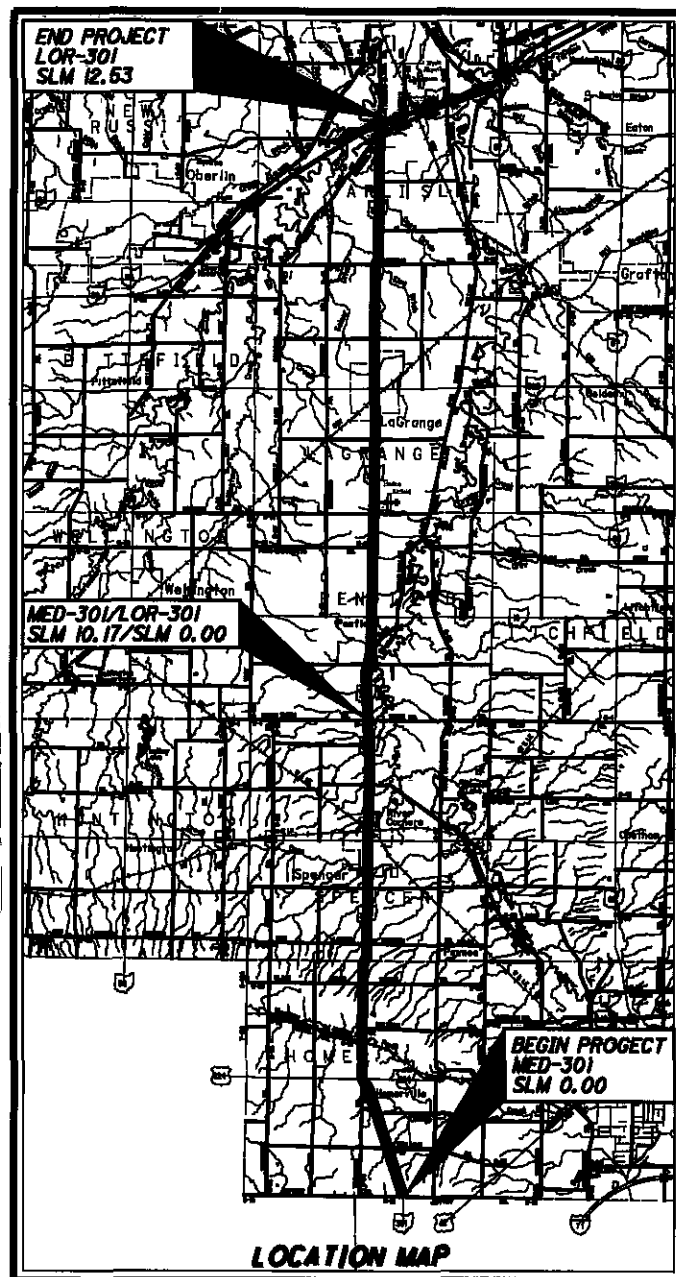
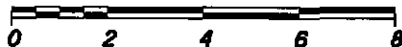


DESIGN FILE: I:\projects\23581\23581GT001.dgn
WORKSTATION: deer DATE: 2/16/2006



LATITUDE: 041°08'10" LONGITUDE: 082°07'22"

SCALE IN MILES



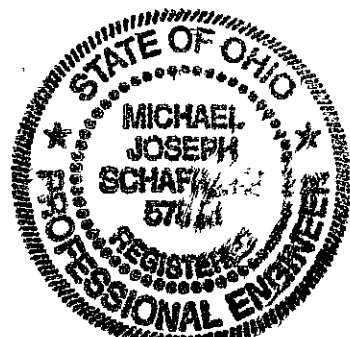
PORTION TO BE IMPROVED _____

INTERSTATE & DIVIDED HIGHWAY _____

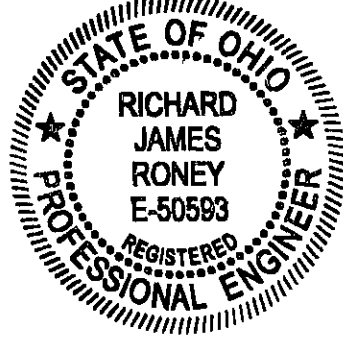
UNDIVIDED STATE & FEDERAL ROUTES _____

OTHER ROADS _____

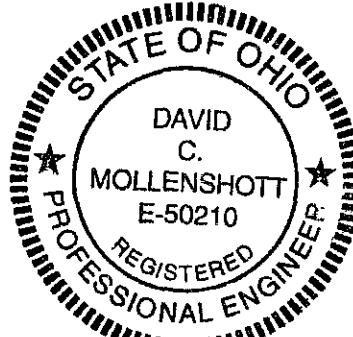
ROADWAY PART 1, ENGINEERS SEAL:	SIGNAL PART 1, ENGINEERS SEAL:	STRUCTURE/CULVERT PART 1, ENGINEERS SEAL:
------------------------------------	-----------------------------------	--



SIGNED: Michael Schaffner
DATE: 2/16/06



SIGNED: Richard J. Rony
DATE: 2-16-06



SIGNED: Darwin E. McWhorter
DATE: 2/14/06

STATE OF OHIO

DEPARTMENT OF TRANSPORTATION

MED - 301 - 0.00 - PART 1
LOR - 301 - 0.00

(FOR PART 2, SEE MED-301-5.48)

**HOMER TOWNSHIP
SPENCER TOWNSHIP**

PENFIELD TOWNSHIP
LAGRANGE TOWNSHIP
CARLISLE TOWNSHIP

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PROJECT DESCRIPTION

THIS PROJECT WILL INCLUDE PAVEMENT PLANING, PAVEMENT REPAIR, RESURFACING WITH ASPHALT CONCRETE, ADJUSTMENT OF CASTINGS WHERE NECESSARY, GUARDRAIL, PAVEMENT MARKINGS, MINOR BRIDGE REHABILITATION, CULVERT REPLACEMENT, AND NEW TRAFFIC SIGNAL INSTALLATION.

PROJECT EARTH DISTURBED AREA: N/A ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A ACRES

2005 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AS NOTED ON SHEET 63, AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON THE PLANS.

APPROVED James H. L...
DATE 2-16-6 DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]*
DATE 3/22/06 DIRECTOR, DEPARTMENT OF
TRANSPORTATION

UNDERGROUND UTILITIES

**CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG**

CALL
1-800-362-2764
(TOLL FREE)

**OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY**

**OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-929-0988**

STANDARD CONSTRUCTION DRAWINGS (FOR PART 1 & 2)

BP-3.1	7/16/04	GR-3.3	1/20/06	GSD-1-86	7/19/02	MT-98.20	4/19/02	TC-65.10	1/21/05	800	01-20-06
BP-4.1	7/16/04	GR-3.4	4/18/03	RB-1-85	2/2/89	MT-96.25	4/20/01	TC-65.11	1/21/05	832	04-17-04
		GR-3.6	1/16/04	TBR-91	7/19/02	MT-97.10	4/19/02	TC-71.10	1/21/05	833	02-12-03
CB-1.1	7/15/05	GR-4.1	4/18/03	TST-1-89	10/17/03	MT-97.12	4/19/02	TC-73.10	1/19/01	848	04-15-05
CB-1.2	7/15/05	GR-5.3	1/16/04			MT-98.20m	1/30/95	TC-81.10	5/01/00	872	10-30-03
CB-4.2	7/19/02			HL-10.11	1/16/04	MT-101.20	10/18/02	TC-82.10	4/19/02		
		HW-1.1	1/21/05	HL-10.12	1/21/05	MT-101.60	10/18/02	TC-83.10	5/01/00		
DM-1.1	10/21/05	HW-2.1	1/20/06	HL-20.11	4/19/02	MT-105.10	10/18/02	TC-83.20	1/16/04		
DM-1.4	1/21/05	HW-2.2	7/16/05	HL-30.11	1/21/05	MT-105.11	10/18/02	TC-84.20	5/01/00		
DM-4.3	7/19/02			HL-30.21	4/19/02	MT-120.00	3/01/00	TC-84.21	3/05/00		
DM-4.4	7/19/02	RM-1.1	1/20/06	HL-30.22	1/21/05			TC-85.20	5/01/00		
		RM-3.1	4/18/03			TC-22.10	1/19/01				
GR-1.1	7/16/04	RM-4.2	4/18/03	MT-35.10	4/20/01	TC-41.20	1/18/01				
GR-2.1	1/16/04			MT-85.30	7/16/04	TC-42.20	7/16/04				
GR-3.1	4/18/03	DS-1-82	7/18/03	MT-86.61	4/19/02	TC-82.10	4/20/01				
GR-3.2	4/18/03	EXJ-4-87	7/18/02	MT-86.10	4/19/02	TC-82.20	4/20/01				

SPECIAL PROVISIONS (FOR PART 1 & 2)

NHP#3 6-13-05

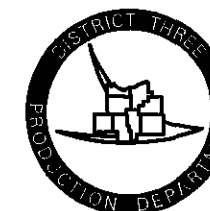
**SUPPLEMENTAL
SPECIFICATIONS
(FOR PART 1 & 2)**

5	800	01-20-08
5	832	04-17-04
5	833	02-12-03
1	848	04-15-05
0	872	10-30-03

**SPECIAL
PROVISIONS
(FOR PART 1 & 2)**

ANP#3 6-13-05

PLAN PREPARED BY:



FEDERAL PROJECT NO.
E034(150)

PID NO.
23581

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT

MED-301-0.00
LOB-301-0.00



PAVEMENT

ITEM SPECIAL - REINFORCED MESH FOR TRANSVERSE AND/OR LONGITUDINAL JOINTS AND CRACKS

THIS WORK CONSISTS OF PLACEMENT OF A SELF ADHESIVE GLASS FIBER MESH OVER JOINTS AND CRACKS DESIGNATED IN THE PLAN AFTER PLACEMENT OF THE INTERMEDIATE COURSE AND PRIOR TO PLACEMENT OF THE SURFACE COURSE.

FURNISH GLASGRID KNITTED GLASS FIBER STRAND MESH MEETING THE FOLLOWING PROPERTIES:

PROPERTIES	GLASGRID NO. 0230
MATERIAL WIDTH	2.5 FT.
MATERIAL - SELF ADHESIVE FIBERGLASS STRAND COATED WITH ELASTROMERIC POLYMER PER ASTM 4963	20% MIN DRY PICKUP
TENSILE STRENGTH PER G.R.I.	
GG 1-87 WIDTH	1120 LBS/IN
LENGTH	560 LBS/IN
ELONGATION AT BREAK (MIN)	< 5%
MELTING POINT (MIN) ASTM D276	> 425° F
MASS/UNIT AREA (MIN) ASTM D5261-92	16 OZ/SQ. YD.
GRID PATTERN	0.5 IN x 0.5 IN

BEFORE INSTALLATION, SUBMIT A LETTER TO THE PROJECT WITH A STATEMENT CERTIFYING MATERIAL RECEIVED MEETS THE ABOVE PROPERTIES. SUBMIT TO THE PROJECT ACTUAL DATED (SALES FLYER DATA NOT ACCEPTABLE) TEST DATA WITH THE CERTIFICATION LETTER.

PERFORM ALL REQUIRED REPAIRS PRIOR TO PLACING MESH.

WHEN THE MESH IS TO BE APPLIED ON THE INTERMEDIATE COURSE, MARK THE CRACK LOCATIONS AS DESIGNATED IN THE PLAN.

ENSURE ALL AREAS WHERE MESH IS TO BE PLACED ARE FREE OF ALL DIRT AND OTHER LOOSE MATERIALS BY SWEEPING OR OTHER APPROVED METHOD. PLACE THE MESH ON A PAVEMENT SURFACE THAT IS BETWEEN 40°F AND 140°F. ALLOW FOR THE TACK COAT TO CURE BEFORE PLACING MESH.

PLACE MESH UNDER TENSION TO PREVENT RIPPLING. REMOVE RIPPLES BY PULLING, OR IF NECESSARY (IN CURVES FOR EX.) BY CUTTING AND FLATTENING THE MESH. OVERLAP TRANSVERSE JOINTS OF THE MESH 3 TO 6 INCHES. OVERLAP LONGITUDINAL JOINTS OF THE MESH BY 1 INCH MINIMUM. ROLL THE MESH SURFACE 2 PASSES WITH A RUBBER COATED DRUM ROLLER, RUBBER TIRED ROLLER OR OTHER METHOD ACCEPTABLE TO THE MANUFACTURER. CLEAN RUBBER TIRE ROLLER IF BUILDUP ON THE RUBBER SURFACE INTERFERES WITH MESH PLACEMENT. DO NOT USE A STEEL DRUM ROLLER.

PLACED MESH WILL HANDLE SPEED CONTROLLED EMERGENCY OR CONSTRUCTION TRAFFIC BUT DAMAGED SECTIONS MUST BE REMOVED AND/OR REPAIRED. DO NOT ALLOW MUD OR OTHER MATERIAL TO COLLECT ON THE MESH PRIOR TO ASPHALT CONCRETE PLACEMENT. COVER MESH WITH ASPHALT CONCRETE THE SAME DAY UNLESS WEATHER BECOMES UNSUITABLE.

THE DEPARTMENT WILL MEASURE MESH PLACEMENT BY THE SQ YD OF JOINT OR CRACK COVERED. MESH OVERLAP WILL NOT BE MEASURED.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES, COMPLETED IN PLACE, AT THE CONTRACT PRICES, AS DESCRIBED ABOVE.

PAVEMENT

PROFILE CORRECTION AT STRUCTURES

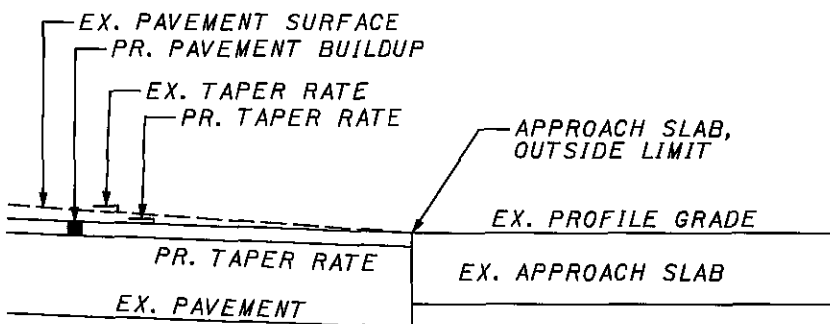
THE CONTRACTOR SHALL CORRECT THE PAVEMENT PROFILE WITH THE RESURFACING OPERATIONS WHILE ENSURING A SMOOTH TRANSITION FROM THE PROPOSED TREATMENT ON THE APPROACH SLABS (OUTSIDE LIMITS) TO THE PROPOSED ROADWAY PAVEMENT BUILDUP.

THE MINIMUM DISTANCE BETWEEN CONSECUTIVE GRADE BREAKS IS:
100' WHERE SPEED IS 50 MPH OR GREATER.
50' WHERE SPEED IS LESS THAN 50 MPH.

THE FOLLOWING ARE TAPER RATES, BASED ON THE EXISTING PROFILE GRADE OF THE ROADWAY, WHICH SHALL BE MET TO ENSURE THE SMOOTH TRANSITION.

SPEED	TAPER RATE
25	55:1
30	80:1
35	110:1
40	140:1
45	190:1
50	230:1
55	250:1
60	340:1
65	340:1
70	400:1

THE ABOVE WORK INCLUDING ALL LABOR, EQUIPMENT AND MATERIAL NEEDED TO PERFORM THE WORK, SHALL BE CONSIDERED INCIDENTAL TO THE RESURFACING OPERATIONS.



MAINTENANCE OF TRAFFIC

ITEM 614. WORK ZONE MARKING SIGN

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER FOR TEMPORARY WORK ZONE MARKING SIGNS PER THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS, 614.04.

WORK ZONE MARKING SIGN: (W8-H13-36) NO EDGE LINE	= 85 EACH
WORK ZONE MARKING SIGN: (R4-I-24) DO NOT PASS	= 55 EACH
WORK ZONE MARKING SIGN: (R4-2-24) PASS WITH CARE	= 53 EACH
TOTAL	= 193 EACH

MAINTENANCE OF TRAFFIC

BUTT JOINTS

BUTT JOINTS SHALL NOT BE CUT AND LEFT OPEN TO TRAFFIC. THEY SHALL BE FILLED IN WITH A TEMPORARY ASPHALT CONCRETE WEDGE OF SUFFICIENT LENGTH, AS DIRECTED BY THE ENGINEER.

CONSTRUCTION "BUMP" (W8-I-36) AND "ADVISORY SPEED" (W13-I-24) SIGNS SHALL BE ERECTED AND MAINTAINED DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. THESE SIGNS SHALL BE PAID FOR UNDER THE LUMP SUM ITEM FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614. MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

DAY OF THE WEEK	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED LIQUIDATED DAMAGES IN ACCORDANCE WITH CMS 108.07.

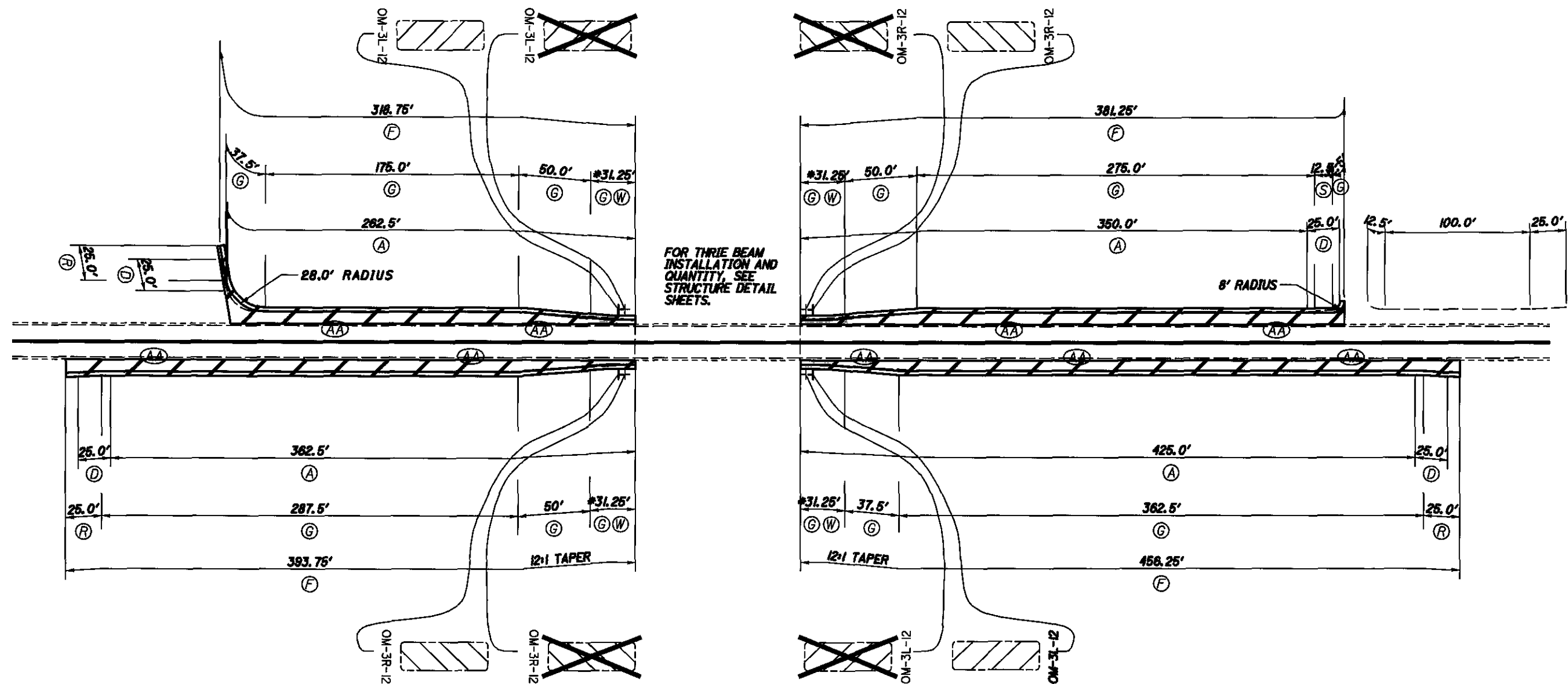
PLACEMENT OF ASPHALT CONCRETE

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

ITEM 614. ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO CONSTRUCT A TEMPORARY ASPHALT WEDGE FROM THE EXISTING PAVEMENT TO THE PLANNED SURFACE AT BUTT JOINTS AND OTHER LOCATIONS THAT RESULT IN A DROP-OFF IN EXCESS OF 1.5 INCHES, AS DIRECTED BY THE ENGINEER. THIS QUANTITY SHALL ALSO BE USED AT PLANNED SURFACES WHERE A TEMPORARY ASPHALT WEDGE IS NEEDED AROUND CASTINGS, AS DIRECTED BY THE ENGINEER. BEFORE THE ASPHALT CONCRETE RESURFACING IS PLACED, THE TEMPORARY WEDGE SHALL BE REMOVED AND THE COST SHALL BE CONSIDERED INCIDENTAL TO ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
200 CU YD



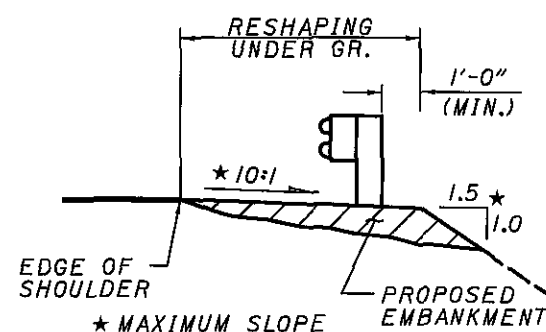
FOR THRIE BEAM
 INSTALLATION AND
 QUANTITY, SEE
 STRUCTURE DETAIL
 SHEETS.

LOCATION	ITEM	DESCRIPTION	UNIT	QUANTITY		TOTAL
				LEFT	RIGHT	
(A)	202	GUARDRAIL REMOVED	FT	612.5	787.5	1400
(D)	202	ANCHOR ASSEMBLY REMOVED, TYPE A	EACH	1	2	3
(H)	203	EMBANKMENT, AS PER PLAN	CU YD	336	459	795
(F)	209	RESHAPING UNDER GUARDRAIL	STATION	7.00	8.50	15.50
(C)	606	GUARDRAIL, TYPE 5	FT	662.5	800	1462.5
(R)	606	ANCHOR ASSEMBLY, TYPE A	EACH	1	2	3
(S)	606	ANCHOR ASSEMBLY, TYPE T	EACH	1		1
(W)	606	BRIDGE TERMINAL ASSEMBLY, TYPE 3	EACH	2	2	4
(AA)	626	BARRIER REFLECTOR, TYPE A (INCLUDING THRIE BEAM INSTALLATION)	EACH	14	12	26
	630	GROUND MOUNTED SUPPORT, NO. 2 POST	FT	27	27	54
	630	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION	EACH	2	2	4
	630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	EACH	2	2	4

NOTES

- 1) * - THE GUARDRAIL TAPER SHALL BEGIN AT POST #6 ON THE BTA, SEE SCD GR-3.3 FOR FURTHER DETAILS.
- 2) PROPOSED SIGN PLACEMENT SHALL NOT CONNECT TO ANY PART OF THE GUARDRAIL.

TYPICAL SECTION "TYPE 5"



GUARDRAIL DETAIL
 MED-301-3.37

MED-301-0.00
 LOR-301-0.00

MED-301-0337 SFN 5207444

[illegible]

DISTRICT 3
OFFICE OF PRODUCTION

02/15/06	02/15/06	02/15/06	02/15/06
GTS	GTS	RDN	02/06
02/15/06	02/15/06		
D-IV			

STRUCTURE SUMMARY

MED-301-0.00
LOR-301-0.00

REFERENCES SHALL BE MADE TO STANDARD DRAWINGS:

DS-1-92	DATED	7/18/03	EXJ-4-87	DATED	7/19/02
TST-1-99	DATED	10/17/03	GSD-1-96	DATED	7/19/02
BP-3.1	DATED	7/16/04	RB-1-55	DATED	2/02/59
MT-97.10	DATED	4/19/02	TBR-91	DATED	7/19/02
MT-101.60	DATED	10/18/02	MT-96.20	DATED	4/19/02
MT-105.10	DATED	10/18/02	MT-96.25	DATED	4/20/01
MT-105.11	DATED	10/18/02	MT-101.20	DATED	10/18/02

AND TO SUPPLEMENTAL SPECIFICATIONS:

848 DATED 4/15/05

DESIGN DATA

CONCRETE CLASS S - $f'_c = 4,500$ psi SUPERSTRUCTURE
CONCRETE CLASS C - $f'_c = 4,000$ psi SUBSTRUCTURE
REINFORCING STEEL - ASTM A615 OR A996 GRADE 60
MINIMUM $F_y = 60,000$ psi.
DECK PROTECTION METHOD - EPOXY COATED REINFORCING STEEL

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.02. THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND, OHIO.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE-BID EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED ON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002 INCLUDING THE 2003 AND 2004 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

PLACING ASPHALT CONCRETE FEATHERING ON APPROACHES TO BRIDGES:

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE FEATHERING TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK OR APPROACH SLAB. THE CONTRACTOR'S ATTENTION IS CALLED TO STANDARD DRAWING BP-3.1 FOR REQUIRED TOLERANCES.

CUT LINE CONSTRUCTION JOINT PREPARATION:

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH [25 MM] DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL IN PLACE. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

ITEM 202- PORTIONS OF STRUCTURE REMOVED:

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

ITEM 202 - BRIDGE RAILING REMOVED, AS PER PLAN:

THIS ITEM SHALL BE USED TO REMOVE THE ALUMIMUM RAIL, AND PARTS OF THE TOP OF THE PARAPETS. THE ANCHOR BOLTS SHALL BE REMOVED $\frac{1}{4}$ " BELOW TOP OF PARAPET.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 REMOVAL MISC.: END CROSS FRAME:

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING END CROSS FRAME AT THE REAR ABUTMENT. THE CROSS FRAMES SHALL BE REMOVED AND AREAS GROUND SMOOTH.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER EACH FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 511- CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN:

THE COARSE AGGREGATE SHALL BE LIMESTONE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR EACH OF THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 511 - CLASS C CONCRETE, ABUTMENT, AS PER PLAN:

THIS ITEM SHALL BE USED AT LOCATIONS INDICATED IN THE PLAN.

THE COARSE AGGREGATE SHALL BE LIMESTONE.

ALL EXISTING SURFACES TO WHICH THE CONCRETE IS TO BOND AND ALL PRESERVED REINFORCING STEEL SHALL BE CLEANED BY ABRASIVE BLASTING. THESE SURFACES SHALL BE MADE FREE OF SPALLS, LAITANCE, AND OTHER CONTAMINANTS DETRIMENTAL TO ACHIEVING AN ADEQUATE BOND.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR ITEM 511- CLASS C CONCRETE, ABUTMENT, AS PER PLAN WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

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WORKSTATION: sdeer DATE: 2/16/2006

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN:

ALL REQUIREMENTS OF 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN SUPPLEMENT 1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE, 501.06, TO THE ENGINEER. PROVIDE SHOP DRAWINGS ACCORDING TO 513.04 OR SUPPLY THE ENGINEER WITH "AS-BUILT" DRAWINGS MEETING 513.04 AFTER COMPLETION OF FIELD FABRICATION. THE ENGINEER WILL REVIEW THE SUBMITTED DRAWINGS FOR CONCURRENCE WITH THE FINAL AS-BUILT CONDITION. IF NECESSARY, THE ENGINEER MAY CONTACT THE OFFICE OF STRUCTURAL ENGINEERING FOR TECHNICAL ASSISTANCE. IF THE ENGINEER IS SATISFIED WITH THE "AS-BUILT" DRAWINGS AND THE DELIVERED MATERIALS, SUPPLY A COPY OF THE DRAWINGS, STAMPED AND DATED, ALONG WITH MICROFILM, TO THE STRUCTURAL, WELDING AND METALS SECTION OF THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES.

THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM: END CROSS FRAME.

ITEM 513 TRIMMING OF BEAM ENDS:

THE ENDS OF BEAM AT REAR ABUTMENT SHALL BE TRIMMED TO PROVIDE FOR 3' OF CLEARANCE TO THE EXISTING BACKWALL.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER EACH FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

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

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH CMS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 848 - MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN:

THE COARSE AGGREGATE SHALL BE LIMESTONE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 848 - MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/2 INCH THICK):

THESE ITEMS SHALL BE USED AT LOCATIONS INDICATED IN THE PLAN. THE COARSE AGGREGATE SHALL BE LIMESTONE.

THE SURFACE FINISH REQUIREMENTS SHALL BE AS PER CMS 511.19 AND 511.20 IN LIEU OF THAT WHICH IS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 848.

SEE THE SUPPLEMENTAL SPECIFICATION FOR DETAILS.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 615 - PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN:

THIS ITEM SHALL BE USED FOR PAVEMENT WIDENING AS PER DETAILS IN THE PLAN.

THE CONTRACTOR SHALL, UNDER THE DIRECTION OF THE ENGINEER, LOCATE THE EDGES OF THE SOUND PAVEMENT, AND SHALL CUT AND TRIM THE EXISTING PAVEMENT TO A NEAT LINE AS ESTABLISHED BY THE ENGINEER. THE CONTRACTOR SHALL DISPOSE OF PAVEMENT FROM THE TRIMMING OPERATION.

WIDENING SHALL BE DONE ON ONLY ONE SIDE OF THE PAVEMENT AT A TIME.

ALL EXCAVATION, PAVEMENT TRIMMING, FILL MATERIAL AND ANY OTHER INCIDENTAL ITEMS NEEDED SHALL BE INCLUDED IN THIS ITEM. WHEN NO LONGER NEEDED FOR TRAFFIC MAINTENANCE, THE TEMPORARY PAVEMENT SHALL REMAIN IN PLACE. ALL TEMPORARY PAVEMENT MARKINGS AND TEMPORARY RAISED PAVEMENT MARKERS SHALL BE REMOVED AS PER 641.10 AND 202.071.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 615- PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B, AS PER PLAN WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL - STEEL DRIP STRIP:

THIS ITEM SHALL BE USED AT LOCATIONS SHOWN IN THE PLAN.

SEE STD. DRW. DS-I-92 FOR DETAILS AND NOTES

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

STRUCTURE GENERAL NOTES

MED-301-0.00
LOR-301-0.00

84
114

DISTRICT 3
OFFICE OF PRODUCTION

DATE 02/06
RDN
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**ITEM 614 - MAINTAINING TRAFFIC:
STRUCTURE LOR-301-0015 & LOR-301-0164**

TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THESE STRUCTURES SHALL HAVE A SIGNALIZED CLOSURE AS SHOWN ON SHEET NO. 86 FOR A MAXIMUM OF 35 CONSECUTIVE CALENDAR DAYS (TOTAL BOTH PHASES AND BOTH STRUCTURES). THE 35 CONSECUTIVE DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 35 CALENDAR DAYS THAT THE HIGHWAY REMAINS IN A SIGNALIZED CLOSURE, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES AS PER 108.07.

LOR-301-0015 AND LOR-301-0164 SHALL BE MAINTAINED AT THE SAME TIME.
NO EQUIPMENT OR MATERIAL SHALL BE LOCATED OTHER THAN BEHIND THE DRUMS.

THE LOCATION OF THE ADVANCE WARNING SIGNS SHOULD BE ADJUSTED TO PROVIDE FOR ADEQUATE SIGHT DISTANCE FOR THE EXISTING VERTICAL AND HORIZONTAL ROADWAY ALIGNMENT.

THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS.

**MED-301-0337, MED-301-5.48, MED-301-0624,
MED-301-0677 & MED-301-0701**

DETOUR LIMITATION AND INTERIM COMPLETION DATE:

TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 105 CONSECUTIVE CALENDAR DAYS, THROUGH TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 86.

FOR STRUCTURE MED-301-0337, TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR PERIOD NOT TO EXCEED 45 CONSECUTIVE CALENDAR DAYS, THROUGH TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 86. FROM STRUCTURES MED-301-5.48, MED-301-0624, MED-301-06.77 AND MED-301-0701. TWO WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS, THROUGH TRAFFIC WILL BE DETOURED AS SHOWN ON SHEET 86. STRUCTURE MED-301-0677 AND MED-301-0701 SHALL NOT BE CLOSED AT THE SAME TIME.

THE CONTRACTOR SHALL NOTIFY THE O.D.O.T. DISTRICT THREE ROADWAY SERVICES MANAGER, IN WRITING, A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE DATE THE DETOUR IS NEEDED. THE STATE OF OHIO WILL INSTALL, MAINTAIN AND SUBSEQUENTLY REMOVE THE DETOUR SIGNING.

THIS ROADWAY SHALL BE OPENED BY OCTOBER 15, 2006. THIS DATE SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE OCTOBER 15, 2006 DATE THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES, AS PER SECTION 108.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AT THE APPROXIMATE WORK LIMITS OF THE PROJECT, AND THE ADVANCE WARNING SIGNS AS SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.60.

THE 105 CONSECUTIVE CALENDAR DAYS SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE (SECTION 108) AND FOR EACH CALENDAR DAY BEYOND THE 105 DAYS THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC, THE CONTRACTOR WILL BE ASSESSED LIQUIDATED DAMAGES, AS PER SECTION 108.07 OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

ACCESS TO ADJACENT PROPERTIES SHALL BE MAINTAINED AT ALL TIMES AS PER 614.02 (a).

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

85
114

MED-301-0.00
LOR-301-0.00

STRUCTURE GENERAL NOTES

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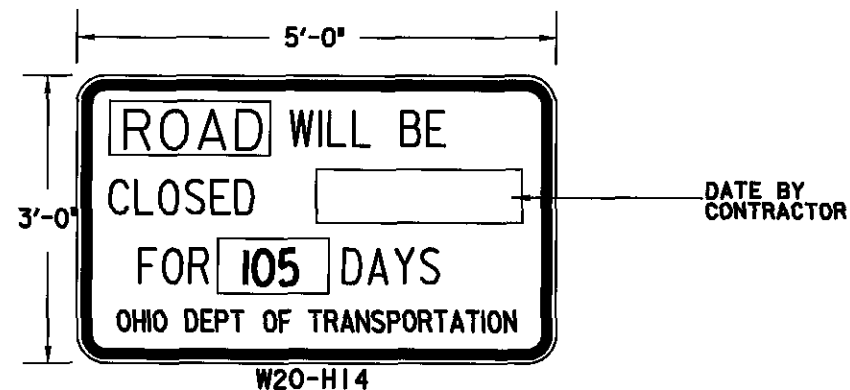
REVIEWED
RDN
STRUCTURE FILE NUMBER

DATE
02/06

DESIGN AGENCY
DISTRICT 3
OFFICE OF PRODUCTION

NOTICE OF CLOSURE SIGNS:

THESE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST ONE WEEK IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE LOCATED IN THE FIELD SO AS NOT TO INTERFERE WITH ANY PERMANENT SIGNS. ON THIS PROJECT THEY SHOULD BE ERECTING AT THE POINT OF CLOSURE. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 MAINTAINING TRAFFIC AND SHALL INCLUDE FURNISHING, ERECTING, MAINTAINING AND REMOVING THE SIGNS INCLUDING SUPPORTS.

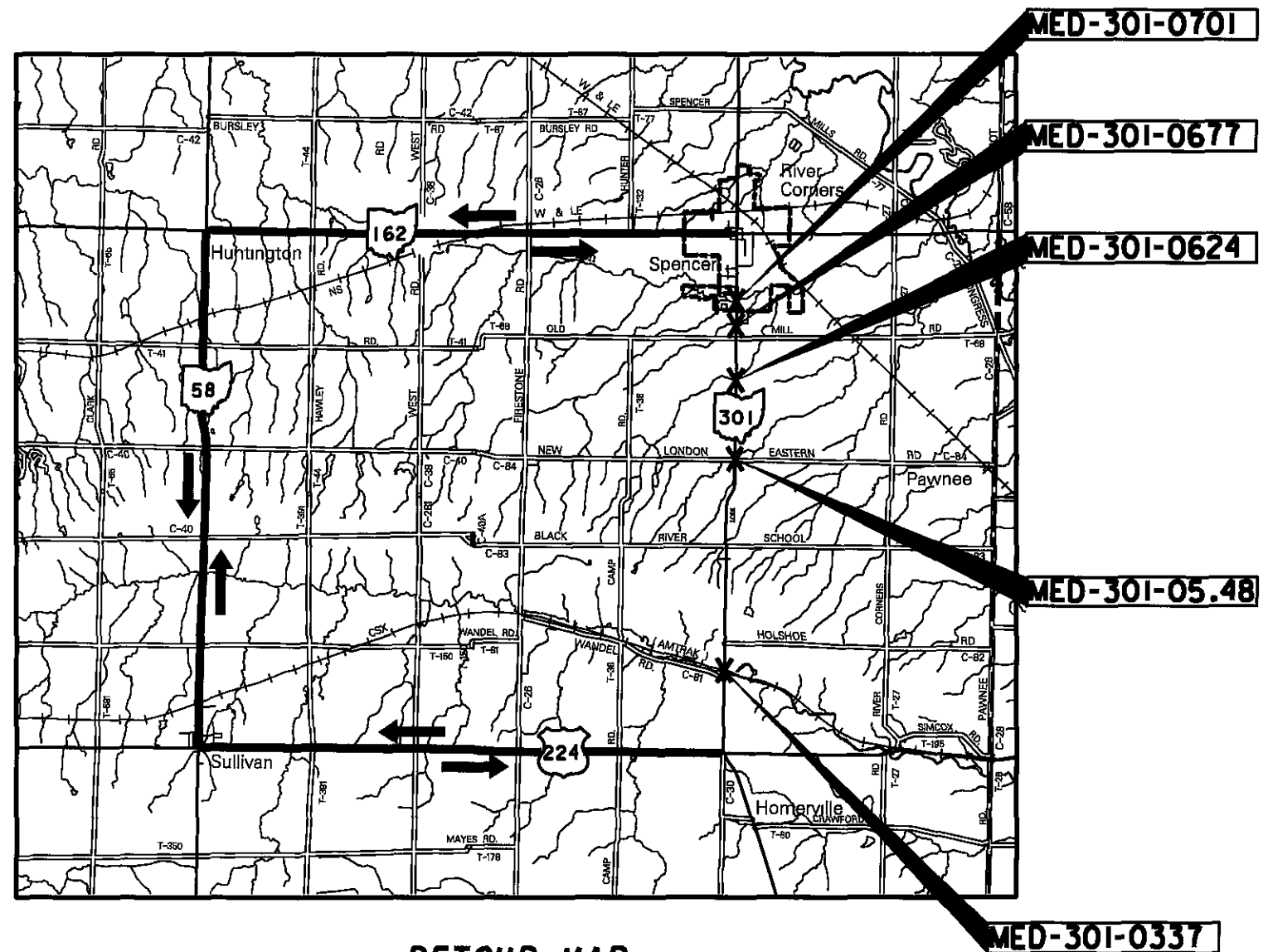


DESIGNATED LOCAL MAINTENANCE ROUTE

A LOCAL MAINTENANCE ROUTE, OTHER THAN THE OFFICIAL SIGNED ODOT DETOUR ROUTE, WILL BE DESIGNATED BY AGREEMENT BETWEEN ODOT AND LOCAL GOVERNMENTAL AGENCIES PRIOR TO THE HIGHWAY CLOSURE.

DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL MAINTENANCE ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DESIGNED LOCAL DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THESE LOCAL ROADS WILL BE PERFORMED BY EITHER CHANGE ORDER OR FORCE ACCOUNT.

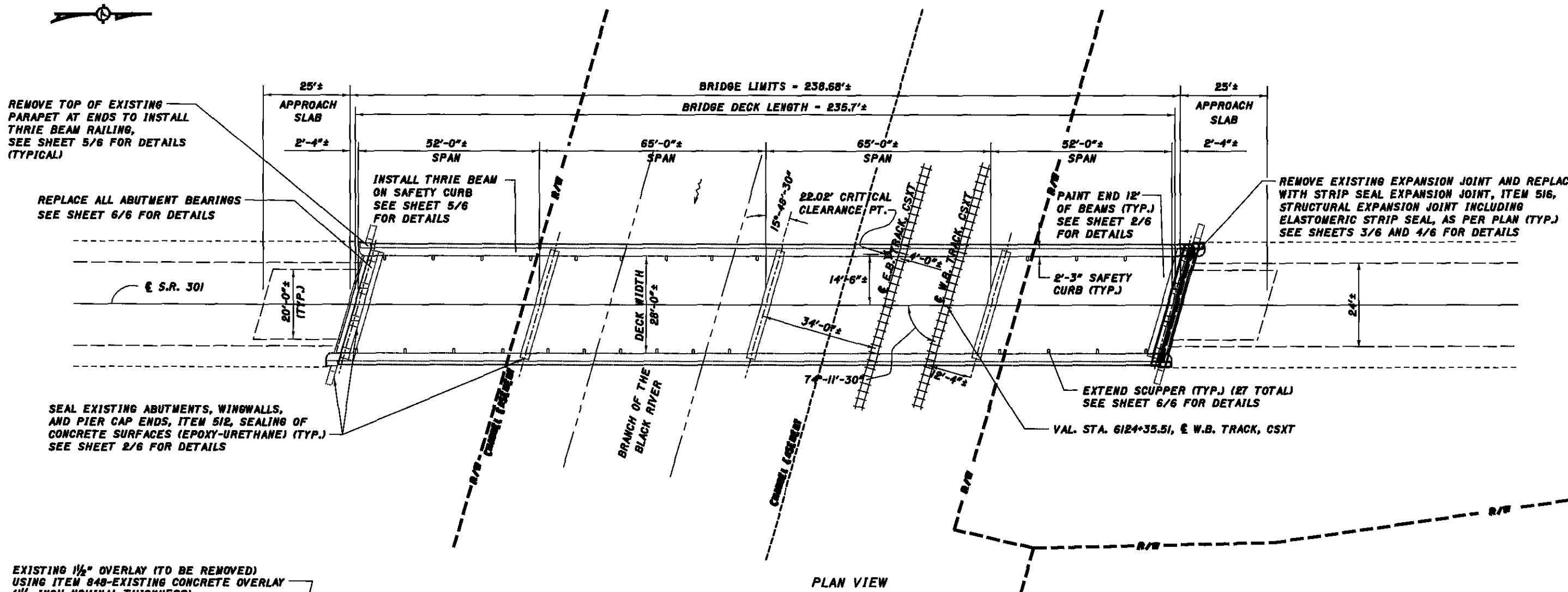


DETOUR MAP

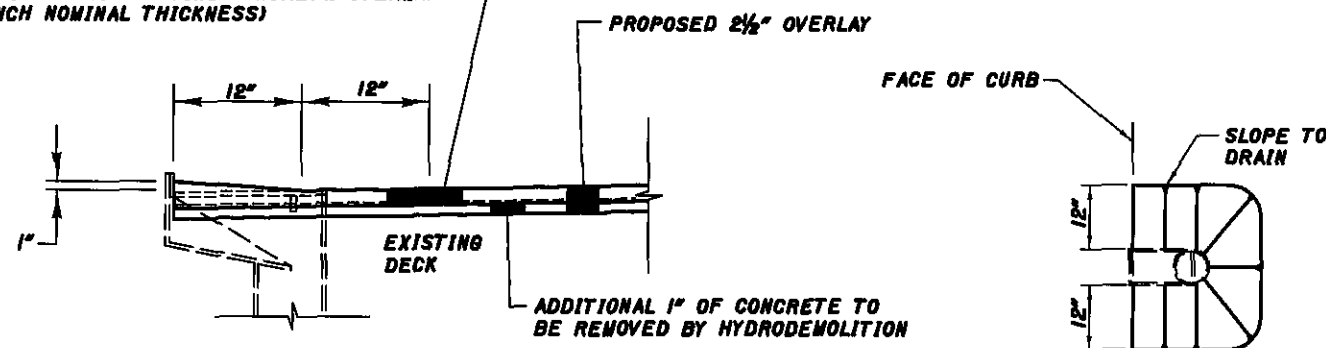
DETOUR ROUTE ⇄

PART	COUNTY, ROUTE, BRIDGE NO.	LOCATION	STRUCTURE TYPE	BRIDGE DECK DATA					ROADWAY DATA		
				LENGTH (BRIDGE DECK)	WIDTH	BRIDGE DECK AREA	SKEW	EXISTING WEARING SURFACE	EXISTING PAVEMENT WIDTH	EXISTING APPROACH SLAB WIDTH	EXISTING APPROACH SLAB LENGTH
				FT.	FT.	SQ. YD.			FT.	FT.	FT.
A	+ MED-301-0110 (SLM=1.10)	OVER SMALL CREEK	3-SIDED CONCRETE SLAB TOP CULVERT	18.5			0°	ASPHALT	20		
A	• MED-301-0337 (SLM=3.37)	OVER BRANCH OF BLACK RIVER AND CSX RAILROAD	4-SPAN STEEL BEAM	238.68	28	743	15°-48°-30" L.F.	CONCRETE	24	20	25
A	++ MED-301-0548 (SLM=5.48)	OVER SMALL STREAM	TWIN CORRUGATED METAL PIPES				20°	ASPHALT	24		
A	• MED-301-0624 (SLM=6.24)	OVER SMALL STREAM	SIMPLE SPAN CONCRETE SLAB	19.0	32.5	69	0°	CONCRETE	24		
A	• MED-301-0701 (SLM=7.01)	OVER COON CREEK	3-SPAN CONCRETE SLAB	86.25	32.5	311	30° R.F.	CONCRETE	20	20	25
A	+ MED-301-0821 (SLM=8.21)	OVER DRAINAGE DITCH	CORRUGATED METAL BOX				32° R.F.	ASPHALT	31		
A	•• MED-301-0988 (SLM=9.88)	OVER RUDD CREEK	3-SPAN CONCRETE SLAB	67.72	40	301	23° R.F.	CONCRETE	26		
B	• LOR-301-0015 (SLM=0.15)	OVER TRIBUTARY OF EAST FORK OF BLACK RIVER	SIMPLE SPAN CONCRETE SLAB	17	36	68	10° L.F.	CONCRETE	24	20	25
B	• LOR-301-0164 (SLM=1.64)	OVER CREEK	2-SPAN CONCRETE SLAB	66.50	40	296	0°	CONCRETE	24	24	20
B	••• LOR-301-0894 (SLM=8.94)	OVER TRIBUTARY OF KINGS DITCH	3-SIDED CONCRETE SLAB TOP CULVERT				0°	ASPHALT	24		
B	••• LOR-301-0919 (SLM=9.19)	OVER TRIBUTARY OF KINGS DITCH	PRECAST 4-SIDED CONCRETE BOX				0°	ASPHALT	40		
B	+ LOR-301-0980 (SLM=9.67)	OVER KINGS DITCH	3-SIDED CONCRETE SLAB TOP CULVERT				0°	ASPHALT	24		
B	+ LOR-301-1086 (SLM=9.80)	OVER KINGS DITCH	PRECAST 4-SIDED CONCRETE BOX				0°	ASPHALT	40		
B	• LOR-301-1259 (SLM=12.41)	OVER USR 20	3-SPAN STEEL BEAM	221.46	71	1747	25° R.F.	CONCRETE	71	53	25

- PLANE AND PAVE UP TO STRUCTURE, AS PER BP-3.1. SUSPEND PAVING OPERATIONS AT THE STRUCTURE.
(SEE DETAILS IN PLAN FOR STRUCTURE WORK. SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)
- PLANE AND PAVE UP TO STRUCTURE, AS PER BP-3.1. SUSPEND PAVING OPERATIONS AT THE STRUCTURE.
(NO STRUCTURE WORK. SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)
- PLANE AND PAVE OVER STRUCTURE. (SEE DETAILS IN PLAN FOR STRUCTURE WORK. SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)
- + PLANE AND PAVE OVER STRUCTURE. (NO STRUCTURE WORK. SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)
- ++ PAVE OVER STRUCTURE. (SEE DETAILS IN PLAN FOR STRUCTURE REPLACEMENT WORK. SEE ROADWAY PLANS FOR PLANING AND PAVING QUANTITIES)



EXISTING 1½" OVERLAY (TO BE REMOVED)
 USING ITEM 848-EXISTING CONCRETE OVERLAY
 (1½ INCH NOMINAL THICKNESS)



ELEVATION VIEW AT SCUPPER

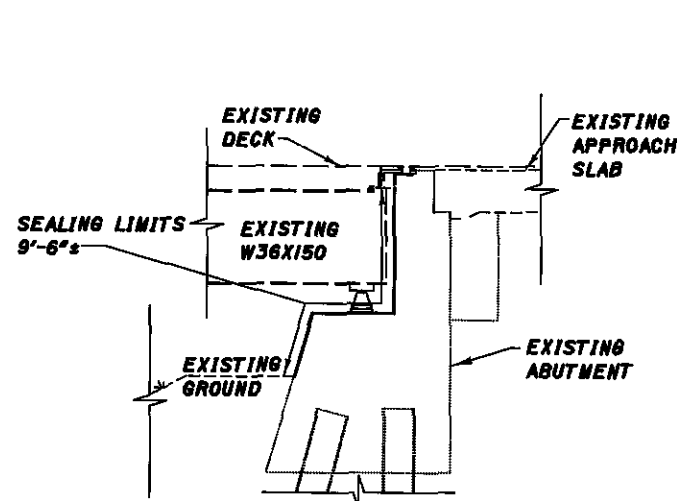
PLAN VIEW AT SCUPPER

ITEM	QUANTITY	UNIT	DESCRIPTION
848	734	SQ YD	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2½" THICK)
848	734	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION
848	20	CU YD	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN
848	22	SQ YD	HAND CHIPPING
848	LUMP		TEST SLAB
848	1	CU YD	FULL-DEPTH REPAIR
848	734	SQ YD	EXISTING CONCRETE OVERLAY REMOVED (1½ INCH NOMINAL THICKNESS)
848	37	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY

QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET 79.

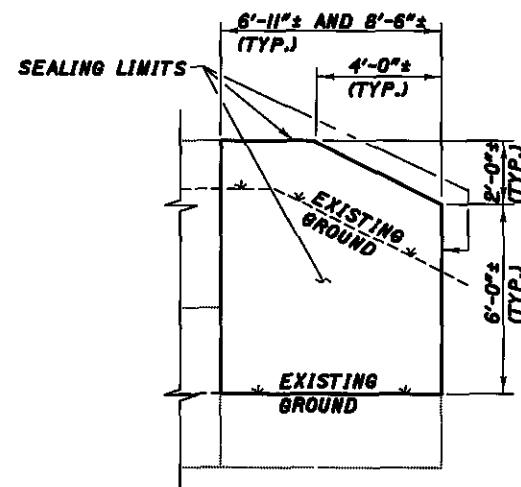
NOTES:

- 1) THE EXISTING APPROACH GUARDRAIL AND BRIDGE RAIL IS NOT SHOWN.
- 2) THE PROPOSED OVERLAY PROFILE ELEVATIONS SHALL MATCH THE EXISTING BRIDGE DECK PROFILE ELEVATIONS.
- 3) THE PROPOSED OVERLAY SHALL BE SLOPED TO DRAIN TO THE EXISTING SCUPPERS, HOWEVER, THE EXISTING SCUPPERS SHALL NOT BE DISTURBED.
- 4) FOR BRIDGE RAILING DETAILS, SEE SHEET 5/6.
- 5) FOR EXPANSION JOINT DETAILS, SEE SHEET 3/6 AND 4/6.
- 6) FOR STRUCTURE SEALING DETAILS, SEE SHEET 2/6.
- 7) FOR PARTIAL STRUCTURE PAINTING AND END CROSS FRAME REPLACEMENT DETAILS, SEE SHEET 2/6.
- 8) FOR SCUPPER EXTENSION AND BEARING REPLACEMENT DETAILS, SEE SHEET 6/6.



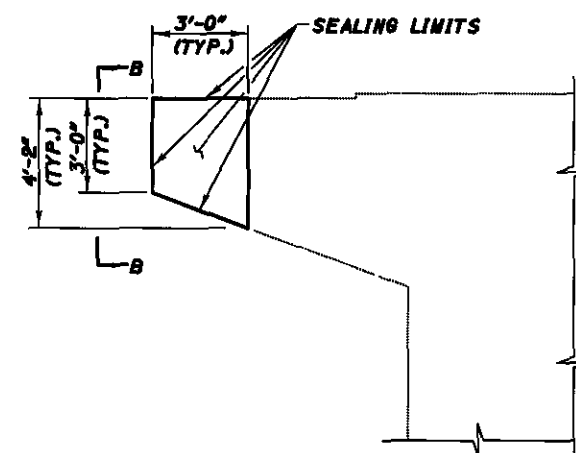
ABUTMENT WIDTH = 32'-1"±

TYPICAL ABUTMENT SEALING

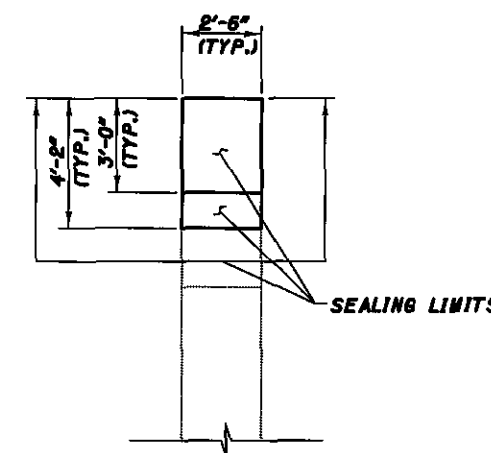


WINGWALL WIDTH = 1'-9"±
 REAR RT. AND FWD. LT. WINGWALL LENGTH = 8'-6"±
 REAR LT. AND FWD. RT. WINGWALL LENGTH = 6'-11"±

TYPICAL WINGWALL SEALING

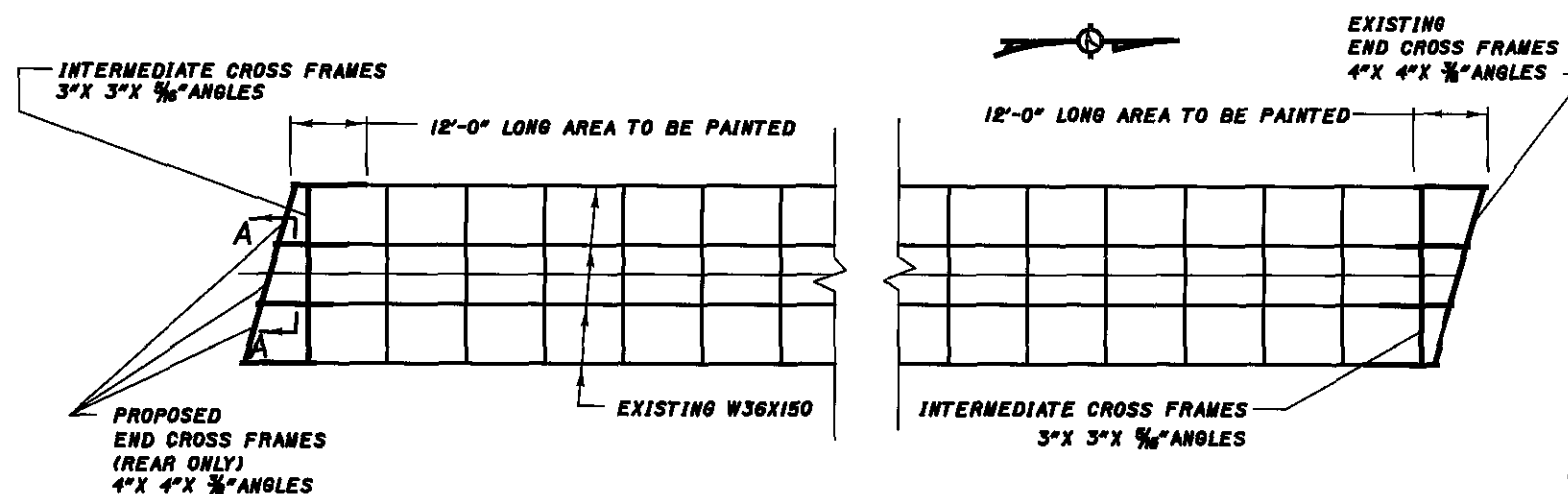


NO. OF PIERS = 3



SECTION B-B

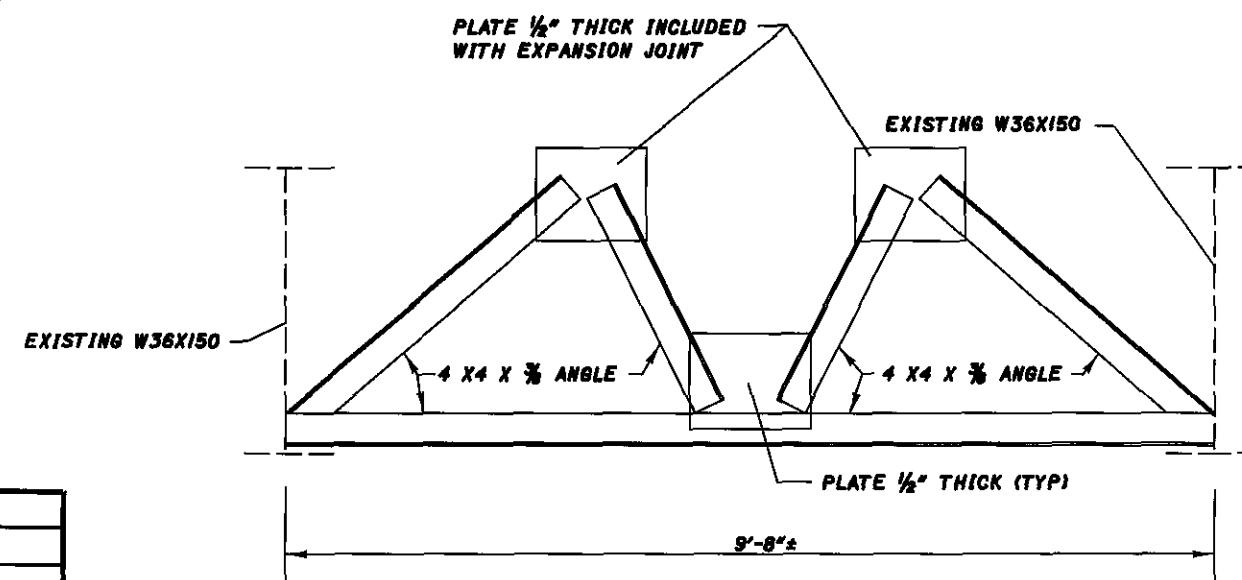
TYPICAL PIER SEALING



PLAN VIEW FOR STRUCTURAL STEEL PAINTING AND END CROSS FRAME REPLACEMENT

ITEM	QUANTITY	UNIT	DESCRIPTION
202	3	EACH	REMOVAL MISC. END CROSS FRAMES
512	138	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
513	732	POUND	STRUCTURAL STEEL MEMBERS, LEVEL UP, AS PER PLAN
514	LUMP		SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL
514	LUMP		FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT
514	LUMP		FIELD PAINTING OF EXISTING STRUCTURAL STEEL, INTERMEDIATE COAT SYSTEM OZEU
514	LUMP		FIELD PAINTING OF EXISTING STRUCTURAL STEEL, FINISH COAT
514	1	EACH	FINAL INSPECTION REPAIR

QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET 79.



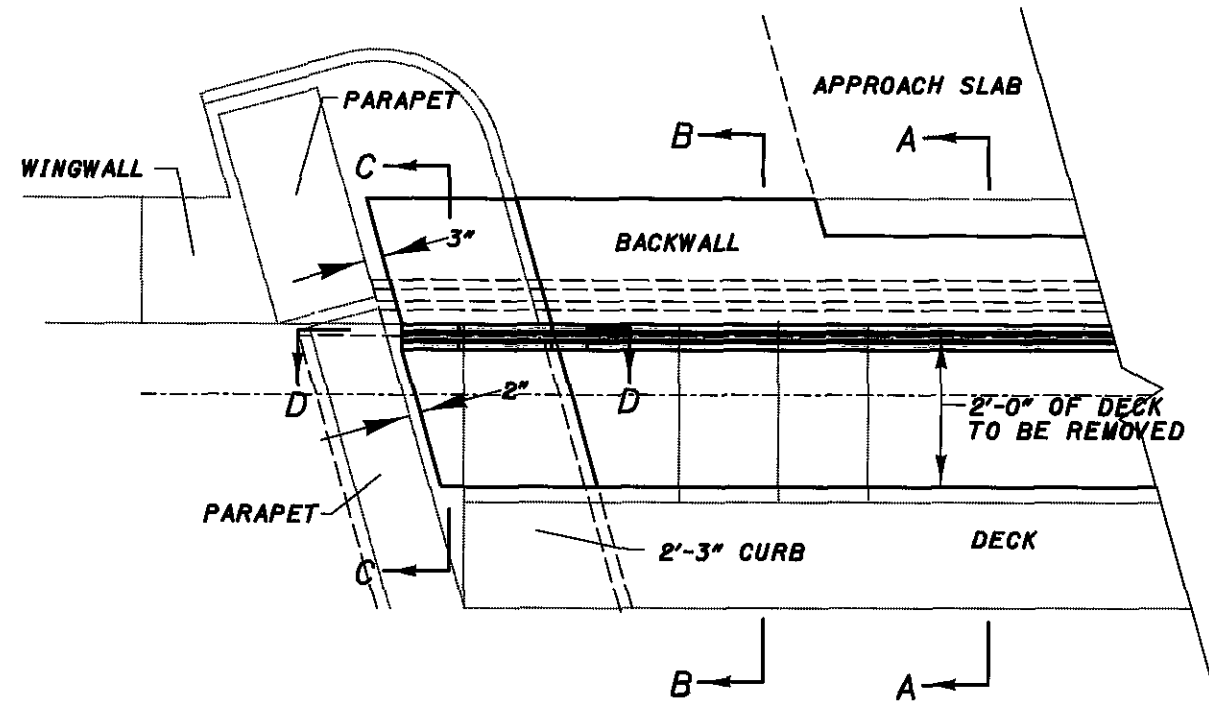
SECTION A-A

SEE STANDARD DRAWING 6SD-I-96 FOR DETAILS AND NOTES NOT SHOWN.

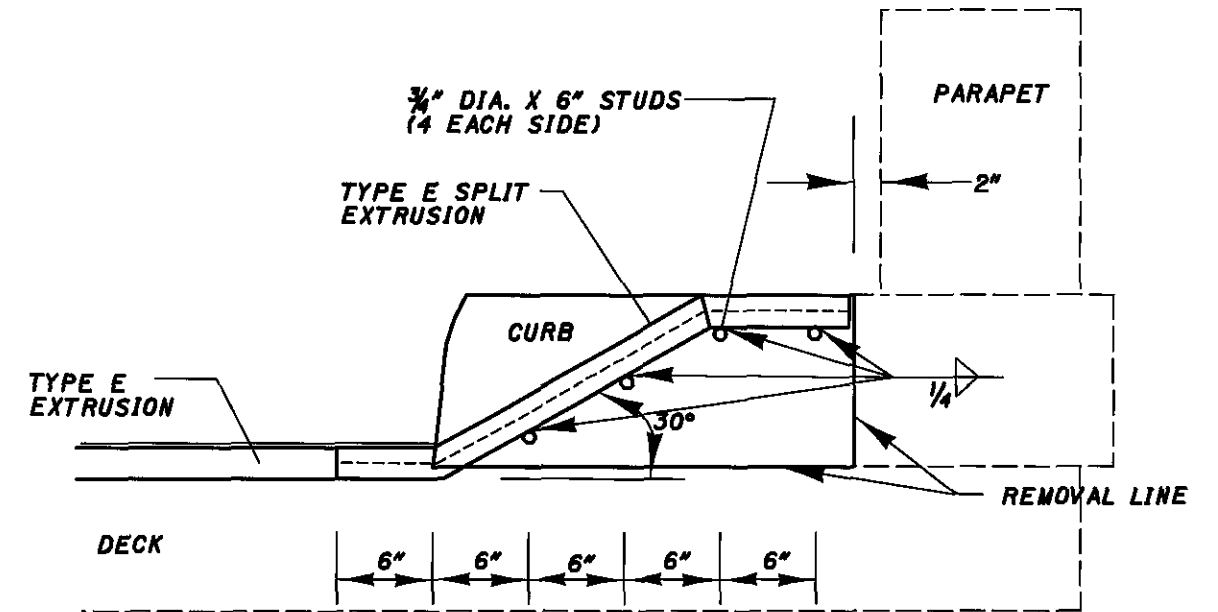
NOTES: 1) THE ABUTMENTS, PIER CAP ENDS, AND ALL EXPOSED AREAS OF THE WINGWALLS SHALL BE SEALED WITH ITEM 512.

2) THE STEEL BEAMS AT BOTH ENDS OF THE STRUCTURE FOR 12'-0", INCLUDING BEARING, THE NEW END CROSS FRAMES AT THE REAR ABUTMENT AND THE EXISTING END CROSS FRAMES AT THE FORWARD ABUTMENT AND ONE ROW OF EXISTING INTERMEDIATE CROSS FRAMES, SHALL BE PAINTED USING ITEMS 514.

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WORKSTATION: sdear DATE 2/16/2006



PART PLAN AT ABUTMENT



SECTION D-D

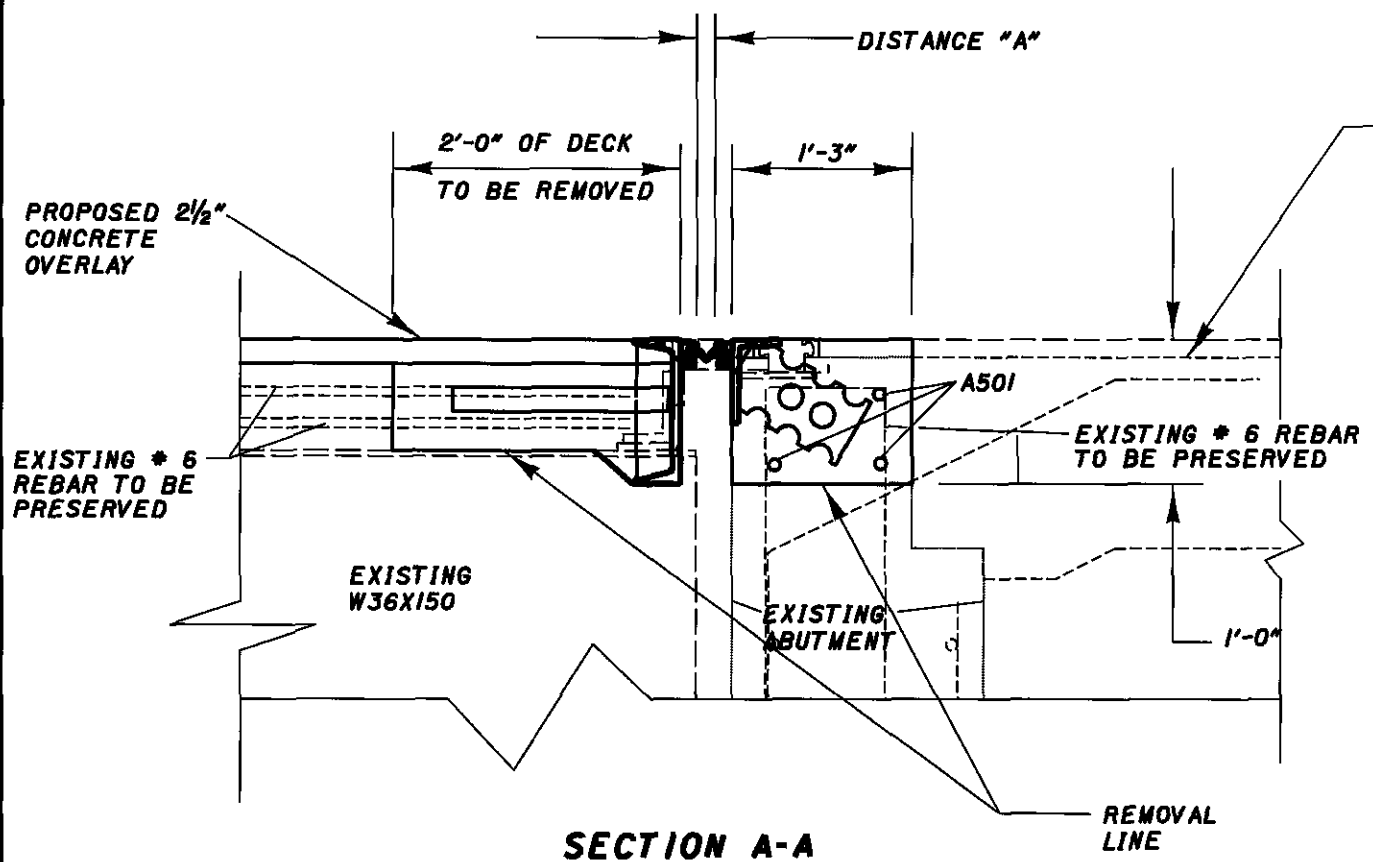
ITEM	QUANTITY	UNIT	DESCRIPTION
202	6.6	CU YD	PORTIONS OF STRUCTURE REMOVED
509	150	POUND	EPOXY COATED REINFORCING STEEL
511	2.5	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN
511	3.2	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN
516	67	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL

QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET 79.

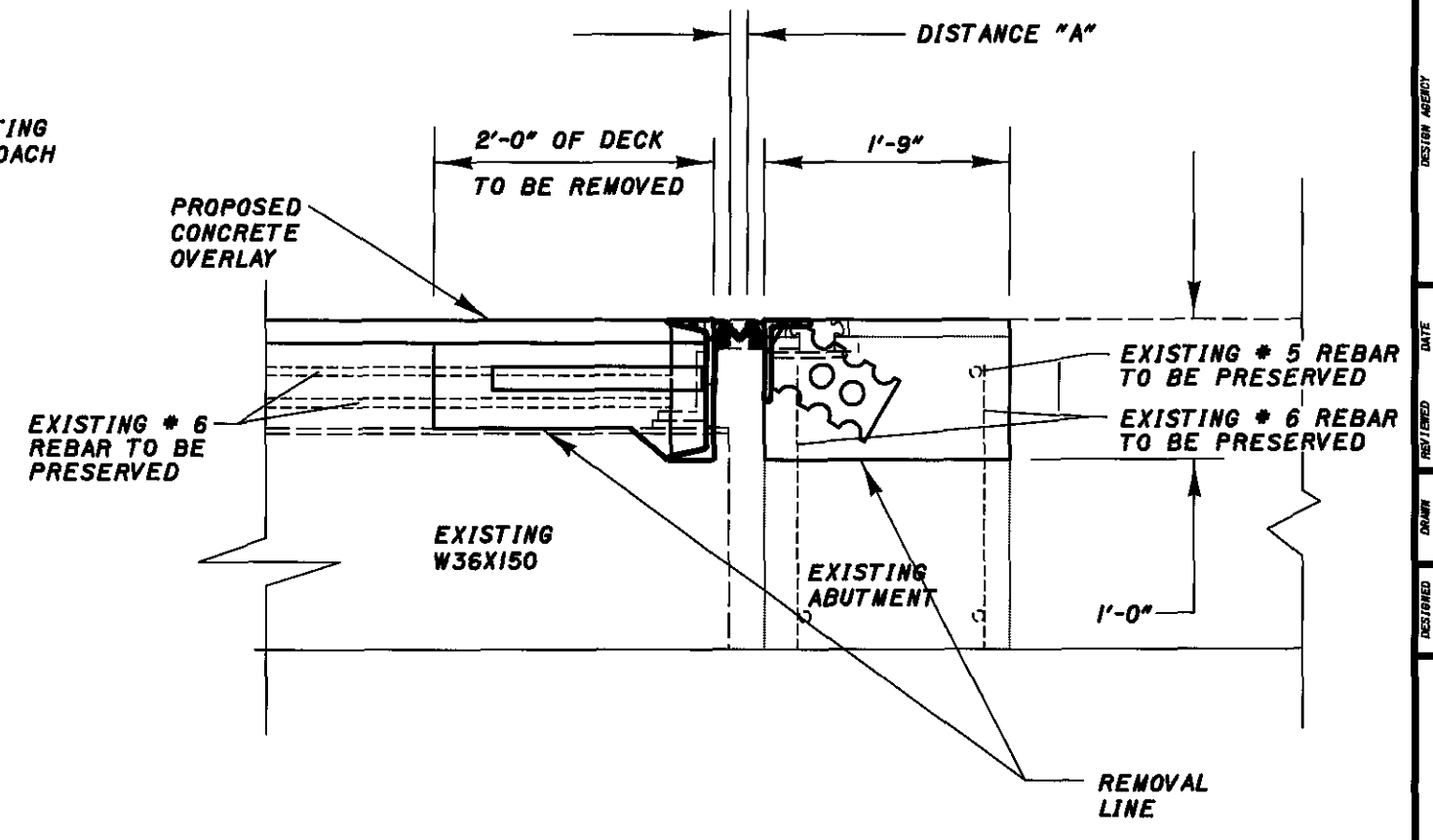
NOTES:

SEE SHEET 4/6 FOR SECTIONS A-A, B-B, C-C
FOR DETAILS NOT SHOWN SEE STD DRG EXJ-4-87
PRESERVE ALL EXISTING REINFORCING STEEL IN CURB

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SECTION A-A
TOTAL REMOVAL WIDTH PER ABUTMENT - 20'-9":



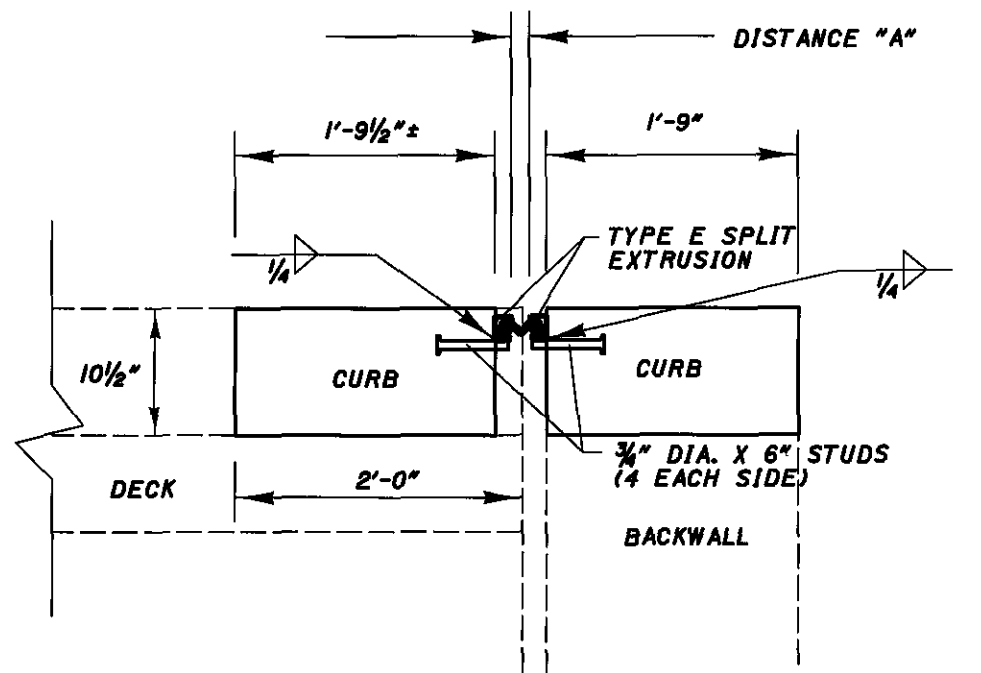
SECTION B-B
TOTAL REMOVAL WIDTH PER ABUTMENT - 8'-4":

FOR DETAILS NOT SHOWN SEE STD DRG EXJ-4-87

MARK	NUMBER	LENGTH	WEIGHT	TYPE
A501	6	20'-9"	120	STRAIGHT
		TOTAL	120	

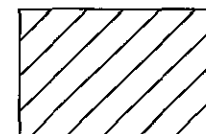
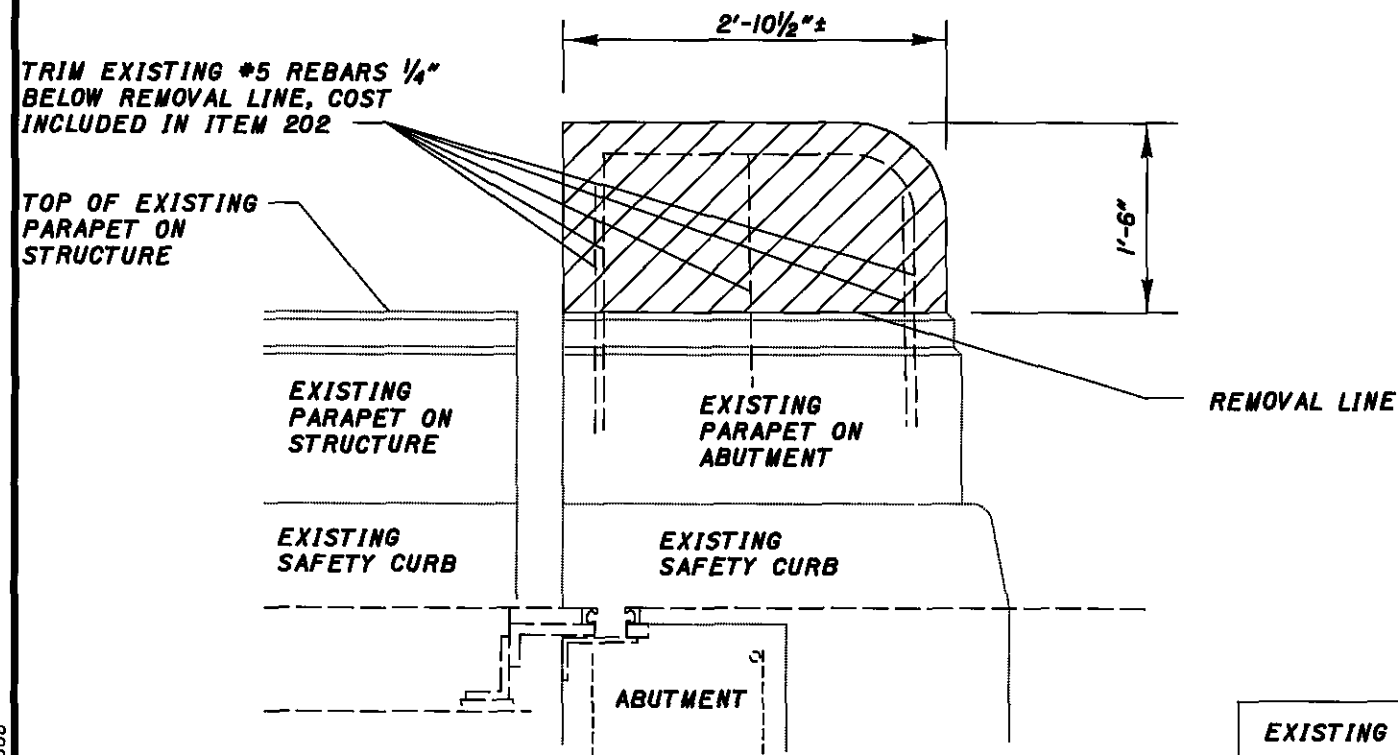
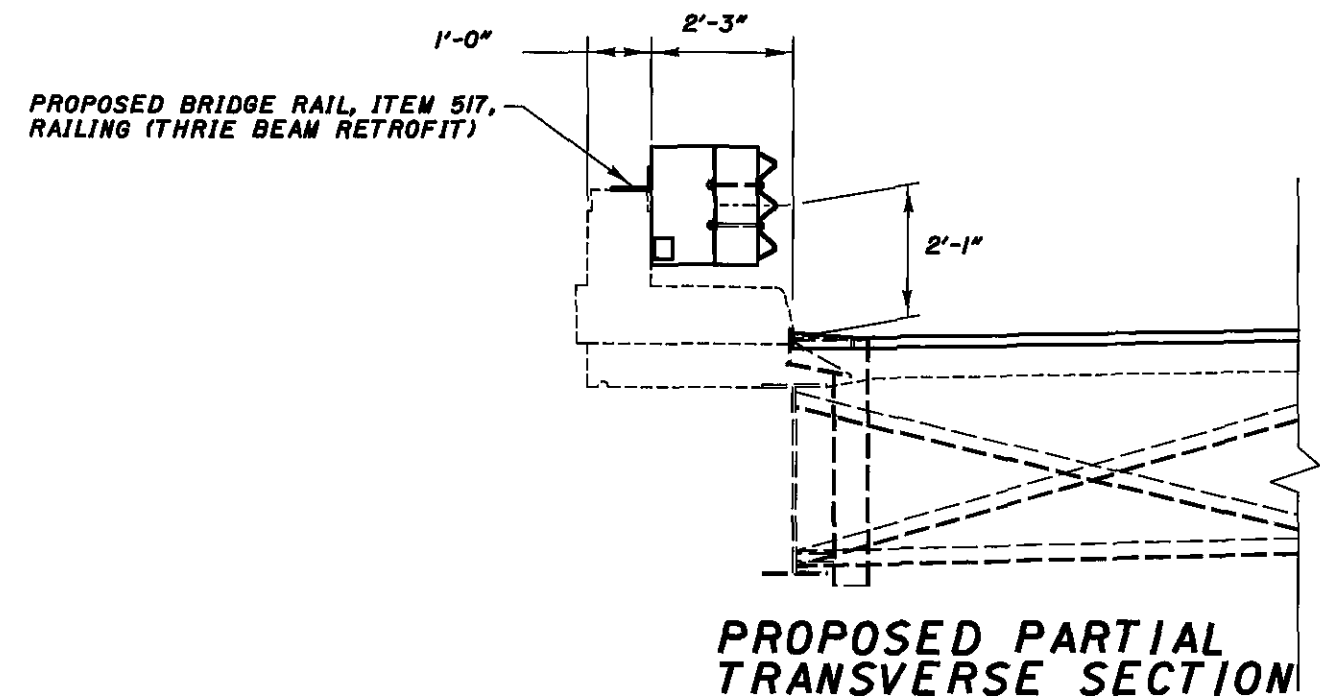
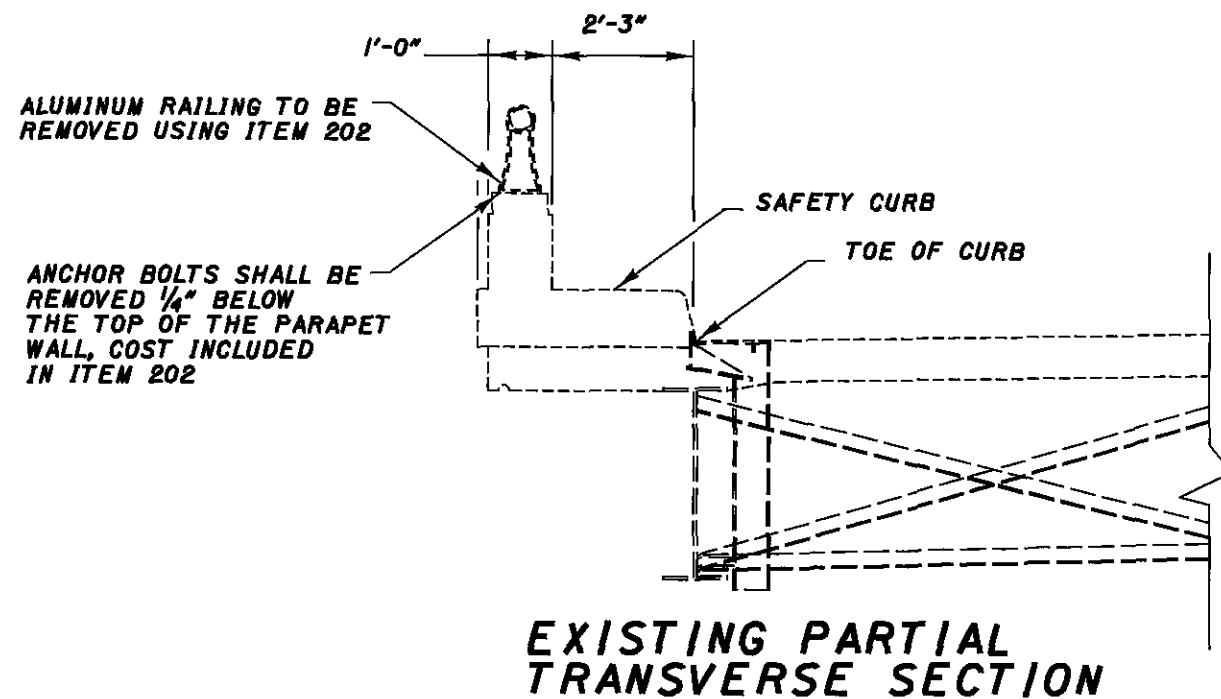
TEMPERATURE	DIMENSION "A"
30°	1 7/8"
40°	1 9/16"
50°	1 11/16"
60°	1 5/8"
70°	1 1/2"
80°	—
90°	—

NOTES:
PRESERVE ALL EXISTING REINFORCING STEEL IN DECK
PRESERVE ALL EXISTING REINFORCING STEEL IN CURB
CONCRETE ON DECK SHALL BE CLASS S CONCRETE
CONCRETE IN ABUTMENT SHALL BE CLASS C CONCRETE



SECTION C-C
TOTAL REMOVAL WIDTH PER ABUTMENT - 4'-4":

DESIGN FILE I:\projects\23581\STRUCT\MED3010337\med3010337.dgn
WORKSTATION: sdeer DATE 2/16/2006



AREA OF PARAPET TO BE REMOVED
(ITEM 202-PORTION OF STRUCTURE REMOVED)

EXISTING PARAPET IS 1'-5" THICK

EXISTING PARTIAL
ELEVATION VIEW AT ABUTMENT

ITEM	QUANTITY	UNIT	DESCRIPTION
202	1	CU YD	PORTIONS OF STRUCTURE REMOVED
202	471.5	FT	BRIDGE RAILING REMOVED, AS PER PLAN
517	476.7	FT	RAILING (THRIE BEAM RETROFIT)

QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET 79.

NOTES:

- 1) THE ALUMINUM RAILING AND POSTS SHALL BE REMOVED AND THE ANCHOR BOLTS REMOVED 1/4" BELOW THE TOP OF THE PARAPET.
- 2) REMOVE TOP OF PARAPET ON ABUTMENT.
- 3) THRIE BEAM RAILING SHALL BE INSTALLED AS PER DETAILS AND NOTES ON STANDARD DRAWING TBR-91

DISTRICT THREE
OFFICE OF PRODUCTION

DATE 02/06
RDN
STATIONING FILE NUMBER 5207444

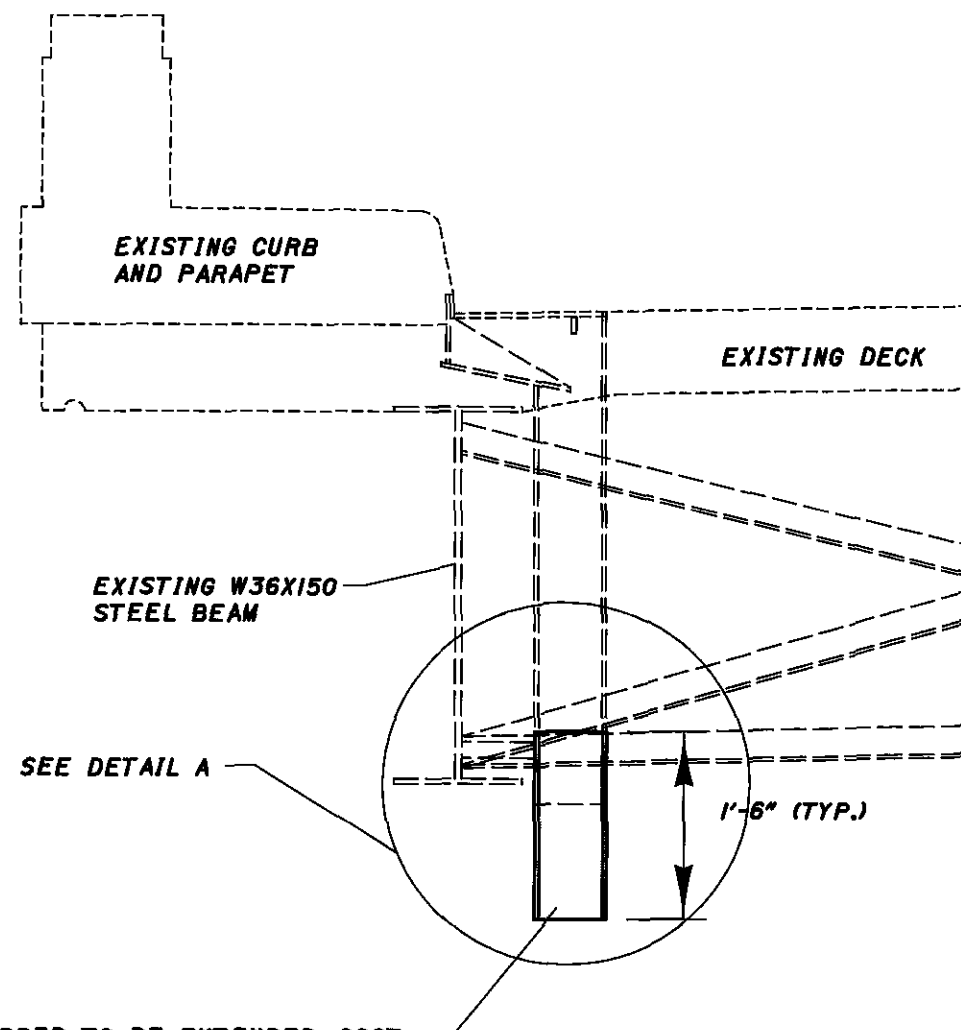
DCN
DIV

BRIDGE RAILING DETAILS
MED-301-0337
OVER BRANCH OF BLACK RIVER AND CSX RAILROAD

MED-301-0.00
LOR-301-0.00

5/6

92
114



SCUPPER TO BE EXTENDED, COST INCLUDED IN ITEM 518, SCUPPER, VERTICAL EXTENSION

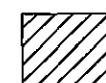
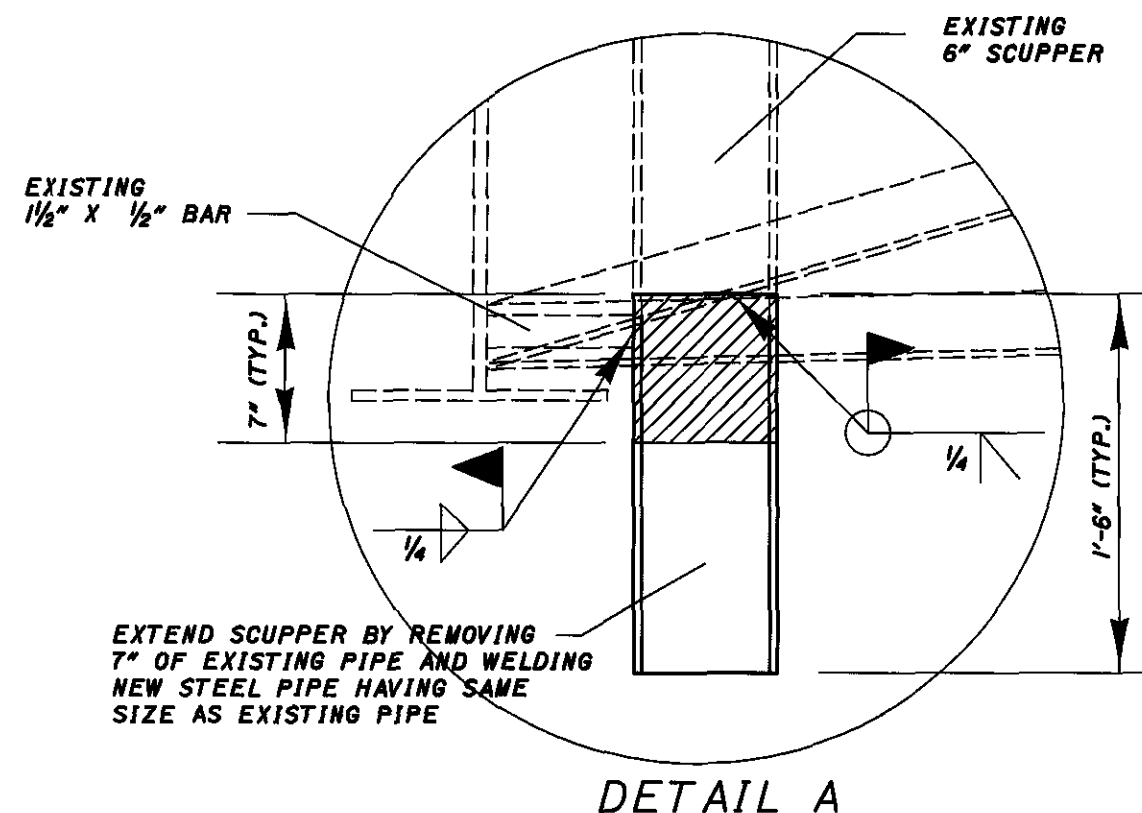
TYPICAL SCUPPER EXTENSION

NOTES:

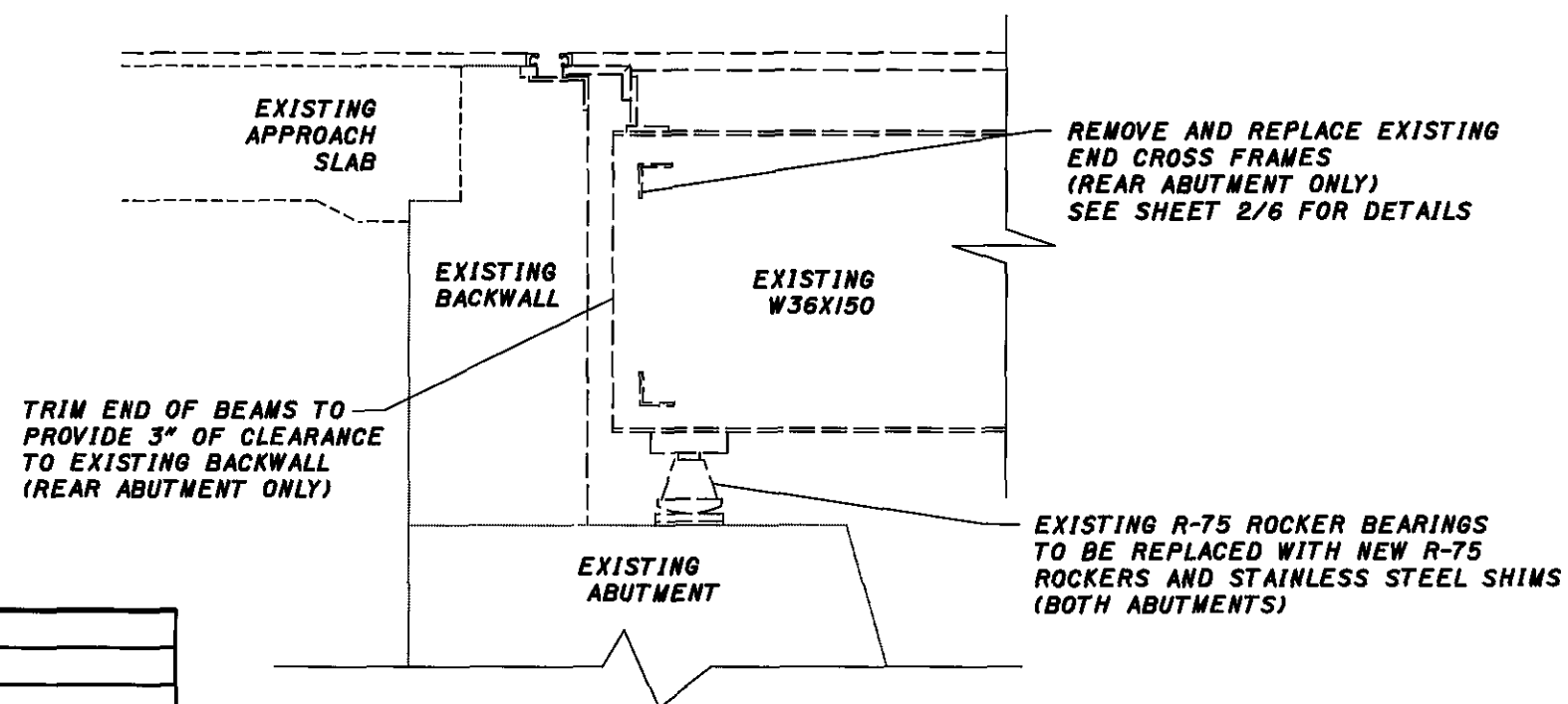
- 1) SCUPPERS SHALL BE LENGTHENED BY REMOVING 7" OF EXISTING 6" DIA. SCUPPER PIPE AND WELDING 1'-6" OF NEW PIPE AND REATTACHING 1 1/2" X 1/2" BAR AS PER DETAIL A.
- 2) ALL EXISTING ABUTMENT ROCKERS SHALL BE REPLACED WITH NEW R-75 ROCKERS. SEE STANDARD DRAWING RB-I-55 FOR DETAILS. ALL SHIMS SHALL BE STAINLESS STEEL, AISI 400 SERIES, AS PER ASTM DESIGNATION A240. THE CENTERLINE OF THE BEARING SHALL BE 1'-0" IN FRONT OF THE FACE OF THE BACKWALL.
- 3) TRIM END OF BEAMS AT REAR ABUTMENT ONLY TO PROVIDE 3" OF CLEARANCE

ITEM	QUANTITY	UNIT	DESCRIPTION
513	4	EACH	TRIMMING OF BEAM END
516	8	EACH	BEARING DEVICE, ROCKER
516	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN
518	27	EACH	SCUPPER, VERTICAL EXTENSION

QUANTITIES CARRIED TO STRUCTURE SUMMARY 79.



EXISTING SCUPPER AREA TO BE REMOVED



TYPICAL BEARING REPLACEMENT