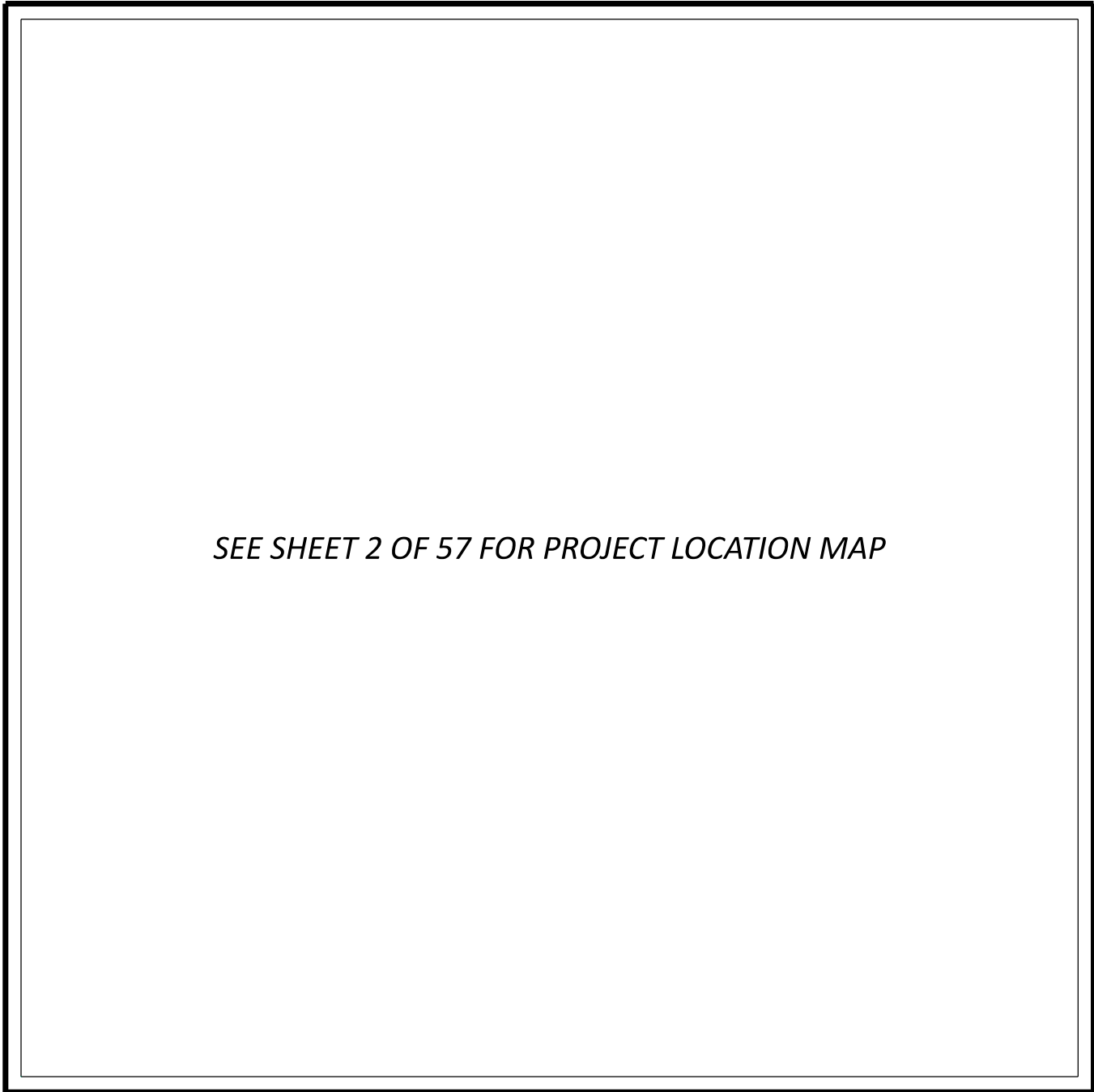




SEE SHEET 2 OF 57 FOR PROJECT LOCATION MAP

LOCATION MAP

DESIGN DESIGNATION

N/A

NHS PROJECT ----- YES

DESIGN EXCEPTIONS

NONE REQUIRED

ADA DESIGN WAIVERS

NONE REQUIRED

UNDERGROUND UTILITIES

Contact Two Working Days
Before You Dig


Before You Dig

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

PLAN PREPARED BY:
DISTRICT 2
PLANNING AND ENGINEERING

ENGINEER'S SEAL



STANDARD CONSTRUCTION DRAWINGS						SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS
MT-95.30	7/18/25					800	1/16/26	
MT-95.31	7/18/25					821	4/20/12	
MT-95.32	7/18/25					832	7/18/25	
MT-95.60	4/19/19					921	7/19/24	
MT-95.61	4/19/19					961	4/17/20	
MT-96.11	7/18/25							
MT-96.20	7/18/25							
MT-97.10	7/18/25							
MT-98.29	1/17/20							
MT-101.60	1/17/25							
MT-105.10	1/17/20							

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OTT-2-1312	28	WIL-6-2046	54
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FEDERAL PROJECT NUMBER

E260409

RAILROAD INVOLVEMENT

INDIANA AND OHIO RAILROAD
NORFOLK SOUTHERN RAILWAY COMPANY
MP T 34.93, NS 267.59, CD 253.28, CD 258.08, GREAT LAKES DIVISION

PROJECT DESCRIPTION

SEAL 51 BRIDGE DECKS IN HENRY, LUCAS, OTTAWA, SANDUSKY, SENECA AND WILLIAMS COUNTIES ALONG VARIOUS ROUTES. PERFORM NECESSARY RELATED WORK.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	0 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	0 ACRES

LIMITED ACCESS

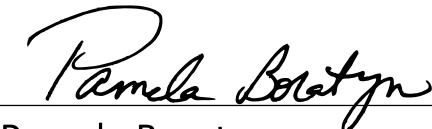
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS 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 EXCEPT AS NOTED ON SHEET X, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.


Pat McColley, P.E., S.I.
District 02 Deputy Director


Pamela Boratyn
Director, Department of Transportation

DESIGN AGENCY



DESIGNER

JRC

REVIEWER

DJG 03-06-26

PROJECT ID

123711

SHEET

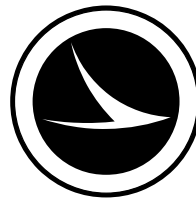
TOTAL

1

57

METHOD FOR MAINTAINING TRAFFIC							
NUMBER	STRUCTURE FILE NUMBER	LOCATION	ROUTE ON	FEATURED INTERSECTION	METHOD OF MAINTAINING TRAFFIC	SCD	PERMITTED LANE CLOSURE SCHEDULE
1	3501523	HEN-24-1141L	USR 24	INDIANA & OHIO RR	LANE CLOSURE	MT-95.30	YES, BUT NO RESTRICTIONS
2	3501558	HEN-24-1141R	USR 24	INDIANA & OHIO RR	LANE CLOSURE	MT-95.30	YES, BUT NO RESTRICTIONS
3	3503178	HEN-109-1975	SR 109	USR 24	FLAGGING OPERATION	MT-97.10	*
4	3501582	HEN-24-1383R	USR 24	DRY CREEK	LANE CLOSURE	MT-95.30	YES, BUT NO RESTRICTIONS
5	3501574	HEN-24-1383L	USR 24	DRY CREEK	LANE CLOSURE	MT-95.30	YES, BUT NO RESTRICTIONS
6	3501612	HEN-24-1565	CR 4A	USR 24	FLAGGING OPERATION	MT-97.10	*
7	3501744	HEN-24-1744	CR 3	USR 24	FLAGGING OPERATION	MT-97.10	*
8	4800796	LUC-20-1530	USR 20	SWAN CREEK	LANE CLOSURE	MT-95.31 & MT-95.32	N/A
9	4800923	LUC-20-1907	USR 20	MAUMEE RIVER	LANE CLOSURE	MT-95.31 & MT-95.32	N/A
10	4801326	LUC-24-0054	CR 109	USR 24	FLAGGING OPERATION	MT-97.10	*
11	4801334	LUC-24-0158	CR 111	USR 24	FLAGGING OPERATION	MT-97.10	*
12	4801342	LUC-24-0678	NEOWASH ROAD	USR 24	FLAGGING OPERATION	MT-97.10	*
13	4801415	LUC-24-0847	CR 136	USR 24	FLAGGING OPERATION	MT-97.10	*
14	4802489	LUC-64-0230	SR 64	USR 24	LANE CLOSURE	MT-95.60 & MT-95.61	N/A
15	4801393	LUC-24-1312	CR 2089	USR 24	LANE CLOSURE	MT-95.60 & MT-95.61	N/A
16	6200044	OTT-2-0016N	SR 2	CRANE CREEK	FLAGGING OPERATION	MT-97.10	*
17	6200109	OTT-2-0667	SR 2	TURTLE CREEK	FLAGGING OPERATION	MT-97.10	*
18	6200133	OTT-2-1079	SR 2	TOUSSAINT RIVER	FLAGGING OPERATION	MT-97.10	*
19	6200184	OTT-2-1312	SR 2	RUSHA CREEK	FLAGGING OPERATION	MT-97.10	*
20	6200249	OTT-2-1766	SR 2	NORFOLK SOUTHERN RAILWAY CO.	LANE CLOSURE	MT-95.30	YES
21	6200273	OTT-2-1770	SR 2	SR 163	LANE CLOSURE	MT-95.30	YES
22	6200338	OTT-2-1830	SR 2	PORTAGE RIVER	LANE CLOSURE	MT-95.30	YES
23	6200427	OTT-2-2306L	SR 2	NORFOLKSOUTHERN RAILWAY CO./STATE ST	LANE CLOSURE	MT-95.30	YES
24	6200451	OTT-2-2306R	SR 2	NORFOLKSOUTHERN RAILWAY CO./STATE ST	LANE CLOSURE	MT-95.30	YES
25	6200885	OTT-19-0323	SR 19	PORTAGE RIVER	FLAGGING OPERATION	MT-97.10	*
26	6201547	OTT-163-0598	SR 163	TOUSSAINT CREEK	FLAGGING OPERATION	MT-97.10	*
27	6202012	OTT-590-0227	SR 590	PORTAGE RIVER	FLAGGING OPERATION	MT-97.10	*
28	7200277	SAN-6-1476L	USR 6	USR 20	OVERNIGHT CLOSURE	MT-95.30 & MT-98.29	YES, BUT NO RESTRICTIONS SEE GENERAL NOTE
29	7200307	SAN-6-1476R	USR 6	USR 20	OVERNIGHT CLOSURE	MT-101.60	N/A SEE GENERAL NOTE
30	7200331	SAN-6-1489L	USR 6	USR 20 EB	OVERNIGHT CLOSURE	MT-95.30 & MT-98.29	YES, BUT NO RESTRICTIONS SEE GENERAL NOTE

* TEMPORARY SIGNALS MAY BE USED AT FLAGGING OPERATION LOCATIONS PER STANDARD CONSTRUCTION DRAWING MT-96.11 AS APPROVED BY THE ENGINEER
DRUMS ARE APPROVED TO BE USED IN LIEU OF PORTABLE BARRIER FOR THIS PROJECT



METHOD FOR MAINTAINING TRAFFIC							
31	7200390	SAN-6-1513R	USR 6 / USR 20	NORFOLK SOUTHERN RAILWAY CO.	OVERNIGHT RAMP CLOSURE		N/A SEE GENERAL NOTE COORDINATE WITH CITY OF FREMONT
32	7200366	SAN-6-1513L	USR 6 / USR 20	NORFOLK SOUTHERN RAILWAY CO.	LANE CLOSURE	MT-95.30	YES, BUT NO RESTRICTIONS
33	7200455	SAN-6-1538R	USR 6 / USR 20	MUSKELLUNGE CR & TR 57	LANE CLOSURE	MT-95.30	YES, BUT NO RESTRICTIONS
34	7200420	SAN-6-1538L	USR 6 / USR 20	MUSKELLUNGE CR & TR 57	LANE CLOSURE	MT-95.30	YES, BUT NO RESTRICTIONS
35	7201427	SAN-20-0319	USR 20	PORTAGE RIVER	LANE CLOSURE	MT-95.31 & MT-95.32	N/A
36	7201664	SAN-20-1035	USR 20	MUDDY CREEK	LANE CLOSURE	MT-95.31 & MT-95.32	N/A
37	7201834	SAN-20-1486	USR 20	USR 20	LANE CLOSURE	MT-95.30	N/A
38	7202679	SAN-412-0022	SR 412	USR 20	FLAGGING OPERATION	MT-97.10	*
39	7202040	SAN-20-2170	USR 20	GREEN CREEK	LANE CLOSURE	MT-95.31 & MT-95.32	N/A
40	7202253	SAN-53-1064	SR 53	USR 6	LANE CLOSURE	MT-95.31 & MT-95.32	N/A
41	7202288	SAN-53-1176	SR 53	NORFOLK SOUTHERN RAILWAY CO.	LANE CLOSURE	MT-95.31 & MT-95.32	N/A
42	7202318	SAN-53-1259	SR 53	MUSKELLUNGE CREEK	LANE CLOSURE	MT-95.31 & MT-95.32	N/A
43	7202695	SAN-412-0137	SR 412	GREEN CREEK	FLAGGING OPERATION	MT-97.10	*
44	7202016	SAN-20-2131R	CR 20	USR 20 & SR 19	LANE CLOSURE	MT-95.30	N/A
45	7400624	SEN-18D-0025	SR 18D	OVER ROCK CREEK	LANE CLOSURE	MT-95.31 & MT-95.32	N/A
46	7402074	SEN-67-0737	SR 67	EAST BRANCH ROCK CREEK	FLAGGING OPERATION	MT-97.10	*
47	8600341	WIL-6-0353	USR 6	ST. JOSEPH RIVER	FLAGGING OPERATION	MT-97.10	*
48	8600636	WIL-6-2046	US 6	TIFFIN RIVER	FLAGGING OPERATION	MT-97.10	*
49	8600252	WIL-2-0889	SR 2	BEAVER CREEK	FLAGGING OPERATION	MT-97.10	*
50	8600759	WIL-15-0011	SR 15	SILVER CREEK	FLAGGING OPERATION	MT-97.10	*
51	8602042	WIL-49-2002	SR 49	NETTLE CREEK	FLAGGING OPERATION	MT-97.10	*

* TEMPORARY SIGNALS MAY BE USED AT FLAGGING OPERATION LOCATIONS PER STANDARD CONSTRUCTION DRAWING MT-96.11 AS APPROVED BY THE ENGINEER.
DRUMS ARE APPROVED TO BE USED IN LIEU OF PORTABLE BARRIER FOR THIS PROJECT.



PERMITTED LANE CLOSURE SCHEDULE (PLCS)

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

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

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

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

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

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

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, 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.

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.)

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 SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) 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 6 SIGN MONTHS ASSUMING 2 PCMS SIGNS FOR 3 MONTH

ITEM 512 - TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN

EXISTING PAVEMENT MARKINGS LOCATED ON THE CONCRETE DECKS AND APPROACH SLABS TO BE SEALED WITH GRAVITY FED RESIN ARE TO REMAIN AND BE SEALED OVER.

ENVIRONMENTAL COMMITMENT

THE CONTRACTOR SHALL NOT PLACE ANY TEMPORARY OR PERMANENT FILL IN WETLANDS OR BELOW THE ORDINARY HIGH WATER MARK OF ANY WATERWAY(S) DURING CONSTRUCTION OF THIS PROJECT, INCLUDING SCAFFOLDING OR BRACING. IF DEBRIS ENTERS THE WATERWAY DURING CONSTRUCTION, THE CONTRACTOR SHALL REMOVE THE DEBRIS IMMEDIATELY UTILIZING EQUIPMENT STAGED ABOVE THE ORDINARY HIGH WATER MARK.

RAILROAD INVOLVEMENT

ALL WORK TO BE PERFORMED ON, OVER, UNDER, OR ADJACENT TO THE RAILROAD RIGHT-OF-WAY SHALL COMPLY WITH THE NORFOLK SOUTHERN RAILWAY COMPANY ("RAILROAD", "NSR" OR "NS") PUBLIC PROJECTS MANUAL (APPENDIX E, SPECIAL PROVISIONS FOR THE PROTECTION OF RAILWAY INTERESTS, AND APPENDIX H1, OVERHEAD GRADE SEPARATION DESIGN CRITERIA). WHEN IN CONFLICT WITH OTHER PROJECT SPECIFICATIONS, THE MOST STRINGENT ONE SHALL APPLY.

THE MINIMUM TEMPORARY CLEARANCES OF 22'-0" VERTICALLY ABOVE TOP OF HIGHEST RAIL AND 13'-0" HORIZONTALLY FROM CENTERLINE OF TANGENT TRACK (OR 14'-0" HORIZONTALLY FROM CENTERLINE OF CURVED TRACK) SHALL BE MAINTAINED AT ALL TIMES. A MINIMUM VERTICAL PERMANENT CLEARANCE OF 23'-0" MEASURED FROM TOP OF HIGH RAIL TO THE LOWEST POINT OF STRUCTURE, MEASURED AT A POINT OFFSET 5'-6" FROM CENTERLINE OF TRACK, SHALL BE PROVIDED.

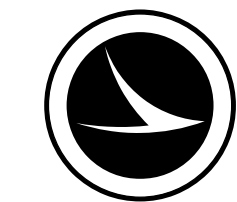
THE CONTRACTOR SHALL NOT COMMENCE ANY WORK ON RAILROAD RIGHTS-OF-WAY UNTIL HE HAS COMPLIED WITH THE CONDITIONS PRESENTED ON NS PUBLIC PROJECTS MANUAL (SEE APPENDIX E, NORFOLK SOUTHERN - SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS). THE CONTRACTOR SHALL SO ARRANGE AND CONDUCT HIS WORK THAT THERE WILL BE NO INTERFERENCE WITH RAILROAD'S OPERATIONS. WHENEVER WORK IS LIABLE TO AFFECT THE OPERATIONS OR SAFETY OF TRAINS, THE METHODS OF DOING SUCH WORK SHALL FIRST BE SUBMITTED TO THE RAILROAD ENGINEER FOR APPROVAL, BUT SUCH APPROVAL SHALL NOT RELIEVE THE CONTRACTOR FROM ANY LIABILITY. RIGHT-OF-WAY AND/OR SECURITY FENCE SHALL BE PROVIDED AS DIRECTED BY THE NS PUBLIC PROJECT ENGINEER.

CONTACT INFORMATION:

ELDRIDGE W. CHAMBERS
ENGINEER PUBLIC IMPROVEMENTS
NORFOLK SOUTHERN CORPORATION
650 PEACHTREE STREET, NW, BOX 45
ATLANTA, GA 30308
(470) 463-6307 (O)
ELDRIDGE.CHAMBERS@NSCORP.COM

PRIOR TO START OF ANY CONSTRUCTION ON RAILROAD'S RIGHT-OF-WAY, WRITTEN APPROVAL FROM THE RAILROAD FOR THE CONSTRUCTION PROCEDURE MUST BE SECURED.

DESIGN AGENCY



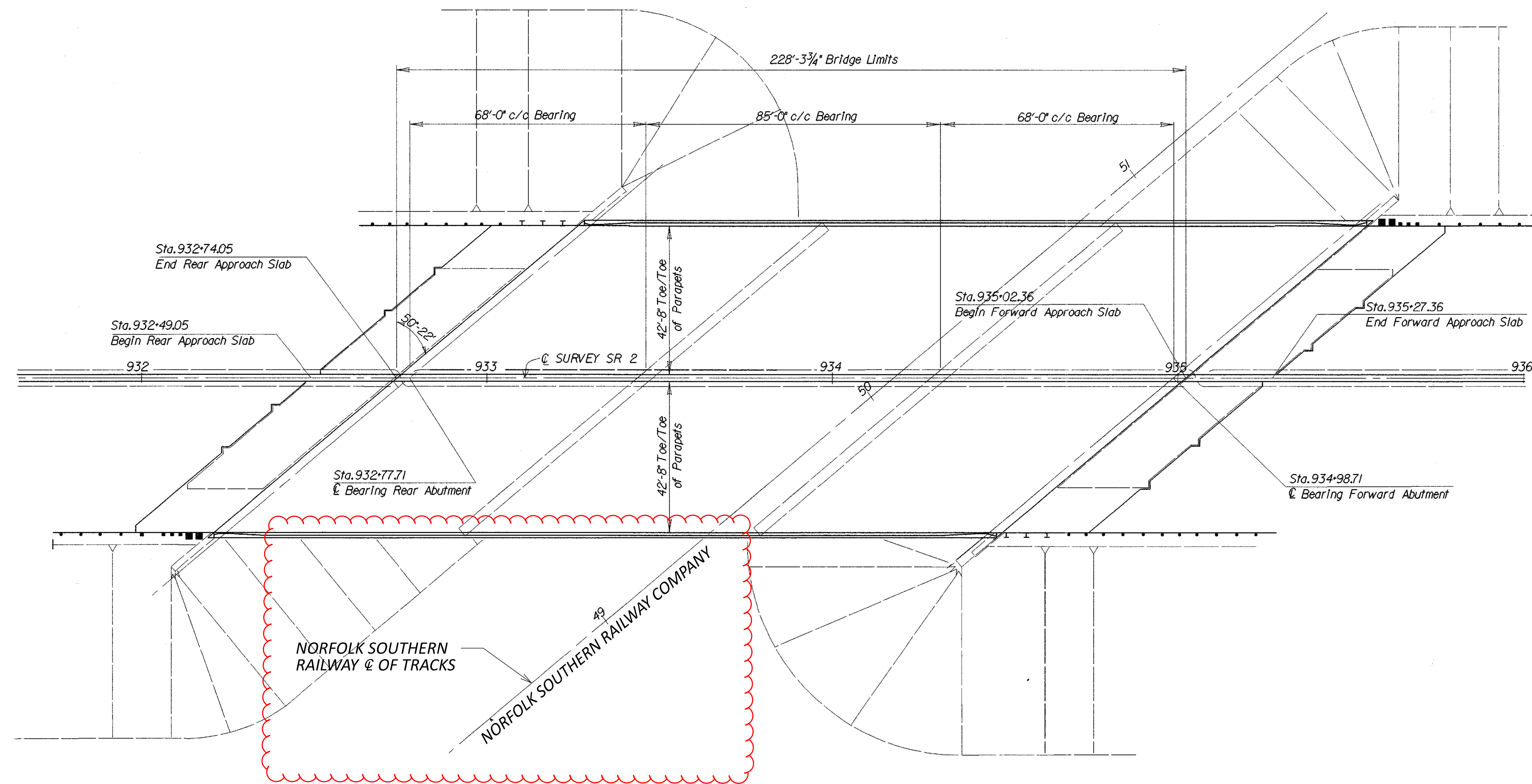
DESIGNER
JRC

REVIEWER
DJG 03-06-26

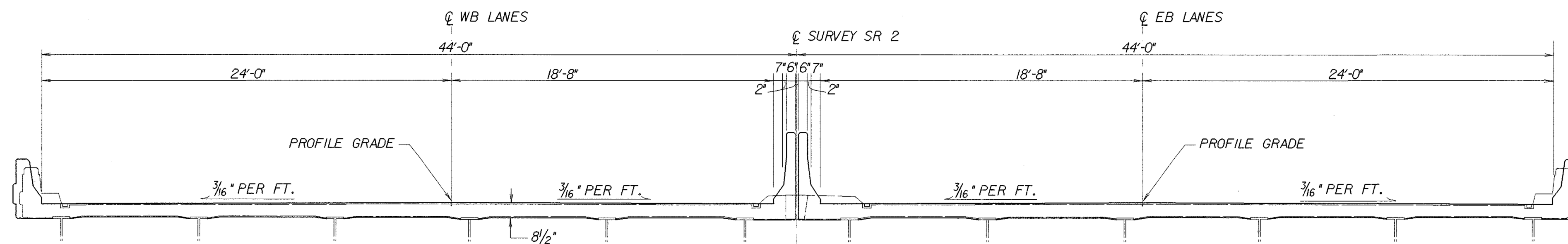
PROJECT ID
123711

SHEET	TOTAL
5	57

NOTE: THIS SHEET IS INCLUDED FOR INFORMATION ONLY



GENERAL PLAN



TRANSVERSE SECTION

STRUCTURE DATA

Type: Continuous steel beam with reinforced concrete deck
Reinforced concrete substructure
Stub abutments and "T" type piers
Spans: 68'-0", 85'-0", 68'-0" c/c bearings
Roadway: 42'-8" Toe to Toe of parapets
Loading: HS 20-44 case II and alternate military
Skew: 50'-22' left forward
Wearing Surface: 1" monolithic wearing surface
Approach Slabs: AS-1-81 (25'-0")
Alignment: Tangent
SFN: 6200249

SITE PLAN LOCATION 20
BRIDGE NO. OTT-2-1766
SR 2 OVER NORFOLK SOUTHERN

SFN
6200249

DESIGN AGENCY



DESIGNER
JRC

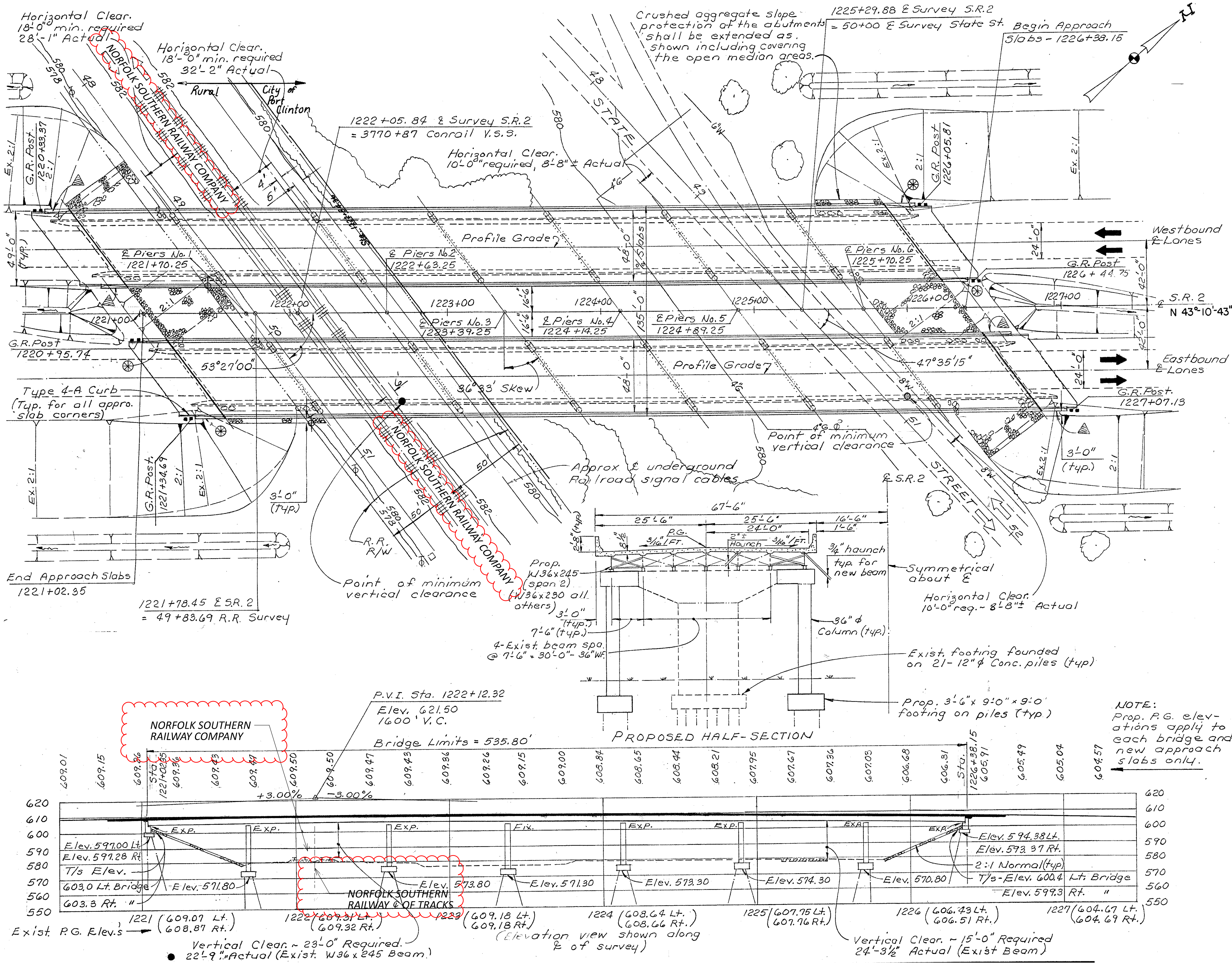
CHECKER
JRC

REVIEWER
DJG 03-06-26

PROJECT ID
123711

SUBSET TOTAL
1 1

SHEET TOTAL
29 57

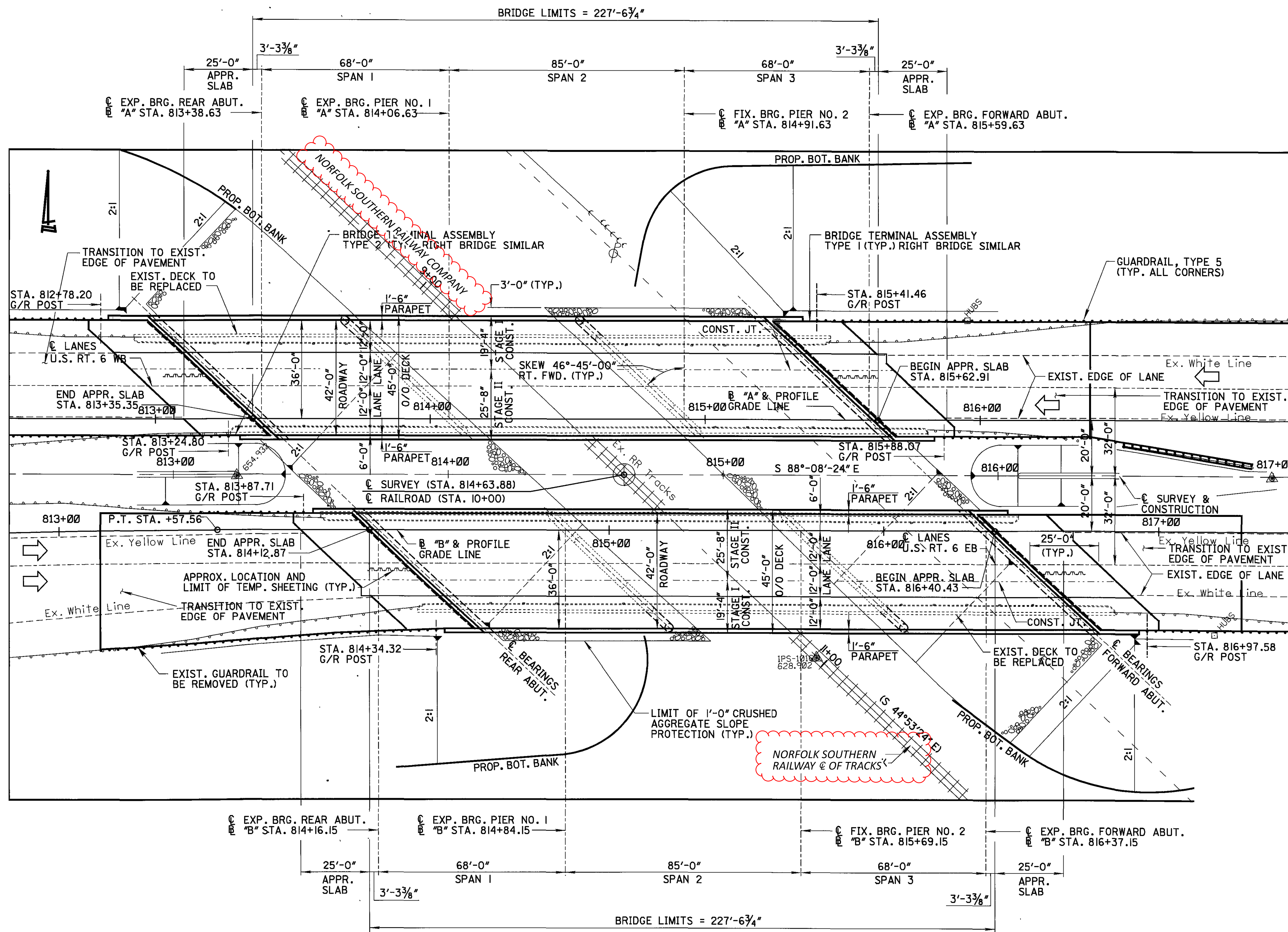


STRUCTURE
Type: Continuous steel beam with new widened composite reinforced concrete deck and widened substructures.
Spans: 65'-0", 93'-0", 76'-0", 75'-0", 81'-0", 65'-0" c-c bearings (Left and Right Structures).
Roadway: 48'-0" toe to toe of parapets for each structure.
Loading: HS20-44 Case II and the alternate military loading.
Skew: 36 Degrees 33 Minutes, Right Forward
Wearing Surface: Monolithic Concrete
Approach Slabs: AS-1-81 (25'-0" Long)
Alignment: Tangent
Superelevation: None

SITE PLAN LOCATIONS 23 & 24
BRIDGE NO. OTT-2-2306 L & R
SR 2 OVER NORFOLK SOUTHERN AND STATE STREET

SFN 6200427 6200451
DESIGN AGENCY
DESIGNER JRC
CHECKER JRC
REVIEWER
DJG 03-06-26
PROJECT ID 123711
SUBSET 1
TOTAL 1
SHEET 32
TOTAL 57

NOTE: THIS SHEET IS INCLUDED FOR INFORMATION ONLY



STRUCTURE

TYPE: 3 SPAN CONTINUOUS STEEL BEAM WITH COMPOSITE REINF. CONCRETE DECK. EXISTING REINF. CONCRETE SUBSTRUCTURES TO BE MODIFIED TO ACCOMMODATE PROPOSED WORK. NEW CONCRETE SUBSTRUCTURE TO BE CONSTRUCTED AS REQUIRED.

SPANS: 68'-0" - 85'-0" - 68'-0"
(C/C BEARINGS)

ROADWAY: 42'-0" T/T PARAPETS

LOADING: HS20-44 (CASE II), & ALTERNATE
MILITARY LOADING

SKEW: 46°-45'-00" RIGHT FORWARD

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: 25'-0" (AS-1-81)

ALIGNMENT: TANGENT

CROWN: NORMAL (3/16" PER FOOT) RIGHT BRIDGE
(VARIES) LEFT BRIDGE

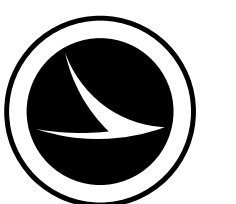
ADT: 26311 (2000); 38491 (2020)

ADTT: 7893 (2000); 11547 (2020)

SITE PLAN LOCATIONS 31 & 32
BRIDGE NO. SAN-6-1513L & R
USR 6/USR 20 OVER RAILROAD SPUR

SFN 7200390
7200366

DESIGN AGENCY



DESIGNER	CHECKER
JRC	JRC

REVIEWER

DJG 03-06-26

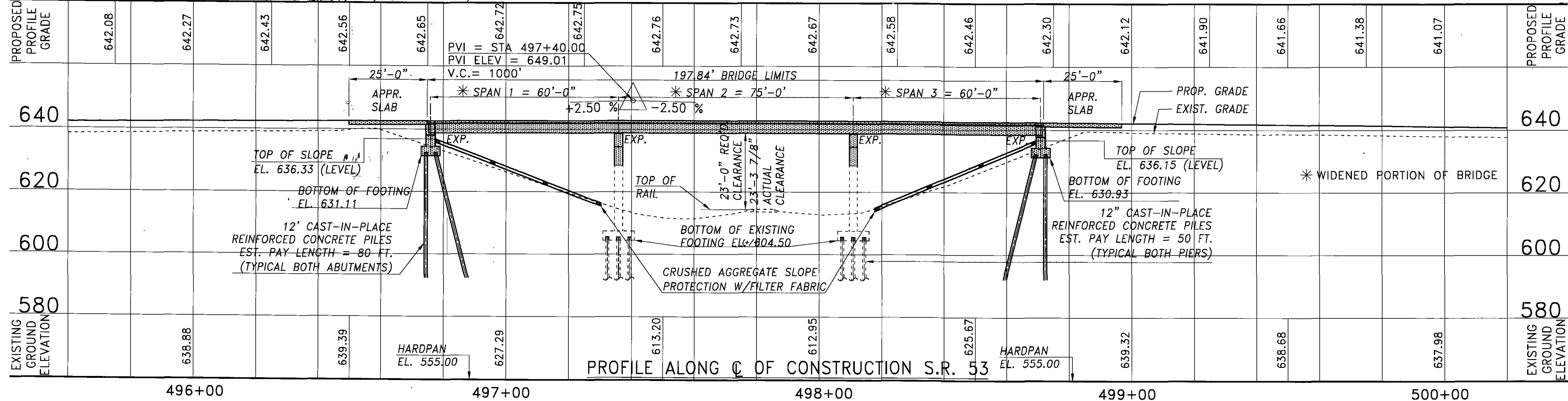
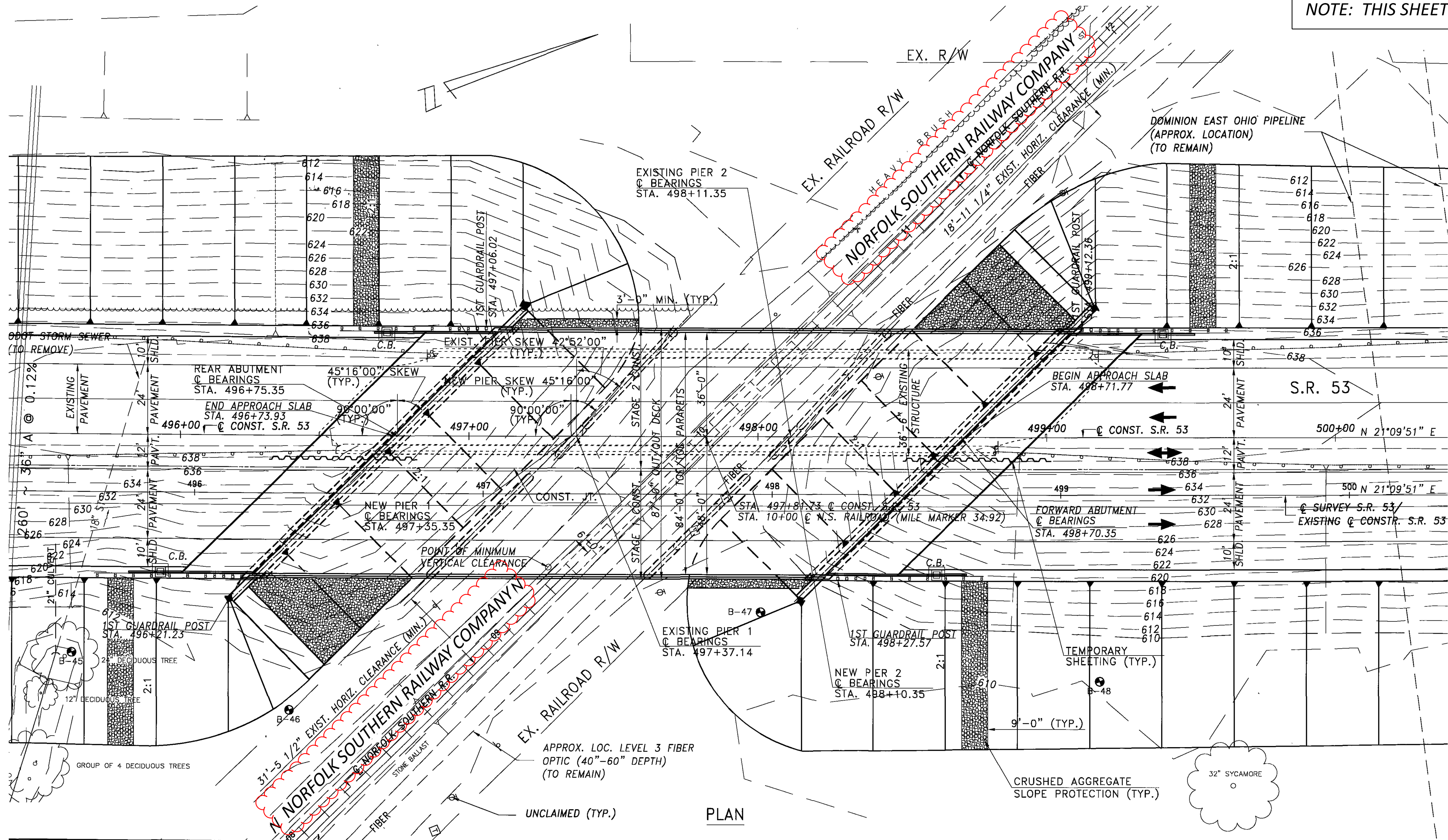
PROJECT ID
123711

SUBSET	TOTAL
1	1

SHEET	TOTAL
39	57

D02 BH FY2027

MODEL: Sheet PAPER/SIZE: 34x22 (in.) DATE: 7/24/2026 TIME: 8:16:11 AM PLTDR: OHDOT_Pen.ttlr USER: Nicholas.Savage@dot.ohio.gov WORKSPACE: OHDOTCv02 WORKSET: 123711 PRODUCT: OpenRoadsDesigner 24.00.00.205
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STRUCTURE	
WORK:	WIDENED SUPERSTRUCTURE ON WIDENED SUBSTRUCTURE
TYPE:	CONTINUOUS ASTM 4588 COMPOSITE STEEL BEAM WITH SEMI-INTEGRAL ABUTMENTS AND T-TYPE PIERS
SKEW:	45°-16'-00" (NOMINAL) LEFT FORWARD
ALIGNMENT:	TANGENT
SPAN:	60'-75'-60', (NOMINAL) C/C BEARINGS
ROADWAY:	84'-0" TOE/TOE OF PARAPETS
LOADING:	HS25 CASE II AND ALTERNATE MILITARY LOADING
WEARING SURFACE:	MONOLITHIC CONCRETE
FUTURE WEARING SURFACE:	60 PSF
CROWN:	0.0156 FT./FT.
APPROACH SLABS:	25'-FT LONG
LATITUDE:	41°23'03"N
LONGITUDE:	83°11'57"W

SITE PLAN LOCATION 41
BRIDGE NO. SAN-53-1176
SR 53 OVER NORFOLK SOUTHERN

SFN	7202288
DESIGN AGENCY	
DESIGNER	JRC
CHECKER	JRC
REVIEWER	
DJG	03-06-26
PROJECT ID	123711
SUBSET	TOTAL
1	1
SHEET	TOTAL
47	57