

**ITEM 614, MAINTAINING TRAFFIC**

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 180 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 10.

A DISINCENTIVE SHALL BE ASSESSED IN ACCORDANCE WITH THE WINDOW CONTRACT TABLE FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

WINDOW CONTRACT TABLE - PN129				
DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
FULL CLOSURE AND DETOUR OF THROUGH TRAFFIC ON US 6 AND PLEASANT VALLEY RD.	180	\$3,000/DAY	CONTRACT EXECUTION DATE	PROJECT COMPLETION DATE

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.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL TWENTY FOUR HOURS A DAY FOR THE DURATION OF THIS PROJECT. THIS WILL INCLUDE THE FURNISHING, PLACING, MAINTAINING, AND SUBSEQUENTLY REMOVING ALL TRAFFIC CONTROL DEVICES NECESSARY FOR ALL PROPOSED CONSTRUCTION OPERATIONS AFFECTING THE FLOW OF TRAFFIC WITHIN THE LIMITS OF THIS PROJECT.

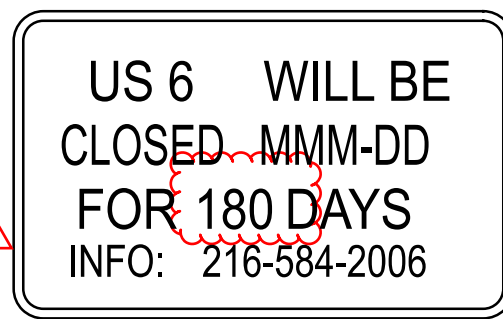
ACCESS FOR ABUTTING PROPERTY OWNERS SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THESE NOTES AND PLAN SPECIFICATIONS. THE CONTRACTOR SHALL WORK WITH THE PROPERTY OWNERS TO MAINTAIN SPECIAL ACCESS PROVISIONS.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD 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.

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 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.



W20-H13-60

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

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B	10 CY
ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	10 CY
ITEM 616, WATER	10 MGAL.

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 FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

100 FT. BEFORE BEGIN PROJECT AND 100 FT. AFTER END PROJECT

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 AT LOCATIONS SHOWN ON THE DETOUR SHEETS (SHEET 10 & 11).

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

**WORK ZONE MARKINGS**

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.11.

ITEM 614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT	0.10 MILE
ITEM 614, WORK ZONE EDGE LINE, CLASS III, 6" 642 PAINT	0.20 MILE

**DUST CONTROL**

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER	1 MGAL.
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**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 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 DRIVEABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER

**NOTIFICATION TIME TABLE**

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

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

DISTRICT PUBLIC INFORMATION OFFICER (PIO) BY PHONE AT 216-584-2005 AND BY EMAIL AT D12.PUBLIC.INFORMATION@DOT.OHIO.GOV

DISTRICT PERMIT SECTIONS BY PHONE AT 216-584-2137 AND BY EMAIL AT MELVIN.SAFFORD@DOT.OHIO.GOV

CENTRAL OFFICE SPECIAL HAUL SECTION BY FAX AT 614-728-4099 AND BY EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV

WILLOUGHBY HILLS FIRE DEPARTMENT BY PHONE AT 440-942-7207 AND BY EMAIL AT FIRERESCUE@WILLOUGHBYHILLS-OH.GOV

WILLOUGHBY HILLS POLICE DEPARTMENT BY PHONE AT 440-942-9111 AND BY EMAIL AT POLICE@WILLOUGHBYHILLSPOLICE.ORG

WILLOUGHBY-EASTLAKE CITY SCHOOLS BY FAX AT 440-946-4671 AND BY PHONE AT 440-946-5000

**ITEM 614 - DETOUR SIGNING**

THE CONTRACTOR SHALL ERECT, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL DETOUR SIGNING AND SUPPORTS SPECIFIED IN THE DETOUR PLANS, AND IN ACCORDANCE WITH C&MS 614.06. AN INTERIM COMPLETION TIME PERIOD HAS BEEN ESTABLISHED FOR EACH DETOUR OPERATION. SHOULD THE CONTRACTOR FAIL TO REMOVE THE DETOUR SIGNING AND SUPPORTS BY THE REQUIRED TIME LIMIT, LIQUIDATED DAMAGES, AS SPECIFIED IN THE PLAN NOTES AND THE DETOUR PLANS, SHALL BE ASSESSED IN ACCORDANCE WITH C&MS 108.07. PAYMENT SHALL BE MADE AT THE LUMP SUM CONTRACT PRICE FOR ITEM 614 - DETOUR SIGNING. PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND OTHER INCIDENTALS NECESSARY TO INSTALL, ERECT, MAINTAIN, AND REMOVE THE DESIGNATED DETOUR ROUTE.

**ACCESS TO PROPERTIES**

ACCESS SHALL BE MAINTAINED TO ALL RESIDENTIAL AND COMMERCIAL PROPERTIES EXCEPT WHEN A DRIVEWAY MUST BE CLOSED FOR CONSTRUCTION. ALL RESIDENTS AND PROPERTY OWNERS SHALL BE PROVIDED WRITTEN NOTIFICATION BY THE CONTRACTOR A MINIMUM OF 24 HOURS PRIOR TO THE CLOSURE. THE NOTICE SHALL LIST THE TIME THE CLOSURE WILL BE IN EFFECT AND SHALL LIST 24-HOUR EMERGENCY PHONE NUMBERS OF THE CONTRACTOR RESPONSIBLE FOR THE CLOSURE. THE TIMES SHALL BE COORDINATED WITH EACH RESIDENT AND PROPERTY OWNER. INDIVIDUAL DRIVE CLOSURES SHALL BE KEPT TO THE MINIMUM TIME NEEDED FOR CONSTRUCTION ACTIVITIES. EVERY EFFORT MUST BE MADE TO ACCOMMODATE THE RESIDENT OR OWNER'S NEED FOR ACCESS. ACCESS MAY BE MAINTAINED WITH THE USE OF AGGREGATE OR STEEL PLATES. WHERE A DRIVEWAY IS WIDE ENOUGH, THE CONTRACTOR SHALL CONSTRUCT THE DRIVEWAY PART-WIDTH WHILE MAINTAINING TWO-WAY TRAFFIC. WHERE A PROPERTY HAS MORE THAN ONE DRIVEWAY, DRIVES SHALL BE CONSTRUCTED ONE AT A TIME. ALL LABOR AND MATERIALS REQUIRED FOR THE WORK DESCRIBED ABOVE SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

DESIGN AGENCY	CARPENTER MARTY
DESIGNER	JJL
REVIEWER	TWG 03-17-23
PROJECT ID	113000
SHEET	8
TOTAL	70

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-15	REVISED	1-20-2023
AS-2-15	REVISED	1-20-2023
EXJ-4-87	REVISED	1-20-2023
GSD-1-19	REVISED	1-15-2021
SBR-1-20	REVISED	1-20-2023

#### DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

#### OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

#### DESIGN LOADING

VEHICULAR LIVE LOAD: HL-93

FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/FT<sup>2</sup>

#### DESIGN DATA

CONCRETE CLASS QC2 WITH QC/QA - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 WITH QC/QA - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

#### CONCRETE REINFORCEMENT:

EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI (DECK, APPROACH SLABS, ABUTMENTS, PIERS)

GFRP REINFORCEMENT (PARAPETS)

STRUCTURAL STEEL - ASTM A709 GRADE 50W - YIELD STRENGTH 50 KSI (GIRDER, CROSSFRAMES, BEARINGS)

STEEL H-PILES - ASTM A572 - YIELD STRENGTH 50 KSI

#### MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

#### PILES TO BEDROCK

DRIVE PILES TO REFUSAL ON BEDROCK. THE DEPARTMENT WILL CONSIDER REFUSAL TO BE OBTAINED WHEN THE PILE PENETRATION IS AN INCH OR LESS AFTER RECEIVING AT LEAST 20 BLOWS FROM THE PILE HAMMER. SELECT THE HAMMER SIZE TO ACHIEVE THE REQUIRED DEPTH TO BEDROCK AND REFUSAL.

THE TOTAL FACTORED LOAD IS 273 KIPS PER PILE FOR THE REAR ABUTMENT PILES.

#### ABUTMENT PILES:

REAR ABUTMENT - HP10X42 PILES, 55 FEET LONG, ORDER LENGTH

#### PILE SPLICES

IN LIEU OF USING THE FULL PENETRATION BUTT WELDS SPECIFIED IN C&MS 507.09 TO SPLICE STEEL H-PILES, THE CONTRACTOR MAY USE A MANUFACTURED H-PILE SPLICER. FURNISH SPLICERS FROM THE FOLLOWING MANUFACTURER:

ASSOCIATED PILE AND FITTING CORPORATION  
8 WOOD HOLLOW RD. PLAZA 1  
PARSIPPANY, NEW JERSEY 07054

INSTALL AND WELD THE SPLICER TO THE PILE SECTIONS IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN ASSEMBLY PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED.

#### FOUNDATION BEARING RESISTANCE

FORWARD ABUTMENT FOOTINGS, AS DESIGNED, PRODUCE A MAXIMUM SERVICE LIMIT STATE BEARING PRESSURE OF 5.7 KIPS PER SQUARE FOOT AND A MAXIMUM STRENGTH LIMIT STATE BEARING PRESSURE OF 10.9 KIPS PER SQUARE FOOT. THE FACTORED BEARING RESISTANCE IS 15.5 KIPS PER SQUARE FOOT.

#### FOOTINGS

PLACE FOOTINGS IN BEDROCK AT THE ELEVATION SHOWN.

#### 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.

#### DECK PLACEMENT DESIGN ASSUMPTIONS

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.3 KIPS. A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

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

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. 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. ADDITIONALLY, THIS ITEM SHALL INCLUDE THE EXCAVATION AND REMOVAL OF EXISTING EMBANKMENT BETWEEN THE EXISTING FORWARD ABUTMENT AND THE LIMITS OF UNCLASSIFIED EXCAVATION AT THE PROPOSED FORWARD ABUTMENT. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES OR HEADACHE BALLS. HOE-RAMS MAY BE USED AT THE EXISTING ABUTMENTS AFTER THE SUPERSTRUCTURE HAS BEEN REMOVED. 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 REINFORCEMENT 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.

#### ASBESTOS NOTIFICATION

A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST SURVEYED THE BRIDGE STRUCTURE SCHEDULED FOR DEMOLITION AND/OR REHABILITATION; THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE STRUCTURE.

ODOT SHALL PROVIDE A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER, TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO ONE OF THE ADDRESSES BELOW AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.

ASBESTOS PROGRAM OHIO EPA, DAPC  
P.O. BOX 1049  
COLUMBUS, OH 43216-1049

OR

ASBESTOS PROGRAM OHIO EPA, DAPC  
50 W. TOWN ST., SUITE 700  
COLUMBUS, OH 43215

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION. THE FORM SHALL INCLUDE: 1) THE CONTRACTOR'S NAME AND ADDRESS, 2) THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE BRIDGE REMOVAL AND 3) A DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHOD(S) TO BE USED. COPIES OF THE OEPA FORM AND BRIDGE INSPECTION REPORT ARE AVAILABLE FOR REVIEW AT THE ODOT DISTRICT 12 OFFICE, 5500 TRANSPORTATION BLVD., GARFIELD HEIGHTS, OHIO 44125.

BASIS FOR PAYMENT THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIAL NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

#### ITEM 503 - SHALE EXCAVATION, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 503, FILL THE PORTION OF THE EXCAVATION INTO ROCK OR SHALE THAT IS ABOVE THE FOOTING TOE WITH CLASS QC1 CONCRETE TO THE TOP OF THE EXPOSED ROCK SURFACE.

#### ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

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

A CAUSEWAY IS NOT ALLOWED.

BOATS AND/OR WORKERS MAY BE REQUIRED TO BE IN THE WATER. NO MACHINERY WILL BE ALLOWED IN THE WATER.

#### 511 - CLASS QC1 CONCRETE, MISC.: CLASS QC1 CONCRETE WITH QC/QA, FILL VOIDS AT PIERS

DURING THE FIELD INSPECTION, VOIDS AROUND THE FOOTINGS WERE FOUND AT PIERS 2 AND 3. INCIDENTAL TO THIS ITEM, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF SEDIMENT, DEBRIS, AND LOOSE MATERIALS AT PIERS 2 AND 3 FOOTINGS TO THE SATISFACTION OF THE ENGINEER TO PERFORM THE WORK.

A CAUSEWAY IS NOT ALLOWED.

DEWATERING IS NOT ALLOWED.

BOATS AND/OR WORKERS MAY BE REQUIRED TO BE IN THE WATER. NO MACHINERY WILL BE ALLOWED IN THE WATER.

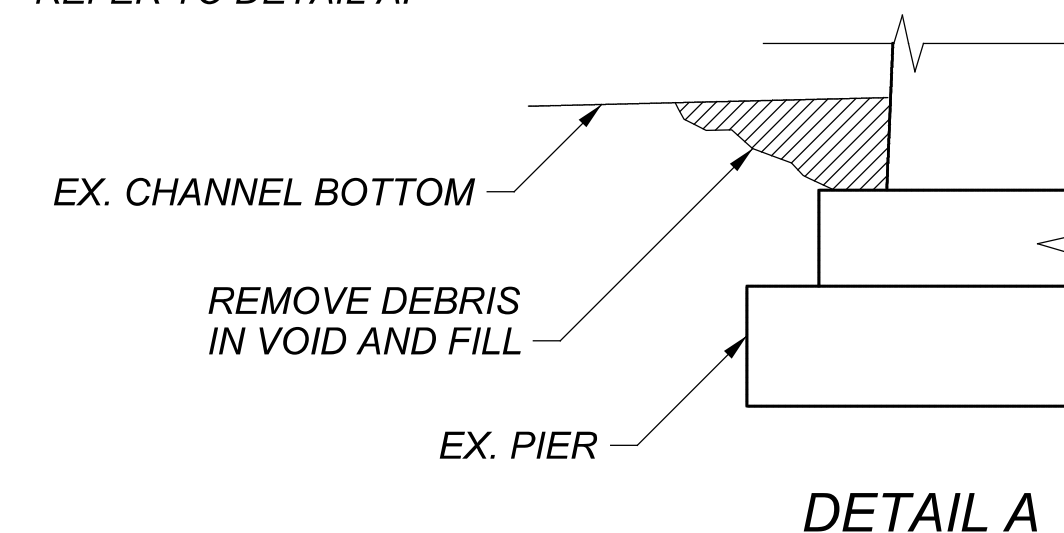
VOIDS TO BE FILLED WITH CLASS QC1 CONCRETE WITH QC/QA.

REQUIRED VOLUME OF CONCRETE IS UNKNOWN. AN ESTIMATED QUANTITY OF 62 CY IS PROVIDED.

FREE FALL CONCRETE PLACEMENT SHALL NOT BE USED.

PLACEMENT OF CONCRETE SHALL OCCUR AT LOW RIVER FLOWS. NOTICE SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER 3 DAYS IN ADVANCE OF CONCRETE PLACEMENT. THE ENGINEER SHALL APPROVE THE FLOW OF THE RIVER IS LOW ENOUGH FOR PLACEMENT.

FILL VOIDS TO MATCH ADJACENT CHANNEL BOTTOM ELEVATIONS. REFER TO DETAIL A.



#### 601 - CHANNEL PROTECTION, MISC.: FILL VOIDS AT PIERS

CONTRACTOR TO FURNISH, INSTALL, AND MAINTAIN FLOATING CONTAINMENT BOOMS AROUND PIERS WHILE VOIDS ARE BEING FILLED WITH CONCRETE.

100 FT. OF CONTAINMENT BOOM AT PIER 2.  
125 FT. OF CONTAINMENT BOOM AT PIER 3.

SFN  
4302044

DESIGN AGENCY

CARPENTER  
MARTY

DESIGNER CHECKER  
JMV AMR

REVIEWER  
GDJ 12-16-22

PROJECT ID  
113000

SUBSET TOTAL  
3 37

SHEET TOTAL  
25 70