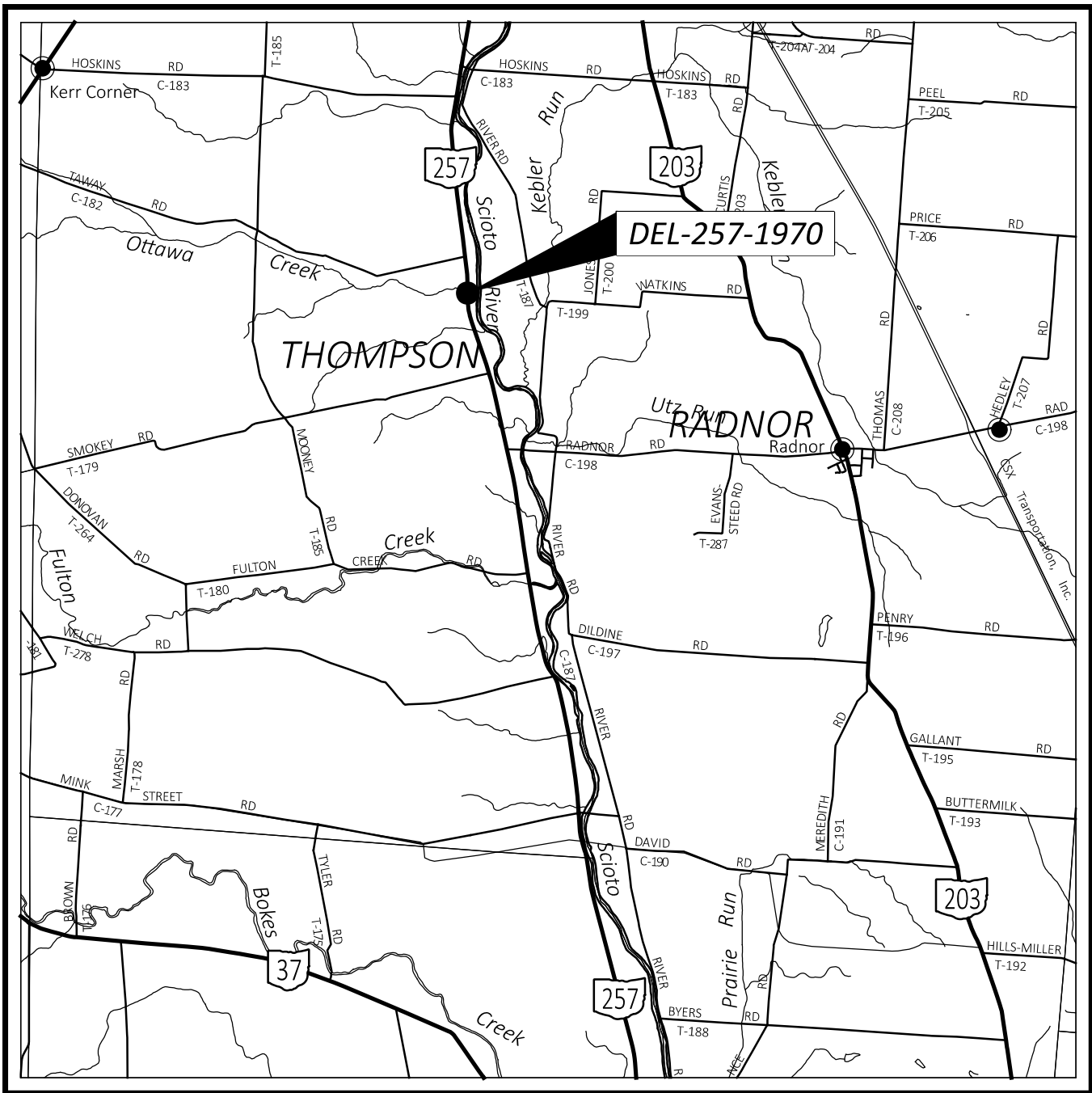




DEL-257-1970 LOCATION MAP

LATITUDE: 40°23'54" LONGITUDE: 83°11'48"



DESIGN DESIGNATION

CURRENT ADT (2025)	800
DESIGN YEAR ADT (2045)	800
DESIGN HOURLY VOLUME (2045)	100
DIRECTIONAL DISTRIBUTION	61%
TRUCKS (24 HOUR B&C)	6%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
04 MINOR ARTERIAL (RURAL)	
NHS PROJECT	NO

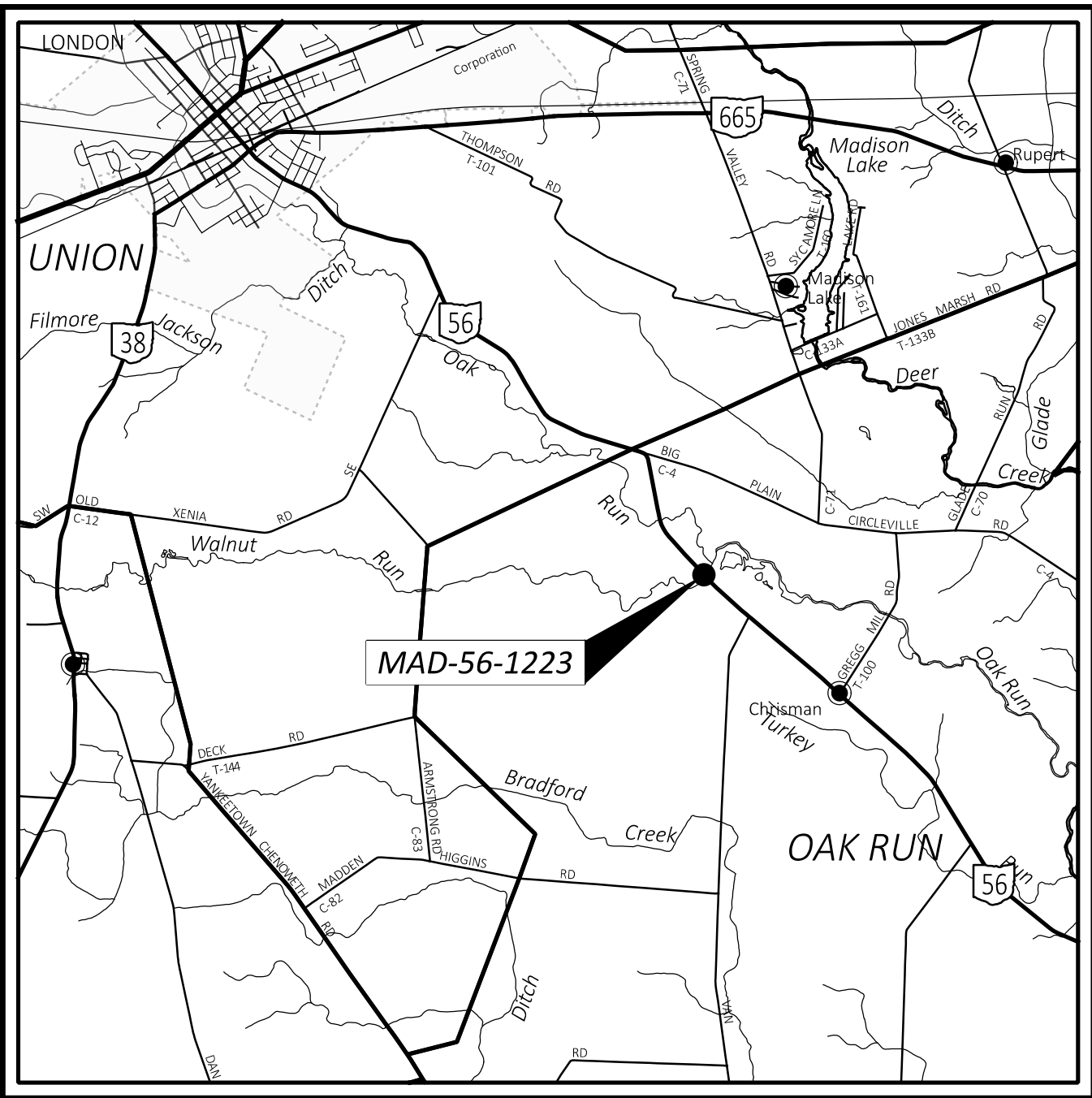
EARTH DISTURBED AREAS

DEL-257-1970	
PROJECT EARTH DISTURBED AREA:	0.4 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

MAD-56-1223	
PROJECT EARTH DISTURBED AREA:	0.7 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

MAD-323-0390	
PROJECT EARTH DISTURBED AREA:	0.6 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

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



MAD-56-1223 LOCATION MAP

LATITUDE: 39°50'48" LONGITUDE: 83°23'33"

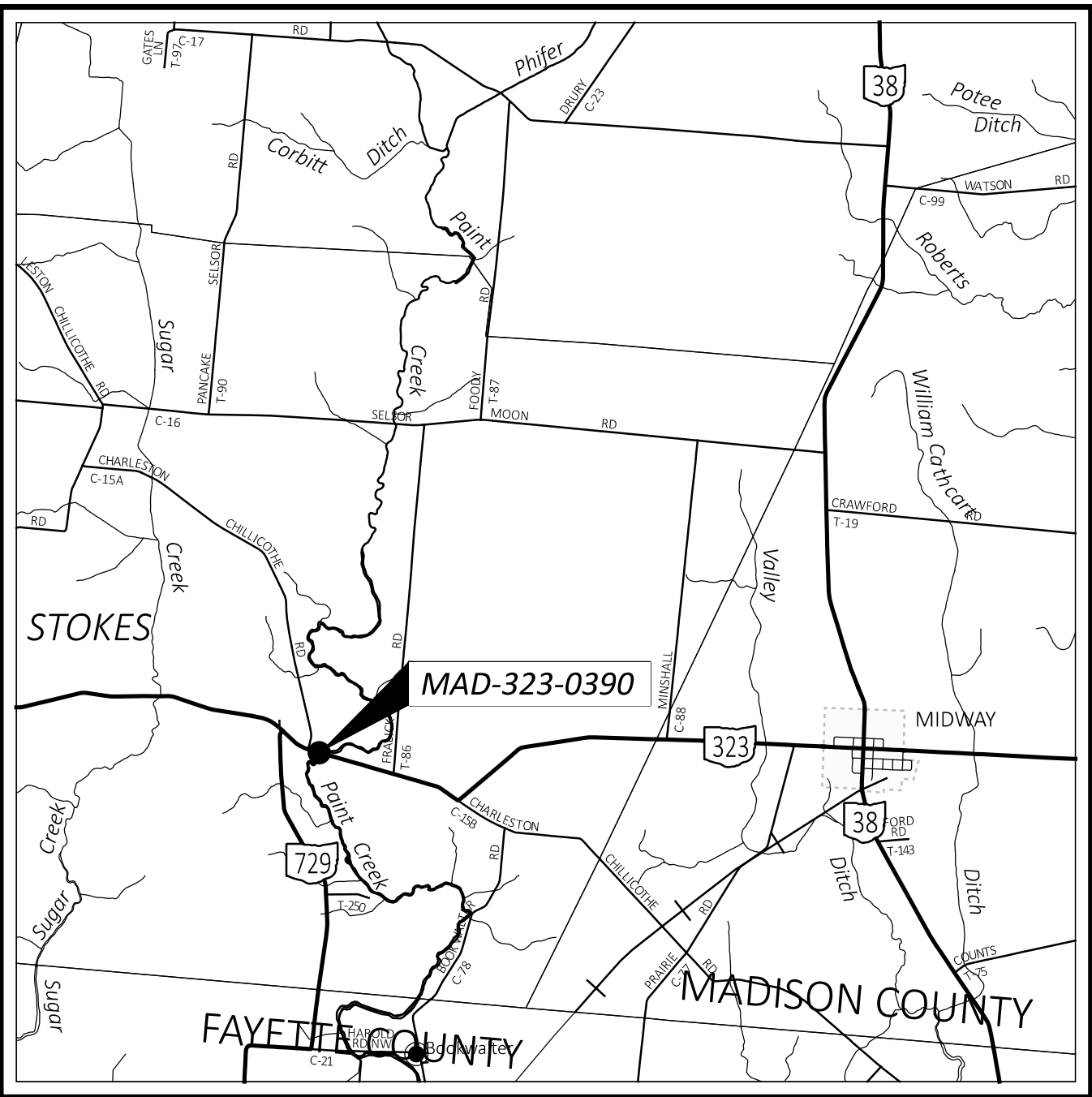


DESIGN DESIGNATION

CURRENT ADT (2025)	1,800
DESIGN YEAR ADT (2045)	2,000
DESIGN HOURLY VOLUME (2045)	250
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	31%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
05 MAJOR COLLECTOR (RURAL)	
NHS PROJECT	NO

MAR-4-0179	
PROJECT EARTH DISTURBED AREA:	0.6 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

MAR-95-1744	
PROJECT EARTH DISTURBED AREA:	0.6 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)



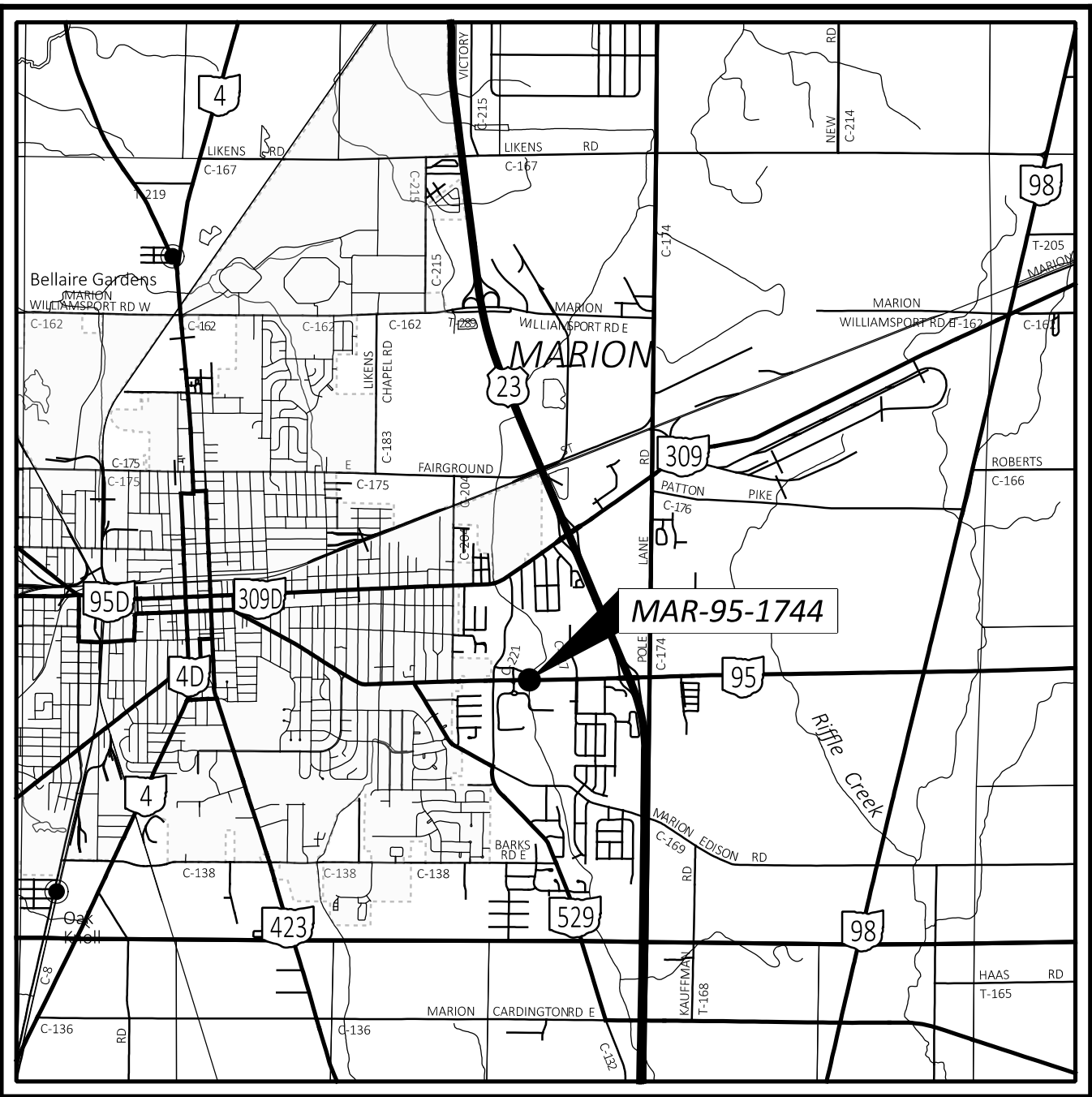
MAD-323-0390 LOCATION MAP

LATITUDE: 39°43'57" LONGITUDE: 83°32'35"



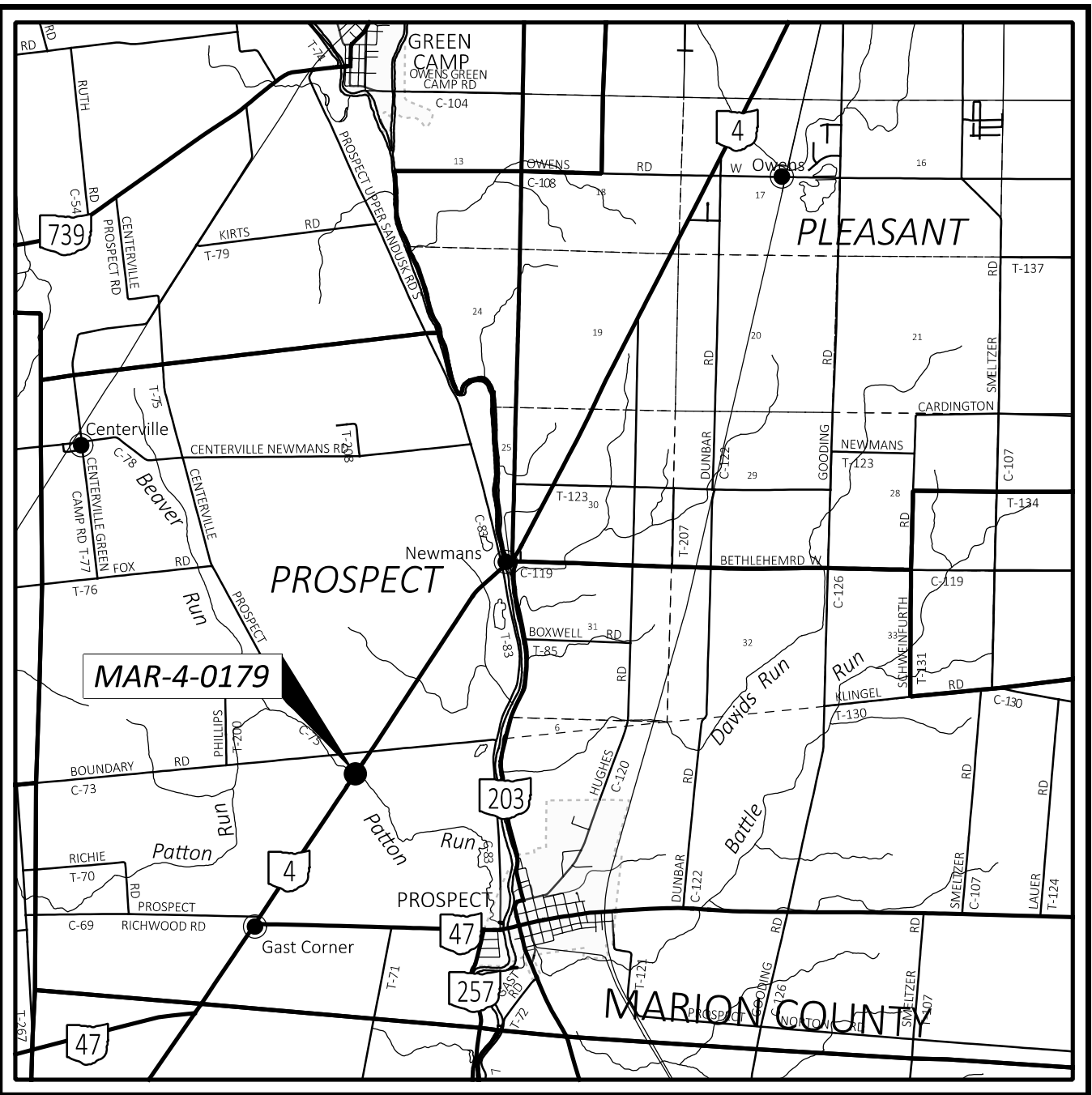
DESIGN DESIGNATION

CURRENT ADT (2025)	350
DESIGN YEAR ADT (2045)	450
DESIGN HOURLY VOLUME (2045)	60
DIRECTIONAL DISTRIBUTION	66%
TRUCKS (24 HOUR B&C)	37%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
05 MAJOR COLLECTOR (RURAL)	
NHS PROJECT	NO



MAR-95-1744 LOCATION MAP

LATITUDE: 40°34'52" LONGITUDE: 83°05'17"



MAR-4-0179 LOCATION MAP

LATITUDE: 40°27'52" LONGITUDE: 83°12'34"



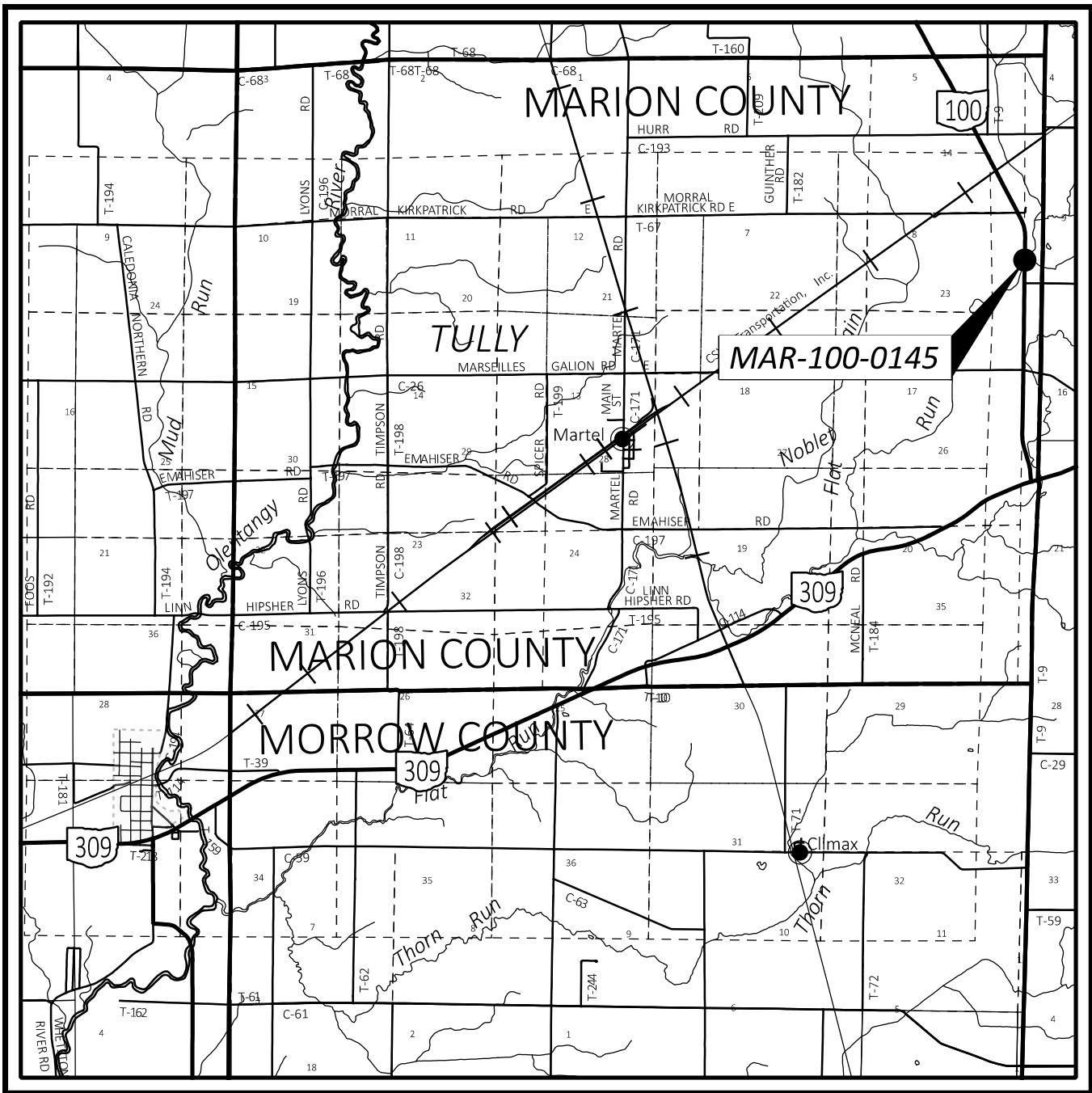
DESIGN DESIGNATION

CURRENT ADT (2025)	5,600
DESIGN YEAR ADT (2045)	8,000
DESIGN HOURLY VOLUME (2045)	1,000
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	16%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
04 MINOR ARTERIAL (RURAL)	
NHS PROJECT	NO

DESIGN DESIGNATION

CURRENT ADT (2025)	19,000
DESIGN YEAR ADT (2045)	19,500
DESIGN HOURLY VOLUME (2045)	2,100
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	5%
DESIGN SPEED	40 MPH
LEGAL SPEED	35 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
03 OTHER PRINCIPAL ARTERIAL (URBAN)	
NHS PROJECT	NO





MAR-100-0145 LOCATION MAP

LATITUDE: 40°40'54" LONGITUDE: 82°51'39"



DESIGN DESIGNATION

CURRENT ADT (2025)	700
DESIGN YEAR ADT (2045)	800
DESIGN HOURLY VOLUME (2045)	100
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
06 MINOR COLLECTOR (RURAL)	
NHS PROJECT	NO

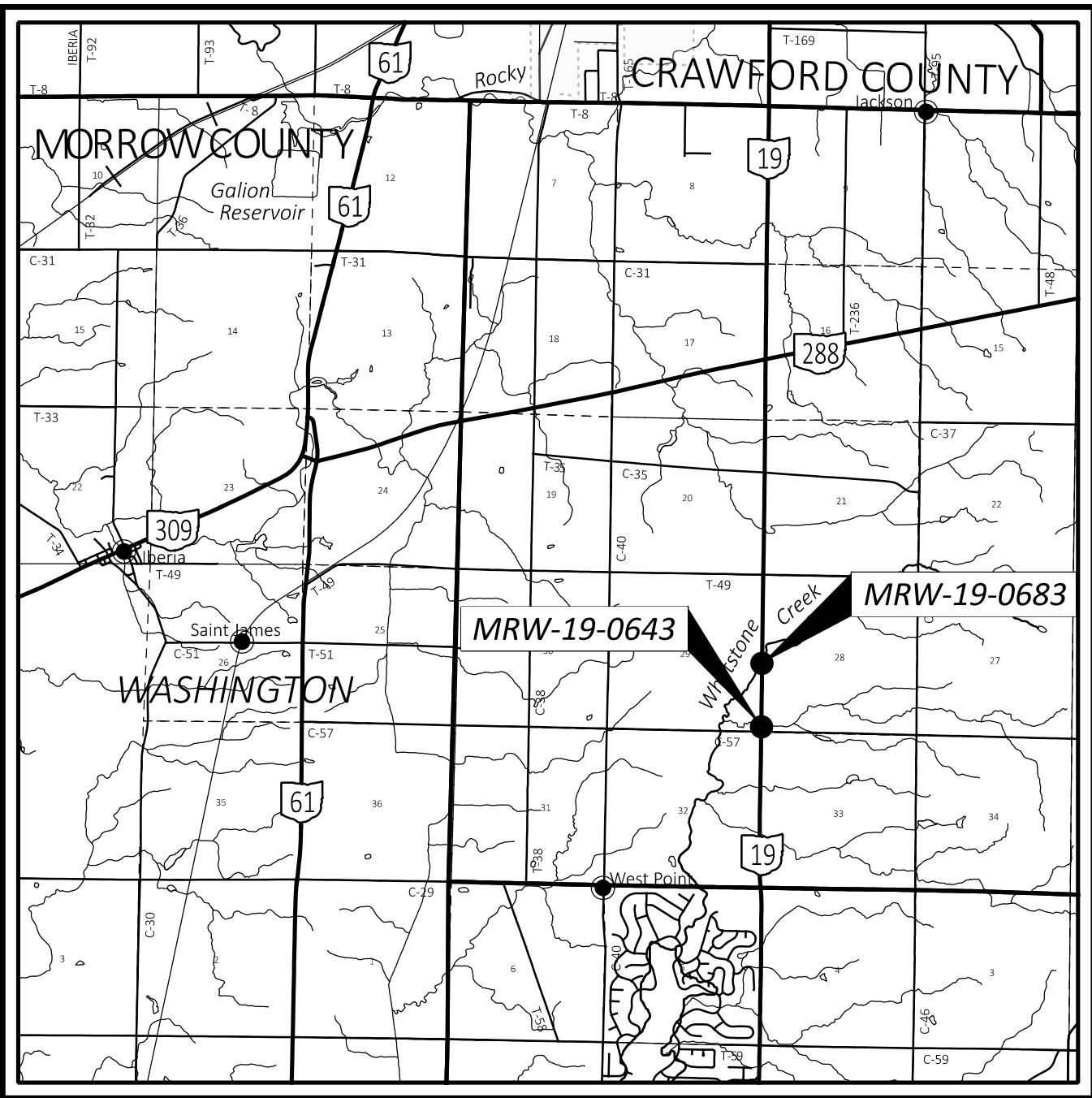
EARTH DISTURBED AREAS

MAR-100-0145	
PROJECT EARTH DISTURBED AREA:	0.4 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

MRW-19-0643	
PROJECT EARTH DISTURBED AREA:	0.4 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

MRW-19-0683	
PROJECT EARTH DISTURBED AREA:	0.4 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

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



MRW-19-0643 LOCATION MAP
MRW-19-0683 LOCATION MAP

LATITUDE: 40°39'36" LONGITUDE: 82°45'56"



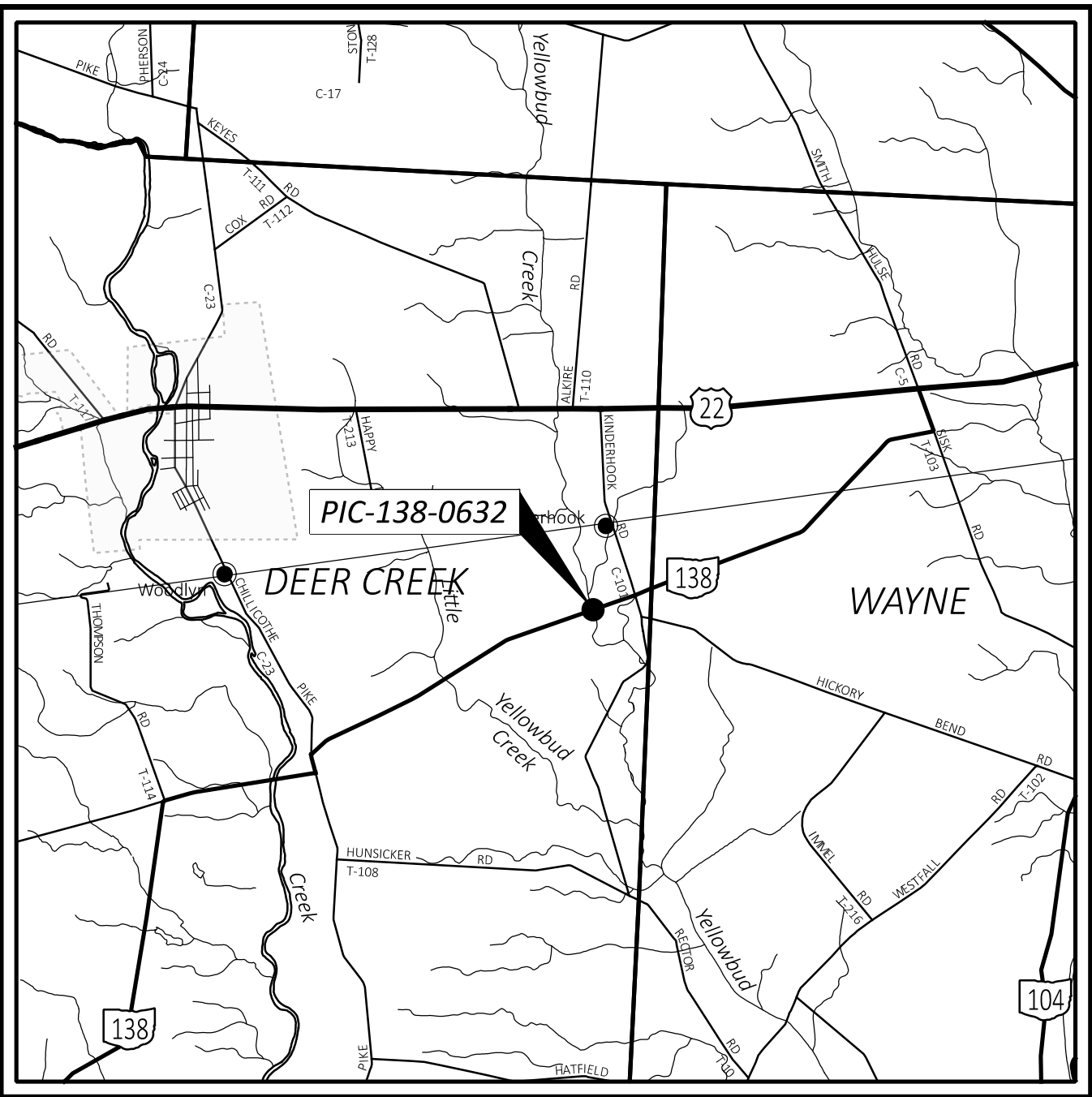
DESIGN DESIGNATION

CURRENT ADT (2025)	2,600
DESIGN YEAR ADT (2045)	2,800
DESIGN HOURLY VOLUME (2045)	400
DIRECTIONAL DISTRIBUTION	65%
TRUCKS (24 HOUR B&C)	8%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
05 MAJOR COLLECTOR (RURAL)	
NHS PROJECT	NO

PIC-138-0632	
PROJECT EARTH DISTURBED AREA:	0.4 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

UNI-37-0204	
PROJECT EARTH DISTURBED AREA:	0.6 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

UNI-47-0733	
PROJECT EARTH DISTURBED AREA:	0.4 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)



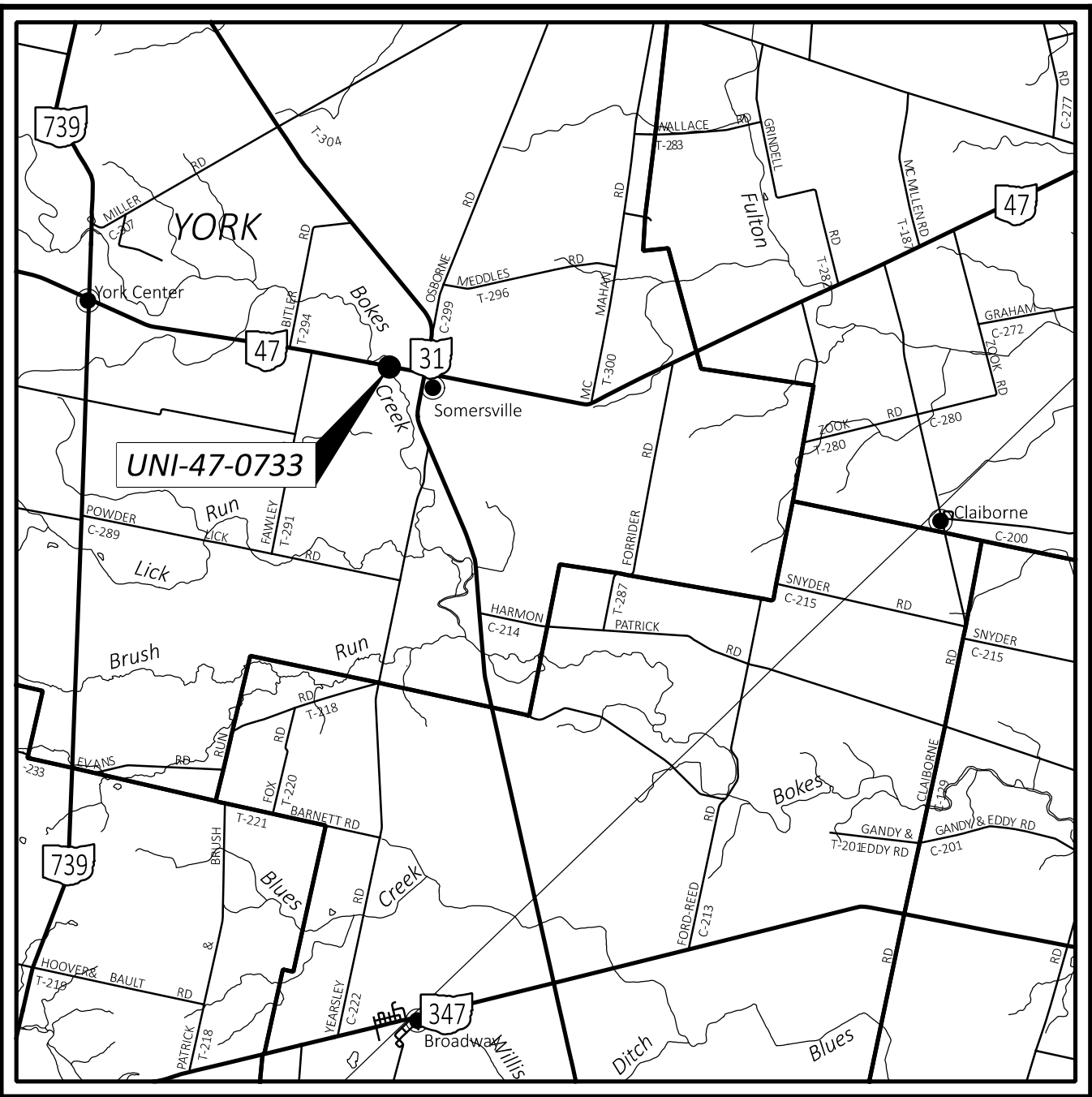
PIC-138-0632 LOCATION MAP

LATITUDE: 39°34'00" LONGITUDE: 83°04'14"



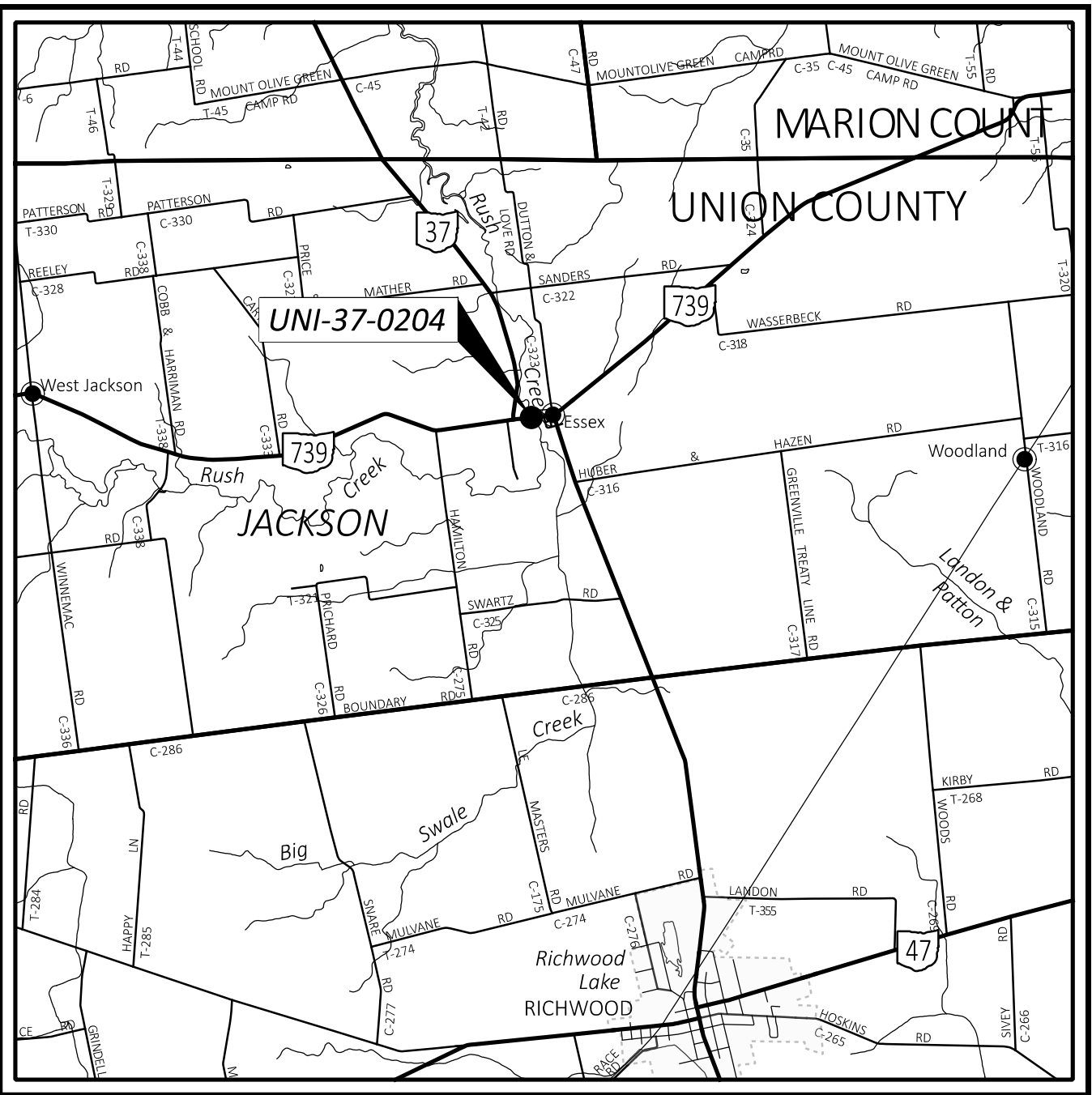
DESIGN DESIGNATION

CURRENT ADT (2025)	1,100
DESIGN YEAR ADT (2045)	1,200
DESIGN HOURLY VOLUME (2045)	150
DIRECTIONAL DISTRIBUTION	65%
TRUCKS (24 HOUR B&C)	8%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
05 MAJOR COLLECTOR (RURAL)	
NHS PROJECT	NO



UNI-47-0733 LOCATION MAP

LATITUDE: 40°24'07" LONGITUDE: 83°24'60"



UNI-37-0204 LOCATION MAP

LATITUDE: 40°28'56" LONGITUDE: 83°19'04"



DESIGN DESIGNATION

CURRENT ADT (2025)	1,600
DESIGN YEAR ADT (2045)	1,800
DESIGN HOURLY VOLUME (2045)	250
DIRECTIONAL DISTRIBUTION	56%
TRUCKS (24 HOUR B&C)	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
05 MAJOR COLLECTOR (RURAL)	
NHS PROJECT	NO

DESIGN DESIGNATION

CURRENT ADT (2025)	950
DESIGN YEAR ADT (2045)	1,000
DESIGN HOURLY VOLUME (2045)	150
DIRECTIONAL DISTRIBUTION	52%
TRUCKS (24 HOUR B&C)	23%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	
05 MAJOR COLLECTOR (RURAL)	
NHS PROJECT	NO



GENERAL:

THE CONTRACTOR SHALL SUBMIT IN WRITING A SCHEDULE OF OPERATIONS TO THE ENGINEER (SEE 108.02) AND RECEIVE APPROVAL IN WRITING BEFORE WORK IS STARTED ON THIS PROJECT. 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.

CONTRACTORS EQUIPMENT - OPERATION AND STORAGE:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAFFIC WHERE PRACTICAL. EQUIPMENT SHALL HAVE AT LEAST ONE AMBER FLASHING LIGHT. WHEN PARKED ALONG THE HIGHWAY, THE EQUIPMENT SHALL BE LOCATED EITHER A MINIMUM OF THIRTY FEET FROM THE EDGE OF PAVEMENT OR SIX FEET BEHIND GUARDRAIL WITH A MINIMUM OF 125 FEET OF GUARDRAIL PRECEDING THE EQUIPMENT. ALL OTHER EQUIPMENT, INCLUDING PRIVATE VEHICLES, SHALL BE STORED AT AN APPROVED CONTRACTOR'S STORAGE AREA.

CONTINGENCY QUANTITIES:

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER" UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THIS PROJECT.

REMOVAL ITEMS:

ANY REMOVAL ITEMS IDENTIFIED IN THIS PLAN BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF. PAYMENT FOR THE ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE REMOVED ITEM.

WORK LIMITS:

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. THE INSTALLATION AND OPERATION OF ALL TEMPORARY TRAFFIC CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS SHALL BE PROVIDED BY THE CONTRACTOR WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

UTILITIES:

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

CLEARING AND GRUBBING

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

ENDANGERED BAT HABITAT REMOVAL

THIS PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT, AND NORTHERN LONG-EARED BAT. NO TREES SHALL BE REMOVED UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT (ESA). FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS: A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK 3 INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

SEEDING AND MULCHING

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

659, TOPSOIL	122 CY
659, SEEDING AND MULCHING	1,100 SY
659, REPAIR SEEDING AND MULCHING	55 SY
659, INTER-SEEDING	55 SY
659, COMMERCIAL FERTILIZER	0.15 TON
659, LIME	0.23 ACRES
659, WATER	6 MGAL

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

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. CONSEQUENTLY, THEY ARE 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 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 SPECIAL - PILE ENCASEMENT

ENCASE ALL CAST-IN-PLACE AND STEEL H-PILES FOR THE CAPPED PILE PIERS IN CONCRETE CONFORMING TO C&MS 511 (F'C = 4.0-KSI). PROVIDE A CONCRETE SLUMP BETWEEN 6 TO 8 INCHES WITH THE USE OF A SUPERPLASTICIZER. PLACE THE CONCRETE WITHIN A FORM THAT CONSISTS OF POLYETHYLENE PIPE (C&MS 707.33), OR PVC PIPE (C&MS 707.42). THE ENCASEMENT SHALL EXTEND FROM 3 FEET BELOW THE FINISHED GROUND SURFACE UP TO A MAXIMUM OF 1FT BELOW THE CONCRETE PIER CAP. POSITION THE PIPE SO THAT AT LEAST 3 INCHES OF CONCRETE COVER IS PROVIDED AROUND THE EXTERIOR OF THE PILE.

ALL REINFORCING STEEL IS TO BE UNCOATED.

THE DEPARTMENT WILL MEASURE PILE ENCASEMENT BY THE NUMBER OF FEET. THE DEPARTMENT WILL DETERMINE THE SUM AS THE LENGTH MEASURED ALONG THE AXIS OF EACH PILE FROM THE BOTTOM OF THE ENCASEMENT TO THE TOP OF THE ENCASEMENT. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM - SPECIAL, PILE ENCASEMENT.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF

ALL WELDS SHALL BE INCLUDED IN THE CONTRACT UNIT BID PRICE FOR ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF.

ENVIRONMENTAL PERMITTING

ODOT WILL OBTAIN ALL APPROPRIATE WATERWAY PERMITS PRIOR TO ANY WORK WITHIN THE JURISDICTIONAL BOUNDARY OF ANY WATERWAY, INCLUDING WETLANDS, AND ALL WATERWAY PERMIT SPECIAL PROVISIONS WILL BE NOTED UNDER SPECIAL PROVISIONS INCLUDED IN THE PLANS AND ADHERED TO DURING CONSTRUCTION. DO NOT PERFORM ANY WORK WITHIN THE JURISDICTIONAL BOUNDARIES OF ANY WATERWAY, INCLUDING WETLANDS, UNTIL ODOT OBTAINS THE NECESSARY WATERWAY PERMIT(S). WORK INCLUDES THE PLACEMENT OF ANY TEMPORARY OR PERMANENT FILLS WITHIN THE JURISDICTIONAL BOUNDARY OF ANY WATERWAY, INCLUDING WETLANDS.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. 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 STRUCTURE 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 STEEL PILING. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.



DESIGNER	
JMB	
REVIEWER	
PROJECT ID	
122446	
SHEET	TOTAL
P.04	29

GENERAL:
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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

ALL PERMANENT TRAFFIC CONTROLS NOT IN CONFLICT WITH THE TEMPORARY TRAFFIC CONTROLS SHALL BE MAINTAINED THROUGHOUT THIS PROJECT BY THE CONTRACTOR. PERMANENT TRAFFIC CONTROLS MAY BE TEMPORARILY RELOCATED BY THE ENGINEER. THE CONTRACTOR SHALL ASSUME ALL LIABILITY FOR MISSING, DAMAGED, AND PROPERLY PLACED SIGNS.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ANY APPLICABLE R/W USE PERMITS PRIOR TO INSTALLATION OF ANY MOT SIGNING.

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.

PERMITTED LANE CLOSURES:
AT LEAST ONE LANE OF TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. TRAFFIC SHALL BE MAINTAINED BY FLAGGERS FOR CLOSING 1 LANE OF THE 2 LANE HIGHWAY FOR STATIONARY OPERATION AS PER STANDARD DRAWING MT-97.10.

IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS SHALL BE LIMITED TO TIMES WHERE A LANE OR SHOULDER IS NEEDED TO ACTUALLY PERFORM THE WORK. LANE CLOSURES SHALL BE LIMITED TO A MINIMUM ALLOWABLE LENGTH WHILE ADHERING TO SCD MT-97.10. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

PUBLIC OUTREACH AND NOTIFICATION
THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT d06.pio@dot.ohio.gov TO COORDINATE EFFORTS TO NOTIFY ADJACENT RESIDENTS, BUSINESSES, AND EMERGENCY SERVICES OF THE UPCOMING RESURFACING PROJECT. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN FOURTEEN (14) DAYS PRIOR TO THE FIRST DAY OF WORK. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

LANES OPEN DURING HOLIDAYS AND SPECIAL EVENTS
NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)	LABOR DAY
MEMORIAL DAY	GENERAL/REGULAR ELECTION (NOV)
FOURTH OF JULY (OBSERVED)	THANKSGIVING
	CHRISTMAS (OBSERVED)

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

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00 NOON FRIDAY THROUGH 6:00AM MONDAY
MONDAY	12:00 NOON FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00 NOON MONDAY THROUGH 6:00AM WEDNESDAY
TUESDAY (ELECTION)	5:00AM TUESDAY THROUGH 12:00AM WEDNESDAY
WEDNESDAY	12:00 NOON TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00 NOON WEDNESDAY THROUGH 6:00AM FRIDAY
THANKSGIVING	6:00AM WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00 NOON THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00 NOON FRIDAYTHROUGH 6:00AM MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$100 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

NOTIFICATION OF CONSTRUCTION INITIATION:
AT LEAST FOURTEEN DAYS PRIOR TO STARTING INITIAL CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT d06.pio@dot.ohio.gov, THE DISTRICT WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dot.ohio.gov AND THE CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION VIA EMAIL AT hauling.permits@dot.ohio.gov OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

NOTIFICATION OF TRAFFIC RESTRICTIONS:
THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE PIO (D06.PIO@DOT.OHIO.GOV). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

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

NOTIFICATION TIME 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.

RIGHT OF WAY PERMITS:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE RIGHT OF WAY USE PERMITS TO INSTALL MAINTENANCE OF TRAFFIC SIGNING.

WORK SITE LIGHTING:
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.

USE OF WEIGHTED CHANNELIZERS:
THE WEIGHTED CHANNELIZER MAY BE USED IN ACCORDANCE WITH THIS SECTION. THE WEIGHTED CHANNELIZER SHALL BE PREDOMINANTLY ORANGE IN COLOR AND SHALL BE MADE OF LIGHTWEIGHT, FLEXIBLE, AND DEFORMABLE MATERIAL. THEY SHALL BE AT LEAST 42 INCHES IN HEIGHT WITH A WEIGHTED BASE. THEY MAY HAVE A HANDLE OR LIFTING DEVICE WHICH EXTENDS ABOVE THE 42 INCHES MINIMUM HEIGHT.

THE MARKINGS ON THE WEIGHTED CHANNELIZER SHALL BE HORIZONTAL, CIRCUMFERENTIAL, ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES 6 INCHES WIDE. EACH WEIGHTED CHANNELIZER SHALL HAVE A MINIMUM OF TWO ORANGE AND TWO WHITE STRIPES. ANY NON-RETROREFLECTIVE SPACES BETWEEN THE HORIZONTAL ORANGE AND WHITE STRIPES SHALL NOT EXCEED 2 INCHES WIDE. THE WEIGHTED CHANNELIZER SHALL HAVE A 4-INCH MINIMUM WIDTH, REGARDLESS OF ORIENTATION.

USE OF WEIGHTED CHANNELIZERS ON FREEWAYS AND MULTILANE HIGHWAYS SHALL BE LIMITED TO SHORT-TERM OPERATIONS FOR EITHER DAY OR NIGHT. UPON COMPLETION OF WORK, THE WEIGHTED CHANNELIZERS SHALL BE REMOVED. THE WEIGHTED CHANNELIZERS MAY AGAIN BE PLACED ON THE HIGHWAY WHEN THE WORK IS TO RESUME ON THE FOLLOWING DAY OR NIGHT. ANY LANE CLOSURE USING CHANNELIZATION DEVICES, EXPECTED TO REMAIN FOR MORE THAN TWELVE HOURS, SHALL REQUIRE THE USE OF DRUMS OR BARRICADES.

WHEN USED AT NIGHT, WEIGHTED CHANNELIZERS SHALL ONLY BE PLACED IN THE TANGENT AREA AND AT A MAXIMUM SPACING OF 40 FEET. THE TANGENT AREA IS DEFINED AS THE AREA AFTER THE TRANSITION TAPER WHERE THE WORK TAKES PLACE. DRUMS SHALL BE USED IN THE TRANSITION TAPERS FOR NIGHT OPERATIONS. STEPS SHOULD BE TAKEN TO ENSURE THAT THE WEIGHTED CHANNLEIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND OR MOVING TRAFFIC. BALLASTS SHOULD NOT PRESENT A HAZARD IF THE WEIGHTED CHANNELIZERS ARE IN ADVERTENTLY STRUCK, NOR SHOULD THEY AFFECT THE VISIBILITY OF THE WEIGHTED CHANNELIZERS. ALL BALLASTS USED SHOULD BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

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

INTERIM COMPLETION DATE:
THIS CONTRACT INCLUDES AN INTERIM COMPLETION DATE AS DESCRIBED IN PN 121 OF 11/15/2025 FOR ALL WORK IDENTIFIED BELOW:

- ALL WORK ON STRUCTURE DEL-257-1970
- ALL WORK ON STRUCTURE PIC-138-0632

INCENTIVE/DISINCENTIVE CONTRACT TABLE

LOCATION OF CRITICAL WORK	COMPLETION DATE	TIME PERIOD	DISINCENTIVE \$ PER TIME PERIOD	INCENTIVE \$ PER TIME PERIOD	MAX INCENTIVE \$
DEL-257-1970	11/15/2025	DAY	\$1,000	N/A	N/A
PIC-138-0632	11/15/2025	DAY	\$2,000	N/A	N/A

DESIGN AGENCY



DESIGNER

JMB

REVIEWER

PROJECT ID

122446

SHEET

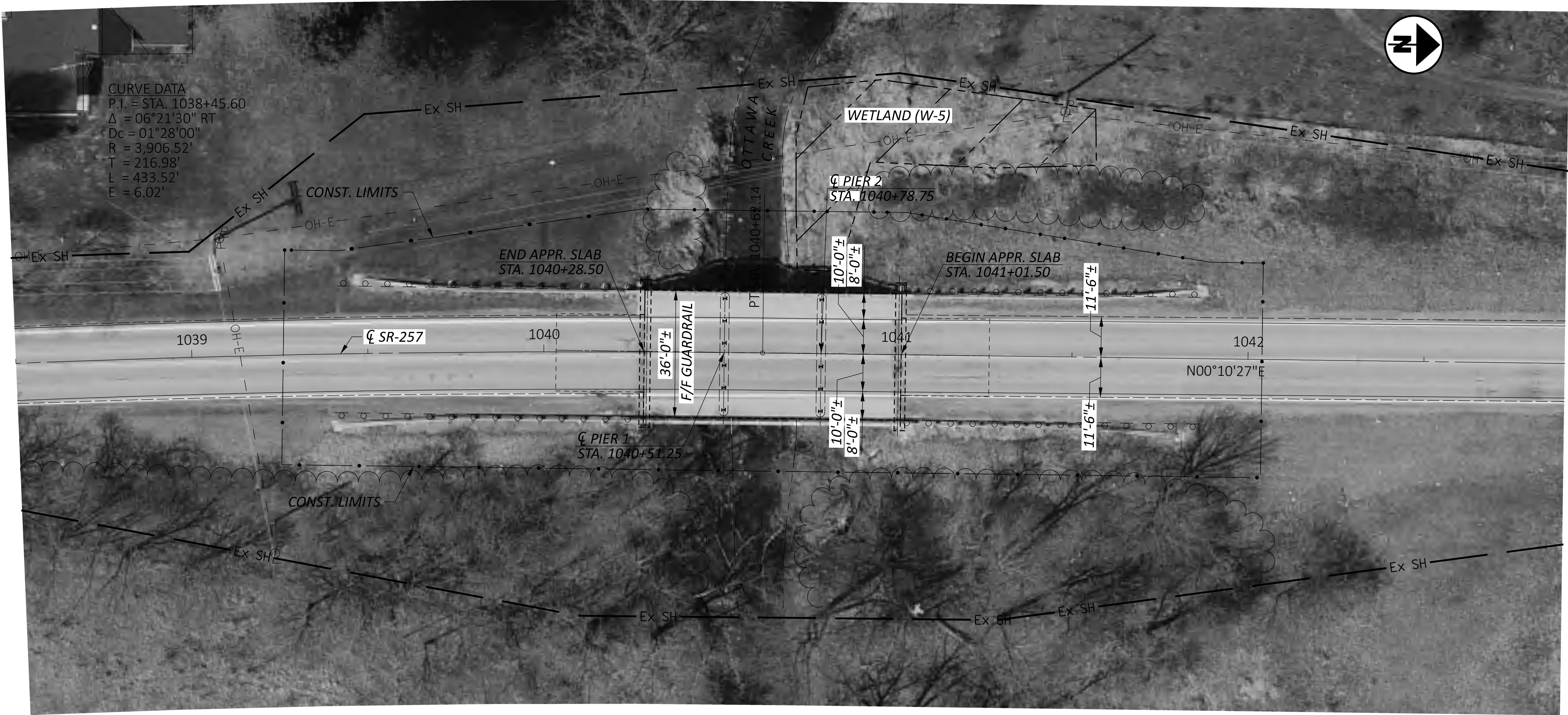
P.05

TOTAL

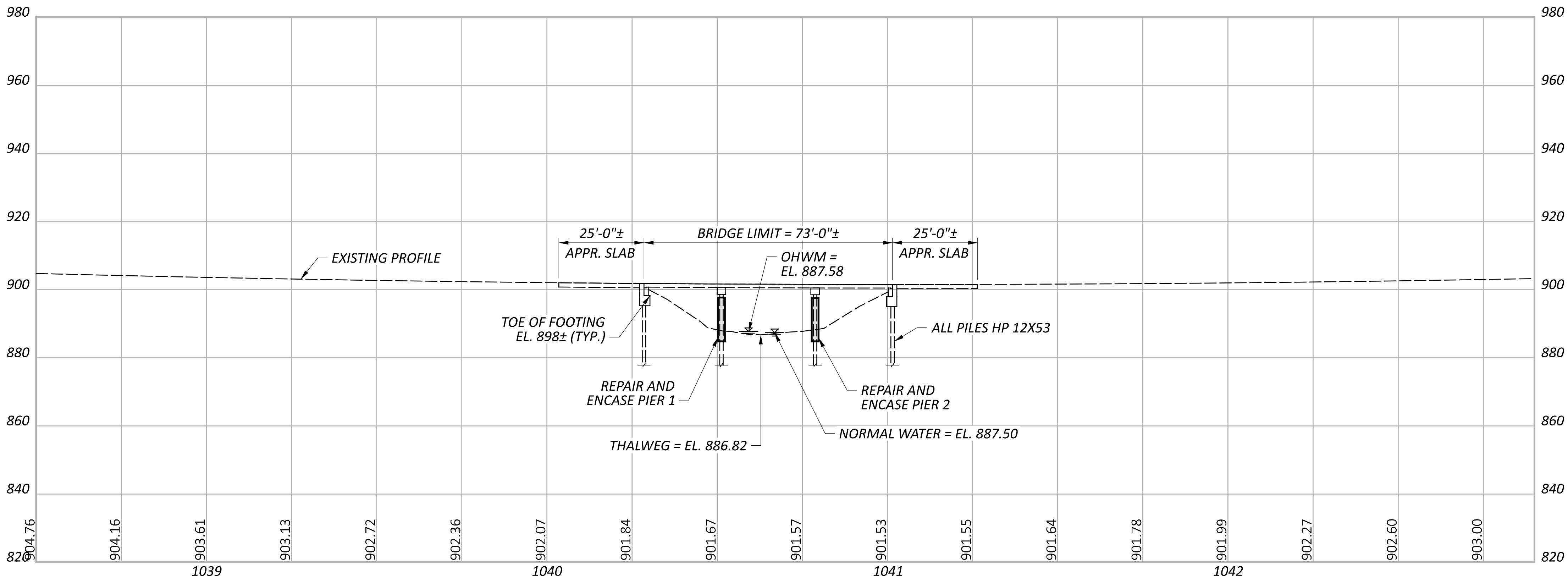
29

GENERAL SUMMARY	
DESIGN AGENCY	
	
DESIGNER	JMB
REVIEWER	
PROJECT ID	
122446	
SHEET	TOTAL
P.06	29

GENERAL SUMMARY	
DESIGN AGENCY	
	
DESIGNER	JMB
REVIEWER	
PROJECT ID	
122446	
SHEET	TOTAL
P.07	29



PLAN



PROFILE

NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

2025 ADT = 800 2025 ADTT = 48

2045 ADT = 800 2045 ADTT = 48

DIRECTIONAL DISTRIBUTION = 61%

LEGEND

OHWM = ORDINARY HIGH WATER MARK

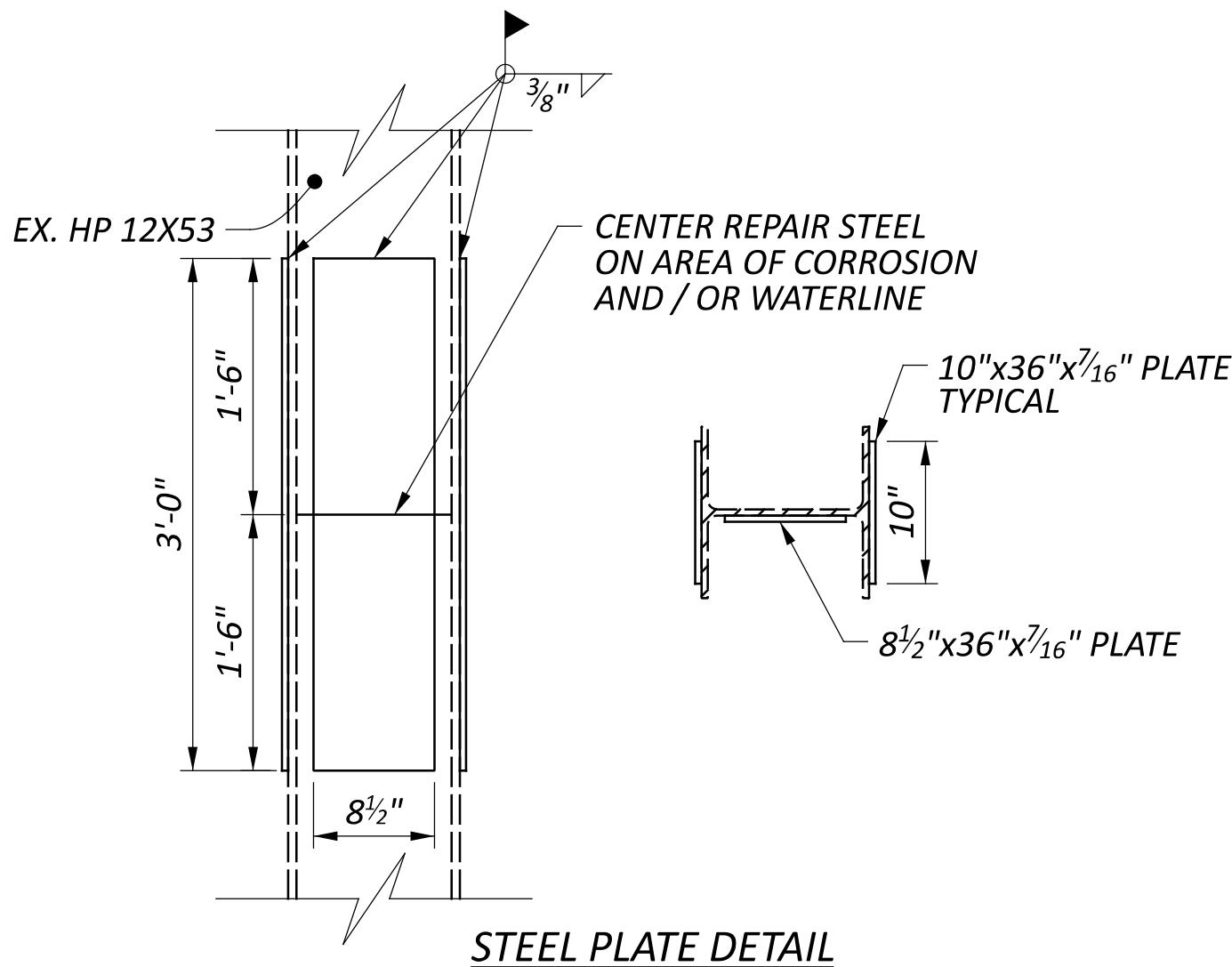
APPR. = APPROACH

HYDRAULIC DATA

DRAINAGE AREA = 10.1 SQ. MILES

Q (25) = 1390 CFS V (25) = 6.8 FT/S

Q (100) = 1970 CFS V (100) = 3.9 FT/S



ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF

3' x .71' x 0.0365' x 490 LB/CF x 12 EA. = 457.1 LB

3' x .83' x 0.0365' x 490 LB/CF x 24 EA. = 1068.8 LB

A TOTAL OF 1,526 LB CARRIED TO THE GENERAL SUMMARY.

EXISTING STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH
CAPPED PILE SUBSTRUCTURE

SPANS: 22'-0"±, 27'-6"±, 22'-0"± C/C BEARINGS

ROADWAY: 36'-0"± F/F RAIL

LOADING: CF 130 (57)

SKEW: NONE

WEARING SURFACE: 1.25" ASPHALT CONCRETE

APPROACH SLABS: AS-1-54 (25' LONG)

ALIGNMENT: TANGENT

CROWN: 0.025 FT/FT (FULL SUPER)

STRUCTURE FILE NUMBER: 2103249

DATE BUILT: 1961

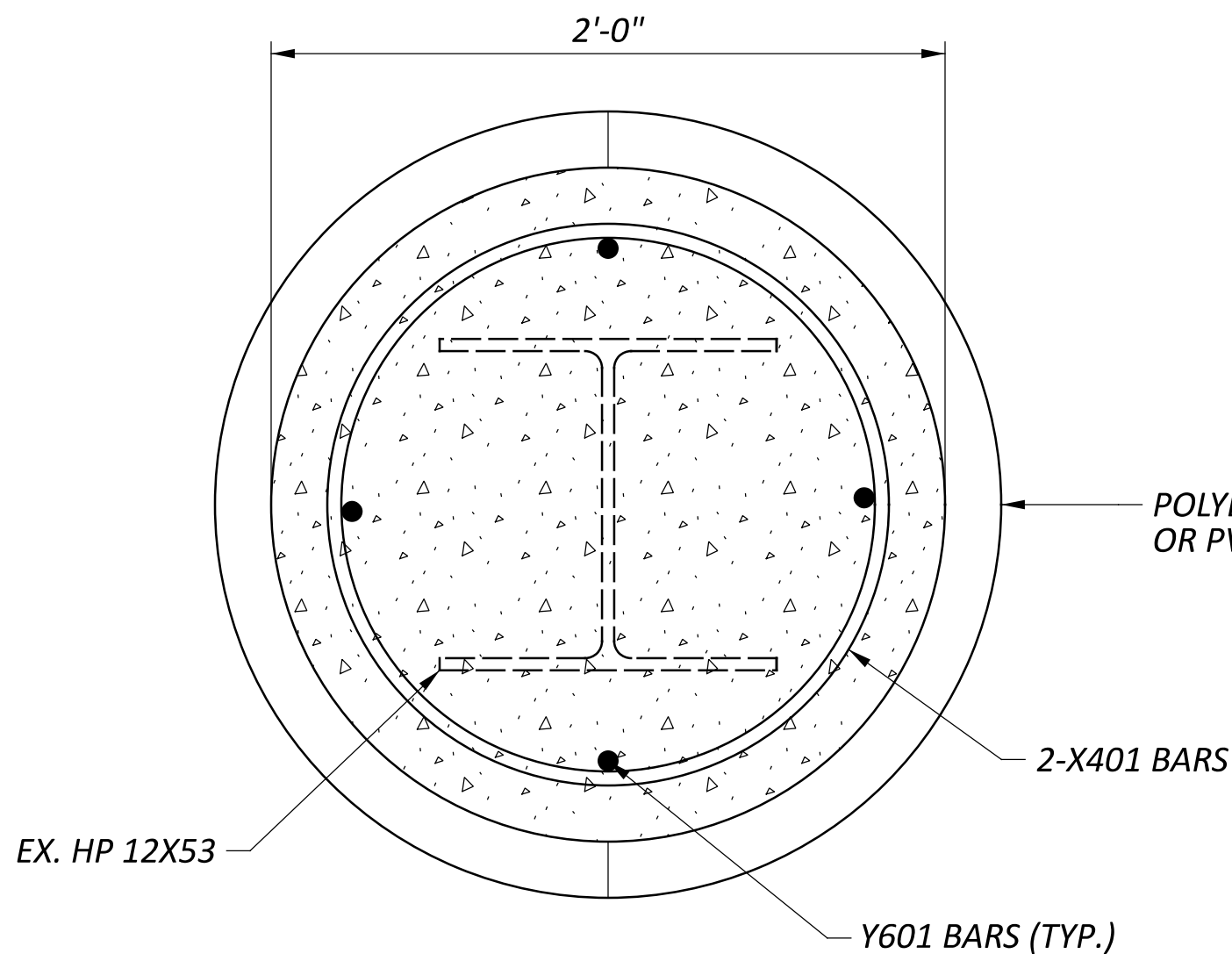
DISPOSITION: PILE SUBSTRUCTURE TO BE REHABILITATED

PROPOSED STRUCTURE

1. REPAIR (PLATE) AND ENCASE PILES.

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL
SEQUENCE WORK AS NEEDED.





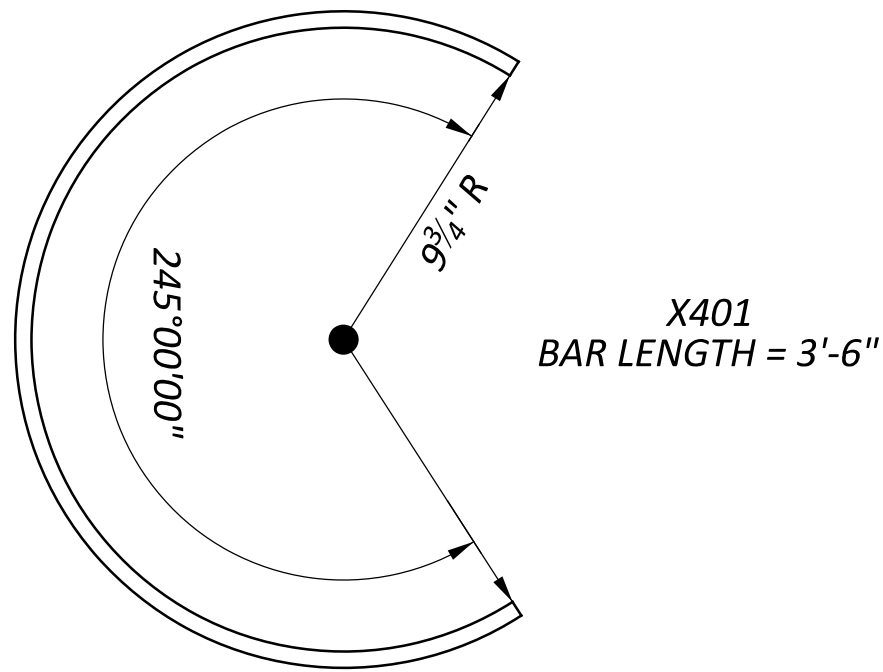
SECTION A-A

REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	240	3'-6"	561	1
Y601	48	13'-0"	937	STR.

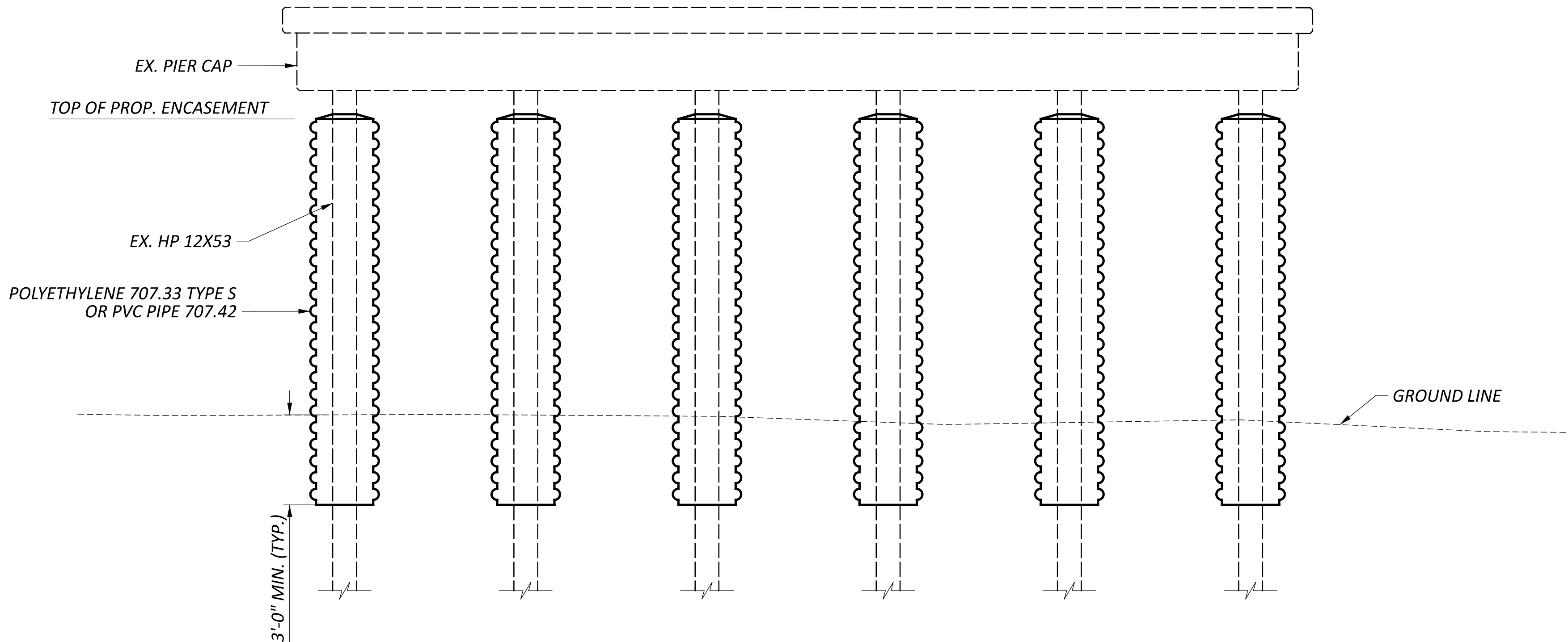
THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE IS FOR REFERENCE ONLY.

PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH FEET	NUMBER OF PILES EACH	TOTAL STRUCTURE ENCASEMENT LENGTH FEET
	A	B			
	FEET	FEET			
DEL-257-1970	3.00	10.50	13.50	12	162

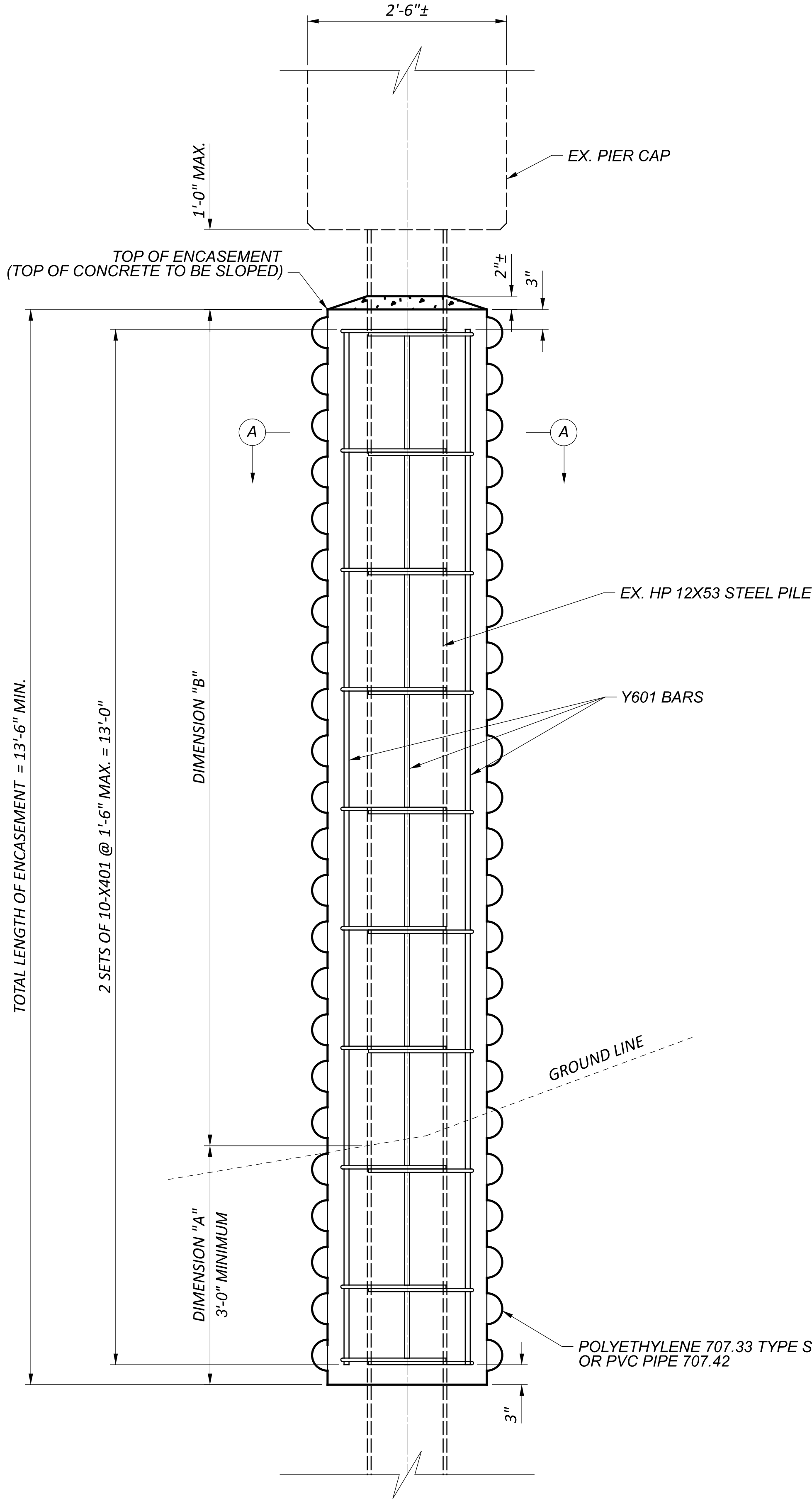
TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT



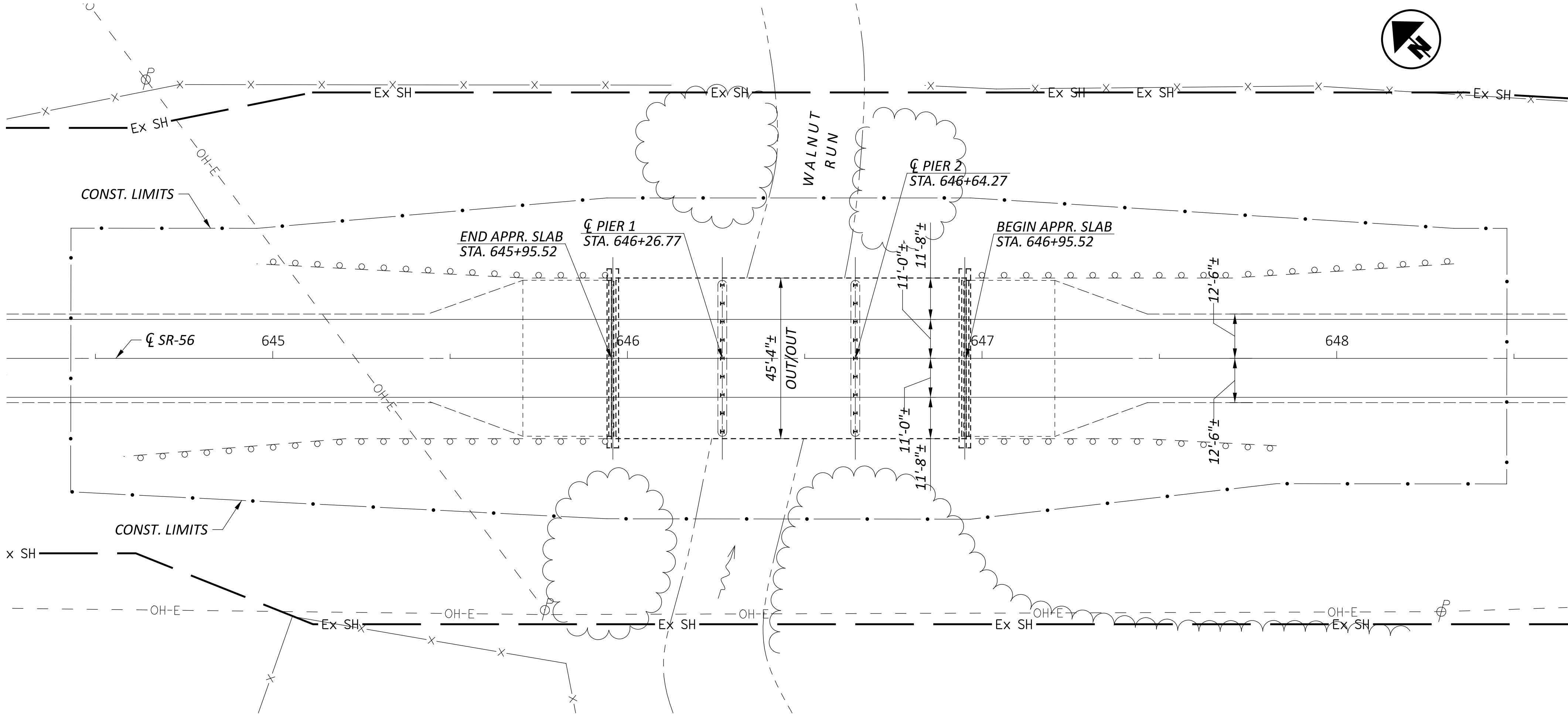
TYPE 1



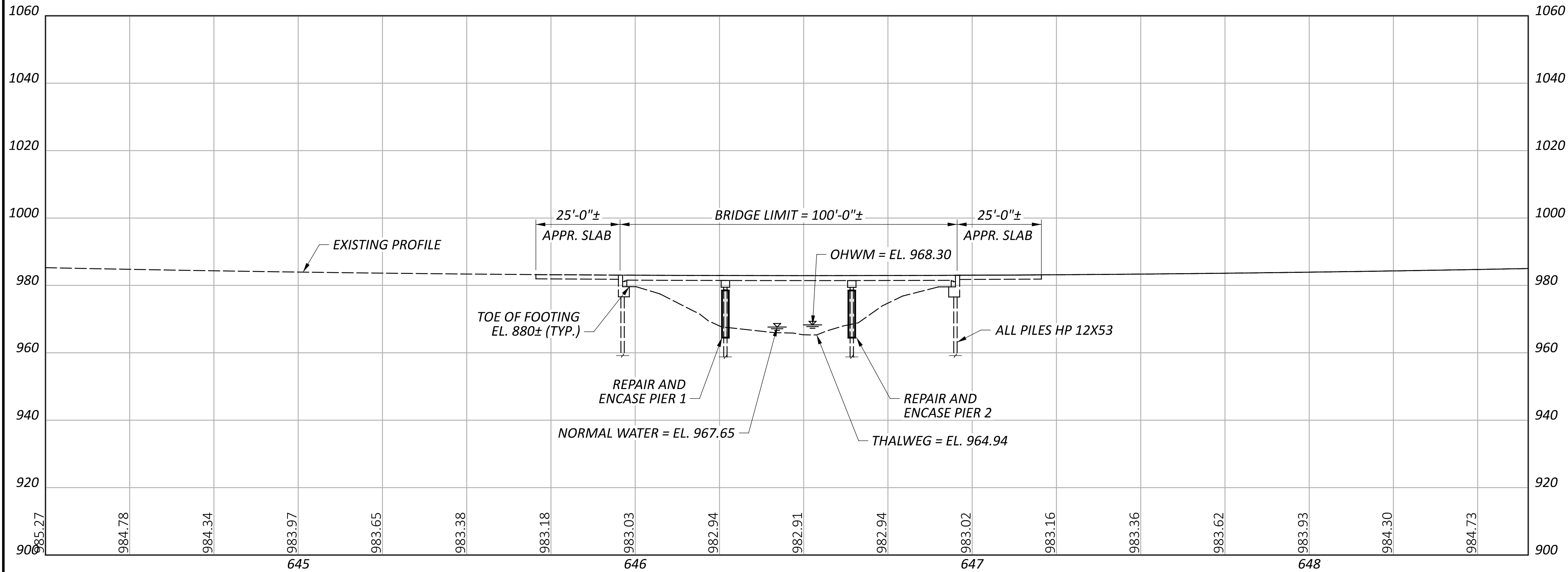
TYPICAL PIER ELEVATION



PILE ENCASEMENT DETAIL



PLAN



PROFILE

NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

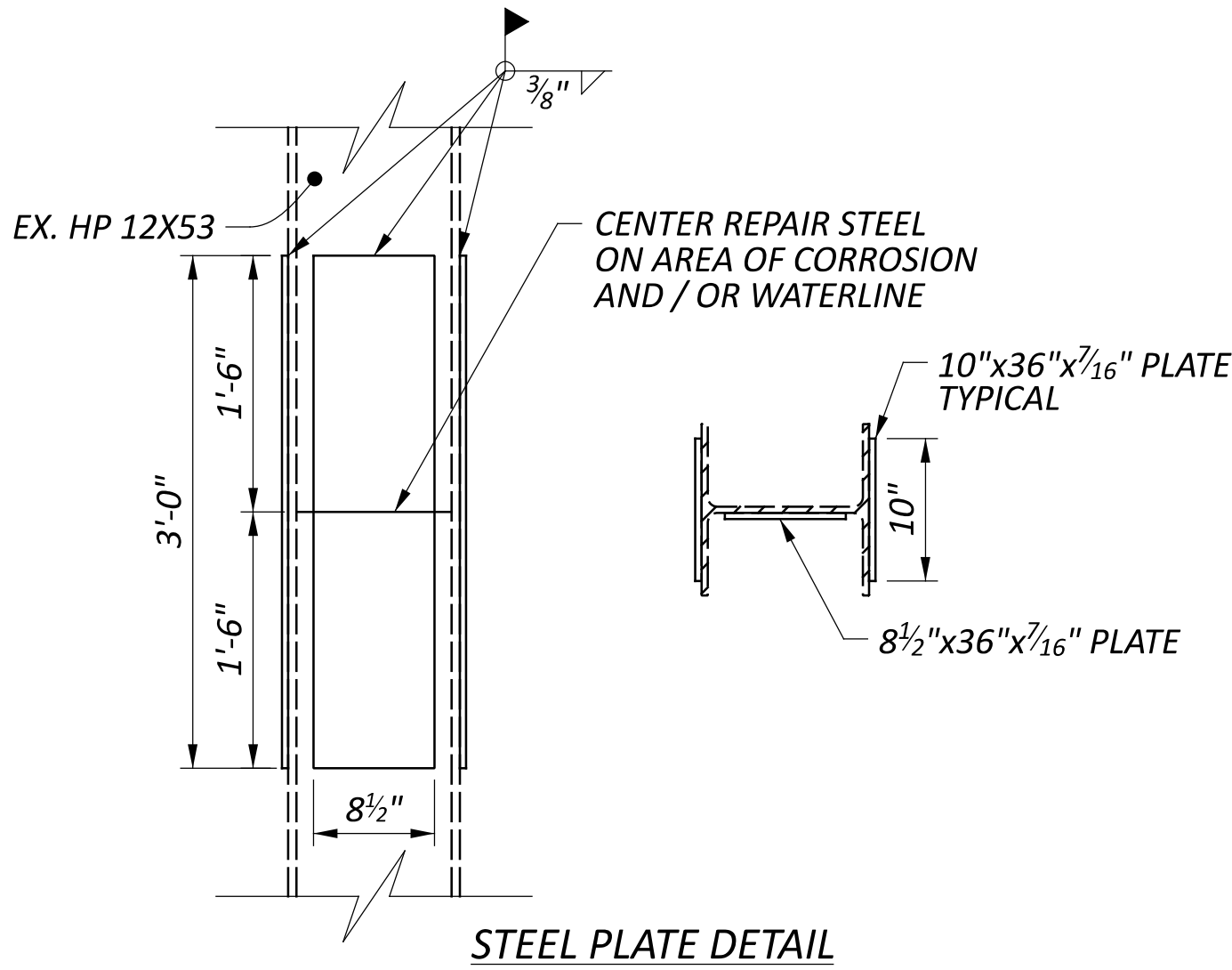
2025 ADT = 1,800 2025 ADTT = 558
2045 ADT = 2,000 2045 ADTT = 620
DIRECTIONAL DISTRIBUTION = 61%

LEGEND

OHWM = ORDINARY HIGH WATER MARK
APPR. = APPROACH

HYDRAULIC DATA

DRAINAGE AREA = 15.3 SQ. MILES
Q (25) = 2270 CFS V (25) = 6.1 FT/S
Q (100) = 3230 CFS V (100) = 4.9 FT/S



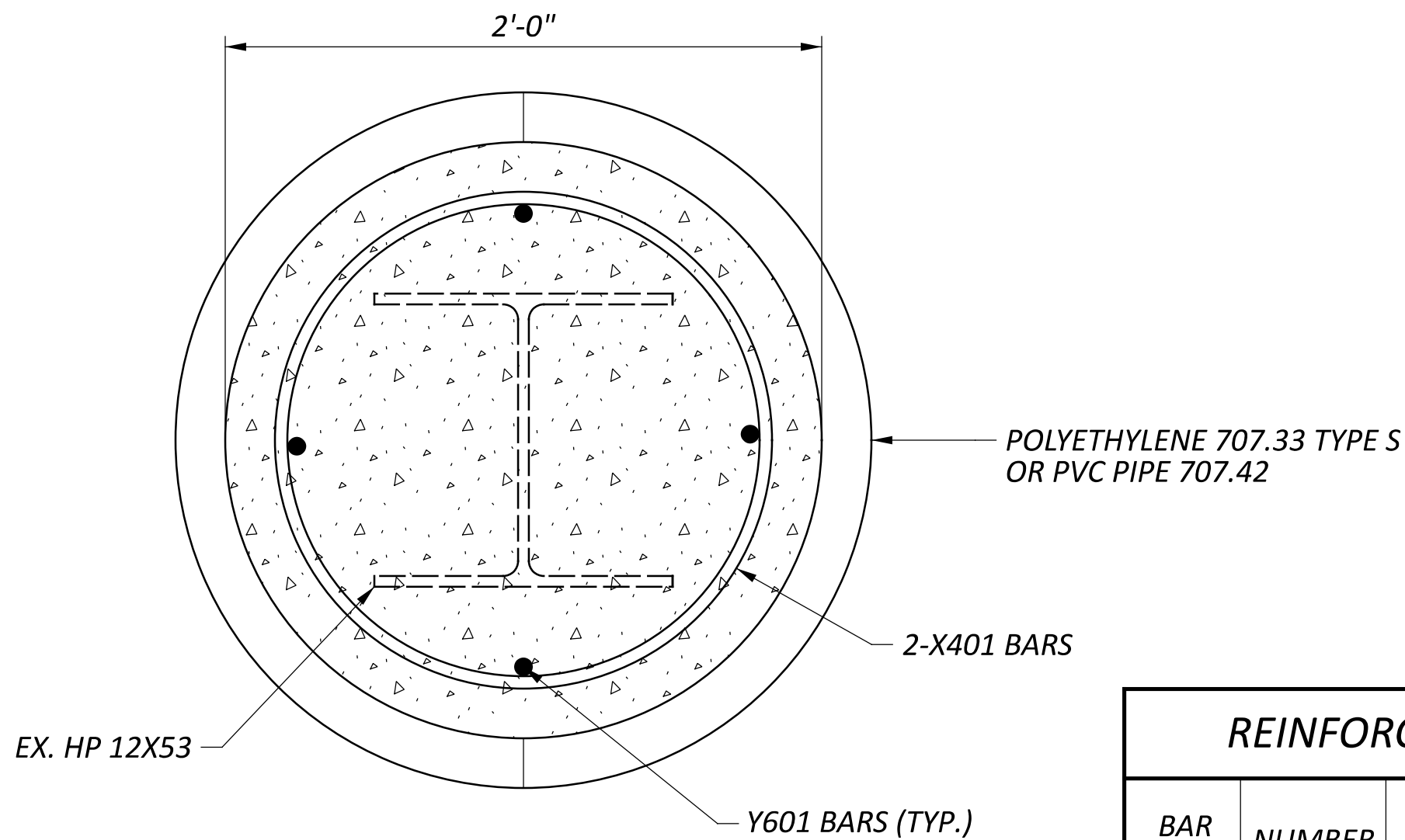
ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF

3' x .71' x 0.0365' x 490 LB/CF x 18 EA. = 685.7 LB
3' x .83' x 0.0365' x 490 LB/CF x 36 EA. = 1,603.2 LB

A TOTAL OF 2,289 LB CARRIED TO THE GENERAL SUMMARY.

EXISTING STRUCTURE	
TYPE:	CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE
SPANS:	30'-0"±, 37'-6"±, 30'-0"± F/F ABUTMENTS
ROADWAY:	44'-0"± F/F RAIL
LOADING:	HS 20-44
SKEW:	NONE
WEARING SURFACE:	2.5" ASPHALT CONCRETE
APPROACH SLABS:	AS-1-72 (25' LONG) MODIFIED
ALIGNMENT:	TANGENT
CROWN:	NORMAL
STRUCTURE FILE NUMBER:	4901843
DATE BUILT:	1976
DISPOSITION:	PILE SUBSTRUCTURE TO BE REHABILITATED
PROPOSED STRUCTURE	
1. REPAIR (PLATE) AND ENCASE PILES.	

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.



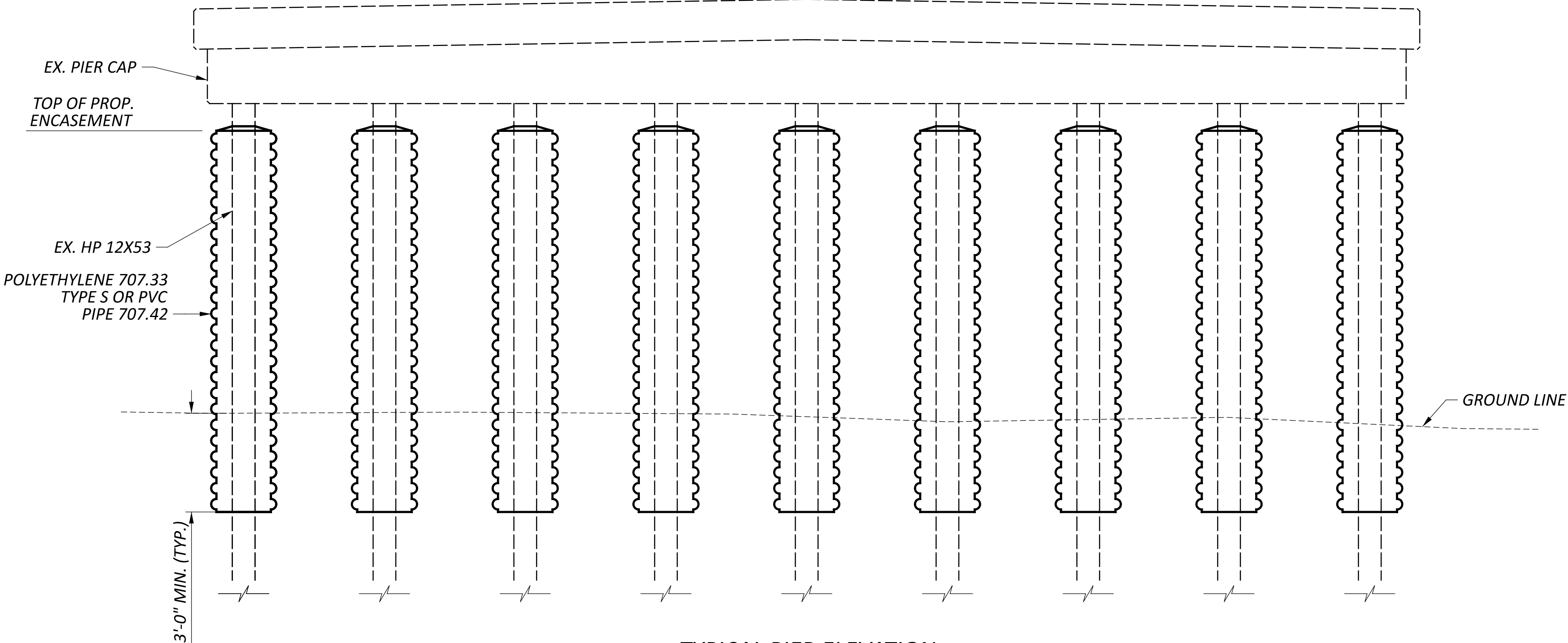
SECTION A-A

REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	360	3'-6"	842	1
Y601	72	13'-6"	1,460	STR.

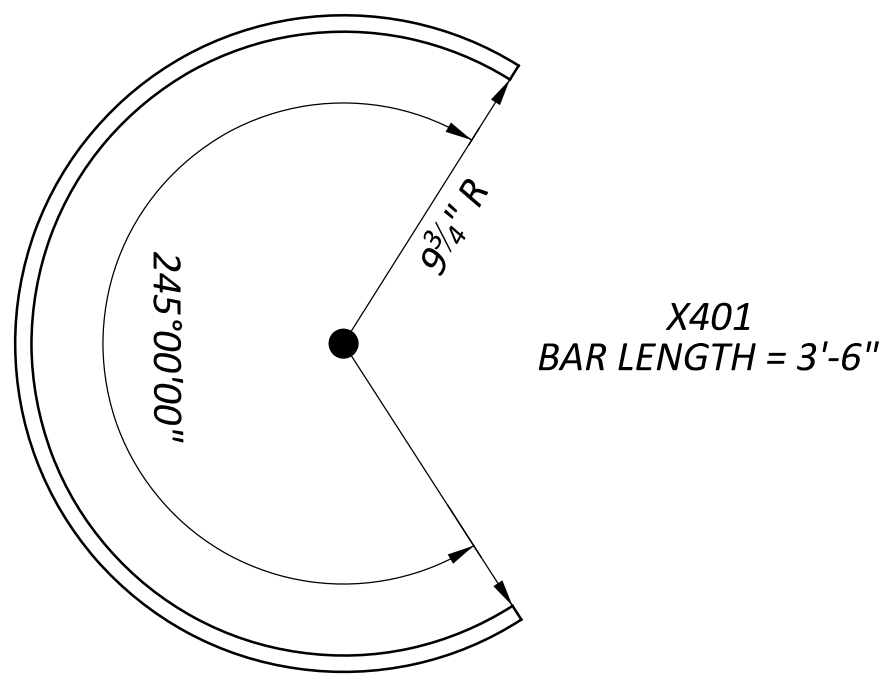
THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE IS FOR REFERENCE ONLY.

PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH FEET	NUMBER OF PILES EACH	TOTAL STRUCTURE ENCASEMENT LENGTH FEET
	A	B			
	FEET	FEET			
MAD-56-1223	3.00	11.00	14.00	18	252

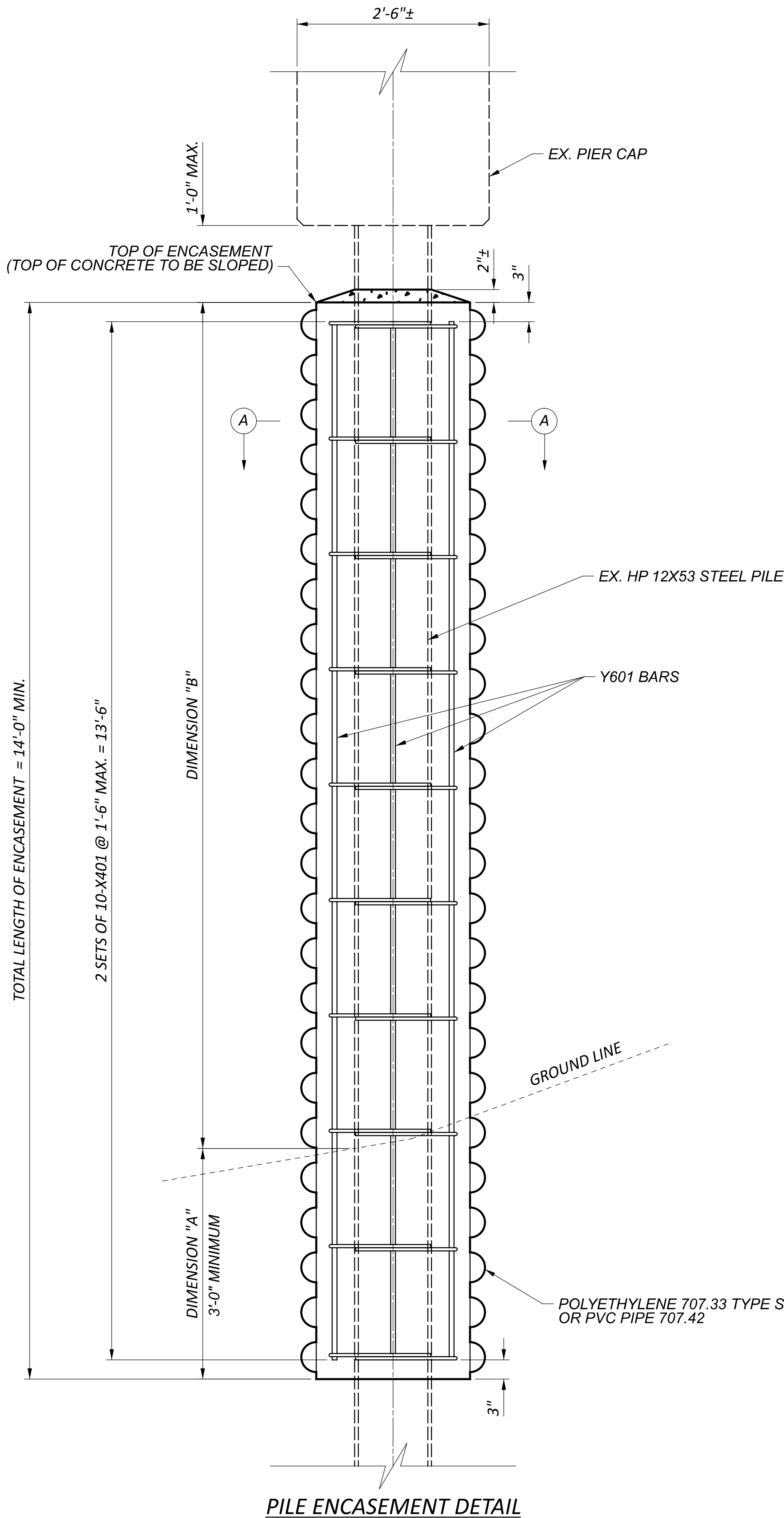
TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT



TYPICAL PIER ELEVATION



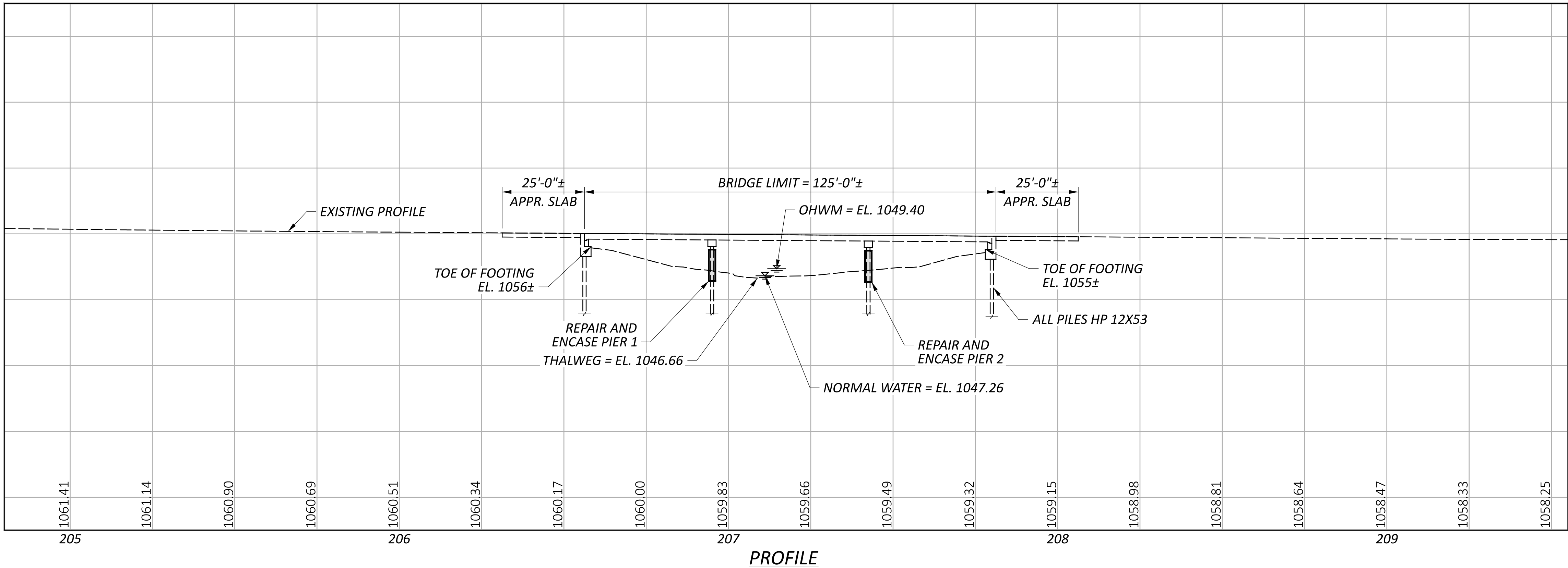
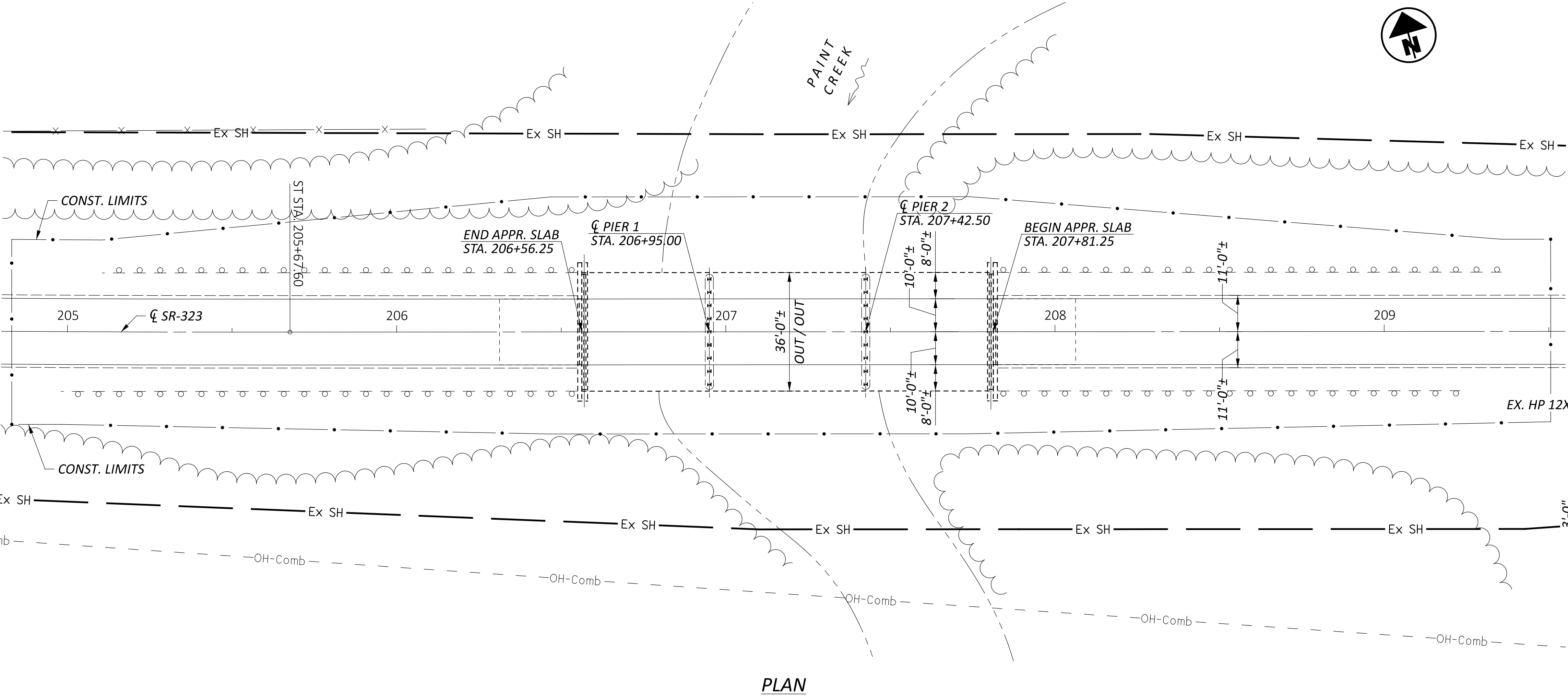
TYPE 1



PILE ENCASEMENT DETAIL

PIER ENCASEMENT DETAILS
BRIDGE NO.: MAD-56-1223
SR-56 OVER WALNUT CREEK

SFN 4901843	
DESIGN AGENCY	
DESIGNER JMB	CHECKER
REVIEWER	
PROJECT ID 122446	
SUBSET 2	TOTAL 2
SHEET P.11	TOTAL 29



NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

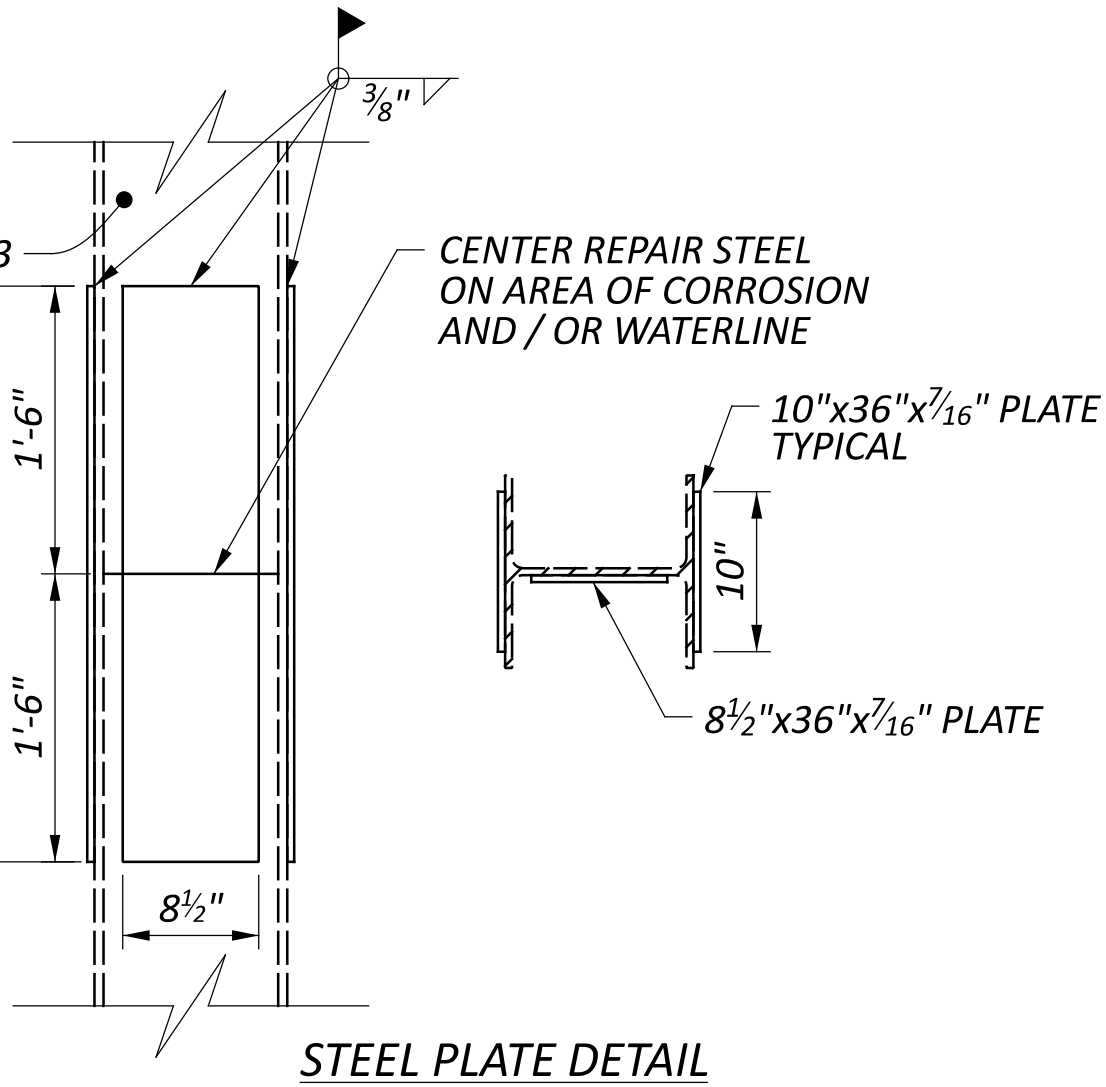
2025 ADT = 350 2025 ADTT = 130
2045 ADT = 450 2045 ADTT = 167
DIRECTIONAL DISTRIBUTION = 66%

LEGEND

OHWM = ORDINARY HIGH WATER MARK
APPR. = APPROACH

HYDRAULIC DATA

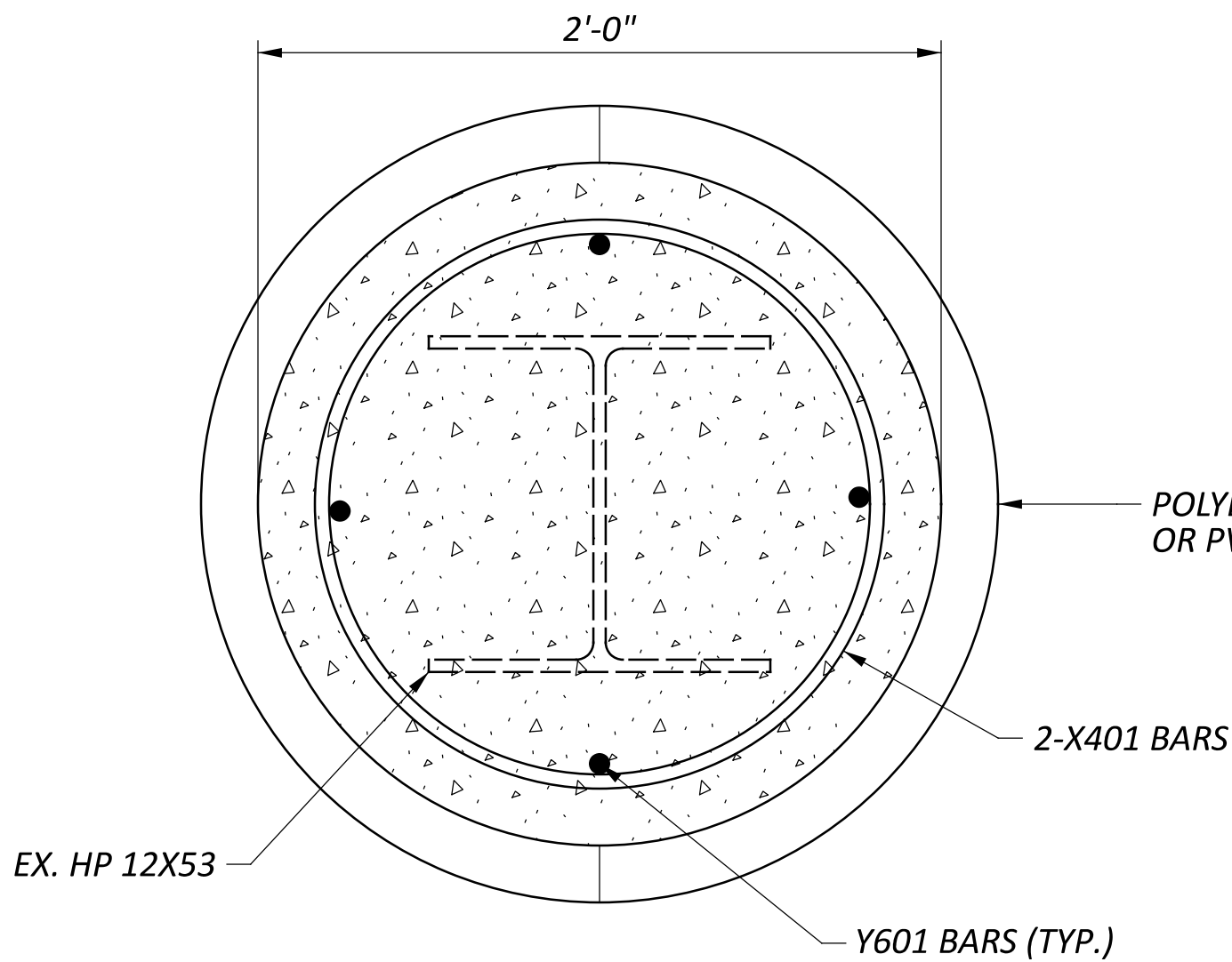
DRAINAGE AREA = 30.0 SQ. MILES
Q (25) = 3100 CFS V (25) = 6.6 FT/S
Q (100) = 4340 CFS V (100) = 5.1 FT/S



ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF

3' x .71' x 0.0365' x 490 LB/CF x 18 EA. = 685.7 LB
3' x .83' x 0.0365' x 490 LB/CF x 36 EA. = 1,603.2 LB
A TOTAL OF 2,289 LB CARRIED TO THE GENERAL SUMMARY.

EXISTING STRUCTURE	
TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE	
SPANS: 38'-0"±, 47'-6"±, 38'-0"± C/C BRGS.	
ROADWAY: 36'-0"± F/F RAIL	
LOADING: CF=130(57)	
SKEW: NONE	
WEARING SURFACE: BITUMINOUS - CHIP AND SEAL	
APPROACH SLABS: AS-1-54 (25' LONG)	
ALIGNMENT: TANGENT	
CROWN: NORMAL	
STRUCTURE FILE NUMBER: 4903994	
DATE BUILT: 1964	
DISPOSITION: PILE SUBSTRUCTURE TO BE REHABILITATED	
PROPOSED STRUCTURE	
1. REPAIR (PLATE) AND ENCASE PILES.	
WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.	



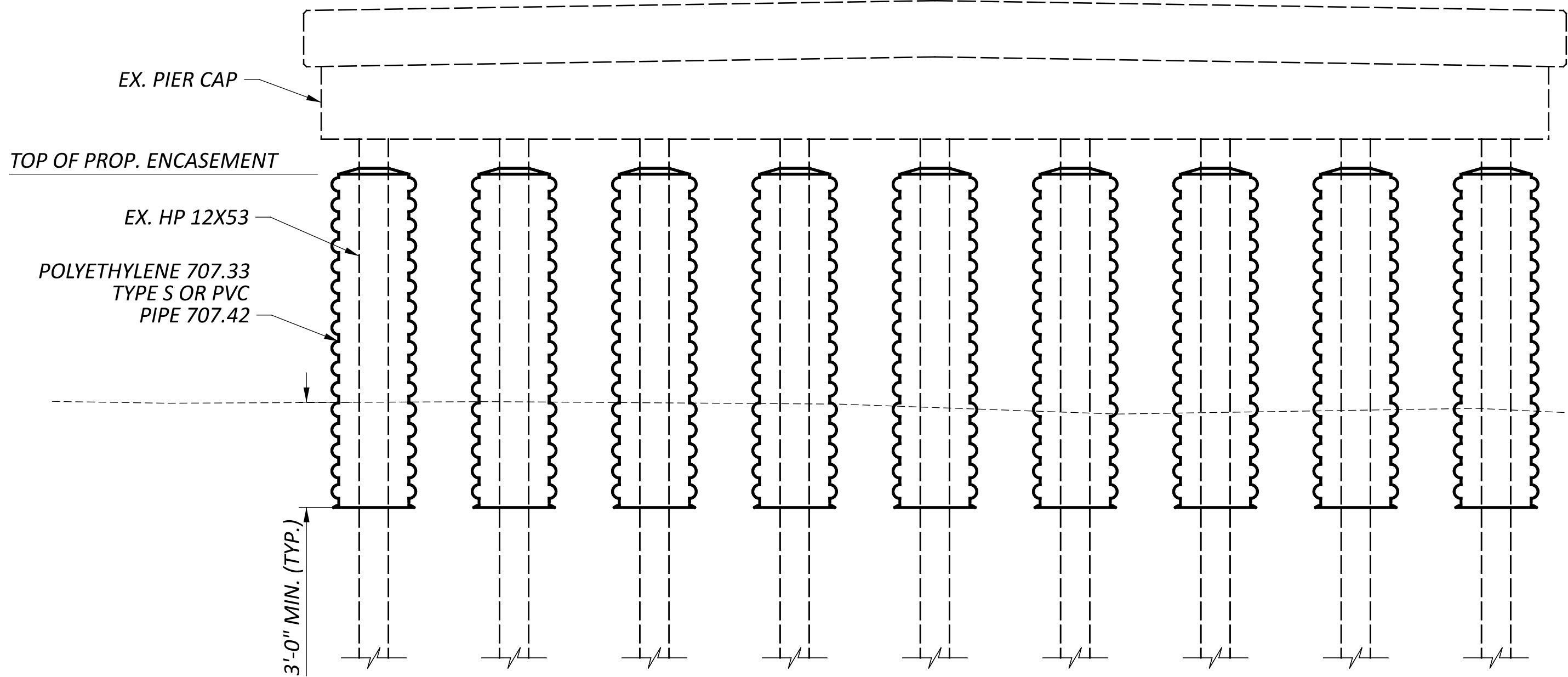
SECTION A-A

REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	252	3'-6"	589	1
Y601	72	9'-0"	973	STR.

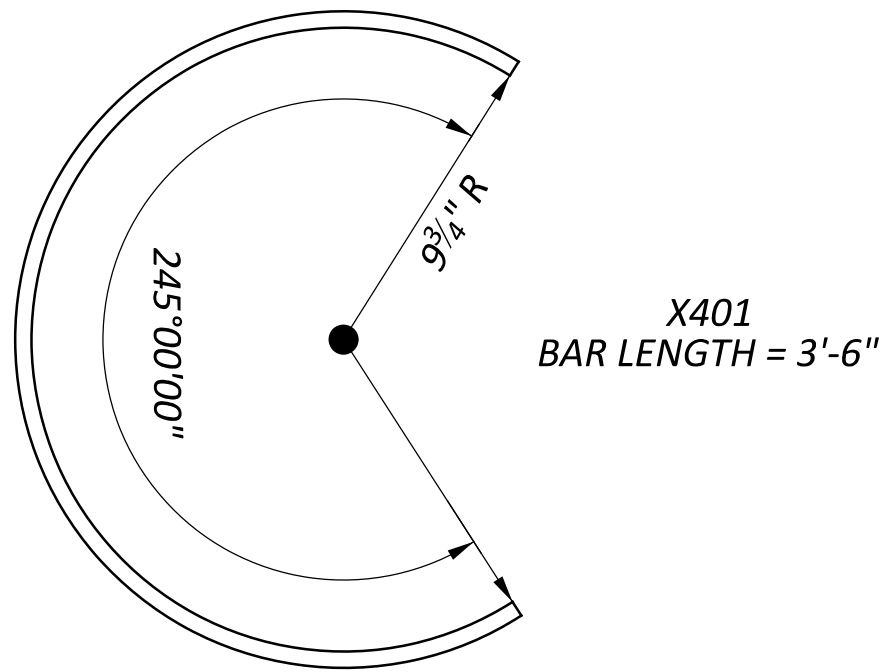
THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE IS FOR REFERENCE ONLY.

PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH FEET	NUMBER OF PILES EACH	TOTAL STRUCTURE ENCASEMENT LENGTH FEET
	A	B			
	FEET	FEET			
MAD-323-0390	3.00	6.50	9.50	18	171

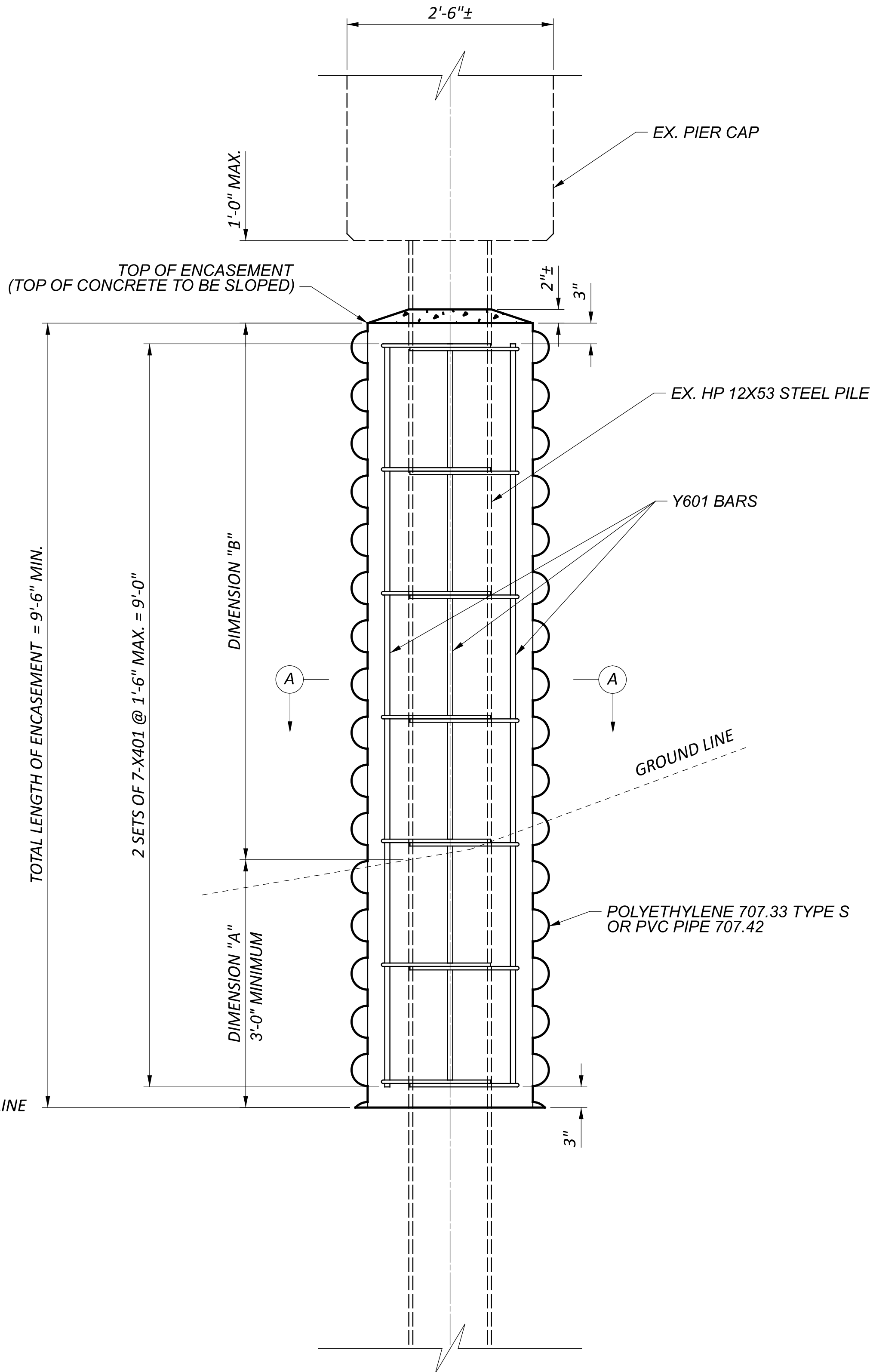
TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT



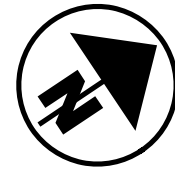
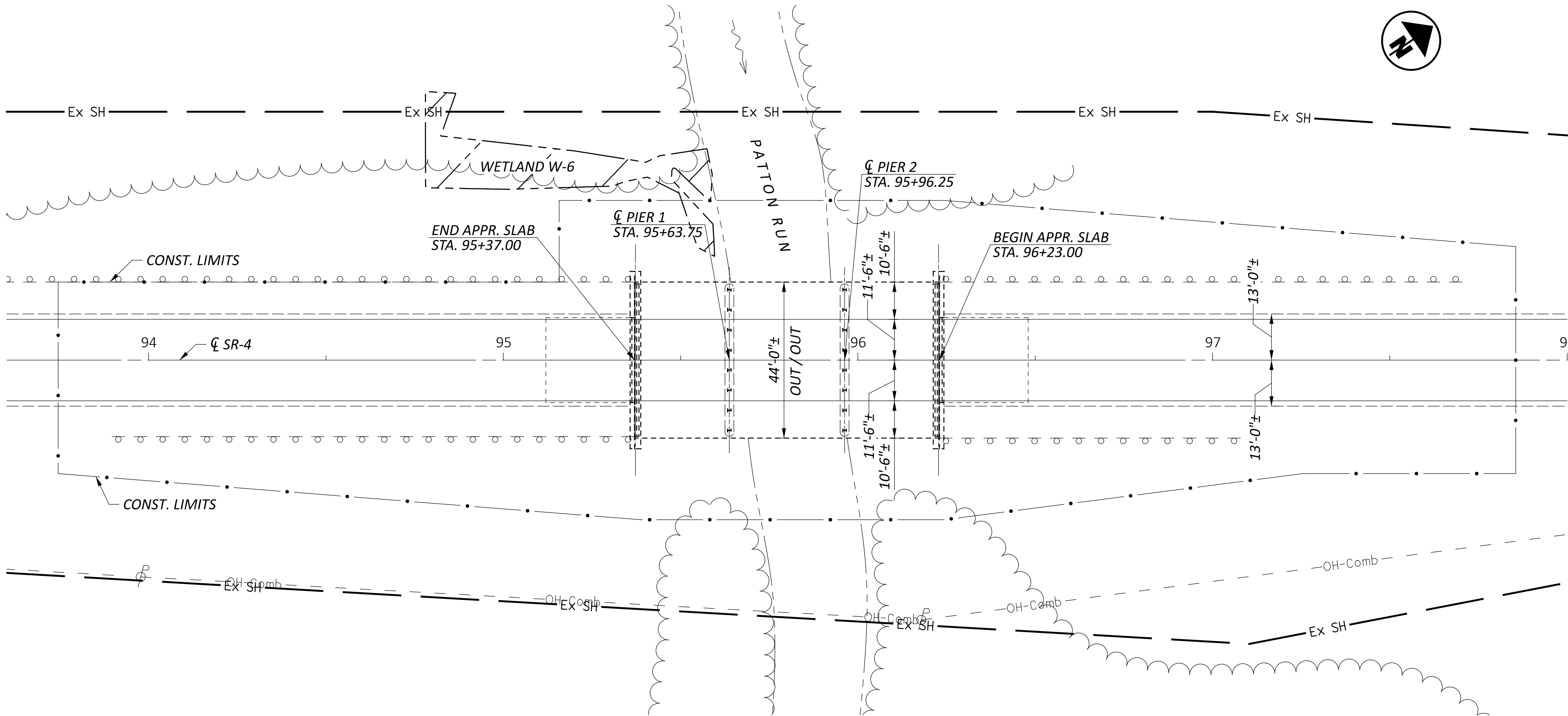
TYPICAL PIER ELEVATION



TYPE 1



PILE ENCASEMENT DETAIL



NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

2025 ADT = 5,600 2025 ADTT = 896
2045 ADT = 8,000 2045 ADTT = 1,280
DIRECTIONAL DISTRIBUTION = 52%

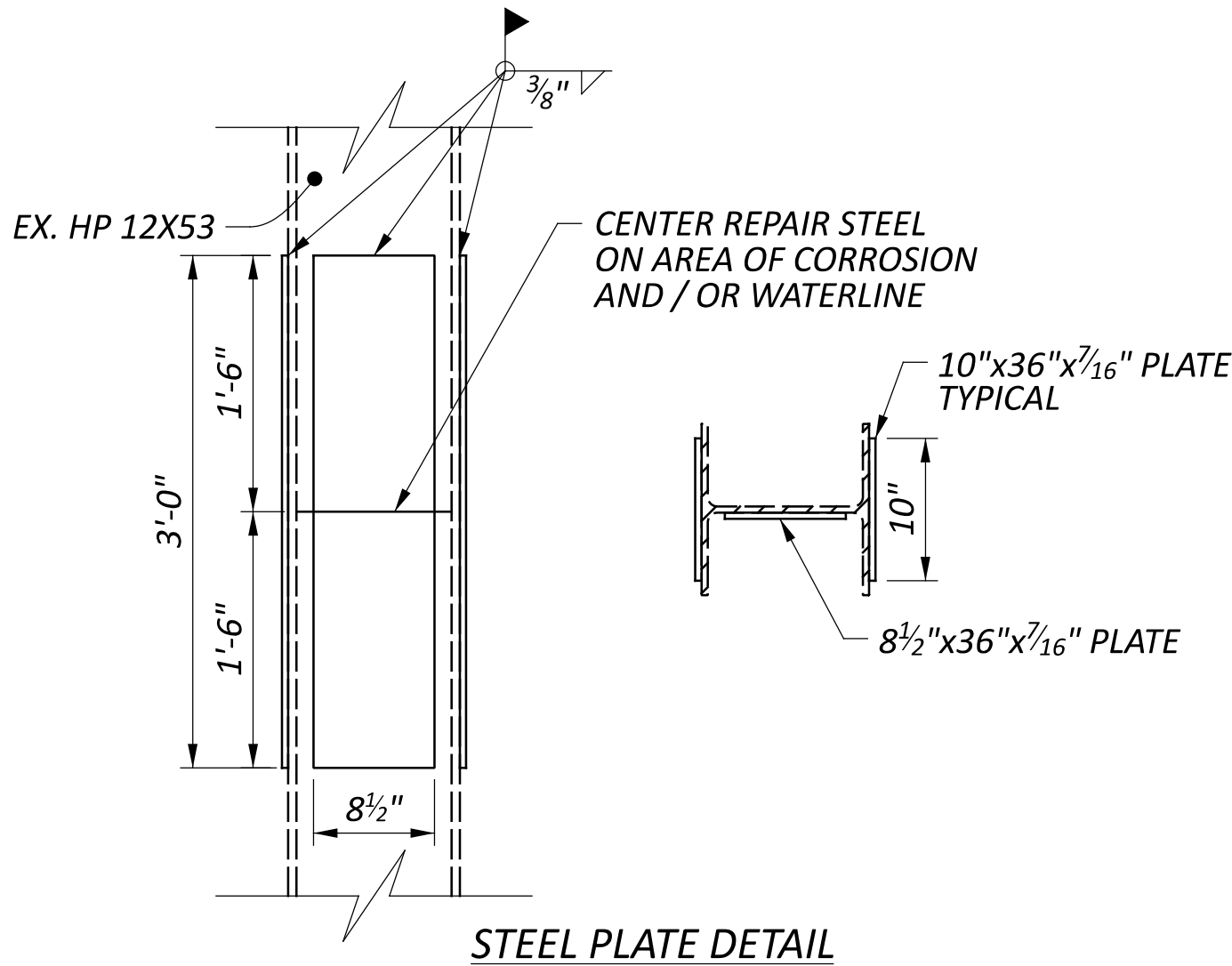
LEGEND

OHWM = ORDINARY HIGH WATER MARK

APPR. = APPROACH

HYDRAULIC DATA

DRAINAGE AREA = 14.8 SQ. MILES
Q (25) = 1830 CFS V (25) = 7.2 FT/S
Q (100) = 2580 CFS V (100) = 6.4 FT/S



ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF

3' x .71' x 0.0365' x 490 LB/CF x 16 EA. = 609.5 LB
3' x .83' x 0.0365' x 490 LB/CF x 32 EA. = 1,425.1 LB

A TOTAL OF 2,035 LB CARRIED TO THE GENERAL SUMMARY.

EXISTING STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE

SPANS: 26'-0"±, 32'-6"±, 26'-0"± C/C BRGS.

ROADWAY: 44'-0"± F/F RAIL

LOADING: CF-400(57)

SKEW: NONE

WEARING SURFACE: 1.75" SDC OVERLAY

APPROACH SLABS: AS-1-54 (25' LONG)

ALIGNMENT: TANGENT

CROWN: NORMAL

STRUCTURE FILE NUMBER: 5100038

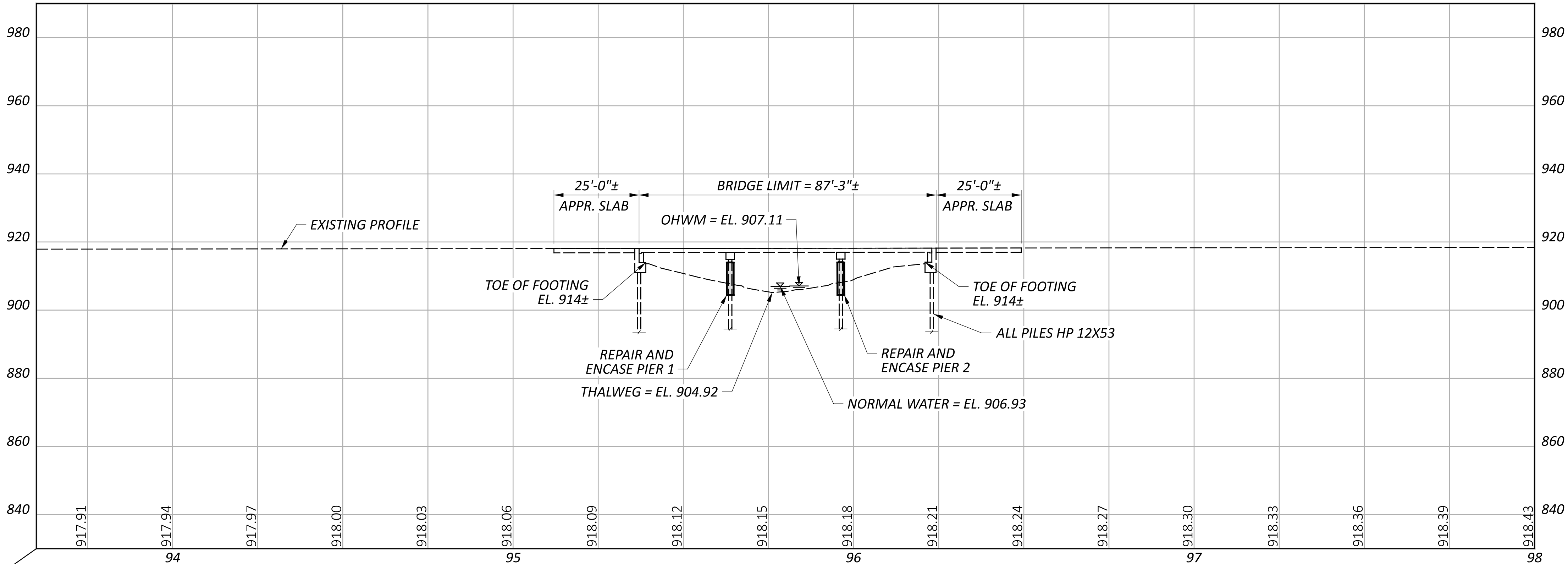
DATE BUILT: 1960

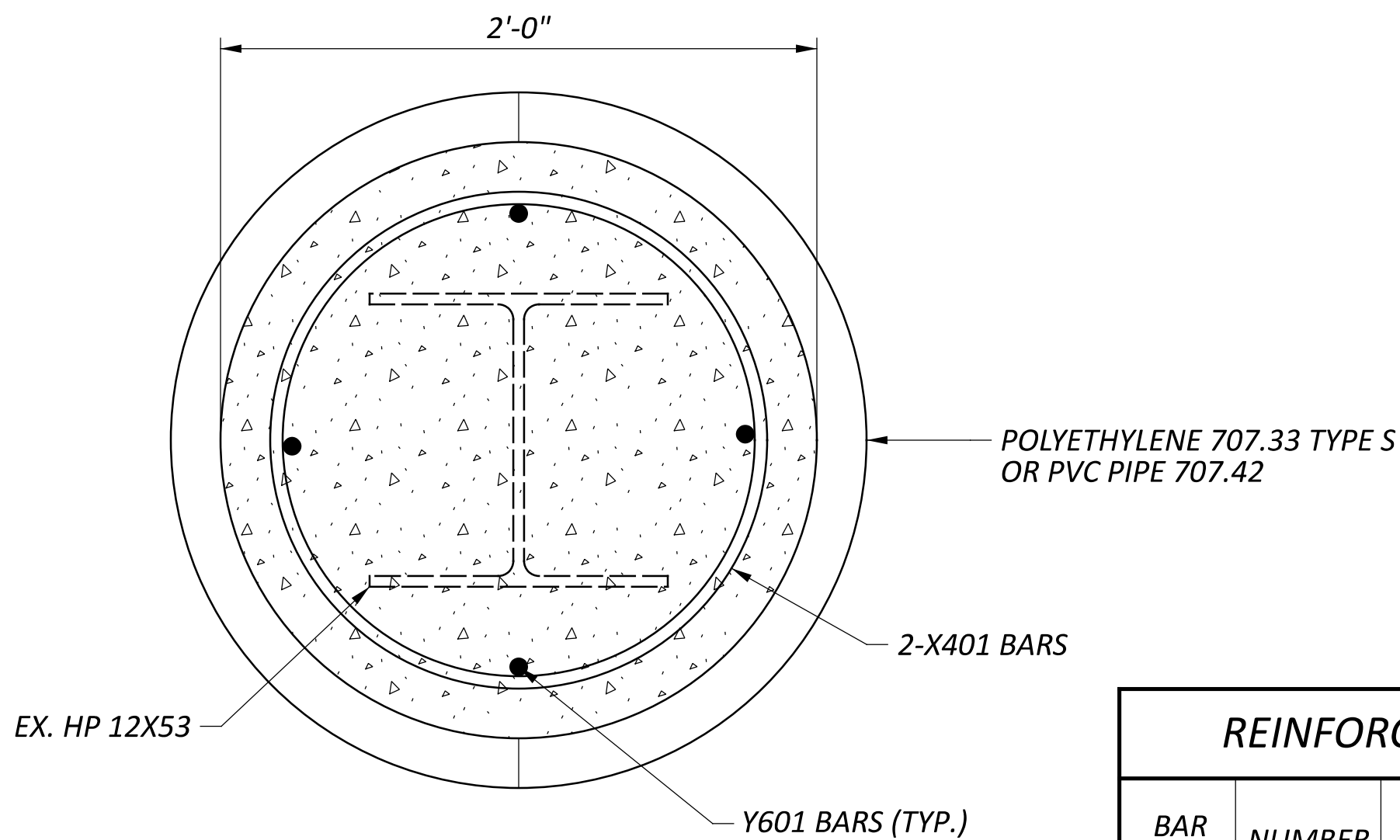
DISPOSITION: PILE SUBSTRUCTURE TO BE REHABILITATED

PROPOSED STRUCTURE

1. REPAIR (PLATE) AND ENCASE PILES.

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.





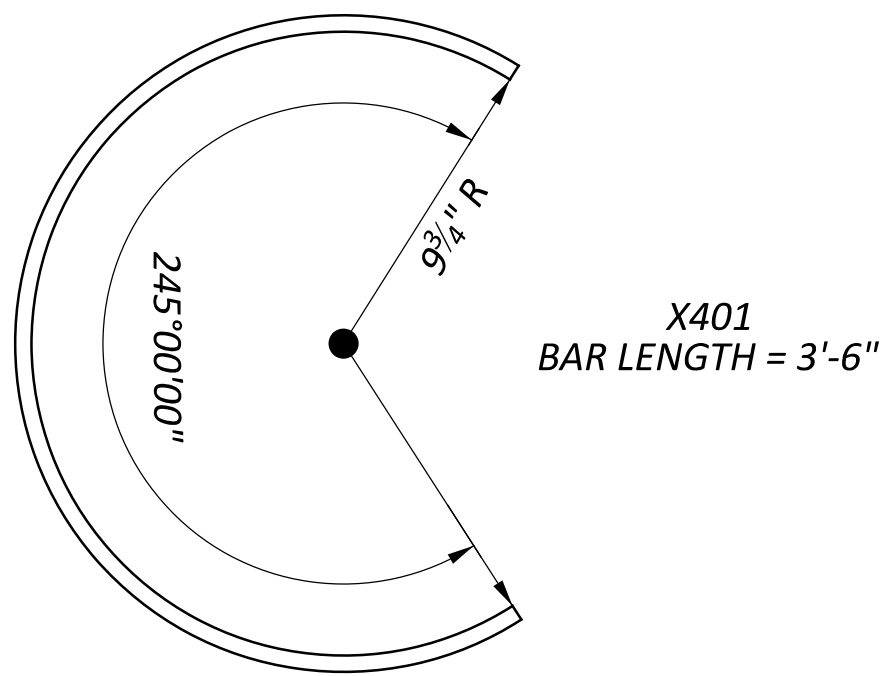
SECTION A-A

REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	224	3'-6"	524	1
Y601	64	9'-0"	865	STR.

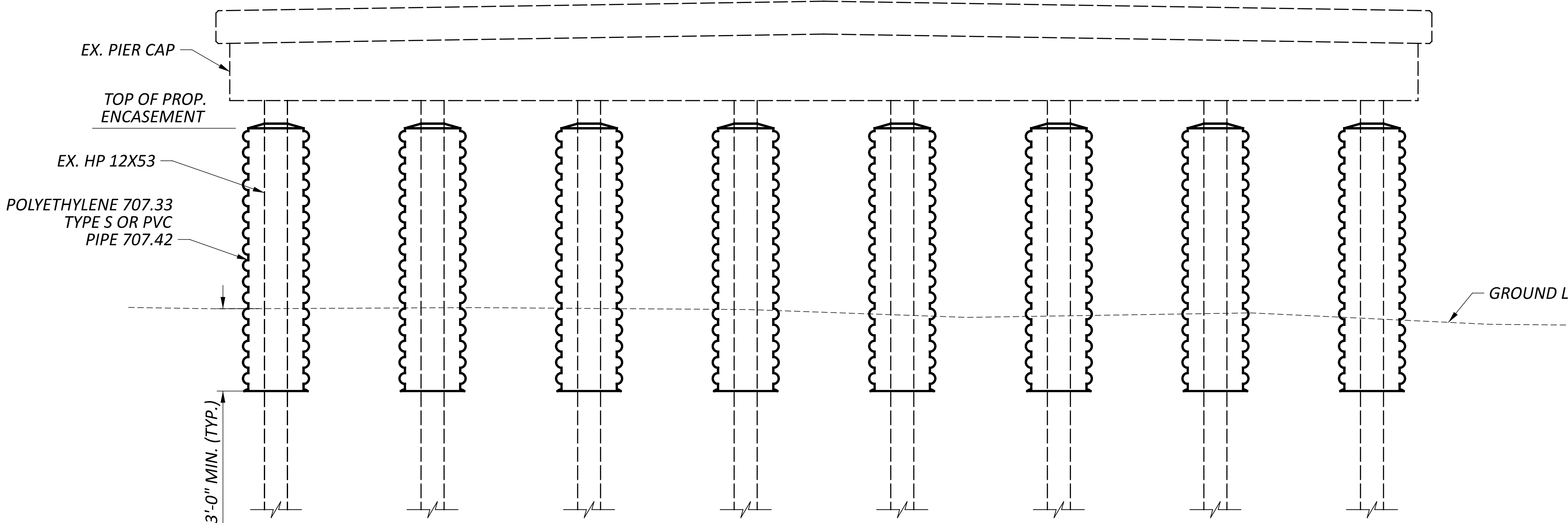
THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE IS FOR REFERENCE ONLY.

PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH FEET	NUMBER OF PILES EACH	TOTAL STRUCTURE ENCASEMENT LENGTH FEET
	A	B			
	FEET	FEET			
MAR-4-0179	3.00	6.50	9.50	16	152

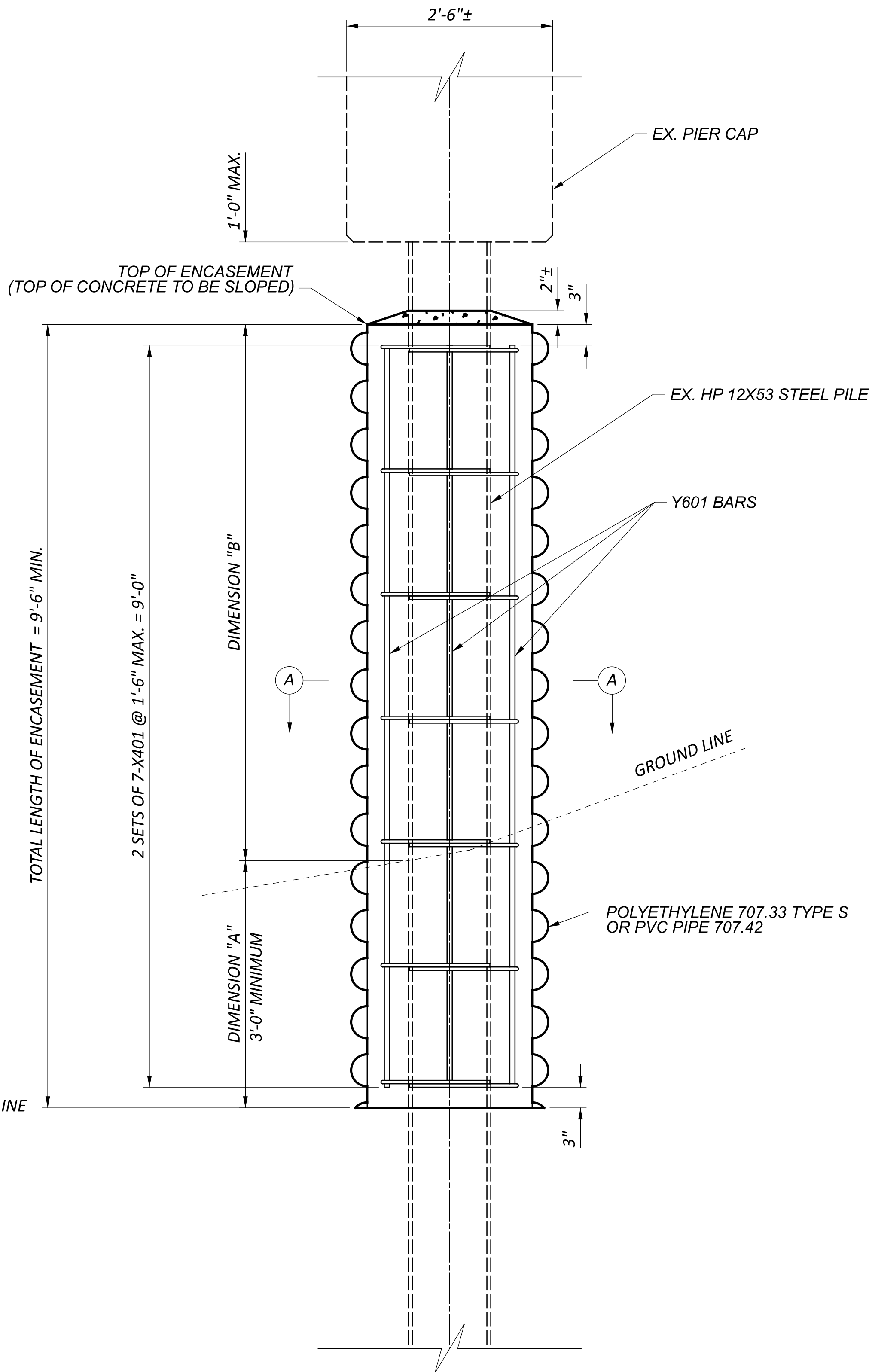
TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT



TYPE 1



TYPICAL PIER ELEVATION



PILE ENCASEMENT DETAIL

PIER ENCASEMENT DETAILS
BRIDGE NO.: MAR-4-0179
SR-4 OVER PATTON RUN

SFN
5100038

DESIGN AGENCY



DESIGNER
JMB

CHECKER

REVIEWER

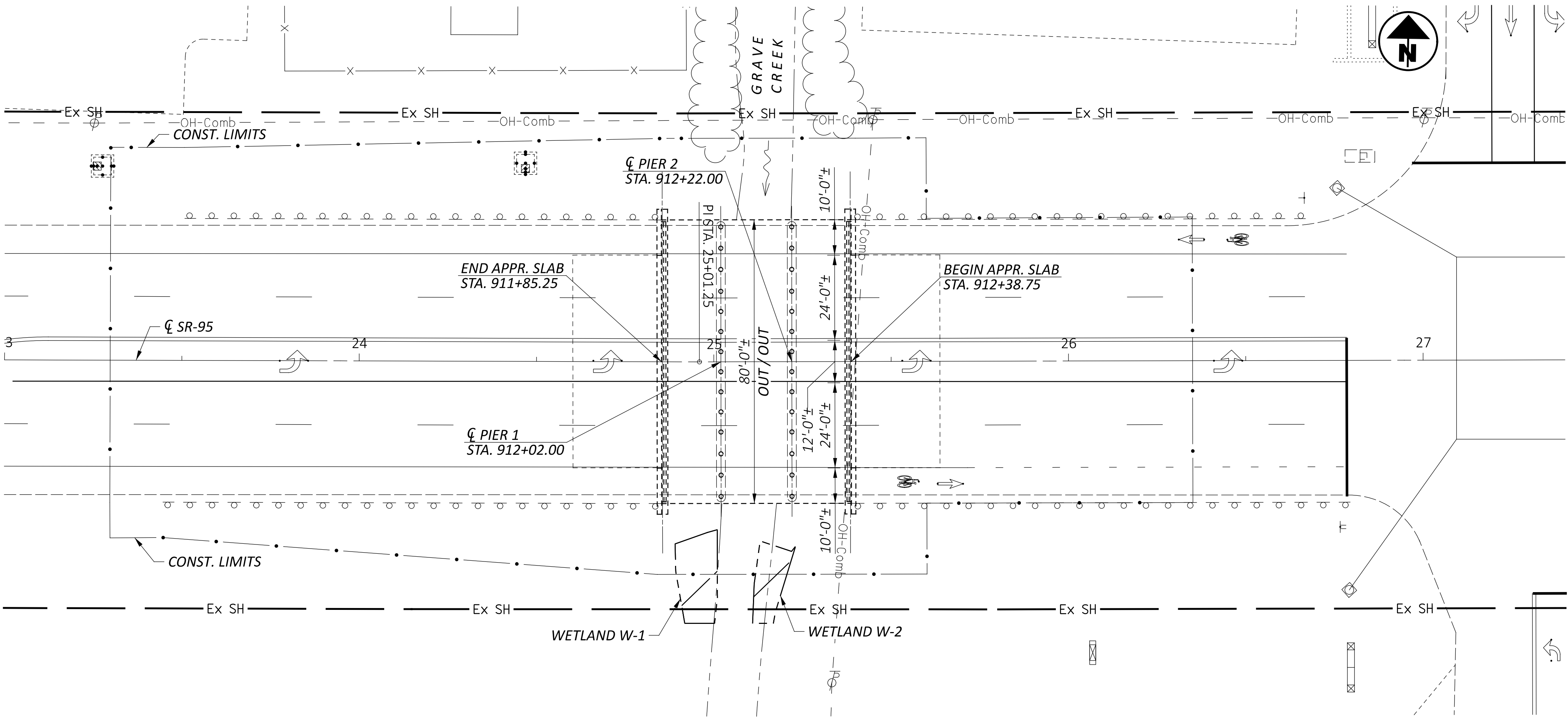
PROJECT ID
122446

SUBSET
2

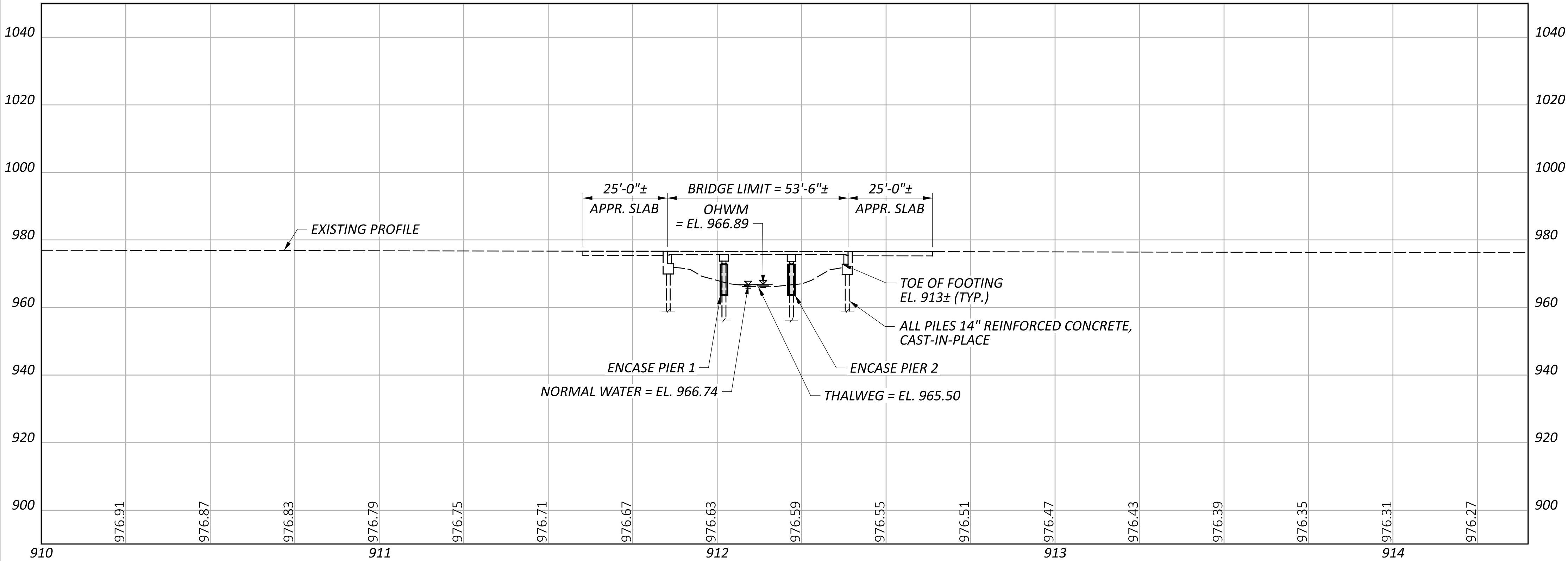
SHEET
P.15

TOTAL
2

TOTAL
29



PLAN



PROFILE

NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

2025 ADT = 19,000 2025 ADTT = 950
2045 ADT = 19,500 2045 ADTT = 975
DIRECTIONAL DISTRIBUTION = 51%

LEGEND

OHWM = ORDINARY HIGH WATER MARK
APPR. = APPROACH

HYDRAULIC DATA

DRAINAGE AREA = 4.65 SQ. MILES
Q (25) = 588 CFS V (25) = 4.7 FT/S
Q (100) = 812 CFS V (100) = 5.0 FT/S

EXISTING STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE

SPANS: 16'-0"±, 20'-0"±, 16'-0"± C/C BRGS.

ROADWAY: 80'-0"± F/F RAIL

LOADING: HS 20-44

SKEW: NONE

WEARING SURFACE: 1.25" MSC OVERLAY

APPROACH SLABS: AS-1-67 (25' LONG)

ALIGNMENT: TANGENT

CROWN: NORMAL

STRUCTURE FILE NUMBER: 5102588

DATE BUILT: 1965

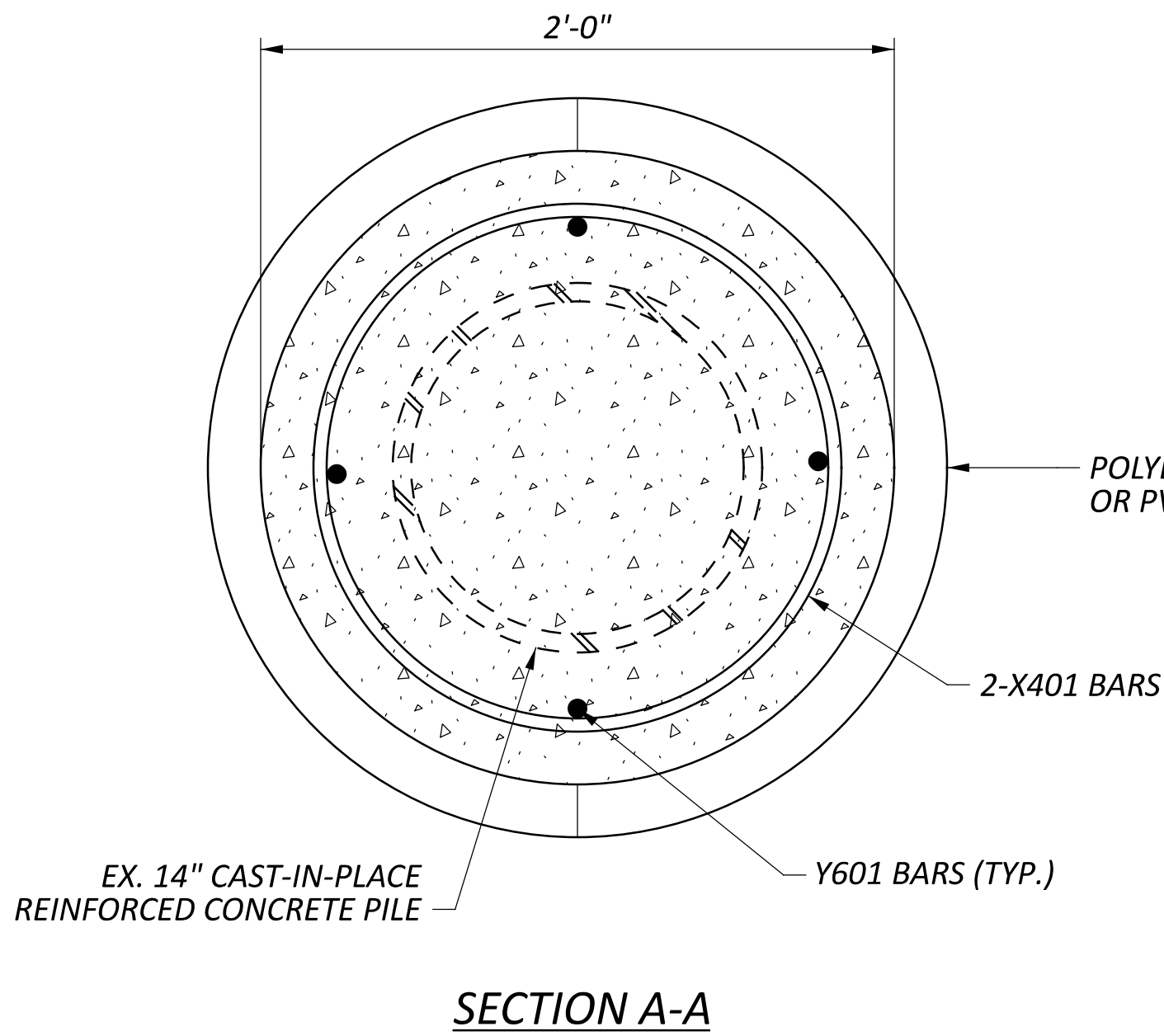
DISPOSITION: PILE SUBSTRUCTURE TO BE REHABILITATED

PROPOSED STRUCTURE

1. ENCASE PILES.

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.





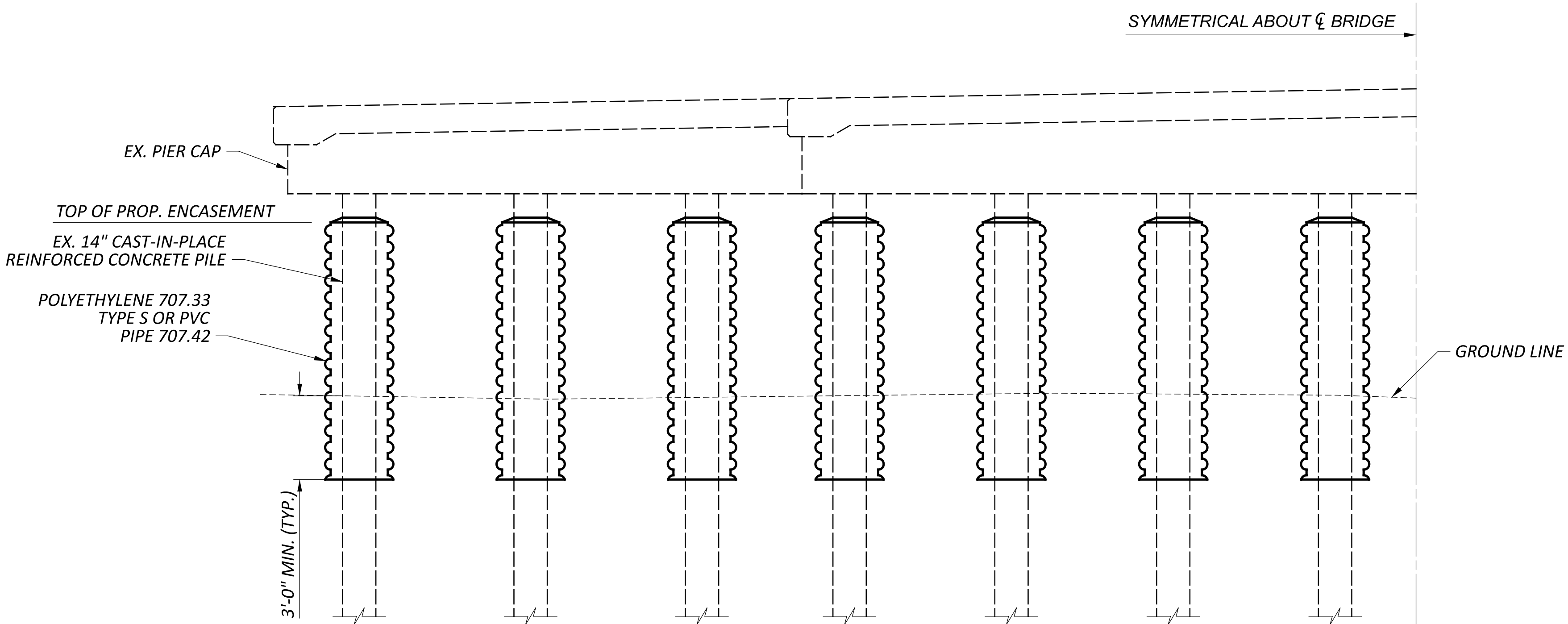
REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	392	3'-6"	916	1
Y601	112	8'-6"	1,430	STR.

THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE IS FOR REFERENCE ONLY.

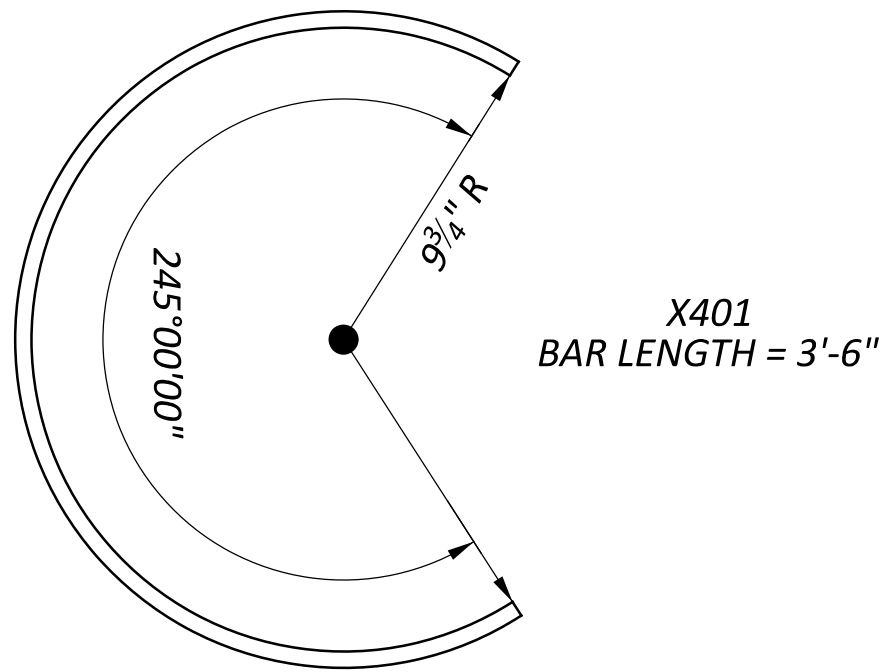
PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH	NUMBER OF PILES	TOTAL STRUCTURE ENCASEMENT LENGTH
	A	B			
	FEET	FEET	FEET	EACH	FEET
MAR-95-1744	3.00	6.00	9.00	28	252

TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT

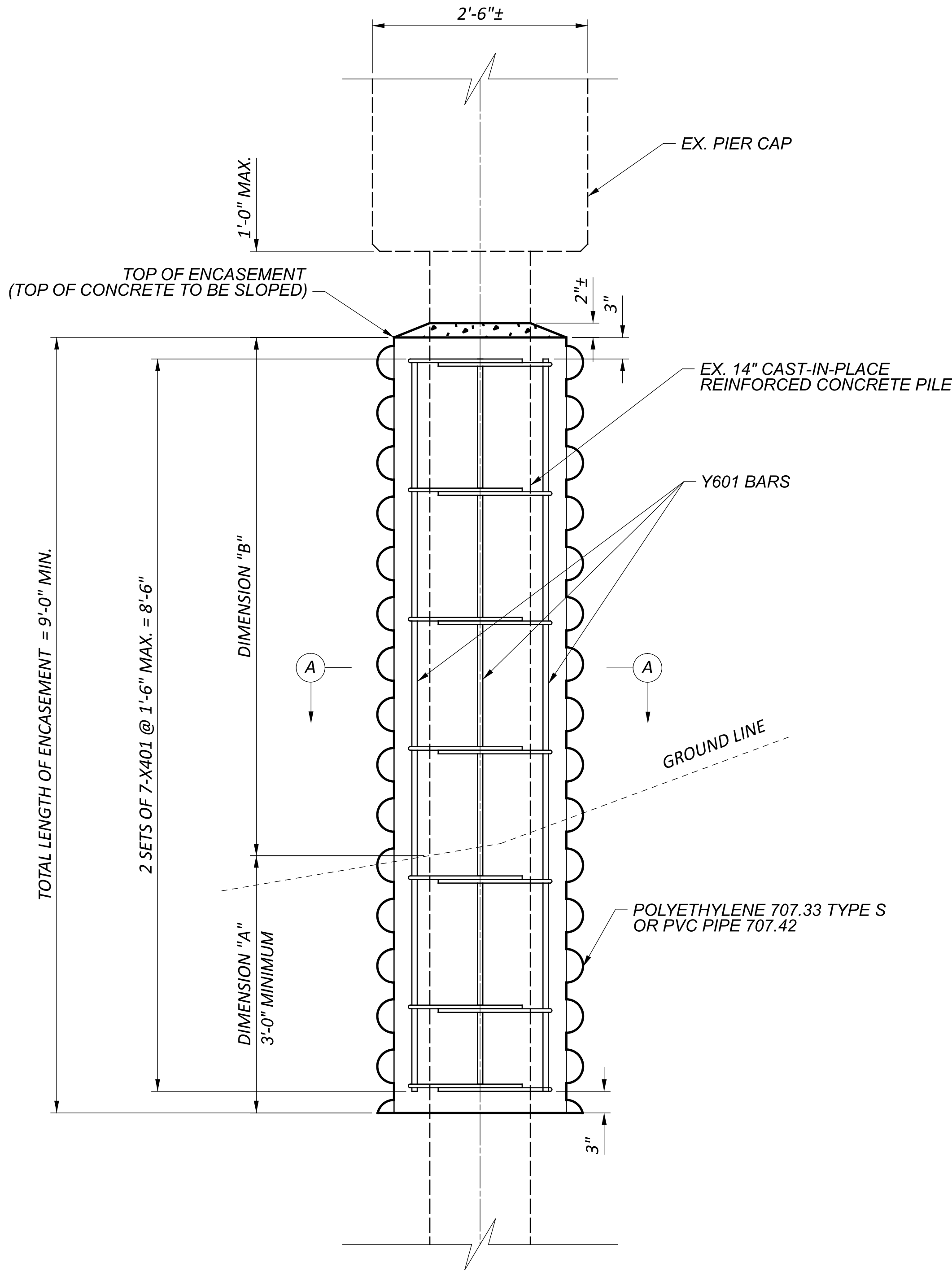
SYMMETRICAL ABOUT C_L BRIDGE



TYPICAL PIER ELEVATION



TYPE 1



PILE ENCASEMENT DETAIL

PIER ENCASEMENT DETAILS
BRIDGE NO.: MAR-95-1744
SR-95 OVER GRAVE CREEK

SFN
5102588

DESIGN AGENCY



DESIGNER
JMB

CHECKER

REVIEWER

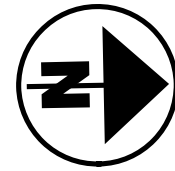
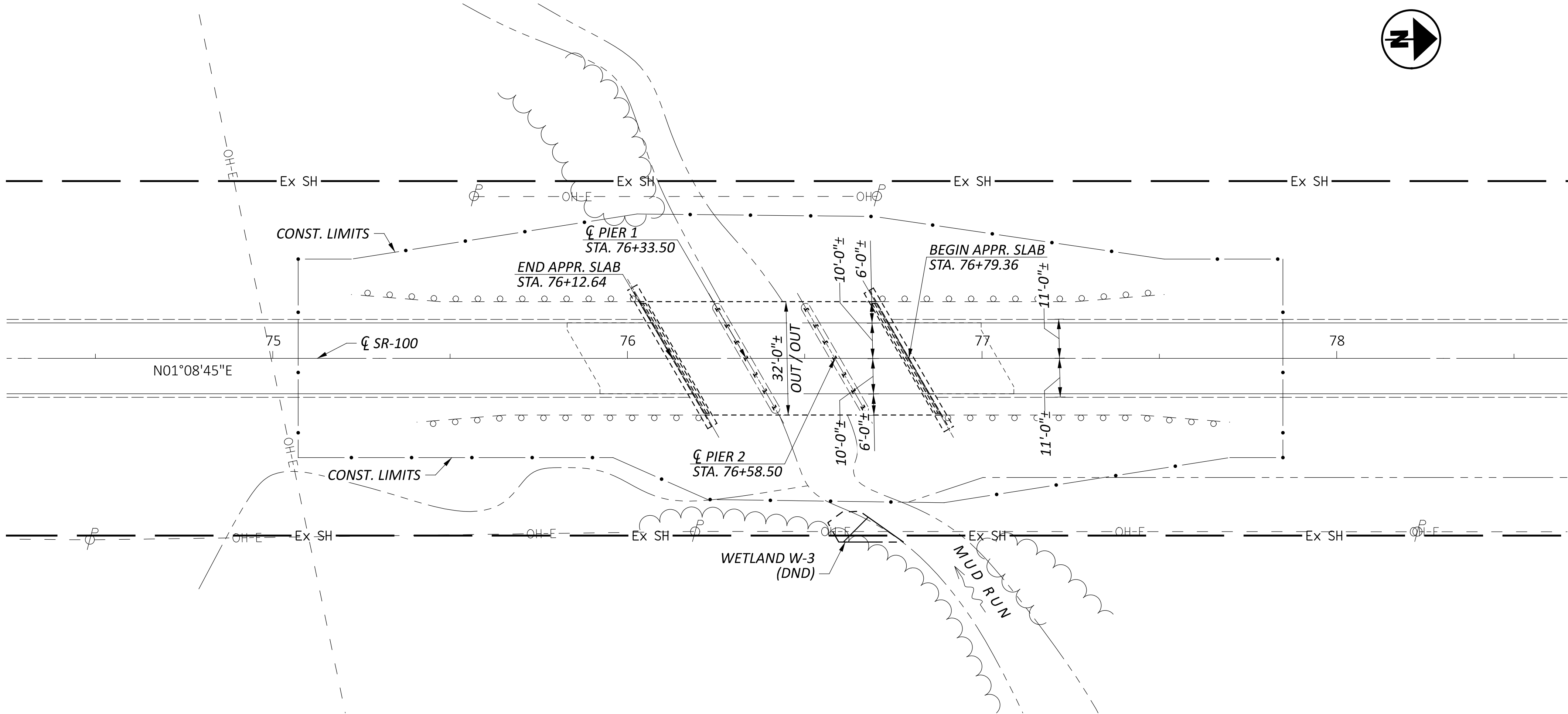
PROJECT ID
122446

SUBSET
2

SHEET
P.17

TOTAL
2

TOTAL
29



NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

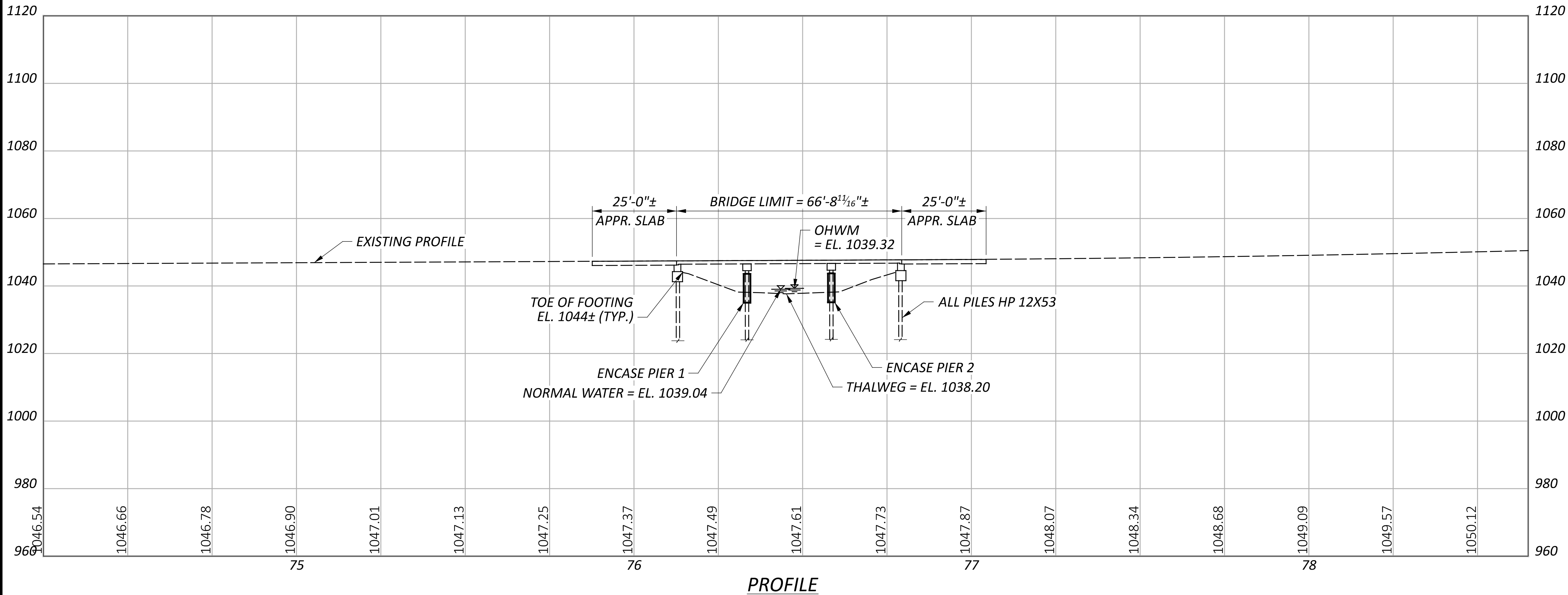
2025 ADT = 700 2025 ADTT = 91
2045 ADT = 800 2045 ADTT = 104
DIRECTIONAL DISTRIBUTION = 51%

LEGEND

OHWM = ORDINARY HIGH WATER MARK
APPR. = APPROACH

HYDRAULIC DATA

DRAINAGE AREA = 5.13 SQ. MILES
Q (25) = 1160 CFS V (25) = 4.8 FT/S
Q (100) = 1690 CFS V (100) = 5.9 FT/S



EXISTING STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE

SPANS: 20'-0"±, 25'-0"±, 20'-0"± C/C BRGS.

ROADWAY: 44'-0"± F/F RAIL

LOADING: CF=130(57)

SKEW: 30° RIGHT FORWARD

WEARING SURFACE: BITUMINOUS - CHIP AND SEAL

APPROACH SLABS: AS-1-54 (25' LONG)

ALIGNMENT: TANGENT

CROWN: NORMAL

STRUCTURE FILE NUMBER: 5102979

DATE BUILT: 1962

DISPOSITION: PILE SUBSTRUCTURE TO BE REHABILITATED

PROPOSED STRUCTURE

1. ENCASE PILES.

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.

SITE PLAN
BRIDGE NO.: MAR-100-0145
SR-100 OVER MUD RUN

SFN
5102979

DESIGN AGENCY



DESIGNER
JMB

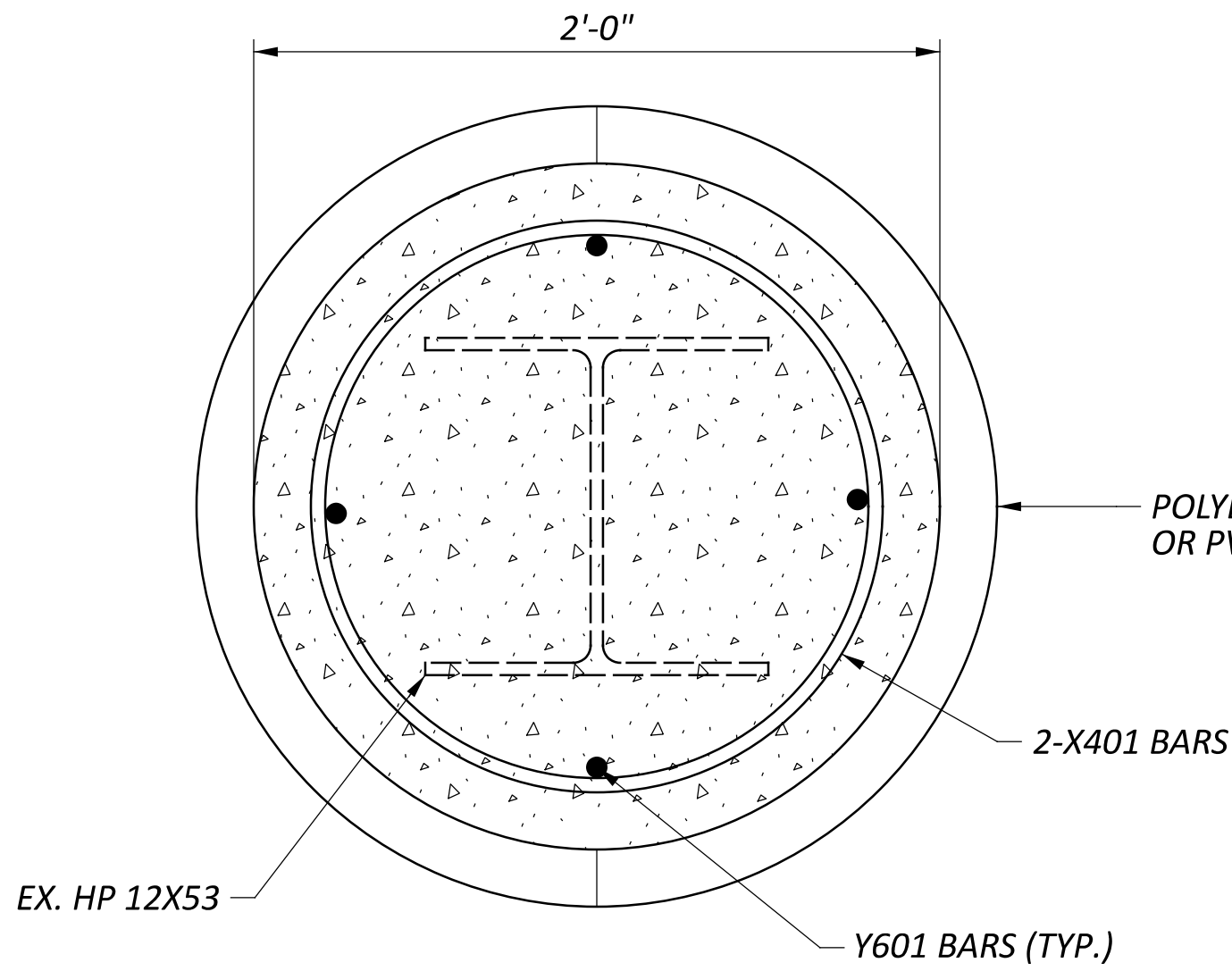
CHECKER

REVIEWER

PROJECT ID
122446

SUBSET TOTAL
1 2

SHEET TOTAL
P.18 29



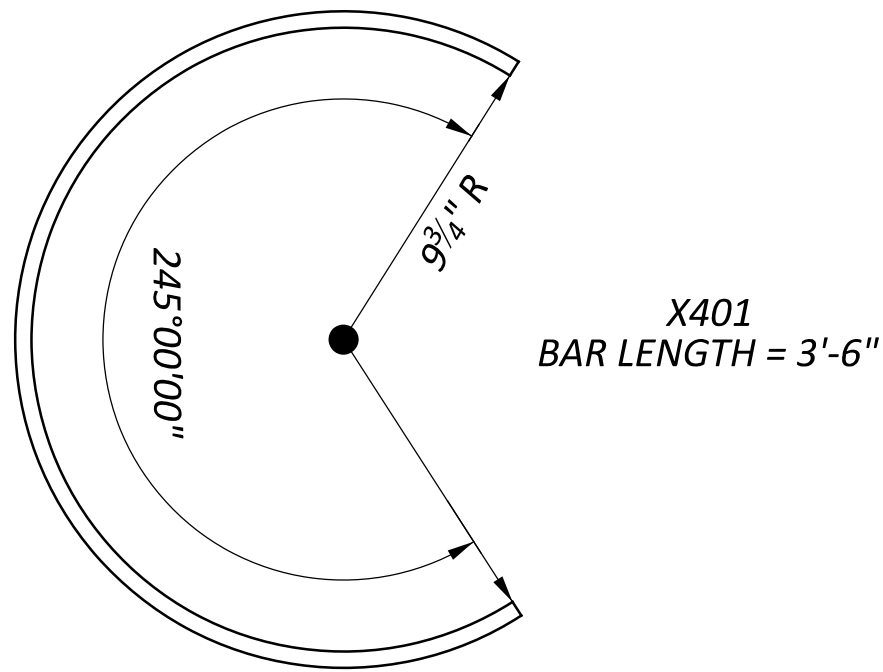
SECTION A-A

REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	196	3'-6"	458	1
Y601	56	8'-0"	673	STR.

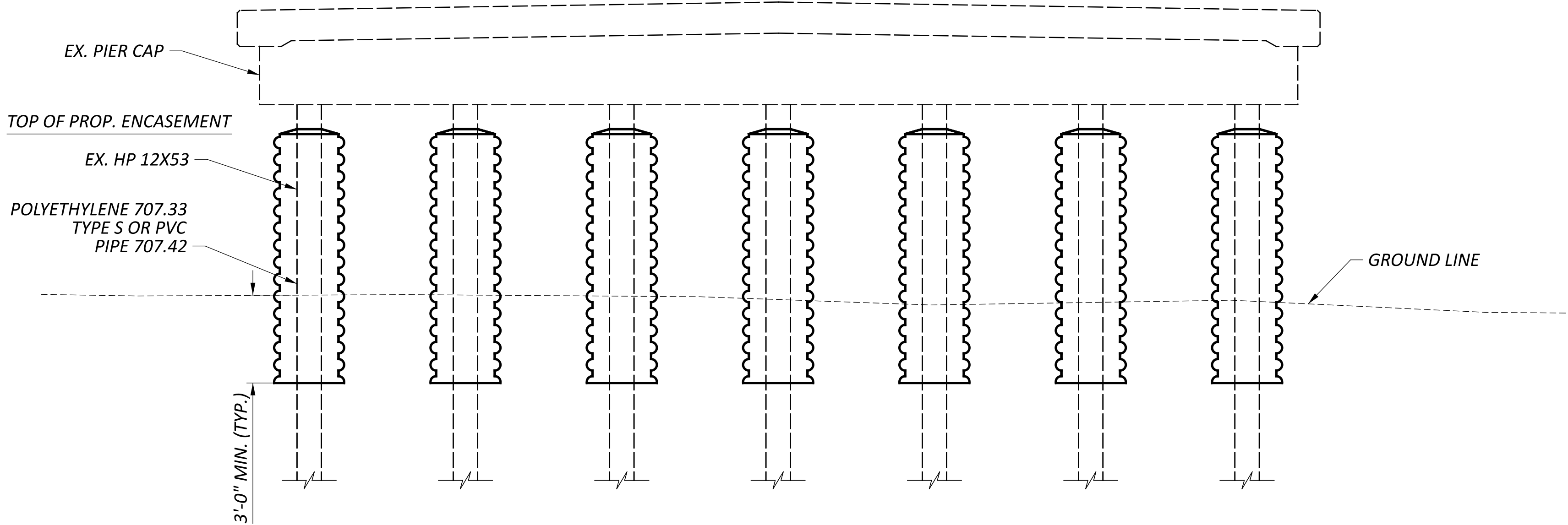
THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE FOR REFERENCE ONLY.

PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH FEET	NUMBER OF PILES EACH	TOTAL STRUCTURE ENCASEMENT LENGTH FEET
	A	B			
	FEET	FEET			
MAD-100-0145	3.00	5.50	8.50	14	119

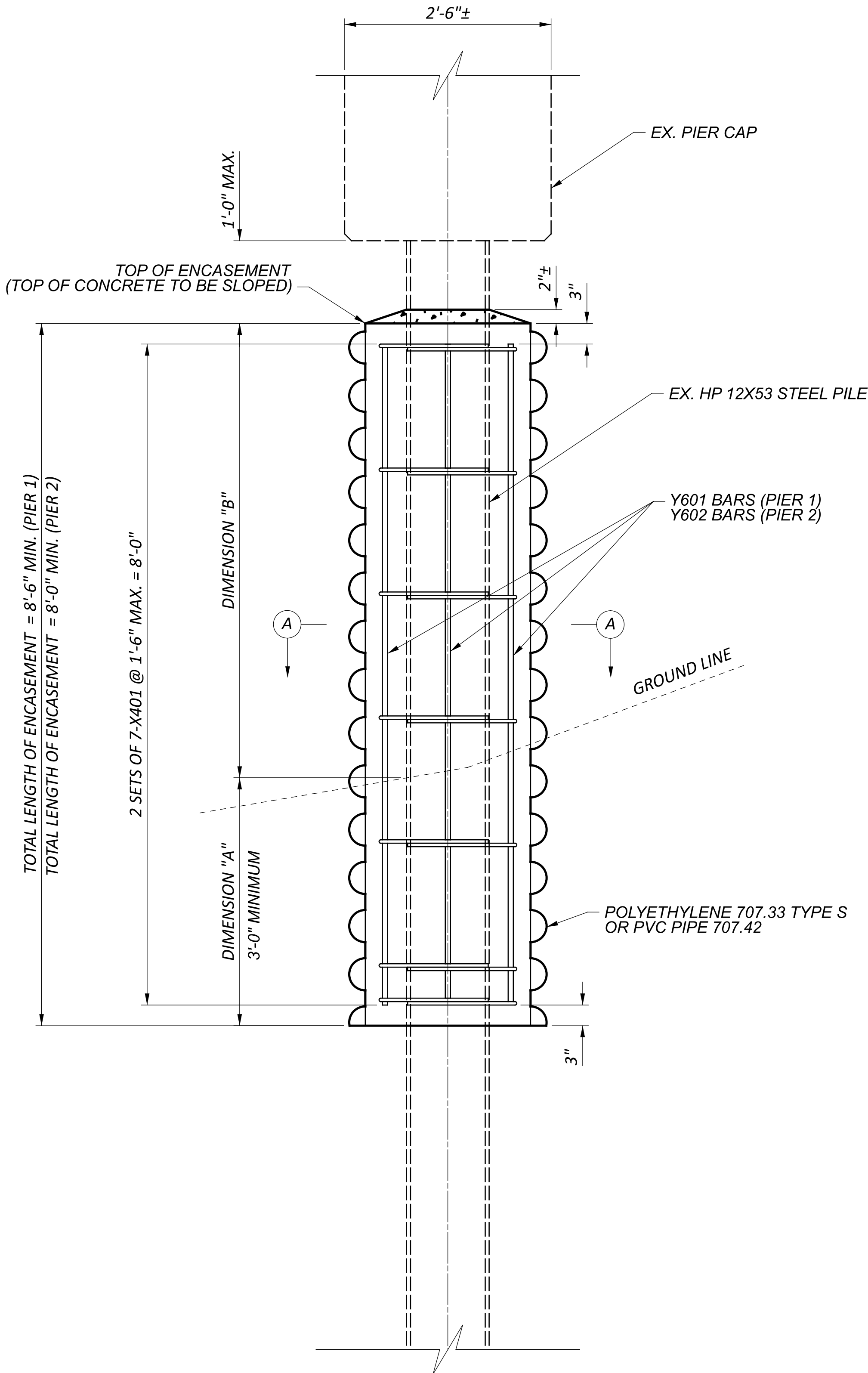
TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT



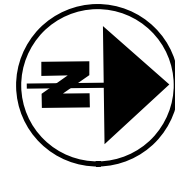
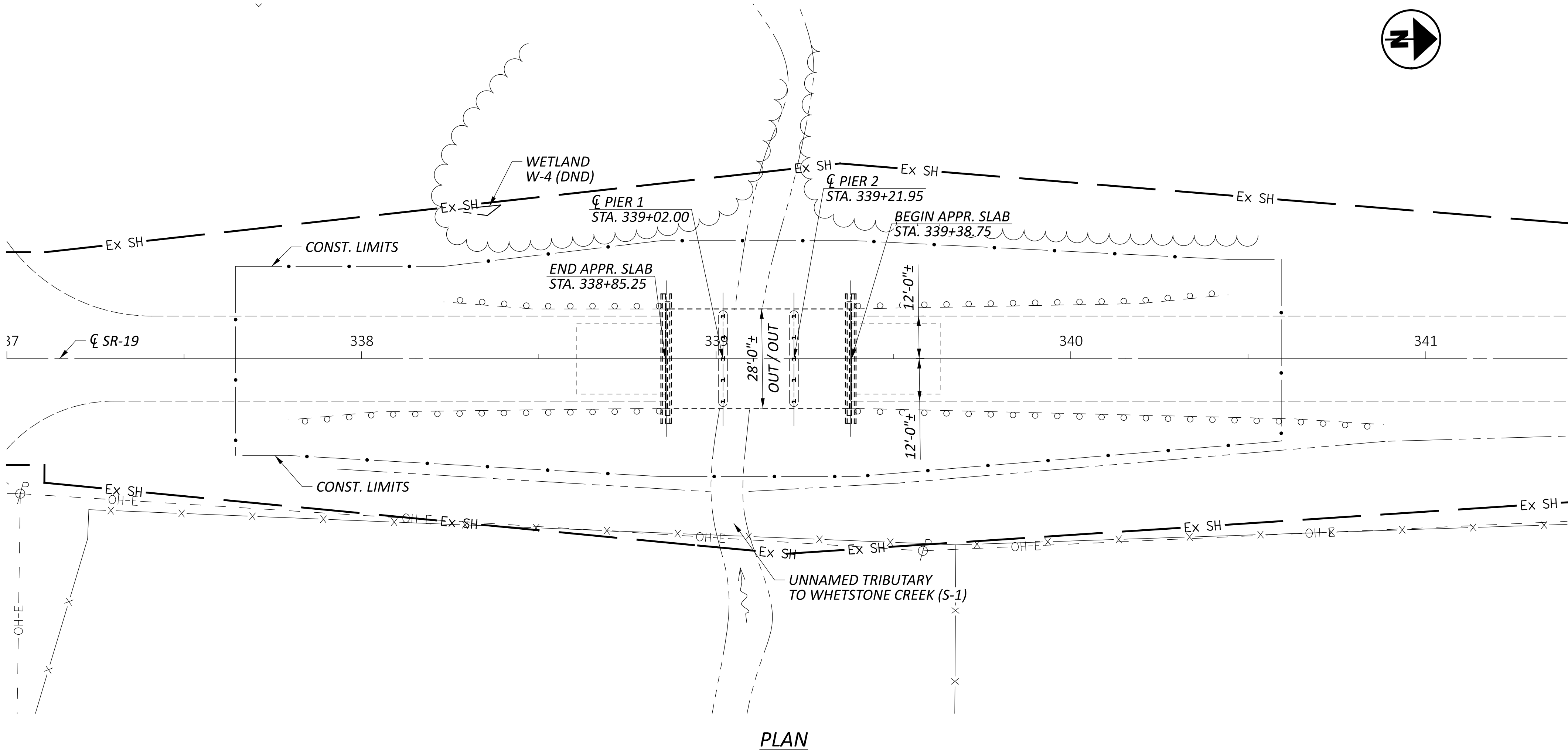
TYPE 1



TYPICAL PIER ELEVATION



PILE ENCASEMENT DETAIL



NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

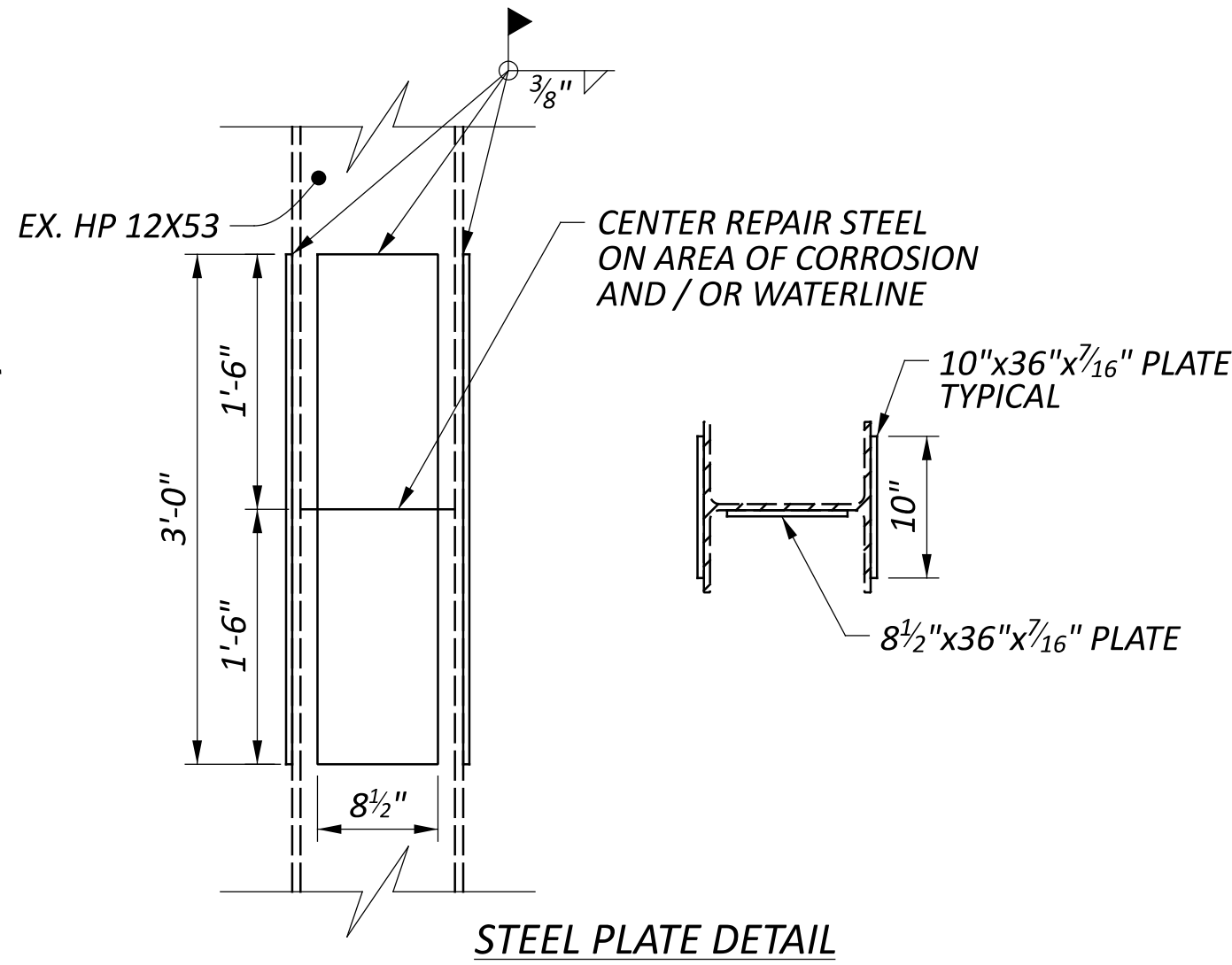
2025 ADT = 2,600 2025 ADTT = 208
2045 ADT = 2,800 2045 ADTT = 224
DIRECTIONAL DISTRIBUTION = 65%

LEGEND

OHWM = ORDINARY HIGH WATER MARK
APPR. = APPROACH

HYDRAULIC DATA

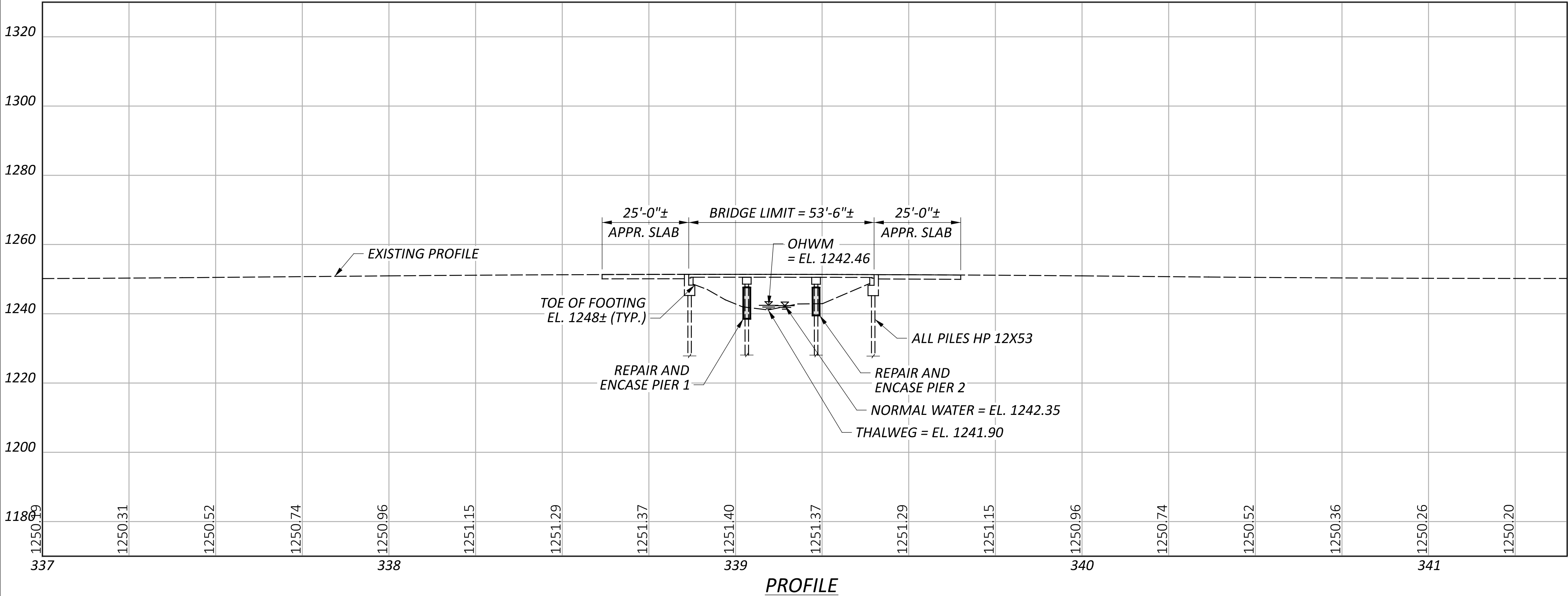
DRAINAGE AREA = 1.42 SQ. MILES
Q (25) = 538 CFS V (25) = 3.3 FT/S
Q (100) = 805 CFS V (100) = 4.4 FT/S



ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF

3' x .71' x 0.0365' x 490 LB/CF x 10 EA. = 381.0 LB
3' x .83' x 0.0365' x 490 LB/CF x 20 EA. = 890.7 LB

A TOTAL OF 1,272 LB CARRIED TO THE GENERAL SUMMARY.



EXISTING STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE

SPANS: 16'-0"±, 20'-0"±, 16'-0"± C/C BRGS.

ROADWAY: 28'-0"± F/F RAIL

LOADING: CF=130(57)

SKEW: NONE

WEARING SURFACE: BITUMINOUS - CHIP AND SEAL

APPROACH SLABS: AS-1-54 (25' LONG)

ALIGNMENT: TANGENT

CROWN: NORMAL

STRUCTURE FILE NUMBER: 5900182

DATE BUILT: 1962

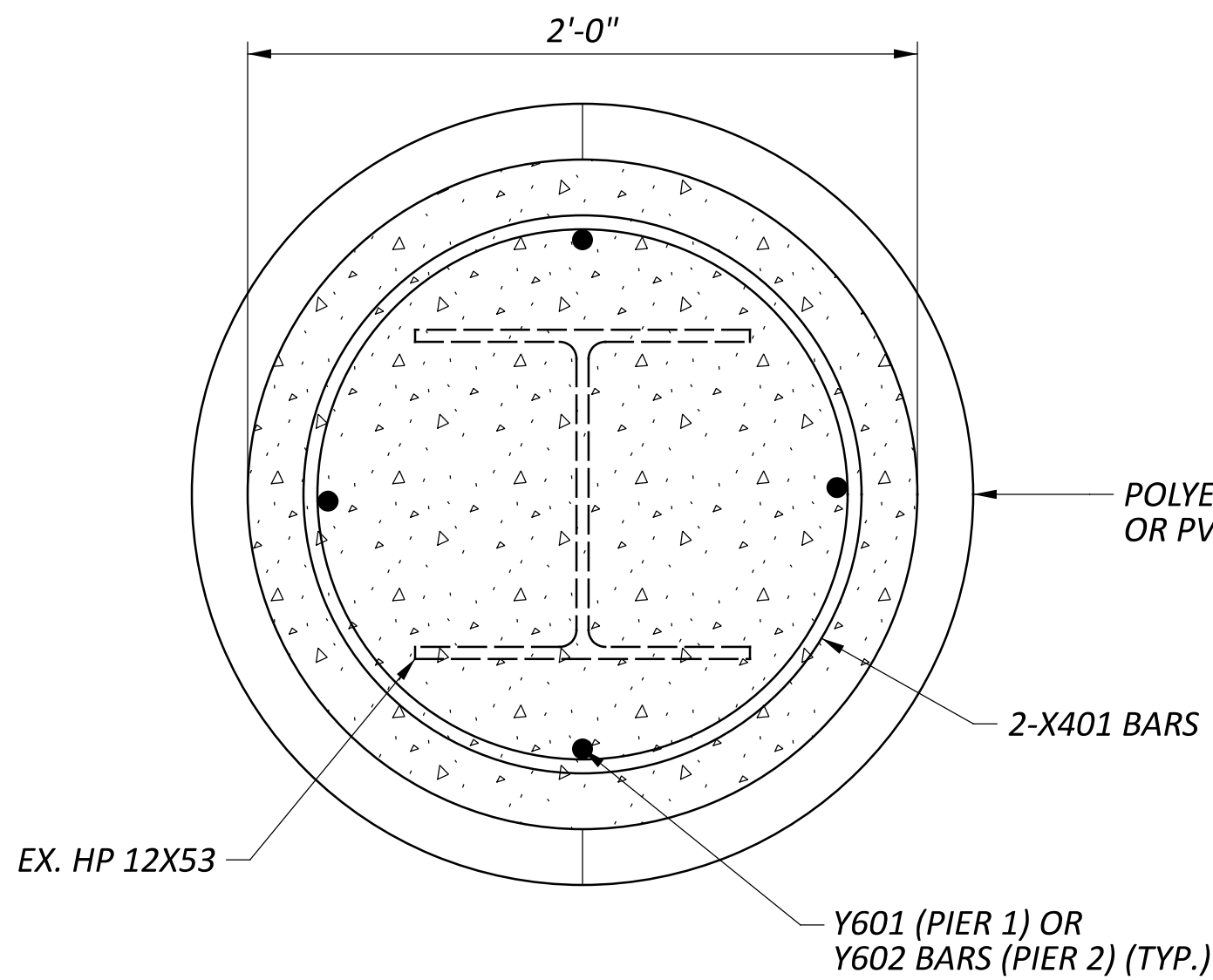
DISPOSITION: PILE SUBSTRUCTURE TO BE REHABILITATED

PROPOSED STRUCTURE

1. REPAIR (PLATE) AND ENCASE PILES.

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.





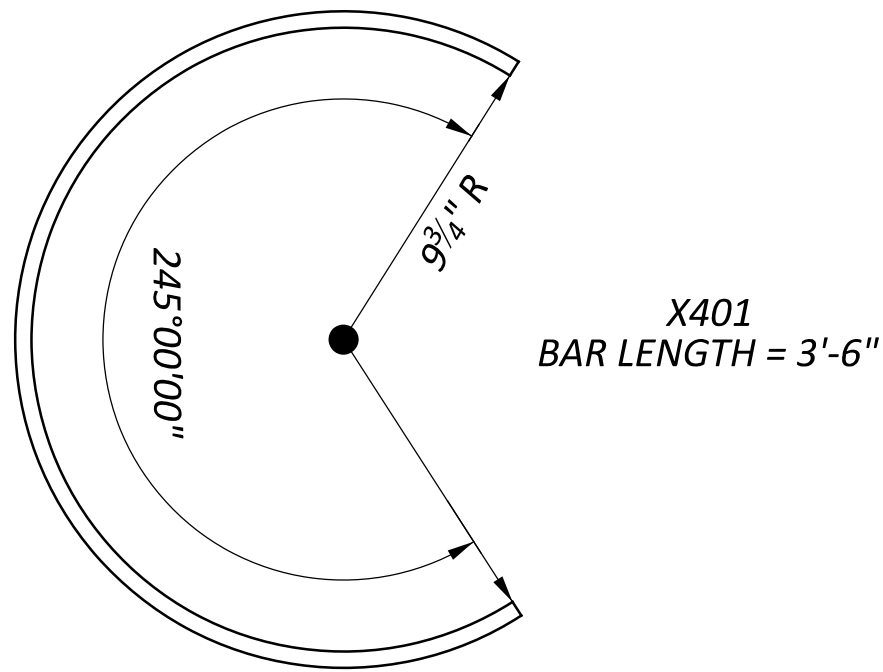
SECTION A-A

REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	140	3'-6"	327	1
Y601	20	8'-6"	255	STR.
Y602	20	7'-6"	225	STR.

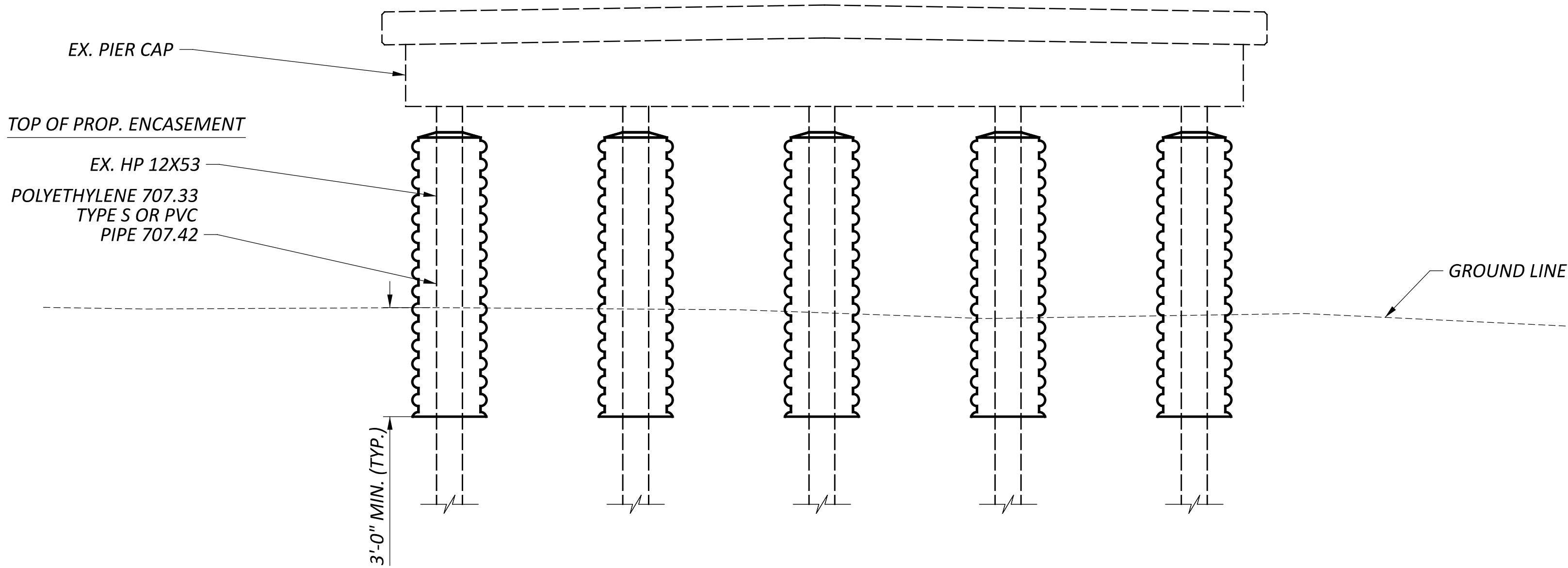
THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE FOR REFERENCE ONLY.

PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH FEET	NUMBER OF PILES EACH	TOTAL STRUCTURE ENCASEMENT LENGTH FEET
	A	B			
	FEET	FEET			
MRW-19-0643 (PIER 1)	3.00	6	9	5	45
MRW-19-0643 (PIER 2)	3.00	5	8	5	40

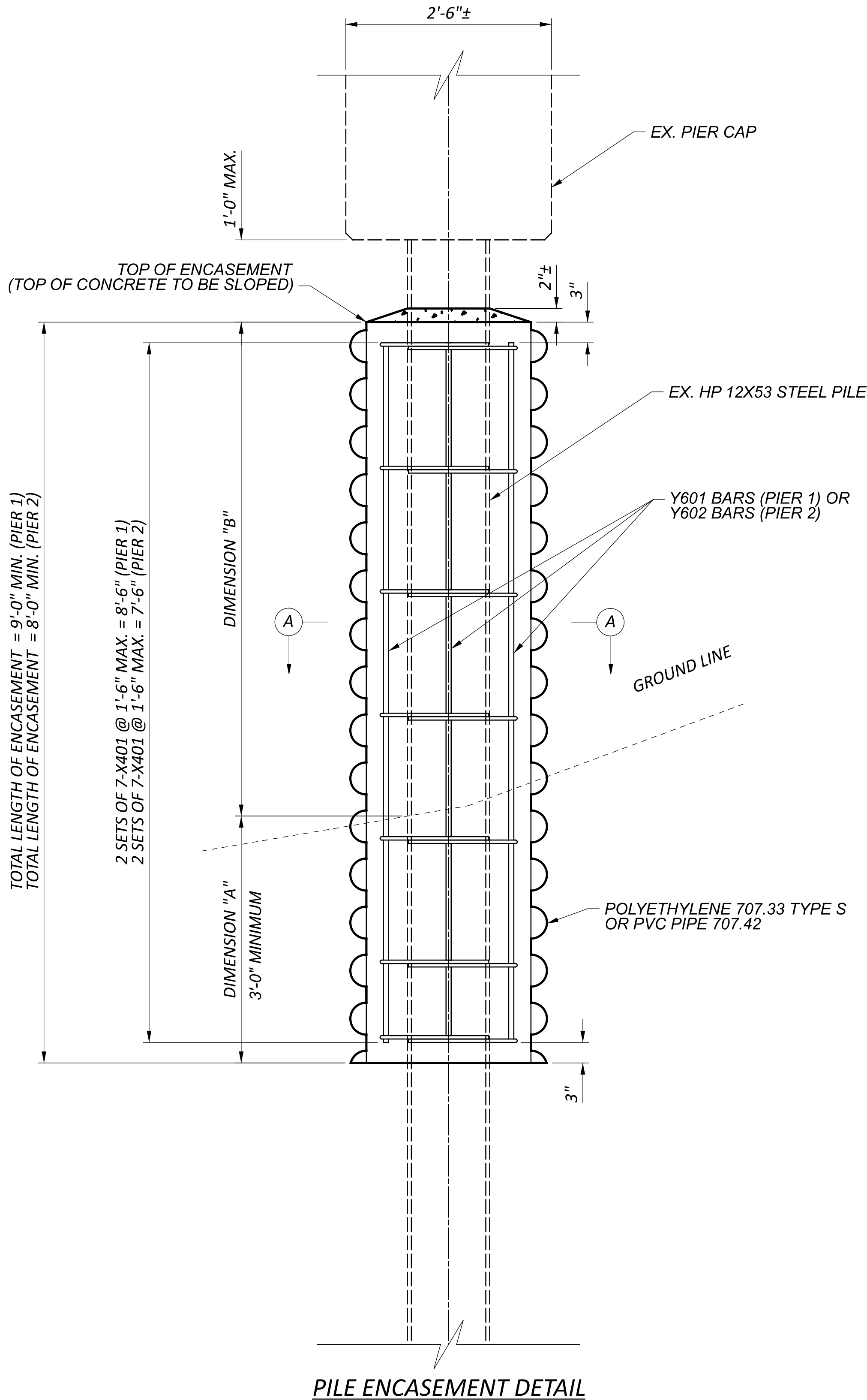
TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT



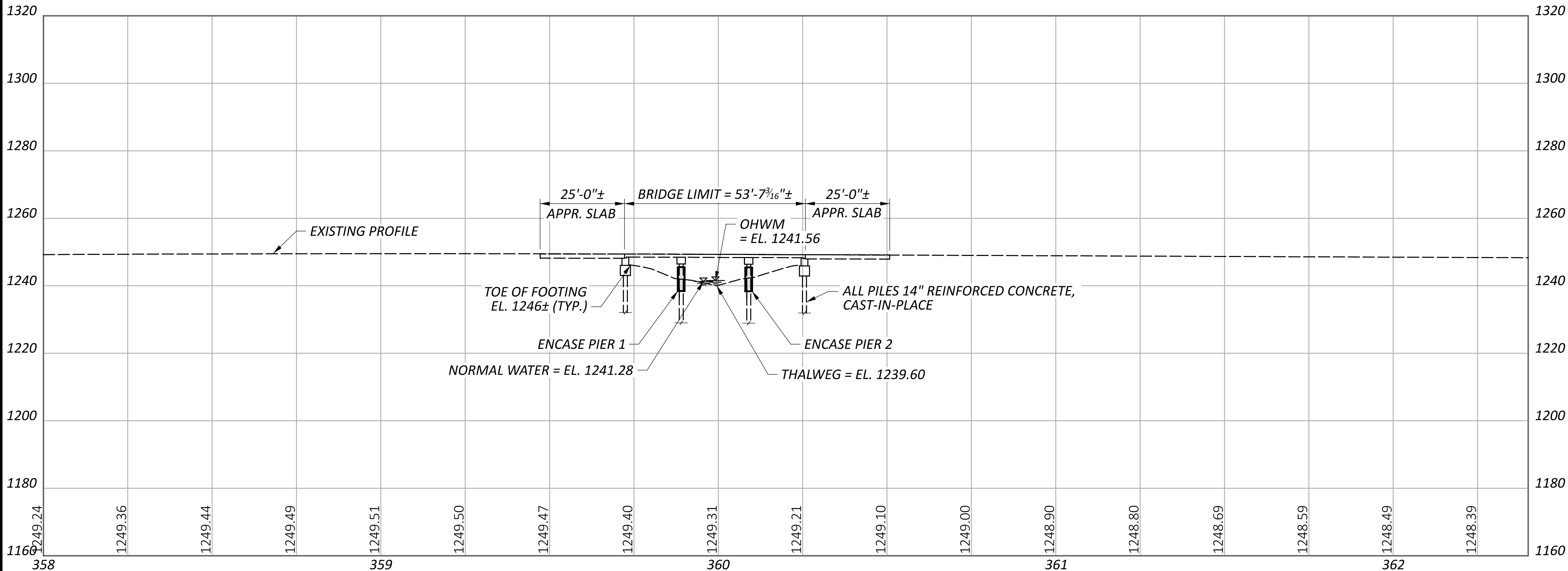
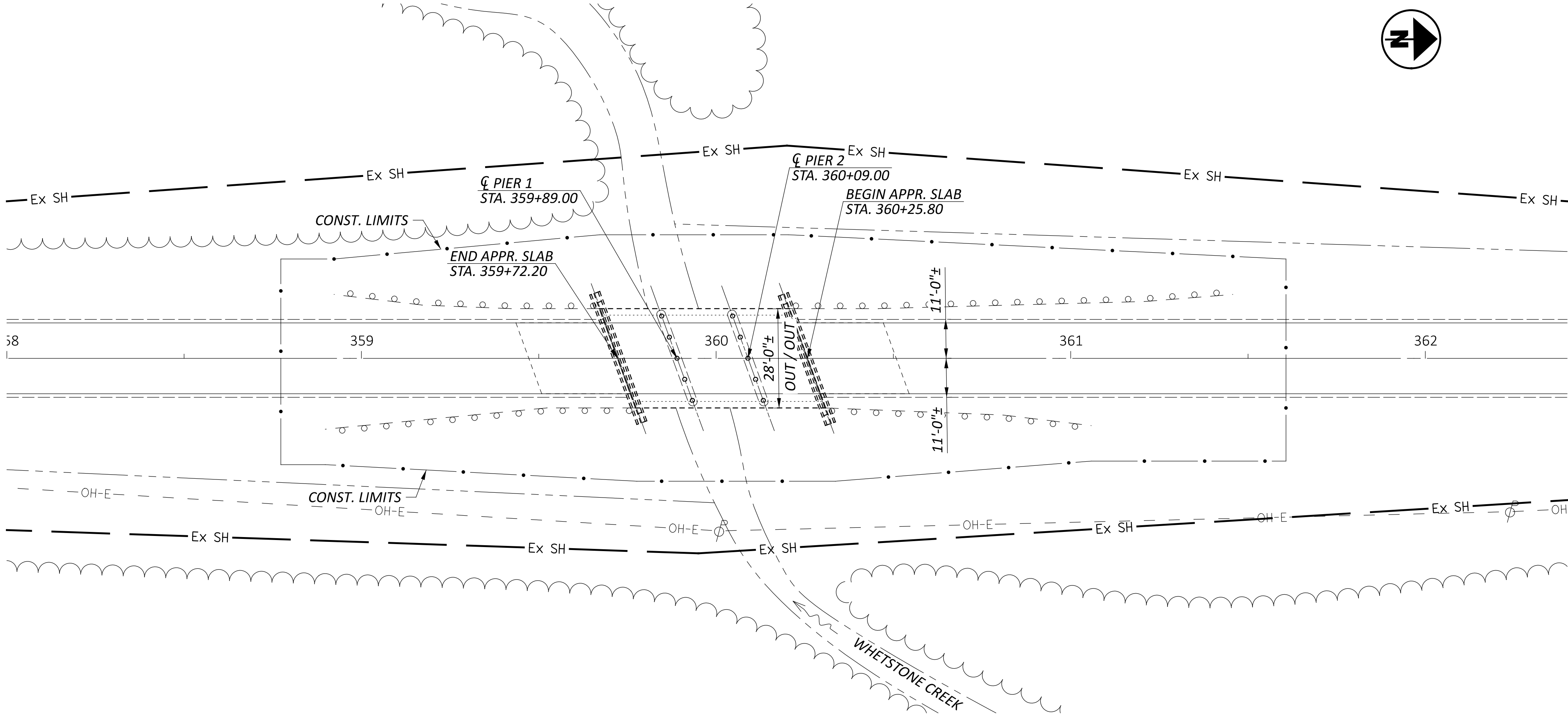
TYPE 1



TYPICAL PIER ELEVATION



PILE ENCASEMENT DETAIL



NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

2025 ADT = 2,600 2025 ADTT = 208
2045 ADT = 2,800 2045 ADTT = 224

DIRECTIONAL DISTRIBUTION = 65%

LEGEND

OHWM = ORDINARY HIGH WATER MARK

APPR. = APPROACH

HYDRAULIC DATA

DRAINAGE AREA = 1.71 SQ. MILES
Q (25) = 623 CFS V (25) = 4.5 FT/S
Q (100) = 934 CFS V (100) = 5.3 FT/S

EXISTING STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE

SPANS: 16'-0"±, 20'-0"±, 16'-0"± C/C BRGS.

ROADWAY: 28'-0"± F/F RAIL

LOADING: CF=130(57)

SKEW: 20° RIGHT FORWARD

WEARING SURFACE: 1.25" BITUMINOUS (ASPHALT)

APPROACH SLABS: AS-1-54 (25' LONG)

ALIGNMENT: TANGENT

CROWN: NORMAL

STRUCTURE FILE NUMBER: 5102979

DATE BUILT: 1959

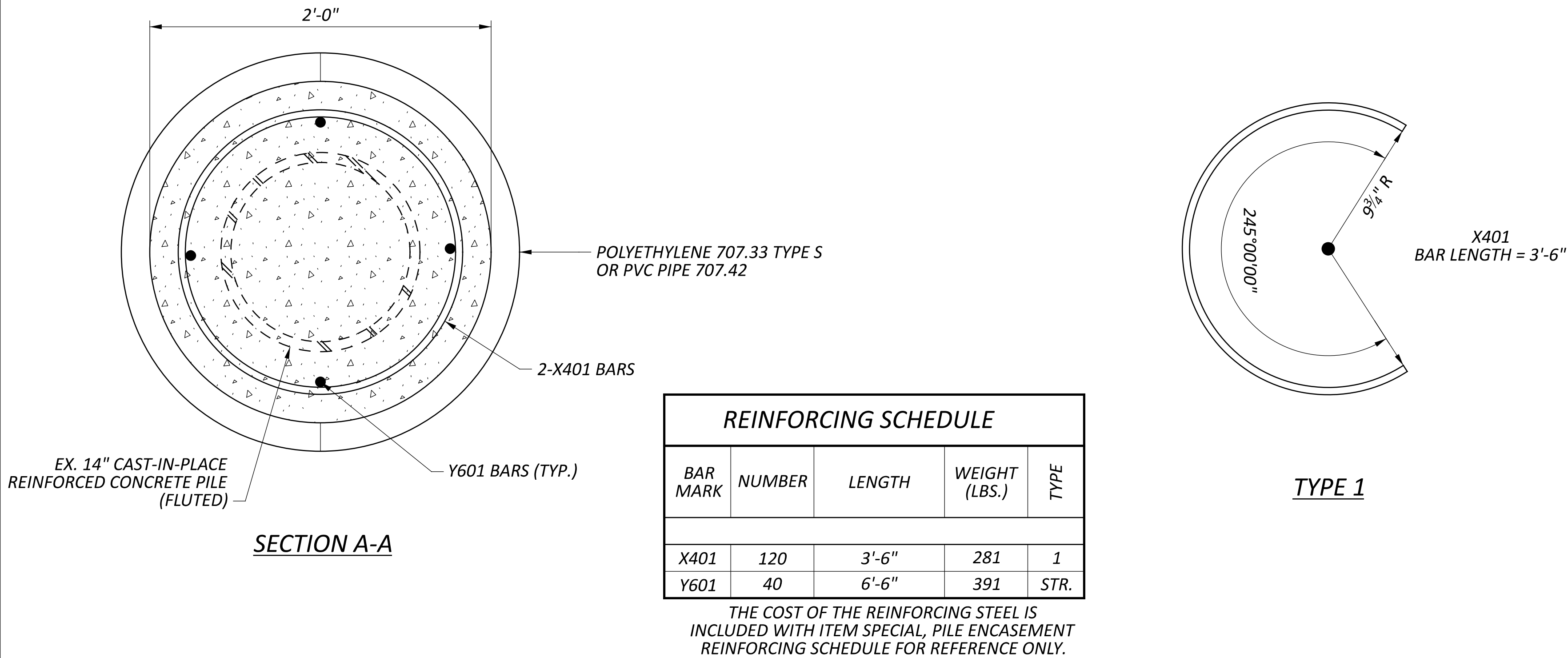
DISPOSITION: PILE SUBSTRUCTURE TO BE REHABILITATED

PROPOSED STRUCTURE

1. ENCASE PILES.

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.



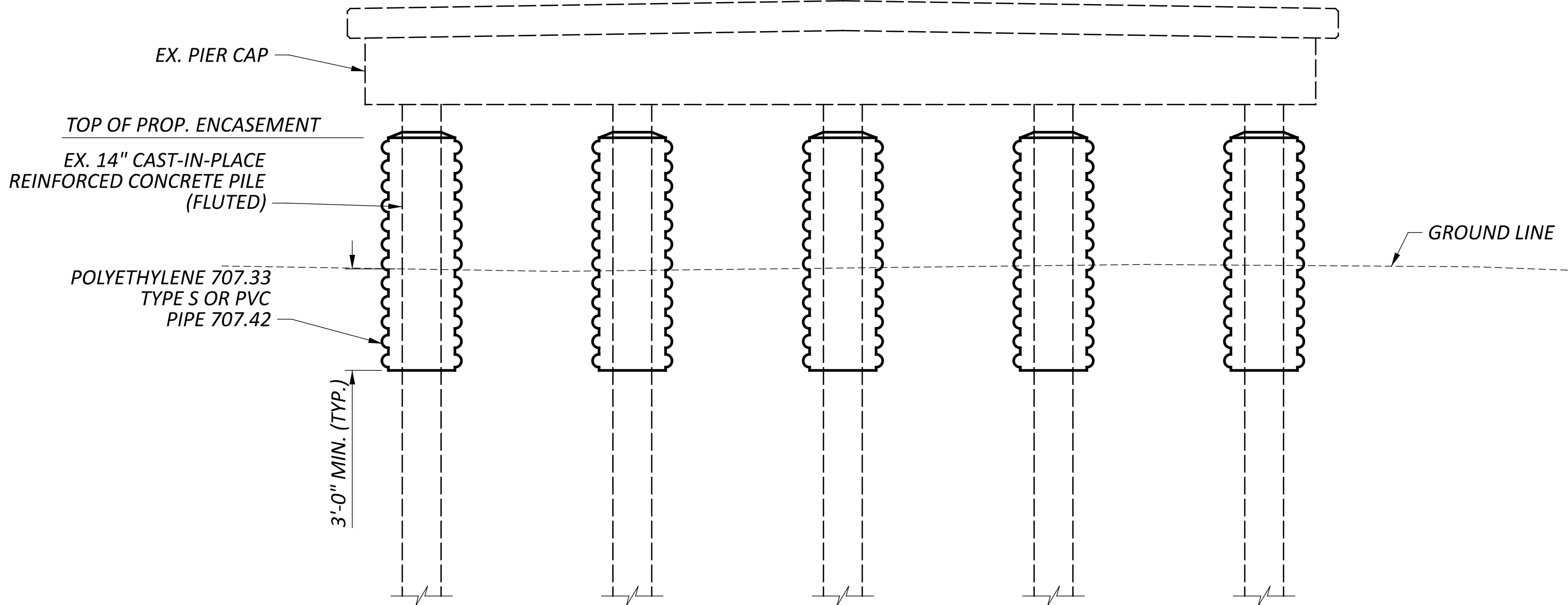


REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	120	3'-6"	281	1
Y601	40	6'-6"	391	STR.

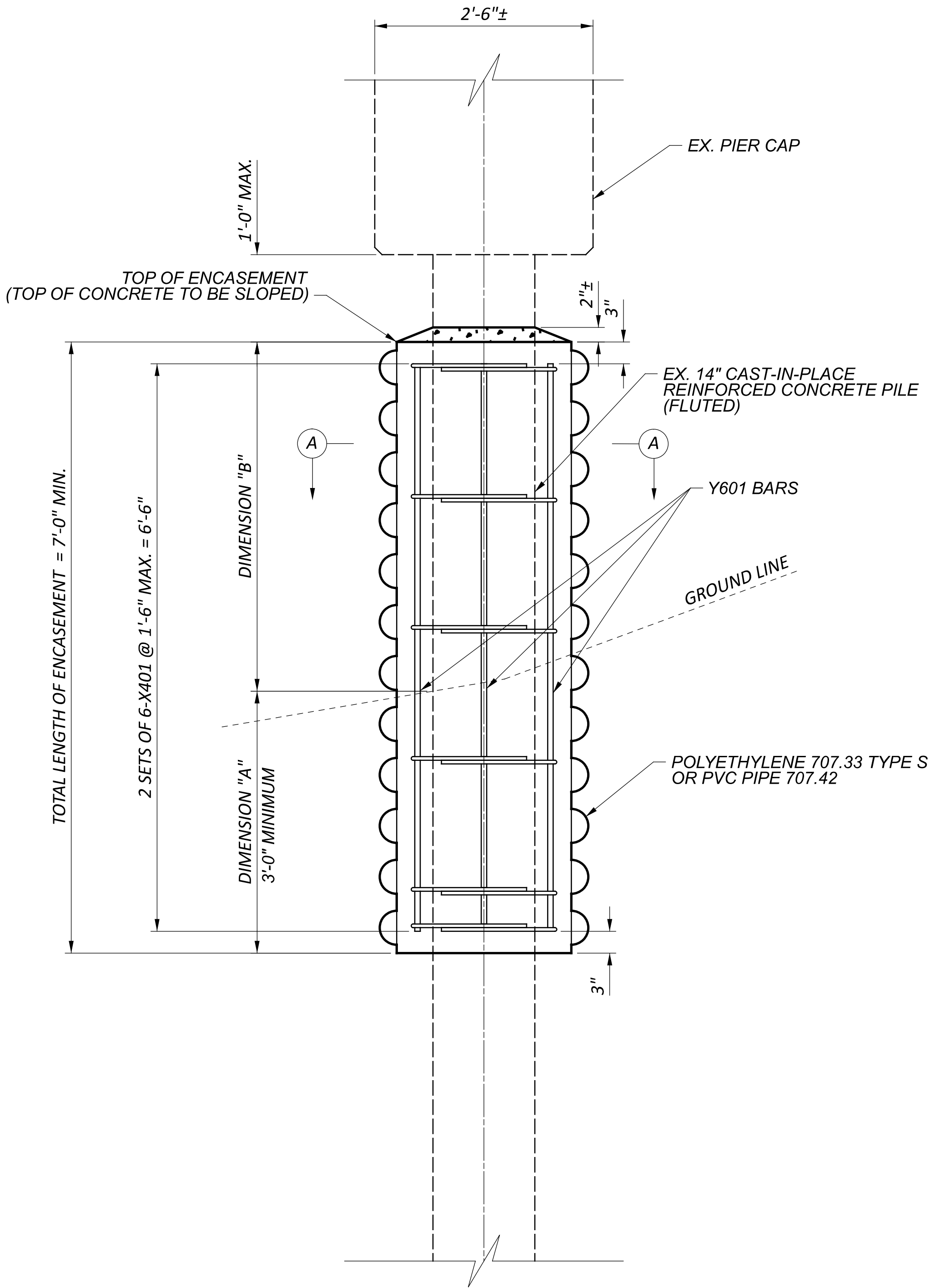
THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE FOR REFERENCE ONLY.

PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH	NUMBER OF PILES	TOTAL STRUCTURE ENCASEMENT LENGTH
	A	B			
	FEET	FEET	FEET	EACH	FEET
MRW-19-0683	3.00	4	7.00	10	70

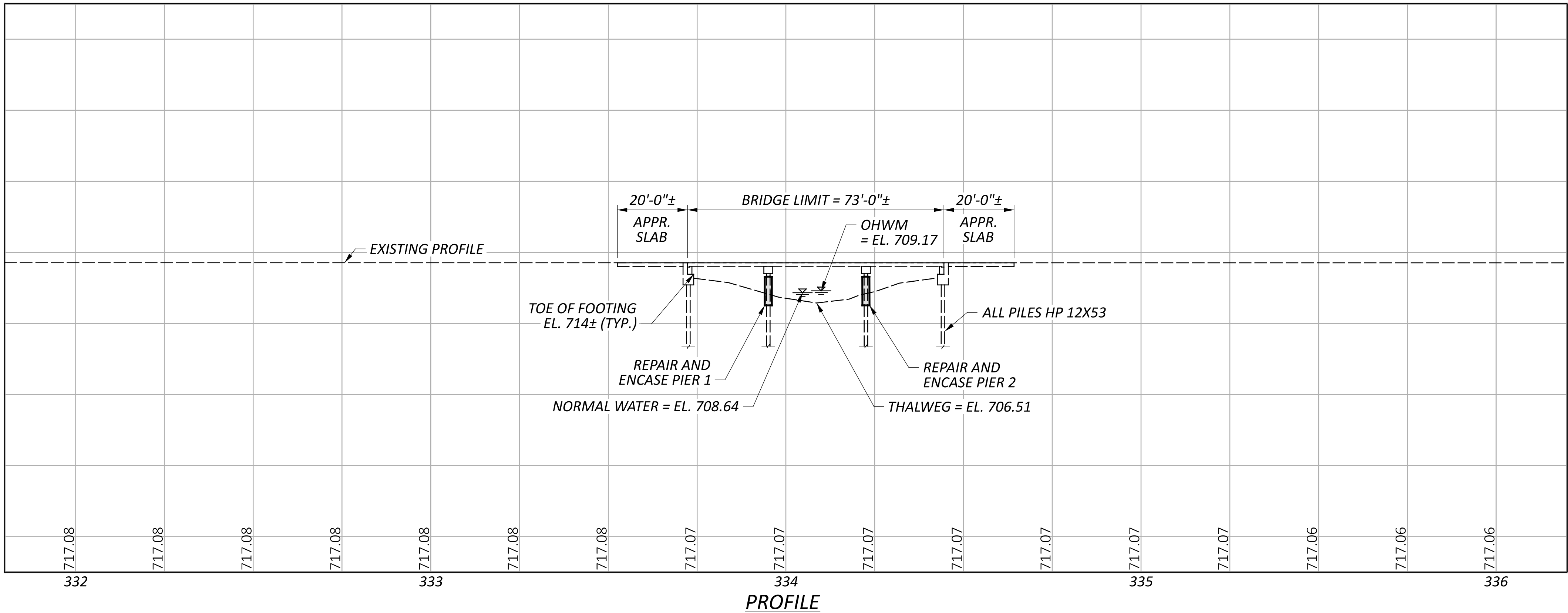
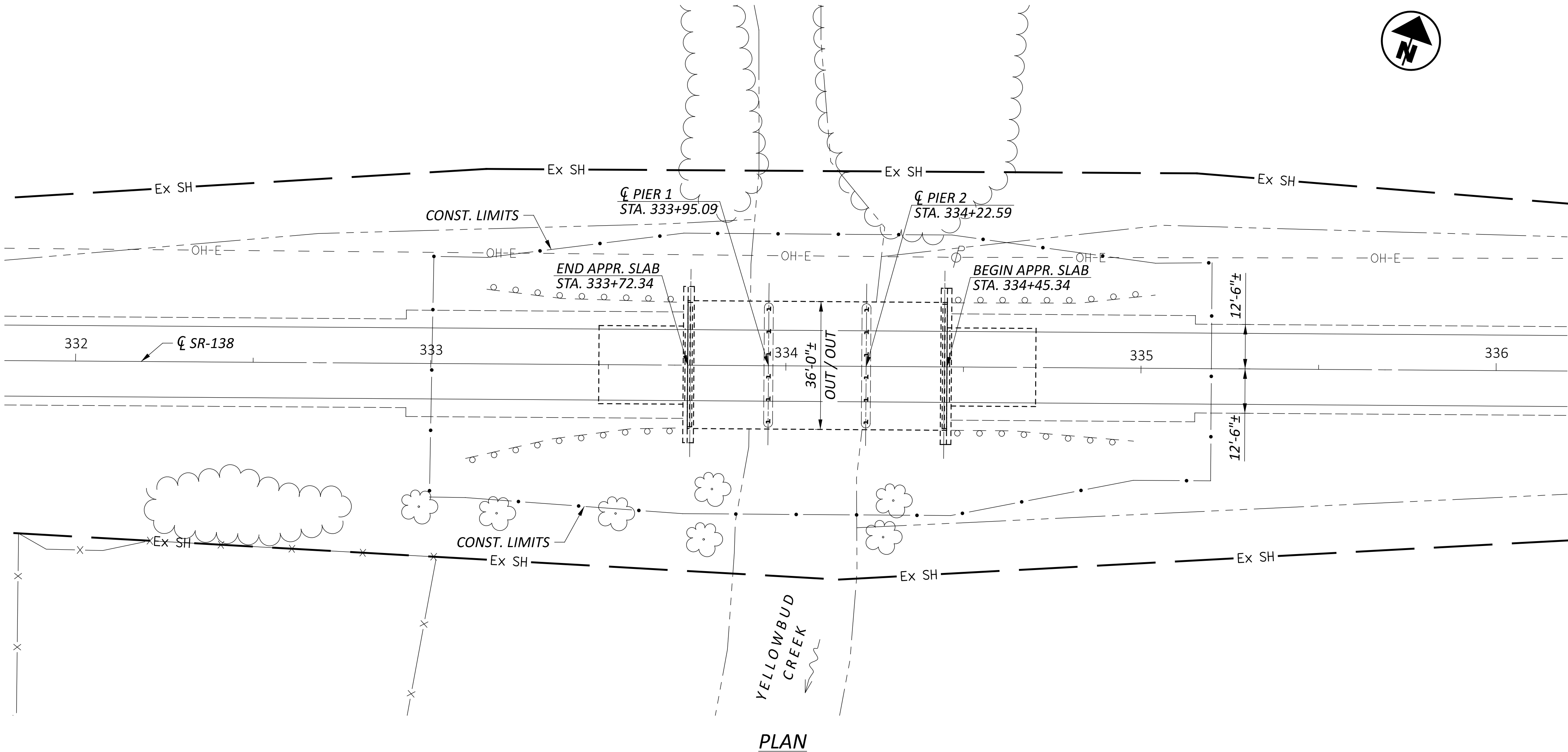
TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT



TYPICAL PIER ELEVATION



PILE ENCASEMENT DETAIL



NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

2025 ADT = 1,100 2025 ADTT = 88
2045 ADT = 1,200 2045 ADTT = 96
DIRECTIONAL DISTRIBUTION = 65%

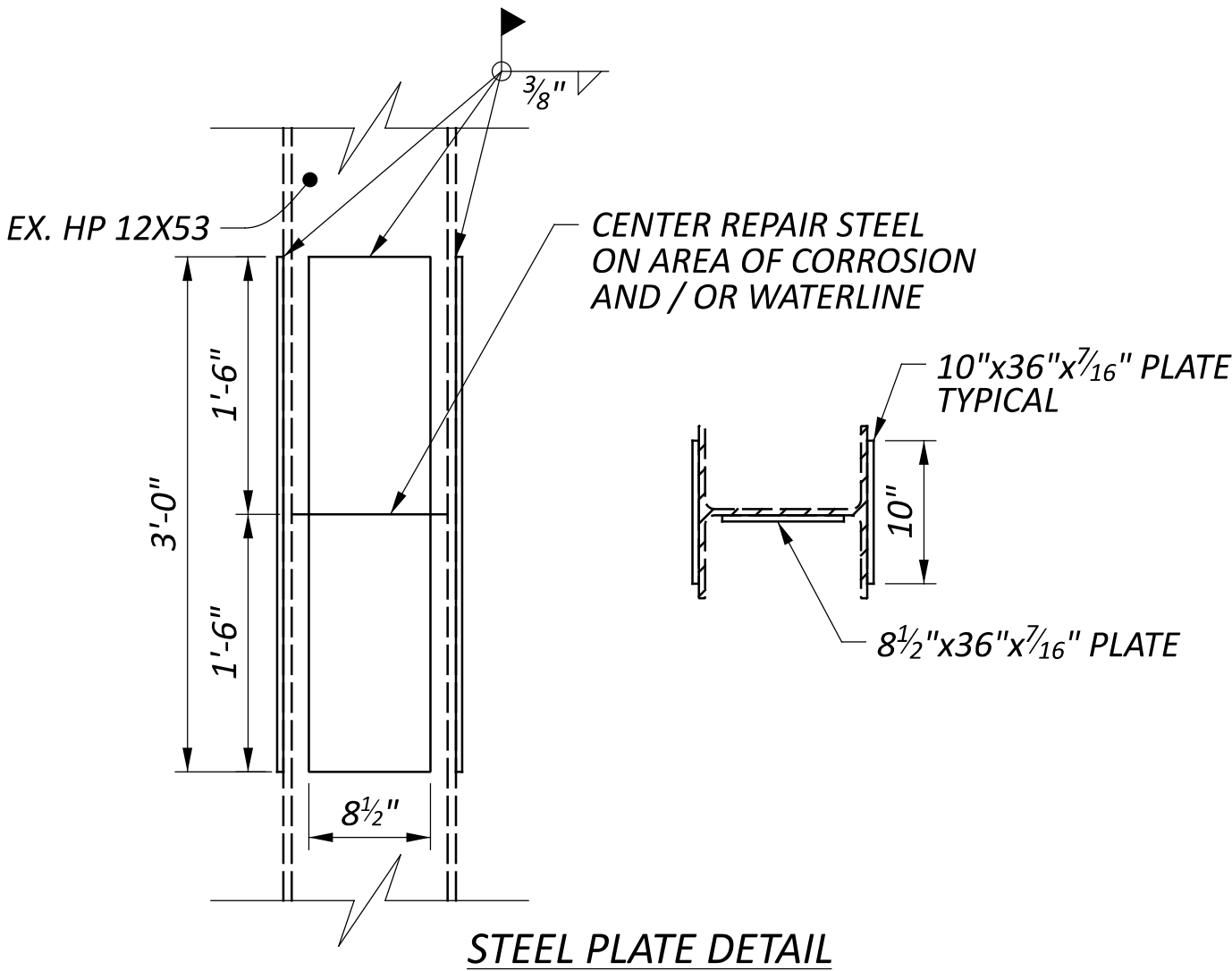
LEGEND

OHWM = ORDINARY HIGH WATER MARK

APPR. = APPROACH

HYDRAULIC DATA

DRAINAGE AREA = 12.6 SQ. MILES
Q (25) = 1140 CFS V (25) = 4.1 FT/S
Q (100) = 2910 CFS V (100) = 6.1 FT/S



ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF

3' x .71' x 0.0365' x 490 LB/CF x 12 EA. = 457.1 LB
3' x .83' x 0.0365' x 490 LB/CF x 24 EA. = 1068.8 LB

A TOTAL OF 1,526 LB CARRIED TO THE GENERAL SUMMARY.

EXISTING STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE

SPANS: 22'-0"±, 27'-6"±, 22'-0"± C/C BRGS.

ROADWAY: 36'-0"± F/F RAIL

LOADING: CF=130(57)

SKEW: NONE

WEARING SURFACE: BITUMINOUS - CHIP AND SEAL

APPROACH SLABS: AS-1-54 (20' LONG)

ALIGNMENT: TANGENT

CROWN: NORMAL

STRUCTURE FILE NUMBER: 6502555

DATE BUILT: 1958

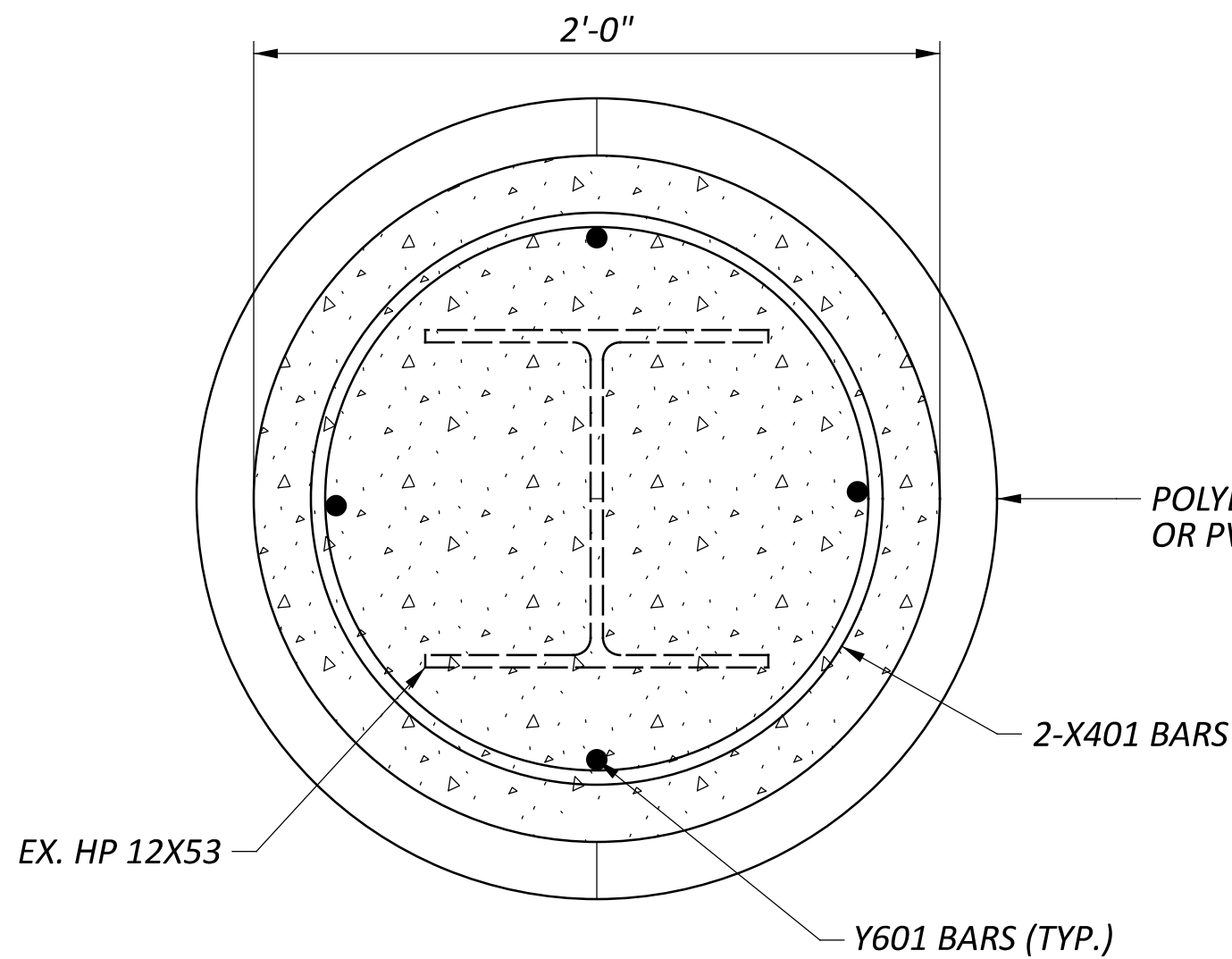
DISPOSITION: PILE SUBSTRUCTURE TO BE REHABILITATED

PROPOSED STRUCTURE

1. REPAIR (PLATE) AND ENCASE PILES.

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.





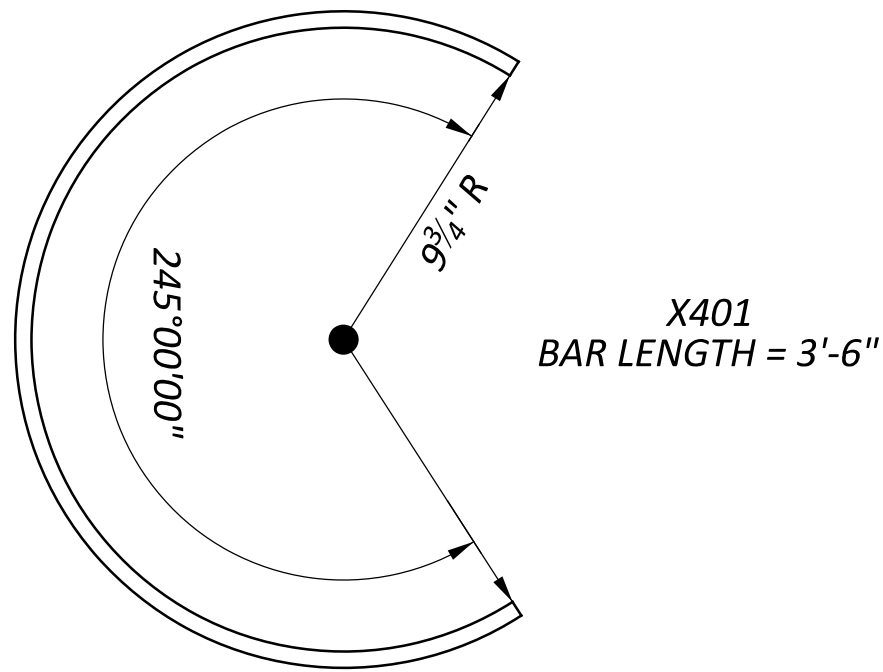
SECTION A-A

REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	144	3'-6"	337	1
Y601	48	7'-6"	541	STR.

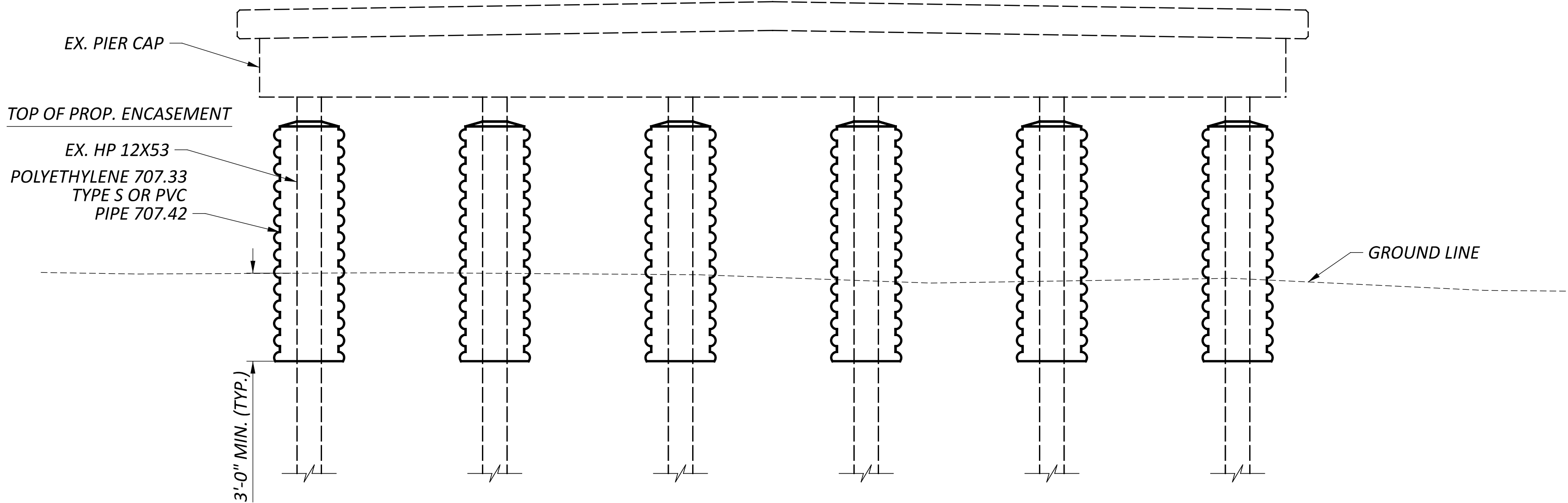
THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE FOR REFERENCE ONLY.

PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH	NUMBER OF PILES	TOTAL STRUCTURE ENCASEMENT LENGTH
	A	B			
	FEET	FEET	FEET	EACH	FEET
PIC-138-0632	3.00	5.00	8.00	12	96

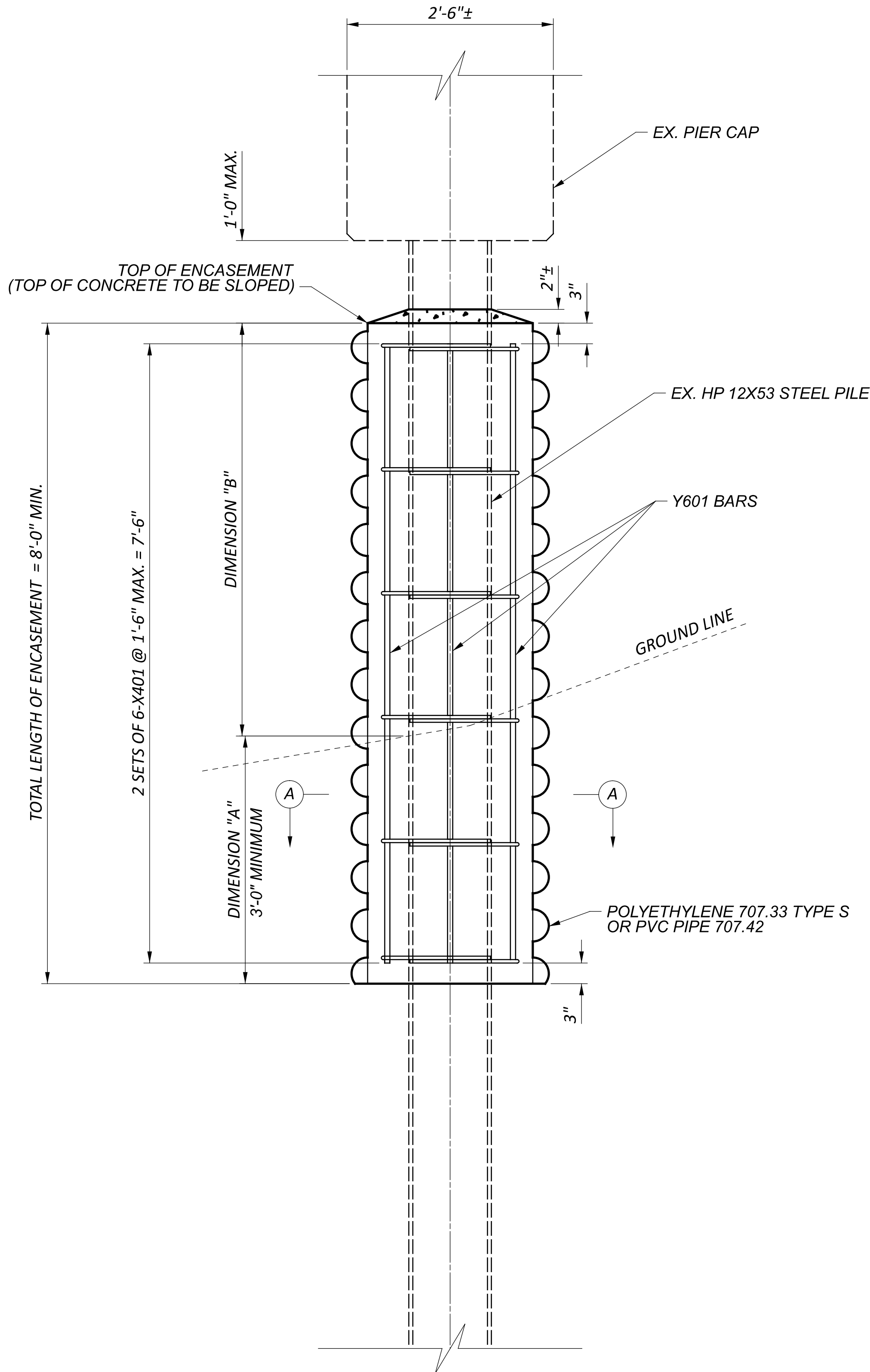
TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT



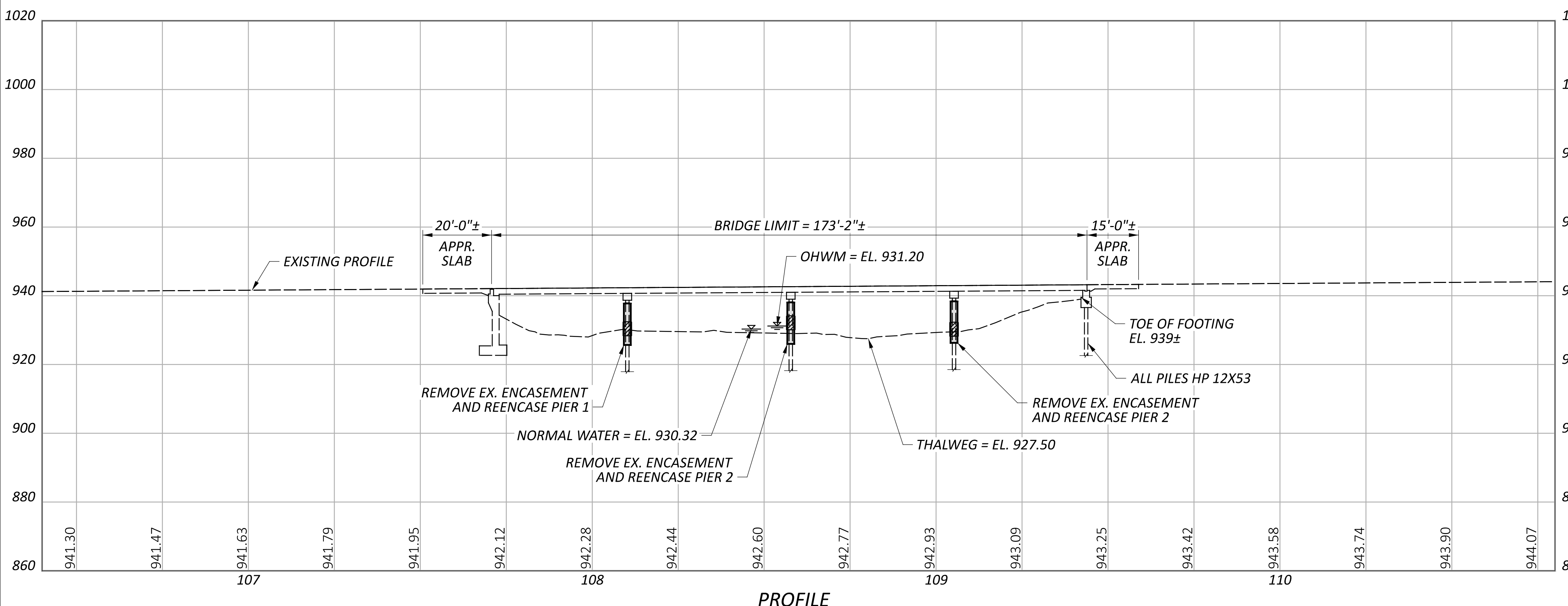
TYPE 1



TYPICAL PIER ELEVATION



PILE ENCASEMENT DETAIL



NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

2025 ADT = 1,600 2025 ADTT = 208
2045 ADT = 1,800 2045 ADTT = 234
DIRECTIONAL DISTRIBUTION = 56%

LEGEND

OHWM = ORDINARY HIGH WATER MARK
APPR. = APPROACH

HYDRAULIC DATA

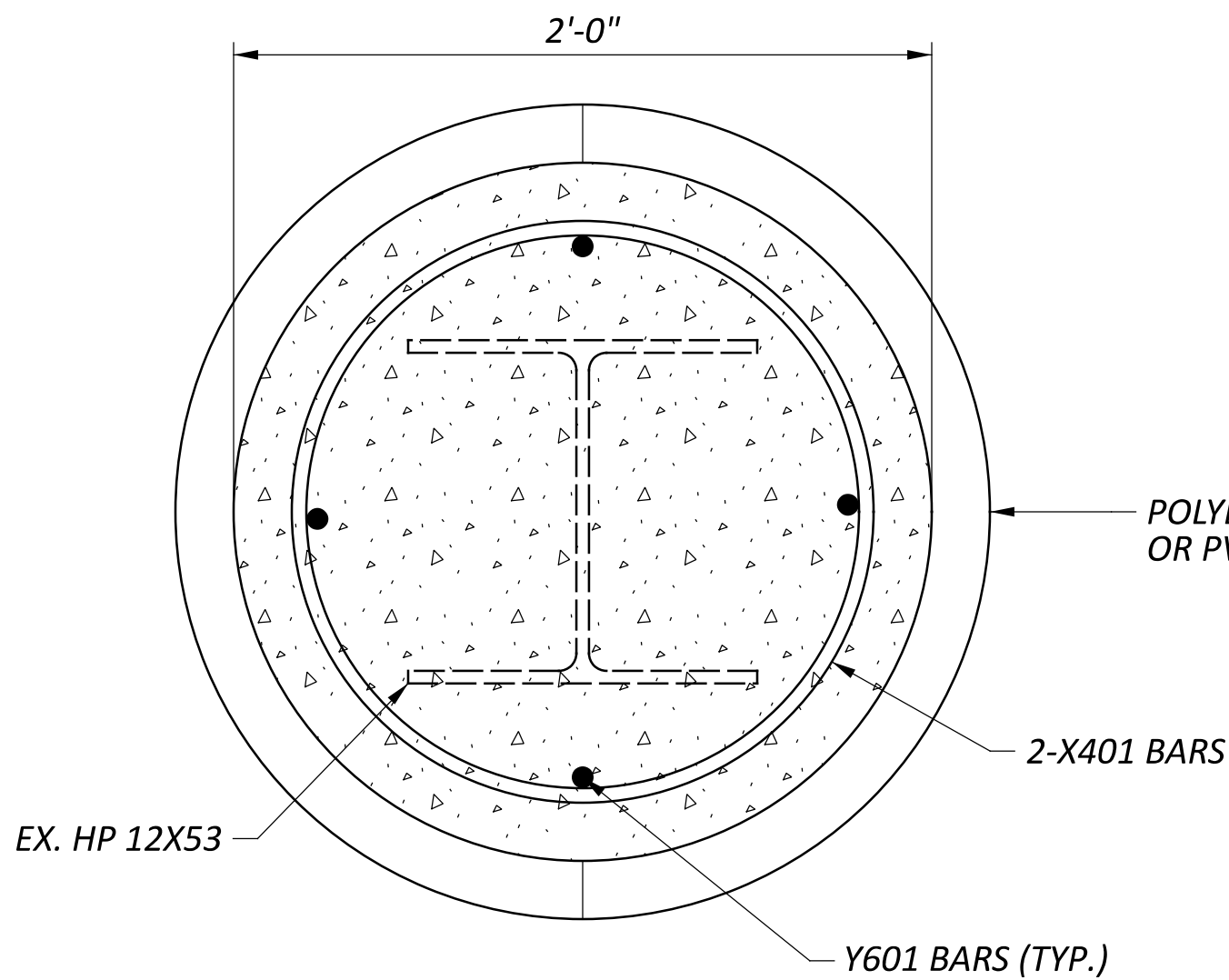
DRAINAGE AREA = 72.7 SQ. MILES
Q (25) = 6370 CFS V (25) = 5.4 FT/S
Q (100) = 8820 CFS V (100) = 6.4 FT/S

EXISTING STRUCTURE	
TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH EAST CAPPED PILE ABUTMENT, CAPPED PIERS AND WEST ABUTMENT CANTILEVER TYPE	
SPANS: 38'-0"±, 47'-6"±, 47'-6"±, 38'-0"± C/C BRGS.	
ROADWAY: 36'-0"± F/F RAIL	
LOADING: CF-400(57)	
SKEW: 30° RIGHT FORWARD	
WEARING SURFACE: BITUMINOUS (ASPHALT)	
APPROACH SLABS: AS-1-54 (15' LONG EAST, 20' LONG WEST)	
ALIGNMENT: TANGENT	
CROWN: NORMAL	
STRUCTURE FILE NUMBER: 8001898	
DATE BUILT: 1955	
DISPOSITION: PILE SUBSTRUCTURE TO BE REHABILITATED	
PROPOSED STRUCTURE	
1. REMOVE EXISTING ENCASEMENT AND REENCASE PILES.	

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.

SITE PLAN
BRIDGE NO.: UNI-37-0204
SR-37 OVER RUSH CREEK

SFN 8001898	
DESIGN AGENCY	
DESIGNER JMB	CHECKER
REVIEWER	
PROJECT ID 122446	
SUBSET 1	TOTAL 2
SHEET P.26	TOTAL 29



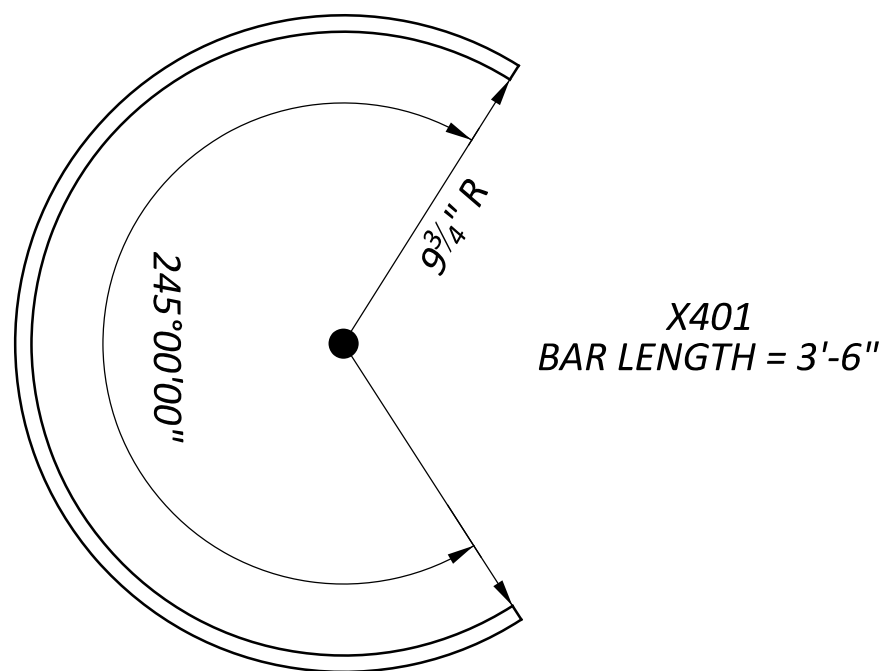
SECTION A-A

REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	486	3'-6"	1,136	1
Y601	108	11'-6"	1,865	STR.

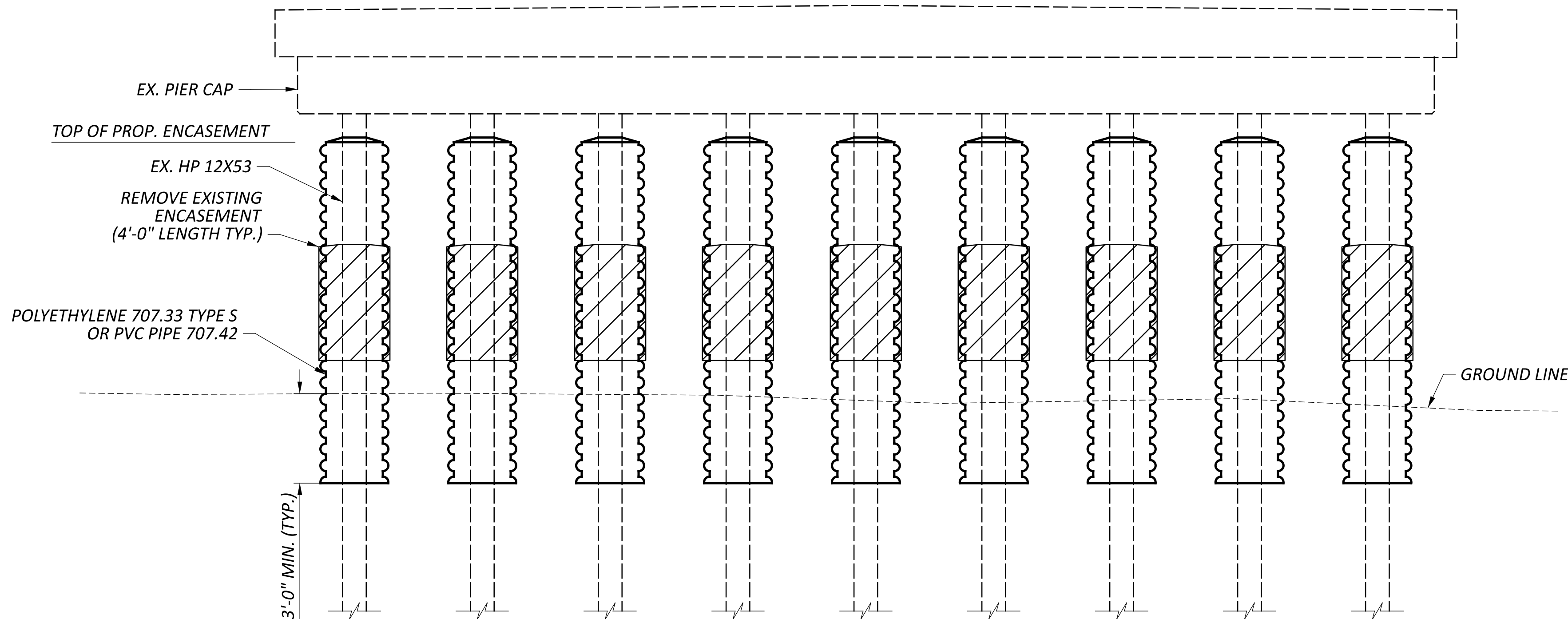
THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE FOR REFERENCE ONLY.

PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH FEET	NUMBER OF PILES EACH	TOTAL STRUCTURE ENCASEMENT LENGTH FEET
	A	B			
	FEET	FEET			
UNI-37-0204	3.00	9.00	12.00	27	324

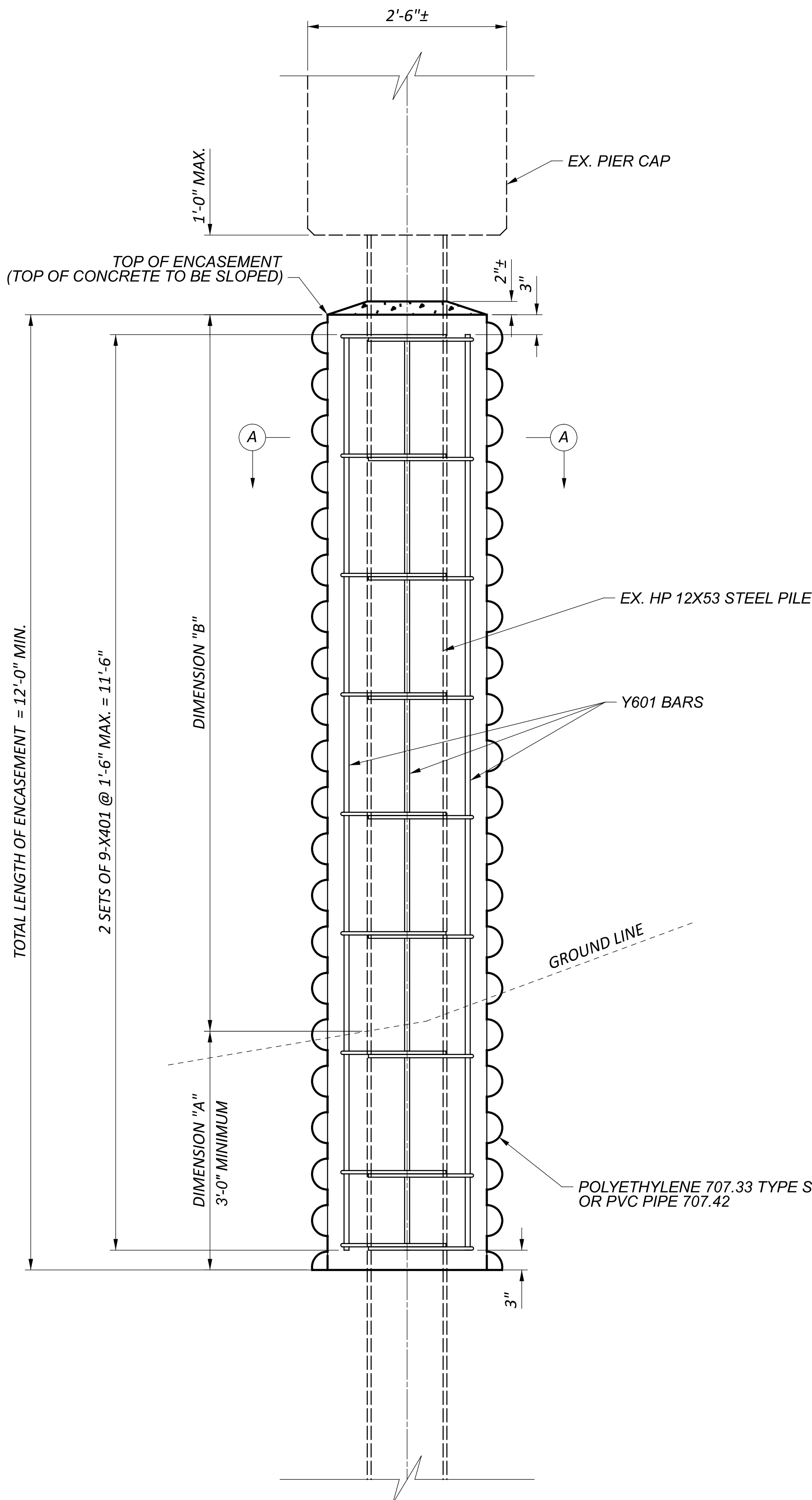
TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT



TYPE 1



TYPICAL PIER ELEVATION



PILE ENCASEMENT DETAIL

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

PIER ENCASEMENT DETAILS
BRIDGE NO.: UNI-37-0204
SR-37 OVER RUSH CREEK

SFN
8001898

DESIGN AGENCY



DESIGNER
JMB

CHECKER

REVIEWER

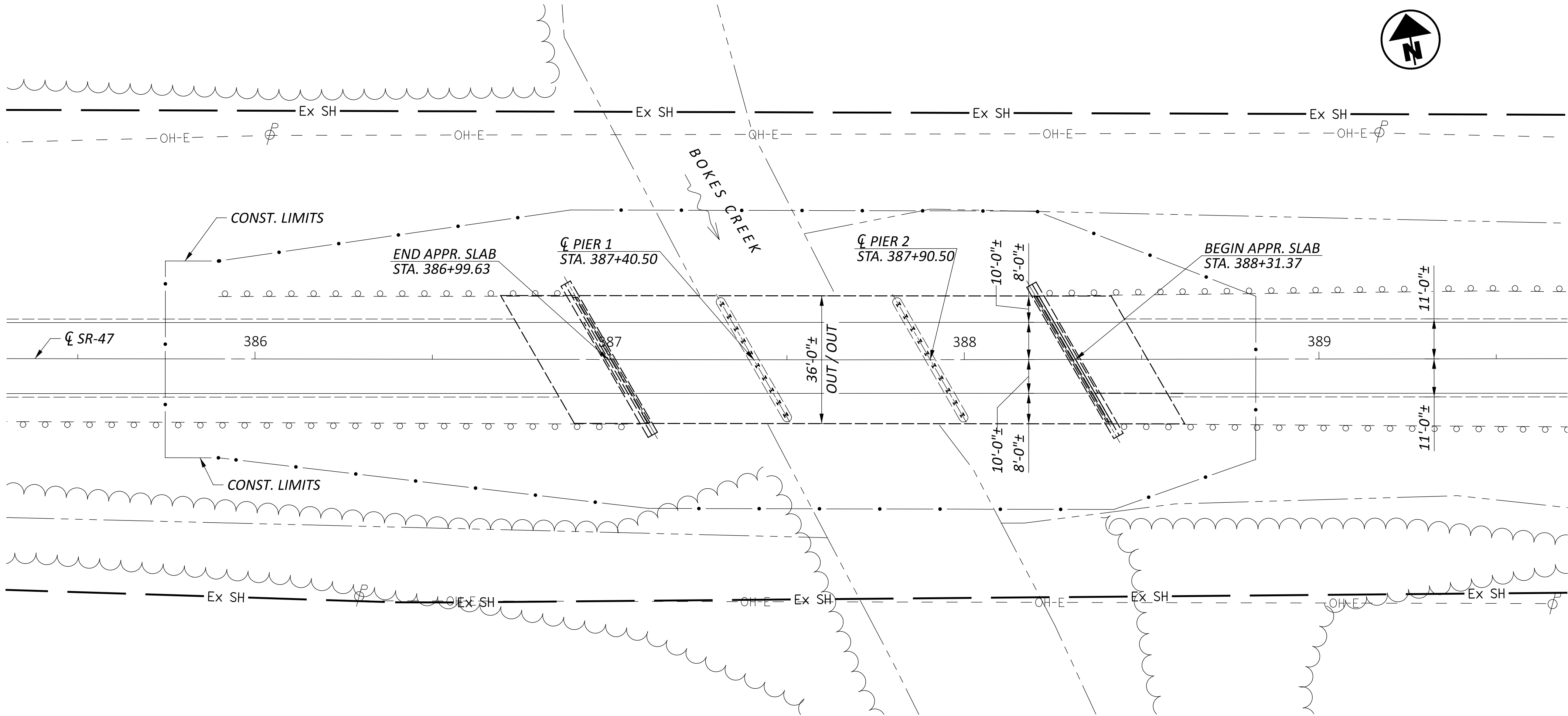
PROJECT ID
122446

SUBSET
2

TOTAL
2

SHEET
P.27

TOTAL
29



NOTES

DIMENSIONS AND DATA ARE TAKEN FROM EXISTING PLANS AND FIELD MEASUREMENTS. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CONSIDERED ± AND FOR REFERENCE ONLY.

DESIGN TRAFFIC:

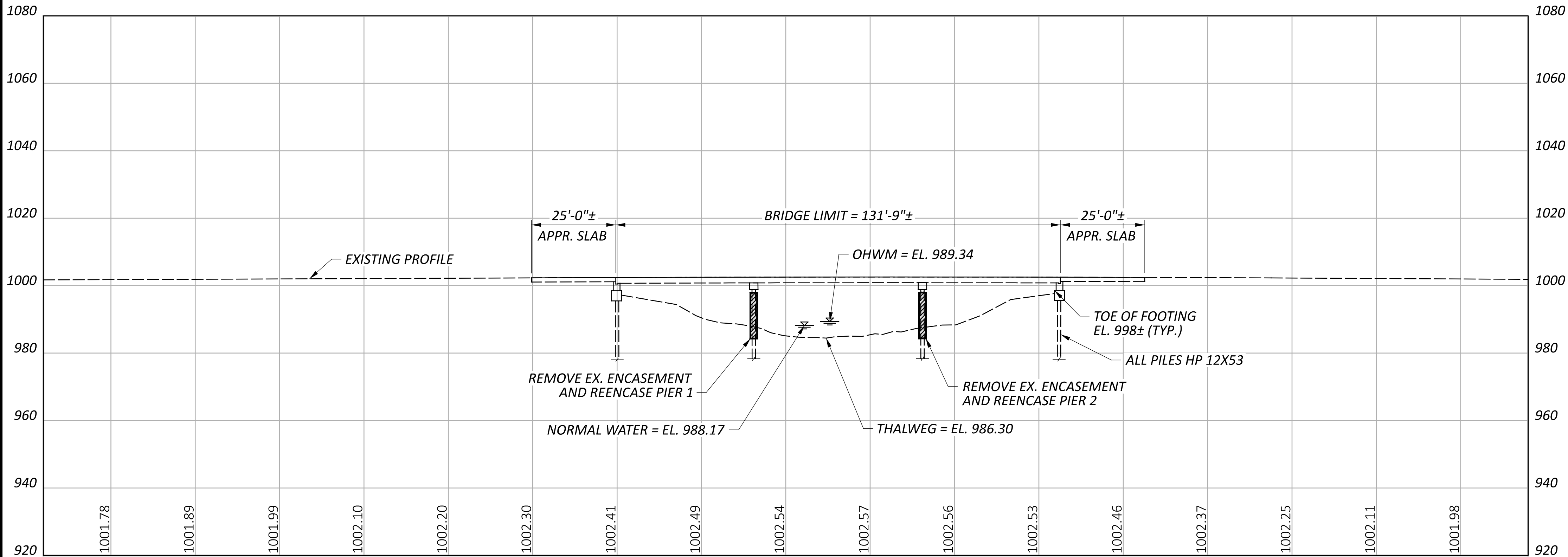
2025 ADT = 950 2025 ADTT = 219
2045 ADT = 1,000 2045 ADTT = 230
DIRECTIONAL DISTRIBUTION = 52%

LEGEND

OHWM = ORDINARY HIGH WATER MARK
APPR. = APPROACH

HYDRAULIC DATA

DRAINAGE AREA = 45.5 SQ. MILES
Q (25) = 4220 CFS V (25) = 6.0 FT/S
Q (100) = 5360 CFS V (100) = 6.3 FT/S



EXISTING STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH EAST CAPPED PILE SUBSTRUCTURE

SPANS: 40'-0"±, 50'-0"±, 40'-0"± C/C BRGS.

ROADWAY: 36'-0"± F/F RAIL

LOADING: CF=130(57)

SKEW: 30° RIGHT FORWARD

WEARING SURFACE: BITUMINOUS (ASPHALT)

APPROACH SLABS: AS-1-54 (25' LONG)

ALIGNMENT: TANGENT

CROWN: NORMAL

STRUCTURE FILE NUMBER: 8002584

DATE BUILT: 1960

DISPOSITION: PILE SUBSTRUCTURE TO BE REHABILITATED

PROPOSED STRUCTURE

1. REMOVE EXISTING ENCASEMENT AND REENCASE PILES.

WORK LISTED IS NOT INCLUSIVE. CONTRACTOR WILL SEQUENCE WORK AS NEEDED.

SITE PLAN
BRIDGE NO.: UNI-47-0733
SR-47 OVER BOKES CREEK

SFN

8002584

DESIGN AGENCY



DESIGNER

JMB

CHECKER

REVIEWER

PROJECT ID

122446

SUBSET

1

TOTAL

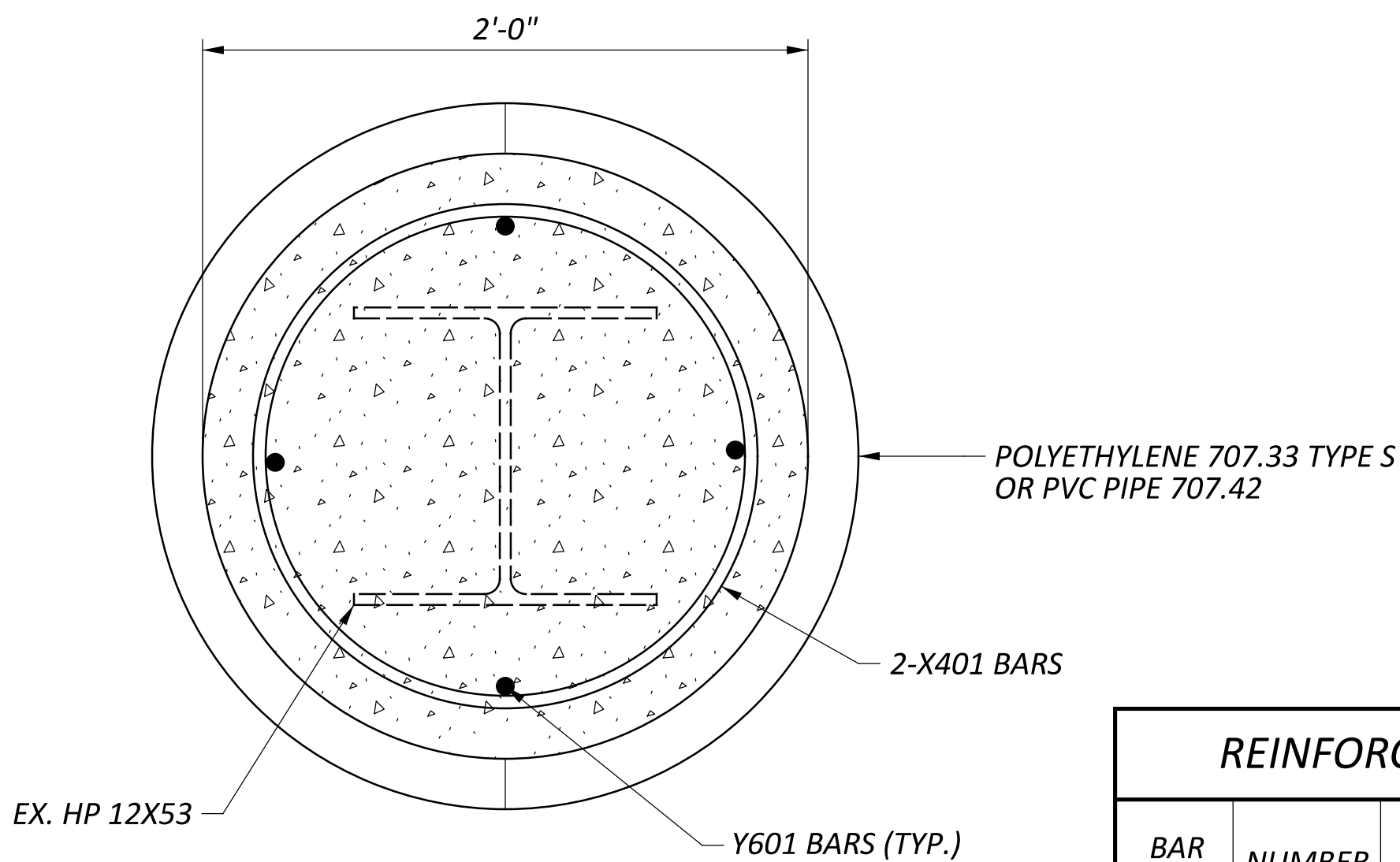
2

SHEET

P.28

TOTAL

29



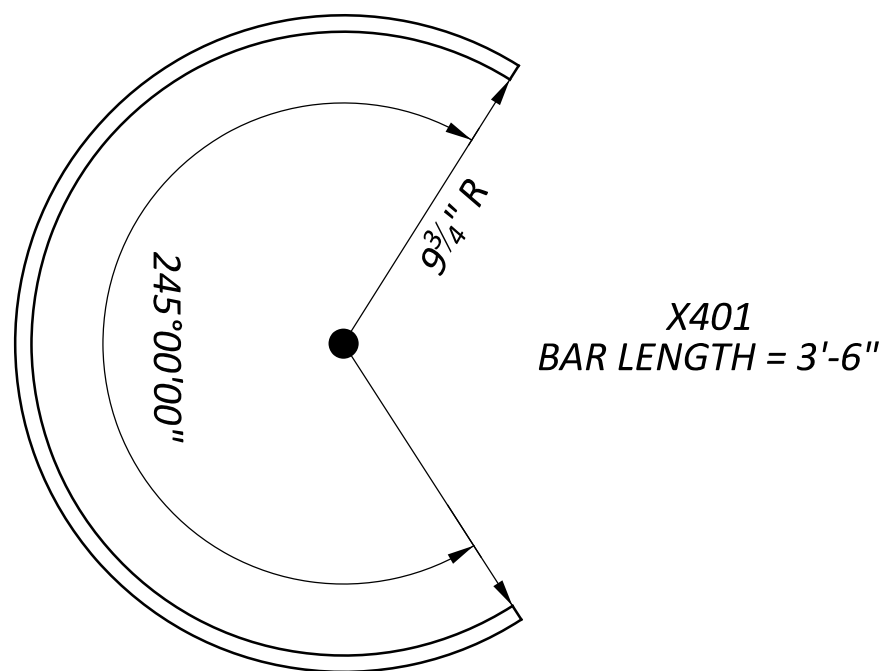
SECTION A-A

REINFORCING SCHEDULE				
BAR MARK	NUMBER	LENGTH	WEIGHT (LBS.)	TYPE
X401	400	3'-6"	935	1
Y601	80	13'-0"	1,562	STR.

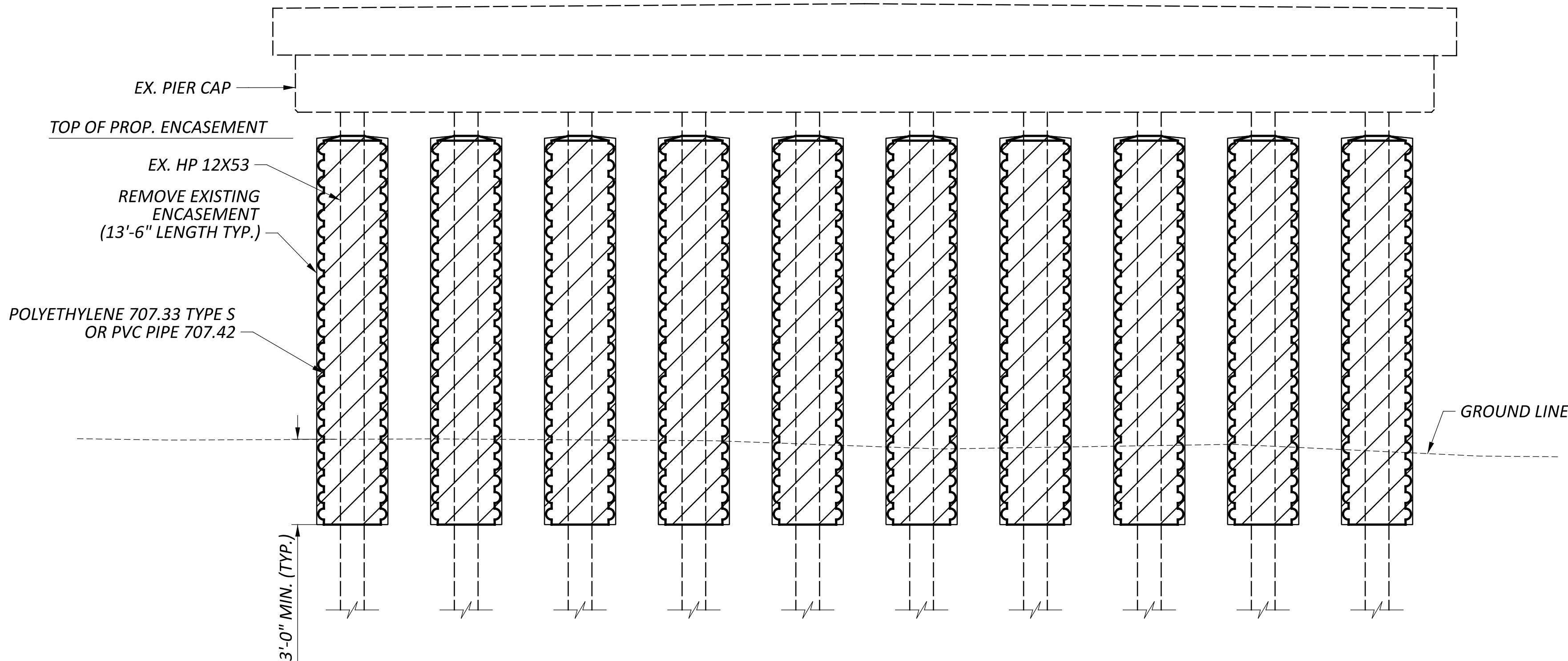
THE COST OF THE REINFORCING STEEL IS INCLUDED WITH ITEM SPECIAL, PILE ENCASEMENT REINFORCING SCHEDULE FOR REFERENCE ONLY.

PILE ENCASEMENT LENGTHS					
STRUCTURE	DIMENSION		TOTAL ENCASEMENT LENGTH FEET	NUMBER OF PILES EACH	TOTAL STRUCTURE ENCASEMENT LENGTH FEET
	A	B			
	FEET	FEET			
UNI-47-0733	3.00	10.50	13.50	20	270.00

TOTALS CARRIED TO THE GENERAL SUMMARY UNDER ITEM SPECIAL - PILE ENCASEMENT



TYPE 1



TYPICAL PIER ELEVATION

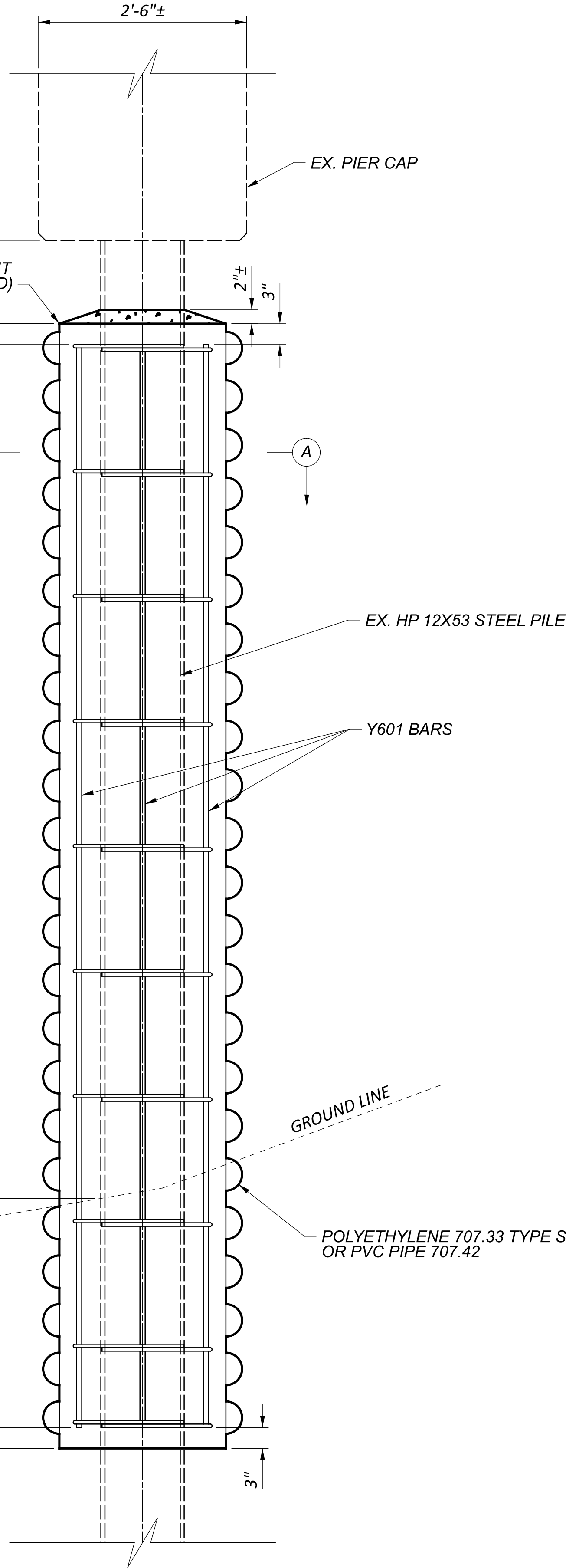
TOTAL LENGTH OF ENCASEMENT = 13'-6" MIN.

2 SETS OF 10-X401 @ 1'-6" MAX. = 13'-0"

DIMENSION "B"

DIMENSION "A"

3'-0" MINIMUM



PILE ENCASEMENT DETAIL

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

PIER ENCASEMENT DETAILS
BRIDGE NO.: UNI-47-0733
SR-47 OVER BOKES CREEK

SFN
8002584

DESIGN AGENCY



DESIGNER
JMB

CHECKER

REVIEWER

PROJECT ID
122446

SUBSET
2

SHEET
P.29

TOTAL
2

TOTAL
29