



OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

THE JAMES W. SHOCKNESSY OHIO TURNPIKE

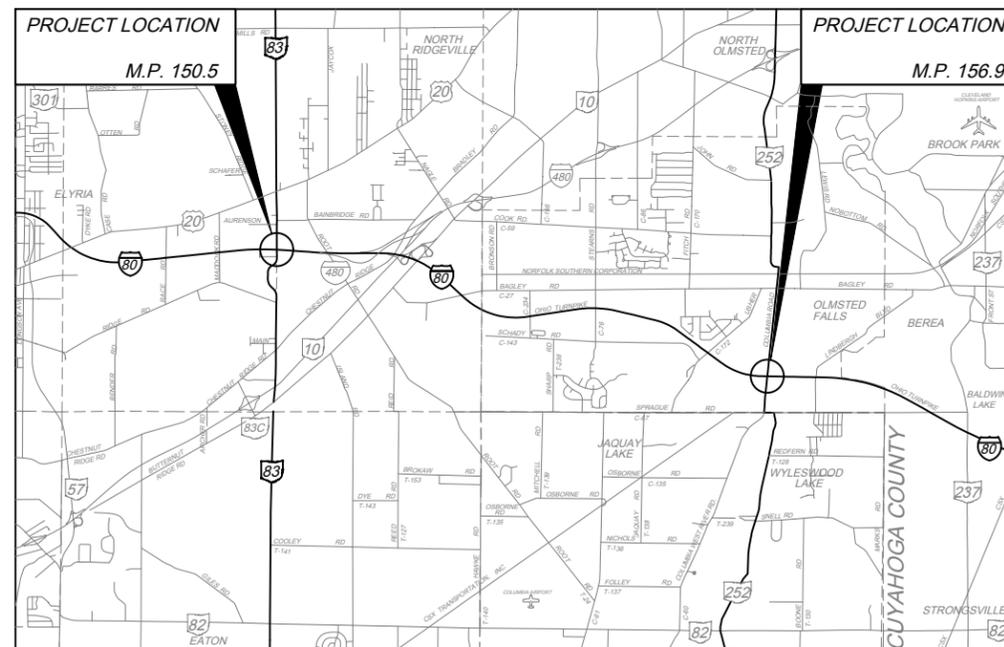
PROJECT NO. 43-20-10

BRIDGE DECK REPLACEMENT AND REHABILITATION

STATE ROUTE 83 OVER OHIO TURNPIKE M.P. 150.5, STATE ROUTE 252 OVER OHIO TURNPIKE M.P. 156.9 LORAIN AND CUYAHOGA COUNTIES, OHIO

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APPROVED FOR
THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
BY

CHIEF ENGINEER

DATE

UNDERGROUND UTILITIES
CONTACT ALL SERVICES AT LEAST
TWO WORKING DAYS BEFORE YOU DIG

CALL 1-800-362-2764 OR 811 (CELLULAR)

OR GO TO **OHIO811.org**
Value the Dig

**OHIO OIL & GAS PRODUCERS UNDERGROUND
PROTECTION SERVICE CALL: 614-715-2984**

OTIC DIVISION TRADES SUPERVISOR:
440-971-2731 - WEST (M.P. 0.0 - M.P. 126.4)
440-971-2781 - EAST (M.P. 126.4 - M.P. 241.26)

OHIO DEPARTMENT OF TRANSPORTATION STANDARD DRAWINGS

BP-3.1	ASPHALT PAVING	07/18/14
MGS-1.1	MIDWEST GUARDRAIL SYSTEM, GUARDRAIL DETAILS	07/19/13
MGS-3.1	MIDWEST GUARDRAIL SYSTEM, MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	07/19/13
MGS-4.2	MIDWEST GUARDRAIL SYSTEM, MGS TYPE T ANCHOR ASSEMBLY	07/19/13
MGS-4.3	MIDWEST GUARDRAIL SYSTEM, GUARDRAIL TRANSITIONS	01/18/13
MT-96.11	SIGNALIZED CLOSING ONE LANE OF A 2-LANE HIGHWAY	07/18/14
MT-96.20	DETAILS FOR SIGNALIZED CLOSING ONE LANE OF A 2-LANE HIGHWAY	07/19/13
MT-96.26	TYPICAL WIRING DIAGRAM FOR ONE SIGNAL HEAD AND ONE DETECTOR	07/19/13
MT-101.60	ROAD CLOSURE USING TYPE 3 BARRIERS	07/19/13
MT-105.10	TEMPORARY SIGN SUPPORT	07/19/13
SBR-1-13	SINGLE SLOPE CONCRETE BRIDGE RAILING	01/17/14
TC-52.10	SIGN BLANK DETAILS 1	10/18/13
TC-52.20	SIGN BLANK DETAILS 2	01/17/14

OHIO DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS

SS 800	REVISIONS TO THE 2016 CONSTRUCTION & MATERIAL SPECIFICATIONS	10/19/18
SS 821	ARROW BOARD	04/20/12
SS 921	ARROW BOARD	04/20/12

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION STANDARD DRAWINGS

AS-1	REINFORCED CONCRETE APPROACH SLAB	9/19/18
AS-3	REINFORCED CONCRETE APPROACH SLABS - CELLULAR ABUTMENT	9/19/18
AS-5	REINFORCED CONCRETE APPROACH SLABS - SECTIONS AND DETAILS	9/19/18
CL-1	CHAIN LINK SAFETY FENCE (ALL ALUMINUM) DETAILS, TYPE I	10/20/17
CL-2	CHAIN LINK SAFETY FENCE (ALL ALUMINUM) DETAILS, TYPE II	10/20/17
DJ-1	DECK JOINT DETAILS, CELLULAR ABUTMENTS	10/20/17
DJ-2	DECK JOINT DETAILS	10/20/17
DJ-3	DECK JOINT DETAILS, BRIDGES WITH SIDEWALKS	10/20/17
DJ-5	DECK JOINT DETAILS AT PIERS	10/20/17
TCR-1	TEMPORARY TRAFFIC CONTROL GENERAL NOTES	10/20/17
TCR-2	TEMPORARY TRAFFIC CONTROL DETAILS, LEGEND, NOTES, AND STANDARD SINGLE LANE CLOSURE	10/20/17
TCR-9	TEMPORARY TRAFFIC CONTROL SHORT DURATION/SHORT TERM SHOULDER CLOSURE	10/20/17
TCR-10	TEMPORARY TRAFFIC CONTROL DOUBLE LANE CLOSURE	10/20/17
TCR-15	TEMPORARY TRAFFIC CONTROL SIGNS FOR MAINTENANCE AND CONSTRUCTION	10/20/17

ENGINEER'S SEAL

DATE: 11/18/21

General Notes.dwg: 3/15/22 - 2:16pm

GENERAL SUMMARY

ITEM	TOTAL	UNIT	DESCRIPTION	M.P. 150.5	M.P. 156.9
			GENERAL		
IB.ART.6	LUMP	LUMP SUM	PREMIUM FOR CONTRACT PERFORMANCE BOND AND PAYMENT BOND	LUMP	LUMP
SP 614	LUMP	LUMP SUM	MAINTAINING TRAFFIC	LUMP	LUMP
SP 619	LUMP	LUMP SUM	FIELD OFFICE	LUMP	LUMP
SP 623	LUMP	LUMP SUM	CONSTRUCTION LAYOUT SURVEY	LUMP	LUMP
624	LUMP	LUMP SUM	MOBILIZATION	LUMP	LUMP
			ROADWAY		
202	160	FOOT	GUARDRAIL REMOVED	160	-
254	249	SQ. YD.	PAVEMENT PLANING, ASPHALT CONCRETE, VARIABLE DEPTH	162	87
407	19	GALLON	NON-TRACKING TACK COAT	12	7
407	9	GALLON	NON-TRACKING TACK COAT FOR INTERMEDIATE COURSE	6	3
448	14	CU. YD.	1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22	9	5
448	9	CU. YD.	1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22	6	3
526	198	SQ. YD.	REINFORCED CONCRETE APPROACH SLABS	101	97
606	185	FOOT	GUARDRAIL, TYPE MGS	160	25
606	1	EACH	ANCHOR ASSEMBLY, MGS TYPE B	-	1
606	4	EACH	ANCHOR ASSEMBLY, MGS TYPE T	-	4
606	8	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	4	4
SP 607	400	FOOT	TEMPORARY FENCE (7'-0" CHAIN LINK WITH SPECIALS)	-	400
SP 607	2	EACH	TEMPORARY GATE	-	2
608	665	SQ. FT.	CONCRETE WALK, 4"	180	485
609	56	FOOT	CURB, TYPE 6	-	56
614	64	HOURS	LAW ENFORCEMENT OFFICER WITH PATROL CAR	32	32
614	20	CU. YD.	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	10	10
614	10	EACH	REPLACEMENT SIGN	5	5
630	600	SQ. FT.	SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED	300	300
642	0.23	MILE	EDGE LINE	0.12	0.11
642	0.12	MILE	CENTER LINE	0.06	0.06
			STRUCTURES		
SP 202	LUMP	LUMP SUM	PORTIONS OF STRUCTURE REMOVED	LUMP	LUMP
SP 509	178,742	POUND	EPOXY COATED REINFORCING STEEL	86,693	92,049
509	200	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL	100	100
510	30	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT	20	10
SP 511B	421	CU. YD.	CLASS HP4 CONCRETE, SUPERSTRUCTURE DECK SLAB	206	215
SP 511B	238	CU. YD.	CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE I CEMENT	100	138
SP 511B	60	CU. YD.	CLASS HP4 CONCRETE, ABUTMENT SLABS	28	32
SP 511B	7	CU. YD.	CLASS HP4 CONCRETE, FOR PREPLACEMENT TESTING	4	3
513	3,380	EACH	WELDED STUD SHEAR CONNECTORS	1,550	1,830
SP 516A	44	FOOT	CRACK REPAIR USING EPOXY INJECTION	4	40
SP 516B	1,272	FOOT	SEALING OF CONSTRUCTION JOINTS	737	535
SP 516J	10	EACH	REPLACE FIXED BEARING DEVICE	10	-
518	1	CU. YD.	POROUS BACKFILL	-	1
518	6	FOOT	6" PERFORATED CORRUGATED PLASTIC PIPE	-	6
518	5	FOOT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE INCLUDING SPECIALS	-	5

STRUCTURES					
SP 519	469	SQ. FT.	PATCHING CONCRETE STRUCTURES	144	325
SP 527	LUMP	LUMP SUM	FALSEWORK, TEMPORARY BRACING, AND PROTECTIVE STRUCTURES	LUMP	LUMP
SP 533	139	FOOT	THREE (3) INCH CONTINUOUS STRIP SEAL IN STRUCTURAL STEEL JOINTS	62	77
SP 533A	139	FOOT	1 1/2" ELASTOMERIC COMPRESSION SEAL IN STRUCTURAL STEEL JOINT	62	77
SP 536	750	SQ. YD.	CONCRETE WEATHERPROOFING, SUBSTRUCTURE	379	371
SP 536	898	SQ. YD.	CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS	-	898
SP 536	1,179	SQ. YD.	CONCRETE WEATHERPROOFING, DECK AND ABUTMENT SLABS	580	599
SP 607	620	FOOT	TYPE I FENCE, ALL ALUMINUM (9'-0" CHAIN LINK WITH SPECIALS)	205	415
SP 607	205	FOOT	TYPE II FENCE, ALL ALUMINUM (6'-0" CHAIN LINK WITH SPECIALS)	205	-

PROJECT 43-20-10

DATE: 2/19/2019

GENERAL SUMMARY

LORAIN & CUYAHOGA COUNTY

M.P. 150.5 & 156.9

DESIGNED CAC

DRAWN CAC

CHECKED CMM

IN CHARGE ADY

REVISIONS

DESIGN AGENCY

2
36

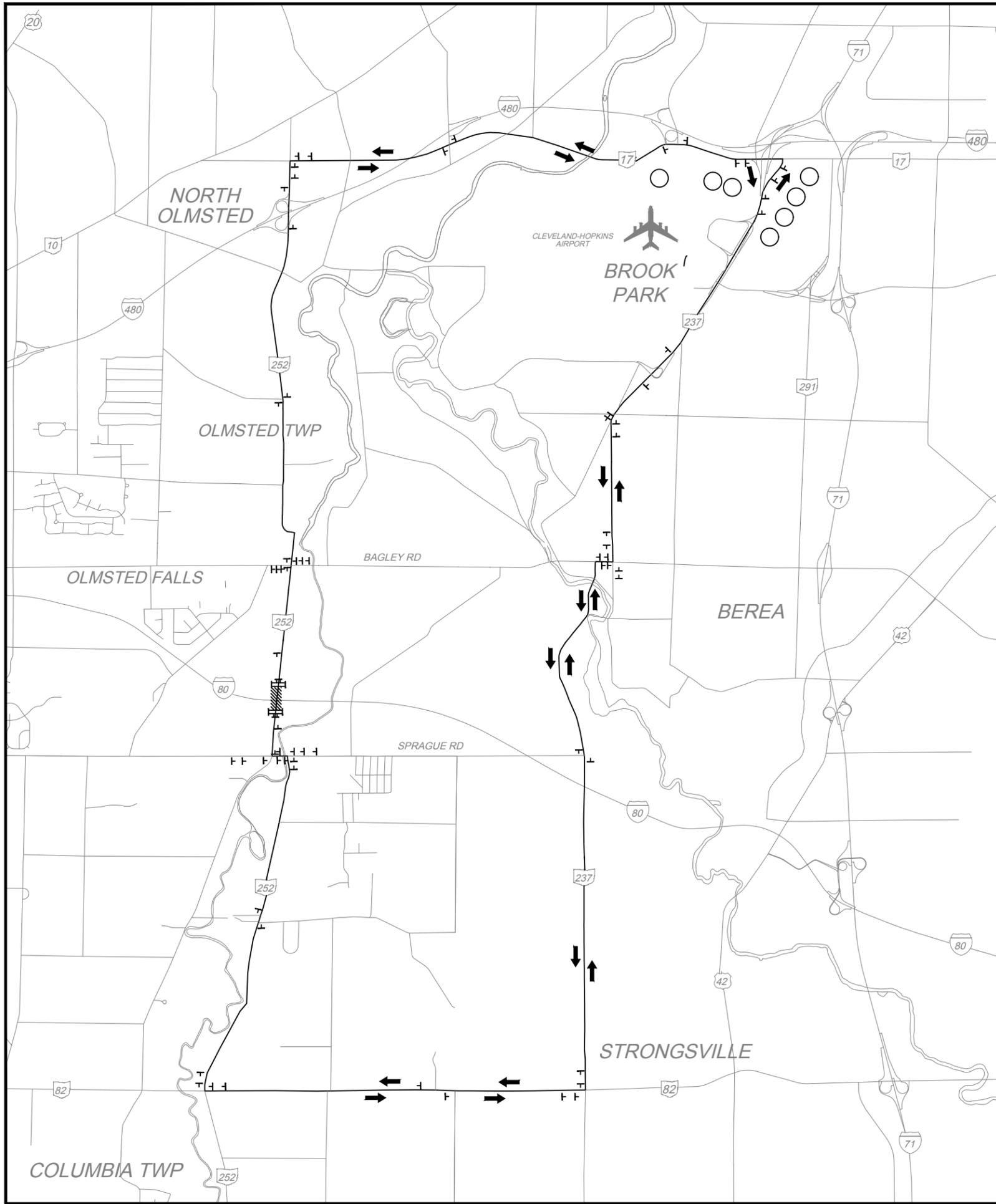
ALTERNATE BIDS
THE CONTRACTOR SHALL BID ON THE BASE
BID ITEMS AND THE ALTERNATE BID ITEMS.
SEE SHEETS 17 AND 18 OF 20 FOR
ADDITIONAL DETAILS.



OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION



Sample Plans - S.R. 252 Detour Plan.dwg; 3/15/22 - 2:16pm



1 ROAD WILL BE CLOSED XX-XX-XX FOR XX DAYS
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
W20-H14-60
NOTICE OF CLOSURE SIGN SEE MOT NOTES

2 A ROAD CLOSED 1 MILE AHEAD LOCAL TRAFFIC ONLY
R11-3A-60

2 B ROAD CLOSED 1/2 MILE AHEAD LOCAL TRAFFIC ONLY
R11-3A-60

3 ROAD CLOSED AHEAD
W20-3-48

4 DETOUR AHEAD
W20-2-48

5 DETOUR M4-8 (24" x 12")
252 M1-5 (30" x 24")
→ M6-1 (21" x 15")

6 DETOUR M4-8 (24" x 12")
252 M1-5 (30" x 24")
↑ M6-3 (21" x 15")

7 DETOUR M4-8 (24" x 12")
252 M1-5 (30" x 24")
↙ M5-1 (21" x 15")

8 DETOUR M4-8 (24" x 12")
252 M1-5 (30" x 24")
← M6-1 (21" x 15")

9 DETOUR M4-8 (24" x 12")
252 M1-5 (30" x 24")
END DETOUR M4-8A (24" x 18")

10 DETOUR M4-8 (24" x 12")
252 M1-5 (30" x 24")
↘ M5-1 (21" x 15")

11 ADVANCE WARNING SIGNS FOR CLOSURE PER ODOT MT-101.60

C SOUTH M3-1 (24" x 12")

D NORTH M3-4 (24" x 12")

NOTES

- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE CURRENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD).
- THE CONTRACTOR SHALL FURNISH, ERECT, MAINTAIN AND SUBSEQUENTLY REMOVE ALL BARRICADES, SIGNS, SIGN SUPPORTS, AND INCIDENTALS SHOWN ON THIS SHEET.
- PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE CONSIDERED INCIDENTAL TO SP 614 - MAINTAINING TRAFFIC UNLESS ITEMIZED SEPARATELY.

LEGEND

- X— - ROAD CLOSED SIGNS MOUNTED ON TYPE III BARRICADE (ODOT MT-101.60)
- //// - WORK ZONE
- - DETOUR ROUTE

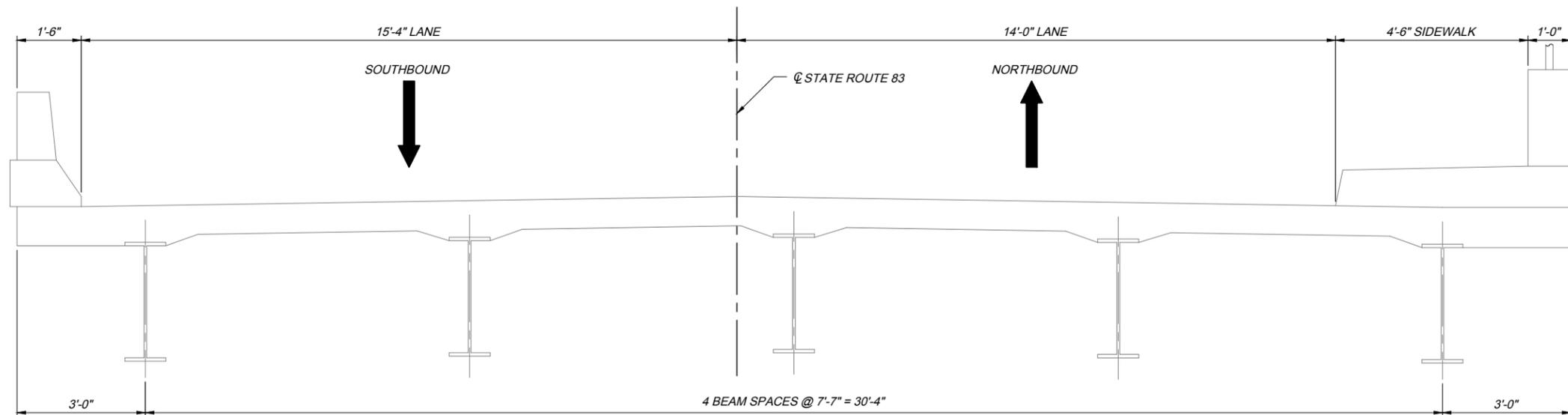
DESIGN AGENCY: OHIO TURNPIKE

PROJECT 43-20-10	DATE: 2/19/2019	BY: _____	DATE: _____
S.R. 252 DETOUR PLAN		CHECKED: _____	NO. _____
STATE ROUTE 252 OVER OHIO TURNPIKE		CMM IN CHARGE: _____	ADY: _____
CUYAHOGA COUNTY		DESIGNED: _____	REVISIONS: _____
M.P. 156.9		TWB DRAWN: _____	TWB: _____

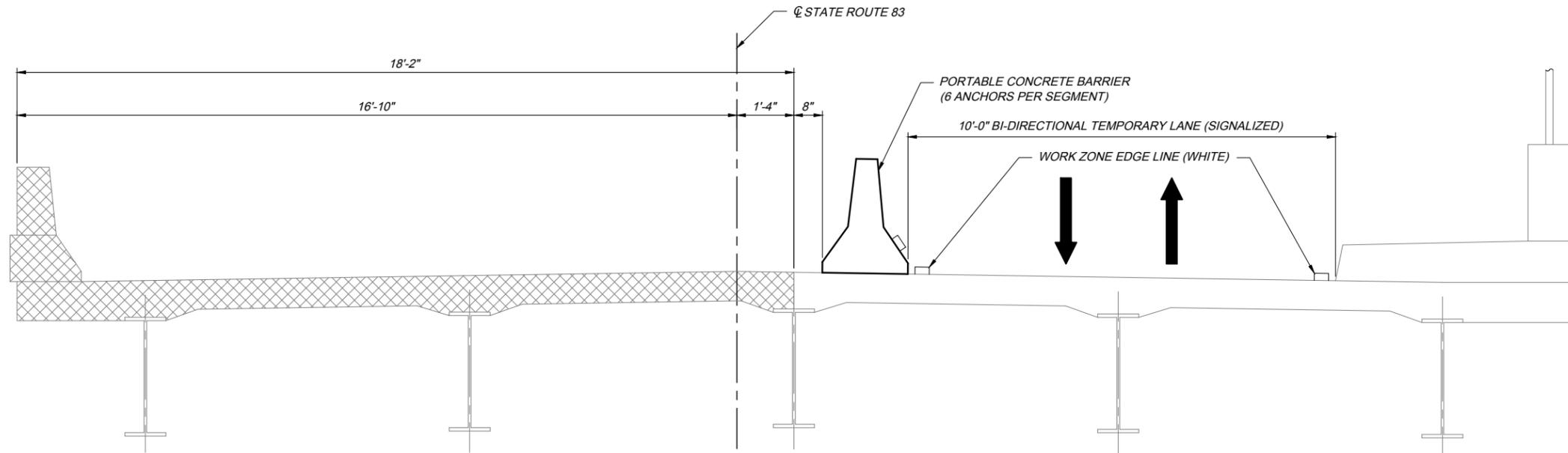
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

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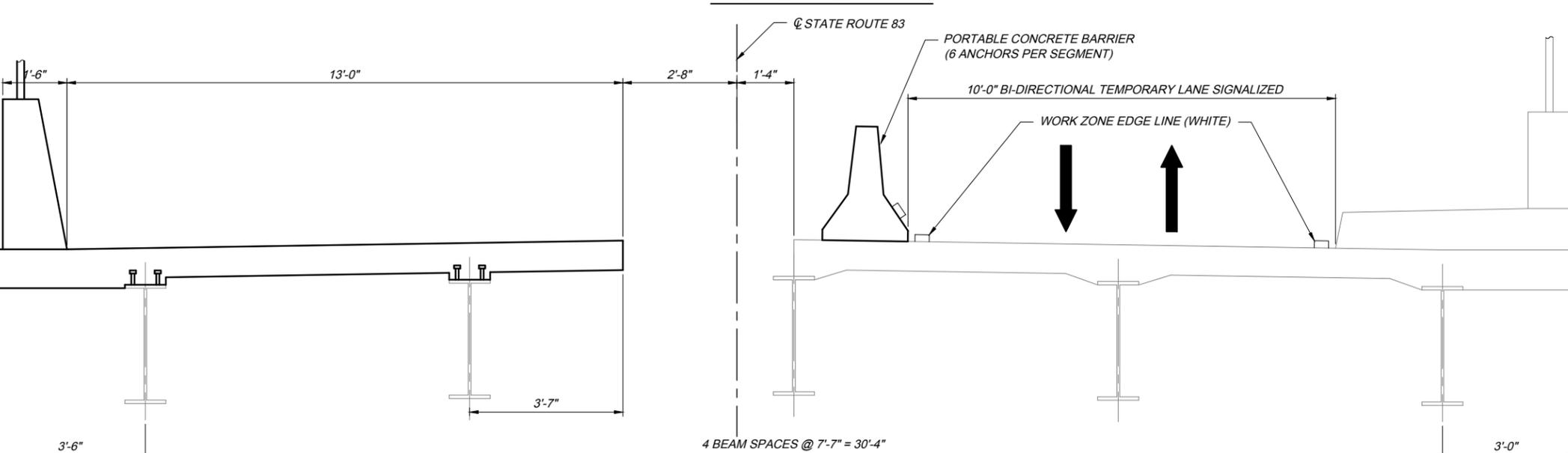
Sample Plans - S.R. 83 - Maintenance of Traffic Phase 1 - Sections.dwg, 3/15/22 - 2:16pm



EXISTING SECTION



PHASE 1 REMOVAL

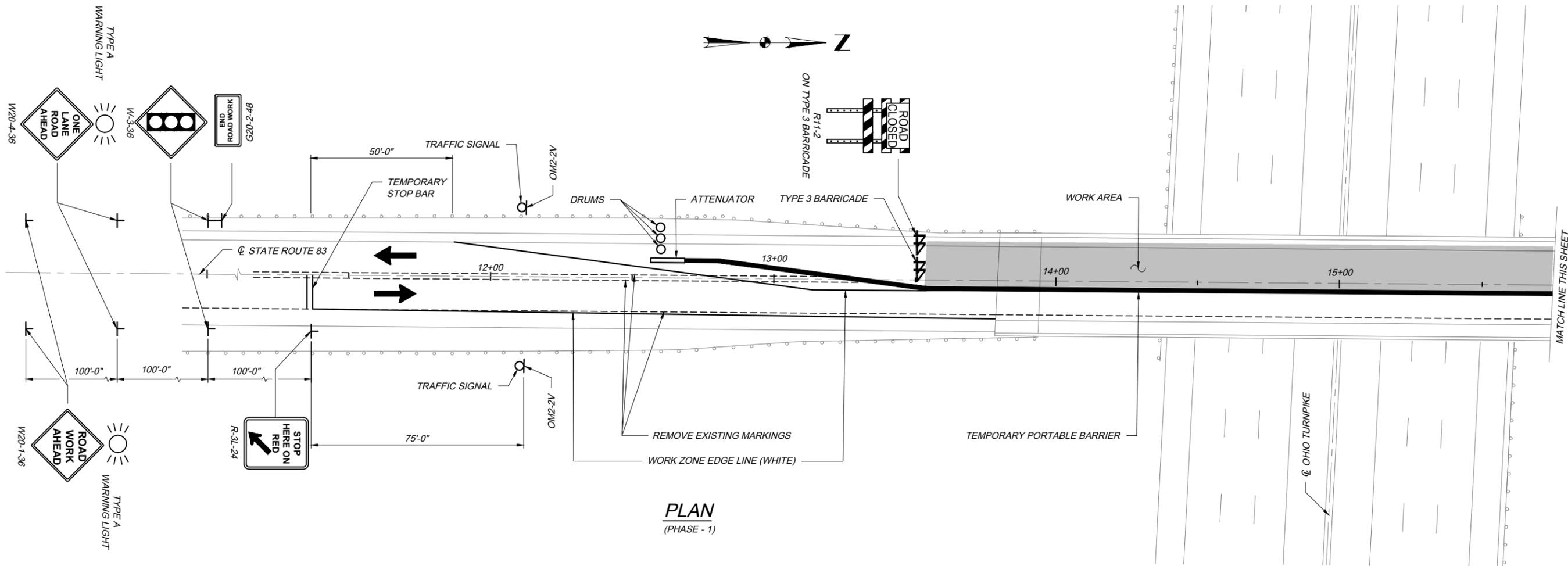


PHASE 1 CONSTRUCTION

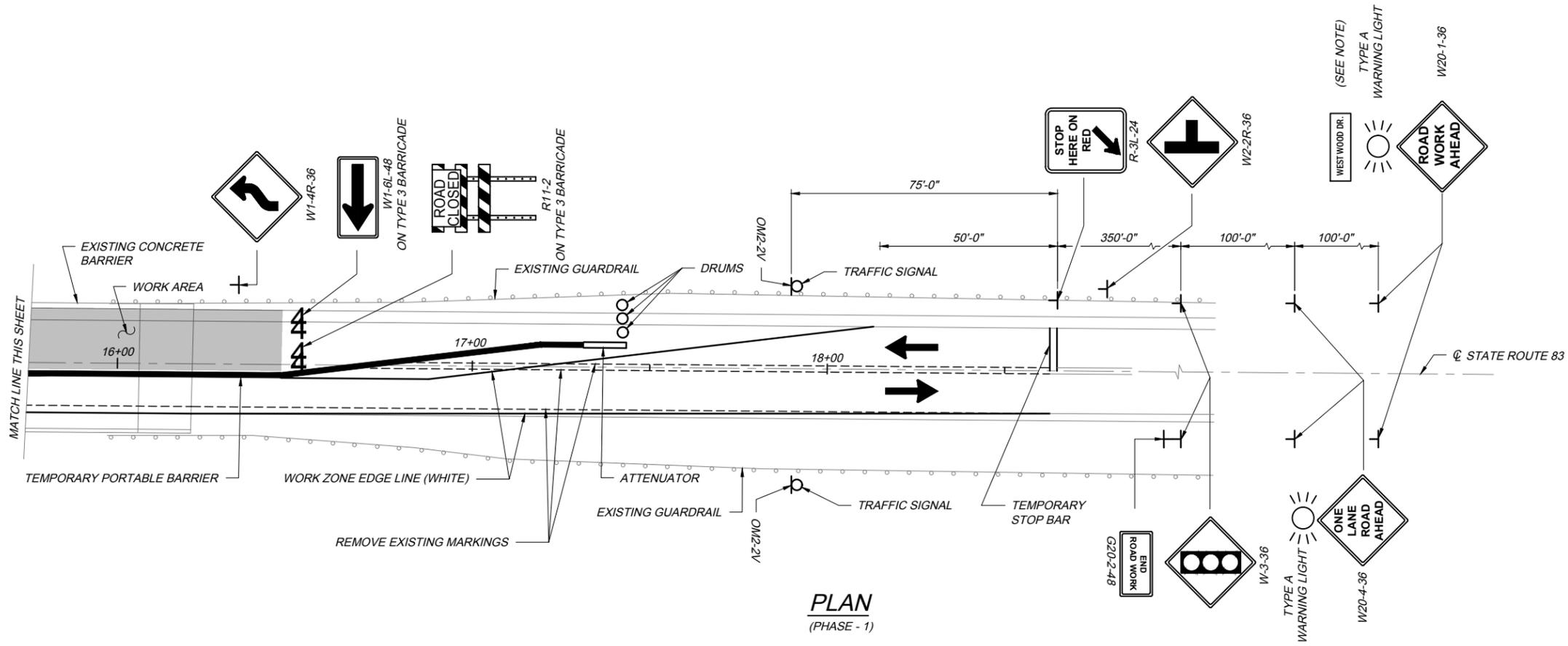
LEGEND
 - INDICATES REMOVAL IN ACCORDANCE WITH ITEM SP 202 PORTIONS OF STRUCTURE REMOVED

- NOTES:**
1. THE EXISTING BRIDGE FENCING SHALL REMAIN IN PLACE ON THE LEFT SIDE OF THE BRIDGE DURING PHASE 1.
 2. PORTABLE BARRIER SHALL BE DELINEATED AS SHOWN ON STANDARD DRAWING TCR-2.1.

PROJECT 43-20-10	S.R. 83 - MAINTENANCE OF TRAFFIC PHASE 1 - SECTIONS	DESIGN AGENCY	OHIO TURNPIKE
DATE: 2/19/2019	STATE ROUTE 83 OVER OHIO TURNPIKE	BY: . . .	DATE: . . .
M.P. 150.5	LORAIN COUNTY	NO. . .	REVISIONS
		DESIGNED TWB	CHECKED CMM
		DRAWN TWB	IN CHARGE ADY
4	36	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	



PLAN
(PHASE - 1)



PLAN
(PHASE - 1)

NOTE:
THE CONTRACTOR SHALL REMOVE THE EXISTING SIGN AND RE-ERECT ON A TEMPORARY SUPPORT 100 FEET NORTH OF ITS EXISTING LOCATION. AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL MOVE THE SIGN BACK TO ITS ORIGINAL SUPPORT. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM SP 614, MAINTAINING TRAFFIC.

LEGEND	
	TEMPORARY PORTABLE BARRIER
	ATTENUATOR
	DRUMS
	WORK AREA
	DIRECTION OF TRAVEL
	TYPE 3 BARRICADE
	REMOVE EXISTING MARKINGS

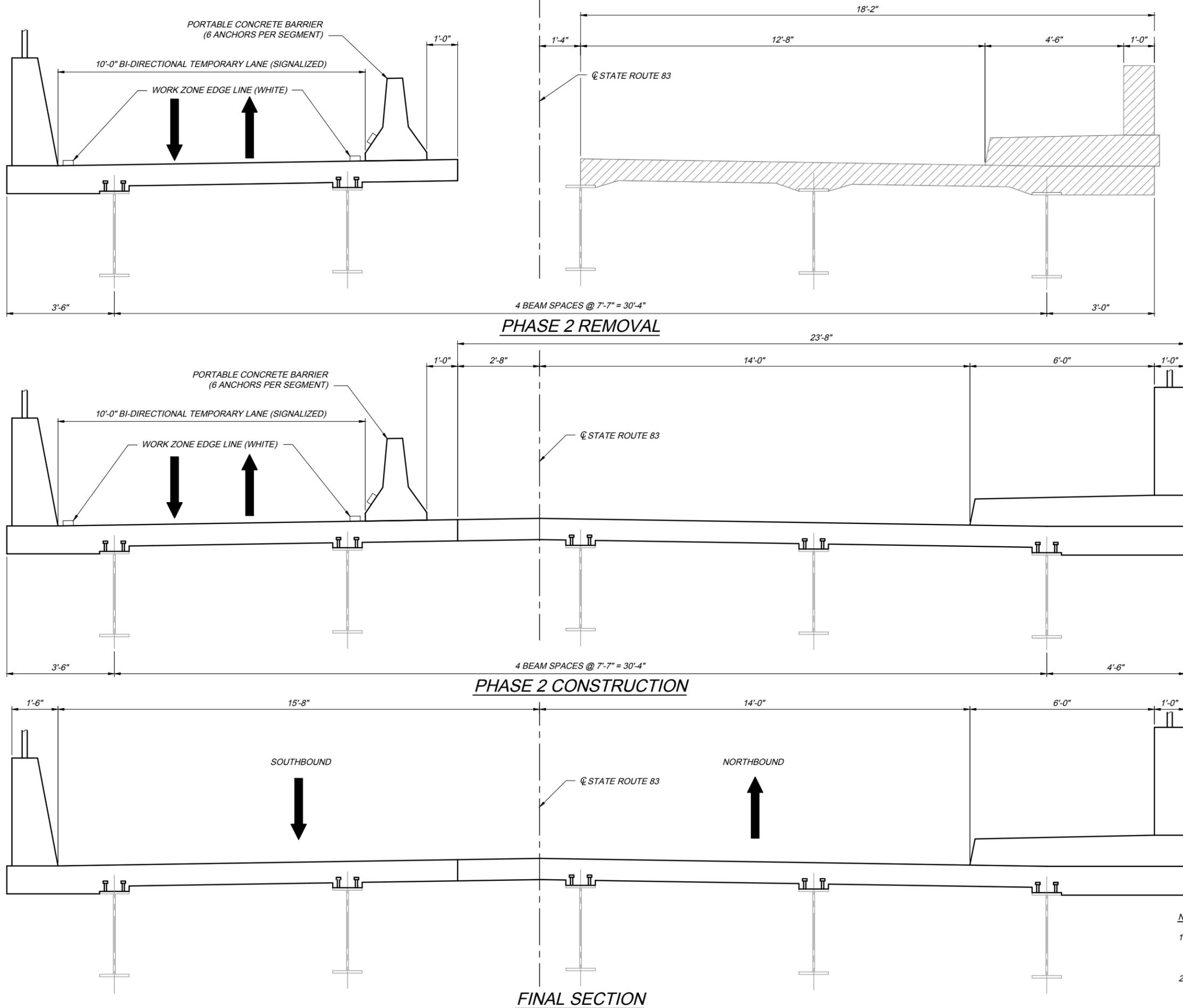
PROJECT 43-20-10	S.R. 83 - MAINTENANCE OF TRAFFIC PHASE 1 - PLAN	DESIGNED TWB	CHECKED CMM	BY DATE
	STATE ROUTE 83 OVER OHIO TURNPIKE	DRAWN TWB	IN CHARGE ADY	
	M.P. 150.5	LORAIN COUNTY		
		DATE: 2/19/2019		
5	36			

OHIO TURNPIKE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

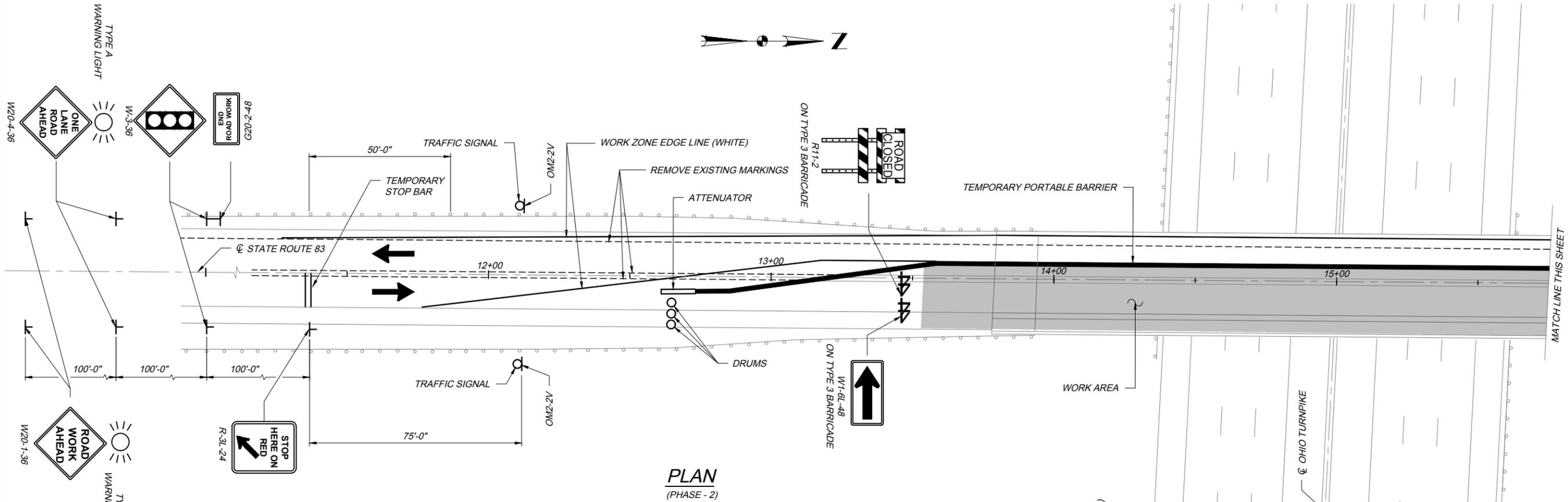
Sample Plans - S.R. 83 - Maintenance of Traffic Phase 1 - Sections.dwg, 3/15/22 - 2:16pm



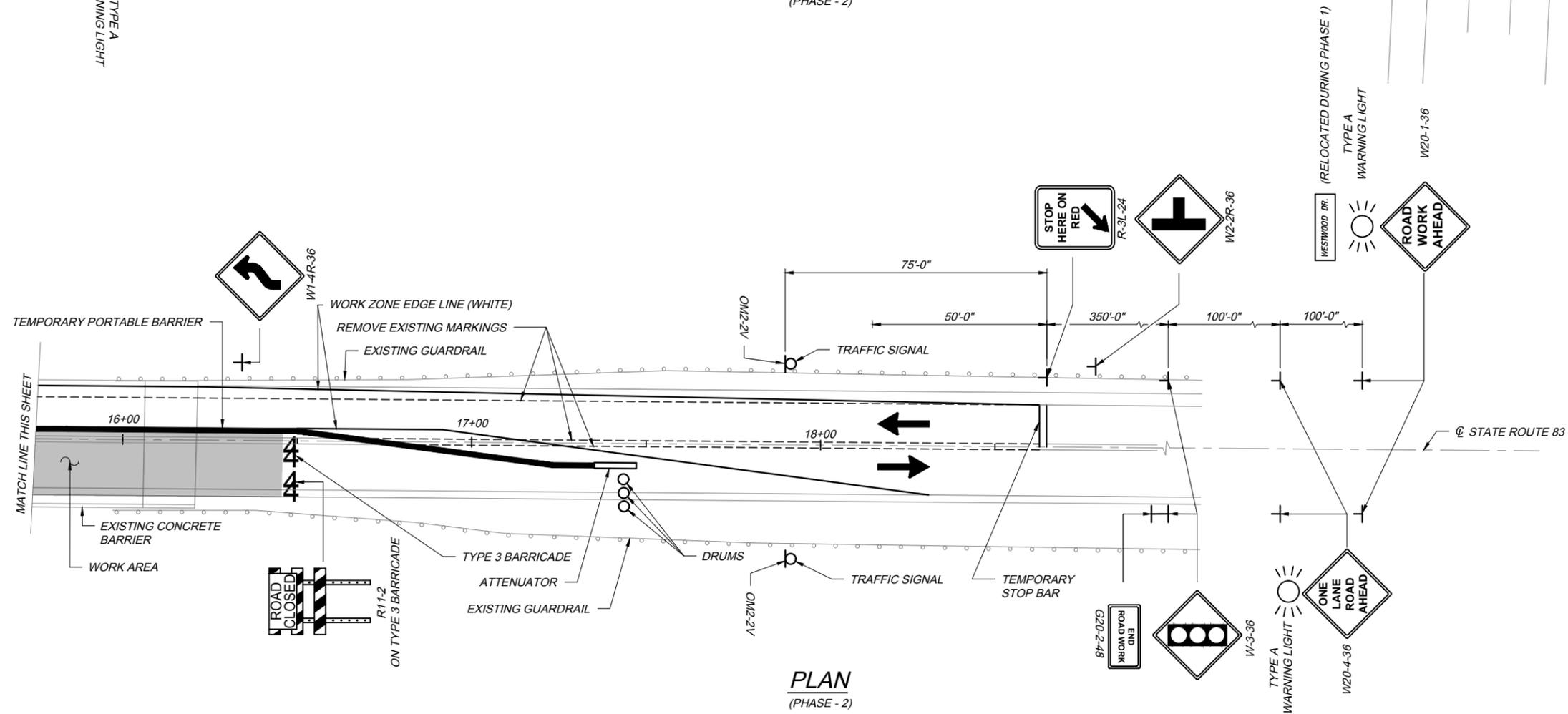
LEGEND
 - INDICATES REMOVAL IN ACCORDANCE WITH ITEM SP 202 PORTIONS OF STRUCTURE REMOVED

- NOTES:**
1. THE PROPOSED BRIDGE FENCING SHALL BE INSTALLED ON THE SOUTHBOUND PARAPET PRIOR TO PHASE 2 BEING IMPLEMENTED.
 2. PORTABLE BARRIER SHALL BE DELINEATED AS SHOWN ON STANDARD DRAWING TCR-2.1.

PROJECT 43-20-10 S.R. 83 - MAINTENANCE OF TRAFFIC PHASE 2 - SECTIONS STATE ROUTE 83 OVER OHIO TURNPIKE M.P. 150.5	DATE: 2/19/2019	DESIGN AGENCY OHIO TURNPIKE
	REVISIONS NO. BY DATE	CHECKED CMM IN CHARGE
DESIGNED TWB	DRAWN TWB	LORAIN COUNTY
6 36	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	



PLAN
(PHASE - 2)



PLAN
(PHASE - 2)

LEGEND

	TEMPORARY PORTABLE BARRIER
	ATTENUATOR
	DRUMS
	WORK AREA
	DIRECTION OF TRAVEL
	TYPE III BARRICADE
	REMOVE EXISTING MARKINGS

PROJECT 43-20-10 S.R. 83 - MAINTENANCE OF TRAFFIC PHASE 2 - PLAN STATE ROUTE 83 OVER OHIO TURNPIKE M.P. 150.5	DATE: 3/19/22	DESIGN AGENCY OHIO TURNPIKE
	LORAIN COUNTY	REVISIONS NO. BY DATE
CHECKED CMM IN CHARGE	DRAWN TWB ADY	DESIGNER TWB

7

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MAINTENANCE OF TRAFFIC NOTES

MAINTENANCE OF TRAFFIC SEQUENCE:

THESE PLANS ARE BASED ON THE FOLLOWING SUGGESTED SEQUENCE OF CONSTRUCTION.

BOTH DIRECTIONS OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT AND TEMPORARY TRAFFIC SIGNALS.

TRAFFIC SHALL BE MAINTAINED USING A SIGNED DETOUR.

STATE ROUTE 252
SHALL BE CLOSED TO THROUGH TRAFFIC AND DETOURED ACCORDING TO THE PLANS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVES AND ACCESS ROADS AT ALL TIMES DURING THE PROJECT UNLESS OTHERWISE AUTHORIZED BY THE CHIEF ENGINEER. DETOURS SHALL NOT BE PLACED INTO EFFECT UNTIL THE CONTRACTOR IS READY TO COMMENCE WORK.

STATE ROUTE 83 - PHASE 1
THIS PHASE WILL CONSIST OF REMOVING AND CONSTRUCTING THE SOUTHBOUND BRIDGE DECK, PARAPET, FENCE, ETC.

TRAFFIC AND PEDESTRIANS WILL BE MAINTAINED USING A TEMPORARY TRAFFIC SIGNAL AS DETAILED ON THE FOLLOWING SHEETS AND STANDARD CONSTRUCTION DRAWINGS MT-96.11, MT-96.20 AND MT-96.26.

STATE ROUTE 83 - PHASE 2
THIS PHASE WILL CONSIST OF REMOVING AND CONSTRUCTING THE NORTHBOUND BRIDGE DECK, PARAPET, FENCE, SIDEWALK, ETC.

TRAFFIC WILL BE MAINTAINED USING A TEMPORARY TRAFFIC SIGNAL AS DETAILED ON THE FOLLOWING SHEETS AND STANDARD CONSTRUCTION DRAWINGS MT-96.11, MT-96.20 AND MT-96.26. PEDESTRIAN TRAFFIC WILL NOT BE MAINTAINED.

MAINTAINING TRAFFIC
THE CONTRACTOR'S RESPONSIBILITY TO THE SAFETY OF THE MOTORING PUBLIC WHILE PERFORMING THE REQUIREMENTS OF THE CONTRACT SHALL BE IN ACCORDANCE WITH THESE TEMPORARY TRAFFIC CONTROL PLANS, THE SPECIFICATIONS AND SPECIAL PROVISIONS, THE CURRENT EDITION, LATEST REVISION OF THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD) AND "TEMPORARY TRAFFIC CONTROL ON THE TURNPIKE," LATEST REVISION.

IN ADDITION, THE FOLLOWING SPECIFIC PROVISIONS ARE MANDATORY.

I. NOTIFICATION

SINCE FUNCTIONAL TRAFFIC CONTROL IS A MAJOR CONCERN ON THIS PROJECT, IT IS ESSENTIAL THAT THE MOTORING PUBLIC BE ADEQUATELY FOREWARNED OF FUTURE LANE CLOSURES AND TRAFFIC CONSTRUCTIONS. THEREFORE, THE CONTRACTOR SHALL SUBMIT A WRITTEN SCHEDULE TO THE ENGINEER, RESPONSIBLE LAW ENFORCEMENT AGENCIES, CITY OF OLMSTED FALLS AND THE OTIC MARKETING AND COMMUNICATIONS OFFICE INDICATING THE LOCATIONS AND DATES OF THE LANE CLOSURES AT LEAST 2 WEEKS PRIOR TO THE IMPLEMENTATION OF ANY SUCH CLOSURES.

THE CONTRACTOR SHALL PROVIDE A 48 HOUR NOTICE TO THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION CHIEF ENGINEER PRIOR TO INSTALLING AND CHANGING TEMPORARY TRAFFIC CONTROL PHASES.

II. WORK HOURS

NIGHT WORK IS NOT PERMITTED DUE TO THE RESIDENTIAL NATURE OF THE SURROUNDING AREAS. LIMIT WORK HOURS TO DAYLIGHT HOURS BETWEEN 7:00 AM AND 9:00 PM, MONDAY THROUGH FRIDAY OR BETWEEN 8:30 AM AND 7:00 PM ON SATURDAY AND SUNDAY.

III. LANE CLOSURE

ALL LANE CLOSURES SHALL BE IN ACCORDANCE WITH THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD) AND APPLICABLE STANDARD CONSTRUCTION DRAWING.

THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION (OTIC) TEMPORARY TRAFFIC CONTROL PHASE DATES, LANE REDUCTION TIME LIMITATIONS, AND LIQUIDATED DAMAGE CLAUSES ARE CONTAINED IN THE FOLLOWING SPECIAL PROVISIONS:

- SP 103, CONSTRUCTION PHASING AND TIME OF COMPLETION
- SP 104, ACCESS TO TURNPIKE AND RESTRICTIONS
- SP 107, TIME OF ESSENCE - LIQUIDATED DAMAGES

IV. MAINTENANCE OF TRAFFIC SYSTEMS

A. WHEN REQUIRED

WHENEVER ANY PART OF THE TRAVELED SURFACE IS BEING WORKED UPON OR IS OTHERWISE NOT SUITABLE FOR SAFE AND CONVENIENT USE BY VEHICLES, TRAFFIC CONTROL DEVICES SUFFICIENT TO PROTECT SUCH

AREAS TO ASSURE THE SAFE AND CONVENIENT PASSAGE OF VEHICULAR TRAFFIC SHALL BE INSTALLED AND MAINTAINED. SUCH TRAFFIC CONTROL DEVICES AND THE MANNER IN WHICH THEY ARE USED SHALL BE CONSISTENT WITH THESE PLANS AND THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, HEREINAFTER REFERRED TO AS THE OMUTCD. THE TRAFFIC CONTROL DEVICE SYSTEM SHALL CONSTITUTE THE MINIMUM PROVISIONS FOR TRAFFIC CONTROL FOR EACH PARTICULAR SITUATION. WHENEVER THE ENGINEER DEEMS IT NECESSARY ESPECIALLY WHERE A GRADE, CURVE, OR MERGE CONDITIONS EXISTS, HE/SHE MAY DIRECT THAT ADDITIONAL OR ALTERNATIVE DEVICES BE USED.

B. CONDITIONS

DURING ALL PARTS OF THIS PROJECT, FLAGGERS, SIGNING, BARRICADES, FLASHING ARROWS, ETC. SHALL BE LOCATED AS INDICATED IN THE OMUTCD OR AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON STATE ROUTE 83.

C. ADVANCE WARNING SIGNS

ALL ADVANCE WARNING SIGNS FOR ANY CONDITION WHICH RESTRICTS TRAFFIC SHALL BE ERECTED BEFORE ANY SUCH RESTRICTION IS PUT INTO EFFECT. ALL SUCH SIGNS SHALL BE COVERED OR REMOVED FROM THE VIEW OF TRAFFIC WHENEVER THEY ARE NOT APPLICABLE.

D. FLASHING ARROW REQUIREMENT

WHENEVER ANY PART OF THE TURNPIKE TRAVELED SURFACE IS CLOSED, THE MOTORISTS SHALL BE WARNED AND DIRECTED BY THE CONTRACTOR THROUGH THE USE OF ONE FLASHING ARROW FOR EACH LANE CLOSED. ADDITIONALLY, THE PROVISIONS SET FORTH IN THE (OMUTCD) AND THE APPLICABLE STANDARD CONSTRUCTION DRAWINGS SHALL BE MET.

E. FLAGGERS AND LAW ENFORCEMENT OFFICERS

THE CONTRACTOR SHALL FURNISH ADDITIONAL FLAGGERS AS DIRECTED BY THE ENGINEER. LAW ENFORCEMENT OFFICERS (LEO'S) SHALL BE REQUIRED FOR TRAFFIC DIRECTION ONLY IF TRAFFIC MUST MOVE AGAINST SIGNAL PHASING.

F. TRAFFIC ZONES

THE CONTRACTOR SHALL IMMEDIATELY CORRECT ANY DEFICIENCY IN TRAFFIC ZONE ALIGNMENT, EQUIPMENT, NUMBER OF DEVICES, OR PROCEDURE OF FLAG PERSONS WHICH IS BROUGHT TO HIS ATTENTION BY THE ENGINEER.

G. FAILURE TO COMPLY

IF THERE IS ANY FAILURE TO COMPLY WITH PROVISIONS FOR TRAFFIC CONTROL SET OUT IN THESE PLANS AND NOTES, OR WITH THE PROVISIONS OF THE OMUTCD, THE HIGHWAY IN THE VICINITY OF THE WORK AREA SHALL NOT BE CONSIDERED IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC. ANY FAILURE TO KEEP THE HIGHWAY, IN THE VICINITY OF THE WORK AREA, IN A CONDITION FOR THE SAFE AND CONVENIENT USE BY THE TRAVELING PUBLIC SHALL BE CONSIDERED A BREACH OF THIS CONTRACT. WORK SHALL BE SUSPENDED UNTIL THE CONTRACTOR COMPLIES WITH THE PROVISIONS OF THE AFOREMENTIONED ITEMS.

IV. MAINTENANCE OF TRAFFIC MATERIALS

A. SIGNS

SIGN DIMENSIONS AND SPECIFICATIONS, INCLUDING LETTER SIZES SHALL BE AS PROVIDED IN THE OMUTCD, OR IN DESIGN DRAWINGS PROVIDED BY THE COMMISSION. THE SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER PRIOR TO THE START OF THE PROJECT.

B. SIGN SUPPORTS

SIGN SUPPORTS SHALL BE OF SUFFICIENT SIZE AND HEIGHT AS TO SUPPORT THE SIGNS AT THE APPROPRIATE HEIGHT. SUPPORTS SHALL BE ADEQUATE IN MASS AND STABILITY TO PREVENT THE SIGNS FROM BEING BLOWN OVER BY WIND OR VEHICULAR GENERATED AIR TURBULENCE.

C. DRUMS

DRUMS SHALL BE IN ACCORDANCE WITH PERTINENT SECTIONS OF THE OMUTCD. IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, DRUMS FURNISHED BY THE CONTRACTOR SHALL BE LIKE NEW OR UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. PAYMENT FOR DRUMS SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM SP614 MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

D. CONES

CONES SHALL BE LOCATED AS SHOWN IN THE OMUTCD AND THE STANDARD CONSTRUCTION DRAWINGS. IN ADDITION TO THE REQUIREMENTS OF THE PLANS, SPECIFICATION AND PROPOSAL, CONES FURNISHED BY THE CONTRACTOR SHALL BE LIKE NEW OR UNUSED AT THE TIME OF ARRIVAL ON THE PROJECT. PAYMENT FOR CONES SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM SP614 MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED.

E. FLASHERS

FLASHERS SHALL BE 12 VOLT BATTERY-OPERATED MODELS WITH 7 INCH DIAMETER YELLOW LENSES ILLUMINATED BY RAPID INTERMITTENT FLASHERS OF SHORT DURATION AND SHALL BE PLACED ON ALL SIGNS AT ALL TIMES AS REQUIRED BY THE OMUTCD AND THE STANDARD CONSTRUCTION DRAWINGS.

G. WORK ZONE PAVEMENT MARKINGS

THE WORK ZONE PAVEMENT MARKINGS SHALL BE 4" WIDE, UNLESS NOTED OTHERWISE ON THE PLANS. ITEM SP 641C - REMOVAL OF PAVEMENT MARKINGS SHALL BE UTILIZED FOR THE REMOVAL OF EXISTING PAVEMENT MARKINGS, THAT WERE PRESENT PRIOR TO THE START OF CONSTRUCTION THAT CONFLICT WITH THE WORK ZONE PAVEMENT MARKINGS AND FOR THE REMOVAL OF ITEM 614 - WORK ZONE PAVEMENT MARKINGS.

REMOVAL OF EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE ACCOMPLISHED BY EITHER GRINDING OR WATER BLAST AS APPROVED BY THE CHIEF ENGINEER, IN ACCORDANCE WITH SP 641C. IN NO INSTANCE SHALL BLACKOUT TAPE BE USED. MEASUREMENT OF THIS ITEM SHALL BE IN ACCORDANCE WITH SP 641C AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO REMOVE CONFLICTING PAVEMENT MARKINGS TO THE SATISFACTION OF THE CHIEF ENGINEER.

WORK ZONE PAVEMENT MARKINGS SHALL BE INSTALLED BY THE CONTRACTOR AS PER ITEM 614 OR PER ITEM 641.

PAYMENT FOR WORK ZONE PAVEMENT MARKINGS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM SP 614 - MAINTAINING TRAFFIC. PAYMENT SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT, AND MATERIALS NECESSARY TO REMOVE CONFLICTING MARKINGS, INSTALL WORK ZONE MARKINGS, MAINTAIN AND REPLACING DAMAGED WORK ZONE MARKINGS, AND REMOVE WORK ZONE MARKINGS WHEN NO LONGER APPLICABLE.

H. GUARDRAIL DELINEATION

GUARDRAIL DELINEATION SHALL CONSIST OF AKT CORPORATION MODEL 567 ONE-WAY DELINEATORS INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S PRINTED INSTRUCTIONS. THE DELINEATORS SHALL BE SPACED 100' (MINIMUM), WITH ALL GUARDRAIL RUNS HAVING NO LESS THAN TWO DELINEATORS (ONE DELINEATOR ON THE BEGIN AND ONE ON THE END OF THE GUARDRAIL RUN).

PAYMENT FOR GUARDRAIL DELINEATION SHALL BE INCLUDED WITH ITEM SP 614 MAINTAINING TRAFFIC. SUCH PAYMENT SHALL INCLUDE PROVIDING, INSTALLING, MAINTAINING, REPLACING DAMAGED DELINEATORS AND REMOVING, AS SPECIFIED, FOR THE ABOVE SAID GUARDRAIL DELINEATION.

VI. THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION (OTIC) TEMPORARY TRAFFIC CONTROL PHASE DATES, LANE REDUCTION TIME LIMITATIONS, AND LIQUIDATED DAMAGE CLAUSES ARE CONTAINED IN THE FOLLOWING SPECIAL PROVISIONS:

- SP 103, CONSTRUCTION PHASING AND TIME OF COMPLETION
- SP 104, ACCESS TO TURNPIKE AND RESTRICTIONS
- SP 107, TIME OF ESSENCE - LIQUIDATED DAMAGES

VII. TEMPORARY PORTABLE BARRIERS

ALL TEMPORARY PORTABLE BARRIERS SHOWN ON THE PLANS FOR MAINLINE TEMPORARY TRAFFIC CONTROL WILL BE AS PER SP 622A. THE SAME BARRIER CAN BE USED FOR THE VARIOUS PHASES. THE COST FOR TRANSPORTING, INSTALLING, MAINTAINING, REMOVAL AND STORING THE TEMPORARY PORTABLE BARRIER FOR EACH PHASE SHALL BE INCLUDED IN THE ORIGINAL UNIT COST OF SUPPLYING THE BARRIER FOR ITEM SP 622A.

THE CONTRACTOR SHALL REPLACE ANY DAMAGED TEMPORARY PORTABLE BARRIER WITHIN 24 HOURS OF A DAMAGING IMPACT.

PAYMENT

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH ITEM SP 614 AND APPLICABLE PORTIONS OF THE OHIO DEPARTMENT OF TRANSPORTATION STANDARD CONSTRUCTION DRAWINGS, ODOT CONSTRUCTION & MATERIAL SPECIFICATION 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 SP614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614 - LAW ENFORCEMENT OFFICER WITH PATROL CAR (FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS)

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" OMUTCD INTENDS THAT FLAGGERS BE USED. IN ADDITION TO THE REQUIREMENTS OF 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED ON STATE ROUTE 83.
- DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF 614 AND THE "OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (OMUTCD), A UNIFORMED LAW ENFORCEMENT OFFICER WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

- FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.
- WHEN CONSTRUCTION VEHICLES ARE ENTERING/EXITING THE ZONE DIRECTLY FROM/INTO AN OPEN LANE OF TRAFFIC. IF A LANE HAS BEEN CLOSED TO PROVIDE AN ACCELERATION/DECELERATION LANE FOR THE VEHICLE, THE LEO WILL NOT BE REQUIRED.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEO'S DUTIES AND PLACEMENT AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHOULD REPORT TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT. IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS WITH PATROL CAR REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

Sample Plans - Maintenance of Traffic Notes.dwg, 3/15/22 - 2:16pm

	PROJECT 43-20-10 DATE: 2/19/2019	MAINTENANCE OF TRAFFIC NOTES LORAIN & CUYAHOGA COUNTY M.P. 150.5 & 156.9	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED TWB DRAWING TWB
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MAINTENANCE OF TRAFFIC NOTES

ITEM 614- LAW ENFORCEMENT OFFICER WITH PATROL CAR, 64 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR.

MAINTENANCE OF TRAFFIC SIGNAL INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE TRAFFIC SIGNAL INSTALLATION WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

NEW OR REUSED SIGNAL INSTALLATIONS OR DEVICES INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT, THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE COMMISSION OR CITY FOR POLICE SERVICES AND MAINTENANCE SERVICES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE OR SHE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 8 HOURS AND SHALL NOT INCLUDE THE HOURS OF 8 PM TO 6 AM. ANY SIGNALIZED INTERSECTION WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED BY THE CONTRACTOR BY THE INSTALLATION OF TEMPORARY STOP SIGNS.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING, WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.23.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION.
2. TIME OF WORK CREW'S ARRIVAL TO CORRECT THE MALFUNCTION.
3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED.
4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE.
5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM SP 614, MAINTAINING TRAFFIC

MULTI-PLAN, TIME-OF-DAY OPERATION OF SR 83 WORK ZONE SIGNAL
THE WORK ZONE SIGNAL CONTROL REQUIRED FOR THIS PROJECT AND DETAILED ON THE FOLLOWING SHEETS AND STANDARD CONSTRUCTION DRAWINGS MT-98.11, MT-96.20 AND MT-96.26 SHALL BE CAPABLE OF PROVIDING MULTIPLE TIMING PATTERNS CHOSEN ON A TIME-OF-DAY BASIS.

TRAFFIC CONTROL EQUIPMENT SHALL BE CAPABLE OF TIME-OF-DAY/DAY-OF-WEEK PROGRAMMING; WITH A MINIMUM OF THREE-DIAL, THREE OFFSETS AND THREE SPLITS, OR A MINIMUM OF FIFTEEN SEPARATE TIMING PLANS.

TIMING PLAN (SECONDS)			
PLAN	A	B	C
NORTHBOUND GREEN	29	31	20
NORTHBOUND YELLOW	3.5	3.5	3.5
NORTHBOUND ALL RED	21	21	21
SOUTHBOUND GREEN	22	40	21
SOUTHBOUND YELLOW	3.5	3.5	3.5
SOUTHBOUND ALL RED	21	21	21
TOTAL CYCLE LENGTH	100	120	90

TIME OF DAY PLAN							
TIME	MON	TUES	WED	THUR	FRI	SAT	SUN
MIDNIGHT – 6:00 A.M.	C	C	C	C	C	C	C
6:00 A.M. - 2:00 P.M.	A	A	A	A	A	A	A
2:00 P.M. - 7:00 P.M.	B	B	B	B	B	A	A
7:00 P.M. - MIDNIGHT	C	C	C	C	C	C	C

PAYMENT IS INCIDENTAL TO THE LUMP SUM BID FOR ITEM SP 614, MAINTAINING TRAFFIC.

CONTRACTOR'S EQUIPMENT - OPERATION AND STORAGE
VEHICLES AND EQUIPMENT SHALL ALWAYS MOVE WITH, AND NOT ACROSS OR AGAINST THE FLOW OF TRAFFIC. VEHICLES AND OTHER EQUIPMENT SHALL NOT PARK OR STOP EXCEPT WITHIN DESIGNATED WORK AREAS; AND SHALL NOT ENTER AND LEAVE WORK AREAS IN A MANNER WHICH WILL BE HAZARDOUS TO, OR INTERFERE WITH THE NORMAL TRAFFIC FLOW. PERSONAL VEHICLES WILL NOT BE PERMITTED TO PARK WITHIN THE RIGHT-OF-WAY EXCEPT IN SPECIFIC AREAS DESIGNATED BY THE ENGINEER.

EQUIPMENT, VEHICLES AND MATERIALS SHALL NOT BE STORED OR PARKED WITHIN 30 FEET OF THE TRAVELED WAY UNLESS 6 FEET BEHIND PCB OR GUARDRAIL.

ALL WORK VEHICLES AND EQUIPMENT THAT ENTERS THE WORK ZONE MORE THAN ONCE A DAY MUST BE EQUIPPED WITH AT LEAST ONE FLASHING, ROTATING, OR OSCILLATING AMBER LIGHT THAT IS VISIBLE IN ALL DIRECTIONS OF TRAFFIC FOR AT LEAST ONE QUARTER OF A MILE, DAY OR NIGHT.

SUSPENSION OF WORK

IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS OR WITH PROVISIONS OF THE OMUTCD, THE ENGINEER SHALL SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

ALTERNATE METHODS

IF THE CONTRACTOR SO ELECTS, HE/SHE MAY SUBMIT ALTERNATE METHODS FOR THE MAINTENANCE OF TRAFFIC, PROVIDED THE INTENT OF THE PROVISIONS IS FOLLOWED AND NO ADDITIONAL INCONVENIENCE TO THE TRAVELING PUBLIC RESULTS THERE FROM. NO ALTERNATE PLAN SHALL BE PLACED INTO EFFECT UNTIL APPROVAL HAS BEEN GRANTED IN WRITING, BY THE CHIEF ENGINEER.

ITEM 614, WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS. THE APPROVED LIST IS AVAILABLE AT THE "ROADWAY STANDARDS: PROPRIETARY ROADSIDE SAFETY DEVICES" WEB PAGE ON THE ODOT OFFICE OF ROADWAY ENGINEERING'S WEBSITE.

INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT.

WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

WHEN GATING IMPACT ATTENUATORS ARE DESIRED, THE CONTRACTOR SHALL SUBMIT DOCUMENTATION TO THE ENGINEER FOR ACCEPTANCE.

THE COST FOR THE ADDITIONAL BARRIER REQUIRED FOR A GATING IMPACT ATTENUATOR SHALL BE INCLUDED IN THE COST OF THE GATING IMPACT ATTENUATOR.

PAYMENT FOR THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE ITEM SP 614, MAINTAINING TRAFFIC. THIS SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

NOTICE OF CLOSURE SIGNS (SR 252)

NOTICE OF CLOSURE SIGNS SHALL BE ERECTED BY THE CONTRACTOR AT LEAST TWO WEEKS IN ADVANCE OF THE SCHEDULED ROAD CLOSURE. THE SIGNS SHALL BE ERECTED ON THE RIGHT HAND SIDE OF THE ROAD FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. THEY SHALL BE ERECTED AT THE POINT OF CLOSURE.

THE NOTICE OF CLOSURE SIGNS SHALL BE IN ACCORDANCE WITH CMS 614 AND ODOT SIGN DESIGNS AND MARKINGS MANUAL. EXCEPT THE LAST LINE SHALL READ "OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION".



60"x36"
W20-H14

CONSTRUCTION TRAFFIC

ALL CONSTRUCTION TRAFFIC SHALL USE ACCEPTABLE TRUCK ROUTES TO ACCESS THE CONSTRUCTION AREA. USE OF LOCAL RESIDENTIAL STREETS IS STRICTLY PROHIBITED UNLESS ALLOWED IN WRITING BY THE LOCAL ENFORCEMENT AUTHORITY.

PERMANENT PAVEMENT MARKINGS

AFTER PLACING THE SURFACE COURSE, THE CONTRACTOR MAY PLACE PERMANENT PAVEMENT MARKINGS INSTEAD OF PLACING WORK ZONE PAVEMENT MARKINGS, WHICH SHALL BE NON-PERFORMED AT THESE LOCATIONS.

MAINTENANCE OF TRAFFIC CONTROL ZONES

THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN THE SIGNS, DRUMS AND TEMPORARY PAVEMENT MARKINGS AT THE LOCATIONS DETAILED IN THE PLANS OR SPECIFIED IN THE STANDARD DRAWINGS. WHEN THE CONTRACTOR IS NOTIFIED OF DEFICIENCIES HE/SHE SHALL CORRECT THE DEFICIENCIES AS SOON AS POSSIBLE, PREFERABLY WITHIN 12 HOURS AND NO LATER THAN 24 HOURS.

CONTINUOUS ACCESS

THE CONTRACTOR SHALL MAINTAIN SAFE AND ADEQUATE DRIVEWAYS AND WALKWAYS IN ORDER TO PROVIDE CONTINUOUS ACCESS FOR PASSENGER VEHICLES, TRUCKS, AND SAFETY EQUIPMENT TO ALL ADJOINING PROPERTIES.

THE COST FOR ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO PROVIDE CONTINUOUS ACCESS SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM SP 614, MAINTAINING TRAFFIC.

ITEM 614 - ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

THIS ITEM SHALL BE USED TO INSTALL AND REMOVE TEMPORARY ASPHALT RAMPS AT BUTT JOINTS, AND DRAINAGE/UTILITY CASTINGS WHERE REQUIRED. MATERIAL SHALL BE REMOVED PRIOR TO THE PLACEMENT OF THE NEXT COURSE OF ASPHALT. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY TO ACCOMPLISH THIS ITEM OF WORK.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC, 20 CUBIC YARDS

ITEM 614 - REPLACEMENT SIGN

FLAT SHEET SIGNS FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH THE REQUIREMENTS OF THE PLANS, SPECIFICATIONS AND PROPOSAL WHICH BECOME DAMAGED BY TRAFFIC FOR REASONS BEYOND THE CONTROL OF THE CONTRACTOR SHALL BE REPLACED IN KIND WHEN ORDERED BY THE CHIEF ENGINEER. REPLACEMENT SIGNS SHALL BE NEW. OTHER MATERIALS MAY BE IN USED, BUT GOOD, CONDITION SUBJECT TO APPROVAL BY THE CHIEF ENGINEER.

PAYMENT FOR THE NEW SIGNS SHALL BE MADE AT THE CONTRACT PRICE PER EACH FOR ITEM 614, REPLACEMENT SIGN, AND SHALL INCLUDE THE COST OF REMOVING AND DISPOSING OF DAMAGED SIGNS, HARDWARE AND SUPPORTS, AND PROVIDING THE NECESSARY REPLACEMENT HARDWARE, SUPPORTS, ETC. AN ESTIMATED QUANTITY OF 10 EACH HAS BEEN PROVIDED IN THE GENERAL SUMMARY.

COVERING OF GROUND-MOUNTED SIGNS - GENERAL

WHEN REQUIRED BY OTHER ITEMS OR INCIDENTAL TO ITEM SP 614, MAINTAINING TRAFFIC, COVER EXISTING GROUND-MOUNTED SIGNS WITH PLYWOOD OR OSB BLANKS (1/2" MINIMUM THICKNESS) COVERING MINIMUM OF 80% OF THE SIGN AREA AND ALL OF THE SIGN LEGEND. THE USE OF LOW QUALITY MATERIALS SUCH AS DUCT TAPE AND BLACK PLASTIC IS NOT PERMITTED.

SURFACE CONDITION SIGNS

ERECT A GROOVED PAVEMENT SIGN (W8-H15) 250 FEET IN ADVANCE OF ANY SECTION OF ROADWAY WHERE TRAFFIC MUST TRAVEL ON A PLANED SURFACE. ENSURE THESE SIGNS ARE IN PLACE BEFORE OPENING THE ROADWAY TO TRAFFIC. ERECT THESE SIGNS ON EACH ENTRANCE RAMP AND AT INTERSECTIONS OF THROUGH ROUTES TO WARN TRAFFIC OF THIS SURFACE CONDITION. PAYMENT SHALL BE INCLUDED IN THE LUMP SUM BID FOR ITEM SP 614, MAINTAINING TRAFFIC.

ITEM 630, SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER

WHEN ADDITIONAL SIGNING IS NEEDED TO MAINTAIN TRAFFIC, THE CONTRACTOR SHALL FURNISH THE SIGN OR SIGNS AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE GROUND MOUNTED AND MEET ALL THE SPECIFICATIONS OF THE PLAN, PROPOSAL AND CURRENT YEAR CMS.

PAYMENT FOR THIS ITEM SHALL INCLUDE, BUT NOT BE LIMITED TO, THE COST TO FURNISH AND ERECT THE SIGN, INCLUDING DRIVING POSTS OR OTHER APPROVED METHODS OF SIGN SUPPORT, MAINTAINING THE SIGN AND REMOVAL OF THE SIGN. THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER:

ITEM 630 - SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, 600 SQUARE FEET.

PROJECT 43-20-10	DATE: 2/19/2019	DESIGNED TWB	CHECKED CMM	NO.	BY DATE	REVISIONS	DESIGN AGENCY
		DRAWN TWB	IN CHARGE ADY				LORAIN & CUYAHOGA COUNTY
				M.P. 150.5 & 156.9			
MAINTENANCE OF TRAFFIC NOTES							
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION							

STRUCTURE - GENERAL NOTES

PROPOSED WORK

THE STATE ROUTE 83 BRIDGE OVER THE OHIO TURNPIKE SHALL BE REHABILITATED UNDER THIS CONTRACT. MAJOR WORK INCLUDES REPLACING THE BRIDGE DECK, ABUTMENT SLABS, BEARING DEVICES AND DECK JOINTS, MISCELLANEOUS PATCHING OF SUBSTRUCTURE, SEALING OF CONSTRUCTION JOINTS, PERFORMING CONCRETE WEATHERPROOFING, MAINTENANCE OF TRAFFIC, AND INSTALLING FENCING. DETAILS OF THIS WORK ARE SHOWN IN THE PLANS.

THE STATE ROUTE 252 BRIDGE OVER THE OHIO TURNPIKE SHALL BE REHABILITATED UNDER THIS CONTRACT. MAJOR WORK INCLUDES REPLACING THE BRIDGE DECK, ABUTMENT SLABS AND DECK JOINTS AND INSTALLING FENCING. DETAILS OF THIS WORK ARE SHOWN IN THE PLANS.

DESIGN SPECIFICATIONS

STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, DATED 2002, AND THE OHIO "SUPPLEMENT" TO THESE SPECIFICATIONS. THE DESIGN LOADING IS HS 20-44 CASE II AND THE ALTERNATE MILITARY LOADING.

THE CLASS OF CONCRETE AND THE GRADES OF REINFORCING STEEL FOR THE CONSTRUCTION ARE AS FOLLOWS:

CONCRETE CLASS S - COMPRESSIVE STRENGTH 4,500 P.S.I.
CONCRETE CLASS HP4 - COMPRESSIVE STRENGTH 4,500 P.S.I.
REINFORCING STEEL - ASTM A615, A616, A617 - GRADE 60

ORIGINAL CONSTRUCTION PLANS

THE ORIGINAL CONSTRUCTION PLANS, SHOWING THE ORIGINAL ALIGNMENT, PROFILE AND DETAILS OF THE BRIDGE ARE AVAILABLE ON BID EXPRESS WITH THE OTHER BID DOCUMENTS.

EXISTING STRUCTURE VERIFICATION

DETAILS, DIMENSIONS, AND ELEVATIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND/OR 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 SECTION 501.02 OF THE SPECIFICATIONS AND OHIO TURNPIKE INSTRUCTION TO BIDDERS ARTICLE 2.1 AND GENERAL CONDITIONS ARTICLE 1.5.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS, DIMENSIONS, ELEVATIONS, AND SKEW ANGLES WHICH HAVE BEEN FIELD VERIFIED BY THE CONTRACTOR. THE STRUCTURAL STEEL AND STRUCTURAL STEEL DECK JOINTS SHALL NOT BE FABRICATED UNTIL ACTUAL DETAILS, DIMENSIONS, ELEVATIONS, AND SKEW ANGLES HAVE BEEN FIELD VERIFIED BY THE CONTRACTOR.

ANY ADDITIONAL COSTS RESULTING FROM VARIATIONS FROM PLAN DIMENSIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO ADDITIONAL PAYMENT OVER THE UNIT PRICE BID WILL BE AWARDED BY THE COMMISSION.

REMOVAL

GENERAL:

THE CONTRACTOR SHALL REMOVE THE DESIGNATED PORTIONS OF THE EXISTING STRUCTURE TO THE LIMITS SHOWN ON THE PLANS OR TO THE LIMITS AS DIRECTED BY THE ENGINEER. WHEN SO DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL WET DOWN THE CONCRETE THOROUGHLY DURING REMOVAL OPERATIONS TO PREVENT SPREAD OF DUST. ALL NECESSARY LABOR, EQUIPMENT AND MATERIAL SHALL BE PROVIDED BY THE CONTRACTOR AND INCLUDED WITH ITEM SP 202, PORTIONS OF STRUCTURE REMOVED, FOR PAYMENT.

CONCRETE REMOVAL:

CONCRETE SHALL BE REMOVED BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL EDGED TOOLS AND/OR BY SAW CUTTING THE CONCRETE DECKS AND REMOVING IN SECTIONS.

CARE SHALL BE TAKEN TO ENSURE AGAINST DAMAGE TO THE STEEL AND CONCRETE MEMBERS WHICH ARE TO BE RETAINED AND TO PRESERVE THE BOND OF THE RETAINED REINFORCEMENT TO THE EXISTING CONCRETE. THESE BARS SHALL BE CLEANED OF ALL CONCRETE FRAGMENTS AND FOREIGN MATTER. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH THE BARS; HAND TOOLS SHALL BE EMPLOYED FOR FINAL CLEANING. DAMAGED AREAS OF REINFORCEMENT THAT ARE TO REMAIN SHALL BE CUT AND STRESS

TRANSFER ACCOMPLISHED BY EITHER A LAPPED OR MECHANICAL SPLICE. ANY ADDITIONAL REINFORCEMENT OR MECHANICAL SPLICES SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE COMMISSION. OTHER EXISTING REINFORCEMENT WITHIN THE REMOVAL LIMITS SHALL BE REMOVED AND DISPOSED OF.

DISPOSAL OF REMOVED MATERIAL:

THE CONTRACTOR SHALL NOT PERMIT ANY REMOVED MATERIAL TO DROP TO THE GROUND. MEANS SHALL BE PROVIDED FOR CATCHING REMOVED MATERIAL. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL DETAILS OF THE METHODS TO BE USED FOR REMOVING AND COLLECTING THE MATERIAL. ALL CONCRETE, STEEL, REINFORCING STEEL, ASPHALT, ETC. REMOVED FROM THE STRUCTURE, UNLESS SPECIFIED, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROMPTLY REMOVED BY HIM FROM THE SITE.

UNDER NO CIRCUMSTANCES SHALL THE MATERIAL BE PERMITTED TO REMAIN ON THE PREMISES, RIGHT OF WAY OR STREETS PENDING DISPOSAL OF SAME OR FOR ANY OTHER PURPOSES, UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.

CUTTING OR BENDING OF REINFORCING BARS

ANY CUTTING OR BENDING OF BARS NECESSARY TO ACCOMMODATE ANY ESSENTIAL ELEMENT OF WORK RELATED TO THE PROJECT, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 509 REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL AND/OR ITEM SP 509 EPOXY COATED REINFORCING STEEL UNLESS OTHERWISE NOTED.

DIMENSIONS

DIMENSIONS GIVEN ARE MEASURED HORIZONTALLY AND AT 60° F UNLESS OTHERWISE NOTED. DIMENSIONS GIVEN FOR THE EXISTING STRUCTURE ARE FROM THE ORIGINAL CONSTRUCTION PLANS. SOME VARIATION FROM PLAN DIMENSIONS ARE EXPECTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER FIT-UP BETWEEN THE PROPOSED AND EXISTING CONSTRUCTION. ADEQUATE MEASUREMENTS SHALL BE MADE IN THE FIELD PRIOR TO THE FABRICATION OR INSTALLATION OF ANY PART TO ENSURE THAT ALL PARTS CAN BE PROPERLY ASSEMBLED AS SPECIFIED IN THE PLANS. ANY ADDITIONAL COST RESULTING FROM VARIATIONS FROM PLAN DIMENSIONS IS THE RESPONSIBILITY OF THE CONTRACTOR AND NO ADDITIONAL PAYMENT WILL BE AWARDED BY THE COMMISSION.

REPAIR OF EXISTING CONCRETE ELEMENTS

EXISTING REINFORCED CONCRETE STRUCTURE ELEMENTS WHICH ARE INCORPORATED IN THIS CONSTRUCTION PROJECT ARE TO BE MODIFIED AND/OR REPAIRED. A CONDITION SURVEY WAS PERFORMED IN DECEMBER 2014. REPAIR AREAS WERE DETERMINED BY VISUAL INSPECTION. THE STRUCTURAL ELEMENTS INSPECTED INCLUDE CONCRETE ABUTMENTS AND PIERS (EXPOSED SURFACES ONLY). THE RECORDS OF THIS INSPECTION ARE THE BASIS FOR THE REPAIR RECOMMENDATIONS AS DETAILED IN THE PLANS.

ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE COMMISSION WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. AN ESTIMATED QUANTITY OF 100 POUNDS HAS BEEN INCLUDED FOR THIS WORK. 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 REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE COMMISSION.

ITEM SP 536 - CONCRETE WEATHERPROOFING

ITEM SP 536 - CONCRETE WEATHERPROOFING SHALL BE APPLIED TO THE FOLLOWING EXPOSED CONCRETE SURFACES OF THE BRIDGE:

- THE TOP OF NEW ABUTMENT SLABS AND NEW SUPERSTRUCTURE SLABS.
- ALL SLAB SIDE EDGES.
- THE BOTTOM SURFACE OF THE NEW SUPERSTRUCTURE SLAB FROM THE SLAB SIDE EDGE TO THE EXTERIOR STRINGER FLANGE.
- ALL EXPOSED CONCRETE SURFACES OF ALL ABUTMENTS AND PIERS. SEALING SHALL NOT BE DONE UNTIL ALL CONCRETE PATCHING REPAIRS HAVE BEEN COMPLETED AND CURED.

CARE SHALL BE TAKEN NOT TO APPLY WEATHERPROOFING ON CONSTRUCTION JOINT SURFACES, SURFACES TO RECEIVE JOINT SEALER OR FASCIA BEAM PAINT.

CONCRETE PARAPETS

PARAPET FORMS:

FORMS FOR THE BRIDGE PARAPETS AND SLAB EDGES SHALL BE IN ACCORDANCE WITH 508.02 OF THE SPECIFICATIONS AND THE FOLLOWING:

WHEN WOOD FORMS ARE USED THEY SHALL PROVIDE A SMOOTH SURFACE OF UNIFORM TEXTURE AND COLOR SUBSTANTIALLY EQUAL TO THAT WHICH WOULD BE OBTAINED WITH THE USE OF NEW PLYWOOD CONFORMING TO THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY PRODUCT STANDARD PSI FOR EXTERIOR B-B CLASS I PLYWOOD.

STANDARD PSI FOR EXTERIOR B-B CLASS I PLYWOOD.

FORMS SHALL BE OF A CONSTRUCTION WHICH WOULD ALLOW FOR THEIR REMOVAL WITHIN 24 HOURS OF THE CONCRETE PLACEMENT WITHOUT CAUSING DAMAGE TO THE CONCRETE.

CONSTRUCTION JOINTS

CONSTRUCTION JOINT SURFACES SHALL BE FREE FROM OIL, LAITANCE, FORM RELEASE AGENT, OR ANY OTHER MATERIAL THAT WOULD PREVENT BONDING TO THE CONCRETE SURFACE. ALL LAITANCE AND OTHER CONTAMINANTS SHALL BE REMOVED BY HIGH PRESSURE WATER BLASTING WITH A MINIMUM PRESSURE OF 5,000 P.S.I. HOWEVER, WATER BLASTING SHALL NOT BE REQUIRED WHERE EXISTING CONCRETE HAS BEEN ROUGHENED BY JACKHAMMERS DURING CONCRETE REMOVAL OPERATIONS. SURFACES SHALL BE THOROUGHLY DRENCHED WITH CLEAN WATER AND ALLOWED TO DRY TO A DAMP CONDITION FREE OF STANDING WATER BEFORE PLACING CONCRETE. PREPARATION OF CONSTRUCTION JOINT SURFACES SHALL NOT BE MEASURED FOR PAYMENT. THE COST THEREOF SHALL BE INCLUDED IN THE CONTRACT PRICE OF THE PERTINENT CONCRETE ITEMS.

EXISTING RIGHT OF WAY FENCE

IT IS THE INTENT OF THE PROJECT FOR THE EXISTING RIGHT OF WAY FENCE NEAR THE BRIDGE TO REMAIN, HOWEVER IF THE CONTRACTOR DEEMS IT NECESSARY TO REMOVE THE FENCE FOR HIS OPERATIONS AS APPROVED BY THE ENGINEER, THE CONTRACTOR SHALL CAREFULLY REMOVE THE FENCE AND REINSTALL THE FENCE IN ACCORDANCE WITH ITEM 607. IF THE FENCE BECOMES DAMAGED DUE TO THE CONTRACTORS OPERATIONS THE FENCE SHALL BE REPLACED AT NO COST TO THE COMMISSION.

ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION SHALL BE GRANTED.

EROSION CONTROL

IT IS THE INTENT OF THE PROJECT TO NOT DISTURB ANY SEEDED AREAS AND/OR DRAINAGE ELEMENTS. ANY WORK INVOLVING SEEDED AREAS, DRAINAGE ELEMENTS OR EROSION CONTROL SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT COST AND SHALL BE REPAIRED/PROTECTED AS DIRECTED BY THE ENGINEER.

ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION SHALL BE GRANTED.

ALTERNATE DESIGNS - STATE ROUTE 252 OVER THE OHIO TURNPIKE BRIDGE

THERE ARE ALTERNATE PARAPET DESIGNS ON THE STATE ROUTE 252 OVER THE OHIO TURNPIKE BRIDGE (MP 156.9) WHICH INVOLVE AESTHETIC TREATMENT OF THE PARAPET INCLUDING USE OF A FORMLINER AND AN EPOXY-URETHANE COATING. ALL PAY ITEMS, WITH THE EXCEPTION OF THOSE RELATED TO THE PARAPETS, ARE INCLUDED IN THE BASE BID. THE PAY ITEMS RELATED TO THE PARAPETS ARE INCLUDED AS ALTERNATE BID ITEMS. THE CONTRACTOR SHALL SUBMIT BIDS FOR THE BASE BID ITEMS AS WELL AS EACH OF THE ALTERNATES. AFTER OPENING OF THE BIDS, THE COMMISSION WILL SELECT ONE OF THE ALTERNATES TO PROCEED TO CONSTRUCTION.

	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	M.P. 150.5 & 156.9	LORAIN & CUYAHOGA COUNTY	DESIGN AGENCY
PROJECT 43-20-10	GENERAL NOTES	DATE: 2/19/2019	NO.	REVISIONS
10 36	CAC DRAWN CAC	CHECKED CMM IN CHARGE	BY	DATE

EXISTING STRUCTURE

TYPE: CONTINUOUS AND SIMPLE SPAN STEEL BEAMS WITH REINFORCED CONCRETE DECK, SUBSTRUCTURE, CELLULAR ABUTMENTS, CAP AND COLUMN TYPE PIERS

SPANS: 28'-8"±, 65'-6 3/4"±, 65'-6 3/4"± AND 28'-8"±

ROADWAY: 29'-4"± TOE/TOE CURB WITH ONE 1'-6" PARAPET AND ONE 4'-6" SIDEWALK WITH A 1'-0" PARAPET

ALIGNMENT: TANGENT

SKEW: 2°29'06.6"

WEARING SURFACE: MONOLITHIC CONCRETE

LOADING: CF-30

BUILT: 1954

STRUCTURE FILE NUMBER: 4729757

PROPOSED STRUCTURE

PROPOSED WORK: REINFORCED CONCRETE DECK REPLACEMENT WITH SINGLE SLOPE PARAPET WITH FENCE, SIDEWALK AND 1'-0" WIDE PARAPET WITH FENCE

TYPE: CONTINUOUS AND SIMPLE SPAN, STEEL BEAMS WITH COMPOSITE REINFORCED CONCRETE DECK, SUBSTRUCTURE, CELLULAR ABUTMENTS, CAP AND COLUMN TYPE PIERS

SPANS: 28'-8"±, 65'-6 3/4"±, 65'-6 3/4"± AND 28'-8"±

ROADWAY: 29'-8" TOE/TOE CURB WITH ONE 1'-6" PARAPET AND ONE 6'-0" SIDEWALK WITH A 1'-0" PARAPET

ALIGNMENT: TANGENT

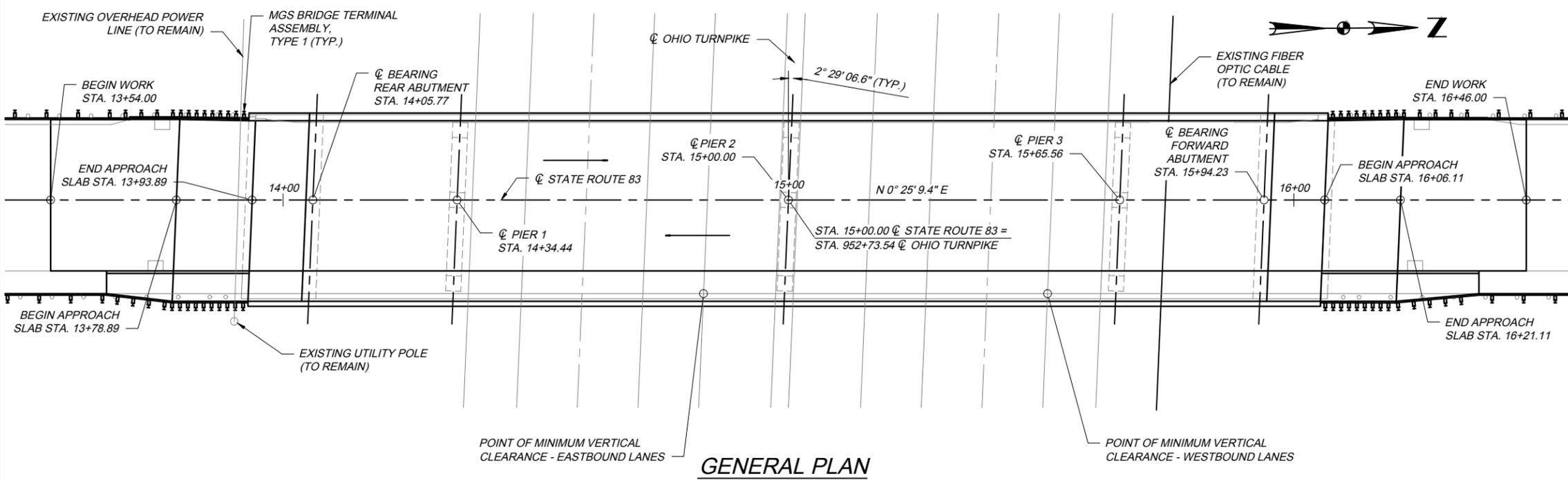
SPANS: 2°29'06.6"

APPROACH SLAB: AS-1-15

WEARING SURFACE: 1" MONOLITHIC CONCRETE

LOADING: HS20-44 CASE II AND ALTERNATE MILITARY LOADING

COORDINATES:
LATITUDE: 41°22'48" N
LONGITUDE: 82° 01' 06" W



GENERAL PLAN

BENCH MARK No. 1
SPIKE IN UTILITY POLE SOUTH OF BRIDGE
STA. 13+92.40, 23.9' RIGHT
ELEV. 757.52

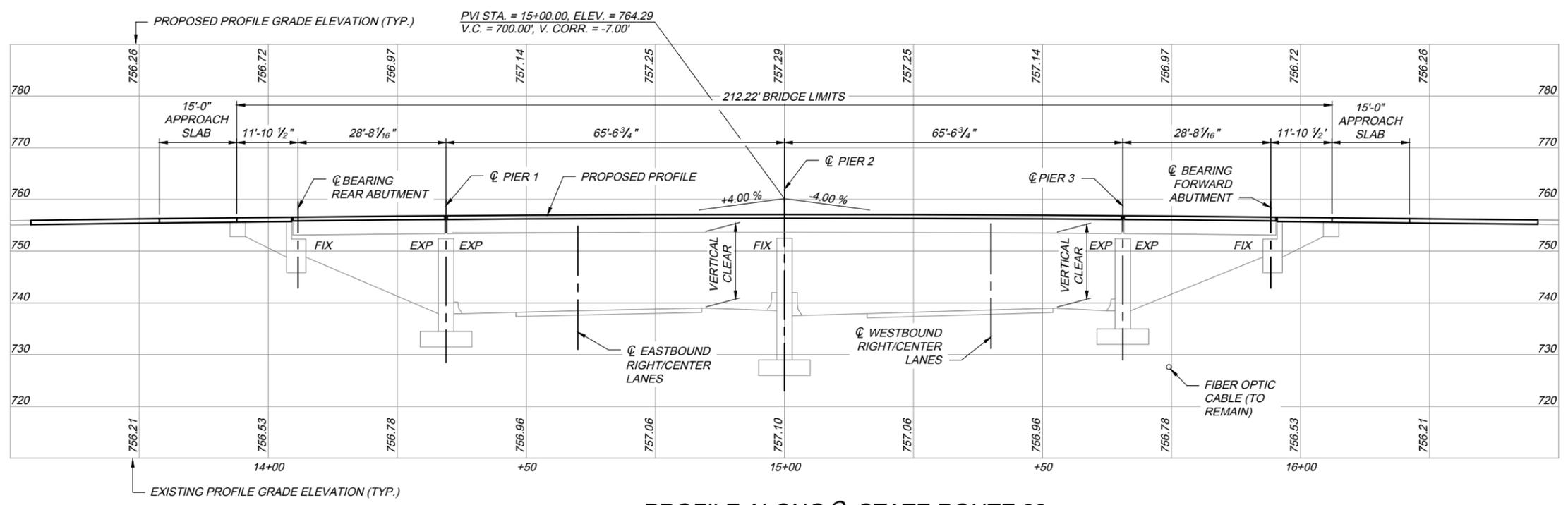
LOCATION OF FIRST GUARDRAIL POST

STA. 13+92.26 LT.	STA. 16+07.74 LT.
STA. 13+92.08 RT.	STA. 16+06.22 RT.

BENCH MARK No. 2
"X" SCRIBED ON TOP OF CURB NORTHWEST OF BRIDGE
STA. 16+25.50, 15.9' LEFT
ELEV. 755.95

POINT OF MINIMUM VERTICAL CLEARANCE

LANES	EXISTING	PROPOSED	REQUIRED
EASTBOUND LANES	14'-10"	14'-10"	14'-6"
WESTBOUND LANES	14'-10"	14'-10"	14'-6"



PROFILE ALONG STATE ROUTE 83

DESIGN AGENCY: [] BY: [] DATE: []

REVISIONS: []

CHECKED: [] NO. []

DESIGNED: []

CAC [] CMM [] ADY []

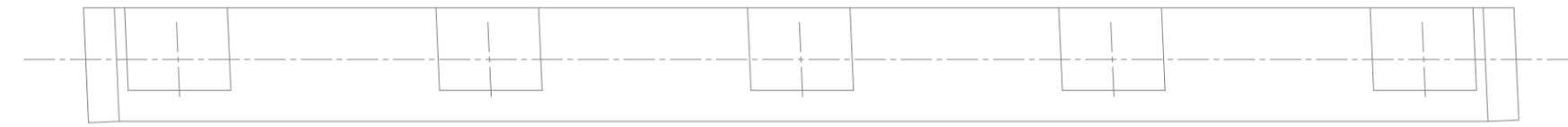
S.R. 83 GENERAL PLAN AND PROFILE
STATE ROUTE 83 OVER OHIO TURNPIKE
LORAIN COUNTY
M.P. 150.5

PROJECT 43-20-10
DATE: 2/19/2019

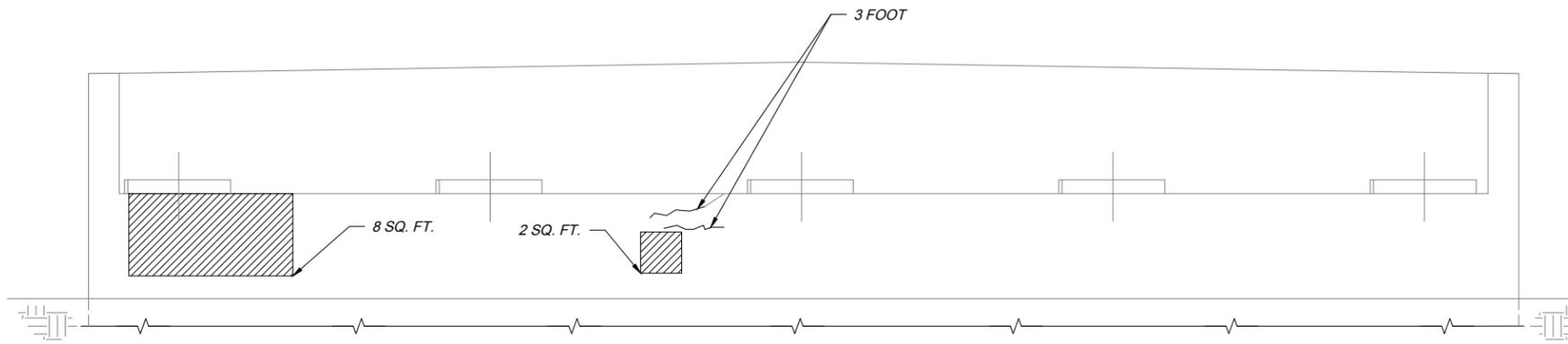
1 / 12

11 / 36

Sample Plans - SR 83 Repair Details.dwg; 3/15/22 - 2:17pm



PLAN



ELEVATION
(REAR ABUTMENT)



SP 519 REPAIR AREAS		
MEASURED QUANTITY (SQ. FT.)	CONTINGENT QUANTITY (SQ. FT.)	TOTAL (SQ. FT.)
REAR ABUTMENT		
10	5	15
FORWARD ABUTMENT		
0	5	5
TOTAL =		20

SP 516A REPAIR AREAS		
MEASURED QUANTITY (FOOT)	CONTINGENT QUANTITY (FOOT)	TOTAL (FOOT)
REAR ABUTMENT		
3	1	4
FORWARD ABUTMENT		
0	0	0
TOTAL =		4

NOTES:

1. THE AREAS OF REPAIR SHOWN ARE APPROXIMATE AND ARE BASED ON A FIELD INSPECTION. FINAL DETERMINATION OF THE AREAS TO BE REPAIRED WILL BE MADE BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
2. THE TOTAL CONCRETE PATCHING AND CRACK REPAIR AREAS INDICATED ON THE DETAILS HAVE BEEN INCREASED TO ACCOUNT FOR ANY FURTHER DETERIORATION THAT MAY HAVE OCCURRED SINCE THE FIELD INSPECTION

LEGEND

- DENOTES AREAS TO BE REPAIRED AS PER ITEM SP 519
- DENOTES CRACKS TO BE REPAIRED AS PER ITEM SP 516A

PROJECT 43-20-10

S.R. 83 ABUTMENT REPAIR DETAILS
STATE ROUTE 83 OVER OHIO TURNPIKE

LORAIN COUNTY

DESIGN AGENCY

BY DATE

REVISIONS

NO.

CHECKED

DESIGNED

M.P. CUYAHOGA

M.P. CUYAHOGA

DATE: 2/19/2019

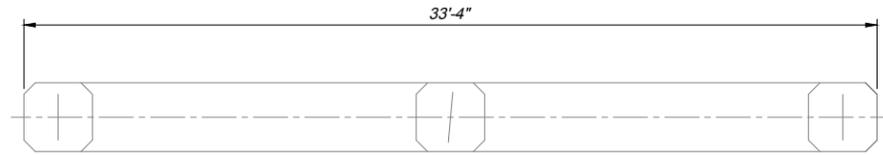
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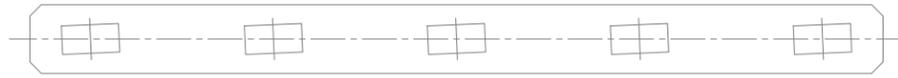


OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

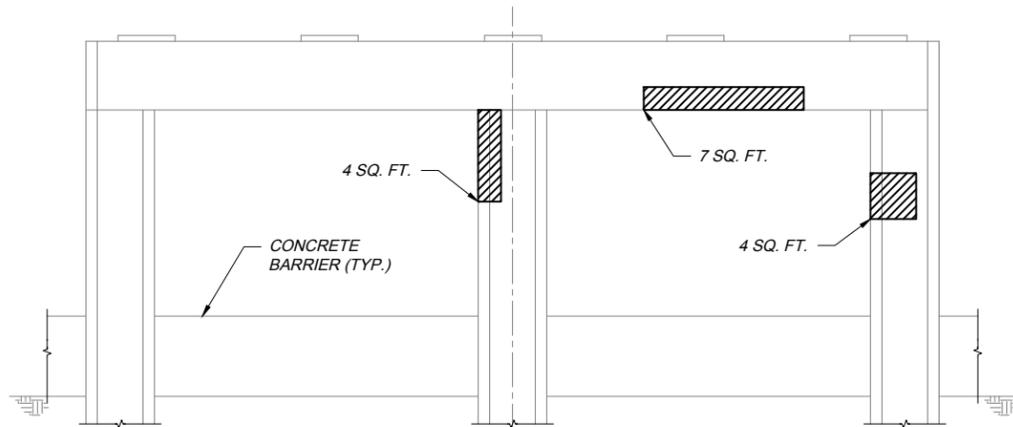




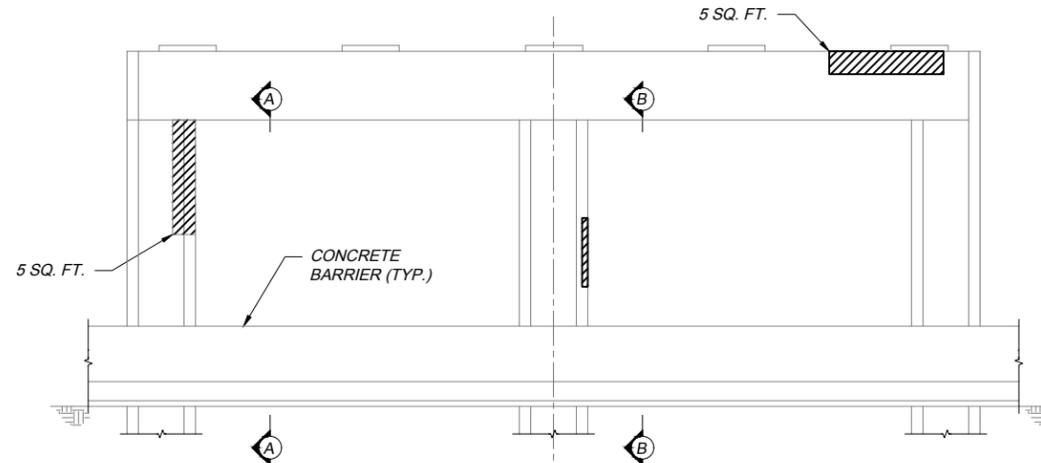
UNDERSIDE OF CAP



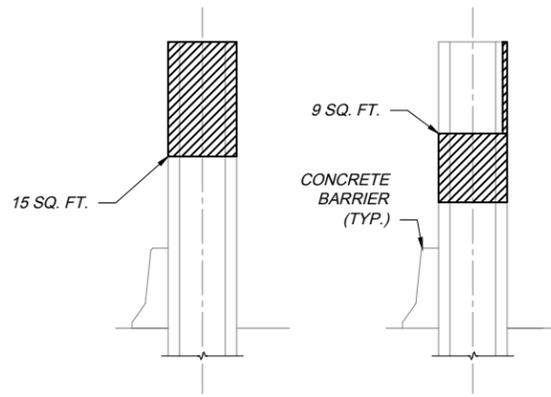
PLAN



ELEVATION
(LOOKING AHEAD)



ELEVATION
(LOOKING BACK)



VIEW A-A

VIEW B-B

SP 519 REPAIR AREAS		
MEASURED QUANTITY (SQ. FT.)	CONTINGENT QUANTITY (SQ. FT.)	TOTAL (SQ. FT.)
49	10	59

SP 516A REPAIR AREAS		
MEASURED QUANTITY (LIN. FT.)	CONTINGENT QUANTITY (LIN. FT.)	TOTAL (LIN. FT.)
0	0	0

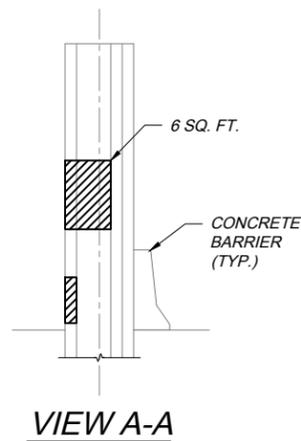
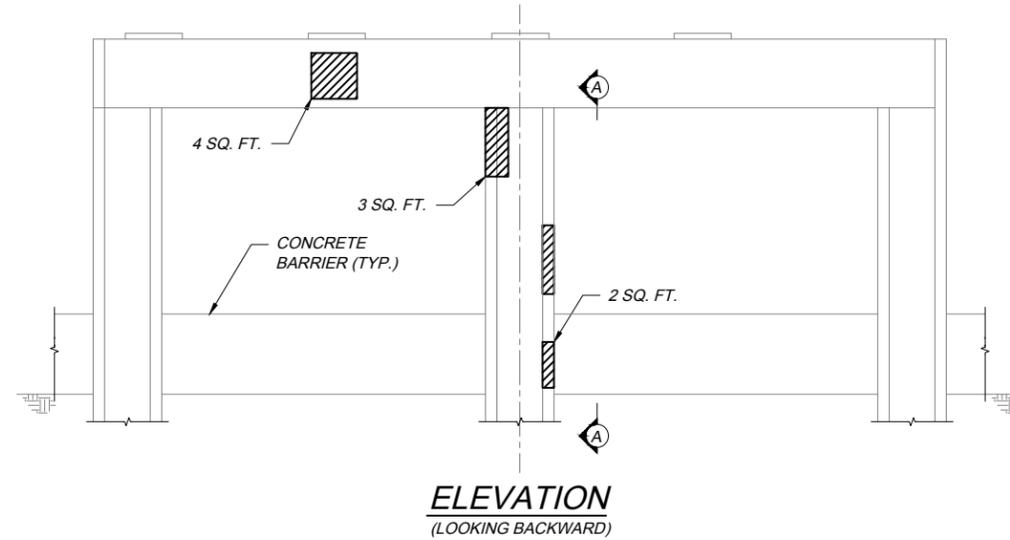
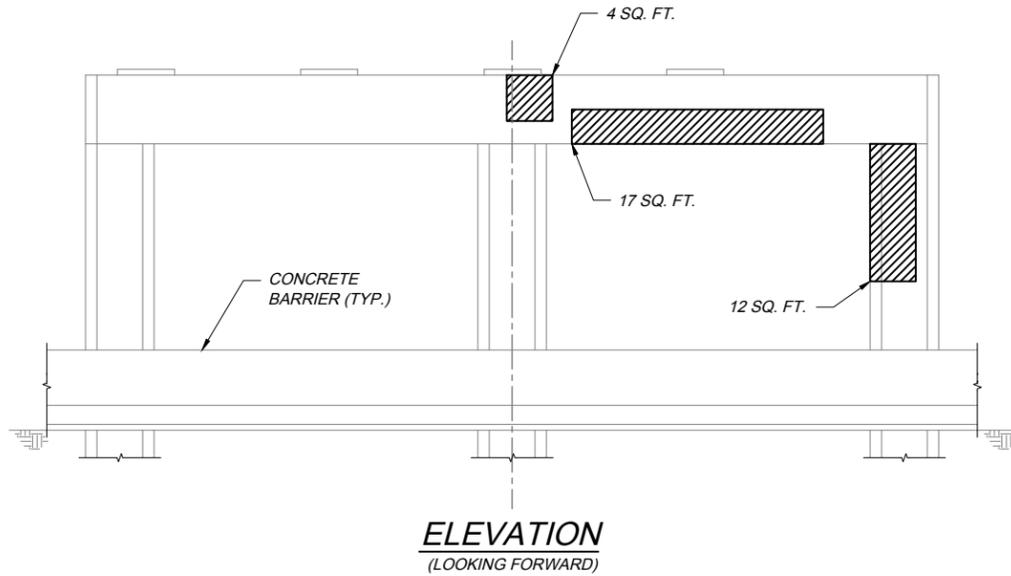
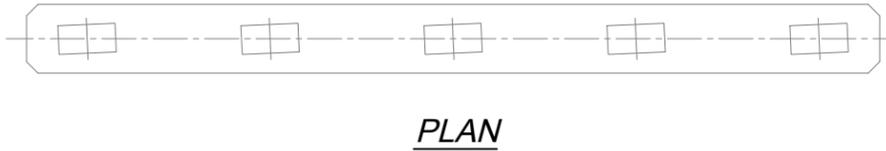
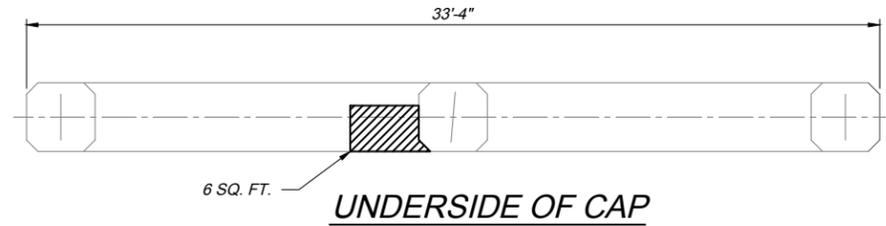
NOTES:

1. THE AREAS OF REPAIR SHOWN ARE APPROXIMATE AND ARE BASED ON A FIELD INSPECTION. FINAL DETERMINATION OF THE AREAS TO BE REPAIRED WILL BE MADE BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
2. THE TOTAL CONCRETE PATCHING AND CRACK REPAIR AREAS INDICATED ON THE DETAILS HAVE BEEN INCREASED TO ACCOUNT FOR ANY FURTHER DETERIORATION THAT MAY HAVE OCCURRED SINCE THE FIELD INSPECTION

LEGEND

- DENOTES AREAS TO BE REPAIRED AS PER ITEM SP 519
- DENOTES CRACKS TO BE REPAIRED AS PER ITEM SP 516A

PROJECT 43-20-10	DESIGN AGENCY	BY	DATE
	S.R. 83 PIER 1 REPAIR DETAILS STATE ROUTE 83 OVER OHIO TURNPIKE M.P. 150.5	REVISIONS	NO.
DATE: 2/19/2019	CHECKED	CAC	ADY
4 / 12	DESIGNED	CMM	CMM
14 36	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION		



SP 519 REPAIR AREAS		
MEASURED QUANTITY (SQ. FT.)	CONTINGENT QUANTITY (SQ. FT.)	TOTAL (SQ. FT.)
54	11	65

NOTES:

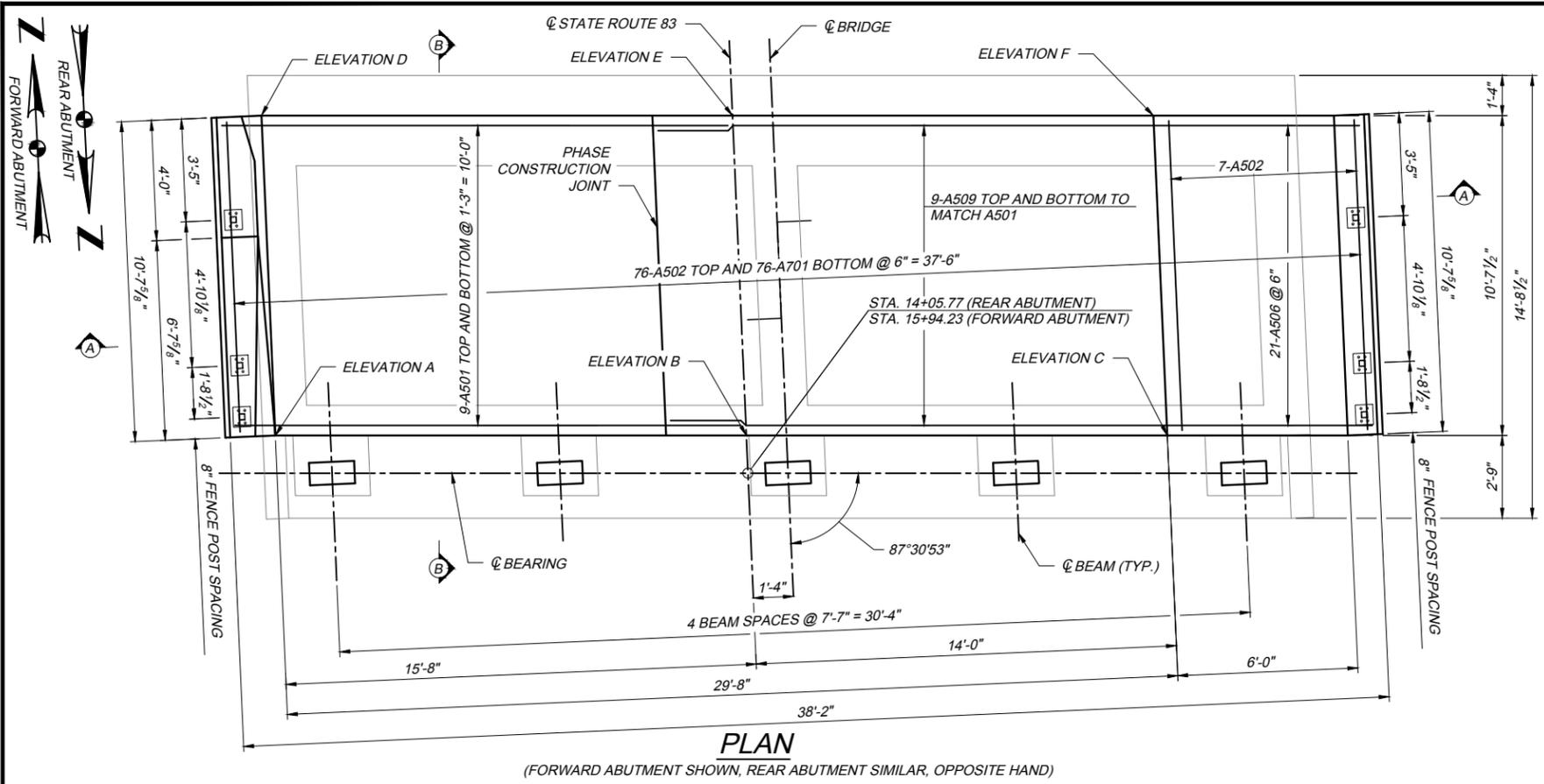
1. THE AREAS OF REPAIR SHOWN ARE APPROXIMATE AND ARE BASED ON A FIELD INSPECTION. FINAL DETERMINATION OF THE AREAS TO BE REPAIRED WILL BE MADE BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
2. THE TOTAL CONCRETE PATCHING AND CRACK REPAIR AREAS INDICATED ON THE DETAILS HAVE BEEN INCREASED TO ACCOUNT FOR ANY FURTHER DETERIORATION THAT MAY HAVE OCCURRED SINCE THE FIELD INSPECTION

LEGEND

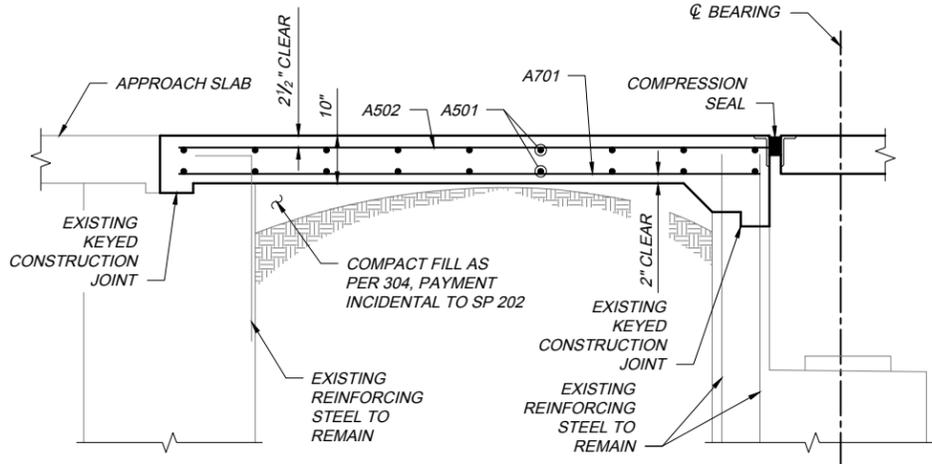
- DENOTES AREAS TO BE REPAIRED AS PER ITEM SP 519
- DENOTES CRACKS TO BE REPAIRED AS PER ITEM SP 516A

PROJECT 43-20-10 DATE: 2/19/2019	5 / 12	15 36	S.R. 83 PIER 3 REPAIR DETAILS STATE ROUTE 83 OVER OHIO TURNPIKE M.P. 150.5 LORAIN COUNTY	DESIGN AGENCY BY: DATE:	REVISIONS NO. DATE:	CHECKED CAC IN CHARGE ADY	DESIGNED CMM DRAWN CMM
	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION						

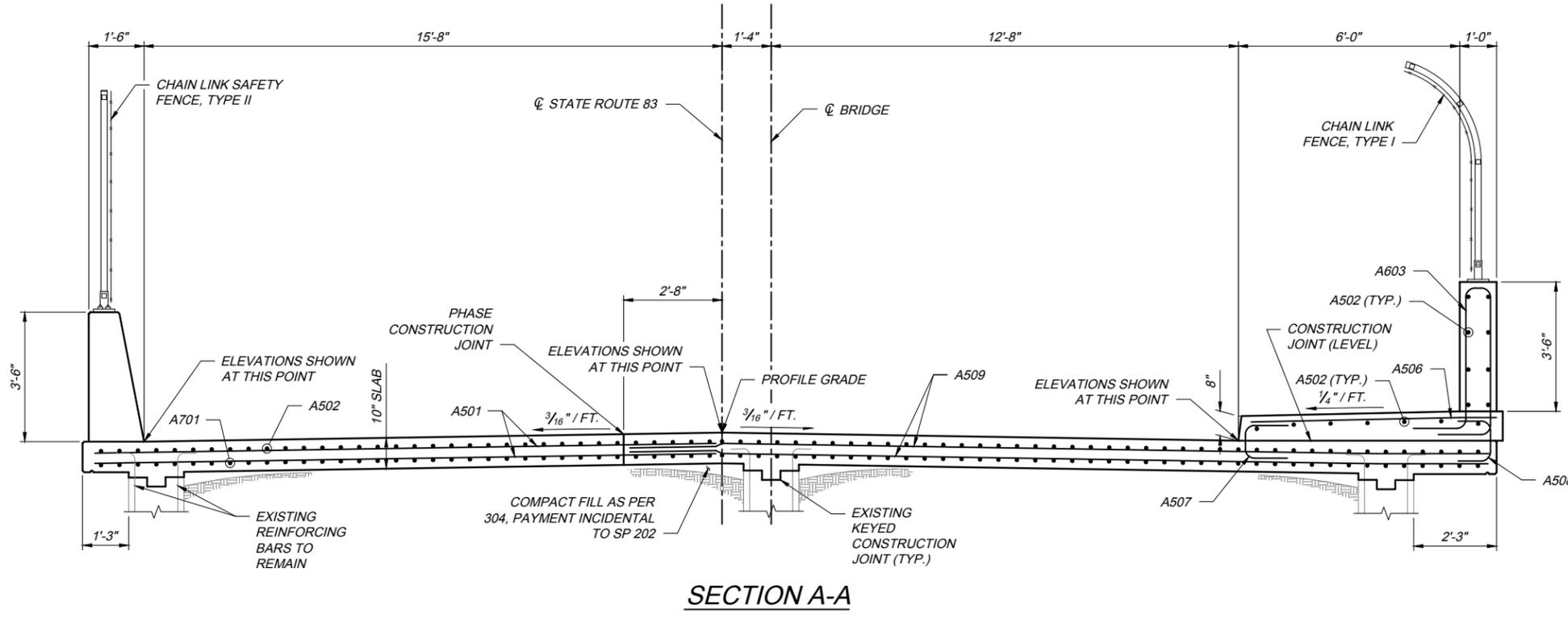




PLAN
(FORWARD ABUTMENT SHOWN, REAR ABUTMENT SIMILAR, OPPOSITE HAND)



SECTION B-B



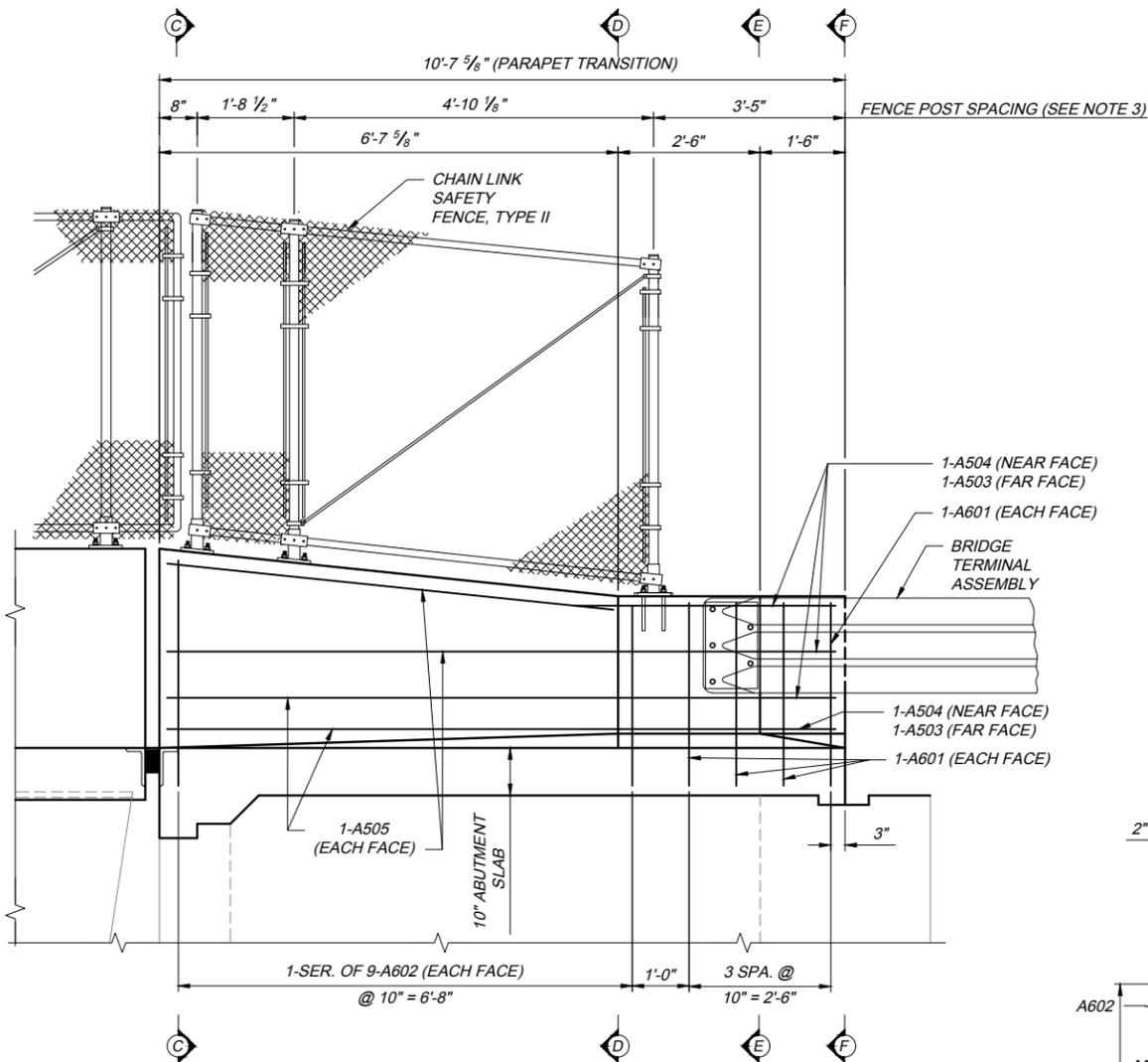
SECTION A-A

FINAL ELEVATIONS		
POINT	REAR ABUTMENT	FORWARD ABUTMENT
A	756.53	756.51
B	756.77	756.77
C	756.54	756.56
D	756.41	756.39
E	756.64	756.64
F	756.42	756.43

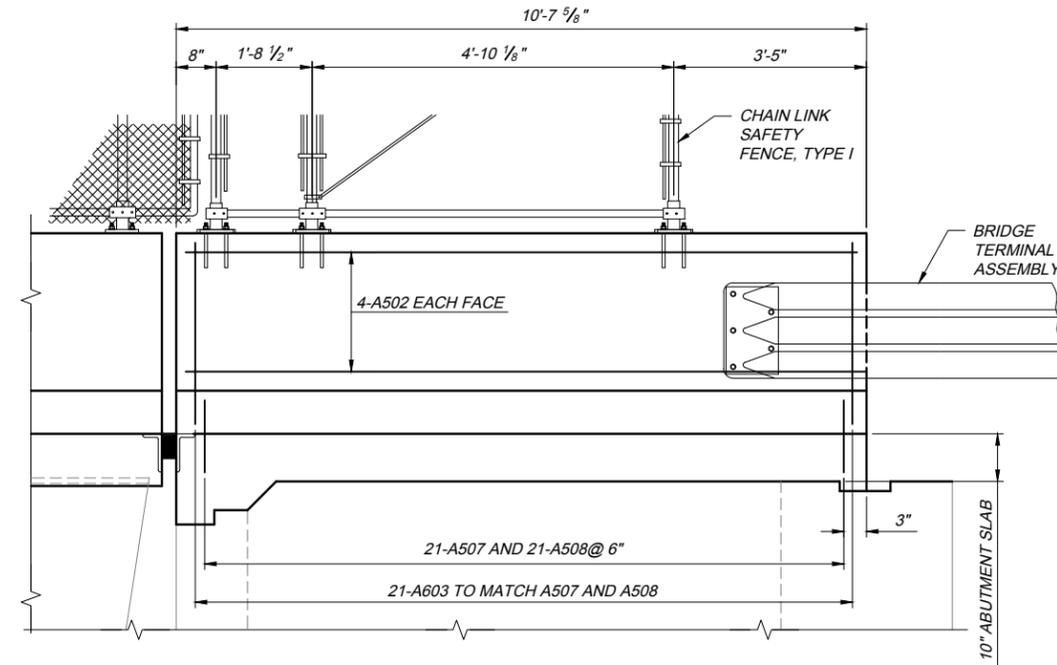
- NOTES:**
- FOR CHAIN LINK FENCE DETAILS, SEE OTIC STANDARD DRAWINGS CL-1 AND CL-2.
 - FOR DECK JOINT DETAILS, SEE OTIC STANDARD DRAWINGS DJ-1, DJ-2, DJ-3 AND DJ-5.

DESIGN AGENCY	BY	DATE	REVISIONS	NO.
PROJECT 43-20-10	CMM	IN CHARGE	CAC	ADY
DATE: 2/19/2019	LORAIN COUNTY			
6 / 12	SR 83 ABUTMENT SLAB DETAILS STATE ROUTE 83 OVER OHIO TURNPIKE M.P. 150.5			
16 36	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			

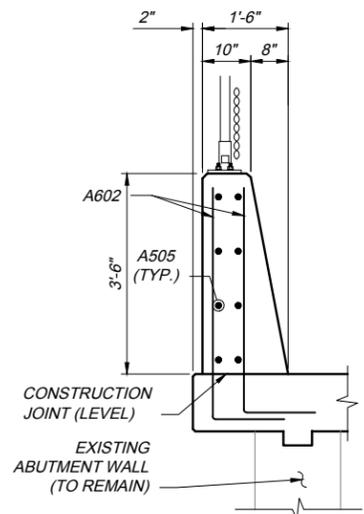
Sample Plans - SR 83 Superstructure.dwg: 3/15/22 - 2.17pm



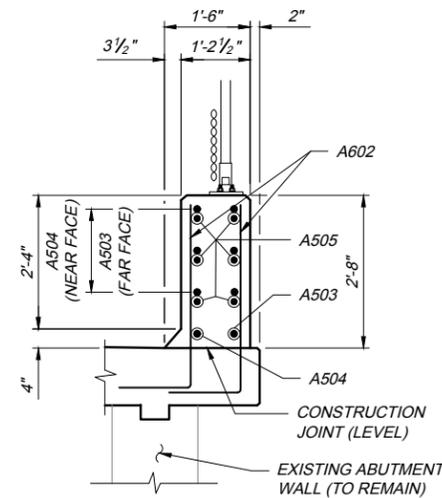
RAILING ELEVATION
(LEFT FORWARD PARAPET SHOWN,
LEFT REAR PARAPET OPPOSITE HAND)



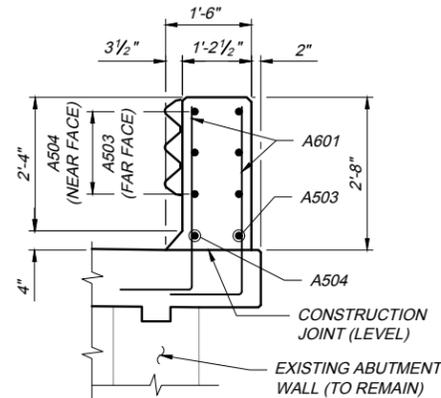
RAILING ELEVATION
(RIGHT REAR PARAPET SHOWN,
RIGHT FORWARD PARAPET OPPOSITE HAND)



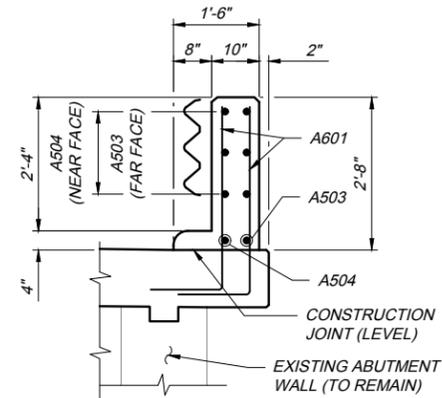
VIEW C-C



SECTION D-D



SECTION E-E

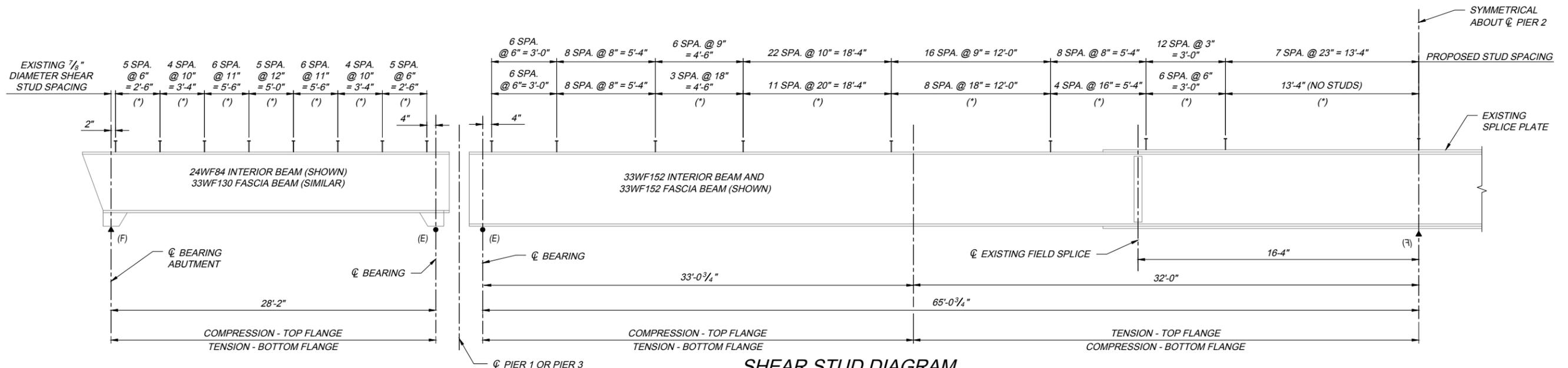


SECTION F-F

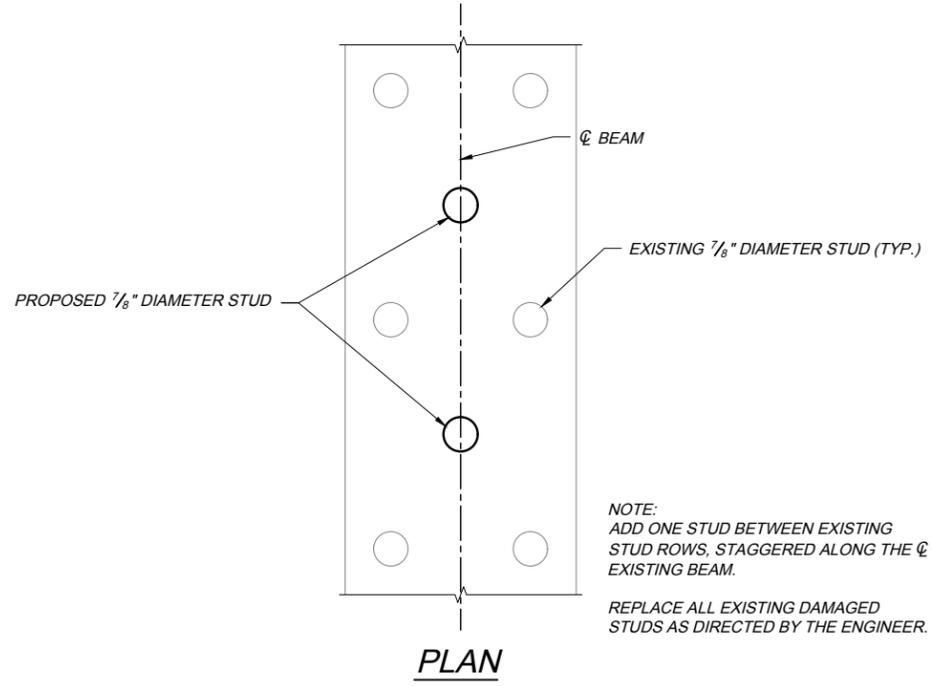
- NOTES:**
- FOR CHAIN LINK FENCE DETAILS, SEE OTIC STANDARD DRAWING CL-1 AND CL-2.
 - FOR DECK JOINT DETAILS, SEE OTIC STANDARD DRAWINGS DJ-1, DJ-2, DJ-3 AND DJ-5.
 - PLACE FENCE POSTS VERTICAL WITH BASE PLATES PLACED PARALLEL TO TOP OF PARAPET.

PROJECT 43-20-10 S.R. 83 ABUTMENT DETAILS STATE ROUTE 83 OVER OHIO TURNPIKE M.P. 150.5	DESIGN AGENCY	OHIO TURNPIKE COMMISSION
	BY DATE	OHIO TURNPIKE COMMISSION
	REVISIONS	
	CHECKED CMM IN CHARGE ADY	
DESIGNED CAC DRAWN CAC	LORAIN COUNTY	OHIO TURNPIKE COMMISSION
DATE: 2/19/2019	7 / 12	17 / 36

Sample Plans - SR 83 Superstructure.dwg: 3/15/22 - 2.17pm

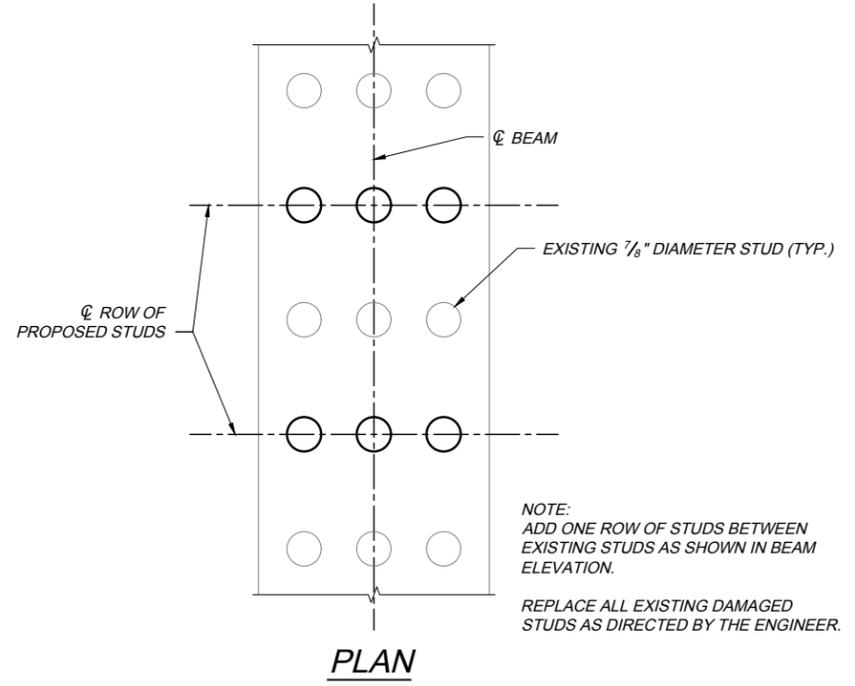


SHEAR STUD DIAGRAM
 (*) INDICATES ZONE WHERE STUDS ARE TO BE ADDED



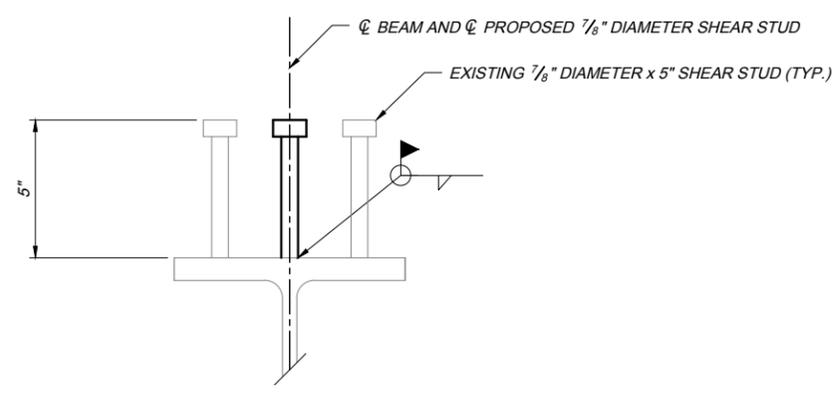
PLAN

NOTE:
 ADD ONE STUD BETWEEN EXISTING STUD ROWS, STAGGERED ALONG THE ϕ EXISTING BEAM.
 REPLACE ALL EXISTING DAMAGED STUDS AS DIRECTED BY THE ENGINEER.



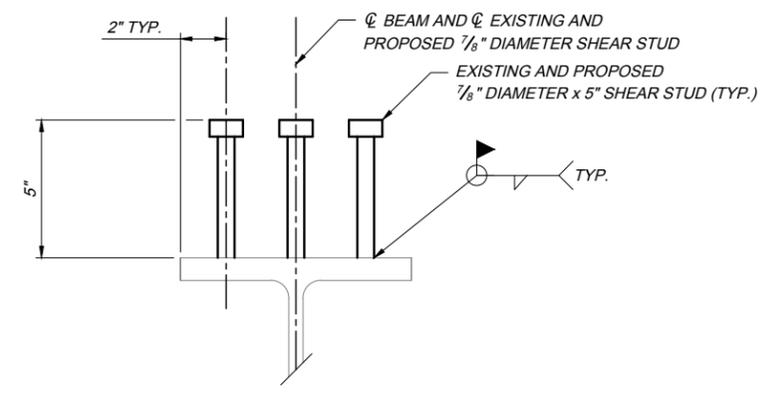
PLAN

NOTE:
 ADD ONE ROW OF STUDS BETWEEN EXISTING STUDS AS SHOWN IN BEAM ELEVATION.
 REPLACE ALL EXISTING DAMAGED STUDS AS DIRECTED BY THE ENGINEER.



ELEVATION

SHEAR STUD DETAIL - END SPANS
 (REFER TO SHEAR STUD DIAGRAM FOR SPACING)



ELEVATION

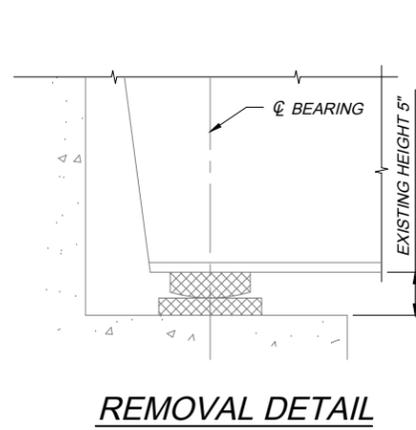
SHEAR STUD DETAIL - CENTER SPANS
 (REFER TO SHEAR STUD DIAGRAM FOR SPACING)

- NOTES:**
1. WELDED SHEAR STUD CONNECTORS SHALL CONFORM TO AASHTO M169. WELDED SHEAR STUD CONNECTORS SHALL BE MOVED TO AVOID INTERFERENCE WITH RIVET HEADS.
 2. FOR DECK JOINT DETAILS, SEE OTIC STANDARD DRAWINGS DJ-1, DJ-2, DJ-3 AND DJ-5.

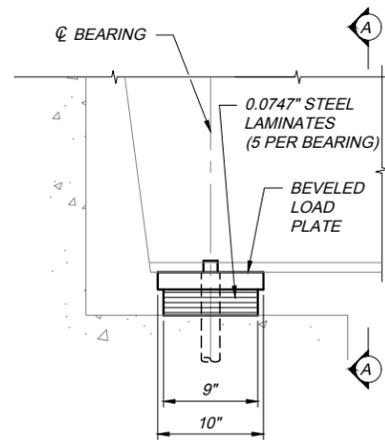
- LEGEND**
- (F) - EXISTING FIXED BEARING (TO BE REPLACED)
 - (R) - EXISTING FIXED BEARING (TO REMAIN)
 - (E) - EXISTING EXPANSION BEARING (TO REMAIN)

DESIGN AGENCY		BY		DATE	
NO.		NO.		NO.	
REVISIONS		NO.		DATE	
CHECKED		NO.		DATE	
DESIGNED		NO.		DATE	
DRAWN		NO.		DATE	
IN CHARGE		NO.		DATE	
PROJECT 43-20-10		DATE: 2/19/2019		M.P. 150.5	
SR 83 SUPERSTRUCTURE DETAILS		LORAIN COUNTY		OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	
STATE ROUTE 83 OVER OHIO TURNPIKE				OHIO TURNPIKE	
8 / 12		18		36	

Sample Plans - SR 83 Bearings.dwg: 3/15/22 - 2:17pm

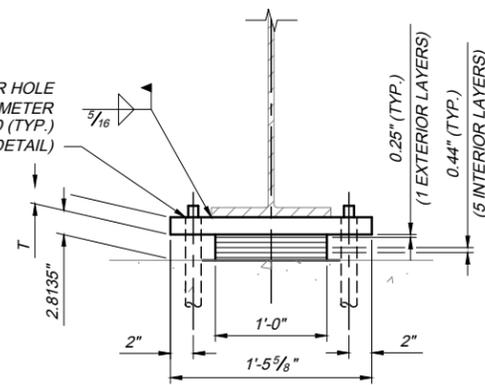


REMOVAL DETAIL



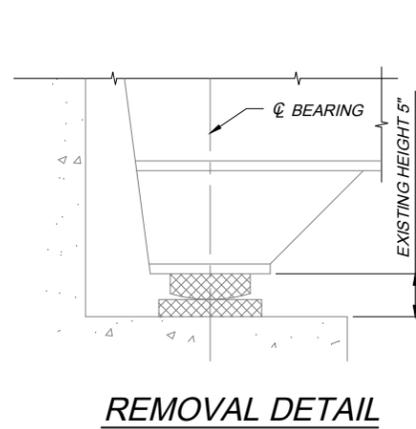
ELEVATION

1 3/8" DIAMETER HOLE FOR 7/8" DIAMETER ANCHOR ROD (TYP.) (SEE TYP. ANCHOR DETAIL)

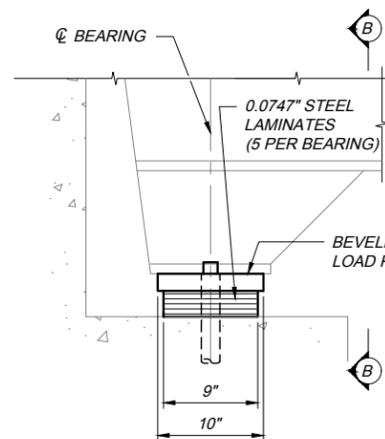


SECTION A-A

BEARING DETAIL A - ABUTMENT (FIXED) - FASCIA BEAM
(FASCIA BEAMS SHOWN, INTERIOR BEAMS SIMILAR)

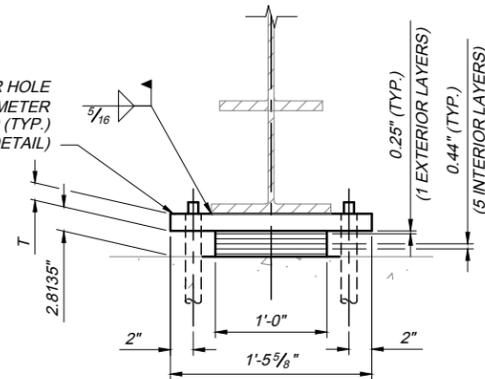


REMOVAL DETAIL



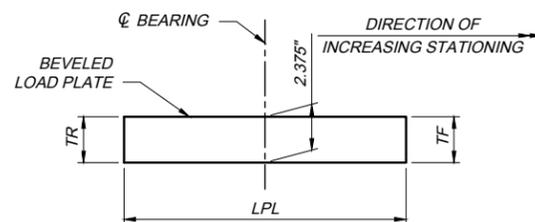
ELEVATION

1 3/8" DIAMETER HOLE FOR 7/8" DIAMETER ANCHOR ROD (TYP.) (SEE TYP. ANCHOR DETAIL)



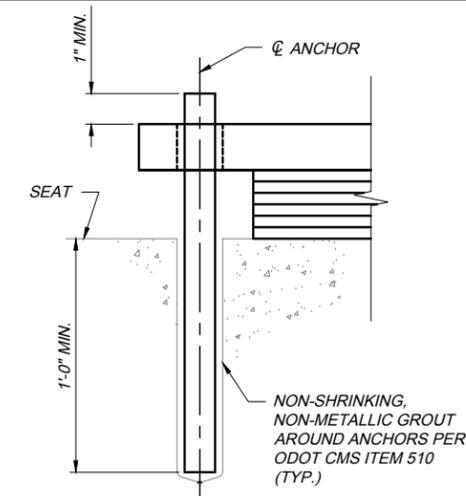
SECTION B-B

BEARING DETAIL B - ABUTMENT (FIXED) - INTERIOR BEAM
(INTERIOR BEAMS SHOWN, FASCIA BEAMS SIMILAR)



BEVELED LOAD PLATE DETAIL

BEVELED LOAD PLATE DIMENSION			
LOCATION	TR	TF	LPL
REAR ABUTMENT	2.32"	2.43"	10"
FORWARD ABUTMENT	2.43"	2.32"	10"



TYPICAL ANCHOR DETAIL

COST OF ANCHOR, NON-SHRINKING AND NON-METALLIC GROUT SHALL BE INCLUDED WITH ODOT CMS ITEM 510

NOTES

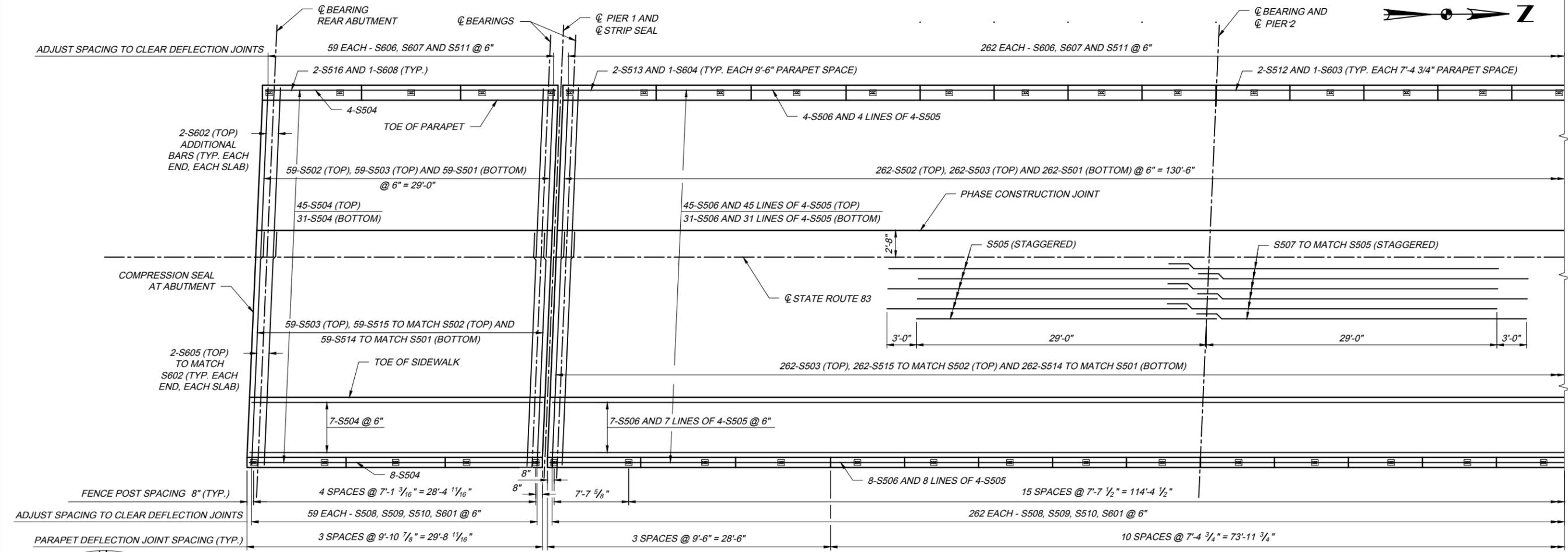
- ELASTOMERIC BEARINGS: THE BEARINGS HAVE BEEN DESIGNED UNDER DIVISION I, SECTION 14.6.6, METHOD A, OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. ELASTOMERIC BEARINGS SHALL COMPLY WITH ODOT CMS ITEM 516 AND SECTION 18, BEARINGS, DIVISION II, CONSTRUCTION OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. BEARINGS SHALL BE GRADE 3, 50 DUROMETER ELASTOMER AND SHALL BE SUBJECTED TO THE LOAD TESTING REQUIREMENTS CORRESPONDING TO DESIGN METHOD A. THE TESTING SHALL BE INCLUDED IN THE PRICE BID FOR THE BEARINGS. THE MANUFACTURER SHALL FURNISH CERTIFIED TEST DATA. THE MANUFACTURER SHALL SUPPLY A SAMPLE BEARING OF EACH DESIGN, AS SHOWN IN THE PLANS, FOR DESTRUCTIVE TESTING AND APPROVAL PURPOSES. SAMPLE BEARINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
- WELDING SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
- BEARING REPOSITIONING: IF THE BEARINGS ARE SET AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60°F ± 10°F, THE GIRDERS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ± 10°F.
- THE STEEL LOAD PLATE SHALL BE ASTM A709 GRADE 36 STEEL AND SHALL BE PAINTED IN ACCORDANCE WITH SP 514A. SEE SP 514A FOR PAYMENT INFORMATION.
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
- SUPERSTRUCTURE SUPPORT, AND/OR JACKING AND RESETTING OF BEARINGS AS DIRECTED BY THE ENGINEER SHALL BE PERFORMED IN ACCORDANCE WITH ITEM 516 AND SP 516G. SEE STRUCTURE NOTES AND SPECIAL PROVISIONS.
- BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS. SAMPLE BEARINGS SHALL NOT BE MEASURED FOR PAYMENT.
- ANCHOR RODS SHALL BE PLACED AS PER ODOT CMS 510.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INDICATE THE BEARING LOCATION ON THE BRIDGE AND A DIRECTION ARROW THAT POINTS UP STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.

LEGEND

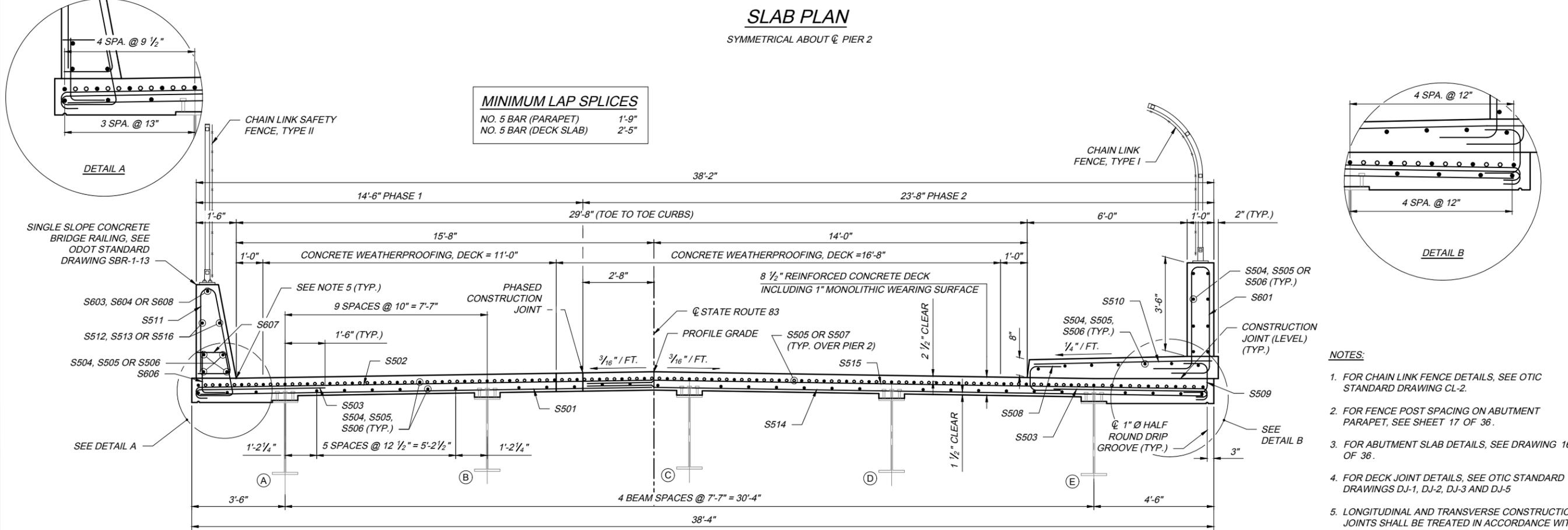
- DENOTES PORTIONS OF BEARINGS TO BE REMOVED

PROJECT 43-20-10	DATE: 2/19/2019	DESIGNED CAC	CHECKED CMM	BY DATE	DESIGN AGENCY
S.R. 83 BEARING DETAILS		DRAWN CAC	IN CHARGE ADY	REVISIONS	OHIO TURNPIKE
STATE ROUTE 83 OVER OHIO TURNPIKE		LORAIN COUNTY			OHIO TURNPIKE COMMISSION
M.P. 150.5					OHIO TURNPIKE
9	12			19	36

DESIGN AGENCY	BY	DATE
DESIGNED	CHECKED	NO.
DESIGNED	CMM	IN CHARGE
ADY	ADY	
DESIGNED	CAC	DRAWN
CAC		
PROJECT 43-20-10	DATE: 2/19/2019	10/12
S.R. 83 DECK SLAB DETAILS	STATE ROUTE 83 OVER OHIO TURNPIKE	20/36
LORAIN COUNTY	M.P. 150.5	

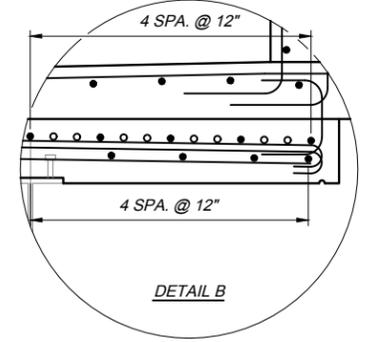
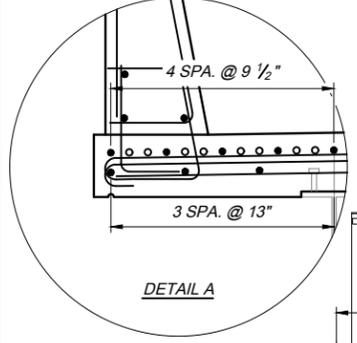


SLAB PLAN
SYMMETRICAL ABOUT CL PIER 2



TRANSVERSE SECTION

MINIMUM LAP SPLICES	
NO. 5 BAR (PARAPET)	1'-9"
NO. 5 BAR (DECK SLAB)	2'-5"

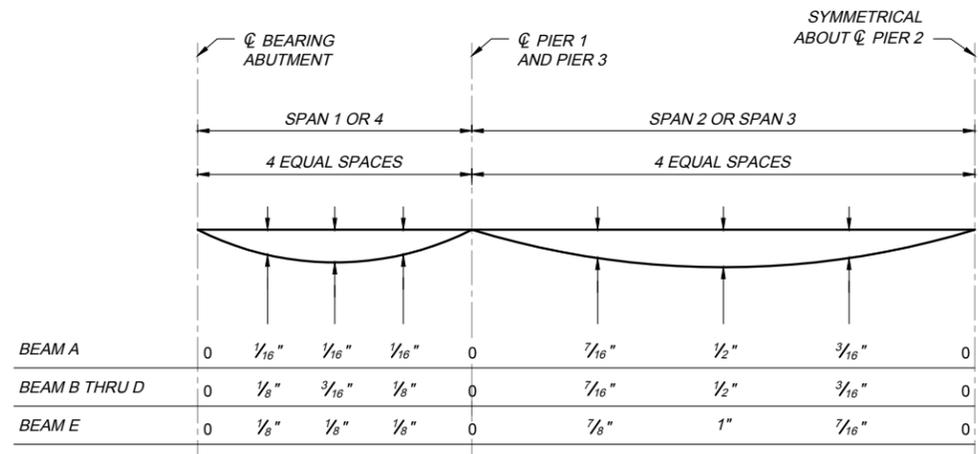


- NOTES:**
- FOR CHAIN LINK FENCE DETAILS, SEE OTIC STANDARD DRAWING CL-2.
 - FOR FENCE POST SPACING ON ABUTMENT PARAPET, SEE SHEET 17 OF 36.
 - FOR ABUTMENT SLAB DETAILS, SEE DRAWING 16 OF 36.
 - FOR DECK JOINT DETAILS, SEE OTIC STANDARD DRAWINGS DJ-1, DJ-2, DJ-3 AND DJ-5.
 - LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS SHALL BE TREATED IN ACCORDANCE WITH ITEM SP 516B - SEALING OF CONSTRUCTION JOINTS.

Sample Plans - SR 83 Superstructure.dwg: 3/15/22 - 2.17pm

TOP OF PAVEMENT ELEVATIONS

LOCATION		REAR ABUTMENT			SPAN 1			SPAN 2				SPAN 3				SPAN 4			FORWARD ABUTMENT			
		BEGIN ABUTMENT SLAB	1/2 PT.	END ABUTMENT SLAB	℄ BEARING REAR ABUTMENT	1/2 PT.	℄ REAR BEARING PIER 1	℄ FORWARD BEARING PIER 1	1/4 PT.	1/2 PT.	3/4 PT.	℄ PIER 2	1/4 PT.	1/2 PT.	3/4 PT.	℄ REAR BEARING PIER 3	℄ FORWARD BEARING PIER 3	1/2 PT.	℄ BEARING FORWARD ABUTMENT	BEGIN ABUTMENT SLAB	1/2 PT.	END ABUTMENT SLAB
LEFT SLAB FASCIA	STA.	13+94.64	13+99.96	14+05.27	14+06.52	14+20.61	14+34.69	14+35.69	14+51.96	14+68.22	14+84.49	15+00.75	15+17.02	15+33.28	15+49.55	15+65.81	15+66.81	15+80.90	15+94.98	15+96.22	16+01.54	16+06.86
	ELEV.	756.41	756.47	756.53	756.54	756.68	756.80	756.81	756.91	756.99	757.03	757.04	757.03	756.98	756.90	756.80	756.79	756.67	756.53	756.51	756.45	756.39
LEFT GUTTER LINE	STA.	13+94.57	13+99.88	14+05.20	14+06.45	14+20.53	14+34.62	14+35.62	14+51.88	14+68.15	14+84.41	15+00.68	15+16.94	15+33.21	15+49.47	15+65.74	15+66.74	15+80.82	15+94.91	15+96.15	16+01.47	16+06.79
	ELEV.	756.41	756.47	756.53	756.54	756.68	756.80	756.81	756.91	756.98	757.03	757.04	757.03	756.98	756.90	756.80	756.79	756.67	756.53	756.51	756.45	756.39
EXISTING BEAM A	STA.	--	--	--	14+06.37	14+20.46	14+34.54	14+35.54	14+51.81	14+68.07	14+84.34	15+00.60	15+16.87	15+33.13	15+49.40	15+65.66	15+66.66	15+80.75	15+94.83	--	--	--
	ELEV.	--	--	--	756.57	756.71	756.83	756.83	756.94	757.01	757.06	757.07	757.06	757.01	756.93	756.82	756.82	756.70	756.56	--	--	--
EXISTING BEAM B	STA.	--	--	--	14+06.04	14+20.13	14+34.21	14+35.21	14+51.48	14+67.74	14+84.01	15+00.27	15+16.54	15+32.80	15+49.07	15+65.33	15+66.33	15+80.42	15+94.50	--	--	--
	ELEV.	--	--	--	756.69	756.83	756.94	756.95	757.06	757.13	757.18	757.19	757.17	757.13	757.05	756.95	756.94	756.82	756.68	--	--	--
℄ STATE ROUTE 83	STA.	13+93.89	13+99.21	14+04.52	14+05.77	14+19.86	14+33.94	14+34.94	14+51.21	14+67.47	14+83.74	15+00.00	15+16.27	15+32.53	15+48.80	15+65.06	15+66.06	15+80.15	15+94.23	15+95.47	16+00.79	16+06.11
	ELEV.	756.64	756.71	756.77	756.78	756.92	757.04	757.05	757.15	757.23	757.27	757.29	757.27	757.23	757.15	757.05	757.04	756.92	756.78	756.77	756.71	756.64
EXISTING BEAM C	STA.	--	--	--	14+05.71	14+19.80	14+33.88	14+34.88	14+51.15	14+67.41	14+83.68	14+99.94	15+16.21	15+32.47	15+48.74	15+65.00	15+66.00	15+80.09	15+94.17	--	--	--
	ELEV.	--	--	--	756.76	756.90	757.02	757.02	757.13	757.21	757.25	757.27	757.25	757.21	757.13	757.03	757.02	756.90	756.76	--	--	--
EXISTING BEAM D	STA.	--	--	--	14+05.38	14+19.47	14+33.55	14+34.55	14+50.82	14+67.08	14+83.35	14+99.61	15+15.88	15+32.14	15+48.41	15+64.67	15+65.67	15+79.76	15+93.84	--	--	--
	ELEV.	--	--	--	756.64	756.78	756.90	756.90	757.01	757.09	757.13	757.15	757.13	757.09	757.01	756.91	756.90	756.78	756.64	--	--	--
RIGHT GUTTER LINE	STA.	13+93.28	13+98.60	14+03.91	14+05.16	14+19.25	14+33.33	14+34.33	14+50.60	14+66.86	14+83.13	14+99.39	15+15.66	15+31.92	15+48.19	15+64.45	15+65.45	15+79.54	15+93.62	15+94.86	16+00.18	16+05.50
	ELEV.	756.42	756.48	756.54	756.55	756.70	756.81	756.82	756.93	757.01	757.05	757.07	757.05	757.01	756.94	756.83	756.82	756.71	756.57	756.55	756.50	756.43
EXISTING BEAM E	STA.	--	--	--	14+05.05	14+19.14	14+33.22	14+34.22	14+50.49	14+66.75	14+83.02	14+99.28	15+15.55	15+31.81	15+48.08	15+64.34	15+65.34	15+79.43	15+93.51	--	--	--
	ELEV.	--	--	--	756.55	756.70	756.81	756.82	756.93	757.01	757.05	757.07	757.05	757.01	756.94	756.83	756.82	756.71	756.57	--	--	--
RIGHT SLAB FASCIA	STA.	13+92.98	13+98.29	14+03.61	14+04.86	14+18.94	14+33.03	14+34.03	14+50.29	14+66.56	14+82.82	14+99.09	15+15.35	15+31.62	14+47.88	15+64.15	15+65.15	15+79.23	15+93.32	15+94.56	15+99.88	16+05.20
	ELEV.	756.41	756.48	756.54	756.55	756.69	756.81	756.82	756.93	757.00	757.05	757.07	757.06	757.01	756.94	756.83	756.83	756.71	756.57	756.56	756.50	756.44



DEFLECTION DUE TO CONCRETE

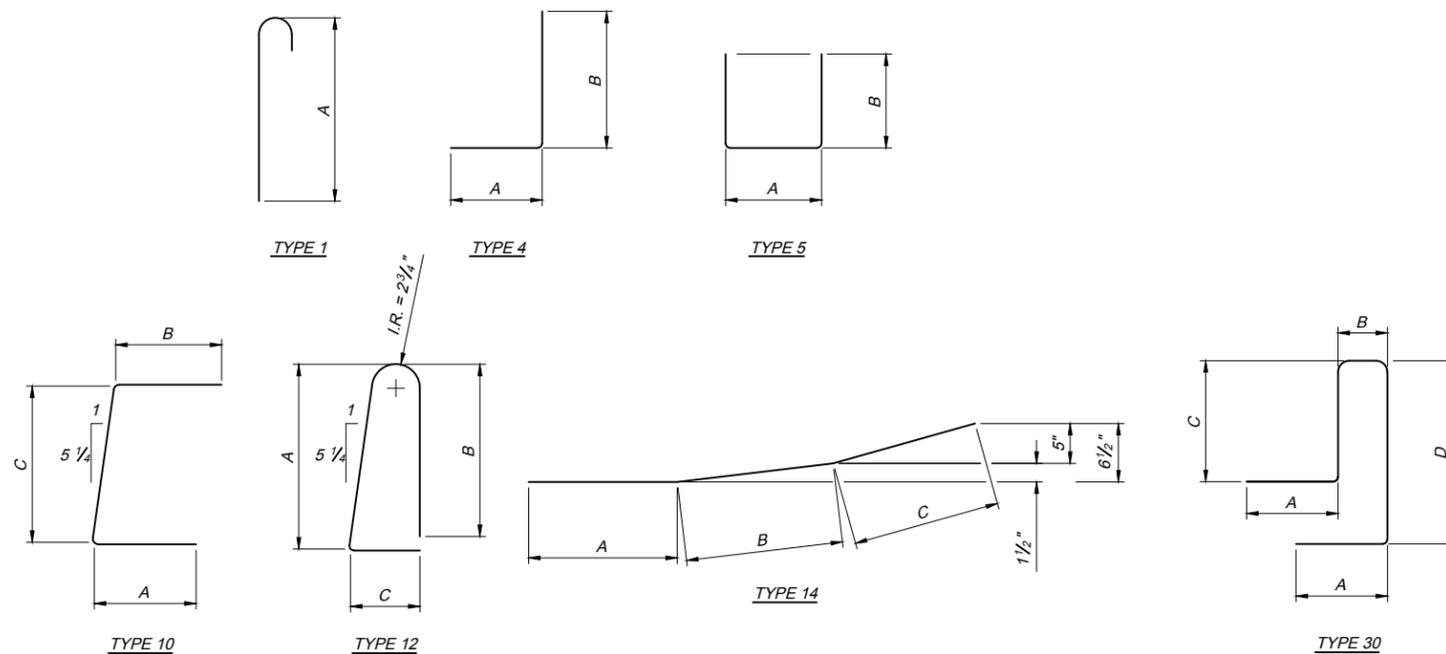
Sample Plans - SR 83 Superstructure.dwg: 3/15/22 - 2.17pm

PROJECT 43-20-10 DATE: 2/19/2019	S.R. 83 DECK SLAB ELEVATIONS STATE ROUTE 83 OVER OHIO TURNPIKE M.P. 150.5	LORAIN COUNTY	DESIGN AGENCY BY: DATE:	REVISIONS NO.	CHECKED CAC DRAWN CAC	CMM IN CHARGE ADY
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION						

ABUTMENT REINFORCING SCHEDULE												
BAR MARK	NO. REQUIRED			BAR LENGTH	BAR TYPE	DIMENSIONS						WEIGHT LBS.
	REAR	FORWARD	TOTAL			A	B	C	D	E	INCR.	
A501	18	18	36	16'-9"	STR							629
A502	91	91	182	10'-0"	STR							1,898
A503	4	4	8	5'-9"	STR							48
A504	4	4	8	5'-8"	14	1'-10"	2'-5"	1'-5"				47
A505	4	4	8	6'-0"	STR							50
A506	21	21	42	6'-6"	STR							285
A507	21	21	42	1'-10"	5	11"	7"					80
A508	21	21	42	1'-11"	5	1'-0"	7"					84
A509	18	18	36	23'-3"	STR							873
A601	16	16	32	2'-5"	4	1'-0"	1'-7"					116
A602	2 SERIES OF 9	2 SERIES OF 9	4 SERIES OF 9	3'-11" TO 4'-9"	4	1'-0"	3'-1" TO 3'-11"					234
A603	21	21	42	8'-9"	30	8"	8"	3'-6"	3'-11"			552
A701	76	76	152	10'-0"	STR							3,107
TOTAL ABUTMENT REINFORCING STEEL WEIGHT (LBS.) =											8,004	

SUPERSTRUCTURE REINFORCING SCHEDULE											
BAR MARK	NO. REQUIRED	BAR LENGTH	BAR TYPE	DIMENSIONS						WEIGHT LBS.	
				A	B	C	D	E	INCR.		
S501	380	17'-0"	STR								6,738
S502	380	17'-7"	1	17'-0"							6,969
S503	760	5'-5"	1	4'-10"							4,294
S504	190	29'-0"	STR								5,747
S505	468	30'-0"	STR								14,644
S506	95	20'-3"	STR								2,006
S507	88	33'-6"	STR								3,075
S508	380	1'-10"	5	11"	7"						727
S509	380	1'-11"	5	1'-0"	7"						760
S510	380	6'-6"	STR								2,576
S511	380	7'-3"	12	3'-3"	3'-0"	10"					2,873
S512	20	6'-9"	STR								141
S513	12	9'-0"	STR								113
S514	380	23'-3"	STR								9,215
S515	380	23'-10"	1	23'-3"							9,446
S516	6	9'-6"	STR								59
S601	380	8'-9"	30	8"	8"	3'-6"	3'-11"				4,994
S602	12	17'-0"	STR								306
S603	10	6'-9"	STR								101
S604	12	9'-0"	STR								162
S605	12	23'-3"	STR								419
S606	380	2'-5"	4	1'-0"	1'-7"						1,379
S607	380	3'-4"	10	1'-0"	1'-1"	1'-7"					1,903
S608	3	9'-6"	STR								43
TOTAL SUPERSTRUCTURE REINFORCING STEEL WEIGHT (LBS.) =											78,690
TOTAL ABUTMENT REINFORCING STEEL WEIGHT (LBS.) =											8,004
TOTAL REINFORCING STEEL WEIGHT (LBS.) =											86,694

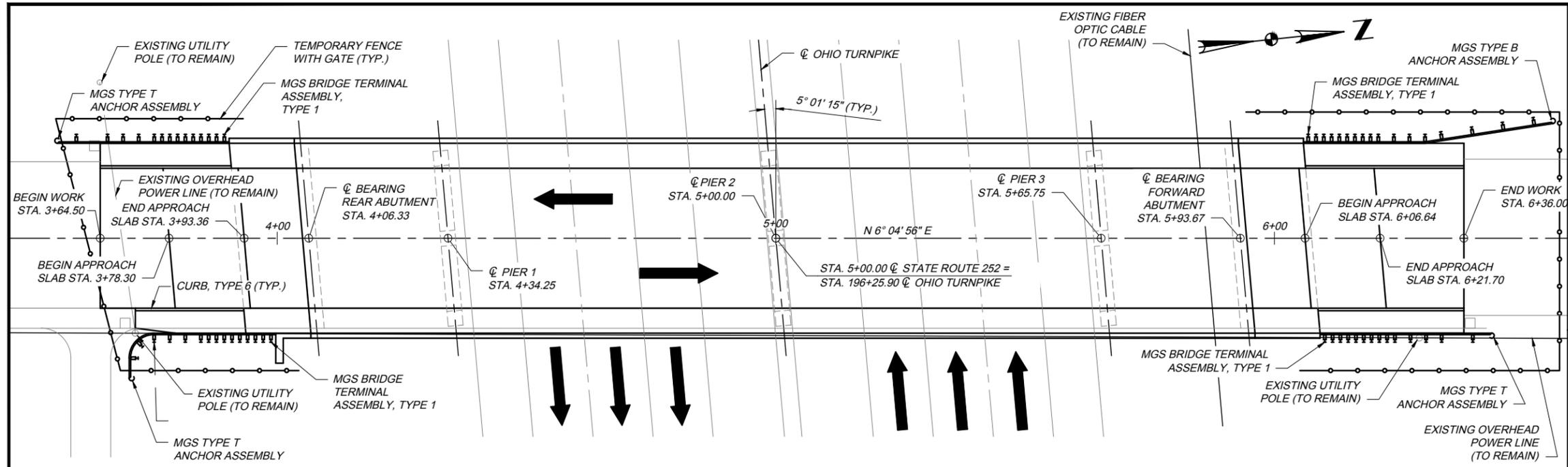
BAR BENDING DIAGRAMS



- NOTES:**
- ALL REINFORCING BARS SHALL BE EPOXY COATED.
 - BAR DIMENSIONS ARE OUT TO OUT UNLESS OTHERWISE INDICATED.
 - BAR SIZE IS INDICATED IN THE BAR MARK BY THE FIRST DIGIT.
 - EPOXY COATED REINFORCING STEEL SUPPORT: IN ACCORDANCE WITH THE REQUIREMENTS OF SP509 AND 509.09, THE TOP AND BOTTOM MATS OF THE LONGITUDINAL AND TRANSVERSE EPOXY COATED REINFORCING STEEL SHALL BE SUPPORTED BY APPROVED EPOXY COATED DEVICES WITH SPACING NOT EXCEEDING 3'-0" CENTERS IN EACH DIRECTION. BROKEN CONCRETE, BRICKS, ETC. SHALL NOT BE USED FOR SUPPORT OF REINFORCING STEEL.

Sample Plans - SR 83 Superstructure.dwg: 3/15/22 - 2:17pm

PROJECT 43-20-10 STATE ROUTE 83 OVER OHIO TURNPIKE M.P. 150.5	DESIGN AGENCY BY: DATE:	REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED CAC DRAWN CAC	LORAIN COUNTY
S.R. 83 REINFORCING SCHEDULE STATE ROUTE 83 OVER OHIO TURNPIKE					
DATE: 2/19/2019					
12 / 12					
22 / 36					



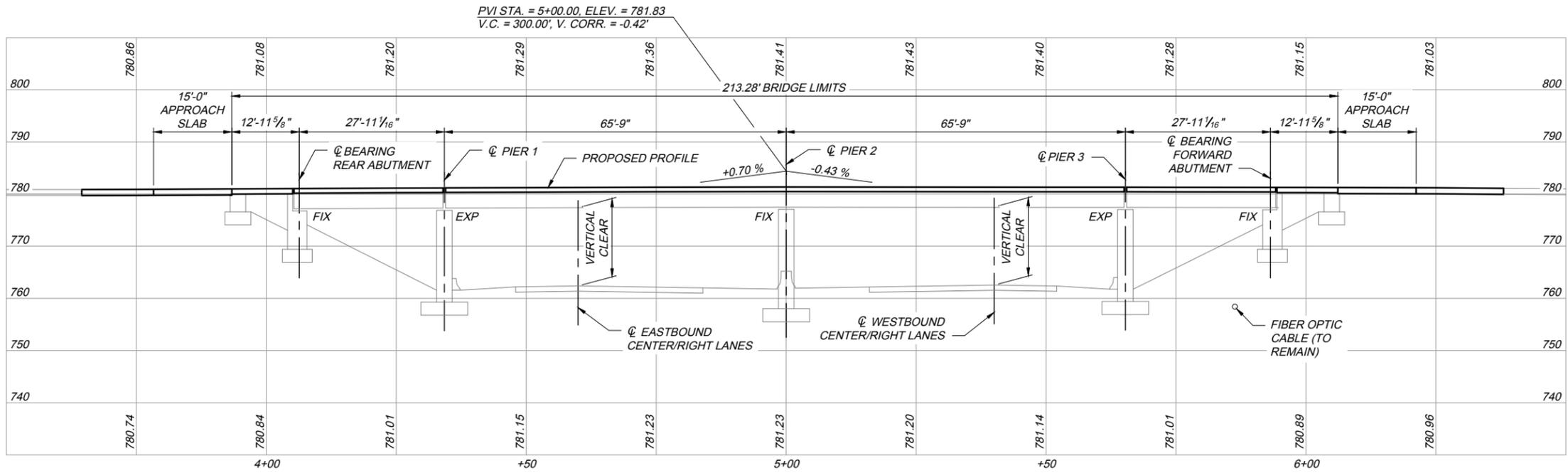
GENERAL PLAN

BENCH MARK No. 1
EASTERN MOST BOLT ON
FIRE HYDRANT SOUTH OF
BRIDGE
STA. 3+14.97, 21.5' LEFT
ELEV. 782.56

BENCH MARK No. 2
EASTERN MOST BOLT ON
FIRE HYDRANT NORTH OF
BRIDGE
STA. 7+18.38, 19.3' LEFT
ELEV. 782.94

LOCATION OF FIRST GUARDRAIL POST	
STA. 3+89.40 LT.	STA. 6+06.76 LT.
STA. 3+98.73 RT.	STA. 6+10.10 RT.

POINT OF MINIMUM VERTICAL CLEARANCE		
LANES	EXISTING	PREFERRED
EASTBOUND LANES	15'-0"	14'-6"
WESTBOUND LANES	14'-11"	14'-6"



PROFILE

EXISTING STRUCTURE

TYPE: CONTINUOUS AND SIMPLE SPAN STEEL BEAMS WITH REINFORCED CONCRETE DECK, SUBSTRUCTURE, CELLULAR ABUTMENTS, CAP AND COLUMN TYPE PIERS

SPANS: 27'-11"±, 65'-9"±, 65'-9"± AND 27'-11"±

ROADWAY: 28'-0"± TOE/TOE CURB WITH 4'-0" SIDEWALKS WITH 1'-0" PARAPETS

ALIGNMENT: TANGENT

SKEW: 5°01'15"

WEARING SURFACE: MONOLITHIC CONCRETE

LOADING: CF-30

BUILT: 1954

STRUCTURE FILE NUMBER: 1829203

PROPOSED STRUCTURE

PROPOSED WORK: REINFORCED CONCRETE DECK REPLACEMENT WITH SIDEWALKS AND 1'-0" WIDE PARAPET WITH FENCE

TYPE: CONTINUOUS AND SIMPLE SPAN, STEEL BEAMS WITH COMPOSITE REINFORCED CONCRETE DECK, SUBSTRUCTURE, CELLULAR ABUTMENTS, CAP AND COLUMN TYPE PIERS

SPANS: 27'-11"±, 65'-9"±, 65'-9"± AND 27'-11"±

ROADWAY: 28'-0"± TOE/TOE CURB WITH 5'-0" SIDEWALKS AND 1'-0" PARAPETS

ALIGNMENT: TANGENT

SKEW: 5°01'15"

WEARING SURFACE: 1" MONOLITHIC CONCRETE

LOADING: HS20-44 CASE II AND ALTERNATE MILITARY LOADING

COORDINATES:
LATITUDE: 41°21'24"N
LONGITUDE: 81°54'18"W

NOTES:

ORIGINAL CONSTRUCTION PLANS

ORIGINAL CONSTRUCTION PLANS, SHOWING THE ORIGINAL ALIGNMENT, PROFILE AND DETAILS OF THE BRIDGE ARE AVAILABLE FOR INSPECTION AT THE OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION HEADQUARTERS.

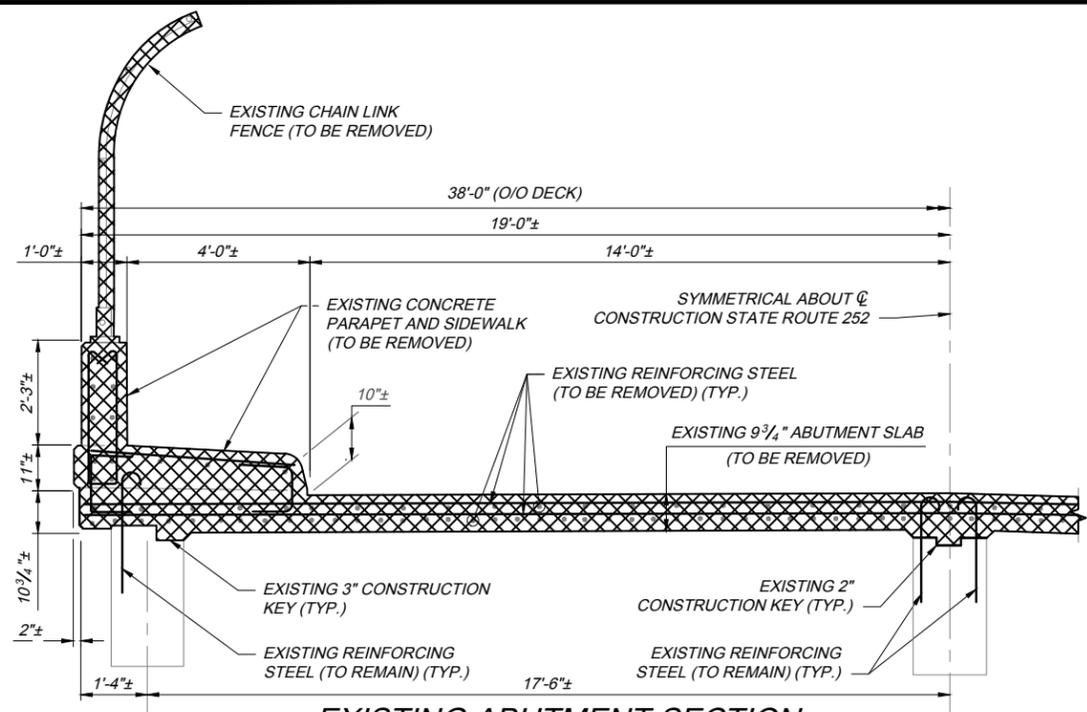
682 PROSPECT STREET
BEREA, OHIO 44017
(440) 234-2081

PROJECT 43-20-10
 DATE: 2/19/2019
 M.P. 156.9
 S.R. 252 GENERAL PLAN AND PROFILE
 STATE ROUTE 252 OVER OHIO TURNPIKE
 CUYAHOGA COUNTY

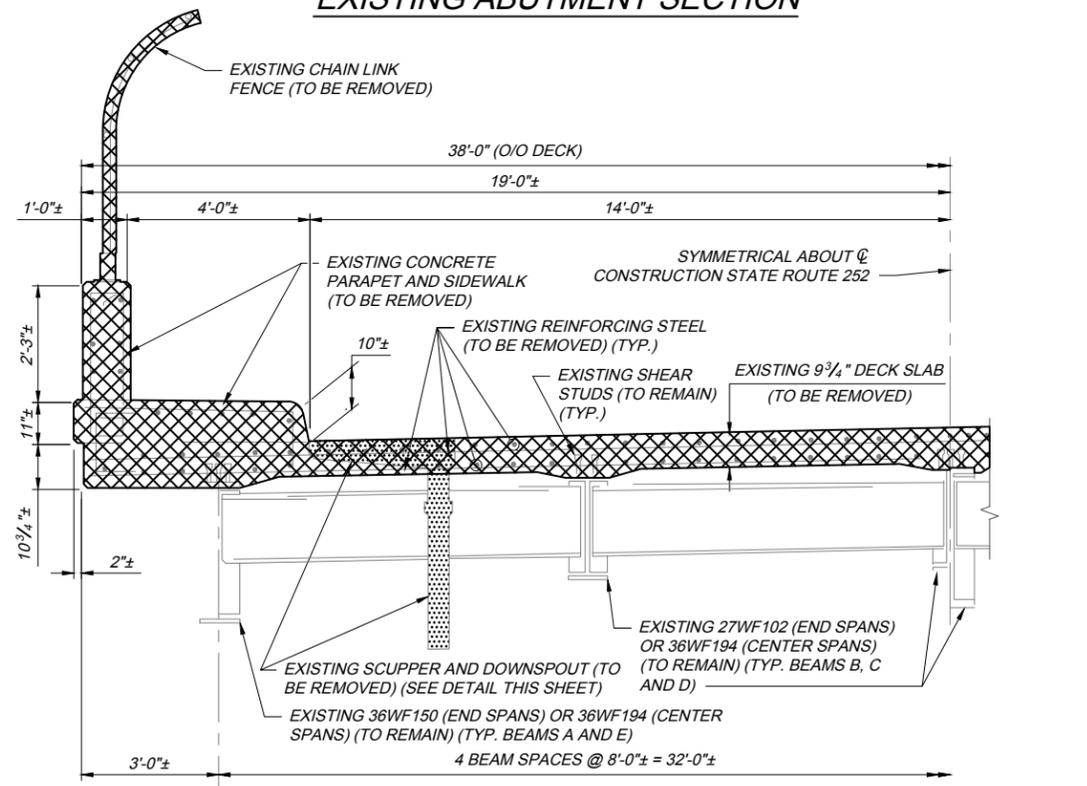
DESIGNED	CAC	DRAWN	CAC
CHECKED	CMM	IN CHARGE	ADY
NO.	1		
REVISIONS	ADDENDUM 1		
BY	DATE		
	CAC 11/16		

Sample Plans - SR 252 Site Plan.dwg, 3/15/22 - 2:17pm

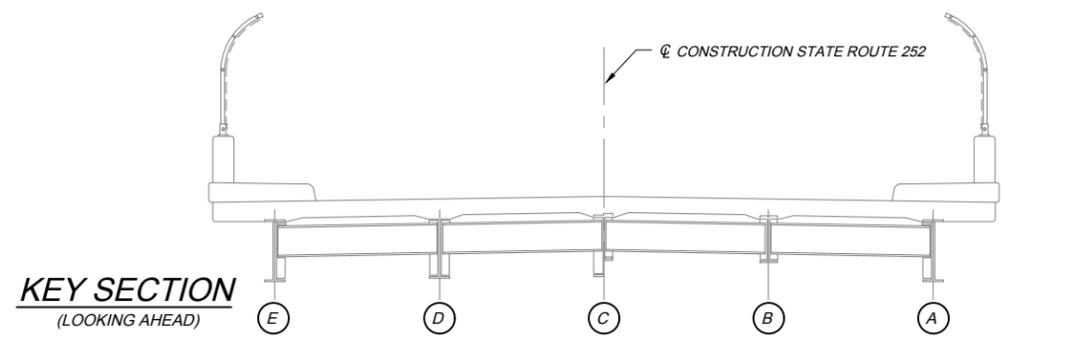
Sample Plans - SR 252 Removal Details.dwg, 3/15/22 - 2:18pm



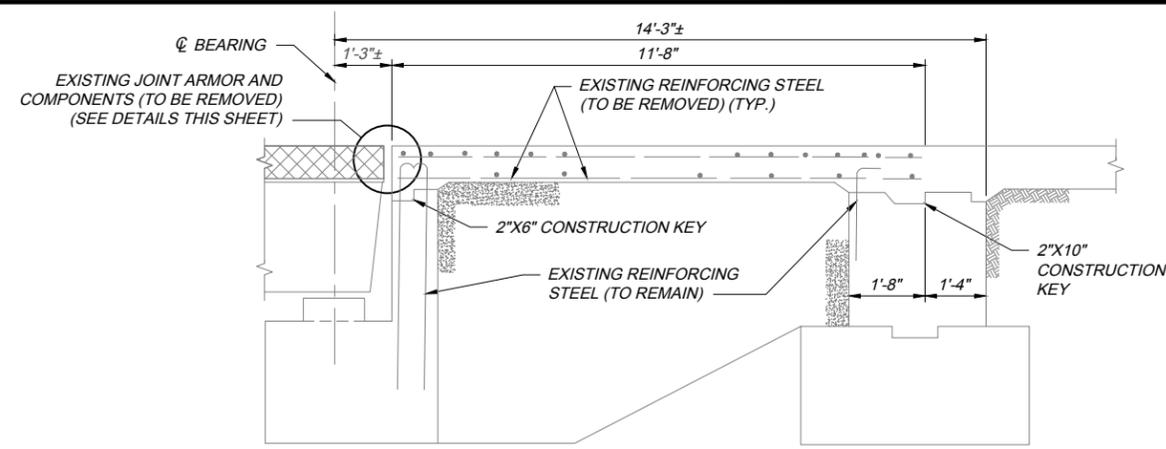
EXISTING ABUTMENT SECTION



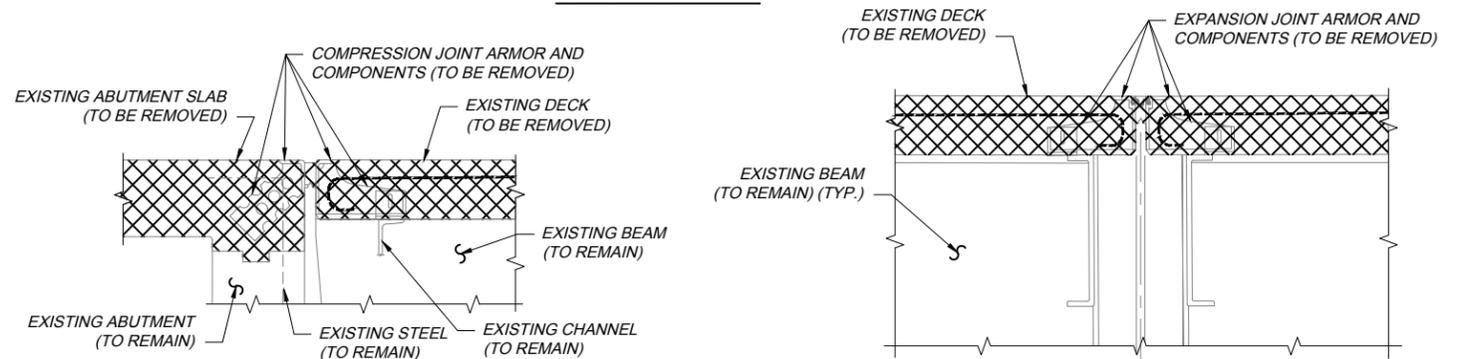
EXISTING TRANSVERSE SECTION



KEY SECTION
(LOOKING AHEAD)

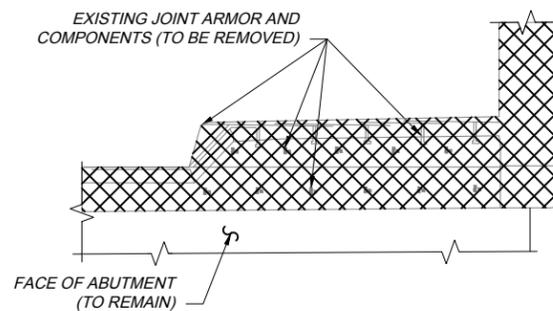


SECTION A-A

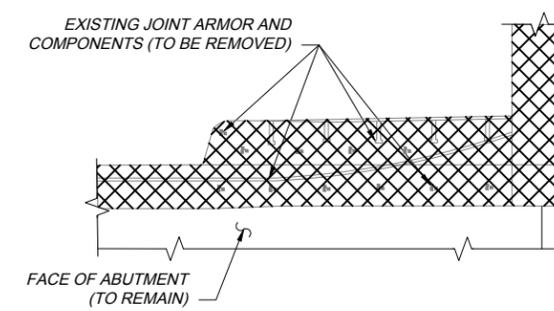


ABUTMENT SECTION

PIER 1 AND PIER 3 SECTION

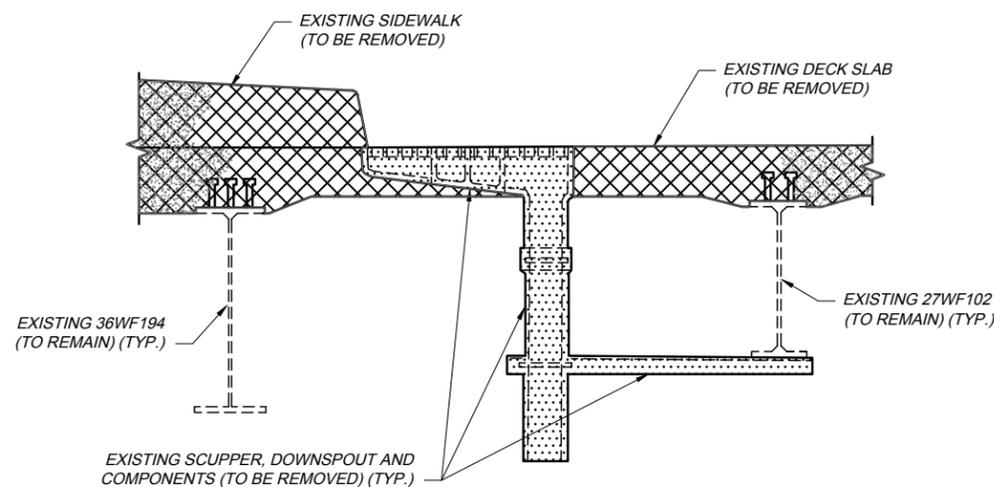


SIDEWALK SECTION
STRIP SEAL



SIDEWALK SECTION
COMPRESSION SEAL

EXISTING ARMOR SUPPORT REMOVAL DETAILS



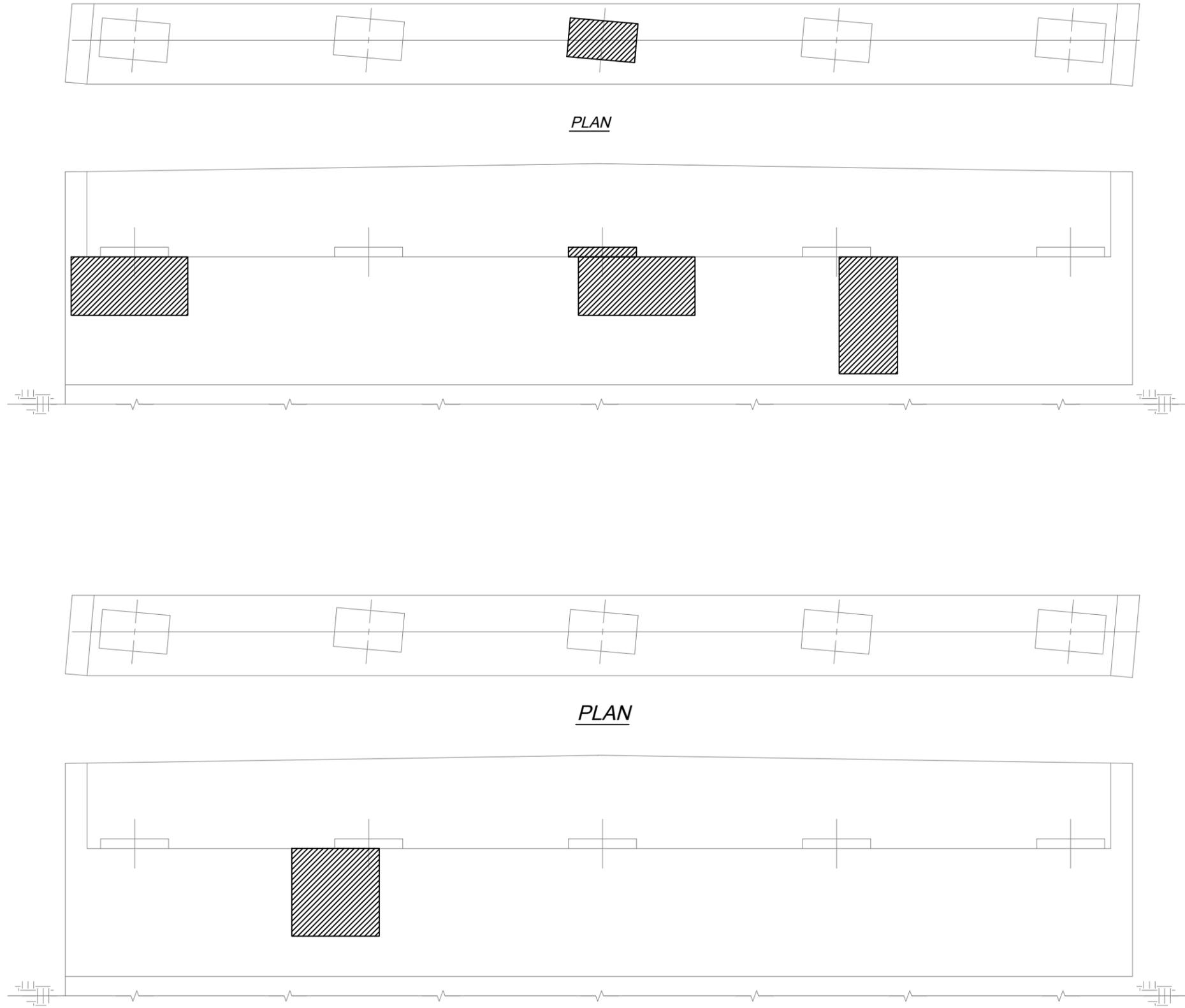
EXISTING SCUPPER REMOVAL DETAIL

NOTES:

1. ANY REMAINING WELD MATERIAL THAT ATTACHED THE REMOVED STEEL TO THE REMAINING STEEL SHALL BE REMOVED BY METHODS APPROVED BY THE ENGINEER. THESE METHODS SHALL NOT CAUSE ANY DAMAGE TO THE REMAINING STEEL. ALL REMAINING EXCESS WELD MATERIAL SHALL BE REMOVED BY GRINDING IN THE DIRECTION OF STRESS. INCLUDE WITH ITEM SP 202 FOR PAYMENT.

- DENOTES PORTIONS OF STRUCTURE TO BE REMOVED AS PER ITEM SP 202
- DENOTES PORTIONS OF DRAINAGE TO BE REMOVED AS PER ITEM SP 202

OHIO TURNPIKE	
OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	
PROJECT 43-20-10 STATE ROUTE 252 OVER OHIO TURNPIKE M.P. 156.9	DESIGN AGENCY BY DATE CAC 11/16 REVISIONS ADDENDUM 1 NO. 1 CHECKED CMM IN CHARGE ADY DESIGNED CAC DRAWN CAC
2 / 14	24 / 36
OHIO TURNPIKE	



SP 519 REPAIR AREAS		
MEASURED QUANTITY (SQ. FT.)	CONTINGENT QUANTITY (SQ. FT.)	TOTAL (SQ. FT.)
REAR ABUTMENT		
28	21	49
FORWARD ABUTMENT		
9	6	15
TOTAL =		64

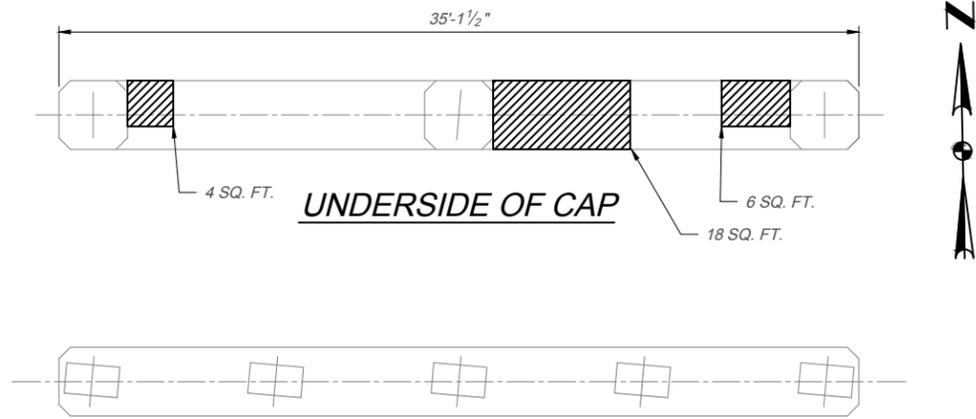
SP 516A REPAIR AREAS		
MEASURED QUANTITY (LIN. FT.)	CONTINGENT QUANTITY (LIN. FT.)	TOTAL (LIN. FT.)
REAR ABUTMENT		
0	15	15
FORWARD ABUTMENT		
0	15	15
TOTAL =		30

NOTES:

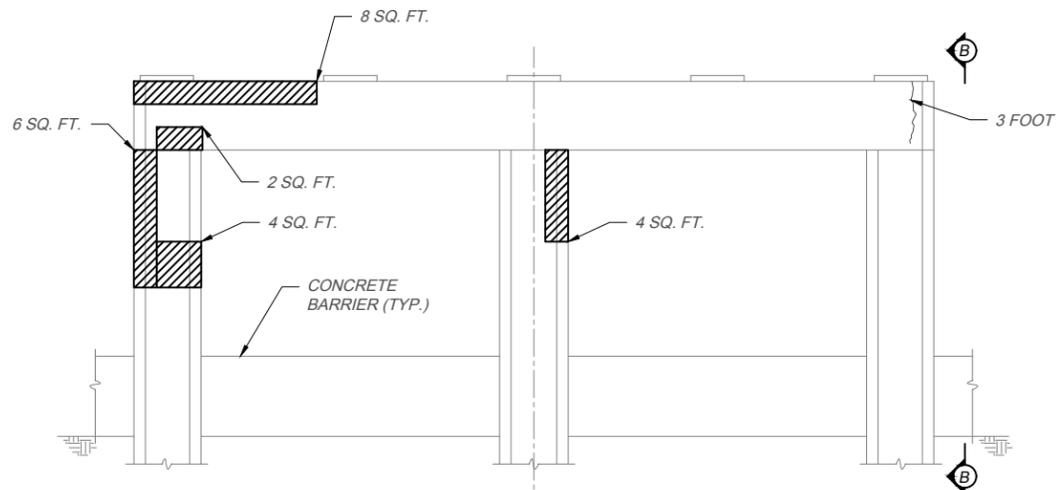
- THE AREAS OF REPAIR SHOWN ARE APPROXIMATE AND ARE BASED ON A FIELD INSPECTION. FINAL DETERMINATION OF THE AREAS TO BE REPAIRED WILL BE MADE BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
- THE TOTAL CONCRETE PATCHING AND CRACK REPAIR AREAS INDICATED ON THE DETAILS HAVE BEEN INCREASED TO ACCOUNT FOR ANY FURTHER DETERIORATION THAT MAY HAVE OCCURRED SINCE THE FIELD INSPECTION

- DENOTES AREAS TO BE REPAIRED AS PER ITEM SP 519

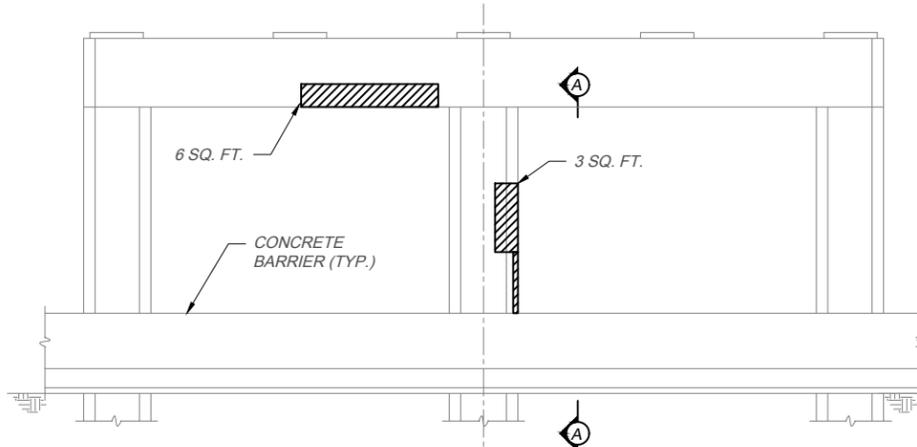
	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION	PROJECT 43-20-10 DATE: 2/19/2019	S.R. 252 - ABUTMENT REPAIR DETAILS STATE ROUTE 252 OVER OHIO TURNPIKE CUYAHOGA COUNTY M.P. 156.9	DESIGN AGENCY BY DATE REVISIONS NO.	CHECKED CAC IN CHARGE ADY DESIGNED CMM DRAWN CMM				
<table border="1" style="margin: auto;"> <tr> <td style="width: 20px; height: 20px; text-align: center;">3</td> <td style="width: 20px; height: 20px; text-align: center;">14</td> </tr> </table>	3	14	<table border="1" style="margin: auto;"> <tr> <td style="width: 20px; height: 20px; text-align: center;">25</td> <td style="width: 20px; height: 20px; text-align: center;">36</td> </tr> </table>	25	36				
3	14								
25	36								



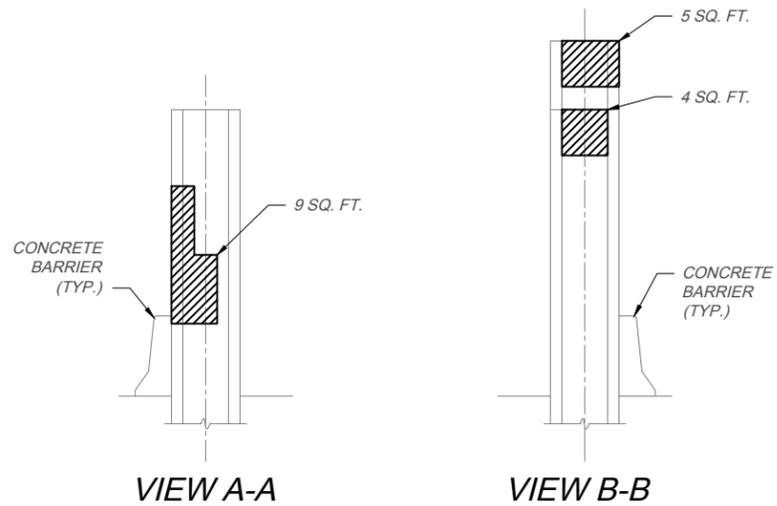
PLAN



ELEVATION
(LOOKING AHEAD)



ELEVATION
(LOOKING BACK)



VIEW A-A

VIEW B-B

SP 519 REPAIR AREAS		
MEASURED QUANTITY (SQ. FT.)	CONTINGENT QUANTITY (SQ. FT.)	TOTAL (SQ. FT.)
79	40	119

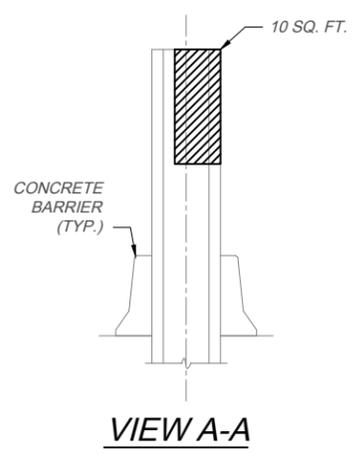
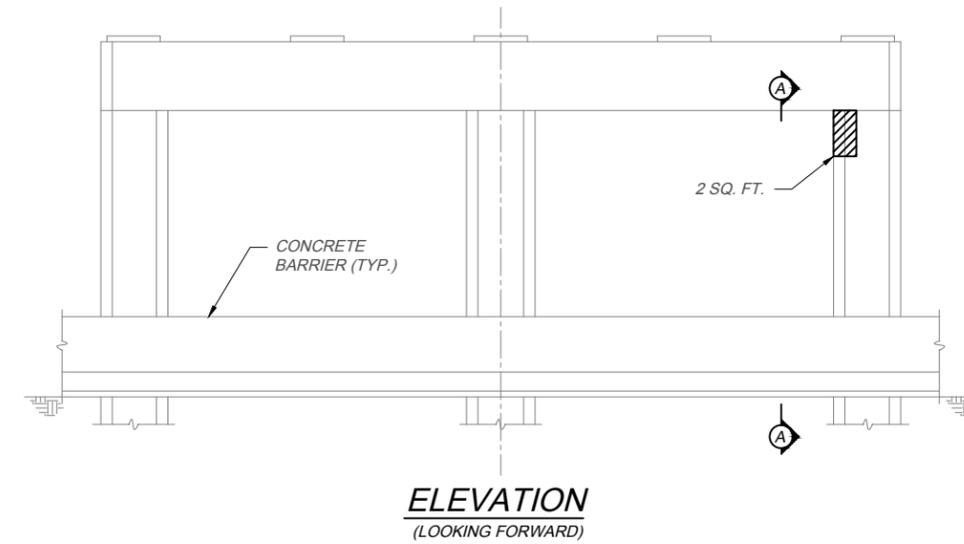
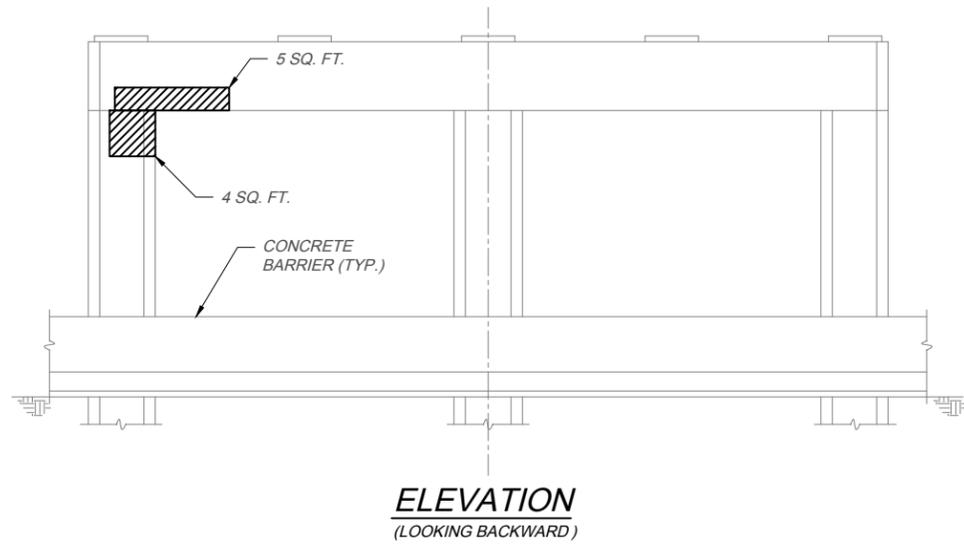
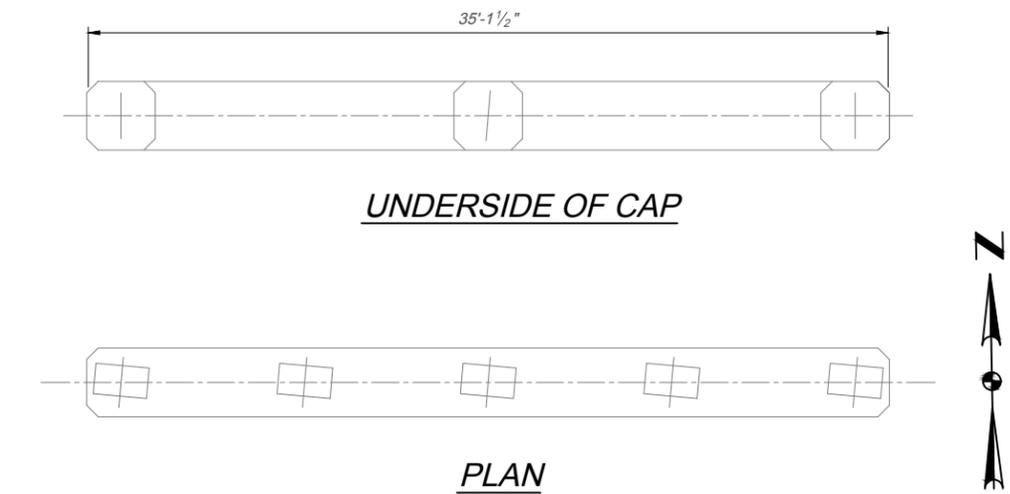
SP 516A REPAIR AREAS		
MEASURED QUANTITY (LIN. FT.)	CONTINGENT QUANTITY (LIN. FT.)	TOTAL (LIN. FT.)
3	7	10

- NOTES:**
- THE AREAS OF REPAIR SHOWN ARE APPROXIMATE AND ARE BASED ON A FIELD INSPECTION. FINAL DETERMINATION OF THE AREAS TO BE REPAIRED WILL BE MADE BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
 - THE TOTAL CONCRETE PATCHING AND CRACK REPAIR AREAS INDICATED ON THE DETAILS HAVE BEEN INCREASED TO ACCOUNT FOR ANY FURTHER DETERIORATION THAT MAY HAVE OCCURRED SINCE THE FIELD INSPECTION

- DENOTES AREAS TO BE REPAIRED AS PER ITEM SP 519

- DENOTES CRACKS TO BE REPAIRED AS PER ITEM SP 516A

PROJECT 43-20-10	DATE: 2/19/2019	DESIGN AGENCY
	4 / 14	OHIO TURNPIKE
S.R. 252 - PIER 1 REPAIR DETAILS		OHIO TURNPIKE
STATE ROUTE 252 OVER OHIO TURNPIKE		OHIO TURNPIKE
M.P. 156.9		OHIO TURNPIKE
CUYAHOGA COUNTY		OHIO TURNPIKE
DESIGNED: CMM		OHIO TURNPIKE
DRAWN: CMM		OHIO TURNPIKE
CHECKED: CAC		OHIO TURNPIKE
IN CHARGE: ADY		OHIO TURNPIKE
NO.:		OHIO TURNPIKE
REVISIONS:		OHIO TURNPIKE
BY: DATE:		OHIO TURNPIKE
26		OHIO TURNPIKE
36		OHIO TURNPIKE



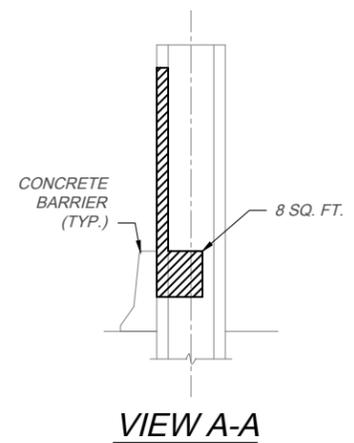
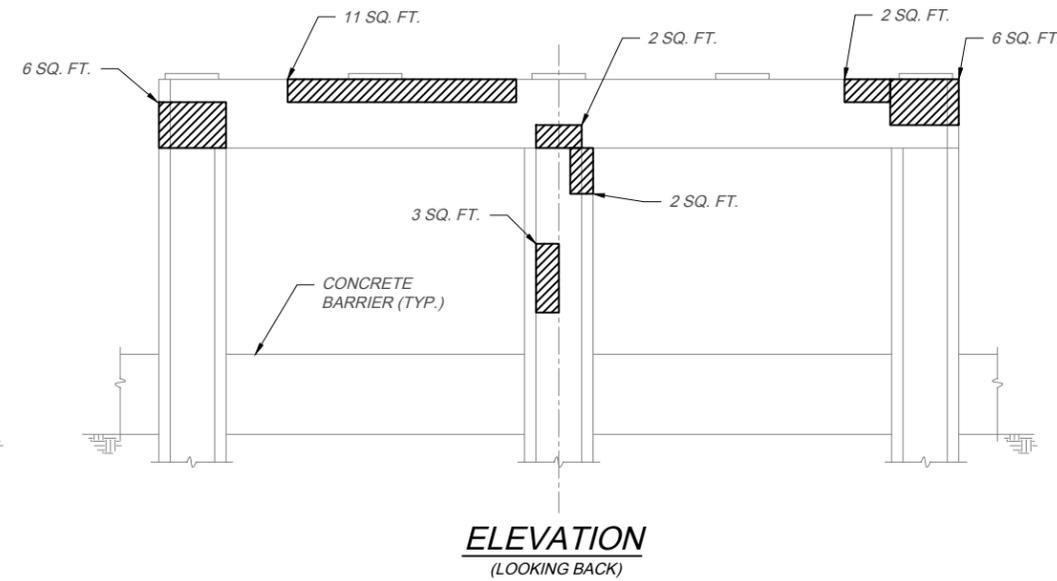
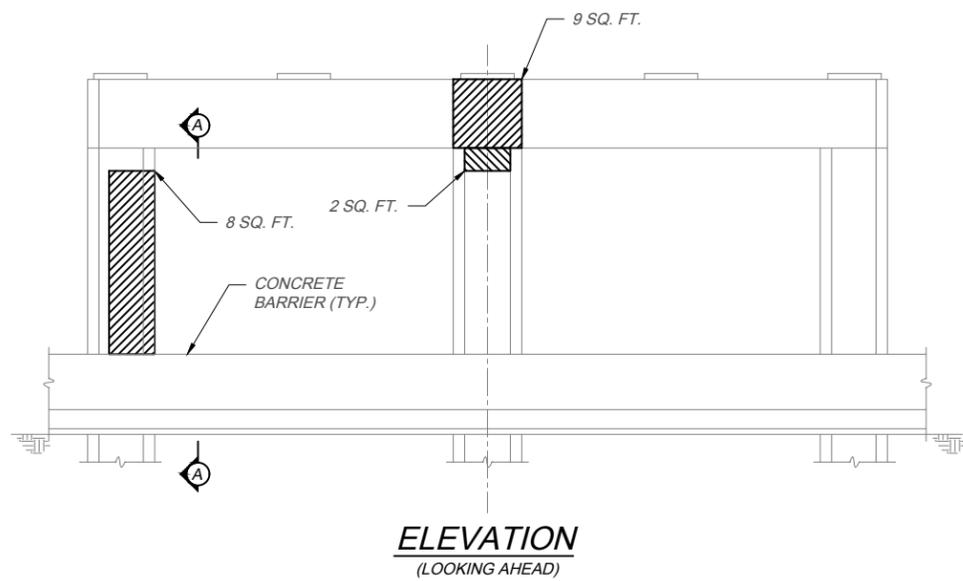
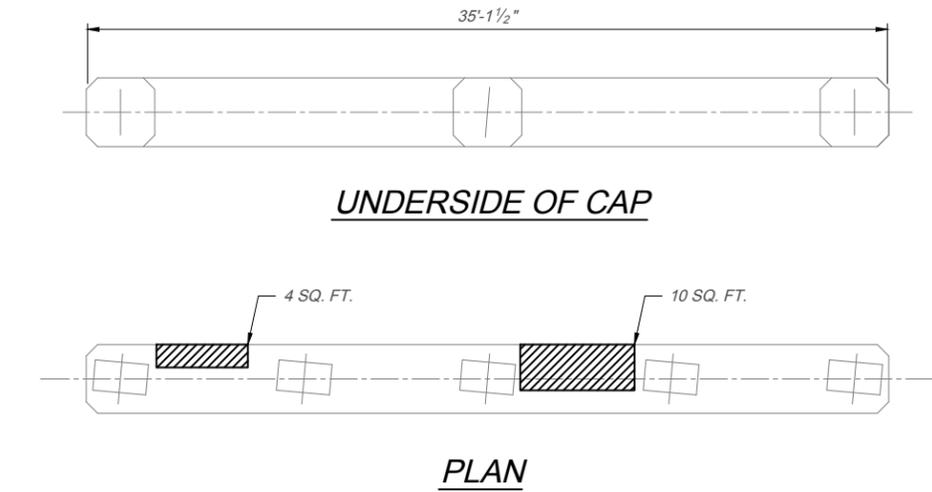
SP 519 REPAIR AREAS		
MEASURED QUANTITY (SQ. FT.)	CONTINGENT QUANTITY (SQ. FT.)	TOTAL (SQ. FT.)
21	11	32

- NOTES:**
1. THE AREAS OF REPAIR SHOWN ARE APPROXIMATE AND ARE BASED ON A FIELD INSPECTION. FINAL DETERMINATION OF THE AREAS TO BE REPAIRED WILL BE MADE BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
 2. THE TOTAL CONCRETE PATCHING AND CRACK REPAIR AREAS INDICATED ON THE DETAILS HAVE BEEN INCREASED TO ACCOUNT FOR ANY FURTHER DETERIORATION THAT MAY HAVE OCCURRED SINCE THE FIELD INSPECTION
- DENOTES AREAS TO BE REPAIRED AS PER ITEM SP 519

PROJECT 43-20-10 S.R. 252 - PIER 2 REPAIR DETAILS STATE ROUTE 252 OVER OHIO TURNPIKE CUYAHOGA COUNTY M.P. 156.9	DESIGN AGENCY DATE
	REVISIONS NO. BY DATE
CHECKED CAC IN CHARGE	NO. BY DATE
DESIGNED CMM DRAWN	NO. BY DATE
DATE: 2/19/2019	NO. BY DATE
5 / 14	NO. BY DATE
27 36	NO. BY DATE

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

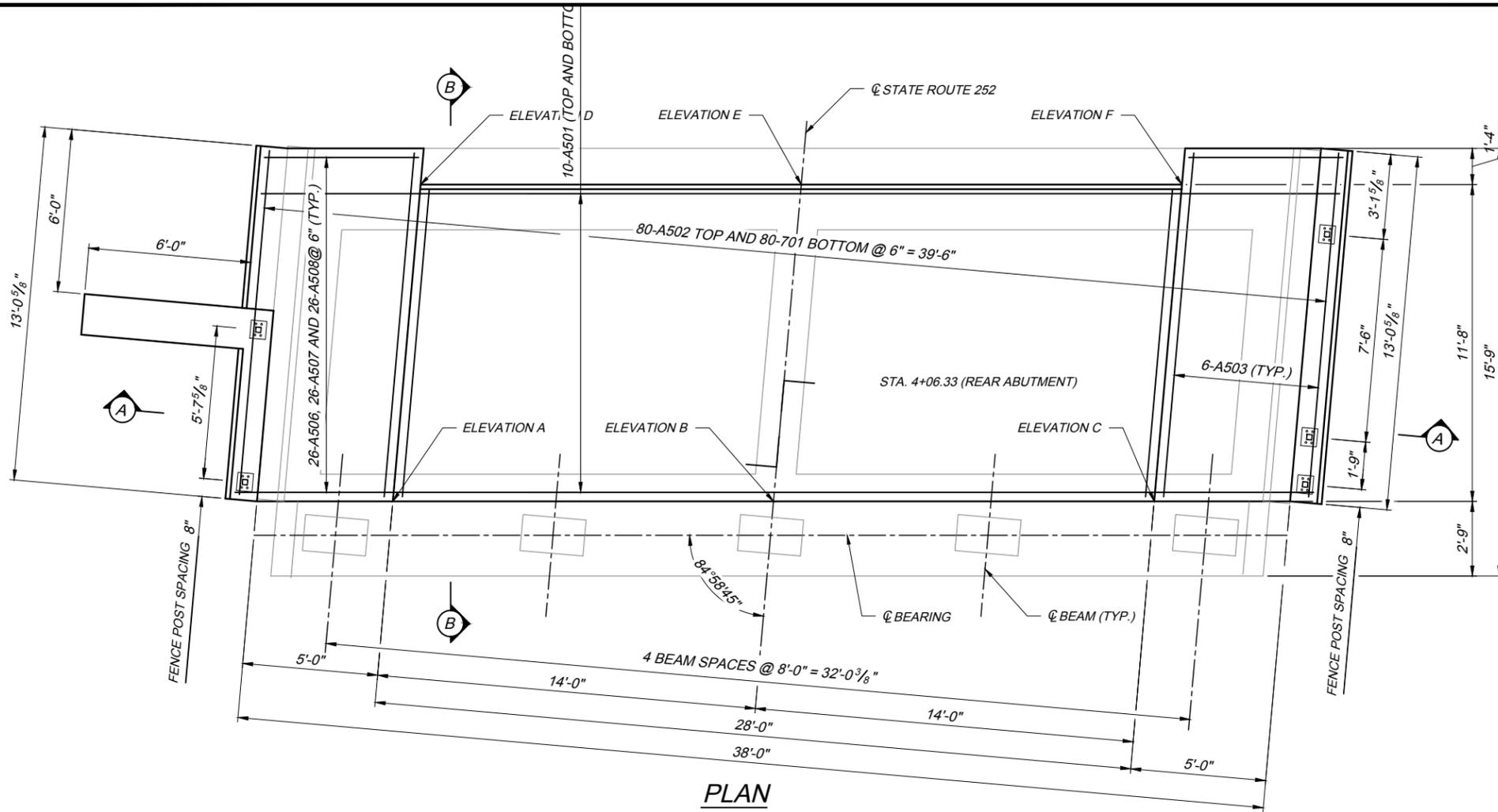


SP 519 REPAIR AREAS		
MEASURED QUANTITY (SQ. FT.)	CONTINGENT QUANTITY (SQ. FT.)	TOTAL (SQ. FT.)
73	37	110

- NOTES:**
- THE AREAS OF REPAIR SHOWN ARE APPROXIMATE AND ARE BASED ON A FIELD INSPECTION. FINAL DETERMINATION OF THE AREAS TO BE REPAIRED WILL BE MADE BY THE ENGINEER AT THE TIME OF CONSTRUCTION.
 - THE TOTAL CONCRETE PATCHING AND CRACK REPAIR AREAS INDICATED ON THE DETAILS HAVE BEEN INCREASED TO ACCOUNT FOR ANY FURTHER DETERIORATION THAT MAY HAVE OCCURRED SINCE THE FIELD INSPECTION
- DENOTES AREAS TO BE REPAIRED AS PER ITEM SP 519

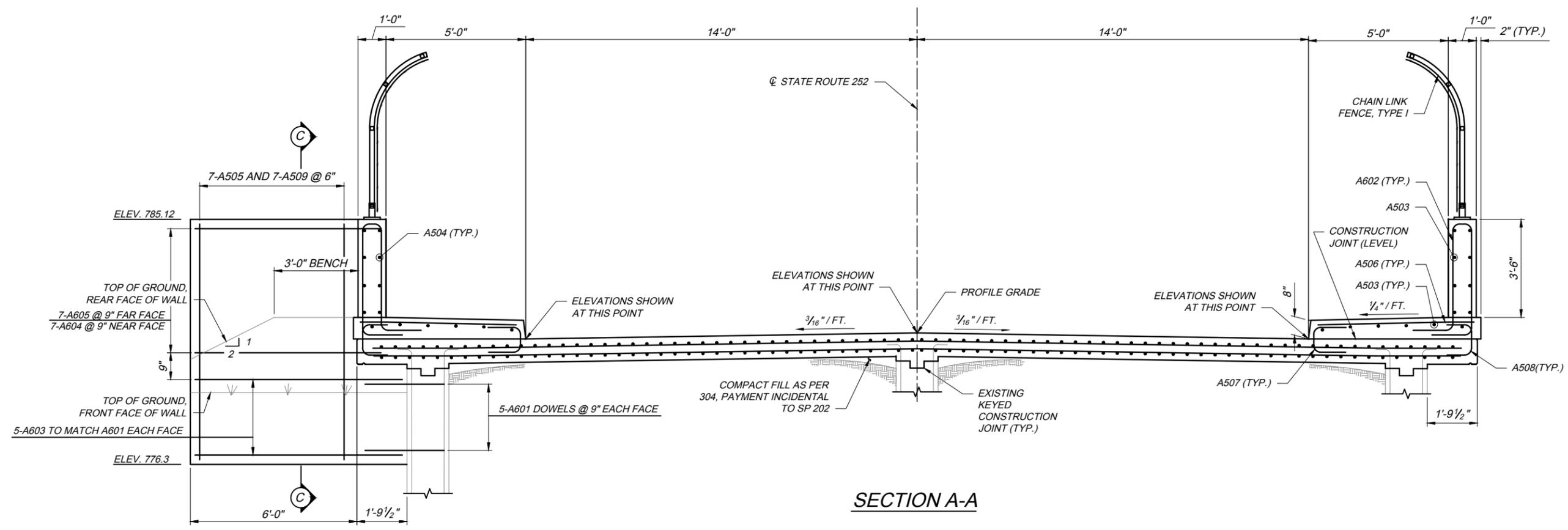
PROJECT 43-20-10	DESIGNED CMM	CHECKED CAC	NO.	BY	DATE	DESIGN AGENCY
	DRAWN CMM	IN CHARGE ADY				
S.R. 252 - PIER 3 REPAIR DETAILS STATE ROUTE 252 OVER OHIO TURNPIKE CUYAHOGA COUNTY M.P. 156.9						
DATE: 2/19/2019						
6 / 14						
28 36						
	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION					

Sample Plans - SR 252 Superstructure.dwg: 3/15/22 - 2:18pm



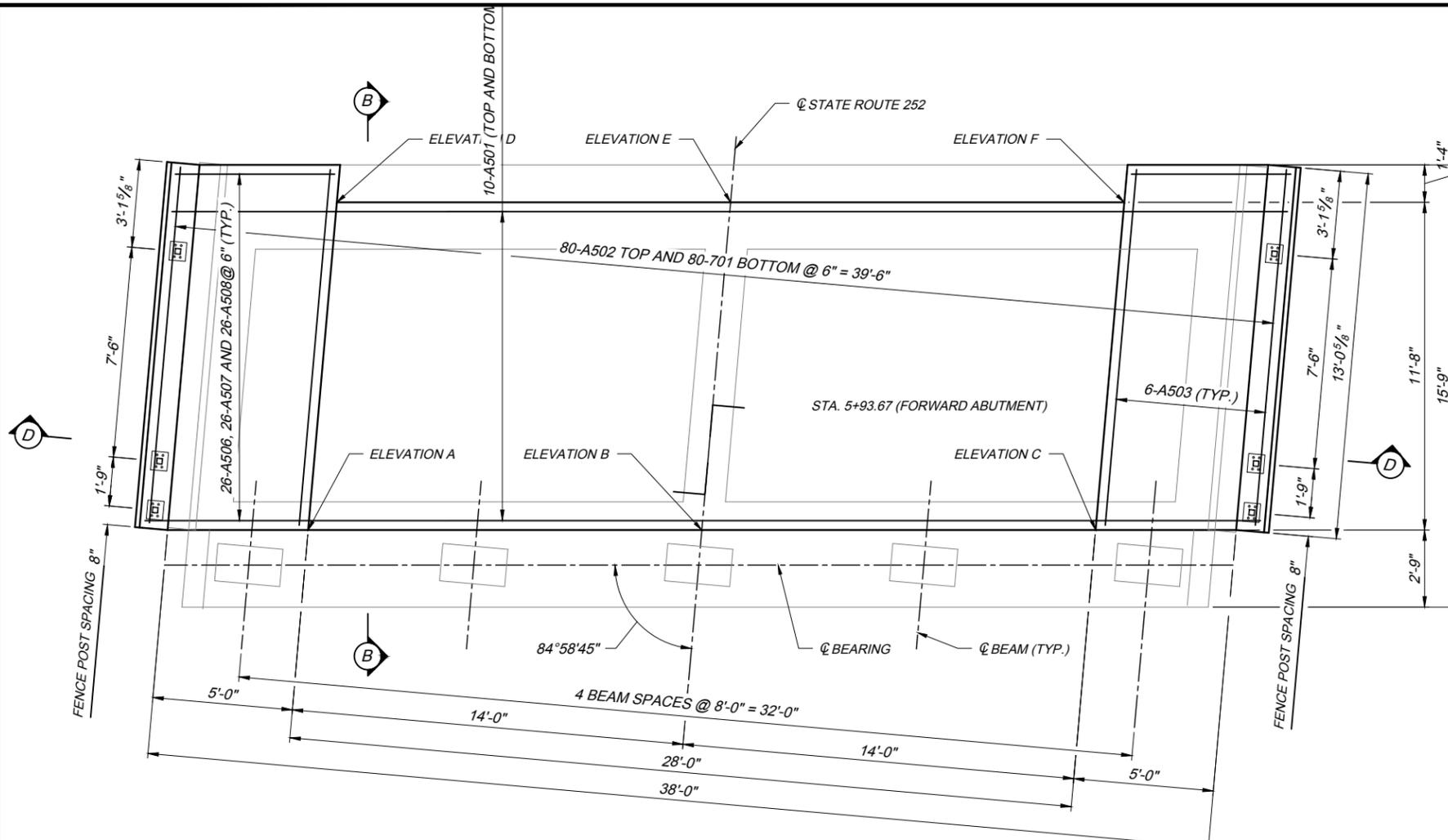
FINAL ELEVATIONS	
POINT	ELEVATION
A	780.90
B	781.11
C	780.88
D	780.84
E	781.05
F	780.82

- NOTES:
- FOR CHAIN LINK FENCE DETAILS, SEE OTIC STANDARD DRAWING CL-1.
 - FOR DECK JOINT DETAILS, SEE OTIC STANDARD DRAWINGS DJ-1, DJ-2, DJ-3 AND DJ-5.
 - FOR SECTION B-B, SEE SHEET 14 OF 20.
 - FOR SECTION C-C, SEE SHEET 15 OF 20.

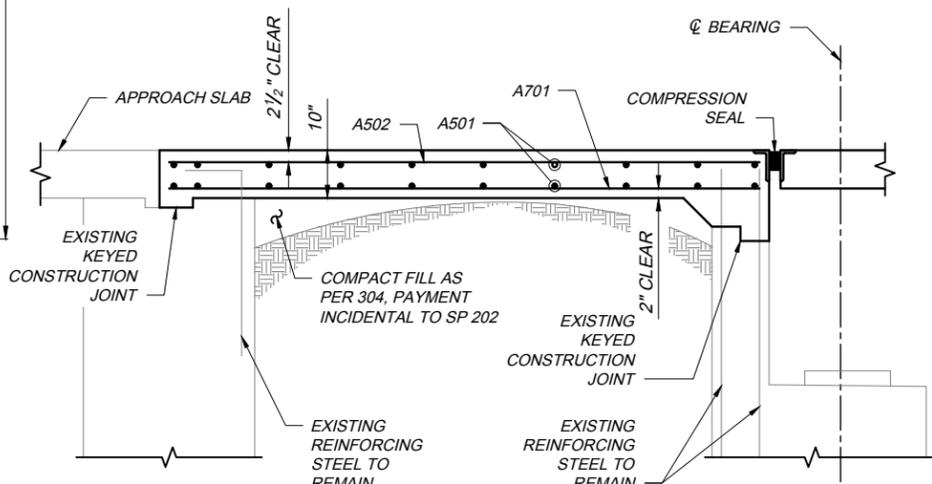


PROJECT 43-20-10
 DATE: 2/19/2019
 7 / 14
 29 / 36
 OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION
 OHIO TURNPIKE
 DESIGN AGENCY
 BY DATE
 REVISIONS
 NO. DATE
 CHECKED CMM IN CHARGE
 DESIGNED CAC DRAWN CAC
 S.R. 252 REAR ABUTMENT SLAB DETAILS
 STATE ROUTE 252 OVER OHIO TURNPIKE
 CUYAHOGA COUNTY
 M.P. 156.9

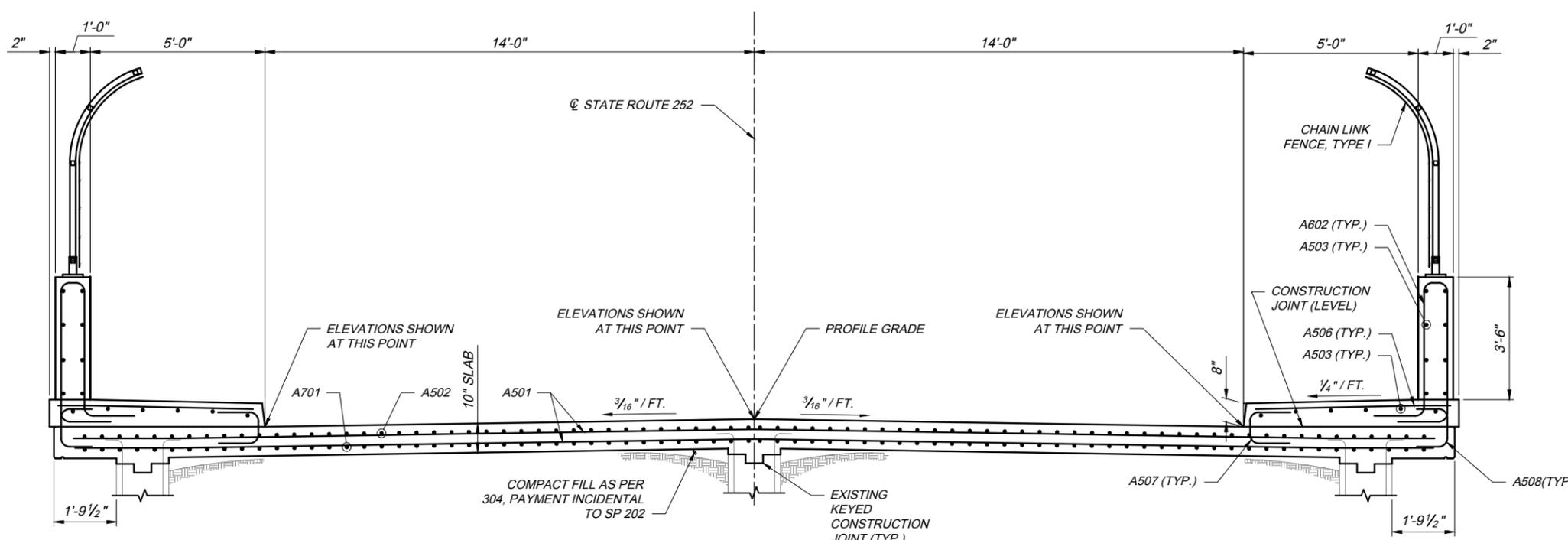
Sample Plans - SR 252 Superstructure.dwg: 3/15/22 - 2:18pm



PLAN



SECTION B-B



SECTION D-D

FINAL ELEVATIONS	
POINT	ELEVATION
A	781.15
B	781.36
C	781.14
D	781.12
E	781.34
F	781.11

NOTES:

- FOR CHAIN LINK FENCE DETAILS, SEE OTIC STANDARD DRAWING CL-1.
- FOR DECK JOINT DETAILS, SEE OTIC STANDARD DRAWINGS DJ-1, DJ-2, DJ-3 AND DJ-5.

<p>PROJECT 43-20-10</p> <p>DATE: 2/19/2019</p> <p>8 / 14</p>	<p>S.R. 252 FORWARD ABUTMENT SLAB DETAILS</p> <p>STATE ROUTE 252 OVER OHIO TURNPIKE</p> <p>M.P. 156.9</p> <p>CUYAHOGA COUNTY</p>	<p>DESIGNED: CAC</p> <p>CHECKED: CMM</p> <p>IN CHARGE: ADY</p>	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> </tr> </table>	NO.	DATE			<p>DESIGN AGENCY</p>
NO.	DATE							

OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION

OHIO TURNPIKE

DESIGN AGENCY

BY DATE

REVISIONS

NO.

CHECKED CMM

DESIGNED CAC

DRAWN CAC

IN CHARGE

ADY

ADY

S.R. 252 ABUTMENT DETAILS

STATE ROUTE 252 OVER OHIO TURNPIKE

CUYAHOGA COUNTY

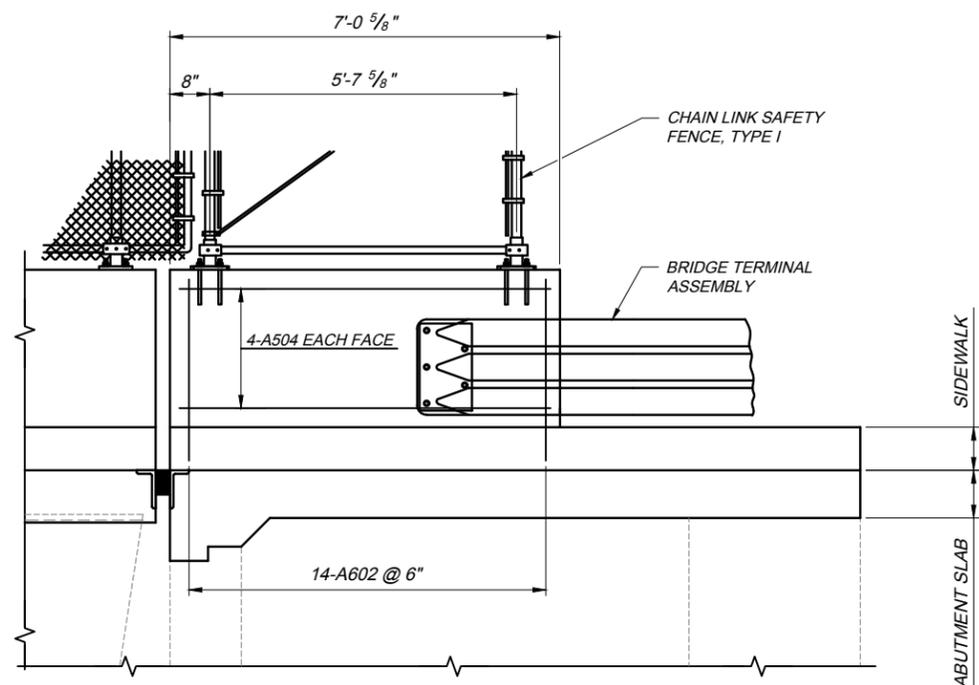
M.P. 156.9

PROJECT 43-20-10

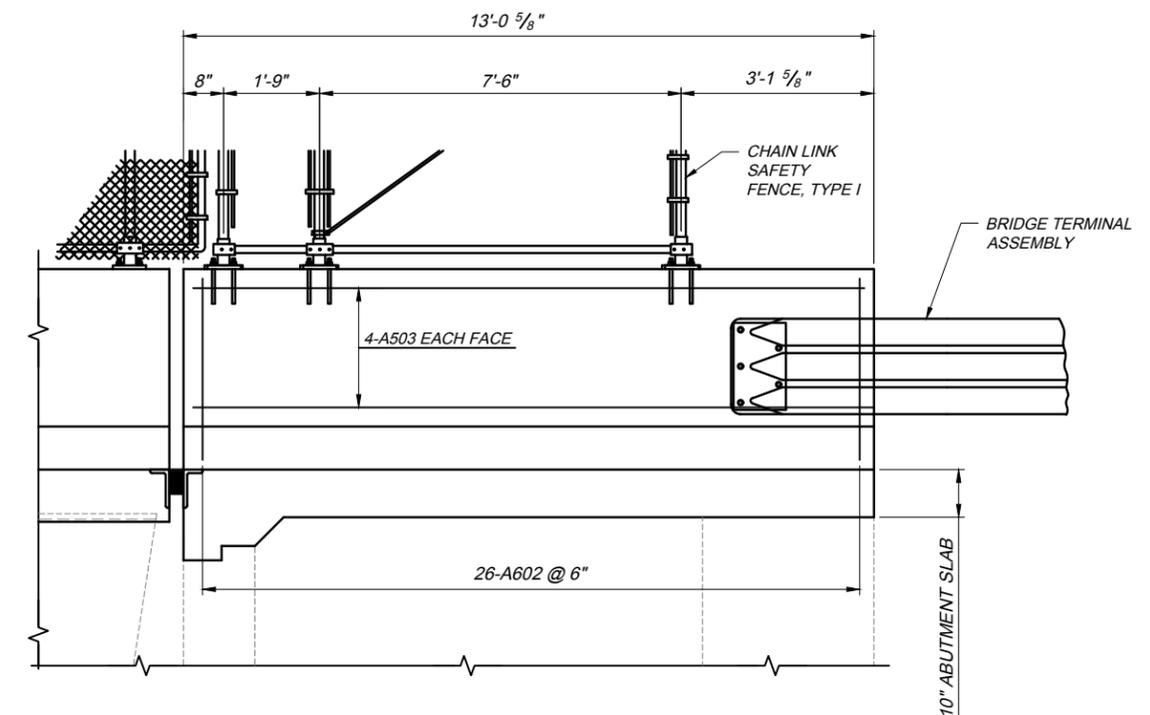
DATE: 2/19/2019

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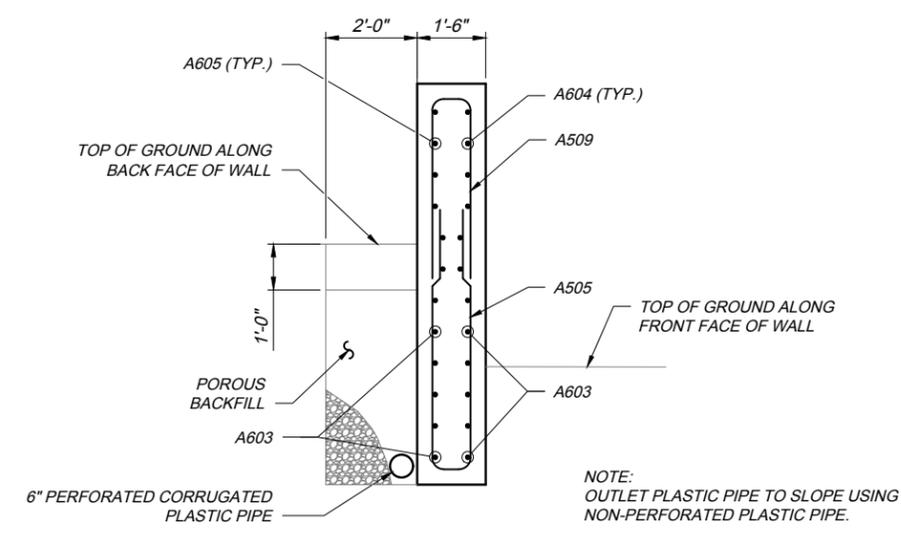
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RIGHT REAR RAILING ELEVATION



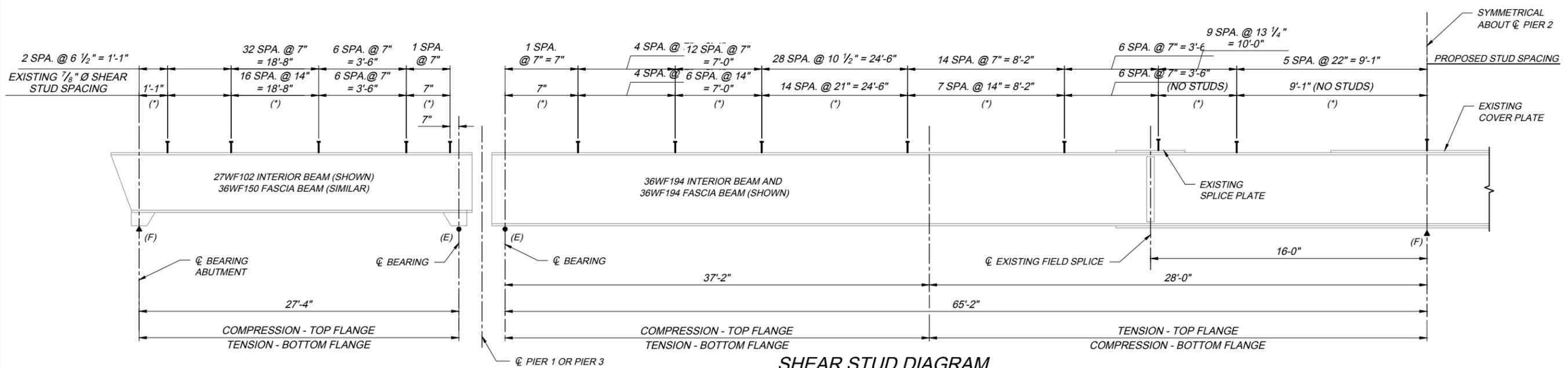
RAILING ELEVATION
(LEFT FORWARD PARAPET SHOWN, LEFT REAR AND RIGHT FORWARD PARAPET OPPOSITE HAND)



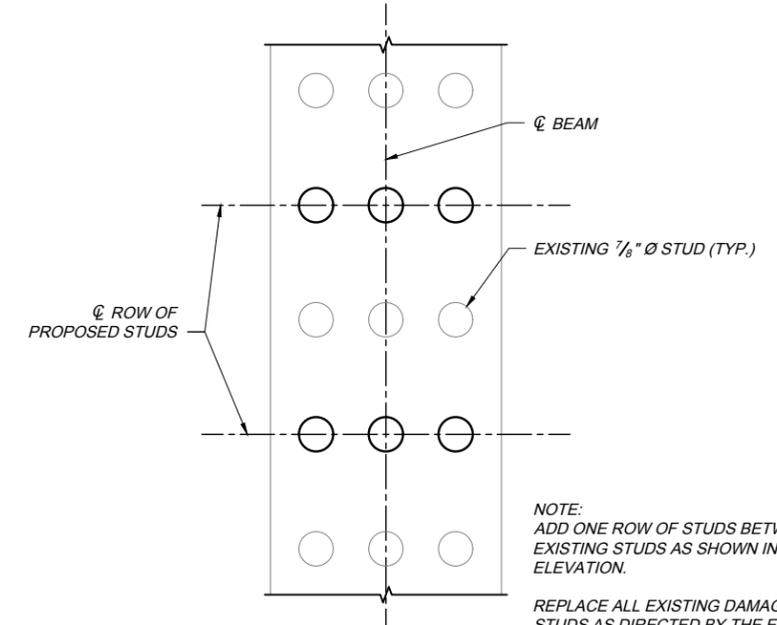
SECTION C-C

- NOTES:**
1. FOR CHAIN LINK FENCE DETAILS, SEE OTIC STANDARD DRAWING CL-1.
 2. FOR DECK JOINT DETAILS, SEE OTIC STANDARD DRAWINGS DJ-1, DJ-2, DJ-3 AND DJ-5.
 3. FOR LOCATION OF SECTION C-C, SEE SHEET 29 OF 36.

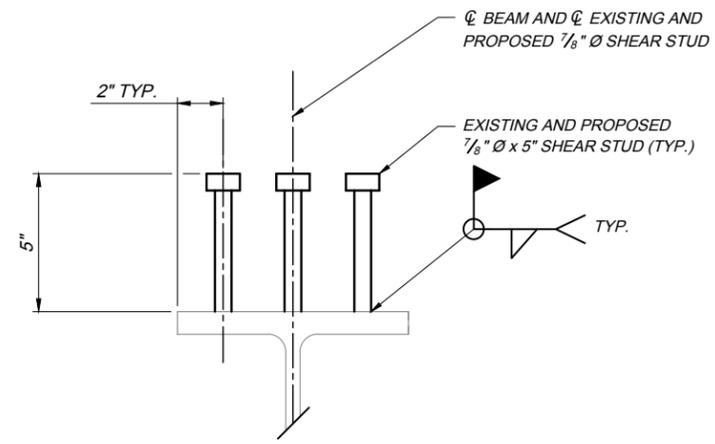
Sample Plans - SR 252 Superstructure.dwg; 3/15/22 - 2:18pm



SHEAR STUD DIAGRAM
 (*) INDICATES ZONE WHERE STUDS ARE TO BE ADDED



PLAN



ELEVATION

- NOTES:**
1. WELDED SHEAR STUD CONNECTORS SHALL CONFORM TO AASHTO M169. WELDED SHEAR STUD CONNECTORS SHALL BE MOVED TO AVOID INTERFERENCE WITH RIVET HEADS.
 2. FOR DECK JOINT DETAILS, SEE OTIC STANDARD DRAWINGS DJ-1, DJ-2, DJ-3 AND DJ-5.

- LEGEND**
- (F) - EXISTING FIXED BEARING (TO REMAIN)
 - (E) - EXISTING EXPANSION BEARING (TO REMAIN)

PROJECT 43-20-10 S.R. 252 SUPERSTRUCTURE DETAILS STATE ROUTE 252 OVER OHIO TURNPIKE M.P. 156.9 CUYAHOGA COUNTY	DATE: 2/19/2019	DESIGN AGENCY BY: DATE REVISIONS NO.	CHECKED CMM IN CHARGE ADY	DESIGNED CAC DRAWN CAC
10 / 14	32 / 36	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION OHIO TURNPIKE		

DESIGN AGENCY

BY

DATE

REVISIONS

NO.

CHECKED

DESIGNED

PROJECT 43-20-10

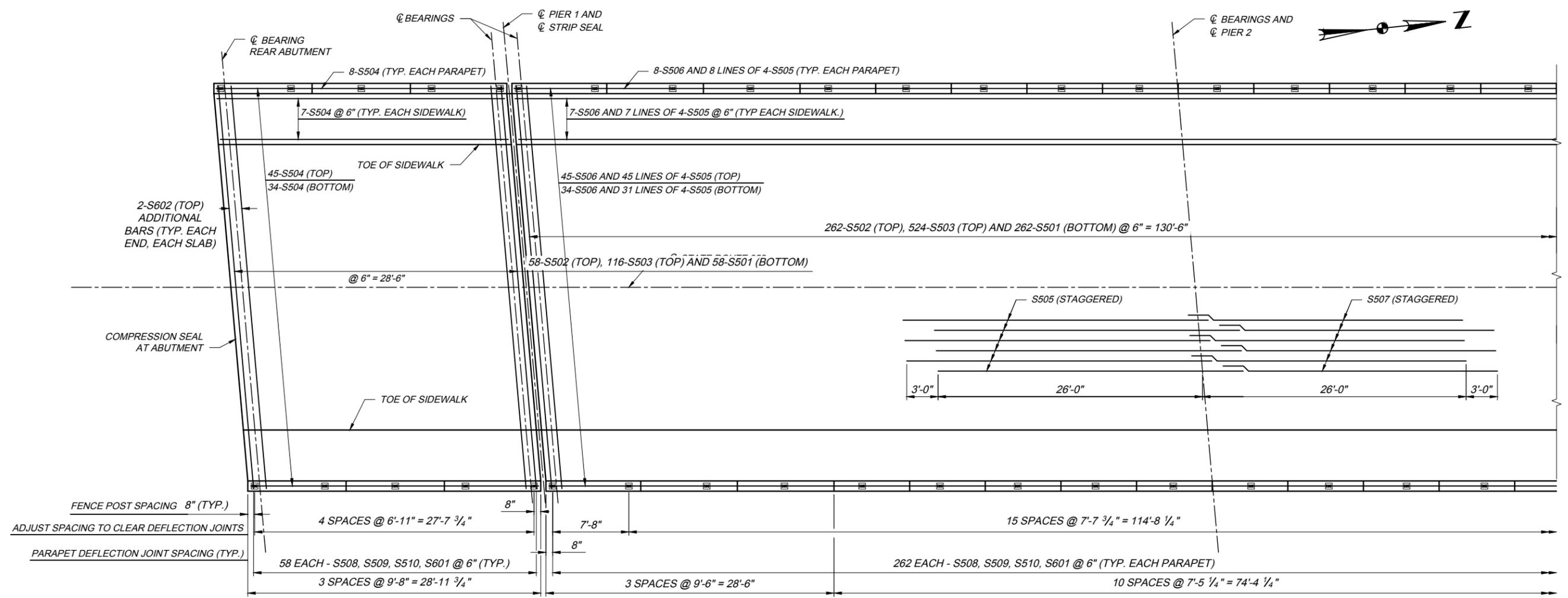
S.R. 252 DECK SLAB DETAILS
STATE ROUTE 252 OVER OHIO TURNPIKE
CUYAHOGA COUNTY

M.P. 156.9

DATE: 2/19/2019

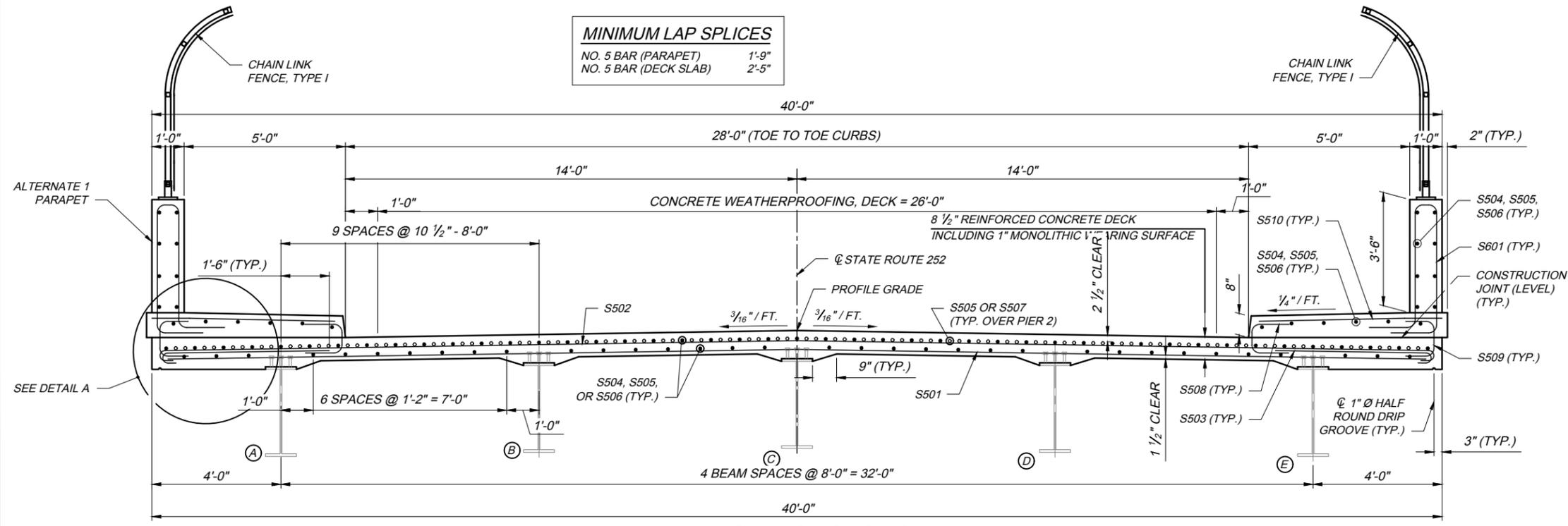
11/14

33
36



SLAB PLAN
SYMMETRICAL ABOUT CENTERLINE OF PIER

MINIMUM LAP SPLICES	
NO. 5 BAR (PARAPET)	1'-9"
NO. 5 BAR (DECK SLAB)	2'-5"

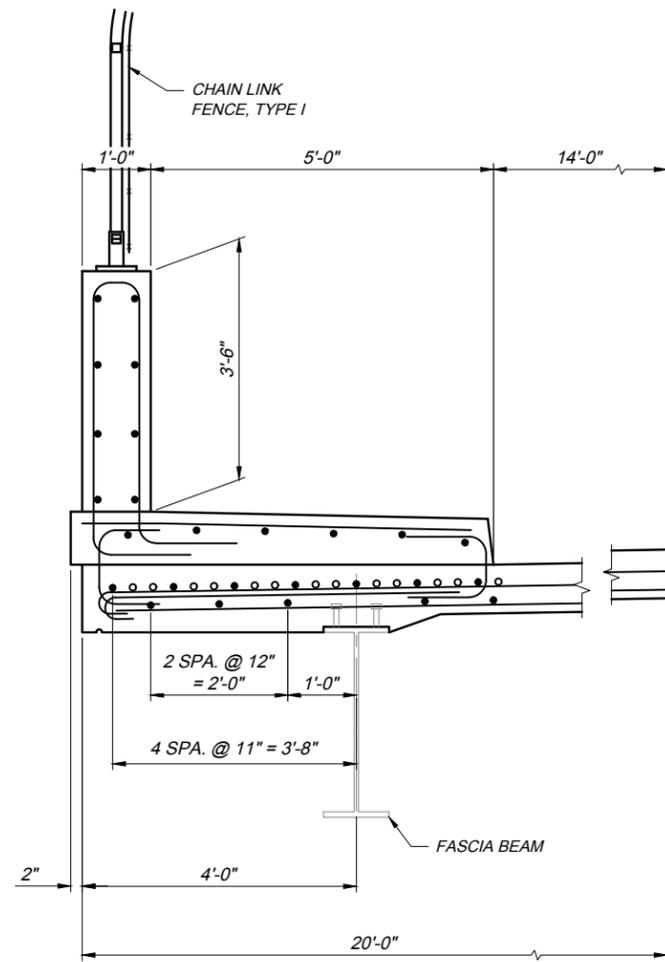


TRANSVERSE SECTION
(ALTERNATE 1 SECTION SHOWN, ALTERNATES 2 AND 3 SIMILAR)

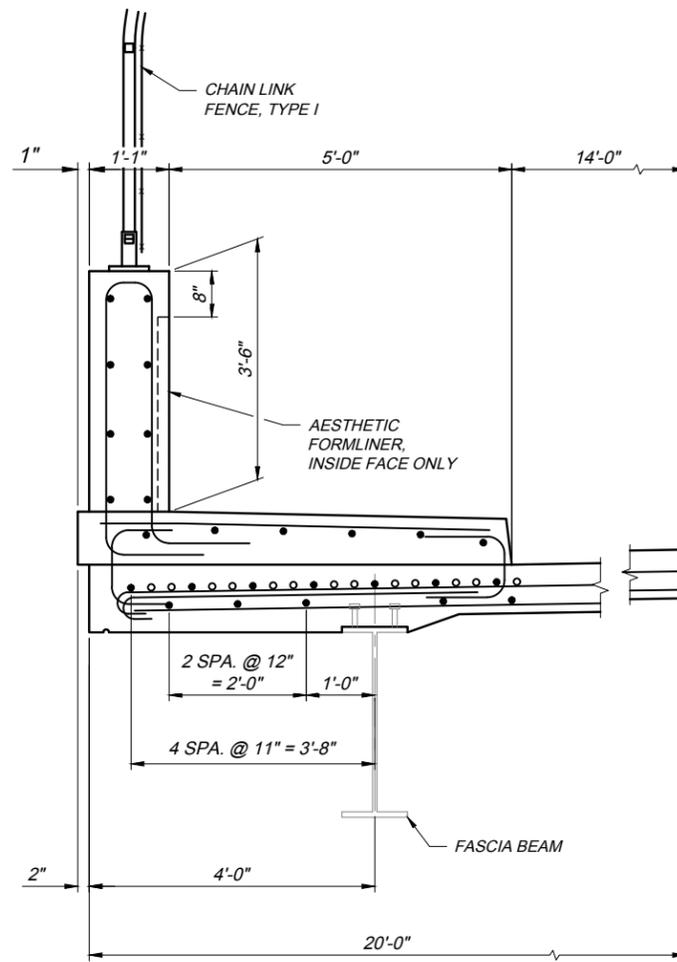
- NOTES:**
- FOR CHAIN LINK FENCE DETAILS, SEE OTIC STANDARD DRAWING CL-1.
 - FOR FENCE POST SPACING ON ABUTMENT PARAPET AND ABUTMENT SLAB DETAILS, SEE SHEETS 29 AND 30 OF 36.
 - FOR DETAILS OF THE PARAPET FOR ALTERNATES 2 AND 3, SEE SHEET 34 OF 36.
 - FOR DECK JOINT DETAILS, SEE OTIC STANDARD DRAWINGS DJ-1, DJ-2, DJ-3 AND DJ-5.
 - LONGITUDINAL AND TRANSVERSE CONSTRUCTION JOINTS SHALL BE TREATED IN ACCORDANCE WITH ITEM SP 516B - SEALING OF CONSTRUCTION JOINTS.
 - FOR DETAIL A, SEE SHEET 34 OF 36.

Sample Plans - SR 252 Superstructure.dwg: 3/15/22 - 2:18pm

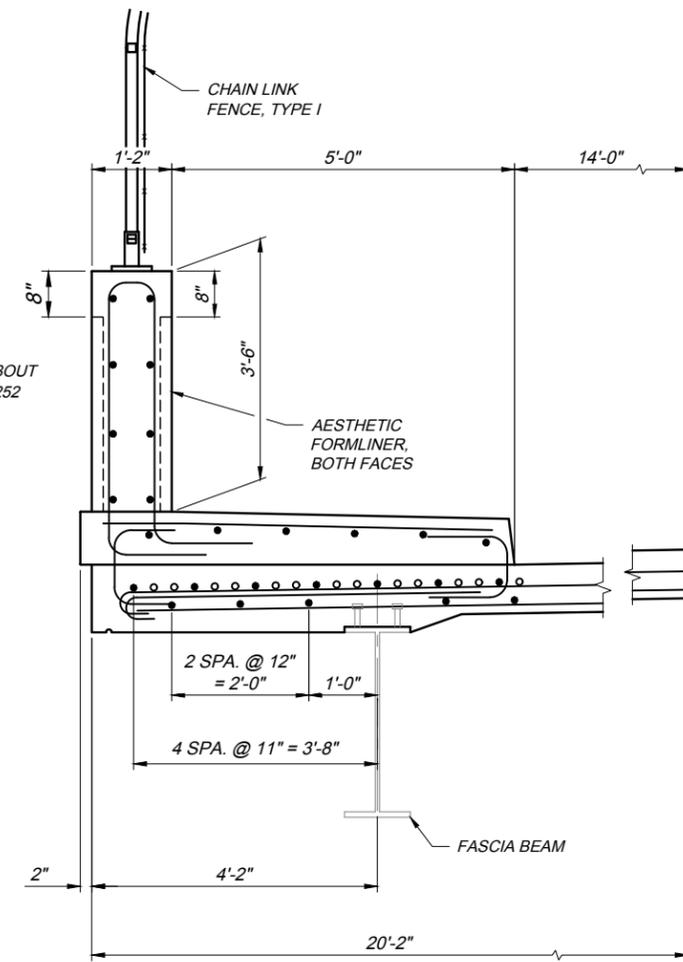
Sample Plans - SR 252 Superstructure.dwg: 3/15/22 - 2:18pm



ALTERNATE 1

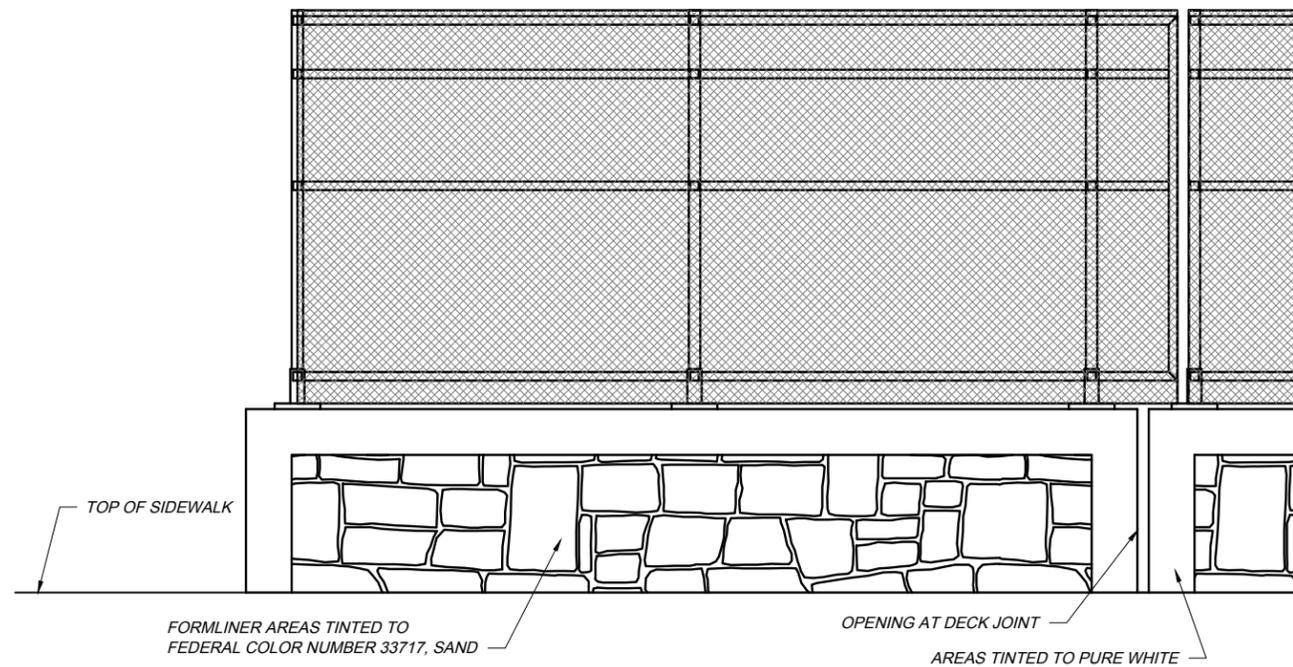


ALTERNATE 2



ALTERNATE 3

DETAIL A



ELEVATION VIEW - AESTHETIC TREATMENT

SYMMETRICAL ABOUT
C STATE ROUTE 252

SYMMETRICAL ABOUT
C STATE ROUTE 252

NOTES:

ALTERNATE 2 AND 3 FORMLINER SHALL BE GREENSTREAK FORMLINER NO. 328L. COST SHALL BE CONSIDERED INCIDENTAL TO ITEM SP 511A, CLASS S CONCRETE, BARRIERS AND PARAPETS, USING TYPE 1 CEMENT.

ALTERNATE 1 PARAPETS SURFACES SHALL BE WEATHERPROOFED WITH ITEM SP 536, CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS, UTILIZING NON-EPOXY SEALER.

ALTERNATE 2 AND 3 PARAPET SURFACES SHALL BE WEATHERPROOFED WITH ITEM SP 536, CONCRETE WEATHERPROOFING, BARRIERS AND PARAPETS, USING EPOXY SEALER, TINTED AS SHOWN.

DESIGN AGENCY

BY DATE

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PROJECT 43-20-10

S.R. 252 AESTHETIC DETAILS
STATE ROUTE 252 OVER OHIO TURNPIKE
CUYAHOGA COUNTY

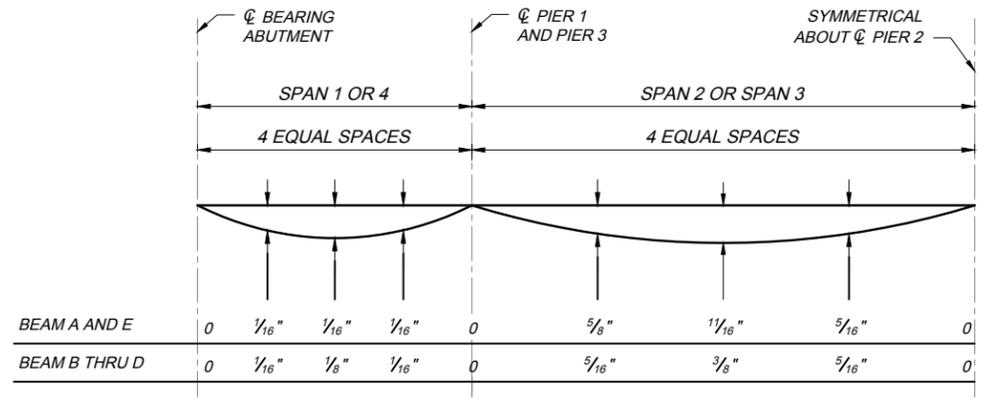
M.P. 156.9

DATE: 2/19/2019

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TOP OF PAVEMENT ELEVATIONS																						
LOCATION		REAR ABUTMENT			SPAN NO. 1			SPAN NO. 2				SPAN NO. 3				SPAN NO. 4				FWD. ABUTMENT		
		BEGIN ABUTMENT SLAB	1/2 PT.	END ABUTMENT SLAB	☉ BEARING REAR ABUTMENT	1/2 PT.	☉ REAR BEARING PIER 1	☉ FORWARD BEARING PIER 1	1/4 PT.	1/2 PT.	3/4 PT.	☉ PIER 2	1/4 PT.	1/2 PT.	3/4 PT.	☉ REAR BEARING PIER 3	☉ FORWARD BEARING PIER 3	1/2 PT.	☉ BEARING FORWARD ABUTMENT	BEGIN ABUTMENT SLAB	1/2 PT.	END ABUT. SLAB
LEFT SLAB FASCIA	STA.	3+91.60	3+97.46	4+03.32	4+04.57	4+18.24	4+31.91	4+33.07	4+49.37	4+65.66	4+81.95	4+98.24	5+14.54	5+30.83	5+47.12	5+63.41	5+64.57	5+78.24	5+91.91	5+93.16	5+99.02	6+04.88
	ELEV.	780.82	780.85	780.88	780.89	780.95	781.01	781.01	781.07	781.12	781.16	781.19	781.20	781.21	781.21	781.20	781.20	781.18	781.15	781.15	781.14	781.12
EX. BEAM A	STA.	--	--	--	4+04.92	4+18.59	4+32.26	4+33.42	4+49.72	4+66.01	4+82.30	4+98.59	5+14.89	5+31.18	5+47.47	5+63.76	5+64.92	5+78.59	5+92.26	--	--	--
	ELEV.	--	--	--	780.89	780.95	781.01	781.01	781.07	781.12	781.16	781.19	781.20	781.21	781.21	781.20	781.20	781.18	781.15	--	--	--
LEFT GUTTER LINE	STA.	3+92.13	3+97.99	4+03.85	4+05.10	4+18.77	4+32.44	4+33.60	4+49.89	4+66.19	4+82.48	4+98.77	5+15.06	5+31.36	5+47.65	5+63.94	5+65.10	5+78.77	5+92.44	5+93.69	5+99.55	6+05.41
	ELEV.	780.82	780.85	780.88	780.89	780.95	781.01	781.01	781.07	781.12	781.16	781.19	781.20	781.21	781.21	781.20	781.20	781.18	781.15	781.15	781.14	781.12
EX. BEAM B	STA.	--	--	--	4+05.63	4+19.30	4+32.97	4+34.13	4+50.42	4+66.71	4+83.00	4+99.30	5+15.59	5+31.88	5+48.17	5+64.47	5+65.63	5+79.30	5+92.97	--	--	--
	ELEV.	--	--	--	780.99	781.05	781.11	781.11	781.17	781.22	781.25	781.29	781.30	781.31	781.30	781.29	781.29	781.27	781.24	--	--	--
EX. BEAM C AND ☉ STATE ROUTE 252	STA.	3+93.36	3+99.22	4+05.08	4+06.33	4+20.00	4+33.67	4+34.83	4+51.12	4+67.42	4+83.71	5+00.00	5+16.29	5+32.59	5+48.88	5+65.17	5+66.33	5+80.00	5+93.67	5+94.92	6+00.78	6+06.64
	ELEV.	781.05	781.08	781.11	781.11	781.18	781.23	781.24	781.30	781.34	781.38	781.41	781.42	781.43	781.43	781.41	781.41	781.39	781.37	781.36	781.35	781.34
EX. BEAM D	STA.	--	--	--	4+07.03	4+20.70	4+34.37	4+35.53	4+51.83	4+68.12	4+84.41	5+00.70	5+17.00	5+33.29	5+49.58	5+65.87	5+67.03	5+80.70	5+94.37	--	--	--
	ELEV.	--	--	--	780.99	781.06	781.11	781.12	781.17	781.22	781.26	781.28	781.30	781.31	781.30	781.29	781.29	781.27	781.24	--	--	--
RIGHT GUTTER LINE	STA.	3+94.59	4+00.45	4+06.31	4+07.56	4+21.23	4+34.90	4+36.06	4+52.35	4+68.64	4+84.94	5+01.23	5+17.52	5+33.81	5+50.11	5+66.40	5+67.56	5+81.23	5+94.90	5+96.15	6+02.01	6+07.87
	ELEV.	780.84	780.87	780.90	780.90	780.96	781.02	781.02	781.08	781.13	781.16	781.19	781.21	781.21	781.21	781.19	781.19	781.17	781.15	781.14	781.13	781.11
EX. BEAM E	STA.	--	--	--	4+07.74	4+21.41	4+35.08	4+36.24	4+52.53	4+68.82	4+85.11	5+01.41	5+17.70	5+33.99	5+50.28	5+66.58	5+67.74	5+81.41	5+95.08	--	--	--
	ELEV.	--	--	--	780.90	780.97	781.02	781.02	781.08	781.13	781.16	781.19	781.21	781.21	781.21	781.19	781.19	781.17	781.15	--	--	--
RIGHT SLAB FASCIA	STA.	3+95.12	4+00.98	4+06.84	4+08.09	4+21.76	4+35.43	4+36.59	4+52.88	4+69.17	4+85.46	5+01.76	5+18.05	5+34.34	5+50.63	5+66.93	5+68.09	5+81.76	5+95.43	5+96.68	6+02.54	6+08.40
	ELEV.	780.84	780.87	780.90	780.90	780.97	781.02	781.03	781.08	781.13	781.16	781.19	781.21	781.21	781.21	781.19	781.19	781.17	781.14	781.14	781.13	781.11



DEFLECTION DUE TO CONCRETE

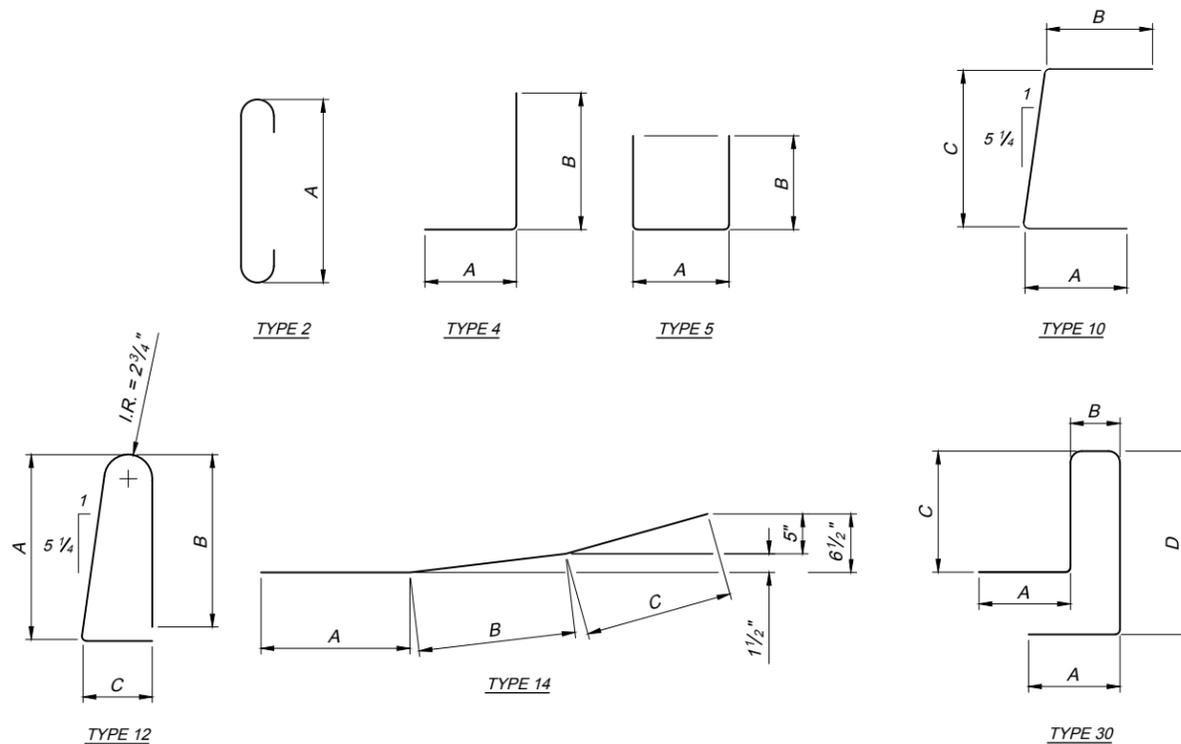
PROJECT 43-20-10 DATE: 2/19/2019	S.R. 252 DECK SLAB ELEVATIONS STATE ROUTE 252 OVER OHIO TURNPIKE CUYAHOGA COUNTY M.P. 156.9	DESIGNED: CAC DRAWN: CAC	CHECKED: CMM IN CHARGE: ADY	NO. REVISIONS BY: DATE:	DESIGN AGENCY OHIO TURNPIKE
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Sample Plans - SR 252 Superstructure.dwg: 3/15/22 - 2:19pm

ABUTMENT REINFORCING SCHEDULE												
BAR MARK	NO. REQUIRED			BAR LENGTH	BAR TYPE	DIMENSIONS						WEIGHT LBS.
	REAR	FORWARD	TOTAL			A	B	C	D	E	INCR.	
A501	20	20	40	39'-6"	STR.							1,648
A502	80	80	160	11'-0"	STR.							1,836
A503	20	28	48	12'-6"	STR.							626
A504	8		8	6'-6"	STR.							54
A505	7		7	13'-0"	5	1'-3"	6'-0"					95
A506	52	52	104	5'-6"	STR.							597
A507	52	52	104	1'-10"	5	11"	7"					199
A508	52	52	104	1'-11"	5	1'-0"	7"					208
A509	7		7	8'-6"	5	1'-3"	3'-9"					62
A601	10		10	2'-6"	STR.							38
A602	40	52	92	8'-9"	30	8"	8"	3'-6"	3'-11"			1,209
A603	10		10	7'-3"	STR.							109
A604	7		7	6'-10"	4	1'-0"	6'-0"					72
A605	7		7	7'-2"	4	1'-0"	6'-4"					75
A701	80	80	160	11'-0"	STR.							3,597
TOTAL ABUTMENT REINFORCING STEEL WEIGHT (LBS.) =											10,424	

SUPERSTRUCTURE REINFORCING SCHEDULE											
BAR MARK	NO. REQUIRED	BAR LENGTH	BAR TYPE	DIMENSIONS						WEIGHT LBS.	
				A	B	C	D	E	INCR.		
S501	378	39'-6"	STR.								15,573
S502	378	40'-8"	2	39'-6"							16,033
S503	756	5'-11"	1	5'-4"							4,665
S504	218	28'-6"	STR.								6,480
S505	512	30'-0"	STR.								16,020
S506	109	21'-0"	STR.								2,387
S507	88	27'-6"	STR.								2,524
S508	756	1'-10"	5	11"	7"						1,446
S509	756	1'-11"	5	1'-0"	7"						1,511
S510	756	5'-6"	STR.								4,337
S601	756	8'-9"	30	8"	8"	3'-6"	3'-11"				9,936
S602	12	39'-6"	STR.								712
TOTAL SUPERSTRUCTURE REINFORCING STEEL WEIGHT (LBS.) =											81,625
TOTAL ABUTMENT REINFORCING STEEL WEIGHT (LBS.) =											10,424
TOTAL REINFORCING STEEL WEIGHT (LBS.) =											92,049

BAR BENDING DIAGRAMS



NOTES:

- ALL REINFORCING BARS SHALL BE EPOXY COATED.
- BAR DIMENSIONS ARE OUT TO OUT UNLESS OTHERWISE INDICATED.
- BAR SIZE IS INDICATED IN THE BAR MARK BY THE FIRST DIGIT.
- EPOXY COATED REINFORCING STEEL SUPPORT: IN ACCORDANCE WITH THE REQUIREMENTS OF SP 509 AND 509.09, THE TOP AND BOTTOM MATS OF THE LONGITUDINAL AND TRANSVERSE EPOXY COATED REINFORCING STEEL SHALL BE SUPPORTED BY APPROVED EPOXY COATED DEVICES WITH SPACING NOT EXCEEDING 3'-0" CENTERS IN EACH DIRECTION. BROKEN CONCRETE, BRICKS, ETC. SHALL NOT BE USED FOR SUPPORT OF REINFORCING STEEL.
- REINFORCING STEEL SAMPLES: REFER TO OTIC GENERAL CONDITIONS G-6.02 AND CMS SECTION 700, 709.01 THROUGH 709.05 AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURES BY THE ADDITIONAL STEEL SPLICED IN ACCORDANCE WITH 509.08.

PROJECT 43-20-10	S.R. 252 REINFORCING SCHEDULE STATE ROUTE 252 OVER OHIO TURNPIKE CUYAHOGA COUNTY	DATE: 2/19/2019	M.P. 156.9	DESIGN AGENCY
14 / 14	DESIGNED: CAC DRAWN: CAC	CHECKED: CMM IN CHARGE: ADY	NO.:	BY: DATE:
36 / 36	OHIO TURNPIKE AND INFRASTRUCTURE COMMISSION			