

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/permittted-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.

646 MEASUREMENT MARKING, AS PER PLAN

THE CONTRACTOR SHALL STRIPE AIR SPEED ZONE MARKINGS AT THE FOLLOWING LOCATIONS:

ROUTE	DIRECTION	SLM
US 30	EB	15.43 TO 16.44

MARKINGS ARE 2' WIDE BY 9' LONG [6' ON THE OUTSIDE SHOULDER AND 3' ON THE INSIDE SHOULDER]. THERE ARE 5 LINES IN EACH 1 MILE SECTION THAT NEED REMARKED.

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC NOTES SUBSUMMARY:
ITEM 646, SPEED MEASUREMENT MARKING, AS PER PLAN, 5 EACH

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S)

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE:

-THE CONTRACTOR IS PERMITTED TO CLOSE AND DETOUR THE I-77SB TO US-30EB RAMP USING 2 SEPARATE CLOSURES, NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS FOR BRIDGE WORK.
-THE CONTRACTOR IS PERMITTED TO CLOSE AND DETOUR THE US-30WB TO I-77SB RAMP FOR 14 DAYS.

THE PERMITTED RAMP CLOSURES SHALL NOT BE PERFORMED CONCURRENTLY.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER AND CITY OF AKRON AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS), AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTORS SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM, AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE “EXCEPTION REQUEST APPROVAL DATE 7/26/2024 FOR PID 116820”IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

TIME LIMITATION, TRAFFIC ON A MILLED SURFACE

THE MAXIMUM ALLOWABLE TIME FOR TRAFFIC TO BE PLACED ON A MILLED SURFACE SHALL BE 7 CONSECUTIVE CALENDAR DAYS. SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE BELOW AMOUNTS PER DAY THAT THE TRAFFIC IS PLACED ON A MILLED SURFACE BEYOND THE SPECIFIED LIMIT.

US 30 (SLM 13.15-16.52)	\$10,000
US 30 (SLM 19.13-21.63)	\$5,000

TIME LIMITATION, CURB RAMP

THE MAXIMUM ALLOWABLE TIME FOR THE CONTRACTOR TO HAVE AN INDIVIDUAL CURB RAMP AND ASSOCIATED SIDEWALK LEADING INTO THE CURB RAMP OUT OF SERVICE FOR THE REMOVAL AND REPLACEMENT SHALL BE 14 CONSECUTIVE CALENDAR DAYS (THE TIME PERIOD INCLUDES ALL WORK LISTED IN THE BASIS OF PAYMENT PER CMS 608.09, INCLUDING ALL REMOVAL, REPLACEMENT, AND BACKFILL ASSOCIATED WITH THE CURB RAMPS, AND CURING TIME PERIOD).

AT THE CONCLUSION OF CONSTRUCTING OF THE CURB RAMP AND PRIOR TO OPENING TO PEDESTRIAN TRAFFIC THE CONTRACTOR SHALL ENSURE THAT THE REQUIREMENTS OF STANDARD CONSTRUCTION DRAWING BP-7.1 ARE MET. THE CONTRACTOR SHALL USE ASPHALT AS A WEDGE, OR SUBMIT ANOTHER METHOD APPROVED BY THE ENGINEER, TO ENSURE THE TRANSITION FROM THE CURB RAMP TO THE ROADWAY ARE PER STANDARD CONSTRUCTION DRAWING BP-7.1. ALL COSTS TO PERFORM THIS WORK SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEMS FOR THE INSTALLATION OF THE CURB RAMP.

SHOULD THE CONTRACTOR FAIL TO MEET THIS REQUIREMENT, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$1000 PER DAY PER AFFECTED RAMP THAT THE AFFECTED CURB RAMP REMAINS OUT OF SERVICE BEYOND 14 CONSECUTIVE CALENDAR DAYS.

WORK ZONE SPEED ZONES (WZSZS)

THE FOLLOWING WORK ZONE SPEED ZONE (WZSZ) SPEED LIMIT REVISION(S) HAVE BEEN APPROVED FOR USE ON THIS PROJECT WHEN WORK ZONE CONDITIONS AND FACTORS ARE MET AS DESCRIBED BELOW:

WZSZ REVISION NUMBER(S)	COUNTY-ROUTE-SECTION(S)	DIRECTION(S)
WZ-26236	STA 30 SLM 12.77 - 16.62	EAST
WZ-26236	STA 30 SLM 13.05 - 16.98	WEST

POTENTIAL WZSZ LOCATIONS SHALL HAVE AN ORIGINAL (PRE-CONSTRUCTION) POSTED SPEED LIMIT OF 55 MPH OR GREATER, A QUALIFYING WORK ZONE CONDITION OF AT LEAST 0.5 MILE IN LENGTH, AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS, AND A WORK ZONE CONDITION IN PLACE THAT REDUCES THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS (I.E., LANE CLOSURE, LANE SHIFT, Crossover, CONTRAFLOW AND/OR SHOULDER CLOSURE). THE LENGTH OF THE WORK ZONE CONDITION IS MEASURED FROM THE BEGINNING OF THE TAPER FOR THE SUBJECT WORK ZONE CONDITION IMPACTING THE TRAVEL LANES AND/OR SHOULDER TO THE END OF THE DOWNSTREAM TAPER, WHERE DRIVERS ARE RETURNED TO TYPICAL ALIGNMENT. AN EXPECTED WORK DURATION OF AT LEAST THREE HOURS IS REQUIRED TO BALANCE THE ADDITIONAL EXPOSURE CREATED BY INSTALLING AND REMOVING WZSZ SIGNING WITH THE TIME NEEDED TO COMPLETE THE WORK.

IF THE WORK ZONE MEETS THESE MINIMUM CRITERIA, IT SHALL BE ANALYZED FURTHER USING TABLE 1 BELOW TO DETERMINE IF AND WHEN IT QUALIFIES FOR A SPEED LIMIT REDUCTION. DEPENDING ON THE ORIGINAL POSTED SPEED LIMIT, THE TYPE OF TEMPORARY TRAFFIC CONTROL USED, AND WHETHER OR NOT WORKERS ARE PRESENT, A WARRANTED WZSZ WILL VARY IN THE APPROVED SPEED LIMIT TO BE POSTED OVER TIME.

C&MS ITEM 614, PARAGRAPH 614.02(B), INDICATES THAT TWO DIRECTIONS OF A DIVIDED HIGHWAY ARE CONSIDERED SEPARATE HIGHWAY SECTIONS. THEREFORE, IF THE WORK ON A MULTI-LANE DIVIDED HIGHWAY IS LIMITED TO ONLY ONE DIRECTION, A SPEED LIMIT REDUCTION IN THE DIRECTION OF THE WORK DOES NOT AUTOMATICALLY CONSTITUTE A SPEED LIMIT REDUCTION IN THE OPPOSITE DIRECTION. EACH DIRECTION SHALL BE ANALYZED INDEPENDENTLY FROM EACH OTHER.

ALL WZSZS FLUCTUATE BETWEEN TWO APPROVED REDUCED SPEED LIMITS OR BETWEEN AN APPROVED REDUCED SPEED LIMIT AND THE ORIGINAL POSTED SPEED LIMIT. ONLY ONE OF TWO SIGNING STRATEGIES SHALL BE USED TO IMPLEMENT A WZSZ.

[WZSZS USING DSL SIGN ASSEMBLIES SHALL BE IN ACCORDANCE WITH THIS NOTE, APPROVED LIST, SUPPLEMENTAL SPECIFICATIONS (SS) 808 AND 908, AND TRAFFIC SCD MT-104.10.]

[WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS SHALL BE IN ACCORDANCE WITH THIS NOTE AND SCD MT-104.10. ADDITIONALLY PAYMENT MAY BE REMOVED, OR A DISINCENTIVE APPLIED, FOR WZSZS USING TEMPORARY FLATSHEET SPEED LIMIT SIGNS THE SAME AS DESCRIBED IN THE MOST RECENT PUBLICATION OF SS 808 IN REGARDS TO WZSZS USING DSL SIGN ASSEMBLIES (SEE SS 808.06 PARAGRAPHS 4 THROUGH 7, INCLUDING TABLE 1).]

ONLY ONE WARRANTED SPEED LIMIT APPLIES AT ANY ONE TIME; SPEED LIMIT REDUCTIONS ARE NOT CUMULATIVE. WZSZS SHALL NOT BE USED FOR MOVING/MOBILE ACTIVITIES, AS DEFINED IN OMUTCD PART 6.

WHEN LOOKING UP THE WARRANTED WORK ZONE SPEED LIMITS, ALWAYS USE THE ORIGINAL, PRECONSTRUCTION, POSTED SPEED LIMIT. DO NOT USE A PRIOR OR CURRENT WORK ZONE SPEED LIMIT AS A LOOK UP VALUE IN THE TABLE. POSITIVE PROTECTION IS GENERALLY REGARDED AS PORTABLE BARRIER OR OTHER RIGID BARRIER IN USE ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WITHOUT POSITIVE PROTECTION IS GENERALLY REGARDED AS USING DRUMS, CONES, SHADOW VEHICLE, ETC., ALONG THE WORK AREA WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WORKERS ARE CONSIDERED AS BEING PRESENT WHEN ON-SITE, WORKING WITHIN THE SUBJECT WARRANTED WORK ZONE CONDITION. WHEN THE WORK ZONE CONDITION REDUCING THE EXISTING FUNCTIONALITY OF THE TRAVEL LANES OR SHOULDERS IS REMOVED, THE SPEED LIMIT DISPLAYED SHALL RETURN TO THE ORIGINAL POSTED SPEED LIMIT.

TABLE 1: WARRANTED WORK ZONE SPEED LIMITS (MPH)
FOR WORK ZONES ON HIGH-SPEED (55 MPH OR GREATER) MULTI-LANE HIGHWAYS

ORIGINAL POSTED SPEED LIMIT	WITH POSITIVE PROTECTION		WITHOUT POSITIVE PROTECTION	
	WORKERS PRESENT	WORKERS NOT PRESENT	WORKERS PRESENT	WORKERS NOT PRESENT
70	60	65	55	65
65	55	60	50	60
60	55	60	50	60
55	50	55	45	55

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE MAINTENANCE OF TRAFFIC NOTES SUBSUMMARY.

ITEM 808, DIGITAL SPEED LIMIT (DSL) SIGN ASSEMBLY, 66 SIGN MNTH (ASSUMING 11 DSL SIGN ASSEMBLIES FOR 6 MONTHS)



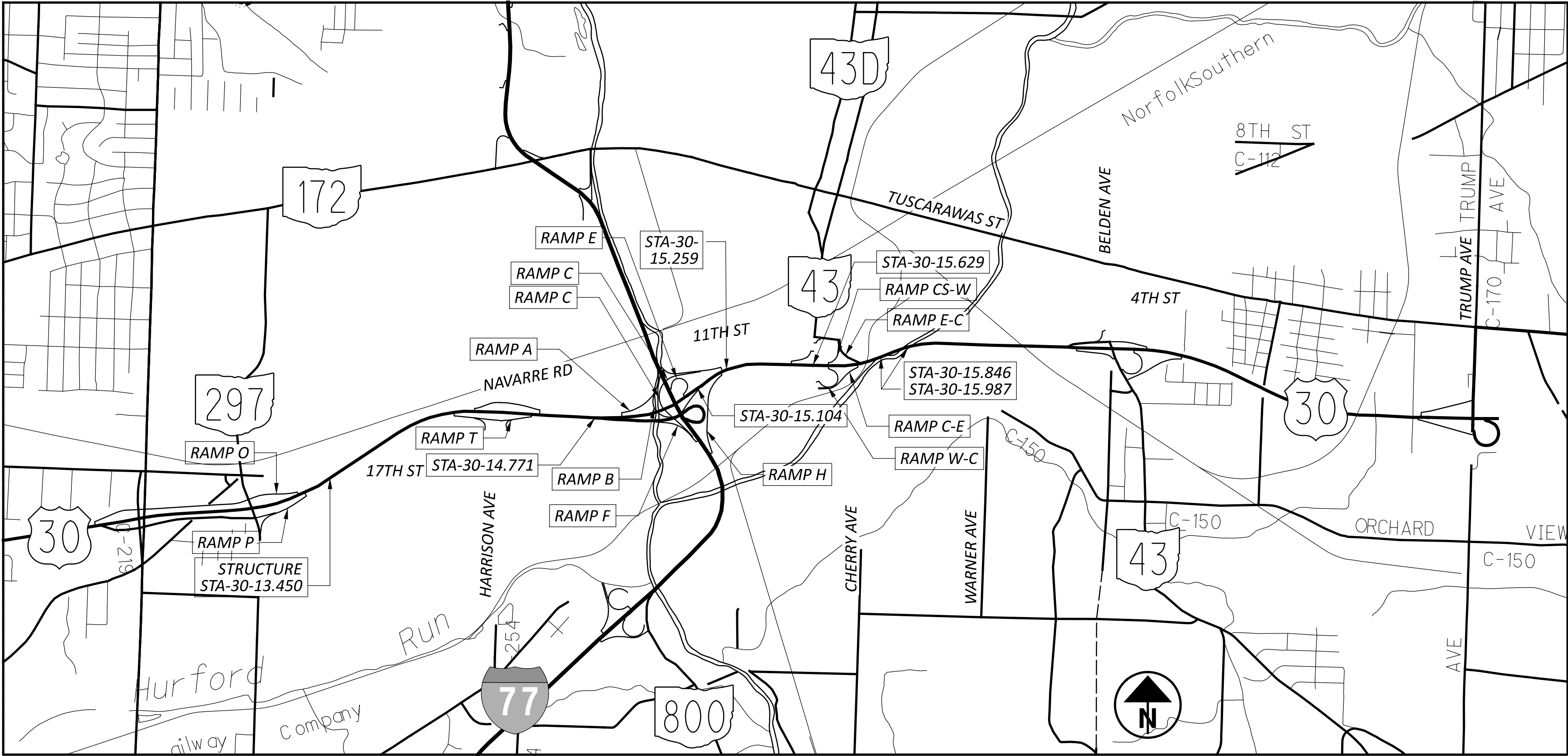
DESIGNER	
SPH	
REVIEWER	
MJP 03-28-25	
PROJECT ID	
119106	
SHEET	TOTAL
P.12	55

DETOUR FOR US 30 RAMPS AT I-77 INTERCHANGE						
RAMP	RAMP DESCRIPTION	DURATIONS	DETOUR ROUTE	APROX. NUMBER OF PCMS	ADDITIONAL RESTRICTIONS	DISINCENTIVE PER CALENDAR DAY
RAMP A	I-77 SOUTH TO US 30 WEST	1 WEEKEND (8PM FRIDAY TO 6AM MONDAY)	DURING 1 WEEKEND TO PAVE RAMP A: I-77 SOUTH / SR 800 / I-77 NORTH	3	SEE NOTE 1 BELOW.	\$20,000
RAMP B	I-77 SOUTH TO US 30 EAST	2 SEPARATE CLOSURES, NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS EACH FOR BRIDGE WORK AND 1 WEEKEND (8PM FRIDAY TO 6AM MONDAY) TO PAVE RAMP B	DURING WEEKEND CLOSURE: US30 WEST / RAFF (SR-297) / US30 EAST	2 PCMS (DETOUR SIGNS PROVIDED)	SEE NOTE 1 BELOW.	\$20,000
RAMP C	US 30 WEST TO I-77 SOUTH	14 CONSECUTIVE CALENDAR DAYS FOR BRIDGE WORK AND 1 WEEKEND (5PM FRIDAY TO 6AM MONDAY) TO PAVE RAMP C	I-77 NORTH / TUSCARAWAS AVE (SR172)	2 PCMS (DETOUR SIGNS PROVIDED)	SEE NOTE 1 BELOW.	\$5,000
RAMP D	US 30 WEST TO I-77 NORTH	2 WEEKENDS (5PM FRIDAY TO 6AM MONDAY) FOR BRIDGE WORK, 1 WEEKEND (5PM FRIDAY TO 6AM MONDAY) TO PAVE RAMP D	US 30 WEST / RAFF (SR-297) / US30 EAST / I-77 NORTH	3	SEE NOTE 1 BELOW.	\$20,000
RAMP E	I-77 NORTH TO US 30 WEST	1 WEEKEND (8PM FRIDAY TO 6AM MONDAY)	77 NORTH / TUSCARAWAS ST (SR 172) / 77 SOUTH	3	SEE NOTE 1 BELOW.	\$5,000
RAMP F	US 30 EAST TO I-77 SOUTH	1 WEEKEND (5PM FRIDAY TO 6AM MONDAY) FOR BRIDGE WORK, 1 WEEKEND (5PM FRIDAY TO 6AM MONDAY) TO PAVE RAMP F	I-77 NORTH / TUSCARAWAS AVE (SR172) / I-77 SOUTH	3	SEE NOTE 1 BELOW.	\$8,000
RAMP G	US 62 to I-77 NORTH	1 WEEKEND (5PM FRIDAY TO 6AM MONDAY) TO PAVE RAMP G	US 30 EAST / CHERRY / 11TH STREET / US 30 WEST	3	SEE NOTE 1 BELOW.	\$20,000
RAMP H	I-77 NORTH TO US 30 EAST	1 WEEKEND (8PM FRIDAY TO 6AM MONDAY)	77 NORTH / TUSCARAWAS ST (SR 172) / 77 SOUTH	3	SEE NOTE 1 BELOW.	\$10,000

NOTES:

1. CONCURRENT RAMP CLOSURES WITH CONFLICTING DETOUR ROUTES WILL NOT BE PERMITTED. THE CONTRACTOR SHALL CONFIRM THAT RAMP TRAFFIC IS APPROPRIATELY DETOURED DURING THE CLOSURE OF ANY RAMP.

RAMP NAME	DESCRIPTION
RAMP A	ENTRANCE RAMP FROM IR 77 SB TO US 30 WB
RAMP B	ENTRANCE RAMP FROM IR 77 SB TO US 30 EB
RAMP C-E	ENTRANCE RAMP FROM SR 43 NB TO US 30 EB
RAMP CS-W	ENTRANCE RAMP FROM 11TH ST SE TO US 30 WB
RAMP D	EXIT RAMP FROM US 30 WB TO IR 77 NB
RAMP E	ENTRANCE RAMP FROM IR 77 NB TO US 30 WB
RAMP E-C	EXIT RAMP FROM US 30 WB TO 11TH ST SE
RAMP H	ENTRANCE RAMP FROM IR 77 NB TO US 30 EB
RAMP O	EXIT RAMP FROM US 30 WB TO RAFF ROAD
RAMP P	ENTRANCE RAMP FROM RAFF ROAD TO US 30 EB
RAMP Q	ENTRANCE RAMP FROM HARRISON AVE TO US 30 WB
RAMP R	EXIT RAMP FROM US 30 EB TO HARRISON AVE
RAMP S	EXIT RAMP FROM US 30 WB TO HARRISON AVE
RAMP T	ENTRANCE RAMP FROM HARRISON AVE TO US 30 EB
RAMP W-C	EXIT RAMP FROM US 40 EB TO SR 43 NB



ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS

ALTHOUGH NO TREES OR STUMPS ARE SPECIFICALLY MARKED FOR REMOVAL WITHIN THE PLANS, A LUMP SUM QUANTITY IS INCLUDED IN THE STRUCTURE GENERAL SUMMARY FOR ITEM 201 CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS. SCALPING IS NOT REQUIRED FOR THIS ITEM OF WORK. ALL VEGETATION SHALL BE REMOVED WITHIN 15 FEET (OR TO THE R/W LIMITS, WHICHEVER IS CLOSER) OF THE HEADWALLS, ABUTMENTS AND/OR PIERS.

ALL OTHER PROVISIONS AS SET FORTH IN THE CMS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 201 CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. 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 AND THE WEIGHT OF HAMMER 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. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

WEARING COURSE REMOVED (STA-43-12.363)

THE CONTRACTOR SHALL REMOVE THE TOP 3" OF ASPHALT IN THE PRESSURE RELIEF JOINTS AT STA-43-12.363 AS DIRECTED BY THE PROJECT ENGINEER.

ITEM 202, WEARING COURSE REMOVED (T = 3"), 56 SY

PRESSURE RELIEF JOINT (STA-43-12.363)

THE FOLLOWING ITEMS SHALL BE USED AS DIRECTED BY THE PROJECT ENGINEER TO REMOVE AND REPLACE THE TOP 3" OF ASPHALT IN THE PRESSURE RELIEF JOINT.

ITEM 407, NON-TRACKING TACK COAT, 9 GAL
ITEM 441, ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), (T = 3", PLACED IN 2 LIFTS), 6 CY

ITEM 513 - STRUCTURAL STEEL, MISC.: HINGE JOINT REPAIRS

AFTER ABRASIVE BLASTING OF THE STRUCTURAL STEEL HAS BEEN COMPLETED IN PREPARATION FOR PAINTING AND THE PRIME COAT OF PAINT APPLIED (WORK WILL CONFORM TO CMS 514) THE CONTRACTOR WILL EXAMINE THE CONDITION OF THE EXISTING HINGE ASSEMBLY AT THE INTERMEDIATE JOINTS AND MAKE THE NECESSARY REPAIR RECOMMENDATIONS FOR STRUCTURES STA-30-14.906 AND STA-30-14.840CR.

THE STRUCTURAL STEEL REPAIR WORK WILL CONSIST OF REPAIRING THE DETERIORATED BEAMS BY THE ADDITION OF WELDED STEEL PLATES, STIFFENERS, ANGLES, ETC. ALL WORK WILL CONFORM TO CMS 513.

NEW STRUCTURAL STEEL CAN BE FIELD FABRICATED AS PER CMS 513. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE IN ACCORDANCE WITH CMS 501.06 TO THE ENGINEER, AND PROVIDE THE ENGINEER WITH "AS-BUILT" DRAWINGS IN ACCORDANCE WITH CMS 513.

THESE TASKS, AS DIRECTED BY THE ENGINEER, WILL BE COMPLETED BEFORE THE INTERMEDIATE COAT OF PAINT IS APPLIED. THE CONTRACTOR WILL PROVIDE THE ENGINEER WITH THE REPAIR PROCEDURE AND FIELD MEASUREMENT CALCULATIONS IN DETERMINING THE ACTUAL QUANTITY OF WORK REQUIRED PER THE REQUIREMENTS NOTED BELOW. ALL SUBMITTALS SHALL BE AS PER CMS 501.

1. THE POTENTIAL REPAIR AREAS WILL BE LIMITED TO 10 FEET FROM THE ABUTMENT BEARINGS AND 10 FEET IN EACH DIRECTION FROM INTERMEDIATE JOINTS
2. FLANGE AREA PERFORATIONS WILL BE REPAIRED.
3. USING A UT THICKNESS GAUGE, THE CONTRACTOR WILL QUANTIFY THE AREA OF SECTION LOSS FOR EACH BRIDGE. THE REPAIR AREA WILL BE IDENTIFIED USING A 4" x 4" WEB GRID. THE THINNEST STEEL WITHIN EACH GRID AREA WILL BE NOTED. MEASUREMENTS WILL BE RECORDED AND A COPY SUBMITTED TO THE ENGINEER.
4. ANY AREA 8" HIGH x 4 WIDE WITH 30% AVERAGE SECTION LOSS ON THE WEB WILL BE REPAIRED.
5. SECTION LOSS MORE THAN 50% FOR AN AREA GREATER THAN 8" HIGH x 4 WIDE WILL BE REPAIRED FOR THE FULL HEIGHT OF THE WEB.
6. USE THE MOST READILY AVAILABLE STEEL MATERIAL THICKNESS THAT IS AT MINIMUM EQUAL TO THE ORIGINAL THICKNESS OF THE BEAM/GIRDER SECTION TO BE REPAIRED.
7. NEW STEEL MATERIAL WILL BE SHOP PRIMED.
8. AREAS OF SECTION LOSS LOCATED BEHIND THE BACK SIDE OF THE BEARING, BETWEEN THE BEARING LOAD PLATE AND BACKWALL WILL NOT BE REPAIRED.
9. AFTER THE REPAIRS HAVE BEEN COMPLETED, REPAIR ALL DAMAGED AREAS OF THE PRIME COAT IN ACCORDANCE WITH CMS 514.22.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES BASED UPON ACTUAL DETAILS AND DIMENSIONS AT UNIT PRICE (POUND) BID FOR ITEM 513 - STRUCTURAL STEEL, MISC.: HINGE JOINT REPAIRS.

STRUCTURAL STEEL, MISC.: DIAPHRAGM BOLTS (STA-30-15.987)

THIS WORK SHALL CONSIST OF REPLACING THE MISSING BOLTS TO THE BOTTOM FLANGE PLATE OF THE DIAPHRAGM OF BEAM K.

ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 513, STRUCTURAL STEEL, MISC.: DIAPHRAGM BOLTS.

STRUCTURAL STEEL, MISC.: ACCESS HATCH DOOR REPLACEMENT (STA-30-15.987)

THIS WORK SHALL CONSIST OF REMOVING AND REPLACING THE ACCESS HATCH DOOR ON THE SOUTH SIDE OF THE STEEL PIER CAP.

WORK SHALL INCLUDE REPLACING THE STEEL ACCESS DOOR, HASP, HINGE, HANDLE AND RUBBER GASKET. THE CONTRACTOR IS ENCOURAGED TO SEE THE DIMENSIONS AND DETAILS OF THESE PARTS IN THE REFERENCE FILES PROVIDED BY ODOT. ALL REPLACEMENT STEEL COMPONENTS SHALL BE 3-COAT PAINTED (PRIME, INTERMEDIATE, AND SURFACE) AS PER CMS 514, AND PAINTED IN THE SHOP PRIOR TO DELIVERING TO THE PROJECT. THE COLOR OF THE SURFACE COAT SHALL BE FEDERAL COLOR NUMBER 15193 (LIGHT BLUE).

ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED TO COMPLETE THE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 513, STRUCTURAL STEEL, MISC.: ACCESS HATCH DOOR REPLACEMENT.

ITEM SPECIAL STRUCTURES: SALT REMEDIATION FOR STRUCTURAL STEEL PAINTING

IN ADDITION TO THE REQUIREMENTS OF CMS 514.13 SURFACE PREPARATION, TEST EXISTING STEEL SURFACES FOR CHLORIDE CONTAMINANTS, SOLUBLE FERROUS ION LEVELS, AND SULFATE CONTAMINANTS PRIOR TO COATING APPLICATION.

USE RELIABLE, REPRODUCIBLE TEST METHODS. THESE TESTS SHALL USE EXTRACT SOLUTIONS THAT ARE ACIDIC, FACTORY PRE-MEASURED, PRE-PACKAGED AND OF UNIFORM CONCENTRATION. THE SOLUTIONS SHALL BE MERCURY FREE. THE EXTRACTION TEST CONTAINER SHALL CREATE A SEALED, ENCAPSULATED ENVIRONMENT DURING SALT ION EXTRACTION FROM HORIZONTAL, VERTICAL, CURVED, SMOOTH, PITTED AND ROUGH STEEL SURFACES. ALL SALT ION CONCENTRATION SHALL BE DIRECTLY MEASURED IN MICROGRAMS PER SQUARE CENTIMETER OR GAINS PER SQUARE INCH.

PERFORM THREE TESTS FOR THE FIRST 1000 SQUARE FEET AND ONE TEST FOR EACH ADDITIONAL 2000 SQUARE FEET OR PART THEREOF. EACH STRUCTURE SHALL HAVE A MINIMUM OF 3 TEST PERFORMED. THE ENGINEER WILL SELECT TEST LOCATIONS AT AREAS OF COATING FAILURE AND AREAS OF CORROSION PITTING. RE-BLAST TESTED AND CLEANED AREAS AND RE-TEST UNTIL ALL REQUIRED TESTS SHOW RESULTS LESS THAN 7 MICROGRAMS PER SQUARE CENTIMETER (0.0007 GRAINS PER SQUARE INCH) OF CHLORIDE CONTAMINANTS, LESS THAN 10 MICROGRAMS PER SQUARE CENTIMETER (0.001 GRAINS PER SQUARE INCH) OF SOLUBLE FERROUS ION LEVELS, OR LESS THAN 17 MICROGRAMS PER SQUARE CENTIMETER (0.0017 GRAINS PER SQUARE INCH) OF SULFATE CONTAMINANTS. METHODS OF REMOVAL OF SOLUBLE SALT CONTAMINATION MAY INCLUDE ABRASIVE BLAST CLEANING, HIGH PRESSURE WATER RINSING, STEAM CLEANING, AND CLEANING USING A SOLUTION OF WATER WASHING AND SOLUBLE SALTS REMOVER. THE SOLUBLE SALTS REMOVER SHALL BE BIODEGRADABLE, NONTOXIC, NONCORROSIVE, AND AFTER APPLICATION, SHALL NOT INTERFERE WITH PRIMER ADHESION.

CONTAIN, COLLECT, CHARACTERIZE AND LEGALLY DISPOSE OF ALL WASTE WATER AND SLUDGE GENERATED DURING THE WORK. DO NOT MIX WASTE WATER WITH STORM WATER. DO NOT DISCHARGE ANY WASTE WATER WITHOUT THE APPROPRIATE REGULATORY PERMITS. MANAGE WASTE WATER AND SLUDGE IN ACCORDANCE WITH ORC CHAPTER 6111 AND ALL OTHER LAWS, REGULATIONS, PERMITS AND LOCAL ORDINANCES RELATING TO THIS WASTE. WASTE WATER MANAGEMENT IS INCIDENTAL TO THE WORK UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR THE TESTING, REMOVAL, CONTAINMENT, COLLECTION, CHARACTERIZATION AND DISPOSAL OF THE SOLUBLE SALT CONTAMINATION FROM THE STRUCTURAL STEEL ON A PER HOUR BASIS FOR ITEM SPECIAL - STRUCTURES: SALT REMEDIATION FOR STRUCTURAL STEEL PAINTING.

ITEM 514 - PAINTING OF STRUCTURAL STEEL

THE COLOR FOR THE FINISHED COAT OF STRUCTURES STA-30-13.450, STA-30-14.840CR, STA-30-14.906 & STA-30-15.987 WILL CONFORM TO FEDERAL COLOR NUMBER 15193 (LIGHT BLUE).

ITEM 516 - REFURBISHING BEARING DEVICES, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE ABUTMENT BEARINGS AND INTERMEDIATE HINGE JOINT ASSEMBLIES, AS WELL AS THEIR CLEARNING AND PAINTING. INCLUDED SHALL BE THE DIS-ASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), PAINTING ACCORDING TO ITEM 514, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (C&MS 711.21), INSTALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE BEARINGS TO PROVIDE A SNUG FIT, REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60 DEGREES FARENHEIT, LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING". AT NO ADDITIONAL COST TO THE STATE, THE CONTRACTOR MAY INSTALL NEW BEARINGS OF THE SAME TYPE AS THE EXISTING IN PLACE OF REFURBISHING THE BEARINGS. ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516 - REFURBISH BEARING DEVICES, AS PER PLAN.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, 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 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 A 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. THE BRIDGE BEARINGS SHALL BE FULLY SEATED 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.

SFN	
VARIOUS	
DESIGN AGENCY	
DESIGNER	CHECKER
CLG	MJA
REVIEWER	
TJP 03-28-25	
PROJECT ID	
119106	
SUBSET	TOTAL
2	10
SHEET	TOTAL
P.43	55

											CALC: JF		DATE: 3/20/2025		
											CHECKED: MJA		DATE: 5/1/2025		
ESTIMATED QUANTITIES															
BRIDGE NO. / STRUCTURE FILE NO.										ITEM	EXTENSION	UNIT	DESCRIPTION	SEE SHEET	
STA-77-9.249CR 7603592 04/IMS	STA-30-13.450 7607709 05/NHS	STA-30-13.942 7607733 05/NHS	STA-30-14.227 7607776 05/NHS	STA-30-14.428 7607806 05/NHS	STA-30-14.771 7600925 05/NHS	STA-30-14.840CR 7600887 04/IMS	STA-30-14.906 7600941 04/IMS	STA-30-15.060CR 7600852 04/IMS	STA-30-15.104 7600860 05/NHS						
LS	LS	LS	LS	LS	LS	LS	LS	LS	LS	201	11001	LS	CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS	2 / 10	
LS										202	11201	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN		
44	33	19	444 319	226	20		32			512	10100	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)		
										512	10050	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)		
2247						3386	8414	1381	1421	512	73500	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN		
			703	207						512	74000	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES		
1604						2024	5688	829	1100	512	74500	FT	REMOVAL OF EXISTING PAVEMENT MARKING		
						500	500			513	90000	LB	STRUCTURAL STEEL, MISC.: HINGE JOINT REPAIRS	2 / 10	
	LS					LS	LS			514	00100	LS	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL		
	LS					LS	LS			514	00200	LS	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT		
	LS					LS	LS			514	00300	LS	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT		
	LS					LS	LS			514	00400	LS	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT		
	7					2	2			514	00504	MNHR	GRINDING FINs, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL		
	3					1	1			514	10000	EACH	FINAL INSPECTION REPAIR		
						30				516	01300	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS		
						60	107			516	14600	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: NEOPRENE TROUGH	3 / 10	
	24		18			15	45	13	30	516	45305	EACH	REFURBISH BEARING DEVICE, AS PER PLAN	2 / 10	
	LS		LS			LS	LS	LS	LS	516	47001	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	2 / 10	
	30	13		10			35		30	518	12500	EACH	SCUPPER, MISC.: CLEANOUT	3 / 10	
	300	100	300	100	200		200			SPECIAL	51900100	SF	COMPOSITE FIBER WRAP SYSTEM		
300	25	75	270	80			135		35	519	11101	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	3 / 10	
23					18		44	9	35	SPECIAL	51910000	SY	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE		
	7					2	2			SPECIAL	53000500	hour	STRUCTURES: SALT REMEDIATION FOR STRUCTURAL STEEL PAINTING	2 / 10	
	30	10	30	10	20		20			SPECIAL	53000800	SY	STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED	3 / 10	
									2	613	41200	CY	LOW STRENGTH MORTAR BACKFILL		
	270	90	270	90	180		180			843	50000	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR		
		50	440	160					70	844	20000	EACH	GALVANIC ANODE PROTECTION	3 / 10	
823										509	10000	LB	EPOXY COATED REINFORCING STEEL		
5										511	31610	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE		
31										516	14600	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: INTERMEDIATE EXPANSION JOINT		

STRUCTURE ESTIMATED QUANTITIES
VARIOUS STRUCTURES ON IR-77, US-30, US-62, AND SR-43

SFN
VARIOUS
DESIGN AGENCY

DESIGNER
CLG

CHECKER
MJA

REVIEWER
TJP 03-28-25

PROJECT ID
119106

SUBSET
4

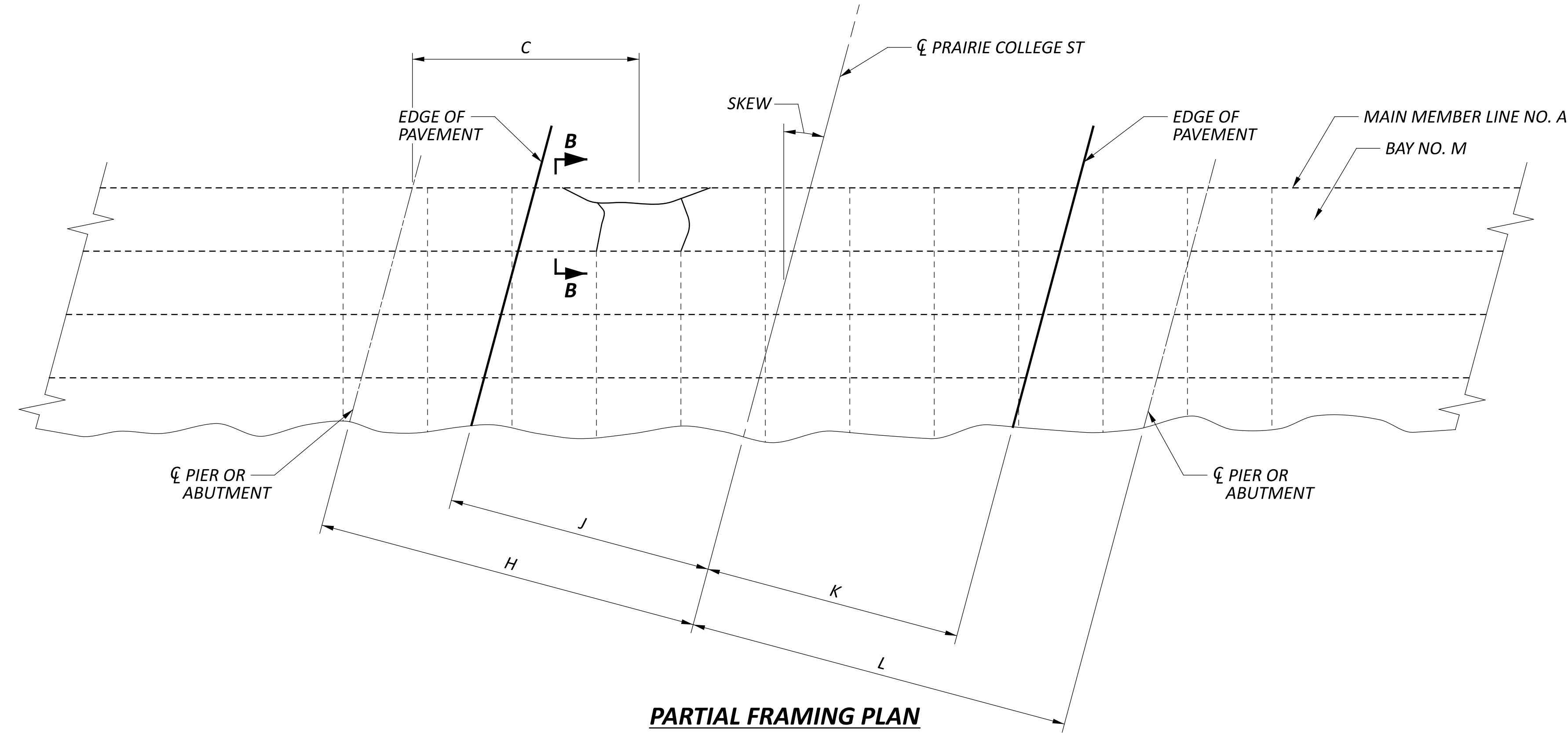
TOTAL
10

SHEET
P.45

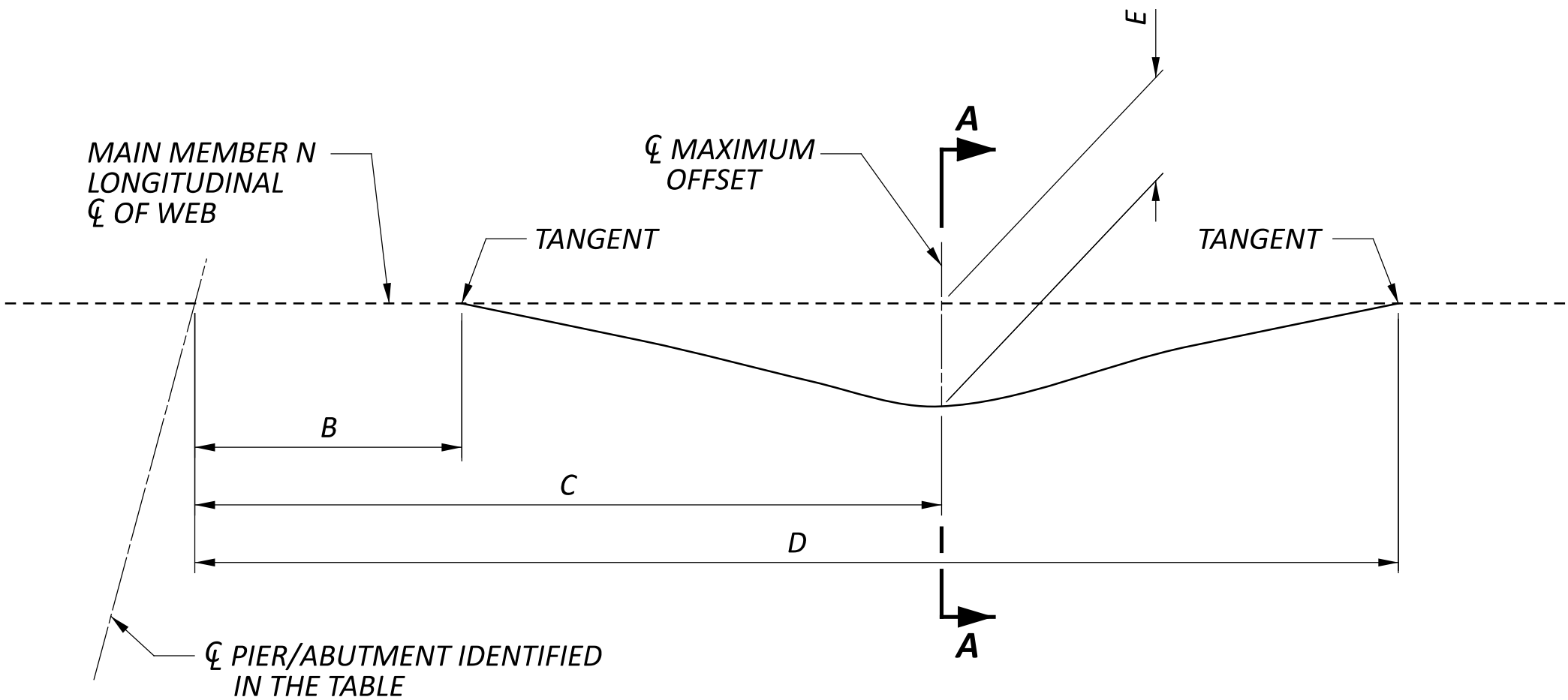
TOTAL
55

CALC:	JF	DATE:	3/20/2025
CHECKED:		DATE:	

[illegible]

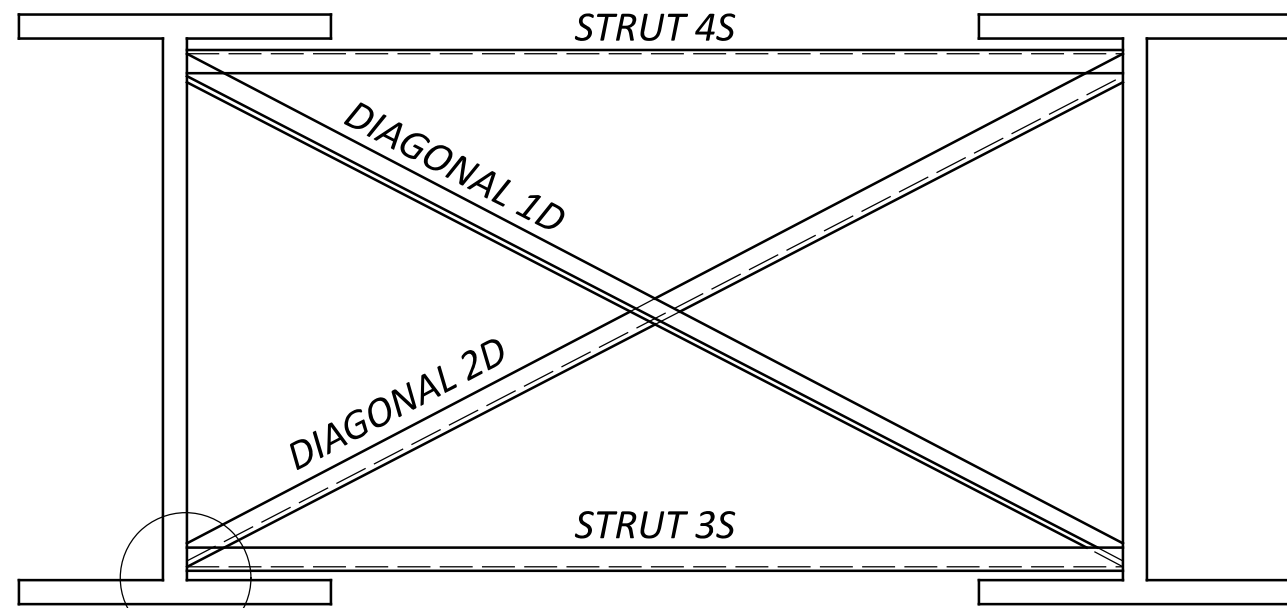


PARTIAL FRAMING PLAN



DAMAGED MAIN MEMBER PLAN VIEW

EXISTING STRUCTURE: STEEL CONTINUOUS MULTI-BEAM
ROUTE ON STRUCTURE: IR 77 SB
ROUTE BELOW STRUCTURE: PRAIRIE COLLEGE ST
TYPE:
SPANS: 32'-0", 46'-0", 32'-0"
ROADWAY WIDTH: 42'-0" F/F PARAPETS
SKEW: 00°28'00"
ALIGNMENT: TANGENT
SUPERELEVATION: NONE
YEAR BUILT: 1965
NUMBER OF BEAMS: 6
STEEL TYPE: ASTM A36
PAINT TYPE: OZEU
PAINT DATE: 2013

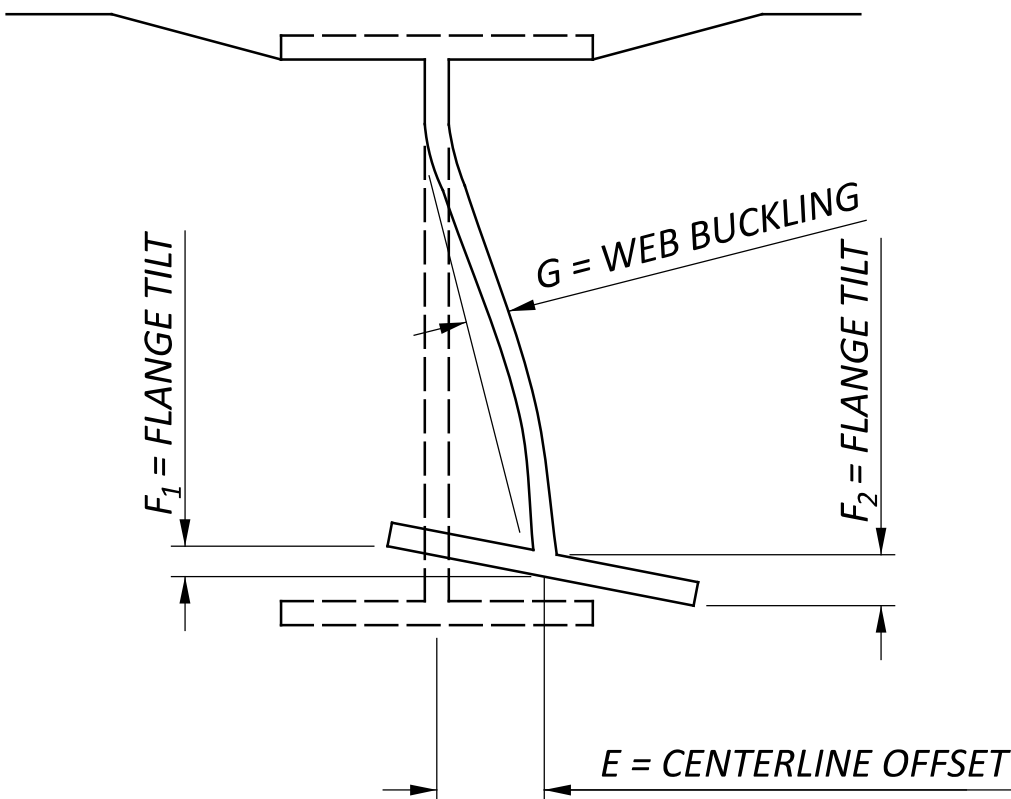


REMOVE ACCORDING TO ITEM 202-PORIONS OF STRUCTURE REMOVED, AS PER PLAN (SECONDARY MEMBERS). REPLACE BY MATCHING EXISTING DETAIL. SEE GSD-1-19 FOR ADDITIONAL CLARIFICATION.

SECTION B-B

(SECONDARY MEMBER BAY No. M)

MAIN AND SECONDARY MEMBER DAMAGE IS NOT SHOWN. FOR CLARITY SEE SECTION A-A



SECTION A-A

NEGATIVE E VALUES ARE BENT LEFT
NEGATIVE F VALUES ARE BENT DOWN
NEGATIVE G VALUES ARE BENT LEFT

N - NUMBER OF CROSSFRAME BRACES COUNTED FROM THE PIER OR ABUTMENT IDENTIFIED IN TABLE

TABLE #2 DAMAGED SECONDARY MEMBER TO BE REPLACED						
CROSSFRAME BAY M	PIER/ABUT.	N	1D	2D	3S	4S
BAY 2	PIER 1	2	1	1	1	
BAY 3	PIER 1	2	1	1	1	
BAY 5	PIER 1	2	1	1	1	

TABLE # 1 DAMAGED MAIN MEMBERS TO BE HEAT STRAIGHTENED													
DAMAGE AREA No.	MEMBER LINE No.	PIER OR ABUT.	B	C	D	E	F ₁	F ₂	G	H	J	K	L
1	1	PIER 1	15'	19½'	24'	1½"	½"	-1"	1½"	22	10	10	22
2	2	PIER 1	18'	19¼'	20½'	¾"	½"	-2¼"	¾"	22	10	10	22
3	3	PIER 1	17'	18½'	20'	¼"	½"	-3"	¼"	22	10	10	22
4	4	PIER 1	19½'	21¼'	23'	¼"	⅝"	-3"	½"	22	10	10	22
5	5	PIER 1	18'	19¾'	21½'	½"	¾"	-2¼"	½"	22	10	10	22
6	6	PIER 1	13½'	19½'	25½'	5"	3"	-4"	5"	22	10	10	22



TEM Fig. 498-37: Plan Details for Signal Supports - Arm Lengths																	TEM Fig. 498-38: Plan Details for Signal Supports - Mast Arm Orientation								
SUPPORT NO.	STATION	OFFSET	ELEVATION		SIGNAL SUPPORT DETAILS												MAST ARM A/C ORIENTATION ANGLE	ORIENTATION ANGLES FROM MAST ARM A							CABLE ENTRANCE 12" FROM TOP
			A (Pavt. Elev.)	B (Top of Found.)	DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM DESIGNATION	ARM HEIGHT	L	L1	L2	L3	D1	D2	X		MAST ARM B ANGLE	PEDESTRIAN SIGNAL	PEDESTRIAN PUSHBUTTON	POWER SERVICE	SIGNAL CABINET	BRACKET ARM	HANDHOLE	
										FT	FT	FT	FT	FT	FT	FT									
SP-1	22+40	56' RT	1080.2	1080.38	TC-81.22	12	21.5	A	20	45	33	42	-	-	-	-	0	-	-	-	270	-	-	180	-
SP-2	21+77	38' LT	1079.5	1079.66	TC-12.31	6	21.5	B	20	48	25	45	-	-	-	-	0	273	-	-	-	-	-	180	-
								C	20	38	22	35	-	-	-	-									

