



**STRUCTURE GENERAL NOTES**

Released for Construction  
Thomas J Powell, PE  
11/09/2021

**STANDARD DRAWINGS:**

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

RB-1-55          DATED          7/19/2013

**DESIGN SPECIFICATIONS:**

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 9TH EDITION, 2020, AND THE ODOT BRIDGE DESIGN MANUAL, 2020, EXCEPT AS NOTED ELSEWHERE IN THE PLANS.

**DESIGN DATA:**

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI  
(SUBSTRUCTURE)

EPOXY COATED REINFORCING STEEL - MINIMUM YIELD STRENGTH  
60 KSI

**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.

**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 AND HEADACHE BALLS 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.

**ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN:**

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW REINFORCING STEEL OF THE SAME SIZE AND COATING.

**ITEM 516 - REFURBISHING BEARING DEVICES, AS PER PLAN:**

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE BEARINGS AS WELL AS THEIR CLEANING AND PAINTING. INCLUDED SHALL BE THE DISASSEMBLY 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° F, 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.

**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 THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER.

**ABBREVIATIONS:**

THE FOLLOWING ABBREVIATIONS HAVE BEEN USED THROUGHOUT THESE PLANS TO INDICATE THE DESIGNATIONS CONTAINED IN THE LEGEND BELOW:

- BOT. - BOTTOM
- BRGS. - BEARINGS
- CL - CENTERLINE
- CB - CATCH BASIN
- C/C - CENTER TO CENTER
- CIP - CAST-IN-PLACE
- C.J. - CONSTRUCTION JOINT
- CLR. - CLEARANCE
- CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS
- CONST. - CONSTRUCTION
- CU YD - CUBIC YARD
- DIA. - DIAMETER
- E.F. - EACH FACE
- ELEV., EL. - ELEVATION
- EQ. - EQUAL
- EX. - EXISTING
- EXP. - EXPANSION
- F.F. - FAR FACE
- F.S. - FIELD SPLICE
- FT/FT - FOOT PER FOOT
- FTG. - FOOTING
- L.T. - LEFT
- MAX. - MAXIMUM
- MGS - MIDWEST GUARDRAIL SYSTEM
- MIN. - MINIMUM
- MISC. - MISCELLANEOUS
- MOT - MAINTENANCE OF TRAFFIC
- N.F. - NEAR FACE
- NPCPP - NON-PERFORATED CORRUGATED PLASTIC PIPE
- NO./# - NUMBER
- O/O - OUT TO OUT
- OVHD - OVERHEAD
- PCPP - PERFORATED CORRUGATED PLASTIC PIPE
- PEJF - PREFORMED EXPANSION JOINT FILLER
- PG - PROFILE GRADE
- PGL - PROFILE GRADE LINE
- PROP. - PROPOSED
- PT - POINT OF TANGENCY
- PVC - POINT OF VERTICAL CURVATURE
- PVI - POINT OF VERTICAL INTERSECTION
- PVT - POINT OF VERTICAL TANGENCY
- R. - RADIUS
- RCP - ROCK CHANNEL PROTECTION
- RT. - RIGHT
- R/W - RIGHT OF WAY
- SAN. - SANITARY
- SER. - SERIES
- SHT. - SHEET
- S.O. - SERIES OF
- SPA. - SPACES OR SPACING
- SR - STATE ROUTE
- STA. - STATION
- STD. - STANDARD
- TBR - TO BE REMOVED
- T/C - TOP OF COPING
- TEMP. - TEMPORARY
- T.O.S. - TOE OF SLOPE
- T&B- TOP AND BOTTOM
- T/PARAPET - TOE OF PARAPET
- T/T - TOE TO TOE
- TYP. - TYPICAL
- U.N.O. - UNLESS NOTED OTHERWISE
- VAR. - VARIES
- VC - VERTICAL CURVE
- VERT. - VERTICAL
- W/ - WITH
- W/O - WITHOUT

**GENERAL NOTES**  
BRIDGE NO. SUM-76-0876  
EAST AVE. OVER IR-76

2021-11-08 - BU -10 - RFC PLANS  
SUM-76/77/8-  
8.24/09.74/0.00  
PID No. 102329

1 / 4  
2  
5

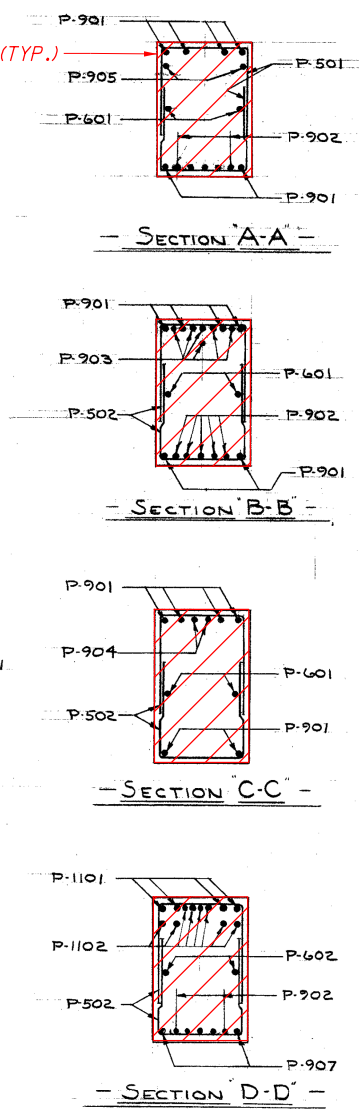
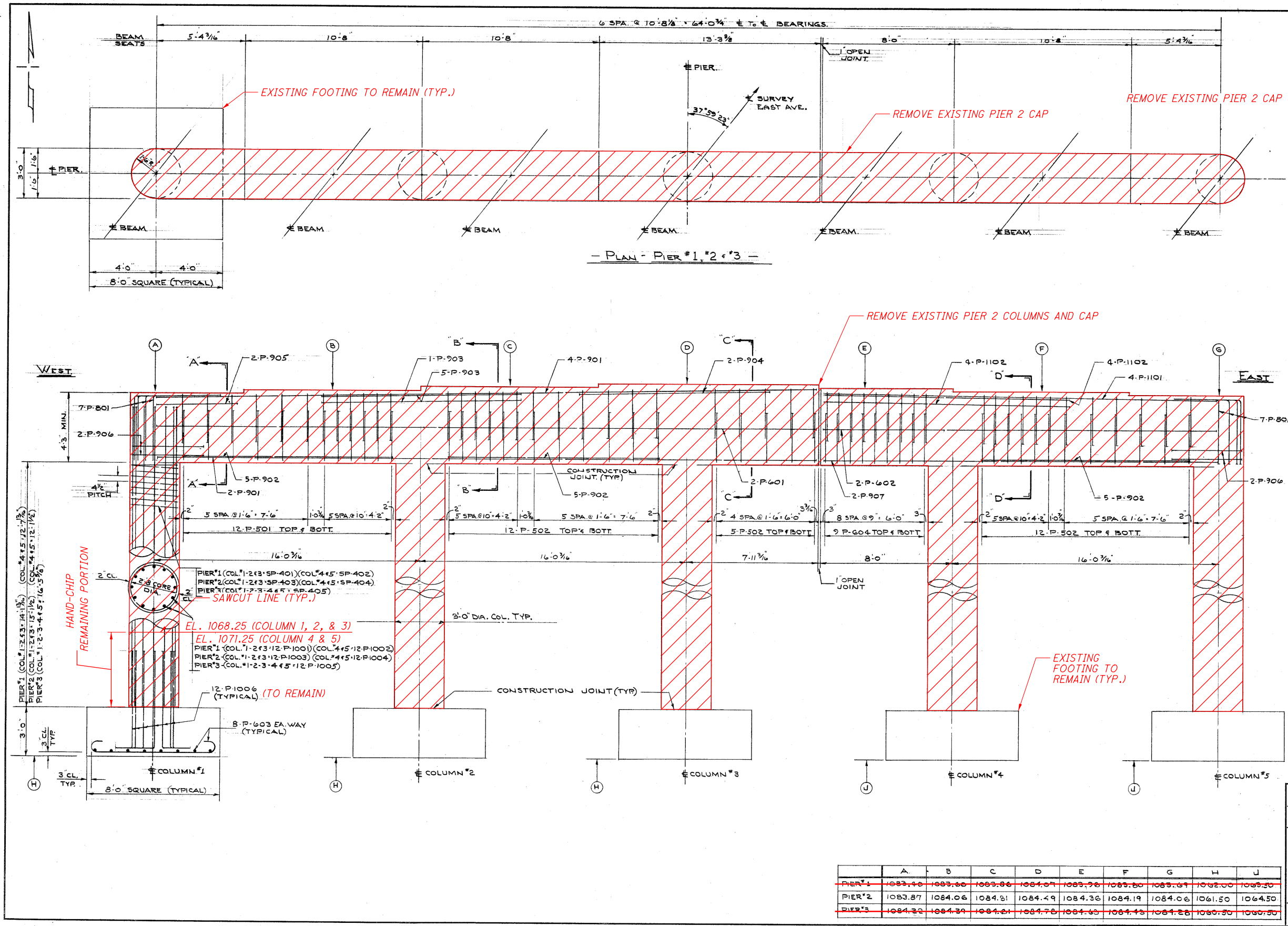
DESIGN AGENCY  
**PRIME**  
4415 Blue Plains  
Columbus Ohio 43231

DATE 10/29/21  
REVIEWED KDC  
STRUCTURE FILE NUMBER 7703546

DRAWN EJS  
EJS  
CHECKED JAT

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**HAND-CHIP REMAINING PORTION**

EL. 1068.25 (COLUMN 1, 2, & 3)  
 EL. 1071.25 (COLUMN 4 & 5)

PIER 1 (COL. 1-2 & 3-SP. 401) (COL. 4 & 5-SP. 402)  
 PIER 2 (COL. 1-2 & 3-SP. 403) (COL. 4 & 5-SP. 404)  
 PIER 3 (COL. 1-2 & 3-4 & 5-SP. 405)

SAWCUT LINE (TYP.)

12-P-1006 (TYPICAL) (TO REMAIN)

8-P-603 EA. WAY (TYPICAL)

3-CL. TYP.

8'-0" SQUARE (TYPICAL)

3'-0" MIN.

4'-3" MIN.

4% PITCH

2'-P-906

7'-P-801

2'-P-905

1'-P-903

5'-P-903

4'-P-901

2'-P-904

4'-P-1102

4'-P-1101

7'-P-801

2'-P-906

5'-P-902

2'-P-901

5'-P-902

5 SPA @ 1'-6" x 7'-6"

10% 5 SPA @ 1'-6" x 4'-2"

2'-P-601

2'-P-602

2'-P-907

5'-P-902

2'-P-906

12-P-501 TOP & BOTT.

12-P-502 TOP & BOTT.

5-P-502 TOP & BOTT.

9-P-604 TOP & BOTT.

12-P-502 TOP & BOTT.

5 SPA @ 1'-6" x 7'-6"

2'-P-906

16'-0 3/16"

16'-0 3/16"

7'-11 3/16"

8'-0"

16'-0 3/16"

CONSTRUCTION JOINT (TYP.)

CONSTRUCTION JOINT (TYP.)

1'-OPEN JOINT

1'-OPEN JOINT

2'-0" DIA. COL. TYP.

WEST

EAST

	A	B	C	D	E	F	G	H	J
PIER #1	1083.10	1083.80	1083.86	1084.07	1083.78	1083.80	1083.67	1082.00	1085.30
PIER #2	1083.87	1084.06	1084.81	1084.49	1084.36	1084.19	1084.06	1061.50	1064.50
PIER #3	1084.30	1084.39	1084.21	1084.78	1084.63	1084.43	1084.28	1060.30	1060.30

**LEGEND:**

- LIMITS OF REMOVAL

**NOTES:**

1. FOR PIER 2 ONLY.

STATE OF OHIO  
 DEPARTMENT OF HIGHWAYS  
 BUREAU OF BRIDGES

**BEISWENGER & HOCH, Consulting Engineers**  
 AKRON, OHIO

**PIERS #1, 2 & 3**  
 BRIDGE NO. SUM-18-0920  
 UNDER EAST AVE. (S.R. 5)  
 SUMMIT COUNTY S.R. 18  
 SEC. SUM-18-923 STA 246+40.40  
 AKRON EXPRESSWAY PART-13

DESIGNED: D.S. DRAWN: LJP TRACED: E.A.K. CHECKED: C.R. REVIEWED: R-1-61 DATE: 1-1-61 REVISED:

**2021-11-08 - BU-10 - RFC PLANS**

**SUM-76/77/8-8.24/09.74/0.00**

BRIDGE NO. SUM-76-0876  
 EAST AVE. OVER I-76

**PIER 2 REMOVAL DETAILS**

DESIGNED: EUS CHECKED: JAT  
 DRAWN: EJS REVISED:  
 REVIEWED: KDC  
 DATE: 10/29/21  
 STRUCTURE FILE NUMBER: 7703546

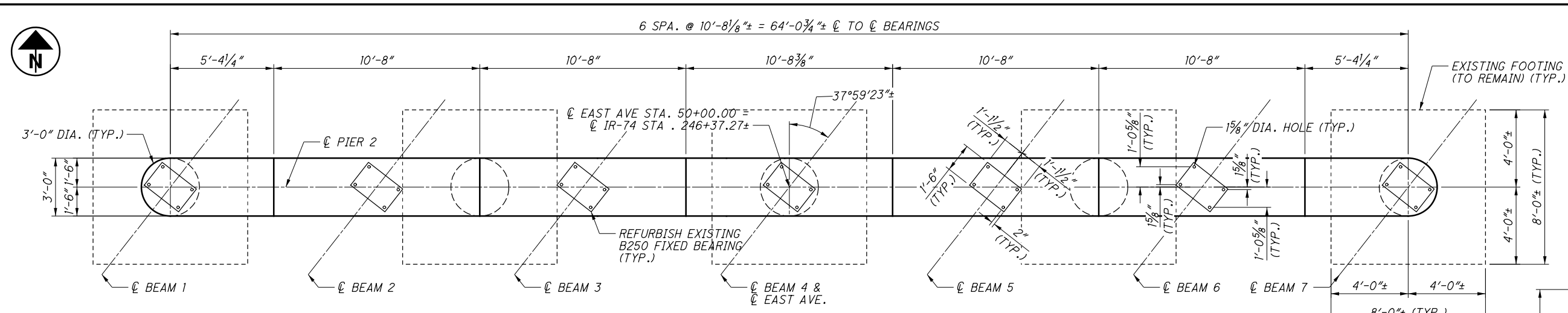
DESIGN AGENCY: **PRIME**  
 8415 Alder Place  
 Columbus, Ohio 43231

2 / 4

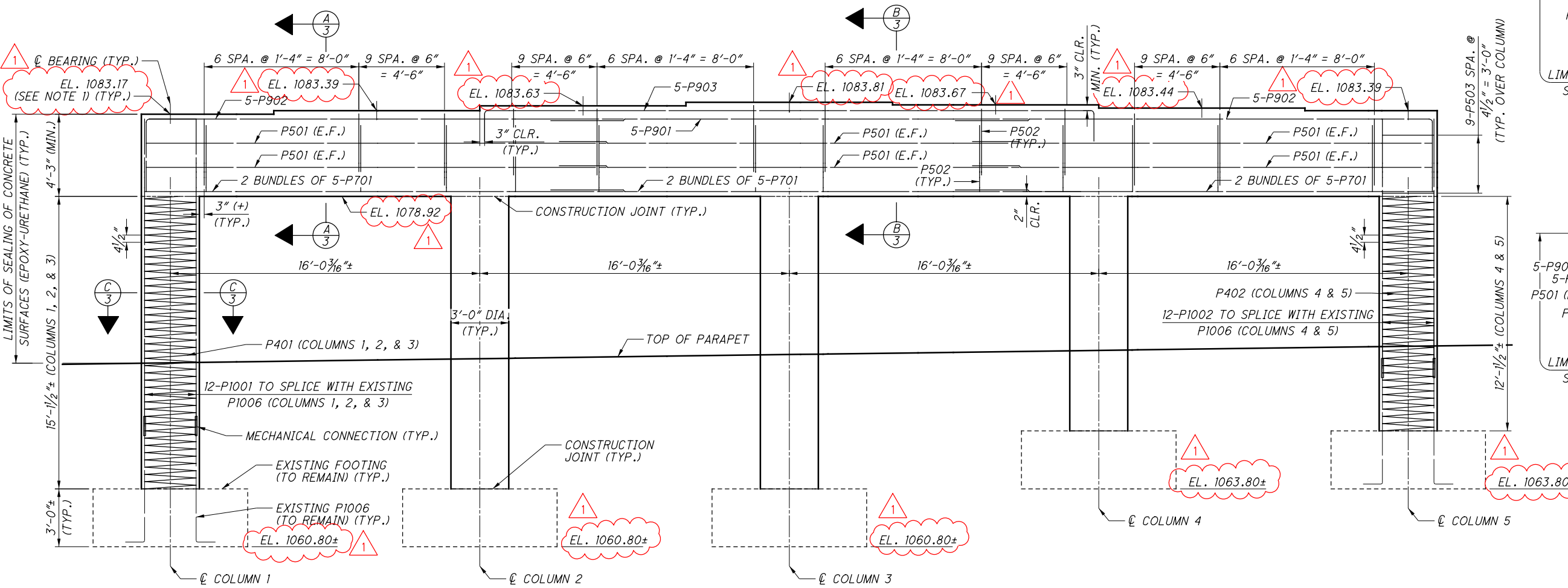
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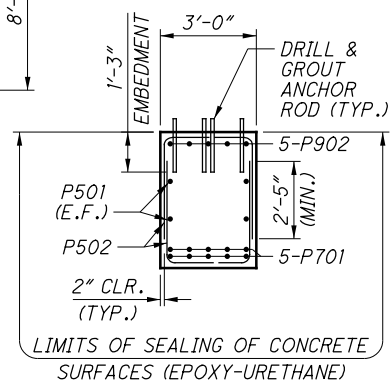
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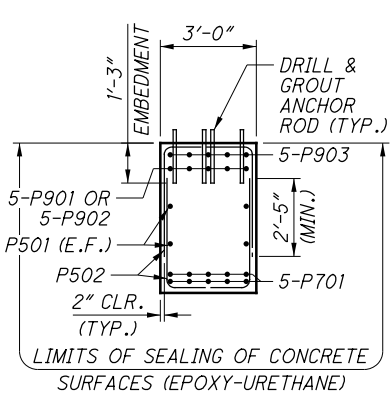
**PIER 2 PLAN**



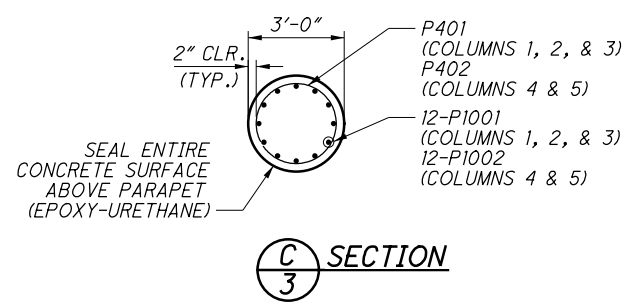
**PIER 2 ELEVATION**



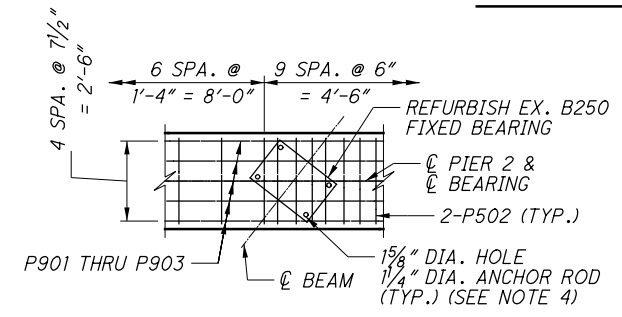
**SECTION A**



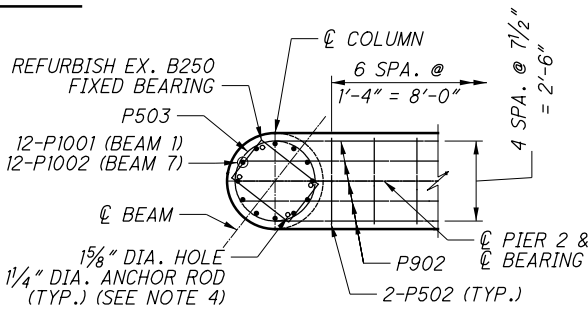
**SECTION B**



**SECTION C**



**BEARING ANCHOR PLAN AT BEAMS 2 THRU 6**



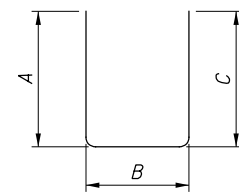
**BEARING ANCHOR PLAN AT BEAM 1**  
 (BEAM 7 SIMILAR)

MINIMUM LAP LENGTHS	
BAR SIZE	LAP LENGTH
#5	2'-5"
#7	4'-8"
#9	5'-10"

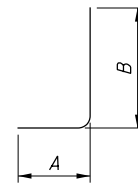
- NOTES:**
- MATCH EXISTING PIER SEAT ELEVATIONS.
  - CLEAN EXISTING REINFORCING STEEL TO REMAIN PER ODOT C&MS 509.09.
  - FOR REMOVAL DETAILS, SEE SHEET 2/4.
  - ADJUST REINFORCING STEEL AS NECESSARY TO AVOID BEARING ANCHOR RODS.

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
PIER											
P401	3	15'-2"	1123	27	4 1/2"	2'-8"					
P402	2	12'-2"	601	27	4 1/2"	2'-8"					
P501	12	23'-10"	298	STR							
P502	128	9'-5"	1257	2	3'-6"	2'-8"	3'-6"				
P503	45	10'-3"	481	37	2'-8"						
P701	30	25'-5"	1559	STR							
P901	5	26'-2"	445	STR							
P902	10	29'-8"	1009	1	3'-9"	26'-2"					
P903	5	32'-11"	560	1	1'-7"	31'-7"	1'-7"				
*P1001	36	15'-11"	2466	STR							
*P1002	24	12'-11"	1334	STR							
SUB-TOTAL			11,133								

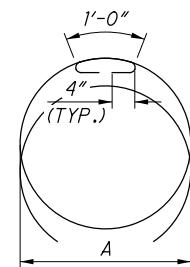
\* - DENOTES BAR IS CONNECTED TO EXISTING REINFORCEMENT USING MECHANICAL CONNECTOR



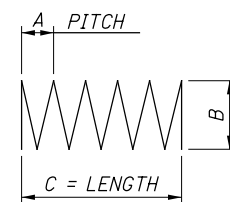
TYPE-2



TYPE-1



TYPE-37



TYPE-27

**NOTES:**

- ALL REINFORCING STEEL SHALL BE EPOXY COATED.
- BAR SIZE: THE BAR SIZE IS INDICATED IN THE BAR MARK. THE MARK BEGINS WITH TWO OR THREE LETTERS OR NUMBERS THAT IDENTIFY THE BAR LOCATION. THE NEXT ONE OR TWO DIGITS INDICATE THE BAR SIZE, AND THE REMAINING TWO DIGITS ARE THE SEQUENCE NUMBER.  
  
EXAMPLE: SA1001  
SA = SUPERSTRUCTURE BAR  
10 = #10 BAR  
01 = BAR SEQUENCE NUMBER 1
- BAR DIMENSIONS SHOWN ARE OUT-TO-OUT UNLESS OTHERWISE INDICATED.
- STR. IN THE BAR TYPE COLUMN INDICATES A STRAIGHT BAR.
- RAD INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED.
- INCR. INDICATES THE LENGTH INCREMENT FOR SERIES BARS.
- STD. WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF A BAR.
- FIELD BEND BARS AS NECESSARY TO MATCH CURVATURE OF ROADWAY.

PROPOSED PIER 2 REINFORCING STEEL LIST

BRIDGE NO. SUM-76-0876  
EAST AVE. OVER I-76

2021-11-08 - BU -10 - RFC PLANS

SUM-76/77/8-  
8.24/09.74/0.00  
PID No. 102329

4 / 4

5 / 5

DESIGNED  
EJS  
CHECKED  
JAT

DRAWN  
EJS  
REVISED

REVIEWED  
KDC  
STRUCTURE FILE NUMBER  
7703546

DATE  
10/29/21

DESIGN AGENCY  
PRIME  
8415 Alder Place  
Columbus, Ohio 43231

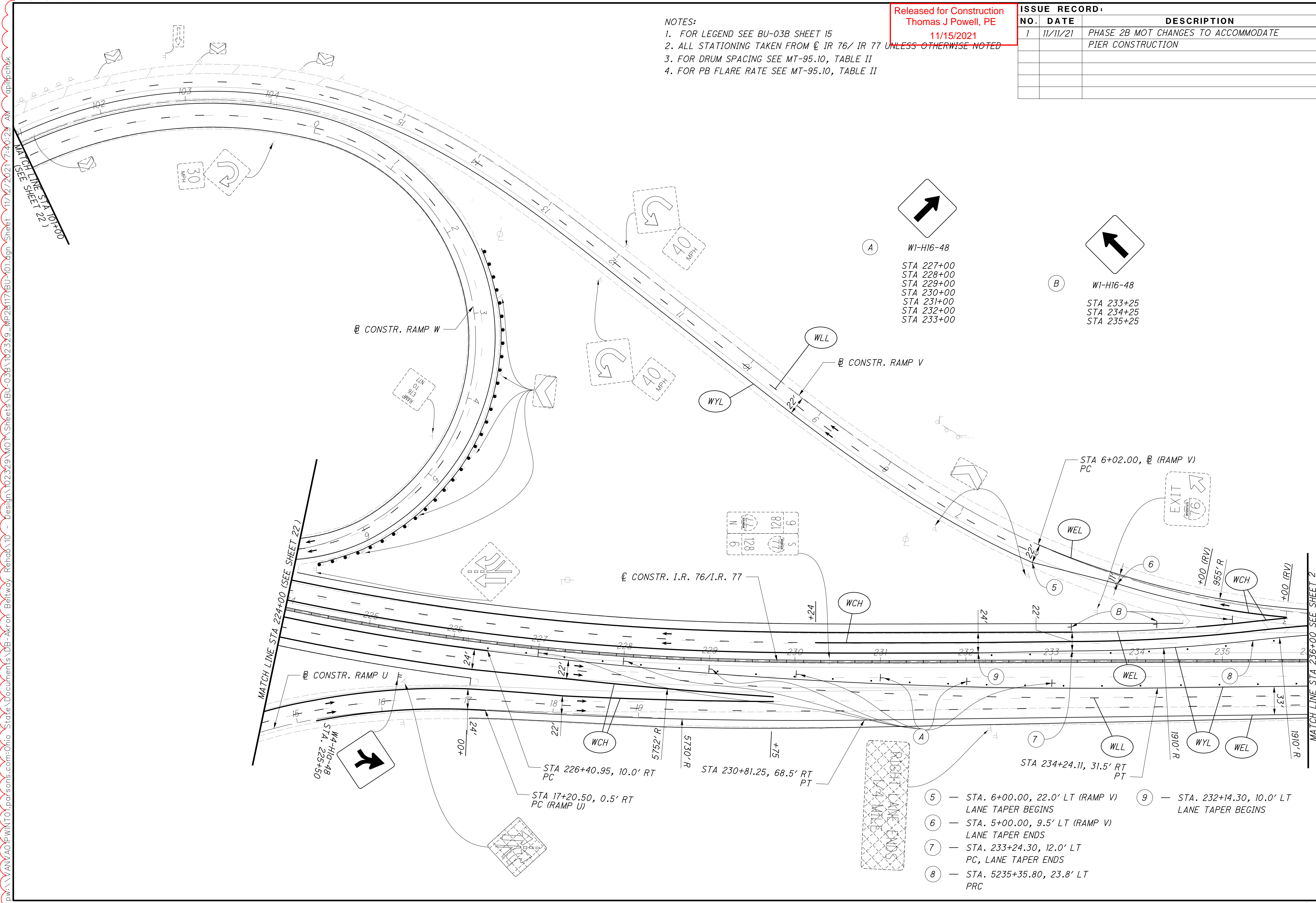


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Released for Construction  
 Thomas J Powell, PE  
 11/15/2021

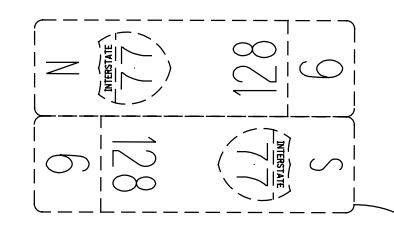
ISSUE RECORD:		
NO.	DATE	DESCRIPTION
1	11/11/21	PHASE 2B MOT CHANGES TO ACCOMMODATE PIER CONSTRUCTION

- NOTES:
- FOR LEGEND SEE BU-03B SHEET 15
  - ALL STATIONING TAKEN FROM C IR 76/ IR 77 UNLESS OTHERWISE NOTED
  - FOR DRUM SPACING SEE MT-95.10, TABLE II
  - FOR PB FLARE RATE SEE MT-95.10, TABLE II



(A) W1-H16-48  
 STA 227+00  
 STA 228+00  
 STA 229+00  
 STA 230+00  
 STA 231+00  
 STA 232+00  
 STA 233+00

(B) W1-H16-48  
 STA 233+25  
 STA 234+25  
 STA 235+25



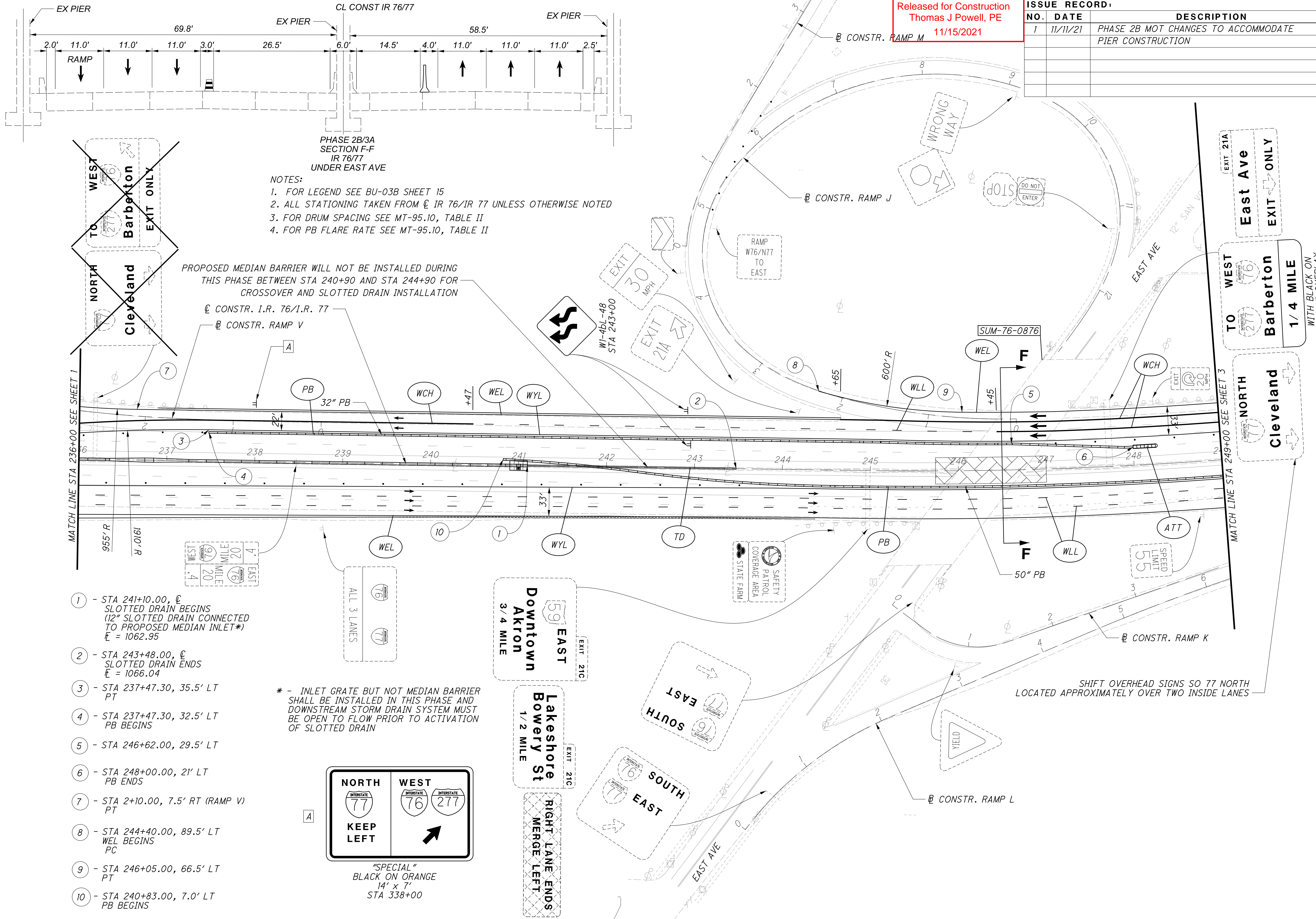
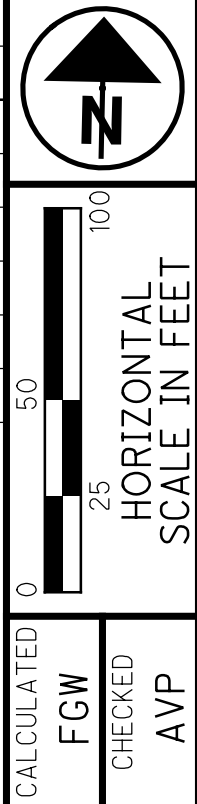
- (5) — STA. 6+00.00, 22.0' LT (RAMP V) LANE TAPER BEGINS
- (6) — STA. 5+00.00, 9.5' LT (RAMP V) LANE TAPER ENDS
- (7) — STA. 233+24.30, 12.0' LT PC, LANE TAPER ENDS
- (8) — STA. 5235+35.80, 23.8' LT PRC
- (9) — STA. 232+14.30, 10.0' LT LANE TAPER BEGINS

CALCULATED FGW CHECKED AVP  
 MOT IR 76 / IR 77 PHASE 2B  
 STA 224+00 TO STA 236+00  
 SUM-76 / 77 / 8 -  
 8.24 / 9.74 / 0.00  
 1  
 3



Released for Construction  
 Thomas J Powell, PE  
 11/15/2021

ISSUE RECORD:		
NO.	DATE	DESCRIPTION
1	11/11/21	PHASE 2B MOT CHANGES TO ACCOMMODATE PIER CONSTRUCTION

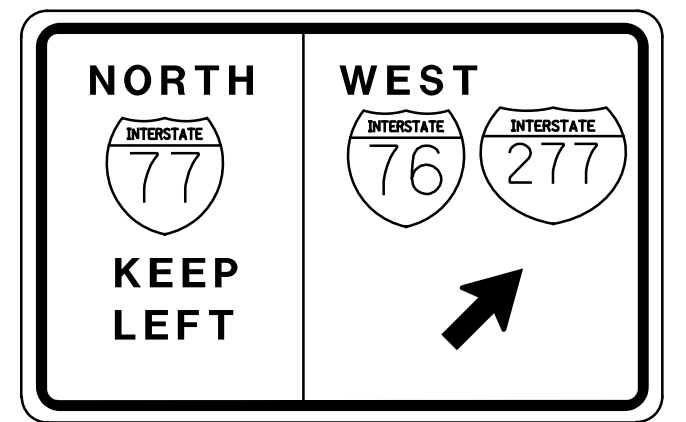


- NOTES:
1. FOR LEGEND SEE BU-03B SHEET 15
  2. ALL STATIONING TAKEN FROM CL IR 76/IR 77 UNLESS OTHERWISE NOTED
  3. FOR DRUM SPACING SEE MT-95.10, TABLE II
  4. FOR PB FLARE RATE SEE MT-95.10, TABLE II

PROPOSED MEDIAN BARRIER WILL NOT BE INSTALLED DURING THIS PHASE BETWEEN STA 240+90 AND STA 244+90 FOR CROSSOVER AND SLOTTED DRAIN INSTALLATION

- 1 - STA 241+10.00, CL SLOTTED DRAIN BEGINS (12" SLOTTED DRAIN CONNECTED TO PROPOSED MEDIAN INLET\*)  
E = 1062.95
- 2 - STA 243+48.00, CL SLOTTED DRAIN ENDS  
E = 1066.04
- 3 - STA 237+47.30, 35.5' LT PT
- 4 - STA 237+47.30, 32.5' LT PB BEGINS
- 5 - STA 246+62.00, 29.5' LT
- 6 - STA 248+00.00, 21' LT PB ENDS
- 7 - STA 2+10.00, 7.5' RT (RAMP V) PT
- 8 - STA 244+40.00, 89.5' LT WEL BEGINS PC
- 9 - STA 246+05.00, 66.5' LT PT
- 10 - STA 240+83.00, 7.0' LT PB BEGINS

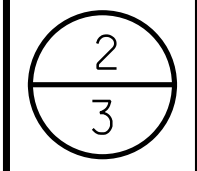
\* - INLET GRATE BUT NOT MEDIAN BARRIER SHALL BE INSTALLED IN THIS PHASE AND DOWNSTREAM STORM DRAIN SYSTEM MUST BE OPEN TO FLOW PRIOR TO ACTIVATION OF SLOTTED DRAIN



"SPECIAL" BLACK ON ORANGE 14' x 7' STA 338+00

MOT IR 76 / IR 77 PHASE 2B  
 STA 236+00 TO STA 249+00

SUM-76 / 77 / 8-  
 8.24 / 9.74 / 0.00



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- NOTES:
1. FOR LEGEND SEE BU-03B SHEET 15
  2. ALL STATIONING TAKEN FROM CL IR 76/IR 77 UNLESS OTHERWISE NOTED
  3. FOR DRUM SPACING SEE MT-95.10, TABLE II
  4. FOR PB FLARE RATE SEE MT-95.10, TABLE II

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ISSUE RECORD:		
NO.	DATE	DESCRIPTION

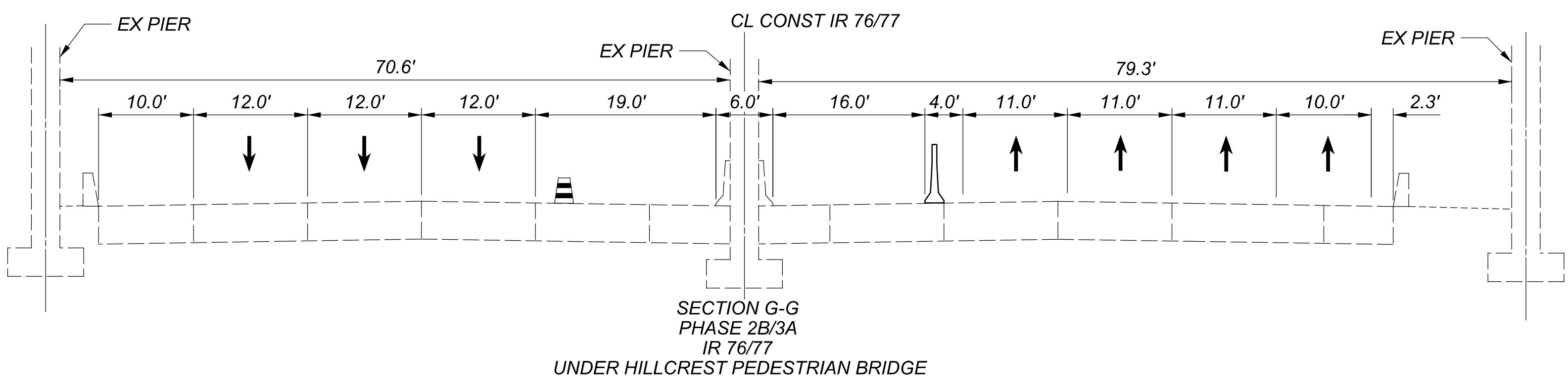
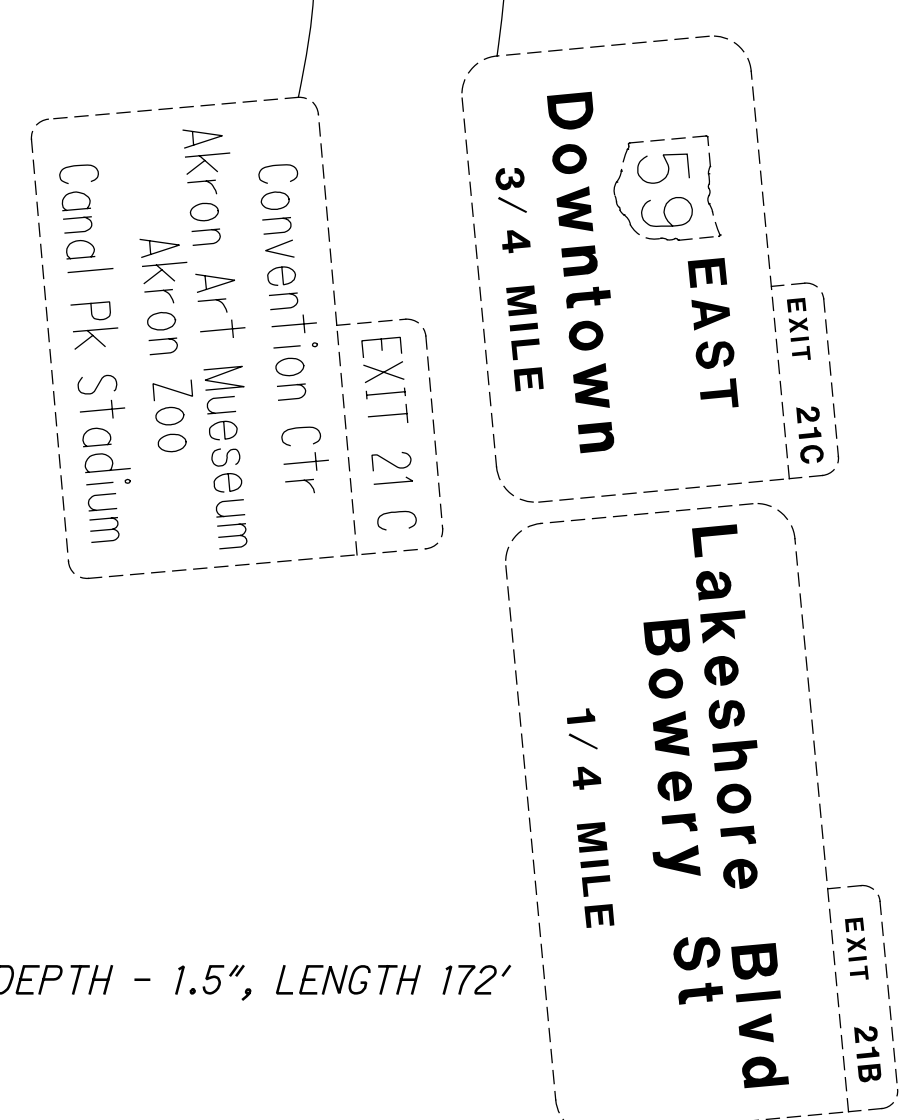
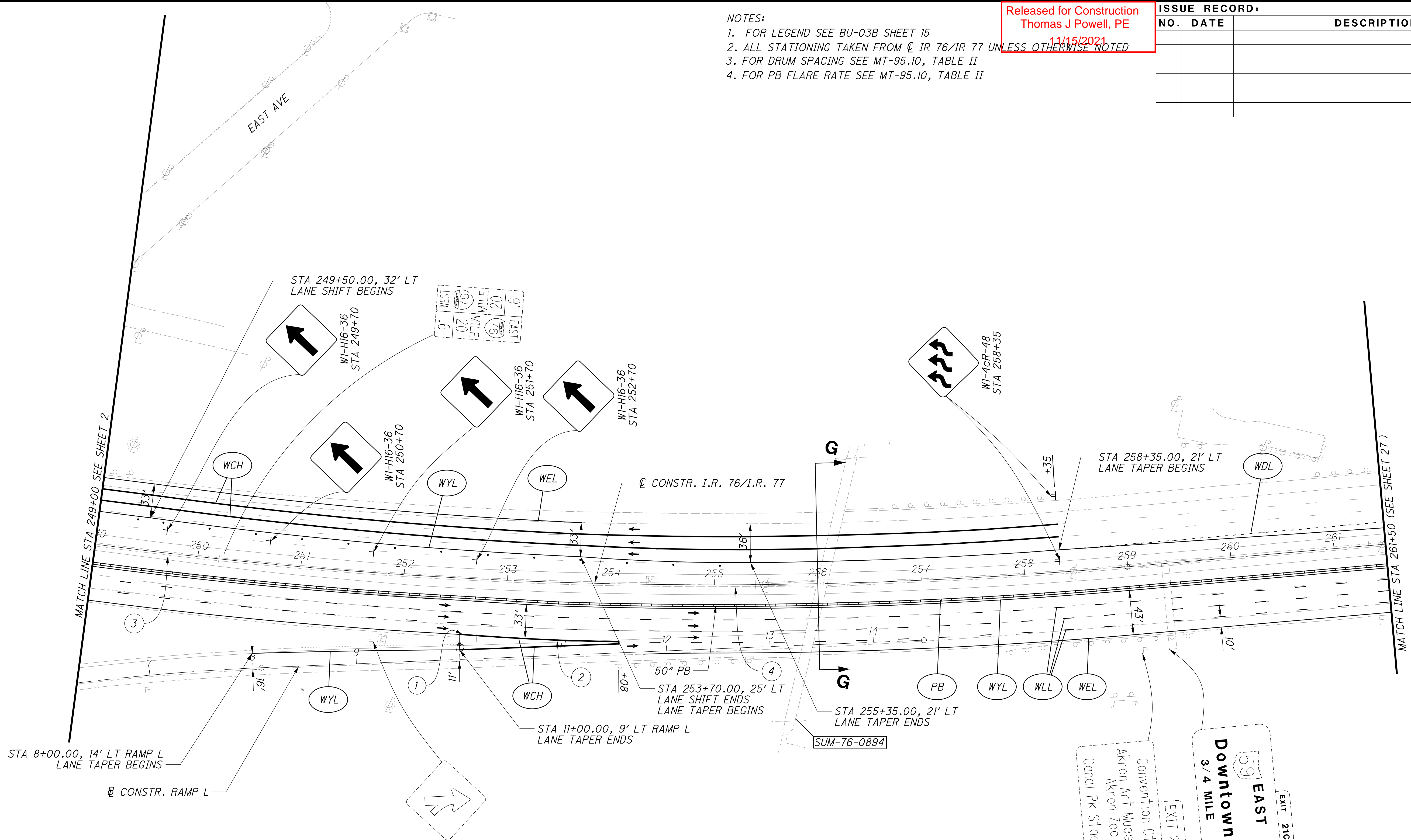
CALCULATED  
 FGW  
 CHECKED  
 AVP

0 50 100  
 25  
 HORIZONTAL  
 SCALE IN FEET

MOT IR 76 / IR 77 PHASE 2B  
 STA. 249+00 TO STA 261+50

SUM-76 / 77 / 8-  
 8.24 / 9.74 / 0.00

3  
 3



- 1 - STA. 252+60, 54.5' RT LANE SHIFT BEGINS
- 2 - STA. 253+50, 56.0' RT LANE SHIFT ENDS
- 3 - TROUGH, WIDTH - 12.0", DEPTH - 1.5", LENGTH 172' BEGIN STA. 249+03 END STA. 250+75
- 4 - TROUGH, WIDTH - 15.5", DEPTH - 1.5", LENGTH 165' BEGIN STA. 254+10 END STA. 255+75

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