

- 1

ITEM 442 - 1 ¼" ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449), AS PER PLAN
- 2

ITEM 407 - NON-TRACKING TACK COAT (APPLIED AT 0.10 GAL/SY)
- 3

ITEM 442 - 1 ¾" ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5 MM, TYPE A (449), AS PER PLAN
- 4

ITEM 304 - 6" AGGREGATE BASE
- 5

ITEM 204 - SUBGRADE COMPACTION
- A

ITEM 202 - PAVEMENT REMOVED
- B

EXISTING APPROACH SLAB REMOVED

LEGEND

- 6

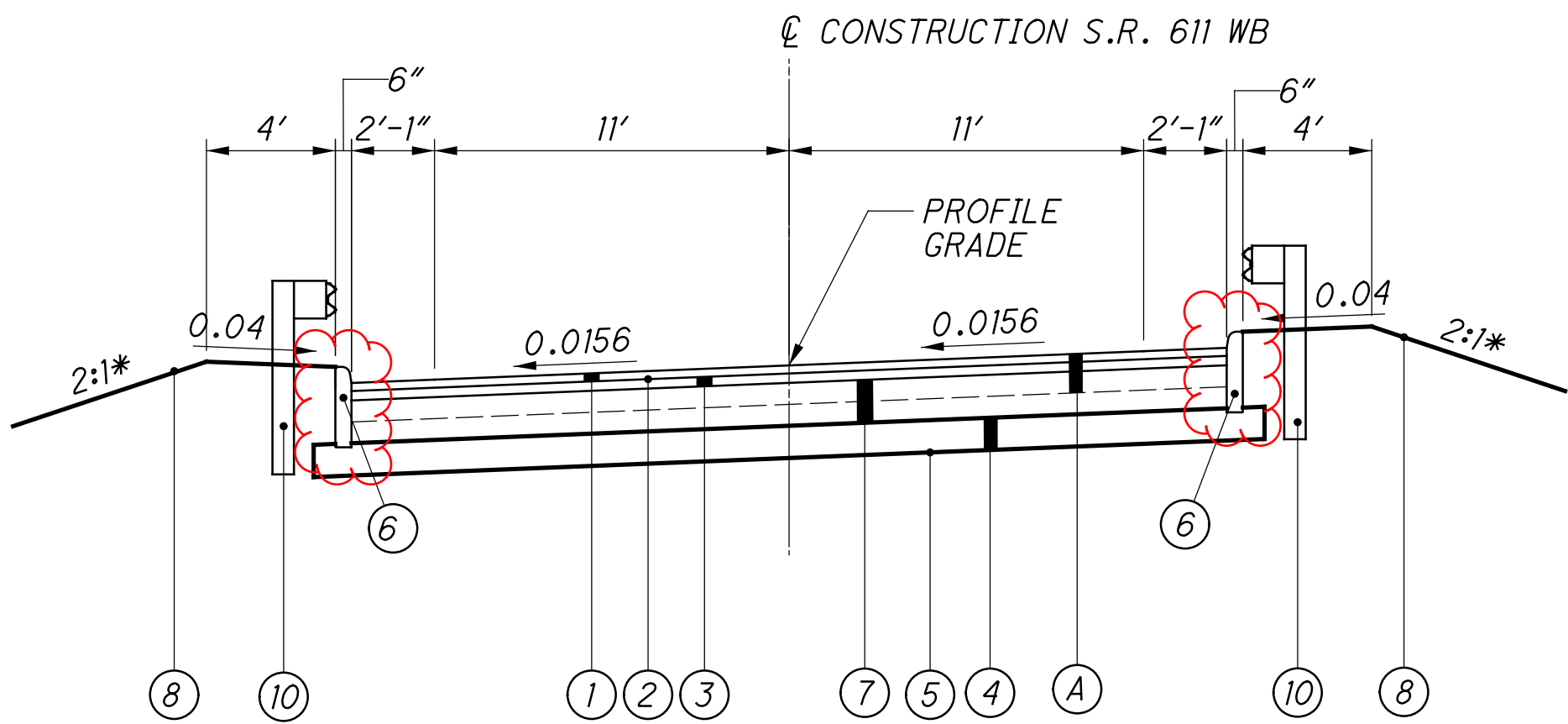
ITEM 609 - CURB, TYPE 4-C
- 7

ITEM 301 - 8" (2-4" LIFTS) ASPHALT BASE, PG64-22, (449)
- 8

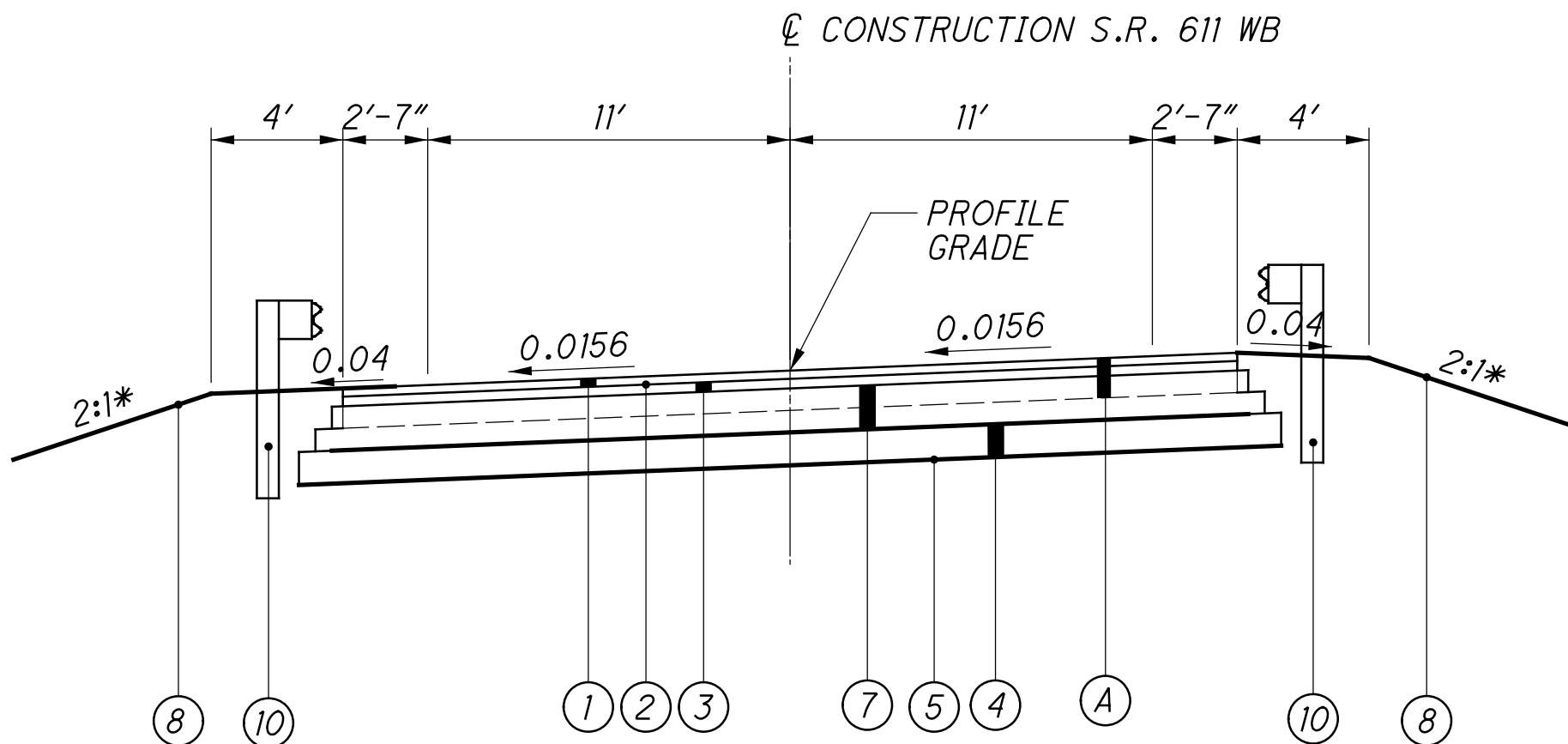
ITEM 659 - SEEDING AND MULCHING
- 9

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=17")
- 10

ITEM 606 - GUARDRAIL, TYPE MGS

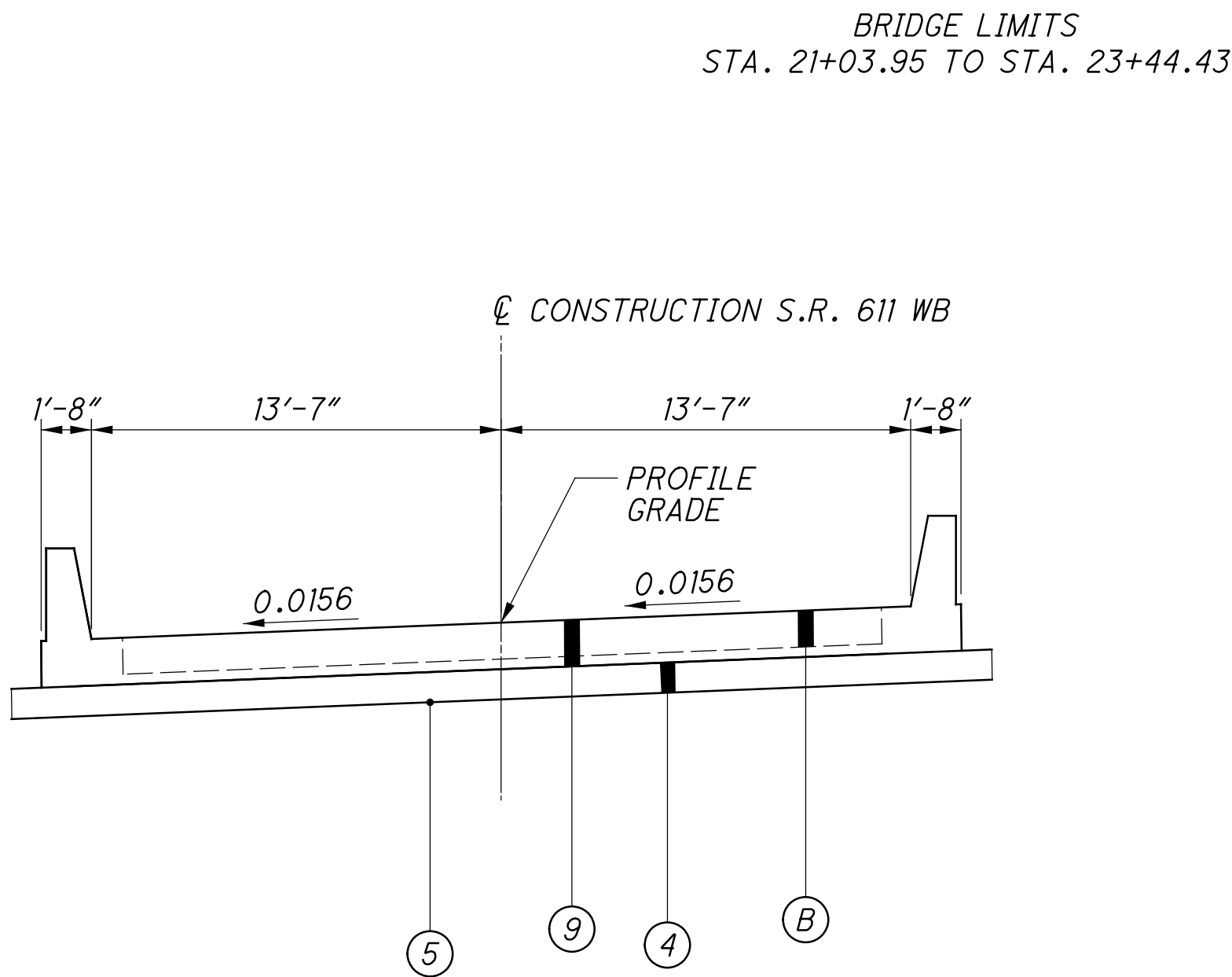


S.R. 611 FULL DEPTH SECTION
STA. 23+74.43 TO STA. 24+05.00

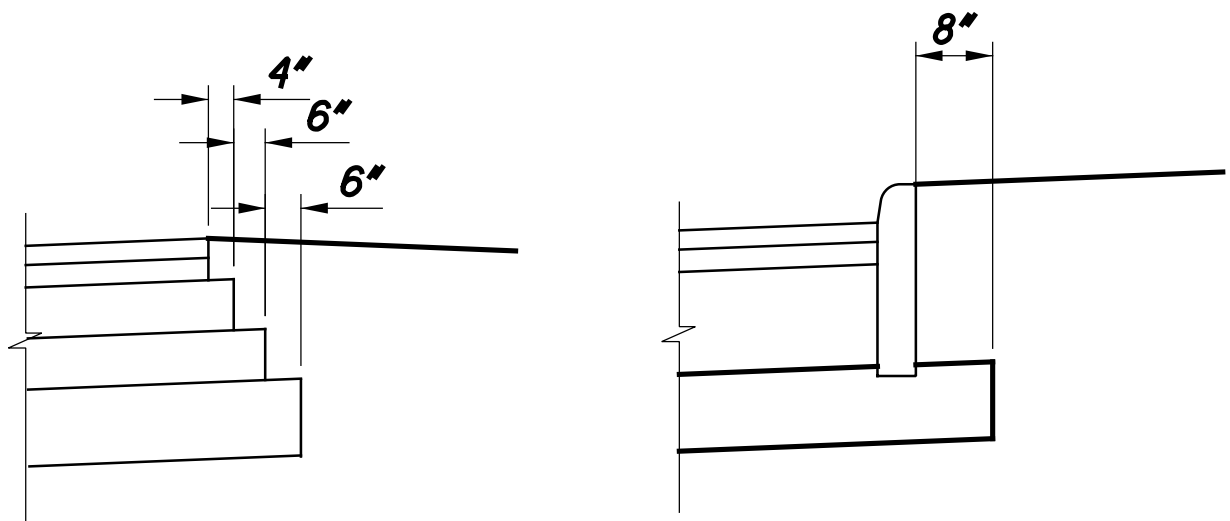


S.R. 611 FULL DEPTH SECTION
STA. 20+50.00 TO STA. 20+73.95

* UNLESS OTHERWISE SHOWN ON CROSS SECTIONS



S.R. 611 APPROACH SLAB SECTION
STA. 20+73.95 TO STA. 21+03.95
STA. 23+44.43 TO STA. 23+74.43



EDGE DETAILS

BRIDGE LIMITS
STA. 21+03.95 TO STA. 23+44.43

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

ELECTRIC
OHIO EDISON
NATALIE CAMP
6326 LAKE AVENUE
ELYRIA, OHIO 44035
NCAMP@FIRSTENERGYCORP.COM
440-241-9890

WATER/SANITARY
CITY OF LORAIN
ENGINEERING DEPARTMENT
200 W ERIE AVENUE 4TH FLOOR
LORIAN, OHIO 44052
VERONICA NEWSOME
440-204-2003
VERONICA_NEWSOME@CITYOFLORAIN.ORG

GAS
COLUMBIA GAS OF OHIO
3101 N. RIDGE ROAD EAST
LORAIN, OHIO 44055
ISAAC LOHR
216-390-2215
ILOHR@NISOURCE.COM

TELECOMMUNICATIONS
LUMEN
5998 SCOTCH PINE DRIVE
MILFORD, OHIO 45150
ED NICHOLS
706-202-2261
ED.NICHOLS@LUMEN.COM
RELOCATIONS@LUMEN.COM

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE BELOW FOR PROJECT CONTROL INFORMATION.

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

PROJECT CONTROL

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID 18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83 (2011)
ELLIPSOID: GRS80
COORDINATE SYSTEM: OHIO STATE PLANE, NORTH ZONE
COMBINED SCALE FACTOR: 1.00006192
ORIGIN OF COORDINATE SYSTEM: 0,0

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.

SURVEYING PARAMETERS (CONTINUED)

CONTROL POINTS
(ALL LOCATED FROM CL SR 611 WB)

CP1, IRON PIN
STA. 21+78.66, 184.47' RT
ELEV. 586.15

GRID	GROUND
NORTHING: 648719.5788	648759.7475
EASTING: 2044460.7074	2044587.3004

CP2, IRON PIN
STA. 24+11.61, 15.33' LT
ELEV. 600.15

GRID	GROUND
NORTHING: 648978.2880	649018.4727
EASTING: 2044625.8010	2044752.4042

CP3, IRON PIN
STA. 19+06.42, 17.64' RT
ELEV. 602.03

GRID	GROUND
NORTHING: 648800.4146	648840.5883
EASTING: 2044151.8366	2044278.4105

CP4, IRON PIN
STA. 24+30.23, 201.66' LT.
ELEV. 585.32

GRID	GROUND
NORTHING: 649161.9786	649202.1747
EASTING: 2044589.6752	2044716.2762

ODOT CONSTRUCTION AND MATERIAL SPECIFICATION ITEM 623 WILL GOVERN CONSTRUCTION SURVEYING ACTIVITY.

THE FOLLOWING MONUMENT VERIFICATION REPORT(S) WILL BE REQUIRED:
ITEM 623.04A - PRECONSTRUCTION MONUMENT VERIFICATION AND REPORT - [LUMP SUM CARRIED TO GEN SUM]

BENCHING OF FOUNDATION SLOPES

ALTHOUGH CROSS-SECTIONS INDICATE SPECIFIC DIMENSIONS FOR PROPOSED BENCHING OF THE EMBANKMENT FOUNDATIONS IN CERTAIN AREAS, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. BENCH ALL OTHER SLOPED EMBANKMENT AREAS AS SET FORTH IN SECTION 203.05 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (C&MS). NO ADDITIONAL PAYMENT WILL BE MADE FOR BENCHING REQUIRED UNDER THE PROVISIONS OF SECTION 203.05.

SEEDING AND MULCHING

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

ITEM 659, SOIL ANALYSIS TEST	2 EA.
ITEM 659, TOPSOIL	430 CU. YD.
ITEM 659, SEEDING AND MULCHING, CLASS 2	1,019 SQ. YD.
ITEM 659, REPAIR SEEDING AND MULCHING	36 SQ. YD.
ITEM 659, INTER-SEEDING	36 SQ. YD.
ITEM 659, COMMERCIAL FERTILIZER	0.53 TON
ITEM 659, LIME	0.75 ACRES
ITEM 659, WATER	20 M. GAL.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON LIMITS IDENTIFIED AS NECESSARY IN THE CROSS-SECTIONS. ANY ADDITIONAL AREAS OUTSIDE OF THE AREAS IDENTIFIED IN THE CROSS-SECTIONS THAT ARE DISTURBED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION MUST BE RESTORED IN ACCORDANCE WITH C&MS 107.10 AND CONSIDERED INCIDENTAL TO THE WORK. NO ADDITIONAL COMPENSATION WILL BE MADE FOR THESE AREAS.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449), AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN.THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

CARE SHALL BE TAKEN TO MATCH EXISTING PAVEMENT ELEVATIONS AT EXISTING PAVED BERMS, DRIVES, INTERSECTIONS, ETC.

ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449), AS PER PLAN (CONTD.)

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS. CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%. MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT. MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT. USE A PG 64-22 BINDER.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.

ITEM 442 - ASPHALT CONCRETE INTERMEDIATE COURSE, 12.5MM, TYPE A (449), AS PER PLAN

ALL OPEN TRANSVERSE JOINTS SHALL BE TAPERED TO MEET EXISTING PAVEMENT BEFORE INTRODUCING TRAFFIC. A "BUMP" SIGN (W8-1-36) SHALL BE ERECTED ON EACH SIDE OF TRANSVERSE JOINTS LEFT OPEN OVER NIGHT, INCLUDING A SPEED ADVISORY SIGN. THESE SIGNS SHALL BE REMOVED IMMEDIATELY AFTER JOINT HAS BEEN CLOSED. PLACEMENT OF SIGNS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS. CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%. MINIMUM TOTAL PG BINDER CONTENT IS 5.6 PERCENT. MINIMUM VIRGIN PG BINDER CONTENT IS 3.8 PERCENT. PER SPECIFICATIONS, USE A PG 64-22 BINDER WHEN 25% AND LESS RAP IS USED. USE A PG 64-28 BINDER WHEN MORE THAN 25% RAP IS USED.

APPLY 703.05 FOR COARSE AND FINE AGGREGATE EXCEPT GRADATION FOR FINE AGGREGATE DOES NOT APPLY.

ENVIRONMENTAL COMMITMENTS

THE CONTRACTOR MUST SUBMIT THE OEPA DEMOLITION/RENOVATION FORM TO THE OEPA WITHIN 10 BUSINESS DAYS PRIOR TO DEMOLITION.

ODOT SHALL COMPLETE ALL THE NECESSARY FLOODPLAIN COORDINATION PRIOR TO THE START OF CONSTRUCTION.

ODOT WILL OBTAIN AND ADHERE TO ALL APPROPRIATE WATERWAY PERMITS PRIOR TO ANY WORK BELOW THE ORDINARY HIGH-WATER MARK OF ANY WATERWAY AND ALL SPECIAL PROVISIONS FOR WATERWAY PERMITS WILL BE INCLUDED IN THE PROJECT PLANS.

THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY ENDANGERED NORTHERN LONG-EARED BAT, INDIANA BAT, TRICOLORED BAT AND THE STATE ENDANGERED LITTLE BROWN. 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 AND ORC 1531.25. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

AN OHIO GROUP 1 AND 3 STREAMS PERMITTED MALACOLOGIST MUST COMPLETE A MUSSEL SALVAGE AND RELOCATION IN ACCORDANCE WITH THE MOST RECENT VERSION OF THE OHIO MUSSEL SURVEY PROTOCOL PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES BELOW THE ORDINARY HIGH-WATER MARK. THE PERMITTED MALACOLOGIST WILL SUBMIT THE SALVAGE AND RELOCATION WORK PLAN TO ODNR FOR REVIEW AND APPROVAL PRIOR TO ANY SURVEY WORK. THE RESULTS OF THE MUSSEL SURVEY AND/OR SALVAGE WORK MUST BE PROVIDED TO THE ODOT DISTRICT ENVIRONMENTAL COORDINATOR LEVI WINGLER, Levi.Wingler@dot.ohio.gov, 419-207-7171 FOR COORDINATION WITH ODNR. THE CONTRACTOR CANNOT PERFORM ANY WORK BELOW ORDINARY HIGH-WATER MARK UNTIL THE MUSSEL SALVAGE AND RELOCATION WORK HAS BEEN COMPLETED AND APPROVAL HAS BEEN RECEIVED FROM ODNR.

Removed Interim Completion Date Requirements plan note

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.

ROUNDING

THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLIES TO ALL CROSS-SECTIONS, EVEN THOUGH OTHERWISE SHOWN.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHING 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.

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF THE CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCES OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

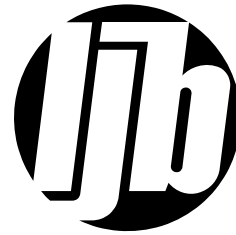
THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 350 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION GROUP
10101 HILLWOOD PARKWAY
FORT WORTH, TX 76177
FAX: (817) 222-5920
HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

DESIGN AGENCY



DESIGNER

JRE

REVIEWER

DWS 02/13/26

PROJECT ID

102655

SHEET

3

TOTAL

52

ITEM 614, MAINTAINING TRAFFIC

THIS PROJECT WILL INVOLVE THE REHABILITATION OF THE RAMP BRIDGE AND EXISTING CULVERT. THE DECK WORK WILL BE DONE UNDER A DETOUR. THE ABUTMENT AND PIER WORK WILL BE DONE USING LANE CLOSURES UNDER THE BRIDGE ALONG U.S. 6. ACCESS TO THE INLET OF THE CULVERT WILL BE FROM THE U.S. 6 EASTBOUND RAMP TO S.R. 611.

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 CURRENT EDITION WITH THE LATEST REVISIONS. 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.

CONSTRUCTION PHASING

1. CLOSE WESTBOUND S.R. 611 RAMP, DETOUR AS SHOWN IN THESE PLANS.
2. CONSTRUCT REHABILITATION OF BRIDGE
A: CLOSE THE OUTSIDE (RIGHT) LANES OF U.S. 6 (EB &WB) UNDER THE BRIDGE, CONSTRUCT PORTIONS OF THE BRIDGE AS SHOWN IN THESE PLANS.
B: CLOSE THE INSIDE (LEFT) LANES OF U.S. 6 (EB &WB) UNDER THE BRIDGE, CONSTRUCT THE PORTION OF THE BRIDGE AS SHOWN
PHASE 2A AND 2B TO BE CONSTRUCTED CONCURRENTLY WITH PHASE 1
3. CONSTRUCT THE REHABILITATION OF THE TWIN CULVERTS.
A. CLOSE THE OUTSIDE (RIGHT) LANE OF THE EASTBOUND RAMP FROM S.R. 611 TO U.S. 6
B. ACCESS THE CULVERT FROM THE RAMP TO THE INLETS.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

DETOUR DURATION IS 120 DAYS WITH \$2,500/DAY DISINCENTIVE 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.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 120 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 7. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$5,000 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H14) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN) CONT.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDER DAYS*
	>12 HOURS & < 2 WEEKS	7 CALENDER DAYS*
	<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-H14 SIGN LISTS THE NAME OF THE DEPARTMENT I.E. "THE OHIO DEPARTMENT OF TRANSPORTATION"

ITEM 614, MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED CONTINGENCY 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	50 CU. YD.
ITEM 410,	TRAFFIC COMPACTED SURFACE, TYPE C	50 CU. YD.
ITEM 614,	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	50 CU. YD.
ITEM 614,	WORK ZONE EDGE LINE, CLASS I, 6"	0.34 MILE
ITEM 614,	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	770 FT
ITEM 614,	WORK ZONE DOTTED LINE, CLASS I	139 FT
ITEM 616,	WATER	2 M. GAL.

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

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.

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, DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOW AS PER C&MS 614.06(B):

ITEM 614 - DETOUR SIGNING	LUMP
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ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

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

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

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

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

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:
ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND
AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION;
AND, AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:
THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR
THE ACTIVE WORK AREA Laterally CLOSEST TO THE OPEN TRAVELED LANE; OR
OTHER LOCATION AS APPROVED BY THE ENGINEER.

THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

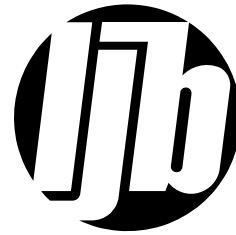
THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 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 A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.



MODEL: Sheet PAPER SIZE: 34x22 (in.) DATE: 7/20/2026 TIME: 9:18:43 AM USER: Ssapkota
Q:\ODOT D3\012728A.00 - LOR-6611-686\VAR PID 102655\102655\400-Engineering\Roadway\Sheets\102655 GG001.dgn

Removed excavation and embankment quantities from plan split 01/S<2

A number line starting at 0 and ending at 200. The number 200 is written at the top. Red arcs connect the 0 mark to the 200 mark, and red arrows point from 0 to 200, illustrating a jump of 200 units.

Removed Items 609E24000 and 609E26000 (items and quantities) from plans

SHEET NUMBER												PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	4	5	19	20	29	34	35					01/S<2	02/NHS						
	770												770	614	23010	770	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	
	139												139	614	24000	139	FT	WORK ZONE DOTTED LINE, CLASS I	
	2	2										2	2	616	10000	4	MGAL	WATER	
Removed Item 503E21101 (item and quantity) from plans							LS						LS	202	11203	LS		STRUCTURE OVER 20 FOOT SPAN (BRIDGE NO. LOR-006-0686 AND LOR-611-0005)	
							LS						LS	503	11101	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	33
							93,146						93,146	509	10001	93,146	LB	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	33
							9,174						9,174	509	30020	9,174	FT	EPOXY COATED STEEL REINFORCEMENT, AS PER PLAN	33
																		NO. 4 DEFORMED GFRP REINFORCEMENT	
							412						412	510	10001	412	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	33
							211						211	511	34447	211	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	34, 46
							90						90	511	34450	90	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)	
							11						11	511	43210	11	CY	CLASS QC1 CONCRETE, PIER	
							31						31	511	45710	31	CY	CLASS QC1 CONCRETE, ABUTMENT	
							939						939	512	10100	939	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
							55						55	512	10600	55	FT	CONCRETE REPAIR BY EPOXY INJECTION	
							439						439	512	74000	439	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
							8,200						8,200	513	10201	8,200	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN	33
							3,036						3,036	513	20000	3,036	EACH	WELDED STUD SHEAR CONNECTORS	
							9,407						9,407	514	00050	9,407	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
							9,407						9,407	514	00056	9,407	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
							9,407						9,407	514	00060	9,407	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
							9,407						9,407	514	00066	9,407	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
							16						16	514	00504	16	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL	
							5						5	514	10000	5	EACH	FINAL INSPECTION REPAIR	
							61						61	516	11210	61	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL	
							12						12	516	44101	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" X 14" X 2 5/8")	49
							8						8	516	44201	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (12" X 12" X 3 5/8")	49
							LS						LS	516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	34
							52						52	518	21200	52	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
							134						134	518	40000	134	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
							18						18	518	40010	18	FT	6" NON PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
							1,174						1,174	SPECIAL	51900100	1,174	SF	COMPOSITE FIBER WRAP SYSTEM (SEE PROPOSAL NOTE)	40
							40						40	519	11101	40	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	34
							203						203	526	30010	203	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")	
							61						61	526	90010	61	FT	TYPE A INSTALLATION	
							475						475	607	39900	475	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC	
							1						1	625	33001	1	EACH	STRUCTURE GROUNDING SYSTEM, AS PER PLAN	34
							25						25	846	00110	25	CF	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM	
																		STRUCTURE 20 FOOT SPAN AND UNDER (BRIDGE NO. LOR-611D-0009L)	
					LS							LS		503	11101	LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN	29
					448							200	248	833	12001	448	FT	CONDUIT RENEWAL USING SPRAY APPLIED STRUCTURAL LINER, ARCH, AS PER PLAN(161" SPAN X 101" RISE)	29
																		INCIDENTALS	
												LS	LS	108	30000	LS		CPM PROGRESS SCHEDULE SHORT DURATION PROJECTS	
												LS	LS	614	11000	LS		MAINTAINING TRAFFIC	
												12	LS	619	16010	12	MNTH	FIELD OFFICE, TYPE B	
												LS	LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
						LS							LS	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	34
												LS	LS	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

SS

REVIEWER

DWS 02/13/26

PROJECT ID

102655

SHEET

18A

TOTAL

52

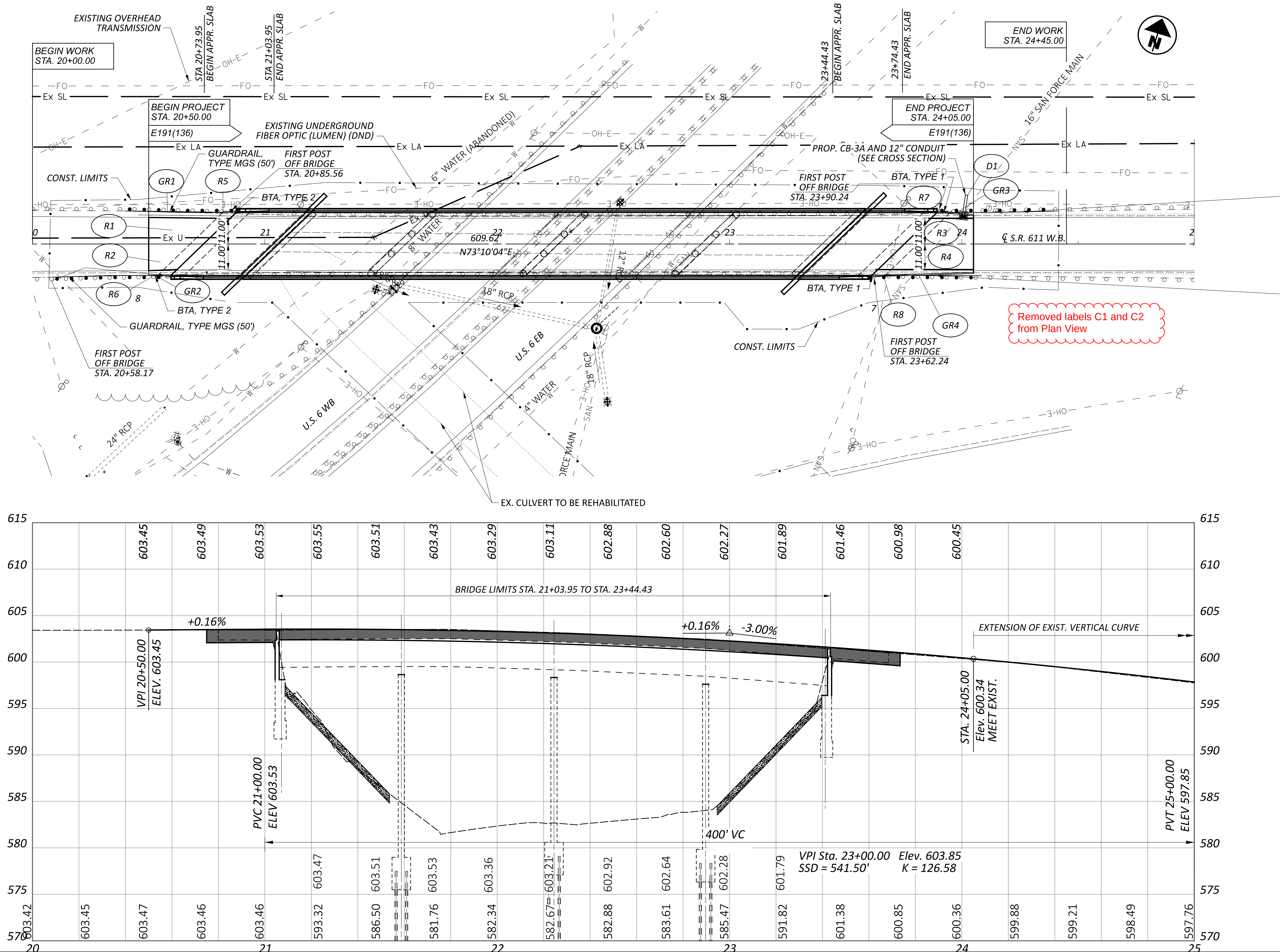
REF NO.	SHEET NO.	STATION TO STATION					202	202	202	202	203	203	602	606	606	606	609	611	611	626
							PAVEMENT REMOVED	CURB REMOVED	GUARDRAIL REMOVED	BRIDGE TERMINAL ASSEMBLY REMOVED	EXCAVATION	EMBANKMENT	CONCRETE MASONRY	GUARDRAIL, TYPE MGS	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	CURB TYPE 4-C	CATCH BASIN, NO. 3A	12" CONDUIT, TYPE C	BARRIER REFLECTOR, TYPE 1
							SY	FT	FT	EACH	CY	CY	CY	FT	EACH	EACH	FT	EACH	FT	EACH
R1	18	20+50.00	LT	TO	20+73.95	LT	36.15													
R2	18	20+50.00	RT		20+73.95	RT	36.15													
R3	18	23+74.43	LT		24+05.00	LT	46.14	30.57												
R4	18	23+74.43	RT		24+05.00	RT	46.14	30.57												
R5	18	20+50.00	LT		20+73.95	LT			50	1										
R6	18	20+50.00	RT		20+73.95	RT			50	1										
R7	18	23+74.43	LT		24+05.00	LT			50	1										
R8	18	23+74.43	RT		24+05.00	RT			50	1										
D1	18	24+00.00				LT							0.21					1	13	
GR1	18	20+50.00	LT		20+73.95	LT								50		1				2
GR2	18	20+50.00	RT		20+73.95	RT								50		1				2
GR3	18	23+74.43	LT		24+05.00	LT								50	1		50			2
GR4	18	23+74.43	RT		24+05.00	RT								50	1		50			2
02/NHS/10	27	20+50.00		TO	24+05.00						928	546								
01/S<2/13																				
SUBTOTALS (01/S<2)																				
SUBTOTALS (02/NHS)							165	62	200	4	928	546	0.21	200	2	2	100	1	13	8
TOTALS CARRIED TO GENERAL SUMMARY							165	62	200	4	928	546	0.21	200	2	2	100	1	13	8

Removed column and quantities for Curb, Type 6

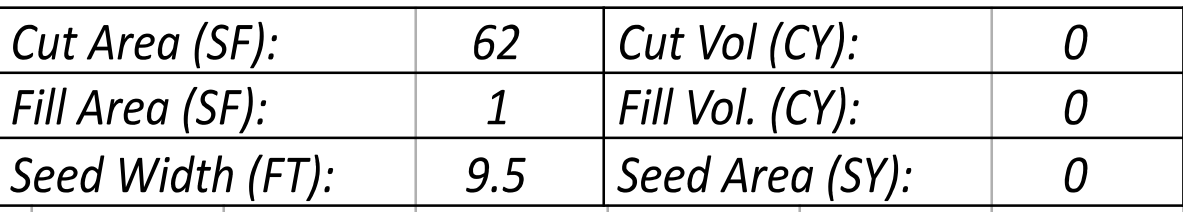
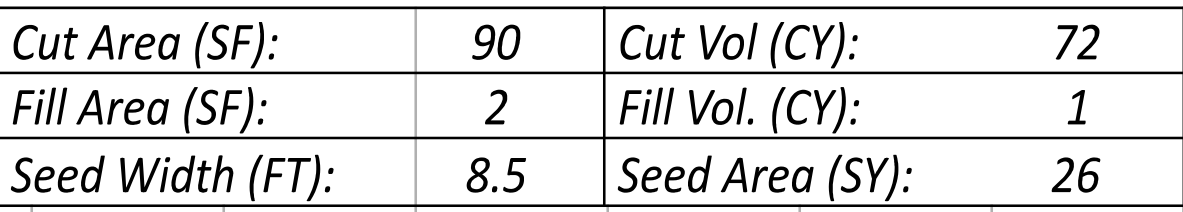
Removed rows for C1 and C2 and Curb, Type 6 quantities

Removed Curb, Type 4-A quantities from rows GR1 and GR2

Removed excavation and embankment quantities from plan split 01/S<2/13



MODEL: CLP_S611W - 234-74.43 [Sheet] PAPERSIZE: 34x22 (in.) DATE: 7/20/2026 TIME: 9:18:56 AM USER: SSapkota Q:\ODOT_D3\0122728A.00 - LOR-6611-686VAR PID 102655\102655\400-Engineering\Roadway\Sheets\102655_XS000.dgn

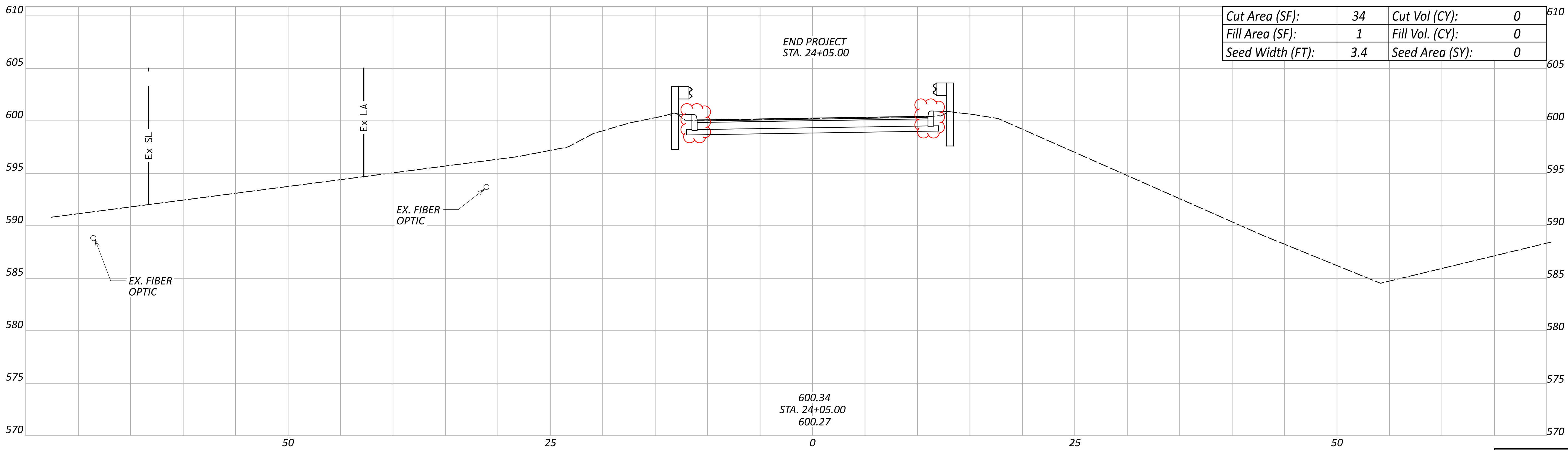
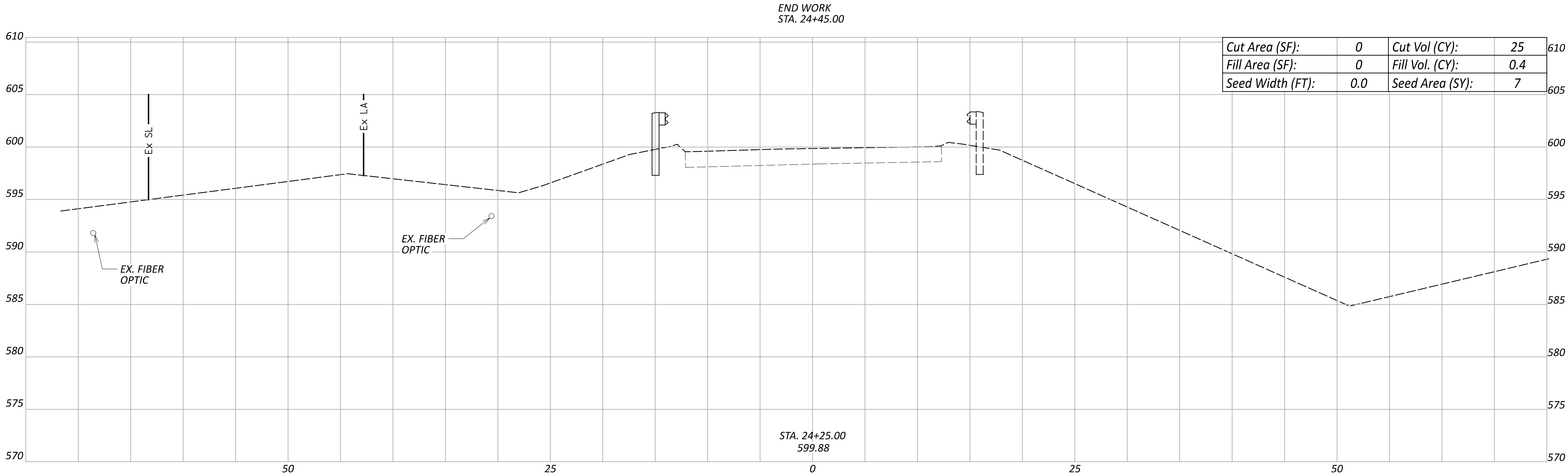
DESIGN AGENCY

DESIGNER
JRE

REVIEWER
DWS 02/13/2013

PROJECT ID
102655

CROSS SECTIONS-S.R. 611 W.B. RAMP
STA. 23+74.43 TO STA. 24+00.00



Sheet Totals				PROJECT ID	
Seeding	Cut	Fill	SHEET	TOTAL	
7	25	0.4	26	52	

CROSS SECTIONS-S.R. 611 W.B. RAMP
STA. 24+05.00 TO STA. 24+25.00

DESIGN AGENCY

DESIGNER

JRE

REVIEWER

DWS 02/13/26

PROJECT ID

102655

GENERAL NOTES:

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-15	REVISED 1-20-2023
AS-2-15	REVISED 7-21-2023
EXJ-4-87	REVISED 1-19-2024
GSD-1-19	REVISED 7-19-2024
HL-50.21	REVISED 7-15-2022
SBR-1-20	REVISED 7-19-2024
VPF-1-90	REVISED 7-19-2024

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS
S.S. 846 REVISED 4-17-2015

DESIGN SPECIFICATIONS

NEW COMPONENTS OF THIS STRUCTURE CONFORM TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 9 EDITION, 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 AASTHO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.0 KIPS/SQ.FT.

DESIGN DATA (FOR NEW COMPONENTS)

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)
CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
CONCRETE REINFORCEMENT:
EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI
(ALL SUPERSTRUCTURE AND SUBSTRUCTURE EXCEPT GFRP REINFORCEMENT IN BRIDGE RAILING)
STRUCTURAL STEEL - ASTM A709 GRADE 50 KSI - YIELD STRENGTH 50 KSI

MONOLITHIC WEARING SURFACE

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

DECK PROTECTION METHOD

EPOXY COATED STEEL REINFORCEMENT
2½" CONCRETE COVER

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 2.50 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

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

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 CONTRACTORS 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 3 OFFICE, 906 CLARK AVENUE, ASHLAND, OHIO 44805].

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, AS PER PLAN.

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

DESCRIPTION: 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 THE HAMMER. 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.

MAXIMUM REMOVAL LIMITS: SOUND THE CONCRETE TO DETERMINE THE LIMITS OF THE CONCRETE TO BE REMOVED AND COMPARE THESE LIMITS TO THE AREAS SHOWN IN THE PLANS. IF NEW AREAS ARE DISCOVERED OR IF THE DIMENSIONS OF THE PLAN AREAS INCREASE BY MORE THAN 25% IN ANY DIRECTION, DOCUMENT THE AREAS AND NOTIFY THE ENGINEER FOR EVALUATION TWO WEEKS PRIOR TO REMOVAL. THE ENGINEER WILL DETERMINE IF PATCHING IN DISCRETE SECTIONS/STAGES IS NEEDED OR IF THE INSTALLATION OF TEMPORARY FALSEWORK IS REQUIRED.

DECK REMOVAL: THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING SIDEWALKS, PARAPETS, RAILINGS, DECK JOINTS AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, GIRDERS, CROSS-FRAMES, ETC.). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING BEGINS, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF CONCRETE REINFORCEMENT IN THE DECK SLAB. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

REMOVAL METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS (STEEL BEAM STEEL GIRDER, ETC.), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS. DUE TO THE POSSIBLE PRESENCE OF ATTACHMENTS (E.G., FINISHING MACHINE, SCUPPER AND FORM SUPPORTS, ETC.) TO EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STRUCTURAL MEMBERS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

EXISTING WELDED ATTACHMENTS: REMOVE EXISTING WELDED ATTACHMENTS (E.G., FINISHING MACHINE AND FORM SUPPORTS; AND SUPPORTS FOR SCUPPERS AND BULB ANGLES WHICH ARE TO BE REMOVED) LOCATED IN THE DESIGNATED TENSION PORTIONS OF THE TOP FLANGES OF EXISTING STEEL MEMBERS AND GRIND THE FLANGE SURFACES SMOOTH. CAREFULLY GRIND PARALLEL TO THE FLANGES.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING CONCRETE REINFORCEMENT, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING STEEL REINFORCEMENT DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL: REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

MEASUREMENT AND PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

THE CONTRACTOR SHALL PREPARE AND PROVIDE PLANS, IN ACCORDANCE WITH C&MS 501.05, FOR ANY TEMPORARY SUPPORT FOR EXCAVATION. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION. THE DEPARTMENT WILL NOT MAKE ADDITIONAL PAYMENTS FOR PROVIDING A DESIGN.

Removed Item 503 - Unclassified Excavation, As Per Plan plan note

ITEM 509, EPOXY COATED STEEL REINFORCEMENT, AS PER PLAN

IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR FIELD CUT THE STEEL REINFORCEMENT DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS. REPAIR ALL DAMAGE TO THE EPOXY COATING, AS A RESULT OF THIS WORK, ACCORDING TO C&MS 709.00.

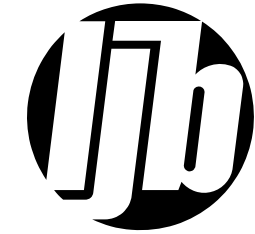
ITEM 510, DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN

DRILL DOWEL HOLES WHERE SHOWN IN THE PLANS. INSTALL CONCRETE REINFORCEMENT ACCORDING TO ITEM 510 USING EPOXY GROUT, CMS 705.20. PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR.

ITEM 513, STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN

ALL REQUIREMENTS OF C&MS 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN S1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE IN ACCORDANCE WITH C&MS 501.06, TO THE ENGINEER. PROVIDE THE ENGINEER "AS-BUILT" DRAWINGS ACCORDING TO C&MS 513.06, EXCEPT C&MS 501.04 DOES NOT APPLY. UPON RECEIPT OF THE ENGINEER'S ACCEPTANCE, SUPPLY A COPY OF THE DRAWINGS, ACCORDING TO S1002, TO THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES.

THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM:
PROPOSED INTERMEDIATE AND END CROSSFRAMES



DESIGNER	CHECKER
SS	YRY

REVIEWER
DWS 02/13/26

PROJECT ID
102655

SUBSET	TOTAL
2	21

SHEET	TOTAL
33	52

Removed Item 503 - Unclassified Excavation, As Per Plan item and quantity

ITEM	EXTENSION	QUANTITY 02/NHS/10	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	AS PER PLAN SHEET NUMBER
202	11203	1	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				1	2 / 21
202	22900	133	SQ YD	APPROACH SLAB REMOVED				133	
202	23500	777	SQ YD	WEARING COURSE REMOVED (4.25" THICK)			644	133	
503	11101	1	LUMP	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN				1	2 / 21
509	10001	93,146	POUND	EPOXY COATED REINFORCING STEEL, AS PER PLAN	8,802	2,854	81,490		2 / 21
509	30020	9,174	FT	NO. 4 DEFORMED GFRP BARS				9,174	
510	10001	412	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	250	162			2 / 21
511	34447	211	CU YD	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN			211		3 / 21, 15 / 21
511	34450	90	CU YD	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)			90		
511	43210	11	CU YD	CLASS QC1 CONCRETE, PIER		11			
511	45710	31	CU YD	CLASS QC1 CONCRETE, ABUTMENT	31				
512	10100	939	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	121	318	500		
512	10600	55	FT	CONCRETE REPAIR BY EPOXY INJECTION	55				
512	74000	439	SQ YD	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	121	318			
513	10201	8,200	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN			8,200		2 / 21
513	20000	3,036	EACH	WELDED STUD SHEAR CONNECTORS			3,036		
514	00050	9,407	SQ FT	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			9,407		
514	00056	9,407	SQ FT	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			9,407		
514	00060	9,407	SQ FT	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			9,407		
514	00066	9,407	SQ FT	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			9,407		
514	00504	16	MNHR	GRINDING FINs, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			16		
514	10000	5	EACH	FINAL INSPECTION REPAIR			5		
516	11210	61	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			61		
516	44101	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14"x14"x2 5/8")			12		18 / 21
516	44201	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (12"x12"x3 5/8")			8		18 / 21
516	47001	1	LUMP	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN				1	3 / 21
518	21200	52	CU YD	POROUS BACKFILL WITH GEOTEXTILE FABRIC	52				
518	40000	134	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	134				
518	40010	18	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	18				
SPECIAL	51900100	1,174	SQ FT	COMPOSITE FIBER WRAP SYSTEM (SEE PROPOSAL NOTE)		1,174			9 / 21
519	11101	40	SQ FT	PATCHING CONCRETE STRUCTURE, AS PER PLAN		40			3 / 21
526	30010	203	SQ YD	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")				203	
526	90010	61	FT	TYPE A INSTALLATION				61	
601	20010	204	CY	CRUSHED AGGREGATE SLOPE PROTECTION	204				
601	21050	4	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT				4	
607	39900	475	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC			475		
611	99710	2	EA.	PRECAST REINFORCED CONCRETE OUTLET				2	
625	33001	1	EA.	STRUCTURE GROUNDING SYSTEM, AS PER PLAN	1				3 / 21
846	00110	25	CU FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM				25	

CALCULATED BY: SS 02 / 2024
CHECKED BY: YRY 07 / 2026

ESTIMATED QUANTITIES
BRIDGE NO. LOR-611D-0009L
S.R. 611 W.B. OVER U.S. 6

SFN
4707508
DESIGN AGENCY



DESIGNER
SS

CHECKER
YRY

REVIEWER
DWS 02/13/26

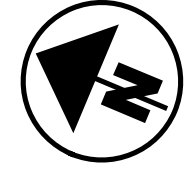
PROJECT ID
102655

SUBSET
4

TOTAL
21

SHEET
35

TOTAL
52



Technical drawing of Pier 2, showing cross-section and elevation views with dimensions and labels.

Labels and Dimensions:

- EXISTING REINFORCEMENT** (Point J)
- VARIES (MIN. 9 3/4" - MAX. 11")**
- 2'-8" ±**
- 1'-4" ±**
- 1'-4" ±**
- P1001 (TYP.)**
- P501**
- LIMITS OF SEALING OF CONCRETE SURFACES (SEE NOTE 3)**
- 3'-9" ±**
- 5"**
- 1'-0" MIN.**
- DOWEL (TYP.)**
- REHAB EX. PIER COLUMN WITH FRP COMPOSITE WRAP (TYP.)**
- EX. CONCRETE BARRIER AT PIER 2 (TYP.)**
- GROUNDLINE**
- 12'-6" ± (PIER 1), 12'-0" ± (PIER 2) AND 10'-6" ± (PIER 3)**
- LIMITS OF COMPOSITE FIBER WRAP**
- ⊕ PIER COLUMN (TYP.)**
- (M)**
- (G)**

ESTIMATED PATCHING QUANTITIES			
KEY	LOCATION	FACING	AREA (SF)
G	PIER 1	EAST	4
J	PIER 2	WEST	4
M	PIER 2	WEST	2.25
TOTAL AREA MEASURED			10.25
TOTAL AREA ESTIMATED			16

KEY	LOCATION	FACING	LENGTH (FT)
H	PIER 2	TOP OF CAP, WEST @ B1	0.67
K	PIER 2	CAP, WEST	3
L	PIER 2	CAP, EAST	1
TOTAL AREA MEASURED			4.67
TOTAL AREA ESTIMATED			7

1. FOR GENERAL NOTES, SEE SHEETS 2 AND 3 OF 21.
2. FOR REINFORCING STEEL LIST, SEE SHEET 20 AND 21 OF 21.
3. REMOVE EXISTING COATING PER C&MS 512. SEAL ENDS, SIDES AND BOTTOM OF PIER CAPS WITH EPOXY-URETHANE SEALER PER CMS 512. SEAL COLUMNS ACCORDING TO THE COMPOSITE FIBER WRAP SYSTEM MANUFACTURER'S RECOMMENDATION AND IN ACCORDANCE WITH THE PROPOSAL NOTE.
4. PROVIDE COMPOSITE FIBER WRAP SYSTEM PER PROPOSAL NOTE 519. WRAP SYSTEM WITH A MINIMUM CONFINING STRESS OF 0.15 KSI FOR THE FULL HEIGHT OF THE COLUMNS. WRAP PIERS 1, 2 AND 3 COLUMNS TO THE EXISTING GROUNDLINE.

-
- Plan view of bridge deck and pier columns. Key dimensions and labels include:
- Beam 1: EL. 598.90 PIER 1, EL. 598.46 PIER 2, EL. 597.69 PIER 3
 - Beam 2: EL. 599.06 PIER 1, EL. 598.67 PIER 2, EL. 597.94 PIER 3
 - Beam 3: EL. 599.22 PIER 1, EL. 598.87 PIER 2, EL. 598.19 PIER 3
 - Beam 4: EL. 599.38 PIER 1, EL. 599.07 PIER 2, EL. 598.44 PIER 3
 - Pier Column: 2'-8" ± (TYP.)
 - Groundline
 - Removed Item 503 - Unclassified Excavation, As Per Plan label
 - Notes: 1. FC, 2. FC, 3. RE, SI, SE, CO, RE, PR

ITEM 519, PATCHING CONCRETE
STRUCTURE, AS PER PLAN