

SEQUENCE OF CONSTRUCTION

DETOUR PLAN NO. 1
- DETOUR C.R. 97 (E. SCHAAF RD.) DURING BRIDGE CONSTRUCTION. DETOUR RAMP NO. 2 AND C.R. 97 (E. SCHAAF RD.) DURING RAMP AND INTERSECTION CONSTRUCTION.

DETOUR PLAN NO. 2
- DETOUR RAMP NO. 1 AND C.R. 97 (E. SCHAAF RD.) DURING RAMP AND INTERSECTION CONSTRUCTION.

DETOUR PLAN NO. 3
- DETOUR C.R. 97 (E. SCHAAF RD.) AND S.R. 17 (GRANGER RD.) DURING EXISTING BRIDGE DEMOLITION, BRIDGE BEAM ERECTION, BRIDGE DECK POUR, AND BRIDGE RAILING SLIP FORMING WHEN BOTH C.R. 97 AND S.R. 17 WILL NEED TO BE CLOSED AT THE BRIDGE.

S.R. 17 (GRANGER RD.) - PHASE 1

CONSTRUCTION:
- CONSTRUCT WESTBOUND OUTSIDE SHOULDER, ABUTMENTS, AND WALLS NO. 1. & NO. 2.

TRAFFIC:
- WESTBOUND S.R. 17 TRAFFIC TO BE REDUCED TO ONE LANE AND SHIFTED TO INSIDE.

S.R. 17 (GRANGER RD.) - PHASE 2

CONSTRUCTION:
- CONSTRUCT PIER AND MEDIAN FULL DEPTH PAVEMENT AND BARRIER.

TRAFFIC:
- WESTBOUND AND EASTBOUND S.R. 17 TRAFFIC TO BE REDUCED TO ONE LANE AND SHIFTED TO OUTSIDE.

ITEM 614, MAINTAINING TRAFFIC

TRAFFIC ON C.R. 97 (E. SCHAAF RD.) SHALL BE DETOURED THROUGHOUT CONSTRUCTION. TRAFFIC ON RAMP NO. 1 AND NO. 2 SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION EXCEPT WHEN DETOURS ARE IMPLEMENTED DURING CONSTRUCTION AT INTERSECTIONS AND ALONG RAMPS. A MINIMUM OF ONE LANE IN EACH DIRECTION ON S.R. 17 (GRANGER RD.) SHALL BE MAINTAINED DURING CONSTRUCTION EXCEPT WHEN TRAFFIC IS DETOURED DURING EXISTING BRIDGE DEMOLITION AND PROPOSED BRIDGE BEAM ERECTION.

ALL DRIVEWAYS WITHIN THE CONSTRUCTION LIMITS SHALL BE MAINTAINED AT ALL TIMES. SEE DETAIL 1 THIS SHEET FOR TEMPORARY PAVEMENT REQUIRED TO MAINTAIN ACCESS TO DRIVE 2. NOTIFICATION SHALL BE GIVEN TO ADJOINING PROPERTIES A MINIMUM OF TWO (2) BUSINESS DAYS IN ADVANCE OF ACCESS INTERRUPTIONS. THE CONTRACTOR SHALL PROVIDE APPROPRIATE SIGHT DISTANCE AT THE DRIVEWAYS.

SIGNS NEEDING TO BE PLACED WITHIN THE LIMITS OF PERMANENT OR TEMPORARY PAVEMENT SHALL BE PLACED ON PORTABLE SUPPORTS PER MT-105.10.

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.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON C.R. 97 (E. SCHAAF RD.) SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 300 CONSECUTIVE CALENDAR DAYS (INCLUDING WHEN DETOURED AS SHOWN ON SHEET P.19), WHEN C.R. 97 THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.17. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$9,800 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. SEE SHEET P.19 FOR MODIFIED C.R. 97 DETOUR TO BE IMPLEMENTED WHEN S.R. 17 IS CLOSED.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON S.R. 17 (GRANGER RD.) SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED THE NUMBER OF CONSECUTIVE CALENDAR DAYS LISTED BELOW, WHEN S.R. 17 THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.19:

- EXISTING BRIDGE DEMOLITION - 3 DAYS
- BRIDGE BEAM ERECTION - 3 DAYS
- BRIDGE DECK POUR - 1 DAY
- BRIDGE RAILING SLIP FORMING - 1 DAY

A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$32,300 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

TRAFFIC ON RAMP NO. 1 SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN EXIT RAMP TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.18. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2,200 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

TRAFFIC ON RAMP NO. 2 SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN ENTRANCE RAMP TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET P.17. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$1,900 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM 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 OF TRAFFIC RESTRICTIONS TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS AND < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

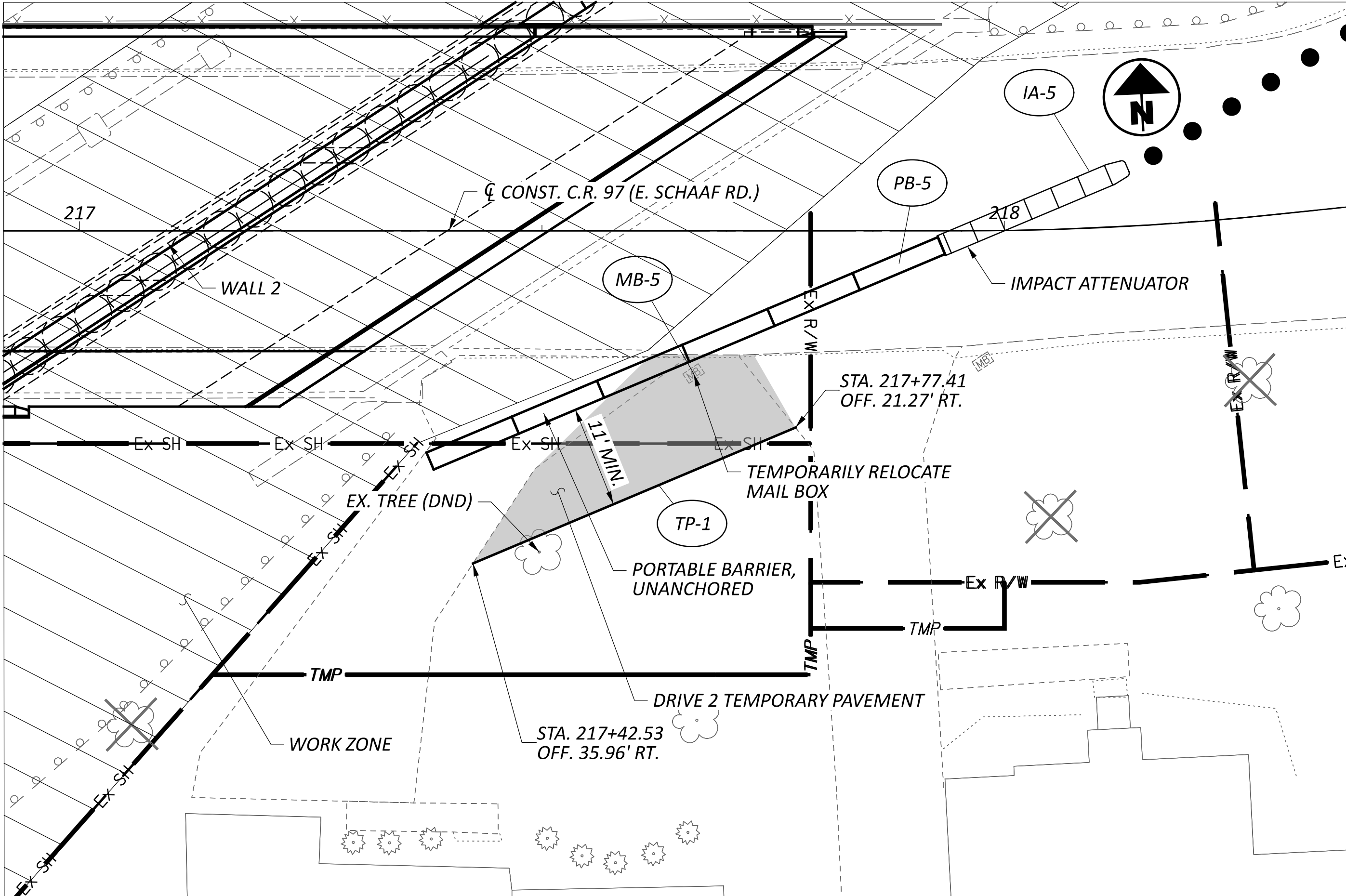
ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

ITEM 614, DETOUR SIGNING

THE CONTRACTOR SHALL ADVISE ODOT DISTRICT OFFICE TWENTY ONE (21) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COVERING ANY EXISTING SIGNS WHICH CONFLICT WITH THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.

PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID ITEM 614, DETOUR SIGNING.



DETAIL 1
DRIVE 2 TEMPORARY PAVEMENT

ITEM SPECIAL - STRUCTURE: PRECONSTRUCTION CONDITION SURVEY:
BEFORE PILE DRIVING BEGINS, CONDUCT A CONDITION SURVEY OF THE THREE (3) RESIDENTIAL BUILDING STRUCTURES ON EAST SCHAAF ROAD AT STATIONS 214+70, 217+35, AND 218+15, WHICH ARE LOCATED WITHIN 200-FT OF THE PILE DRIVING WORK. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE BUILDINGS PRIOR TO PILE DRIVING, SO THAT CLAIMS OF DAMAGE CAUSED BY THE PILE DRIVING CAN BE VERIFIED.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO PERFORM OR SUPERVISE THE CONDITION SURVEY. USE A VIBRATION SPECIALIST WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT OR BEFORE THE PRECONSTRUCTION MEETING. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN THE ENGINEER'S ACCEPTANCE OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

RECORD THE CONDITION OF EXISTING STRUCTURES AND BUILDING MATERIALS, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT INTERIOR WALLS, CEILINGS, AND FLOORS THAT ARE ACCESSIBLE. INSPECT THE EXTERIOR OF THE BUILDING THAT IS VISIBLE FROM GROUND LEVEL. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.

IF OWNERS OR OCCUPANTS FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRECONSTRUCTION CONDITION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT.

SUBMIT THREE COPIES OF A REPORT TO THE ENGINEER THAT SUMMARIZES THE PRECONSTRUCTION CONDITION OF THE BUILDINGS AND THAT IDENTIFIES AREAS OF CONCERN.

THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL – STRUCTURE: PRECONSTRUCTION CONDITION SURVEY.

FRICTION TANGENT DRILLED SHAFTS:
FRICTION DRILLED SHAFTS: THE MAXIMUM FACTORED LOAD TO BE SUPPORTED BY EACH DRILLED SHAFT IS 122 KIPS AT THE ABUTMENTS. THIS LOAD IS RESISTED BY FRICTIONAL SIDE RESISTANCE ALONG THE LENGTH OF THE DRILLED SHAFT. AT THE REAR ABUTMENT, THE FACTORED SIDE RESISTANCE IS 255 KIPS, ASSUMED TO ACT ALONG THE BOTTOM 36 FEET OF THE DRILLED SHAFT. AT THE FORWARD ABUTMENT, THE FACTORED SIDE RESISTANCE IS 177 KIPS, ASSUMED TO ACT ALONG THE BOTTOM 26 FEET OF THE DRILLED SHAFT.

LATERALLY LOADED DRILLED SHAFTS: THE MAXIMUM FACTORED LATERAL LOAD AND BENDING MOMENT ACTING AT THE TOP OF EACH DRILLED SHAFT FROM THE SUPERSTRUCTURE ARE 19 KIPS AND 64 KIP-FEET, RESPECTIVELY. THE MAXIMUM FACTORED LATERAL LOAD TO BE SUPPORTED BY EACH DRILLED SHAFT FROM EARTH LOADING BEHIND THE EXPOSED PORTION OF THE DRILLED SHAFT IS 86 KIPS ACTING AT 14.7 FEET BELOW THE TOP OF SHAFT AT THE REAR ABUTMENT AND 27 KIPS ACTING AT 8.3 FEET BELOW THE TOP OF SHAFT AT THE FORWARD ABUTMENT. THESE LOADS AND MOMENTS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF 1123 KIP-FEET AND A MAXIMUM FACTORED SHEAR OF 105 KIPS WITHIN THE DRILLED SHAFT AT THE REAR ABUTMENT. AT THE FORWARD ABUTMENT, THESE LOADS AND MOMENTS PRODUCE A MAXIMUM FACTORED BENDING MOMENT OF 422 KIP-FEET AND A MAXIMUM FACTORED SHEAR OF 46 KIPS WITHIN THE DRILLED SHAFT.

ITEM 524 - DRILLED SHAFTS, 48" DIAMETER ABOVE BEDROCK, AS PER PLAN:
THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS FOR THE TANGENT DRILLED SHAFT WALLS. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS, AND EQUIPMENT TO INSTALL THE DRILLED SHAFTS AS DETAILED IN THE PLANS IN ACCORDANCE WITH THE REQUIREMENTS OF ODOT C&MS SECTION 524, AND WITH THE ADDITIONAL REQUIREMENTS DEFINED BELOW.

ANTICIPATED DRILLED SHAFT DEFLECTIONS:
TANGENT DRILLED SHAFTS ("SHAFT", "SHAFTS") ARE INCORPORATED AS WALLS IN VARIOUS STRUCTURAL ELEMENTS FOR THIS BRIDGE. AS DESIGNED AND DETAILED THE SHAFTS ARE EXPECTED TO DEFLECT UNDER THE APPLIED PERMANENT LOADS (DC, DW, EP) AND TRANSIENT LOADS (LL, LS, TU) AT THE SERVICE LIMIT STATE.

THE MAXIMUM ANTICIPATED DEFLECTION AT THE TOP OF SHAFT DUE TO PERMANENT LOADS ARE AS FOLLOWS:

WALL 1	1.25 INCHES	SHAFTS 1 THROUGH 54
WALL 2	0.125 INCHES	SHAFTS 75 THROUGH 114

PERMANENT LOAD DEFLECTIONS ARE ASSUMED TO OCCUR FOLLOWING REMOVAL OF SOIL IN FRONT OF THE TANGENT SHAFT WALLS.

A "SONOTUBE" MAY BE NEEDED TO AID IN FORMING THE TOP SECTION OF THE DRILLED SHAFTS THAT ARE EXPOSED TO OPEN AIR AND ARE NOT ENTIRELY ENCASED IN SOIL. THE CONTRACTOR MAY USE OTHER MEANS AND METHODS TO COMPLETE THIS WORK. ALTERNATE METHODS SHALL BE APPROVED BY THE ENGINEER.

ANY FORMWORK USED FOR THE DRILLED SHAFT CONCRETE ABOVE GRADE MUST BE COMPLETELY REMOVED.

SEQUENCE OF INSTALLATION: INSTALL THE DRILLED SHAFTS IN A SEQUENCE SUCH THAT NO DRILLED SHAFT IS INSTALLED WITHIN SIX DRILLED SHAFT DIAMETERS OF EITHER AN OPEN DRILLED SHAFT EXCAVATION OR A DRILLED SHAFT IN WHICH THE CONCRETE HAS LESS THAN A 48-HOUR CURE. INSTALLING THE SHAFTS IN AN ALTERNATING SEQUENCE OR ANY OTHER SEQUENCE THAT MEETS THESE CRITERIA IS PERMISSIBLE. DO NOT CUT OR DAMAGE A NEIGHBORING DRILLED SHAFT.

BACKFILL BEHIND THE REAR ABUTMENT SHALL BE LIMITED TO THE TOP OF SHAFT UNTIL THE STEEL SUPERSTRUCTURE IS IN PLACE. THIS RESTRICTION DOES NOT APPLY TO THE FORWARD ABUTMENT.

3

THE CONTRACTOR IS RESPONSIBLE FOR THE MEANS AND METHODS USED TO CONSTRUCT THE DRILLED SHAFTS. ALL EQUIPMENT, LABOR, TEMPORARY GRADING, EXCAVATION, EMBANKMENT, AGGREGATE, DRAINAGE, SHEETING, ETC. NEEDED TO COMPLETE THE WORK IS INCLUDED IN THE BID PRICE FOR THE DRILLED SHAFTS. THE COST OF ANY EXCAVATION AND SUBSEQUENT REPLACEMENT OF EMBANKMENT (IN ACCORDANCE WITH ITEM 203 EMBANKMENT) IS INCLUDED IN THE BID ITEM FOR THE DRILLED SHAFTS, UNLESS SEPARATELY ITEMIZED. NO SEPARATE PAYMENT WILL BE MADE.

THE CORRECT LOCATION OF THE SHAFT IS CRITICAL TO ESTABLISHING AND MAINTAINING STRUCTURE GEOMETRY. POSITION THE SHAFT WITHIN 2" OF THE PLAN LOCATION IN THE HORIZONTAL PLANE AT THE PLAN ELEVATIONS FOR THE TOP OF THE SHAFT. THE CONTRACTOR SHALL EMPLOY THE SERVICES OF AN OHIO REGISTERED PROFESSIONAL SURVEYOR ("THE SURVEYOR") TO ESTABLISH, MAINTAIN, AND VERIFY HORIZONTAL AND VERTICAL SHAFT GEOMETRY. THE SURVEYOR SHALL BE READILY AVAILABLE TO ESTABLISH GEOMETRIC CONTROL AND PERFORM THE SURVEYS REQUIRED TO MAINTAIN THE LOCATION AND ALIGNMENT OF THE SHAFTS.

THE CONTRACTOR SHALL PROVIDE AN INSTALLATION PLAN AS REQUIRED BY ODOT C&MS SECTION 524.03. THE INSTALLATION PLAN SHALL ALSO INCLUDE:

- CONTRACTOR'S PROPOSED METHODS TO MAINTAIN LOCATION AND ALIGNMENT OF THE SHAFTS
- CONTRACTOR'S PROPOSED METHODS FOR PERFORMING THE DRILLED SHAFT LOCATION SURVEY

MATERIALS: CONCRETE AND CONCRETE REINFORCEMENT FOR DRILLED SHAFTS SHALL CONFORM TO ODOT C&MS SECTION 524.02. THE MAXIMUM COURSE AGGREGATE SIZE SHALL BE 3/8".

PAYMENT SHALL BE PER ODOT C&MS 524.17 AND IS FULL COMPENSATION FOR CONSTRUCTING THE DRILLED SHAFTS, INCLUDING FURNISHING AND PLACING CONCRETE, AND REMOVAL OF ANY FORMS.

ITEM 607 - VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN
THIS ITEM SHALL BE AS PER THE DETAILS IN THE PLAN, THE APPLICABLE PORTIONS OF STANDARD DRAWINGS BR-2-15 AND VPF-1-24, AND THE MANUFACTURER'S RECOMMENDATIONS. ALL REFERENCES IN THE NOTES OF STANDARD DRAWING BR-2-15 TO ARCHIVED STANDARD DRAWING VPF-1-90 SHALL BE READ AS REFERENCING ACTIVE STANDARD DRAWING VPF-1-24.

THE ANCHORS IN THE TOP OF THE PROPOSED CONCRETE BRIDGE RAILING SHALL BE CAST IN PLACE WITH A 6" OR 7" MINIMUM EMBEDMENT LENGTH, AS SHOWN ON THE STANDARD DRAWING(S) FOR THE SPECIFIED BASE PLATE TYPE.

AT LOCATIONS WHERE THE FENCE SPANS ACROSS AN EXPANSION JOINT IN THE BRIDGE RAILING AT AN INTEGRAL OR SEMI-INTEGRAL ABUTMENT, DO NOT INSTALL LINE RAILS AND EXPANSION JOINT SLEEVES; HOWEVER, THE FABRIC SHALL REMAIN CONTINUOUS ACROSS THE EXPANSION JOINT.

THE COLOR OF THE FENCE FABRIC, RAILS, POSTS, PLATES, TIE WIRES, AND ADDITIONAL VISUAL HARDWARE AND CAULK SHALL BE BLACK.

PAYMENT FOR THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR ITEM 607 - VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

ASBESTOS NOTIFICATION:
A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST SURVEYED THE BRIDGE STRUCTURE SCHEDULED FOR DEMOLITION AND/OR REHABILITATION; THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE STRUCTURE.

ODOT SHALL PROVIDE A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM, PARTIALLY COMPLETED AND SIGNED BY THE BRIDGE OWNER, TO THE SUCCESSFUL BIDDER. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO ONE OF THE ADDRESSES BELOW AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION.

ASBESTOS PROGRAM OHIO EPA, DAPC
P.O. BOX 1049
COLUMBUS, OH 43216-1049

OR

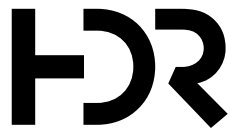
ASBESTOS PROGRAM OHIO EPA, DAPC
50 W. TOWN ST., SUITE 700
COLUMBUS, OH 43215

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED FORM TO THE ENGINEER AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION. THE FORM SHALL INCLUDE: 1) THE CONTRACTORS NAME AND ADDRESS, 2) THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE BRIDGE REMOVAL AND 3) A DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHOD(S) TO BE USED. COPIES OF THE OEPA FORM AND BRIDGE INSPECTION REPORT ARE AVAILABLE FOR REVIEW AT THE ODOT DISTRICT 12 OFFICE, 5500 TRANSPORTATION BOULEVARD, GARFIELD HEIGHTS, OHIO 44125.

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

ITEM 894 - THERMAL INTEGRITY PROFILING (TIP) TEST
PERFORM INTEGRITY TESTING ON 6 OF THE DRILLED SHAFTS AT THE REAR ABUTMENT AND 4 OF THE DRILLED SHAFTS AT THE FORWARD ABUTMENT BY THERMAL INTEGRITY PROFILING (TIP). PERFORM TIP TESTING PER ASTM D7949, "STANDARD TEST METHODS FOR THERMAL INTEGRITY PROFILING OF CONCRETE DEEP FOUNDATIONS," METHOD B, AND PER SUPPLEMENTAL SPECIFICATION 894.

GENERAL NOTES - 2
BRIDGE NO. CUY-C0097-02156
C.R. 97 (E. SCHAAF RD.) OVER S.R. 17 (GRANGER RD.)

SFN	
1802438	
DESIGN AGENCY	
	
600 SUPERIOR AVENUE SUITE 1700 CLEVELAND, OH 44114 216.912.4240	
DESIGNER	CHECKER
GDS	JML
REVIEWER	
DWW 05/07/25	
PROJECT ID	
112998	
SUBSET	TOTAL
3	51
SHEET	TOTAL
P.87	151