

ITEM 614, MAINTAINING TRAFFIC

ON WESTBOUND US 35, RAMP A, A MINIMUM OF ONE LANE 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 10. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1,500 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ON I-70 ALL EXISTING LANES SHALL BE MAINTAINED AT ALL TIMES, EXCEPT LANE CLOSURES IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE TIMES NOTE, BY USE OF THE EXISTING PAVEMENT.

FOR ALL TRAFFIC CONTROL SETUPS NOT OTHERWISE DETAILED IN THESE PLANS, THE APPLICABLE ODOT STANDARD CONSTRUCTION DRAWINGS SHALL APPLY AND SHOULD BE INCLUDED IN THE 614, MAINTAINING TRAFFIC, LUMP SUM BID. FOR MORE INFORMATION SEE PLCM NOTES AND NIGHT CLOSURE NOTES IN THESE PLANS.

NO WORK SHALL BE PERFORMED AND ALL EXISTING I-70 LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY	INDY 500
NEW YEARS	LABOR DAY	BRICKYARD 400
MEMORIAL DAY	THANKSGIVING	EASTER

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 EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THRU 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THRU 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THRU 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THRU 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THRU 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THRU 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THRU 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THRU 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$280 PER MINUTE.

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.

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.

US35 RAMP WILL BE	DATE
CLOSED	
FOR * DAYS	
INFO: * PHONE NO.	

W20-H13-60
* INFORMATION TO BE SUPPLIED TO THE CONTRACTOR BY ODOT OR AS APPROVED BY THE ENGINEER.

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 5 CY.
- ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 5 CY.
- ITEM 616, WATER 7 M. GAL.
- ITEM 614, WORK ZONE CENTER LINE, CLASS I 1 MILE
- ITEM 614, WORK ZONE EDGE LINE, CLASS I, 6" 2 MILE
- ITEM 614, WORK ZONE STOP LINE, CLASS I 60 FOOT
- ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS I, 8" 800 FOOT
- ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN 1 SNMT

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.

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.

ITEM 614 - DETOUR SIGNING

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 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 RAMP RE-OPENING TO TRAFFIC.

SEE SHEET 10 FOR DETOUR PLAN DETAILS.

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, 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

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 M. GAL.

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.

USE THE FOLLOWING CONTACT INFORMATION: DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT DOT.D08.PIO@dot.ohio.gov; DISTRICT PERMIT SECTION BY EMAIL AT D08.Permits@dot.ohio.gov; CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT Hauling.Permits@dot.ohio.gov; DISTRICT TRAFFIC, DETOUR SECTION BY EMAIL AT DOT.D08.Detours@dot.ohio.gov.

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.

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 TABLE.

COORDINATION WITH ADJACENT PROJECTS

CONTRACTOR SHALL COORDINATE WITH THE CONTRACTOR AND OWNER ON ANY ACTIVE ADJACENT PROJECTS.

PID 96654 INVOLVES I70 AND PARTS OF US 35; SALE DATE IS 3/12/20 WITH A BEGIN AND END CONSTRUCTION OF 6/23/20 AND 5/31/22. PROJECT ODOT PM IS STEPHANIE ROTH 513-933-6584 STEPHANIE.ROTH@DOT.OHIO.GOV. PID 100807 IS CURRENTLY TO BE CONSTRUCTED THE SUMMER OF 2021.

VERTICAL CLEARANCE

ANY WORK (FALSEWORK, TRAFFIC PROTECTION, CONTAINMENT, ETC.) OVER LIVE TRAFFIC BY THE CONTRACTOR THAT REDUCES THE EXISTING VERTICAL CLEARANCE IS PROHIBITED UNLESS 30 DAYS ADVANCED NOTICE IS PROVIDED WITH NEW PROPOSED VERTICAL CLEARANCES. THE CONTRACTOR SHALL PROVIDE FIELD MEASUREMENTS BEFORE ALLOWING TRAFFIC UNDERNEATH. NO WORK OVER TRAFFIC SHALL OCCUR WITH A VERTICAL CLEARANCE LESS THAN 15'-0". LOWERING THE VERTICAL CLEARANCE DURING CONSTRUCTION IS CONSIDERED THE CONTRACTOR'S MEANS AND METHODS OF ACCOMPLISHING THE WORK, AND THEREFORE THE STATE IS NOT RESPONSIBLE FOR ANY DAMAGE FROM VEHICULAR IMPACTS THAT MAY RESULT AS PER 107.10.

PERMITTED LANE CLOSURE TIMES

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THE PERMITTED LANE CLOSURE NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC CONTROL MANAGER. SHORT TERM LANE CLOSURES SHALL ONLY BE IMPLEMENTED WHEN WORK IS BEING CONTINUOUSLY PERFORMED IN THE LANE. THE CLOSURE SHALL BE REMOVED AS SOON AS POSSIBLE AFTER WORK HAS STOPPED. PERMITTED LANE CLOSURES SHALL ONLY BE ALLOWED DURING THE TIMES SPECIFIED IN THE LANE VALUE CONTRACT TABLE INCLUDED IN THESE PLANS. NO LANE OR SHOULDER CLOSURE SHALL BE IN PLACE WHEN NO WORK IS BEING PERFORMED.

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
ALL LANES ON I-70 OPEN TO TRAFFIC (SEE NOTE 1)	10 AM - 8 PM	1 MINUTE	\$280
I-70 OPEN TO TRAFFIC (SEE NOTE 2)	5 AM - 12 MIDNIGHT	1 MINUTE	\$280
US 35 OPEN TO TRAFFIC	150 DAYS	1 DAY	\$1,500

- DURING UNRESTRICTED TIMES; ON I-70 MAINTAIN A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION.
- COMPLETE CLOSURES OF I-70 SHALL BE IN ACCORDANCE WITH MT-99.60.

PROJECT DATE WORK LIMITATIONS

THE CONTRACTOR IS NOT PERMITTED TO COMMENCE WITH THE DETOUR OF US 35 BEFORE MARCH 1, 2024.

CALCULATED
EJC
CHECKED
CAC

MAINTENANCE OF TRAFFIC GENERAL NOTES

PRE -35 -1.76

T:\ProjectData\PRE\00807\Design\00807.dgn Sheet 8/4/2023 12:47:58 PM Coffield

PORTABLE BARRIER, 32", BRIDGE MOUNTED, AS PER PLAN

ANCHORED PORTABLE BARRIER IS BEING PROVIDED FOR USE ALONG THE I-70 E.B. SHOULDER CLOSURE FOR THE AREA OF THE PIER 3 RE-CONSTRUCTION AND TEMPORARY SUPPORTS PROVIDED BY THE CONTRACTOR (SEE BRIDGE PLANS).

FOR ANCHORING PORTABLE BARRIER (PB) IN ASPHALT PAVEMENT, FOLLOW THE MANUFACTURER'S SPECIFICATIONS AND GUIDELINES. PREVIOUS ODOT FAQ CONCERNING ANCHORING OF PB ON ASPHALT PAVEMENT REQUIRES A MINIMUM OF FOUR (4) ANCHORS SHALL BE USED PER 10' SECTION OF PB, ONE IN EACH CORNER. THE ANCHOR BOLTS SHALL BE 1 INCH DIAMETER HIGH STRENGTH STEEL WITH NUT & WASHER AND SHALL BE A MINIMUM OF 36 INCHES LONG. APPLICATION OF THIS PROVISION SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

STEEL BARRIER ALTERNATIVES ARE NOT PERMITTED.

REFER TO STANDARD CONSTRUCTION DRAWING PCB-91 FOR ADDITIONAL DETAILS AND INFORMATION.

ALL LABOR, EQUIPMENT AND MATERIALS FOR THIS WORK SHALL BE INCLUDED WITH ITEM 622, PORTABLE BARRIER, 32", BRIDGE MOUNTED, AS PER PLAN. SEE SHEET 9 FOR MOT DETAILS.

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.

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT-101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT-101.70.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1, ONE-WAY **30** EACH

ITEM 614, OBJECT MARKER, ONE-WAY **30** EACH

ITEM 614, INCREASED BARRIER DELINEATION **1410** FEET

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

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 ODOT INTENDS THAT FLAGGERS BE USED.

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

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 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 **240** 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.

SEQUENCE OF CONSTRUCTION

THIS PROJECT IS SCHEDULED TO BEGIN IN EARLY SPRING AND BE COMPLETED IN ONE CONSTRUCTION SEASON.

1. PREPARE AND ERECT DETOUR SIGNING. COVER SIGNS UNTIL THE DETOUR IS PUT INTO USE.
3. CLOSE U.S. 35 W.B. RAMP A OVER I-70.
2. INSTALL TRAFFIC CONTROL DEVICES ON I-70 AS NEEDED PER ALL APPLICABLE ODOT STANDARD CONSTRUCTION DRAWINGS.
4. CONDUCT BRIDGE DEMOLITION AND OTHER ROADWAY REMOVALS.
5. CLOSE THE I-70 E.B. OUTSIDE SHOULDER FOR PIER 3 WORK PER ODOT SCD MT-95.45.
6. CONSTRUCT BRIDGE AND ROADWAY ELEMENTS ON THE RAMP AND RECONSTRUCT THE SHOULDER ON I-70.
7. OPEN THE I-70 E.B. SHOULDER WHEN PIER 3 WORK IS COMPLETE.
8. OPEN RAMP 'A' WHEN ROADWAY AND BRIDGE WORK IS COMPLETE.

T:\ProjectData\PRE\00807\Design\01\Sheets\00807\MN002.dgn Sheet 8/4/2023 12:48:06 PM Coffield

CALCULATED
EJC
CHECKED
CAC

MAINTENANCE OF TRAFFIC GENERAL NOTES

PRE -35 -1.76

T:\ProjectData\PRE\00807\Design\001\Sheets\00807_MD002.dgn Sheet 8/4/2023 12:48:20 PM Coffield

REF NO.	SHEET NO.	STATION		SIDE	ITEMS			
		FROM	TO		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED	WORK ZONE EDGE LINE, CLASS 1, 6", 740.06, TYPE 1
					EACH	FT	FT	MILE
IA-1	9	92+30	92+55	RT	1			
IA-2	9	92+30	92+55	RT	1			
IA-3	9	100+55	100+80	LT	1			
PB-1	9	92+55	97+25	RT		370	100	
PB-2	9	92+55	97+25	RT		470		
PB-3	9	95+85	100+55	LT		470		
ELW-1	10	DETAIL "A"						0.49
TOTALS CARRIED TO THE GENERAL SUMMARY					3	1310	100	0.49

NOTES:

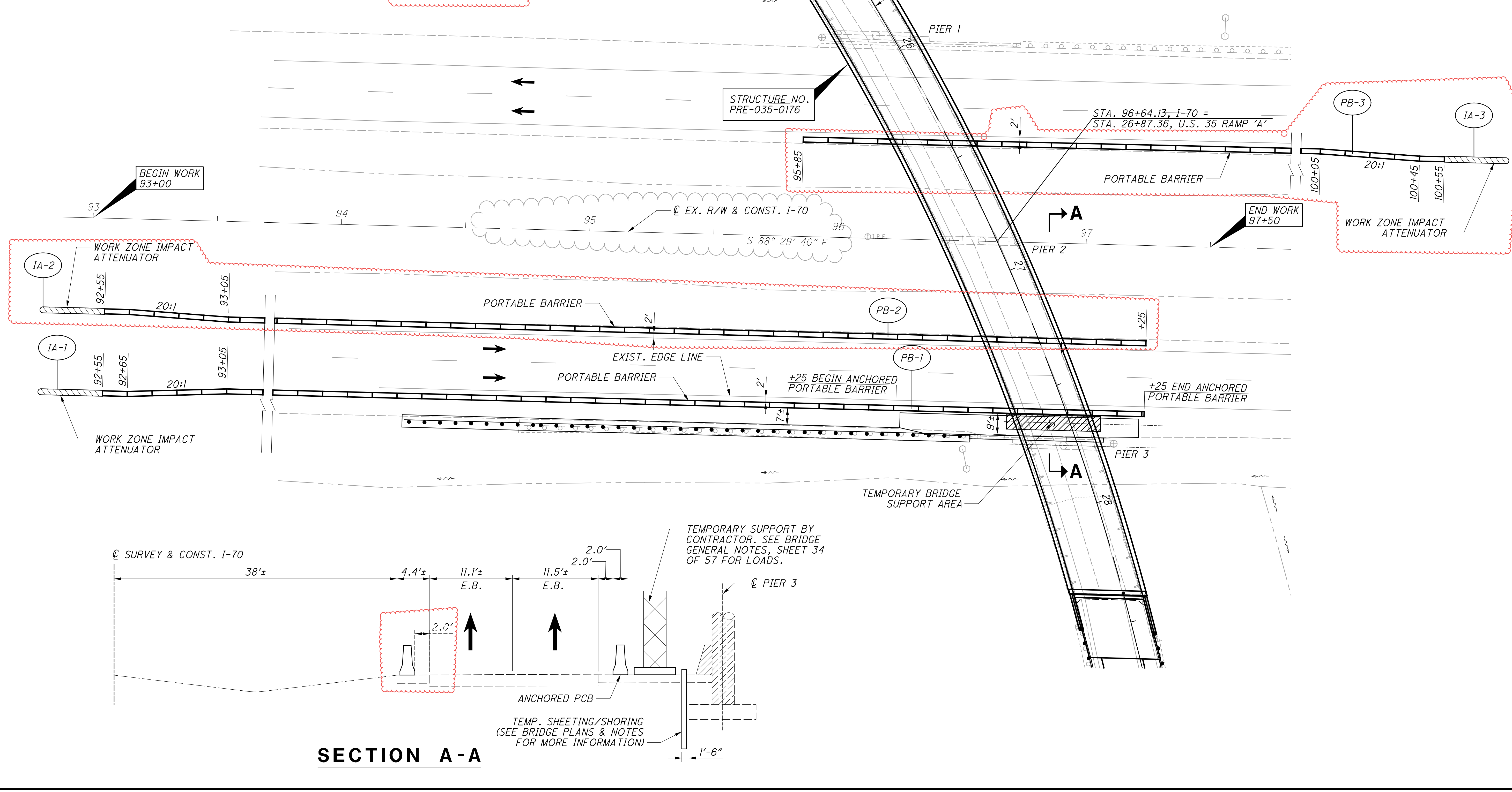
- SEE ODOT STANDARD CONSTRUCTION DRAWING MT-95.45 FOR SIGNS AND OTHER REQUIREMENTS FOR SHOULDER CLOSURES.
- PIER 2 REPAIR WORK SHALL BE CONDUCTED OUTSIDE THE 30 FT. CLEAR ZONE. DRUMS SHOULD LINE EACH SIDE OF THE MEDIAN PER SCD MT-95.45 DURING THE PIER 2 WORK AND THIS REPAIR WORK SHALL BE COMPLETED WITHIN 7 DAYS FROM THE START OF WORK.

ANY WORK, EQUIPMENT, WORKERS, MATERIALS, EXCAVATIONS, ETC. WITHIN THE MEDIAN THAT WILL ENCOACH WITHIN THE 30 FT. CLEARZONE OF I-70 SHALL BE ADDRESSED PER THE APPLICABLE ODOT STANDARD CONSTRUCTION DRAWINGS AND BE SUBJECT TO REVIEW AND APPROVAL OF THE ENGINEER.

CALCULATED
EJC
CHECKED
CRM

0 10 20 40
HORIZONTAL SCALE IN FEET

9
57



MAINTENANCE OF TRAFFIC
DETAILS & SUBSUMMARY

PRE-35-1.76

T:\ProjectData\PRE\00807\Design\Roadway\Sheets\00807_GG002.dgn Sheet 8/4/2023 12:48:38 PM Coffield

SHEET NUM.								PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED CAC	CHECKED MCK
								01/IMS/13	02/IMS/05								
14																	
TRAFFIC CONTROL																	
17								17		620	00500	17	EACH	DELINEATOR, POST GROUND MOUNTED			
16								16		620	31200	16	EACH	REMOVAL OF DELINEATOR			
44								44		621	00100	44	EACH	RPM			
44								44		621	54000	44	EACH	RAISED PAVEMENT MARKER REMOVED			
1								1		626	00102	1	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY			
14								14		626	00102	14	EACH	BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL			
26								26		626	00110	26	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY			
27								27		626	00110	27	EACH	BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL			
1.2								1.2		644	00104	1.2	MILE	EDGE LINE, 6"			
0.2								0.2		645	00116	0.2	MILE	EDGE LINE, 6", TYPE A3			
STRUCTURE REPAIR (PRE-35-1.76)																	
								LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	34		
								89		202	22900	89	SY	APPROACH SLAB REMOVED			
								89		202	23500	89	SY	WEARING COURSE REMOVED			
								618		202	75260	618	FT	VANDAL PROTECTION FENCE REMOVED			
								LS		503	11100	LS		COFFERDAMS AND EXCAVATION BRACING			
								LS		503	21300	LS		UNCLASSIFIED EXCAVATION			
								95,974		509	10000	95,974	LB	EPOXY COATED STEEL REINFORCEMENT			
								10,474		509	30020	10,474	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			
								338		510	10000	338	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT			
								292		511	53014	292	CY	CLASS QC3 CONCRETE, MISC.:WITH QC/QA, BRIDGE DECK	35		
								103		511	53014	103	CY	CLASS QC3 CONCRETE, MISC.:WITH QC/QA, BRIDGE DECK (PARAPET)	35		
								35		511	53014	35	CY	CLASS QC3 CONCRETE, MISC.:PIER	35		
								43		511	53014	43	CY	CLASS QC3 CONCRETE, MISC.:ABUTMENT	35		
								1,097		512	10101	1,097	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	34		
								30		512	33000	30	SY	TYPE 2 WATERPROOFING			
								42		SPECIAL	51271500	42	SY	URETHANE TOP COAT SEALER	44		
								194		512	74000	194	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES			
								1,935		513	10201	1,935	LB	STRUCTURAL STEEL MEMBERS, LEVEL UP, AS PER PLAN	35		
								3,130		513	20000	3,130	EACH	WELDED STUD SHEAR CONNECTORS			
								8		513	21001	8	EACH	TRIMMING OF BEAM END, AS PER PLAN	35 & 54		
								15,017		514	00050	15,017	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			
								15,017		514	00056	15,017	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			
								15,017		514	00060	15,017	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			
								15,017		514	00066	15,017	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			
								20		514	00504	20	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			
								15		514	10000	15	EACH	FINAL INSPECTION REPAIR			
								67		516	11210	67	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			
								131		516	13600	131	SF	1" PREFORMED EXPANSION JOINT FILLER			
								57		516	31000	57	FT	JOINT SEALER			
								4		516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(12.75" x 12.75" x 4.133")	34 & 48		
								4		516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(13.5" x 13.5" x 4.248")	34 & 48		
								4		516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(18" x 18" x 4.743")	34 & 48		
								4		516	44401	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN(18.5" x 18.5" x 5.908")	34 & 48		
								4		516	46701	4	EACH	RESET BEARING, AS PER PLAN	34 & 49		
								LS		516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	34		
								43		518	21200	43	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC			
								109		518	40000	109	FT	6" PERFORATED CORRUGATED PLASTIC PIPE			
								72		518	40010	72	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS			
								375		SPECIAL	51900100	375	SF	COMPOSITE FIBER WRAP SYSTEM	44		
								170		526	25010	170	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15")			
								34		526	90020	34	SY	TYPE B INSTALLATION			
								1,865		SPECIAL	53013000	1,865	SF	FORM LINER	35		

GENERAL SUMMARY

PRE - 35 - 1.76

T:\ProjectData\PRE\00807\Design\Roadway\Sheets\00807_G6003.dgn Sheet 8/4/2023 12:48:46 PM Coffield


SHEET NUM.										PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
7	8	9								01/IMS/13	02/IMS/05						
MAINTENANCE OF TRAFFIC																	
5	240									5		410	12000	5	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B	
	1,410									240		614	1110	240	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
		3								1,410		614	11630	1,410	FT	INCREASED BARRIER DELINEATION	
LUMP										3		614	12380	3	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
										LUMP		614	12420	LS		DETOUR SIGNING	
5	30									5		614	13000	5	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
	30									30		614	13310	30	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY	
										30		614	13350	30	EACH	OBJECT MARKER, ONE WAY	
1										1		614	18600	1	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN	
1										1		614	21000	1	MILE	WORK ZONE CENTER LINE, CLASS I	
2		0.49								2		614	22010	2	MILE	WORK ZONE EDGE LINE, CLASS I, 6"	
800										0.49		614	22210	0.49	MILE	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I (WHITE)	
60										800		614	23000	800	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 8"	
										60		614	26000	60	FT	WORK ZONE STOP LINE, CLASS I	
2										2		616	10000	2	MGAL	WATER	
		1,310								1,310		622	41100	1,310	FT	PORTABLE BARRIER, UNANCHORED	
		100								100		622	41110	100	FT	PORTABLE BARRIER, ANCHORED	
INCIDENTALS																	
LUMP										LUMP		614	11000	LS		MAINTAINING TRAFFIC	
										LUMP		623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
										LUMP		624	10000	LS		MOBILIZATION	

CALCULATED	CAC	CHECKED	MCK
GENERAL SUMMARY			
PRE - 35 - 1.76			
13			
57			

T:\ProjectData\PRE\100807\Design\Structures\PRE035_0176_S0001.dgn Sheet 8/4/2023 10:51:32 AM longt

ITEM	EXTENSION	TOTAL	UNIT	ESTIMATED QUANTITIES DESCRIPTION	PRE-35-01.76				SEE SHEET NO.
		01/IMS/11			ABUT.	PIER	SUPER.	GEN.	
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					3/26
202	22900	89	SY	APPROACH SLAB REMOVED				89	
202	23500	89	SY	WEARING COURSE REMOVED				89	
202	75260	618	FT	VANDAL PROTECTION FENCE REMOVED			618		
503	11100	LUMP		COFFERDAMS AND EXCAVATION BRACING					
503	21300	LUMP		UNCLASSIFIED EXCAVATION					
509	10000	95974	LB	EPOXY COATED REINFORCING STEEL	4556	9175	82243		
509	30020	10474	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			10474		
510	10000	338	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	178	160			
511	53014	292	CY	CLASS QC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK			292		4/26
511	53014	103	CY	CLASS QC3 CONCRETE, MISC.: WITH QC/QA, BRIDGE DECK (PARAPET)			103		4/26
511	53014	35	CY	CLASS QC3 CONCRETE, MISC.: PIER		35			4/26
511	53014	43	CY	CLASS QC3 CONCRETE, MISC.: ABUTMENT	43				4/26
512	10101	1097	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	139	226	732		3/26
512	33000	30	SY	TYPE 2 WATERPROOFING	30				
SPECIAL	512-71500	42	SY	URETHANE TOP COAT SEALER		42			13/26
512	74000	194	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	30	164			
513	10201	1935	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN			1935		4/26
513	20000	3130	EACH	WELDED STUD SHEAR CONNECTORS			3130		
513	21001	8	EACH	TRIMMING OF BEAM END, AS PER PLAN			8		4/26 & 23/26
514	00050	15017	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			15017		
514	00056	15017	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			15017		
514	00060	15017	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			15017		
514	00066	15017	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			15017		3/26
514	00504	20	MNHR	GRINDING FINES, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			20		
514	10000	15	EACH	FINAL INSPECTION REPAIR			15		
516	11210	67	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			67		
516	13600	131	SF	1" PREFORMED EXPANSION JOINT FILLER				131	
516	31000	57	FT	JOINT SEALER				57	
516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (12.75" x 12.75" x 4.133")			4		3/26 & 17/26
516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13.5" x 13.5" x 4.248")			4		3/26 & 17/26
516	44301	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (18" x 18" x 4.743")			4		3/26 & 17/26
516	44401	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (18.5" x 18.5" x 5.908")			4		3/26 & 17/26
516	46701	4	EACH	RESET BEARING, AS PER PLAN			4		3/26 & 18/26
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN					3/26
518	21200	43	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	43				
518	40000	109	FT	6" PERFORATED CORRUGATED PLASTIC PIPE				109	
518	40010	72	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS				72	
SPECIAL	519-00100	375	SF	COMPOSITE FIBER WRAP SYSTEM		375			13/26, SEE PROPOSAL NOTE 519
526	25010	170	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15")				170	
526	90020	34	SY	TYPE B INSTALLATION				34	
SPECIAL	530-13000	1865	SF	SPECIAL-FORM LINER			1865		4/26

MADE BY: CEJ DATE: 4/18/19
 CHECKED BY: TLC DATE: 4/19/19

DESIGN AGENCY:  819 ELM STREET, SUITE 2500, CINCINNATI, OHIO 45202

REVIEWED: DATE: 6/20/2019
 MUJ
 STRUCTURE FILE NUMBER: 6800033

DRAWN: KHN
 REVISION: DDE

DESIGNED: CEJ
 CHECKED: TLC

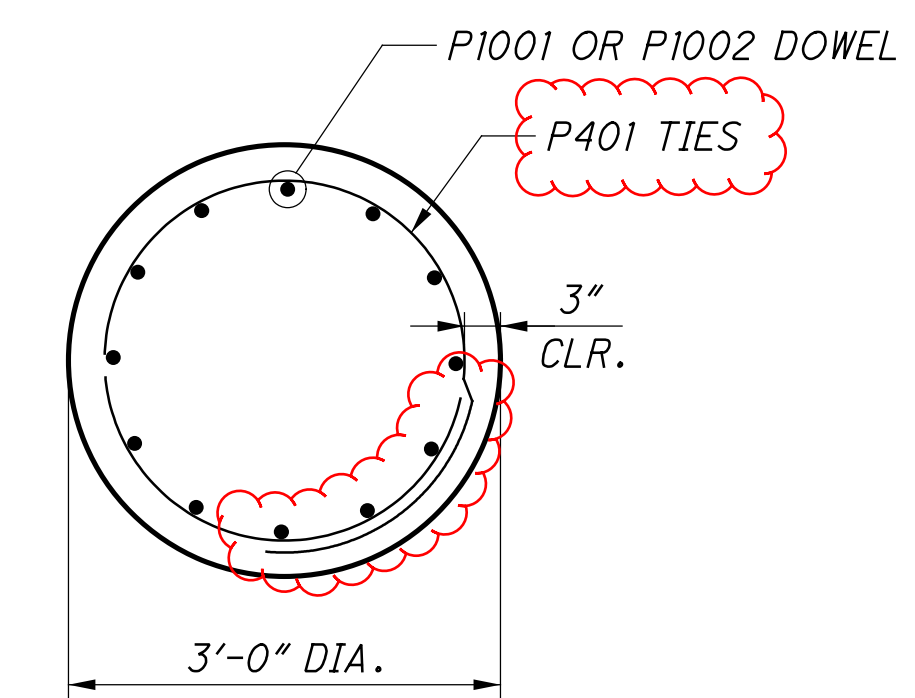
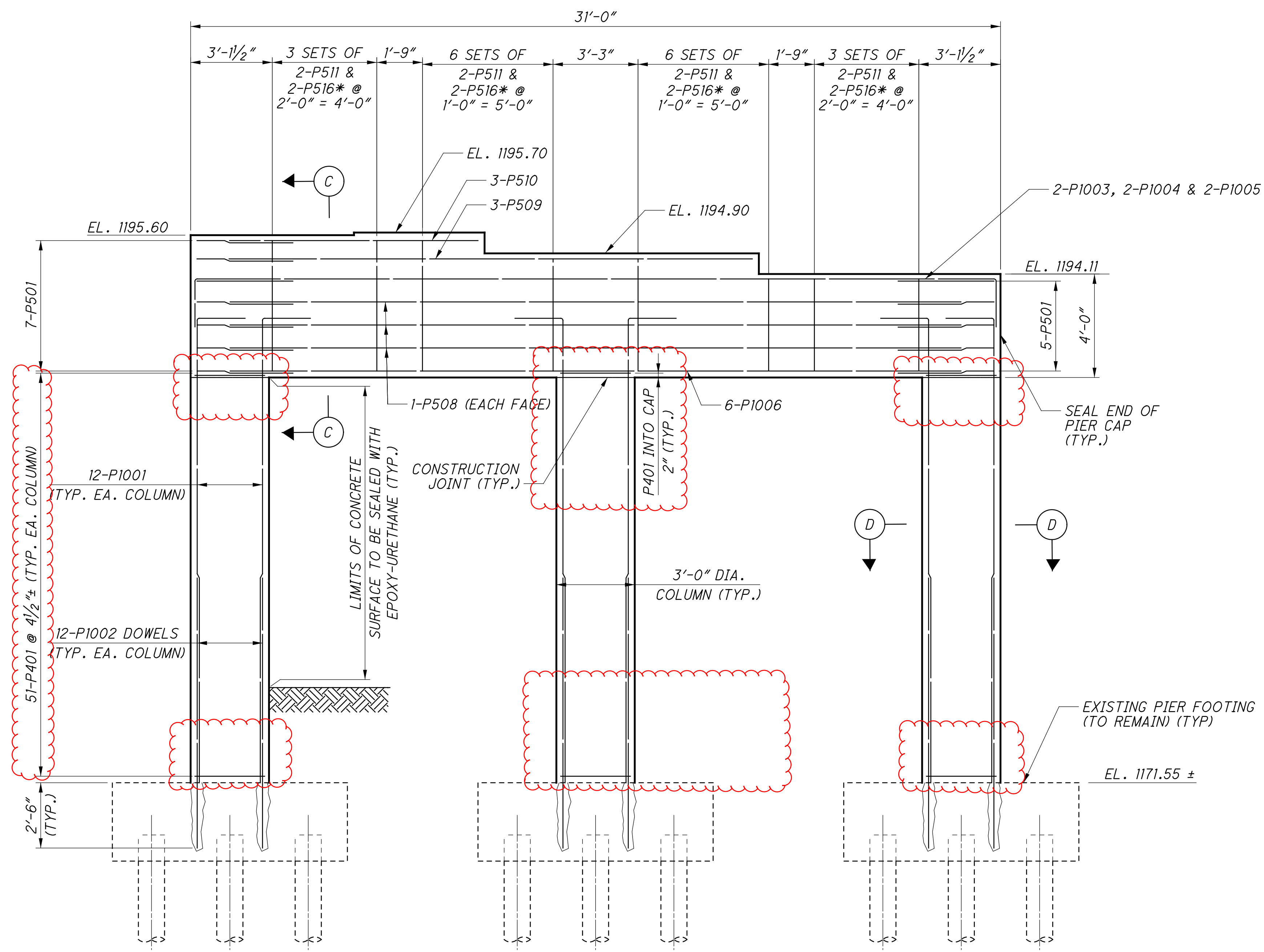
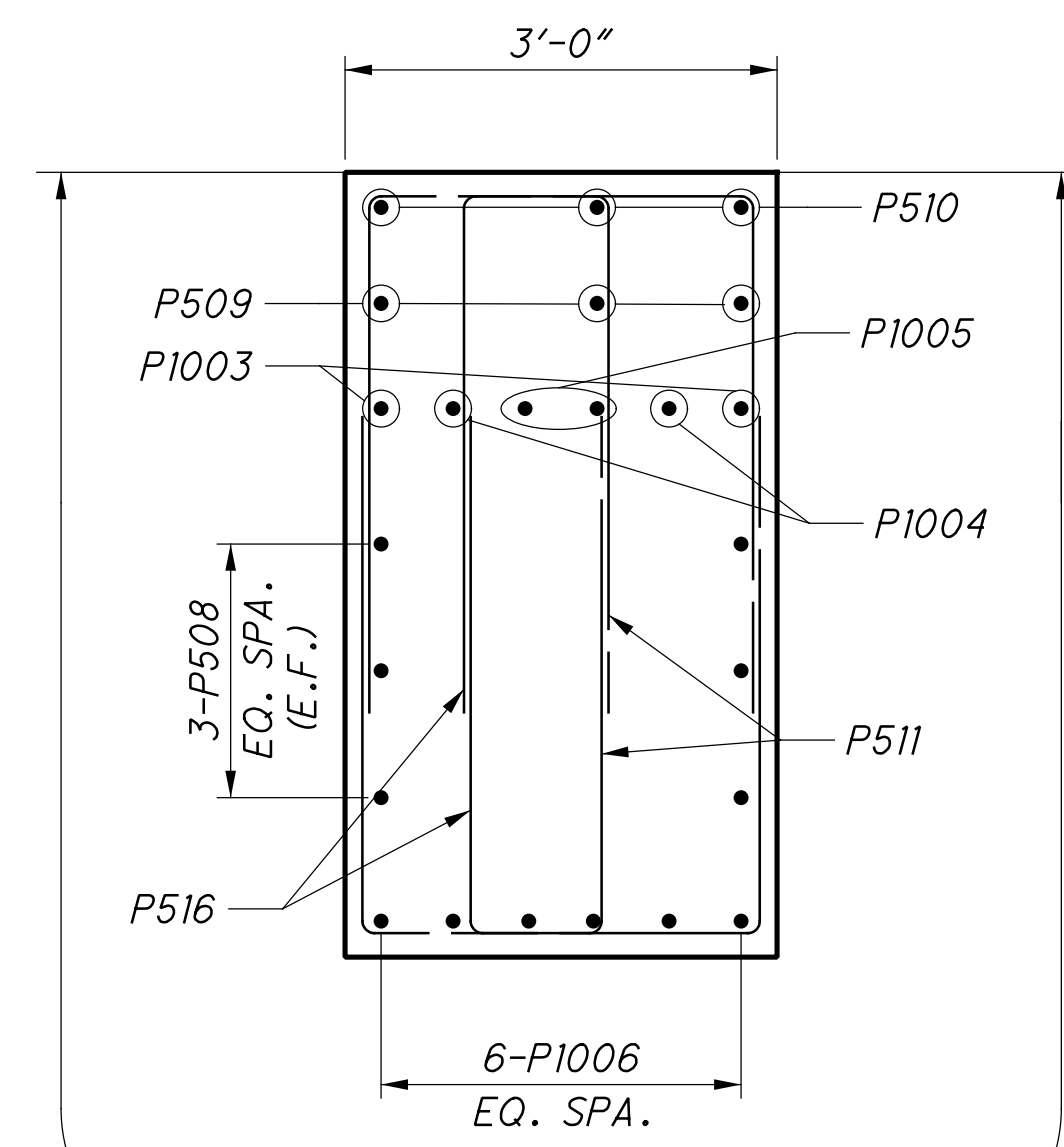
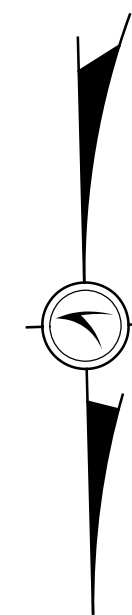
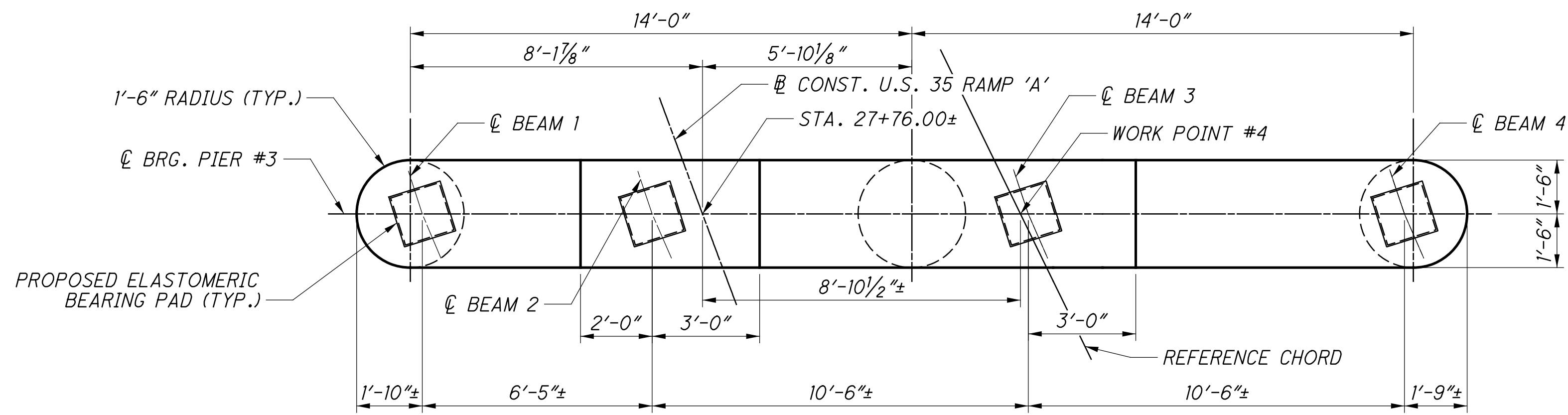
ESTIMATED QUANTITIES
 BRIDGE NO.: PRE-35-0176L
 U.S. 35 RAMP 'A' OVER I-70

PRE-35-1.76
 PID No. 100807

5 / 26

36
57

T:\ProjectData\PRE\100807\Design\Structures\PRE035_0176P\Sheets\035_0176_s1003.dgn Sheet 8/4/2023 1:49:25 PM longt



NOTES:

- FOR BEARING DETAILS, SEE SHEET 17/26.
- FOR REINFORCING STEEL LIST AND BAR DETAILS, SEE SHEET 26/26.
- PIER CONCRETE SHALL ATTAIN 75% OF DESIGN STRENGTH, AT MINIMUM, PRIOR TO PLACEMENT OF FORM WORK, REINFORCING STEEL AND DECK CONCRETE.

PIER 3 ELEVATION
* ALTERNATE TRANSVERSE
PLACEMENT OF STIRRUP PAIRS

DESIGNED BY RLC		DESIGNED DATE 6/20/2019	DESIGNED FILE NUMBER 6800033		DESIGN AGENCY 819 ELM STREET SUITE 200 CINCINNATI, OHIO 45202
CHECKED BY CEJ	DRAWN BY KHN	REVIEWED BY MUJ	DATE 6/20/2019		STRUCTURE FILE NUMBER 6800033
<p align="center">PIER 3 DETAILS BRIDGE NO.: PRE-35-0176L U.S. 35 RAMP 'A' OVER I-70</p>					
PRE-35-1.76		PID No. 100807			
14/26		45		57	

T:\ProjectData\PRE\100807\Design\Structures\PRE035_0176P\Sheets\035_0176_S\001.dgn Sheet 8/4/2023 10:55:09 AM Longt

REINFORCING STEEL LIST

MARK	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	RAD	INC
SUPERSTRUCTURE											
S401	440	30'-0"	8818	STR.							
S501	117	37'-0"	4515	STR.							
S502	359	30'-0"	11233	STR.							
S601	904	29'-7"	40168	STR.							
S602	SER. TO	2'-6"	1336	STR.							0'-11"
	29	28'-2"									
	2	3'-9"									
S603	SER. TO	27'-7"	565	STR.							2'-2"
	12										
S606	695	7'-0"	7307		SEE BENDING DIAGRAM						
S607	695	7'-2"	7481		SEE BENDING DIAGRAM						
S610	32	4'-10"	232	STR.							
	8	4'-9"									
S611	SER. TO	5'-8"	688	STR.							0'-1"
	11										
	TOTAL WEIGHT =		82243	LBS.							
PIERS											
P401	153	9'-11"	1014		SEE BENDING DIAGRAM						
P501	18	8'-1"	152	24	2'-8"	2'-0"					1'-3 3/8"
P502	5	12'-2"	63	STR.							
P503	8	11'-0"	92	STR.							
P504	8	8'-8"	72	STR.							
P505	25	4'-3"	111	2	0'-11"	2'-8"	0'-11"				
P506	56	2'-8"	156	1	1'-11"	10"					
P507	3	10'-7"	33	STR.							
P508	6	28'-0"	175	STR.							
P509	3	20'-0"	63	STR.							
P510	3	9'-6"	30	STR.							
P511	36	8'-7"	322	2	3'-7"	1'-8"	3'-7"				
P512	2	5'-5"	11	2	1'-6"	2'-8"	1'-6"				
P513	48	3'-11"	196	1	1'-6"	2'-6"					
P514	4	3'-0"	13	1	1'-6"	1'-7"					
P515	2	4'-1"	9	2	10"	2'-8"	10"				
P516	36	8'-11"	335	2	3'-7"	2'-0"	3'-7"				
P517	8	2'-5"	20	1	1'-6"	1'-0"					
P518	8	2'-8"	22	1	1'-11"	10"					
P1001	36	19'-9"	3059	1	1'-10"	18'-3"					
P1002	36	10'-9"	1665	STR.							
P1003	2	31'-0"	267	2	1'-10"	28'-0"	1'-10"				
P1004	2	33'-0"	284	2	1'-10"	30'-0"	1'-10"				
P1005	2	33'-5"	288	2	1'-10"	30'-5"	1'-10"				
P1006	6	28'-0"	723	STR.							
	TOTAL WEIGHT =		9175	LBS.							

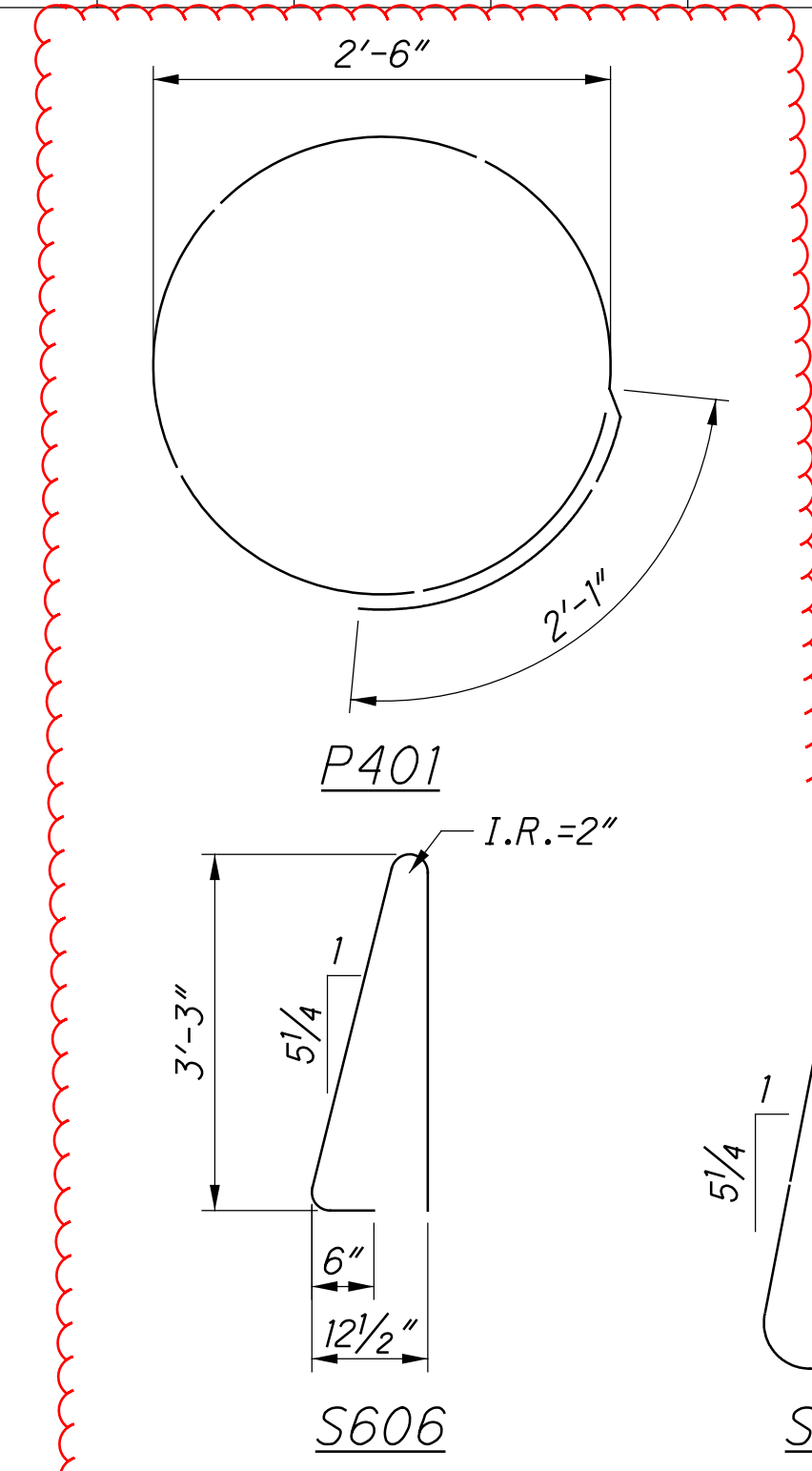
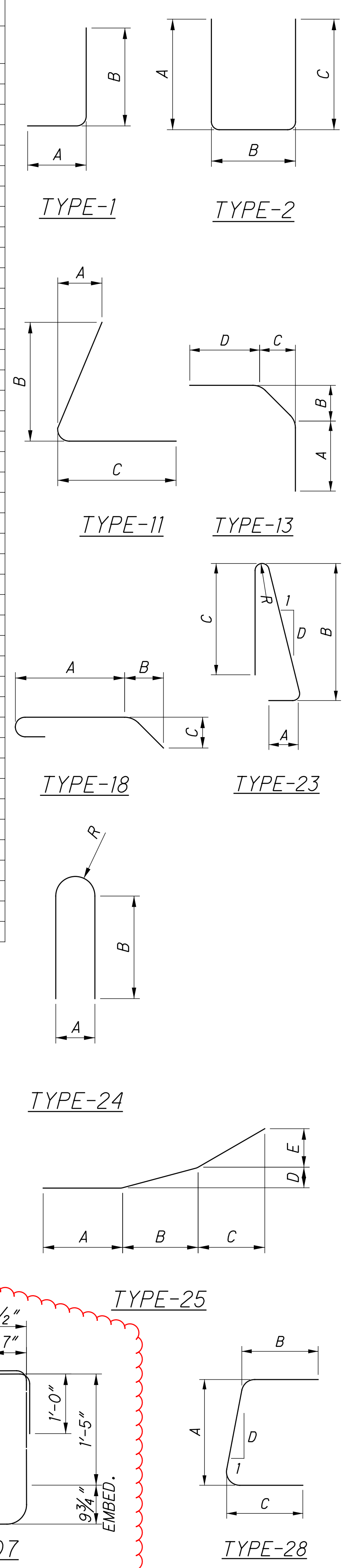
GFRP DEFORMED BARS

MARK	TOTAL	LENGTH	TOTAL LENGTH	TYPE	DIMENSIONS						
					A	B	C	D	E	RAD	INC
SUPERSTRUCTURE											
GS401	242	29'-4"	7099	STR.							
GS402	232	10'-0"	2320	STR.							
GS403	8	10'-3"	82	STR.							
GS404	4	11'-0"	44	STR.							
GS405	4	11'-3"	45	STR.							
GS406	33	3'-3"	107	STR.							
GS407	48	10'-0"	480	STR.							
GS408	24	6'-4"	152	25	2'-6"	2'-5"	1'-5"	0'-1 1/2"	0'-5"		
GS409	24	5'-1"	122	STR.							
GS410	11	2'-1"	23	STR.							
	TOTAL LENGTH =		10474	FT							

REINFORCING STEEL LIST

MARK	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	RAD	INC
REAR ABUTMENT											
AR501	24	2'-7"	65	1	0'-10"	1'-11"					
AR502	24	3'-3"	81	STR.							
AR503	2	3'-5"	7	1	0'-10"	2'-9"					
	1	10'-0"									
AR504	SER. TO	12'-3"	46	STR.							0'-9"
	4										
AR505	4	10'-9"	45	STR.							
	1	13'-9"									
AR506	SER. TO	15'-6"	61	STR.							0'-7"
	4										
AR507	7	35'-11"	262	STR.							
AR508	10	10'-5"	109	2	4'-9"	1'-2"	4'-9"				
AR509	34	6'-8"	236	STR.							
AR510	4	17'-2"	72	STR.							
AR511	3	15'-7"	49	STR.							
AR512	3	16'-1"	50	STR.							
AR513	3	15'-4"	48	STR.							
AR514	3	14'-10"	46	STR.							
AR601	32	4'-3"	204	STR.							
AR602	32	9'-1"	437	2	4'-3"	0'-11"	4'-3"				
AR603	32	6'-4"	304	2	2'-8"	1'-4 1/4"	2'-8"				
AR801	20	5'-6"	294	18	3'-2"	1'-0"	1'-0"				
	TOTAL WEIGHT =		2416	LBS.							
FORWARD ABUTMENT											
AF501	20	2'-7"	54	1	0'-10"	1'-11"					
AF502	21	3'-3"	71	STR.							
AF503	2	3'-7"	7	1	0'-10"	2'-10"					
AF504	4	10'-6"	44	STR.							
AF505	4	10'-9"	45	STR.							
AF506	4	9'-4"	39	STR.							
AF507	7	30'-5"	222	STR.							
AF508	10	10'-5"	109	2	4'-9"	1'-2"	4'-9"				
AF509	36	6'-8"	250	STR.							
AF510	6	15'-6"	97	STR.							
AF511	6	14'-3"	89	STR.							
AF512	2	17'-8"	37	STR.							
AF513	2	16'-4"	34	STR.							
AF601	28	4'-0"	168	STR.							
AF602	28	9'-1"	382	2	4'-3"	0'-11"	4'-3"				
AF603	28	5'-8"	238	2	2'-4"	1'-4 1/4"	2'-4"				
AF801	19	5'-0"	254	18	2'-8"	1'-0"	1'-0"				
	TOTAL WEIGHT =		2140	LBS.							

BAR BENDING DIAGRAMS



- NOTES:
- THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED.
 - ALL REINFORCEMENT IS TO BE EPOXY COATED.
 - FOR LIST OF ABBREVIATIONS, SEE SHEET 3/26.

DESIGN AGENCY
WSP
819 ELM STREET
SUITE 200
CINCINNATI, OHIO 45202

DESIGNED BY
KHN
CHECKED BY
CEU

DRAWN BY
KHN
REVISED BY

REVIEWED BY
MUJ
DATE
6/20/2019

STRUCTURE FILE NUMBER
6800033

REINFORCING STEEL LIST

BRIDGE NO.: PRE-35-0176L
U.S. 35 RAMP 'A' OVER I-70

PRE-35-1.76
PID No. 100807

26/26

57
57