

MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. ON 2 AND 3 LANE SECTIONS: A MINIMUM OF ONE TEN FOOT BIDIRECTIONAL LANE SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

ON 4 OR MORE LANE SECTIONS: A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.

2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.

3. LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.

4. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.

5. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE [1] MILE URBAN.

6. FOR ROUTES NOT ON THE PERMITTED LANE CLOSURE CHART, ONLY DURING OFF-PEAK PERIODS (ie ANY PERIOD OTHER THAN 6-8AM AND 3-6PM) SHALL THE CONTRACTOR INSTALL AND SUBSEQUENTLY RESET ALL TRAFFIC CONTROL NECESSARY FOR THE WORK ZONE FOR EACH CONSTRUCTION PHASE.

7. IN ADDITION TO THE REQUIREMENTS OF 614.11 WORK ZONE PAVEMENT MARKINGS, AT THE END OF EACH DAY OF WORK, THE CONTRACTOR SHALL REPLACE (WITH WORK ZONE MARKINGS) ALL LANE, CENTER, STOP OR CHANNELIZING LINES THAT WERE REMOVED OR COVERED DURING THE PAVEMENT REMOVAL OR PLACEMENT OPERATIONS. QUANTITIES FOR SUCH PLACEMENT ARE CARRIED AS PART OF THE ITEMS LISTED UNDER 614 WORK ZONE PAVEMENT MARKINGS.

8. PRIOR TO OPENING TO TRAFFIC EACH LANE SHALL BE IN A SAFE, PASSABLE CONDITION. ALL TRANSVERSE JOINTS SHALL EXTEND ACROSS THE FULL LANE AND SHOULDER WIDTH AND EACH LANE SHALL BE FREE FROM UNEVEN LONGITUDINAL JOINTS. THE CONTRACTOR SHALL PROVIDE ASPHALT WEDGES FOR TRANSVERSE JOINTS WHEREVER THERE ARE PAVEMENT ELEVATION DIFFERENCES.

9. TO ENSURE THAT WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND AND MOVING TRAFFIC, ALL WEIGHTED CHANNELIZERS UTILIZED ON INTERSTATES AND FREEWAYS SHALL BE FROM MANUFACTURERS ON THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF MATERIAL MANAGEMENT'S QUALIFIED PRODUCTS LIST (QPL) WHICH UTILIZE A MINIMUM OF A 30 POUND BALLAST.

10. DRUMS UTILIZED ON THE HIGH SIDE OF A SUPERELEVATED INTERSTATE OR FREEWAYS SHALL BE FROM MANUFACTURERS ON THE OFFICE OF MATERIAL MANAGEMENT'S QUALIFIED PRODUCTS LIST (QPL) WITH A MINIMUM BALLAST WEIGHT OF 30 POUNDS. ALL BALLASTS USED SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FOLLOWING QUANTITY SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT FOR STRUCTURES TREATED WITH GRAVITY FED RESIN AND CONCRETE OVERLAYS:
614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT, 0.55 MILE
614, WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT, 0.77 MILE
614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT, 1.21 MILE
614, WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT, 986 FEET
614, WORK ZONE MARKING SIGN (ALL PHASES), 20 EACH

THE FOLLOWING QUANTITY SHALL BE USED FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT FOR STRUCTURE SUM-76-5.500:
614, WORK ZONE CENTER LINE, CLASS III, 642 PAINT, 0.13 MILE
614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT, 0.56 MILE
614, WORK ZONE STOP LINE, CLASS III, 642 PAINT, 44 FEET
614, WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT, 500 FEET
614, LONGITUDINAL CHANNELIZER, 190 FEET

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.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permited-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

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 TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
ROAD & RAMP CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS 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 PATTERNS 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, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

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

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
THANKSGIVING	CHRISTMAS (OBSERVED)
MEMORIAL DAY	LABOR DAY
FOURTH OF JULY (OBSERVED)	TWINS DAY (8/2/25)
PGA GOLF TOURNAMENT (6/18/25)	

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

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

SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY	(TOTAL SOLAR ECLIPSE)
	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	(GEN./REG. ELECTION)
	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY	(THANKSGIVING ONLY)
	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

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

LANE VALUE CONTRACT			
DESCRIPTION OF CRITICAL LANE/ RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME PERIOD
ALL ROUTES	PER MAINTAINING TRAFFIC NOTE 3 SHEET 5	PER LANE/ PER MINUTE	\$20

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

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



ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE
 ITEM DURATION SIGN DISPLAYED
 OF CLOSURE TO PUBLIC

RAMP & >=2 WEEKS 14 CALENDAR DAYS
 PRIOR TO CLOSURE

ROAD > 12 HOURS 7 CALENDAR DAYS
 & < 2 WEEKS PRIOR TO CLOSURE

CLOSURES <= 12 HOURS 2 BUSINESS DAYS
 PRIOR TO CLOSURE

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

COOPERATION BETWEEN CONTRACTORS

THE CONTRACTOR SHALL BE ADVISED THAT PROJECT POR-82-3.448 (PID 105212) MAY BE ONGOING IN AN AREA IMMEDIATELY ADJACENT TO AND WITHIN THE PROJECT LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO AS TO CAUSE A MINIMUM OF DELAY OR CONFLICT WITH THE OTHER PROJECTS. IN ACCORDANCE WITH 105.08, THE CONTRACTOR SHALL ARRANGE WITH THE OTHER CONTRACTORS APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL RECEIVE DAILY APPROVALS FROM THE ENGINEER PRIOR TO COMMENCING ANY OPERATIONS. ANY CONFLICT BETWEEN CONTRACTORS INVOLVING WORK SCHEDULES, WORK AREA, OR COOPERATION SHALL BE RESOLVED BY THE ENGINEER. COMPENSATION FOR THE ABOVE COOPERATION SHALL BE INCIDENTAL TO THE VARIOUS PAY ITEMS INCLUDED WITHIN THIS PROJECT.

SIGNALIZED CLOSURES (SUM-91-20.072)

FOR AREAS WITH 2-LANE HIGHWAYS THAT WILL BE REDUCED TO A SINGLE BI-DIRECTIONAL LANE, THE CONTRACTOR IS PERMITTED TO USE SIGNALIZED CLOSURES AS PER SCD MT-96.11, AT THE DISCRETION OF THE PROJECT ENGINEER, FOR A PERIOD NOT TO EXCEED 10 CONSECUTIVE CALENDAR DAYS PER SIDE. QUEUE BACKUPS AND IMPACTS TO NEARBY DRIVEWAYS WILL BE KEPT TO A MINIMUM. ALL WORK, MATERIALS, SIGNAGE, AND EQUIPMENT WILL BE INCIDENTAL TO ITEM 614 - MAINTAINING TRAFFIC.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (SUM-76-5.500 RAMPS)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 7 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON THIS SHEET. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2500 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (SUM-224-10.616 RAMPS)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 3 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON THIS SHEET. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2500 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

SUM-91-20.072 AND SUM-76-5.500 INTERIM COMPLETION DATES

ALL WORK AT THE SUM-91-20.072 AND SUM-76-5.500 LOCATIONS MUST BE COMPLETED BETWEEN 5/1/2025 AND 7/31/2025.

RAMP CLOSURES FOR CONCRETE OVERLAYS

RAMP	BRIDGE	CLOSURE DESCRIPTION	PERMITTED CLOSURE TIMES	DURATION	DETOUR ROUTE	APPROX. NUMBER OF PCMS (SIGN MONTHS)
NB STATE STREET TO IR-76 WB	SUM-76-5.500	NO LEFT TURN FROM STATE STREET (NB)	NO RESTRICTION	7 DAYS	TURN RIGHT ONTO RAMP TO IR-76 EB. KEEP RIGHT TO CONTINUE TO SR-619. TURN LEFT ONTO RAMP TOWARDS IR-76 WB. TURN RIGHT ON STATE ST. FOLLOW NB STATE ST TO SR 261. FOLLOW SR 261 TO BARBER RD. TURN LEFT ON BARBER RD. FOLLOW BARBER RD TO THE IR-76 WB RAMP.	4
SB STATE STREET TO IR-76 EB	SUM-76-5.500	NO LEFT TURN FROM STATE STREET (SB)	NO RESTRICTION	7 DAYS	TURN RIGHT FROM SB STATE ST AT THE IR-76 WB RAMP. FOLLOW IR-76 WB TO BARBER RD. TURN RIGHT ONTO BARBER RD. TURN RIGHT ONTO RAMP TO IR-76 EB.	4
KELLY AVE TO US-224 WB	SUM-224-10.616	FULL CLOSURE	7:00 PM FRIDAY TO 6:00 AM MONDAY	6 DAYS	TURN ONTO E WATERLOO RD (WB). TURN LEFT ONTO S MAIN ST. TURN RIGHT ONTO RAMP TO IR-277 WB.	4
US-224 EB TO KELLY AVE	SUM-224-10.616	FULL CLOSURE	7:00 PM FRIDAY TO 6:00 AM MONDAY	6 DAYS	CONTINUE ON US-224 EB. TAKE EXIT TO EMMITT RD. TURN LEFT ONTO EMMITT RD. FOLLOW EMMITT RD TO KELLY AVE.	4

PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES

THE FOLLOWING MESSAGES HAVE BEEN PROVIDED FOR USE WITH PORTABLE CHANGEABLE MESSAGE SIGNS USED TO NOTIFY TRAFFIC OF ALTERNATE ROUTES DURING WORK AT THE STATE STREET BRIDGE CROSSING IR-76.

- | | |
|----------------------------|----------------------------|
| 1. NO LEFT TURN TO 76 WEST | 2. NO LEFT TURN TO 76 EAST |
| TAKE 76 EAST TO SR 619 | TAKE 76 WEST TO BARBER RD |



SIGNAL TIMING/PHASING MODIFICATIONS

SIGNAL TIMING CHART

INTERSECTION: STATE STREET AT I-76 WB RAMPS MAINTAINING AGENCY: ODOT									
START UP		DUAL ENTRY: YES	PHASES: 2 & 6, 8						
START IN: ALL RED		REST IN RED: RING 1 - RING 2 -		OVERLAP		A	B	C	D
TIME FOR FLASH OR ALL RED: 9, 6		PHASES		-	-	-	-	-	
FIRST PHASE(S): 2 & 6		PHASES		-	-	-	-	-	
COLOR DISPLAYED: GREEN		PHASES		-	-	-	-	-	
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	NB	-	-	NB LT	SB	-	WB
MINIMUM GREEN (INITIAL) (SEC.)		-	21	-	-	X	21	-	15
ADDED INITIAL *(SEC./ACTUATION)		-	-	-	-	-	-	-	-
MAXIMUM INITIAL (SEC.)		-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP) (SEC.)		-	-	-	-	X	-	-	4
TIME BEFORE REDUCTION *(SEC.)		-	-	-	-	-	-	-	-
MINIMUM GAP *(SEC.)		-	-	-	-	-	-	-	-
TIME TO REDUCE *(SEC.)		-	-	-	-	-	-	-	-
MAXIMUM GREEN I (SEC.)		-	50	-	-	X	32	-	30
MAXIMUM GREEN II (SEC.)		-	-	-	-	-	-	-	-
YELLOW CHANGE (SEC.)		-	4.1	-	-	X	4.1	-	4.4
ALL RED CLEARANCE (SEC.)		-	1.0	-	-	X	1.0	-	1.2
WALK (SEC.)		-	8	-	-	-	-	-	-
PEDESTRIAN CLEARANCE (SEC.)		-	13	-	-	-	-	-	-
RECALL	MAXIMUM (ON/OFF)	-	-	-	-	-	-	-	-
	MINIMUM (ON/OFF)	-	ON	-	-	-	ON	-	-
	PEDESTRIAN (ON/OFF)	-	ON	-	-	-	-	-	-
MEMORY (ON/OFF)	-	-	-	-	-	-	-	-	-

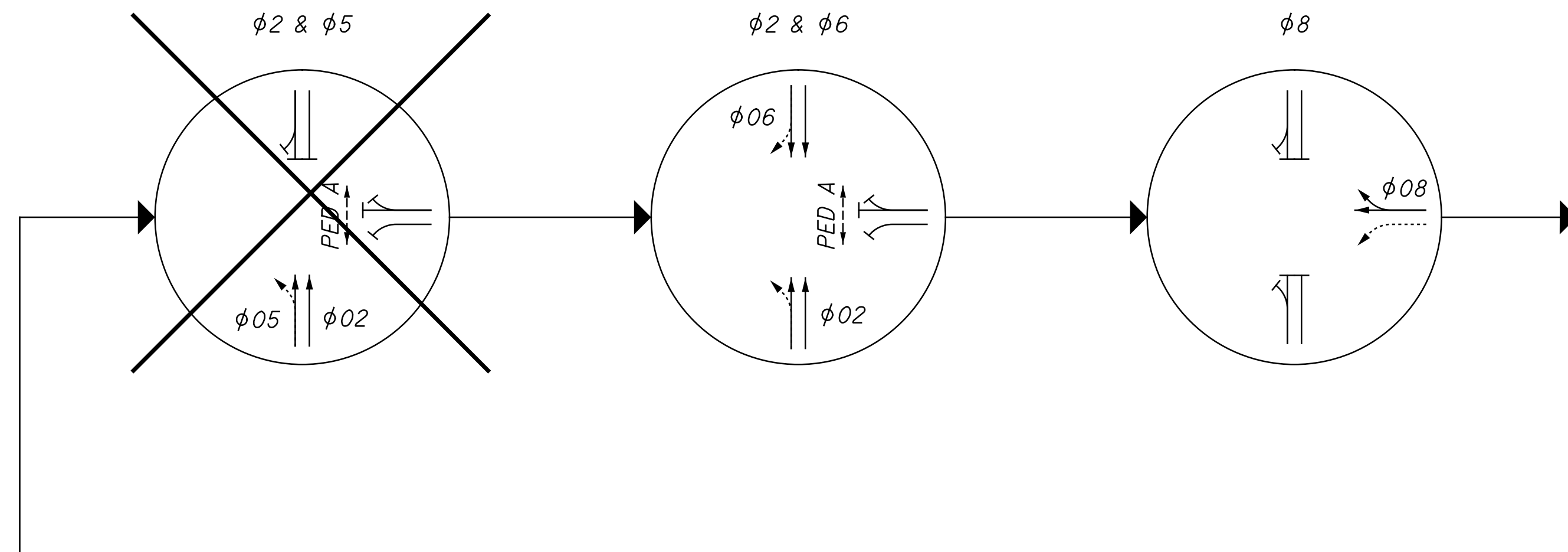
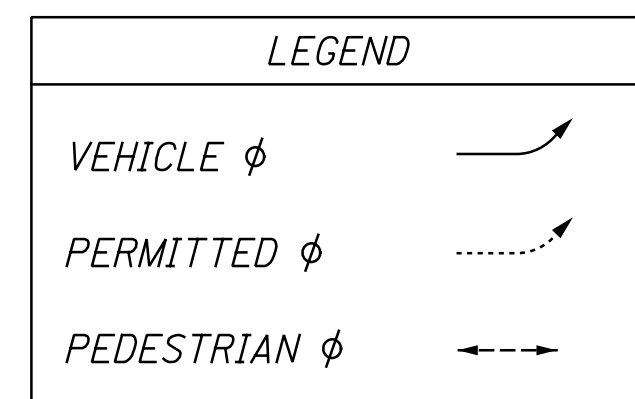
*VOLUME DENSITY CONTROLS
**BUFFER INCLUDES YELLOW CHANGE AND RED CLEARANCE INTERVALS
TIMINGS PROVIDED BY ODOT DISTRICT 4

SIGNAL TIMING CHART

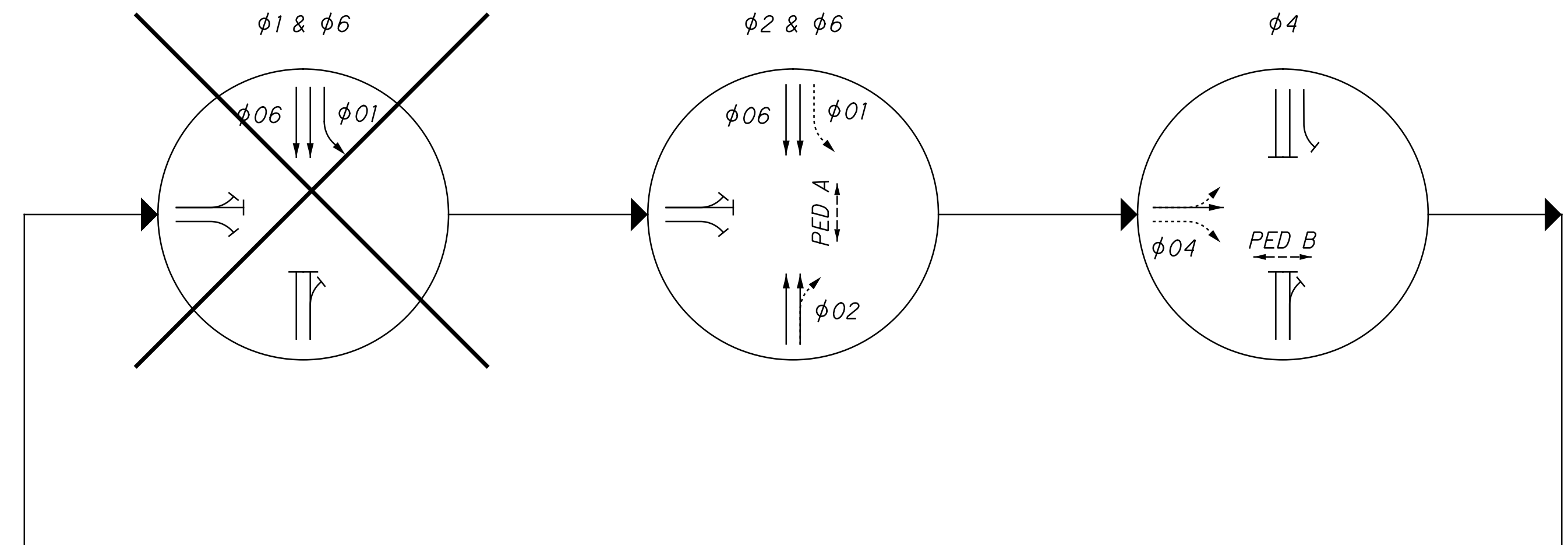
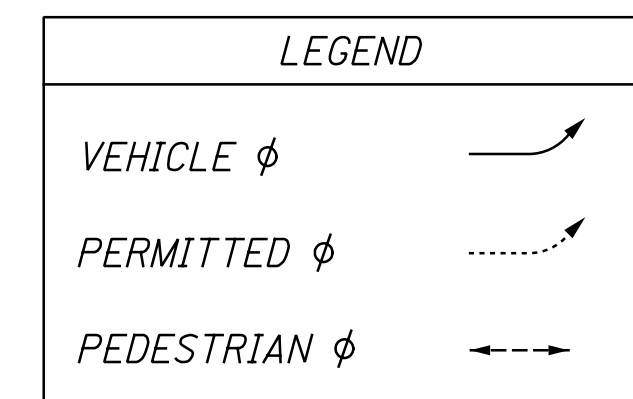
INTERSECTION: STATE STREET AT I-76 EB RAMPS MAINTAINING AGENCY: ODOT									
START UP		DUAL ENTRY: YES	PHASES: 2 & 6, 4						
START IN: ALL RED		REST IN RED: RING 1 - RING 2 -		OVERLAP		A	B	C	D
TIME FOR FLASH OR ALL RED: 9, 6		PHASES		-	-	-	-	-	
FIRST PHASE(S): 2 & 6		PHASES		-	-	-	-	-	
COLOR DISPLAYED: GREEN		PHASES		-	-	-	-	-	
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		SB LT	NB	-	EB	-	SB	-	-
MINIMUM GREEN (INITIAL) (SEC.)		X	23	-	15	-	23	-	-
ADDED INITIAL *(SEC./ACTUATION)		-	-	-	-	-	-	-	-
MAXIMUM INITIAL (SEC.)		-	-	-	-	-	-	-	-
PASSAGE TIME (PRESET GAP) (SEC.)		-	-	-	4	-	4	-	-
TIME BEFORE REDUCTION *(SEC.)		-	-	-	-	-	-	-	-
MINIMUM GAP *(SEC.)		-	-	-	-	-	-	-	-
TIME TO REDUCE *(SEC.)		-	-	-	-	-	-	-	-
MAXIMUM GREEN I (SEC.)		X	35	-	24	-	55	-	-
MAXIMUM GREEN II (SEC.)		-	-	-	-	-	-	-	-
YELLOW CHANGE (SEC.)		X	4.1	-	4.4	-	4.1	-	-
ALL RED CLEARANCE (SEC.)		X	1.0	-	1.5	-	1.0	-	-
WALK (SEC.)		-	9	-	8	-	-	-	-
PEDESTRIAN CLEARANCE (SEC.)		-	14	-	12	-	-	-	-
RECALL	MAXIMUM (ON/OFF)	-	-	-	-	-	-	-	-
	MINIMUM (ON/OFF)	-	ON	-	-	-	ON	-	-
	PEDESTRIAN (ON/OFF)	-	ON	-	-	-	-	-	-
MEMORY (ON/OFF)	-	-	-	-	-	-	-	-	-

*VOLUME DENSITY CONTROLS
**BUFFER INCLUDES YELLOW CHANGE AND RED CLEARANCE INTERVALS
TIMINGS PROVIDED BY ODOT DISTRICT 4









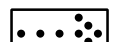

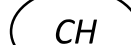
PHASING DIAGRAM

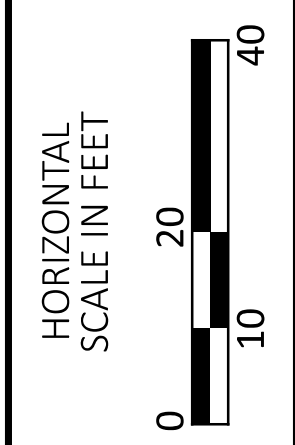
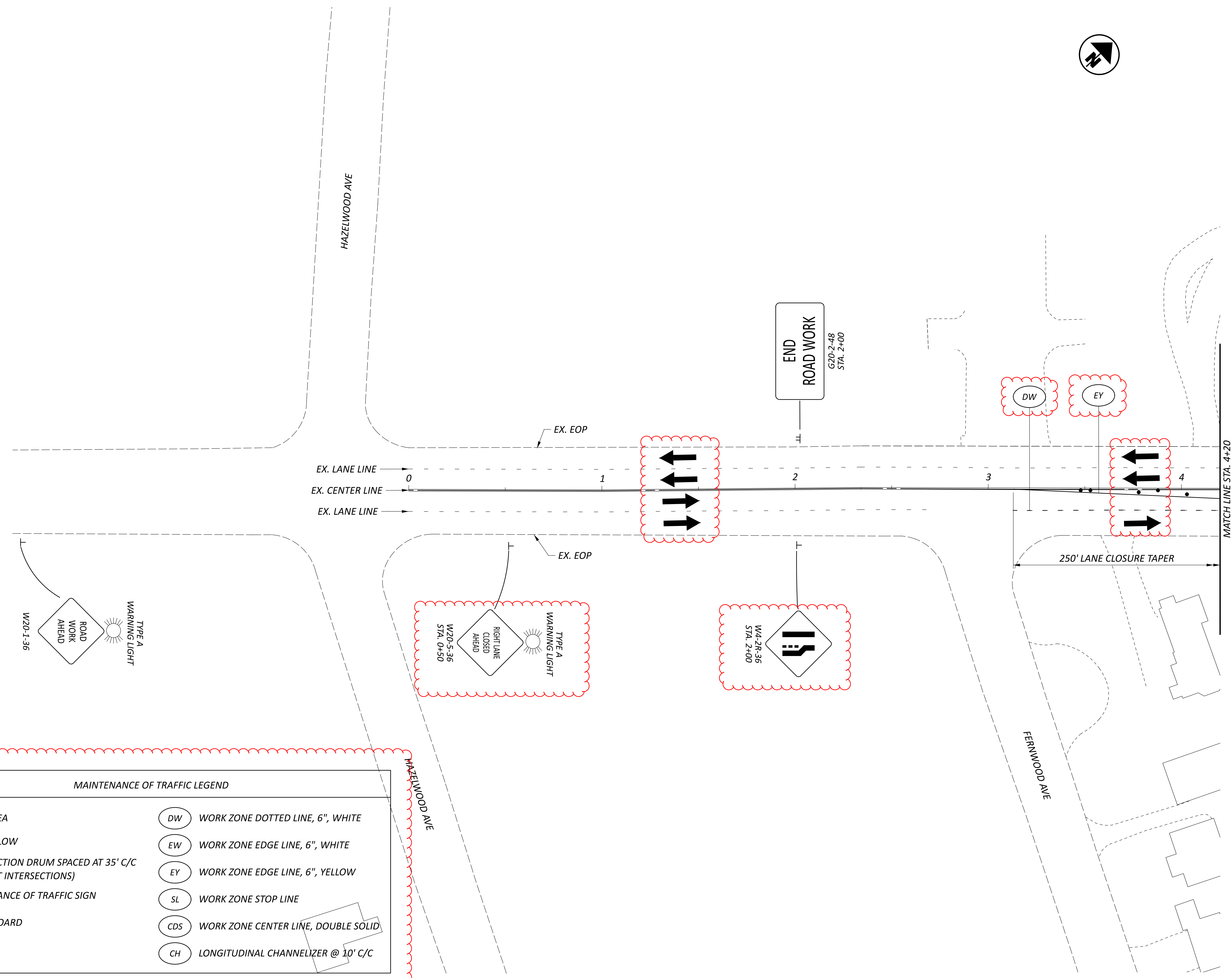


PHASING DIAGRAM




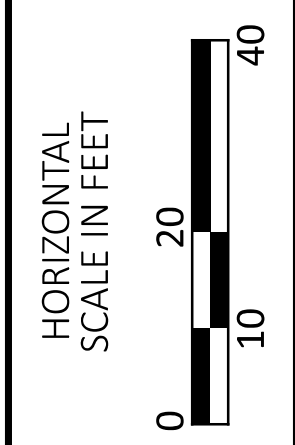
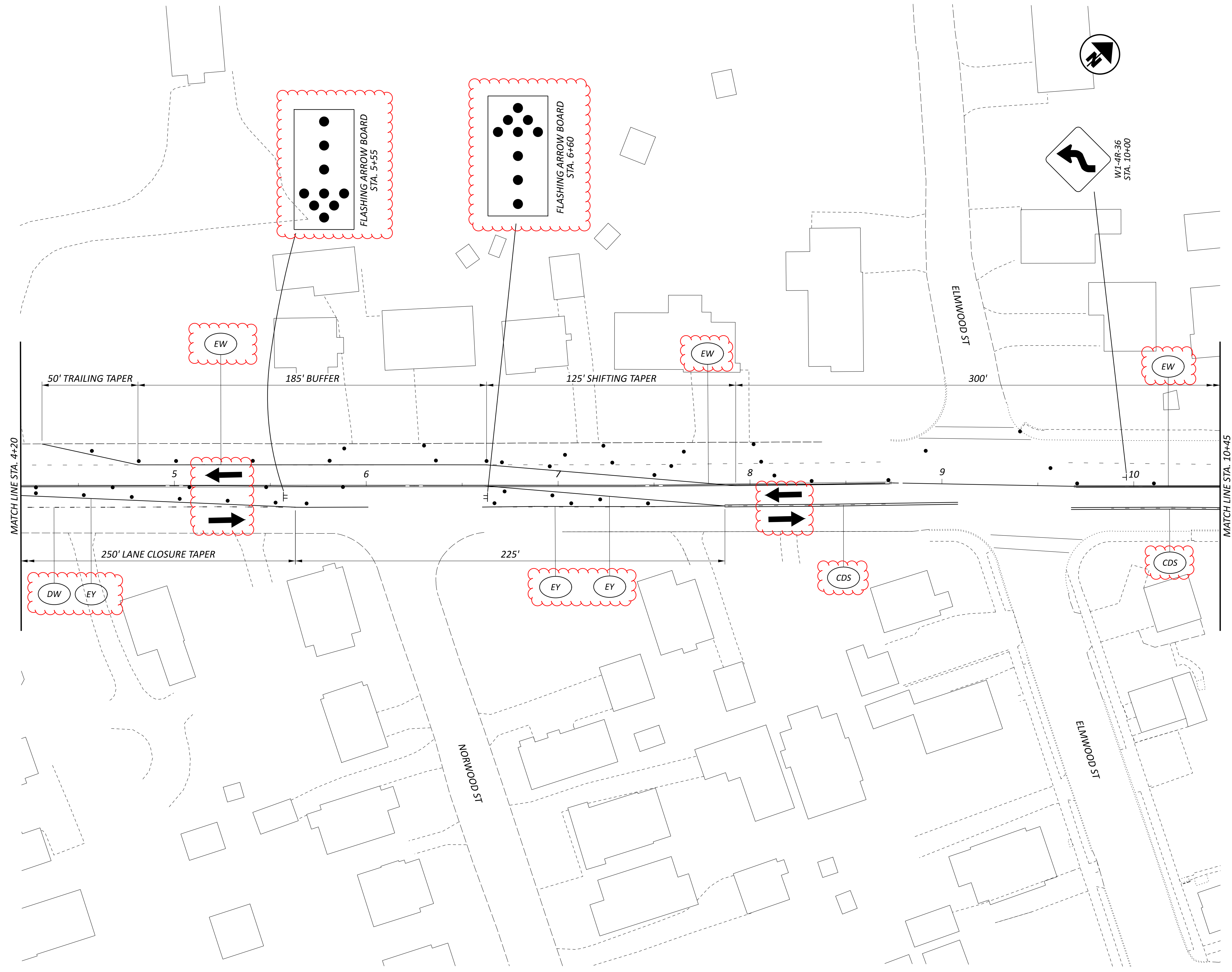
MAINTENANCE OF TRAFFIC LEGEND

 WORK AREA	 DW WORK ZONE DOTTED LINE, 6", WHITE
 TRAFFIC FLOW	 EW WORK ZONE EDGE LINE, 6", WHITE
 CONSTRUCTION DRUM SPACED AT 35' C/C (10' C/C AT INTERSECTIONS)	 EY WORK ZONE EDGE LINE, 6", YELLOW
 MAINTENANCE OF TRAFFIC SIGN	 SL WORK ZONE STOP LINE
 ARROW BOARD	 CDS WORK ZONE CENTER LINE, DOUBLE SOLID
	 CH LONGITUDINAL CHANNELIZER @ 10' C/C



MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
 SUM-76-5.500 -- STATE ST OVER IR 76

DESIGN AGENCY	
	
DESIGNER	JF
REVIEWER	LB
PROJECT ID	09-19-24
SHEET	113163
TOTAL	P.8
	29



MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
SUM-76-5.500 -- STATE ST OVER IR 76

DESIGN AGENCY

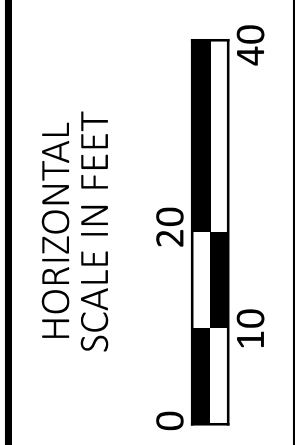
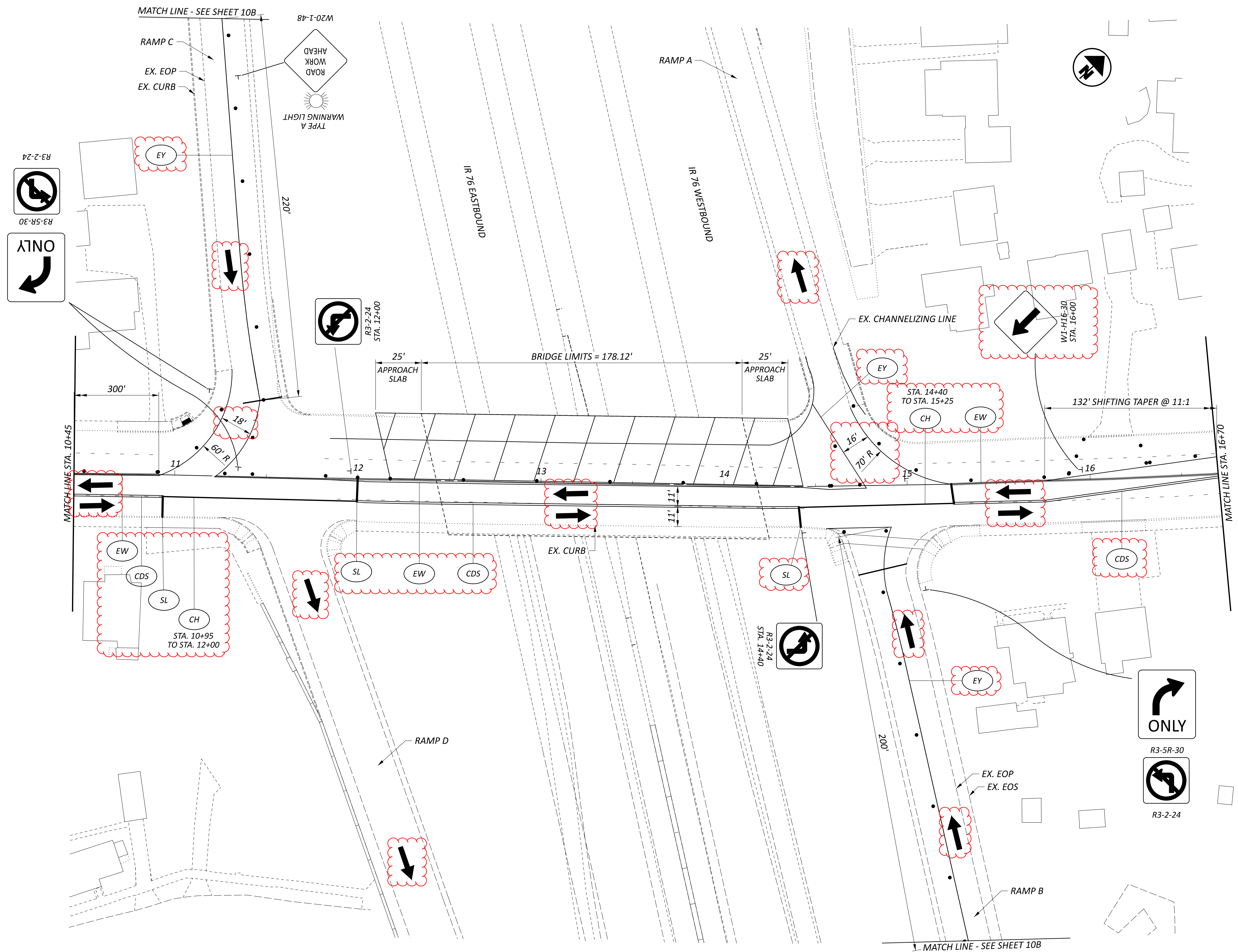


DESIGNER
JF

REVIEWER
LB 09-19-24

PROJECT ID
113163

SHEET	TOTAL
P.9	29



MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
 SUM-76-5.500 -- STATE ST OVER IR 76

DESIGN AGENCY

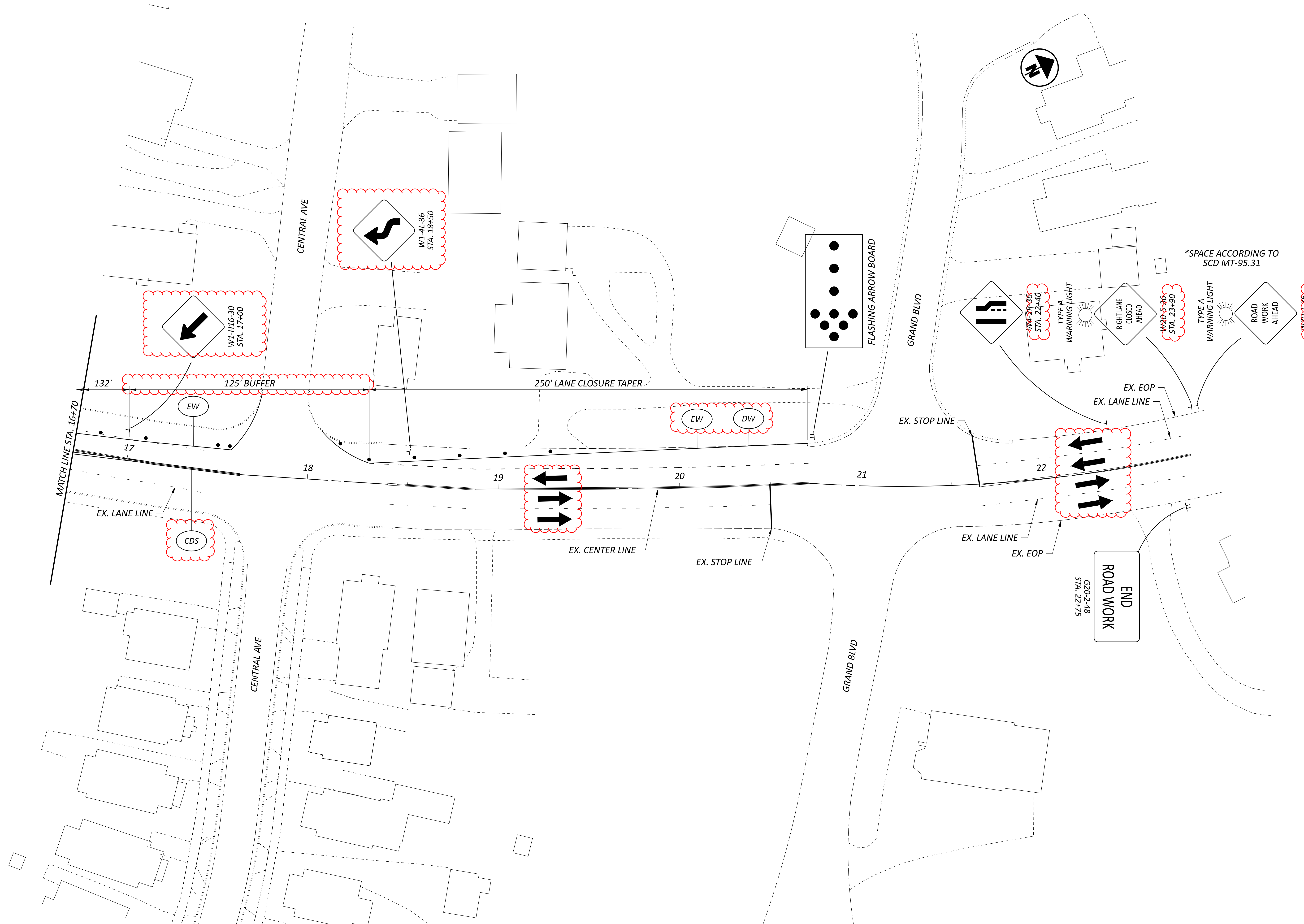


DESIGNER
 JF

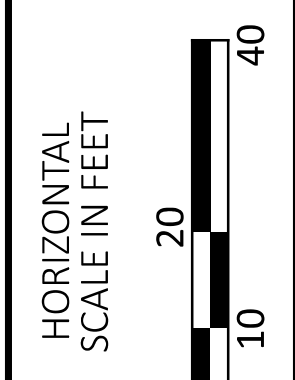
REVIEWER
 LB 09-19-24

PROJECT ID
 113163

SHEET TOTAL
 P.10 29



*SPACE ACCORDING TO
SCD MT-95.31



MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
SUM-76-5.500 -- STATE ST OVER IR 76

DESIGN AGENCY

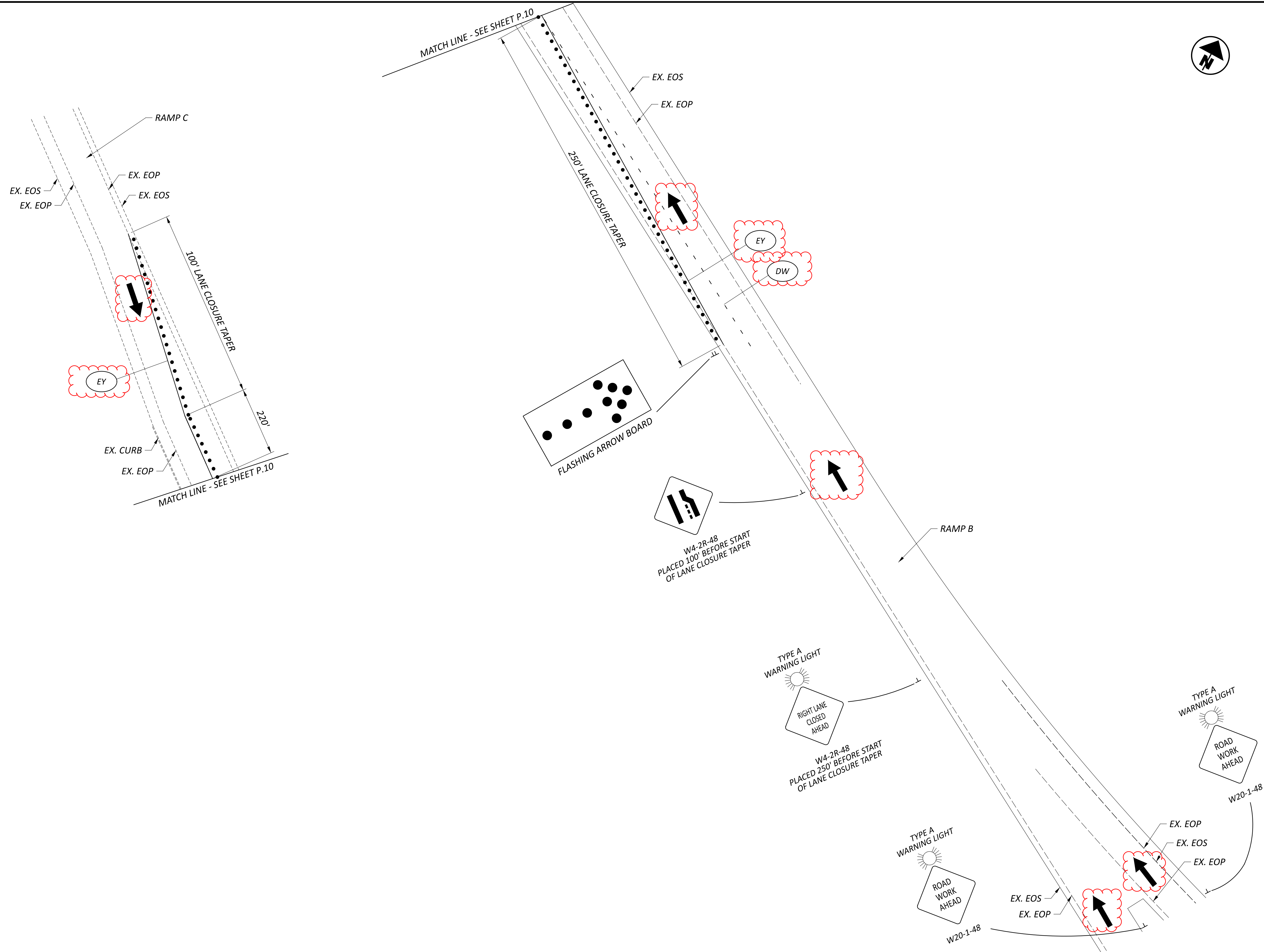


DESIGNER
JF

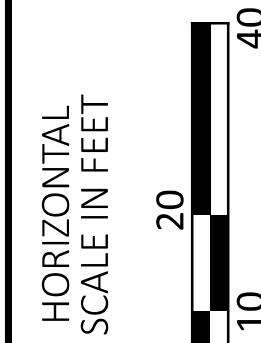
REVIEWER
LB 09-19-24

PROJECT ID
113163

SHEET	TOTAL
P.10A	29



MAINTENANCE OF TRAFFIC SCHEMATIC PLAN
 SUM-76-5.500 -- STATE ST OVER IR 76



DESIGN AGENCY



DESIGNER

JF

REVIEWER

LB 09-19-24

PROJECT ID


113163

SHEET TOTAL

P.10B 29

SHEET NUM.							PART.							ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
4	5	6	13	14	15	16	01/IMS/47	02/NHS/47	03/NHS/04	04/S>2/47	05/S>2/04	06/STR/47	07/NHS/20						
		150					30	20	60	10	10	10	10	614	11110	150	HOUR	MAINTENANCE OF TRAFFIC LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
							LS		LS					614	12420	LS		DETOUR SIGNING	
	20						20							614	12460	20	EACH	WORK ZONE MARKING SIGN	
		12					2	1	4	2	1	1	1	614	18601	12	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	6
	0.77							0.77						614	20560	0.77	MILE	WORK ZONE LANE LINE, CLASS III, 6", 642 PAINT	
	0.68						0.13	0.55						614	21550	0.68	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
	1.77						0.56	1.21						614	22360	1.77	MILE	WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT	
	986							986						614	23690	986	FT	WORK ZONE CHANNELIZING LINE, CLASS III, 12", 642 PAINT	
	500						500							614	24612	500	FT	WORK ZONE DOTTED LINE, CLASS III, 6", 642 PAINT	
	44						44							614	26610	44	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
	190						190							614	40000	190	FT	LONGITUDINAL CHANNELIZER	
							LS							614	11000	LS		INCIDENTALS MAINTAINING TRAFFIC	
							LS							623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
							LS							624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

 DESIGNER
 JF
 REVIEWER
 MJA 07-15-24
 PROJECT ID
 113163
 SHEET TOTAL
 P.12 | 29

ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN (POR-76-16.106, SUM-82-4.221, & SUM-93-9.535)

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW REINFORCING STEEL OF THE SAME SIZE AND COATING AT NO COST TO THE DEPARTMENT.

*A QUANTITY OF EPOXY COATED REINFORCING STEEL HAS BEEN PROVIDED FOR STRUCTURES POR-76-16.106, SUM-82-4.221, AND SUM-93-9.535 TO BE USED WITH ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION.

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL (POR-43-14.309 & SUM-241-6.837)

THIS ITEM OF WORK CONSISTS OF CLEANING, INSPECTING, AND INSTALLING NEW ARMORLESS PREFORMED JOINT SEALS. PRIOR TO REMOVING THE EXISTING SEAL THE CONTRACTOR SHALL CLEANOUT AND INSPECT EACH JOINT. ALL DAMAGED OR TORN JOINT SEALS SHALL BE REPLACED UPON THE DIRECTION OF THE ENGINEER. FOR ADDITIONAL NOTES AND DETAILS, SEE SCD AS-2-15.

SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED

THIS WORK WILL CONSIST OF REMOVING ALL VISIBLY SPALLED AREAS OF THE UNDERSIDE OF THE DECK WITHOUT SOUNDING.

AFTER SPALLED CONCRETE IS REMOVED THE EXISTING EXPOSED REINFORCING STEEL SHALL BE BLAST CLEANED. ACCEPTABLE METHODS INCLUDE HIGH PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVES WITH CONTAINMENT, OR VACUUM BLASTING. APPLY A ZINC RICH PRIMER, PER CMS 708.02.B, OVER ALL EXPOSED STEEL SURFACES. THE APPLICATION OF THE PRIMER SHALL FOLLOW CMS 514 AND ALL MANUFACTURER REQUIREMENTS.

THE DEPARTMENT WILL MEASURE THIS WORK AS THE ACTUAL AREA IN SQUARE YARDS OF CONCRETE SPALLS REMOVED.

CONCRETE SPALL REMOVAL WILL BE PAID AT THE UNIT BID PRICE FOR SPECIAL - STRUCTURE MISC.: CONCRETE SPALL REMOVAL WITH ZINC PRICH PRIMER APPLIED. THIS PRICE WILL INCLUDE THE COST OF LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THIS WORK.

SPALL REMOVAL ON STRUCTURE SUM-82-4.221 AND SUM-91-20.072 NOT OVER TRAVEL LANES AND PAVED SHOULDERS

THE FOLLOWING WORK AND QUANTITIES SHALL BE USED ON THIS STRUCTURE TO REPAIR THE CONCRETE SPALLS NOT OVER TRAVEL LANES AND PAVED SHOULDERS:

SUM-82-4.221:
 ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 5 SY

SUM-91-20.072:
 ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 10 SY

SPALL REMOVAL ON STRUCTURE SUM-93-9.535 OVER TRAVEL AND PAVED SHOULDERS

THE FOLLOWING WORK AND QUANTITIES SHALL BE USED ON THIS STRUCTURE TO REPAIR THE CONCRETE SPALLS OVER TRAVEL LANES AND PAVED SHOULDERS:

SUM-93-9.535:
 ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 2 SY
 ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 2 SY
 ITEM SPECIAL - COMPOSITE FIBER WRAP SYSTEM, 20 SF

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

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

POR-43-14.309 (CONCRETE RAILING)
 -ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 25 SF
 POR-43-14.309 (ABUTMENTS/PIERS)
 -ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 50 SF

SUM-91-20.072 (PIER CAPS)
 -ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 20 SF

SUM-93-9.535 (CONCRETE RAILING)
 -ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 150 SF
 SUM-93-9.535 (PIERS)
 -ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 30 SF

SPECIAL - PATCHING CONCRETE STRUCTURE, CURB REPAIR (SUM-93-9.535)

THIS ITEM WILL BE USED TO REPAIR THE DETERIORATED FACE OF THE CURB ON THE BRIDGE DECK AND/OR APPROACH SLABS. THIS WORK WILL BE PERFORMED IN ACCORDANCE WITH ITEM 519 - PATCHING CONCRETE STRUCTURES AND AS MODIFIED HEREIN.

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

PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR SPECIAL - PATCHING CONCRETE STRUCTURE, MISC.: CURB REPAIR AND WILL BE PAID FOR PER FOOT.

-SPECIAL, PATCHING CONCRETE STRUCTURE, MISC.: CURB REPAIR 75 FT

ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION

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

SUM-82-4.221 MAX ANODE SPACING: BOTTOM OF DECK - 30 IN MAX C/C
 SUM-91-20.072 MAX ANODE SPACING: BOTTOM OF DECK - 30 IN MAX C/C
 SUM-93-9.535 MAX ANODE SPACING: ABUTMENTS - 24 IN MAX C/C

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED FOR EACH STRUCTURE.

POR-43-4.309 (CONCRETE RAILING, ABUTMENTS AND PIERS):
 ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 50 SQ FT

SUM-82-4.221 (BOTTOM OF DECK):
 ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 270 SQ FT

SUM-91-20.072 (BOTTOM OF DECK):
 ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 40 SQ FT

SUM-93-9.535 (ABUTMENTS):
 ITEM 844, CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, 25 SQ FT

CATCH BASIN ADJUSTED TO GRADE (SUM-241-6.055)

AN ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR ADJUSTING CATCH BASINS TO GRADE.

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CASTINGS OF REQUIRED TYPE, SIZE AND STRENGTH. ENSURE ALL MATERIAL MEETS CMS ITEM 611 AND HAS PRIOR APPROVAL OF THE ENGINEER.

ITEM 611 - CATCH BASIN ADJUSTED TO GRADE, 1 EACH
 ITEM SPECIAL - MISCELLANEOUS METAL, 450 LB

ITEM 518 - SCUPPER, LENGTHENING, AS PER PLAN

THIS WORK WILL CONSIST OF REPAIRING THE ENDS OF ALL EXISTING SCUPPERS OF STRUCTURE POR-43-14.309 TO A MINIMUM OF 8" BELOW THE EXISTING STEEL BEAMS.

PAYMENT FOR THIS ITEM WILL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND ANY INCIDENTALS REQUIRED TO PERFORM THIS WORK. PAYMENT WILL BE MADE AT THE UNIT BID PRICE FOR ITEM 518 - SCUPPER, LENGTHENING, AS PER PLAN.

SECTION 4(F) PUBLIC PARKS AND RECREATIONAL TRAILS - AVOIDANCE AND ACCESS

THIS PROJECT IS SUBJECT TO THE REQUIREMENTS OF SECTION 4(F) OF THE DEPARTMENT OF TRANSPORTATION (DOT) ACT OF 1966, WHICH AFFORDS PROTECTION TO PUBLICALLY OWNED PARKS AND RECREATION TRAILS. WHILE THE PROJECT WILL BE CONSTRUCTED ENTIRELY WITHIN EXISTING ROAD RIGHTS-OF-WAY, THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT ADJACENT SECTION 4(F) PROPERTIES AND THE PUBLIC. STAGING ON ADJACENT PARKLANDS AND ON/ALONG ANY RECREATIONAL TRAILS WITHIN ROAD RIGHT-OF-WAY IS PROHIBITED. RESTRICTING PUBLIC ACCESS TO PARK AND RECREATIONAL TRAILS IS PROHIBITED. STREET SIDEWALK CLOSURES MUST BE APPROVED BY THE PROJECT ENGINEER PRIOR TO IMPLEMENTATION.



CALC: JF DATE: 3/27/2024
 CHECKED: MJA DATE: 7/15/2024

BRIDGE NO. / STRUCTURE FILE NO.								ESTIMATED QUANTITIES				SEE SHEET		
ITEM	EXTENSION	UNIT	DESCRIPTION											
201	11001		CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS					1 / 13						
419	512	10100	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)										
723	386	413	1253	724	512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN						
405					512	74000	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES						
619	260	278		1010	227	512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING					
2						512	74520	EACH	REMOVAL OF EXISTING PAVEMENT MARKING					
88						516	10010	FT	ARMORLESS PREFORMED JOINT SEAL					
12						518	12901	EACH	SCUPPER, LENGTHENING, AS PER PLAN					2 / 13
75						519	11101	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN					2 / 13
5						519	12304	SY	PATCHING CONCRETE BRIDGE DECK - TYPE C					
						848	10200	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION					
						848	20000	SY	SURFACE PREPARATION USING HYDRODEMOLITION					
						848	30200	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY					
						848	50000	SY	HAND CHIPPING					
						848	50100		TEST SLAB					
						848	50200	CY	FULL-DEPTH REPAIR					
50						844	10000	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION					

CALC: JRF DATE: 3/27/2024
 CHECKED: MJA DATE: 7/15/2024

BRIDGE NO. / STRUCTURE FILE NO.								ESTIMATED QUANTITIES				SEE SHEET
ITEM	EXTENSION	UNIT	DESCRIPTION									
201	11001		CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS					1 / 13				
1081	512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN								
561	512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING								
	512	74520	EACH	REMOVAL OF EXISTING PAVEMENT MARKING								
	205	516	10010	FT	ARMORLESS PREFORMED JOINT SEAL							
	2239	848	10001	SY	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (T=3 1/4")					3 / 13		
	2239	848	20001	SY	SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN (T=1/4")					3 / 13		
	22	848	30001	CY	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN					3 / 13		
	38	848	50000	SY	HAND CHIPPING					3 / 13		
	LS	848	50100		TEST SLAB					3 / 13		
	2	848	50200	CY	FULL-DEPTH REPAIR					3 / 13		
	2239	848	50321	SY	EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (T=3")					3 / 13		
		2	202	11501	EACH	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SECONDARY MEMBERS)					12 / 13	
		101	513	10201	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN					12 / 13	
		5	513	95000	FT	STRUCTURAL STEEL, MISC.: REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS, FILLET WELDING					12 / 13	
		192	514	20001	SF	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT)					12 / 13	
		LS	516	47001		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN					12 / 13	
		LS	849	10000		DAMAGE ASSESSMENT						
		LS	849	10500		SURFACE PREPARATION						
		2	849	10600	hour	REPAIRING DAMAGED MEMBERS BY GRINDING						
		LS	849	10700		STRAIGHTENING DAMAGED MEMBERS						

SFN
 VARIOUS
 DESIGN AGENCY



DESIGNER: JF
 CHECKER: MJA

REVIEWER: TJP
 DATE: 07-15-24

PROJECT ID: 113163

SUBSET TOTAL: 4 / 13

SHEET TOTAL: P.20 / 29

CALC: JRF DATE: 3/27/2024
 CHECKED: MJA DATE: 7/15/2024

ESTIMATED QUANTITIES

BRIDGE NO. / STRUCTURE FILE NO.						ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
SUM-82-4.221 7706928 05/S>2/04						201	11001		CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	1 / 13
	LS					202	98000		REMOVAL MISC.: CHANNEL CLEANOUT	1 / 13
	LS					509	10000	LB	EPOXY COATED STEEL REINFORCEMENT	
	100		25			512	10100	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
	30		447			512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
		500	725	494						
			422			512	74000	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	
		306	698	364		512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
				1		512	74520	EACH	REMOVAL OF EXISTING PAVEMENT MARKING	
			60			516	10000	FT	PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL	
					138	516	10011	FT	ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN	
			294			SPECIAL	51822300	FT	STEEL DRIP STRIP	
				180		519	11101	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	
				75		SPECIAL	51911720	FT	PATCHING CONCRETE STRUCTURE, CURB REPAIR	2 / 13
				4	3	519	12304	SY	PATCHING CONCRETE BRIDGE DECK - TYPE C	
5		50	2			SPECIAL	53000800	SY	STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED	2 / 13
270		40	25			844	10000	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION	2 / 13
		627				848	10001	SY	MICRO SILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN	3 / 13
		627				848	20001	SY	SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN	3 / 13
		13				848	30001	CY	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN	3 / 13
		23				848	50000	SY	HAND CHIPPING	
		LS				848	50100		TEST SLAB	
		2				848	50201	CY	FULL DEPTH REPAIR, AS PER PLAN	3 / 13
		627				848	50301	SY	WEARING COURSE REMOVED, ASPHALT, AS PER PLAN	3 / 13
				1		611	98630	EACH	CATCH BASIN ADJUSTED TO GRADE	
				450		SPECIAL	61199820	LB	MISCELLANEOUS METAL	2 / 13
		334				254	01000	SY	PAVEMENT PLANING, ASPHALT CONCRETE (T=3 1/2")	
		24				441	70100	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG70-22M	
		61				407	20000	GAL	NON-TRACKING TACK COAT	


CALC: JRF DATE: 3/27/2024
 CHECKED: MJA DATE: 7/15/2024

ESTIMATED QUANTITIES

BRIDGE NO. / STRUCTURE FILE NO.				ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET
SUM-261-9.066 7760124 04/S>2/47				201	11001		CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	1 / 13
	LS			512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	
	2459	1327	755	512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING	
	1443	995	728	512	74520	EACH	REMOVAL OF EXISTING PAVEMENT MARKING	
	7			519	12304	SY	PATCHING CONCRETE BRIDGE DECK - TYPE C	
	12		4					

IR-76, IR-77, IR-480, SR-43, SR-82, SR-8, SR-21, SR-91, SR-93, SR-241, SR-261, SR-303, & US-224
 PORTAGE AND SUMMIT COUNTIES

SFN
 VARIOUS
 DESIGN AGENCY



DESIGNER: JF CHECKER: MJA
 REVIEWER: TJP 07-15-24
 PROJECT ID: 113163
 SUBSET: 5 TOTAL: 13
 SHEET: P.21 TOTAL: 29

BRIDGE NUMBER	BRIDGE DECK										APPROACH SLABS													
	LENGTH (BRIDGE LIMITS)	BRIDGE WIDTH	DECK AREA	512	512	512		519		516		LENGTH (APPROACH SLABS)	APPROACH SLAB WIDTH	APPROACH SLAB AREA	APPROACH (FORWARD / REAR)	512	512	512		SPECIAL				
				TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	REMOVAL OF EXISTING PAVEMENT MARKING	REMOVAL OF EXISTING PAVEMENT MARKING		PATCHING CONCRETE BRIDGE DECK - TYPE C		ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN						TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN	REMOVAL OF EXISTING PAVEMENT MARKING	REMOVAL OF EXISTING PAVEMENT MARKING		PATCHING CONCRETE BRIDGE DECK - TYPE C				
FT	FT	SQ YD	SY	FT	EACH		SY		FT		FT	FT	SQ YD		SY	FT	EACH		SY					
POR-43-14.309	154.75	42.00	722.17	722.17	619	2		4		88		25.00	24.00	66.67	FWD									
												25.00	24.00	66.67	REAR									
POR-82-0.736	46.67	40.00	207.42	207.42	140							20.00	40.00	88.89	FWD	88.89	60							
												20.00	40.00	88.89	REAR	88.89	60							
POR-82-3.448	42.72	40.00	189.87	189.87	128							25.00	40.00	111.11	FWD	111.11	75							
												25.00	40.00	111.11	REAR	111.11	75							
SUM-77-8.843	286.60	33.50	1066.79	1066.79	860							25.00	33.50	93.06	FWD	93.06	75							
												25.00	33.50	93.06	REAR	93.06	75							
SUM-77-10.220	162.86	30.00	542.87	542.87	163							25.00	35.00	97.22	FWD	97.22	25							
												25.00	30.00	83.33	REAR	83.33	39							
SUM-480-0.034L	147.07	52.00	849.74	849.74	441							20.00	52.00	115.56	FWD	115.56	60							
												20.00	52.00	115.56	REAR	115.56	60							
SUM-224-11.063	185.54	44.00	907.08	907.08	557							20.00	44.00	97.78	FWD	97.78	60							
												20.00	44.00	97.78	REAR	97.78	60							
SUM-8-8.428	219.50	104.66	2552.54	2552.54	1756							25.00	104.66	290.72	FWD	290.72	200							
												25.00	104.66	290.72	REAR	290.72	200							
SUM-8-9.071	156.56	74.92	1303.22	1303.22	694	2						30.00	74.92	249.73	FWD	249.73	150	1						
												30.00	74.92	249.73	REAR	249.73	150							
SUM-8-14.360	338.24	56.00	2104.60	2104.60	1353							30.00	56.00	186.67	FWD	186.67	120							
												30.00	56.00	186.67	REAR	186.67	120							
SUM-8-14.921	196.24	52.00	1133.83	1133.83	785	4						30.00	52.00	173.33	FWD	173.33	70							
												30.00	52.00	173.33	REAR	173.33	70							
SUM-82-10.140	72.16	44.00	352.78	352.78	216							15.00	44.00	73.33	FWD	73.33	45							
												15.00	44.00	73.33	REAR	73.33	45							
SUM-93-9.535	182.80	28.00	568.71	568.71	548							25.00	28.00	77.78	FWD	77.78	75				0.5			
												25.00	28.00	77.78	REAR	77.78	75				0.5			
SUM-241-6.055	51.00	44.00	249.33	249.33	189	1						25.00	44.00	122.22	FWD	122.22	100				0.5			
												25.00	44.00	122.22	REAR	122.22	75				0.5			
SUM-241-6.837	188.13	44.00								138		25.00	44.00	122.22	FWD									
												25.00	44.00	122.22	REAR									
SUM-261-9.066	431.00	46.00	2202.89	2202.89	1293	7						25.00	46.00	127.78	FWD	127.78	75				0.5			
												25.00	46.00	127.78	REAR	127.78	75				0.5			
SUM-261-12.440	188.68	60.00	1257.87	1257.87	755	4						30.00	60.00	200.00	FWD	200.00	120							
												30.00	60.00	200.00	REAR	200.00	120							
SUM-303-7.200	212.50	28.00	661.11	661.11	638							15.00	28.00	46.67	FWD	46.67	45				0.5			
												15.00	28.00	46.67	REAR	46.67	45				0.5			
SUM-59-2.310A	18.52	30.00	61.73	61.73	56							25.00	30.00	83.33	FWD	83.33	75							
												25.00	30.00	83.33	REAR	83.33	75							

SUPERSTRUCTURE DETAIL
 SR-43, SR-82, IR-77, IR-480, SR-8, SR-93, SR-241, SR-261, SR-303, SR-59
 PORTAGE AND SUMMIT COUNTIES

SFN
 VARIOUS
 DESIGN AGENCY

DESIGNER: JF
 CHECKER: MJA
 REVIEWER: JTP 07-15-24
 PROJECT ID: 113163
 SUBSET: 6 TOTAL: 13
 SHEET: P.22 TOTAL: 29

ITEM 514 - FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT)

1.0 DESCRIPTION: THIS ITEM CONSISTS OF FIELD PAINTING STRUCTURAL STEEL PREVIOUSLY COATED WITH AN UNKNOWN EXISTING PAINT TO CORRECT DAMAGE BY COLLISION OR CORROSION. THIS WORK CONSISTS OF PERFORMING SURFACE PREPARATION AND APPLYING A PRIMER TO THE PREPARED STEEL AND FEATHERED REMOVAL AREAS OF UNKNOWN EXISTING PAINT SYSTEMS.

2.0 GENERAL: C&MS 514.05 THROUGH 514.10 AND 514.13.D APPLY UNLESS MODIFIED BY THESE NOTES.

3.0 WASHING EXISTING PAINTED SURFACES: CLEAN SURFACES TO BE COATED WITH LOW PRESSURE WATER CLEANING TO REMOVE ALL DIRT, DEBRIS, ANIMAL EXCREMENT, SALT CONTAMINANTS AND OTHER ACCUMULATED FOREIGN MATERIAL IN ACCORDANCE WITH SSPC-SP12 (LP WC), LOW PRESSURE WATER CLEANING. THE PRESSURE WASHER SHALL BE CAPABLE OF ACHIEVING AT LEAST 2000 POUNDS PER SQUARE INCH AT THE NOZZLE. WHEN USING THE POWER WASHING EQUIPMENT, THE NOZZLE SHALL BE MAINTAINED NO MORE THAN 10 INCHES FROM THE SURFACE. SUPPLY AND USE POTABLE WATER. PROVIDE TO THE ENGINEER OF WRITTEN ACCEPTANCE FOR ANY BIODEGRADABLE DETERGENTS OR CLEANERS USED IN CONJUNCTION WITH THIS METHOD. COLLECT AND CONTAIN WATER AND DEBRIS REMOVED DURING WASHING OPERATIONS ABOVE WATER FEATURES IN CONFORMANCE WITH C&MS 514.08 AND C&MS 514.13.D FOR ANY DEBRIS. CREATE SETTLEMENT COLLECTION BASINS AND STRAIN ALL WASH WATER ABOVE LAND FEATURES AS NECESSARY TO PRODUCE VISIBLY CLEAR WATER AND COMPLY WITH CMS 514.08 AND C&MS 514.13.D FOR ANY DEBRIS.

4.0 SURFACE PREPARATION: AFTER THE PRESSURE WASHED SURFACE HAS DRIED, REMOVE EXISTING PAINT COATING TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER ACCORDING TO: SSPC-SP 11, POWER TOOL CLEANING TO BARE METAL, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 3; SSPC SP6, COMMERCIAL BLAST CLEANING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 1; OR SSPC SP12 UHP WJ-4, ULTRAHIGH-PRESSURE WATER JETTING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 4. SUPPLY BLAST WATER CONTAINING A COMMERCIALY AVAILABLE RUST INHIBITOR AT A DOSAGE THAT PREVENTS FLASH RUSTING FOR 12 HOURS AND DOCUMENTED AS ACCEPTABLE TO THE COATING'S MANUFACTURER. THE ENGINEER WILL USE THE SSPC-VIS 1, SSPC-VIS 3 OR SSPC-VIS 4 TO DETERMINE THE ACCEPTANCE OF THE SURFACE PREPARATION FEATHER THE EXISTING PAINT TO ROUGHEN A MINIMUM OF 1/2 INCH OF THE EXISTING PAINT. CONTAIN AND DISPOSE OF WASTE GENERATED BY THE CLEANING ACCORDING TO C&MS 514.13.D. ROUND ALL EXPOSED CORNERS OF MAIN MATERIAL TO BE PAINTED AS NECESSARY TO ACHIEVE A 1/16 INCH RADIUS OR EQUIVALENT FLAT SURFACE AT A 45 DEGREE ANGLE.

5.0 FIELD PAINTING: APPLY THE PRIME COAT OF THE THREE-COAT PAINT SYSTEM SPECIFIED IN C&MS 708.02, ACCORDING TO C&MS 514.15, 514.16, 514.17, 514.19 AND 514.20 TO THE CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER. THE ENGINEER WILL DETERMINE THE PRIME COAT THICKNESS USING A TYPE 2 MAGNETIC GAGE AT SPOT LOCATIONS. DO NOT APPLY THE INTERMEDIATE OR FINISH COAT. THE PRIME COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF C&MS 514.20. APPLY PAINT AS FOLLOWS:
APPLY THE PRIME COAT ONLY TO THE PREPARED SURFACE OF THE BARE STEEL AND THE EXISTING UNKNOWN PAINT SYSTEM ROUGHENED BY FEATHERING.

AT THE PERIMETER OF THE REPAIR AREA, APPLY THE PRIME COAT USING A BRUSH. IN LIEU OF BRUSHING THE CONTRACTOR MAY DOUBLE MASK THE AREAS NOT TO BE COATED AND SPRAY TO FEATHERED REMOVAL LINES.

6.0 MEASUREMENT: THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN BY THE NUMBER OF SQUARE FEET OF STRUCTURAL STEEL PAINTED.

THE DEPARTMENT WILL DETERMINE THE SURFACE AREA BY TAKING EXACT FIELD MEASUREMENTS OF ALL PAINTED SURFACES AND CALCULATIONS.

7.0 BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

THE DEPARTMENT MAY CONSIDER PAINT AS ELIGIBLE FOR PAYMENT FOR MATERIAL ON-HAND AS SPECIFIED IN 109.10, HOWEVER, ONLY PAINT THAT THE CONTRACTOR CAN PROVE TO THE ENGINEER WILL BE USED DURING THE CONSTRUCTION SEASON IS ELIGIBLE FOR

PAYMENT. THE CONTRACTOR SHALL PROVIDE THE ENGINEER CALCULATIONS INDICATING THE TOTAL SQUARE FEET OF STEEL TO BE PAINTED DURING THE CONSTRUCTION SEASON. THE CONTRACTOR SHALL ALSO PROVIDE CALCULATIONS SHOWING THE TOTAL NUMBER OF GALLONS REQUIRED.

IF THE CONTRACTOR CAUSES DAMAGE OR INJURY TO PUBLIC OR PRIVATE PROPERTY, THE DEPARTMENT WILL NOT PAY FOR RESTORING THE PROPERTY TO ITS ORIGINAL CONDITION.

THE DEPARTMENT WILL NOT PAY FOR REPAIRING ADJACENT COATINGS DAMAGED DURING THE WASHING, POWER TOOL CLEANING OR BLAST CLEANING OPERATION.

THE DEPARTMENT WILL NOT PAY FOR REMOVING AND REPLACING AN AREA OF COATING BECAUSE A SPOT OR MAXIMUM AVERAGE THICKNESS EXCEEDS THE MAXIMUM SPOT THICKNESS.

THE DEPARTMENT WILL NOT PAY FOR ADDITIONAL TESTING REQUIRED BY ANY HAULER, TREATMENT FACILITY, DISPOSAL FACILITY OR LANDFILL.

THE DEPARTMENT WILL NOT PAY FOR ACCESSING, INSPECTING, AND REPAIRING AREAS THAT ARE NOT FOUND TO BE IN CONFORMANCE WITH THE SPECIFICATIONS AND PERTINENT CONTRACT DOCUMENTS.

ALL OTHER REQUIREMENTS OF THIS FIELD PAINTING SPECIFICATION ARE CONSIDERED INCIDENTAL TO THE WORK.

ITEM	UNIT	DESCRIPTION
514	SQUARE FEET	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT)

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SECONDARY MEMBERS)

AN ESTIMATED QUANTITY FOR EACH LOCATION IS PROVIDED IN TABLE 2. FOR REMOVAL OF SECONDARY MEMBERS AS DETERMINED BY FIELD INSPECTION ACCORDING TO ITEM 849, DAMAGE ASSESSMENT OR AS DIRECTED BY THE ENGINEER. SUPPORT THE EXISTING SECONDARY MEMBERS ACCORDING TO ITEM 849, STRAIGHTENING WORK PLAN. FLAME OR SAW CUT THE EXISTING MEMBERS TO WITHIN 1/8 INCH OF THE EXISTING MAIN MATERIAL USING A MECHANICAL GUIDE ACCORDING TO C&MS 513.12 PROVIDE SHIELDING AS NECESSARY TO PREVENT DAMAGE TO MAIN OR SECONDARY MATERIALS THAT REMAIN. GRIND THE EXISTING MAIN OR SECONDARY MEMBER SMOOTH IN PREPARATION FOR COMPLETE PENETRATION OR FILLET WELDING. PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OF 250 MIL (TO ACCOMMODATE THE PROPOSED REPLACEMENT MATERIALS). DETERMINE FINAL QUANTITIES BY FIELD MEASUREMENTS. THE DEPARTMENT WILL INCLUDE ALL MATERIALS, TOOLS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 202 - PORTIONS OF SECONDARY MEMBERS REMOVED, AS PER PLAN: POUND.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN ALL REQUIREMENTS OF 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN SUPPLEMENT 1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE, 501.06, TO THE ENGINEER. PROVIDE SHOP DRAWINGS ACCORDING TO 513.06 OR SUPPLY THE ENGINEER WITH "AS-BUILT" DRAWINGS MEETING 513.06 AFTER COMPLETION OF FIELD FABRICATION. THE ENGINEER WILL REVIEW THE SUBMITTED DRAWINGS FOR CONCURRENCE WITH THE FINAL AS-BUILT CONDITION. THE ENGINEER MAY CONTACT THE OFFICE OF STRUCTURAL ENGINEERING FOR TECHNICAL ASSISTANCE. IF THE ENGINEER IS SATISFIED WITH THE "AS-BUILT" DRAWINGS AND THE DELIVERED MATERIALS. SUPPLY A COPY OF THE DRAWINGS, STAMPED, SEALED AND DATED, ACCORDING S1002, TO THE STRUCTURAL, WELDING AND METALS SECTION OF THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES. THE MEMBERS INCLUDED IN THIS ITEM ARE PROVIDED IN TABLE 2 AND 3. THE DEPARTMENT WILL INCLUDE ALL MATERIALS, TOOLS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN: POUND.

ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS, FILLET WELDING

AFTER DAMAGED AREAS HAVE BEEN INSPECTED ACCORDING TO ITEM 849 DAMAGE ASSESSMENT. PREPARE THE DAMAGED MATERIAL FOR WELDING, PERFORMING 5/16 INCH FILLET WELDS ACCORDING TO ITEM 513 USING APPROVED ELECTRODES, PROCEDURES AND WELDERS. WELD EACH SECONDARY MEMBER ACCORDING TO PLAN DETAILS. MAGNETIC PARTICLE INSPECT ALL FILLET WELDS ACCORDING TO C&MS 513.25B. THE ENGINEER MAY OBTAIN TECHNICAL ASSISTANCE FROM THE OFFICE OF MATERIALS MANAGEMENT. THE DEPARTMENT WILL INCLUDE ALL MATERIALS, TOOLS, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS: FILLET WELDING. FOOT.

ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE PERFORM REPAIRS DEFINED IN THE HEAT STRAIGHTENING PLAN.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05.

IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS NECESSITATED BY THE JACKING OPERATION. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

EXISTING STRUCTURE AND PLANS VERIFICATION

EXISTING PLANS CAN BE INSPECTED IN THE LOCAL ODOT DISTRICT OFFICE. DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

STEEL RESTRAINT OR PRELOAD LIMITS

EXISTING ASTM A709 GRADE 50W OR A709 GRADE 50 - DO NOT SUBJECT ANY PART OF THE STRUCTURE TO A JACKING, PULLING OR RESTRAINING UNIT STRESS EXCEEDING 25,000 PSI (172.4 MPA)*

EXISTING ASTM A709 GRADE 36 - DO NOT SUBJECT ANY PART OF THE STRUCTURE TO A JACKING, PULLING OR RESTRAINING UNIT STRESS EXCEEDING 18,000 PSI (124.1 MPA)*

EXISTING ASTM A36 GRADE A588 DO NOT SUBJECT ANY PART OF THE STRUCTURE TO A JACKING, PULLING OR RESTRAINING UNIT STRESS EXCEEDING 20,000 PSI (137.9 MPA)*

* IF MORE THAN ONE GRADE OF STEEL IS SELECTED, LIMIT RESTRAINT FORCES TO THE LOWER UNIT STRESS. REPLACE MATERIALS USING THE HIGHER GRADE IDENTIFIED UNLESS DIRECTED BY THE ENGINEER.

SFN	
7701748	
DESIGN AGENCY	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 07-15-24	
PROJECT ID	
113163	
SUBSET	TOTAL
12	13
SHEET	TOTAL
P.28	29