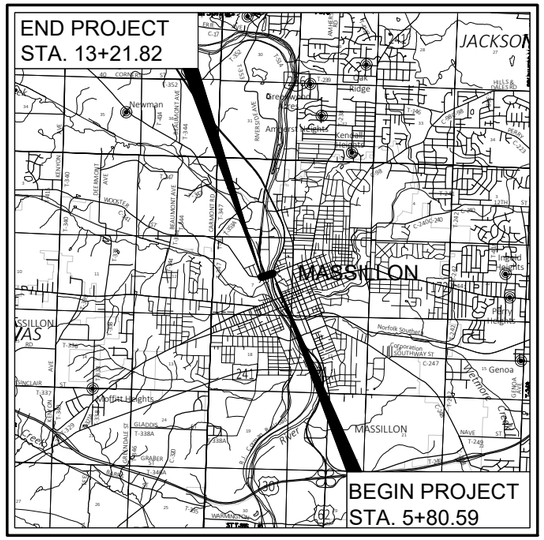
STARK COUNTY

CHERRY ROAD NW BRIDGES PE-7-20 (SFN 7631987) & PE-7-21 (SFN 7632037) REHABILITATION

CITY OF MASSILLON
STATE OF OHIO



LOCATION MAP

LATITUDE: 40°47'58" N LONGITUDE: 81°31'54" W

SCALE IN MILES
0 1 2 3 4

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

DESIGN DESIGNATION

CHERRY RD NW		THIRD ST	
CURRENT ADT (2024)	6,100	CURRENT ADT (2024)	600
DESIGN YEAR ADT (2044)	6,700	DESIGN YEAR ADT (2044)	600
DESIGN HOURLY VOLUME (2044)	640	DESIGN HOURLY VOLUME (2044)	70
DIRECTIONAL DISTRIBUTION	52%	DIRECTIONAL DISTRIBUTION	50%
TRUCKS (24 HOUR B&C)	8%	TRUCKS (24 HOUR B&C)	24%
DESIGN SPEED	25 MPH	DESIGN SPEED	25 MPH
LEGAL SPEED	25 MPH	LEGAL SPEED	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:		DESIGN FUNCTIONAL CLASSIFICATION:	
05 MAJOR COLLECTOR (URBAN)		07 LOCAL	
NHS PROJECT	NO	NHS PROJECT	NO

DESIGN EXCEPTIONS

NONE REQUIRED

INDEX OF SHEETS:

TITLE SHEET	1
SCHEMATIC PLAN	2
TYPICAL SECTIONS	3 - 4
GENERAL NOTES	5
MAINTENANCE OF TRAFFFIC	6 - 7
GENERAL SUMMARY	8 - 9
SUBSUMMARIES	10 - 12
PLAN AND PROFILE (CHERRY RD. NW)	13 - 14
PLAN AND PROFILE (THIRD STREET)	15
CROSS SECTIONS (THIRD STREET)	16 - 17
INTERSECTION DETAILS	18 - 19
TRAFFIC CONTROL	20
STRUCTURES (20' AND OVER)	
PE-7-20 - RIVER BRIDGE	21 - 60
PE-7-21 - RAILROAD BRIDGE	61 - 89
STRUCTURE FOUNDATION EXPLORATION	90 - 92

PROJECT DESCRIPTION

REHABILITATION OF BRIDGE NOS. PE-7-20 (SFN 7631987) CHERRY RD NW OVER TUSCARAWAS RIVER AND PE-7-21 (SFN 7632037) CHERRY RD NW OVER NORFOLK SOUTHERN AND RJ CORMAN RAILROADS. THE PROJECT WILL WIDEN AND RESURFACE THIRD ST AND REPLACE THE PAVEMENT WITHIN THE INTERSECTION OF THIRD ST AND CHERRY RD NW.

PROJECT EARTH DISTURBED AREA (EDA):	0.58 ACRES
ESTIMATED CONTRACTOR EDA:	0.125 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	0.71 ACRES

<1 ACRE EPA NOI NOT REQUIRED

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

UNDERGROUND UTILITIES

Contact Two Working Days Before You Dig

OHIO811.org Before You Dig

OHIO811, 8-1-1, or 1-800-362-2764
(Non-members must be called directly)

PLAN PREPARED BY:
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

ENGINEERS SEAL:

SIGNED:
DATE:

STANDARD CONSTRUCTION DRAWINGS								SUPPLEMENTAL SPECIFICATIONS		SPECIAL PROVISIONS	
BP-1.1	7/28/00	MT-101.60	4/21/23	AS-1-15	1/20/23			800	7/18/25	PN 512	7/15/25
BP-2.2	1/15/21	MT-101.90	7/17/20	AS-2-15	7/21/23			843	1/19/24		
BP-3.1	1/19/24	MT-103.10	1/21/22					844	1/17/25		
BP-5.1	7/15/22	MT-110.10	7/19/13	EXJ-4-87	1/19/24						
BP-7.1	1/19/24										
		TC-41.20	10/18/13	GSD-1-19	7/19/24						
MGS-2.1	1/19/18	TC-41.30	4/21/23								
MGS-3.1	1/19/18	TC-41.40	10/18/13	SBR-3-20	7/19/24						
MGS-3.2	1/18/13	TC-42.20	10/18/13								
MGS-4.2	7/19/13	TC-52.10	10/18/13	SICD-1-21	1/19/24						
MGS-5.3	7/15/16	TC-52.20	1/15/21	SICD-2-14	1/15/21						
		TC-61.30	7/19/13								
DM-1.1	7/17/20	TC-71.10	4/21/23	VPF-1-90	7/21/23						
		TC-74.10	7/21/23								
HL-20.14	4/17/20										
HL-50.21	7/15/22	RM-4.5	7/21/17								

MAINTENANCE OF TRAFFIC

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT DETOURS WILL BE PROVIDED AS INDICATED ON SHEET 7.

APPROVED
DATE STARK COUNTY ENGINEER

FEDERAL PROJECT NO. E240525

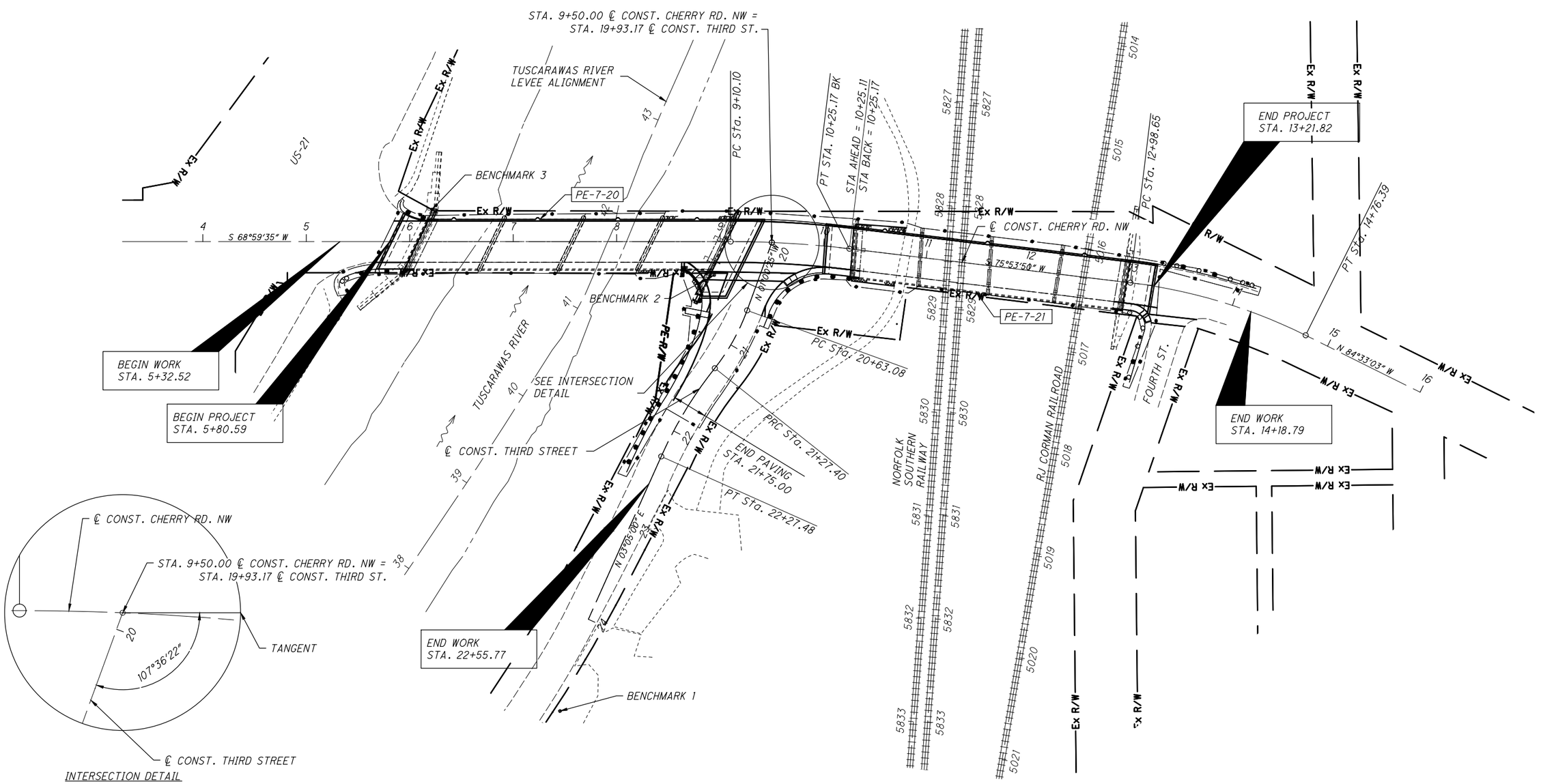
PID NO. 121152

CONSTRUCTION PROJECT NO. N/A

STA CHERRY RD BRIDGES

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℄ CONST. THIRD STREET	℄ CONST. THIRD STREET	℄ CONST. CHERRY RD. NW	℄ CONST. CHERRY RD. NW
P.I.= Sta. 20+95.52	P.I.= Sta. 21+77.70	P.I.= Sta. 9+67.71	P.I.= Sta. 13+88.40
D = 18° 25′ 31″	D = 14° 20′ 06″	D = 6° 54′ 15″	D = 19° 33′ 07″
Dc = 28° 38′ 52″	Dc = 14° 19′ 26″	Dc = 6° 00′ 00″	Dc = 11° 00′ 00″
R = 200.00′	R = 400.00′	R = 954.93′	R = 520.87′
T = 32.44′	T = 50.30′	T = 57.60′	T = 89.75′
L = 64.32′	L = 100.08′	L = 115.07′	L = 177.74′
E = 2.61′	E = 3.15′	E = 1.74′	E = 7.67′
C = 64.04	C = 99.82	C = 115.00	C = 176.88
C. B. = N 8° 12′ 21″ E	C. B. = N 10° 15′ 03″ E	C. B. = S 72° 26′ 43″ W	C. B. = S 85° 40′ 24″ W



INTERSECTION DETAIL

BENCHMARKS						
POINT NO.	NORTHING GROUND	EASTING GROUND	STATION	OFFSET	ELEVATION	DESCRIPTION
1	414779.383	2237199.005	07+45.14	454.04′ RT	938.33	IRON PIN FOUND
2	414332.306	2237210.991	08+94.22	32.38′ RT	957.99	IRON PIN FOUND
3	414370.896	2237488.339	06+21.47	31.02′ LT	945.91	BRASS DISK FOUND

DESIGN SPEED BY STREET	
STREET NAME	DESIGN SPEED (MPH)
3RD STREET	25
CHERRY ROAD NW	25

NOTE:
THERE ARE NO EXISTING LANDSCAPED AREAS WITHIN THE WORK LIMITS

HORIZONTAL SCALE IN FEET
0 25 50 100

CALCULATED STO
CHECKED JEL

SCHEMATIC PLAN

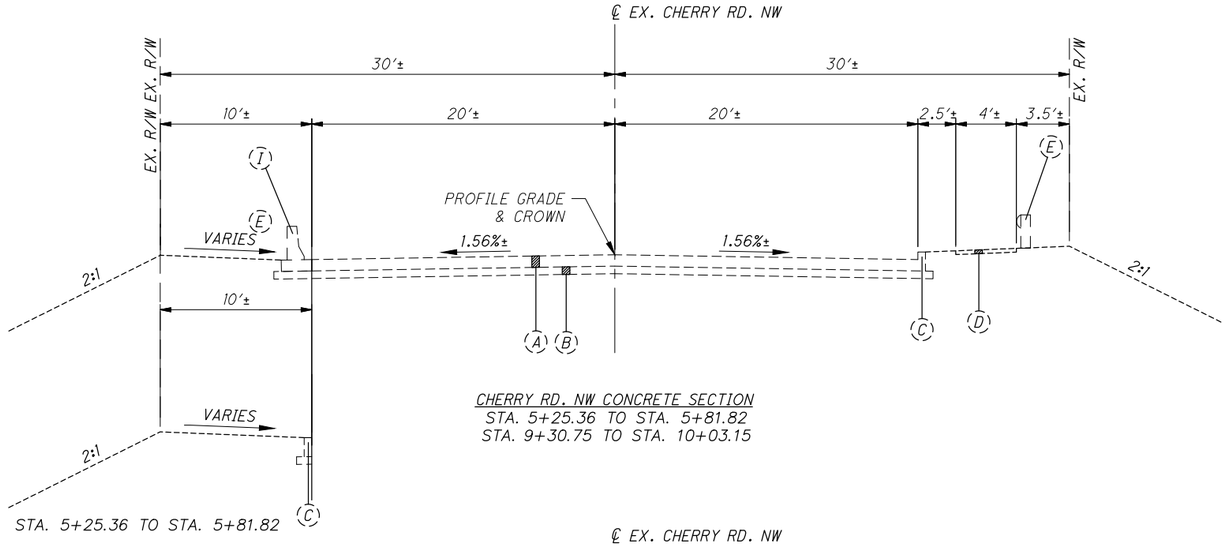
STA CHERRY RD BRIDGES

2
92

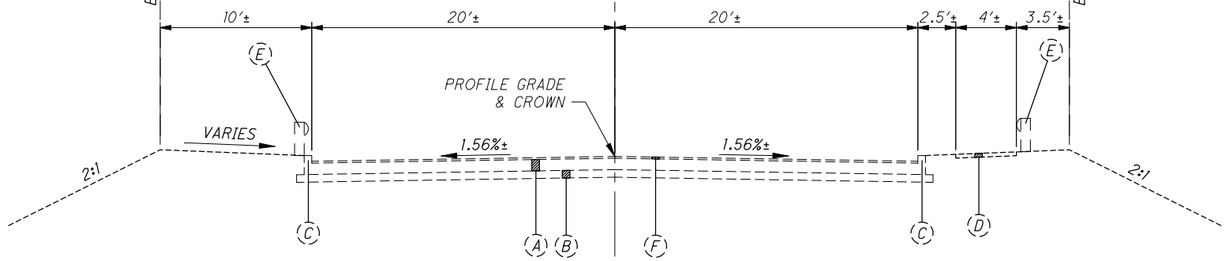
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EXISTING LEGEND

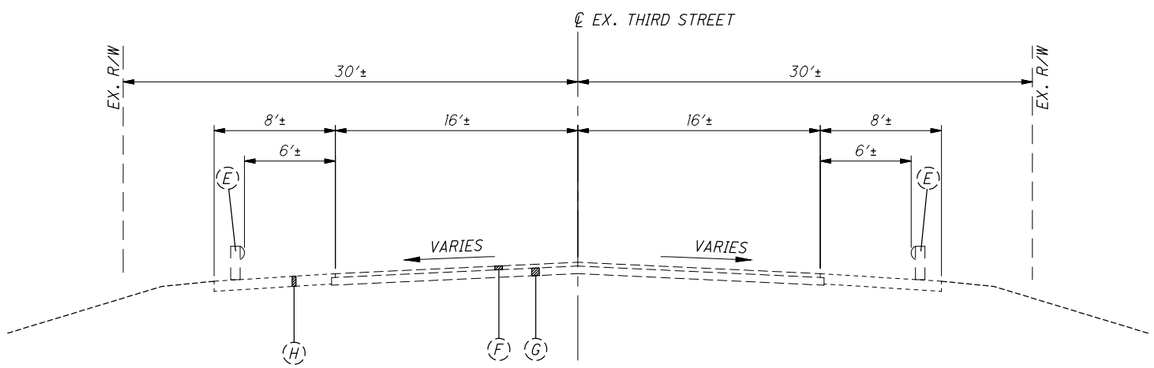
- (A) 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- (B) 6" SUBBASE
- (C) CURB
- (D) 4" CONCRETE WALK
- (E) GUARDRAIL
- (F) ASPHALT CONCRETE
- (G) 6" BITUMINOUS AGGREGATE BASE
- (H) 8" AGGREGATE BASE
- (I) CONCRETE BARRIER



CHERRY RD. NW CONCRETE SECTION
STA. 5+25.36 TO STA. 5+81.82
STA. 9+30.75 TO STA. 10+03.15



CHERRY RD. NW COMPOSITE SECTION
STA. 13+20.51 TO STA. 14+07.05



THIRD STREET ASPHALT SECTION
STA. 20+63.08± TO STA. 21+75.00±

EXISTING TYPICAL SECTIONS

STA CHERRY RD BRIDGES

3
92

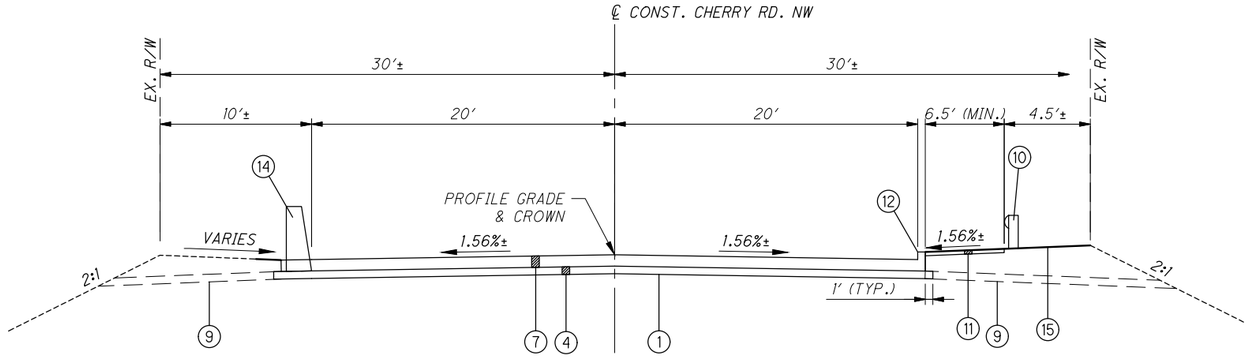
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EXISTING LEGEND

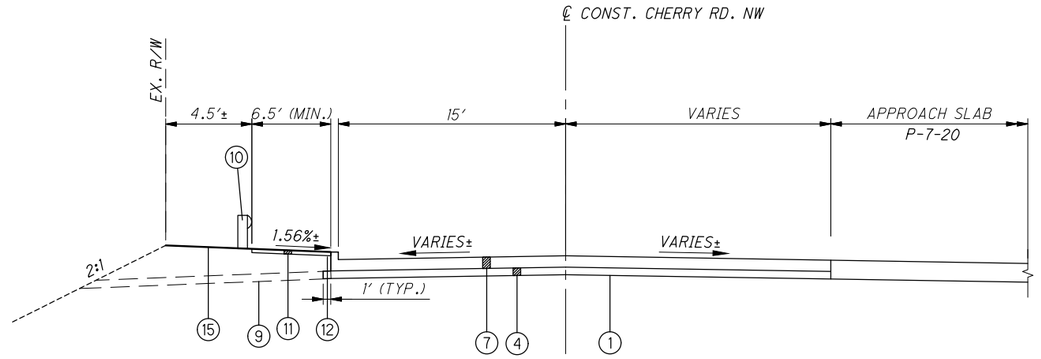
- (A) 9" REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT
- (B) 6" SUBBASE
- (C) CURB
- (D) 4" CONCRETE WALK
- (E) GUARDRAIL
- (F) ASPHALT CONCRETE
- (G) 6" BITUMINOUS AGGREGATE BASE
- (H) 8" AGGREGATE BASE
- (I) CONCRETE BARRIER

PROPOSED LEGEND

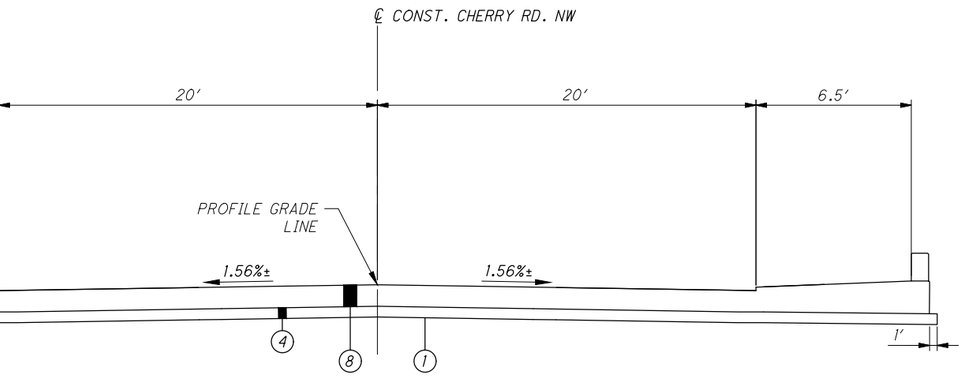
- (1) ITEM 204 - SUBGRADE COMPACTION
- (2) ITEM 254 - PAVEMENT PLANING, ASPHALT CONCRETE [T=3"]
- (3) ITEM 301 - ASPHALT CONCRETE BASE, (449), PG64-22 [T=7"]
- (4) ITEM 304 - AGGREGATE BASE [T=6"]
- (5) ITEM 407 - TACK COAT
- (6) ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 (3" PLACED IN TWO EQUAL LIFTS OF 1.5")
- (7) ITEM 452 - 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P
- (8) ITEM 526 - REINFORCED CONCRETE APPROACH SLABS [T=15"]
- (9) ITEM 605 - AGGREGATE DRAINS
- (10) ITEM 606 - GUARDRAIL, TYPE MGS
- (11) ITEM 608 - 4" CONCRETE WALK
- (12) ITEM 609 - CURB, TYPE 2-A
- (13) ITEM 609 - COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN [T=10"]
- (14) ITEM 622 - CONCRETE BARRIER, SINGLE SLOPE, TYPE D
- (15) ITEM 659 - SEEDING AND MULCHING



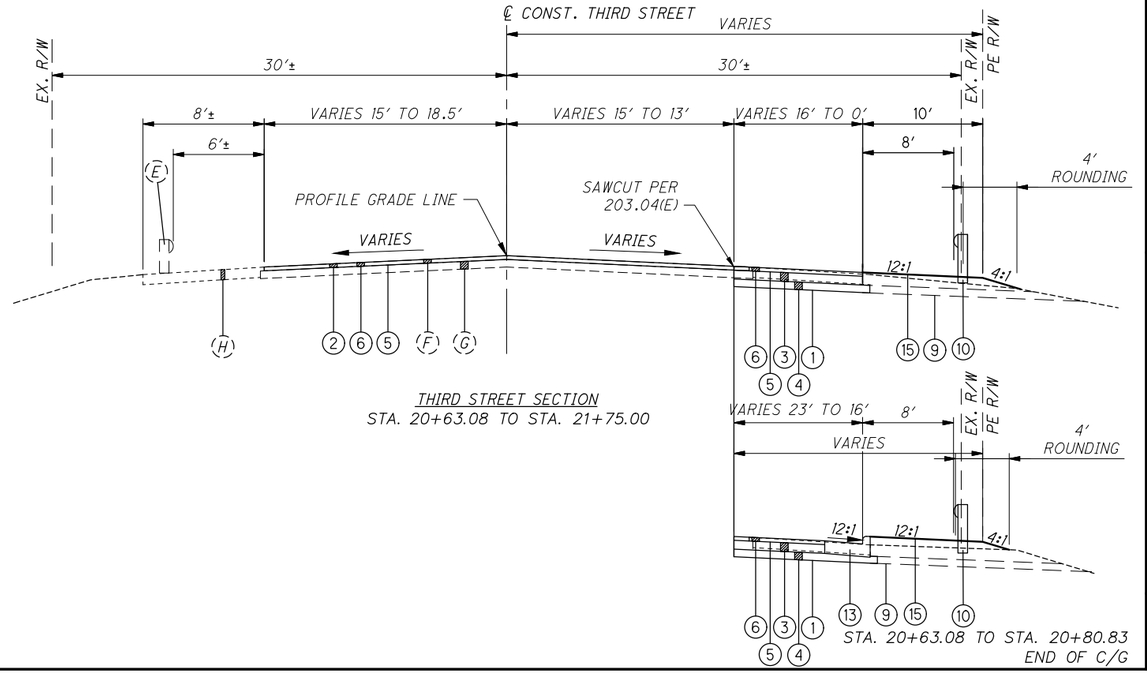
CHERRY RD. NW CONCRETE SECTION
STA. 9+33.02 TO STA. 10+01.14



THIRD STREET SECTION
STA. 19+93.17 TO STA. 20+63.08



APPROACH SLAB TYPICAL SECTION
STA. 5+82.82 TO STA. 6+07.82
STA. 9+05.82 TO STA. 9+30.82
STA. 10+03.13 TO STA. 10+28.08
STA. 12+94.82 TO STA. 13+19.83



THIRD STREET SECTION
STA. 20+63.08 TO STA. 20+80.83
END OF C/G

PROPOSED TYPICAL SECTIONS

STA CHERRY RD BRIDGES

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GENERAL

ROUNDING
THE ROUNDING AT SLOPE BREAKPOINTS SHOWN ON THE TYPICAL SECTIONS APPLY TO ALL CROSS-SECTIONS EVEN THOUGH OTHERWISE SHOWN.

UTILITIES
LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

ELECTRIC
FIRST ENERGY
19101 WEST MARKET ST.,
AKRON, OHIO 44313
ATTN: BRINTON MCINTOSH
330.436.4202

GAS
DOMINION ENERGY
320 SPRINGSIDE DR., SUITE 320
AKRON, OHIO 44333
ATTN: DOUGLAS H. RIEBEL
330.664.2409

COMMUNICATIONS
AT&T
50 WEST BOWERY STREET, FLOOR 6
AKRON, OHIO 44308
ATTN: STEVE HYLTON
330.631.7485

SANITARY
CITY OF MASSILLON
151 LINCOLN WAY EAST
MASSILLON, OHIO 44646
ATTN: GREGORY A. MCCUE
330.830.1722

WATER
AQUA AMERICA
870 THIRD STREET NW
MASSILLON, OHIO 44647
ATTN: DONALD L. SNYDER
330.832.5764 EXT. 50666

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

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

THE CONTRACTOR SHALL NOTIFY THE OHIO811 SERVICE AND ALL NON REGISTERED UTILITY OWNERS AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION IN ALL AREAS.
OHIO811 1-800-362-2764

CONSTRUCTION NOISE

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 7:00 PM AND 7:00 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

SURVEY PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET 2 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING:

PROJECT CONTROL

POSITIONING METHOD: STATIC GNSS
MONUMENT TYPE: A

VERTICAL POSITIONING

ORTHOMETRIC HEIGHT DATUM: NAVD88
GEOID: GEOID18

HORIZONTAL POSITIONING

REFERENCE FRAME: NAD83(CORS)
ELLIPSOID: GRS80
MAP PROJECTION: LAMBERT CONFORMAL CONIC
COORDINATE SYSTEM: OHIO STATE PLANE - NORTH ZONE
COMBINED SCALE FACTOR: 1.00009205
ORIGIN OF COORDINATE SYSTEM: 0,0

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

UNITS ARE IN U.S. SURVEY FEET.

POST-CONSTRUCTION SURVEY

FOLLOWING THE COMPLETION OF THE CONSTRUCTION OF 3RD STREET, 3RD STREET SHALL BE SURVEYED TO ENSURE THAT THE LEVEE HEIGHT HAS BEEN MAINTAINED AND SHALL BE SUBMITTED TO THE U.S. ARMY CORPS OF ENGINEERS FOR REVIEW. INFORMATION SHALL BE SENT TO:

TARA H. LINVILLE
EMERGENCY MANAGEMENT SECTION
HUNTINGTON DISTRICT
OFFICE: 304-399-5569

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

PAVEMENT

CONTRACTION AND/OR EXPANSION JOINTS

ALTHOUGH SPECIFIC LOCATIONS OF CERTAIN CONTRACTION AND EXPANSION JOINTS HAVE BEEN DETAILED ON THIS PLAN, NO WAIVER OF THE SPECIFICATIONS IS INTENDED. IN ALL CASES, THE PROVISION OF EXPANSION JOINTS AT ALL MAJOR STRUCTURES INCLUDING THE MAXIMUM SPACING BETWEEN CONTRACTION JOINTS IS IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING BP-2.2 AND THE SPECIFICATIONS.

ENVIRONMENTAL

TREE CUTTING RESTRICTIONS

ENSURE IMPACTS TO THE FEDERALLY LISTED AND PROTECTED INDIANA BAT AND NORTHERN LONG-EARED BAT AND THE STATE LISTED AND PROTECTED LITTLE BROWN BAT AND TRICOLORED BAT ARE AVOIDED AND MINIMIZED. DO NOT REMOVE TREES FROM APRIL 1 THROUGH SEPTEMBER 30. PERFORM ALL NECESSARY TREE REMOVAL FROM OCTOBER 1 THROUGH MARCH 31. DEMARCATE CLEARING LIMITS IN THE FIELD TO AVOID ANY UNAUTHORIZED TREE CLEARING. FOR THE PURPOSES OF THIS NOTE, A TREE IS DEFINED AS A LIVE, DYING, OR DEAD WOODY PLANT, WITH A TRUNK THREE INCHES OR GREATER IN DIAMETER AT A HEIGHT OF 4.5 FEET ABOVE THE GROUND SURFACE, AND A MINIMUM HEIGHT OF 13 FEET.

ROADWAY

CONNECTION BETWEEN EXISTING AND PROPOSED GUARDRAIL

WHEN IT IS NECESSARY TO SPLICE PROPOSED GUARDRAIL TO EXISTING GUARDRAIL, ONLY THE EXISTING GUARDRAIL SHALL BE CUT, DRILLED, OR PUNCHED. THE CONNECTION SHALL BE MADE USING A W-BEAM, BEAM SPLICE AS SHOWN IN AASHTO M 180-12, EXCEPT THE BEAM WASHERS ARE NOT TO BE USED. PAYMENT SHALL BE INCLUDED IN THE CONTRACT PRICE FOR THE RESPECTIVE GUARDRAIL ITEMS.

ITEM 606 - GUARDRAIL, TYPE MGS, AS PER PLAN

CONSTRUCT GUARDRAIL , TYPE MGS PER STANDARD CONSTRUCTION DRAWING (SCD) MGS-2.1 EXCEPT POSTS SHALL BE STEEL AND BLOCKOUTS SHALL BE PLASTIC.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ANY OF THE GUARDRAIL END TERMINALS FOR TYPE MGS GUARDRAIL AS LISTED ON ROADWAY ENGINEERING'S WEB PAGE UNDER ROADSIDE SAFETY DEVICES FOR APPROVED GUARDRAIL END TREATMENTS. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH A SHEET OF TYPE J, ASTM D4956 TYPE XI REFLECTIVE SHEETING, PER CMS 730.193.

REFER TO THE MANUFACTURER'S INSTRUCTIONS REGARDING THE INSTALLATION OF, AND THE GRADING AROUND THE FOUNDATION TUBES AND GROUND STRUT. THE TOP OF ANY FOUNDATION TUBE SHOULD BE LESS THAN 4 INCHES ABOVE THE GROUND. THE PLACEMENT OF THE FOUNDATION TUBES SHOULD BE AN APPROPRIATE DEPTH BELOW THE LEVEL LINE IN ORDER TO MAINTAIN THE FINISHED GUARDRAIL HEIGHT OF 31 INCHES FROM THE EDGE OF THE SHOULDER.

ON-SITE GRADING IS REQUIRED IF THE TOP OF THE FOUNDATION TUBES OR TOP OF THE GROUND STRUT DOES PROJECT MORE THAN 4 INCHES ABOVE THE GROUND LINE.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, EACH, AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT A COMPLETE AND FUNCTIONAL ANCHOR ASSEMBLY SYSTEM, INCLUDING ALL RELATED TRANSITIONS, REFLECTIVE SHEETING, HARDWARE, GRADING, EMBANKMENT AND EXCAVATION NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

DRAINAGE

ITEM SPECIAL - MISCELLANEOUS METAL

EXISTING CASTINGS MAY PROVE TO BE UNSUITABLE FOR REUSE, AS DETERMINED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBILE TO PROVIDE THE CASTINGS OF THE REQUIRED TYPE, SIZE AND STRENGTH (HEAVY OR LIGHT DUTY) FOR THE PARTICULAR STRUCTURE IN QUESTION. FURNISH MATERIALS PER 611 WITH PRIOR APPROVAL OF THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AS DIRECTED BY THE ENGINEER.

ITEM SPECIAL, MISCELLANEOUS METAL 300 POUNDS

REPLACE EXISTING CASTINGS DAMAGED BY CONTRACTOR NEGLIGENCE, AS DETERMINED BY THE ENGINEER, AT THE EXPENSE OF THE CONTRACTOR.

ITEM 605 - AGGREGATE DRAINS

PROVIDE AGGREGATE DRAINS AT THE FOLLOWING LOCATIONS:

CHERRY ST. NW
STA. 9+39.84 LT.
STA. 9+71.14 LT.

THIRD ST.
STA. 20+77.36 RT.
STA. 21+27.36 RT.

ITEM 605, AGGREGATE DRAINS 4 EACH

TOTALS CARRIED TO GENERAL SUMMARY

EROSION CONTROL

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

ITEM 659, SOIL ANALYSIS TEST	2 EACH
ITEM 659, TOPSOIL	19 CU. YD.
ITEM 659, SEEDING AND MULCHING	200 SQ. YD.
ITEM 659, REPAIR SEEDING AND MULCHING	10 SQ. YD.
ITEM 659, INTER-SEEDING	10 SQ. YD.
ITEM 659, COMMERCIAL FERTILIZER	0.01 TONS
ITEM 659, LIME	0.05 ACRES
ITEM 659, WATER	0.01 M. GAL.

APPLY SEEDING AND MULCHING TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS

CALCULATED STO
CHECKED JEL

GENERAL NOTES

STA CHERRY RD BRIDGES

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ITEM 614, MAINTAINING TRAFFIC

THE MAKING OF THIS IMPROVEMENT REQUIRES CHERRY ROAD TO BE CLOSED TO THRU TRAFFIC. DETOUR SHALL BE PROVIDED AS SHOWN ON SHEET 7

THE CONTRACTOR SHALL MAINTAIN THE SIGNS ON THE DETOUR ROUTE, INCLUDING REPLACING MISSING, DAMAGED OR WORN SIGNS.

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

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

CHERRY ROAD NW WILL BE CLOSED FOR A PERIOD NOT TO EXCEED 240 CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 7. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF $900 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME THE OPERATIONS FIRST DISTURB THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.

2. NEW OR REUSED SIGNAL/FLASHER 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.

DUE TO THE CLOSURE OF THE BRIDGE (WEST APPROACH), THE CONTRACTOR SHALL RECONFIGURE THE SIGNAL AT SR-21 AT CHERRY RD NW. ALL COST OF INSTALLING, MOVING, COVERING, AND REMOVAL OF ANY ITEM BELOW SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614 -MAINTAINING TRAFFIC. THESE ARE THE FOLLOWING ITEMS THAT NEED TO BE RECONFIGURED:

A. THE HEADS FOR WEST APPROACH SHALL BE COVERED AND THE LOADSWITCH THAT CONTROLS THIS APPROACH SHALL BE REMOVED IN THE CABINET.

B. DISCONNECT LOOP DETECTORS FOR WEST APPROACH IN THE CABINET.

C. EXISTING SIGNAL HEADS ON THE EAST APPROACH THAT ARE (R,Y,G) BALL 3 SECTION HEADS SHALL BE REPLACED WITH (R,Y,G) ARROW SECTION HEADS.

D. THE EXISTING THROUGH LANE ON THE EAST APPROACH SHALL BE CONED OFF FROM THE STOP LINE TO THE RADIUS OF THE FREE FLOW RIGHT LANE. MAINTAIN AN AREA FOR THE RIGHT TURN FROM THE THROUGH LANE.

E. THE HEADS FOR THE SOUTH APPROACH FOR THE LEFT TURN SHALL BE COVERED AND THE LOADSWITCH THAT CONTROLS THIS APPROACH PHASE SHALL BE REMOVED IN THE CABINET.

F. DISCONNECT LOOP DETECTOR FOR SOUTH APPROACH LEFT TURN IN THE CABINET.

G. ON SOUTH APPROACH, CONE OFF THE LEFT TURN LANE.

H. ON NORTH APPROACH, ADD GROUND MOUNTED SIGN ON THE RIGHT SIDE OF APPROACH STATING NO RIGHT TURN (R3-1 36" X 36"). COORDINATE THE SIGN LOCATION WITH THE ENGINEER.

I. THE CROSSWALK ON THE WEST APPROACH SHALL BE MAINTAINED. THE MOT CLOSURE SIGNS SHALL BE ON THE BRIDGE SIDE OF THE CROSSWALK TO MAINTAIN THE CROSSWALK.

J. THE ORIGINAL CONFIGURATION SHALL BE RETURNED TO ORIGINAL STATE WHEN WEST APPROACH IS OPENED. THIS INCLUDES SIGNAL TIMING.

K. THE SIGNAL TIMING SHALL BE CHANGED PER THE CHART BELOW:

CITY OF MASSILLON PERSONNEL MUST BE ONSITE FOR ANY AND ALL ITEMS STATED ABOVE IN REGARDS TO THE RECONFIGURATION OF THE SIGNAL AT SR-21 AND CHERRY RD NW.

MAINTENANCE OF TRAFFIC - THE LEVEE TRAIL

THE LEVEE TRAIL SHALL REMAIN OPEN THROUGHOUT THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL IMPLEMENT ANY AND ALL SAFETY MEASURES REQUIRED TO KEEP PEDESTRIANS SAFE AND OUT OF THE WORK AREA INCLUDING BARRIERS, SIGNS, ETC. PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION (CONT.)

INTERSECTION: SR 21 @ Cherry Rd NW
MAINTAINING AGENCY: Massillon

START UP
START IN: YELLOW/RED FLASH
TIME FOR: FLASH , ALL RED (SEC.): 9, 6
FIRST PHASE(S): 2, 6
COLOR DISPLAYED: GREEN

DUAL ENTRY: - PHASES: 1,2,6,8
REST IN RED: RING 1 - RING 2 -

OVERLAP	A	B	C	D
PHASES	-	-	-	-

INTERVAL OR FEATURE			CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)			1	2	3	4	5	6	7	8
DIRECTION			SBL	NB	-			SB	-	WB
MINIMUM GREEN (INITIAL)		(SEC.)	10	30	-			30	-	10
ADDED INITIAL	*(SEC./ACTUATION)		-	-	-	-	-	-	-	-
MAXIMUM INITIAL	*(SEC.)		30	90	-			90	-	30
PASSAGE TIME (PRESET GAP)		(SEC.)	3	3	-			3	-	3
TIME BEFORE REDUCTION	*(SEC.)		-	-	-	-	-	-	-	-
MINIMUM GAP	*(SEC.)		3	3	-			3	-	3
TIME TO REDUCE	*(SEC.)		-	-	-	-	-	-	-	-
MAXIMUM GREEN I		(SEC.)	-	-	-	-	-	-	-	-
MAXIMUM GREEN II		(SEC.)	-	-	-	-	-	-	-	-
YELLOW CHANGE		(SEC.)	4.3	5.2	-			5.2	-	3
ALL RED CLEARANCE		(SEC.)	2.7	1	-			1	-	2.7
DELAYED GREEN (LPI) *		(SEC.)	-	-	-	-	-	-	-	-
FLASHING YELLOW ARROW DELAY^		(SEC.)	-	-	-	-	-	7	-	7
WALK		(SEC.)	-	-	-	-	-	18	-	18
PEDESTRIAN CLEARANCE		(SEC.)	-	-	-	-	-	-	-	-
RECALL	MAXIMUM	(ON/OFF)	-	-	-	-	-	-	-	-
	MINIMUM	(ON/OFF)	-	ON	-	-	-	ON	-	-
	PEDESTRIAN	(ON/OFF)	-	-	-	-	-	ON	-	-
MEMORY		(ON/OFF)	-	-	-	-	-	-	-	-

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MAINTENANCE OF TRAFFIC GENERAL NOTES

STA CHERRY RD BRIDGES

6
92

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LEGEND:

- WORK AREA
- DETOUR ROUTE
- TRAFFIC DIRECTION
- TYPE III BARRICADE

① R11-2
ROAD CLOSED
DETOUR
M4-10R
MOUNTED ON TYPE III BARRICADE

② R11-3A
ROAD CLOSED
0.8 MILES AHEAD
LOCAL TRAFFIC ONLY
DETOUR
M4-10
MOUNTED ON TYPE III BARRICADE

③ R11-3A
ROAD CLOSED
AT CHERRY ROAD NW
LOCAL TRAFFIC ONLY
MOUNTED ON TYPE III BARRICADE

④ D3-1
Cherry RD NW
DETOUR
M4-8
M6-3

⑤ D3-1
Cherry RD NW
DETOUR
M4-8
M5-1

⑥ D3-1
Cherry RD NW
DETOUR
M4-9R

⑦ D3-1
Cherry RD NW
DETOUR
M4-9L

⑧ END DETOUR
M4-8a

⑨ R11-2
ROAD CLOSED
MOUNTED ON TYPE III BARRICADE

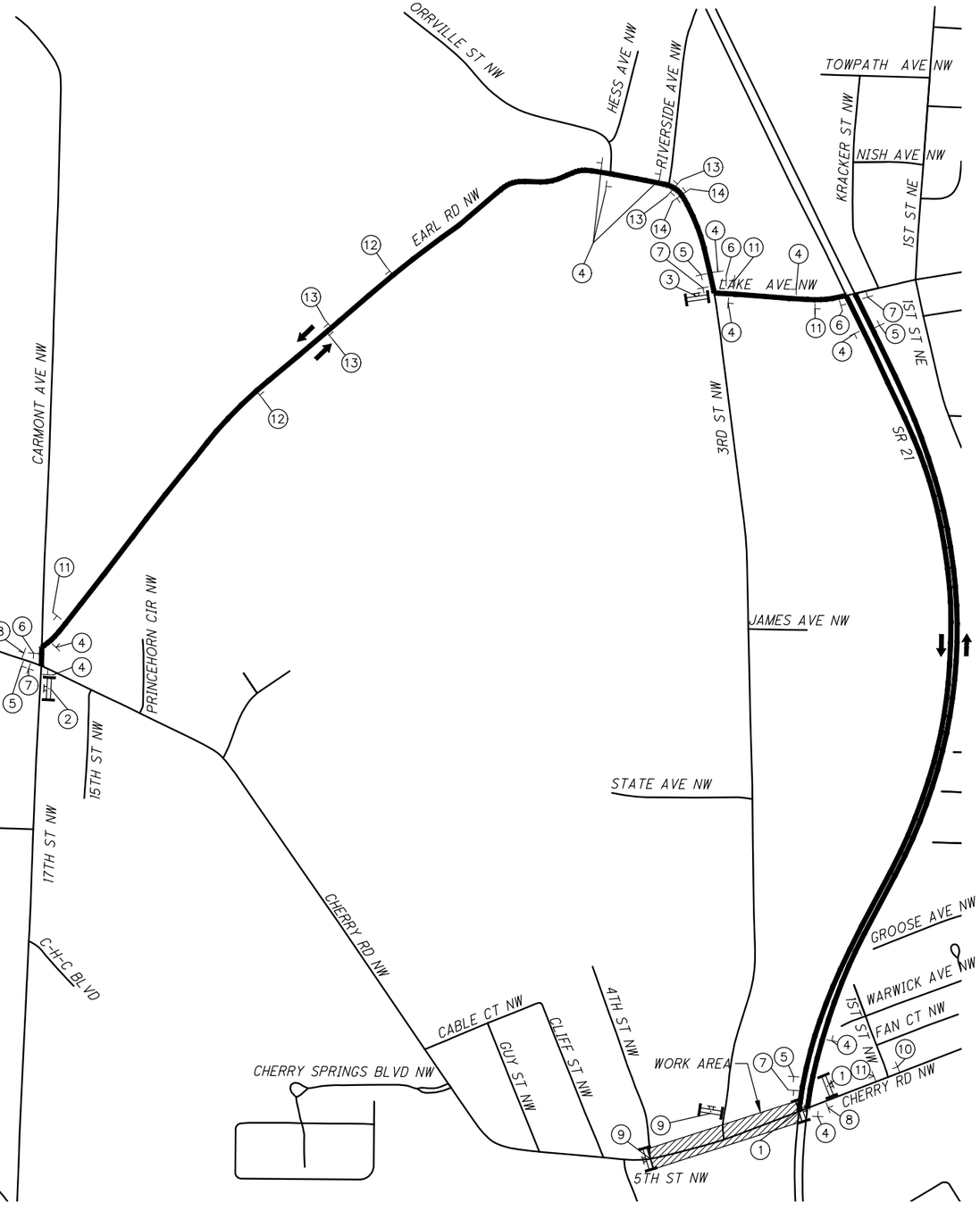
⑩ DETOUR AHEAD
W20-2

⑪ D3-1
Cherry RD NW
DETOUR
M4-8
M5-1

⑫ W10-1 EXISTING
RAILROAD CROSSING

⑬ R15-1 EXISTING
RAILROAD CROSSING

⑭ R15-1 EXISTING
RAILROAD CROSSING
YIELD
R1-2 EXISTING



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MAINTENANCE OF TRAFFIC DETOUR MAP

STA CHERRY RD BRIDGES

7
92

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SHEET NUM.													PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
5	10	11	12										CherryRd_NW		EXT	TOTAL			
																		ROADWAY	
													LS	201	11000	LS		CLEARING AND GRUBBING	
		528											528	202	23000	528	SY	PAVEMENT REMOVED	
	317												317	202	30000	317	SF	WALK REMOVED	
	60												60	202	30700	60	FT	CONCRETE BARRIER REMOVED	
	200												200	202	32000	200	FT	CURB REMOVED	
	626												626	202	38000	626	FT	GUARDRAIL REMOVED	
													50	203	10000	50	CY	EXCAVATION	
													20	203	20000	20	CY	EMBANKMENT	
		661											661	204	10000	661	SY	SUBGRADE COMPACTION	
													2	204	45000	2	HOUR	PROOF ROLLING	
	600												600	606	15051	600	FT	GUARDRAIL, TYPE MGS, AS PER PLAN	5
	1												1	606	26100	1	EACH	ANCHOR ASSEMBLY, TYPE E	
	4												4	606	26500	4	EACH	ANCHOR ASSEMBLY, TYPE T	
	3												3	606	35000	3	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
	3												3	606	35101	3	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN	13-15
		306											306	608	10000	306	SF	4" CONCRETE WALK	
		194											194	608	52000	194	SF	CURB RAMP, TYPE B1	
	60												60	622	10160	60	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
																		EROSION CONTROL	
	15												15	601	21060	15	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	
2													2	659	00100	2	EACH	SOIL ANALYSIS TEST	
19													19	659	00300	19	CY	TOPSOIL	
200													200	659	10000	200	SY	SEEDING AND MULCHING	
10													10	659	14000	10	SY	REPAIR SEEDING AND MULCHING	
10													10	659	15000	10	SY	INTER-SEEDING	
0.01													0.01	659	20000	0.01	TON	COMMERCIAL FERTILIZER	
0.05													0.05	659	31000	0.05	ACRE	LIME	
0.01													0.01	659	35000	0.01	MGAL	WATER	
													5000	832	30000	5,000	EACH	EROSION CONTROL	
																		DRAINAGE	
4													4	605	31100	4	FT	AGGREGATE DRAINS	
300													300	SPECIAL	61199820	300	LB	MISCELLANEOUS METAL	
																		PAVEMENT	
		109											109	252	01500	109	FT	FULL DEPTH PAVEMENT SAWING	
		382											382	254	01000	382	SY	PAVEMENT PLANING, ASPHALT CONCRETE, [T=3"]	
		24											24	301	56000	24	CY	ASPHALT CONCRETE BASE, PG64-22, (449), [T=7"]	
		111											111	304	20000	111	CY	AGGREGATE BASE, [T=6"]	
		81											81	407	10000	81	GAL	TACK COAT	
		42											42	441	70000	42	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22, [T=3"]	
		540											540	452	13010	540	SY	9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	
		57											57	609	12001	57	FT	COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN	15
		109											109	609	14000	109	FT	CURB, TYPE 2-A, [T=10"]	
																		TRAFFIC CONTROL	
			13										13	630	03100	13	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
			14										14	630	08520	14	FT	STREET NAME SIGN SUPPORT, NO. 3 POST	
			27										27	630	80100	27	SF	SIGN, FLAT SHEET	
			4										4	630	84900	4	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
			1										1	630	87500	1	EACH	REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	

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GENERAL SUMMARY

STA CHERRY RD BRIDGES

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SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
5	10	11	12										121152						
			0.03										0.03	646	10200	0.03	MILE	CENTER LINE	
			216										216	646	10300	216	FT	CHANNELIZING LINE, 8"	
			31										31	646	10400	31	FT	STOP LINE, TYPE 1 (WHITE)	
			170										170	646	10516	170	FT	CROSSWALK LINE, 18"	
			311										311	646	10600	311	FT	TRANSVERSE/DIAGONAL LINE (YELLOW)	
			109										109	646	10800	109	SF	ISLAND MARKING	
			2										2	646	20300	2	EACH	LANE ARROW	
																		TRAFFIC SIGNALS	
													2	632	26500	2	EACH	DETECTOR LOOP	
													20	632	65200	20	FT	LOOP DETECTOR LEAD-IN CABLE	
																		STRUCTURES (20' AND OVER) - PE-7-20 (SFN 7631987) - RIVER BRIDGE	
																		SEE SHEET 26	
																		STRUCTURES (20' AND OVER) - PE-7-21 (SFN 7632037) - RAILROAD BRIDGE	
																		SEE SHEET 64	
																		INCIDENTALS	
													LS	103	05000	LS		PREMIUM FOR CONTRACT PERFORMANCE BOND AND FOR PAYMENT BOND	
													LS	614	11000	LS		MAINTAINING TRAFFIC	
													8	619	16010	8	MNTH	FIELD OFFICE, TYPE B	
													LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
													LS	624	10000	LS		MOBILIZATION	
													LS	SPECIAL	10000300	LS		PREMIUM ON RAILROAD'S PROTECTIVE LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE	
																		(NORFOLK SOUTHERN)	
													LS	SPECIAL	10000300	LS		PREMIUM ON RAILROAD'S PROTECTIVE LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE	
																		(RJ CORMAN)	

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GENERAL SUMMARY

STA CHERRY RD BRIDGES

9
92

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REF NO.	SHEET NO.	STATION TO STATION					202 WALK REMOVED SF	202 CONCRETE BARRIER REMOVED FT	202 CURB REMOVED FT	202 GUARDRAIL REMOVED FT	601 TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT SY	606 GUARDRAIL, TYPE MGS, AS PER PLAN FT	606 ANCHOR ASSEMBLY, TYPE E EACH	606 ANCHOR ASSEMBLY, TYPE T EACH	606 BRIDGE TERMINAL ASSEMBLY, TYPE 1 EACH	606 BRIDGE TERMINAL ASSEMBLY, TYPE 2, AS PER PLAN EACH	622 CONCRETE BARRIER, SINGLE SLOPE, TYPE D FT
CHERRY ROAD NW																	
GR-1	8	5+32.52	RT	TO	5+98.01	RT				75		75		1	1		
GR-2	8	5+92.03	LT	TO	6+17.38	LT						37.5		1		1	
RW-1	8-9	9+30.82	LT	TO	10+03.13	LT		60									60
GR-3	9	12+93.63	RT	TO	13+11.73	RT				87.5		87.5		1		1	
GR-4	9	13+19.83	LT	TO	14+18.79	LT				125.5		100	1		1		
R-1		12+95.01	RT	TO	13+24.96	RT	115		44								
THIRD STREET																	
GR-5	10	19+97.35	LT	TO	20+71.67	LT				112.5		112.5			1		
R-2	10	20+29.57	RT	TO	20+63.17	RT	55		47								
GR-6	10	20+65.03	RT	TO	22+54.85	RT				225		187.5		1		1	
EC-1	10	20+80.11	RT	TO	20+94.88	RT					14.6						
R-3	10	19+93.17	LT	TO	20+63.12	LT	147		109								
TOTALS CARRIED TO GENERAL SUMMARY							317	60	200	626	15	600	1	4	3	3	60

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ROADWAY SUBSUMMARY

STA CHERRY RD BRIDGES

10
92

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STATION RANGE			SIDE	DISTANCE (D)	AVERAGE WIDTH (W)	SURFACE AREA (A) A=DxW	CADD GENERATED AREA	202 PAVEMENT REMOVED	204 SUBGRADE COMPACTION	254 PAVEMENT PLANING, ASPHALT CONCRETE, [T=3"]	252 FULL DEPTH PAVEMENT SAWING	301 ASPHALT CONCRETE BASE, PG64-22, (449), [T=7"]	304 AGGREGATE BASE, [T=6"]	407 TACK COAT	441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22, [T=3"]	452 9" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	608 CURB RAMP, TYPE B1	608 4" CONCRETE WALK	609 CURB, TYPE 2-A, [T=10"]	609 COMBINATION CURB AND GUTTER, TYPE 2, AS PER PLAN					
				FT	FT	SQ FT	SQ FT	SY	SY	SY	FT	CY	CY	GAL	CY	SY	SF	SF	FT	FT					
								A/9	A/9	A/9	L	(7XA)/(12X27)	(6XA)/(12X27)	2x(0.08xA)/9	(3XA)/(12X27)	A/9									
CHERRY RD. NW REPLACEMENT																									
9+30.82	TO	10+03.13	LT/RT				2745.14	305.02	305.02				50.84			305.02									
12+93.63	TO	13+24.96	RT				146.38										34.62	111.76	20.25						
CHERRY RD. / THIRD ST. INTERSECTION																									
20+14.18	TO	20+63.08	LT/RT				2111.34	222.16	234.59				39.10			234.59									
20+14.18	TO	20+63.08	LT														71.32	133.74	87.98						
20+14.18	TO	20+80.98	RT														87.76	60.44		56.45					
THIRD ST. WIDENING																									
20+56.67		21+75.00	RT				1083.60		120.40		108.74	23.41	20.07	19.26	10.03										
THIRD ST. REPAVING																									
20+63.08	TO	21+75.00	LT/RT				3431.55			381.28				61.01	31.77										
							SUBTOTALS	527.18	660.01	381.28	108.74	23.41	110.00	80.27	41.81	539.61	193.70	305.94	108.23	56.45					
							TOTALS CARRIED TO GENERAL SUMMARY	528	661	382	109	24	111	81	42	540	194	306	109	57					

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PAVEMENT SUBSUMMARY

STA CHERRY RD BRIDGES

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REF NO.	SHEET NO.	STATION TO STATION					CODE	SIZE (INCHES)	630 GROUND MOUNTED SUPPORT, NO. 3 POST	630 STREET NAME SIGN SUPPORT, NO. 3 POST	630 SIGN, FLAT SHEET	630 REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	630 REMOVAL OF POLE MOUNTED SIGN AND DISPOSAL	646 STOP LINE, TYPE 1 (WHITE)	646 CENTER LINE	646 CHANNELIZING LINE, 8"	646 CROSSWALK LINE, 18"	646 TRANSVERSE/DIAGONAL LINE (YELLOW)	646 LANE ARROW	646 ISLAND MARKING
									FT	FT	SF	EACH	EACH	FT	MILE	FT	FT	FT	EACH	SF
		CHERRY ROAD NW																		
SL	20	5+93.00	LT/RT											13						
CH	20	5+93.00	RT	TO	6+91.00	RT										107				
CL	20	5+93.00	LT/RT	TO	8+90.00	LT/RT									0.01					
LA	20	6+49.00	LT/RT																1	
TL	20	6+91.00	LT	TO	8+84.00	LT/RT												150		
IM	20	8+84.00	LT/RT	TO	8+90.00	LT/RT														52
CH	20	9+83.00	LT	TO	10+92.00	LT										109				
CL	20	9+83.00	RT	TO	12+99.00	RT									0.01					
LA	20	10+42.00	LT/RT																1	
TL	20	10+92.00	LT	TO	12+99.00	RT												74		
R1	20	9+75.26	LT				R2-1	24 x 30				1								
R2	20	12+51.91	LT				R3-H8BA	30 x 30					1							
S1	20	9+75.26	LT				R2-1	24 x 30	12.5		5.0									
S2	20	12+51.91	LT				R3-H8BA	30 x 30			6.3									
		THIRD STREET																		
CW	20	20+24.15	LT/RT	TO	20+32.60	LT/RT											170			
SL	20	20+37.00	LT											18						
CL	20	20+38.00	RT	TO	21+75.00	RT									0.01					
IM		20+38.00	RT	TO	20+43.00	RT														57
TL	20	20+43.00	RT	TO	21+75.00	RT												87		
R3	20	20+30.03	LT				D3-1	36 x 12				1								
R4	20	20+30.03	LT				D3-1	36 x 12				1								
R5	20	20+30.03	LT				R1-1	36 x 36				1								
S3	20	20+30.03	LT				D3-1	36 x 12			3.0									
S4	20	20+30.03	LT				D3-1	36 x 12			3.0									
S5	20	20+30.03	LT				R1-1	36 x 36		13.5	9.0									
TOTALS CARRIED TO GENERAL SUMMARY									13	14	27	4	1	31	0.03	216	170	311	2	109

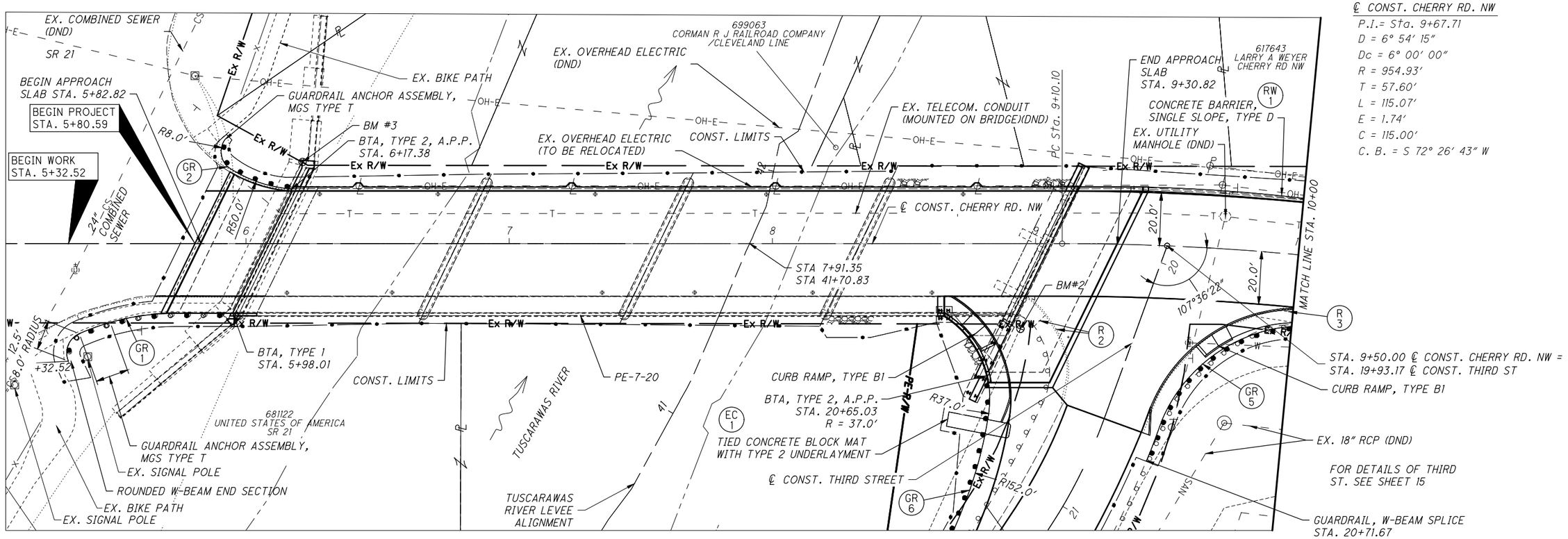
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SIGNING & PAVEMENT MARKING SUBSUMMARY

STA CHERRY RD BRIDGES

12
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HORIZONTAL SCALE IN FEET
0 10 20 40

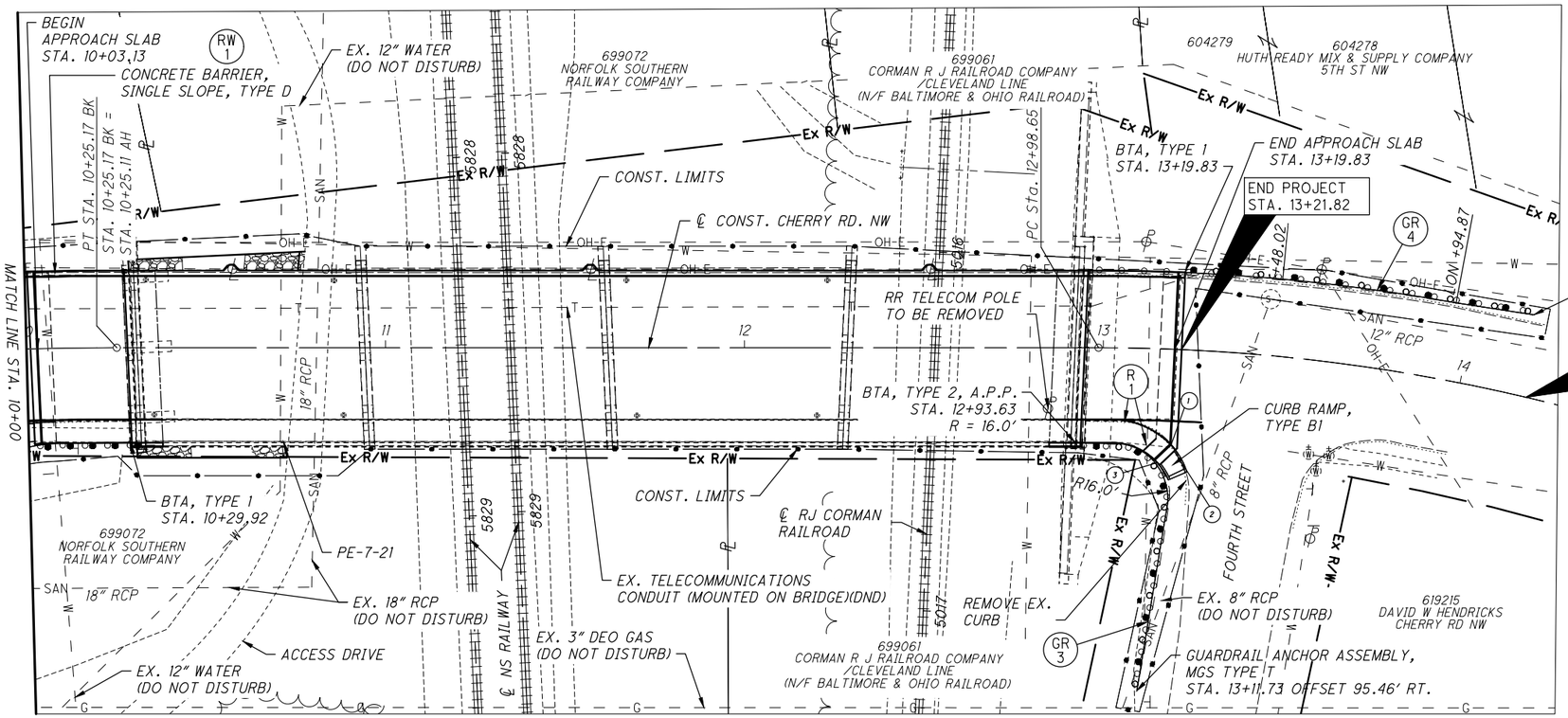
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PLAN AND PROFILE - CHERRY RD. NW
BEGIN WORK TO STA. 10+00

STA CHERRY RD BRIDGES

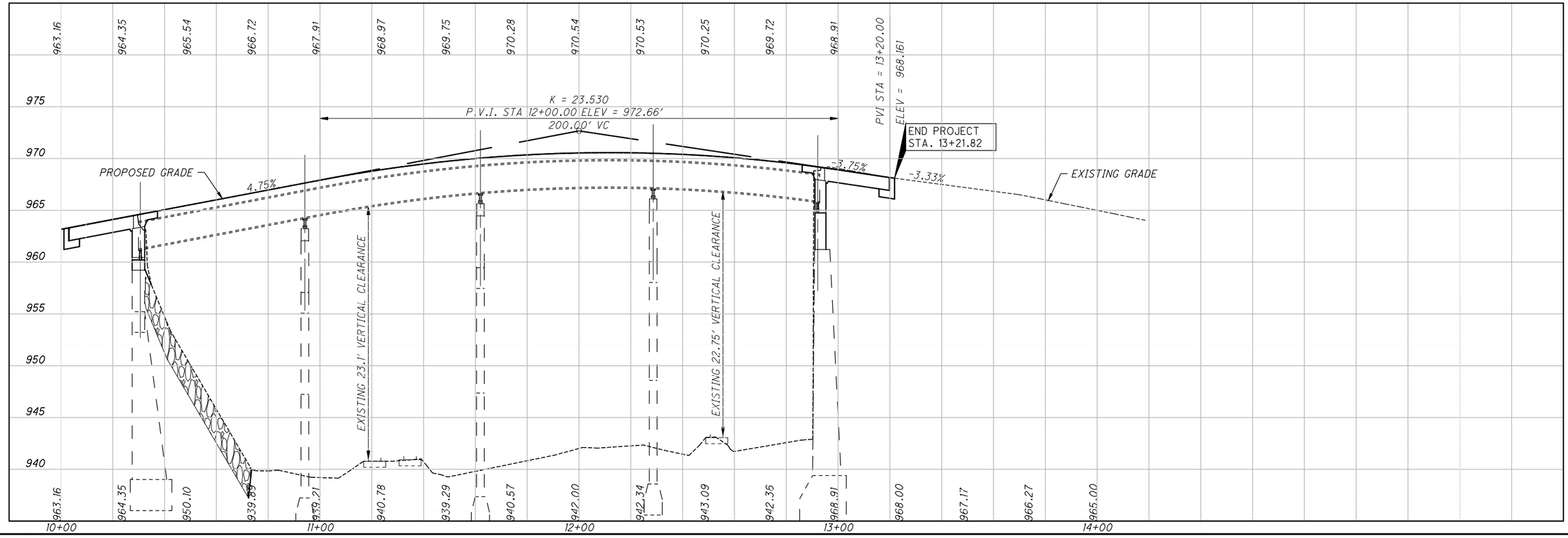
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℄ CONST. CHERRY RD. NW
P.I.= Sta. 13+88.40
D = 19° 33' 07"
Dc = 11° 00' 00"
R = 520.871
T = 89.75'
L = 177.74'
E = 7.67'
C = 176.88'
C. B. = S 85° 40' 24" W

CURVE DATA FOR RADIUS RETURNS					
CENTER OF CURVE			RADIUS	INTERIOR ANGLE	LENGTH OF CURVE
	CL. CONST. CHERRY RD. NW				
CURVE NO.	STATION	OFFSET			
1	13+02.77	42.49'	22.50'	51°34'18"	20.25'
2	13+06.56	39.65'	18.00'	22°05'50"	6.94'
3	13+02.78	43.44'	17.0'	67°01'42"	19.89'



HORIZONTAL SCALE IN FEET
0 10 20 40
CALCULATED STO
CHECKED JEL

PLAN AND PROFILE - CHERRY RD. NW
STA. 10+00 TO END WORK

STA CHERRY RD BRIDGES

14
92

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STA. 9+50.00 ℄ CONST. CHERRY RD. NW =
STA. 19+93.17 ℄ CONST. THIRD ST

℄ CONST. THIRD STREET
P.I.= Sta. 20+95.52
D = 18° 25′ 31″
Dc = 28° 38′ 52″
R = 200.00′
T = 32.44′
L = 64.32′
E = 2.61′
C = 64.04′
C. B. = N 8° 12′ 21″ E

℄ CONST. THIRD STREET
P.I.= Sta. 21+77.70
D = 14° 20′ 06″
Dc = 14° 19′ 26″
R = 400.00′
T = 50.30′
L = 100.08′
E = 3.15′
C = 99.82′
C. B. = N 10° 15′ 03″ E

615834
L & H LAND COMPANY
635 3RD ST NW

STORAGE BUILDING
GAS REGULATOR STATION
1 STORY BRICK
COMMERCIAL

OFFICE BUILDING
1 STORY BRICK
COMMERCIAL

699072
NORFOLK SOUTHERN
RAILWAY COMPANY

BTA, TYPE 1

CURB RAMP
TYPE B1

SAN GUARDRAIL,
W-BEAM SPLICE
STA. 20+71.67

CONST.
LIMITS

PRC Sta. 21+27.40

PT Sta. 22+27.48

107°36′22″

4:1 CURB TAPER
TRANSITION HEIGHT
TO 0′ IN 10′

EX. PAVEMENT JOINT

EX. CONC. PAVEMENT

EX. ASPH. PAVEMENT

CURB RAMP,
TYPE B1

℄ CONST. THIRD STREET

GRAVEL

SAW CUT

TIED CONCRETE BLOCK MAT
WITH TYPE 2 UNDERLAYMENT

4:1 CURB TAPER
TRANSITION HEIGHT
TO 0′ IN 10′

PC Sta. 9+10.10

℄ CONST. CHERRY RD. NW

BTA, TYPE 2 STA. 20+63.08

PROP. R/W

STA. 21+75.00
END PAVEMENT WIDENING

ANCHOR ASSEMBLY
MGS, TYPE T

NOTE: FOR EDGE OF PAVEMENT CURVE
DATA, SEE INTERSECTION DETAILS

960.78 960.58 959.82 959.02 957.89 956.97 955.77 954.50 953.17

℄ CONST. CHERRY RD. NW

PAVEMENT
REPLACEMENT

GRAPHIC GRADE
PROPOSED ELEVATIONS TO MATCH EXISTING

PVI STA=20+14.18
ELEV.=960.16

PVI STA=20+63.08
ELEV.=958.60

-2.95%

-3.20%

-5.2%

STA. 21+75.00
END PAVING

BEGIN PROFILE
STA. 19+93.17
ELEV. 960.78

PROPOSED GRADE

EXISTING GRADE

975 970 965 960 955 950 945 940

960.56 959.80 958.99 957.89 956.97 955.77 954.50 953.17 951.83 950.51 949.23 947.94 946.63 945.33

20+00 21+00 22+00 23+00

HORIZONTAL
SCALE IN FEET
0 10 20 40

CALCULATED STO
CHECKED JEL

PLAN AND PROFILE - THIRD STREET

STA CHERRY
RD BRIDGES

15
92

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SEEDING	
END WIDTH	SQ. YDS.

LEGEND

EXISTING PAVEMENT TO BE REMOVED

EX. R/W

PROP R/W @ 69.91' RT

956.97
21+00.00
956.97

EX. R/W

PROP R/W @ 75.34' RT

957.89
20+75.00
957.89

BRIDGE ABUTMENT
SEE BRIDGE PLANS

℄ CONST. THIRD ST

959.02
20+50.00
958.99

960
955
950
945
940
935

40 30 20 10 10 20 30 40

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED JLN
CHECKED JEL

CROSS SECTIONS - THIRD STREET

STA CHERRY RD BRIDGES

16
92

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SEEDING	
END WIDTH	SQ. YDS.

LEGEND

EXISTING PAVEMENT TO BE REMOVED

EX. R/W

PE R/W

953.17
21+75.00
953.17

954.50
21+50.00
954.50

955.77
21+25.00
955.77

℄ CONST. THIRD ST

955
950
945
940
935
930
960

40 30 20 10 10 20 30 40

END AREA	
CUT	FILL

VOLUME	
CUT	FILL

CALCULATED JLN

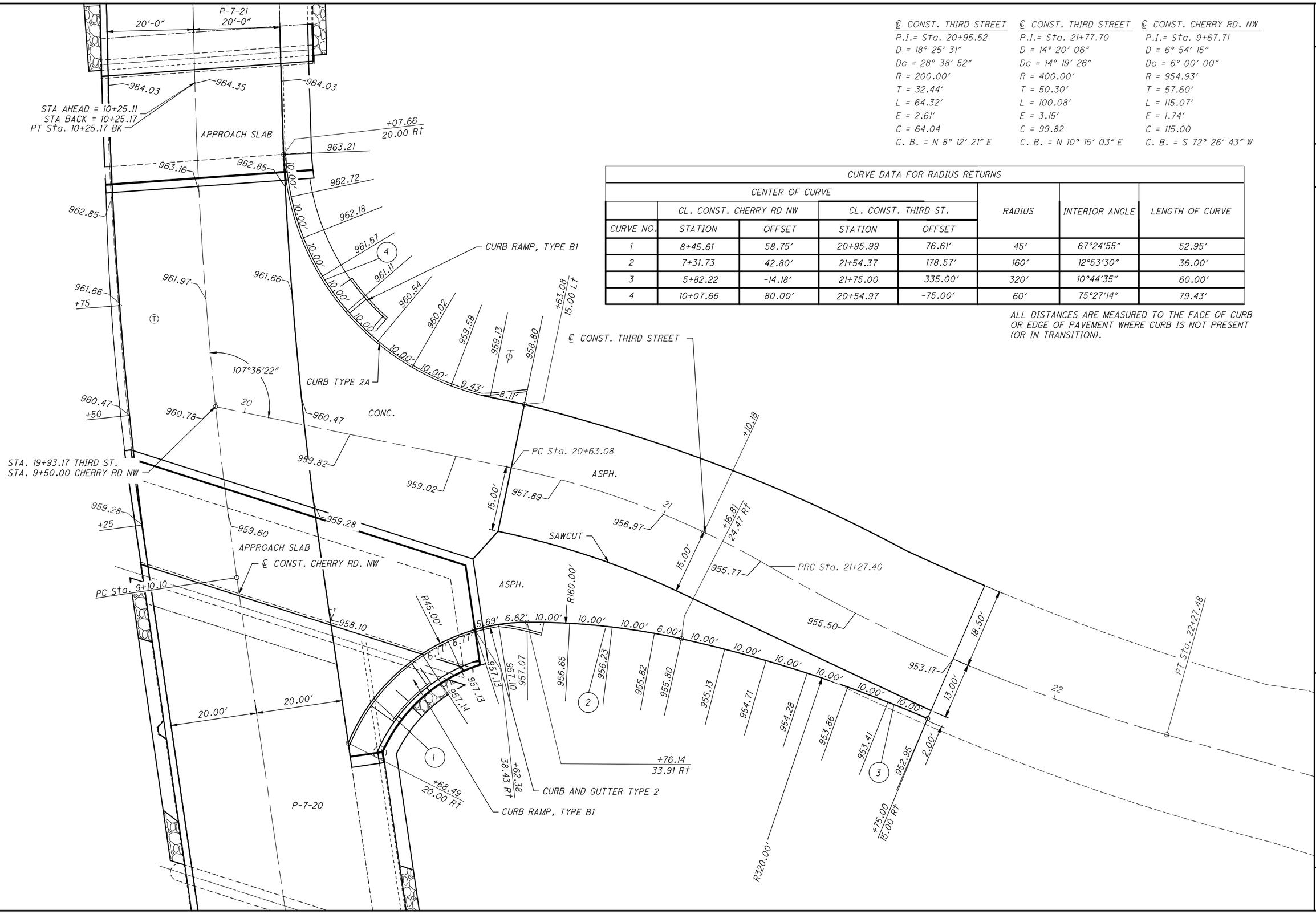
CHECKED JEL

CROSS SECTIONS - THIRD STREET

STA CHERRY RD BRIDGES

17
92

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℄ CONST. THIRD STREET	℄ CONST. THIRD STREET	℄ CONST. CHERRY RD. NW
P.I.= Sta. 20+95.52	P.I.= Sta. 21+77.70	P.I.= Sta. 9+67.71
D = 18° 25′ 31″	D = 14° 20′ 06″	D = 6° 54′ 15″
Dc = 28° 38′ 52″	Dc = 14° 19′ 26″	Dc = 6° 00′ 00″
R = 200.00′	R = 400.00′	R = 954.93′
T = 32.44′	T = 50.30′	T = 57.60′
L = 64.32′	L = 100.08′	L = 115.07′
E = 2.61′	E = 3.15′	E = 1.74′
C = 64.04	C = 99.82	C = 115.00
C. B. = N 8° 12′ 21″ E	C. B. = N 10° 15′ 03″ E	C. B. = S 72° 26′ 43″ W

CURVE DATA FOR RADIUS RETURNS

	CENTER OF CURVE				RADIUS	INTERIOR ANGLE	LENGTH OF CURVE
	CL. CONST. CHERRY RD NW		CL. CONST. THIRD ST.				
CURVE NO.	STATION	OFFSET	STATION	OFFSET			
1	8+45.61	58.75′	20+95.99	76.61′	45′	67°24′55″	52.95′
2	7+31.73	42.80′	21+54.37	178.57′	160′	12°53′30″	36.00′
3	5+82.22	-14.18′	21+75.00	335.00′	320′	10°44′35″	60.00′
4	10+07.66	80.00′	20+54.97	-75.00′	60′	75°27′14″	79.43′

ALL DISTANCES ARE MEASURED TO THE FACE OF CURB OR EDGE OF PAVEMENT WHERE CURB IS NOT PRESENT (OR IN TRANSITION).

HORIZONTAL SCALE IN FEET
0 5 10 20

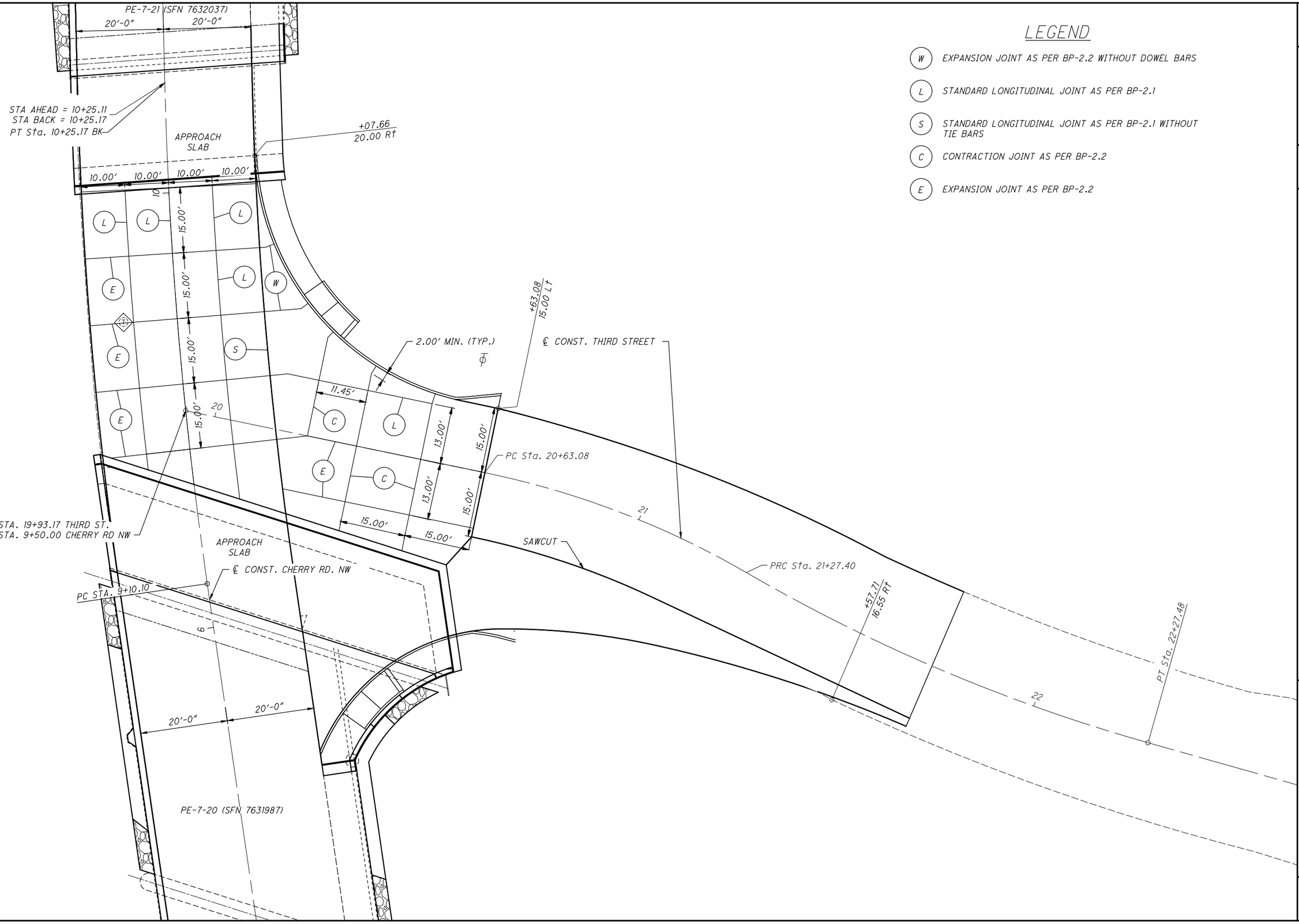
CALCULATED STO
CHECKED JEL

INTERSECTION DETAILS

STA CHERRY RD BRIDGES

18
92

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LEGEND

- (W) EXPANSION JOINT AS PER BP-2.2 WITHOUT DOWEL BARS
- (L) STANDARD LONGITUDINAL JOINT AS PER BP-2.1
- (S) STANDARD LONGITUDINAL JOINT AS PER BP-2.1 WITHOUT TIE BARS
- (C) CONTRACTION JOINT AS PER BP-2.2
- (E) EXPANSION JOINT AS PER BP-2.2

HORIZONTAL SCALE IN FEET
0 5 10 20

CALCULATED STO
CHECKED JEL

PAVEMENT JOINT DETAILS

STA CHERRY RD BRIDGES

19
92

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PAVEMENT MARKING LEGEND

(CL) CENTERLINE (DOUBLE SOLID)

(CH) CHANNELIZING LINE 8" (WHITE)

(CW) CROSSWALK LINE, 18", TYPE I

(TL) TRANSVERSE LINES (YELLOW)

(SL) STOP LINE TYPE I (WHITE)

SIGN LEGEND

EXISTING, NO WORK

EXISTING SIGN POST

DO NOT DISTURB DND

BP Sta. 3+00.00

℄ CONST. CHERRY RD. NW

TUSCARAWAS RIVER

THIRD ST.

FOURTH ST.

PC Sta. 9+10.10

STA AHEAD = 10+25.11
STA BACK = 10+25.17

STA. 9+75.26

PT Sta. 10+25.11

PC Sta. 12+98.65

R3-H8BA
STA. 12+51.91

Cherry RD NW
STA. 20+30.03

NORFOLK SOUTHERN RAILWAY

CORMAN R J RAILROAD

NO WORK

BRIDGE FREEZES BEFORE ROAD

SPEED LIMIT 25

STOP

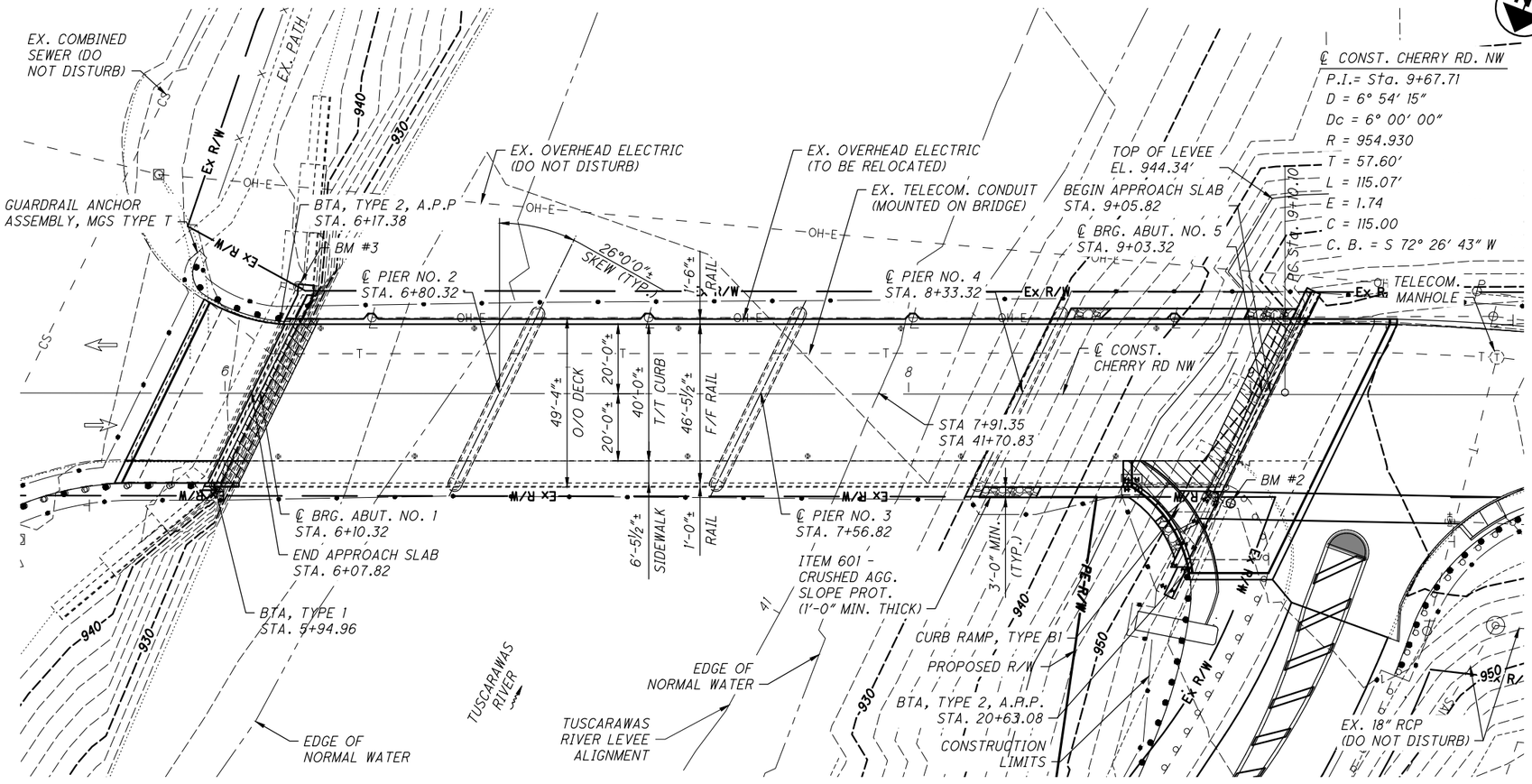
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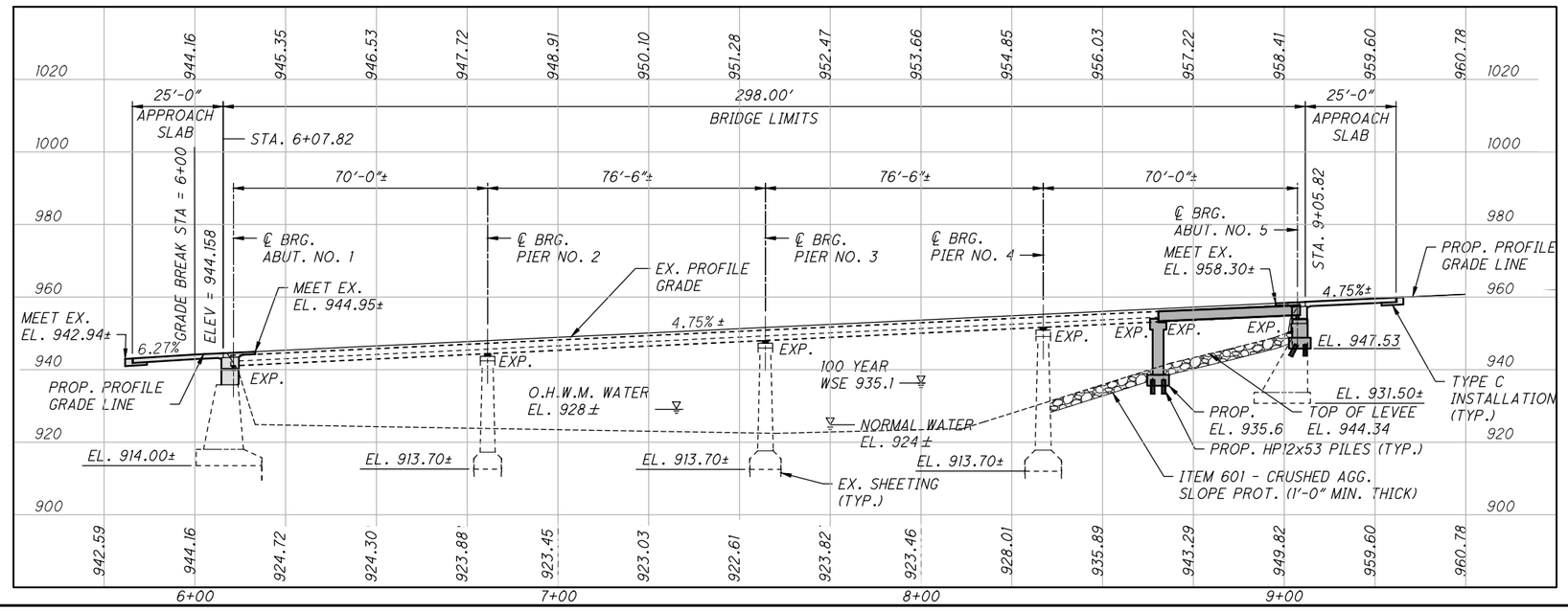
3rd ST NW

4th ST NW

Cherry RD NW

OUTLET





BENCHMARK DATA

BM #1 STA. 7+45.14,	ELEV. 938.33,	OFFSET 454.04,	RT
BM #2 STA. 8+94.22,	ELEV. 957.99,	OFFSET 32.38,	RT
BM #3 STA. 6+21.47,	ELEV. 945.91,	OFFSET 31.02,	LT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET (2/92)

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
2024 ADT = 6100 2024 ADTT = 244
2044 ADT = 6700 2044 ADTT = 268
DIRECTIONAL DISTRIBUTION = 52%

LEGEND

- BORING LOCATION
- LIMITS OF FULL DEPTH DECK REMOVAL & REPLACE
- PROPOSED WORK ALONG ℄ CONST. CHERRY RD NW
- PROPOSED WORK NORTH SIDE WIDENING

HYDRAULIC DATA

DRAINAGE AREA = 478 SQ. MILES
Q (50) = 9510 CFS V (50) = 4.89 FT/S
Q (100) = 11040 CFS V (100) = 5.2 FT/S
STRUCTURE CLEARS THE 100 YEAR HW BY 5 FEET.

HYDRAULIC DATA WAS OBTAINED FROM USGS STREAM STATS

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAMS WITH NON-COMPOSITE REINFORCED CONCRETE DECK ON REINFORCED CAST-IN-PLACE CONCRETE SUBSTRUCTURE.

SPANS: 4 SPANS (70'-0"±, 76'-6"±, 76'-6"± AND 70'-0"±)
ROADWAY: 40'-0"± T/T CURB (46'-5½"± F/F RAIL)
LOADING: HS20-44 CASE II AND ALTERNATE MILITARY LOADING
SKEW: 26°0'0"± LF
APPROACH SLABS: 25'-0"± (AS-1-72)
ALIGNMENT: TANGENT
CROWN: VARIES
STRUCTURAL FILE NUMBER: 7631987
DATE BUILT: 1948 (1980 MAJOR REHABILITATION)
DISPOSITION: TO BE REHABILITATED

PROPOSED WORK

- CONVERT ABUTMENTS TO SEMI-INTEGRAL
- REMOVE AND REPLACE PORTIONS OF SPAN 4 FASCIA BEAM AND PORTIONS OF BRIDGE DECK, SIDEWALK AND RAILING
- EXTEND ABUT. NO. 5 AND INSTALL FLARED BEAMS
- WIDEN A PORTION OF THE DECK AT THE FLARED END
- REPLACE BEARINGS WITH NEW ELASTOMERIC BEARINGS
- REPLACE APPROACH SLABS
- REPLACE PARAPET AND LIGHT PILASTERS ALONG SOUTH SIDE OF BRIDGE
- PATCH AND SEAL BRIDGE DECK AND RAILINGS

LOADING: HS20 CASE II AND ALTERNATE MILITARY (EXISTING)
HL-93, 75 PSF SIDEWALK (PROPOSED WIDENED SECTION)

APPROACH SLABS: 25'-0" (AS-1-15), TYPE C INSTALLATION (AS-2-15)
COORDINATES:

LATITUDE N 40°47'58.70"
LONGITUDE W 81°31'48.46"

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DATE 10/24/25
REVIEWED MRW
STRUCTURE FILE NUMBER 7631987
DRAWN TMR
REVISED
DESIGNED JDM
CHECKED GAD

STARK COUNTY
STA. 6+07.82
STA. 9+05.82

SITE PLAN

BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

1/40
21/92

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REFERENCE SHALL BE MADE TO STANDARD DRAWINGS

AS-1-15	REVISED	1-20-2023
AS-2-15	REVISED	7-21-2023
EXJ-4-87	REVISED	1-19-2024
GSD-1-19	REVISED	7-19-2024
SBR-3-20	REVISED	7-19-2024
SICD-1-21	REVISED	1-19-2024
SICD-2-14	REVISED	1-15-2021

AND TO SUPPLEMENTAL SPECIFICATIONS

800	DATED	7-18-2025
843	DATED	1-19-2024
844	DATED	1-17-2025

AND TO PROPOSAL NOTES

512 DATED 1-15-2016

DESIGN SPECIFICATIONS

THIS STRUCTURE WIDENING CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2023.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING (NEW WIDENED PORTION)

VEHICULAR LIVE LOAD: HL-93
SIDEWALK LOADING OF 0.075 KIPS/SQ.FT

DESIGN DATA

CONCRETE, CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI (EPOXY COATED)

STRUCTURAL STEEL
EXISTING - ASTM A33, YIELD STRENGTH = 33 KSI
NEW - ASTM A709 GRADE 50, YIELD STRENGTH = 50 KSI (GALVANIZED)

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2 ½" CONCRETE COVER
CLASS QC2 CONCRETE

PROPOSED BRIDGE WORK

THE PROPOSED WORK CONSISTS OF REMOVING PORTIONS OF THE EXISTING STRUCTURE AS SHOWN IN THE PLANS AND REHABILITATING THE BRIDGE BY:

- CONVERT ABUTMENTS TO SEMI INTEGRAL
- REMOVE DIAPHRAGMS AT ABUTMENTS
- POUR NEW END DIAPHRAGMS AND REPLACE ADJACENT PORTIONS OF DECK, SIDEWALK AND RAILING.
- PAINT SUPERSTRUCTURE WITHIN LIMITS SHOWN ON PLANS
- REMOVE AND REPLACE PORTIONS OF SPAN 4 FASCIA BEAM AND PORTIONS OF BRIDGE DECK, SIDEWALK AND RAILING.
- REPLACE PARAPET ALONG SOUTH SIDE OF BRIDGE
- EXTEND ABUT. NO. 5 AND INSTALL FLARED BEAMS
- WIDEN A PORTION OF THE DECK AT THE FLARED END
- REPLACE BEARINGS WITH NEW ELASTOMERIC BEARINGS
- REPLACE APPROACH SLABS
- PATCH AND SEAL BRIDGE DECK AND RAILINGS
- THE BRIDGE CROSSES AN U.S. ARMY CORPS OF ENGINEERS LEVEE, AND WORK SUCH AS THE CONSTRUCTION OF THE INTERMEDIATE PIER IS LOCATED WITHIN THE LEVEE FOOTPRINT
- PROJECT LIMITATIONS: NO WORK SHALL BE PERFORMED BELOW THE OHWM OF THE TUSCARAWAS RIVER DURING THE CONSTRUCTION. SCOPED WORK AFFECTED BY THIS LIMITATION SHALL BE PREFORMED FROM TOP OF DECK.

EXISTING STRUCTURE VERIFICATION:

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

EXISTING STRUCTURE VERIFICATION (CONT.)

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

DECK REPLACEMENT DESIGN ASSUMPTIONS

DUE TO THE SHORT LENGTH OF DECK TO BE FINISHED, THE USE OF A FINISHING MACHINE IS NOT REQUIRED. PER C&MS 511.07 CARE SHALL BE GIVEN TO PROVIDE AND USE SUFFICIENT VIBRATION EQUIPMENT TO PROPERLY COMPACT THE PLACED DECK SCREED CONCRETE. SHOULD THE CONTRACTOR ELECT TO USE A FINISHING MACHINE HE SHALL SUBMIT HIS PROPOSED METHOD OF SUPPORTING THE FINISHING MACHINE TO THE ENGINEER PER C&MS 501.05 REQUIREMENTS.

MAINTENANCE OF TRAFFIC

FOR MAINTENANCE OF TRAFFIC NOTES AND DETAILS, INCLUDING DETOUR MAP AND PAY ITEMS, SEE SHEETS 6/92 THRU 7/92

UTILITY LINES

SEE GENERAL NOTES, SHEET 5/92 FOR LIST OF UTILITIES IN THE PROJECT AREA.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

THIS WORK CONSISTS OF THE REMOVAL OF PORTIONS OF THE EXISTING STRUCTURE AS INDICATED IN THE PLANS AND GENERAL NOTES. CONCRETE SUPERSTRUCTURE REMOVAL INCLUDES, BUT IS NOT LIMITED TO, CONCRETE DECK, SIDEWALKS, CONCRETE BRIDGE RAILINGS, METAL RAILINGS, DECK JOINTS, AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (CROSS-FRAMES, ETC.). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

DECK SLABS:
THE EXISTING DECK SLAB SHALL BE REMOVED AS SHOWN IN THE PLANS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT DAMAGE THE EXISTING BEAMS AND CROSS-FRAMES.

BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY CAREFULLY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE INCORPORATED INTO THE PROPOSED STRUCTURE.

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS (STEEL BEAMS), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. THE METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS. DUE TO POSSIBLE PRESENCE OF ATTACHMENTS (E.G., FINISHING MACHINE, FORM SUPPORTS, ETC.) TO EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

CONCRETE ABUTMENT AND END DIAPHRAGM REMOVAL:
PORTIONS OF THE EXISTING ABUTMENT SHALL BE REMOVED AS NEEDED TO CONVERT THE ABUTMENT TO SEMI-INTEGRAL TYPE. REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

THE EXISTING DIAPHRAGMS SHALL BE REMOVED AS NEEDED TO PERMIT FORMING AND POURING THE SEMI-INTEGRAL ABUTMENT. AFTER STEEL IS REMOVED, DAMAGED PAINT AREAS THAT ARE TO REMAIN WITHIN THE CONCRETE ENCASEMENT SHALL BE TOUCHED UP WITH A PRIME COAT ONLY PER 514.22.

THE EXISTING END DIAPHRAGMS SHALL BE REMOVED FROM THE EXISTING BEAMS WITHOUT GOUGING THE BEAM WEB OR FLANGES. THE WEB AND FLANGES SHALL BE GROUND SMOOTH IN THE DIRECTION OF THE LENGTH OF THE BEAM TO REMOVE ALL WELD MATERIAL.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (CONT.)

AT&T UTILITY CONDUITS:
EXISTING AT&T UTILITY CONDUITS (2 BANKS OF 3-4" CONDUITS ARE IN SERVICE AND WILL REMAIN). THE CONTRACTOR WILL PROTECT AND SUPPORT THESE CONDUITS WHILE REMOVING CONCRETE AT THE ABUTMENTS TO CONVERT TO SEMI-INTEGRAL.
CAREFULLY SAWCUT AROUND EACH BANK OF THE UTILITIES EXTENDING THROUGH ABUTMENT BACKWALLS. REMOVE PORTIONS OF THE ABUTMENT TO THE LIMITS SHOWN IN THE PLANS WHILE RETAINING THE CONTINUITY OF THE CONDUIT BANKS.
EXTEND THE EXISTING DUCT SLEEVES BY PROVIDING A SPLIT SLEEVE AROUND THE EXISTING CONDUITS.

FIRST ENERGY LIGHT POLES:
THE LIGHT POLES CONNECTED TO THE EXISTING SOUTHERN RAILING OF BOTH BRIDGES PE-7-20 AND PE-7-21 WILL REQUIRE REMOVAL PRIOR TO RAILING REMOVAL AND PROPOSED RECONSTRUCTION. COORDINATION SHALL BE PERFORMED WITH THE LIGHTING UTILITY COMPANY IN ADVANCE OF CONSTRUCTION ACTIVITIES FOR THE REMOVAL OF THE LIGHTING AND ITS MISCELLANEOUS ITEMS AS TO NOT DELAY THE PROJECT. ONCE THE NEW BARRIER AND PILASTERS HAVE BEEN CONSTRUCTED THE CONTRACTOR SHALL COORDINATE THE REINSTALLATION OF THE LIGHT POLES AND MISCELLANEOUS ITEMS WITH THE LIGHTING UTILITY COMPANY.

CUT LINE CONSTRUCTION JOINT PREPARATION:
SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, WHERE REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS AS SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST, OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

MEASUREMENT & PAYMENT:
THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

ITEM 202 - APPROACH SLAB REMOVED

THE EXISTING APPROACH SLABS SHALL BE REMOVED AS SHOWN IN THE PLANS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT DAMAGE THE EXISTING BEAMS AND CROSS FRAMES.

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. WORK SHALL BE PERFORMED CAREFULLY NEAR THE ABUTMENT DURING REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN.

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN

ALL EXCAVATIONS AND WORK ON THE LEVEE TEMPLATE SHALL BE PER APPROVED MEANS AND METHODS BY U.S. ARMY CORPS OF ENGINEERS (USACE). ANY DEVIATION TO THE APPROVED MEANS AND METHODS SHOULD BE ROUTED THROUGH U.S. ARMY CORPS OF ENGINEERS.

MATERIALS TO BE PLACED WITHIN THE LEVEE TEMPLATE SHOULD BE CLASSIFIED AS CL, CH, SC, OR CL-ML. LAYERS SHALL BE PLACED IN MAXIMUM 6 INCH LOOSE LIFTS AND COMPACTED TO AT LEAST 95% OF MAXIMUM DRY DENSITY WITH MOISTURE CONTENT +3% OR -2% OF OPTIMUM. THE MATERIAL CLASSIFICATION AND PROCTORS SHOULD BE SUBMITTED TO USACE. THE IN-PLACE DENSITY SHOULD BE TESTED VIA SAND CONE OR NUCLEAR GAUGE. FLOWABLE FILL IS ALSO ACCEPTABLE.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE)

THE ULTIMATE BEARING VALUE IS 135 KIPS PER PILE FOR THE EXTENDED ABUTMENT PILES. THE ULTIMATE BEARING VALUE IS 142 KIPS FOR THE INTERMEDIATE SINGLE COLUMN PIER

ABUTMENT EXTENSION PILES:
10 - HP 12x53 PILES, ORDER LENGTH 45 FEET LONG
1 DYNAMIC LOAD TESTING ITEMS

PIER PILES:
4 - HP 12x53 PILES, ORDER LENGTH 45 FEET LONG
1 DYNAMIC LOAD TESTING ITEMS

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DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JTH	HER	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
HER		7631987	

GENERAL NOTES - 1 OF 4
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

PILE SPLICES

IN LIEU OF USING THE FULL PENETRATION BUTT WELDS SPECIFIED IN CMS 507.09 TO SPLICE STEEL H-PILES, THE CONTRACTOR MAY USE A MANUFACTURED H-PILE SPLICER. FURNISH SPLICERS FROM THE FOLLOWING MANUFACTURER:

ASSOCIATED PILE AND FITTING CORPORATION
8 WOOD HOLLOW RD. PLAZA 1
PARSIPPANY, NEW JERSEY 07054

INSTALL AND WELD THE SPLICER TO THE PILE SECTIONS IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN ASSEMBLY PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED.

PILE DRIVING

USE A PILE DRIVING HAMMER OF A MAXIMUM RATED ENERGY OF 44,000 FOOT-POUNDS TO INSTALL THE PILES. ENSURE THAT STESSES IN THE PILES DURING DRIVING DO NOT EXCEED 45,000 POUNDS PER SQUARE INCH.

CONTRACTOR SHALL PROVIDE ANALYSIS FOR HAMMER SELECTION, DYNAMIC LOAD TEST RESULTS, AND ANY DRIVING DATA TO THE U.S. ARMY CORPS OF ENGINEERS.

AN OWNER GEOTECHNICAL ENGINEER REPRESENTATIVE IS REQUIRED TO BE ON SITE DURING THE WORK BEING PERFORMED IMPACTING THE LEVEE, WHICH SHALL BE FOR THE FULL DURATION OF DRIVING OF ALL PILES. THE CONTRACTOR WILL NOTIFY THE OWNERS REPRESENTATIVE WELL IN ADVANCE OF ANY SUCH WORK AND PROVIDE ADEQUATE TIME TO REQUEST AN ENGINEER REPRESENTATIVE PRESENCE IF NEEDED.

ITEM 507 - STEEL POINTS OR SHOES

USE STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL H-PILES AT INTERMEDIATE PIER AND ABUTMENT WIDENING.

ITEM 513 - STRUCTURAL STEEL, MISC.: DRILLING STRUCTURAL STEEL

THIS WORK CONSISTS OF DRILLING 2" DIAMETER HOLES IN THE WEB OF EXISTING BEAMS, TO PERMIT THE PLACEMENT OF HORIZONTAL REBAR RUNNING ALONG THE NEAR FACE OF THE PROPOSED ABUTMENT DIAPHRAGM, AND DRILLING 1" DIAMETER VENT HOLES INTO EXISTING BEAM FLANGES AND PROPOSED BEARING PLATES AT NEW BEARING LOCATIONS. DRILL HOLES PER THE DIMENSIONS AS DESCRIBED IN THE PLANS. PRIOR TO PLACING REBAR, CLEAN AND TOUCH UP ANY EXPOSED STEEL OR DAMAGED PAINT AREAS WITH PRIME COAT ONLY PER 514.22. THE NUMBER OF HOLES DRILLED IN THE STRUCTURAL STEEL AS DETAILED ABOVE WILL BE PAID FOR AT THE CONTRACT PRICE PER EACH HOLE. PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY FOR DRILLING THE HOLES AND REFINISHING PAINTED AREAS.

ITEM 514 - SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL
ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT

THE CONTRACTOR SHALL PAINT ALL EXISTING STEEL BEAM ENDS, NOT ENCASED IN NEW CONCRETE, ACCORDING TO C&MS 514. THE COLOR OF THE FINISHED COAT SHALL MATCH EXISTING COLOR.

ITEM 514 - FIELD PAINTING MISC.: COATING BEAM ENDS

PRIOR TO ENCASING THE BEAM ENDS, PREPARE THE BEAM ENDS PER SSPC SP10 OR SSPC SP11 TO BARE METAL ACHIEVING A 1.5 TO 3.5 MIL PROFILE. PAINT THE BEAM ENDS WITH ORGANIC ZINC PRIME COAT PER C&MS 514. PROVIDE THE PRIME COAT THICKNESS AS PER C&MS 514.20.

AFTER THE DIAPHRAGM CONCRETE IS SET, SEAL THE INTERFACE BETWEEN THE BEAM AND CONCRETE WITH CAULK.

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

AT ALL LOCATIONS THIS WORK CONSISTS OF RAISING, RE-POSITIONING, OR TEMPORARILY SUPPORTING PORTIONS OF THE EXISTING STRUCTURES TO PERFORM THE WORK DEFINED IN THE PROJECT PLANS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF AN ADEQUATE JACKING SYSTEM AND TEMPORARY SUPPORT CAPABLE OF SUPPORTING THE BEAMS AS INDICATED. A SUFFICIENT NUMBER OF JACKS OF ADEQUATE CAPACITY SHALL BE USED TO OFFSET THE DEAD LOAD REACTIONS OF THE STRUCTURE FOR VERTICAL LIFT. LIVE LOAD WILL NOT BE PERMITTED ON THE SUPERSTRUCTURE DURING THIS OPERATION. THE ESTIMATED FINAL DEAD AND LIVE LOAD REACTIONS ARE GIVEN ON SHEET 17/40.

THE CONTRACTOR SHALL FURNISH JACKS WITH A TOTAL MINIMUM CAPACITY OF 150% OF THE ESTIMATED EXISTING DEAD LOADS LISTED IN THESE PLANS, ON 17/40 AT THE ABUTMENTS AND PIERS. THE PROVIDED LOADS ASSUMES TOTAL BEARING DEAD LOAD OF THE EXISTING SUPERSTRUCTURE. SHOULD LIVE LOAD ALLOWANCE BE REQUIRED, A MINIMUM JACK CAPACITY WITH THE COMBINED BEARING LOAD OF 130% DEAD LOAD AND 175% LIVE LOAD SHALL BE PROVIDED. ANY ADJUSTMENT TO THE MINIMUM REQUIRED CAPACITY SHALL BE DETERMINED BY THE CONTRACTOR, SUBMITTED TO AND APPROVED BY THE ENGINEER.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN (CONT.)

THE STRUCTURE SHALL NOT BE RAISED MORE THAN ¼" TO REMOVE THE BEARINGS. JACKS UNDER HYDRAULIC PRESSURE SHALL NOT BE USED TO SUPPORT LIVE LOADS. JACKS SHALL BE SHIMMED TIGHT OR OTHERWISE BLOCKED WHEN UNDER LIVE LOAD. BEAMS SHALL NOT BE SUPPORTED ON VERTICAL JACKS DURING NON-WORKING HOURS OR WHILE UNATTENDED BY CONTRACTOR PERSONNEL.

JACKS FOR LIFTING THE STRUCTURE SHALL BE HYDRAULIC RAM-TYPE WITH ELECTRIC POWER PUMPS. MULTIPLE JACKS AT A SINGLE BEARING LOCATION SHALL BE CONNECTED TO A HYDRAULIC MANIFOLD AND OPERATED BY A SINGLE PUMP TO PROVIDE EQUAL LIFTING PRESSURE. THE CONTRACTOR SHALL FURNISH PERSONNEL TO OPERATE AND/OR OBSERVE JACKS AT EACH BEARING LOCATION.

THE CONTRACTOR SHALL SUBMIT DETAILS OF THE TEMPORARY SUPPORT SYSTEM AND METHODS AND PROCEDURES FOR UNLOADING THE BEARINGS TO THE ENGINEER FOR APPROVAL PRIOR TO BEGINNING WORK. THE CONTRACTOR SHALL NOT USE SHEAR CONNECTIONS DRILLED INTO THE FACE OF THE PIER OR ABUTMENT AS AN ACCEPTABLE MEANS FOR JACKING. THE SUBMITTAL SHALL INDICATE MATERIALS, MEMBER SIZES, SPACING, JACK POINT LOCATIONS, JACKING LOADS, AND INSTALLATION AND REMOVAL PROCEDURES. DETAILED PLANS OF THE TEMPORARY SUPPORT SHALL BE PREPARED AND SUBMITTED IN ACCORDANCE WITH C&MS 501.05B. NO WORK SHALL BE PERFORMED UNTIL A METHOD IS APPROVED.

AFTER ALL ABUTMENT RECONSTRUCTION AND BEARING WORK IS COMPLETE, ALL JACKS AND TEMPORARY SUPPORT MATERIAL SHALL BE REMOVED.

IF, DURING JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL BEAMS OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THESE REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS.

IF FULL SEATING IS NOT ATTAINED SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE A FULL SEATING ON BEARINGS.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS THAT INCLUDES ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED FOR JACKING INCLUDING ALL TEMPORARY SUPPORTS, AND SUBMITTALS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION

ALL SUBSTRUCTURES TO BE PATCHED SHALL BE REPAIRED IN ACCORDANCE WITH THIS SUPPLEMENTAL SPECIFICATION.

ANODES SHALL BE PLACED IN EACH PATCH GREATER THAN 15 SQ. FT., 18 TO 24 INCHES APART ON THE PERIMETER, BASED ON THE REBAR SPACING. A MINIMUM OF ONE ANODE SHALL BE PLACED IN THE MIDDLE OF THE PATCHING MATERIAL AREA IF THE SPACING REQUIREMENT CANNOT BE MET.

ITEM 625 - STRUCTURE GROUNDING SYSTEM:

PROVIDE STRUCTURE GROUNDING PER ODOT STD. DWG. HL-50.21.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL 1, AS PER PLAN

WORK UNDER THIS ITEM INCLUDES ALL WELDING, FABRICATING AND INSTALLING THE PROPOSED BEAMS, BEAM CONNECTION PLATES, AND DIAPHRAGMS AS SHOWN IN THE PLANS AND CLEANING THE EXISTING STEEL IN AREAS TO BE CUT OR WELDED. PROVIDE A MINIMUM OF 2" CLEAR FROM ALL WELDS. THIS WORK ALSO INCLUDES BUT IS NOT LIMITED TO THE FIELD DRILLING OF BOLT HOLES, WELDING, AND THE FURNISHING AND INSTALLATION OF A325 GALVANIZED BOLTS AND INCLUDES ALL INCIDENTALS NECESSARY TO COMPLETE THIS WORK.

ALL REQUIREMENTS OF C&MS 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513.

1. DESCRIPTION:
   IN ADDITION TO THE REQUIREMENTS OF CONSTRUCTION AND MATERIAL SPECIFICATION 513, THIS ITEM SHALL CONSIST OF FURNISHING ALL NECESSARY LABOR, MATERIALS AND EQUIPMENT TO CLEAN AND GALVANIZE ALL STRUCTURAL STEEL SURFACES, AS SPECIFIED HEREIN. THE GALVANIZED COATING SYSTEM MAY BE APPLIED BY A GALVANIZER NOT QUALIFIED AS A FABRICATION SHOP UNDER CONSTRUCTION AND MATERIAL SPECIFICATION 513, BUT THE APPROVED FABRICATOR OF THE STRUCTURAL STEEL SHALL BE RESPONSIBLE FOR THE QUALITY OF THE APPLIED GALVANIZED COATING SYSTEM AND ANY REPAIRS, RE-FABRICATING, ADDITIONAL LAYDOWNS REQUIRED TO ASSURE THE FABRICATED STEEL MEETS ALL REQUIREMENTS OF THIS SPECIFICATION. SECTIONS 513.27 AND 513.28 SHALL NOT APPLY.

   THIS ITEM SHALL ALSO INCLUDE GALVANIZING, PER 711.02, OF ALL NUTS, WASHERS, BOLTS, ANCHOR BOLTS.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL 1, AS PER PLAN (CONT.)

2. PRE-FABRICATION MEETING:
   IN ADDITION TO THE PRE-FABRICATION MEETING REQUIREMENTS UNDER 513.07, BOTH THE FABRICATOR'S QUALITY CONTROL SPECIALIST, (QCS) AND GALVANIZER'S QCS COATING APPLICATOR SHALL BE PRESENT AND DISCUSS METHODS OF OPERATION, QUALITY CONTROL, INCLUDING REPAIRS, TRANSPORTATION, ERECTION METHODS TO ACCOMPLISH ALL PHASES OF THE PREPARATION AND COATING WORK REQUIRED BY THIS SPECIFICATION.

3. QUALITY CONTROL:
   3.1. QUALITY CONTROL SPECIALIST
   THE GALVANIZER'S QCS (QUALITY CONTROL SPECIALIST) REQUIRED UNDER 514, IS RESPONSIBLE FOR ALL QUALITY CONTROL REQUIREMENTS OF THIS SPECIFICATION. THE QCS SHALL HAVE THE TESTING EQUIPMENT SPECIFIED IN 514.05
   3.2. QUALITY CONTROL POINTS (QCP)
   QUALITY CONTROL POINTS (QCP) ARE POINTS IN TIME WHEN ONE PHASE OF THE WORK IS COMPLETE AND READY FOR INSPECTION BY THE FABRICATOR'S QCS AND THE DEPARTMENT'S QA REPRESENTATIVE. THE NEXT OPERATIONAL STEP MUST NOT PROCEED UNLESS THE QCP HAS BEEN ACCEPTED OR QA INSPECTION WAIVED BY THE DEPARTMENT'S QA REPRESENTATIVE. AT THESE POINTS THE FABRICATOR MUST AFFORD ACCESS TO INSPECT ALL AFFECTED SURFACES. IF INSPECTION INDICATES A DEFICIENCY, THAT PHASE OF THE WORK MUST BE CORRECTED IN ACCORDANCE WITH THESE SPECIFICATIONS PRIOR TO BEGINNING THE NEXT PHASE OF WORK. DISCOVERY OF DEFECTIVE WORK OR MATERIAL AFTER A QUALITY CONTROL POINT IS PAST OR FAILURE OF THE FINAL PRODUCT BEFORE FINAL ACCEPTANCE, MUST NOT IN ANY WAY PREVENT REJECTION OR OBLIGATE THE DEPARTMENT TO FINAL ACCEPTANCE.

QUALITY CONTROL POINTS	
QUALITY CONTROL POINTS	PURPOSE
A. SOLVENT CLEANING	REMOVE ASPHALTIC CEMENT, OIL, GREASE, SALT, DIRT, ETC.
B. GRINDING EDGES	REMOVE SHARP CORNERS PER AWS
C. ABRASIVE BLASTING	BLAST SURFACES, INCLUDING REPAIR FINS, TEARS, SLIVERS OR SHARP EDGES.
D. GALVANIZING	CHECK COATING THICKNESS.
E. FAYING SURFACE CLEANING	CHECK FAYING SURFACE ROUGHNESS. CHECK BOLT HOLE CLEARANCE. CHECK FOR OTHER FIELD CONNECTIONS UNIFORM COATING THICKNESS
F. SECOND LAY DOWN	CHECK SWEEP AND CAMBER TOLERANCES OF EACH STRUCTURAL MEMBER.
G. FIELD REPAIR OF DAMAGE AREAS	CHECK FOR DAMAGE AREAS AFTER ERECTION OF STRUCTURE. PERFORM DAMAGE REPAIR.
H. FINAL REVIEW	CLEAN STRUCTURE AS PER QCP#1. VISUALLY INSPECT SYSTEM FOR ACCEPTANCE.

A. SOLVENT CLEANING (QCP #1)
THE STEEL MUST BE SOLVENT CLEANED WERE NECESSARY TO REMOVE ALL TRACES OF ASPHALTIC CEMENT, OIL, GREASE, DIESEL FUEL DEPOSITS, AND OTHER SOLUBLE CONTAMINANTS PER SSPC-SP 1 SOLVENT CLEANING. UNDER NO CIRCUMSTANCES MUST ANY ABRASIVE BLASTING BE DONE TO AREAS WITH ASPHALTIC CEMENT, OIL, GREASE, OR DIESEL FUEL DEPOSITS. STEEL MUST BE ALLOWED TO DRY BEFORE BLAST CLEANING BEGINS. THE GALVANIZER'S QCS SHALL INSPECT AND DOCUMENT THAT THE CLEANING CONFORMS TO SSPC-SP1 AND PROVIDE A COVER LETTER LISTING EACH MAIN MEMBER INSPECTED.

B. GRINDING EDGES (QCP #2)
ALL CORNERS OF THERMALLY CUT OR SHEARED EDGES MUST HAVE A 1/16 INCH RADIUS OR EQUIVALENT FLAT SURFACE AT A SUITABLE ANGLE. THERMALLY CUT MATERIAL THICKER THAN 1 ½ INCH MUST HAVE THE SIDES GROUND TO REMOVE THE HEAT EFFECTED ZONE, AS NECESSARY TO ACHIEVE THE SPECIFIED SURFACE CLEANING. THE GALVANIZER'S QCS MUST VISUALLY INSPECT AND DOCUMENT THAT THE GRINDING CONFORMS TO THIS SPECIFICATION AND PROVIDE A COVER LETTER LISTING EACH MAIN MEMBER INSPECTED.

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DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
838-4111

DESIGNED JTH | DRAWN HER | REVIEWED MRW | DATE 10/24/25
CHECKED HER | REVISED | STRUCTURE FILE NUMBER 7631987

GENERAL NOTES - 2 OF 4
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL 1, AS PER PLAN (CONT.)

C. ABRASIVE BLASTING (QCP #3)
BEAMS AND GIRDERS MUST BE PREPARED BY THE FABRICATOR TO STEEL STRUCTURES PAINTING COUNCIL (SSPC) GRADE SIX (6) COMMERCIAL BLAST CLEANING PRIOR TO GALVANIZING. ALL MATERIAL MUST BE FREE OF PAINT MARKS. SECONDARY ANGLE, PLATES, BARS AND SHAPES NEED NOT BE BLAST CLEANED. ABRASIVES MUST ALSO BE CHECKED FOR OIL CONTAMINATION BEFORE USE. A SMALL SAMPLE OF ABRASIVES MUST BE ADDED TO ORDINARY TAP WATER. ANY DETECTION OF A OIL FILM ON THE SURFACE OF THE WATER MUST BE CAUSE FOR REJECTION. THE GALVANIZER'S QCS MUST PERFORM AND RECORD THIS TEST AT THE START OF EACH SHIFT. ALL FINS, TEARS, SLIVERS AND BURRED OR SHARP EDGES THAT ARE PRESENT ON ANY STEEL MEMBER OR THAT APPEAR AFTER THE BLASTING OPERATION MUST BE CONDITIONED PER ASTM A6. WELDING REPAIRS MUST ONLY BE PERFORMED BY THE 513 FABRICATOR. THE GALVANIZER'S QCS MUST VISUALLY INSPECT AND DOCUMENT THAT THE BLAST CONFORMS TO SSPC-SP6, THAT ALL CONDITIONING IS PERFORMED PER ASTM A6, AND PROVIDE A COVER LETTER LISTING EACH MAIN MEMBER INSPECTED.

D. GALVANIZING (QCP #4)
GALVANIZED PER 711.02 AND THIS SPECIFICATION. COATING THICKNESS MUST BE A MINIMUM OF 4 MILS [100 µm] MEASURED AS SPECIFIED.
MATERIAL MUST BE FREE OF IMPERFECTIONS OR DEPRESSIONS CAUSED BY MATERIAL HANDLING. THE FABRICATOR, GALVANIZER AND ERECTOR MUST USE LIFTING CLAMPS OR SOFTENERS FOR HANDLING. PRIOR TO GALVANIZING, SURFACE IMPERFECTIONS MAY BE REPAIRED BY THE FABRICATOR IN CONFORMANCE WITH ASTM A6. IMPERFECTIONS GREATER THAN THE LIMITS ALLOWED BY ASTM A6 MUST BE DOCUMENTED. REPAIR OR REPLACEMENT OF THIS MEMBER WILL BE AT THE DISCRETION OF THE DEPARTMENT.
ALL DAMAGED GALVANIZING MUST BE REPAIRED IN ACCORDANCE WITH 711.02. DOCUMENTATION OF COATING THICKNESS MUST BE PERFORMED BY THE GALVANIZER'S QCS. THE GALVANIZER'S QCS MUST RECORD THE GAGE READINGS AND PROVIDE A COVER LETTER LISTING EACH MAIN MEMBER INSPECTED.

E. FAYING SURFACE CLEANING (QCP #5)
AREAS OF FIELD CONNECTIONS MUST HAVE A UNIFORM GALVANIZED COATING THICKNESS FREE OF LOCAL EXCESSIVE ROUGHNESS WHICH WOULD PREVENT SPLICE PLATES, BEARINGS OR OTHER FIELD CONNECTIONS FROM MAKING INTIMATE CONTACT. FAYING SURFACES OF THE BOLTED SPLICES MUST BE ROUGHENED IN THE SHOP AFTER GALVANIZING BY HAND WIRE BRUSHING. POWER WIRE BRUSHING IS NOT PERMITTED. ALL FIELD SPLICE BOLT HOLES MUST BE FREE OF ZINC BUILD UP. AFTER GALVANIZING, CLEAN EACH HOLE AS NECESSARY SO THAT A DRIFT PIN 1/16" LESS THAN THE DIAMETER OF THAT HOLE CAN BE FULLY INSERTED. CONSIDERATION WILL BE GIVEN TO OTHER METHODS OF TREATING THE FAYING SURFACES AND BOLT HOLES IF A WRITTEN REQUEST IS SUBMITTED TO THE OFFICE OF MATERIAL MANAGEMENT (OMM) IN ACCORDANCE WITH CMS 108.05. INSPECTION OF THE ROUGHENING OF THE FAYING SURFACES AND CHECKING OF HOLES WITH DRIFT PINS MUST BE PERFORMED BY THE GALVANIZER'S QCS. ACCEPTANCE OF THE FAYING SURFACES AND HOLES SHALL BE DOCUMENTED BY THE GALVANIZER'S QCS.

F. SECOND LAY DOWN (QCP #6)
AFTER GALVANIZING, MATERIALS MUST BE PLACED IN A SECOND SHOP ASSEMBLY PER CMS SECTION 513.24 TO CHECK ALIGNMENT OF HOLES, SWEEP AND CAMBER AGAINST THE FABRICATORS ORIGINAL RECORDED LAY DOWN DIMENSIONS. THIS SHOP ASSEMBLY MAY BE PERFORMED AT THE GALVANIZER$\frac{S}{32}$S FACILITY, BY THE FABRICATORS PERSONNEL, IF APPROVED BY THE OFFICE OF MATERIAL MANAGEMENT (OMM). THE SECOND LAY DOWN MAY BE WAIVED BY THE OMM IF THE FABRICATOR RECORDS INDIVIDUAL BEAM CAMBERS AND SWEEPS DURING THE FIRST LAY DOWN, AND THE NEW INDIVIDUAL BEAM CAMBERS AND SWEEPS, AFTER GALVANIZING, COMPARED TO THE FIRST LAY DOWN ARE WITHIN THE FOLLOWING TOLERANCES:
BEARING POINTS AFTER GALVANIZING MUST BE WITHIN +/- $\frac{1}{8}$ INCH [3.2 MM] OF THE APPROVED SHOP DRAWING LAY DOWN. CAMBER POINTS AFTER GALVANIZING MUST BE + $\frac{1}{4}$ INCH [6 MM] OR - 0 INCH FROM THE FIRST LAY DOWN. SWEEP POINTS AFTER GALVANIZING MUST BE +/- $\frac{3}{8}$ INCH [9 MM] FROM THE FIRST LAY DOWN. INDIVIDUAL BEAMS THAT EXCEED THE LISTED TOLERANCES MUST BE PLACED WITH AT LEAST TWO ADJACENT BEAMS IN LAY DOWN FOR CHECKING AGAINST THE RECORDED SHOP ASSEMBLY RECORDS PER 513.24. DOCUMENTATION OF THE SECOND LAY DOWN OR INDIVIDUAL MEMBER CAMBERS MUST BE RECORDED BY THE FABRICATORS QCS OR GALVANIZER'S QCS PER 513.24.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL 1, AS PER PLAN (CONT.)

G. FIELD REPAIR OF DAMAGE AREAS (QCP #7)
MATERIAL MUST BE FREE OF IMPERFECTIONS OR DEPRESSIONS CAUSED BY MATERIAL HANDLING. THE CONTRACTOR MUST USE LIFTING CLAMPS OR SOFTENERS FOR HANDLING. IMPERFECTIONS MAY BE REPAIRED BY GRINDING AS ALLOWED BY ASTM A6 BY THE CONTRACTOR. IMPERFECTIONS THAT ARE GREATER THAN THE GRINDING LIMITS ALLOWED BY ASTM A6 MUST BE DOCUMENTED. REPAIR OR REPLACEMENT OF THIS MEMBER WILL BE AT THE DISCRETION OF THE OMM. ALL DAMAGED GALVANIZING MUST BE REPAIRED IN ACCORDANCE WITH 711.02. DAMAGED GALVANIZING WHICH WILL BE INACCESSIBLE FOR REPAIR AFTER ERECTION MUST BE REPAIRED PRIOR TO ERECTION. IN ORDER TO MINIMIZE DAMAGE TO THE GALVANIZED STEEL, CONCRETE SPLATTER AND FORM LEAKAGE MUST BE WASHED FROM THE SURFACE OF THE STEEL SHORTLY AFTER THE CONCRETE IS PLACED AND BEFORE IT IS DRY. IF THE CONCRETE DRIES, IT MUST BE REMOVED. TEMPORARY ATTACHMENTS, SUPPORTS FOR SCAFFOLDING AND FINISHING MACHINE OR FORMS MUST NOT DAMAGE THE COATING SYSTEM. IN PARTICULAR, SUFFICIENT SIZE SUPPORT PADS MUST BE USED ON THE FASCIAS WHERE BRACING IS USED. DOCUMENTATION OF GALVANIZING REPAIRS MUST BE PERFORMED BY THE GALVANIZER'S QCS BY A COVER LETTER LISTING EACH MAIN MEMBER INSPECTED.

H. FINAL REVIEW (QCP #8)
AFTER THE ERECTION WORK HAS BEEN COMPLETED, INCLUDING ALL CONNECTIONS AND THE APPROVED REPAIR OF ANY DAMAGED BEAMS, GIRDERS OR OTHER STEEL MEMBERS, AND THE DECK HAS BEEN PLACED, THE CONTRACTOR AND ENGINEER MUST INSPECT THE STRUCTURE FOR DAMAGED COATING. (QCP #8). DAMAGED AREAS MUST BE REPAIRED BY QCP #7. AT THE COMPLETION OF CONSTRUCTION, THE GALVANIZING MUST BE UNDAMAGED AND THE SURFACES FREE FROM GREASE, OIL, CHALK MARKS, PAINT, CONCRETE SPLATTER OR OTHER SILAGE. SUCH SILAGE WILL BE REMOVED BY SOLVENT CLEANING PER SPC-SP1(QCP #1) DOCUMENTATION OF FINAL REVIEW MUST BE PERFORMED BY THE GALVANIZER'S QCS BY A COVER LETTER LISTING EACH MAIN MEMBER INSPECTED.

4. TESTING EQUIPMENT
THE FABRICATOR MUST PROVIDE THE GALVANIZER'S QCS INSPECTOR THE FOLLOWING TESTING EQUIPMENT IN GOOD WORKING ORDER FOR THE DURATION OF THE PROJECT. ONE (POSITECTOR 2000 OR 6000, QUANIX 2200, OR ELCOMETER A345FBI1) AND THE CALIBRATION PLATES, 38-200 MM AND 250-625 MM [1.5 -8 MILS AND 10-25 MILS] AS PER THE NBS CALIBRATION STANDARDS IN ACCORDANCE WITH ASTM D-1186.

5. COATING THICKNESS
GALVANIZED THICKNESS MUST BE DETERMINED BY USE OF TYPE 2 MAGNETIC GAGE IN ACCORDANCE WITH THE FOLLOWING:
FIVE SEPARATE SPOT MEASUREMENTS MUST BE MADE, SPACED EVENLY OVER ONE (1) RANDOMLY SELECTED, 100 SQUARE FEET OF SURFACE AREA ON EACH STRUCTURAL MEMBER. THREE GAGE READINGS MUST BE MADE FOR EACH SPOT MEASUREMENT. THE PROBE MUST BE MOVED A DISTANCE OF 1 TO 3 INCHES FOR EACH NEW GAGE READING. ANY UNUSUALLY HIGH OR LOW GAGE READING THAT CANNOT BE REPEATED CONSISTENTLY MUST BE DISCARDED. THE AVERAGE (MEAN) OF THE 3 GAGE READINGS MUST BE USED AS THE SPOT MEASUREMENT. THE AVERAGE OF FIVE SPOT MEASUREMENTS FOR EACH SUCH 100 SQUARE FOOT AREA MUST NOT BE LESS THAT THE SPECIFIED THICKNESS. NO SINGLE SPOT MEASUREMENT IN ANY 100 SQUARE FOOT AREA MUST BE LESS THAN 80% OF THE SPECIFIED MINIMUM THICKNESS. ANY ONE OF 3 READINGS WHICH ARE AVERAGED TO PRODUCE EACH SPOT MEASUREMENT, MAY UNDER-RUN OR OVER-RUN BY A GREATER AMOUNT. THE 5 SPOT MEASUREMENTS MUST BE MADE FOR ONE(1) RANDOMLY SELECTED, 100 SQUARE FEET OF AREA ON EACH STRUCTURAL MEMBER. ALL SPLICE MATERIAL AND SECONDARY MEMBERS MUST HAVE AT LEAST ONE SPOT MEASURED ON EACH PIECE. THE PROBE MUST BE MOVED SO THAT ONE READING IS TAKEN AT EACH END AND MIDDLE OF THE PIECE FOR A TOTAL OF THREE READINGS.
THE GALVANIZER'S QCS MUST INSPECT AND PROVIDE DOCUMENTATION OF ACTUAL DATA, THE GALVANIZED THICKNESS CHECKS WERE PERFORMED PER SPECIFICATION, AND THE COATING THICKNESS MEETS SPECIFICATION REQUIREMENTS.

6. HANDLING AND SHIPPING
REASONABLE CARE MUST BE EXERCISED IN HANDLING THE GALVANIZED STEEL DURING SHIPPING, ERECTION, AND SUBSEQUENT CONSTRUCTION OF THE BRIDGE. THE STEEL MUST BE INSULATED FROM THE BINDING CHAINS BY SOFTENERS. HOOKS AND SLINGS USED TO HOIST STEEL MUST BE PADDED. DIAPHRAGMS AND SIMILAR PIECES MUST BE SPACED IN SUCH A WAY THAT NO RUBBING WILL OCCUR DURING SHIPMENT THAT MAY DAMAGE THE GALVANIZING. THE STEEL MUST BE STORED ON PALLETS AT THE JOB SITE, OR BY OTHER MEANS, SO THAT IT DOES NOT REST ON THE GROUND OR SO THAT COMPONENTS DO NOT FALL OR REST ON EACH OTHER.

7. SAFETY REQUIREMENTS AND PRECAUTIONS
THE CONTRACTOR MUST MEET THE SAFETY REQUIREMENTS OF THE OHIO INDUSTRIAL COMMISSION AND THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), IN ADDITION TO THE SCAFFOLDING REQUIREMENTS BELOW. THE CONTRACTOR IS REQUIRED TO MEET THE APPLICABLE SAFETY REQUIREMENTS OF THE OHIO INDUSTRIAL COMMISSION IN ADDITION TO THE SCAFFOLDING REQUIREMENTS SPECIFIED BELOW.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL 1, AS PER PLAN (CONT.)

8. SCAFFOLDING
RUBBER ROLLERS, OR OTHER PROTECTIVE DEVICES MEETING THE APPROVAL OF THE ENGINEER, MUST BE USED ON SCAFFOLD FASTENINGS. METAL ROLLERS OR CLAMPS AND OTHER TYPES OF FASTENINGS WHICH WILL MAR OR DAMAGE COATED SURFACES MUST NOT BE USED.

9. INSPECTION ACCESS FOR FIELD REPAIR
IN ADDITION TO THE REQUIREMENT OF 105.10, THE CONTRACTOR MUST FURNISH, ERECT, AND MOVE SCAFFOLDING AND OTHER APPROPRIATE EQUIPMENT, TO PERMIT THE INSPECTOR THE OPPORTUNITY TO INSPECT (CLOSELY OBSERVE), ALL AFFECTED SURFACES. THIS OPPORTUNITY MUST BE PROVIDED TO THE INSPECTOR DURING ALL PHASES OF THE WORK AND CONTINUE FOR A PERIOD OF AT LEAST TEN (10) WORKING DAYS AFTER THE TOUCH-UP WORK HAS BEEN COMPLETED. WHEN SCAFFOLDING IS USED, IT MUST BE PROVIDED IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS. WHEN SCAFFOLDING, OR THE HANGERS ATTACHED TO THE SCAFFOLDING ARE SUPPORTED BY HORIZONTAL WIRE ROPES, OR WHEN SCAFFOLDING IS PLACED DIRECTLY UNDER THE SURFACE TO BE PAINTED, THE FOLLOWING REQUIREMENTS MUST BE COMPLIED WITH:

WHEN SCAFFOLDING IS SUSPENDED 43" OR MORE BELOW THE COATED SURFACE TO BE REPAIRED, TWO ROWS OF GUARDRAIL MUST BE PLACED ON ALL SIDES OF THE SCAFFOLDING. ONE ROW OF GUARDRAIL MUST BE PLACED AT 42" ABOVE THE SCAFFOLDING AND THE OTHER ROW AT 20" ABOVE THE SCAFFOLDING.
WHEN THE SCAFFOLDING IS SUSPENDED AT LEAST 21", BUT LESS THAN 43" BELOW THE COATED SURFACE TO BE REPAIRED, A ROW OF GUARDRAIL MUST BE PLACED ON ALL SIDES OF THE SCAFFOLDING AT 20" ABOVE THE SCAFFOLDING.
TWO ROWS OF GUARDRAIL MUST BE PLACED ON ALL SIDES OF SCAFFOLDING NOT PREVIOUSLY MENTIONED. THE ROWS OF GUARDRAIL MUST BE PLACED AT 42" AND 20" ABOVE SCAFFOLDING, AS PREVIOUSLY MENTIONED.
ALL SCAFFOLDING MUST BE AT LEAST 24" WIDE WHEN GUARDRAIL IS USED AND 28" WIDE WHEN THE SCAFFOLDING IS SUSPENDED LESS THAN 21" BELOW THE COATED SURFACE TO BE REPAIRED AND GUARDRAIL IS NOT USED. IF TWO OR MORE SCAFFOLDING ARE LAID PARALLEL TO ACHIEVE THE PROPER WIDTH, THEY MUST BE RIGIDLY ATTACHED TO EACH OTHER TO PRECLUDE ANY DIFFERENTIAL MOVEMENT.
ALL GUARDRAILS MUST BE CONSTRUCTED AS A SUBSTANTIAL BARRIER WHICH IS SECURELY FASTENED IN PLACE AND IS FREE FROM PROTRUDING OBJECTS SUCH AS NAILS, SCREWS AND BOLTS. THERE MUST BE AN OPENING IN THE GUARDRAIL, PROPERLY LOCATED, TO ALLOW THE INSPECTOR ACCESS ONTO THE SCAFFOLDING. THE RAILS AND UPRIGHTS MUST BE EITHER METAL OR WOOD. IF PIPE RAILING IS USED, THE RAILING MUST HAVE A NOMINAL DIAMETER OF NO LESS THAN 1 1/2 INCHES.

IF STRUCTURAL STEEL RAILING IS USE, THE RAILS MUST BE 2 X 2 X 3/8-INCH STEEL ANGLES OR OTHER METAL SHAPES OF EQUAL OR GREATER STRENGTH. IF WOOD RAILING IS USED, THE RAILING MUST BE 2 X 4-INCH (NOMINAL) STOCK. ALL UPRIGHTS MUST BE SPACED AT NO MORE THAN 8 FEET ON CENTER. IF WOOD UPRIGHTS ARE USED, THE UPRIGHTS MUST BE 2 X 4 INCHES (NOMINAL) STOCK.
WHEN THE SURFACE TO BE INSPECTED IS MORE THAN 15 FEET ABOVE THE GROUND OR WATER, AND THE SCAFFOLDING IS SUPPORTED FROM THE STRUCTURE BEING PAINTED, THE CONTRACTOR MUST PROVIDE THE INSPECTOR WITH A SAFETY BELT AND LIFELINE. THE LIFELINE MUST NOT ALLOW A FALL GREATER THAN 6 FEET. THE CONTRACTOR MUST PROVIDE A METHOD OF ATTACHING THE LIFELINE TO THE STRUCTURE INDEPENDENT OF THE SCAFFOLDING, CABLES, OR BRACKETS SUPPORTING THE SCAFFOLDING.
WHEN SCAFFOLDING IS MORE THAN 2 1/2 FEET ABOVE THE GROUND, THE CONTRACTOR MUST PROVIDE A LADDER FOR ACCESS ONTO THE SCAFFOLDING. THE LADDER AND ANY EQUIPMENT USED TO ATTACH THE LADDER TO THE STRUCTURE MUST BE CAPABLE OF SUPPORTING 250 LBS WITH A SAFETY FACTOR OF AT LEAST FOUR (4). ALL RUNGS, STEPS, CLEATS, OR TREADS MUST HAVE UNIFORM SPACING AND MUST NOT EXCEED 12" ON CENTER. AT LEAST ONE SIDE RAIL MUST EXTEND AT LEAST 36" ABOVE THE LANDING NEAR THE TOP OF THE LADDER.
AN ADDITIONAL LANDING MUST BE REQUIRED WHEN THE DISTANCE FROM THE LADDER TO THE POINT WHERE THE SCAFFOLDING MAY BE ACCESSED, EXCEEDS 12". THE LANDING MUST BE A MINIMUM OF AT LEAST 24" WIDE AND 24" LONG. IT MUST ALSO BE OF ADEQUATE SIZE AND SHAPE SO THAT THE DISTANCE FROM THE LANDING TO THE POINT WHERE THE SCAFFOLDING IS ACCESSED DOES NOT EXCEED 12". THE LANDING MUST BE RIGID AND FIRMLY ATTACHED TO THE LADDER; HOWEVER, IT MUST NOT BE SUPPORTED BY THE LADDER. THE SCAFFOLDING MUST BE CAPABLE OF SUPPORTING A MINIMUM OF 1000 LBS.
IN ADDITION TO THE AFOREMENTIONED REQUIREMENTS, THE CONTRACTOR IS STILL RESPONSIBLE TO OBSERVE AND COMPLY WITH ALL FEDERAL, STATE AND LOCAL LAWS, ORDINANCES, REGULATIONS, ORDERS AND DECREES.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-4111

DESIGNED	DRAWN	REVIEWED	DATE
GAD	HER	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
HER		7631987	

GENERAL NOTES - 3 OF 4
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

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ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL 1, AS PER PLAN (CONT.)

10. PROTECTION OF PERSONS AND PROPERTY
THE CONTRACTOR MUST INSTALL AND MAINTAIN SUITABLE SHIELDS OR ENCLOSURES TO PREVENT DAMAGE TO ADJACENT BUILDINGS, PARKED CARS, TRUCKS, BOATS, OR VEHICLES TRAVELING ON, OVER, OR UNDER STRUCTURES HAVING GALVANIZED REPAIRS. THEY MUST BE SUITABLY ANCHORED AND REINFORCED TO PREVENT INTERFERING WITH NORMAL TRAFFIC OPERATIONS IN THE OPEN LANES. PAYMENT FOR THE SHIELDS MUST BE INCLUDED AS INCIDENTAL TO THE APPLICABLE FIELD COATING OPERATION. WORK MUST BE SUSPENDED WHEN DAMAGE TO ADJACENT BUILDINGS, MOTOR VEHICLES, BOATS, OR OTHER PROPERTY IS OCCURRING.
WHEN OR WHERE ANY DIRECT OR INDIRECT DAMAGE OR INJURY IS DONE TO PUBLIC OR PRIVATE PROPERTY, THE CONTRACTOR MUST RESTORE, AT HIS OWN EXPENSE, SUCH PROPERTY, TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING BEFORE SUCH DAMAGE OR INJURY WAS DONE.

11. POLLUTION CONTROL
THE CONTRACTOR MUST TAKE ALL NECESSARY PRECAUTIONS TO COMPLY WITH POLLUTION CONTROL LAWS, RULES OR REGULATIONS OF FEDERAL, STATE OR LOCAL AGENCIES.

12. MEASUREMENT AND PAYMENT
THE COST OF ALL LABOR, MATERIALS, EQUIPMENT NECESSARY TO GALVANIZE AND TO FABRICATE THE STRUCTURAL STEEL IN ACCORDANCE WITH 513 AND PERFORM ANY NECESSARY FIELD REPAIR SHALL BE INCLUDED IN THIS 513, AS PER PLAN ITEM. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR THE ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL 1, AS PER PLAN

ITEM SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION

RECONSTRUCTION CONDITION SURVEY:

BEFORE PILE AND PROPOSED PILE DRIVING BEGINS, CONDUCT A CONDITION SURVEY OF ALL EXISTING LEVEE, STRUCTURES, AND UTILITIES WITHIN 200-FT OF THE PILE DRIVING WORK. THE PURPOSE OF THE SURVEY IS TO DOCUMENT THE CONDITION OF THE LEVEE, STRUCTURES, OR UTILITIES BEFORE PILE DRIVING, SO THAT CLAIMS OF DAMAGE CAUSED BY THE PILE DRIVING CAN BE VERIFIED.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO PERFORM OR SUPERVISE THE CONDITION SURVEY. USE A VIBRATION SPECIALIST THAT MEETS THE QUALIFICATION REQUIREMENTS FOR VIBRATION MONITORING.

RECORD THE CONDITION OF EXISTING UTILITIES, STRUCTURES, AND LEVEE, USING WRITTEN TEXT, PHOTOGRAPHS, AND VIDEO RECORDINGS. INSPECT LEVEE GROUND CONDITION WITHIN THE PROJECT PARAMETER AND ANY STRUCTURE THAT IS ACCESSIBLE. ALSO RECORD THE LOCATION, SIZE, AND TYPE OF ALL CRACKS AND OTHER STRUCTURAL DEFICIENCIES.

IF OWNERS OR OCCUPANTS FAIL TO ALLOW ACCESS TO THE PROPERTY FOR THE PRECONSTRUCTION CONDITION SURVEY, SEND A CERTIFIED LETTER TO THE OWNER OR OCCUPANT. DOCUMENT THE NOTIFICATION EFFORT AND THE CERTIFIED LETTER IN THE REPORT.

SUBMIT THREE COPIES OF A REPORT TO THE ENGINEER THAT SUMMARIZES THE PRECONSTRUCTION CONDITION OF THE LEVEE, STRUCTURES, AND UTILITIES, AND THAT IDENTIFIES AREAS OF CONCERN.

THE ITEM WILL BE PAID AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURE SURVEY AND MONITORING OF VIBRATION.

VIBRATION MONITORING:

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING TO MINIMIZE THE POTENTIAL DAMAGE TO EXISTING LEVEE, STRUCTURES AND UTILITIES IN A 200-FT PROXIMITY. THE FOUNDATION PILES AND POSSIBLE TEMPORARY SHORING DEPENDING ON MEANS AND METHOD OF THE CONTRACTOR, IF SHEET PILING IS USED, FOR THE ABUTMENT EXTENSION AND THE CONSTRUCTION OF THE NEW PIER WILL BE DRIVEN NEAR THE EXISTING BRIDGE STRUCTURE AND THE LEVEE. THEREFORE, THE CONTRACTOR SHOULD PREPARE, SUBMIT, AND IMPLEMENT A MONITORING PLAN TO MONITOR AND PROTECT THE EXISTING STRUCTURE AND LEVEE, IF USED FOR TEMPORARY SUPPORT DURING CONSTRUCTION AND UTILITIES TO REMAIN.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA, AND WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST WHO IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT OR BEFORE THE PRECONSTRUCTION MEETING. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION.

ITEM SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION (CONT.)

OBTAIN THE ENGINEER'S ACCEPTANCE OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND OF PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:
1. MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.
2. ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.
3. MONITOR GROUND VIBRATIONS DURING PILE DRIVING.
4. IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.
5. FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:
   A. IDENTIFICATION OF SEISMOGRAPH.
   B. DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING.
   C. START TIME AND DURATION OF PILE DRIVING.
   D. LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL.

IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS.

SUBMIT THREE COPIES OF THE FINAL REPORT, WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER.

THE ITEM WILL BE PAID AT THE CONTRACT LUMP SUM PRICE FOR ITEM SPECIAL - STRUCTURAL SURVEY AND MONITORING OF VIBRATION. THE DEPARTMENT WILL PAY THE FINAL TWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

PAYMENT WILL BE ACCORDING TO CMS 109.05 FOR ALTERNATIVE CONSTRUCTION PROCEDURES THAT THE ENGINEER DETERMINES ARE NECESSARY TO REDUCE VIBRATIONS

U.S. ARMY CORPS OF ENGINEERS (USACE)

A TEMPORARY EMERGENCY ACTION PLAN (TCEAP) DETAILING FORECAST AND RIVER LEVEL MONITORING AND TRIGGER ELEVATIONS FOR STABILIZING ANY EXCAVATIONS, EQUIPMENT, AND/OR MATERIAL IN THE FLOODWAY FOR WORK RELATED TO THE NEW PIER AND ABUTMENT MODIFICATIONS IS REQUIRED TO PREPARE FOR ANY HIGH STAGE RIVER EVENTS DURING CONSTRUCTION. THE TCEAP MUST BE REVIEWED AND APPROVED BY THE USACE PRIOR TO BEGINNING THE PROPOSED WORK IN THE FIELD. SUFFICIENT TIME MUST BE GIVEN FOR USACE REVIEW (ESTIMATE ≈30 DAYS). THE TCEAP AND WORK PLAN MAY BE SUBMITTED AS ONE DOCUMENT IF THE WORK AREAS OVERLAP.

ANY TEMPORARY IMPACTS TO THE SLOPES OR CHANNEL (E.G. TEMPORARY CAUSEWAYS, ACCESS ROUTES, OR CONSTRUCTION PADS) SHALL BE DETAILED FOR REVIEW BY THE USACE. THIS SHALL BE DONE AS A WORK PLAN SUBMITTAL. SUFFICIENT TIME MUST BE GIVEN FOR USACE REVIEW (ESTIMATE ≈30 DAYS). THE WORK PLAN MUST BE REVIEWED AND APPROVED BY THE USACE PRIOR TO BEGINNING THE PROPOSED WORK IN THE FIELD.

ALL COORDINATION AND SUBMITTAL REQUIREMENTS TO THE U.S. ARMY CORPS OF ENGINEERS SHALL BE COORDINATED WITH:

TARA H. LINVILLE
EMERGENCY MANAGEMENT SECTION
HUNTINGTON DISTRICT
OFFICE: 304-399-5569

ABBREVIATIONS

THE FOLLOWING STANDARD ABBREVIATIONS ARE USED THROUGHOUT THE PLANS:

ABUT. - ABUTMENT
AGG. - AGGREGATE
ALT. - ALTERNATE
APPR. - APPROACH
BMS. - BETWEEN BEAMS
BOTT. OR BTM. - BOTTOM
BRG. - BEARING
BTWN - BETWEEN
C/C - CENTER TO CENTER
C.I.P - CAST IN PLACE
C.J OR CONST. JT. - CONSTRUCTION JOINT
℄ – CENTERLINE
CLR. CLEARANCE
CONC. – CONTINUED
CONST. – CONSTRUCTION
DIA. – DIAMETER
DWG. – DRAWING
EA. – EACH
E.B. – EASTBOUND
E.F. – EACH FACE
E.L OR ELEV. – ELEVATION
EQ. – EQUAL
E.S. – EACH SIDE
EST. – ESTIMATED
EW. – EACH WAY
EX. OR EXIT. OR EXIST. – EXISTING
EXP. – EXPANSION
F.A. – FORWARD ABUTMENT
F.F. – FAR FACE
FTG. – FOOTING
FWD. – FORWARD
G.F.R. – GRAVITY FED RESIN
JT. OR JNT. – JOINT
LT. – LEFT
MAX. – MAXIMUM
MIN. – MINIMUM
MISC. – MISCELLANEOUS
N.F. – NEAR FACE
NO. – NUMBER
O.C.J. – OPTIONAL CONSTRUCTION JOINT
O.H.W.M. – ORDINARY HIGH WATER MARK
OFF. – OFFSET
P1 – PIER 1
P2 – PIER 2
P3 – PIER 3
P.B. – PORTABLE BARRIER
PCB – PORTABLE CONCRETE BARRIER
P.C.P.P. – PERFORATED CORRUGATED PLASTIC PIPE
P.E.J.F. – PREFORMED EXPANSION JOINT FILLER
PL. PLATE
PR. OR PROP. – PROPOSED
PROT. – PROTECTION
R.A. – REAR ABUTMENT
REF. – REFERENCE
REIN. – REINFORCING OR REINFORCEMENT
REQ. OR REQ'D. – REQUIRED
RT. – RIGHT
R/W – RIGHT OF WAY
SER. – SERIES
SPA. – SPACE(D) OR SPACING
STA. – STATION
STD. DWG. OR SCD – STANDARD CONSTRUCTION DRAWING
T/ – TOP
T/T – TOE TO TOE
TEMP. – TEMPORARY
TYP. – TYPICAL
U.N.O – UNLESS NOTED OTHERWISE
VAR. VARIES
W/ – WITH
WSE – WATER SURFACE ELEVATION

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED GAD | DRAWN HER | REVIEWED MRW | DATE 10/24/25
CHECKED HER | REVISED | STRUCTURE FILE NUMBER 7631987

GENERAL NOTES - 4 OF 4
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

5 / 40

25 / 92

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ITEM ODOT	EXT.	PARTICIPATION	TOTAL	UNIT	DESCRIPTION	PE-7-20					REF. SHEET
						ABUTMENTS		PIERS	SUPER.	GENERAL	
						REAR	FWD.				
202	11203	LS	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					LS	2/40
202	22900	306	306	SY	APPROACH SLAB REMOVED	153	153				
503	21101	463	463	CY	UNCLASSIFIED EXCAVATION, AS PER PLAN	196	242	25			2/40
505	11100	LS	LS		PILE DRIVING EQUIPMENT MOBILIZATION					LS	
507	00200	640	640	FT	STEEL PILES HP12X53, FURNISHED		400	240			
507	00250	490	490	FT	STEEL PILES HP12X53, DRIVEN		350	140			
507	93300	14	14	EACH	STEEL POINTS OR SHOES		10	4			
509	10000	41,214	41,214	LB	EPOXY COATED STEEL REINFORCEMENT	4453	7432	1712	19520	8097	
510	10000	876	876	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	154	152			570	
511	33500	4	4	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2	2				
511	34412	115	115	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE				115		
511	34448	53	53	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)					53	
511	50212	132	132	CY	CLASS QC1 CONCRETE WITH QC/QA, SUBSTRUCTURE	55	67	10			
511	51510	12	12	CY	CLASS QC2 CONCRETE, SIDEWALK					12	
512	10050	280	280	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)					280	
512	10100	1,034	1,034	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	185	173			676	
512	10600	36	36	FT	CONCRETE REPAIR BY EPOXY INJECTION	36					
512	33000	38	38	SY	TYPE 2 WATERPROOFING	16	22				
512	73500	1,245	1,245	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN				1245		
513	10221	11,010	11,010	LB	STRUCTURAL STEEL MEMBERS, LEVEL 1, AS PER PLAN				11010		3/40, 4/40
513	95020	LS	LS		STRUCTURAL STEEL, MISC.: DRILLING STRUCTURAL STEEL				LS		3/40
514	00050	1,055	1,055	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL				1055		
514	00056	1,055	1,055	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT				1055		
514	00060	1,435	1,435	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT				1435		
514	00066	1,435	1,435	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT				1435		
514	10000	18	18	EACH	FINAL INSPECTION REPAIR COATING BEAM ENDS				18		
514	27702	18	18	EACH	FIELD PAINTING, MISC.: COATING BEAM ENDS				18		3/40
516	10010	90	90	FT	ARMORLESS PREFORMED JOINT SEAL	53	37				
516	10011	24	24	FT	ARMORLESS PREFORMED JOINT SEAL, AS PER PLAN		24				33/40
516	12201	7	7	FT	STRUCTURAL STEEL EXPANSION JOINT, AS PER PLAN					7	15/40
516	13600	52	52	SF	1" PREFORMED EXPANSION JOINT FILLER	26	26				
516	13900	90	90	SF	2" PREFORMED EXPANSION JOINT FILLER	40	50				
516	14020	212	212	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	93	119				
516	44201	20	20	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14"x14"x4.54" WITH 15"x15"x1.5" LOAD & BEARING PLATES)	9	11				17/40
516	44201	27	27	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14"x19"x2.73" WITH 15"x20"x1.5" LOAD PLATE AND 11"x13"x1.5" BEARING PLATE)			27			17/40
516	44201	2	2	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (12"x12"x3.52" WITH 13"x13"x1.5" BEARING PLATE AND 13"x20"x0.5" MASONRY PLATE)			2			17/40
516	47001	LS	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN					LS	3/40
518	21200	95	95	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	39	56				
518	40000	170	170	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	70	100				
518	40010	20	20	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS		20				
SPECIAL	51912510	450	450	SY	PATCHING CONCRETE BRIDGE DECK				450		SEE PN 512
523	20000	2	2	EACH	DYNAMIC LOAD TESTING		1	1			
526	25001	339	339	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN	136	203				34/40
526	90030	170	170	FT	TYPE C INSTALLATION	60	110				
SPECIAL	53014000	LS	LS		STRUCTURAL SURVEY AND MONITORING OF VIBRATION	60	110			LS	5/40
601	20000	520	520	SY	CRUSHED AGGREGATE SLOPE PROTECTION		520				
625	33000	1	1	EACH	STRUCTURE GROUNDING SYSTEM					1	
843	50000	108	108	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR				108		23/40
844	10001	125	125	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN			125			3/40

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

REVIEWED MRW DATE 10/24/25
STRUCTURE FILE NUMBER 7631987

DRAWN HER
REVISED

DESIGNED GAD
CHECKED HER

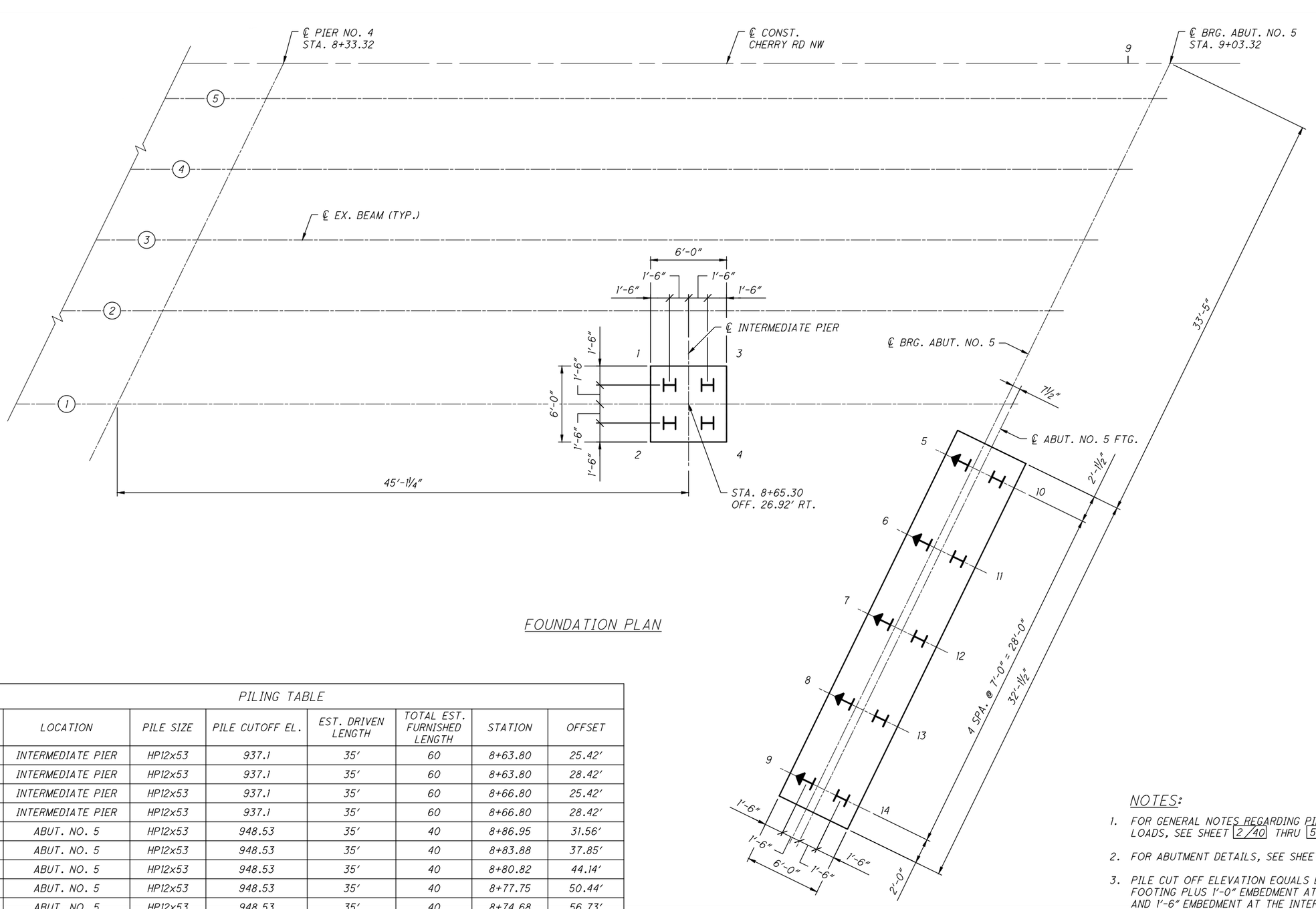
ESTIMATED QUANTITIES
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

6/40

26/92

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FOUNDATION PLAN

PILING TABLE							
PILE NO.	LOCATION	PILE SIZE	PILE CUTOFF EL.	EST. DRIVEN LENGTH	TOTAL EST. FURNISHED LENGTH	STATION	OFFSET
1	INTERMEDIATE PIER	HP12x53	937.1	35'	60	8+63.80	25.42'
2	INTERMEDIATE PIER	HP12x53	937.1	35'	60	8+63.80	28.42'
3	INTERMEDIATE PIER	HP12x53	937.1	35'	60	8+66.80	25.42'
4	INTERMEDIATE PIER	HP12x53	937.1	35'	60	8+66.80	28.42'
5	ABUT. NO. 5	HP12x53	948.53	35'	40	8+86.95	31.56'
6	ABUT. NO. 5	HP12x53	948.53	35'	40	8+83.88	37.85'
7	ABUT. NO. 5	HP12x53	948.53	35'	40	8+80.82	44.14'
8	ABUT. NO. 5	HP12x53	948.53	35'	40	8+77.75	50.44'
9	ABUT. NO. 5	HP12x53	948.53	35'	40	8+74.68	56.73'
10	ABUT. NO. 5	HP12x53	948.53	35'	40	8+89.65	32.88'
11	ABUT. NO. 5	HP12x53	948.53	35'	40	8+86.58	39.17'
12	ABUT. NO. 5	HP12x53	948.53	35'	40	8+83.51	45.46'
13	ABUT. NO. 5	HP12x53	948.53	35'	40	8+80.51	51.75'
14	ABUT. NO. 5	HP12x53	948.53	35'	40	8+77.38	58.04'

NOTES:

1. FOR GENERAL NOTES REGARDING PILE DESIGN LOADS, SEE SHEET 2/40 THRU 5/40.
2. FOR ABUTMENT DETAILS, SEE SHEETS 11/40 AND 13/40
3. PILE CUT OFF ELEVATION EQUALS BOTTOM OF FOOTING PLUS 1'-0" EMBEDMENT AT THE ABUTMENT, AND 1'-6" EMBEDMENT AT THE INTERMEDIATE PIER.
4. FOR INTERMEDIATE PIER DETAILS SEE SHEET 15/40.
5. INTERMEDIATE PIER PILES ARE ANTICIPATED TO BE INSTALLED FROM DECK LEVEL. THIS WILL REQUIRE ADDITIONAL LENGTH OF PILE FROM DECK LEVEL TO THE REQUIRED PILE CUT OFF ELEVATION. THE TOTAL PILE LENGTH HAS BEEN INCLUDED IN THE TABLE. THE ADDITIONAL CUT OFF PILES SHALL BE DISPOSED PER C&MS 202.02.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED HER | DRAWN CMA | REVIEWED MRW | DATE 10/24/25
CHECKED JDM | REVISED | STRUCTURE FILE NUMBER 7631987

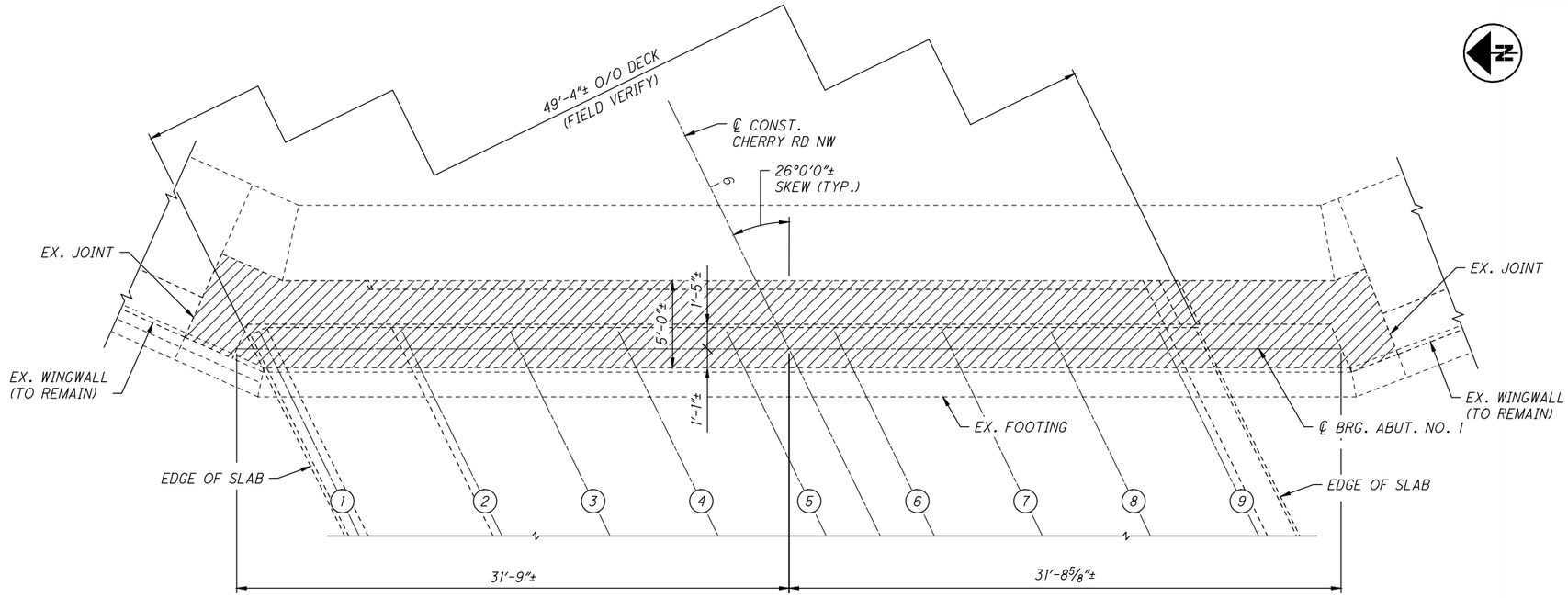
FOUNDATION PLAN
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

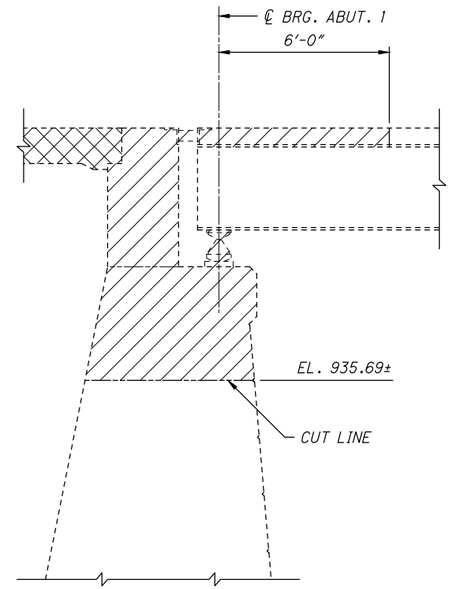
7 / 40

27 / 92

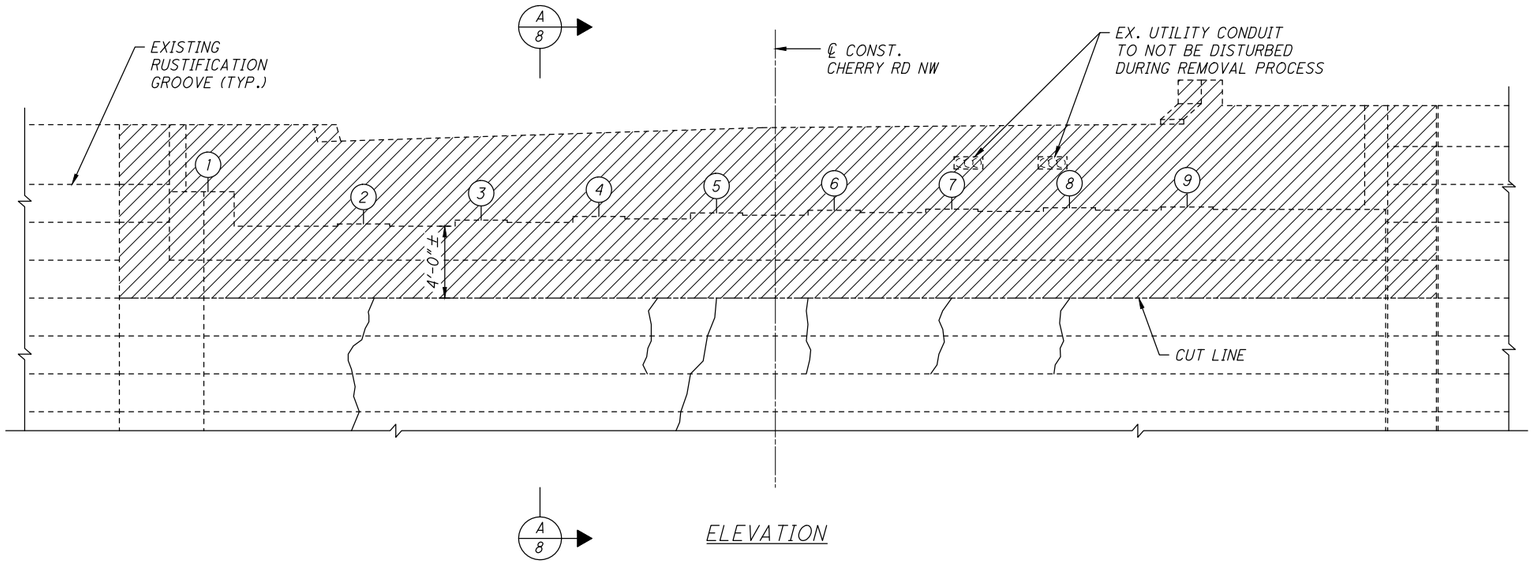
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PLAN



A/8 SECTION



ELEVATION

LEGEND:

- ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN
- ITEM 202 - APPROACH SLAB REMOVAL
- ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION

NOTES:

1. FOR ADDITIONAL REMOVAL INFORMATION SEE STRUCTURAL GENERAL NOTES, SHEET 2/40.
2. REFER TO STRUCTURAL GENERAL NOTES ON SHEET 3/40 FOR JACKING FORCES.
3. DETAILS FROM THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY. PERFORM ONLY PROPOSED WORK LISTED IN LEGEND.
4. AN ESTIMATE QUANTITY OF 171 CUBIC YARDS OF UNCLASSIFIED EXCAVATION HAS BEEN INCLUDED FOR THE EXCAVATION REQUIRED TO ACCESS AND CONVERT ABUTMENTS TO SEMI-INTEGRAL AND TO REINSTALL POROUS BACKFILL.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	CMA	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

ABUTMENT NO. 1 REMOVAL DETAILS

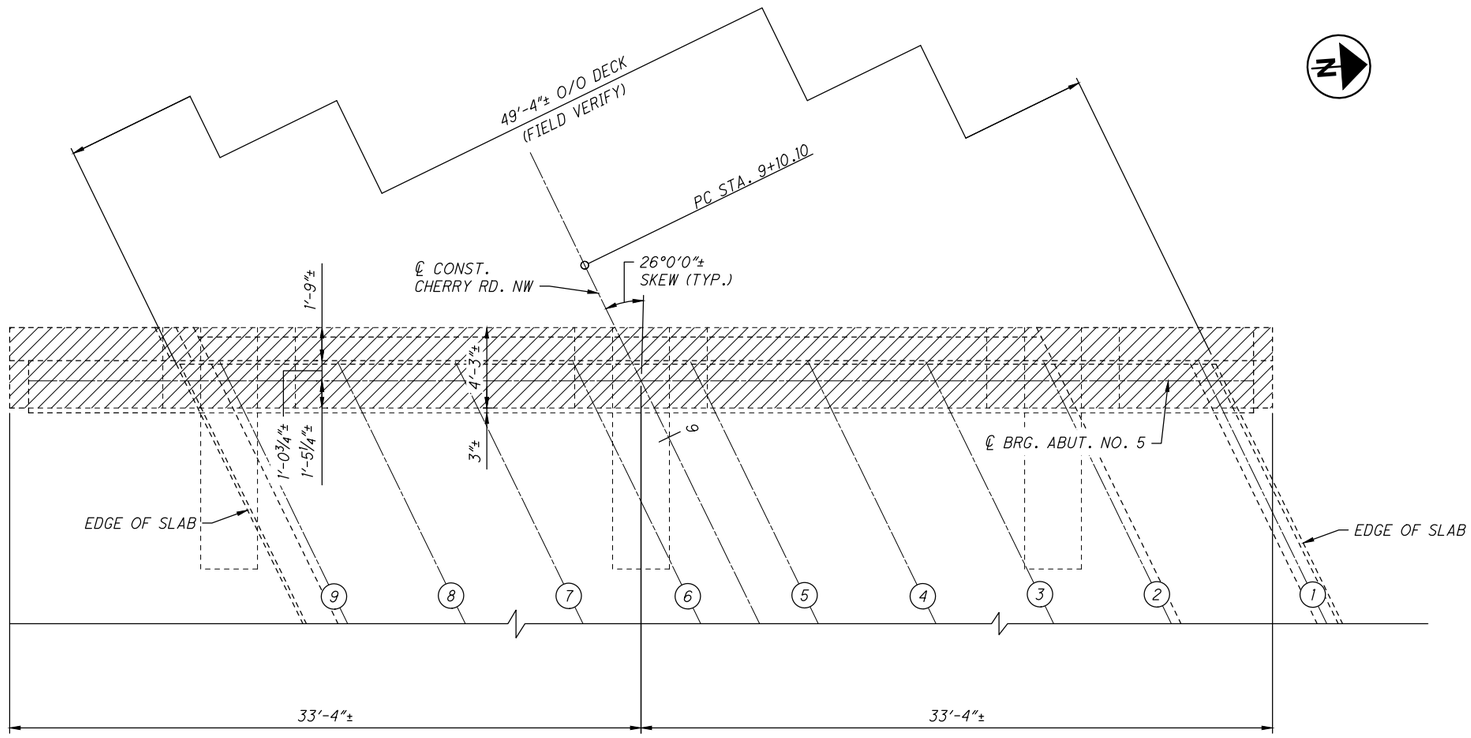
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

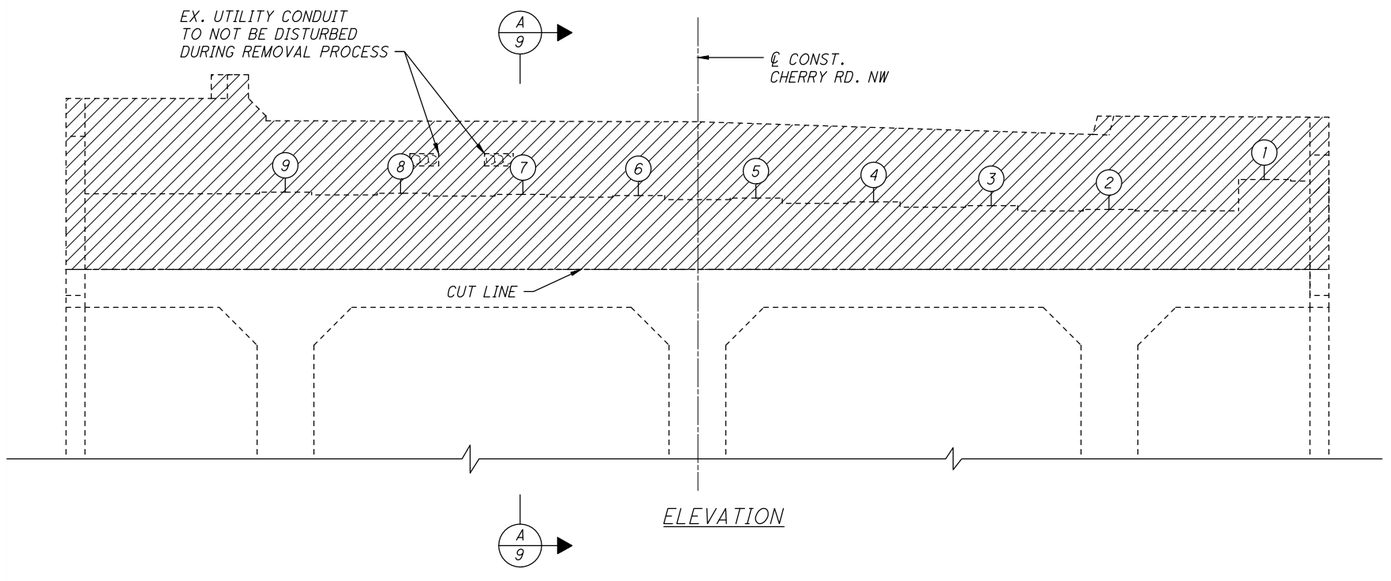
8 / 40

28 / 92

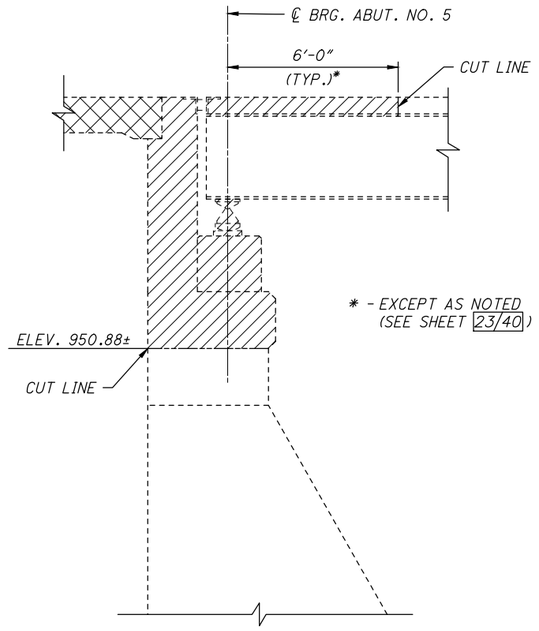
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PLAN



ELEVATION



A/9 SECTION

LEGEND:

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

ITEM 202 - APPROACH SLAB REMOVAL

NOTES:

1. FOR ADDITIONAL REMOVAL INFORMATION SEE STRUCTURAL GENERAL NOTES, SHEET 2/40.
2. REFER TO STRUCTURAL GENERAL NOTES ON SHEET 3/40 FOR JACKING FORCES.
3. DETAILS FROM THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY. PERFORM ONLY PROPOSED WORK LISTED IN LEGEND.
4. AN ESTIMATE QUANTITY OF 216 CUBIC YARDS OF UNCLASSIFIED EXCAVATION HAS BEEN INCLUDED FOR THE EXCAVATION REQUIRED TO ACCESS AND CONVERT ABUTMENTS TO SEMI-INTEGRAL AND TO REINSTALL POROUS BACKFILL.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	CMA	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

ABUTMENT NO. 5 REMOVAL DETAILS

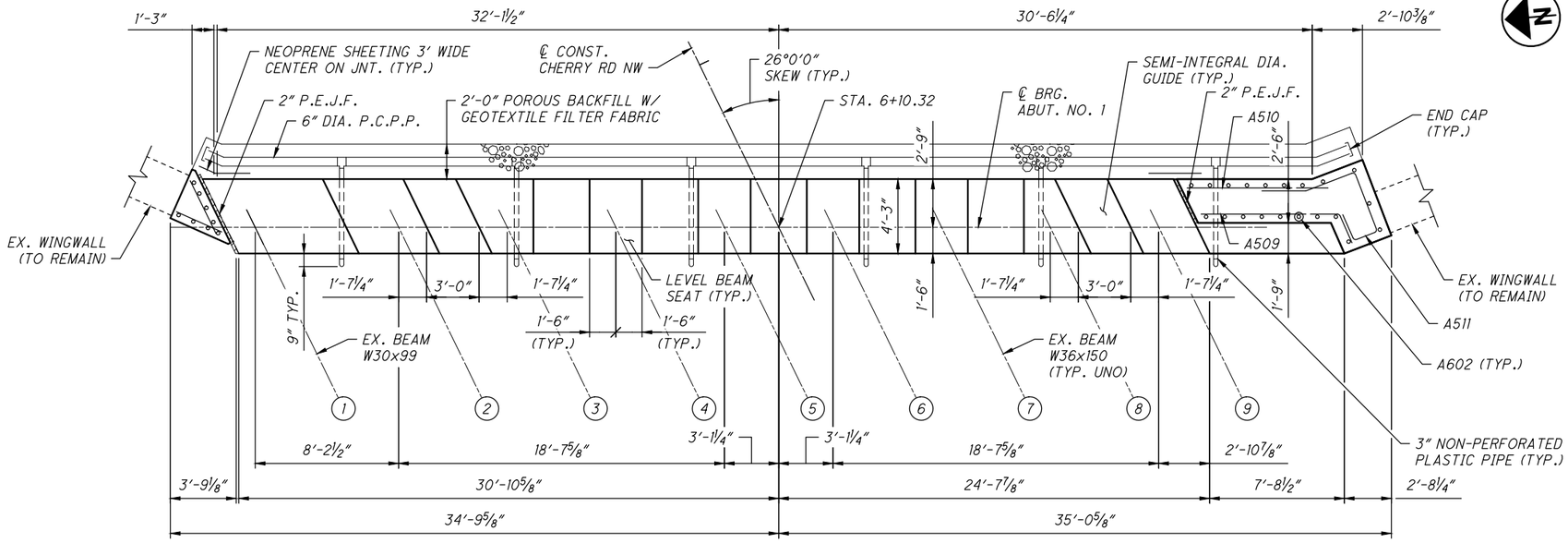
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

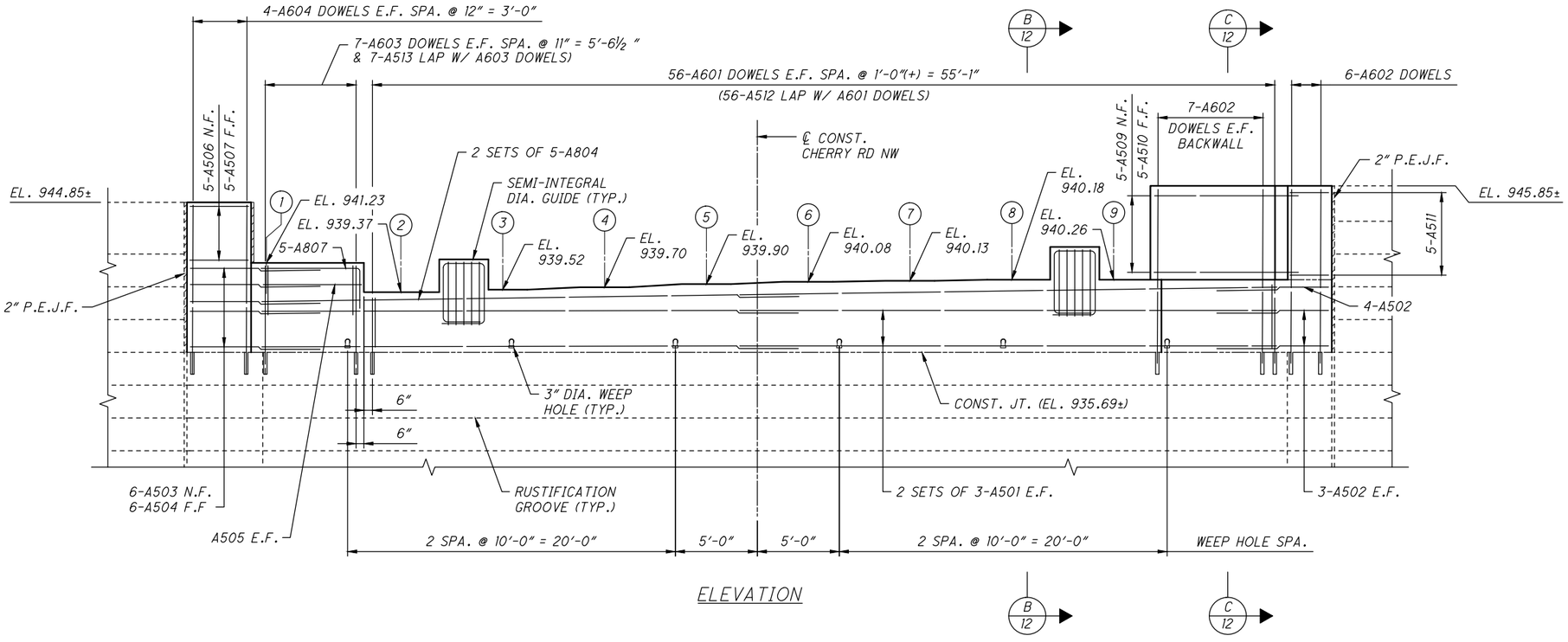
9 / 40

29 / 92

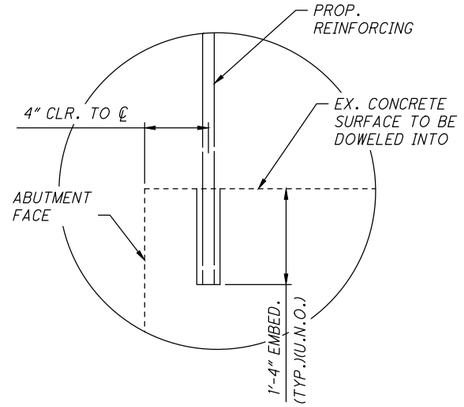
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PLAN - ABUTMENT NO. 1



ELEVATION



TYPICAL DOWEL DETAIL

TENSION LAP SPLICE LENGTHS:	
#5	3'-1"
#6	3'-7"

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 12/40 .

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	JDM	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

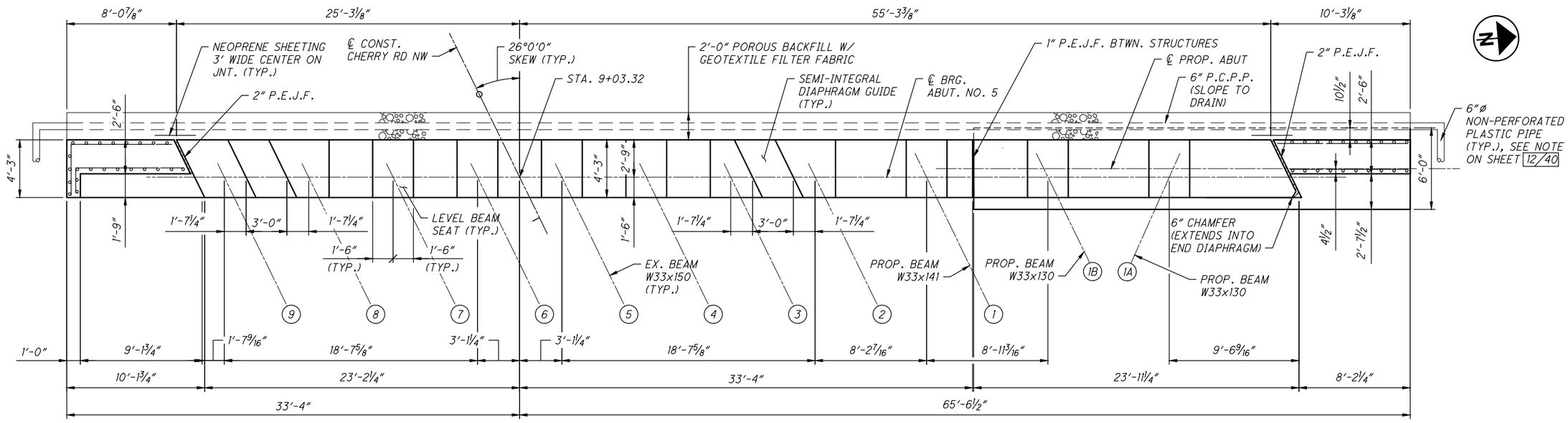
ABUTMENT NO. 1 PLAN AND ELEVATION
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

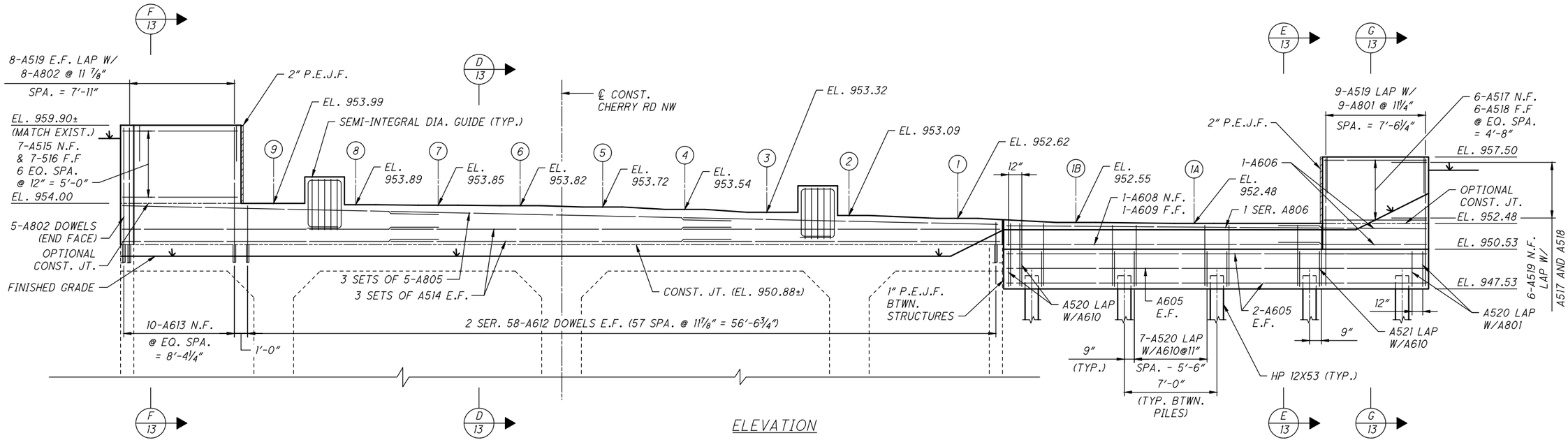
10/40

30/92

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PLAN - ABUTMENT NO. 5



ELEVATION

TENSION LAP SPLICE LENGTHS:	
#5	3'-1"
#6	3'-7"

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 13/40.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	JDM	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

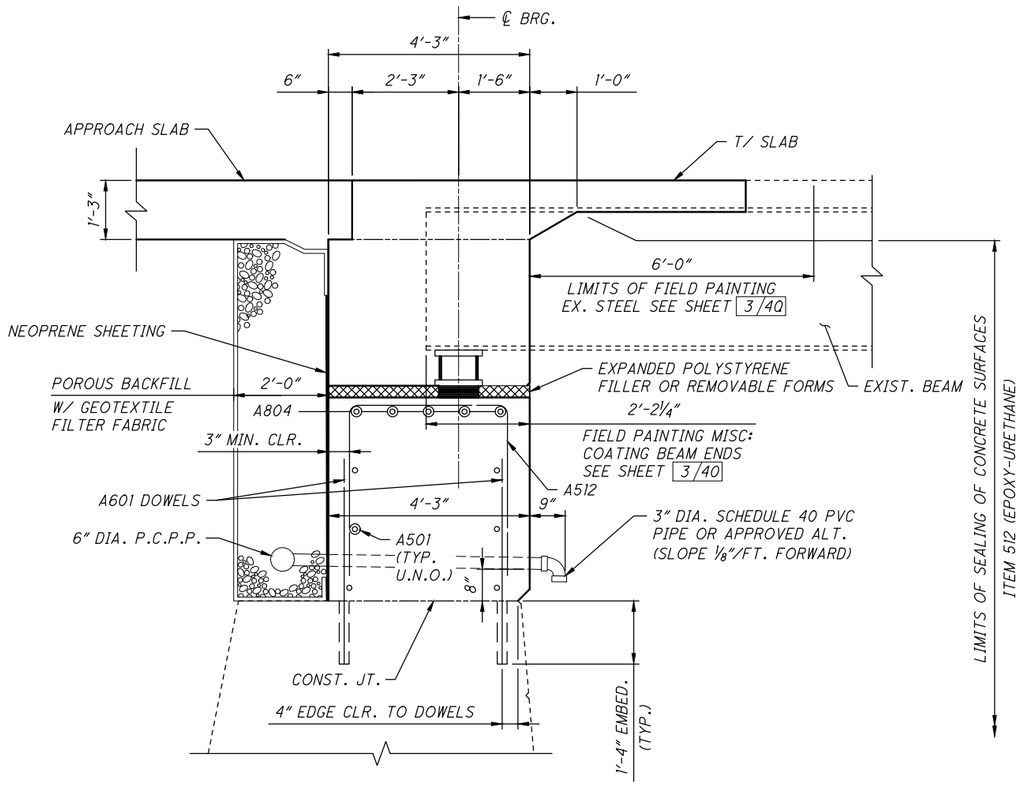
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BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

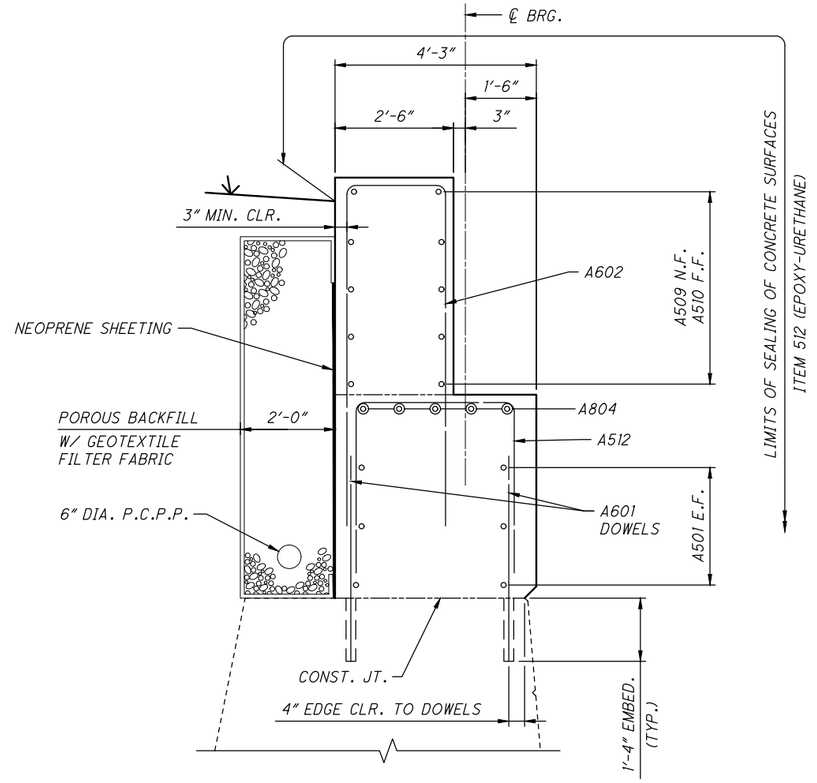
11 / 40

31 / 92

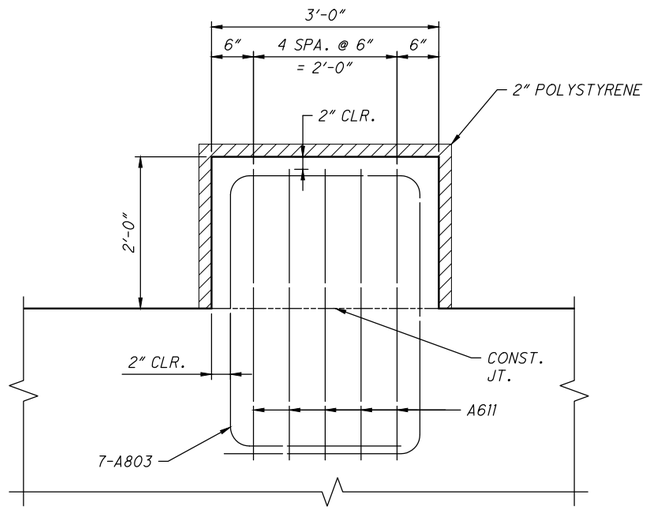
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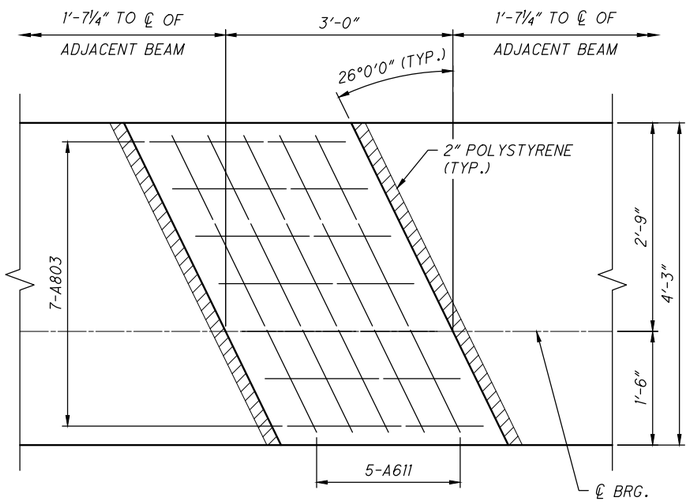
B/10 SECTION



C/10 SECTION



ELEVATION



PARTIAL PLAN

TYPICAL SEMI-INTEGRAL DIAPHRAGM GUIDE

(2 REQ'D. AT EACH ABUTMENT, SEE STD. DWG. SICD-2-14 FOR MORE DETAILS)
(RUB PLATE NOT SHOWN FOR CLARITY)

NOTES:

1. DRILL DOWEL HOLES WHERE SHOWN IN PLANS. INSTALL REINFORCING STEEL ACCORDING TO ITEM 510 USING NONSHRINK, NONMETALLIC GROUT, 705.20. PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENOUNTERED AT THE SAME LOCATIONS AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR.
2. ALL REINFORCING BAR CLEARANCES SHALL BE 3″ MINIMUM UNLESS NOTED OTHERWISE. EXISTING REINFORCING NOT SHOWN FOR CLARITY.
3. PROPOSED SEAT ELEVATIONS AND HORIZONTAL CUTLINES/CONSTRUCTION JOINTS ARE BASED ON FIELD SURVEY AND SHALL BE VERIFIED BY THE CONTRACTOR.
4. ABUTMENT ELEVATIONS ARE GIVEN ALONG THE CENTERLINE OF BEARING AND WINGWALL ELEVATIONS ARE GIVEN ALONG THE FACE OF WINGWALL.
5. FOR REINFORCING STEEL LIST, SEE SHEET 36/40.
6. FOR DRAINAGE TERMINATION DETAILS SEE STANDARD DRAWING DM-1.1. ANIMAL GUARD AND CRUSHED AGGREGATE SLOPE PROTECTION SHALL BE INCLUDED IN ITEM 518 6″ NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN.
7. INCLUDE ALL WORK AND MATERIALS PERTAINING TO WEEP HOLE CONDUIT INCLUDING TEE FITTINGS FOR PAYMENT WITH ITEM 518 - 6″ PERFORATED CORRUGATED PLASTIC PIPE.
8. FOR ADDITIONAL DETAILS AND NOTES NOT SHOWN, REFER TO ODOT STANDARD DRAWINGS SICD-2-14 AND SICD-1-21.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	JDM	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

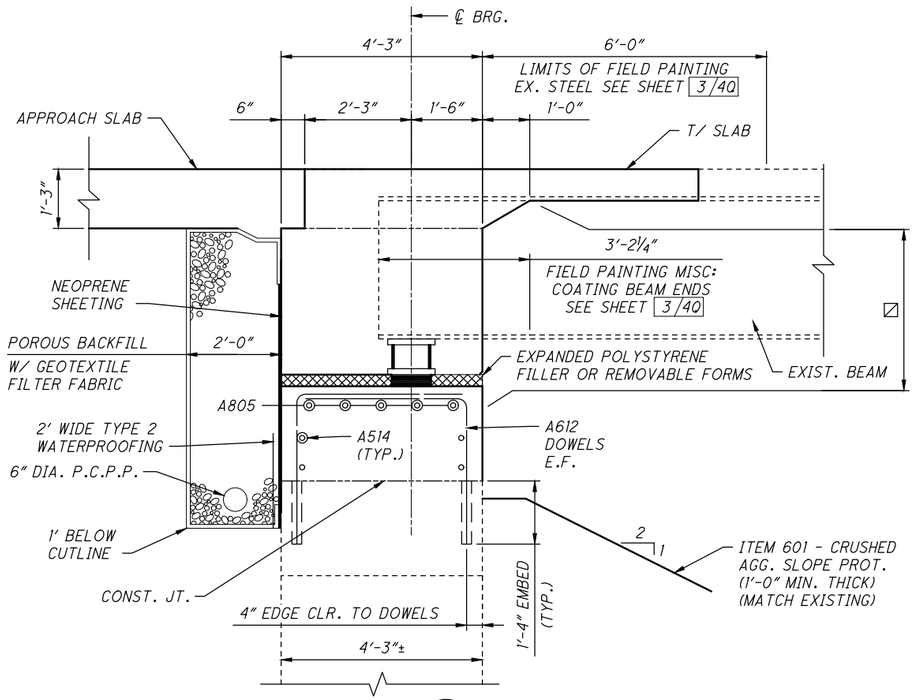
ABUTMENT NO. 1 DETAILS
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER
TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

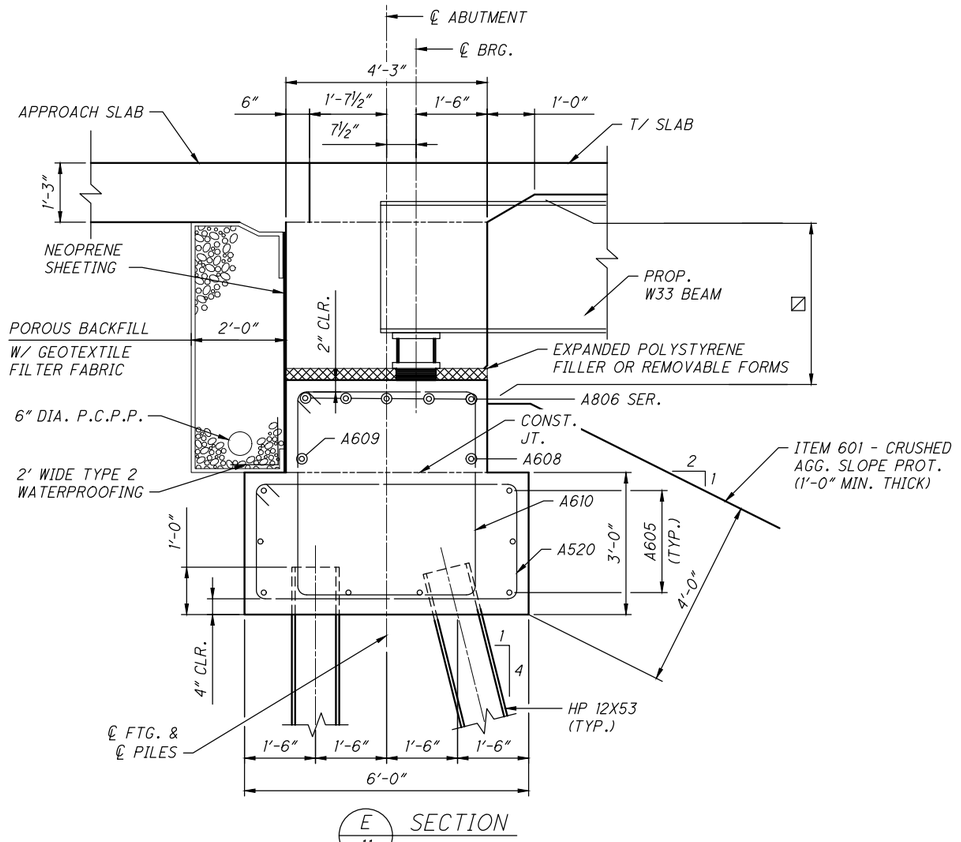
12/40

32/92

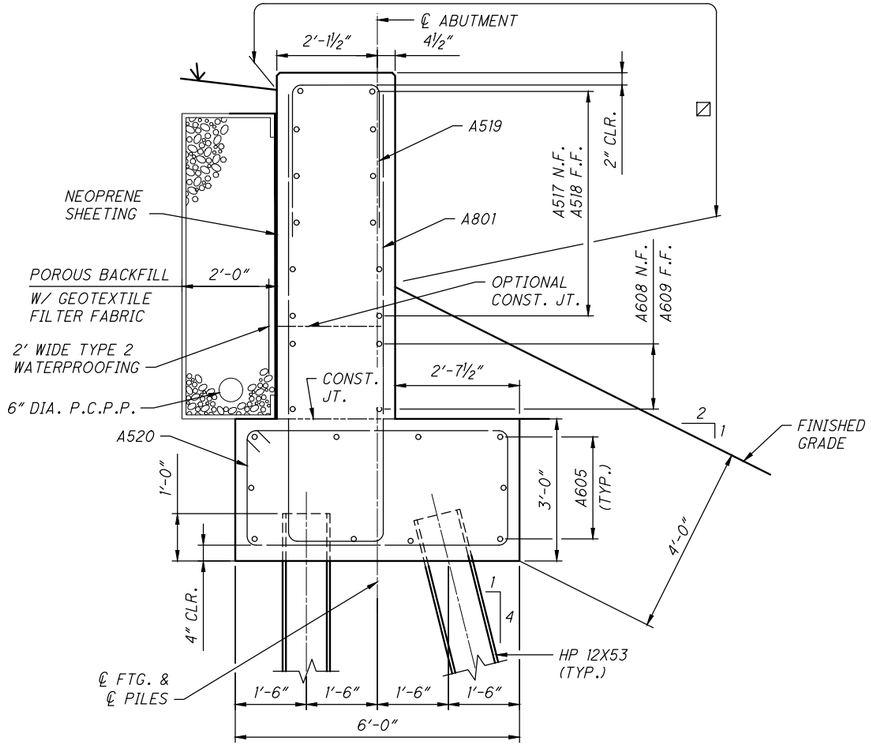
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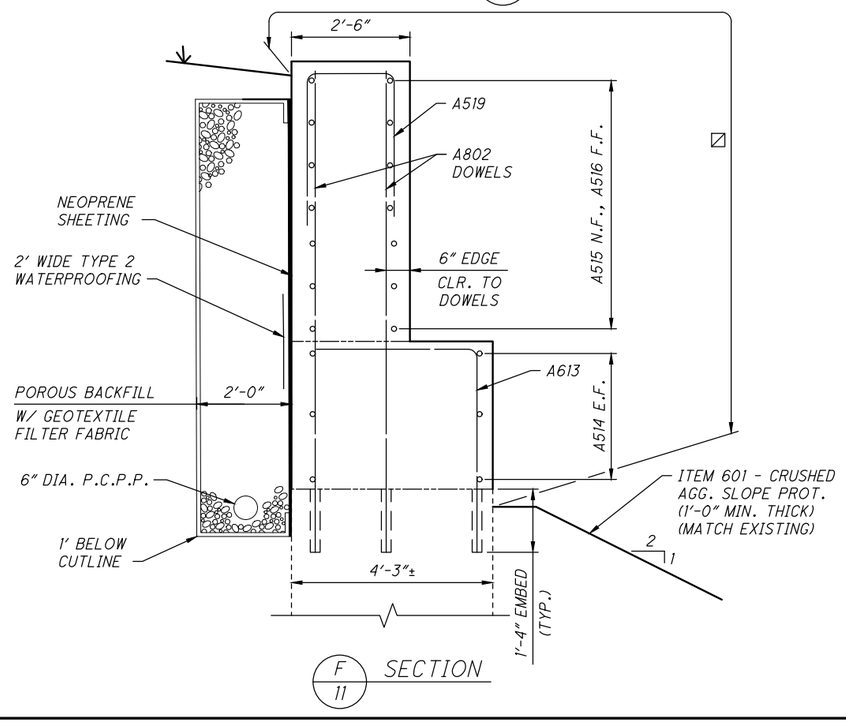
D / 11 SECTION



E / 11 SECTION



G / 11 SECTION



F / 11 SECTION

LEGEND:

⊠ - LIMITS OF SEALING OF CONCRETE SURFACES ITEM 512 (EPOXY-URETHANE)

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 12/40.
2. ALL REINFORCING BAR CLEARANCES ON THIS SHEET SHALL BE 3" MINIMUM UNLESS NOTED OTHERWISE. EXISTING REINFORCING NOT SHOWN FOR CLARITY.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	JDM	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

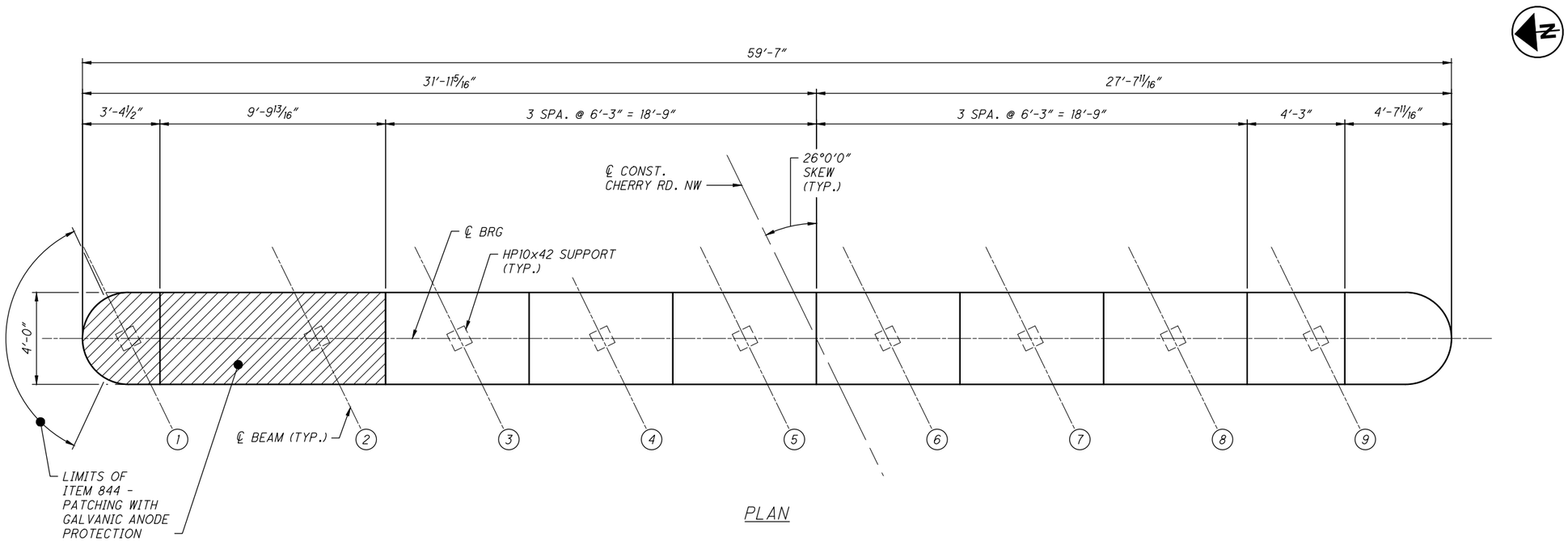
ABUTMENT NO. 5 DETAILS
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

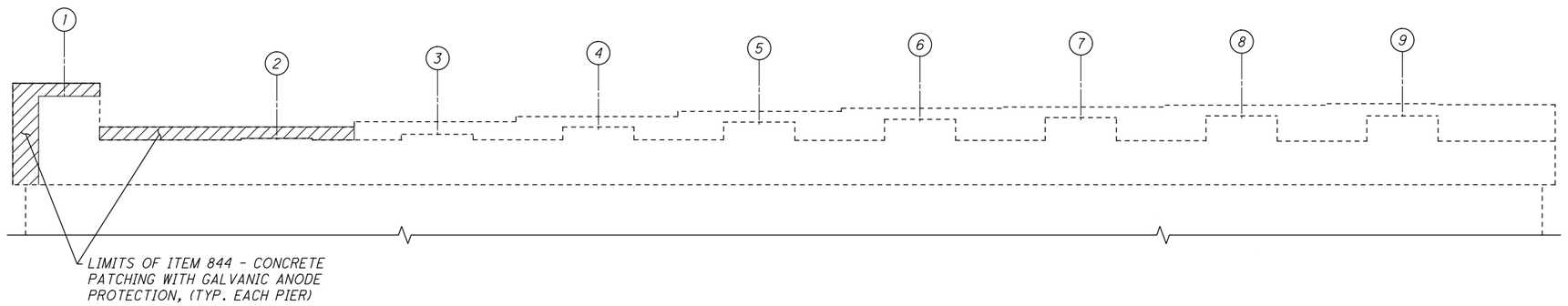
13 / 40

33 / 92

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PLAN



ELEVATION

NOTES:

1. FOR ADDITIONAL PATCHING INFORMATION, SEE STRUCTURE GENERAL NOTES, SHEET 3/40 .

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	CMA	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

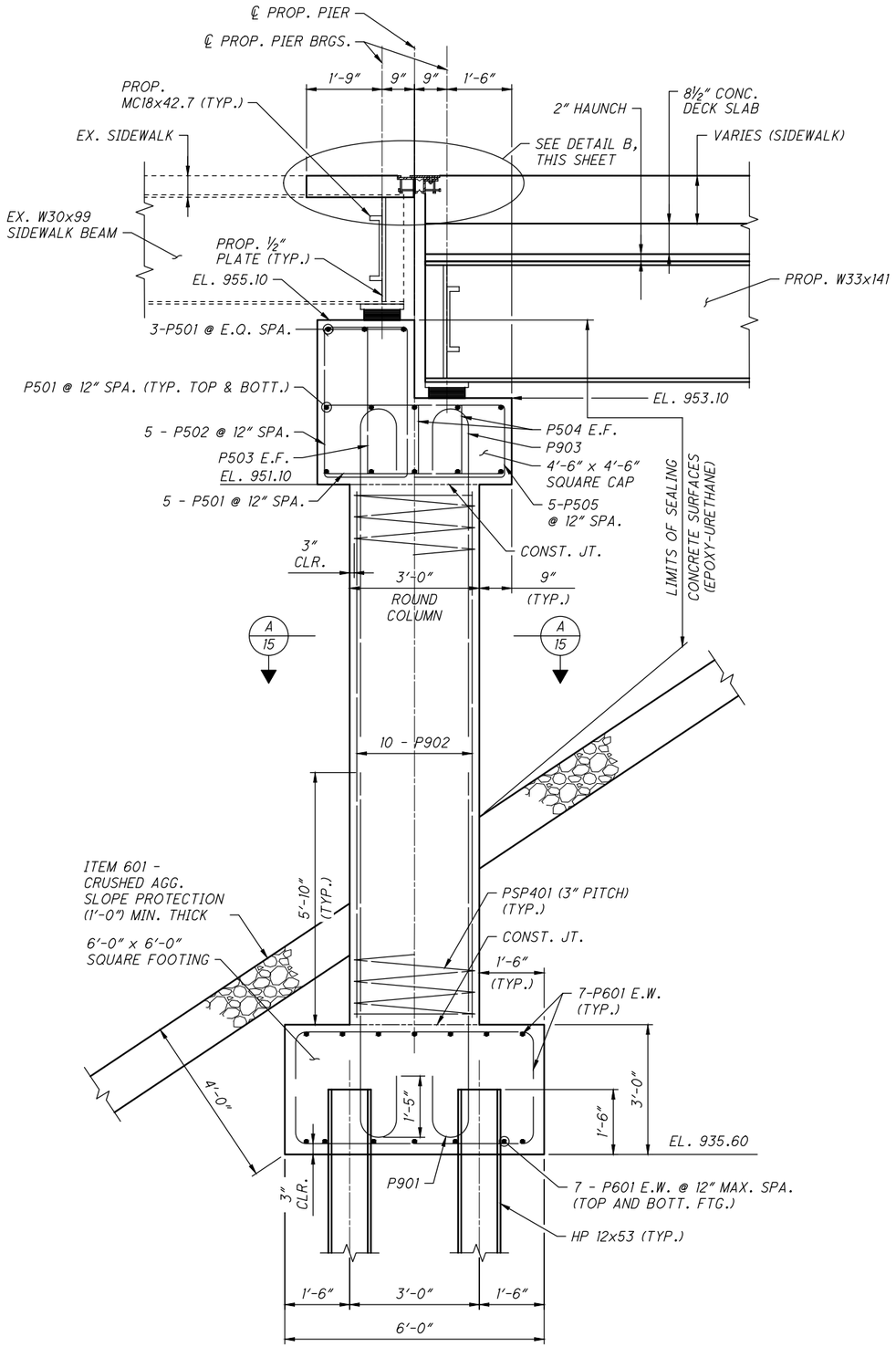
PIER NO.'S 2-4 PATCHING DETAILS
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER
TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

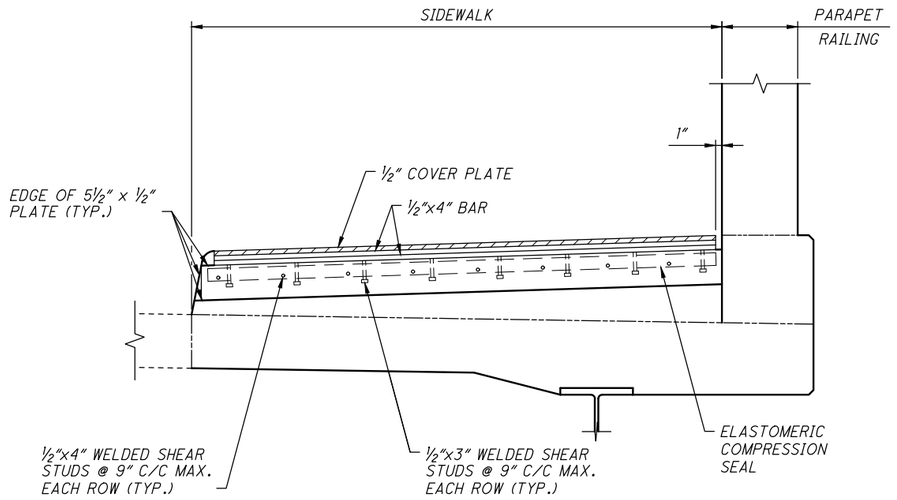
14 / 40

34
92

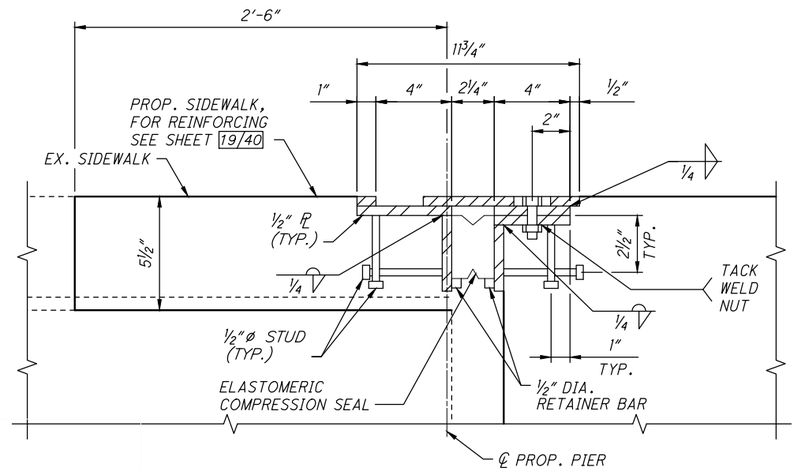
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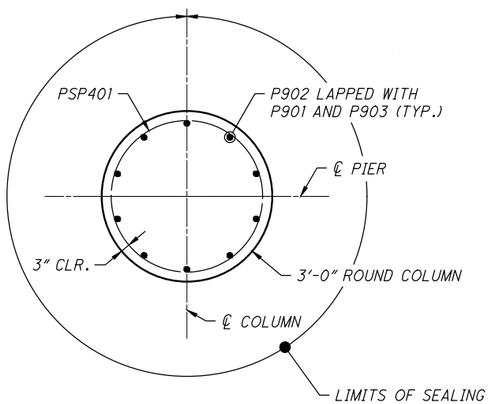
PROPOSED INTERMEDIATE PIER SECTION



DETAIL B - ELEVATION



DETAIL B - SECTION



A 15 SECTION

NOTES:

1. FOR ADDITIONAL INFORMATION AND DETAILS NOT SHOWN IN DETAIL A, REFER TO STANDARD DRAWING EXJ-2-81. THE JOINT WILL BE PAID FOR UNDER ITEM 516 - STRUCTURAL STEEL EXPANSION JOINT, AS PER PLAN.
2. 3" MIN. CLEAR COVER IN BOTTOM OF FOOTING, 2" FOR ALL OTHER SURFACES UNLESS NOTED.
3. FOR FOUNDATION PLAN, SEE SHEET 7/40.
4. FOR BEARING DETAILS, SEE SHEET 17/40.
5. FOR REINFORCING STEEL LIST, SEE SHEET 37/40.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	CMA	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

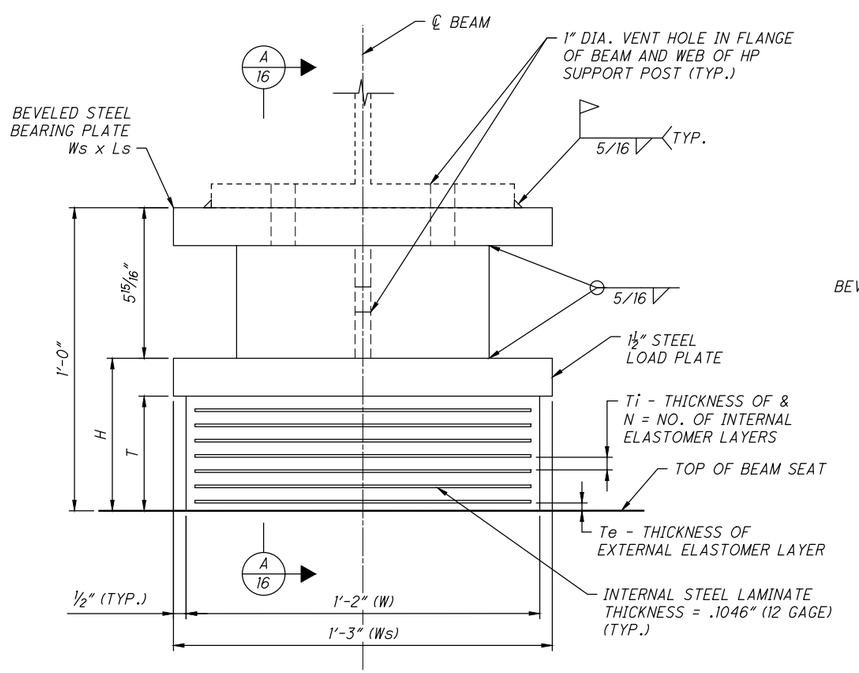
INTERMEDIATE PIER DETAILS
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

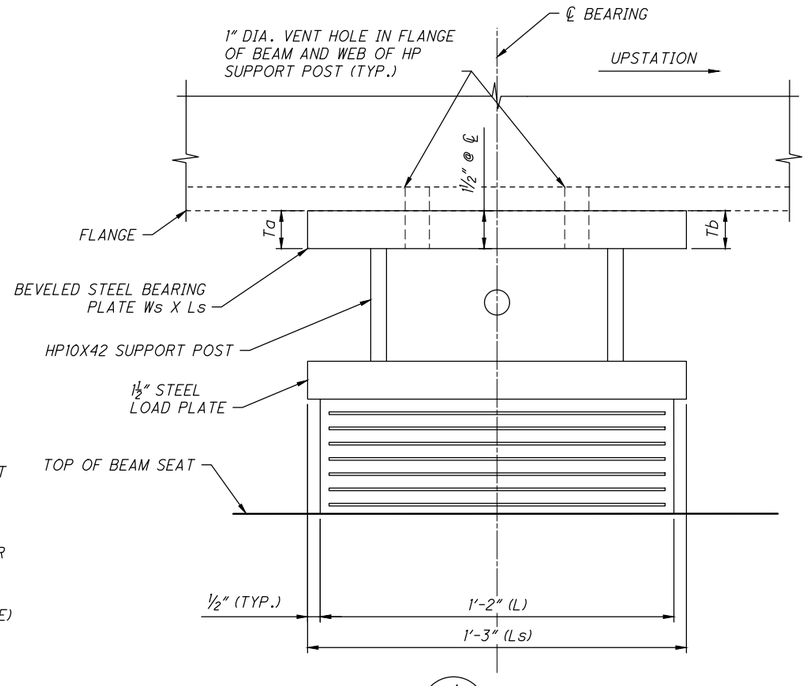
15/40

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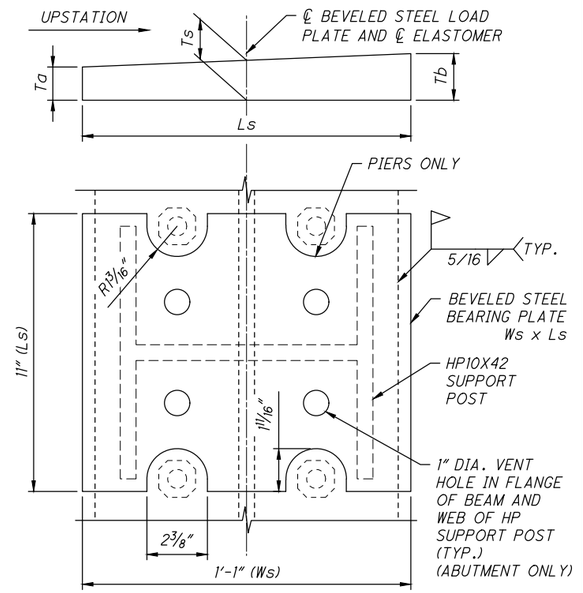
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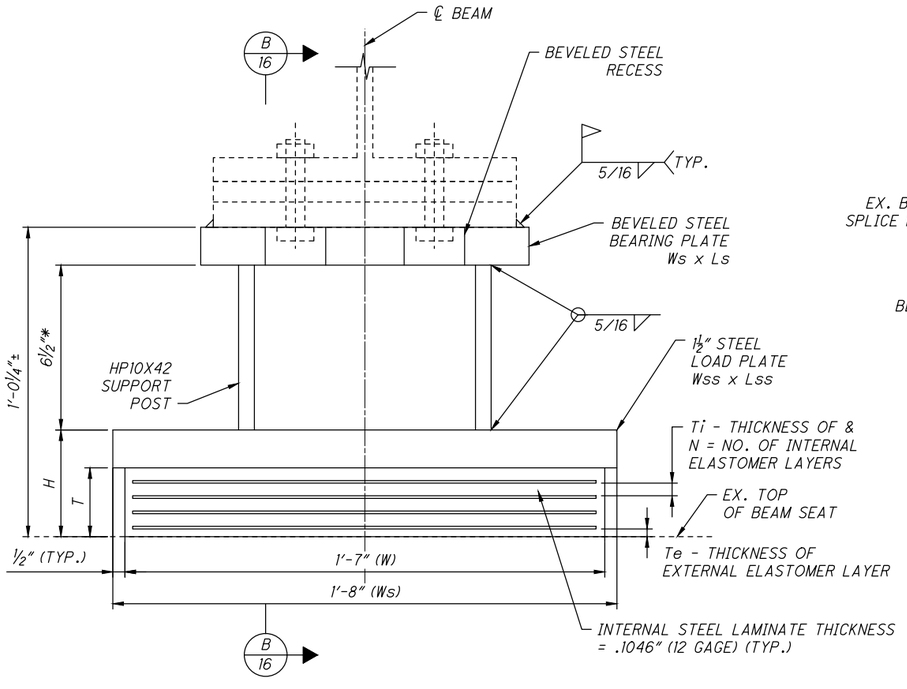
LAMINATED ELASTOMERIC EXPANSION BEARINGS AT ABUTMENTS



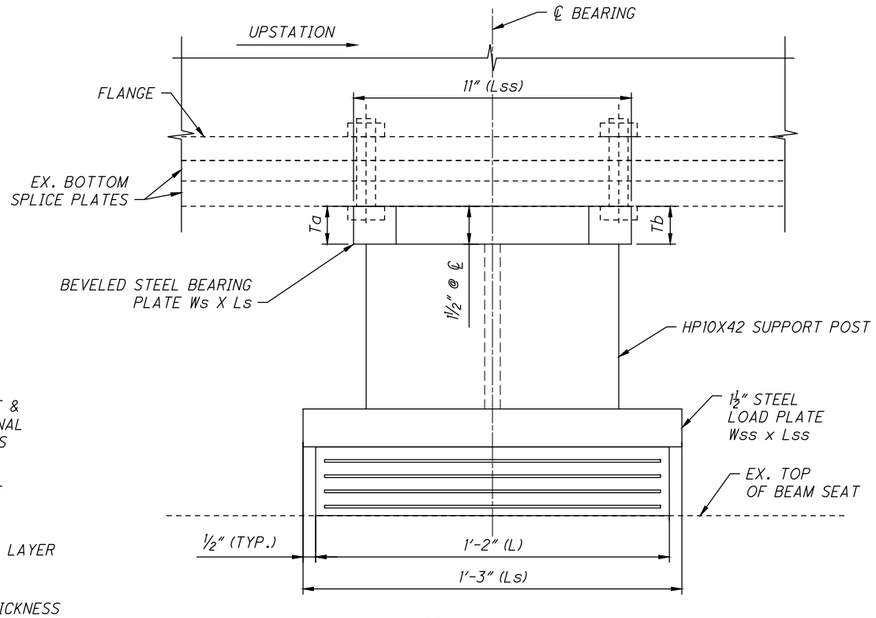
A 16 SECTION



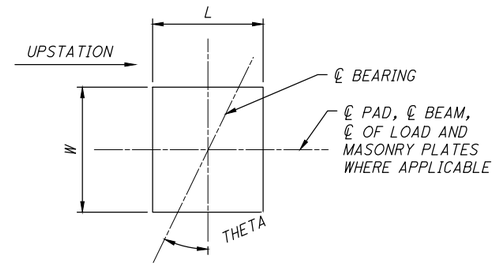
BEVELED STEEL BEARING PLATE DETAIL



LAMINATED ELASTOMERIC EXPANSION BEARINGS AT PIERS 2, 3, & 4



B 16 SECTION



BEARING ORIENTATION PLAN

LOCATION	THETA
REAR ABUT. PIERS 2, 3, & 4 FORWARD ABUT. BEAMS 1-9 & 1B	26°00'00"
FORWARD ABUT. BEAM 1A	24°00'00"

LEGEND:

* - DIMENSION OF HP10X42 POST HEIGHT CALCULATED BASED OFF EXISTING BEARINGS STD. DWG. RB-1-55 BUT MAY VARY DUE TO SHIMS AND AS CONSTRUCTED CONDITION. CONTRACTOR SHALL VERIFY HEIGHT IN FIELD AND TRIM POST AS REQUIRED FOR FIT UP. INCLUDE ALL COSTS ASSOCIATED WITH FIELD VERIFYING AND GRINDING WITH ITEM 516 FOR PAYMENT.

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 17/40.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	JDM	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

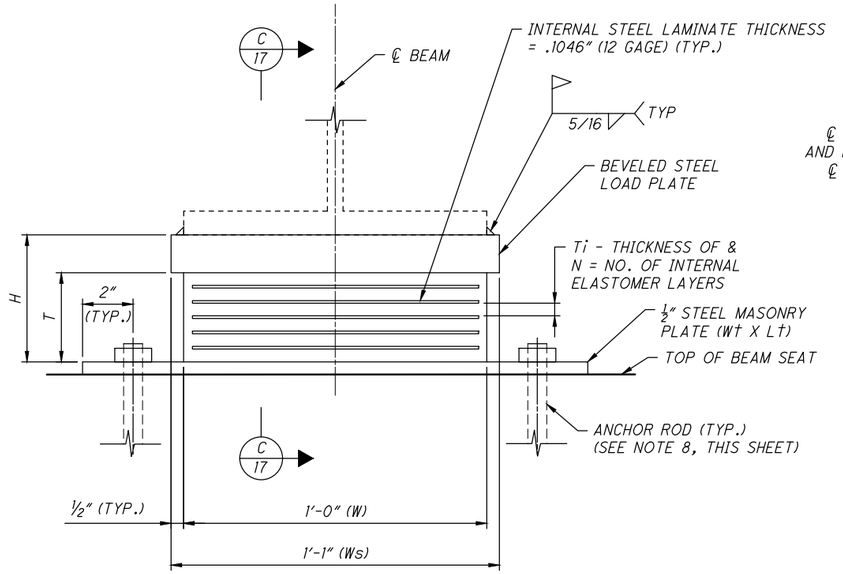
ELASTOMERIC BEARING DETAILS - 1 OF 2
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

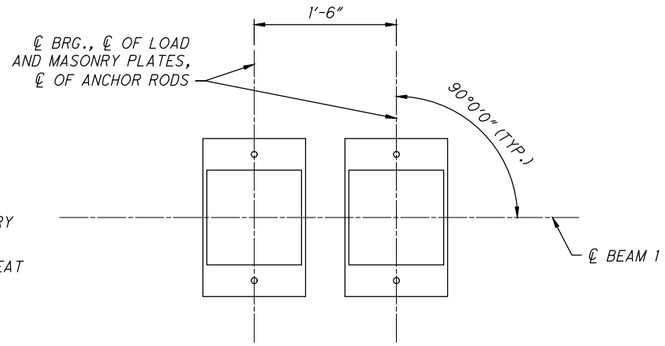
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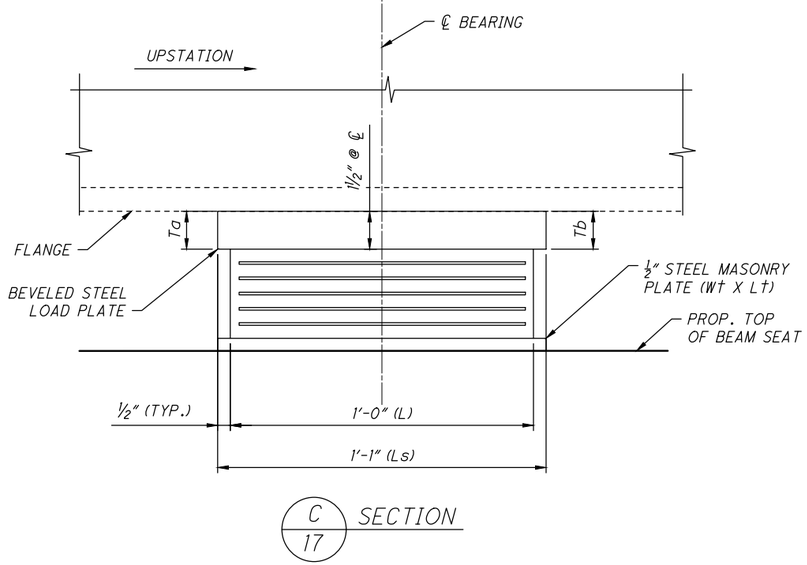


LAMINATED ELASTOMERIC EXPANSION BEARINGS AT INTERMEDIATE PIER COLUMN



BEARING ORIENTATION PLAN

(INTERMEDIATE PIER COLUMN ONLY)



C / 17 SECTION

NOTES:

1. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
2. THE STEEL LOAD PLATE, BEARING PLATE AND MASONRY PLATE SHALL BE ASTM A709 GRADE 50 STEEL. GALVANIZE EXPOSED SURFACES OF THE PLATES.
3. THE STEEL LOAD PLATE AND MASONRY PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300 DEGREES F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
4. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE 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.
5. TOTAL DESIGN LOAD FOR THE BEARINGS EQUALS THE DEAD LOADS AND LIVE LOAD AS TABULATED IN THE BEARING TABLE.
6. LOADS SHOWN ARE SERVICE LOADS WITH NO LOAD FACTORS OR IMPACT FACTORS INCLUDED.
7. THE UNIT PRICE FOR BEARINGS SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, HP SHAPES, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC EXPANSION BEARINGS. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN.
8. 1¼" DIA. HOLE IN STEEL MASONRY PLATE FOR ¾" DIA. X 1'-6", F1554, GRADE 55 ANCHOR ROD, GALVANIZED ACCORDING TO 711.02. ANCHOR ROD THREADS PER 1¼-7 UNC 2A, NUTS PER ASTM A563A HEAVY HEX AND WASHERS PER ASTM F436. ANCHOR RODS SHALL BE SET PRIOR TO POURING BEAM SEAT. NO FIELD DRILLING OF MASONRY PLATES PERMITTED. BEARING ANCHORS SHALL BE PLACED TO ENSURE FIT-UP WITH ALL BEARING COMPONENTS, TIGHTEN NUT TO ENGAGE MASONRY PLATE. ADJUST CAP REINFORCEMENT SPACING SLIGHTLY AS NEEDED TO ELIMINATE ANY CLASHES WITH ANCHOR RODS. INCLUDE ALL LABOR AND MATERIALS TO INSTALL ANCHOR RODS, NUTS, WASHERS, MASONRY AND LOAD PLATES WITH ITEM 516 FOR PAYMENT.

BEARING DETAIL TABLE

SUBSTRUCTURE UNIT	BEARING								BEVELED BEARING PLATE					LOAD PLATE			STEEL MASONRY PLATE			H (IN)	SERVICE REACTIONS		
	TYPE	No.	L (IN)	W (IN)	Te (IN)	Ti (IN)	N	T (IN)	Ts (IN)	Ta (IN)	Tb (IN)	Ls (IN)	Ws (IN)	Tss (IN)	Lss (IN)	Wss (IN)	Lt (IN)	Wt (IN)	t (IN)		RDL (KIPS)	RLL (KIPS)	RTOTAL (KIPS)
REAR ABUTMENT	EXP.	9	14	14	0.3125	0.5	7	4.54	1.5	1.296	1.704	15	15	1.5	15	15	-	-	-	6.04	75.6	76.3	152.0
PIER 2	EXP.	9	14	19	0.3125	0.5	4	2.73	1.5	1.350	1.650	11	13	1.5	15	20	-	-	-	4.23	106.9	142.6	249.5
PIER 3	EXP.	9	14	19	0.3125	0.5	4	2.73	1.5	1.350	1.650	11	13	1.5	15	20	-	-	-	4.23	106.9	142.6	249.5
PIER 4	EXP.	9	14	19	0.3125	0.5	4	2.73	1.5	1.350	1.650	11	13	1.5	15	20	-	-	-	4.23	106.9	142.6	249.5
FORWARD ABUTMENT	EXP.	11	14	14	0.3125	0.5	7	4.54	1.5	1.296	1.704	15	15	1.5	15	15	-	-	-	6.04	75.6	76.3	152.0
INT. PIER COLUMN	EXP.	2	12	12	-	0.5	6	3.52	1.5	1.323	1.677	13	13	-	-	-	13	20	0.5	5.02	15.8	50.8	66.7

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836-9111

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CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

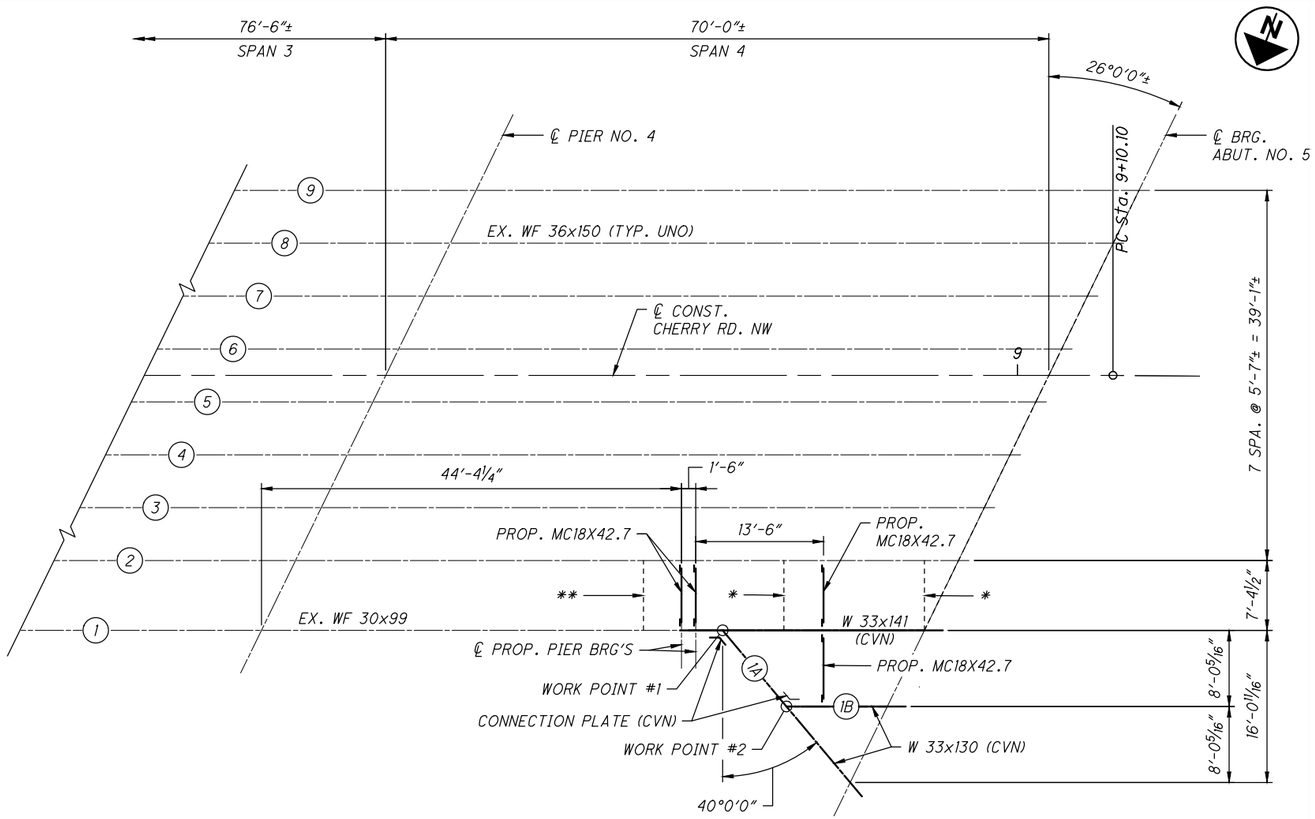
ELASTOMERIC BEARING DETAILS - 2 OF 2
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

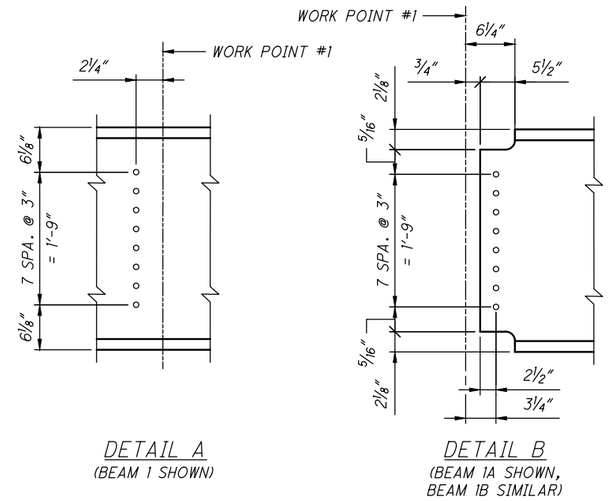
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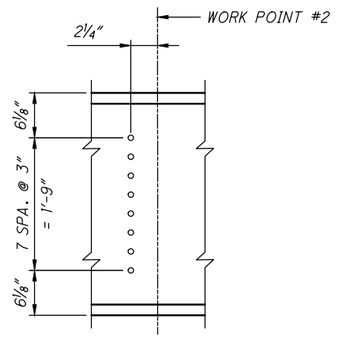


PARTIAL FRAMING PLAN

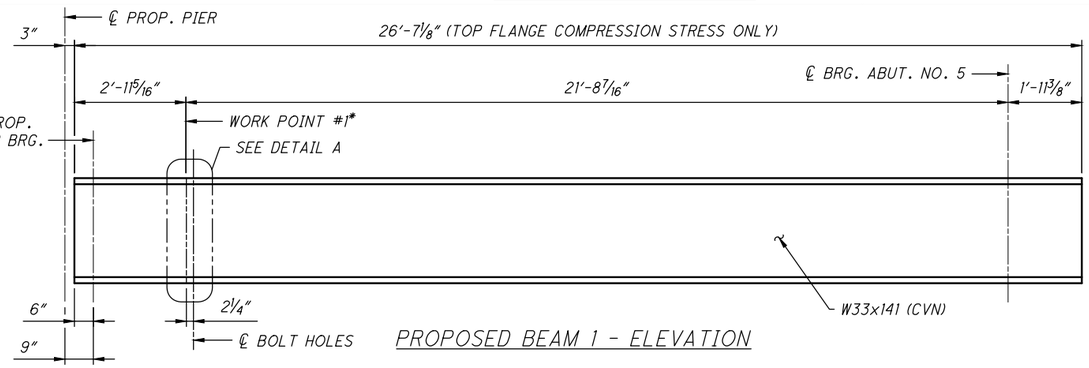


DETAIL A
(BEAM 1 SHOWN)

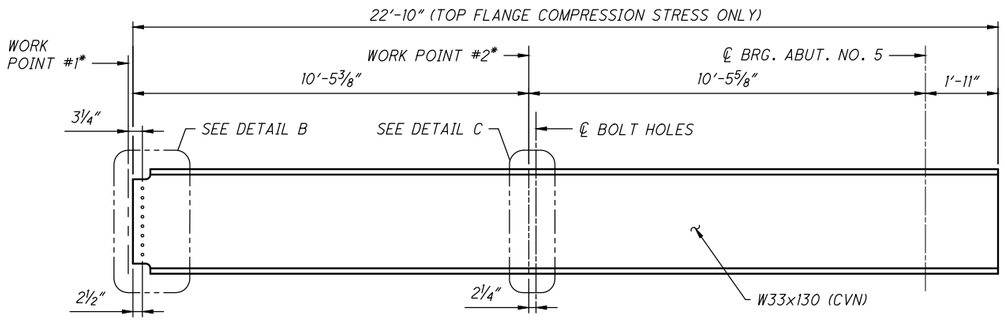
DETAIL B
(BEAM 1A SHOWN, BEAM 1B SIMILAR)



DETAIL C
(BEAM 1A SHOWN)

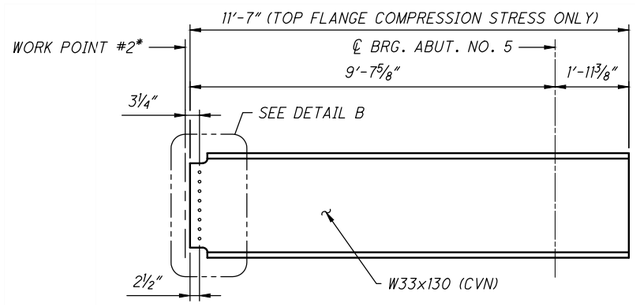


PROPOSED BEAM 1 - ELEVATION



* - INTERSECTION OF BEAM ℄'S

PROPOSED BEAM 1A - ELEVATION



PROPOSED BEAM 1B - ELEVATION

LEGEND

* EXISTING CROSSFRAME TO BE REMOVED. SEE NOTE 4 AND 5 ON SHEET 19/40 FOR MORE INFORMATION.

** EXISTING CROSSFRAME TO REMAIN

NOTES

1. FOR PROPOSED DIAPHRAGM DETAILS AND NOTES, SEE STD. DWG. GSD-1-19
2. FOR ADDITIONAL NOTES AND DETAILS, REFER TO SHEET 19/40.
3. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED CVN, FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIRED AS SPECIFIED IN CMS 711.01.
4. ALL NEW STEEL SHALL BE GALVANIZED. ONLY THE FASCIA BEAM, IN ADDITION TO THE BEAM ENDS, SHALL BE PAINTED.
5. ALL BOLT HOLES SHALL BE 15⁄16" DIAMETER.

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836-9111

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HER	CMA	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDM		7631987	

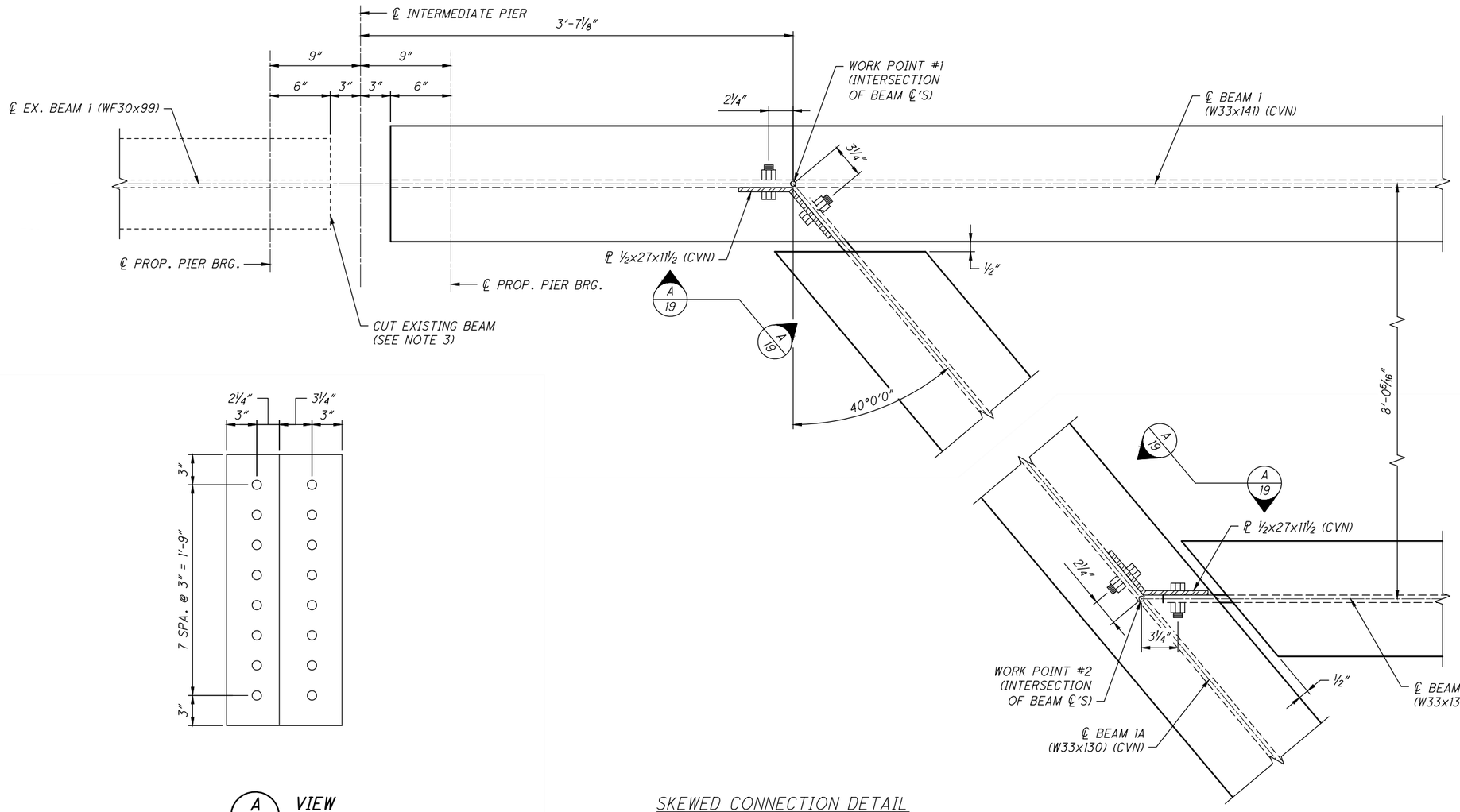
PARTIAL FRAMING PLAN AND SUPERSTRUCTURE DETAILS
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

18 / 40

38
92

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A/19 VIEW

SKEWED CONNECTION DETAIL

NOTES

1. ALL BOLTS IN CONNECTION PLATE SHALL BE ⅞" DIAMETER HIGH STRENGTH BOLTS PER ASTM A325 TYPE III WITH THREADS EXCLUDED FROM THE SHEAR PLANE. EACH FASTENER SHALL INCLUDE A BOLT, NUT AND WASHER. PLACE WASHER UNDER TURNED ELEMENT (EITHER HEAD OR BOLT). WHEN TURN OF NUT METHOD IS USED WASHER MAY BE OMITTED. TIGHTEN ACCORDING TO CMS 513. ALL BOLT HOLES SHALL BE 15⁄16" DIAMETER. MINIMUM EDGE DISTANCE FOR BOLTS SHALL BE 1½"
2. ALL STRUCTURAL STEEL MATERIAL SHALL BE A709 GRADE 50W. FABRICATE BEAMS SO THAT NATURAL CAMBER IS IN AN UPWARD DIRECTION.
3. TEMPORARILY SUPPORT THE EXISTING BEAM TO REMAIN AND THE PORTION TO BE REMOVED UNTIL IT IS READY TO BE PICKED. MAINTAIN TEMPORARY SUPPORT OF EXISTING BEAM TO REMAIN UNTIL BEARING IS IN PLACE ON NEW PIER. CUT THE BEAM TO REMAIN VERTICAL 6 INCHES BEYOND THE CENTERLINE OF BEARING OF ITS NEW SUPPORT AS SHOWN ON THIS SHEET. SEE STRUCTURAL GENERAL NOTES ON SHEET 3/40.
4. EXISTING CONNECTION PLATE, CROSSFRAMES AND END DIAPHRAGMS TO BE INCLUDED FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MEMBER, LEVEL 1, AS PER PLAN.
5. PENCIL ABRASIVE BLAST OR GRIND EXISTING WELD SMOOTH A MINIMUM OF 2" EACH SIDE OF THE PROPOSED WELDS AND PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OF 250 MIL (6.4 MICROMETERS). TO BE PAID FOR UNDER ITEM 513 - STRUCTURAL MEMBERS, LEVEL UF, AS PER PLAN.
6. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED CVN, FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIRED AS SPECIFIED IN CMS 711.01.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	CMA	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDM		7631987	

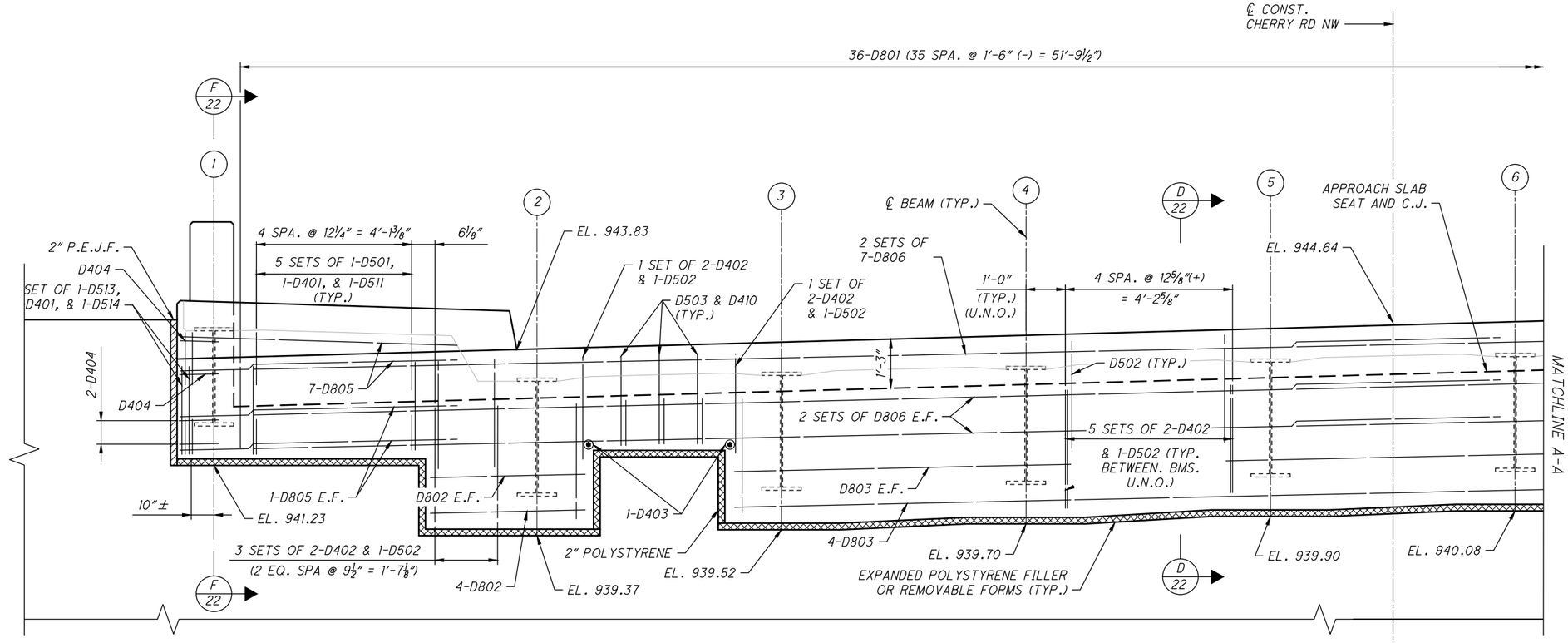
SUPERSTRUCTURE DETAILS
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

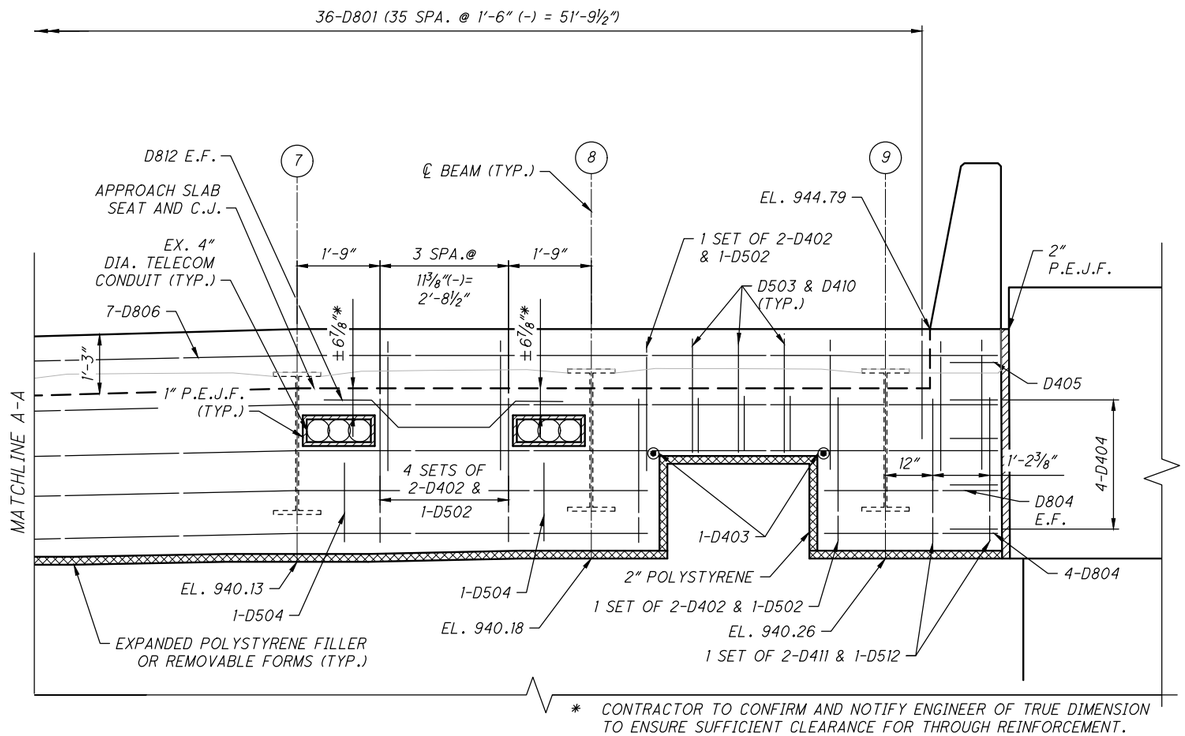
STA CHERRY RD BRIDGES

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* CONTRACTOR TO CONFIRM AND NOTIFY ENGINEER OF TRUE DIMENSION TO ENSURE SUFFICIENT CLEARANCE FOR THROUGH REINFORCEMENT.

TENSION LAP SPLICE LENGTHS:	
#4	1'-11"
#5	3'-1"
#8	5'-4"

NOTES:

1. FOR END DIAPHRAGM REINFORCING LIST, SEE SHEET 36/40.
2. ALL REBAR CLEARANCE MEASURED TO THE FACE OF CONCRETE SHALL BE 3" UNLESS NOTED OTHERWISE.
3. PLACE VERTICAL BARS IN END DIAPHRAGM PARALLEL TO BEAMS UNLESS NOTED OTHERWISE. DIMENSIONS GIVEN IN THIS PLAN SHALL BE MEASURED ALONG THE CENTERLINE OF BEARING.
4. PER BDM 702.4.2-1, PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS OF AN INDIVIDUAL PHASE WITH THE DECK CONCRETE OR AT LEAST 48 HOURS BEFORE PLACEMENT OF THE DECK CONCRETE. IF PLACED SEPARATELY, LOCATE A HORIZONTAL CONSTRUCTION JOINT IN THE DIAPHRAGM AS SHOWN ON SICD-1-21, SHEET 3 OF 7 AND PLACE REMAINING DIAPHRAGM CONCRETE WITH THE DECK.
5. FOR ADDITIONAL DETAILS AND NOTES NOT SHOWN, REFER TO STANDARD DRAWINGS AS-1-15, SICD-1-21 AND SICD-2-14.
6. THE CONTRACTOR SHALL EXERCISE CAUTION IN MAINTAINING THE EXISTING 4" I.D. TELECOM UTILITIES RUNNING THRU THE ABUTMENT BACKWALL. EXTEND THE EXISTING UTILITY SLEEVES TO THE FACE OF THE PROPOSED DIAPHRAGM BY PROVIDING NEW SPLIT SLEEVES, TAPE SPLIT SLEEVE PRIOR TO PLACING DIAPHRAGM CONCRETE. THE INTENT OF THE REHABILITATION IS TO ISOLATE THE UTILITY SLEEVES FROM LONGITUDINAL DIAPHRAGM MOVEMENT.

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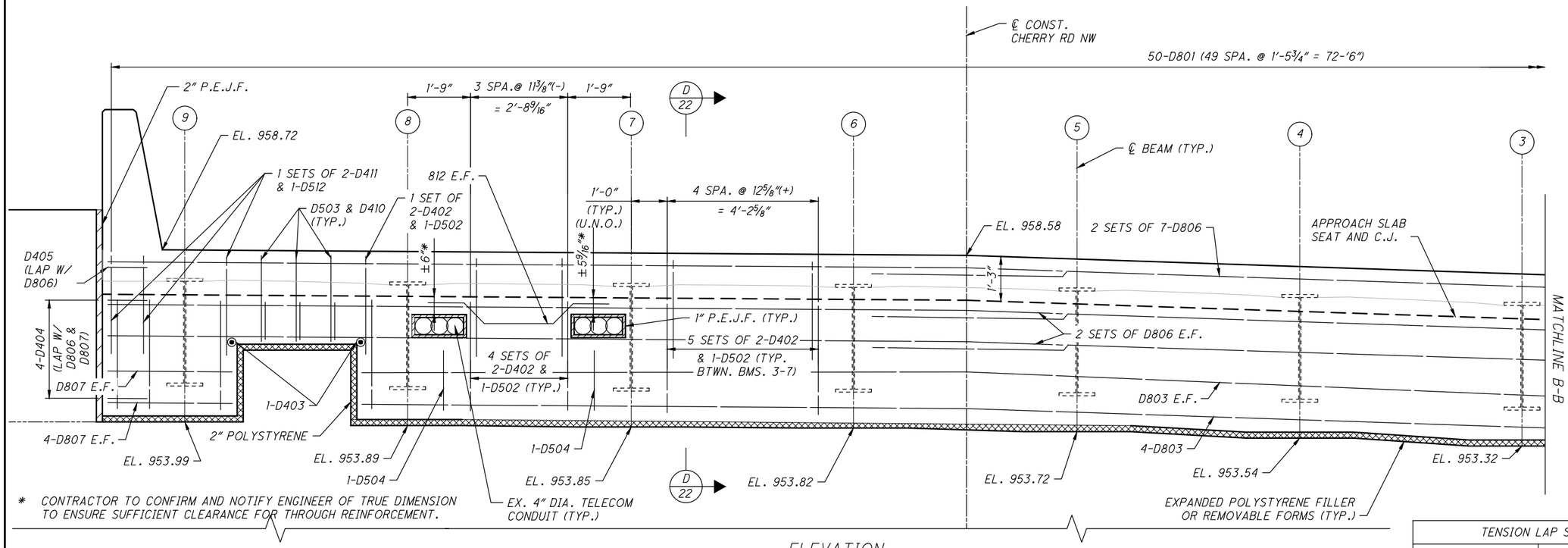
ABUTMENT NO. 1 END DIAPHRAGM DETAILS
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER
TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

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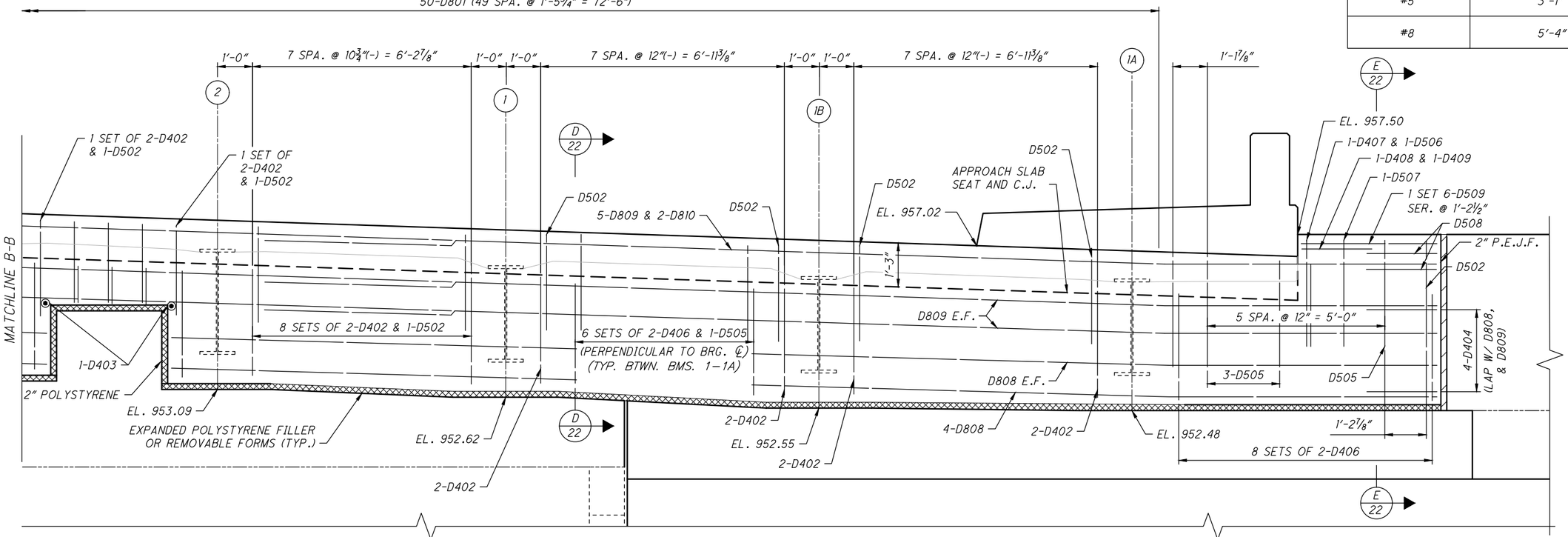
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* CONTRACTOR TO CONFIRM AND NOTIFY ENGINEER OF TRUE DIMENSION TO ENSURE SUFFICIENT CLEARANCE FOR THROUGH REINFORCEMENT.

ELEVATION

TENSION LAP SPLICE LENGTHS:	
#4	1'-11"
#5	3'-1"
#8	5'-4"



ELEVATION

NOTES:

1. FOR NOTES, SEE SHEET 20/40 .

DESIGN AGENCY
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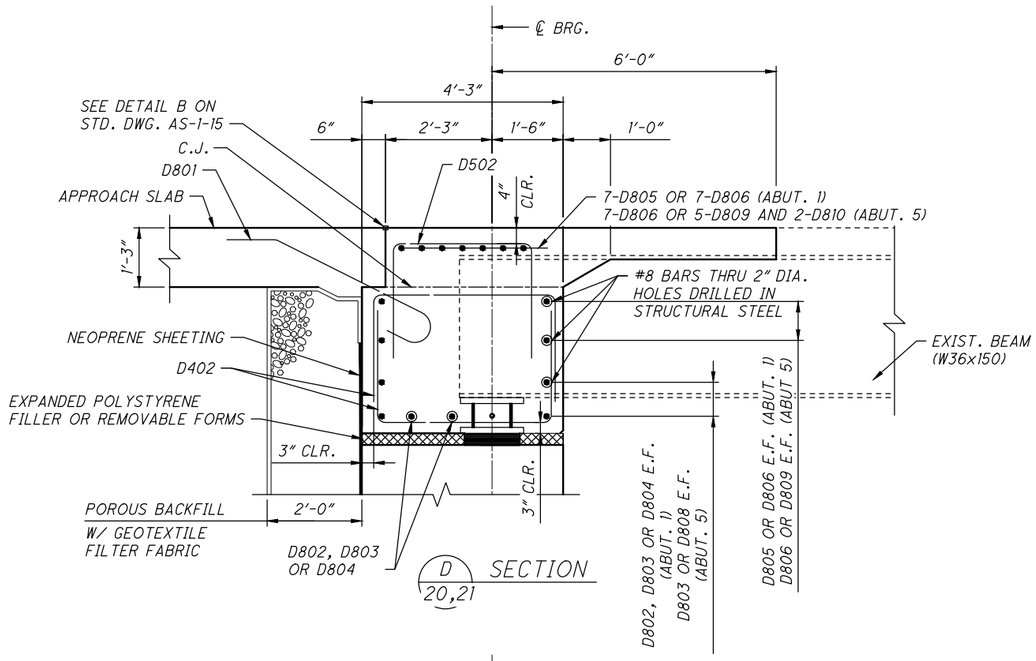
DESIGNED	DRAWN	REVIEWED	DATE
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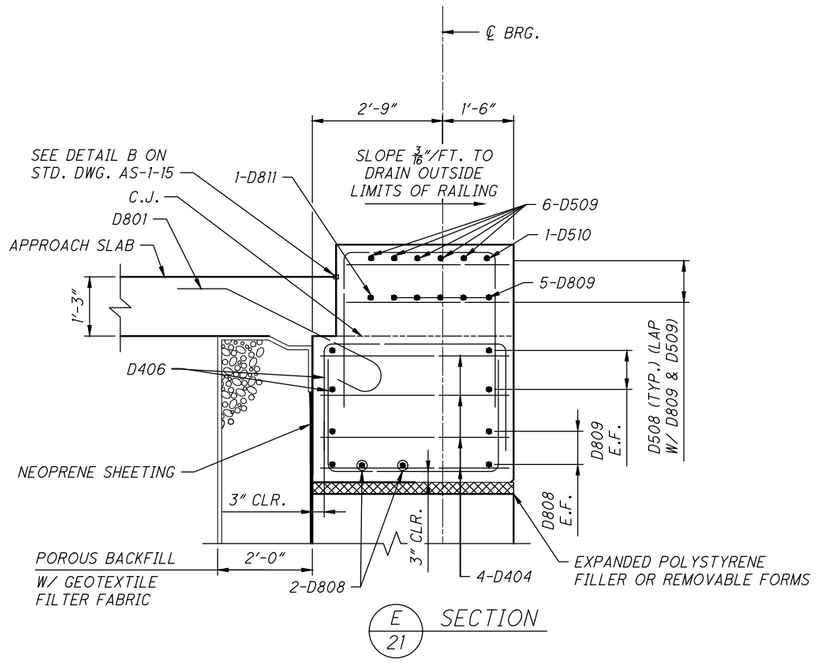
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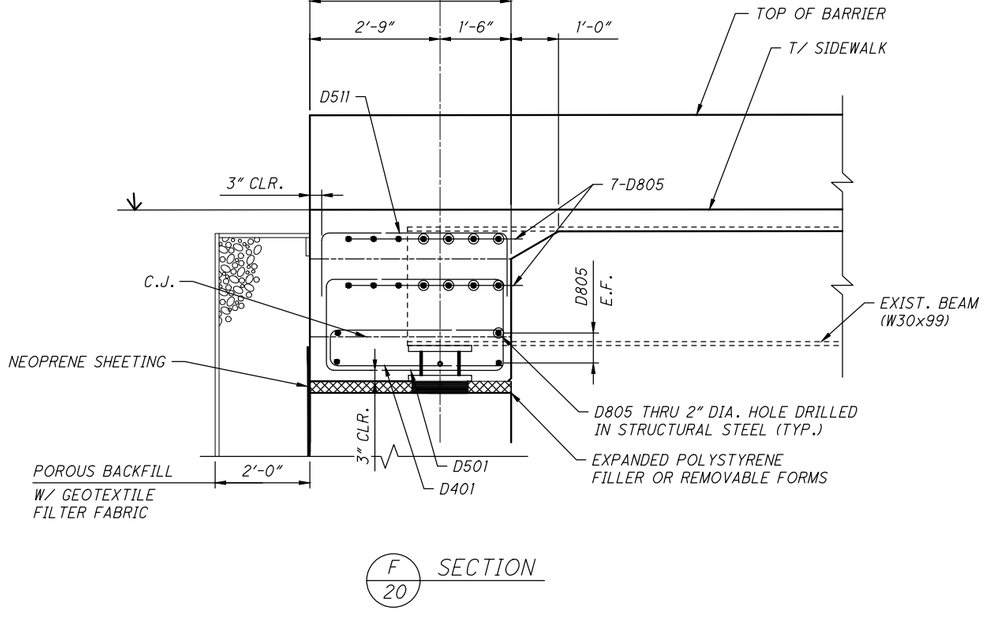
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STA CHERRY RD BRIDGES

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NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 20/40 .

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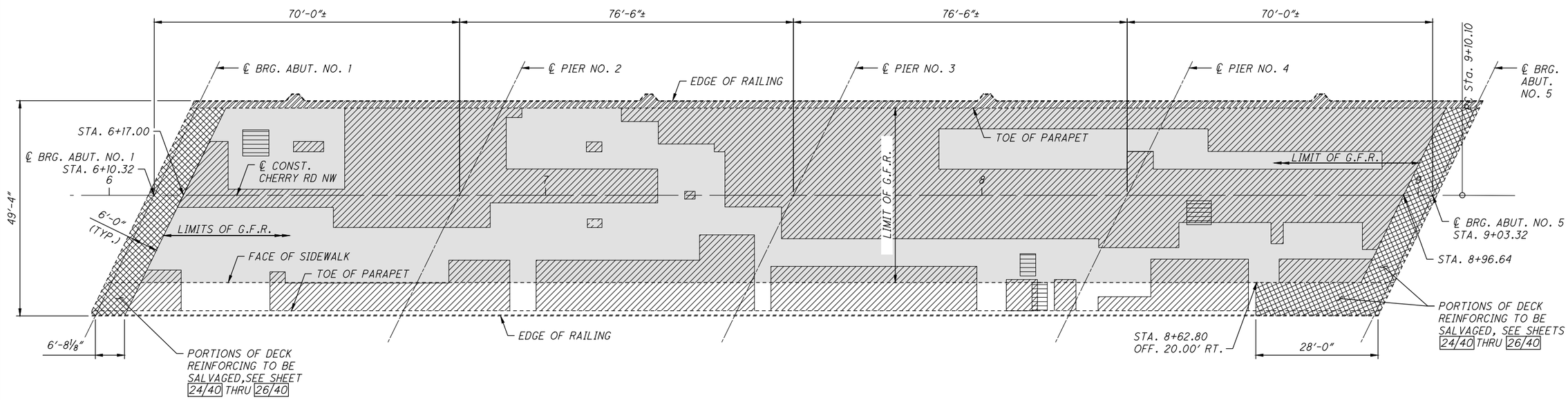
END DIAPHRAGM DETAILS
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER
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DECK AND PARAPET REMOVAL AND DECK PATCHING PLAN

LEGEND:

- BOTTOM OF DECK REGION CONTAINING UNSOUND CONCRETE TO BE PARTIAL DEPTH PATCHED PER CMS ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR. SEE NOTE 1.
- TOP OF DECK REGION CONTAINING UNSOUND CONCRETE TO BE PARTIAL DEPTH PATCHED PER ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECKS, SEE NOTE 1.
- LIMITS OF DECK AND JOINT REMOVAL. REMOVAL SHALL BE PER CMS ITEM 202 - PORTIONS OF STRUCTURE REMOVED OVER 20 FOOT SPAN.
- LIMITS OF GRAVITY FED RESIN .
- LIMITS OF PARAPET REMOVAL. REMOVAL SHALL BE PER CMS ITEM 202 - PORTIONS OF STRUCTURE REMOVED OVER 20 FOOT SPAN.

NOTES:

1. HATCHED REGIONS DEPICTING UNSOUND CONCRETE ARE SHOWN FOR INFORMATIONAL PURPOSES. DECK TOP PATCHING AREAS SHALL BE DETERMINED USING CONCRETE SOUNDING DURING CONSTRUCTION. SOUND LOCATE, AND MARK OFF ANY DISINTEGRATED CONCRETE TO THE SATISFACTION OF THE FIELD ENGINEER. SOUND DECK TOP CONCRETE PER ODOT PROPOSAL NOTE 512. APPROXIMATE TOTAL DECK TOP PATCHING PER ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECKS, TYPE A, TOTALS 450 SY. APPROXIMATE TOTAL DECK BOTTOM PATCHING PER ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR TOTALS 108 SF. THESE QUANTITIES HAVE BEEN CARRIED THROUGH TO THE ESTIMATED QUANTITIES SHEET FOR BIDDING PURPOSES. PAYMENT SHALL BE MADE PER THE ACTUAL APPROVED AND INSTALLED QUANTITIES. NO FULL DEPTH DECK PATCHING HAS BEEN IDENTIFIED/QUANTIFIED HEREIN. NOTIFY THE ENGINEER FOR FURTHER DIRECTION IF THE NEED FOR FULL DEPTH PATCHING IS IDENTIFIED.
2. THE PARAPET SHALL BE REMOVED USING FULL DEPTH HORIZONTAL CUTS FOR THE REMOVAL LENGTH. NO REINFORCING WILL BE SALVAGED EXCEPT AT LIGHT PILASTERS. AT THE LIGHT PILASTERS, THE SAW CUT SHALL BE 6 INCH MINIMUM ABOVE THE DECK AND VERTICAL REINFORCING BELOW THE CUT LINE WILL BE PRESERVED. REFER TO THE PILASTER SHEET 32/40 FOR MORE INFORMATION.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	CMA	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GAD		7631987	

STA CHERRY RD BRIDGES

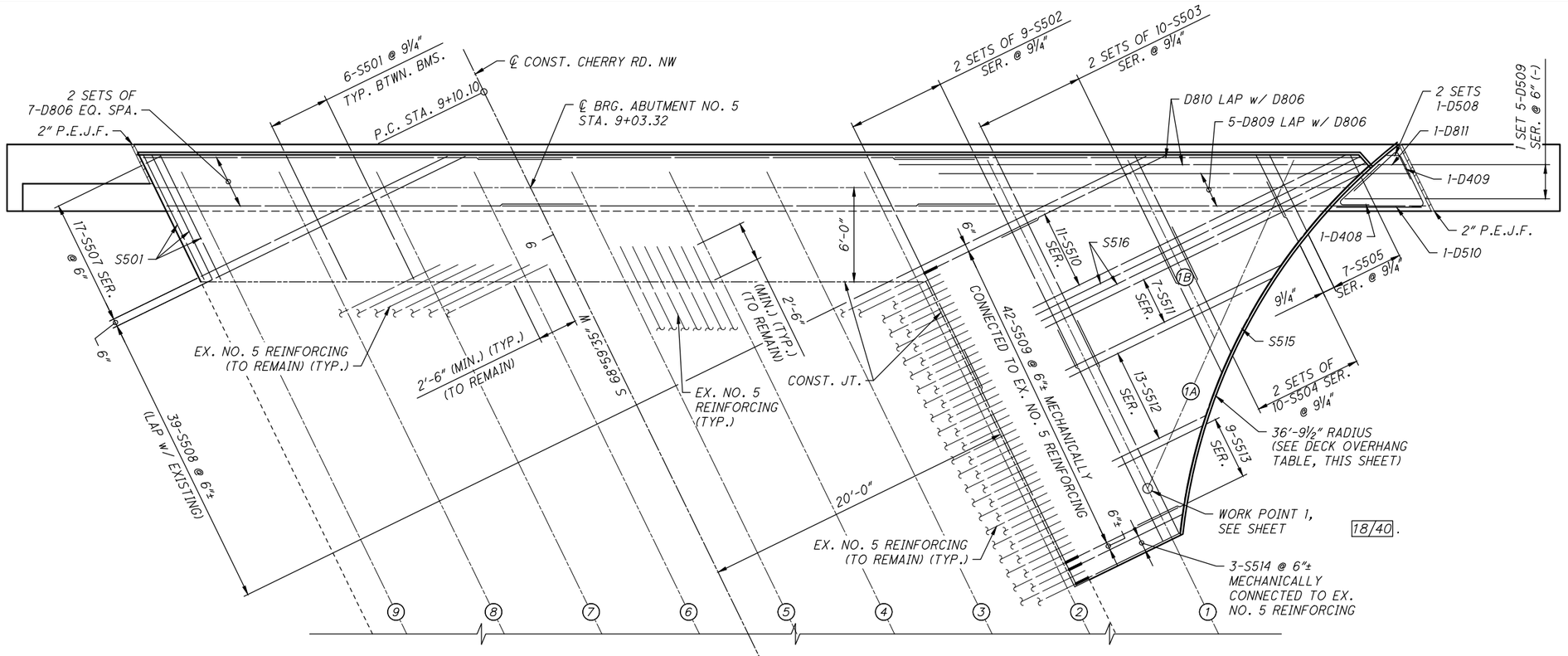
DECK AND PARAPET REMOVAL AND DECK PATCHING PLAN

BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

23/40

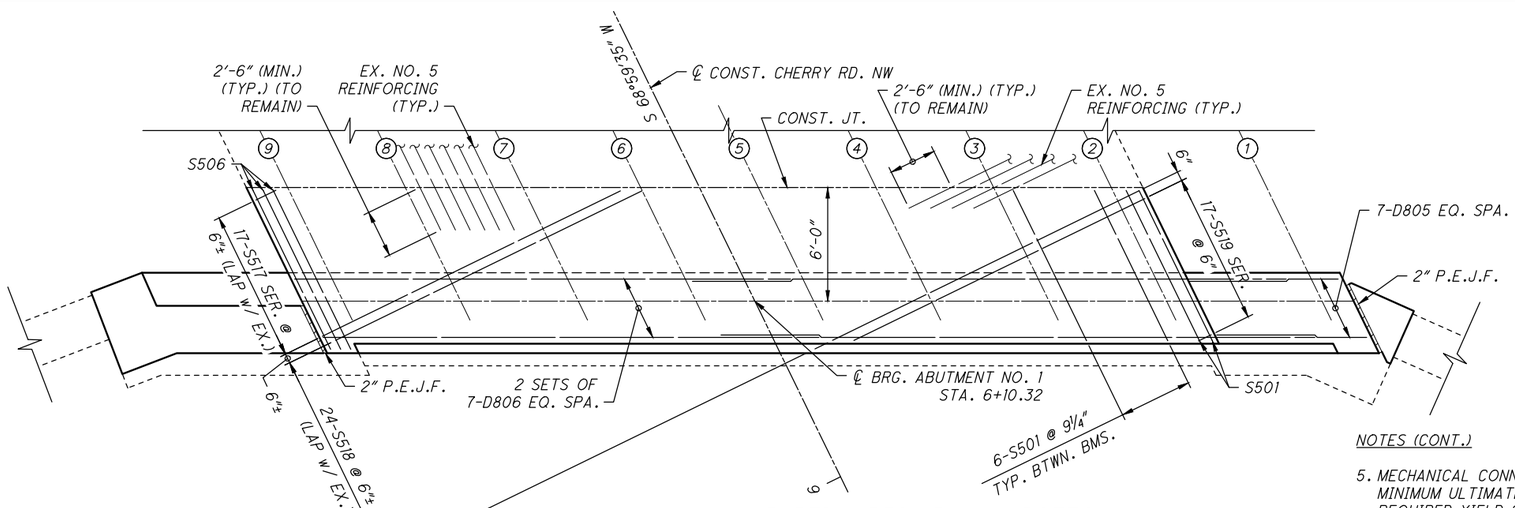
43/92

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PARTIAL DECK PLAN - BOTTOM

(AT ABUTMENT NO. 5)



PARTIAL DECK PLAN - BOTTOM

(AT ABUTMENT NO. 1)

DECK OVERHANG TABLE						
DISTANCE ALONG ℄ BEAM 1A FROM WORK POINT 1	@ WORK POINT 1 (BM. 1 TO BM. 1A CONNECTION)	5'-0"	10'-0"	15'-0"	20'-0"	℄ BRG. ABUT. NO. 5
OFFSET FROM ℄ BEAM 1A TO RIGHT EDGE OF DECK	2'-8¾"	1'-9 3/16"	1'-6 1/16"	1'-11⅛"	3'-0⅝"	4'-0 9/16"

NOTES

1. APPROACH SLABS, SIDEWALKS AND RAILINGS NOT SHOWN FOR CLARITY.
2. FOR DECK REINFORCING, SEE SHEET 38/40.
3. NEW DECK SHALL MEET THE EXISTING DECK AT THE SAWCUT AND PROVIDED END DIAPHRAGM ELEVATIONS.

NOTES (CONT.)

4. MINIMUM REQUIRED LAP LENGTHS ARE AS FOLLOWS:
   NO. 5 = 2'-5"
   NO. 8 = 4'-11"

NOTES (CONT.)

5. MECHANICAL CONNECTORS SHALL DEVELOP A MINIMUM ULTIMATE STRENGTH OF 125% OF THE REQUIRED YIELD STRENGTH OF THE REINFORCEMENT THEY CONNECT. MECHANICAL CONNECTORS SHALL MEET THE REQUIREMENTS OF C&MS 509.
6. THE AMOUNT OF REINFORCING TO REMAIN AND EXTEND PAST THE PARTIAL DECK REMOVAL SHALL BE DETERMINED BY THE CONTRACTOR BASED ON THE MECHANICAL CONNECTOR BEING USED TO ENSURE ADEQUATE DEVELOPMENT OF ULTIMATE STRENGTH REQUIREMENTS.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	TMR	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

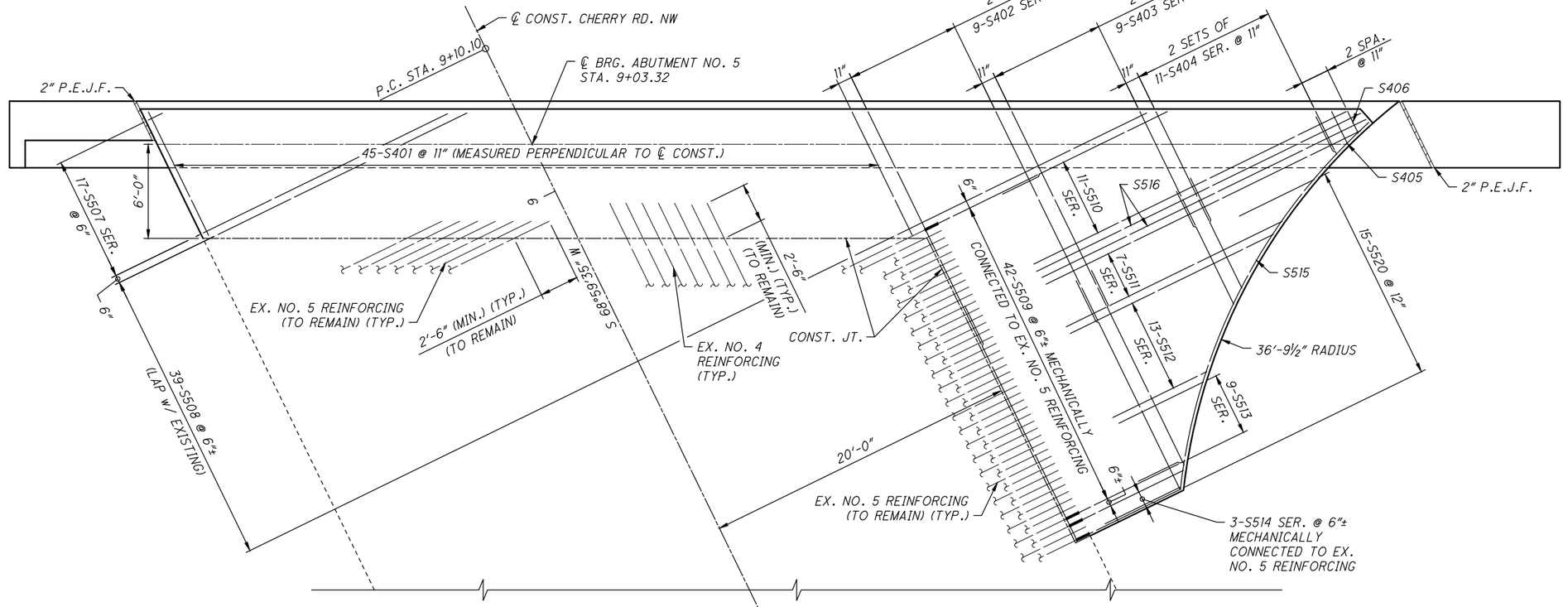
PARTIAL DECK PLAN - BOTTOM
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

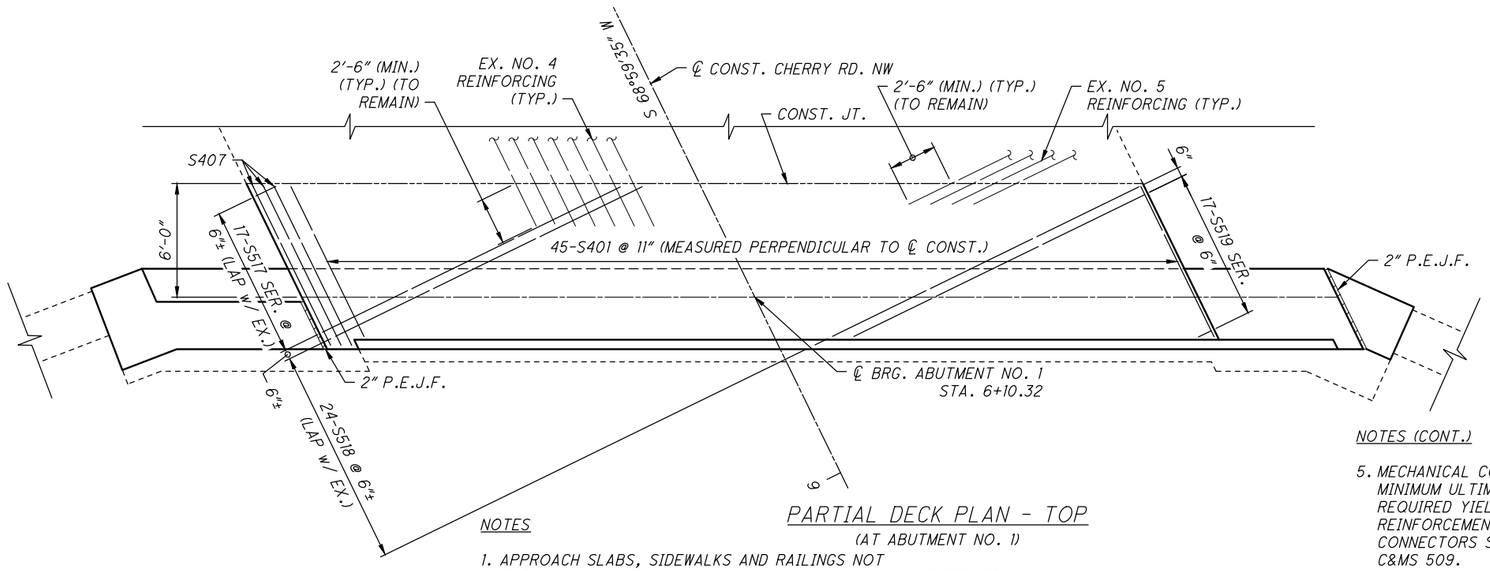
24/40

44/92

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PARTIAL DECK PLAN - TOP
(AT ABUTMENT NO. 5)



PARTIAL DECK PLAN - TOP
(AT ABUTMENT NO. 1)

NOTES

1. APPROACH SLABS, SIDEWALKS AND RAILINGS NOT SHOWN FOR CLARITY.
2. FOR DECK REINFORCING, SEE SHEET 38/40.
3. NEW DECK SHALL MEET THE EXISTING DECK AT THE SAWCUT AND PROVIDED END DIAPHRAGM ELEVATIONS.

NOTES (CONT.)

4. MINIMUM REQUIRED LAP LENGTHS ARE AS FOLLOWS:
   NO. 5 = 2'-5"
   NO. 8 = 4'-11"
5. MECHANICAL CONNECTORS SHALL DEVELOP A MINIMUM ULTIMATE STRENGTH OF 125% OF THE REQUIRED YIELD STRENGTH OF THE REINFORCEMENT THEY CONNECT. MECHANICAL CONNECTORS SHALL MEET THE REQUIREMENTS OF C&MS 509.
6. THE AMOUNT OF REINFORCING TO REMAIN AND EXTEND PAST THE PARTIAL DECK REMOVAL SHALL BE DETERMINED BY THE CONTRACTOR BASED ON THE MECHANICAL CONNECTOR BEING USED TO ENSURE ADEQUATE DEVELOPMENT OF ULTIMATE STRENGTH REQUIREMENTS.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
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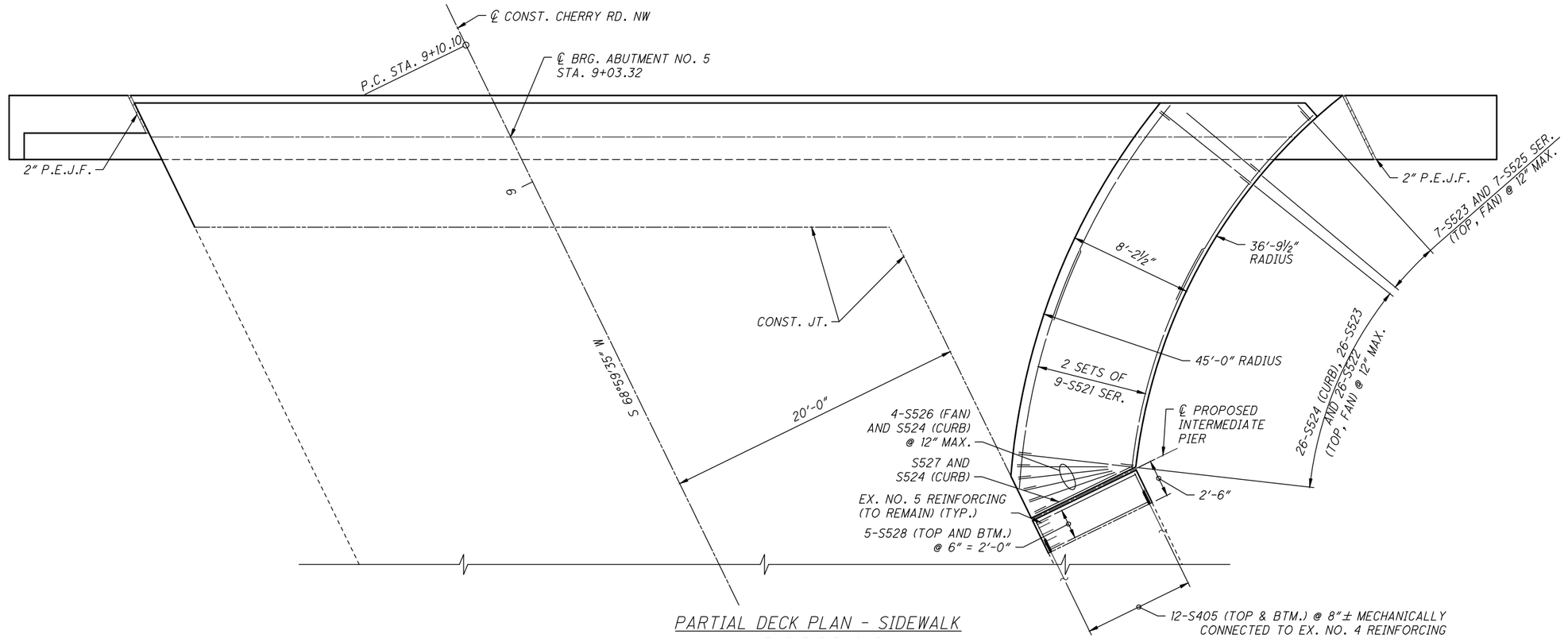
PARTIAL DECK PLAN - TOP
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

25/40

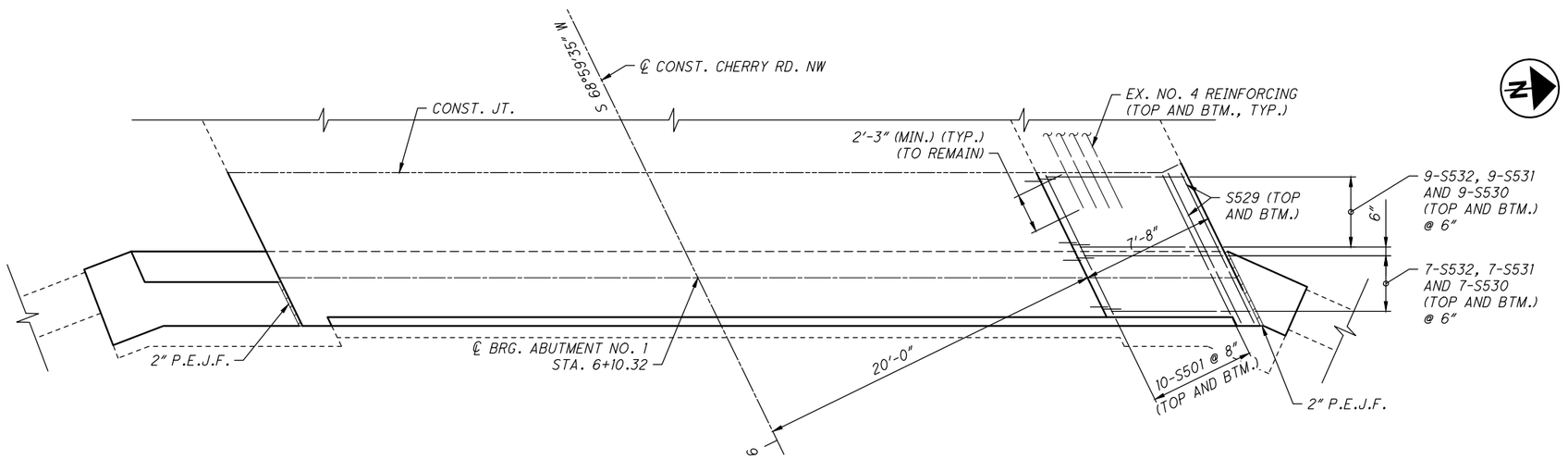
45/92

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PARTIAL DECK PLAN - SIDEWALK

(AT ABUTMENT NO. 5)



PARTIAL DECK PLAN - SIDEWALK

(AT ABUTMENT NO. 1)

NOTES

1. APPROACH SLABS AND RAILINGS NOT SHOWN FOR CLARITY.
2. FOR DECK REINFORCING, SEE SHEET 38/40.

NOTES (CONT.)

3. FOR SIDEWALK JOINT ARMOR, SEE SHEET 15/40.
4. NEW DECK SHALL MEET THE EXISTING DECK AT THE SAWCUT AND PROVIDED END DIAPHRAGM ELEVATIONS.

NOTES (CONT.)

5. MINIMUM REQUIRED LAP LENGTHS ARE AS FOLLOWS:
   NO. 5 = 2'-5"
6. MECHANICAL CONNECTORS SHALL DEVELOP A MINIMUM ULTIMATE STRENGTH OF 125% OF THE REQUIRED YIELD STRENGTH OF THE REINFORCEMENT THEY CONNECT. MECHANICAL CONNECTORS SHALL MEET THE REQUIREMENTS OF C&MS 509.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	TMR	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

PARTIAL DECK PLAN - SIDEWALK

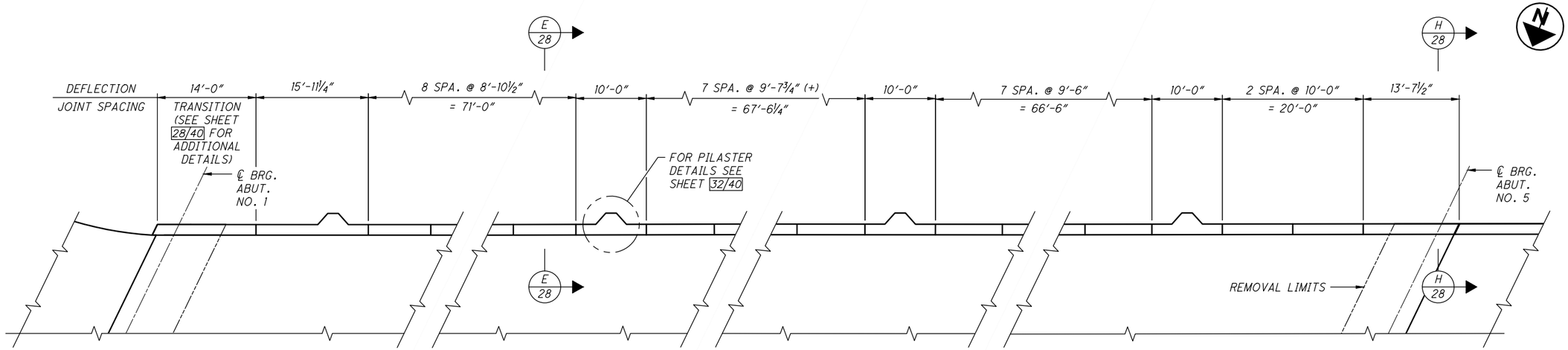
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

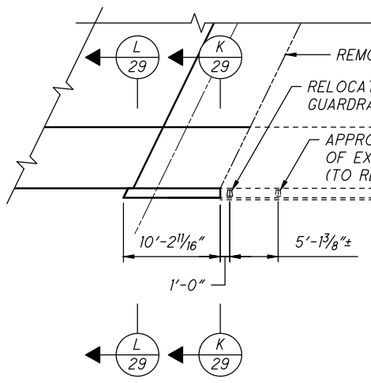
STA CHERRY RD BRIDGES

26/40

46/92

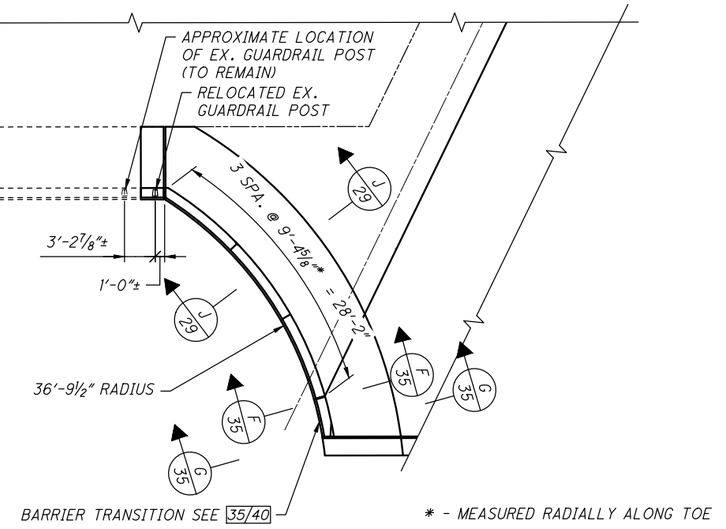
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LIMITS OF EX. RAILING AND SIDEWALK

RAILING PLAN



NOTES:

1. FOR ADDITIONAL INFORMATION AND DETAILS NOT SHOWN, REFER TO STANDARD DRAWINGS BR-2-15 AND SBR-1-20
2. FOR DECK PLAN, SEE SHEET 24/40 THRU 26/40.
3. FOR TRANSVERSE SECTION, SEE SHEET 30/40 AND 31/40.
4. FOR REINFORCING STEEL LIST, SEE SHEET 37/40.
5. USE GLASS FIBER REINFORCED POLYMER (GFRP) FOR ALL HORIZONTAL R401, R402 BARS AND STIFFENING BARS (R403, R404, R405, R406, R407 AND R408).
6. SLIPFORMING OF PARAPET WALLS WILL NOT BE ALLOWED.
7. MECHANICAL CONNECTORS SHALL DEVELOP A MINIMUM ULTIMATE STRENGTH OF 125% OF THE REQUIRED YIELD STRENGTH OF THE REINFORCEMENT THEY CONNECT. MECHANICAL CONNECTORS SHALL MEET THE REQUIREMENTS OF C&MS 509.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JTH	CMA/HER	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
HER		7631987	

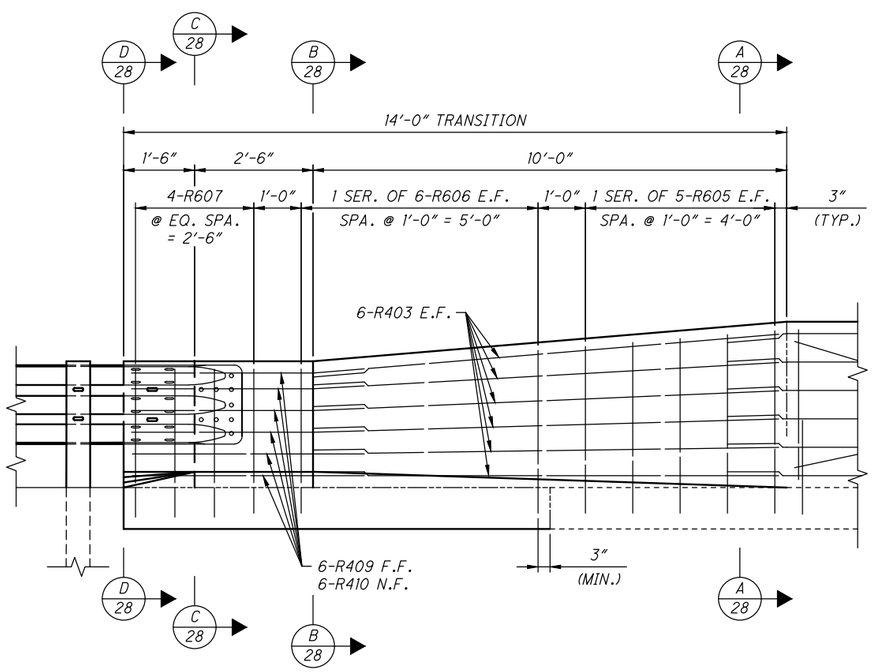
RAILING PLAN
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

27/40

47/92

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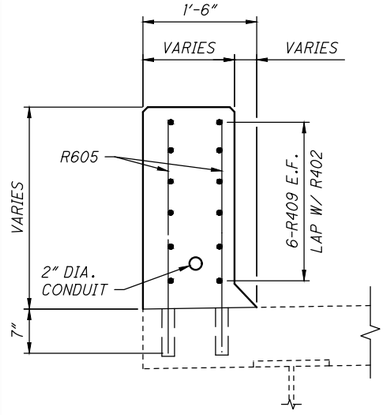


PARTIAL RAILING ELEVATION

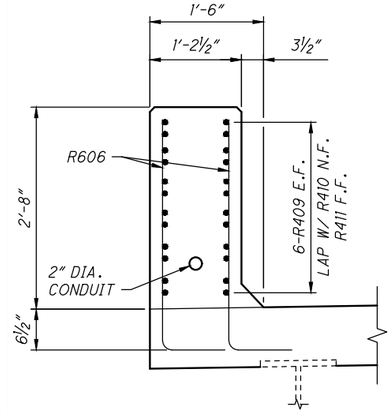
(LEFT RAIL AT ABUTMENT NO. 1)

DEFLECTION PANEL TABLE			
No. OF PANELS	LENGTH "X"	No. OF BARS IN EA. PANEL "Y"	DIAGONAL STIFFENER BARS
5	10'-0"	11	R403
8	8'-10½"	10	R406
7	9'-7¾"	11	R405
7	9'-6"	10	R404
1	15'-11¼"	17	R408

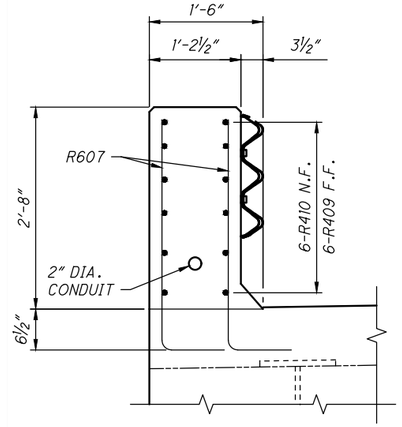
TENSION LAP SPLICE LENGTHS:	
#4	1'-11"
#5	2'-4"



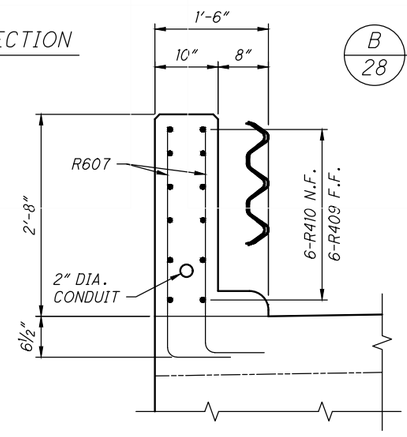
A 28 SECTION



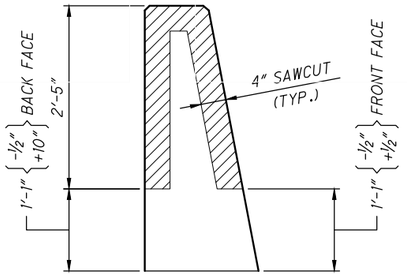
B 28 SECTION



C 28 SECTION

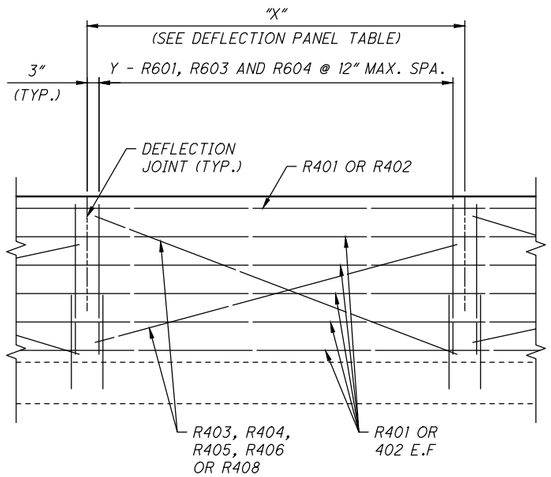


D 28 SECTION



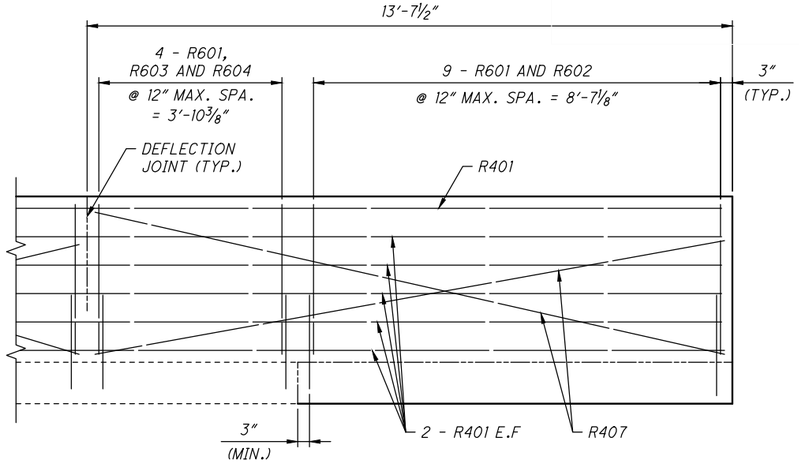
DEFLECTION JOINT DETAIL - LEFT RAILING

(SECTION THROUGH SAWCUT SAWCUT PERIMETER = 5'-9")



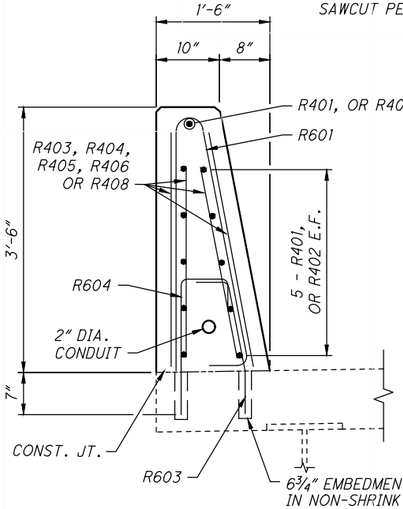
PARTIAL RAILING ELEVATION

(TYPICAL LEFT RAIL U.N.O.)

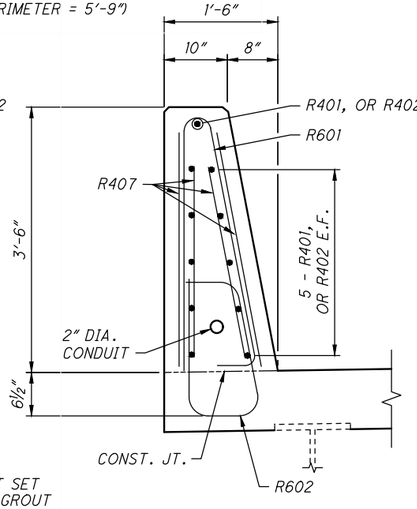


PARTIAL RAILING ELEVATION

(LEFT RAIL AT ABUTMENT NO. 5)



E 27 SECTION



H 27 SECTION

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 27/40.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED HER
DRAWN CMA
CHECKED JTH
REVIEWED MRW
DATE 10/24/25
REVISED
STRUCTURE FILE NUMBER 7631987

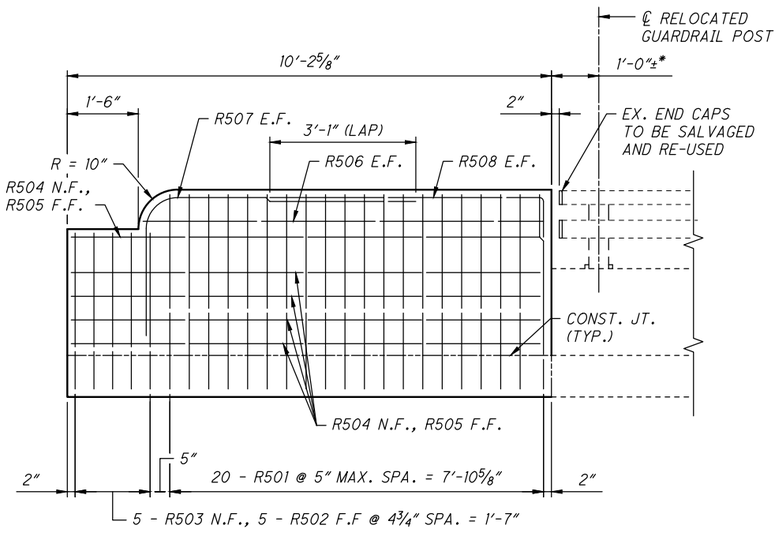
RAILING DETAILS - 1 OF 2
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

28/40

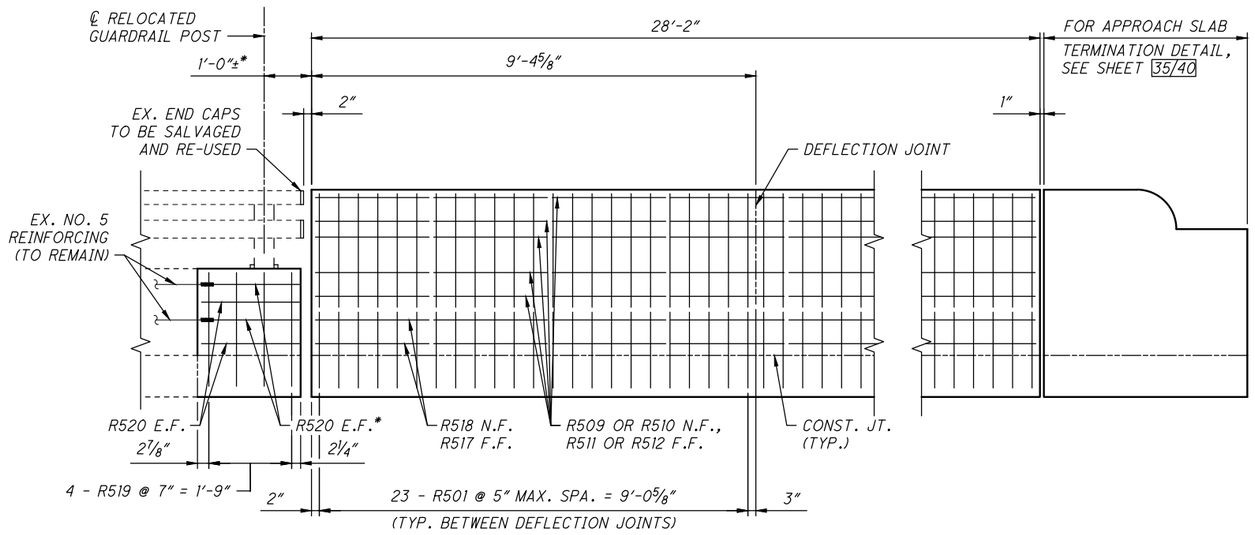
48/92

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PARTIAL RAILING ELEVATION

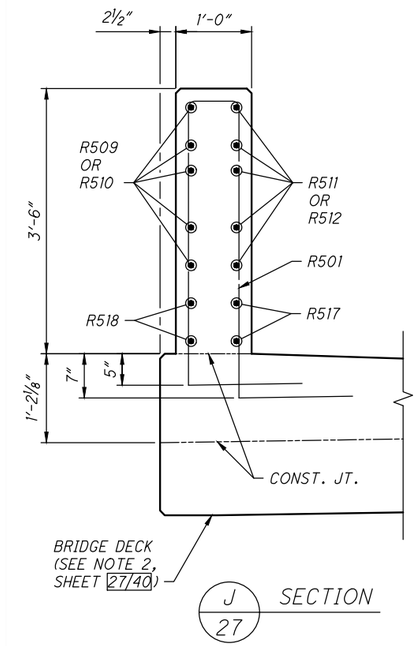
(RIGHT RAIL AT ABUTMENT NO. 1)



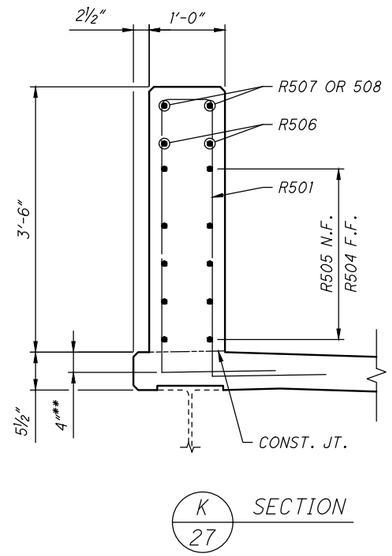
* - MECHANICALLY CONNECTED TO EX. NO. 5 REINFORCING

PARTIAL RAILING ELEVATION

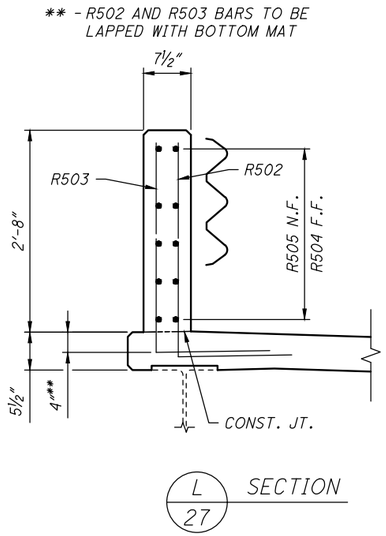
(RIGHT RAIL AT ABUTMENT NO. 5)



J 27 SECTION

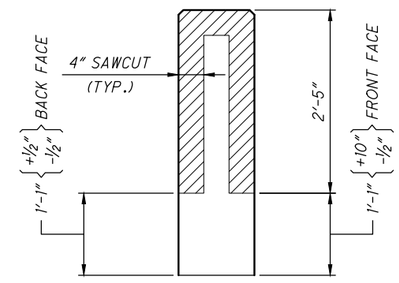


K 27 SECTION



L 27 SECTION

TENSION LAP SPLICE LENGTHS:	
#4	1'-11"
#5	2'-4"



DEFLECTION JOINT DETAIL - RIGHT RAILING

(SECTION THROUGH SAWCUT SAWCUT PERIMETER = 5'-10")

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 27/40.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
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CHECKED	REVISED	STRUCTURE FILE NUMBER	
GAD		7631987	

RAILING DETAILS - 2 OF 2

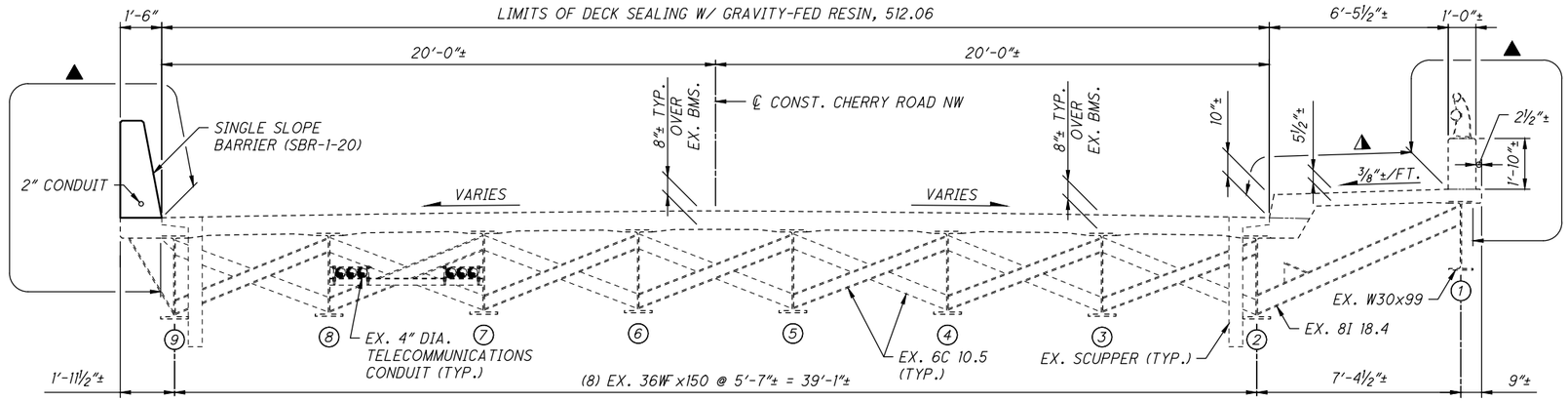
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

29/40

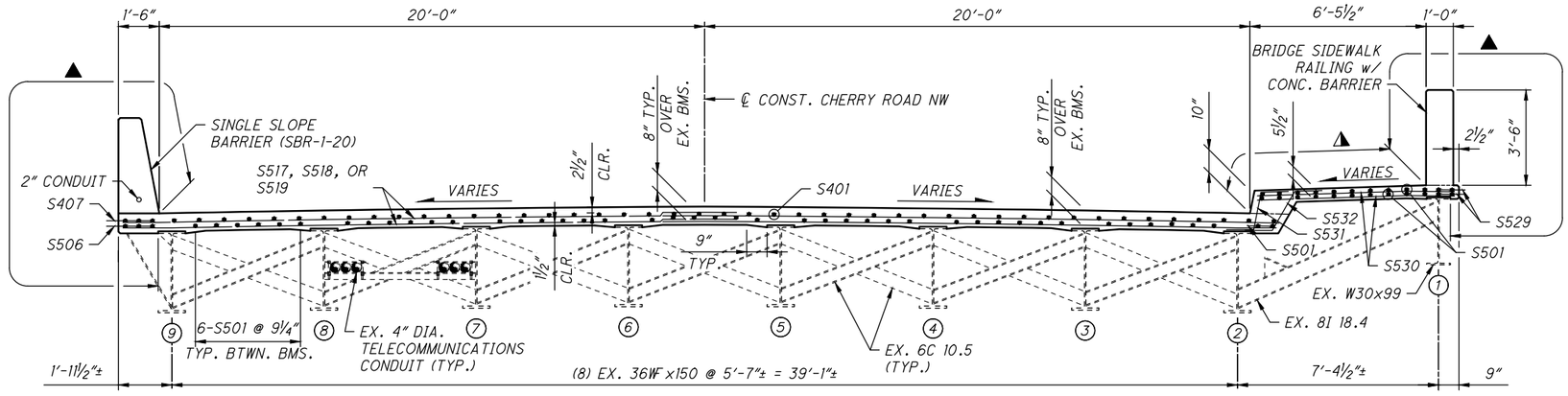
49/92

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TRANSVERSE SECTION

STA. 6+17.00 TO STA. 8+65.30



TRANSVERSE SECTION

STA. 6+07.82 TO STA. 6+17.00

LEGEND:

- ◭ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (NON-EPOXY)
- ▲ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
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836-9111

DESIGNED	DRAWN	REVIEWED	DATE
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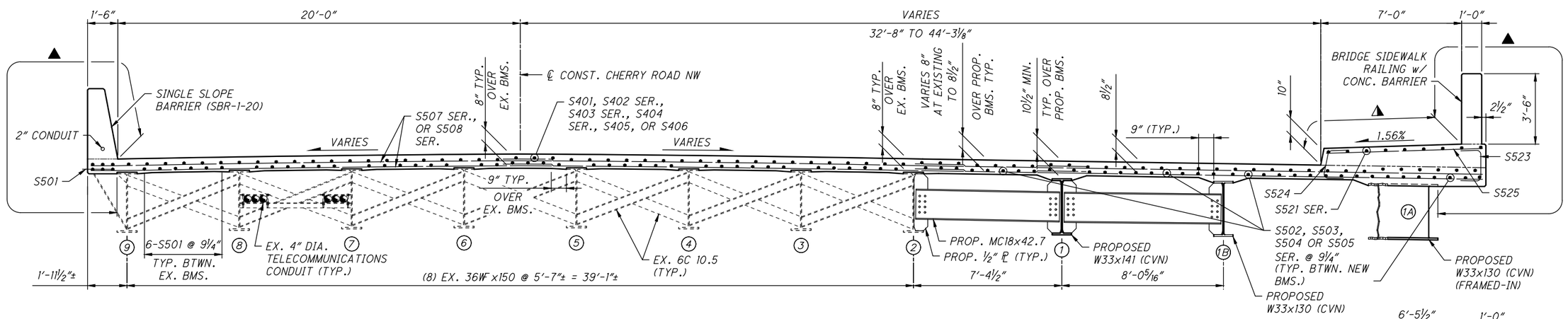
TRANSVERSE SECTIONS - 1 OF 2
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

30/40

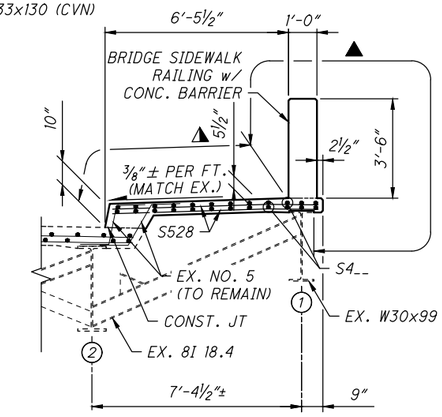
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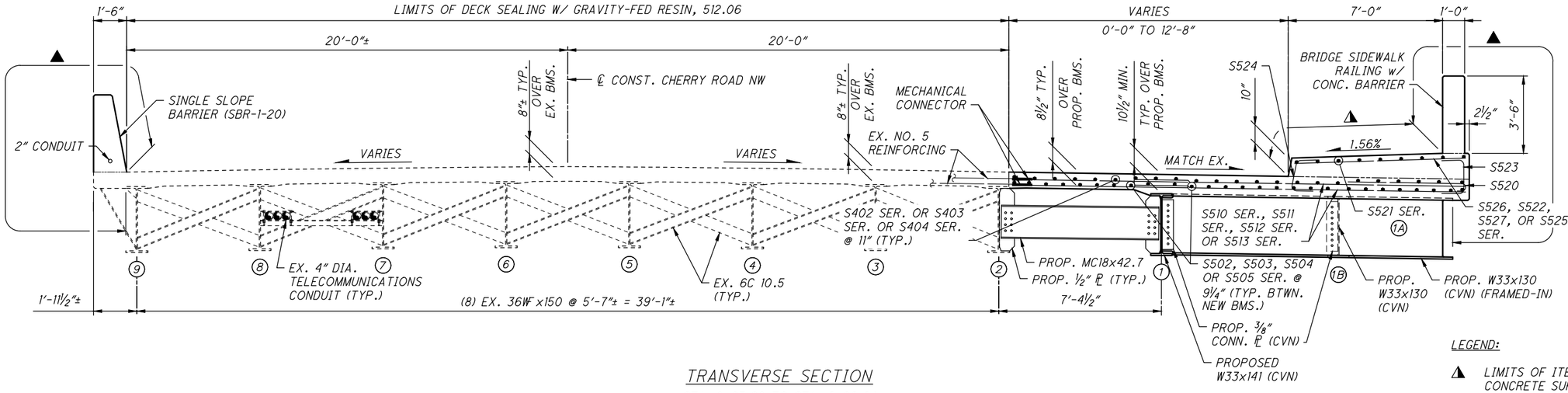
TRANSVERSE SECTION

STA. 8+96.64 TO STA. 9+05.82



PARTIAL TRANSVERSE SECTION

STA. 8+62.80 TO STA. 8+65.20



TRANSVERSE SECTION

STA. 8+65.20 TO STA. 8+96.64

LEGEND:

- ◭ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (NON-EPOXY)
- ▲ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	CMA/TMR	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

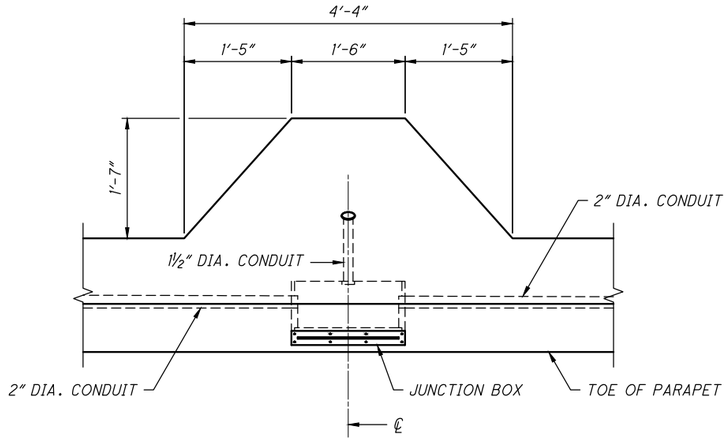
TRANSVERSE SECTIONS - 2 OF 2
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

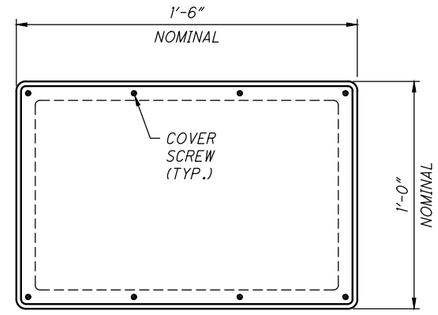
31 / 40

51 / 92

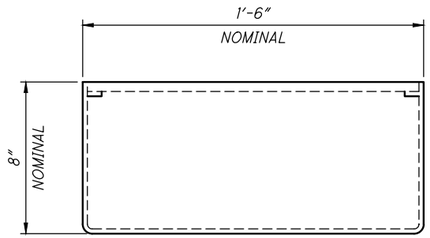
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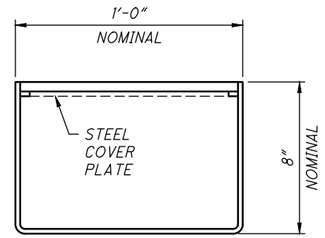
PLAN



PLAN



ELEVATION



SECTION

JUNCTION BOX WITH STEEL COVER PLATE

(CONDUIT OPENINGS NOT SHOWN)

ELEVATION

A 32 SECTION

PLAN

B 32 SECTION

LIGHT POLE PILASTER REINFORCEMENT DETAILS

LIGHT POLE PILASTER DETAILS

NOTES:

1. ALL CONDUITS SHALL CONFORM TO CMS 725.04.
2. FOR ANCHOR BOLT DETAILS, SEE STANDARD CONSTRUCTION DRAWING HL-20.14.
3. JUNCTION BOXES SHALL CONFORM TO CMS 725.10.
4. LUBRICATE COVER SCREWS WITH ANTI-SEIZE COMPOUND OR GREASE.
5. FOR LIGHT POLE PILASTER LOCATIONS, SEE RAILING PLAN SHEET 27/40.
6. FOR REINFORCING STEEL LIST, SEE SHEET 37/40.
7. EXISTING PILASTERS SHALL BE REMOVED USING A FULL DEPTH HORIZONTAL SAW CUT 6" MINIMUM ABOVE THE DECK. HAND CHIP CONCRETE BELOW THE SAW CUT TO EXPOSE EXISTING REINFORCEMENT. VERTICAL REINFORCING BELOW THE CUT LINE WILL BE PRESERVED. USE MECHANICAL CONNECTORS TO SPLICE EXISTING REINFORCING TO PROPOSED REINFORCING AS SHOWN HEREIN.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	CMA/HBC	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

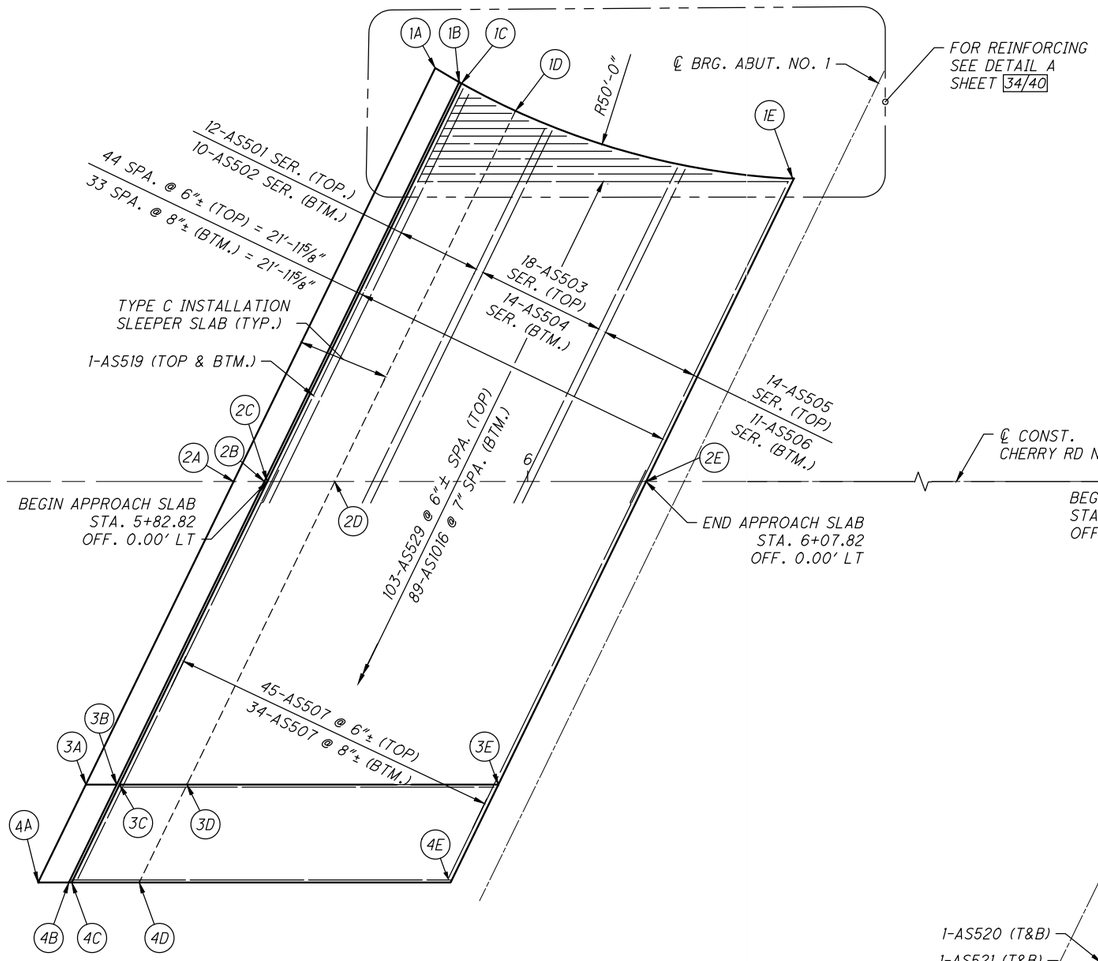
LIGHT POLE PILASTER DETAILS
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

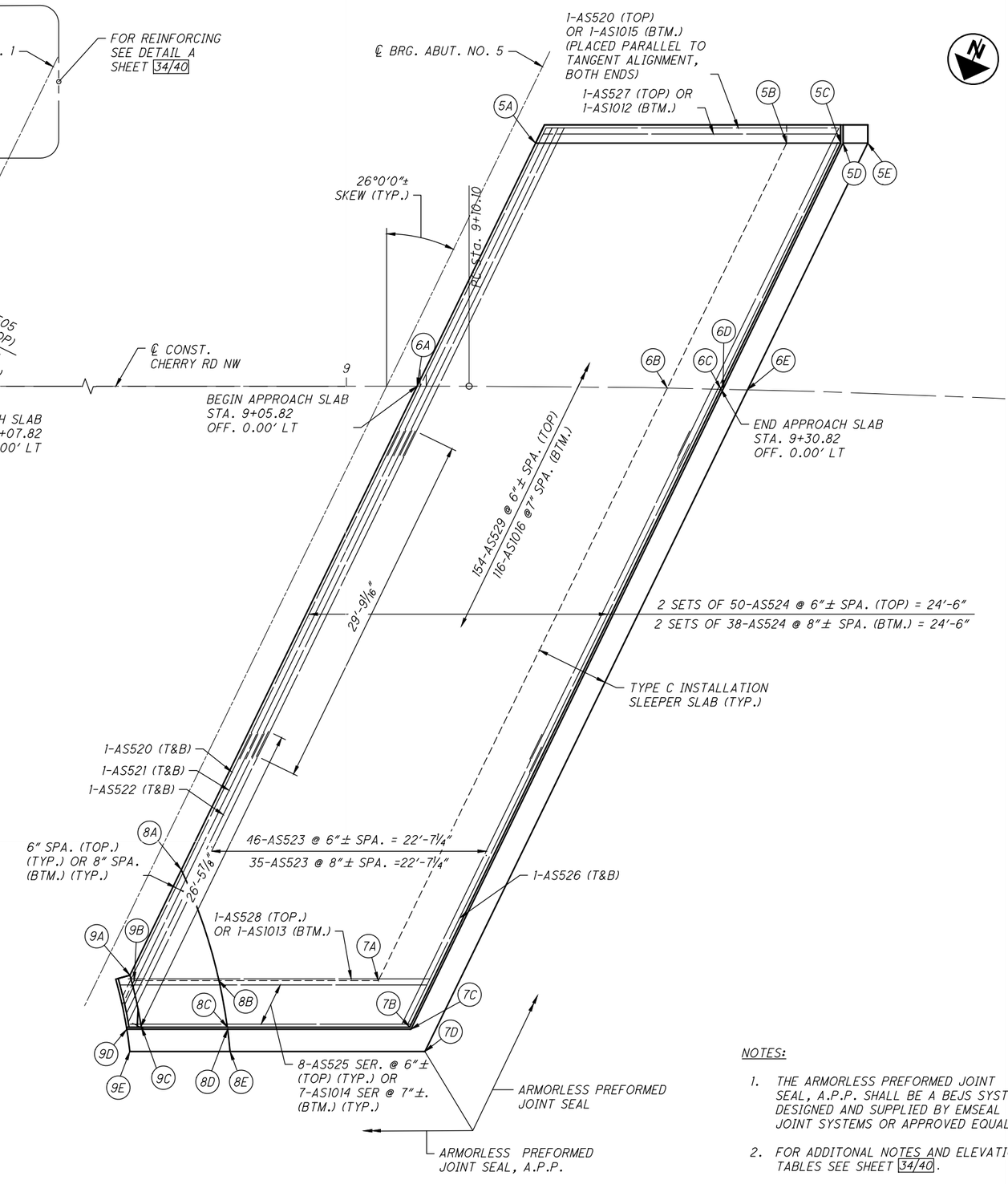
32/40

52/92

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REAR APPROACH SLAB PLAN



FORWARD APPROACH SLAB PLAN

NOTES:

1. THE ARMORLESS PREFORMED JOINT SEAL, A.P.P. SHALL BE A BEJS SYSTEM DESIGNED AND SUPPLIED BY EMSEAL JOINT SYSTEMS OR APPROVED EQUAL.
2. FOR ADDITONAL NOTES AND ELEVATION TABLES SEE SHEET 34/40.
3. MINIMUM REQUIRED LAP LENGTHS ARE AS FOLLOWS:
   NO. 5 = 2'-5"
   NO. 10 = 8'-11"

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DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	HER	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

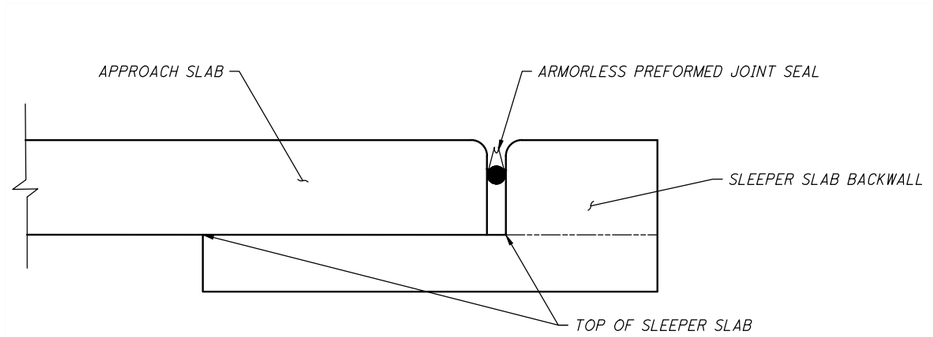
APPROACH SLAB DETAILS - 1 OF 3

BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

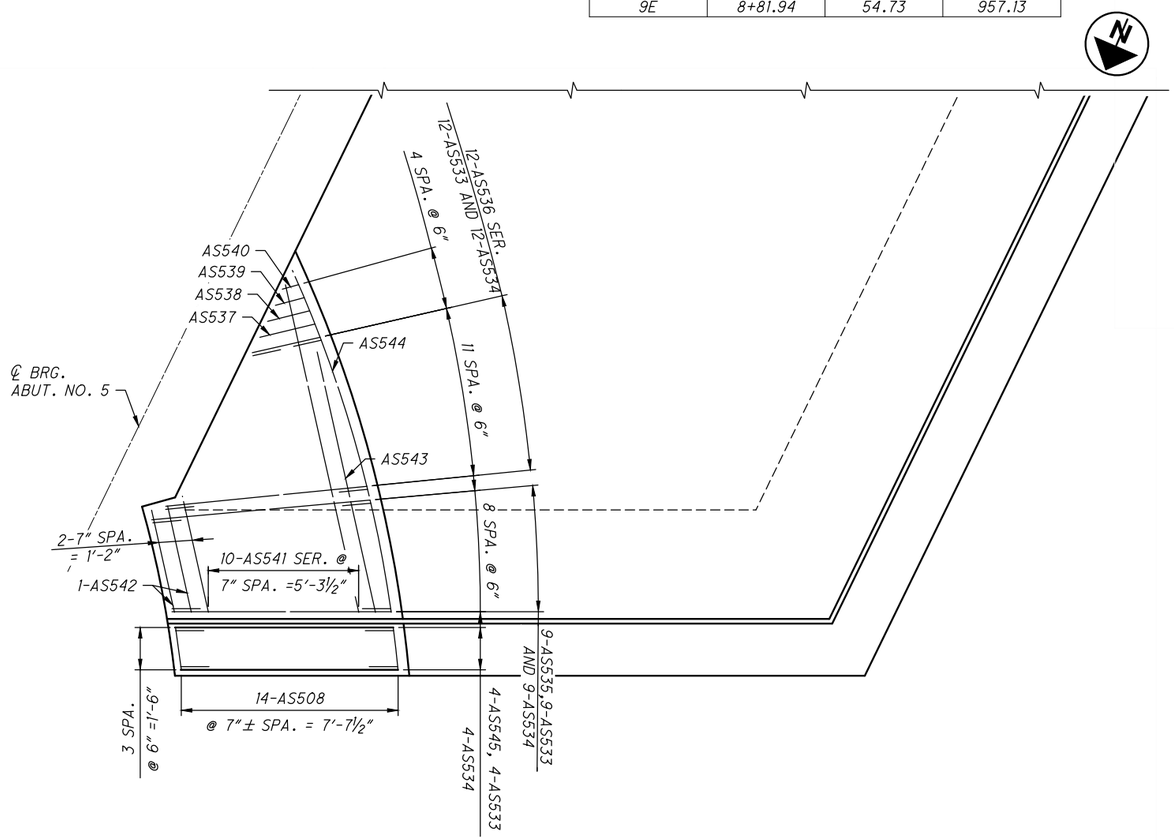
STA CHERRY RD BRIDGES

REAR APPROACH SLAB			
LOCATION	STATION	OFFSET	ELEVATION
1A	5+93.90	27.28	943.35
1B (TOP)	5+95.48	26.35	943.46
1B (BOTTOM)	5+95.48	26.35	942.21*
1C	5+95.63	26.27	943.47
1D	5+99.20	24.46	942.48*
1E	6+17.48	20.00	944.68
2A	5+80.59	0.00	942.94
2B (TOP)	5+82.63	0.00	943.07
2B (BOTTOM)	5+82.63	0.00	941.82*
2C	5+82.82	0.00	943.08
2D	5+87.27	0.00	942.11*
2E	6+07.82	0.00	944.53
3A	5+70.84	20.00	942.02
3B (TOP)	5+72.88	20.00	942.15
3B (BOTTOM)	5+72.88	20.00	940.90*
3C	5+73.13	20.00	942.16
3D	5+77.51	20.00	941.19*
3E	5+98.06	20.00	943.72
4A	5+67.69	26.46	941.72
4B (TOP)	5+69.73	26.46	941.85
4B (BOTTOM)	5+69.73	26.46	940.60*
4C	5+69.91	26.46	941.86
4D	5+74.36	26.46	940.89*
4E	5+94.91	26.46	943.43

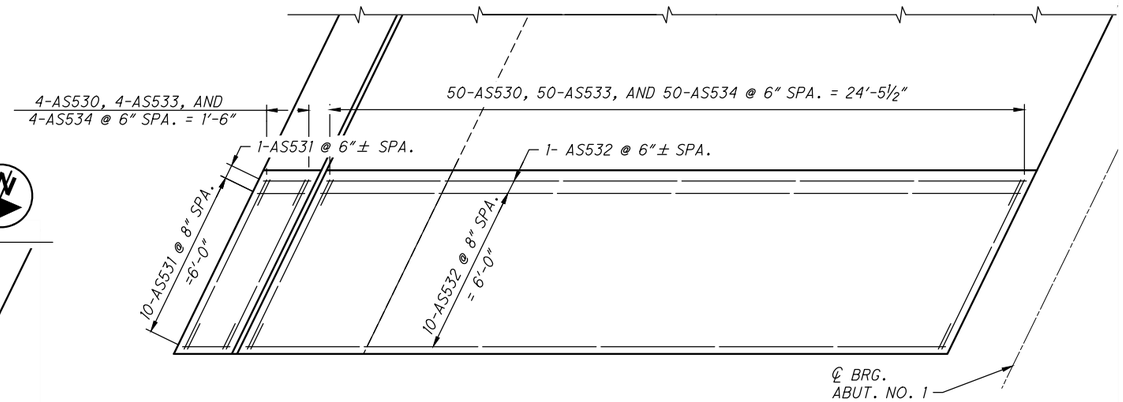
FORWARD APPRAOCH SLAB			
LOCATION	STATION	OFFSET	ELEVATION
5A	9+15.47	20.02	958.83
5B	9+35.69	20.35	958.54*
5C	9+40.05	20.48	959.99
5D (TOP)	9+40.23	20.49	960.00
5D (BOTTOM)	9+40.23	20.49	958.75*
5E	9+42.23	20.55	960.09
6A	9+05.82	0.00	958.69
6B	9+26.41	0.00	958.41*
6C	9+30.82	0.00	959.87
6D (TOP)	9+31.01	0.00	959.88
6D (BOTTOM)	9+31.01	0.00	958.63*
6E	9+33.02	0.00	959.98
7A	9+02.63	48.89	957.75*
7B	9+05.21	52.73	957.83
7C (TOP)	9+05.32	52.89	957.82
7C (BOTTOM)	9+05.32	52.89	957.82*
7D	9+06.46	54.73	957.86
8A	8+86.42	39.78	957.14
8B	8+89.52	48.89	955.87*
8C	8+90.21	52.73	957.13
8D (TOP)	8+90.23	52.89	957.13
8D (BOTTOM)	8+90.23	52.89	955.88*
8E	8+90.43	54.73	957.13
9A	8+92.19	48.45	957.12
9B	8+82.53	48.89	955.87*
9C	8+83.13	52.73	957.13
9D (TOP)	8+82.19	52.89	957.13
9D (BOTTOM)	8+81.94	52.89	955.88*
9E	8+81.94	54.73	957.13



TYPICAL TYPE C INSTALLATION



APPROACH SLAB SIDEWALK REINFORCEMENT
(AT ABUTMENT NO. 5)



APPROACH SLAB SIDEWALK REINFORCEMENT
(AT ABUTMENT NO. 1)

LEGEND:

* ELEVATIONS MEASURED AT THE TOP OF THE SLEEPER SLAB

NOTES:

1. FOR PARTIAL DECK SLAB PLAN AND PARTIAL SIDEWALK PLAN, SEE SHEETS 24/40 TO 26/40.
2. ALL ELEVATIONS SHOWN ARE FINISHED GRADE ELEVATIONS ON APPROACH SLAB NOT ON SIDEWALK UNLESS OTHERWISE NOTED.
3. FOR REINFORCING SCHEDULE, SEE SHEET 39/40.
4. FOR ADDITIONAL APPROACH SLAB DETAILS NOT SHOWN, SLEEPER SLAB INSTALLATION, SEE STANDARD DRAWINGS AS-1-15 AND AS-2-15.
5. THE COST OF THE RAILING, RAILING REINFORCING, SIDEWALK AND SIDEWALK REINFORCING ON THE APPROACH SLABS AND ALL THE REINFORCING FOR THE APPROACH SLABS ARE TO BE INCLUDED FOR PAYMENT WITH ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.
6. ALL STATIONS AND ELEVATIONS LISTED ALONG THE SIDEWALK ARE AT THE TOE OF THE SIDEWALK CURB.
7. ALL OFFSETS ARE GIVEN FROM ℄ CONST. CHERRY RD NW.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

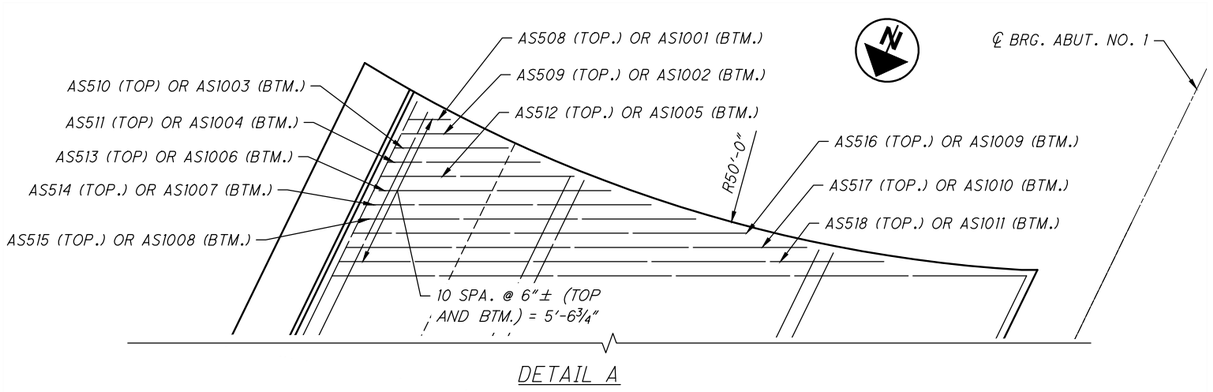
REVIEWED MRW DATE 10/24/25
STRUCTURE FILE NUMBER 7631987
DRAWN HER REVISED
DESIGNED HER CHECKED JTH

APPROACH SLAB DETAILS - 2 OF 3
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

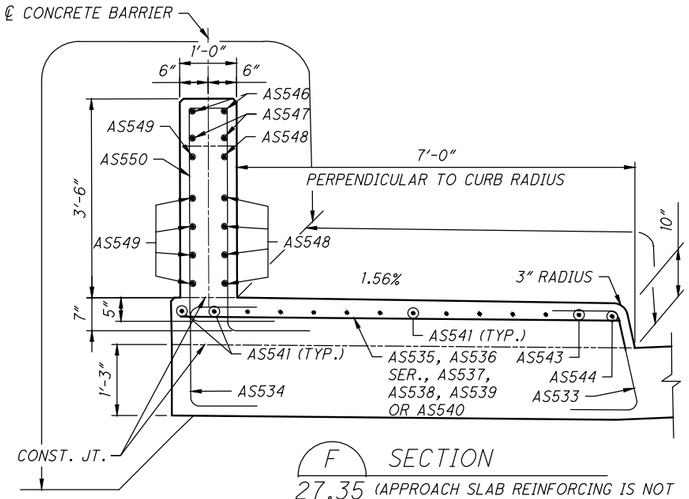
STA CHERRY RD BRIDGES

34/40
54/92

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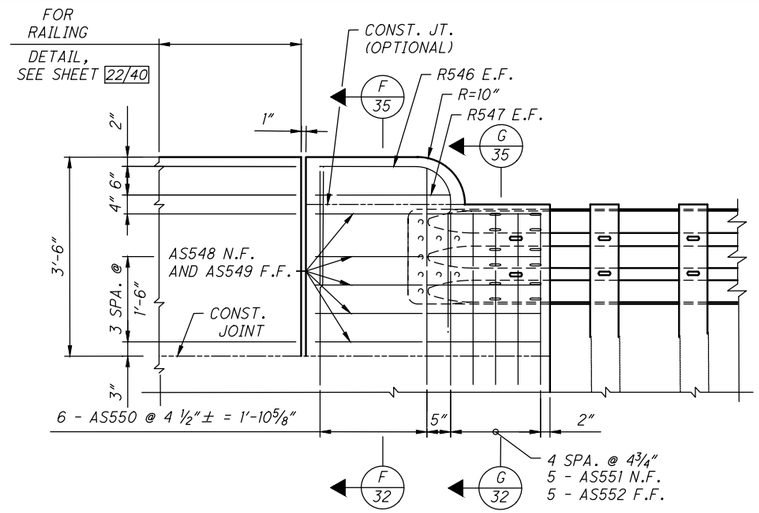


DETAIL A

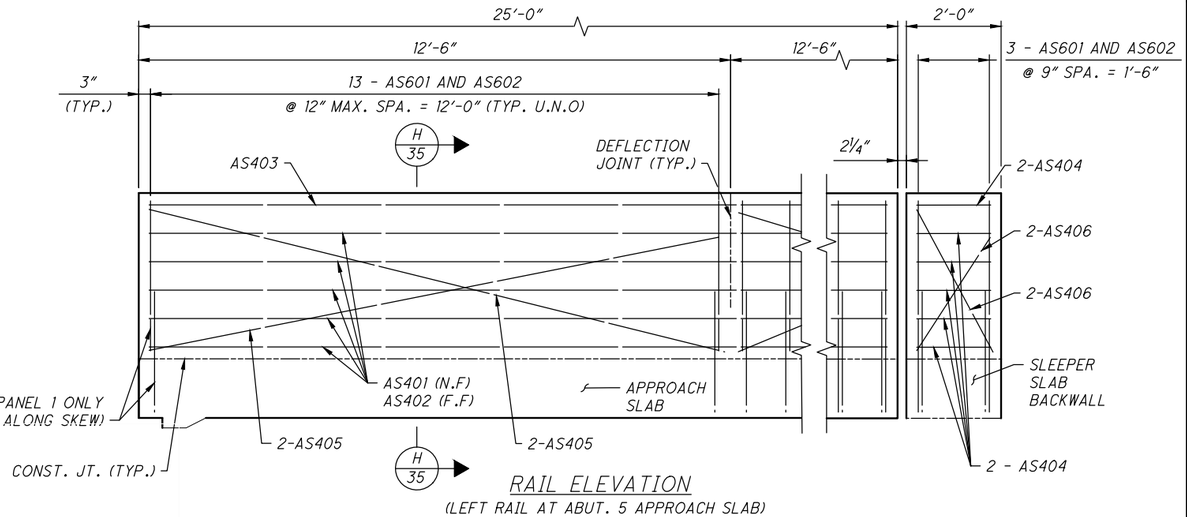


F 27,35 SECTION

(APPROACH SLAB REINFORCING IS NOT SHOWN FOR CLARITY) (SEE NOTE 6)

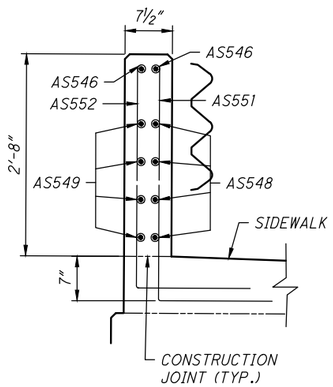


BARRIER TRANSITION DETAIL

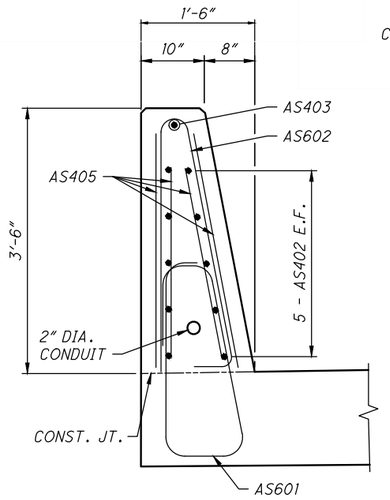


RAIL ELEVATION

(LEFT RAIL AT ABUT. 5 APPROACH SLAB)



G 27,35 SECTION



H 35 SECTION

LEGEND:

▲ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

◭ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (NON-EPOXY)

NOTES:

1. FOR ADDITIONAL BARRIER DETAILS, SEE STD. DWG. BR-2-15.
2. FOR ADDITIONAL APPROACH SLAB DETAILS AND NOTES, SEE STD DWG. AS-1-15.
3. FOR APPROACH SLAB PLAN, SEE SHEET 33/40.
4. FOR SUPERSTRUCTURE DETAILS, SEE SHEET 24/40 TO 35/40.
5. FOR BRIDGE BARRIER, SEE SHEET 27/40 TO 29/40.
6. CONTRACTOR SHALL EXTEND SIDEWALK REINFORCING OVER THE SLEEPER SLAB BACKWALL.
7. SIDEWALK REINFORCING ON THE APPROACH SLAB IS INCLUDED FOR PAYMENT WITH THE APPROACH SLAB.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	HER	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

APPROACH SLAB DETAILS - 3 OF 3

BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

35/40

55/92

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MARK	NUMBER			LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS						
	ABUTMENT		TOTAL				A	B	C	D	E	F	INC
	NO. 1	NO. 5											
ABUTMENTS													
A501	12		12	33'-1"	415	STR							
A502	8		8	5'-9"	48	19	3'-1"	2'-6"	0'-11"				
A503	6		6	9'-4"	59	19	4'-9"	4'-2"	1'-10"				
A504	6		6	4'-0"	25	STR							
A505	2		2	6'-7"	14	STR							
A506	5		5	2'-10"	15	STR							
A507	5		5	3'-4"	18	STR							
A509	5		5	9'-4"	49	19	7'-7"	0'-9"	1'-8"				
A510	5		5	7'-9"	41	STR							
A511	5		5	14'-5"	75	43	3'-1"	2'-9"	1'-0"	4'-4"	2'-6"	1'-10"	
A512	56		56	10'-4"	604	2	3'-4"	3'-10"	3'-4"				
A513	7		7	8'-6"	62	2	2'-5"	3'-11"	2'-5"				
A514		12	12	28'-4"	355	STR							
A515		7	7	9'-8"	71	1	1'-10"	8'-0"					
A516		7	7	11'-2"	82	1	3'-9"	7'-7"					
A517		6	6	8'-6"	54	STR							
A518		6	6	9'-8"	61	STR							
A519		23	23	8'-1"	194	2	3'-1"	2'-2"	3'-1"				
A520		32	32	16'-6"	551	3	5'-6"	2'-5"					
A601*	112		112	4'-10"	813	STR							
A602*	20		20	11'-4"	341	STR							
A603*	14		14	6'-8"	141	STR							
A604*	8		8	10'-4"	125	STR							
A605		10	10	31'-8"	476	STR							
A606		2	2	27'-5"	83	STR							
A608		1	1	22'-8"	34	STR							
A609		1	1	21'-7"	33	STR							
A610		24	24	17'-2"	619	3	3'-9"	4'-5"					
A611	10	10	20	14'-2"	426	3	2'-11"	3'-8"					
A612*		2 SER. OF 58	2 SER. OF 58	6'-6" TO 7'-8"	1235	1	3'-7"	3'-1" TO 4-3"					0'-1"
A613*		10	10	7'-8"	116	1	3'-7"	4'-3"					
A801		9	9	20'-7"	495	2	9'-6"	2'-0"	9'-6"				
A802*		26	26	10'-2"	706	STR							
A803	14	14	28	13'-8"	1,022	5	2'-8"	3'-7"	2'-4"				
A804	10		10	33'-1"	884	STR							
A805		15	15	28'-4"	1135	STR							
A806		1 SER. OF 5	1 SER. OF 5	21'-7" TO 22'-8"	296	STR							0'-3/8"
A807		15	15	8'-4"	112	1	6'-7"	1'-10"					
SUB-TOTAL					11,885								

* - DOWELED BARS INCLUDED IN BENDING SCHEDULE AND SHALL BE PAID FOR UNDER ITEM 509 - EPOXY COATED REINFORCING STEEL.
-INSTALLATION OF DOWELS SHALL BE PAID FOR UNDER ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.

MARK	NUMBER			LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS						
	AT ABUTMENT		TOTAL				A	B	C	D	E	R	INC
	NO. 1	NO. 5											
END DIAPHRAGMS													
D401	7		7	8'-0"	38	2	3'-9"	0'-8"	3"-9"				
D402	62	76	138	9'-0"	830	2	2'-6"	4'-2"	2'-6"				
D403	4	4	8	4'-2"	22	STR							
D404	9	8	17	6'-7"	75	41	4'-2"	1'-0"	1'-0"	1'-10"			
D405		1	1	6'-0"	4	41	3'-7"	1'-0"	1'-0"	1'-10"			
D406		40	40	8'-6"	227	2	2'-6"	3'-9"	2'-6"				
D407		1	1	6'-1"	4	2	2'-6"	1'-4"	2'-6"				
D408		1	1	5'-3"	4	11	2'-9"	2'-7"	2'-0"				
D409		1	1	5'-7"	4	11	1'-1"	3'-7"	2'-0"				
D410	6	6	12	10'-5"	84	3	4'-2"	0'-10"					
D411	4	4	8	9'-6"	51	2	2'-6"	4'-8"	2'-6"				
D501	5		5	11'-8"	61	3	3'-5"	2'-1"					
D502	38	38	76	9'-8"	767	2	3'-2"	3'-7"	3'-2"				
D503	6	6	12	12'-10"	161	3	3'-7"	2'-3"					
D504	2	2	4	12'-4"	52	3	4'-2"	1'-8"					
D505		16	16	9'-4"	156	2	3'-2"	3'-3"	3'-2"				
D506	1		1	9'-0"	10	2	3'-2"	2'-11"	3'-2"				
D507	1		1	8'-5"	9	2	3'-2"	2'-4"	3'-2"				
D508	2		2	5'-8"	12	41	3'-7"	0'-10"	0'-10"	1'-5"			
D509	1 SER. OF 6		1 SER. OF 6	1'-7" TO 5'-9"	23	STR							0'-10"
D510	6		6	5'-5"	34	STR							
D511	5		5	5'-10"	31	2	1'-4"	3'-5"	1'-4"				
D512	2	2	4	10'-2"	43	2	3'-2"	4'-1"	3'-2"				
D513	2		2	12'-0"	25	3	3'-10"	2'-1"					
D514	2		2	6'-3"	13	2	1'-4"	3'-10"	1'-4"				
D801	36	50	86	6'-0"	1,378	18	3'-9"	1'-0"	1'-0"				
D802	6		6	4'-0"	64	STR							
D803	6	6	12	33'-9"	1,081	STR							
D804	6		6	3'-8"	59	STR							
D805	18		18	8'-0"	385	STR							
D806	22	16	38	26'-6"	2,689	STR							
D807	6		6	3'-5"	55	STR							
D808	6		6	36'-0"	577	STR							
D809		9	9	34'-4"	825	STR							
D810	2		2	29'-9"	159	STR							
D811	1		1	1'-6"	4	STR							
D812	2	2	4	5'-1"	54	41	1'-11"	0'-6"	1'-0"	0'-6"			
SUB-TOTAL					10,070								

NOTE

FOR NOTES AND BENDING DIAGRAMS, SEE SHEET 40/40.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED HER | DRAWN HBC | REVIEWED MRW | DATE 10/24/25
CHECKED JTH | REVISED | STRUCTURE FILE NUMBER 7631987

CONCRETE REINFORCEMENT BAR LIST - 1 OF 5
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER
TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

36/40

56/92

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MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIERS											
PSP401	1	34'-2"	23	27	0'-3"	2'-6"	12'-6"				
P501	18	4'-2"	78	STR							
P502	5	11'-11"	62	3	1'-11"	3'-8"					
P503	2	8'-2"	17	2	2'-5"	3'-7"	2'-5"				
P504	4	6'-2"	37	2	2'-5"	1'-7"	2'-5"				
P505	5	8'-0"	82	2	4'-2"	1'-8"	2'-5"				
P601	28	7'-4"	308	2	1'-0"	5'-8"	1'-0"				
P901	10	10'-6"	357	42	8'-7"	1'-6"					
P902	10	12'-6"	425	STR							
P903	10	9'-6"	323	42	7'-7"	1'-6"					
SUB-TOTAL			1,712								

MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	INC
RAILINGS											
R401	99	30'-0"	◣	STR							
R402	11	34'-6"	◣	STR							
R403	32	10'-0"	◣	STR							
R404	28	9'-6"	◣	STR							
R405	28	9'-8"	◣	STR							
R406	32	8'-11"	◣	STR							
R407	4	13'-8"	◣	STR							
R408	4	15'-11"	◣	STR							
R409	6	5'-1"	◣	STR							
R410	6	6'-4"	◣	25	2'-6"	2'-5"	1'-4¼"	0'-1½"	0'-5"		
R501	89	10'-10"	1,006	30	1'-6"	0'-8"	3'-11"	3'-9"			
R502	5	4'-5½"	24	1	1'-6"	3'-1"					
R503	5	4'-3½"	23	1	1'-6"	2'-11"					
R504	5	9'-11"	52	STR							
R505	5	10'-0"	53	19	8'-6½"	1'-4½"	0'-5"				
R506	2	8'-5"	18	STR							
R507	2	8'-6"	18	45	5'-9"	2'-11"					
R508	2	6'-6"	14	1	5'-10"	0'-10"					
R509	5	8'-6"	45	40	8'-6"					37'-2"	
R510	10	8'-9"	92	40	8'-9"					37'-2"	
R511	10	8'-11"	93	40	8'-11"					37'-10"	
R512	5	9'-1"	48	40	9'-1"					37'-10"	
R513	16	2'-9"	46	2	0'-7"	1'-10"	0'-7"				
R514	16	3'-4"	56	STR							
R515	16	7'-5	124	21	1'-4"	1'-10"	0'-6"	1'-10"			
R516#	32	3'-4"	111	STR							
R517	2	27'-11"	59	40	27'-11"					37'-10"	
R518	2	27'-0"	57	40	27'-0"					37'-2"	
R519	4	7'-6"	32	30	1'-6"	0'-8"	2'-3"	2'-1"			
R520	8	2'-1"	18	STR							
RMC5#	32										
R601	312	6'-6½"	3,066	23	0'-6"	3'-3"	3'-3"			0'-2"	
R602	9	7'-1"	96	37	0'-6½"	0'-9½"	1'-5"	1'-0"	0'-7"		
R603*	303	2'-7"	1,176	13	0'-6½"	1'-5"	0'-3½"	0'-9"			
R604*	303	3'-6"	1,593	2	1'-11½"	0'-11"	1'-0"				
R605	2 SER. OF 5	3'-7" TO 3'-11"	56	STR							0'-1"
R606	2 SER. OF 6	3'-11" TO 4'-4"	74	1	1'-0"	3'-0½" TO 3'-5½"					0'-1"
R607	8	3'-10½"	47	1	1'-0"	3'-0½"					
SUB-TOTAL			8,097								

\# - BARS INDICATED THAT REQUIRED MECHANICAL CONNECTORS.
- TOTAL NUMBER OF MECHANICAL CONNECTORS (RMC5) ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

* - DOWELED BARS INCLUDED IN BENDING SCHEDULE AND SHALL BE PAID FOR UNDER ITEM 509 - EPOXY COATED REINFORCING STEEL.
-INSTALLATION OF DOWELS SHALL BE PAID FOR UNDER ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.

◣ -INDICATES GLASS FIBER REINFORCED POLYMER (GFRP) FOR ALL HORIZONTAL AND STIFFENING BARS. PER SBR-1-20 ALL GFRP REINFORCEMENT SHALL BE INCLUDED WITH THE CONTRACT PRICE FOR ITEM 509 - EPOXY COATED STEEL REINFORCEMENT.

NOTE

1. FOR NOTES AND BENDING DIAGRAMS, SEE SHEET 40/40.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED HER | DRAWN HBC | REVIEWED MRW | DATE 10/24/25
CHECKED JTH | REVISED | STRUCTURE FILE NUMBER 7631987

CONCRETE REINFORCEMENT BAR LIST - 2 OF 5
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

37 / 40

57
92

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MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS A	B	C	D	E	R	INC
DECK											
S401	90	8'-10"	531	STR							
S402	2 SER. OF 9	14'-10" TO 16'-6"	188	STR							2½"
S403	2 SER. OF 9	8'-1" TO 13'-9"	131	STR							8½"
S404	2 SER. OF 11	2'-9" TO 7'-9"	77	STR							6"
S405	25	2'-3"	38	STR							
S406	1	1'-6"	1	STR							
S407	3	9'-4"	19	STR							
S501	109	8'-10"	1,004	STR							
S502	2 SER. OF 9	15'-0" TO 16'-6"	296	STR							2¼"
S503	2 SER. OF 10	9'-0" TO 15'-0"	250	STR							8"
S504	2 SER. OF 10	8'-10" TO 4'-4"	137	STR							6"
S505	1 SER. OF 7	1'-4" TO 5'-4"	25	STR							8"
S506	6	9'-4"	58	STR							
S507	2 SER. OF 17	1'-0" TO 17'-4"	325	STR							12¼"
S508	78	17'-8"	1437	STR							
S509#	84	8'-0"	701	STR							
S510	2 SER. OF 11	11'-9" TO 22'-2"	389	STR							12½"
S511	2 SER. OF 7	15'-4" TO 22'-4"	275	STR							14"
S512	2 SER. OF 13	6'-8" TO 14'-5"	286	STR							7¾"
S513	2 SER. OF 9	3'-3" TO 6'-3"	89	STR							4½"
S514#	2 SER. OF 3	7'-5" TO 8'-1"	49	STR							4"
S515	2	26'-10"	56	40	26'-10"					37'-0"	
S516	4	23'-0"	58	STR							
S517	2 SER. OF 17	1'-2" TO 17'-6"	331	STR							12¼"
S518	48	18'-0"	901	STR							
S519	2 SER. OF 17	0'-9" TO 17'-1"	316	STR							12¼"
S520	15	5'-11"	93	16							
S521	2 SER. OF 9	15'-4" TO 16'-4"	298	40	15'-4" TO 16'-4"					37'-½" TO 44'-4½"	A= 1½" R= 11"
S522	26	7'-8"	208	STR							
S523	33	3'-3"	112	2	1'-0"	1'-6"	1'-0"				
S524	31	3'-1"	100	28	1'-4"	1'-0"	1'-0"				
S525	1 SER. OF 7	1'-3" TO 6'-3"	27	STR							10"
S526	4	6'-0"	25	STR							
S527	1	7'-2"	8	STR							
S528	10	7'-4"	77	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS)	TYPE	DIMENSIONS A	B	C	D	E	R	INC
DECK (CONT.)											
S529	4	9'-6"	40	STR							
S530	32	7'-11"	264	STR							
S531	32	3'-3"	108	38							
S532	32	3'-8"	122	39							
SMC5#	114										
SUB-TOTAL			9,450								

\# - BARS INDICATED THAT REQUIRED MECHANICAL CONNECTORS.
- TOTAL NUMBER OF MECHANICAL CONNECTORS (SMC5) ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

NOTE

1. FOR NOTES AND BENDING DIAGRAMS, SEE SHEET 40/40.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED HER | DRAWN HBC | REVIEWED MRW | DATE 10/24/25
CHECKED JTH | REVISED | STRUCTURE FILE NUMBER 7631987

CONCRETE REINFORCEMENT BAR LIST - 3 OF 5

BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER
TUSCARAWAS RIVER

STA CHERRY RD BRIDGES

38/40

58/92

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MARK	NUMBER		TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS						
	APPROACH SLAB REAR	APPROACH SLAB FWD.					A	B	C	D	E	R	INC
APPROACH SLABS (FOR INFORMATION ONLY)													
AS401		5	5	24'-6"	◪	STR							
AS402		5	5	24'-0"	◪	STR							
AS403		1	1	24'-3"	17	STR							
AS404		11	11	1'-7"	12	STR							
AS405		4	4	12'-6"	34	STR							
AS406		4	4	2'-0"	6	STR							
AS501	1 SER. OF 12		1 SER. OF 12	27'-6" TO 30'-0"	360	STR							0'-2¾"
AS502	1 SER. OF 10		1 SER. OF 10	27'-6" TO 30'-0"	300	STR							0'-3¼"
AS503	1 SER. OF 18		1 SER. OF 18	24'-7" TO 27'-4"	487	STR							0'-2"
AS504	1 SER. OF 14		1 SER. OF 14	24'-7" TO 27'-4"	379	STR							0'-2½"
AS505	1 SER. OF 14		1 SER. OF 14	23'-7" TO 24'-6"	351	STR							0'-⅞"
AS506	1 SER. OF 11		1 SER. OF 11	23'-7" TO 24'-6"	276	STR							0'-1"
AS507	79		79	30'-0"	2,472	STR							
AS508	1	14	15	1'-6"	23	STR							
AS509	1		1	2'-9"	3	STR							
AS510	1		1	4'-0"	5	STR							
AS511	1		1	5'-4"	6	STR							
AS512	1		1	6'-10"	8	STR							
AS513	1		1	8'-4"	9	STR							
AS514	1		1	10'-0"	11	STR							
AS515	1		1	11'-10"	13	STR							
AS516	1		1	13'-10"	15	STR							
AS517	1		1	16'-3"	17	STR							
AS518	1		1	19'-2"	20	STR							
AS519	2		2	30'-4"	63	STR							
AS520		3	3	24'-0"	76	STR							
AS521		2	2	24'-9"	52	STR							
AS522		2	2	25'-6"	54	STR							
AS523		81	81	26'-5"	2,239	STR							
AS524		176	176	30'-0"	5,508	STR							
AS525		1 SER. OF 8	1 SER. OF 8	23'-3" TO 25'-3"	405	STR							0'-3"
AS526		2	2	23'-0"	48	STR							
AS527		1	1	24'-3"	26	STR							
AS528		1	1	24'-10"	6,664	STR							
AS529	103	154	257	24'-6"	6,568	STR							
AS530	54		54	6'-8"	376	STR							
AS531	11		11	1'-8"	19	STR							
AS532	11		11	24'-8"	283	STR							
AS533	54	25	79	3'-6"	289	28	1'-9"	1'-0"	1'-0"				
AS534	54	25	79	3'-6"	288	2	1'-0"	1'-9"	1'-0"				
AS535		9	9	7'-9"	73	STR							
AS536		1 SER. OF 12	1 SER. OF 12	2'-6 TO 7'-2"	61	STR							0'-5"
AS537		1	1	8'-1"	9	3	2'-0"	1'-8"					
AS538		1	1	7'-1"	8	3	1'-6"	1'-8"					
AS539		1	1	6'-1"	7	3	1'-0"	1'-8"					
AS540		1	1	5'-3"	6	3	0'-7"	1'-8"					
AS541		1 SER. OF 10	1 SER. OF 10	4-2" TO 11'-10"	84	STR							0'-10¼"
AS542		2	2	3'-10"	8	STR							
AS543		1	1	9'-5"	10	STR							
AS544		1	1	12'-7"	14	41	12'-7"					44'- 7½"	
AS545		4	4	7'-8"	32	STR							
AS546		2	2	7'-4"	16	44	2'-3"	2'-2"	2'-11"				
AS547		2	2	2'-5"	6	STR							
AS548		5	5	4'-0"	21	46	2'-8"	1'-4"					
AS549		5	5	3'-10"	21	40	3'-10"					37'-4"	

MARK	NUMBER		TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS						
	APPROACH SLAB REAR	APPROACH SLAB FWD.					A	B	C	D	E	R	INC
APPROACH SLABS (FOR INFORMATION ONLY)													
AS550		6	6	10'-10"	68	30	1'-6"	0'-8"	3'-11"	2'-9"			
AS551		5	5	24'-0"	126	1	1'-6"	3'-1"					
AS552		5	5	24'-3"	127	1	1'-6"	2'-11"					
AS601		29	29	7'-1"	309	37	0'-6½"	0'-9½"	1'-5"	1'-0"	0'-7"		
AS602		29	29	6'-7"	287	23	0'-6"	3'-3"	3'-3"			0'-2"	
AS1001		1	1	2'-11"	13	16	1'-6"						
AS1002		1	1	4'-2"	18	16	2'-9"						
AS1003		1	1	5'-5"	24	16	4'-0"						
AS1004		1	1	6'-9"	30	16	5'-4"						
AS1005		1	1	8'-3"	35	16	6'-10"						
AS1006		1	1	9'-9"	42	16	8'-4"						
AS1007		1	1	11'-5"	50	16	10'-0"						
AS1008		1	1	13'-3"	58	16	11'-10"						
AS1009		1	1	15'-3"	66	16	13'-10"						
AS1010		1	1	17'-8"	77	16	16'-3"						
AS1011		1	1	20'-7"	89	16	19'-2"						
AS1012	1		1	25'-8"	111	16	24'-3"						
AS1013	1		1	26'-3"	113	16	24'-10"						
AS1014	1 SER. OF 7		1 SER. OF 7	24'-8" TO 26'-8"	773	16	23'-3" TO 25'-3"						0'-3"
AS1015	1		1	25'-5"	110	16	24'-0"						
AS1016	89	116	205	25'-11"	22,865	16	24'-6"						
SUB-TOTAL					53,549								

- APPROACH SLAB CONCRETE REINFORCEMENT IS FOR INFORMATION ONLY AND TO BE PAID FOR UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.
- REINFORCING FOR APPROACH SLAB ONLY INCLUDED IN REBAR LIST. SLEEPER SLAB REINFORCING AS PER SCD AS-2-15.
◪ - INDICATES GLASS FIBER REINFORCED POLYMER (GFRP) FOR ALL HORIZONTAL AND STIFFENING BARS. PER SBR-1-20 ALL GFRP REINFORCEMENT SHALL BE INCLUDED WITH THE CONTRACT PRICE FOR ITEM 509 - EPOXY COATED STEEL REINFORCEMENT.

NOTE

FOR NOTES AND BENDING DIAGRAMS, SEE SHEET 40/40.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED HER | DRAWN HBC | REVIEWED MRW | DATE 10/24/25
CHECKED JTH | REVISED | STRUCTURE FILE NUMBER 7631987

CONCRETE REINFORCEMENT BAR LIST - 4 OF 5
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER TUSCARAWAS RIVER

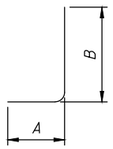
STA CHERRY RD BRIDGES

39/40

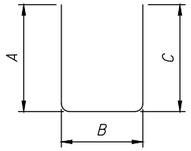
59/92

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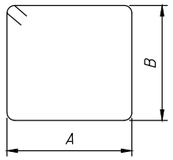
BAR DIAGRAMS



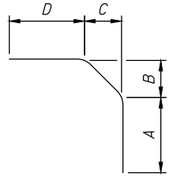
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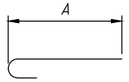
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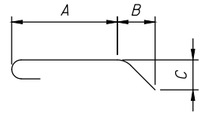
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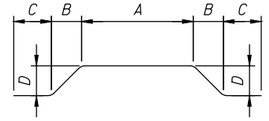
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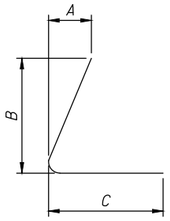
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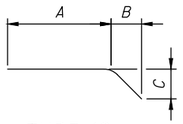
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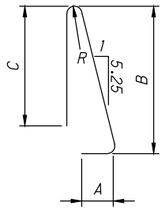
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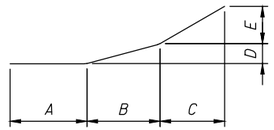
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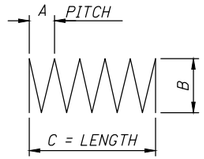
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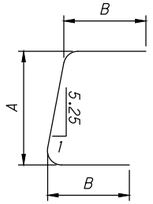
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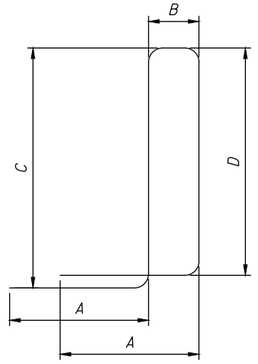
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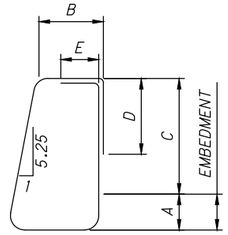
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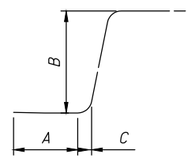
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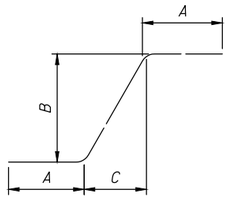
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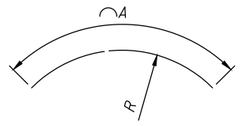
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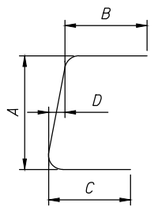
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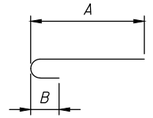
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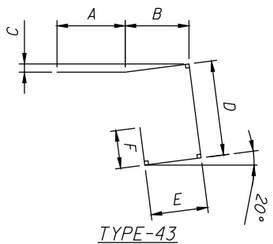
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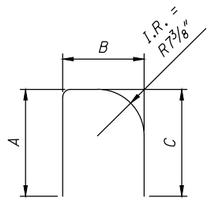
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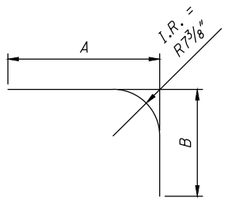
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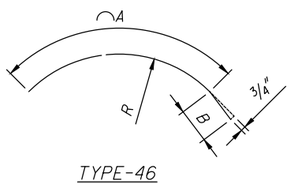
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TYPE-44



TYPE-45



TYPE-46



MECHANICAL CONNECTORS

NOTES

1. BAR DIMENSIONS ARE OUT TO OUT UNLESS NOTED OTHERWISE.
2. ALL BARS ARE EPOXY COATED.
3. BAR SIZE AND LOCATION ARE INDICATED IN THE BAR MARK. THE ALPHABETICAL LETTER(S) INDICATES LOCATION. THE NEXT DIGIT INDICATES THE BAR SIZE NUMBER.

EXAMPLES:

A5 6 6 — NO. 5 SIZE BAR, APPROACH SLAB BAR

D8 3 2 — NO. 8 SIZE BAR, DIAPHRAGM BAR

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	HBC	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7631987	

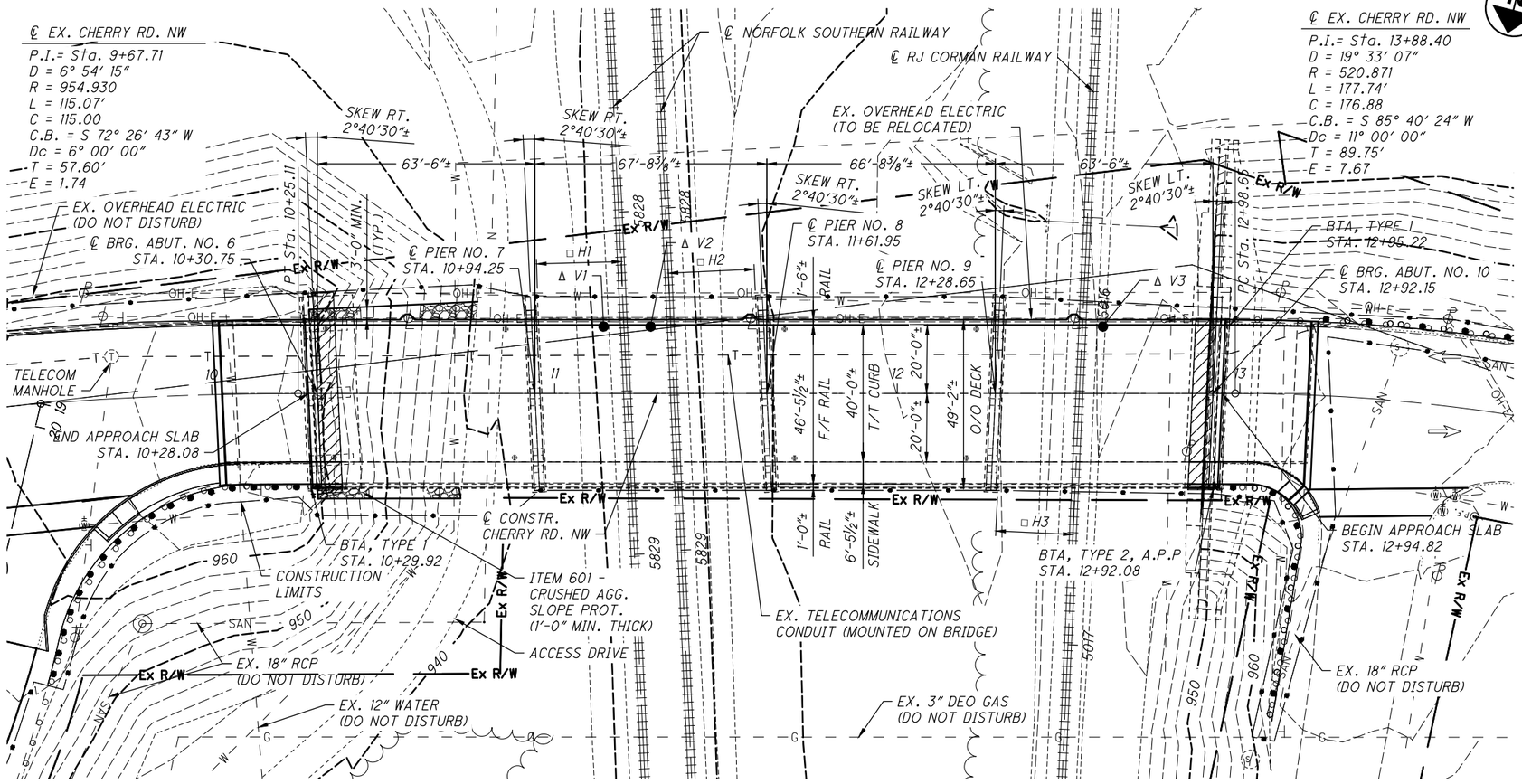
CONCRETE REINFORCEMENT BAR LIST - 5 OF 5
BRIDGE NO. PE-7-20 (CHERRY ROAD) OVER
TUSCARAWAS RIVER

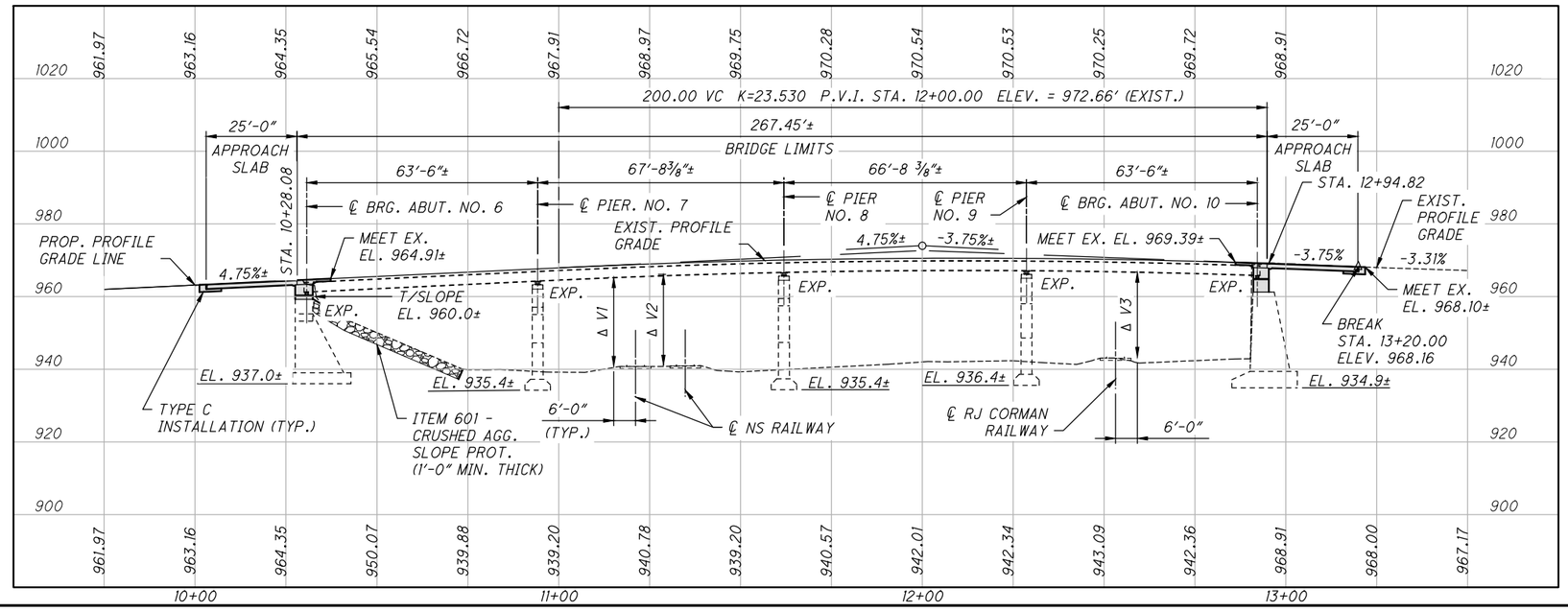
STA CHERRY RD BRIDGES

40 / 40

60
92

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BENCHMARK DATA

BM #1 STA. 7+45.14,	ELEV. 938.33,	OFFSET 454.04, RT
BM #2 STA. 8+94.22,	ELEV. 957.99,	OFFSET 32.38, RT
BM #3 STA. 6+21.47,	ELEV. 945.91,	OFFSET 31.02, LT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET (2/92)

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

DESIGN TRAFFIC:
2024 ADT = 6100 2024 ADTT = 244
2044 ADT = 6700 2044 ADTT = 268
DIRECTIONAL DISTRIBUTION = 52%

LEGEND

- ▨ - LIMITS OF FULL DEPTH DECK REMOVAL & REPLACE
- ▭ - PROPOSED WORK ALONG ℄ CONST. CHERRY RD NW

RAILWAY CLEARANCES: (EXISTING TO REMAIN)

Δ VERTICAL (23′-0″ REQUIRED)
V1 = 23′-1″±
V2 = 23′-9″±
V3 = 22′-9″±

□ HORIZONTAL (22′-0″ REQUIRED)
H1 = 25′-3″±
H2 = 26′-4″±
H3 = 23′-0″±

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAMS WITH NON-COMPOSITE REINFORCED CONCRETE DECK ON REINFORCED CAST-IN-PLACE CONCRETE SUBSTRUCTURE.

SPANS: 4 SPANS (63′-6″±, 67′-8 3/8″±, 66′-8 3/8″± AND 63′-6″±)
ROADWAY: 40′-0″± T/T CURB (46′-5½″± F/F RAIL)
LOADING: HS20-44 CASE II AND ALTERNATE MILITARY LOADING
SKEW: 2°40′30″± RF (ABUTMENT NO. 6 AND PIER NO. 7 & 8) AND 2°40′30″± LF (PIER NO. 9 AND ABUTMENT NO. 10)
APPROACH SLABS: 25′-0″± (AS-1-72)
ALIGNMENT: TANGENT
CROWN: VARIES
STRUCTURAL FILE NUMBER: 7632037
DATE BUILT: 1948 (1980 MAJOR REHABILITATION)
DISPOSITION: TO BE REHABILITATED

PROPOSED WORK

- CONVERT ABUTMENTS TO SEMI-INTEGRAL
- REPLACE PARAPET AND LIGHT PILASTERS ON THE SOUTH EDGE OF BRIDGE
- REPLACE APPROACH SLABS
- REPLACE BEARINGS WITH NEW ELASTOMERIC BEARINGS
- INSTALL VANDAL PROTECTION FENCE
- PATCH AND SEAL BRIDGE DECK AND RAILINGS

LOADING: HS20 CASE II AND ALTERNATE MILITARY

APPROACH SLABS: 25′-0″ (AS-1-15),
TYPE C INSTALLATION (AS-2-15)

COORDINATES:

LATITUDE N 40°47′57.74″
LONGITUDE W 81°31′53.32″

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED JDM | DRAWN VFG | REVIEWED MRW | DATE 10/24/25
CHECKED GAD | REVISED | STRUCTURE FILE NUMBER 7632037

STARK COUNTY
STA. 10+28.08
STA. 12+94.82

SITE PLAN
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

1/29
61/92

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REFERENCE SHALL BE MADE TO STANDARD DRAWINGS

AS-1-15	REVISED	1-20-2023
AS-2-15	REVISED	7-21-2023
GSD-1-19	REVISED	7-19-2024
SBR-3-20	REVISED	7-19-2024
SICD-1-21	REVISED	1-19-2024
SICD-2-14	REVISED	1-15-2021
VPF-1-90	REVISED	7-21-2023

AND TO SUPPLEMENTAL SPECIFICATIONS

800	DATED	7-18-2025
843	DATED	1-19-2024
844	DATED	1-17-2025

AND TO PROPOSAL NOTES

151	DATED	7-19-2024
512	DATED	1-15-2016

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 9TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2023.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING (EXISTING)

VEHICULAR LIVE LOAD: HS20, CASE I AND ALTERNATE MILITARY LOADING
FUTURE WEARING SURFACE (FWS) OR 0.06 KIPS/FT^2

DESIGN DATA

CONCRETE, CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI (EPOXY COATED)

STRUCTURAL STEEL
EXISTING - ASTM A33, YIELD STRENGTH = 33 KSI

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2 ½" CONCRETE COVER
CLASS QC2 CONCRETE

PROPOSED BRIDGE WORK

THE PROPOSED WORK CONSISTS OF REMOVING PORTIONS OF THE EXISTING STRUCTURE AS SHOWN IN THE PLANS AND REHABILITATING THE BRIDGE BY:

- CONVERT ABUTMENTS TO SEMI INTEGRAL
- REMOVE END DIAPHRAGMS AT ABUTMENTS
- POUR NEW END DIAPHRAGMS AND REPLACE ADJACENT PORTIONS OF SIDEWALK AND RAILING.
- PAINT SUPERSTRUCTURE STEEL WITHIN LIMITS SHOWN ON PLANS
- REPLACE PARAPET ALONG SOUTH SIDE OF BRIDGE
- REPLACE BEARINGS WITH NEW ELASTOMERIC BEARINGS
- REPLACE APPROACH SLABS
- PATCH AND SEAL BRIDGE DECK AND RAILINGS
- ADD VANDAL PROTECTION FENCING

EXISTING STRUCTURE VERIFICATION:

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

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

DECK REPLACEMENT DESIGN ASSUMPTIONS

DUE TO THE SHORT LENGTH OF DECK TO BE FINISHED, THE USE OF A FINISHING MACHINE IS NOT REQUIRED. PER C&MS 511.07 CARE SHALL BE GIVEN TO PROVIDE AND USE SUFFICIENT VIBRATION EQUIPMENT TO PROPERLY COMPACT THE PLACED DECK SCREED CONCRETE. SHOULD THE CONTRACTOR ELECT TO USE A FINISHING MACHINE HE SHALL SUBMIT HIS PROPOSED METHOD OF SUPPORTING THE FINISHING MACHINE TO THE ENGINEER PER C&MS 501.05 REQUIREMENTS.

MAINTENANCE OF TRAFFIC

FOR MAINTENANCE OF TRAFFIC NOTES AND DETAILS, INCLUDING TEMPORARY BARRIER DETAILS AND PAY ITEMS, SEE SHEETS (6/92) AND (7/92)

UTILITY LINES

SEE GENERAL NOTES, SHEET (5/92) FOR LIST OF UTILITIES IN THE PROJECT AREA.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

THIS WORK CONSISTS OF THE REMOVAL OF PORTIONS OF THE EXISTING STRUCTURE AS INDICATED IN THE PLANS AND GENERAL NOTES. SUPERSTRUCTURE REMOVAL INCLUDES, BUT IS NOT LIMITED TO, CONCRETE DECK, SIDEWALKS, CONCRETE BRIDGE RAILINGS, METAL RAILINGS, DECK JOINTS, AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (CROSS-FRAMES, ETC.). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

DECK SLABS:
THE EXISTING DECK SLAB SHALL BE REMOVED AS SHOWN IN THE PLANS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT DAMAGE THE EXISTING BEAMS AND CROSS-FRAMES.

BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY CAREFULLY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE INCORPORATED INTO THE PROPOSED STRUCTURE.

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS (STEEL BEAMS), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. THE METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS. DUE TO POSSIBLE PRESENCE OF ATTACHMENTS (E.G., FINISHING MACHINE, FORM SUPPORTS, ETC.) TO EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

CONCRETE ABUTMENT AND END DIAPHRAGM REMOVAL:
PORTIONS OF THE EXISTING ABUTMENT SHALL BE REMOVED AS NEEDED TO CONVERT THE ABUTMENT TO SEMI-INTEGRAL TYPE. REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

THE EXISTING DIAPHRAGMS SHALL BE REMOVED AS NEEDED TO PERMIT FORMING AND POURING THE SEMI-INTEGRAL ABUTMENT. AFTER STEEL IS REMOVED, DAMAGED PAINT AREAS THAT ARE TO REMAIN WITHIN THE CONCRETE ENCASEMENT SHALL BE TOUCHED UP WITH A PRIME COAT ONLY PER 514.22.

THE EXISTING END DIAPHRAGMS SHALL BE REMOVED FROM THE EXISTING BEAMS WITHOUT GOUGING THE BEAM WEB OR FLANGES. THE WEB AND FLANGES SHALL BE GROUND SMOOTH IN THE DIRECTION OF THE LENGTH OF THE BEAM TO REMOVE ALL WELD MATERIAL.

AT&T UTILITY CONDUITS:
EXISTING AT&T UTILITY CONDUITS (2 BANKS OF 3-4" CONDUITS ARE IN SERVICE AND WILL REMAIN). THE CONTRACTOR WILL PROTECT AND SUPPORT THESE CONDUITS WHILE REMOVING CONCRETE AT THE ABUTMENTS TO CONVERT TO SEMI-INTEGRAL. CAREFULLY SAWCUT AROUND EACH BANK OF THE UTILITIES EXTENDING THROUGH ABUTMENT BACKWALLS. REMOVE PORTIONS OF THE ABUTMENT TO THE LIMITS SHOWN IN THE PLANS WHILE RETAINING THE CONTINUITY OF THE CONDUIT BANKS. EXTEND THE EXISTING DUCT SLEEVES BY PROVIDING A SPLIT SLEEVE AROUND THE EXISTING CONDUITS.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (CONT.)

FIRST ENERGY LIGHT POLES:
THE LIGHT POLES CONNECTED TO THE EXISTING SOUTHERN RAILING OF BOTH BRIDGES PE-7-20 AND PE-7-21 WILL REQUIRE REMOVAL PRIOR TO RAILING REMOVAL AND PROPOSED RECONSTRUCTION. COORDINATION SHALL BE PERFORMED WITH THE LIGHTING UTILITY COMPANY IN ADVANCE OF CONSTRUCTION ACTIVITIES FOR THE REMOVAL OF THE LIGHTING AND ITS MISCELLANEOUS ITEMS AS TO NOT DELAY THE PROJECT. ONCE THE NEW BARRIER AND PILASTERS HAVE BEEN CONSTRUCTED THE CONTRACTOR SHALL COORDINATE THE REINSTALLATION OF THE LIGHT POLES AND MISCELLANEOUS ITEMS WITH THE LIGHTING UTILITY COMPANY.

CUT LINE CONSTRUCTION JOINT PREPARATION:
SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, WHERE REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS AS SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST, OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

MEASUREMENT & PAYMENT:
THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

ITEM 202 - APPROACH SLAB REMOVED

THE EXISTING APPROACH SLABS SHALL BE REMOVED AS SHOWN IN THE PLANS. THE CONTRACTOR SHALL USE EXTREME CARE TO NOT DAMAGE THE EXISTING BEAMS AND CROSS FRAMES.

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. WORK SHALL BE PERFORMED CAREFULLY NEAR THE ABUTMENT DURING REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN.

ITEM 513 - STRUCTURAL STEEL, MISC.: DRILLING STRUCTURAL STEEL

THIS WORK CONSISTS OF DRILLING 2" DIAMETER HOLES IN THE WEB OF EXISTING BEAMS, TO PERMIT THE PLACEMENT OF HORIZONTAL REBAR RUNNING ALONG THE NEAR FACE OF THE PROPOSED ABUTMENT DIAPHRAGM, AND DRILLING 1" DIAMETER VENT HOLES INTO EXISTING BEAM FLANGES AND PROPOSED BEARING PLATES AT NEW BEARING LOCATIONS. DRILL HOLES PER THE DIMENSIONS AS DESCRIBED IN THE PLANS. PRIOR TO PLACING REBAR, CLEAN AND TOUCH UP ANY EXPOSED STEEL OR DAMAGED PAINT AREAS WITH PRIME COAT ONLY PER 514.22. THE NUMBER OF HOLES DRILLED IN THE STRUCTURAL STEEL AS DETAILED ABOVE WILL BE PAID FOR AT THE CONTRACT PRICE PER EACH HOLE. PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY FOR DRILLING THE HOLES AND REFINISHING PAINTED AREAS.

ITEM 514 - SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL
ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT

THE CONTRACTOR SHALL PAINT EXISTING STEEL BEAM ENDS, NOT ENCASED IN NEW CONCRETE, ACCORDING TO C&MS 514. THE COLOR OF THE FINISHED COAT SHALL MATCH EXISTING COLOR.

ITEM 514 - FIELD PAINTING MISC.: COATING BEAM ENDS

PRIOR TO ENCASING THE BEAM ENDS, PREPARE THE BEAM ENDS PER SSPC SP10 OR SSPC SP11 TO BARE METAL ACHIEVING A 1.5 TO 3.5 MIL PROFILE. PAINT THE BEAM ENDS WITH ORGANIC ZINC PRIME COAT PER CMS 514. PROVIDE THE PRIME COAT THICKNESS AS PER C7MS 514.20.

AFTER THE DIAPHRAGM CONCRETE IS SET, SEAL THE INTERFACE BETWEEN THE BEAM AND CONCRETE WITH CAULK.

ITEM 625 - STRUCTURE GROUNDING SYSTEM

PROVIDE STRUCTURE GROUNDING SYSTEM PER ODOT STD. DWG. HL-50.21.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-4111

DESIGNED	DRAWN	REVIEWED	DATE
JTH	HER	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
HER		7632037	

GENERAL NOTES - 1 OF 2
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

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

AT ALL LOCATIONS THIS WORK CONSISTS OF RAISING, RE-POSITIONING, OR TEMPORARILY SUPPORTING PORTIONS OF THE EXISTING STRUCTURES TO PERFORM THE WORK DEFINED IN THE PROJECT PLANS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF AN ADEQUATE JACKING SYSTEM AND TEMPORARY SUPPORT CAPABLE OF SUPPORTING THE BEAMS AS INDICATED. A SUFFICIENT NUMBER OF JACKS OF ADEQUATE CAPACITY SHALL BE USED TO OFFSET THE DEAD LOAD REACTIONS OF THE STRUCTURE FOR VERTICAL LIFT. LIVE LOAD WILL NOT BE PERMITTED ON THE SUPERSTRUCTURE DURING THIS OPERATION. THE ESTIMATED FINAL DEAD AND LIVE LOAD REACTIONS ARE GIVEN ON SHEET 13/29.

THE CONTRACTOR SHALL FURNISH JACKS WITH A TOTAL MINIMUM CAPACITY OF 150% OF THE ESTIMATED EXISTING DEAD LOADS LISTED IN THESE PLANS, ON 11/29 AT THE ABUTMENTS AND PIERS. THE PROVIDED LOADS ASSUMES TOTAL BEARING DEAD LOAD OF THE EXISTING SUPERSTRUCTURE. SHOULD LIVE LOAD ALLOWANCE BE REQUIRED, A MINIMUM JACK CAPACITY WITH THE COMBINED BEARING LOAD OF 130% DEAD LOAD AND 175% LIVE LOAD SHALL BE PROVIDED. ANY ADJUSTMENT TO THE MINIMUM REQUIRED CAPACITY SHALL BE DETERMINED BY THE CONTRACTOR, SUBMITTED TO AND APPROVED BY THE ENGINEER.

THE STRUCTURE SHALL NOT BE RAISED MORE THAN ¼" TO REMOVE THE BEARINGS. JACKS UNDER HYDRAULIC PRESSURE SHALL NOT BE USED TO SUPPORT LIVE LOADS. JACKS SHALL BE SHIMMED TIGHT OR OTHERWISE BLOCKED WHEN UNDER LIVE LOAD. BEAMS SHALL NOT BE SUPPORTED ON VERTICAL JACKS DURING NON-WORKING HOURS OR WHILE UNATTENDED BY CONTRACTOR PERSONNEL.

JACKS FOR LIFTING THE STRUCTURE SHALL BE HYDRAULIC RAM-TYPE WITH ELECTRIC POWER PUMPS. MULTIPLE JACKS AT A SINGLE BEARING LOCATION SHALL BE CONNECTED TO A HYDRAULIC MANIFOLD AND OPERATED BY A SINGLE PUMP TO PROVIDE EQUAL LIFTING PRESSURE. THE CONTRACTOR SHALL FURNISH PERSONNEL TO OPERATE AND/OR OBSERVE JACKS AT EACH BEARING LOCATION.

THE CONTRACTOR SHALL SUBMIT DETAILS OF THE TEMPORARY SUPPORT SYSTEM AND METHODS AND PROCEDURES FOR UNLOADING THE BEARINGS TO THE ENGINEER AND RAILROADS FOR APPROVAL PRIOR TO BEGINNING WORK. THE CONTRACTOR SHALL NOT USE SHEAR CONNECTIONS DRILLED INTO THE FACE OF THE PIER OR ABUTMENT AS AN ACCEPTABLE MEANS FOR JACKING. THE SUBMITTAL SHALL INDICATE MATERIALS, MEMBER SIZES, SPACING, JACK POINT LOCATIONS, JACKING LOADS, AND INSTALLATION AND REMOVAL PROCEDURES. DETAILED PLANS OF THE TEMPORARY SUPPORT SHALL BE PREPARED AND SUBMITTED IN ACCORDANCE WITH C&MS 501.05. NO WORK SHALL BE PERFORMED UNTIL A METHOD IS APPROVED.

AFTER ALL BEARING WORK IS COMPLETE, ALL JACKS AND TEMPORARY SUPPORT MATERIAL SHALL BE REMOVED.

IF, DURING JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL BEAMS OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THESE REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SETTING IS NOT ATTAINED SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE A FULL SEATING ON BEARINGS.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS THAT INCLUDES ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED FOR JACKING INCLUDING ALL TEMPORARY SUPPORTS, AND SUBMITTALS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION

ALL SUBSTRUCTURES TO BE PATCHED SHALL BE REPAIRED IN ACCORDANCE WITH THIS SUPPLEMENTAL SPECIFICATION.

ANODES SHALL BE PLACED IN EACH PATCH, 18 TO 24 INCHES APART ON THE PERIMETER, BASED ON THE REBAR SPACING. A MINIMUM OF ONE ANODE SHALL BE PLACED IN THE MIDDLE OF THE PATCHING MATERIAL AREA IF THE SPACING REQUIREMENT CANNOT BE MET.

NORFOLK SOUTHERN RAILROAD COMPANY

ALL WORK TO BE PERFORMED ON, OVER, UNDER, OR ADJACENT TO THE RAILROAD RIGHT-OF-WAY SHALL COMPLY WITH THE NORFOLK SOUTHERN RAILWAY COMPANY ("RAILROAD", "NSR", OR "NS") PUBLIC PROJECTS MANUAL (APPENDIX E, SPECIAL PROVISIONS FOR THE PROTECTION OR RAILWAY INTERESTS, AND APPENDIX HI, OVERHEAD GRADE SEPARATION DESIGN CRITERIA). WHEN IN CONFLICT OTHER PROJECT SPECIFICATIONS, THE MOST STRINGENT ONE SHALL APPLY.

PRIOR TO COMMENCING WORK ON RAILROAD RIGHT-OF-WAY, THE CONTRACTOR MUST REQUEST FROM THE RAILROAD AND FOLLOW THE LATEST VERSION OF THE "SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS".

THE CONTRACTOR SHALL SUBMIT TO NORFOLK SOUTHERN RAILWAY FOR REVIEW A MEANS AND METHOD PLAN PRIOR TO BEGINNING ANY WORK WITHIN THE RAILROAD'S RIGHT OF WAY. APPROVAL OF THE MEANS AND METHOD PLAN SHALL NOT RELIEVE THE CONTRACTOR FROM ANY LIABILITY.

NORFOLK SOUTHERN RAILWAY CONTACT:

MR. ELDRIDGE W. CHAMBERS
SENIOR ENGINEER PUBLIC IMPROVEMENTS
NORFOLK SOUTHERN CORPORATION
650 WEST PEACHTREE STREET, NW, BOX 45
ATLANTA, GEORGIA 30308
TELEPHONE: (470) 463-6307
EMAIL: ELDRIDGE.CHAMBERS@NSCORP.COM

RJ CORMAN RAILROAD COMPANY

ALL WORK ON, OVER, UNDER, OR ADJACENT TO RJ CORMAN RAILROAD (RJCRR) RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH RJ CORMAN'S SPECIAL PROVISIONS.

THE CONTRACTOR SHALL SO ARRANGE AND CONDUCT ITS WORK THAT THERE WILL BE NO INTERFERENCE WITH RAILROAD OPERATIONS, INCLUDING TRAIN, SIGNAL, TELEPHONE AND TELEGRAPHIC SERVICES, OR DAMAGE TO THE PROPERTY OF THE RAILROAD COMPANY OR TO POLES, WIRES, AND OTHER FACILITIES OF TENANTS ON THE CORRIDOR OF THE RAILROAD COMPANY. WHENEVER WORK IS SUCH LIABLE TO AFFECT THE OPERATIONS OR SAFETY OF TRAINS; THE METHOD OF DOING SUCH WORK SHALL FIRST BE SUBMITTED TO THE RAILROAD ENGINEER FOR APPROVAL, BUT SUCH APPROVAL SHALL NOT RELIEVE THE CONTRACTOR FROM LIABILITY. ANY WORK TO BE PERFORMED BY THE CONTRACTOR WHICH REQUIRES FLAGGING SERVICE OR INSPECTION SERVICES (WATCHMAN) SHALL BE DEFERRED BY THE CONTRACTOR UNTIL THE FLAGGING PROTECTION REQUIRED BY THE RAILROAD IS AVAILABLE AT THE JOB SITE.

RJ CORMAN RAILWAY CONTACT:

MR. EDWARD QUILLIAN
RJ CORMAN RAILROAD GROUP, LLC
PO BOX 788
101 RJ CORMAN DR.,
NICHOLASVILLE, KY 40356
TELEPHONE: (859) 881-2389
EMAIL: EDWARD.QUILLIAN@RJCORMAN.COM

COORDINATION REQUIREMENTS

THE CONTRACTOR SHALL SUBMIT TO NORFOLK SOUTHERN AND RJ CORMAN RAILWAY FOR REVIEW A MEANS AND METHOD PLAN PRIOR TO BEGINNING ANY WORK WITHIN THE RAILROAD'S RIGHT-OF-WAY.

THE CONTRACTOR SHALL COORDINATE FLAGGING NEEDS WITH THE STARK COUNTY ENGINEER OR IT'S REPRESENTATIVE WELL IN ADVANCE TO NOT ADVERSELY AFFECT THE PROJECT SCHEDULE.

CONSTRUCTION CLEARANCE

MAINTAIN A CONSTRUCTION CLEARANCE OF 14 FEET HORIZONTALLY FROM THE CENTER OF TRACKS AND MAINTAIN CURRENT AVAILABLE VERTICAL CLEARANCES AS INDICATED ON SITE PLAN. EXISTING SUBSTANDARD VERTICAL CLEARANCES SHALL NOT BE FURTHER REDUCED FOR THE TEMPORARY CONSTRUCTION CONDITION.

ABBREVIATIONS

THE FOLLOWING STANDARD ABBREVIATIONS ARE USED THROUGHOUT THE PLANS:

ABUT. - ABUTMENT
AGG. - AGGREGATE
ALT. - ALTERNATE
APPR. - APPROACH
BMS. - BETWEEN BEAMS
BOTT. OR BTM. - BOTTOM
BRG. - BEARING
BTWN - BETWEEN
C/C - CENTER TO CENTER
C.I.P - CAST IN PLACE
C.J OR CONST. JT. - CONSTRUCTION JOINT
℄ – CENTERLINE
CLR. CLEARANCE
CONC. – CONTINUED
CONST. – CONSTRUCTION
DIA. – DIAMETER
DWG. – DRAWING
EA. – EACH
E.B. – EASTBOUND
E.F. – EACH FACE
E.L OR ELEV. – ELEVATION
EQ. – EQUAL
E.S. – EACH SIDE
EST. – ESTIMATED
EX. OR EXIT. OR EXIST. – EXISTING
EXP. – EXPANSION
F.A. – FORWARD ABUTMENT
F.F. – FAR FACE
FTG. – FOOTING
FWD. – FORWARD
G.F.R. – GRAVITY FED RESIN
JT. OR JNT. – JOINT
LT. – LEFT
MAX. – MAXIMUM
MIN. – MINIMUM
MISC. – MISCELLANEOUS
N.F. – NEAR FACE
NO. – NUMBER
O.C.J. – OPTIONAL CONSTRUCTION JOINT
O.H.W.M. – ORDINARY HIGH WATER MARK
OFF. – OFFSET
P1 – PIER 1
P2 – PIER 2
P3 – PIER 3
P.B. – PORTABLE BARRIER
PCB – PORTABLE CONCRETE BARRIER
P.C.P.P. – PERFORATED CORRUGATED PLASTIC PIPE
P.E.J.F. – PREFORMED EXPANSION JOINT FILLER
PERP. – PERPENDICULAR
PL. PLATE
PR. OR PROP. – PROPOSED
PROT. – PROTECTION
R.A. – REAR ABUTMENT
REF. – REFERENCE
REIN. – REINFORCING OR REINFORCEMENT
REQ. OR REQ'D. – REQUIRED
RT. – RIGHT
R/W – RIGHT OF WAY
SER. – SERIES
SPA. – SPACE(D) OR SPACING
STA. – STATION
STD. DWG. OR SCD – STANDARD CONSTRUCTION DRAWING
T/ – TOP
T/T – TOE TO TOE
TEMP. – TEMPORARY
TYP. – TYPICAL
U.N.O – UNLESS NOTED OTHERWISE
VAR. VARIES
W/ – WITH
WSE – WATER SURFACE ELEVATION

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DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-4111

DESIGNED	DRAWN	REVIEWED	DATE
JTH	HER	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
HER		7632037	

GENERAL NOTES - 2 OF 2
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

ITEM ODOT	EXT.	PARTICIPATION	TOTAL	UNIT	DESCRIPTION	PE-7-21					REF. SHEET
						ABUTMENTS		PIERS	SUPER.	GENERAL	
						REAR	FWD.				
202	11203	LS	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					LS	2/29
202	22900	278	278	SY	APPROACH SLAB REMOVED	139	139				
503	21100	235	235	CY	UNCLASSIFIED EXCAVATION	120	115				
509	10000	27,529	27,529	LB	EPOXY COATED STEEL REINFORCEMENT	3720	3938		13279	6592	
510	10000	822	822	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	128	142			552	
511	33500	4	4	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2	2				
511	34412	73	73	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE				73		
511	34448	45	45	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)					45	
511	50212	67	67	CY	CLASS QC1 CONCRETE WITH QC/QA, SUBSTRUCTURE	35	32				
511	51510	5	5	CY	CLASS QC2 CONCRETE, SIDEWALK					5	
512	10050	285	285	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)					285	
512	10100	994	994	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	38	264			692	
512	10600	18	18	FT	CONCRETE REPAIR BY EPOXY INJECTION			18			
512	33000	27	27	SY	TYPE 2 WATERPROOFING	13	14				
512	73500	1,120	1,120	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN				1120		
513	95020	LS	LS		STRUCTURAL STEEL, MISC.: DRILLING STRUCTURAL STEEL				LS		2/29
514	00050	989	989	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL				989		
514	00056	989	989	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT				989		
514	00060	989	989	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT				989		
514	00066	989	989	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT				989		
514	10000	18	18	EACH	FINAL INSPECTION REPAIR COATING BEAM ENDS				18		
514	27702	18	18	EACH	FIELD PAINTING, MISC.: COATING BEAM ENDS				18		2/29
516	10010	104	104	FT	ARMORLESS PREFORMED JOINT SEAL	48	56				
516	13600	52	52	SF	1" PREFORMED EXPANSION JOINT FILLER	26	26				
516	13900	53	53	SF	2" PREFORMED EXPANSION JOINT FILLER	30	23				
516	14020	162	162	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	80	82				
516	44200	18	18	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14"x14"x4.54" WITH 15"x15"x1.5" LOAD & BEARING PLATES)	9	9				12/29
516	44200	27	27	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14"x19"x2.73" WITH 15"x20"x1.5" LOAD PLATE AND 11"x13"x1.5" BEARING PLATE)			27			12/29
516	47001	LS	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN					LS	3/29
518	21200	63	63	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	31	32				
518	40000	122	122	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	60	62				
518	40010	10	10	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	10					
SPECIAL	51912510	140	140	SY	PATCHING CONCRETE BRIDGE DECK				140		SEE PN 512
526	25001	277	277	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN	141	136				24/29
526	90030	104	104	FT	TYPE C INSTALLATION	48	56				
601	20000	335	335	SY	CRUSHED AGGREGATE SLOPE PROTECTION					335	
607	39910	269	269	FT	VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC					269	
607	39930	269	269	FT	VANDAL PROTECTION FENCE, 12' CURVED, COATED FABRIC					269	
625	33000	1	1	EACH	STRUCTURE GROUNDING SYSTEM					1	
843	50001	168	168	SF	PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR, AS PER PLAN				168		16/29
844	10001	55	55	SF	CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION, AS PER PLAN			55			3/29

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

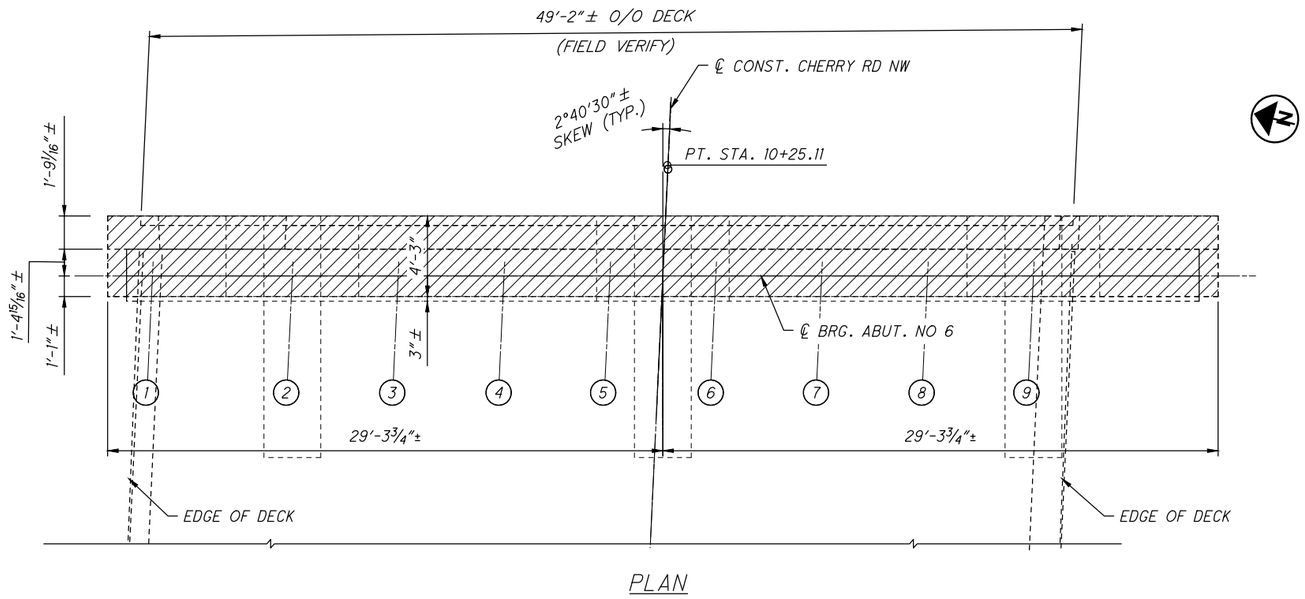
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STRUCTURE FILE NUMBER 7632037

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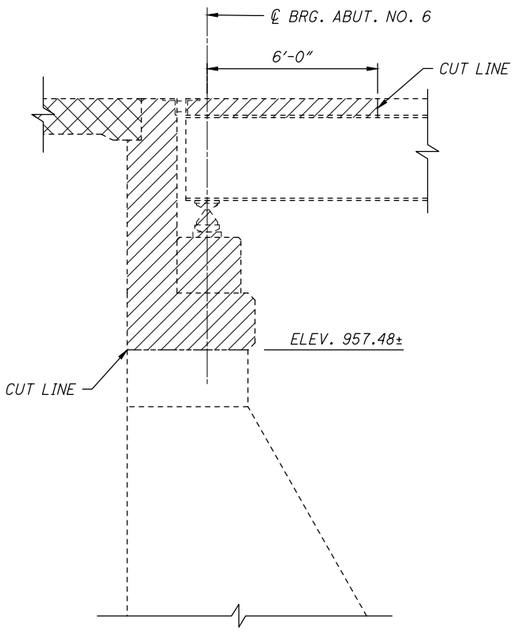
ESTIMATED QUANTITIES
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

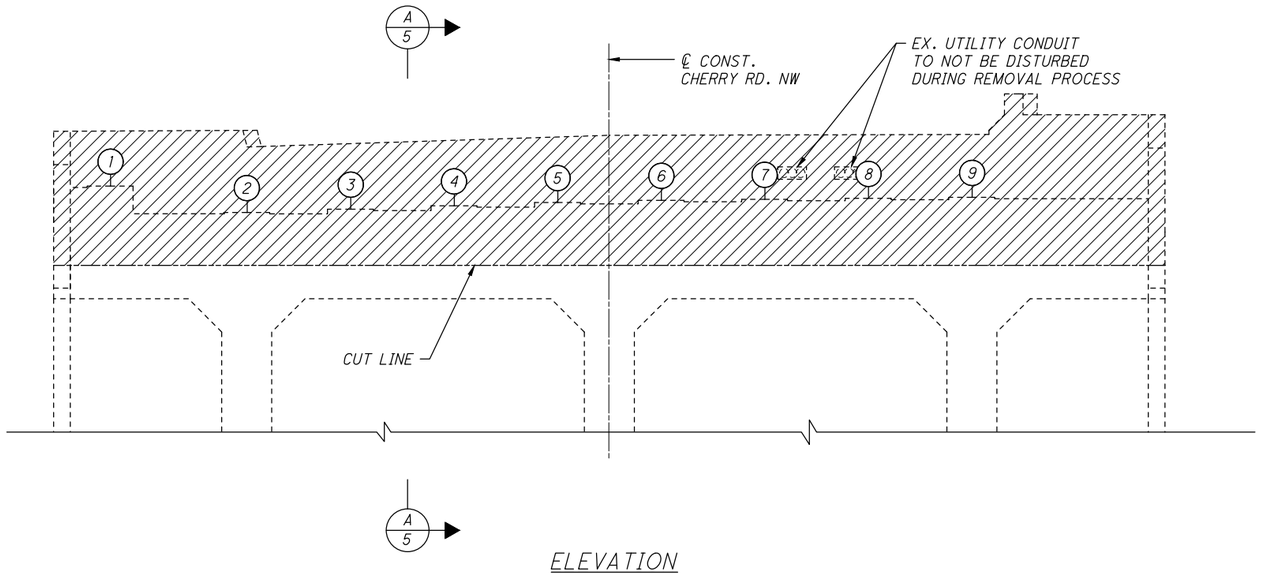
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PLAN



A/5 SECTION



ELEVATION

LEGEND:

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

ITEM 202 - APPROACH SLAB REMOVAL

NOTES:

1. FOR ADDITIONAL REMOVAL INFORMATION SEE STRUCTURAL GENERAL NOTES, SHEET 2/29.
2. REFER TO STRUCTURAL GENERAL NOTES ON SHEET 3/29 FOR JACKING FORCES.
3. DETAILS FROM THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY. PERFORM ONLY PROPOSED WORK LISTED IN LEGEND.
4. AN ESTIMATED QUANTITY OF 103 CUBIC YARDS OF UNCLASSIFIED EXCAVATION HAS BEEN INCLUDED FOR THE EXCAVATION REQUIRED TO ACCESS AND CONVERT ABUTMENTS TO SEMI-INTEGRAL AND TO REINSTALL POROUS BACKFILL.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	JDM	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7632037	

ABUTMENT NO. 6 REMOVAL DETAILS

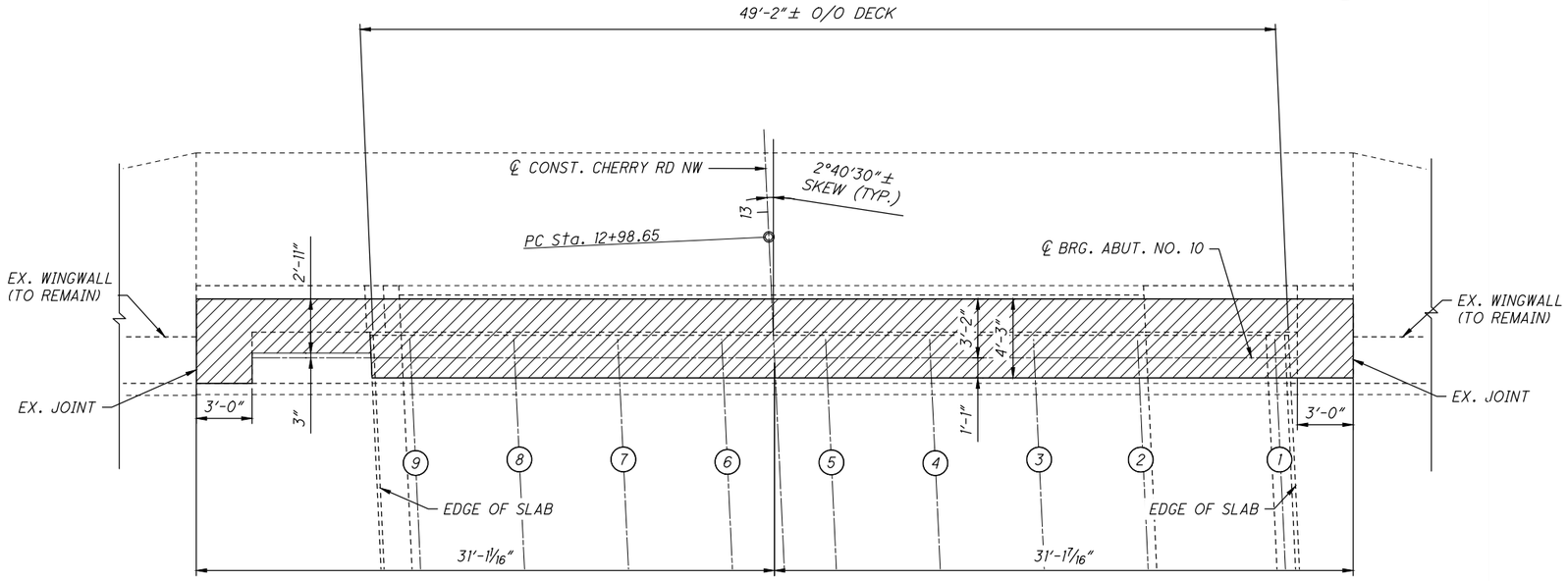
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

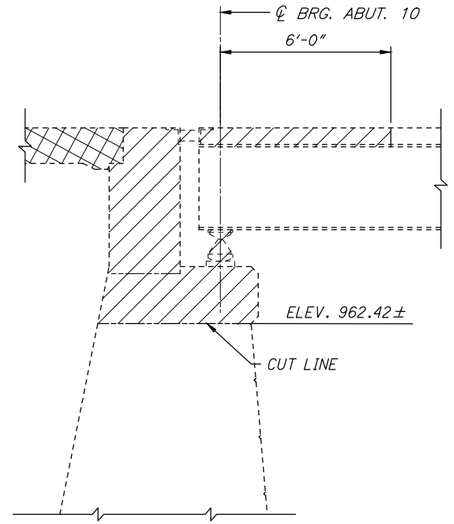
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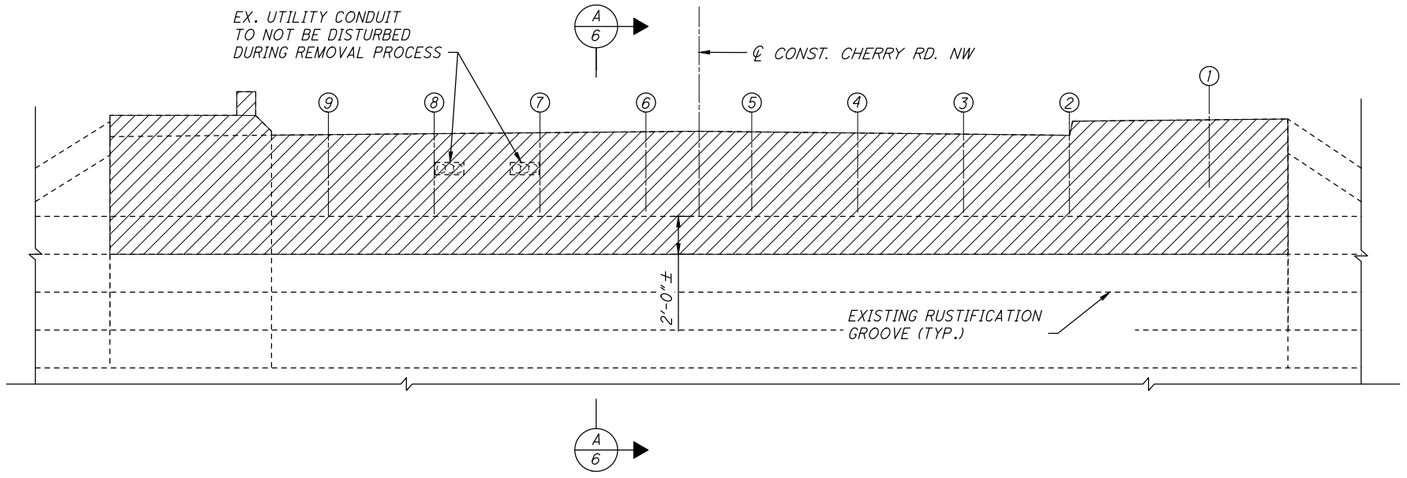
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PLAN



A/6 SECTION



ELEVATION

LEGEND:

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

ITEM 202 - APPROACH SLAB REMOVAL

NOTES:

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3. DETAILS FROM THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY. PERFORM ONLY PROPOSED WORK LISTED IN LEGEND.
4. AN ESTIMATED QUANTITY OF 98 CUBIC YARDS OF UNCLASSIFIED EXCAVATION HAS BEEN INCLUDED FOR THE EXCAVATION REQUIRED TO ACCESS AND CONVERT ABUTMENTS TO SEMI-INTEGRAL AND TO REINSTALL POROUS BACKFILL.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	HER	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDM		7632037	

ABUTMENT NO. 10 REMOVAL DETAILS

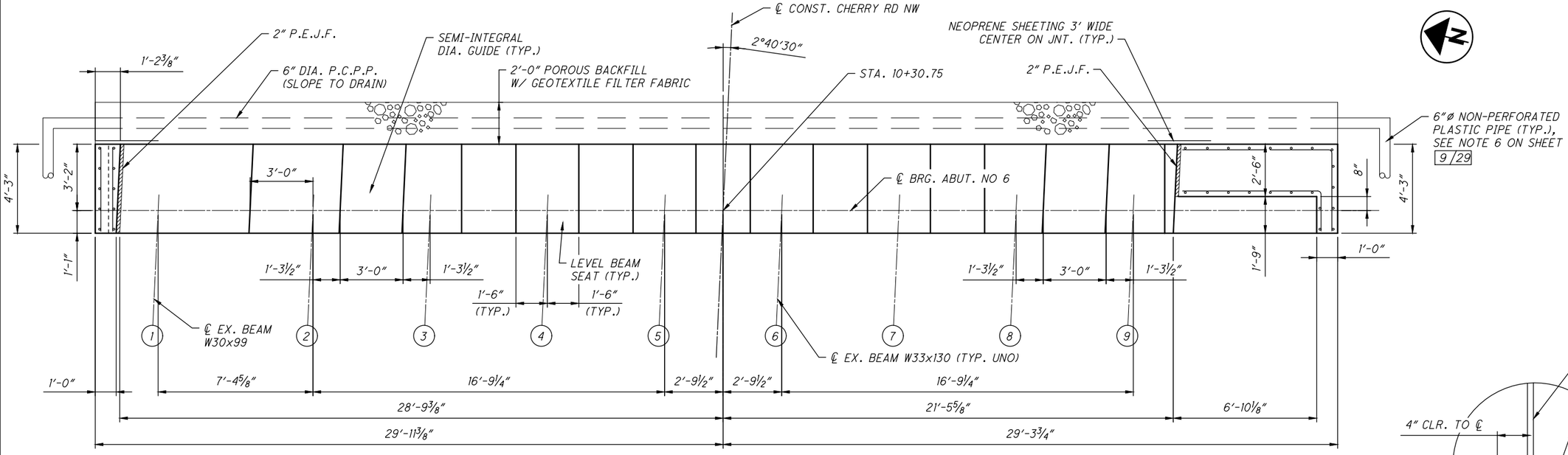
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

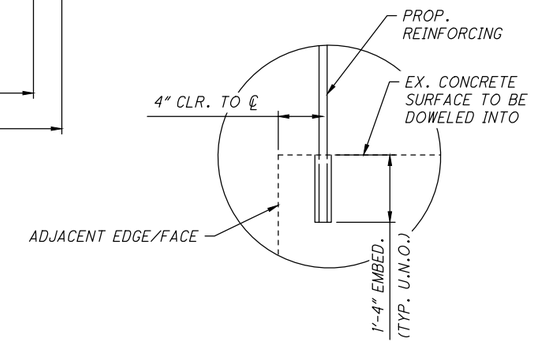
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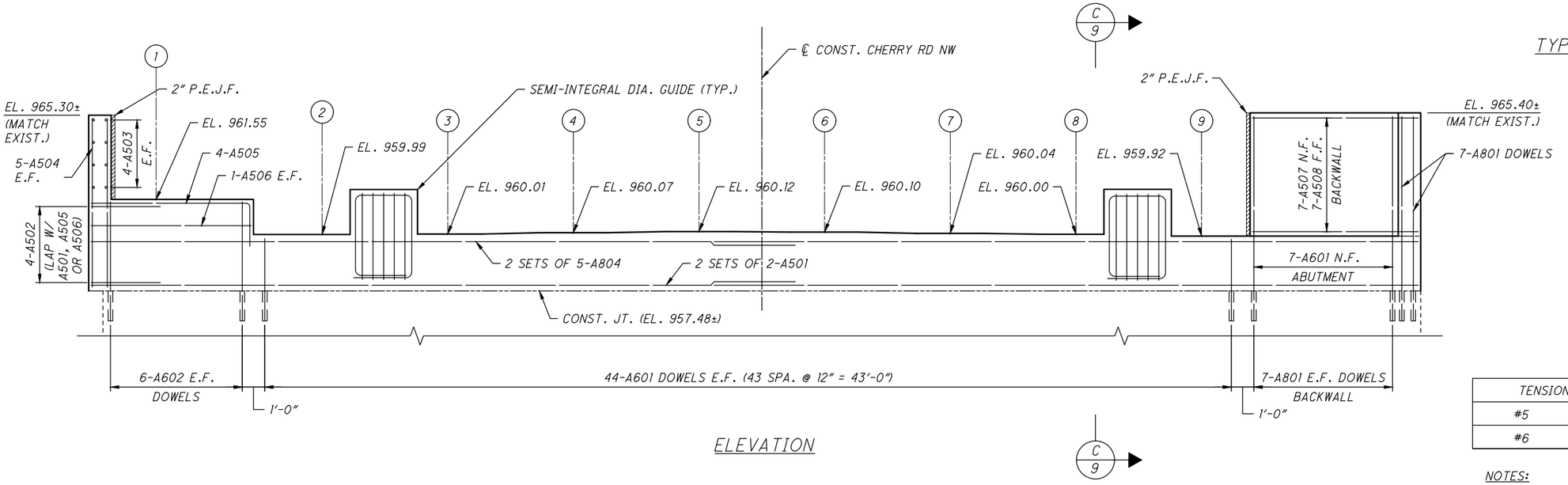
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PLAN - ABUTMENT NO. 6



TYPICAL DOWEL DETAIL



ELEVATION

TENSION LAP SPLICE LENGTHS:	
#5	3'-1"
#6	3'-7"

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 9/29.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	JDM	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7632037	

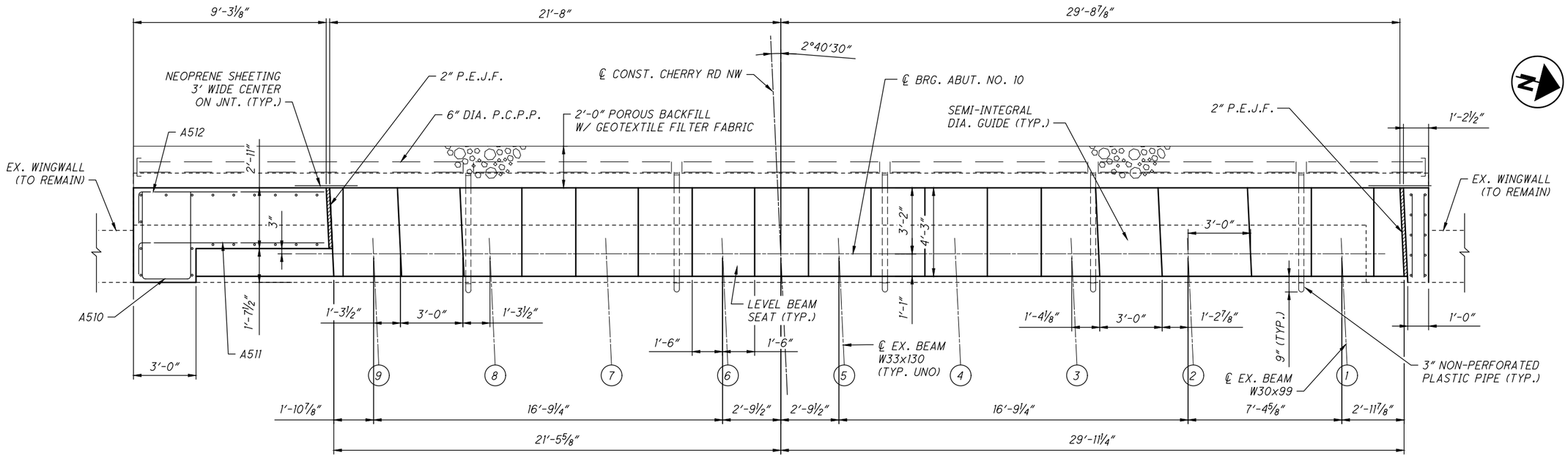
ABUTMENT NO. 6 PLAN AND ELEVATION
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

7 / 29

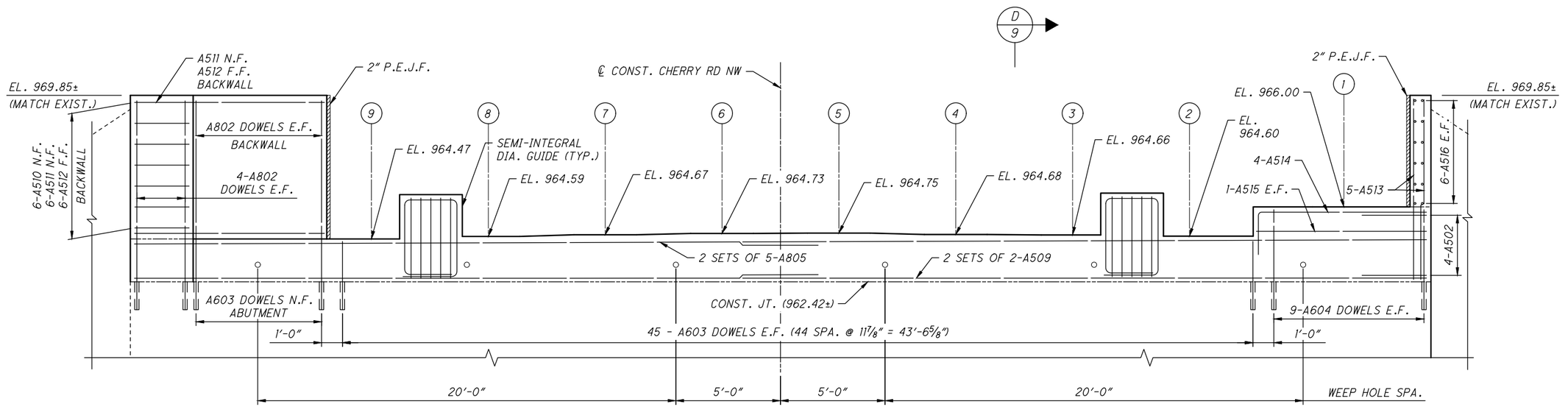
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PLAN - ABUTMENT NO. 10

TENSION LAP SPLICE LENGTHS:	
#5	3'-1"
#6	3'-7"



ELEVATION

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 9/29

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DESIGNED	DRAWN	REVIEWED	DATE
JTH	HER	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
HER		7632037	

ABUTMENT NO. 10 PLAN AND ELEVATION

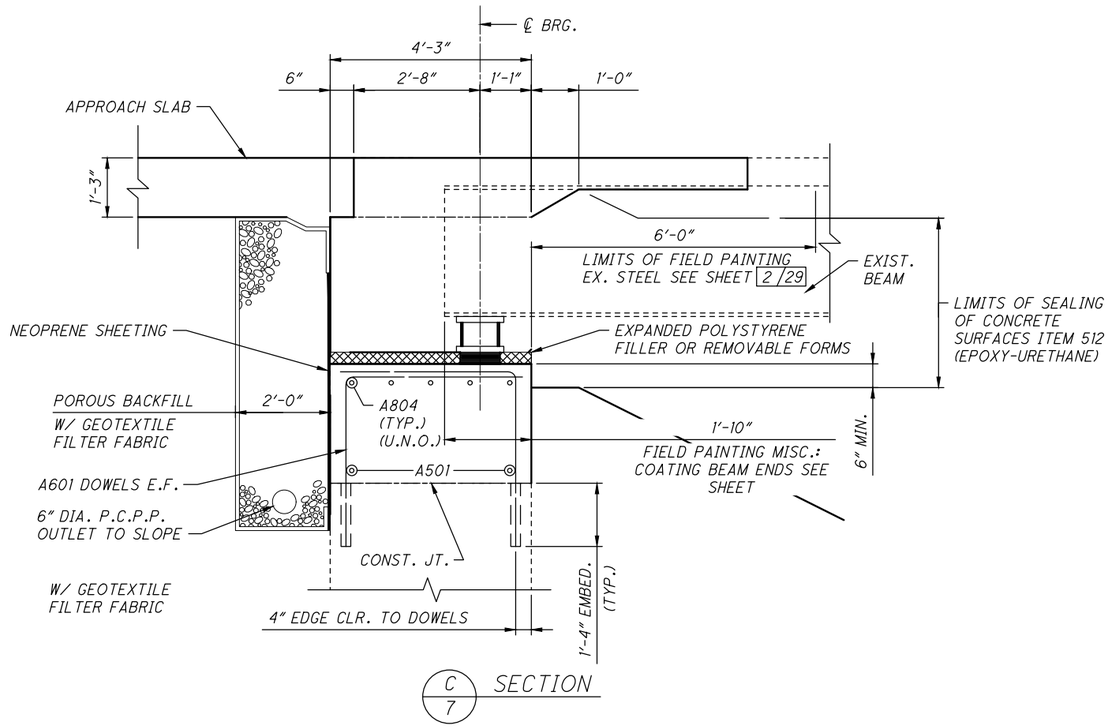
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

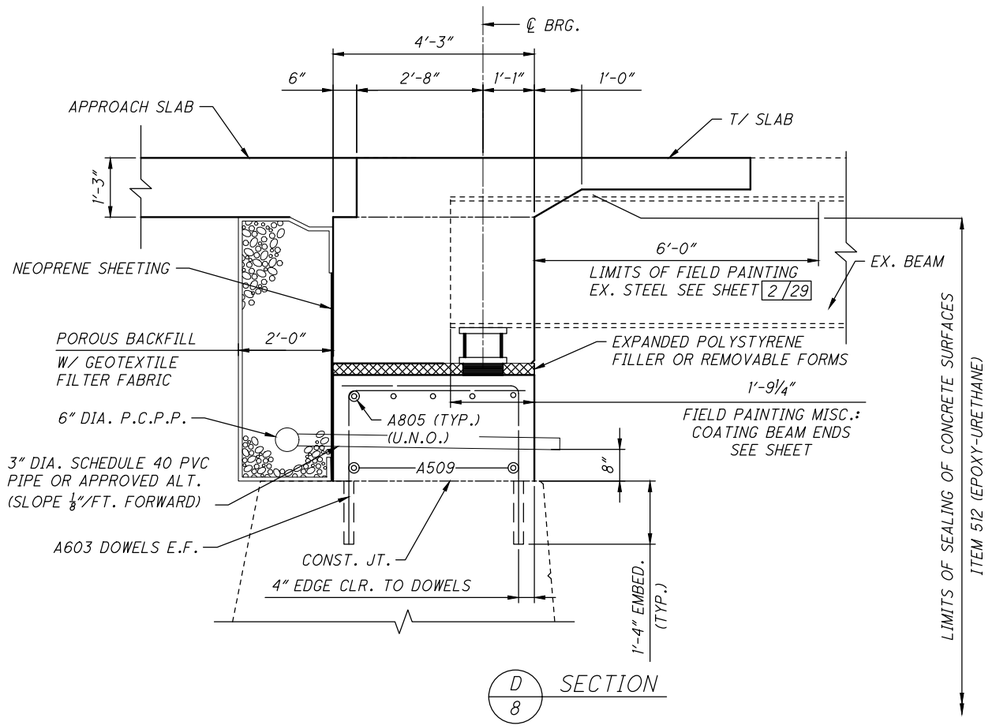
8/29

68/92

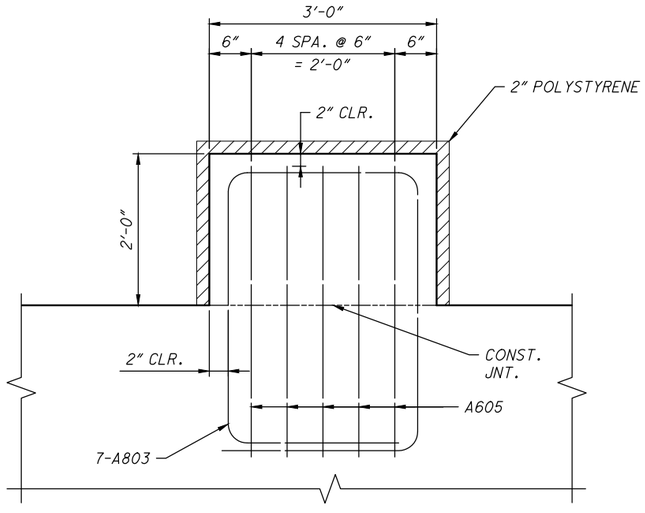
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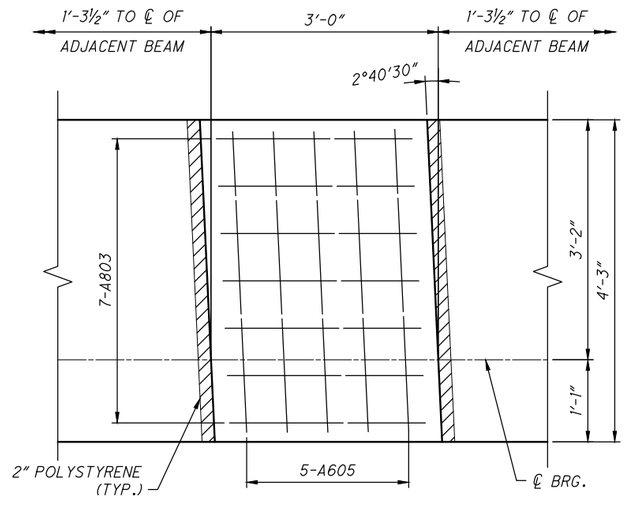
C/7 SECTION



D/8 SECTION



ELEVATION



PARTIAL PLAN

TYPICAL SEMI-INTEGRAL DIAPHRAGM GUIDE

(2 REQ'D. AT EACH ABUTMENT, SEE STD. DWG. SICD-2-14 FOR MORE DETAILS)
(RUB PLATE NOT SHOWN FOR CLARITY)

NOTES:

1. DRILL DOWEL HOLES WHERE SHOWN IN PLANS. INSTALL REINFORCING STEEL ACCORDING TO ITEM 510 USING NONSHRINK, NONMETALLIC GROUT, 705.20. PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENOUNTERED AT THE SAME LOCATIONS AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR.
2. ALL REINFORCING BAR CLEARANCES SHALL BE 2" MINIMUM UNLESS NOTED OTHERWISE. EXISTING REINFORCING NOT SHOWN FOR CLARITY.
3. PROPOSED SEAT ELEVATIONS AND HORIZONTAL CUTLINES/CONSTRUCTION JOINTS ARE BASED ON FIELD SURVEY AND SHALL BE VERIFIED BY THE CONTRACTOR.
4. ABUTMENT ELEVATIONS ARE GIVEN ALONG THE CENTERLINE OF BEARING AND WINGWALL ELEVATIONS ARE GIVEN ALONG THE FACE OF WINGWALL.
5. FOR REINFORCING STEEL LISTS, SEE SHEETS 27/29 AND 28/29.
6. FOR DRAINAGE TERMINATION DETAILS SEE STANDARD DRAWING DM-1.1. ANIMAL GUARD AND CRUSHED AGGREGATE SLOPE PROTECTION SHALL BE INCLUDED IN ITEM 518 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN.
7. INCLUDE ALL WORK AND MATERIALS PERTAINING TO 3" DIA. WEEP HOLE CONDUIT INCLUDING TEE FITTINGS FOR PAYMENT WITH ITEM 518 - 6" PERFORATED CORRUGATED PLASTIC PIPE.
8. FOR ADDITIONAL DETAILS AND NOTES NOT SHOWN, REFER TO ODOT STANDARD DRAWINGS SICD-2-14 AND SICD-1-21.

DESIGN AGENCY
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AKRON, OHIO 44320-1100
836-9111

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CHECKED JTH | REVISED | STRUCTURE FILE NUMBER 7632037

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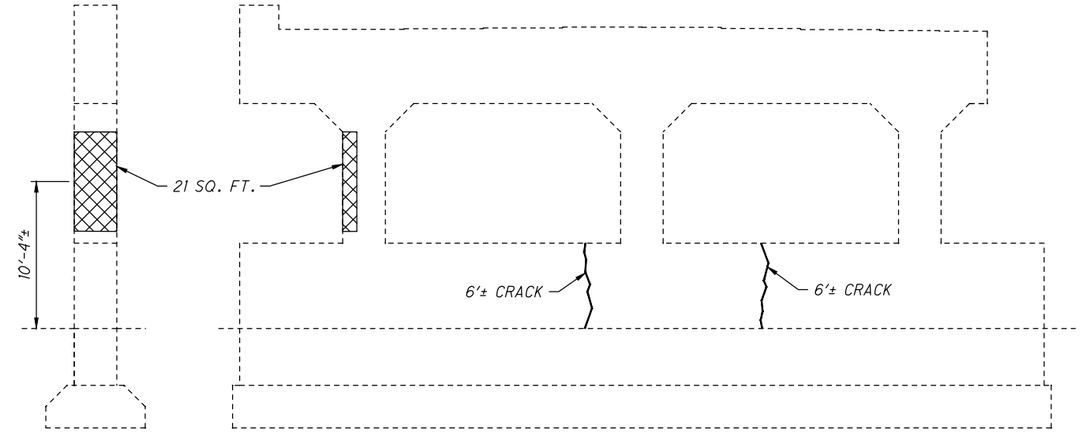
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

9 / 29

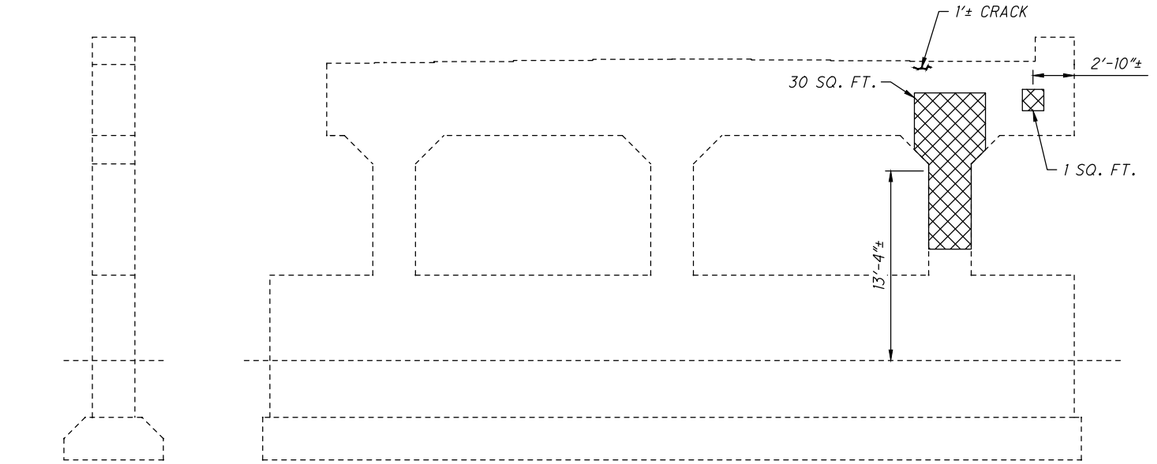
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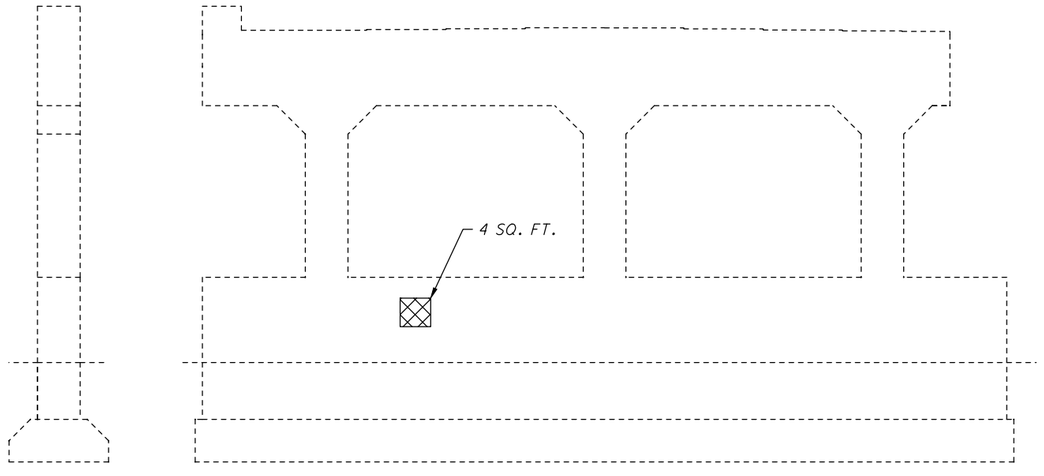
PIER 7 - SOUTH FACE

PIER 7 - EAST FACE



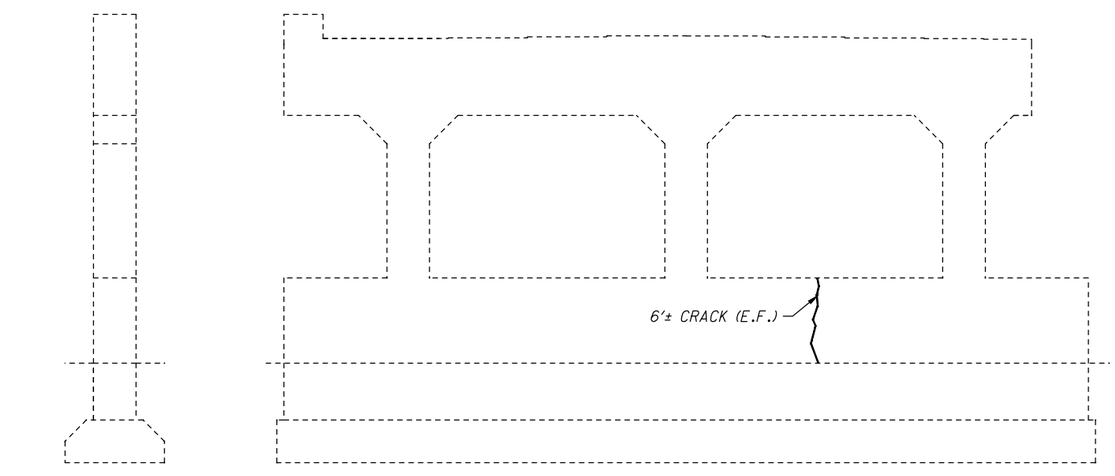
PIER 7 - NORTH FACE

PIER 7 - WEST FACE



PIER 8 - SOUTH FACE

PIER 8 - EAST FACE



PIER 9 - SOUTH FACE

PIER 9 - EAST FACE

LEGEND:

- ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION
- ITEM 844 - CONCRETE PATCHING WITH GALVANIC ANODE PROTECTION

NOTES:

1. FOR ADDITIONAL PATCHING INFORMATION, SEE STRUCTURE GENERAL NOTES, SHEETS 2/29 AND 3/29.

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JTH		7632037	

PIER PATCHING DETAILS

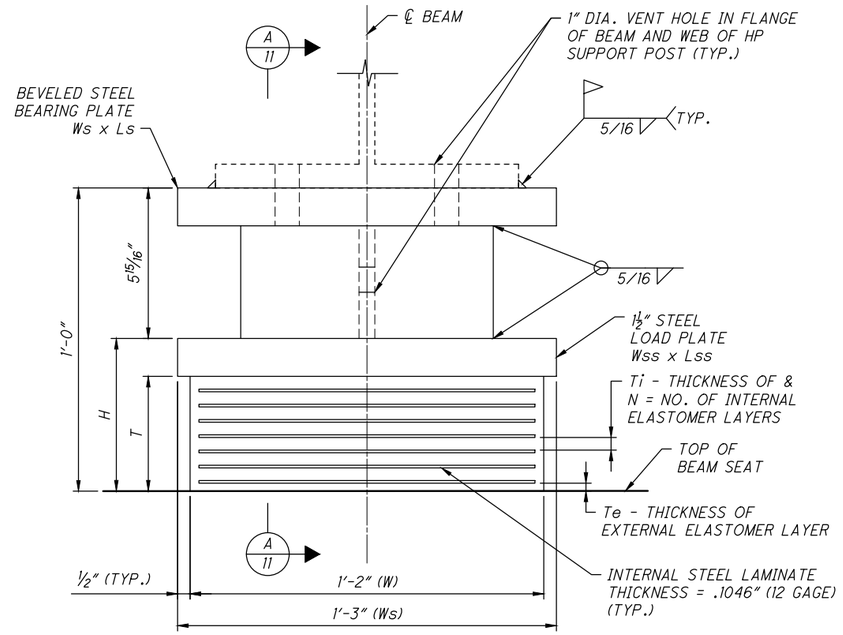
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

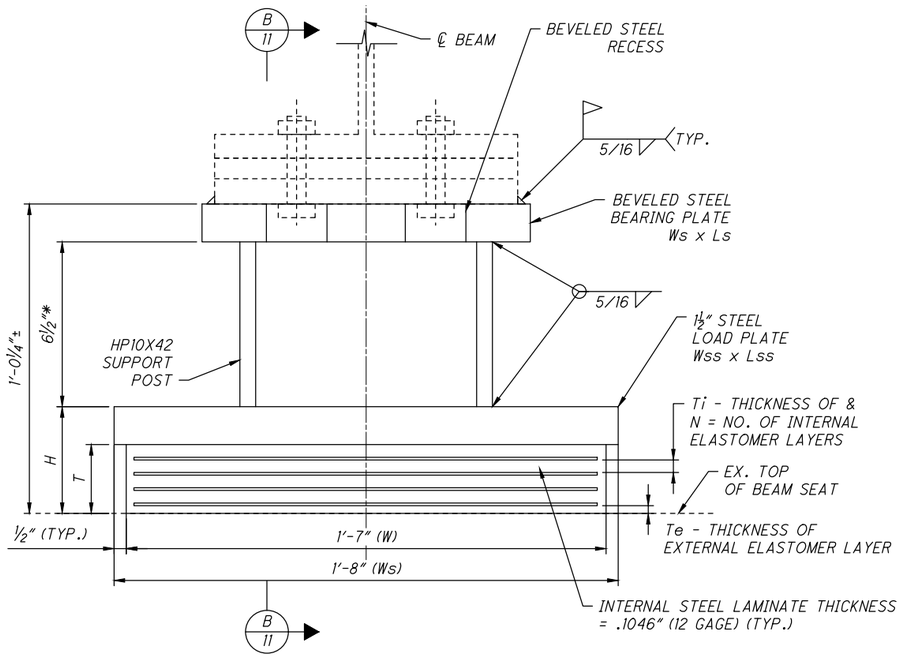
10 / 29

70 / 92

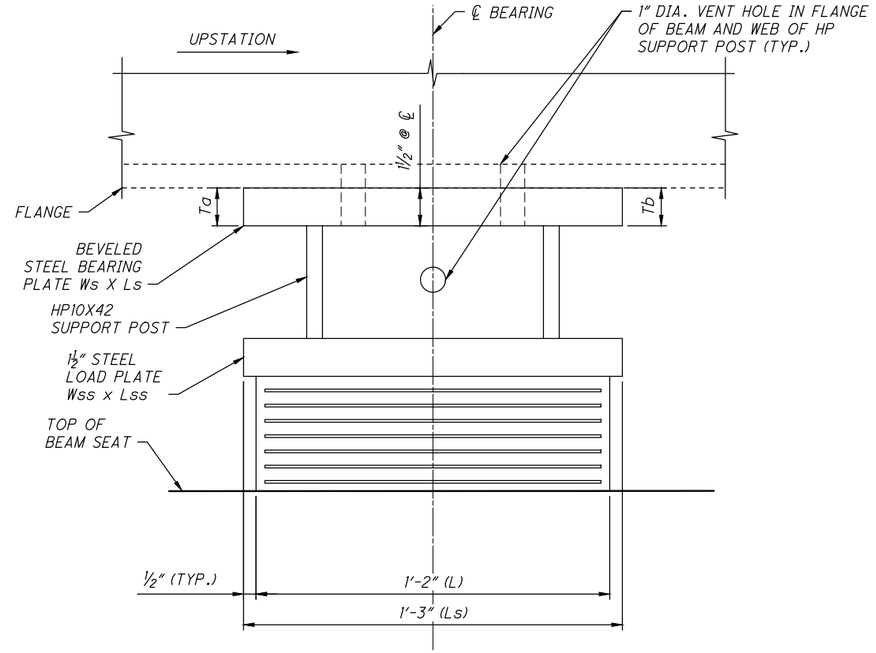
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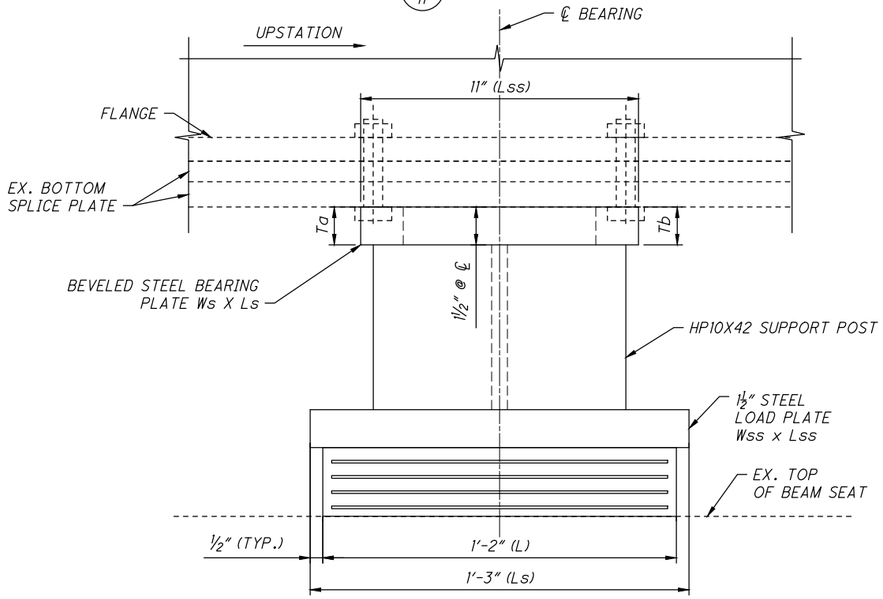
LAMINATED ELASTOMERIC EXPANSION BEARINGS AT ABUTMENTS



LAMINATED ELASTOMERIC EXPANSION BEARINGS AT PIERS 7, 8, & 9



A 11 SECTION



B 11 SECTION

LEGEND:

* - DIMENSION OF HP10X42 POST HEIGHT CALCULATED BASED OFF EXISTING BEARINGS STD. DWG. RB-1-55 BUT MAY VARY DUE TO SHIMS AND AS CONSTRUCTED CONDITION. CONTRACTOR SHALL VERIFY HEIGHT IN FIELD AND TRIM POST AS REQUIRED FOR FIT UP. INCLUDE ALL COSTS ASSOCIATED WITH FIELD VERIFYING AND GRINDING WITH ITEM 516 FOR PAYMENT.

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 12/29.

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564 WHITE POND DRIVE
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JTH		7632037	

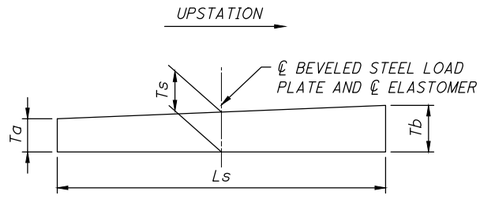
ELASTOMERIC BEARING DETAILS - 1 OF 2
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

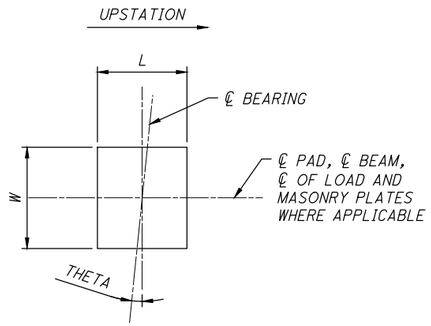
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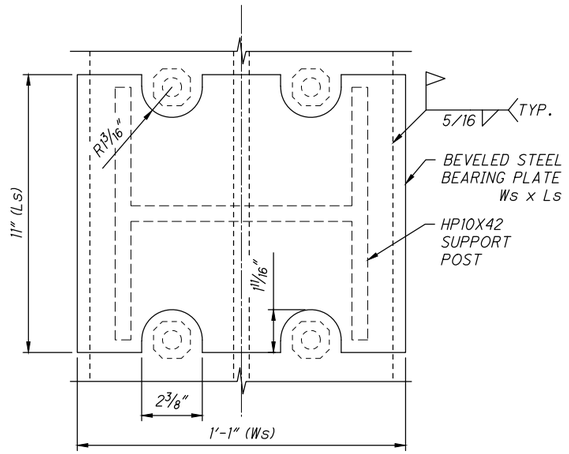


BEVELED STEEL BEARING PLATE ELEVATION DETAIL

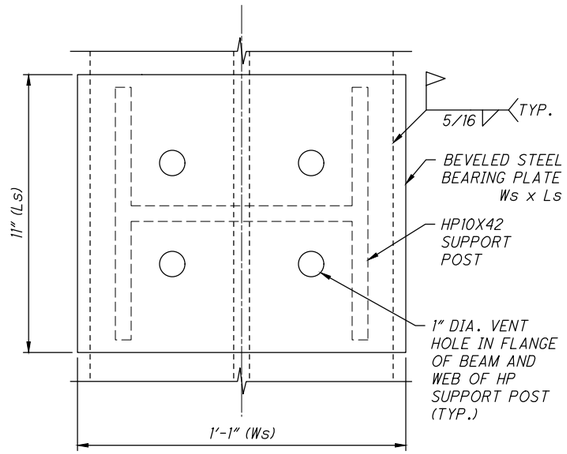


BEARING ORIENTATION PLAN

LOCATION	THETA
REAR ABUT. PIERS 7 & 8	2°40'30" LT.
PIER 9 FORWARD ABUT.	2°40'30" RT.



BEVELED STEEL BEARING PLATE PLAN DETAIL (PIERS 7, 8, 9)



BEVELED STEEL BEARING PLATE PLAN DETAIL (ABUTMENTS 6 & 10)

BEARING DETAIL TABLE

SUBSTRUCTURE UNIT	BEARING								BEVELED BEARING PLATE					LOAD PLATE			H (IN)	SERVICE REACTIONS		
	TYPE	No.	L (IN)	W (IN)	Te (IN)	Ti (IN)	N	T (IN)	Ts (IN)	Ta (IN)	Tb (IN)	Ls (IN)	Ws (IN)	Tss (IN)	Lss (IN)	Wss (IN)		RDL (KIPS)	RLL (KIPS)	RTOTAL (KIPS)
REAR ABUTMENT	EXP.	9	14	14	0.3125	0.5	7	4.54	1.5	1.296	1.704	15	15	1.5	15	15	6.04	75.6	76.3	152.0
PIER 7	EXP.	9	14	19	0.3125	0.5	4	2.73	1.5	1.350	1.650	11	13	1.5	15	20	4.23	106.9	142.6	249.5
PIER 8	EXP.	9	14	19	0.3125	0.5	4	2.73	1.5	1.441	1.559	11	13	1.5	15	20	4.23	106.9	142.6	249.5
PIER 9	EXP.	9	14	19	0.3125	0.5	4	2.73	1.5	1.500	1.500	11	13	1.5	15	20	4.23	106.9	142.6	249.5
FORWARD ABUTMENT	EXP.	9	14	14	0.3125	0.5	7	4.54	1.5	1.658	1.342	15	15	1.5	15	15	6.04	75.6	76.3	152.0

NOTES:

1. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
2. THE STEEL LOAD PLATE AND BEARING PLATE SHALL BE ASTM A709 GRADE 50 STEEL. GALVANIZE EXPOSED SURFACES OF THE PLATES.
3. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300 DEGREES F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
4. ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE 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.
5. TOTAL DESIGN LOAD FOR THE BEARINGS EQUALS THE DEAD LOADS AND LIVE LOAD AS TABULATED IN THE BEARING TABLE.
6. LOADS SHOWN ARE SERVICE LOADS WITH NO LOAD FACTORS OR IMPACT FACTORS INCLUDED.
7. THE UNIT PRICE FOR BEARINGS SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, HP SHAPES, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC EXPANSION BEARINGS. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN.

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JTH		7632037	

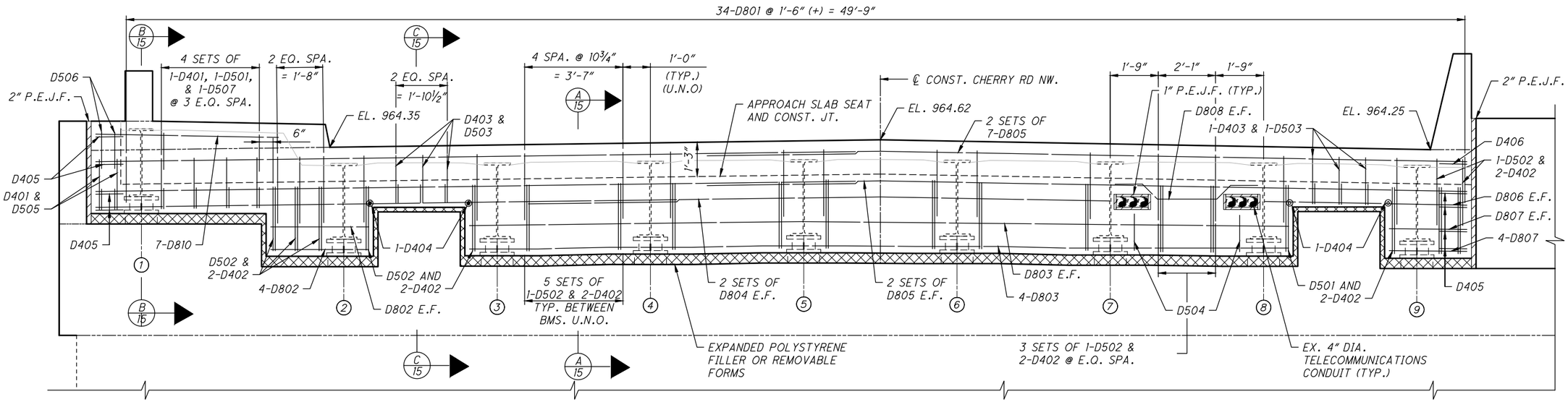
ELASTOMERIC BEARING DETAILS - 2 OF 2
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

12 / 29

72 / 92

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ELEVATION

NOTES:

1. FOR END DIAPHRAGM REINFORCING LIST, SEE SHEET 27/29.
2. ALL REBAR CLEARANCE MEASURED TO THE FACE OF CONCRETE SHALL BE 3" UNLESS NOTED OTHERWISE.
3. PLACE VERTICAL BARS IN END DIAPHRAGM PARALLEL TO BEAMS UNLESS NOTED OTHERWISE. DIMENSIONS GIVEN IN THIS PLAN SHALL BE MEASURED ALONG THE CENTERLINE OF BEARING.
4. PER BDM 702.4.2-1, PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS OF AN INDIVIDUAL PHASE WITH THE DECK CONCRETE OR AT LEAST 48 HOURS BEFORE PLACEMENT OF THE DECK CONCRETE. IF PLACED SEPARATELY, LOCATE A HORIZONTAL CONSTRUCTION JOINT IN THE DIAPHRAGM AS SHOWN ON SICD-1-21, SHEET 3 OF 7 AND PLACE REMAINING DIAPHRAGM CONCRETE WITH THE DECK.
5. FOR ADDITIONAL DETAILS AND NOTES NOT SHOWN, REFER TO STANDARD DRAWINGS AS-1-15, SICD-1-21 AND SICD-2-14.
6. THE CONTRACTOR SHALL EXERCISE CAUTION IN MAINTAINING THE EXISTING 4" I.D. TELECOM UTILITIES RUNNING THRU THE END DIAPHRAGM. EXTEND THE EXISTING UTILITY SLEEVES TO THE FACE OF THE PROPOSED DIAPHRAGM BY PROVIDING NEW SPLIT SLEEVES, TAPE SPLIT SLEEVE PRIOR TO PLACING DIAPHRAGM CONCRETE. THE INTENT OF THE REHABILITATION IS TO ISOLATE THE UTILITY SLEEVES FROM LONGITUDINAL DIAPHRAGM MOVEMENT.
7. MINIMUM REQUIRED LAP LENGTHS ARE AS FOLLOWS:
   NO. 4 = 1'-11"
   NO. 5 = 2'-5"
   NO. 8 = 5'-4"
8. ELEVATIONS ARE GIVEN AT CENTERLINE OF BEARING.

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836-9111

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JTH		7632037	

END DIAPHRAGM DETAILS - ABUTMENT NO. 6

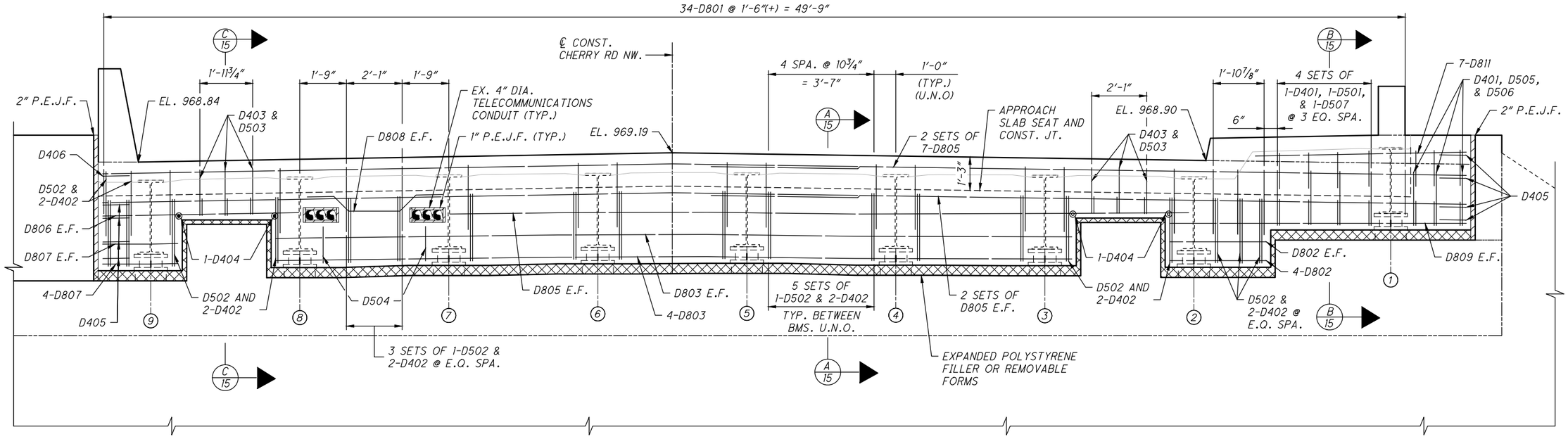
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

13/29

73/92

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ELEVATION

NOTE:

1. FOR NOTES, SEE SHEET 13/29.

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DESIGNED JDM | DRAWN TMR | REVIEWED MRW | DATE 10/24/25
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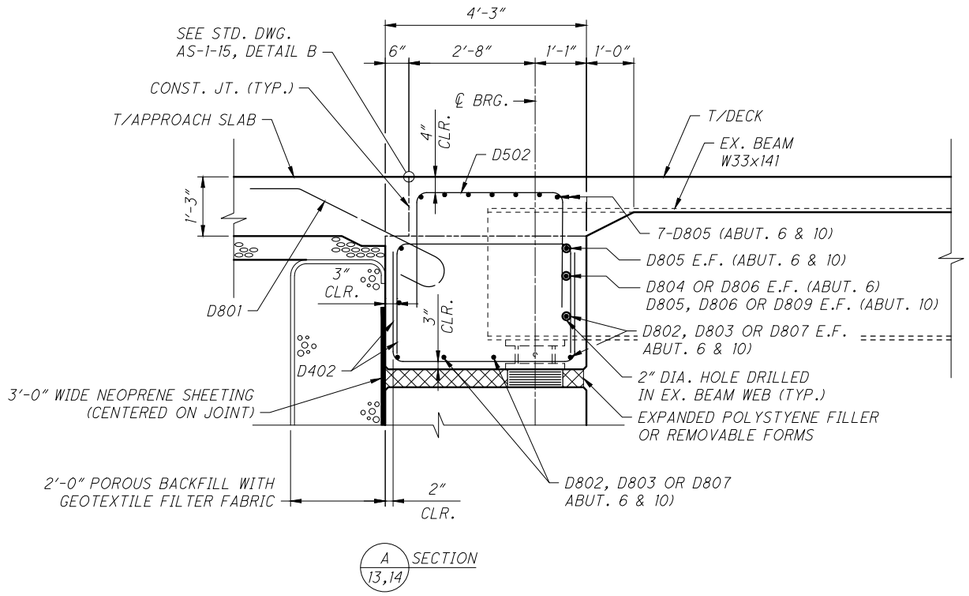
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BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

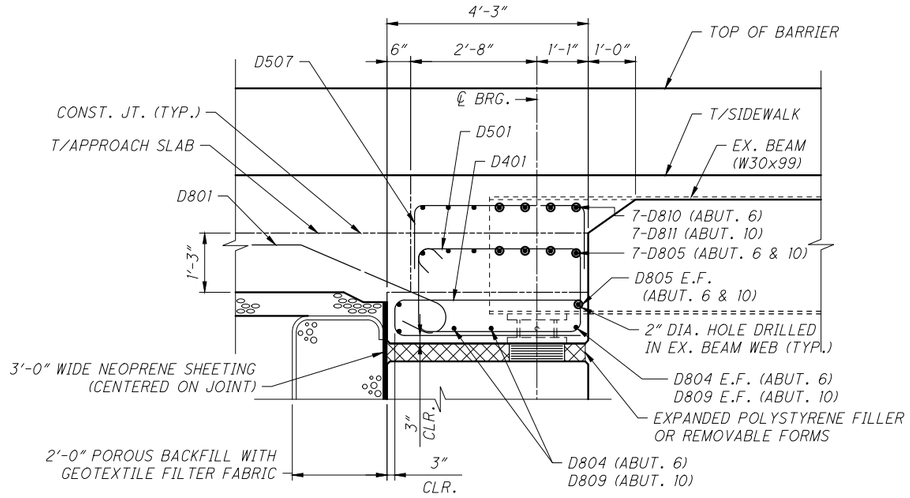
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14 / 29

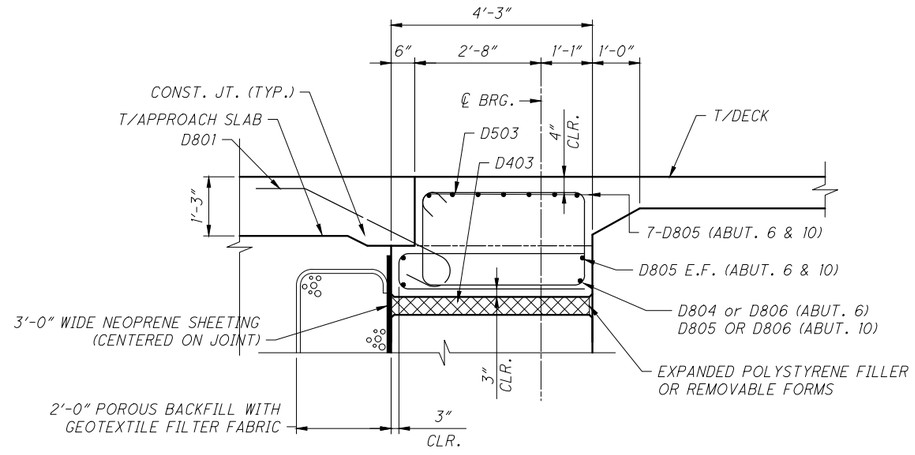
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A 13,14 SECTION



B 13,14 SECTION



C 13,14 SECTION

NOTE

1. FOR NOTES, SEE SHEET 13/29.

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JDM	TMR	MRW	10/24/25
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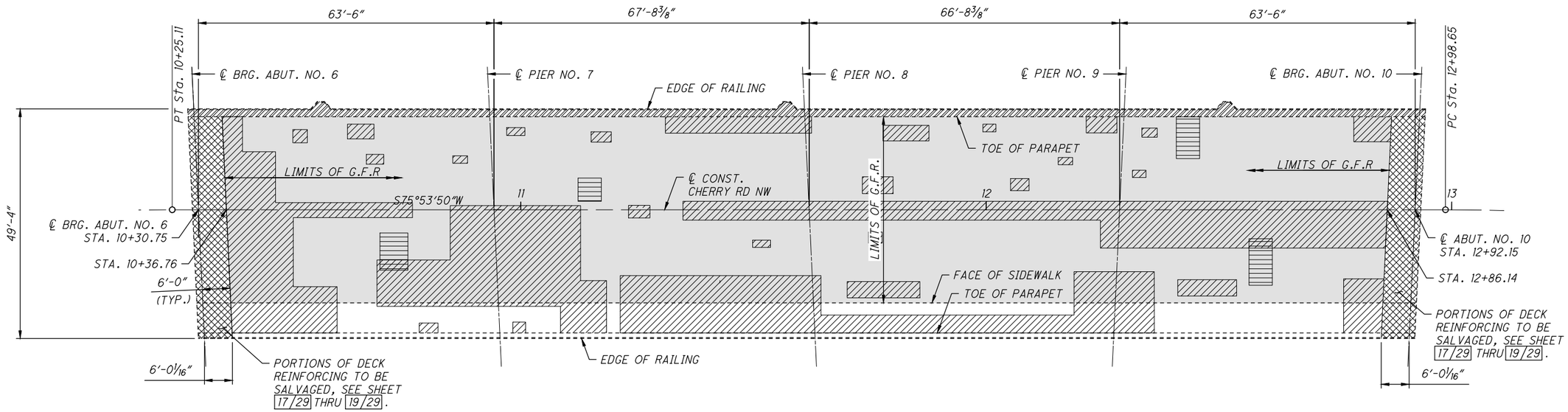
END DIAPHRAGM DETAILS - ABUT. NO. 6 AND 10 SECTIONS

BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

15 / 29

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DECK AND PARAPET REMOVAL AND DECK PATCHING PLAN

LEGEND:

- BOTTOM OF DECK REGION CONTAINING UNSOUND CONCRETE TO BE PARTIAL DEPTH PATCHED PER CMS ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR, AS PER PLAN. SEE NOTE 1. SEAL THE PATCH MATERIAL WITH FRP WRAP/COVER IN ACCORDANCE WITH PN 519 - COMPOSITE FIBER WRAP SYSTEM.
- TOP OF DECK REGION CONTAINING UNSOUND CONCRETE TO BE PARTIAL DEPTH PATCHED PER ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECKS, SEE NOTE 1.
- LIMITS OF DECK AND JOINT REMOVAL. REMOVAL SHALL BE PER CMS ITEM 202 - PORTIONS OF STRUCTURE REMOVED OVER 20 FOOT SPAN.
- LIMITS OF GRAVITY FED RESIN.
- LIMITS OF PARAPET REMOVAL. REMOVAL SHALL BE CMS ITEM 202 - PORTIONS OF STRUCTURE REMOVED OVER 20 FOOT SPAN.

NOTES:

1. HATCHED REGIONS DEPICTING UNSOUND CONCRETE ARE SHOWN FOR INFORMATIONAL PURPOSES. DECK TOP PATCHING AREAS SHALL BE DETERMINED USING CONCRETE SOUNDING DURING CONSTRUCTION. SOUND LOCATE, AND MARK OFF ANY DISINTEGRATED CONCRETE TO THE SATISFACTION OF THE FIELD ENGINEER. SOUND DECK TOP CONCRETE PER ODOT PROPOSAL NOTE 512. APPROXIMATE TOTAL DECK TOP PATCHING PER ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECKS, TYPE A, TOTALS 140 SY. APPROXIMATE TOTAL DECK BOTTOM PATCHING PER ITEM 843 - PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR, AS PER PLAN TOTALS 168 SF. THESE QUANTITIES HAVE BEEN CARRIED THROUGH TO THE ESTIMATED QUANTITIES SHEET FOR BIDDING PURPOSES. PAYMENT SHALL BE MADE PER THE ACTUAL APPROVED AND INSTALLED QUANTITIES. NO FULL DEPTH DECK PATCHING HAS BEEN IDENTIFIED/QUANTIFIED HEREIN. NOTIFY THE ENGINEER FOR FURTHER DIRECTION IF THE NEED FOR FULL DEPTH PATCHING IS IDENTIFIED.
2. THE PARAPET SHALL BE REMOVED USING FULL DEPTH HORIZONTAL CUTS FOR THE REMOVAL LENGTH. NO REINFORCING WILL BE SALVAGED EXCEPT AT LIGHT PILASTERS. AT THE LIGHT PILASTERS, THE SAW CUT SHALL BE 6 INCH MINIMUM ABOVE THE DECK AND VERTICAL REINFORCING BELOW THE CUT LINE WILL BE PRESERVED. REFER TO THE PILASTER SHEET 22/29. FOR MORE INFORMATION.

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836-9111

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GAD		7632037	

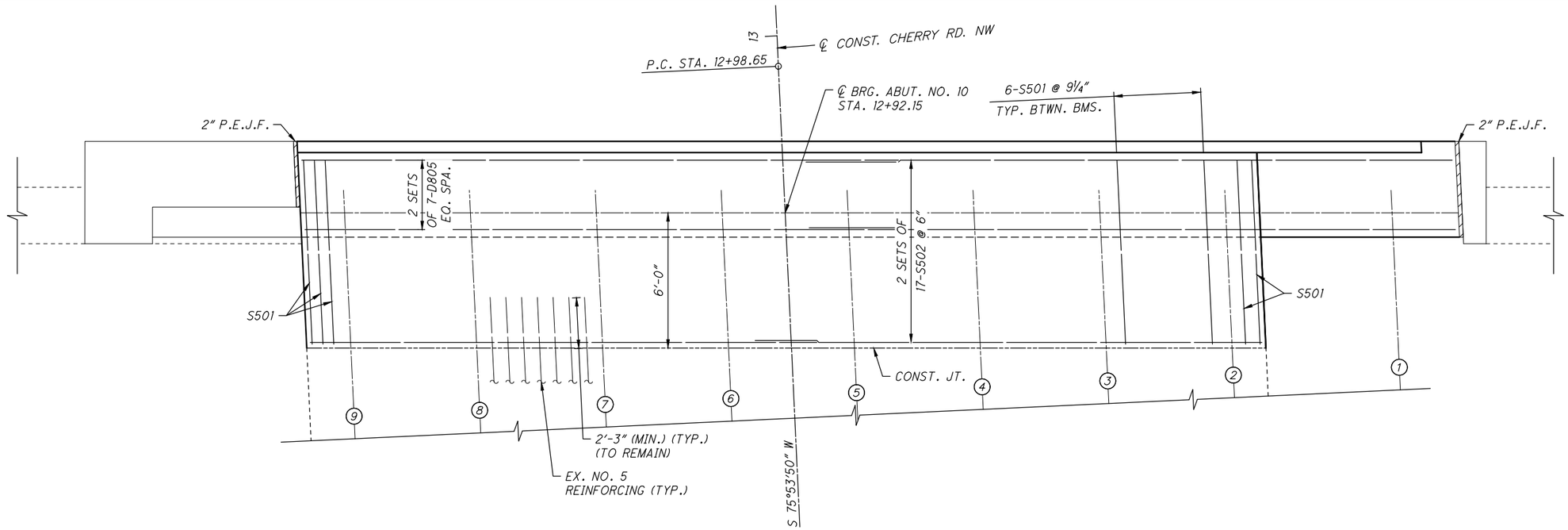
DECK AND PARAPET REMOVAL AND DECK PATCHING PLAN
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

16/29

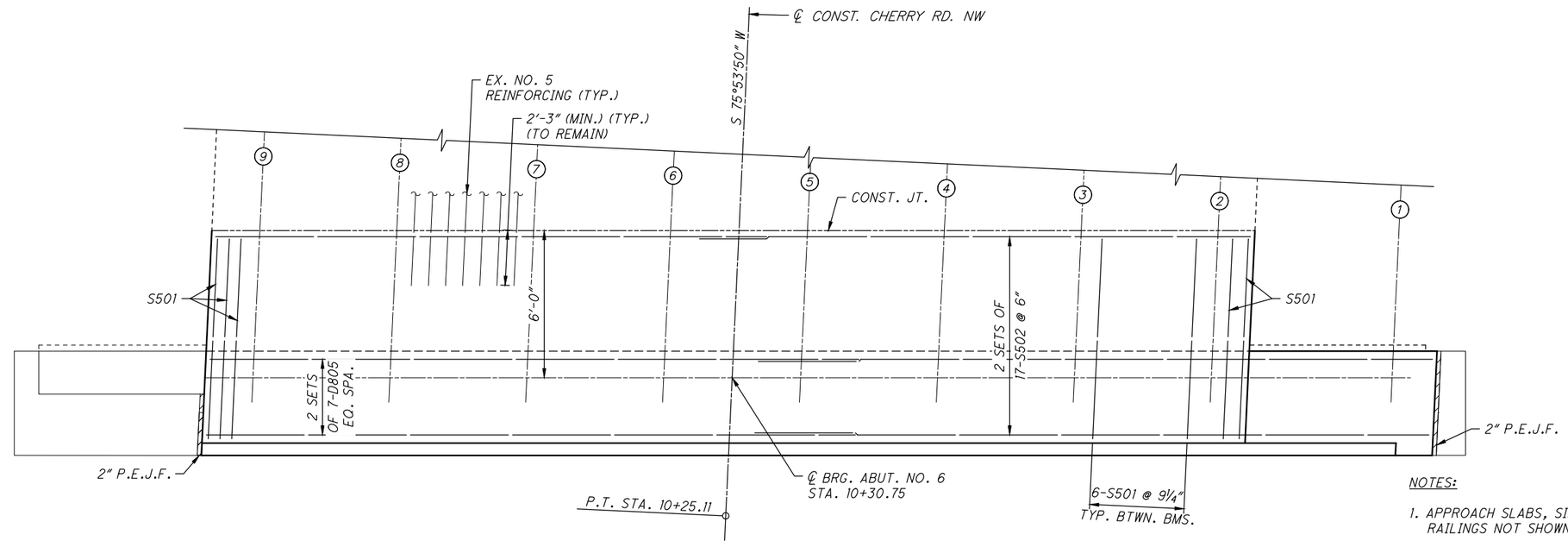
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PARTIAL DECK PLAN - BOTTOM

(AT ABUTMENT NO. 10)



PARTIAL DECK PLAN - BOTTOM

(AT ABUTMENT NO. 6)

NOTES:

1. APPROACH SLABS, SIDEWALKS AND RAILINGS NOT SHOWN FOR CLARITY.
2. MINIMUM REQUIRED LAP LENGTHS ARE AS FOLLOWS:
   NO. 5 = 2'-5"
   NO. 8 = 4'-11"
3. FOR DECK REINFORCING, SEE SHEET 27/29.
4. NEW DECK SHALL MEET EXISTING DECK AT SAWCUT AND PROVIDED END DIAPHRAGM ELEVATIONS ON SHEET 13/29 AND 14/29.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	TMR	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7632037	

PARTIAL DECK PLAN - BOTTOM

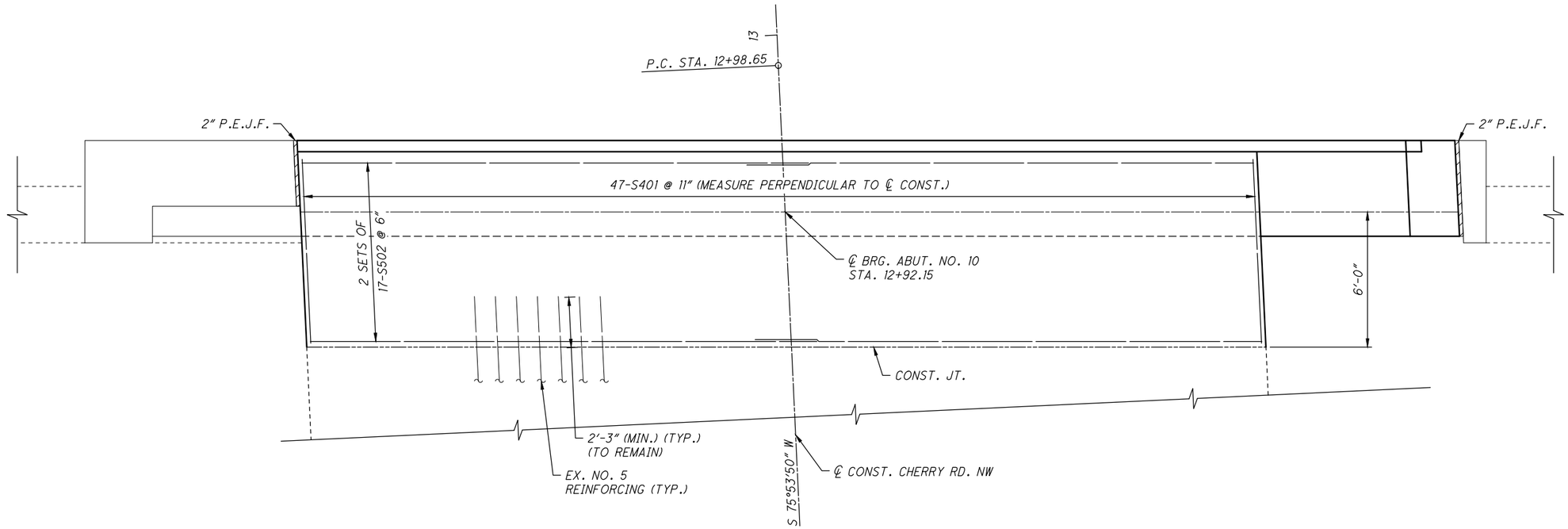
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

17 / 29

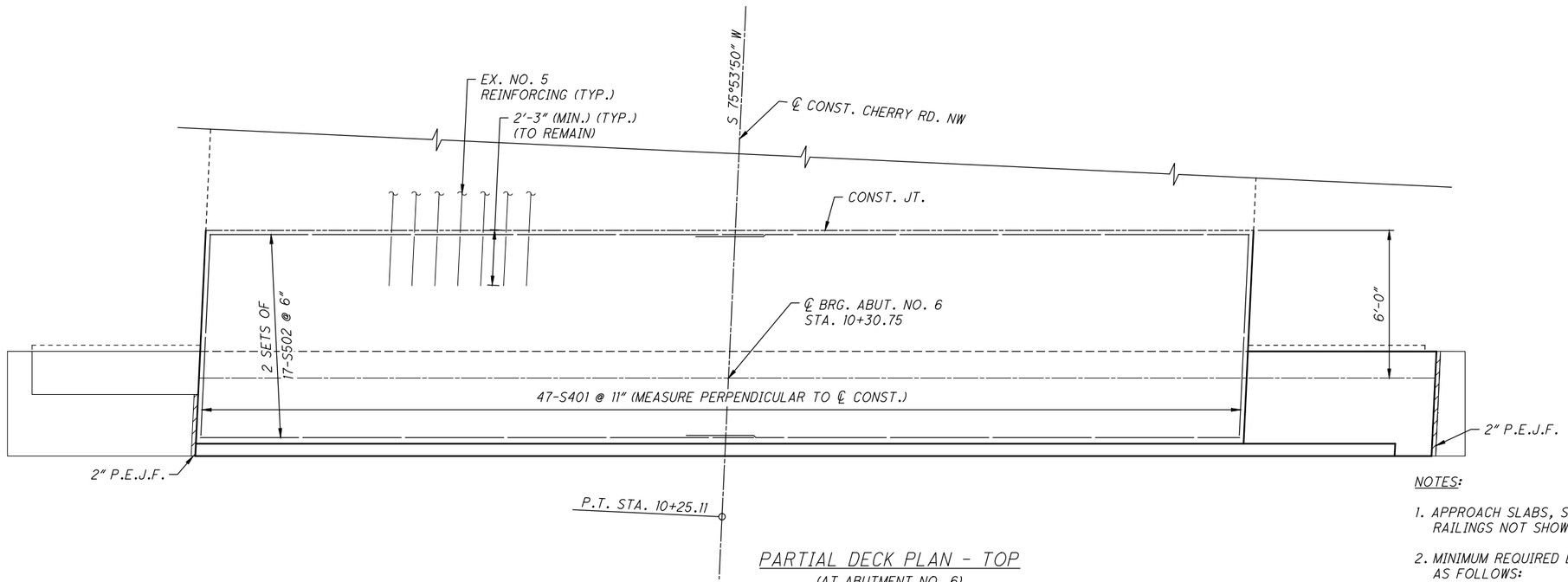
77
92

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PARTIAL DECK PLAN - TOP

(AT ABUTMENT NO. 10)



PARTIAL DECK PLAN - TOP

(AT ABUTMENT NO. 6)

NOTES:

1. APPROACH SLABS, SIDEWALKS AND RAILINGS NOT SHOWN FOR CLARITY.
2. MINIMUM REQUIRED LAP LENGTHS ARE AS FOLLOWS:
   NO. 4 = 1'-11"
   NO. 5 = 2'-5"
3. FOR DECK REINFORCING, SEE SHEET 27/29.
4. NEW DECK SHALL MEET EXISTING DECK AT SAWCUT AND PROVIDED END DIAPHRAGM ELEVATIONS ON SHEET 13/29 AND 14/29.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	TMR	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7632037	

PARTIAL DECK PLAN - TOP

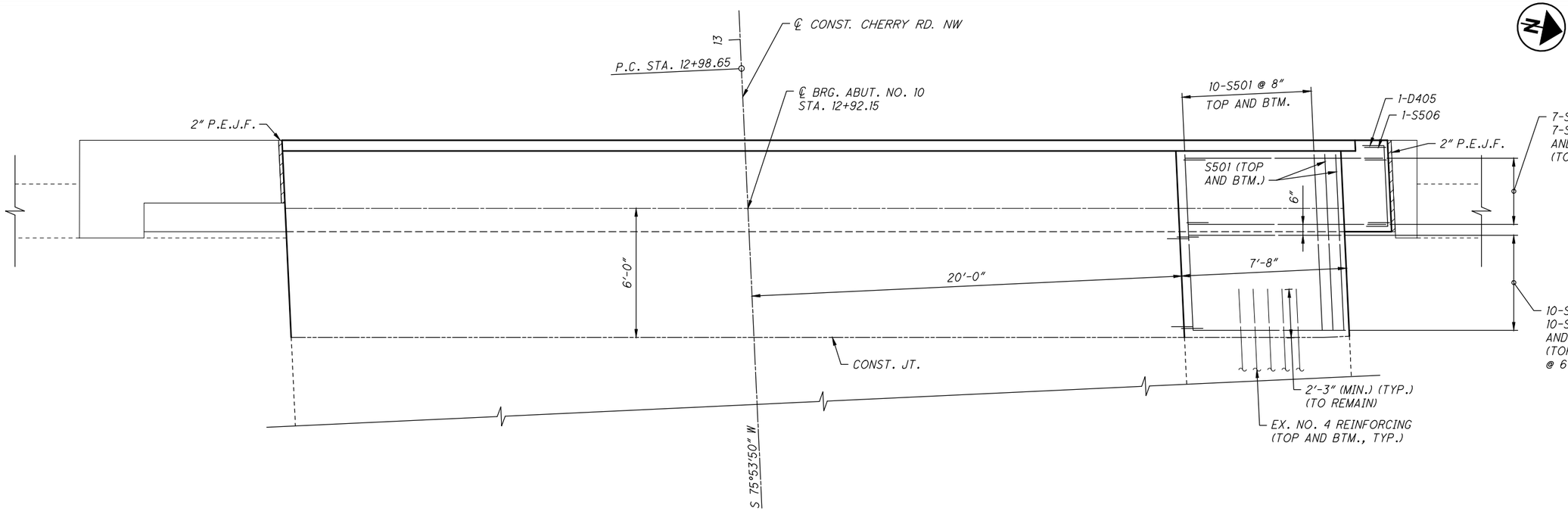
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

18 / 29

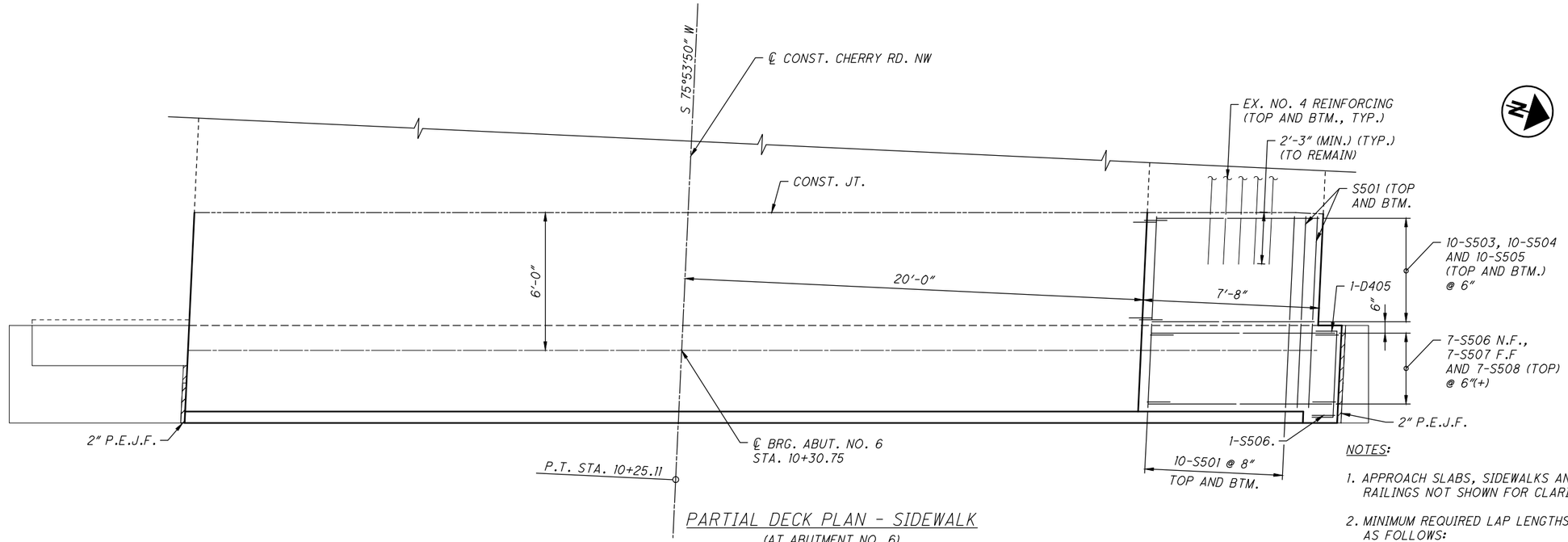
78 / 92

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PARTIAL DECK PLAN - SIDEWALK

(AT ABUTMENT NO. 10)



PARTIAL DECK PLAN - SIDEWALK

(AT ABUTMENT NO. 6)

NOTES:

1. APPROACH SLABS, SIDEWALKS AND RAILINGS NOT SHOWN FOR CLARITY.
2. MINIMUM REQUIRED LAP LENGTHS ARE AS FOLLOWS:
   NO. 4 = 1'-11"
   NO. 5 = 2'-5"
3. FOR DECK REINFORCING, SEE SHEET 27/29
4. NEW DECK SHALL MEET EXISTING DECK AT SAWCUT AND PROVIDED END DIAPHRAGM ELEVATIONS ON SHEET 13/29 AND 14/29.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	TMR	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7632037	

PARTIAL DECK PLAN - SIDEWALK

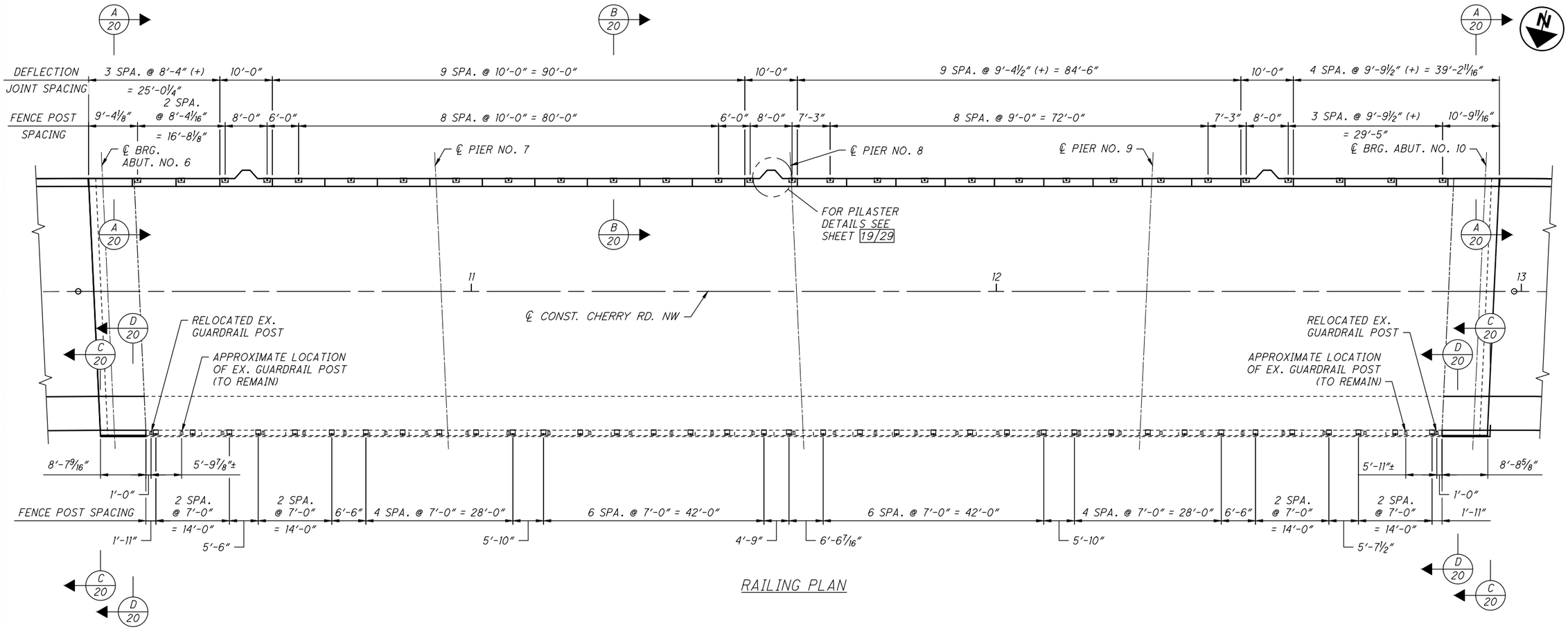
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

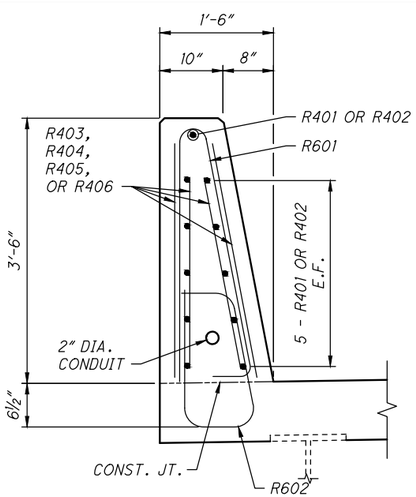
19 / 29

79
92

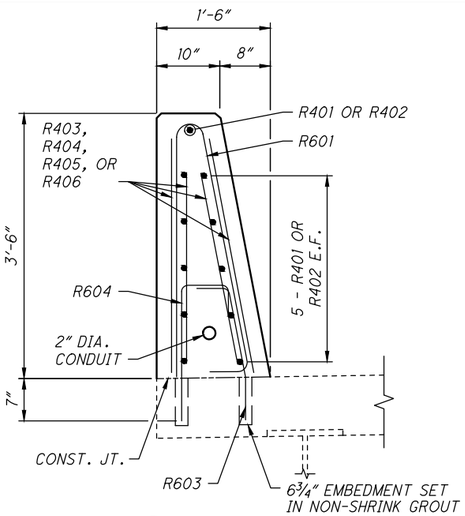
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RAILING PLAN

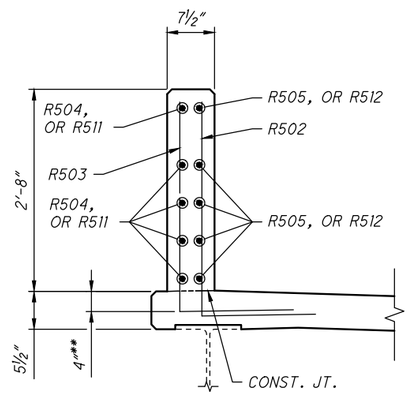


A 20 SECTION

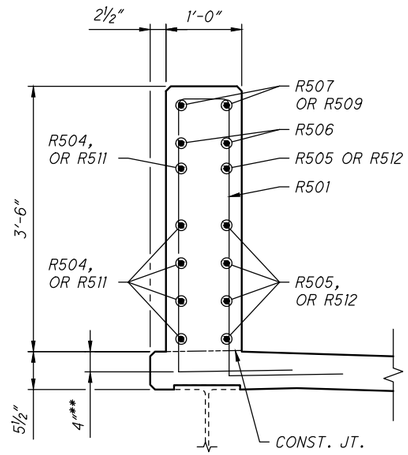


B 20 SECTION

** - R502 AND R503 BARS TO BE LAPPED WITH BOTTOM MAT



C 20 SECTION



D 20 SECTION

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 21/29.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JTH	CMA	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
HER		7632037	

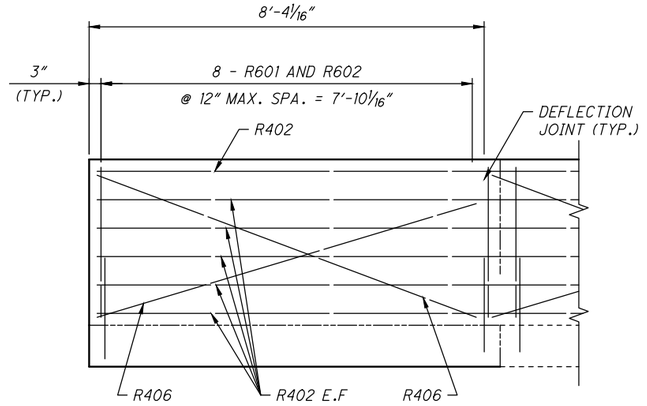
RAILING PLAN
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

20/29

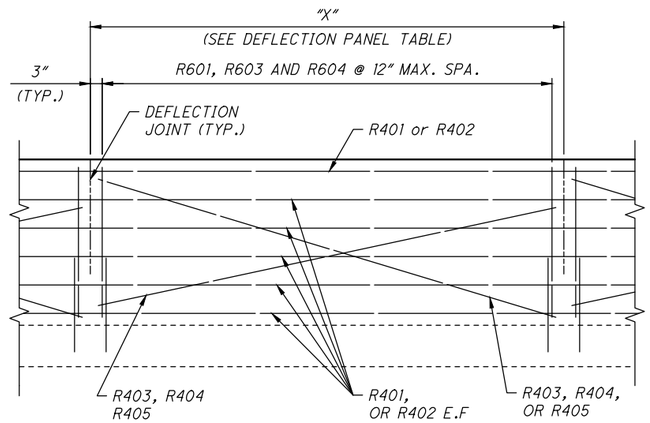
80/92

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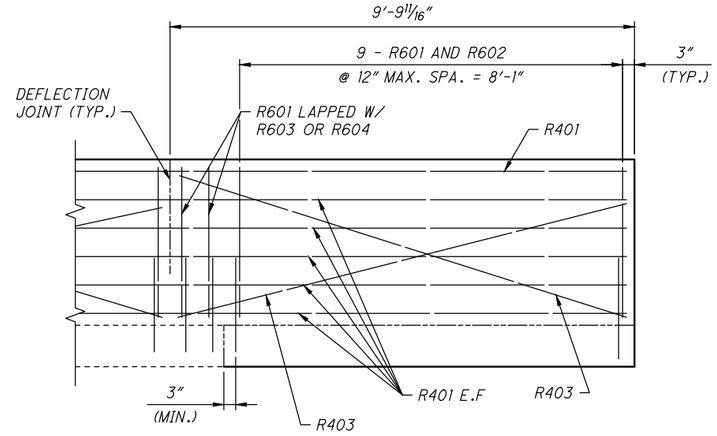
PARTIAL RAILING ELEVATION

(LEFT RAIL ABUTMENT NO. 6)



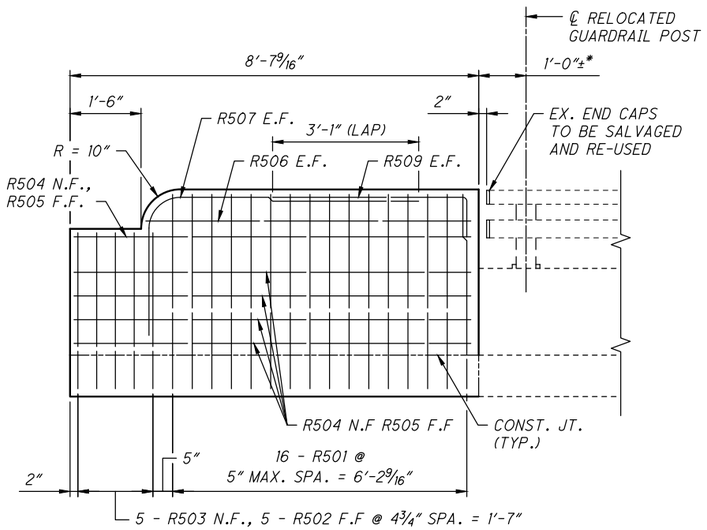
PARTIAL RAILING ELEVATION

(TYPICAL LEFT RAIL U.N.O.)



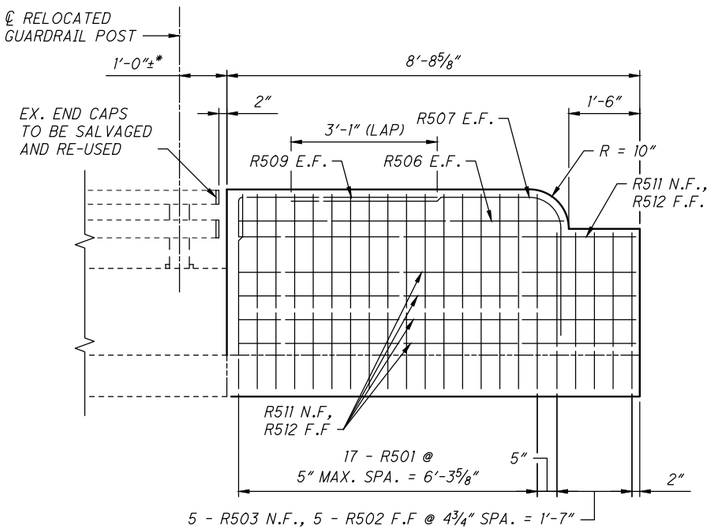
PARTIAL RAILING ELEVATION

(LEFT RAIL AT ABUTMENT NO. 10)



PARTIAL RAILING ELEVATION

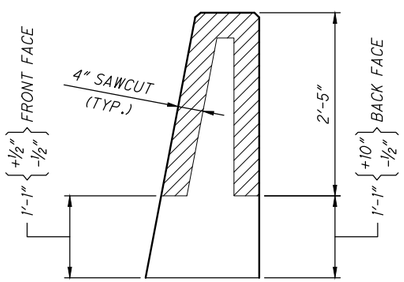
(RIGHT RAIL ABUTMENT NO. 6)



PARTIAL RAILING ELEVATION

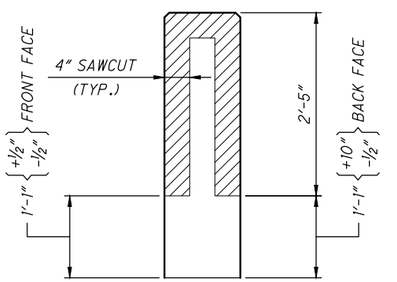
(RIGHT RAIL ABUTMENT NO. 10)

TENSION LAP SPLICE LENGTHS:	
#4	1'-11"
#5	2'-5"



DEFLECTION JOINT DETAIL - LEFT RAILING

(SECTION THROUGH SAWCUT SAWCUT PERIMETER = 5'-9")



DEFLECTION JOINT DETAIL - RIGHT RAILING

(SECTION THROUGH SAWCUT SAWCUT PERIMETER = __)

DEFLECTION PANEL TABLE			
No. OF PANELS	LENGTH "X"	No. OF BARS IN EA. PANEL "Y"	DIAGONAL STIFFENER BARS
12	10'-0"	11	R403
3	8'-4 1/16"	9	R406
9	9'-4 11/16"	10	R405
4	9'-9 11/16"	11	R404

NOTES:

1. FOR ADDITIONAL INFORMATION AND DETAILS NOT SHOWN, REFER TO STANDARD DRAWINGS BR-2-15 AND SBR-1-20
2. FOR DECK PLAN, SEE SHEET 17/29 TO 19/29.
3. FOR TRANSVERSE SECTION, SEE SHEET 23/29.
4. FOR REINFORCING STEEL LIST, SEE SHEET 28/29.
5. USE GLASS FIBER REINFORCED POLYMER (GFRP) FOR ALL HORIZONTAL R401 AND R402 BARS AND STIFFENING BARS (R403, R404, R405, AND R406).
6. SLIPFORMING OF PARAPET WALLS WILL NOT BE ALLOWED.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED JTH | DRAWN CMA | CHECKED HER | REVIEWED MRW | DATE 10/24/25 | REVISED | STRUCTURE FILE NUMBER 7632037

RAILING DETAILS

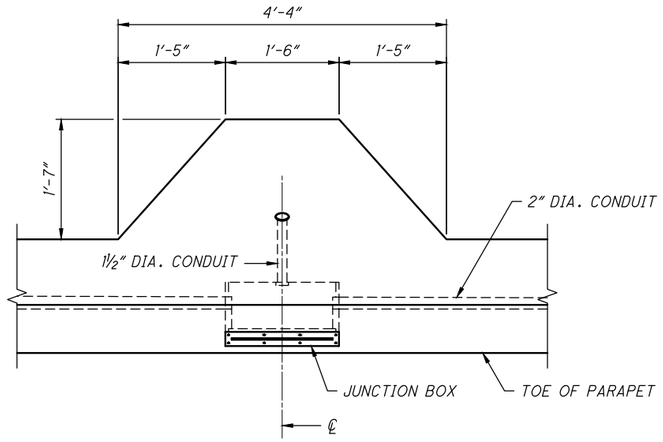
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

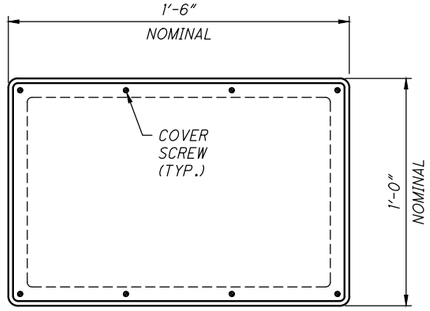
21/29

81/92

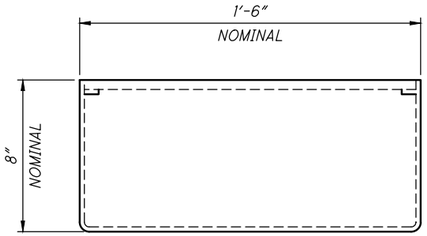
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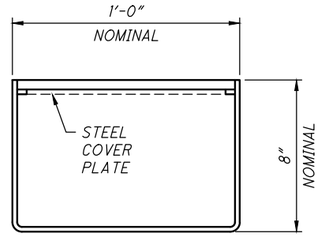
PLAN



PLAN



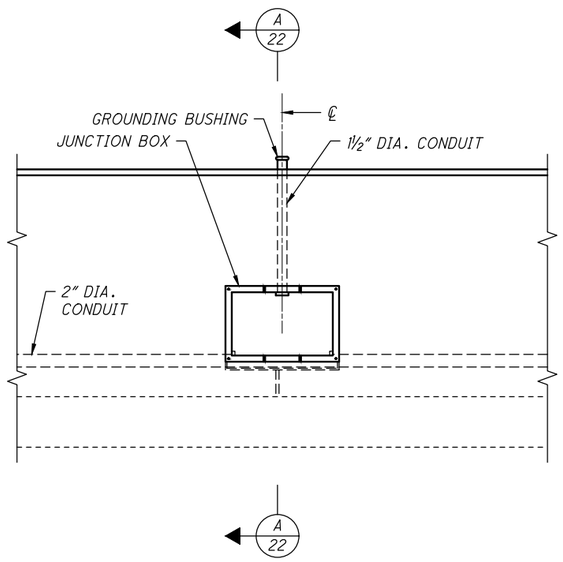
ELEVATION



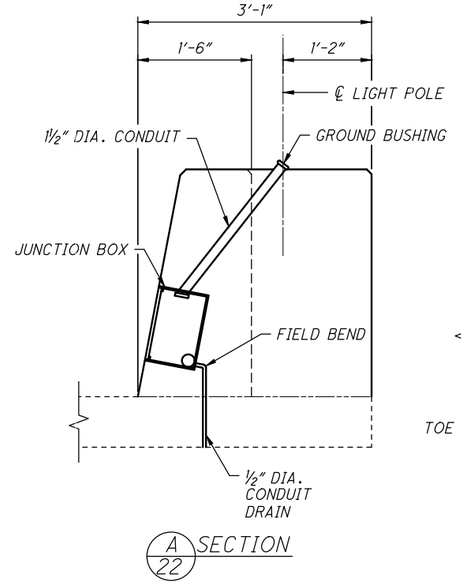
SECTION

JUNCTION BOX WITH STEEL COVER PLATE

(CONDUIT OPENINGS NOT SHOWN)

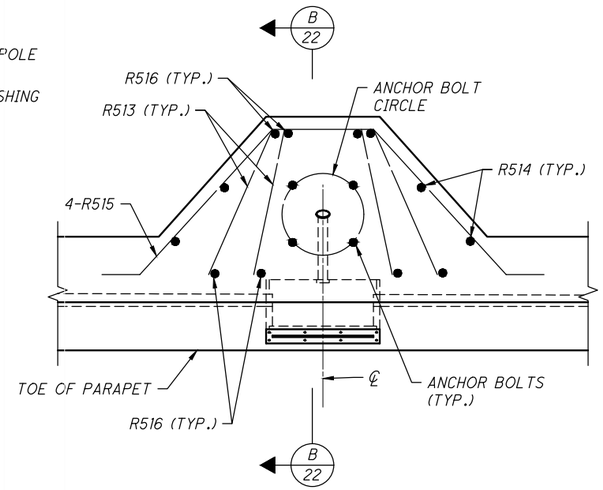


ELEVATION

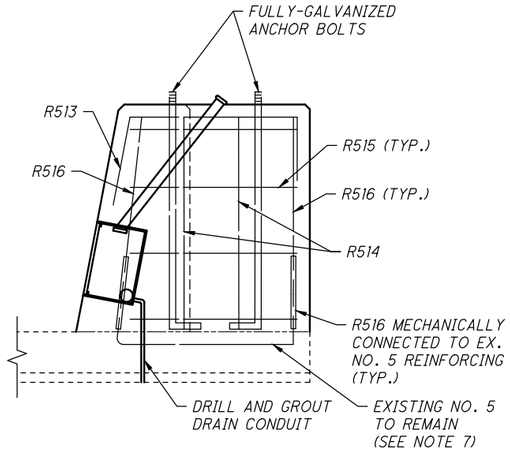


A 22 SECTION

LIGHT POLE PILASTER DETAILS



PLAN



B 22 SECTION

LIGHT POLE PILASTER REINFORCEMENT DETAILS

NOTES:

1. ALL CONDUITS SHALL CONFORM TO CMS 725.04.
2. FOR ANCHOR BOLT DETAILS, SEE STANDARD CONSTRUCTION DRAWING HL-20.14.
3. JUNCTION BOXES SHALL CONFORM TO CMS 725.10.
4. LUBRICATE COVER SCREWS WITH ANTI-SEIZE COMPOUND OR GREASE.
5. FOR LIGHT POLE PILASTER LOCATIONS, SEE RAILING PLAN SHEET 20/29
6. FOR REINFORCING STEEL LIST, SEE SHEET 28/29
7. EXISTING PILASTERS SHALL BE REMOVED USING A FULL DEPTH HORIZONTAL SAW CUT 6" MINIMUM ABOVE THE DECK. HAND CHIP CONCRETE BELOW THE SAW CUT TO EXPOSE EXISTING REINFORCEMENT. VERTICAL REINFORCING BELOW THE CUT LINE WILL BE PRESERVED. USE MECHANICAL CONNECTORS TO SPLICE EXISTING REINFORCING TO PROPOSED REINFORCING AS SHOWN HEREIN.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	CMA	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7632037	

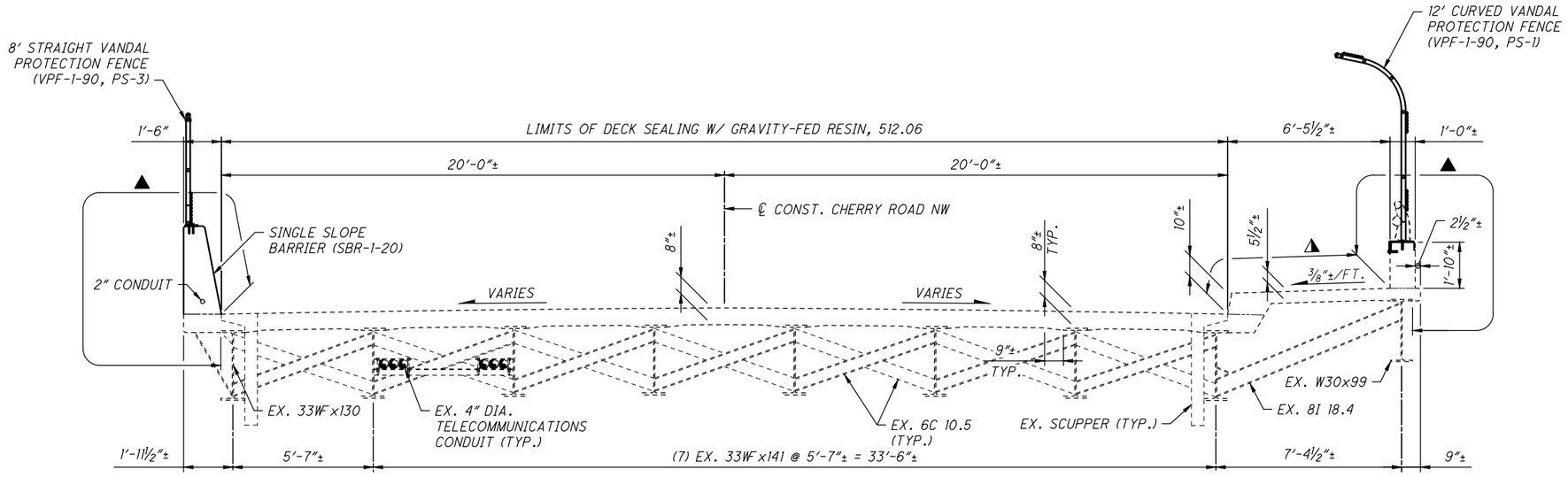
LIGHT POLE PILASTER DETAILS
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

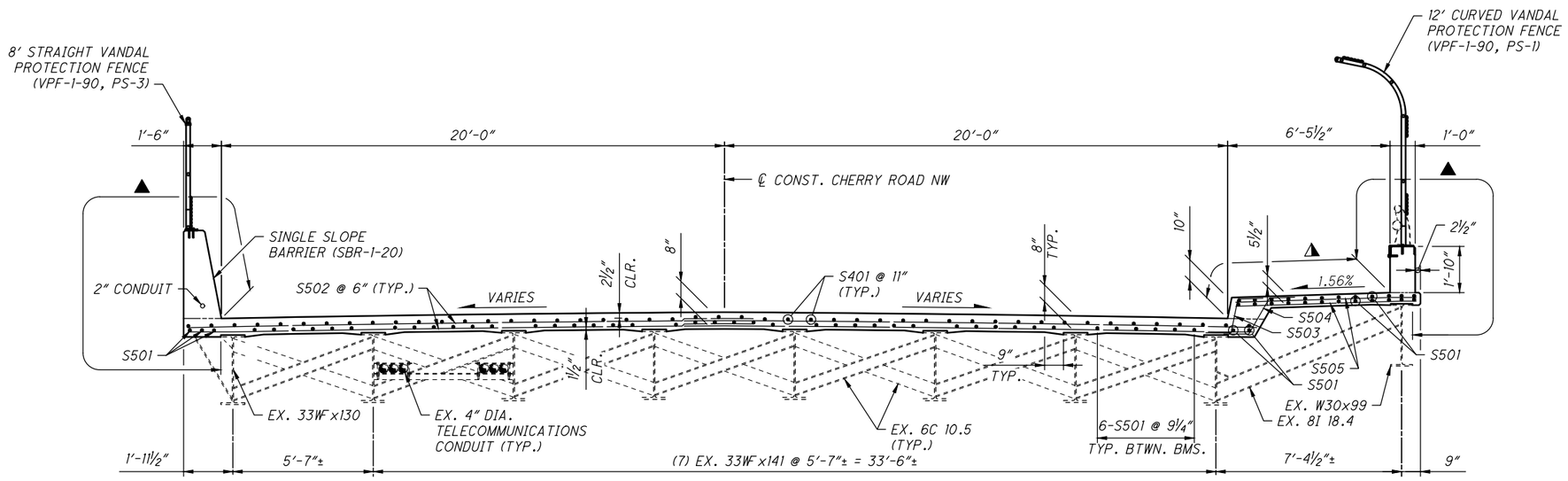
22 / 29

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TRANSVERSE SECTION
STA. 10+36.76 TO STA. 12+86.14



TRANSVERSE SECTION
STA. 10+28.08 TO STA. 10+36.76 AND
STA. 12+86.14 TO STA. 12+94.82

LEGEND:

- ◭ - LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (NON-EPOXY)
- ▲ - LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
JDM	VFG/TMR	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7632037	

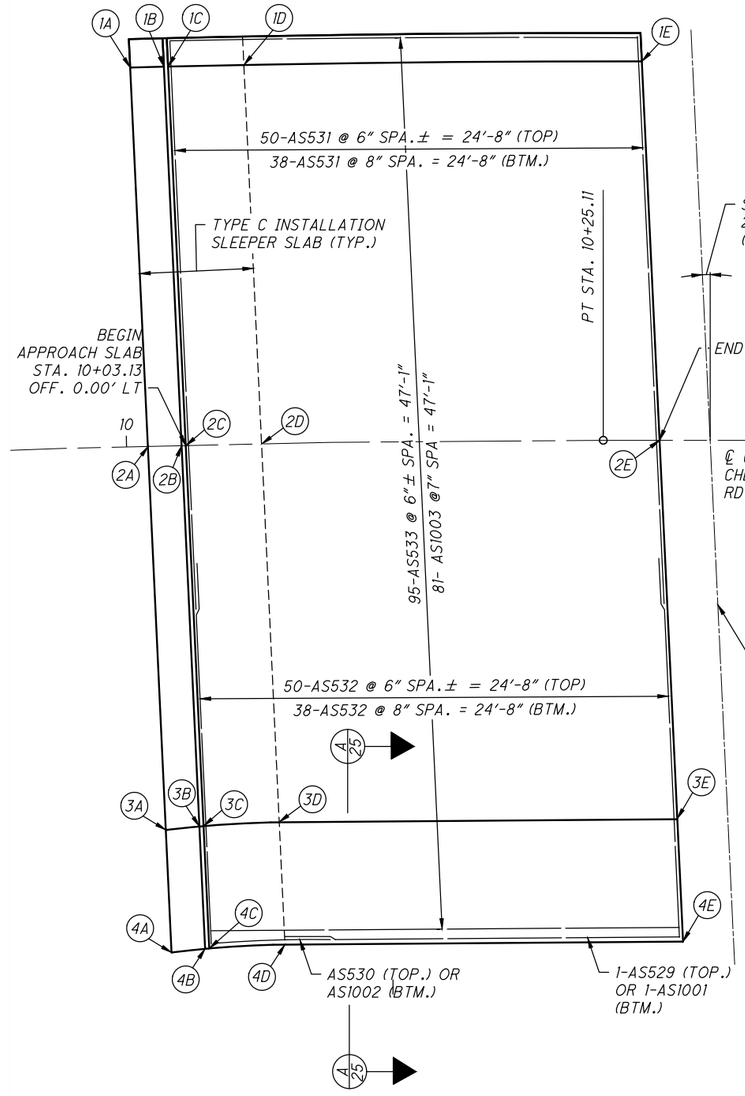
TRANSVERSE SECTIONS
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

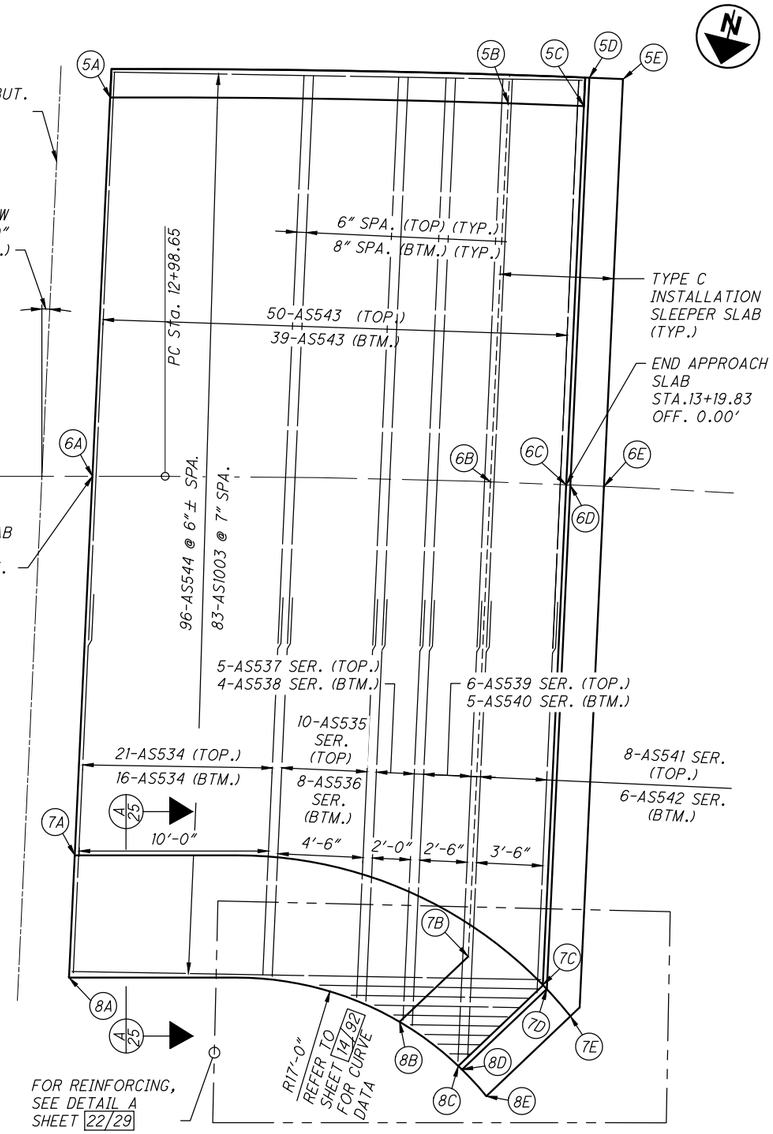
23/29

83/92

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REAR APPROACH SLAB PLAN



FORWARD APPROACH SLAB PLAN

(FOR SIDEWALK REINFORCING, REFER TO SHEET 25/29).

REAR APPROACH SLAB			
LOCATION	STATION	OFFSET	ELEVATION
1A	10+00.70	20.00	962.88
1B (TOP)	10+02.45	20.00	962.96
1B (BOTTOM)	10+02.45	20.00	961.71*
1C	10+02.66	20.00	962.97
1D	10+06.58	20.00	961.91*
1E	10+27.15	20.00	964.14
2A	10+01.12	0.00	963.21
2B (TOP)	10+02.91	0.00	963.30
2B (BOTTOM)	10+02.91	0.00	962.05*
2C	10+03.13	0.00	963.31
2D	10+07.13	0.00	962.25*
2E	10+28.08	0.00	964.49
3A	10+01.57	20.28	962.92
3B (TOP)	10+03.39	20.14	963.01
3B (BOTTOM)	10+03.39	20.14	961.76*
3C	10+03.61	20.12	963.02
3D	10+07.70	20.00	961.96*
3E	10+29.02	20.00	964.23
4A	10+01.72	26.75	962.82
4B (TOP)	10+02.97	26.60	962.89
4B (BOTTOM)	10+02.97	26.60	961.64*
4C	10+03.55	26.59	962.91
4D	10+07.88	26.44	961.87*
4E	10+29.32	26.46	964.14

FORWARD APPROACH SLAB			
LOCATION	STATION	OFFSET	ELEVATION
5A	12+95.75	20.00	968.76
5B	13+16.09	20.00	966.75*
5C	13+19.95	20.00	967.85
5D (TOP)	13+20.16	21.50	967.82
5D (BOTTOM)	13+20.16	21.50	966.57*
5E	13+21.87	21.50	967.76
6A	12+94.82	0.00	969.11
6B	13+15.83	0.00	967.07*
6C	13+19.83	0.00	968.17
6D (TOP)	13+20.05	0.00	968.16
6D (BOTTOM)	13+20.05	0.00	966.91*
6E	13+21.83	0.00	968.10
7A	12+93.88	20.00	968.83
7B	13+15.47	23.39	966.61*
7C	13+19.66	26.47	967.58
7D (TOP)	13+19.89	26.65	967.56
7D (BOTTOM)	13+19.89	26.65	966.31*
7E	13+21.77	27.54	967.44
8A	12+93.58	26.46	968.74
8B	13+11.75	28.64	967.22*
8C	13+15.11	30.88	968.18
8D (TOP)	13+15.32	31.06	968.16
8D (BOTTOM)	13+15.32	31.06	966.91*
8E	13+16.74	32.42	967.99

NOTES:

1. FOR PARTIAL DECK SLAB PLAN AND PARTIAL SIDEWALK PLAN, SEE SHEET 17/29 THRU 19/29.
2. ALL ELEVATIONS SHOWN ARE FINISHED GRADE ELEVATIONS ON APPROACH SLAB AND NOT SIDEWALK UNLESS OTHERWISE NOTED.
3. FOR REINFORCING SCHEDULE, SEE SHEET 28/29.
4. FOR ADDITIONAL APPROACH SLAB DETAILS NOT SHOWN, SLEEPER SLAB INSTALLATION, SEE STANDARD DRAWINGS AS-1-15 AND AS-2-15.
5. THE COST OF SIDEWALK AND SIDEWALK REINFORCING ON THE APPROACH SLABS AND ALL REINFORCING FOR THE APPROACH SLABS IS TO BE INCLUDED FOR PAYMENT WITH ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN.

NOTES:

6. ALL STATIONS AND ELEVATIONS LISTED ALONG THE SIDEWALK ARE AT THE TOE OF THE SIDEWALK CURB.
7. ALL OFFSETS ARE GIVEN FROM ℄ CONST. CHERRY RD NW.
8. CONTRACTOR SHALL EXTEND SIDEWALK REINFORCING OVER THE SLEEPER SLAB BACKWALL.
9. MINIMUM REQUIRED LAP LENGTHS ARE AS FOLLOWS:
   NO. 5 = 2'-5"
   NO. 10 = 8'-11"

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED HER | DRAWN HER | CHECKED JTH | REVIEWED MRW | DATE 10/24/25 | REVISED | STRUCTURE FILE NUMBER 7632037

APPROACH SLAB DETAILS - 1 OF 3

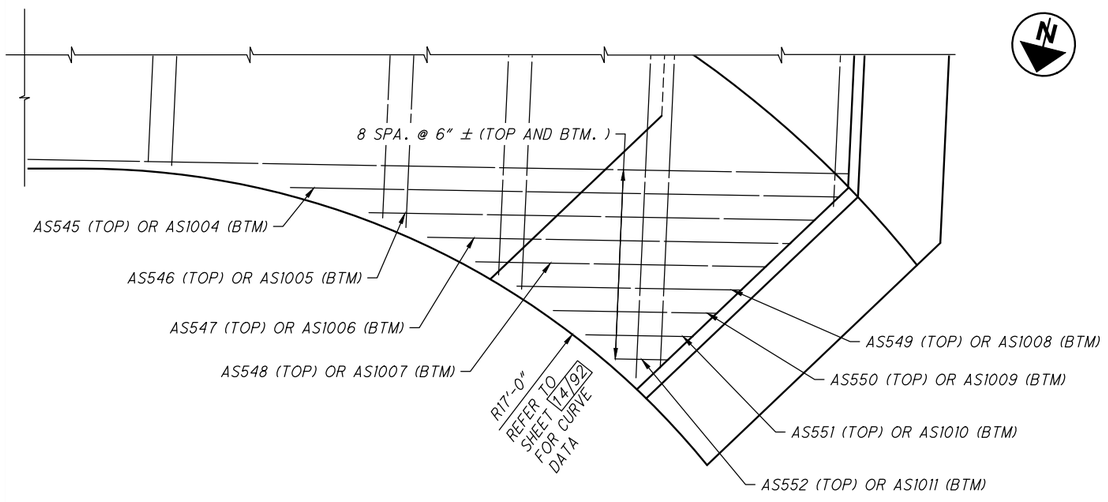
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

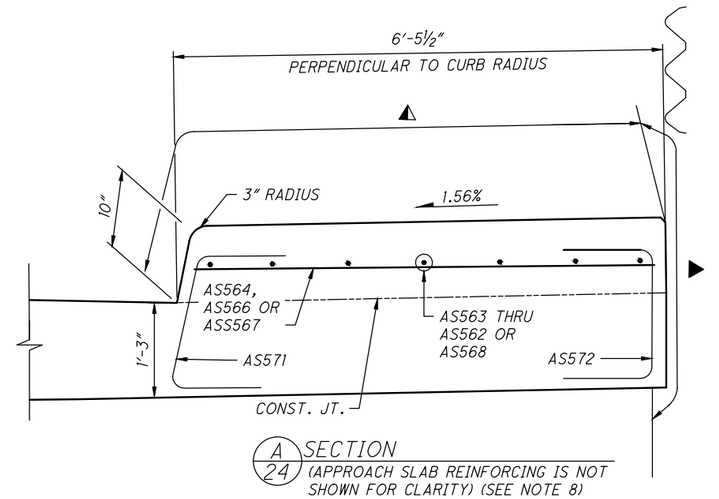
24/29

84/92

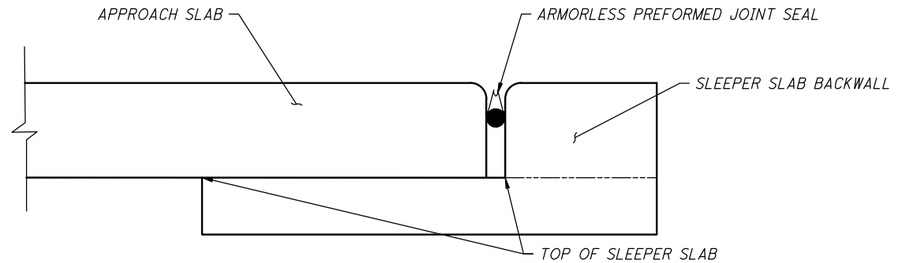
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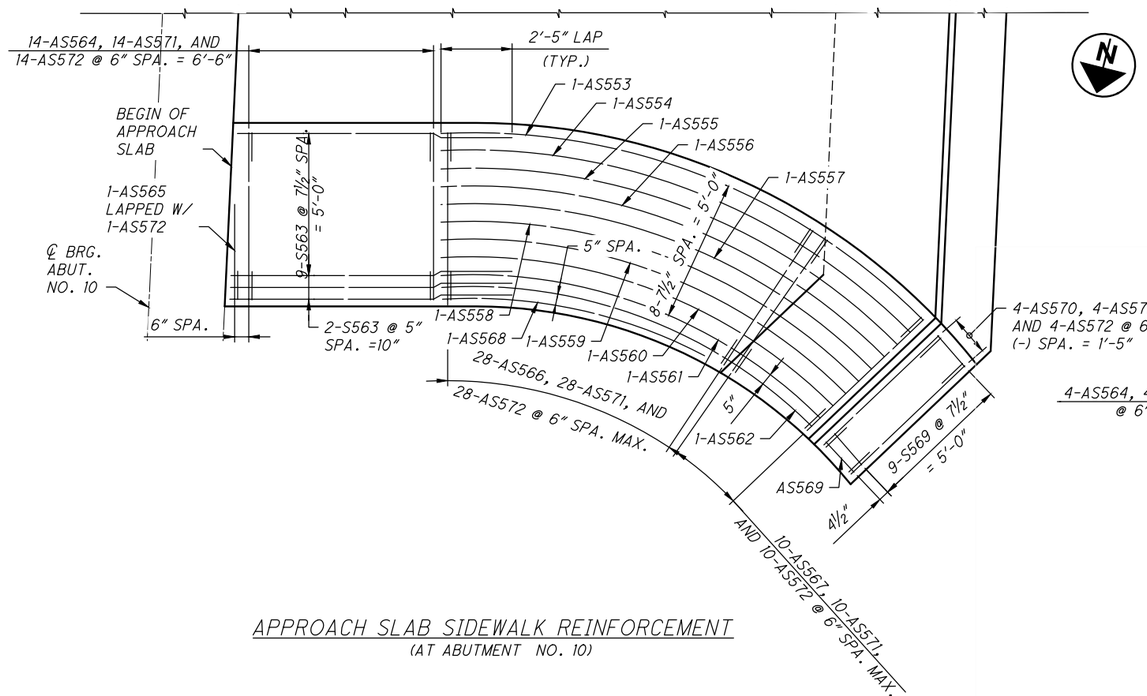
DETAIL A



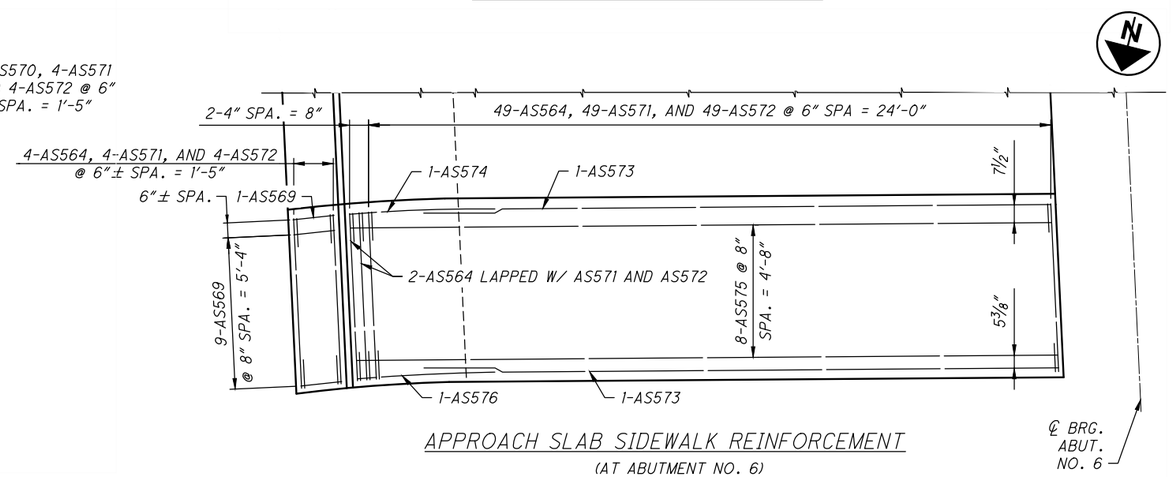
A/24 SECTION
(APPROACH SLAB REINFORCING IS NOT SHOWN FOR CLARITY) (SEE NOTE 8)



TYPICAL TYPE C INSTALLATION



APPROACH SLAB SIDEWALK REINFORCEMENT
(AT ABUTMENT NO. 10)



APPROACH SLAB SIDEWALK REINFORCEMENT
(AT ABUTMENT NO. 6)

LEGEND:

▲ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

◭ LIMITS OF ITEM 512 - SEALING OF CONCRETE SURFACES (NON-EPOXY)

* ELEVATIONS MEASURED AT TOP OF THE SLEEPER SLAB

NOTES:

1. FOR ADDITIONAL NOTES AND ELEVATION TABLES, SEE SHEET 24/29.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED HER | DRAWN HER | REVIEWED MRW | DATE 10/24/25
CHECKED JTH | REVISED | STRUCTURE FILE NUMBER 7632037

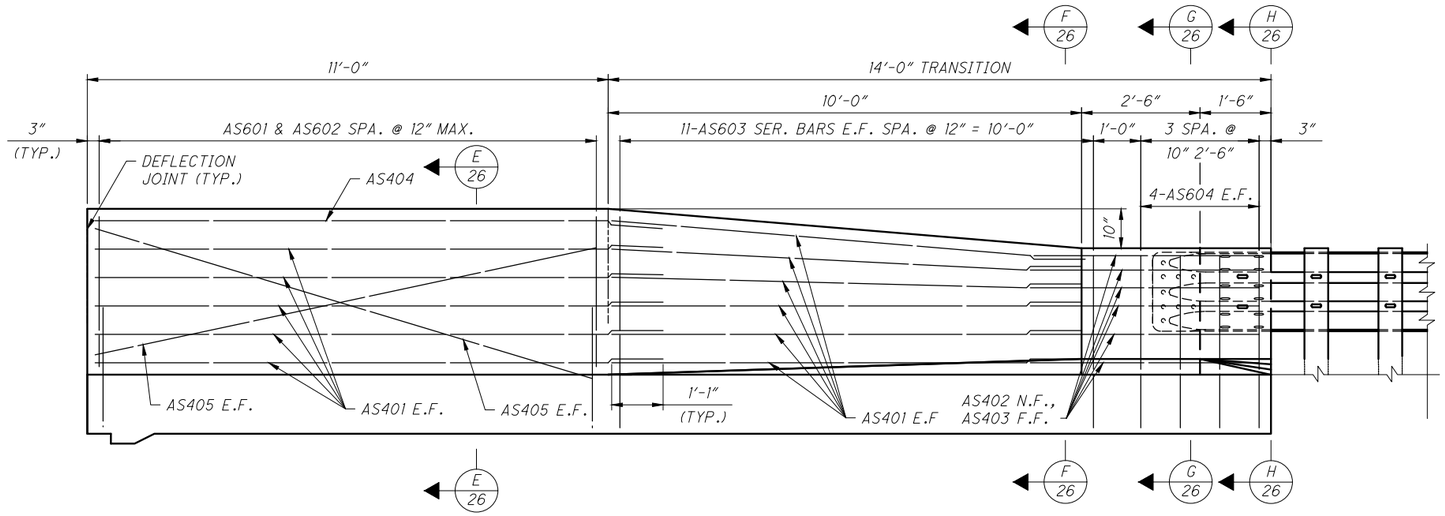
APPROACH SLAB DETAILS - 2 OF 3
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

25/29

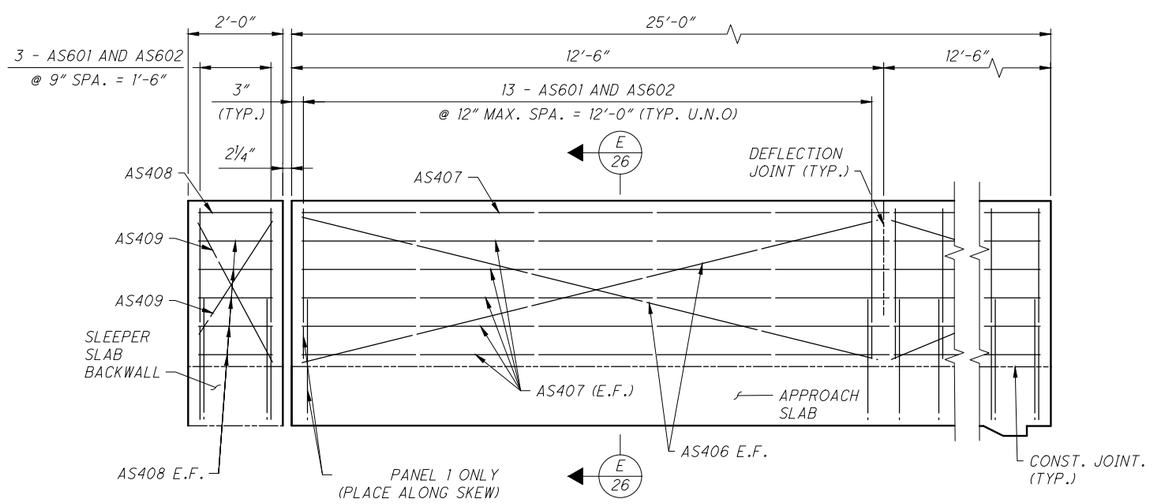
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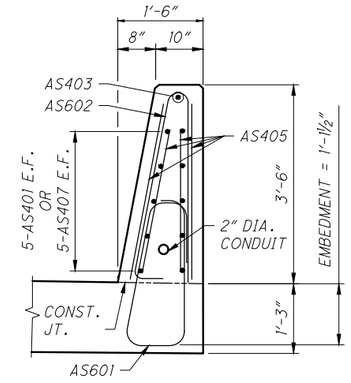
APPROACH SLAB BARRIER ELEVATION

(LEFT RAIL ABUTMENT NO. 10)

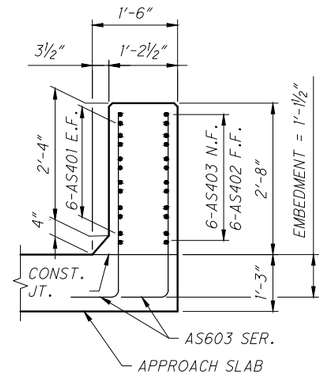


APPROACH SLAB BARRIER ELEVATION

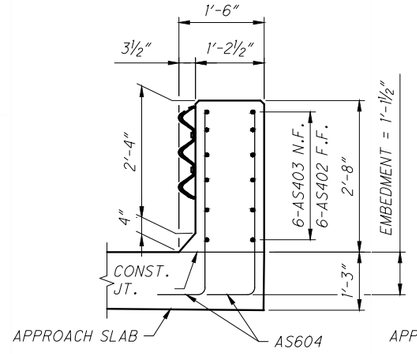
(LEFT RAIL ABUTMENT NO. 6)



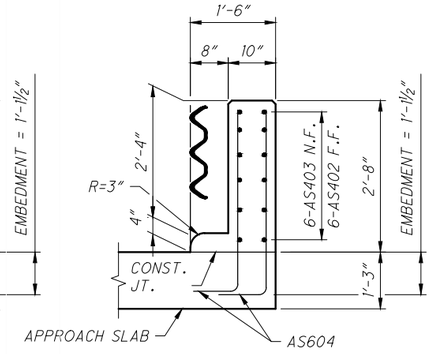
E 26 SECTION



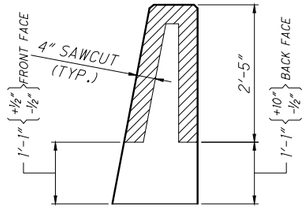
F 26 SECTION



G 26 SECTION



H 26 SECTION



DEFLECTION JOINT DETAIL - LEFT RAILING

(SECTION THROUGH SAWCUT SAWCUT PERIMETER = 5'-9")

NOTES:

1. FOR ADDITIONAL NOTES AND ELEVATION TABLES, SEE SHEET 24/29 .

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	HER	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GAD	---	7632037	

APPROACH SLAB DETAILS - 3 OF 3

BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

26 / 29

86 / 92

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MARK	NUMBER ABUTMENT NO. 6	NUMBER ABUTMENT NO. 10	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	INC
ABUTMENTS													
A501	4		4	31'-0"	130	STR							
A502	4	4	8	5'-8"	47	2	1'-0"	3'-11"	1'-0"				
A503	8		8	3'-11"	33	STR							
A504	10		10	7'-5"	78	STR							
A505	4		4	8'-9"	37	1							
A506	2		2	7'-0"	15	STR							
A507	7		7	8'-2"	60	1	6'-7"	1'-9"					
A508	7		7	10'-11"	80	1	7'-2"	3'-11"					
A509		4	4	32'-6"	136	STR							
A510		6	6	10'-11"	69	2	4'-3"	2'-8"	4'-3"				
A511		6	6	10'-0"	63	1	9'-3"	0'-10"					
A512		6	6	9'-10"	62	1	9'-1"	0-10"					
A513		10	10	7'-5"	90	STR							
A514		4	4	9'-11"	42	1	8'-2"	1'-10"					
A515		2	2	8'-2"	18	STR							
A516		12	12	3'-11"	50	STR							
A601*	95		95	7'-4"	1,047	1	3'-11"	3'-7"					
A602*	12		12	9'-0"	163	1	3'-11"	5'-3"					
A603*		97	97	7'-1"	1,032	1	3'-11"	3'-4"					
A604*		18	18	8'-6"	230	1	3'-11"	4'-9"					
A605	10	10	20	13'-7"	408	3	2'-8"	3'-8"					
A801*	21		21	9'-1"	510	STR							
A802*		20	20	10'-1"	539	STR							
A803	14	14	28	13'-8"	1,022	5	2'-8"	3'-7"	2'-4"				
A804	10			31'-0"	828								
A805		10		32'-6"	868								
			SUB-TOTAL		7,658								

* - DOWELED BARS INCLUDED IN BENDING SCHEDULE AND SHALL BE PAID FOR UNDER ITEM 509 - EPOXY COATED REINFORCING STEEL.
-INSTALLATION OF DOWELS SHALL BE PAID FOR UNDER ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.

MARK	NUMBER AT ABUTMENT NO. 6	NUMBER AT ABUTMENT NO. 10	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	INC
END DIAPHRAGMS													
D401	6	7	13	8'-0"	70	2	3'-9"	0'-8"	3'-9"				
D402	64	64	128	8'-6"	727	2	2'-6"	3'-9"	2'-6"				
D403	6	6	12	8'-0"	64	2	3'-9"	0'-9"	3'-9"				
D404	4	4	8	3'-9"	20	STR							
D405	9	9	18	5'-9"	70	41	3'-9"	1'-0"	1'-0"	0'-2⅛"			
D406	1	1	2	5'-3"	7	41	3'-3"	1'-0"	1'-0"	0'-1⅝"			
D501	4	4	8	11'-2"	94	3	3'-5"	1'-10"					
D502	32	32	64	7'-9"	517	2	2'-5"	3'-2"	2'-5"				
D503	6	6	12	11'-0"	138	3	3'-5"	1'-9"					
D504	2	2	4	10'-2"	43	3	3'-5"	1'-4"					
D505	2	3	5	12'-2"	64	3	3'-11"	1'-10"					
D506	2	3	5	6'-4"	33	2	1'-4"	3'-11"	1'-4"				
D507	4	4	8	5'-10"	49	2	1'-4"	3'-5"	1'-4"				
D801	34	34	68	6'-0"	1,074	18	3'-9"	1'-0"	1'-0"				
D802	6	6	12	3'-6"	112	STR							
D803	6	6	12	29'-10"	956	STR							
D804	4		4	21'-2"	226	STR							
D805	18	20	38	27'-8"	2,807	STR							
D806	2	2	4	7'-5"	79	STR							
D807	6	6	12	2'-10"	91	STR							
D808	2	2	4	12'-2"	54	21	1'-11"	0'-6"	1'-0"	0'-6"			
D809	2	2	4	11'-1"	118	STR							
D809	7		7	6'-8"	125	STR							
D809		7	7	7'-10"	147	STR							
				SUB-TOTAL	7,685								

MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	INC
DECK											
S401	94	8'-4"	523	STR							
S501	142	8'-4"	1,234	STR							
S502	136	22'-6"	3,193	STR							
S503	20	3'-3"	68	38	1'-0"	1'-4"	0'-3"				
S504	20	3'-7"	75	39	1'-0"	1'-5"	0'-10"				
S505	40	7'-1"	296	STR							
S506	16	3'-6"	59	2	1'-0"	1'-9"	1'-0"				
S507	14	3'-6"	51	28	1'-9"	1'-0"	1'-0"				
S508	7	8'-1"	59	STR							
S509	7	9'-3"	68	STR							
		SUB-TOTAL	5,626								

NOTE

FOR NOTES AND BENDING DIAGRAMS, SEE SHEET 29/29.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED HER | DRAWN TMR | REVIEWED MRW | DATE 10/24/25
CHECKED JTH | REVISED | STRUCTURE FILE NUMBER 7632037

CONCRETE REINFORCEMENT BAR LIST - 1 OF 3
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

27/29

87/92

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MARK	NUMBER AT ABUTMENT NO. 6	NUMBER AT ABUTMENT NO. 10	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	INC
APPROACH SLABS (FOR INFORMATION ONLY)													
AS401		22	22	10′-0″	◥	STR							
AS402		6	6	6′-4″	◥	25	2′-6″	2′-5″	1′-4¼″	0′-1½″	0′-5″		
AS403		6	6	5′-1″	◥	STR							
AS404		1	1	11′-10″	◥	STR							
AS405		4	4	11′-0″	◥	STR							
AS406		8	8	12′-6″	◥	STR							
AS407		11	11	24′-6″	◥	STR							
AS408		11	11	1′-7″	◥	STR							
AS409		4	4	2′-0″	◥	STR							
AS529	1		1	18′-8″	21	STR							
AS530	1		1	6′-3″	7	40	6′-3″					68′-4″	
AS531	88		88	30′-0″	2,754	STR							
AS532	88		88	19′-10″	1,821	STR							
AS533	95		95	24′-6″	2,428	STR							
AS534		37	37	19′-8″	759	STR							
AS535		1 SER OF 10	1 SER OF 10	19′-9″ TO 20′-9″	212	STR							0′-1¾″
AS536		1 SER OF 8	1 SER OF 8	19′-9″ TO 20′-9″	169	STR							0′-1¾″
AS537		1 SER OF 5	1 SER OF 5	21′-0″ TO 22′-00″	112	STR							0′-3″
AS538		1 SER OF 4	1 SER OF 4	21′-0″ TO 22′-0″	325	STR							0′-4″
AS539		1 SER OF 6	1 SER OF 6	22′-3″ TO 24′-0″	145	STR							0′-4¼″
AS540		1 SER OF 5	1 SER OF 5	22′-3″ TO 24′-0″	121	STR							0′-5¼″
AS541		1 SER OF 8	1 SER OF 8	20′-5″ TO 23′-11″	370	STR							0′-6″
AS542		1 SER OF 6	1 SER OF 6	20′-6″ TO 23′-10″	277	STR							0′-8″
AS543		89	89	30′-0″	2,785	STR							
AS544		96	96	24′-6″	2,454	STR							
AS545		1	1	11′-7″	13	STR							
AS546		1	1	9′-5″	10	STR							
AS547		1	1	7′-8″	8	STR							
AS548		1	1	6′-2″	7	STR							
AS549		1	1	4′-9″	5	STR							
AS550		1	1	3′-6″	4	STR							
AS551		1	1	2′-3″	3	STR							
AS552		1	1	1′-2″	2	STR							
AS553		1	1	18′-9″	20	40	18′-9″					22′-3″	
AS554		1	1	18′-3″	20	40	18′-3″					21′-10″	
AS555		1	1	17′-9″	19	40	17′-9″					21′-1″	
AS556		1	1	17′-3″	18	40	17′-3″					20′-5″	
AS557		1	1	16′-10″	18	40	16′-10″					19′-10″	
AS558		1	1	16′-3″	17	40	16′-3″					19′-3″	
AS559		1	1	15′-9″	17	40	15′-9″					18′-7″	
AS560		1	1	15′-3″	16	40	15′-3″					18′-0″	
AS561		1	1	14′-9″	16	40	14′-9″					17′-4″	
AS562		1	1	14′-4″	15	40	14′-4″					16′-11″	
AS563		11	11	9′-11″	114	STR							
AS564	55	14	69	5′-11″	427	STR							
AS565		1	1	3′-2″	4	STR							
AS566		28	28	5′-8″	35	STR							
AS567		10	10	5′-6″	57	STR							
AS568		1	1	9′-7″	10	41	9′-7″					17′-7″	
AS569	10	10	20	1′-6″	32	STR							
AS570		4	4	6′-0″	26	STR							
AS571	55	56	111	3′-6″	405	28	1′-9″	1′-0″	1′-0″				
AS572	55	57	112	3′-6″	409	2	1′-0″	1′-9″	1′-0″				
AS573	2		2	22′-1″	47	STR							
AS574	1		1	5′-2″	6	41	5′-2″					5′-2″	
AS575	8		8	24′-8″	206	STR							

MARK	NUMBER AT ABUTMENT NO. 6	NUMBER AT ABUTMENT NO. 10	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	INC
APPROACH SLABS (FOR INFORMATION ONLY)													
AS601	29	12	41	22′-10″	1,407	37	1′-1½″	0′-9½″	1′-5″	1′-0″	0′-7″		
AS602	29	12	41	7′-0″	404	23	0′-6″	3′-3″	3′-3″			0′-2″	
AS603		2 SER. OF 11	2 SER. OF 11	3′-4″ TO 4′-2″	124	1	1′-0″	2′-6″ TO 3′-4″					1″
AS604		4	4	4′-6″	27	1	1′-0″	3′-7½″					
AS1001	1		1	19′-3″	83	STR							
AS1002	1		1	6′-10″	30	41	6′-10″					68′-4″	
AS1003	82	83	165	25′-11″	18,401	16	24′-6″						
AS1004		1	1	13′-0″	56	16	11′-7″						
AS1005		1	1	10′-10″	48	16	9′-5″						
AS1006		1	1	6′-10″	30	16	5′-5″						
AS1007		1	1	7′-7″	33	16	6′-2″						
AS1008		1	1	6′-2″	27	16	4′-9″						
AS1009		1	1	4′-11″	22	16	3′-6″						
AS1010		1	1	3′-11″	17	16	2′-6″						
AS1011		1	1	2′-7″	12	16	1′-2″						
				SUB-TOTAL	37,487								

- APPROACH SLAB CONCRETE REINFORCEMENT IS FOR INFORMATION ONLY AND TO BE PAID FOR UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15″), AS PER PLAN.
- REINFORCING FOR APPROACH SLAB ONLY INCLUDED IN REBAR LIST. SLEEPER SLAB REINFORCING AS PER SCD AS-2-15.

MARK	NUMBER TOTAL	LENGTH	WEIGHT (LBS.)	TYPE	DIMENSIONS A	B	C	D	E	R	INC
RAILINGS											
R401	99	30′-0″	◥	STR							
R402	11	15′-7″	◥	STR							
R403	48	10′-0″	◥	STR							
R404	16	9′-10″	◥	STR							
R405	36	9′-5″	◥	STR							
R406	12	8′-4″	◥	STR							
R501	33	10′-10″	373	30	1′-6″	0′-8″	3′-11″	3′-9″			
R502	10	4′-5″	48	1	1′-6″	3′-1″					
R503	10	4′-3½″	46	1	1′-6″	2′-11					
R504	5	8′-4″	45	STR							
R505	5	8′-6″	46	19	6′-11½″	1′-4½″	0′-5″				
R506	2	6′-10″	15	STR							
R507	4	8′-6″	37	45	5′-9″	2′-11″					
R509	4	4′-11″	22	1	4′-3″	0′-10″					
R510	2	6′-11″	15	STR							
R511	5	8′-5″	45	STR							
R512	5	8′-6″	46	19	7′-0½″	1′-4½″	0′-5″				
R513	12	2′-9″	35	2	0′-7″	1′-10″	0′-7″				
R514	12	3′-4″	42	STR							
R515	12	7′-5	93	21	1′-4″	1′-10″	0′-6″	1′-10″			
R516#	24	3′-4″	84	STR							
RMC5#	24										
R601	293	6′-7″	2,897	23	0′-6″	3′-3″	3′-3″				
R602	17	7′-1″	181	37	0′-6½″	0′-9½″	1′-5″	1′-0″	0′-7″		
R603*	276	2′-7″	1,071	13	0′-6½″	1′-5″	0′-3½″	0′-9″			
R604*	276	3′-6″	1,451	2	1′-11½″	0′-11″	1′-0″				
		SUB-TOTAL	6,592								

\# - BARS INDICATED THAT REQUIRE MECHANICAL CONNECTORS.
- TOTAL NUMBER OF MECHANICAL CONNECTORS (RMC5) ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.

* - DOWELED BARS INCLUDED IN BENDING SCHEDULE AND SHALL BE PAID FOR UNDER ITEM 509 - EPOXY COATED REINFORCING STEEL.
- INSTALLATION OF DOWELS SHALL BE PAID FOR UNDER ITEM 510 - DOWELS HOLES WITH NONSHRINK NONMETALLIC GROUT.

◥ - INDICATES GLASS FIBER REINFORCED POLYMER (GFRP) FOR ALL HORIZONTAL AND STIFFENING BARS. PER SBR-1-20 ALL GFRP REINFORCEMENT SHALL BE INCLUDED WITH THE CONTRACT PRICE FOR ITEM 509 - EPOXY COATED STEEL REINFORCEMENT.

NOTE

FOR NOTES AND BENDING DIAGRAMS, SEE SHEET 29/29.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DATE 10/24/25
REVIEWED MRW
STRUCTURE FILE NUMBER 7632037

DRAWN HBC
REVISED

DESIGNED HER
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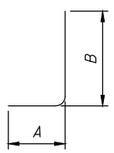
CONCRETE REINFORCEMENT BAR LIST - 2 OF 3

BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

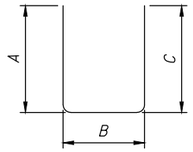
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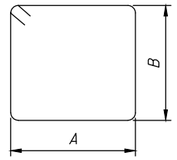
BAR DIAGRAMS



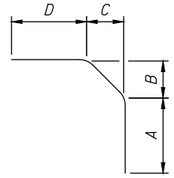
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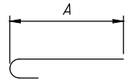
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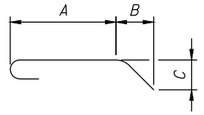
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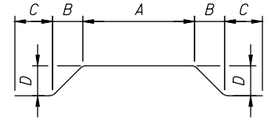
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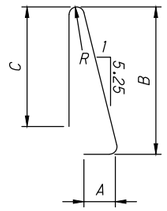
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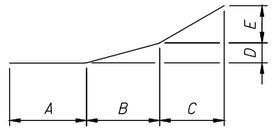
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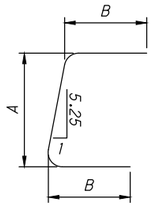
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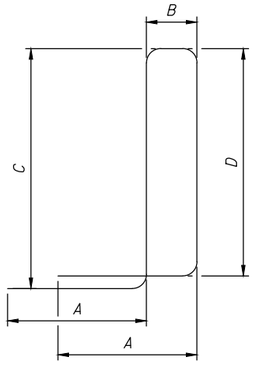
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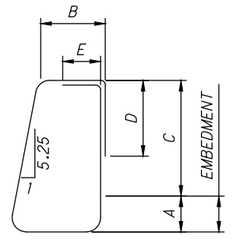
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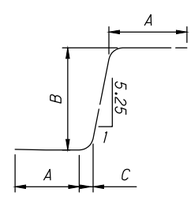
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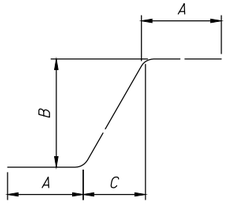
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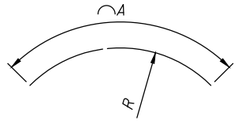
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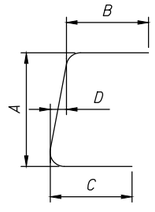
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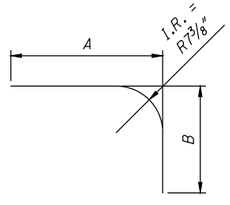
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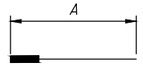
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TYPE-45



MECHANICAL CONNECTORS

NOTES

1. BAR DIMENSIONS ARE OUT TO OUT UNLESS NOTED OTHERWISE.
2. ALL BARS ARE EPOXY COATED.
3. BAR SIZE AND LOCATION ARE INDICATED IN THE BAR MARK. THE ALPHABETICAL LETTER(S) INDICATES LOCATION. THE NEXT DIGIT INDICATES THE BAR SIZE NUMBER.

EXAMPLES:

A5 6 6 — NO. 5 SIZE BAR, APPROACH SLAB BAR

D8 3 2 — NO. 8 SIZE BAR, DIAPHRAGM BAR

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
836-9111

DESIGNED	DRAWN	REVIEWED	DATE
HER	TMR	MRW	10/24/25
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JTH		7632037	

CONCRETE REINFORCEMENT BAR LIST - 3 OF 3
BRIDGE NO. PE-7-21 (CHERRY ROAD) OVER
R.J. CORMAN AND NORFOLK SOUTHERN RAILWAYS

STA CHERRY RD BRIDGES

29 / 29

89
92

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PROJECT DESCRIPTION

THE PROJECT INCLUDES MODIFICATIONS TO THE WESTERN END OF THE EXISTING BRIDGE CARRYING CHERRY ROAD NW OVER THE TUSCARAWAS RIVER. SPECIFICALLY, THE WEST ABUTMENT WILL BE WIDENED APPROXIMATELY 20' TO THE NORTH AND A NEW INTERMEDIATE COLUMN PIER WILL BE INSTALLED BETWEEN THE ABUTMENT AND THE NEXT PIER TO THE EAST (PIER NUMBER 3). NEW FRAMING AND DECK REPLACEMENT IN CONJUNCTION WITH THESE NEW SUBSTRUCTURES WILL ALSO BE CONSTRUCTED. THE EXISTING SUBSTRUCTURES AND THEIR FOUNDATIONS WILL NOT BE ALTERED AS PART OF THIS PROJECT.

HISTORICAL INFORMATION

HISTORICAL GEOTECHNICAL EXPLORATIONS WERE PERFORMED IN SUPPORT OF THE ORIGINAL CONSTRUCTION OF THE TUSCARAWAS RIVER LEVEE IN THE LATE 1940S. TWO BORINGS FROM THIS EXPLORATION (A-8 AND A-8-A) WERE DRILLED NEAR THE INTERSECTION OF CHERRY ROAD NW AND 3RD STREET NW WHERE THE CURRENT PROJECT IS LOCATED.
ANOTHER MORE RECENT INVESTIGATION WAS PERFORMED ALONG THE MASSILLON LEVEE IN 2009 AND 2010 AS PART OF AN UNRELATED PROJECT. THE BORING DESIGNATED AS PT-11 FROM THIS WORK IS THE CLOSEST BORING ON THE SAME SIDE OF THE RIVER AS THE CURRENT PROJECT. HOWEVER, IT WAS LOCATED APPROXIMATELY 500 FT NORTH OF THE PROJECT SITE.

GEOLOGY

THE PROJECT IS LOCATED WITHIN THE APPALACHIAN PLATEAUS PROVINCE, GLACIATED ALLEGHENY PLATEAUS SECTION, AKRON-CANTON INTERLOBATE PLATEAU REGION. THIS REGION IS CHARACTERIZED AS A HUMMOCKY AREA BETWEEN TWO CONVERGING GLACIAL LOBES DOMINATED BY KAMES, KAME TERRACES, ESKERS, KETTLES, KETTLE LAKES, AND BOGS/FENS WITH DERANGED DRAINAGE. THE GEOLOGY AT THE SITE CONSISTS OF INTERBEDDED WISCONSINAN-AGE (24,000 TO 14,000 YEARS AGO IN OHIO) OR OLDER SAND AND GRAVEL COMMONLY CONTAINING THIN, DISCONTINUOUS LAYERS OF SILT AND CLAY. IT GRADES WELL TO MODERATELY SORTED AND IS MODERATELY TO WELL ROUNDED. NATIVE GRANULAR SOIL UNITS OF UNDIFFERENTIATED SAND AND GRAVEL ARE ALSO PRESENT. FURTHERMORE, A GLACIAL BURIED VALLEY IS PRESENT IN THE AREA AND IS ESTIMATED TO DROP SHARPLY FROM OVER 1,000 FT-MSL TO THE WEST OF THE SITE AND LEVELING OUT BELOW 650 FT-MSL NEAR EAST BANK OF THE TUSCARAWAS RIVER. THE SOIL DEPOSITS OVERLIE MISSISSIPPIAN-AGE (360 TO 325 MILLION YEARS AGO) BEDROCK CONSISTING OF SHALE, SILTSTONE OR SANDSTONE OF THE CUYAHOGA FORMATION AND THE ALLEGHENY AND POTTSVILLE GROUPS.

RECONNAISSANCE

FIELD RECONNAISSANCE WAS PERFORMED ON MAY 10, 2023 BY AN AECOM GEOTECHNICAL ENGINEER. THE BRIDGE□S WESTERN ABUTMENT IS SITUATED AT THE CREST OF THE U.S. ARMY CORPS OF ENGINEERS□ FLOOD LEVEE, WHICH IS AN EARTHEN EMBANKMENT SLOPING FROM CHERRY ROAD/3RD STREET NW DOWN TO THE RIVER. THE SLOPES OF THE LEVEE WERE IN GOOD CONDITION WITHIN THE PROJECT AREA, WITH NO INDICATIONS OF SLOPE INSTABILITIES AND WITH A MAINTAINED GRASS COVER AND CLEAR OF ANY WOODY VEGETATION. CHERRY ROAD PAVEMENT IS CONCRETE AND EXHIBITS MODERATE CRACKING. PAVEMENT AT 3RD STREET NW NEAR ITS INTERSECTION WITH CHERRY ROAD IS ASPHALT, WHICH IS IN RELATIVELY POOR CONDITION. THE AREA SURROUNDING THE PROJECT LOCATION IS OF PRIMARILY COMMERCIAL/INDUSTRIAL USAGE.

SUBSURFACE EXPLORATION

SUBSURFACE CONDITIONS WERE EVALUATED BY DRILLING ONE EXPLORATORY BORING MARKED B-01, LOCATED ADJACENT TO THE EXISTING BRIDGE□S WEST ABUTMENT. THE BORING WAS LOCATED WITHIN THE PAVEMENT AT THE NORTHEAST CORNER OF THE INTERSECTION WITH 3RD STREET NW AND WAS DRILLED ON MAY 10-11, 2023. THE BORINGS WAS DRILLED. USING A MOBILE B-57 TRUCK-MOUNTED DRILL RIG AND 3.25-INCH INNER-DIAMETER HOLLOW-STEM AUGERS. AT A DEPTH OF 55 FEET BELOW THE GROUND SURFACE (BGS), DRILLING WAS SWITCHED TO MUD ROTARY WITH A TRICONE BIT. A GEOTECHNICAL ENGINEER WAS ON-SITE DURING ALL DRILLING OPERATIONS TO MONITOR AND DIRECT THE DRILLING OPERATION AND TO VISUALLY CLASSIFY AND LOG SOIL AND FORMATIONS ENCOUNTERED DURING THE INVESTIGATION. SOIL SAMPLES WERE COLLECTED FROM THE BORINGS FOR VISUAL CLASSIFICATION AND TESTING. SAMPLES WERE OBTAINED BY STANDARD PENETRATION TESTING (SPT) WITH A SPLIT-SPOON SAMPLER AT 2.5 FT INTERVALS IN THE UPPER 20 FT AND AT 5.0 FT INTERVALS THEREAFTER, IN GENERAL ACCORDANCE WITH ASTM D 1586. INDICATIONS OF WATER IN THE SOIL SAMPLES WERE MONITORED CONTINUOUSLY THROUGH THE COURSE OF THE DRILLING OPERATIONS AND WATER LEVEL IN THE AUGERS WAS MEASURED PRIOR TO STARTING MUD ROTARY DRILLING OPERATIONS.

EXPLORATION FINDINGS

SUBSURFACE CONDITIONS REVEALED AT BORING B-01 INCLUDED THE FOLLOWING UNITS IN ORDER FROM SHALLOWEST TO DEEPEST: 1) SURFICIAL MATERIALS; 2) LEVEE FILL MATERIALS; 3) ALLUVIUM; 4) NATIVE CLAY; AND 5) NATIVE GRANULAR SOILS. SURFICIAL MATERIALS CONSISTED OF CONCRETE PAVEMENT (12-INCHES THICK) AND GRANULAR BASE (6-INCHES THICK). A STEEL MESH WAS NOTED AT A DEPTH OF APPROXIMATELY 7-INCHES BELOW THE SURFACE WITHIN THE CONCRETE. THE LEVEE FILL WAS APPROXIMATELY 33 FT THICK (FROM 1.5 FT TO ABOUT 34 FT BELOW SURFACE) AT THE BORING LOCATION AND CONSISTED OF STIFF TO VERY STIFF, BROWN WITH GRAY MOTTLING LEAN CLAY (CL) TO SILTY CLAY (CL-ML) TO A DEPTH OF 22 FT, FOLLOWED BY MEDIUM DENSE COARSE-GRAINED AND/OR NON-PLASTIC FILL INCLUDING CLAYEY GRAVEL (GC)

EXPLORATION FINDINGS (CONT.)

AND POORLY GRADED SAND (SP) TO A DEPTH OF 34 FT BELOW GROUND SURFACE. ALLUVIUM CONSISTING OF INTERBEDDED LAYERS OF LOOSE OR SOFT SILT (ML), CLAYEY SAND (SC), AND SILTY SAND (SM) WERE ENCOUNTERED UNDERLYING THE LEVEE FILL AND EXTENDING FROM A DEPTH OF 34 FT TO A DEPTH OF 42 FT. A NATURAL DEPOSIT OF VERY STIFF TO HARD SILTY CLAY (CL-ML) WAS ENCOUNTERED BELOW THE ALLUVIUM BETWEEN 42 AND 62 FT BELOW GROUND SURFACE, AND WAS UNDERLAIN BY A NATURAL GRANULAR SOIL DEPOSIT CONSISTING OF MEDIUM DENSE, WET, GRAVEL (GP) AND SILT SAND (SM) FROM 62 FT TO THE TERMINATION OF THE BORING.

THE GROUNDWATER LEVEL WITHIN THE BORING AT THE TIME OF DRILLING WAS MEASURED AT A DEPTH OF 34 FT BELOW THE GROUND SURFACE. DUE TO THE SHORT TIME THE BORING WAS LEFT OPEN AND THE SEASON OF DRILLING, GROUNDWATER LEVELS DURING THE SUBSURFACE EXPLORATION MOST LIKELY DID NOT REACH EQUILIBRIUM. GROUNDWATER LEVELS ARE LIKELY TO VARY WITH FLUCTUATIONS IN THE CLIMATE AND ARE LIKELY TO BE INFLUENCED BY THE LEVEL OF THE TUSCARAWAS RIVER.

SPECIFICATIONS

THIS EXPLORATION WAS PERFORMED IN GENERAL ACCORDANCE WITH THE STATE OF OHIO DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR GEOTECHNICAL EXPLORATIONS (SGE) AND THE PROJECT-SPECIFIC DRILLING PROGRAM PLAN (DPP) APPROVED BY THE U.S. ARMY CORPS OF ENGINEERS.

AVAILABLE INFORMATION

THE SOIL AND GROUNDWATER INFORMATION COLLECTED FOR THIS SUBSURFACE EXPLORATION THAT CAN BE CONVENIENTLY DISPLAYED ON THE GEOTECHNICAL PROFILE SHEETS HAS BEEN PRESENTED. THE GEOTECHNICAL REPORT FOR THE PROJECT IS AVAILABLE FOR REVIEW FROM THE STARK COUNTY ENGINEER'S OFFICE.

LEGEND

DESCRIPTION	AASHTO CLASS	CLASSIFIED MECH./VISUAL	
GRAVEL	A-1a	0	1
GRAVEL WITH SAND	A-1b	1	3
GRAVEL WITH SAND, SILT, AND CLAY	A-2-6	0	2
COARSE AND FINE SAND	A-3a	0	1
SANDY SILT	A-4a	2	8
SILT AND CLAY	A-6a	1	3
	TOTAL	4	17
PAVEMENT OR BASE = X = APPROXIMATE THICKNESS		VISUAL	
SOD AND TOPSOIL = X = APPROXIMATE THICKNESS		VISUAL	

EXPLORATION LOCATION - PLAN VIEW

HISTORIC BORING LOCATION - PLAN VIEW - TER-102-7.86, 1965

DRIVE SAMPLE AND/OR ROCK CORE BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

AUGER BORING PLOTTED TO VERTICAL SCALE ONLY. HORIZONTAL BAR INDICATES A CHANGE IN STRATIGRAPHY.

WC — INDICATES WATER CONTENT IN PERCENT.

W— — INDICATES FREE WATER ELEVATION.

N_{60} — INDICATES STANDARD PENETRATION RESISTANCE NORMALIZED TO 60% DRILL ROD ENERGY RATIO.

● — INDICATES A PLASTIC MATERIAL WITH A MOISTURE CONTENT EQUAL TO OR GREATER THAN THE LIQUID LIMIT MINUS 3.

⊖ — INDICATES A NON-PLASTIC MATERIAL WITH A MOISTURE CONTENT GREATER THAN 25% OR GREATER THAN 19% WITH A WET APPEARANCE.

SS — INDICATES A SPLIT-SPOON SAMPLE.

ST — INDICATES A SHELBY TUBE SAMPLE.

HA — INDICATES A HAND AUGER SAMPLE.

NP — INDICATES A NON-PLASTIC SAMPLE.

TR — INDICATES THE TOP OF ROCK.



LOCATION MAP

SCALE IN MILES

0 1 2 3

PARTICLE SIZE DEFINITIONS

12"	3"	4.75 mm	0.42 mm	0.074 mm	0.005 mm
BOULDERS	COBBLES	GRAVEL	COARSE SAND	FINE SAND	SILT	CLAY
		No. 4 SIEVE	No. 40 SIEVE	No. 200 SIEVE	

RECON. - 5/10/2023
DRILLING - 5/10-11/2023
DRAWN - 9/29/2023
REVIEWED - 10/2/2023

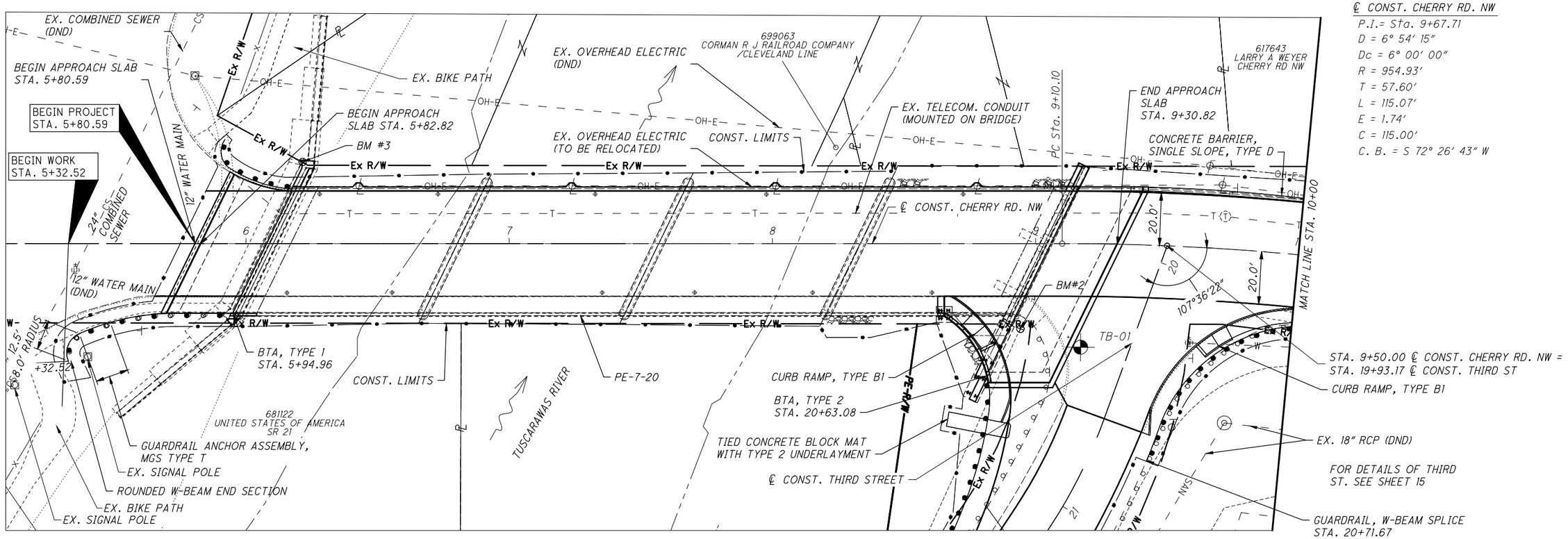
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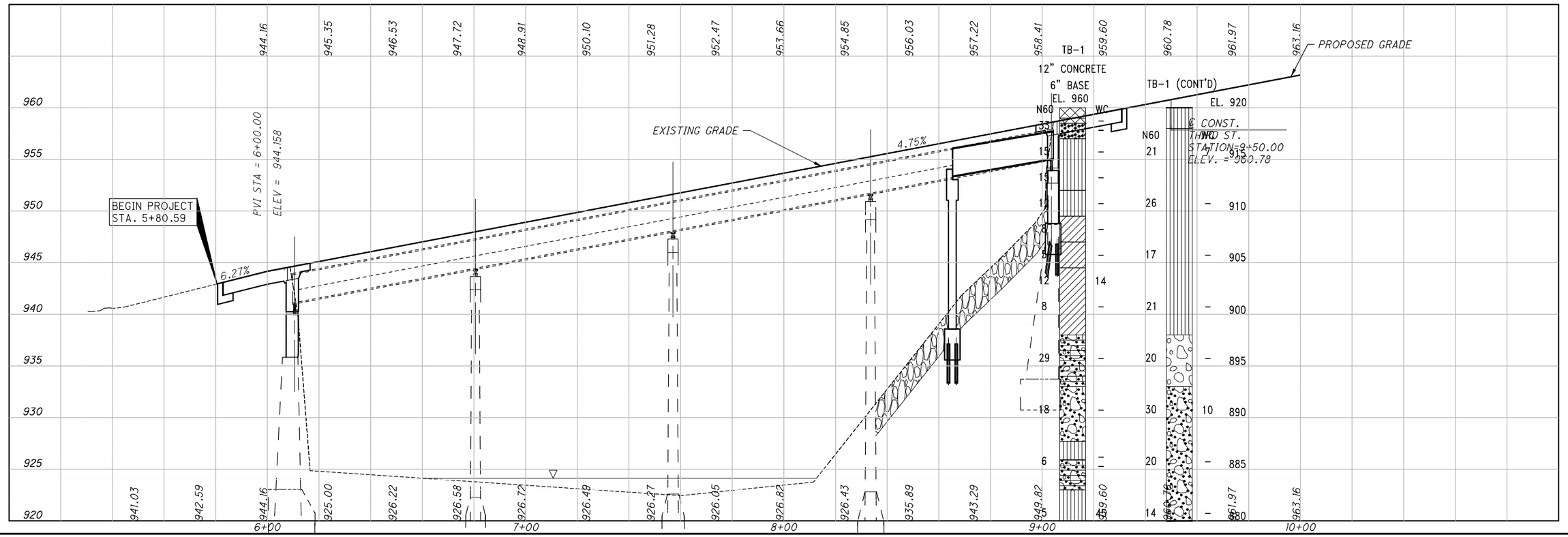
SOIL PROFILE

STA CHERRY RD BRIDGES

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92

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SOIL PROFILE SHEET

STA CHERRY RD BRIDGES

91
92

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PROJECT: STA-CHERRY RD | DRILLING FIRM / OPERATOR: OHIO TESTBOR / CS | DRILL RIG: MOBILE B-57 2014-017 | STATION / OFFSET: | EXPLORATION ID: TB-1
TYPE: BRIDGE | SAMPLING FIRM / LOGGER: AECOM / EJB | HAMMER: AUTOMATIC HAMMER | ALIGNMENT:
PID: SFN: | DRILLING METHOD: 3.25" HSA | CALIBRATION DATE: 1/6/23 | ELEVATION: 960.0 (NAVD88) EOB: 80.0 ft. | PAGE: 1 OF 2
START: 5/10/23 END: 5/11/23 | SAMPLING METHOD: SPT | ENERGY RATIO (%): 90* | LAT / LONG: 40.799730, -81.530210

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	SO4 ppm	ABAN-DONED
12" CONCRETE @ 7" - 5/8" DIAMETER REBAR MESH	960.0 959.0																		
6" BASE: GRAVEL WITH SAND AND SILT	958.5																		
DENSE, BROWN, **COARSE AND FINE SAND**, FILL, MOIST	957.0	1	6 12 10	33	83	SS-1A	-	-	-	-	-	-	-	-	-	-	A-2-4 (V)	-	
						SS-1B	-	-	-	-	-	-	-	-	-	-	A-3a (V)	-	
HARD, BROWN WITH GRAY MOTTLING, **SANDY SILT**, FILL, MOIST		3	3 4 6	15	100	SS-2	4.5+	-	-	-	-	-	-	-	-	-	A-4a (V)	-	
@ 6.4'-6.7' - MEDIUM STIFF, WET, SEAM (HP = 0.75 TSF) @ 6.7'-6.8' - BROWN SHALE FRAGMENTS	952.0	7	2 3 7	15	50	SS-3	4.5+	-	-	-	-	-	-	-	-	-	A-4a (V)	-	
VERY STIFF, BROWN WITH TRACE ORANGE MOTTLING, **SANDY SILT**, SOME GRAVEL, TRACE SHALE FRAGMENTS, FILL, MOIST	949.5	9	2 3 5	12	100	SS-4	2.75	-	-	-	-	-	-	-	-	-	A-4a (V)	-	
HARD, BROWN, **SILT AND CLAY**, SOME SAND, FILL, MOIST	947.0	12	2 2 3	8	50	SS-5	4.00	-	-	-	-	-	-	-	-	-	A-6a (V)	-	
STIFF, BROWN WITH GRAY MOTTLING, **SILT AND CLAY**, SOME GRAVEL, FILL, MOIST TO WET	944.5	14	2 1 2	5	89	SS-6	1.00	-	-	-	-	-	-	-	-	-	A-6a (V)	-	
HARD, BROWN AND GRAY, **SILT AND CLAY**, SOME SAND, LITTLE GRAVEL, MOIST		17	2 4 4	12	83	SS-7	4.5+	6	7	15	43	29	28	17	11	14	A-6a (8)	-	
@ 18.5' - BECOMES VERY STIFF, GRAYISH BROWN @ 19.5'-19.9' - STIFF, MOIST TO WET, DARK GRAY SANDY SILT SEAM @ 19.8' - BECOMES DARK GRAY AND BROWN		19	2 2 3	8	100	SS-8	3.50	-	-	-	-	-	-	-	-	-	A-6a (V)	-	
MEDIUM DENSE, BROWN AND DARK GRAY, **GRAVEL WITH SAND, SILT, AND CLAY**, FILL, MOIST	938.0	24	5 9 10	29	83	SS-9	-	-	-	-	-	-	-	-	-	-	A-2-6 (V)	-	
MEDIUM DENSE, DARK GRAY AND BLACK, **GRAVEL WITH SAND**, LITTLE COAL FRAGMENTS, TRACE BRICK FRAGMENTS, TRACE SILT, FILL, DAMP	933.0	29	11 6 6	18	44	SS-10	-	-	-	-	-	-	-	-	-	-	A-1-b (V)	-	
@ 31.5'-32.3' - ENCOUNTERED OBSTRUCTION - POSSIBLE SLAB, BRICKS, OR FOUNDATION	927.7																		
STIFF, GRAY, **SANDY SILT**, LITTLE GRAVEL, FILL, MOIST	925.9	34	1 2 2	6	94	SS-11A	1.50	-	-	-	-	-	-	-	-	-	A-4a (V)	-	
						SS-11B	-	-	-	-	-	-	-	-	-	-	A-2-6 (V)	-	
LOOSE, ORANGISH BROWN, **GRAVEL WITH SAND, SILT, AND CLAY**, MOIST	923.0																		
VERY LOOSE, DARK GRAY, **SANDY SILT**, TRACE COARSE SAND, TRACE ORGANICS, WET	918.0	39	1 2 1	5	100	SS-12	-	0	2	55	30	13	NP	NP	NP	45	A-4a (2)	-	
HARD, GRAY, **SANDY SILT**, SOME SAND, LITTLE GRAVEL, MOIST		44	4 6 8	21	100	SS-13	4.5+	11	9	22	35	23	21	14	7	7	A-4a (5)	-	
@ 49.2'49.4' - WET SANDY SILT SEAM		49	7 9 8	26	100	SS-14	4.5+	-	-	-	-	-	-	-	-	-	A-4a (V)	-	
@ 53.5' - BECOMES VERY STIFF @ 54.0' - SAND LAMINA, WET		54	3 5 6	17	67	SS-15	2.50	-	-	-	-	-	-	-	-	-	A-4a (V)	-	
@ 58.5' - BECOMES HARD		59	3 6 8	21	67	SS-16	4.50	-	-	-	-	-	-	-	-	-	A-4a (V)	-	

STANDARD ODOT LOG W/ BULKATES (11 X 17) - CM DOT (GDT - 10/2/23 19:39 - C:\USERS\ERIK.BOSSNONEDRIVE - AECOM\PROJECTS\MASSILLON CHERRY RD NW\LOGS\ODOT LOG W/ BULKATES (11 X 17) - CM DOT (GDT - 10/2/23 19:39 - C:\USERS\ERIK.BOSSNONEDRIVE - AECOM\PROJECTS\MASSILLON CHERRY RD NW\LOGS\

PID: SFN: | PROJECT: STA-CHERRY RD | STATION / OFFSET: | START: 5/10/23 | END: 5/11/23 | PG 2 OF 2 | TB-1

MATERIAL DESCRIPTION AND NOTES	ELEV.	DEPTHS	SPT/ RQD	N_{60}	REC (%)	SAMPLE ID	HP (tsf)	GRADATION (%) GR	CS	FS	SI	CL	ATTERBERG LL	PL	PI	WC	ODOT CLASS (GI)	SO4 ppm	ABAN-DONED
HARD, GRAY, **SANDY SILT**, SOME SAND, LITTLE GRAVEL, MOIST *(continued)*	900.0																		
MEDIUM DENSE, GRAY, **GRAVEL**, TRACE SAND, WET	898.0	64	6 7 6	20	11	SS-17	-	-	-	-	-	-	-	-	-	-	A-1-a (V)	-	
MEDIUM DENSE, GRAY, **GRAVEL WITH SAND**, LITTLE SILT, TRACE CLAY, WET	893.0	69	6 9 11	30	50	SS-18	-	44	24	13	14	5	NP	NP	NP	10	A-1-b (0)	-	
@ 68.7' - 1" SANDY SILT SEAM @ 69.1' - 1" SANDY SILT SEAM		74	8 7 6	20	33	SS-19	-	-	-	-	-	-	-	-	-	-	A-1-b (V)	-	
	880.0	EOB 80	5 4 5	14	0	SS-20	-	-	-	-	-	-	-	-	-	-	A-1-b (V)	-	

NOTES: NONE
ABANDONMENT METHODS, MATERIALS, QUANTITIES: NOT RECORDED

CALCULATED EJB | CHECKED VKG

STRUCTURE FOUNDATION EXPLORATION
BORING LOG TB-01

STA CHERRY RD BRIDGES

92
92

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