

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

PRE-70-0.00

PART 1

**JACKSON TOWNSHIP
JEFFERSON TOWNSHIP
MONROE TOWNSHIP
HARRISON TOWNSHIP**

FOR PART 2, SEE PRE-35-1.95

PROJECT DESCRIPTION

REPAIR AND RESURFACING OF ALL LANES, SHOULDERS, RAMPS AND MEDIAN CROSSOVERS ON I.R. 70 IN PREBLE COUNTY. THE PROJECT INCLUDES 22 BRIDGES THAT RECEIVE A RANGE OF WORK FROM SEALING TO DECK REPLACEMENT. THE EASTBOUND REST AREA IS ALSO INCLUDED FOR CONCRETE PAVEMENT REPAIR AND RESURFACING OF ASPHALT RAMPS. THE EASTBOUND WEIGH STATION ASPHALT PARKING AREA AND RAMPS ARE TO BE RESURFACED. REHABILITATION OF EXISTING LIGHTING SYSTEMS AT REST AREA, WEIGH STATION AND U.S. 127 INTERCHANGE. INSTALLATION OF PARTIAL INTERCHANGE LIGHTING AT U.S. 35 AND S.R. 503 INTERCHANGES.

EARTH DISTURBED AREAS

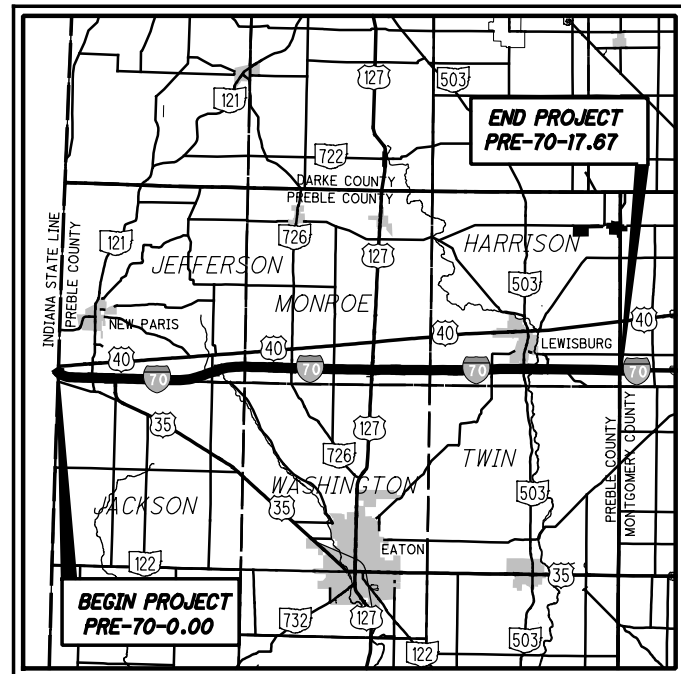
PROJECT EARTH DISTURBED AREA: N/A*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A*
NOTICE OF INTENT EARTH DISTURBED AREA: N/A*
* MAINTENANCE PROJECT

LIMITED ACCESS

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

2019 SPECIFICATIONS

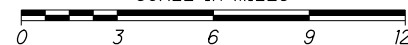
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.



LOCATION MAP

LATITUDE: 39°50'08" LONGITUDE: 84°38'59"

SCALE IN MILES



PORTION TO BE IMPROVED	-----
INTERSTATE HIGHWAY	=====
FEDERAL ROUTES	-----
STATE ROUTES	-----
COUNTY & TOWNSHIP ROADS	-----
OTHER ROADS	-----

DESIGN DESIGNATION

	I.R. 70	I.R. 70	I.R. 70	I.R. 70	S.R. 320	S.R. 726
	0.00-1.66	1.66-9.91	9.91-14.66	14.66-17.67		
CURRENT ADT (2020)	38000	32000	35000	38000	1300	1200
DESIGN YEAR ADT (2040)	54000	39000	42000	44000	1300	1300
DESIGN HOURLY VOLUME (2040)	4900	3500	3800	4400	120	160
DIRECTIONAL DISTRIBUTION	53%	52%	50%	52%	52%	55%
TRUCKS (24 HOUR B&C)	35%	37%	30%	31%	7%	7%
DESIGN SPEED	70MPH	70MPH	70MPH	70MPH	45MPH	55MPH
LEGAL SPEED	70MPH	70MPH	70MPH	70MPH	45MPH	55MPH

DESIGN FUNCTIONAL CLASSIFICATION:

I.R. 70 - 01 INTERSTATE (RURAL)
S.R. 320 - 05 MAJOR COLLECTOR (RURAL)
S.R. 726 - 05 MAJOR COLLECTOR (RURAL)
NHS PROJECT ----- YES

DESIGN EXCEPTIONS

VERTICAL ALIGNMENT: STOPPING SIGHT DISTANCE APPROVAL DATE 12/04/2018 SHEET No. 40

UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig

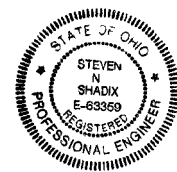


OHIO811, 8-1-1, or 1-800-362-2764 (Non-members must be called directly)

PLAN PREPARED BY:

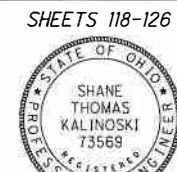


ENGINEERS SEAL:



SIGNED: *Steven N. Shadix*
DATE: OCTOBER 25, 2019

ENGINEERS SEAL:



SIGNED: *Shane T. Kalinoski*
DATE: OCTOBER 25, 2019

ENGINEERS SEAL:



SIGNED: *Michael R. Sturdevant*
DATE: OCTOBER 25, 2019

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ADDITIONAL SHEETS: 28A

PARTS 1 AND 2

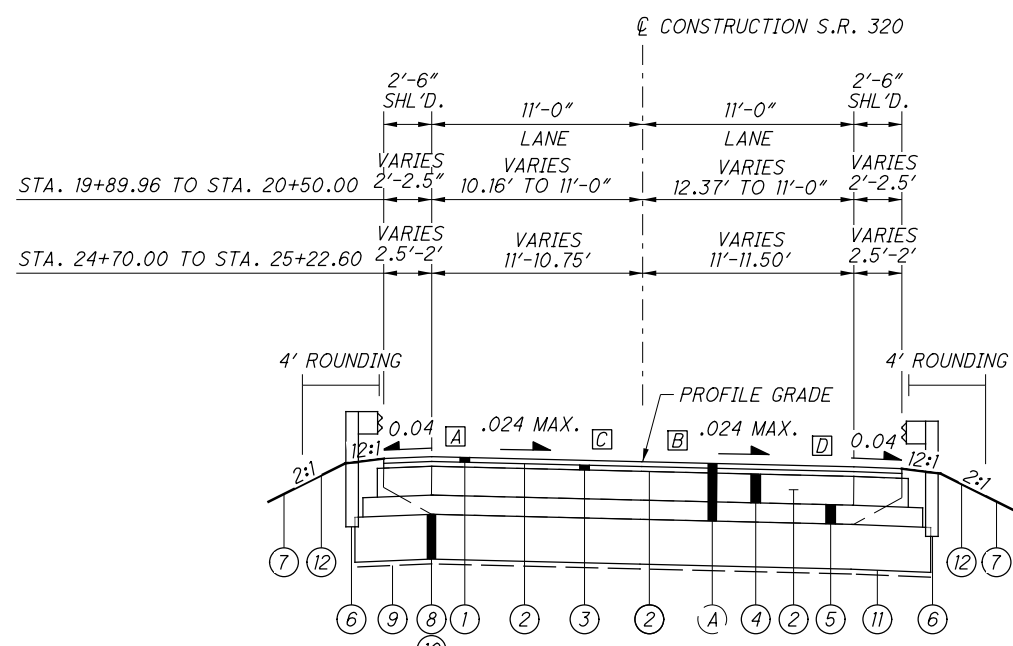
STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	
BP-1.1	7/28/00	MGS-3.2	1/18/13	HL-40.10	1/20/17	MT-98.29	7/19/19	TC-41.50	10/18/13	800	10/18/19
BP-2.2	7/18/08	MGS-4.2	7/19/13	HL-50.21	1/18/19	MT-99.20	4/19/19	TC-42.20	10/18/13	808	1/18/19
BP-2.4	7/19/13	MGS-4.3	1/18/13	HL-60.11	7/21/17	MT-99.30	1/19/18	TC-52.10	10/18/13	809	10/18/19
BP-2.5	7/19/13	MGS-5.2	7/15/16	HL-60.21	7/20/18	MT-99.60	7/15/16	TC-52.20	7/20/18	813	10/19/18
BP-2.6	7/15/16	MGS-5.3	7/15/16	HL-60.31	1/18/19	MT-100.00	1/15/16	TC-61.30	7/19/19	821	4/20/12
BP-3.1	10/18/19	MGS-6.1	1/19/18	MT-95.30	7/19/19	MT-101.60	1/20/17	TC-65.10	1/17/14	832	10/19/18
BP-4.1	7/19/13	RM-4.2	10/24/19	MT-95.31	7/19/19	MT-101.70	7/20/18	TC-65.11	7/21/17	843	10/18/19
BP-5.1	1/18/19	AS-1-15	7/17/15	MT-95.40	1/20/17	MT-101.75	7/15/16	TC-71.10	1/19/18	878	1/18/19
BP-6.1	7/19/13	EXJ-4-87	1/19/18	MT-95.41	7/21/17	MT-101.90	7/21/17	TC-72.20	7/20/18	908	10/20/17
BP-9.1	1/18/19	SBR-1-13	7/20/18	MT-95.50	7/21/17	MT-102.30	10/16/15	TC-73.20	7/21/17	913	4/21/17
DM-1.1	7/21/17	HL-10.11	7/19/19	MT-95.70	7/20/18	MT-103.10	1/19/18	TC-81.10	7/15/16	921	4/20/12
DM-1.2	1/18/13	HL-10.12	1/20/17	MT-97.10	4/19/19	MT-104.10	10/16/15	TC-84.20	10/18/13		
DM-4.2	7/20/12	HL-10.13	7/20/18	MT-98.10	1/20/17	MT-105.10	7/19/13				
DM-4.4	1/15/16	HL-20.11	4/21/17	MT-98.11	4/19/19	TC-21.20	7/20/18				
MGS-1.1	1/19/18	HL-30.11	7/19/19	MT-98.20	4/19/19	TC-22.10	10/18/13				
MGS-2.1	1/19/18	HL-30.21	1/17/14	MT-98.22	1/20/17	TC-41.20	10/18/13				
MGS-3.1	1/19/18	HL-30.22	1/17/14	MT-98.28	1/20/17	TC-41.30	10/18/13				

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE FIVE LOCATIONS AS DESCRIBED ON SHEET 21 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED _____
DATE _____ DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

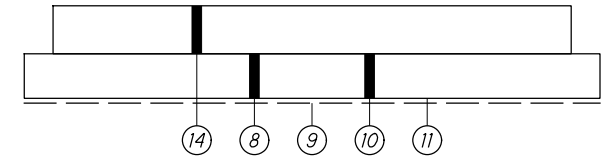
FEDERAL PROJECT NO. E150(996)
PID NO. 96654
CONSTRUCTION PROJECT NO. NONE
RAILROAD INVOLVEMENT NONE
PRE-70-0.00 PART 1
1/147



TYPICAL SECTION S.R. 320

STA. 19+89.96 TO STA. 21+03.71
STA. 24+37.23 TO STA. 25+22.60

BRIDGE AND APPROACH SLAB
STA. 21+03.71 TO STA. 24+37.23



APPROACH SLAB

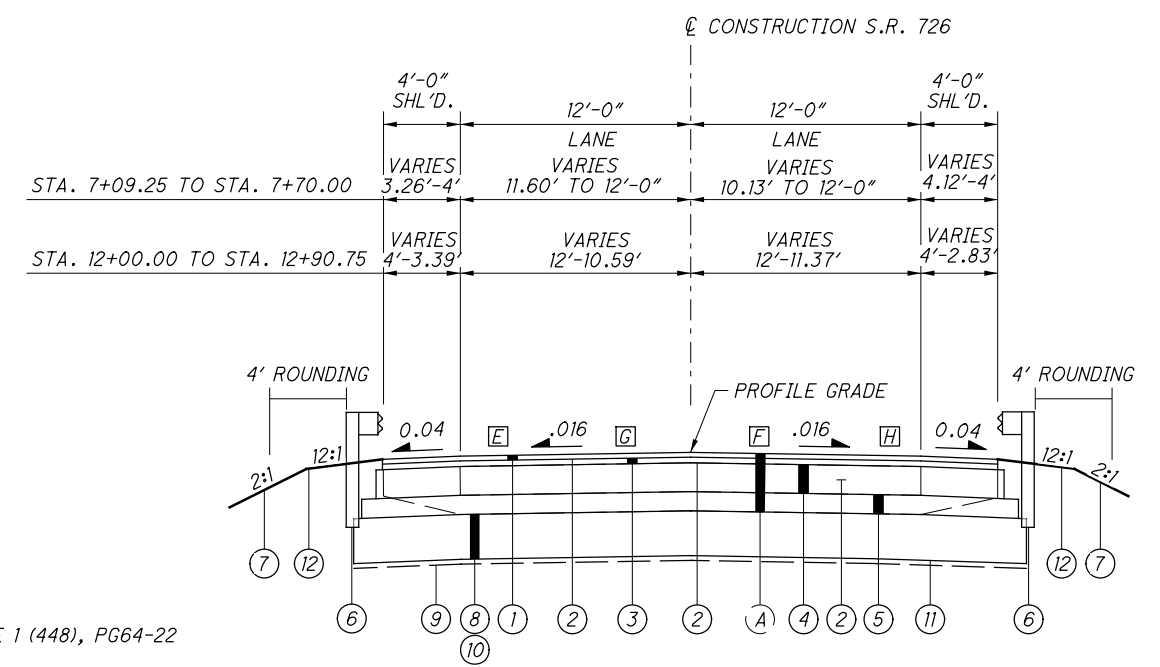
S.R. 320
STA. 21+03.71 TO STA. 21+28.71
STA. 24+12.23 TO STA. 24+37.23

S.R. 726
STA. 8+34.25 TO STA. 8+59.25
STA. 11+40.75 TO STA. 11+65.75

- A TRANSITION PAVEMENT SLOPE FROM +.0072 AT STA. 19+89.96 TO +.024 AT STA. 20+29.96
- B TRANSITION PAVEMENT SLOPE FROM -.0257 AT STA. 19+89.96 TO -.024 AT STA. 19+99.96
- C TRANSITION PAVEMENT SLOPE FROM +.024 AT STA. 24+65.60 TO FLAT AT STA. 25+22.74
- D TRANSITION PAVEMENT SLOPE FROM -.024 AT STA. 25+12.60 TO -.0208 AT STA. 25+22.60
- E TRANSITION PAVEMENT SLOPE FROM -.0181 AT STA. 7+09.25 TO -.016 AT STA. 7+19.25
- F TRANSITION PAVEMENT SLOPE FROM -.0186 AT STA. 7+09.25 TO -.016 AT STA. 7+19.25
- G TRANSITION PAVEMENT SLOPE FROM -.016 AT STA. 12+68.75 TO -.0096 AT STA. 12+83.99
- H TRANSITION PAVEMENT SLOPE FROM -.016 AT STA. 12+80.75 TO -.0176 AT STA. 12+90.75

LEGEND

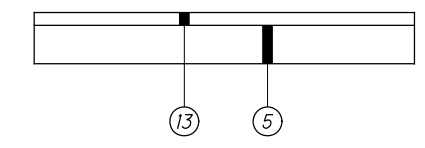
- 1 ITEM 441, 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22
- 2 ITEM 407, TACK COAT
- 3 ITEM 441, 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 (448)
- 4 ITEM 301, 9" ASPHALT CONCRETE BASE, PG64-22
- 5 ITEM 304, 6" AGGREGATE BASE
- 6 ITEM 606, GUARDRAIL, TYPE MGS WITH LONG POSTS
- 7 ITEM 659, SEEDING AND MULCHING
- 8 ITEM 204, EXCAVATION OF SUBGRADE
- 9 ITEM 204, GEOTEXTILE FABRIC
- 10 ITEM 204, 14" GRANULAR MATERIAL, TYPE C
- 11 ITEM 204, SUBGRADE COMPACTION & PROOF ROLLING
- 12 ITEM 209, RESHAPING UNDER GUARDRAIL
- 13 ITEM 441, 2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22
- 14 ITEM 526, REINFORCED CONCRETE APPROACH SLABS (T=15")
- A EXISTING ASPHALT PAVEMENT W/ GRANULAR BASE



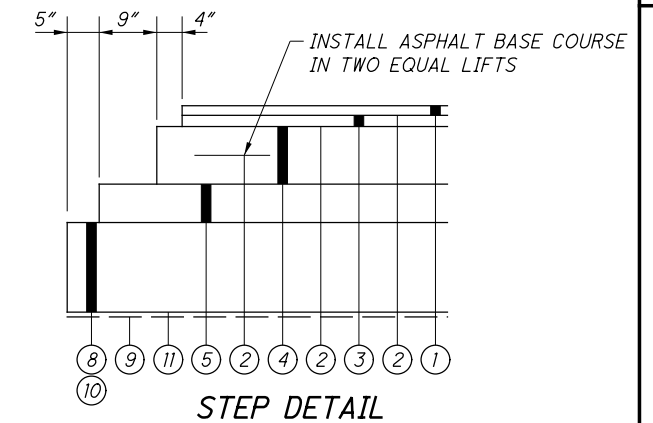
TYPICAL SECTION S.R. 726

STA. 7+09.25 TO STA. 8+34.25
STA. 11+65.57 TO STA. 12+90.75

BRIDGE AND APPROACH SLAB
STA. 8+34.25 TO STA. 11+65.57



DRIVEWAY DETAIL



STEP DETAIL

STATION	AREA (COMPUTER GENERATED)	204		301	304	407	441	441	441	COMMENTS AND ADDITIONAL AREAS FOR STEPS
		SUBGRADE COMPACTION (AREA/9)	PROOF ROLLING (SUBGRADE COMPACTION/2000)	ASPHALT CONCRETE BASE, PG64-22 (AREA X 0.75/27)	AGGREGATE BASE (AREA X 0.55/27)	TACK COAT (AREA X 0.055/9) X 3	1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22 (AREA X 0.104/27)	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 (448) (AREA X 0.146/27)	2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448) (DRIVEWAYS) (AREA X 0.167/27)	
FROM	TO	SQ FT	SQ YD	HOUR	CU YD	CU YD	GAL	CU YD	CU YD	
S.R. 726										
7+09.25	8+59.25	3926.99	584.47	0.29	111.40	85.51	71.99	15.13	21.23	ADD 1333.25 FOR 204, ADD 83.33 FOR 301, ADD 270.83 FOR 304
11+40.75	12+90.75	3908.42	582.41	0.29	110.88	85.13	71.65	15.05	21.13	ADD 1333.25 FOR 204, ADD 83.33 FOR 301, ADD 270.83 FOR 304
S.R. 320										
19+89.96	21+28.71	3033.66	458.29	0.23	86.37	67.31	55.62	11.69	16.40	ADD 1090.98 FOR 204, ADD 75.83 FOR 301, ADD 246.46 FOR 304
24+12.23	25+22.60	2292.60	366.53	0.18	65.26	52.22	42.03	8.83	12.40	ADD 1006.14 FOR 204, ADD 56.91 FOR 301, ADD 184.97 FOR 304
20+20.19, LT		673.44				19.24			4.17	DRIVE
19+98.50	20+45.13, RT	74.96				7.04			0.46	MAILBOX TURNOUT
24+66.22, LT		581.75				17.37			3.60	DRIVE
24+66.55, RT		692.22				19.62			4.28	DRIVE WITH MAILBOX TURNOUT
TOTALS CARRIED TO SHEET NO. 16			1991.70	0.99	373.91	353.44	241.29	50.70	71.16	12.51

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COUNTY	ROUTE	CROSSOVERS	STRAIGHT LINE MILEAGE	AREA (COMPUTER GENERATED)	254	254	407	442	442	
					3 1/4" PAVEMENT PLANING, ASPHALT CONCRETE (AREA/9)	PATCHING PLAINED SURFACE (AREA/9)X0.01	NON-TRACKING TACK COAT (AREA/X0.070/9)X2	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN (AREA/X0.146/27)	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447) (AREA/X0.125/27)	
					SQ FT	SQ YD	SQ YD	GAL	CU YD	CU YD
PREBLE	I.R. 70	CROSSOVER	0.056	3108.17	345.35	3.45	48.35	16.81	14.39	
PREBLE	I.R. 70	CROSSOVER	2.181	4185.21	465.02	4.65	65.10	22.63	19.38	
PREBLE	I.R. 70	CROSSOVER	3.990	4515.79	501.75	5.02	70.25	24.42	20.91	
PREBLE	I.R. 70	CROSSOVER	6.413	4484.96	498.33	4.98	69.77	24.25	20.76	
PREBLE	I.R. 70	CROSSOVER	9.271	4609.93	512.21	5.12	71.71	24.93	21.34	
PREBLE	I.R. 70	CROSSOVER	10.566	1604.56	178.28	1.78	24.96	8.68	7.43	
PREBLE	I.R. 70	CROSSOVER	14.056	4667.73	518.64	5.19	72.61	25.24	21.61	
PREBLE	I.R. 70	CROSSOVER	15.250	1738.51	193.17	1.93	27.04	9.40	8.05	
TOTALS CARRIED TO PAVEMENT SUBSUMMARY					3212.75	32.12	449.79	156.36	133.87	

COUNTY	ROUTE	PARKING LOTS	STRAIGHT LINE MILEAGE	AREA (COMPUTER GENERATED)	254	254	407	442	442	
					3 1/4" PAVEMENT PLANING, ASPHALT CONCRETE (AREA/9)	PATCHING PLAINED SURFACE (AREA/9)X0.01	NON-TRACKING TACK COAT (AREA/X0.070/9)X2	1 3/4" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448) (AREA/X0.125/27)	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN (AREA/X0.146/27)	
			FROM	TO	SQ FT	SQ YD	SQ YD	GAL	CU YD	EACH
PREBLE	I.R. 70	WEIGH STATION	0.614	0.677	45417.94	5046.44	50.46	706.50	210.27	245.59
TOTALS CARRIED TO PAVEMENT SUBSUMMARY					5046.44	50.46	706.50	210.27	245.59	

PAVEMENT SUBSUMMARY	204	253	254	254	301	304	407	407	441	441	441	442	442	442	442	442	618		
	SUBGRADE COMPACTION	PROOF ROLLING	PAVEMENT REPAIR	3 1/4" PAVEMENT PLANING, ASPHALT CONCRETE	PATCHING PLAINED SURFACE	ASPHALT CONCRETE BASE, PG64-22	AGGREGATE BASE	TACK COAT	NON-TRACKING TACK COAT	1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1 (448), PG64-22	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 (448)	2" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), (DRIVEWAYS)	ANTI-SEGREGATION EQUIPMENT	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446), AS PER PLAN	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (447)	1 1/2" ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (448)	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (448), AS PER PLAN	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE)	
	SQ YD	HOUR	CU YD	SQ YD	SQ YD	CU YD	CU YD	GAL	GAL	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	MILE	
TOTALS FROM (I.R. 70 EASTBOUND) SHEET NO. 10				407710.50	4077.11				57079.48				22244.14	19841.90	16987.95			34.98	
TOTALS FROM (I.R. 70 WESTBOUND) SHEET NO. 11				408620.60	4086.22				57206.87				22242.87	19886.19	17025.84			34.98	
TOTALS FROM (EAST/WESTBOUND RAMP) SHEET NO. 12				30849.72	308.51				4318.95				1646.03	1501.37	1285.41				
TOTALS FROM (DECELERATION) SHEET NO. 13				12901.25	129.02				1806.18				726.97	627.88	537.55				
TOTALS FROM (ACCELERATION) SHEET NO. 14				20654.54	206.55				2891.62				1186.78	1005.18	860.60				
TOTALS FROM (S.R. 320 AND S.R. 726) SHEET NO. 15	1991.70	0.99				373.91	353.44	241.29		50.70	71.16	12.51							
TOTALS FROM (CROSSOVERS) THIS SHEET				3212.75	32.12				449.79					156.36	133.87				
TOTALS FROM (PARKING LOTS) THIS SHEET				5046.44	50.46				706.50							210.27	245.59		
TOTALS FROM (NOTES) SHEET NO. 17			2811.00																
SUBTOTAL	1991.70	0.99	2811.00	888995.80	8889.99	373.91	353.44	241.29	124459.39	50.70	71.16	12.51	48046.79	43018.88	36831.22			245.59	69.96
TOTALS CARRIED TO GENERAL SUMMARY	1992	1	2811	888996	8890	374	354	242	124460	51	72	13	48047	43019	36832	211	246	70	

PAVEMENT SUBSUMMARY

PRE-70-0.00

UTILITIES

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

DARKE RURAL ELECTRIC
P.O. BOX 278
GREENVILLE, OHIO 45331
(937) 548-4114 (BRUCE BURKE)
BRUCEB@DARKEREC.COM

DAYTON POWER & LIGHT
1900 DRYDEN ROAD
DAYTON, OHIO 45439
(937) 331-4521 (BILL GOURLEY)
WILLIAM.GOURLEY@AES.COM

ODOT ITS LAB
1606 WEST BROAD STREET
COLUMBUS, OHIO 43223
(614) 487-4113
CEN.ITS.LAB@DOT.OHIO.GOV

LIGHTING
ODOT DISTRICT 8
505 S. STATE ROUTE 741
LEBANON, OHIO 45036
(513) 933-6689

FRONTIER COMMUNICATIONS
241 S. NELSON AVENUE
WILMINGTON, OHIO 45177
(937) 382-0055 (DAVID LONGWORTH)
DAVID.M.LONGWORTH@FTR.COM

CENTURY LINK
803 E. 12TH STREET
GREENVILLE, OHIO 45331
(937) 547-4255 (DAVID KAPLAN)
DAVID.W.KAPLAN@CENTURYLINK.COM

CHARTER COMMUNICATIONS (SPECTRUM) - DAYTON
3691 TURNER ROAD
DAYTON, OHIO 45415
(937) 396-8372 (JACOB HOUESHELL)
JACOB.HOUESHELL@CHARTER.COM

VECTREN GAS
1335 E. DAYTON YELLOW SPRINGS ROAD
FAIRBORN, OH 45324
(937) 312-2539 (JEFF PIKE)
JEFFREY.T.PIKE@CENTERPOINTENERGY.COM

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

ROUNDING

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

WORK LIMITS

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

CLEARING AND GRUBBING

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

UTILITY NOTIFICATION

THE OHIO DEPARTMENT OF TRANSPORTATION HAS UTILITY FACILITIES (HIGHWAY LIGHTING, TRAFFIC SIGNALS, AND ITS) WITHIN THE LIMITS OF THIS PROJECT. IN ADDITION TO THE INFORMATION OUTLINED IN THE UTILITY NOTE OF THIS CONTRACT, THE CONTRACTOR SHALL TAKE THE FOLLOWING ACTION TO PROTECT ODOT'S FACILITIES DURING CONSTRUCTION:

HIGHWAY LIGHTING AND TRAFFIC SIGNALS:

EVEN THOUGH ODOT IS LISTED AS A MEMBER OF THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE CONTRACTOR ON THIS PROJECT IS REQUIRED TO CONTACT ODOT, DISTRICT 8 TRAFFIC MAINTENANCE DEPARTMENT DIRECTLY SO THAT THE ODOT UTILITIES LOCATED WITHIN THIS PROJECT ARE MARKED. THE CONTRACTOR SHALL NOTIFY DISTRICT 8 TRAFFIC MAINTENANCE AT 513-933-6689 AND THE PROJECT ENGINEER, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF ANY WORK, FOR THE NEED TO MARK ODOT OWNED UTILITIES.

ITS:

ITS FACILITIES AREN'T LISTED WITH OUPS, SO THE CONTRACTOR IS REQUIRED TO CONTACT ODOT CENTRAL OFFICE ITS LAB DIRECTLY SO THAT THE ODOT UTILITIES LOCATED WITHIN THIS PROJECT ARE MARKED. THE CONTRACTOR SHALL NOTIFY ODOT CENTRAL OFFICE ITS LAB AT THE CONTACT INFORMATION LISTED BELOW AND THE PROJECT ENGINEER, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF ANY WORK FOR THE NEED TO MARK ODOT OWNED UTILITIES.

CENTRAL OFFICE ITS LAB
1606 W. BROAD STREET, COLUMBUS, OHIO 43223
614-387-4113 - PHONE (ITS LOCATES LINE)
614-887-4134 - FAX
CEN.ITS.LAB@DOT.OHIO.GOV - EMAIL

THE ABOVE REQUIREMENTS ARE IN ADDITION TO SECTION 105.07 & 107.16 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE UTILITY PROPOSAL NOTE.

THE CONTRACTOR SHALL NOTIFY OTHER UTILITIES THROUGH OUPS OR DIRECTLY A MINIMUM OF FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY WORK. THE COST FOR THE ABOVE DESCRIBED WORK IS INCIDENTAL TO THE OVERALL BID PRICE OF THE PROJECT.

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.

ITEM 204, SUBGRADE COMPACTION AND PROOF ROLLING

CONSTRUCT THE SUBGRADE AS FOLLOWS ON S.R. 320 AND S.R. 726 AND IN THE FOLLOWING SEQUENCE:

1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.

2. EXCAVATE AND REPLACE UNSUITABLE SUBGRADE BEFORE PROOF ROLLING. THE EXCAVATION LIMITS ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSUITABLE SUBGRADE. UNSUITABLE SUBGRADE INCLUDES UNSUITABLE SOIL (A-4B, A-2-5, A-5, A-7-5, AND SOIL WITH A LIQUID LIMIT GREATER THAN 65) AND ANY COAL, SHALE, OR ROCK WHICH NEEDS TO BE REMOVED ACCORDING TO 204.05.

IF THERE IS UNSUITABLE SUBGRADE IN A SHALLOW FILL LOCATION, EXCAVATE AND REPLACE THE UNSUITABLE SUBGRADE BEFORE CONSTRUCTING THE SHALLOW FILL AND SHAPING THE SUBGRADE.

3. COMPACT THE SUBGRADE ACCORDING TO 204.03.

4. APPROXIMATE LIMITS FOR EXCAVATION OF UNSTABLE SUBGRADE ARE SHOWN AND LABELED ON THE CROSS SECTIONS AS UNSTABLE SUBGRADE. THE ENGINEER WILL IDENTIFY THE ACTUAL LIMITS OF EXCAVATION FOR UNSTABLE SUBGRADE BASED ON THE PROOF ROLLING RESULTS AND VISUAL OBSERVATIONS.

PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO 204.06.

5. EXCAVATE UNSTABLE SUBGRADE AS DIRECTED BY THE ENGINEER AND STABILIZE BY REPLACING WITH THE SPECIFIED MATERIALS ACCORDING TO 204.07. EXCAVATIONS WILL EXTEND 18 INCHES BEYOND THE EDGE OF THE SURFACE OF THE PAVEMENT, PAVED SHOULDERS, OR PAVED MEDIANS.

6. PROOF ROLL THE STABILIZED AREAS ACCORDING TO 204.06 TO VERIFY STABILITY.

7. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

THE QUANTITIES FOR EXCAVATING THE UNSUITABLE SUBGRADE AND UNSTABLE SUBGRADE ARE BOTH PAID UNDER ITEM 204 EXCAVATION OF SUBGRADE.

ITEM 442, ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) & (448), AS PER PLAN

ON THIS PROJECT SUPPLY A 19MM INTERMEDIATE COURSE MEETING THE REQUIREMENTS OF 442 EXCEPT AS MODIFIED BELOW.

MODIFY TABLE 442.02-2 AS FOLLOWS:

Sieve Size		9.5 mm mix	12.5 mm mix	19 mm mix
		Total Percent Passing		
1 1/2 inch (3.75 mm)		*	*	100
3/4 inch (19 mm)		*	100	95 to 100
1/2 inch (12.5 mm)		100	95 to 100	90 to 100
3/8 inch (9.5 mm)		90 to 100	96 max	96 max
No. 4 (4.75 mm)		70 max	52 to 65	60 max
No. 8 (2.36 mm)		34 to 52	34 to 45	34 to 45
No. 200 (75 µm)		2 to 8	2 to 8	2 to 8

MODIFY TABLE 442.02-3 AS FOLLOWS: APPLY 14.0 FOR A VMA (PERCENT MINIMUM) FOR A 19MM MIX. APPLY 5.3 PERCENT FOR THE MINIMUM TOTAL ASPHALT BINDER CONTENT FOR A 19MM MIX.

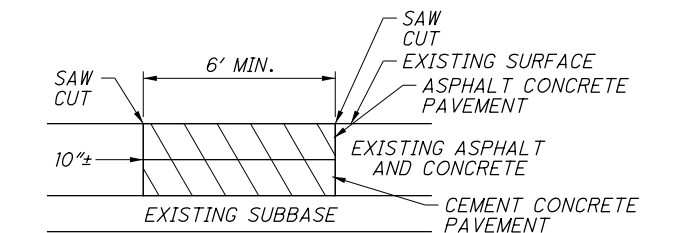
ITEM 442, ASPHALT CONCRETE INTERMEDIATE COURSE, 19MM, TYPE A (446) & (448), AS PER PLAN (CONTINUED)

MODIFY THE 442 INTERMEDIATE COURSE REQUIREMENTS OF TABLES 401.04-1 AND 401.04-2 AS FOLLOWS: APPLY 3.5 PERCENT FOR THE TOTAL VIRGIN ASPHALT BINDER CONTENT, MINIMUM.

USE A PG64-22 IF USING 25 PERCENT OR LESS RAP. USE PG64-28 IF USING GREATER THAN 25 PERCENT RAP. PROVIDE AN APPROVED DENSITY GAUGE AND OPERATOR TO COLLECT INFORMATIONAL DENSITY READINGS EACH DAY OR NIGHT OF PAVING AS DIRECTED BY THE ENGINEER.

ITEM 253, PAVEMENT REPAIR

AN ESTIMATED QUANTITY OF ITEM 253 PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO REMOVE AND REPLACE EXISTING DETERIORATED PAVEMENT JOINTS WITH ITEM 301, ASPHALT CONCRETE BASE. THE EXACT LOCATIONS AND SIZES OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER. THE ASPHALT CONCRETE BASE SHALL BE COMPACTED AS PER 401.16 AND PLACED IN APPROXIMATELY EQUAL LAYERS. QUANTITIES HAVE BEEN PROVIDED IN THE TABLE BELOW FOR ESTIMATING PURPOSES ONLY. IT IS ASSUMED THAT 15 JOINTS WILL REQUIRE FULL DEPTH REPAIR (MAXIMUM DEPTH OF 19") AND THE REMAINDER OF JOINTS WILL REQUIRE REMOVAL AND REPLACEMENT OF THE ASPHALT PORTION OF THE COMPOSITE PAVEMENT ONLY (MAXIMUM 10" DEPTH). THE APPROXIMATE SIZE OF JOINT REPAIRS IS ASSUMED TO BE 24' WIDE BY 6' LONG. AN ADDITIONAL ESTIMATED QUANTITY OF ITEM 253 PAVEMENT REPAIR, 5000 SQUARE YARDS HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS QUANTITY IS TO BE USED FOR PARTIAL DEPTH REPAIRS TO RESTORE AREAS OF PAVEMENT OUTSIDE OF THE JOINTS. THESE AREAS WILL BE AT A MINIMUM 4 FT X 4 FT X 4 IN DEEP.



STRAIGHT LINE MILEAGE	DIRECTION	JOINTS TO BE REPAIRED	253 PAVEMENT REPAIR	
			CU	YD
FROM	TO			
0.00	10.00	EASTBOUND	270	1200
0.00	10.00	WESTBOUND	237	1053
10.00	17.67	EASTBOUND	63	280
10.00	17.67	WESTBOUND	34	151
0.00	17.67	EAST/WEST	15	127
QUANTITIES CARRIED TO SHEET 16				2811

ITEM 254, PAVEMENT PLANING

THE PAVEMENT PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE INTERMEDIATE COURSE PRIOR TO REOPENING THE LANE TO TRAFFIC. THE COST OF THE ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE RESPECTIVE ITEM. A DISINCENTIVE IN THE AMOUNT OF \$10,000 SHALL BE ASSESSED FOR EACH DAY, OR PORTION THEREOF, A PLANED SURFACE IS OPEN TO TRAFFIC.

CALCULATED JTK CHECKED PJD
GENERAL NOTES
PRE-70-0.00
17
147

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SEEDING AND MULCHING

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

659, REPAIR SEEDING AND MULCHING
27283 SQ. YD. (S&M) x 0.05 = 1364.2 SQ. YD.
USE 1365 SQ. YD.

659, COMMERCIAL FERTILIZER
27283 / 7410 = 3.68 TON

659, LIME
27283 x 9 / 43560 = 5.64 ACRES

659, WATER
27283 x 2 x .0027 = 147.3 M. GAL
USE 148 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 THESE LIMITS.

ITEM 832 EROSION CONTROL

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR LOCATING, FURNISHING, INSTALLING AND MAINTAINING TEMPORARY SEDIMENT AND EROSION CONTROL FOR EARTH DISTURBED AREAS.

ITEM 832 EROSION CONTROL 5000 EACH

VERTICAL GRADE WARNING SIGNS

THE CONTRACTOR SHALL FURNISH AND INSTALL PERMANENT W7-6-36 "HILL BLOCKS VIEW" SIGNS WITH W13-IP-18 "ADVISORY SPEED PLAQUE" SIGNS ON SR 726 ON EITHER SIDE OF THE IR 70 OVERPASS BRIDGE TO WARN DRIVERS TO REDUCE SPEED APPROACHING THE CREST VERTICAL CURVE ON THE BRIDGE. THE ADVISORY SPEED TO BE LISTED ON THE W13-IP-18 SIGNS SHALL BE 45 MPH. THESE SIGNS SHOULD BE LOCATED AT APPROXIMATELY STA 6+00 AND STA 14+00.

SEE SHEET NO. 38 FOR QUANTITIES

COORDINATION BETWEEN CONTRACTORS

THE CONSTRUCTION AT PRE-70-0.00 MAY REQUIRE THE CONTRACTOR TO COORDINATE WITH THE ADJACENT PREBLE COUNTY CULVERT PROJECTS (PID 106504 AND PID 105967) AND PRE-35-1.76 (PID 100807).

COOPERATION WITH THE ENGINEER, INSPECTORS, AND ALL OTHER CONTRACTORS ON OR ADJACENT TO THE PROJECT IS REQUIRED, AS PER CMS 105.08.

ASBESTOS NOTIFICATION

SHOULD THE CONTRACTOR ENCOUNTER ASBESTOS CONTAINING MATERIALS (ACM) ON THE EXISTING STRUCTURES, THE HANDLING AND DISPOSAL OF SAID ACM WILL BE COVERED UNDER CMS ITEM 202 WITH PAYMENT IN ACCORDANCE WITH CMS 109.05.

A WEBLINK TO THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, WILL BE PROVIDED TO THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING. ODOT WILL SUPPLY THE INFORMATION FOR SECTIONS I-VII AND XVII-XVIII OF THE FORM. THE CONTRACTOR WILL COMPLETE THE ONLINE FORMS AND SUBMIT THEM TO THE SOUTHWEST OEPA DISTRICT OFFICE (OEPA-SWDO) AT LEAST 10 DAYS PRIOR TO DEMOLITION/RENOVATION ACTIVITIES. THE COSTS ASSOCIATED WITH ASBESTOS NOTIFICATION SHALL BE INCIDENTAL TO ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

IN THE EVENT THAT THE CONTRACTOR, OR THE ASSOCIATED SUB-CONTRACTORS, ENCOUNTER ANY MATERIAL SUSPECTED OF CONTAINING ACM, DEMOLITION ACTIVITIES SHALL CEASE AND THE SUSPECT AREAS WETTED. THE CONTRACTOR SHALL THEN NOTIFY THE PROJECT ENGINEER, OEPA-SWDO AND THE ODOT DISTRICT 08 CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST (CAHES) (KEITH SMITH, (513) 933-6590).

ASBESTOS ABATEMENT

IN THE EVENT THAT ACM IS ENCOUNTERED, THE CONTRACTOR SHALL TAKE WHATEVER PRECAUTIONS ARE POSSIBLE TO ENSURE THAT THE ACM DOES NOT BECOME FRIABLE. TO ENSURE THAT THE NONFRIABLE ACM DOES NOT BECOME FRIABLE, OR IN THE EVENT THAT THE NONFRIABLE MATERIALS BECOME FRIABLE, THE CONTRACTOR SHALL PROVIDE AN INDIVIDUAL TRAINED IN THE PROVISIONS OF THE NATIONAL EMISSIONS STANDARDS FOR HAZARDOUS AIR POLLUTANTS (NESHA) TO BE LOCATED ON-SITE DURING DEMOLITION AND/OR REMOVAL OF THE ACM. ALL ACM SHALL BE PROPERLY CONTAINERIZED, TRANSPORTED AND DISPOSED OF IN ACCORDANCE WITH THE ASSOCIATED STATE AND FEDERAL REGULATIONS.

THE CONTRACTOR SHALL FURNISH ALL THE LABOR (INCLUDING A CAHES), EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE, SUBMIT AND COMPLY WITH THE OEPA NOTIFICATION FOR, AND TO REMOVE, TRANSPORT AND DISPOSE OF ACM IN A LICENSED (BY THE LOCAL HEALTH DEPARTMENT) AND PERMITTED (BY THE OEPA) SOLID WASTE FACILITY.

NON-USE OF ASBESTOS-CONTAINING MATERIALS

THE CONTRACTOR SHALL AT NO TIME INCORPORATE ANY MATERIALS WHICH ARE COMPOSED OF OR CONTAIN ANY AMOUNTS OF ASBESTOS. THE SUBSTITUTION OF MATERIALS WHICH CONTAIN ANY AMOUNTS OF ASBESTOS WILL IN NO CIRCUMSTANCES BE ACCEPTABLE. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT A WRITTEN STATEMENT OF CERTIFICATION ASSERTING THAT NO ASBESTOS CONTAINING MATERIALS WERE USED IN ANY PORTION OF THE CONSTRUCTION.

SURVEYING PARAMETERS

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

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

PROJECT CONTROL
POSITIONING METHOD: ODOT VRS
MONUMENT TYPE: AS NOTED IN PROJECT CONTROL TABLE BELOW

VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: 12B

HORIZONTAL POSITIONING
REFERENCE FRAME: NAD 83 (2011)
ELLIPSOID: GRS 80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE (SOUTH ZONE)
COMBINED SCALE FACTOR: 1.000000000
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.

LOCATION	203		204			659
	EXCAVATION	EMBANKMENT	EXCAVATION OF SUBGRADE	GRANULAR MATERIAL, TYPE C	GEOTEXTILE FABRIC (AREA IS EQUAL TO SUBGRADE COMPACTION FROM PAVEMENT CALCS)	SEEDING AND MULCHING
	CY	CY	CY	CY	SY	SY
SR 320	325	20	223	223	825	556
SR 726	455	19	443	443	1167	668
SR 320 STA 20+20.19 DRIVE LT	12	1				
SR 320 STA 24+66.22 DRIVE LT	10	2				
SR 320 STA 24+66.55 DRIVE RT	22	2				
FROM SHEET NO. 50 (LIGHTING)						13430
TOTALS CARRIED TO GENERAL SUMMARY	824	44	666	666	1992	14654

PROJECT CONTROL				
PRE-70-0.00 Stantec Job#173620094				
CONTROL POINT COORDINATES SUPPLIED BY ODOT				
CONTROL FOR SR 320	Grid North	Grid East	Mon. Type	Elevation
SA1	674213.325	1324465.674	IPINS STA 22+71.20, 55.65 RT	1161.780
SA3	673998.722	1324443.235	MAGS STA 20+56.92, 16.89 RT	1183.520
VA2	674366.551	1324422.490	IPINS STA 24+27.06, 16.93 RT	1178.110
CONTROL FOR SR 726	Grid North	Grid East	TYPE	ELEVATION
SE2	675692.327	1357319.406	MAGS STA 7+93.86, 13.71 RT	1138.066
VE1	675186.493	1357277.530	MAGS STA 2+87.31, 18.30 LT	1118.836

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CALCULATED
JTK
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PJD

GENERAL NOTES

PRE-70-0.00

WORKSITE TRAFFIC SUPERVISOR

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

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

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

1. BE AVAILABLE ON A 24-HOUR PER DAY BASIS.
2. BE ON SITE FOR ALL EMERGENCY TTC NEEDS WITHIN ONE HOUR OF NOTIFICATION BY POLICE OR PROJECT STAFF AND EFFECT CORRECTIVE MEASURES IMMEDIATELY ON EXISTING WORK ZONE TTC DEVICES.
3. ATTEND PRECONSTRUCTION MEETING AND ALL PROJECT MEETINGS WHERE TTC MANAGEMENT IS DISCUSSED.
4. BE AVAILABLE ON SITE FOR OTHER MEETINGS OR DISCUSSIONS WITH THE ENGINEER UPON REQUEST.
5. BE AWARE OF ALL EXISTING AND PROPOSED TTC OPERATIONS OF THE CONTRACTOR, SUBCONTRACTORS AND SUPPLIERS, AND ENSURE COORDINATION OCCURS BETWEEN THEM TO ELIMINATE CONFLICTING TEMPORARY AND/OR PERMANENT TRAFFIC CONTROL.
6. COORDINATE PROJECT ACTIVITIES WITH ALL LAW ENFORCEMENT OFFICERS (LEOS). THE WTS SHALL ALSO BE THE MAIN CONTACT PERSON WITH THE LEOS WHILE LEOS ARE ON THE PROJECT.
7. COORDINATE AND FACILITATE MEETINGS WITH ODOT PERSONNEL, LEOS AND OTHER APPLICABLE ENTITIES BEFORE EACH PLAN PHASE SWITCH TO DISCUSS THE WORK ZONE TTC FOR IMPLEMENTING THE PHASE SWITCH. SUBMIT A WRITTEN DETAIL OF MOT OPERATIONS AND SCHEDULE OF EVENTS TO IMPLEMENT THE SWITCH BETWEEN PHASE PLANS TO THE ENGINEER 5 CALENDAR DAYS PRIOR TO THIS MEETING.

WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

8. BE PRESENT, ON SITE FOR, AND INVOLVED WITH, EACH TTC SET UP/TAKE DOWN AND EACH PHASE CHANGE IN ACCORDANCE WITH CMS 614.03.

9. ON CONTINUAL BASIS ENSURE THAT THE TTC ZONE AND ALL RELATED DEVICES ARE INSTALLED, MAINTAINED, AND REMOVED IN COMPLIANCE WITH THE CONTRACT DOCUMENTS.

10. ON A CONTINUAL BASIS FACILITATE CORRECTIVE ACTION(S) NECESSARY TO BRING DEFICIENT TTC ZONES AND ALL RELATED DEVICES INTO COMPLIANCE WITH CONTRACT DOCUMENTS IN THE TIMEFRAME DETERMINED BY THE ENGINEER.

11. INSPECT, EVALUATE, PROPOSE NECESSARY MODIFICATIONS TO, AND DOCUMENT THE EFFECTIVENESS OF, THE TTC DEVICES AND TRAFFIC OPERATIONS ON A DAILY BASIS (7 DAYS A WEEK). IN ADDITION, PERFORM ONE WEEKLY NIGHT INSPECTION OF THE WORK ZONE SETUP FOR DAYTIME WORK OPERATIONS; AND ONE DAYTIME INSPECTION PER WEEK FOR NIGHTTIME PROJECTS. THIS SHALL INCLUDE (BUT NOT BE LIMITED TO) DOCUMENTATION ON THE FOLLOWING PROJECT EVENTS:

- A. INITIAL TTC SETUP (DAY AND NIGHT REVIEW).
- B. DAILY TTC SETUP AND REMOVAL.
- C. WHEN CONSTRUCTION STAGING CAUSES A CHANGE IN THE TTC SETUP.
- D. CRASH OCCURRENCES WITHIN THE CONSTRUCTION AREA AND WITHIN THE INFLUENCE AREA(S) APPROACHING THE WORK ZONE.
- E. REMOVAL OF TTC DEVICES AT THE END OF A PHASE OR PROJECT.
- F. ALL OTHER EMERGENCY TTC NEEDS.

12. COMPLETE THE DEPARTMENT APPROVED LONG TERM INSPECTION FORM (CA-D-8) AFTER EACH INSPECTION AS REQUIRED IN # 11 AND SUBMIT IT TO THE ENGINEER THE FOLLOWING WORK DAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRECONSTRUCTION MEETING. ANY DEFICIENCIES OBSERVED SHALL BE NOTED, ALONG WITH RECOMMENDED OR COMPLETED CORRECTIVE ACTIONS AND THE DATES BY WHICH SUCH CORRECTIONS WERE, OR WILL BE, COMPLETED. A COPY OF THE CURRENT CA-D-8 DOCUMENT CAN BE FOUND ON THE OFFICE OF CONSTRUCTION ADMINISTRATION'S INSPECTION FORMS WEBSITE.

13. HAVE COPIES OF THE ODOT TEMPORARY TRAFFIC CONTROL MANUAL AND CONTRACT DOCUMENTS AVAILABLE AT ALL TIMES ON THE PROJECT.

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

WORKSITE TRAFFIC SUPERVISOR (CONTINUED)

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

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

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

IF THREE OR MORE TOTAL DAYS RESULT IN TTC ISSUES DESCRIBED IN DEDUCTION B OR C ABOVE, THE PRIMARY WTS SHALL BE IMMEDIATELY REMOVED FROM THE WORK IN ACCORDANCE WITH C&MS 108.05. UPON REMOVAL THE ENGINEER SHALL NOTIFY ODOT CENTRAL OFFICE (WTSPREQUALIFICATION@DOT.OHIO.GOV) TO REGISTER A REMOVAL AGAINST THE STATEWIDE PREQUALIFICATION FOR THE PRIMARY WTS. THREE REMOVALS SHALL CAUSE STATEWIDE DISQUALIFICATION FOR ANY PREVIOUSLY PREQUALIFIED WTS.

PAYMENT FOR THE ABOVE REQUIREMENTS, RESPONSIBILITIES AND DUTIES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

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

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

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

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

-FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, 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).

ONE LEO IS NEEDED WHEN INSTALLING A SINGLE OR DOUBLE LANE CLOSURE. WHEN LANE CLOSURES ARE BEING INSTALLED IN MULTIPLE DIRECTIONS OR MULTIPLE LOCATIONS, ONE LEO IS NEEDED PER MOT WORK CREW. IN OTHER WORDS, IF THE SAME WORK CREW INSTALLS BOTH LANE CLOSURES, THEN ONLY ONE LEO IS NEEDED; IF TWO SEPARATE WORK CREWS INSTALL A LANE CLOSURE IN EACH DIRECTION, THEN TWO LEOS WILL BE NEEDED. THE LEO SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION.

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. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 2000 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED. THE HOURS PAID SHALL INCLUDE UP TO 1/2 HOUR PRIOR TO THE START OF THE SHIFT TO RECEIVE INSTRUCTIONS FOR THE WORK ASSIGNMENTS; SPECIAL WORK ASSIGNMENTS REQUIRING ADDITIONAL TIME SHALL BE APPROVED BY THE ENGINEER PRIOR TO SCHEDULING THE LEO. THE HOURS PAID PER LEO FOR LANE CLOSURES SHALL INCLUDE THE MINIMUM SHOW-UP TIME FOR THE INITIAL SET-UP PERIOD AND THE MINIMUM SHOW-UP TIME FOR THE TEAR DOWN PERIOD; BUT NO MORE THAN THE ACTUAL INVOICED HOURS.

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.

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MAINTENANCE OF TRAFFIC NOTES

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NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE 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 SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO) (DOT.D08.PIO@DOT.OHIO.GOV), THE DISTRICT PERMIT SECTION (D08.PERMITS@DOT.OHIO.GOV), AND THE DISTRICT TRAFFIC, DETOUR SECTION (DOT.D08.DETOURS@DOT.OHIO.GOV). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

NOTIFICATION TIME TABLE

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

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

PERMITTED LANE CLOSURE TIMES

SHORT TERM LANE CLOSURES ARE THOSE WHICH ARE PERMITTED BY THIS NOTE. THESE TIMES SHALL NOT BE REVISED WITHOUT PRIOR APPROVAL FROM THE DISTRICT 8 WORK ZONE TRAFFIC CONTROL MANAGER. SHORT TERM 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.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNITS
IR 70: ALL LANES OPEN TO TRAFFIC	10 AM TO 9 PM	1 MINUTE	\$240
SR 320	120 DAYS	1 DAY	\$980
SR 726	120 DAYS	1 DAY	\$277
PENCE SHERMAN RD	14 DAYS	1 DAY	\$277
LEWISBURG RD	14 DAYS	1 DAY	\$277
REST AREA	45 DAYS	1 DAY	\$1400
WEIGH STATION	7 DAYS	1 DAY	\$1400

DURING NON-RESTRICTED TIME PERIODS MAINTAIN A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON I-70 AND MAINTAIN ALL RAMPS.

ITEM 614, DETOUR SIGNING

A LUMP SUM QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO INCLUDE FURNISHING, INSTALLING, MAINTAINING, AND REMOVING THE DETOUR SIGNING AND THEIR NECESSARY SUPPORTS SHOWN ON THE PLANS.

INTERIM COMPLETION REQUIREMENTS

THE PROJECT HAS AN INTERIM COMPLETION DATE OF OCTOBER 15, 2020. ON OR BEFORE THE INTERIM COMPLETION DATE, ALL PAVEMENT REPAIRS SHALL BE COMPLETED. ON OR BEFORE THE INTERIM COMPLETION DATE, ANY RESURFACING STARTED SHALL BE COMPLETED UP TO AND INCLUDING THE ASPHALT CONCRETE SURFACE COURSE AND ITEM 621 RAISED PAVEMENT MARKERS INSTALLED.

THE PROJECT HAS AN INTERIM COMPLETION DATE OF OCTOBER 15, 2021. ON OR BEFORE THE INTERIM COMPLETION DATE, ALL WORK EXCEPT FINAL PAVEMENT MARKINGS SHALL BE COMPLETED.

THE CONTRACT WILL BE SUBJECT TO DAILY DISINCENTIVES FOR FAILURE TO COMPLETE ALL THE REQUIRED WORK, AND ASSOCIATED INCIDENTALS RELATED TO THE WORK, AS OUTLINED IN THE TABLE INCLUDED IN THIS NOTE. APPLICATION OF THE DISINCENTIVES WILL BE BASED ON THE OVERALL CONTRACT AMOUNT. 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 CMS 108.07 FOR THE REMAINDER OF THE CONTRACT.

SCHEDULE OF DAILY DISINCENTIVES FOR FAILURE TO MEET THE INTERIM COMPLETION REQUIREMENTS		
ORIGINAL CONTRACT AMOUNT (TOTAL AMOUNT AT TIME OF BIDDING)		DAILY DISINCENTIVE FOR EACH FULL OR PARTIAL CALENDAR DAY OF TIME OVERRUN BEYOND THE PLAN INTERIM COMPLETION DATE
FROM MORE THAN	TO AND INCLUDING	
\$0.00	\$500,000	\$800
\$500,000	\$1,000,000	\$1,200
\$1,000,000	\$5,000,000	\$2,500
\$5,000,000	\$10,000,000	\$3,500
\$10,000,000	\$50,000,000	\$5,000
OVER \$50,000,000		\$7,500

TEMPORARY PAVEMENT WEDGE

TEMPORARY PAVEMENT WEDGES SHALL BE PROVIDED AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A PAVEMENT SURFACE OF A DIFFERENT ELEVATION. THE MINIMUM SLOPE OF THE TEMPORARY PAVEMENT WEDGES SHALL BE 3:1 ALONG LONGITUDINAL JOINTS AND 120:1 AT TRANSVERSE JOINTS. THESE WEDGES SHALL BE REMOVED PRIOR TO PLACING THE SPECIFIED PAVEMENT COURSE. PAYMENT FOR ALL WORK, MATERIALS, ETC. ASSOCIATED WITH THIS ITEM SHALL BE PAID FOR UNDER ITEM 614, MAINTAINING TRAFFIC LUMP SUM.

VERTICAL CLEARANCE

ANY WORK (FALSEWORK, TRAFFIC PROTECTION, CONTAINMENT, ETC.) OVER LIVE TRAFFIC BY THE CONTRACTOR THAT REDUCES THE EXISTING VERTICAL CLEARANCE IS PROHIBITED UNLESS 4 WEEKS ADVANCED NOTICE IS PROVIDED TO THE ENGINEER WITH NEW PROPOSED VERTICAL CLEARANCES. THE CONTRACTOR SHALL PROVIDE FIELD MEASUREMENTS BEFORE ALLOWING TRAFFIC UNDERNEATH. IF ANY WORK IS TO OCCUR BELOW 14'-6", THEN SIGNS ON THE STRUCTURE AND ADVANCE WARNING SIGNS SHALL BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO PERFORMING SUCH WORK. SIGNING SHALL BE IN ACCORDANCE WITH THE 'OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES' (OMUTCD) AND THE OHIO "TRAFFIC ENGINEERING MANUAL" (TEM). NO WORK OVER TRAFFIC SHALL OCCUR WITH A VERTICAL CLEARANCE LESS THAN 13'-10". 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. PAYMENT FOR ANY SIGNS, SIGN SUPPORTS, ETC. MATERIALS AND LABOR SHALL BE INCLUDED UNDER ITEM 614 MAINTAINING TRAFFIC.

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MAINTENANCE OF TRAFFIC NOTES

PRE-70-0:00

SEQUENCE OF CONSTRUCTION

THE SEQUENCE OF CONSTRUCTION OUTLINED BELOW IS INTENDED TO GUIDE THE WORK IN A MANNER THAT PROVIDES A BASIC LEVEL OF SERVICE TO ALL MOTORISTS. ALTHOUGH THIS SEQUENCE OF CONSTRUCTION LISTS TASKS IN A SPECIFIC ORDER, NOT EVERY ITEM LISTED MUST BE COMPLETED BEFORE COMMENCING THE NEXT ITEM, AND SOME TASKS MAY BE PERFORMED CONCURRENTLY.

PHASE 1, TASK 1: MAJOR BRIDGE REHABILITATION OF PRE-320-0117

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD OF TIME AS DESCRIBED ON SHEET 24 WHEN TRAFFIC MAY BE DETOURED. THE DETOUR AND DETOUR SIGNING ARE SHOWN ON SHEET 26. ACCESS TO ALL DRIVES SHALL BE MAINTAINED AT ALL TIMES, INCLUDING DURING THE CLOSURE. FALSEWORK WILL BE REQUIRED ON THE BRIDGE DURING CONSTRUCTION AND SHOULD BE INSTALLED PRIOR TO ANY BRIDGE WORK. THE FALSEWORK CAN BE INSTALLED, AND SUBSEQUENTLY REMOVED, USING SINGLE LANE CLOSURES ON I.R. 70 AT PERMISSIBLE TIMES AS SHOWN ON SHEET 24. LANE CLOSURES ON I.R. 70 SHOULD BE INSTALLED ACCORDING TO STANDARD CONSTRUCTION DRAWING (SCD) MT-95.30.

PHASE 1, TASK 2: MAJOR BRIDGE REHABILITATION OF PRE-726-0428

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD OF TIME AS DESCRIBED ON SHEET 24 WHEN TRAFFIC MAY BE DETOURED. THE DETOUR AND DETOUR SIGNING ARE SHOWN ON SHEET 27. ACCESS TO ALL DRIVES SHALL BE MAINTAINED AT ALL TIMES, INCLUDING DURING THE CLOSURE. FALSEWORK WILL BE REQUIRED ON THE BRIDGE DURING CONSTRUCTION AND SHOULD BE INSTALLED PRIOR TO ANY BRIDGE WORK. THE FALSEWORK CAN BE INSTALLED, AND SUBSEQUENTLY REMOVED, USING SINGLE LANE CLOSURES ON I.R. 70 AT PERMISSIBLE TIMES AS SHOWN ON SHEET 24. LANE CLOSURES ON I.R. 70 SHOULD BE INSTALLED ACCORDING TO SCD MT-95.30.

PHASE 1, TASK 3: BRIDGE PARAPET REPAIR ON PRE-70-0632

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON PENCE SHEWMAN ROAD SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD OF TIME AS DESCRIBED ON SHEET 24 WHEN TRAFFIC MAY BE DETOURED. THE DETOUR AND DETOUR SIGNING ARE SHOWN ON SHEET 28. ACCESS TO ALL DRIVES SHALL BE MAINTAINED AT ALL TIMES, INCLUDING DURING THE CLOSURE. FALSEWORK WILL BE REQUIRED ON THE BRIDGE DURING CONSTRUCTION AND SHOULD BE INSTALLED PRIOR TO ANY BRIDGE WORK. THE FALSEWORK CAN BE INSTALLED, AND SUBSEQUENTLY REMOVED, USING SINGLE LANE CLOSURES ON I.R. 70 AT PERMISSIBLE TIMES AS SHOWN ON SHEET 24. LANE CLOSURES ON I.R. 70 SHOULD BE INSTALLED ACCORDING TO STANDARD CONSTRUCTION DRAWING (SCD) MT-95.30.

THE DETOUR PLAN FOR THIS WORK UTILIZES S.R. 726. THEREFORE, TASK 2 AND TASK 3 SHALL NOT BE CONSTRUCTED CONCURRENTLY. ONLY ONE DETOUR MAY BE IN PLACE AT A TIME.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 1, TASK 4: BRIDGE PARAPET REPAIR ON PRE-70-1541

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON LEWISBURG ROAD SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD OF TIME AS DESCRIBED ON SHEET 24 WHEN TRAFFIC MAY BE DETOURED. THE DETOUR AND DETOUR SIGNING ARE SHOWN ON SHEET 28A. FALSEWORK WILL BE REQUIRED ON THE BRIDGE DURING CONSTRUCTION AND SHOULD BE INSTALLED PRIOR TO ANY BRIDGE WORK. THE FALSEWORK CAN BE INSTALLED, AND SUBSEQUENTLY REMOVED, USING SINGLE LANE CLOSURES ON I.R. 70 AT PERMISSIBLE TIMES AS SHOWN ON SHEET 24. LANE CLOSURES ON I.R. 70 SHOULD BE INSTALLED ACCORDING TO SCD MT-95.30.

PHASE 2, TASK 1: MINOR BRIDGE REHABILITATION ON THE REMAINING STRUCTURES AS DETAILED IN THE PLANS.

REHABILITATION OF THE FOLLOWING BRIDGES AS DETAILED IN THE PLANS SHOULD NOT REQUIRE ANY LANE OR SHOULDER CLOSURES OR RESTRICTIONS. ALTHOUGH NONE ARE ANTICIPATED, ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED ACCORDING TO AND WHEN REQUIRED BY THE OMUTCD AND SCDs.

- | | |
|-------------|--------------|
| PRE-70-358 | PRE-503-1955 |
| PRE-70-0489 | PRE-70-1665 |
| PRE-70-0632 | PRE-70-1766 |
| PRE-70-1366 | |

NIGHTTIME LANE CLOSURES WILL BE REQUIRED TO PERFORM BRIDGE REHABILITATION ON THE FOLLOWING STRUCTURES.

- | | |
|-----------------|-----------------|
| PRE-70-0504 L/R | PRE-70-1349 L/R |
| PRE-70-0689 L/R | PRE-70-1500 L/R |
| PRE-70-1072 L/R | |
| PRE-70-1249 L/R | |

THE HOURS OF SUCH CLOSURES ARE SUBJECT TO THE PERMITTED LANE CLOSURE SCHEDULE AND LANE VALUE CONTRACT TABLE SHOWN IN THE PLANS. LANES SHOULD BE CLOSED AS OUTLINED ON SCD MT-95.30, CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS. SOME BRIDGES ARE LOCATED NEAR ENTRANCE AND EXIT RAMP AND WILL ALSO REQUIRE SCDs MT-98.10 LANE CLOSURE AT ENTRANCE RAMP AND MT-98.20 LANE CLOSURE AT EXIT RAMP USING DRUMS. ONE LANE IN EACH DIRECTION MUST REMAIN OPEN TO TRAFFIC AT ALL TIMES.

PARAPET REPAIR ON PRE-70-1541 WILL REQUIRE ADDITIONAL MAINTENANCE OF TRAFFIC ON C.R. 34 (LEWISBURG RD). REPAIRS SHOULD NOT BE MADE ABOVE LIVE TRAFFIC ON I.R. 70. WORK MAY ONLY BE COMPLETED OVER ONE LANE AT A TIME, WHILE CLOSED, TO PREVENT DEBRIS FROM FALLING ONTO MOTORISTS. ALTERNATIVELY, AT THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY CHOOSE TO PROTECT I.R. 70 MOTORISTS BY INSTALLING A CATCHMENT SYSTEM ON THE BRIDGE TO PREVENT DEBRIS FROM FALLING ON THE HIGHWAY BELOW. A FLAGGER SHOULD BE USED TO MAINTAIN ONE LANE OF TRAFFIC ON C.R. 34 DURING PARAPET REPAIR. USE SCD MT-97.10 FLAGGER CLOSING 1 LANE OF A 2-LANE HIGHWAY - STATIONARY OPERATION.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 2, TASK 2: LIGHTING INSTALLATIONS

IT IS ANTICIPATED THAT ALL WORK RELATED TO LIGHTING CAN BE COMPLETED WITHOUT LANE RESTRICTIONS ON ANY ROAD. ALL LIGHTING WORK, WITH THE EXCEPTION OF LUMINAIRE REPLACEMENTS, ARE OUTSIDE OF THE EXISTING SHOULDERS OF ALL ROUTES. USE SCD MT-95.45 CLOSING RIGHT OF LEFT SHOULDER OF A MULTILANE DIVIDED HIGHWAY TO CLOSE SHOULDERS AS NECESSARY. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED ACCORDING TO AND WHEN REQUIRED BY THE OMUTCD AND SCDs.

PHASE 2, TASK 3: MILLING AND FILLING OF WEIGH STATION PAVEMENT

THIS WORK SHALL CONSIST OF MILLING AND FILLING PAVEMENT WITHIN THE LIMITS OF THE WEIGH STATION. THE WEIGH STATION MAY BE CLOSED FOR A PERIOD NOT TO EXCEED THE NUMBER OF CONSECUTIVE CALENDAR DAYS SHOWN ON SHEET 24. CLOSURE OF THE WEIGH STATION SHALL BE PERFORMED AS OUTLINED ON SHEET NO. 29. A NOTICE OF CLOSURE SIGN SHALL BE INSTALLED PRIOR TO THE RAMP CLOSURE AS NOTED ON SHEET 21. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE THE WEIGH STATION IS OPENED TO TRAFFIC.

PHASE 2, TASK 4: PAVEMENT REPAIR IN REST AREA

THIS WORK SHALL CONSIST OF CONCRETE PAVEMENT REPAIR ON THE RAMPS AND TRUCK PARKING AREAS WITHIN THE EASTBOUND REST AREA. THE REST AREA MAY BE CLOSED FOR A PERIOD NOT TO EXCEED THE NUMBER OF CONSECUTIVE CALENDAR DAYS SHOWN ON SHEET 24 IN ORDER TO COMPLETE THIS WORK. CLOSURE OF THE REST AREA SHALL BE COMPLETE AS OUTLINED ON SHEET NO. 30. A NOTICE OF CLOSURE SIGN SHALL BE INSTALLED PRIOR TO THE RAMP CLOSURE AS NOTED ON SHEET 21. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE THE REST AREA IS OPENED TO TRAFFIC.

PHASE 3, TASK 1: PAVEMENT REPAIR ALONG IR 70 AND RAMPS

NIGHTLY LANE CLOSURES WILL BE REQUIRED TO PERFORM PAVEMENT REPAIRS ALONG MAINLINE I.R. 70. THE HOURS OF SUCH CLOSURES ARE SUBJECT TO THE PERMITTED LANE CLOSURE SCHEDULE AND LANE VALUE CONTRACT TABLE SHOWN IN THE PLANS. LANES SHOULD BE CLOSED AS OUTLINED ON SCD MT-95.30, CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS. SOME PAVEMENT REPAIRS ARE LOCATED NEAR ENTRANCE AND EXIT RAMP AND WILL REQUIRE SCDs MT-98.10 LANE CLOSURE AT ENTRANCE RAMP AND MT-98.20 LANE CLOSURE AT EXIT RAMP USING DRUMS. ONE LANE IN EACH DIRECTION MUST REMAIN OPEN TO TRAFFIC AT ALL TIMES.

SEQUENCE OF CONSTRUCTION (CONTINUED)

PHASE 3, TASK 2: MILLING PAVEMENT AND PLACING INTERMEDIATE COURSE

THIS WORK SHALL CONSIST OF MILLING THE EXISTING ASPHALT SURFACE AND PLACING A NEW INTERMEDIATE COURSE ON I.R. 70 AS INDICATED IN THE PLANS. PAVEMENT REPAIRS SHALL BE COMPLETED PRIOR TO PLACING THE NEW PAVEMENT. A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED ON I.R. 70 IN EACH DIRECTION AT ALL TIMES, INCLUDING RAMPS. LANE CLOSURES SHOULD BE PERFORMED AS OUTLINED IN SCD MT-95.30 CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS. PAVING WORK IN THE VICINITY OF RAMPS SHALL ALSO BE ACCORDING TO SCDs MT-98.10 LANE CLOSURE AT ENTRANCE RAMP, MT-98.11 LANE CLOSURE AT ENTRANCE RAMP ACCELERATION LANE, MT-98.20 LANE CLOSURE AT EXIT RAMP USING DRUMS, MT-98.22 LANE CLOSURE IN DECELERATION LANE, AND MT-98.28 LANE CLOSURE WITHIN EXIT RAMP. INSTALL TEMPORARY PAVEMENT MARKINGS PRIOR TO OPENING ANY PAVED SECTION TO TRAFFIC.

A MINIMUM OF ONE 10' LANE SHALL BE MAINTAINED ON ALL RAMPS DURING MILLING AND PAVING OPERATIONS. HALF OF EACH RAMP SHOULD BE CLOSED AT A TIME AS OUTLINED ON SCD MT-98.28 LANE CLOSURE WITHIN EXIT RAMP. TEMPORARY PAVEMENT MARKINGS SHOULD BE PERFORMED AS OUTLINED IN SCD MT-99.20 TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS.

PHASE 4: PLACING FINAL SURFACE COURSE ON IR 70

THIS WORK SHALL CONSIST OF PAVING THE FINAL SURFACE COURSE ON IR 70, INCLUDING RAMPS, AS INDICATED IN THE PLANS. LANE CLOSURES FOR PAVING SHALL BE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE SCHEDULE AND LAE VALUE CONTRACT TABLE SHOWN IN THE PLANS. A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED ON IR 70 IN EACH DIRECTION AT ALL TIMES, INCLUDING RAMPS. LANE CLOSURES SHOULD BE PERFORMED AS OUTLINED IN SCD MT-95.30 CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS. PAVING WORK IN THE VICINITY OF RAMPS SHALL ALSO BE ACCORDING TO SCDs MT-98.10 LANE CLOSURE AT ENTRANCE RAMP, MT-98.11 LANE CLOSURE AT ENTRANCE RAMP ACCELERATION LANE, MT-98.20 LANE CLOSURE AT EXIST RAMP USING DRUMS, MT-98.22 LANE CLOSURE IN DECELERATION LANE, AND MT-98.28 LANE CLOSURE WITHIN EXIT RAMP. INSTALL PERMANENT PAVEMENT MARKINGS PRIOR TO OPENING ANY PAVED SECTION TO TRAFFIC.

A MINIMUM OF ONE 10' LANE SHALL BE MAINTAINED ON ALL RAMPS DURING PAVING OPERATIONS. HALF OF EACH RAMP SHOULD BE CLOSED AT A TIME AS OUTLINED ON SCD MT-98.28 LANE CLOSURE WITHIN EXIT RAMP. PERMANENT PAVEMENT MARKINGS SHOULD BE PERFORMED AS OUTLINED IN SCD MT-99.20 TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS.


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MAINTENANCE OF TRAFFIC NOTES


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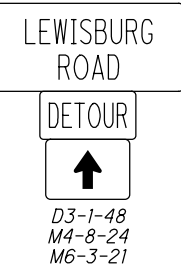
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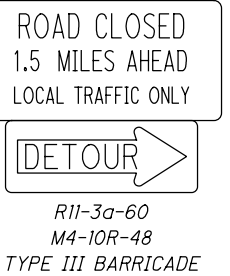
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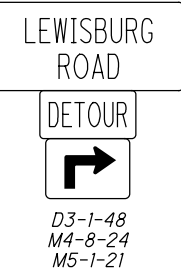
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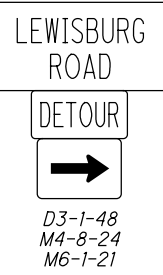
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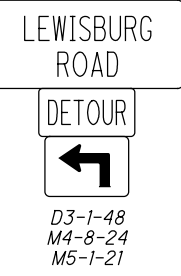
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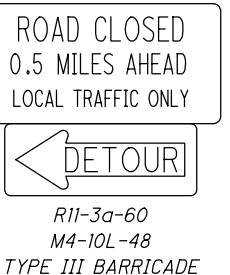
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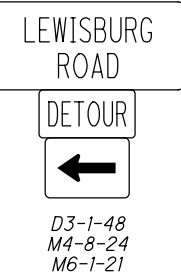
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9  W20-3-36

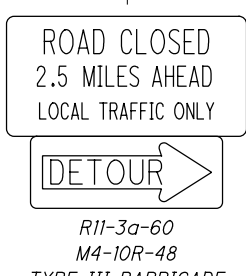
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M5-1-21

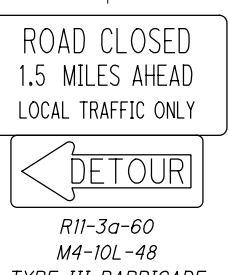
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M4-10L-48
TYPE III BARRICADE

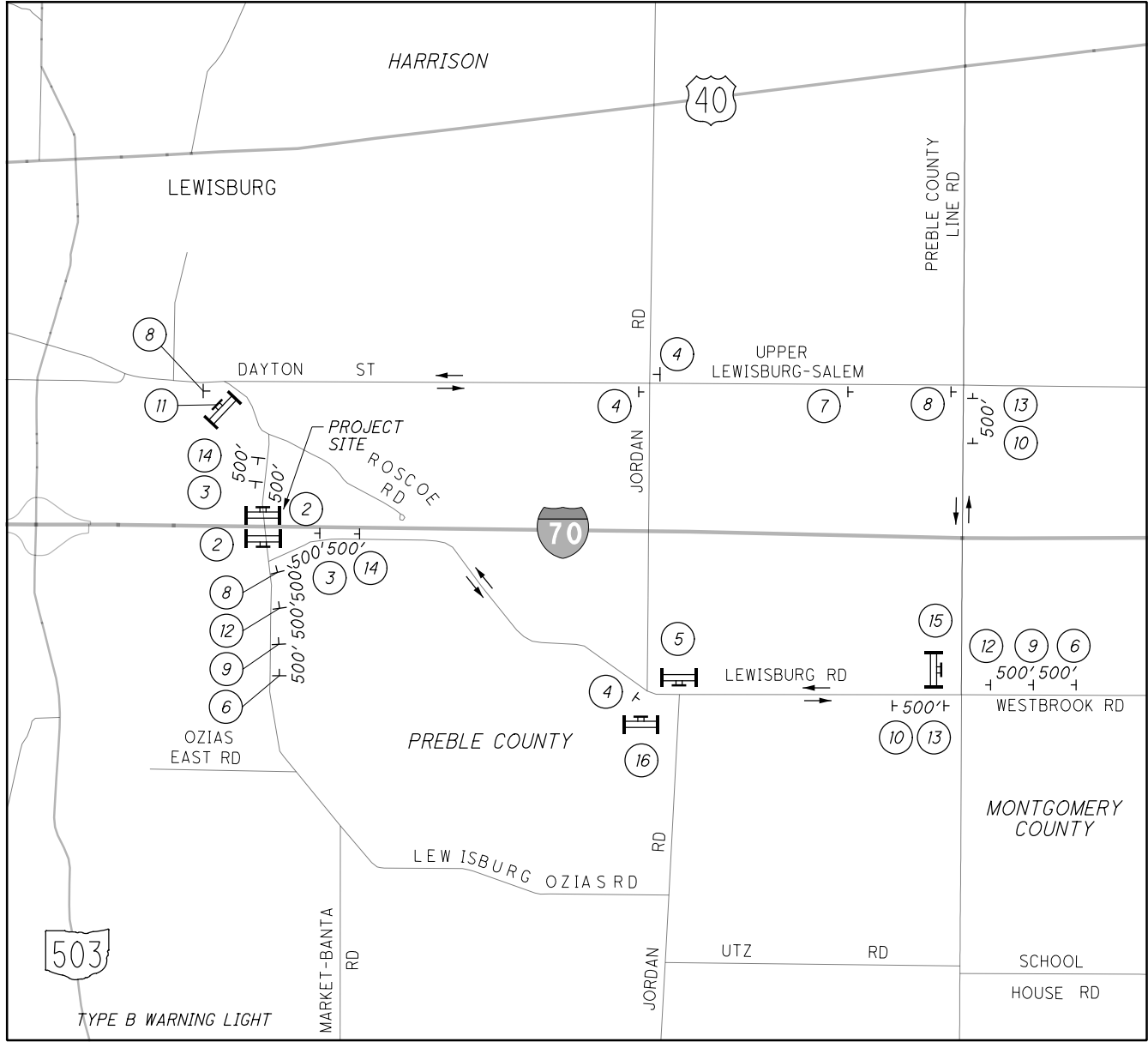
12  W20-2-36

13  D3-1-48
M4-8-24
M6-1-21

14  W20-3-36

15  R11-3a-60
M4-10R-48
TYPE III BARRICADE

16  R11-3a-60
M4-10L-48
TYPE III BARRICADE



NOT TO SCALE
CALCULATED JTK CHECKED PJD

MAINTENANCE OF TRAFFIC
LEWISBURG ROAD DETOUR MAP

PRE-70-0.00

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ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	CALCULATED BY: KAE			CHECKED BY: MRS		
					ABUT.	PIERS	SUPER.	GEN.	SHEET #	
202	11203	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP		LUMP			2 / 20
202	22900	139	SY	APPROACH SLAB REMOVED				139		
503	21300	LUMP	LS	UNCLASSIFIED EXCAVATION		LUMP				
509	10000	99210	LB	EPOXY COATED REINFORCING STEEL	6360	1936	90914			
509	20001	100	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	100					2 / 20
510	10000	166	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	76	90				
511	53014	322	CY	CLASS QC3 CONCRETE MISC.: CONCRETE WITH QC/QA, SUPERSTRUCTURE, AS PER PLAN			322			3 / 20
511	53014	77	CY	CLASS QC3 CONCRETE MISC.: CONCRETE WITH QC/QA, SUBSTRUCTURE, AS PER PLAN	63	14				3 / 20
512	10100	1118	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	153	266	699			
512	74000	419	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	153	266				
513	20000	2304	EACH	WELDED STUD SHEAR CONNECTORS			2304			
514	00050	12395	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			12395			
514	00056	12395	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			12395			
514	00060	12395	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			12395			
514	00067	12395	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN			12395			2 / 20
514	00504	19	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			19			
514	10000	9	EACH	FINAL INSPECTION REPAIR			9			
516	11210	60	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL	60					
516	44001	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (11 1/2" X 1'-8" X 1.504" ELASTOMERIC BEARING W/12 1/2" X 1'-9" X 2" LOAD PLATE), AS PER PLAN		4				13 / 20
516	44101	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (8 1/2" X 1'-0" X 2.678" ELASTOMERIC BEARING W/9 1/2" X 1'-1" X 1 1/2" LOAD PLATE), AS PER PLAN	8					13 / 20
516	44101	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (1'-0" X 1'-7" X 2.474" ELASTOMERIC BEARING W/13" X 1'-8" X 2" LOAD PLATE), AS PER PLAN		8				13 / 20
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN				LUMP		2 / 20
518	21200	24	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	24					
SPECIAL	51900100	412	SF	COMPOSITE FIBER WRAP SYSTEM		412				
526	25010	150	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15")				150		
526	90010	54	FT	TYPE A INSTALLATION				54		
607	39900	400	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC			400			

① QUANTITIES PAID FOR UNDER PARTICIPATION SPLIT 02/IMS/BR

DESIGN AGENCY
Stantec
11897 Lebanon Road
Cincinnati, Ohio 45241
(513) 842-8200

REVIEWED DATE
EER 10/25/19
STRUCTURE FILE NUMBER
6803180

DRAWN KAE
KAE REVISOR

DESIGNED KAE
KAE CHECKED
MRS

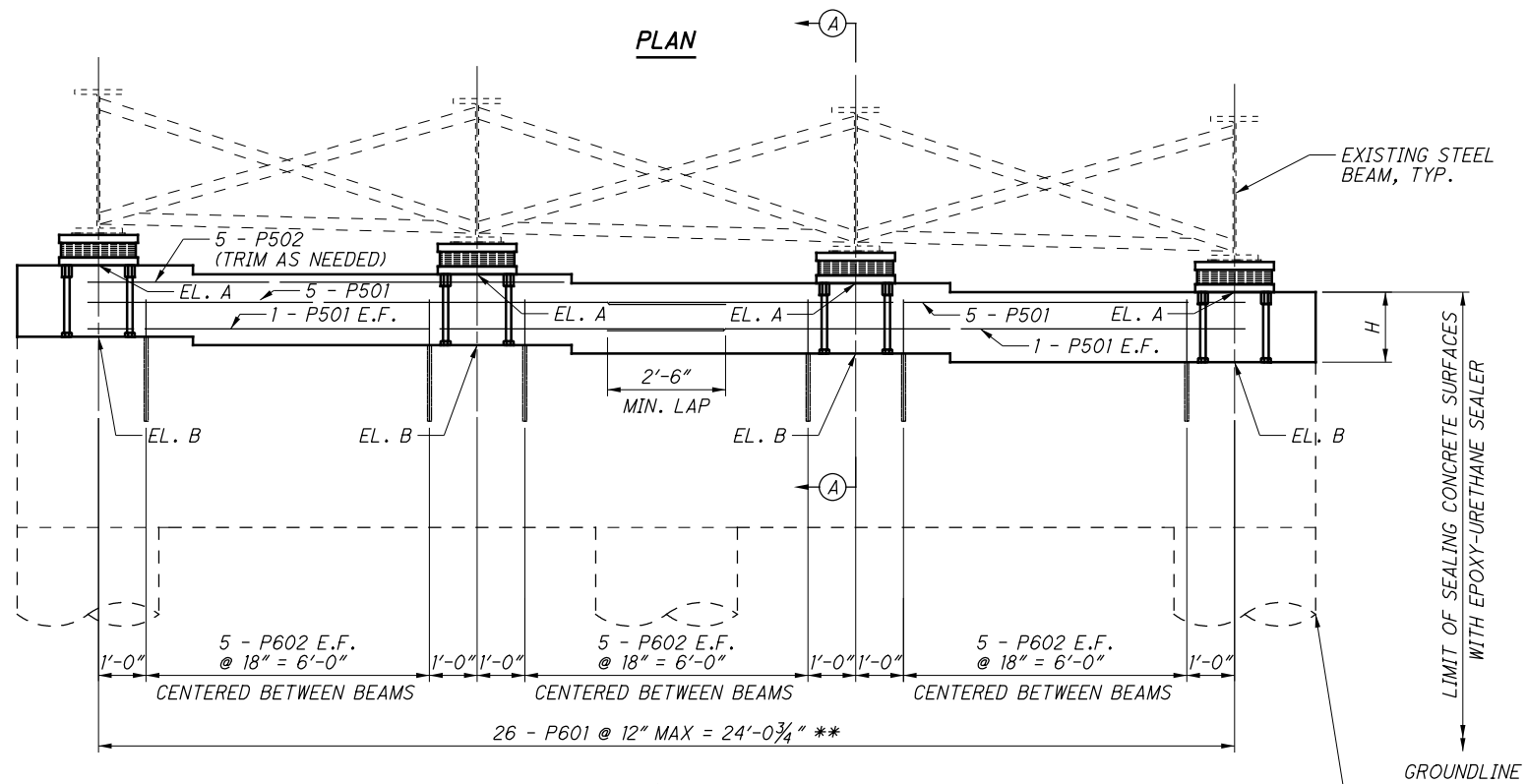
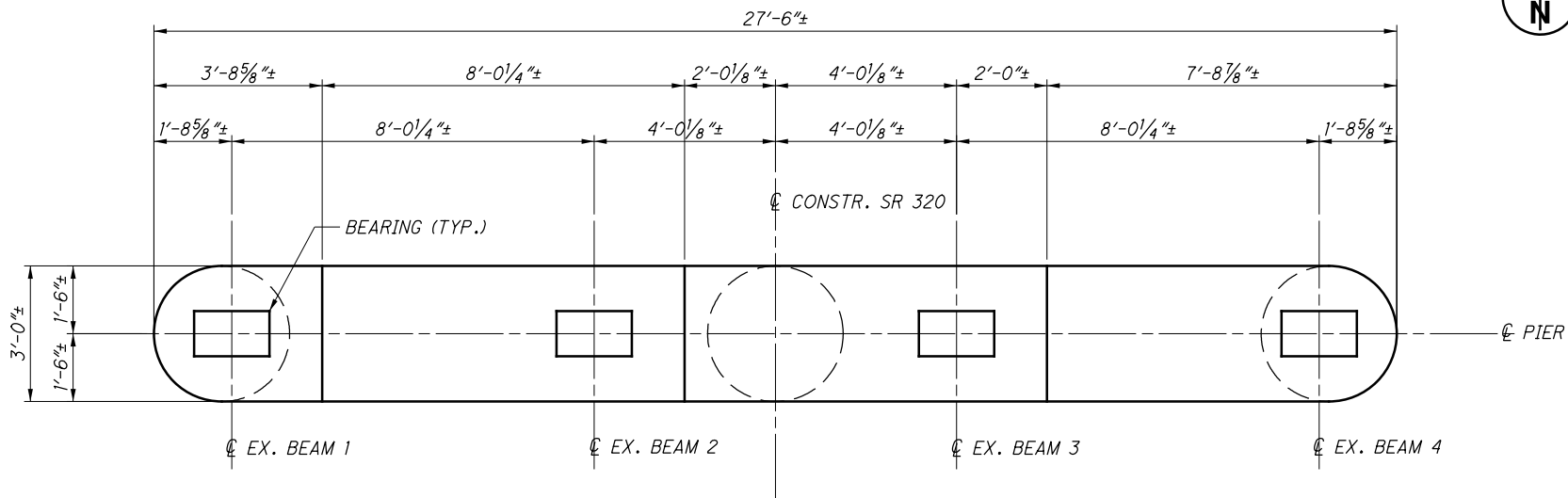
ESTIMATED QUANTITIES
BRIDGE NO. PRE-320-0117
SR 320 OVER I-70

PRE-70-0.00
PID No. 96654

4 / 20

101
147

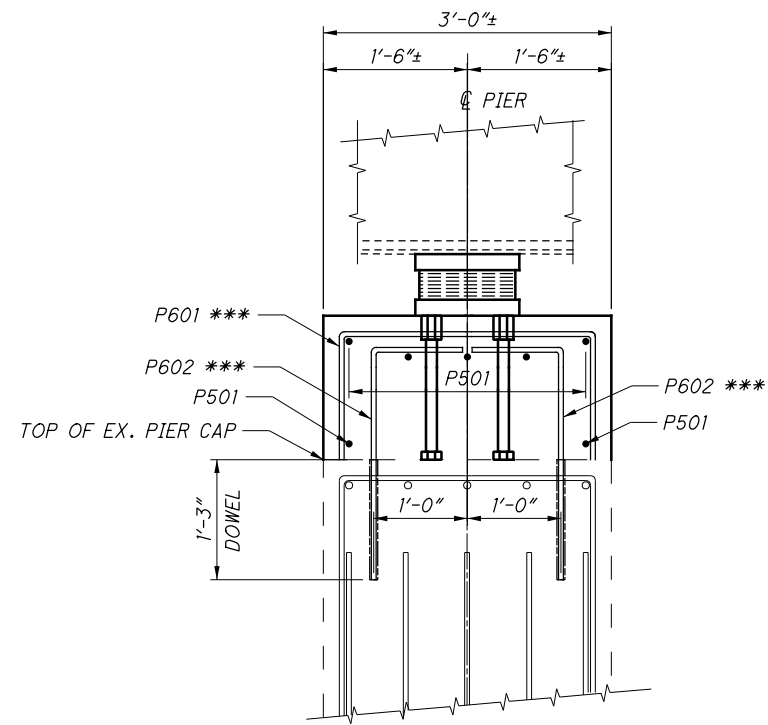
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** ADJUST BARS AS NEEDED TO AVOID ANCHOR BOLTS

ESTIMATED PEDESTAL HEIGHT AND ELEVATIONS *					
PIER	EX. BEAM	PROPOSED ELEVATION A	EST. PROP. BOTTOM OF BEAM EL.	EXISTING ELEVATION B	ESTIMATED PEDESTAL HEIGHT H
1	1	1179.88±	1180.42±	1178.54±	1.34±
1	2	1179.67±	1180.21±	1178.34±	1.33±
1	3	1179.53±	1180.07±	1178.09±	1.44±
1	4	1179.36±	1179.90±	1177.90±	1.46±
2	1	1178.81±	1179.27±	1177.21±	1.60±
2	2	1178.64±	1179.10±	1177.02±	1.62±
2	3	1178.45±	1178.91±	1176.84±	1.61±
2	4	1178.29±	1178.75±	1176.65±	1.64±
3	1	1176.97±	1177.51±	1175.52±	1.45±
3	2	1176.78±	1177.32±	1175.34±	1.44±
3	3	1176.59±	1177.13±	1175.13±	1.46±
3	4	1176.42±	1176.96±	1174.95±	1.47±

* SEE NOTE 2



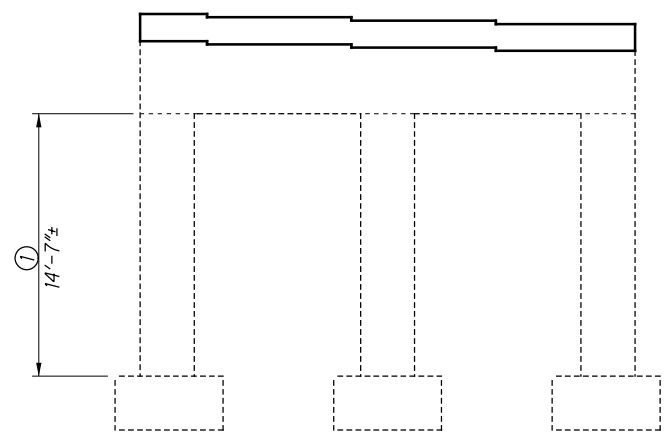
SECTION A-A

*** TRIM BAR LEGS AS NEEDED

NOTES

- FOR BEARING DETAILS, SEE SHEET 13/20.
- THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF BEAM AND BEAM SEAT ELEVATIONS PRIOR TO THE JACKING OPERATIONS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO SCOTT KRAMER, DISTRICT 8 BRIDGE ENGINEER, PRIOR TO THE JACKING OPERATIONS. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED. THE CONTRACTOR IS TO DETERMINE THE HEIGHT OF THE PROPOSED PIER CAP AND ADJUSTABLE PEDESTAL SO THAT THE FINAL PROPOSED CONTRACTOR CALCULATED BEAM SEAT ELEVATIONS ARE IN AGREEMENT WITH THEIR FIELD VERIFIED MEASUREMENTS. THE FINAL CAP HEIGHT H CAN BE CALCULATED BY SUBTRACTING THE EXISTING BEAM SEAT ELEVATION AND THE THICKNESS OF THE ELASTOMERIC BEARING (INCLUDING LOAD PLATES) AT EACH BEARING LOCATION FROM THE EXISTING BOTTOM OF THE BEAM ELEVATION. THE BRIDGE IS NOT TO BE RAISED. THE HEIGHT OF THE PROPOSED PIER CAP IS A CONTRACTOR CALCULATED DIMENSION AND ANY MODIFICATIONS NEEDED AS A RESULT OF THE CONTRACTOR'S ERROR WILL NEED TO BE APPROVED BY THE DISTRICT 8 BRIDGE DESIGN ENGINEER.

PROPOSED DIMENSION H = (CONTRACTOR'S EXISTING BOTTOM OF STEEL ELEVATION) - (CONTRACTOR'S EXISTING BEAM SEAT ELEVATION) - (HEIGHT OF BEARING'S TOP LOAD PLATE, LAMINATED ELASTOMERIC BEARING PAD AND BOTTOM LOAD PLATE).
- THE CONCRETE IN THE BEAM SEAT CAP HAS TO BE CAST BEFORE THE DECK IS FORMED.



PIER 2 ELEVATION

① LIMIT OF FIBER REINFORCED POLYMER WRAP, TYPICAL EACH COLUMN. CONFINING STRESS (f_f) = 0.150 KSI.

DESIGN AGENCY: **Stantec**
 11897 Johnson Road
 Cincinnati, Ohio 45241
 (513) 842-8200

DESIGNED: KAE
 CHECKED: MRS

DRAWN: KAE
 REVISED:

REVIEWED: EER
 DATE: 10/25/19

STRUCTURE FILE NUMBER: 6803180

PIER DETAILS
 BRIDGE NO. PRE-320-0117
 SR 320 OVER I-70

PRE-70-0.00
 PID No. 96654

11/20
 108
 147