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ITEM 202 – BRIDGE RAILING REMOVED, AS PER PLAN

THE CONTRACTOR SHALL REMOVE THE EXISTING METAL BRIDGE RAILING AND STORE IT FOR PICKUP BY THE STATE.

EXISTING STRUCTURE VERIFICATION

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 CMS 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 WHICH HAVE BEEN VERIFIED IN THE FIELD.

ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH C&MS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

PROPOSED WORK

REMOVE BRIDGE HAM-264-1046 (SFN 3111547) WHICH CARRIES SR 264 OVER AN ABANDONED RAIL LINE:

1. REMOVE THE EXISTING SUPERSTRUCTURE, APPROACH SLABS, AND BEARINGS IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PHASES. ERECT TEMPORARY DECK BRACES AS NEEDED ALONG THE PHASE CONSTRUCTION LINE TO SUPPORT THE PHASE TWO INTERIOR DECK EDGE.
2. REMOVE PORTIONS OF THE EXISTING ABUTMENT BACKWALLS DOWN TO THE BEAM SEAT. REMOVE THE PIER DOWN TO THE STEM WALL TO ACCOMMODATE FUTURE UTILITIES. REMOVE A PORTION OF THE PIER STEM WALL IF NEEDED TO CONSTRUCT THE TEMPORARY MSE WALL. REMOVALS SHALL PROCESS IN ACCORDANCE WITH THE MAINTENANCE OF TRAFFIC PHASES. REMOVE THE TOPS OF WING WALLS #2 AND #3 DOWN TO 12" BELOW FINISHED GRADE. WING WALLS #1 AND #4 SHALL NOT BE DISTURBED.
3. REPLACE THE CONDUITS UNDER THE BRIDGE WITH NEW CONDUITS WITH SUFFICIENT STRUCTURAL CAPACITY FOR THE PROPOSED DEPTH.
4. CONSTRUCT THE NEW RETAINING WALL AT THE APPROXIMATE BACK OF THE OF THE EXISTING PARKING LOT. THIS WILL ELIMINATE THE EASTERN MOST PARKING SPACES AND LIGHT POLE, BUT OTHERWISE MINIMIZES THE HEIGHT OF THE PROPOSED WALL, IMPACT TO THE REST OF THE BACK PARKING AREA, UTILITIES, AND BUILDING/SITE FUNCTIONALITY. GRADE AREA IN FRONT OF WALL TO DRAIN.
5. MINIMIZE IMPACTS TO THE EXISTING BILLBOARDS.
6. REPLACE THE EXISTING SUPERSTRUCTURE AND AREA UNDER THE BRIDGE WITH NEW EMBANKMENT AND NEW FULL DEPTH PAVEMENT. MATCH THE APPROACH ROADWAY WIDTH, EXCEPT THAT THE NEW SIDEWALK SHALL BE EIGHT FEET WIDE ON THE WEST SIDE.
7. PROVIDE NEW ROADWAY AND RETAINING WALL DRAINAGE AS NECESSARY.
8. PROVIDE NEW GUARDRAIL OR BARRIER AS NEEDED.
9. SEAL THE WALL AND EXPOSED BRIDGE CONCRETE WITH A CLEAR, NON-EPOXY, SILANE SEALER.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES AND/OR HEADACHE BALLS WILL NOT BE PERMITTED. THE DEPARTMENT WILL ALLOW THE USE OF HOE RAMS FOR PHASE ONE AND TWO BRIDGE REMOVALS. THE CONTRACTOR SHALL TAKE CARE TO AVOID DAMAGE TO THE TEMPORARY MSE WALL DURING PHASE TWO DEMOLITION. FURTHERMORE, RUBBLIZING/PROCESSING THE DECK SLAB CONCRETE USING A CHOMPER OR ANY OTHER EQUIPMENT THAT WILL CAUSE/ALLOW MATERIAL TO FALL ONTO THE GROUND WILL NOT BE ALLOWED IN THE SOUTHERN BRIDGE SPAN TO AVOID DAMAGE TO THE BURIED STORM SEWER. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

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, IF REQUIRED IN THE PLANS, IN PLACE.

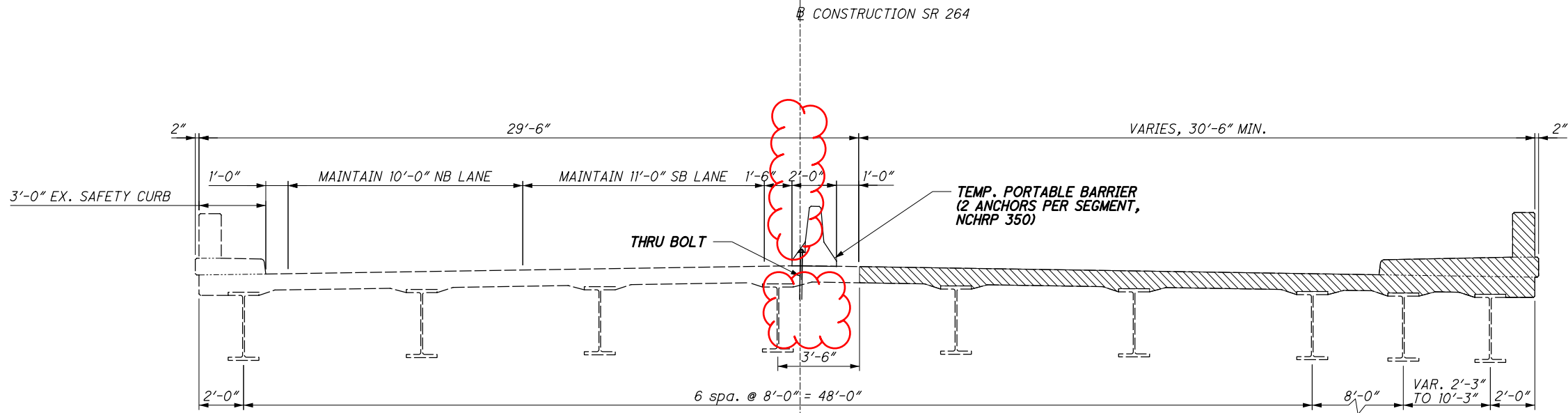
SUBSTRUCTURE CONCRETE REMOVAL

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL ONLY BE PERMITTED FOR DEMOLITION OF EACH PHASE OF THE PIER ONCE ALL PHASE LINE CUTS ARE COMPLETED. 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 HOE RAMS AS SPECIFIED OR HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL, PIPES, ETC. THAT ARE TO BE RETAINED OR RE-USED IN THE REBUILT STRUCTURE OR ROADWAY.

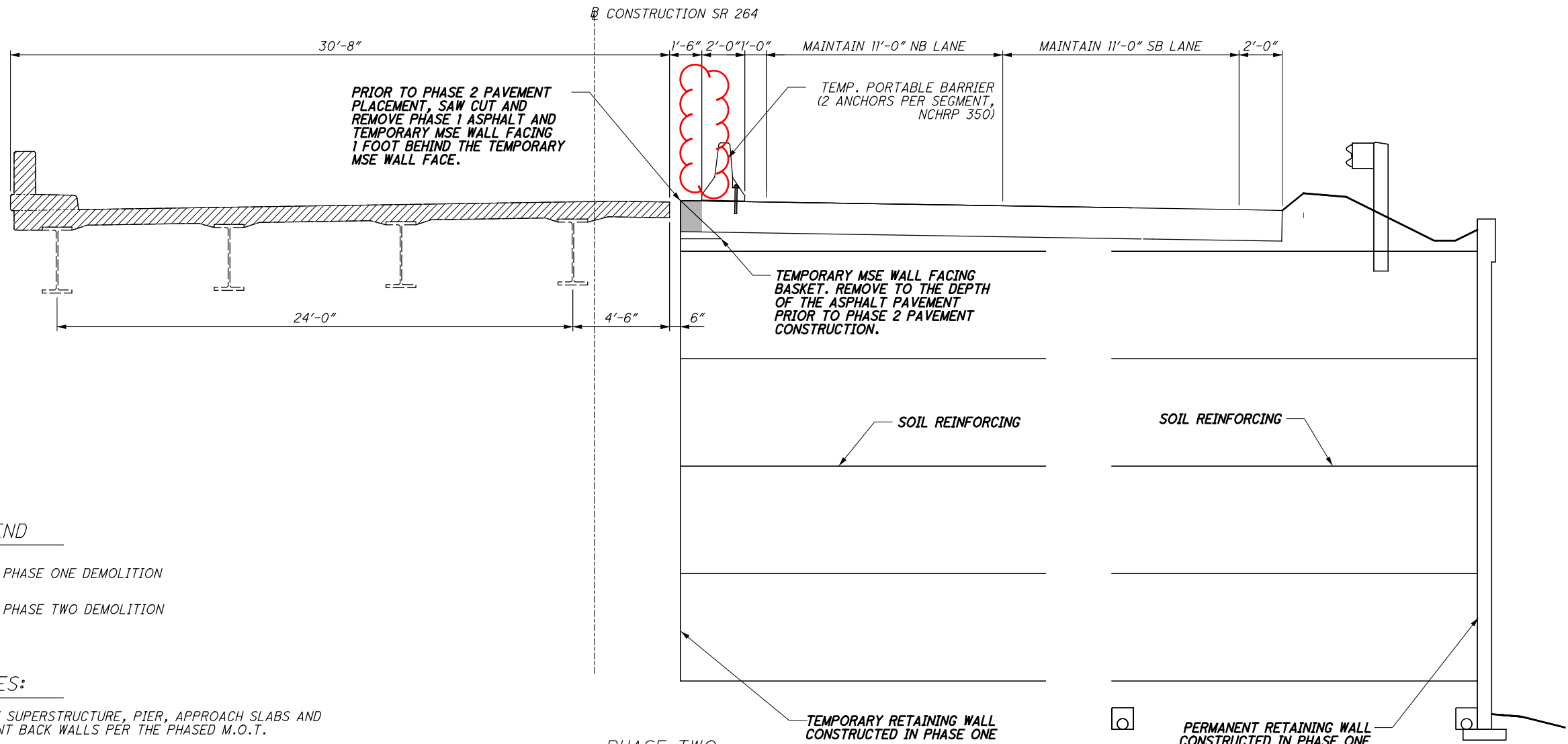
REMOVALS SHALL PROCEED IN ACCORDANCE WITH SS 840 AND SS 867. ADDITIONAL REMOVALS MAY BE NEEDED TO MEET THE REQUIREMENTS OF SS 840 AND SS 867. CONTRACTOR SHALL COORDINATE WITH TEMPORARY AND PERMANENT RETAINING WALL MANUFACTURER TO ENSURE PROPER WALL INSTALLATIONS.

2 / 8	HAM - SR 264 - 10.42 PID No. 25349		STRUCTURE NOTES BRIDGE NO: HAM-264-1042 SR 642 (GLENWAY AVE.) OVER ABANDONED RAILROAD		DESIGNED CAH	DRAWN CAH	REVIEWED XXX	DATE MM/DD/YY	DESIGN AGENCY OHIO DEPT. OF TRANSPORTATION
					CHECKED GTF	REVISED XXX	STRUCTURE FILE NUMBER 3111547		DISTRICT 8 BRIDGE OFFICE

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PHASE ONE
VIEW LOOKING SOUTH



PHASE TWO
VIEW LOOKING SOUTH

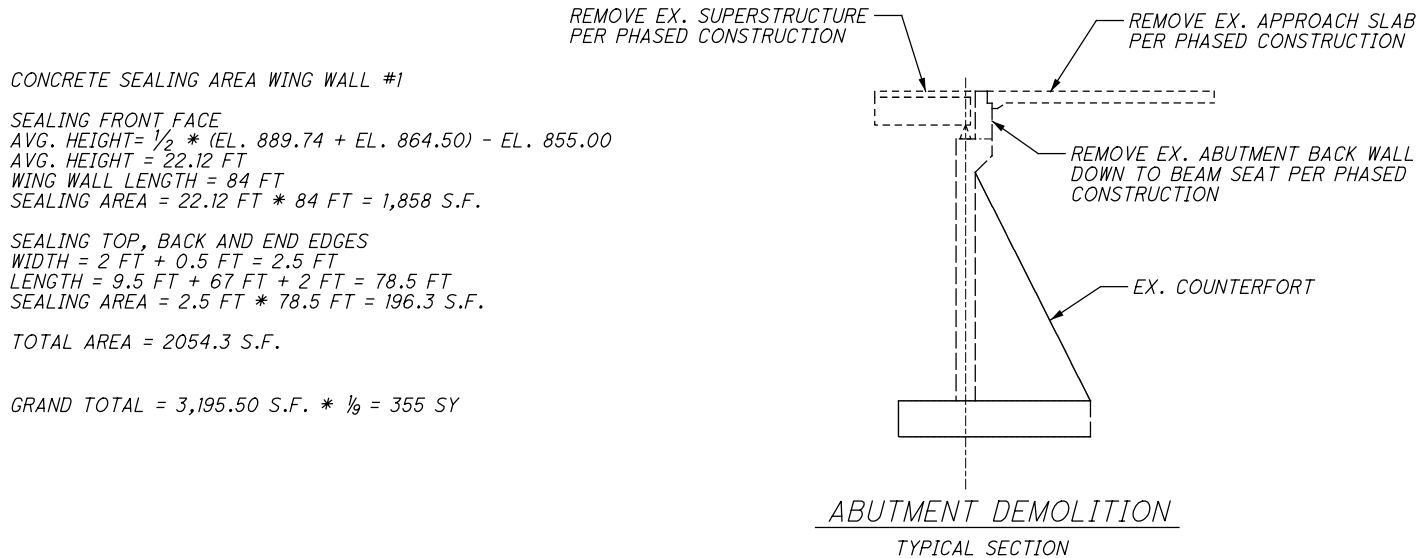
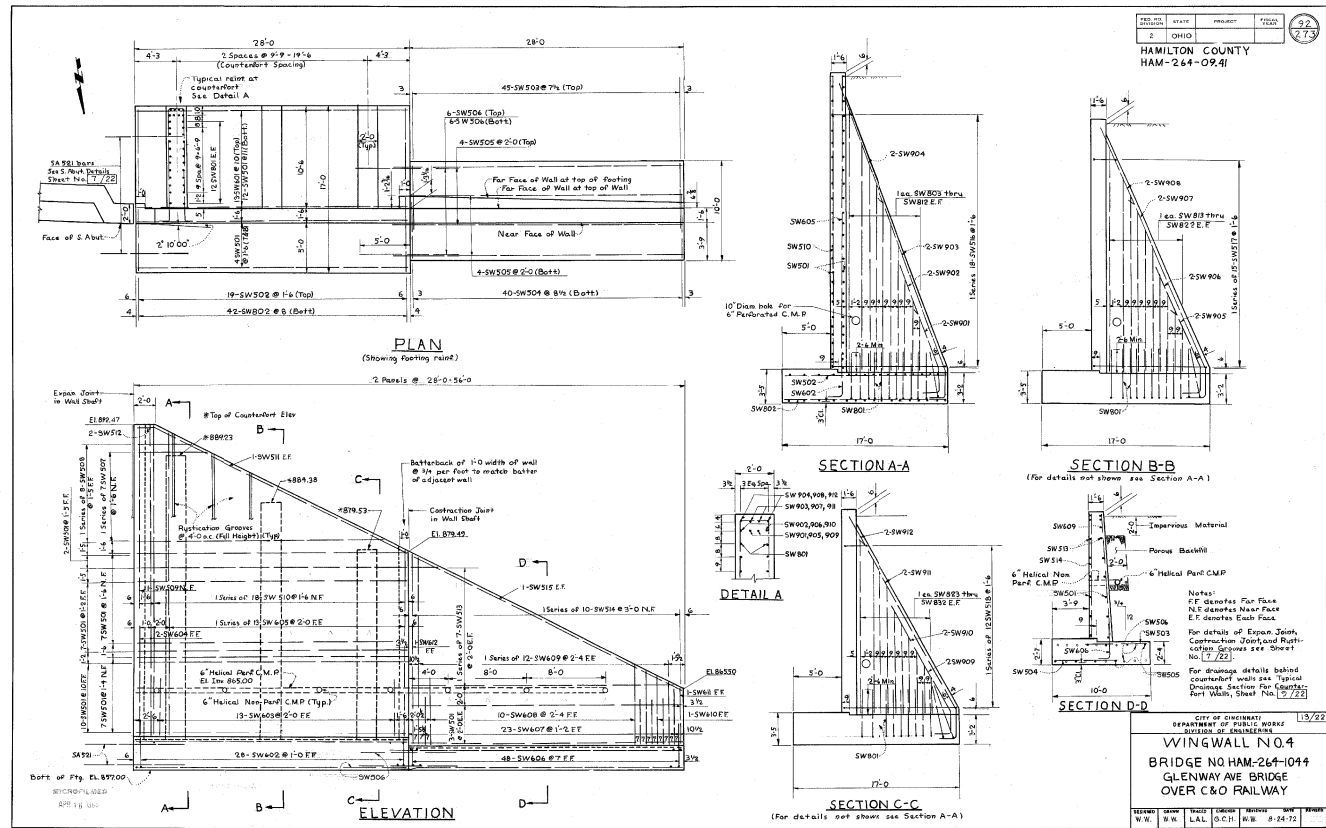
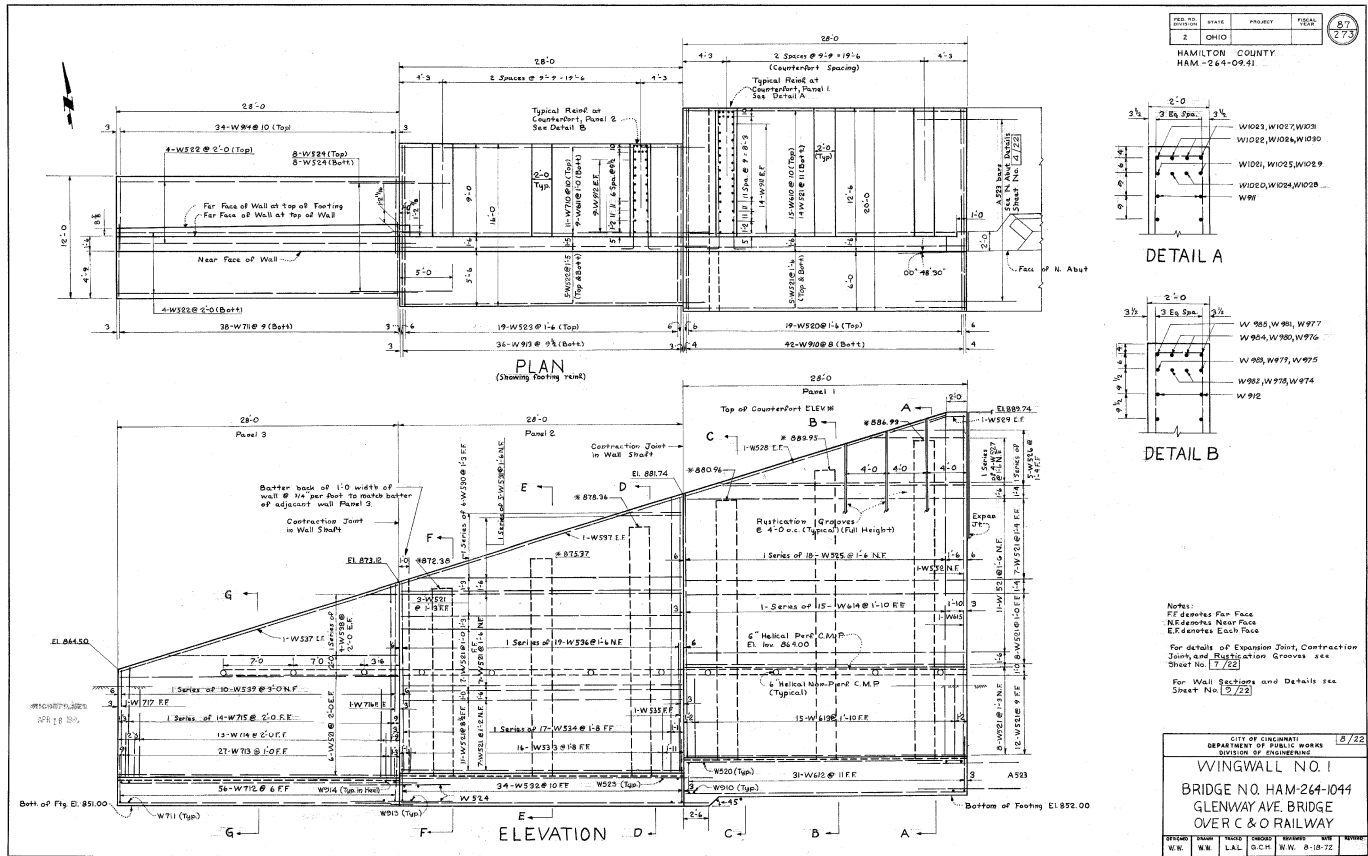
- LEGEND
- PHASE ONE DEMOLITION
 - PHASE TWO DEMOLITION

- NOTES:
1. REMOVE SUPERSTRUCTURE, PIER, APPROACH SLABS AND ABUTMENT BACK WALLS PER THE PHASED M.O.T.

<div><div><div>35</div><div>44</div></div></div>		<div>3 / 8</div>	<div>HAM-SR264-10.42</div> <div>PID No. 25349</div>	<div>STAGE CONSTRUCTION</div> <div>BRIDGE NO: HAM-264-1042</div> <div>SR 642 (GLENWAY AVE.) OVER ABANDONED RAILROAD</div>	<div>DESIGNED CAH</div> <div>CHECKED GTF</div>	<div>DRAWN CAH</div> <div>REVISED XXX</div>	<div>REVIEWED XXX</div> <div>STRUCTURE FILE NUMBER 3111547</div>	<div>DATE MM/DD/YY</div>	<div>DESIGN AGENCY</div> <div>OHIO DEPT. OF TRANSPORTATION</div> <div>DISTRICT 8 BRIDGE OFFICE</div>
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ESTIMATED QUANTITIES									
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION					
202	23500	396	SY	WEARING COURSE REMOVED					ABUT.
202	11203	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					PIERS
202	22900	396	SY	APPROACH SLAB REMOVED					SUPER.
202	38501	286	FT	BRIDGE RAILING REMOVED, AS PER PLAN					GEN.
503	11101	LUMP	LS	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN					SHEET #
503	21300	LUMP	LS	UNCLASSIFIED EXCAVATION					
512	10050	355	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)					
512	74000	71	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES					
516	15200	8	SF	1/2" PREFORMED EXPANSION JOINT FILLER					



CONCRETE SEALING AREA WING WALL #1

SEALING FRONT FACE
AVG. HEIGHT = $\frac{1}{2} * (EL. 889.74 + EL. 864.50) - EL. 855.00$
AVG. HEIGHT = 22.12 FT
WING WALL LENGTH = 84 FT
SEALING AREA = 22.12 FT * 84 FT = 1,858 S.F.

SEALING TOP, BACK AND END EDGES
WIDTH = 2 FT + 0.5 FT = 2.5 FT
LENGTH = 9.5 FT + 67 FT + 2 FT = 78.5 FT
SEALING AREA = 2.5 FT * 78.5 FT = 196.3 S.F.

TOTAL AREA = 2054.3 S.F.

GRAND TOTAL = 3,195.50 S.F. * $\frac{1}{9} = 355 SY$

CONCRETE SEALING AREA WING WALL #4

SEALING FRONT FACE
AVG. HEIGHT = $\frac{1}{2} * (EL. 892.47 + EL. 865.50) - EL. 861.00$
AVG. HEIGHT = 17.99 FT
WING WALL LENGTH = 56 FT
SEALING AREA = 18.12 FT * 56 FT = 1,007.16 S.F.

SEALING TOP, BACK AND END EDGES
WIDTH = 1.5 FT + 0.5 FT = 2.0 FT
LENGTH = 4.5 FT + 60.5 FT + 2 FT = 67 FT
SEALING AREA = 2.0 FT * 67 FT = 134 S.F.

TOTAL AREA = 1,141.16 S.F.

NOTES:

1. ASSUME REMOVAL OF EXISTING COATINGS EQUALS APPROX. 20% OF TOTAL CONCRETE SEALING AREA TOTAL AREA = 71 S.Y.