

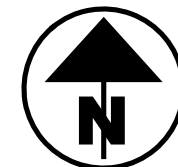
ATB-193-2.29/7.45

MODEL: Sheet PAPER: 34x22 (in.) DATE: 2/21/2025 TIME: 7:25:33 AM USER: jltzsim
 p:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 04\Ashtabula\94141\400-Engineering\Roadway\Sheets\94141_GT001.dgn



LOCATION MAP

LATITUDE: 41°37'10" LONGITUDE: 80°39'60"



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

DESIGN DESIGNATION

CURRENT ADT (2023)	950
DESIGN YEAR ADT (2043)	1,000
DESIGN HOURLY VOLUME (2023)	100
DIRECTIONAL DISTRIBUTION	0.55
TRUCKS (24 HOUR B&C)	170
DESIGN SPEED	60
LEGAL SPEED	55
DESIGN FUNCTIONAL CLASSIFICATION:	
RURAL MAJOR COLLECTOR	
NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

UNDERGROUND UTILITIES
 Contact Two Working Days
 Before You Dig

OHIO811.org
 Before You Dig

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

PLAN PREPARED BY:

ODOT - DISTRICT 4 2LMN
 2088 S. ARLINGTON RD 2475 SUGAR GROVE RD SE
 AKRON, OH 44306 LANCASTER, OH 43130

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

ATB-193-2.29/7.45

WAYNE, CHERRY VALLEY, & DORSET TOWNSHIPS
ASHTABULA COUNTY

INDEX OF SHEETS:

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STRUCTURE REPAIR	P.55-58
RIGHT-OF-WAY	RW.1-4

FEDERAL PROJECT NUMBER

E140853

RAILROAD INVOLVEMENT

NORFOLK SOUTHERN (SLM 12.11)

PROJECT DESCRIPTION

RESURFACING 7.11 MILES OF ATB SR 193, INCLUDES 1 SUPERSTRUCTURE REPLACEMENT, 1 BOX CULVERT REPLACEMENT, AND MINOR BRIDGE WORK TO 3 STRUCTURES.

EARTH DISTURBED AREAS (RESURFACING & SUPERSTRUCTURE REPLACEMENT)

PROJECT EARTH DISTURBED AREA: 4.30 ACRES
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.25 ACRES
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)
 *ROUTINE MAINTENANCE PROJECT

EARTH DISTURBED AREAS (ATB-193-2.284 STRUCTURE REPLACEMENT)

PROJECT EARTH DISTURBED AREA: 1.10 ACRES
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A
 NOTICE OF INTENT EARTH DISTURBED AREA: 1.10 ACRES

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS NOTED ON SHEETS 8-10, AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Arthur G. Noiro Jr.
 Arthur G. Noiro Jr., P.E.
 District 04 Deputy Director

Pamela Boratyn
 Pamela Boratyn
 Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/21/22	TC-41.20	10/18/13	800-2023	ASBESTOS
BP-3.2	1/18/19	TC-42.10	10/18/13	821	REPORT 1 6/30/23
BP-4.1	7/19/13	TC-42.20	10/18/13	832	7/21/23 ASBESTOS
		TC-52.10	10/18/13	836	1/19/24 REPORT 2 4/4/22
DM-1.1	7/17/20	TC-52.20	1/15/21	921	4/20/12 WPC 12/23/24
DM-4.3	1/15/16	TC-64.10	7/21/23		
DM-4.4	1/15/16	TC-65.10	1/17/14		
		TC-65.11	7/15/22	Removed Supp. Specs 872, 874, 875	
RM-1.1	1/20/23	TC-71.10	4/21/23		
MT-97.10	4/19/19	AS-2-15	7/21/23		
MT-97.12	1/20/17	DS-1-92	7/15/22		
MT-99.20	4/19/19	SB-1-24	1/19/24		
MT-101.60	4/21/23	TST-2-21	7/21/23		
MT-101.90	7/17/20				
MT-105.10	1/17/20				

ENGINEER'S SEAL	ENGINEER'S SEAL
P.1-P.16, P.36-P.58	P.17-P.35

TITLE SHEET

DESIGN AGENCY	
DESIGNER	JF
REVIEWER	MJA 05/10/24
PROJECT ID	94141
SHEET	P.1
TOTAL	58

ITEM 623 – MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF CMS 611.10.D FOR MANHOLES, 623.05 FOR MONUMENT BOXES, OR 638.18 FOR VALVE BOXES, THE CONTRACTOR WILL MAKE A CLEAN CIRCULAR CUT AROUND THE CASTING (48" DIAMETER FOR STORM AND SANITARY MANHOLE CASTINGS, 24"-28" FOR VALVE AND MONUMENT BOXES, AND 2' IN DIAMETER LARGER THAN THE CASTING DIAMETER FOR ANY CASTINGS THAT ARE LARGER THAN STANDARD MANHOLES SUCH AS TELECOMMUNICATION MANHOLE CASTINGS) AND REMOVE AND DISCARD THE EXISTING CASTING. INSTALL A NEW CASTING TO GRADE (ACCORDING TO TOLERANCES AS SHOWN ON STANDARD CONSTRUCTION DRAWING BP-3.1) AFTER THE PAVEMENT SURFACE COURSE HAS BEEN REPLACED.

CMS 499 CLASS QCMS CONCRETE (DYE THE CONCRETE SUCH THAT ITS COLOR CLOSELY MATCHES THE COLOR OF THE SURROUNDING PAVEMENT) WILL BE USED FOR BACKFILLING THE FULL PAVEMENT SECTION AND THE JOINT BETWEEN THE ASPHALT AND CONCRETE WILL BE SEALED WITH CMS 702.01 PG BINDER. EPOXY COATED REBAR SHALL BE PLACED IN THE CONCRETE AT 6" MAXIMUM ON CENTER AND A MINIMUM OF 3.5" CLEARANCE FROM THE TOP, BOTTOM AND SIDES. THE CONCRETE WILL BE VIBRATED SUFFICIENTLY TO ELIMINATE AIR POCKETS UNDER THE FRAME.

PAYMENT WILL INCLUDE REMOVAL OF THE EXISTING MATERIAL, INSTALLATION AND FURNISHING OF A NEW CASTING, AND ALL LABOR AND MATERIALS REQUIRED TO COMPLETE THIS ITEM OF WORK AS DESCRIBED.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

623 - MONUMENT ASSEMBLY ADJUSTED TO GRADE, AS PER PLAN, 6 EACH

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1- 1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

ITEM 408 - PRIME COAT, AS PER PLAN

APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

LINEAR GRADING

AREAS WHERE THE SHOULDER IS HIGHER THAN THE EDGE OF PAVEMENT WILL BE GRADED TO PROVIDE POSITIVE DRAINAGE. THIS WORK WILL ONLY BE PERFORMED IN AREAS NECESSARY AND WILL NOT BE PERFORMED ON THE ENTIRE PROJECT. AREAS FOR THE WORK WILL BE MARKED BY THE PROJECT ENGINEER. UNDER NO CIRCUMSTANCES WILL THIS WORK BE PERFORMED CONCURRENTLY WITH ANY OTHER OPERATION.

GRADING WILL BE ACCOMPLISHED BY THE REMOVAL OF MATERIAL TO PROVIDE A 0.08 POSITIVE SLOPE. THE GRADED AREAS WILL BE COMPACTED TO A SUFFICIENT DENSITY TO PREVENT EROSION UNTIL SEEDING AND MULCHING IS PERFORMED. ALL EXCESS MATERIAL WILL BE REMOVED FROM THE BERMS AND WILL BE DISPOSED OF OFF THE PROJECT BY THE CONTRACTOR.

THE CONTRACTOR IS REQUIRED TO PLACE ITEM 617 WITHIN A PERIOD NOT TO EXCEED 7 DAYS. REFER TO THE AS PER PLAN NOTE FOR REQUIREMENTS.

EXPOSED EARTH OUTSIDE OF THE LIMITS OF ITEM 617 ARE REQUIRED TO BE SEEDED AND MULCHED WITHIN 7 DAYS OF PLACEMENT OF ITEM 617. PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 832.

THE QUANTITY OF ITEM 209 IS NOT PERMITTED TO BE INCREASED. REDUCTIONS IN QUANTITIES ARE PERMITTED AS DETERMINED BY THE PROJECT ENGINEER.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK WILL BE INCLUDED IN THE UNIT PRICE FOR THE PERTINENT BID ITEM. THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:
209, LINEAR GRADING, 375 STA.

Removed rumble stripes note

AIRWAY/HIGHWAY CLEARANCE FOR AIRPORTS AND HELIPORTS

THIS PROJECT HAS BEEN IDENTIFIED AS BEING WITHIN THE INFLUENCE AREA OF A PUBLIC USE AIRPORT OR HELIPORT. NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT AT MAXIMUM OPERATING HEIGHT SHALL EXCEED A HEIGHT OF 25 FT. IF ANY TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT WILL EXCEED THIS HEIGHT, FURTHER COORDINATION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AND ODOT OFFICE OF AVIATION, WILL BE NECESSARY PRIOR TO ERECTING SUCH TEMPORARY STRUCTURES OR OPERATING SUCH EQUIPMENT ON THE PROJECT. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT FORM 7460-1 TO THE FAA. NOTIFY THE ODOT OFFICE OF AVIATION WHEN SUBMITTING FAA FORM 7460-1.

NO TEMPORARY STRUCTURES OR CONSTRUCTION EQUIPMENT SHALL EXCEED THE PERMISSIBLE HEIGHT, UNTIL A COPY OF THE FAA APPROVAL AND THE ODOT OFFICE OF AVIATION PERMIT HAS BEEN FURNISHED TO THE PROJECT ENGINEER.

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGIONAL OFFICE
OBSTRUCTION EVALUATION GROUP
10101 HILLWOOD PARKWAY
FORT WORTH, TX 76177
FAX: (817) 222-5920
HTTP://CEAAA.FAA.GOV

OHIO DEPARTMENT OF TRANSPORTATION
OFFICE OF AVIATION
2829 WEST DUBLIN-GRANVILLE ROAD
COLUMBUS, OHIO 43235
OHIO.AIRPORT.PROTECTION@DOT.OHIO.GOV

BARRIER REFLECTORS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS DIRECTED BY THE ENGINEER FOR INSTALLING/REPLACING BARRIER REFLECTORS ON ALL EXISTING BARRIER RUNS WITHIN THE PROJECT LIMITS.

202, REMOVAL MISC.: BARRIER REFLECTOR, 14 EACH
626, BARRIER REFLECTOR, TYPE 2, 70 EACH

ITEM SPECIAL - SURVEY CONTROL VERIFICATION

THE CONTRACTOR SHALL PERFORM THIS WORK TO VERIFY THE PROVIDED SURVEY CONTROL. THE CONTRACTOR WILL PERFORM THE VERIFICATION USING ONE OF THE TWO METHODS BELOW DEPENDENT UPON THE CONTRACTOR'S CHOSEN MEANS OF SURVEY CONTROL TO BE USED ON THE PROJECT. THE WORK SHALL BE PERFORMED UNDER THE DIRECT SUPERVISION OF AN OHIO LICENSED SURVEYOR.

1. IF USING GPS DEVICES TO ESTABLISH AND OR PROVIDE SUPPLEMENTAL HORIZONTAL AND VERTICAL SURVEY CONTROL
 - a. LOCATE VERTICAL CONTROL POINTS PROVIDED IN THE PLANS AND PERFORM A DIFFERENTIAL LEVEL CIRCUIT.
 - b. PERFORM A SITE CALIBRATION UTILIZING THE AVAILABLE HORIZONTAL AND VERTICAL CONTROL POINTS PROVIDED IN THE PLAN.
 - c. PROVIDE A REPORT, SIGNED BY AN OHIO LICENSED SURVEYOR, TO THE PROJECT ENGINEER COMPARING THE OBSERVED DATA TO THE PLAN DATA ALONG WITH A NARRATIVE DETAILING ANY DISCREPANCIES FOUND.
2. IF USING CONVENTIONAL SURVEY INSTRUMENTATION TO ESTABLISH AND OR PROVIDE SUPPLEMENTAL HORIZONTAL AND VERTICAL SURVEY CONTROL
 - a. LOCATE VERTICAL CONTROL POINTS PROVIDED IN THE PLANS AND PERFORM A DIFFERENTIAL LEVEL CIRCUIT.
 - b. LOCATE AND OBSERVE ANGLE AND DISTANCE TO ALL AVAILABLE HORIZONTAL CONTROL POINTS PROVIDED IN THE PLAN
 - c. PROVIDE A REPORT, SIGNED BY AN OHIO LICENSED SURVEYOR, TO THE PROJECT ENGINEER COMPARING THE OBSERVED DATA TO THE PLAN DATA ALONG WITH A NARRATIVE DETAILING ANY DISCREPANCIES FOUND.

ALL MATERIALS, LABOR, EQUIPMENT, TOOLS, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE LUMP SUM BID ITEM.

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 05/10/24

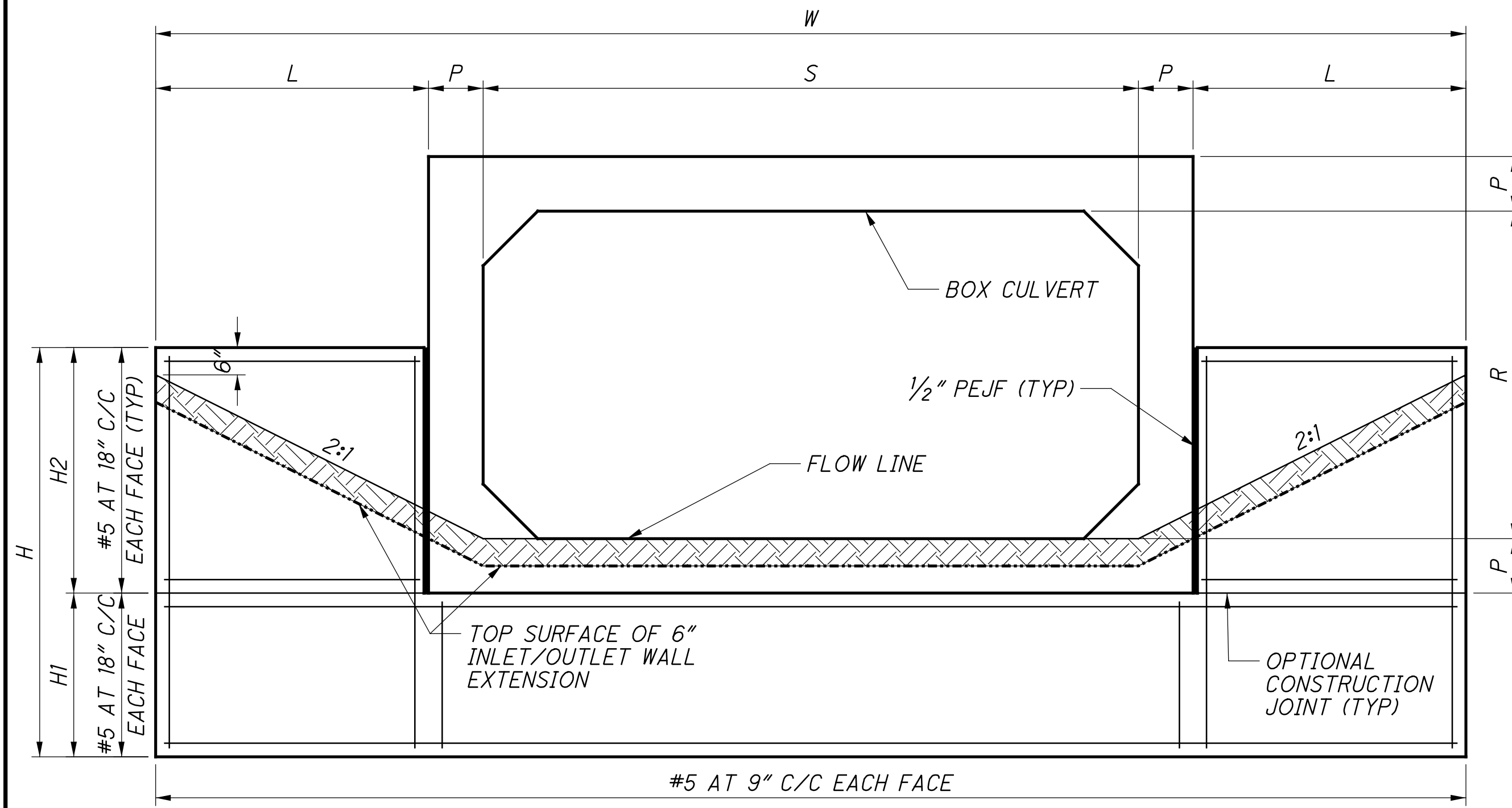
PROJECT ID

94141

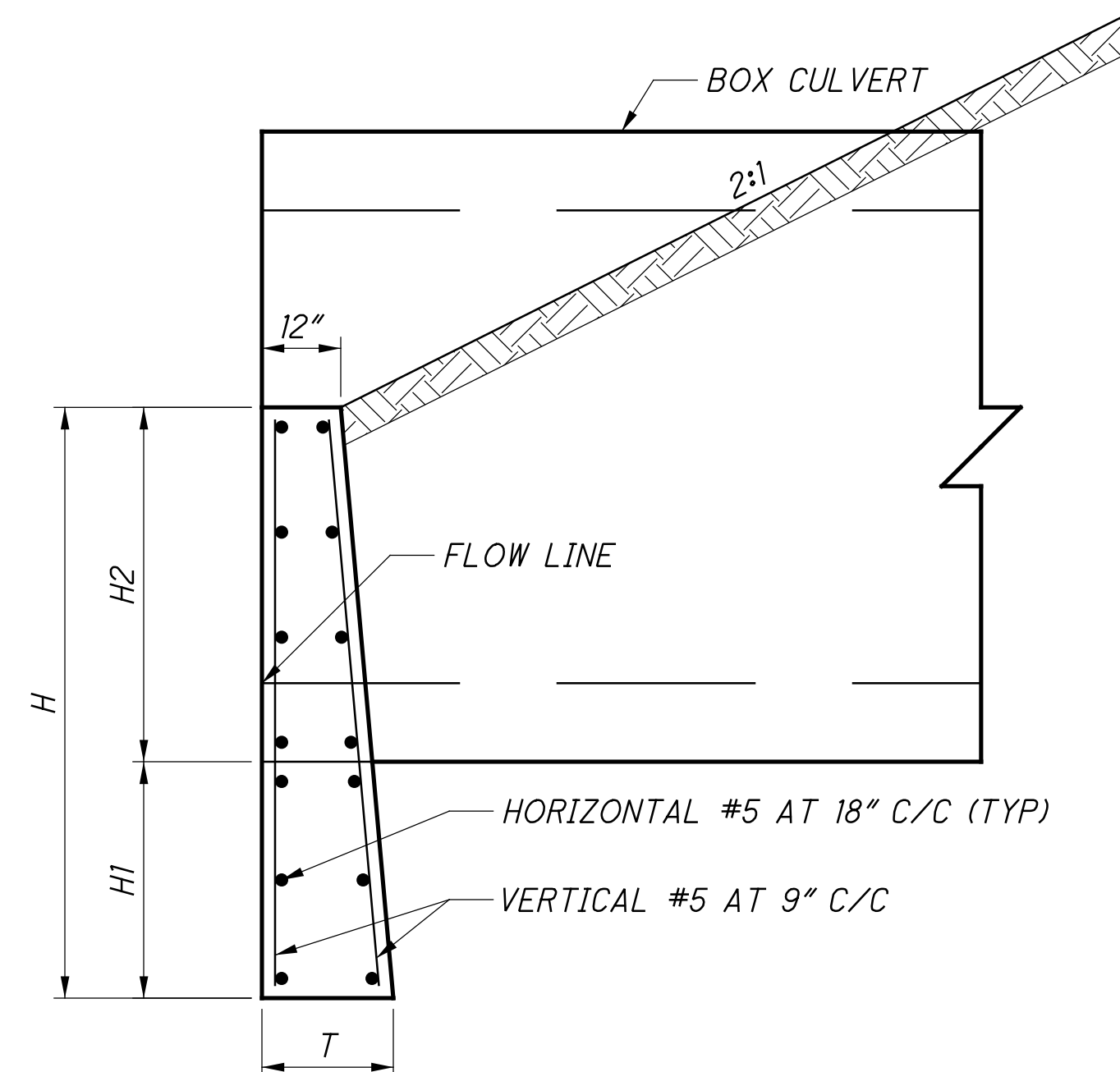
SHEET TOTAL

P.4 58

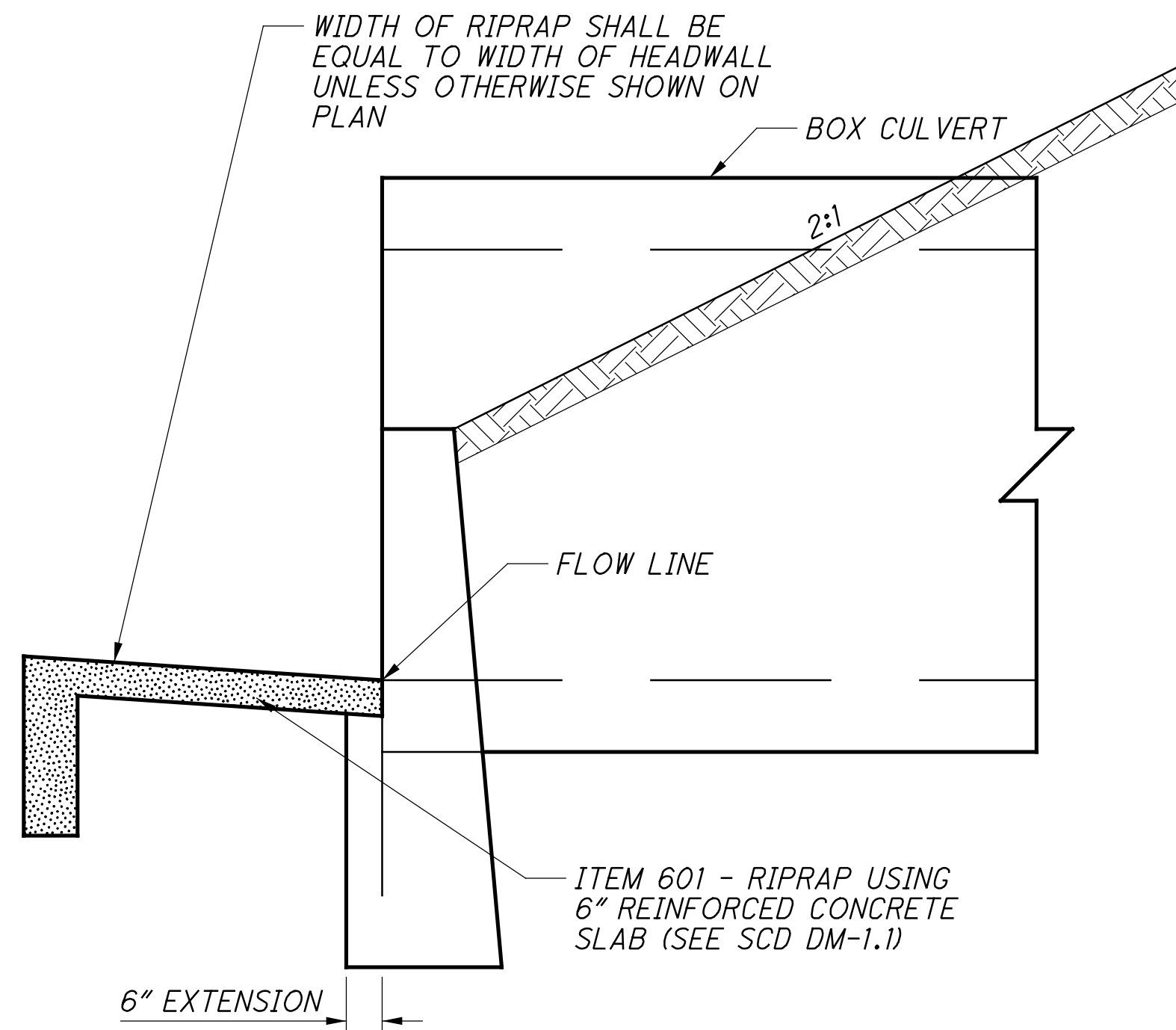
REVISED 08/12/2009 - CONSTRUCTION JOINT & REBAR ADDED
 REVISED 06/17/2010 - PAYMENT FOR PEJF ADDED
 REVISED 12/26/2012 - ADDED QTY FOR RIPRAP LEDGE TO TABLE
 REVISED 02/08/2013 - 2013 CMS CHANGES
 HEADWALL SHALL CONFORM TO 2023 CMS



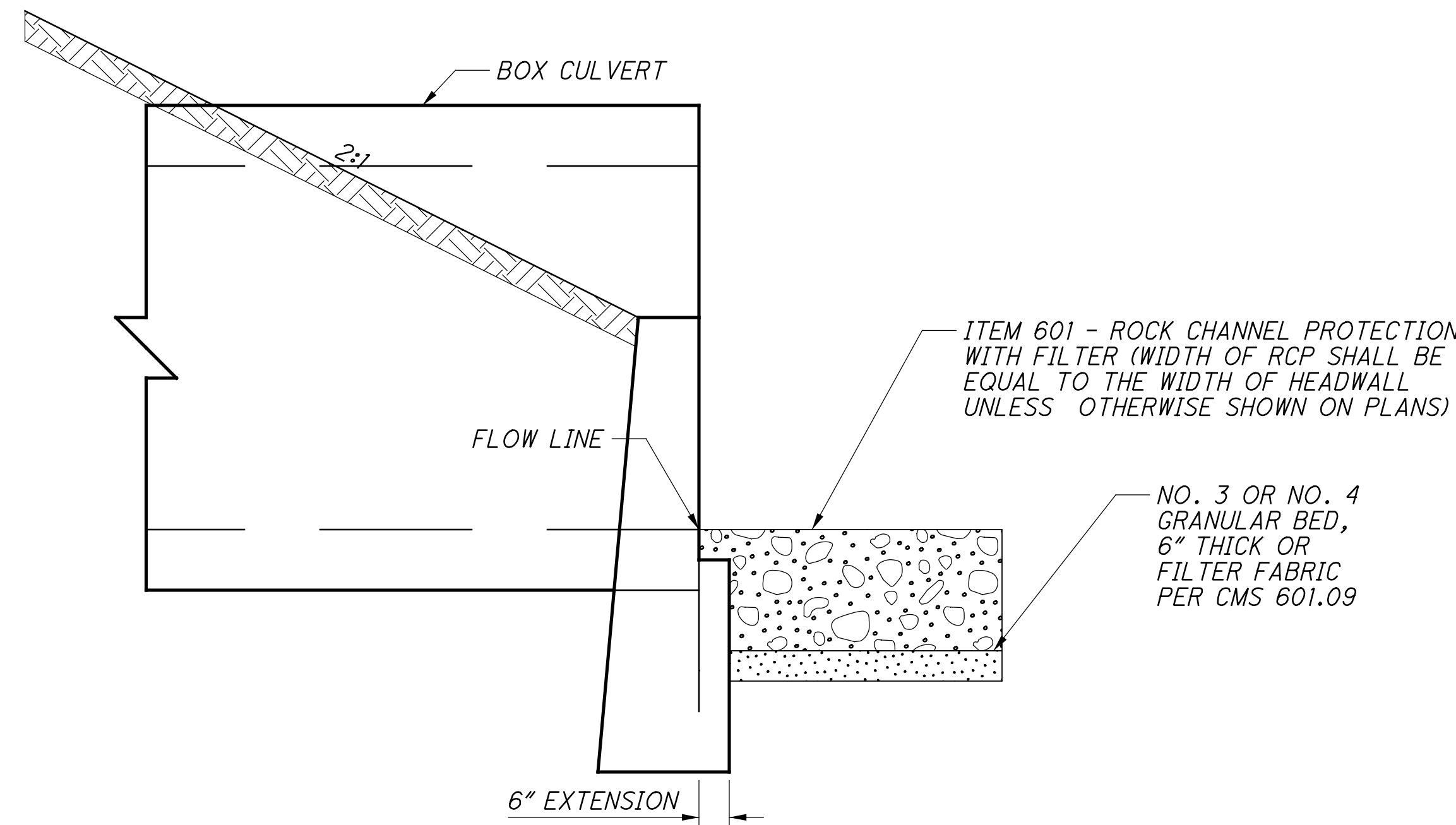
PROFILE



ELEVATION



INLET CHANNEL PROTECTION DETAIL



OUTLET CHANNEL PROTECTION DETAIL

NOTES:

GENERAL: PROVIDE A RIPRAP REINFORCED CONCRETE SLAB ACCORDING TO SCD DM-1.1 IF THE PIPE IS DEPRESSED OR IS SPECIFIED IN THE PLAN. PAYMENT WILL BE MADE PER SQUARE YARD OF ITEM 601 - RIPRAP USING 6" REINFORCED CONCRETE SLAB AND SHALL INCLUDE THE COST OF THE CUTOFF WALL.

THIS DRAWING IS FOR CAST IN PLACE HALF-HEIGHT CONCRETE HEADWALLS. PRECAST HEADWALLS WILL NOT BE PERMITTED.

CONCRETE: CONCRETE FOR HEADWALLS SHALL BE CLASS QC 1

REINFORCING STEEL: BARS SHALL BE #5 AND EPOXY COATED

CONCRETE QUANTITIES ARE SHOWN FOR HEADWALLS WITH AND WITHOUT THE 6" EXTENSION UNDER THE CHANNEL PROTECTION.

PAYMENT: ITEM 602 CONCRETE MASONRY, AS PER PLAN, INCLUDES REINFORCING, EXCAVATION, AND PREFORMED EXPANSION JOINT FILLER

THE CONCRETE QUANTITY FOR THE 10' X 9' BOX CULVERT HAS BEEN CARRIED TO THE GENERAL SUMMARY

S	R	P	H	H1	H2	L	W	T	STEEL (LBS)	CONC W/O RIPRAP (CU YD)	CONC W/ RIPRAP (CU YD)
10'-0"	9'-0"	10"	8'-10"	3'-0"	5'-10"	8'-2"	8'-0"	2'-0"	857	10.39	12.8

ATB-193-2.99

MODEL: Sheet PAPER: 34x22 (in.) DATE: 11/13/2024 TIME: 8:34:51 AM USER: Jessica_Grubb
 pw:\chicodot-pw.bentley.com\chicodot-pw-02\Documents\01.Active Projects\District 04\Ashtabula\94141\01-Engineering_2\LMN\Drawings\Sheets\94141_DD001.dgn

FOOTING AND HEADWALL DETAILS
 STRUCTURE NO. ATB-193-2.284
 PYMATUNING CREEK

SFN
 0405133

DESIGN AGENCY

2LMN

DESIGNER: RTF
 CHECKER: JAH

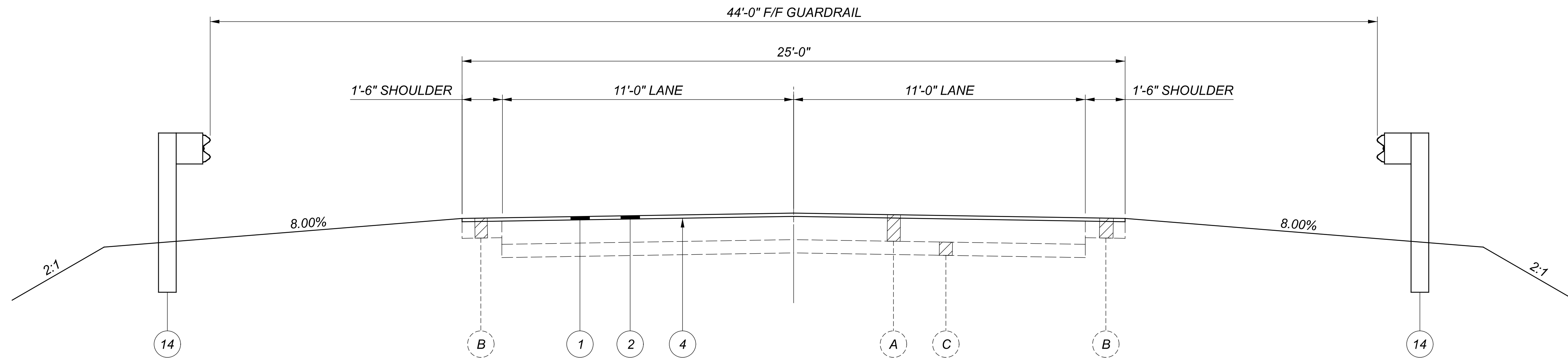
REVIEWER: JAB
 DATE: 05/31/24

PROJECT ID: 94141

SUBSET TOTAL
 3 3

SHEET TOTAL
 P.35A 54

added page



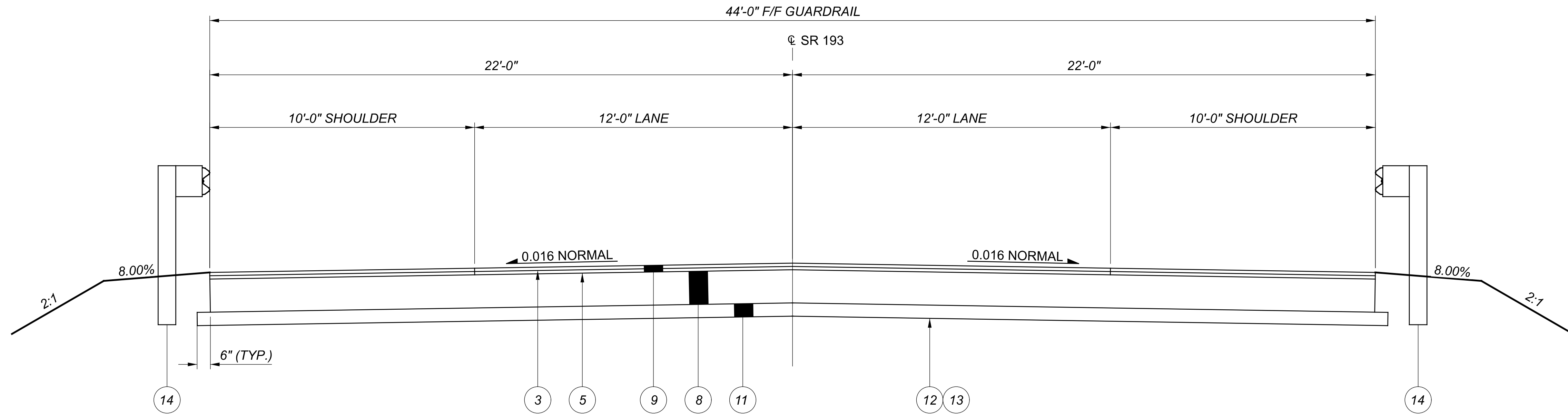
TYPICAL SECTION 2: RESURFACING AND GUARDRAIL

STA. 436+52.80 TO STA. 437+06.43
 STA. 438+34.27 TO STA. 438+87.94
 (INCLUDED IN PAVEMENT CALCULATIONS)
 SEE PLAN PAGE 13-14 FOR PAVEMENT CALCULATIONS
 SEE PLAN PAGE 39 FOR GUARDRAIL QUANTITIES

LEGEND

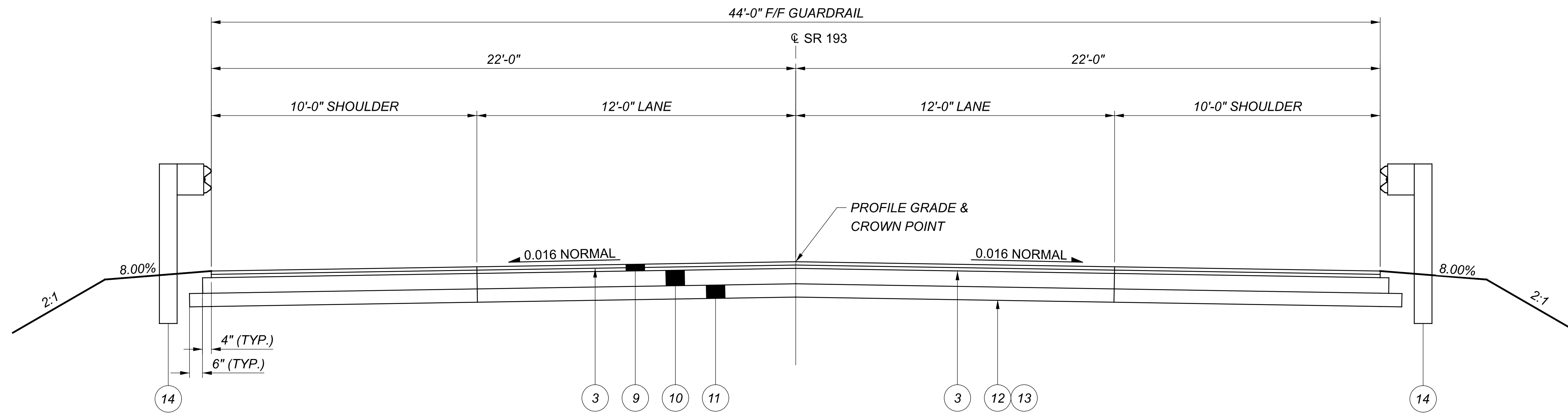
- ① ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE (T = 1.50")
- ② ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M (T = 1.50")
- ③ ITEM 407 - NON-TRACKING TACK @ 0.06 GAL/SY
- ④ ITEM 407 - NON-TRACKING TACK @ 0.09 GAL/SY
- ⑤ ITEM 407 - TACK COAT, 702.13 @ 0.09 GAL/SY
- ⑥ ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN (T = 2")
- ⑦ ITEM 408 - PRIME COAT @ 0.40 GAL/SY, AS PER PLAN
- ⑧ ITEM 526 - REINFORCED CONCRETE APPROACH SLAB (T = 15")
- ⑨ ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M (T = 3" PLACED IN 2 LIFTS)
- ⑩ ITEM 301 - ASPHALT CONCRETE BASE, PG64-22, (449) (T = 7")
- ⑪ ITEM 304 - AGGREGATE BASE (T = 6")
- ⑫ ITEM 204 - SUBGRADE COMPACTION
- ⑬ ITEM 204 - PROOF ROLLING
- ⑭ ITEM 606 - GUARDRAIL, TYPE MGS WITH LONG POSTS
- A EXISTING ASPHALT CONCRETE PAVEMENT (T = 12" ±)
- B EXISTING ASPHALT CONCRETE SHOULDER
- C EXISTING AGGREGATE BASE





TYPICAL SECTION 3: APPROACH SLAB SECTION

STA. 437+31.43 TO STA. 437+56.43
 STA. 437+84.27 TO STA. 438+09.27



TYPICAL SECTION 4: FULL DEPTH PAVEMENT REPLACEMENT

STA. 437+06.43 TO STA. 437+31.43
 STA. 438+09.27 TO STA. 438+34.27

SEE P.36 FOR LEGEND

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 12-01-24

PROJECT ID

94141

SHEET

P.37

TOTAL

58

UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS:

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811, THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS (MICHELLE CHANEY AT 330-786-2267) AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

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

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

ROUNDING

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

WORK LIMITS

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

ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS

ALTHOUGH NO TREES OR STUMPS ARE SPECIFICALLY MARKED FOR REMOVAL WITHIN THE PLANS, A LUMP SUM QUANTITY IS INCLUDED IN THE STRUCTURE GENERAL SUMMARY FOR ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS. SCALPING IS NOT REQUIRED FOR THIS ITEM OF WORK. ALL VEGETATION SHALL BE REMOVED WITHIN 15 FEET (OR TO THE R/W LIMITS, WHICHEVER IS CLOSER) OF THE HEADWALLS, ABUTMENTS AND/OR PIERS.

ALL OTHER PROVISIONS AS SET FORTH IN THE CMS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS.

ITEM 408 - PRIME COAT, AS PER PLAN

APPLY "MC-70" AT A RATE OF 0.4 GALLONS PER SQUARE YARD, OR AS DETERMINED BY THE ENGINEER, TO THE COMPLETED COMPACTED AGGREGATE SHOULDER.

ITEM 617 - COMPACTED AGGREGATE, AS PER PLAN

IN LOW SHOULDER AREAS EXCEEDING 1", AND ADJACENT TO THE SAFETY EDGE, OR AS DIRECTED BY THE ENGINEER, RECYCLED ASPHALT PAVEMENT (RAP) SHALL BE USED IN AREAS ADJACENT TO THE PAVED BERM. THE RAP SHALL HAVE A MINIMUM PG CONTENT OF 4.5% AND MEET THE FOLLOWING GRADATION. ONCE THE STOCKPILE MEETS THE GRADATION, THE PG CONTENT OF THE RAP SHALL BE DETERMINED PER 441.03. THE RAP ANALYSIS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL 2 WEEKS PRIOR TO USE. METHOD OF MEASUREMENT SHALL BE AS PER 617.06. PLACEMENT AND COMPACTION SHALL MEET THE REQUIREMENTS OF ITEM 617. ALL MATERIALS, LABOR, EQUIPMENT, TOOLS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 617 COMPACTED AGGREGATE, AS PER PLAN.

MODIFIED GRADATION SHALL APPLY:

SIEVE	TOTAL PERCENT PASSING
1- 1/2"	100
3/4"	50-100
NO. 4	35-70
NO. 30	9-33
NO. 200	0-13

ITEM 204 - PROOF ROLLING

THE FOLLOWING QUANTITY IS PROVIDED IN THE GENERAL SUMMARY TO ADDRESS LOCATIONS REQUIRING PROOF ROLLING.

ITEM 204 - PROOF ROLLING, 1 HOUR.

SEEDING AND MULCHING

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

659, SOIL ANALYSIS TEST	2 EACH
659, TOPSOIL	71 CU. YD.
659, SEEDING AND MULCHING	637 SQ. YD.
659, COMMERCIAL FERTILIZER	0.09 TON
659, LIME	0.13 ACRES
659, WATER	3.44 M. GAL.

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

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE THIS SHEET OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ATB-193-8.280.

PROJECT CONTROL (ATB-193-8.280)

POSITIONING METHOD: STATIC
MONUMENT TYPE: B

VERTICAL POSITIONING (ATB-193-8.280)

ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: 2012A

HORIZONTAL POSITIONING (ATB-193-8.280)

REFERENCE FRAME: NAD 83 (2011) (EPOCH: 2010.0000)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO NORTH ZONE (3401)
COMBINED SCALE FACTOR: 0.99994237342
ORIGIN OF COORDINATE SYSTEM: EASTING (X): 0, NORTHING (Y): 0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

CENTERLINE CONSTRUCTION REFERENCES AND BENCHMARKS

STATION	OFFSET (FT)	SIDE	GRID		GROUND		ELEVATION	DESCRIPTION
			NORTHING	EASTING	NORTHING	EASTING		
436+58.67	18.27	RT	716437.4358	2469794.872	716478.724	2469937.206	1024.71	#5 REBAR SET WITH ODOT CAP
442+53.50	17.06	LT	717030.8936	2469741.644	717072.216	2469883.975	1023.92	#5 REBAR SET WITH ODOT CAP
451+84.78	17.59	RT	717962.7459	2469748.232	718004.122	2469890.563	1024.81	#5 REBAR SET WITH ODOT CAP

PROJECT SCALE FACTOR: 1.0000576299

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 12-01-24

PROJECT ID

94141

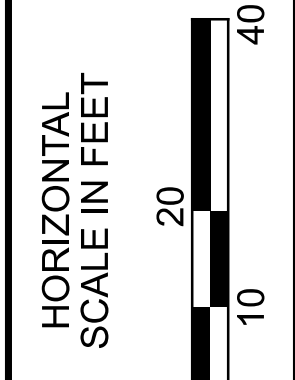
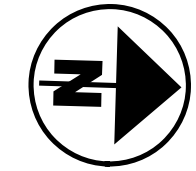
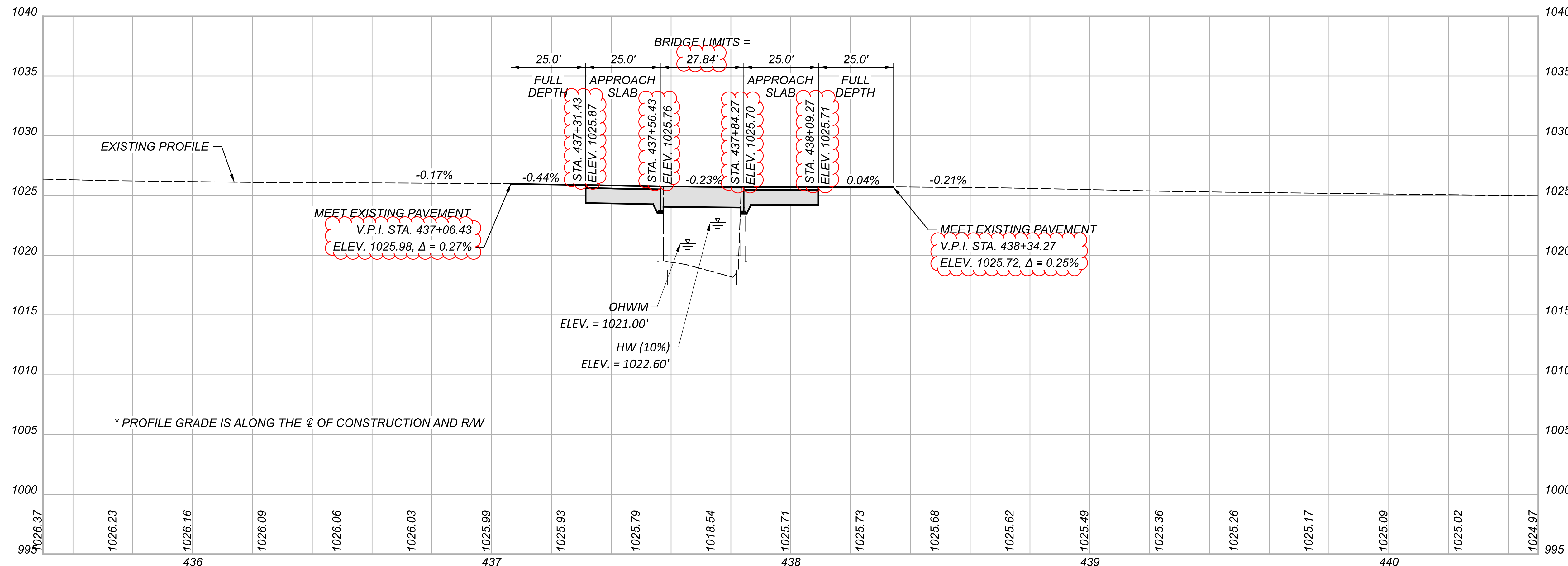
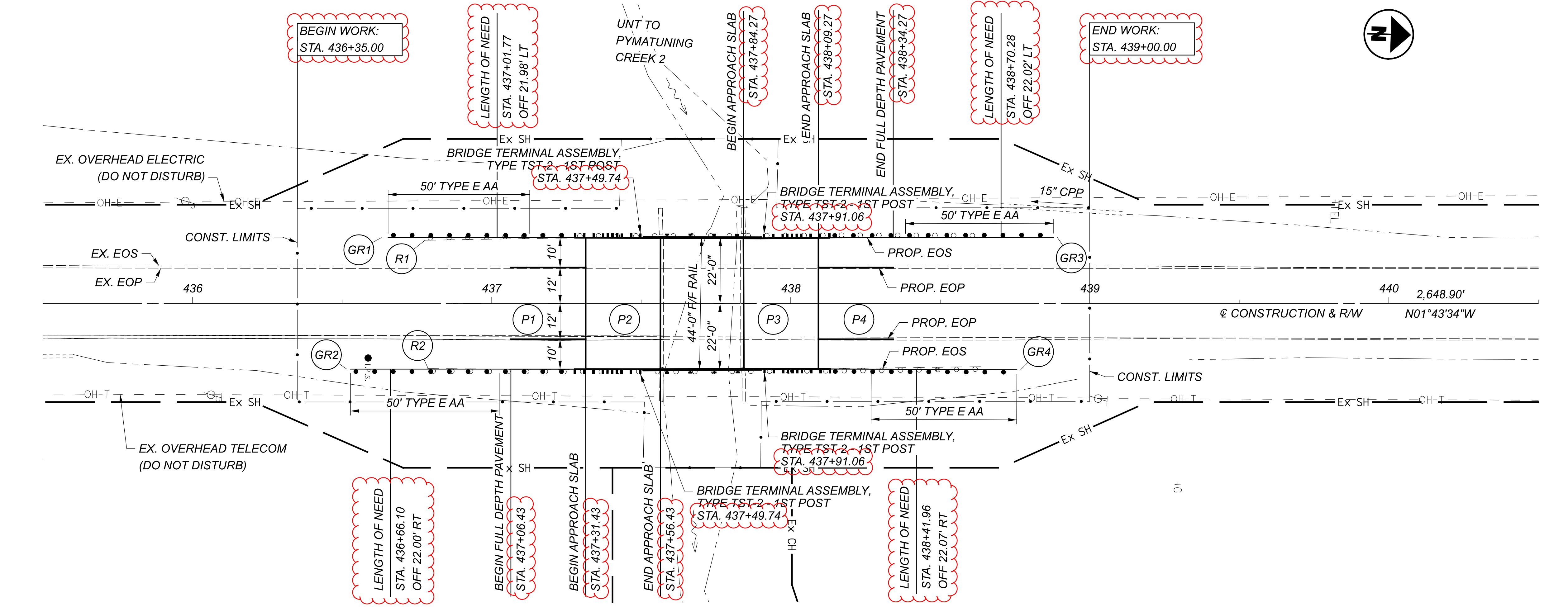
SHEET TOTAL

P.38 | 58

REF NO.	SHEET NO.	STATION TO STATION		202	606	606	606	626			204	204	301	304	407	407	441		203	203				
				GUARDRAIL REMOVED	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2	BARRIER REFLECTOR, TYPE 2			SUBGRADE COMPACTION	PROOF ROLLING	ASPHALT CONCRETE BASE, PG64-22, (449) (T = 6")	AGGREGATE BASE	TACK COAT, 702.13 @ 0.09 GAL/SY	NON-TRACKING TACK COAT @ 0.06 GAL/SY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG70-22M		EXCAVATION	EMBANKMENT				
			TO	FT	FT	EACH	EACH	EACH			SY	HOUR	CY	CY	GAL	GAL	CY		CY	CY				
GR1		436+65.36	LT	437+50.71	LT																			
GR2		436+52.80	RT	437+50.65	RT																			
GR3		437+90.09	LT	438+87.94	LT																			
GR4		437+90.28	RT	438+75.62	RT																			
P1		437+06.43	L/R	437+31.43	L/R						123	0.1	20	20		15	10							
P2		437+31.43	L/R	437+56.43	L/R						123	0.1		20	11	8	10							
P3		437+84.27	L/R	438+09.27	L/R						123	0.1		20	11	8	10							
P4		438+09.27	L/R	438+34.27	L/R						123	0.1	20	20		15	10							
R1		436+77.72	LT	438+64.29	LT	186.5																		
R2		436+77.52	RT	438+63.46	RT	186.0																		
TOTALS CARRIED TO GENERAL SUMMARY						373	75	4	4	12	492	1	41	82	22	46	41		246	164				

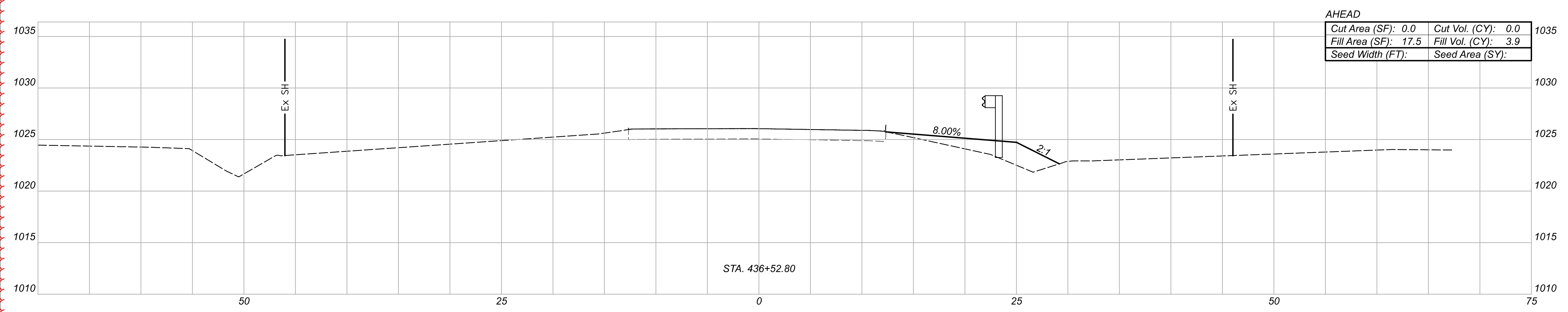
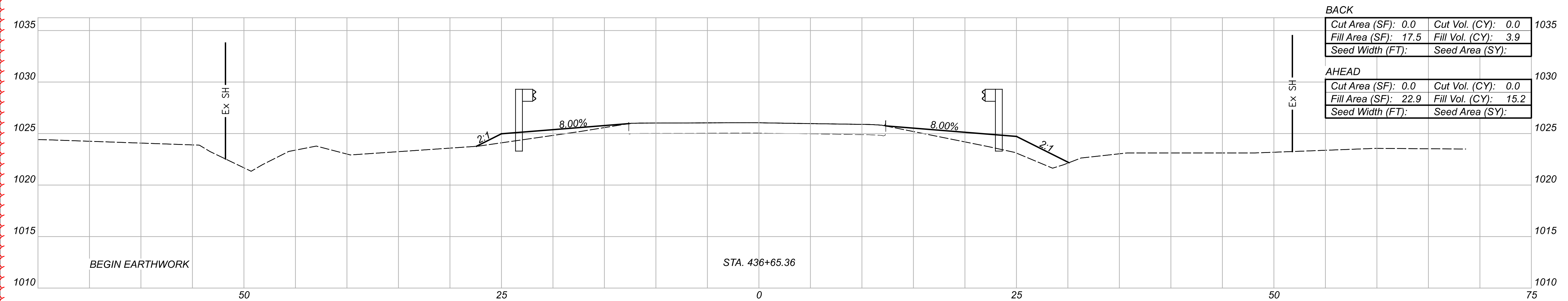
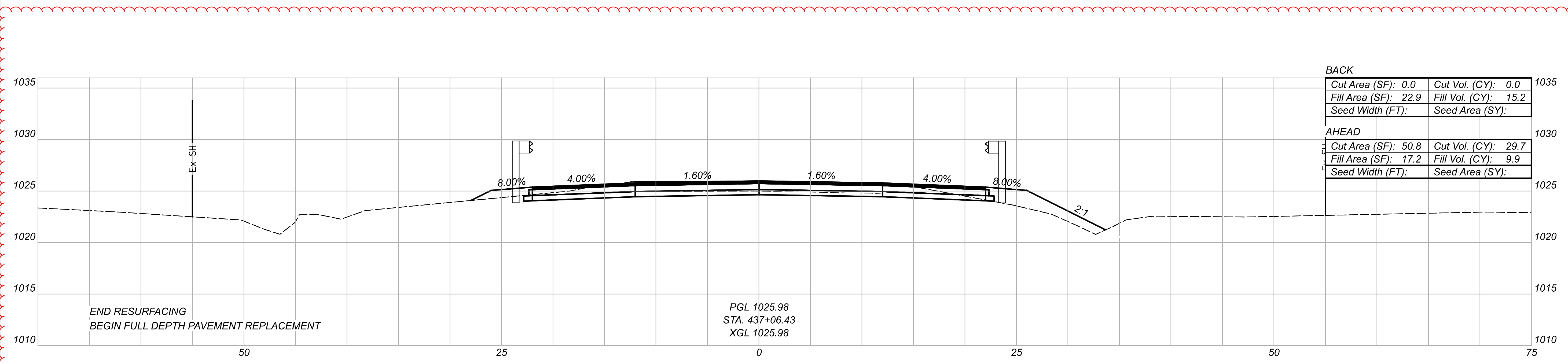
ROADWAY SUBSUMMARY - ATB-193-8.280

DESIGN AGENCY	
DESIGNER	JF
REVIEWER	MJA
PROJECT ID	12-01-24
SHEET	94141
TOTAL	58




PLAN AND PROFILE - ATB-193-8.280
 STA. 436+35.00 TO STA. 439+00.00

DESIGN AGENCY	
DESIGNER	MJA
REVIEWER	TJP
PROJECT ID	12-01-24
SHEET	94141
TOTAL	P.40
	58



CROSS SECTIONS
 STA. 436+52.80 TO STA. 437+06.43

DESIGN AGENCY



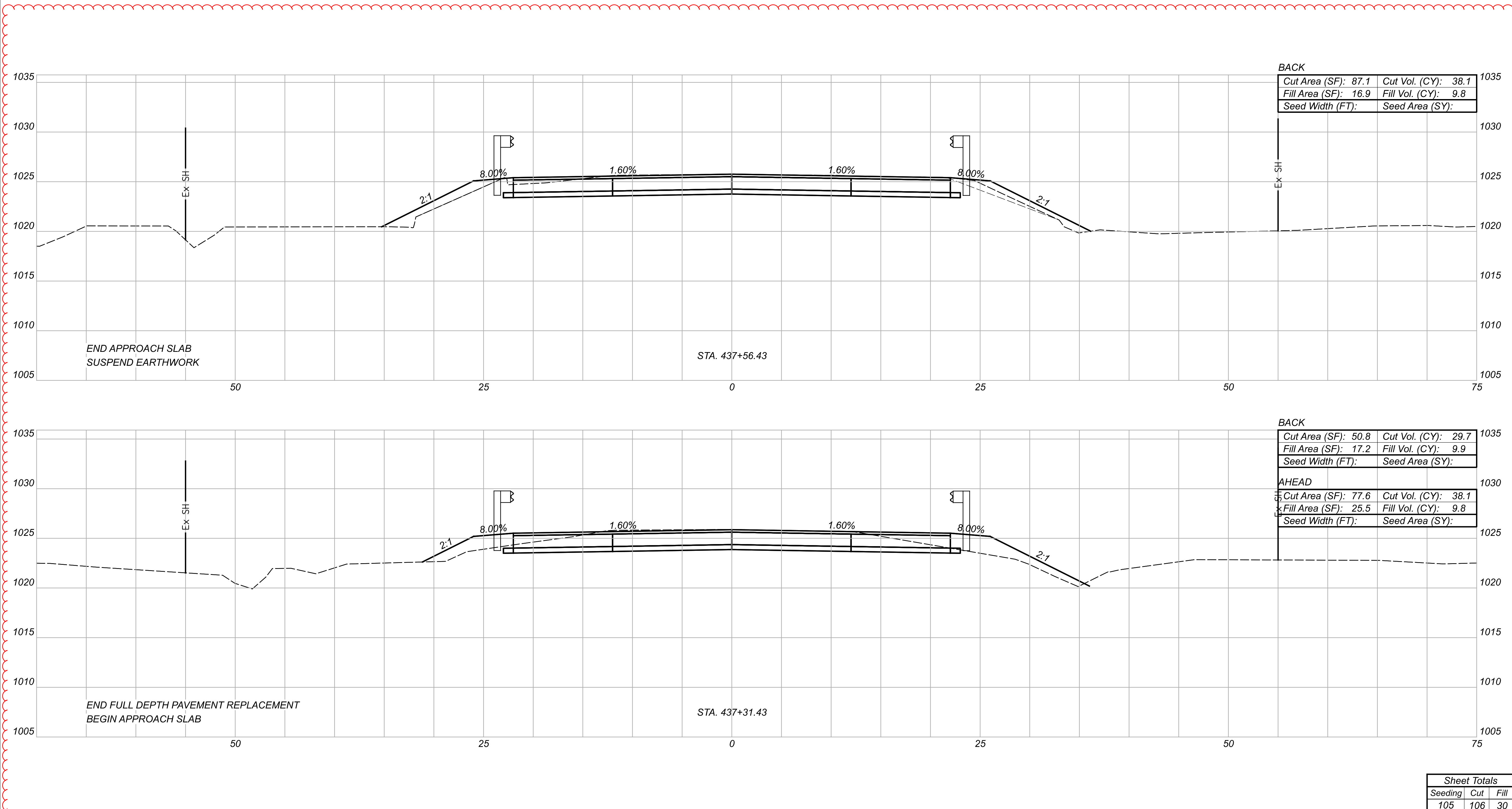
DESIGNER
 JF

REVIEWER
 MJA 01-29-25

PROJECT ID
 94141

SHEET TOTAL	
P.41	58

Sheet Totals		
Seeding	Cut	Fill
175	30	49



END APPROACH SLAB
 SUSPEND EARTHWORK

STA. 437+56.43

END FULL DEPTH PAVEMENT REPLACEMENT
 BEGIN APPROACH SLAB

STA. 437+31.43

BACK

Cut Area (SF): 87.1	Cut Vol. (CY): 38.1
Fill Area (SF): 16.9	Fill Vol. (CY): 9.8
Seed Width (FT):	Seed Area (SY):

BACK

Cut Area (SF): 50.8	Cut Vol. (CY): 29.7
Fill Area (SF): 17.2	Fill Vol. (CY): 9.9
Seed Width (FT):	Seed Area (SY):

AHEAD

Cut Area (SF): 77.6	Cut Vol. (CY): 38.1
Fill Area (SF): 25.5	Fill Vol. (CY): 9.8
Seed Width (FT):	Seed Area (SY):

CROSS SECTIONS
 STA. 437+31.43 TO STA. 437+56.43

DESIGN AGENCY



DESIGNER

JF

REVIEWER

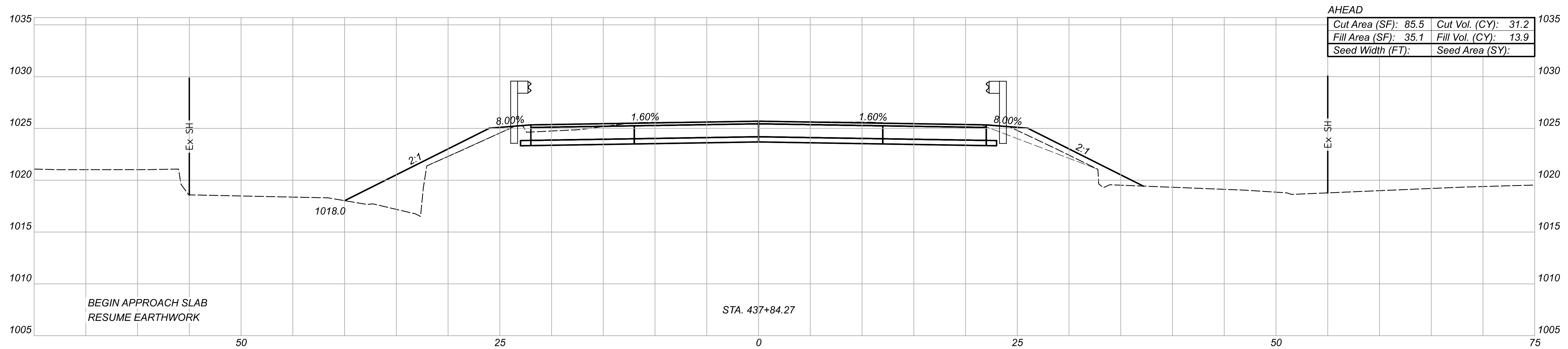
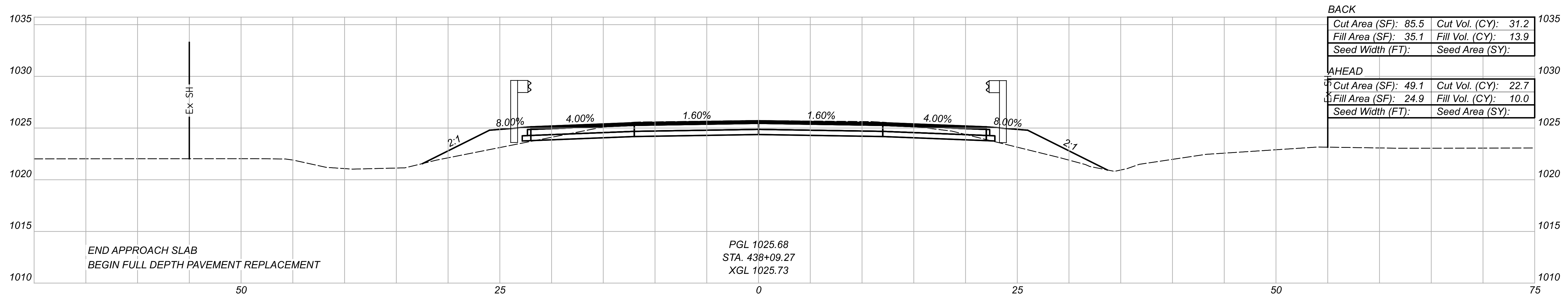
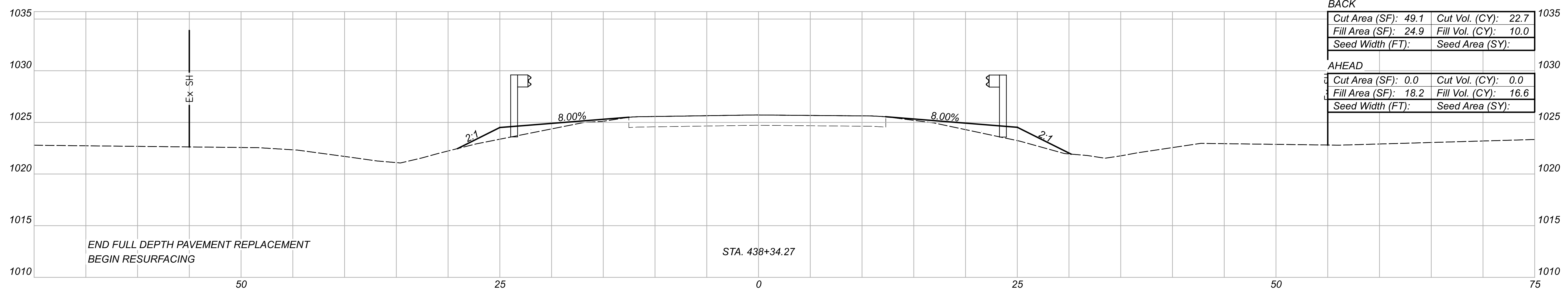
MJA 01-29-25

PROJECT ID

94141

Sheet Totals		
Seeding	Cut	Fill
105	106	30

SHEET	TOTAL
P.42	58



CROSS SECTIONS
 STA. 437+84.27 TO STA. 438+34.27

DESIGN AGENCY



DESIGNER

JF

REVIEWER

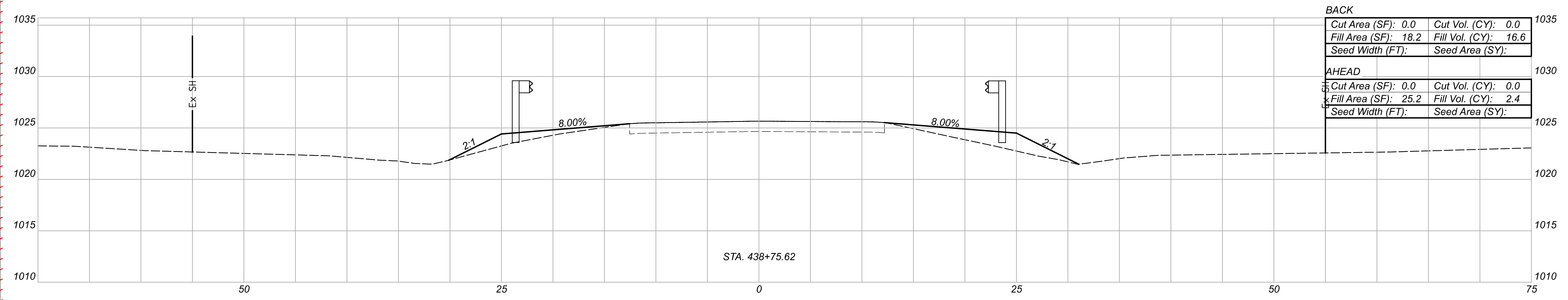
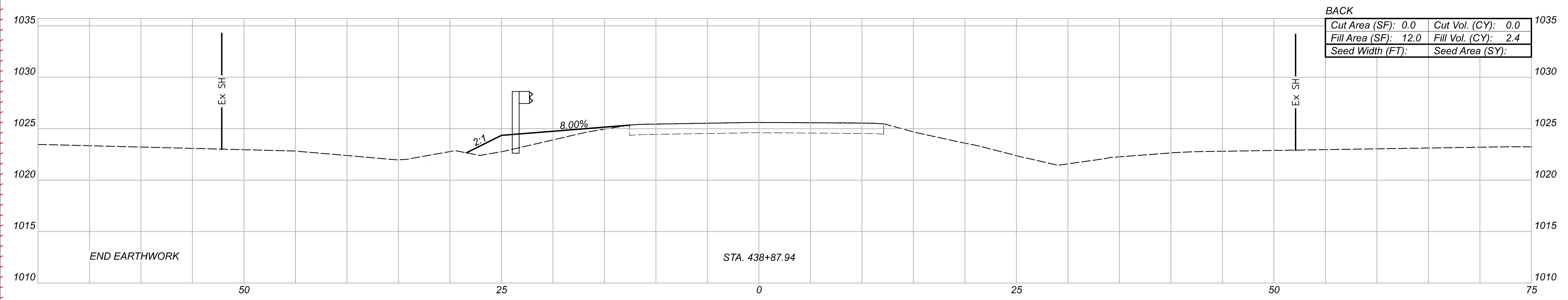
MJA 01-29-25

PROJECT ID

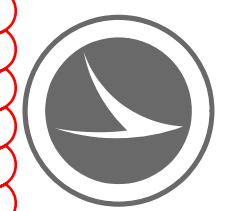
94141

Sheet Totals		
Seeding	Cut	Fill
250	108	65

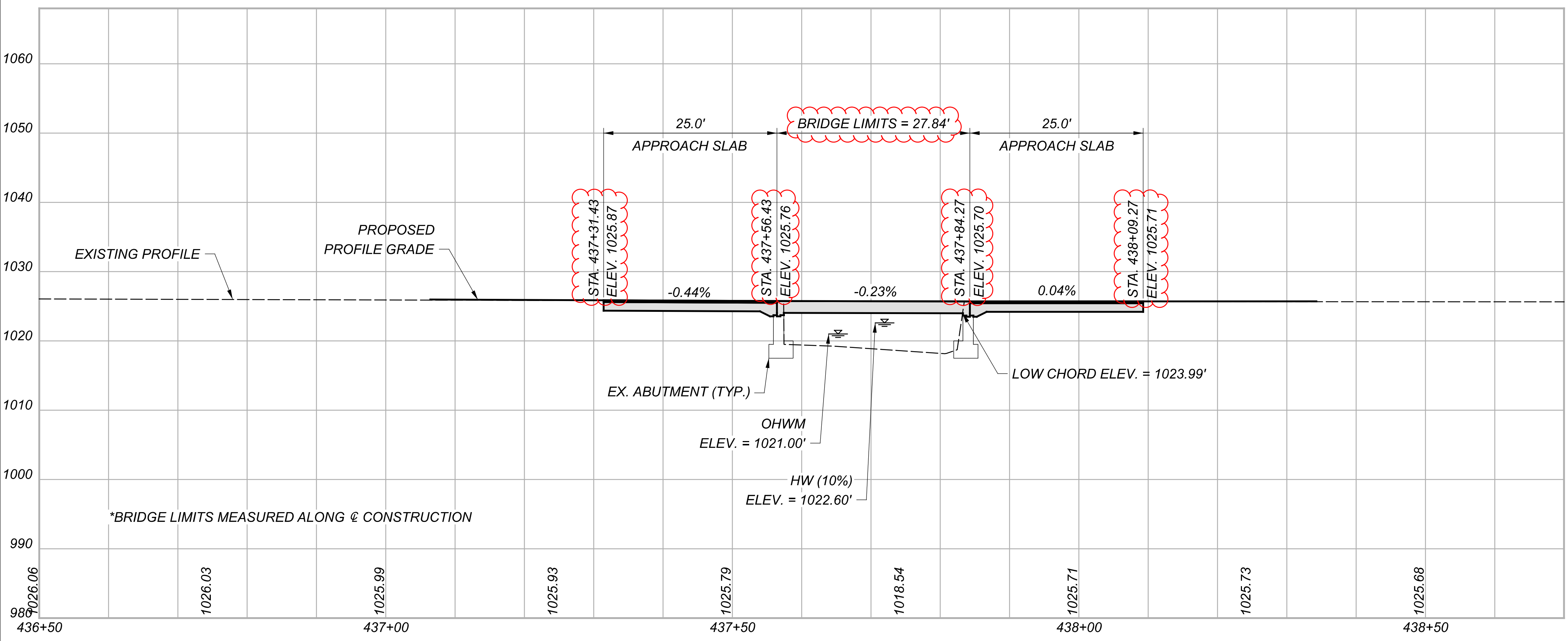
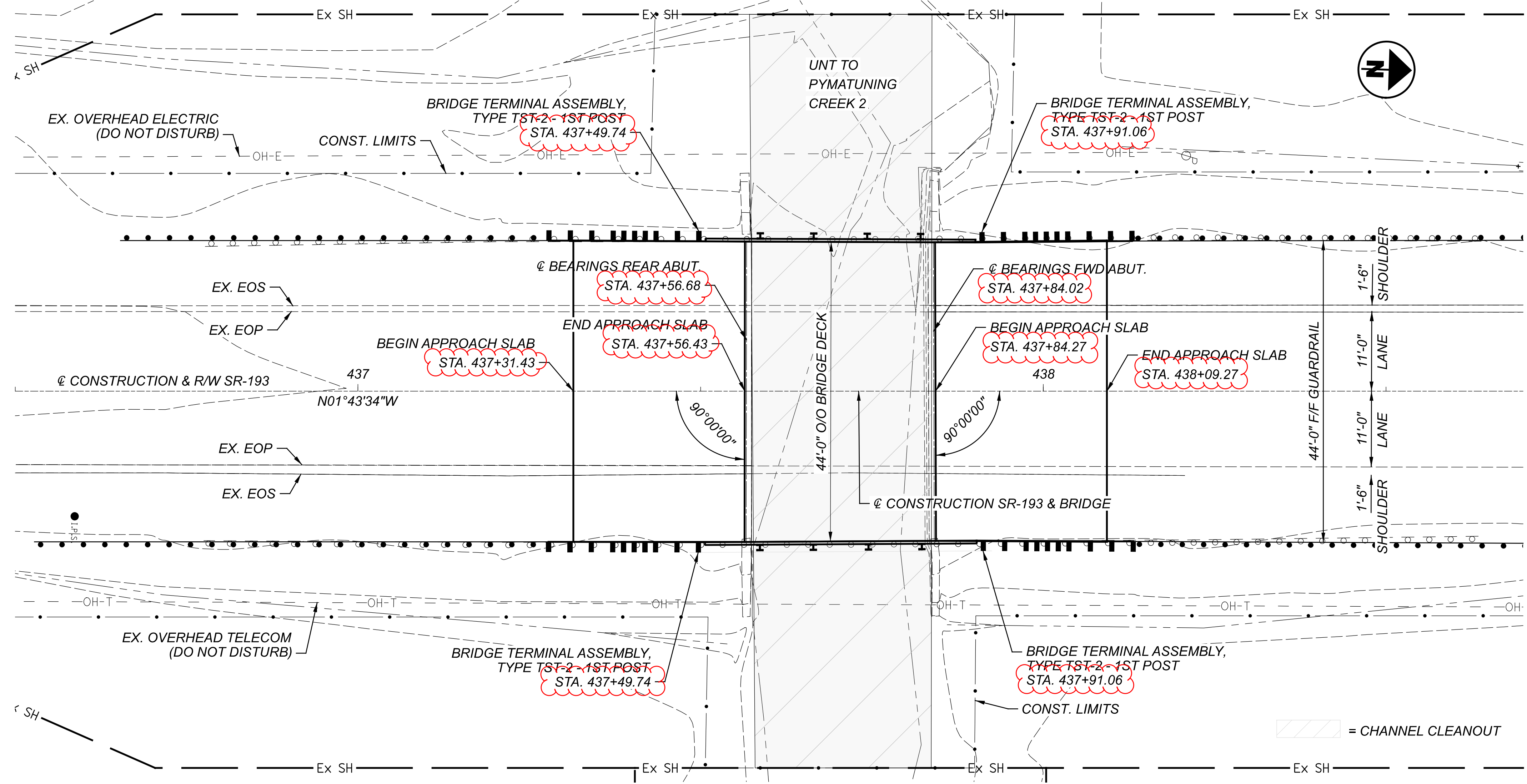
SHEET	TOTAL
P.43	58



CROSS SECTIONS
 STA. 438+75.62 TO STA. 438+87.94

DESIGN AGENCY

 DESIGNER
 JF
 REVIEWER
 MJA 01-29-25
 PROJECT ID
 94141

Sheet Totals			
Seeding	Cut	Fill	TOTAL
108	0	22	P.44 58



BENCHMARK DATA

BM #1 STA.	436+58.67,	ELEV.	1024.71,	OFFSET	18.27,	RT
BM #2 STA.	442+53.50,	ELEV.	1023.92,	OFFSET	17.06,	LT
BM #3 STA.	451+84.78,	ELEV.	1024.81,	OFFSET	17.59,	RT

FOR ADDITIONAL BENCHMARK INFORMATION, SEE STRUCTURE GENERAL NOTES SHEET P.45

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
 2023 ADT = 950 2043 ADT = 1,000
 2023 ADTT = 162 2043 ADTT = 170
 DIRECTIONAL DISTRIBUTION = 0.55

HYDRAULIC DATA (FROM EX. PLANS)

DRAINAGE AREA = 0.55 SQ. MILES
 Q (4%) = 166 CFS V (4%) = 4.3 FT/S HW (10%) = 1022.60 FT
 Q (1%) = 238 CFS V (1%) = 6.1 FT/S
 STRUCTURE CLEARS THE 4% YEAR (AEP)
 DESIGN HW BY 4 FEET.

PROPOSED WORK

- NEW SUPERSTRUCTURE WITH EXISTING ABUTMENTS TO REMAIN
- NEW APPROACH SLABS
- REPLACE BRIDGE RAILING
- PLACE NEW DRIP STRIPS
- PATCH UNSOUND AREAS OF SUBSTRUCTURE
- SEAL ABUTMENTS, WINGWALLS, AND DECK EDGES (SEE DETAIL ON SHEET 7/10) WITH EPOXY-URETHANE
- CHANNEL CLEANOUT WITHIN R/W LIMITS

EXISTING STRUCTURE

TYPE: SINGLE SPAN CONCRETE SLAB ON REINFORCED CONCRETE ABUTMENTS WITH SPREAD FOOTINGS

SPANS: 26'-0"
 ROADWAY: 44'-0"
 LOADING: S-15-46
 SKEW: NONE
 WEARING SURFACE: 3/4" MONOLITHIC CONCRETE
 APPROACH SLABS: AS-1-54 (25' LONG)
 ALIGNMENT: TANGENT
 CROWN:
 STRUCTURE FILE NUMBER: 0405310
 DATE BUILT: 1962
 DISPOSITION: SUPERSTRUCTURE TO BE REPLACED

PROPOSED STRUCTURE

TYPE: SINGLE SPAN CONCRETE SLAB ON REINFORCED CONCRETE ABUTMENTS ON SPREAD FOOTINGS

SPANS: 27.34'

ROADWAY: 44'-0" F/F RAILING

LOADING: SUPERSTRUCTURE: HL93 AND 60 PSF FUTURE WEARING SURFACE
 SUBSTRUCTURE: S-15-46

SKEW: NONE

WEARING SURFACE: 1" MONOLITHIC CONCRETE

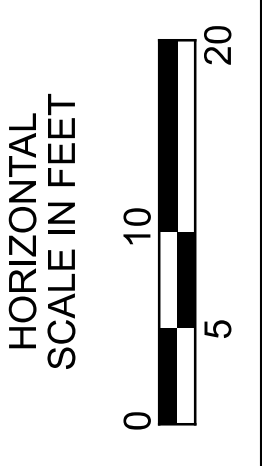
APPROACH SLABS: 25' LONG (AS-1-15), TYPE B INSTALLATION (AS-2-15)

ALIGNMENT: TANGENT

CROWN: 0.016 FT/FT

DECK AREA: 1,159 SF

COORDINATES: LATITUDE 41° 37' 8.33"
 LONGITUDE 80° 39' 59.8"



SITE PLAN
 ATB-193-8.280
 OVER UNT TO PYMATUNING CREEK 2

SFN	0405310
DESIGN AGENCY	
DESIGNER	JF
CHECKER	MJA
REVIEWER	TJP
PROJECT ID	94141
SUBSET	1
TOTAL	10
SHEET	P.45
TOTAL	58

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- AS-1-15 REVISED 1/20/2023
- AS-2-15 REVISED 7/21/2023
- DS-1-92 REVISED 7/15/2022
- TST-2-21 REVISED 1/17/2025
- CPA-1-08 REVISED 1/19/2024

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

844 DATED 4/20/2018

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, INCLUDING THE 2012 INTERIM SPECIFICATIONS, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

DESIGN LOADING INCLUDES (SUPERSTRUCTURE):
 VEHICULAR LIVE LOAD: HL-93
 FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT

DESIGN LOADING INCLUDES (EXISTING SUBSTRUCTURE):
 VEHICULAR LIVE LOAD: S-15-46

DESIGN DATA

CONCRETE CLASS:
 COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE REINFORCEMENT:
 EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI

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 SHOULD 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.

MONOLITHIC WEARING SURFACE

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

ITEM 202 - REMOVAL MISC.: CHANNEL CLEANOUT

THIS WORK WILL CONSIST OF RE-ESTABLISHING THE ORIGINAL CHANNEL PROFILE BY REMOVING SEDIMENT BUILDUP, VEGETATION, AND DEBRIS FROM THE EXISTING CHANNEL WITHIN STATE RIGHT-OF-WAY LIMITS AS SPECIFIED IN THE PLANS FOR STRUCTURES ATB-193-08.280. ANY TREES LOCATED WITHIN CHANNEL OR BANK LIMITS WILL BE INCLUDED UNDER ITEM 201, CLEARING AND GRUBBING. ALL MATERIALS REMOVED SHALL BE DISPOSED OF IN ACCORDANCE WITH 105.16 AND 105.17 OF THE CMS WITH THE APPROVAL OF THE ENGINEER. NO AREAS OF EXISTING CHANNEL PROTECTION SHALL BE REMOVED IN ORDER TO RESTORE THE ORIGINAL CHANNEL PROFILE. AFFECTED CHANNEL AREAS SHALL BE CLEANED OUT TO THE SATISFACTION OF THE ENGINEER.

CHANNEL CLEANOUT WILL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM 202 REMOVAL MISC.: CHANNEL CLEANOUT. THIS PRICE WILL INCLUDE THE COST FOR LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THE CHANNEL CLEANOUT.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS 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 USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. 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 REINFORCING STEEL 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 REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

CUT LINE CONSTRUCTION JOINT PREPARATION

PRIOR TO REMOVING THE DECK EDGE, PLACE A 1-IN (+0-IN, -1/4-IN) DEEP SAW CUT AT THE BOUNDARIES OF PROPOSED CONCRETE REMOVALS. IF THERE ARE INTEGRAL CONCRETE PIER CAPS WITHIN THE PROPOSED REMOVAL LIMITS, ALSO SAWCUT THE DECK CONCRETE ALONG THE INTERFACE OF THE DECK AND PIER CAP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING CONCRETE REINFORCEMENT, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING STEEL REINFORCEMENT DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. 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 CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

PRIOR TO THE SURFACE CLEANING SPECIFIED IN C&MS 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE: HIGH-PRESSURE WATER BLASTING WITH, OR WITHOUT, ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT OR VACUUM ABRASIVE BLASTING.

ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION

THIS WORK CONSISTS OF CONCRETE PATCHING AT THE SUBSTRUCTURE PER SUPPLEMENTAL SPECIFICATION 844. USE THE FOLLOWING ANODE SPACING FOR EACH LOCATION DETAILED BELOW OR AS DIRECTED BY THE ENGINEER.

ATB-193-8.280 MAX ANODE SPACING: ABUTMENTS - 30 IN MAX C/C

ASBESTOS NOTIFICATION (ATB-193-8.280)

A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST INSPECTED THE BRIDGE STRUCTURE SCHEDULED FOR DEMOLITION AND/OR REHABILITATION;

THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE STRUCTURE.

THE DEPARTMENT HAS PROVIDED A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM (PARTIALLY COMPLETED) AND THE ASBESTOS I INSPECTION REPORT IN THE REFERENCE FILES FOR THIS PROJECT. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO THE OEPA AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION. ONLINE SUBMISSION IS AVAILABLE AT <http://www.epa.ohio.gov/asbestos> AND IS ENCOURAGED, OR THE CONTRACTOR SHALL SUBMIT IT TO ONE OF THE ADDRESSES BELOW:

- ASBESTOS PROGRAM
OHIO EPA, DAPC
P.O. BOX 1049
COLUMBUS, OH 43216-1049
- OR
ASBESTOS PROGRAM
OHIO EPA, DAPC
50 W. TOWN ST., SUITE 700
COLUMBUS, OH 43215

THE FORM SHALL INCLUDE:

1. THE CONTRACTOR'S NAME AND ADDRESS
2. THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE STRUCTURE DEMOLITION AND/OR RENOVATION
3. DESCRIPTION OF THE PLANNED DEMOLITION WORK AND METHODS BE USED
4. ALL NECESSARY FEES

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED NOTIFICATION OF DEMOLITION AND RENOVATION FORM TO THE PROJECT ENGINEER AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION

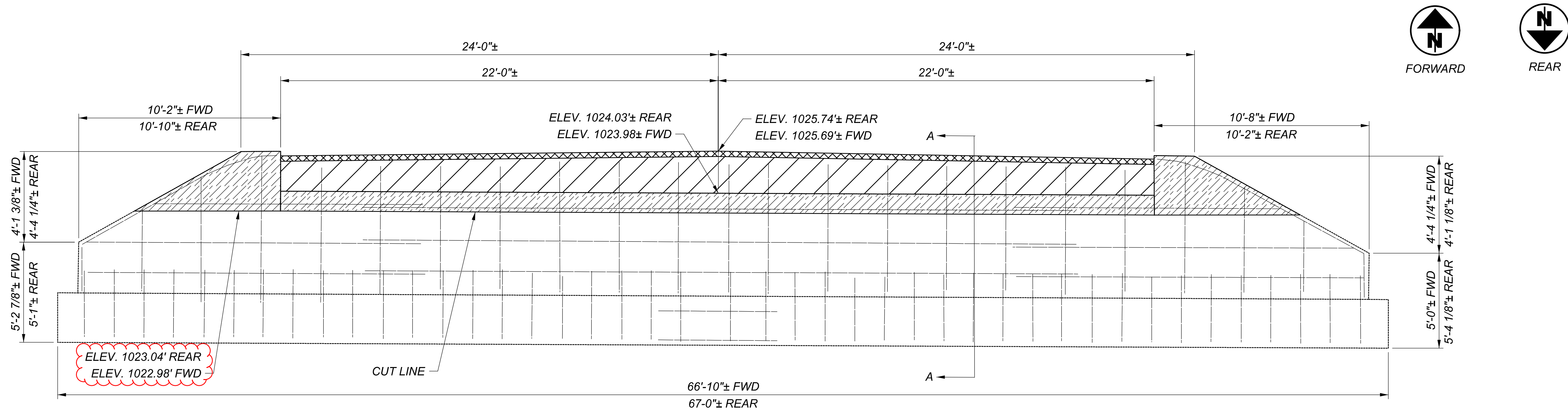
THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERIALS NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

STRUCTURE GENERAL NOTES
 ATB-193-8.280
 OVER UNT TO PYMATUNING CREEK 2

SFN	
0405310	
DESIGN AGENCY	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 12-01-24	
PROJECT ID	
94141	
SUBSET	TOTAL
2	10
SHEET	TOTAL
P.46	58

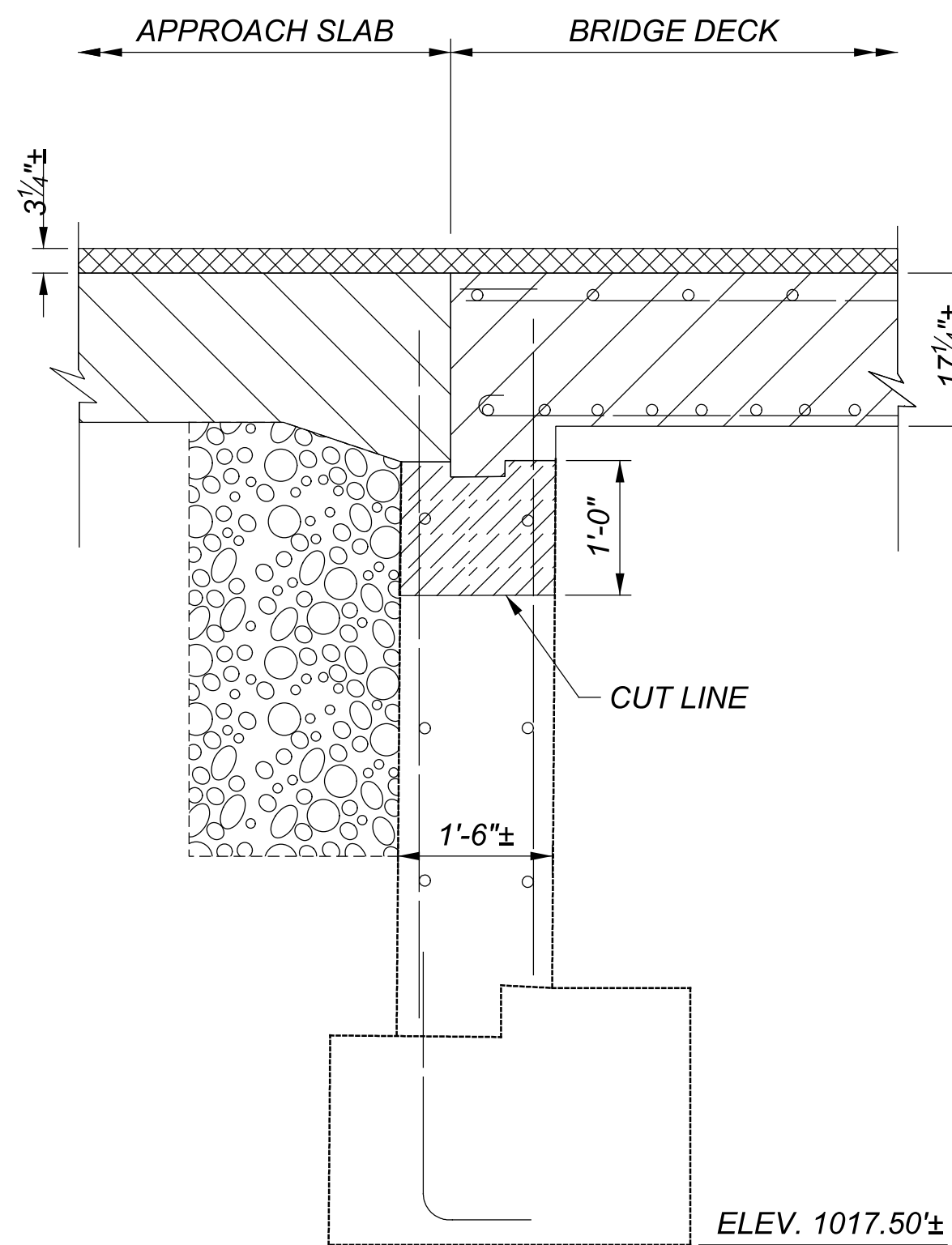
CALC: JF DATE: 6/12/2024
 CHECKED: MJA DATE: 12/1/2024

ESTIMATED QUANTITIES (04/STR/13)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SEE SHEET	
202	11201	LS	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				LS	2 / 10	
202	22900	134	SY	APPROACH SLAB REMOVED				134		
202	23500	208	SY	WEARING COURSE REMOVED (T=3 1/4", AVERAGE)				208		
202	98000	LS	LS	REMOVAL MISC.: CHANNEL CLEANOUT				LS	2 / 10	
509	10000	16553	LB	EPOXY COATED REINFORCING STEEL	2830		13723			
510	10000	136	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	136					
511	33310	78	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			78			
511	44110	8	CY	CLASS QC1 CONCRETE, ABUTMENT NOT INCLUDING FOOTING	8					
512	10100	63	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	39		14	10		
516	13600	10	SF	1" PREFORMED EXPANSION JOINT FILLER	10					
517	70100	83	FT	RAILING (THREE STEEL TUBE BRIDGE RAILING)				83		
518	21200	50	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC				50		
SPECIAL	51822300	68	FT	STEEL DRIP STRIP				68		
519	11101	100	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN				100	2 / 10	
526	25000	245	SY	REINFORCED CONCRETE APPROACH SLABS (T=15")				245		
526	90020	49	SY	TYPE B INSTALLATION				49		
844	10000	50	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION				50	2 / 10	
<div style="border: 1px solid red; padding: 5px; color: red;"> Removed the following items: 518E71000 - 6" Perforated Corrugated Plastic Pipe 518E40012 - 6" Non-Perforated Corrugated Plastic Pipe 601E21050 - Tied Concrete Block Mat, Type 1 </div>										



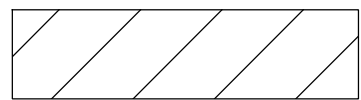
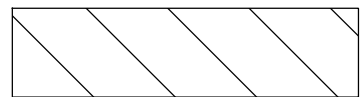
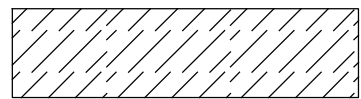

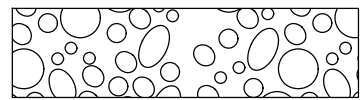
ABUTMENT REMOVAL PLAN

FORWARD ABUTMENT SHOWN
 REAR ABUTMENT SIMILAR

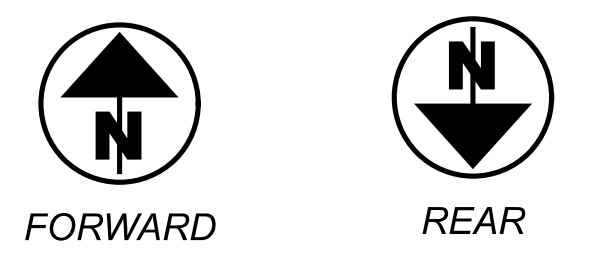
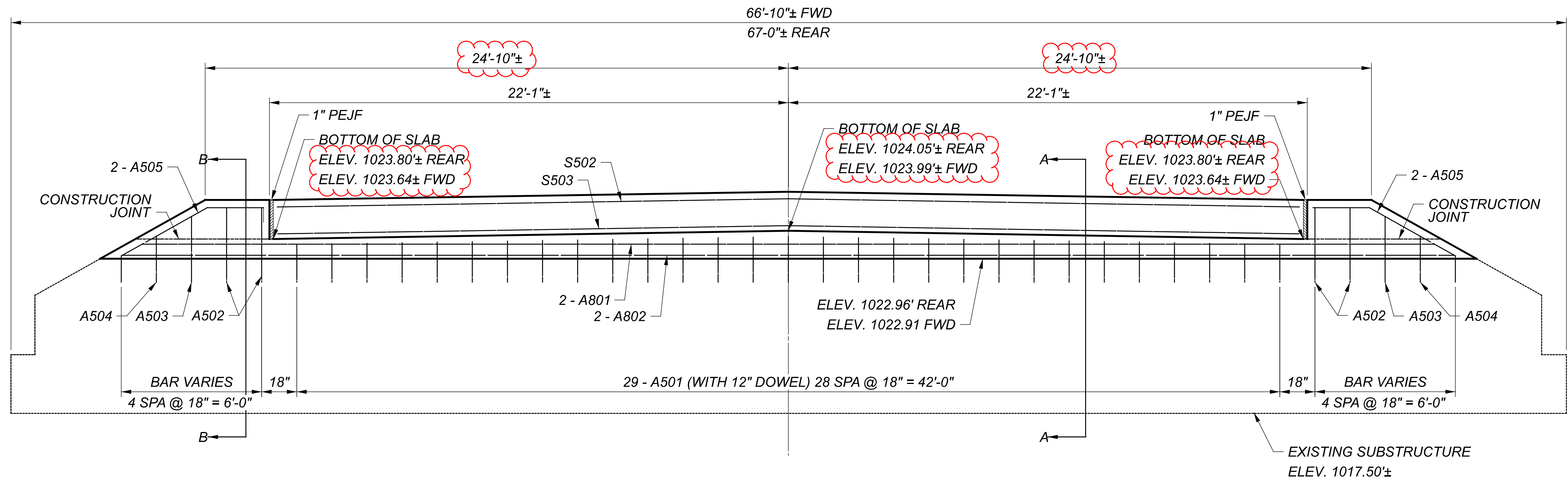


SECTION A-A

NOTES:

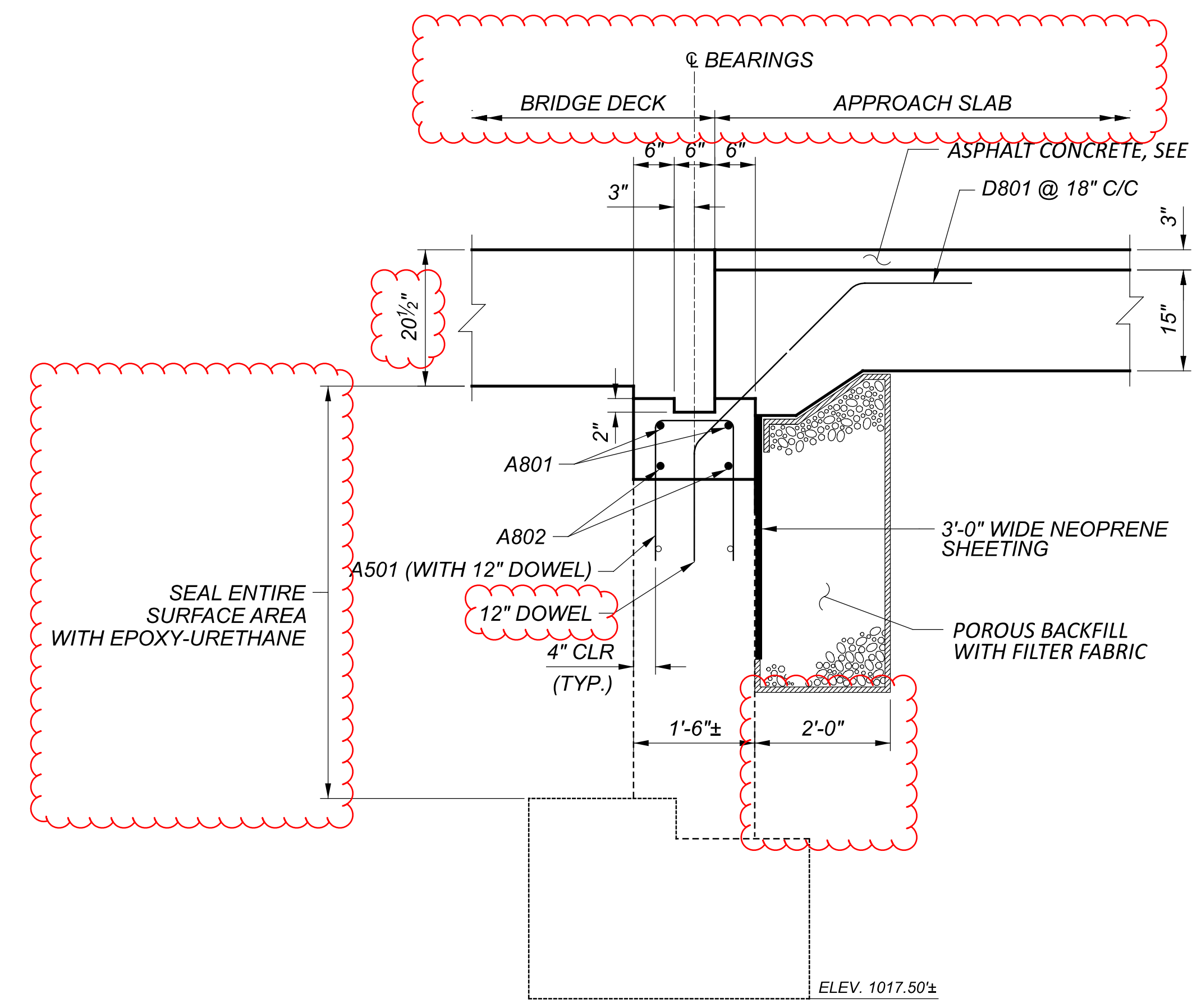
-  EXISTING PORTIONS OF SUPERSTRUCTURE TO BE REMOVED UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
-  EXISTING APPROACH SLABS TO BE REMOVED UNDER ITEM 202 - APPROACH SLAB REMOVED
-  EXISTING PORTIONS OF SUBSTRUCTURE TO BE REMOVED UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
-  EXISTING ASPHALT CONCRETE SURFACE TO BE REMOVED UNDER ITEM 202 - WEARING COURSE REMOVED (T = 3 1/4")
-  EXISTING POROUS BACKFILL TO BE REMOVED UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN



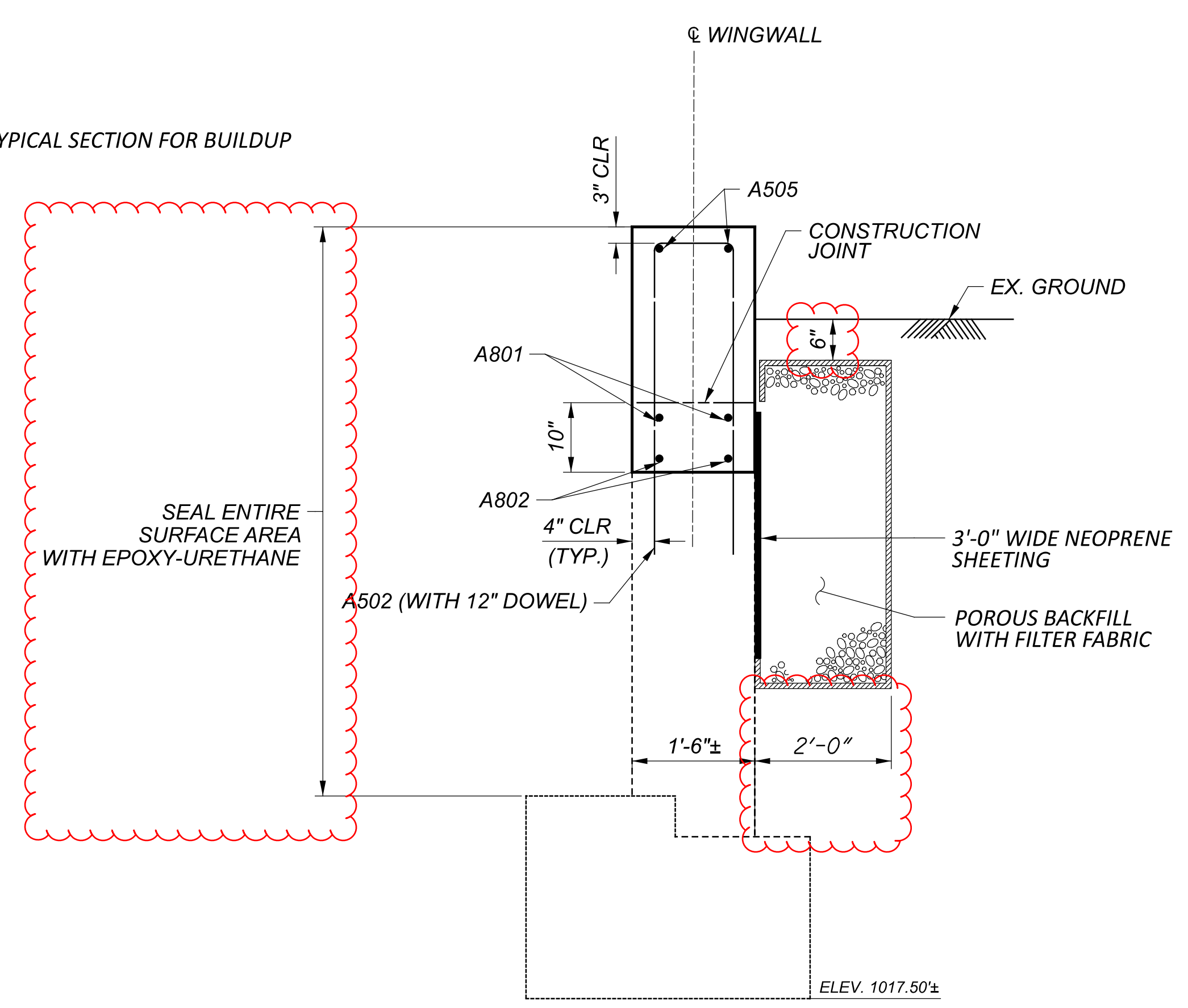


ABUTMENT PLAN

FORWARD ABUTMENT SHOWN
REAR ABUTMENT SIMILAR



SECTION A-A



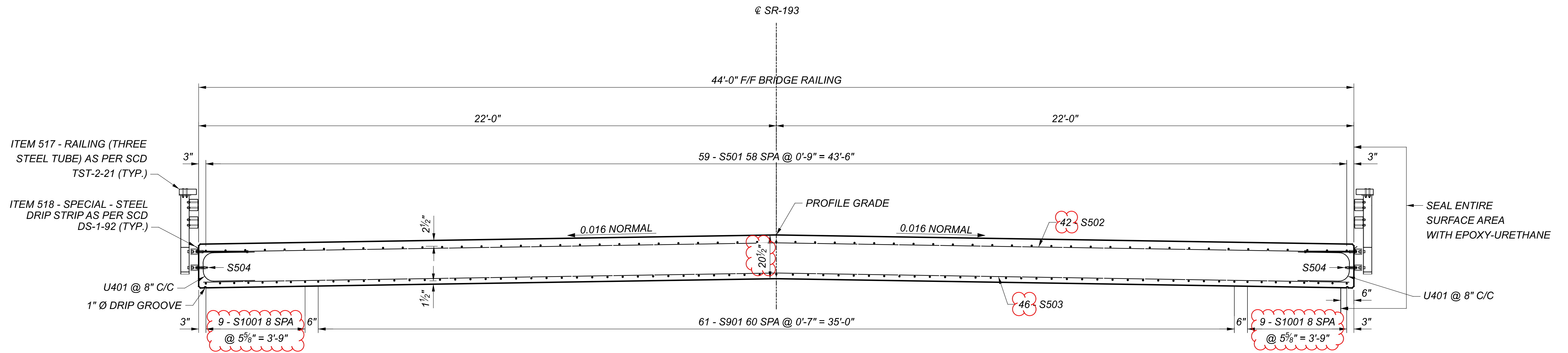
SECTION B-B

ATB-193-2.29/7.45

MODEL: Sheet 5 PAPER SIZE: 34x22 (in.) DATE: 2/21/2025 TIME: 7:17:42 AM USER: flzsim
pvc:\ohiodot-pw-bentley.com\ohiodot-pw-02\Documents\01 Active Projects\District 04\Ashabuda\94141\400-Engineering\Structures\SFN_0405310\SFN_0405310_SR001.dgn

ABUTMENT DETAILS - PROPOSED
ATB-193-8.280
OVER UNT TO PYMATUNING CREEK 2

SFN	0405310
DESIGN AGENCY	
DESIGNER	JF
CHECKER	MJA
REVIEWER	TJP
PROJECT ID	94141
SUBSET	6
TOTAL	10
SHEET	P.50
TOTAL	58



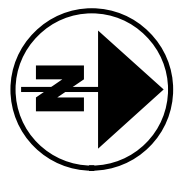
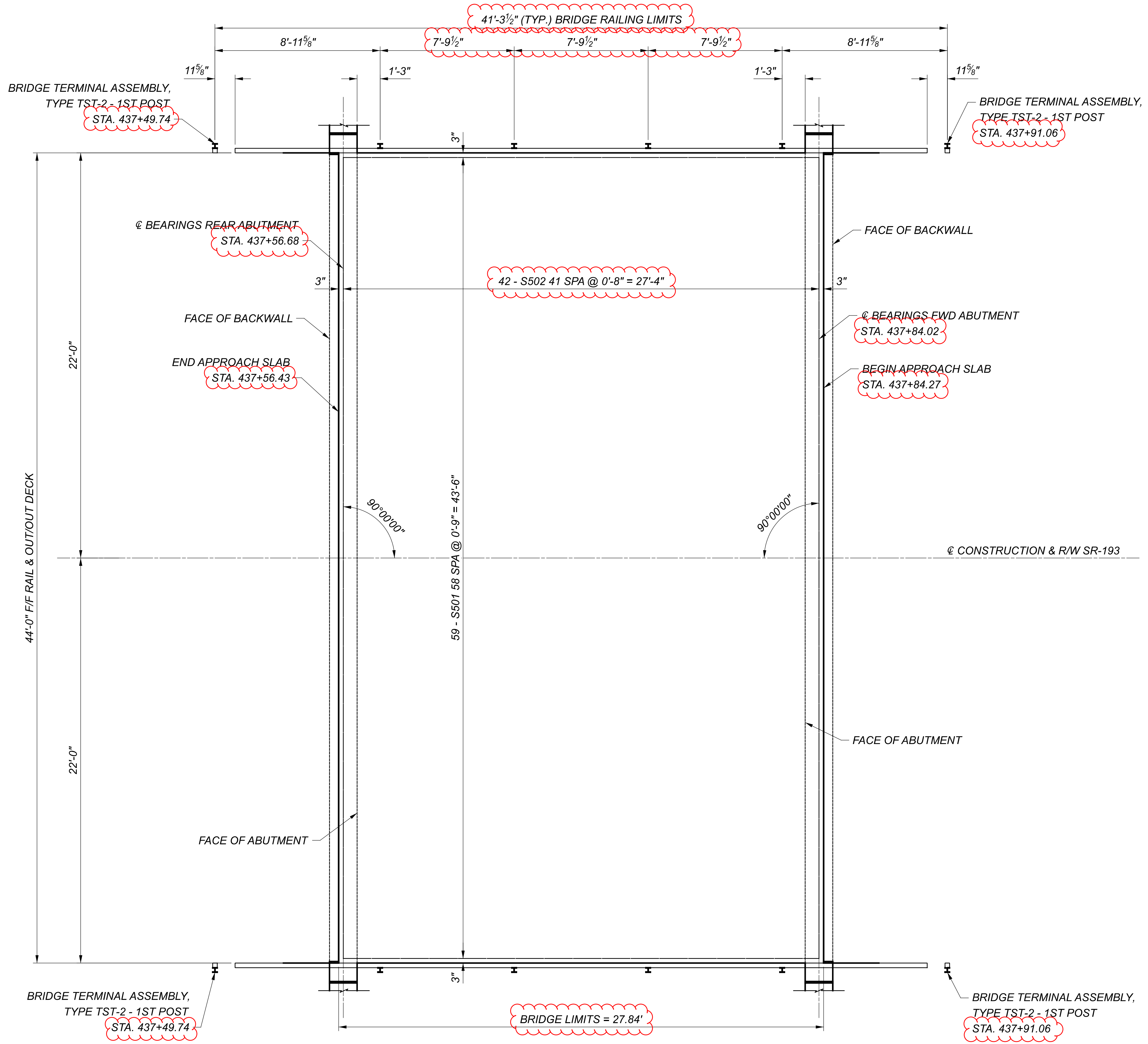
PROPOSED TRANSVERSE SECTION

FINISHED DECK SLAB ELEVATIONS				
POINT	CL STATION	22.00' LT. DECK EDGE	CL SR-193	22.00' RT. DECK EDGE
END APPROACH SLAB (TOP OF ASPHALT)	437+56.43	1025.41	1025.76	1025.41
CL BEARINGS RA	437+56.68	1025.41	1025.76	1025.41
MID POINT	437+70.65	1025.38	1025.73	1025.38
CL BEARINGS FA	437+84.02	1025.35	1025.70	1025.35
BEGIN APPROACH SLAB (TOP OF ASPHALT)	437+84.27	1025.35	1025.70	1025.35

NOTES

- LAP LENGTHS SHALL BE AS PER CMS 509 & SCD SB-1-24
- SEE SCD SB-1-24 FOR MORE DETAILS





DECK SLAB PLAN

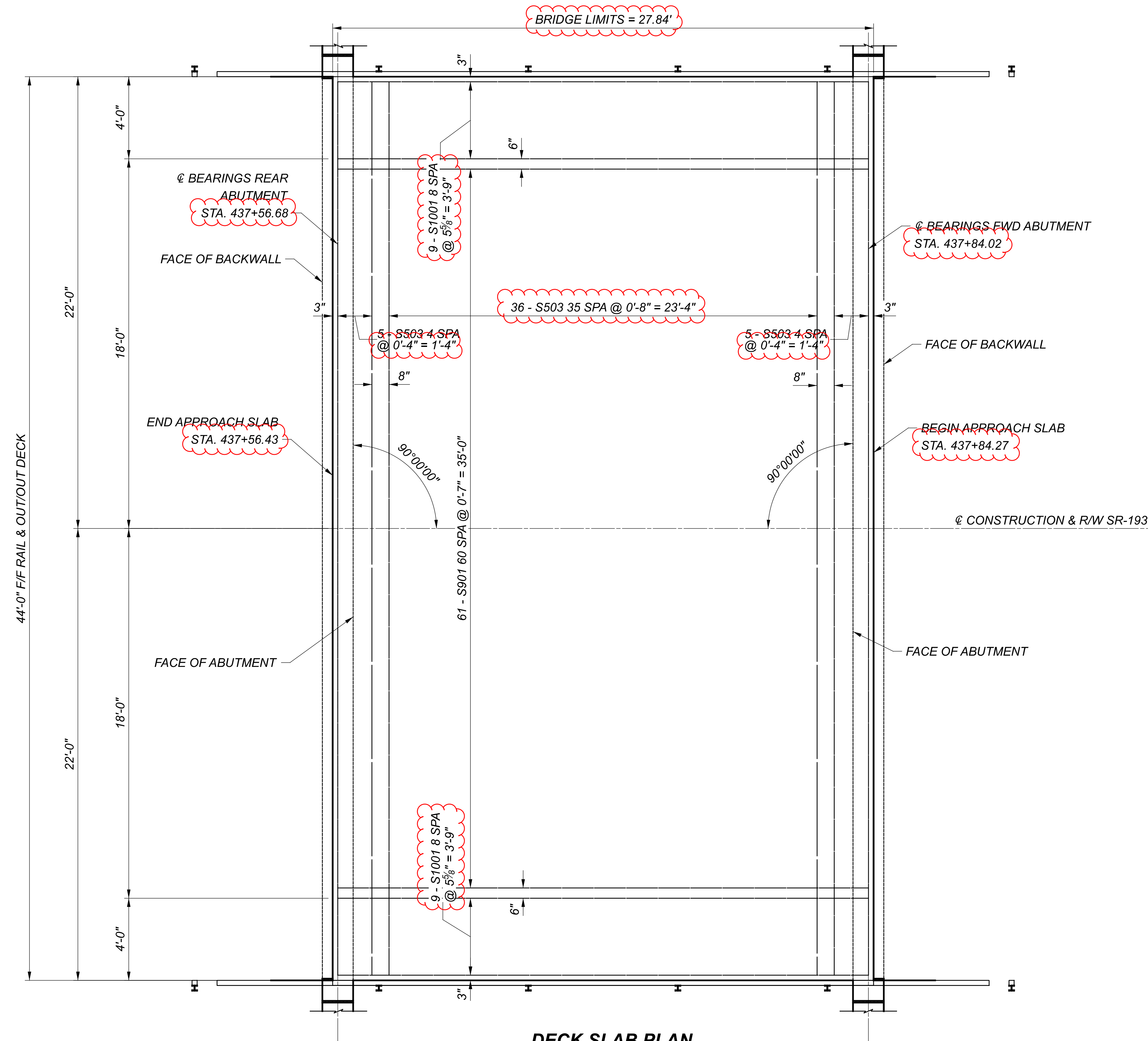
TOP REINFORCING STEEL SHOWN

NOTES

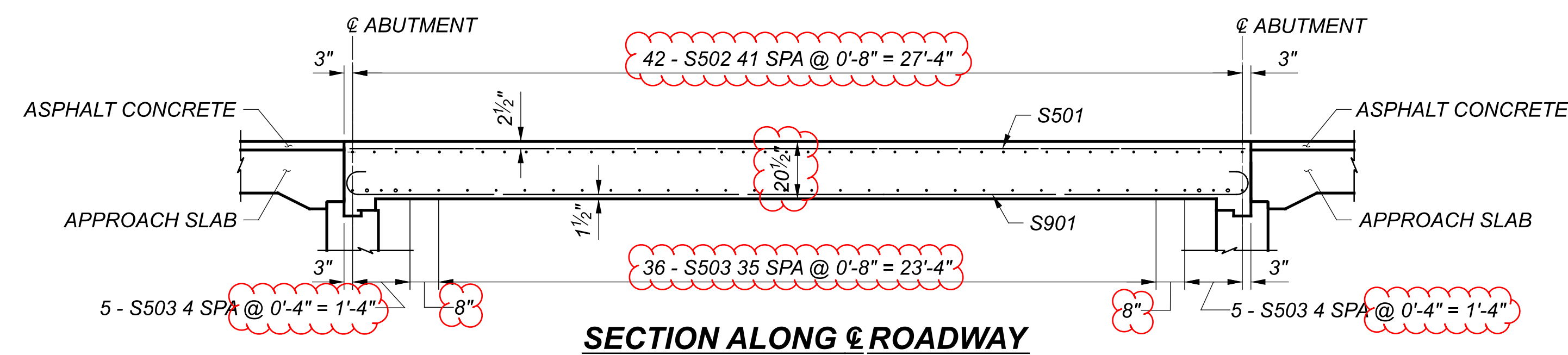
- LAP LENGTHS SHALL BE AS PER CMS 509 & SCD SB-1-24
- SEE SCD SB-1-24 FOR MORE DETAILS

DECK PLAN - TOP REINFORCING
 ATB-193-8.280
 OVER UNT TO PYMATUNING CREEK 2

SFN	
0405310	
DESIGN AGENCY	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 12-01-24	
PROJECT ID	
94141	
SUBSET	TOTAL
8	10
SHEET	
TOTAL	
P.52	58



DECK SLAB PLAN
 BOTTOM REINFORCING STEEL SHOWN



SECTION ALONG & ROADWAY

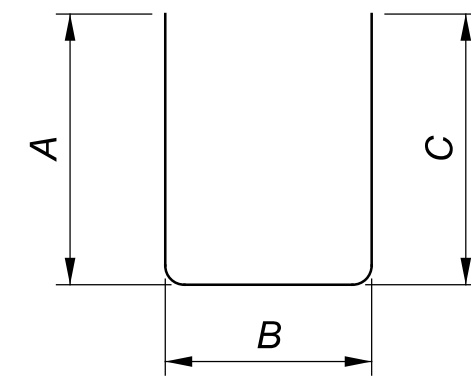
NOTES

- LAP LENGTHS SHALL BE AS PER CMS 509 & SCD SB-1-24
- SEE SCD SB-1-24 FOR MORE DETAILS

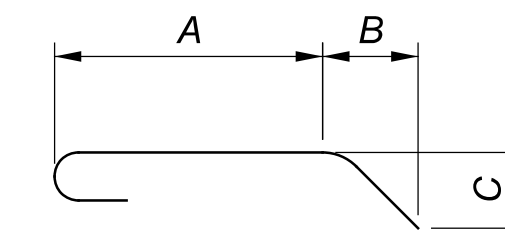


DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 12-01-24	
PROJECT ID	
94141	
SUBSET	TOTAL
9	10
SHEET	
TOTAL	
P.53	58

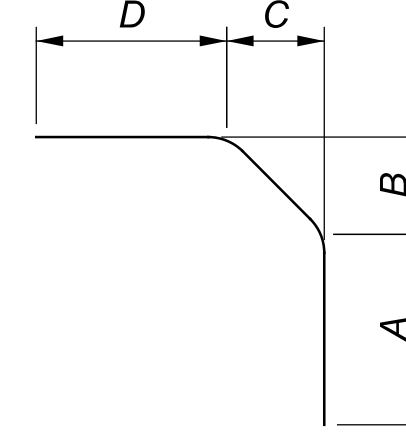
MARK	NUMBER				LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS						
	REAR ABUT	FWD ABUT	SUPER	TOTAL				A	B	C	D	E		
S501			59	59	27'-4"	1683	STR							
S502			42	42	43'-6"	1906	STR							
S503			46	46	43'-6"	2088	STR							
S504			2	2	27'-4"	58	STR							
S901			61	61	27'-4"	5669	17			29'-10"				
S1001			18	18	27'-4"	2118	17			30'-2"				
U401			84	84	3'-7"	201	2	1'-3"	1'-1"	1'-3"				
SUPERSTRUCTURE SUB-TOTAL						13723								
*A501	29	29		58	3'-9"	225	2	2'	10"	2'				
*A502	4	4		8	6'-8"	56	2	3'-6"	10"	3'-6"				
*A503	2	2		4	5'-10"	25	2	3'-1"	10"	3'-1"				
*A504	2	2		4	4'-2"	18	2	2'-3"	10"	2'-3"				
*A505	2	2		4	10'-7"	44	13	1'-2"	3'-0"	4'-11"	2'-5"			
#A801	4	4		8	32'-5"	692	STR							
#A802	4	4		8	33'-2"	709	STR							
*D801	29	29		58	6'-10"	1061	20	1'-0"	2'-3"	2'-8"	1'-0"	2'-3"		
ABUTMENT SUB-TOTAL						2830								
GRAND TOTAL						16553								



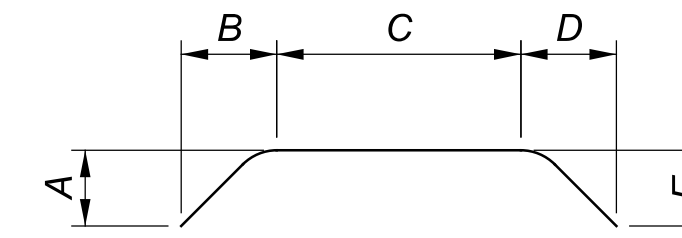
TYPE-2



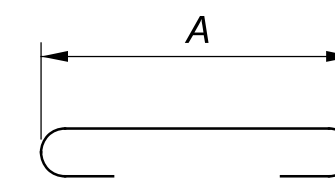
TYPE-18



TYPE-13



TYPE-20



TYPE-17

NOTES

1. THE BAR NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHEN FOUR DIGITS ARE USED INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD" WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
2. ALL REINFORCING STEEL IS TO BE EPOXY COATED.
3. BARS DENOTED WITH * REQUIRE 12" DOWEL HOLES.
4. LAP BARS DENOTED WITH # AS PER CMS 509.07

