

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

DS-1-92 (DATED) 07/15/22
TST-2-21 DATED 01/17/25

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

843 DATED 01/19/24
844 DATED 01/17/25
848 DATED 07/19/24

DESIGN SPECIFICATIONS

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

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 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.

DESIGN DATA

CONCRETE CLASS QC2
-COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE REINFORCEMENT
-UNCOATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI (DECK EDGE)

DECK PROTECTION METHOD

GALVANIC ANODES
STEEL DRIP STRIP
2¾" SDC OVERLAY

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 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.

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

THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING SIDEWALKS, CONCRETE BRIDGE RAILINGS, METAL RAILINGS, DECK JOINTS AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, GIRDERS, CROSS-FRAMES, ETC.). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

REMOVAL METHODS:
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 (PRESTRESSED BOX BEAM, I-BEAM, STEEL BEAM STEEL GIRDER, ETC.), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS. DUE TO THE POSSIBLE PRESENCE OF ATTACHMENTS (E.G., FINISHING MACHINE, SCUPPER AND 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 STRUCTURAL MEMBERS DAMAGED BY THE 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.

CUT LINE CONSTRUCTION JOINT PREPARATION:
PRIOR TO REMOVING THE DECK EDGE, PLACE A 1-IN (+0-IN, -1/4-IN) DEEP SAW CUT AT THE BOUNDARIES OF PROPOSED CONCRETE REMOVALS, INCLUDING THE FLOOR OF THE SLAB. IF THERE ARE INTEGRAL CONCRETE PIER CAPS WITHIN THE PROPOSED REMOVAL LIMITS, ALSO SAWCUT THE DECK CONCRETE ALONG THE INTERFACE OF THE DECK AND PIER CAP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING CONCRETE REINFORCEMENT, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF 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 STEEL REINFORCEMENT 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.

DECK REMOVALS – DECK EDGE REHABILITATION:
IF THE CONTRACTOR’S MEANS AND METHODS FOR SUPPORT OF SLAB EDGE FORMS REQUIRE DRILLING HOLES THROUGH THE BRIDGE DECK, ALL HOLES SHALL BE DRILLED FROM THE BOTTOM OF THE DECK UPWARD. DRILLING HOLES FROM THE TOP OF THE DECK IS NOT PERMITTED. FALSEWORK INTENDED TO FORM THE NEW DECK EDGE MAY BE USED AS A WORK PLATFORM TO AIDE IN THE DECK EDGE REMOVAL. IF FORMS BECOME DAMAGED DURING CONCRETE REMOVAL, THE DAMAGED PORTIONS SHALL BE REPAIRED OR REPLACED PRIOR TO POURING THE CONCRETE. PRIOR TO PLACING CONCRETE, THOROUGHLY CLEAN ALL SURFACES OF THE FORMS THAT CONTACT THE BOTTOM OF THE EXISTING BRIDGE DECK TO ENSURE A SNUG FIT BETWEEN THE FORMS AND EXISTING BRIDGE DECK. THE PORTION OF THE FORM TO BE IN CONTACT WITH THE FRESH CONCRETE SHALL BE FREE OF LAITANCE, SILT, DIRT, SHAVINGS, SAWDUST, LOOSE AND BUILT-UP RUST, AND OTHER DEBRIS. ALL HOLES DRILLED THOUGH THE BRIDGE DECK SHALL BE REPAIRED WITH TROWELABLE MORTAR IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 843. ALTERNATIVELY, THE CONTRACTOR CAN UTILIZE MEANS AND METHODS THAT DO NO REQUIRE DRILLING HOLES THROUGH THE BRIDGE DECK.

IF A SPLITTER IS USED TO DEMOLISH THE DECK EDGE, HOLES SHALL BE SPACED NO FURTHER THAN 12-IN APART, MEASURED LONGITUDINALLY ALONG THE BRIDGE DECK. EACH HOLE SHALL BE USED TO SPLIT THE CONCRETE; SKIPPING HOLES WILL NOT BE PERMITTED. SEQUENCE SPLITTING TO START FROM HOLES FURTHEST FROM CUTLINE, WORKING Laterally towards the cutline after using all holes in a line. ANY DAMAGE TO THE EXISTING STRUCTURE THAT IS TO REMAIN WILL BE REPAIRED AT NO ADDITIONAL COST TO THE DEPARTMENT. IF THE DAMAGE TO THE REMAINING STRUCTURE IS SIGNIFICANT, AT THE DIRECTION OF THE ENGINEER, PROVIDE A REPAIR PLAN IN ACCORDANCE WITH C&MS 501.05.C.

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, OVER 20 FOOT SPAN, AS PER PLAN.

ITEM 509 – CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT CONCRETE REINFORCEMENT BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING STEEL REINFORCEMENT BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW CONCRETE REINFORCEMENT OF THE SAME SIZE, COATING, AND MATERIAL AT NO COST TO THE DEPARTMENT.

ITEM 511 - CLASS QC2 CONCRETE, SUPERSTRUCTURE

THE ALTERNATE CURING METHOD USING E5 INTERNAL CURE AND LIQUID FLY ASH (ODOT OMM CONSTRUCTION MEMORANDUM) WILL NOT BE APPROVED FOR THIS PROJECT. CONTRACTOR IS ADVISED TO BID THE PROJECT PER C&MS 511 ONLY.

ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN

A 2" DEEP X ½" WIDE STRIP SHALL BE SAWCUT OUT OF THE ASPHALT ABUTTING CONCRETE AS DETAILED IN THE PLANS. IN LIEU OF SAWCUTTING AFTER CONSTRUCTION, THIS JOINT MAY BE FORMED DURING CONSTRUCTION. JOINT SEALER AS PER 705.04 SHALL BE USED TO SEAL THE JOINT CREATED.

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

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


ITEM 844 - GALVANIC ANODE PROTECTION, AS PER PLAN

REPAIR CONCRETE SHALL BE HYDRAULIC CEMENT-BASED MATERIAL WITH A ELECTRICAL RESISTIVITY LESS THAN 50,000 OHM-CM ACCORDING TO ASTM C 1760. DO NOT USE NON- CONDUCTIVE REPAIR MATERIALS SUCH AS MAGNESIUM AMMONIUM PHOSPHATE CONCRETE AND EPOXY MORTARS OR BONDING AGENTS. CONCRETE MIXES CONTAINING HIGH LEVELS OF SUPPLEMENTARY CEMENTITIOUS MATERIALS SUCH AS SILICA FUME, GROUND GRANULATED BLAST FURNACE SLAG, LATEX, FLY ASH OR METAKAOLIN MAY NOT MEET THE RESISTIVITY REQUIREMENT. THE GALVANIC ANODE SIZE AND SPACING IS BASED ON ACHIEVING A CURRENT DENSITY FOR THE HIGH CORROSION RISK CATEGORY WITH A 10 YEAR INSTALLATION. SUPPLY ANODES WITH A MINIMUM CORE OF 100 GRAMS OF ZINC. SEE P.15 FOR DISTRIBUTION.

ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN

PREPARE CONCRETE SURFACE USING HYDRODEMOLITION ACCORDING TO SUPPLEMENTAL SPECIFICATION 848 EXCEPT THAT DEPTH OF HYDRODEMOLITION, "D" SHALL BE 3/4".

STRUCTURE NOTES
BRIDGE NO.: DAR-47-0316
S.R. 47 OVER GRAYS BRANCH

SFN	
1900366	
DESIGN AGENCY	
	
DISTRICT 7 ENGINEERING	
DESIGNER	CHECKER
LCG	DHG
REVIEWER	
MRB 04/22/25	
PROJECT ID	
116923	
SUBSET	TOTAL
2	4
SHEET	TOTAL
P.13	24

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-15 DATED 1/20/23
DS-1-92 (REVISED) 7/15/22
SB-1-24 DATED 1/19/24
TST-2-21 DATED 1/17/25

DESIGN SPECIFICATIONS

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

DESIGN LOADING

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HL-93

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 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.

DESIGN DATA

CONCRETE CLASS QC2
-COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1
-COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE REINFORCEMENT
-EPOXY COATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60-KSI, APPROACH SLABS, ABUTMENT
-GALVANIZED STEEL REINFORCEMENT – MINIMUM YIELD STRENGTH 60-KSI, BRIDGE SLAB

DECK PROTECTION METHOD

GALVANIZED REINFORCING STEEL
2½" CONCRETE COVER
STEEL DRIP STRIP

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

EXISTING STRUCTURE VERIFICATION

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

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURES BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS, WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD. PLANS OF THE EXISTING STRUCTURES MAY BE EXAMINED AT THE DISTRICT SEVEN OFFICE IN SIDNEY, OHIO OR THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, 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 DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS 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 CONCRETE REINFORCEMENT 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 CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05

CUT LINE CONSTRUCTION JOINT PREPARATION:
PLACE A 1-IN (+0-IN, -1/4-IN) DEEP SAW CUT AT THE BOUNDARIES OF PROPOSED CONCRETE REMOVALS. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING CONCRETE REINFORCEMENT, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF 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 STEEL REINFORCEMENT 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.

SUBSTRUCTURE CONCRETE REMOVAL:
REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. 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-IN 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 CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

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, OVER 20 FOOT SPAN, AS PER PLAN.

PROPOSED BRIDGE WORK AND SEQUENCE OF CONSTRUCTION

THE WORK TO BE PERFORMED UNDER THIS CONTRACT IS AS SHOWN IN THE CONSTRUCTION PLANS AND, IN GENERAL, INCLUDES THE FOLLOWING:

- REMOVE EXISTING ASPHALT WEARING SURFACE.
- REMOVE EXISTING APPROACH SLABS AND BRIDGE SLAB.
- SAWCUT ABUTMENTS AND REMOVE PORTIONS OF ABUTMENTS
- CONSTRUCT NEW APPROACH SLABS AND BRIDGE SLAB.
- CONSTRUCT NEW PORTIONS OF ABUTMENTS
- REPLACE EXISTING GUARDRAIL WITH MGS.
- PAVING WORK TO TIE INTO EXISTING ASPHALT.

CONTRACTOR SHALL SEQUENCE WORK AS NECESSARY.

ITEM 511 - CLASS QC2 CONCRETE, SUPERSTRUCTURE

THE ALTERNATE CURING METHOD USING E5 INTERNAL CURE AND LIQUID FLY ASH (ODOT OMM CONSTRUCTION MEMORANDUM) WILL NOT BE APPROVED FOR THIS PROJECT. CONTRACTOR IS ADVISED TO BID THE PROJECT PER C&MS 511 ONLY.

ITEM 516 - 2" DEEP JOINT SEALER, AS PER PLAN

A 2" DEEP X ½" WIDE STRIP SHALL BE SAWCUT OUT OF THE ASPHALT ABUTTING CONCRETE AS DETAILED IN THE PLANS. IN LIEU OF SAWCUTTING AFTER CONSTRUCTION, THIS JOINT MAY BE FORMED DURING CONSTRUCTION. JOINT SEALER AS PER 705.04 SHALL BE USED TO SEAL THE JOINT CREATED.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T= 12"), AS PER PLAN

ALL APPROACH SLAB CONCRETE SHALL BE PLACED SEPARATELY FROM THE SUPERSTRUCTURE CONCRETE.

ALL REINFORCING STEEL IS TO BE PAID SEPARATELY UNDER ITEM 509 - EPOXY COATED STEEL REINFORCEMENT.


DECK PLACEMENT DESIGN ASSUMPTIONS

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS. AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.4 KIPS. A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103". A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

POST-CONSTRUCTION BRIDGE INSPECTION

AT LEAST TWO WEEKS PRIOR TO OPENING THE BRIDGE TO TRAFFIC, THE CONTRACTOR SHALL NOTIFY THE ODOT DISTRICT 7 BRIDGE INSPECTION ENGINEER (937-497-6738) TO ALLOW FOR THE NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) REQUIRED POST-CONSTRUCTION INITIAL INSPECTION OF THE BRIDGE.

STRUCTURE NOTES
BRIDGE NO.: DAR-127-3053
U.S. 127 OVER MILE CREEK

SFN 1902792	
DESIGN AGENCY	
 DISTRICT 7 ENGINEERING	
DESIGNER LCG	CHECKER DHG
REVIEWER MRB 04/23/25	
PROJECT ID 116923	
SUBSET 2	TOTAL 9
SHEET P.17	TOTAL 24