

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

SHE-75-6.14 L/R

CITY OF SIDNEY
CLINTON TOWNSHIP
SHELBY COUNTY

PROJECT DESCRIPTION

THIS PROJECT PROVIDES THE RECONSTRUCTION OF ONE PAIR OF BRIDGES ALONG IR-75 AND INCLUDES VERTICAL REALIGNMENT IN ORDER TO ACHIEVE MINIMUM REQUIRED VERTICAL CLEARANCE.

PROJECT EARTH DISTURBED AREA: 4.0 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.3 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)*
* ROUTINE MAINTENANCE PROJECT

LIMITED ACCESS

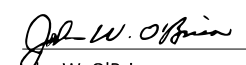
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

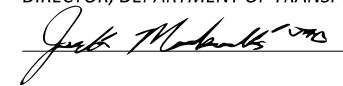
THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT

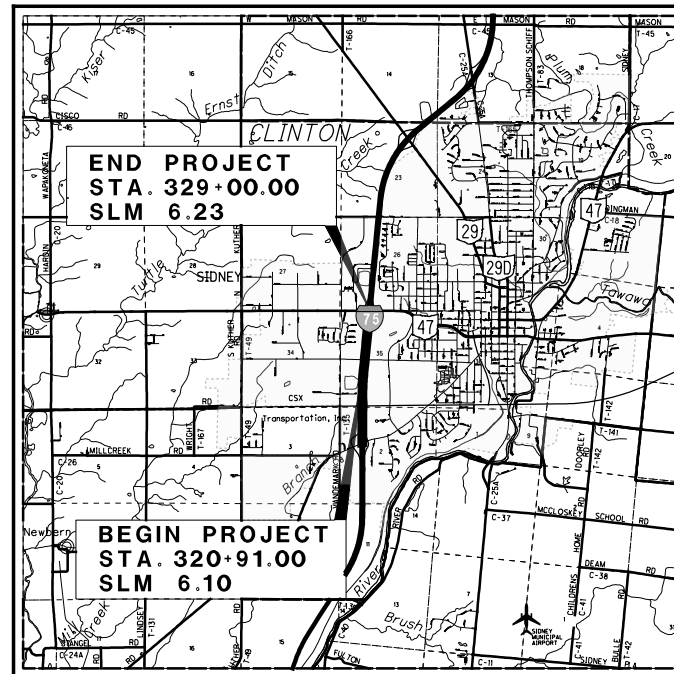
I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

John W. O'Brien
DISTRICT 7 DEPUTY DIRECTOR

APPROVED 
John W. O'Brien
07

APPROVED Jack Marchbanks, Ph.D.
DIRECTOR, DEPARTMENT OF TRANSPORTATION





LOCATION MAP

LATITUDE: 40°17'16" LONGITUDE: 84°10'56"



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

DESIGN DESIGNATION

| | |
|-----------------------------------|--------|
| CURRENT ADT (2020) | 43000 |
| DESIGN YEAR ADT (2040) | 45000 |
| DESIGN HOURLY VOLUME (2040) | 4000 |
| DIRECTIONAL DISTRIBUTION | 51% |
| TRUCKS (24 HOUR B&C) | 31% |
| DESIGN SPEED | 75 MPH |
| LEGAL SPEED | 70 MPH |
| DESIGN FUNCTIONAL CLASSIFICATION: | |
| URBAN INTERSTATE | |
| NHS PROJECT | YES |

DESIGN EXCEPTIONS

NONE

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.



Call Before You Dig
1-800-362-2764

(Non-members must be called directly)

OIL & GAS PRODUCERS
UNDERGROUND PROTECTION SERVICE
1-800-925-0988

PLAN PREPARED BY:

BURGESS & NIPLE
100 WEST ERIE STREET - PAINESVILLE, OHIO 44077

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| STANDARD CONSTRUCTION DRAWINGS | | | | SUPPLEMENTAL SPECIFICATIONS | | SPECIAL PROVISIONS | | | | | |
|--------------------------------|---------|-----------|---------|-----------------------------|----------|--------------------|---------|----------|----------|-----------|----------|
| BP-3.1 | 1/19/24 | MGS-3.1 | 1/19/18 | MT-104.10 | 1/19/24 | AS-1-15 | 1/20/23 | 800-2023 | 7/19/24 | OEPA DEMO | 11/25/20 |
| BP-5.1 | 7/15/22 | MGS-3.2 | 1/18/13 | MT-105.10 | 1/17/20 | AS-2-15 | 7/21/23 | 808 | 1/18/19 | | |
| BP-9.1 | 1/18/19 | MGS-4.2 | 7/19/13 | | | GSD-1-19 | 1/19/24 | 821 | 4/20/12 | | |
| | | | | TC-41.10 | 7/19/13 | PCB-91 | 7/17/20 | 823 | 10/20/23 | | |
| CB-2-2A, 2-2-B, | | MT-95.30 | 7/19/19 | TC-41.20 | 10/18/13 | SBR-1-20 | 7/21/23 | 832 | 7/21/23 | | |
| 2-2C | 1/20/23 | MT-95.41 | 7/21/23 | TC-42.10 | 10/18/13 | SICD-1-96 | 7/18/14 | 863 | 7/21/23 | | |
| DM-1.1 | 7/17/20 | MT-95.73 | 7/21/23 | TC-42.20 | 10/18/13 | | | 902 | 7/19/19 | | |
| DM-2.1 | 1/18/13 | MT-98.11 | 1/17/20 | TC-51.11 | 1/15/16 | | | 908 | 10/20/12 | | |
| DM-4.1 | 7/17/20 | MT-98.29 | 1/17/20 | TC-52.10 | 10/18/13 | | | 921 | 4/20/12 | | |
| DM-4.4 | 1/15/16 | MT-98.30 | 7/16/21 | TC-52.20 | 1/15/21 | | | | | | |
| | | MT-99.30 | 7/16/21 | TC-64.10 | 7/21/23 | | | | | | |
| F-1.1 | 7/19/13 | MT-100.70 | 1/19/24 | TC-65.10 | 1/17/14 | | | | | | |
| F-3.1 | 7/19/13 | MT-101.70 | 4/21/23 | TC-65.11 | 1/19/24 | | | | | | |
| | | MT-101.75 | 7/21/23 | TC-72.20 | 7/21/23 | | | | | | |
| MGS-1.1 | 7/16/21 | MT-101.80 | 1/17/20 | | | | | | | | |
| MGS-2.1 | 1/19/18 | MT-101.90 | 7/17/20 | | | | | | | | |

FEDERAL PROJECT NO.
E220 (113)

PID NO.
115808

CONSTRUCTION PROJECT NO.
NONE

RAILROAD INVOLVEMENT
NONE

SHE-75-6.14 L/R

ITEM 614, MAINTAINING TRAFFIC (AT ALL TIMES)
IR-75

A MINIMUM OF 2 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410, AND 614.

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN OCTOBER 31 AND APRIL 1. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2,000 PER DAY.

CAMPBELL RD.

A MINIMUM OF 1 LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 502 STRUCTURE FOR MAINTAINING TRAFFIC, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410, AND 614.

THE BRIDGE PAINTING WILL BE COMPLETED IN PHASE CONSTRUCTION. IN PHASE 1 THE WESTBOUND LANES WILL BE CLOSED ONE LANE OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED CLOSE THE EASTBOUND LEFT LANE WITH DRUMS AT S VANDEMARK RD, FORCE WESTBOUND TRAFFIC TO THE LEFT LANE AFTER THE S 4th AVE INTERSECTION WITH DRUMS USING MT-95.31. IN PHASE 2 THE EASTBOUND LANES WILL BE CLOSED ONE LANE OF TRAFFIC IN EACH DIRECTION WILL BE MAINTAINED CLOSE THE WESTBOUND LEFT LANE WITH DRUMS AT S 4th AVE , FORCE EASTBOUND TRAFFIC TO THE LEFT LANE AFTER S VANDEMARK RD INTERSECTION WITH DRUMS USING MT-95.31. IN PHASE 3 RESTORE THE ACCESS DRIVE BETWEEN THE BRIDGES CLOSE THE EAST BOUND RIGHT LANE WITH DRUMS, DON'T OPEN THE WESTBOUND LEFT LANE AT S VANDERMARK RD SHIFT TRAFFIC.

NOTE REMOVED

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

CHRISTMAS
FOURTH OF JULY
NEW YEAR'S
LABOR DAY
MEMORIAL DAY
THANKSGIVING

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

| DAY OF HOLIDAY OR EVENT | TIME ALL LANES MUST BE OPEN TO TRAFFIC |
|------------------------------|--|
| SUNDAY | 12:00N FRIDAY THROUGH 6:00AM MONDAY |
| MONDAY | 12:00N FRIDAY THROUGH 6:00 AM TUESDAY |
| TUESDAY | 12:00N MONDAY THROUGH 6:00 AM WEDNESDAY |
| WEDNESDAY | 12:00N TUESDAY THROUGH 6:00 AM THURSDAY |
| THURSDAY | 12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY |
| THURSDAY (THANKSGIVING ONLY) | 6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY |
| FRIDAY | 12:00N THURSDAY THROUGH 6:00 AM MONDAY |
| SATURDAY | 12:00N FRIDAY THROUGH 6:00 AM MONDAY |

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT TABLE (PN127) SHOWN ON SHEET 11.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC 30 CU. YD.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ITEM 621 - RPM

RAISED PAVEMENT MARKINGS SHALL NOT BE INSTALLED ON THE CONCRETE BRIDGE DECKS PER TC-65.11

CONTRACTOR SHALL MAINTAIN EXISTING SIGNS ON EXISTING OR TEMPORARY SUPPORTS IN ACCORDANCE WITH MT-105.10 UNTIL THE PROPOSED SIGNS ARE INSTALLED. ALL TEMPORARY SIGN SUPPORTS SHALL BE INCIDENTAL TO THE LUMP SUM BID ITEM FOR ITEM 614, MAINTAINING TRAFFIC.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614, REPLACEMENT SIGN

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC.

AN ESTIMATED QUANTITY OF 20 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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:

| WORK ZONE SPEED ZONE (WZSZ) | | |
|-----------------------------|----------------------|-----------|
| WZSZ REVISION NUMBER | COUNTY-ROUTE-SECTION | DIRECTION |
| WZ-40436 | I-75 | NB/SB |

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, 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.

WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.

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.

| ORIGINAL POSTED SPEED LIMIT | TABLE 1 | | | |
|-----------------------------|--------------------------|---------------------|-----------------------------|---------------------|
| | 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 |

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY SPEED ZONE AHEAD SYMBOL SIGN 36 SIGN MNTH

(ASSUMING 3 DSL SIGN ASSEMBLIES FOR 12 MONTHS)

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 WORKDAY. THESE REPORTS SHALL INCLUDE A CHECKLIST OF ALL TTC MAINTENANCE ITEMS TO BE REVIEWED. A COPY OF THE FORM WILL BE PROVIDED AT THE PRE-CONSTRUCTION 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.

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 TIME FRAME 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.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

SEQUENCE OF CONSTRUCTION

IT IS THE INTENT OF THE FOLLOWING SEQUENCE OF CONSTRUCTION TO PROVIDE A WORK AREA FOR THE CONTRACTOR WHILE ALSO MAINTAINING TRAFFIC IN A MANNER WHICH IS SAFE FOR THE TRAVELING PUBLIC. THEREFORE, ALL PHASES SHALL HAVE STRICT ADHERENCE.

ALL TEMPORARY OR PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE ANY PAVEMENT IS OPENED TO TRAFFIC.

THE BRIDGE RECONSTRUCTION, PAVEMENT OVERLAY, AND FULL DEPTH PAVEMENT SHALL BE CONSTRUCTED IN MULTIPLE PHASES AS DETAILED BELOW. THE CONTRACTOR SHALL COMPLETE ALL TASKS IN EACH PHASE BEFORE MOVING ON TO SUBSEQUENT PHASES. SEE SHEETS 15 - 73 FOR MORE DETAILS.

IR-75

ALL PHASES: PRIOR TO EACH TRAFFIC PATTERN CHANGE, THE CONTRACTOR SHALL PROVIDE 4 WEEKS NOTIFICATION TO ODOT DISTRICT 7 CONSTRUCTION AND DISTRICT 7 COMMUNICATIONS OFFICE. THE CONTRACTOR SHALL ALSO PLACE PCMS ON I-75 STATING THE MAX WIDTH "XX MILES" AHEAD IN ADVANCE OF THE FOLLOWING LOCATIONS: FAIR ROAD, SR 47, US 36, & US 33. THESE PCMS ARE INCLUDED ON IN QUANTITY SHOWN ON SHEET 9.

PHASE 1A (SPRING 2025):

CONSTRUCTION: PLACE PORTABLE BARRIERS, WORK ZONE IMPACT ATTENUATORS AND BARRIER REFLECTORS BETWEEN STA. 308+00 TO STA. 320+00 AND STA. 381+00 TO STA. 395+00 ALONG BOTH SIDES OF THE MEDIAN PER MT-95.45 AND CONSTRUCT THE MEDIAN CROSSOVERS AS DETAILED IN THE PLAN. CONSTRUCT TEMPORARY PAVEMENT ALONG THE MEDIAN ON THE SOUTHBOUND SIDE. REMOVE AND CONSTRUCT THE WEST PORTION OF THE NORTHBOUND BRIDGE (0614) AND ASPHALT PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE.

TRAFFIC: CONTRACTOR SHALL MAINTAIN TWO NORTHBOUND AND TWO SOUTHBOUND LANES OF TRAFFIC, USING CONTRA-FLOW. TRAFFIC FROM THE NORTHBOUND LANE ADJACENT TO THE MEDIAN SHALL BE SHIFTED TO THE SOUTHBOUND LANES USING TEMPORARY PAVEMENT AND PORTABLE BARRIERS AS SHOWN ON SHEETS 15 - 24 . THE SOUTHBOUND SIDE SHALL CONSIST OF TWO LANES SOUTHBOUND AND ONE LANE NORTHBOUND. THE NORTHBOUND SIDE SHALL CONSIST OF ONE NORTHBOUND LANE. NO WORK SHALL BEGIN PRIOR TO APRIL 1, 2025 UNLESS APPROVED BY THE PROJECT ENGINEER.

PHASE 1B (SUMMER 2025):

CONSTRUCTION: REMOVE AND CONSTRUCT THE EAST PORTION OF THE NORTHBOUND BRIDGE (0614) AND ASPHALT PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE.

TRAFFIC: CONTRACTOR SHALL MAINTAIN TWO NORTHBOUND AND TWO SOUTHBOUND LANES OF TRAFFIC USING CONTRA-FLOW. TRAFFIC FROM THE NORTHBOUND LANE ADJACENT TO THE MEDIAN SHALL BE SHIFTED TO THE SOUTHBOUND LANES USING TEMPORARY PAVEMENT AND PORTABLE BARRIERS AS SHOWN ON SHEETS 25 - 33 . TRAFFIC REMAINING ON THE NORTHBOUND LANES SHALL BE SHIFTED ONTO THE NEW PAVEMENT CONSTRUCTED IN PHASE 1A AS SHOWN ON SHEETS 25 - 33 .

THE INTERIM COMPLETION DATE FOR THIS PROJECT SHALL BE 10/31/2025. THE CONTRACTOR SHALL HAVE THE ROADWAY RETURNED TO THE ORIGINAL CONFIGURATION OPEN TO TRAFFIC WITHOUT TRAFFIC RESTRICTIONS WITH ALL REQUIRED ITEMS OF WORK COMPLETE IN PHASE 1B.

FAILURE TO COMPLETE REQUIRED WORK BY THE INTERIM DATE WILL RESULT IN DAMAGES IN THE AMOUNT OF \$2,000 PER DAY.

PHASE 2A (SPRING 2026):

NO WORK IN PHASE 2A SHALL BEGIN PRIOR TO APRIL 1, 2026 UNLESS APPROVED BY THE PROJECT ENGINEER.

CONSTRUCTION: REMOVE AND CONSTRUCT THE EAST PORTION OF THE SOUTHBOUND BRIDGE (0614) AND ASPHALT PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE.

TRAFFIC: CONTRACTOR SHALL MAINTAIN TWO NORTHBOUND AND TWO SOUTHBOUND LANES OF TRAFFIC USING CONTRA-FLOW. TRAFFIC FROM THE SOUTHBOUND LANE ADJACENT T THE MEDIAN SHALL BE SHIFTED TO THE NORTHBOUND LANES USING TEMPORARY PAVEMENT AND PORTABLE BARRIERS AS SHOWN ON SHEETS 56 - 64 .

PHASE 2B (SUMMER 2026):

CONSTRUCTION: REMOVE AND CONSTRUCT THE REMAINING WEST PORTION OF THE SOUTHBOUND BRIDGE (0614) AND ASPHALT PAVEMENT UP TO AND INCLUDING THE INTERMEDIATE COURSE. GROSS OVERS, TEMPORARY PAVEMENT, AND TEMPORARY DRAINAGE SHALL REMAIN.

TRAFFIC: CONTRACTOR SHALL MAINTAIN TWO NORTHBOUND AND TWO SOUTHBOUND LANES OF TRAFFIC USING CONTRA-FLOW. TRAFFIC FROM THE SOUTHBOUND LANE ADJACENT TO THE MEDIAN SHALL BE SHIFTED TO THE NORTHBOUND LANES USING TEMPORARY PAVEMENT AND PORTABLE BARRIERS. TRAFFIC REMAINING ON THE SOUTHBOUND LANES SHALL BE SHIFTED ONTO THE NEW PAVEMENT CONSTRUCTED IN PHASE 2A AS SHOWN ON SHEETS 65 - 73.

THE INTERIM COMPLETION DATE FOR THIS PROJECT SHALL BE 10/31/2026. THE CONTRACTOR SHALL HAVE THE ROADWAY RETURNED TO THE ORIGINAL CONFIGURATION OPEN TO TRAFFIC WITHOUT TRAFFIC RESTRICTIONS WITH ALL REQUIRED ITEMS OF WORK COMPLETE IN PHASE 2B.

FAILURE TO COMPLETE REQUIRED WORK BY THE INTERIM DATE WILL RESUL IN DAMAGES IN THE AMOUNT OF \$2,000 PER DAY.

PHASE 3 (SPRING 2027):
PLACE FINAL SURFACE COURSE, CLASS III MARKINGS AND FINAL PAVEMENT MARKINGS. GROSS OVERS TO REMAIN. INSTALL PCB TO REMAIN. SEE FINAL CROSS OVER STATUS DETAIL ON SHEET 12 .

CAMPBELL RD. (SPRING 2027)

CONSTRUCTION: CONSTRUCT CONSTRUCTION ACCESS DRIVE BETWEEN STRUCTURES 0614L AND 0614R.
TRAFFIC: CONTRACTOR SHALL MAINTAIN ONE LANE OF TRAFFIC IN BOTH DIRECTIONS USING STANDARD DRAWING MT-95.41. CONTRACTOR SHALL SHIFTEASTBOUND TRAFFIC TO THE WESTBOUND THROUGH LANE DURING REMOVAL AND CONSTRUCTION OF THE NORTHERN SEGMENT OF STRUCTURE 0614R AND SHIFT THE WESTBOUND TRAFFIC TO THE EASTBOUND THROUGH LANE DURING REMOVAL OF THE SOUTHERN SEGMENT OF STRUCTURE 0614R.

THE CONTRACTOR SHALL MAINTAIN DRIVE ACCESS TO RESIDENTIAL AND COMMERCIAL PROPERTIES AT ALL TIMES DURING CONSTRUCTION EXCEPT FOR THE EASTERN MOST DRIVE AT 1985 CAMPBELL ROAD DURING LANE CLOSURES ON CAMPBELL ROAD.

LANE VALUE CONTRACT (PN 127)

THE CONTRACTOR SHALL BE ASSESSED DISINCENTIVES AS DESIGNATED IN THE LANE VALUE CONTRACT TABLE FOR EACH UNIT OF TIME THE DESCRIBED CRITICAL LANE/RAMP IS RESTRICTED FROM FULL USE BY THE TRAVELING PUBLIC WITHIN THE RESTRICTED TIME PERIOD. THE LANE VALUE CONTRACT TABLE IS LOCATED BELOW. THE DISINCENTIVES WILL BE ASSESSED FOR ALL RESTRICTIONS OF THE CRITICAL WORK.

CRITICAL WORK IS SHOWN IN THE LANE VALUE CONTRACT TABLE.

| LANE VALUE CONTRACT TABLE | | | |
|--|------------------------|-----------|--|
| DESCRIPTION OF CRITICAL LANES TO BE MAINTAINED | RESTRICTED TIME PERIOD | TIME UNIT | DISINCENTIVE \$ PER LANE PER UNIT TIME |
| 4 LANES IR-75 | 7:00PM-6:00AM | MINUTE | \$50 |
| IR-75 RAMPS | 7:00PM-6:00AM | MINUTE | \$50 |

CRITICAL WORK IS DEFINED AS HAVING THE DESIGNATED SECTIONS OPEN TO UNRESTRICTED TRAFFIC AS SHOWN IN THE TABLE, OR THE ENTIRE PROJECT IF NOT OTHERWISE LISTED.

UNRESTRICTED TRAFFIC IS DEFINED AS ALL TRAFFIC LANES BEING AVAILABLE FOR USE WITH SPECIFIED STRIPING AND SAFETY FEATURES IN PLACE.

TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT

OHIO TIM IS OHIO'S TRAFFIC INCIDENT MANAGEMENT PROGRAM WHICH IS COMMITTED TO MAINTAINING THE SAFE AND EFFECTIVE FLOW OF TRAFFIC DURING EMERGENCIES AS TO PREVENT FURTHER DAMAGE, INJURY OR UNDUE DELAY OF THE MOTORING PUBLIC. IN ADDITION TO COMPLYING WITH THE PROVISION OF OMUTCD CHAPTER 6I, CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS, THE CONTRACTOR SHALL ACTIVELY PARTICIPATE IN TIM PLANNING AND IMPLEMENTATION AS OUTLINED BELOW.

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.
2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.
3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.
4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:
 - A. COLLABORATE WITH ODOT AND SAFETY FORCES;
 - B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND
 - C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.
5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.
6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:

| PHASE | SHEET | 202 | 611 | 611 | 611 | 611 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 614 | 615 | 620 | 622 | 622 | 622 | 622 | 202 | 202 |
|-----------------------------------|-----------|-----------|-------|------|-----|------|------|------|------|------|------|------|------|------|-------|-------|-------|------|------|------|-------|------|-------|------|-----|
| | | | | | | | | | | | | | | | | | | | | | | | | | |
| FT | FT | EACH | EACH | EACH | FT | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | EACH | MILE | FT | FT | FT | SY | EACH | FT | FT | FT | FT | |
| 1A | 308+00.00 | 320+00.00 | | | | | | | | | | | | | | | | | | | | | | | |
| 1A | 381+00.00 | 395+00.00 | | | | | | | | | | | | | | | | | | | | | | | |
| 1A | 15 | 24 | 20450 | 680 | 4 | 1 | 1 | 160 | 2 | 2 | 173 | 173 | 264 | 10.5 | 15827 | 3099 | 102 | 5518 | | | | | | | |
| 1B | 25 | 33 | | | | | | 120 | 1 | | 17 | 17 | | 1.5 | 965 | 420 | | | | | | | | | |
| 2A | 56 | 63 | 19900 | | | | | 540 | 6 | | 192 | 192 | 274 | 10.5 | 13368 | 5532 | 93 | 793 | | | | | | | |
| 2B | 65 | 72 | | | | | | 110 | 1 | | 31 | 31 | | 2.1 | 1590 | 1462 | | 565 | | | | | | | |
| 3 | 12 | | | | | | | | 4 | | | | | | | | | | | 280 | | 2400 | | | |
| TOTALS CARRIED TO GENERAL SUMMARY | | | 40350 | 680 | 4 | 1 | 1 | 930 | 18 | 2 | 48 | 469 | 413 | 538 | 24.6 | 31749 | 10513 | 195 | 6876 | 280 | 10020 | 2400 | 15770 | 3120 | |

















| | |
|--------------------------|-------------------|
| SHE-75-6.14 L / R | CALCULATED MDH |
| | CHECKED STB |

MAINTENANCE OF TRAFFIC - SUBSUMMARY

(DISCLAIMER):
 ALL APPLICABLE STANDARD
 CONSTRUCTION DRAWINGS
 (SCD'S) ON THE TITLE SHEET
 STILL APPLY TO THE
 MAINTENANCE OF TRAFFIC AS
 DETAILED ON THE PLAN SHEETS

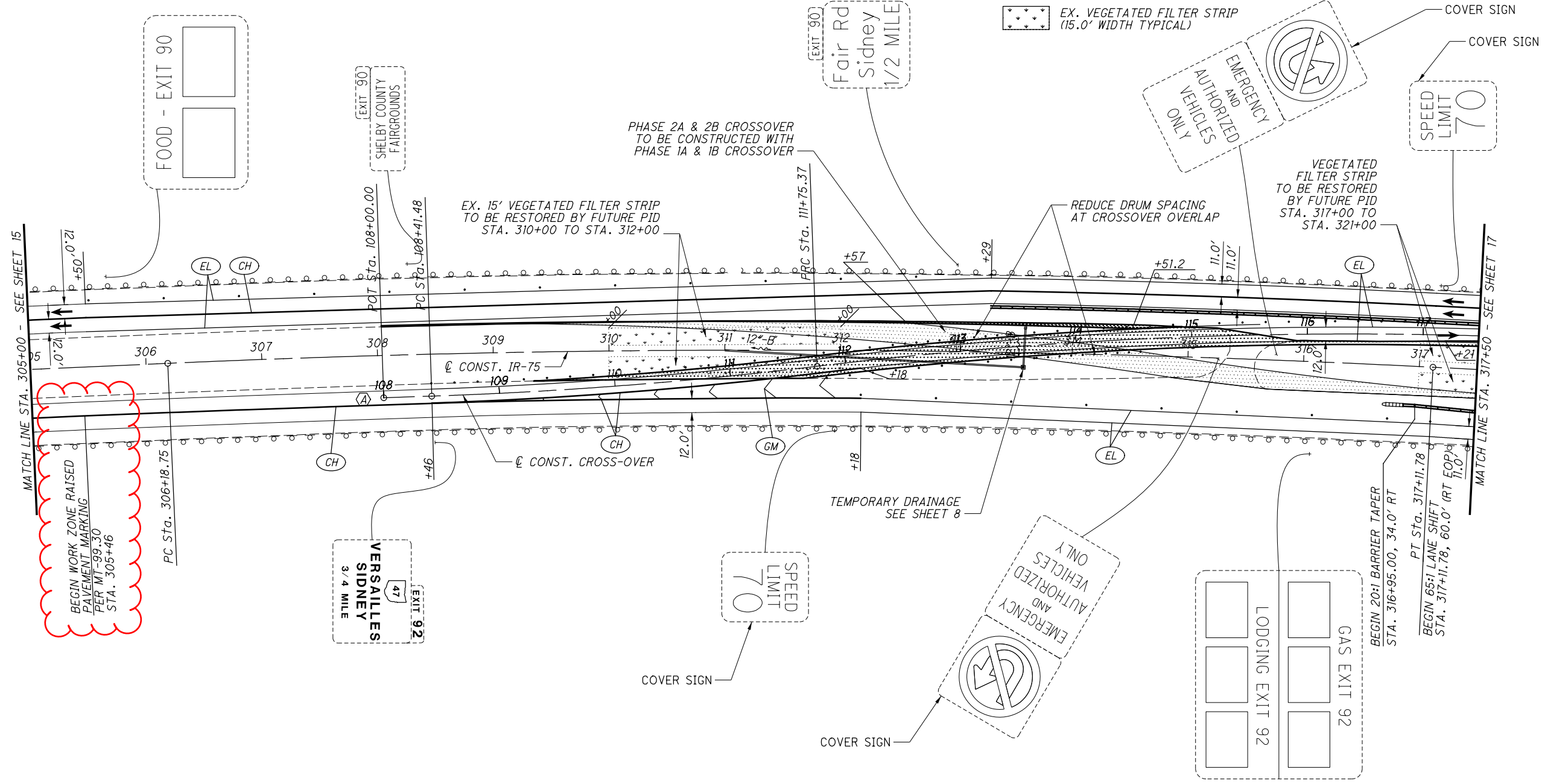
(A) STA. 308+04.38, 36.5' RT @ CONST. IR-75 =
 STA. 108+00.00 @ CONST. MOT CROSS-OVER

LEGEND

-  WORK ZONE
-  PAVEMENT FOR MAINTAINING TRAFFIC
-  32" OR 50" PORTABLE BARRIER (PCB-9), PORTABLE BARRIER, BRIDGE MOUNTED, WHERE NOTED)
-  DRUMS
-  IMPACT ATTENUATOR
-  TYPE 3 BARRICADE
-  EXISTING GUARDRAIL
-  EX. VEGETATED FILTER STRIP (15.0' WIDTH TYPICAL)
-  ITEM 614 - WORK ZONE EDGE LINE, 6"
-  ITEM 614 - WORK ZONE CHANNELIZING LINE, 12"
-  ITEM 614 - WORK ZONE GORE MARKING, CLASS II
-  ITEM 614 - WORK ZONE DOTTED LINE, 6"
-  SIGN
-  DIRECTION OF TRAFFIC
-  MARKING FROM PHASE 1A
-  MARKING FROM PHASE 2A

CALCULATED MDH CHECKED STB

0 50 100
 25
 HORIZONTAL SCALE IN FEET



MAINTENANCE OF TRAFFIC - PHASE 1A
 STA. 305+00 TO STA. 317+50

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 CONSTRUCTION DRAWINGS
 (SCD'S) ON THE TITLE SHEET
 STILL APPLY TO THE
 MAINTENANCE OF TRAFFIC AS
 DETAILED ON THE PLAN SHEETS

LEGEND

- WORK ZONE
- PAVEMENT FOR MAINTAINING TRAFFIC
- 32" OR 50" PORTABLE BARRIER (PCB-91, PORTABLE BARRIER, BRIDGE MOUNTED, WHERE NOTED)
- DRUMS
- IMPACT ATTENUATOR
- TYPE 3 BARRICADE
- EXISTING GUARDRAIL
- ITEM 614 - WORK ZONE EDGE LINE, 6"
- ITEM 614 - WORK ZONE CHANNELIZING LINE, 12"
- ITEM 614 - WORK ZONE GORE MARKING, CLASS II
- ITEM 614 - WORK ZONE DOTTED LINE, 6"
- SIGN
- DIRECTION OF TRAFFIC
- MARKING FROM PHASE 1A
- MARKING FROM PHASE 2A
- STA. 318+00.00, 00.0' LT @ CONST. IR-75 = STA. 118+00.00 @ CONST. MOT CROSS-OVER

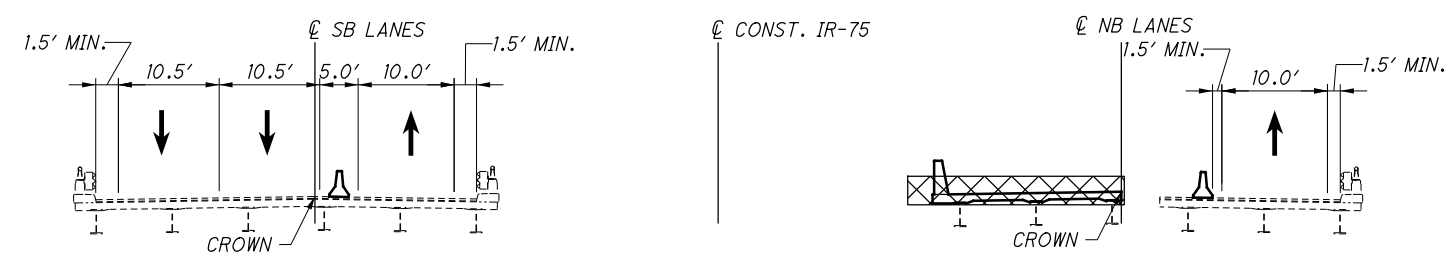
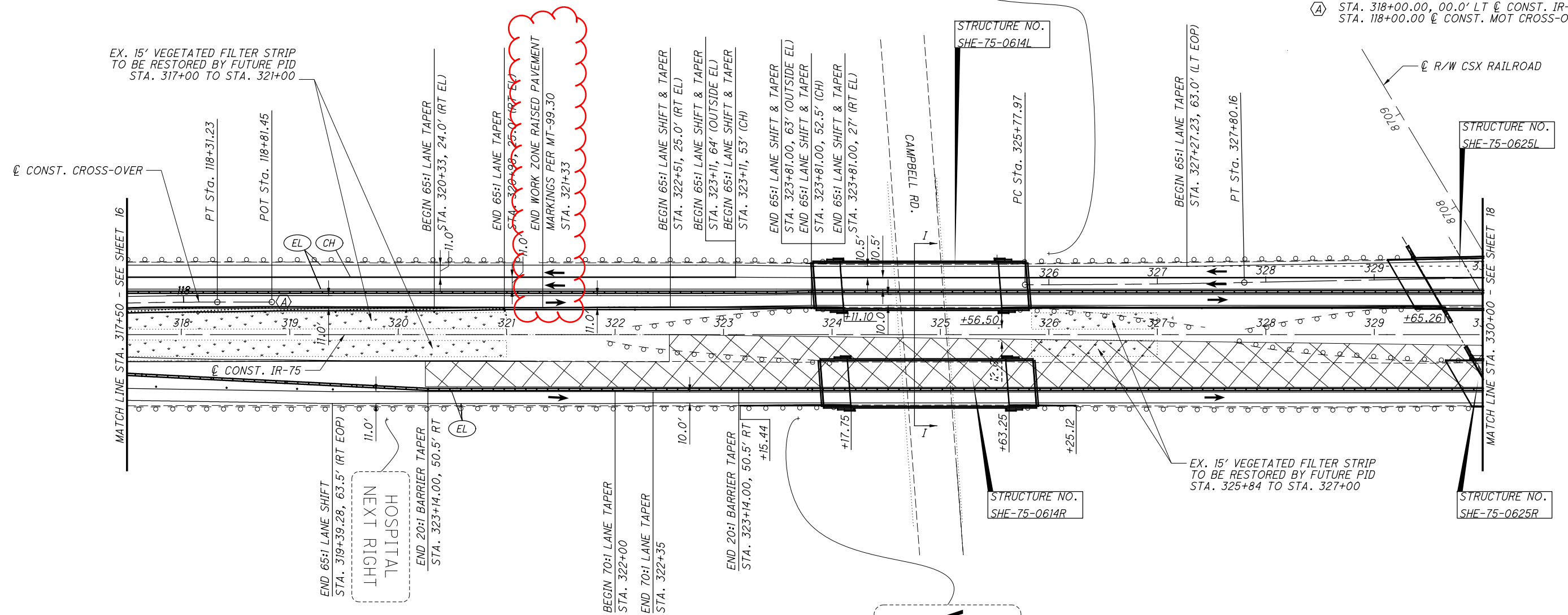
N

0 50 100
HORIZONTAL SCALE IN FEET

CALCULATED
MDH
CHECKED
STB

EXIT 90
FAIR RD
SIDNEY
 3/4 MILE

VERSAILLES
SIDNEY
 1/4 MILE
 47
EXIT 92



EX. 15' VEGETATED FILTER STRIP
 TO BE RESTORED BY FUTURE PID
 STA. 325+84 TO STA. 327+00

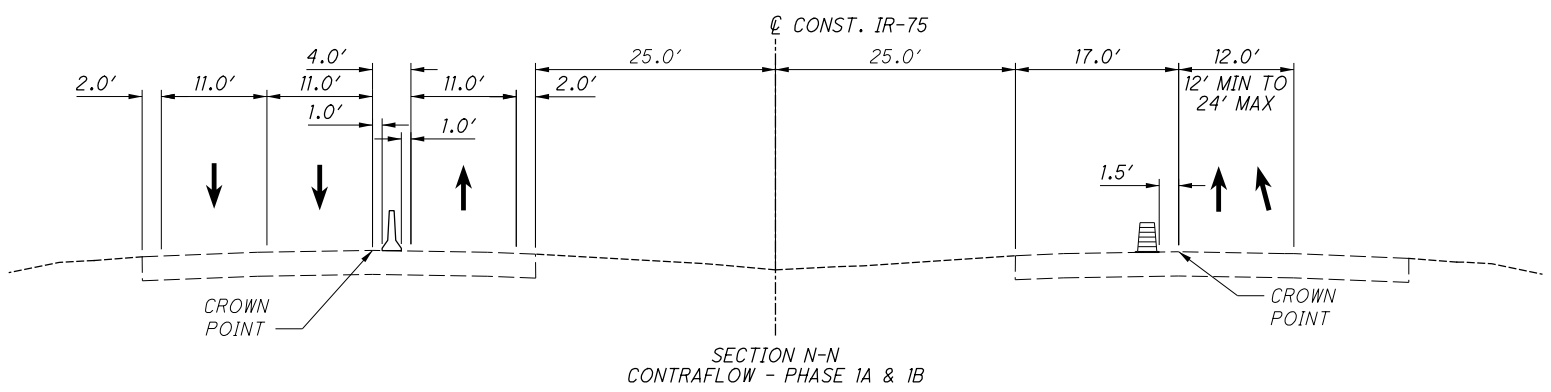
EX. 15' VEGETATED FILTER STRIP
 TO BE RESTORED BY FUTURE PID
 STA. 317+00 TO STA. 321+00

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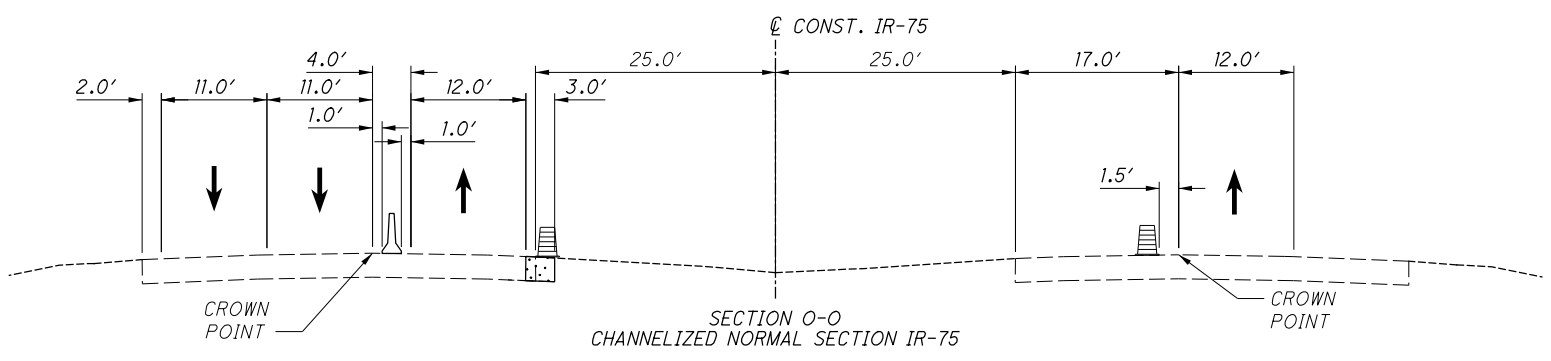
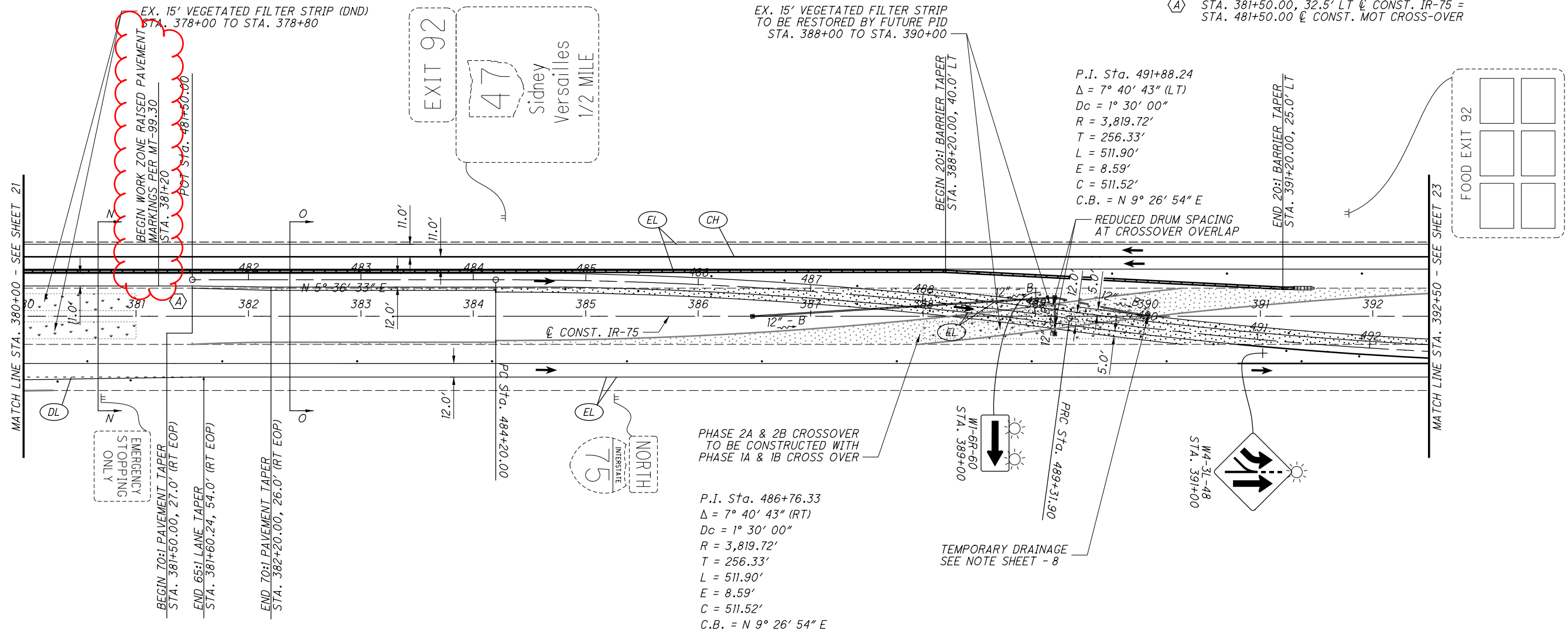
MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 317+50 TO STA. 330+00

SHE-75-6.14 L / R

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- LEGEND**
- WORK ZONE
 - PAVEMENT FOR MAINTAINING TRAFFIC
 - 32" OR 50" PORTABLE BARRIER (PCB-91, PORTABLE BARRIER, BRIDGE MOUNTED, WHERE NOTED)
 - DRUMS
 - IMPACT ATTENUATOR
 - TYPE 3 BARRICADE
 - EXISTING GUARDRAIL
 - ITEM 614 - WORK ZONE EDGE LINE, 6"
 - ITEM 614 - WORK ZONE CHANNELIZING LINE, 12"
 - ITEM 614 - WORK ZONE GORE MARKING, CLASS II
 - ITEM 614 - WORK ZONE DOTTED LINE, 6"
 - SIGN
 - DIRECTION OF TRAFFIC
 - MARKING FROM PHASE 1A
 - MARKING FROM PHASE 2A

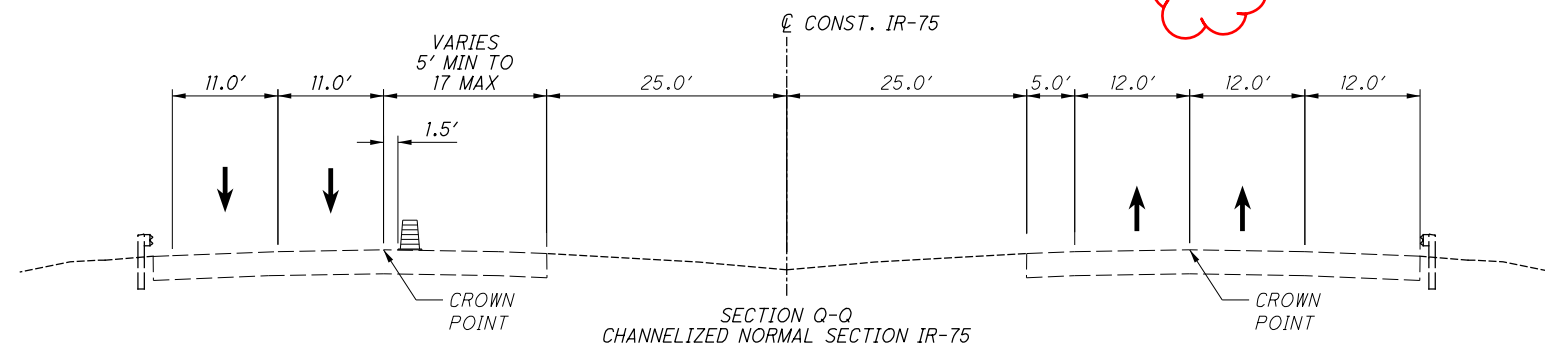
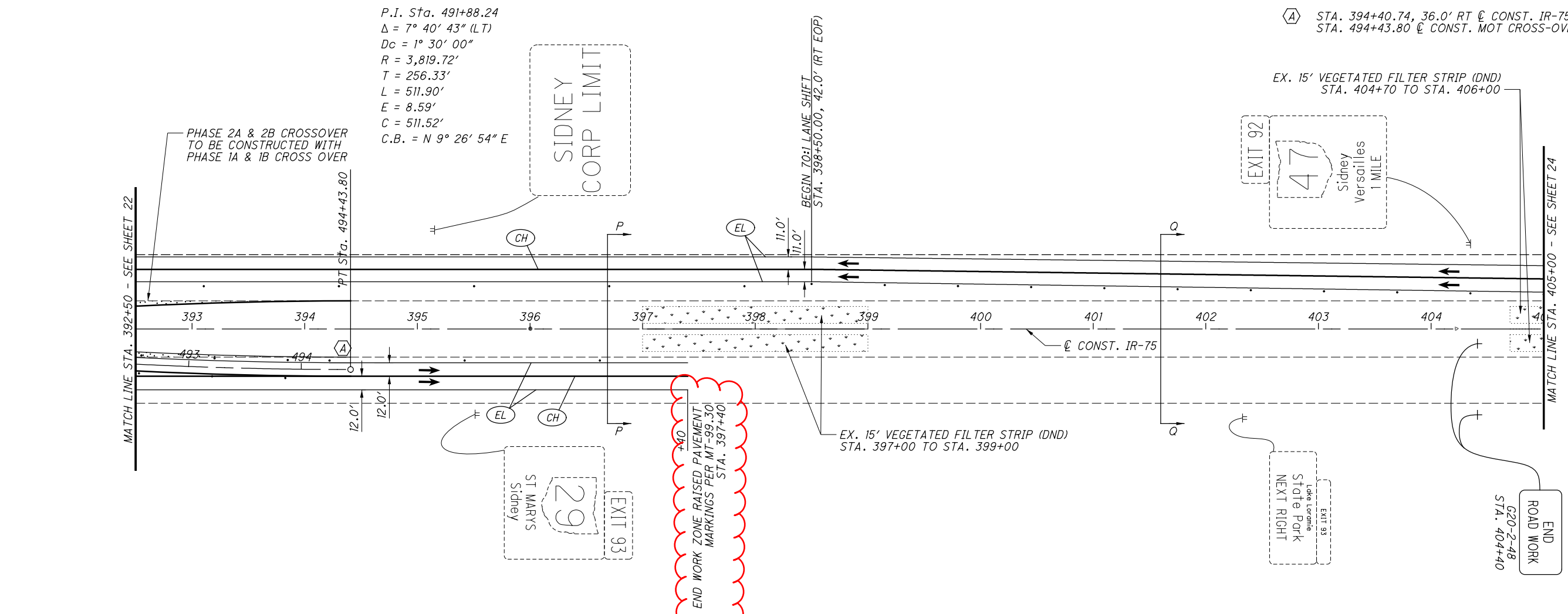
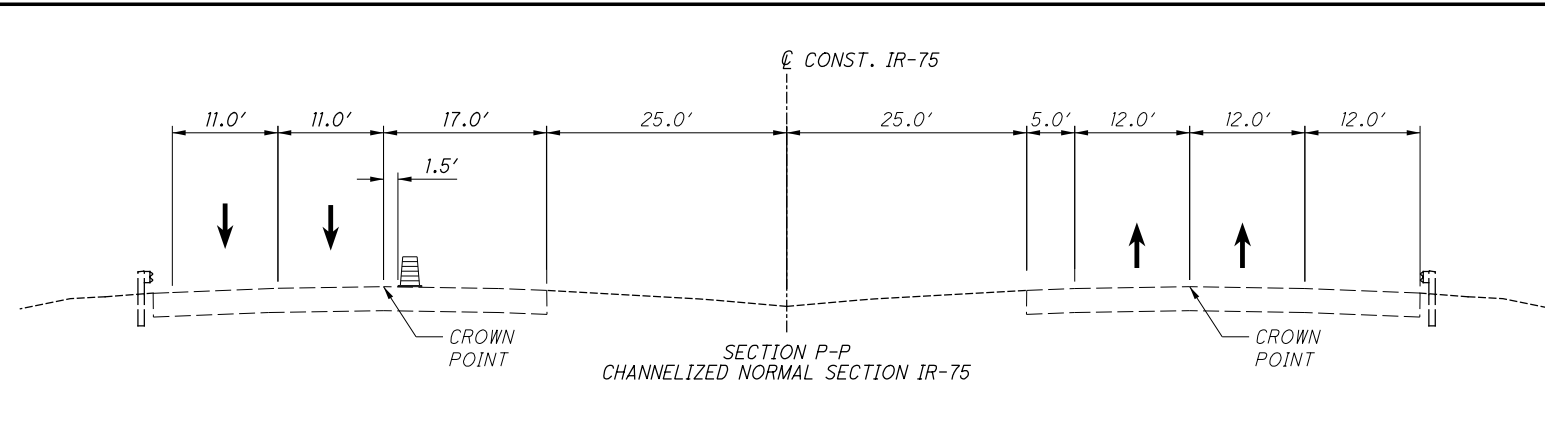


(DISCLAIMER):
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CONSTRUCTION DRAWINGS
(SCD'S) ON THE TITLE SHEET
STILL APPLY TO THE
MAINTENANCE OF TRAFFIC AS
DETAILED ON THE PLAN SHEETS

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 380+00 TO STA. 392+50

SHE-75-6.14 L / R

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LEGEND

- WORK ZONE
- PAVEMENT FOR MAINTAINING TRAFFIC
- 32" OR 50" PORTABLE BARRIER (PCB-91, PORTABLE BARRIER, BRIDGE MOUNTED, WHERE NOTED)
- DRUMS
- IMPACT ATTENUATOR
- TYPE 3 BARRICADE
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- ITEM 614 - WORK ZONE GORE MARKING, CLASS II
- ITEM 614 - WORK ZONE DOTTED LINE, 6"
- SIGN
- DIRECTION OF TRAFFIC
- MARKING FROM PHASE 1A
- MARKING FROM PHASE 2A


(A) STA. 394+40.74, 36.0' RT @ CONST. IR-75 =
STA. 494+43.80 @ CONST. MOT CROSS-OVER

EX. 15' VEGETATED FILTER STRIP (DND)
STA. 404+70 TO STA. 406+00

EX. 15' VEGETATED FILTER STRIP (DND)
STA. 397+00 TO STA. 399+00

END ROAD WORK
G20-2-48
STA. 404+40

(DISCLAIMER):
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CONSTRUCTION DRAWINGS
(SCD'S) ON THE TITLE SHEET
STILL APPLY TO THE
MAINTENANCE OF TRAFFIC AS
DETAILED ON THE PLAN SHEETS



0 50 100
25
HORIZONTAL
SCALE IN FEET

| | | | |
|------------|-----|---------|-----|
| CALCULATED | ACF | CHECKED | CSR |
| | | | |

MAINTENANCE OF TRAFFIC - PHASE 1A
STA. 392+50 TO STA. 405+00
















SHE-75-6.14 L / R

23

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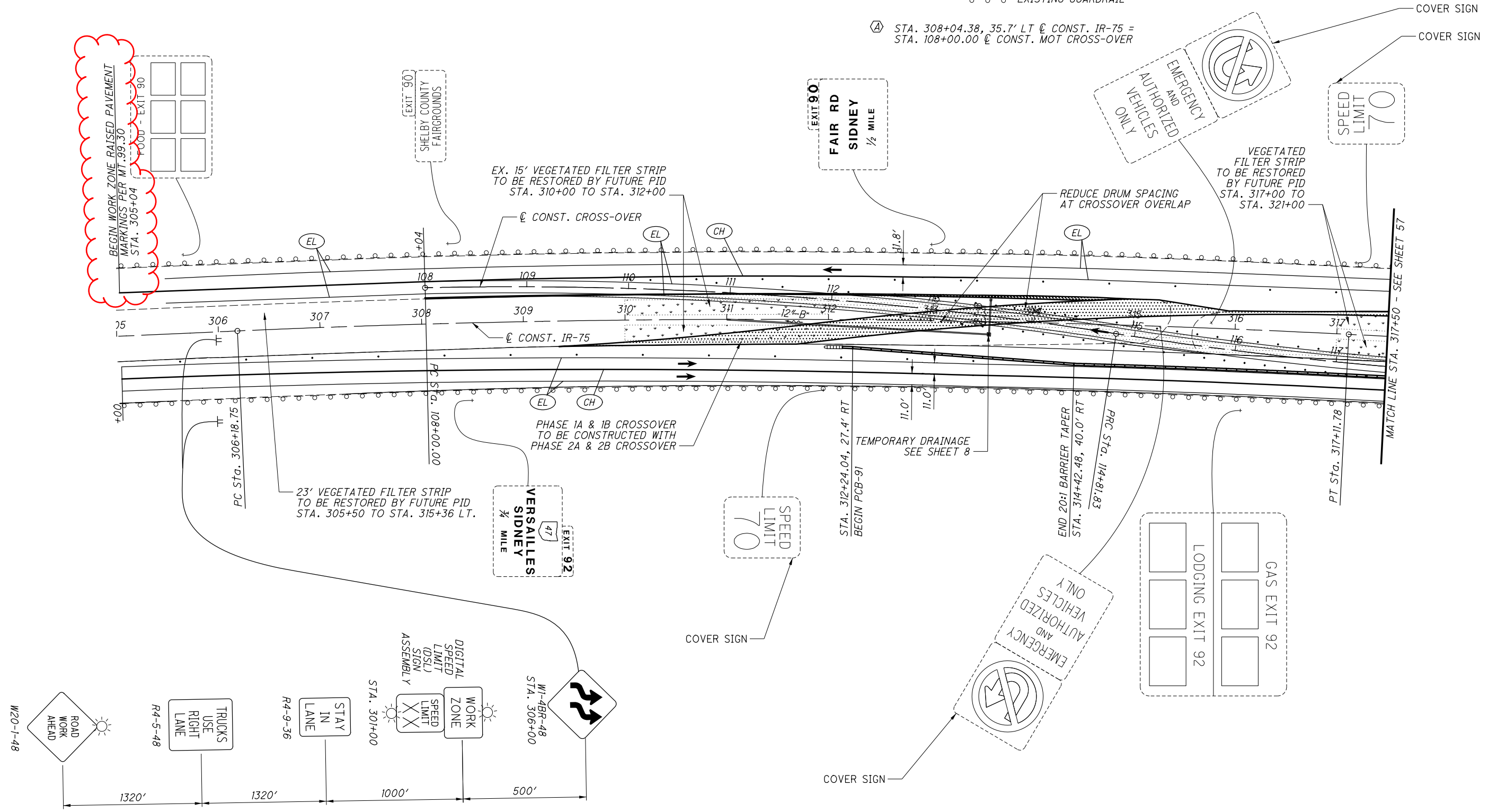
(DISCLAIMER):
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CONSTRUCTION DRAWINGS
(SCD'S) ON THE TITLE SHEET
STILL APPLY TO THE
MAINTENANCE OF TRAFFIC AS
DETAILED ON THE PLAN SHEETS

LEGEND

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-  PAVEMENT FOR MAINTAINING TRAFFIC
-  32" OR 50" PORTABLE BARRIER (PCB-91, PORTABLE BARRIER, BRIDGE MOUNTED, WHERE NOTED)
-  DRUMS
-  IMPACT ATTENUATOR
-  TYPE 3 BARRICADE
-  EXISTING GUARDRAIL
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-  ITEM 614 - WORK ZONE DOTTED LINE, 6"
-  SIGN
-  DIRECTION OF TRAFFIC
-  MARKING FROM PHASE 1A
-  MARKING FROM PHASE 2A



Ⓐ STA. 308+04.38, 35.7' LT @ CONST. IR-75 =
STA. 108+00.00 @ CONST. MOT CROSS-OVER



MAINTENANCE OF TRAFFIC - PHASE 2A
STA. 305+00 TO STA. 317+50

SHE-75-6.14 L / R

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 MAINTENANCE OF TRAFFIC AS
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LEGEND

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- PAVEMENT FOR MAINTAINING TRAFFIC
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- ITEM 614 - WORK ZONE DOTTED LINE, 6"
- SIGN
- DIRECTION OF TRAFFIC
- MARKING FROM PHASE 1A
- MARKING FROM PHASE 2A

CALCULATED MDH CHECKED STB

0 50 100
 25
 HORIZONTAL SCALE IN FEET

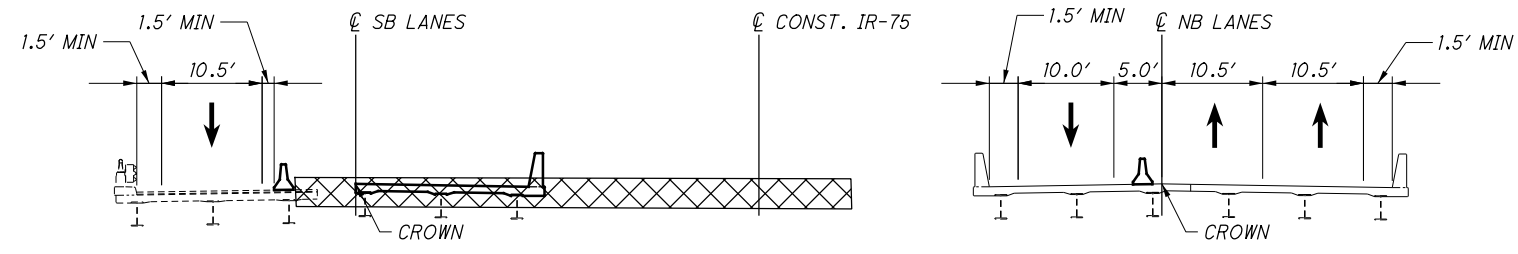
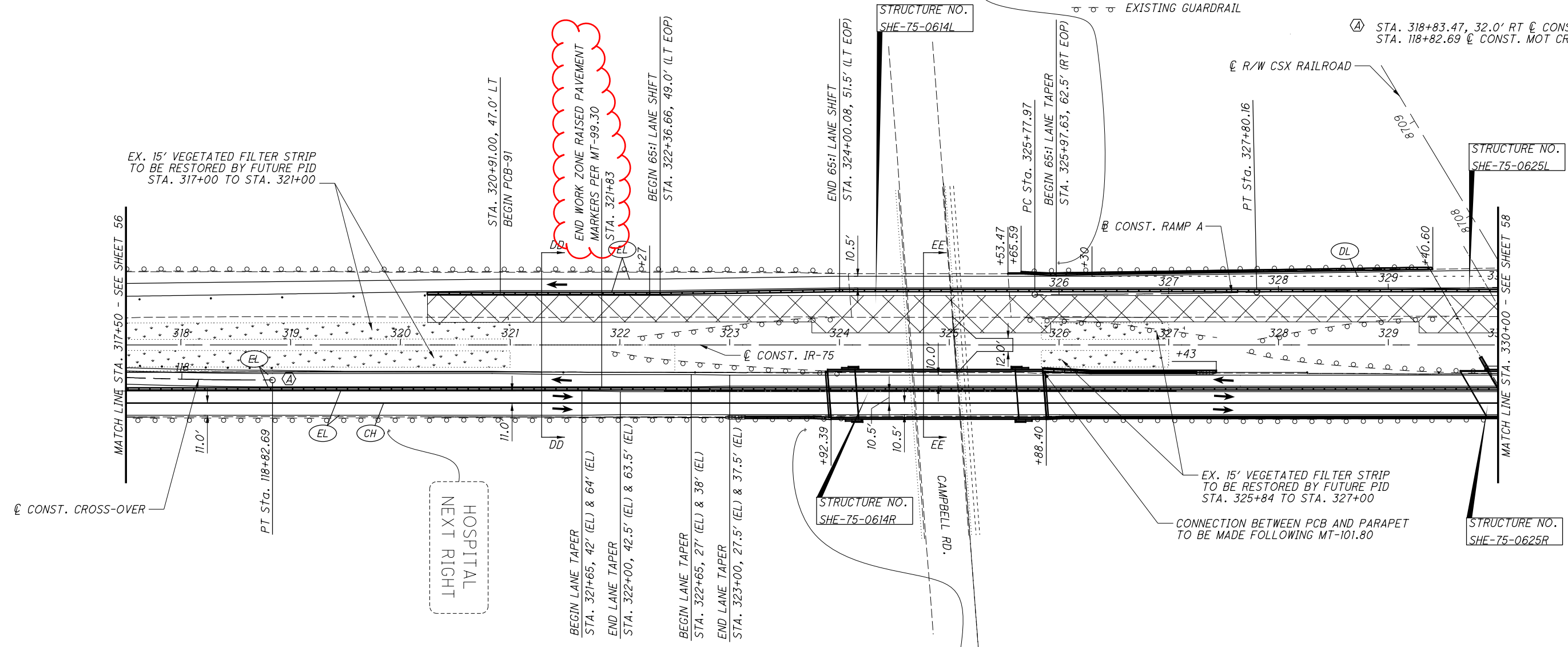
MAINTENANCE OF TRAFFIC - PHASE 2A
 STA. 317+50 TO STA. 330+00

SHE-75-6.14 L / R

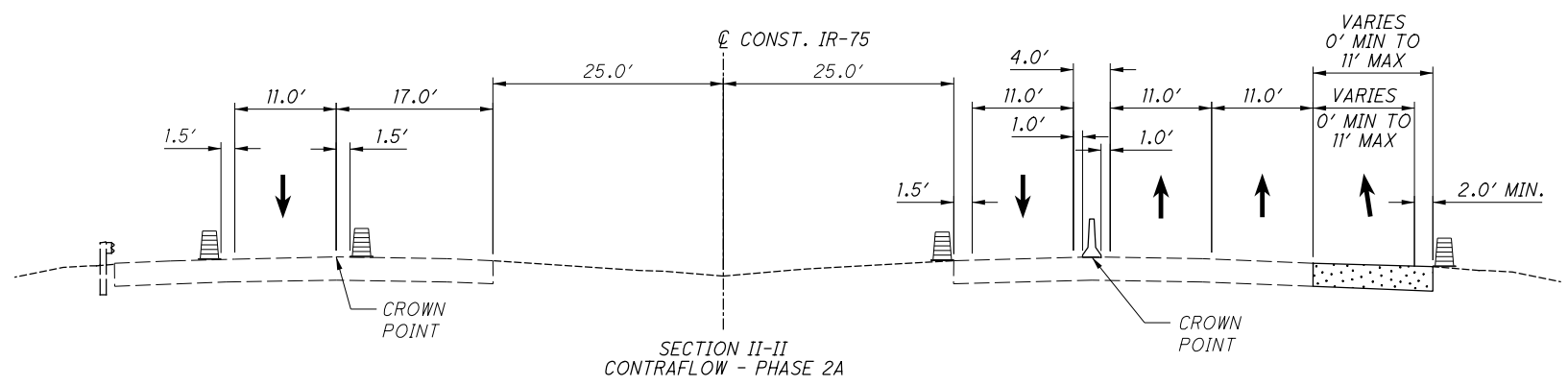
EXIT 90
 FAIR RD
 SIDNEY
 3/4 MILE

VERSAILLES
 SIDNEY
 1/4 MILE
 47
 EXIT 92

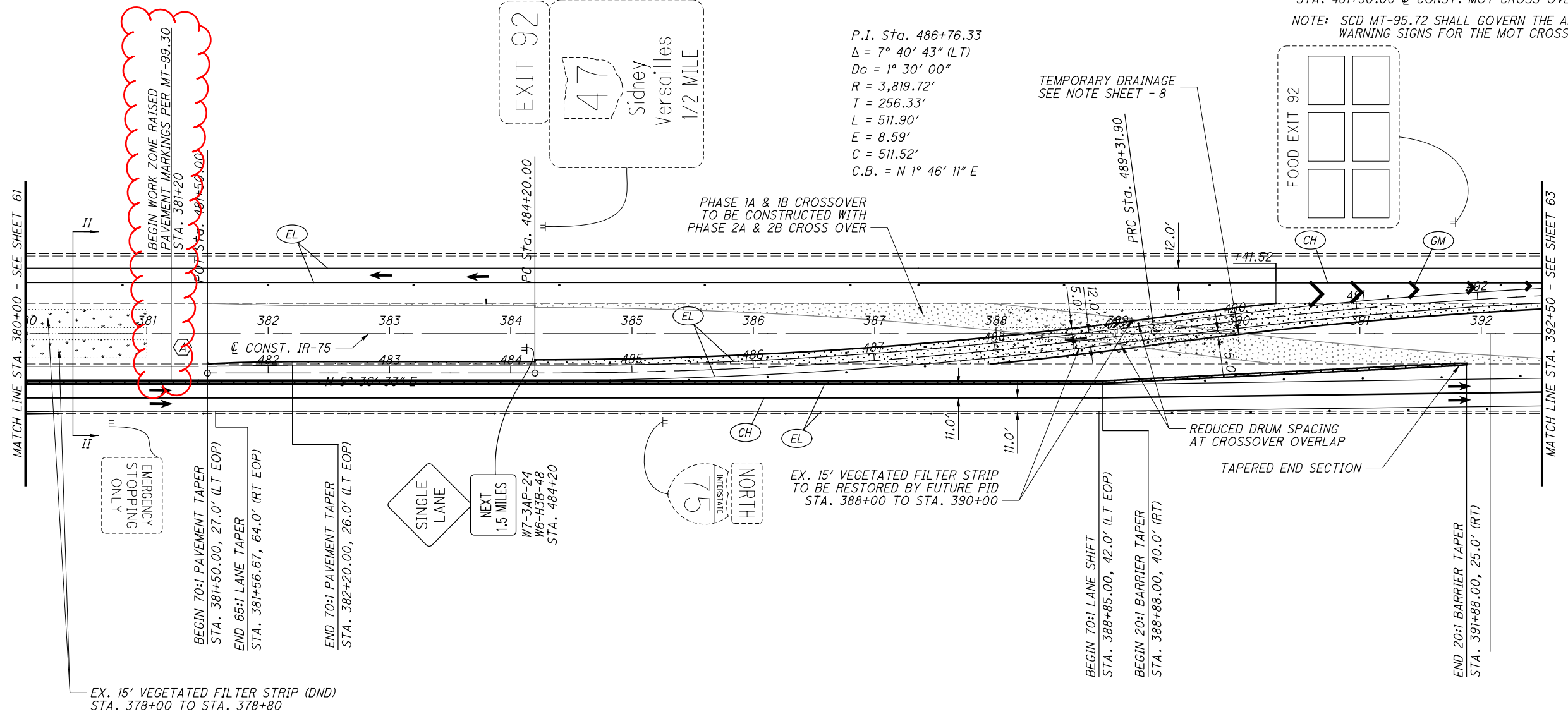
Ⓐ STA. 318+83.47, 32.0' RT @ CONST. IR-75 =
 STA. 118+82.69 @ CONST. MOT CROSS-OVER



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- LEGEND**
- WORK ZONE
 - PAVEMENT FOR MAINTAINING TRAFFIC
 - 32" OR 50" PORTABLE BARRIER (PCB-91, PORTABLE BARRIER, BRIDGE MOUNTED, WHERE NOTED)
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 - SIGN
 - DIRECTION OF TRAFFIC
 - MARKING FROM PHASE 1A
 - MARKING FROM PHASE 2A



P.I. Sta. 486+76.33
 $\Delta = 7^\circ 40' 43''$ (LT)
 $D_c = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 256.33'$
 $L = 511.90'$
 $E = 8.59'$
 $C = 511.52'$
 $C.B. = N 1^\circ 46' 11'' E$

(A) STA. 381+50.00, 32.5' RT @ CONST. IR-75 = STA. 481+50.00 @ CONST. MOT CROSS-OVER
 NOTE: SCD MT-95.72 SHALL GOVERN THE ADVANCED WARNING SIGNS FOR THE MOT CROSSOVER
















P.I. Sta. 491+88.24
 $\Delta = 7^\circ 40' 43''$ (RT)
 $D_c = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 256.33'$
 $L = 511.90'$
 $E = 8.59'$
 $C = 511.52'$
 $C.B. = N 1^\circ 46' 11'' E$

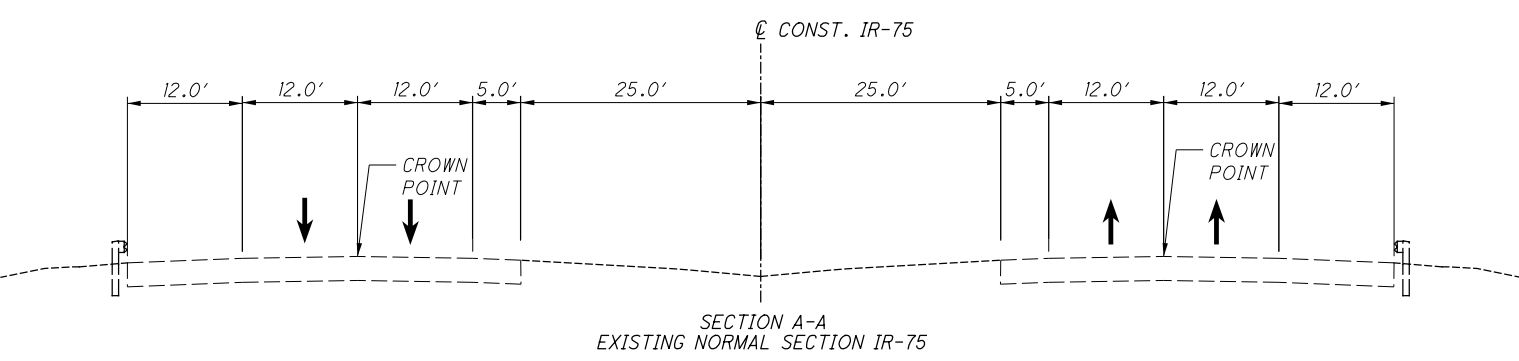
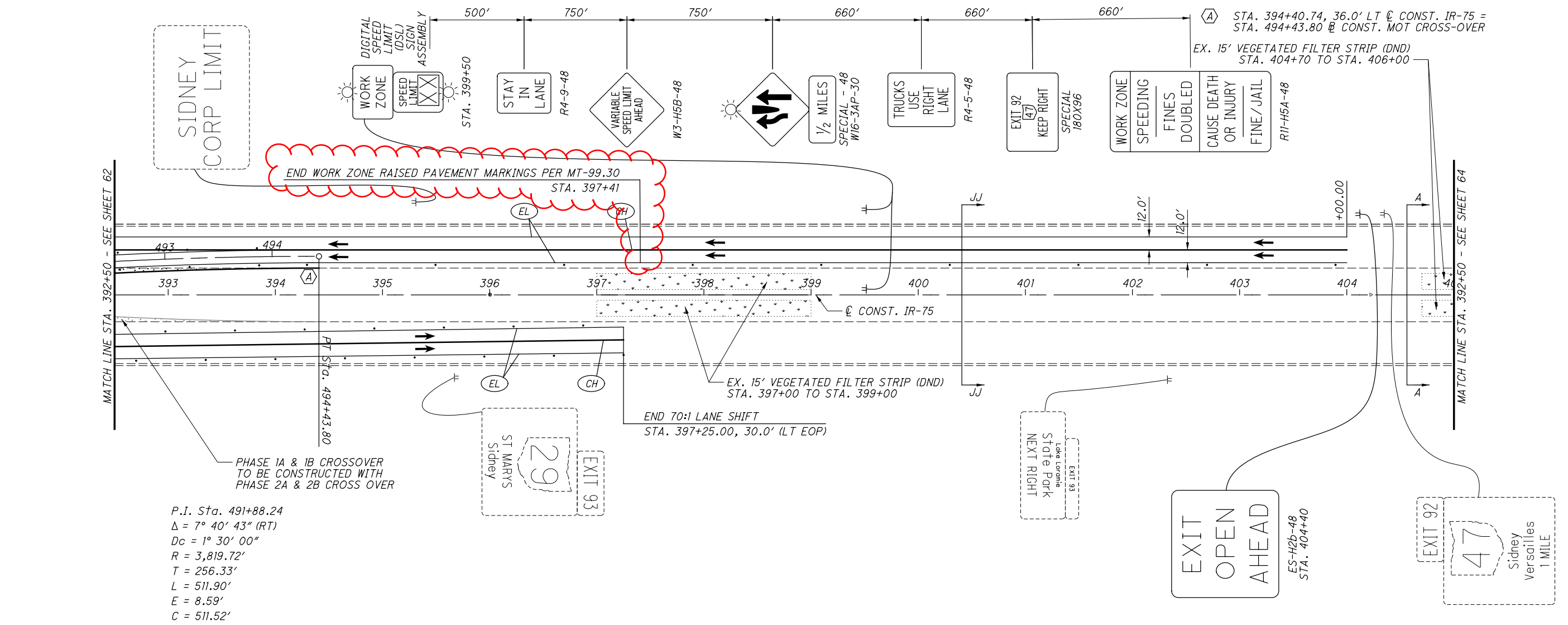
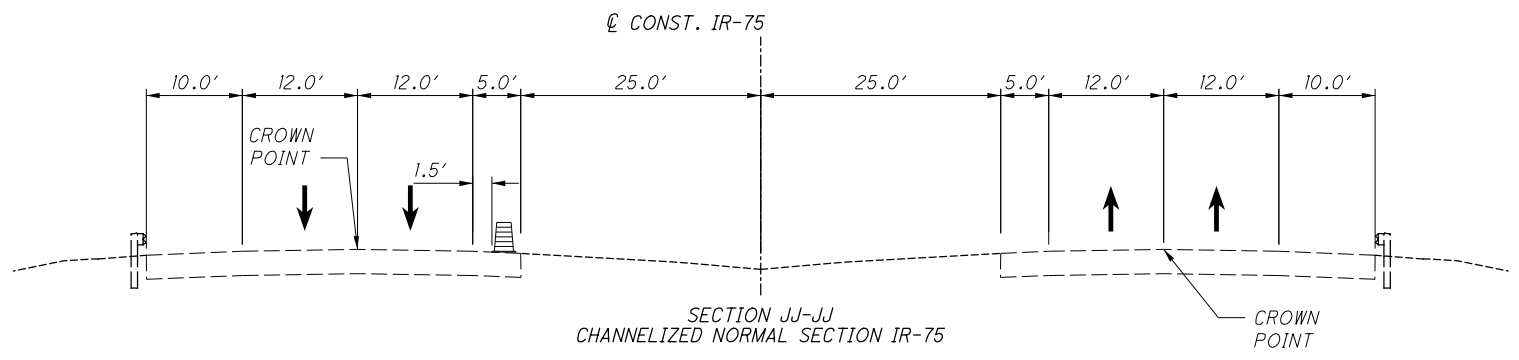
(DISCLAIMER):
 ALL APPLICABLE STANDARD CONSTRUCTION DRAWINGS (SCD'S) ON THE TITLE SHEET STILL APPLY TO THE MAINTENANCE OF TRAFFIC AS DETAILED ON THE PLAN SHEETS

MAINTENANCE OF TRAFFIC - PHASE 2A
STA. 380+00 TO STA. 392+50

SHE-75-6.14 L / R

LEGEND

-  WORK ZONE
-  PAVEMENT FOR MAINTAINING TRAFFIC
-  32" OR 50" PORTABLE BARRIER (PCB-91, PORTABLE BARRIER, BRIDGE MOUNTED, WHERE NOTED)
-  DRUMS
-  IMPACT ATTENUATOR
-  TYPE 3 BARRICADE
-  EXISTING GUARDRAIL
-  ITEM 614 - WORK ZONE EDGE LINE, 6"
-  ITEM 614 - WORK ZONE CHANNELIZING LINE, 12"
-  ITEM 614 - WORK ZONE GORE MARKING, CLASS II
-  ITEM 614 - WORK ZONE DOTTED LINE, 6"
-  SIGN
-  DIRECTION OF TRAFFIC
-  MARKING FROM PHASE 1A
-  MARKING FROM PHASE 2A



P.I. Sta. 491+88.24
 $\Delta = 7^\circ 40' 43''$ (RT)
 $D_c = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 256.33'$
 $L = 511.90'$
 $E = 8.59'$
 $C = 511.52'$
 $C.B. = N 1^\circ 46' 11'' E$

(DISCLAIMER):
 ALL APPLICABLE STANDARD
 CONSTRUCTION DRAWINGS
 (SCD'S) ON THE TITLE SHEET
 STILL APPLY TO THE
 MAINTENANCE OF TRAFFIC AS
 DETAILED ON THE PLAN SHEETS

O:\Transportation\Projects\ODOT\District 7\She075_5.66\6.34\6.25\94677\structures\She075_0614L\CleanCopyDGNs\075_0614LEQ001.dgn 10/17/2024 6:30:02 PM jback

| FUNDING | SHE-075-0614L ESTIMATED QUANTITIES | | | | | MADE BY AMD | CHECKED BY CCJ | | | |
|---------|------------------------------------|-----------|-------|-------|---|---------------|----------------|-----------|---------|---|
| | ITEM | ITEM EXT. | TOTAL | UNITS | DESCRIPTION | DATE 08/04/17 | DATE 08/07/17 | | | |
| | | | | | | SHE-075-0614L | | SHT. REF. | | |
| | | | | | | ABUTS. | PIERS | SUPER. | GENERAL | |
| LUMP | 202 | 11203 | LUMP | | PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN | | | | LUMP | 3 |
| 133 | 202 | 22900 | 133 | SQ YD | APPROACH SLAB REMOVED | | | | 133 | |
| 133 | 202 | 23500 | 133 | SQ YD | WEARING COURSE REMOVED | | | | 133 | |
| LUMP | 503 | 11100 | LUMP | | COFFERDAMS AND EXCAVATION BRACING | | | | LUMP | |
| 166 | 503 | 21100 | 166 | CU YD | UNCLASSIFIED EXCAVATION | 166 | | | | |
| 38862 | 509 | 10000 | 38862 | LB | EPOXY COATED STEEL REINFORCEMENT | 4104 | 1341 | | 33417 | |
| 65151 | 509 | 26000 | 65151 | LB | GALVANIZED STEEL REINFORCEMENT | | | 63317 | 1834 | |
| 6134 | 509 | 30020 | 6134 | FT | NO. 4 DEFORMED GFRP REINFORCEMENT | | | 4683 | 1451 | |
| 158 | 510 | 10000 | 158 | EACH | DOWEL HOLES WITH NON-SHRINK, NONMETALLIC GROUT | 46 | 112 | | | |
| 228 | 511 | 34446 | 228 | CU YD | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK | | | 228 | | |
| 58 | 511 | 34450 | 58 | CU YD | CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET) | | | 58 | | |
| 9 | 511 | 42512 | 9 | CU YD | CLASS QC1 CONCRETE WITH QC/QA, PIER CAP | | 9 | | | |
| 29 | 511 | 43512 | 29 | CU YD | CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING | 29 | | | | |
| 464 | 512 | 10100 | 464 | SQ YD | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) | 65 | 27 | 372 | | |
| 20 | 512 | 33300 | 20 | SQ YD | TYPE A WATERPROOFING | 20 | | | | |
| 10 | 512 | 74000 | 10 | SQ YD | REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES | | 10 | | | |
| 3000 | 513 | 10201 | 3000 | LB | STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN | | | 3000 | | 3 |
| 2394 | 513 | 20000 | 2394 | EACH | WELDED STUD SHEAR CONNECTORS | | | 2394 | | |
| 12 | 513 | 95030 | 12 | EACH | STRUCTURAL STEEL, MISC.: MOMENT PLATE RETROFIT | | | 12 | | 3 |
| 6664 | 514 | 00050 | 6664 | SQ FT | SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL | | | 6664 | | |
| 6664 | 514 | 00056 | 6664 | SQ FT | FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT | | | 6664 | | |
| 7100 | 514 | 00060 | 7100 | SQ FT | FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT | | | 7100 | | |
| 7100 | 514 | 00066 | 7100 | SQ FT | FIELD PAINTING STRUCTURAL STEEL, FINISH COAT | | | 7100 | | |
| 16 | 514 | 00504 | 16 | MNHR | GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL | | | 16 | | |
| 6 | 514 | 10000 | 6 | EACH | FINAL INSPECTION REPAIR | | | 6 | | |
| 254 | 514 | 27700 | 254 | SQ FT | FIELD PAINTING, MISC.: COATING OF BEAM ENDS | | | 254 | | 3 |
| 100 | 516 | 10000 | 100 | FT | PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL | | | | 100 | |
| 85 | 516 | 10010 | 85 | FT | ARMORLESS PREFORMED JOINT SEALER | | | | 85 | |
| 20 | 516 | 13600 | 20 | SQ FT | 1" PREFORMED EXPANSION JOINT FILLER | 20 | | | | |
| 110 | 516 | 13900 | 110 | SQ FT | 2" PREFORMED EXPANSION JOINT FILLER | 110 | | | | |
| 110 | 516 | 14020 | 110 | FT | SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL | 110 | | | | |
| 12 | 516 | 44100 | 12 | EACH | ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES (10"x15.5"x2.87") AND LOAD PLATE (11"x16.5"x1.5") (NEOPRENE) | 12 | | | | |
| 12 | 516 | 44100 | 12 | EACH | ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES (12"x18"x2.87") AND LOAD PLATE (13"x19"x1.5") (NEOPRENE) | | 12 | | | |
| LUMP | 516 | 47001 | LUMP | | JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN | | | LUMP | | 3 |
| 5 | 518 | 12200 | 5 | EACH | SCUPPERS, INCLUDING SUPPORTS | | | 5 | | |
| 60 | 518 | 21200 | 60 | CU YD | POROUS BACKFILL WITH GEOTEXTILE FABRIC | 60 | | | | |
| 109 | 518 | 40000 | 109 | FT | 6" PERFORATED CORRUGATED PLASTIC PIPE | 109 | | | | |
| 39 | 518 | 40010 | 39 | FT | 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS | 39 | | | | |
| 252 | 526 | 25011 | 252 | SQ YD | REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN | | | | 252 | 3 |
| 85 | 526 | 90031 | 85 | FT | TYPE C INSTALLATION (T=15"), AS PER PLAN | | | | 85 | 3 |
| 130 | 601 | 20001 | 130 | SQ YD | CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN | | | | 130 | 3 |

DESIGN AGENCY
PRIMEV
 8450 East Main Street
 Columbus, Ohio 43230

ESTIMATED QUANTITIES
 BRIDGE NO. SHE-75-0614L
 I-75 OVER CAMPBELL ROAD

DATE
 8/4/2017
 REVIEWED
 GTB
 STRUCTURE FILE NUMBER
 7501773

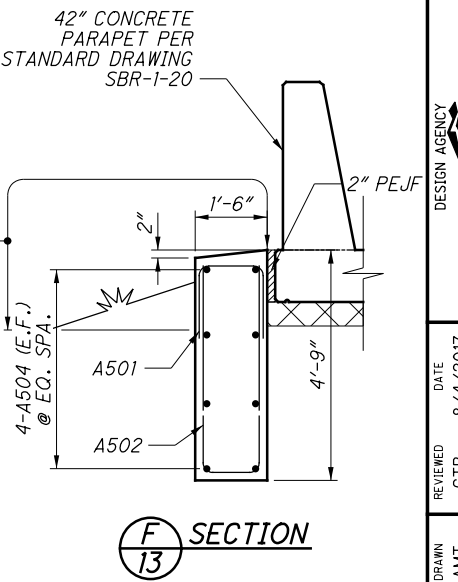
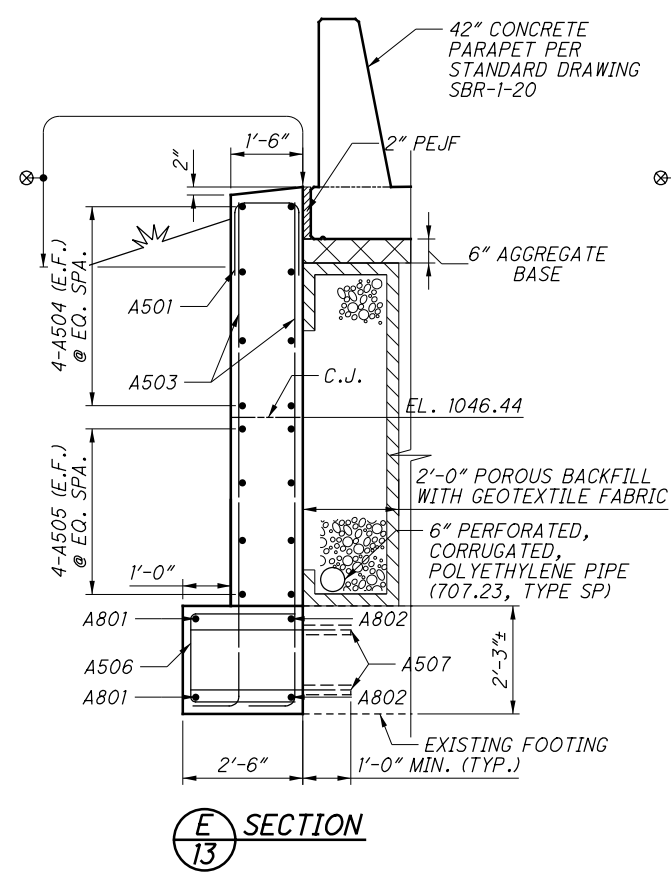
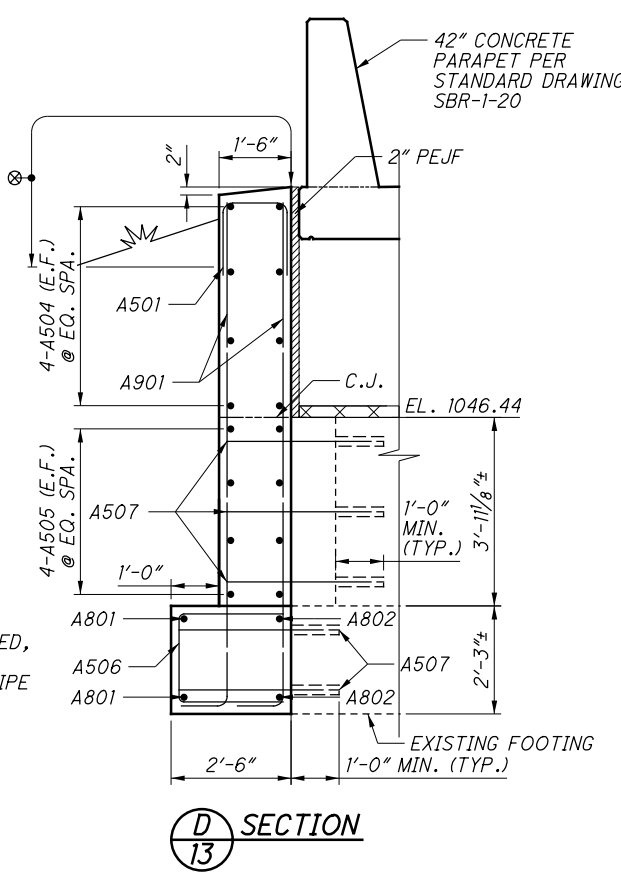
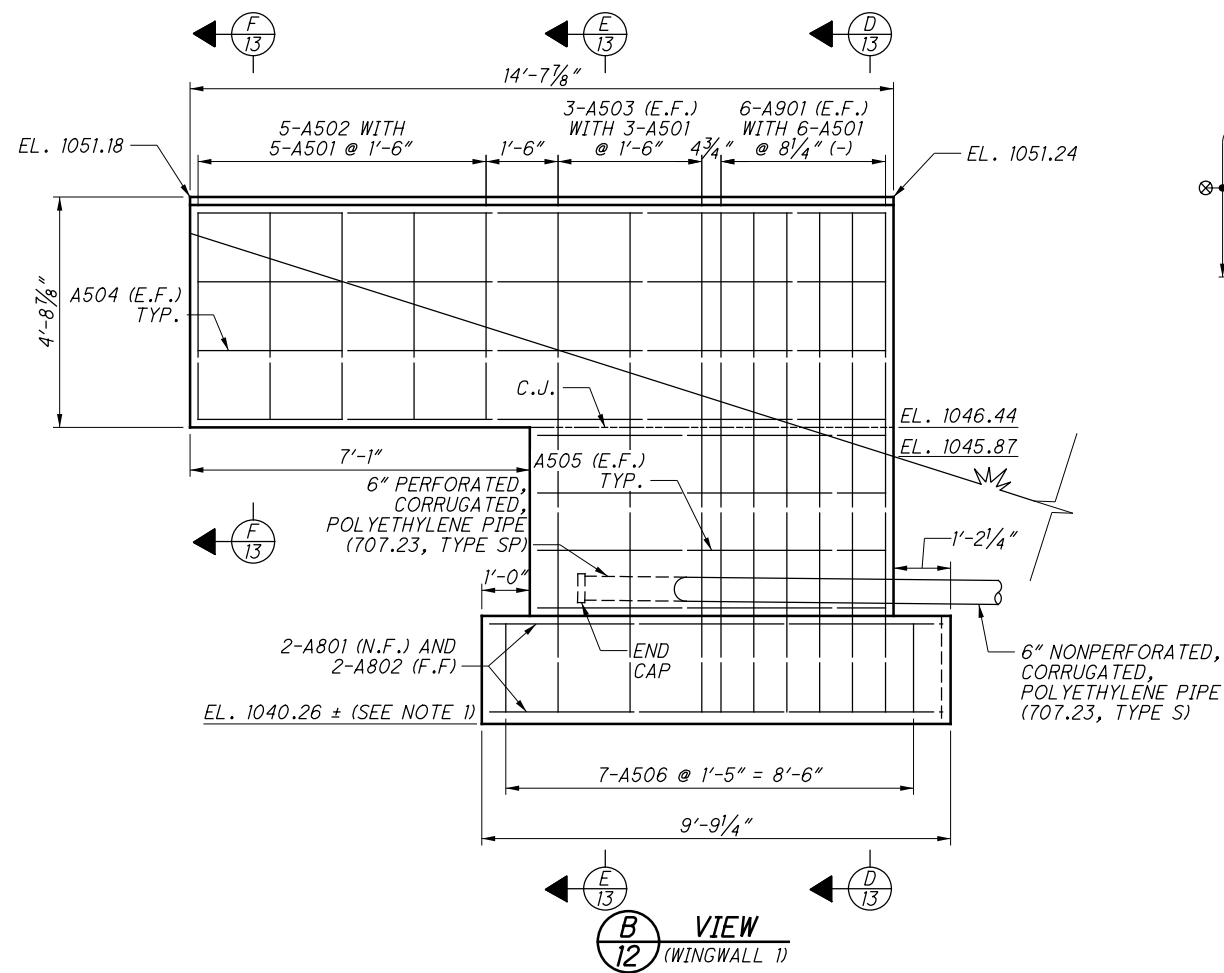
DESIGNED
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 CCJ

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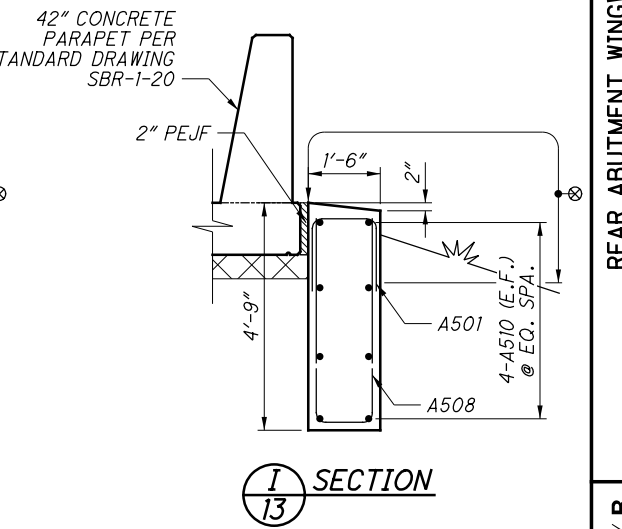
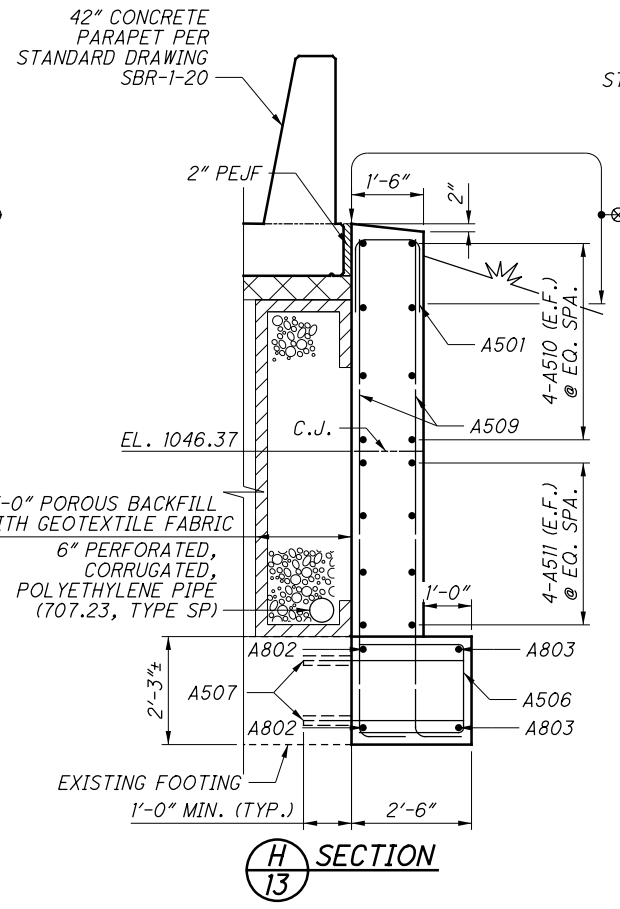
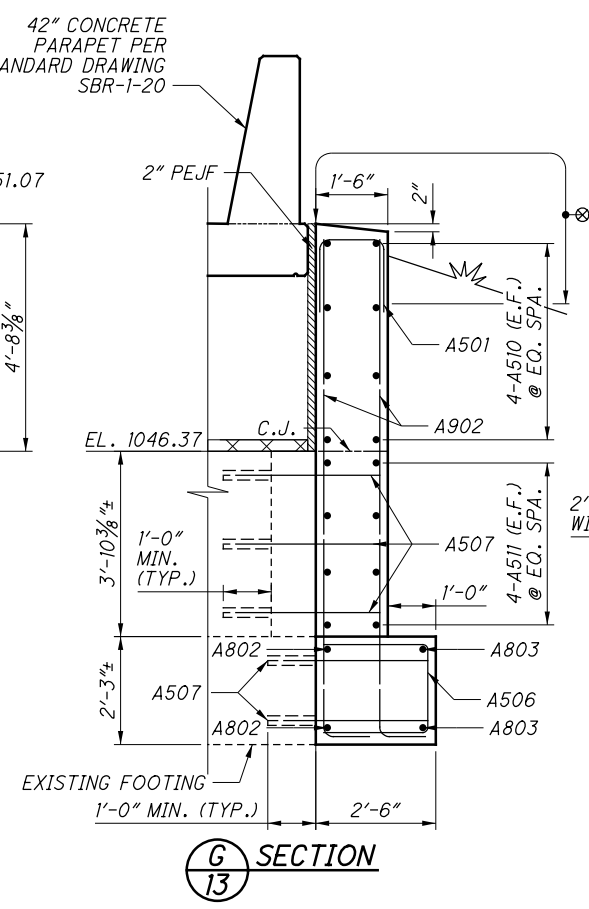
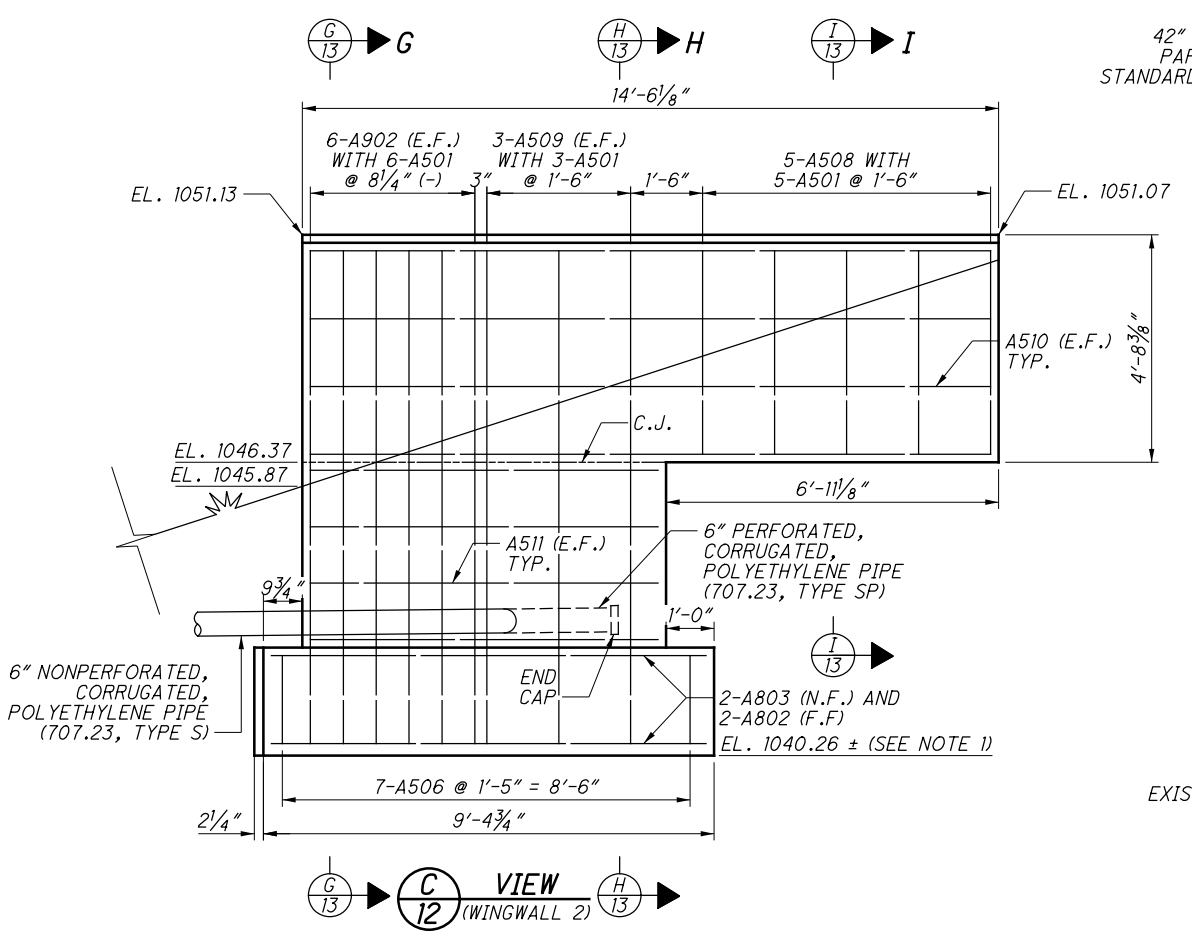
SHE-75-6.14 L / R
 PID No. 115808

5 / 29
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 242

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LEGEND:
 ⊗ SEALING OF CONCRETE SURFACES
 1'-0" BELOW GROUND LINE
 (EPOXY URETHANE) (TYP.)

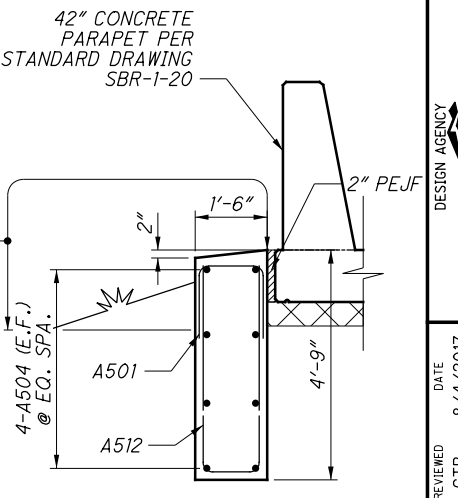
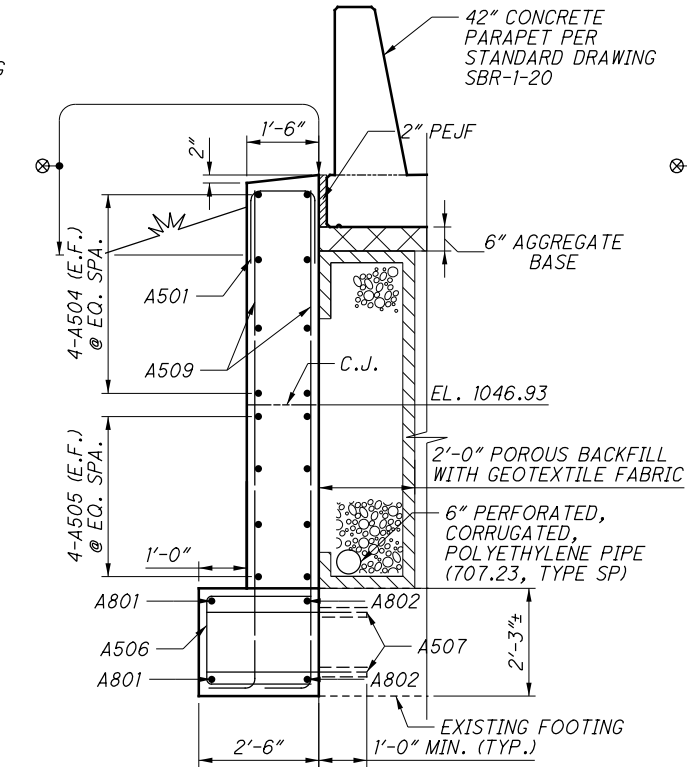
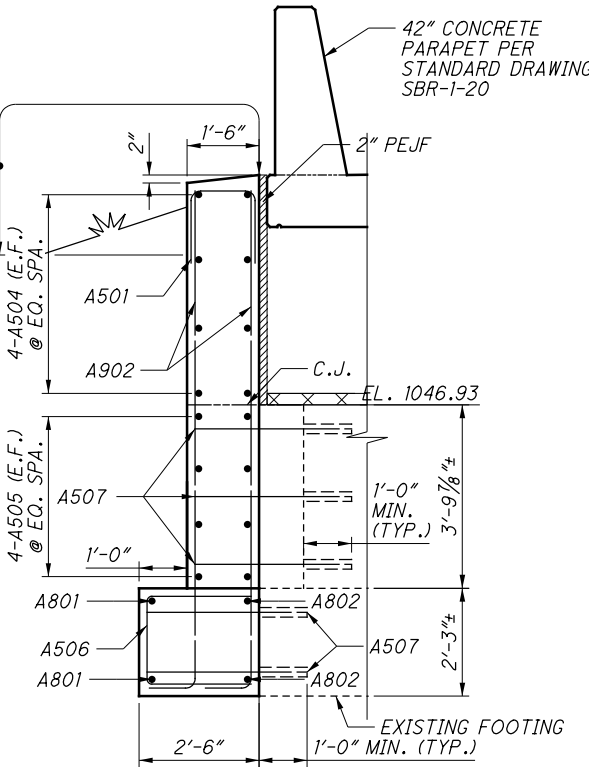
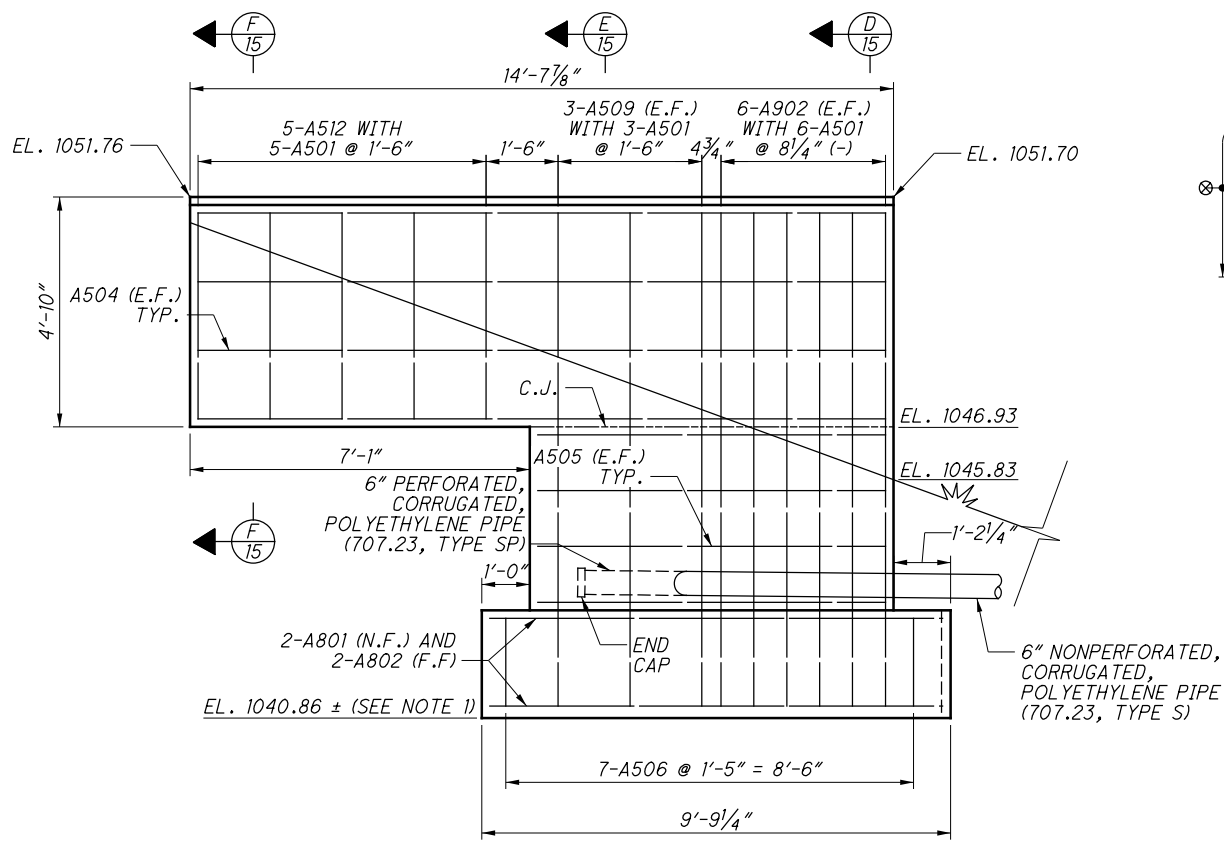


MINIMUM LAP LENGTHS:
 #5 BAR = 2'-6"
 #6 BAR = 3'-0"

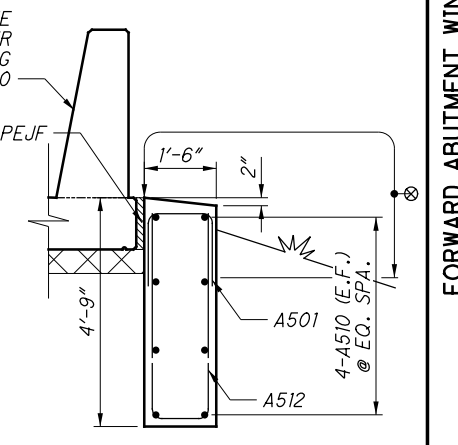
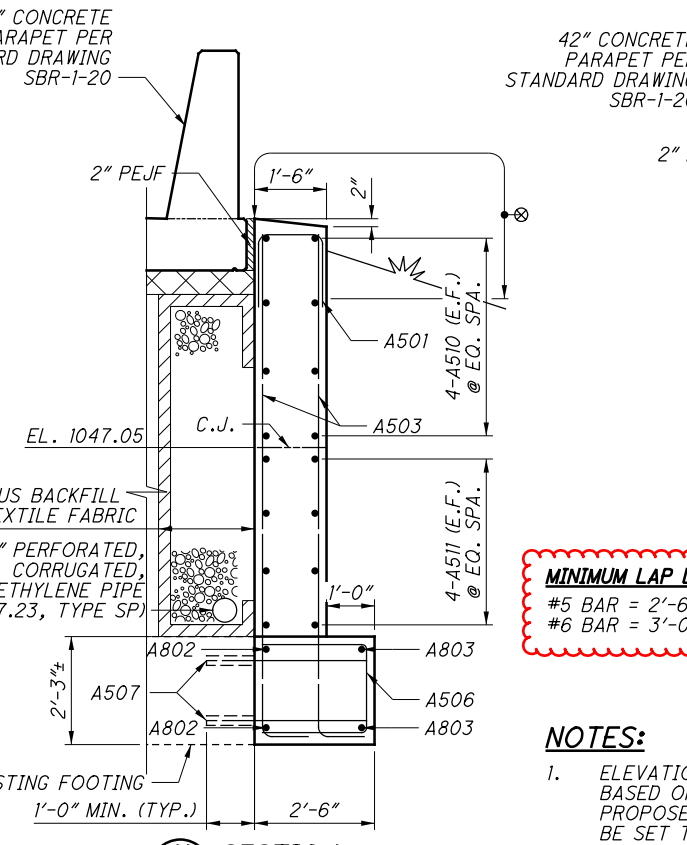
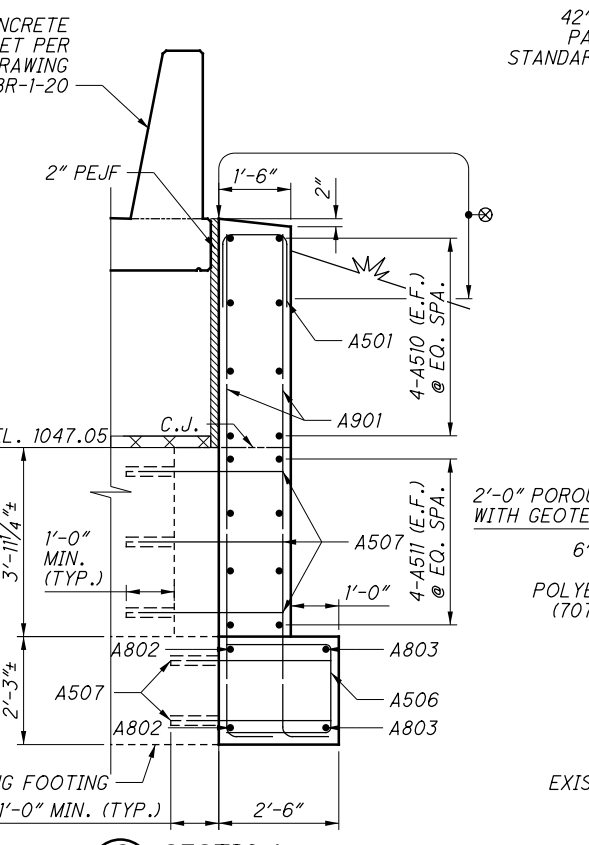
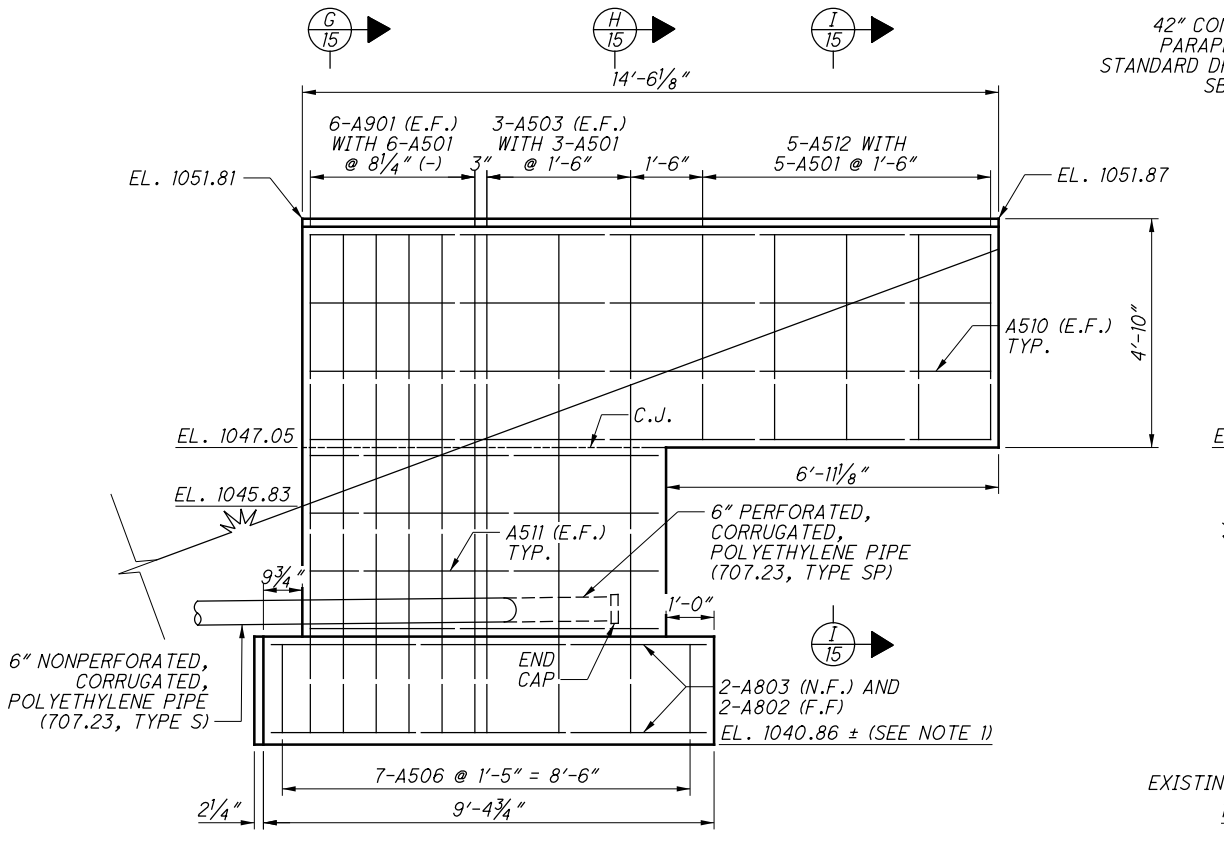
NOTES:
 1. ELEVATION SHOWN IS APPROXIMATE AND BASED ON EXISTING PLAN INFORMATION. PROPOSED BOTTOM OF FOOTING SHALL BE SET TO MATCH EXISTING BOTTOM OF FOOTING.
 2. FOR DOWEL LAYOUT AND DETAILS, SEE SHEET 16/29.

| | |
|---|--|
| | DESIGN AGENCY 8450 Pulsasky Lane, Suite 300 Columbus, Ohio 43229 |
| DATE 8/4/2017 | REVISIONS GTB STRUCTURE FILE NUMBER 7501773 |
| DESIGNED AMT | CHECKED CCJ |
| REAR ABUTMENT WINGWALL DETAILS BRIDGE NO. SHE-75-0614L I-75 OVER CAMPBELL ROAD | |
| SHE-75-6.14 L / R PID No. 115808 | |
| 13 / 29 | |
| 153 242 | |

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LEGEND:
 ⊗ SEALING OF CONCRETE SURFACES 1'-0" BELOW GROUND LINE (EPOXY URETHANE) (TYP.)



MINIMUM LAP LENGTHS:
 #5 BAR = 2'-6"
 #6 BAR = 3'-0"

NOTES:
 1. ELEVATION SHOWN IS APPROXIMATE AND BASED ON EXISTING PLAN INFORMATION. PROPOSED BOTTOM OF FOOTING SHALL BE SET TO MATCH EXISTING BOTTOM OF FOOTING.
 2. FOR DOWEL LAYOUT AND DETAILS, SEE SHEET 16/29.

| | |
|--|--|
| DESIGN AGENCY PRIMEV 8455 Pulsis Blvd, Suite 300 Columbus, Ohio 43230 | DATE 8/4/2017 |
| | REVISIONS GTB STRUCTURE FILE NUMBER 7501773 |
| DESIGNED AMT CHECKED CCJ | DRAWN AMT REVISED |
| FORWARD ABUTMENT WINGWALL DETAILS BRIDGE NO. SHE-75-0614L I-75 OVER CAMPBELL ROAD | |
| SHE-75-6.14 L / R PID No. 115808 | |
| 15 / 29 | |
| 155 242 | |

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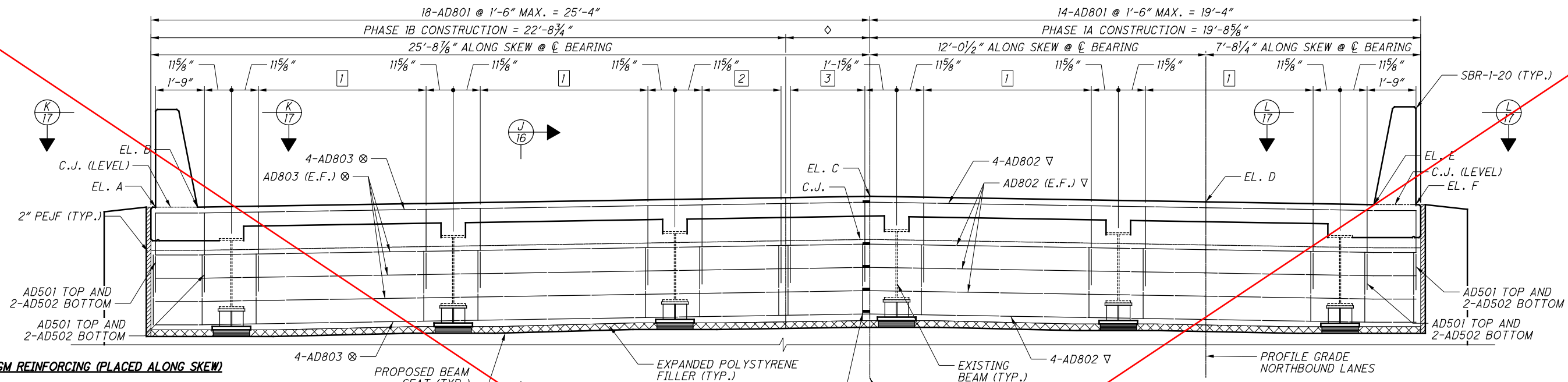


TABLE OF ELEVATIONS

| LOCATION | EL. A | EL. B | EL. C | EL. D | EL. E | EL. F |
|---------------|---------|---------|---------|---------|---------|---------|
| REAR ABUT. | 1050.51 | 1050.51 | 1050.90 | 1050.70 | 1050.60 | 1050.60 |
| FORWARD ABUT. | 1051.10 | 1051.10 | 1051.20 | 1051.40 | 1051.01 | 1051.01 |

NOTE: ALL ELEVATIONS SHOWN ARE AT CL OF BEARING

- DIAPHRAGM REINFORCING (PLACED ALONG SKEW)**
- 1 5-AD501 TOP AND 2 SETS OF 5-AD502 BOTTOM @ 1'-6" = 6'-0"
 - 2 3-AD501 TOP AND 2 SETS OF 3-AD502 BOTTOM @ 1'-5" = 2'-10"
 - 3 3-AD501 TOP AND 2 SETS OF 3-AD502 BOTTOM @ 1'-4" = 2'-8"
- MINIMUM LAP LENGTHS**
- #5 BAR = 2'-6"
 - #8 BAR = 6'-4"

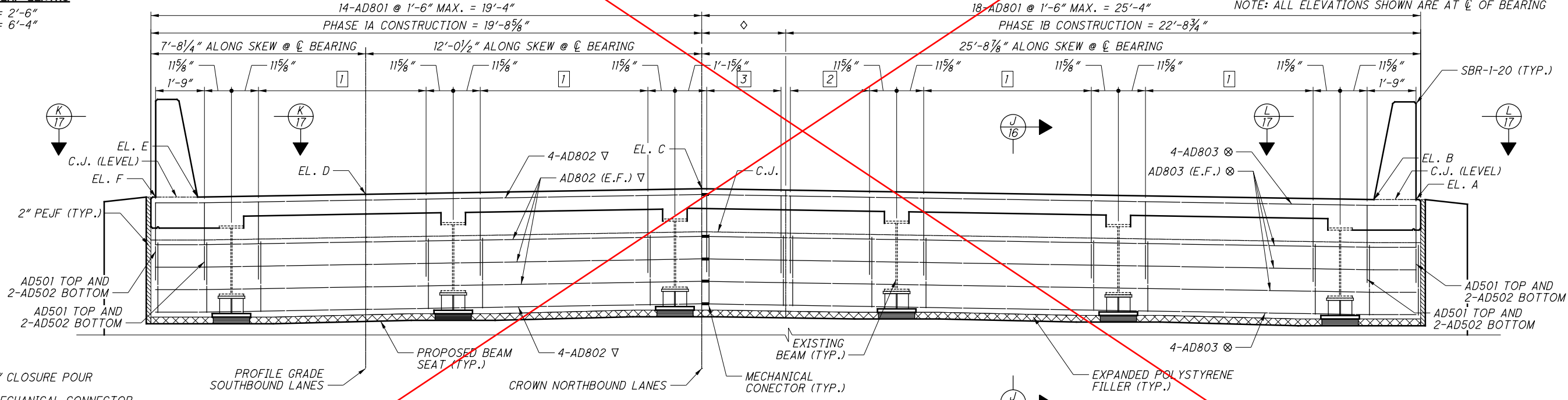


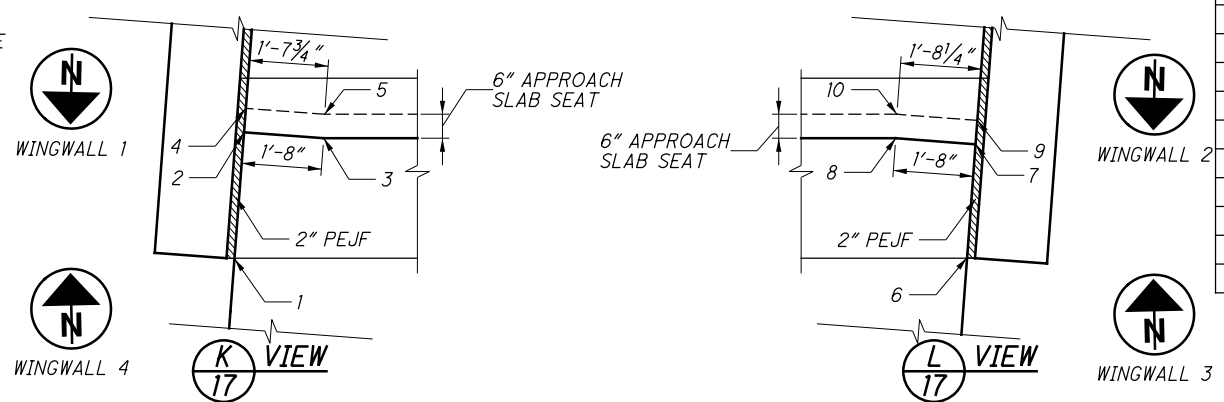
TABLE A

| POINT | REAR ABUT. STATION | OFFSET FROM CL CONSTRUCTION |
|-------|--------------------|-----------------------------|
| 1 | 324+20.04 | 67.67' RT |
| 2 | 324+17.39 | 67.67' RT |
| 3 | 324+17.39 | 66.00' RT |
| 4 | 324+16.89 | 67.67' RT |
| 5 | 324+16.89 | 66.00' RT |
| 6 | 324+16.60 | 22.33' RT |
| 7 | 324+14.24 | 22.33' RT |
| 8 | 324+14.24 | 24.00' RT |
| 9 | 324+13.74 | 22.33' RT |
| 10 | 324+13.74 | 24.00' RT |

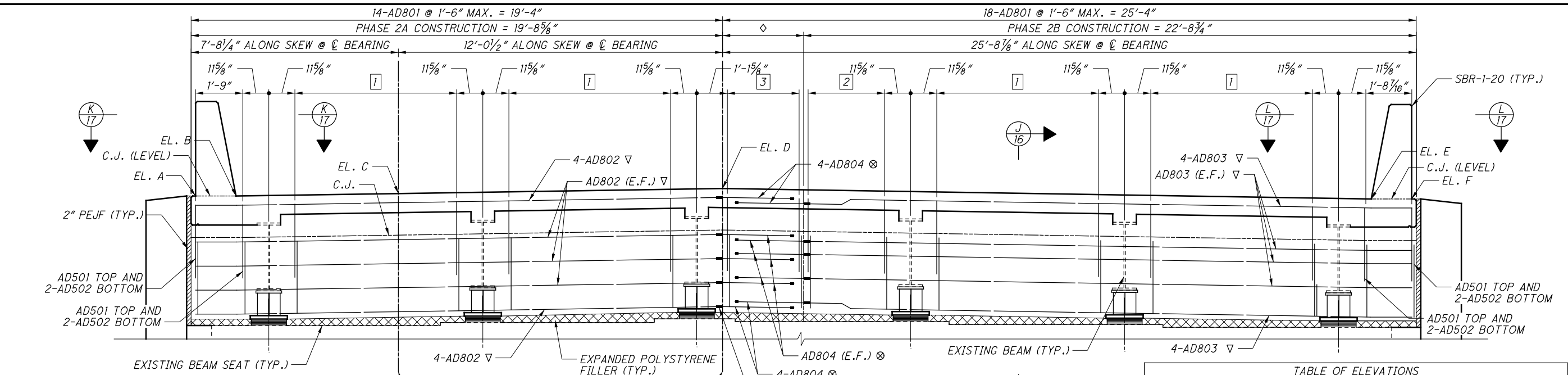
TABLE B

| POINT | FORWARD ABUT. STATION | OFFSET FROM CL CONSTRUCTION |
|-------|-----------------------|-----------------------------|
| 1 | 325+57.60 | 22.33' RT |
| 2 | 325+60.24 | 22.33' RT |
| 3 | 325+60.24 | 24.00' RT |
| 4 | 325+60.74 | 22.33' RT |
| 5 | 325+60.74 | 24.00' RT |
| 6 | 325+61.03 | 67.67' RT |
| 7 | 325+63.40 | 67.67' RT |
| 8 | 325+63.40 | 66.00' RT |
| 9 | 325+63.90 | 67.67' RT |
| 10 | 325+63.90 | 66.00' RT |

- LEGEND:**
- ◇ 3'-0 1/8" CLOSURE POUR
 - ▽ WITH MECHANICAL CONNECTOR
 - ⊗ WITH THREADED END
- NOTES:**
- ABUTMENT DIAPHRAGM CONCRETE, PHASED CONSTRUCTION: PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL STEEL MEMBER ENDS OF AN INDIVIDUAL PHASE WITH THE DECK CONCRETE OR AT LEAST 48 HOURS BEFORE PLACEMENT OF THE DECK CONCRETE. IF PLACED SEPARATELY, LOCATE A HORIZONTAL CONSTRUCTION JOINT IN THE DIAPHRAGM AS SHOWN ON PSID-I-13, SHEET 7 OF 10 AND PLACE REMAINING DIAPHRAGM CONCRETE WITH THE DECK. PLACE CLOSURE POUR CONCRETE IN THE DIAPHRAGM AND DECK CONCURRENTLY.
 - CLOSURE POUR SHALL BE PARALLEL TO THE CROWN OF THE SOUTHBOUND LANES.
 - SEAL VERTICAL CONSTRUCTION JOINT WITH TYPE 2 WATERPROOFING MATERIAL, 3'-0" WIDE CENTERED ON JOINT.



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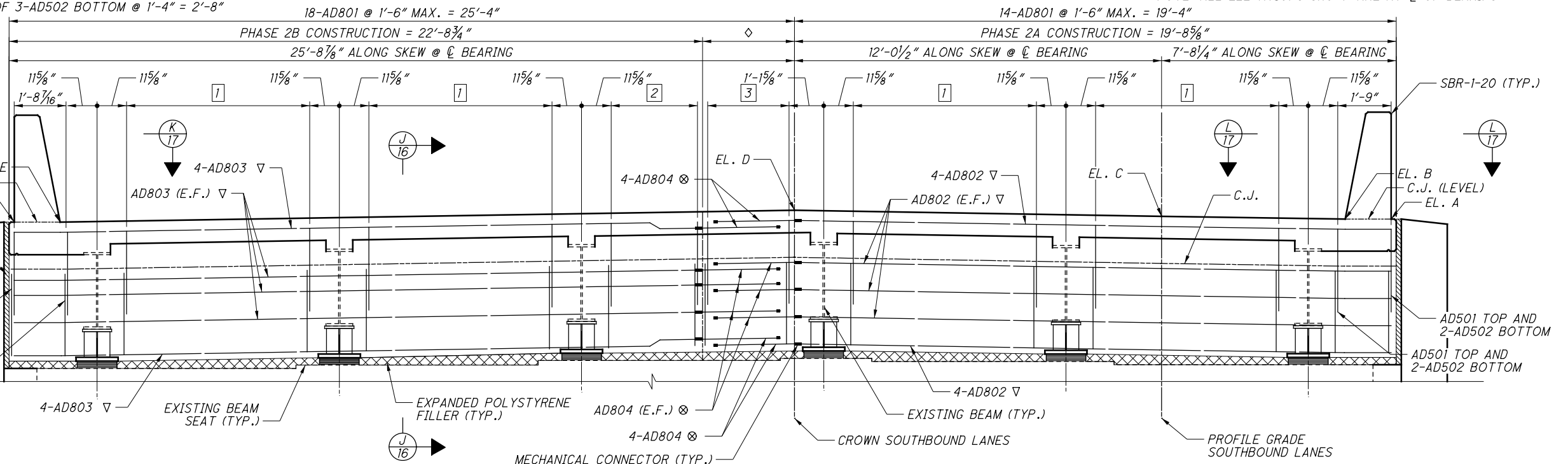
DIAPHRAGM REINFORCING (PLACED ALONG SKEW)

- 1 5-AD501 TOP AND 2 SETS OF 5-AD502 BOTTOM @ 1'-6" = 6'-0"
- 2 3-AD501 TOP AND 2 SETS OF 3-AD502 BOTTOM @ 1'-5" = 2'-10"
- 3 3-AD501 TOP AND 2 SETS OF 3-AD502 BOTTOM @ 1'-4" = 2'-8"

MINIMUM LAP LENGTHS
#5 BAR = 2'-6"

| TABLE OF ELEVATIONS | | | | | | |
|---------------------|---------|---------|---------|---------|---------|---------|
| LOCATION | EL. A | EL. B | EL. C | EL. D | EL. E | EL. F |
| REAR ABUT. | 1051.24 | 1051.24 | 1051.33 | 1051.52 | 1051.13 | 1051.13 |
| FORWARD ABUT. | 1051.82 | 1051.82 | 1051.91 | 1052.11 | 1051.72 | 1051.72 |

NOTE: ALL ELEVATIONS SHOWN ARE AT C OF BEARING



| TABLE A | | |
|---------|--------------------|-------------------------------|
| POINT | REAR ABUT. STATION | OFFSET FROM C OF CONSTRUCTION |
| 1 | 324+13.27 | 22.33' LT |
| 2 | 324+10.63 | 22.33' LT |
| 3 | 324+10.63 | 24.00' LT |
| 4 | 324+10.13 | 22.33' LT |
| 5 | 324+10.13 | 23.98' LT |
| 6 | 324+09.84 | 67.67' LT |
| 7 | 324+07.47 | 67.67' LT |
| 8 | 324+07.47 | 66.00' LT |
| 9 | 324+06.97 | 67.67' LT |
| 10 | 324+06.97 | 65.98' LT |

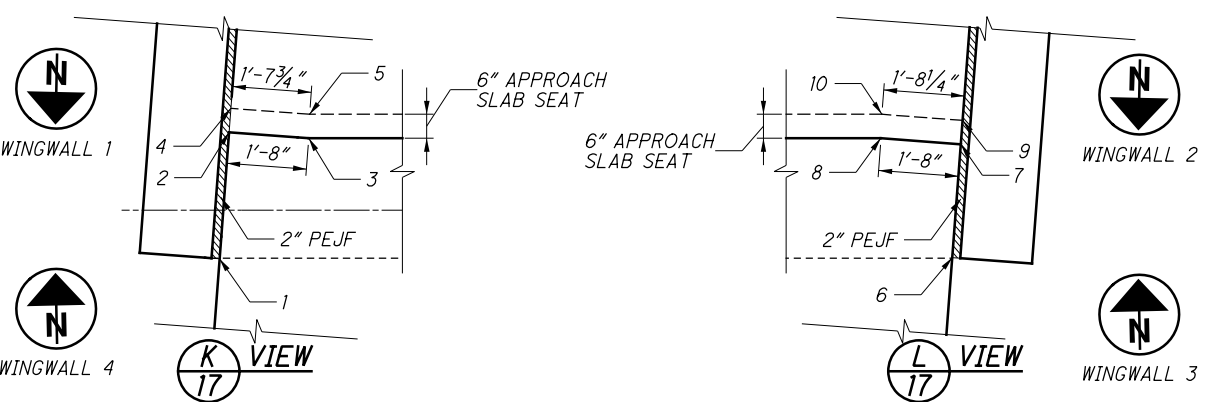
| TABLE B | | |
|---------|-----------------------|-------------------------------|
| POINT | FORWARD ABUT. STATION | OFFSET FROM C OF CONSTRUCTION |
| 1 | 325+50.83 | 67.67' LT |
| 2 | 325+53.48 | 67.67' LT |
| 3 | 325+53.48 | 66.00' LT |
| 4 | 325+53.98 | 67.67' LT |
| 5 | 325+53.98 | 66.02' LT |
| 6 | 325+54.26 | 22.33' LT |
| 7 | 325+56.63 | 22.33' LT |
| 8 | 325+56.63 | 24.00' LT |
| 9 | 325+57.13 | 22.33' LT |
| 10 | 325+57.13 | 24.02' LT |

LEGEND:

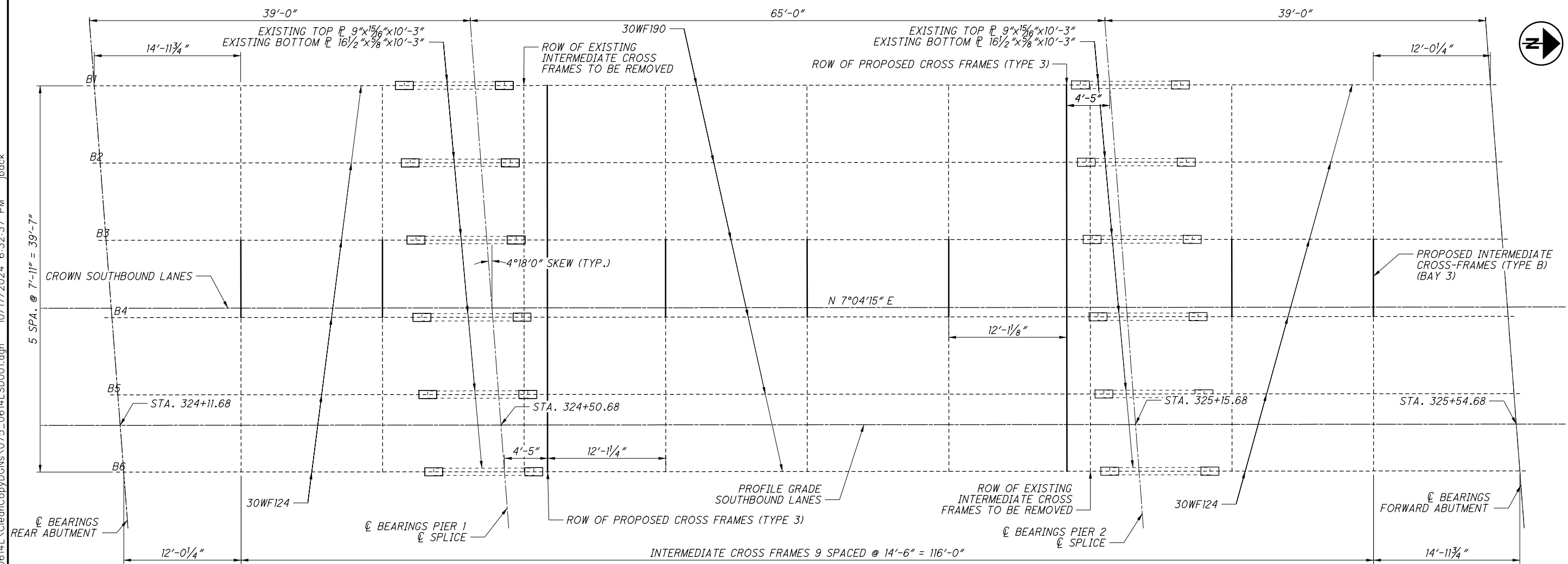
- ◇ 3'-0 1/8" CLOSURE POUR
- ▽ WITH MECHANICAL CONNECTOR
- ⊗ WITH THREADED END AND HEADED TERMINATOR

NOTES:

- ABUTMENT DIAPHRAGM CONCRETE, PHASED CONSTRUCTION: PLACE THE DIAPHRAGM CONCRETE ENCASE THE STRUCTURAL STEEL MEMBER ENDS OF AN INDIVIDUAL PHASE WITH THE DECK CONCRETE OR AT LEAST 48 HOURS BEFORE PLACEMENT OF THE DECK CONCRETE. IF PLACED SEPARATELY, LOCATE A HORIZONTAL CONSTRUCTION JOINT IN THE DIAPHRAGM AS SHOWN ON PSID-1-13, SHEET 7 OF 10 AND PLACE REMAINING DIAPHRAGM CONCRETE WITH THE DECK. PLACE CLOSURE POUR CONCRETE IN THE DIAPHRAGM AND DECK CONCURRENTLY.
- CLOSURE POUR SHALL BE PARALLEL TO THE CROWN OF THE SOUTHBOUND LANES.
- SEAL VERTICAL CONSTRUCTION JOINT WITH TYPE 2 WATERPROOFING MATERIAL, 3'-0" WIDE CENTERED ON JOINT.
- AD803 BARS ARE TO BE OFFSET 3" FROM AD802 BARS SO THAT A NON-CONTACT LAP IS DEVELOPED IN THE CLOSURE POUR. ENSURE PROPER PLACEMENT PRIOR TO PLACING CONCRETE.



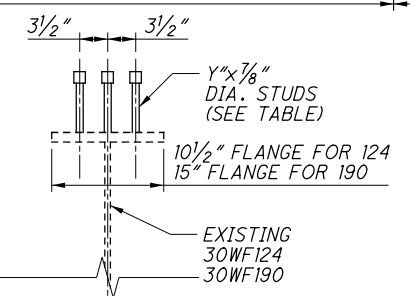
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FRAMING PLAN

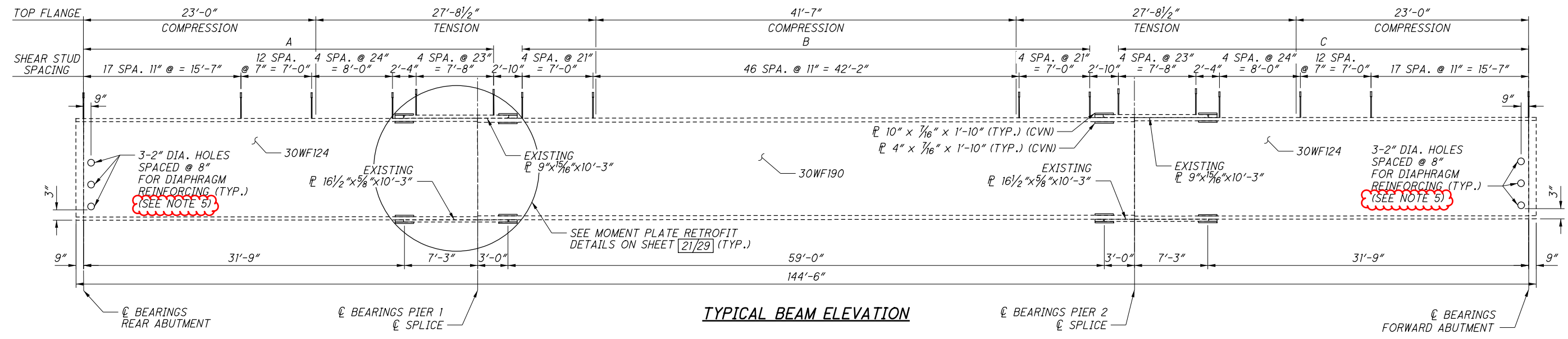
NOTES:

- WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION." DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION." FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESSES UP TO 3/4" OR 5/16" FOR GREATER THAN 3/4" THICK.
- FOR LOCATION AND PAYMENT OF BOTTOM FLANGE VENT HOLES, SEE SHEET [24/29].
- PAYMENT FOR FIELD DRILLED HOLES AT THE BEAM ENDS TO BE INCLUDED WITH ITEM 511 - CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING.
- ALL NEW STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50. STRUCTURAL STEEL PAINT COLOR SHALL BE FEDERAL STANDARD COLOR 5958-15450 (LIGHT BLUE, GLOSS).
- DETAIL THE HOLES IN BEAMS 4 TO 6 TO BE 3 INCHES OFFSET FROM BEAMS 1 TO 3. BOTTOM AND MIDDLE HOLES TO BE OFFSET VERTICALLY UPWARD. TOP HOLE TO BE OFFSET VERTICALLY DOWNWARD.



| STUD HEIGHT | |
|-------------|--------|
| LOCATION | DIM. Y |
| A | 7.0" |
| B | 4.5" |
| C | 7.0" |

SHEAR STUD DETAIL



TYPICAL BEAM ELEVATION

O:\Transportation\Projects\ODOT\District 7\SHE075_(5.66)(6.34)(6.25)\94677\structures\SHE075_0614L\CleanCopyDGNs\075_0614L.RL001.dgn 10/17/2024 6:33:51 PM jback

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | |
|------------------------|--------|---------|-------|---------|-------------|---|-----------|--------|-------|---|---|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E |
| ABUTMENTS | | | | | | | | | | | |
| A501 | 28 | 28 | 56 | 3'-11" | 229 | 2 | 1'-6" | 1'-2" | 1'-6" | | |
| A502 | 5 | | 5 | 9'-5" | 49 | 2 | 4'-3" | 1'-2" | 4'-3" | | |
| A503 | 6 | 6 | 12 | 11'-3" | 140 | 1 | 1'-0" | 10'-4" | | | |
| A504 | 8 | 8 | 16 | 14'-3" | 238 | STR | | | | | |
| A505 | 8 | 8 | 16 | 7'-2" | 120 | STR | | | | | |
| A506 | 14 | 14 | 28 | 5'-11" | 173 | 2 | 2'-2" | 1'-10" | 2'-2" | | |
| A507 | 46 | 46 | 92 | 3'-4" | 320 | STR | | | | | |
| A508 | 5 | | 5 | 9'-3" | 48 | 2 | 4'-2" | 1'-2" | 4'-2" | | |
| A509 | 6 | 6 | 12 | 11'-2" | 139 | 1 | 1'-0" | 10'-3" | | | |
| A510 | 8 | 8 | 16 | 14'-2" | 236 | STR | | | | | |
| A511 | 8 | 8 | 16 | 7'-3" | 121 | STR | | | | | |
| A512 | | 10 | 10 | 9'-7" | 100 | 2 | 4'-4" | 1'-2" | 4'-4" | | |
| A801 | 2 | 2 | 4 | 9'-5" | 101 | STR | | | | | |
| A802 | 4 | 4 | 8 | 9'-3" | 198 | STR | | | | | |
| A803 | 2 | 2 | 4 | 9'-1" | 97 | STR | | | | | |
| A901 | 12 | 12 | 24 | 11'-1" | 901 | 1 | 1'-0" | 10'-4" | | | |
| A902 | 12 | 12 | 24 | 10'-11" | 894 | 1 | 1'-0" | 10'-3" | | | |
| ABUTMENTS TOTAL | | | | | 4104 | - EPOXY COATED STEEL REINFORCEMENT | | | | | |

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | |
|------------------------|--------|---------|-------|--------|-------------|---|-----------|-------|-------|---|---|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E |
| DIAPHRAGMS | | | | | | | | | | | |
| AD501 | 30 | 30 | 60 | 7'-5" | 464 | 2 | 2'-9" | 2'-2" | 2'-9" | | |
| AD502 | 60 | 60 | 120 | 7'-5" | 928 | 2 | 2'-6" | 2'-8" | 2'-6" | | |
| AD801 | 32 | 32 | 64 | 5'-4" | 918 | 18 | 3'-1" | 1'-0" | 1'-0" | | |
| AD802* | 14 | 14 | 28 | 19'-6" | 1458 | 49 | | | | | |
| AD803* | 14 | 14 | 28 | 22'-6" | 1682 | 49 | | | | | |
| AD804 | 28 | 28 | 56 | 2'-6" | 374 | 41 | | | | | |
| ABUTMENTS TOTAL | | | | | 5824 | - GALVANIZED STEEL REINFORCEMENT | | | | | |

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | |
|--------------------|--------|--------|-------|--------|-------------|---|-----------|-------|---|---|-------|
| | PIER 1 | PIER 2 | TOTAL | | | | A | B | C | D | R |
| PIERS | | | | | | | | | | | |
| P501 | 56 | 56 | 112 | 3'-7" | 419 | 1 | 2'-0" | 1'-9" | | | |
| P502 | 2 | 2 | 4 | 9'-2" | 38 | 24 | 2'-8" | 2'-6" | | | 1'-4" |
| P801* | 4 | 4 | 8 | 23'-2" | 494 | 40 | | | | | |
| P802* | 4 | 4 | 8 | 18'-3" | 390 | 49 | | | | | |
| PIERS TOTAL | | | | | 1341 | - EPOXY COATED STEEL REINFORCEMENT | | | | | |

LEGEND:

* WITH MECHANICAL CONNECTOR

| MARK | TOTAL | LENGTH | WEIGHT | TYPE | DIMENSION | | | | | |
|-----------------------------|-------|---------|--------------|---|-----------|-------|--------|---|------|--|
| | | | | | A | B | C | D | INC. | |
| SUPERSTRUCTURE | | | | | | | | | | |
| S401 | 270 | 30'-0" | 5411 | STR | | | | | | |
| S402 | 54 | 6'-2" | 222 | STR | | | | | | |
| S501 | 265 | 30'-0" | 8292 | STR | | | | | | |
| S502 | 53 | 8'-2" | 451 | STR | | | | | | |
| S503 | 260 | 22'-10" | 6192 | 16 | 22'-3" | | | | | |
| S504 | 260 | 26'-0" | 7051 | 16 | 25'-5" | | | | | |
| S505 | 260 | 22'-3" | 6034 | STR | | | | | | |
| S506 | 260 | 25'-5" | 6893 | STR | | | | | | |
| S507 | 200 | 9'-5" | 1964 | 2 | 7'-2" | 0'-7" | 1'-11" | | | |
| S508 | 120 | 9'-4" | 1168 | 2 | 7'-2" | 0'-6" | 1'-11" | | | |
| S509 | 180 | 9'-3" | 1737 | 2 | 7'-2" | 0'-5" | 1'-11" | | | |
| S510 | 20 | 4'-6" | 94 | 3 | 1'-4" | 0'-7" | | | | |
| S601 | 106 | 31'-0" | 4936 | STR | | | | | | |
| SUPERSTRUCTURE TOTAL | | | 50445 | - GALVANIZED STEEL REINFORCEMENT | | | | | | |

| MARK | NUMBER | | | LENGTH | TOTAL LENGTH | TYPE | DIMENSION | | | | |
|---|--------|-------|-------|--------|-----------------|-----------------------------------|-----------|---|---|---|---|
| | LEFT | RIGHT | TOTAL | | | | A | B | C | D | R |
| SUPERSTRUCTURE PARAPETS - HORIZONTAL BARS | | | | | | | | | | | |
| SR401 | 55 | 55 | 110 | 30'-0" | 3300'-0" | STR | | | | | |
| SR402 | 11 | 11 | 22 | 9'-9" | 214'-6" | STR | | | | | |
| SR403 | 8 | 8 | 16 | 13'-0" | 208'-0" | STR | | | | | |
| SR404 | 48 | 48 | 96 | 10'-0" | 960'-0" | STR | | | | | |
| SUPERSTRUCTURE PARAPETS - HORIZONTAL TOTAL | | | | | 4682'-6" | - NO. 4 GFRP REINFORCEMENT | | | | | |

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | |
|---|--------|-------|-------|--------|-------------|---|-----------|-------|-------|---|-------|
| | LEFT | RIGHT | TOTAL | | | | A | B | C | D | R |
| SUPERSTRUCTURE PARAPETS - VERTICAL BARS | | | | | | | | | | | |
| SR601 | 160 | 160 | 320 | 7'-0" | 3364 | 23 | 0'-6" | 3'-3" | 3'-3" | | 0'-2" |
| SR602 | 160 | 160 | 320 | 7'-8" | 3685 | 44 | 1'-0" | | | | |
| SUPERSTRUCTURE PARAPETS - VERTICAL TOTAL | | | | | 7049 | - GALVANIZED STEEL REINFORCEMENT | | | | | |

| | | | | |
|--|---|---|--|--|
| <p style="font-size: 8px; margin: 0;">DESIGN AGENCY PRIMEV 8450 E. Main Street Columbus, Ohio 43220</p> | <p style="font-size: 8px; margin: 0;">DATE 8/4/2017</p> <p style="font-size: 8px; margin: 0;">REVIEWED GTB</p> <p style="font-size: 8px; margin: 0;">DRAWN AMT</p> <p style="font-size: 8px; margin: 0;">DESIGNED AMT</p> | <p style="font-size: 8px; margin: 0;">STRUCTURE FILE NUMBER 7501773</p> <p style="font-size: 8px; margin: 0;">CHECKED KDC</p> | <p style="font-size: 8px; margin: 0;">REINFORCING LIST - 1 BRIDGE NO. SHE-75-0614L I-75 OVER CAMPBELL ROAD</p> | <p style="font-size: 8px; margin: 0;">SHE-75-6.14 L/R PID No. 115808</p> |
| 28 / 29 | | | | |
| <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 168 242 </div> | | | | |

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| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | | |
|----------------------|--------|---------|-------|---------|--------|------------------------------------|-----------|---|---|---|---|---|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E | R |
| APPROACH SLABS | | | | | | | | | | | | |
| AS501 | 89 | 89 | 178 | 22'-3" | 4131 | STR | | | | | | |
| AS502 | 89 | 89 | 178 | 25'-5" | 4719 | STR | | | | | | |
| AS503 | 92 | 92 | 184 | 24'-6" | 4702 | STR | | | | | | |
| AS1001 | 80 | 80 | 160 | 25'-11" | 17843 | 16 | 24'-6" | | | | | |
| APPROACH SLABS TOTAL | | | | | 31395 | - EPOXY COATED STEEL REINFORCEMENT | | | | | | |

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | | |
|---------------------------|--------|---------|-------|--------|--------|------------------------------------|-----------|-----------|-------|-------|---|---|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E | R |
| TYPE C INSTALLATION | | | | | | | | | | | | |
| AS504 | 44 | 44 | 88 | 5'-6" | 506 | STR | | | | | | |
| AS505 | 11 | 11 | 22 | 20'-7" | 472 | STR | | | | | | |
| AS506 | 11 | 11 | 22 | 23'-8" | 544 | STR | | | | | | |
| AS507 | 44 | 44 | 88 | 5'-5" | 500 | 30 | 0'-10" | 1'-3 1/2" | 1'-6" | 1'-6" | | |
| TYPE C INSTALLATION TOTAL | | | | | 2022 | - EPOXY COATED STEEL REINFORCEMENT | | | | | | |

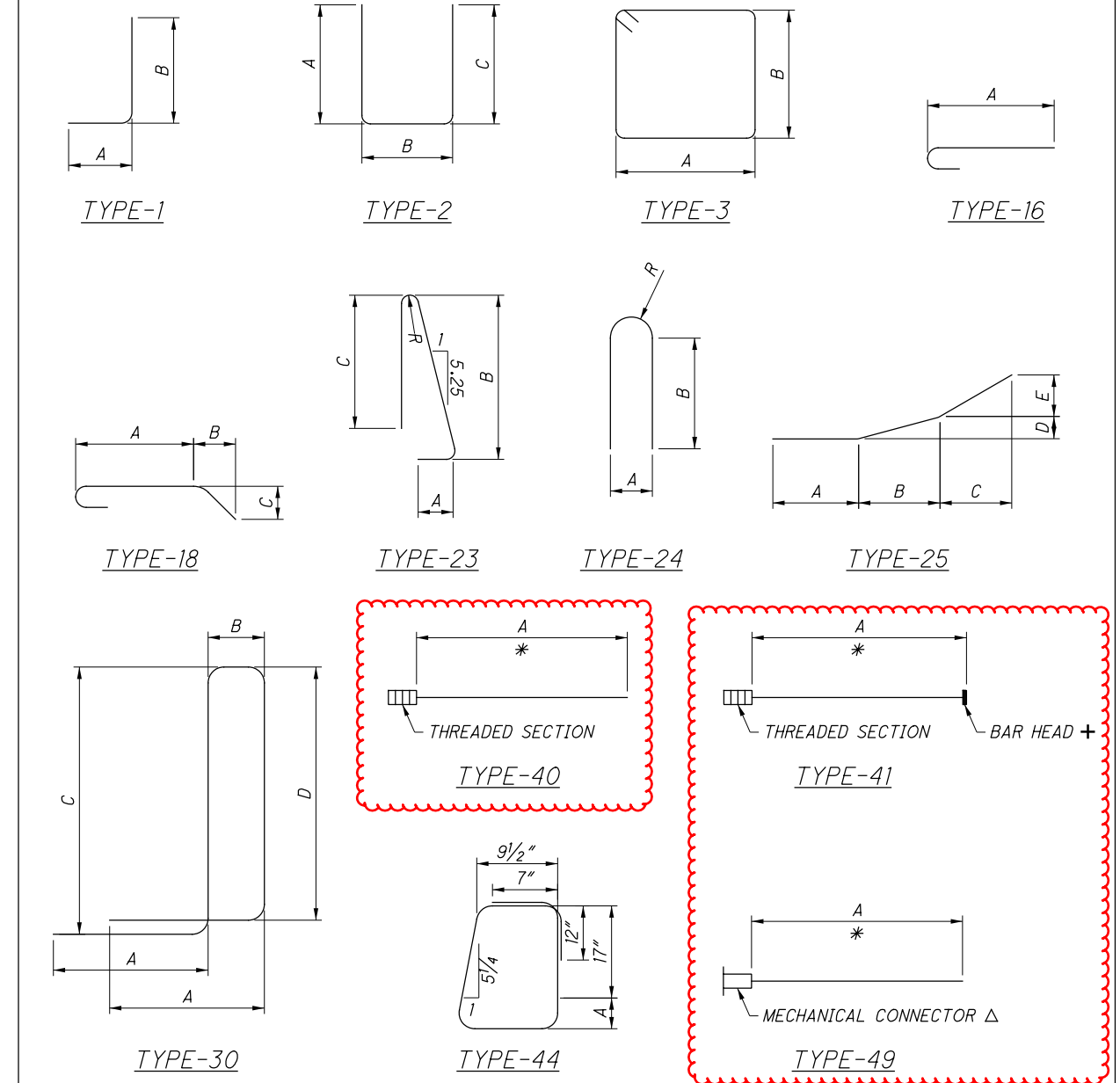
| MARK | NUMBER | | | LENGTH | TOTAL LENGTH | TYPE | DIMENSION | | | | | |
|---|--------|---------|-------|---------|--------------|----------------------------|-----------|-------|-------|-----------|-------|---|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E | R |
| APPROACH SLAB PARAPETS - HORIZONTAL BARS | | | | | | | | | | | | |
| AR401 | 22 | 22 | 44 | 11'-10" | 520'-8" | STR | | | | | | |
| AR402 | 24 | 24 | 48 | 10'-0" | 480'-0" | STR | | | | | | |
| AR403 | 12 | 12 | 24 | 6'-4" | 152'-0" | 25 | 2'-6" | 2'-6" | 1'-6" | 0'-1 1/2" | 0'-5" | |
| AR404 | 12 | 12 | 24 | 5'-1" | 122'-0" | STR | | | | | | |
| AR405 | 8 | 8 | 16 | 11'-0" | 176'-0" | STR | | | | | | |
| APPROACH SLAB PARAPETS - HORIZONTAL TOTAL | | | | | 1450'-8" | - NO. 4 GFRP REINFORCEMENT | | | | | | |

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | | |
|---|---------|---------|---------|--------|--------|----------------------------------|-----------|-------|-------|---|-------|-------|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E | R |
| APPROACH SLAB PARAPETS - VERTICAL BARS | | | | | | | | | | | | |
| AR601 | 24 | 24 | 48 | 7'-0" | 505 | 23 | 0'-6" | 3'-3" | 3'-3" | | 0'-2" | |
| AR602 | 24 | 24 | 48 | 6'-10" | 493 | 44 | 1'-0" | | | | | |
| | 4 | 4 | 4 | 4'-4" | | | | 3'-6" | | | | |
| AR603 | SER. OF | SER. OF | SER. OF | TO | 628 | 1 | 1'-0" | TO | | | | 0'-1" |
| | 11 | 11 | 11 | 5'-2" | | | | 4'-4" | | | | |
| AR604 | 16 | 16 | 32 | 4'-4" | 208 | 1 | 1'-0" | 3'-6" | | | | |
| APPROACH SLAB PARAPETS - VERTICAL TOTAL | | | | | 1834 | - GALVANIZED STEEL REINFORCEMENT | | | | | | |

NOTES:

- ALL DECK, DIAPHRAGM, AND VERTICAL PARAPET REINFORCING STEEL SHALL BE GALVANIZED.
- ALL SUBSTRUCTURE AND APPROACH SLAB REINFORCING STEEL SHALL BE EPOXY COATED.
- BAR SIZE: THE BAR SIZE IS INDICATED IN THE BAR MARK. THE MARK BEGINS WITH ONE OR TWO LETTERS THAT IDENTIFY THE BAR LOCATION. THE NEXT ONE OR TWO DIGITS INDICATE THE BAR SIZE, AND THE REMAINING TWO DIGITS ARE THE SEQUENCE NUMBER.
 EXAMPLE: S501
 S = SUPERSTRUCTURE BAR
 5 = #5 BAR
 01 = BAR SEQUENCE NUMBER 1
- BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS NOTED OTHERWISE.
- "STR" IN THE BAR TYPE COLUMN INDICATES A STRAIGHT BAR.
- INC. INDICATES THE LENGTH INCREMENT FOR SERIES BARS.
- SER. OF = SERIES OF

BENDING DIAGRAMS



* - REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH ADJUSTMENT AND/OR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF CONNECTOR USED.

Δ - PROVIDE A MECHANICAL CONNECTOR CAPABLE OF CONNECTING NEW REBAR TO EXISTING IN-PLACE REBAR.

+ - BAR HEADS ARE TO BE FIELD INSTALLED. THE REBAR HEADS MAY BE EITHER HRC 670 SERIES T-HEADS, THE LENTON TERMINATOR TYPE D6 BAR HEADS, OR AN APPROVED EQUIVALENT. THE HEADS SHALL BE COMPATIBLE WITH THE REINFORCING STEEL. BAR LENGTHS SHOWN ARE GIVEN FOR THE OUT-TO-OUT DIMENSION OF THE HEADS. ADJUST REBAR LENGTHS AS NEEDED TO ACCOMMODATE THE BAR HEADS. BAR HEADS ARE INCIDENTAL TO THE PRICE BID FOR ITEM 509, REINFORCING STEEL MISC.: GALVANIZED REINFORCING STEEL.

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| FUNDING | SHE-075-0614R ESTIMATED QUANTITIES | | | | | MADE BY AMD | CHECKED BY CCJ | | |
|---------|------------------------------------|-----------|-------|-------|---|---------------|----------------|--------|---------------|
| | ITEM | ITEM EXT. | TOTAL | UNITS | DESCRIPTION | SHE-075-0614R | | | DATE 08/07/17 |
| | | | | | | ABUTS. | PIERS | SUPER. | GENERAL |
| LUMP | 202 | 11203 | LUMP | | PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN | | | LUMP | 3 |
| 133 | 202 | 22900 | 133 | SQ YD | APPROACH SLAB REMOVED | | | 133 | |
| 133 | 202 | 23500 | 133 | SQ YD | WEARING COURSE REMOVED | | | 133 | |
| LUMP | 503 | 11100 | LUMP | | COFFERDAMS AND EXCAVATION BRACING | | | LUMP | |
| 155 | 503 | 21100 | 155 | CU YD | UNCLASSIFIED EXCAVATION | 155 | | | |
| 39345 | 509 | 10000 | 39345 | LB | EPOXY COATED STEEL REINFORCEMENT | 5928 | | 33417 | |
| 67509 | 509 | 26000 | 67509 | LB | GALVANIZED STEEL REINFORCEMENT | | 65675 | 1834 | |
| 6134 | 509 | 30020 | 6134 | FT | NO. 4 DEFORMED GFRP REINFORCEMENT | | 4683 | 1451 | |
| 222 | 510 | 10000 | 222 | EACH | DOWEL HOLES WITH NON-SHRINK, NONMETALLIC GROUT | 222 | | | |
| 226 | 511 | 34446 | 226 | CU YD | CLASS OC2 CONCRETE WITH OC/OA, BRIDGE DECK | | 226 | | |
| 58 | 511 | 34450 | 58 | CU YD | CLASS OC2 CONCRETE WITH OC/OA, BRIDGE DECK (PARAPET) | | 58 | | |
| 33 | 511 | 43512 | 33 | CU YD | CLASS OC1 CONCRETE WITH OC/OA, ABUTMENT INCLUDING FOOTING | 33 | | | |
| 432 | 512 | 10100 | 432 | SQ YD | SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) | 60 | 372 | | |
| 20 | 512 | 33300 | 20 | SQ YD | TYPE A WATERPROOFING | 20 | | | |
| 3000 | 513 | 10201 | 3000 | LB | STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN | | 3000 | | 3 |
| 2394 | 513 | 20000 | 2394 | EACH | WELDED STUD SHEAR CONNECTORS | | 2394 | | |
| 12 | 513 | 95030 | 12 | EACH | STRUCTURAL STEEL, MISC.: MOMENT PLATE RETROFIT | | 12 | | 3 |
| 6664 | 514 | 00050 | 6664 | SO FT | SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL | | 6664 | | |
| 6664 | 514 | 00056 | 6664 | SO FT | FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT | | 6664 | | |
| 7100 | 514 | 00060 | 7100 | SO FT | FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT | | 7100 | | |
| 7100 | 514 | 00066 | 7100 | SO FT | FIELD PAINTING STRUCTURAL STEEL, FINISH COAT | | 7100 | | |
| 16 | 514 | 00504 | 16 | MNHR | GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL | | 16 | | |
| 6 | 514 | 10000 | 6 | EACH | FINAL INSPECTION REPAIR | | 6 | | |
| 254 | 514 | 27700 | 254 | SO FT | FIELD PAINTING, MISC.: COATING OF BEAM ENDS | | 254 | | 3 |
| 100 | 516 | 10000 | 100 | FT | PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL | | | 100 | |
| 85 | 516 | 10010 | 85 | FT | ARMORLESS PREFORMED JOINT SEALER | | | 85 | |
| 20 | 516 | 13600 | 20 | SO FT | 1" PREFORMED EXPANSION JOINT FILLER | 20 | | | |
| 110 | 516 | 13900 | 110 | SO FT | 2" PREFORMED EXPANSION JOINT FILLER | 110 | | | |
| 110 | 516 | 14020 | 110 | FT | SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL | 110 | | | |
| 12 | 516 | 44100 | 12 | EACH | ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES (10"x15.5"x2.87") AND LOAD PLATE (11"x16.5"x1.5") (NEOPRENE) | 12 | | | |
| 12 | 516 | 44100 | 12 | EACH | ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES (12"x18"x2.87") AND LOAD PLATE (13"x19"x1.5") (NEOPRENE) | | 12 | | |
| LUMP | 516 | 47001 | LUMP | | JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN | | LUMP | | 3 |
| 6 | 518 | 12200 | 6 | EACH | SCUPPERS, INCLUDING SUPPORTS | | 6 | | |
| 60 | 518 | 21200 | 60 | CU YD | POROUS BACKFILL WITH GEOTEXTILE FABRIC | 60 | | | |
| 109 | 518 | 40000 | 109 | FT | 6" PERFORATED CORRUGATED PLASTIC PIPE | 109 | | | |
| 34 | 518 | 40010 | 34 | FT | 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS | 34 | | | |
| 252 | 526 | 25011 | 252 | SQ YD | REINFORCED CONCRETE APPROACH SLABS WITH OC/OA (T=15"), AS PER PLAN | | | 252 | 3 |
| 85 | 526 | 90031 | 85 | FT | TYPE C INSTALLATION (T=15"), AS PER PLAN | | | 85 | 3 |
| 180 | 601 | 20001 | 180 | SQ YD | CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN | | | 180 | 3 |

DESIGN AGENCY
PRIMECLIX
 EAST PULASKI BLVD STE 300
 COLUMBUS, OHIO 43230

DATE
 8/4/2017

REVIEWED
 GTB

DRAWN
 AMT

DESIGNED
 AMT

STRUCTURE FILE NUMBER
 7501803

CHECKED
 CCJ

ESTIMATED QUANTITIES
 BRIDGE NO. SHE-75-0614R
 I-75 OVER CAMPBELL ROAD

SHE-75-6.14 L/R
 PID No. 115808

5 / 29

174
242

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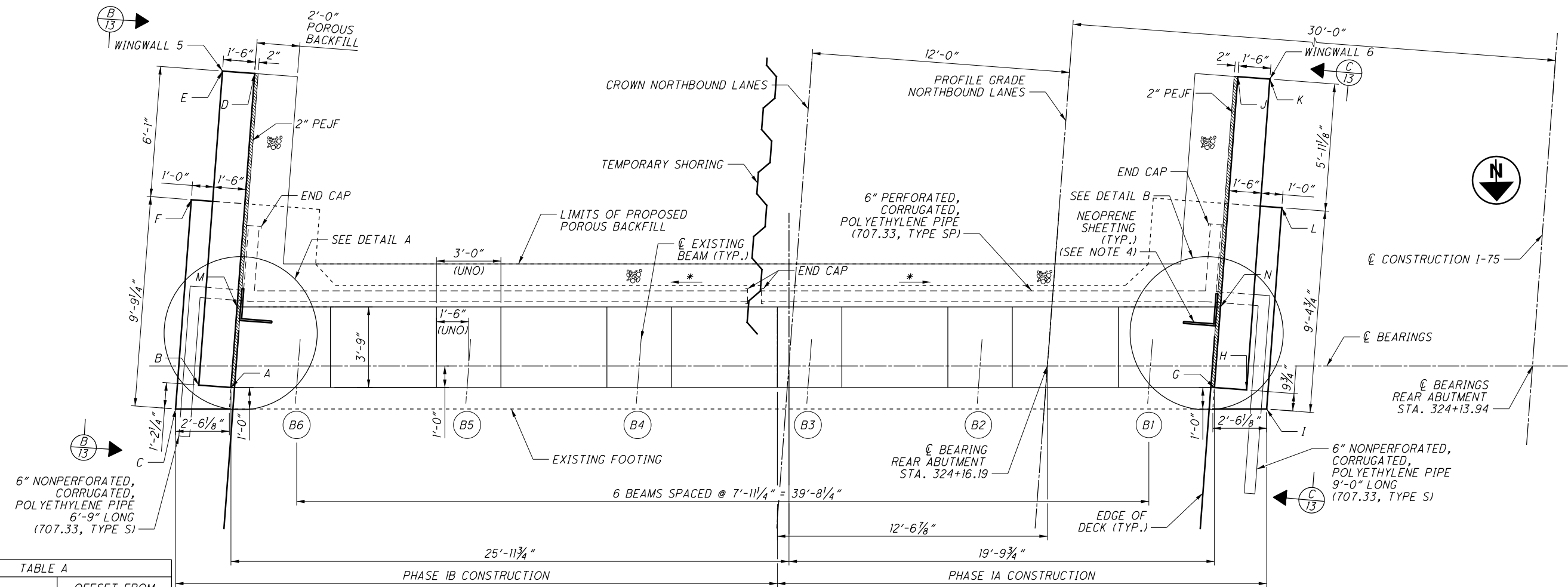
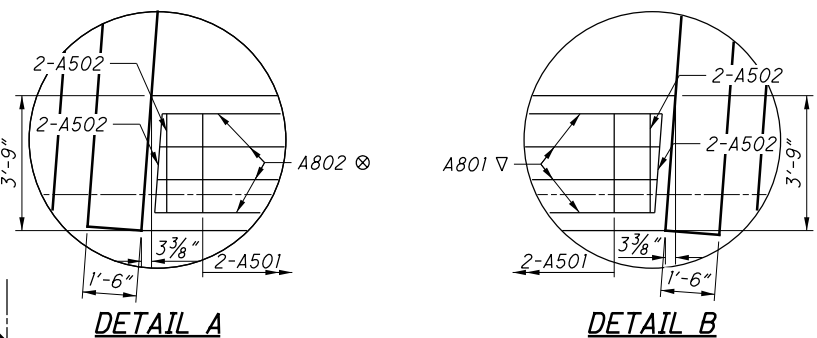
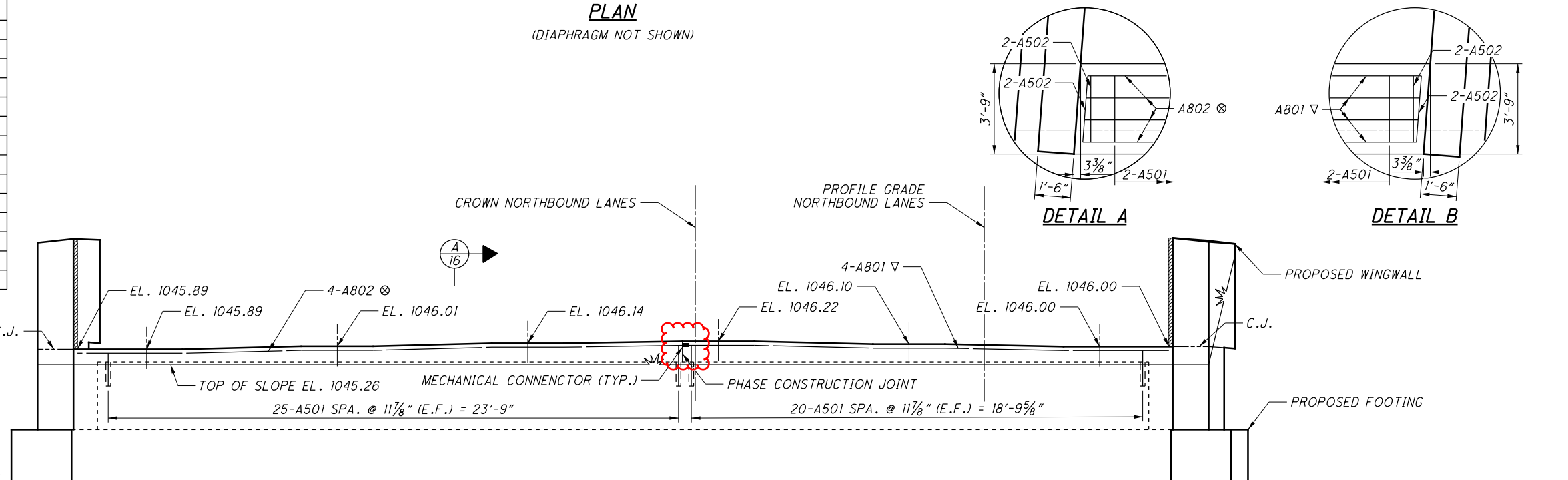


TABLE A

| POINT | STATION | OFFSET FROM CL I-75 |
|-------|-----------|------------------------|
| A | 324+20.04 | 67.83' RT |
| B | 324+20.04 | 69.33' RT |
| C | 324+21.23 | 70.33' RT |
| D | 324+05.38 | 67.83' RT |
| E | 324+05.38 | 69.33' RT |
| F | 324+11.46 | 70.33' RT |
| G | 324+16.60 | 22.17' RT |
| H | 324+16.60 | 20.67' RT |
| I | 324+17.42 | 19.67' RT |
| J | 324+02.10 | 22.17' RT |
| K | 324+02.10 | 20.67' RT |
| L | 324+08.02 | 19.67' RT |
| M | 324+16.28 | 67.83' RT |
| N | 324+12.84 | 22.17' RT |



MINIMUM LAP LENGTHS:
 #5 BAR = 2'-6"
 #6 BAR = 3'-0"
 #8 BAR = 5'-0"

LEGEND
 * MINIMUM PIPE SLOPE IS 1/8" PER FOOT
 ▽ WITH MECHANICAL CONNECTOR
 ⊗ WITH THREADED END

- NOTES:**
- FOR DOWEL HOLE LAYOUT AND DETAILS, SEE SHEET 16/29.
 - FOR PROPOSED WINGWALL AND PROPOSED FOOTING REINFORCING, SEE SHEET 13/29.
 - FOR ABUTMENT DIAPHRAGM LAYOUT AND DETAILS, SEE SHEET 17/29.
 - NEOPRENE SHEETING IS TO BE PLACED ALL ALONG THE BACK FACE OF THE ABUTMENT DIAPHRAGM. FOR DETAILS, SEE SHEET 16/29.

DESIGN AGENCY
PRIME
 EAST P.O. BOX 300
 Columbus, Ohio 43220

DATE 8/4/2017
 REVIEWED GTB
 DRAWN AMT
 DESIGNED AMT
 CHECKED BTJ

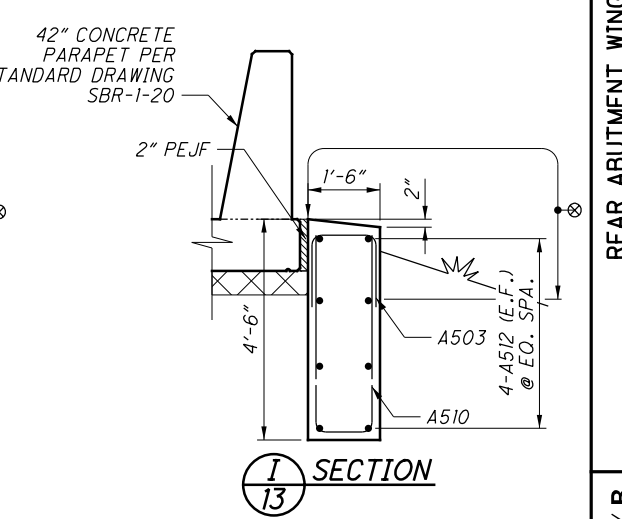
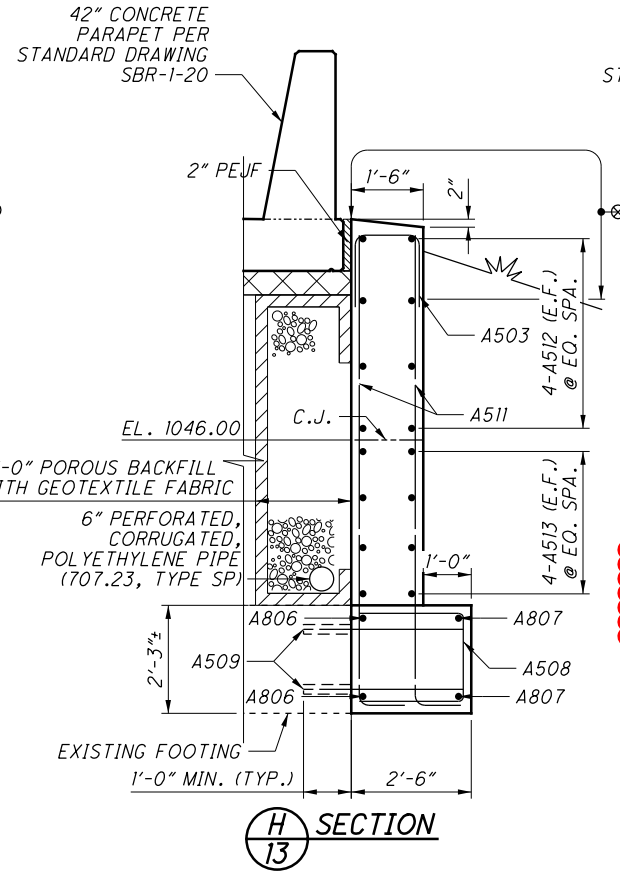
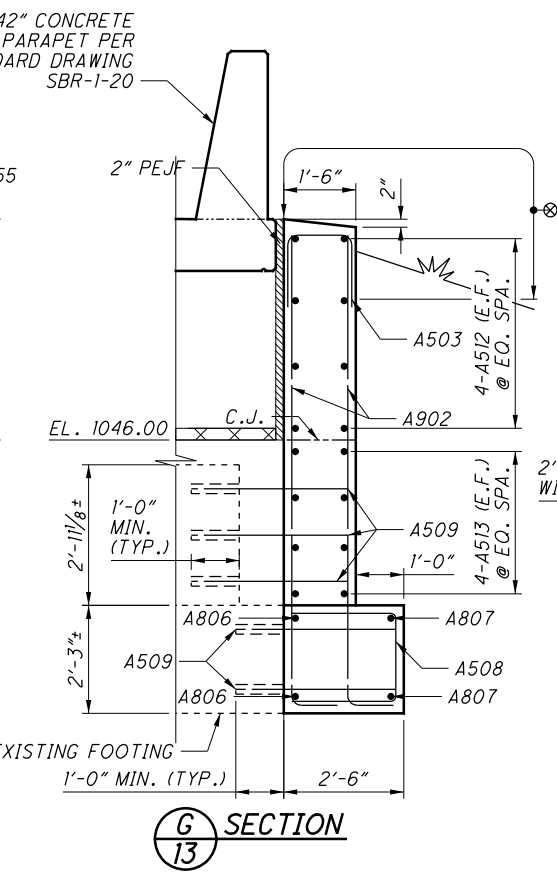
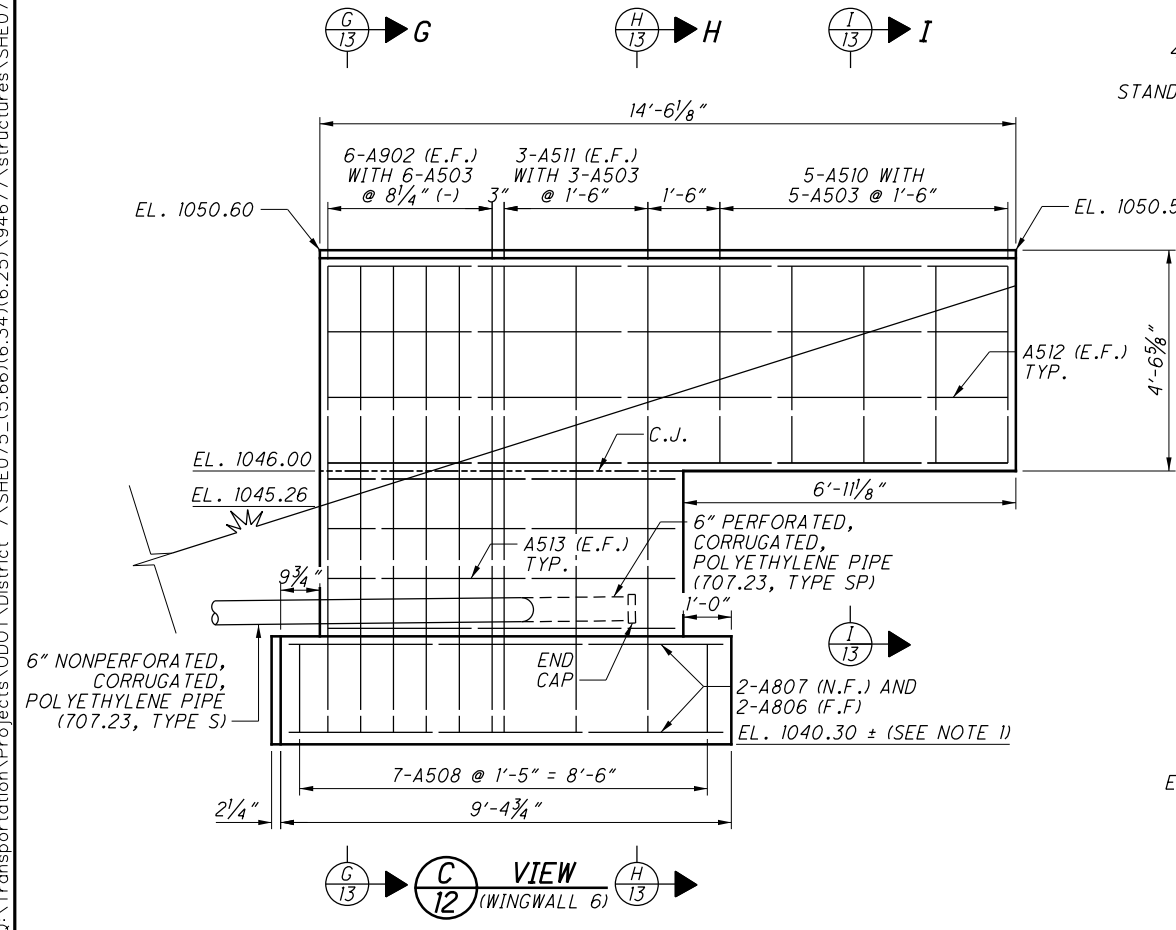
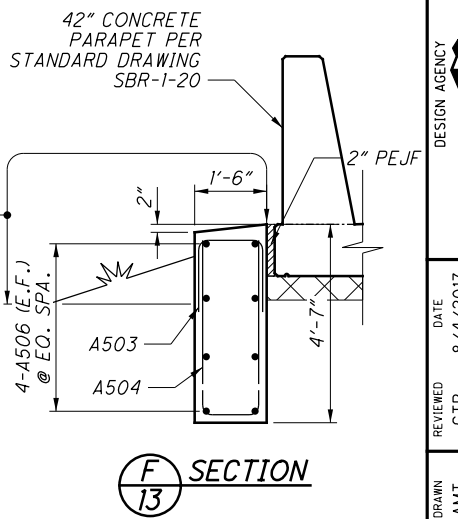
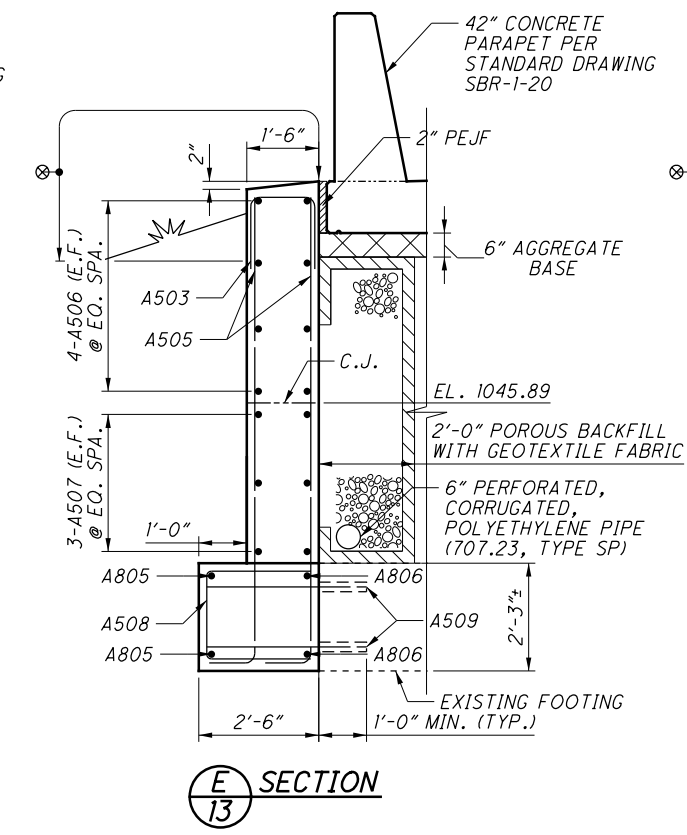
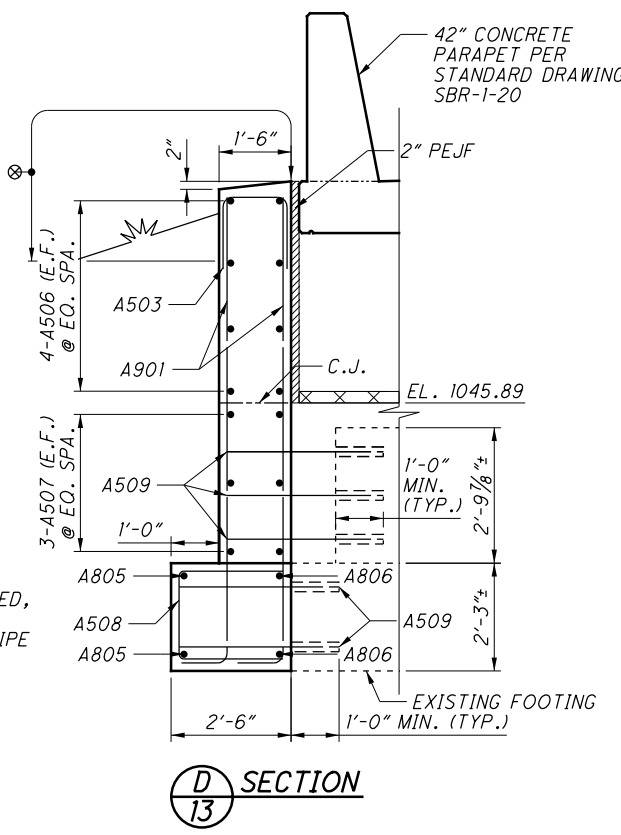
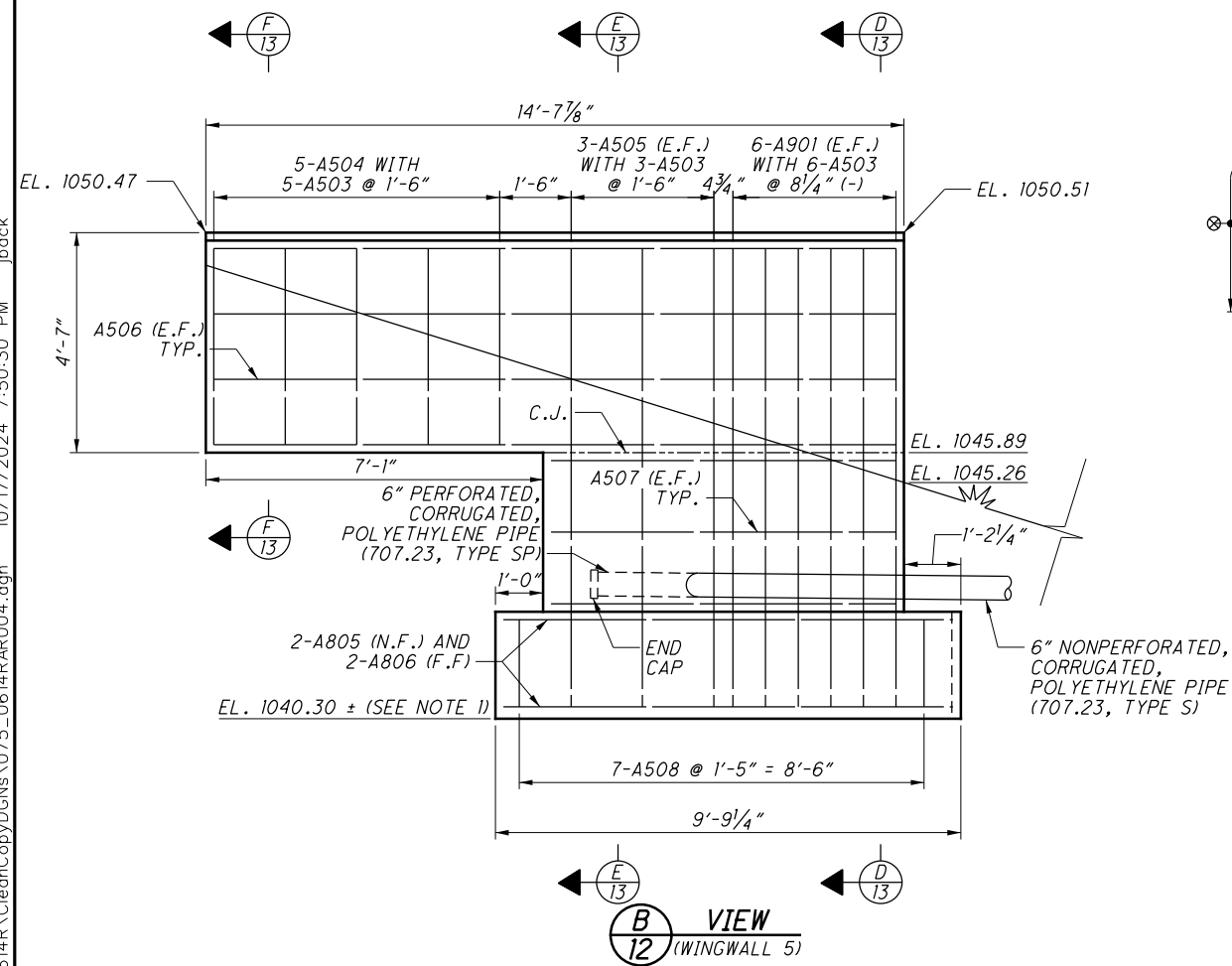
STRUCTURE FILE NUMBER 7501803

REAR ABUTMENT PLAN
 BRIDGE NO. SHE-75-0614R
 I-75 OVER CAMPBELL ROAD

SHE-75-6.14 L/R
 PID No. 115808

12/29
 181
 242

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LEGEND:
 ⊗ SEALING OF CONCRETE SURFACES
 1'-0" BELOW GROUND LINE
 (EPOXY URETHANE) (TYP.)

MINIMUM LAP LENGTHS:
 #5 BAR = 2'-6"
 #6 BAR = 3'-0"

NOTES:
 1. ELEVATION SHOWN IS APPROXIMATE AND BASED ON EXISTING PLAN INFORMATION. PROPOSED BOTTOM OF FOOTING SHALL BE SET TO MATCH EXISTING BOTTOM OF FOOTING.
 2. FOR DOWEL HOLE LAYOUT AND DETAILS, SEE SHEET 16/29.

| | | | | |
|-----------------|---|------------------|-----------------|----------------------------------|
| | DESIGN AGENCY PRIME <small>845 East Main Street, Suite 300 Columbus, Ohio 43206</small> | DATE 8/4/2017 | REVIEWED GTB | STRUCTURE FILE NUMBER 7501803 |
| DESIGNED AMT | CHECKED CCJ | DRAWN AMT | REVISED | |

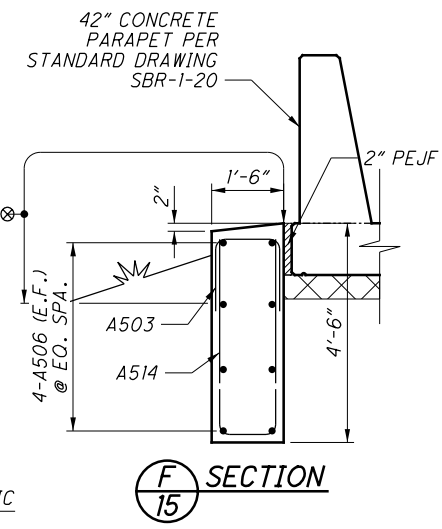
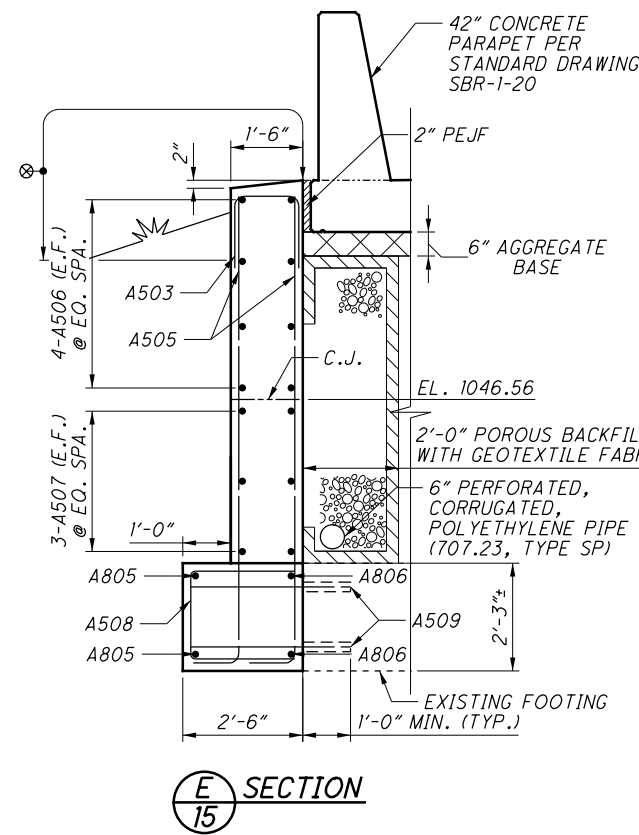
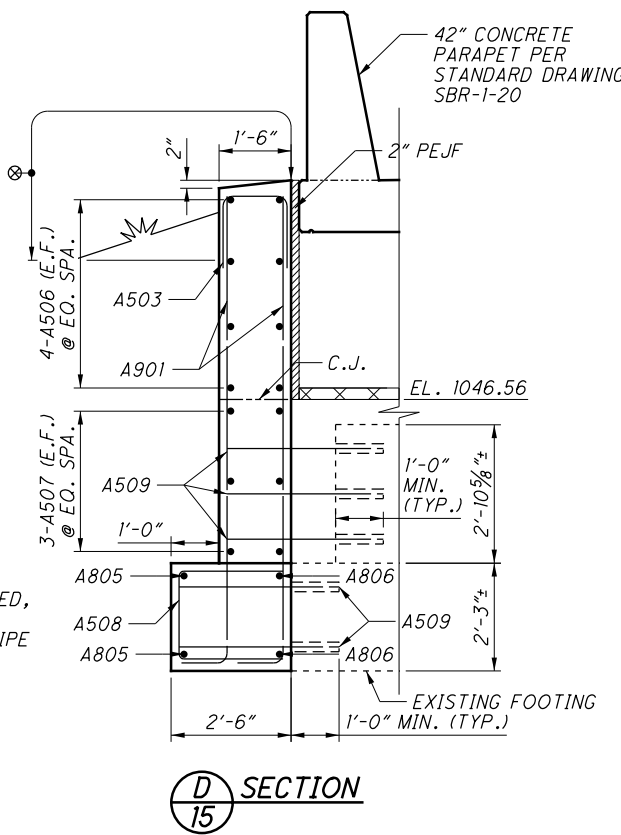
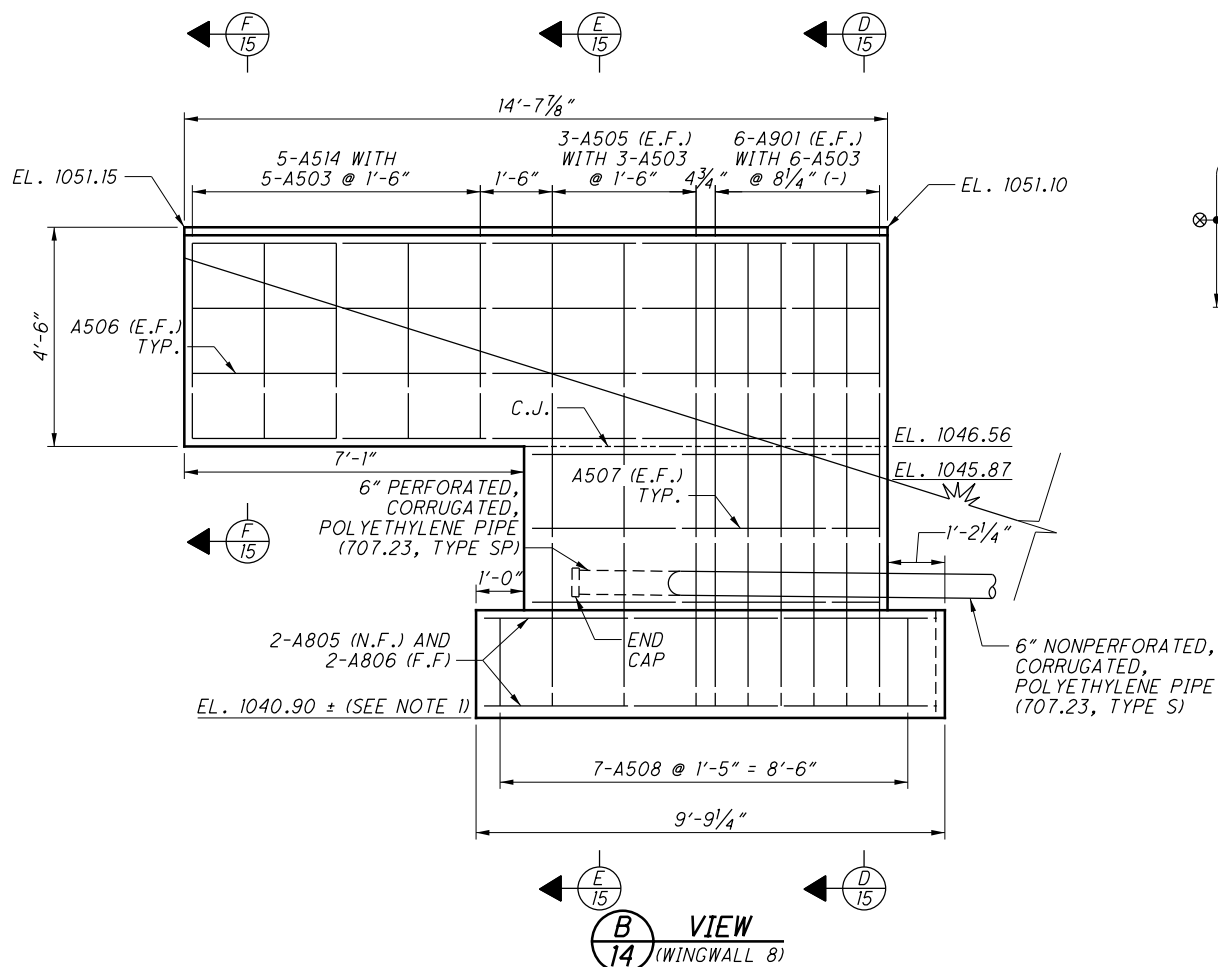
REAR ABUTMENT WINGWALL DETAILS

BRIDGE NO. SHE-75-0614R
 I-75 OVER CAMPBELL ROAD

SHE-75-6.14 L/R
 PID No. 115808

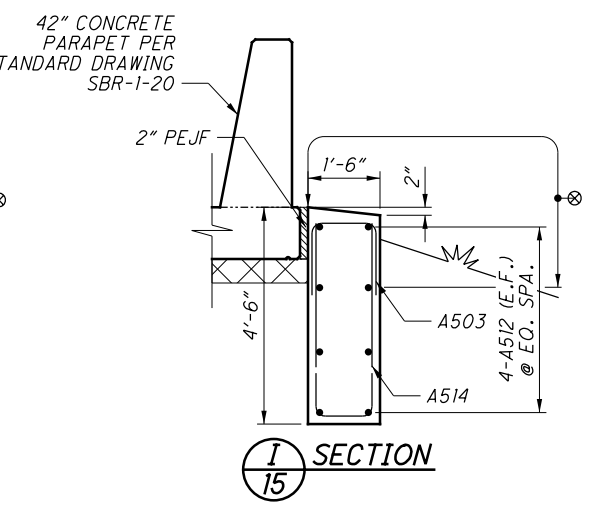
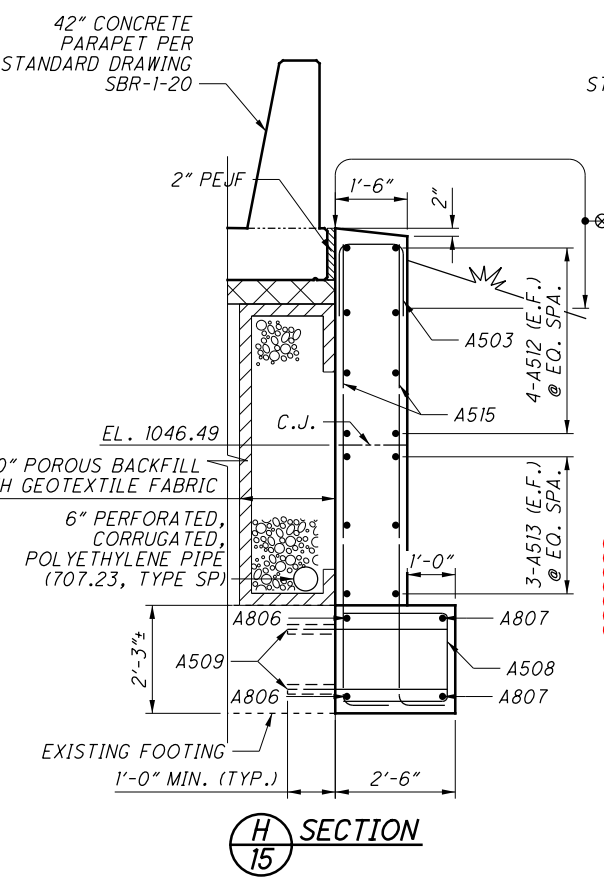
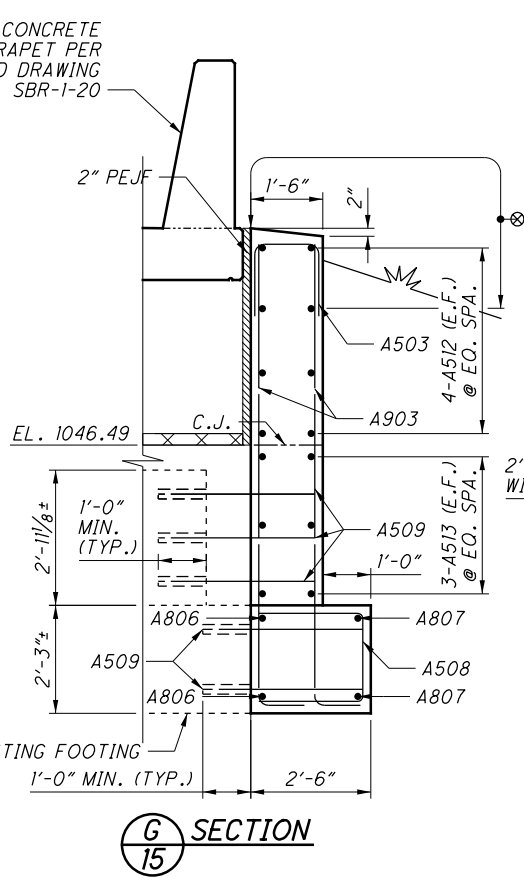
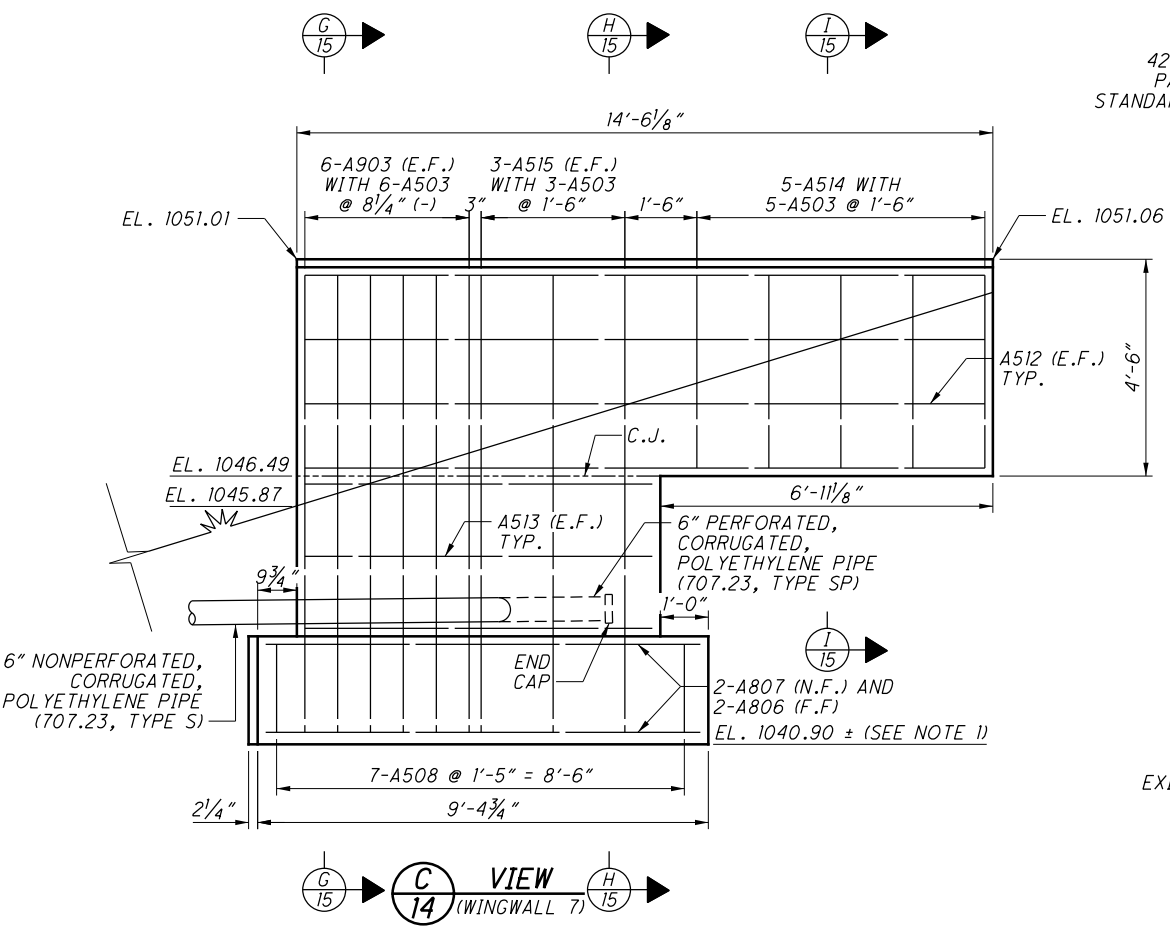
13 / 29
 182
 242

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LEGEND:

⊗ SEALING OF CONCRETE SURFACES 1'-0" BELOW GROUND LINE (EPOXY URETHANE) (TYP.)



MINIMUM LAP LENGTHS:

#5 BAR = 2'-6"

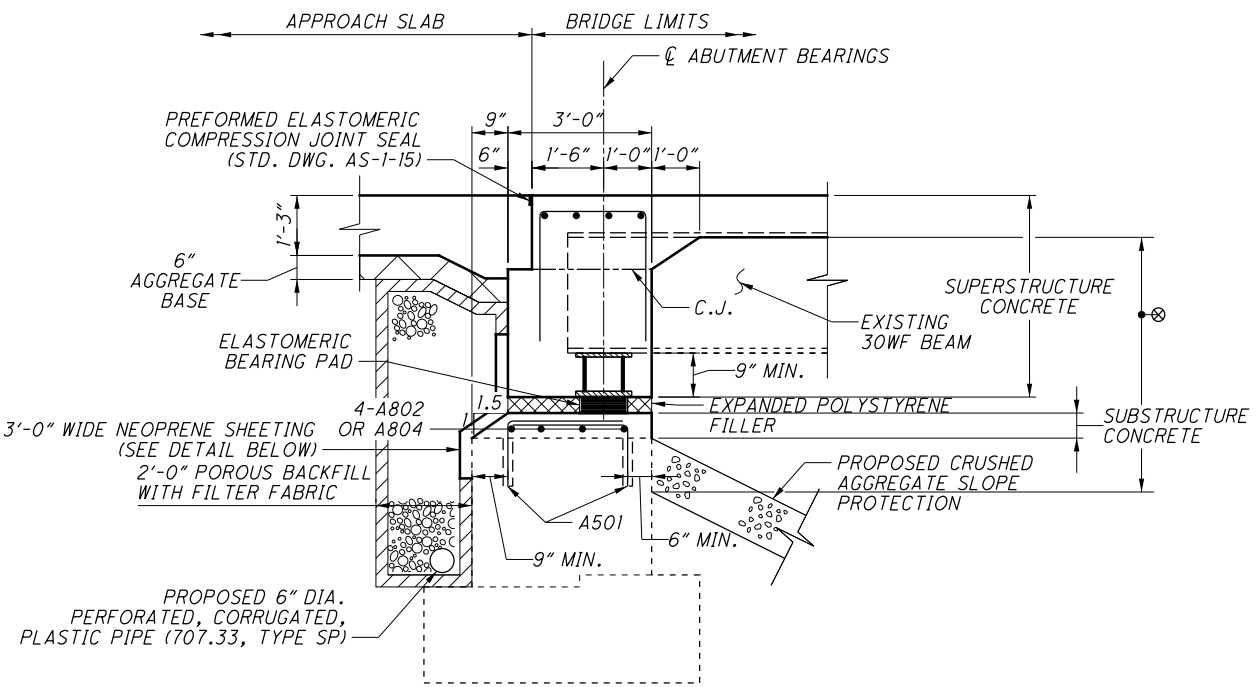
#6 BAR = 3'-0"

NOTES:

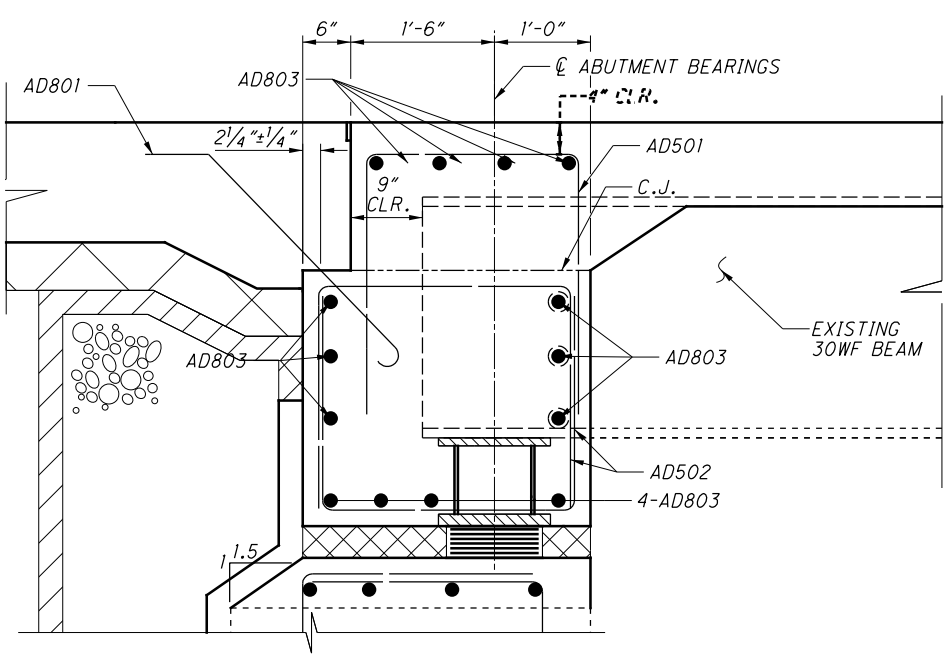
- ELEVATION SHOWN IS APPROXIMATE AND BASED ON EXISTING PLAN INFORMATION. PROPOSED BOTTOM OF FOOTING SHALL BE SET TO MATCH EXISTING BOTTOM OF FOOTING.
- FOR DOWEL HOLE LAYOUT AND DETAILS, SEE SHEET 16/29.

| | | |
|--|----------------|----------|
| DESIGN AGENCY PRIME 845 East Main Street, Suite 300 Columbus, Ohio 43206 | DATE | 8/4/2017 |
| | REVIEWED | GTB |
| DESIGNED | AMT | CJJ |
| | CHECKED | CJJ |
| STRUCTURE FILE NUMBER | 7501803 | |
| FORWARD ABUTMENT WINGWALL DETAILS | | |
| BRIDGE NO. SHE-75-0614R I-75 OVER CAMPBELL ROAD | | |
| SHE-75-6.14 L/R | PID No. 115808 | |
| 15/29 | 184 | |
| | 242 | |

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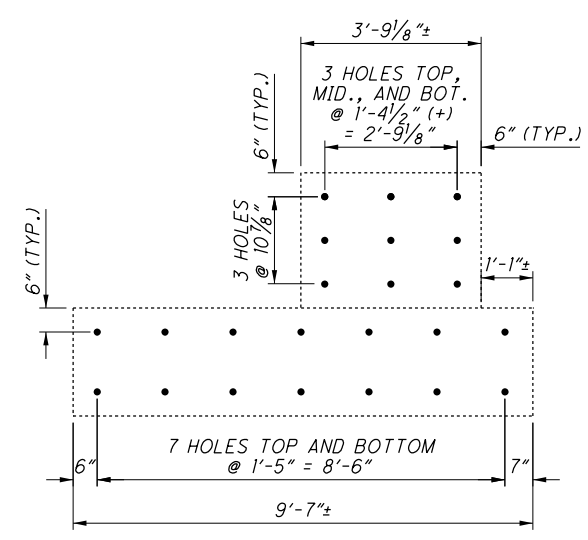
A SECTION
1214



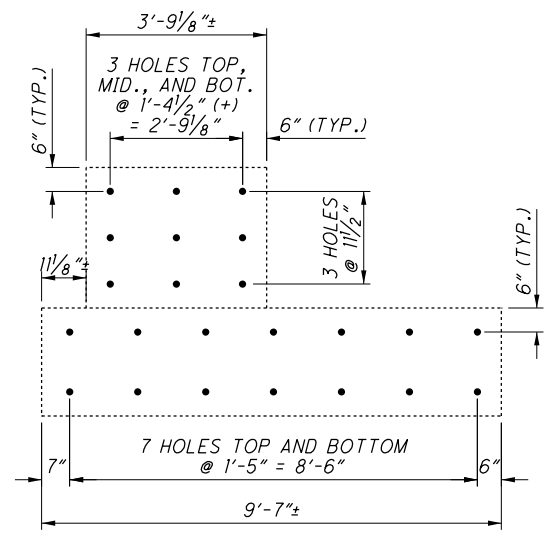
J SECTION
17

LEGEND:
 ⊗ SEALING OF CONCRETE SURFACES 1'-0" BELOW GROUND LINE (EPOXY URETHANE) (TYP.)

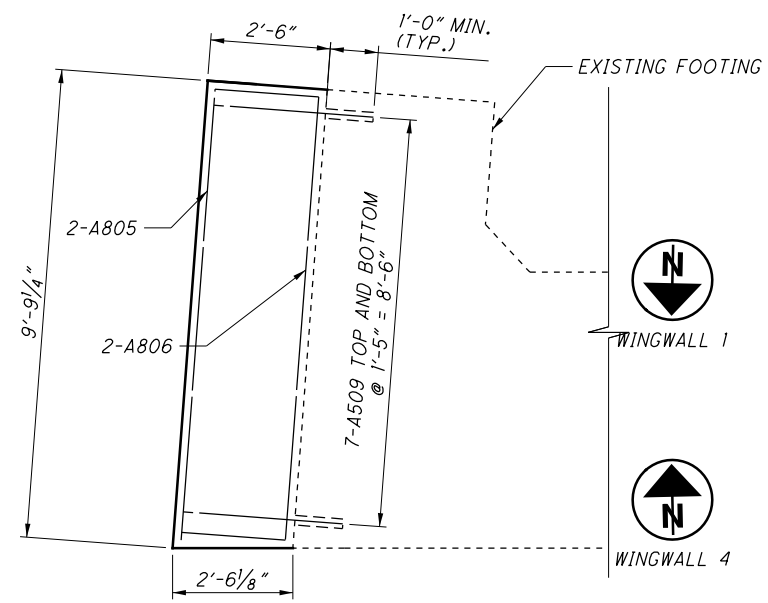
- NOTES:**
- ALL DECK, DIAPHRAGM, AND VERTICAL PARAPET REINFORCING STEEL SHALL BE GALVANIZED.
 - ALL SUBSTRUCTURE AND APPROACH SLAB REINFORCING STEEL SHALL BE EPOXY COATED.
 - AD803 BARS ARE TO BE OFFSET 3" FROM AD802 BARS SO THAT A NON-CONTACT LAP IS DEVELOPED IN THE CLOSURE POUR. ENSURE PROPER PLACEMENT PRIOR TO PLACING CONCRETE.



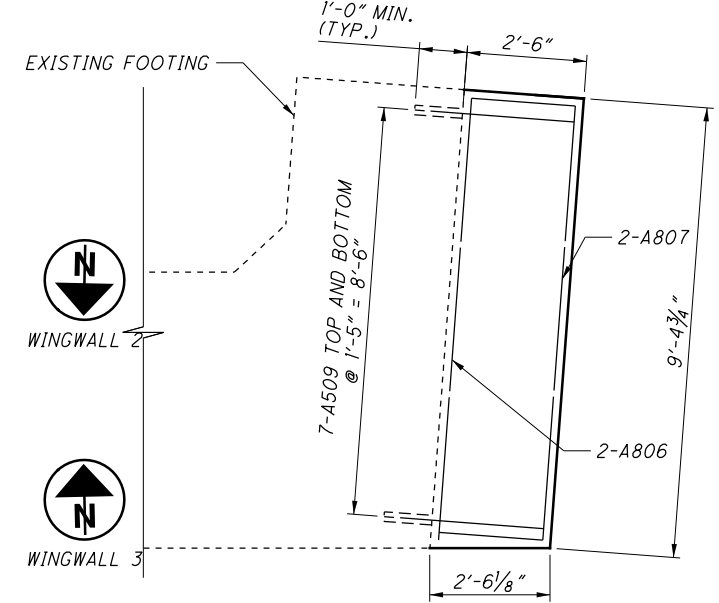
DOWEL HOLE LAYOUT WINGWALL 6 AND 7
 (ALL HOLES DRILLED AND GROUTED FOR A509 BARS PER CMS. 510)



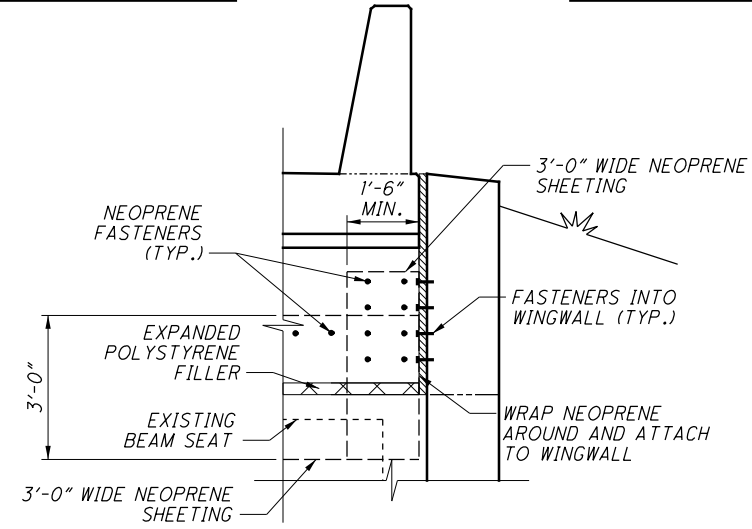
DOWEL HOLE LAYOUT WINGWALL 5 AND 8
 (ALL HOLES DRILLED AND GROUTED FOR A509 BARS PER CMS. 510)



WINGWALL 5 AND 8 FOOTING PLAN



WINGWALL 6 AND 7 FOOTING PLAN



NEOPRENE SHEETING DETAIL
 (BACK OF ABUTMENT)

| | |
|---|--------------------|
| DESIGN AGENCY PRIME 845 EAST BROADWAY, SUITE 300 COLUMBUS, OHIO 43210 | |
| DATE 8/4/2017 | REVIEWED GTB |
| DESIGNED AMT | DRAWN AMT |
| CHECKED BTJ | REVISOR REVISED |
| STRUCTURE FILE NUMBER 7501803 | |
| ABUTMENT DETAILS BRIDGE NO. SHE-75-0614R I-75 OVER CAMPBELL ROAD | |
| SHE-75-6.14 L/R PID No. 115808 | |
| 16 / 29 | |
| 185 242 | |

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DESIGN AGENCY
PRIME
 8450 East Main Street, Suite 300
 Columbus, Ohio 43229

DATE: 8/4/2017
 REVIEWED: GTB
 DRAWN: AMT
 DESIGNED: AMT
 CHECKED: BTJ
 STRUCTURE FILE NUMBER: 7501803

ABUTMENT DIAPHRAGM DETAILS
 BRIDGE NO. SHE-75-0614R
 I-75 OVER CAMPBELL ROAD

SHE-75-6.14 L / R
 PID No. 115808
 17 / 29

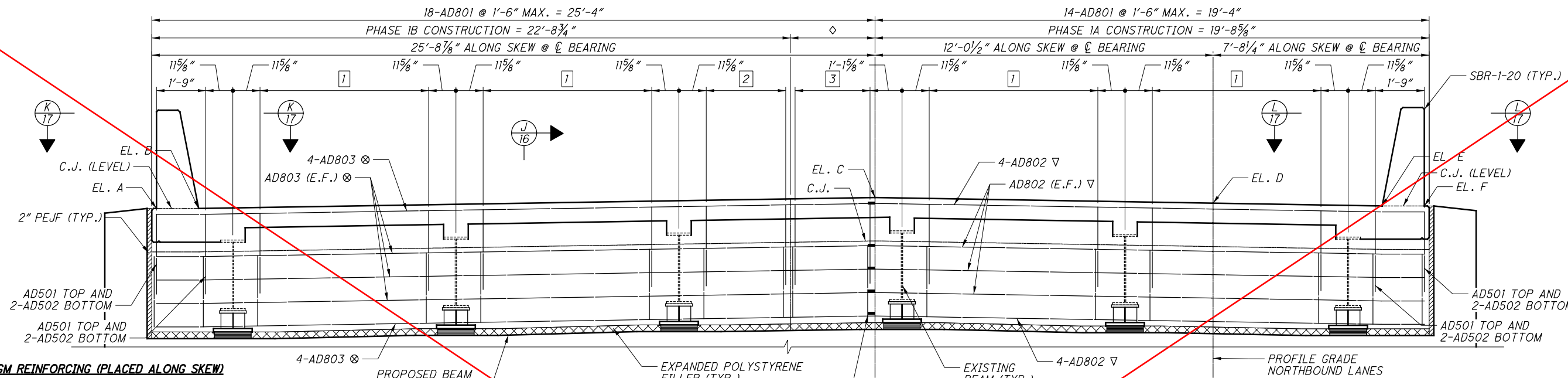


TABLE OF ELEVATIONS

| LOCATION | EL. A | EL. B | EL. C | EL. D | EL. E | EL. F |
|---------------|---------|---------|---------|---------|---------|---------|
| REAR ABUT. | 1050.51 | 1050.51 | 1050.90 | 1050.70 | 1050.60 | 1050.60 |
| FORWARD ABUT. | 1051.10 | 1051.10 | 1051.20 | 1051.40 | 1051.01 | 1051.01 |

NOTE: ALL ELEVATIONS SHOWN ARE AT CL OF BEARING

- DIAPHRAGM REINFORCING (PLACED ALONG SKEW)**
- 1 5-AD501 TOP AND 2 SETS OF 5-AD502 BOTTOM @ 1'-6" = 6'-0"
 - 2 3-AD501 TOP AND 2 SETS OF 3-AD502 BOTTOM @ 1'-5" = 2'-10"
 - 3 3-AD501 TOP AND 2 SETS OF 3-AD502 BOTTOM @ 1'-4" = 2'-8"
- MINIMUM LAP LENGTHS**
- #5 BAR = 2'-6"
 - #8 BAR = 6'-4"

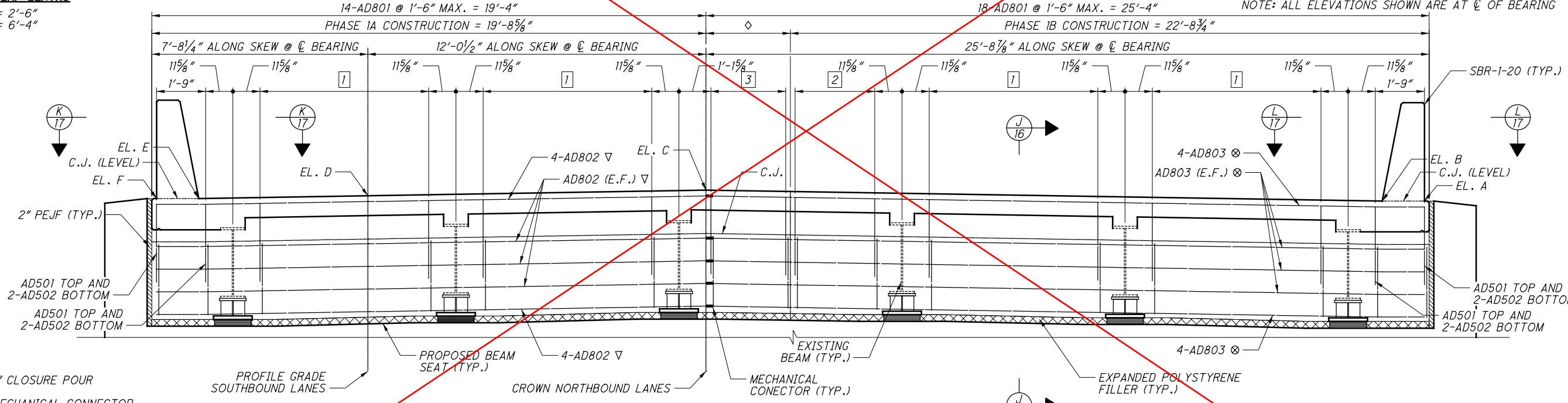


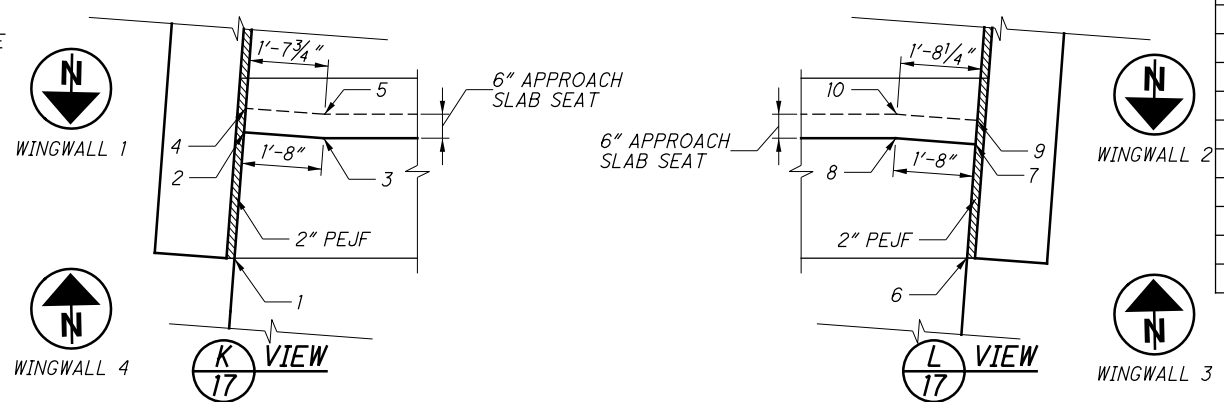
TABLE A

| POINT | REAR ABUT. STATION | OFFSET FROM CL CONSTRUCTION |
|-------|--------------------|-----------------------------|
| 1 | 324+20.04 | 67.67' RT |
| 2 | 324+17.39 | 67.67' RT |
| 3 | 324+17.39 | 66.00' RT |
| 4 | 324+16.89 | 67.67' RT |
| 5 | 324+16.89 | 66.00' RT |
| 6 | 324+16.60 | 22.33' RT |
| 7 | 324+14.24 | 22.33' RT |
| 8 | 324+14.24 | 24.00' RT |
| 9 | 324+13.74 | 22.33' RT |
| 10 | 324+13.74 | 24.00' RT |

TABLE B

| POINT | FORWARD ABUT. STATION | OFFSET FROM CL CONSTRUCTION |
|-------|-----------------------|-----------------------------|
| 1 | 325+57.60 | 22.33' RT |
| 2 | 325+60.24 | 22.33' RT |
| 3 | 325+60.24 | 24.00' RT |
| 4 | 325+60.74 | 22.33' RT |
| 5 | 325+60.74 | 24.00' RT |
| 6 | 325+61.03 | 67.67' RT |
| 7 | 325+63.40 | 67.67' RT |
| 8 | 325+63.40 | 66.00' RT |
| 9 | 325+63.90 | 67.67' RT |
| 10 | 325+63.90 | 66.00' RT |

- LEGEND:**
- ◇ 3'-0 1/8" CLOSURE POUR
 - ▽ WITH MECHANICAL CONNECTOR
 - ⊗ WITH THREADED END
- NOTES:**
- ABUTMENT DIAPHRAGM CONCRETE, PHASED CONSTRUCTION. PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL STEEL MEMBER ENDS OF AN INDIVIDUAL PHASE WITH THE DECK CONCRETE OR AT LEAST 48 HOURS BEFORE PLACEMENT OF THE DECK CONCRETE. IF PLACED SEPARATELY, LOCATE A HORIZONTAL CONSTRUCTION JOINT IN THE DIAPHRAGM AS SHOWN ON PSID-I-13, SHEET 7 OF 10 AND PLACE REMAINING DIAPHRAGM CONCRETE WITH THE DECK. PLACE CLOSURE POUR CONCRETE IN THE DIAPHRAGM AND DECK CONCURRENTLY.
 - CLOSURE POUR SHALL BE PARALLEL TO THE CROWN OF THE SOUTHBOUND LANES.
 - SEAL VERTICAL CONSTRUCTION JOINT WITH TYPE 2 WATERPROOFING MATERIAL, 3'-0" WIDE CENTERED ON JOINT.



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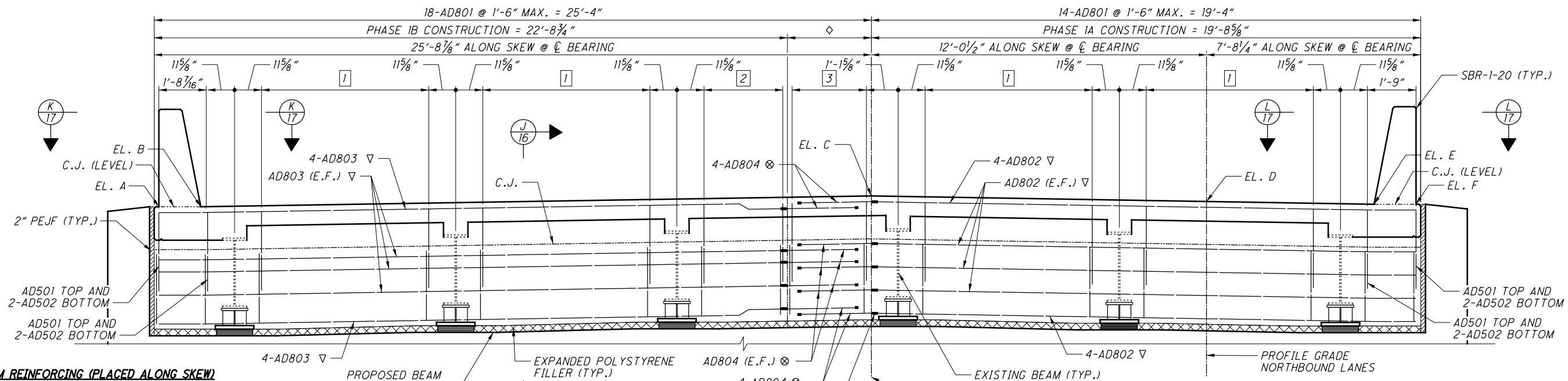


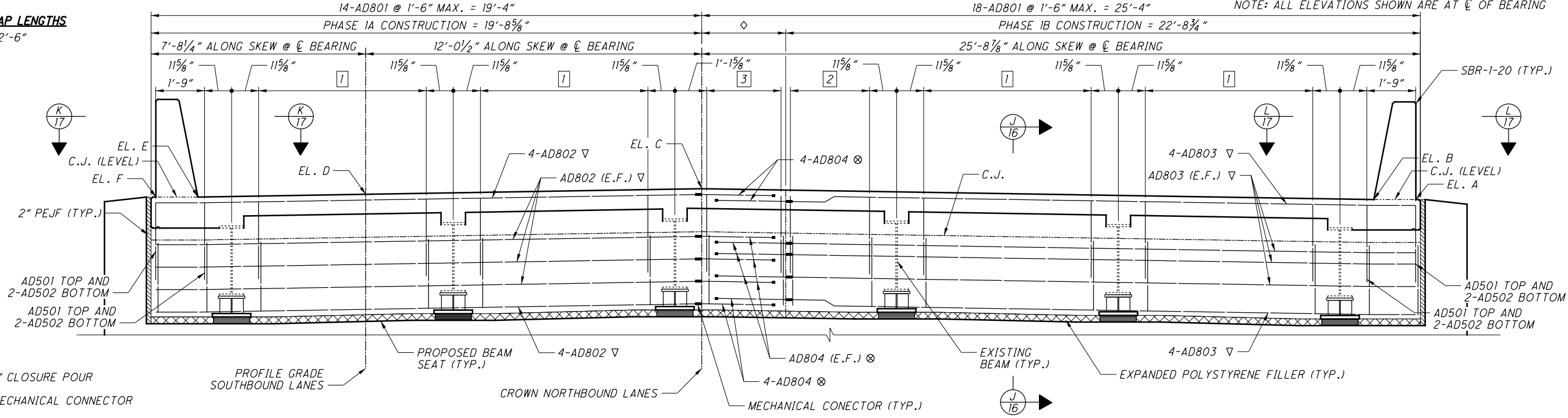
TABLE OF ELEVATIONS

| LOCATION | EL. A | EL. B | EL. C | EL. D | EL. E | EL. F |
|---------------|---------|---------|---------|---------|---------|---------|
| REAR ABUT. | 1050.51 | 1050.51 | 1050.90 | 1050.70 | 1050.60 | 1050.60 |
| FORWARD ABUT. | 1051.10 | 1051.10 | 1051.20 | 1051.40 | 1051.01 | 1051.01 |

NOTE: ALL ELEVATIONS SHOWN ARE AT CL OF BEARING

- DIAPHRAGM REINFORCING (PLACED ALONG SKEW)**
- 5-AD501 TOP AND 2 SETS OF 5-AD502 BOTTOM @ 1'-6" = 6'-0"
 - 3-AD501 TOP AND 2 SETS OF 3-AD502 BOTTOM @ 1'-5" = 2'-10"
 - 3-AD501 TOP AND 2 SETS OF 3-AD502 BOTTOM @ 1'-4" = 2'-8"

MINIMUM LAP LENGTHS
 #5 BAR = 2'-6"



- LEGEND:**
- ◇ 3'-0 1/8" CLOSURE POUR
 - ▽ WITH MECHANICAL CONNECTOR
 - ⊗ WITH THREADED END AND HEADED TERMINATOR

- NOTES:**
- ABUTMENT DIAPHRAGM CONCRETE, PHASED CONSTRUCTION: PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL STEEL MEMBER ENDS OF AN INDIVIDUAL PHASE WITH THE DECK CONCRETE OR AT LEAST 48 HOURS BEFORE PLACEMENT OF THE DECK CONCRETE. IF PLACED SEPARATELY, LOCATE A HORIZONTAL CONSTRUCTION JOINT IN THE DIAPHRAGM AS SHOWN ON PSID-I-13, SHEET 7 OF 10 AND PLACE REMAINING DIAPHRAGM CONCRETE WITH THE DECK. PLACE CLOSURE POUR CONCRETE IN THE DIAPHRAGM AND DECK CONCURRENTLY.
 - CLOSURE POUR SHALL BE PARALLEL TO THE CROWN OF THE SOUTHBOUND LANES.
 - SEAL VERTICAL CONSTRUCTION JOINT WITH TYPE 2 WATERPROOFING MATERIAL, 3'-0" WIDE CENTERED ON JOINT.
 - AD803 BARS ARE TO BE OFFSET 3" FROM AD802 BARS SO THAT A NON-CONTACT LAP IS DEVELOPED IN THE CLOSURE POUR. ENSURE PROPER PLACEMENT PRIOR TO PLACING CONCRETE.

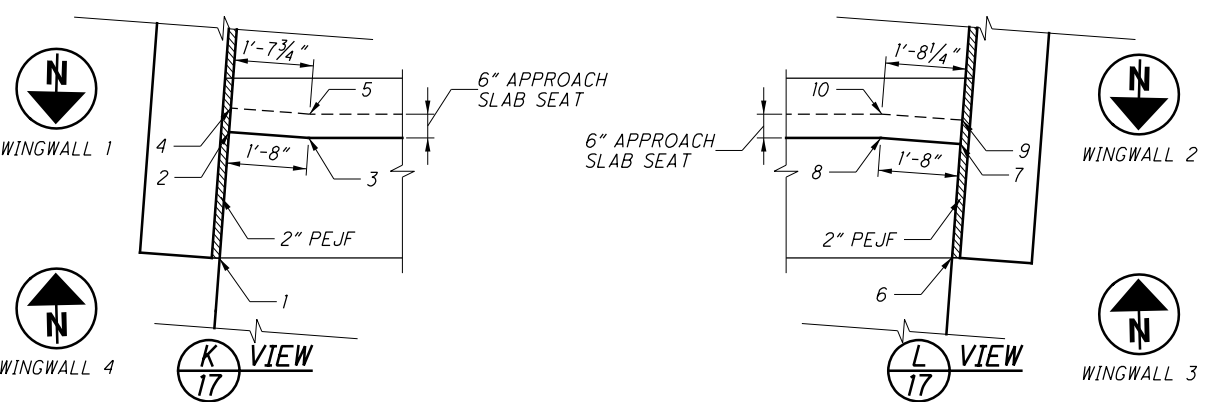


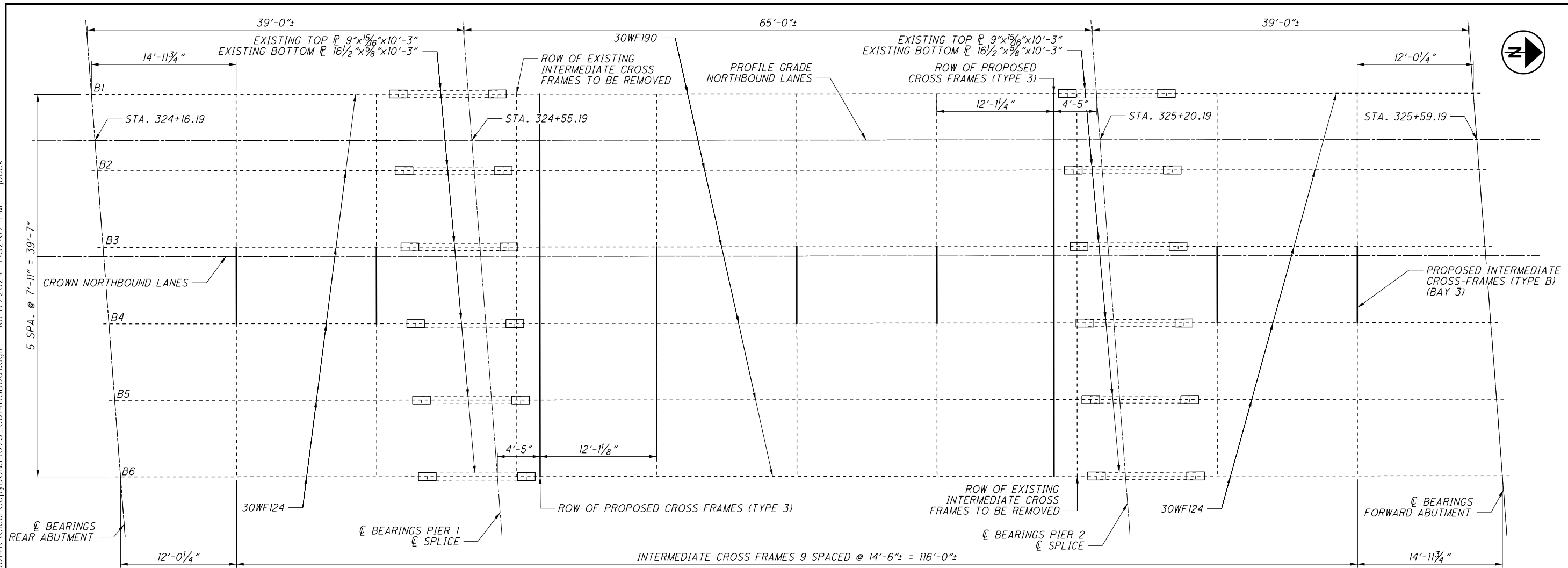
TABLE A

| POINT | REAR ABUT. STATION | OFFSET FROM CL CONSTRUCTION |
|-------|--------------------|-----------------------------|
| 1 | 324+20.04 | 67.67' RT |
| 2 | 324+17.39 | 67.67' RT |
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| 4 | 324+16.89 | 67.67' RT |
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| 6 | 324+16.60 | 22.33' RT |
| 7 | 324+14.24 | 22.33' RT |
| 8 | 324+14.24 | 24.00' RT |
| 9 | 324+13.74 | 22.33' RT |
| 10 | 324+13.74 | 24.00' RT |

TABLE B

| POINT | FORWARD ABUT. STATION | OFFSET FROM CL CONSTRUCTION |
|-------|-----------------------|-----------------------------|
| 1 | 325+57.60 | 22.33' RT |
| 2 | 325+60.24 | 22.33' RT |
| 3 | 325+60.24 | 24.00' RT |
| 4 | 325+60.74 | 22.33' RT |
| 5 | 325+60.74 | 24.00' RT |
| 6 | 325+61.03 | 67.67' RT |
| 7 | 325+63.40 | 67.67' RT |
| 8 | 325+63.40 | 66.00' RT |
| 9 | 325+63.90 | 67.67' RT |
| 10 | 325+63.90 | 66.00' RT |

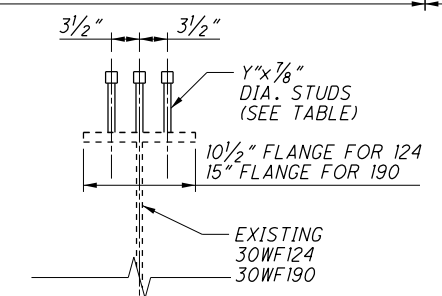
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FRAMING PLAN

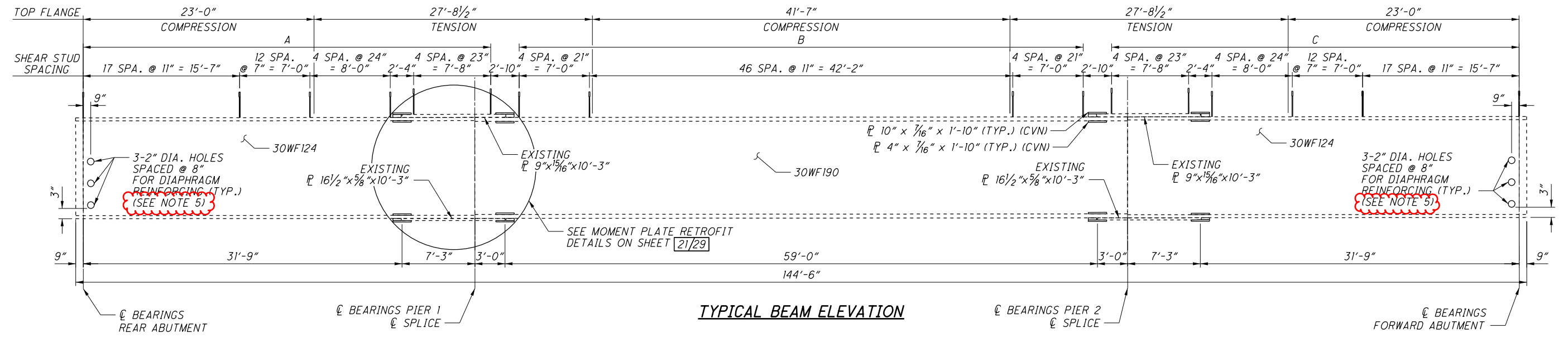
NOTES:

- WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION." DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION." FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESSES UP TO 3/4" OR 5/16" FOR GREATER THAN 3/4" THICK.
- FOR LOCATION AND PAYMENT OF BOTTOM FLANGE VENT HOLES, SEE SHEET 24/29.
- PAYMENT FOR FIELD DRILLED HOLES AT THE BEAM ENDS TO BE INCLUDED WITH ITEM 511 - CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING.
- ALL NEW STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50. STRUCTURAL STEEL PAINT COLOR SHALL BE FEDERAL STANDARD COLOR 5958-15450 (LIGHT BLUE, GLOSS).
- DETAIL THE HOLES IN BEAMS 4 TO 6 TO BE 3 INCHES OFFSET FROM BEAMS 1 TO 3. BOTTOM AND MIDDLE HOLES TO BE OFFSET VERTICALLY UPWARD. TOP HOLE TO BE OFFSET VERTICALLY DOWNWARD.



| STUD HEIGHT | |
|-------------|--------|
| LOCATION | DIM. Y |
| A | 8.0" |
| B | 5.0" |
| C | 7.0" |

SHEAR STUD DETAIL



TYPICAL BEAM ELEVATION

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| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | |
|------------------------|---------|---------|---------|--------|-------------|---|-----------|--------|-------|---|-------|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E |
| ABUTMENTS | | | | | | | | | | | |
| A501 | 90 | 90 | 180 | 4'-4" | 806 | 1 | 2'-9" | 1'-8" | | | |
| A502 | 8 | 8 | 56 | 4'-1" | 236 | 1 | 2'-9" | 1'-5" | | | |
| A503 | 28 | 28 | 56 | 3'-11" | 229 | 2 | 1'-6" | 1'-2" | 1'-6" | | |
| A504 | 5 | | 5 | 9'-1" | 47 | 2 | 4'-1" | 1'-2" | 4'-1" | | |
| A505 | 6 | 6 | 12 | 10'-6" | 131 | 1 | 1'-0" | 9'-7" | | | |
| A506 | 8 | 8 | 16 | 14'-3" | 238 | STR | | | | | |
| A507 | 6 | 6 | 12 | 7'-2" | 90 | STR | | | | | |
| A508 | 14 | 14 | 28 | 5'-11" | 173 | 2 | 2'-2" | 1'-10" | 2'-2" | | |
| A509 | 46 | 46 | 92 | 3'-4" | 320 | STR | | | | | |
| A510 | 5 | | 5 | 8'-11" | 47 | 2 | 4'-0" | 1'-2" | 4'-0" | | |
| A511 | 6 | | 6 | 10'-7" | 66 | 1 | 1'-0" | 9'-8" | | | |
| A512 | 8 | 8 | 16 | 14'-2" | 236 | STR | | | | | |
| A513 | 8 | 6 | 14 | 7'-3" | 106 | STR | | | | | |
| A514 | | 10 | 10 | 8'-11" | 93 | 2 | 4'-0" | 1'-2" | 4'-0" | | |
| A515 | | 6 | 6 | 10'-5" | 65 | 1 | 1'-0" | 9'-6" | | | |
| | 1 | | 1 | 20'-2" | | | | | | | |
| A801 | SER. OF | | SER. OF | TO | 217 | 49 | | | | | 0'-1" |
| | 4 | | 4 | 20'-5" | | | | | | | |
| | 1 | | 1 | 25'-0" | | | | | | | |
| A802 | SER. OF | | SER. OF | TO | 268 | 40 | | | | | 0'-1" |
| | 4 | | 4 | 25'-3" | | | | | | | |
| | 1 | | 1 | 20'-1" | | | | | | | |
| A803 | SER. OF | | SER. OF | TO | 216 | 49 | | | | | 0'-1" |
| | 4 | | 4 | 20'-4" | | | | | | | |
| | 1 | | 1 | 25'-1" | | | | | | | |
| A804 | SER. OF | | SER. OF | TO | 269 | 40 | | | | | 0'-1" |
| | 4 | | 4 | 25'-4" | | | | | | | |
| A805 | 2 | 2 | 4 | 9'-5" | 101 | STR | | | | | |
| A806 | 4 | 4 | 8 | 9'-3" | 198 | STR | | | | | |
| A807 | 2 | 2 | 4 | 9'-1" | 97 | STR | | | | | |
| A901 | 12 | 12 | 24 | 10'-4" | 840 | 1 | 1'-0" | 9'-7" | | | |
| A902 | 12 | | 12 | 10'-5" | 423 | 1 | 1'-0" | 9'-8" | | | |
| A903 | | 12 | 12 | 10'-2" | 416 | 1 | 1'-0" | 9'-6" | | | |
| ABUTMENTS TOTAL | | | | | 5928 | - EPOXY COATED STEEL REINFORCEMENT | | | | | |

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | |
|------------------------|--------|---------|-------|--------|-------------|---|-----------|-------|-------|---|---|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E |
| DIAPHRAGMS | | | | | | | | | | | |
| AD501 | 30 | 30 | 60 | 7'-5" | 464 | 2 | 2'-9" | 2'-2" | 2'-9" | | |
| AD502 | 60 | 60 | 120 | 7'-5" | 928 | 2 | 2'-6" | 2'-8" | 2'-6" | | |
| AD801 | 32 | 32 | 64 | 5'-4" | 918 | 18 | 3'-1" | 1'-0" | 1'-0" | | |
| AD802* | 14 | 14 | 28 | 19'-6" | 1458 | 49 | | | | | |
| AD803* | 14 | 14 | 28 | 22'-6" | 1682 | 49 | | | | | |
| AD804 | 28 | 28 | 56 | 2'-6" | 374 | 41 | | | | | |
| ABUTMENTS TOTAL | | | | | 5824 | - GALVANIZED STEEL REINFORCEMENT | | | | | |

| MARK | NUMBER | | | LENGTH | TOTAL LENGTH | TYPE | DIMENSION | | | | |
|---|--------|-------|-------|--------|-----------------|-----------------------------------|-----------|---|---|---|---|
| | LEFT | RIGHT | TOTAL | | | | A | B | C | D | R |
| SUPERSTRUCTURE PARAPETS - HORIZONTAL BARS | | | | | | | | | | | |
| SR401 | 55 | 55 | 110 | 30'-0" | 3300'-0" | STR | | | | | |
| SR402 | 11 | 11 | 22 | 9'-9" | 214'-6" | STR | | | | | |
| SR403 | 8 | 8 | 16 | 13'-0" | 208'-0" | STR | | | | | |
| SR404 | 48 | 48 | 96 | 10'-0" | 960'-0" | STR | | | | | |
| SUPERSTRUCTURE PARAPETS - HORIZONTAL TOTAL | | | | | 4682'-6" | - NO. 4 GFRP REINFORCEMENT | | | | | |

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | |
|---|--------|-------|-------|--------|-------------|---|-----------|-------|-------|---|-------|
| | LEFT | RIGHT | TOTAL | | | | A | B | C | D | R |
| SUPERSTRUCTURE PARAPETS - VERTICAL BARS | | | | | | | | | | | |
| SR601 | 160 | 160 | 320 | 7'-0" | 3364 | 23 | 0'-6" | 3'-3" | 3'-3" | | 0'-2" |
| SR602 | 160 | 160 | 320 | 7'-8" | 3685 | 44 | 1'-0" | | | | |
| SUPERSTRUCTURE PARAPETS - VERTICAL TOTAL | | | | | 7049 | - GALVANIZED STEEL REINFORCEMENT | | | | | |

| MARK | TOTAL | LENGTH | WEIGHT | TYPE | DIMENSION | | | | | | |
|-----------------------------|-------|---------|--------|------|--------------|---|--------|---|------|--|--|
| | | | | | A | B | C | D | INC. | | |
| SUPERSTRUCTURE | | | | | | | | | | | |
| S401 | 270 | 30'-0" | 5411 | STR | | | | | | | |
| S402 | 54 | 6'-2" | 222 | STR | | | | | | | |
| S501 | 265 | 30'-0" | 8292 | STR | | | | | | | |
| S502 | 53 | 8'-2" | 451 | STR | | | | | | | |
| S503 | 260 | 22'-10" | 6192 | 16 | 22'-3" | | | | | | |
| S504 | 260 | 26'-0" | 7051 | 16 | 25'-5" | | | | | | |
| S505 | 260 | 22'-3" | 6034 | STR | | | | | | | |
| S506 | 260 | 25'-5" | 6893 | STR | | | | | | | |
| S507 | 98 | 9'-6" | 971 | 2 | 7'-2" | 0'-8" | 1'-11" | | | | |
| S508 | 226 | 9'-5" | 2220 | 2 | 7'-2" | 0'-7" | 1'-11" | | | | |
| S509 | 172 | 9'-4" | 1674 | 2 | 7'-2" | 0'-6" | 1'-11" | | | | |
| S510 | 126 | 3'-2" | 416 | 6 | 1'-0" | 0'-7" | 0'-9" | | | | |
| S511 | 252 | 7'-4" | 1927 | STR | | | | | | | |
| S512 | 12 | 4'-8" | 58 | 3 | 1'-4" | 0'-8" | | | | | |
| S513 | 4 | 4'-6" | 19 | 3 | 1'-4" | 0'-7" | | | | | |
| S514 | 8 | 4'-4" | 36 | 3 | 1'-4" | 0'-6" | | | | | |
| S601 | 106 | 31'-0" | 4936 | STR | | | | | | | |
| SUPERSTRUCTURE TOTAL | | | | | 52803 | - GALVANIZED STEEL REINFORCEMENT | | | | | |

LEGEND:

* WITH MECHANICAL CONNECTOR

DESIGN AGENCY
PRIMECLIX
845 E. Main Street
Columbus, Ohio 43260

DATE
8/4/2017

REVIEWED
GTB

DRAWN
AMT

DESIGNED
AMT

STRUCTURE FILE NUMBER
7501803

REINFORCING LIST - 1
BRIDGE NO. SHE-75-0614R
I-75 OVER CAMPBELL ROAD

PID No. 115808

28/29

197
242

O:\Transportation\Projects\ODOT\District 7\She075_5.66\6.34\6.25\94677\structures\She075_0614R\CleanCopyDGNs\075_0614RRL002.dgn 10/17/2024 7:53:24 PM jback

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | | |
|-----------------------------|--------|---------|-------|---------|--------|---|-----------|---|---|---|---|---|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E | R |
| APPROACH SLABS | | | | | | | | | | | | |
| AS501 | 89 | 89 | 178 | 22'-3" | 4131 | STR | | | | | | |
| AS502 | 89 | 89 | 178 | 25'-5" | 4719 | STR | | | | | | |
| AS503 | 92 | 92 | 184 | 24'-6" | 4702 | STR | | | | | | |
| AS1001 | 80 | 80 | 160 | 25'-11" | 17843 | 16 | 24'-6" | | | | | |
| APPROACH SLABS TOTAL | | | | | 31395 | - EPOXY COATED STEEL REINFORCEMENT | | | | | | |

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | | |
|----------------------------------|--------|---------|-------|--------|--------|---|-----------|-----------|-------|-------|---|---|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E | R |
| TYPE C INSTALLATION | | | | | | | | | | | | |
| AS504 | 44 | 44 | 88 | 5'-6" | 506 | STR | | | | | | |
| AS505 | 11 | 11 | 22 | 20'-7" | 472 | STR | | | | | | |
| AS506 | 11 | 11 | 22 | 23'-8" | 544 | STR | | | | | | |
| AS507 | 44 | 44 | 88 | 5'-5" | 500 | 30 | 0'-10" | 1'-3 1/2" | 1'-6" | 1'-6" | | |
| TYPE C INSTALLATION TOTAL | | | | | 2022 | - EPOXY COATED STEEL REINFORCEMENT | | | | | | |

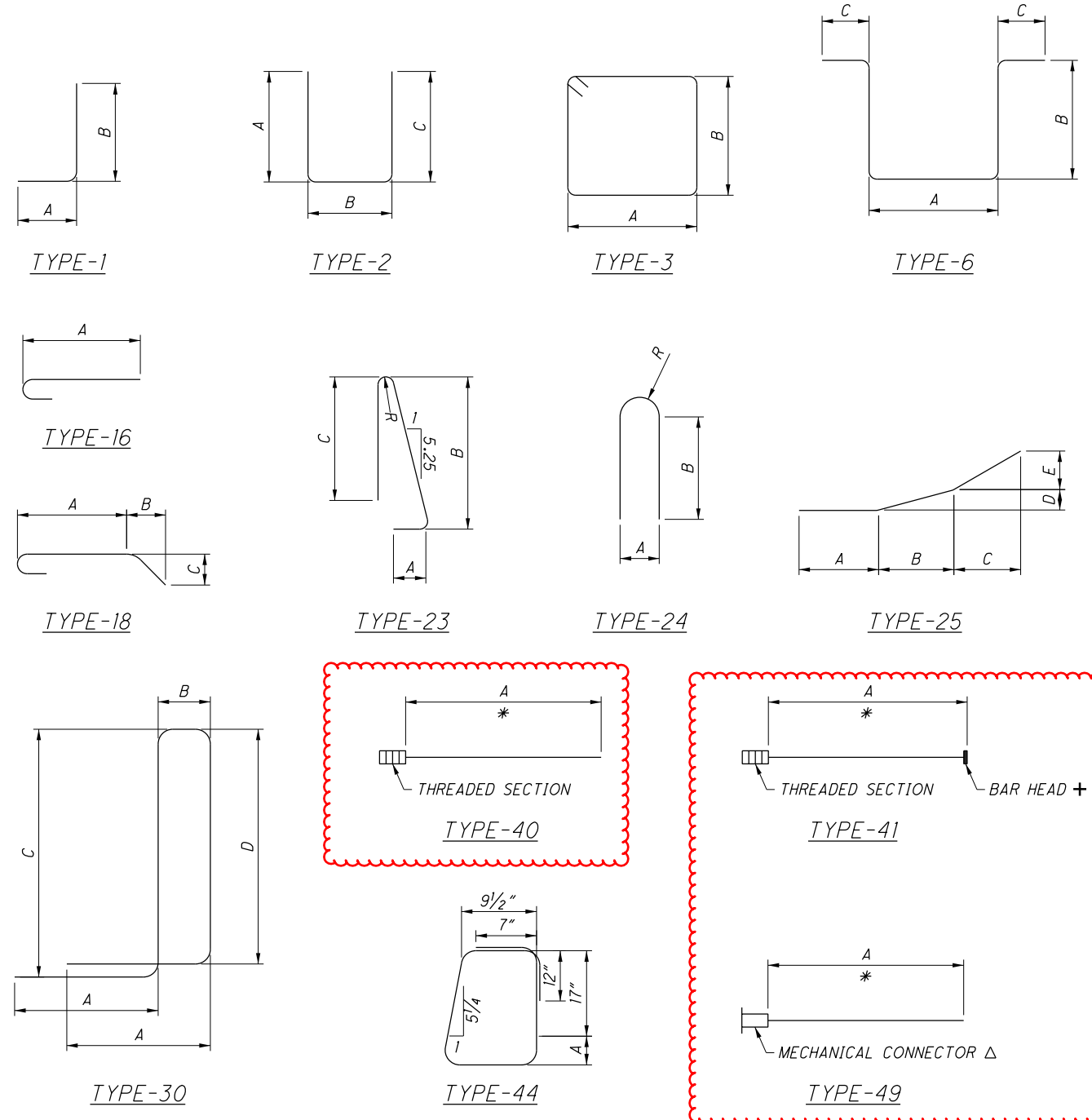
| MARK | NUMBER | | | LENGTH | TOTAL LENGTH | TYPE | DIMENSION | | | | | |
|--|--------|---------|-------|---------|--------------|-----------------------------------|-----------|-------|-------|-----------|-------|---|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E | R |
| APPROACH SLAB PARAPETS - HORIZONTAL BARS | | | | | | | | | | | | |
| AR401 | 22 | 22 | 44 | 11'-10" | 520'-8" | STR | | | | | | |
| AR402 | 24 | 24 | 48 | 10'-0" | 480'-0" | STR | | | | | | |
| AR403 | 12 | 12 | 24 | 6'-4" | 152'-0" | 25 | 2'-6" | 2'-6" | 1'-6" | 0'-1 1/2" | 0'-5" | |
| AR404 | 12 | 12 | 24 | 5'-1" | 122'-0" | STR | | | | | | |
| AR405 | 8 | 8 | 16 | 11'-0" | 176'-0" | STR | | | | | | |
| APPROACH SLAB PARAPETS - HORIZONTAL TOTAL | | | | | 1450'-8" | - NO. 4 GFRP REINFORCEMENT | | | | | | |

| MARK | NUMBER | | | LENGTH | WEIGHT | TYPE | DIMENSION | | | | | |
|--|---------|---------|---------|--------|--------|---|-----------|-------|-------|---|---|-------|
| | REAR | FORWARD | TOTAL | | | | A | B | C | D | E | R |
| APPROACH SLAB PARAPETS - VERTICAL BARS | | | | | | | | | | | | |
| AR601 | 24 | 24 | 48 | 7'-0" | 505 | 23 | 0'-6" | 3'-3" | 3'-3" | | | 0'-2" |
| AR602 | 24 | 24 | 48 | 6'-10" | 493 | 44 | 1'-0" | | | | | |
| | 4 | 4 | 8 | 4'-4" | | | | 3'-6" | | | | |
| AR603 | SER. OF | SER. OF | SER. OF | TO | 628 | 1 | 1'-0" | TO | | | | 0'-1" |
| | 11 | 11 | 11 | 5'-2" | | | | 4'-4" | | | | |
| AR604 | 16 | 16 | 32 | 4'-4" | 208 | 1 | 1'-0" | 3'-6" | | | | |
| APPROACH SLAB PARAPETS - VERTICAL TOTAL | | | | | 1834 | - GALVANIZED STEEL REINFORCEMENT | | | | | | |

NOTES:

- ALL DECK, DIAPHRAGM, AND VERTICAL PARAPET REINFORCING STEEL SHALL BE GALVANIZED.
- ALL SUBSTRUCTURE AND APPROACH SLAB REINFORCING STEEL SHALL BE EPOXY COATED.
- BAR SIZE: THE BAR SIZE IS INDICATED IN THE BAR MARK. THE MARK BEGINS WITH ONE OR TWO LETTERS THAT IDENTIFY THE BAR LOCATION. THE NEXT ONE OR TWO DIGITS INDICATE THE BAR SIZE, AND THE REMAINING TWO DIGITS ARE THE SEQUENCE NUMBER.
EXAMPLE: S501
S = SUPERSTRUCTURE BAR
5 = #5 BAR
01 = BAR SEQUENCE NUMBER 1
- BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS NOTED OTHERWISE.
- "STR" IN THE BAR TYPE COLUMN INDICATES A STRAIGHT BAR.
- INC. INDICATES THE LENGTH INCREMENT FOR SERIES BARS.
- SER. OF = SERIES OF

BENDING DIAGRAMS



- * - REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH ADJUSTMENT AND/OR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF CONNECTOR USED.
- Δ - PROVIDE A MECHANICAL CONNECTOR CAPABLE OF CONNECTING NEW REBAR TO EXISTING IN-PLACE REBAR.
- + - BAR HEADS ARE TO BE FIELD INSTALLED. THE REBAR HEADS MAY BE EITHER HRC 670 SERIES T-HEADS, THE LENTON TERMINATOR TYPE D6 BAR HEADS, OR AN APPROVED EQUIVALENT. THE HEADS SHALL BE COMPATIBLE WITH THE REINFORCING STEEL. BAR LENGTHS SHOWN ARE GIVEN FOR THE OUT-TO-OUT DIMENSION OF THE HEADS. ADJUST REBAR LENGTHS AS NEEDED TO ACCOMMODATE THE BAR HEADS. BAR HEADS ARE INCIDENTAL TO THE PRICE BID FOR ITEM 509, REINFORCING STEEL MISC.: GALVANIZED REINFORCING STEEL.

| | | |
|--|------------------|--|
| DESIGN AGENCY EAST RUPERT, COLORADO 81520 COLUMBUS, OHIO 43220 | DATE 8/4/2017 | REINFORCING LIST - 2 BRIDGE NO. SHE-75-0614R I-75 OVER CAMPBELL ROAD |
| DRAWN AMT | REVIEWED GTB | STRUCTURE FILE NUMBER 7501803 |
| DESIGNED AMT | CHECKED KDC | PID No. 115808 |
| SHE-75-6.14 L/R | | 29/29 |
| 198 | | 242 |