

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

RIC-71-(6.39)(10.77)
VILLAGE OF BELLVILLE
CITY OF MANSFIELD
WASHINGTON TOWNSHIP
MIFFLIN TOWNSHIP
RICHLAND COUNTY
ASHLAND COUNTY

PROJECT DESCRIPTION

THIS PROJECT INCLUDES RESURFACING OF MAINLINE, SHOULDERS, AND RAMPS OF INTERSTATE 71 WITH ASPHALT CONCRETE, INSTALLATION OF BERM, PAVEMENT MARKINGS AND RPMS, AND MINOR STRUCTURE REPAIR IN SECTIONS OF THE PROJECT, ALONG WITH SPOT REPAIRS IN OTHER SECTIONS OF THE PROJECT.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA: N/A
(MAINTENANCE PROJECT)
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A
(MAINTENANCE PROJECT)
NOTICE OF INTENT EARTH DISTURBED AREA: N/A
(MAINTENANCE PROJECT)

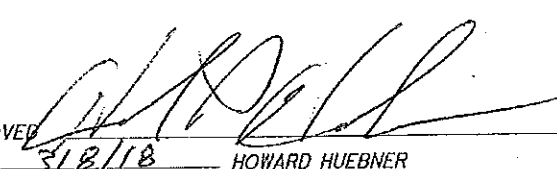
LIMITED ACCESS

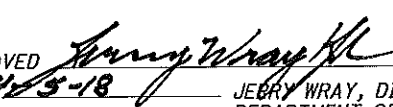
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2016 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 REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED WITHIN THESE PLANS.

APPROVED: 
DATE: 3/8/18 HOWARD HUEBNER
DISTRICT DEPUTY DIRECTOR

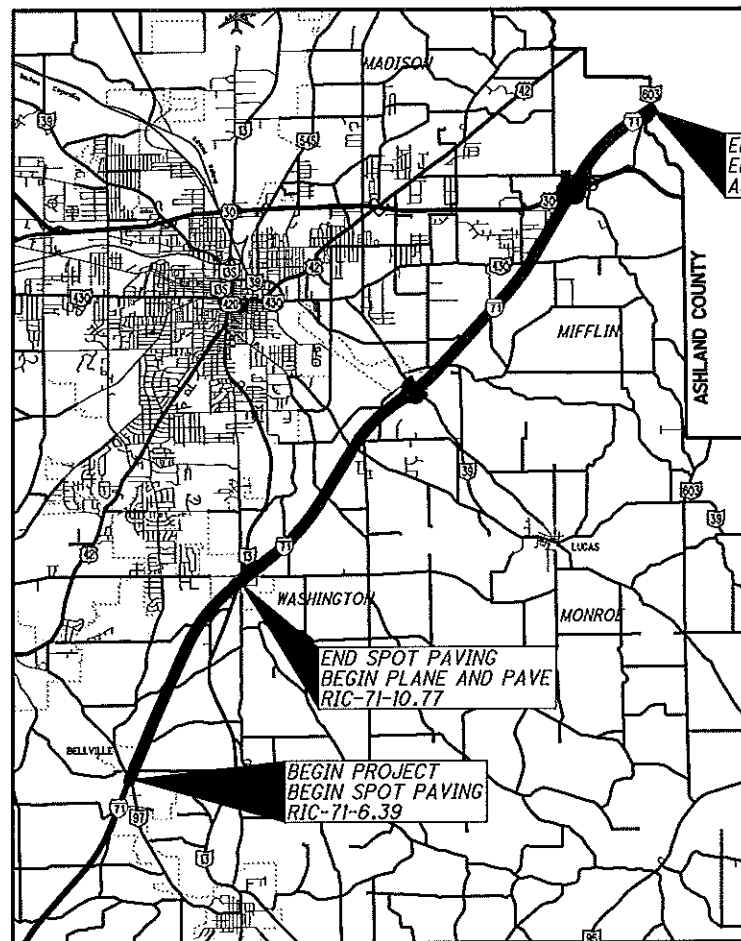
APPROVED: 
DATE: 4/5/18 JERRY WRAY, DIRECTOR
DEPARTMENT OF TRANSPORTATION

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES TWO WORKING DAYS BEFORE YOU DIG.

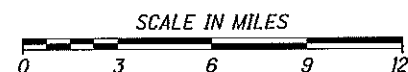

OHIO Utilities Protection SERVICE
Call Before You Dig
1-800-362-2764
(Non-members must be called directly)

OIL & GAS PRODUCERS
UNDERGROUND PROTECTION SERVICE
1-800-925-0988



LOCATION MAP

LATITUDE: 40° 45' 44" N LONGITUDE: 82° 25' 59" W



PORTION TO BE IMPROVED	
INTERSTATE HIGHWAY	
FEDERAL ROUTES	
STATE ROUTES	
COUNTY & TOWNSHIP ROADS	
OTHER ROADS	

DESIGN DESIGNATION

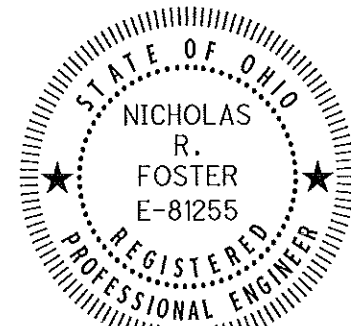
SEE SHEET 3

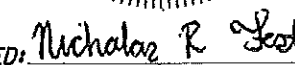
DESIGN EXCEPTIONS

NONE

PLANS PREPARED BY:
 OHIO DEPARTMENT OF
TRANSPORTATION
DISTRICT THREE ENGINEERING

ENGINEERS SEAL



SIGNED: 
DATE: 3/8/18

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STANDARD CONSTRUCTION DRAWINGS

BP-2.1	7/17/15	MT-98.30	7/21/17	TC-41.20	10/18/13
BP-2.2	7/18/08	MT-99.20	7/21/17	TC-41.30	10/18/13
BP-3.1	7/18/14	MT-99.30	1/19/18	TC-41.40	10/18/13
BP-6.1	7/19/13	MT-99.50	1/20/17	TC-41.41	10/18/13
BP-9.1	7/21/17	MT-101.60	1/20/17	TC-41.50	10/18/13
		MT-101.70	1/17/14	TC-42.20	10/18/13
AS-1-15	7/17/15	MT-101.75	7/15/16	TC-52.10	10/18/13
		MT-101.90	7/21/17	TC-52.20	1/19/18
MT-95.30	7/21/17	MT-102.20	7/18/14	TC-65.10	1/17/14
MT-95.45	7/21/17	MT-102.30	10/16/15	TC-65.11	7/21/17
MT-95.50	7/21/17	MT-103.10	1/19/18	TC-72.20	7/15/16
MT-98.10	1/20/17	MT-104.10	10/16/15	TC-73.20	7/21/17
MT-98.20	7/18/14	MT-105.10	7/19/13		
MT-98.22	1/20/17				
MT-98.28	1/20/17				
MT-98.29	1/20/17				

SUPPLEMENTAL SPECIFICATIONS

800-2016	4/20/18
806	3/2/15
808	1/20/17
821	4/20/12
832	1/17/14
897	1/16/15

FEDERAL PROJECT NO.
E170415

PID NO.
87721

RAILROAD INVOLVEMENT
NORFOLK SOUTHERN

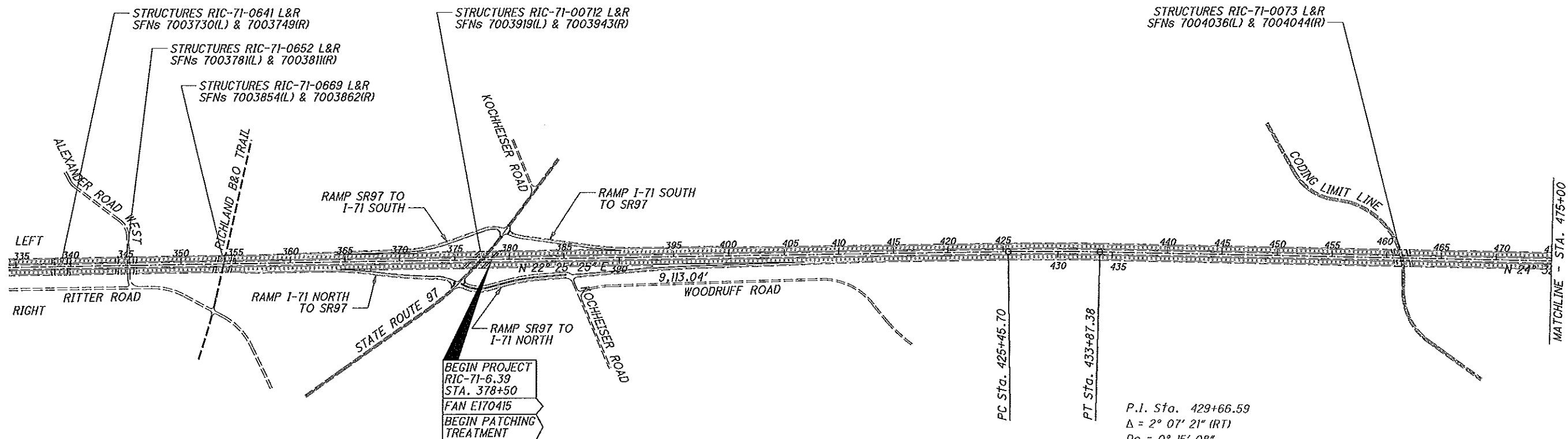
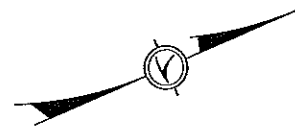
RIC-71-(6.39)(10.77)

1
38

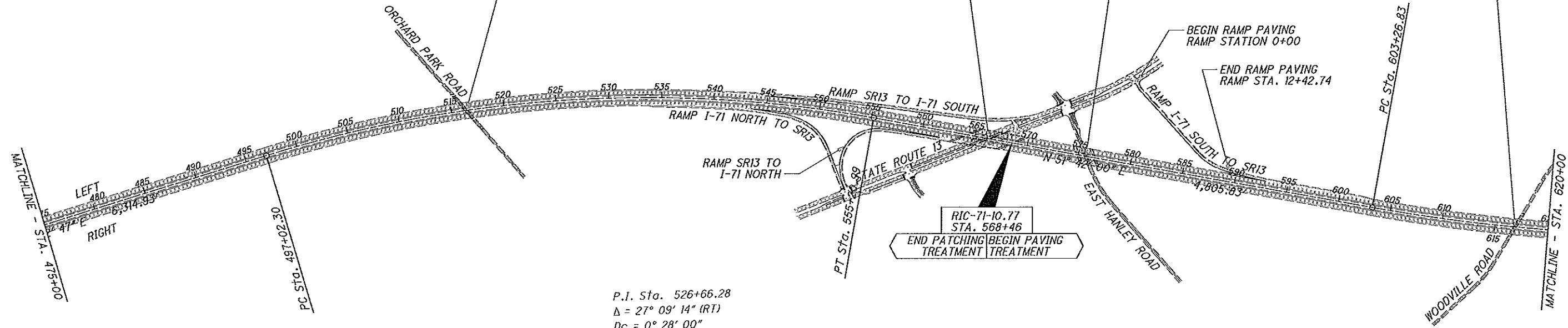
RIC - IR 71-06.39/10.77
180403 PID - 87721
Dist 3 6/21/2018
Contract Proposal Available @
www.contracts.dot.state.oh.us/home
Conformed Set

\\ProjectData\87721\Design\Roadway\Sheets

I:\ProjectData\8772\Design\Roadway\Sheets\8772L_9800.dgn



P.I. Sta. 429+66.59
 $\Delta = 2^\circ 07' 21''$ (RT)
 $Dc = 0^\circ 15' 08''$
 $R = 22,719.50'$
 $T = 420.88'$
 $L = 841.67'$
 $E = 3.90'$
 $C = 841.62'$
 $C.B. = N 23^\circ 29' 06'' E$

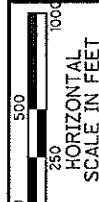


P.I. Sta. 526+66.28
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 $Dc = 0^\circ 28' 00''$
 $R = 12,277.67'$
 $T = 2,965.06'$
 $L = 5,818.69'$
 $E = 352.96'$
 $C = 5,764.39'$
 $C.B. = N 38^\circ 07' 24'' E$

CALCULATED	KCK	CHECKED	NRF
HORIZONTAL SCALE IN FEET			

SCHEMATIC PLAN

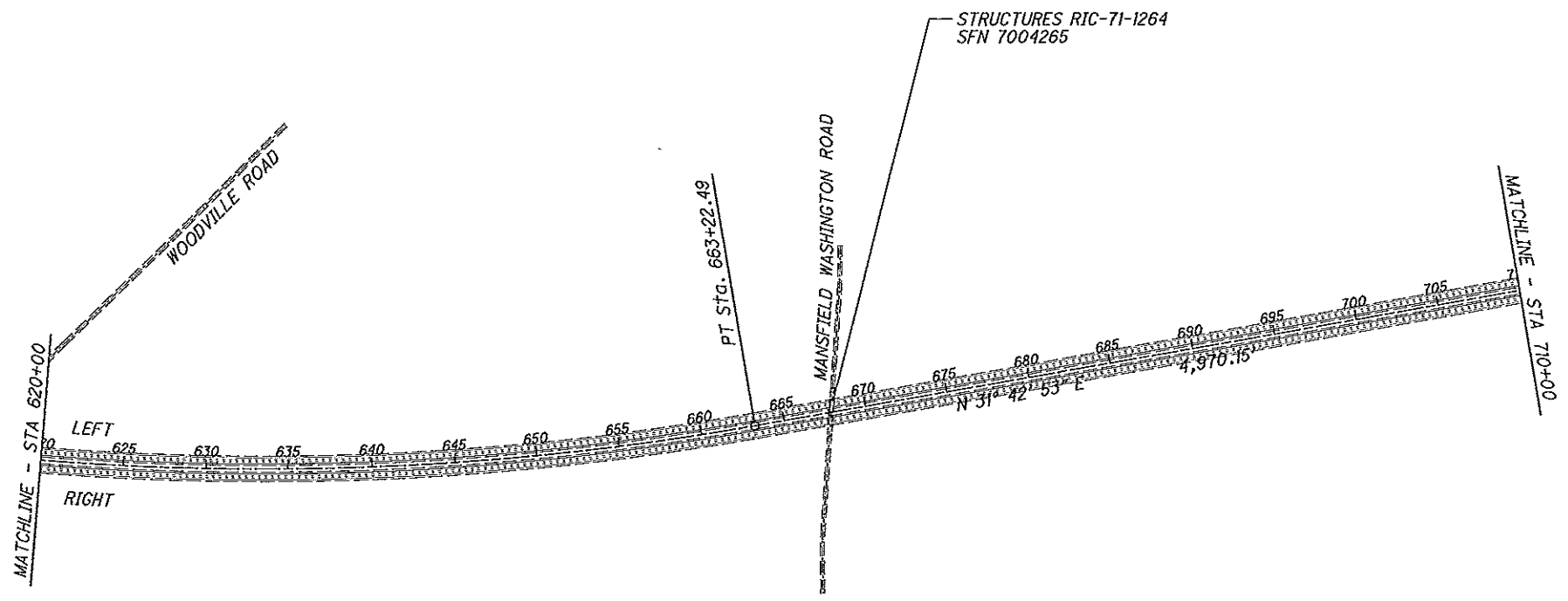
RIC-71-(6.39)(10.77)



CALCULATED
KCK
CHECKED
NRF

SCHEMATIC PLAN

RIC-71-(6.39)-(10.77)



P.I. Sta. 633+55.43
Δ = 19° 59' 08" (LT)
Dc = 0° 20' 00"
R = 17,188.73'
T = 3,028.60'
L = 5,995.66'
E = 264.78'
C = 5,965.31'
C.B. = N 41° 42' 27" E

DESIGN DESIGNATION

	RIC-71-6.39-6.76	RIC-71-6.76-7.14	RIC-71-7.14-7.16	RIC-71-7.16-7.72	RIC-71-7.72-10.15	RIC-71-10.15-10.31	RIC-71-10.31-10.68	RIC-71-10.68-10.70
CURRENT YEAR ADT (2019)	53,500	53,500	53,000	53,500	53,000	53,000	53,000	52,000
DESIGN YEAR ADT (2031)	6,050	60,500	5,800	60,500	61,000	60,500	59,500	55,000
DESIGN HOURLY VOLUME (2031)	6,000	6,000	5,200	6,000	61,000	6,000	6,000	5,000
DIRECTIONAL DISTRIBUTION	52%	52%	56%	52%	52%	52%	52%	56%
TRUCKS (24 HOUR B&C)	25%	24%	27%	25%	26%	26%	27%	27%
DESIGN FUNCTIONAL CLASSIFICATION	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS
NHS PROJECT	YES	YES	YES	YES	YES	YES	YES	YES

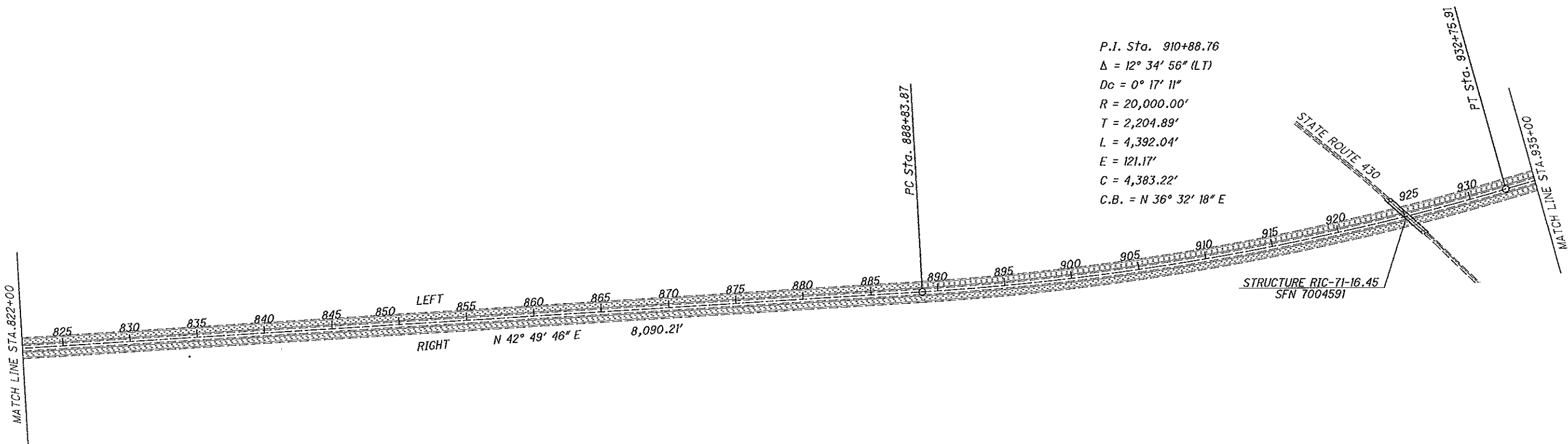
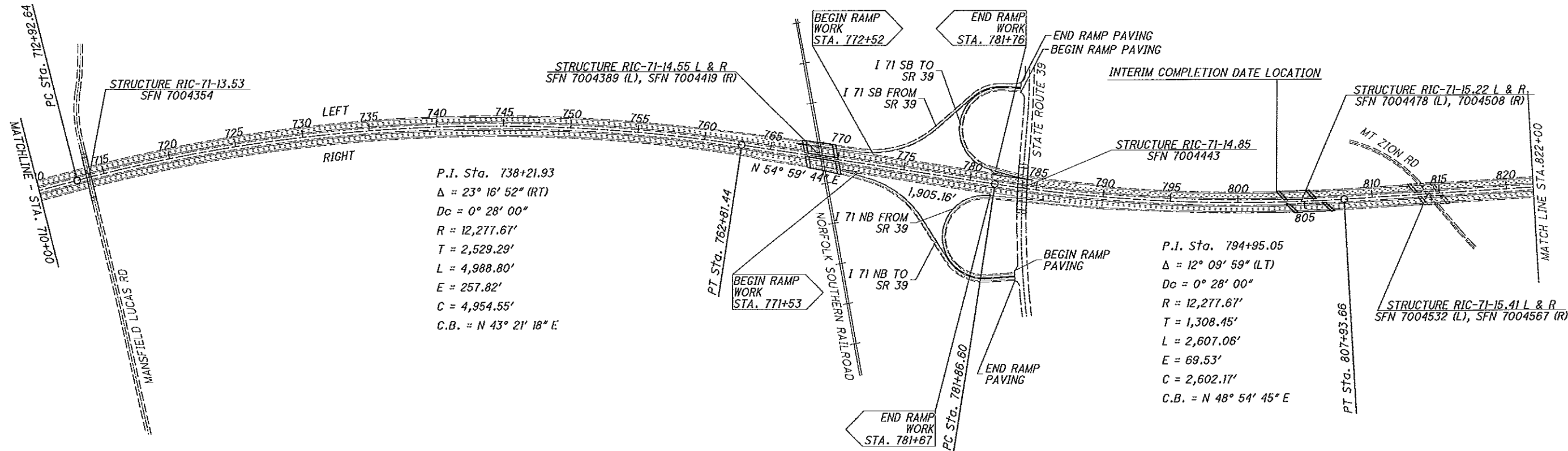
	RIC-71-10.70-10.74	RIC-71-10.74-11.07	RIC-71-11.07-13.45	RIC-71-13.45-14.49	RIC-71-14.49-14.87	RIC-71-14.87-14.98	RIC-71-14.98-18.466	RIC-71-18.43-18.78
CURRENT YEAR ADT (2019)	52,000	52,000	51,000	51,000	51,000	52,000	51,000	47,000
DESIGN YEAR ADT (2031)	56,500	58,500	53,500	53,000	53,000	60,000	58,000	54,000
DESIGN HOURLY VOLUME (2031)	5,100	5,800	5,400	5,300	5,300	6,000	5,800	5,400
DIRECTIONAL DISTRIBUTION	56%	50%	52%	52%	53%	53%	53%	51%
TRUCKS (24 HOUR B&C)	28%	27%	29%	30%	30%	26%	26%	29%
DESIGN FUNCTIONAL CLASSIFICATION	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS
NHS PROJECT	YES	YES	YES	YES	YES	YES	YES	YES

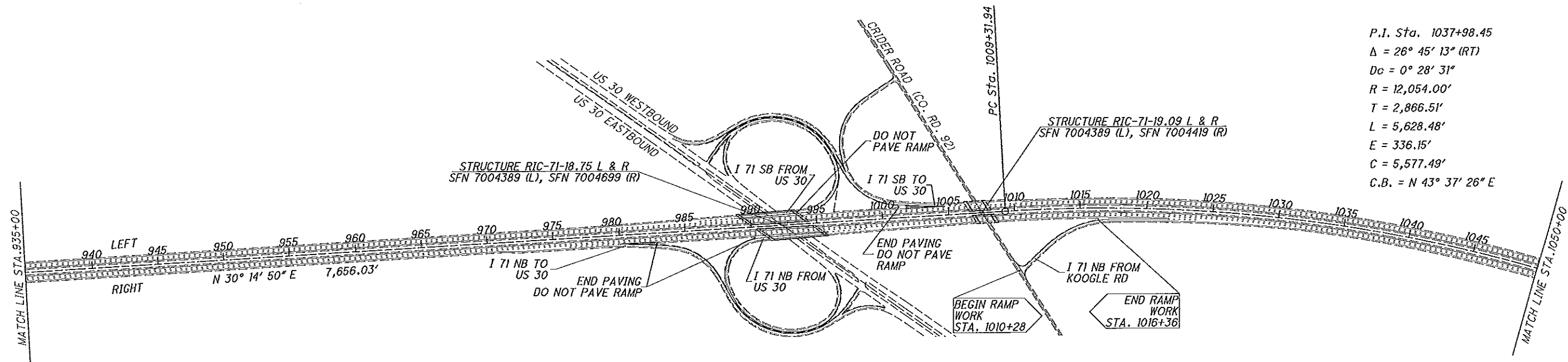
	RIC-71-18.78	RIC-71-18.97-19.43	RIC-71-19.43-20.64
CURRENT YEAR ADT (2019)	47,000	47,000	52,000
DESIGN YEAR ADT (2031)	53,000	54,000	61,000
DESIGN HOURLY VOLUME (2031)	4,800	4,900	5,500
DIRECTIONAL DISTRIBUTION	51%	53%	53%
TRUCKS (24 HOUR B&C)	29%	29%	20%
DESIGN FUNCTIONAL CLASSIFICATION	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS	FREEWAYS & EXPRESSWAYS
NHS PROJECT	YES	YES	YES

SPEED LIMIT

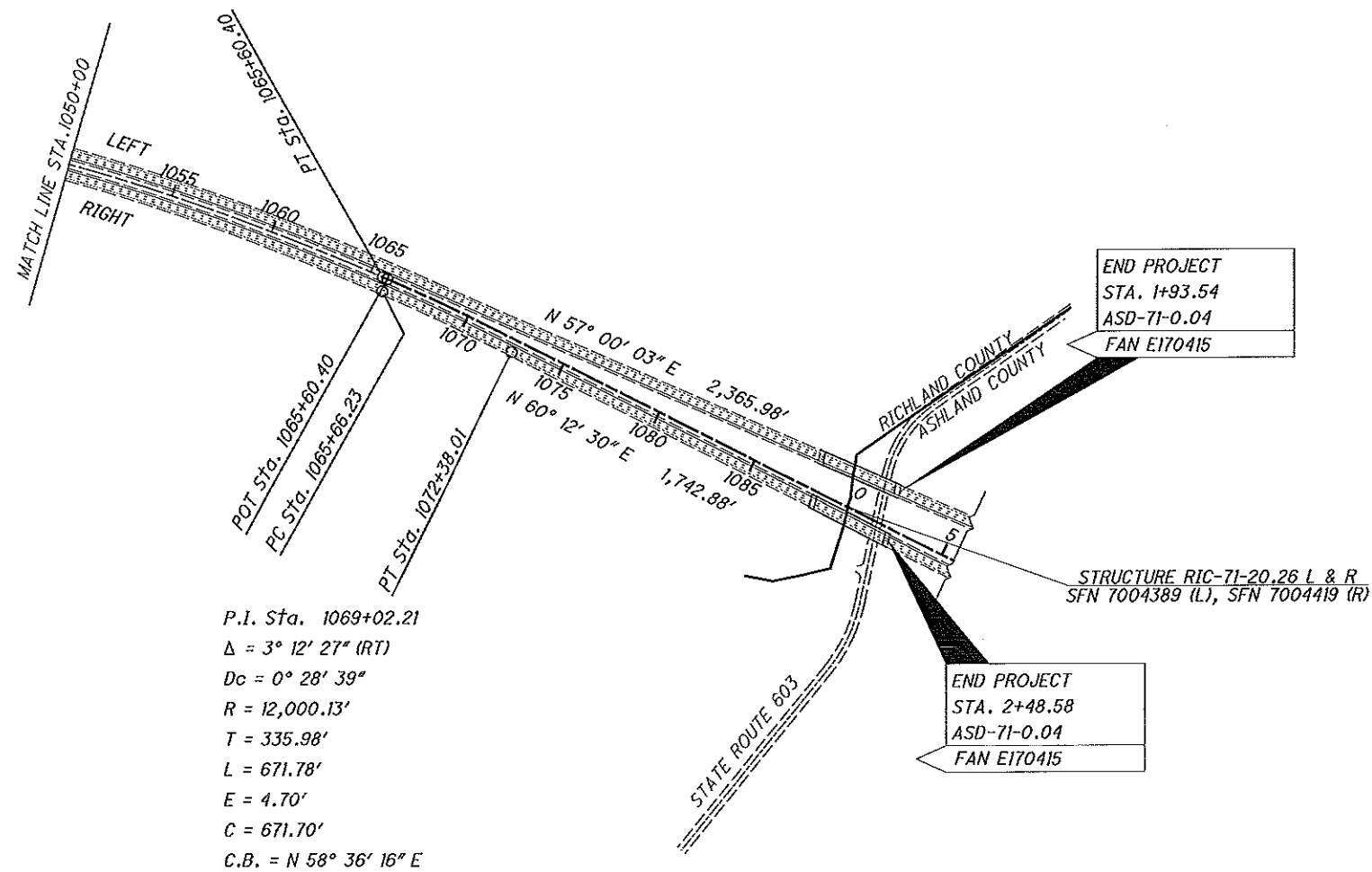
COUNTY	ROUTE	BEGIN SLM	END SLM	DESIGN SPEED	LEGAL SPEED
RIC	71	6.39	20.64	70 MPH	70 MPH

I:\ProjectData\87721\Design\Roadway\Sheet\87721_0800.dgn





P.I. Sta. 1037+98.45
 $\Delta = 26^\circ 45' 13''$ (RT)
 $Dc = 0^\circ 28' 31''$
 $R = 12,054.00'$
 $T = 2,866.51'$
 $L = 5,628.48'$
 $E = 336.15'$
 $C = 5,577.49'$
C.B. = N $43^\circ 37' 26''$ E



P.I. Sta. 1069+02.21
 $\Delta = 3^\circ 12' 27''$ (RT)
 $Dc = 0^\circ 28' 39''$
 $R = 12,000.13'$
 $T = 335.98'$
 $L = 671.78'$
 $E = 4.70'$
 $C = 671.70'$
C.B. = N $58^\circ 36' 16''$ E

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, INCLUDING THE 2003-2007 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4,000 PSI
CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4,500 PSI
REINFORCING STEEL - ASTM A615 OR A998, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

EXISTING PLANS

THE FOLLOWING EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 3 OFFICE IN ASHLAND, OHIO:

STRUCTURE	PLAN NAME	DATE
RIC-71-1353	RIC-1-12.03	1962
RIC-71-1455L/R	RIC-71-14.53	1994
RIC-71-1485	RIC-71-14.53	1994
RIC-71-1522L/R	RIC-71-13.66	2000
RIC-71-1541L/R	RIC-71-13.66	2000
RIC-71-1753	RIC-71-13.66	2000
RIC-71-1875L/R	RIC-71-13.66	2000
RIC-71-1908L	RIC-71-13.66	2000
RIC-71-1909R	RIC-71-13.66	2000
RIC-71-2062L/R	RIC-71-20.220(20.56) ASD-71-0.000	1999

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 105.02.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

IN-STREAM WORK RESTRICTION

THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO AVOID CONSTRUCTION IN AND/OR LIMIT DEMOLITION DEBRIS FROM ENTERING STREAMS OR WETLANDS. ANY MATERIAL THAT DOES FALL INTO STREAMS OR WETLANDS SHALL BE REMOVED AS SOON AS POSSIBLE.

ALL PROJECTS INVOLVING JURISDICTIONAL WATERS OF THE UNITED STATES STREAMS, RIVERS, NON-ISOLATED WETLANDS) AND/OR ISOLATED WETLANDS ARE SUBJECT TO REGULATION UNDER SECTIONS 404 AND 401 OF THE CLEAN WATER ACT, AND POSSIBLY OHIO EPA ISOLATED WETLAND LAW. IT IS ANTICIPATED THAT NO IN-STREAM WORK, OR WORK UNDER THE STREAM'S ORDINARY HIGH WATER MARK (OHWM) WILL BE NEEDED. THEREFORE NO WATERWAY PERMITS HAVE BEEN GRANTED AND NO IN-STREAM WORK IS ALLOWED.

SHOULD WORK (EITHER TEMPORARY OR PERMANENT) IN THE STREAM BE NEEDED; IT WILL REQUIRE A PERMIT AND AUTHORIZATION BY THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE). THE CONTRACTOR SHALL NOT UTILIZE FILLS BELOW OHWM UNTIL SUCH ACTIVITY IS AUTHORIZED BY THE USACE. DETAILS OF THIS REQUIREMENT ARE DESCRIBED IN ODOT'S SUPPLEMENTAL SPECIFICATION 832.09.

USAGE DEFINITION OF OHWM - THE ORDINARY HIGH WATER MARK IS THE LINE ON THE SHORES ESTABLISHED BY THE FLUCTUATIONS OF WATER AND INDICATED BY PHYSICAL CHARACTERISTICS SUCH AS A CLEAR, NATURAL LINE IMPRESSED ON THE BANK; SHELVEING; CHANGES IN THE CHARACTER OF THE SOIL; DESTRUCTION OF TERRESTRIAL VEGETATION; THE PRESENCE OF LITTER AND DEBRIS; OR THE APPROPRIATE MEANS THAT CONSIDER THE CHARACTERISTICS OF THE SURROUNDING AREAS.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. THE WEIGHT OF THE HAMMERS SHALL NOT BE MORE THAN 60 POUNDS. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL IN PLACE. SHOULD ANY EXISTING REINFORCING STEEL BE DAMAGED IN THE COURSE OF THE REMOVAL WORK, THE CONTRACTOR SHALL REPAIR OR REPLACE THE DAMAGED SECTION(S) OF REINFORCING STEEL USING A METHOD APPROVED BY AND TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE DEPARTMENT. COAT ANY EXPOSED REINFORCING STEEL WITH AN APPROVED EPOXY AND ALLOW FULL CURE TIME PRIOR TO PLACING NEW CONCRETE. PRIOR TO CONCRETE PLACEMENT, ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 - REMOVAL, MISC.: JOINT SEALER

REMOVE THE EXISTING JOINT SEALER IN ITS ENTIRETY AS SPECIFIED ON THE DETAILED DRAWINGS INCLUDED IN THIS PLAN.

ITEM 621 - RAISED PAVEMENT MARKER REMOVED, AS PER PLAN

WHEN RAISED PAVEMENT MARKERS ARE FOUND IN THE CONCRETE DECK OR CONCRETE APPROACH SLAB, REMOVE THE RAISED PAVEMENT MARKERS. TAKE CARE TO NOT DAMAGE THE SURROUNDING DECK IN THE COURSE OF THIS WORK. SHOULD THE DECK BE SUBSTANTIALLY DAMAGED, AS PER THE ENGINEER, REPAIR THE AREA USING ITEM 519 - PATCHING CONCRETE STRUCTURE TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE DEPARTMENT. FILL THE VOID LEFT IN THE DECK AND/OR APPROACH SLAB WITH THE SAME MATERIAL USED TO SEAT NEW RAISED PAVEMENT MARKERS INTO THE NEW ASPHALT PAVEMENT.

WHEN A VOID EXISTS WHERE A RAISED PAVEMENT MARKER WAS INSTALLED BUT IS NOW MISSING, FILL THE VOID AS ABOVE. IF THE AREA AROUND THE VOID IS SUBSTANTIALLY DAMAGED PRIOR TO THE CONTRACTOR BEGINNING WORK, REPAIR THE AREA TO THE SATISFACTION OF THE ENGINEER USING ITEM 519 - PATCHING CONCRETE STRUCTURE.

PRIOR TO PLACEMENT OF THE VOID FILLING MATERIAL, ENSURE THE VOID IS FREE OF DEBRIS AND IS CLEAN AND DRY. REMOVE ANY DEBRIS FOUND IN THE VOID AND KEEP THE AREA DRY. PREVENT ANY DEBRIS OR WATER FROM ENTERING THE FRESH VOID FILLING MATERIAL UNTIL THE MATERIAL HAS CURED AS PER THE MANUFACTURER'S RECOMMENDATION.

ALL WORK INCLUDING EQUIPMENT, LABOR, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE ABOVE WORK SHALL BE PAID FOR UNDER THE CONTRACT BID PRICE PER EACH FOR ITEM 621 - RAISED PAVEMENT MARKER REMOVED, AS PER PLAN.

ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, AS PER PLAN

WHERE SHOWN IN THESE PLANS, PROVIDE A TWO (2) INCH WIDE BY THREE (3) INCH DEEP SAWED AND SEALED ASPHALT CONCRETE PAVEMENT JOINT. REMOVE ALL MATERIAL FROM THE DESCRIBED AREA AND ENSURE IT IS FREE OF DEBRIS. FILL THE VOID IN ACCORDANCE WITH CMS 409.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIAL, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHALL BE MADE AT THE CONTRACT BID PRICE PER FOOT FOR ITEM 409 - SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, AS PER PLAN.

REFERENCES MADE TO STANDARD BRIDGE DRAWING(S)

STANDARD BRIDGE DRAWING(S)

AS-1-15

DATED 7/17/15

DECK PROTECTION METHOD

TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN

ITEM 511 - CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)
ITEM 511 - CLASS QC1 CONCRETE, SUBSTRUCTURE

THIS ITEM SHALL BE USED AT LOCATIONS INDICATED IN THE PLAN.

THE CONCRETE SHALL BE CLASS QC2 OR QC1 RESPECTIVELY. THE COURSE AGGREGATE SHALL BE LIMESTONE.

ALL EXISTING SURFACES WITH WHICH THE CONCRETE IS TO BOND SHALL BE CLEANED BY ABRASIVE BLASTING. THESE SURFACES SHALL BE MADE FREE OF SPALLS, LAITANCE, PAINT, RUST, AND OTHER CONTAMINANTS DETRIMENTAL TO ACHIEVING AN ADEQUATE BOND.

PAYMENT FOR THE ABOVE SHALL BE MADE AT THE UNIT BID PRICE PER CUBIC YARD FOR THE ABOVE LISTED ITEMS AND WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NEEDED TO COMPLETE THE WORK.

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

THIS WORK CONSISTS OF RAISING OR REPOSITIONING EXISTING STRUCTURE TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

SUBMIT WORKING DRAWINGS AND CALCULATIONS IN ACCORDANCE WITH CMS 501.05.

ALL JACKING AND TEMPORARY SUPPORTING SHALL BE DONE PRIOR TO REMOVING ANY EXISTING BEARING MATERIALS.

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. 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.

ITEM 614 - MAINTAINING TRAFFIC FOR ALL STRUCTURES

ALL LANES OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES EXCEPT THAT THROUGH TRAFFIC ON THESE STRUCTURES MAY HAVE LANE CLOSURES USING BARRELS ACCORDING TO THE APPROPRIATE STANDARD CONSTRUCTION DRAWINGS AND THE PERMITTED LANE CLOSURE MAPS (SEE LANE CLOSURE RESTRICTION NOTE IN GENERAL NOTES). THE LAYOUT OF THE MAINTENANCE OF TRAFFIC SCHEME SHALL BE APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION AND MUST BE INSPECTED AFTER ERECTION OF SUCH MEASURES. THE ENGINEER RESERVES THE RIGHT TO MODIFY THE MAINTENANCE OF TRAFFIC SCHEME AT ANY TIME.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA.

ODOT DISTRICT THREE
CAPITAL PROGRAMS
ENGINEERING DIVISION
ASHLAND, OHIO



DATE
2/2018

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DJV

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STRUCTURE FILE NUMBER
VARIOUS

REVIS

STRUCTURE NOTES

GENERAL STRUCTURE NOTES APPLICABLE
TO ALL STRUCTURES ON THIS PROJECT

RIC-71-(6.39)(10.77)
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ITEM 516 - RESET BEARING, AS PER PLAN

AT THE LOCATIONS SHOWN IN THESE PLANS, PERFORM THE FOLLOWING WORK:

- 1: COMPLETE THE JACKING AND TEMPORARY SUPPORT OF THE SUPERSTRUCTURE AS NEEDED. SEE THE APPROPRIATE NOTES FOR THIS WORK.
- 2: REMOVE THE IDENTIFIED BEARING. ONLY ONE BEARING MAY BE REMOVED FROM THE STRUCTURE AT A TIME. ALL WORK MUST BE COMPLETED ON ONE BEARING AND THAT BEARING RE-INSTALLED PRIOR TO REMOVING ANOTHER BEARING.
- 3: CLEAN THE REMOVED BEARING. REMOVE ALL LOOSE MATERIALS, LOOSE RUST, PACK RUST, LOOSE OR FLAKING PAINT, AND ALL DEBRIS.
- 4: REBUILD THE BEARING. PLACE ANY MATERIAL NEEDED TO COMPLETE THIS STEP AS PER C&MS 516 TO THE SATISFACTION OF THE ENGINEER. PAINT THE BEARING USING AND APPROVED MATERIAL AND PROCESS.
- 5: RESET THE BEARING IN ITS ORIGINAL PLACE. PLACE SHIMS UNDER THE BEARING USING STAINLESS STEEL SHIMS THE SAME DIMENSIONS OF BASE OF THE BEARING IN INCREMENTS OF 1/32" THICK WITH A MAXIMUM THICKNESS FOR EACH SHEET OF 3/32". COMPLETE THIS WORK IN SUCH A WAY TO CREATE A STABLE BEARING THAT SUPPORTS THE LOAD OF THE SUPERSTRUCTURE ABOVE IT WITHOUT REDUCING THE DESIGN LOAD OF THE BEARINGS ADJACENT TO THE WORK BEARING.
- 6: REMOVE THE TEMPORARY SUPPORT OF THE SUPERSTRUCTURE, PLACING ALL STRUCTURAL LOADING ON THE NEWLY RESET BEARING.

ALL MATERIALS, LABOR, INCIDENTALS, AND EQUIPMENT NEEDED TO COMPLETE THE ABOVE WORK SHALL BE PAID FOR UNDER THE CONTRACT BID PRICE PER EACH FOR ITEM 516 - RESET BEARING, AS PER PLAN.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

PERFORM ALL WORK AS PER ITEM 519 - PATCHING CONCRETE STRUCTURE, WITH THE EXCEPTION THAT, IN THE LOCATIONS INDICATED IN THE PLANS, PLACE A PATCH TO EFFECT A 3 INCH COVER OF CONCRETE OVER THE EXPOSED REINFORCING STEEL.

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STRUCTURE NOTES

GENERAL STRUCTURE NOTES APPLICABLE TO ALL STRUCTURES ON THIS PROJECT

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ODOT DISTRICT THREE
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ENGINEERING DIVISION
ASHLAND, OHIO

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ITEM	QUANTITIES															UNIT	DESCRIPTION	
	RIC-71-1353	RIC-71-1455L	RIC-71-1455R	RIC-71-1485	RIC-71-1522L	RIC-71-1522R	RIC-71-1541L	RIC-71-1541R	RIC-71-1753	RIC-71-1875L	RIC-71-1875R	RIC-71-1908L	RIC-71-1909R	RIC-71-2062L	RIC-71-2062R			TOTALS
	SHEET 30	SHEET 31		SHEET 32	SHEET 33		SHEET 34		SHEET 35	SHEET 36		SHEET 37		SHEET 38				
202		1	1		1	1	5	1					1	9	4	24	CY	PORTIONS OF STRUCTURE REMOVED
202		186	173		169	169	151	151		275	274	164	139	122	122	2095	FT	REMOVAL MISC.: JOINT SEALER
254					747	747	747	747		1073	1074					5135	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.50" - 0.00")
254					194	194	194	194		274	273					1323	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00"-1.50")
257					1317	1638	954	954		3801	3790	926	782	2392	2390	18944	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN
407					126	126	126	126		180	180					864	GAL	TACK COAT, 702.13
409					157	157	141	141		263	262					1121	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
409												155	129			284	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS, AS PER PLAN
442					74	74	74	74		104	106					506	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (446), AS PER PLAN
511			1		1	1	5	1					1	9	4	23	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)
511		1														1	CY	CLASS QC1 CONCRETE, SUBSTRUCTURE
512	148	187	188	158			138	138	58	370	370	139	139	342	342	2717	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512		1939	1800		1303	1624	940	940		3630	3629	926	782	2392	2390	22295	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN
512	146	187	188				138	138	58	370	370	139	139	342	342	2557	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
516		186	173		495	495	442	442		791	797	164	139	122	122	4368	FT	JOINT SEALER
516		1	2													3	EACH	RESET BEARING, AS PER PLAN
516		LS	LS													LS	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE
519	16		4			4		54								78	SF	PATCHING CONCRETE STRUCTURE
519				9												9	SF	PATCHING CONCRETE STRUCTURES, AS PER PLAN
613														5	5	10	CY	LOW STRENGTH MORTAR BACKFILL
621		19	21		5	4	6	6		8	7					76	EACH	RAISED PAVEMENT MARKER REMOVED, AS PER PLAN
897					1565	1565	1565	1565		2247	2245			946	946	12644	SY	PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B

ALL QUANTITIES CARRIED TO GENERAL SUMMARY



ODOT DISTRICT THREE
CAPITAL PROGRAMS
ENGINEERING DIVISION
ASHLAND, OHIO

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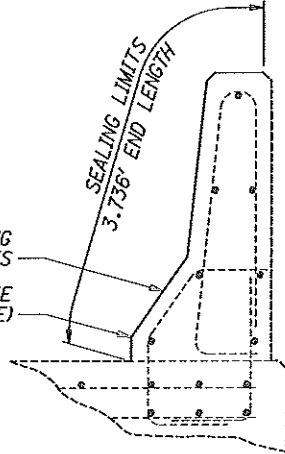
STRUCTURE SUBSUMMARY
QUANTITIES FOR ALL STRUCTURE WORK FOR
ALL STRUCTURES LOCATED WITHIN THE PROJECT LIMITS

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ITEM 512 - REMOVAL OF EXISTING
COATINGS FROM CONCRETE SURFACES
ITEM 512 - SEALING OF CONCRETE
SURFACES (EPOXY-URETHANE)



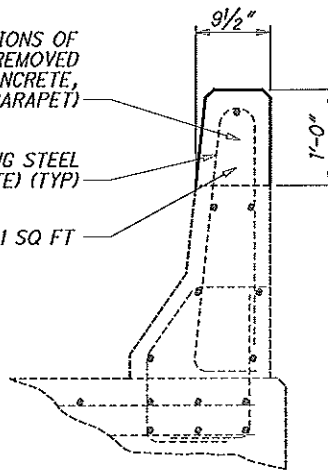
TREATMENT A

SEALING INSIDE FACE AND TOP OF PARAPET
QUANTITY DETERMINED AS: END LENGTH X LINEAR FEET TREATED

ITEM 202 - PORTIONS OF
STRUCTURE REMOVED
ITEM 511 - CLASS QC2 CONCRETE,
BRIDGE DECK (PARAPET)

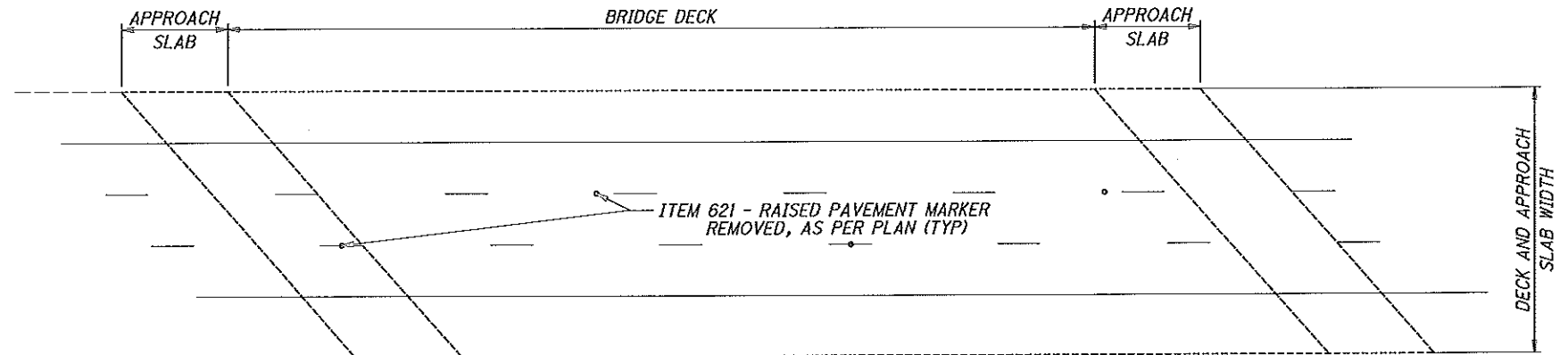
EXISTING REINFORCING STEEL
TO REMAIN (SEE NOTE) (TYP)

END AREA: 0.7141 SQ FT



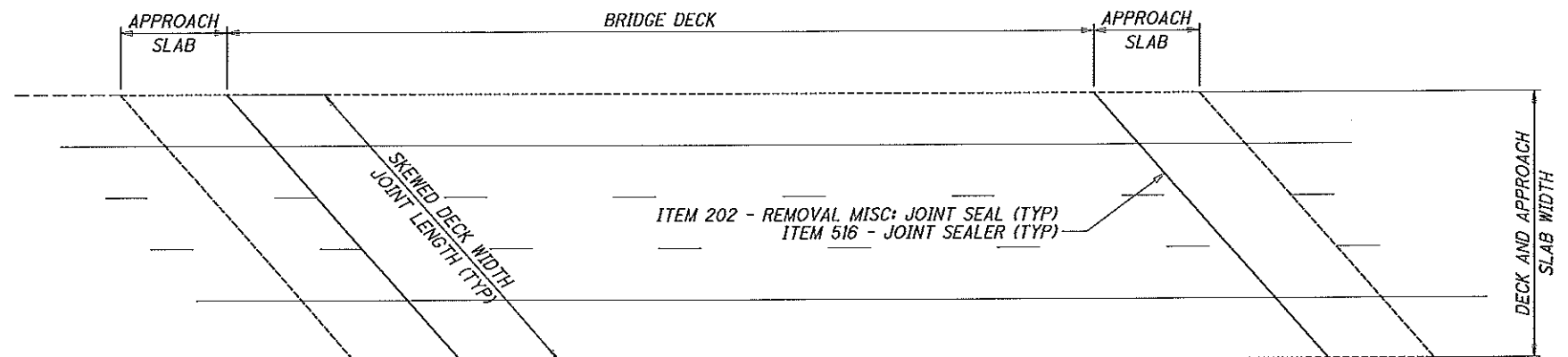
TREATMENT B

REPLACING TOP 12" OF PARAPET
(SALVAGE ALL REINFORCING STEEL - SEE NOTE)
QUANTITY DETERMINED AS: END AREA X LINEAR FEET TREATED



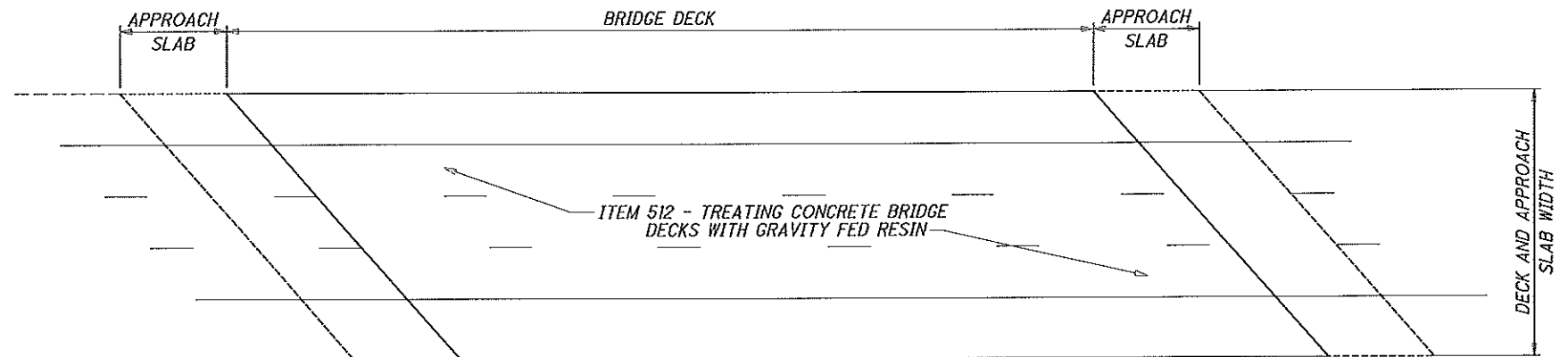
TREATMENT C

REMOVAL OF RAISED PAVEMENT MARKERS LOCATED WITHIN THE DECK AND APPROACH SLABS
SEE NOTE "ITEM 621 - RAISED PAVEMENT MARKER REMOVED, AS PER PLAN" FOR DETAILS
QUANTITY DETERMINED AS: EACH



TREATMENT D

REPLACEMENT OF EXISTING JOINT SEAL BETWEEN BACKWALL AND APPROACH SLAB
REMOVE EXISTING JOINT SEAL AND REPLACE WITH THE ABOVE LISTED ITEM
QUANTITY DETERMINED AS: MEASURED LINEAR FEET



TREATMENT E

TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN
SEAL THE ENTIRE BRIDGE DECK, FROM DECK END TO DECK END, PARAPET TO PARAPET, AS SHOWN ABOVE
QUANTITY DETERMINED AS: BRIDGE DECK LENGTH X BRIDGE DECK WIDTH



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KCK	KCK	DJV	3/2018
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GENERAL DETAILS
TREATMENTS AS APPLICABLE TO SEVERAL
STRUCTURES WITHIN THE PROJECT LIMITS

RIC-71-(6.39)(10.77)
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SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES

CONDUCT THE FOLLOWING WORK UPON COMPLETION OF THE PROFILE CORRECTION AT STRUCTURES WORK FOR STRUCTURES AS INDICATED ON THEIR INDIVIDUAL STRUCTURE DETAIL SHEET INCLUDED IN THIS PLAN.

1.0 DESCRIPTION: THE SURFACE SMOOTHNESS REQUIREMENTS OF C&MS 451.13 ARE MODIFIED AS FOLLOWS FOR BRIDGE ENCOUNTERS DEFINED AS 25 FEET (7.6 M) OF ENTRY PAVEMENT, ENTRY APPROACH SLAB, BRIDGE DECK, EXIT APPROACH SLAB AND 25 FEET (7.6 M) OF EXIT PAVEMENT INCLUDING ALL JOINTS AND PAVEMENT TRANSITIONS WITHIN THIS LENGTH OF ROADWAY.

2.0 MATERIALS AND EQUIPMENT: PROVIDE SMOOTHNESS MEASURING EQUIPMENT CONFORMING TO SUPPLEMENT 1058. FURNISH THE DEPARTMENT'S APPROVAL LETTER OF THE PROFILER AND THE OPERATOR TO THE ENGINEER PRIOR TO COMMENCING WORK. THE ENGINEER WILL VERIFY THE SMOOTHNESS MEASURING EQUIPMENT CONFORMS TO SUPPLEMENT 1058. THE ENGINEER WILL VERIFY THE PROFILE OPERATOR'S CERTIFICATION AGAINST THE OPERATOR LIST POSTED ON THE OFFICE OF TECHNICAL SERVICES WEBSITE. FURNISH EQUIPMENT MEETING THE REQUIREMENTS OF C&MS 257.02 FOR PERFORMING CORRECTIVE DIAMOND GRINDING. THE ENGINEER WILL COMPLETE THE SMOOTHNESS PROFILER VERIFICATION REPORT IN SUPPLEMENT 1058.

3.0 SMOOTHNESS MEASUREMENT: COLLECT SURFACE SMOOTHNESS MEASUREMENTS FOR BOTH WHEELPATHS IN EACH PROPOSED TRAVEL LANE DURING ONE CONTINUOUS PASS. THE WHEELPATHS ARE LOCATED PARALLEL TO THE CENTERLINE OR BASELINE OF THE ROADWAY OR RAMP AND APPROXIMATELY 3.0 FEET (1.0 M) INSIDE ALL LANE EDGES, MEASURED TRANSVERSELY. START THE PROFILE MEASUREMENT APPROXIMATELY 250 FEET (76 M) BEFORE THE APPROACH SLAB/PAVEMENT INTERFACE AT THE ENTRY END AND CONTINUE TO APPROXIMATELY 250 FEET (76 M) AFTER THE APPROACH SLAB/PAVEMENT INTERFACE AT THE EXIT END. ENSURE THE PROFILER WILL MEET THE SURFACE SMOOTHNESS REQUIREMENTS PER 451.13 FOR THE BRIDGE ENCOUNTER.

NOTIFY THE ENGINEER A MINIMUM OF 24 HOURS PRIOR TO SURFACE SMOOTHNESS MEASUREMENTS. DO NOT PERFORM ANY MEASUREMENTS UNTIL ALL FINAL WEARING COURSES ARE IN PLACE WITHIN THE BRIDGE ENCOUNTER LANES BEING MEASURED AND ALL CONCRETE SURFACES HAVE REACHED SPECIFIED CURING AND LOADING REQUIREMENTS. REMOVE ALL DIRT AND DEBRIS FROM THE SURFACE OF THE TRAVEL LANES PRIOR TO PERFORMING THE SURFACE SMOOTHNESS MEASUREMENTS. PROVIDE TEMPORARY PAVEMENT MARKINGS FOR ALL TRAVEL LANES THAT ARE OF SUFFICIENT SIZE TO BE VISIBLE DURING SURFACE SMOOTHNESS MEASUREMENTS. ENSURE THE PATH OF THE PROFILER IS PARALLEL TO THE LANE EDGES AT ALL TIMES DURING DATA COLLECTION.

DEVELOP AN INTERNATIONAL ROUGHNESS INDEX (IRI) ACCORDING TO ASTM E 1926 FOR THE BRIDGE ENCOUNTER USING A CONTINUOUS 25 FOOT (7.6 M) BASE LENGTH ANALYSIS FOR EACH WHEELPATH AND CALCULATE THE MEAN IRI (MRI) FOR EACH TRAVEL LANE. THE MRI IS THE AVERAGE OF THE IRI VALUES FOR THE RIGHT AND LEFT WHEELPATHS IN EACH TRAVEL LANE. SUBMIT TWO COPIES OF THE SUMMARY REPORT FROM PROVAL CONFORMING TO SUPPLEMENT 1112 AND TWO ELECTRONIC COPIES OF ALL BRIDGE ENCOUNTER PROFILES IN PROVAL COMPATIBLE FORMAT TO THE ENGINEER OF WHICH ONE COPY OF THE SUMMARY REPORT AND ONE ELECTRONIC COPY OF THE PROFILES WILL BE SUBMITTED TO THE OFFICE OF TECHNICAL SERVICES.

SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES (CONT.)

PROVIDE NECESSARY TRAFFIC CONTROL AND SURVEY STATIONING FOR ALL SURFACE SMOOTHNESS MEASUREMENTS.

4.0 MANDATORY CORRECTIVE WORK: FOR BRIDGE ENCOUNTERS EXCEEDING 265 FEET (80 M) IN LENGTH, CORRECTIVE WORK IS REQUIRED FOR EACH TRAVEL LANE WITH AN MRI ABOVE 130 INCHES PER MILE (2.08 M/KM). PERFORM CORRECTIVE ACTION TO REDUCE THE MRI FOR EACH CORRECTED LANE TO 100 INCHES PER MILE (1.58 M/KM) OR LESS. THE MRI THRESHOLD DOES NOT APPLY TO BRIDGE ENCOUNTERS LESS THAN 265 FEET (80 M) IN LENGTH.

CORRECTIVE WORK IS REQUIRED WHERE THE IRI IN ANY 25 FOOT (7.6 M) SEGMENT OF THE BRIDGE ENCOUNTER EXCEEDS 250 INCHES PER MILE (3.94 M/KM), EXCEPT IN SEGMENTS THAT INCLUDE A STEEL ARMORED EXPANSION JOINT SYSTEM, WHERE THE LIMIT WOULD BE 350 INCHES PER MILE (5.52 M/KM). PERFORM CORRECTIVE ACTION TO REDUCE THE IRI FOR EACH CORRECTED LANE TO 250 INCHES PER MILE (3.16 M/KM) OR LESS, EXCEPT IN SEGMENTS THAT INCLUDE A STEEL ARMORED EXPANSION JOINT SYSTEM. REDUCE THE IRI FOR EACH CORRECTED LANE TO 350 INCHES PER MILE (4.74 M/KM), OR LESS. DO NOT PERFORM CORRECTIVE DIAMOND GRINDING WITHIN 1.5 FEET (0.45 M) OF A STEEL ARMORED EXPANSION JOINT SYSTEM INSTALLED PRIOR TO THE CORRECTIVE WORK. DO NOT EXCEED $\frac{3}{8}$ " INCH (9.5 MM) ON THE BRIDGE DECK AND $\frac{1}{2}$ " INCH (13 MM) ON THE APPROACH SLAB OF MATERIAL REMOVED BY CORRECTIVE DIAMOND GRINDING WITHOUT APPROVAL OF THE ENGINEER.

IF CORRECTIVE WORK IS REQUIRED, DEVELOP A CORRECTIVE WORK PLAN. AT LEAST 7 DAYS BEFORE BEGINNING CORRECTIVE WORK, SUBMIT ONE COPY OF THE FOLLOWING INFORMATION TO THE ENGINEER: (1) CORRECTIVE WORK PLAN; (2) ALL IRI AND MRI ANALYSES; AND (3) ALL COLLECTED ROAD PROFILES IN PROVAL COMPATIBLE FORMAT AND ONE COPY OF THE INFORMATION WILL BE SENT TO THE OFFICE OF TECHNICAL SERVICES; ATTN: INFRASTRUCTURE MANAGEMENT SECTION, 1980 W. BROAD ST., COLUMBUS, OH 43223. DO NOT BEGIN CORRECTIVE WORK UNTIL RECEIVING THE ENGINEER'S ACCEPTANCE OF THE CORRECTIVE WORK PLAN. UPON COMPLETION OF THE CORRECTIVE WORK, RE-MEASURE SURFACE SMOOTHNESS ACCORDING TO THESE SPECIFICATIONS. FEATHER AREAS ADJACENT TO GROUND AREAS TO PROVIDE A SMOOTH SURFACE. RE-GROOVE DIAMOND GROUND SURFACES TO MATCH THE EXISTING TRANSVERSE GROOVE PATTERN IF THE EXISTING GROOVES ARE LESS THAN 0.08 INCHES (2 MM) DEEP. IF ANY RE-GROOVING IS REQUIRED, SAW GROOVES APPROXIMATELY 0.15 INCHES (4 MM) DEEP AND 0.10 INCHES (3 MM) WIDE. ANY RE-GROOVING WILL BE INCLUDED WITH ITEM 257.

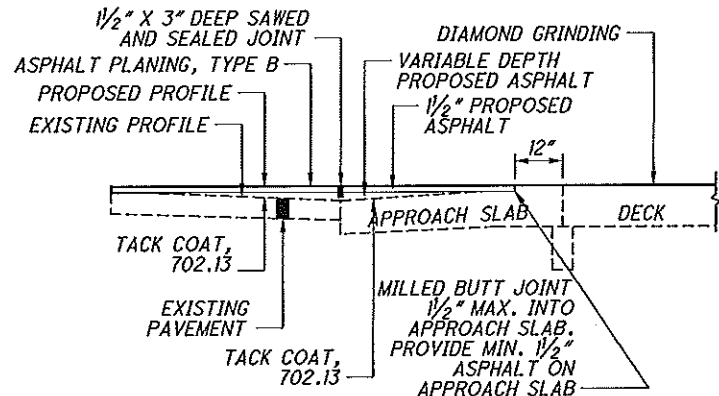
ITEM 407 TACK COAT, 702.13

ENSURE THAT ANY TACK COAT USED IN THE PROCESS OF COMPLETING THE PRESCRIBED PROFILE CORRECTION USES TACK COAT IN ACCORDANCE WITH C&MS 702.13. ANY TACK COAT USED ON THE PROFILE CORRECTIONS THAT IS NOT IN ACCORDANCE WITH 702.13 SHALL BE REMOVED IN ITS ENTIRETY AND REPLACED WITH A MATERIAL IN ACCORDANCE WITH 702.13 AT NO COST TO THE DEPARTMENT AND AS DIRECTED AND APPROVED BY THE ENGINEER.

PROFILE CORRECTION AT STRUCTURES

THE CONTRACTOR MUST PROFILE THE PAVEMENT IN EACH LANE PER THE "SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES" NOTE IN THIS PLAN. SUBMIT A PROFILE CORRECTION PLAN REFLECTING REQUIREMENTS FOR A 70 MPH SPEED ZONE TO THE ENGINEER FOR APPROVAL PRIOR TO CONDUCTING THE PROFILE CORRECTION WORK.

CORRECT THE PAVEMENT PROFILE BY CONSTRUCTING A SMOOTH TRANSITIONING PAVEMENT, AT A MINIMUM OF $\frac{1}{2}$ " THICK, FOR A DISTANCE OF 100 LINEAR FEET BEGINNING AT THE APPROACH SLAB, 12" FROM THE DECK END.



EXISTING ODOT PROVAL REPORTS

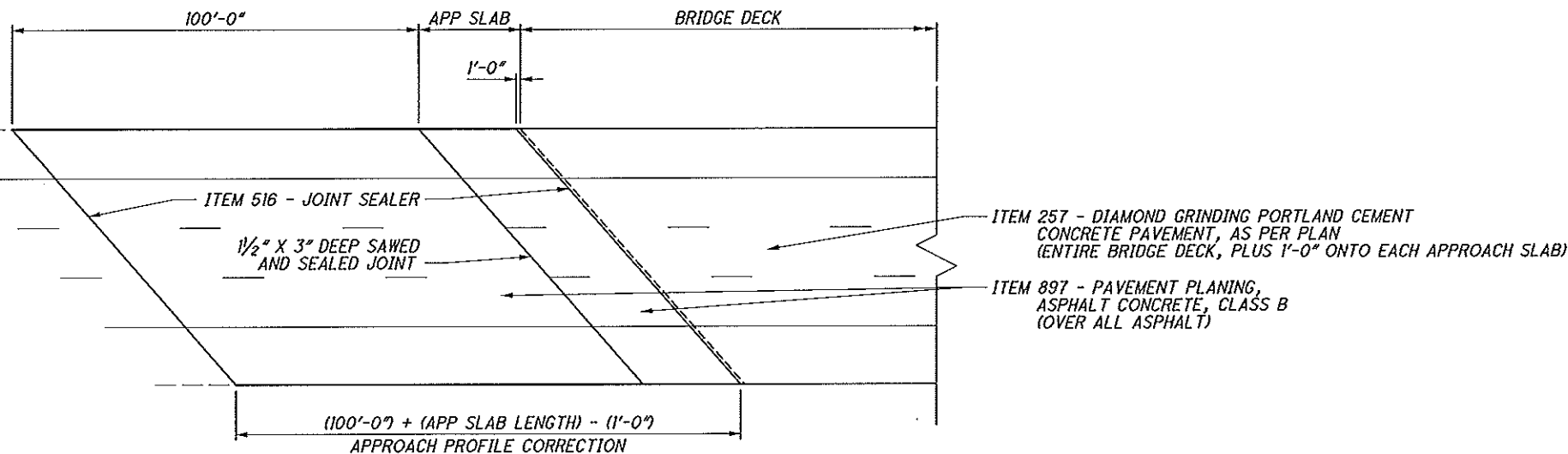
EXISTING PROVAL REPORTS PERFORMED BY ODOT FOR ALL STRUCTURES RECEIVING PROFILE CORRECTION, AND THAT PROVAL EVALUATION HAS BEEN COMPLETED ON, HAVE BEEN MADE AVAILABLE AS REFERENCE FILES.

ITEM 257 DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN

ANY CORRECTIVE WORK REQUIRED FOR SURFACE SMOOTHNESS OF THE BRIDGE DECK WILL BE INCLUDED UNDER ITEM 257. USE THE EXISTING ODOT PROVAL REPORTS TO CREATE A GRINDING PLAN TO EFFECT THE SMOOTHEST POSSIBLE SURFACE

ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B

ANY CORRECTIVE WORK REQUIRED FOR SURFACE SMOOTHNESS OF THE APPROACH SLABS AND APPROACH PAVEMENT WILL BE INCLUDED UNDER ITEM 897 PAVEMENT PLANING, ASPHALT CONCRETE, CLASS B. USE THE EXISTING ODOT PROVAL REPORTS TO CREATE A PLANING PLAN TO EFFECT THE SMOOTHEST POSSIBLE SURFACE



PROFILE CORRECTION DETAIL

ONE APPROACH SHOWN - OPPOSITE SIMILAR
QUANTITIES AS SHOWN ON INDIVIDUAL STRUCTURE DETAIL SHEETS

ODOT DISTRICT THREE
CAPITAL PROGRAMS
ENGINEERING DIVISION
ASHLAND, OHIO



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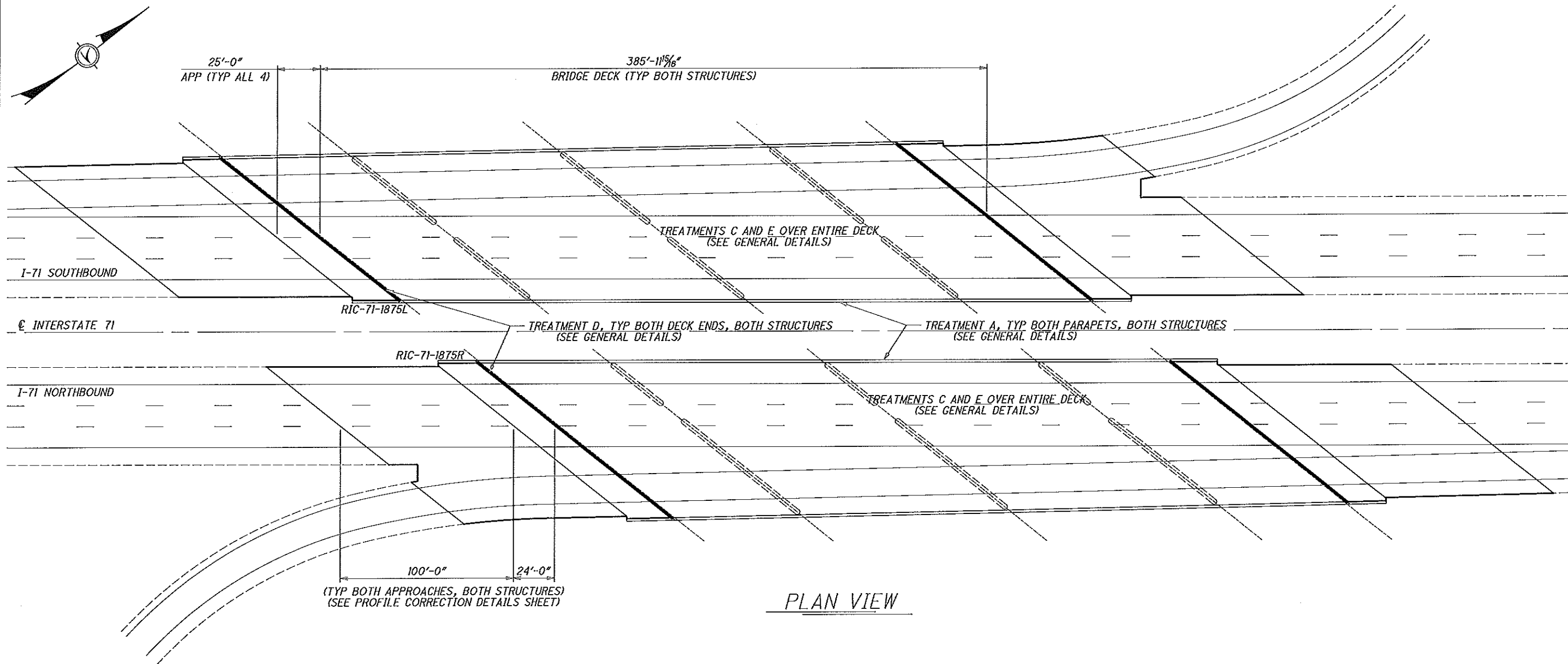
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PROFILE CORRECTION DETAILS
TREATMENTS AS APPLICABLE TO SEVERAL
STRUCTURES WITHIN THE PROJECT LIMITS

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PLAN VIEW

ESTIMATED QUANTITIES

ITEM	QUANTITY		UNIT	DESCRIPTION
	RIC-71-1875L	RIC-71-1875R		
202	275	274	FT	REMOVAL MISC.: JOINT SEALER
254	1073	1074	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1.50" TO 0.00")
254	274	273	SY	PAVEMENT PLANING, PORTLAND CEMENT CONCRETE (0.00" TO 1.50")
257	3801	3790	SY	DIAMOND GRINDING PORTLAND CEMENT CONCRETE PAVEMENT, AS PER PLAN
407	180	180	SY	TACK COAT, 702.13
409	263	262	FT	SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS
442	104	106	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5MM, TYPE A (446), AS PER PLAN
512	3630	3629	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN
512	370	370	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES
512	370	370	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
516	791	797	FT	JOINT SEALER
621	8	7	EACH	RAISED PAVEMENT MARKER REMOVED, AS PER PLAN
897	2247	2245	SY	PAVEMENT PLANING, ASPHALT CONCRETE, TYPE B

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY

LEFT STRUCTURE WIDTHS:
BRIDGE DECK: 80'-6 1/16" TO 88'-8 1/4" PLUS 1'-6" PARAPET EACH SIDE
REAR APPROACH SLAB: 83'-6"
REAR APPROACH ROADWAY: 76'-7"
FORWARD APPROACH SLAB: 92'-2"
FORWARD APPROACH ROADWAY: 85'-8"

RIGHT STRUCTURE WIDTHS:
BRIDGE DECK: 88'-8 1/16" TO 80'-6 1/4" PLUS 1'-6" PARAPET EACH SIDE
REAR APPROACH SLAB: 92'-3"
REAR APPROACH ROADWAY: 85'-10"
FORWARD APPROACH SLAB: 83'-1"
FORWARD APPROACH ROADWAY: 76'-3"

