MAINTENANCE OF TRAFFIC

ITEM 614 - MAINTAINING TRAFFIC (2)

THE MAKING OF THIS IMPROVEMENT REQUIRES THAT FOSDICK ROAD BE CLOSED TO THROUGH TRAFFIC. DETOUR SHALL BE AS SHOWN ON SHEET 10. LOCAL ACCESS FOR ABUTTING PROPERTIES AND ADJACENT STREETS SHALL BE MAINTAINED AT ALL TIMES BY MAINTAINING TWO MINIMUM 11 FOOT WIDE LANES, EXCEPT AS SHOWN ON SHEET 11. FOR MINIMUM SIGNING REQUIREMENTS, SEE SHEETS 10 AND 11.

THE CONTRACTOR SHALL MAINTAIN SAFE AND SATISFACTORY ACCESS TO ABUTTING PROPERTY. THE CONTRACTOR SHALL MAINTAIN ADEQUATE PEDESTRIAN WALKS AT ALL INTERSECTIONS, INCLUDING ASPHALT CONCRETE WALKS, WHERE DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL MAINTAIN DETOURED PEDESTRIAN ACCESS DURING THE ENTIRE LENGTH OF BRIDGE CONSTRUCTION.

ACCESS TO THE TOWPATH TRAIL SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION ACTIVITIES VIA FLAGGING OPERATIONS AND/OR AN APPROVED DETOUR.

APPROPRIATE SIGNAGE SHALL BE INSTALLED TO ALERT USERS OF THE TOWPATH TRAIL CONSTRUCTION ACTIVITIES, ACCESS RESTRICTIONS OR CLOSURES, AND TO DIRECT USERS TO SECONDARY ACCESS POINTS.

NO CONTRACTOR PARKING, ACCESS, OR USE OF THE DRIVE APRON AT 5811 CANAL ROAD IS PERMITTED FOR THE PROJECT.

THE CONTRACTOR SHALL DIVERT TRAFFIC FROM NORMAL CHANNELS BY PLASTIC DRUMS, TRAFFIC SIGNS, AND WORK ZONE PAVEMENT MARKINGS, AS SHOWN ON SHEET 10.

ALL CONSTRUCTION TRAFFIC CONTROL DEVICES USED FOR THIS PROJECT SHALL CONFORM TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR, EXCEPT AS NOTED BELOW.

THE CONTRACTOR SHALL FURNISH AND MAINTAIN ALL NECESSARY SAFEGUARDS, SUCH AS TYPE III BARRICADES, LIGHTING, FLAGGERS, AND SUCH OTHER TRAFFIC CONTROL DEVICES AS PROVIDED IN ITEM 614, MAINTAINING TRAFFIC, SO AS TO AVOID DAMAGE AND/OR INJURY TO VEHICLES AND PERSONS USING THE ROADWAY DURING CONSTRUCTION.

EXISTING TRAFFIC CONTROL DEVICES (SIGNS AND/OR TRAFFIC SIGNALS), LOCATED WITHIN THE WORK AREA, WHICH ARE REQUIRED FOR INTERIM OR PERMANENT TRAFFIC CONTROL, SHALL BE RELOCATED TO POINTS APPROVED BY THE ENGINEER. APPROPRIATE TRAFFIC CONTROL DEVICES SHALL BE MAINTAINED, IN COMPLIANCE WITH THE OMUTCD, AT ALL TIMES WHILE TRAFFIC IS MAINTAINED. THE COST OF RELOCATION, IF REQUIRED, SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC.

THE LENGTH AND DURATION OF LANE CLOSURES AND/OR TRAFFIC RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. THE INTENT IS 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.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 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 614 - MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

SEQUENCE OF CONSTRUCTION

PHASE 1:

1. SET UP MAINTENANCE OF TRAFFIC.
2. DEMOLISH EXISTING BRIDGE.
3. CONSTRUCT PROPOSED BRIDGE.
4. REMOVE MAINTENANCE OF TRAFFIC.

ITEM 614 - MAINTAINING TRAFFIC, MISC.: MAINTAINING EXISTING TRAFFIC SIGNALS

INCIDENTAL TO THE REQUIREMENTS FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH CMS 614.03, THE EXISTING TRAFFIC SIGNALS AT THE LOCATIONS LISTED IN THIS NOTE SHALL BE TEMPORARILY MAINTAINED AS NOTED BELOW FOR ALL CONSTRUCTION PHASES. IT IS THE INTENT UNDER THIS ITEM OF WORK TO MODIFY ONLY THOSE SIGNALS THAT ARE NECESSARY TO IMPROVE TRAFFIC FLOW FOR THE VARIOUS PHASES OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFICATIONS TO THE TRAFFIC SIGNALS AS DIRECTED BY THE ENGINEER. THESE MODIFICATIONS SHALL INCLUDE THE FOLLOWING:

1. *COVERING OF SIGNAL HEADS DUE TO CLOSING OF CERTAIN TRAFFIC MOVEMENTS DURING CONSTRUCTION OR DUE TO PHASING CHANGES.*
2. *CHANGING OF SIGNAL TIMING.*
3. *CHANGING OF SIGNAL PHASING.*

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THESE MODIFICATIONS FROM THE TIME HIS/HER OPERATIONS FIRST DISTURB THE TRAFFIC PATTERNS UNTIL THE TRAFFIC PATTERNS HAVE BEEN RETURNED TO THEIR PRE-CONSTRUCTION CONDITIONS AND THE WORK HAS BEEN ACCEPTED. IT IS THE INTENT OF THIS PLAN TO MODIFY THE SIGNALS ONLY BY COVERING EXISTING SIGNAL HEADS, CHANGING EXISTING SIGNAL TIMING, AND/OR CHANGING EXISTING SIGNAL PHASING. ANY ADDITIONAL CONTROLLER HARDWARE NECESSARY TO PERFORM SIGNAL TIMING AND/OR PHASING CHANGES WILL BE THE RESPONSIBILITY OF THE VILLAGE OF VALLEY VIEW.

THE TRAFFIC SIGNAL AT THE FOSDICK ROAD/CANAL ROAD INTERSECTION IS OWNED, OPERATED, AND MAINTAINED BY THE VILLAGE OF VALLEY VIEW. THE CONTRACTOR SHOULD COORDINATE ALL SIGNAL WORK WITH THE VILLAGE OF VALLEY VIEW:

VILLAGE OF VALLEY VIEW SERVICE DEPARTMENT
CONTACT: TIM HARTEN, SERVICE DIRECTOR
PHONE: (216) 524-1087

ANY COSTS FOR THE INSTALLATION OF ANY TEMPORARY SIGNAL HEADS AND/OR THE RELOCATION OF EXISTING SIGNAL HEADS NECESSARY TO PROVIDE A MINIMUM OF TWO TRAFFIC SIGNAL HEADS OVER THE PORTION OF THE ROADWAY USED BY EACH DIRECTION OF TRAFFIC, AS SHOWN ON THE PLANS SHALL BE INCLUDED IN THE LUMP SUM COST BID FOR ITEM 614 - MAINTAINING TRAFFIC.

IF THE ENGINEER DETERMINES THAT A SIGNAL REQUIRES A TIMING AND/OR PHASING CHANGE, THE CONTRACTOR SHALL CONTACT THE VILLAGE OF VALLEY VIEW. THE VILLAGE SHALL BE GIVEN AT LEAST FIVE WORKING DAYS NOTICE PRIOR TO IMPLEMENTATION OF ANY PHASING CHANGES.

THE NORMAL MAINTENANCE OF EXISTING TRAFFIC SIGNALS SHALL BE THE RESPONSIBILITY OF THE VILLAGE. OUTAGES WHICH OCCUR DUE TO THE CONTRACTOR'S NEGLIGENCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. IF POLES, SIGNAL HEADS, AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED DUE TO THE CONTRACTOR'S NEGLIGENCE, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHOUT UNDUE DELAY, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENTS AS SOON THEREAFTER AS POSSIBLE, AT NO ADDITIONAL COST TO THE PROJECT.

ONCE THE PROJECT (OR A PHASE) IS COMPLETE, AND THE ROAD REOPENED TO FULL WIDTH, THE CONTRACTOR SHALL ARRANGE WITH THE VILLAGE TO REVERT ALL ADJUSTED SIGNAL PHASING AND TIMING BACK TO THE PRE-CONSTRUCTION SETTINGS.

ANY TIME THE CONTRACTOR MUST ENTER A SIGNAL CONTROLLER TO ADJUST SIGNAL TIMING AND/OR SIGNAL PHASING, AND/OR COVER A SIGNAL HEAD OR HEADS AT AN INTERSECTION DUE TO A PHASING CHANGE, SHALL CONSTITUTE PAYMENT UNDER THIS ITEM OF WORK. ALL WORK NECESSARY TO IMPLEMENT A PHASING CHANGE, SUCH AS TIMING AND PHASING CHANGES IN THE CONTROLLER, SIGNAL HEAD ADJUSTMENTS, COVERING SIGNAL HEADS, ETC., SHOULD BE DONE CONCURRENTLY, AND WILL BE CONSIDERED FOR THE PURPOSES OF PAYMENT UNDER THIS ITEM. MULTIPLE ENTRIES INTO THE SAME CONTROLLER SHALL BE PAID FOR EACH TIME THE CONTROLLER IS SUBSEQUENTLY ENTERED AT THE DIRECTION OF THE ENGINEER TO ADJUST TIMING AND OR PHASING. ALL COSTS INCLUDING MATERIALS, LABOR, EQUIPMENT, ETC., RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE PAID FOR AT THE CONTRACT PRICE BID FOR ITEM 614 - MAINTAINING TRAFFIC, MISC.: MAINTAINING EXISTING TRAFFIC SIGNALS.

AN ESTIMATED QUANTITY OF THREE (3) EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM WORK AT THE FOSDICK ROAD / CANAL ROAD INTERSECTION.

NOTIFICATION

THE CONTRACTOR SHALL NOTIFY IN WRITING THE FOLLOWING AGENCIES AT LEAST TWO (2) WEEKS PRIOR TO THE START OF CONSTRUCTION, AND AT LEAST 72 HOURS BEFORE IMPLEMENTING ANY SUBSTANTIAL CHANGE IN TRAFFIC PATTERN OR CLOSING ANY STREET TO TRAFFIC:

THE CUYAHOGA COUNTY DEPARTMENT OF PUBLIC WORKS - PUBLIC INFORMATION OFFICER
THE CUYAHOGA COUNTY BOARD OF DEVELOPMENTAL DISABILITIES
THE UNITED STATES POSTAL SERVICE, GARFIELD HEIGHTS BRANCH
THE CUYAHOGA HEIGHTS BOARD OF EDUCATION
THE VILLAGE OF VALLEY VIEW POLICE, FIRE AND SERVICE DEPARTMENTS
THE ODOT DISTRICT 12 PUBLIC INFORMATION OFFICER

THE CONTRACTOR SHALL BE REQUIRED TO CLOSELY COORDINATE THE CONSTRUCTION SCHEDULE WITH ODOT AND THE VILLAGE OF VALLEY VIEW PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.

ESTIMATED QUANTITIES FOR MAINTAINING TRAFFIC

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

ITEM 608 - 2" ASPHALT CONCRETE WALK	822 SQ. FT.
ITEM 614 - WORK ZONE CENTER LINE, CLASS I, 740.06, TYPE 1	0.17 MILE
ITEM 614 - WORK ZONE EDGE LINE, CLASS I, 4", 740.06, TYPE 1	0.20 MILE
ITEM 614 - WORK ZONE STOP LINE, CLASS I	37 FT
ITEM 614 - WORK ZONE CROSSWALK LINE, CLASS I, 12"	210 FT
ITEM 614 - WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	2 EACH
ITEM 614 - BARRIER REFLECTOR, TYPE 1 (BIDIRECTIONAL)	3 EACH
ITEM 614 - WORK ZONE PAVEMENT MARKING, MISC.: YIELD LINE, CLASS I, 740.06, TYPE I	29 FT
ITEM 614 - WORK ZONE PAVEMENT MARKING, MISC.: YIELD AHEAD TRIANGLE, CLASS I, 740.06, TYPE I	1 EACH
ITEM 622 - PORTABLE BARRIER, UNANCHORED	150 FT

WORK ZONE PAVEMENT MARKING, MISC.: YIELD LINE, CLASS I
WORK ZONE PAVEMENT MARKING, MISC.: YIELD AHEAD TRIANGLE, CLASS I

THIS ITEM SHALL CONSIST OF INSTALLING WORK ZONE YIELD LINES AND A WORK ZONE YIELD AHEAD TRIANGLE AT THE LOCATIONS SHOWN ON PLAN SHEET 12. THESE WORK ZONE PAVEMENT MARKINGS SHALL FOLLOW THE SPECIFICATIONS AS SET FORTH IN ODOT CMS 614 FOR OTHER WORK ZONE PAVEMENT MARKINGS, CLASS I. THE YIELD LINE SHALL MEET GUIDELINES SET FORTH IN SECTION 3B.16 OF THE OMUTCD AND THE YIELD AHEAD TRIANGLE SHALL MEET GUIDELINES SET FORTH IN SECTION 3B.20 OF THE OMUTCD.

ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS REQUIRED FOR THIS ITEM OF WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 614 - WORK ZONE PAVEMENT MARKING, MISC.: YIELD LINE, CLASS I AND ITEM 614 - WORK ZONE PAVEMENT MARKING, MISC.: YIELD AHEAD TRIANGLE, CLASS I.

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

DETOUR SIGNING, AS PER PLAN

ADVANCE TRAFFIC SIGNING AND SUPPORTS, INCLUDING DETOUR SIGNING, CONSTRUCTION WORK ZONE APPROACH SIGNING, BARRICADES AND SIGNS ON BARRICADES SHOWN ON THE PLANS BEYOND THE WORK LIMITS SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR, AND ALL ASSOCIATED COST SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM 614 - DETOUR SIGNING, AS PER PLAN.

FLUORESCENT ORANGE TYPE G SIGN SHEETING SHALL BE USED FOR ALL DETOUR AND CONSTRUCTION WARNING SIGNS.

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CHECKED JLN

MAINTENANCE OF TRAFFIC NOTES

CUY-FOSDICK RD

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SHEET NUMBER													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
						4	5	7	15	17	18	19	01/BRF						
																		ROADWAY	
						LS							LS	201	11000	LS		CLEARING AND GRUBBING	4
									463				463	202	23000	463	SY	PAVEMENT REMOVED	
									781				781	202	30000	781	SF	WALK REMOVED	
									42				42	202	30700	42	FT	CONCRETE BARRIER REMOVED	
									60				60	202	32000	60	FT	CURB REMOVED	
									133				133	202	32500	133	FT	CURB AND GUTTER REMOVED	
									79				79	202	38000	79	FT	GUARDRAIL REMOVED	
									1				1	202	98100	1	EACH	REMOVAL MISC.: REMOVAL OF EXISTING BRIDGE-MOUNTED PEDESTRIAN POLE	5
										178	20	21	219	203	10000	219	CY	EXCAVATION	
										28	88	1	117	203	20000	117	CY	EMBANKMENT	
									1,085				1,085	204	10000	1,085	SY	SUBGRADE COMPACTION	
									87.5				87.5	606	15050	87.5	FT	GUARDRAIL, TYPE MGS	
									3				3	606	26550	3	EACH	ANCHOR ASSEMBLY, MGS TYPE T	
								2	4				4	606	35102	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	
									199				199	608	10000	199	SF	4" CONCRETE WALK	
								822					822	608	20080	822	SF	2" ASPHALT CONCRETE WALK	
									497				497	608	52000	497	SF	CURB RAMP	
									16				16	622	10176	16	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE E, GRADE BEAM	
									1				1	622	24700	1	EACH	CONCRETE BARRIER END SECTION, 36" TO 32" HEIGHT	
									1				1	622	24710	1	EACH	CONCRETE BARRIER END SECTION, 36" TO 42" HEIGHT	
							2						2	623	40900	2	EACH	MONUMENT, MISC.: MONUMENT REFERENCING	5
																		EROSION CONTROL	
									4				4	601	21050	4	SY	TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	
							LS						LS	659	98700	LS		SEEDING, MISC.: SEEDING AND MULCHING, COMPLETE	5
							5,000						5,000	832	30000	5,000	EACH	EROSION CONTROL	
																		DRAINAGE	
									317				317	605	11100	317	FT	6" SHALLOW PIPE UNDERDRAINS	
							20						20	605	13300	20	FT	6" UNCLASSIFIED PIPE UNDERDRAINS	
									2				2	611	99710	2	EACH	PRECAST REINFORCED CONCRETE OUTLET	
																		PAVEMENT	
									187				187	301	56000	187	CY	ASPHALT CONCRETE BASE, PG64-22, (449)	
									180				180	304	20000	180	CY	AGGREGATE BASE	
									123				123	407	10000	123	GAL	TACK COAT	
									65				65	441	70000	65	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	
									48				48	609	12000	48	FT	COMBINATION CURB AND GUTTER, TYPE 2	
									160				160	609	26000	160	FT	CURB, TYPE 6	

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GENERAL SUMMARY

CUY-FOSDICK RD

13
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REF NO.	SHEET NO.	SIDE	CENTERLINE	STATION TO STATION			202 PAVEMENT REMOVED	202 WALK REMOVED	202 CONCRETE BARRIER REMOVED	202 CURB REMOVED	202 CURB AND GUTTER REMOVED	202 GUARDRAIL REMOVED	202 REMOVAL MISC.; REMOVAL OF EXISTING BRIDGE-MOUNTED PEDESTRIAN POLE	204 SUBGRADE COMPACTION	301 ASPHALT CONCRETE BASE, PG64-22, (449)	304 AGGREGATE BASE	407 TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22	601 TIED CONCRETE BLOCK MAT WITH TYPE 1 UNDERLAYMENT	605 6" SHALLOW PIPE UNDERDRAINS	606 GUARDRAIL, TYPE MGS	606 ANCHOR ASSEMBLY, MGS TYPE T	606 MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2	608 4" CONCRETE WALK	608 CURB RAMP	609 COMBINATION CURB AND GUTTER, TYPE 2	609 CURB, TYPE 6	611 PRECAST REINFORCED CONCRETE OUTLET	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE E, GRADE BEAM	622 CONCRETE BARRIER END SECTION, 36" TO 32" HEIGHT	622 CONCRET BARRIER END SECTION, 36" TO 42" HEIGHT
							SY	SF	FT	FT	FT	FT	EACH	SY	CY	CY	GAL	CY	SY	FT	FT	EACH	EACH	SF	SF	FT	FT	EACH	FT	EACH	EACH
CR-1	16	RT.	FOSDICK ROAD	10+39				393						11		2		1							134						
CR-2	16	LT.	FOSDICK ROAD	10+47				388						11		2		1							225						
CR-3	16	LT.	FOSDICK ROAD	11+44																					138						
2																															
W-1	16	LT.	FOSDICK ROAD	10+58	TO	10+78																		199							
GR-1	16	RT.	FOSDICK ROAD	10+50	TO	10+78															25	1	1								
GR-2	16	LT.	FOSDICK ROAD	10+55	TO	10+80															25	1	1								
GR-3	16	LT.	CANAL ROAD	234+26	TO	234+63						37									25	1	1								
GR-4	16	LT.	CANAL ROAD	233+13	TO	233+55						42									12.5		1								
R-1	16	RT.	FOSDICK ROAD	10+20	TO	10+78				30	47																				
R-2	16	LT.	FOSDICK ROAD	10+36	TO	10+79				30																					
R-3	16	LT.	FOSDICK ROAD	11+51	TO	11+54					38																				
R-4	16	RT.	FOSDICK ROAD	11+50	TO	11+55					40																				
R-5	16	LT.	FOSDICK ROAD	11+40									1																		
R-6	16	RT.	FOSDICK ROAD	10+49	TO	10+69			21																						
R-7	16	LT.	FOSDICK ROAD	10+49	TO	10+70			21																						
D-1	16	LT.	FOSDICK ROAD	10+24	TO	10+82														135											
D-2	16	RT.	FOSDICK ROAD	10+22	TO	10+82														140											
D-3	16	LT.	FOSDICK ROAD	10+72	TO	10+79													2	18								1			
D-4	16	RT.	FOSDICK ROAD	10+73	TO	10+86													2	24								1			
P-1	16	LT./RT.	FOSDICK ROAD	10+09	TO	10+79	319							623	149	104	98	50													
P-2	16	LT./RT.	FOSDICK ROAD	10+79	TO	10+93								147		24															
P-3	16	LT./RT.	FOSDICK ROAD	11+36	TO	11+51								128		21															
P-4	16	LT./RT.	FOSDICK ROAD	11+51	TO	11+61	144							165	38	27	25	13													
C-1	16	RT.	FOSDICK ROAD	10+11	TO	10+31																					40				
C-2	16	RT.	FOSDICK ROAD	10+31	TO	10+78																						48			
C-3	16	LT.	FOSDICK ROAD	10+18	TO	10+78																						84			
C-4	16	LT.	FOSDICK ROAD	11+48	TO	11+52																						18			
C-5	16	LT.	CANAL ROAD	233+13	TO	233+24																						10			
C-6	16	LT.	W. CANAL ROAD	19+25	TO	19+33					8																8				
CB-1	16	LT.	CANAL ROAD	233+24	TO	233+55																								16	1	1
TOTALS CARRIED TO GENERAL SUMMARY							463	781	42	60	133	79	1	1085	187	180	123	65	4	317	87.5	3	4	2 199	497	48	160	2	16	1	1

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ROADWAY SUBSUMMARY

CUY-FOSDICK RD

15
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PR. CURB, TAPER HEIGHT 6" TO 0" OVER 10' TIE INTO EX. EDGE OF PAVEMENT

EX. SHARED USE PATH

OHIO AND ERIE CANAL

℄ R/W CANAL ROAD

EX. DETECTOR LOOP (DO NOT DISTURB)

℄ BRIDGE

STA. 10+57.00

STA. 11+36.00

EX. UTILITY & SIGNAL POLE (TO BE RELOCATED BY OTHERS)

SAWCUT

℄ R/W WEST CANAL ROAD

STA. 10+14.25 BEGIN FULL DEPTH PAVEMENT REPLACEMENT

SAWCUT

EX. UTILITY MARKER POST (TO BE RELOCATED BY OTHERS)

END PROJECT STA. 11+60.75

N 11°54'40" W

EX. ROCK (REMOVE AND REPLACE)

EX. BP GAS (SEE NOTE 2)

EX. TELECOM (TO BE RELOCATED)

EX. 10" SAN (DO NOT DISTURB)

EX. 12" WATER (DO NOT DISTURB)

MN03

MN04

N 78°03'30" E

STA. 10+00.00 (℄ R/W FOSDICK ROAD) = STA. 2+90.28 (℄ R/W WEST CANAL ROAD)

℄ R/W FOSDICK ROAD

STA. 11+73.10 (℄ R/W FOSDICK ROAD) = STA. 233+96.00 (℄ R/W CANAL ROAD)

EX. TELECOM (TO BE RELOCATED)

EX. DETECTOR LOOP (TO BE REMOVED - SEE NOTE 1)

EX. 16" WATER (DO NOT DISTURB)

EX. WATER (DO NOT DISTURB)

EX. ASPHALT DRIVE

EX. TELECOM (DO NOT DISTURB)

EX. TELECOM (DO NOT DISTURB)

N 11°06'12" W

EX. 4" GAS (DO NOT DISTURB)

EX. 24" STORM (DO NOT DISTURB)

BEGIN PROJECT STA. 10+08.96

EX. UTILITY POLE (TO BE RELOCATED BY OTHERS)

CP105

EX. PULLBOX (TO BE REMOVED WITH FUTURE PROJECT)

EX. FIRE HYDRANT (DO NOT DISTURB)

EX. WATER (DO NOT DISTURB)

EX. POLE MOUNTED CONTROLLER (TO BE REMOVED WITH FUTURE PROJECT)

PR. CONSTRUCTION LIMITS (TYP.)

EX. UTILITY POLE (TO BE RELOCATED BY OTHERS)

EX. SHARED USE PATH

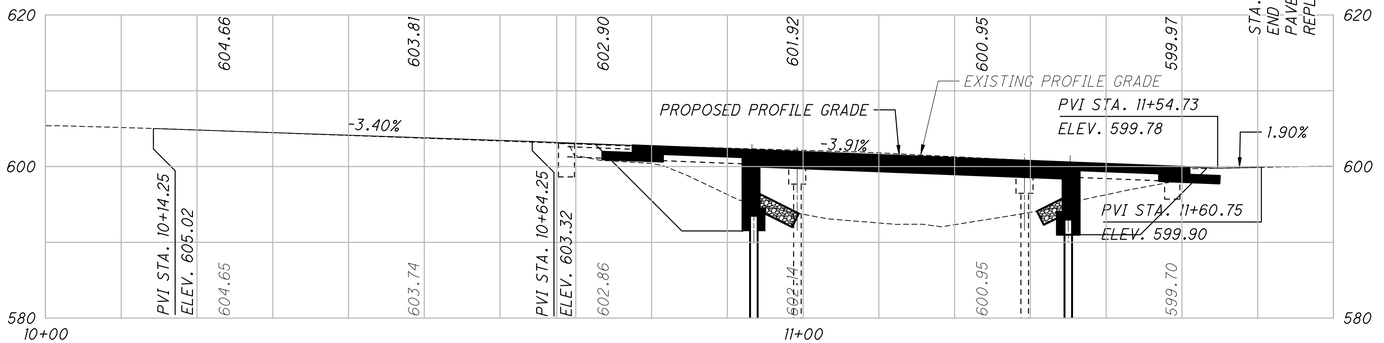
OHIO AND ERIE CANAL

EX. OVERHEAD ELECTRIC (TO BE RELOCATED BY OTHERS)

PROP. CURB AND GUTTER, TIE INTO EXISTING

STA. 11+60.75 END FULL DEPTH PAVEMENT REPLACEMENT

EX. DETECTOR LOOP (DO NOT DISTURB)



LEGEND

- PROPOSED CONCRETE WALK
- PROPOSED ASPHALT PATH
- PROPOSED CONCRETE CURB RAMP AREA
- (A) EX. SIGNAL CABLES (TO BE REMOVED WITH FUTURE PROJECT, SEE NOTE 1)
- (1) PR. ANCHOR ASSEMBLY, MGS TYPE T
- (2) PR. MGS BRIDGE TERMINAL ASSEMBLY, TYPE 2

NOTES:

1. EXISTING CANAL ROAD AND FOSDICK ROAD INTERSECTION SIGNALS TO BE UPGRADED IN SEPARATE PROJECT. THAT PROJECT IS EXPECTED TO BE COMPLETED BEFORE FOSDICK ROAD BRIDGE REPLACEMENT PROJECT BEGINS. EXISTING SIGNAL MAST ARMS SHOWN ARE FROM THAT PROJECT.
2. SIZE AND LOCATION OF EXISTING GAS LINE ARE UNKNOWN. LOCATION IS APPROXIMATE AND IS DRAWN BASED ON EXISTING RECORD PLANS. THE EX. BP GAS LINE AS SHOWN WAS NOT PHYSICALLY LOCATED.

N

HORIZONTAL SCALE IN FEET 0 5 10 20

CALCULATED COM CHECKED JLN

PLAN & PROFILE FOSDICK ROAD

CUY-FOSDICK RD

16 50

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LEGEND

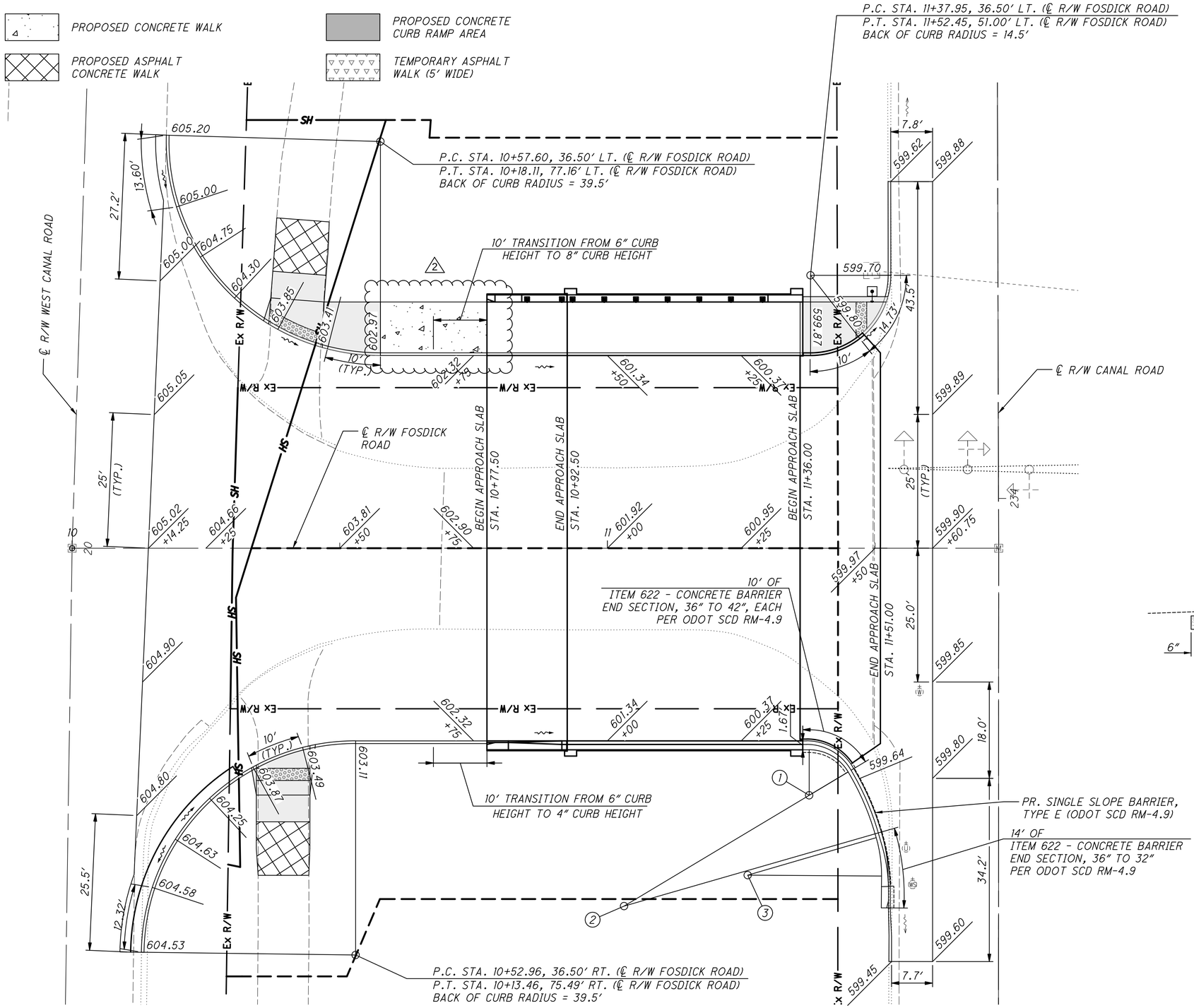
PROPOSED CONCRETE WALK

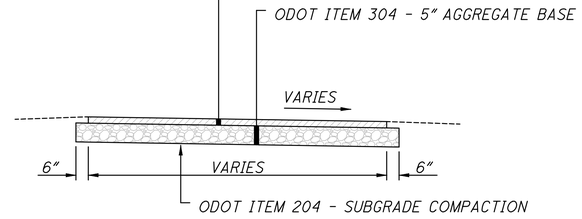
PROPOSED ASPHALT CONCRETE WALK

PROPOSED CONCRETE CURB RAMP AREA

TEMPORARY ASPHALT WALK (5' WIDE)

NOTES:
1. SEE SHEET 21 FOR CURB RAMP DETAILS.





PROPOSED ASPHALT CONCRETE WALK TYPICAL SECTION

① P.C. STA. 11+37.69, 37.67' RT. (℄ R/W FOSDICK ROAD)
P.T. STA. 11+44.98, 41.80' RT. (℄ R/W FOSDICK ROAD)
BACK OF CURB RADIUS = 8.5'

② P.C. STA. 11+44.98, 41.80' RT. (℄ R/W FOSDICK ROAD)
P.T. STA. 11+50.01, 53.38' RT. (℄ R/W FOSDICK ROAD)
BACK OF CURB RADIUS = 48.8'

③ P.C. STA. 11+50.22, 54.09' RT. (℄ R/W FOSDICK ROAD)
P.T. STA. 11+51.21, 61.25' RT. (℄ R/W FOSDICK ROAD)
BACK OF CURB RADIUS = 25.0'

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED COM
CHECKED JLN

INTERSECTION DETAILS FOSDICK ROAD

CUY-FOSDICK RD

20
50

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GENERAL SUMMARY

ITEM	ITEM EXTENSION	GRAND TOTAL	UNIT	DESCRIPTION	REAR ABUTMENT	FORWARD ABUTMENT	SUPER-STRUCTURE	GENERAL	REF. SHEET NUMBER
				STRUCTURE OVER 20 FOOT SPAN					
202	11003	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LS	26
203	10000	546	CY	EXCAVATION				546	
203	35111	677	CY	GRANULAR MATERIAL, TYPE B, AS PER PLAN				677	26
204	50000	416	SY	GEOTEXTILE FABRIC				416	
503	11100	LS		COFFERDAMS AND EXCAVATION BRACING				LS	
503	21100	154	CY	UNCLASSIFIED EXCAVATION	73	81			
505	11100	LS		PILE DRIVING EQUIPMENT MOBILIZATION				LS	
507	00700	1470	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	700	770			
507	00750	1610	FT	16" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	770	840		(2)	
509	10000	74,194	LB	EPOXY COATED STEEL REINFORCEMENT	7,179	6,747	58,391	1,877	
(2) 509	30020	829	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			829		
511	32210	329	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			329		
511	34448	9	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)				9	
511	43510	132	CY	CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING	71	61			
511	51510	19	CY	CLASS QC2 CONCRETE, SIDEWALK			14	5	
512	10050	52	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			52		
512	10100	174	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	29	16	129		
516	13200	128	SF	½" PREFORMED EXPANSION JOINT FILLER			128		
516	13600	162	SF	1" PREFORMED EXPANSION JOINT FILLER			162		
516	14014	181	FT	INTEGRAL ABUTMENT EXPANSION JOINT SEAL			181		
517	75121	59	FT	RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING), AS PER PLAN			59		26
518	21200	111	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	67	44			
518	40000	216	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	108	108			
518	40010	40	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	20	20			(2)
523	20001	1	EACH	DYNAMIC LOAD TESTING, AS PER PLAN				1	26
523	20501	1	EACH	RESTRIKE, AS PER PLAN				1	26
526	10000	143	SY	REINFORCED CONCRETE APPROACH SLABS (T=12")				143	
526	10001	125	SY	REINFORCED CONCRETE APPROACH SLABS (T=12"), AS PER PLAN				125	39
526	90010	166	FT	TYPE A INSTALLATION				166	
530	13000	372	SF	SPECIAL - FORM LINER				372	27
625	33000	1	EACH	STRUCTURE GROUNDING SYSTEM				1	

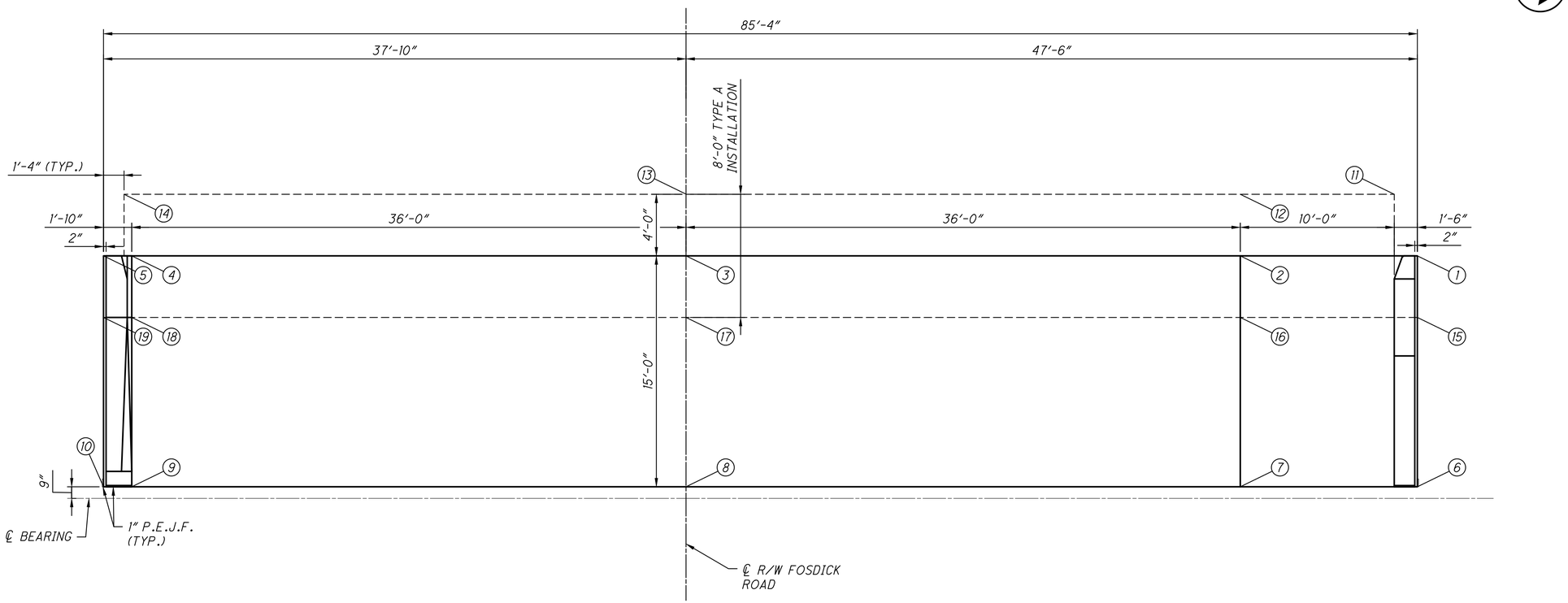
DESIGN AGENCY
EUTHENICS
8235 Mohawk Dr. | Cleveland, OH 44136

DESIGNED CMA | DRAWN LAB | REVIEWED BPS | DATE 12-5-25
CHECKED LAB | REVISED --- | STRUCTURE FILE NUMBER 1887123

ESTIMATED QUANTITIES
BRIDGE NO. CUY-FOSDI-0011
FOSDICK ROAD BRIDGE OVER THE OHIO & ERIE CANAL

CUY-FOSDICK RD
PID No. 119445

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REAR APPROACH SLAB PLAN

APPROACH SLAB SURFACE ELEVATIONS	
REAR APPROACH SLAB	
1	602.22
2	602.22
3	602.80
4	602.22
5	602.22
6	601.64
7	601.64
8	602.22
9	601.64
10	601.64

SLEEPER SLAB SURFACE ELEVATIONS (SEE NOTE 2)	
REAR SLEEPER SLAB	
11	601.38
12	601.38
13	601.96
14	601.38
15	601.07
16	601.07
17	601.65
18	601.07
19	602.07

NOTES:

1. THIS DRAWING PROVIDES DETAILS TO SUPPLEMENT THE STANDARD DRAWING. FOR APPROACH SLAB REINFORCING STEEL AND DETAILS NOT SHOWN, SEE ODOT STANDARD CONSTRUCTION DRAWINGS AS-1-15 AND AS-2-15.
2. ELEVATIONS LISTED FOR THESE POINTS ARE LOCATED AT THE TOP SURFACE OF SLEEPER SLAB BELOW THE APPROACH SLAB.
3. FOR THE FORWARD APPROACH SLAB PLAN, SEE SHEET 15/17.
4. FOR SIDEWALK, RAILING AND PARAPET DETAILS, SEE SHEETS 11/17 - 13/17.
5. THE REAR APPROACH SLAB SHALL BE PAID FOR UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=12").

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=12")

DESCRIPTION: THIS ITEM SHALL CONSIST OF CONSTRUCTING A REINFORCED CONCRETE APPROACH SLAB AT THE REAR ABUTMENT IN ACCORDANCE WITH THE DETAILS IN THE STRUCTURE PLANS AND ODOT STANDARD DRAWINGS AS-1-15 AND AS-2-15.

BASIS OF PAYMENT: ACCEPTED QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER SQUARE YARDS COMPLETE IN PLACE. THIS PRICE SHALL INCLUDE FULL COMPENSATION FOR ALL CONCRETE APPROACH SLABS INCLUDING EPOXY COATED REINFORCING STEEL, DOWELS, JOINTS, AND OTHER MATERIALS, LABOR AND EQUIPMENT. PAYMENT WILL BE MADE UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=12").

THE SIDEWALK CONCRETE ON THE APPROACH SLAB IS INCLUDED FOR PAYMENT WITH ITEM 511 - CLASS QC2 CONCRETE, SIDEWALK AND THE REINFORCING STEEL IN THE SIDEWALK IS INCLUDED FOR PAYMENT WITH ITEM 509 - EPOXY COATED STEEL REINFORCEMENT. THE CONCRETE AND REINFORCING STEEL IN THE SIDEWALK BARRIER ARE INCLUDED WITH ITEM 517 - RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING).

THE PARAPET CONCRETE ON THE APPROACH SLAB IS INCLUDED FOR PAYMENT WITH ITEM 511 - CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET), AND THE REINFORCING STEEL IN THE PARAPET IS INCLUDED FOR PAYMENT WITH ITEM 509 - EPOXY COATED STEEL REINFORCEMENT.

DESIGN AGENCY
EUTHENICS
8235 Mohawk Dr. | Cleveland, OH 44136

DESIGNED CMA | DRAWN LAB | REVIEWED BPS | DATE 12-5-25
CHECKED LAB | REVISED --- | STRUCTURE FILE NUMBER 1887123

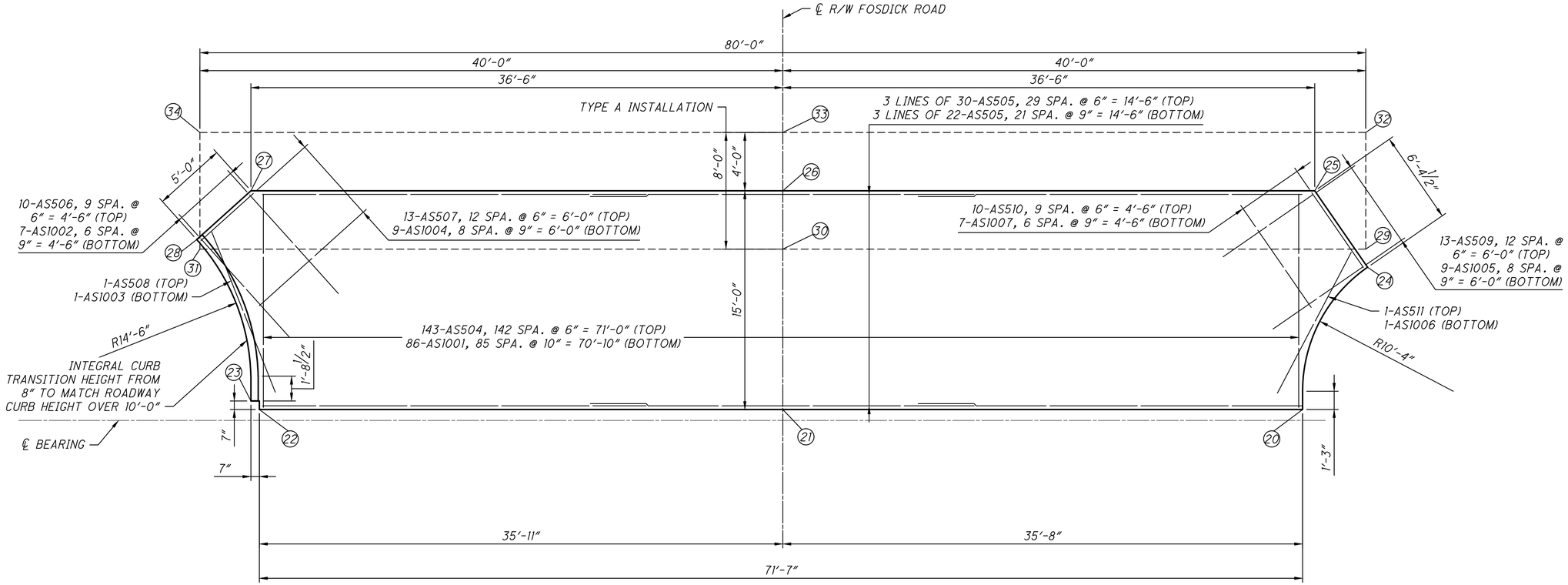
APPROACH SLAB DETAILS
BRIDGE NO. CUY-FOSDI-0011
FOSDICK ROAD BRIDGE OVER THE OHIO & ERIE CANAL

CUY-FOSDICK RD
PID No. 119445

14 / 17

38
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FORWARD APPROACH SLAB PLAN

APPROACH SLAB SURFACE ELEVATIONS	
FORWARD APPROACH SLAB	
20	599.94
21	600.52
22	599.94
23	599.93
24	599.71
25	599.78
26	599.96
27	599.82
28	599.80

SLEEPER SLAB SURFACE ELEVATIONS (SEE NOTE 2)	
FORWARD SLEEPER SLAB	
29	598.73
30	599.09
31	598.80
32	598.89
33	598.94
34	598.90

NOTES:

1. THIS DRAWING PROVIDES GEOMETRY AND REINFORCING STEEL DETAILS FOR THE FORWARD APPROACH SLAB. FOR APPROACH SLAB DETAILS NOT SHOWN, SEE ODOT STANDARD CONSTRUCTION DRAWINGS AS-1-15 AND AS-2-15.
2. ELEVATIONS LISTED FOR THESE POINTS ARE LOCATED AT THE TOP SURFACE OF SLEEPER SLAB BELOW THE APPROACH SLAB.
3. FOR THE REAR APPROACH SLAB PLAN, SEE SHEET 14/17.
4. FOR SIDEWALK, RAILING AND PARAPET DETAILS, SEE SHEETS 11/17 - 13/17.
5. THE FORWARD APPROACH SLAB SHALL BE PAID FOR UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=12"), AS PER PLAN.
6. LAP LENGTHS:
   - NO. 5 BAR LAP LENGTH = 3'-10"
   - NO. 10 BAR LAP LENGTH = 10'-11"

△2

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=12"), AS PER PLAN

DESCRIPTION: THIS ITEM SHALL CONSIST OF CONSTRUCTING A REINFORCED CONCRETE APPROACH SLAB AT THE FORWARD ABUTMENT IN ACCORDANCE WITH THE DETAILS IN THE STRUCTURE PLANS, ODOT STANDARD DRAWINGS AS-1-15 AND AS-2-15, AND THE FOLLOWING MODIFICATIONS:

THE GEOMETRY OF THE APPROACH SLAB AND THE LAYOUT OF THE REINFORCING STEEL HAS BEEN FULLY DETAILED ON THIS PLAN SHEET.

BASIS OF PAYMENT: ACCEPTED QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER SQUARE YARDS COMPLETE IN PLACE. THIS PRICE SHALL INCLUDE FULL COMPENSATION FOR ALL CONCRETE APPROACH SLABS INCLUDING EPOXY COATED REINFORCING STEEL, DOWELS, JOINTS, AND OTHER MATERIALS, LABOR AND EQUIPMENT. PAYMENT WILL BE MADE UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=12"), AS PER PLAN.

DESIGN AGENCY
EUTHENICS
8235 Mohawk Dr. | Cleveland, OH 44136

DESIGNED CMA | DRAWN LAB | REVIEWED BPS | DATE 12-5-25
CHECKED LAB | REVISED --- | STRUCTURE FILE NUMBER 1887123

APPROACH SLAB DETAILS
BRIDGE NO. CUY-FOSDI-0011
FOSDICK ROAD BRIDGE OVER THE OHIO & ERIE CANAL

CUY-FOSDICK RD
PID No. 119445

15 / 17

39
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MARK	ABUTMENTS			LENGTH	TYPE	WEIGHT	DIMENSIONS					SER. INCR.
	REAR	FWD	TOTAL			(LBS.)	A	B	C	D	E	
A401	28	28	52	9'-0"	3	336	1'-9"	2'-6"				
A501	82		82	14'-3"	STR	1219	4'-11"	1'-11"				
	1	1		7'-6"			2'-11"		2'-11"			
A502	SER OF	SER OF	16	TO	2	174	TO	1'-11"	TO			
	8	8		13'-4"			5'-10"		5'-10"			
A503	2	2	4	13'-4"	2	56	5'-10"	1'-11"	5'-10"			
A504	24	18	48	30'-0"	STR	1314						
A505	8	6	16	24'-2"	STR	353						
A506	4	4	8	9'-7"	STR	80						
A507	4	4	8	7'-8"	STR	64						
A508	4	4	8	4'-8"	STR	38						
A509	4	4	8	10'-0"	19	84	8'-9"	1'-3"	0'-5"			
A510		82	82	12'-0"	3	1026	3'-10"	1'-11"				
A601	82	82	164	9'-6"	3	2340	2'-6"	2'-6"				
A801	24	24	48	30'-0"	STR	3844						
A802	8	8	16	28'-0"	STR	1196						
A803	88	88	176	3'-10"	17	1802	2'-0"					
TOTAL						13926	LBS					

MARK	SUPERSTRUCTURE			LENGTH	TYPE	WEIGHT	DIMENSIONS					SER. INCR.
			TOTAL			(LBS.)	A	B	C	D	E	
S401			88	3'-11"	2	230	1'-3"	1'-7"	1'-3"			
S501			176	23'-3"	STR	4268						
S502			264	30'-10"	STR	8490						
S503			20	11'-0"	3	229	1'-11"	3'-4"				
S504			158	6'-2"	3	1016	1'-9"	1'-1"				
S505			316	7'-2"	2	2362	3'-0"	1'-5"	3'-0"			
S506			88	3'-11"	2	359	1'-7"	1'-0"	1'-7"			
S507			44	10'-11"	STR	501						
S508			20	22'-11"	STR	478						
S801			114	6'-0"	18	1826	3'-9"	1'-0"	1'-0"			
S802			60	32'-2"	STR	5153						
S1001			171	45'-6"	17	33479	42'-8"					
TOTAL						58391	LBS					

MARK	MATRL TYPE	PARAPETS			LENGTH	TOTAL LENGTH	TYPE	DIMENSIONS					SER. INCR.
				TOTAL				A	B	C	D	E	
		SBR-1-20 PARAPET											
R401	GFRP			12	11'-0"	132'-0"	STR						
R402	GFRP			6	6'-4"	38'-0"	25	2'-6"	2'-5"	1'-5"	0'-2"	0'-5"	
R403	GFRP			6	5'-1"	31'-0"	STR						
R404	GFRP			12	10'-0"	120'-0"	STR						
R405	GFRP			20	23'-1"	462'-0"	STR						
R406	GFRP			4	14'-0"	56'-0"	STR						
TOTAL						839'-0"							

MARK	MATRL TYPE	PARAPETS			LENGTH	TYPE	WEIGHT	DIMENSIONS					SER. INCR.
				TOTAL			(LBS.)	A	B	C	D	E	
		SBR-1-20 PARAPET											
R601	ECSR			48	9'-9"	37	703	2'-0"	0'-10"	1'-5"	1'-0"	0'-7"	
R602	ECSR			48	7'-1"	23	511	0'-6"	3'-3"	3'-3"			
				2	3'-4"								
R603	ECSR			SER OF	TO	STR	135						
				12	4'-2"								
R604	ECSR			8	4'-2"	1	50	1'-0"	3'-4"				
TOTAL							1399	LBS					

MARK	MATRL TYPE	APPROACH SLABS			LENGTH	TYPE	WEIGHT	DIMENSIONS					SER. INCR.
				TOTAL			(LBS.)	A	B	C	D	E	
		SIDEWALK											
AS501	ECSR			30	3'-11"	2	123	1'-7"	1'-0"	1'-7"			
AS502	ECSR			15	10'-11"	STR	171						
AS503	ECSR			12	14'-8"	STR	184						
TOTAL							478	LBS					

REINFORCING STEEL NOTES

1. SERIES BARS - EACH BAR VARIES BY TABULATED AMOUNT.
2. ALL DIMENSIONS ARE OUT TO OUT.
3. TYPE 'STR' INDICATES A STRAIGHT BAR.
4. THE BAR SIZE NUMBER IS INDICATED IN THE 'MARK' COLUMN. THE FIRST ONE OR TWO DIGITS OF EACH MARK INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, A501 IS A #5 BAR SIZE AND P1101 IS A #11 BAR SIZE.
5. ALL REINFORCING STEEL SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED.

DESIGN AGENCY EUTHENICS

DESIGNED CMA | DRAWN LAB | REVIEWED BPS | DATE 12-5-25

CHECKED | REVISED | STRUCTURE FILE NUMBER

REINFORCING STEEL LIST

BRIDGE NO. CUY-FOSDI-0011

CUY-FOSDICK RD

16 / 1

40 / 50

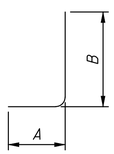
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MARK	APPROACH SLABS		TOTAL	LENGTH	TYPE	WEIGHT (LBS.)	DIMENSIONS A	B	C	D	E	SER. INCR.
AS504			143	14'-6"	STR	2153						
AS505			156	26'-3"	STR	4271						
AS506			10	9'-0"	STR	94						
AS507			13	4'-9"	STR	64						
AS508			1	12'-0"	STR	13						
AS509			13	7'-6"	STR	102						
AS510			10	6'-0"	STR	63						
AS511			1	11'-0"	STR	11						
AS1001			86	15'-11"	16	5890	14'-6"					
AS1002			7	9'-0"	STR	271						
AS1003			1	12'-0"	STR	52						
AS1004			9	4'-9"	STR	184						
AS1005			9	7'-6"	STR	290						
AS1006			1	11'-0"	STR	47						
AS1007			7	6'-0"	STR	181						
TOTAL						13,696	LBS					

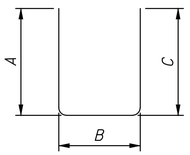
NOTE: APPROACH SLAB REINFORCEMENT LISTED ABOVE IS SHOWN FOR INFORMATION ONLY.
STEEL REINFORCEMENT FOR APPROACH SLAB IS INCLUDED FOR PAYMENT UNDER ITEM 526.

MARK	RAILING		TOTAL	LENGTH	TYPE	WEIGHT (LBS.)	DIMENSIONS A	B	C	D	E	SER. INCR.
BR-2-15 RAILING												
R501			4	4'-1"	1	17	0'-10"	3'-5"				
R502			4	6'-2"	1	26	2'-11"	3'-5"				
R503			4	4'-7"	STR	19						
R504			22	10'-10"	30	249	1'-6"	0'-8"	3'-11"	3'-9"		
R505			63	7'-10"	30	515	1'-6"	0'-8"	2'-5"	2'-3"		
R506			2	6'-3"	19	13	4'-10"	1'-5"	0'-5"			
R507			2	6'-2"	STR	13						
R508			1	10'-6"	19	11	9'-1"	1'-5"	0'-5"			
R509			1	10'-6"	STR	11						
R510			10	4'-5"	1	46	1'-6"	3'-1"				
R511			10	4'-3"	1	44	1'-6"	2'-11"				
R512			2	14'-8"	19	31	13'-3"	1'-5"	0'-5"			
R513			2	14'-8"	STR	31						
R514			4	3'-10"	STR	16						
R515			4	9'-6"	STR	40						
R516			8	11'-6"	STR	96						
R517			1	10'-1"	19	11	8'-8"	1'-5"	0'-5"			
R518			1	10'-1"	STR	11						
R519			4	29'-11"	STR	125						
R520			2	15'-8"	19	33	14'-3"	1'-5"	0'-5"			
R521			2	15'-9"	STR	33						
TOTAL						1391	LBS					

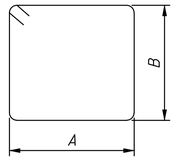
NOTE: RAILING STEEL REINFORCEMENT LISTED ABOVE IS SHOWN FOR INFORMATION ONLY.
STEEL REINFORCEMENT FOR RAILING IS INCLUDED FOR PAYMENT UNDER ITEM 517.



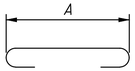
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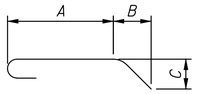
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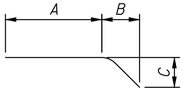
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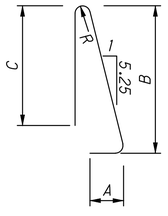
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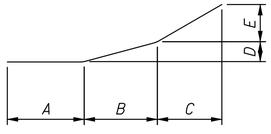
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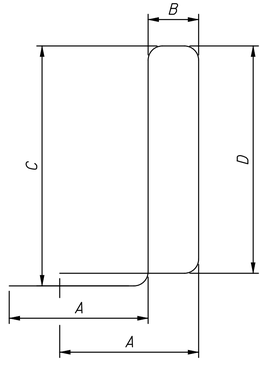
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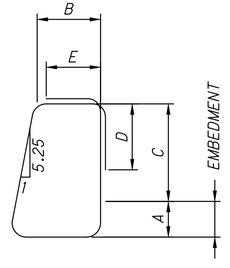
TYPE-23



TYPE-25



TYPE 30



TYPE 37

REINFORCING STEEL NOTES

1. SERIES BARS - EACH BAR VARIES BY TABULATED AMOUNT.
2. ALL DIMENSIONS ARE OUT TO OUT.
3. TYPE 'STR' INDICATES A STRAIGHT BAR.
4. THE BAR SIZE NUMBER IS INDICATED IN THE 'MARK' COLUMN. THE FIRST ONE OR TWO DIGITS OF EACH MARK INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, A501 IS A #5 BAR SIZE AND P1101 IS A #11 BAR SIZE.
5. ALL REINFORCING STEEL SHALL BE EPOXY COATED UNLESS OTHERWISE NOTED.

DESIGN AGENCY
EUTHENICS
8235 Mohawk Dr. | Cleveland, OH 44136

DESIGNED CMA | DRAWN LAB | REVIEWED BPS | DATE 12-5-25
CHECKED LAB | REVISED --- | STRUCTURE FILE NUMBER 1887123

REINFORCING STEEL LIST
BRIDGE NO. CUY-FOSDI-0011
FOSDICK ROAD BRIDGE OVER THE OHIO & ERIE CANAL

CUY-FOSDICK RD
PID No. 119445

17 / 17

41 / 50

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