

SEE P.2-3 FOR LOCATION MAPS

STRUCTURE	NHS	FUNCTIONAL CLASSIFICATION
POR-76-14.894	YES	RURAL FREEWAYS AND EXPRESSWAYS
POR-76-16.106	YES	RURAL FREEWAYS AND EXPRESSWAYS
POR-43-14.309	YES	URBAN PRINCIPAL ARTERIAL
POR-82-0.736	NO	URBAN MINOR ARTERIAL
POR-82-3.448	NO	URBAN MINOR ARTERIAL
SUM-76-5.500	YES	URBAN FREEWAYS AND EXPRESSWAYS
SUM-77-8.843	YES	URBAN FREEWAYS AND EXPRESSWAYS
SUM-77-10.220	YES	URBAN FREEWAYS AND EXPRESSWAYS
SUM-480-0.034L	YES	URBAN FREEWAYS AND EXPRESSWAYS
SUM-224-10.616	YES	URBAN PRINCIPAL ARTERIAL
SUM-224-11.063	YES	URBAN PRINCIPAL ARTERIAL
SUM-8-8.428	YES	URBAN FREEWAYS AND EXPRESSWAYS
SUM-8-9.071	YES	URBAN FREEWAYS AND EXPRESSWAYS
SUM-8-14.360	YES	URBAN FREEWAYS AND EXPRESSWAYS
SUM-8-14.921	YES	URBAN FREEWAYS AND EXPRESSWAYS
SUM-21-8.629	YES	URBAN FREEWAYS AND EXPRESSWAYS
SUM-82-4.221	NO	URBAN MINOR ARTERIAL
SUM-82-10.140	NO	URBAN MINOR ARTERIAL
SUM-91-20.072	YES	URBAN PRINCIPAL ARTERIAL
SUM-93-9.535	NO	URBAN MINOR ARTERIAL
SUM-241-6.055	YES	URBAN PRINCIPAL ARTERIAL
SUM-241-6.837	YES	URBAN PRINCIPAL ARTERIAL
SUM-261D-0.000	YES	URBAN PRINCIPAL ARTERIAL
SUM-261D-0.635R	YES	URBAN PRINCIPAL ARTERIAL
SUM-261-9.066	NO	URBAN MINOR ARTERIAL
SUM-261-12.440	YES	URBAN PRINCIPAL ARTERIAL
SUM-303-7.200	NO	RURAL MAJOR COLLECTOR
SUM-59-2.310A	YES	URBAN FREEWAYS AND EXPRESSWAYS

**UNDERGROUND UTILITIES**  
 Contact Two Working Days  
 Before You Dig

**OHIO811.org**  
 Before You Dig

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

PLAN PREPARED BY:  
 ODOT DISTRICT 4, CAPITAL PLANNING  
 2088 S. ARLINGTON ROAD  
 AKRON, OHIO 44306

# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## D04-BH-FY2025 (WEST)

CITY OF AURORA  
 EDINBURG AND FRANKLIN TOWNSHIP  
 PORTAGE COUNTY  
 CITY OF AKRON, BARBERTON, MACEDONIA,  
 STOW AND TWINSBURG  
 VILLAGE OF BOSTON HEIGHTS AND PENINSULA  
 COPLEY, COVENTRY, SPRINGFIELD  
 AND TWINSBURG TOWNSHIP  
 SUMMIT COUNTY

**INDEX OF SHEETS:**

TITLE SHEET	P.1
LOCATION MAPS	P.2-3
GENERAL NOTES	P.4
MAINTENANCE OF TRAFFIC	P.5-9
GENERAL SUMMARY	P.10-11
PAVEMENT MARKINGS	P.12-13
STRUCTURES	P.14-33

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
DM-4.3	1/15/16	TC-41.20	10/18/13	800-2023	1/19/24
DM-4.4	1/15/16	TC-52.10	10/18/13	821	4/20/12
		TC-52.20	1/15/21	832	7/21/23
AS-2-15	7/21/23	TC-71.10	4/21/23	843	1/19/24
				844	4/20/18
VPF-1-90	7/21/23			848	1/15/21
DS-1-92	7/15/22			921	4/20/12
MT-95.30	7/19/19			961	4/17/20
MT-95.31	7/19/19				
MT-96.11	7/21/23				
MT-96.20	7/21/23				
MT-97.10	4/19/19				
MT-105.10	1/17/20				

**FEDERAL PROJECT NUMBER**

E240586

**RAILROAD INVOLVEMENT**

NORFOLK SOUTHERN, W&LE AND MRTA

**PROJECT DESCRIPTION**

BRIDGE MAINTENANCE ON STRUCTURES  
 LOCATED ON VARIOUS ROUTES WITHIN  
 PORTAGE AND SUMMIT COUNTIES.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)  
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)  
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A (MAINTENANCE PROJECT)

**LIMITED ACCESS (I-76, I-77, I-480, SR-8, SR-21)**

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, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL  
 SPECIFICATION 800 VERSION INDICATED ON 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 P.8-P.9, AND THAT PROVISIONS FOR THE  
 MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE  
 PLANS AND ESTIMATES.

Arthur G. Noiro Jr., P.E.  
 District 04 Deputy Director

Jack Marchbanks, PhD  
 Director, Department of Transportation

ENGINEER'S SEAL

BRIDGE

DESIGN AGENCY



DESIGNER

JF

REVIEWER

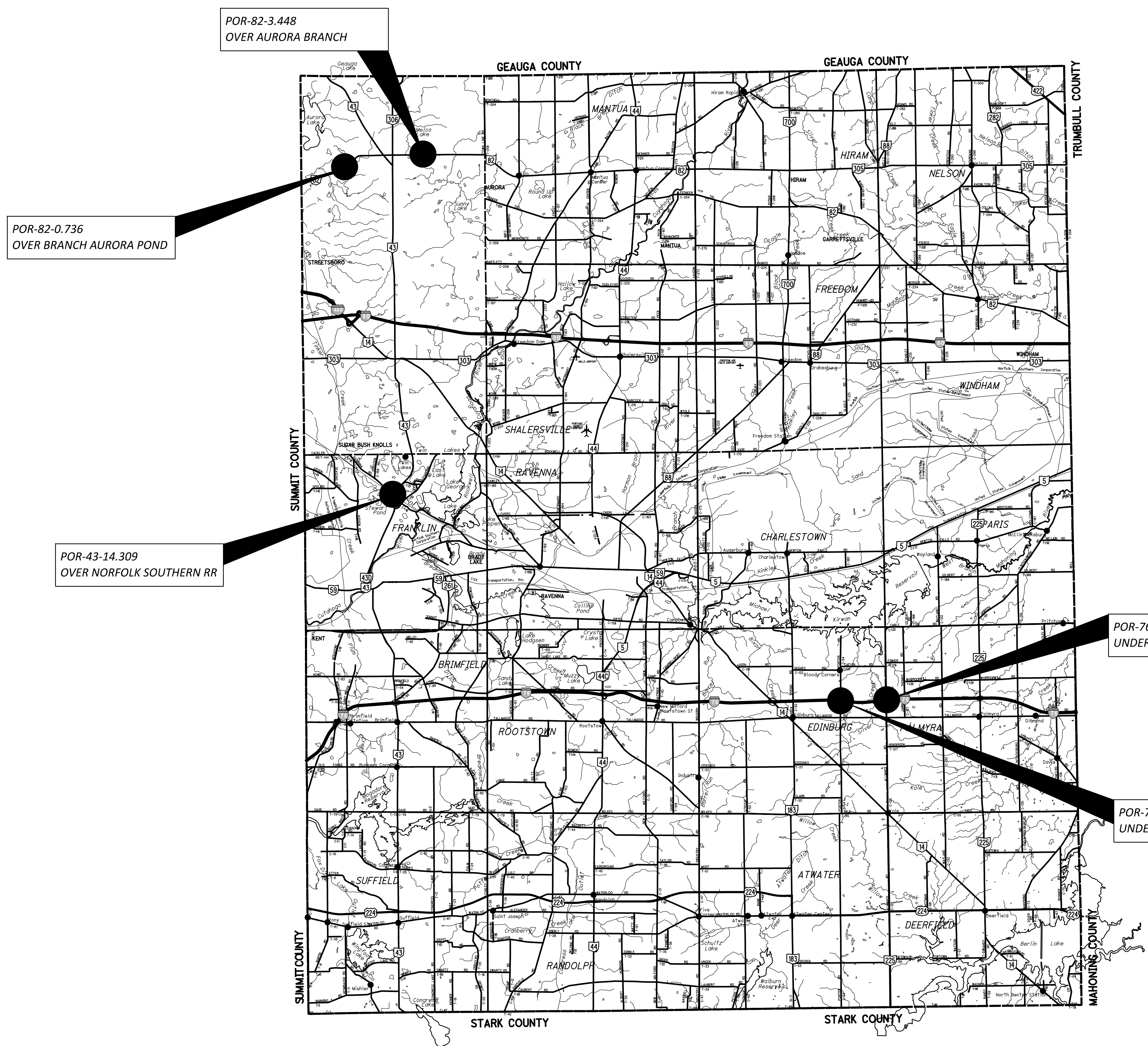
MJA 04-18-24

PROJECT ID

113163

SHEET TOTAL

P.1 33



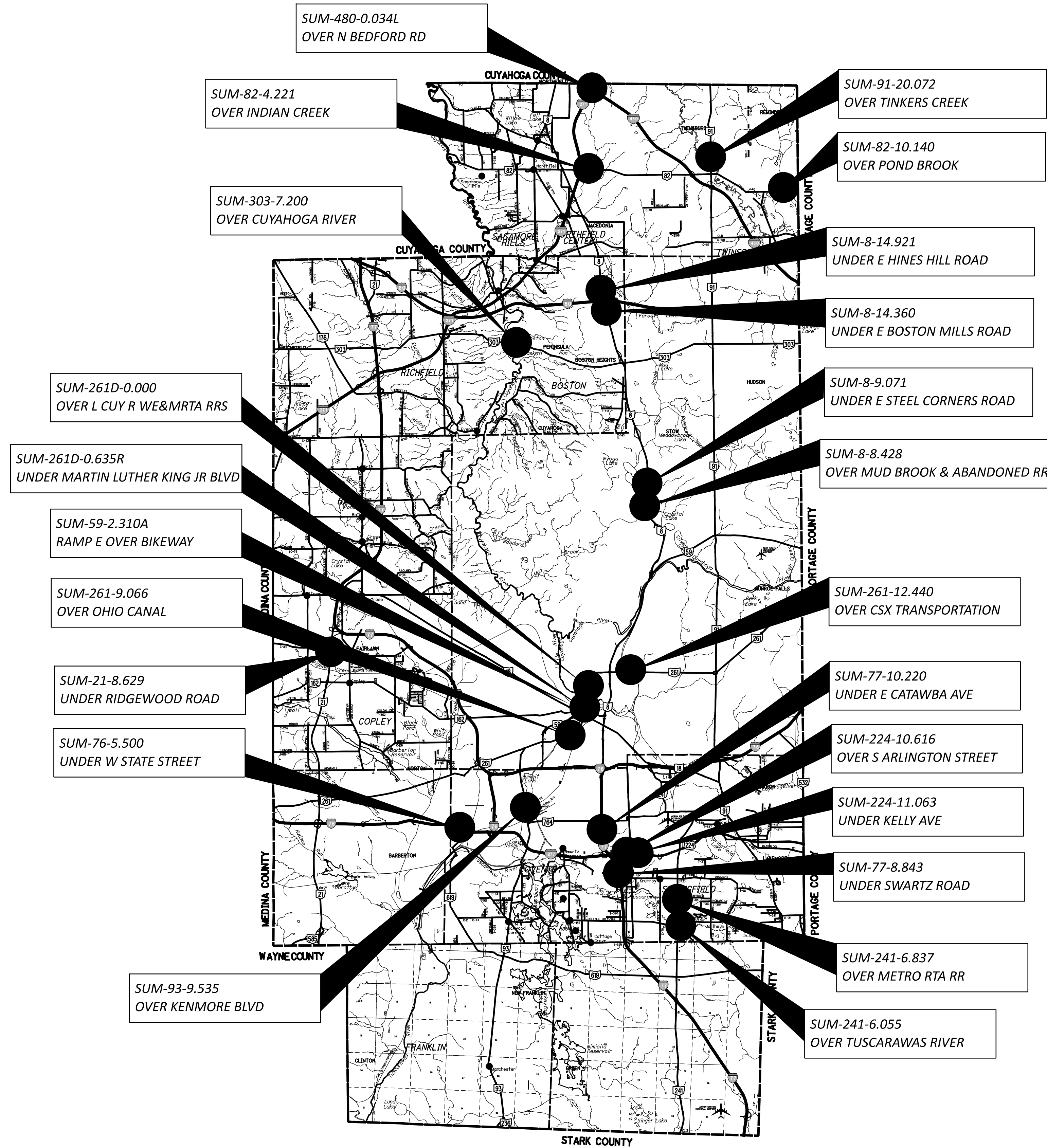
**LOCATION MAP**

LATITUDE: 41°09'38" LONGITUDE: 81°11'39"



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

DESIGN AGENCY	
DESIGNER	JF
REVIEWER	MJA
PROJECT ID	04-18-24
	113163
SHEET	TOTAL
P.2	33



LOCATION MAP

LATITUDE: 41°07'13" LONGITUDE: 81°31'21"



STRUCTURE TO BE IMPROVED	●
INTERSTATE HIGHWAY	—————
FEDERAL ROUTES	—————
STATE ROUTES	—————
COUNTY & TOWNSHIP ROADS	—————
OTHER ROADS	—————

DESIGN AGENCY



DESIGNER	JF
REVIEWER	MJA
PROJECT ID	04-18-24
SHEET	113163
TOTAL	P.3
	33

**UTILITIES**

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811, THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS (MICHELLE CHANEY AT 330-786-2267) AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

**ITEM SPECIAL - AS-BUILT CONSTRUCTION PLANS**

PRIOR TO FINAL ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL FURNISH THE DEPARTMENT FORMAL AS-BUILT CONSTRUCTION PLANS. THE FORMAL AS-BUILT CONSTRUCTION PLANS SHALL INCLUDE ALL RED-LINED CHANGES. RED-LINE CHANGE SHALL BE DENOTED UTILIZING CLOUDING IN MICROSTATION (OR OTHER CAD SOFTWARE) OR CLOUDING IN PDF EDITING SOFTWARE. THE AS-BUILT CONSTRUCTION PLANS SHALL HAVE A SIGNED VERIFICATION ON THE TITLE SHEET FROM THE CONTRACTOR INDICATING THAT ALL RED-LINED AND FIELD CHANGES HAVE BEEN INCORPORATED INTO AS-BUILT CONSTRUCTION PLANS.

THE CONTRACTORS VERIFICATION STATEMENT INDICATES ALL KNOWN FIELD MODIFICATIONS MADE HAVE BEEN INCLUDED IN THE FORMAL AS-BUILT CONSTRUCTION PLANS. THE CONTRACTORS VERIFICATION STATEMENT SHALL BE SIGNED BY THE CONTRACTORS PROJECT MANAGER (OR ACCEPTABLE REPRESENTATIVE).

IN ADDITION TO THE INFORMATION SHOWN ON THE CONSTRUCTION PLANS, THE AS-BUILT CONSTRUCTION PLANS SHALL SHOW THE FOLLOWING:

1. ALL DEVIATIONS FROM THE ORIGINAL APPROVED CONSTRUCTION PLANS WHICH RESULT IN A CHANGE OF LOCATION, MATERIAL, TYPE OR SIZE OF WORK.
2. ANY UTILITIES, PIPES, WELLHEADS, ABANDONED PAVEMENTS, FOUNDATIONS OR OTHER MAJOR OBSTRUCTIONS DISCOVERED AND REMAINING IN PLACE WHICH ARE NOT SHOWN, OR DO NOT CONFORM TO LOCATIONS OR DEPTHS SHOWN IN THE PLANS. UNDERGROUND FEATURES SHALL BE SHOWN AND LABELED ON THE AS-BUILT CONSTRUCTION PLANS IN TERMS OF STATION, OFFSET AND ELEVATION.
3. THE FINAL OPTION AND SPECIFICATION NUMBER SELECTED FOR THOSE ITEMS WHICH ALLOW SEVERAL MATERIAL OPTIONS UNDER THE SPECIFICATION (E.G., CONDUIT).
4. CHANGES TO THE PAY ITEMS AND FINAL QUANTITIES AS PAID SHALL BE SHOWN ON THE GENERAL SUMMARY AND SUBSUMMARIES.
5. ADDITIONAL PLAN SHEETS MAY BE NEEDED IF NECESSARY TO SHOW WORK NOT INCLUDED IN THE CONSTRUCTION PLANS. IF ADDITIONAL PLAN SHEETS ARE NEEDED, THEY ARE REQUIRED TO BE PREPARED IN CONFORMANCE WITH THE LOCATION AND DESIGN MANUAL, VOLUME 3, SECTION 1200 - PLAN PREPARATION.

NOTATION SHALL ALSO BE MADE OF LOCATIONS AND THE EXTENT OF USE OF MATERIALS, OTHER THAN SOIL, FOR EMBANKMENT CONSTRUCTION (ROCK, BROKEN CONCRETE WITHOUT REINFORCING STEEL, ETC.).

THE PLAN INDEX SHALL SHOW THE PLAN SHEETS WHICH HAVE CHANGES APPEARING ON THEM.

TWO COPIES OF THE AS-BUILT CONSTRUCTION PLANS SHALL BE DELIVERED TO THE PROJECT ENGINEER FOR APPROVAL UPON COMPLETION OF THE PHYSICAL WORK BUT PRIOR TO THE REQUEST FOR FINAL PAYMENT. AFTER THE DEPARTMENT HAS APPROVED THE AS-BUILT CONSTRUCTION PLANS, THE ASSOCIATED ELECTRONIC FILES SHALL BE DELIVERED TO THE DISTRICT CAPITAL PROGRAMS ADMINISTRATOR. ACCEPTANCE OF THESE PLANS AND DELIVERY OF THE ASSOCIATED ELECTRONIC FILES IS REQUIRED PRIOR TO THE WORK BEING ACCEPTED AND THE FINAL ESTIMATE APPROVED.

PAYMENT FOR ALL THE ABOVE SHALL BE LUMP SUM UPON PROPER EXECUTION OF ALL WORK OF THIS ITEM AS DETERMINED BY THE PROJECT ENGINEER.

**BARRIER REFLECTORS**

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS DIRECTED BY THE ENGINEER FOR INSTALLING/REPLACING BARRIER REFLECTORS ON ALL EXISTING BARRIER RUNS WITHIN THE PROJECT LIMITS.

STRUCTURE	626	626	626	626
	BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	BARRIER REFLECTOR, TYPE 2 (ONE-WAY)
	EACH	EACH	EACH	EACH
POR-76-14.894	6		12	
POR-76-16.106	6		12	
POR-43-14.309	6		12	
POR-82-0.736	4		8	
POR-82-3.448	4		8	
SUM-76-5.500	6		6	
SUM-77-8.843	6		12	
SUM-77-10.220	6			
SUM-480-0.034L		6		12
SUM-224-10.616		6		12
SUM-224-11.063	6		12	
SUM-8-8.428		6		12
SUM-8-9.071	6		12	
SUM-8-14.360	8		12	
SUM-8-14.921	6		12	
SUM-21-8.629	6		12	
SUM-82-4.2221	4		4	
SUM-82-10.140	4		12	
SUM-91-20.072	6		12	
SUM-93-9.535	6		12	
SUM-241-6.055	4		6	
SUM-241-6.837	6		12	
SUM-261D-0.000		68		
SUM-261D-0.635R		68		
SUM-261-9.066		10		
SUM-261-12.440		6		9
SUM-303-7.200	6			
SUM-59-2.310A		4		12
TOTALS CARRIED TO GENERAL SUMMARY	112	174	188	57

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 04-18-24

PROJECT ID

113163

SHEET TOTAL

P.4 33

**MAINTENANCE OF TRAFFIC**

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. ON 2 AND 3 LANE SECTIONS: A MINIMUM OF ONE TEN FOOT BIDIRECTIONAL LANE SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

ON 4 OR MORE LANE SECTIONS: A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

3. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.

4. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.

5. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE [1] MILE URBAN.

6. FOR ROUTES NOT ON THE PERMITTED LANE CLOSURE CHART, ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

7. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.

8. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.

9. TO ENSURE THAT WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND AND MOVING TRAFFIC, ALL WEIGHTED CHANNELIZERS UTILIZED ON INTERSTATES AND FREEWAYS SHALL BE FROM MANUFACTURERS ON THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF MATERIAL MANAGEMENT'S QUALIFIED PRODUCTS LIST (QPL) WHICH UTILIZE A MINIMUM OF A 30 POUND BALLAST.

10. DRUMS UTILIZED ON THE HIGH SIDE OF A SUPERELEVATED INTERSTATE OR FREEWAYS SHALL BE FROM MANUFACTURERS ON THE OFFICE OF MATERIAL MANAGEMENT'S QUALIFIED PRODUCTS LIST (QPL) WITH A MINIMUM BALLAST WEIGHT OF 30 POUNDS. ALL BALLASTS USED SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FOLLOWING QUANTITY SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:  
 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT, 0.51 MILE  
 614, WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT, 0.58 MILE  
 614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT, 1.10 MILE  
 614, WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT, 760 FEET  
 614, WORK ZONE MARKING SIGN (ALL PHASES), 20 EACH

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.

**TRAFFIC CONTROL INSPECTOR**

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

**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/permited-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.

**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 TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
ROAD & RAMP 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 PATTERNS 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.

**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 SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
THANKSGIVING	CHRISTMAS (OBSERVED)
MEMORIAL DAY	LABOR DAY
FOURTH OF JULY (OBSERVED)	
PGA GOLF TOURNAMENT (XX/XX/25)	

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

DAY OF HOLIDAY TIME ALL LANES  
 OR SPECIAL EVENT MUST BE OPEN TO TRAFFIC

SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY	(TOTAL SOLAR ECLIPSE)
	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	(GEN./REG. ELECTION)
	5:00 AM TUESDAY THROUGH 12:00 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

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

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

**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.

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 12 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 6 MONTH(S)

**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 OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, 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.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

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

FOR 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 LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

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.

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 150 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.

DESIGN AGENCY



DESIGNER

JF

REVIEWER

XXX MM-DD-YY

PROJECT ID

113163

SHEET TOTAL

P.6 33

**APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S)**

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

[INSERT A LIST OF SPECIFIC TEMPORARY TRAFFIC CONTROL SETUPS WITH APPROVED MOT EXCEPTION(S) AS PROVIDED BY THE DWZTM.]

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF [ 30 ] CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND [ INSERT APPLICABLE LOCAL AGENCY(IES) ] AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE "EXCEPTION REQUEST APPROVAL DATED [ / / ] FOR PID [113163] IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

**SIGNALIZED CLOSURES (SUM-91-20.072)**

FOR AREAS WITH 2-LANE HIGHWAYS THAT WILL BE REDUCED TO A SINGLE BI-DIRECTIONAL LANE, THE CONTRACTOR IS PERMITTED TO USE SIGNALIZED CLOSURES AS PER SCD MT-96.11 AT THE DISCRETION OF THE PROJECT ENGINEER. QUEUE BACKUPS AND IMPACTS TO NEARBY DRIVEWAYS WILL BE KEPT TO A MINIMUM. ALL WORK, MATERIALS, SIGNAGE, AND EQUIPMENT WILL BE INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC.

DESIGN AGENCY

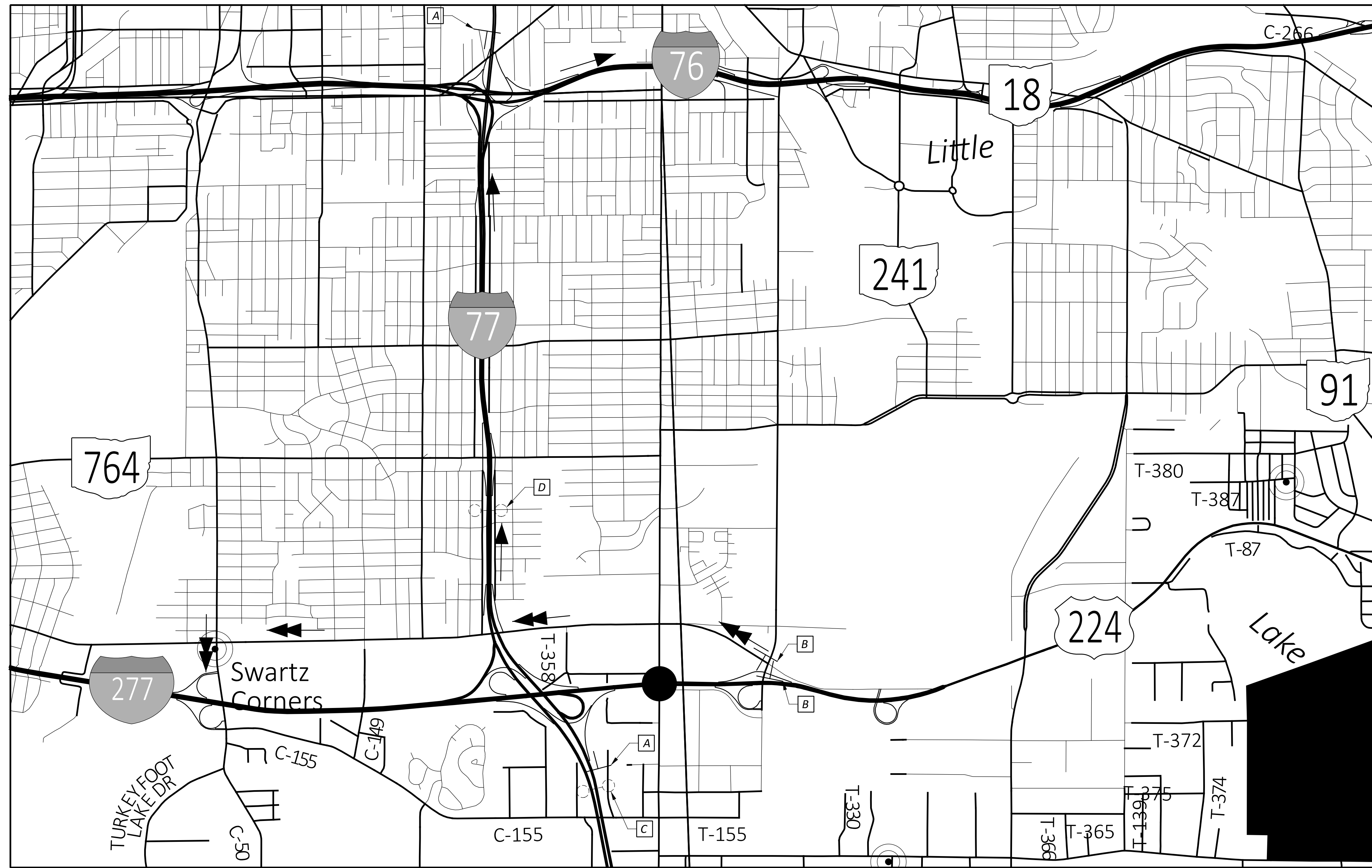



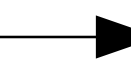
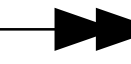
DESIGNER  
JF

REVIEWER  
XXX MM-DD-YY

PROJECT ID  
113163

SHEET TOTAL  
P.7 | 33



-  PROJECT LOCATION: SUM-224-10.616
-  DETOUR: US-224 EB
-  DETOUR: US-224 WB

CLOSE EXIT RAMP FROM I-77 NB/SB TO US-224 EB IN ACCORDANCE WITH SCD MT-98.29  
 CLOSE ENTRANCE RAMP FROM KELLY AVE TO US-224 WB IN ACCORDANCE WITH SCD MT-98.10

- A** PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:
  1. US-224 EAST RAMP CLOSED
  2. USE I-76 EAST
- B** PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES:
  1. US-224 WEST RAMP CLOSED
  2. DETOUR: WATERLOO TO S MAIN

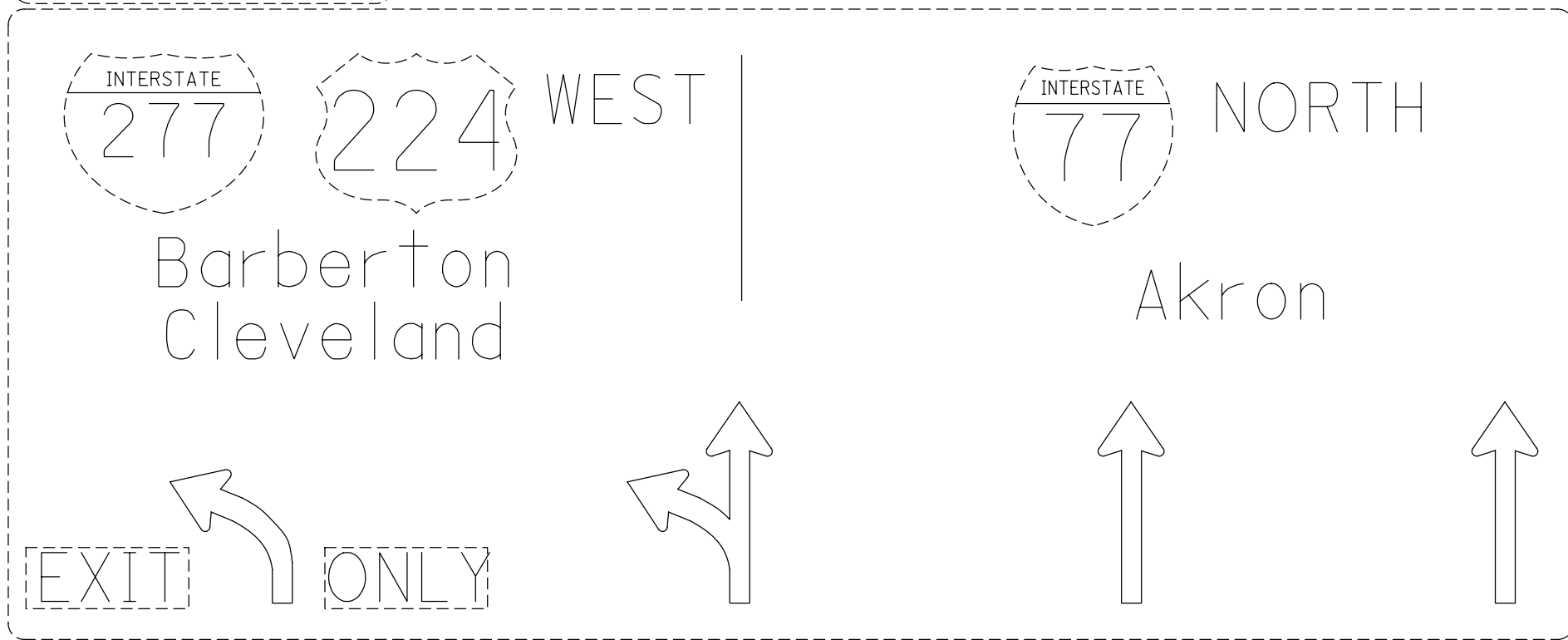
**NOTE: THIS SHEET IS PENDING MOTEC APPROVAL FOR THE FOLLOWING:**  
 -EASTBOUND - CLOSE THE 77 NB & SB RAMPS TO US-224  
 -WESTBOUND - CLOSE THE RAMP FROM KELLY AVE TO US-224



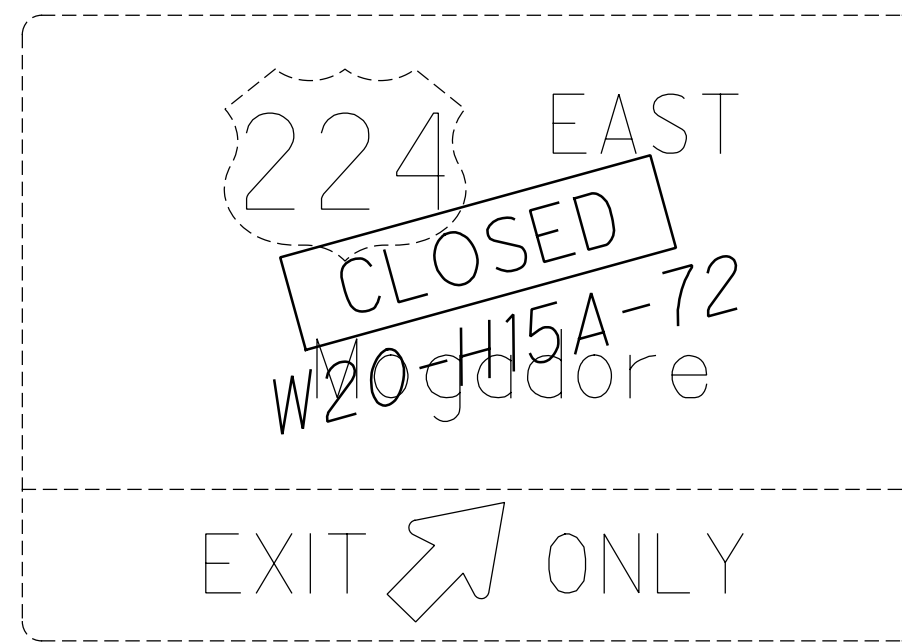


C

LEFT  
EXIT 122B

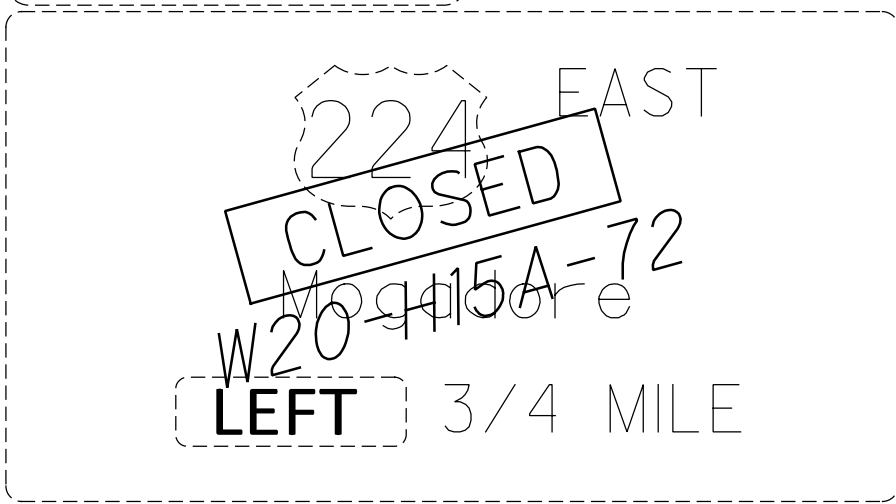


EXIT 122A

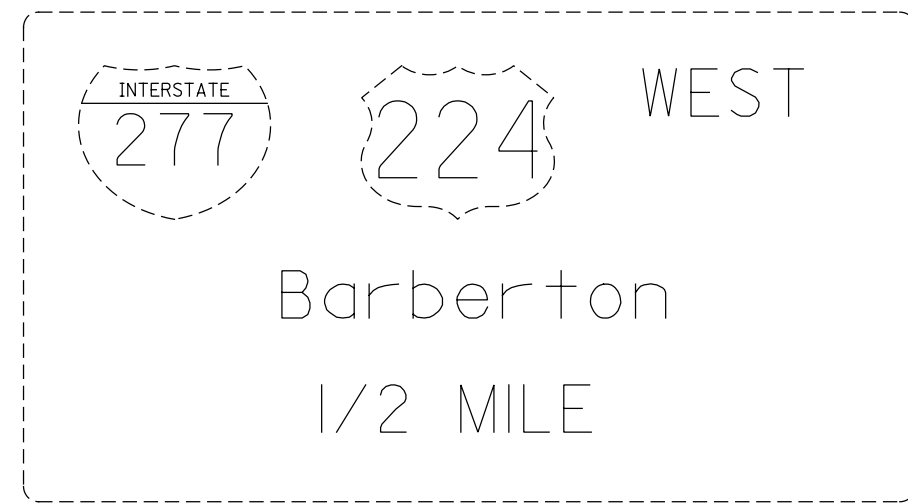


D

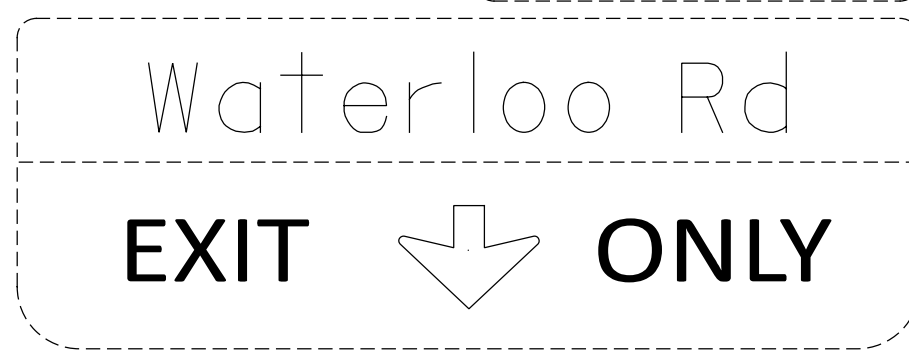
LEFT  
EXIT 122A



EXIT 122B



EXIT 123A



DESIGN AGENCY



DESIGNER

JF

REVIEWER

XXX MM-DD-YY

PROJECT ID

113163

SHEET TOTAL

P.9 | 33

SHEET NUM.							PART.							ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
4	5	6	12	13	14	15	01/IMS/17	02/NHS/47	03/NHS/47	04/NHS/47	05/S>2/17	06/S>2/47	07/STR/47						
																		<b>EROSION CONTROL</b>	
							3,000							832	30000	3,000	EACH	EROSION CONTROL	
																		<b>TRAFFIC CONTROL</b>	
108							30	54		14	4	6		626	00102	108	EACH	BARRIER REFLECTOR, TYPE 1 (BI-DIRECTIONAL)	
174							6	154	4	10				626	00102	174	EACH	BARRIER REFLECTOR, TYPE 1 (ONE-WAY)	
164							42	90		28	4			626	00110	164	EACH	BARRIER REFLECTOR, TYPE 2 (BI-DIRECTIONAL)	
57							12	33	12					626	00110	57	EACH	BARRIER REFLECTOR, TYPE 2 (ONE-WAY)	
					414	550	236	484	133		96	15		630	02100	964	FT	GROUND MOUNTED SUPPORT, NO. 2 POST	
					72	150	48	132	24		18			630	80100	222	SF	SIGN, FLAT SHEET	
					32	25	24	22	14		7	2		630	80100	57	SF	SIGN, FLAT SHEET, 730.20	
					52	6	24	4	16		10	4		630	84900	58	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
					52	6	24	4	16		10	4		630	86002	58	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
			0.59	0.37							0.22		0.02	646	10010	0.96	MILE	EDGE LINE, 6"	
			0.42	0.16					0.55				0.01	646	10110	0.58	MILE	LANE LINE, 6"	
			0.26	0.25					0.33		0.07		0.05	646	10200	0.51	MILE	CENTER LINE	
			313	447					760					646	10300	760	FT	CHANNELIZING LINE, 8"	
			14											646	10400	14	FT	STOP LINE	
					431				431					646	10600	431	FT	TRANSVERSE/DIAGONAL LINE	
			5	16					21					646	20300	21	EACH	LANE ARROW	
																		<b>STRUCTURE REPAIRS</b>	
																		FOR POR-43-14.309 ESTIMATED QUANTITIES	19
																		FOR POR-76-14.894 ESTIMATED QUANTITIES	19
																		FOR POR-76-16.106 ESTIMATED QUANTITIES	19
																		FOR POR-82-0.736 ESTIMATED QUANTITIES	19
																		FOR POR-82-3.448 ESTIMATED QUANTITIES	19
																		FOR SUM-21-8.629 ESTIMATED QUANTITIES	19
																		FOR SUM-224-10.616 ESTIMATED QUANTITIES	19
																		FOR SUM-224-11.063 ESTIMATED QUANTITIES	19
																		FOR SUM-241-6.055 ESTIMATED QUANTITIES	20
																		FOR SUM-241-6.837 ESTIMATED QUANTITIES	20
																		FOR SUM-261-12.440 ESTIMATED QUANTITIES	20
																		FOR SUM-261-9.066 ESTIMATED QUANTITIES	20
																		FOR SUM-261D-0.000 ESTIMATED QUANTITIES	20
																		FOR SUM-261D-0.635R ESTIMATED QUANTITIES	20
																		FOR SUM-303-7.200 ESTIMATED QUANTITIES	20
																		FOR SUM-480-0.034L ESTIMATED QUANTITIES	19
																		FOR SUM-59-2.310A ESTIMATED QUANTITIES	20
																		FOR SUM-76-5.500 ESTIMATED QUANTITIES	19
																		FOR SUM-77-10.220 ESTIMATED QUANTITIES	19
																		FOR SUM-77-8.843 ESTIMATED QUANTITIES	19
																		FOR SUM-8-14.360 ESTIMATED QUANTITIES	19
																		FOR SUM-8-14.921 ESTIMATED QUANTITIES	19
																		FOR SUM-82-10.140 ESTIMATED QUANTITIES	20
																		FOR SUM-82-4.221 ESTIMATED QUANTITIES	20
																		FOR SUM-8-8.428 ESTIMATED QUANTITIES	19
																		FOR SUM-8-9.071 ESTIMATED QUANTITIES	19
																		FOR SUM-91-20.072 ESTIMATED QUANTITIES	20
																		FOR SUM-93-9.535 ESTIMATED QUANTITIES	20
																		<b>MAINTENANCE OF TRAFFIC</b>	
							30	20	60	10	10	10	10	614	11110	150	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
	20						20							614	12460	20	EACH	WORK ZONE MARKING SIGN	
		12					12							614	18601	12	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	6
	0.58						0.58							614	20560	0.58	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	0.51						0.51							614	21550	0.51	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
							1.1							614	22360	1.1	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
							760							614	23690	760	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	



SHEET NUM.							PART.							ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.		
4	5	6	12	13	14	15	01/IMS/17	02/NHS/47	03/NHS/47	04/NHS/47	05/S>2/17	06/S>2/47	07/STR/47								
							243,000								900	00100	243,000	EACH	RAILROAD FLAGGING SERVICES		
																				ITEMS OF WORK	
																				INCIDENTALS	
							LS								614	11000	LS			MAINTAINING TRAFFIC	
							LS								623	10000	LS			CONSTRUCTION LAYOUT STAKES AND SURVEYING	
							LS								624	10000	LS			MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 04-18-24

PROJECT ID

113163

SHEET TOTAL

P.11 33

EDGE LINE											GENERAL SPEC: 640	
											MATERIAL TYPE: 646	
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	WHITE EDGE LINE, 6"			YELLOW EDGE LINE, 6"			COMMENTS
						TOTAL	HIGHWAY	RAMP	TOTAL	HIGHWAY	RAMP	
POR	43	14.31	CARRYING SR 43		STRUCTURE: POR-43-14.309	0.06						
POR	82	0.74	CARRYING SR 82		STRUCTURE: POR-82-0.736	0.02						
POR	82	3.45	CARRYING SR 82		STRUCTURE: POR-82-3.448	0.02						
SUM	77	8.84	CARRYING SWARTZ RD		STRUCTURE: SUM-77-8.843	0.11						
SUM	77	10.22	CARRYING E CATAWBA AVE		STRUCTURE: SUM-77-10.220	0.06						
SUM	480	0.03	CARRYING IR 480		STRUCTURE: SUM-480-0.034L	0.03			0.03			
SUM	8	8.43	CARRYING SR 8		STRUCTURE: SUM-8-8.428	0.04			0.04			
SUM	8	9.07	CARRYING E STEELS CORNERS RD		STRUCTURE: SUM-8-9.071	0.06						
SUM	8	14.36	CARRYING E BOSTON MILLS RD		STRUCTURE: SUM-8-14.360	0.13						
TOTAL						0.52			0.07			


LANE LINE										
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	6" LANE LINE		COMMENTS	
							DASHED	SOLID		
SUM	480	0.03	CARRYING IR 480		STRUCTURE: SUM-480-0.034L	0.03				
SUM	224	11.06	CARRYING KELLY AVE		STRUCTURE: SUM-224-11.063	0.07				
SUM	8	8.43	CARRYING SR 8		STRUCTURE: SUM-8-8.428	0.17				
SUM	8	9.07	CARRYING E STEELS CORNERS RD		STRUCTURE: SUM-8-9.071	0.09				
SUM	8	14.36	CARRYING E BOSTON MILLS RD		STRUCTURE: SUM-8-14.360	0.06				
TOTAL						0.42				

CENTER LINE										
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	EQUIVALENT SOLID LINE	COMMENTS		
							POR		43	14.31
POR	82	0.74	CARRYING SR 82		STRUCTURE: POR-82-0.736	0.01				
POR	82	3.45	CARRYING SR 82		STRUCTURE: POR-82-3.448	0.01				
SUM	77	8.84	CARRYING SWARTZ RD		STRUCTURE: SUM-77-8.843	0.05				
SUM	77	10.22	CARRYING E CATAWBA AVE		STRUCTURE: SUM-77-10.220	0.03				
SUM	224	11.06	CARRYING KELLY AVE		STRUCTURE: SUM-224-11.063	0.03				
SUM	8	9.07	CARRYING E STEELS CORNERS RD		STRUCTURE: SUM-8-9.071	0.03				
SUM	8	14.36	CARRYING E BOSTON MILLS RD		STRUCTURE: SUM-8-14.360	0.06				
TOTAL						0.26				

AUXILIARY																					
CTY	ROUTE LOCATION	TRUE LOG	CHANNEL LINE, 8"	CHANNEL LINE, 12"	STOP LINE	CROSS WALK LINES	TRANSVERSE DIAGONAL LINES		ISLAND MARKING	SYMBOL MARKINGS			LANE ARROWS				WRONG WAY ARROW	WORD ON PVMT ONLY		DOTTED LINES, 6"	COMMENTS
							WHITE	YELLOW		R x R	SCHOOL		TURN LEFT	TURN RIGHT	THRU	COMB.		72"	96"		
											FT	FT									
POR	STRUCTURE: POR-43-14.309	14.31	155																		
SUM	STRUCTURE: SUM-77-10.220	10.22			14																
SUM	STRUCTURE: SUM-8-9.071	9.07	158																		
TOTAL			313		14																

PAVEMENT MARKINGS

DESIGN AGENCY



DESIGNER: JF

REVIEWER: MJA

PROJECT ID: 04-18-24

SHEET: 113163

TOTAL: 33

EDGE LINE											GENERAL SPEC: 640	
											MATERIAL TYPE: 646	
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	WHITE EDGE LINE, 6"			YELLOW EDGE LINE, 6"			COMMENTS
						TOTAL	HIGHWAY	RAMP	TOTAL	HIGHWAY	RAMP	
SUM	8	14.92	CARRYING E HINES HILL RD		STRUCTURE: SUM-8-14.921	0.07						
SUM	82	10.14	CARRYING SR 82		STRUCTURE: SUM-82-10.140	0.03						
SUM	93	9.54	CARRYING SR 93		STRUCTURE: SUM-93-9.535	0.07						
SUM	241	6.06	CARRYING SR 241		STRUCTURE: SUM-241-6.055	0.02						
SUM	261	9.07	CARRYING W CEDAR ST		STRUCTURE: SUM-261-9.066	0.08						
SUM	303	7.20	CARRYING SR 303		STRUCTURE: SUM-303-7.200	0.08						
SUM	59	0.03	CARRYING RAMP E		STRUCTURE: SUM-59-2.310A	0.01			0.01			19 FEET FOR EACH EDGE LINE
TOTAL						0.36			0.01			

LANE LINE										
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	6" LANE LINE		COMMENTS	
							DASHED	SOLID		
SUM	261	9.07	CARRYING W CEDAR ST		STRUCTURE: SUM-261-9.066	0.08				
SUM	261	12.44	CARRYING SR 261		STRUCTURE: SUM-261-12.440	0.07				
SUM	59	0.03	CARRYING RAMP E		STRUCTURE: SUM-59-2.310A	0.01			19 FEET	
TOTAL						0.16				

CENTER LINE										
CTY	ROUTE	TRUE LOG	FROM	TRUE LOG	TO	TOTAL MILES	EQUIVALENT SOLID LINE		COMMENTS	
SUM	8	14.92	CARRYING E HINES HILL RD		STRUCTURE: SUM-8-14.921	0.04				
SUM	82	10.14	CARRYING SR 82		STRUCTURE: SUM-82-10.140	0.01				
SUM	93	9.54	CARRYING SR 93		STRUCTURE: SUM-93-9.535	0.03				
SUM	241	6.06	CARRYING SR 241		STRUCTURE: SUM-241-6.055	0.01				
SUM	261	9.07	CARRYING W CEDAR ST		STRUCTURE: SUM-261-9.066	0.08				
SUM	261	12.44	CARRYING SR 261		STRUCTURE: SUM-261-12.440	0.04				
SUM	303	7.20	CARRYING SR 303		STRUCTURE: SUM-303-7.200	0.04				
TOTAL						0.25				

AUXILIARY																					
CTY	ROUTE LOCATION	TRUE LOG	CHANNEL LINE, 8"	CHANNEL LINE, 12"	STOP LINE	CROSS WALK LINES	TRANSVERSE DIAGONAL LINES		ISLAND MARKING	SYMBOL MARKINGS			LANE ARROWS					WORD ON PVMT ONLY		DOTTED LINES, 6"	COMMENTS
							WHITE	YELLOW		R x R	SCHOOL		TURN LEFT	TURN RIGHT	THRU	COMB.	REDUCT.	72"	96"		
											FT	FT									
SUM	STRUCTURE: SUM-8-14.921	14.92	197																		
SUM	STRUCTURE: SUM-241-6.055	6.06	61																		
SUM	STRUCTURE: SUM-261-9.066	9.07						431													
SUM	STRUCTURE: SUM-261-12.440	12.44	189																		
TOTAL			447					431					9		7						

PAVEMENT MARKINGS

DESIGN AGENCY	
DESIGNER	
REVIEWER	MJA
PROJECT ID	04-18-24
	113163
SHEET	TOTAL
P.13	33

STRUCTURE FILE NO. (SFN)	EXPRESSWAY / FREEWAY STRUCTURE ID INFO	INTERSECTING ROADWAY STRUCTURE ID INFO	APPROACH DIRECTION (NB, SB, EB, WB)	SIDE OF ROADWAY (LT, RT)	GENERAL		MAINLINE FREEWAY/EXPRESSWAY				ROADWAY OVER EXPRESSWAY/FREEWAY				ROADWAY UNDER EXPRESSWAY/FREEWAY								
					REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	630	630	630	630	630	630	630	630	630	630	630	630	630				
					EACH	EACH	SF	SF	SF	FT	SF	SF	SF	SF	FT	SF	SF	SF	FT				
6702767	POR-76-14.894	POR-TR-54-2.951	EB	RT	1	1																	
6702767	POR-76-14.894	POR-TR-54-2.951	WB	RT	1	1	1																
6702767	POR-76-14.894	POR-TR-54-2.951	NB	LT	1	1																	
6702767	POR-76-14.894	POR-TR-54-2.951	NB	RT	1	1						1	1				3				11		
6702767	POR-76-14.894	POR-TR-54-2.951	SB	LT	1	1											3				11		
6702767	POR-76-14.894	POR-TR-54-2.951	SB	RT	1	1						1	1				3				11		
6702864	POR-76-16.106	POR-CR-125-5.593	EB	RT	1	1	1																
6702864	POR-76-16.106	POR-CR-125-5.593	WB	RT	1	1	1																
6702864	POR-76-16.106	POR-CR-125-5.593	NB	LT	1	1											3				11		
6702864	POR-76-16.106	POR-CR-125-5.593	NB	RT	1	1						1	1				3				11		
6702864	POR-76-16.106	POR-CR-125-5.593	SB	LT	1	1											3				11		
6702864	POR-76-16.106	POR-CR-125-5.593	SB	RT	1	1						1	1				3				11		
6703283	POR-82-3.448		EB	LT	1	1																	
6703283	POR-82-3.448		EB	RT	1	1	1																
6703283	POR-82-3.448		WB	LT	1	1																	
6703283	POR-82-3.448		WB	RT	1	1	1																
7702612	SUM-77-8.843	SUM-CR-155-1.705	NB	RT	1	1	1																
7702612	SUM-77-8.843	SUM-CR-155-1.705	SB	RT	1	1	1																
7702612	SUM-77-8.843	SUM-CR-155-1.705	EB	LT	1	1																	
7702612	SUM-77-8.843	SUM-CR-155-1.705	EB	RT	1	1						1	1				3				11		
7702612	SUM-77-8.843	SUM-CR-155-1.705	WB	LT	1	1											3				11		
7702612	SUM-77-8.843	SUM-CR-155-1.705	WB	RT	1	1						1	1				3				11		
7702760	SUM-77-10.220	SUM-MR-481-1.040	NB	RT	1	1	1																
7702760	SUM-77-10.220	SUM-MR-481-1.040	SB	RT	1	1	1																
7702760	SUM-77-10.220	SUM-MR-481-1.040	EB	LT	1	1																	
7702760	SUM-77-10.220	SUM-MR-481-1.040	EB	RT	1	1						1	1				3				11		
7702760	SUM-77-10.220	SUM-MR-481-1.040	WB	LT	1	1											3				11		
7702760	SUM-77-10.220	SUM-MR-481-1.040	WB	RT	1	1						1	1				3				11		
7707797	SUM-224-11.063	SUM-CR-673-0.091	EB	RT	1	1	1																
7707797	SUM-224-11.063	SUM-CR-673-0.091	WB	RT	1	1	1																
7707797	SUM-224-11.063	SUM-CR-673-0.091	NB	LT	1	1																	
7707797	SUM-224-11.063	SUM-CR-673-0.091	NB	RT	1	1						1	1				3				11		
7707797	SUM-224-11.063	SUM-CR-673-0.091	SB	LT	1	1											3				11		
7707797	SUM-224-11.063	SUM-CR-673-0.091	SB	RT	1	1						1	1				3				11		
7700105	SUM-8-9.071	SUM-CR-100-5.399	NB	RT	1	1	1																
7700105	SUM-8-9.071	SUM-CR-100-5.399	SB	RT	1	1	1																
7700105	SUM-8-9.071	SUM-CR-100-5.399	EB	LT	1	1											3				11		
7700105	SUM-8-9.071	SUM-CR-100-5.399	EB	RT	1	1						1	1				3				11		
7700105	SUM-8-9.071	SUM-CR-100-5.399	WB	LT	1	1											3				11		
7700105	SUM-8-9.071	SUM-CR-100-5.399	WB	RT	1	1						1	1				3				11		
7706928	SUM-82-4.221		EB	LT	1	1																	
7706928	SUM-82-4.221		EB	RT	1	1	1																
7706928	SUM-82-4.221		WB	LT	1	1																	
7706928	SUM-82-4.221		WB	RT	1	1	1																
7707037	SUM-82-10.140		EB	LT	1	1																	
7707037	SUM-82-10.140		EB	RT	1	1	1																
7707037	SUM-82-10.140		WB	LT	1	1																	
7707037	SUM-82-10.140		WB	RT	1	1	1																
7707444	SUM-91-20.072		NB	LT	1	1																	
7707444	SUM-91-20.072		NB	RT	1	1	1																
7707444	SUM-91-20.072		SB	LT	1	1																	
7707444	SUM-91-20.072		SB	RT	1	1	1																
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>					52	52	20				150	12			36	36		264					
								<b>NOTE 1</b>	<b>NOTE 2</b>	<b>NOTE 3</b>		<b>NOTE 1</b>	<b>NOTE 4</b>	<b>NOTE 2</b>	<b>NOTE 3</b>		<b>NOTE 1</b>	<b>NOTE 2</b>	<b>NOTE 3</b>				

- NOTE 1** | I-h25b, MOUNTED UNDER OM-3R IF SPECIFIED, USE EXPRESSWAY / FREEWAY STRUCTURE INFO
- NOTE 2** | OM-3L
- NOTE 3** | OM-3R
- NOTE 4** | I-h25b, MOUNTED UNDER MAINLINE STRUCTURE ID SIGN, USE INTERSECTING ROADWAY STRUCTURE INFO

STRUCTURE ID SUBSUMMARY

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 04-18-24

PROJECT ID

113163

SHEET

P.14


TOTAL

33

STRUCTURE FILE NO. (SFN)	EXPRESSWAY / FREEWAY STRUCTURE ID INFO	INTERSECTING ROADWAY STRUCTURE ID INFO	APPROACH DIRECTION (NB, SB, EB, WB)	SIDE OF ROADWAY (LT, RT)	GENERAL		MAINLINE FREEWAY/EXPRESSWAY				ROADWAY OVER EXPRESSWAY/FREEWAY				ROADWAY UNDER EXPRESSWAY/FREEWAY			
					630	630	630	630	630	630	630	630	630	630	630	630	630	630
					REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	SIGN, FLAT SHEET, 730.20	SIGN, FLAT SHEET	SIGN, FLAT SHEET	GROUND MOUNTED SUPPORT, NO. 2 POST	SIGN, FLAT SHEET, 730.20	SIGN, FLAT SHEET, 730.20	SIGN, FLAT SHEET	SIGN, FLAT SHEET	GROUND MOUNTED SUPPORT, NO. 2 POST	SIGN, FLAT SHEET, 730.20	SIGN, FLAT SHEET	SIGN, FLAT SHEET
EACH	EACH	SF	SF	SF	FT	SF	SF	SF	SF	FT	SF	SF	SF	FT				
7707622	SUM-93-9.535	SUM-CR-670	NB	RT	1	1		3		11								
7707622	SUM-93-9.535	SUM-CR-670	SB	RT	1	1	1		3									
7707622	SUM-93-9.535	SUM-CR-670	EB	LT											3			11
7707622	SUM-93-9.535	SUM-CR-670	EB	RT										1		3		11
7707622	SUM-93-9.535	SUM-CR-670	WB	LT											3			11
7707622	SUM-93-9.535	SUM-CR-670	WB	RT										1		3		11
7708645	SUM-261D-0.000	SUM-CR-632-0.89	NB	RT	1	1		3		11								
7708645	SUM-261D-0.000	SUM-CR-632-0.89	SB	RT	1	1	1		3									
7708645	SUM-261D-0.000	SUM-CR-632-0.89	EB	LT											15			55
7708645	SUM-261D-0.000	SUM-CR-632-0.89	EB	RT										5		15		55
7708645	SUM-261D-0.000	SUM-CR-632-0.89	WB	LT											15			55
7708645	SUM-261D-0.000	SUM-CR-632-0.89	WB	RT										5		15		55
7708653	SUM-261D-0.635R	SUM-CR-632-0.90R	NB	RT	1	1		3		11								
7708653	SUM-261D-0.635R	SUM-CR-632-0.90R	SB	RT	1	1	1		3									
7708653	SUM-261D-0.635R	SUM-CR-632-0.90R	EB	LT											15			55
7708653	SUM-261D-0.635R	SUM-CR-632-0.90R	EB	RT										5		15		55
7708653	SUM-261D-0.635R	SUM-CR-632-0.90R	WB	LT											15			55
7708653	SUM-261D-0.635R	SUM-CR-632-0.90R	WB	RT										5		15		55
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>					6	6	3	9	9	66					22	66	66	484

<b>NOTE 1</b>	I-h25b, MOUNTED UNDER OM-3R IF SPECIFIED, USE EXPRESSWAY / FREEWAY STRUCTURE INFO
<b>NOTE 2</b>	OM-3L
<b>NOTE 3</b>	OM-3R
<b>NOTE 4</b>	I-h25b, MOUNTED UNDER MAINLINE STRUCTURE ID SIGN, USE INTERSECTING ROADWAY STRUCTURE INFO

STRUCTURE ID SUBSUMMARY

DESIGN AGENCY  
  
 DESIGNER: JF  
 REVIEWER: MJA 04-18-24  
 PROJECT ID: 113163  
 SHEET: P.15 TOTAL: 33

PROPOSED WORK	BRIDGE NUMBER / STRUCTURE FILE NUMBER																											
	POR-76-14.894 6702767	POR-76-16.106 6702864	POR-43-14.309 6701264	POR-82-0.736 6703259	POR-82-3.448 6703283	SUM-76-5.500 7705344	SUM-77-8.843 7702612	SUM-77-10.220 7702760	SUM-480-0.034L 7710151	SUM-224-10.616 7707789	SUM-224-11.063 7707797	SUM-8-8.428 7700083	SUM-8-9.071 7700105	SUM-8-14.360 7700490	SUM-8-14.921 7700504	SUM-21-8.629 7701748	SUM-82-4.221 7706928	SUM-82-10.140 7707037	SUM-91-20.072 7707444	SUM-93-9.535 7707622	SUM-241-6.055 7708009	SUM-241-6.837 7700876	SUM-261D-0.000 7708645	SUM-261D-0.635R 7708653	SUM-261-9.066 7760124	SUM-261-12.440 7708742	SUM-303-7.200 7709935	SUM-59-2.310A 7701950
DECK SEALING WITH GRAVITY FED RESIN -SEAL THE EXISTING CONCRETE WEARING SURFACE AND APPROACH SLABS			X	X	X		X	X	X		X	X	X	X				X		X	X				X	X	X	X
CONCRETE DECK PATCHING -PATCH AREAS OF THE CONCRETE WEARING SURFACE THAT ARE VISIBLY UNSOUND			X																	X	X		X	X			X	
SUBSTRUCTURE PATCHING WITH 519 -PATCH ALL UNSOUND AREAS OF THE SUBSTRUCTURE / SEAL PATCHES WITH EPOXY-URETHANE			X																X	X								
SUBSTRUCTURE PATCHING WITH SS 844 -PATCH ALL UNSOUND AREAS OF THE SUBSTRUCTURE / SEAL PATCHES WITH EPOXY-URETHANE																				X								
SUBSTRUCTURE SEALING -SEAL THE UNSEALED SURFACES OF THE PIERS WITH EPOXY-URETHANE			X																									
CONCRETE OVERLAY USING HYRDODEMOLITION -REMOVE EXISTING WEARING SURFACE / REPLACE WITH A MICRO-SILICA CONCRETE OVERLAY						X				X									X					X				
CLEANING, INSPECTION, AND REPLACEMENT OF STRIP SEALS -REPLACE ALL DAMAGED JOINT SEALS AT THE FWD, REAR, & INTERMEDIATE EXPANSION JOINTS			X																		X	X	X					
CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED -REMOVE UNSOUND CONCRETE / CLEAN & COAT EXPOSED REBAR WITH A ZINC RICH PRIMER																	X		X	X			X	X				
SPALL REPAIR USING EMBEDDED GALVANIC ANODES -PATCH SPALLED AREAS WITH 844 - CONCRETE PATCHING WITH GLAVANIC ANODE PROTECTION																	X		X									
PATCHING CONCRETE RAILING WITH 519 -PATCH ALL SPALLED OR UNSOUND AREAS / SEAL CONCRETE PATCHES WITH EPOXY-URETHANE	X	X																		X			X	X				
PATCHING CONCRETE RAILING WITH SS 843 -PATCH ALL SPALLED OR UNSOUND AREAS / SEAL CONCRETE PATCHES WITH EPOXY-URETHANE	X																											
PATCHING CONCRETE RAILING WITH SS 844 -PATCH ALL SPALLED OR UNSOUND AREAS / SEAL CONCRETE PATCHES WITH EPOXY-URETHANE		X																										
SEALING OF CONCRETE RAILING -REMOVE EXISTING SEALER / SEAL THE CONCRETE RAILING WITH EPOXY-URETHANE	X	X																		X			X	X				
VANDAL PROTECTION FENCE REMOVAL AND REPLACEMENT -PATCH ALL DETERIORATED AREAS AROUND THE BASEPLATES / REPLACE REBAR AS NEEDED	X	X																										
CHANNEL CLEANOUT -REMOVE ALL VEGETATION AND BUILT-UP SILT WITHIN THE CHANNEL																	X											
COLLISION REPAIR & HEAT STRAIGHTENING -HEAT STRAIGHTEN COLLISION DAMAGE AND REPLACE BENT CROSS FRAMES																X												
FIELD PAINTING STEEL GIRDERS AT PIN & HANGERS/GIRDER ENDS -REMEDIAL SALT CONTAMINATION IN THE WEATHERING STEEL PRIOR TO FIELD PAINTING -REFURBISH HINGES																							X	X				
DECORATIVE FENCE REMOVAL AND REPLACEMENT -REMOVE DECORATIVE FENCE AND INSTALL NEW VANDAL PROTECTION FENCE AS PER VPF-1-90																							X	X				
DEBRIS CONTAINMENT WRAP INSTALLATION -SEE SHEET 3/20 FOR DETAILS																							X	X				
SCUPPER END REPLACEMENT -REPLACE ALL OF THE DETERIORATED AREAS AT THE ENDS OF THE SCUPPERS			X																									
SLOPE PROTECTION REPAIR -REPAIR THE BOTTOM PORTION OF THE SLOPE PROTECTION UP TO THE BASE OF THE PIERS																			X									
CLEARING & GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X

**STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS**

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- AS-2-15 DATED (REVISED) 1/20/2023
- DS-1-92 DATED (REVISED) 7/15/2022
- VPF-1-90 DATED (REVISED) 7/21/2023

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

- 843 DATED 1/19/2024
- 844 DATED 4/20/2018
- 848 DATED 1/15/2021

**DESIGN SPECIFICATIONS**

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, INCLUDING THE 2012 INTERIM SPECIFICATIONS. AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

**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, 105.02, AND 513.04. 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.

**ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS**

ALTHOUGH NO TREES OR STUMPS ARE SPECIFICALLY MARKED FOR REMOVAL WITHIN THE PLANS, A LUMP SUM QUANTITY IS INCLUDED IN THE STRUCTURE GENERAL SUMMARY FOR ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS. SCALPING IS NOT REQUIRED FOR THIS ITEM OF WORK. ALL VEGETATION SHALL BE REMOVED WITHIN 15 FEET (OR TO THE R/W LIMITS, WHICHEVER IS CLOSER) OF THE HEADWALLS, ABUTMENTS AND/OR PIERS. NO WORK SHALL BE PERFORMED WITHIN THE LIMITS OF RAILROAD RIGHT-OF-WAY.

ALL OTHER PROVISIONS AS SET FORTH IN THE CMS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS.

**ITEM 202 - REMOVAL MISC.: CHANNEL CLEANOUT**

THIS WORK WILL CONSIST OF RE-ESTABLISHING THE ORIGINAL CHANNEL PROFILE BY REMOVING SEDIMENT BUILDUP, VEGETATION, AND DEBRIS FROM THE EXISTING CHANNEL WITHIN STATE RIGHT-OF-WAY LIMITS AS SPECIFIED IN THE PLANS FOR STRUCTURES SUM-82-4.221. ANY TREES LOCATED WITHIN CHANNEL OR BANK LIMITS WILL BE INCLUDED UNDER ITEM 201, CLEARING AND GRUBBING. ALL MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17 OF THE CMS WITH THE APPROVAL OF THE ENGINEER. NO AREAS OF EXISTING CHANNEL PROTECTION SHALL BE REMOVED IN ORDER TO RESTORE THE ORIGINAL CHANNEL PROFILE. AFFECTED CHANNEL AREAS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER.

CHANNEL CLEANOUT WILL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 202 REMOVAL MISC.: CHANNEL CLEANOUT. THIS PRICE WILL INCLUDE THE COST FOR LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CHANNEL CLEANOUT.

STRUCTURE NOTES  
 IR-76, IR-77, IR-480, SR-43, SR-82, SR-8. SR-21, SR-91, SR-93, SR-241, SR-261, SR-303, & US-224  
 PORTAGE AND SUMMIT COUNTIES

SFN	
VARIOUS	
DESIGN AGENCY	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
XXX 04-18-24	
PROJECT ID	
113163	
SUBSET	TOTAL
1	18
SHEET	TOTAL
P.16	33



**ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN (POR-76-16.106, SUM-82-4.221, & SUM-93-9.535)**

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW REINFORCING STEEL OF THE SAME SIZE AND COATING AT NO COST TO THE DEPARTMENT.

\*A QUANTITY OF EPOXY COATED REINFORCING STEEL HAS BEEN PROVIDED FOR STRUCTURES POR-76-16.106, SUM-82-4.221, AND SUM-93-9.535 TO BE USED WITH ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION.

**ITEM 514 - PAINTING OF STRUCTURAL STEEL (SUM-261D-0.000 & SUM-261D-0.635R)**

THIS ITEM OF WORK WILL CONSIST OF PAINTING 10 FEET OF THE BEAM ENDS AT EACH ABUTMENT AND 15 FEET OF THE BEAM ON BOTH SIDES OF THE PINS/HANGERS INCLUDING THE CROSSFRAMES AND BEARINGS AT BOTH THE ABUTMENTS AND PINS/HANGERS OF STRUCTURES SUM-261D-0.000 AND SUM-261D-0.635R.

THE COLOR FOR THE FINISHED COAT OF STRUCTURE(S) SUM-261D-0.000 AND SUM-261D-0.635R WILL CONFORM TO FEDERAL COLOR NUMBER 20045 OR 20059.

**ITEM SPECIAL – STRUCTURES: SALT REMEDIATION FOR STRUCTURAL STEEL PAINTING (SUM-261D-0.000 & SUM-261D-0.635R)**

IN ADDITION TO THE REQUIREMENTS OF CMS 514.13 SURFACE PREPARATION, TEST EXISTING STEEL SURFACES FOR CHLORIDE CONTAMINANTS, SOLUBLE FERROUS ION LEVELS, AND SULFATE CONTAMINANTS PRIOR TO COATING APPLICATION.

USE RELIABLE, REPRODUCIBLE TEST METHODS. THESE TESTS SHALL USE EXTRACT SOLUTIONS THAT ARE ACIDIC, FACTORY PRE-MEASURED, PRE-PACKAGED AND OF UNIFORM CONCENTRATION. THE SOLUTIONS SHALL BE MERCURY FREE. THE EXTRACTION TEST CONTAINER SHALL CREATE A SEALED, ENCAPSULATED ENVIRONMENT DURING SALT ION EXTRACTION FROM HORIZONTAL, VERTICAL, CURVED, SMOOTH, PITTED AND ROUGH STEEL SURFACES. ALL SALT ION CONCENTRATION SHALL BE DIRECTLY MEASURED IN MICROGRAMS PER SQUARE CENTIMETER OR GAINS PER SQUARE INCH.

PERFORM THREE TESTS FOR THE FIRST 1000 SQUARE FEET AND ONE TEST FOR EACH ADDITIONAL 2000 SQUARE FEET OR PART THEREOF. EACH STRUCTURE SHALL HAVE A MINIMUM OF 3 TEST PERFORMED. THE ENGINEER WILL SELECT TEST LOCATIONS AT AREAS OF COATING FAILURE AND AREAS OF CORROSION PITTING. RE-BLAST TESTED AND CLEANED AREAS AND RE-TEST UNTIL ALL REQUIRED TESTS SHOW RESULTS LESS THAN 7 MICROGRAMS PER SQUARE CENTIMETER (0.0007 GRAINS PER SQUARE INCH) OF CHLORIDE CONTAMINANTS, LESS THAN 10 MICROGRAMS PER SQUARE CENTIMETER (0.001 GRAINS PER SQUARE INCH) OF SOLUBLE FERROUS ION LEVELS, OR LESS THAN 17 MICROGRAMS PER SQUARE CENTIMETER (0.0017 GRAINS PER SQUARE INCH) OF SULFATE CONTAMINANTS. METHODS OF REMOVAL OF SOLUBLE SALT CONTAMINATION MAY INCLUDE ABRASIVE BLAST CLEANING, HIGH PRESSURE WATER RINSING, STEAM CLEANING, AND CLEANING USING A SOLUTION OF WATER WASHING AND SOLUBLE SALTS REMOVER. THE SOLUBLE SALTS REMOVER SHALL BE BIODEGRADABLE, NONTOXIC, NONCORROSIVE, AND AFTER APPLICATION, SHALL NOT INTERFERE WITH PRIMER ADHESION.

CONTAIN, COLLECT, CHARACTERIZE AND LEGALLY DISPOSE OF ALL WASTE WATER AND SLUDGE GENERATED DURING THE WORK. DO NOT MIX WASTE WATER WITH STORM WATER. DO NOT DISCHARGE ANY WASTE WATER WITHOUT THE APPROPRIATE REGULATORY PERMITS. MANAGE WASTE WATER AND SLUDGE IN ACCORDANCE WITH ORC CHAPTER 6111 AND ALL OTHER LAWS, REGULATIONS, PERMITS AND LOCAL ORDINANCES RELATING TO THIS WASTE. WASTE WATER MANAGEMENT IS INCIDENTAL TO THE WORK UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR THE TESTING, REMOVAL, CONTAINMENT, COLLECTION, CHARACTERIZATION AND DISPOSAL OF THE SOLUBLE SALT CONTAMINATION FROM THE STRUCTURAL STEEL ON A PER HOUR BASIS FOR ITEM SPECIAL – STRUCTURES: SALT REMEDIATION FOR STRUCTURAL STEEL PAINTING

**ITEM 516 - ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN**

THIS ITEM OF WORK CONSISTS OF CLEANING, INSPECTING, AND INSTALLING NEW ARMORLESS PREFORMED JOINT SEALS. PRIOR TO REMOVING THE EXISTING SEAL THE CONTRACTOR SHALL CLEANOUT AND INSPECT EACH JOINT. ALL DAMAGED OR TORN JOINT SEALS SHALL BE REPLACED UPON THE DIRECTION OF THE ENGINEER. PREFORMED JOINT SEALS SHALL BE ONE PIECE ACROSS THE ENTIRE WIDTH OF THE STRUCTURE. NO SPLICES ARE ACCEPTABLE. FOR ADDITIONAL NOTES AND DETAILS, SEE SCD AS-2-15.

**SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED**

THIS WORK WILL CONSIST OF REMOVING ALL VISIBLY SPALLED AREAS OF THE UNDERSIDE OF THE DECK WITHOUT SOUNDING.

AFTER SPALLED CONCRETE IS REMOVED THE EXISTING EXPOSED REINFORCING STEEL SHALL BE BLAST CLEANED. ACCEPTABLE METHODS INCLUDE HIGH PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVES WITH CONTAINMENT, OR VACUUM BLASTING. APPLY A ZINC RICH PRIMER, PER CMS 708.02.B, OVER ALL EXPOSED STEEL SURFACES. THE APPLICATION OF THE PRIMER SHALL FOLLOW CMS 514 AND ALL MANUFACTURER REQUIREMENTS.

THE DEPARTMENT WILL MEASURE THIS WORK AS THE ACTUAL AREA IN SQUARE YARDS OF CONCRETE SPALLS REMOVED.

CONCRETE SPALL REMOVAL WILL BE PAID AT THE UNIT BID PRICE FOR SPECIAL – STRUCTURE MISC.: CONCRETE SPALL REMOVAL WITH ZINC PRICH PRIMER APPLIED. THIS PRICE WILL INCLUDE THE COST OF LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THIS WORK.

**SPALL REMOVAL ON STRUCTURE SUM-82-4.221 AND SUM-91-20.072 NOT OVER TRAVEL LANES AND PAVED SHOULDERS**

THE FOLLOWING WORK AND QUANTITIES SHALL BE USED ON THIS STRUCTURE TO REPAIR THE CONCRETE SPALLS OVER TRAVEL LANES AND PAVED SHOULDERS:

SUM-82-4.221:  
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 5 SY  
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 270 SQ FT

SUM-91-20.072:  
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 10 SY  
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 40 SQ FT

**SPALL REMOVAL ON STRUCTURE SUM-93-9.535, SUM-261D-0.000 AND SUM-261D-0.635R OVER TRAVEL LANES AND PAVED SHOULDERS**

THE FOLLOWING WORK AND QUANTITIES SHALL BE USED ON THIS STRUCTURE TO REPAIR THE CONCRETE SPALLS OVER TRAVEL LANES AND PAVED SHOULDERS:

SUM-93-9.535:  
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 2 SY  
ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 2 SY  
ITEM SPECIAL – COMPOSITE FIBER WRAP SYSTEM, 20 SF

SUM-261D-0.000:  
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 40 SY  
ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 40 SY

SUM-261D-0.635R:  
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 100 SY  
ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 100 SY

**ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN**

PRIOR TO THE SURFACE CLEANING SPECIFIED IN C&MS 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.

POR-76-14.894 (CONCRETE RAILING)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 50 SF

POR-76-16.106 (CONCRETE RAILING)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 50 SF

POR-43-14.309 (CONCRETE RAILING)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 50 SF  
POR-43-14.309 (ABUTMENTS/PIERS)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 75 SF

SUM-91-20.072 (PIER CAPS)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 20 SF

SUM-93-9.535 (CONCRETE RAILING)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 150 SF  
SUM-93-9.535 (PIERS)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 30 SF

SUM-261D-0.000 (CONCRETE RAILING)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 100 SF

SUM-261D-0.000 (CONCRETE RAILING)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 100 SF

SUM-261D-0.635R (CONCRETE RAILING)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 50 SF

**SPECIAL - PATCHING CONCRETE STRUCTURE, CURB REPAIR (SUM-93-9.535)**

THIS ITEM WILL BE USED TO REPAIR THE DETERIORATED FACE OF THE CURB ON THE BRIDGE DECK AND/OR APPROACH SLABS. THIS WORK WILL BE PERFORMED IN ACCORDANCE WITH ITEM 519 - PATCHING CONCRETE STRUCTURES AND AS MODIFIED HEREIN.

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.

PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR SPECIAL - PATCHING CONCRETE STRUCTURE, MISC.: CURB REPAIR AND WILL BE PAID FOR PER FOOT.

-SPECIAL, PATCHING CONCRETE STRUCTURE, MISC.: CURB REPAIR 75 FT

**ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION**

THIS WORK CONSISTS OF CONCRETE PATCHING AT THE SUBSTRUCTURE PER SUPPLEMENTAL SPECIFICATION 844. USE THE FOLLOWING ANODE SPACING FOR EACH LOCATION DETAILED BELOW OR AS DIRECTED BY THE ENGINEER.

POR-76-16.106 MAX ANODE SPACING: PARAPETS - 30 IN MAX C/C  
SUM-82-4.221 MAX ANODE SPACING: BOTTOM OF DECK - 30 IN MAX C/C  
SUM-91-20.072 MAX ANODE SPACING: BOTTOM OF DECK - 30 IN MAX C/C  
SUM-93-9.535 MAX ANODE SPACING: ABUTMENTS - 24 IN MAX C/C

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR EACH STRUCTURE.

POR-76-16.106 (PARAPETS):  
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 75 SF

SUM-82-4.221 (BOTTOM OF DECK):  
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 270 SQ FT

SUM-91-20.072 (BOTTOM OF DECK):  
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 40 SQ FT

SUM-93-9.535 (ABUTMENTS):  
ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 25 SQ FT

**CATCH BASIN ADJUSTED TO GRADE (SUM-241-6.055)**

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADJUSTING CATCH BASINS TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

ITEM 611 – CATCH BASIN ADJUSTED TO GRADE, 1 EACH  
ITEM SPECIAL – MISCELLANEOUS METAL, 450 LB



**ITEM 518 - SCUPPER, LENGTHENING, AS PER PLAN**

THIS WORK WILL CONSIST OF REPAIRING THE ENDS OF ALL EXISTING SCUPPERS OF STRUCTURE POR-43-14.309 TO A MINIMUM OF 8" BELOW THE EXISTING STEEL BEAMS.

PAYMENT FOR THIS ITEM WILL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND ANY INCIDENTALS REQUIRED TO PERFORM THIS WORK. PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR ITEM 518 - SCUPPER, LENGTHENING, AS PER PLAN.

**SPECIAL - STRUCTURES: REFURBISHING AND LUBRICATING STEEL HINGES**

THIS WORK SHALL CONSIST OF REFURBISHING AND LUBRICATING THE STEEL HINGES ON STRUCTURES SUM-261D-0.000 AND SUM-261D-0.635R. THIS WORK SHALL BE COMPLETED PRIOR TO COMMENCING PAINTING OPERATIONS.

REFURBISHING AND LUBRICATING STEEL HINGES WILL BE PAID AT THE UNIT BID PRICE FOR EACH SPECIAL - STRUCTURES: REFURBISHING AND LUBRICATING STEEL HINGES. THIS PRICE WILL INCLUDE THE COST OF ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO COMPLETE THE WORK.

**ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN (SUM-261D-0.000 & SUM-261D-0.635R)**

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 C&MS 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 A DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 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 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.

**SPECIAL - STRUCTURES: DEBRIS CONTAINMENT WRAP (SUM-261D-0.000 & SUM-261D-0.635R)**

DESCRIPTION:

THIS WORK SHALL CONSIST OF INSTALLATION OF A STRUCTURE DEBRIS CONTAINMENT NETTING SYSTEM AROUND THE EXTERIOR PARAPETS OF STRUCTURES TO PROTECT TRAFFIC BELOW FROM SPALLING CONCRETE. THIS NETTING IS INTENDED TO BE IN PLACE FOR A TIME PERIOD IN EXCESS OF 5 YEARS AND SHALL BE INSTALLED AND ANCHORED FOR LONG TERM SERVICE.

DESIGN:

THE FOLLOWING BRIDGE DEBRIS CONTAINMENT, OR APPROVED EQUAL, SHALL BE USED:

INCORR ROC-BLOC BRIDGE SAFETY N-820H (GRAY) STRUCTURAL NETTING WITH DNR850 GRAY LINER.

NETTING SPECIFICATIONS ARE AS FOLLOWS:

STYLE	RASCHEL KNOTLESS NETTING
CORD DIAMETER	3/16 INCH
MESH SIZE	2.5 INCH SQUARE OPENING
LOAD TEST	6000 LB (+/- 500 LB)
MELTING POINT	320° F
UV	EXTRA UV STABILIZERS ADDED
NETTING COLOR	GRAY
LINER	3/8" KNITTED POLYESTER
LINER COLOR	GRAY
ANCHOR SYSTEM	REDUNDANT SYSTEM CAPABLE OF MEETING SPECIAL INSTALLATION REQUIREMENTS

INCORR  
 226 UPTON ROAD  
 COLCHESTER, CT 06415  
 860-537-1414  
<http://www.incorr.com>

INSTALLATION REQUIREMENTS:

THE NETTING SHALL BE INSTALLED PER THE MANUFACTURER'S REQUIREMENTS WITH THE FOLLOWING EXCEPTION:

NETTING SHALL BE ANCHORED WITH A REDUNDANT ANCHORING SYSTEM. THIS ANCHORING SYSTEM SHALL CONSIST OF THE COMBINATION OF AN ANCHOR CABLE AS WELL AS INDIVIDUAL ANCHOR CONNECTIONS WITH CLIPS ALONG THE LENGTH OF THE NETTING. EACH ANCHOR POINT OF THE NETTING SHALL BE CONNECTED TO EACH INDEPENDENT ANCHORING SYSTEM. THE INTENT OF THE REDUNDANT ANCHORING SYSTEM IS TO MINIMIZE THE RISK OF VANDALISM DAMAGE TO THE NETTING, AND IN THE EVENT OF VANDALISM, KEEP THE NETTING FROM DROPPING DOWN ONTO TRAFFIC BELOW.

ALL NETTING SHALL BE INSTALLED TO PROVIDE A MINIMUM OF 12" CLEARANCE ABOVE THE ADJACENT BOTTOM OF BEAMS.

MEASUREMENT AND PAYMENT:

THIS ITEM WILL BE PAID FOR BY SQUARE YARD INSTALLED AND ACCEPTED PER THE MANUFACTURER'S INSTALLATION REQUIREMENTS, AS AMENDED ABOVE. BID PRICE SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIALS NECESSARY TO PROVIDE AND INSTALL A STRUCTURAL NETTING DEBRIS CONTAINMENT SYSTEM.

SUM-261D-0.000  
 ITEM 530, SPECIAL - STRUCTURES: DEBRIS CONTAINMENT WRAP  
 7,444 SQUARE YARDS

SUM-261D-0.635R  
 ITEM 530, SPECIAL - STRUCTURES: DEBRIS CONTAINMENT WRAP  
 6,714 SQUARE YARDS

**ITEM 607 - VANDAL PROTECTION FENCE, AS PER PLAN**

THIS WORK SHALL CONSIST OF REMOVING THE EXISTING FENCE AND INSTALLING A NEW VANDAL PROTECTION FENCE. THE CONTRACTOR SHALL CUT THE EXISTING BASE PLATE BOLTS FLUSH WITH THE PARAPET AND PATCH AND SEAL WITH EPOXY-URETHANE. THE NEW FENCE POSTS SHALL BE OFFSET A MINIMUM OF 2 FEET FROM THE EXISTING POSTS. THE CONTRACTOR SHALL LAYOUT FENCE POSTS AS PER STANDARD DRAWING VPF-1-90. AREAS WHERE OLD BASE PLATES/POSTS WERE LOCATED SHALL BE PATCHED WITH TROWELABLE MORTAR AND SEALED WITH EPOXY-URETHANE.

COLOR:

THE COLOR OF THE FENCE FABRIC, RAILS, POSTS, PLATES, TIE WIRES, AND ADDITIONAL VISUAL HARDWARE AND CAULK SHALL BE BLACK (FEDERAL COLOR NO. 27038).

POR-76-14.894:

202, FENCE REMOVED, 466 FEET  
 607, VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, 466 FEET  
 843, PATCHING CONCRETE STRUCTURE WITH TROWELABLE MORTAR, 25 SF  
 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 3 SY

POR-76-16.106:

202, FENCE REMOVED, 412 FEET  
 607, VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, 412 FEET

SUM-261D-0.000:

202, FENCE REMOVED, 4932 FEET  
 607, SPECIAL - VANDAL PROTECTION FENCE, 4932 FEET

SUM-261D-0.635R:

202, FENCE REMOVED, 5051 FEET  
 607, SPECIAL - VANDAL PROTECTION FENCE, 5051 FEET

**ITEM 848 - MICRO-SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN**

**ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN**

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

**ITEM 848 - FULL DEPTH REPAIR, AS PER PLAN**

**ITEM 848 - WEARING COURSE REMOVED, ASPHALT, AS PER PLAN**

**ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN**

THESE ITEMS SHALL BE PERFORMED PER SUPPLEMENTAL SPECIFICATION "BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING HYDRO DEMOLITION" WITH THE FOLLOWING REVISIONS:

THE THICKNESS OF THE CONCRETE OVERLAY REMOVED, ASPHALT WEARING COURSE REMOVED, PROPOSED OVERLAY, AND THE DEPTH OF HYDRODEMOLITION SHALL BE AS SPECIFIED IN THE PLANS.

CONSTRUCTION JOINTS WILL NOT BE PERMITTED IN THE WHEEL LINE.

(SEE 848.12) THE COMPONENTS OF THE MICRO-SILICA MODIFIED CONCRETE SHALL BE PROPORTIONED AS FOLLOWS.

AGG TYPE	FINE AGG (LB)	#8 COARSE AGG (LB)*	AGG TOTAL (LB)*	CEMENT CONTENT (LB)	MICRO SILICA (LB)	WATER TO CEMENTITIOUS RATIO	AIR CONTENT +/- 2%	FIBER (1 1/2" POLYPROPYLENE) (LB)**
GRAVEL	1410	1430	2840	600	50	0.4	8	1
LIMESTONE	1410	1450	2860	600	50	0.4	8	1
SLAG	1300	1350	2650	600	50	0.4	8	1

\* ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED PER ASTM C127

\*\* FIBER MESH SHALL BE 100% VIRGIN POLYPROPYLENE IN A FIBRILLATED-NETWORK FORM AND SHALL BE 1 1/4" IN LENGTH.

THE WEIGHTS SPECIFIED IN THE CONCRETE TABLE WERE CALCULATED FOR MATERIALS OF THE FOLLOWING BULK SPECIFIC GRAVITIES (SSD): NATURAL SAND AND GRAVEL 2.62, LIMESTONE SAND 2.68, LIMESTONE 2.65, SLAG 2.30, MICRO-SILICA SOLIDS 2.20, AND PORTLAND CEMENT 3.15. FOR AGGREGATES OF SPECIFIC GRAVITIES DIFFERING MORE THAN PLUS OR MINUS 0.02 FROM THESE, THE WEIGHTS IN THE TABLE WILL BE CORRECTED. FIBER MESH WEIGHTS NOT INCLUDED IN MIX DESIGN.

ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED BY ASTM C127

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

(SEE 848.21) THE FINAL DECK SOUNDING MAY TAKE PLACE WITHIN 24 HOURS OF A RAIN, AND THE DECK DOES NOT HAVE TO BE COMPLETELY DRY.

(SEE 848.23) FULL DEPTH REPAIR IS NOT REQUIRED IF LESS THAN ONE HALF OF THE DECK ORIGINAL CONCRETE THICKNESS IS SOUND.

(SEE 848.29) THE WET CURE TIME IS REDUCED FROM 72 HOURS TO 24 HOURS OR UNTIL A BEAM BREAK OF 600 PSI IS ACHIEVED, WHICHEVER IS GREATER. AFTER THE 24 HOUR WET CURE, THE FINISHED OVERLAY SURFACE SHALL BE CURED BY SPRAYING A UNIFORM APPLICATION OF CURING MATERIAL OF 705.07, TYPE 1 OR 1D, AS PER CMS 511.14 METHOD (B) MEMBRANE CURING. IF THE CURING COMPOUND CAN NOT BE PLACED WITHIN THE SAME SHORT TERM CLOSURE PERIOD AS THE OVERLAY, THE CONTRACTOR MAY ALLOW TRAFFIC ONTO THE OVERLAY, AND SHALL, AT THE NEXT AVAILABLE SHORT TERM CLOSURE PERIOD, APPLY THE MEMBRANE CURING COMPOUND.

(SEE 848.29) TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED OVERLAY SURFACE UNTIL AFTER THE COMPLETION OF THE 24 HOUR WET CURE, AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 600 PST (4.2 Mpa).


(SEE 848.30) THE OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE IN EFFECT FROM 9:30 AM TO 11:00 PM. THEY ARE NOT IN EFFECT FROM 11:00 PM TO 11:00 AM.

(SEE 848.31) FOR EACH PHASE, THE CONTRACTOR SHALL PROVIDE ENOUGH MATERIAL FOR TWO BEAM BREAKS EACH AT 12 HOURS, 24 HOURS, 36 HOURS, AND 48 HOURS. THE DEPARTMENT WILL PERFORM THE BEAM BREAK TESTS AND DOCUMENT THE TIME OF THE POUR, THE TIME OF THE BEAM BREAK TESTS, AND THE MODULUS OF RUPTURE FOR EACH BEAM UNTIL THE MODULUS OF RUPTURE OF THE TWO TESTS IS NOT LESS THAN 650 PSI (4.5 MPa). TRAFFIC IS ALLOWED ON THE OVERLAY AT 600 PSI (4.5 Mpa).

ALL OTHER REQUIREMENTS OF THE SUPPLEMENTAL SPECIFICATION SHALL REMAIN IN EFFECT.

ADD GALVANIC ANODE PROTECTION TO THE REBAR IN FULL DEPTH REPAIR AREAS OF THE DECK. ANODES SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPEC 844.

MAX ANODE SPACING: 24 IN MAX C/C

SFN	
VARIOUS	
DESIGN AGENCY	
	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
XXX 04-18-24	
PROJECT ID	
113163	
SUBSET	TOTAL
3	18
SHEET	TOTAL
P.18	33

CALC: JF DATE: 3/27/2024  
 CHECKED: MJA DATE:

ESTIMATED QUANTITIES												
BRIDGE NO. / STRUCTURE FILE NO.								ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
POR-76-14.894 6702767 01/IMS/17	POR-76-16.106 6702864 01/IMS/17	POR-43-14.309 6701264 03/NHS/47	POR-82-0.736 6703259 05/S>2/17	POR-82-3.448 6703283 05/S>2/17	SUM-76-5.500 7705344 01/IMS/17	SUM-77-8.843 7702612 01/IMS/17	SUM-77-10.220 7702760 01/IMS/17					
LS	LS	LS	LS	LS	LS	LS	LS	201	11001		CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	1 / 18
466	412							202	75000	FT	FENCE REMOVED	
	25							509	10000	LB	EPOXY COATED REINFORCING STEEL	
491	492	419						512	10100	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
		856	386	413		1253	724	512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
491	492	405						512	74000	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
		819	260	278		1010	227	512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
		2						512	74520	EACH	REMOVAL OF EXISTING PAVEMENT MARKING	
		12						518	12901	EACH	SCUPPER, LENGTHENING, AS PER PLAN	3 / 18
50	50	125						519	11101	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	2 / 18
		5						519	12304	SY	PATCHING CONCRETE BRIDGE DECK - TYPE C	
466	412							607	39900	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
25								843	50000	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR	
	75							844	10000	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION	2 / 18
								913	10201	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN	3 / 18
								913	20001	SY	SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN	3 / 18
								13	30201	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	3 / 18
								23	50000	SY	HAND CHIPPING	3 / 18
								LS	50100		TEST SLAB	3 / 18
								4	50200	CY	FULL-DEPTH REPAIR	3 / 18

CALC: JRF DATE: 3/27/2024  
 CHECKED: MJA DATE:

ESTIMATED QUANTITIES												
BRIDGE NO. / STRUCTURE FILE NO.								ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
SUM-480-0.034L 7710151 01/IMS/17	SUM-224-10.616 7707789 03/NHS/47	SUM-224-11.063 7707797 03/NHS/47	SUM-8-8.428 7700083 03/NHS/47	SUM-8-9.071 7700105 03/NHS/47	SUM-8-14.360 7700490 03/NHS/47	SUM-8-14.921 7700504 03/NHS/47	SUM-21-8.629 7701748 03/NHS/47					
LS	LS	LS	LS	LS	LS	LS	LS	201	11001		CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	1 / 18
1081		1103	3134	1803	2478	1481		512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
561		677	2156	994	1593	925		512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
				3		4		512	74520	EACH	REMOVAL OF EXISTING PAVEMENT MARKING	
	2239							848	10001	SY	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN	3 / 18
	2239							848	20001	SY	SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN	3 / 18
	22							848	30001	CY	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	3 / 18
	38							848	50000	SY	HAND CHIPPING	3 / 18
	LS							848	50100		TEST SLAB	3 / 18
	2							848	50200	CY	FULL-DEPTH REPAIR	3 / 18
								2	11501	EACH	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	17 / 18
								101	513	LB	STRUCTURAL STEEL MEMBERS, LEVEL UP, AS PER PLAN	17 / 18
								5	513	FT	STRUCTURAL STEEL, MISC.: REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS, FILLET WELDING	17 / 18
								74	514	SF	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN	17 / 18
								LS	516		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	17 / 18
								LS	849		DAMAGE ASSESSMENT	
								LS	849		SURFACE PREPARATION	
								2	849	10600	REPAIRING DAMAGED MEMBERS BY GRINDING	
								LS	849	10700	STRAIGHTENING DAMAGED MEMBERS	

STRUCTURE ESTIMATED QUANTITIES  
 IR-76, IR-77, IR-480, SR-43, SR-82, SR-8, SR-21, SR-91, SR-93, SR-241, SR-261, SR-303, & US-224  
 PORTAGE AND SUMMIT COUNTIES

SFN  
 VARIOUS  
 DESIGN AGENCY

DESIGNER: JF CHECKER: MJA  
 REVIEWER: XXX 04-18-24  
 PROJECT ID: 113163  
 SUBSET: 4 TOTAL: 18  
 SHEET: P.19 TOTAL: 33


CALC: JRF DATE: 3/27/2024  
 CHECKED: MJA DATE:

ESTIMATED QUANTITIES												
BRIDGE NO. / STRUCTURE FILE NO.								ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
SUM-82-4.221 7706928 06/S>2/04	SUM-82-10.140 7707037 05/S>2/17	SUM-91-20.072 7707444 03/NHS/47	SUM-93-9.535 7707622 05/S>2/17	SUM-241-6.055 7708009 03/NHS/47	SUM-241-6.837 7708076 03/NHS/47	SUM-261D-0.000 7708645 02/NHS/47	SUM-261D-0.635R 7708653 02/NHS/47	201	11001		CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	1 / 18
						4787	4868	202	75000	FT	FENCE REMOVED	
LS								202	98000		REMOVAL MISC.: CHANNEL CLEANOUT	1 / 18
100			25					509	10000	LB	EPOXY COATED REINFORCING STEEL	
30		5	447			6725	5492	512	10100	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
	500		725	494				512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
			422			6685	5392	512	74000	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
	306		698	364				512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
				1				512	74520	EACH	REMOVAL OF EXISTING PAVEMENT MARKING	
						11367	11328	514	27700	SF	FIELD PAINTING, MISC.: REPAIR PAINTING	2 / 18
					138	166	172	516	10011	FT	ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN	2 / 18
						LS	LS	516	47001		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	
	294					100	50	SPECIAL	51822300	FT	STEEL DRIP STRIP	
			180			100	50	519	11101	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	
			75			59	66	SPECIAL	51911720	FT	PATCHING CONCRETE STRUCTURE, CURB REPAIR	2 / 18
			4	3		59	66	519	12304	SY	PATCHING CONCRETE BRIDGE DECK - TYPE C	
						12	12	SPECIAL	53000400	EACH	STRUCTURES: REFURBISHING AND LUBRICATING STEEL HINGES	3 / 18
						50	50	SPECIAL	53000500	HOURL	STRUCTURES: SALT REMEDIATION FOR STRUCTURAL STEEL PAINTING	2 / 18
5		10	2			40	100	SPECIAL	53000800	SY	STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED	2 / 18
						15462	14406	SPECIAL	53000800	SY	STRUCTURES: DEBRIS CONTAINMENT WRAP	3 / 18
						4787	4868	SPECIAL	60740000	FT	VANDAL PROTECTION FENCE	
270		40	25					844	10000	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION	2 / 18
	627							848	10001	SY	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN	3 / 18
	627							848	20001	SY	SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN	3 / 18
	13							848	30001	CY	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	3 / 18
	23							848	50000	SY	HAND CHIPPING	3 / 18
		LS					LS	848	50100		TEST SLAB	3 / 18
	2							848	50200	CY	FULL-DEPTH REPAIR	3 / 18
	627							848	50301	SY	WEARING COURSE REMOVED, ASPHALT, AS PER PLAN	3 / 18
				1				611	98630	EACH	CATCH BASIN ADJUSTED TO GRADE	
				450				SPECIAL	61199820	LB	MISCELLANEOUS METAL	

CALC: JRF DATE: 3/27/2024  
 CHECKED: MJA DATE:

ESTIMATED QUANTITIES												
BRIDGE NO. / STRUCTURE FILE NO.								ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
SUM-261-9.066 7760124 05/S>2/17	SUM-261-12.440 7708742 03/NHS/47	SUM-303-7.200 7709935 07/STR/47	SUM-59-2.310A 7701950 04/NHS/04					201	11001		CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	1 / 18
LS	LS	LS	LS					512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
2459	1327	755	229					512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
1443	995	728	206					512	74520	EACH	REMOVAL OF EXISTING PAVEMENT MARKING	
7								519	12304	SY	PATCHING CONCRETE BRIDGE DECK - TYPE C	
12		4										

SFN  
 VARIOUS  
 DESIGN AGENCY



DESIGNER: JF CHECKER: MJA  
 REVIEWER: XXX 04-18-24  
 PROJECT ID: 113163  
 SUBSET TOTAL: 5 | 18  
 SHEET TOTAL: P.20 | 33

BRIDGE NUMBER	BRIDGE DECK										APPROACH SLABS											
	LENGTH (BRIDGE LIMITS) FT	BRIDGE WIDTH FT	DECK AREA SQ YD	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN 512 SY	REMOVAL OF EXISTING PAVEMENT MARKING 512 FT	REMOVAL OF EXISTING PAVEMENT MARKING 512 EACH	PATCHING CONCRETE BRIDGE DECK - TYPE C SPECIAL SY				LENGTH (APPROACH SLABS) FT	APPROACH SLAB WIDTH FT	APPROACH SLAB AREA SQ YD	APPROACH (FORWARD / REAR)	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN 512 SY	REMOVAL OF EXISTING PAVEMENT MARKING 512 FT	REMOVAL OF EXISTING PAVEMENT MARKING 512 EACH	PATCHING CONCRETE BRIDGE DECK - TYPE C SPECIAL SY				
POR-43-14.309	154.75	42.00	722.17	722.17	619	2	4				25.00	24.00	66.67	FWD	66.67	100		0.5				
POR-82-0.736	46.67	40.00	207.42	207.42	140						25.00	24.00	66.67	REAR	66.67	100		0.5				
POR-82-3.448	42.72	40.00	189.87	189.87	128						20.00	40.00	88.89	FWD	88.89	60						
SUM-77-8.843	286.60	33.50	1066.79	1066.79	860						20.00	40.00	88.89	REAR	88.89	60						
SUM-77-10.220	162.86	30.00	542.87	542.87	163						25.00	40.00	111.11	FWD	111.11	75						
SUM-480-0.034L	147.07	52.00	849.74	849.74	441						25.00	40.00	111.11	REAR	111.11	75						
SUM-224-11.063	185.54	44.00	907.08	907.08	557						25.00	33.50	93.06	FWD	93.06	75						
SUM-8-8.428	219.50	104.66	2552.54	2552.54	1756						25.00	33.50	93.06	REAR	93.06	75						
SUM-8-9.071	156.56	74.92	1303.22	1303.22	694	2					25.00	30.00	97.22	FWD	97.22	25						
SUM-8-14.360	338.24	56.00	2104.60	2104.60	1353						25.00	30.00	83.33	REAR	83.33	39						
SUM-8-14.921	196.24	52.00	1133.83	1133.83	785	4					20.00	52.00	115.56	FWD	115.56	60						
SUM-82-10.140	72.16	44.00	352.78	352.78	216						20.00	52.00	115.56	REAR	115.56	60						
SUM-93-9.535	182.80	28.00	568.71	568.71	548		3				20.00	44.00	97.78	FWD	97.78	60						
SUM-241-6.055	51.00	44.00	249.33	249.33	189	1	2				20.00	44.00	97.78	REAR	97.78	60						
SUM-261D-0.000	3351.00	31.10	11579.57					58			25.00	104.66	290.72	FWD	290.72	200						
SUM-261D-0.635R	3410.00	34.30	12995.89						65		25.00	104.66	290.72	REAR	290.72	200						
SUM-261-9.066	431.00	46.00	2202.89	2202.89	1293	7	11				25.00	56.00	186.67	FWD	186.67	120						
SUM-261-12.440	188.68	60.00	1257.87	1257.87	755	4					25.00	56.00	186.67	REAR	186.67	120						
SUM-303-7.200	212.50	28.00	661.11	661.11	638		3				25.00	52.00	173.33	FWD	173.33	70						
SUM-59-2.310A	18.52	30.00	61.73	61.73	56						30.00	52.00	173.33	REAR	173.33	70						
			TOTALS	16935	11191	20	146				25.00	30.00	83.33	FWD	83.33	75						
											25.00	30.00	83.33	REAR	83.33	75						
													TOTALS		4590	3049	1	7				

SUPERSTRUCTURE DETAIL  
 SR-43, SR-82, IR-77, IR-480, SR-8, SR-93, SR-241, SR-261, SR-303, SR-59  
 PORTAGE AND SUMMIT COUNTIES







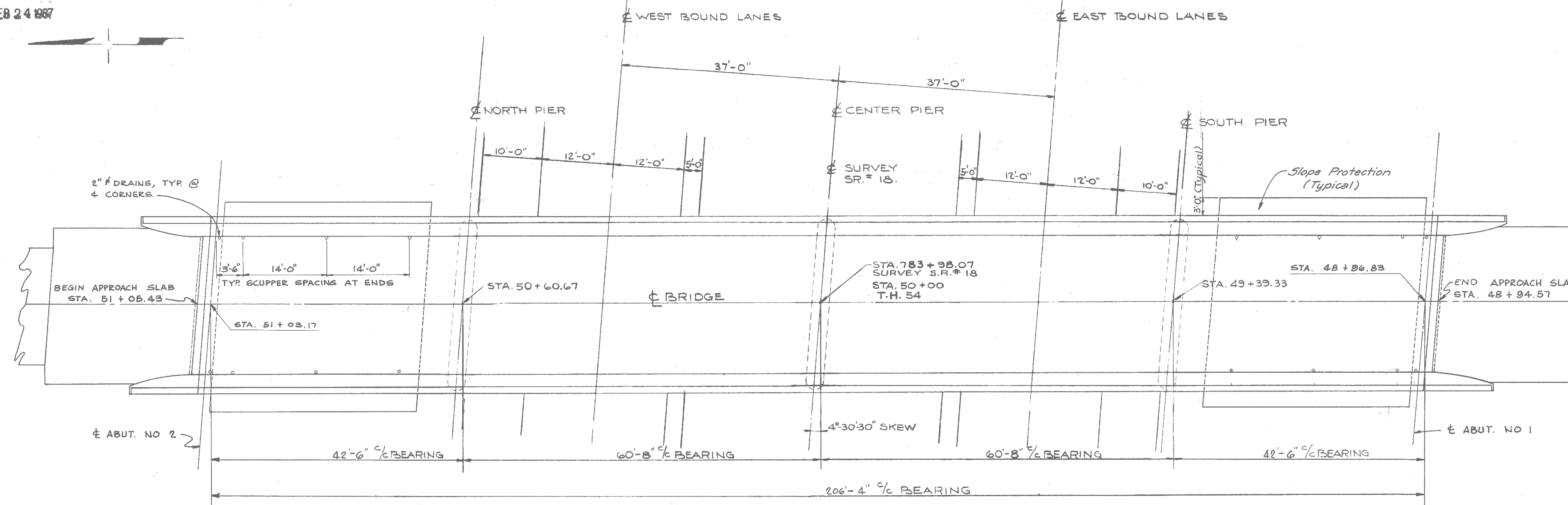




MICROFILMED  
FEB 24 1987

FED. RD.	STATE	PROJECT	258
2	OHIO		

PORTAGE COUNTY  
POR-18-13.55



PLAN

**GENERAL NOTES**

WELDING OF STRUCTURAL STEEL SHALL BE CLASS "A" EXCEPT AS OTHERWISE SHOWN. ANY WELD SHOWN AS A FIELD WELD MAY, AT THE OPTION OF THE CONTRACTOR, BE MADE IN THE SHOP.

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO THE REQUIREMENTS OF "DESIGN SPECIFICATIONS FOR HIGHWAY STRUCTURES" OF THE STATE OF OHIO DEPARTMENT OF HIGHWAYS, DATED 9-1-57. TOGETHER WITH CURRENT REVISIONS THEREOF.

CRUSHED AGGREGATE SLOPE PROTECTION, ITEM 1-10, EXTENDING FROM FACE OF ABUTMENT TO TOE OF SLOPE, SHALL BE PROVIDED AT EACH ABUTMENT FOR FULL WIDTH OF BRIDGE PLUS THREE FEET ON EACH SIDE OF BRIDGE AND PARALLEL WITH CENTERLINE OF SUPERSTRUCTURE.

EXCAVATION QUANTITY: INCLUDES THE REMOVAL OF FILL MATERIAL BETWEEN THE SURFACE OF THE PROPOSED EMBANKMENT AND THE BOTTOM OF ABUTMENT.

LOADING: C.F. 30 (57)

**PILES TO ROCK NOTE:** PILES SHALL BE DRIVEN TO FIRM CONTACT WITH ROCK USING A HAMMER OF NOT LESS THAN 11,000 FT. LBS PER BLOW. IF THE LENGTH OF PENETRATION IS APPROXIMATELY EQUAL TO THE DEPTH OF ROCK ACCORDING TO THE BRIDGE FOUNDATION INVESTIGATION REPORT, THE FIRM CONTACT SHALL BE CONSIDERED AS ATTAINED WHEN THE CAPACITY ACCORDING TO THE FORMULA IN SEC. S-18.05 IS NOT LESS THAN THE FOLLOWING VALUE FOR A PILE HAMMER OF THE INDICATED ENERGY RATING:

55 TONS PER PILE USING A 11,000 FT. LB. HAMMER  
50 TONS PER PILE USING A 15,000 FT. LB. HAMMER

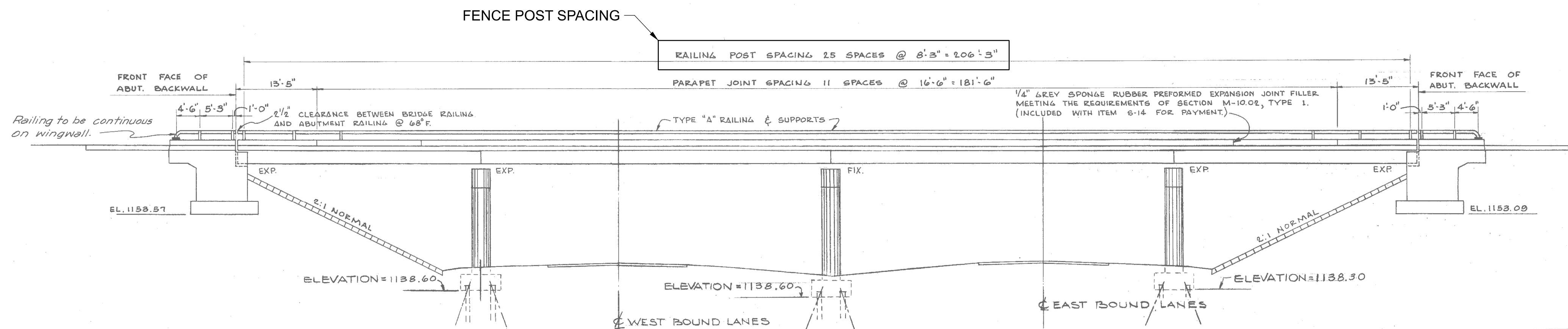
IF THE ENERGY RATING OF THE HAMMER IS BETWEEN THE RATINGS SHOWN ABOVE, THE REQUIRED FORMULA CAPACITY SHALL BE DETERMINED BY INTERPOLATION. THE DESIGN LOAD IS FORTY (40) TONS PER PILE.

**REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:**  
AR-1-57 REVISED 4-2-62 CSB-2-56 SHTS 2 AND 3 REVISED 2-2-59  
R-1-55, REV. 2-2-59.

**EMBANKMENT:** Embankment to be placed to subgrade elevation for a distance of approximately 200 feet beyond the bridge limits as early as practical in the construction procedure and before work is begun on the abutments and N&S piers. Abutments should be placed as late as practical, with a minimum time lapse of 30 days between completion of the embankment and starting work on the abutment.

**SHOP PAINTING STEEL:** The surface preparation of all steel, requiring shop painting as per the Plans and Specifications, shall be accomplished by blast cleaning or power tool cleaning, except as noted in the Specifications regarding the use of Chromate Primers.

**MACHINE FINISH:** The top of the concrete deck shall be machine finished as per Sec. S-1.23.



ELEVATION

ESTIMATED QUANTITIES						
ITEM	TOTAL	UNIT	DESCRIPTION	SUPERSTR.	ABUT'S	PIERS
E-2	423	CU. YD.	UNCLASSIFIED EXCAVATION		214	209
S-1	195	CU. YD.	CLASS "C" CONCRETE, SUPERSTRUCTURE	195		
S-1	73	CU. YD.	CLASS "C" CONCRETE, PIER CAPS & COLUMNS			73
S-1	86	CU. YD.	CLASS "E" CONCRETE, ABUTMENTS ABOVE FOOTINGS		86	
S-1	115	CU. YD.	CLASS "E" CONCRETE, ABUTMENT & PIER FOOTINGS		38	77
S-4	69,594	LB.	REINFORCING STEEL	38,944	8,229	21,821
S-7	132,300	LB.	STRUCTURAL STEEL	132,300		
S-8	132,300	LB.	FIELD PAINTING OF STRUCTURAL STEEL	132,300		
S-14	464	LN. FT.	RAILING (ALUM. RAIL & SUPPORTS, CONCRETE PARAPETS)	418		46
S-16	LUMP	SUM.	FIRST TEST PILE			Lump
S-18	572	LN. FT.	1 1/2" SF 53# STEEL PILES			572
S-29	16	CU. YD.	POROUS BACKFILL		16	
S-29	12	EACH	SCUPPERS	12		
SPECIAL	195	EACH	WATER-REDUCING, SET-RETARDING ADMIXTURE #	195		
I-10	301	SQ. YD.	CRUSHED AGGREGATE, SLOPE PROTECTION			301

\* SEE PROPOSAL NOTE.

STATE OF OHIO  
DEPARTMENT OF HIGHWAYS  
BUREAU OF BRIDGES

BEISWENGER & HOCH AND JOHN GLANCY & ASSOCIATES  
CONSULTING ENGINEERS

AKRON, OHIO

YOUNGSTOWN, OHIO

**GENERAL PLAN & ELEVATION**

BRIDGE NO. POR-18-1485

PORTER ROAD

T.H. 54

STA. 783+98.07

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
					E.F.R.G-2-61	

VANDAL PROTECTION FENCE REMOVAL AND REPLACEMENT  
POR-76-14.894  
PORTER ROAD OVER INTERSTATE ROUTE 76

SFN  
6702767  
DESIGN AGENCY



DESIGNER  
JF

CHECKER  
MJA

REVIEWER  
XXX 04-18-24

PROJECT ID  
113163

SUBSET TOTAL  
11 18

SHEET TOTAL  
P.26 33

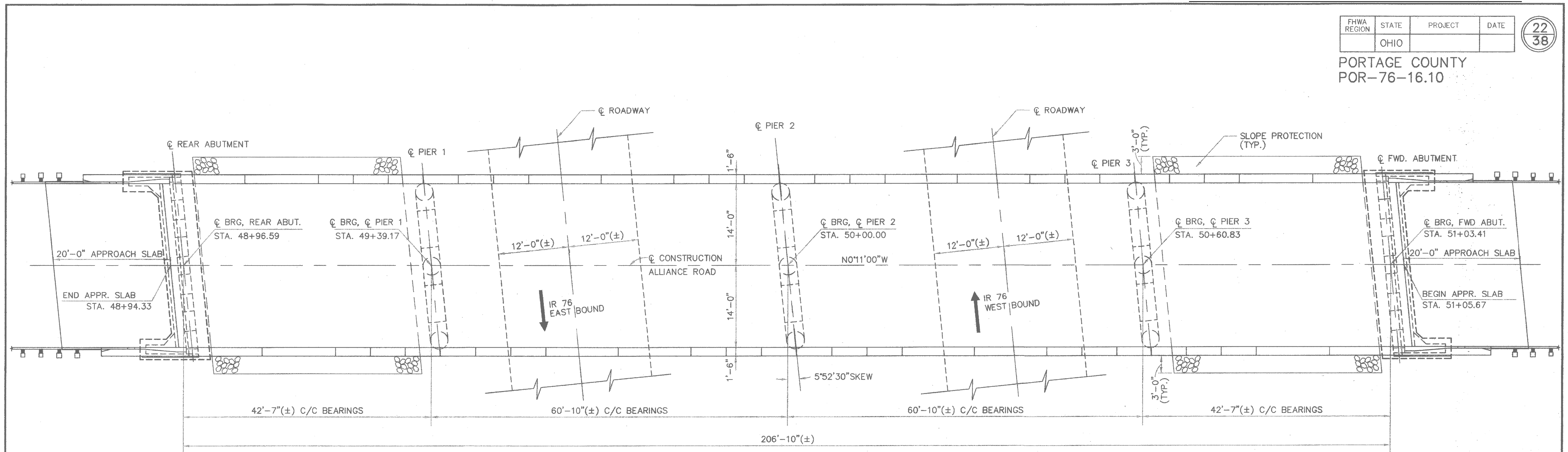
D04-BH-FY2025 (WEST)

MODEL: Sheet\_SurvFt\_PAPER: 34x22 (in.) DATE: 5/15/2024 TIME: 12:56:00 PM USER: jfitzsim  
pw:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01-Active Projects\District 041\_D04\113163\400-Engineering\Roadway\Sheets\113163\_S\W001.dgn

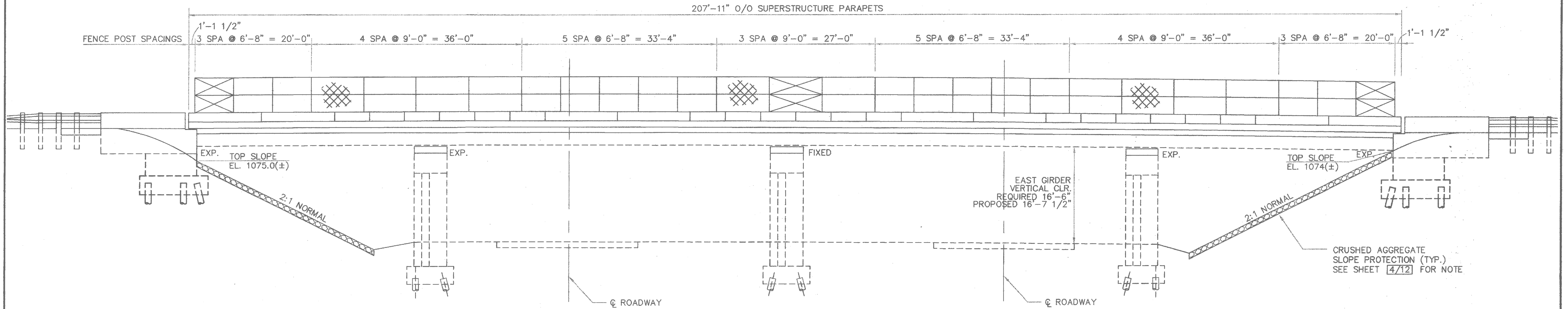
**FOR REFERENCE ONLY**

FHWA REGION	STATE	PROJECT	DATE
	OHIO		22/38

PORTAGE COUNTY  
 POR-76-16.10



PLAN



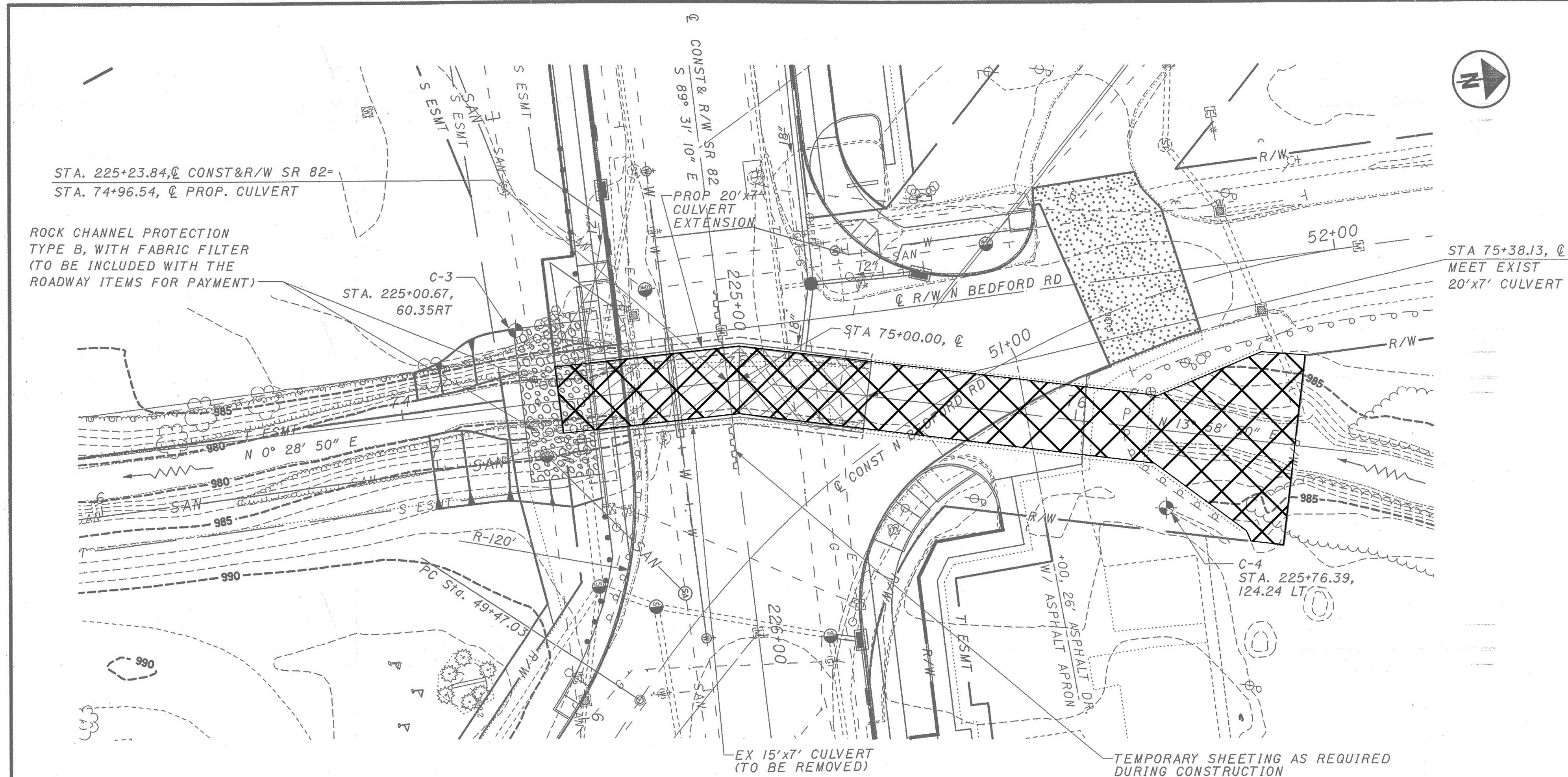
ELEVATION

		2 / 12	
<b>GENERAL PLAN AND ELEVATION</b>			
BRIDGE NO. POR-76-1610 ALLIANCE ROAD OVER INTERSTATE ROUTE 76 PORTAGE COUNTY			
		STA. 48+94.33 TO STA. 51+05.67	
DESIGNED	DRAWN	TRACED	CHECKED
D.L.M.	Z.S.		T.J.P.
			REVIEWED DATE
			P.J.R. 11/93
			REVISED

VANDAL PROTECTION FENCE REMOVAL AND REPLACEMENT  
 POR-76-16.106  
 ALLIANCE ROAD OVER INTERSTATE ROUTE 76

SFN	6702864
DESIGN AGENCY	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
XXX	04-18-24
PROJECT ID	113163
SUBSET	TOTAL
12	18
SHEET	TOTAL
P.27	33

# FOR REFERENCE ONLY



**EXISTING STRUCTURE**

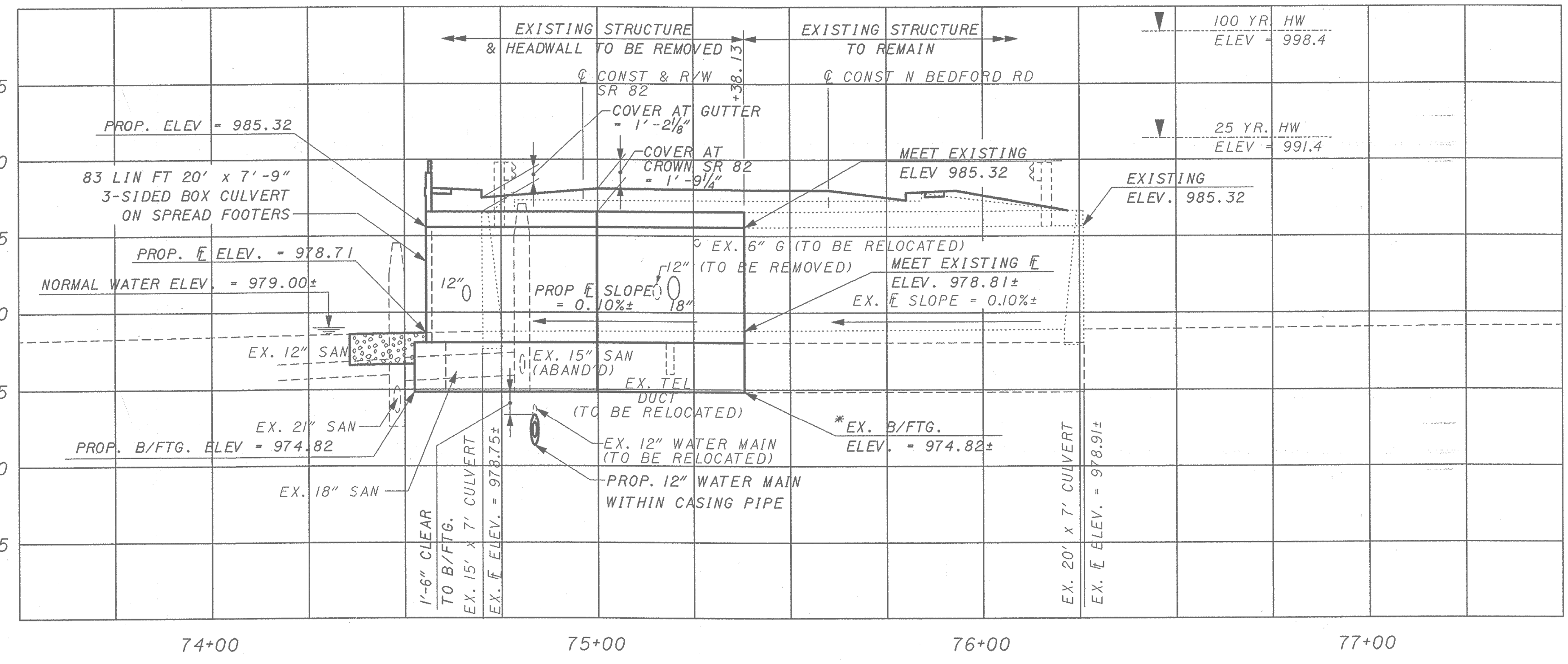
TYPE: 3-SIDED BOX  
 SIZE: VARIES 15' x 7' TO 20' x 7' (NOMINAL)  
 SKEW: 5°33'13" TO  $\odot$  SR 82  
 ALIGNMENT: TANGENT  
 DATE BUILT: 1931 (15'x7' OUTLET PORTION)  
 1987 (20'x7' INLET PORTION)  
 CONDITION: FAIR

**PROPOSED STRUCTURE**

TYPE: 3-SIDED PRECAST BOX ON  
 CAST-IN-PLACE CONCRETE  
 SPREAD FOOTERS  
 SIZE: 20' x 7'-9"  
 SKEW: NONE @  $\odot$  SR 82  
 ALIGNMENT: TANGENT WITH ANGLE  
 POINT

**HYDRAULIC DESIGN DATA**

DRAINAGE AREA	= 3.77 Sq. Mi.
Q <sub>25</sub>	= 1297 cfs
Q <sub>100</sub>	= 1941 cfs
HW <sub>25</sub>	= 991.4
HW <sub>100</sub>	= 998.4
V <sub>25</sub>	= 0.99 fps
V <sub>100</sub>	= 0.34 fps



- PHASE 2A CONSTRUCTION
- PHASE 3A CONSTRUCTION
- CHANNEL CLEANOUT

**NOTE:**

\*THE EXISTING BOTTOM OF FOOTING ELEVATION HAS BEEN CALCULATED USING THE OBSERVED UNDERSIDE OF TOP SLAB ELEVATION MINUS THE RECORD DEPTH TO BOTTOM OF FOOTING (10'-6"). THE CONTRACTOR SHALL VERIFY THE EXISTING FOOTING ELEVATION.

D04-BH-FY2025 (WEST)

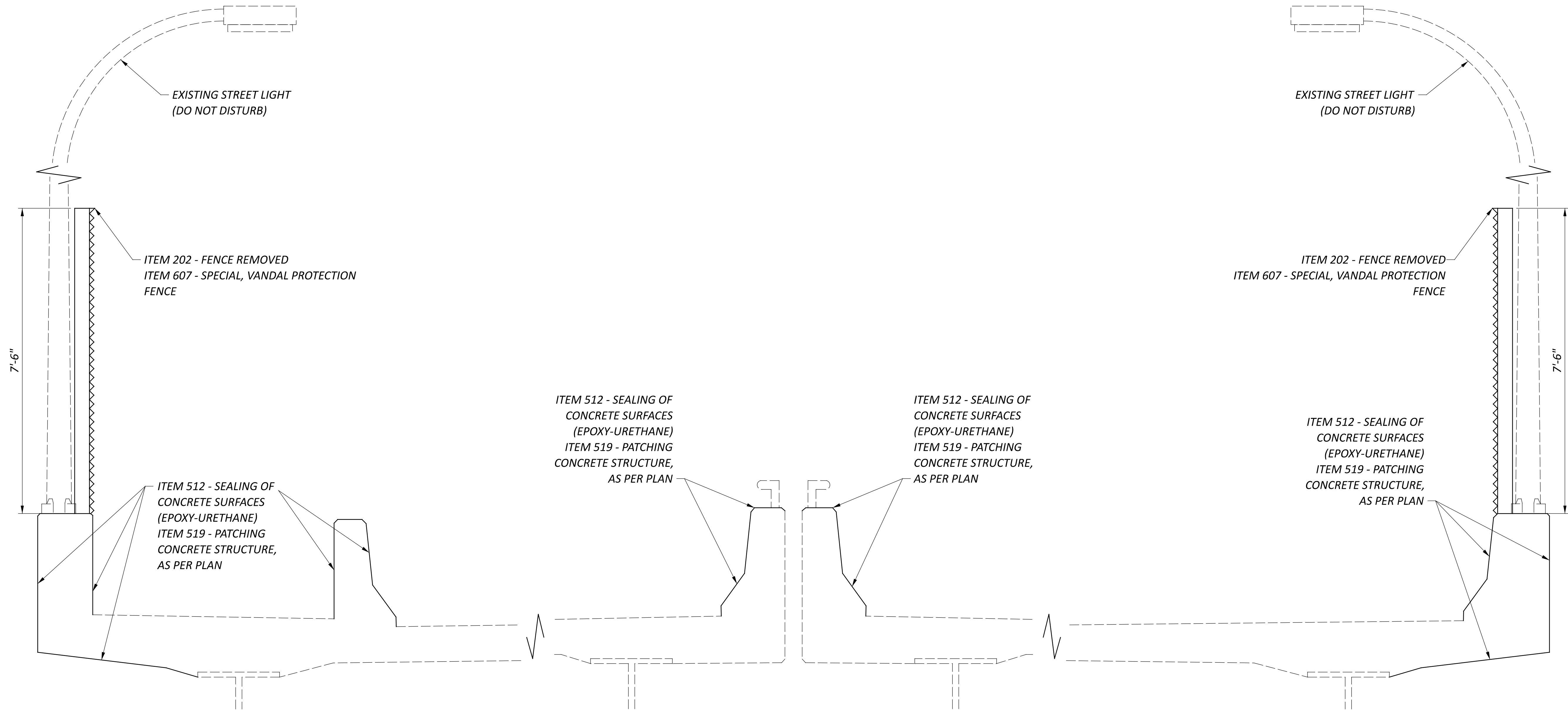
MODEL: Sheet\_SurvFt\_PAPER: 34x22 (in.) DATE: 5/15/2024 TIME: 12:56:46 PM USER: jfzsim  
 pw:\chicodot-pw-bentley.com\chicodot-pw-02\Documents\01 Active Projects\District 04\04113163\400-Engineering\Roadway\Sheets\113163\_SWO02.dgn

\\kerm01\data\civ\113163\SUM\23261\dr-almopa\where f.a.23261.dgn  
 11/15/2007  
 2:09:04 PM  
 DCASTRONOVA

DESIGN AGENCY	DESIGN AGENCY	DATE	REVIEWED	DESIGNED	DRAWN	CHECKED	FILE NUMBER
GPD ASSOCIATES/acla	GPD ASSOCIATES/acla	11/14/07	GGN	GTP	GTP	TJW	7706936
<b>SUM-8-0424</b>				<b>SUM-82-4.14</b>			
<b>CULVERT PLAN &amp; PROFILE</b>				<b>S.R. 82 STA. 225+23.84</b>			
<b>PID NO. 23261</b>				<b>1/12</b>			
<b>279</b>				<b>369</b>			

CHANNEL CLEANOUT DETAIL  
 SUM-82-4.221  
 OVER INDIAN CREEK

SFN	7706928
DESIGN AGENCY	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
XXX	04-18-24
PROJECT ID	113163
SUBSET	TOTAL
13	18
SHEET	TOTAL
P.28	33



**TYPICAL SECTION**  
 ALL-AMERICA BRIDGE DECORATIVE  
 FENCE REPLACEMENT

SFN 7708645

SFN 7708653

DESIGN AGENCY



DESIGNER	CHECKER
JF	MJA

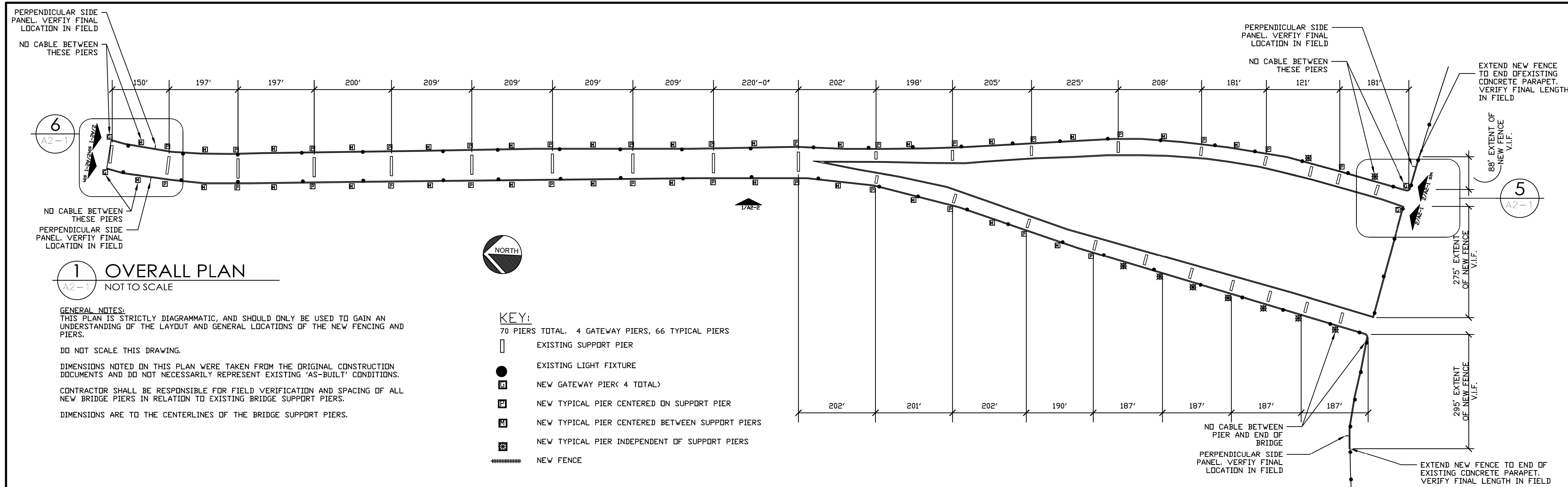
REVIEWER
XXX 04-18-24

PROJECT ID
113163

SUBSET	TOTAL
14	18

SHEET	TOTAL
P.29	33

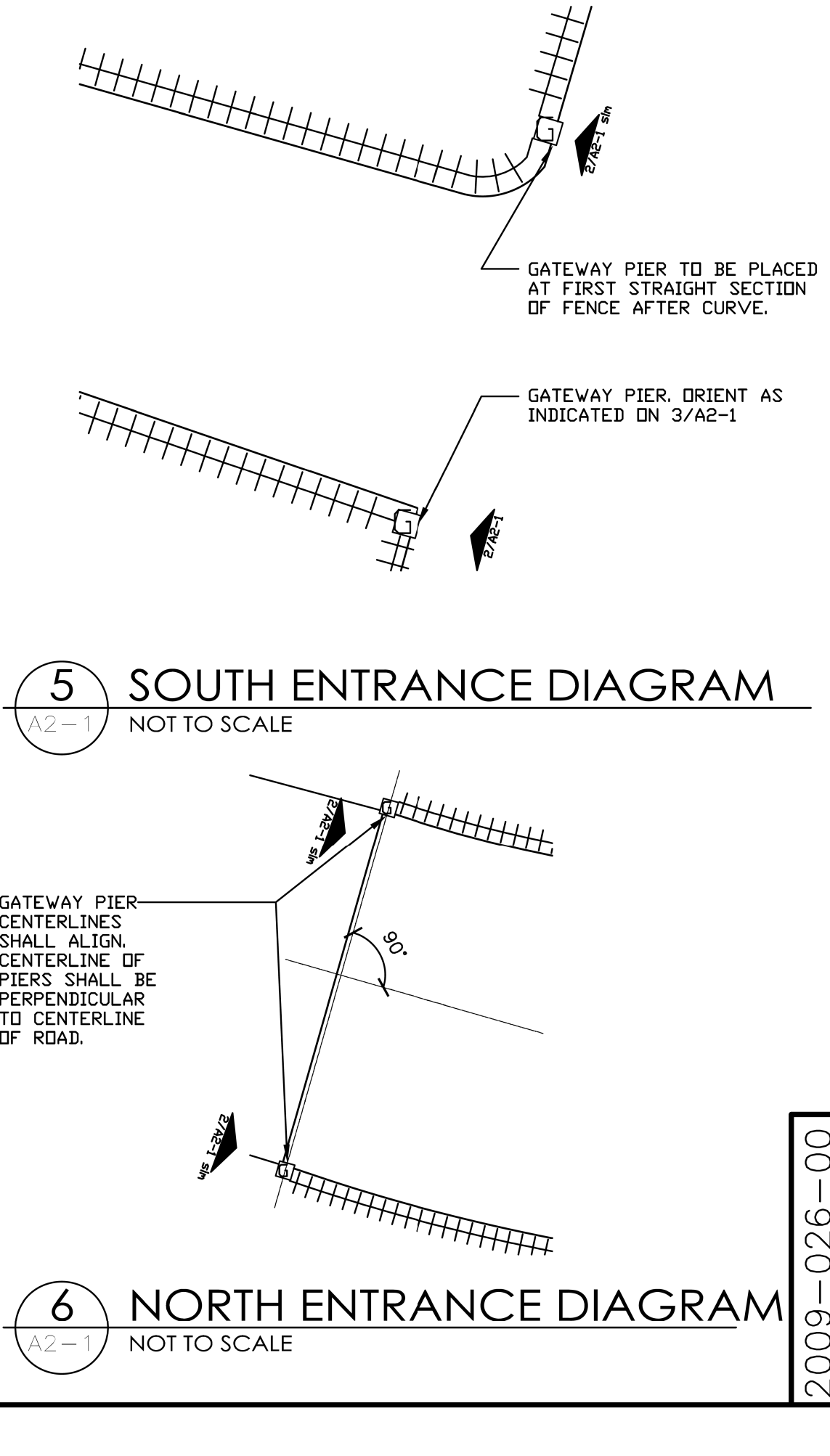
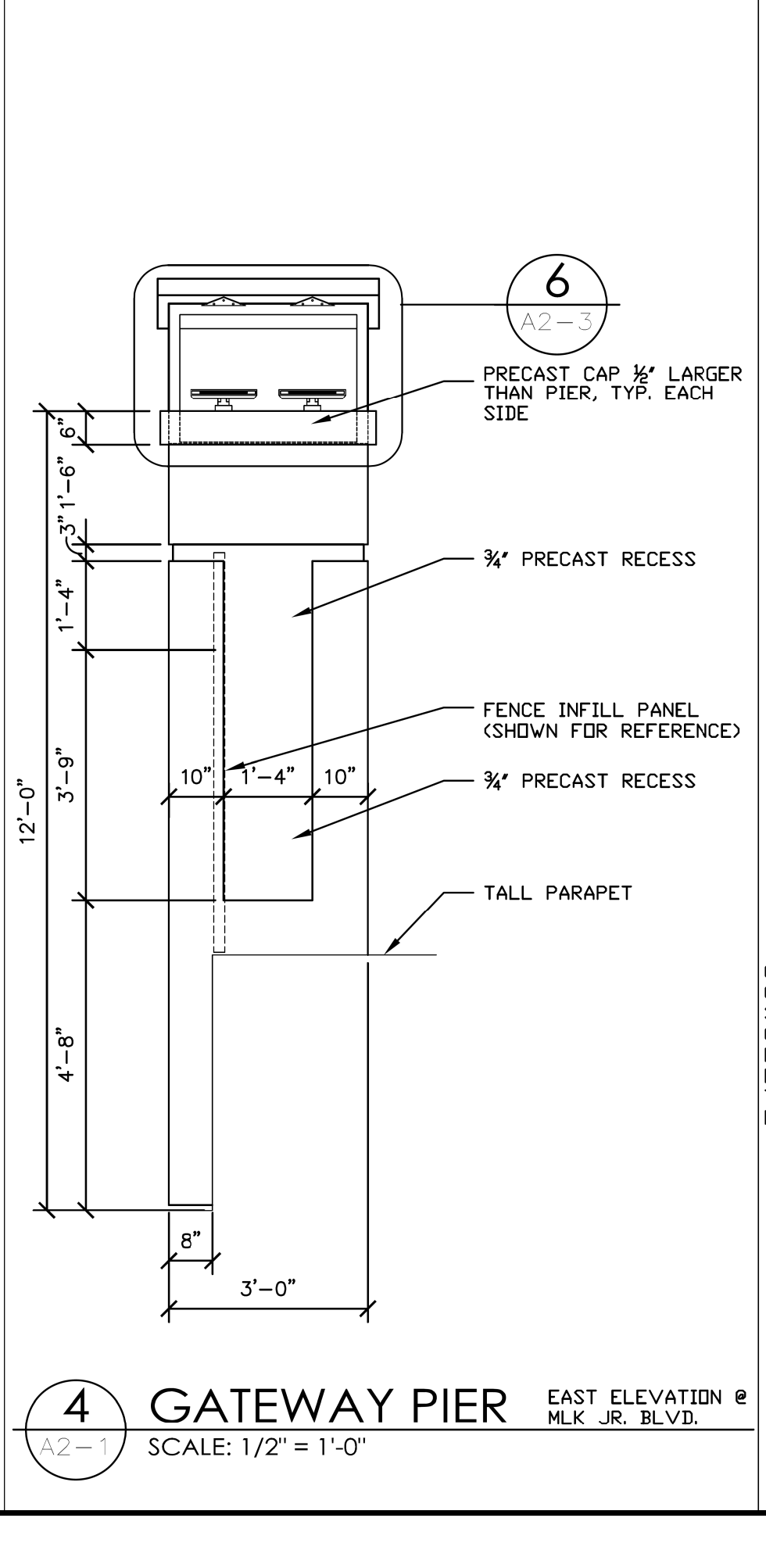
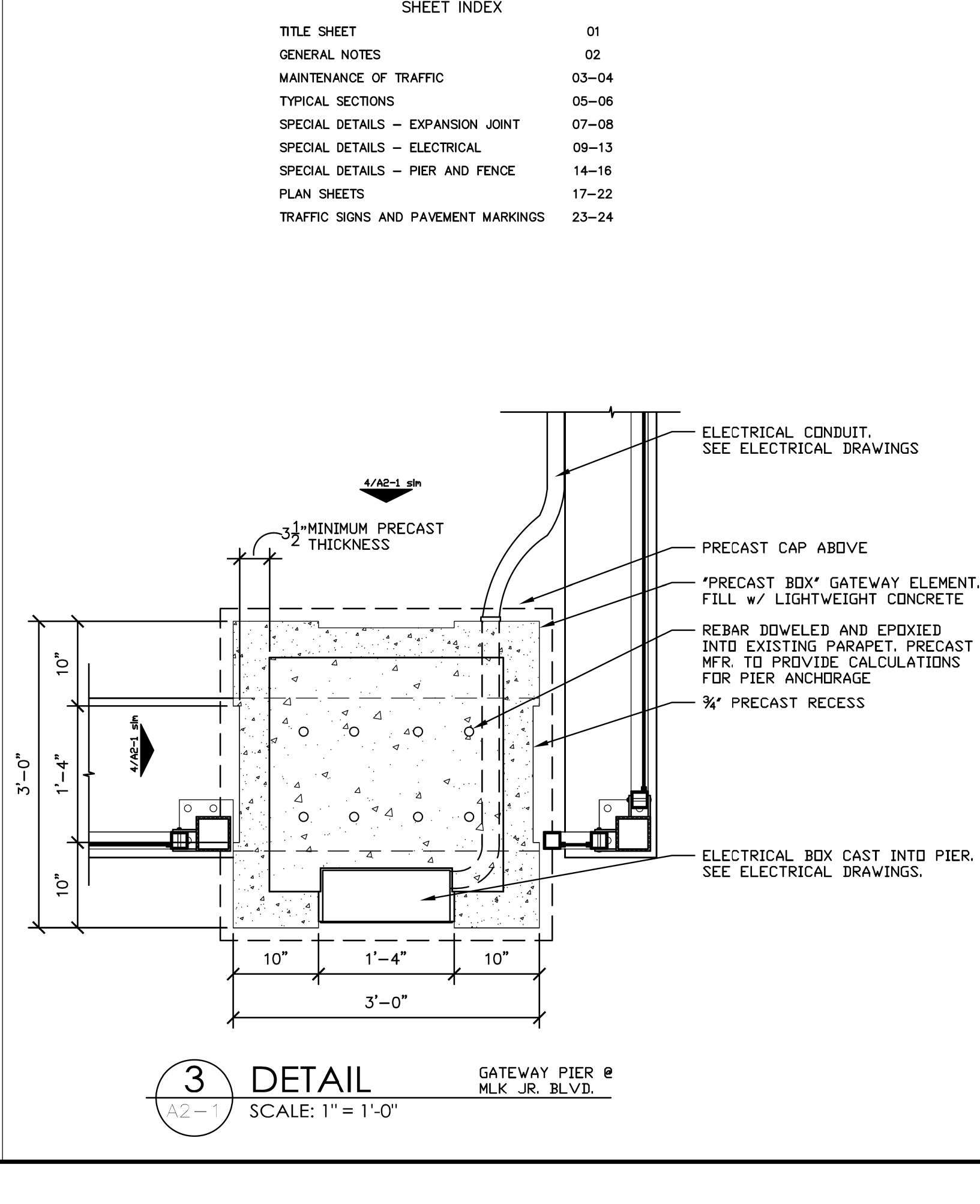
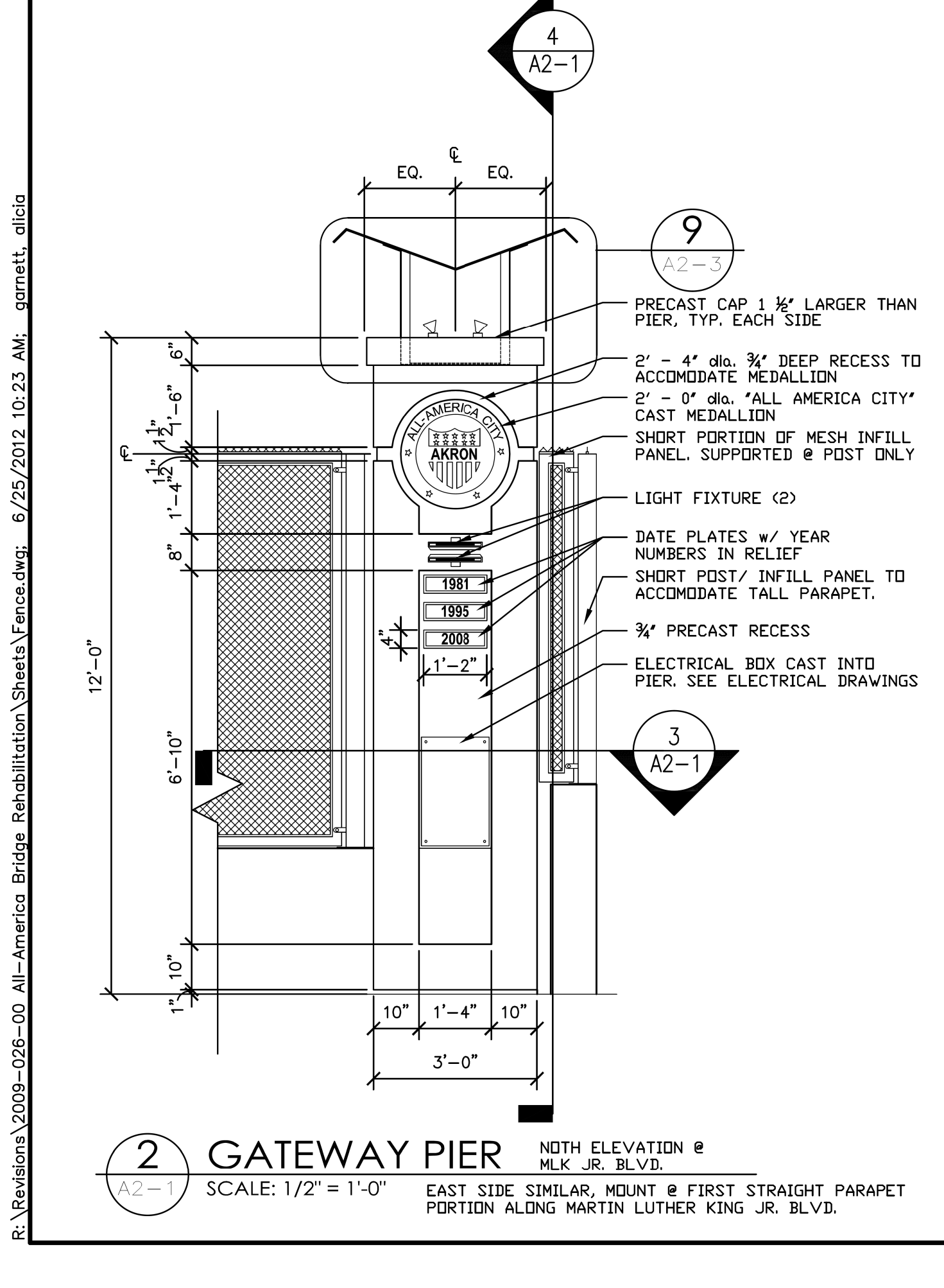
**FOR REFERENCE ONLY**



DATE	6/12/12
CHECKED	TEO
DRAWN	MAK
RECORD DRAWINGS	ADG
DATE	
REVISIONS	

PIER AND FENCE OVERALL BRIDGE PLAN

**D04-BH-FY2025 (WEST)**  
MODEL: Sheet\_SurvFt\_2\_PAPER SIZE: 34x22 (in.) DATE: 5/15/2024 TIME: 12:57:13 PM USER: jftzsim  
pw:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01.Active Projects\District 04\_D04\113163\400-Engineering\Roadway\Sheets\113163\_SWM003.dgn



**ALL-AMERICA BRIDGE FENCE DETAIL**  
SUM-261D-0.000 & SUM-261D-0.635R  
OVER LITTLE CUYAHOGA RIVER & MRTA RAILROAD

2009-026-00

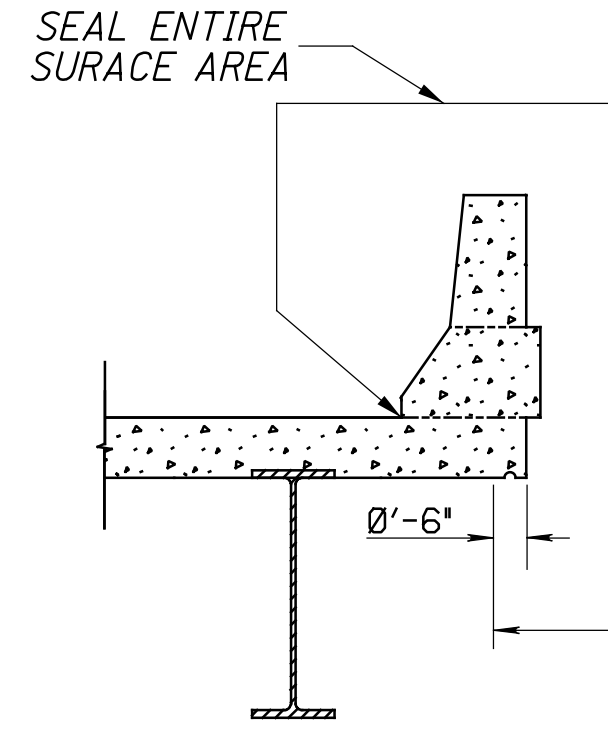
DATE	6/12/12
CHECKED	TEO
DRAWN	MAK
RECORD DRAWINGS	ADG
DATE	
REVISIONS	

PIER AND FENCE OVERALL BRIDGE PLAN

**ALL-AMERICA BRIDGE REHABILITATION**

CITY OF AKRON  
DEPARTMENT OF PUBLIC SERVICE  
TRAFFIC ENGINEERING BUREAU

DESIGNER	JF	CHECKER	MJA
REVIEWER	XXX	DATE	04-18-24
PROJECT ID	113163	SUBSET	15
		TOTAL	18
SHEET	P.30	TOTAL	33



DETAIL A  
 CONCRETE DECK WITH  
 DEFLECTOR PARAPET

BRIDGE NUMBER	SEALING PAY ITEM	STRUCTURE TYPE	PROPOSED SEALING	FEDERAL COLOR NUMBER	ESTIMATED QUANTITIES				
					ABUT (SQ YD)	PIER (SQ YD)	SUPER (SQ YD)	GENERAL (SQ YD)	TOTAL (SQ YD)
POR-76-14.894	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL THE CONCRETE RAILING AS PER DETAIL A	MATCH EXISTING			491		491
POR-76-16.106	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL THE CONCRETE RAILING AS PER DETAIL A	MATCH EXISTING			492		492
POR-43-14.309	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL THE CONCRETE PIERS AND PIER CAPS	MATCH EXISTING		405			405
SUM-261D-0.000	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL THE CONCRETE RAILING AS PER DETAIL A	MATCH EXISTING			6685		6685
SUM-261D-0.635R	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL THE CONCRETE RAILING AS PER DETAIL A	MATCH EXISTING			5392		5392
SUM-93-9.535	ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	STEEL CONTINUOUS MULTI-BEAM	SEAL THE CONCRETE RAILING AS PER DETAIL A	MATCH EXISTING			422		422

CONCRETE SEALING DETAILS  
 POR-76-14.894, POR-76-16.106, POR-43-14.309  
 SUM-261D-0.000 & SUM-261D-0.635R

SFN  
 VARIOUS  
 DESIGN AGENCY

DESIGNER: JF  
 CHECKER: MJA  
 REVIEWER: XXX  
 PROJECT ID: 113163  
 SUBSET: 16 | TOTAL: 18  
 SHEET: P.31 | TOTAL: 33

**ITEM 514 - FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (ONE COAT)**

**1.0 DESCRIPTION:** THIS ITEM CONSISTS OF FIELD PAINTING STRUCTURAL STEEL PREVIOUSLY COATED WITH AN UNKNOWN EXISTING PAINT TO CORRECT DAMAGE BY COLLISION OR CORROSION. THIS WORK CONSISTS OF PERFORMING SURFACE PREPARATION AND APPLYING A PRIMER TO THE PREPARED STEEL AND FEATHERED REMOVAL AREAS OF UNKNOWN EXISTING PAINT SYSTEMS.

**2.0 GENERAL:** C&MS 514.05 THROUGH 514.10 AND 514.13.D APPLY UNLESS MODIFIED BY THESE NOTES.

**3.0 WASHING EXISTING PAINTED SURFACES:** CLEAN SURFACES TO BE COATED WITH LOW PRESSURE WATER CLEANING TO REMOVE ALL DIRT, DEBRIS, ANIMAL EXCREMENT, SALT CONTAMINANTS AND OTHER ACCUMULATED FOREIGN MATERIAL IN ACCORDANCE WITH SSPC-SP12 (LP WC), LOW PRESSURE WATER CLEANING. THE PRESSURE WASHER SHALL BE CAPABLE OF ACHIEVING AT LEAST 2000 POUNDS PER SQUARE INCH AT THE NOZZLE. WHEN USING THE POWER WASHING EQUIPMENT, THE NOZZLE SHALL BE MAINTAINED NO MORE THAN 10 INCHES FROM THE SURFACE. SUPPLY AND USE POTABLE WATER. PROVIDE TO THE ENGINEER OF WRITTEN ACCEPTANCE FOR ANY BIODEGRADABLE DETERGENTS OR CLEANERS USED IN CONJUNCTION WITH THIS METHOD. COLLECT AND CONTAIN WATER AND DEBRIS REMOVED DURING WASHING OPERATIONS ABOVE WATER FEATURES IN CONFORMANCE WITH C&MS 514.08 AND C&MS 514.13.D FOR ANY DEBRIS. CREATE SETTLEMENT COLLECTION BASINS AND STRAIN ALL WASH WATER ABOVE LAND FEATURES AS NECESSARY TO PRODUCE VISIBLY CLEAR WATER AND COMPLY WITH CMS 514.08 AND C&MS 514.13.D FOR ANY DEBRIS.

**4.0 SURFACE PREPARATION:** AFTER THE PRESSURE WASHED SURFACE HAS DRIED, REMOVE EXISTING PAINT COATING TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER ACCORDING TO: SSPC-SP 11, POWER TOOL CLEANING TO BARE METAL, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 3; SSPC SP6, COMMERCIAL BLAST CLEANING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 1; OR SSPC SP12 UHP WJ-4, ULTRAHIGH-PRESSURE WATER JETTING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 4. SUPPLY BLAST WATER CONTAINING A COMMERCIALY AVAILABLE RUST INHIBITOR AT A DOSAGE THAT PREVENTS FLASH RUSTING FOR 12 HOURS AND DOCUMENTED AS ACCEPTABLE TO THE COATING'S MANUFACTURER. THE ENGINEER WILL USE THE SSPC-VIS 1, SSPC-VIS 3 OR SSPC-VIS 4 TO DETERMINE THE ACCEPTANCE OF THE SURFACE PREPARATION FEATHER THE EXISTING PAINT TO ROUGHEN A MINIMUM OF 1/2 INCH OF THE EXISTING PAINT. CONTAIN AND DISPOSE OF WASTE GENERATED BY THE CLEANING ACCORDING TO C&MS 514.13.D. ROUND ALL EXPOSED CORNERS OF MAIN MATERIAL TO BE PAINTED AS NECESSARY TO ACHIEVE A 1/16 INCH RADIUS OR EQUIVALENT FLAT SURFACE AT A 45 DEGREE ANGLE.

**5.0 FIELD PAINTING:** APPLY THE PRIME COAT OF THE THREE-COAT PAINT SYSTEM SPECIFIED IN C&MS 708.02, ACCORDING TO C&MS 514.15, 514.16, 514.17, 514.19 AND 514.20 TO THE CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER. THE ENGINEER WILL DETERMINE THE PRIME COAT THICKNESS USING A TYPE 2 MAGNETIC GAGE AT SPOT LOCATIONS. DO NOT APPLY THE INTERMEDIATE OR FINISH COAT. THE PRIME COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF C&MS 514.20. APPLY PAINT AS FOLLOWS:  
 APPLY THE PRIME COAT ONLY TO THE PREPARED SURFACE OF THE BARE STEEL AND THE EXISTING UNKNOWN PAINT SYSTEM ROUGHENED BY FEATHERING.

AT THE PERIMETER OF THE REPAIR AREA, APPLY THE PRIME COAT USING A BRUSH. IN LIEU OF BRUSHING THE CONTRACTOR MAY DOUBLE MASK THE AREAS NOT TO BE COATED AND SPRAY TO FEATHERED REMOVAL LINES.

**6.0 MEASUREMENT:** THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN BY THE NUMBER OF SQUARE FEET OF STRUCTURAL STEEL PAINTED.

THE DEPARTMENT WILL DETERMINE THE SURFACE AREA BY TAKING EXACT FIELD MEASUREMENTS OF ALL PAINTED SURFACES AND CALCULATIONS.

**7.0 BASIS OF PAYMENT:** THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

THE DEPARTMENT MAY CONSIDER PAINT AS ELIGIBLE FOR PAYMENT FOR MATERIAL ON-HAND AS SPECIFIED IN 109.10, HOWEVER, ONLY PAINT THAT THE CONTRACTOR CAN PROVE TO THE ENGINEER WILL BE USED DURING THE CONSTRUCTION SEASON IS ELIGIBLE FOR

PAYMENT. THE CONTRACTOR SHALL PROVIDE THE ENGINEER CALCULATIONS INDICATING THE TOTAL SQUARE FEET OF STEEL TO BE PAINTED DURING THE CONSTRUCTION SEASON. THE CONTRACTOR SHALL ALSO PROVIDE CALCULATIONS SHOWING THE TOTAL NUMBER OF GALLONS REQUIRED.

IF THE CONTRACTOR CAUSES DAMAGE OR INJURY TO PUBLIC OR PRIVATE PROPERTY, THE DEPARTMENT WILL NOT PAY FOR RESTORING THE PROPERTY TO ITS ORIGINAL CONDITION.

THE DEPARTMENT WILL NOT PAY FOR REPAIRING ADJACENT COATINGS DAMAGED DURING THE WASHING, POWER TOOL CLEANING OR BLAST CLEANING OPERATION.

THE DEPARTMENT WILL NOT PAY FOR REMOVING AND REPLACING AN AREA OF COATING BECAUSE A SPOT OR MAXIMUM AVERAGE THICKNESS EXCEEDS THE MAXIMUM SPOT THICKNESS.

THE DEPARTMENT WILL NOT PAY FOR ADDITIONAL TESTING REQUIRED BY ANY HAULER, TREATMENT FACILITY, DISPOSAL FACILITY OR LANDFILL.

THE DEPARTMENT WILL NOT PAY FOR ACCESSING, INSPECTING, AND REPAIRING AREAS THAT ARE NOT FOUND TO BE IN CONFORMANCE WITH THE SPECIFICATIONS AND PERTINENT CONTRACT DOCUMENTS.

ALL OTHER REQUIREMENTS OF THIS FIELD PAINTING SPECIFICATION ARE CONSIDERED INCIDENTAL TO THE WORK.

ITEM	UNIT	DESCRIPTION
514	SQUARE FEET	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL - ONE COAT, AS PER PLAN

**ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SECONDARY MEMBERS)**

AN ESTIMATED QUANTITY FOR EACH LOCATION IS PROVIDED IN TABLE 2. FOR REMOVAL OF SECONDARY MEMBERS AS DETERMINED BY FIELD INSPECTION ACCORDING TO ITEM 849, DAMAGE ASSESSMENT OR AS DIRECTED BY THE ENGINEER. SUPPORT THE EXISTING SECONDARY MEMBERS ACCORDING TO ITEM 849, STRAIGHTENING WORK PLAN. FLAME OR SAW CUT THE EXISTING MEMBERS TO WITHIN 1/8 INCH OF THE EXISTING MAIN MATERIAL USING A MECHANICAL GUIDE ACCORDING TO C&MS 513.12 PROVIDE SHIELDING AS NECESSARY TO PREVENT DAMAGE TO MAIN OR SECONDARY MATERIALS THAT REMAIN. GRIND THE EXISTING MAIN OR SECONDARY MEMBER SMOOTH IN PREPARATION FOR COMPLETE PENETRATION OR FILLET WELDING. PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OF 250 MIL (TO ACCOMMODATE THE PROPOSED REPLACEMENT MATERIALS). DETERMINE FINAL QUANTITIES BY FIELD MEASUREMENTS. THE DEPARTMENT WILL INCLUDE ALL MATERIALS, TOOLS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 202 - PORTIONS OF SECONDARY MEMBERS REMOVED, AS PER PLAN: POUND.

**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 513.06 OR SUPPLY THE ENGINEER WITH "AS-BUILT" DRAWINGS MEETING 513.06 AFTER COMPLETION OF FIELD FABRICATION. THE ENGINEER WILL REVIEW THE SUBMITTED DRAWINGS FOR CONCURRENCE WITH THE FINAL AS-BUILT CONDITION. 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, SEALED AND DATED, ACCORDING S1002, TO THE STRUCTURAL, WELDING AND METALS SECTION OF THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES. THE MEMBERS INCLUDED IN THIS ITEM ARE PROVIDED IN TABLE 2 AND 3. THE DEPARTMENT WILL INCLUDE ALL MATERIALS, TOOLS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN: POUND.

**ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS, FILLET WELDING**

AFTER DAMAGED AREAS HAVE BEEN INSPECTED ACCORDING TO ITEM 849 DAMAGE ASSESSMENT. PREPARE THE DAMAGED MATERIAL FOR WELDING, PERFORMING 5/16 INCH FILLET WELDS ACCORDING TO ITEM 513 USING APPROVED ELECTRODES, PROCEDURES AND WELDERS. WELD EACH SECONDARY MEMBER ACCORDING TO PLAN DETAILS. MAGNETIC PARTICLE INSPECT ALL FILLET WELDS ACCORDING TO C&MS 513.25B. THE ENGINEER MAY OBTAIN TECHNICAL ASSISTANCE FROM THE OFFICE OF MATERIALS MANAGEMENT. THE DEPARTMENT WILL INCLUDE ALL MATERIALS, TOOLS, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS: FILLET WELDING. FOOT.

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

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE PERFORM REPAIRS DEFINED IN THE HEAT STRAIGHTENING PLAN.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 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 C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS NECESSITATED BY THE JACKING OPERATION. 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.

**EXISTING STRUCTURE AND PLANS VERIFICATION**

EXISTING PLANS CAN BE INSPECTED IN THE LOCAL ODOT DISTRICT OFFICE. 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, 105.02, AND 513.04. 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.

**STEEL RESTRAINT OR PRELOAD LIMITS**

EXISTING ASTM A709 GRADE 50W OR A709 GRADE 50 - DO NOT SUBJECT ANY PART OF THE STRUCTURE TO A JACKING, PULLING OR RESTRAINING UNIT STRESS EXCEEDING 25,000 PSI (172.4 MPA)\*

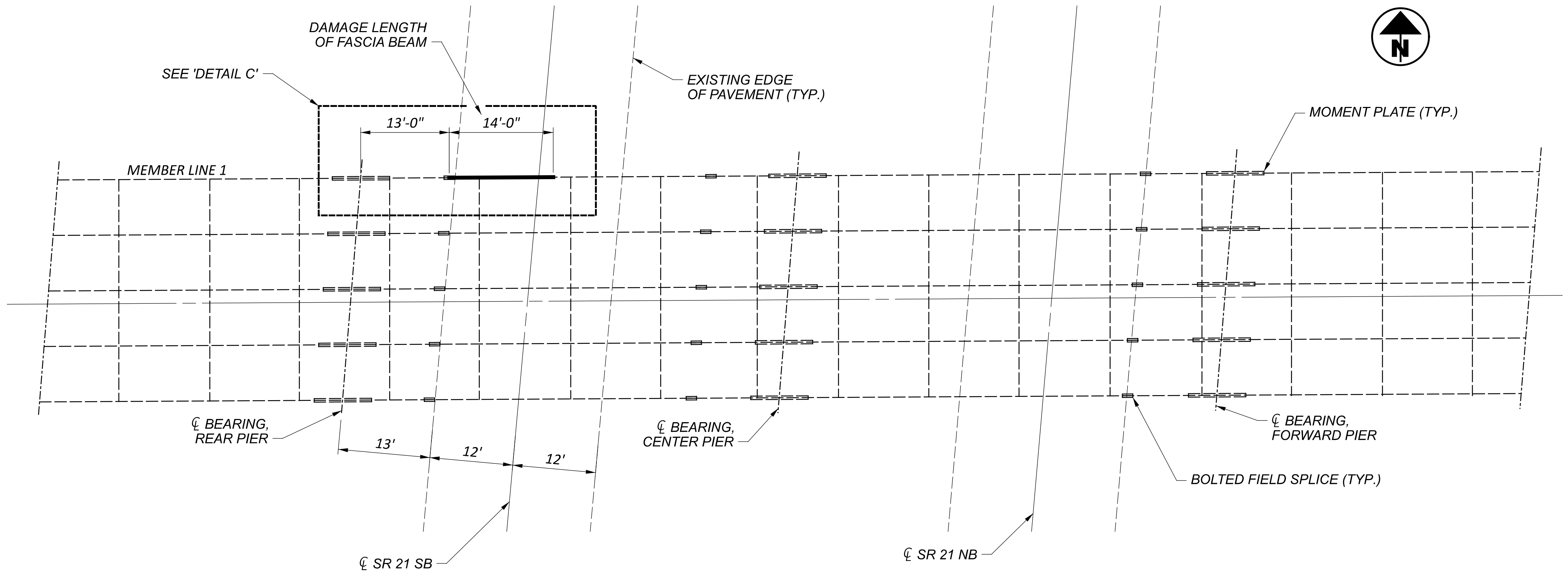
EXISTING ASTM A709 GRADE 36 - DO NOT SUBJECT ANY PART OF THE STRUCTURE TO A JACKING, PULLING OR RESTRAINING UNIT STRESS EXCEEDING 18,000 PSI (124.1 MPA)\*

EXISTING ASTM A36 GRADE A588 DO NOT SUBJECT ANY PART OF THE STRUCTURE TO A JACKING, PULLING OR RESTRAINING UNIT STRESS EXCEEDING 20,000 PSI (137.9 MPA)\*

\* IF MORE THAN ONE GRADE OF STEEL IS SELECTED, LIMIT RESTRAINT FORCES TO THE LOWER UNIT STRESS. REPLACE MATERIALS USING THE HIGHER GRADE IDENTIFIED UNLESS DIRECTED BY THE ENGINEER.

SFN	7701748
DESIGN AGENCY	
DESIGNER	CHECKER
JF	MJA
REVIEWER	XXX 04-18-24
PROJECT ID	113163
SUBSET	TOTAL
17	18
SHEET	TOTAL
P.32	33



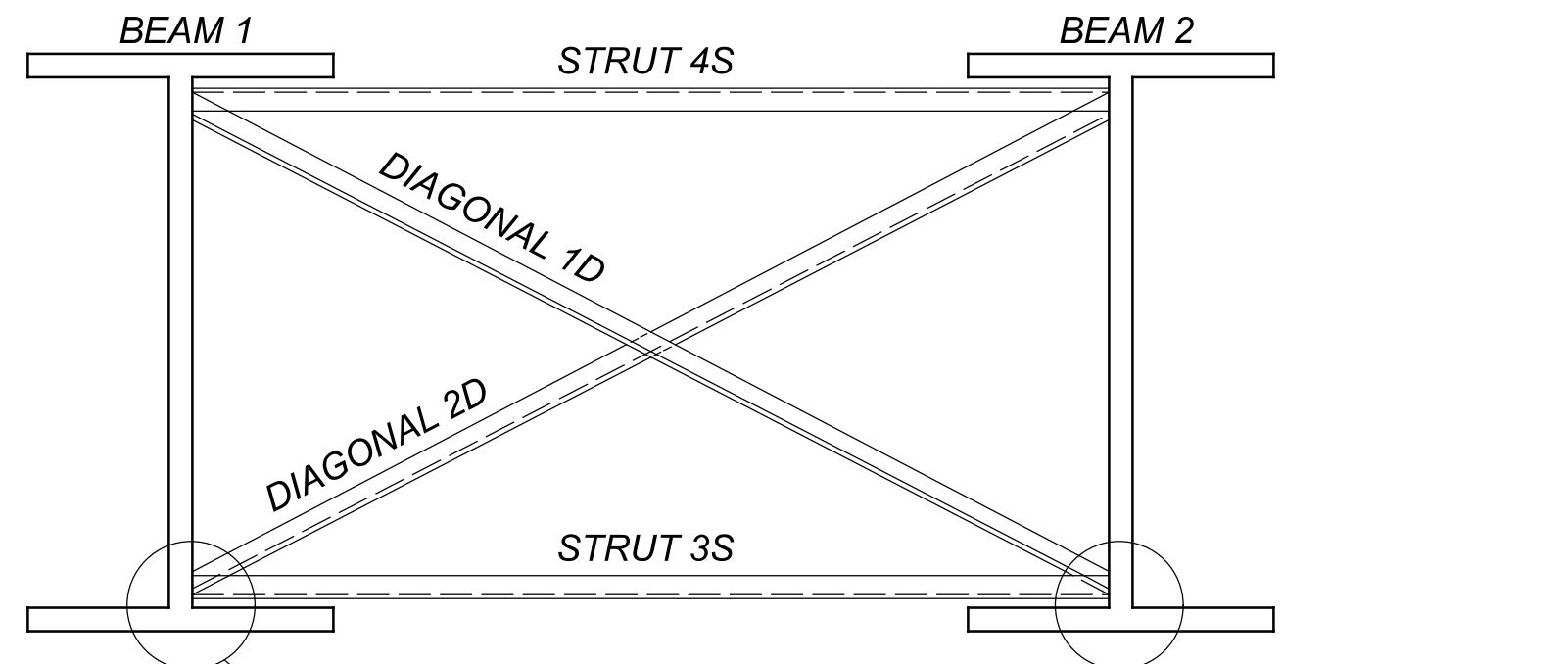


FRAMING PLAN

ORIENTATION NOTE

ABUTMENTS AND PIERS ARE NUMBERED IN THE CARDINAL DIRECTION (FROM SOUTH TO NORTH OR WEST TO EAST), BEAMS ARE NUMBERED FROM LEFT TO RIGHT WHEN FACING IN THE CARDINAL DIRECTION. BAYS ARE NUMBERED TO MATCH THE MAIN MEMBERLINE NUMBER TO THE LEFT OF THE CROSSFRAME BAY WHEN FACING IN THE CARDINAL DIRECTION.

EXISTING STRUCTURE: SUM-21-0863  
 ROUTE ON STRUCTURE: RIDGEWOOD RD.  
 ROUTE BELOW STRUCTURE: SR-21  
 TYPE: CONTINUOUS STEEL BEAMS  
 ROADWAY WIDTH: 28'-0" F/F PARAPETS  
 SKEW: 5° 23' 50" LEFT FORWARD  
 ALIGNMENT: TANGENT  
 SUPERELEVATION: 0  
 YEAR BUILT: 1977  
 NUMBER OF BEAMS: 5  
 STEEL TYPE: ASTM A588  
 PAINT TYPE: OZEU  
 PAINT DATE: 8-12-2004



REMOVE ACCORDING TO ITEM 202-PORIONS OF SECONDARY MEMBERS REMOVED, AS PER PLAN (TYP.). REPLACE BY MATCHING EXISTING DETAIL. SEE GSD-1-96 FOR ADDITIONAL CLARIFICATION.

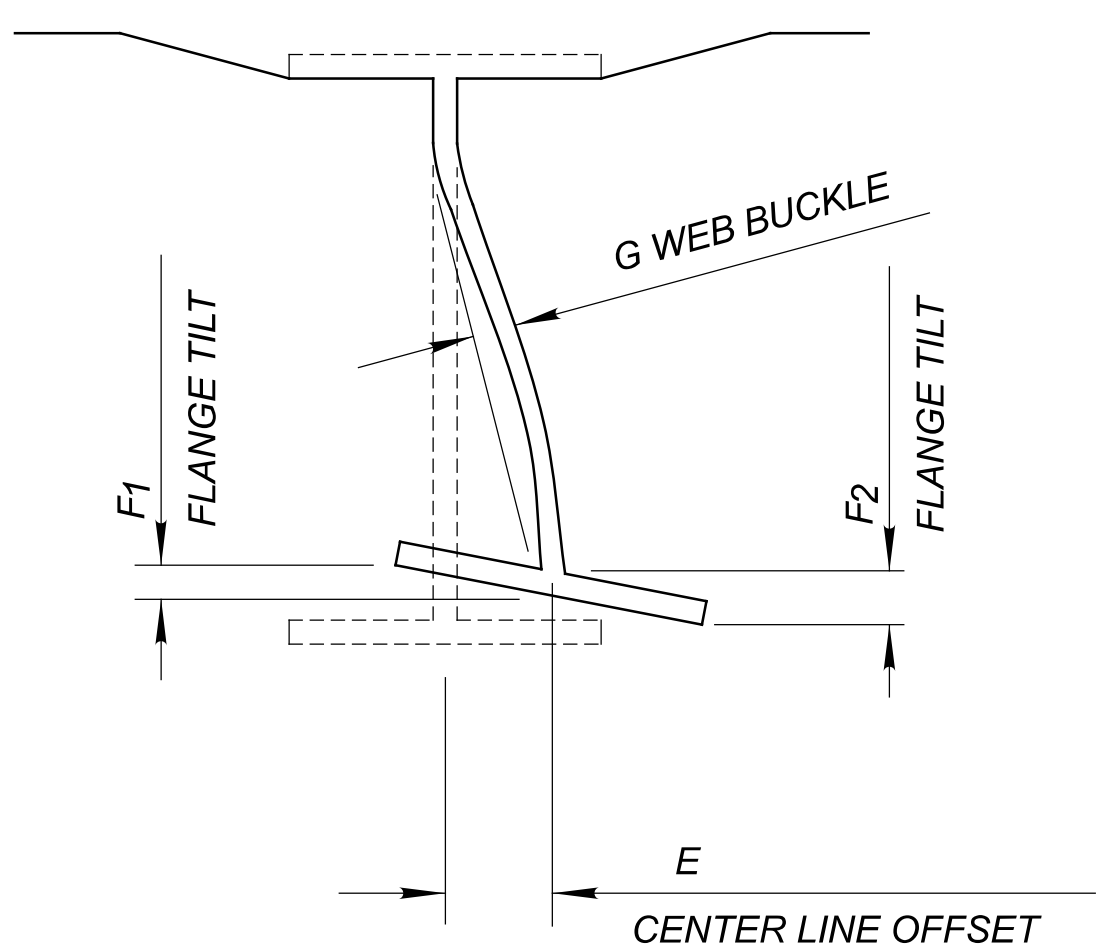
MAIN AND SECONDARY MEMBER DAMAGE IS NOT SHOWN. FOR CLARITY SEE SECTION A-A

SECTION B-B

SECONDARY MEMBER BAY No. A

N- NUMBER OF CROSSFRAME BRACES COUNTED FROM THE PIER OR ABUTMENT IDENTIFIED IN TABLE

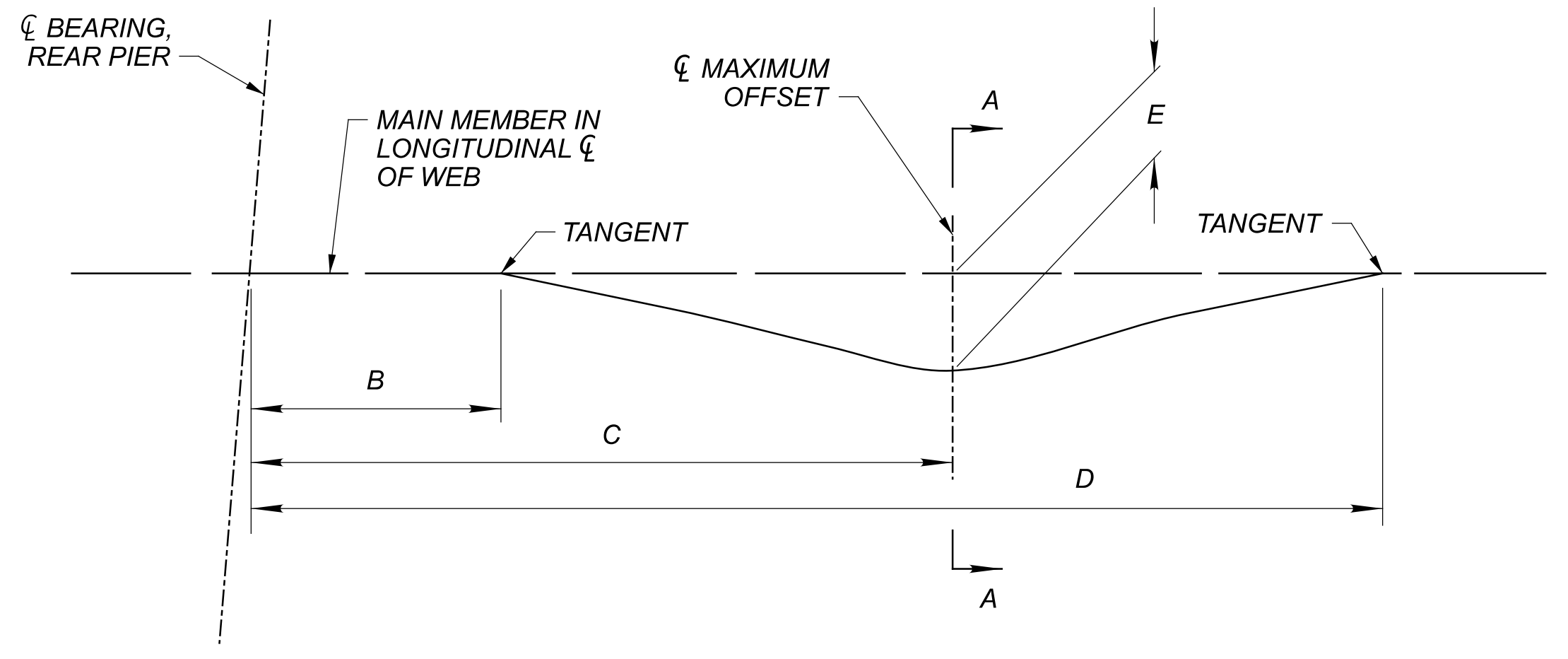
CROSSFRAME BAY No.	PIER	N	1D	2D	3S	4S
A	PIER 1			8'-6"	8'-0"	



SECTION A-A

NEGATIVE E VALUES ARE BENT LEFT  
 NEGATIVE F VALUES ARE BENT DOWN  
 NEGATIVE G VALUES ARE BENT LEFT

DAMAGE AREA No.	MEMBER LINE No.	PIER OR ABUT.	B	C	D	E	F1	F2	G
1	1	REAR PIER	22'-10"	29'-10"	36'-10"	1/8"	1/8"	1/4"	1/4"



DETAIL C