

TYPICAL GIRDER ELEVATION

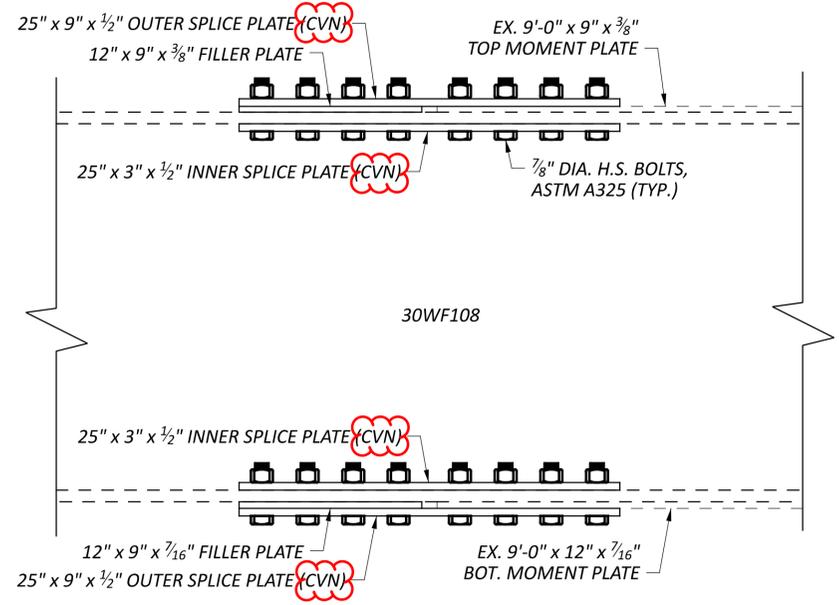
NOTE: A = 3'-2"
 B = 3'-9"
 C = 3'-5"
 D = 2'-6"

	WESTBOUND SHEAR STUD HEIGHTS											
	SPAN 1				SPAN 2				SPAN 3			
	BRG.	1/4	1/2	3/4	BRG.	1/4	1/2	3/4	BRG.	1/4	1/2	3/4
GIRDER A	7"	7"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	7 1/2"	8 1/2"*	8 1/2"*
GIRDER B	7"	7"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	7 1/2"	7 1/2"	8 1/2"*
GIRDER C	7"	7"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	7 1/2"	7 1/2"	8 1/2"*
GIRDER D	5"	5"	5"	5"	5"	5"	5"	5"	5"	7 1/2"	7 1/2"	
GIRDER E	5"	5"	5"	5"	5"	5"	5"	5"	5 1/2"	7 1/2"	7 1/2"	7 1/2"
GIRDER F	5"	5"	5"	5"	5"	5"	5"	5"	5 1/2"	5 1/2"	5 1/2"	7 1/2"

*NOTE: AT LOCATIONS WHERE SHEAR STUD HEIGHT = 8 1/2", PROVIDE HAUNCH REINFORCEMENT AS DETAILED ON SHEET 26/89

	EASTBOUND SHEAR STUD HEIGHTS											
	SPAN 1				SPAN 2				SPAN 3			
	BRG.	1/4	1/2	3/4	BRG.	1/4	1/2	3/4	BRG.	1/4	1/2	3/4
GIRDER G	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	6 1/2"	6 1/2"	6 1/2"	7 1/2"	7 1/2"	8 1/2"*
GIRDER H	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	6 1/2"	6 1/2"	6 1/2"	7 1/2"	7 1/2"	8 1/2"*
GIRDER J	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	6 1/2"	6 1/2"	6 1/2"	7 1/2"	7 1/2"	8 1/2"*
GIRDER K	5"	5"	5"	5"	5"	5"	6"	6"	6"	7 1/2"	7 1/2"	8 1/2"*
GIRDER L	5"	5"	5"	5"	5"	5"	6"	6"	6"	7 1/2"	7 1/2"	8 1/2"*
GIRDER M	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	6 1/2"	6 1/2"	6 1/2"	7 1/2"	8 1/2"*	8 1/2"*

*NOTE: AT LOCATIONS WHERE SHEAR STUD HEIGHT = 8 1/2", PROVIDE HAUNCH REINFORCEMENT AS DETAILED ON SHEET 26/89



TYPICAL MOMENT PLATE RETROFIT DETAIL

NOTES

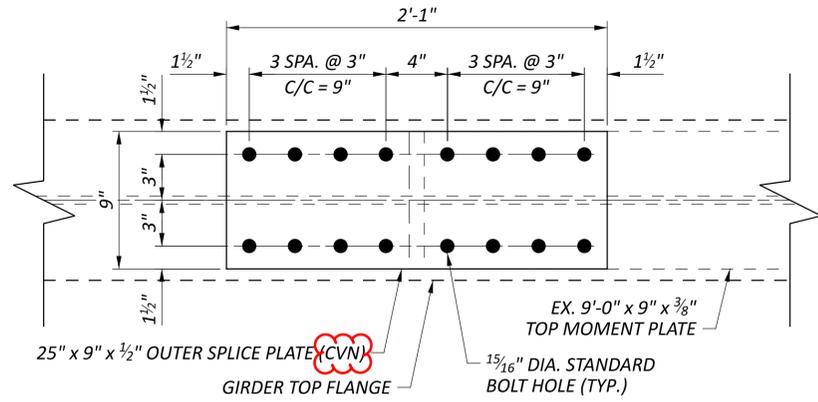
1. WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA GIRDER FLANGES DESIGNATED "COMPRESSION." DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION." FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESSES UP TO 3/4" OR 1/16" FOR GREATER THAN 3/4" THICK.
2. ITEM 513 - STRUCTURAL STEEL, MISC.: MOMENT PLATE FATIGUE RETROFIT. LEVEL UF INCLUDES FURNISHING, CVN TESTING, AND INSTALLING ALL INNER AND OUTER SPLICE PLATES LOCATED AS SHOWN ON THESE PLANS. FURNISHING AND INSTALLING FILLER PLATES AND ASSOCIATED BOLTED CONNECTION HARDWARE, AND FIELD DRILLING BOLT HOLES IN EXISTING STEEL ARE ALSO INCLUDED. SURFACE PREPARATION AND PRIME COATING OF EXISTING STEEL SHALL BE PERFORMED AT ALL FAYING SURFACES LOCATED BETWEEN EXISTING AND PROPOSED STEEL BEFORE INSTALLATION OF THE NEW MOMENT PLATE FATIGUE RETROFITS AND SHALL BE PERFORMED IN CONFORMANCE WITH ITEM 514 OF THE C&MS. LIMITS OF SURFACE PREPARATION AND PRIME COATING OF EXISTING STEEL SHALL INCLUDE ALL AREAS WITHIN THE BOLT PATTERN AND EXTEND A MINIMUM OF 1" FROM THE EDGE OF ANY PROPOSED BOLT HOLE.
3. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN C&MS 711.01.
4. HIGH STRENGTH BOLTS SHALL BE 7/8" DIAMETER A325 UNLESS OTHERWISE NOTED.
5. FOR FRAMING PLAN, SEE SHEET 23/89.

UNI-33-(9.1)(11.5)

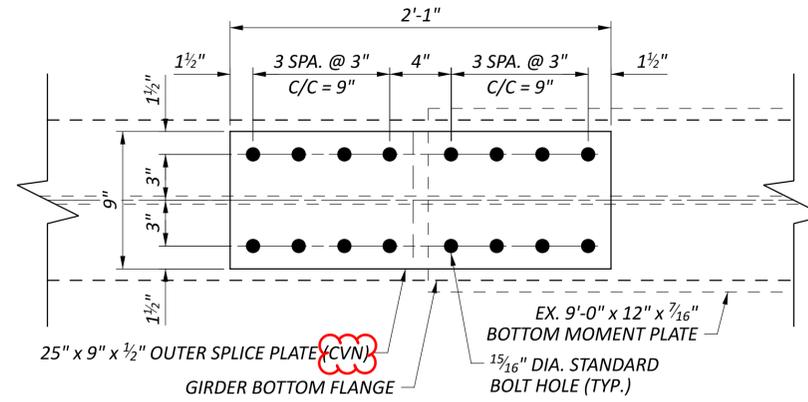
MODEL SHEET PAPER SIZE: 34x22 (in.) DATE: 3/12/2025 TIME: 1:51:59 PM USER: jmillier P:\Projects\ODOT\016224.00 ODOT-UNI US 33 9.1-11.5\4.0_Dwg\115675\400-Engineering\Structures\SFN_8000905_Sheets\115675_SFN_8000905_8000964_55002.dgn

SUPERSTRUCTURE DETAILS (GIRDER ELEVATION)
 BRIDGE NO. UNI-33-9.10 L&R
 OVER CR 191 (RAYMOND RD.)

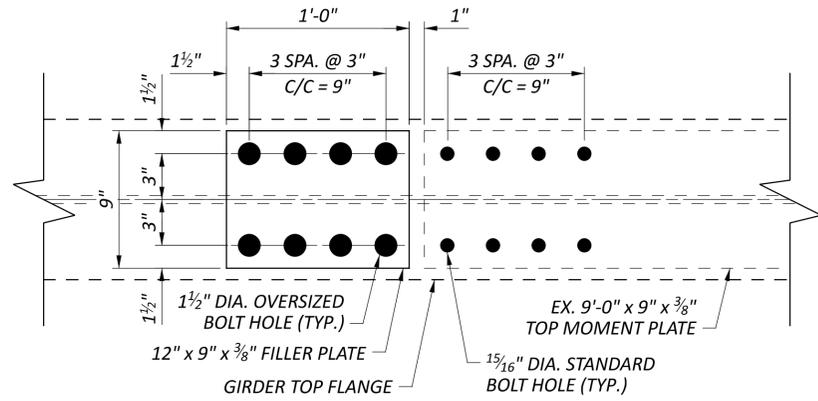
SFN	8000905
SFN	8000964
DESIGN AGENCY	
DESIGNER	JAM
CHECKER	MJQ
REVIEWER	
PROJECT ID	115675
SUBSET	24
TOTAL	89
SHEET	P.162
TOTAL	227



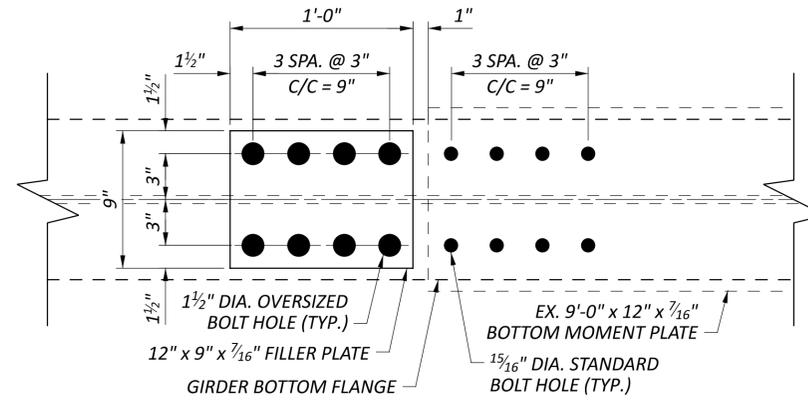
PLAN VIEW - TOP OUTER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)



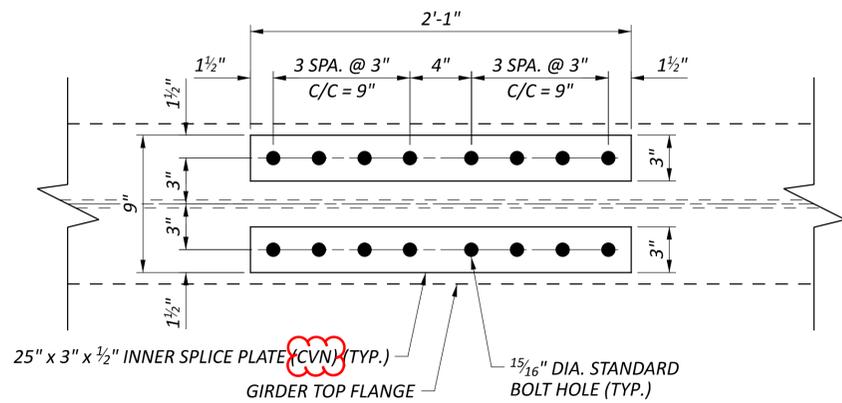
PLAN VIEW - BOTTOM OUTER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)



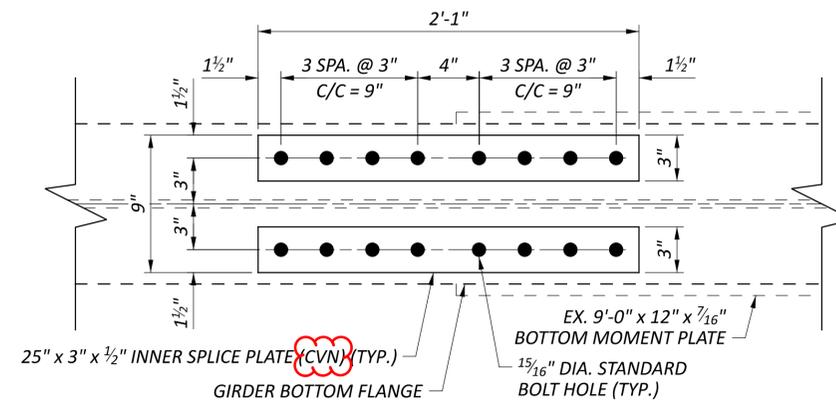
PLAN VIEW - TOP FILLER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)



PLAN VIEW - BOTTOM FILLER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)

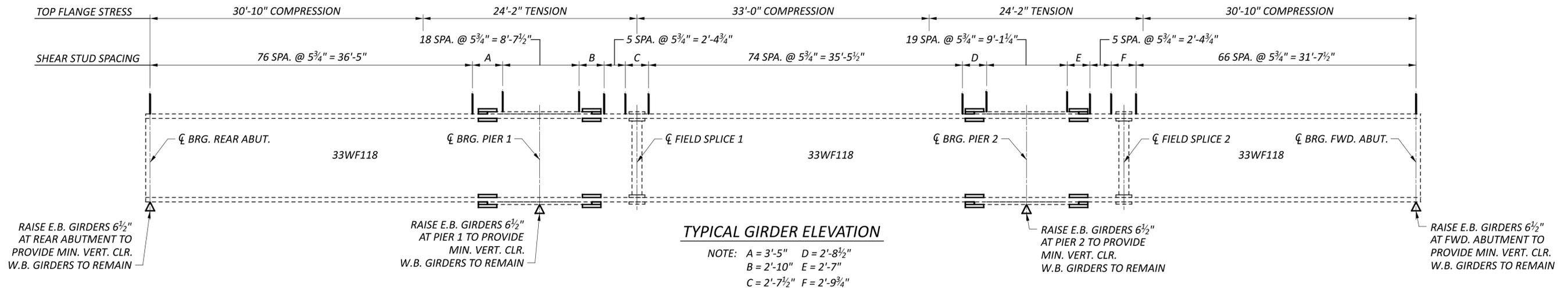


PLAN VIEW - TOP INNER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)



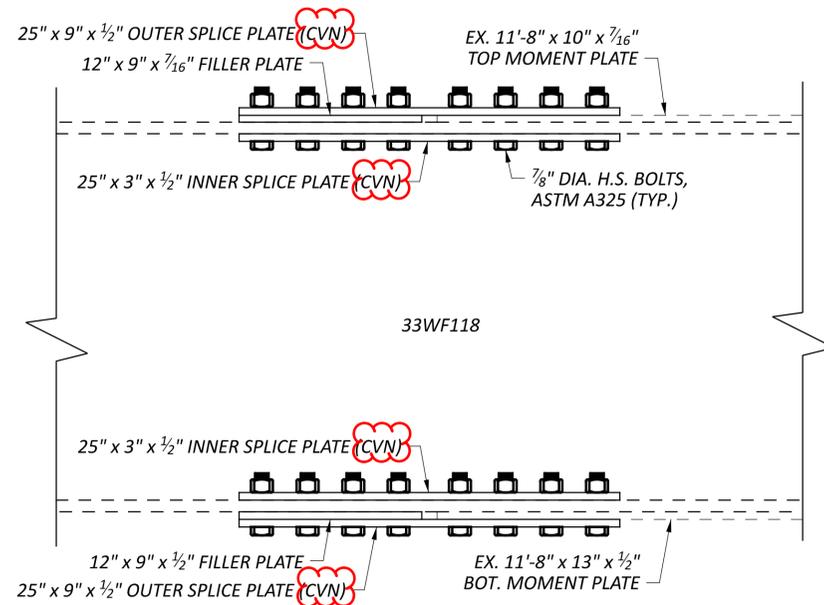
PLAN VIEW - BOTTOM INNER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)





	WESTBOUND SHEAR STUD HEIGHTS											
	SPAN 1				SPAN 2				SPAN 3			
	BRG.	1/4	1/2	3/4	BRG.	1/4	1/2	3/4	BRG.	1/4	1/2	3/4
GIRDER A	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"
GIRDER B	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"
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GIRDER E	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"
GIRDER F	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"	7"

	EASTBOUND SHEAR STUD HEIGHTS											
	SPAN 1				SPAN 2				SPAN 3			
	BRG.	1/4	1/2	3/4	BRG.	1/4	1/2	3/4	BRG.	1/4	1/2	3/4
GIRDER G	7 1/2"	7 1/2"	7"	7"	7"	7"	7"	7"	7"	7"	5 1/2"	5 1/2"
GIRDER H	7 1/2"	7 1/2"	7"	7"	7"	7"	7"	7"	7"	7"	5 1/2"	5 1/2"
GIRDER J	7 1/2"	7 1/2"	7"	7"	7"	7"	7"	7"	7"	7"	5 1/2"	5 1/2"
GIRDER K	7 1/2"	7 1/2"	7"	7"	7"	7"	7"	7"	5 1/2"	5 1/2"	5 1/2"	5 1/2"
GIRDER L	7 1/2"	7 1/2"	7"	7"	7"	7"	7"	7"	7"	7"	5 1/2"	5 1/2"
GIRDER M	7 1/2"	7 1/2"	7"	7"	7"	7"	7"	7"	5 1/2"	5 1/2"	5 1/2"	5 1/2"



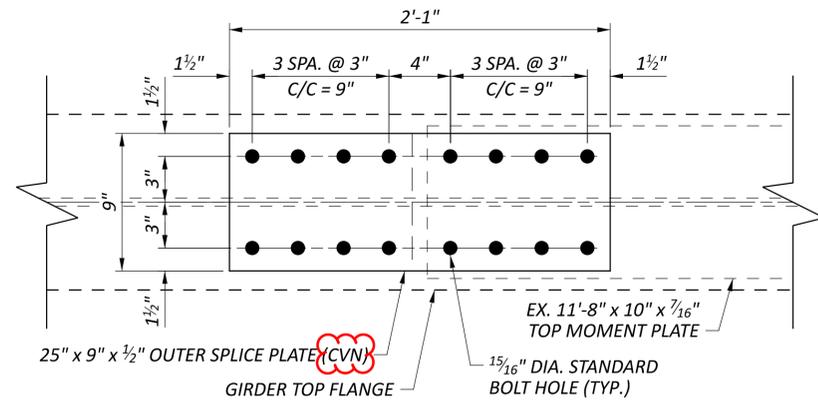
TYPICAL MOMENT PLATE RETROFIT DETAIL

NOTES

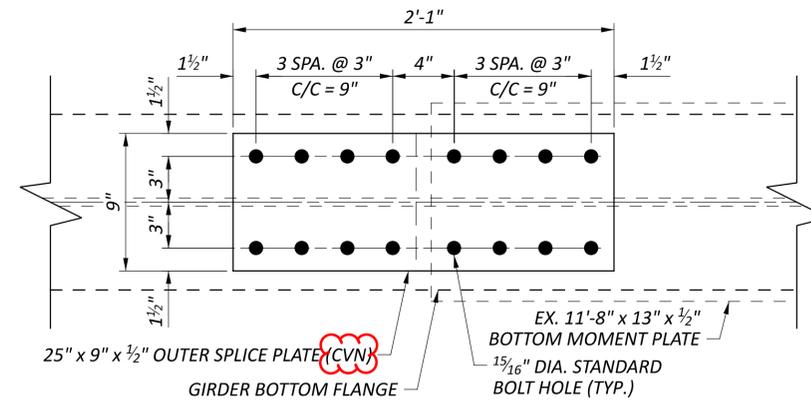
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- CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN C&MS 711.01.
- HIGH STRENGTH BOLTS SHALL BE 7/8" DIAMETER A325 UNLESS OTHERWISE NOTED.
- FOR FRAMING PLAN, SEE SHEET 66/89.

SUPERSTRUCTURE DETAILS (GIRDER ELEVATION)
 BRIDGE NO. UNI-33-11.50 L&R
 OVER CR 114 (WALDO RD.)

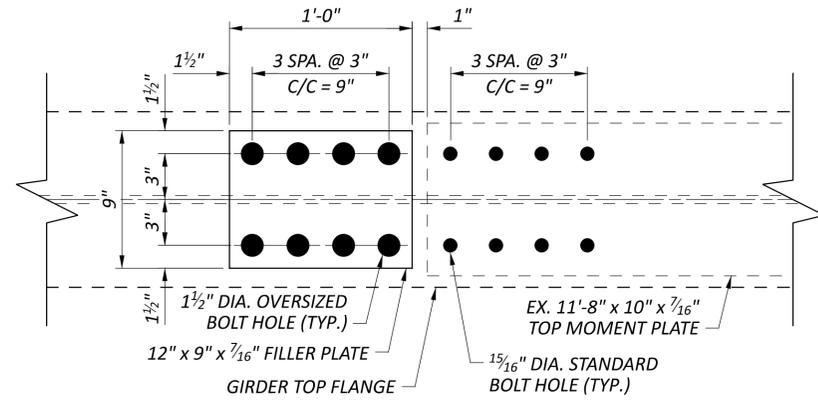
SFN	8001057
SFN	8001081
DESIGN AGENCY	
DESIGNER	JAM
CHECKER	MJQ
REVIEWER	MTG
PROJECT ID	115675
SUBSET	67
TOTAL	89
SHEET	P.205
TOTAL	227



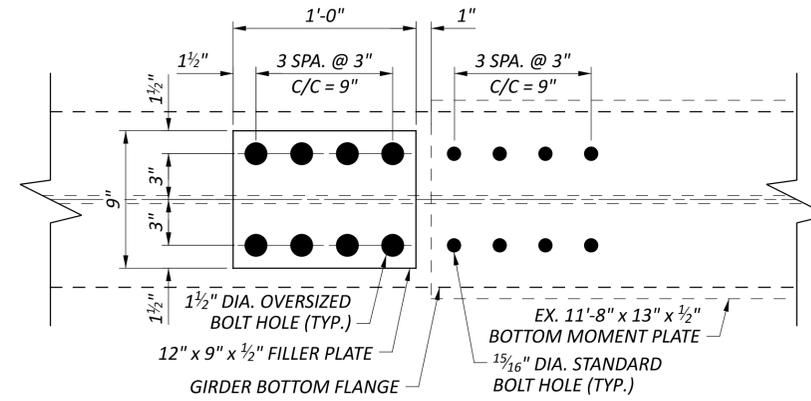
PLAN VIEW - TOP OUTER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)



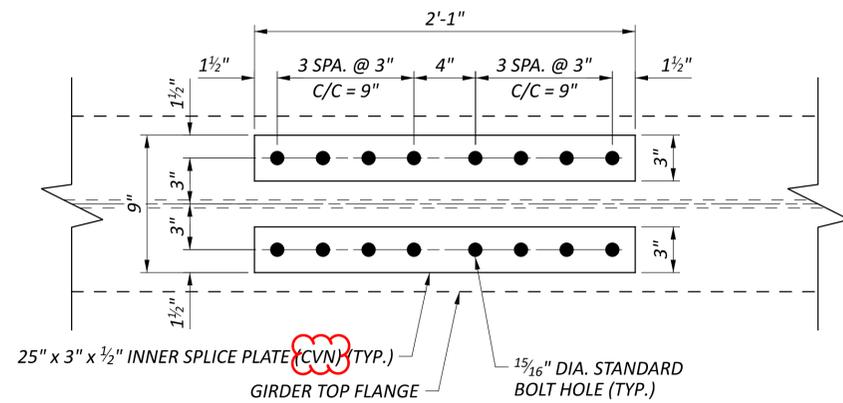
PLAN VIEW - BOTTOM OUTER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)



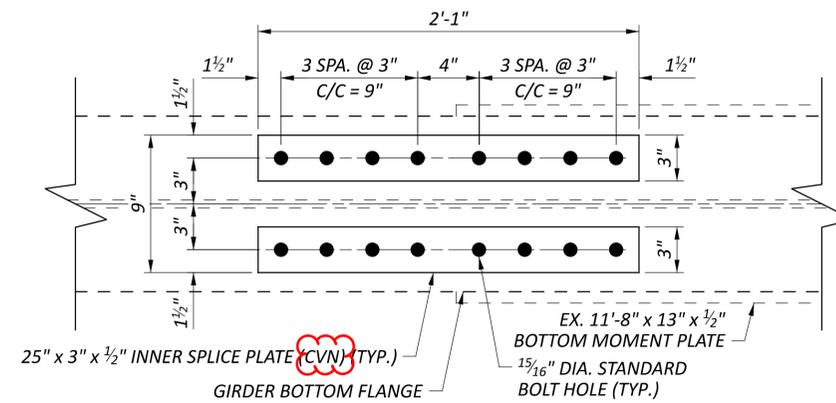
PLAN VIEW - TOP FILLER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)



PLAN VIEW - BOTTOM FILLER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)



PLAN VIEW - TOP INNER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)



PLAN VIEW - BOTTOM INNER PLATES
 (24 LOCATIONS REQUIRED EACH BOUND)

SFN	8001057
SFN	8001081
DESIGN AGENCY	
DESIGNER	JAM
CHECKER	MJQ
REVIEWER	MTG 07/15/24
PROJECT ID	115675
SUBSET	68 / 89
SHEET	P.206 / 227

ITEM 614 - MAINTAINING TRAFFIC:

REFER TO PART 1 FOR ALL MAINTENANCE OF TRAFFIC WITH EXCEPTION TO ALLOWABLE SHORT DURATION CLOSURES OF SR-245 AS DETAILED AND PAID FOR IN THESE PLANS.

ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION). COPIES ARE AVAILABLE FROM:

THE OHIO DEPARTMENT OF TRANSPORTATION
 BUREAU OF TRAFFIC
 1980 WEST BROAD STREET
 COLUMBUS, OHIO 43223

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES ON SR-245 EXCEPT FOR ACTIVE DEMOLITION OR BEAM ERECTION. DURING THESE TIMES THE THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.08. LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN):

NOTICE OF CLOSURE SIGNS, W20-H13, SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTIFICATION TIME FRAME TABLE.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MM-DD-YY FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN SHALL DISPLAY THE PHONE NUMBER OF THE DISTRICT 6 PUBLIC INFORMATION CONSTRUCTION LINE, (740)833-8268, WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.

**SR-245 WILL BE
 CLOSED MM/DD/YY
 FOR XX DAYS
 INFO: (740) 833-8268**

W20-H13-60

PAYMENT SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614, MAINTAINING TRAFFIC (ROAD CLOSED SIGN):

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS SHOWN ON SHEETS P.08 AND P.09.

NOTIFICATION OF TRAFFIC RESTRICTIONS:

THROUGHOUT THE DURATION OF PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE PIO (DO6.PIO@DOT.OHIO.GOV). THE PROJECT ENGINEER SHALL RECEIVE THIS NOTIFICATION PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

Notification Time Frame Table			
Item	Duration of Closure	Notification due to District 6 Communications Office	Sign Displayed to Public
Ramp & Road Closures	>= 2 weeks	21 calendar days prior to closure	14 calendar days prior to closure
	> 12 hours & < 2 weeks	14 calendar days prior to closure	7 calendar days prior to closure
	<= 12 hours	4 business days prior to closure	2 business days prior to closure
Lane Closures & Restrictions	>= 2 weeks	14 calendar days prior to closure	
	< 2 weeks	5 business days prior to closure	
Start of Construction & Traffic Pattern Changes	N/A	14 calendar days prior to implementation	

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

DETOUR SIGNING:

SIZE AND PLACEMENT OF DETOUR SIGNS (M4-9) SHOULD FOLLOW THE REQUIREMENTS OF THE ODOT SECTION 6F.03, SECTION 2A.11 AND TABLE 6F.01.

DETOUR SIGNING SHALL PROVIDE DRIVERS ADEQUATE TIME TO CLEARLY READ THE SIGNS AND MAKE THE PROPER DECISIONS AT EACH REQUIRED TURNING MOVEMENT. THE DESIGNATED DETOUR ROUTE SHALL BE SIGNED IN ACCORDANCE WITH THE REQUIREMENTS BELOW:

- APPROXIMATELY 1500 FEET PRIOR TO TIP OF THE PAINTED GORE AT AN INTERCHANGE WHEN EXITING A HIGH SPEED (45 MPH OR HIGHER) FACILITY.
- AT OR NEAR THE EXISTING SIGN IN THE GORE OF AN INTERCHANGE RAMP.
- AT OR NEAR THE FIRST EXISTING LANE ASSIGNMENT SIGN ON AN INTERCHANGE EXIT RAMP.
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT THE END OF AN EXIT RAMP.
- APPROXIMATELY 500 FEET PRIOR TO A REQUIRED TURN AT AN INTERSECTION NOT CONTROLLED BY A STOP SIGN (FOR 45 MPH OR HIGHER ONLY).
- AT OR NEAR THE EXISTING LANE ASSIGNMENT SIGN OR EXISTING ROUTE MARKER AT AN INTERSECTION.

- EVERY TWO MILES ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS OUTSIDE A CITY.
- EVERY TWO BLOCKS ALONG A TANGENT SECTION BETWEEN TURNING MOVEMENTS WITHIN A CITY.
- AT ANY OTHER INTERSECTION OR DECISION POINT WHERE THE DETOUR ROUTE IS CONTRARY TO THE NORMAL, EXPECTED TURNING MANEUVER OR OTHERWISE UNCLEAR.

DETOUR SIGNS SHALL BE PLACED, WHEN POSSIBLE, NEXT TO BUT NOT BLOCKING EXISTING ROUTE MARKERS OR LANE ASSIGNMENT SIGNS. DETOUR SIGNS SHALL NOT OBSCURE OR BE OBSCURED BY OTHER EXISTING OR TEMPORARY SIGNS.

DETOUR SIGNS SHALL BE ERECTED AND/OR UNCOVERED PRIOR TO THE ROAD OR RAMP BEING CLOSED TO TRAFFIC BUT NO EARLIER THAN FOUR HOURS PRIOR TO THE CLOSURE. DETOUR SIGNS SHALL BE COVERED AND/OR REMOVED NO LATER THAN FOUR HOURS FOLLOWING THE ROAD OR RAMP RE-OPENING TO TRAFFIC.

PAYMENT FOR ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL BE FOR ALL MATERIALS, LABOR, INCIDENTALS AND EQUIPMENT FOR FURNISHING, PROPER SIGN PLACEMENT AND SIZING, TIMELY ERECTING AND/OR UNCOVERING OF SIGNS, MAINTAINING SIGNS, AND TIMELY COVERING AND/OR REMOVING SIGNS AND SUPPORTS.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:
 ITEM 614 - DETOUR SIGNING = LUMP SUM

ITEM 614 - PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&M 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

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

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

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

THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&M 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

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

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 5 SIGN MONTHS ASSUMING 5 PCMS SIGNS FOR 1 MONTH.

RESTRICTION OF VERTICAL CLEARANCE

UNI-33-0879R: THE EXISTING VERTICAL CLEARANCES ON CR-133 (NORTHWEST PKWY.) ARE 14'-11" EASTBOUND AND 14'-10" WESTBOUND. DURING PHASE 3 CONSTRUCTION ACTIVITIES (INCLUDING TEMPORARY FALSEWORK), THE CONTRACTOR SHALL RESTRICT THE EXISTING VERTICAL CLEARANCE BY NO MORE THAN 1'-0". A LOW CLEARANCE SIGN, (W12-2A) SHALL BE MOUNTED ON THE EAST SIDE OF THE BRIDGE OVER THE WESTBOUND TRAFFIC AND WEST SIDE OF THE BRIDGE OVER THE EASTBOUND TRAFFIC OF CR-133 (NORTHWEST PKWY.).

IN ADDITION, PCMS HAVE BEEN ADDED TO THE PLAN QUANTITIES TO PROVIDE ADVANCE INFORMATION OF THE VC RESTRICTION. PROBABLE PCMS LOCATIONS INCLUDE:

- NORTHWEST PARKWAY EB
- NORTHWEST PARKWAY WB
- US-33 EB EXIT RAMP @ NORTHWEST PKWY.
- US-36 NB EXIT RAMP @ NORTHWEST PKWY.
- SR-245 NB @ NORTHWEST PKWY.

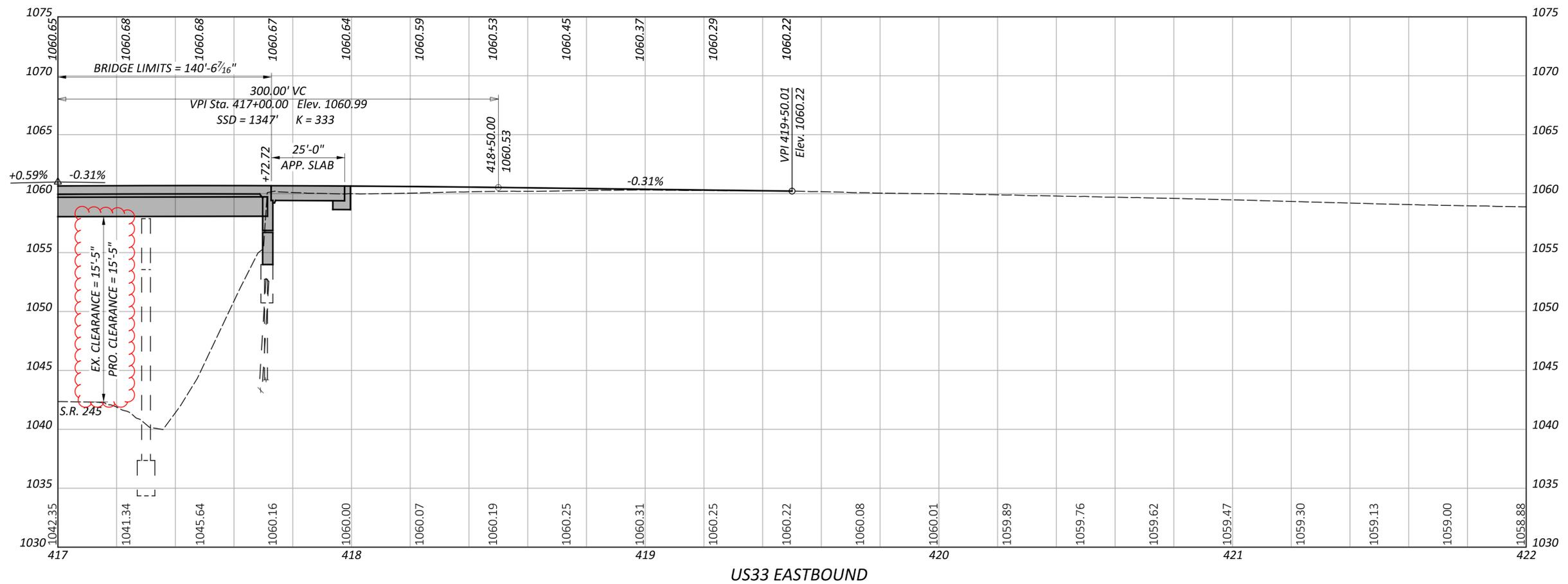
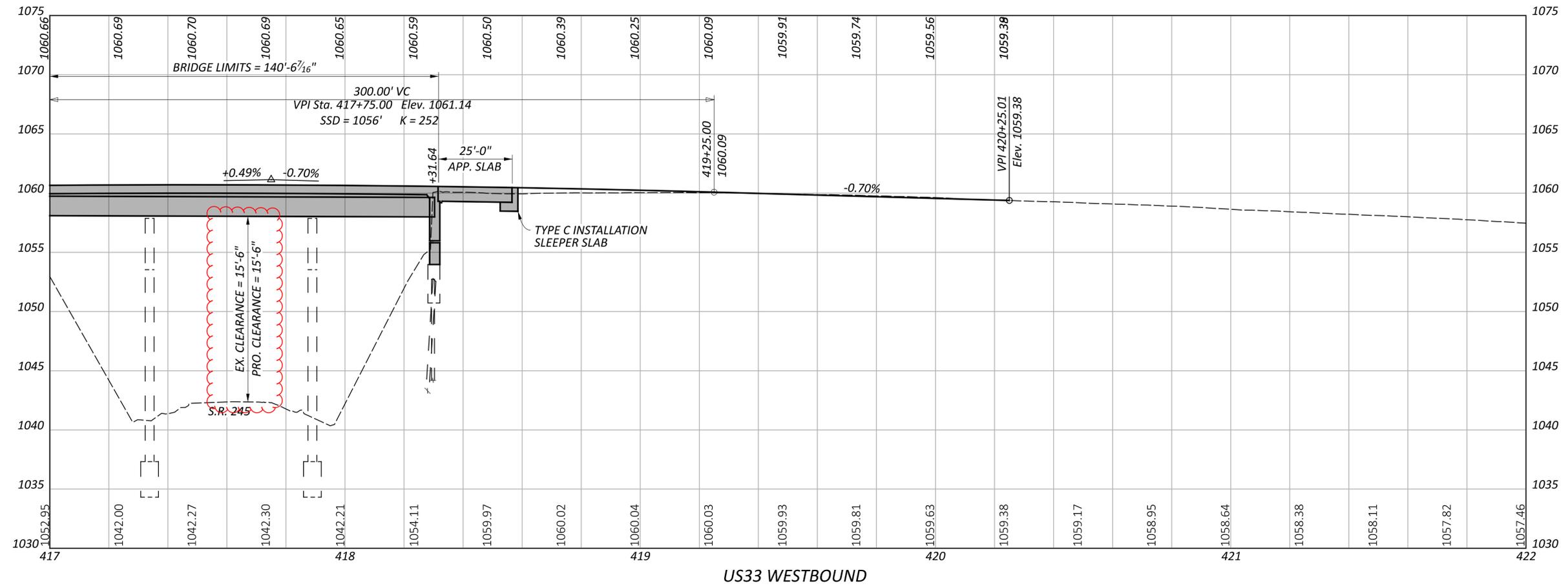
THE PROJECT ENGINEER SHALL NOTIFY SPECIAL HAUL PERMITS Hauling.Permits@dot.ohio.gov 72 HRS IN ADVANCE OF ANY VERTICAL CLEARANCE RESTRICTIONS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.



UNI-33-7.85, UNI-33-8.79 (PART 2)

MODEL: 115675_Gp204_PAPER SIZE: 34x22 (in.) DATE: 3/17/2025 TIME: 3:12:47 PM USER: jprosnah
 pw:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 06\Union\115675\00-Engineering\Roadway\Sheets\115675_Gp204.dgn



PROFILE - US-33
 AT SR-245

DESIGN AGENCY



DESIGNER	JMB
REVIEWER	DKR
PROJECT ID	115675
SHEET	P.16
TOTAL	102

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15	DATED/REVISED	1/20/23
AS-2-15	DATED/REVISED	7/21/23
CPA-1-08	DATED/REVISED	1/19/24
CS-1-24	DATED/REVISED	7/19/24
PCB-91	DATED/REVISED	7/17/20
SBR-1-20	DATED/REVISED	7/19/24

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

SS 800	7/18/24
SS 848	1/19/24

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

CF2000(57)

DESIGN DATA

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI SUPERSTRUCTURE

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI SUBSTRUCTURE

CONCRETE REINFORCEMENT:

GALVANIZED STEEL REINFORCEMENT, PER C&MS 709.16
 MINIMUM YIELD STRENGTH 60 KSI (ABUTMENTS, DIAPHRAGMS,
 DECK EDGES, APPROACH SLABS, SLEEPER SLABS, RAILINGS)

MONOLITHIC WEARING IS ASSUME, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

DECK PROTECTION METHOD

NEW SDC OVERLAY OF 3.25" THICKNESS

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTIALLY, THEY ARE TO INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04 BASE CONTRACT. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUBSTRUCTURE)

THIS ITEM SHALL INCLUDE THE ELEMENTS OF THE SUBSTRUCTURE INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING CONCRETE REINFORCEMENT TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

ITEM 202 PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUPERSTRUCTURE)

THIS WORK CONSISTS OF THE REMOVAL OF THE PARAPETS AND DECK EDGES. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED IN THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING PARAPET AND DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO REMAIN.

PRIOR TO REMOVING THE EXISTING CONCRETE, SAW CUT A 1" DEEP LONGITUDINAL LINE 3'-6" FROM THE DECK EDGE ON BOTH THE TOP AND BOTTOM OF THE DECK AS SHOWN IN THESE PLANS.

IF A HYDRAULIC SPLITTER IS USED, DRILL THE THE FIRST LINE OF HOLES 8-12" FROM THE EXISTING DECK EDGE. DRILL THE RELIEF HOLES ON 18" CENTERS. THE SECOND LINE OF HOLES SHALL BE LOCATED 3" FROM THE REMOVAL LINE. DRILL HOLES IN AN ALTERNATING PATTERN FROM THE FIRST LINE 18" ON CENTER. **ALL HOLES MUST BE DRILLED FROM THE BOTTOM OF THE BRIDGE DECK.**

ALL CONCRETE REMOVED SHALL BE REMOVED BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING ACCORDING TO CMS 501.05.

THE REMOVAL OF EXISTING SCUPPERS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUPERSTRUCTURE).

THE DEPARTMENT WILL MEASURE QUANTITY OF REMOVALS ON A CUBIC YARD BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 PORTION OF STRUCTURE REMOVED, AS PER PLAN (SUPERSTRUCTURE).

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

THE CONTRACTOR SHALL DESIGN ALL COFFERDAMS, CRIBS, SHEETING, SHORING, BRACING, OR OTHER MEANS NECESSARY TO SAFELY SUPPORT THE SIDES OF EXCAVATIONS, EMBANKMENTS, ADJACENT BUILDINGS, TRACKS, OR OTHER PREMESIS IMPACTED BY THE PROPOSED CONSTRUCTION WORK. THE CONTRACTOR SHALL PREPARE AND PROVIDE DETAILED PLANS IN ACCORDANCE WITH CMS 501.05. PAYMENT FOR THE DESIGN, CONSTRUCTION, AND REMOVAL OF ALL MEANS OF TEMPORARY SUPPORT SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN.

ITEM 510 - DOWEL HOLES, WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN

PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR. DRILL DOWEL HOLES WHERE SHOWN IN THE PLANS EXCEPT AS NOTED ABOVE. INSTALL REINFORCING STEEL ACCORDING TO ITEM 510 USING NONSHRINK, NONMETALLIC GROUT, CMS 705.20.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF TEMPORARILY SUPPORTING THE EXISTING STRUCTURES DURING THE REMOVAL OF THE EXISTING BRIDGE DECK ENDS AND PLACEMENT OF THE PROPOSED DECK ENDS TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

TEMPORARY SUPPORTS SHALL BE PLACED NO MORE THAN 2 FEET FROM ANY EDGE AND NO MORE THAN 4 FEET APART.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05.

IF DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. THE DEPARTMENT WILL NOT PAY FOR REQUIRED REPAIRS.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES QUANTITIES AT THE CONTRACT PRICE ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN & ITEM 526 - TYPE C INSTALLATION, AS PER PLAN

THIS ITEM SHALL CONSIST OF GALVANIZED STEEL REINFORCEMENT CONFORMING TO C&MS 509 & 709.16 IN PLACE OF EPOXY COATED REINFORCING STEEL. TYPE 4-A CURB AS SHOWN IN THE APPROACH SLAB/SLEEPER SLAB DETAILS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 526. ALL PROVISIONS OF ITEM 526 SHALL APPLY.

ITEM 530 SPECIAL - STRUCTURES: GROUT PORTABLE BARRIER ANCHOR HOLES

THIS ITEM SHALL CONSISTS OF GROUTING PORTABLE BARRIER ANCHOR DOWEL HOLES WITH 705.20 GROUT IN ACCORDANCE WITH 510.04.

SEAL GROUTED ANCHOR HOLES WITH HMWM RESIN AS PER C&MS 511.19.

PAYMENT SHALL BE AT THE UNIT PRICE BID PER EACH ITEM - SPECIAL STRUCTURES: GROUT PORTABLE BARRIER ANCHOR HOLES, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

THE FOLLOWING QUANTITIES SHALL BE CARRIED TO THE E.B./W.B. ESTIMATED QUANTITIES :

WESTBOUND UNI-33-0879(L) PHASE 2: 68 (EACH)
 EASTBOUND UNI-33-0879(R) PHASE 4: 76 (EACH)

ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION

SURFACE PREP SHALL BE PERFORMED IN ACCORDANCE WITH SUPPLEMENTAL SPEC 848.20 WITH A MINIMUM OF FINAL 1" OF EXISTING DECK REMOVED BY HYDRODEMOLITION METHOD. CONTRACTOR SHALL PROVIDE CONTAINMENT AND CAPTURE OF ALL HYDRODEMOLITION WASTEWATER IN ACCORDANCE WITH SS 848. WASTEWATER SHALL BE DISPOSED OF AT A NPDES PERMITTED FACILITY. IN ADDITION, CONTRACTOR SHALL TAKE CARE TO AVOID FULL DEPTH BLOW-THROUGHS DURING HYDRO OPERATION.

DOCUMENTATION OF VARIABLE DEPTH

PRIOR TO POURING PROPOSED SDC OVERLAYS, THE PROJECT ENGINEER MUST DOCUMENT THE APPROXIMATE VARIABLE DEPTH LOCATIONS ON THE DECK AND TAKE PICTURES OF THESE LOCATIONS AND OTHER SIGNIFICANT FINDINGS. ADDITIONALLY, DOCUMENT THE AS BUILT OVERLAY THICKNESS AND TOTAL AMOUNT OF VARIABLE DEPTH USED. PROVIDE THIS DOCUMENTATION TO THE ODOT BRIDGE ENGINEER TO BE KEPT ON FILE FOR FUTURE POSSIBLE OVERLAYS.

CONSTRUCTION BRIDGE CLEARANCE

UNI-33-0879R: THE EXISTING VERTICAL CLEARANCES ON CR-133 (NORTHWEST PKWY.) ARE 14'-11" EASTBOUND AND 14'-10" WESTBOUND. DURING PHASE 3 CONSTRUCTION ACTIVITIES (INCLUDING TEMPORARY FALSEWORK), THE CONTRACTOR SHALL RESTRICT THE EXISTING VERTICAL CLEARANCE BY NO MORE THAN 1'-0". A LOW CLEARANCE SIGN, (W12-2A) SHALL BE MOUNTED ON THE EAST SIDE OF THE BRIDGE OVER THE WESTBOUND TRAFFIC AND WEST SIDE OF THE BRIDGE OVER THE EASTBOUND TRAFFIC OF CR-133 (NORTHWEST PKWY.).

STRUCTURE NOTES
 BRIDGE NO. UNI-33-0879 L&R
 OVER CR-133 (NORTHWEST PKWY.)

SFN 8000786

SFN 8000816

DESIGN AGENCY



DESIGNER JMB CHECKER JPH

REVIEWER CPS 11/15/24

PROJECT ID 115675

SUBSET	TOTAL
4	37

SHEET	TOTAL
P.69	102