SEE SHEET 2
FOR LOCATION MAPS

LOCATION MAP

LATITUDE: 40°17'49" LONGITUDE: - 84°09'40"

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

D07-BH-FY16

AUGLAIZE, CLARK, DARKE,
LOGAN & MONTGOMERY COUNTY

INDEX OF SHEETS:

TITLE SHEET	1
LOCATION MAP	2
GENERAL NOTES	3
MAINTENANCE OF TRAFFIC	4-14
GENERAL SUMMARY	15-16
STRUCTURE (OVER 20 FOOT SPAN)	
AUG-33-0268R (US-33 OVER SR-29)	17-18
CLA-68-0664 (DAYTON SPRINGFIELD RD. OVER US-68)	19-20
CLA-68-0741 L&R (US-68 OVER US-40 & SR-4)	21-24
CLA-68-1017 (ST. PARIS PIKE OVER US-68/RAILROAD/BECHTLE AVE)	25-26
CLA-68-1147 (EAGLE CITY RD. OVER US-68)	27-28
DAR-36-1300R (US-127 OVER US 36/SR 571)	29-30
DAR-49-1410 (SR-49 OVER US 36/US 127)	31-32
DAR-121-1876 (SR-121 OVER US-127)	33-34
DAR-127-1397 (REQUARTH RD. OVER US-127)	35-36
LOG-68-0979 (US-68 OVER US-33)	37-38
LOG-117-0671 (SR-117 OVER US-33)	39-40
MOT-48-0448 (SR-48 OVER IR-675)	41-42

DESIGN DESIGNATION

NONE REQUIRED

DESIGN EXCEPTIONS

NONE REQUIRED

PROJECT DESCRIPTION

THIS PROJECT SHALL CONSIST OF PATCHING EXISTING BRIDGE PIER COLUMNS AND ABUTMENTS WITH ANODES, PATCHING APPROACH SLAB AND BACKWALLS AT VARIOUS BRIDGES.

PROJECT EARTH DISTURBED AREA:	NA*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	NA*
NOTICE OF INTENT EARTH DISTURBED AREA:	NA*

* MAINTENANCE CONTRACT

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.

2013 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 APPROVED THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY OF THE N.B. I-675 TO N.B. S.R. 48 RAMP AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED Randy Chevalley PE PS / SHUK
DATE 10/5/15 DISTRICT DEPUTY DIRECTOR

APPROVED [signature]
DATE 10-23-15 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 UNDERGROUND
PROTECTION SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 7
1001 ST MARYS AVENUE
SIDNEY, OHIO

ENGINEERS SEAL:

STATE OF OHIO
DANIEL HERMAN GRILLIOT
No. 73588
REGISTERED
PROFESSIONAL ENGINEER

SIGNED: Daniel Herman Grilliot
DATE: 10/5/15

STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
						800 10/16/15	
		TC-41.20 10/18/13				821 4/20/12	
		TC-42.20 10/18/13				844 7/17/15	
MT-95.30 7/18/14		TC-52.10 10/18/13				921 4/20/12	
MT-97.10 7/18/14		TC-52.20 7/18/14					
MT-98.10 7/18/14							
						987 1/16/09	
MT-98.20 7/18/14							
MT-98.29 7/19/13							
MT-101.60 7/19/13							
MT-102.20 7/18/14							
MT-105.10 7/19/13							

FEDERAL PROJECT NO. E120(670)

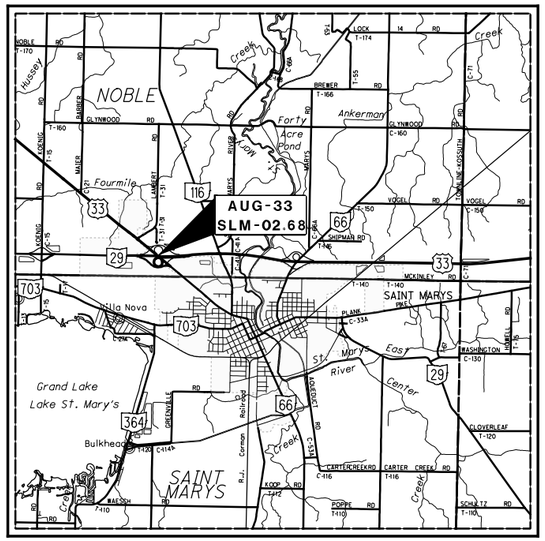
PID NO. 95522

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT NONE

D07-BH-FY16

D07 - BH FY16
160012 PID - 95522
Dist 7 1/14/2016
Contract Proposal Available @ www.contracts.dot.state.oh.us/home
I:\PROJECTS\District Wide\D07-BH-FY16\95522



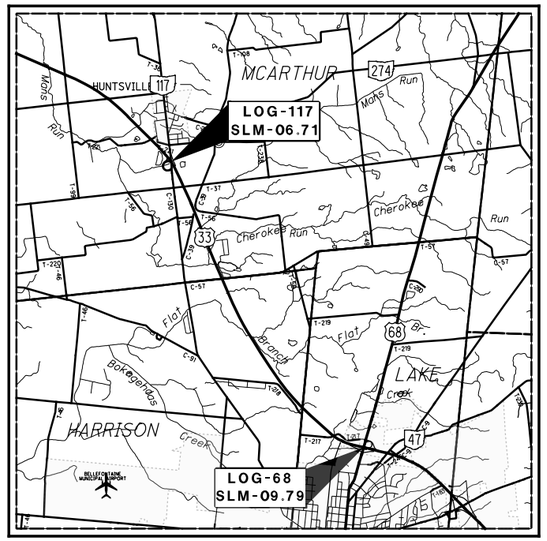
AUG-33-02.68R LOCATION MAP

LATITUDE: 40°33′28″ LONGITUDE: 84°24′57″

SCALE IN MILES

0 1 2 3 4

N



LOG-68-09.79 LOCATION MAP
LOG-117-06.71 LOCATION MAP

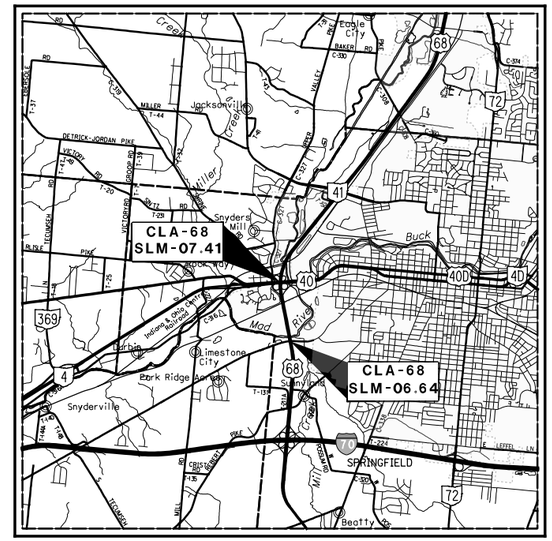
LATITUDE: 40°22′48″ LONGITUDE: 83°45′18″

LATITUDE: 40°26′04″ LONGITUDE: 83°48′16″

SCALE IN MILES

0 1 2 3 4

N



CLA-68-06.64 LOCATION MAP
CLA-68-07.41 L&R LOCATION MAP

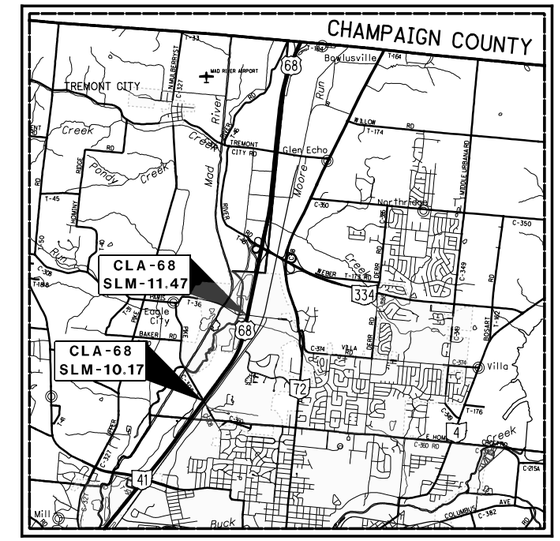
LATITUDE: 39°54′51″ LONGITUDE: 83°51′10″

LATITUDE: 39°55′30″ LONGITUDE: 83°51′20″

SCALE IN MILES

0 1 2 3 4

N



CLA-68-10.17 LOCATION MAP
CLA-68-11.47 LOCATION MAP

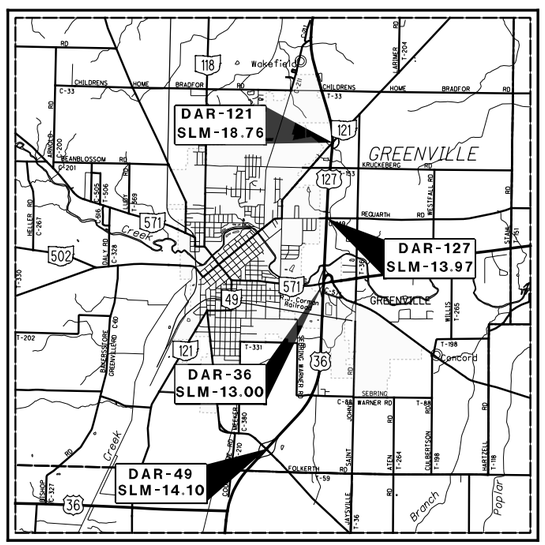
LATITUDE: 39°57′28″ LONGITUDE: 83°49′37″

LATITUDE: 39°58′28″ LONGITUDE: 83°48′58″

SCALE IN MILES

0 1 2 3 4

N



DAR-49-14.10 LOCATION MAP
DAR-36-13.00R LOCATION MAP
DAR-121-18.76 LOCATION MAP
DAR-127-13.97 LOCATION MAP

LATITUDE: 40°04′02″ LONGITUDE: 84°37′13″

LATITUDE: 40°05′57″ LONGITUDE: 84°36′26″

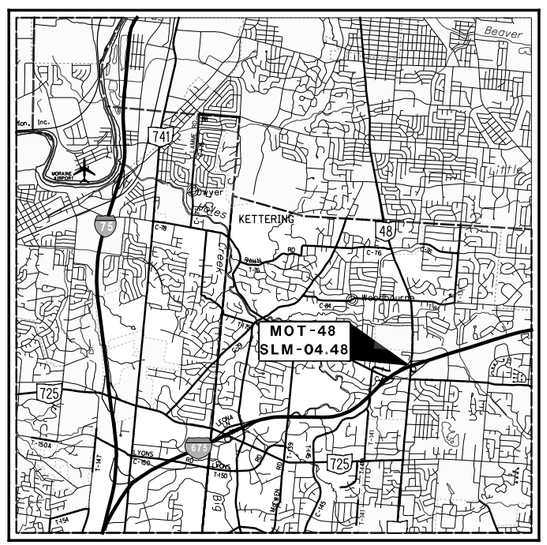
LATITUDE: 40°07′34″ LONGITUDE: 84°36′21″

LATITUDE: 40°06′42″ LONGITUDE: 84°36′24″

SCALE IN MILES

0 1 2 3 4

N



MOT-48-04.48 LOCATION MAP

LATITUDE: 39°38′45″ LONGITUDE: 84°09′27″

SCALE IN MILES

0 1 2 3 4

N

LEGEND

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

CALCULATED CWW
CHECKED DHG

LOCATION MAP

D07-BH-FY16

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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 CMS 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 WHICH HAVE BEEN VERIFIED IN THE FIELD.

EXISTING PLANS

EXISTING PLANS BRIDGE PLANS MAY BE INSPECTED AT THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO OR IN THE DISTRICT 7 OFFICE IN SIDNEY, OHIO.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN: THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE 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 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) AS PER PLAN:

FOR THOSE STRUCTURES DESIGNATED TO RECIEVE SPOT SEALING, THE FINISH COAT COLOR SHALL MATCH THE EXISTING SEALER COLOR. STANDARD COLOR IS 17778. SPOT SEALING SHALL COMPLETELY COVER AND EXTEND 6" BEYOND THE LIMITS OF THE PATCH AREAS. COLUMNS TO BE SEALED IN THEIR ENTIRETY SHALL BE SEALED FROM THE BASE OF THE PIER CAP TO THE GROUNDLINE.

ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN

A 2" DEEP X 1" WIDE STRIP SHALL BE SAWCUT OUT OF THE APPROACH SLAB SURFACE ABUTTING THE ENDS OF THE BACKWALL AFTER THE REPAIR HAS PROPERLY CURED. JOINT SEALER AS PER 705.04 SHALL BE USED TO SEAL THE JOINT CREATED.

ITEM 844 CONCRETE PATCHING WITH EMBEDDED GALVANIC ANODE PROTECTION, AS PER PLAN

844.01 DESCRIPTION

INSTALL CONCRETE PATCHES USING GALVANIC ANODES PER SUPPLEMENTAL SPECIFICATION 844 EXCEPT AS NOTED BELOW.

844.02 MATERIALS

PROVIDE A CONCRETE WITH THE FOLLOWING PROPERTIES:

MINIMUM PORTLAND CEMENT CONTENT	800 LB/CU. YD.
NO MICRO SILICA AND NO FLY ASH	
MAXIMUM COARSE AGGREGATE SIZE	#8
MAXIMUM WATER/CEMENT RATIO	0.38
COARSE TO FINE AGGREGATE RATIO TO PRODUCE SELF CONSOLIDATING CONCRETE	
MINIMUM 3 DAY STRENGTH	4000 PSI
MINIMUM 28 DAY STRENGTH	5500 PSI
AIR CONTENT	8% ±2%
MINIMUM SPREAD	24"

PROVIDE A CONCRETE MIX AT A SLUMP THAT ALLOWS THE CONCRETE MIX TO BE PLACED THROUGH A 3 ½" DIAMETER ACCESS HOLE THROUGH THE FORM AND SELF CONSOLIDATE THE PIER. THE FINAL CONCRETE MIX WILL BE A SELF CONSOLIDATING CONCRETE USING AN APPROVED SELF CONSOLIDATING ADMIXTURE.

SUBMIT THE MIX DESIGN AND TEST RESULTS TO THE ENGINEER FOR REVIEW AND ACCEPTANCE.

DURING THE CONCRETE OPERATIONS ASSURE THE REPRESENTATIVES OF THE READY MIX PRODUCER AND THE CHEMICAL ADMIXTURE MANUFACTURER ARE ON SITE TO DETERMINE ANY ADJUSTMENTS REQUIRED TO COMPLETE THE CONCRETE PLACEMENT.

844.03 CLEANING AND REPAIR OF REINFORCING STEEL

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

844.04 GALVANIC ANODE INSTALLATION

INSTALL ANODE UNITS AND REPAIR MATERIAL IMMEDIATELY FOLLOWING PREPARATION AND CLEANING OF STEEL REINFORCE-MENT. REPAIR MATERIAL SHALL BE PLACED NO LATER THAN ONE (1) WEEK AFTER CONCRETE REMOVAL UNLESS APPROVED BY THE ENGINEER. GALVANIC ANODES SHALL BE INSTALLED IN THE LOCATIONS AND SPACING AS SPECIFIED IN THE PLANS. IN NO CASE, SHALL THE SPACING EXCEED 18 INCHES.

THE CONTRACTOR SHALL PERFORM HIS WORK AS TO NOT DAMAGE THE EMBEDDED ANODES OR CREATE ANY AIR VOIDS AROUND THE EMBEDDED ANODES WHILE SETTING FORMWORK OR PLACING CONCRETE.

FORM SYSTEM

THE PROPOSED FORM SYSTEM MUST BE SUBMITTED, AND ACCEPTED BY THE PROJECT ENGINEER PRIOR TO THE INSTALLATION OF ANY FORMWORK. THE FORM SYSTEM SHALL NOT BE SUPPORTED THROUGH THE PATCH. THE FORM SYSTEM SHALL PROVIDE ENOUGH HEAD PRESSURE TO ENSURE THE PATCH IS FULLY CONSOLIDATED AND NULL OF VOIDS. THE FORM SYSTEM SHALL INCORPORATE VENTS ALONG THE TOP OF THE PATCH TO ALLOW ENTRAPPED AIR TO ESCAPE DURING CONCRETE PLACEMENT. THE FORM SYSTEM SHALL INCORPORATE A GATE/VALVE SYSTEM CAPABLE OF CONTAINING THE SELF CONSOLIDATING CONCRETE ONCE CONCRETE PLACEMENT IS COMPLETE.

844.08 BASIS OF PAYMENT

PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 844 CONCRETE PATCHING WITH EMBEDDED GALVANIC ANODE PROTECTION, AS PER PLAN

COOPERATION WITH CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE OF THE FOLLOWING PROJECT THAT MAY HAVE AN EFFECT ON ANY MAINTENANCE OF TRAFFIC SETUPS REQUIRED AT THE CLA-68-0741 L/R BRIDGE:

CLA-40-10.11, PID 99779

DESCRIPTION: INTERSECTION OF SR 4/US 40/US 68 AT CR 327--REALIGN AND WIDEN THE US 68 SOUTHBOUND EXIT RAMP H; SIGNALIZE THE INTERSECTION OF US 68 SOUTHBOUND EXIT RAMP H AND CR 327; AND WIDEN THE US 40 AND CR 327 INTERSECTION TO PROVIDE THE REQUIRED AUXILARY LANES AND CHANGE LANE USE ASSIGNMENTS FOR OPTIMAL SIGNAL OPERATIONS.

SALE DATE: 1/14/16

ESTIMATED CONSTRUCTION COMPLETION DATE: 10/31/16

CALCULATED CWW CHECKED DHG

GENERAL NOTES

D07-BH-FY16

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ITEM 614, MAINTAINING TRAFFIC

MAINTENANCE OF TRAFFIC SHALL BE PER STANDARD DRAWINGS AS SHOWN IN THE TABLE ON THIS SHEET OR AS DETAILED IN THE PLANS.

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 REQUIRING LANE CLOSURES ON S.R. 48 SHALL BE PERFORMED BETWEEN 9:00PM FRIDAY THROUGH 6:00 AM MONDAY. ALL LANES ON S.R. 48 SHALL BE OPEN DURING HOLIDAYS OR SPECIAL EVENTS.

ALL WORK REQUIRING LANE CLOSURES ON U.S. 33, U.S. 68 OR S.R. 4 SHALL BE PERFORMED DURING THE TIMES AS DESCRIBED ON THE PERMITTED LANE CLOSURE WEBSITE OR AS SHOWN ON THE PLAN SHEETS.

PERMITTED LANE CLOSURES

LANES CLOSURES SHALL ONLY BE IMPLEMENTED AT THE TIMES LISTED ON THE OHIO DEPARTMENT OF TRANSPORTATION'S PERMITTED LANE CLOSURE WEB SITE WHICH IS LOCATED AT:

http://plcm.dot.state.oh.us

THE PERMITTED CLOSURE TIMES LISTED ON THE WEBSITE, 14 CALENDAR DAYS PRIOR TO THE BID LETTING DATE, SHALL BE IN EFFECT FOR THIS PROJECT.

NO WORK WITHIN ACTIVE TRAVEL LANES OR WHICH WILL SLOW TRAFFIC IS PERMITTED AT ANY OTHER TIMES.

VEHICLES AND OTHER EQUIPMENT SHALL NOT BE PERMITTED TO STOP OR TO BE PARKED ALONG THE ROADWAY EXCEPT WITHIN DESIGNATED WORK AREAS AND SHALL NOT ENTER OR LEAVE WORK AREAS IN A MANNER WHICH WILL BE HAZARDOUS TO, OR INTERFERE WITH THE NORMAL FLOW OF TRAFFIC. PERSONAL VEHICLES WILL NOT BE PERMITTED TO PARK WITHIN THE RIGHT-OF-WAY EXCEPT WITHIN SPECIFIC AREAS DESIGNATED BY THE ENGINEER. NO EQUIPMENT OR MATERIALS SHALL BE STORED WITHIN THE RIGHT-OF-WAY OF ANY INTERSECTING STREET WITHOUT PRIOR WRITTEN PERMISSION.

A MINIMUM LANE WIDTH OF 12 FEET, SHALL BE PROVIDED FOR MAINTENANCE OF TRAFFIC PURPOSES AT ALL TIMES UNLESS OTHERWISE SHOWN IN THESE PLANS OR AS DIRECTED BY THE ENGINEER.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

NOTIFICATION

THE CONTRACTOR SHALL NOTIFY THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7 CONSTRUCTION ENGINEER TWO (2) WEEKS PRIOR TO BEGINNING WORK.

PHONE: 937-497-6722

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 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)	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 A DISINCENTIVE IN THE AMOUNT OF $100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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.

ITEM 614, REPLACEMENT SIGN

FLATSHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC. AN ESTIMATED QUANTITY OF 5 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

PROJECT LOCATIONS	STRUCTURAL FILE NUMBER	INTERSECTING FEATURE	MAINLINE SPEED LIMIT	INTERSECTING FEATURE SPEED LIMIT	MOT SCHEME	NIGHTTIME LANE CLOSURE PERMITTED	DAYTIME LANE CLOSURE PERMITTED
AUG-33-0268R	0600202	WB SR 29 & EB USR 33	55	65	OMUTCD FIGURE 6H-43 MT-95.30	YES	YES
CLA-68-0664	1202529	DAYTON SPRINGFIELD ROAD	70	55	MT-95.30	YES	YES
CLA-68-0741L	1202707	US 40 SR 4	70	50	MT-95.30, MT-98.10, MT-98.20	YES	YES
CLA-68-0741R	1202731	US 40 SR 4	70	50	MT-95.30, MT-98.10, MT-98.20	YES	YES
CLA-68-1017	1202979	ST PARIS PIKE	70	55	MT-95.30	YES	YES
CLA-68-1147	1203126	EAGLE CITY ROAD	70	55	MT-95.30	YES	YES
DAR-36-1300R	1902431	USR 127 & SR 571	55	60	MT-95.30	YES	YES
DAR-49-1410	1901117	USR 36 & 127	55	60	MT-95.30	YES	YES
DAR-121-1876	1902040	USR 127	55	60	MT-95.30	YES	YES
DAR-127-1397	1902520	REQUARTH ROAD	60	55	MT-95.30	YES	YES
LOG-68-0979	4601564	USR 33	35	70	MT-95.30	YES	YES
LOG-117-0671	4601890	USR 33	35	55	MT-95.30	YES	YES
MOT-48-0448	5703581	IR 675	40	65	DETAILED M.O.T. SHEETS	YES	NO ON 675 YES ON 48

THIS TABLE IS TO BE USED AS A GUIDE. THE CONTRACTOR SHALL VERIFY THAT HIS PROPOSED MAINTENANCE OF TRAFFIC DOES NOT CONFLICT WITH THE PERMITED LANE CLOSURE LISTED ON THE WEBSITE.

ITEM 614, REPLACEMENT DRUM

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF 20 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

DETOUR SIGNING

THE CONTRACTOR SHALL PROVIDE THE DETOUR SIGNING AS SHOWN ON SHEET 8. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT FOR ITEM 614 DETOUR SIGNING.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

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

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL

SERVICE DROP FROM A LOCAL UTILITY COMPANY. The PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET(S) OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 4 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

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ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE. THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 1 SIGN MONTH

ASSUMING 1 PCMS SIGN FOR 1 MONTH

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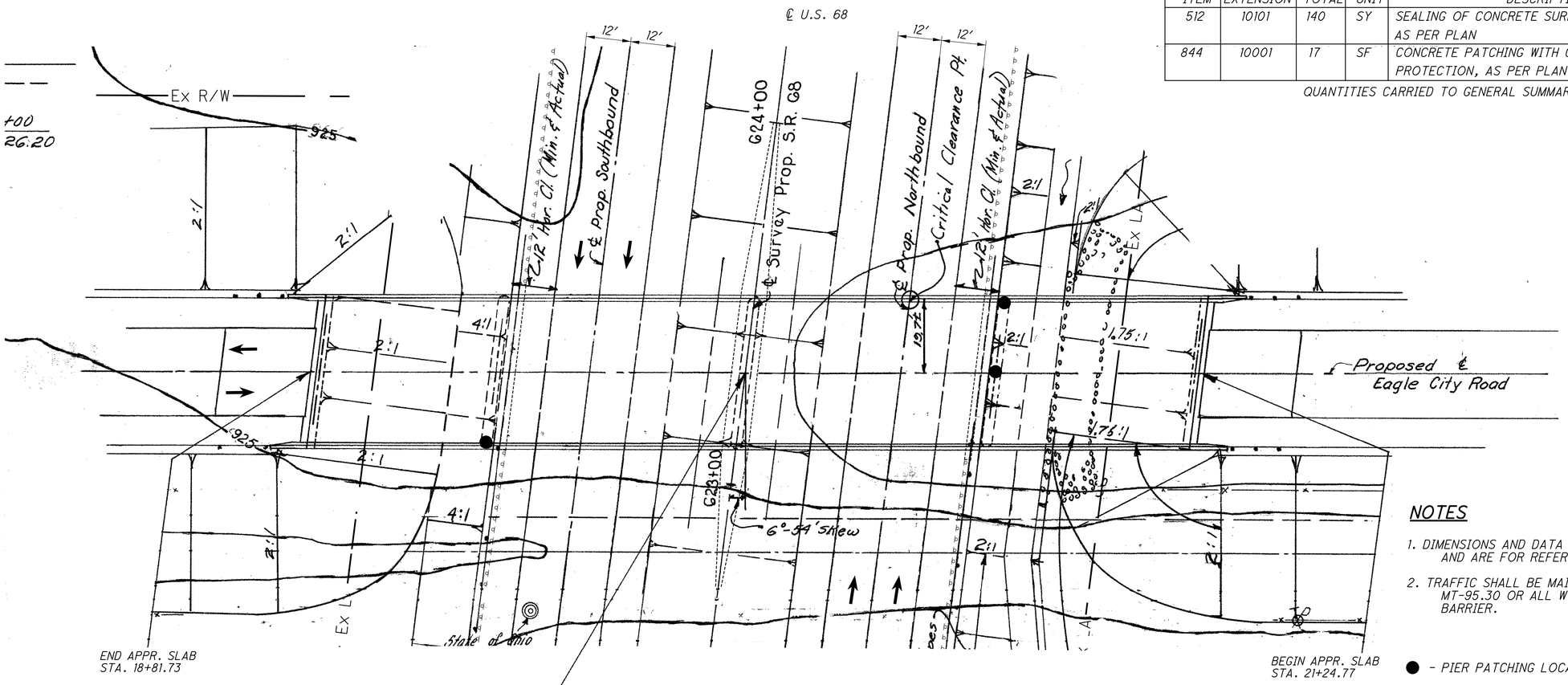
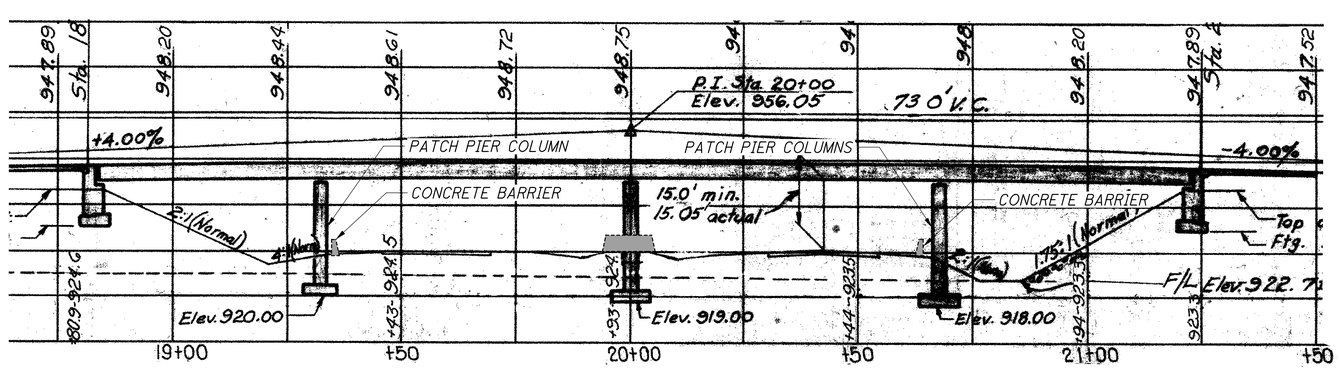
ESTIMATED QUANTITIES - CLA-68-1147						
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	PIERS	SHEET
512	10101	140	SY	SEALING OF CONCRETE SURFACES (EPOXY URETHANE), AS PER PLAN	140	3/42
844	10001	17	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN	17	3/42

QUANTITIES CARRIED TO GENERAL SUMMARY ON SHEET 15



PLAN VIEW

Sta. 20+00 Eagle City Road (Proposed)
Sta. 623+30.05 Prop. U.S. R. 68



PROFILE ALONG ℄ CONSTRUCTION EAGLE CITY RD.

NOTES

1. DIMENSIONS AND DATA TAKEN FROM EXISTING PLANS AND ARE FOR REFERENCE ONLY.
2. TRAFFIC SHALL BE MAINTAINED USING STANDARD DRAWING MT-95.30 OR ALL WORK SHALL BE PERFORMED BEHIND THE BARRIER.

● - PIER PATCHING LOCATIONS

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: 48.0'-68.0'-68.0'-54.5' C/C BEARINGS
ROADWAY: 38'-6" TOE/TOE CONC. PARAPETS
LOADING: HS20-44
SKEW: 6°-54'-00" L.F.
APPROACH SLABS: AS-1-81 (25' LONG)
ALIGNMENT: TANGENT
CROWN: 3/16" FT/FT
STRUCTURAL FILE NUMBER: 1203126
DATE BUILT: 7/1/1970
DISPOSITION: TO BE REHABILITATED

PROPOSED WORK

1. PATCH PIER COLUMNS WITH ANODES

DESIGN AGENCY
ODOT DISTRICT 7
PLANNING & ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
DHG	DHG	MRB	9/5/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CWW		1203126	

CLARK COUNTY
STA. 622+50.00
STA. 624+00.00

SITE PLAN
BRIDGE NO.: CLA-68-1147
EAGLE CITY RD. OVER U.S. 68

D07-BH-FY16
PID No. 95522

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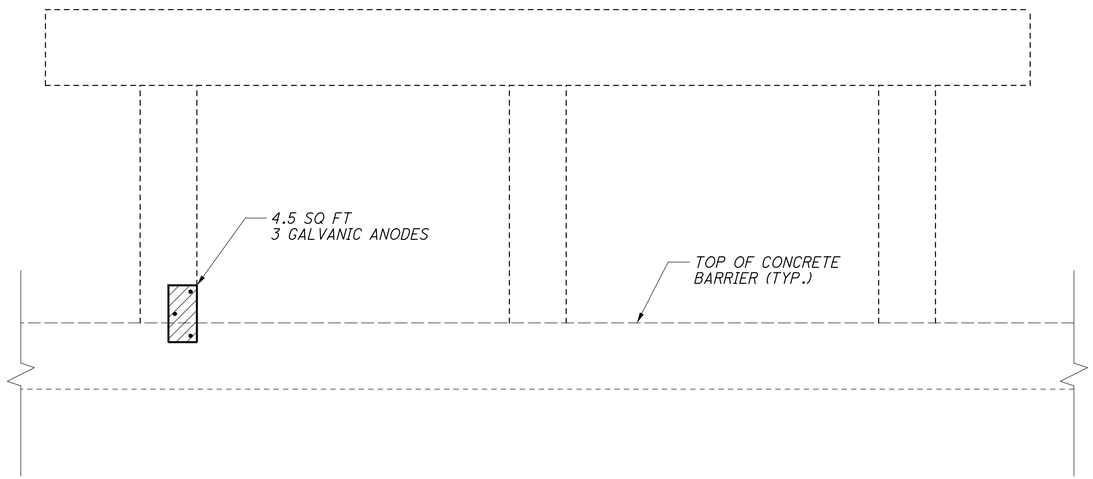
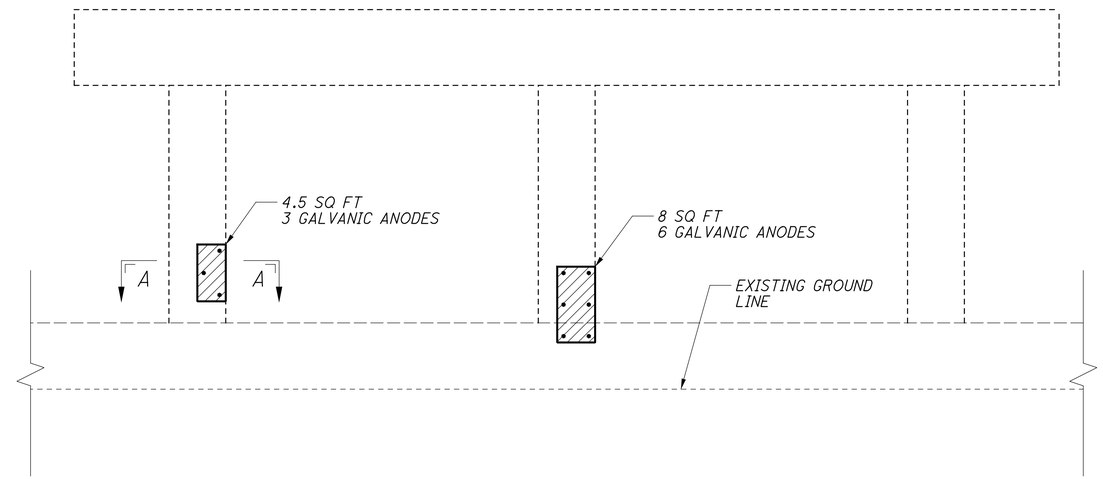


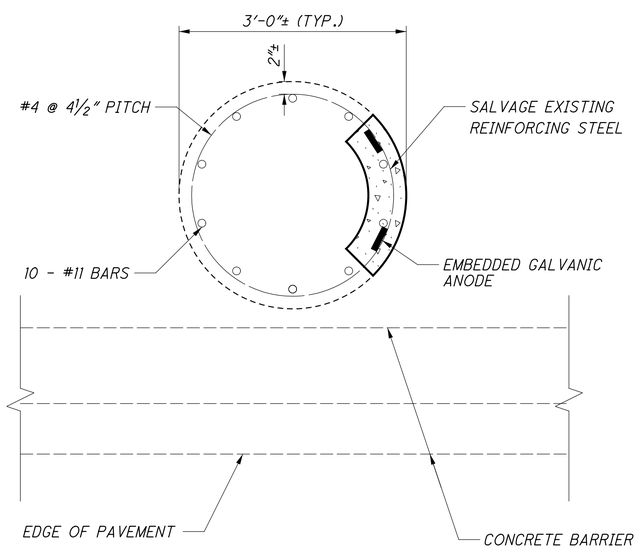
PIER 1

(LOOKING WEST)



PIER 3

(LOOKING EAST)



SECTION A-A

NOTES & LEGEND

1. PATCH SIZES SHOWN ARE FOR ESTIMATING PURPOSES. FINAL PATCH SIZE SHALL BE DETERMINED BY THE ENGINEER THROUGH THE USE OF SOUNDING.
2. PIERS 1 AND 3 ARE LOCATED BEHIND CONCRETE BARRIER.
3. REMOVAL DEPTH SHALL BE A MINIMUM OF 4¾" BUT SHALL NOT EXCEED A DEPTH OF 6¾".
4. EXTREME CARE SHALL BE TAKEN DURING CONCRETE REMOVAL AS NOT TO CAUSE ANY DAMAGE TO THE EXISTING CONCRETE BARRIER.
5. SEAL ALL PIER COLUMNS. SEALER COLOR SHALL BE FEDERAL COLOR STANDARD NO. 17778.

- APPROXIMATE LIMITS OF UNSOUND CONCRETE TO BE REPAIRED
- PROPOSED CONCRETE
- PROPOSED EMBEDDED GALVANIC ANODE

DESIGN AGENCY
ODOT DISTRICT 7
PLANNING & ENGINEERING

DESIGNED	DRAWN	REVIEWED	DATE
CWW	CWW	MRB	9/5/15
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DHG		1203126	

PIER DETAILS
BRIDGE NO.: CLA-68-1147
EAGLE CITY RD. OVER U.S. 68

D07-BH-FY16
PID No. 95522

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