

**ITEM 606 - SPECIAL - CABLE BARRIER, RECONSTRUCT**

THE BID PRICE SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS TO REINSTALL THE EXISTING NUCOR TENSIONED THREE-CABLE BARRIER SYSTEM, COMPLETE AND FUNCTIONAL, INCLUDING ALL RELATED HARDWARE, GRADING, EMBANKMENT, EXCAVATION, AND SOCKETED FOUNDATIONS NOT SEPARATELY ITEMIZED IN THE PLANS. REINSTALLATION SHALL BE AT THE EXISTING STATION LIMITS AS LISTED BELOW AND AS DETAILED IN THE TRAFFIC CONTROL SHEETS OF THESE PLANS AND SHALL BE REINSTALLED PER THE MANUFACTURER'S REQUIREMENTS/SPECIFICATIONS AND AS APPROVED BY THE ENGINEER.

STA. 403+44± TO STA. 428+92±  
STA. 432+36.80± TO STA. 446+50±  
STA. 454+47.80± TO STA. 470+00±

SYSTEMS SHALL HAVE A MAXIMUM DEFLECTION OF 8 FEET AND THE MAXIMUM LONGITUDINAL DISTANCE BETWEEN POSTS SHALL BE 15 FEET.

REINSTALLATION WILL BE THE EXISTING 3-CABLE HIGH TENSION NUCOR SYSTEM INSTALLED IN SOCKETED POSTS FOUNDATION WITH A "NO MOW STRIP".

THE "NO MOW STRIP" WILL CONSIST OF A 4 INCH DEEP, BY 4 FT. WIDE CONCRETE MOW STRIP (AS SHOWN IN THE TYPICAL SECTIONS) CONFORMING TO ITEM 608 - CONCRETE WALK.

THE MOW STRIP SHALL BE PLACED ON COMPACTED EARTH AND CONSTRUCTED USING CLASS QC 1P CONCRETE WITH A CURING COMPOUND MEETING THE SPECIFICATIONS OF 705.07 OF THE CMS. THE MOW STRIP SHALL HAVE A TRANSVERSE JOINT EVERY 8 FEET AND AN EXPANSION JOINT EVERY 100 FEET. THE JOINTS AND MATERIALS TO CONSTRUCT THE JOINTS SHALL CONFORM TO 608.03 (C) OF THE CMS.

IF MATERIAL FROM THE EXCAVATION OF THE MOW STRIP AND THE SOCKETED CONCRETE FOUNDATION IS WASTED ADJACENT TO THE MOW STRIP, THE AREA SHALL BE SEEDED AND MULCHED TO THE SPECIFICATION OF ITEM 659 IN THE CMS. PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH THE PRICE BID FOR ITEM 606 - SPECIAL - CABLE BARRIER.

CONTRACTOR SHALL PROVIDE DELINEATORS ON THE POSTS AT A MAXIMUM INTERVAL OF 100 FEET AND ON ALL ANCHOR TERMINALS AND PAYMENT SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 606 - SPECIAL - CABLE BARRIER.

TRANSITIONS TO W-BEAM GUARDRAIL ARE NOT ALLOWED.

REFER TO MANUFACTURER FOR MAXIMUM OFFSET FROM BREAK POINT.

TORPEDO OR BULLET SPLICES ARE NOT ALLOWED. ALL CABLE SPLICES SHALL BE A SWAGED OR OPEN BODY DESIGN THAT ALLOWS FOR ANNUAL INSPECTION BETWEEN THE WEDGE AND STRANDS OF CABLE.

IF THE LENGTH OF RUNS ARE ADJUSTED IN THE FIELD, THE MINIMUM LENGTH SHALL BE 500 FEET AND THE MAXIMUM LENGTH SHALL BE 3,500 FEET.

POSTS ARE SET IN SOCKETED CONCRETE FOUNDATIONS AND SHALL NOT BE PERMANENTLY INSTALLED UNTIL THEIR RESPECTIVE RUNS OF TENSIONED CABLE GUARDRAIL ARE READY FOR FINAL CONNECTION TO THE END TERMINAL ASSEMBLY. THE CONTRACTOR SHALL REPLACE ANY POSTS DAMAGED DURING INSTALLATION AS DETERMINED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE COMPLETE RESTORATION AND REINSTALLATION OF THE EXISTING CABLE BARRIER AND ALL RELATED WORK DESCRIBED ABOVE OR AS DIRECTED BY THE ENGINEER:

ITEM 606 - SPECIAL - CABLE BARRIER, RECONSTRUCT **5,313** FT.  
ITEM 690 - SPECIAL - MOW STRIP **2,452** SQ. FT.

**ITEM 202 - CABLE BARRIER REMOVED, AS PER PLAN**

THE EXISTING MEDIAN CABLE BARRIER SYSTEM IS A NUCOR 3-CABLE SYSTEM. THE POSTS AND CABLES SHALL BE REMOVED FROM THE FOLLOWING LOCATIONS AND STORED AT A LOCATION OUTSIDE THE LIMITED ACCESS RIGHT-OF-WAY OF THE PROJECT:

STA. 403+44± TO STA. 428+92± (See Scenario 1)  
STA. 432+36.80± TO STA. 446+50± (See Scenario 1)  
STA. 451+50± TO STA. 453+68± (See Scenario 2)  
STA. 454+47.80± TO A TEMPORARY ANCHOR ASSEMBLY AT STA. 470+00± (See Scenario 1)

"Scenario 1" - THE EXISTING 4-INCH THICK BY 4 FOOT WIDE "NO MOW STRIP" AND SOCKETED FOUNDATIONS SHALL ALSO BE REMOVED. ALL LABOR AND MATERIALS FOR THIS WORK SHALL BE INCLUDED WITH ITEM 202 - PAVEMENT REMOVED, AS PER PLAN.

"Scenario 2" - ONLY THE CABLES AND POSTS WILL BE REMOVED WITHOUT DISTURBING THE FOUNDATIONS OR "NO-MOW STRIP".

ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY FOR REMOVING AND STORING THE AFFECTED EXISTING CABLE BARRIER BETWEEN THE LISTED STATION RANGES PER THESE NOTES (OR AS OTHERWISE DIRECTED BY THE ENGINEER) SHALL BE INCLUDED WITH ITEM 202 - CABLE BARRIER REMOVED, AS PER PLAN.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 202 - PAVEMENT REMOVED, AS PER PLAN **2,452** S.Y.  
ITEM 202 - CABLE BARRIER REMOVED, AS PER PLAN **5,731** FT.

**ITEM 606 - SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY**

THIS ITEM SHALL CONSIST OF INSTALLING A TEMPORARY ANCHOR ASSEMBLY ON AN EXISTING RUN OF NUCOR THREE STRAND TENSIONED CABLE GUARDRAIL SYSTEM.

THE TENSIONED CABLE ANCHOR ASSEMBLY SHALL FOLLOW THE MANUFACTURERS SPECIFICATIONS FOR WEAK SOIL CONDITIONS. THE MANUFACTURER SHALL PROVIDE A DESIGN TO ADEQUATELY HANDLE THE STATIC LOAD AND ANY IMPACT LOADS NEAR THE ANCHOR ASSEMBLY, PLUS APPROPRIATE FACTORS OF SAFETY AND SHALL BE PER THE APPROPRIATE TEST LEVEL FOR CRASH WORTHINESS AS DIRECTED BY THE ENGINEER.

THE TEMPORARY ANCHOR ASSEMBLY SHALL BE PLACED AT STA. 470+00± NEAR THE TEMPORARY CROSSOVER AS NOTED IN THE STAGE 1 - PHASE 1 MAINTENANCE OF TRAFFIC PLANS. THE EXISTING RUN OF CABLE BARRIER BEGINS AT STA. 454+48± AND ENDS AT STA. 484+10±. THE TEMPORARY LIMITS OF THE PORTION TO REMAIN WILL EXTEND FROM STA. 470+00± TO STA. 484+10±. THE TEMPORARY ANCHOR ASSEMBLY SHALL BE REMOVED WHEN THE ORIGINAL CABLE BARRIER LIMITS ARE RESTORED AT THE END OF THE PROJECT. PAYMENT FOR ALL MATERIALS AND LABOR FOR INSTALLING AND REMOVING THE TEMPORARY ANCHOR ASSEMBLY SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 606, SPECIAL - CABLE BARRIER, ANCHOR ASSEMBLY. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 606 - SPECIAL, CABLE BARRIER, ANCHOR ASSEMBLY **7** EA.

**ITEM 606 - SPECIAL - CABLE BARRIER, REPLACEMENT CABLE**

UPON COMPLETION OF THE PROJECT REUSE AND REINSTALL THE SALVAGED CABLES, POSTS AND ANCHOR HARDWARE PER MANUFACTURER SPECIFICATIONS, WITHOUT DISTURBING THE FOUNDATIONS OR NO-MOW STRIP AT THE FOLLOWING STATION LIMITS:

STA. 451+50± TO STA. 453+68±

ALL LABOR, EQUIPMENT, AND ADDITIONAL HARDWARE NECESSARY FOR REINSTALLING THE CABLE BARRIER SYSTEM, COMPLETE AND FUNCTIONAL, BETWEEN THE ABOVE LISTED STATION RANGE SHALL BE INCLUDED IN THE BID. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 606 - SPECIAL, CABLE BARRIER, REPLACEMENT CABLE **218** FT.

**ENVIRONMENTAL COMMITMENTS**

**NO INSTREAM WORK UNTIL WATERWAY PERMIT HAS BEEN SECURED:** THE CONTRACTOR MAY NOT UNDERTAKE ANY WORK BELOW ORDINARY HIGH WATER MARK OR DIRECTLY OVER THE AUGLAIZE RIVER UNTIL THE WATERWAY PERMIT HAS BEEN SECURED.

**PROTECTION OF MUSSELS:**

THE AUGLAIZE RIVER IS KNOWN TO HARBOR PROTECTED FRESH-WATER MUSSELS. ANY HARM, HARASSMENT OR DESTRUCTION OF FEDERALLY-PROTECTED SPECIES IS A VIOLATION OF THE FEDERAL ENDANGERED SPECIES ACT OF 1973, AS AMENDED. ANY PERSON WHO KNOWINGLY VIOLATES ANY PROVISION OF THE ENDANGERED SPECIES ACT MAY BE ASSESSED CRIMINAL AND CIVIL PENALTIES UP TO \$25,000.00 PER DAY OR IMPRISONMENT FOR NOT MORE THAN SIX MONTHS, OR BOTH, FOR EACH VIOLATION.

NO INSTREAM WORK (INSTALLATION OF TEMPORARY ACCESS FILL) MAY OCCUR UNTIL THE REQUIRED MUSSEL SURVEY/RELOCATION HAS BEEN COMPLETED AND USFWS & ODNR HAVE ACCEPTED THE SURVEY/RELOCATION REPORT. PROJECT PLANS PROVIDE FOR INSTALLATION OF A TEMPORARY ACCESS FILL. NO OVERHEAD DEMOLITION OR OTHER ACTIVITIES WHICH COULD GENERATE DEBRIS MAY OCCUR UNTIL THE TEMPORARY ACCESS FILL IS INSTALLED. ALL WORK ACTIVITIES WITHIN THE CONFINES OF THE CHANNEL MUST BE UNDERTAKEN FROM THE ESTABLISHED TEMPORARY ACCESS FILL.

IF AT ANY TIME ANY UNAUTHORIZED MATERIALS ARE FOUND TO BE ENTERING THE CHANNEL, THE CONTRACTOR SHALL IMMEDIATELY STOP WORK IN PROXIMITY TO THE CHANNEL. THE CONTRACTOR SHALL NOTIFY THE ODOT CONSTRUCTION ENGINEER AND DISTRICT ENVIRONMENTAL COORDINATOR, TO DETERMINE IF ADDITIONAL AGENCY CONSULTATION IS REQUIRED. THE CONTRACTOR SHALL NO RESUME CONSTRUCTION UNTIL ANY NECESSARY AGENCY CONSULTATION HAS CONCLUDED AND THE CONTRACTOR CAN VERIFY TO THE ODOT CONSTRUCTION ENGINEER THAT CORRECTIVE MEASURES HAVE BEEN IMPLEMENTED TO PREVENT FURTHER RELEASES OF MATERIAL TO THE CHANNEL.

**POST-CONSTRUCTION BRIDGE INSPECTION:**

AT LEAST TWO WEEKS PRIOR TO OPENING THE BRIDGE TO TRAFFIC, THE CONTRACTOR SHALL NOTIFY THE ODOT DISTRICT 7 BRIDGE INSPECTION ENGINEER (937-497-6738) TO ALLOW FOR THE NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) REQUIRED POST-CONSTRUCTION INITIAL INSPECTION OF THE BRIDGE.

**PROTECTION OF BATS - BRIDGE INSPECTION**

THE CONTRACTOR MUST VISUALLY INSPECT WORK AREAS ON THE STRUCTURE FOR EVIDENCE OF ROOSTING BATS 60 DAYS PRIOR TO CONSTRUCTION. THE PERSON(S) CONDUCTING THE INSPECTION MUST BE CAPABLE OF IDENTIFYING BATS. INSPECTION USING BINOCULARS FROM THE GROUND IS ACCEPTABLE. THE CONTRACTOR MUST PROVIDE WRITTEN CONFIRMATION OF THE INSPECTION TO THE ENGINEER, INCLUDING A STATEMENT INDICATING WHETHER EVIDENCE OF ROOSTING BATS WAS FOUND.

IF NO EVIDENCE OF ROOSTING BATS WERE ENCOUNTERED, CONSTRUCTION ACTIVITIES CAN PROCEED ANY TIME OF THE YEAR.

IF ROOSTING BATS ARE ENCOUNTERED WITHIN THE PROPOSED WORK AREA, CONTACT THE ENGINEER AND ODOT DISTRICT ENVIRONMENTAL COORDINATOR (TRICIA BISHOP AT TRICIA.BISHOP@DOT.OHIO.GOV) IMMEDIATELY. CONSTRUCTION ACTIVITIES CAN ONLY OCCUR BETWEEN OCTOBER 31 AND MARCH 31 UNLESS THE CONTRACTOR BLOCKS ACCESS TO PORTIONS OF THE BRIDGE THAT COULD BECOME ROOSTING LOCATIONS (SUCH AS THE UNDERSIDE OF BRIDGE EXPANSION JOINTS, ETC.) PRIOR TO APRIL 1ST. THE CONTRACTOR MUST PROVIDE WRITTEN CONFIRMATION TO THE ENGINEER INCLUDING A STATEMENT INDICATING MEASURES TAKEN TO BLOCK ACCESS TO ROOSTING LOCATIONS. WORK THAT WOULD RESULT IN HARM TO THE BATS SHALL NOT OCCUR.

**PROTECTION OF BATS - CUTTING INSPECTION**

THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. THE CONTRACTOR SHALL NOT REMOVE TREES UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THE CONTRACTOR SHALL DEMARCATATE CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

**MIGRATORY BIRD PROTECTION:**

PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR MUST INSPECT THE BRIDGE WORK AREAS FOR EVIDENCE OF ACTIVE BIRD NESTS. WRITTEN CONFIRMATION OF THE INSPECTION, INCLUDING A STATEMENT WHETHER ACTIVE NESTS WERE FOUND, MUST BE PROVIDED TO THE CONSTRUCTION ENGINEER. IF AN ACTIVE NEST CONTAINING AN EGG OR CHICK IS PRESENT, IMPACTS TO THE NEST MUST BE AVOIDED UNTIL ALL DEVELOPING BIRDS ARE ABLE TO INDEPENDENTLY FLY FROM THE NEST. NESTS THAT DO NOT CONTAIN AN EGG OR CHICK ARE CONSIDERED INACTIVE AND MAY BE REMOVED TO DISCOURAGE BIRDS FROM NESTING AND CONSTRUCTION ACTIVITIES MAY PROCEED. NESTING BIRDS MAY BE AVOIDED BY UNDERTAKING THE WORK FROM OCTOBER 1 TO MARCH 1. IF AN ACTIVE NEST CANNOT BE AVOIDED, THE CONTRACTOR MUST OBTAIN A DEPREDATION PERMIT FROM THE USFWS PRIOR TO DESTROYING ANY ACTIVE NEST. INFORMATION ON OBTAINING A DEPREDATION PERMIT MAY BE OBTAINED BY CONTACTING THE REGION 3 MIGRATORY BIRD REGIONAL PERMIT OFFICE AT 5600 AMERICAN BLVD. WEST, SUITE 990, BLOOMINGTON, MN 55437-1458; PHONE: 612-713-5436. IF OPERATING UNDER A PERMIT, DOCUMENTATION MUST BE PROVIDED TO THE CONSTRUCTION ENGINEER.

**DAILY VEHICLE & EQUIPMENT INSPECTION:**

THE CONTRACTOR SHALL INSPECT ALL ON-SITE VEHICLES EQUIPMENT AT LEAST DAILY TO IDENTIFY AND CONTROL AND POSSIBLE LEAKAGE OF TOXIC MATERIALS, INCLUDING FUELS, LUBRICANTS, HYDRAULIC FLUID, ETC. IF LEAKAGE IS FOUND, THE FLUIDS MUST BE CONTAINED AND REMOVED IMMEDIATELY IN ACCORDANCE WITH APPLICABLE REGULATIONS. LEAKING EQUIPMENT MUST BE REPAIRED PRIOR TO FURTHER USE ON-SITE.

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GENERAL NOTES			
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**ITEM 614, MAINTAINING TRAFFIC**

A MINIMUM OF 2 LANE(S) OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, THE COMPLETED PAVEMENT, ITEM 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A, ITEM 615 ROADS FOR MAINTAINING TRAFFIC, AND TEMPORARY SURFACES USING ITEMS 410 AND 614. EXCEPTIONS TO THE LANE CLOSURE RESTRICTION SHALL INCLUDE TIE-IN CONSTRUCTION, TEMPORARY STRIPING, OR OTHER AS APPROVED BY THE ENGINEER.

THE RAMPS AT THE REST AREA SHALL BE MAINTAINED AT ALL TIMES. THE SR 67 INTERCHANGE SHALL BE MAINTAINED, EXCEPT FOR A PERIOD NOT TO EXCEED 60 CONSECUTIVE CALENDAR DAYS (30) AT THE END OF STAGE 2 - PHASE 1 AND (30) AT THE BEGINNING OF STAGE 2 - PHASE 2, WHEN RAMP A TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 17. A DISINCENTIVE SHALL BE ASSESSED PER THE LANE VALUE CONTRACT TABLE (PN 127) FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ALL EXISTING LANES, INCLUDING RAMPS, SHALL BE OPEN AND AVAILABLE TO TRAFFIC IN THE ORIGINAL OR PROPOSED FINAL ALIGNMENT BETWEEN NOVEMBER 1 AND MARCH 15. SHOULD THE CONTRACTOR FAIL TO MEET THESE REQUIREMENTS, LIQUIDATED DAMAGES PER C&MS 108.07 SHALL APPLY.

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

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING

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

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT TABLE (PN 127).

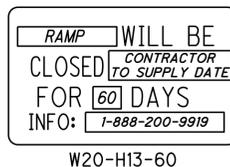
LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY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

DESCRIPTION OF LANE/RAMP TO BE MAINTAINED	LANE VALUE CONTRACT TABLE			DISINCENTIVE (\$ PER TIME UNIT)
	RESTRICTED TIME PERIOD	RESTRICTED TIME PERIOD	TIME UNIT	
SR 67 RAMP A (NB ENTRANCE DETOUR)	ALL	ALL EXCEPT FOR 60 DAY CLOSURE & DETOUR PER MOT/DETOUR NOTES	EACH DAY	PER CMS 108.07
N.B. OR S.B. IR-75 LANE	PER PLC NOTE ON THIS SHEET	PER HOLIDAY AND PLCS NOTES, ON THIS SHEET	EACH MIN.	\$100

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK. THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.



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

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B **50** C.Y.  
 ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC **40** C.Y.  
 ITEM 616, WATER **50** M. GAL.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED RAMP IS CLOSED TO TRAFFIC:

(RAMP A - ENTRANCE RAMP TO I-75 NORTHBOUND)

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

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

**TRENCH FOR WIDENING**

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

**OVERNIGHT TRENCH CLOSING**

THE BASE WIDENING SHALL BE COMPLETED TO A DEPTH OF NO MORE THAN 1.5 INCHES BELOW THE EXISTING PAVEMENT BY THE END OF EACH WORK DAY. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT EXCEPT FOR A SHORT LENGTH (25 FEET OR LESS) OF A WORK SECTION AT THE END OF THE TRENCH. IN CASE WORK MUST BE SUSPENDED BECAUSE OF INCLEMENT WEATHER OR OTHER REASONS, THE TRENCH FOR THE UNCOMPLETED BASE WIDENING SHALL BE BACKFILLED AT THE DIRECTION OF THE ENGINEER.

**DUST CONTROL**

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER **23** M. GAL.

**WORK ZONE MARKINGS AND SIGNS**

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11. BID PRICES SHALL INCLUDE ALL REQUIRED MOBILIZATIONS FOR PAVEMENT MARKINGS AS DIRECTED OR DURING FINAL PAVING OPERATIONS.

ITEM 614 - WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT **4** MI.  
 ITEM 614 - WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT **15** MI.  
 ITEM 614 - WZ DOTTED LINE, CLASS III, 6", 642 PAINT **7200** FT.  
 ITEM 614 - WZ CHANNELIZING LINE, CLASS III, 12", 642 PAINT **10800** FT.  
 ITEM 614 - WORK ZONE MARKING SIGN **32** EACH

**DRUM REQUIREMENTS**

IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE NEW AND UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. ANY DRUMS BROUGHT ON THE PROJECT, WHICH HAVE PREVIOUSLY BEEN USED ELSEWHERE, WILL NOT BE ACCEPTED. PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

**PERMITTED LANE CLOSURE TIMES**

THE PERMITTED LANE CLOSURE TIMES ON IR-75 WILL BE AS FOLLOWS: ONE LANE MAY BE CLOSED FROM 6:00 PM TO 7:00 AM EACH NIGHT, BEGINNING SATURDAY AT 6:00 PM THROUGH FRIDAY AT 7:00 AM.

SHOULD THE CONTRACTOR VIOLATE ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE CONTRACT VALUE TABLE FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

**ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN**

THIS WORK SHALL CONSIST OF FURNISHING, MAINTAINING, AND SUBSEQUENTLY REMOVING A 50-INCH PORTABLE BARRIER AT THE LOCATIONS SHOWN ON THE PLANS. FOR DETAILS, SEE SCD RM-4.1.

PORTABLE STEEL BARRIER IS AN APPROVED ALTERNATIVE TO PORTABLE CONCRETE BARRIER. FOR INFORMATION ON APPROVED VENDORS, SEE THE APPROVED PRODUCTS LIST MAINTAINED BY THE OFFICE OF ROADWAY ENGINEERING. HOWEVER, PORTABLE CONCRETE BARRIER SHALL BE USED ACROSS THE BRIDGE.

PORTABLE BARRIER, 32 INCHES HIGH WITH AN 18-INCH MINIMUM HEIGHT GLARE SCREEN MAY BE USED AT THE OPTION OF THE CONTRACTOR. THE GLARE SCREEN SHALL BE CONSTRUCTED USING ONE OF THE SCREENS PROVIDED ON THE APPROVED LIST, AVAILABLE ON THE OFFICE OF ROADWAY ENGINEERING WEBSITE.

PADDLE OR INTERMITTENT TYPE GLARE SCREENS SHALL BE DESIGNED USING A 20 DEGREE CUT-OFF ANGLE BASED ON TANGENT ALIGNMENT. THAT SPACING SHALL BE USED THROUGHOUT THE BARRIER LENGTH WITHOUT REGARD TO BARRIER CURVATURE.

THE GLARE SCREEN SYSTEM SHALL BE SECURELY FASTENED TO THE 32-INCH PORTABLE BARRIER USING THE HARDWARE AND PROCEDURES SPECIFIED BY THE MANUFACTURER.

FOR DIRECTIONS ON HOW TO INSTALL THE GLARE SCREEN AND THE BARRIER, SEE THE MANUFACTURER'S INSTRUCTIONS.

PAYMENT SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND SHALL BE PAID FOR AT THE CONTRACT PRICE PER FOOT FOR ITEM 622, PORTABLE BARRIER, 50", AS PER PLAN.

**ITEM 614, REPLACEMENT SIGN**

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

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

AN ESTIMATED QUANTITY OF **30** EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

**ITEM 614, REPLACEMENT DRUM**

DRUMS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE ENGINEER. REPLACEMENT DRUMS SHALL BE NEW.

PAYMENT FOR THE NEW DRUMS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT DRUM, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF THE DAMAGED DRUM, AND PROVIDING AND MAINTAINING THE REPLACEMENT DRUM IN ACCORDANCE WITH THE CONTRACT REQUIREMENTS FOR THE ORIGINAL DRUM.

AN ESTIMATED QUANTITY OF **61** EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

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**TRAFFIC INCIDENT MANAGEMENT (TIM) DURING MOT**

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

1. SUPERINTENDENT SHALL IDENTIFY THE INDIVIDUAL PERSONS ON THE PROJECT WHO WILL, OR MAY NEED TO, PERFORM THE DUTIES HEREIN. AT A MINIMUM, INCLUDE THE SUPERINTENDENT, FOREMEN AND SUPERVISORS (OR EQUIVALENT) AS WELL AS THE WORKSITE TRAFFIC SUPERVISOR (WTS; IF APPLICABLE TO THE PROJECT). THESE INDIVIDUALLY IDENTIFIED PERSONS SHALL COLLECTIVELY BE KNOWN AS CONTRACTOR TRAFFIC INCIDENT MANAGEMENT (TIM) CONTACTS. NOTIFY THE PROJECT ENGINEER OF THE CONTRACTOR TIM CONTACTS (ALONG WITH CONTACT INFORMATION FOR EACH) AT OR BEFORE THE PRECONSTRUCTION MEETING.

2. SUPERINTENDENT SHALL NOTIFY THE ENGINEER IMMEDIATELY IF ANY CONTRACTOR TIM CONTACT IS ADDED, REMOVED OR THE CONTACT INFORMATION CHANGES OVER THE COURSE OF THE PROJECT.

3. PRIOR THE FIRST DAY OF WORK IN THE FIELD, EACH CONTRACTOR TIM CONTACT ON THE PROJECT SHALL HAVE ATTENDED AND SUCCESSFULLY COMPLETED OHIO TIM TRAINING PROVIDED BY THE DEPARTMENT OR DESIGNEE. TRAINING INFORMATION CAN BE FOUND AT WWW.OHIOTIM.COM.

4. SUPERINTENDENT, AT A MINIMUM, SHALL ATTEND AND ACTIVELY PARTICIPATE IN A DEPARTMENT SCHEDULED TIM MEETING BEFORE CONSTRUCTION WORK BEGINS AND BEFORE EACH PHASE CHANGE. THESE MEETINGS WILL RESULT IN A DEPARTMENT ISSUED PROJECT SPECIFIC TRAFFIC INCIDENT MANAGEMENT PLAN (TIMP). AT THE TIM MEETINGS THE ATTENDING CONTRACTOR TIM CONTACTS SHALL:

A. COLLABORATE WITH ODOT AND SAFETY FORCES;

B. SHARE PROJECT SPECIFIC DETAILS THAT IMPACT TIM RESPONDERS; AND

C. RECOMMEND WAYS TO INCORPORATE NECESSARY EMERGENCY ACCESS AND OTHER TIM ELEMENTS FOR TIM RESPONDERS GIVEN PROJECT SPECIFIC WORK BEING COMPLETED AND PROJECT SPECIFIC PHASING.

5. CONTRACTOR TIM CONTACTS SHALL IMPLEMENT COMPONENTS OF THE RESULTING TIMP (SUCH AS APPROVED EMERGENCY INGRESS/EGRESS POINTS, ETC), AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

6. CONTRACTOR TIM CONTACTS SHALL PERFORM, AT A MINIMUM, THE FOLLOWING FUNCTIONS WHEN AN INCIDENT/CRASH OCCURS:

A. IF OBSERVED OR PRESENT WHEN OCCURS, CALL 911 AND THEN NOTIFY THE TRAFFIC MANAGEMENT CENTER (TMC) TO PROVIDE THE FOLLOWING:

I. LOCATION, INCLUDING MILEPOST NUMBER AND DIRECTION OF TRAVEL

II. NUMBER AND TYPE OF VEHICLES INVOLVED, IF KNOWN

III. ESTIMATED EXTENT OF DAMAGE OR INJURY, IF KNOWN

IV. ESTIMATED NUMBER OF PATIENTS INVOLVED, IF KNOWN

V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN

V. ANY POTENTIAL HAZARDOUS CONDITIONS, IF KNOWN

VI. THE PLACARD NUMBER ON ANY HAZARDOUS MATERIALS PLACARD FROM A SAFE DISTANCE, IF APPLICABLE AND VISIBLE

B. FOLLOWING AN INCIDENT/CRASH:

I. INITIATE TRAFFIC MANAGEMENT/PROVIDE TEMPORARY TRAFFIC CONTROL AS INDICATED IN THE TIMP, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

II. RECOMMEND ROADWAY REPAIR NEEDS.

III. PROVIDE REPAIR RESOURCES AND INITIATE REPAIRS, AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH 109.05.

IV. ATTEND AND PARTICIPATE IN AN AFTER ACTION REVIEW (AAR).

ALL COSTS, UNLESS OTHERWISE SPECIFIED, RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614, MAINTAINING TRAFFIC. FAILURE TO PERFORM THE REQUIREMENTS OF THIS PLAN NOTE WILL RESULT IN A DAILY FINE OF 2% OF ITEM 614, MAINTAINING TRAFFIC AND MAY RESULT IN ONE OR MORE CONTRACTOR TIM CONTACTS BEING REMOVED FROM THE LIST OF OHIO TIM TRAINED INDIVIDUALS (AT THE SOLE DISCRETION OF THE OHIO TIM EXECUTIVE COMMITTEE). IN THE EVENT AN INDIVIDUAL IS REMOVED FROM THE OHIO TIM TRAINED LIST, THE INDIVIDUAL WILL BE REMOVED FROM CONTRACTOR TIM CONTACT RESPONSIBILITIES ON ALL PROJECTS.

**DELINEATION OF TEMPORARY AND PERMANENT GUARDRAIL**

BARRIER REFLECTORS SHALL BE INSTALLED ON ALL TEMPORARY GUARDRAIL USED FOR TRAFFIC CONTROL; AND, ON ALL PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. BARRIER REFLECTORS SHALL CONFORM TO C&MS 626 AND THE SPACING SHALL BE APPROXIMATELY 50 FT.

OBJECT MARKERS SHALL BE INSTALLED ON ALL TEMPORARY AND PERMANENT GUARDRAIL LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE. GUARDRAIL-MOUNTING OF OBJECT MARKERS SHALL BE MADE BY INSTALLING THE OBJECT MARKERS ON THE EXTENSION BLOCKS RATHER THAN DIRECTLY ONTO THE GUARDRAIL ITSELF. OBJECT MARKERS SHALL CONFORM TO C&MS 614.03 AND THE SPACING SHALL BE APPROXIMATELY 50 FEET WITH A 25 FOOT OFFSET FROM THE BARRIER REFLECTORS.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 2, ONE-WAY 33 EACH  
ITEM 614, BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL 4 EACH  
ITEM 614, OBJECT MARKER, ONE-WAY 33 EACH  
ITEM 614, OBJECT MARKER, TWO-WAY 4 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE ABOVE ITEM(S).

**DELINEATION OF PORTABLE AND PERMANENT BARRIER**

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

INCREASED BARRIER DELINEATION, AS SPECIFIED HEREIN, SHALL BE INSTALLED ON ALL PB AND PERMANENT CONCRETE BARRIER LOCATED WITHIN 5 FEET OF THE EDGE OF THE TRAVELED LANE UNDER EITHER OF THE FOLLOWING CONDITIONS: ALONG TAPERS AND TRANSITION AREAS; OR ALONG CURVES (OUTSIDE ONLY) WITH DEGREE OF CURVATURE GREATER THAN OR EQUAL TO 3 DEGREES.

THE INCREASED BARRIER DELINEATION SHALL CONSIST OF EITHER DELINEATION PANELS OR THE TRIPLE STACKING OF WORK ZONE BARRIER REFLECTORS.

DELINEATION PANELS SHALL CONSIST OF PANELS OF DELINEATION, APPROXIMATELY 34 INCHES LONG AND 6 INCHES WIDE AND SHALL BE "CRIMPED." PANELS SHALL BE INSTALLED AND SPACED PER TRAFFIC SCD MT101.70.

TRIPLE-STACKED BARRIER REFLECTORS SHALL CONSIST OF ALIGNING THREE BARRIER REFLECTORS VERTICALLY, AT LOCATIONS WHERE A SINGLE BARRIER REFLECTOR WOULD BE OTHERWISE ATTACHED. THERE SHALL BE NO OPEN SPACE BETWEEN THE ADJACENT BARRIER REFLECTORS. THE TRIPLE-STACKED BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THEY SHALL BE SPACED AND ALIGNED PER TRAFFIC SCD MT101.70.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1, ONE-WAY 461 EACH  
ITEM 614, OBJECT MARKER, ONE-WAY 239 EACH  
ITEM 614, OBJECT MARKER, TWO-WAY 267 EACH  
ITEM 614, INCREASED BARRIER DELINEATION 3632 FEET

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

ALONG RUNS OF INCREASED BARRIER DELINEATION WHERE THIS ITEM IS PROVIDED, THE QUANTITY SHALL BE MEASURED AS THE ENTIRE LENGTH OF THE RUN OF INCREASED BARRIER DELINEATION, INCLUDING THE SPACES BETWEEN THE INDIVIDUAL DELINEATION PANELS OR STACKS OF BARRIER REFLECTORS.

**COVERING OF GROUND MOUNTED SIGNS-GENERAL**

WHEN REQUIRED BY OTHER ITEMS OR INCIDENTALLY TO ITEM 614 MAINTAINING TRAFFIC, COVER EXISTING GROUND MOUNTED SIGNS WITH PLYWOOD OR OSB BLANKS (1/2" MINIMUM THICKNESS) COVERING 80% OF THE SIGN AREA AND ALL OF THE SIGN LEGEND. THE USE OF LOW QUALITY MATERIALS SUCH AS DUCT TAPE AND BLACK PLASTIC IS NOT PERMITTED.

**ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN**

WORK ZONE RAISED PAVEMENT MARKERS, AS PER PLAN, AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614 OR C&MS 621 AS SPECIFIED HEREIN.

RAISED PAVEMENT MARKERS IN USE DURING THE SNOW-PLOWING SEASON SHALL CONFORM TO 621. (SEE CLOSING PARAGRAPHS)

RAISED PAVEMENT MARKERS IN USE DURING THE NON-SNOW-PLOW SEASON SHALL CONFORM TO EITHER 614 OR TO 621.

THE SNOW-PLOWING SEASON SHALL RUN FROM NOVEMBER 1st THROUGH MARCH 15th.

IF PROJECT DELAYS, NOT THE FAULT OF ODOT, CAUSE THE WORK TO EXTEND INTO THE SNOW-PLOWING SEASON, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING WORK ZONE RAISED PAVEMENT MARKERS (WZRPMS) CONFORMING TO C&MS 614, WITH RAISED PAVEMENT MARKERS CONFORMING TO 621, AS DETERMINED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

THIS ITEM SHALL INCLUDE PURCHASE, INSTALLATION AND REMOVAL OF ITEM 614 WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN, INCLUDING FILLING OF ANY DEPRESSIONS CREATED IN THE PAVEMENT AS PER C&MS 621.08. RESURFACING OF THE TRANSITION AREAS SHALL BE PERFORMED AT THE TIME THAT THE SURFACE COURSE IS BEING APPLIED TO THE ENTIRE PROJECT. PRIOR TO APPLICATION OF THE SURFACE COURSE ON THE PROJECT, THE EXISTING PAVEMENT WITHIN THE TRANSITION AREA SHALL BE REMOVED TO A DEPTH NECESSARY TO REACH THE LEVEL OF THE INTERMEDIATE COURSE OF THE PAVEMENT, AS DETERMINED BY THE ENGINEER.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS WORK:

ITEM 614, WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN 2736 EACH

PAYMENT FOR RESURFACING WITHIN THE TRANSITION AREA SHALL BE PAID FOR UNDER THE APPROPRIATE BID ITEMS FOR THE WORK REQUIRED, AS PROVIDED FOR IN THE PLANS (SEE PAV'T. CALCS.).

INSTEAD OF USING WZRPMS IN THE WINTER SEASONS, THE CONTRACTOR SHALL LEAVE THE EXISTING RPM CASTINGS IN PLACE AND ONLY POP OUT THE REFLECTORS DURING THE FIRST AND SECOND YEAR TRAFFIC SHIFTS OR PHASES. WHEN THE WINTER PHASES COME, INSTALL NEW REFLECTORS BACK INTO THE EXISTING CASTINGS.

WHEN THE NEXT SEASON STARTS, THE CONTRACTOR SHALL POP OUT THE REFLECTORS AGAIN, BUT STILL LEAVE THE CASTINGS UNTIL THEY HAVE TO BE REMOVED FOR THE FINAL PAVING THEN REPLACED WITH THE NEW RPMs.

ALL LABOR EQUIPMENT AND MATERIALS REQUIRED TO REMOVE AND REPLACE THE RPM REFLECTORS SHALL BE IN THE PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC, LUMP SUM.

**ITEM 648 - SPRAY THERMOPLASTIC PAVEMENT MARKINGS**

THE CONTRACTOR SHALL FURNISH AND APPLY SPRAY THERMOPLASTIC PAVEMENT MARKINGS ACCORDING TO ITEM 641 AND 648 BETWEEN STAGE 1 AND 2 DURING WINTER SHUTDOWN. THE LOCATIONS AND DIMENSIONS WILL BE AS DETERMINED BY THE ENGINEER. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED WITH THE VARIOUS PAVEMENT MARKING PAY ITEMS BELOW. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 648, EDGE LINE, 6" 6.37 MI.  
ITEM 648, LANE LINE, 6" 3.09 MI.  
ITEM 648, CHANNELIZING LINE, 12" 10000 FT.  
ITEM 648, DOTTED LINE, 6" 5020 FT.

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# SEQUENCE OF CONSTRUCTION

PRE-PHASE: PREPARE WORK ZONE FOR TRAFFIC SHIFTS AND THE START OF CONSTRUCTION. (AFTER MARCH 15, 2024)

WORK IS NOT PERMITTED IN THE AUGLAIZE RIVER BETWEEN APRIL 15 AND JUNE 30.

SEASON 1: STAGE 1 WITH A PHASE 1 AND 2 (BUILDING THE SOUTHBOUND BRIDGE) COMPLETION OF PRE-PHASE TO SEPT. 30, 2024.

WINTER PHASE - ALL LANES IN EXISTING CONFIGURATION (CROSSOVERS BLOCKED OFF) NOVEMBER 1, 2024 TO MARCH 15, 2025.

SEASON 2 - STAGE 2 WITH A PHASE 1 AND 2 INCLUDING STEPS 1 AND 2 FOR THE SR 67 RAMP A NORTHBOUND ENTRANCE RAMP CLOSURE/OPENING (BUILDING THE NORTHBOUND BRIDGE AND NORTHBOUND PAV'T UNDER SR 67) MARCH 15, 2025 TO SEPT. 30, 2025.

WINTER PHASE - ALL LANES IN EXISTING CONFIGURATION (CROSSOVERS BLOCKED OFF). USE PAVEMENT MARKINGS FOR THIS PHASE PER SHEETS 65-73, FROM OCT. 1, 2025 TO MARCH 15, 2026

SEASON 3 - FINALIZE OUTSTANDING ITEMS FROM PHASE 2, MARCH 16, 2026 TO JULY 31, 2026 (FINAL COMPLETION DATE)

## PRE-PHASE

1. REMOVE AND STORE EXISTING CABLE BARRIER SECTIONS AS NEEDED WITHIN THE WORK ZONE AND INSTALL TEMPORARY CABLE BARRIER ANCHOR ASSEMBLY AT STA. 470+00.
2. REMOVE EXISTING RUMBLE STRIPS ON SHOULDERS THAT WILL BE USED TO MAINTAIN TRAFFIC.
3. CONSTRUCT ALL TEMPORARY PAVEMENT AND CROSSOVERS.
  - a. SHIFT NORTHBOUND TRAFFIC TO OUTSIDE PER STAGE 1, PHASE 1 PLAN SHEETS WITH CORRESPONDING PORTABLE BARRIER, TEMPORARY PAVEMENT MARKINGS, SIGNAGE, ETC.
  - b. PLACE PORTABLE BARRIER ON SOUTHBOUND MEDIAN SHOULDER PER MT-95.45. QUANTITIES FOR PORTABLE BARRIER AND WORK ZONE ATTENUATORS HAVE BEEN PROVIDED IN THE MAINTENANCE OF TRAFFIC SUMMARY. ALL OTHER COSTS NOT ITEMIZED FOR THIS WORK ARE INCLUDED IN ITEM 614 MAINTAINING TRAFFIC LUMP SUM.
4. INSTALL TEMPORARY GUARDRAIL ASSEMBLIES AND NECESSARY PROVISIONS FOR REVERSE-FLOW TRAFFIC.
5. PREPARE THE EXISTING BRIDGE DECKS FOR TRAFFIC SHIFTS BY CLEANING OUT THE EXISTING SCUPPERS AND DRILL DECK HOLES FOR NEW SCUPPERS AS REQUIRED IN THE STRUCTURE PLANS. (PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 614, MAINTAINING TRAFFIC, LUMP).
6. INSTALL ALL M.O.T. DEVICES AND PAVEMENT MARKINGS FOR STAGE 1 - PHASE 1. NOT ALREADY PLACED IN A PREVIOUS STEP.

## STAGE 1 - PHASE 1

1. SHIFT TRAFFIC INTO THE CONTRA-FLOW PATTERN PER THE PLANS BY PLACING 3 LANES ON THE NORTHBOUND SIDE OF I-75 WHILE LEAVING 1 LANE ON THE SOUTHBOUND SIDE, SHIFTED PARTIALLY ONTO TO THE OUTSIDE SHOULDER.
2. CONSTRUCT THE MEDIAN SIDE OF THE SOUTHBOUND I-75 BRIDGE AND ROADWAY WORK USING PART-WIDTH CONSTRUCTION METHODS.

## STAGE 1 - PHASE 2

1. KEEP TRAFFIC IN THE CONTRA-FLOW PATTERN PER THE PLANS WITH 3 LANES ON THE NORTHBOUND SIDE OF I-75 WHILE LEAVING 1 LANE ON THE SOUTHBOUND SIDE, SHIFTED ONTO THE NEWLY CONSTRUCTED BRIDGE AND ROADWAY PORTIONS CONSTRUCTED IN PHASE 1.
2. CONSTRUCT THE OUTSIDE PORTION OF THE SOUTHBOUND I-75 BRIDGE AND ROADWAY WORK USING PART-WIDTH CONSTRUCTION METHODS.

## WINTER PHASE

1. INSTALL PAVEMENT WEDGES ON THE NEW INTERMEDIATE ASPHALT PAV'T. COURSE ON THE SOUTHBOUND LANES AND SHOULDERS. WEDGES SHALL BE LOCATED AT THE BRIDGE APPROACH SLABS AND AT THE BEGIN AND END POINTS OF THE FULL-DEPTH PAVEMENT RECONSTRUCTION LIMITS PER THE NOTES AND DETAIL IN THE M.O.T. NOTES FOR WEDGES FOR WINTER SHUTDOWN.
2. AFTER STAGE 1 - PHASE 2 CONSTRUCTION IS COMPLETE, REMOVE CONFLICTING STAGE 1 PAVEMENT MARKINGS AND RE-STRIPE I-75 PER THE ORIGINAL LANE CONFIGURATION FOR WINTER USING SPRAY THERMOPLASTIC MARKINGS.
3. REMOVE M.O.T. DEVICES AS NECESSARY WITHIN THE CLEAR ZONE AND PREPARE THE WORK ZONE FOR THE WINTER SEASON.
4. INSTALL NEW REFLECTORS IN THE EXISTING CASTINGS FOR WINTER.
5. BLOCK OFF THE CROSSOVER AREAS TO PREVENT MOTORIST'S FROM USING THEM FOR U-TURNS AND COVER OR REMOVE CONFLICTING SIGNS.
6. SHIFT TRAFFIC TO ORIGINAL LANE LOCATIONS.

## STAGE 2 - PHASE 1 - STEPS 1 & 2

(STEP 1 - SR 67 RAMP A OPEN, STEP 2 - RAMP A CLOSED FOR THE FINAL 30 DAYS OF STAGE 2)

1. PLACE TEMPORARY PAVEMENT MARKINGS, PORTABLE BARRIER, SIGNS, AND ALL OTHER M.O.T. DEVICES FOR STAGE 2 - PHASE 1 - STEP 1.
2. SHIFT TRAFFIC INTO THE CONTRA-FLOW PATTERN PER THE PLANS BY PLACING 3 LANES ON THE SOUTHBOUND SIDE OF I-75 WHILE LEAVING 1 LANE ON THE NORTHBOUND SIDE, SHIFTED PARTIALLY ONTO TO THE OUTSIDE SHOULDER.
3. CONSTRUCT THE MEDIAN SIDE OF THE NORTHBOUND I-75 BRIDGE AND ROADWAY WORK AT THE RIVER AREA USING PART-WIDTH CONSTRUCTION METHODS.
4. STEP 2 - CLOSE SR 67 RAMP A IN THE FINAL 30 DAYS OF STAGE 2 TO CONSTRUCT THE MEDIAN SIDE OF THE NORTHBOUND I-75 PAVEMENT RECONSTRUCTION AREA UNDER SR 67.

## STAGE 2 - PHASE 2 - STEPS 1 & 2

(STEP 1 - SR 67 RAMP A CLOSED FOR THE FIRST 30 DAYS OF STAGE 2, STEP 2 - SR 67 RAMP A OPEN)

1. KEEP TRAFFIC IN THE CONTRA-FLOW PATTERN PER THE PLANS WITH 3 LANES ON THE SOUTHBOUND SIDE OF I-75 WHILE LEAVING 1 LANE ON THE NORTHBOUND SIDE, SHIFTED ONTO THE NEWLY CONSTRUCTED BRIDGE AND ROADWAY PORTIONS CONSTRUCTED IN PHASE 1, STEPS 1 AND 2.
2. CONSTRUCT THE OUTSIDE PORTION OF THE NORTHBOUND I-75 PAVEMENT RECONSTRUCTION AREA UNDER SR 67 IN STEP 1, THE FIRST 30 DAYS OF STAGE 2 - PHASE 2. THEN REMOVE THE PB AND OTHER CONFLICTING DEVICES AND MARKINGS TO OPEN THE RAMP FOR THE REMAINDER OF THE SEASON, STAGE 2 - PHASE 2 - STEP 2.
3. CONSTRUCT THE OUTSIDE PORTION OF THE NORTHBOUND I-75 BRIDGE AND ROADWAY WORK USING PART-WIDTH CONSTRUCTION METHODS.
4. REMOVE M.O.T. DEVICES AND PREPARE THE PAVEMENT FOR FINAL SURFACE COURSE CONSTRUCTION.
5. PLACE FINAL SURFACE COURSE, SIGNING, PAVEMENT MARKINGS, RUMBLE STRIPS, AND RPM'S TO COMPLETE THE CONSTRUCTION.

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SHEET	STAGE	STATION		411		611		614						615		622		PORTABLE BARRIER, ANCHORED
				STABILIZED CRUSHED AGGREGATE	CONDUIT, 12" TYPE B	TEMPORARY CATCH BASIN, NO. 2-2B FOR MOT DRAINAGE	WORK ZONE IMPACT ATTENUATOR (UNI-DIRECTIONAL)	WORK ZONE LANE LINE, CLASS I, 6"	WORK ZONE EDGE LINE, CLASS I, 6"	WORK ZONE CHANNELIZING LINE, CLASS I, 12"	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE GORE MARKING, CLASS II	WORK ZONE RAISED PAVEMENT MARKER	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A	PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, 50" AS PER PLAN		
		FROM	TO	CY	FT	EACH	EACH	MILE	MILE	FT	FT	FT	EACH	SY	FT	FT	FT	
15	PRE-PHASE	402+00	445+90				1								4390			
15	PRE-PHASE	451+00	470+00				1								1900			
19-20	STG. 1	1402+60	1410+74	27														
19-20	STG. 2	1401+25	1410+29	31														
19-20	STG. 1	1461+27	1470+22	25														
19-20	STG. 2	1464+21	1472+51	29														
46-50	PRE-STG. 1 - PH. 1	401+96	448+26											5200				
46-50	PRE-STG. 1 - PH. 1	403+33	446+00											2982				
50-51	PRE-STG. 1 - PH. 1	449+96	453+44											173				
50-51	PRE-STG. 1 - PH. 1	451+15	453+89											192				
51-52	PRE-STG. 1 - PH. 1	454+16	471+56											1896				
51-52	PRE-STG. 1 - PH. 1	454+51	469+59											2105				
45-54	STG. 1 - PH. 1	390+80	480+20		1145	4	5	1.17	6.88	4711	3825	145	411		3395	6210	160	
55-64	STG. 1 - PH. 2	390+80	480+20				5	1.17	7.33	4754	4006	190	587		1050			
65-73	WINTER PHASE '25	390+54	480+20				1	3.09	6.37		5020							
74-77, 79, 81, 83, 85-88	STG. 2 - PH. 1 STEP 1	397+65	475+50				5	0.70	7.90	5606	5030	151	627		1340	6830	160	
78, 80, 82, 84	STG. 2 - PH. 1 STEP 2	409+00	453+00				1		1.71		713		139		2170			
89-93, 95, 97-101	STG. 2 - PH. 2 STEP 1	397+65	475+50				6	0.70	8.08	5405	3781	152	972		2200			
94, 96	STG. 2 - PH. 2 STEP 2	429+20	443+00						0.28		1040							
65-73	WINTER PHASE '26	390+54	480+20					3.09	6.37		5020							
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>				112	1145	4	25	9.92	44.93	20416	28435	638	2736	12544	16445	3040	320	
				CY	FT	EACH	EACH	MILE	MILE	FT	FT	FT	EACH	SY	FT	FT	FT	

CALCULATED	RRR		
	CHECKED		
TRL			
<b>MAINTENANCE OF TRAFFIC SUBSUMMARY</b>			
<b>AUG - 75 - 7.54</b>			
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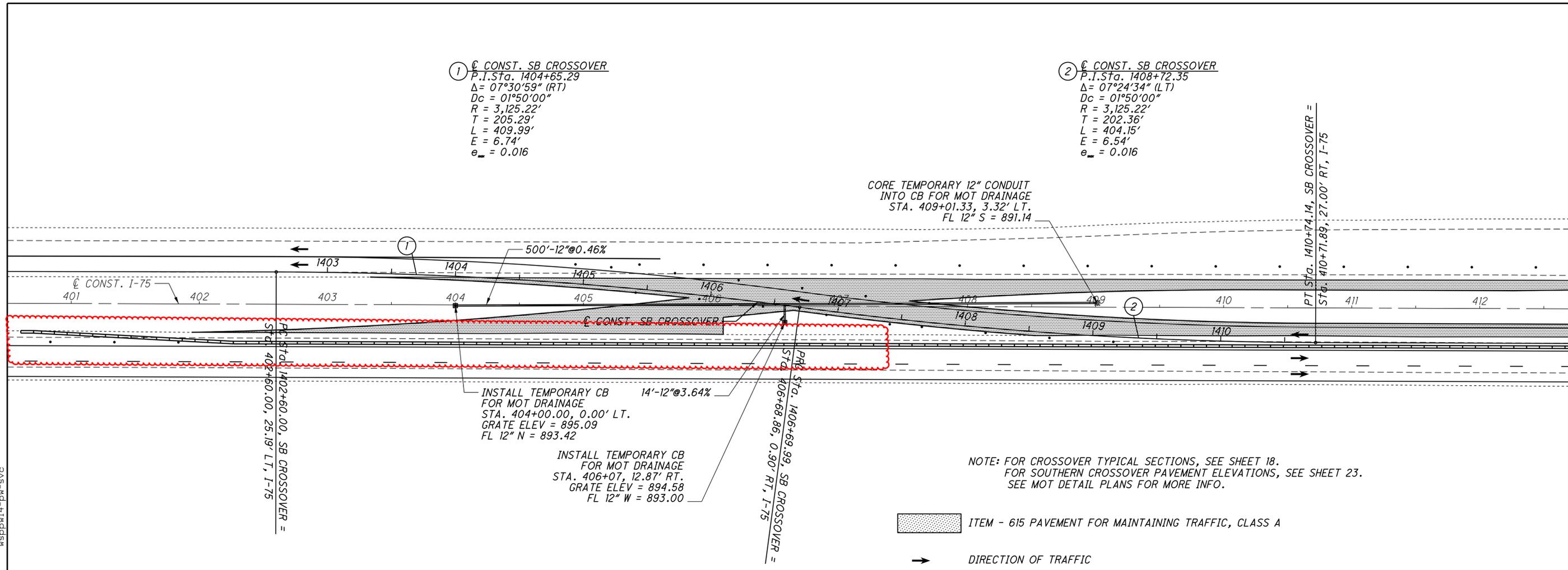
**STAGE 1**  
**SOUTHERN CROSSOVER LOCATION -**  
**STA. 1402+60.00 TO STA. 1410+74.14**

**AUG-75-07.54**

① **CONST. SB CROSSOVER**  
 P.I. STA. 1404+65.29  
 $\Delta = 07^\circ30'59''$  (RT)  
 $D_c = 01^\circ50'00''$   
 $R = 3,125.22'$   
 $T = 205.29'$   
 $L = 409.99'$   
 $E = 6.74'$   
 $e_s = 0.016$

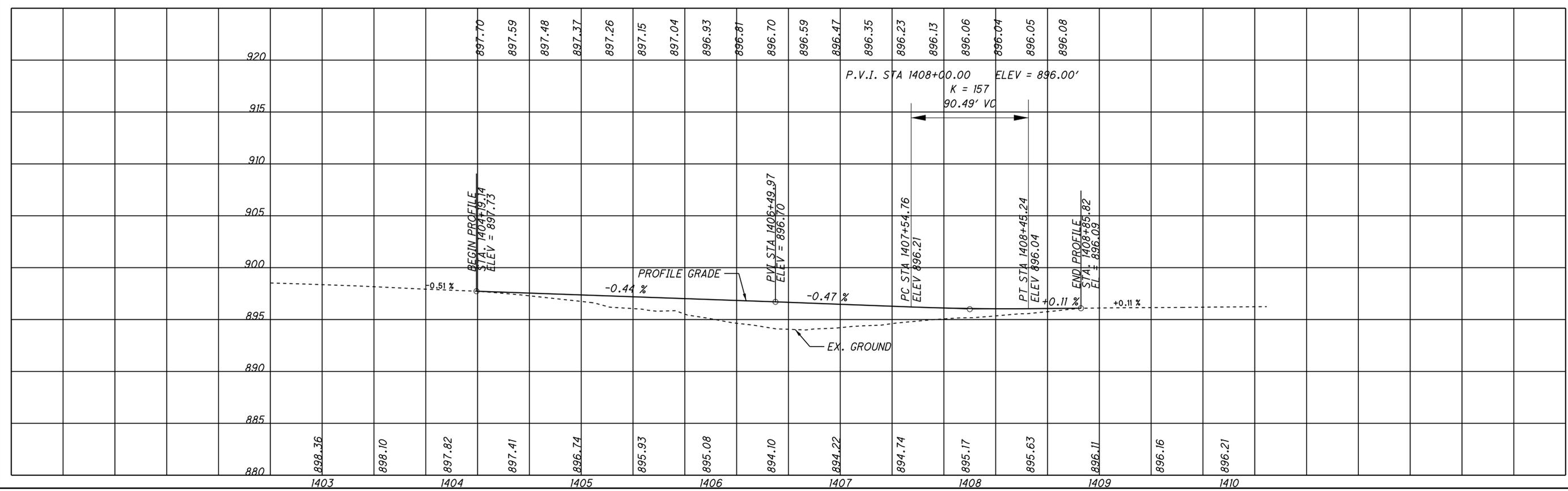
② **CONST. SB CROSSOVER**  
 P.I. STA. 1408+72.35  
 $\Delta = 07^\circ24'34''$  (LT)  
 $D_c = 01^\circ50'00''$   
 $R = 3,125.22'$   
 $T = 202.36'$   
 $L = 404.15'$   
 $E = 6.54'$   
 $e_s = 0.016$

CORE TEMPORARY 12" CONDUIT  
 INTO CB FOR MOT DRAINAGE  
 STA. 409+01.33, 3.32' LT.  
 FL 12" S = 891.14



NOTE: FOR CROSSOVER TYPICAL SECTIONS, SEE SHEET 18.  
 FOR SOUTHERN CROSSOVER PAVEMENT ELEVATIONS, SEE SHEET 23.  
 SEE MOT DETAIL PLANS FOR MORE INFO.

ITEM - 615 PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A  
 DIRECTION OF TRAFFIC



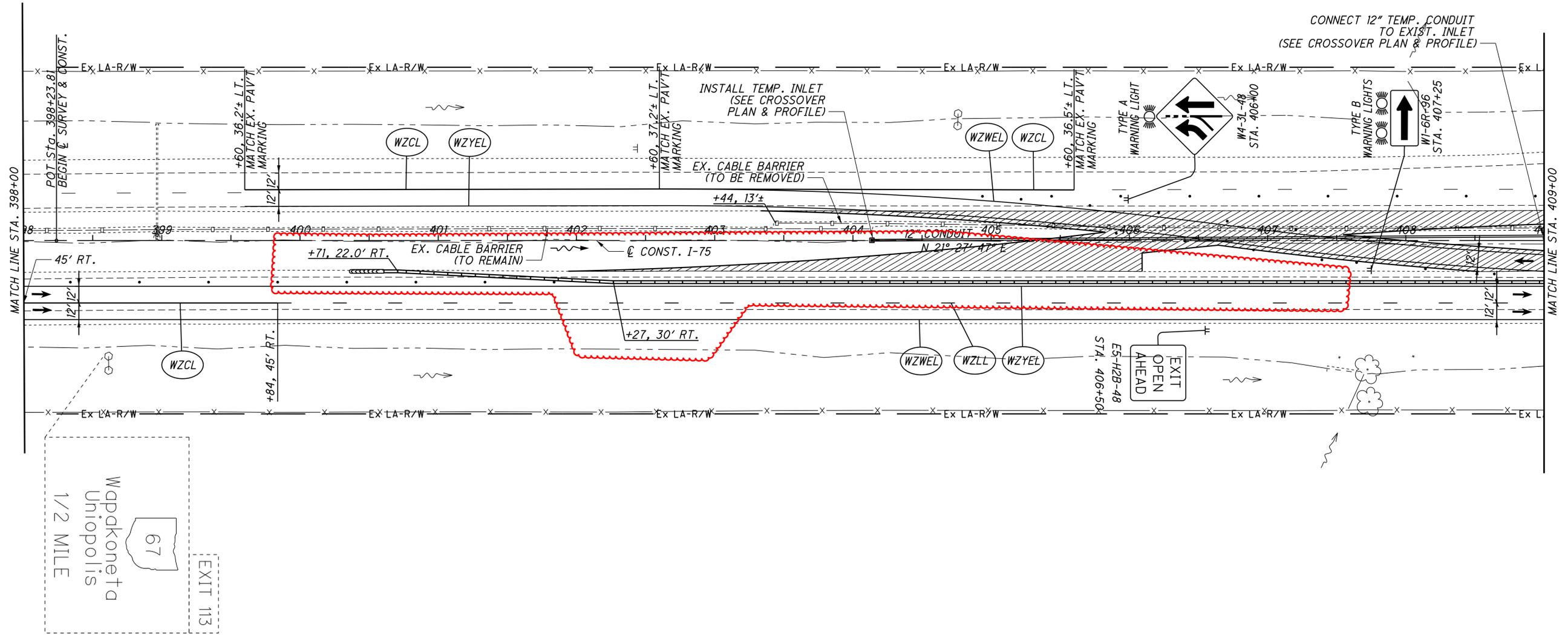
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**LEGEND:**

- (WZCL) - WORK ZONE CHANNELIZING LINE
- (WZDL) - WORK ZONE DOTTED LINE
- (WZLL) - WORK ZONE LANE LINE
- (WZGM) - WORK ZONE GORE MARKING
- (WZWEL) - WORK ZONE WHITE EDGE LINE
- (WZYEL) - WORK ZONE YELLOW EDGE LINE
- (X) - SEE PAV'T. FOR MOT, CLASS A LOCATION TABLE FOR STA/OFF INFORMATION
- [Hatched Box] - PAV'T FOR MAINTAINING TRAFFIC, CLASS A (ALL CONSTRUCTED PRIOR TO STAGE 1, PHASE 1)
- [Line with Dashes] - PORTABLE BARRIER (PB)
- [Grey Box] - WORK AREA
- [Line with Dots] - IMPACT ATTENUATOR
- [Dotted Line] - DRUMS (20' C/C ON GORE & RAMPS; 50' C/C ON TAPERS; 80' C/C ON TANGENTS)
- [Arrow] - LANE DIRECTION

**NOTE:**

FOR EXISTING CABLE BARRIER REMOVAL, STORAGE, AND REINSTALLATION DETAILS, SEE THE ROADWAY GENERAL NOTES SHEETS AND THE TRAFFIC CONTROL SHEETS.



CALCULATED CAC  
CHECKED EJC

**MAINTENANCE OF TRAFFIC - STAGE 1 PHASE 1  
STA. 398+00 TO STA. 409+00**

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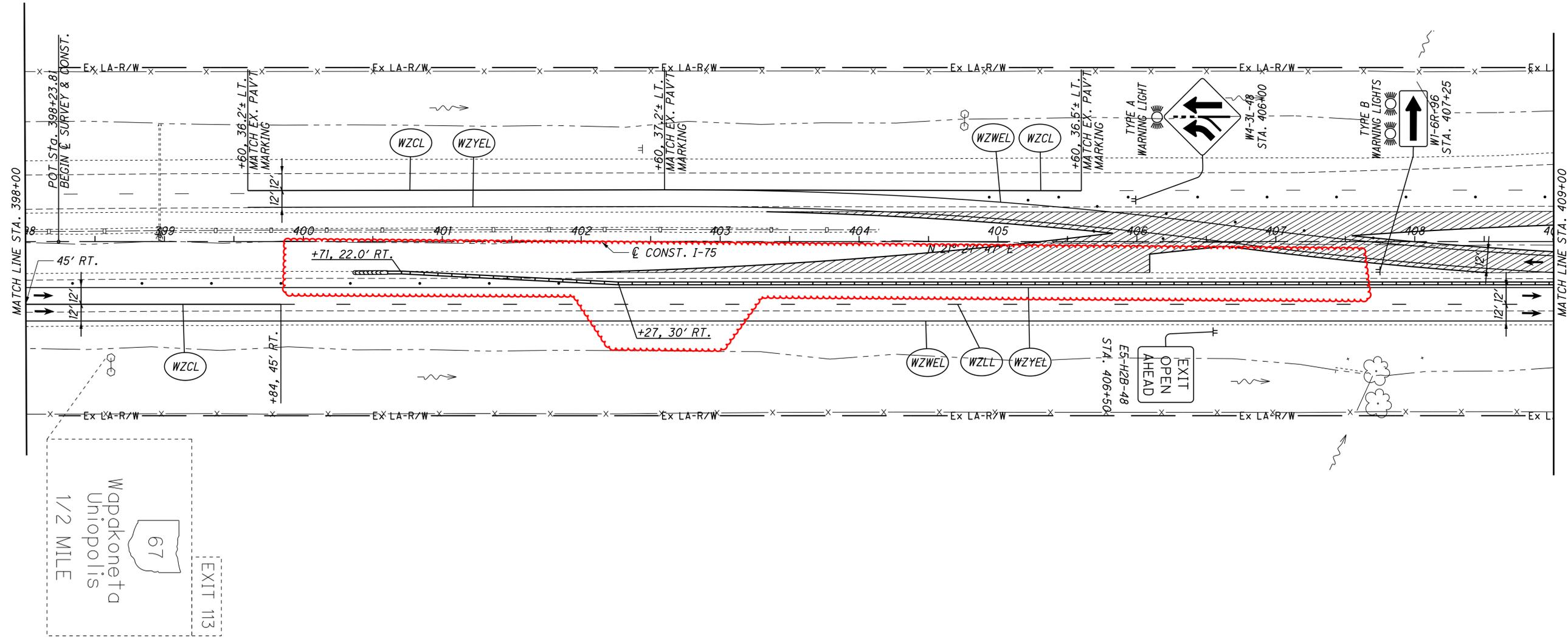
Wapokoneta  
Unipolis  
1/2 MILE

67

EXIT 113

- LEGEND:**
- (WZCL) - WORK ZONE CHANNELIZING LINE
  - (WZDL) - WORK ZONE DOTTED LINE
  - (WZLL) - WORK ZONE LANE LINE
  - (WZGM) - WORK ZONE GORE MARKING
  - (WZWEL) - WORK ZONE WHITE EDGE LINE
  - (WZYEL) - WORK ZONE YELLOW EDGE LINE
  - (X) - SEE PAV'T. FOR MOT, CLASS A LOCATION TABLE FOR STA/OFF INFORMATION

- PAV'T FOR MAINTAINING TRAFFIC, CLASS A (ALL CONSTRUCTED PRIOR TO STAGE 1, PHASE 1)
- PORTABLE BARRIER (PB)
- WORK AREA
- IMPACT ATTENUATOR
- DRUMS (20' C/C ON GORE & RAMPS; 50' C/C ON TAPERS; 80' C/C ON TANGENTS)
- LANE DIRECTION



Wapokoneta  
Unioopolis  
1/2 MILE

67

EXIT 113

CALCULATED CAC  
CHECKED EJC

0 20 40 80  
HORIZONTAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC - STAGE 1 PHASE 2**  
**STA. 398+00 TO STA. 409+00**

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SHEET NUM.										PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	6	7	107	110	113	127				office calcs	01/IMS/BR						
<b>ROADWAY</b>																	
LS											LS	201	11000	LS		CLEARING AND GRUBBING	
										7,489	7,489	202	23000	7,489	SY	PAVEMENT REMOVED	
		2,452									2,452	202	23001	2,452	SY	PAVEMENT REMOVED, AS PER PLAN	7
				112							112	202	30700	112	FT	CONCRETE BARRIER REMOVED	
				412.5	1,125						1,537.5	202	38000	1,537.5	FT	GUARDRAIL REMOVED	
				175	150						325	202	38300	325	FT	GUARDRAIL REMOVED, BARRIER DESIGN	
				3	4						7	202	42206	7	EACH	ANCHOR ASSEMBLY REMOVED	
				1	6						7	202	47000	7	EACH	BRIDGE TERMINAL ASSEMBLY REMOVED	
				2	2						4	202	47800	4	EACH	IMPACT ATTENUATOR REMOVED	
		5,731									5,731	202	48001	5,731	FT	CABLE BARRIER REMOVED, AS PER PLAN	7
	100					77					177	SPECIAL	20270110	177	FT	PIPE CLEANOUT, 24" AND UNDER	6
						313					313	202	75000	313	FT	FENCE REMOVED	
											4,619	203	10000	4,619	CY	EXCAVATION	
											1,326	203	20000	1,326	CY	EMBANKMENT	
											7,714	204	10000	7,714	SY	SUBGRADE COMPACTION	
124											124	204	13000	124	CY	EXCAVATION OF SUBGRADE	
1,601											1,601	204	30020	1,601	CY	GRANULAR MATERIAL, TYPE C	
8											8	204	45000	8	HOUR	PROOF ROLLING	
4,804											4,804	204	50000	4,804	SY	GEOTEXTILE FABRIC	
				412.5	1,312.5						1,725	606	15050	1,725	FT	GUARDRAIL, TYPE MGS	
				150	137.5						287.5	606	15550	287.5	FT	GUARDRAIL, BARRIER DESIGN, TYPE MGS	
				1	2						3	606	26050	3	EACH	ANCHOR ASSEMBLY, MGS TYPE B	
				2	2						4	606	26550	4	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
				1	4						5	606	35002	5	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
					2						2	606	35102	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
		5,513									5,513	SPECIAL	60655000	5,513	FT	CABLE BARRIER, RECONSTRUCT	7
		218									218	SPECIAL	60655020	218	FT	CABLE BARRIER, REPLACEMENT CABLE	7
		1									1	SPECIAL	60655150	1	EACH	CABLE BARRIER, ANCHOR ASSEMBLY	7
				2	2						4	606	60012	4	EACH	IMPACT ATTENUATOR, TYPE 1 (BIDIRECTIONAL)	
						313					313	607	15000	313	FT	FENCE, TYPE 47	
						167					167	607	70000	167	FT	FENCELINE SEEDING AND MULCHING	
						10					10	609	24510	10	FT	CURB, TYPE 4-C	
				84							84	622	10160	84	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
				1							1	622	25000	1	EACH	CONCRETE BARRIER END SECTION, TYPE D	
				1							1	622	25050	1	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
		2,452									2,452	SPECIAL	69098300	2,452	SY	MOW STRIP	7
<b>EROSION CONTROL</b>																	
	2										2	659	00100	2	EACH	SOIL ANALYSIS TEST	
	783										783	659	00300	783	CY	TOPSOIL	
						7,050					7,050	659	10000	7,050	SY	SEEDING AND MULCHING	
	353										353	659	14000	353	SY	REPAIR SEEDING AND MULCHING	
	353										353	659	15000	353	SY	INTER-SEEDING	
	1										1	659	20000	1	TON	COMMERCIAL FERTILIZER	
	1										1	659	31000	1	ACRE	LIME	
	20										20	659	35000	20	MGAL	WATER	
	15.8										15.8	659	40000	15.8	MSF	MOWING	
				LS							LS	832	15000	LS		STORM WATER POLLUTION PREVENTION PLAN	
				LS							LS	832	15002	LS		STORM WATER POLLUTION PREVENTION INSPECTIONS	
				LS							LS	832	15010	LS		STORM WATER POLLUTION PREVENTION INSPECTION SOFTWARE	
				150,000							150,000	832	30000	150,000	EACH	EROSION CONTROL	

GENERAL SUMMARY

AUG - 75 - 7.54

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SHEET NUM.			PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
		139		01/IMS/BR						
<b>STRUCTURE OVER 20 FOOT SPAN (AUG-075-7.54L)</b>										
		LS	LS	202	11201	LS			PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	138
		107	107	202	22900	107	SY		APPROACH SLAB REMOVED	
		1,032	1,032	202	23500	1,032	SY		WEARING COURSE REMOVED	
		LS	LS	503	11100	LS			COFFERDAMS AND EXCAVATION BRACING	
		LS	LS	503	21300	LS			UNCLASSIFIED EXCAVATION	
		86,080	86,080	509	10000	86,080	LB		EPOXY COATED STEEL REINFORCEMENT	
		5,211	5,211	509	30020	5,211	FT		NO. 4 DEFORMED GFRP REINFORCEMENT	
		240	240	510	10000	240	EACH		DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
		273	273	511	34447	273	CY		CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	138
		51	51	511	34450	51	CY		CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)	
		40	40	511	45710	40	CY		CLASS QC1 CONCRETE, ABUTMENT	
		795	795	512	10100	795	SY		SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
		184,641	184,641	513	10260	184,641	LB		STRUCTURAL STEEL MEMBERS, LEVEL 3	
		3,672	3,672	513	20000	3,672	EACH		WELDED STUD SHEAR CONNECTORS	
		10	10	516	13600	10	SF		1" PREFORMED EXPANSION JOINT FILLER	
		35	35	516	13900	35	SF		2" PREFORMED EXPANSION JOINT FILLER	
		121	121	516	14020	121	FT		SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
		12	12	516	44101	12	EACH		ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, (14.0" X 12.0" X 2.623" WITH 16.0" X 14.0" X 1.5" LOAD PLATE)	158
		12	12	516	44401	12	EACH		ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (18.0" X 18.0" X 5.048" WITH 19.0" X 19.0" X 2.0" LOAD PLATE)	159
		8	8	518	12200	8	EACH		SCUPPERS, INCLUDING SUPPORTS	
		33	33	518	21200	33	CY		POROUS BACKFILL WITH GEOTEXTILE FABRIC	
		132	132	518	40000	132	FT		6" PERFORATED CORRUGATED PLASTIC PIPE	
		60	60	518	40011	60	FT		6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	138
		250	250	526	25001	250	SY		REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN	173
		250	250	526	90020	250	SY		TYPE B INSTALLATION	
		289	289	601	32200	289	CY		ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
		38	38	844	10001	38	SF		CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN	138
<b>STRUCTURE OVER 20 FOOT SPAN (AUG-075-7.54R)</b>										
		LS	LS	202	11201	LS			PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	138
		107	107	202	22900	107	SY		APPROACH SLAB REMOVED	
		1,032	1,032	202	23500	1,032	SY		WEARING COURSE REMOVED	
		LS	LS	503	11100	LS			COFFERDAMS AND EXCAVATION BRACING	
		LS	LS	503	21300	LS			UNCLASSIFIED EXCAVATION	
		86,057	86,057	509	10000	86,057	LB		EPOXY COATED STEEL REINFORCEMENT	
		5,211	5,211	509	30020	5,211	FT		NO. 4 DEFORMED GFRP REINFORCEMENT	
		240	240	510	10000	240	EACH		DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
		273	273	511	34447	273	CY		CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN	138
		51	51	511	34450	51	CY		CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)	
		40	40	511	45710	40	CY		CLASS QC1 CONCRETE, ABUTMENT	
		795	795	512	10100	795	SY		SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
		184,641	184,641	513	10260	184,641	LB		STRUCTURAL STEEL MEMBERS, LEVEL 3	
		3,672	3,672	513	20000	3,672	EACH		WELDED STUD SHEAR CONNECTORS	
		10	10	516	13600	10	SF		1" PREFORMED EXPANSION JOINT FILLER	
		35	35	516	13900	35	SF		2" PREFORMED EXPANSION JOINT FILLER	
		121	121	516	14020	121	FT		SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
		12	12	516	44101	12	EACH		ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, (14.0" X 12.0" X 2.623" WITH 16.0" X 14.0" X 1.5" LOAD PLATE)	158
		6	6	516	44401	6	EACH		ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, (18.0" X 18.0" X 5.048" WITH 19.0" X 19.0" X VAR. LOAD PLATE)	159
		6	6	516	44401	6	EACH		ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, (18.0" X 18.0" X 5.048" WITH 19.0" X 19.0" X 2.0" LOAD PLATE)	159
		8	8	518	12200	8	EACH		SCUPPERS, INCLUDING SUPPORTS	
		33	33	518	21200	33	CY		POROUS BACKFILL WITH GEOTEXTILE FABRIC	
		132	132	518	40000	132	FT		6" PERFORATED CORRUGATED PLASTIC PIPE	
		60	60	518	40011	60	FT		6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	138
		250	250	526	25001	250	SY		REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN	173
		250	250	526	90020	250	SY		TYPE B INSTALLATION	
		279	279	601	32200	279	CY		ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
		42	42	844	10001	42	SF		CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN	138

**GENERAL SUMMARY**

**AUG - 75 - 7.54**

SHEET NUM.										PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED ABS	CHECKED P.JL
8 to 9	10 to 16	45 to 101								01/IMS/BR									
<b>MAINTENANCE OF TRAFFIC</b>																			
50											50	410	12000	50	CY	TRAFFIC COMPACTED SURFACE, TYPE A OR B			
	900										900	253	01001	900	SY	PAVEMENT REPAIR, AS PER PLAN	13		
	112										112	411	10000	112	CY	STABILIZED CRUSHED AGGREGATE			
	1,245										1,245	611	04400	1,245	FT	12" CONDUIT, TYPE B			
	100										100	611	05900	100	FT	15" CONDUIT, TYPE B			
	7										7	611	98370	7	EACH	CATCH BASIN, NO. 6			
	4										4	611	98470	4	EACH	CATCH BASIN, NO. 2-2B			
	5										5	611	98630	5	EACH	CATCH BASIN ADJUSTED TO GRADE			
	288										288	614	11110	288	hour	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE			
	3,632										3,632	614	11830	3,632	FT	INCREASED BARRIER DELINEATION			
	25										25	614	12381	25	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL), AS PER PLAN	9		
	LS										LS	614	12420	LS		DETOUR SIGNING	14, 17		
32											32	614	12460	32	EACH	WORK ZONE MARKING SIGN			
8											8	614	12484	8	EACH	WORK ZONE INCREASED PENALTIES SIGN			
30											30	614	12500	30	EACH	REPLACEMENT SIGN			
61											61	614	12600	61	EACH	REPLACEMENT DRUM			
	2										2	614	12756	2	EACH	WORK ZONE CROSSOVER LIGHTING SYSTEM			
	2,736										2,736	614	12801	2,736	EACH	WORK ZONE RAISED PAVEMENT MARKER, AS PER PLAN	11		
40	5										45	614	13000	45	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC			
	203										203	614	13001	203	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, AS PER PLAN	12		
	461										461	614	13310	461	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY			
	33										33	614	13312	33	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY			
	4										4	614	13312	4	EACH	BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL			
	272										272	614	13350	272	EACH	OBJECT MARKER, ONE WAY			
	271										271	614	13360	271	EACH	OBJECT MARKER, TWO WAY			
	34										34	614	18600	34	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN			
	9.92										9.92	614	20010	9.92	MILE	WORK ZONE LANE LINE, CLASS I, 6"			
4											4	614	20560	4	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT			
	44.93										44.93	614	22010	44.93	MILE	WORK ZONE EDGE LINE, CLASS I, 6"			
15											15	614	22360	15	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT			
	20,476										20,476	614	23010	20,476	FT	WORK ZONE CHANNELIZING LINE, CLASS I, 12"			
10,800											10,800	614	23690	10,800	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT			
	28,435										28,435	614	24202	28,435	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT			
7,200											7,200	614	24612	7,200	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT			
	638										638	614	28000	638	FT	WORK ZONE GORE MARKING, CLASS II			
	12,548										LS	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC			
											12,548	615	20000	12,548	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS A			
73											73	616	10000	73	MGAL	WATER			
	24,300										24,300	616	10001	24,300	FT	RUMBLE STRIPS, SHOULDER (ASPHALT CONCRETE), AS PER PLAN	13		
	16,445										16,445	622	41100	16,445	FT	PORTABLE BARRIER, UNANCHORED			
	13,040										13,040	622	41011	13,040	FT	PORTABLE BARRIER, 50", AS PER PLAN	16		
	320										320	622	41110	320	FT	PORTABLE BARRIER, ANCHORED			
	6.37										6.37	648	00104	6.37	MILE	EDGE LINE, 6"			
	3.09										3.09	648	00204	3.09	MILE	LANE LINE, 6"			
	10,000										10,000	648	00404	10,000	FT	CHANNELIZING LINE, 12"			
	5,020										5,020	648	01510	5,020	FT	DOTTED LINE, 6"			
85											85	808	18700	85	SNMT	DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY	9		
<b>INCIDENTALS</b>																			
											LS	108	10000	LS		CPM PROGRESS SCHEDULE			
											LS	614	10000	LS		MAINTAINING TRAFFIC	8		
											28	619	16020	28	MNTH	FIELD OFFICE, TYPE C			
											LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING			
											LS	624	10000	LS		MOBILIZATION			

**GENERAL SUMMARY**

**AUG-75-7.54**

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**STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS**

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- AS-1-15 DATED (REVISED) 1/20/2023
- AS-2-15 DATED (REVISED) 1/20/2023
- GSD-1-19 DATED (REVISED) 1/15/2021
- SICD-1-96 DATED (REVISED) 7/18/2014
- PCB-91 DATED (REVISED) 7/17/2020
- SBR-1-20 DATED (REVISED) 1/20/2023

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:

844 DATED 4/20/2018

**DESIGN SPECIFICATIONS**

THIS STRUCTURE CONFORMS TO THE 8TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2017 AND THE ODOT BRIDGE DESIGN MANUAL, 2019.

**OPERATIONAL IMPORTANCE**

A LOAD MODIFIER OF HAS BEEN ASSUMED FOR THE 1.0 DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2019.

**DESIGN LOADING**

HL93

FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/FT<sup>2</sup>

**DESIGN DATA**

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

STRUCTURAL STEEL - ASTM A709 GRADE 50W , MINIMUM YIELD STRENGTH 50 KSI

**DECK PROTECTION METHOD**

EPOXY COATED REINFORCING STEEL

2-1/2" CONCRETE COVER

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

**PROPOSED WORK**

REPLACE EXISTING STEEL BEAMS WITH WEATHERING STEEL ROLLED BEAMS AT 7'-10 1/2" SPACES.

REPLACE EXISTING BRIDGE DECK, PARAPETS, AND APPROACH SLABS.

CONVERT EXISTING ABUTMENT INTO SEMI-INTEGRAL ABUTMENT AND REPLACE EXISTING WING WALLS.

REPLACE EXISTING BEARINGS, PATCH EXISTING PIERS.

SEE SHEETS 5/42 THROUGH 12/42 FOR STAGE CONSTRUCTION DETAILS.

**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.

**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 WHICH HAVE BEEN VERIFIED IN THE FIELD.

**ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION. AS PER PLAN**

844.01 DESCRIPTION  
INSTALL CONCRETE PATCHES USING GALVANIC ANODES PER SUPPLEMENTAL SPECIFICATION 844 EXCEPT AS NOTED BELOW. ALL CONCRETE PATCHES SHALL BE PLACED TO THE EXISTING SURFACE UNLESS OTHERWISE DETAILED IN THE PLANS.

844.02 MATERIALS  
CONCRETE USED SHALL BE QC SCC PER C&MS 499, 511. ALL OTHER REQUIREMENTS LISTED IN SS844.02 APPLY.

844.04 GALVANIC ANODE INSTALLATION  
INSTALL ANODE UNITS AND REPAIR MATERIAL IMMEDIATELY FOLLOWING PREPARATION AND CLEANING OF STEEL REINFORCEMENT. REPAIR MATERIAL SHALL BE PLACED NO LATER THAN ONE (1) WEEK AFTER CONCRETE REMOVAL UNLESS APPROVED BY THE ENGINEER. GALVANIC ANODES SHALL BE INSTALLED IN THE LOCATIONS AND SPACING AS SPECIFIED IN THE PLANS. IN NO CASE, SHALL THE SPACING EXCEED 18 INCHES.

THE CONTRACTOR SHALL PERFORM HIS WORK AS TO NOT DAMAGE THE EMBEDDED ANODES OR CREATE ANY AIR VOIDS AROUND THE EMBEDDED ANODES WHILE SETTING FORMWORK OR PLACING CONCRETE.

844.06 QUALITY CONTROL  
THE PROPOSED FORM SYSTEM MUST BE SUBMITTED, AND ACCEPTED BY THE PROJECT ENGINEER PRIOR TO THE INSTALLATION OF ANY FORMWORK. THE FORM SYSTEM SHALL NOT BE SUPPORTED THROUGH THE PATCH. THE FORM SYSTEM SHALL PROVIDE ENOUGH HEAD PRESSURE TO ENSURE THE PATCH IS FULLY CONSOLIDATED AND NULL OF VOIDS. THE FORM SYSTEM SHALL INCORPORATE VENTS ALONG THE TOP OF THE PATCH TO ALLOW ENTRAPPED AIR TO ESCAPE DURING CONCRETE PLACEMENT. THE FORM SYSTEM SHALL INCORPORATE A GATE/VALVE SYSTEM CAPABLE OF CONTAINING THE SELF CONSOLIDATING CONCRETE ONCE CONCRETE PLACEMENT IS COMPLETE.

844.08 BASIS OF PAYMENT  
PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 844 CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN

PAYMENT WILL INCLUDE REMOVAL OF THE UNSOUND CONCRETE, FORMWORK, PLACEMENT OF THE QC SCC CONCRETE MIX.

**DECK PLACEMENT DESIGN ASSUMPTIONS:**

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.42 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSE-WORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

**ITEM 511 - CLASS QC2 CONCRETE WITH QC/QA. BRIDGE DECK. AS PER PLAN**

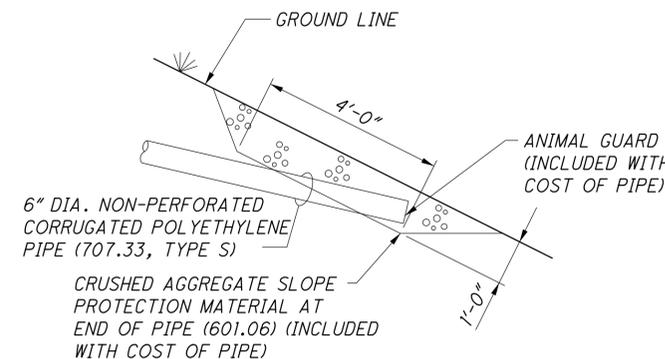
PLACE, CONSOLIDATE AND FINISH CONCRETE AS PER C&MS 511 WITH THE EXCEPTION THAT THE BRIDGE DECK SHALL BE GROOVED PERPENDICULAR TO THE ROADWAY.

**ABBREVIATIONS:**

- ABUT. = ABUTMENT
- A.P.P. = AS PER PLAN
- APPROX. = APPROXIMATE
- ASS'Y. = ASSEMBLY
- BRG. = BEARING
- C/C = CENTER TO CENTER
- C.J. = CONSTRUCTION JOINT
- CLR. = CLEAR
- CONST. = CONSTRUCTION
- DIA. = DIAMETER
- DWG. = DRAWING
- E.F. = EACH FACE
- EL. = ELEVATION
- EST. = ESTIMATE
- EX. = EXISTING
- F.A. = FORWARD ABUTMENT
- F.F. = FAR FACE
- FWD. = FORWARD
- L.T. = LEFT
- MAX. = MAXIMUM
- MIN. = MINIMUM
- N.F. = NEAR FACE
- N.P.C.P.P. = NON-PERFORATED CORRUGATED PLASTIC PIPE
- O/O = OUT TO OUT
- P.C.P.P. = PERFORATED CORRUGATED PLASTIC PIPE
- P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
- P.F.J. = PRECOMPRESSED FOAM JOINT
- PROP. = PROPOSED
- R.A. = REAR ABUTMENT
- RT. = RIGHT
- SER. = SERIES
- SPA. = SPACES
- STA. = STATION
- STD. = STANDARD
- T/T = TOE TO TOE
- T/S = TOP OF SLOPE
- TYP. = TYPICAL
- D.S. = DOWN STATION
- U.S. = UP STATION
- U.N.O. = UNLESS NOTED OTHERWISE

**ITEM 518 - 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS. AS PER PLAN**

ANIMAL GUARDS SHALL BE PROVIDED AT THE OUTLET OF THE DRAINAGE PIPES WHEN TERMINATING WITHIN CRUSHED AGGREGATE SLOPE PROTECTION STEEL BOLTS OR RODS FOR THE ANIMAL GUARDS SHALL BE GALVANIZED PER CMS 711.02. SEE STD DWG. DM 1.1 FOR ADDITIONAL DETAILS AND NOTES. THE ANIMAL GUARDS AND CRUSHED AGGREGATE SLOPE PROTECTION ARE INCIDENTAL TO ITEM 518 - 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN.



**TERMINATION OF 6" NON-PERFORATED CORRUGATED PLASTIC PIPE (NPCPP)**

longt 13-OCT-2023 12:05PM 13-OCT-2023 12:05PM dgm 075-07544/Sheets/075\_07544/Structures/AUG075\_07544

DESIGN AGENCY: **wsp** TWO WILSONIA PLACE SUITE 480 COLUMBUS, OHIO 43215

REVIEWED: P.J.L. 9/10/2020  
DATE: 9/10/2020  
DRAWN: L.E.L.  
CHECKED: S.A.P.  
FILE NUMBER: 0602256  
PROJECT NUMBER: RT = 0602280

**GENERAL NOTES**  
BRIDGE NO. AUG-075-7.54 L&R  
1-75 OVER AUGLAIZE RIVER

**AUG-75-7.54**  
PID No. 97794

3 / 42

138  
180

pw://wsp-us-pw.bentley.com:us-pw-01/Documents/97794 AUG-75-7.54/Design/Structures/AUG075\_07541/Sheets/075\_0754C50001.dgn 13-OCT-2023 12:05PM longt

ITEM	EXTENSION	TOTAL	UNIT	ESTIMATED QUANTITIES DESCRIPTION	AUG-075-0754L				SEE SHEET NO.
					ABUT.	PIER	SUPER.	GEN.	
202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				LS	3/2
202	22900	107	SY	APPROACH SLAB REMOVED				107	
202	23500	1032	SY	WEARING COURSE REMOVED				1032	
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING				LS	
503	21300	LS		UNCLASSIFIED EXCAVATION	LS				
509	10000	86,080	LB	EPOXY COATED REINFORCING STEEL	4,924		81,156		
509	30020	5,211	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			5,211		
510	10000	240	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	240				
511	34447	273	CY	CLASS QC2 CONCRETE WITH QC/OA, BRIDGE DECK, AS PER PLAN			273		3/2
511	34450	51	CY	CLASS QC2 CONCRETE WITH QC/OA, BRIDGE DECK (PARAPET)			51		
511	45710	40	CY	CLASS QC1 CONCRETE, ABUTMENT	40				
512	10100	795	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)					
513	10260	184641	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3	117	316	362		
513	20000	3672	EACH	WELDED STUD SHEAR CONNECTORS			184641		
516	13600	10	SF	1" PREFORMED EXPANSION JOINT FILLER				10	
516	13900	35	SF	2" PREFORMED EXPANSION JOINT FILLER	35				
516	14020	121	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	121				
516	44201	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14.0" X 12.0" X 2.623" WITH 16.0" X 14.0" X 1.5" LOAD PLATE)	12				23/2
516	44301	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (18.0" X 18.0" X 5.048" WITH 19.0" X 19.0" X 2.0" LOAD PLATE)		12			24/2
518	12200	8	EACH	SCUPPERS, INCLUDING SUPPORTS				8	
518	21200	33	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	33				
518	40000	132	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	132				
518	40011	60	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	60				3/2
526	25001	250	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN				250	38/2
526	90020	250	SY	TYPE B INSTALLATION				250	
601	32200	289	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	289				
844	10001	38	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN		38			3/2

ITEM	EXTENSION	TOTAL	UNIT	ESTIMATED QUANTITIES DESCRIPTION	AUG-075-0754R				SEE SHEET NO.
					ABUT.	PIER	SUPER.	GEN.	
202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				LS	3/2
202	22900	107	SY	APPROACH SLAB REMOVED				107	
202	23500	1032	SY	WEARING COURSE REMOVED				1032	
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING				LS	
503	21300	LS		UNCLASSIFIED EXCAVATION	LS				
509	10000	86,057	LB	EPOXY COATED REINFORCING STEEL	4,905		81,152		
509	30020	5,211	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			5,211		
510	10000	240	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	240				
511	34447	273	CY	CLASS QC2 CONCRETE WITH QC/OA, BRIDGE DECK, AS PER PLAN			273		3/2
511	34450	51	CY	CLASS QC2 CONCRETE WITH QC/OA, BRIDGE DECK (PARAPET)			51		
511	45710	40	CY	CLASS QC1 CONCRETE, ABUTMENT	40				
512	10100	795	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)					
513	10260	184641	LB	STRUCTURAL STEEL MEMBERS, LEVEL 3	117	316	362		
513	20000	3672	EACH	WELDED STUD SHEAR CONNECTORS			184641		
516	13600	10	SF	1" PREFORMED EXPANSION JOINT FILLER				10	
516	13900	35	SF	2" PREFORMED EXPANSION JOINT FILLER	35				
516	14020	121	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	121				
516	44101	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14.0" X 12.0" X 2.623" WITH 16.0" X 14.0" X 1.5" LOAD PLATE)	12				23/2
516	44401	6	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (18.0" X 18.0" X 5.048" WITH 19.0" X 19.0" X VAR. LOAD PLATE)		6			24/2
516	44401	6	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (18.0" X 18.0" X 5.048" WITH 19.0" X 19.0" X 2.0" LOAD PLATE)		6			24/2
518	12200	8	EACH	SCUPPERS, INCLUDING SUPPORTS				8	
518	21200	33	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	33				
518	40000	132	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	132				
518	40011	60	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	60				3/2
526	25001	250	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN				250	38/2
526	90020	250	SY	TYPE B INSTALLATION				250	
601	32200	279	CY	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	279				
844	10001	42	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN		42			3/2

DESIGN AGENCY  
**wsp**  
 TWO IRVING PLACE  
 SUITE 480  
 COLUMBUS, OHIO 43215

DATE  
 9/10/2020

REVIEWED  
 P.J.L.

DRAWN  
 L.E.L.

DESIGNED  
 T.N.L.

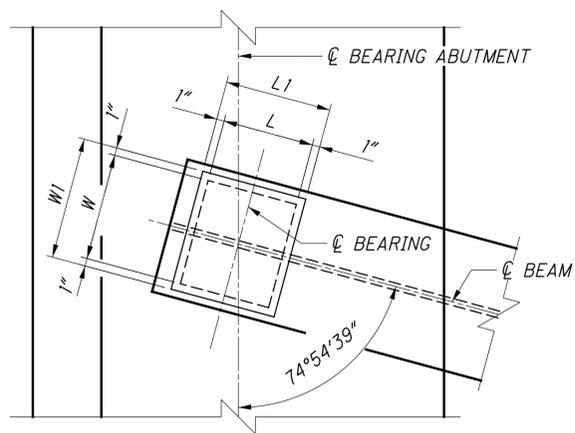
CHECKED  
 S.A.P.

**ESTIMATED QUANTITIES**  
 BRIDGE NO. AUG-075-7.54 L & R  
 I-75 OVER AUGLAIZE RIVER

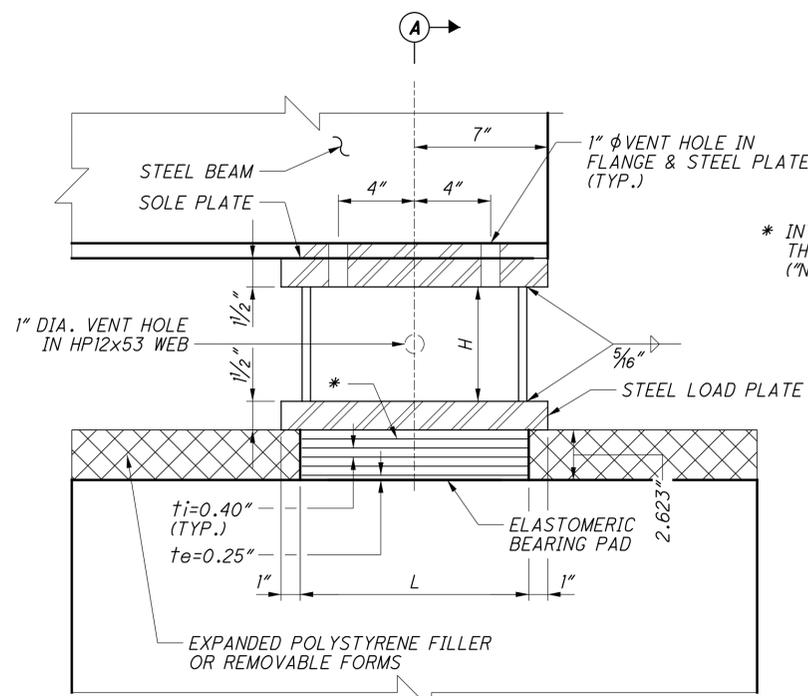
AUG-75-7.54  
 PID No. 97794

4 / 42

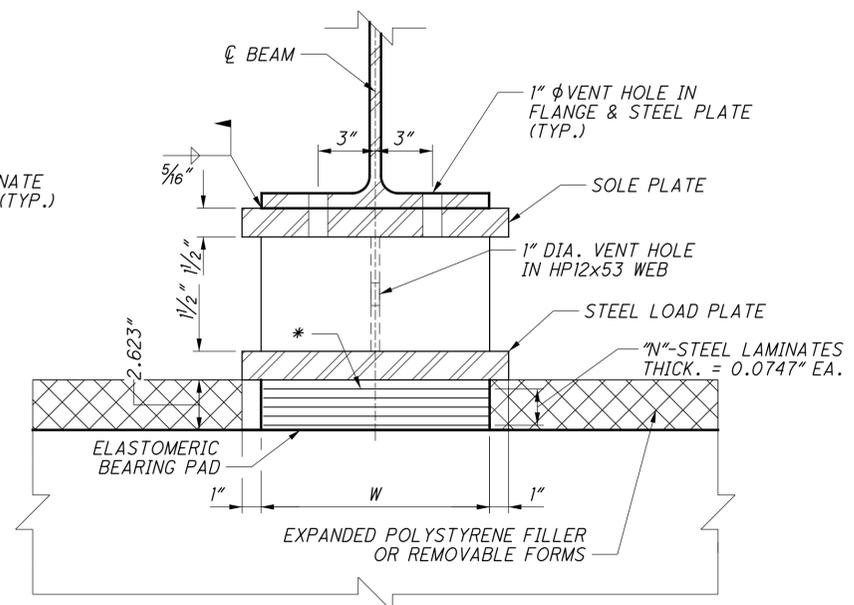
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180



**PLAN VIEW - ABUTMENT BEARING**  
 REAR ABUTMENT BEARING SHOWN  
 FORWARD ABUTMENT BEARING OPPOSITE HAND



**ELEVATION**



**SECTION A-A**

REAR ABUTMENT		FORWARD ABUTMENT	
BEAM	HP SUPPORT POSTS (H) (in.)	BEAM	HP SUPPORT POSTS (H) (in.)
SB1	9.35	SB1	6.82
SB2	10.86	SB2	8.34
SB3	12.38	SB3	9.86
SB4	12.42	SB4	9.90
SB5	10.99	SB5	8.46
SB6	9.55	SB6	7.02
NB1	6.32	NB1	8.96
NB2	7.75	NB2	10.40
NB3	9.19	NB3	11.83
NB4	9.15	NB4	11.79
NB5	7.63	NB5	10.28
NB6	6.11	NB6	8.76

**NOTES:**

- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
- TOTAL DESIGN LOAD FOR BEARING EQUALS THE SUM OF THE DEAD LOADS AND LIVE LOADS (WITHOUT IMPACT).
- BASIS OF PAYMENT:** THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, COATINGS, LABOR, TESTING, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS. SAMPLE BEARINGS SHALL NOT BE MEASURED FOR PAYMENT. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARINGS W/INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
- STRUCTURAL STEEL: ALL STRUCTURAL STEEL SHOWN SHALL BE ASTM A709 GRADE 50, UNLESS NOTED OTHERWISE.
- FOR FRAMING PLAN, SEE SHEET 25/42.

8. APPLY AN INORGANIC ZINC PRIME COAT IN THE SHOP TO ALL ABUTMENT STEEL BEARING COMPONENTS.

LAMINATED ELASTOMERIC BEARING DATA - REAR & FORWARD ABUTMENT BEARINGS

LOCATION	BEARING TYPE	BEARING DIMENSIONS (in.)			LOAD PLATE (in.)		SOLE PLATE (in.)		SERVICE REACTION (K)		MAXIMUM REACTION (K)
		L	W	N	L1	W1	L1	W1	DL	LL	
SB1, NB1, SB6, & NB6	EXPANSION	12.0	14.0	5	14.0	16.0	14.0	16.0	72.29	59.68	131.97
SB2-SB5 & NB2-NB5	EXPANSION	12.0	14.0	5	14.0	16.0	14.0	16.0	70.00	60.82	130.82

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**BEARING DETAILS (ABUTMENTS)**

BRIDGE NO. AUG-075-7.54 L&R  
 I-75 OVER AUGLAIZE RIVER

**AUG-75-7.54**  
 PID No. 97794

DESIGNED: TNL  
 CHECKED: TNL  
 DRAWN: LEL  
 REVISED: LEL

REVIEWED: PJL  
 DATE: 9/10/2020

STRUCTURE FILE NUMBER: 0602256  
 LT = 0602256  
 RT = 0602280

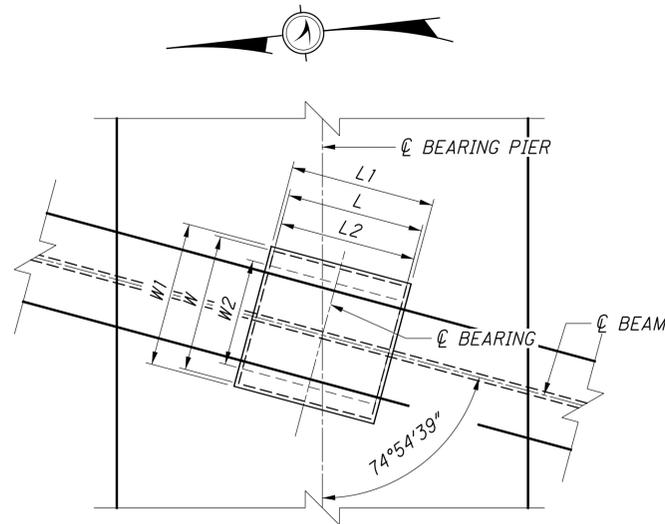
DATE: 9/10/2020

DESIGN AGENCY: **wsp**  
 TWO IRVING PLACE  
 SUITE 450  
 COLUMBUS, OHIO 43215

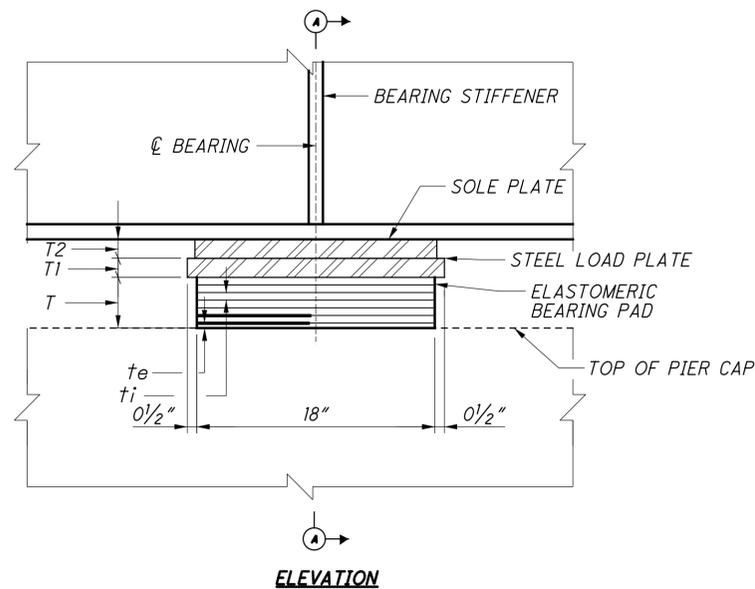
23/42

158  
180

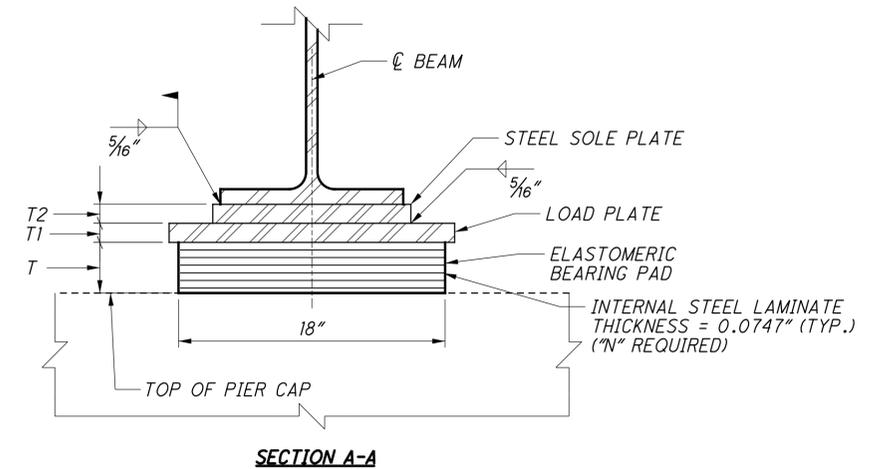
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**PLAN VIEW - PIER BEARING**  
 PIER 1 BEARING SHOWN  
 PIER 2 BEARING SIMILAR



**ELEVATION**



**SECTION A-A**

**NOTES:**

- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
- THE STEEL SOLE PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
- TOTAL DESIGN LOAD FOR BEARING EQUALS THE SUM OF THE DEAD LOADS AND LIVE LOADS (WITHOUT IMPACT).
- BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS. SAMPLE BEARINGS SHALL NOT BE MEASURED FOR PAYMENT. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARINGS W/INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
- STRUCTURAL STEEL: ALL STRUCTURAL STEEL SHOWN SHALL BE ASTM A709 GRADE 50W, UNLESS NOTED OTHERWISE.
- FOR FRAMING PLAN, SEE SHEET 25/42.

PIER 1													
BEAM	BEARING TYPE	BEARING DIMENSIONS (in.)						LOAD PLATE (in.)			SOLE PLATE (in.)		
		L	W	Te	Ti	T	N	L1	W1	T1	L2	W2	T2
SB1	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	18.00	13.00	3.33
SB2	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	18.00	13.00	3.29
SB3	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	18.00	13.00	3.61
SB4	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	18.00	13.00	3.65
SB5	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	18.00	13.00	3.53
SB6	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	18.00	13.00	3.42
NB1	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.86	N/A	N/A	N/A
NB2	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.74	N/A	N/A	N/A
NB3	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.97	N/A	N/A	N/A
NB4	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.93	N/A	N/A	N/A
NB5	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.85	N/A	N/A	N/A
NB6	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.90	N/A	N/A	N/A

PIER 2													
BEAM	BEARING TYPE	BEARING DIMENSIONS (in.)						LOAD PLATE (in.)			SOLE PLATE (in.)		
		L	W	Te	Ti	T	N	L1	W1	T1	L1	W1	T2
SB1	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.20
SB2	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.64
SB3	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.48
SB4	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.28
SB5	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.52
SB6	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.17
NB1	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.23
NB2	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.22
NB3	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.22
NB4	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.30
NB5	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.46
NB6	EXPANSION	18.0	18.0	0.4	0.7	5.048	6	19.00	19.00	2.00	13.00	18.00	2.26

DESIGN AGENCY  
**wsp**  
 TWO IRVINGNOVA PLACE  
 SUITE 450  
 COLUMBUS, OHIO 43215

DATE  
 9/10/2020

REVIEWED  
 P.J.L.

DRAWN  
 L.E.L.

DESIGNED  
 S.A.P.

BEARING DETAILS (PIER)  
 BRIDGE NO. AUG-075-7.54 L&R  
 I-75 OVER AUGLAIZE RIVER

STRUCTURE FILE NUMBER  
 0602256

REVISED  
 T.N.L.

AUG-75-7.54

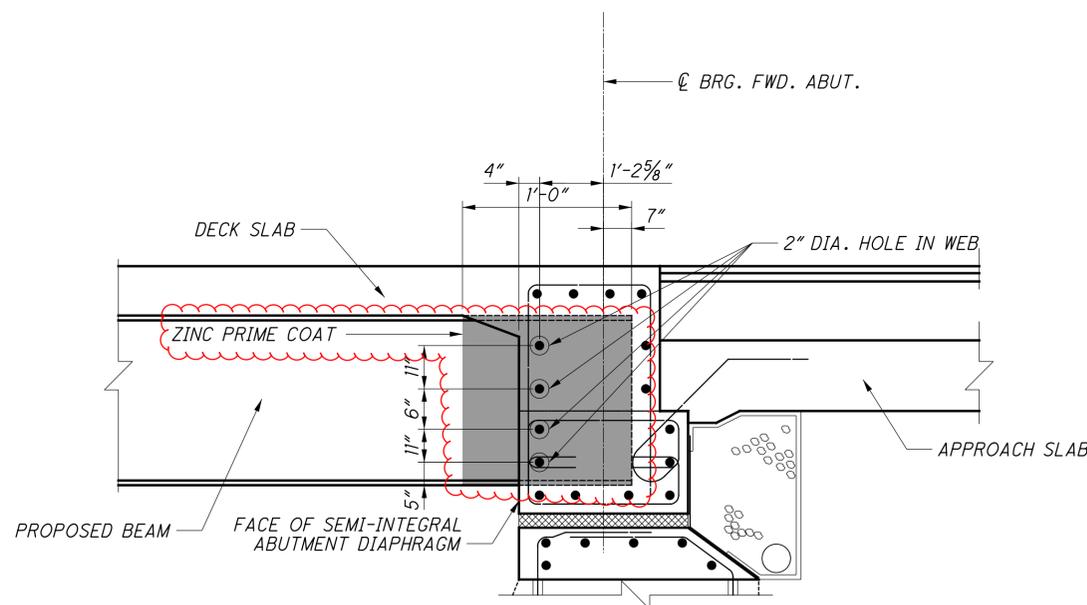
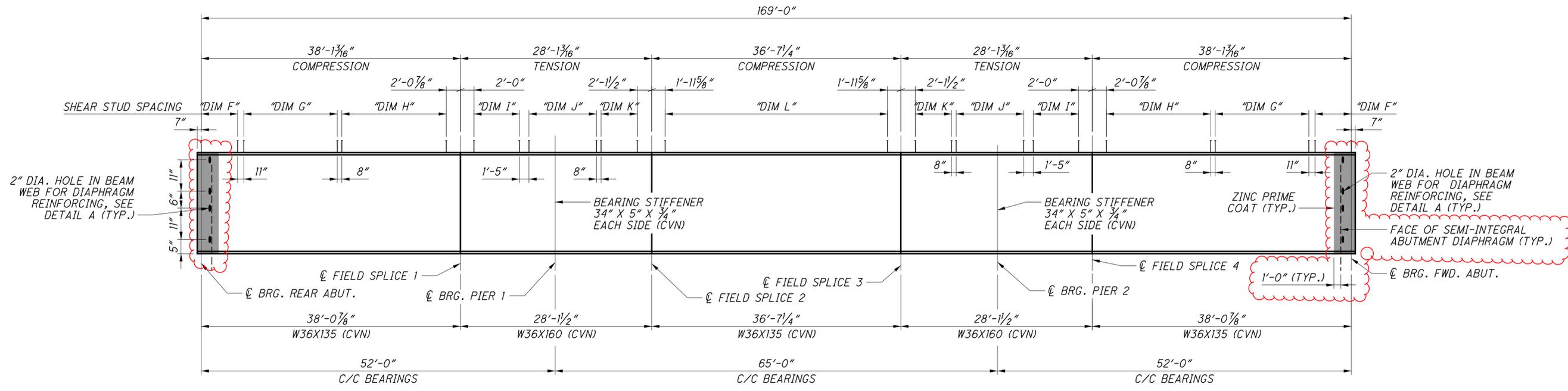
PID No. 97794

24/42

159  
180



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SHEAR STUD SPACING	
"DIM F"	8 SPACES @ 8" = 5'-4"
"DIM G"	15 SPACES @ 11" = 13'-9"
"DIM H"	23 SPACES @ 8" = 15'-4"
"DIM I"	10 SPACES @ 8" = 6'-8"
"DIM J"	7 SPACES @ 17" = 9'-11"
"DIM K"	8 SPACES @ 8" = 5'-4"
"DIM L"	49 SPACES @ 8" = 32'-8"

**NOTES:**

- CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
- HIGH STRENGTH BOLTS SHALL BE 1/8" DIAMETER A325 WITH 1/4" DIAMETER BOLT HOLES UNLESS OTHERWISE NOTED.
- THE LOCATIONS OF SHEAR CONNECTORS WHICH INTERFERE WITH FIELD SPLICES OR BUTT WELDS MAY BE ADJUSTED UP TO 1".
- FOR FRAMING PLAN AND ADDITIONAL NOTES, SEE SHEET 25/42.
- FOR BEARING STIFFENER DETAIL, SEE SHEET 27/42.
- WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESSES UP TO 3/4" OR 3/8" FOR GREATER THAN 3/4" THICK.
- FABRICATOR TO PROVIDE CLIPPED TOP FLANGE, 6" MIN. FROM PAVEMENT.
- FOR FLANGE VENT HOLE DETAILS SEE SHEET 23/42.
- THE COST OF APPLYING AN INORGANIC ZINC PRIME COAT, PER 2020 ODOT BRIDGE DESIGN MANUAL 308.2.2.1.d.1, IN THE SHOP FOR THE LIMITS DETAILED IS INCIDENTAL TO THE BID FOR STRUCTURAL STEEL PER CM&S 513.20

DESIGN AGENCY  
**wsp**  
 TWO IRANNOVA PLACE  
 SUITE 450  
 COLUMBUS, OHIO 43215

DATE  
 9/10/2020

DRAWN  
 LEL

REVIEWED  
 PUL

DESIGNED  
 TNL

CHECKED  
 SAP

BEAM ELEVATION  
 BRIDGE NO. AUG-075-7.54 L&R  
 1-75 OVER AUGLAIZE RIVER

AUG-75-7.54  
 PID No. 97794

STRUCTURE FILE NUMBER  
 0602256

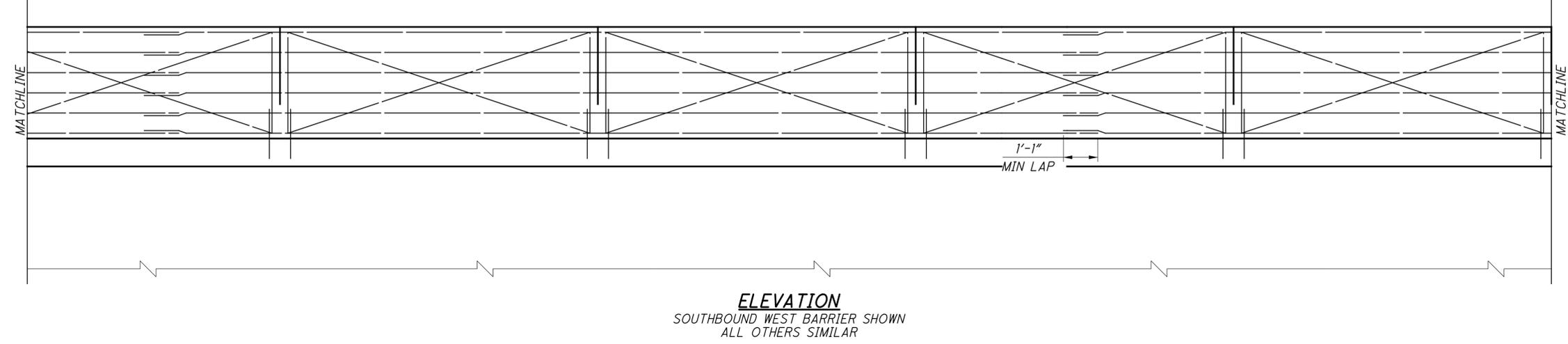
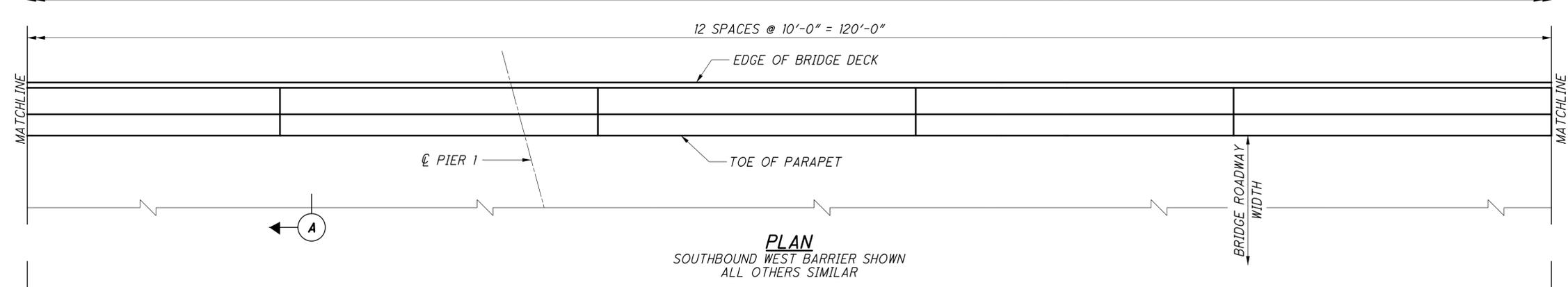
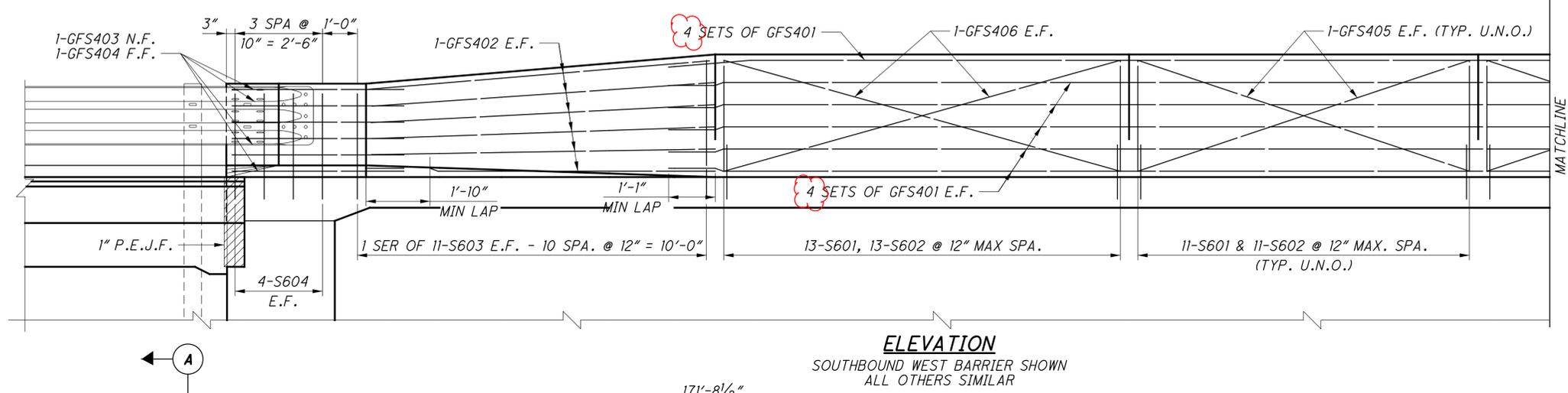
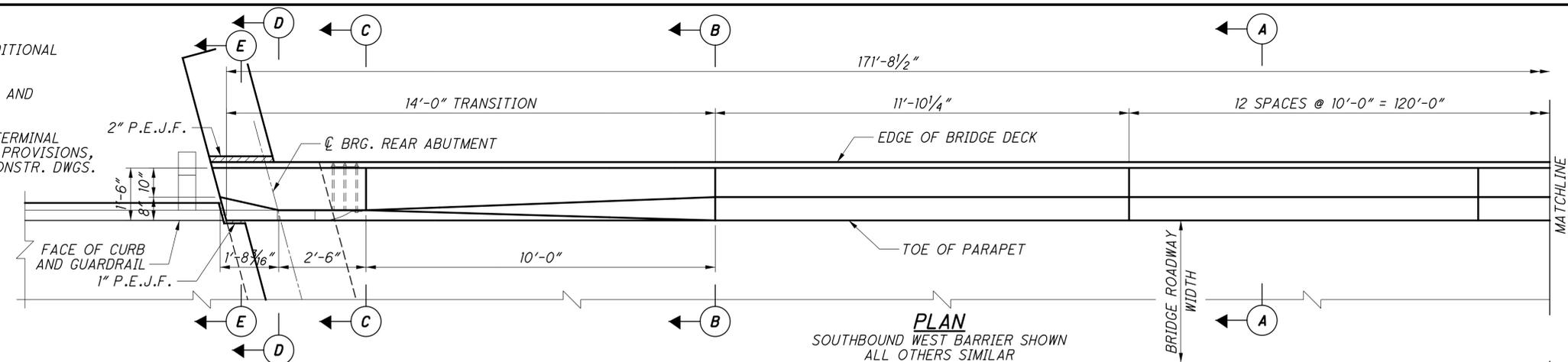
REVISED  
 RT = 0602280

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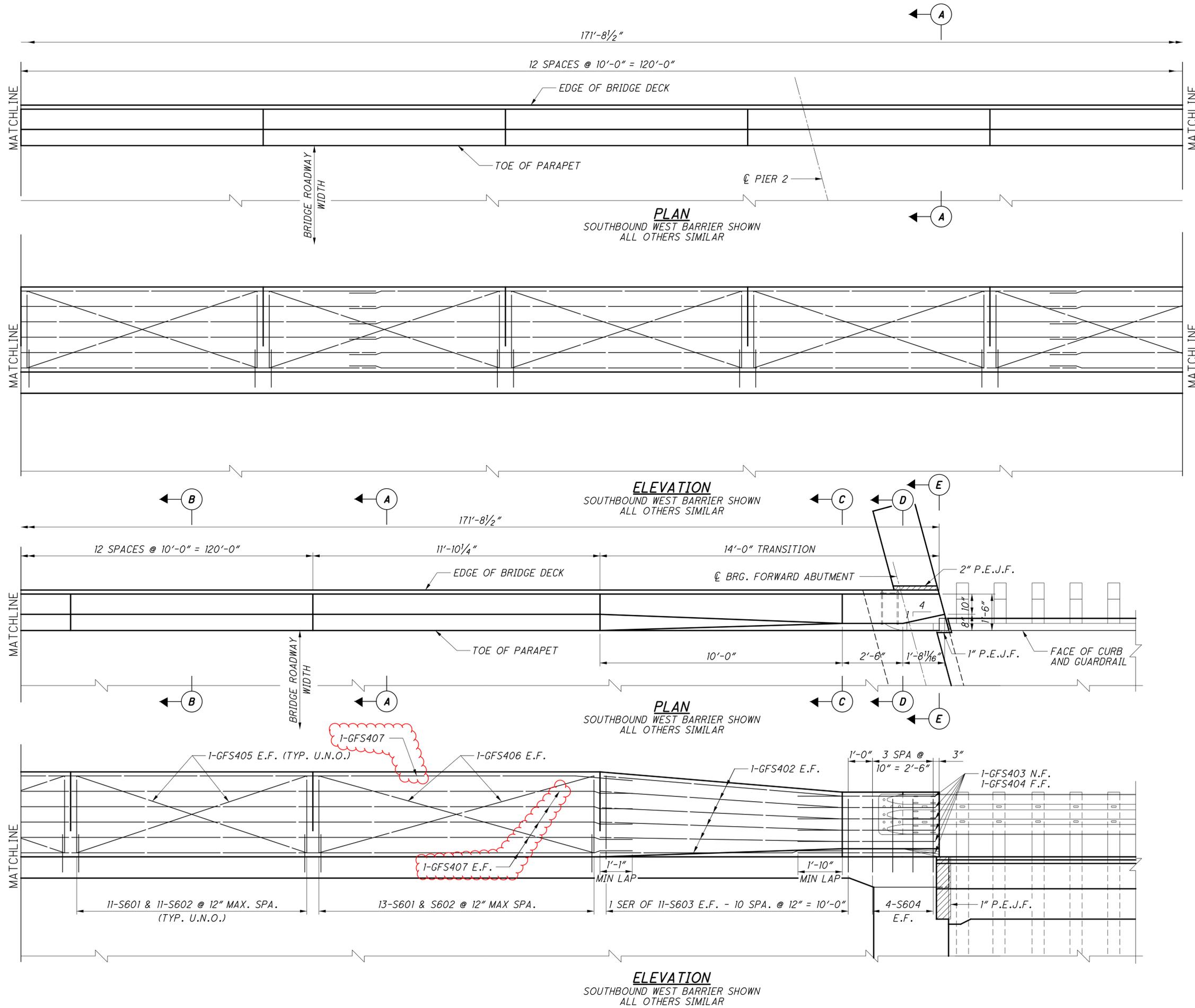
- NOTES:**
- SEE STD. DWG. SBR-1-20 FOR ADDITIONAL DETAILS.
  - FOR SECTION A-A, B-B, C-C, D-D AND E-E, SEE SHEET 37/42.
  - FOR TYPE 1 AND TYPE 2 BRIDGE TERMINAL ASSEMBLY DETAILS AND PAYMENT PROVISIONS, SEE ROADWAY PLANS AND STD. CONSTR. DWGS. MGS-3.1 AND MGS-3.2.



NOTES:

1. FOR NOTES, SEE SHEET 35/42.

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<b>AUG-75-7.54</b> PID No. 97794	<b>RAILING DETAILS</b> BRIDGE NO. AUG-075-7.54 L&R I-75 OVER AUGLAIZE RIVER	DESIGN AGENCY  TWO IRMAHOVA PLACE SUITE 450 COLUMBUS, OHIO 43215	REVIEWED P.J.L. 9/10/2020 STRUCTURE FILE NUMBER LT = 0602256 RT = 0602280	DATE 9/10/2020
DESIGNED T.N.L. CHECKED S.A.P.	DRAWN L.E.L. REVISED			

