

***SUM-261-10.25***

**INDEX OF SHEETS:**

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## E250042


## W&amp;LE, MRTA (CVSR)


BRIDGE MAINTENANCE TO  
STRUCTURES SUM-261-10.237R  
AND SUM-261D-0.664

PROJECT EARTH DISTURBED AREA: 0 ACRES  
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.25 ACRES  
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)\*  
\*ROUTINE MAINTENANCE PROJECT

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF  
TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN  
THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL  
SPECIFICATION 800 VERSION INDICATED ON 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 CHARLES ST AS DESCRIBED ON SHEET 4A AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

  
Arthur G. Noirot Jr., P.E.  
District 04 Deputy Director

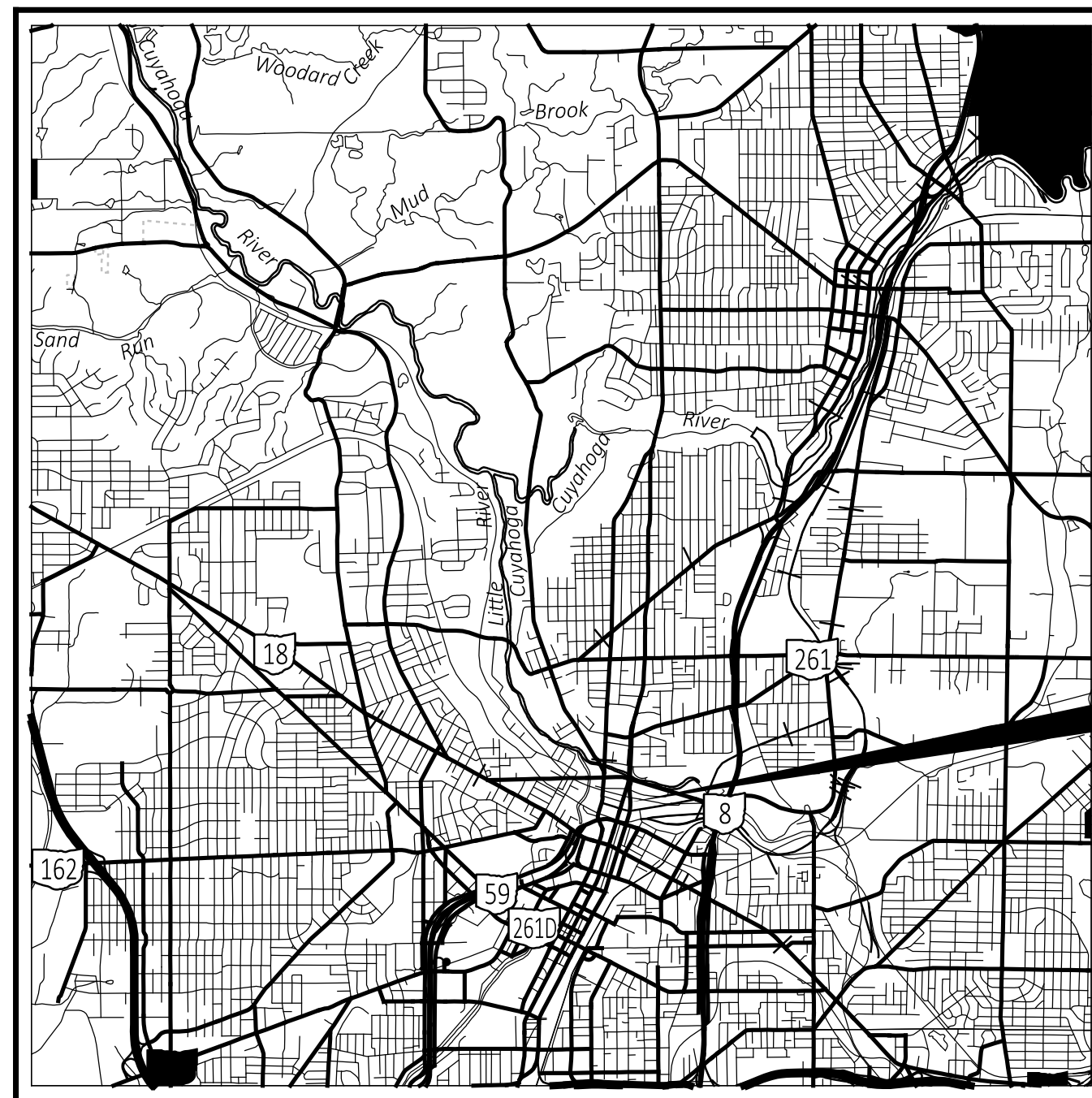
  
Pamela Boratyn  
Director, Department of Transportation

# TITLE SHEET

DESIGN AGENCY

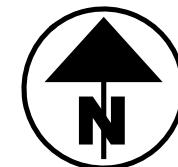


DESIGNER	
JF	
REVIEWER	
MJA	01-03-25
PROJECT ID	
122367	
SHEET	TOTAL
P.1	28



BEGIN/END PROJECT  
SUM-261-10.237R/  
SUM-261D-0.664

LATITUDE: 41 °05'16" LONGITUDE: 81 °30'46"



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

<b>DESIGN DESIGNATION</b>	<u>SUM-261D-0.664</u>	<u>SUM-261-10.237R</u>
CURRENT ADT (2023) .....	4,714	5,695
DESIGN YEAR ADT (2022) .....	4,586	5,540
DESIGN HOURLY VOLUME (2022) .....	437	634
TRUCKS (24 HOUR B&C) .....	2%	2%
DESIGN SPEED .....	35 MPH	35 MPH
LEGAL SPEED .....	35 MPH	35 MPH

DESIGN FUNCTIONAL CLASSIFICATION:  
URBANIZED PRINCIPAL ARTERIAL  
NHS PROJECT \_\_\_\_\_ YES



*NONE*

*NONE*

<p><b>UNDERGROUND UTILITIES</b></p> <p>Contact Two Working Days Before You Dig</p>
 <p><b>OHIO811.org</b></p> <p>Before You Dig</p>
<p>OHIO811, 8-1-1, or 1-800-362-2764 (Non members must be called directly)</p>

PLAN PREPARED BY:  
ODOT DISTRICT 4, CAPITAL PLANNING  
2088 S. ARLINGTON RD.  
AKRON, OH 44306

STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
VPF-1-24	7/19/24				800-2023 7/19/24	
					821 4/20/12	
MT-95.30	7/19/19				832 7/19/24	
MT-97.10	4/19/19				848 7/19/24	
MT-105.10	1/17/20				921 7/19/24	
TC-41.20	10/18/13					
TC-42.20	10/18/13					
TC-52.10	10/18/13					
TC-52.20	1/15/21					

ENGINEER'S SEAL	ENGINEER'S SEAL
BRIDGE, P.1-P.17	BRIDGE, P.18-P.28
 <p>A circular professional engineer seal for the State of Ohio. The outer ring contains the text "STATE OF OHIO" at the top and "REGISTERED PROFESSIONAL ENGINEER" at the bottom, separated by two stars. The center of the seal contains the name "MARK J. ANDRASIK" and the license number "E-80194".</p>	 <p>A circular professional engineer seal for the State of Ohio. The outer ring contains the text "STATE OF OHIO" at the top and "REGISTERED PROFESSIONAL ENGINEER" at the bottom, separated by two stars. The center of the seal contains the name "SHIRWAN M. SAEED" and the license number "E-78460".</p>

**SUM-261-10.25**

MODEL: Sheet PAPERSIZE: 34x22 (in.) DATE: 4/14/2025 TIME: 2:24:01 PM USER: jftzsim  
 www.lvhohido-pw.bentley.com:ohido-pw-02Documents01 Active ProjectsDistrict 04Summit122367400-EngineeringRoadwaySheets122367\_GT001.dgn



UTILITIES

THE CONTRACTOR SHALL USE THE FOLLOWING PROCEDURE AT EACH LOCATION WHERE WORK IS PERFORMED, IN ACCORDANCE WITH SECTIONS 105.07 AND 107.16 IN THE CONSTRUCTION AND MATERIALS SPECIFICATIONS.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER, OHIO811, THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 4 HEADQUARTERS (MICHELLE CHANEY AT 330-786-2267) AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN ALL AREAS.

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT SHOWN ON THE PLANS, BUT CAN BE OBTAINED FROM THE OWNERS OF THE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO UTILITIES.

TREE CUTTING RESTRICTIONS

THE PROJECT IS LOCATED WITHIN THE KNOWN HABITAT RANGES OF THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT. THE CONTRACTOR SHALL NOT REMOVE TREES UNDER THIS PROJECT FROM APRIL 1 THROUGH SEPTEMBER 30. ALL NECESSARY TREE REMOVAL SHALL OCCUR FROM OCTOBER 1 THROUGH MARCH 31. THIS REQUIREMENT IS NECESSARY TO AVOID AND MINIMIZE IMPACTS TO THESE SPECIES AS REQUIRED BY THE ENDANGERED SPECIES ACT. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND WITH A MINIMUM HEIGHT OF 13 FEET.

BARRIER REFLECTORS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS DIRECTED BY THE ENGINEER FOR INSTALLING/REPLACING BARRIER REFLECTORS ON ALL EXISTING BARRIER RUNS WITHIN THE PROJECT LIMITS.

202, REMOVAL MISC.: BARRIER REFLECTOR, 272 EACH  
626, BARRIER REFLECTOR, TYPE 1, 1,360 EACH

ITEM SPECIAL - AS-BUILT CONSTRUCTION PLANS

PRIOR TO FINAL ACCEPTANCE OF THE WORK, THE CONTRACTOR SHALL FURNISH THE DEPARTMENT FORMAL AS-BUILT CONSTRUCTION PLANS. THE FORMAL AS-BUILT CONSTRUCTION PLANS SHALL INCLUDE ALL RED-LINED CHANGES. RED-LINE CHANGE SHALL BE DENOTED UTILIZING CLOUDING IN MICROSTATION (OR OTHER CAD SOFTWARE) OR CLOUDING IN PDF EDITING SOFTWARE. THE AS-BUILT CONSTRUCTION PLANS SHALL HAVE A SIGNED VERIFICATION ON THE TITLE SHEET FROM THE CONTRACTOR INDICATING THAT ALL RED-LINED AND FIELD CHANGES HAVE BEEN INCORPORATED INTO AS-BUILT CONSTRUCTION PLANS.

THE CONTRACTORS VERIFICATION STATEMENT INDICATES ALL KNOWN FIELD MODIFICATIONS MADE HAVE BEEN INCLUDED IN THE FORMAL AS-BUILT CONSTRUCTION PLANS. THE CONTRACTORS VERIFICATION STATEMENT SHALL BE SIGNED BY THE CONTRACTORS PROJECT MANAGER (OR ACCEPTABLE REPRESENTATIVE).

IN ADDITION TO THE INFORMATION SHOWN ON THE CONSTRUCTION PLANS, THE AS-BUILT CONSTRUCTION PLANS SHALL SHOW THE FOLLOWING:

1. ALL DEVIATIONS FROM THE ORIGINAL APPROVED CONSTRUCTION PLANS WHICH RESULT IN A CHANGE OF LOCATION, MATERIAL, TYPE OR SIZE OF WORK.
2. ANY UTILITIES, PIPES, WELLHEADS, ABANDONED PAVEMENTS, FOUNDATIONS OR OTHER MAJOR OBSTRUCTIONS DISCOVERED AND REMAINING IN PLACE WHICH ARE NOT SHOWN, OR DO NOT CONFORM TO LOCATIONS OR DEPTHS SHOWN IN THE PLANS. UNDERGROUND FEATURES SHALL BE SHOWN AND LABELED ON THE AS-BUILT CONSTRUCTION PLANS IN TERMS OF STATION, OFFSET AND ELEVATION.
3. THE FINAL OPTION AND SPECIFICATION NUMBER SELECTED FOR THOSE ITEMS WHICH ALLOW SEVERAL MATERIAL OPTIONS UNDER THE SPECIFICATION (E.G., CONDUIT).
4. CHANGES TO THE PAY ITEMS AND FINAL QUANTITIES AS PAID SHALL BE SHOWN ON THE GENERAL SUMMARY AND SUBSUMMARIES.
5. ADDITIONAL PLAN SHEETS MAY BE NEEDED IF NECESSARY TO SHOW WORK NOT INCLUDED IN THE CONSTRUCTION PLANS. IF ADDITIONAL PLAN SHEETS ARE NEEDED, THEY ARE REQUIRED TO BE PREPARED IN CONFORMANCE WITH THE LOCATION AND DESIGN MANUAL, VOLUME 3, SECTION 1200 - PLAN PREPARATION.

NOTATION SHALL ALSO BE MADE OF LOCATIONS AND THE EXTENT OF USE OF MATERIALS, OTHER THAN SOIL, FOR EMBANKMENT CONSTRUCTION (ROCK, BROKEN CONCRETE WITHOUT REINFORCING STEEL, ETC.).

THE PLAN INDEX SHALL SHOW THE PLAN SHEETS WHICH HAVE CHANGES APPEARING ON THEM.

TWO COPIES OF THE AS-BUILT CONSTRUCTION PLANS SHALL BE DELIVERED TO THE PROJECT ENGINEER FOR APPROVAL UPON COMPLETION OF THE PHYSICAL WORK BUT PRIOR TO THE REQUEST FOR FINAL PAYMENT. AFTER THE DEPARTMENT HAS APPROVED THE AS-BUILT CONSTRUCTION PLANS, THE ASSOCIATED ELECTRONIC FILES SHALL BE DELIVERED TO THE DISTRICT CAPITAL PROGRAMS ADMINISTRATOR. ACCEPTANCE OF THESE PLANS AND DELIVERY OF THE ASSOCIATED ELECTRONIC FILES IS REQUIRED PRIOR TO THE WORK BEING ACCEPTED AND THE FINAL ESTIMATE APPROVED.

PAYMENT FOR ALL THE ABOVE SHALL BE LUMP SUM UPON PROPER EXECUTION OF ALL WORK OF THIS ITEM AS DETERMINED BY THE PROJECT ENGINEER.

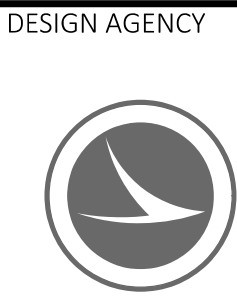
W&LE RAILROAD COORDINATION

ALL PARTIES, INCLUDING CONTRACTORS, SUBCONTRACTORS OR ANY OTHER PARTIES WISHING TO ENTER ON, NEAR, ABOVE OR BELOW WHEELING & LAKE ERIE RAILWAY COMPANY'S (W&LE) RIGHT OF WAY AND PROPERTY, MUST EXECUTE ITS PERMIT TO ENTER PROPERTY AGREEMENT AND PROVIDE PROOF OF INSURANCE MEETING THE MINIMUM REQUIREMENTS. COORDINATION WITH W&LE FOR THE EXECUTION OF ITS PERMIT TO ENTER PROPERTY AGREEMENTS AND PROVIDING PROOF OF INSURANCE, AND ANY INQUIRIES RELATING TO SUCH, MUST BE SUBMITTED TO:

JEFFERY A. DAVIS JR.  
MANAGER OF REAL ESTATE  
WHEELING & LAKE ERIE RAILWAY COMPANY  
100 E 1ST ST.  
BREWSTER, OH 44613  
JDAVISJR@WLERWY.COM  
330-767-7284

AFTER EXECUTING W&LE'S PERMIT FOR RIGHT OF ENTRY AND PROVIDING THE REQUIRED INSURANCE DOCUMENTATION, ALL WORK ON, NEAR, ABOVE OR UNDER, W&LE'S PROPERTY AND RIGHT OF WAY, UNLESS OTHERWISE SPECIFIED BY W&LE IN WRITING, REQUIRES TO SCHEDULE RAILROAD FLAGGING PROTECTION BY CONTACTING THE FOLLOWING:

HEIDI ROWLANDS  
ENGINEERING ADMINISTRATOR  
100 E FIRST STREET  
BREWSTER, OH 44613  
PHONE: 330-767-7229  
EMAIL: HROWLANDS@WLERWY.COM



DESIGN AGENCY
DESIGNER
JF
REVIEWER
MJA
PROJECT ID
122367
SHEET
P.2
TOTAL
28



MAINTENANCE OF TRAFFIC

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

3. THE CONTRACTOR IS PERMITTED TO CLOSE ONE LANE OF TRAFFIC ON EACH BRIDGE IN ACCORDANCE WITH OMUTCD TA-33.

4. CLOSE CHARLES ST UNDER THE BRIDGES AS PER SCD MT-101.60. ERECT SIGNS R11-3a-48 / M4-10L-48 AT THE INTERSECTION OF CHARLES ST AND N HOWARD ST. ERECT SIGNS R11-3a-48 / M4-10R-48 AT THE INTERSECTION OF CHARLES ST AND TURNER ST.
5. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.

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

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

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

INTERIM COMPLETION DATE

ALL WORK EXCEPT FOR THE STEEL HINGE REPAIRS AND STEEL PAINTING MUST BE COMPLETED BY NOVEMBER 30, 2025.

ITEM 614, MAINTAINING TRAFFIC (TIME LIMITATION ON A DETOUR) (CHARLES ST)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 30 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 4A.

Removed Bridge Painting Equipment on Shoulders note.

LOCAL SPECIAL EVENTS AND FESTIVALS

NO WORK SHALL BE PERFORMED, AND ALL EXISTING LANES SHALL BE OPEN DURING THE FOLLOWING DESIGNATED SPECIAL EVENTS:

AKRON MARTHON  
BRIDGESTONE INVITATIONAL

THE CONTRACTOR SHALL HAVE THE ALL LANES OPEN BEGINNING 2:00PM THE DAY BEFORE THE EVENT STARTS UNTIL 6:00AM THE MORNING AFTER THE EVENT ENDS. IN THE CASE OF AN EVENT THAT IS FOR THE DURATION OF A WEEKEND, ALL LANES SHALL BE OPEN BY 2:00PM THE FRIDAY BEFORE THE EVENT AND WILL REMAIN OPEN UNTIL AT LEAST 6:00 AM ON THE MONDAY AFTER THE EVENT. SHOULD THE CONTRACTOR FAIL TO HAVE THE LANES OPEN AS DESCRIBED ABOVE, A DISSINCENTIVE PENALTY WILL BE ASSESSED IN THE AMOUNT OF \$3,000 PER HOUR THAT A LANE REMAINS CLOSED. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY WITH THE LOCAL COMMUNITY THE EXACT DATES OF THE LISTED SPECIAL EVENTS.

TRAFFIC CONTROL INSPECTOR

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

BRIDGE FENCING

ALL EXISTING BRIDGE FENCING THAT IS REMOVED SHALL BE REPLACED WITH NEW FENCING ON THE SAME DAY AS THE REMOVAL. ANY EXCEPTIONS TO THIS SHALL BE APPROVED BY THE PROJECT ENGINEER.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 3 MONTH(S)

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
ROAD & RAMP CLOSURES	>= 2WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERNS CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

DETOUR NOTIFICATION [ODOT]

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

DETOUR NOTIFICATION [CITY OF AKRON]

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER AND CITY OF AKRON EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

DESIGN AGENCY



DESIGNER

JF

REVIEWER

MJA 01-03-25

PROJECT ID

122367

SHEET

P.3

TOTAL

28





DETOUR ROUTE FOR CHARLES ST

NOT TO SCALE



 DETOUR ROUTE: N HOWARD ST / E GLENWOOD AVE / TURNER ST

 CLOSED AS PER SCD MT-101.60

REFER TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES,  
FIGURE 6H-8 (TYPICAL APPLICATION 8), FOR SIGN SPACING.

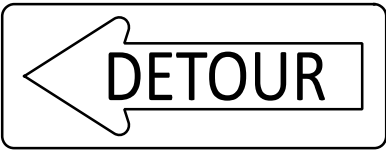
# ON TYPE III BARRICADE WITH TYPE B FLASHERS MOUNTED PER SCD MT-101.60

A # ROAD CLOSED

R11-2-48

B # ROAD CLOSED  
0.1 MILES AHEAD  
LOCAL TRAFFIC ONLY

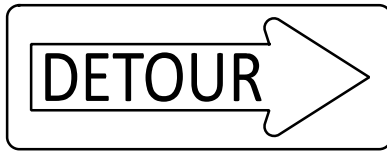
R11-3a-60



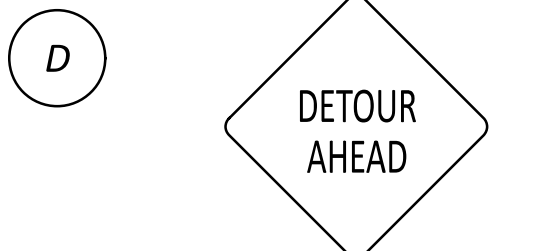
M4-10L-48

C # ROAD CLOSED  
0.1 MILES AHEAD  
LOCAL TRAFFIC ONLY

R11-3a-60



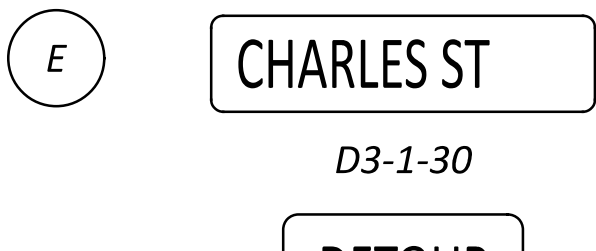
M4-10R-48



W20-2-36

CHARLES ST

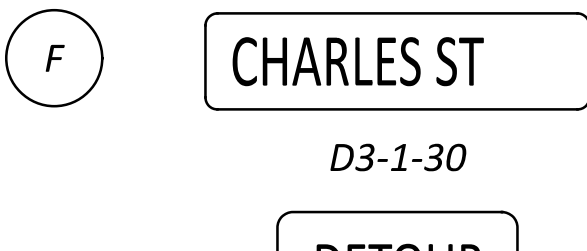
D3-1-30



D3-1-30



M4-9L-30



D3-1-30



M4-9R-30





STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

VPF-1-24 DATED (REVISED) 7/19/2024

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

848 DATED 1/15/2021

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, INCLUDING THE 2012 INTERIM SPECIFICATIONS, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

EXISTING STRUCTURE VERIFICATION

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

PROPOSED WORK DESCRIPTION

SUM-261D-0.664 (SFN 7708645)  
-CONCRETE DECK PATCHING  
-REPAIR VISIBLY UNSOUND OR PREVIOUSLY PATCHED AREAS OF THE EXISTING DECK AND REAR APPROACH SLAB.  
-CONCRETE SPALL REPAIR USING ZINC RICH PRIMER  
-REPAIR VISIBLY UNSOUND AREAS OF THE DECK UNDERSIDE  
-DEBRIS CONTAINMENT SYSTEM INSTALLATION  
-INSTALL A DEBRIS CONTAINMENT SYSTEM OVER VEHICLE, PEDESTRIAN AND TRAIN TRAFFIC. SEE SHEETS 10-16 FOR LOCATIONS  
-REFURBISH AND LUBRICATE THE PIN AND HANGER ASSEMBLIES AT ALL THREE INTERMEDIATE JOINTS  
-REMOVAL AND REPLACEMENT OF STRIP SEALS  
-FIELD PAINT THE STEEL GIRDERS AT THE FOLLOWING LOCATIONS:  
-30 FEET AT EACH PIN AND HANGER (15 FEET EACH SIDE)  
-10 FEET OF THE GIRDER ENDS AT THE FORWARD AND REAR ABUT.  
-REMOVE AND REPLACE THE DECORATIVE FENCING WITH A STANDARD VANDAL PROTECTION FENCE PER SCD VPF-1-24, SEE SHEETS 18-28 FOR NOTES AND DETAILS  
-REMOVE AND RESEAL THE CONCRETE RAILING WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)  
-PATCHING CONCRETE RAILING  
-PATCH ALL UNSOUND AREAS OF THE CONCRETE RAILING  
-SEAL PATCHES WITH EPOXY-URETHANE SEALER  
-CLEARING AND GRUBBING 15 FEET AROUND THE STRUCTURE  
-PROVIDE NEW AND CORRECT STRUCTURE IDENTIFICATION SIGNS

PROPOSED WORK DESCRIPTION CONT...

SUM-261-10.237R (SFN 7708653)  
-CONCRETE DECK PATCHING  
-REPAIR VISIBLY UNSOUND OR PREVIOUSLY PATCHED AREAS OF THE EXISTING DECK AND APPROACH SLABS.  
-SPOT REPAIR CONCRETE OVERLAY  
-REMOVE THE DETERIORATED EXISTING CONCRETE WEARING SURFACE NEAR INTERMEDIATE JOINT 1  
-OVERLAY THE AREA WITH A FIBER REINFORCED CONCRETE OVERLAY  
-CONCRETE SPALL REPAIR USING ZINC RICH PRIMER  
-REPAIR VISIBLY UNSOUND AREAS OF THE DECK UNDERSIDE  
-DEBRIS CONTAINMENT SYSTEM INSTALLATION  
-INSTALL A DEBRIS CONTAINMENT SYSTEM OVER VEHICLE, PEDESTRIAN AND TRAIN TRAFFIC. SEE SHEETS 10-16 FOR LOCATIONS  
-REFURBISH AND LUBRICATE THE PIN AND HANGER ASSEMBLIES AT ALL THREE INTERMEDIATE JOINTS  
-REMOVAL AND REPLACEMENT OF STRIP SEALS  
-FIELD PAINT THE STEEL GIRDERS AT THE FOLLOWING LOCATIONS:  
-30 FEET AT EACH PIN AND HANGER (15 FEET EACH SIDE)  
-10 FEET OF THE GIRDER ENDS AT THE FORWARD AND REAR ABUT.  
-REMOVE AND REPLACE THE DECORATIVE FENCING WITH A STANDARD VANDAL PROTECTION FENCE PER SCD VPF-1-24, SEE SHEETS 18-28 FOR NOTES AND DETAILS  
-REMOVE AND RESEAL THE CONCRETE RAILING WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)  
-PATCHING CONCRETE RAILING  
-PATCH ALL UNSOUND AREAS OF THE CONCRETE RAILING  
-SEAL PATCHES WITH EPOXY-URETHANE SEALER  
-CLEARING AND GRUBBING 15 FEET AROUND THE STRUCTURE  
-PROVIDE NEW AND CORRECT STRUCTURE IDENTIFICATION SIGNS

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 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. NO WORK SHALL BE PERFORMED WITHIN THE LIMITS OF RAILROAD RIGHT-OF-WAY.

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 514 - FIELD PAINTING STRUCTURAL STEEL (SUM-261D-0.664 & SUM-261-10.237R)

THIS ITEM OF WORK WILL CONSIST OF PAINTING 10 FEET OF THE BEAM ENDS AT EACH ABUTMENT, INCLUDING THE CROSSFRAMES AND BEARINGS AT BOTH ABUTMENTS, AND 15 FEET OF THE BEAMS ON BOTH SIDES OF THE PINS/HANGERS, INCLUDING THE PINS AND HANGER BARS, OF STRUCTURES SUM-261D-0.664 AND SUM-261-10.237R.

THE COLOR FOR THE FINISHED COAT OF STRUCTURE(S) SUM-261D-0.664 AND SUM-261-10.237R SHALL BE FEDERAL COLOR NUMBER 20045 OR 20059, WHICHEVER MATCHES EXISTING BEST AS PER THE PROJECT ENGINEER.

SPECIAL - STRUCTURES: REFURBISHING AND LUBRICATING STEEL HINGES

THIS WORK SHALL CONSIST OF REFURBISHING AND LUBRICATING THE STEEL HINGES ON STRUCTURES SUM-261D-0.664 AND SUM-261-10.237R. WORK INCLUDES BUT IS NOT LIMITED TO THE REMOVAL AND REPLACEMENT OF ALL COVERPLATES, PINS, BOLTS, NUTS, AND TEFLON COATED WASHERS, CLEANING AND REMOVING ANY DEBRIS OR PACK RUST, MAKING ANY ADDITIONAL REPAIRS, AND LUBRICATING THE ASSEMBLY. ALL WORK SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER AND TAKE PLACE PRIOR TO COMMENCING PAINTING OPERATIONS.

REFURBISHING AND LUBRICATING STEEL HINGES WILL BE PAID AT THE UNIT BID PRICE FOR EACH SPECIAL - STRUCTURES: REFURBISHING AND LUBRICATING STEEL HINGES. THIS PRICE WILL INCLUDE THE COST OF ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO COMPLETE THE WORK.

ALL STEEL SHALL BE ASTM A588-75, GRADE 50 WEATHERING STEEL.

ITEM SPECIAL – STRUCTURES: SALT REMEDIATION FOR STRUCTURAL STEEL PAINTING (SUM-261D-0.664 & SUM-261-10.237R)

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 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

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

SUM-261D-0.664 (CONCRETE RAILING)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 100 SF

SUM-261-10.237R (CONCRETE RAILING)  
-ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 50 SF

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL

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

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

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

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

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

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

SPALL REMOVAL ON STRUCTURES OVER TRAVEL LANES, PAVED SHOULDERS, AND PARKING LOTS

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

SUM-261D-0.664:  
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 80 SY  
ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 80 SY

SUM-261-10.237R:  
ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 100 SY  
ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 100 SY

SFN  
VARIOUS  
DESIGN AGENCY



DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 01-03-25	
PROJECT ID	
122367	
SUBSET	TOTAL
1	23
SHEET	
P.6	28