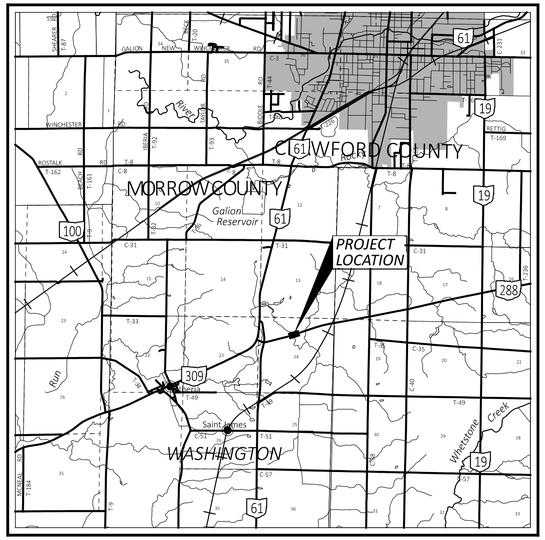
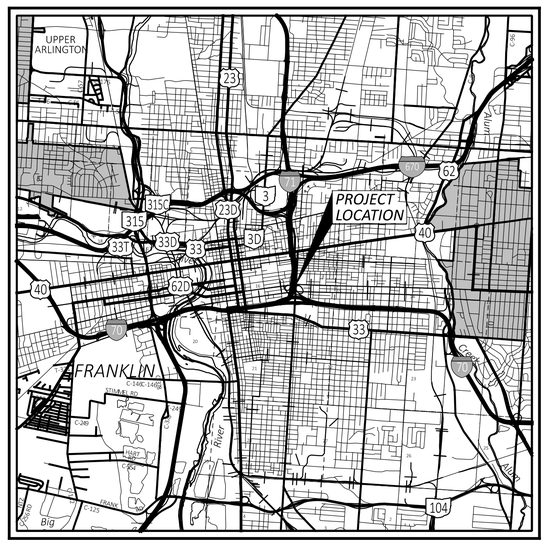


MRW-288-0.50 LOCATION MAP

LATITUDE: N40°40'49" LONGITUDE: W82°48'45"



FRA-71-17.03R LOCATION MAP

LATITUDE: N39°57'25" LONGITUDE: W82°58'58"

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:

WOOLPERT

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MRW-288-0.50 / FRA-71-17.03R

WASHINGTON TOWNSHIP / MORROW COUNTY
CITY OF COLUMBUS / FRANKLIN COUNTY

INDEX OF SHEETS:

DESIGN DESIGNATION

	MRW-288-0.50	***FRA-71-17.03R***
CURRENT ADT (2024)	*2,845*	*22,217*
DESIGN YEAR ADT (2044)	*3,145*	*22,217*
DESIGN HOURLY VOLUME (2044)	*345*	*1,499*
DIRECTIONAL DISTRIBUTION	*50%*	*N/A*
TRUCKS (24 HOUR B&C)	*11%*	*14%*
DESIGN SPEED	*55 MPH*	*55 MPH*
LEGAL SPEED	*55 MPH*	*55 MPH*
DESIGN FUNCTIONAL CLASSIFICATION:	*RURAL MAJOR COLLECTOR*	*PRINCIPAL ARTERIAL INTERSTATE*
NHS PROJECT	*NO*	*NO*
DESIGN EXCEPTIONS	*NONE REQUIRED*	*NONE REQUIRED*
ADA DESIGN WAIVERS	*NONE REQUIRED*	*NONE REQUIRED*

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

STANDARD CONSTRUCTION DRAWINGS					***SUPPLEMENTAL SPECIFICATIONS***	***SPECIAL PROVISIONS***
GSD-1-19 7/19/24	*MT-95.40 7/18/25*				*800 7/18/25*	
	MT-98.29 7/18/25				*832 7/18/25*	
	MT-101.60 1/17/25					

MRW-288 PROJECT DESCRIPTION

THIS PROJECT WILL REPAIR THE EXISTING STEEL BEAM ENDS AND ABUTMENT BEARINGS OF SR-288 STRUCTURE SFN 5902827 OVER FLAT RUN.

MRW-288 EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*0.01 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*0.25 ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	*0.26 ACRES, NO NOI*

FRA-71 PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF VARIOUS STRUCTURAL STEEL REPAIRS INCLUDING THE DRILLING OF STRESS RELIEF HOLES TO PREVENT THE PROPOGATION OF EXISTING FATIGUE CRACKS, REMOVAL OF EXISTING INTERMEDIATE CROSSFRAMES, AND INSTALLATION OF NEW INTERMEDIATE AND PIER CROSSFRAMES.

FRA-71 EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*0.01 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*0.25 ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	*0.26 ACRES, NO NOI*

FEDERAL PROJECT NUMBER

NONE

RAILROAD INVOLVEMENT

NONE

LIMITED ACCESS

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

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, 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 REQUIRE THE PART TIME CLOSING OF THE HIGHWAY TO TRAFFIC, AS NOTED ON SHEET 5. DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Anthony Turowski, P.E.
District 6 Deputy Director

Pamela Boratyn
Director, Department of Transportation

ENGINEER'S SEAL	*ENGINEER'S SEAL*
MAINTENANCE OF TRAFFIC	
STATE OF OHIO 9/8/25 MATTHEW G. SCHUSTER E-75485 REGISTERED PROFESSIONAL ENGINEER	STATE OF OHIO 9/30/25 THOMAS M. LESS E-78901 REGISTERED PROFESSIONAL ENGINEER

TITLE SHEET

DESIGN AGENCY
WOOLPERT

DESIGNER	ICB
REVIEWER	TML 06-13-25
PROJECT ID	123844
SHEET	P.1
TOTAL	20

MRW-288-00.50

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:50:11 AM USER: B.Rychlik
G:\DE\Clients\ODOT\10023855_MRW-288-0.50_ODOT_D6_D9_GES_Task_6S\1100580400-Engineering\Structures\SFN_5902827\Sheets\1100058_SFN_5902827_SG001.dgn

SHEET NUMBER													PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS	3	4	5	8		13	14		17				01/STR/BR		EXT	TOTAL			
																		ROADWAY	
	LS												LS	201	11000	LS		CLEARING AND GRUBBING	
3,500													3,500	832	30000	3,500	EACH	EROSION CONTROL	
																		STRUCTURE OVER 20 FOOT SPAN (SFN 5902827)	
				LS									LS	202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	7/20
				220									220	513	21550	220	LB	STRUCTURAL STEEL FOR REHABILITATION	
				93									93	514	00051	93	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN	7/20
				93									93	514	00057	93	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN	7/20
				20									20	514	80020	20	SF	SHOP PAINTING AND FIELD TOUCH-UP OF STRUCTURAL STEEL	
				1									1	516	44001	1	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (8"x8"x1 7/16")	11/20
				3									3	516	45305	3	EACH	REFURBISH BEARING DEVICE, AS PER PLAN	7/20
				LS									LS	516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	7/20
				6									6	519	11100	6	SF	PATCHING CONCRETE STRUCTURE	
																		STRUCTURE OVER 20 FOOT SPAN (SFN 2507595)	
									LS				LS	202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	17/20
									63,080				63,080	513	10201	63,080	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN	17/20
									20				20	513	95030	20	EACH	STRUCTURAL STEEL, MISC.: 2-IN DIA. FIELD DRILLED HOLES	17/20
									5				5	513	95030	5	EACH	STRUCTURAL STEEL, MISC.: 2-IN DIA. FIELD DRILLED HOLES (CONTINGENCY)	17/20
									345				345	514	00050	345	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
									1,405				1,405	514	00056	1,405	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
									5,338				5,338	514	00060	5,338	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
									5,338				5,338	514	00066	5,338	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
									20				20	514	00504	20	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
									4				4	514	10000	4	EACH	FINAL INSPECTION REPAIR	
									LS				LS	516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	17/20
																		MAINTENANCE OF TRAFFIC	
		40				160							200	614	11110	200	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
						1							1	614	12380	1	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
		LS					LS						LS	614	12420	LS		DETOUR SIGNING	
			30										30	614	13000	30	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
							3						3	614	18600	3	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN	
			2										2	616	10000	2	MGAL	WATER	
			15										15	617	10100	15	CY	COMPACTED AGGREGATE, TYPE A	
			1										1	617	25000	1	MGAL	WATER	
																		INCIDENTALS	
													LS	614	11000	LS		MAINTAINING TRAFFIC	
													LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

WOOLPERT

DESIGNER
ICB

REVIEWER
TML 06-13-25

PROJECT ID
123844

SHEET P.2 TOTAL 20

MRW-288-00.50

UTILITIES

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

EXISTING PLANS

EXISTING PLANS ENTITLED "STATE WIDE OFFICAL PROJECT O.P. 665-42-1-119" MAY BE INSPECTED IN THE ODOT DISTRICT 6 OFFICE IN DELAWARE, OH.

CONSTRUCTION NOISE

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

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE TABLE ON THIS SHEET CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL
- *POSITIONING METHOD: LOCAL RTK AND CONVENTIONAL TOTAL STATION OF VRS-ESTABLISHED MONUMENTS SV1 & SV2, AND PROJECT BENCHMARKS 200& 201*
- *MONUMENT TYPE: 3/4"IRON PIN SET W/ ALUMINUM DISCS*

VERTICAL POSITIONING
- *ORTHOMETRIC HEIGHT DATUM: NAVD88*
- *GEOID: GEOID18*

HORIZONTAL POSITIONING
- *REFERENCE FRAME: NAD83 (2011) EPOCH: 2010.00*
- *ELLIPSOID: GRS 80*
- *COORDINATE SYSTEM: MORROW COUNTY OHIO LOW DISTORTION MAPPING PROJECTION (LDP)*
- *MAP PROJECTION: TRANVERSE MERCATOR*
- *CENTRAL LATITUDE: N 39° 09' 00"*
- *CENTRAL LONGITUDE: E 277° 09' 00"*
- *FALSE NORTHING: 0 M*
- *FALSE EASTING: 50,000 M*
- *PROJECTION SCALE FACTOR: 1.000050*

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

BENCHMARK DATA

BENCHMARK	DESCRIPTION	NORTHING (US FEET)	EASTING (US FEET)	ELEVATION (US FEET)	STATION	OFFSET
200	R.R. SPIKE IN UTILITY POLE #953-52	557,268.27	173,857.09	1148.87	15+70.11	34.17' RT.
201	R.R. SPIKE IN UTILITY POLE #953-56	557,561.55	174,796.87	1150.95	25+52.09	41.89' RT.

GENERAL NOTES

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:50:16 AM USER: B.Rychlik
G:\DEI\Clients\ODOT\10023855_MRW-288-0.50_ODOT_D6_D9_GES_Task_6S\110058\400-Engineering\Roadway\Sheets\110058_GN001.dgn

DESIGN AGENCY
WOOLPERT

DESIGNER ICB
REVIEWER MS 06-13-25
PROJECT ID 123844
SHEET P.3 TOTAL 20

ITEM 614, MAINTAINING TRAFFIC

THE FOLLOWING HOLIDAY/EVENT RESTRICTION IS NOT APPLICABLE TO LONG-TERM LANE CLOSURES.

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

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

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00AM WEDNESDAY
TUESDAY	(GEN./REG. ELECTION) 12:00N MONDAY THROUGH 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
THURSDAY	(THANKSGIVING ONLY) 6:00AM WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00AM 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).

LANE VALUE CONTRACT TABLE (PN 127)

DESCRIPTION OF CRITICAL LANE/ RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE $ PER TIME UNIT
ALL LANES OF SR-288 MUST BE OPEN	HOLIDAY SCHEDULE	PER MINUTE	$100

LANE CLOSURES AND RESTRICTIONS SHALL ADHERE TO THE TIMES LISTED IN THE LANE VALUE CONTRACT TABLES. THE MAXIMUM ALLOWABLE CLOSURE LENGTH IS 2 MILES AT ANY GIVEN TIME. CLOSURES OR RESTRICTIONS SHALL BE REMOVED FROM THE ROADWAY AT THE END OF WORKING HOURS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR APPROVED BY THE ENGINEER. LANE CLOSURES OR RESTRICTIONS SHALL BE LIMITED TO AREAS WHERE WORK IS BEING PERFORMED. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN ON THE PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION SHOWN ON THE PLANS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614, 632, AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 CALENDAR DAYS PRIOR TO CLOSURE

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 - DETOUR SIGNING

SIZE AND PLACEMENT OF DETOUR SIGNS SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01. DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

* APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).

* AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.

* EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.

* AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - DETOUR SIGNING LUMP SUM

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.

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).

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.

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.

ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. 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 WHICH 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 40 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 AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

MAINTENANCE OF TRAFFIC NOTES

MRW-288-00.50
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:50:17 AM USER: B.Rychlik
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DESIGN AGENCY
WOOLPERT

DESIGNER ICB
REVIEWER MS 06-13-25
PROJECT ID 123844
SHEET P.4 TOTAL 20

1

M3-2-24
M1-5-24-3
M4-9R-30

2

M3-4-24
M1-5-24-3
M4-9R-30

3

M3-2-24
M1-5-24-3
M4-9L-30

4

M3-4-24
M1-5-24-3
M4-9L-30

5

M3-2-24
M1-5-24-3
M4-H9R-30

6

M3-4-24
M1-5-24-3
M4-H9R-30

7

M3-2-24
M1-5-24-3
M4-H9L-30

8

M3-4-24
M1-5-24-3
M4-H9L-30

9

M4-8-24
M3-2-24
M1-5-24-3
M6-3-21

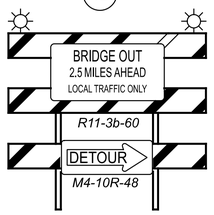
10

M4-8-24
M3-4-24
M1-5-24-3
M6-3-21

11

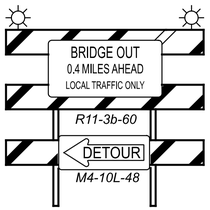
TYPE III BARRICADES
W/ TYPE A FLASHING LIGHTS

12



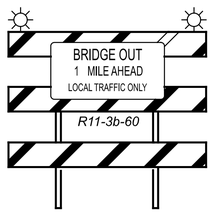
TYPE III BARRICADES
W/ TYPE A FLASHING LIGHTS

13



TYPE III BARRICADES
W/ TYPE A FLASHING LIGHTS

14



TYPE III BARRICADES
W/ TYPE A FLASHING LIGHTS

15

W20-2-36

16

TYPE A WARNING LIGHT

W20-1-48

17

TYPE A WARNING LIGHT

W20-3-48

18

W20-3-48

19

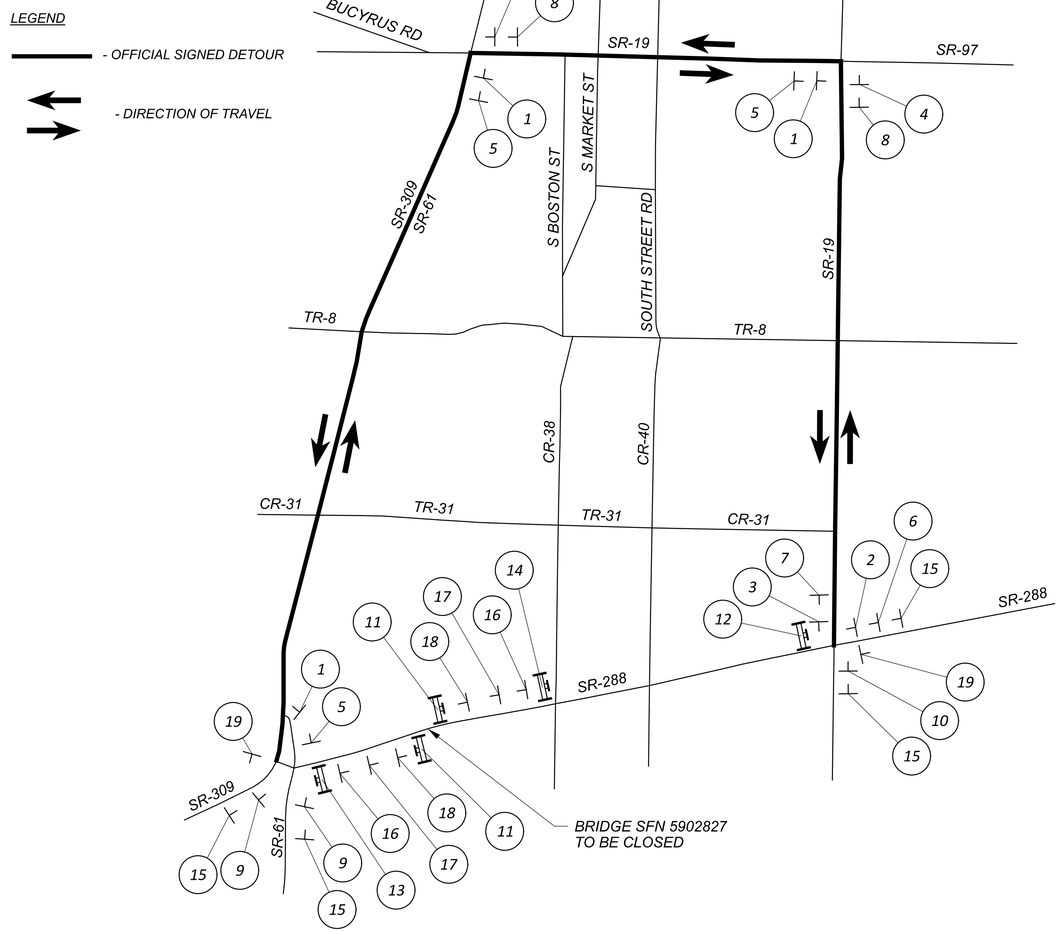
M4-8A-24

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE IS SHOWN ON THIS SHEET. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	*30 CU. YD.*
ITEM 616, WATER	*2 M. GAL*
ITEM 617, COMPACTED AGGREGATE, TYPE A	*15 CU. YD.*
ITEM 617, WATER	*1 M. GAL.*



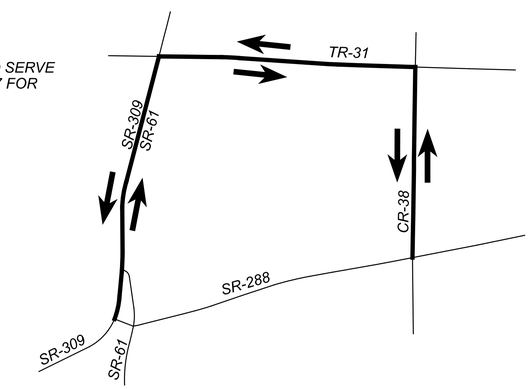
OFFICIAL SIGNED DETOUR

NOTE:
THIS DETOUR IS A LOCAL, UNSIGNED DETOUR ROUTE TO SERVE LOCAL TRAFFIC UPON CLOSURE OF BRIDGE SFN 5902827 FOR THE DURATION OF THE PROJECT.

LEGEND

- LOCAL DETOUR

- DIRECTION OF TRAVEL



LOCAL DETOUR

DETOUR MAP

DESIGN AGENCY
WOOLPERT

DESIGNER ICB
REVIEWER MS 06-13-25
PROJECT ID 123844
SHEET P.5 TOTAL 20

MRW-288-00.50

MODEL: MOT Detour Plan PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:50:22 AM USER: B.Rychlik
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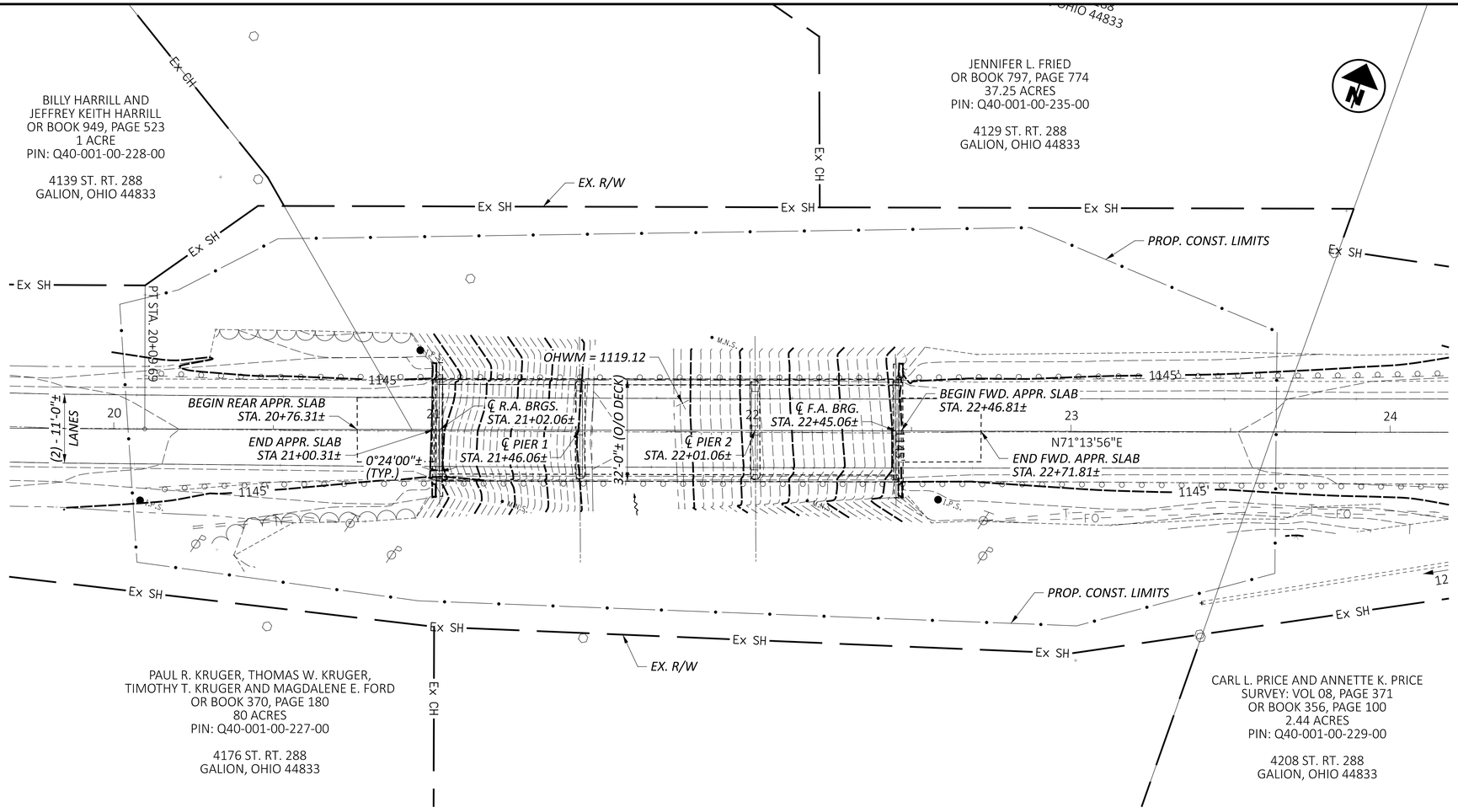

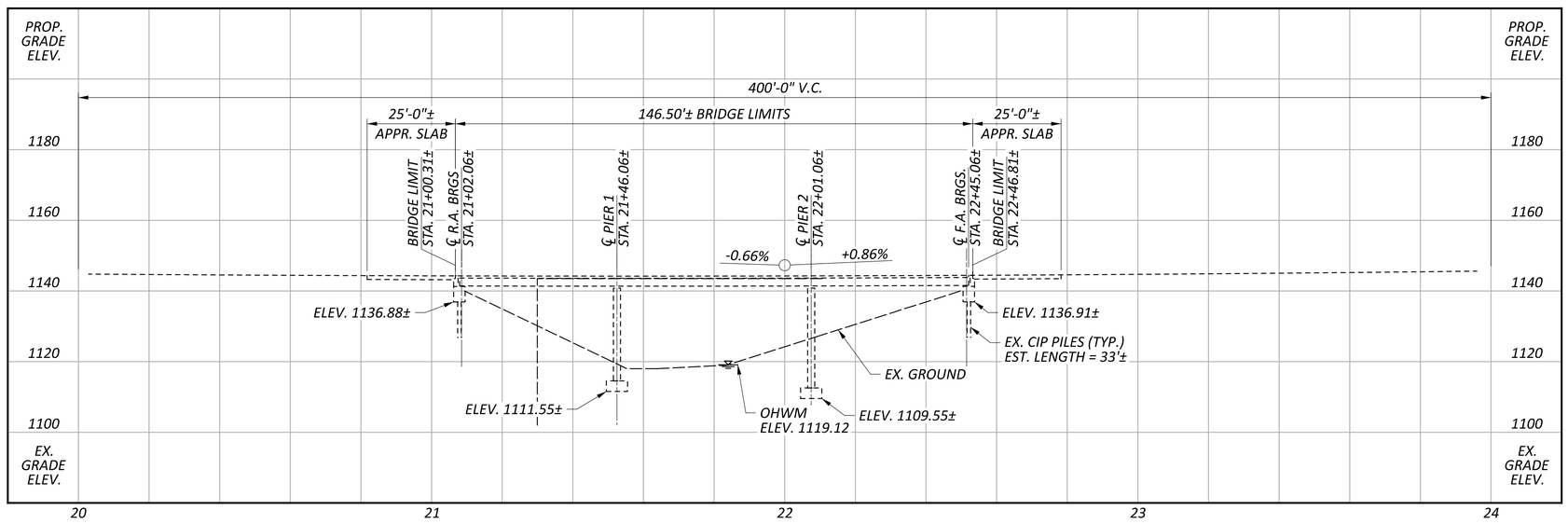

BENCHMARK DATA

BM #200 STA. 15+70.11, ELEV. 1148.87, OFFSET 34.17' RT., R.R. SPIKE
BM #201 STA. 25+52.09, ELEV. 1150.95, OFFSET 41.89' RT., R.R. SPIKE

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET 3/20.

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
2024 ADT = 2,845 *2024 ADTT = 313*
2044 ADT = 3,145 *2044 ADTT = 346*
DIRECTIONAL DISTRIBUTION = 50%

EXISTING STRUCTURE

TYPE: NON-COMPOSITE REINFORCED CONCRETE DECK ON CONTINUOUS STEEL ROLLED BEAMS SUPPORTED ON REINFORCED CONCRETE ABUTMENTS ON STEEL PILE AND CAP & COLUMN PIERS ON SPREAD FOOTINGS

SPANS: 44'-0"±, 55'-0"±, 44'-0"± C/C BRGS.

ROADWAY: 28'-0"± F/F SAFETY CURB

LOADING: HS-20 AND ALTERNATE MILITARY

SKEW: NONE

WEARING SURFACE: 2"± ASPHALT

APPROACH SLABS: 25'± LONG X 20'± WIDE

ALIGNMENT: 00° 24' 00"± CURVE LEFT

CROWN: 0.016± FT/FT

STRUCTURE FILE NUMBER: 5902827

DATE BUILT: 1940, REHABILITATED 1982

DISPOSITION: REPAIR OF EXISTING STEEL BEAM ENDS AND ABUTMENT BEARINGS

COORDINATES: LATITUDE 40° 40' 48.96" N
LONGITUDE 82° 48' 45.82" W

BRIDGE SITE PLAN
BRIDGE NO. MRW-288-0050
SR-288 OVER FLAT RUN

SFN	5902827
DESIGN AGENCY	WOOLPERT
DESIGNER	SL
CHECKER	TML
REVIEWER	PES 06-14-25
PROJECT ID	123844
SUBSET	1
TOTAL	6
SHEET	P:6
TOTAL	20

MRW-288-00.50

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:50:26 AM USER: B.Rychlik
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DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE AASHTO 17TH EDITION OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES", ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HS-20-44*
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT

THIS BRIDGE RECEIVED AN APPROVED DESIGN EXCEPTION FOR DESIGN LOADING STRUCTURAL CAPACITY.

DESIGN DATA

STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI
STEEL H-PILES - ASTM A572 - YIELD STRENGTH 50 KSI

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.

THE EXISTING STRUCTURE PLANS MAY BE REVIEWED AT THE:

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 6 OFFICE
400 E. WILLIAM STREET
DELAWARE, OH 43015

EXISTING PLANS ARE ALSO AVAILABLE THROUGH THE FOLLOWING ODOT WEBSITE:
HTTP://WWW.DOT.STATE.OH.US/DIVISIONS/CONTRACTADMIN/CONTRACTS/PAGES/DESIGNFILES.ASPX

BRIDGE ASBESTOS

<FINAL NOTE TO BE PROVIDED BY ODOT ENVIRONMENTAL>

AN ASBESTOS SURVEY FOR A BRIDGE/STREAM CROSSING (MRW-288-0.50) SCHEDULED FOR REHABILITATION OR DEMOLITION WORK WAS CONDUCTED BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. A COPY OF THE ASBESTOS INSPECTION REPORT FOR THE STRUCTURE IS INCLUDED IN THE PLAN PACKAGE FOR THIS PROJECT. THE ASBESTOS INSPECTION REPORT DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS.

IF FOUND, DISPOSE OF ASBESTOS CONTAINING MATERIALS IN A LANDFILL LICENSED BY THE OHIO DEPARTMENT OF HEALTH AN PERMITTED BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY - DIVISION OF AIR POLLUTION CONTROL TO ACCEPT ASBESTOS CONTAINING MATERIAL. THE REMOVAL AND DISPOSAL OF ALL ASBESTOS CONTAINING MATERIAL MUST COMPLY WITH THE OHIO ADMINISTRATIVE CODE (OAC) REGULATIONS AND THE NATIONAL EMISSION STANDARD FOR HAZARDOUS AIR POLLUTANTS (NESHAP) STANDARD FOR ASBESTOS.

BRIDGE LEAD PAINT

<FINAL NOTE TO BE PROVIDED BY ODOT ENVIRONMENTAL>

A LEAD PAINT SURVEY FOR A BRIDGE/STREAM CROSSING (MRW-288-0.50) SCHEDULED FOR REHABILITATION OR DEMOLITION WORK WAS CONDUCTED. A COPY OF THE LEAD PAINT INSPECTION REPORT FOR THE STRUCTURE IS INCLUDED IN THE PLAN PACKAGE FOR THIS PROJECT. THE LEAD PAINT INSPECTION REPORT IDENTIFIED THE PRESENCE OF LEAD CONTAINING PAINT.

IF DISTURBED, DISPOSE OF LEAD CONTAINING MATERIALS IN A LANDFILL LICENSED BY THE OHIO DEPARTMENT OF HEALTH AN PERMITTED BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY - TO ACCEPT LEAD CONTAINING MATERIAL.

IN-STREAM WORK RESTRICTIONS

<FINAL NOTE TO BE PROVIDED BY ODOT ENVIRONMENTAL>

NO IN-STREAM WORK IS PERMITTED WITHIN FLAT RUN. NO FILLS OR DISCHARGES ARE PERMITTED BELOW THE ORDINARY HIGH WATER MARK OF ELEVATION 1119.12.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING CONCRETE, CONCRETE REINFORCEMENT, OR STRUCTURAL STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

ITEM 514 - SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN

ALL GREASE, OIL, GRIME, AND OTHER CONTAMINANTS MUST BE REMOVED FROM THE SURFACE USING, (SSPC-SP1). HAND TOOL CLEANING (SSPC-SP2), OR POWER TOOL CLEANING (SSPC-SP3), OR HIGH PRESSURE WATER CLEANING (SSPC-WJ4).

THE CONTRACTOR'S ATTENTION IS BROUGHT TO 514.13.D REGARDING WASTE CONTAINMENT AND DISPOSAL.

ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN

APPLY HIGH RATIO COPOLYMERIZED CALCIUM SULFONATE COATING, DESIGNED AND ENGINEERED FOR ENCAPSULATION (OVERCOAT) OF EXISTING AGED LEADED PAINTS, ORGANIC OR INORGANIC ZINC, GALVANIZING, METALLIZING, COR-TEN STEEL AND TIGHTLY ADHERED CONTAMINANT FREE RUST, OR RE-COATING OF NEW OR PREPARED STRUCTURAL STEEL. THE COATING SHALL HAVE A MINIMUM DRY THICKNESS OF 5 MILS AND SHALL MEET THE FOLLOWING PERFORMANCE CRITERIA:

24 HR FREEZE-THAW
360 HR CYCLE FHWA 2009 (ASTM D5894) @ 4-6 MILS DFT
19 CYCLES 6840 HOURS
SALT SPRAY RESISTANCE
ASTM B117: @ 4 MILS DFT 4000 - 5000 HOURS
< 2MM CREEP AT THE SCRIBE (ASTM D1654) @ 10 MILS DFT
8000-10000 HOURS

THE COATING SHALL NOT BE APPLIED AT TEMPERATURES BELOW 2°C OR 36°F. NO COATINGS SHALL BE APPLIED UNLESS THE STEEL SURFACE TEMPERATURE IS 3°C OR 5°F ABOVE THE DEW POINT. TEMPERATURE SHALL BE MAINTAINED DURING CURING. TO APPLY THE COATING THE RELATIVE HUMIDITY SHALL BE NO GREATER THAN 99% AND THE STEEL SHOULD BE FREE OF SURFACE MOISTURE.

SUBMIT PROPOSED COATING PRODUCT FOR APPROVAL A MINIMUM OF 30 DAYS PRIOR TO CONSTRUCTION. APPLY COATING IN ACCORDANCE WITH ALL MANUFACTURER'S RECOMMENDATIONS.

PAYMENT FOR PAINTING APPLICATION OF THE HIGH RATIO COPOLYMERIZED CALCIUM SULFONATE COATING SHALL BE MADE AT THE SQUARE FOOT UNIT BID PRICE, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS TO ACCOMPLISH THE WORK TO THE SATISFACTION OF THE ENGINEER.

ITEM 516 - REFURBISH BEARING DEVICE, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO CLEAN AND LUBRICATE EXISTING BEARING ASSEMBLIES TO REMAIN, IN PLACE. CLEANING SHALL BE PERFORMED PER (SSPC-SP1), HAND TOOL CLEANING (SSPC-SP2), OR POWER TOOL CLEANING (SSPC-SP3).

THIS ITEM APPLIES TO THE EXTERIOR ABUTMENT BEARINGS THAT ARE NOT BEING REPLACED.

INSTALL STEEL SHIMS AS NEEDED TO PROVIDE A SNUG FIT AND ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING".

ALL WORK SHALL BE TO THE SATIFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR EACH BEARING FOR ITEM 516 - REFURBISH BEARING DEVICES, AS PER PLAN.

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

THIS WORK CONSISTS OF SUPPORT FOR THE EXISTING BEAM B1 AT THE FORWARD ABUTMENT WHILE STRUCTURAL STEEL REPAIRS ARE BEING PERFORMED. THE ANTICIPATED WORK PROCEDURE IS AS FOLLOWS:

1. INSTALL TRANSVERSE STIFFENER AT THE PROPOSED JACKING AND SUPPORT POINT.

2. INSTALL SUPPORT AND JACK TO FIRM CONTACT WITH THE BEAM. THE ANTICIPATED UNFACTORED DEAD LOAD REACTION AT THE SUPPORT IS 18.0 KIPS. PROVIDE A JACKING SUPPORT SOLUTION WITH A MINIMUM CAPACITY OF 36.0 KIPS.

3. REMOVE PORTIONS OF EXISTING WEB AND FLANGE AS SHOWN IN THE PLANS. REMOVE EXISTING BEARING.

4. CLEAN BEAM SEAT, SOUND, AND PATCH AS NECESSARY TO PROVIDE A SOUND SUPPORTING SURFACE.

5. INSTALL NEW ELASTOMERIC BEARING, NEW WEB PLATE, FLANGE PLATE, SUPPORT ANGLES, BEARING STIFFENER, AND TRANSVERSE STIFFENER AS SHOWN IN PLANS. ENSURE FIRM CONTACT OF NEW BEARING ASSEMBLY WITH SHIMS IF NECESSARY.

6. RELEASE JACK AND REMOVE TEMPORARY SUPPORT.

THE CONTRACTOR MAY MODIFY THIS PROCEDURE, SUBJECT TO THE APPROVAL OF THE ENGINEER. 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.

BRIDGE NOTES
BRIDGE NO. MRW-288-0050
SR-288 OVER FLAT RUN

SFN 5902827
DESIGN AGENCY
WOOLPERT
DESIGNER SL | CHECKER TML
REVIEWER PES 06-13-25
PROJECT ID 123844
SUBSET 2 | TOTAL 6
SHEET P:7 | TOTAL 20

MRW-288-00.50

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:51:35 AM USER: B.Rychlik
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ESTIMATED QUANTITIES

CALC BY: TML DATE: 6/12/25
CHECK BY: PES DATE: 6/13/25

ITEM	EXT	QUANTITY	UNIT	DESCRIPTION	SHEET
202	11203	1	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	7/20
513	21550	220	LB	STRUCTURAL STEEL FOR REHABILITATION	
514	00051	93	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN	7/20
514	00057	93	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN	7/20
514	80020	20	SF	SHOP PAINTING AND FIELD TOUCH-UP OF STRUCTURAL STEEL	
516	44001	1	EACH	8"x8"x1 7/16" ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE 1/2"x9"x9 1/2" (NEOPRENE), AS PER PLAN	11/20
516	45305	3	EACH	REFURBISH BEARING DEVICE, AS PER PLAN	7/20
516	47001	1	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	7/20
519	11100	6	SF	PATCHING CONCRETE STRUCTURE	

NOTE: QUANTITIES ABOVE HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

MRW-288-00.50

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:51:37 AM USER: B.Rychlik
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BRIDGE ESTIMATED QUANTITES
BRIDGE NO. MRW-288-0050
SR-288 OVER FLAT RUN

SFN 5902827

DESIGN AGENCY
WOOLPERT

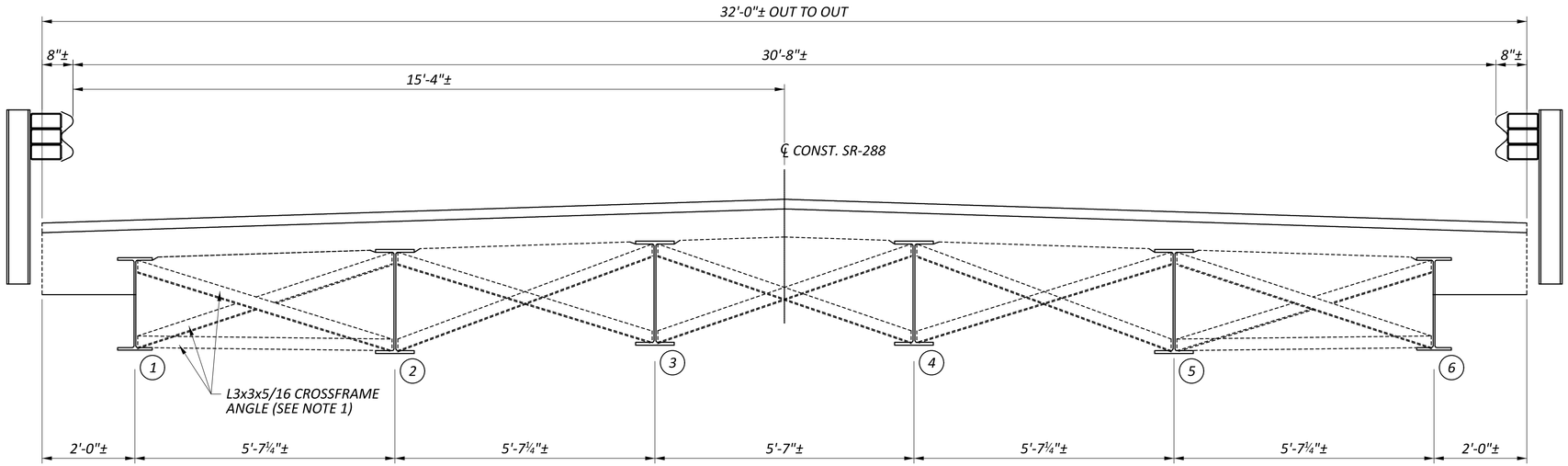
DESIGNER	CHECKER
SL	TML

REVIEWER
PES 06-13-25

PROJECT ID
123844

SUBSET	TOTAL
3	6

SHEET	TOTAL
P.8	20



TRANSVERSE SECTION

LEGEND:

(X) - BEAM NUMBER

NOTE:

1. CONTRACTOR MAY REMOVE AND RECONNECT THE FIRST SET OF CROSSFRAMES AT FORWARD ABUTMENT BEAM 1 FOR ACCESS PURPOSES. IF REMOVING AND RECONNECTING, GRIND EXISTING WELDS SMOOTH BEFORE RE-WELDING. THE CONTRACTOR MAY OPT TO PROVIDE NEW L3x3x5/16 ANGLES IN LIEU OF REUSING THE EXISTING ANGLES. ANY CROSSFRAME REMOVAL, RECONNECTION, OR REPLACEMENT IS FOR THE CONTRACTOR'S CONVENIENCE ONLY AS PART OF MEANS AND METHODS, AND SHALL BE AT NO COST TO THE DEPARTMENT.

TRANSVERSE SECTION
BRIDGE NO. MRW-288-0050
SR-288 OVER FLAT RUN

SFN 5902827
DESIGN AGENCY
WOOLPERT
DESIGNER SL | CHECKER TML
REVIEWER PES 06-13-25
PROJECT ID 123844
SUBSET 4 | TOTAL 6
SHEET P:9 | TOTAL 20

MRW-288-00.50

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:51:39 AM USER: B.Rychlik
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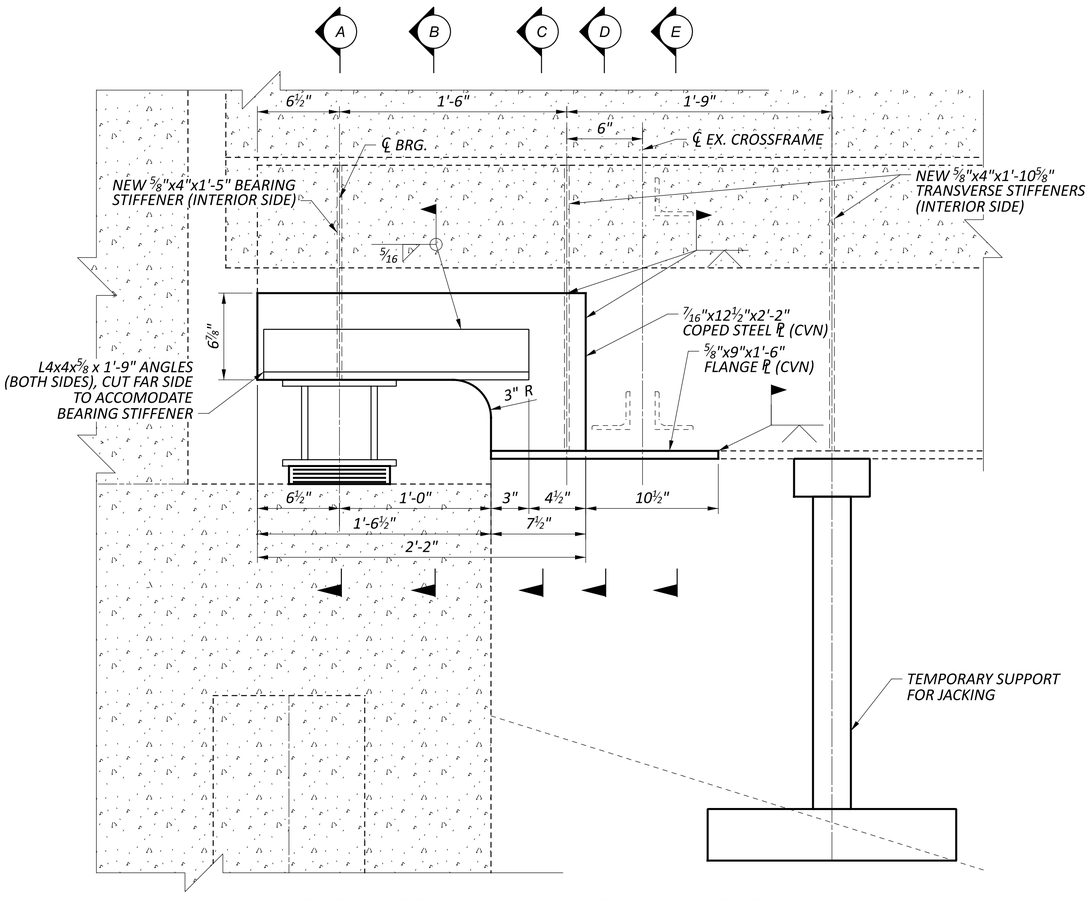
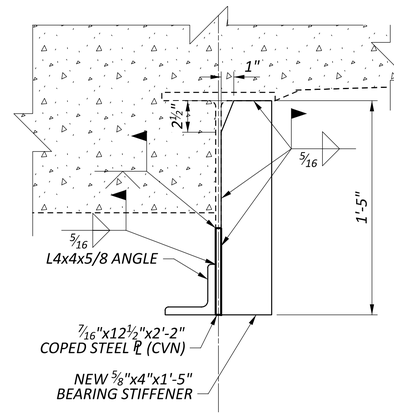
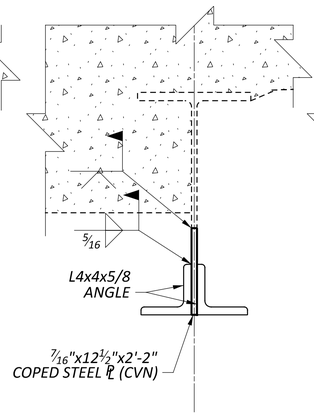


COPED BEAM DETAIL, BEAM B1 FORWARD ABUTMENT
(FACING EXTERIOR OF BEAM)



SECTION A
(BEARING NOT SHOWN)



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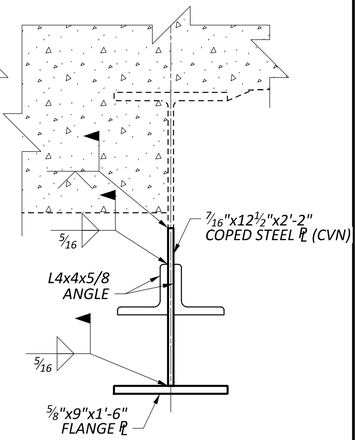

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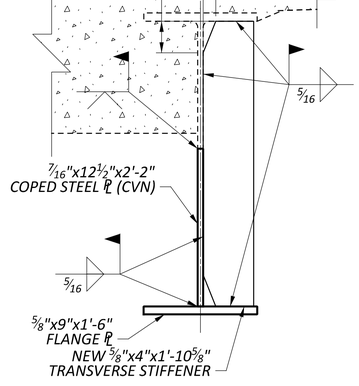

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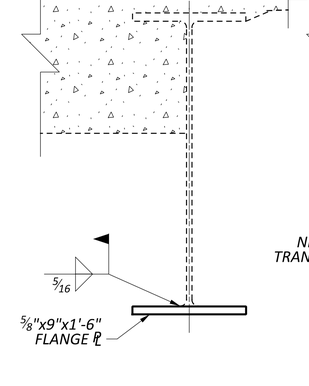

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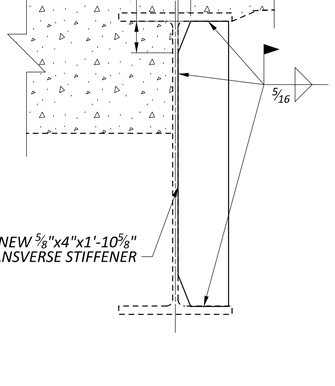

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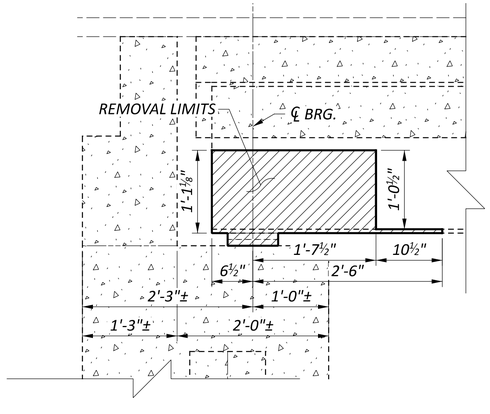
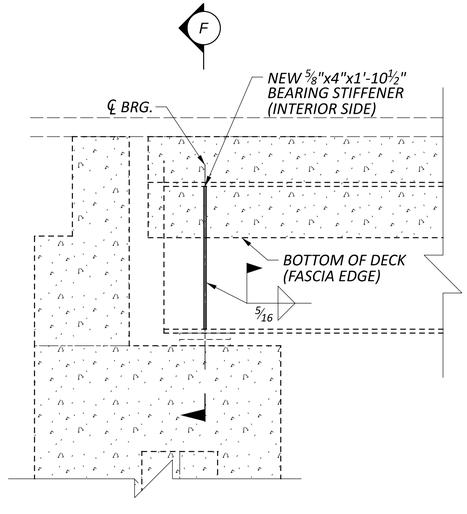


REMOVAL LIMITS AT FORWARD ABUTMENT BEAM B1



REAR ABUTMENT AT B6 SECTION
(FACING EXTERIOR OF GIRDER)
(TYPICAL OF B6 REAR AND FORWARD, B1 REAR)

NOTES:

1. ALL NEW STEEL SHALL BE ASTM A709 GRADE 50. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN C&MS 711.01.
2. SEE SHEET 6/6 FOR BEARING DETAILS.
3. APPLY ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN TO ALL EXPOSED SURFACES OF THE EXTERIOR BEAMS FOR THE FIRST FIVE (5) FEET FROM THE BEAM ENDS.

STEEL REPAIR DETAILS
BRIDGE NO. MRW-288-0050
SR-288 OVER FLAT RUN

SFN 5902827
DESIGN AGENCY
WOOLPERT
DESIGNER SL | CHECKER TML
REVIEWER PES 06-13-25
PROJECT ID 123844
SUBSET 5 | TOTAL 6
SHEET P.10 | TOTAL 20

MRW-288-00.50

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:51:40 AM USER: B.Rychlik
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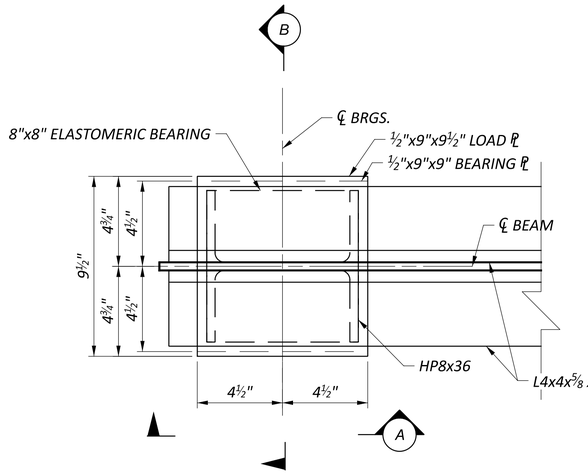
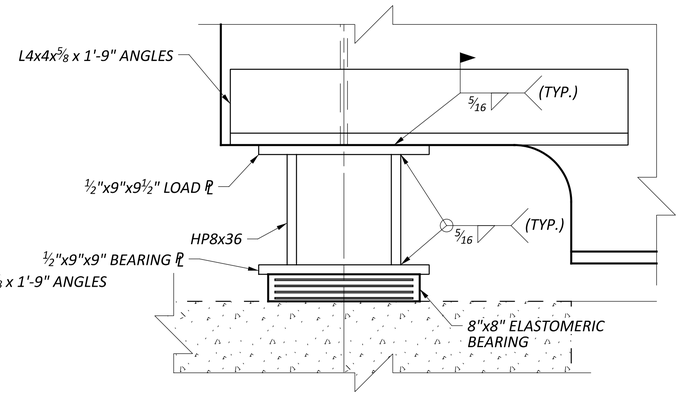
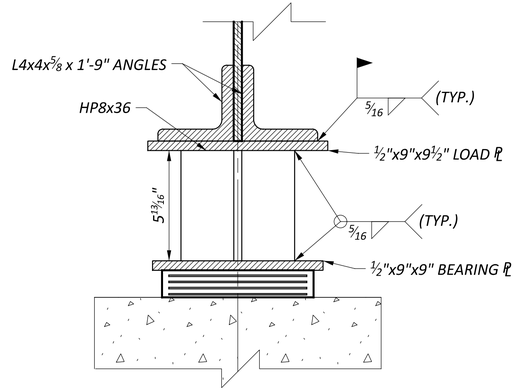


BEARING PLAN



VIEW A



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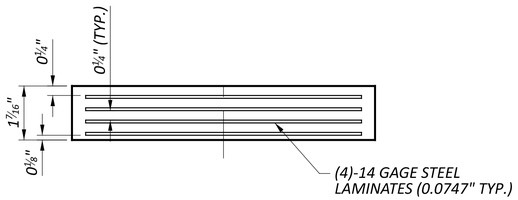

BEARING PAD DETAIL

NOTES:

1. THE ELASTOMER SHALL HAVE A HARDNESS OF 60 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.5 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. PERFORM THE LONG-TERM COMPRESSION PROOF LOAD TEST IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6 AND 18.7.4.5.
2. STEEL PLATES SHALL BE ASTM A709 GRADE 50 STRUCTURAL STEEL AND SHALL BE CLEANED AND COATED. SURFACE PREPARATION AND PRIMING SHALL BE PERFORMED IN THE SHOP AND BE INCLUDED IN THE PRICE BID FOR BEARING. FIELD COATS SHALL BE INCLUDED IN THE PRICE FOR ITEM 514. THE STEEL LOAD PLATES SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
3. THE BEARING, STEEL PLATES, H-POST, AND MISCELLANEOUS COMPONENTS SHALL BE PAID FOR UNDER ITEM 516: ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN.
4. INTERNAL STEEL LAMINATE THICKNESS = 0.074 INCHES (14 GAUGE).

BEARING DETAILS
BRIDGE NO. MRW-288-0050
SR-288 OVER FLAT RUN

SFN 5902827

DESIGN AGENCY

WOOLPERT

DESIGNER	CHECKER
SL	TML

REVIEWER: PES 06-13-25

PROJECT ID: 123844

SUBSET	TOTAL
6	6

SHEET	TOTAL
P.11	20

MRW-288-00.50

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:51:43 AM USER: B.Rychlik
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UTILITIES

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

EXISTING PLANS

EXISTING PLANS ENTITLED FRA-62-1549 (1961) & FRA-71-17.03 (2004) MAY BE INSPECTED
IN THE ODOT DISTRICT 6 OFFICE IN DELEWARE, OH.

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

SURVEYING PARAMETERS

NO EXISTING FIELD SURVEY HAS BEEN PERFORMED

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

BRIDGE ASBESTOS

AN ASBESTOS SURVEY FOR FRA-71-17.03 SCHEDULED FOR REHABILITATION WORK WAS CONDUCTED BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. A COPY OF THE ASBESTOS INSPECTION REPORT FOR THE STRUCTURE IS INCLUDED IN THE PLAN PACKAGE FOR THIS PROJECT. THE ASBESTOS INSPECTION REPORT DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS ABOVE REGULATORY LIMITS.

DISPOSE ASBESTOS CONTAINING MATERIALS IN A LANDFILL LICENSED BY THE OHIO DEPARTMENT OF HEALTH AND PERMITTED BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY - DIVISION OF AIR POLLUTION CONTROL TO ACCEPT ASBESTOS CONTAINING MATERIAL. THE REMOVAL AND DISPOSAL OF ALL ASBESTOS CONTAINING MATERIAL MUST COMPLY WITH THE OHIO ADMINISTRATIVE CODE REGULATIONS AND THE NATIONAL EMISSION STANDARD FOR HAZARDOUS AIR POLLUTANTS (NESHAP) STANDARD FOR ASBESTOS

ELECTRONIC SUBMISSION:
SUBMIT A COMPLETED ELECTRONIC NOTIFICATION OF DEMOLITION AND RENOVATION FORM (NDRF), APPLICABLE FEES, AND THE ASBESTOS INSPECTION REPORT TO THE OEPA AT LEAST 10 DAYS PRIOR TO ANY DEMOLITION ACTIVITY, RENOVATION ACTIVITY, OR BOTH. SUBMIT THE NDRF AND PAYMENT ALONG WITH THE ASBESTOS INSPECTION REPORT USING THE OEPA EBUSINESS CENTER. SUBMIT ONE ELECTRONIC PDF COPY AND ONE HARD COPY OF THE NDRF TO THE ENGINEER. THE ENGINEER WILL PROVIDE ONE COPY TO THE DISTRICT ENVIRONMENTAL STAFF.

HARD COPY SUMBISSION:
THE CONTRACTOR MAY SUBMIT A HARD COPY OF THE COMPLETED NDRF AND PAYMENT ALONG WITH THE ASBESTOS INSPECTION REPORT. FOLLOW THE MAILING INSTRUCTIONS ON THE NDRF. CHECK WITH LOCAL HEALTH DEPARTMENT, COLUMBUS PUBLIC HEALTH, 614-645-7417, HEALTH@COLUMBUS.GOV TO DETERMINE IF THEY REQUIRE A HARD COPY SUBMITTAL.

SUBMIT THE COMPLETED NDRF TO OPEA AT LEAST 10 DAYS PRIOR TO DEMOLITION ACTIVITY, RENOVATION ACVITIVITY, OR BOTH. RETAIN TWO HARD COPIES OF THE NDRF AND SUBMIT ONE COPY TO THE ENGINEER AND EMAIL ONE COPY TO THE ODOT DISTRICT ENVIRONMENTAL COORIDNATOR AT: CHANTIL.MILAM@DOT.OHIO.GOV.

GENERAL NOTES

DESIGN AGENCY
WOOLPERT

DESIGNER
BTR

REVIEWER
TML 07/02/25

PROJECT ID
123844

SHEET P.12 TOTAL 20

FRA-71-17.03

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:51:44 AM USER: B.Rychlik
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COORDINATION WITH ADJACENT PROJECTS

THE CONTRACTOR SHALL COORDINATE WORK WITH ODOT AND THE CONTRACTORS OF ADJACENT PROJECTS WITH OVERLAPPING / CONFLICTING LANE CLOSURES.

COORDINATION SHALL BE MADE TO PREVENT CONFLICTING ADVANCE WARNING SIGNS, CONFLICTING DETOUR ROUTES, OVERLAPPING / CONFLICTING LANE CLOSURES, AND TO ENSURE THAT A MINIMUM DISTANCE OF 2 MILES BETWEEN ADJACENT LANE CLOSURES IS MAINTAINED. THIS IS NOT AN EXHAUSTIVE LIST OF COORDINATION ITEMS THAT MAY NEED TO BE RESOLVED BETWEEN PROJECTS. THE DEPARTMENT RESERVES THE RIGHT TO DECIDE WHICH PROJECT'S ACTIVITIES TAKE PRECEDENCE. PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WILL CONSIDER THIS AN EXCUSABLE, NON-COMPENSABLE DELAY PER 108.06.B. ON PROJECTS THAT HAVE ACTIVITIES DELAYED DUE TO CONFLICTS WHERE THE CONTRACTOR FAILED TO MEET THE NOTIFICATION REQUIREMENTS, THE DELAYS SHALL NOT BE CONSIDERED EXCUSABLE OR COMPENSABLE.

ATTENDANCE AT DEPARTMENT ORDERED TRAFFIC COORDINATION MEETINGS BETWEEN ADJACENT PROJECTS SHALL BE CONSIDERED MANDATORY FOR EACH PROJECT'S SUPERINTENDENT AND WORKSITE TRAFFIC SUPERVISOR (WTS), AND INCIDENTAL TO THE LUMP SUM MAINTENANCE OF TRAFFIC PAY ITEM.

THE CONTRACTOR MAY UTILIZE EXISTING PCMS OF ADJACENT PROJECTS UPON PROPER COORDINATION WITH THE ENGINEER AND ALL APPROPRIATE LEADERSHIP OF THE RESPECTIVE PROJECT. NEW PCMS MAY ALSO BE INSTALLED AT THE PREFERRED LOCATIONS OF THE CONTRACTOR, ENSURING THAT THE NEW PCMS ARE NOT IN CONFLICT WITH THE EXISTING MAINTENANCE OF TRAFFIC FOR THE ADJACENT PROJECTS. THE FINAL PCMS SCHEMATIC IS SUBJECT TO THE APPROVAL OF THE ENGINEER.

ITEM 614, MAINTAINING TRAFFIC

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

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

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
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).

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/ RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE $ PER TIME UNIT
I-71 SB TO I-70 EB	AS PER THE D6 PLCS	EACH HOUR	$800

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

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

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

NOTIFICATION TIME FRAME TABLE			
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE	SIGN DISPLAYED TO PUBLIC
RAMP AND ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES/ RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE	
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION	

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE RAMP/ RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

1. LANE CLOSURES MAY ONLY BE IMPLEMENTED AT THE TIMES PERMITTED BY THE "DISTRICT 6 PERMITTED LANE CLOSURE TIMES" LIST WHICH IS LOCATED ON THE ODOT WEB SITE HTTPS://PLCM.DOT.STATE.OH.US/. THE LATEST REVISION AT 14 DAYS PRIOR TO THE BID DATE SHALL BE IN EFFECT FOR THIS PROJECT.

2. ANY ROADWAY NOT LISTED IN THE "DISTRICT 6 PERMITTED LANE CLOSURE TIMES" SHALL NOT HAVE ANY WEEKDAY CLOSURES FROM 6:00 AM - 9:00 AM OR 3:00 PM - 6:00 PM, UNLESS PERMITTED OTHERWISE IN THEIR PLANS.

3. UNLESS OTHERWISE NOTED, EXIT AND ENTRANCE RAMP LANES SHALL REMAIN OPEN AT ALL TIMES AND EXHIBIT A MINIMUM WIDTH OF ELEVEN (11) FEET.

4. NO LANE OR SHOULDER CLOSURES SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED.

5. MAINTENANCE OF TRAFFIC SHALL FOLLOW THE INSTRUCTION OF STANDARD CONSTRUCTION DRAWINGS LISTED ON THE TITLE SHEET AND THE LATEST REVISION OF THE OMUTCD.

6. PEDESTRIAN TRAFFIC SHALL BE PERMITTED AND ACCOMMODATED ON AT LEAST ONE SIDE AT ALL TIMES AT LOCATIONS WHERE PEDESTRIAN TRAFFIC IS CURRENTLY MAINTAINED.

7. THE REQUIREMENTS FOR SPECIFICATIONS DURING NONWORKING HOURS SHALL BE WAIVED FOR THE DURATION OF THE WEEKEND CLOSURES.

8. ALL NOTES AND RESTRICTIONS LISTED ON DISTRICT 6 WEBSITE AND LISTED IN NOTE 1 SHALL APPLY TO THESE SITES.

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 SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. 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).

DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

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 AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICE 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 SHIFT DURATION SHALL NOT BE LESS THAN THE LEO'S MINIMUM SHOW-UP TIME REQUIRED BY THEIR LAW ENFORCEMENT AGENCY.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 ASSITIANCE 160 HOURS

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614 - WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL) 1 EACH

MOT NOTES

FRA-71-17.03
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:51:46 AM USER: B.Rychlik
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DESIGN AGENCY
WOOLPERT

DESIGNER ICB
REVIEWER MS 07/02/25
PROJECT ID 123844
SHEET P.13 TOTAL 20

WORKSITE TRAFFIC SUPERVISOR

SUBJECT TO APPROVAL OF THE ENGINEER, THE CONTRACTOR SHALL EMPLOY AND IDENTIFY (SOMEONE OTHER THAN THE SUPERINTENDENT) A PREQUALIFIED WORKSITE TRAFFIC SUPERVISOR (WTS) BEFORE STARTING WORK IN THE FIELD. THE WTS SHALL BE TRAINED IN ACCORDANCE WITH CMS 614.03, SHALL HAVE SUCCESSFULLY COMPLETED ODOT ADMINISTERED WTS TESTING (AND RE-TESTING WHEN APPLICABLE) AND BE LISTED ON THE ODOT PREQUALIFIED WTS ROSTER. PREQUALIFICATION EXPIRES EVERY 5 YEARS. RE-TESTING SHALL BE SUCCESSFULLY REPEATED EVERY 5 YEARS TO REMAIN PREQUALIFIED.

THE NAME OF THE PREQUALIFIED WTS AND RELATED 24-HOUR CONTACT INFORMATION SHALL BE PROVIDED TO THE ENGINEER AT THE PRECONSTRUCTION CONFERENCE. IF THE DESIGNATED WTS WILL NOT BE AVAILABLE FULL TIME (24/7), THE CONTRACTOR MAY DESIGNATE AN ALTERNATE (SECONDARY) WTS TO BE AVAILABLE WHEN THE PRIMARY IS OFF DUTY; HOWEVER, THE PRIMARY WTS SHALL REMAIN THE POINT OF CONTACT AT ALL TIMES. ANY ALTERNATE (SECONDARY) WTS IS SUBJECT TO THE SAME TRAINING, PREQUALIFICATION AND OTHER REQUIREMENTS OUTLINED WITHIN THIS PLAN NOTE. AT ALL TIMES THE ENGINEER, OR ENGINEERâ??S REPRESENTATIVES, MUST BE INFORMED OF WHO THE PRIMARY WTS (AND SECONDARY WTS, IF APPLICABLE) IS AT THE CURRENT TIME.

THE WTS POSITION HAS THE PRIMARY RESPONSIBILITY OF IMPLEMENTING THE TRAFFIC MANAGEMENT PLAN (TMP), MONITORING THE SAFETY AND MOBILITY OF THE ENTIRE WORK ZONE, AND CORRECTING TEMPORARY TRAFFIC CONTROL (TTC) DEFICIENCIES FOR THE ENTIRE WORK ZONE. THE WTS, AND ALTERNATE WTS WHEN ON DUTY, SHALL HAVE SUFFICIENT AUTHORITY TO EFFECTIVELY CARRY OUT THE IDENTIFIED WTS RESPONSIBILITIES AND DUTIES. THE DUTIES OF THE WTS ARE AS FOLLOWS:

1. *BE AVAILABLE ON A 24-HOUR PER DAY BASIS.*
2. *BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF, AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.*
3. *ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.*
4. *BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.*
5. *BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.*
6. *COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.*
7. *COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.*
8. *BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.*
9. *ON A CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.*
10. *ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.*
11. *INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:*
    - *A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).*
    - *B. DAILY TTC SETUP AND REMOVAL.*
    - *C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.*
    - *D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.*
    - *E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.*
    - *F. ALL OTHER EMERGENCY TTC NEEDS.*
12. *COMPLETE THE DEPARTMENT APPROVED (CA-D-8) WITHIN GOFORMZ AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER BY THE END OF THE WORKDAY IN WHICH THE INSPECTION OCCURRED. THE CA-D-8 INCLUDES A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. CONTACT GOFORMZ.HELP@DOT.OHIO.GOV TO OBTAIN A USER ACCOUNT. ANY DEFICIENCIES OBSERVED SHALL BE NOTED ON THE CA-D-8, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATIONâ??S INSPECTION FORMS WEBSITE.*
13. *HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.*

THE DEPARTMENT WILL DEDUCT:

A. THE PRORATED DAILY AMOUNT OF ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY IN WHICH THE WTS FAILS TO PERFORM THE DUTIES SET FORTH ABOVE. THE PRORATED DAILY AMOUNT WILL BE EQUAL TO THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC DIVIDED BY THE DIFFERENCE BETWEEN THE ORIGINAL COMPLETION DATE AND THE FIRST DAY OF WORK, IN CALENDAR DAYS.

B. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A FAILURE TO PERFORM WTS DUTIES REOCCURS OR A TTC ISSUE IS IDENTIFIED IN THE FIELD AND IS NOT CORRECTED IN THE GIVEN TIMEFRAME PER THE ENGINEER. DEDUCTION B SHALL NOT APPLY TO SITUATIONS COVERED BY DEDUCTION C.

C. 1% OF THE ORIGINAL BID AMOUNT FOR ITEM 614 MAINTAINING TRAFFIC FOR ANY DAY THAT A LANE OR RAMP IS BLOCKED (FULLY OR PARTIALLY) WITHOUT TTC, AS DETERMINED BY THE ENGINEER. THIS DEDUCTION SHALL BE IN ADDITION TO ANY OTHER DISINCENTIVES ESTABLISHED FOR UNAUTHORIZED LANE USE.

FOR DAYS IN WHICH MORE THAN ONE DEDUCTION LISTED ABOVE OCCUR, THE HIGHEST DEDUCTION AMOUNT WILL APPLY.

IF THREE OR MORE TOTAL DAYS RESULT IN ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS (AND ANY ALTERNATE WTS, IF APPLICABLE) SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AT THE PROJECT LEVEL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS (AND ALTERNATE WTS, IF APPLICABLE). ACCUMULATION OF THREE PROJECT LEVEL REMOVALS (FROM ANY PROJECTS STATEWIDE) SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY FORMERLY PREQUALIFIED WTS. A WTS (AND ALTERNATE WTS, IF APPLICABLE) MAY BE IMMEDIATELY AND CONCURRENTLY REMOVED FROM THE WORK AT THE PROJECT LEVEL IN ACCORDANCE WITH C&MS 108.05 AND DISQUALIFIED STATEWIDE FROM THE ODOT PREQUALIFIED WTS ROSTER (REGARDLESS OF THE NUMBER OF PROJECT LEVEL REMOVALS), AS WELL AS BEING SUBJECT TO OTHER POTENTIAL CONSEQUENCES, IN CASES OF FALSIFIED, DISHONEST OR OTHERWISE UNETHICAL ACTIVITY OR DOCUMENTATION.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID 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.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET P.15 OF THE PLAN. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

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

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

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

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
3 SIGN MONTH ASSUMING 3 PCMS SIGNS FOR 1 MONTH

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.

FRA-71-17.03
MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:51:48 AM USER: B.Rychlik
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DESIGN AGENCY
WOOLPERT
DESIGNER ICB
REVIEWER MS 07/02/25
PROJECT ID 123844
SHEET P.14 TOTAL 20

ITEM 614 - DETOUR SIGNING

SIZE AND PLACEMENT OF DETOUR SIGNS SHOULD FOLLOW THE REQUIREMENTS OF THE OMUTCD SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01. DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY)
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.
- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614 - DETOUR SIGNING LUMP SUM

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:

SYSTEM TO SYSTEM RAMP CLOSURES PER THE RAMP CLOSURE RESTRICTIONS TABLE SHOWN BELOW.

DESCRIPTION OF RAMP	CLOSURE HOURS ALLOWED	CLOSURE DAYS ALLOWED
I-71 SB TO I-70 EB	10:00 PM - 5:00 AM	MONDAY THRU FRIDAY EXCLUDING HOLIDAYS & EVENTS NOTED IN ITEM 614

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 THE CITY OF COLUMBUS 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 12/17/2025 FOR PID 123844" 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.

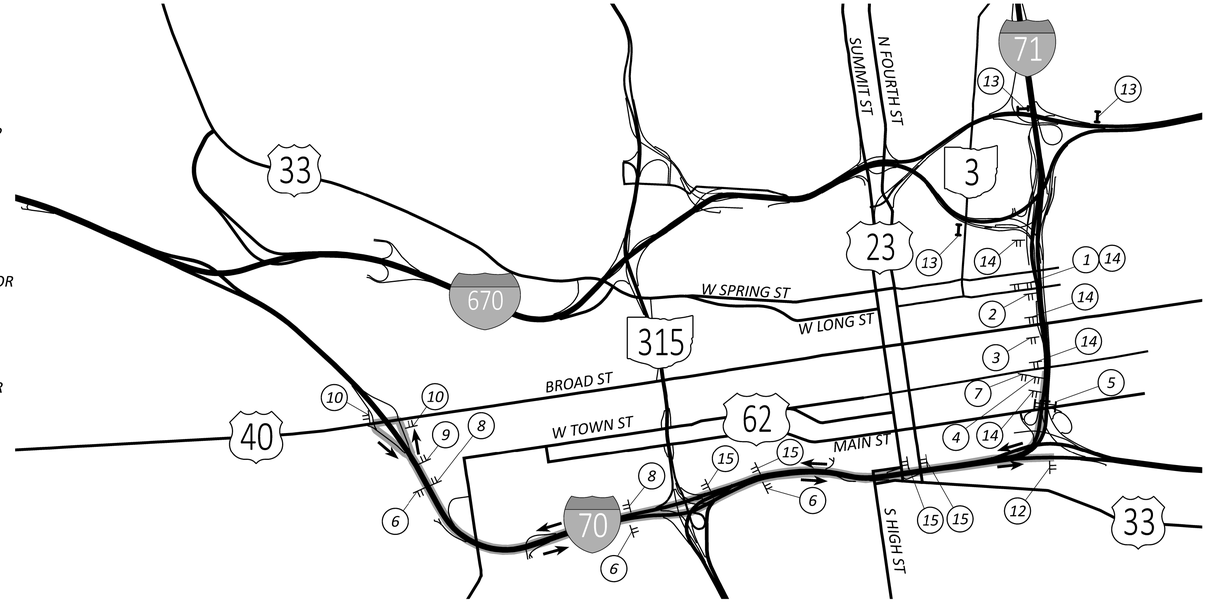
NOTIFICATIONS DURING CLOSURE REQUIRED

A DESIGNATED ON-SITE POINT OF CONTACT SHOULD COMMUNICATE WITH THE TMC AS THE STATUS OF THE CLOSURE CHANGES. CONTACT THE TMC:

- IF THE CLOSURE IS POSTPONED OR CANCELLED
- AT THE TIME THE CLOSURE IS IMPLEMENTED
- AT THE TIME THE CLOSURE IS REMOVED AND ALL LANES RESTORED
- IF THE CLOSURE WILL NOT BE OPENING ON TIME

CONTACT CAN BE MADE WITH THE TMC IN THE FOLLOWING WAYS:

- PHONE: 1-614-387-2438 OR 1-800-884-4030
- EMAIL: STATEWIDETMC@DOT.OHIO.GOV
- RADIO: XDOT MAIN



LEGEND

- DETOUR ROUTE
- TYPE III BARRICADE
- PORTABLE CHANGEABLE MESSAGE SIGN
- WORK ZONE SIGN WITH SUPPORT
- DETOUR TRAFFIC

1
TYPE A WARNING LIGHT
ROAD WORK AHEAD
W20-1-24

2
DETOUR AHEAD
W20-2-48

3
TYPE A WARNING LIGHT
EXIT CLOSED AHEAD
E5-H2c-48

4
EXIT CLOSED
E5-2a-48

5
ROAD CLOSED
R11-2-48
TYPE III BARRICADES W/ TYPE A FLASHING LIGHTS

6
DETOUR
M4-8-24
EAST
M3-2-24
INTERSTATE 70
M1-1-30-2

7
DETOUR
M4-8-24
EAST
M3-2-24
INTERSTATE 70
M1-1-30-2
M6-2-21

8
DETOUR
M4-8-24
EAST
M3-2-24
INTERSTATE 70
M1-1-30-2
M6-3-21

9
DETOUR
M4-8-24
EAST
M3-2-24
INTERSTATE 70
M1-1-30-2
M6-2-21

10
EAST
M3-2-24
INTERSTATE 70
M1-1-30-2
DETOUR
M4-H9L-30

11
EAST
M3-2-24
INTERSTATE 70
M1-1-30-2
DETOUR
M4-9L-30

12
END DETOUR
M4-8A-24

13
(2 SEC) 71S EXIT TO 70E CLOSED
(2 SEC) USE 670W TO 315 S TO 70 E
PORTABLE CHANGEABLE MESSAGE SIGN

14
LEFT EXIT 107
INTERSTATE 70 EAST
Wheeling
CLOSED

15
INTERSTATE 70 WEST
Dayton

DETOUR PLAN

DESIGN AGENCY
WOOLPERT

DESIGNER ICB
REVIEWER XXX 07/02/25
PROJECT ID 123844
SHEET P.15 TOTAL 20

FRA-71-17.03

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 12/17/2025 TIME: 4:50:15 PM USER: Less
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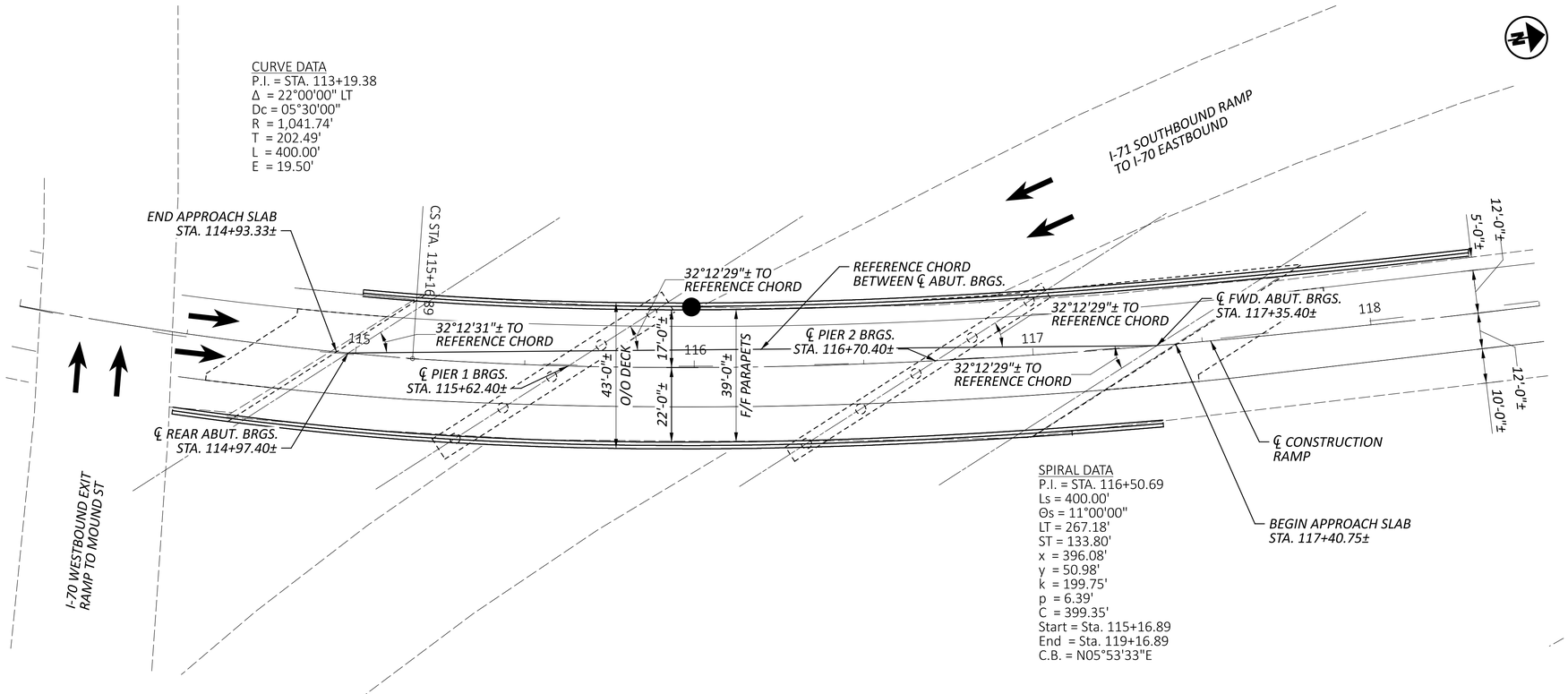
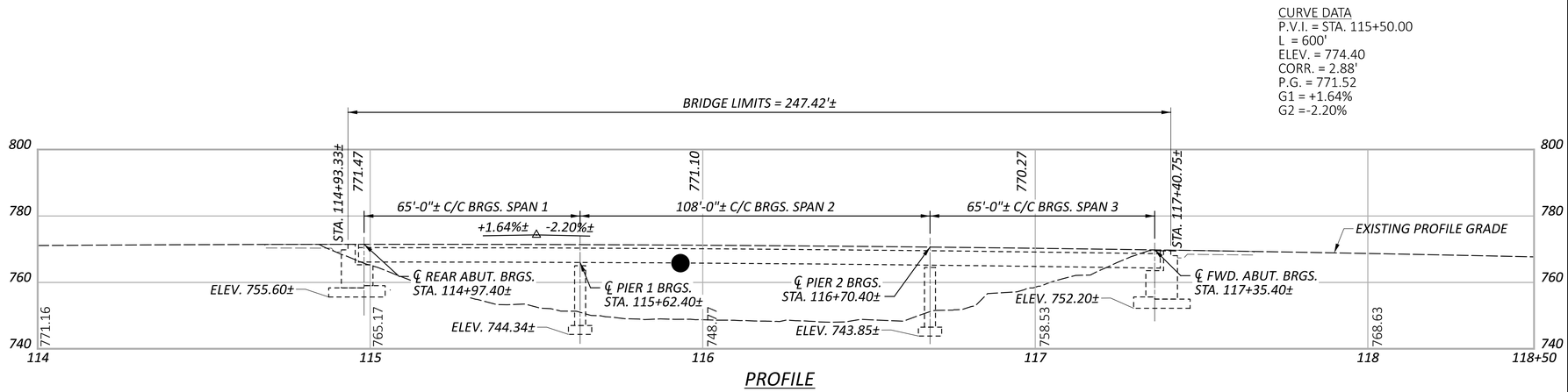


PLAN



PROFILE

NOTES:

DESIGN TRAFFIC:
2024 ADT = 22,217 *2024 ADTT = 3,110*

DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATIONAL PURPOSES ONLY

● = POINT OF MINIMUM VERTICAL CLEARANCE = 15'-0⅛"±

EXISTING STRUCTURE

TYPE: THREE-SPAN NON-COMPOSITE REINFORCED CONCRETE DECK SUPPORTED ON FIVE CONTINUOUS DOG-LEGGED STEEL PLATE GIRDERS WITH VARIABLE SPACINGS AND OVERHANGS

SPANS: 65'-0"±; 108'-0"±; 65'-0"± C/C BRGS.

ROADWAY: 40'-0"± F/F SAFETY CURB

LOADING: CF-2000-(57) ADEQUATE FOR AASHTO ALTERNATIVE LOADING

SKEW: 57°47'31" L.F. FROM REFERENCE CHORD

WEARING SURFACE: 1.75" MICRO SILICA MODIFIED CONCRETE OVERLAY

APPROACH SLABS: AS-1-54 (25'-0")

ALIGNMENT: VARIES (HORIZONTALLY CURVED AND TANGENT)

CROWN: VARIES

STRUCTURE FILE NUMBER: 2507595

DATE BUILT: 1965

COORDINATES: LATITUDE N39°57'24.69"
LONGITUDE W82°58'57.89"

DISPOSITION: STEEL REHABILITATION

SITE PLAN
BRIDGE NO. FRA-71-1703
RAMP I-70 EB TO I-71 NB OVER RAMP I-71 SB TO I-70 EB

SFN 2507595
DESIGN AGENCY WOOLPERT
DESIGNER BTR | CHECKER TML
REVIEWER PES 07/02/25
PROJECT ID 123844
SUBSET 1 | TOTAL 5
SHEET P.16 | TOTAL 20

FRA-71-17.03

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

GSD-1-19 REVISED 7/19/2024

DESIGN SPECIFICATIONS:

THE PROPOSED WORK (NEW CROSSFRAMES) CONFORM TO THE 10TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOSIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2024 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

THE NEW CROSSFRAMES HAVE BEEN DESIGNED FOR A 25-YEAR FINITE FATIGUE LIFE.

DESIGN DATA:

STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

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 INDICITAVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BECONSIDERED 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 UNCERTAINTIESDESCRIBED 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.

THE EXISTING STRUCTURE PLANS MAY BE REVIEWED AT THE:

OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 6 OFFICE
400 E WILLIAM STREET
DELAWARE, OH 43015

EXISTING PLANS ARE ALSO AVALIABLE THROUGH THE FOLLOWING ODOT WEBSITE:
HTTP://WWW.DOT.STATE.OH.US/DIVISIONS/CONTRACTADMIN/CONTRACTS/PAGES/DESIGNFILES.ASPX

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE DEPARTMENT WILL NOT PERMIT USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER, PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING STRUCTURAL STEEL, CONCRETE AND CONCRETE REINFORCEMENT TO BE PRESERVED. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

SEE TABLE BELOW FOR QUANTITIES FOR THIS ITEM.

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

THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM:

ALL INTERMEDIATE CROSSFRAMES, INCLUDING STIFFENERS THAT ARE NOTED FOR REPLACEMENT.

SEE TABLE BELOW FOR QUANTITIES FOR THIS ITEM.

ITEM 513 - STRUCTURAL STEEL MISC.: 2" STRESS RELIEF HOLES, AS PER PLAN:

THIS ITEM INCLUDES THE DRILLING OF 2" DIAMETER HOLES IN THE GIRDER WEBS AND ANY NECESSARY CLIPPING OF STIFFENERS AND CROSSFRAME ANGLES TO PERFORM THIS WORK, AT THE LOCATIONS SPECIFIED IN THE PLANS AND IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL INSPECT ALL TOP OF CROSSFRAME TO WEB CONNECTIONS FOR OUT-OF-PLANE BENDING CRACKS. THE ENDS OF THE CRACKS SHALL BE LOCATED AS DESCRIBED IN ITEM 514: FINAL INSPECTION REPAIR. THE CONTRACTOR SHALL PERFORM NON-DESTRUCTIVE TESTING (NDT) IN THE AREAS USING MAGNETIC PARTICAL EXAMINATION OR DYE PENETRANT SO THAT THE ENGINEER MAY FURTHER INSPECT FOR CRACKS. THE CONTRACTOR'S PERSONNEL PERFORMING NDT SHALL BE QUALIFIED AS PER 513.25 OF THE CMS. WEB CRACKS SHALL BE TREATED BY REMOVING THE CRACK TIP BY DRILLING THE 2" DIAMETER HOLE LOCATED AS DETERMINED BY AND UNDER THE DIRECTION OF THE ENGINEER. ALL 2" DIAMETER HOLES SHALL BE GROUND SMOOTH ACCORDING TO CMS 513.19. PAYMENT FOR THE DRILLING OF THE 2" OF THE HOLES AND ALL SUBSEQUENT ND TESTING ON THE DRILLED HOLE SHALL INCLUDE ALL EQUIPMENTS, TOOLS, METERIALS, AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE BID PRICE FOR EACH HOLE.

SEE TABLE BELOW FOR QUANTITES FOR THIS ITEM.

ITEM 514 - GRINDING FINS, TEARS, SILVERS ON EXISTING STRUCTURAL STEEL

THIS WORK SHALL INCLUDE GRINDING SMOOTH THE GIRDER WEBS AND ANY REMAINING PROTRUDING ANGLES AFTER REMOVALS AND RELIEF HOLES ARE DRILLED ARE COMPLETED IN ACCORDANCE WITH C&MS 514. A QUANTITY OF 20 MAN HOURS HAS BEEN INCLUDED IN THE PLANS TO ACCOUNT FOR THIS WORK.

SEE TABLE BELOW FOR QUANTIES FOR THIS ITEM.

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

THIS WORK CONSISTS OF SUPPORTING THE PROPOSED CROSSFRAMES, STIFFENERS, AND MISCELLANEOUS CONNECTIONS DURING CONSTRUCTION TO ALLOW FOR INSTALLATION. BEAM CLAMPS, SUPPORTS, BLOCKING, OR OTHER MISCELLANEOUS ELEMENTS AND CONNECTORS MAY BE USED TO ALLOW FOR THE PLACEMENT AND INSTALLATION. WELDING OF TEMPORARY SUPPORT ITEMS TO THE EXISTING GIRDERS IS NOT ALLOWED. THE ANTICIPATED WORK PROCEDURE IS AS FOLLOWS:

1. INSTALL PIER SUPPLEMENTAL TRANSVERSE STIFFENERS/CONNECTOR PLATES AND CROSSFRAMES. INSTALL NEW TRANSVERSE STIFFENERS AND CROSSFRAMES.
2. REMOVE EXISTING CROSSFRAMES. LEAVE EXISTING STIFFENERS IN PLACE. CROSSFRAMES SHALL BE REMOVED IN THEIR ENTIRETY FOR ANGLES INTERSECTING THE WEB AT THE TOP OF THE GIRDERS. AFTER REMOVAL, DRIND THE CONNECTION AREA SMOOTH. THE ANGLES INTERSECTING THE WEB AT THE BOTTOM OF THE GIRDERS MAY REMAIN BUT SHALL BE CUT OFF TO WITHIN 3" OF THE GIRDER WEB AND GROUND SMOOTH
3. PAINT ALL AREAS OF STEEL IMPACTED BY GRINDING AND DRILLING, AND ANY OTHER AREAS OF THE GIRDERS THAT MAY HAVE THE PROTECTIVE COATING DAMAGED BY TEMPORARY ATTACHMENTS AND WORK ACCESS IN ACCORDANCE WITH C&MS ITEM 514. EXISTING STEEL TOUCH UPS SHALL BE PAID FOR UNDER ITEM 514: FIELD PAINTING OF EXISTING STRUCTURAL STEEL, FINISH COAT. NEW CROSSFRAME STEEL TOUCH UPS SHALL BE PAID FOR AS INCIDENTAL TO ITEM 514: SHOP PAINTING AND FIELD TOUCH-UP OF STRUCTURAL STEEL.

THE CONTRACTOR MAY MODIFY THIS PROCEDURE, SUBJECT TO THE APPROVAL OF THE ENGINEER. THIS MAY INCLUDE ORDER OF CROSSFRAME REPLACEMENT, HOWEVER ALL NEW CROSSFRAMES SHALL BE CONSTRUCTED BEFORE EXISTING CROSSFRAMES ARE REMOVED. SUBMIT CONSTRUCTION PLANS AND TEMPORARY MEANS FOR INSTALLATION IN ACCORDANCE WITH C&MS 501.05.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS, EXCEPT AS NOTED ABOVE, AT THE CONTRACT BID PRICE FOR ITEM 516-JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ABBREVIATIONS

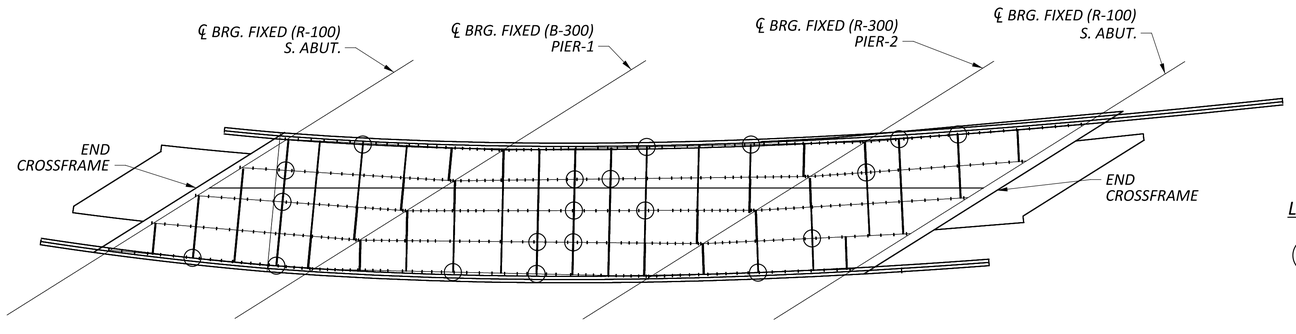
ABUT.	- ABUTMENT
APPR.	- APPROACH
BRG(S)	- BEARING(S)
BTW.	- BETWEEN
℄	- CENTERLINE
C/C	- CENTER TO CENTER
CONST.	- CONSTRUCTION
DIA.	- DIAMETER
EA.	- EACH
EST.	- ESTIMATED
EX.	- EXISTING
F.A.	- FORWARD ABUTMENT
F/F	- FACE TO FACE
FWD.	- FORWARD
MAX.	- MAXIMUM
NO.	- NUMBER
O/O	- OUT TO OUT
OPT.	- OPTIONAL
PROP.	- PROPOSED
R.A.	- REAR ABUTMENT
REF.	- REFERENCE
SPA.	- SPACES
STA.	- STATION
TYP.	- TYPICAL
VC	- VERTICAL CURVE
W/	- WITH

ESTIMATED QUANTITIES

CALC BY: BTR DATE: 6/28/2025
CHECK BY: PES DATE: 6/30/2025

ITEM	EXT	QUANTITY	UNIT	DESCRIPTION	SHEET
202	11203	1	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	2/5
513	10201	63,080	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN	2/5
513	95030	20	EACH	STRUCTURAL STEEL, MISC.: 2-IN DIA. FIELD DRILLED HOLES	2/5
513	95030	5	EACH	STRUCTURAL STEEL, MISC.: 2-IN DIA. FIELD DRILLED HOLES (CONTINGENCY)	2/5
514	50	345	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
514	56	1,405	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
514	60	5,338	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
514	66	5,338	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
514	504	20	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
514	10000	4	EACH	FINAL INSPECTION REPAIR	
516	47001	1	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	2/5

NOTE: QUANTITIES ABOVE HAVE BEEN CARRIED TO THE GENERAL SUMMARY.



LEGEND

STRESS RELIEF HOLE LOCATIONS

FRAMING PLAN - STRESS RELIEF HOLE LOCATIONS

STRUCTURE GENERAL NOTES
BRIDGE NO. FRA-71-17.03
I-70 EB TO 1-71 NB OVER I-71 SB TO I-70 EB

SFN 2507595
DESIGN AGENCY WOOLPERT
DESIGNER BTR | CHECKER TML
REVIEWER PES 07/02/25
PROJECT ID 123844
SUBSET 2 | TOTAL 5
SHEET P.17 | TOTAL 20

FRA-71-17.03

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:52:55 AM USER: B.Rychlik
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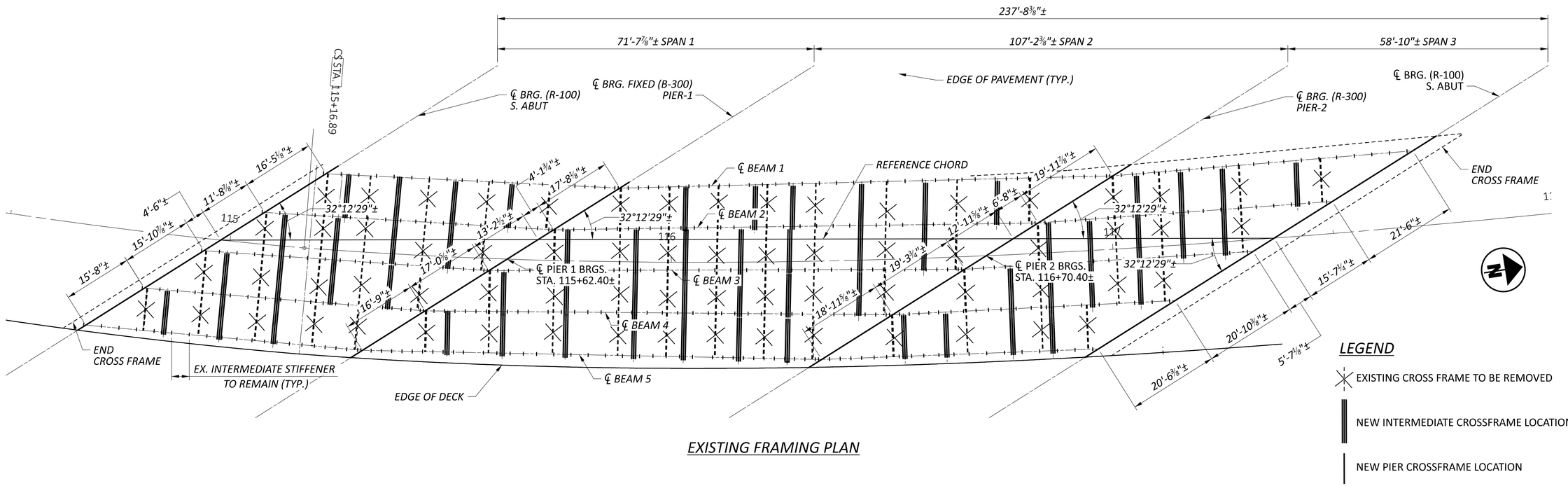
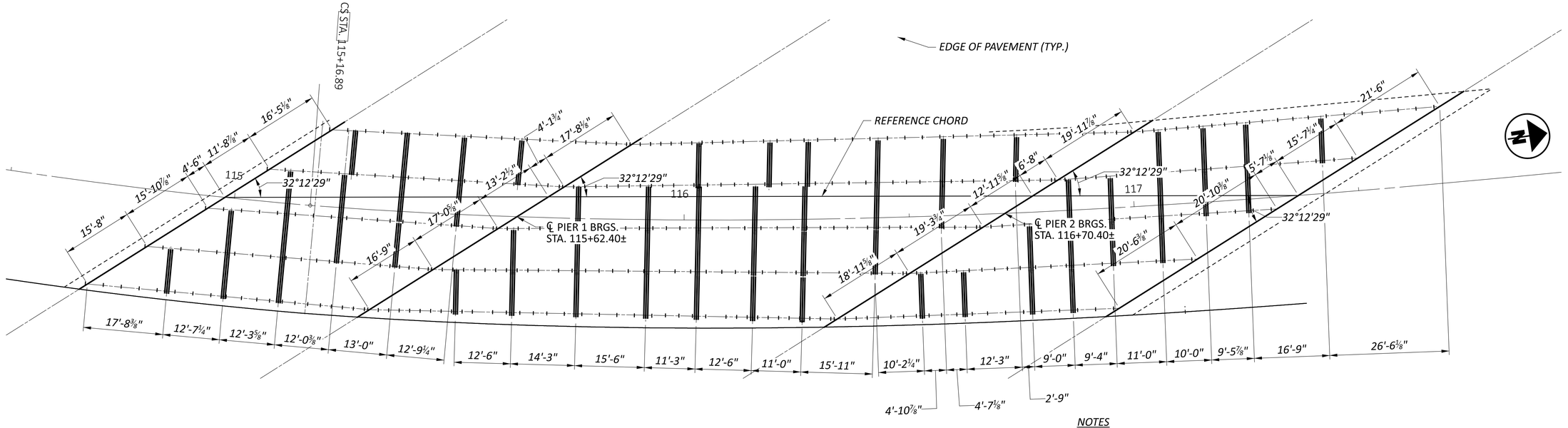


EXISTING FRAMING PLAN



PROPOSED FRAMING PLAN

NOTES

1. *SEE SHEET 4/5 FOR INTERMEDIATE CROSSFRAME DETAILS.*
2. *SEE SHEET 5/5 FOR PIER CROSSFRAME DETAILS.*
3. *INTERMEDIATE CROSSFRAME LOCATIONS MAY BE SHIFTED UP TO 1'-6" IN EITHER DIRECTION ALONG THE GIRDERS FROM THE LOCATIONS SHOWN TO PROVIDE WORKING DISTANCE FROM EXISTING STIFFENERS AND CROSSFRAMES BASED ON ACTUAL DIMENSIONS FOUND IN THE FIELD. DOCUMENT AND NOTE ANY SHIFTS TO THE ENGINEER PRIOR TO INSTALLING THE CROSSFRAMES. CONSULT THE ENGINEER BEFORE SHIFTING ANY INTERMEDIATE CROSSFRAMES MORE THAN 1'-6".*

FRA-71-17.03

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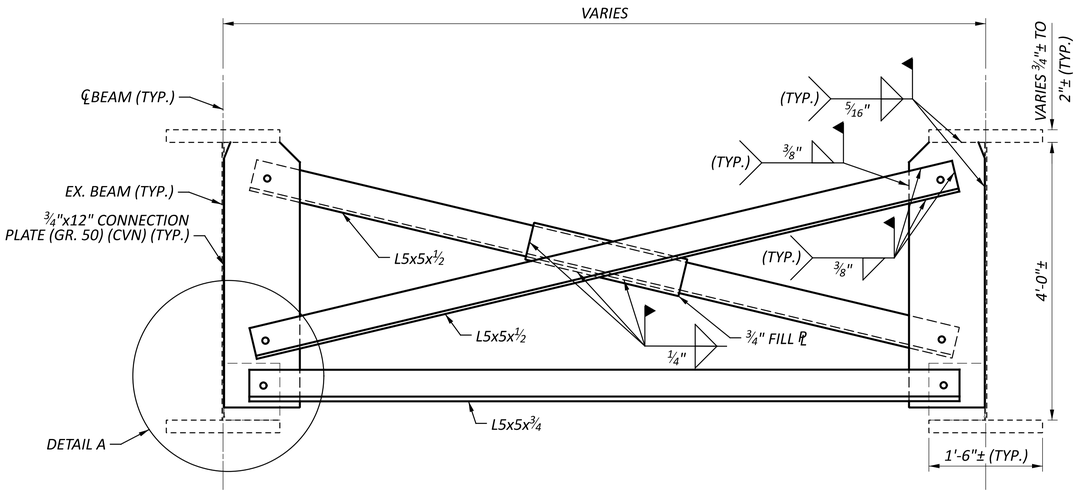
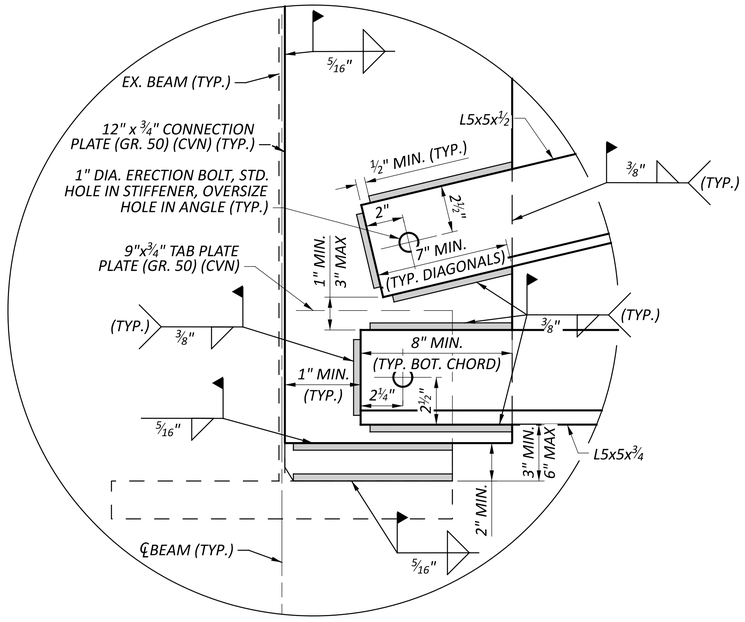
FRAMING PLAN
BRIDGE NO. FRA-71-1703
RAMP I-71 EB TO I-71 NB OVER RAMP I-71 SB TO I-70 EB

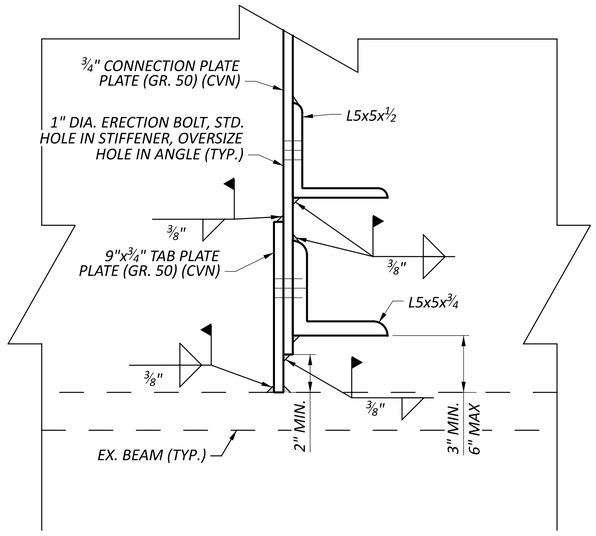
SFN 2507595
DESIGN AGENCY
WOOLPERT
DESIGNER BTR | CHECKER TML
REVIEWER PES 07/02/25
PROJECT ID 123844
SUBSET 3 | TOTAL 5
SHEET P.18 | TOTAL 20



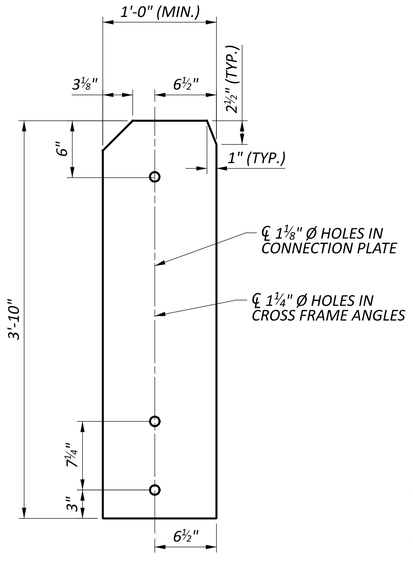
INTERMEDIATE CROSSFRAME



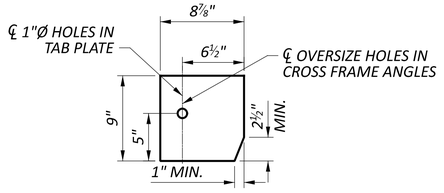
DETAIL A



SECTION A



STIFFENER PLATE DETAIL



TAB PLATE DETAIL

NOTES:

1. ALL CROSSFRAME STEEL SHALL BE ASTM A709 GRADE 50 UNLESS OTHERWISE NOTED.
2. ALL BOLTS SHALL BE HIGH STRENGTH, 1" DIAMETER A325 TYPE III BOLTS. HOLES SHALL BE 1⅛" IN STIFFENERS AND 1¼" IN ANGLES.
3. WHERE A SHAPE OR PLATE IS DESIGNED (CVN) FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS SPECIFIED IN CMS 711.01.
4. FOR ADDITIONAL CROSSFRAME DETAILS, SEE ODOT SCD GSD-1-19.
5. FOR LOCATIONS OF PROPOSED INTERMEDIATE CROSSFRAMES, SEE SHEET 3/5
6. FOR PIER CROSSFRAME DETAILS, SEE SHEET 5/5

INTERMEDIATE CROSSFRAME DETAILS
BRIDGE NO. FRA-71-1703
RAMP I-71 NB OVER RAMP I-71 SB TO I-70 EB

FRA-71-17.03

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 9/30/2025 TIME: 7:53:01 AM USER: B.Rychlik
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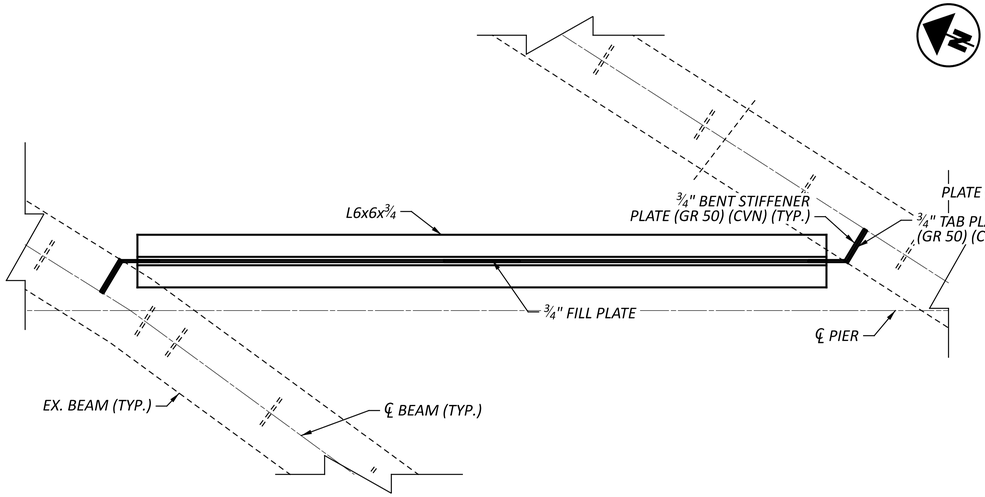
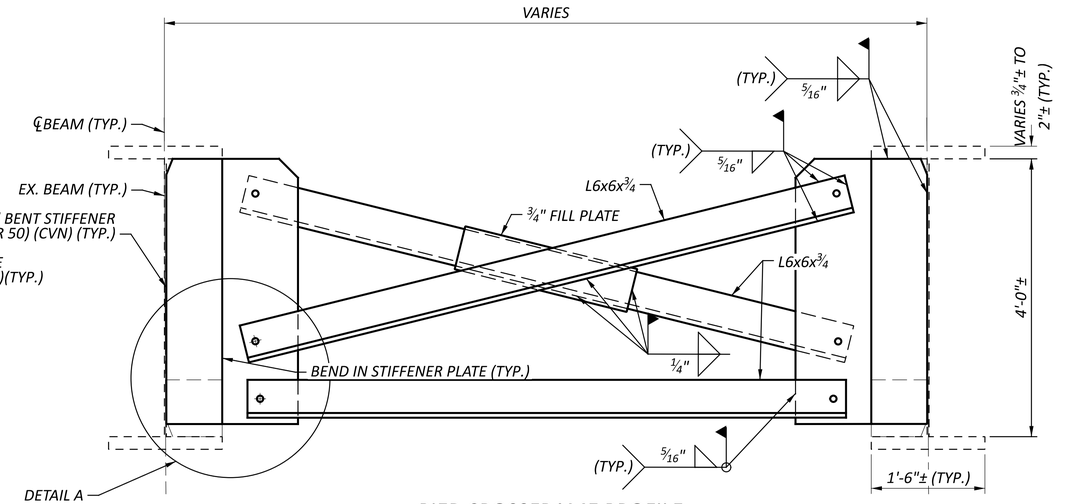
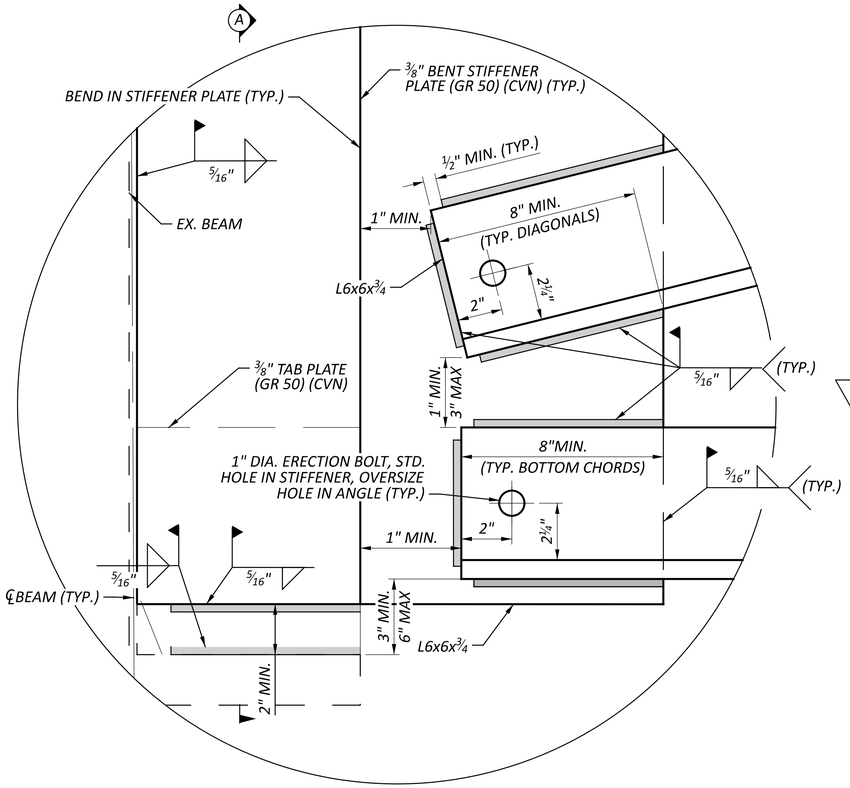
SFN	2507595
DESIGN AGENCY	WOOLPERT
DESIGNER	BTR
CHECKER	TML
REVIEWER	PES 07/02/25
PROJECT ID	123844
SUBSET	4
TOTAL	5
SHEET	P.19
TOTAL	20



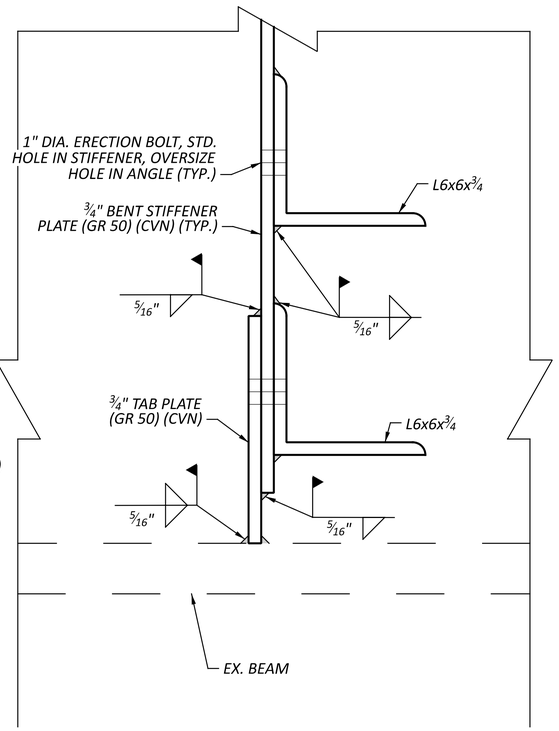
PIER CROSSFRAME PLAN



PIER CROSSFRAME PROFILE



DETAIL A



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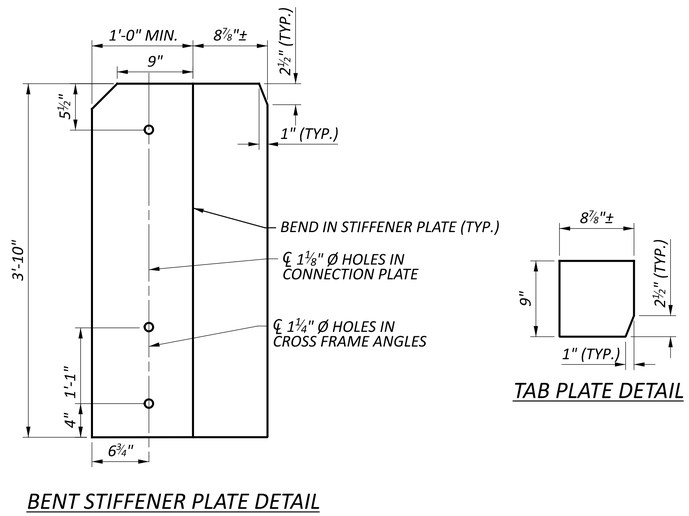

BENT STIFFENER PLATE DETAIL

TAB PLATE DETAIL

NOTES:

1. ALL CROSSFRAME STEEL SHALL BE ASTM A709 GRADE 50 UNLESS OTHERWISE NOTED.
2. ALL BOLTS SHALL BE HIGH STRENGTH, 1" DIAMETER A325 TYPE III BOLTS. HOLES SHALL BE 1⅛" IN STIFFENERS AND 1¼" IN ANGLES.
3. WHERE A SHAPE OR PLATE IS DESIGNED (CVN) FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS SPECIFIED IN CMS 711.01.
4. FOR ADDITIONAL CROSSFRAME DETAILS, SEE ODOT SCD GSD-1-19.
5. FOR LOCATIONS OF PROPOSED PIER CROSSFRAMES, SEE SHEET 3/5.
6. FOR INTERMEDIATE CROSSFRAME DETAILS, SEE SHEET 4/5.

PIER CROSSFRAME DETAILS
BRIDGE NO. FRA-71-1703
RAMP 1-70 EB TO I-71 NB OVER RAMP I-71 SB TO I-70 EB

SFN 2507595
DESIGN AGENCY
WOOLPERT
DESIGNER BTR | CHECKER TML
REVIEWER PES 07/02/25
PROJECT ID 123844
SUBSET 5 | TOTAL 5
SHEET P.20 | TOTAL 20

FRA-71-17.03

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