

STRUCTURE REPAIR

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS (BDM 601.2-1)

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

STANDARD DRAWING	REVISED
DBR-2-73	7/19/2002
DBR-3-11	7/15/2011

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLAN PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CM&S SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND:

PLAN NAME	DATE
MED-421-0049	1990

ITEM 517 - DEEP BEAM BRIDGE RETROFIT RAILING

THIS ITEM SHALL INCLUDE THE RETROFIT OF ALL EXISTING DEEP BEAM BRIDGE RAILING AT MED-421-0.530. THE REMOVAL AND REPLACEMENT OF ALL BOLTS AND HARDWARE NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THIS ITEM. THE RAIL ELEMENTS SHALL BE PLACED IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING DBR-3-11, DATED 7/15/2011. VERIFY THE LOCATION OF THE REPAIR IN THE FIELD PRIOR TO BEGINNING WORK. THE REPAIR SHOULD BE CENTERED ON THE BRIDGE ON BOTH ENDS.

PAYMENT FOR ALL THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR ITEM 517 – DEEP BEAM BRIDGE RETROFIT RAILING, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

TRAFFIC CONTROL

STOP BAR PLACEMENT

IN ORDER TO COMPLY WITH THE REQUIREMENTS OF THE TRAFFIC ENGINEERING MANUAL AND THE OMUTCD, AT NORMAL STOP CONTROLLED INTERSECTIONS WITHOUT CROSSWALK, PLACE THE LEADING EDGE OF THE STOP BAR (CLOSEST TO THE CENTER OF THE INTERSECTION) IN ACCORDANCE WITH THE BELOW TABLE UNLESS SPECIFIED OTHERWISE IN THESE PLANS. IN LOCATIONS WHERE THE INTERSECTION IS SKEWED, PLACE THE STOP BAR PARALLEL TO THE INTERSECTED (MAJOR) ROADWAY RATHER THAN PERPENDICULAR TO THE STOP APPROACH.

SHOULDER WIDTH OF INTERSECTED ROADWAY	PLACE THE LEADING EDGE OF STOP BAR ON INTERSECTING/APPROACH ROADWAY
0 FEET < SHOULDER WIDTH ≤ 2 FEET	4 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
2 FEET < SHOULDER WIDTH ≤ 4 FEET	2 FEET BACK FROM EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY
SHOULDER WIDTH > 4 FEET	IN LINE WITH EDGE OF PAVED SHOULDER OF INTERSECTED ROADWAY

PAVEMENT MARKING LOG

PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING ANY EXISTING PAVEMENT MARKINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CREATE AN EXISTING PAVEMENT MARKING LOG IN ORDER TO PLACE THE PROPOSED PAVEMENT MARKINGS IN THE SAME LOCATION AS THEIR EXISTING CONFIGURATION. SUBMIT THE EXISTING PAVEMENT MARKING LOG TO THE ENGINEER AND OBTAIN HIS OR HER APPROVAL PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING THE EXISTING PAVEMENT MARKINGS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHOULD BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.

LANE WIDTHS

LANES SHALL BE STRIPED AT 11’ WIDTHS ON THE PROJECT.

LAYOUT OF WORK

PRIOR TO REMOVING OR ERECTING SIGNS OR SIGN SUPPORTS, THE CONTRACTOR SHALL FIELD LAYOUT AND IDENTIFY, BY TYPE OF WORK, SIGNS AND SIGN SUPPORTS TO BE ERECTED OR REMOVED. THIS LAYOUT MAY BE ACCOMPLISHED BY STAKING (USING WHITE STAKES OR WHITE FLAGS) OR BY PLACING CLEARLY DISCERNABLE WHITE PAINTED MARKINGS ON THE EDGE OF PAVEMENT. IN NO CASE SHALL THE CONTRACTOR PLACE ANY PERMANENT MARKINGS ON ANY EXISTING SIGN OR SIGN SUPPORT.

RESTORATION OF DISTURBED AREAS

THE CONTRACTOR SHALL RESTORE ALL SEEDED AND SODDED AREAS, PAVED BERMS, AND OTHER DISTURBED AREAS TO A CONDITION EQUAL TO OR BETTER TO THAT EXISTING BEFORE THIS WORK WAS STARTED. ALL RESTORATION WORK SHALL BE DONE IN ACCORDANCE WITH THE PERTINENT SPECIFICATION ITEM AND AS DIRECTED BY THE ENGINEER. PAYMENT FOR ALL RESTORATION WORK, INCLUDING MATERIALS AND LABOR SHALL BE INCLUDED WITH THE UNIT PRICE BID FOR THE VARIOUS 630 AND 631 ITEMS IN THIS PLAN.

WORKING DRAWINGS

THE REQUIREMENTS OF CMS 625.06, 630.03, 632.04, AND 633.04 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS ARE HEREBY MODIFIED TO REQUIRE TWO (2) SETS OF SHOP DRAWINGS, CATALOG CUTS, SPECIFICATIONS, PHOTOMETRIC DATA, BROCHURES, DATA SHEETS AND WIRING DIAGRAMS FOR REVIEW AND APPROVAL, AS REQUIRED BY THE DIRECTOR, OF APPARATUS AND EQUIPMENT TO BE FURNISHED. THESE DOCUMENTS ARE TO BE PROVIDED TO THE ODOT DISTRICT THREE CONSTRUCTION ADMINISTRATOR, 906 CLARK AVENUE, ASHLAND, OHIO 44805 FOR APPROVAL BEFORE THE ITEMS ARE FURNISHED.

ITEM 630 – GROUND MOUNTED SUPPORT, NO. 3 POST, AS PER PLAN

GROUND MOUNTED POST SUPPORTS USED ON THIS PROJECT SHALL BE U-CHANNEL DESIGN AND BE PER CMS 630.06 AND SCD TC-41.20 WITH THE FOLLOWING EXCEPTIONS.

POST SUPPORTS EXPOSED TO TRAFFIC SHALL BE STUBBED AND SPLICED PER THE FOLLOWING PROCEDURE:

- 1) DRIVE 60” LONG STUB TO WITHIN 12” OF GROUND SURFACE.
- 2) BOLT UPPER SIGN POST TO STUB USING FOUR EVENLY SPACED 5/16” ALUMINUM BOLTS & FOUR ZINC COATED SERRATED FLANGE HEX LOCK NUTS.
- 3) THE UPPER POST SHALL BE SPLICED BEHIND THE STUB POST TO MINIMIZE THE POSSIBILITY OF VEHICLE SNAGGING DURING A COLLISION.
- 4) CARE SHALL BE EXERCISED TO DRIVE AND ERECT POSTS VERTICALLY PLUMB AND ERECT SIGNS SO THEY ARE LEVEL WHEN VIEWED FROM THE ROADWAY.
- 5) PLACE NO MORE THAN TWO POSTS WITHIN 7’ VEHICLE PATH UNLESS LOCATED BEHIND GUARDRAIL. SEE SCD TC-41.20.
- 6) DESIGNATE SUPPORTS INSTALLED WITH THIS METHOD AS “BREAKAWAY TYPE = U-CHANNEL SPLICE (NON-BREAKWAY)” ON DISTRICT 3 SIGN DATA COLLECTION FORM.
- 7) COST OF SPLICE CONNECTION AND OVERLAP OF POSTS SHALL BE INCIDENTAL TO THE COST OF EACH SIGN SUPPORT.
- 8) COST OF REMOVING AND REINSTALLING SIGN POST REFLECTORS SHALL BE INCIDENTAL TO THE COST OF THE SIGN SUPPORT.

BASIS OF PAYMENT SHALL BE AT THE UNIT PRICE BID PER FOOT. IN ADDITION TO 630.06, ALL EXISTING GROUND MOUNTED POST SUPPORTS SHALL BE REMOVED AND NEW POSTS INSTALLED. LOCATE GROUND MOUNTED POST SUPPORTS AS FAR FROM THE EDGE OF PAVEMENT (AND ON FAR SIDE OF DITCH) AS POSSIBLE UP TO WITHIN FOUR (4) FEET OF THE APPARENT RIGHT OF WAY TO MINIMIZE THE CHANCE OF IMPACT FROM RUN-OFF THE ROAD INCIDENTS.

ALL GROUND MOUNTED POST SUPPORTS SHALL BE U-CHANNEL DESIGN. SQUARE TUBE POST SUPPORTS SHALL BE USED FOR ONE-WAY SUPPORTS (SCD TC-41.50).

ALL GROUND MOUNTED POST SUPPORTS SHALL BE DRIVEN VERTICALLY PLUMB TO A MINIMUM EMBEDMENT DEPTH OF 48 INCHES. IF GROUND CONDITIONS PREVENT DRIVING TO THIS DEPTH, THE SIGN INSTALLATION SHALL BE INSTALLED USING TWO POSTS SIDE BY SIDE TO FORM A DUAL POST INSTALLATION.

TRAFFIC SIGNALS

ITEM 202 – REMOVAL MISC.: ABANDONED SUPPORT FOUNDATION

THIS ITEM SHALL BE USED TO REMOVE AN ABANDONED SIGNAL SUPPORT FOUNDATION AT THE SOUTHEAST CORNER OF THE DOLLAR GENERAL DRIVE INTERSECTION TO FACILITATE PROPOSED CURB RAMP WORK.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID PER EACH FOR ITEM 202 – REMOVAL MISC.: ABANDONED SIGNAL FOUNDATION, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 – REMOVAL MISC.: RETAINING WALL

THIS ITEM SHALL BE USED TO REMOVE PORTIONS OF AN EXISTING RETAINING WALL AT THE SOUTHEAST CORNER OF THE DOLLAR GENERAL DRIVE INTERSECTION TO FACILITATE PROPOSED CURB RAMP WORK.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE LUMP SUM PRICE BID FOR ITEM 202 – REMOVAL MISC.: RETAINING WALL, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 632 – PEDESTAL, MISC.: REUSE OF PEDESTRIAN PEDESTAL

THIS ITEM SHALL BE USED TO RELOCATE THE EXISTING PEDESTALS ONTO NEW FOUNDATIONS AT LOCATIONS SHOWN IN THE PLANS. THE CONTRACTOR SHALL REFER TO C&MS 632.27.

THE CONTRACTOR SHALL FURNISH AND INSTALL NEW ANCHOR BOLTS UNDER THIS ITEM OF WORK.

THE CONTRACTOR AND THE ENGINEER SHALL INSPECT THE PEDESTAL SUPPORT PRIOR TO RELOCATION FOR THE PURPOSE OF DOCUMENTING ANY EXISTING DAMAGE. ANY DAMAGE IDENTIFIED AFTER RELOCATION AND NOT DOCUMENTED IN THE PRE-RELOCATION INSPECTION REPORT WILL BE PRESUMED TO HAVE BEEN CAUSED BY THE CONTRACTOR. THE CONTRACTOR WILL BE REQUIRED TO REPAIR OR REPLACE THE DAMAGED EQUIPMENT AT THE OPTION OF THE ENGINEER.

THE COST OF ANY TRENCHING, CONDUIT, CABLE, AND CONNECTIONS NECESSARY FOR RELOCATION SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. THE REMOVAL OF THE PEDESTAL FROM THE EXISTING FOUNDATION SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 632 – PEDESTAL, MISC.: REUSE OF EXISTING PEDESTAL, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 632 – REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM (PEDESTAL FOUNDATION)

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING PEDESTAL FOUNDATIONS AT LOCATIONS SHOWN IN THE PLANS. THE REMOVAL SHALL INCLUDE THE CONCRETE FOUNDATION AND GROUND ROD TO A DEPTH OF 1 FOOT BELOW SUBGRADE OR FINISHED GROUND LINE. THE REMOVAL OF THE PEDESTAL FOUNDATION SHALL BE AS DESCRIBED IN C&MS 632.26 INCLUDING BACKFILLING, SURFACE RESTORATION, AND DISPOSAL OF SURPLUS MATERIAL. THIS WORK SHALL TAKE PLACE AFTER RELOCATION OF THE EXISTING PEDESTAL AND ASSOCIATED ITEMS TO THE NEW PEDESTAL FOUNDATION. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 632 – REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM (PEDESTAL FOUNDATION), AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 632 – PEDESTAL FOUNDATION, AS PER PLAN

THIS ITEM SHALL BE AS PER CMS 632, 732 AND SCD TC-83.20 EXCEPT THE CONTRACTOR SHALL FURNISH AND INSTALL NEW ANCHOR BOLTS EQUAL IN NUMBER AND SIZE ASSOCIATED WITH THE EXISTING PEDESTAL WHICH WILL BE REMOVED AND REUSED. THE CONTRACTOR IS ALSO RESPONSIBLE FOR PROVIDING AN ANCHOR BOLT TEMPLATE COMPATIBLE WITH THE EXISTING PEDESTAL.

THE FORMED TOP OF THE ANCHOR BASE POLE FOUNDATION SHALL BE ORIENTED PARALLEL TO THE SIDEWALK AS SHOWN ON THE PEDESTRIAN FACILITY DETAILS. THE TOP OF THE FOUNDATION SHALL BE FLUSH WITH ANY ADJACENT SIDEWALK OR CONCRETE AREA.

PRIOR TO PLACING THE FOUNDATION, THE CONTRACTOR SHALL CONTACT OHIO811 TO HAVE ALL THE UTILITIES LOCATED IN THE FIELD, THEN MEET WITH THE PROJECT ENGINEER TO LOCATE THE PROPOSED FOUNDATIONS TO ENSURE THERE ARE NO CONFLICTS WITH UTILITIES. ADDITIONALLY, THE FOUNDATIONS SHALL BE EXCAVATED OR VACUUM EXCAVATED TO TEST FOR CONFLICTS. FOUNDATION VOIDS SHALL BE TEMPORARY BACKFILLED AND SECURELY COVERED. EXCAVATIONS SHALL NOT BE LEFT OPEN OVERNIGHT. EXCAVATION FOR THE FOUNDATION SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM OF WORK.

IF UTILITY CONFLICTS ARE ENCOUNTERED DURING CONSTRUCTION, THE ENGINEER SHALL BE NOTIFIED. MODIFICATIONS TO THE FOUNDATION LOCATION MAY BE REQUIRED. VACUUM EXCAVATION AND FOUNDATION LOCATION ADJUSTMENTS SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM OF WORK. THIS WORK SHALL INCLUDE BACKFILLING, COMPACTING, AND RESTORATION OF UNUSED EXCAVATION TO THE SITE’S ORIGINAL CONDITION.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE FOR ITEM 632 – PEDESTAL FOUNDATION, AS PER PLAN AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY FOR EACH FOUNDATION, IN PLACE, COMPLETE AND ACCEPTED.

ITEM 632 – REUSE OF PEDESTRIAN SIGNAL HEAD, AS PER PLAN

ITEM 632 – REUSE OF PEDESTRIAN PUSHBUTTON, AS PER PLAN

THIS ITEM SHALL BE USED TO RELOCATE EXISTING PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS TO THE RELOCATED PEDESTALS AT LOCATIONS SHOWN IN THE PLANS.

ALL NEW MOUNTING HARDWARE SHALL BE FURNISHED AND INSTALLED.

PRIOR TO DEACTIVATION AND REMOVAL OR MODIFICATION OF EXISTING EQUIPMENT, THE CONTRACTOR AND THE ENGINEER SHALL INSPECT THE ITEM PRIOR TO RELOCATION FOR THE PURPOSE OF DOCUMENTING ANY EXISTING DAMAGE. ANY DAMAGE IDENTIFIED AFTER RELOCATION AND NOT DOCUMENTED IN THE PRE-RELOCATION INSPECTION REPORT WILL BE PRESUMED TO HAVE BEEN CAUSED BY THE CONTRACTOR. THE CONTRACTOR WILL BE REQUIRED TO REPAIR OR REPLACE THE DAMAGED EQUIPMENT AT THE OPTION OF THE ENGINEER. IF REPLACEMENT IS NECESSARY DUE TO DAMAGE CAUSED BY THE CONTRACTOR, THE REPLACEMENT ITEMS SHALL MATCH THE MAKE AND MODEL OF EXISTING COMPONENTS. REPLACEMENT OR REPAIR OF ANY NON-OPERATIONAL COMPONENTS IDENTIFIED DURING THE PRE-CONSTRUCTION INSPECTION SHALL BE THE RESPONSIBILITY OF THE CITY.

THE COST OF ANY TRENCHING, CONDUIT, CABLE, AND CONNECTIONS NECESSARY FOR RELOCATION OF THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM. THE REMOVAL OF THE PEDESTRIAN SIGNAL HEAD SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 632 – REUSE OF PEDESTRIAN SIGNAL HEAD, AS PER PLAN, AND ITEM 632 – REUSE OF PEDESTRIAN PUSHBUTTON, AS PER PLAN, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

INCIDENTALS

ITEM 623 – CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

AFTER COMPLETION OF ALL WORK, BUT PRIOR TO FINAL ACCEPTANCE OF THE PROJECT, AN OHIO REGISTERED PROFESSIONAL SURVEYOR SHALL DETERMINE THE MINIMUM VERTICAL CLEARANCES OF ALL EXISTING AND NEW BRIDGES WITHIN THE PROJECT LIMITS. AT A MINIMUM, MEASUREMENTS SHALL BE TAKEN ALONG EACH FASCIA BEAM AT THE EDGE OF SHOULDERS, EDGE LINES, LANE LINES, AND CROWN OF THE ROADWAY BELOW. THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM SHALL BE USED, WHERE APPLICABLE, TO DOCUMENT THE MEASUREMENTS. WHERE THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM IS NOT APPLICABLE, THE MEASUREMENTS SHALL BE DOCUMENTED ON A CONTRACTOR-DEVELOPED FORM THAT CLOSELY RESEMBLES THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM AND ACCURATELY DEPICTS THE BRIDGE AND BELOW LANE AND SHOULDER CONFIGURATION. THE COMPLETED FORM SHALL BEAR THE STAMP OR SEAL OF THE OHIO REGISTERED PROFESSIONAL SURVEYOR WHO HAS TAKEN THE MEASUREMENTS AND SHALL BE SUBMITTED TO THE PROJECT ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE PROJECT.

THE ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM CAN BE DOWNLOADED FROM THE FOLLOWING HYPERLINK:

[ODOT DISTRICT 12 VERTICAL CLEARANCE SURVEY FORM.PDF \(STATE.OH.US\)](#)

MISCELLANEOUS

INTERIM COMPLETION DATE REQUIREMENTS

THIS PROJECT CARRIES AN INTERIM COMPLETION DATE OF OCTOBER 30, 2026. ON OR BEFORE THE INTERIM COMPLETION DATE, ANY WORK BEGUN WITHIN THE PAVEMENT, INCLUDING PAVEMENT RESURFACING AND TRAFFIC CONTROL ITEMS, SHALL BE PLACED IN THE FINAL CONDITION, ALL PAVEMENT MARKINGS IN PLACE, AND OPEN TO TRAFFIC.

THE CONTRACT WILL BE SUBJECT TO DAILY DISINCENTIVES FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK, AND ASSOCIATED INCIDENTALS RELATED TO THE WORK, IN THE AMOUNT OF \$2,500 PER DAY. DAILY DISINCENTIVES ARE APPLICABLE TO THE WORK REQUIRED TO THE INTERIM COMPLETION DATE ONLY. THE CONTRACT IS STILL SUBJECT TO LIQUIDATED DAMAGES AS OUTLINED IN C&MS 108.07 FOR THE REMAINDER OF THE CONTRACT.

DESIGN AGENCY

DISTRICT 3



ENGINEERING TEAM ONE

DESIGNER

ACM

REVIEWER

KCK 12-12-25

PROJECT ID

121725

SHEET TOTAL

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