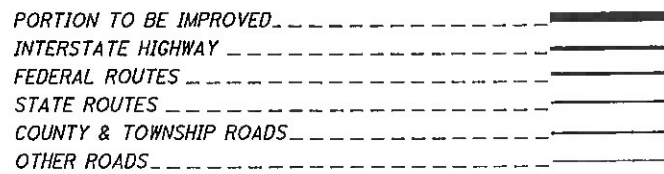
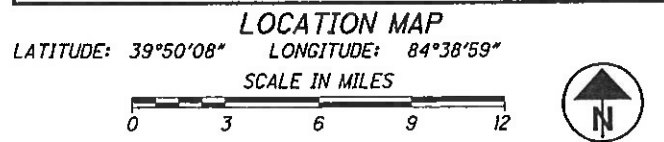
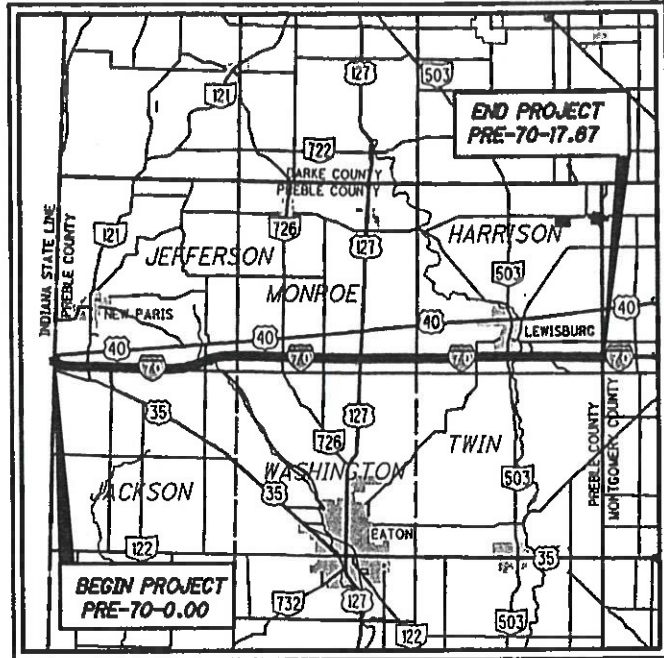


PRE - 70 - 0.00 Part 1&2  
 200043 PID - 96654  
 Dist 8 3/12/2020



DESIGN DESIGNATION	I.R. 70 0.00-1.66	I.R. 70 1.66-9.91	I.R. 70 9.91-14.66	I.R. 70 14.66-17.67	S.R. 320	S.R. 726
CURRENT ADT (2020)	38000	32000	35000	38000	1300	1200
DESIGN YEAR ADT (2040)	54000	39000	42000	44000	1300	1300
DESIGN HOURLY VOLUME (2040)	4900	3500	3800	4400	120	160
DIRECTIONAL DISTRIBUTION	53%	52%	50%	52%	52%	55%
TRUCKS (24 HOUR B&C)	35%	37%	30%	31%	7%	7%
DESIGN SPEED	70MPH	70MPH	70MPH	70MPH	45MPH	55MPH
LEGAL SPEED	70MPH	70MPH	70MPH	70MPH	45MPH	55MPH

DESIGN FUNCTIONAL CLASSIFICATION:  
 I.R. 70 - 01 INTERSTATE (RURAL)  
 S.R. 320 - 05 MAJOR COLLECTOR (RURAL)  
 S.R. 726 - 05 MAJOR COLLECTOR (RURAL)  
 NHS PROJECT ----- YES

DESIGN EXCEPTIONS  
 VERTICAL ALIGNMENT: STOPPING SIGHT DISTANCE APPROVAL DATE 12/04/2018 SHEET No. 40

**UNDERGROUND UTILITIES**  
 Contact Two Working Days Before You Dig  
  
 OHIO811, 8-1-1, or 1-800-362-2764 (Non-members must be called directly)

PLAN PREPARED BY:  
  
 11687 Lebanon Road Cincinnati OH 45241 (513) 842-8200

STATE OF OHIO  
 DEPARTMENT OF TRANSPORTATION  
**PRE-70-0.00**  
**PART 1**  
 JACKSON TOWNSHIP  
 JEFFERSON TOWNSHIP  
 MONROE TOWNSHIP  
 HARRISON TOWNSHIP  
 FOR PART 2, SEE PRE-35-1.95

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ADDITIONAL SHEETS: 28A, 36A, 48A, 48B

ENGINEERS SEAL:  
  
 SIGNED: Steven N. Shadix  
 DATE: OCTOBER 28, 2019

ENGINEERS SEAL: SHEETS 118-126  
  
 SIGNED: Shane T. Kalinski  
 DATE: OCTOBER 25, 2019

ENGINEERS SEAL: SHEETS 73-117, 127-147  
  
 SIGNED: Michael R. Sturdevant  
 DATE: OCTOBER 25, 2019

PARTS 1 AND 2

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	
BP-1.1	7/28/00	MGS-2.1	1/19/18	HL-30.21	1/17/14	MT-98.20	4/19/19	TC-22.10	10/18/13	800	10/18/19
BP-2.2	7/18/08	MGS-3.1	1/19/18	HL-30.22	1/17/14	MT-98.22	1/20/17	TC-41.20	10/18/13	808	1/18/19
BP-2.4	7/19/13	MGS-3.2	1/18/13	HL-40.10	1/20/17	MT-98.28	1/20/17	TC-41.30	10/18/13	809	10/18/19
BP-2.5	7/19/13	MGS-4.2	7/19/13	HL-50.21	1/18/19	MT-98.29	7/19/19	TC-41.50	10/18/13	813	10/19/18
BP-2.6	7/15/16	MGS-4.3	1/18/13	HL-60.11	7/21/17	MT-99.20	4/19/19	TC-42.20	10/18/13	821	4/20/12
BP-3.1	10/18/19	MGS-5.2	7/15/16	HL-60.21	7/20/18	MT-99.30	1/19/18	TC-52.10	10/18/13	832	10/19/18
BP-4.1	7/19/13	MGS-5.3	7/15/16	HL-60.31	1/18/19	MT-99.60	7/15/16	TC-52.20	7/20/18	843	10/18/19
BP-5.1	1/18/19	MGS-6.1	1/19/18	MT-95.30	7/19/19	MT-100.00	1/15/16	TC-61.30	7/19/19	878	1/18/19
BP-6.1	7/19/13	RM-4.2	10/24/19	MT-95.31	7/19/19	MT-101.60	1/20/17	TC-65.10	1/17/14	908	10/20/17
BP-9.1	1/18/19	AS-1-15	7/17/15	MT-95.40	1/20/17	MT-101.70	7/20/18	TC-65.11	7/21/17	913	4/21/17
DM-1.1	7/21/17	EXJ-4-87	1/19/18	MT-95.41	7/21/17	MT-101.75	7/15/16	TC-71.10	1/19/18	921	4/20/12
DM-1.2	1/18/13	SBR-1-13	7/20/18	MT-95.45	1/17/20	MT-101.90	7/21/17	TC-72.20	7/20/18		
DM-4.2	7/20/12	HL-10.11	7/19/19	MT-95.50	7/21/17	MT-102.30	10/16/15	TC-73.20	7/21/17		
DM-4.4	1/15/16	HL-10.12	1/20/17	MT-95.70	7/20/18	MT-103.10	1/19/18	TC-81.10	7/15/16		
F-21	7/20/18	HL-10.13	7/20/18	MT-97.10	4/19/19	MT-104.10	10/16/15	TC-84.20	10/18/13		
F-3.4	7/19/13	HL-20.11	4/21/17	MT-98.10	1/20/17	MT-105.10	7/19/13				
MGS-7.1	7/19/18	HL-30.11	7/19/19	MT-98.11	4/19/19	TC-21.20	7/20/18				

PROJECT DESCRIPTION  
 REPAIR AND RESURFACING OF ALL LANES, SHOULDERS, RAMPS AND MEDIAN CROSSOVERS ON I.R. 70 IN PREBLE COUNTY. THE PROJECT INCLUDES 22 BRIDGES THAT RECEIVE A RANGE OF WORK FROM SEALING TO DECK REPLACEMENT. THE EASTBOUND REST AREA IS ALSO INCLUDED FOR CONCRETE PAVEMENT REPAIR AND RESURFACING OF ASPHALT RAMPS. THE EASTBOUND WEIGH STATION ASPHALT PARKING AREA AND RAMPS ARE TO BE RESURFACED. REHABILITATION OF EXISTING LIGHTING SYSTEMS AT REST AREA, WEIGH STATION AND U.S. 127 INTERCHANGE. INSTALLATION OF PARTIAL INTERCHANGE LIGHTING AT U.S. 35 AND S.R. 503 INTERCHANGES. REMOVAL OF EXISTING PAVEMENT, LIGHTING AND OTHER APPURTENANCES IN THE FORMER WESTBOUND REST AREA.  
 EARTH DISTURBED AREAS  
 PROJECT EARTH DISTURBED AREA: N/A\*  
 ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A\*  
 NOTICE OF INTENT EARTH DISTURBED AREA: N/A\*  
 \* MAINTENANCE PROJECT

LIMITED ACCESS  
 THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2019 SPECIFICATIONS  
 THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE FIVE LOCATIONS AS DESCRIBED ON SHEET 21 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

APPROVED:   
 DATE: 11/7/19 DISTRICT DEPUTY DIRECTOR  
 APPROVED:   
 DATE: 4/15/18 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E150(996)  
 PID NO. 96654  
 CONSTRUCTION PROJECT NO.  
 RAILROAD INVOLVEMENT NONE  
 PRE-70-0.00 PART 1  
 147

**SEQUENCE OF CONSTRUCTION**

THE SEQUENCE OF CONSTRUCTION OUTLINED BELOW IS INTENDED TO GUIDE THE WORK IN A MANNER THAT PROVIDES A BASIC LEVEL OF SERVICE TO ALL MOTORISTS. ALTHOUGH THIS SEQUENCE OF CONSTRUCTION LISTS TASKS IN A SPECIFIC ORDER, NOT EVERY ITEM LISTED MUST BE COMPLETED BEFORE COMMENCING THE NEXT ITEM, AND SOME TASKS MAY BE PERFORMED CONCURRENTLY.

**PHASE 1, TASK 1: MAJOR BRIDGE REHABILITATION OF PRE-320-0117**

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD OF TIME AS DESCRIBED ON SHEET 24 WHEN TRAFFIC MAY BE DETOURED. THE DETOUR AND DETOUR SIGNING ARE SHOWN ON SHEET 26. ACCESS TO ALL DRIVES SHALL BE MAINTAINED AT ALL TIMES, INCLUDING DURING THE CLOSURE. FALSEWORK WILL BE REQUIRED ON THE BRIDGE DURING CONSTRUCTION AND SHOULD BE INSTALLED PRIOR TO ANY BRIDGE WORK. THE FALSEWORK CAN BE INSTALLED, AND SUBSEQUENTLY REMOVED, USING SINGLE LANE CLOSURES ON I.R. 70 AT PERMISSIBLE TIMES AS SHOWN ON SHEET 24. LANE CLOSURES ON I.R. 70 SHOULD BE INSTALLED ACCORDING TO STANDARD CONSTRUCTION DRAWING (SCD) MT-95.30.

**PHASE 1, TASK 2: MAJOR BRIDGE REHABILITATION OF PRE-726-0428**

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD OF TIME AS DESCRIBED ON SHEET 24 WHEN TRAFFIC MAY BE DETOURED. THE DETOUR AND DETOUR SIGNING ARE SHOWN ON SHEET 27. ACCESS TO ALL DRIVES SHALL BE MAINTAINED AT ALL TIMES, INCLUDING DURING THE CLOSURE. FALSEWORK WILL BE REQUIRED ON THE BRIDGE DURING CONSTRUCTION AND SHOULD BE INSTALLED PRIOR TO ANY BRIDGE WORK. THE FALSEWORK CAN BE INSTALLED, AND SUBSEQUENTLY REMOVED, USING SINGLE LANE CLOSURES ON I.R. 70 AT PERMISSIBLE TIMES AS SHOWN ON SHEET 24. LANE CLOSURES ON I.R. 70 SHOULD BE INSTALLED ACCORDING TO SCD MT-95.30.

**PHASE 1, TASK 3: BRIDGE PARAPET REPAIR ON PRE-70-0632**

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON PENCE SHEWMAN ROAD SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD OF TIME AS DESCRIBED ON SHEET 24 WHEN TRAFFIC MAY BE DETOURED. THE DETOUR AND DETOUR SIGNING ARE SHOWN ON SHEET 28. ACCESS TO ALL DRIVES SHALL BE MAINTAINED AT ALL TIMES, INCLUDING DURING THE CLOSURE. FALSEWORK WILL BE REQUIRED ON THE BRIDGE DURING CONSTRUCTION AND SHOULD BE INSTALLED PRIOR TO ANY BRIDGE WORK. THE FALSEWORK CAN BE INSTALLED, AND SUBSEQUENTLY REMOVED, USING SINGLE LANE CLOSURES ON I.R. 70 AT PERMISSIBLE TIMES AS SHOWN ON SHEET 24. LANE CLOSURES ON I.R. 70 SHOULD BE INSTALLED ACCORDING TO STANDARD CONSTRUCTION DRAWING (SCD) MT-95.30.

THE DETOUR PLAN FOR THIS WORK UTILIZES S.R. 726. THEREFORE, TASK 2 AND TASK 3 SHALL NOT BE CONSTRUCTED CONCURRENTLY. ONLY ONE DETOUR MAY BE IN PLACE AT A TIME.

**SEQUENCE OF CONSTRUCTION (CONTINUED)**

**PHASE 1, TASK 4: BRIDGE PARAPET REPAIR ON PRE-70-1541**

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON LEWISBURG ROAD SHALL BE MAINTAINED AT ALL TIMES EXCEPT FOR A PERIOD OF TIME AS DESCRIBED ON SHEET 24 WHEN TRAFFIC MAY BE DETOURED. THE DETOUR AND DETOUR SIGNING ARE SHOWN ON SHEET 28A. FALSEWORK WILL BE REQUIRED ON THE BRIDGE DURING CONSTRUCTION AND SHOULD BE INSTALLED PRIOR TO ANY BRIDGE WORK. THE FALSEWORK CAN BE INSTALLED, AND SUBSEQUENTLY REMOVED, USING SINGLE LANE CLOSURES ON I.R. 70 AT PERMISSIBLE TIMES AS SHOWN ON SHEET 24. LANE CLOSURES ON I.R. 70 SHOULD BE INSTALLED ACCORDING TO SCD MT-95.30.

**PHASE 2, TASK 1: MINOR BRIDGE REHABILITATION ON THE REMAINING STRUCTURES AS DETAILED IN THE PLANS.**

REHABILITATION OF THE FOLLOWING BRIDGES AS DETAILED IN THE PLANS SHOULD NOT REQUIRE ANY LANE OR SHOULDER CLOSURES OR RESTRICTIONS. ALTHOUGH NONE ARE ANTICIPATED, ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED ACCORDING TO AND WHEN REQUIRED BY THE OMUTCD AND SCDs.

- |             |              |
|-------------|--------------|
| PRE-70-358  | PRE-503-1955 |
| PRE-70-0489 | PRE-70-1665  |
| PRE-70-0632 | PRE-70-1766  |
| PRE-70-1366 |              |

NIGHTTIME LANE CLOSURES WILL BE REQUIRED TO PERFORM BRIDGE REHABILITATION ON THE FOLLOWING STRUCTURES.

- |                 |                 |
|-----------------|-----------------|
| PRE-70-0504 L/R | PRE-70-1349 L/R |
| PRE-70-0689 L/R | PRE-70-1500 L/R |
| PRE-70-1072 L/R |                 |
| PRE-70-1249 L/R |                 |

THE HOURS OF SUCH CLOSURES ARE SUBJECT TO THE PERMITTED LANE CLOSURE SCHEDULE AND LANE VALUE CONTRACT TABLE SHOWN IN THE PLANS. LANES SHOULD BE CLOSED AS OUTLINED ON SCD MT-95.30, CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS. SOME BRIDGES ARE LOCATED NEAR ENTRANCE AND EXIT RAMP AND WILL ALSO REQUIRE SCDs MT-98.10 LANE CLOSURE AT ENTRANCE RAMP AND MT-98.20 LANE CLOSURE AT EXIT RAMP USING DRUMS. ONE LANE IN EACH DIRECTION MUST REMAIN OPEN TO TRAFFIC AT ALL TIMES.

PARAPET REPAIR ON PRE-70-1541 WILL REQUIRE ADDITIONAL MAINTENANCE OF TRAFFIC ON C.R. 34 (LEWISBURG RD). REPAIRS SHOULD NOT BE MADE ABOVE LIVE TRAFFIC ON I.R. 70. WORK MAY ONLY BE COMPLETED OVER ONE LANE AT A TIME, WHILE CLOSED, TO PREVENT DEBRIS FROM FALLING ONTO MOTORISTS. ALTERNATIVELY, AT THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY CHOOSE TO PROTECT I.R. 70 MOTORISTS BY INSTALLING A CATCHMENT SYSTEM ON THE BRIDGE TO PREVENT DEBRIS FROM FALLING ON THE HIGHWAY BELOW. A FLAGGER SHOULD BE USED TO MAINTAIN ONE LANE OF TRAFFIC ON C.R. 34 DURING PARAPET REPAIR. USE SCD MT-97.10 FLAGGER CLOSING 1 LANE OF A 2-LANE HIGHWAY - STATIONARY OPERATION.

**SEQUENCE OF CONSTRUCTION (CONTINUED)**

**PHASE 2, TASK 2: LIGHTING INSTALLATIONS**

IT IS ANTICIPATED THAT ALL WORK RELATED TO LIGHTING CAN BE COMPLETED WITHOUT LANE RESTRICTIONS ON ANY ROAD. ALL LIGHTING WORK, WITH THE EXCEPTION OF LUMINAIRE REPLACEMENTS, ARE OUTSIDE OF THE EXISTING SHOULDERS OF ALL ROUTES. USE SCD MT-95.45 CLOSING RIGHT OF LEFT SHOULDER OF A MULTILANE DIVIDED HIGHWAY TO CLOSE SHOULDERS AS NECESSARY. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED ACCORDING TO AND WHEN REQUIRED BY THE OMUTCD AND SCDs.

**PHASE 2, TASK 3: MILLING AND FILLING OF WEIGH STATION PAVEMENT**

THIS WORK SHALL CONSIST OF MILLING AND FILLING PAVEMENT WITHIN THE LIMITS OF THE WEIGH STATION. THE WEIGH STATION MAY BE CLOSED FOR A PERIOD NOT TO EXCEED THE NUMBER OF CONSECUTIVE CALENDAR DAYS SHOWN ON SHEET 24. CLOSURE OF THE WEIGH STATION SHALL BE PERFORMED AS OUTLINED ON SHEET NO. 29. A NOTICE OF CLOSURE SIGN SHALL BE INSTALLED PRIOR TO THE RAMP CLOSURE AS NOTED ON SHEET 21. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE THE WEIGH STATION IS OPENED TO TRAFFIC.

**PHASE 2, TASK 4: PAVEMENT REPAIR IN REST AREA**

THIS WORK SHALL CONSIST OF CONCRETE PAVEMENT REPAIR ON THE RAMPS AND TRUCK PARKING AREAS WITHIN THE EASTBOUND REST AREA. THE REST AREA MAY BE CLOSED FOR A PERIOD NOT TO EXCEED THE NUMBER OF CONSECUTIVE CALENDAR DAYS SHOWN ON SHEET 24 IN ORDER TO COMPLETE THIS WORK. CLOSURE OF THE REST AREA SHALL BE COMPLETE AS OUTLINED ON SHEET NO. 30. A NOTICE OF CLOSURE SIGN SHALL BE INSTALLED PRIOR TO THE RAMP CLOSURE AS NOTED ON SHEET 21. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE THE REST AREA IS OPENED TO TRAFFIC.

**PHASE 3, TASK 1: WESTBOUND REST AREA**

THIS PLAN UTILIZES STRUCTURAL BEST MANAGEMENT PRACTICES (BMP'S) FOR POST CONSTRUCTION STORM WATER TREATMENT. THE WORK AT THE WESTBOUND REST AREA AS SHOWN ON SHEETS 48A-48B, EXCEEDS THE MINIMUM THRESHOLD REQUIRED TO SUBMIT A NOI AND PROVIDE BMP'S. NO OTHER PROJECT SITES MEET THIS THRESHOLD.

**PHASE 3, TASK 2: PAVEMENT REPAIR ALONG IR 70 AND RAMPS**

NIGHTLY LANE CLOSURES WILL BE REQUIRED TO PERFORM PAVEMENT REPAIRS ALONG MAINLINE I.R. 70. THE HOURS OF SUCH CLOSURES ARE SUBJECT TO THE PERMITTED LANE CLOSURE SCHEDULE AND LANE VALUE CONTRACT TABLE SHOWN IN THE PLANS. LANES SHOULD BE CLOSED AS OUTLINED ON SCD MT-95.30, CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS. SOME PAVEMENT REPAIRS ARE LOCATED NEAR ENTRANCE AND EXIT RAMP AND WILL REQUIRE SCDs MT-98.10 LANE CLOSURE AT ENTRANCE RAMP AND MT-98.20 LANE CLOSURE AT EXIT RAMP USING DRUMS. ONE LANE IN EACH DIRECTION MUST REMAIN OPEN TO TRAFFIC AT ALL TIMES.

**SEQUENCE OF CONSTRUCTION (CONTINUED)**

**PHASE 3, TASK 3: MILLING PAVEMENT AND PLACING INTERMEDIATE COURSE**

THIS WORK SHALL CONSIST OF MILLING THE EXISTING ASPHALT SURFACE AND PLACING A NEW INTERMEDIATE COURSE ON I.R. 70 AS INDICATED IN THE PLANS. PAVEMENT REPAIRS SHALL BE COMPLETED PRIOR TO PLACING THE NEW PAVEMENT. A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED ON I.R. 70 IN EACH DIRECTION AT ALL TIMES, INCLUDING RAMPS. LANE CLOSURES SHOULD BE PERFORMED AS OUTLINED IN SCD MT-95.30 CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS. PAVING WORK IN THE VICINITY OF RAMPS SHALL ALSO BE ACCORDING TO SCDs MT-98.10 LANE CLOSURE AT ENTRANCE RAMP, MT-98.11 LANE CLOSURE AT ENTRANCE RAMP ACCELERATION LANE, MT-98.20 LANE CLOSURE AT EXIT RAMP USING DRUMS, MT-98.22 LANE CLOSURE IN DECELERATION LANE, AND MT-98.28 LANE CLOSURE WITHIN EXIT RAMP. INSTALL TEMPORARY PAVEMENT MARKINGS PRIOR TO OPENING ANY PAVED SECTION TO TRAFFIC.

A MINIMUM OF ONE 10' LANE SHALL BE MAINTAINED ON ALL RAMPS DURING MILLING AND PAVING OPERATIONS. HALF OF EACH RAMP SHOULD BE CLOSED AT A TIME AS OUTLINED ON SCD MT-98.28 LANE CLOSURE WITHIN EXIT RAMP. TEMPORARY PAVEMENT MARKINGS SHOULD BE PERFORMED AS OUTLINED IN SCD MT-99.20 TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS.

**PHASE 4: PLACING FINAL SURFACE COURSE ON IR 70**

THIS WORK SHALL CONSIST OF PAVING THE FINAL SURFACE COURSE ON IR 70, INCLUDING RAMPS, AS INDICATED IN THE PLANS. LANE CLOSURES FOR PAVING SHALL BE IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE SCHEDULE AND LAE VALUE CONTRACT TABLE SHOWN IN THE PLANS. A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED ON IR 70 IN EACH DIRECTION AT ALL TIMES, INCLUDING RAMPS. LANE CLOSURES SHOULD BE PERFORMED AS OUTLINED IN SCD MT-95.30 CLOSING RIGHT OR LEFT LANE OF A MULTI-LANE DIVIDED HIGHWAY WITH DRUMS. PAVING WORK IN THE VICINITY OF RAMPS SHALL ALSO BE ACCORDING TO SCDs MT-98.10 LANE CLOSURE AT ENTRANCE RAMP, MT-98.11 LANE CLOSURE AT ENTRANCE RAMP ACCELERATION LANE, MT-98.20 LANE CLOSURE AT EXIT RAMP USING DRUMS, MT-98.22 LANE CLOSURE IN DECELERATION LANE, AND MT-98.28 LANE CLOSURE WITHIN EXIT RAMP. INSTALL PERMANENT PAVEMENT MARKINGS PRIOR TO OPENING ANY PAVED SECTION TO TRAFFIC.

A MINIMUM OF ONE 10' LANE SHALL BE MAINTAINED ON ALL RAMPS DURING PAVING OPERATIONS. HALF OF EACH RAMP SHOULD BE CLOSED AT A TIME AS OUTLINED ON SCD MT-98.28 LANE CLOSURE WITHIN EXIT RAMP. PERMANENT PAVEMENT MARKINGS SHOULD BE PERFORMED AS OUTLINED IN SCD MT-99.20 TRAFFIC CONTROL FOR LONG LINE PAVEMENT MARKING OPERATIONS.

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CALCULATED  
PJD  
CHECKED  
SNS

MAINTENANCE OF TRAFFIC NOTES

PRE-70-0:00







**ITEM 625 - LIGHT TOWER REMOVED, AS PER PLAN**

THE CONTRACTOR SHALL REMOVE AND PROPERLY DISPOSE OF ALL LIGHT TOWER COMPONENTS ACCORDING TO C&MS 625 EXCEPT THAT THE LIGHT RINGS SHALL BE SALVAGED AND STORED ON THE PROJECT SITE. THE LIGHT RINGS WILL BE PICKED UP BY ODOT FOR USE ON ANOTHER PROJECT.

NEW SHEET

V:\1736\active\173620094\engineering\96654\Proj\Admin\PlanReviews\Tracings - Revised 03-04-2020\96654\_CS001.dgn 3/4/2020 3:26:52 PM latchley

**SUBSUMMARY**

REF. NO	SHEET NO	SUBSUMMARY																											
		202							203	607	614		622	625			626	630		659					832				
		PAVEMENT REMOVED	PAVEMENT REMOVED, ASPHALT	CURB REMOVED	PIPE REMOVED, 24" AND UNDER	CATCH BASIN REMOVED	INLET REMOVED	INLET ABANDONED	EXCAVATION	FENCE, TYPE 47	WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	OBJECT MARKER, ONE WAY	PORTABLE BARRIER, UNANCHORED	PULL BOX REMOVED	LIGHT TOWER REMOVED, AS PER PLAN	LUMINAIRE REMOVED	LIGHT TOWER FOUNDATION REMOVED	BARRIER REFLECTOR, TYPE 1, ONE WAY	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	TOPSOIL	SEEDING AND MULCHING	COMMERCIAL FERTILIZER	LIME	WATER	EROSION CONTROL	STORM WATER POLLUTION PREVENTION PLAN	STORM WATER POLLUTION PREVENTION INSPECTIONS	STORM WATER POLLUTION PREVENTION SOFTWARE
SY	SY	FT	FT	EACH	EACH	EACH	CY	FT	EACH	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	CY	SY	TON	ACRE	MGAL	EACH	LUMP	LUMP	LUMP		
RA1	48A,48B																			1261	11355	1.54	2.35	62					
RA2	48A													1	4	1													
RA3	48A		1927																										
RA4	48A													1	6	1													
RA5	48A	2575		472				95																					
RA6	48A,48B									3618																			
RA7	48A																		2	4									
RA8	48A		514																										
RA9	48A				28																								
RA10	48A												1																
RA11	48A													1	6	1													
RA12	48A																												
RA13	48A													1															
RA14	48A														1	6	1												
RA15	48A																												
RA16	48A																												
RA17	48A														1	6	1												
RA18	48B																												
RA19	48B														1	6	1												
RA20	48B																												
RA21	48B																												
RA22	48B																												
RA23	48B																												
RA24	48B																												
RA25	48B														1	6	1												
RA26	48B	1113																											
RA27	48B																												
RA28	48B				48	1	1								1	6	1												
RA29	48B		1441																										
RA30	48B														1	4	1												
RA31	48A																												
MAINTENANCE OF TRAFFIC													2	60	2950				60										
<b>TOTALS CARRIED TO GENERAL SUMMARY</b>		3688	3882	472	76	1	2	1	95	3618	2	60	2950	11	9	50	9	60	2	4	1261	11355	1.54	2.35	62	10000	LUMP	LUMP	LUMP

CALCULATED  
LBA  
CHECKED  
PJD

**WESTBOUND REST AREA SUBSUMMARY**

**PRE-70-0.00**

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CALCULATED  
JTK  
CHECKED  
PJD

0 50 100  
HORIZONTAL  
SCALE IN FEET

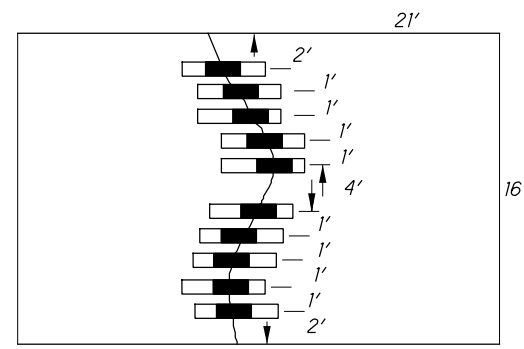
**PAVEMENT REHABILITATION PLAN  
EASTBOUND REST AREA SHEET 1**

**PRE-70-0.00**

EASTBOUND I.R. 70

- NOTES:**
- EXISTING PLANS ENTITLED PRE-70-2.41 MAY BE INSPECTED IN THE ODOT DISTRICT 8 OFFICE IN LEBANON, OHIO.
  - TYPICAL SLAB DIMENSIONS ARE 21' LONG X 16' WIDE
  - CONCRETE PAVEMENT DETERIORATION WAS SURVEYED IN JULY 2018 AND THE PROPOSED REPAIRS SHOWN ON THESE PLANS CORRECT HIGH PRIORITY PROBLEMS AT THAT TIME. FINAL DETERMINATION OF REPAIRS INCLUDING, BUT NOT LIMITED TO, THOSE SHOWN IN THE PLANS SHALL BE AT THE DISCRETION AND APPROVAL OF THE ENGINEER. THE ENGINEER WILL LOCATE AND MARK ALL AREAS TO BE REPAIRED AS INDICATED IN THE C&MS.
  - LOAD TRANSFER RETROFIT REPAIRS WILL BE PAID FOR ACCORDING TO ITEM 258 RETROFIT DOWEL BARS. THE TYPICAL SPACING FOR THE DOWEL BARS SHOULD BE MODIFIED FROM SCD BP-2.6 AS SHOWN, OR AS DIRECTED BY THE ENGINEER.
  - ALL FULL DEPTH PAVEMENT REPAIRS SHOULD BE MADE ACCORDING TO SCD BP-2.5 AND ITEM 255 FULL DEPTH PAVEMENT REMOVAL AND RIGID REPLACEMENT. FULL DEPTH REPAIRS CONSIST OF FULL SLAB REPLACEMENTS AND PARTIAL SLAB REPLACEMENTS. CLASS QC MS SHALL BE USED FOR PAVEMENT REPAIRS. WHERE FULL DEPTH REPAIRS OCCUR AT EXISTING EXPANSION JOINTS, THE EXPANSION JOINT SHALL BE REPLACED ACCORDING TO SCD BP-2.2. WHERE FULL DEPTH REPAIRS REPLACE EXISTING REINFORCED SLABS, AS SHOWN ON THE PLANS, THE REPLACEMENT PAVEMENT SHALL ALSO INCLUDE STEEL REINFORCING ACCORDING TO SCD BP-1.1. THE FOLLOWING ASSUMPTION HAS BEEN MADE TO CALCULATE A BIDDABLE ESTIMATE OF QUANTITIES:
  - PARTIAL SLAB REPLACEMENTS ARE ON AVERAGE 4' x 4' AND REQUIRE 16' OF PAVEMENT SAWING.
  - JOINTS ARE TO BE REPAIRED ACCORDING TO ITEM 256, BONDED PATCHING OF PORTLAND CEMENT CONCRETE PAVEMENT. IT HAS BEEN ASSUMED THAT EACH JOINT, AS INDICATED, WILL REQUIRE 12 SQUARE FEET OF BONDED PATCHING. AN ADDITIONAL 200 SF OF ITEM 256 HAS BEEN INCLUDED IN THE PLANS TO BE USED AS NEEDED, AND DIRECTED, BY THE ENGINEER.
  - A SUMMARY TABLE OF THE QUANTITIES REQUIRED TO REPAIR THE REST AREA PAVEMENT HAS BEEN INCLUDED ON THE FOLLOWING SHEET AND CARRIED TO THE GENERAL SUMMARY.

**EXISTING PAVEMENT MAKEUP**  
11" UNREINFORCED CONCRETE PAVEMENT  
(EX. PAVEMENT REINFORCED AS INDICATED IN THE LEGEND)  
6" AGGREGATE BASE

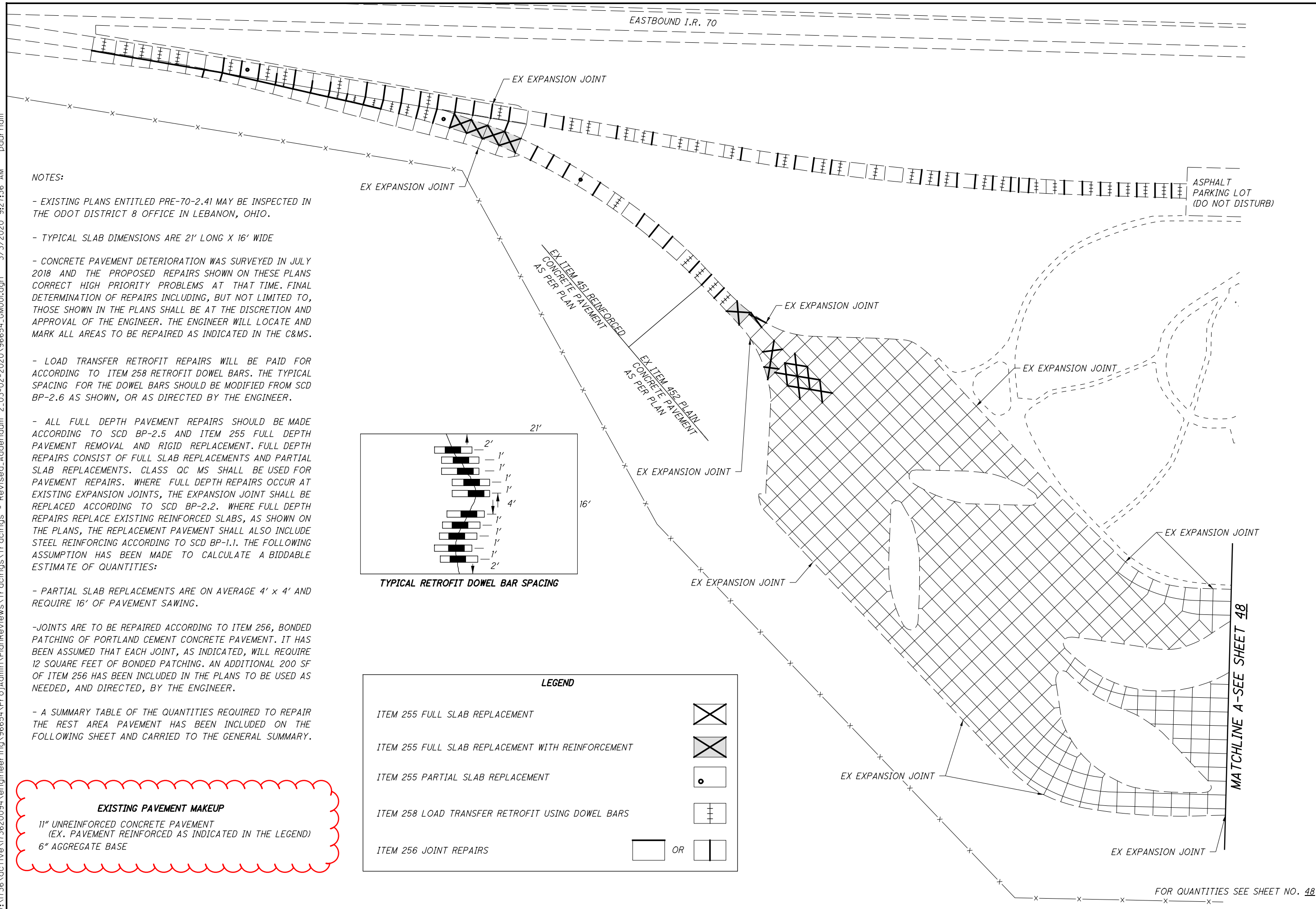


TYPICAL RETROFIT DOWEL BAR SPACING

**LEGEND**




ITEM 255 FULL SLAB REPLACEMENT	
ITEM 255 FULL SLAB REPLACEMENT WITH REINFORCEMENT	
ITEM 255 PARTIAL SLAB REPLACEMENT	
ITEM 258 LOAD TRANSFER RETROFIT USING DOWEL BARS	
ITEM 256 JOINT REPAIRS	

OR



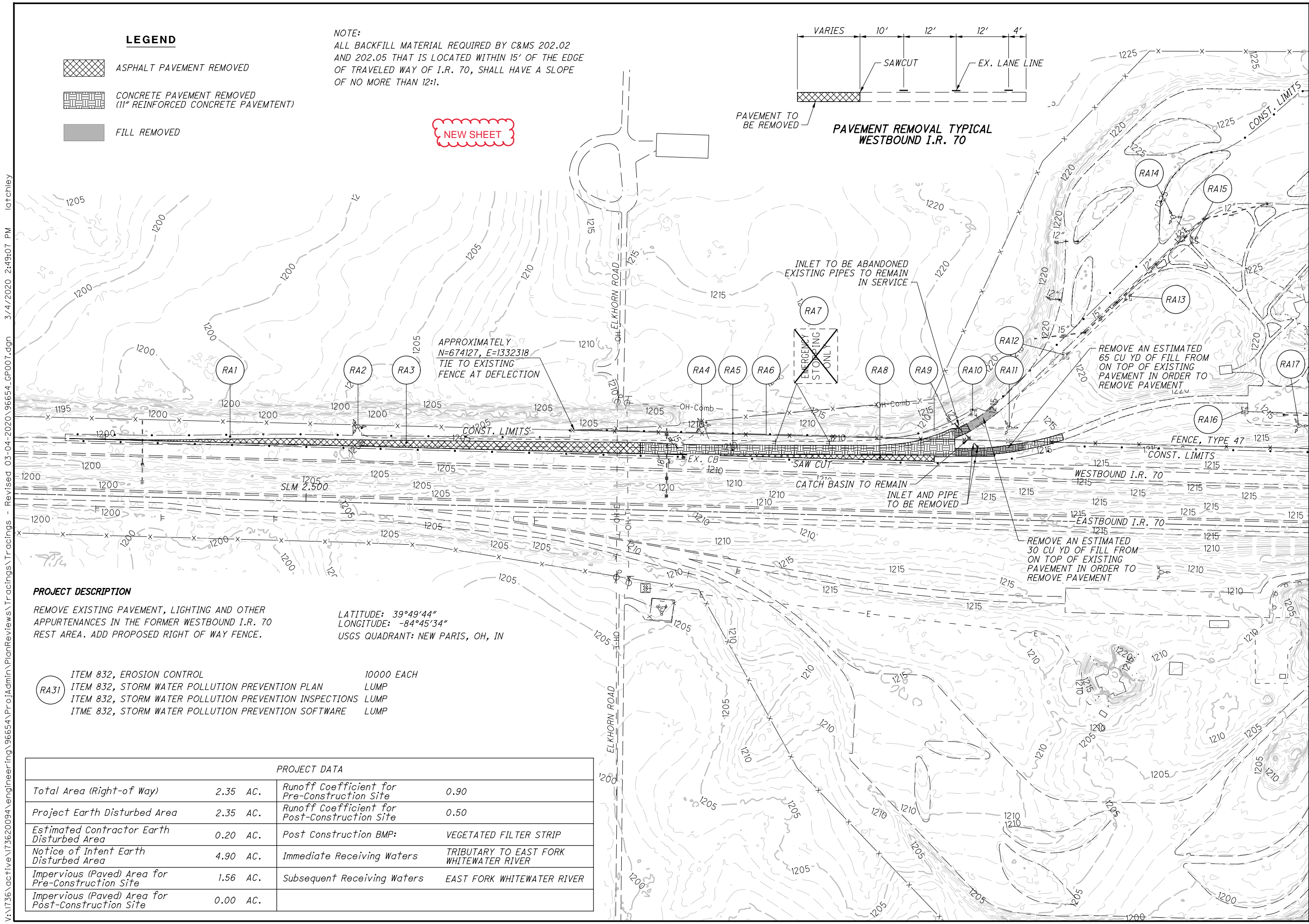
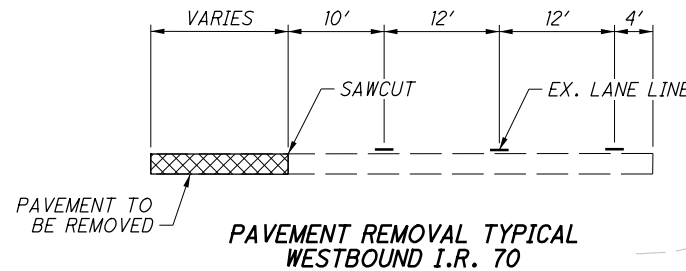
FOR QUANTITIES SEE SHEET NO. 48

**LEGEND**

-  ASPHALT PAVEMENT REMOVED
-  CONCRETE PAVEMENT REMOVED  
(11" REINFORCED CONCRETE PAVEMENT)
-  FILL REMOVED

NOTE:  
ALL BACKFILL MATERIAL REQUIRED BY C&MS 202.02  
AND 202.05 THAT IS LOCATED WITHIN 15' OF THE EDGE  
OF TRAVELED WAY OF I.R. 70, SHALL HAVE A SLOPE  
OF NO MORE THAN 12:1.

NEW SHEET



APPROXIMATELY  
N=674127, E=1332318  
TIE TO EXISTING  
FENCE AT DEFLECTION

**PROJECT DESCRIPTION**

REMOVE EXISTING PAVEMENT, LIGHTING AND OTHER  
APPURTENANCES IN THE FORMER WESTBOUND I.R. 70  
REST AREA. ADD PROPOSED RIGHT OF WAY FENCE.

LATITUDE: 39°49'44"  
LONGITUDE: -84°45'34"  
USGS QUADRANT: NEW PARIS, OH, IN

- ITEM 832, EROSION CONTROL 10000 EACH
- ITEM 832, STORM WATER POLLUTION PREVENTION PLAN LUMP
- ITEM 832, STORM WATER POLLUTION PREVENTION INSPECTIONS LUMP
- ITEM 832, STORM WATER POLLUTION PREVENTION SOFTWARE LUMP

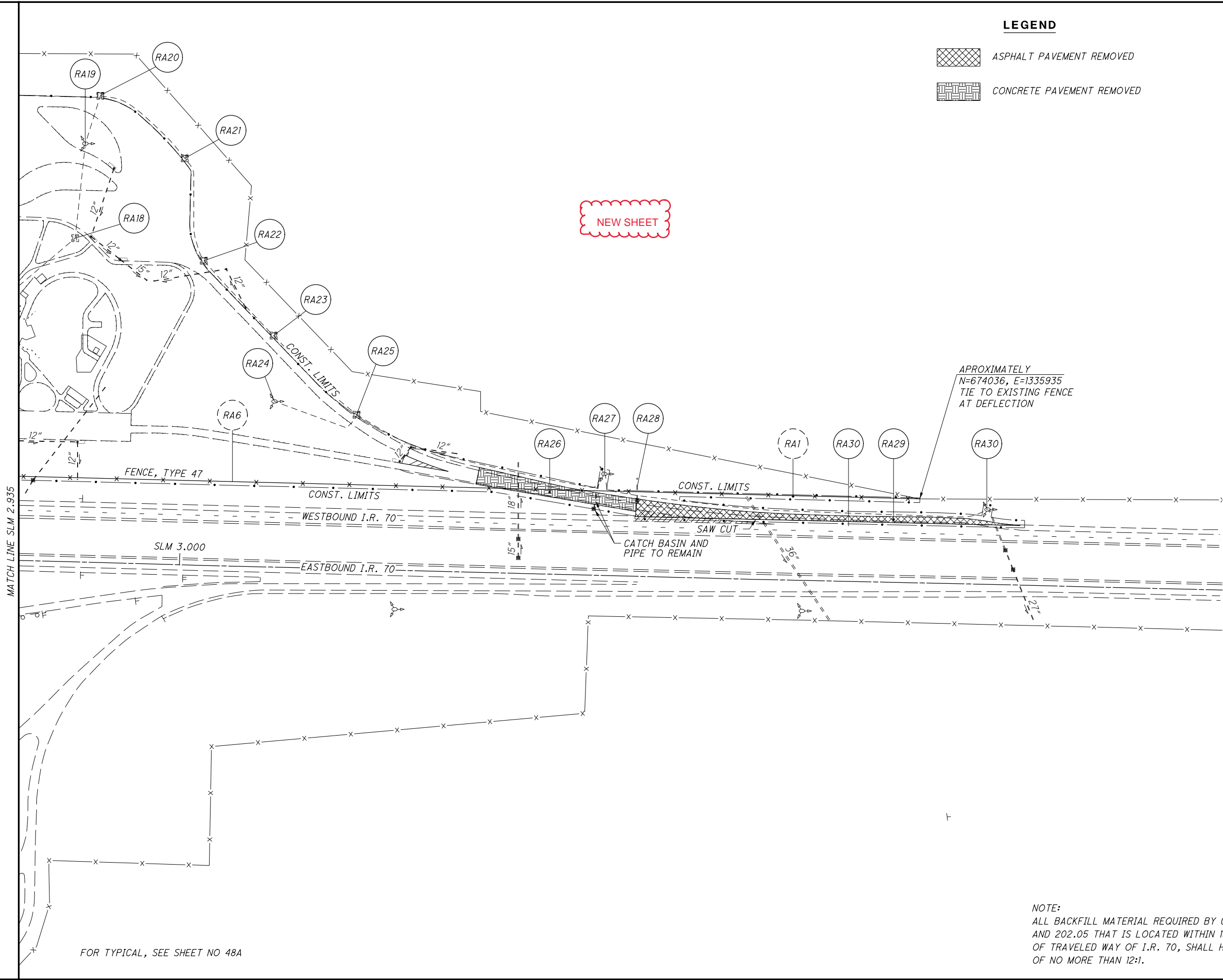
PROJECT DATA			
Total Area (Right-of Way)	2.35 AC.	Runoff Coefficient for Pre-Construction Site	0.90
Project Earth Disturbed Area	2.35 AC.	Runoff Coefficient for Post-Construction Site	0.50
Estimated Contractor Earth Disturbed Area	0.20 AC.	Post Construction BMP:	VEGETATED FILTER STRIP
Notice of Intent Earth Disturbed Area	4.90 AC.	Immediate Receiving Waters	TRIBUTARY TO EAST FORK WHITEWATER RIVER
Impervious (Paved) Area for Pre-Construction Site	1.56 AC.	Subsequent Receiving Waters	EAST FORK WHITEWATER RIVER
Impervious (Paved) Area for Post-Construction Site	0.00 AC.		

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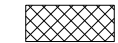

MATCH LINE SLM 2.935



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**LEGEND**

-  ASPHALT PAVEMENT REMOVED
-  CONCRETE PAVEMENT REMOVED

CALCULATED  
LBA  
CHECKED  
PJD

0 100 200  
50  
HORIZONTAL  
SCALE IN FEET



**WEST BOUND REST AREA PLAN  
EXIT RAMP REMOVAL**

**PRE-70-0.00**

48B  
147

FOR TYPICAL, SEE SHEET NO 48A

NOTE:  
ALL BACKFILL MATERIAL REQUIRED BY C&MS 202.02  
AND 202.05 THAT IS LOCATED WITHIN 15' OF THE EDGE  
OF TRAVELED WAY OF I.R. 70, SHALL HAVE A SLOPE  
OF NO MORE THAN 12:1.

APROXIMATELY  
N=674036, E=1335935  
TIE TO EXISTING FENCE  
AT DEFLECTION

NEW SHEET

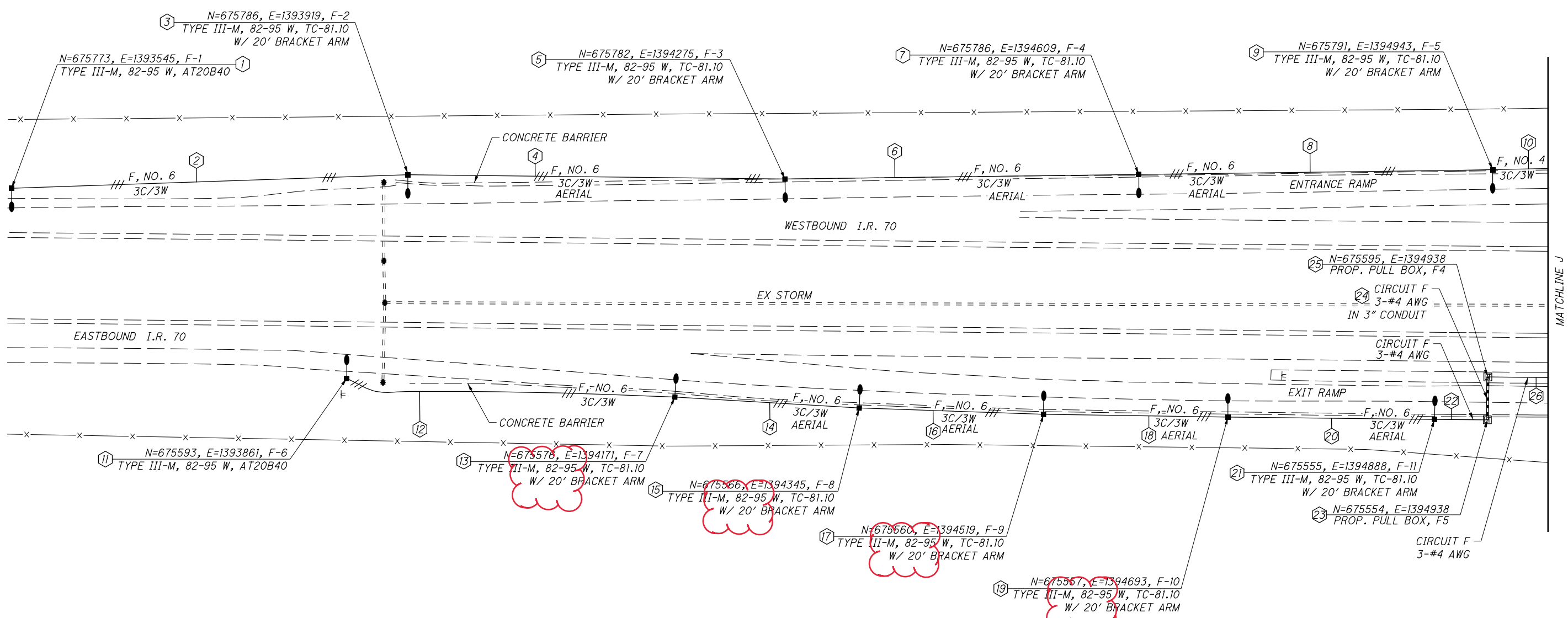


CALCULATED  
PJD  
CHECKED  
SNS

**LIGHTING PLAN**  
**S.R. 503 INTERCHANGE**

**PRE-70-0.00**

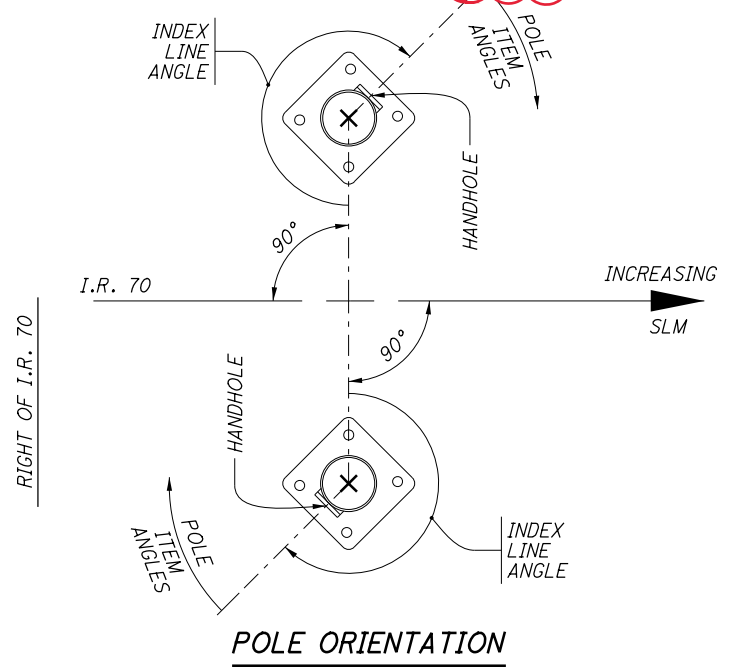
7.0  
147



PLAN DETAILS FOR STRAIN POLES

REFERENCE SHEET NO. 56	NORTHING	EASTING	POLE NO.	DESIGN NO.	POLE HEIGHT (FT.) #	FOUNDATION ELEV.	SPAN WIRE ATTACHED HEIGHT	CABLE ENTRANCE DISTANCE FROM TOP (IN.)	INDEX LINE ANGLE (DEG.)	ANGLES (DEG.) FROM INDEX LINE	
										LUMINAIRE BRACKET	CABLE ENTRANCE
F-2	675786	1393919	81.10	5	33	-	29	48"	180°	180°	0°
F-3	675782	1394275	81.10	5	33	-	29	48"	180°	180°	0°
F-4	675786	1394609	81.10	5	33	-	29	48"	180°	180°	0°
F-5	675791	1394943	81.10	5	33	-	29	48"	180°	180°	0°
F-7	675576	1394171	81.10	5	33	-	29	48"	180°	180°	0°
F-8	675566	1394345	81.10	5	33	-	29	48"	180°	180°	0°
F-9	675560	1394519	81.10	5	33	-	29	48"	180°	180°	0°
F-10	675557	1394693	81.10	5	33	-	29	48"	180°	180°	0°
F-11	675555	1394888	81.10	5	33	-	29	48"	180°	180°	0°

# 6.5' BRACKET ARM UPSWEEP

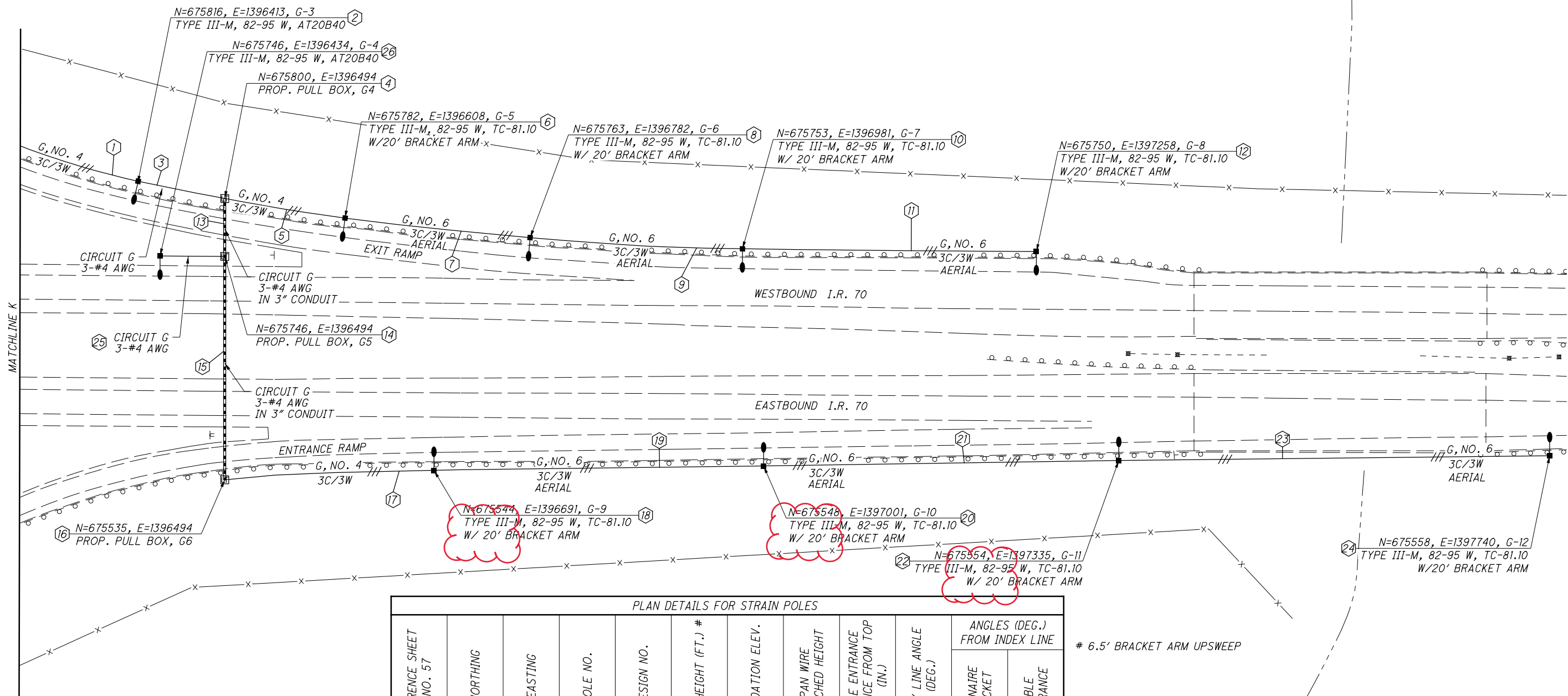


- NOTES:
- ALL ANGLES ARE MEASURED CLOCKWISE.
  - THE INDEX LINE GOES THROUGH THE CENTER OF THE HANDHOLE.

FOR LEGEND, SEE SHEET NO. 58

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PLAN DETAILS FOR STRAIN POLES

REFERENCE SHEET NO. 57	NORTHING	EASTING	POLE NO.	DESIGN NO.	POLE HEIGHT (FT.) #	FOUNDATION ELEV.	SPAN WIRE ATTACHED HEIGHT	CABLE ENTRANCE DISTANCE FROM TOP (IN.)	INDEX LINE ANGLE (DEG.)	ANGLES (DEG.) FROM INDEX LINE	
										LUMINAIRE BRACKET	CABLE ENTRANCE
G-5	675782	1396608	81.10	5	33	-	29	48"	180°	180°	0°
G-6	675763	1396782	81.10	5	33	-	29	48"	180°	180°	0°
G-7	675753	1396981	81.10	5	33	-	29	48"	180°	180°	0°
G-8	675750	1397258	81.10	5	33	-	29	48"	180°	180°	0°
G-9	675544	1396691	81.10	5	33	-	29	48"	180°	180°	0°
G-10	675548	1397001	81.10	5	33	-	29	48"	180°	180°	0°
G-11	675554	1397335	81.10	5	33	-	29	48"	180°	180°	0°
G-12	675558	1397740	81.10	5	33	-	29	48"	180°	180°	0°

# 6.5' BRACKET ARM UPSWEEP

FOR LEGEND, SEE SHEET NO. 58  
FOR POLE ORIENTATION DETAIL, SEE SHEET NO. 70

CALCULATED PJD CHECKED SNS

0 25 50 100  
HORIZONTAL SCALE IN FEET

**LIGHTING PLAN**  
**S.R. 503 INTERCHANGE**

**PRE-70-0.00**

**PROPOSED WORK ON BRIDGE PRE-70-0358**

1. JACK AND TEMPORARILY SUPPORT THE BEAMS AT EACH ABUTMENT.
2. REMOVE ALL THE EXISTING BEARINGS AT EACH ABUTMENT.
3. PATCH ABUTMENT SEATS PER CMS 519.
3. INSTALL NEW LAMINATED ELASTOMERIC BEARINGS AS SHOWN IN THE PLANS.
4. PAINT NEW BEARINGS.

**PROPOSED WORK ON BRIDGES PRE-70-0489, PRE-70-1366, PRE-503-1955, PRE-70-1665, AND PRE-70-1766**

1. JACK AND TEMPORARILY SUPPORT THE BEAMS AT EACH ABUTMENT. EXISTING GAS LINE SUPPORTED ON BEAMS ON PRE-503-1955 SHALL NOT BE DISTURBED DURING JACKING.
2. REMOVE ALL THE EXISTING BEARINGS AT EACH ABUTMENT.
3. INSTALL NEW LAMINATED ELASTOMERIC BEARINGS AS SHOWN IN THE PLANS.
4. PAINT NEW BEARINGS.

**DESIGN SPECIFICATIONS**

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE ODOT BRIDGE DESIGN MANUAL, 2004

**ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN**

DESCRIPTION: THIS WORK CONSISTS OF THE REMOVAL OF THE EXISTING BEARINGS FROM THE STEEL BEAMS. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING REMOVALS TO PROTECT PORTIONS OF BEAMS THAT ARE TO BE REMAIN. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.



**ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPER-STRUCTURE, AS PER PLAN**

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 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 CMS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS.

PRE-70-0358 ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		73/147	
516	44201	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN			8		75/147	
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		73/147	
519	11101	25	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	25				76/147	

PRE-70-0489 ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		73/147	
516	44201	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN			8		75/147	
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		73/147	

PRE-70-1366 ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		73/147	
516	44201	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN			8		74/147	
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		73/147	

PRE-503-1955 ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		73/147	
516	44201	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN			10		74/147	
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		73/147	

PRE-70-1665 ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		73/147	
516	44201	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN			8		74/147	
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		73/147	

PRE-70-1766 ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		73/147	
516	44201	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN			8		74/147	
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		73/147	

① QUANTITIES PAID FOR UNDER PARTICIPATION SPLIT 02/IMS/BR

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.

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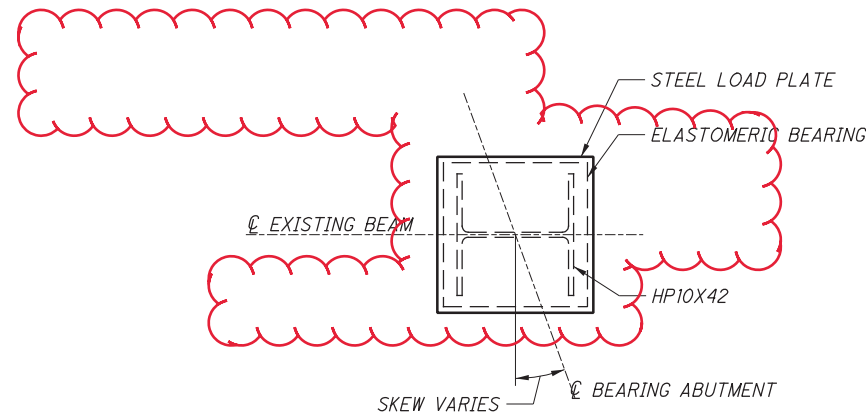
DESIGN AGENCY: **Stantec**  
 11897 Lebanon Road  
 Cincinnati, Ohio 45241  
 (513) 845-8900  
 DATE: 10/25/19  
 REVIEWED: EER  
 DRAWN: ALH  
 CHECKED: MRS  
 STRUCTURE FILE NUMBER: VARIES  
 REVISIONS: XXX  
 BRIDGE NO.: VARIES  
**PRE-70-0.00**  
 PID No. 96654  
 1 / 1  
 73 / 147

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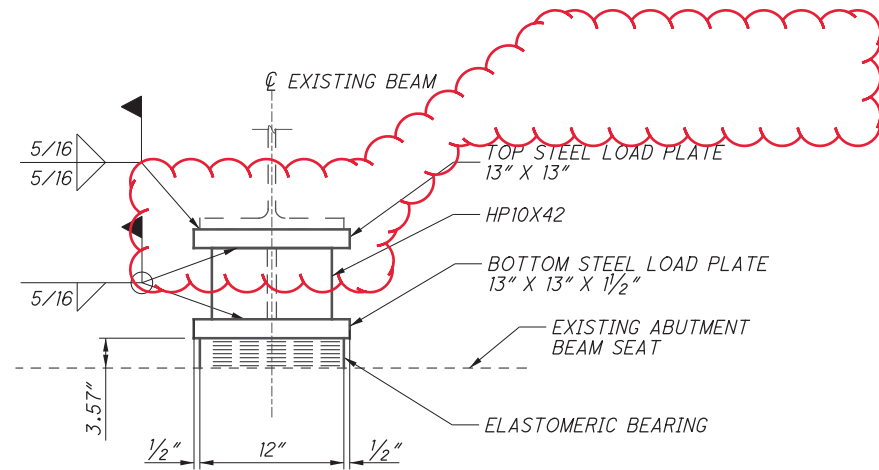
THICKNESS OF EXTERNAL ELASTOMER = 0.200"  
(1 REQUIRED)

THICKNESS OF INTERNAL ELASTOMER = 0.300"  
(9 REQUIRED)

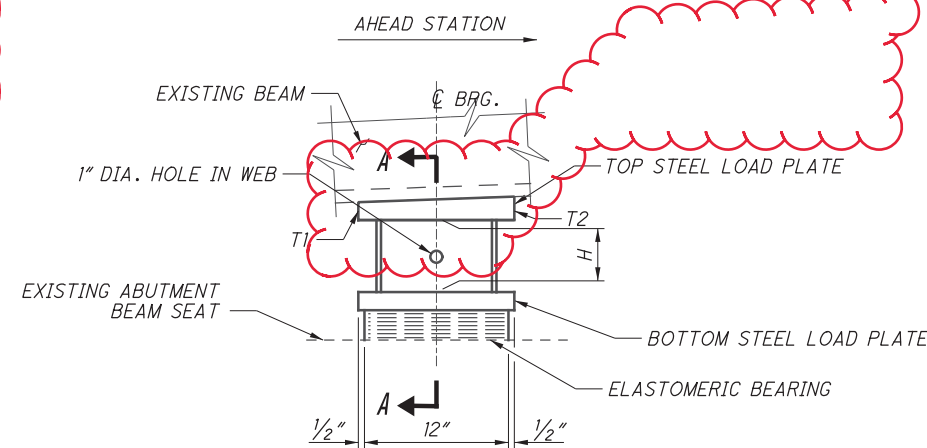
INTERNAL STEEL LAMINATE THICKNESS = 0.0747 (14 GAGE)  
(9 REQUIRED)



PLAN



SECTION A-A



ELEVATION

**BEARINGS AT ABUTMENTS**

BRIDGE NO.	HP SECTION HEIGHT (H)									
	REAR ABUTMENT					FORWARD ABUTMENT				
	HP SECTION HEIGHT			BEVELED PLATE		HP SECTION HEIGHT			BEVELED PLATE	
	MIN.	MAX.	AVG.	T1	T2	MIN.	MAX.	AVG.	T1	T2
	(INCH)	(INCH)	(INCH)	(INCH)	(INCH)	(INCH)	(INCH)	(INCH)	(INCH)	(INCH)
PRE-70-0632	12 5/8"±	12 7/8"±	12 3/4"±	1 3/8"	1 5/8"	12 7/8"±	13"±	12 15/16"±	1 5/8"	1 3/8"
PRE-70-1366	11"±	11 1/4"±	11 1/8"±	1 1/4"	1 3/4"	10 3/8"±	11 1/8"±	10 15/16"±	1 3/4"	1 1/4"
PRE-503-1955	12 5/8"±	13"±	12 13/16"±	1 1/2"	1 1/2"	13"±	13 1/4"±	13 1/8"±	1 1/2"	1 1/2"
PRE-70-1665	11 1/8"±	11 1/2"±	11 5/16"±	1 3/8"	1 5/8"	10 5/8"±	11 1/4"±	10 15/16"±	1 5/8"	1 3/8"
PRE-70-1766	11 1/4"±	11 3/4"±	11 1/2"±	1 3/8"	1 5/8"	10 3/4"±	11"±	10 7/8"±	1 5/8"	1 3/8"

REAR ABUTMENT = SOUTH ABUTMENT  
FORWARD ABUTMENT = NORTH ABUTMENT

**NOTES**

ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

THE STEEL LOAD PLATE AND MASONRY PLATE SHALL BE A709 GRADE 36 STEEL. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. LOAD PLATES SHALL BE CLEANED AND SHOP PRIMED ACCORDING TO CMS 514. LOAD PLATES AND DAMAGED BEAM FINISH AREAS SHALL BE PAINTED PER CMS 514. THE FINISH COAT OF PAINT SHALL MATCH THE COLOR OF THE EXISTING BRIDGE TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR PAINTING SHALL BE INCIDENTAL TO ITEM 516, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN. INSTALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE MASONRY LOAD PLATE (WITH A FULL PERIMETER WELD) TO PROVIDE A SNUG FIT ARE INCLUDED WITH ITEM 516, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

DIRT AND DEBRIS ON THE ABUTMENT BEAM SEAT SHALL BE REMOVED PRIOR TO SETTING THE NEW BEARINGS. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.

THE CONTRACTOR IS REQUIRED TO FIELD MEASURE THE EXISTING BOTTOM OF BEAM AND BEAM SEAT ELEVATIONS AT CENTERLINE OF BEARING. THE CONTRACTOR IS TO SUBMIT THE FIELD MEASURED ELEVATIONS TO SCOTT KRAMER, DISTRICT 8 BRIDGE DESIGN ENGINEER PRIOR TO THE JACKING OPERATIONS AND THE ORDER OF MATERIALS. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED. THE CONTRACTOR IS TO DETERMINE THE FINAL HP SECTION HEIGHT BY SUBTRACTING THE EXISTING BEAM SEAT ELEVATION AND THE THICKNESS OF THE ELASTOMERIC BEARING (INCLUDING TOP AND BOTTOM LOAD PLATES) FROM THE BOTTOM OF BEAM ELEVATION AT EACH BEARING LOCATION. THESE BRIDGES ARE NOT BEING RAISED. THIS HP SECTION HEIGHT IS A CONTRACTOR CALCULATED DIMENSION AND ANY SHIMS NEEDED AS A RESULT OF THE CONTRACTOR'S ERROR WILL BE AT THE CONTRACTOR'S EXPENSE AND WILL NEED TO BE APPROVED BY THE DISTRICT 8 BRIDGE DESIGN ENGINEER. FOR BIDDING PURPOSES THE HP SECTION HEIGHTS ARE ANTICIPATED TO VARY AS SHOWN IN THE TABLE. USE THE AVERAGE HP SECTION HEIGHT SHOWN IN THE TABLE FOR BIDDING PURPOSES.

FINAL HP SECTION HEIGHT = (CONTRACTOR'S BOTTOM OF STEEL BEAM ELEVATION) - (CONTRACTOR'S EXISTING BEAM SEAT ELEVATION) - (BEARING HEIGHT & LOAD PLATE THICKNESSES).

BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, H-PILE, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS AS DETAILED. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

DESIGN AGENCY: **Stantec**  
 11897 Lebanon Road, Cincinnati, Ohio 45241, (613) 845-8900

DATE: 10/25/2019  
 REVIEWED: EER  
 DRAWN: ALH  
 CHECKED: MRS  
 DESIGNED: EDA  
 STRUCTURE FILE NUMBER: VARIES  
 REVISIONS: XXX

BEARING DETAILS  
 BRIDGE NO. VARIES

PRE-70-0-00  
 PID No. 96654

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 74  
 147

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**PROPOSED WORK ON BRIDGE PRE-70-0632**

1. REPLACE PORTION OF REFACED PARAPET AS SHOWN IN PLANS.
2. RESEAL REPLACED PORTION OF PARAPET WITH EPOXY-URETHANE SEALER.
3. JACK AND TEMPORARILY SUPPORT THE BEAMS AT EACH ABUTMENT.
4. REMOVE ALL THE EXISTING BEARINGS AT EACH ABUTMENT.
5. INSTALL NEW ELASTOMERIC BEARINGS AS SHOWN IN PLANS.
6. PAINT NEW BEARINGS.

**PROPOSED WORK ON BRIDGE PRE-70-0689L/R**

1. INJECT WIDER CRACKS IN DECKS WITH EPOXY CONDUCIVE TO INJECTING BLIND SIDE CRACKS.
2. SEAL DECKS AND APPROACH SLABS WITH GRAVITY FED RESIN.
3. PATCH SUBSTRUCTURE. RESEAL PATCHED AREAS WITH EPOXY-URETHANE SEALER.

**PROPOSED WORK ON BRIDGE PRE-70-1072L/R**

1. INJECT WIDER CRACKS IN DECKS WITH EPOXY CONDUCIVE TO INJECTING BLIND SIDE CRACKS.
2. REPAIR POTHOLES ON RIGHT DECK PER PROPOSAL NOTE 512, TYPE B.
3. SEAL DECKS AND APPROACH SLABS WITH GRAVITY FED RESIN.
4. PATCH SUBSTRUCTURE AND PARAPETS. RESEAL PATCHED AREAS WITH EPOXY-URETHANE SEALER.

**PROPOSED WORK ON BRIDGE PRE-70-1249L/R**

1. SEAL DECKS AND APPROACH SLABS WITH GRAVITY FED RESIN.
2. PATCH SUBSTRUCTURE AND PARAPETS. RESEAL PATCHED AREAS WITH EPOXY-URETHANE SEALER.
3. REPAIR POTHOLES ON DECK PER PROPOSAL NOTE 512, TYPE B.

**PROPOSED WORK ON BRIDGE PRE-70-1349L/R**

1. INJECT WIDER CRACKS IN DECKS WITH EPOXY CONDUCIVE TO INJECTING BLIND SIDE CRACKS.
2. SEAL DECKS AND APPROACH SLABS WITH GRAVITY FED RESIN.
3. PATCH SUBSTRUCTURE. RESEAL PATCHED AREAS WITH EPOXY-URETHANE SEALER.
4. REPAIR CRACKS IN ABUTMENTS WITH EPOXY INJECTION.

**PROPOSED WORK ON BRIDGE PRE-70-1500L/R**

1. SEAL DECK AND APPROACH SLABS WITH GRAVITY FED RESIN
2. PATCH SUBSTRUCTURE AND PARAPETS. RESEAL PATCHED AREAS WITH EPOXY-URETHANE SEALER.
3. REMOVE CONCRETE SEALER ON TOP AND TRAFFIC SIDE OF BARRIERS. RESEAL WITH EPOXY-URETHANE SEALER.

**PROPOSED WORK ON BRIDGE PRE-70-1541**

1. REPLACE PORTIONS OF REFACED PARAPETS AS SHOWN IN PLANS.
2. REMOVE LOOSE CONCRETE ON WEST DECK FASCIA AS SHOWN IN PLANS.
3. RESEAL REPLACED PORTIONS OF PARAPETS WITH EPOXY-URETHANE SEALER.

**ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN**

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.

PRE-70-0632 ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
202	11201	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN			LUMP		73/147	
202	75267	40	FT	VANDAL PROTECTION FENCE REMOVED AND RESET, AS PER PLAN			40		78/147	
509	10000	545	LB	EPOXY COATED REINFORCING STEEL			545			
510	10000	8	EA	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT			8			
511	34410	5	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			5			
512	10100	25	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			25			
516	44201	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN			8		74/147	
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		73/147	

PRE-70-0689L/R ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
512	10100	7	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	7					
512	10601	196	FT	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN			196		81/147	
512	73501	1516	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN, AS PER PLAN			1516		79/147	
519	11101	55	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	55				76/147	

PRE-70-1072L/R ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
512	10100	12	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	6	4	2			
512	10601	510	FT	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN			510		86/147	
512	73501	1784	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN, AS PER PLAN			1784		82/147	
519	11101	101	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	53	35	13		76/147	
519	12300	1	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			1			

PRE-70-1249L/R ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
512	10100	29	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	2		27			
512	73501	3768	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN, AS PER PLAN			3768		87/147	
519	11101	235	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	14		221		76/147	
519	12300	19	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			19			

PRE-70-1349L/R ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
512	10100	21	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	21					
512	10600	210	FT	CONCRETE REPAIR BY EPOXY INJECTION	210					
512	10601	190	FT	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN			190		92/147	
512	73501	1025	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN, AS PER PLAN			1025		90/147	
519	11101	175	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	175				76/147	

PRE-70-1500L/R ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
512	10100	471	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			471			
512	73501	4171	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN, AS PER PLAN			4171		93/147	
512	74000	443	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES			443			
519	11101	234	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	15		219		76/147	

PRE-70-1541 ESTIMATED QUANTITIES (GENERAL SUMMARY ITEMS)										
ITEM	EXTENSION	TOTAL ①	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET NO.	
202	11200	LUMP		PORTIONS OF STRUCTURE REMOVED			LUMP			
511	34410	2	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			2			
512	10100	11	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)			11			

① QUANTITIES PAID FOR UNDER PARTICIPATION SPLIT 02/IMS/BR

DESIGN AGENCY

DATE

REVIEWED

DRAWN

DESIGNED

11897 Lebanon Road  
Cincinnati, Ohio 45241  
(513) 845-8900

10/25/19

EER

ALH

EDA

Stantec

STRUCTURE FILE NUMBER

VARIES

XXX

MRS

GENERAL NOTES & ESTIMATED QUANTITIES

BRIDGE NO. VARIES

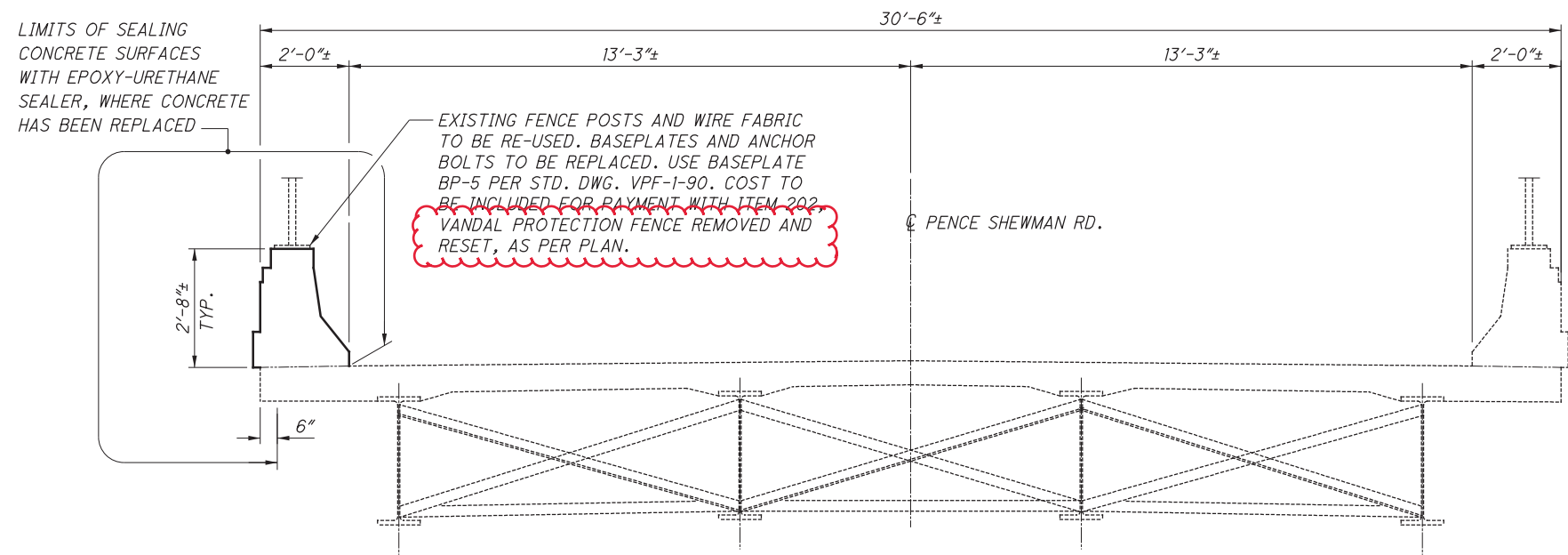
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PID No. 96654

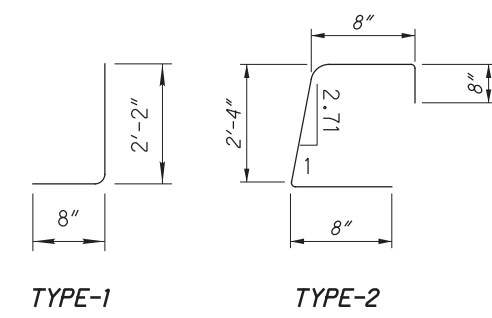
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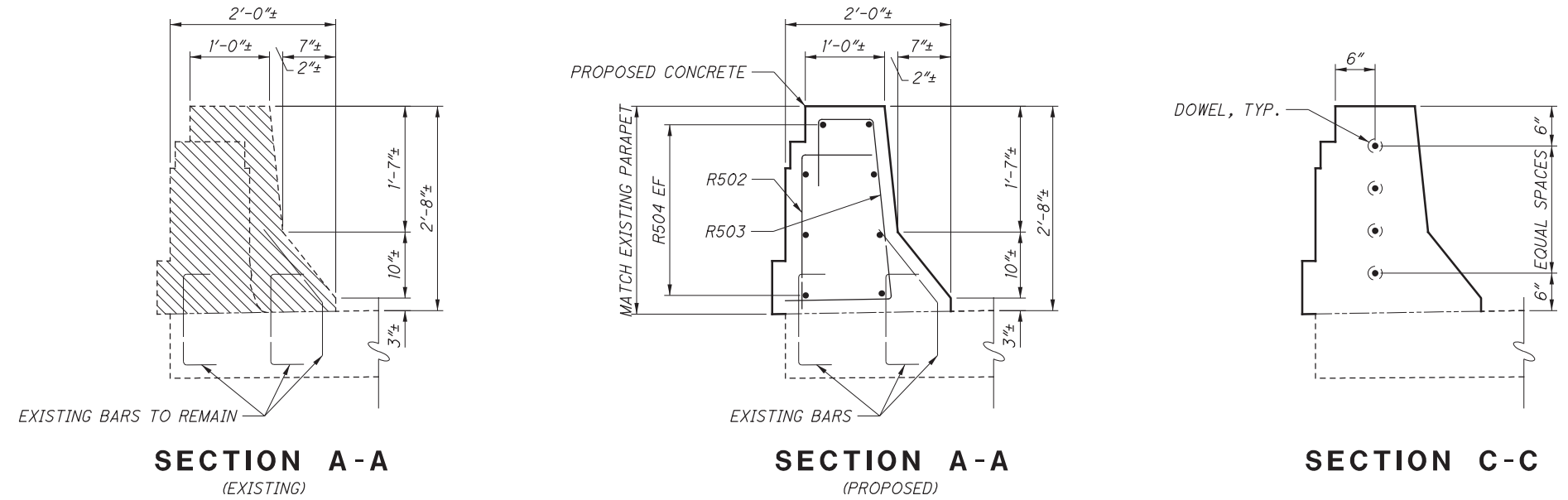
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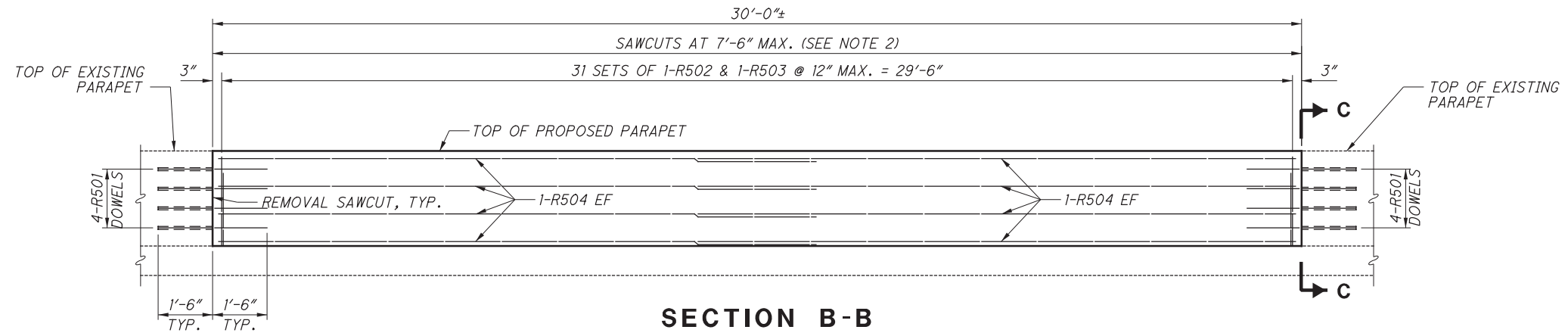
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS			
					A	B	C	D
<b>RAILING</b>								
R501	8	3'-0"	25	STR				
R502	31	2'-9"	89	1				
R503	31	4'-0"	129	2				
R504	16	18'-0"	300	STR				
		TOTAL	543					



**TYPICAL DECK SECTION**



DENOTES PORTION OF CONCRETE TO BE REMOVED AND REPLACED



**NOTES:**

- DIMENSIONS SHOWN ARE APPROXIMATE. PROPOSED CONCRETE BARRIER SHALL MATCH EXISTING BARRIER SHAPE. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS.
- SAWCUT 1/4 INCH DEEP CONTROL JOINTS ALONG THE PERIMETER OF THE PARAPET AS SOON AS THE SAW CAN BE OPERATED WITHOUT DAMAGING THE CONCRETE.

USE AN EDGE GUIDE, FENCE OR JIG TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE AND ALIGNED ON ALL FACES OF THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 1/4 INCH.

ADJUST LOCATION OF SAWCUTS AS NEEDED TO AVOID CONFLICTS WITH EXISTING FENCE POSTS.

SEAL THE PERIMETER OF THE CONTROL JOINT TO A MINIMUM DEPTH OF ONE INCH WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM ONE-HALF INCH OF BOTH THE INSIDE AND OUTSIDE FACES OF THE PARAPET UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.

DESIGN AGENCY  
**Stantec**  
11887 Lebanon Road  
Cincinnati, Ohio 45241  
(513) 845-8900

DATE: 10/25/19  
REVIEWED: EER  
STRUCTURE FILE NUMBER: 6600963

DRAWN: ALH  
CHECKED: MRS  
DESIGNED: EDA

REVISIONS:  
XXX  
XXX

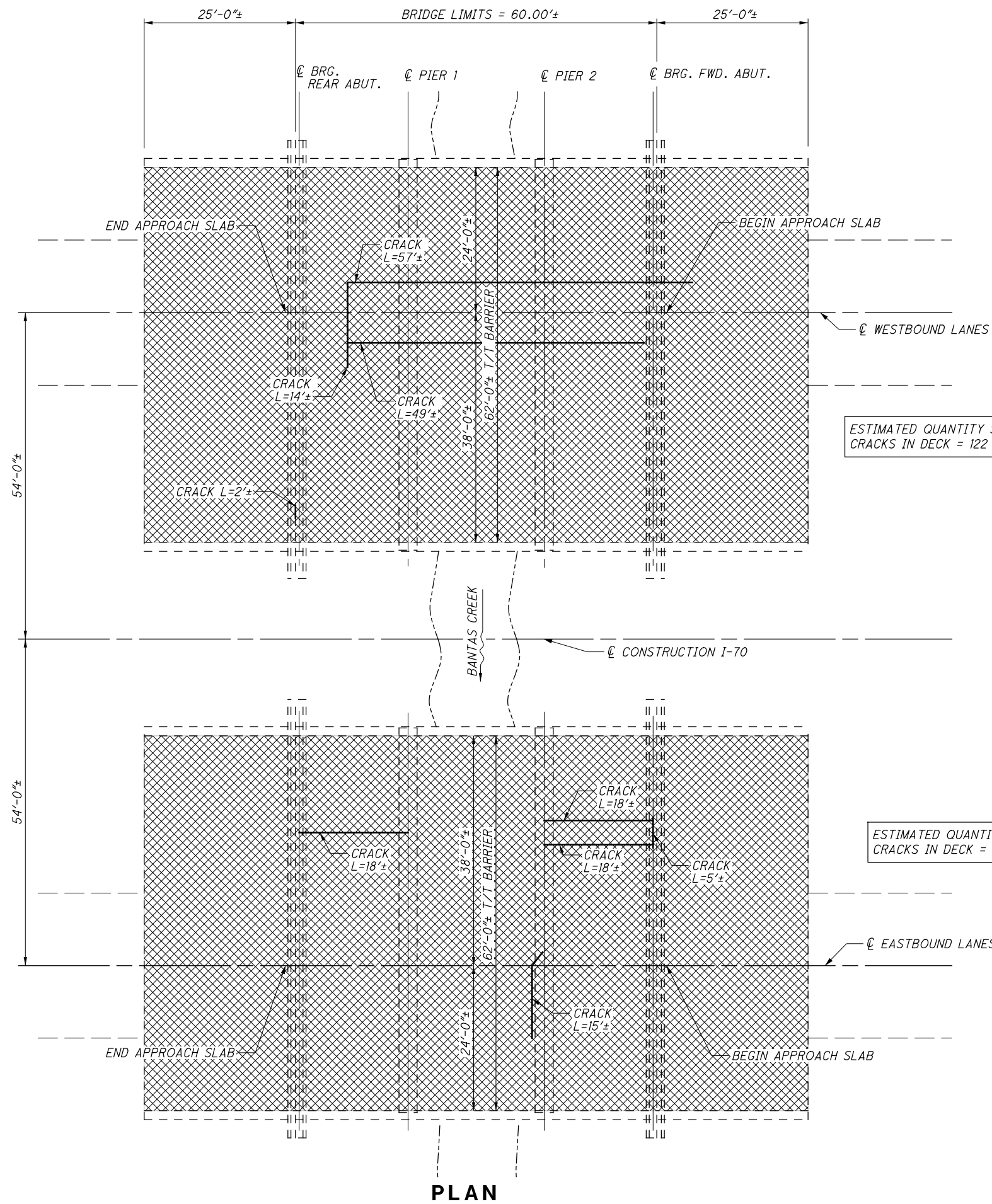
**DECK DETAILS**  
BRIDGE NO. PRE-70-0632  
I-70 UNDER PENCE SHEWMAN RD.

PRE-70-0-00  
PID No. 96654

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PLAN

**LEGEND**

- DENOTES AREA TO BE SEALED WITH GRAVITY FED RESIN.
- DENOTES CRACK IN TOP OF DECK.

**PROPOSED WORK**

1. PATCH PORTIONS OF ABUTMENTS.
2. INJECT CRACKS IN DECK WHICH ARE 0.025" IN WIDTH, OR GREATER, WITH EPOXY CONDUCTIVE TO INJECTING BLIND SIDE CRACKS.
3. SEAL WEARING SURFACES OF DECKS AND APPROACH SLABS WITH GRAVITY FED RESIN.

**EXISTING STRUCTURE**

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK (COMPOSITE) AND SUBSTRUCTURE

SPANS: 18'-0"±, 22'-2"±, 18'-4"± c/c BRGS.

ROADWAY: 62'-0"± T/T BARRIER

LOADING: HS20 & ALTERNATE MILITARY LOADING

SKEW: NONE

APPROACH SLABS: 25'-0" LONG (AS-1-81)

ALIGNMENT: TANGENT

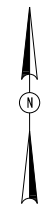
CROWN: 3/16"/FT.

WEARING SURFACE: MONOLITHIC CONCRETE

STRUCTURAL FILE NUMBER: 6800998 (L) & 6801021 (R)

DATE BUILT: 1964 WIDENED 2001

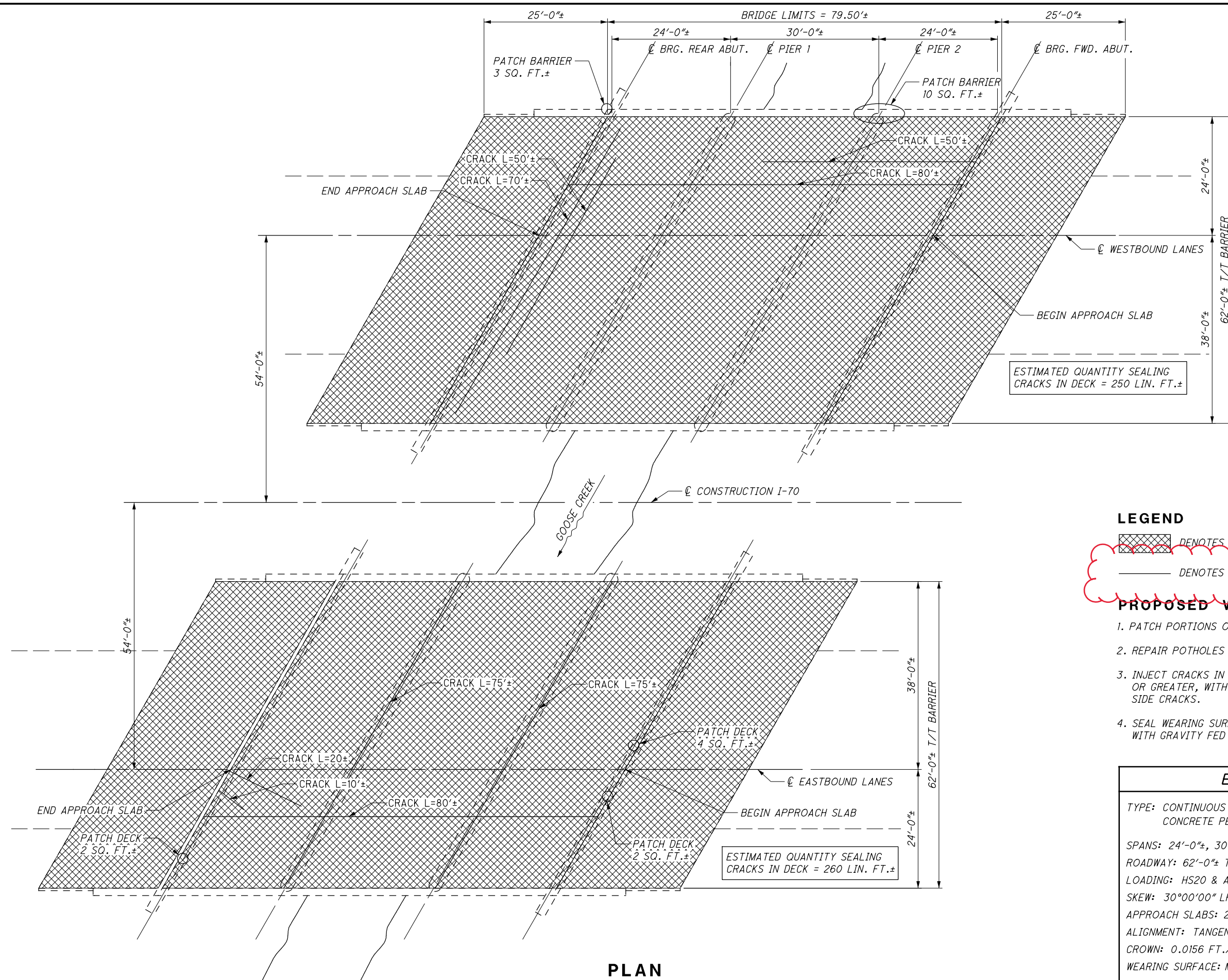
DISPOSITION: REHABILITATE



	DESIGN AGENCY <b>Stantec</b> <small>11887 Lebanon Road Cincinnati, Ohio 45241 (513) 845-8900</small>	DATE 10/25/19	REVIEWED EER	STRUCTURE FILE NUMBER 6800998/6801021
DESIGNED EDA	DRAWN ALH	CHECKED MRS	REVISED XXX	REVISION NUMBER XXX
<b>GENERAL PLAN</b> BRIDGE NO. PRE-70-0689L/R I-70 OVER BANTAS CREEK				
<b>PRE-70-0.00</b> PID No. 96654				
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**PLAN**

ESTIMATED QUANTITY SEALING  
CRACKS IN DECK = 250 LIN. FT.±

ESTIMATED QUANTITY SEALING  
CRACKS IN DECK = 260 LIN. FT.±

**LEGEND**

- DENOTES AREA TO BE SEALED WITH GRAVITY FED RESIN.
- DENOTES CRACK IN TOP OF DECK.

**PROPOSED WORK**

1. PATCH PORTIONS OF ABUTMENTS, PIERS AND PARAPETS.
2. REPAIR POTHOLES IN WEARING SURFACE ON RIGHT BRIDGE.
3. INJECT CRACKS IN DECK WHICH ARE 0.025 INCHES IN WIDTH, OR GREATER, WITH EPOXY CONDUCTIVE TO INJECTING BLIND SIDE CRACKS.
4. SEAL WEARING SURFACE OF THE DECKS AND APPROACH SLABS WITH GRAVITY FED RESIN.

**EXISTING STRUCTURE**

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH REINFORCED CONCRETE PEDESTAL ABUTMENT AND SOLID WALL PIERS

SPANS: 24'-0"±, 30'-0"±, 24'-0"± c/c BRGS.

ROADWAY: 62'-0"± T/T BARRIER

LOADING: HS20 & ALTERNATE MILITARY LOADING

SKEW: 30°00'00" LF

APPROACH SLABS: 25'-0" LONG (AS-1-81)

ALIGNMENT: TANGENT

CROWN: 0.0156 FT./FT.

WEARING SURFACE: MONOLITHIC CONCRETE

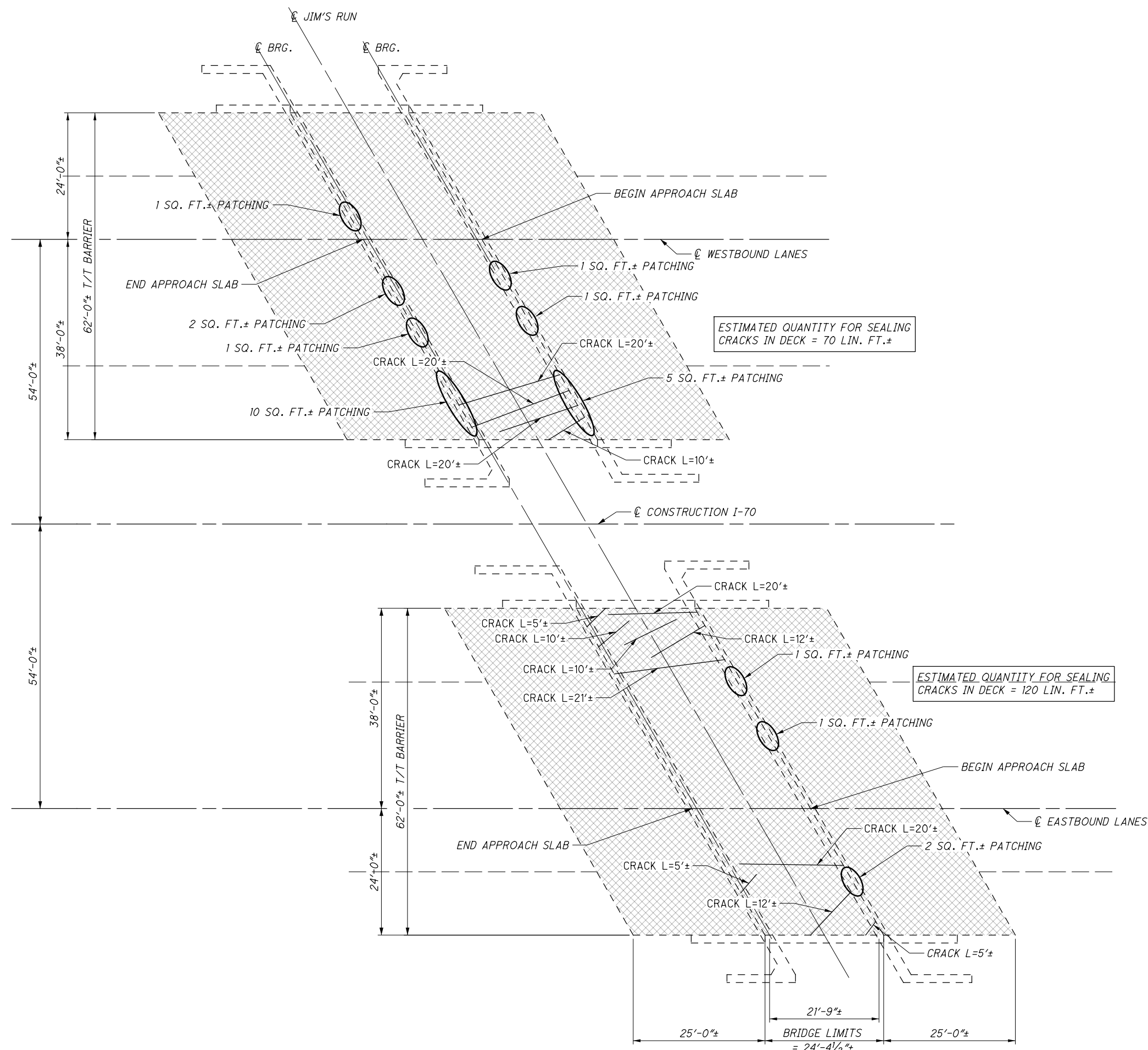
STRUCTURAL FILE NUMBER: 6801145 (L) & 6801234 (R)

DATE BUILT: 1964 WIDENED 2001

DISPOSITION: REHABILITATE

	DESIGN AGENCY 11887 Lebanon Road Cincinnati, Ohio 45241 (513) 845-8900	DATE 10/25/2019	REVIEWED EER	STRUCTURE FILE NUMBER 6801145/6801234
DESIGNED EDA	DRAWN ALH	CHECKED MRS	REVISED XXX	REVISED XXX
<b>GENERAL PLAN</b> BRIDGE NO. PRE-70-1072L/R I-70 OVER GOOSE CREEK				
<b>PRE-70-0.00</b> PID No. 96654				
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**PLAN**

**LEGEND**

- DENOTES AREA TO BE SEALED WITH GRAVITY FED RESIN.
- DENOTES CRACK IN TOP OF DECK.

**PROPOSED WORK**

1. PATCH PORTIONS OF ABUTMENTS.
2. INJECT CRACKS IN DECK WHICH ARE 0.025 INCHES IN WIDTH, OR GREATER, WITH EPOXY CONDUCIVE TO INJECTING BLIND SIDE CRACKS.
3. SEAL WEARING SURFACE OF DECKS AND APPROACH SLABS WITH GRAVITY FED RESIN.
4. REPAIR CRACKS IN ABUTMENTS WITH EPOXY INJECTION.

<b>EXISTING STRUCTURE</b>
<p>TYPE: SIMPLE SPAN REINFORCED CONCRETE SLAB WITH WALL ABUTMENTS</p> <p>SPANS: 21'-9"± C/C BRG.</p> <p>ROADWAY: 62'-0"± T/T BARRIER</p> <p>LOADING: HS20 &amp; ALTERNATE MILITARY LOADING</p> <p>SKREW: 30°00'00" RT. FORWARD</p> <p>APPROACH SLABS: 25'-0" LONG (AS-1-81)</p> <p>ALIGNMENT: TANGENT</p> <p>CROWN: 0.016 FT./FT.</p> <p>WEARING SURFACE: MONOLITHIC CONCRETE</p> <p>STRUCTURAL FILE NUMBER: 6801323 (L) &amp; 6801358 (R)</p> <p>DATE BUILT: 1964 WIDENED 2001</p> <p>DISPOSITION: REHABILITATE</p>