.

R. MINORITY AND FEMALE GOAL DEFICIENCIES

Every attempt will be made to correct the deficiencies if they existed in the 2023 **construction season during the 2024construction season and thereafter.**

MAN POWER UTILIZATION FROM JANUARY 1, 1995 THRU DECEMBER 31, 1995

CRAFT	TOTAL HOURS	FEMALE HOURS	MINORITY HOURS	MINORITY %	FEMALE %
Carpenters	9,075	120	1,204	13%	1%
Cement Masons	8,437	507	1,173	14%	6%
Laborers	146,119	11,911	26,792	18%	8%
Operators	84,005	9,217	11,407	14%	11%
Teamsters		0	0	0%	0%

MAN POWER UTILIZATION FROM JANUARY 1, 1996 THRU DECEMBER 30, 1996

CRAFT	Total Hours	Female Hours	Minority Hours	Minority %	Female %
Carpenters	3,648	177	0	0%	5%
Cement Masons	10,715	33	2,002	19%	2%
Laborers	126,547	9,274	27,739	22%	7%
Operators	104,536	8,753	14,673	14%	8%

MAN POWER UTILIZATION FROM JANUARY 1, 1997 THRU DECEMBER 27, 1997

CRAFT	Total Hours	Female Hours	Minority Hours	Minority %	Female %
Carpenters	9,986	186	478	5%	2%
Cement Masons	17,820	2791	,959	11%	2%
Laborers	161,980	14,537	32,054	20%	9%
Operators	96,544	8,245	13,611	14%	9%

MAN POWER UTILIZATION FROM JANUARY 1, 1998 THRU DECEMBER 28, 1998

CRAFT	Total Hours	Female Hours	Minority Hours	Minority %	Female %
Carpenters	18,070	3,074	2,153	12%	17%
Cement Masons	20,597	1,671	3,926	19%	8%
Iron Workers	1,091	333	0	0%	31%
Laborers	200,045	19,839	31,899	16%	10%
Operators	113,015	8,708	18,708	17%	8%

MAN POWER UTILIZATION FROM JANUARY 1, 1999 THRU DECEMBER 29, 1999

CRAFT	Total Hours	Female Hours	Minority Hours	Minority %	Female %
Carpenters	19,255	2,684	989	4%	14%
Cement Masons	18,142	1,388	1,758	10%	8%
Laborers	200,680	19,263	35.805	17%	10%
Operators	139,690	17,847	20,479	14%	13%

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MAN POWER UTILIZATION FROM JANUARY 1, 2000 THRU DECEMBER 30, 2000

CRAFT	Total Hours	Female Hours	Minority Hours	Minority %	Female %
Carpenters	**16,072**	**2,350**	**1,943**	**12%**	**15%**
Cement Masons	**16,943**	**1,460**	**1,242**	**7%**	**9%**
Piledrivers	1,819	0	0	0%	0%
Laborers	**187,005**	**16,794**	**29,305**	**16%**	**9%**
Operators	**156,808**	**17,489**	**23,423**	**15%**	**11%**

MAN POWER UTILIZATION FROM JANUARY 1, 2001 THRU DECEMBER 30, 2001

CRAFT	Total Hours	Female Hours	Minority Hours	Minority %	Female %
Carpenters	**28,172**	**3,412**	**3,323**	**12%**	**12%**
Cement Masons	**21,655**	**1,894**	**2,281**	**11%**	**9%**
Laborers	**198,525**	**16,314**	**32,129**	**16%**	**8%**
Operators	**147,938**	**18,344**	**20,957**	**14%**	**12%**
Piledrivers	**6,307**	**0**	**522**	**8%**	**0%**

MAN POWER UTILIZATION FROM JANUARY 1, 2002 THRU DECEMBER 28, 2002

CRAFT	Total Hours	Female Hours	Minority Hours	Minority %	Female %
Carpenters	**28,715**	**1,253**	**5,621**	**20%**	**4%**
Cement Masons	**18,067**	**1,007**	**2,015**	**11%**	**6%**
Iron Workers	**28,834**	**570**	**1,889**	**7%**	**2%**
Laborers	**185,498**	**16,282**	**32,791**	**18%**	**9%**
Operators	**137,175**	**17,143**	**20,746**	**15%**	**12%**
Piledrivers	**5,038**	**0**	**770**	**15%**	**0%**

MAN POWER UTILIZATION FROM JANUARY 1, 2003 THRU DECEMBER 27, 2003

CRAFT	Total Hours	Female Hours	Minority Hours	Minority %	Female %
Carpenters	**39,138**	**2,861**	**6,333**	**16.20%**	**7.30%**
Cement Masons	**29,669**	**1,326**	**6,239**	**21.00%**	**4.50%**
Iron Workers	**13,292**	**588**	**457**	**3.40%**	**4.40%**
Laborers	**323,502**	**37,780**	**60,095**	**18.60%**	**11.70%**
Operators	**243,127**	**30,592**	**38,916**	**16.00%**	**12.60%**
Pile Drivers	**2,422**	**0**	**161**	**6.60%**	**0%**
Teamsters	**18,205**	**5,883**	**1,296**	**7.10%**	**32.30%**

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MAN POWER UTILIZATION FROM JANUARY 1, 2004 THRU DECEMBER 25, 2004

CRAFT	**Total Hours**	**Female Hours**	**Minority Hours**	**Minority %**	**Female %**
Carpenters	**39,867**	**4,154**	**3,930**	**9.86%**	**10.42%**
Cement Masons	**36,828**	**2,046**	**5,506**	**14.95%**	**5.56%**
Laborers	**332,358**	**34,504**	**61,373**	**18.47%**	**10.38%**
Operators	**237,691**	**33,745**	**33,393**	**14.05%**	**14.20%**
Pile Drivers	**4,952**	**0**	**1,198**	**24.19%**	**0%**
Teamsters	**17,180**	**6,423**	**1,261**	**7.34%**	**37.39%**

MAN POWER UTILIZATION FROM JANUARY 1, 2005 THRU DECEMBER 31, 2005

CRAFT	**Total Hours**	**Female Hours**	**Minority Hours**	**Minority %**	**Female %**
Carpenters	**43,665**	**7,008**	**8,993**	**20.60%**	**16.05%**
Cement Masons	**32,753**	**3,370**	**8,038**	**24.54%**	**10.29%**
Laborers	**395,799**	**58,528**	**85,379**	**21.57%**	**14.79%**
Operators	**284,643**	**42,757**	**53,596**	**18.83%**	**15.02%**
Pile Drivers	**2,202**	**0**	**553**	**25.11%**	**0%**
Teamsters	**13,380**	**5,415**	**2,674**	**19.99%**	**40.47%**

MAN POWER UTILIZATION FROM JANUARY 1, 2006 THRU DECEMBER 30, 2006

CRAFT	**Total Hours**	**Female Hours**	**Minority Hours**	**Minority %**	**Female %**
Carpenters	**33,481**	**6,193**	**7,655**	**22.86%**	**18.50%**
Cement Masons	**24,795**	**1,961**	**7,214**	**29.09%**	**7.91%**
Laborers	**348,681**	**44,536**	**65,753**	**18.86%**	**12.77%**
Operators	**269,074**	**35,001**	**50,132**	**18.63%**	**13.00%**
Pile Drivers	**2,251**	**0**	**0**	**0.00%**	**6.84%**
Teamsters	**19,497**	**2,873**	**1,539**	**7.89%**	**14.73%**

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MAN POWER UTILIZATION FROM JANUARY 1, 2007 THRU DECEMBER 29, 2007

CRAFT	Total Hours	Minority Hours	Female Hours	Minority %	Female %
Carpenters	26,132	3,670	5,540	14.04%	21.20%
Cement Masons	25,905	7,925	2,609	30.60%	10.07%
Laborers	295,646	53,191	38,158	17.99%	12.91%
Operators	261,836	47,430	28,173	18.11%	10.76%
Pile Drivers	1,152	0	0	0.00%	0.00%
Teamsters	41,668	980	3,465	2.35%	8.32%

MAN POWER UTILIZATION FROM JANUARY 1, 2008 THRU DECEMBER 27, 2008:

CRAFT	Total Hours	Minority Hours	Female Hours	Minority %	Female %
Carpenters	30,459	7,824	2,314	25.69%	7.60%
Cement Masons	26,910	6,412	3,304	23.83%	12.28%
Laborers	315,875	59,483	48,142	18.83%	15.24%
Operators	234,084	45,281	29,583	19.34%	12.64%
Pile Drivers	765	507	0	66.27%	0.00%
Teamsters	14,091	1,367	1,492	9.70%	10.59%

MAN POWER UTILIZATION FROM JANUARY 1, 2009 THRU DECEMBER 27, 2009:

CRAFT	Total Hours	Minority Hours	Female Hours	Minority %	Female %
Carpenters	45,956	9,420	5,031	20.50%	10.95%
Cement Masons	25,781	9,183	2,425	35.62%	9.41%
Laborers	269,996	46,720	38,147	17.30%	14.13%
Operators	214,817	41,933	25,319	19.52%	11.79%
Pile Drivers	2,913	714	0	24.51%	0.00%
Iron Workers	24	0	12	0.00%	50.00%
Teamsters	4,578	1,260	987	27.52%	21.56%

MAN POWER UTILIZATION FROM JANUARY 1, 2010 THRU DECEMBER 27, 2010:

Carpenters	34,062	7,130	3,784	20.93%	11.11%
Cement Masons	26,503	6,027	3,689	22.74%	13.92%
Laborers	329,044	65,096	45,825	19.78%	13.93%
Operators	242,964	48,970	31,405	20.16%	12.93%

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MAN POWER UTILIZATION FROM JANUARY 1, 2011 THRU DECEMBER 31, 2011:

Carpenters	**54,226**	**10,732**	**4,685**	**19.79%**	**8.64%**
Cement Masons	**42,219**	**12,962**	**4,097**	**30.75%**	**9.70%**
Laborers	**310,643**	**64,909**	**42,325**	**20.90%**	**13.62%**
Operators	**231,158**	**41,764**	**24,110**	**18.07%**	**10.43%**
Pile Drivers	**295**	**43**	**0**	**14.58%**	**.00%**

MAN POWER UTILIZATION FROM JANUARY 1, 2012 THRU DECEMBER 29, 2012:

Carpenters	**60,510**	**14,919**	**6,335**	**24.66%**	**10.47%**
Cement Masons	**62,706**	**14,667**	**5,294**	**23.39%**	**8.44%**
Laborers	**396,405**	**80,159**	**47,944**	**20.22%**	**12.09%**
Operators	**290,595**	**49,142**	**33,292**	**16.91%**	**11.46%**
Pile Drivers	**9**	**0**	**0**	**.00%**	**.00%**

MAN POWER UTILIZATION FROM JANUARY 1, 2013 THRU DECEMBER 28, 2013:

Carpenters	**58,898**	**11,264**	**6,933**	**19.12%**	**11.77%**
Cement Masons	**54,946**	**10,517**	**3,804**	**19.14%**	**6.92%**
Laborers	**318,412**	**67,507**	**46,700**	**21.20%**	**14.67%**
Operators	**263,146**	**48,873**	**27,857**	**10.59%**	**10.59%**
Pile Drivers	**86**	**0**	**0**	**.00%**	**.00%**

MAN POWER UTILIZATION FROM JANUARY 1, 2014 THRU DECEMBER 27, 2014:

CRAFT	TOTAL HOURS	MINORITY HOURS	FEMALE HOURS	MINORITY %	FEMALE %
Carpenters	**58,858**	**16,097**	**8,111**	**27.35%**	**13.78%**
Cement Masons	**38,011**	**7,693**	**2,198**	**20.24%**	**5.78%**
Laborers	**339,537**	**70,529**	**47,946**	**20.77%**	**14.12%**
Operators	**254,251**	**46,883**	**32,750**	**18.44%**	**12.88%**
Pile Drivers	**929**	**61**	**0**	**6.57%**	**.00%**

MAN POWER UTILIZATION FROM JANUARY 1, 2015 THRU DECEMBER 25, 2015:

CRAFT	TOTAL	MINORITY	FEMALE	MINORITY	FEMALE
	HOURS	HOURS	HOURS %	%	
Carpenters	**79,762**	**18,253**	**8,570**	**22.88%**	**10.74%**
Cement Masons	**39,023**	**8,177**	**3,720**	**20.95%**	**9.53%**
Laborers	**430,552**	**89,960**	**51,177**	**20.89%**	**11.89%**

Operators	**325,093**	**65,101**	**42,320**	**20.03%**	**13.02%**
Pile Drivers	**2,849**	**637**	**0**	**22.36%**	**.00%**

MAN POWER UTILIZATION FROM JANUARY 1, 2016 THRU DECEMBER 31, 2016:

CRAFT	TOTAL HOURS	MINORITY HOURS	FEMALE HOURS	MINORITY %	FEMALE %
Carpenters	81334	20,028	9,326	24.62%	11.47%
Cement Masons	43555	7,908	6,682	18.16%	15.75%
Laborers	502682	97,026	51,096	19.3 %	10.16%
Operators	387651	77,636	55,110	20.03 %	14.22%
Pile Drivers	3032	0	0	.00%	.00%

MAN POWER UTILIZATION FROM JANUARY 1, 2017 THRU DECEMBER 30, 2017

CRAFT	TOTAL HOURS	MINORITY HOURS	FEMALE HOURS	MINORITY %	FEMALE %
Carpenters	93,638	19,119	11,280	20.42%	12.05%
Cement Masons	31,964	5,665	3,408	17.72%	10.66%
Laborers	442,231	80,956	44,902	18.31%	10.15%
0perators	372,169	67,369	43,823	18.10%	11.78%
Pile Drivers	6,175	136	0	2.20%	.0%

MAN POWER UTILIZATION FROM JANUARY 1, 2018 THRU DECEMBER 29, 2018

CRAFT	TOTAL HOURS	MINORITY HOURS	FEMALE HOURS	MINORITY %	FEMALE %
Carpenters	98.290	18,555	12,126	18.88%	12.34%
Cement Masons	30,749	6,483	3,876	21.08%	12.61%
Laborers	479,474	94,183	53.991	19.64%	11.26%
0perators	385,630	71,348	45.203	18.50%	11.72%
Pile Drivers	4,539	0	0	0 00%	0.00%

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MAN POWER UTILIZATION FROM JANUARY 1, 2019 THRU DECEMBER 28, 2019

CRAFT	TOTAL HOURS	MINORITY HOURS	FEMALE HOURS	MINORITY %	FEMALE %
Carpenters	76,453	16,392	8,918	21.44%	11.66%
Cement Masons	34,787	7,158	4,341	20.58%	12.48%
Laborers	532,131	122,223	60,860	22.59%	11.44%
0perators	395,556	69,830	42,313	17.65%	10.70%
Pile Drivers	6,111	1,516	0	24.81%	0.00%

MAN POWER UTILIZATION FROM JANUARY 1, 2020 THRU DECEMBER 26, 2020

CRAFT	TOTAL HOURS	MINORITY HOURS	FEMALE HOURS	MINORITY %	FEMALE %
Carpenters	40,700	9,890	5.691	24.30%	13.98%
Cement Masons	33,304	10,813	2,346	32.47%	7.04%
Laborers	470,352	99,048	58,034	21.06%	12.34%
0perators	346,764	53,849	34.149	15.53%	9.85%
Pile Drivers	4,788	2,133	0	44.55%	0.00%

MAN POWER UTILIZATION FROM JANUARY 1, 2021 THRU DECEMBER 25, 2021

CRAFT	TOTAL HOURS	MINORITY HOURS	FEMALE HOURS	MINORITY %	FEMALE %
Carpenters	26,954	4,215	4.835	15.64%	17.94%
Cement Masons	26,785	6,841	2,924	25.54%	10.92%
Laborers	439,174	87,288	57,538	19.88%	13.10%
0perators	330,094	43,825	33,834	13.28%	10.25%
Pile Drivers	4,263	2,174	0	51.00%	0.00%

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MAN POWER UTILIZATION FROM JANUARY 1, 2022 THRU DECEMBER 31, 2022

CRAFT	TOTAL HOURS	MINORITY HOURS	FEMALE HOURS	MINORITY %	FEMALE %
Carpenters	**32,277**	**9,089**	**2,706**	**28.16%**	**8.38%**
Cement Mason	**23,353**	**6,472**	**4,789**	**27.71%**	**20.51%**
Laborers	**444,950**	**89,029**	**48,548**	**20.01%**	**10.91%**
Operating	**343,792**	**44,157**	**27,988**	**12.84%**	**11.05%**
Pile Drivers	**3,417**	**1,767**	**1,650**	**57.71%**	**48.29%**

MAN POWER UTILIZATION FROM JANUARY 1, 2023 THRU DECEMBER 30, 2023

CRAFT	TOTAL HOURS	MINORITY HOURS	FEMALE HOURS	MINORITY %	FEMALE %
Carpenters	**30.0998**	**6,104**	**2,781**	**19.69%**	**8.97%**
Cement Mason	**29,356**	**5,364**	**6,356**	**18.77%**	**21.65%**
Laborers	**479,302**	**99,908**	**58,489**	**20.84%**	**12.20%**
Operating	**394,888**	**45,601**	**44,105**	**11.55%**	**11.17%**
Pile Drivers	**4,114**	**2,105**	**2,009**	**51.17%**	**48.83%**

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SHELLY & SANDS, INC.

GOALS AND TIMETABLES - SUPPLEMENT TO A.A. PROGRAM

1. In our 2024 EEO Affirmative Action Program, we will make the best effort to recruit and place into our employment, female and minorities in the crafts that are deficient. Our goals in 2024 will be 6.9% female and 7.3% to 17% minorities, according to our geographical non-SMSA counties. We are classified in this area known as Economic Area 11 in the October 1980 Federal Register. Our goals will be to attain these percentages as much as we possibly can and make positive efforts over this construction period of 2024 and to attain and surpass our intended goals if possible, according to our work load in the State of Ohio for the next two years. Every attempt will be made to hire minority and female employees when new hiring is done.

2. We shall encourage our own workforce to refer qualified minority and female employees to the union halls for possible employment with our company.

3. We will strive for acceptable training programs and upgrading of employees when necessary. Our EEO Officer will maintain close contact with hours worked to meet or show good effort to meet the goals.

4. Shelly & Sands, Inc. accepts the 7.3% to 17% goals for minorities and 6.9% female goals as designated by the State of Ohio and the Federal Government.

COLBY GRAHAM
PRESIDENT

MYRA JOHNSON
E.E.O. OFFICER

DATED: JANUARY 1, 2024

SHELLY & SANDS

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JANUARY 1, 2024

STATE EQUAL EMPLOYMENT OPPORTUNITY COVENANT
D.P.W. REGULATION ON E.E.O.

THE SHELLY & SANDS, INC. COMPANY pledges to honor fully the eight (8) provisions listed under Appendix B, Department of Public Works' Rules and Regulations on Equal Employment Opportunity. We further wish to affirm that we include these eight (8) provisions physically in every subcontract or purchase order, so that such provisions will be binding upon each subcontractor or vendor.

SHELLY & SANDS, INC.

COLBY GRAHAM
PRESIDENT

SHELLY & SANDS

SHELLY & SANDS, INC.

PO Box 1585 • Zanesville, Ohio 43702-1585 • (740) 453-0721 • Fax (740) 455-3144

EQUAL EMPLOYMENT OPPORTUNITY POLICY

JANUARY 1, 2024

THE SHELLY & SANDS, INC. IS COMMITTED TO PROVIDING A NON-DISCRIMINATORY EMPLOYMENT ENVIRONMENT FOR ITS EMPLOYEES.

THE POLICY OF THE SHELLY & SANDS, INC. IS TO FULLY COMPLY WITH APPLICABLE FEDERAL, STATE, AND LOCAL LAWS, RULES AND REGULATIONS IN THE AREA OF NON-DISCRIMINATION IN EMPLOYMENT. DISCRIMINATION AGAINST EMPLOYEES AND APPLICANTS DUE TO RACE, COLOR, RELIGION, SEX (INCLUDINGSEXUAL ARASSMENT), NATIONAL ORIGIN, DISABILITY, AGE (40 YEARS OR OLDER) AND VETERAN STATUS IS PROHIBITED. VIOLATIONS OF THIS POLICY WILL BE SUBJECT TO DISCIPLINE, UP TO AND INCLUDING TERMINATION.

EQUAL EMPLOYMENT OPPORTUNITY AND NON-DISCRIMINATORY COMMITMENTS INCLUDE, BUT ARE NOT LIMITED TO AREAS OF HIRING, PROMOTION, DEMOTION OR TRANSFER, RECRUITMENT, DISCIPLINE, LAY-OFF OR TERMINATION, RATE OF COMPENSATION AND COMPANY SPONSORED TRAINING.

ALL EMPLOYEES ARE EXPECTED TO COMPLY WITH THIS EQUAL EMPLOYMENT OPPORTUNITY POLICY. MANAGERS AND SUPERVISORS WHO ARE RESPONSIBLE FOR MEETING BUSINESS OBJECTIVES ARE EXPECTED TO COOPERATE FULLY IN MEETING SHELLY & SANDS, INC. EQUAL EMPLOYMENT OPPORTUNITY OBJECTIVES.

ANY EMPLOYEE WHO BELIEVES HE OR SHE HAS BEEN DISCRIMINATED AGAINST MUST IMMEDIATELY REPORT ANY INCIDENT TO THE COMPANY'S DESIGNATED EEO OFFICER.

THE COMPANY WILL NOT TOLERATE RETALIATION AGAINST ANY EMPLOYEE WHO REPORTS ACTS OF DISCRIMINATION OR PROVIDES INFORMATION IN CONNECTION WITH ANY SUCH COMPLAINT.

OUR COMPANY'S AFFIRMATIVE ACTION ENCOURAGES EMPLOYEES TO REFER QUALIFIED MINORITY AND FEMALE APPLICANTS TO THE UNION HALLS FOR POSSIBLE EMPLOYMENT.

IF YOU HAVE ANY QUESTIONS REGARDING THIS POLICY, PLEASE CONTACT MYRA JOHNSON, EEO OFFICER AT (740) 453-0721 OR 1-800-336-9163.

COLBY GRAHAM
PRESIDENT

2.1 HISTORY

American Structurepoint is a professional corporation founded in 1966 by Mr. James A. Wurster and Mr. William E. Gervasio and has been continuously engaged in the private practice of professional engineering, architecture, and land surveying since that time. American Structurepoint began with an initial staff of two, providing services to both private and municipal clients.

The firm has steadily grown over the years to its present staff of approximately 500. Our company has developed into an organization of 16 separate groups that work with each other to produce the different components of design.

We have an outstanding reputation of providing quality services to our clients. The growth and reputation of the firm are the direct outcome of individual efforts and close cooperation by all our associates. Our future success depends upon the continuation of these efforts and our adherence to professional standards and ideals.

2.2 SERVICES AND ORGANIZATION

PROFESSIONAL SERVICES

American Structurepoint offers consulting services including but not limited to architecture + interiors, civil engineering, construction solutions, environmental, information technology, investigative, land surveying, planning + economic development, structural engineering, transportation, and utility infrastructure. Members of the firm hold professional registration, collectively, in nearly every state.

PROJECTS AND CLIENTS

American Structurepoint has undertaken projects for numerous public and private clients including local and state governments, developers, construction firms, and certain industrial clients.

LOCATIONS

With corporate headquarters located in Indianapolis, Indiana, American Structurepoint has additional design centers in:

INDIANA Evansville, Fort Wayne, Highland, Jeffersonville, South Bend, Terre Haute
OHIO Cincinnati, Cleveland, Columbus
TEXAS Austin, Round Rock
FLORIDA Tampa
ILLINOIS Chicago
KENTUCKY Lexington
TENNESSEE Nashville

DIVISIONS AND STAFF POSITIONS

American Structurepoint is organized by areas of expertise, and project teams are staffed as needed to undertake specific projects. Each team has a project manager supported by as many other professionals as required to get the job finished. Additional staff includes proposal and marketing specialists, administrative and communications professionals, human resources, contracts, billing and payroll, information technology specialists, and building maintenance.

2.3 PURPOSE, GOALS, AND OBJECTIVES

American Structurepoint's mission is to improve the quality of life for our communities and our people. We are committed to providing everything necessary to achieve our clients' goals in the built environment. We strive to exceed our customer expectations through our vision, creativity, enthusiasm, responsiveness and our dedication to quality.

Our purpose is to provide quality engineering and architectural services as part of a team to conceive, design, observe construction, and enjoy the results of infrastructure, site, and building projects. We do this with a professional, ethical approach to each project so our clients will be proud we were a part of the project. We strive to accomplish complete satisfaction on all projects by being attentive to our clients' desires, from top management to entry-level personnel. We want to accomplish these services in a healthy atmosphere at the office by providing neat, clean facilities with available amenities for our staff while at work. Management is committed to encouraging positive employee morale that will be reflected when they interface with our clients.

2.4 PHILOSOPHY AND GENERAL POLICIES

American Structurepoint strives to achieve and maintain undisputed leadership as the major architectural/engineering consulting firm in our area by serving our clients to the highest professional standard and by obtaining a significant margin of profitability. The guidelines that follow are essential to the continued progress of the staff, company, and clients. We hope they will encourage the best of our individual and collective abilities.

PERSONNEL RELATIONS

The firm takes pride in the quality of work and spirit of cooperation and professionalism that prevails among its staff. American Structurepoint treats all employees equitably and with respect for their individual capabilities. To demonstrate this commitment, American Structurepoint:

- Employs and promotes on the basis of merit.
- Maintains fair and competitive salary programs.
- Provides in-house training and affords opportunities for advancement and professional development.
- Promotes from within whenever appropriate.
- Endeavors to establish and maintain good communications among the staff.
- Seeks to improve working conditions and develop human relations to attract and retain the most capable people in our profession.

3.1 EQUAL EMPLOYMENT OPPORTUNITY

American Structurepoint has been and will continue to be an equal opportunity employer. To assure full implementation of this equal employment policy, we will take steps to make sure:

- » Persons are recruited, hired, assigned, and promoted without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, veteran's status, disability, genetic information, or any other characteristic protected by law.
- » All other personnel actions, such as compensation, benefits, transfers, layoffs and recall from layoffs, access to training, education, tuition assistance, and social recreation programs are administered without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, veteran's status, disability, genetic information, or any other characteristic protected by law.

Employees and applicants shall not be subjected to harassment, intimidation, threats, coercion, or discrimination because they have: (1) filed a complaint; (2) assisted or participated in an investigation, compliance review hearing, or any other activity related to the administration of any federal, state or local law requiring equal employment opportunity; (3) opposed any act or practice made unlawful by any federal, state, or local law requiring equal opportunity or (4) exercised any other right protected by federal, state, or local law requiring equal opportunity.

3.2 PROHIBITION OF SEXUAL / OTHER FORMS OF HARASSMENT, DISCRIMINATION, AND HOSTILE WORK ENVIRONMENT

It is the policy of American Structurepoint to provide an environment free of sexual and sex-based harassment and other forms of harassment. This applies to the workplace as well as company-sponsored social events. All employees, whether a manager, supervisor, or coworker, are prohibited from engaging in any form of harassment of another employee based on race, color, religion, sex, sexual orientation, gender identity, national origin, age, veteran's status, disability, genetic information, or any other characteristic protected by law. These prohibitions apply not only to spoken or written words but also to email, text messages, and social media posts that are about or may be seen by employees, clients, etc.

Sexual harassment or sex-based harassment occurs when unwelcome sexual advances, requests for sexual favors, or other verbal or physical conduct of a sexual nature become a condition of an employee's continued employment, affect other employment decisions regarding the employee, or create an intimidating, hostile, or offensive working environment. Such conduct may include:

- » Requests for sexual favors.
- » Unwanted physical contact, including touching, pinching, or brushing the body.
- » Verbal harassment, such as sexual innuendoes, suggestive comments, jokes of a sexual nature, sexual propositions and threats.
- » Nonverbal conduct, such as display of sexually suggestive objects or pictures, leering, whistling, or obscene gestures.
- » Acts of physical aggression, intimidation, hostility, threats, or unequal treatment based on sex (even if not sexual in nature).

BEL-70-9.35

BEL-70-9.35 INTERCHANGE IMPROVEMENT

PROJECT: (25)3000 | BEL-70-9.35 | PID 120547

PART D - FORM A-1 PROPOSAL LETTER

APPENDIX A: FORM A-1 PROPOSAL LETTER

FORM A-1 PROPOSAL LETTER

Name of Shortlisted Offeror: Shelly & Sands, Inc.

Date: April 15, , 2025

Ohio Department of Transportation
Office of Alternative Project Delivery, First Floor
1980 W. Broad Street Mail Stop 4090
Columbus, OH 43223

On behalf of the Shortlisted Offeror, the undersigned submit the documents described in paragraph 1 of this Proposal Letter in response to the Request for Proposals for the BEL-70-9.35 Interchange Improvement | PID 120547 | Project (25) 3000 Project (the "**RFP**") issued by the Ohio Department of Transportation (the "**Department**").

The Shortlisted Offeror hereby acknowledges delivery by Shortlisted Offeror to the Department of the enclosed Technical Proposal. Together with the Price Proposal, the submittal by the Shortlisted Offeror shall collectively constitute the "Proposal" for the purposes of this letter. Enclosed with this Proposal Letter is the Technical Proposal of the Shortlisted Offeror consisting of all documents and information required by the RFP.

If this Proposal is accepted by the Department, the Shortlisted Offeror is prepared to enter this agreement without varying or amending its terms (except for modifications agreed to by the Department in its sole discretion), and to satisfy all other conditions to the award of the contract, including compliance with all commitments contained in this Proposal.

If this Proposal is accepted by the Department, the following applies:

1. The Shortlisted Offeror hereby certifies that:

    A. its Bid is submitted without reservation, qualification, assumptions, deviations, or conditions;

    B. it has carefully examined and is fully familiar with all the provisions of the Bid Documents, has reviewed all materials provided, the Addenda and the Department's responses to questions, and is satisfied that the Bid Documents provide sufficient detail regarding the obligations to be performed by the Shortlisted Offeror and does not contain internal inconsistencies;

    C. it has conducted such other field investigations and additional design development as is prudent and reasonable in preparing the Bid;

    D. it has notified the Department of any deficiencies or omissions in the Bid Documents or other documents provided by the Department;

E. the Lead Contractor has been prequalified for such work by the Department in accordance with the terms of the Bid Documents;

F. the Lead Designer has been prequalified for such work by the Department in accordance with the terms of the Bid Documents;

G. neither the Shortlisted Offeror nor its employees, members, agents, consultants, or advisors have entered either directly or indirectly into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive selection in connection with its Proposal;

H. the Shortlisted Offeror is committed to meeting the Project goals for DBE by acting in good faith in contracting with all DBEs;

I. the Shortlisted Offeror further understands that all costs and expenses incurred in preparing the Bid and participating in the RFP Process will be borne solely by the Shortlisted Offeror, except any payment for preparation of responsive preliminary design concept that may be paid in accordance with the RFP;

J. in the event a substantive difference is identified before or after Award between the assumptions made by the Shortlisted Offeror in its preparation of a Bid and any provision in the Contract Documents, the provisions of the relevant Contract Document will prevail.

2. The Shortlisted Offeror represents that all statements made, and information provided in the Technical Proposal are true, correct and reasonably accurate as of the date of submission of this Proposal. The Shortlisted Offeror information provided in the Technical Proposal depicts the Shortlisted Offeror's general intent to design and construct the Project and the Department can reasonably rely on such information in its evaluation of the approach, however the Shortlisted Offeror assumes all responsibility for designing and constructing the Project to comply with the Contract if the Shortlisted Offeror's approach is determined unfeasible.

3. The Shortlisted Offeror further understands that all costs and expenses incurred in preparing the Technical Proposal and participating in the RFP Process will be borne solely by the Shortlisted Offeror, except any payment for preparation of responsive preliminary design concept that may be paid in accordance with the RFP.

4. The Shortlisted Offeror consents to the Department's disclosure of its Technical Proposal, Intermediate Technical Proposal, PTI discussion information, and ATC information pursuant to the Department's public records policy to any persons as required by law after Award. The Shortlisted Offeror acknowledges and agrees to the disclosure terms described in the RFP and expressly waives any right to contest such disclosures.

5. By submitting a Proposal, The Shortlisted Offeror agrees that:

   A. The Department will not be responsible for any errors, omissions, inaccuracies, or incomplete statements in the Proposal;

   B. The Department's acceptance of the Proposal does not constitute any statement or determination as to its completeness, responsiveness, or compliance with the requirements of the RFP; and

C. in the event a substantive difference is identified before or after Award, between the terms for the Project offered by the Shortlisted Offeror in its Proposal and any provision in the Bidding Documents, the provisions of the relevant Contract Document will prevail, and the Shortlisted Offeror will not be entitled to alter its Price Proposal, as applicable.

6. The Proposal shall be governed by and construed in all respects according to the law of the State of Ohio.

The Shortlisted Offeror's business address:

3570 South River Road
(No.) (Street) (Floor or Suite)

Zanesville, Ohio 43701-1585 USA
(City) (State or Province) (ZIP or Postal Code) (Country)

State/Country of Organization (if applicable): Ohio

Name of Company Signatory: Andrew J. Leffler

Company Signatory Signature:

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RESOLUTION
OF
SHELLY & SANDS, INC.

BE, IT RESOLVED, that the transaction herein referred to, herewith approved, the said Andy Leffler, Assistant Vice President, of Shelly & Sands, Inc., be and is hereby directed, authorized, and empowered to execute, acknowledge and deliver such documents, instruments and papers and perform such acts as may be legally, properly, and reasonable required or necessary for the purpose of preparation and filing to the State of Ohio all documents requesting the right to Execute any and all Construction Contracts on behalf of Shelly & Sands, Inc. and/or its' subsidiaries, as well as the following Corporate Officers:

Michael W. Cline Chief Operating Officer	Andy Leffler Assistant Vice President

I, Brian E. Anderson, Secretary/Treasurer of Shelly & Sands, Inc. a Corporation of the State of Ohio, certify that the foregoing is a true copy of a Resolution as it appears in the records of the Corporation as we duly and legally adopted at the meeting of the Board of Directors of the Corporation called for that purpose and held on June 17, 2016, pursuant to and in accordance with the Certificate of Incorporation and By-Laws thereof; that it has not been modified, amended or rescinded, and is in full force and effect as of the date hereof.

Dated: April 3, 2024

Brian E. Anderson
Secretary/Treasurer