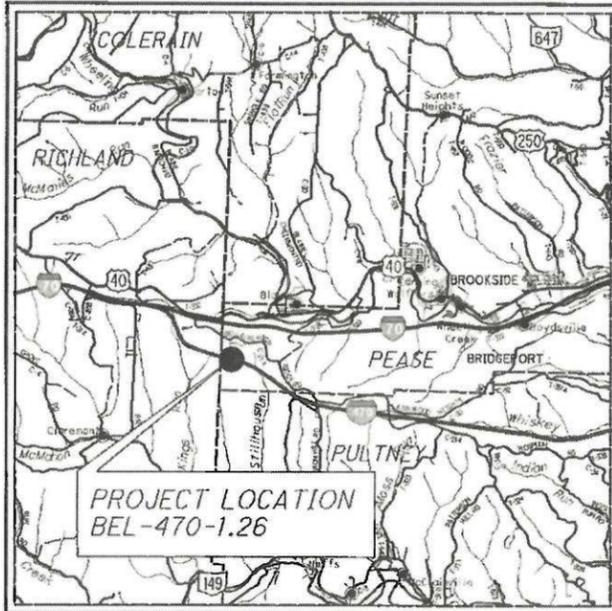


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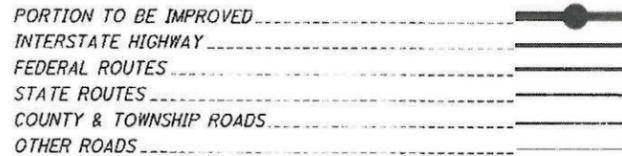
Contract Proposal available @
 www.contracts.dot.state.oh.us

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LOCATION MAP

LATITUDE: N 40°03'35" LONGITUDE: W 80°49'45"



DESIGN DESIGNATION (I.R. 470)

CURRENT ADT (2022)	31,500
DESIGN YEAR ADT (2034)	34,500
DESIGN HOURLY VOLUME (2034)	3,400
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	10%
T _d	8%
DESIGN SPEED	65 MPH
LEGAL SPEED	65 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
01 - INTERSTATE	
NHS PROJECT	NO

DESIGN EXCEPTIONS NONE REQUIRED
 ADA DESIGN WAIVER: NONE REQUIRED

UNDERGROUND UTILITIES
 Contact Two Working Days
 Before You Dig

OHIO811. 8-1-1. or 1-800-362-2764
 (Non-members must be called directly)

PLAN PREPARED BY:
 O.D.O.T. DISTRICT II
 ENGINEERING DEPARTMENT
 NEW PHILADELPHIA, OHIO

ENGINEER'S SEAL:

SIGNED: *Raymond Paul Trivoli*
 DATE: 11/04/2021

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION

BEL-470-1.26

PEASE TOWNSHIP
 BELMONT COUNTY

INDEX OF SHEETS:

TITLE SHEET	1
GENERAL NOTES & MAINTENANCE OF TRAFFIC	2-3
GENERAL SUMMARY	4
STRUCTURE (OVER 20 FOOT SPAN) BEL-00470-01.260	5-9

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/17/20	MT-95.30	7/19/19	800-2019 10/15/21	
		MT-95.45	1/11/20	832 10/15/18	
DM-4.3	1/15/16	MT-96.11	4/16/21		
DM-4.4	1/15/16	MT-96.20	7/15/16		
RM-4.2	4/17/20	MT-96.26	1/18/19		
		MT-97.10	4/19/19		
		MT-105.10	1/17/20		
		TC-41.20	10/18/13		
		TC-42.20	10/18/13		
		TC-52.10	10/18/13		
		TC-52.20	1/15/21		

PROJECT DESCRIPTION

IMPROVEMENT OF 371 FT. (0.07 MILES) OF TOWNSHIP ROAD 1540 (MAPLE DRIVE) OVER INTERSTATE 470 IN BELMONT COUNTY. IMPROVEMENTS INCLUDE PAINTING THE STRUCTURAL STEEL ON BRIDGE BEL-00470-01.260 (SFN 070619D) AND PLACING A NEW ASPHALT CONCRETE WEARING SURFACE ACROSS THE EXISTING DECK AND APPROACH SLABS.

EARTH DISTURBED AREAS (EDA)

PROJECT EDA:	0.2 ACRES
ESTIMATED CONTRACTOR EDA:	0.3 ACRES
NOTICE OF INTENT EDA:	N/A (NOI not required) *
	* Routine Maintenance Project

LIMITED ACCESS

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

2019 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED: *Thomas J. Coyle*
 DATE: 11/04/2021 DISTRICT DEPUTY DIRECTOR

APPROVED: *Jade Marchbanks*
 DATE: 1-3-2022 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.
E210 (543)

PID NO.
110470

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

BEL-470-1.26

PAINING QUANTITIES

PAINING CALCULATIONS ON ALL PARTS OF THIS PLAN HAVE AN ADDITIONAL 5% FOR END FRAMES, BEARING ASSEMBLIES, HANGERS, GUSSET PLATES, ETC.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING PLANS

EXISTING PLANS ENTITLED BEL-470-0.00 (1979) MAY BE INSPECTED IN THE ODOT DISTRICT 11 OFFICE IN NEW PHILADELPHIA.

IN ADDITION, THE PREVIOUS PLAN CAN ALSO BE FOUND ON ODOT'S WEBSITE AT THE FOLLOWING ADDRESS:

<http://www.dot.state.oh.us/Divisions/ContractAdmin/Contracts/Pages/designfiles.aspx>

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING.

ALL TREES, STUMPS, AND VEGETATION UNDERNEATH THE STRUCTURE AND/OR WITHIN 20 FEET OF THE STRUCTURE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

PAINT COLOR

THE URETHANE FINISH COAT SHALL BE FEDERAL COLOR NO. 15526-BLUE.

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 7:00 PM AND 8:00 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER, OR ADJACENT TO, THE WORK AREA.

CONTAINMENT SYSTEM RESTRICTIONS

THE CONTRACTOR IS PROHIBITED FROM TYING OFF OR ANCHORING TO BEARINGS. THE CONTRACTOR MAY ANCHOR OR TIE OFF TO THE PARAPETS. ANY DAMAGE CAUSED BY CONTAINMENT SHALL BE REPAIRED AT NO COST TO THE STATE.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

IN ADDITION TO WHAT IS SHOWN IN THE PLANS, EPOXY-URETHANE CONCRETE SEALER SHALL BE APPLIED TO EXPOSED FACES OF THE WINGWALLS, FACE OF THE BACKWALL AND ALL HORIZONTAL AND VERTICAL FACES OF THE BRIDGE SEATS TO THE GROUND LINE.

PAVEMENT MARKING

THE CONTRACTOR SHALL INSTALL PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS ON T.R. 1540.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THAT PURPOSE:

ITEM 646 - EDGE LINE, 4" APPROACH SLABS AND BRIDGE (LT. & RT.) (20.0' + 331.0' + 20.0') x 2 / 5280 = 0.14 MILE

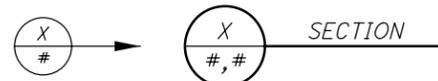
ITEM 646 - CENTER LINE APPROACH SLABS AND BRIDGE (C) (20.0' + 331.0' + 20.0') / 5280 = 0.07 MILE

ABBREVIATIONS

THE FOLLOWING STANDARD ABBREVIATIONS ARE UTILIZED:

- ABUT. - ABUTMENT
- AVG. - AVERAGE
- BRG. - BEARING
- O/O - OUT TO OUT
- T/T - TOE TO TOE
- CONST. - CONSTRUCTION
- EL. - ELEVATION
- EQ. - EQUAL
- EX. - EXISTING
- EXP. - EXPANSION
- FWD. - FORWARD
- PR. - PROPOSED
- SPA. - SPACE(D) OR SPACING
- STD. DWG. OR SCD - STANDARD CONSTRUCTION DRAWING
- TYP. - TYPICAL

THE SYMBOLS BELOW DESIGNATE THE NAMES AND LOCATIONS OF THE SECTION DETAILS THROUGHOUT THE STRUCTURE PLANS. THE TOP LETTER DESIGNATES THE SECTION NAME. THE BOTTOM NUMBER(S) SHOW WHICH STRUCTURE SHEET NUMBER IS BEING CROSS REFERENCED.



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

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE ODOT INTENDS THAT FLAGGERS BE USED.

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

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

FOR I-470 LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR-DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR SHIFTS. IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTIONS.

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND

AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,

AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR

THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR

OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

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

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

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

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

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

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

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 500 HOURS

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

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

ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES, AS PER PLAN

ITEM 512, REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES, AS PER PLAN SHALL BE USED TO REMOVE THE GRAFFITI FROM THE EXISTING ABUTMENTS AND WINGWALLS. A QUANTITY OF THE ABOVE ITEM HAS BEEN INCLUDED IN THE PLANS FOR THIS PURPOSE. NO OTHER CONCRETE SURFACES HAVE EXISTING SEALER THAT NEEDS TO BE REMOVED.

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CCW
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GENERAL NOTES & MAINTENANCE OF TRAFFIC NOTES

BEL-470-1.26

ITEM 614, MAINTAINING TRAFFIC

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE PLAN NOTES. NO LANE RESTRICTIONS FOR I.R. 470 WILL BE PERMITTED EXCEPT AS NOTED IN THE PLAN.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC----- 10 CY

MAINTENANCE OF TRAFFIC FOR I.R. 470:

ALL LANES FOR I.R. 470 IN BOTH DIRECTIONS MUST REMAIN OPEN TO TRAFFIC EXCEPT AS DETAILED IN THE PERMITTED LANE CLOSURE SCHEDULE. ONLY ONE LANE CLOSURE AT A TIME IN EACH DIRECTION OF I.R. 470 WILL BE PERMITTED USING MT-95.30.

THE CONTRACTOR IS PERMITTED TO ANCHOR TO THE PARAPETS BUT IS NOT PERMITTED TO TIE OR USE THE BEARINGS FOR ANY PORTION OF THE CONTAINMENT SYSTEM. THE CONTRACTOR IS TO MAINTAIN A MINIMUM VERTICAL CLEARANCE OVER I.R. 470 OF 22 FEET AT ALL TIMES. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING TRAFFIC AT ALL TIMES IN ACCORDANCE WITH THE CMS. THE CONTRACTOR SHALL ERECT AND MAINTAIN ROAD WORK AHEAD AND END CONSTRUCTION SIGNS FOR I.R. 470 DURING CONSTRUCTION.

SHOULD THE CONTRACTOR CHOSE TO COMPLETE THE WORK BY CLOSING ALTERNATING LANES OF T.R. 1540, THE LANE CLOSURES SHALL BE ACCOMPLISHED AS FOLLOWS:

- DAILY LANE CLOSURES USING DRUMS ONLY AND THE REQUIREMENTS OF MT-96.11, MT-96.20, AND MT-96.26 OR FLAGGERS. THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT DAILY FROM THE PAVEMENT AND PLACE THE EQUIPMENT AT A STORAGE SITE. NO NIGHT LANE CLOSURES SHALL BE PERMITTED USING THIS METHOD EXCEPT FOR ERECTION OF THE CONTAINMENT SYSTEM CABLES, IN WHICH CASE THE CLOSURE WILL ONLY BE PERMITTED FOR THE AMOUNT OF TIME NECESSARY TO ERECT THE CONTAINMENT CABLES.
- MAINTAINING ONE-LANE, TWO-WAY TRAFFIC UTILIZING SIGNALS AND PORTABLE BARRIER AS PER MT-96.11, MT-96.20, AND MT-96.26.

WHEN NOT IN USE, ALL EQUIPMENT AND SUPPLIES THAT REMAIN WITHIN THE RIGHT OF WAY MUST BE PLACED AT LEAST 6 FEET BEHIND GUARDRAIL, OUTSIDE THE CLEAR ZONE, OR PROTECTED WITH PORTABLE BARRIER AS PER MT-95.45. NO EQUIPMENT MAY BE PLACED IN THE MEDIAN OF I-470.

MAINTENANCE OF TRAFFIC FOR T.R. 1540:

FLAGGERS SHALL BE USED, AS PER MT-97.10, FOR THE DIRECTION OF TRAFFIC DURING THE PLANING AND PAVING OPERATIONS ON T.R. 1540.

GENERAL REQUIREMENTS:

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 YEAR'S LABOR DAY
 MEMORIAL DAY THANKSGIVING

ITEM 614, MAINTAINING TRAFFIC (CONT...)

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 HOLIDAY OR EVENT	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 FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

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

PERMITTED LANE CLOSURES ON INTERSTATE HIGHWAYS

ALL WORK ON THIS PROJECT ALONG I.R. 470 THAT REQUIRES A LANE CLOSURE SHALL BE GOVERNED BY THE PERMITTED LANE CLOSURE SCHEDULE (PLCS). THE PLCS CAN BE ACCESSED AT THE FOLLOWING WEBSITE:

[HTTP://PLCM.DOT.STATE.OH.US](http://plcm.dot.state.oh.us)

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

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

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

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

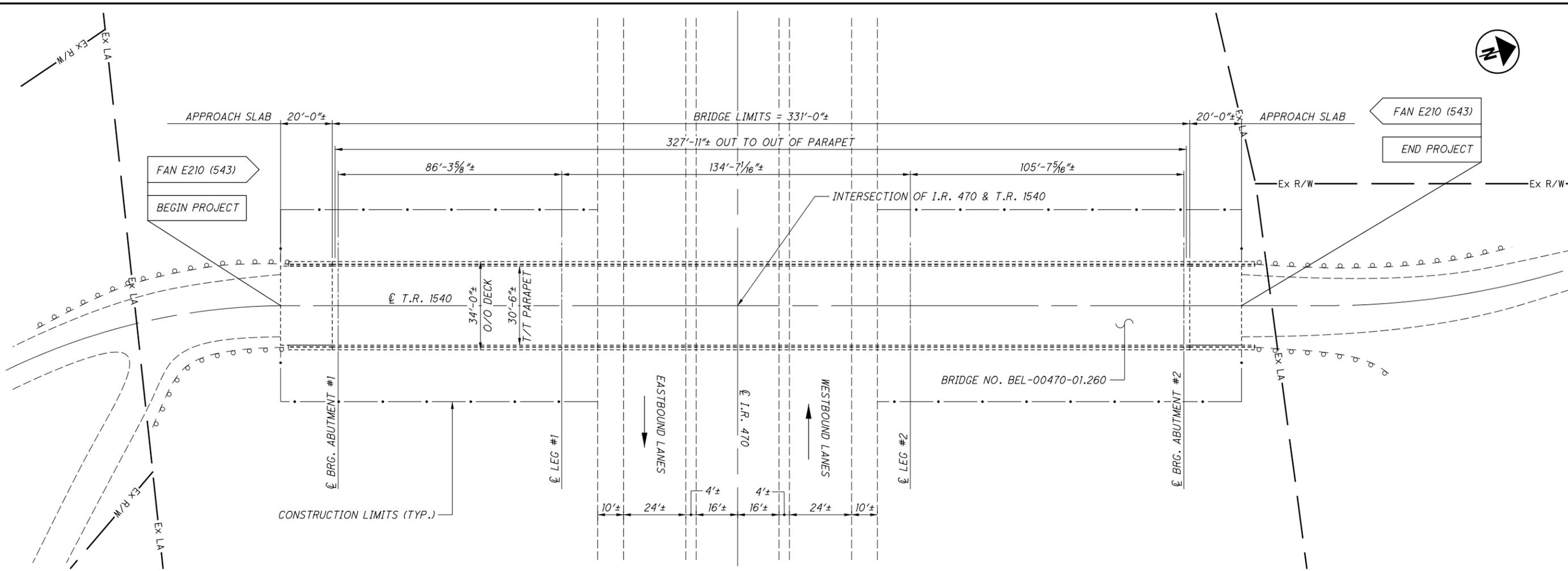
PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
ALL LANES OF I.R. 470 THAT ARE WITHIN THE WORK ZONE	AS PER HOLIDAY TABLE (THIS SHEET) AND THE PLCS	EACH HOUR	\$9,000.00

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PLAN VIEW

CALCULATIONS:

ITEM 254, PAVEMENT PLANING, ASPHALT CONCRETE (1 1/4" DEPTH)
 DECK AREA: 331 FT x 30.5 FT / 9 = 1121.72 SY
 APPROACH SLABS: 20 FT x 30.5 FT / 9 x 2 = 135.56 SY
 ITEM TOTAL = 1257.28 SY (USE 1257 SY)

ITEM 407, TACK COAT
 DECK AREA: 331 FT x 30.5 FT / 9 x 0.085 GAL/SY = 95.35 GAL
 APPROACH SLABS: 20 FT x 30.5 FT / 9 x 0.085 GAL/SY x 2 = 11.52 GAL
 ITEM TOTAL = 106.87 GAL (USE 107 GAL)

ITEM 441, 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
 DECK AREA: 331 FT x 30.5 FT x (1.25 / 12) / 27 = 38.95 CY
 APPROACH SLABS: 20 FT x 30.5 FT x (1.25 / 12) / 27 x 2 = 4.71 CY
 ITEM TOTAL = 43.66 CY (USE 44 CY)

ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY

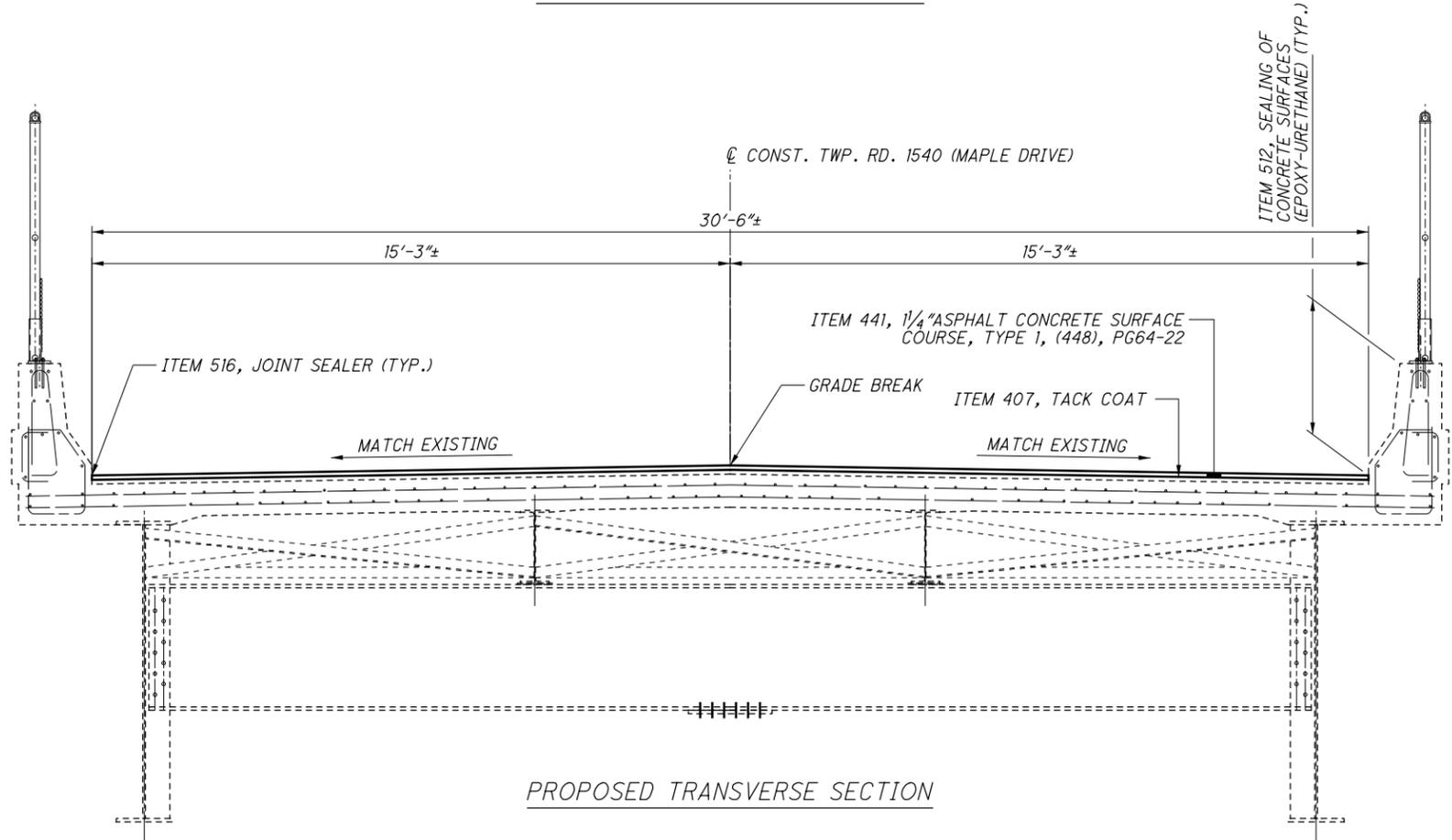
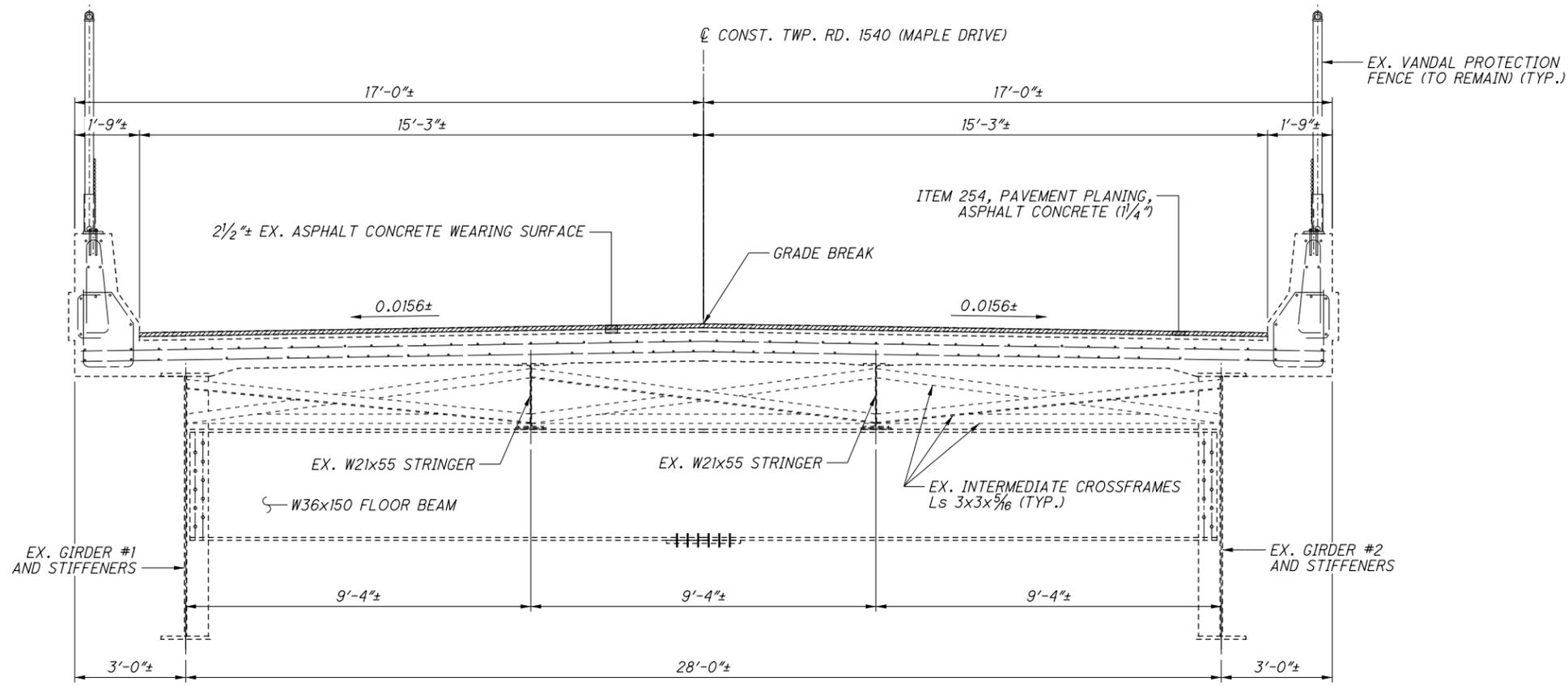
NOTES:

- FOR DETAILS NOT SHOWN, SEE TRANSVERSE SECTIONS AND FRAMING PLAN.
- FOR ELEVATION VIEW, SEE FRAMING PLAN SHEET.

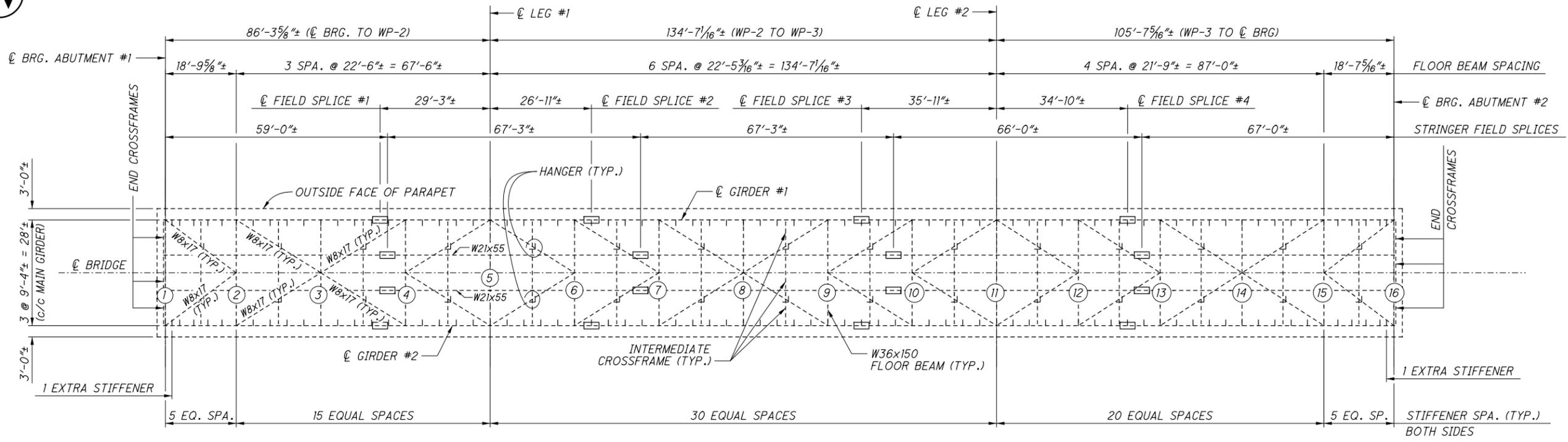
EXISTING STRUCTURE	PROPOSED WORK
<p>TYPE: CONTINUOUS WELDED FRAME WITH INCLINED LEGS AND REINFORCED CONCRETE DECK AND SUBSTRUCTURE.</p> <p>SPANS: 86'-3 5/8"± - 134'-7 1/16"± - 105'-7 5/16"± c/c SUPPORT POINTS</p> <p>ROADWAY: 30'-6"± T/T PARAPETS</p> <p>LOADING: HS20-44 CASE II AND THE ALTERNATE MILITARY LOADING</p> <p>DECK AREA: 11254 SF</p> <p>SKEW: NONE</p> <p>WEARING SURFACE: 2 1/2"± ASPHALT CONCRETE</p> <p>APPROACH SLABS: AS-1-72 20 FT. LONG (MODIFIED)</p> <p>ALIGNMENT: TANGENT</p> <p>CROWN: NORMAL CROWN</p> <p>STRUCTURAL FILE NUMBER: 0706191</p> <p>DATE BUILT: 1979</p> <p>LATITUDE: N 40° 03' 33.30" LONGITUDE: W 80° 49' 46.64"</p>	<ol style="list-style-type: none"> CLEAN AND PAINT STRUCTURAL STEEL. PLANE AND PAVE ACROSS DECK AND APPROACH SLABS ON T.R. 1540. INSTALL PAVEMENT MARKINGS ON T.R. 1540. SEAL CONCRETE SURFACES.

DESIGN AGENCY O.D.O.T. DISTRICT 11 ENGINEERING DEPARTMENT	DATE 10/06/21	REVIEWED DUL	DRAWN CCW	BELMONT COUNTY STA. N/A	SITE PLAN BRIDGE NO. BEL-00470-01.260 TWP. RD. 1540 (MAPLE DRIVE) OVER I.R. 470
STRUCTURE FILE NUMBER 0706191	STRUCTURE FILE NUMBER 0706191	REVISION XXX	CHECKED RPT	STA. N/A	
					BEL-470-1.26 PID No. 110470
					1 / 5

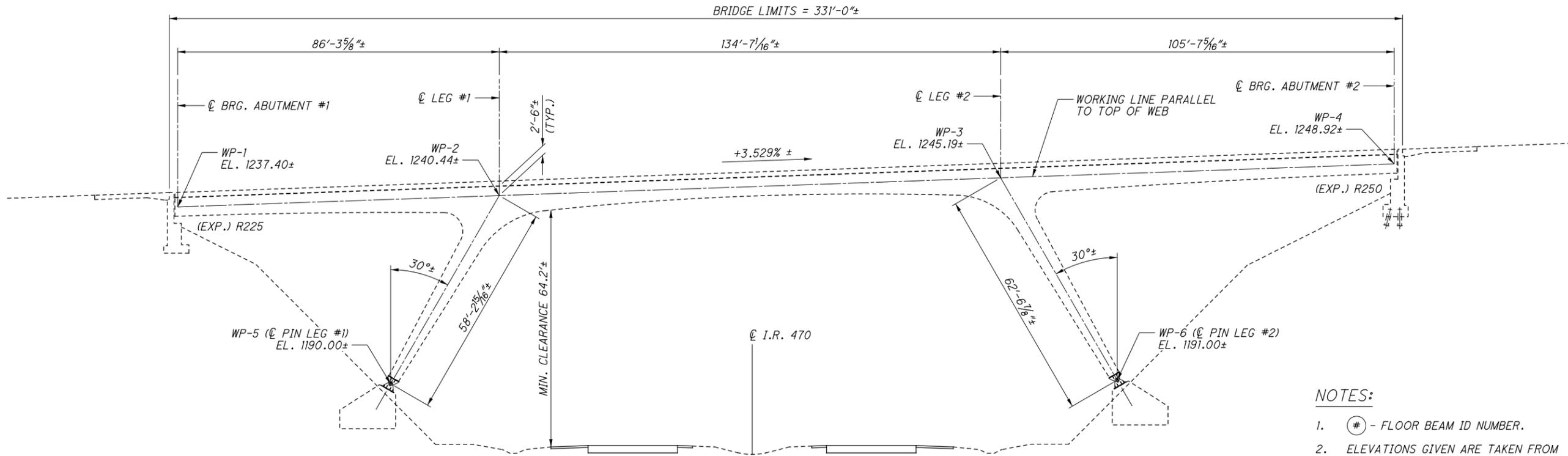
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DESIGNED CCW CHECKED RPT	DRAWN CCW REVISED XXX	REVIEWED DUL	DATE 10/06/21	DESIGN AGENCY O.D.O.T. DISTRICT 11
		STRUCTURE FILE NUMBER 0706191	ENGINEERING DEPARTMENT	
TRANSVERSE SECTIONS				
BRIDGE NO. BEL-00470-01.260				
TWP. RD. 1540 (MAPLE DRIVE) OVER I.R. 470				
BEL-470-1.26		PID No. 110470		
2/5				



FRAMING PLAN



ELEVATION VIEW

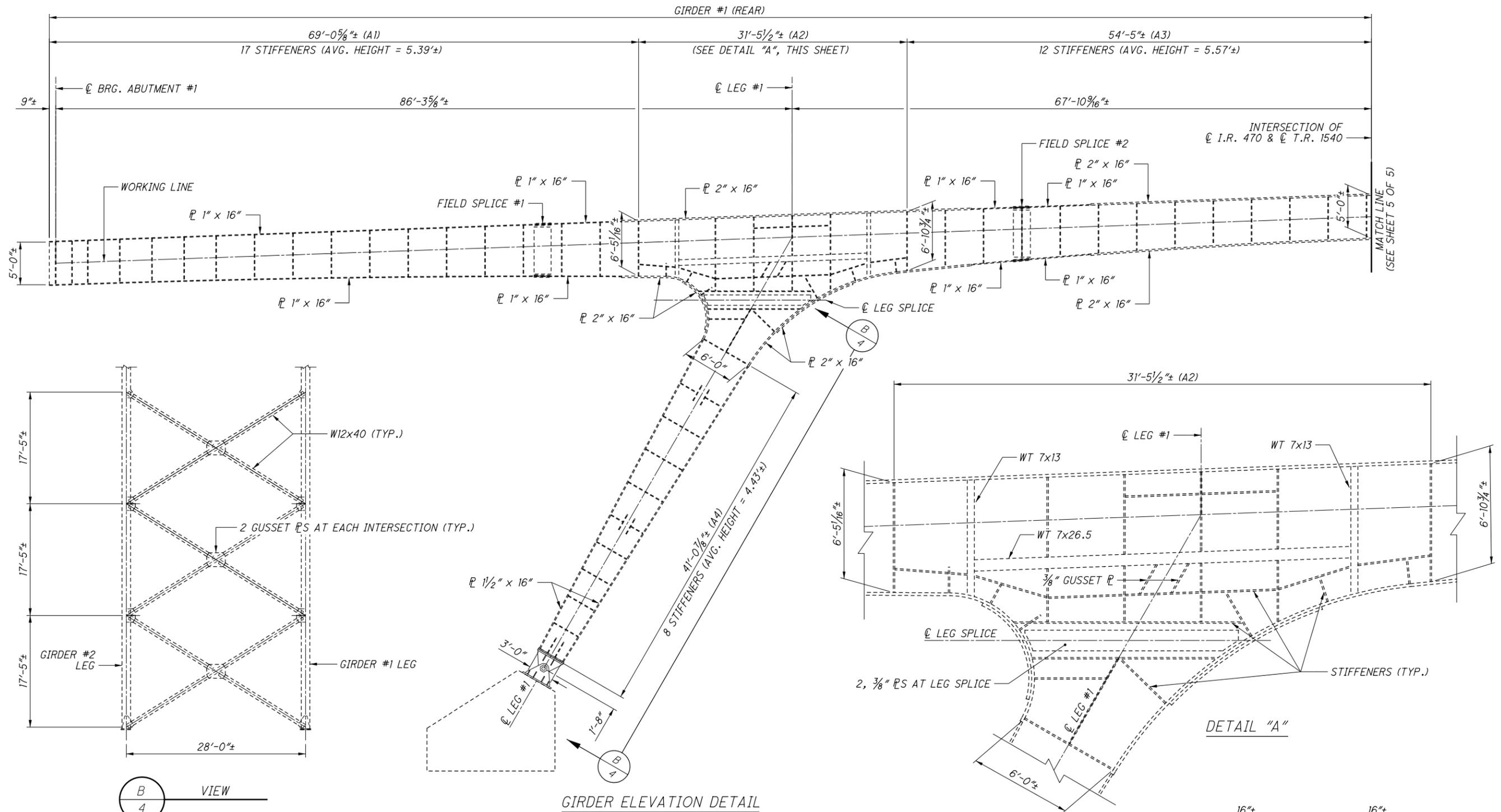
NOTES:

1. (#) - FLOOR BEAM ID NUMBER.
2. ELEVATIONS GIVEN ARE TAKEN FROM THE ORIGINAL CONSTRUCTION PLANS.

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DESIGN AGENCY O.D.O.T. DISTRICT 11 ENGINEERING DEPARTMENT	
DESIGNED CCW	DATE DUL 10/06/21
DRAWN CCW	STRUCTURE FILE NUMBER 0706191
CHECKED RPT	REVISED XXX
FRAMING PLAN & ELEVATION VIEW BRIDGE NO. BEL-00470-01.260 TWP. RD. 1540 (MAPLE DRIVE) OVER I.R. 470	
BEL-470-1.26 PID No. 110470	
3 / 5	
7 9	

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CALCULATIONS:

GIRDER #1 (REAR)

WEB SURFACE AREA:

A1: ((5 FT + 6.42 FT) / 2) AVG. HEIGHT x 69.05 FT =	394.28 SF
A2: CADD AREA =	319.64 SF
A3: ((6.9 FT + 5 FT) / 2) AVG. HEIGHT x 54.42 FT =	323.80 SF
A4: ((3 FT + 6 FT) / 2) AVG. HEIGHT x 41.07 FT =	184.82 SF

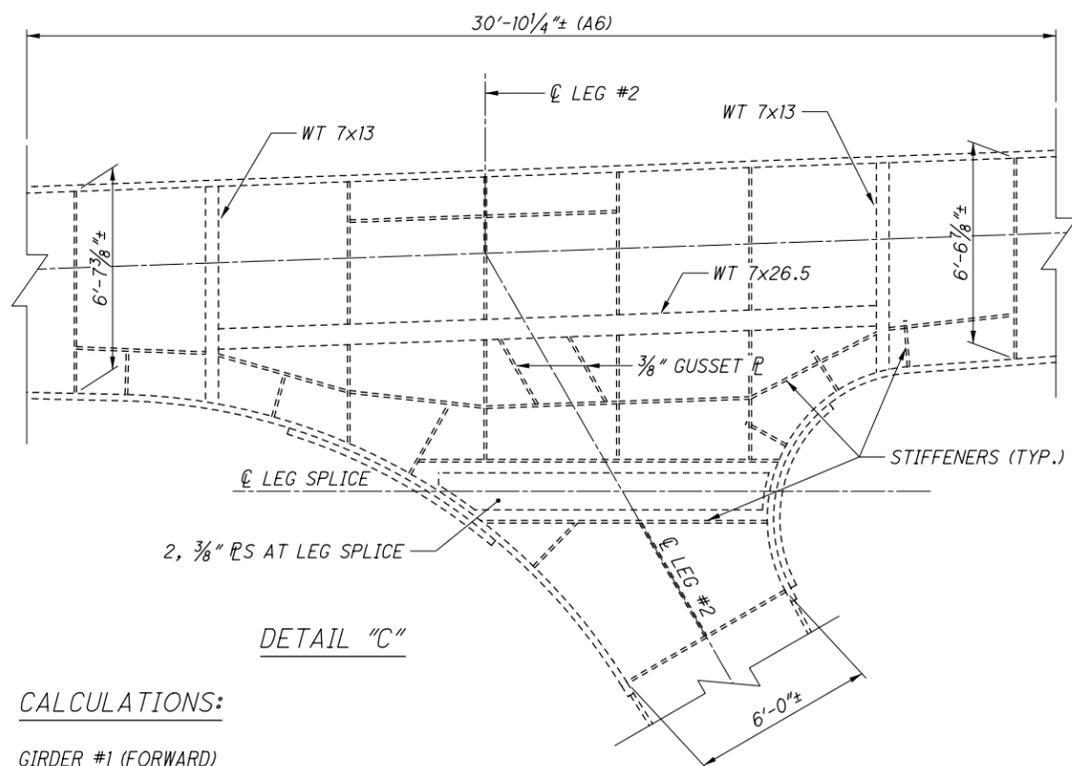
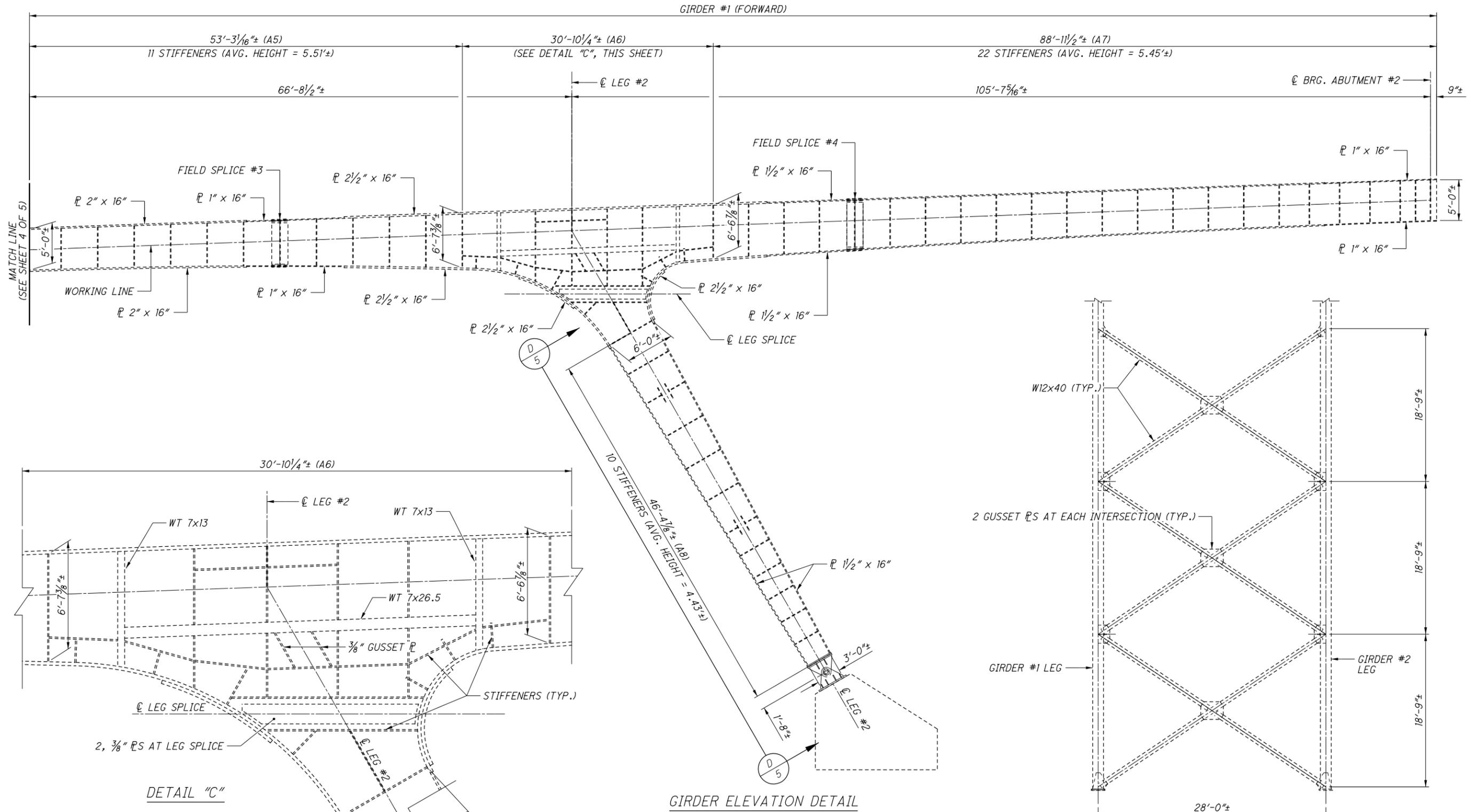
SURFACE AREA = A1 + A2 + A3 + A4 = 1222.54 SF x 2 SIDES = 2445.08 SF

NOTES:

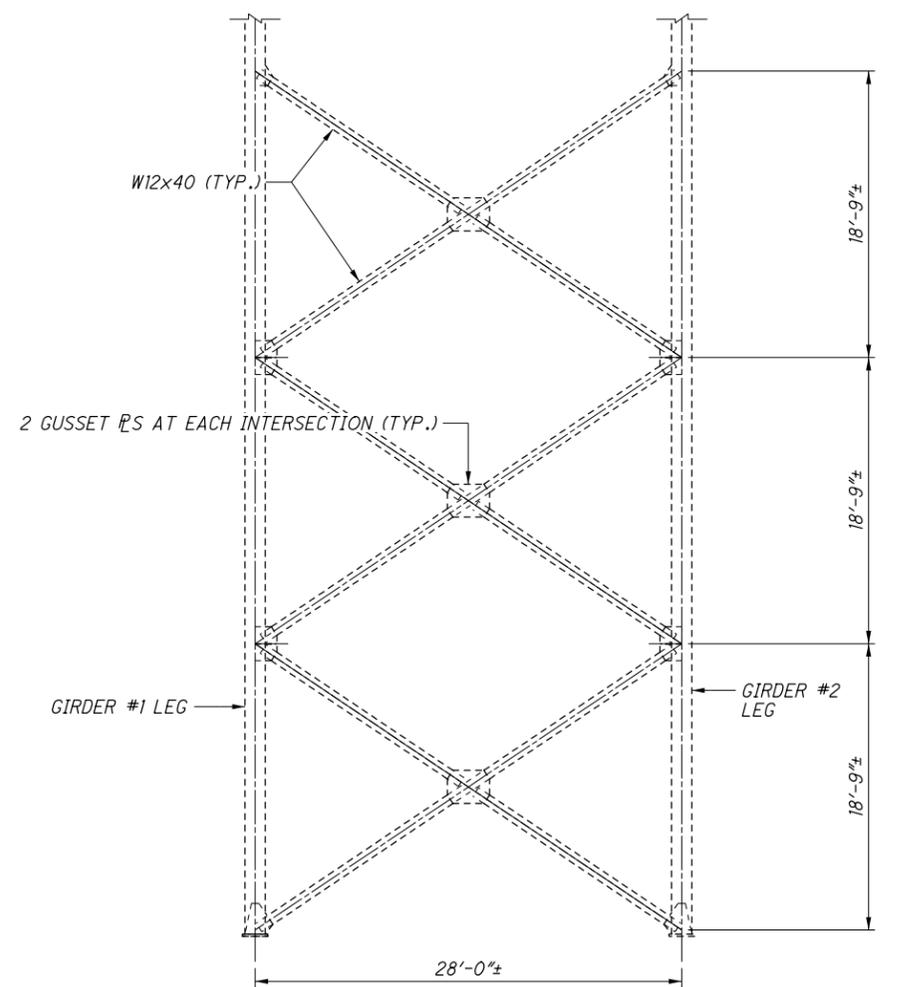
- FOR DETAILS NOT SHOWN, SEE ORIGINAL CONSTRUCTION PLAN.
- GIRDER #1 SHOWN, GIRDER #2 OPPOSITE HAND.

DESIGN AGENCY O.D.O.T. DISTRICT 11 ENGINEERING DEPARTMENT	DATE 10/06/21	REVIEWED DUL	STRUCTURE FILE NUMBER 0706191
DRAWN CCW	CHECKED RPT	DESIGNED CCW	REVISED XXX
GIRDER DETAILS			
BRIDGE NO. BEL-00470-01.260			
TWP. RD. 1540 (MAPLE DRIVE) OVER I.R. 470			
BEL-470-1.26	PID No. 110470		
4 / 5		8 / 9	

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GIRDER ELEVATION DETAIL



D 5 VIEW

CALCULATIONS:

GIRDER #1 (FORWARD)

WEB SURFACE AREA:

A5: ((5 FT + 6.61 FT) / 2) AVG. HEIGHT x 53.26 FT = 309.17 SF

A6: CADD AREA = 304.23 SF

A7: ((6.57 FT + 5 FT) / 2) AVG. HEIGHT x 88.96 FT = 514.63 SF

A8: ((3 FT + 6 FT) / 2) AVG. HEIGHT x 46.41 FT = 208.85 SF

SURFACE AREA = A5 + A6 + A7 + A8 = 1336.88 SF x 2 SIDES = 2673.76 SF

NOTES:

1. FOR STIFFENER DETAILS, SEE SHEET 4/5.
2. FOR DETAILS NOT SHOWN, SEE ORIGINAL CONSTRUCTION PLANS.
3. GIRDER #1 SHOWN, GIRDER #2 OPPOSITE HAND.

DESIGN AGENCY O.D.O.T. DISTRICT 11 ENGINEERING DEPARTMENT	DATE 10/06/21	DESIGNED CCW	DRAWN CCW	REVIEWED DUL
BRIDGE NO. BEL-00470-01.260 TWP. RD. 1540 (MAPLE DRIVE) OVER I.R. 470	STRUCTURE FILE NUMBER 0706191	CHECKED RPT	REVISED XXX	FILE NUMBER 0706191
BEL-470-1.26 PID No. 110470	5/5	9/9		