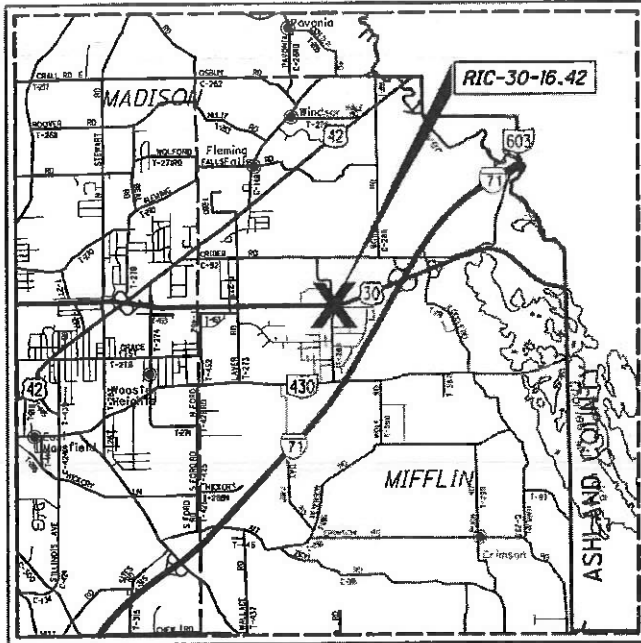


RIC - US 30-16.42
 210257 PID - 114029
 Dist 3 4/15/2021

Contract Proposal available @
 www.contracts.dot.state.oh.us

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LOCATION MAP

LATITUDE: 40°46'43" LONGITUDE: 82°25'37"



DESIGN DESIGNATION U.S.R. 30

CURRENT ADT (2021)	20,500
DESIGN YEAR ADT (2041)	22,500
DESIGN HOURLY VOLUME (2041)	2,200
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	34%
DESIGN SPEED	60 MPH
LEGAL SPEED	60 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
NHS NON-INTERSTATE - FREEWAYS & EXPRESSWAYS	
NHS PROJECT	YES

DESIGN EXCEPTIONS

NONE



PLANS PREPARED BY:

OHIO DEPARTMENT OF
 TRANSPORTATION
 DISTRICT THREE ENGINEERING

ENGINEERS SEAL:		STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
	SIGNED: <i>Nicholas R. Foster</i>	DM-4.3	1/15/16	TC-41.20	10/18/13	800	1/15/21		
	DATE: <i>7/17/2021</i>	DM-4.4	1/15/16	TC-42.10	10/18/13	808	1/18/19		
					TC-52.10	10/18/13	821	4/20/12	
			MT-95.30	7/19/19	TC-52.20	7/20/18	832	10/19/18	
			MT-95.50	7/21/17	TC-72.20	7/20/18	849	1/18/13	
			MT-98.10	1/17/20			921	4/20/12	
			MT-98.11	1/17/20					
			MT-98.29	1/17/20					
			MT-101.60	1/17/20					
			MT-104.10	10/16/15					
		MT-105.10	1/17/20						

STATE OF OHIO
 DEPARTMENT OF TRANSPORTATION

RIC-30-16.42

MIFFLIN TOWNSHIP
 RICHLAND COUNTY

INDEX OF SHEETS:

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PROJECT DESCRIPTION

REPAIR STRUCTURE DUE TO ACCIDENT BY HEAT
 STRAIGHTENING, CROSS FRAME ASSEMBLY
 REPLACEMENT AND PAINTING.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	N/A
(MAINTENANCE PROJECT)	
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	N/A
(MAINTENANCE PROJECT)	
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.

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 WESTBOUND ON AND OFF RAMP TO REED ROAD AS DESCRIBED ON SHEET 4 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

APPROVED *[Signature]*
 DATE *2/10/2021* DISTRICT DEPUTY DIRECTOR

APPROVED *[Signature]* DES
 DATE *2/10/2021* DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. NON-FEDERAL
 PID NO. 114029
 CONSTRUCTION PROJECT NO.
 RAILROAD INVOLVEMENT NONE
 RIC-30-16.42
 1/12

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

CONSTRUCTION NOTIFICATION

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER IN A TIME PERIOD CONCURRENT WITH THE REQUIREMENTS OF THE NOTIFICATION OF TRAFFIC RESTRICTIONS NOTE PRIOR TO THE FOLLOWING: THE START OF CONSTRUCTION ACTIVITIES, LANE RESTRICTIONS, LANE CLOSURES, AND OR ROAD CLOSURES. THE PROJECT ENGINEER WILL FORWARD THIS INFORMATION TO THE FOLLOWING:

DISTRICT PUBLIC INFORMATION OFFICE (PIO) BY EMAIL AT
D03.PIO@DOT.OHIO.GOV

DISTRICT PERMIT SECTION BY FAX AT (614) 887-4318 OR EMAIL AT
LOUIS.TUMBLIN@DOT.OHIO.GOV

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

THE PIO WILL, IN TURN, NOTIFY THE PUBLIC, THE LOCAL EMERGENCY SERVICES, AFFECTED SCHOOLS AND BUSINESSES, AND ANY OTHER IMPACTED LOCAL PUBLIC AGENCY OF ANY OF THE ABOVE MENTIONED ITEMS, VIA MEDIA SOURCES.

EXISTING PLANS

EXISTING PLANS ENTITLED RIC-30-16.37 DATED 1976 MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND.

ROUTINE MAINTENANCE

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

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.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATION AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

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

REFERENCES SHALL BE MADE TO THE FOLLOWING ARCHIVED STANDARD BRIDGE DRAWINGS

GSD-1-96 DATED 7/19/02

THE ARCHIVED STANDARD BRIDGE DRAWING IS AVAILABLE AT THE FOLLOWING WEB ADDRESS LOCATION:
[http://www.dot.state.oh.us/Divisions/Engineering/Structures/standard/ArchivedStandardDrawings/Pages/SuperstructureDetail\(BeamSplices\).aspx](http://www.dot.state.oh.us/Divisions/Engineering/Structures/standard/ArchivedStandardDrawings/Pages/SuperstructureDetail(BeamSplices).aspx)

REFERENCES SHALL BE MADE TO SUPPLEMENTAL SPECIFICATION

849 DATED 1/18/13

PAINTING STRUCTURAL STEEL - COLORS

THE EXISTING BRIDGE WAS PAINTED IN 1994 WITH A THREE COAT (OZEU) PAINT SYSTEM. THE FINISH COAT WAS BLUE MEETING FEDERAL COLOR FS-595A-15450.

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002 INCLUDING THE 2003, 2004, 2005 AND 2006 SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

HS20-44

DESIGN DATA

STRUCTURAL STEEL - ASTM A709 - GR50 YIELD STRENGTH 50,000 PSI

CVN IS NOT REQUIRED FOR CROSS FRAME MATERIALS

STEEL RESTRAINT OR PRELOAD LIMITS

EXISTING ASTM A36. DO NOT SUBJECT ANY PART OF THE STRUCTURE TO A JACKING, PULLING OR RESTRAINING UNIT STRESS EXCEEDING 18,000 PSI (50% OF YIELD).

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

ALL REQUIREMENTS OF 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN SUPPLEMENT 1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE, 501.06, TO THE ENGINEER. PROVIDE SHOP DRAWINGS ACCORDING TO 513.06 OR SUPPLY THE ENGINEER WITH "AS-BUILT" DRAWINGS MEETING 513.06 AFTER COMPLETION OF FIELD FABRICATION. THE ENGINEER WILL REVIEW THE SUBMITTED DRAWINGS FOR CONCURRENCE WITH THE FINAL AS-BUILT CONDITION. IF NECESSARY, THE ENGINEER MAY CONTACT THE OFFICE OF STRUCTURAL ENGINEERING FOR TECHNICAL ASSISTANCE. IF THE ENGINEER IS SATISFIED WITH THE "AS-BUILT" DRAWINGS AND THE DELIVERED MATERIALS, SUPPLY A COPY OF THE DRAWINGS, STAMPED AND DATED, TO THE STRUCTURAL, WELDING AND METALS SECTION OF THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES.

COST TO REMOVE EXISTING CROSS FRAME MEMBERS AND ALL NECESSARY GRINDING SHALL BE INCLUDED IN THIS ITEM.

THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM: 3 X 3 X 5/16" ANGLE.

ITEM 514 - FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT)

1.0 DESCRIPTION

THIS ITEM CONSISTS OF CLEANING AND FIELD PAINTING STRUCTURAL STEEL AND NEW REPLACEMENT STEEL. THIS WORK CONSIST OF PERFORMING SURFACE PREPARATION AND APPLYING A THREE-COAT PAINT SYSTEM TO THE PREPARED STEEL AND FEATHERED REMOVAL AREAS OF EXISTING PAINT.

2.0 GENERAL

C&MS 514.05 THROUGH 514.10 AND 514.13.D APPLY UNLESS MODIFIED BY THESE NOTES.

3.0 WASHING EXISTING OZEU PAINTED SURFACES

CLEAN SURFACES TO BE COATED WITH LOW PRESSURE WATER CLEANING TO REMOVE ALL DIRT, DEBRIS, ANIMAL EXCREMENT, SALT CONTAMINANTS AND OTHER ACCUMULATED FOREIGN MATERIAL, TO INCLUDE HYDRAULIC FLUID IN ACCORDANCE WITH SSPC-SP12 (LP WC), LOW PRESSURE WATER CLEANING. THE PRESSURE WASHER SHALL BE CAPABLE OF ACHIEVING AT LEAST 2000 POUNDS PER SQUARE INCH AT THE NOZZLE. WHEN USING THE POWER WASHING EQUIPMENT, THE NOZZLE SHALL BE MAINTAINED NO MORE THAN 10 INCHES FROM THE SURFACE. SUPPLY AND USE POTABLE WATER. PROVIDE TO THE ENGINEER A LETTER OF WRITTEN ACCEPTANCE FOR ANY BIODEGRADABLE DETERGENTS OR CLEANERS USED IN CONJUNCTION WITH THIS METHOD.

COLLECT AND CONTAIN WATER AND DEBRIS REMOVED DURING WASHING OPERATIONS ABOVE WATER FEATURES IN CONFORMANCE WITH C&MS 514.08 AND C&MS 514.13.D FOR ANY DEBRIS. CREATE SETTLEMENT COLLECTION BASINS AND STRAIN ALL WASH WATER ABOVE LAND FEATURES AS NECESSARY TO PRODUCE VISIBLY CLEAR WATER AND COMPLY WITH C&MS 514.08 AND C&MS 514.13.D FOR ANY DEBRIS.

4.0 SURFACE PREPARATION

AFTER THE PRESSURE WASHED SURFACE HAS DRIED, REMOVE EXISTING PAINT COATING TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER ACCORDING TO: SSPC-SP 10, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 1. THE ENGINEER WILL USE THE SSPC-VIS 1 TO DETERMINE THE ACCEPTANCE OF THE SURFACE PREPARATION. FEATHER THE EXISTING PAINT TO EXPOSE A MINIMUM OF 1/2 INCH OF EACH COAT. CONTAIN AND DISPOSE DISPOSE OF WASTE GENERATED BY THE CLEANING ACCORDING TO C&MS 514.13.D.

ROUND ALL EXPOSED CORNERS OF MAIN MATERIAL TO BE PAINTED AS NECESSARY TO ACHIEVE A 1/16 INCH RADIUS OR EQUIVALENT FLAT SURFACE AT A 45 DEGREE ANGLE.

5.0 FIELD PAINTING

APPLY THE PRIME, INTERMEDIATE AND FINISH COATS OF THE THREE-COAT PAINT SYSTEM SPECIFIED IN C&MS 708.02, ACCORDING TO C&MS 514.15, 514.16, 514.17, 514.19 AND 514.20 TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER. TINT THE FINISH COAT TO MATCH THE EXISTING BLUE COLOR MEETING FEDERAL COLOR FS-595A-15450 AND TO THE ENGINEERS SATISFACTION. THE ENGINEER WILL DETERMINE THE PRIME AND INTERMEDIATE COAT THICKNESS USING A TYPE 2 MAGNETIC GAGE AT SPOT LOCATIONS. THE PRIME, INTERMEDIATE AND FINISH COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF C&MS 514.20. APPLY PAINT AS FOLLOWS:

A. APPLY THE PRIME COAT ONLY TO THE PREPARED SURFACE OF THE BARE STEEL AND THE EXISTING PRIME COAT EXPOSED BY FEATHERING. DO NOT APPLY THE PRIME COAT TO THE ADJACENT INTERMEDIATE COAT.

B. APPLY THE INTERMEDIATE COAT TO THE NEW PRIME COAT AND TO THE EXISTING INTERMEDIATE COATS THAT ARE EXPOSED BY FEATHERING.

C. APPLY THE FINISH COAT TO THE NEW INTERMEDIATE COAT AND TO THE EXISTING FINISH COATS THAT ARE EXPOSED BY FEATHERING.

AT THE PERIMETER OF THE REPAIR AREA, APPLY THE PRIME, INTERMEDIATE AND FINISH COATS WITH A BRUSH. IN LIEU OF BRUSHING THE CONTRACTOR MAY DOUBLE MASK AREAS NOT TO BE COATED AND SPRAY TO FEATHERED REMOVAL LINES.

BLEND REPAIR AREAS WITH THE ADJACENT COATING TO PROVIDE A FINISHED SURFACE IN THE PATCHED AREAS THAT IS SMOOTH AND HAS AN EVEN PROFILE WITH THE ADJACENT SURFACE.

6.0 MEASUREMENT

THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT) BY THE NUMBER OF SQUARE FEET OF STRUCTURAL STEEL PAINTED.

THE DEPARTMENT WILL DETERMINE THE SURFACE AREA BY TAKING EXACT FIELD MEASUREMENTS OF ALL PAINTED SURFACES AND CALCULATIONS.

CALCULATED
NRF
CHECKED
KCK

GENERAL NOTES

RIC-30-16.42

2
12

ITEM 514 - FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT)
(CONTINUED)

7.0 BASIS OF PAYMENT

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

THE DEPARTMENT MAY CONSIDER PAINT AS ELIGIBLE FOR PAYMENT FOR MATERIAL ON-HAND AS SPECIFIED IN 109.10, HOWEVER, ONLY PAINT THAT THE CONTRACTOR CAN PROVE TO THE ENGINEER WILL BE USED DURING THE CONSTRUCTION SEASON IS ELIGIBLE FOR PAYMENT. THE CONTRACTOR SHALL PROVIDE THE ENGINEER CALCULATIONS INDICATING THE TOTAL SQUARE FEET OF STEEL TO BE PAINTED DURING THE CONSTRUCTION SEASON. THE CONTRACTOR SHALL ALSO PROVIDE CALCULATIONS SHOWING THE TOTAL NUMBER OF GALLONS REQUIRED.

IF THE CONTRACTOR CAUSES DAMAGE OR INJURY TO PUBLIC OR PRIVATE PROPERTY, THE DEPARTMENT WILL NOT PAY FOR RESTORING THE PROPERTY TO ITS ORIGINAL CONDITION.

THE DEPARTMENT WILL NOT PAY FOR REPAIRING ADJACENT COATINGS DAMAGED DURING THE WASHING, POWER TOOL CLEANING OR BLAST CLEANING OPERATION.

THE DEPARTMENT WILL NOT PAY FOR REMOVING AND REPLACING AN AREA OF COATING BECAUSE A SPOT OR MAXIMUM AVERAGE THICKNESS EXCEEDS THE MAXIMUM SPOT THICKNESS.

THE DEPARTMENT WILL NOT PAY FOR ADDITIONAL TESTING REQUIRED BY ANY HAULER, TREATMENT FACILITY, DISPOSAL FACILITY OR LANDFILL.

THE DEPARTMENT WILL NOT PAY FOR ACCESSING, INSPECTING, AND REPAIRING AREAS THAT ARE NOT FOUND TO BE IN CONFORMANCE WITH THE SPECIFICATIONS AND PERTINENT CONTRACT DOCUMENTS.

ALL OTHER REQUIREMENTS OF THIS FIELD PAINTING SPECIFICATION ARE CONSIDERED INCIDENTAL TO THE WORK.

ITEM	UNIT	DESCRIPTION
514	SQUARE FEET	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT)

ITEM 849 - SURFACE PREPARATION

ITEM 849 - REPAIRING DAMAGED MEMBERS BY GRINDING

ITEM 849 - STRAIGHTENING DAMAGED MEMBERS

ITEM 849 - DAMAGE ASSESSMENT

THESE ITEMS SHALL BE IN ACCORDANCE WITH THE SUPPLEMENTAL SPECIFICATION FOR HEAT STRAIGHTENING OF DAMAGED STRUCTURAL STEEL.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR EACH OF THE ABOVE ITEMS, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

CALCULATED	NRF	CHECKED	KCK
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GENERAL NOTES

RIC - 30 - 16 - 42

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 WORKSTATION: foster DATE: 4/4/2016 MODELNAME: Design

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN, AND REMOVE WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN(S) ON SITE FOR THE DURATION OF THE PROJECT. THE SIGN(S) SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS MAINTAINED BY THE DIRECTOR (OFFICE OF MATERIALS MANAGEMENT). THE APPROVED LIST OF PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE FOUND ON THE ODOT WEB SITE BY CLICKING ON THE SERVICES MENU, THEN CLICKING ON MATERIALS MANAGEMENT. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 650 FT AND 475 FT RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM TO DIM THE SIGN DURING DARKNESS AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN(S) SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. PCMS TRAILERS SHALL BE DELINEATED ON A PERMANENT BASIS BY AFFIXING CONSPICUITY TAPE CONFORMING TO CMS 614.03 IN A CONTINUOUS LINE ON THE FACE OF THE TRAILER AS SEEN BY ONCOMING ROAD USERS.

THE PROBABLE PCMS LOCATIONS WILL BE DETERMINED BY THE ENGINEER PRIOR TO BEGINNING WORK ON THIS PROJECT. PLACEMENT, OPERATIONS, MAINTENANCE, AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AD DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION, YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED TO FACE AWAY FROM TRAFFIC AND SHALL DISPLAY A MINIMUM OF ONE YELLOW RETROREFLECTIVE SHEETING SURFACE, A MINIMUM OF 9 INCHES BY 15 INCHES IN SIZE, FACING TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT AND TO REVISE SIGN MESSAGES IF NECESSARY.

THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PREPROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PREPROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED, OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL, IN ACTIVE CELLULAR PHONE AREAS, ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS, AND REVISION TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA LINK INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.

THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF CMS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE WILL BE DEDUCTED FROM MONEYS DUE OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN CONTINUED

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24 HOUR PER DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. THE CONTRACTOR SHALL ONLY BE PAID FOR PCMS UNITS WHEN THEY ARE IN OPERATION ON THE PROJECT AS SPECIFIED IN THE PLANS OR BY THE ENGINEER.

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 2 SIGN-MONTH
 (ONE UNIT FOR 2 SIGN-MONTH)

WORK ZONE SPEED ZONES (WZSZs)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER	COUNTY & ROUTE	DIRECTION
WZ-20645	RIC-30	WB

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF GREATER THAN 55 MPH, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, CROSSOVER, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ. THE PRIMARY SIGNING STRATEGY USES DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLIES. THE SECONDARY STRATEGY USES TEMPORARY FLATSHEET SPEED LIMIT SIGNS (R2-1) FOR WHEN THERE ARE NO DSL SIGN ASSEMBLIES ON THE APPROVED LIST, OR DSL SIGN ASSEMBLIES ARE NOT AVAILABLE.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, SUPPLEMENTAL SPECIFICATION (SS) 808, AND TRAFFIC SCD MT-104.10. WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN ODOT PART 6.

WORK ZONE SPEED ZONES (WZSZs) (CONTINUED)

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH) FOR WORK ZONES ON HIGH-SPEED (GREATER THAN 55 MPH) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE LUMP SUM UNIT COST OF ITEM 614 - MAINTAINING TRAFFIC. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK. IF IMPLEMENTING WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS, THE CONTRACTOR SHALL PROVIDE ENOUGH SIGNS TO PLACE SIGNS ON BOTH THE LEFT AND RIGHT SIDE OF THE ROADWAY AND GET THE TRAFFIC BACK TO NORMAL SPEED AT THE END OF THE WORK ZONE.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE LATEST EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER (AND OFFICIAL PATROL CAR WITH MOUNTED EMERGENCY FLASHING LIGHTS) SHALL BE PROVIDED FOR CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS AS DIRECTED 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.

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

LAW ENFORCEMENT OFFICERS (LEOS) SHOULD NOT BE USED WHERE THE ODOT INTENDS THAT FLAGGERS BE USED. THE LEOS ARE CONSIDERED TO BE EMPLOYED BY THE CONTRACTOR AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR ACTIONS. ALTHOUGH THEY ARE EMPLOYED BY THE CONTRACTOR, THE PROJECT ENGINEER SHALL HAVE CONTROL OVER THEIR PLACEMENT. THE OFFICIAL PATROL CAR SHALL BE A PUBLIC SAFETY VEHICLE AS REQUIRED BY THE OHIO REVISED CODE. 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 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 CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THESE SERVICES AND PROVIDE 72 HOURS ADVANCE NOTICE AS REQUIRED BY THE HIGHWAY PATROL LISTED BELOW:

STATE HIGHWAY PATROL, RICHLAND COUNTY
 2221 SOUTH MAIN STREET
 MANSFIELD, OH 44907
 419.756.2222

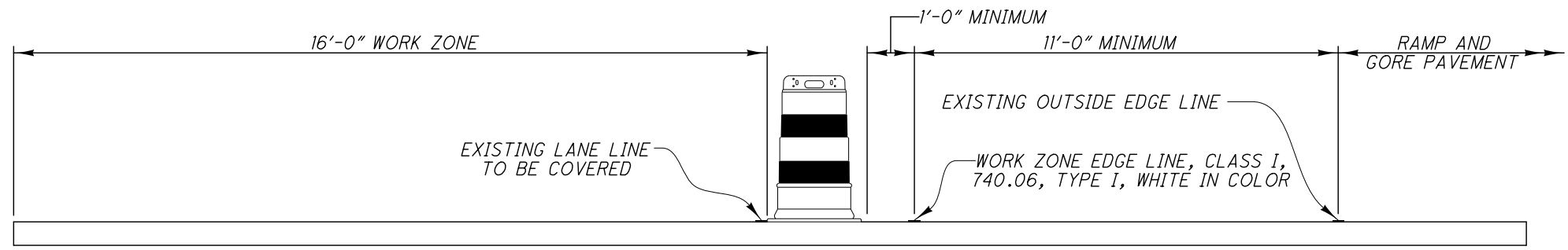
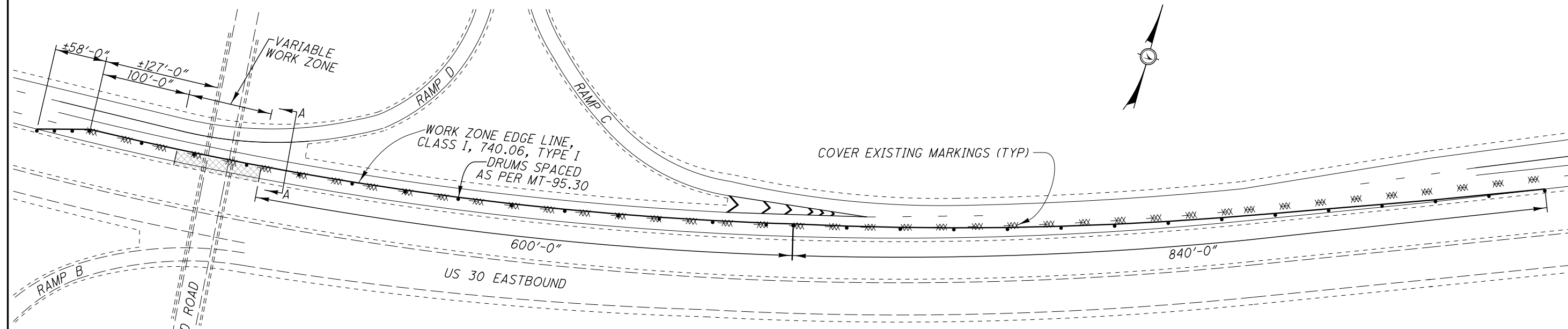
LAW ENFORCEMENT OFFICERS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 40 HOURS

THE HOURS PAID SHALL INCLUDE MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

IF THE CONTRACTOR WISHES TO UTILIZE LEOS FOR FLAGGING AND TRAFFIC CONTROL OTHER THAN FOR THAT REQUIRED IN THESE PLANS, THEY MAY DO SO AT THEIR OWN EXPENSE.

CALCULATED
 NRF
 CHECKED
 KCK
 MAINTENANCE OF TRAFFIC
 RIC-30-16.42
 5
 12



TYPICAL SECTION A-A

- NOTES:
- ALL TEMPORARY WORK ZONE MARKINGS SHALL BE MADE USING ITEM 614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I, WHITE IN COLOR.
 - ALL EXISTING CONFLICTING PAVEMENT MARKINGS AS DETAILED IN THE PLANS SHALL BE COVERED USING ITEM 614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I OR ITEM 614 WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, BLACK IN COLOR.
 - THE WORK ZONE SHALL BE INSPECTED DAILY OR AFTER EVERY MAJOR CHANGE IN LAYOUT FOR CONSPICUITY OF THE WORK ZONE PAVEMENT MARKINGS. SHOULD ANY MARKING (INCLUDING THE COVERING MARKINGS) BE DEEMED DEFICIENT BY THE ENGINEER, IT SHOULD BE REPLACED OR REPAIRED IMMEDIATELY.
 - ANY DETAILS, MARKINGS, SIGNAGE AND DRUM SPACING NOT SHOWN ON THESE PLANS SHALL CONFORM TO MT-95.30.
 - PHASE II SHALL BE PERMITTED TO BE CLOSED FOR ONE (1) PERIOD ONLY WITH A MAXIMUM DURATION OF THIRTY (30) DAYS. FOR EVERY DAY OVER THIRTY (30) DAYS THAT PHASE II REMAINS IN PLACE, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$1000.
 - PHASE I MAY BE ERECTED FOR A SECOND PERIOD, IF NEEDED, AFTER THE COMPLETION OF ALL WORK ASSOCIATED WITH PHASE II.

QUANTITIES FOR PHASE ONE**

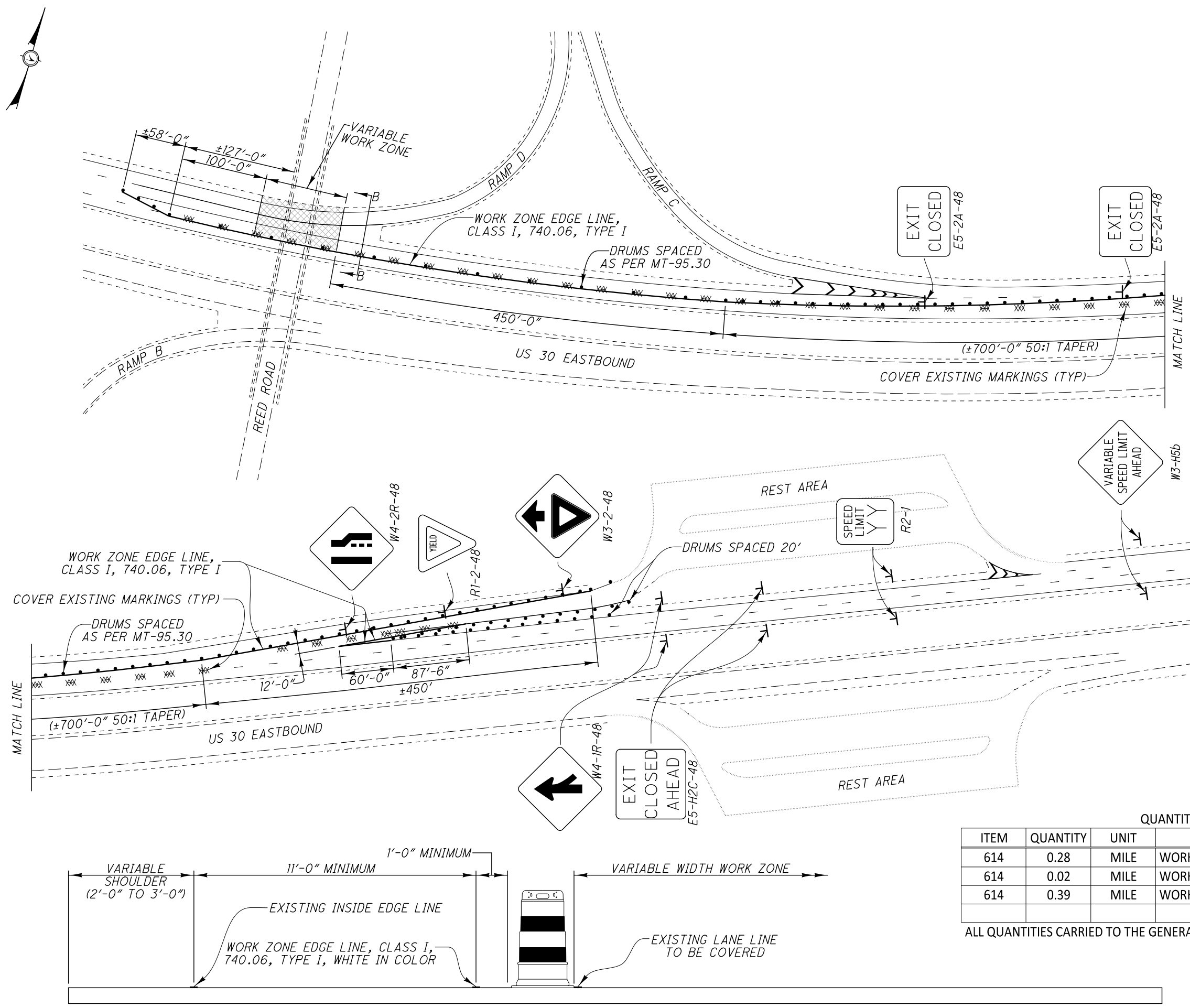
ITEM	QUANTITY	UNIT	DESCRIPTION
614	0.64	MILE	WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I (BLACK)
614	0.62	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE)

** QUANTITIES FOR TWO IMPLEMENTATIONS OF PHASE ONE
ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY

DESIGN FILE: \\ProjectData\114029\Design\Roadway\Sheets\114029_MD001.dgn
MODELNAME: Design
WORKSTATION: foster
DATE: 1/15/2021

NOTES:

- ALL TEMPORARY WORK ZONE MARKINGS SHALL BE MADE USING ITEM 614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I, WHITE IN COLOR.
- ALL EXISTING CONFLICTING PAVEMENT MARKINGS AS DETAILED IN THE PLANS SHALL BE COVERED USING ITEM 614 WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I OR ITEM 614 WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I, BLACK IN COLOR.
- THE WORK ZONE SHALL BE INSPECTED DAILY OR AFTER EVERY MAJOR CHANGE IN LAYOUT FOR CONSPICUITY OF THE WORK ZONE PAVEMENT MARKINGS. SHOULD ANY MARKING (INCLUDING THE COVERING MARKINGS) BE DEEMED DEFICIENT BY THE ENGINEER, IT SHOULD BE REPLACED OR REPAIRED IMMEDIATELY.
- ANY DETAILS, MARKINGS, SIGNAGE AND DRUM SPACING NOT SHOWN ON THESE PLANS SHALL CONFORM TO MT-95.30.
- PHASE II SHALL BE PERMITTED TO BE CLOSED FOR ONE (1) PERIOD ONLY WITH A MAXIMUM DURATION OF THIRTY (30) DAYS. FOR EVERY DAY OVER THIRTY (30) DAYS THAT PHASE II REMAINS IN PLACE, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE FEE OF \$1000.
- PHASE I MAY BE ERECTED FOR A SECOND PERIOD, IF NEEDED AFTER THE COMPLETION OF ALL WORK ASSOCIATED WITH PHASE II.



QUANTITIES FOR PHASE TWO

ITEM	QUANTITY	UNIT	DESCRIPTION
614	0.28	MILE	WORK ZONE LANE LINE, CLASS I, 740.06, TYPE I (BLACK)
614	0.02	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (BLACK)
614	0.39	MILE	WORK ZONE EDGE LINE, CLASS I, 740.06, TYPE I (WHITE)

ALL QUANTITIES CARRIED TO THE GENERAL SUMMARY

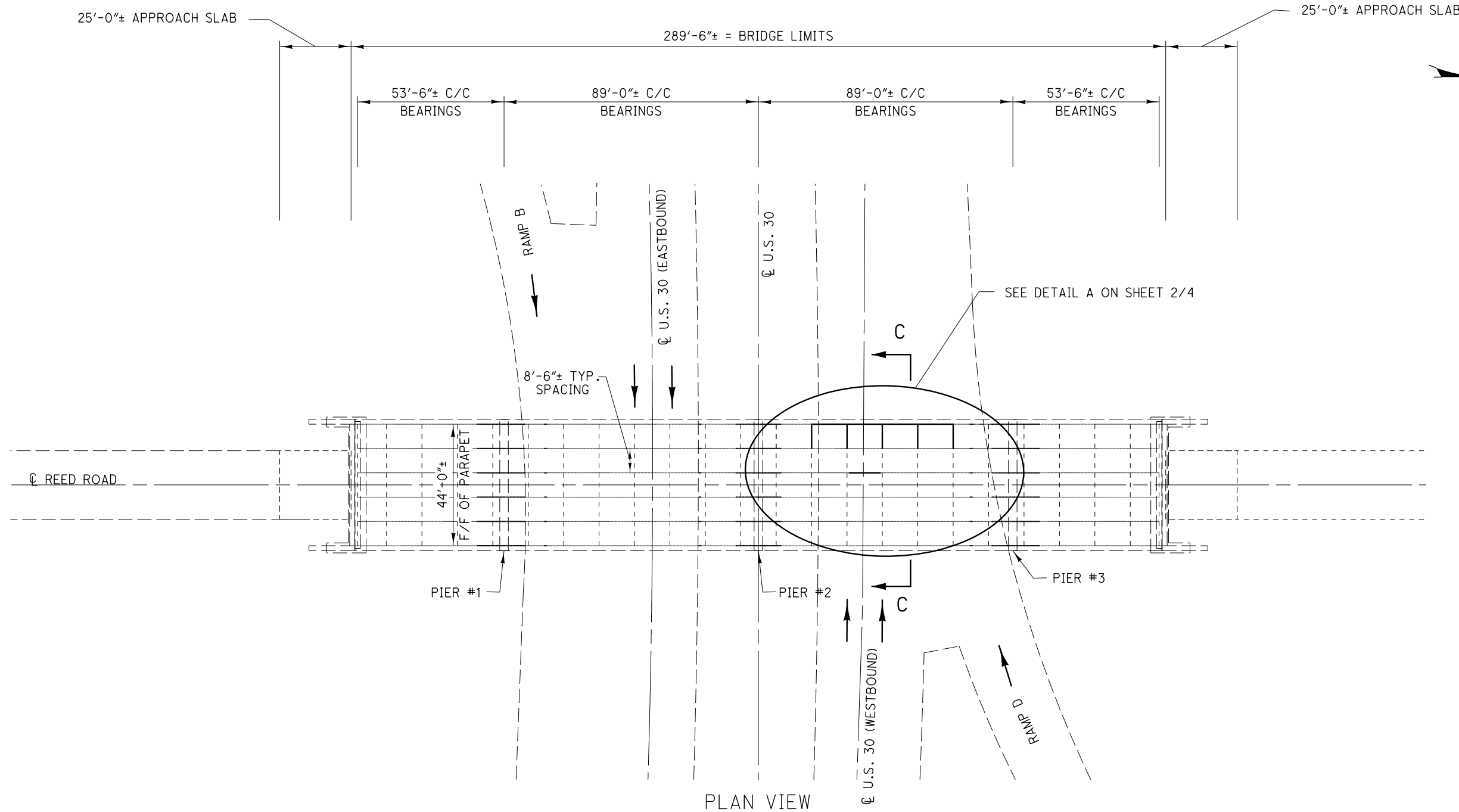
TYPICAL SECTION B-B

DESIGN FILE: \\ProjectData\114029\Design\Roadway\Sheets\114029_MD001.dgn
 WORKSTATION: foster
 MODELNAME: Design
 DATE: 1/15/2021

25'-0"± APPROACH SLAB

289'-6"± = BRIDGE LIMITS

25'-0"± APPROACH SLAB



PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
512	89	FT	CONCRETE REPAIR BY EPOXY INJECTION
513	796	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN
514	615	SQ FT	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT)
849	LUMP		DAMAGE ASSESSMENT
849	LUMP		SURFACE PREPARATION
849	6	HOUR	REPAIRING DAMAGED MEMBERS BY GRINDING
849	LUMP		STRAIGHTENING DAMAGED MEMBERS

ALL QUANTITIES CARRIED TO GENERAL SUMMARY

PROPOSED WORK:

- REMOVE EXISTING CROSS FRAME ASSEMBLIES THAT ARE TO BE REPLACED. COST INCLUDED IN ITEM 513.
- HEAT STRAIGHTEN BEAMS PER ITEM 849. GRIND GOUGES & TEAR IN ACCORDANCE TO ITEM 849.
- INSTALL NEW CROSS FRAME ASSEMBLIES PER ITEM 513, SEE SHEET 4/4 FOR DETAILS.
- PAINT ALL REPAIR AREAS ON BEAMS 1, 3, 5 AND NEW ANGLES PER ITEM 514 - FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT).
- EPOXY INJECT AREA BETWEEN BEAM AND DECK USING ITEM 512. ANY EXPOSED REINFORCEMENT ON THE BOTTOM OF THE DECK SHALL BE BRUSHED WITH GALVANIZING AS PER ASTM A 780 PRIOR TO THE EPOXY APPLICATION. ALL COSTS INCLUDED IN ITEM 512.

NOTES:

FOR SECTION VIEW C-C, SEE SHEET 4/4.

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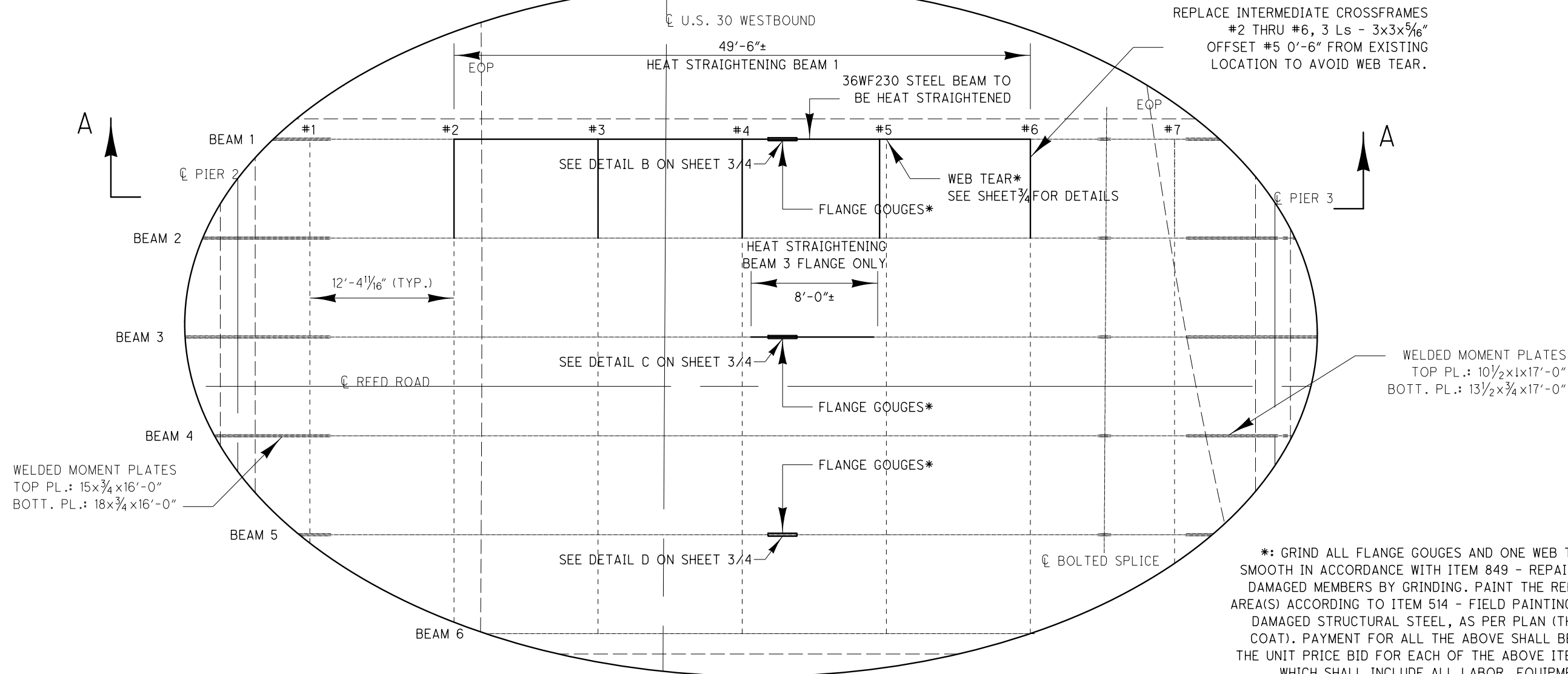
DESIGN AGENCY
ODOT DISTRICT THREE
ENGINEERING

REVIEWED
KAK
DATE
01/21
STRUCTURE FILE NUMBER
7001517

DRAWN
NRF
CHECKED
KCK

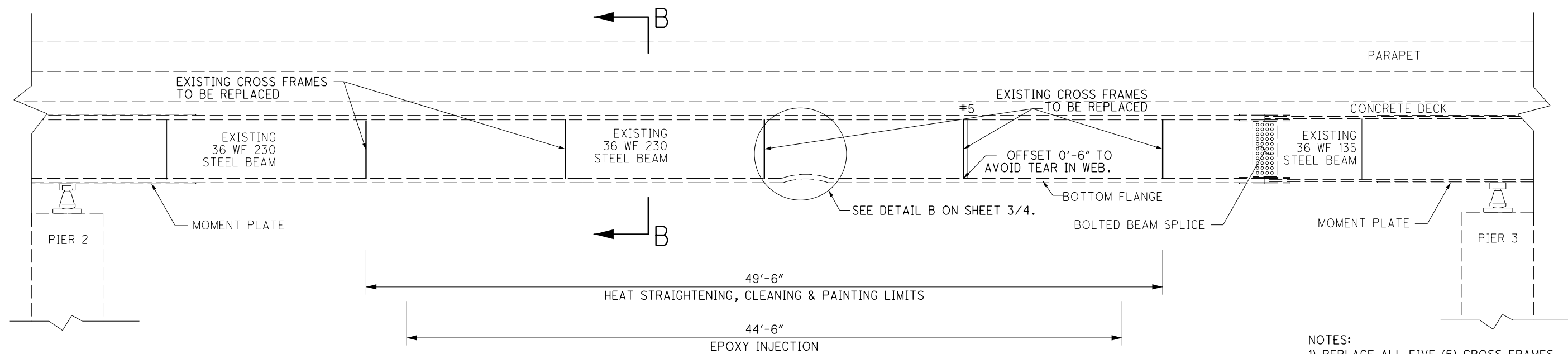
GENERAL PLAN
RIC-30-1642
REED ROAD OVER USR 30

RIC-30-16.42
PID No. 114029



DETAIL A - SPAN 3

*: GRIND ALL FLANGE GOUGES AND ONE WEB TEAR SMOOTH IN ACCORDANCE WITH ITEM 849 - REPAIRING DAMAGED MEMBERS BY GRINDING. PAINT THE REPAIR AREA(S) ACCORDING TO ITEM 514 - FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT). PAYMENT FOR ALL THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR EACH OF THE ABOVE ITEMS, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE DESCRIBED WORK.

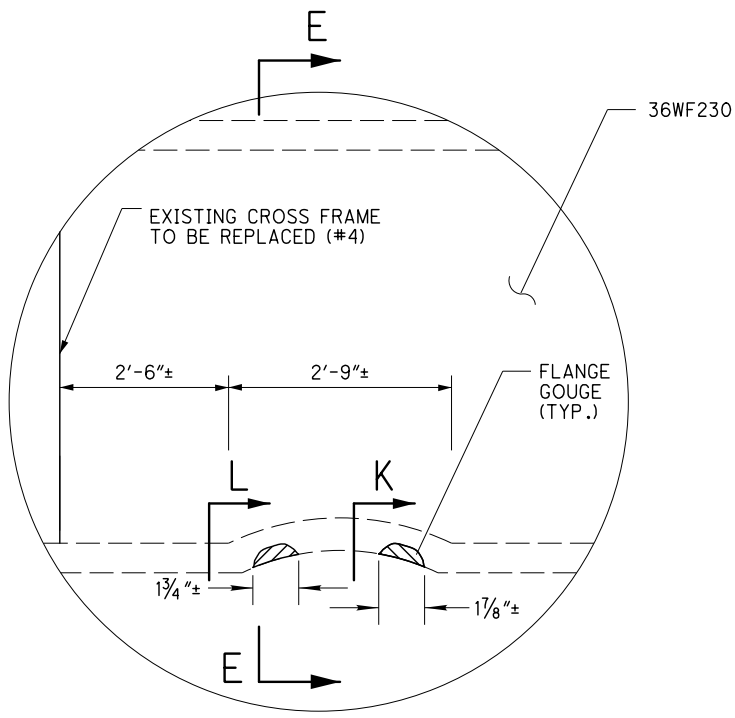


SECTION A-A BEAM 1

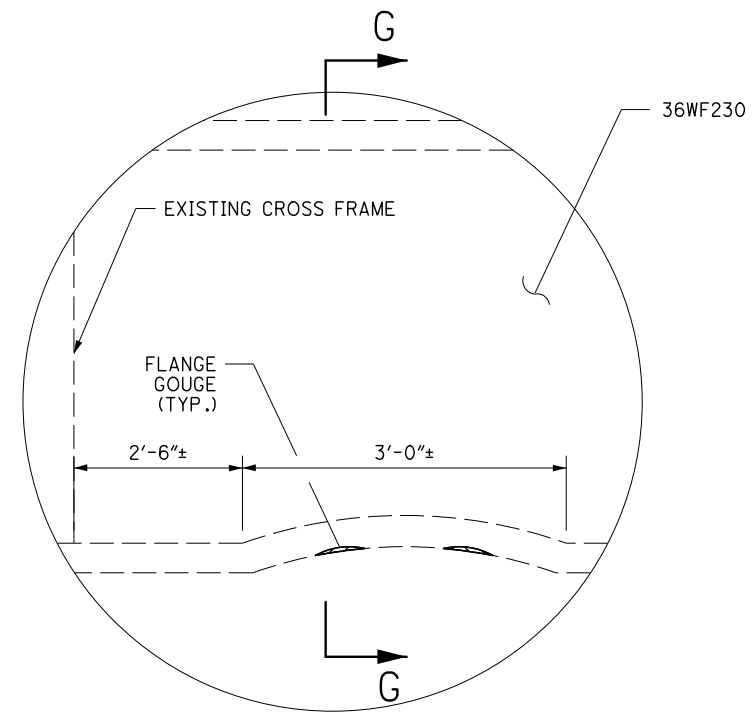
NOTES:
1) REPLACE ALL FIVE (5) CROSS FRAMES ILLUSTRATED IN SECTION VIEW A-A.
1) FOR SECTION VIEW B-B, SEE SHEET 4/4.

I:\ProjectData\14029\Design\Structures\RIC-30-1642.dgn

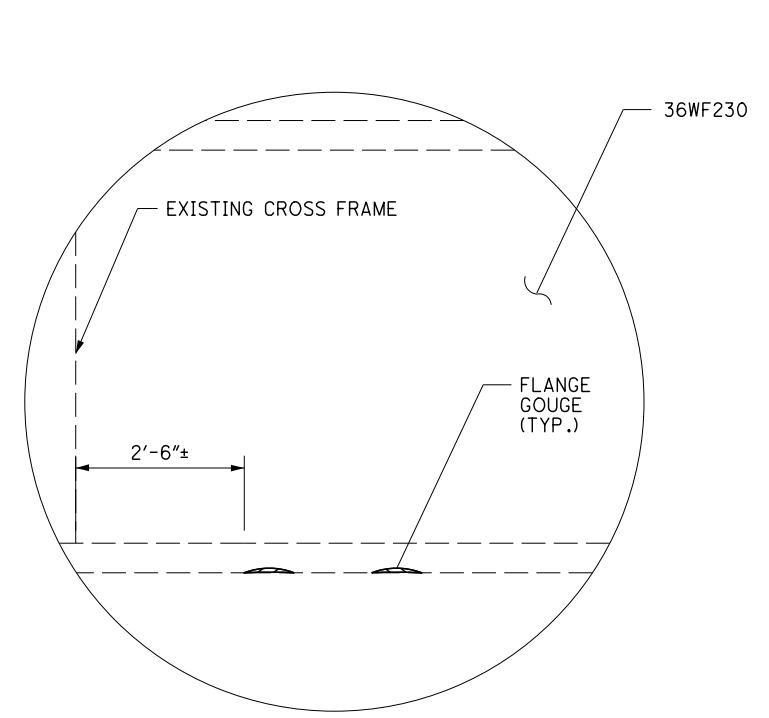
DESIGN AGENCY ODOT DISTRICT THREE ENGINEERING	
DATE 01/21	STRUCTURE FILE NUMBER 7001517
REVIEWED KAK	DESIGNED NRF
DRAWN NRF	CHECKED KCK
STRUCTURE DETAILS I RIC-30-1642 REFED ROAD OVER USR 30	
RIC-30-16.42 PID No. 114029	
2 / 4	
10 12	



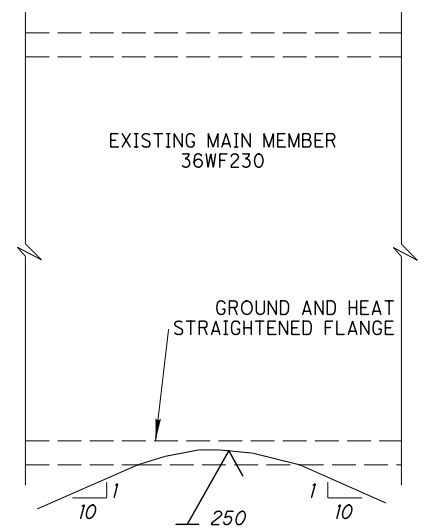
DETAIL B - BEAM 1



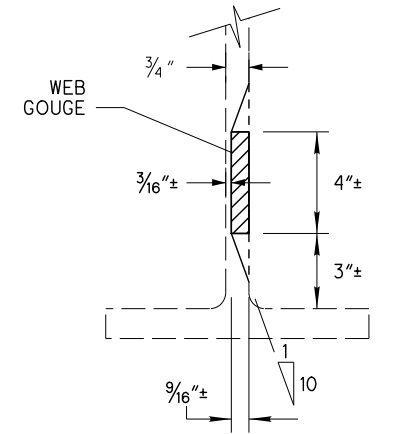
DETAIL C - BEAM 3



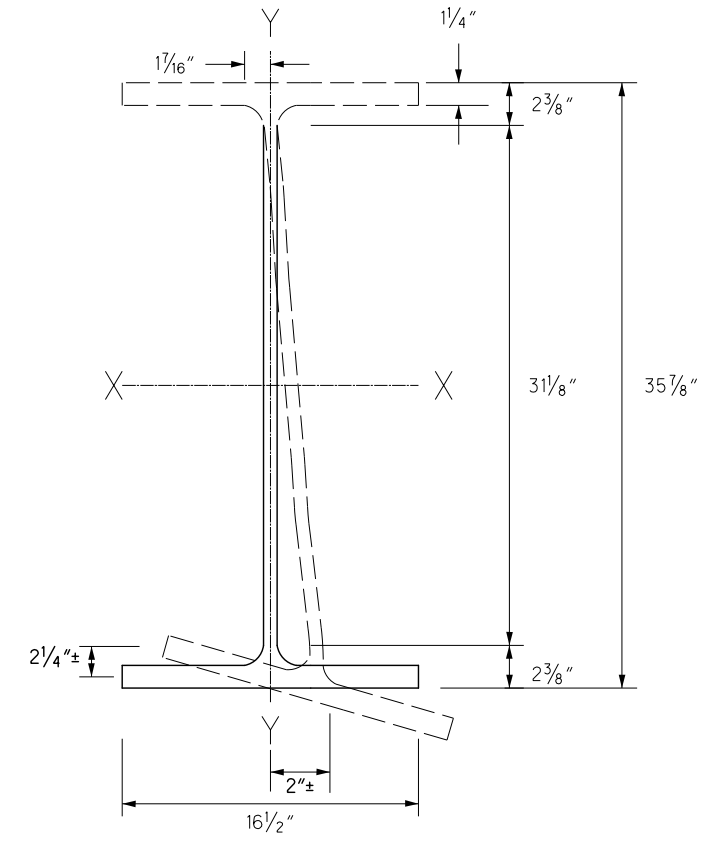
DETAIL D - BEAM 5



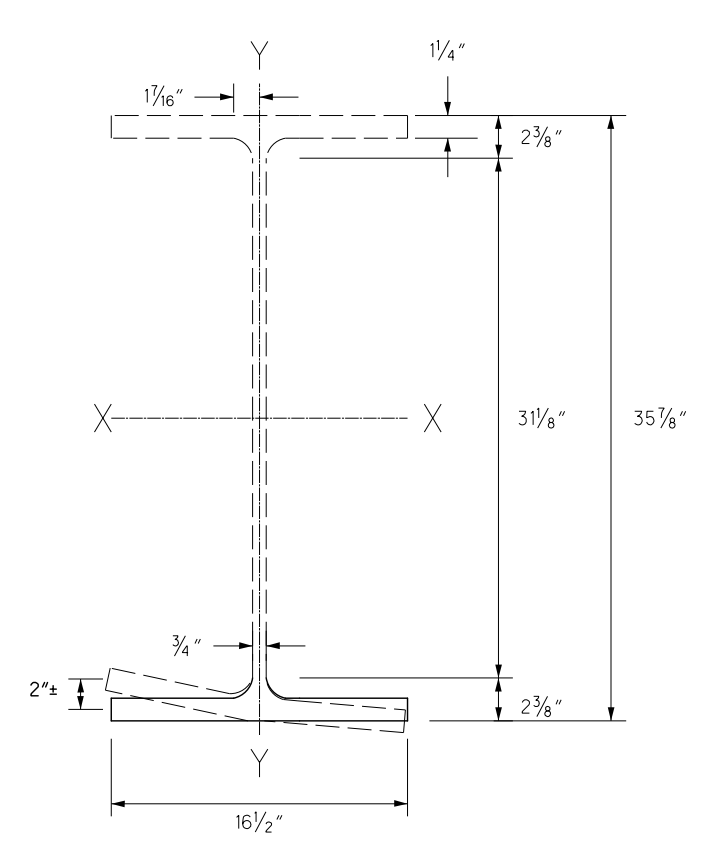
GENERAL FLANGE GRINDING DETAIL



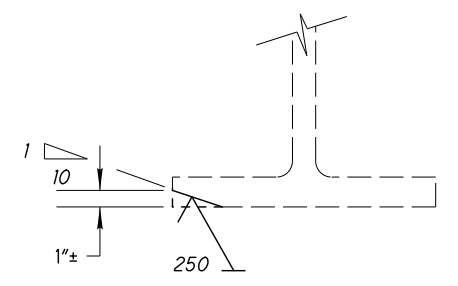
WEB TEAR DETAIL - BEAM 1
(NEAR CROSS FRAME #5)



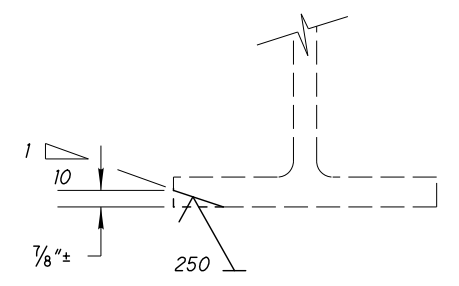
SECTION E-E
POINT OF IMPACT, BEAM 1
(36WF230 & FLANGE REPAIR DETAIL)



SECTION G-G
POINT OF IMPACT, BEAM 3
(36WF230 FLANGE REPAIR DETAIL)



SECTION L-L
FLANGE NOT SHOWN WITH
BEND FOR CLARITY

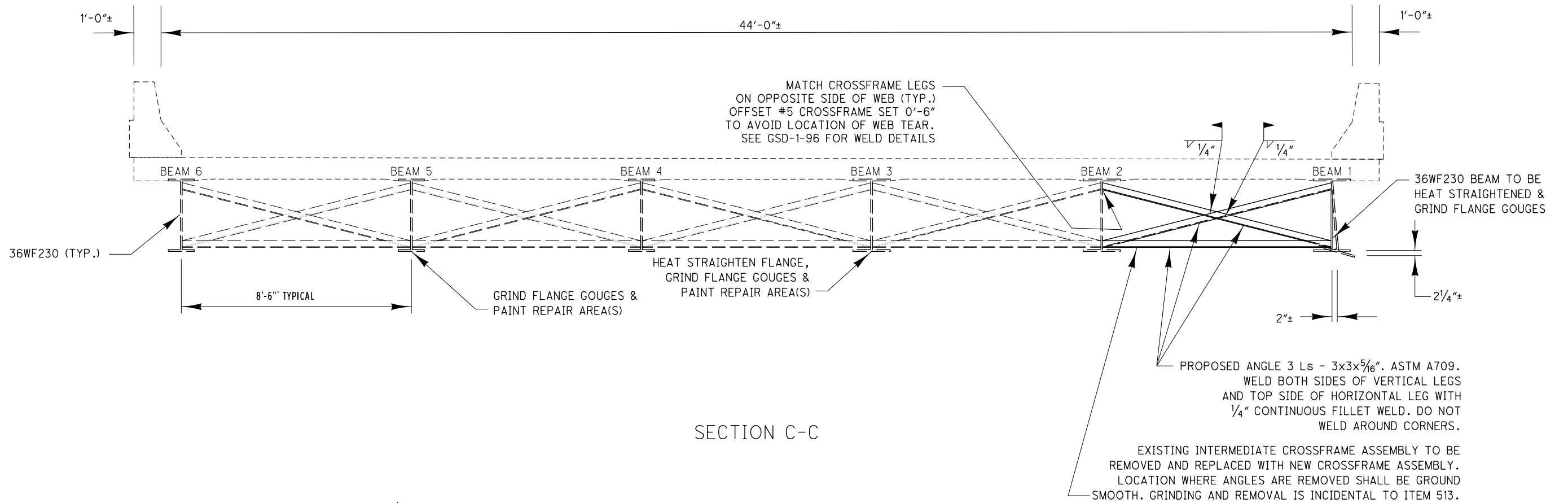


SECTION K-K
FLANGE NOT SHOWN WITH
BEND FOR CLARITY

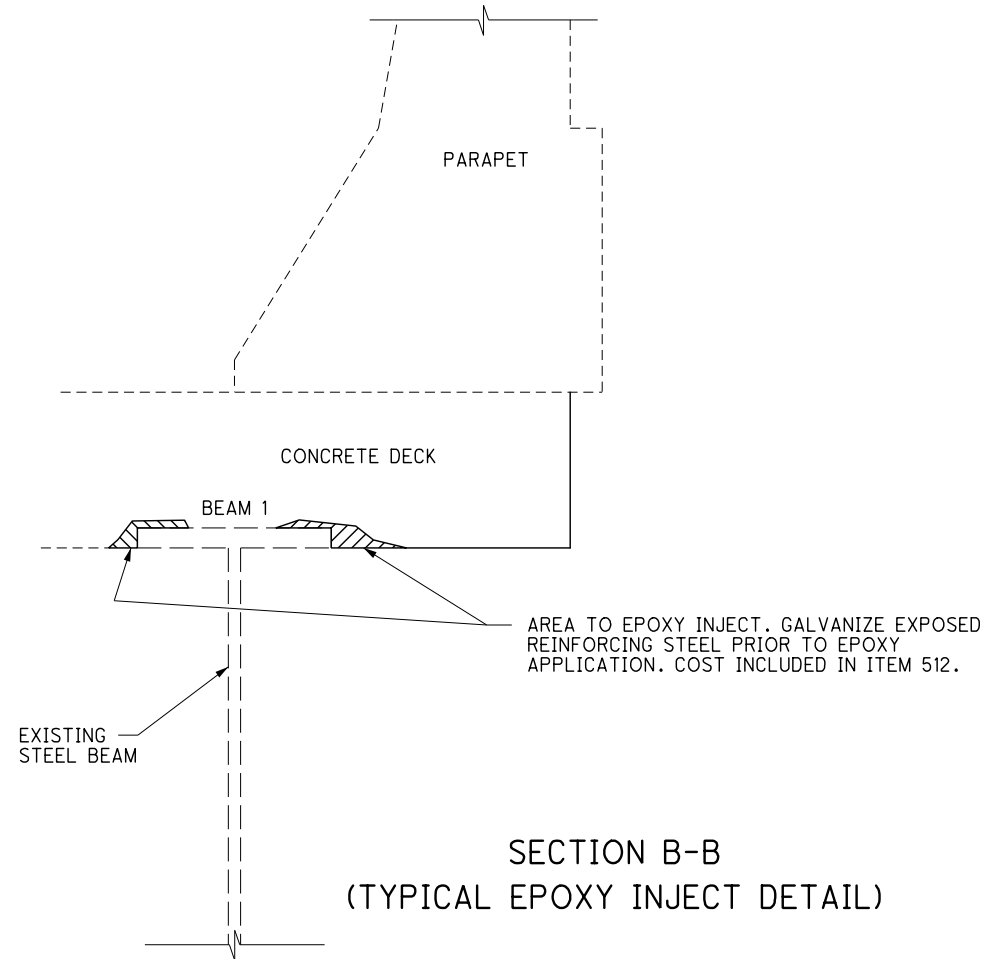
NOTES:
 1) FLANGE GOUGES IN BEAMS 3 & 5 WERE NOT MEASURED AND ARE NOT AS BAD AS THOSE IN BEAM 1 AS SHOWN IN ABOVE DETAILS.
 2) USE THE SAME SPECIFICATION PROVIDED FOR THE FLANGE GRINDING DETAIL FOR THE WEB TEAR DETAIL. ORIENT FLANGE GRINDING FOR WEB GRINDING.
 3) FOR DETAILS B, C, AND D, SEE SHEET 2/4 FOR LOCATIONS.

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DESIGNED NRF		CHECKED KCK		DRAWN NRF		REVISED		REVIEWED KAK	DATE 01/21	STRUCTURE FILE NUMBER 7001517	DESIGN AGENCY ODOT DISTRICT THREE ENGINEERING
STRUCTURE DETAILS II											
RIC-30-1642 REED ROAD OVER USR 30											
RIC-30-16.42 PID No. 114029											
3 / 4											
11 12											



SECTION C-C



SECTION B-B
(TYPICAL EPOXY INJECT DETAIL)

NOTES:
 1) FOR WELD DETAILS NOT SHOWN, SEE THE ARCHIVED GSD-1-96, DATED 7/19/02. SEE THE GENERAL NOTES, SHEET 2/12 FOR WEB ADDRESS LOCATION.
 2) SEE SHEET 2/4 FOR SECTION B-B LOCATION AND SHEET 1/4 FOR SECTION C-C LOCATION.

DESIGN AGENCY ODOT DISTRICT THREE ENGINEERING	
DATE 01/21	STRUCTURE FILE NUMBER 7001517
REVIEWED KAK	REVISION 7001517
DRAWN NRF	CHECKED KCK
STRUCTURE DETAILS III RIC-30-1642 REED ROAD OVER USR 30	
RIC-30-16.42	PID No. 114029
4 / 4	12 / 12

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