

SIGNED:

DATE:

8-10-2022

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

BUT-SR 126-7.66

MORGAN, ROSS TOWNSHIPS

BUTLER COUNTY

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ENGINEER'S SEAL:

FOR CULVERT PLAN SHEETS

MILLING.

MAXWELL L.

BAILEY

E-78411

EGISTERED

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8-10-2022

SIGNED:

DATE:

TEOFO

OF OHIO

GARRET T.

FREEMAN

SIGNED

DATE:

SPECIAL

PROVISIONS

WATERWAY

PFRMIT

8/15/2022

SUPPLEMENTAL

SPECIFICATIONS

7/15/22

10/19/18

4/17/15

4/17/20

1/21/2

800-2019

832

961

878

4/16/21

1/18/19

4/19/19

1/20/17

4/19/19

1/17/20

1/17/20

1/17/20

7/17/20

1/17/20

7/19/19

1/17/14

7/15/22

1/21/22

STANDARD CONSTRUCTION

DRAWINGS

1/21/22 MT-96.11

1/18/19 MT-96.26

7/19/13 MT-97.10

7/15/22 MT-97.12

7/17/20 MT-99.20

7/16/21 MT-101.70

1/19/18 MT-101.75

7/19/13 MT-101.90

1/18/13 MT-105.10

7/15/11 TC-74.10

7/15/16

4/17/20

MT-101.60

TC-61 30

TC-65.10

TC-65.11

BP-3.1

RP-3.2

BP-4.1

82-51

BP-7.1

MGS-1.1

MGS-2.1

MGS-4.2

MGS-4.3

MGS-5.3

RM-4.2

DBR-3-11

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505 S. STATE ROUTE 741

LEBANON, OHIO 45036

FEDERAL PROJECT NUMBER

E161459

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

RESURFACING, REPLACING A CULVERT AND SOME MINOR BRIDGE REPAIR ON A PORTION OF SR 126 IN BUTLER COUNTY.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: ESTIMATED CONTRACTOR EARTH DISTURBED AREA: NOTICE OF INTENT EARTH DISTURBED AREA:

0.9 ACRES 0 ACRES N/A (NOI NOT REQUIRED) SHEET

TITLE

ESIGN AGENCY

JED

REVIEWE

102539

P.1 35

TOTAL

DIFCT IF

2019 SPECIFICATIONS

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

> I HEARBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE PART TIME CLOSING TO TRAFFIC OF THE HIGHWAY AS NOTED ON SHEET 11. DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS FOR MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED Tamy K Cephell DATE 8. 10.2022

DISTRICT DEPUTY DIRECTOR

APPROVED

DATE

DIRECTOR, DEPARTMENT OF TRANSPORTATION

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK LISTED IN THE GENERAL SUMMARY FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED "AS DIRECTED BY THE ENGINEER UNLESS AUTHORIZED BY THE ENGINEER". THE ACTUAL WORK LOCATIONS AND QUANTITIES USED AT THE ENGINEER'S DIRECTION SHALL BE MADE A MATTER OF RECORD BY INCORPORATION INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF THE RESURFACING OPERATION. THIS WILL BE NECESSARY TO ASSURE THE CORRECT PLACEMENT OF MARKINGS IN ORIGINAL LOCATIONS (EXCEPT WHERE NOTED *). FOR CENTER LINE MARKINGS, THE CONTRACTOR

SHALL INSTALL THE PASSING/NO PASSING ZONE MARKINGS

ACCORDING TO THE CURRENT CENTER LINE LOGS

AVAILBLE AT http://www.dot.state.oh.us/Divisions/Operations/Traffic/miscellaneous/ Pages/CenterlinePassingandNoPassingZoneLogs.aspx PAYMENT FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

* THE SECTION FROM S.L.M. 9.3 TO 9.5 PLACE CENTER LINE IN MIDDLE OF ROADWAY AND TRAVELED LANES SAME WIDTH WITH EDGE LINES. THERE WILL BE A WIDE SHOULDER IN THIS AREA.

CLEARING AND GRUBBING

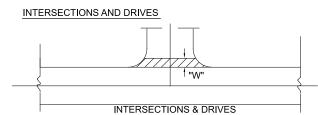
ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT. A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID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

ITEM 623- CONSTRUCTION LAYOUT STAKES, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATION, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 1000' FEET INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMIPERMANENT CONDITION.

ITEM 254- PAVEMENT PLANING, ASPHALT CONCRETE

THE PLANING SHALL BE SCHEDULED SO AS TO BE COVERED BY THE INTERMEDIATE COURSE PRIOR TO REOPENING THE LANE TO TRAFFIC. THE COST OF THE ABOVE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE RESPECTIVE ITEM. A DISINCENTIVE IN THE AMOUNT OF \$3,300 SHALL BE ASSESSED FOR EACH DAY, OR PORTION THEREOF, A PLANED SURFACE IS OPEN TO TRAFFIC.

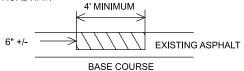


INTERSECTION AND DRIVES QUANTITIES ARE INCLUDED IN THE ASPHALT CONCRETE QUANTITIES. INTERSECTION QUANTITIES HAVE BEEN ESTIMATED AT 15' MEASURED FROM EDGE OF PAVED SHOULDER, DRIVE QUANTITIES HAVE BEEN ESTIMATED AT 3' "W" MEASURED FROM EDGE OF PAVED SHOULDER.

PERFORM WORK PER SPECIFIED OFFSET LIMITS UNLESS THERE IS AN EXISTING JOINT LOCATED CLOSER TO THE EDGE OF PAVED SHOULDER, IN WHICH CASE END WORK AT SAID JOINT.

ITEM 253- PAVEMENT REPAIR (A)

AN ESTIMATED QUANTITY OF 600 CU YDS OF ITEM 253-PAVEMENT REPAIR HAS BEEN CARRIED TO THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER. THIS OPERATION SHALL BE PERFORMED BEFORE PAVEMENT PLANING OF ROADWAY.



EXISTING DETERIORATED ASPHALT SHALL BE REMOVED TO A MAXIMUM DEPTH OF 6 INCHES OR AS DIRECTED BY THE ENGINEER AND REPLACED WITH ITEM 301, ASPHALT CONCRETE BASE SHALL BE COMPACTED AS PER 401.15 AND IN APPROXIMATELY EQUAL LAYERS. THE LOCATIONS AND SIZE OF THE REPAIRS SHALL BE DETERMINED BY THE ENGINEER.

COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

COFFERDAMS AND EXCAVATION BRACING INSTALLED FOR THE PROJECT ARE FOR DEWATERING THE WORK AREA AND ARE CONSIDERED FILL. COFFERDAMS AND EXCAVATION BRACING DESIGN, CONSTRUCTION, AND REIMBURSEMENT FOR DAMAGE IS BASED ON CMS 503. THE CONTRACTOR MUST COMPLY WITH ANY IN-STREAM RESTRICTION IN THE SPECIAL PROVISIONS WATERWAY PERMIT, ADDING FILL TO THE STREAM TO DEWATER THE WORK AREA REQUIRES A TEMPORARY ACCESS FILL (TAF) SUBMISSION PER THE SPECIAL PROVISIONS.

IF THE CONTRACTOR CHOOSES TO PERFORM 250 LINEAL FEET OR LESS OF THE REHABILITATION WORK REQUIRED IN THE PLANS PER LOCATION: ALL REQUIREMENTS OF CMS 503 APPLY, UNLESS STIPULATED ELSEWHERE IN THIS NOTE.

IF THE CONTRACTOR CHOOSES TO PERFORM MORE THAN 250 LINEAL FEET OF THE REHABILIATION WORK REQUIRED BY THE PLANS PER LOCATION: EVEN IF THE ACTUAL WATER ELEVATON EXCEEDS 3 ABOVE THE STATED ORDINARY HIGH WATER MARK THE DEPARTMENT WILL ONLY REIMBURSE THE CONTRACTOR FOR RESULTING DAMAGE TO A MAXIMUM OF 250 LINEAL FEET OF WORK PROTECTED BY THE COFFERDAM. ALL OTHER PROVISIONS OF CMS 503 APPLY.

IF THE CONTRACTOR CHOOSES TO IMPACT THE STREAM DURING THE MONTHS OF APRIL THROUGH OCTOBER: ALL REQUIREMENTS OF CMS 503 APPLY, UNLESS STIPULATED ELSEWHERE IN THIS NOTE.

IF THE CONTRACTOR CHOOSES TO IMPACT THE STREAM AT ANY TIME IN THE MONTHS OF NOVEMBER THROUGH MARCH: EVEN IF THE ACTUAL WATER ELEVATION EXCEEDS 3 FEET ABOVE THE STATED ORDINARY HIGH WATER MARK THE DEPARTMENT WILL NOT REIMBURSE THE CONTRACTOR FOR RESULTING DAMAGE TO THE WORK PROTECTED BY THE COFFERDAM. ALL OTHER REQUIREMENTS OF CMS 503 APPLY.

SOLE SOURCE AQUIFER PROTECTION

THIS PROJECT IS LOCATED WITHIN THE GREAT MIAMI SOLE SOURCE AQUIFER FROM SLM 7.66 TO SLM 9.29 AND SLM 10.27 TO SLM 11.46. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. DO NOT STORE FUELS. TOXIC/HAZARDOUS MATERIALS. AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS, THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY, REPORT ALL SPILLS OR EVENTS TO BUTLER COUNTY WATER AND SEWER, (513) 887-3066. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT ROSS TOWNSHIP FIRE DEPARTMENT (STATION 101), (513) 738-2023 OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

ITEM 202 BRIDGE TERMINAL ASSEMBLY REMOVED

THIS PAY ITEM IS TO INCLUDE REMOVAL OF ALL EXTRA GUARDRAIL COMPONENTS IN EXCESS OF NORMAL GUARDRAIL WITHIN THE LIMITS OF THE BRIDGE TERMINAL ASSEMBLY.

ITEM 621- RPM REMOVED/REPLACED

ITEM 621- RPM, Y/Y332 EA ITEM 621- RPM, W/W16 EA	
THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:	
ITEM 621- RPM348 EA ITEM 621- RPM REMOVED348 EA	

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM. BEAM SPLICE AS SHOWN IN AASHTO M 180-12. EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN

WHERE DESIGNATED, EXISTING ANCHOR ASSEMBLIES INCLUDING ALL POSTS AND HARDWARE SHALL BE REMOVED. THIS ITEM SHALL ALSO INCLUDE THE REMOVAL OF THE ENTIRE CONCRETE ANCHOR AND CONCRETE ENCASEMENT. ALL HOLES LEFT AFTER REMOVAL OF ASSEMBLIES AND POSTS SHALL BE FILLED WITH GRANULAR MATERIAL AS DIRECTED BY THE ENGINEER. PAYMENT SHALL INCLUDE ALL NECESSARY LABOR AND FOUIPMENT REQUIRED TO PERFORM THE WORK AS INDICATED ABOVE. PAYMENT SHALL BE AT THE UNIT BID PRICE.

GUARDRAIL POST

THIS PROJECT REQUIRES THE INSTALLATION OF NEW GUARDRAIL POSTS. SURVEY WORK HAS NOT BEEN PERFORMED ON THIS PROJECT. NOR HAVE THE UTILITY LOCATIONS BEEN CONFIRMED IN THE FIELD, IN ADDITION TO CMS 105.07, IF, DURING THE COURSE OF INSTALLING ANY NEW GUARDRAIL COMPONENT, IT IS DETERMINED THAT A UTILITY CONFLICT MAY RESULT, THE CONTRACTOR IS TO NOTIFY THE PROJECT ENGINEER IMMEDIATELY. UTILITIES ARE NOT BE RELOCATED AS A RESULT OF THIS OPERATION. ADJUSTMENTS TO THE PROPOSED GUARD-RAIL WILL ACCOMMODATE THE EXISTING UTILITY. THE CON-TRACTOR IS RESPONSIBLE FOR INSTALLING THE GUARDRAIL VIA MEANS THAT WOULD BE COMPLIANT WITH THE IMPACTED UTILITY'S SAFETY GUIDELINES AS WELL AS STILL MEETING ODOT'S DESIGN CRITERIA. ANY MINOR ADJUSTMENTS MADE TO THE PRO-POSED GUARDRAIL INSTALLATIONS SHALL BE INCIDENTAL TO PAY ITEM 606.

GUARDRAIL REPLACEMENT

NO HAZARD SHALL BE LEFT UNPROTECTED EXCEPT FOR THE ACTUAL TIME NECESSARY TO REMOVE THE EXISTING GUARDRAIL, PREPARE THE SITE, AND INSTALL THE NEW GUARDRAIL/BARRIER IN A CONTINUOUS OPERATION. THE REMOVAL OF ALL GUARDRAIL/BARRIER SHALL AT ALL TIMES BE AS DIRECTED BY THE ENGINEER. NO GUARDRAIL/BARRIER SHALL BE REMOVED UNTIL THE REPLACEMENT MATERIAL IS ON SITE READY FOR INSTALLATION. FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE DEEMED SUFFICIENT CAUSE TO ORDER WORK SUSPENDED UNTIL SUCH TIME AS THE ENGINEER IS ASSURED OF COMPLIANCE.

ITEM 606 BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN

THIS PAY ITEM SHALL INCLUDE THE COST TO FURNISH AND INSTALL ALL GUARDRAIL COMPONENTS (NORMAL AND EXTRA) OF THE 25' LONG BRIDGE TERMINAL ASSEMBLY, TYPE 4 AS SEEN ON THE PLAN INSERT SHEET.

ITEM 611 - MANHOLE ADJUSTED TO GRADE

THIS WORK SHALL CONSIST OF ADJUSTING MANHOLES TO GRADE PRIOR TO THE APPLICATION OF THE SURFACE COURSE AS DIRECTED BY THE ENGINEER. THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE G REFLECTIVE SHEETING, PER CMS REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER. ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE. PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER. ADA WAIVER AN APPROVED ADA DESIGN WAIVER IS REQUIRED ON THIS PROJECT. THE FOLLOWING FEATURES LISTED BELOW CANNOT FEASIBLY BE CONSTRUCTED TO MEET ADA GUIDELINES. ADA DESIGN WAIVER

UTILITIES LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS: DUKE ENERGY - ELECTRIC (DISTRIBUTION) 2010 DANA AVE CINCINNATI, OH 45207 513-514-8211 (AARON WRIGHT) Aaron.Wright@duke-energy.com SOUTHWEST REGIONAL WATER DISTRICT 3640 OLD OXFORD HIGHWAY HAMILTON, OH 45013 513-896-3350 (TOM PUCKETT) puckettt@swwater.org CINCINNATI BELL 221 E. 4TH ST, BLDG. 121-900 CINCINNATI, OH 45201 513-566-3154 (NANCY MORRIS) nancy.morris@cinbell.com ENTERPRISE PRODUCTS OPERATING LLC 9420 W. SAM HOUSTON PKWY. NORTH HOUSTON TEXAS 77064 281-887-3312 (REBECCA CURRY) land_encroachments@eprod.com

ADA FEATURE APPROVAL DATE SHEET NUMBERS RMP0002468 08/10/2022 24 (CR-1)

IFD REVIEWE 102539 P.2 35

GENERAL NOT

ASBESTOS NOTIFICATION

A CERTIFIED ASBESTOS INSPECTOR FROM ODOT WILL INSPECT THE BRIDGE STRUCTURE(S) SCHEDULED FOR DEMOLITION AND/OR REHABILITATION. IF ASBESTOS CONTAINING MATERIAL IS PRESENT, THE ASBESTOS CONTAINING MATERIAL SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. THE CONTRACTOR SHALL ENSURE THAT THE ABATEMENT, TRANSPORT, AND DISPOSAL OF ASBESTOS CONTAINING MATERIAL IS CONDUCTED IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS. THE CONTRACTOR SHALL ENSURE THAT ALL DOCUMENTATION RELATED TO THE ABATEMENT, TRANSPORT, AND DISPOSAL OF ASBESTOS CONTAINING MATERIALS IS SUBMITTED TO THE PROJECT ENGINEER FOR RECORD KEEPING WITHIN 2 WEEKS OF COMPLETION.

IF ASBESTOS CONTAINING MATERIAL IS PRESENT, THE DEPARTMENT WILL PROVIDE A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM (PARTIALLY COMPLETED) AND THE ASBESTOS INSPECTION REPORT AT THE PRE-CON MEETING 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 ENOVATION. ONLINE SUBMISSION IS AVAILABLE AT ttp://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

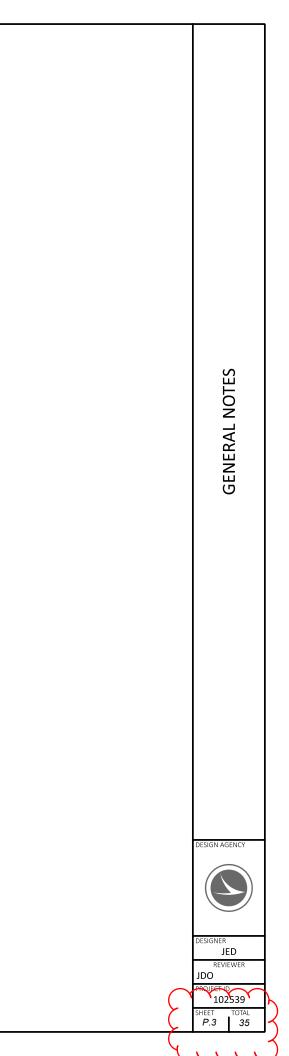
THE FORM SHALL INCLUDE:

 THE CONTRACTORS NAME AND ADDRESS
 THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE STRUCTURE DEMOLITION AND/OR RENOVATION
 DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHODS BE USED
 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, OVER 20 FOOT SPAN, AS PER PLAN

THE CONTRACTOR SHALL FURNISH ALL THE LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PROPERLY ABATE, TRANSPORT, AND DISPOSE OF ASBESTOS CONTAINING MATERIALS IN A LANDFILL LICENSED BY THE LOCAL HEALTH DEPARTMENT AND PERMITTED BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY - DIVISION OF AIR POLLUTION CONTROL TO ACCEPT ASBESTOS CONTAINING MATERIAL. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN 530E00600 ITEM SPECIAL ¿STRUCTURES, REMOVAL OF ASBESTOS CONTAINING MATERIAL"



MAINTENANCE OF TRAFFIC

NOTIFICATION OF TRAFFIC RESTRICTIONS

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

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

NOTIFICATION TIME TABLE

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ITEM		OF NOTICE DUE TO PERMITS & PIO
RAMP & ROAD		KS 21 CALENDAR DAYS PRIOR TO CLOSURE
CLOSUR		
		14 CALENDAR DAYS PRIOR TO CLOSURE
•		4 CALENDAR DAYS OR TO CLOSURE
CLOSUR	ES &	S 14 CALENDAR DAYS PRIOR TO CLOSURE
RESTRIC	< 2 WEEKS	5 BUSINESS DAYS
	PRI	OR TO CLOSURE
START O	F	14 CALENDAR DAYS
	PATTERN	N/A PRIOR TO IMPLEMENTATION
PLANS R BE REPC	EQUIRING TR	ONDITIONS NOT SPECIFIED IN THE AFFIC RESTRICTIONS SHALL ALSO E PROJECT ENGINEER USING THE ABLE.

CONTACT THE FOLLOWING: DISTRICT PUBLIC INFORMATION OFFICER BY EMAIL AT DOT.D08.PIO@DOT.OHIO.GOV DISTRICT PERMIT SECTION BY EMAIL AT D08.PERMITS@DOT.OHIO.GOV CENTRAL OFFICE SPECIAL HAUL PERMITS SECTION BY EMAIL AT HAULING.PERMITS@DOT.OHIO.GOV

ITEM 614, MAINTAINING TRAFFIC

FOR RESURFACING RELATED WORK A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT ONE LANE OF TWO-WAY TRAFFIC USING FLAGGERS MAY BE MAINTAINED DURING WORKING HOURS, BY USE OF THE EXISTING PAVEMENT.

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
EASIER	

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

DAY OF HOLIDAY OR EVENT TIME ALL LANES MUST BE OPEN TO TRAFFIC

SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY	6:00 AM WEDNESDAY THROUGH (THANKSGIVING ONLY) 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIRE-MENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$40 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

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 CLOS-URES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCOR-DANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

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

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD. A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC. OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY. FOR ASSISTANCE 80 HOURS THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED. ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. ITEM 614- WORK ZONE MARKINGS 3.94 MILES 7 47 MILES 58 FEET **3 94 MILES** 7.47 MILES 58 FEET CALENDAR DAYS DISINCENTIVE WORK WINDOW \$ PER DAY TO COMPLETE START FND

ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03. LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR

THE CONTRACTOR SHALL PLACE WORK ZONE PAVEMENT MARKINGS UPON COMPLETION OF THE ASPHALT INTERMEDIATE AND SURFACE COURSE PRIOR TO OPENING THE ROADWAY TO TRAFFIC. THE FOLLOWING ESTIMATED QUANITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF PER C&MS 614.11. INTERMEDIATE COURSE ITEM 614-WORK ZONE CENTER LINE, CLASS I, 642 PAINT -ITEM 614-WORK ZONE EDGE LINE, CLASS I, 642 PAINT -ITEM 614-WORK ZONE STOP LINE, CLASS I, 642 PAINT -SURFACE COURSE ITEM 614-WORK ZONE CENTER LINE, CLASS III, 642 PAINT -ITEM 614-WORK ZONE EDGE LINE, CLASS III, 642 PAINT -ITEM 614-WORK ZONE STOP LINE, CLASS III, 642 PAINT -WINDOW CONTRACT TABLE USE THE FOLLOWING TABLE AS IN COMBINATION WITH THE PROPOSAL NOTE 129 - WINDOW CONTRACT. THE CONTRACTOR WILL BID THE NUMBER OF CALENDAR DAYS AS LISTED IN THE PROPOSAL. IF THE CONTRACTOR FAILS TO COMPLETE THE CRITICAL WORK ITEMS IN THE WINDOW SPECIFIED THE CONTRACTOR WILL BE SUBJECT TO DISINCENTIVE PER THE TABLE: DESCRIPTION OF CRITICAL WORK COMPLETE ALL WORK

AT CULVERT REPLACEMENT BUT-126-8.69.

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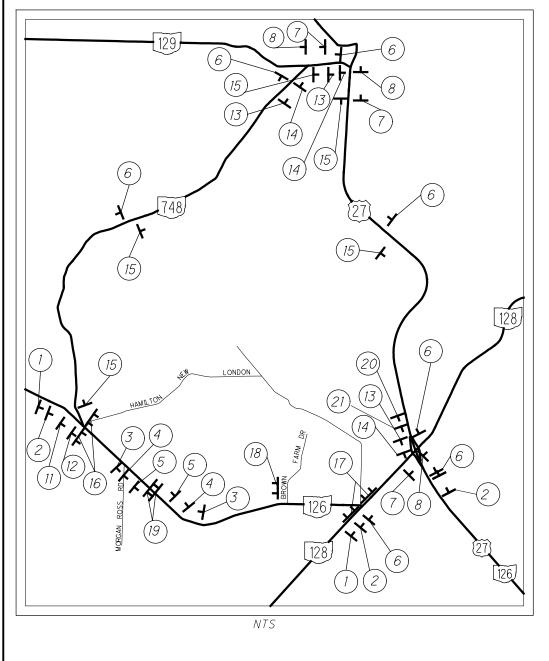
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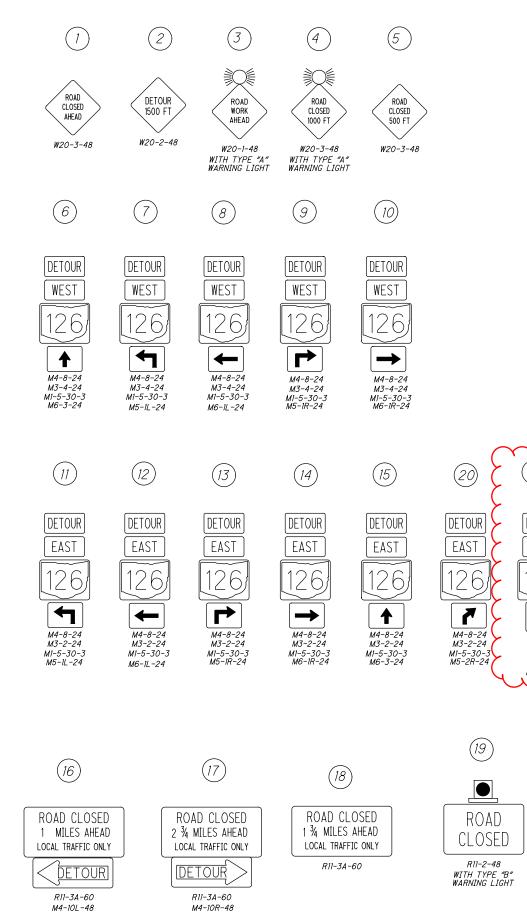
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NOTES

OF TRAFFIC

MAINTENACE

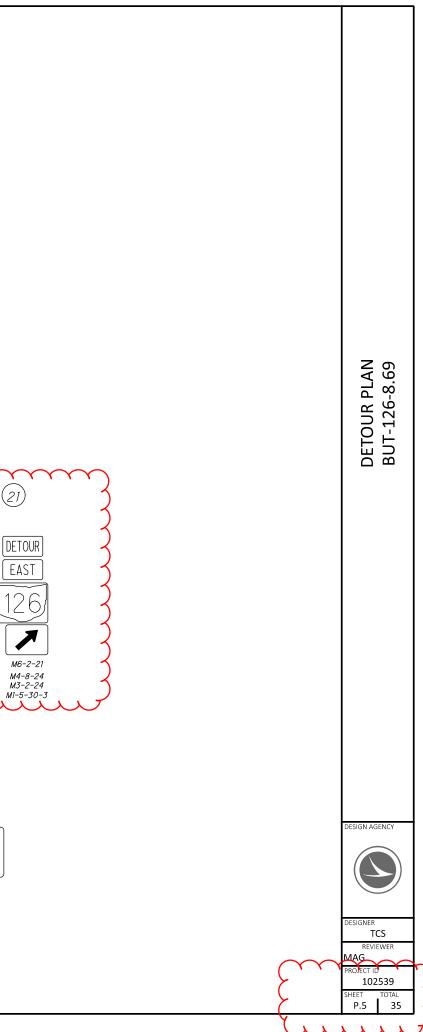




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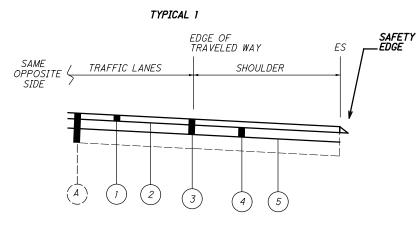
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	2	4	8	9	10	17	22	24	27	31	01/S>2/PV	02/STR/PV	03/STR/PV	04/STR/BR	05/S>2/BR		EXT	TOTAL		
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•						4					4					202	32500	4	FT	CURB AND GUTTER REMOVED
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					4			1			2	2				606	26550	4	EACH	ANCHOR ASSEMBLY, MGS TYPE T
					12						4	8				606	35141	12	EACH	BRIDGE TERMINAL ASSEMBLY, TY
						80					80					608	10000	80	SF	4" CONCRETE WALK
					-															
						222					222					608	52000	222 LS	SF	CURB RAMP
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	2										2					611	99654	2	EACH	MANHOLE ADJUSTED TO GRADE
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•	000					5					5	500				253	02000	5	CY	PAVEMENT REPAIR, (B)
			53,908								25,189	28,719				254	01000	53,908	SY	PAVEMENT PLANING, ASPHALT CO
			543								253	290				254	01600	543	SY	PATCHING PLANED SURFACE
							13						13			301	56000	13	CY	ASPHALT CONCRETE BASE, PG64-
-			0.007				13				2 770	4 200	13			304	20000	13	CY	AGGREGATE BASE
			8,087 1,946				10				3,779 906	4,308 1,040	10			407 441	20000 10000	8,097 1,946	GAL CY	NON-TRACKING TACK COAT ASPHALT CONCRETE SURFACE CO
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			_,															_,		
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									27.1				27.1			601	32100	27.1	CY	ROCK CHANNEL PROTECTION, TY
								799					799			659	10000	799	SY	SEEDING AND MULCHING
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					31				10		11	20	10			626	00110	41	EACH	BARRIER REFLECTOR, TYPE 2, BI-L
									0.01				0.01			642	00104	0.01	MILE	EDGE LINE, 6", TYPE 1
									0.02				0.02			642	00300	0.02	MILE	CENTER LINE, TYPE 1
							1	1		1	3.54	3.93				644	00104	7.47	I NALLE	LUDGE UNE C"
				7.47							4					C 4 4	00000		MILE	EDGE LINE, 6"
				3.94							1.77	2.17				644	00300	3.94	MILE	CENTER LINE
				3.94 58							18	2.17 40				644	00500	3.94 58	MILE FT	CENTER LINE STOP LINE
				3.94 58 84								40				644 644	00500 00620	3.94 58 84	MILE FT FT	CENTER LINE STOP LINE CROSSWALK LINE, 12"
				3.94 58							18					644	00500	3.94 58	MILE FT	CENTER LINE STOP LINE

BUT-SR 126-7.66

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LONG POSTS			K
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			0.19									0.13	0.06				646	10010	0.19	MILE	EDGE LINE, 6"
			0.11	1								0.08	0.03				646	10200	0.11	MILE	CENTER LINE
																					S.
									LS					LS			503	21300	LS		UNCLASSIFIED EXCAVATIO
									3,652					3,652			509	10000	3,652	LB	EPOXY COATED STEEL RE
									7.6					7.6			511	46010	7.6	СҮ	CLASS QC1 CONCRETE, F
									23.3					23.3			511	46510	23.3	СҮ	CLASS QC1 CONCRETE, F
									0.8					0.8			511	46610	0.8	СҮ	CLASS QC1 CONCRETE, H
									214					214			512	33000	214	SY	TYPE 2 WATERPROOFIN
									30					30			516	13600	30	SF	1" PREFORMED EXPANS
				_					LS					LS			518	21230	LS	51	POROUS BACKFILL WITH
									41					41			611	94900	41	FT	8' X 5' CONDUIT, TYPE A
									40.4					40.4			512	10100	40.4	SY	SEALING OF CONCRETE
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	7.47			_								3.54	3.93				614	22360	7.47	MILE	WORK ZONE EDGE LINE
	58											18	40				614	26200	58	FT	WORK ZONE STOP LINE
	58											18	40				614	26610	58	FT	WORK ZONE STOP LINE
												10	10				C1 A	11000			
												LS	LS	LS			614	11000	LS		MAINTAINING TRAFFIC
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TRAFFIC CONTROL CONTINUED		
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PLAN SPLIT	COUNTY- ROUTE	LOG POIN	NT (MILE)	LEN	IGTH	PAVEMENT AREA (Micro- Station	PAVEMENT AREA	PREPARING SUBGRADE FOR SHOULDER		NT PLANING CONCRETE	PATCHING PLANED	NON TRACKING TACK COAT @ 0.09 GAL/SQ	NON TRACKING TACK COAT @		CONCRETE SUR IYPE 1 (446), PG			ALT CONCRETE IATE COURSE, TYPE 2 (446)	COMPACTED AGGREGATE, DEPTH = SURFACE + INTER.	COMPACTED AGGREGATE, 1.5"	WATER @ 20 GAL/CU YD	NOTES
		FROM	то			Generated Area)		PAVING	DEPTH		SURFACE	YD	0.06 GAL/SQ YD	THICK- NESS		SAFETY EDGE	THICK- NESS		THICKNESS	DEPTH, 12" WIDTH		
				MILES	FT	SQ FT	SQ YD	MILES	INCHES	SQ YD	SQ YD	GAL	GAL	INCHES	CU YD	CU YD	INCHES	CU YD	CU YD	CU YD	MGAL	
	120	7.00	7.00	0.22	1740	20726	4415	0.00	2.00	4415 1	45	207.4	264.0	1.25	153.3	7.0	1.75	202 5	10.0		0.40	START AT JOINT SOUTH OF SR 748. PLANE PAVEMENT AND PROVIDE SURFACE COURSE FOR SHOULDER
02./STR/PV	126	7.66	7.99	0.33	1742	39736	4415	0.66	3.00	4415.1	45	397.4	264.9	1.25	153.3	7.0	1.75	203.5	19.9		0.40	WIDENING AT BRIDGE
02/STR/PV	126	7.99	8.61	0.62	3274	71635	7959	1.24	3.00	7959.4	80	716.4	477.6	1.25	276.4	13.1	1.75	386.9	37.4		0.75	
02/STR/PV	126	8.61	9.00	0.39	2059	58029	6448	0.78	3.00	6447.7	65	580.3	386.9	1.25	223.9	8.3	1.75	313.4	23.5		0.47	
02/STR/PV	126	9.00	9.33	0.33	1742	40532	4504	0.66	3.00	4503.6	46	405.3	270.2	1.25	156.4	7.0	1.75	218.9	19.9		0.40	
02/STR/PV	126	9.33	9.66	0.33	1742	48535	5393	0.66	3.00	5392.8	54	485.4	323.6	1.25	187.2	7.0	1.75	262.1	19.9		0.40	
01/S>2/PV	126	9.66	10.16	0.50	2640	62767	6974	1.00	3.00	6974.1	70	627.7	418.4	1.25	242.2	10.6	1.75	339.0	30.2		0.60	
01/S>2/PV	126	10.16	10.66	0.50	2640	61380	6820	1.00	3.00	6820.0	69	613.8	409.2	1.25	236.8	10.6	1.75	331.5	30.2		0.60	
01/S>2/PV	126	10.66	11.13	0.47	2482	57560	6396	0.94	3.00	6395.6	64	575.6	383.7	1.25	222.1	9.9	1.75	310.9	28.3		0.57	
01/S>2/PV	126	11.13	11.46	0.33	1742	42425	4999		3.00	4998.9	50	449.9	299.9	1.25	173.6		1.75	229.1		16.1	1.00	PLANE PAVEMENT AND PROVIDE SURFACE COURSE FOR SHOULDER WIDENING AT BRIDGE
																						END PROJECT AT INTERSECTION ODF SR 1. AND SR 128
ł		TOTA	LALS CARRI	L ED TO GEI	NERAL SU	MMARY		7	\searrow	53908	543	8	.087	\sim	19	946	\searrow	2596	225	5	6	

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PAVEMENT QUANTITIES

ESIGN AGENCY



ESIGNER JED REVIEWER JDO 102539

total 35

HEET **P.8**

BUT-SR 126-7.66 MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 8/11/2022 TIME: 8:38:51 AM USER: jdavis4 pw:\ohiodot-pw.benitey.com:cohiodot-pw-02/Documents/01 Active Projects/District 08/Butler/1022

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PART	COUNTY- ROUTE	LOG POI	INT (MILE)	TOTAL		EDGE LINE 6"	CENTERLINE	STOP LINE		12" CROSSWALK LINE	ISLAND MARKING	EDGE LINE
	KOUTE					WHITE						WHITE
		FROM	TO	MILE		MILE	MILE	FT		FT	SQ FT	MILE
02/STR/PV	BUT-126	7.66	7.99	0.33		0.63	0.32					0.086
02/STR/PV	BUT-126	7.99	8.61	0.62		1.2	0.6	40				0.04
02/STR/PV	BUT-126	8.61	9.00	0.39		0.78	0.39					
02/STR/PV	BUT-126	9.00	9.33	0.33		0.66	0.33					
02/STR/PV	BUT-126	9.33	9.66	0.33		0.66	0.53				40	
01/S>2/PV	BUT-126	9.66	10.16	0.50		1.00	0.5					
01/S>2/PV	BUT-126	10.16	10.66	0.50		1.00	0.5					
01/S>2/PV	BUT-126	10.66	11.13	0.47		0.88	0.44					0.06
01/S>2/PV	BUT-126	11.13	11.46	0.33		0.66	0.33	18		44		
	TOTALS	CARRIED TO	GENERAL SU	MMARY		7.47	3.94	58		84	40	0.19

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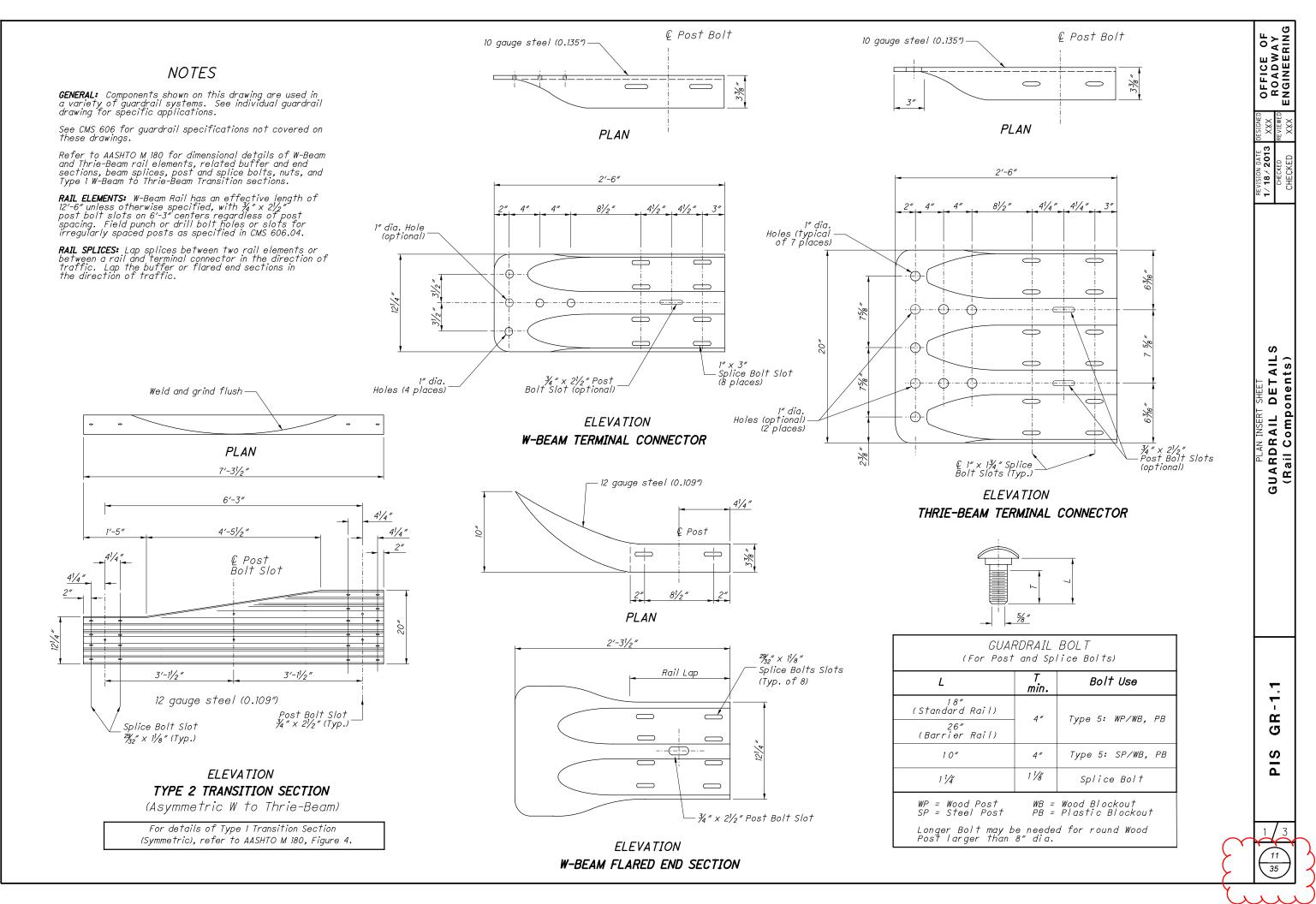
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							ITEM 2	202			ITEN	1 606		ITEM 626	
PART	COUNTY	ROUTE	LOG F	POINT	SIDE	GUARDRAIL REMOVED	ANCHOR ASSEMBLY REMOVED, TYPE A, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE T	BRIDGE TERMINAL ASSEMBLY REMOVED	GUARDRAIL, TYPE MGS WITH LONG POSTS	ANCHOR ASSEMBLY, MGS TYPE E	ANCHOR ASSEMBLY, MGS TYPE T	BRIDGE TERMINAL ASSEMBLY, TYPE 4, AS PER PLAN	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
			FROM	ТО	-	FT	EACH	EACH	EACH	FT	EACH	EACH	EACH	EACH	
02/STR/PV	BUT	126	7.810	7.830	LEFT	75.0	1		1	50.0	1		1	2	
02/STR/PV	BUT	126	7.810	7.830	RIGHT	75.0	1		1	75.0		1	1	2	12.5' MGS ALONG RADI
02/STR/PV	BUT	126	7.840	7.850	LEFT	113.0	1		1	62.5	1		1	2	
02/STR/PV	BUT	126	7.840	7.850	RIGHT	75.0	1		1	50.0	1		1	2	
02/STR/PV	BUT	126	7.950	8.000	RIGHT	75.0	2	-		50.0	2				
02/STR/PV	BUT	126	7.950	8.010	LEFT	75.0	2			50.0	2				
02/STR/PV	BUT	126	8.060	8.600	LEFT	75.0	1			50.0	1			2	
										105.0					10.51
02/STR/PV 02/STR/PV	BUT BUT	126 126	8.490 8.490	8.490 8.490	LEFT RIGHT	175.0 138.0	1		1	125.0 87.5	1		1	2 2	12.5'
	DUT			0.500						75.0					
02/STR/PV 02/STR/PV	BUT BUT	126 126	8.520 8.520	8.520 8.520	LEFT RIGHT	100.0 100.0	1	1	1	75.0 50.0	1	1	1	2 2	
		426	10.000	10.000	LEET	75.0				50.0				2	
01/S>2/PV	BUT	126	10.690	10.690	LEFT	75.0	1			50.0	1			2	
01/S>2/PV	BUT	126	10.810	10.810	LEFT	75.0	1			50.0	1			2	
01/S>2/PV	BUT	126	10.810	10.810	RIGHT	75.0	1			50.0	1			2	
01/S>2/PV	BUT	126	11.120	11.120	LEFT	75.0	1		1	50.0	1		1	2	
01/S>2/PV	BUT	126	11.120	11.120	RIGHT	63.0	1		1	56.25		1	1	2	6.25' GUARDRAIL ON RAD
01/S>2/PV	BUT	126	11.150	11.150	LEFT	88.0	1		1	37.5	1		1	1	
01/S>2/PV	BUT	126	11.150	11.150	RIGHT	63.0	1		1	56.25	1	1	1	2	6.25' GUARDRAIL ON RAD
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BUT-SR 126-7.66 MODEL: Sheet PAPERSIZE: 34:22 (In.) DATE: 8/12/2022 TIME: 11:31:56 AM USER: jdaMs4

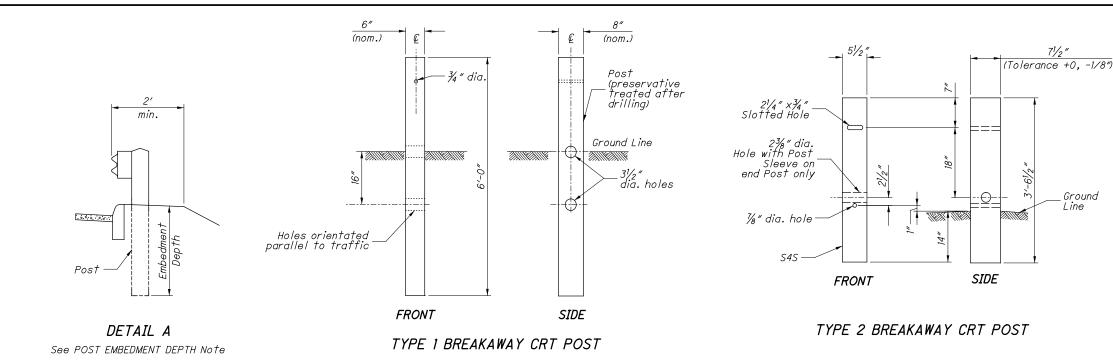
NOTES	
FOOTPRINT WILL INCREASE BY 25' ADIUS (5' MAX) AT DRIVE. FOOTPRINT WILL INCREASE BY 12.5'	
MATCH EXISTING FOOTPRINT FOOTPRINT WILL INCREASE BY 25'	E
FOUTPAINT WILL INCREASE DT 23	
.5' MGS ALONG RADIUS (5' MAX) AT DRIVE. MATCH EXISTING FOOTPRINT	DRAI
MATCH EXISTING FOOTPRINT	GUARDRAIL QUANTITIES
MATCH EXISTING FOOTPRINT	er
EXTEND FOOTPRINT BY 25' ADIUS (5' MAX) AT DRIVE. FOOTPRINT WILL SIGHTLY INCREASE.	
MATCH EXISTING FOOTPRINT	
ADIUS (5' MAX) AT DRIVE. FOOTPRINT WILL SIGHTLY INCREASE.	
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NOTES

GUARDRAIL HEIGHT: For initial installation, construct the guardrail within ± 1" of the standard height, h, or **29"** to the top of W-Beam rail. (See MEASURING GUARDRAIL HEIGHT Detail.) When subsequent projects, such as resurfacings, affect the height of existing guardrail, the finished height is to be within ±2.5" of the standard height.

POST EMBEDMENT DEPTH: Standard embedment is 3'-5" min. Where less than 2' of graded shoulder width (10:1 or flatter) exists, measured from the face of the guardrail (see DETAIL "A"), use longer posts so that a minimum of 5'-5" embedment depth is provided. Payment for the longer posts will be made at the unit price bid for **ITEM 606** -GUARDRAIL POST, 9', Each.

SPECIAL POST MOUNTINGS: Install posts located over a drainage inlet or structure as shown in the FOOTING ANCHOR Detail, or anchor per the details shown on **SCD GR-2.2**.

Install posts located over a footing with a cover of less than 2'-6" with a footing anchor as detailed here. (A plate, as detailed on SECTION B-B of **SCD GR-2.2**, may be used as an alternative attachment method.) Where the cover is between 2'-6" and 3'-5",the footing anchor may be omitted and the post encased instead with 4" (min.) of concrete.

Do not drive posts located over a culvert with less than 4'-3" of cover; instead set in drilled or dug holes. Where the available post embedment depth is less than 3'-5", encase the post with a minimum of 4" concrete.

All costs associated with special post mountings are included in the unit price bid of Item 606 Guardrail of the type specified in the plans.

ANCHORS: Holes and grouting shall comply with CMS 510. Use either cement or non-shrink, nonmetallic grout.

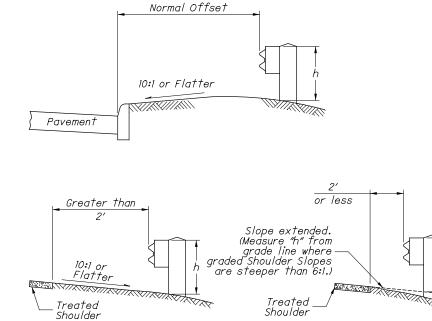
Expansion shield anchors as specified in CMS 712.01 may be substituted except where concrete deterioration has occurred, as determined by the Engineer. Where self-drilling anchors are used, drill the holes with the expansion shield (not by a drill bit) and install the shield flush with the concrete surface.

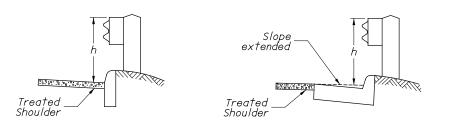
PROTECTIVE COATING: In lieu of the complying with CMS 710.06, coat expansion shields, anchors and concrete insert anchor assemblies embedded in concrete in accordance with ASTM A 153 or be of stainless (See sheet 3 for Concrete Insert Anchor Assembly Detail.)

12" Steel Pipe or Piling

Std. Steel Washer and Hex Nut

¾″ Plate





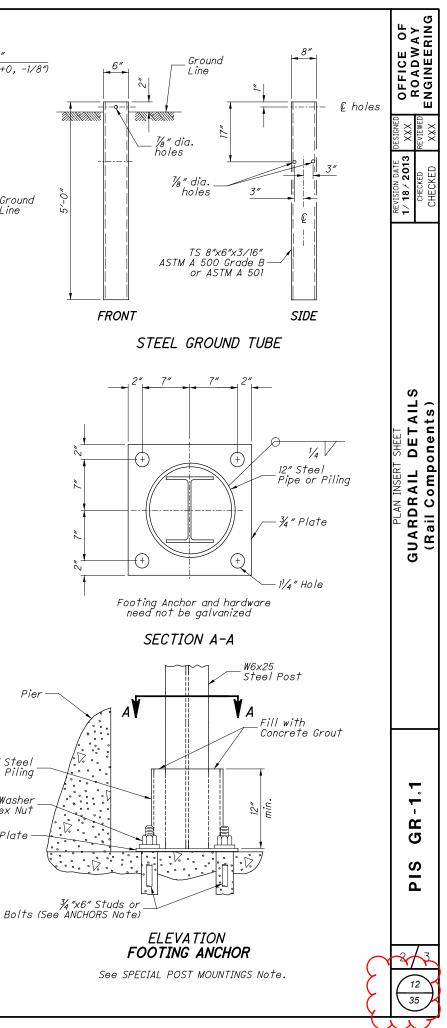
h = Standard Height (See GUARDRAIL HEIGHT Note)

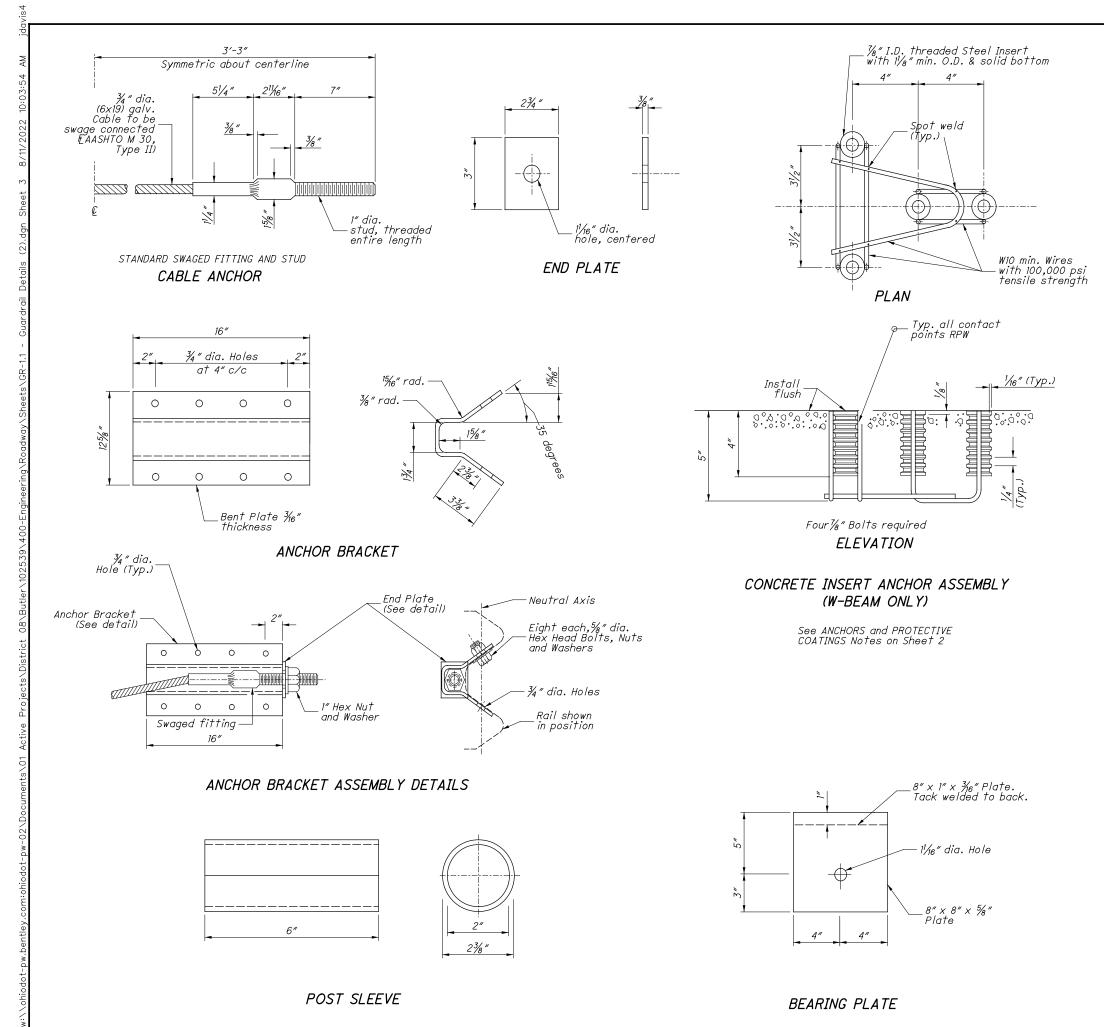
MEASURING GUARDRAIL HEIGHT

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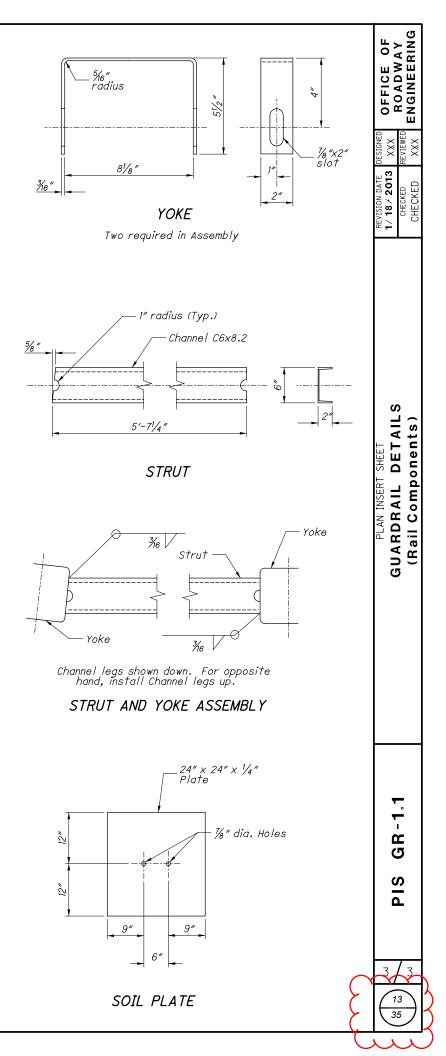




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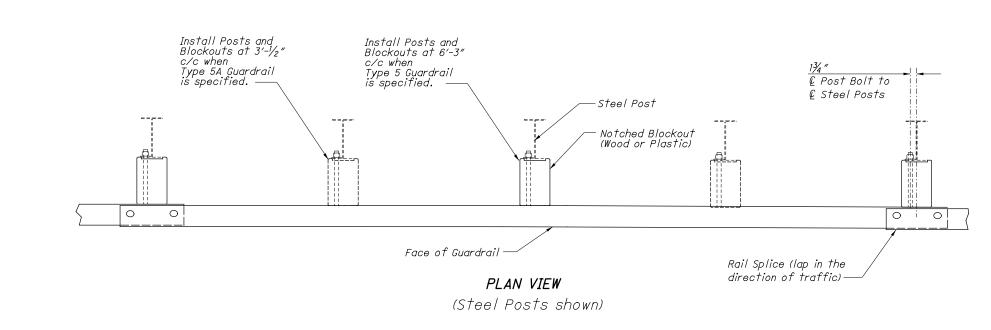


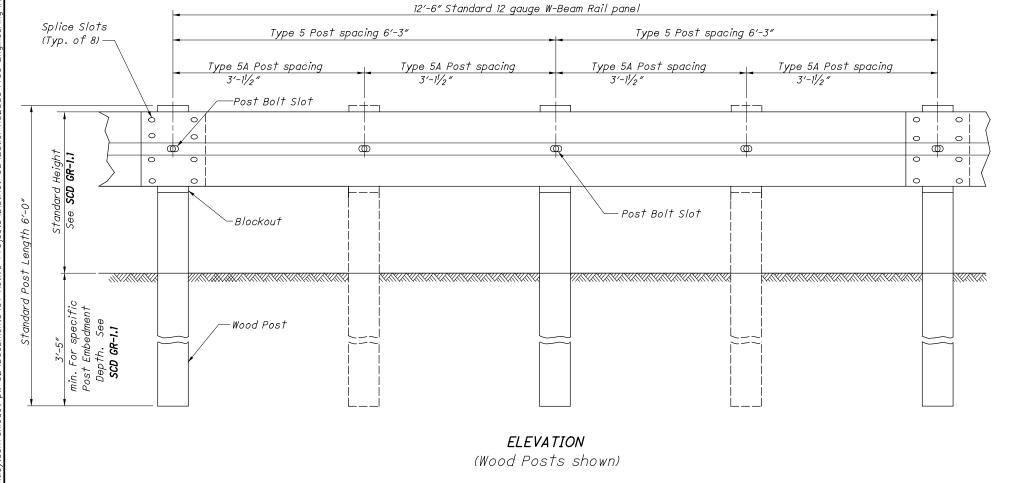




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	NOTE	S			0F AY BING
RAIL: Use W-Beam ra A, as specified in CM		ASHTO M 180	0 Type II Clo	155	L 2 m
POSTS: Posts may be posts may be round	ə constructe or 6"x8" sque	əd of wood are-sawed.	or steel. W	Wood	OFFICE NGINEE
Use round wood post round posts shall be and not more than 3" taper.	8″±1 in diam	eter at th	e top	7	
Fabricated wood pos pressure-treated as if required, trim the set.	ts with squa per CMS 710 tops of pa	are ends. 1 9.14. Bore 1 osts after	Posts shall i bolt holes a the posts a	be nd, re	REVISION DATE D 1/18/2013 CHECKED
Steel posts are to b Use the same type c project unless other permitted by the End	of post thro wise specif	uqhout the	e length of i	the	1/18 CH
All posts are 6'-0" lo the Contract Docume or may be driven to	ent. Posts i	pecified of may be set	therwise in in drilled h	oles	
WELDED BEAM POSTS: I for Item 606, Guardra are as shown here. comply with ASTM A i MPa yield point] with	ail, provideo Welding of † 769, Class 1,	d the web c he web to using Grad	and flange si the flanges e 36 steel [izes must	
Sec. 7.2 Test re		ensile prope	erties for		A
Sec. 12 Beams	that have in ling shall no	nperfection	s repaired		ى ھ
Departr	samples sho ment from m oject site, c ted by the	aterials de	livered to		RT SHEET
ALTERNATE POSTS: En NCHRP 350 criteria, c Management's Approv alternate when insta instructions and with List.	ind listed or ed List are lled accordi	n the Óffic permitted ng to the M	ce of Măteri as an equal Manufacturer	'als -'s	PLAN INSERT UARDRAIL TY
BLOCKOUTS: Blockout Wood Blockouts are T CMS 710.14. Bore bol may be used in lieu o list is maintained by	to be pressu t holes - An	ire tre'ated proved alte	l as spécifie ernate block	ed in couts	GUAR
WASHERS: Install appr washers on the nut s					
DELINEATION: For barı					
MISCELLANEOUS: For a	ther guardr	ail details,	. see SCD GR	-1.1.	
STEEL	BEAM POST	S (English)			-
	Beam	Flange	Flange	Web	N N
~	depth	width	thickness	thickness	I I
Size Rolled W6x8 5		3 91/	0 193"	0 170″	<u>۲</u>
Size Rolled W6x8.5 Rolled W6x9	5.8″ 5.9″	3.94″ 3.94″	0.193″ 0.215″	0.170″ 0.170″	G R
Rolled W6x8.5	5.8″			0.170″ 0.170″ 0.170″	S GR

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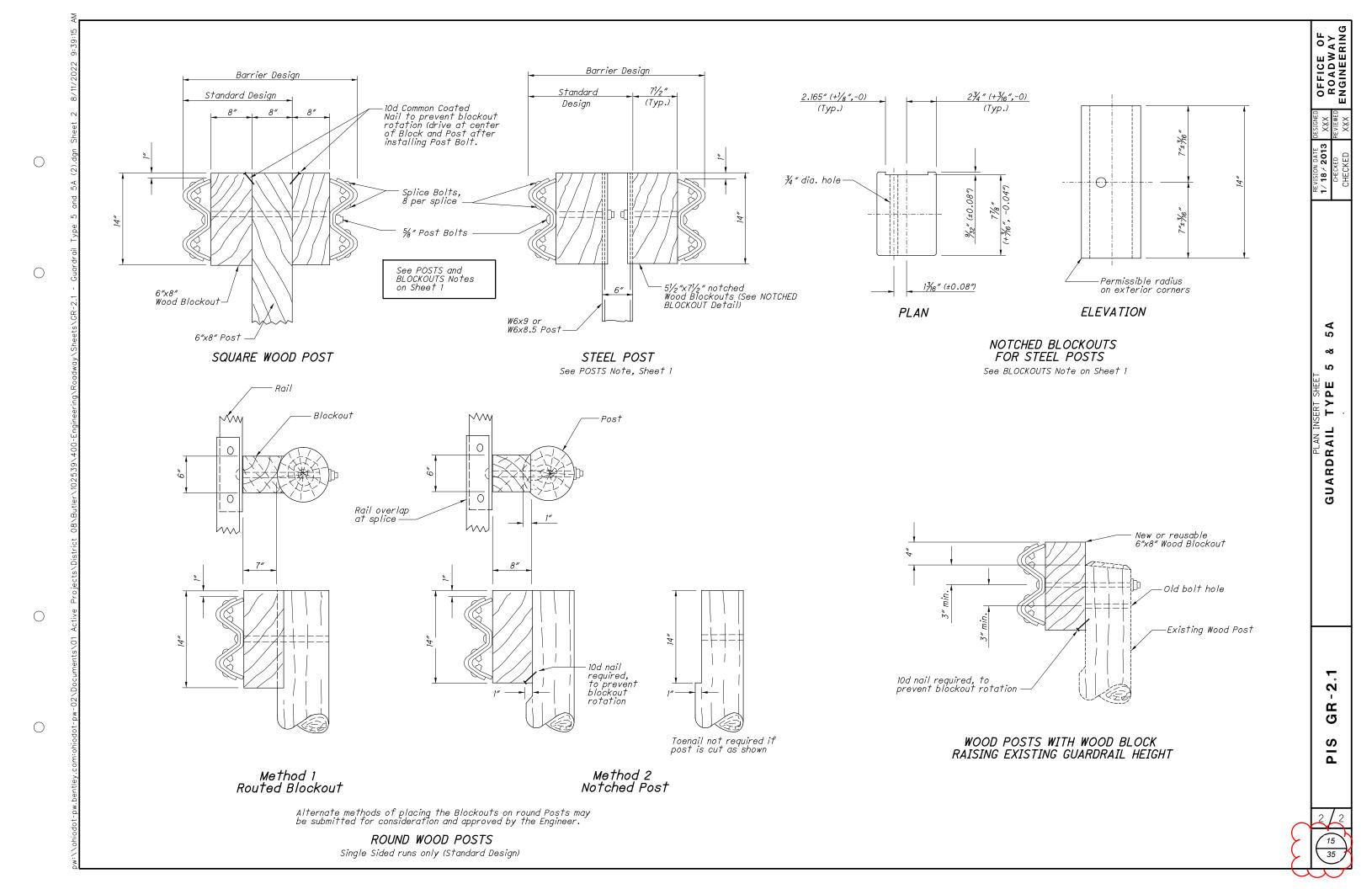


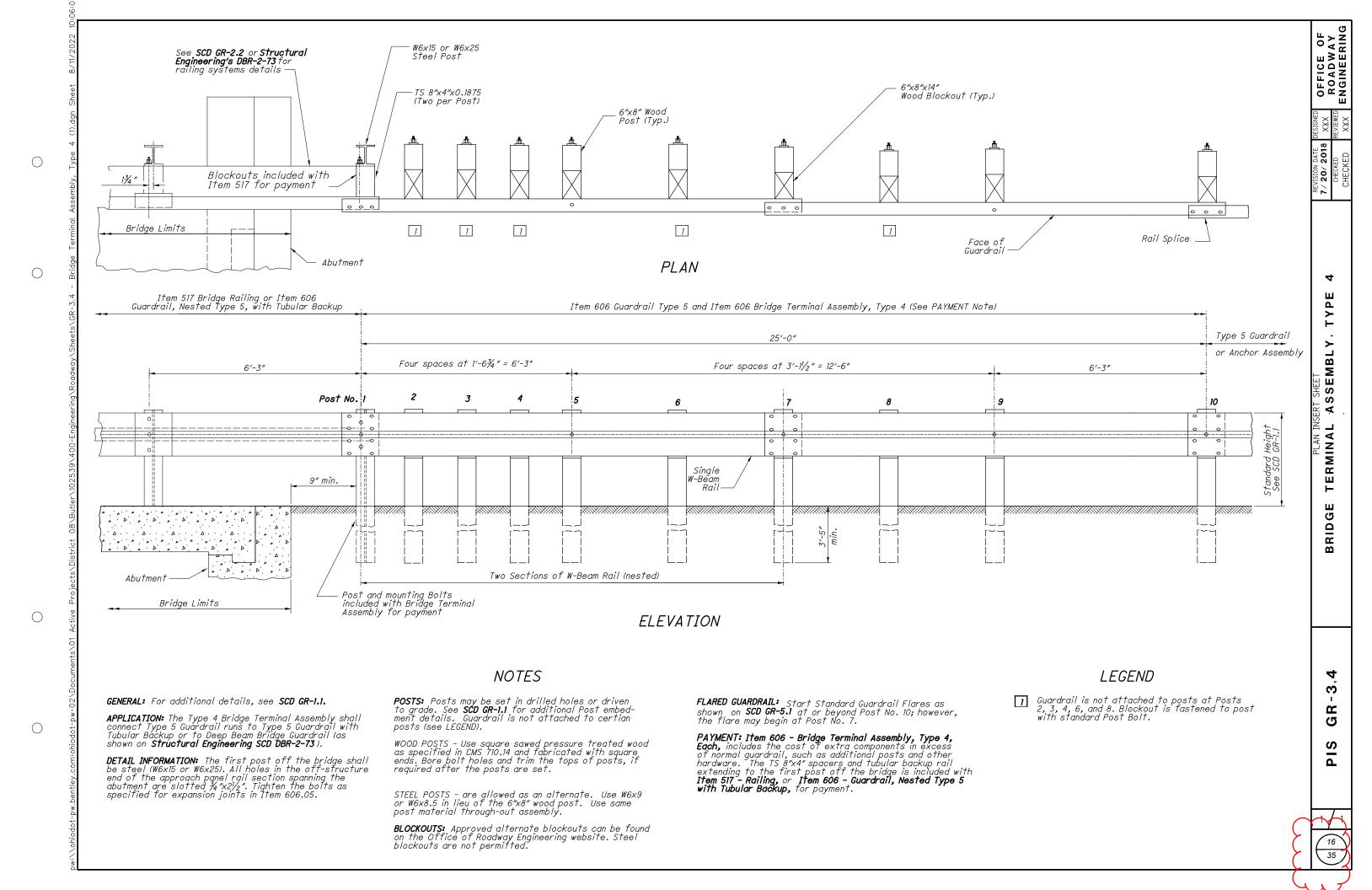


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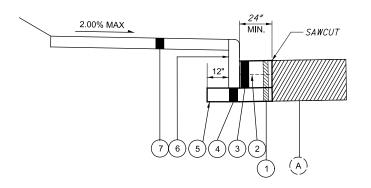


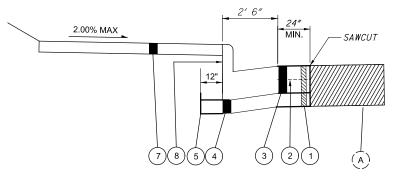


TYPICAL SECTION 1



- 2 ITEM 407 NON-TRACKING TACK COAT
- (3) ITEM 301 - 6" ASPHALT CONCRETE BASE, PG 64-22, (449) 2 - 3" LIFTS
- (4) ITEM 304 6" AGGREGATE BASE
- 5 ITEM 204- SUBGRADE COMPACTION
- 6 ITEM 609 CURB, TYPE 6
- 7 ITEM 608 4" CONCRETE WALK
- (8) ITEM 609 COMBINATION CURB AND GUTTER, TYPE 2
- (A) EXISTING ASPHALT SECTION





																		NOTE: PAVEMENT REPAIR (B) WORK SHALL TAKE PLACE PRIOR TO RESURFACING.	
						FOR INFO	RMATION ONI	LY			202		203	253	6	08	1		
PLAN SPLIT	COUNTY	ROUTE	LOGPOINT OR INTERSECTING STREETNAME	TYPE A1	TYPE A2	CURB RAME	TYPE PER BP	7.1 TYPE B3	BLENDED TRANSITION	WALK REMOVED	CURB REMOVED	CURB REMOVED AND GUTTER REMOVED	EXCAVATION	PAVEMENT REPAIR (B)	4" CONCRETE WALK	CURB RAMP, AS PER PLAN		ADDITIONAL NOTES	
					ONE EA	L ACH PER COMI	I PASS DESCRIBE	ED LOCATION	l	SQ FT	FEET	FEET	CU YD	CU YD	SQ FT	SQ FT		-	
L/STR/PV	BUT	126	REFERENCE CR-1				1			16.0		4.0		1.0		24			
1/STR/PV	BUT	126	REFERENCE CR-2			1							0.8	1.0	28	36			
1/STR/PV	BUT	126	REFERENCE CR-3			1							0.8	1.0	52	34			
/STR/PV	BUT	126	REFERENCE CR-4	1.0						32	12			1		32			
/STR/PV	BUT	126	REFERENCE CR-5						1	96.0	17.0			1.0		96			
																			DESIG
																			DESI
	OTALS CAP	RRIED TO GE	ENERAL SUMMARY							144	29	4	2	5	80	222			JD0 PROJ
										I			I	I		I	1		SHEE P.

TYPICAL SECTION 2



BUT-SR 126-7.66 MODEL: Sheet PAPERSIZE: 34/22 (n.) DATE: 8/12/2022 TIME: 12:29:16 PM USER: Jaavis4 pw:Nahiodol-pw-banley.com/phidold-pw-22/Documents/01/Adive Projects/District 08/Budieh/102539400-Engineering/Roadway/Sheets/102539_CF002



BUT-SR 126-7.66 MODEL: Sheet PAPERSIZE: 17x11 (m.) DATE: 8/11/2022 TIME: 9:39:59 AM USER: jdavis4 pwitheibed-pwisentley.commonided-pwe/20Documents/01 Active Projects/District 08/Buller(102539/400-Ennineerlinn/Rnadwav/Sheark1107539.



BUT-SR 126-7.66 MODEL: Sheet PAPERSIZE: 34:22 (In.) DATE: 81/2/2022 TIME: 12:34:44 PM USER: jdaws4 pw:Nohiodot-pw.bentley.com/oniodod-pw-02/Documents/01.46/rev Projects/District 08/Butler(102539400-Engineering)Roadway/Sheets(102539_CR004.dg

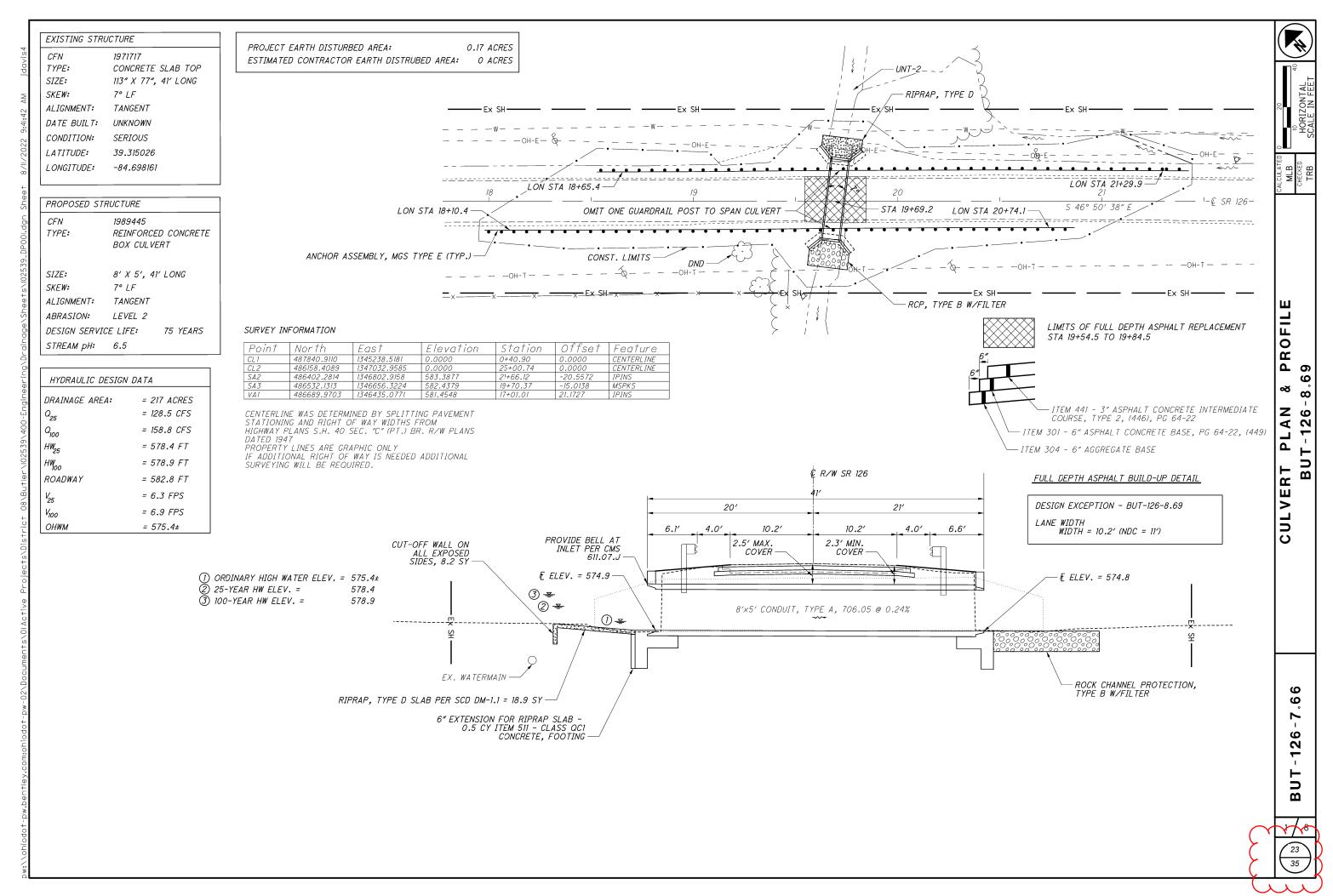


BUT-SR 126-7.66 MODEL: Sheet PAPERSIZE: 34/22 (m.) DATE: 8/12/2022 TIME: 1:41:53 PM USER; Jakv64 pv://brindoct-wy.benitev.com/phodor-wy-02Documents/01 Active Projects/District 08/Jaulier1102559400-Engineering/Roadwar/Sheets1102539 CR005.

								202	204		301	304	
DESCRIPTION	STAT	ΓΙΟΝ	LENGTH OR AVERAGE LENGTH (L)	BEGIN WIDTH	END WIDTH	AVERAGE WIDTH (W)	TOTAL AREA (A = L x W)	PAVEMENT REMOVED, ASPHALT	SUBGRADE COMPACTION		6" ASPHALT CONCRETE BASE, PG64- 22	6" AGGREGATE BASE	NON-TRACKING TACK COAT (APPLIED AT
	FROM	то	FT	FT	FT	FT	SQ FT	SQ YD	SQ YD		CU YD	CU YD	GALI
BUT-126-8.69													<u> </u>
ULL DEPTH													
SURFACE/INTERMEDIATE/TACK COAT	19+54.50	19+84.50	30.00	24.2	24.2	24.2	726.00	80.7			12.4		<u> </u>
TACK COAT/ASPHALT CONCRETE BASE AGGREGATE BASE	19+54.50 19+54.50	19+84.50 19+84.50	30.00 30.00	24.2 24.2	24.2 24.2	24.2 24.2	726.00 726.00				13.4	13.4	4.
SUBGRADE COMPACTION	19+54.50	19+84.50	30.00	24.2	24.2	24.2	726.00		80.7				<u> </u>
													+
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		NERAL SUMN						81	81		13	13	

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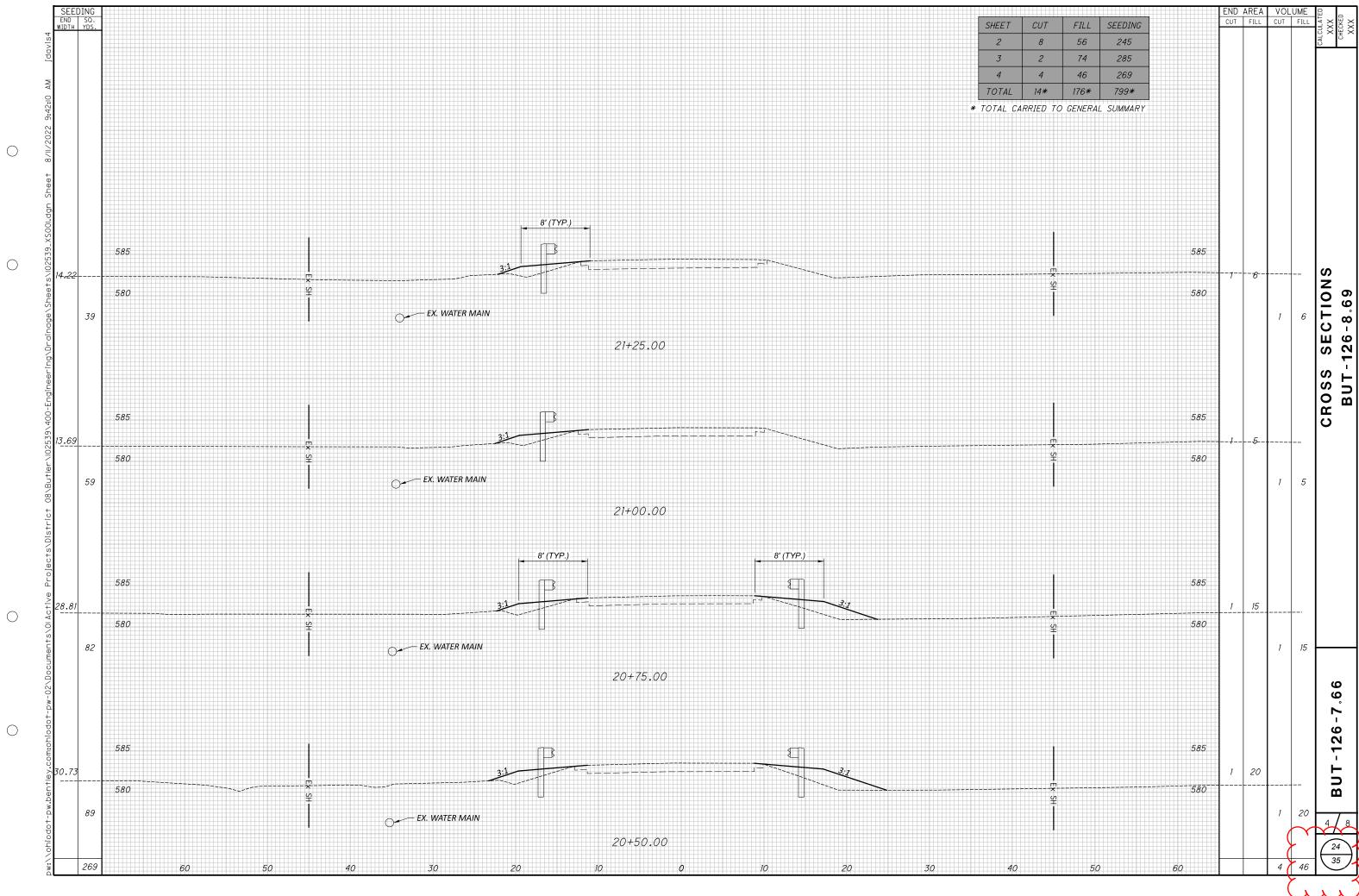
					_
	4.8	은 1.25" ASPHALT CONCRETE SURFACE 당 COURSE, TYPE 1, (446), PG64-22	C 1.75" ASPHALT CONCRETE SURFACE		CULATIONS
10 7 DESIGNER MLB REVIEWER TB PROJECT ID 102389					CULVERT PAVEMENT CALC BUT-126-0869
			7		DESIGNER MLB REVIEWER TB PROJECT ID

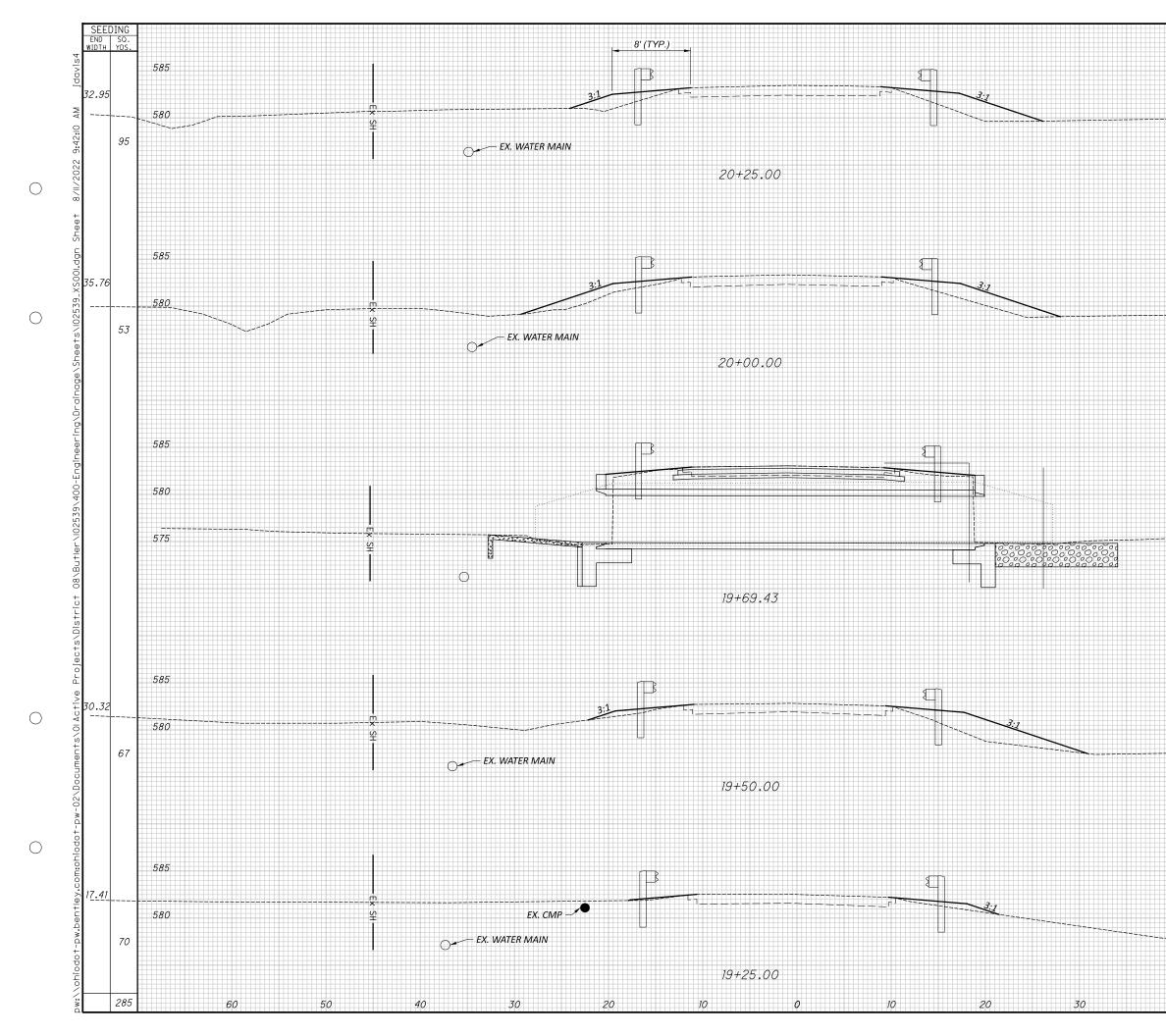


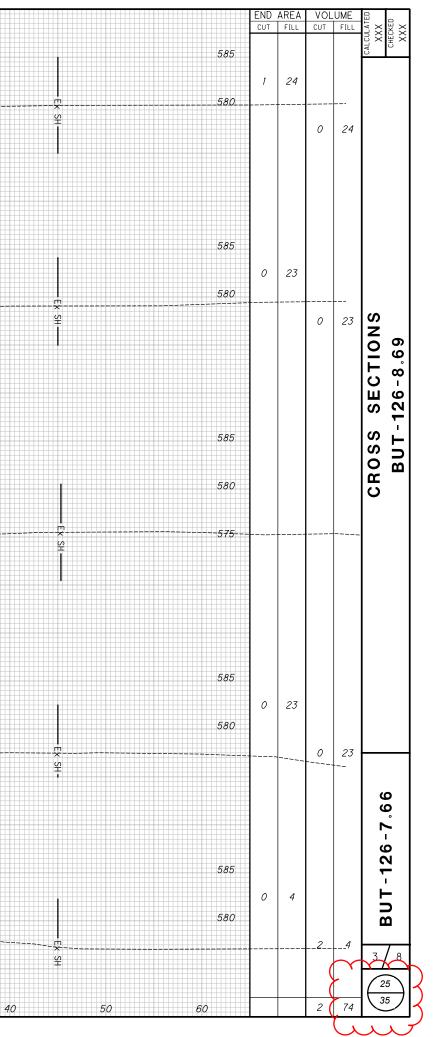
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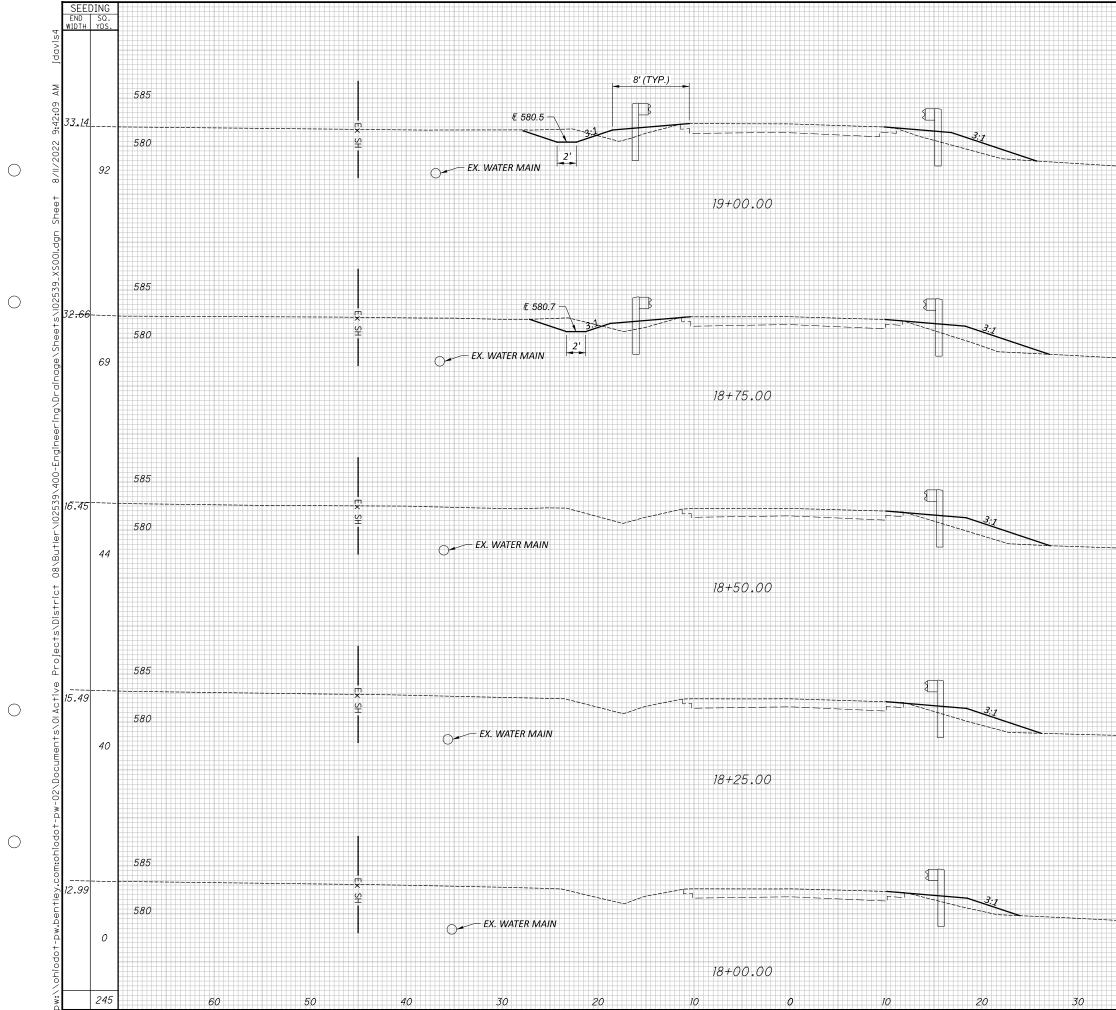
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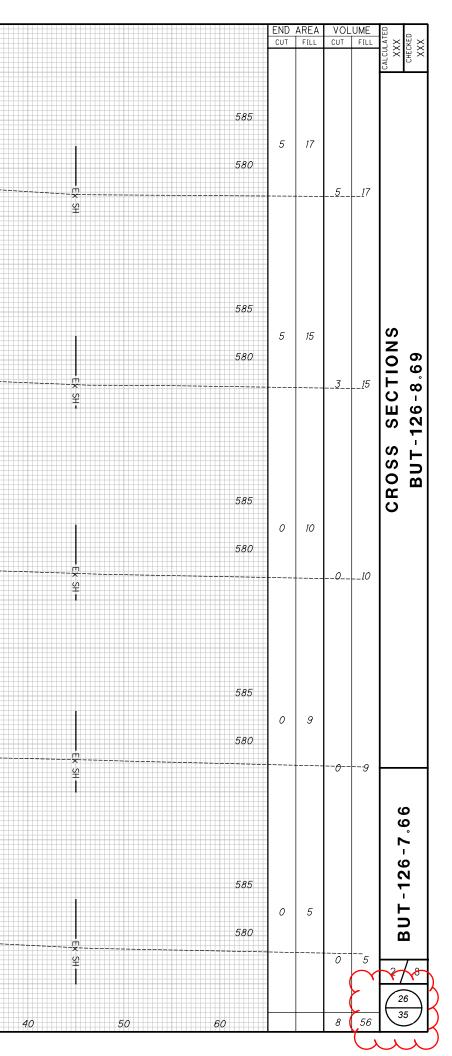
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DESIGN SPECIFICATIONS: THIS STANDARD DRAWING CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA: THE FOLLOWING DESIGN DATA IS ASSUMED:

INTERNAL ANGLE OF FRICTION () = 30 DEGREES COEFFICIENT OF FRICTION () = 0.30 UNIT WEIGHT OF SOIL = 120 PCF UNIT WEIGHT OF SOLL - 120 FCF UNIT WEIGHT OF CONCRETE = 150 PCF SLOPE OF BACKFILL = 2:1 (TYPE A & B HEADWALLS) HEIGHT OF LIVE LOAD SURCHARGE = 2 FT (TYPE C HEADWALLS) MAXIMUM FOUNDATION BEARING PRESSURE = 2000 P.S.F.

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4000 PSI (FOOTING, WINGWALL AND FORESLOPE WALL)

REINFORCING STEEL - ASTM A615, A616, OR A617 GRADE 60 MINIMUM YIELD STRENGTH 60,000 PSI (ALL REINFORCING SHALL BE EPÓXY COATED)

BACKFILL LIMITATION: WHEN THE DESIGN HEIGHT IS GREATER THAN 10 FT, THE BACKFILL BEHIND THE WINGWALLS SHALL NOT BE PLACED HIGHER THAN THE ELEVATION OF THE SOIL ABOVE THE TOE. WHEN THE SOIL ABOVE THE TOE IS AT ITS FINISHED ELEVATION, THE REMAINDER OF THE BACKFILL MAY BE PLACED.

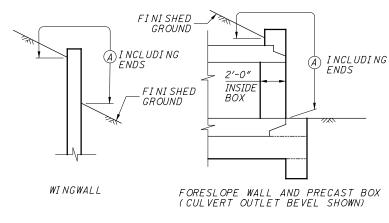
GENERAL NOTES

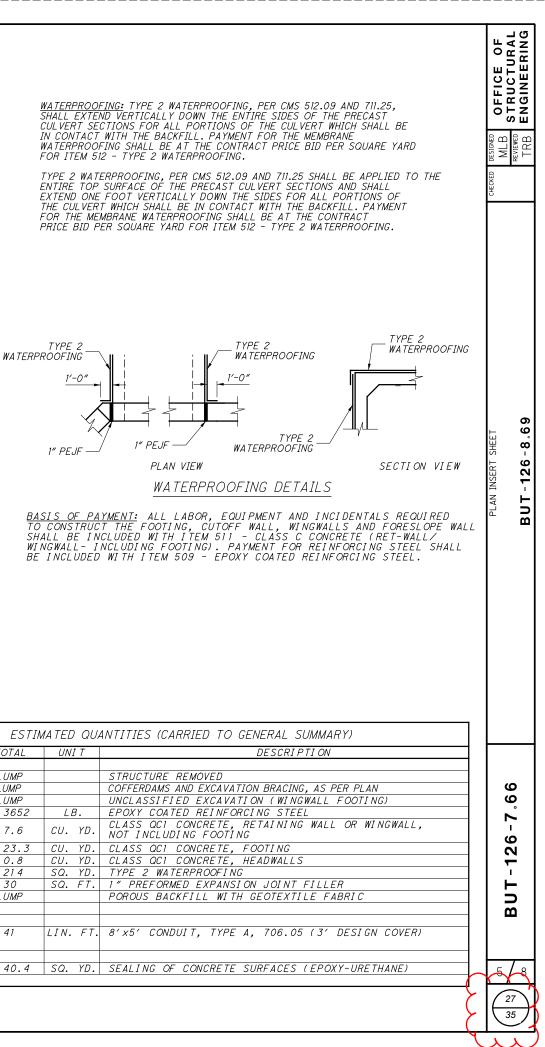
POROUS BACKFILL WITH GEOTEXTILE FABRIC 1'-6" THICK SHALL BE PLACED BEHIND THE WINGWALLS ONLY AND SHALL EXTEND TO 12" BELOW THE EMBANKMENT SURFACE. GEOTEXTILE FABRIC SHALL BE PLACED BETWEEN THE POROUS BACKFILL AND REPLACED EXCAVATION ADJACENT TO THE STRUCTURE. IT SHALL TURN UNDER THE BOTTOM OF THE POROUS BACKFILL AND RETURN 6" ABOVE THE TOP ELEVATION OF THE WEEPHOLE.

WEEPHOLES SHALL BE PLACED 6" TO 12" ABOVE THE NORMAL WATER ELEVATION OR GROUND LINE AND SHALL HAVE A MAXIMUM SPACING OF 10'-O". A MINIMUM OF ONE WEEPHOLE SHALL BE PROVIDED PER WINGWALL.

<u>PREFORMED EXPANSION JOINT FILLER:</u> PREFORMED EXPANSION JOINT FILLER (PEJF) CONFORMING TO CMS 705.03, 1 INCH THICK, SHALL BE PLACED ABOVE THE FOOTING BETWEEN THE SIDES OF THE BOX CULVERT AND THE ENDS OF THE WINGWALLS. PAYMENT FOR MATERIALS AND INSTALLATION SHALL BE INCLUDED WITH ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER.

<u>SEALING OF FORESLOPE WALL AND WINGWALLS</u>: ALL EXPOSED FORESLOPE WALL AND WINGWALL CONCRETE SHALL BE SEALED WITH EPOXY-URETHANE SEALER. THE LIMITS SHALL BE AS SHOWN IN THE DIAGRAMS BELOW. PAYMENT FOR THE EPOXY-URETHANE SEALER SHALL BE PER ITEM 512 - SEALING OF CONCRETE SURFACES.





LIMITS OF ITEM 512-SEALING CONCRETE SURFACES (A) - SEAL ENTIRE CONCRETE SURFACE AREA

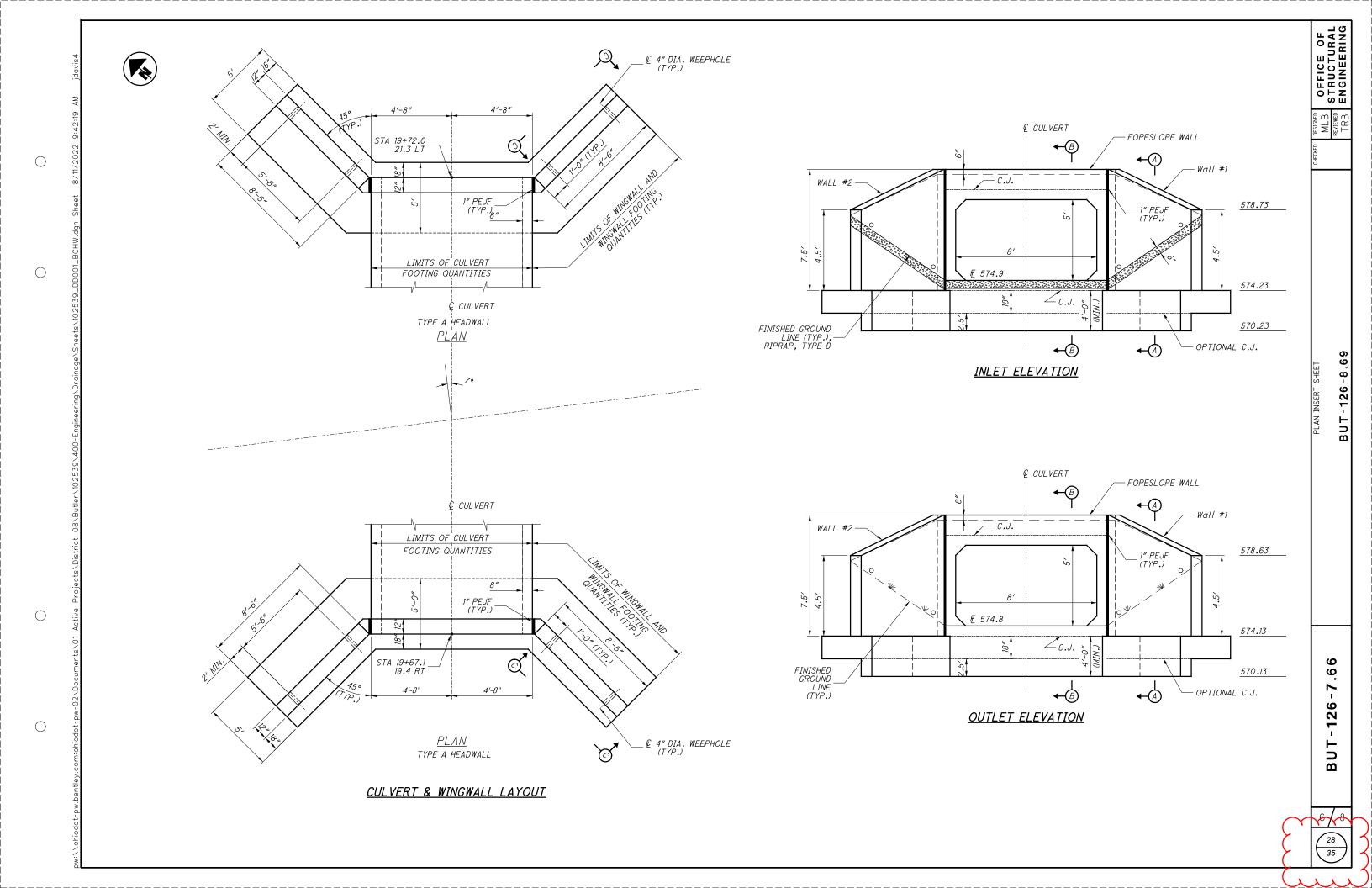
	ESTIM	ATED QUA	ANTITIES (CARRIED TO GENERAL SUMMARY)
ITEM	QUANTITY	UNIT	DESCRIPTION
201	LS	LS	CLEARING AND GRUBBING
601	27.1	SY	RIPRAP, TYPE D
601	21.1	СҮ	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER
606	375	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS
606	4	ΕA	ANCHOR ASSEMBLY, MGS TYPE E
621	1	ΕA	RPM
621	1	ΕA	RAISED PAVEMENT MARKER REMOVED
626	10	ΕA	BARRIER REFLECTOR, TYPE 2 (BI-DIRECTIONAL)
642	0.01	MI	CENTER LINE, TYPE 1
642	0.02	MI	EDGE LINE, 6", TYPE 1

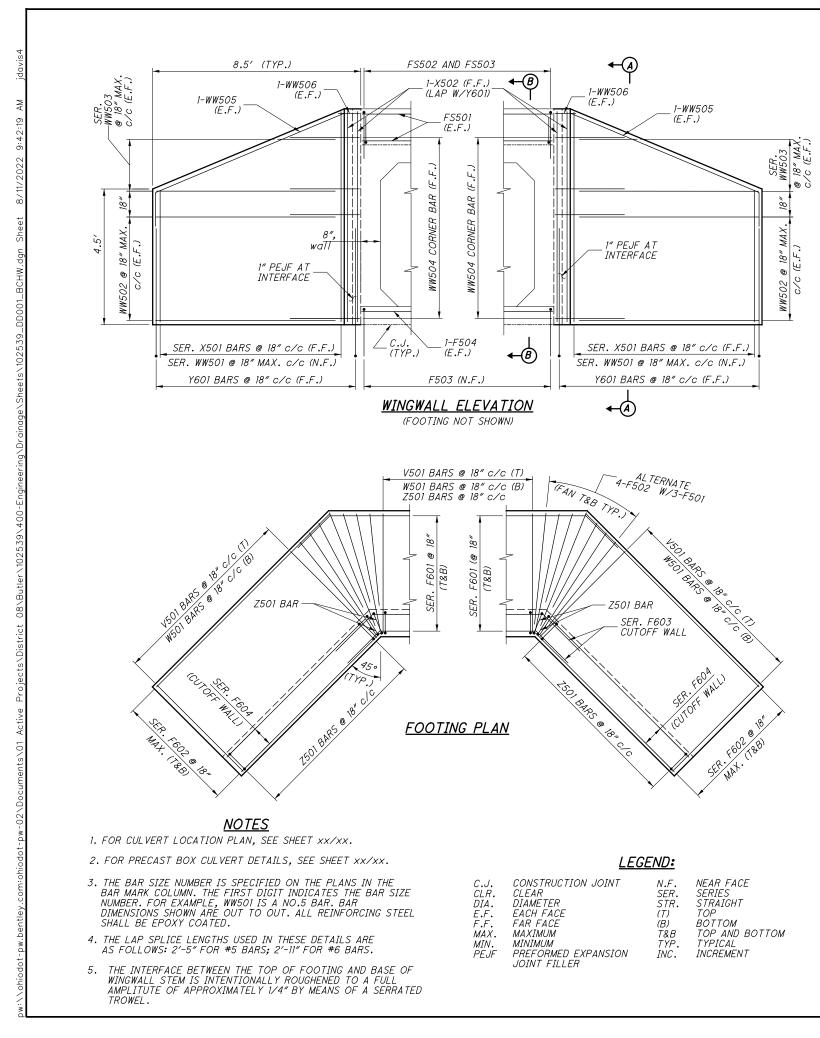
		ESTIN	IATED QUA	4 <i>NTITI</i>
ITEM	ITEM EXT	TOTAL	UNI T	
202	11000	LUMP		STRU
503	11100	LUMP		COFF
503	21300	LUMP		UNCL
509	10000	3652	LB.	EPOX
511	46010	7.6	CU. YD.	CLAS NOT
511	46510	23.3	CU. YD.	CLAS
511	46610	0.8	CU. YD.	CLAS
512	33000	214	SQ. YD.	TYPE
516	13600	30	SQ. FT.	1″ P
518	21230	LUMP		PORC
611	94900	41	LIN. FT.	8′ x5
512	1 01 00	40.4	SQ. YD.	SEAL

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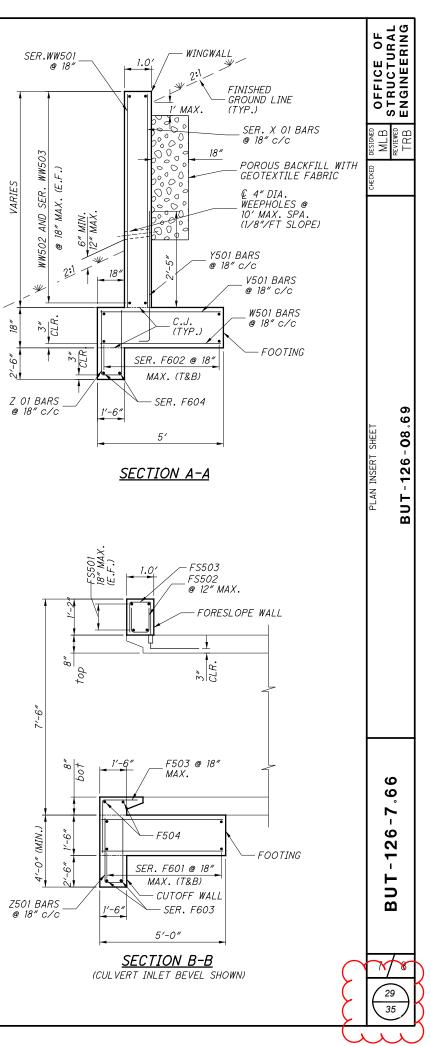


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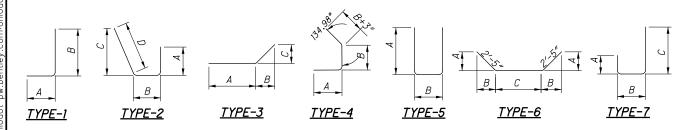
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BAR	NUMBER	LENGTH	WEIGHT	түре		BAR TYPE	DIMENSIONS		INC.
MARK	NOWIDER	LENGTH	(LBS.)	∣≿⊦	Α	В	c	D	INC.
						GWALLS	-	_	
	2	4'- 4"							
X501	SERIES	то	86	STR.					0'- 6 "
	of 7	7'- 4"							
X502	4	7'- 4"	31	STR.					
Y601	18	4'- 6"	122	1	1'- 0"	3'- 8"			
	2	4'- 4"							
WW501	SERIES	то	86	STR.					0'- 6 "
	of 7	7'- 4"							
WW502	12	8'- 2"	103	STR.					
		4'- 1" TO	E0	CTD					41 4 11
WW503	SERIES of 2	TO 8'- 2"	52	STR.					4'-1"
WW504	01 2 10	<u>8'- 2''</u> 3'- 6''	37	2	0'- 7"	0'- 2 "	2'- 1/4''	2'- 10 "	
WW504	4	<u> </u>	47	2	2'- 5"	2'- 10"	8'- 2"	2 - 10	
WW506	2	1'- 1"	3	4	0'- 7"	0'- 2 "	0-2		
		1-1	5	-	0-7	0-2			
					FOOTING &	CUTOFF WALL			
V501	21	4'- 8"	103	STR.					
W501	21	4'- 8"	103	STR.					
Z501	25	8'- 2"	213	5	3'- 7"	1'- 2"			
F501	12	4'- 3"	54	STR.					
F502	16	3'- 4"	56	STR.					
F503	7	3'- 3"	24	1	1'- 6"	1'- 10"			
F504	2	9'- 0"	19	STR.					
	2	14'- 3"					8'- 4 3/4"		
F601	SERIES	то	244	6	2'- 1"	2'- 1"	TO		0'- 11 5/8"
	of 5	18'- 2"					12'- 3 1/4"		
F000	4	7'- 9"	000	OTD					01 5 0/41
F602	SERIES of 5	TO 9'- 8''	262	STR.					0'- 53/4"
	015 1	9-8				+	8'- 4 3/4"		
F603	SERIES	TO	45	6	2'- 1"	2'- 1"	TO		0'- 11 3/4"
	2	15'- 3"					9'- 4 1/2"		0 11 0/4
	2	7'- 9"							
F604	SERIES	то	48	STR.					0'- 5 "
	2	8'- 2"							
	I		·		FORESL	OPE WALL	· · ·		
FS501	4	9'- 0"	38	STR.					
FS502	10	2'- 1"	22	5	0'- 10"	0'- 8"			
FS503	10	2'- 8"	28	7	0'- 10"	0'- 8"	1'- 5"		

NOTE: THIS TABLE ABOVE ONLY APPLIES TO ONE END OF THE CULVERT; THE OTHER END IS IDENTICAL.



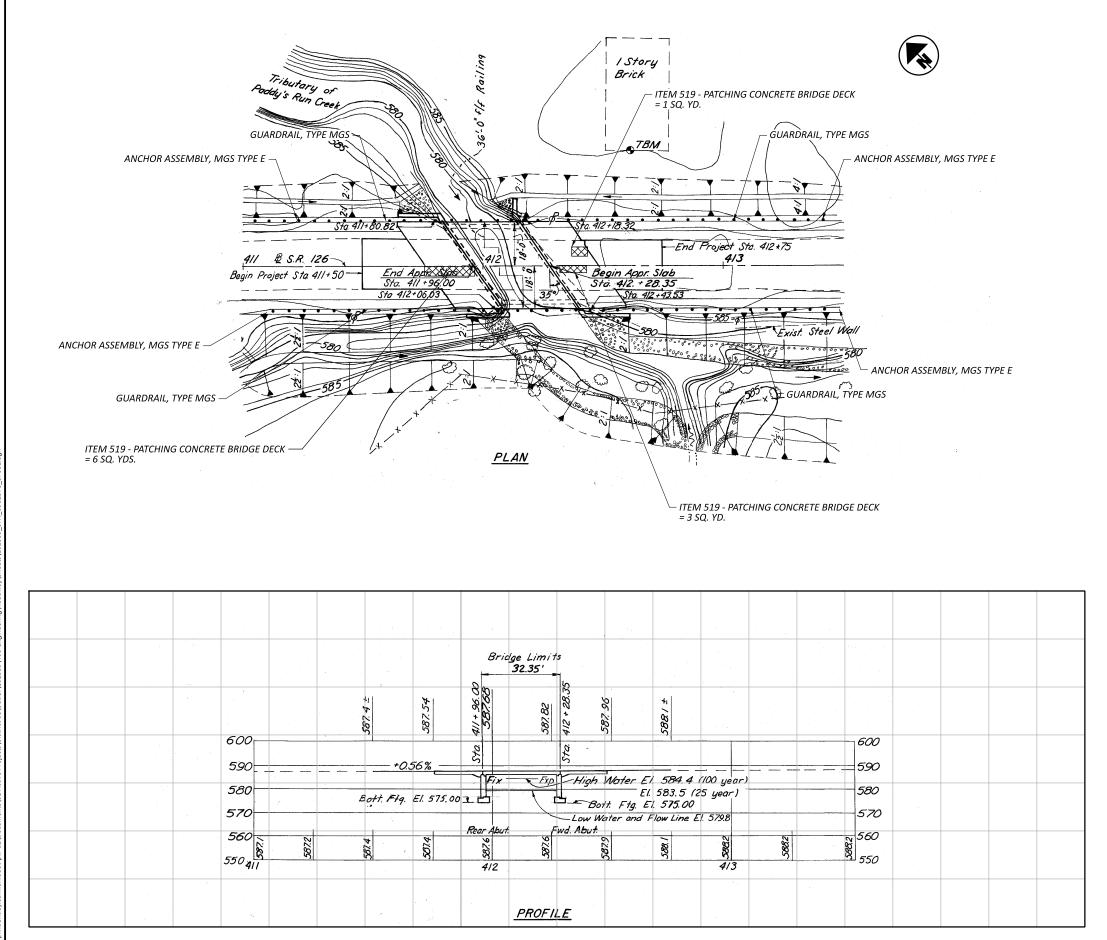
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BUT-126-7,66	
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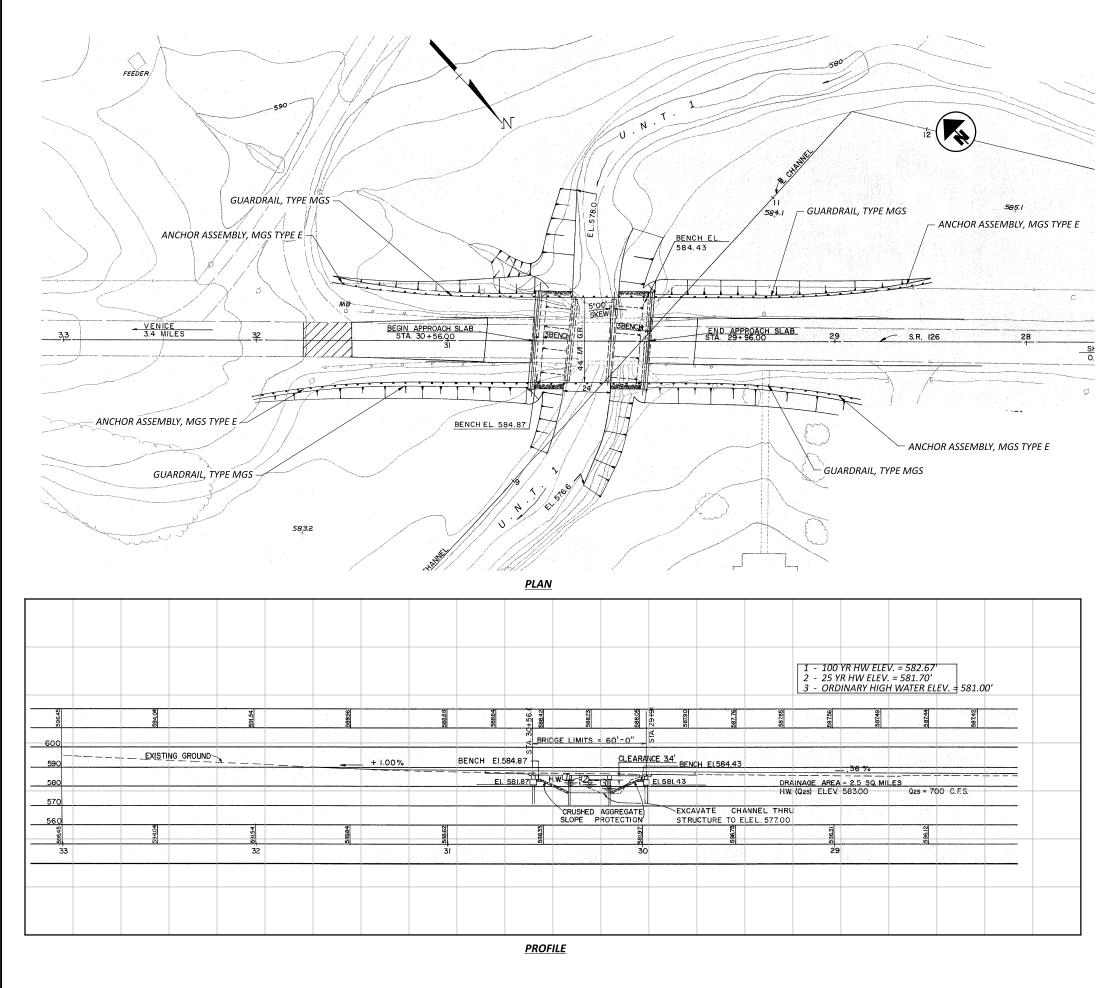
Ferm NUM UNIT DESCRIPTION DAULT PIERS SUPER GEN. 519 72300 10 V ANTONIS CONCETTE BRIDGE DECK: TYPE C V					ESTIMATED QUANTITIES - STRUCTURE No.: BUT-126-0781 (SFN: 0902578) (04/STR/BR FUNDING SPLIT)			
517 7560 75 DEP BEAM BRIDGE RETROFT RAUNG 1 1 7 512 7350 10		EXTENSION 1	TOTAL	UNIT		PIERS	SUPER.	GEN.
512 7500 757 DEEP BEAM BRIDGE REPORT PAULING 100 <th< td=""><td>E10</td><td>12204</td><td>10</td><td></td><td></td><td></td><td>10</td><td></td></th<>	E10	12204	10				10	
513 273500 130 54 TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN 0 130 FIEM BIOLE CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN BITINATED QUANTITIES - STRUCTURE No: BUT-326-0797 (SFN: 0902366) (04/STR/BR FUNDING SPUT) GEN SUBMISSION TOTAL UNIT DESCRIPTION ABUT, PERS SUPR. GEN. SUBMISSION TOTAL UNIT DESCRIPTION UNIT DESCRIPTION UNIT DESCRIPTION GEN. SUBMISSION TOTAL UNIT DESCRIPTION GEN. UNIT DESCRIPTION GEN. SUBMISSION CONFERNATION BRACING, AS PER PLAN UNIT UNIT SUBALE PREAVABIDGE ENTONTIFICATION GRAVITY ED RESIN UNIT SUBMISSION CONFERNATION OF DISTING STRUCTURAL STEEL 123 123 123 SUBFACE PREAVABITION OF DISTING STRUCTURAL STEEL, PRIME COAT 410 124 124 SUBMISSION CONFERNATION OF DISTING STRUCTURAL STEEL, PRIME COAT 410 124 SUBFACE PREAVABITION OF DISTING STRUCTURAL STEEL, PRIME COAT 410 124 SUBMISSION CONFERNATION OF DISTING STRUCTURAL STEEL 410 124 126				_				
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5032130UMPL4URCLASSIFED EXCAVATIONUMPL4UMPL4UMPL4UMPL451777501137.5FT0EF BEAM BRIDGE RETROFIT RALING, AS PENAN111 <td< td=""><td>503</td><td>11101</td><td>IUME</td><td></td><td>COFFERDAMS AND EXCAVATION BRACING. AS PER PLAN</td><td></td><td></td><td></td></td<>	503	11101	IUME		COFFERDAMS AND EXCAVATION BRACING. AS PER PLAN			
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Index Index Index Index Index Index 514 00050 410 5* RELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT 410 - 514 00050 410 5* FELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT 410 - 514 00050 410 5* FELD PAINTING OF STRUCTURAL STEEL, INTERNEDIATE COAT 410 - 514 00050 410 5* FELD PAINTING OF STRUCTURAL STEEL, INTERNEDIATE COAT 410 - 514 00050 2 EA FINAL INSPECTION REPAIR - - 610 0 2 EA FINAL INSPECTION REPAIR - - 7 100 12 EA FINAL INSPECTION REPAIR - - - - 7 7 5* FELD PAINTING OF STRUCTURE NO.: BUT:126-0851 (SFR: 0902616) (04/STR/BR FUNDING SPLIT) - - - - - 7 1010 1014 FELT PAINTING OF STRUCTURE REMOVED, AS PER PIAN MIN MEANNE N	517						137.50	
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51400064105FFIELD PAINTING OF STRUCTURAL STEEL, FINISH COATImage: Construction of the								
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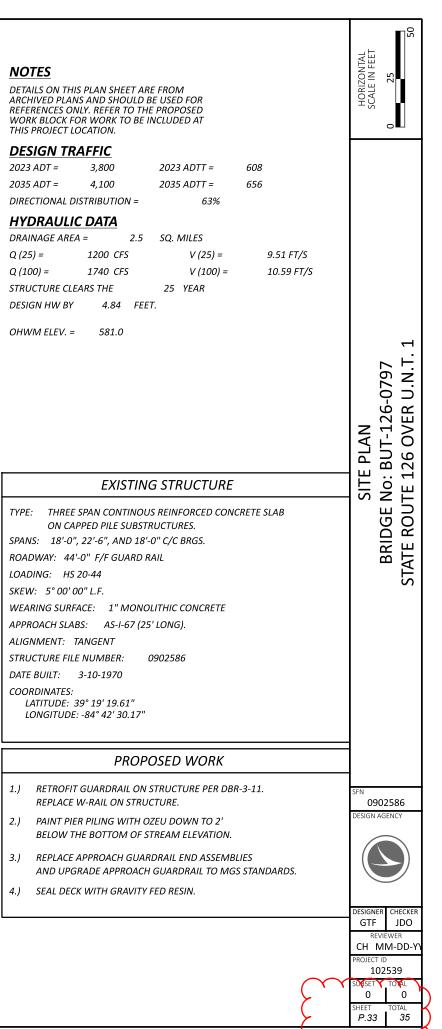
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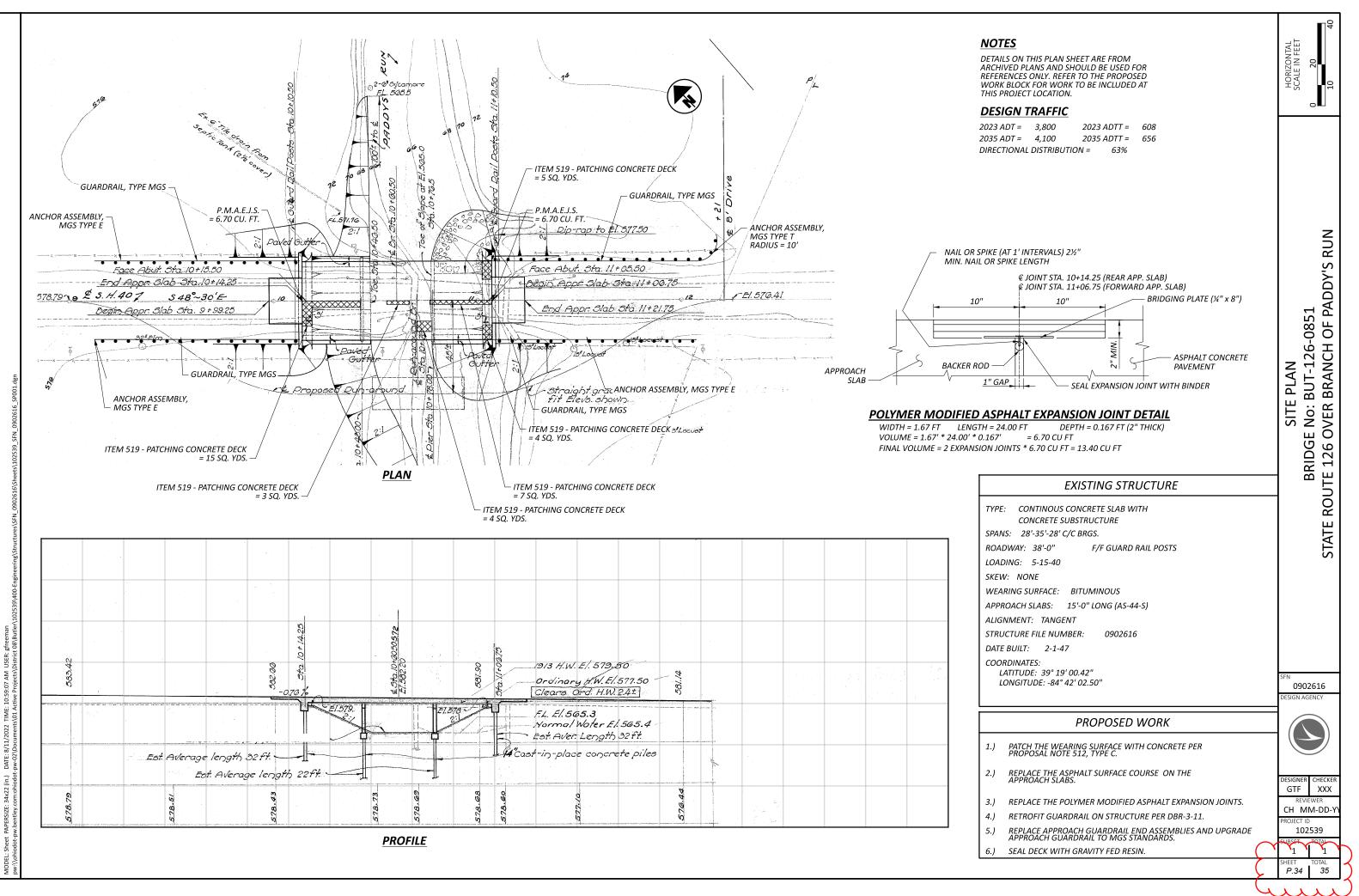
NOTESDETAILS ON THIS PLAN SHEET ARE FROM ARCHIVED PLANS AND SHOULD BE USED FOR REFERENCES ONLY. REFER TO THE PROPOSED WORK BLOCK FOR WORK TO BE INCLUDED AT THIS PROJECT LOCATION.DESIGN TRAFFIC2023 ADT = 3,8002023 ADT = 608 2035 ADT = 656 DIRECTIONAL DISTRIBUTION = 0.63	HORIZONTAL SCALE IN FEET 0 20 10 40
HYDRAULIC DATA DRAINAGE AREA = 1.07 SQ. MILES Q (25) = 861 CFS V (25) = 9.8 FT/S Q (100) = 1205 CFS V (100) = 11.0 FT/S STRUCTURE CLEARS THE 25 YEAR DESIGN HW BY 2.5 FEET. OHWM ELEV. = 581.0	SITE PLAN SITE PLAN BRIDGE No: BUT-126-0781 FE 126 OVER TRIBUTARY PADDY'S CREEK
EXISTING STRUCTURE	SITE No: F
 TYPE: SIMPLE SPAN, CONCRETE SLAB AND REINFORCED CONCRETE SUBSTRUCTURE. SPANS: 29'-3 5/8" F/F ABUTMENTS ROADWAY: 36'-0" F/F GUARD RAIL LOADING: HS 20-44 AND THE ALTERNATE MILITARY LOADING. SKEW: 35° R.F. WEARING SURFACE: 1" MONOLITHIC CONCRETE APPROACH SLABS: AS-I-81 (20'-0" LONG) ALIGNMENT: TANGENT STRUCTURE FILE NUMBER: 0902578 DATE BUILT: 7-18-89 DISPOSITION: TO BE REHABILATED COORDINATES: LATITUDE: 39° 19' 25.03" LONGITUDE: -84° 42' 37.94" 	BRIDGE STATE ROUTE 126 O
PROPOSED WORK	
 PATCH THE WEARING SURFACE AND APPROACH SLABS WITH CONCRETE PER PROPOSAL NOTE 512, TYPE C. RETROFIT GUARDRAIL ON STRUCTURE PER DBR-3-11. 	SFN 0902578 DESIGN AGENCY
3.) REPLACE APPROACH GUARDRAIL END ASSEMBLIES AND REPLACE APPROACH GUARDRAIL.	
4.) SEAL DECK AND APPROACH SLABS WITH GRAVITY FED RESIN.	DESIGNER GAF CH REVIEWER JDO PROJECT ID
	102539 SOBSET TOTAL 0 0 SHEET TOTAL P.32 35



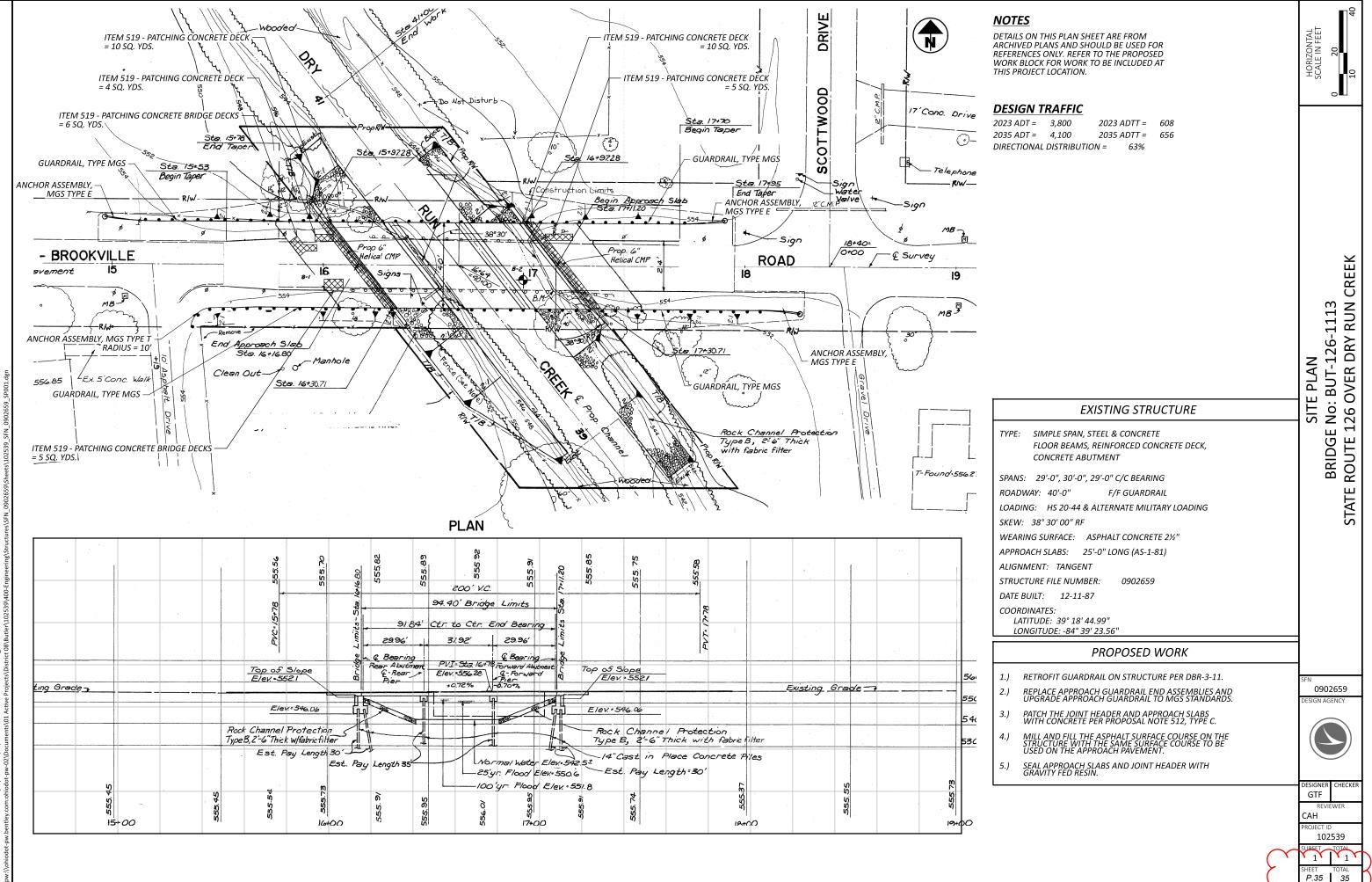
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23 ADT =	3,800	2023	ADTT =	608
35 ADT =	4,100	2035	ADTT =	656
RECTIONAL	DISTRIBU	TION =	63%	