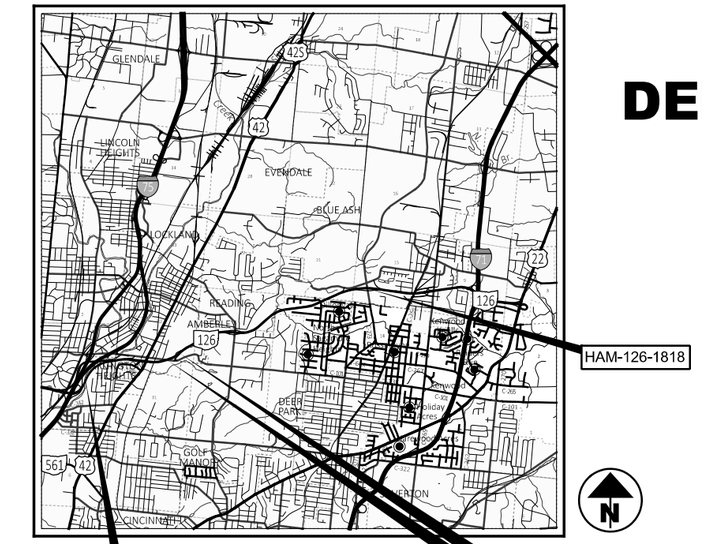
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HAM-SR 126-VAR

CITY OF CINCINNATI, CITY OF READING & CITY OF BLUE ASH

HAMILTON COUNTY



LOCATION MAP

LATITUDE: N39°12'21" LONGITUDE: W84°27'47"

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

DESIGN DESIGNATION

	SR 126 SLM 14.01 - 14.65	SR 126 SLM 14.85 - 15.67	SR 126 SLM 18.07 - 18.95
CURRENT ADT (2026)	*13,500*	*45,500*	*46,500*
DESIGN YEAR ADT (2038)	*15,000*	*50,500*	*48,500*
DESIGN HOURLY VOLUME (2038)	*2,000*	*7,100*	*5,800*
DIRECTIONAL DISTRIBUTION	*56.3%*	*55.6%*	*56.8%*
TRUCKS (24 HOUR B&C)	*2%*	*4%*	*5%*
DESIGN SPEED	*65 MPH*	*65 MPH*	*65 MPH*
LEGAL SPEED	*60 MPH*	*60 MPH*	*60 MPH*
DESIGN FUNCTIONAL CLASSIFICATION:			
(02) URBAN EXPRESSWAY			
NHS PROJECT	*YES*	*YES*	*YES*

DESIGN EXCEPTIONS

NONE

ADA DESIGN WAIVERS

NONE

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:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 8 ENGINEERING
505 SOUTH S.R. 741 LEBANON, OHIO 45036

INDEX OF SHEETS:

FEDERAL PROJECT NUMBER

E240465

RAILROAD INVOLVEMENT

NONE

PROJECT DESCRIPTION

PERFORM MINOR CONCRETE REPAIRS AND PAINTING ON SEVERAL BRIDGES IN CINCINNATI, READING AND BLUE ASH.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	*0.17 ACRES*
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	*0 ACRES*
NOTICE OF INTENT EARTH DISTURBED AREA:	*N/A N.O.I. NOT REQUIRED*

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2023 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

Douglas A. Gruver, P.E.
District 08 Deputy Director

Pamela Boratyn
Director, Department of Transportation

STANDARD CONSTRUCTION DRAWINGS

BP-5.1	*7/18/25*	*MT-95.30*	*7/18/25*	*MT-110.10*	*7/19/13*		
		MT-95.32	*7/18/25*				
MGS-2.1	*7/18/25*	*MT-95.41*	*7/18/25*	*TC-42.10*	*10/18/13*		
MGS-3.1	*7/18/25*	*MT-95.45*	*7/21/23*	*TC-42.20*	*10/18/13*		
MGS-5.3	*7/15/16*	*MT-95.50*	*7/21/17*	*TC-61.30*	*7/19/24*		
RM-4.2	*7/18/25*	*MT-98.10*	*1/17/20*				
RM-4.5	*7/18/25*	*MT-98.11*	*1/17/20*				
RM-4.6	*7/18/25*	*MT-98.28*	*1/17/20*				
BR-1-13	*1/17/14*	*MT-98.29*	*1/17/20*				
BR-2-15	*7/19/24*	*MT-98.30*	*7/18/25*				
EXJ-4-87	*1/19/24*	*MT-99.60*	*7/19/24*				
GSD-1-19	*7/19/24*	*MT-101.70*	*7/19/24*				
PCB-91	*7/17/20*	*MT-101.75*	*7/21/23*				
RB-1-55	*7/19/24*	*MT-101.90*	*7/17/20*				
VPF-1-24	*1/17/25*	*MT-103.10*	*1/21/22*				
MT-95.31	*7/18/25*	*MT-105.10*	*1/17/20*				

SUPPLEMENTAL SPECIFICATIONS	
800-2023	*7/18/25*
809	*1/17/25*
832	*7/18/25*
844	*1/17/25*

SPECIAL PROVISIONS

ASBESTOS INSPECTION REPORT 8/13/25

ENGINEER'S SEAL

STATE OF OHIO
CHRISTOPHER AARON HOWARD
E-62429
REGISTERED
PROFESSIONAL ENGINEER

Christopher A. Howard
Digitally signed by choward4
Date: 2026.01.12 11:48:32-05'00'

TITLE SHEET

DESIGN AGENCY

DESIGNER CAH
REVIEWER JDO 07-02-25
PROJECT ID 112991
SHEET 01 TOTAL 57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:10:41 PM USER: choward4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\112991\400-Engineering\Roadway\Sheets\112991_GT001.dgn

HAM-SR 126-VAR.

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HAM-126-1818
HAM-126-1555
HAM-126-1543
HAM-126-1530
HAM-126-1406

SCHEMATIC PLAN

DESIGN AGENCY	
DESIGNER	CAH
REVIEWER	JDO 07-02-25
PROJECT ID	112991
SHEET	02
TOTAL	57

ITEM 623 - CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN

PRIOR TO THE START OF ROADWAY OPERATIONS, THE CONTRACTOR SHALL REFERENCE THE LENGTH OF THE PROJECT ON BOTH SIDES OF THE ROADWAY, IN A MANNER SATISFACTORY TO THE ENGINEER. THE PAVEMENT SHALL BE REFERENCED IN 1000' INCREMENTS, OR IN INCREMENTS ACCEPTABLE TO THE ENGINEER, IN A SEMI-PERMANENT CONDITION

PERMANENT PAVEMENT MARKINGS

THE CONTRACTOR SHALL REFERENCE ALL PAVEMENT MARKINGS INCLUDING AUXILIARY PAVEMENT MARKINGS BEFORE THE START OF CONSTRUCTION, M.O.T. OPERATIONS AND/OR RESURFACING OPERATION. THIS WILL BE NECESSARY ASSURE TO CORRECT PLACEMENT OF MARKINGS IN ORIGINAL LOCATIONS.

PAYMENT FOR THIS OPERATION SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

WATERWAY IMPACTS

THE CONTRACTOR SHALL NOT BE PERMITTED TO PLACE ANY TYPE OF CONSTRUCTION EQUIPMENT IN THE WATERWAY TO PERFORM ANY OF THE PROPOSED WORK. THE PROJECT THEREFORE HAS NO WATERWAY PERMIT.

NON-USE OF ASBESTOS-CONTAINING MATERIALS

THE CONTRACTOR SHALL AT NO TIME INCORPORATE ANY MATERIALS WHICH ARE COMPOSED OF OR CONTAIN ANY AMOUNT OF ASBESTOS. THE SUBSTITUTION OF MATERIALS WHICH CONTAIN ANY AMOUNTS OF ASBESTOS WILL IN NO CIRCUMSTANCES BE ACCEPTABLE. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT A WRITTEN STATEMENT OF CERTIFICATION ASSERTING THAT NO ASBESTOS CONTAINING MATERIALS WERE USED IN ANY PORTION OF THE CONSTRUCTION.

CONSTRUCTION NOISE

ACTIVITIES AND RESIDENTIAL LAND USE WITHIN 200 FEET OF 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 IN VIOLATION OF LOCAL NOISE ORDINANCES. IN ADDITION, DO NOT OPERATE BETWEEN 7:30 PM AND 7:00 AM 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.

MAINTAINING ITS DURING CONSTRUCTION

THE CONTRACTOR SHALL MAINTAIN ALL PREEXISTING OR NEWLY INSTALLED PERMANENT ITS/TRAFFIC DEVICES AND INFRASTRUCTURE DURING CONSTRUCTION ACCORDING TO ODOT SUPPLEMENTAL SPECIFICATION 809.

SEEDING AND MULCHING

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

659, SEEDING AND MULCHING 312 SY
659, REPAIR SEEDING AND MULCHING 16 SY
659, COMMERCIAL FERTILIZER 0.4 TON
659, LIME 0.6 ACRES
659, WATER 1.7 MGAL

SEEDING AND MULCHING SHALL BE APPLIED 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.

ASBESTOS ABATEMENT

AN ASBESTOS SURVEY FOR SFN's 3104923 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED ON 07/29/2025 BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS ON THIS STRUCTURE.

AN ASBESTOS SURVEY FOR SFN's 3104990, 3105008, 3105024, & 3105083 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED ON 08/13/2025 BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS ON ANY OF THESE STRUCTURES.

ELECTRONIC SUBMISSION:

THE CONTRACTOR SHALL SUBMIT ELECTRONICALLY TO OEPA A COMPLETED NOTIFICATION OF DEMOLITION & RENOVATION FORM (NDRF) AND APPLICABLE FEES ALONG WITH THE ASBESTOS SURVEY REPORT. THE COMPLETED NDRF MUST BE SUBMITTED TO OEPA AT LEAST 10 DAYS PRIOR TO ANY DEMOLITION AND RENOVATION ACTIVITY. THE CONTRACTOR IS RESPONSIBLE FOR RETAINING AN ELECTRONIC COPY OF THE NDRF (IN PDF FORM) FOR SUBMISSION TO THE DISTRICT ENVIRONMENTAL STAFF AND ONE HARD COPY TO THE PROJECT ENGINEER.

(GO TO THE OEPA E-BUSINESS CENTER AND SUBMIT THE DNRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT)

HARD COPY SUBMISSION:

THE CONTRACTOR MAY ELECT TO SUBMIT A HARD COPY OF THE COMPLETED NDRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT TO THE FOLLOWING:

ASBESTOS PROGRAM
OHIO EPA, DAPC
P.O. BOX 1049
COLUMBUS, OHIO 43216-1049

OR

ASBESTOS PROGRAM
OHIO EPA, DAPC
50 W TOWN ST, SUITE 700
COLUMBUS, OHIO 43215

IF THE CONTRACTOR ELECTS TO SUBMIT A HARD COPY TO OEPA THEY ARE RESPONSIBLE FOR RETAINING A HARD COPY OF THE NDRF FOR SUBMISSION TO THE DISTRICT ENVIRONMENTAL STAFF AND A HARD COPY TO THE PROJECT ENGINEER.

BASIS OF PAYMENT
THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

690E71000 ASBESTOS ABATEMENT: WORK INVOLVING ASBESTOS CONTAINING MATERIALS - LUMP SUM

COORDINATION BETWEEN CONTRACTORS

THE CONTRACTOR OF HAM-SR126-VAR (PID 112991) WILL BE REQUIRED TO COORDINATE WORK WITH PROJECT HAM-126-6.86 (PID 110008) AND HAM-126-15.68 (PID 120995).

THE WORK ON PID 110008 INVOLVES RESURFACING SR126 WEST OF INTERSTATE 75. THIS PROJECT IS ANTICIPATED TO TAKE PLACE IN CALENDAR YEAR 2026.

THE WORK ON PID 120995 INVOLVES RESURFACING SR126 FROM SLM 15.652 TO INTERSTATE 71 ALONG WITH MINOR STRUCTURE WORK. THIS PROJECT IS ANTICIPATED TO TAKE PLACE IN CALENDAR YEAR 2026.

WORK AND MOT ON PID 120995 GOVERNS AND CONTROLS.

WORK ON HAM-126-1818 (SFN 3105083 – PLAINFIELD ROAD OVER SR 126) THAT IMPACTS TRAFFIC AND/OR THE SHOULDERS ON SR126 OR THE WORK ON PID 120995 IS NOT PERMITTED TO START UNTIL 10/01/2026 UNLESS PERMISSION IS GRANTED FROM THE PROJECT ENGINEER. THE INTENT IS TO LIMIT THE WORK CONFLICTS IN THE SAME AREAS ON PID 112991 AND PID 120995.

PLEASE BE REMINDED OF THE REQUIREMENTS OF THE CONTRACT, INCLUDING, BUT LIMITED TOO C&MS 105.08.

SURVEYING PARAMETERS

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS.

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

PROJECT CONTROL
VERTICAL POSITIONING
ORTHOMETRIC HEIGHT DATUM: NAVD 88
GEOID: 12B

MOUNT POINT 2011
HORIZONTAL POSITIONING
REFERENCE FRAME: NAV 83
ELLIPSOID: GRS80

MAP PROJECTION: LAMBERT CONFORMAL CONIC
*COORDINATE SYSTEM: OHIO SOUTH ZONE *SPC 3402**
COMBINED SCALE FACTOR: 1.00000
ORIGIN OF COORDINATE

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. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

MIGRATORY BIRD PROTECTION: SWALLOWS

ECOLOGICAL STUDIES IDENTIFIED SWALLOW NESTS ON THE HAM SR-126 14.06 (SFN: 3104923). IF CONSTRUCTION ACTIVITIES WILL OCCUR BETWEEN MAY 1 AND AUGUST 31 ON THIS STRUCTURE, INSPECT THE STRUCTURE FOR EVIDENCE OF AN ACTIVE BIRD NEST CONTAINING AN EGG OR CHICK PRIOR TO STARTING WORK. PROVIDE WRITTEN CONFIRMATION OF THE INSPECTION, INCLUDING A STATEMENT WHETHER AN ACTIVE NEST WAS FOUND, TO THE ENGINEER. IF NO NESTS ARE ENCOUNTERED DURING THE INSPECTION, OR IF ONLY INACTIVE NESTS THAT DO NOT CONTAIN AN EGG OR CHICK ARE ENCOUNTERED, PROCEED WITH CONSTRUCTION ACTIVITIES. THE CONTRACTOR MAY REMOVE AND DESTROY INACTIVE NESTS. THE CONTRACTOR MAY INSTALL EXCLUSION MEASURES BETWEEN AUGUST 31 AND MAY 1 TO PREVENT MIGRATORY BIRDS FROM NESTING ON THE STRUCTURE. PROJECTS PERFORMING CONSTRUCTION ACTIVITIES BETWEEN THE DATES OF SEPTEMBER 1 AND APRIL 30 DO NOT REQUIRE AN INSPECTION FOR MIGRATORY BIRDS OR AVOIDANCE MEASURES. IF AN ACTIVE NEST CONTAINING AN EGG OR CHICK IS ENCOUNTERED, AVOID IMPACTS TO THE NEST UNTIL ALL DEVELOPING BIRDS ARE ABLE TO INDEPENDENTLY FLY FROM THE NEST. IF AN ACTIVE NEST CONTAINING AN EGG OR CHICK CANNOT BE AVOIDED, CONTACT THE ENGINEER AT LEAST 4 WEEKS PRIOR DESTROYING AN ACTIVE NEST SO THE DISTRICT ENVIRONMENTAL COORDINATOR (DEC) CAN OBTAIN A DEPREDATION PERMIT FROM THE U.S. FISH AND WILDLIFE SERVICE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS AND COMPLETING ALL TASKS RELATED TO OBTAINING THE DEPREDATION PERMIT EXCEPT FOR DIRECT COORDINATION WITH THE MIGRATORY BIRD REGIONAL PERMIT OFFICE. DO NOT PROCEED WITH ACTIVITIES THAT WILL IMPACT AN ACTIVE NEST UNTIL THE DEC CONFIRMS THE DEPREDATION PERMIT IS RECEIVED.

DEMOLITION DEBRIS

THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID DEMOLITION DEBRIS FROM ENTERING THE STREAM OR FALLING ONTO TRAFFIC LANES. ANY MATERIAL THAT DOES FALL INTO THE STREAM OR ONTO TRAFFIC LANES SHALL BE IMMEDIATELY REMOVED AT THE CONTRACTOR'S EXPENSE.
DAMAGE TO VEHICLES AS A RESULT OF FALLING DEMOLITION DEBRIS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
WHILE PAINTING OR SEALING ANY PORTION OF THE BRIDGE STRUCTURES, AN APPROPRIATE APRON WILL BE UTILIZED TO PREVENT DEBRIS, PAINT OVER SPRAY, AND SEALANTS FROM ENTERING INTO THE STREAMS OR AFFECTING VEHICULAR/PEDESTRIAN TRAFFIC AND/OR PROTECTED AREAS.

ITEM 606 - ANCHOR ASSEMBLY, MGS TYPE E

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A SOFTSTOP TYPE OF THE MASH 2016 TYPE E TANGENETIAL END TREATMENTS FOR TYPE MGS GUARDRAIL AS LISTED UNDER "PRODUCTS ACCEPTED FOR NEW INSTALLATIONS" ON THE ROADWAY APPROVED PRODUCTS LIST POSTED ON ROADWAY ENGINEERING'S WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. REFER TO THE POSTED SHOP DRAWINGS FOR THE MOST CURRENT APPROVED PRODUCT MODELS.

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. 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. 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.

THE FACE OF THE TYPE E IMPACT HEAD SHALL BE COVERED WITH SOLID FLUORESCENT YELLOW REBOUNDABLE RETROREFLECTIVE SHEETING, PER CMS 730.191.

WHEN THE FACE OF THE ADJACENT (ATTACHED) GUARDRAIL IS LESS THAN 4' OFFSET FROM THE PROPOSED EDGE LINE, AND PERMITTING SITE CONDITIONS EXIST: THE PROPOSED TYPE E ANCHOR ASSEMBLY SHALL BE INSTALLED AT A CONSISTENT FLARE RATE THROUGH THE FULL LENGTH OF THE SYSTEM. THE FLARE RATE SHALL BE A MAXIMUM OF 25:1 (RESULTING IN A 2' OFFSET). THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE SHOP DRAWINGS, PRODUCT INSTALLATION MANUAL/GUIDANCE, AND AS DIRECTED BY THE ENGINEER.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 606, ANCHOR ASSEMBLY, MGS TYPE E, (MASH 2016), SOFTSTOP 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.

CLEARING AND GRUBBING, AS PER PLAN

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.

REMOVE ANY TREES, BRUSH, OR STUMPS NOT SPECIFICALLY MARKED FOR REMOVAL IF LOCATED UNDER OR WITHIN TWENTY FEET OF THE BRIDGE STRUCTURES. THE REMOVAL OF DEBRIS FROM AROUND THE PIERS AND ABUTMENTS AS DIRECTED BY THE ENGINEER AS WELL AS REMOVAL OF VEGETATION ON STRUCTURES SHALL ALSO BE INCLUDED WITH THIS ITEM FOR PAYMENT. REMOVE ALL VINES GROWING ON THE STRUCTURE(S).

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, AS PER PLAN.

DESIGN AGENCY
DESIGNER CAH
REVIEWER JDO 07-02-25
PROJECT ID 112991
SHEET 03 TOTAL 57

HAM-SR 126-VAR.
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pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\112991400-Engineering\Roadway\Sheets\112991_GN001.dgn

UTILITIES

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

ALTAFIBER
221 E. 4TH STREET, BLDG. 121-900
CINCINNATI, OH 45201
RoadProjects@altafiber.com

CHARTER COMMUNICATIONS
10920 KENWOOD ROAD
BLUE ASH, OH 45242
DL-Southern-Ohio-Outside-Plant@charter.com

CITY OF BLUE ASH
4343 COOPER ROAD
BLUE ASH, OHIO
WILL DAVIS
(513) 745-8536
wdavis@blueash.com

CITY OF CINCINNATI TRAFFIC
801 PLUM STREET, ROOM 320
CINCINNATI, OH 45202
ANDREW CARTER
513-378-6190
Andrew.carter@cincinnati-oh.gov

CITY OF CINCINNATI STORM SEWER
225 WEST GALBRAITH ROAD
CINCINNATI, OH 45215
SmuPlanReview@Cincinnati-Oh.gov

CITY OF CINCINNATI SEWER
4747 SPRING GROVE AVENUE
CINCINNATI, OH 45232
MSDUtilityReview@cincinnati-oh.gov

CITY OF CINCINNATI WATER
4747 SPRING GROVE AVENUE
CINCINNATI, OH 45232
DAN LOUIS
513-352-3723
daniel.louis@gcww.cincinnati-oh.gov

CITY OF READING
1000 MARKET STREET
READING, OH 45215
DARRELL COURTNEY
513-733-5180
dcourtney@readingohio.org

COGENT COMMUNICATIONS
6182 JOHNSON ROAD
FLUSHING, MI 48433
PAUL BECKER
815-557-8416
pbecker@cogentco.com

DUKE ENERGY ELECTRIC
2010 DANA AVE
CINCINNATI, OH 45207
SHANE ERHART
513-508-9609
Shane.Erhart@Duke-Energy.com

DUKE ENERGY GAS/SOUTHERN CROSS
139 EAST 4TH STREET, ROOM 460A
CINCINNATI, OH 45202
OH/KYHouseBill@duke-energy.com

LUMEN
20 N MECHANIC STREET
LEBANON, OH 45036
relocations@lumen.com

MCI
8800 GOVERNOR HILL DRIVE
CINCINNATI, OH 45249
STEPHEN HOWELL
513-839-3486
stephen.howell@verizon.com

ODOT ITS LAB
1606 WEST BROAD STREET
COLUMBUS, OH 43223
614-387-4113
CEN.ITS.LAB@dot.ohio.gov

ODOT D8 TRAFFIC
505 S SR 741
LEBANON, OH 45036
JIM JUDD
513-933-6692
jim.judd@dot.ohio.gov

SOUTHWESTERN OHIO WATER
600 SHEPHERD AVE., SUITE 1
CINCINNATI, OH 45215
MIKE FAVIN
513-489-4844
Mike.Flavin@fuse.net

UNIVERSITY OF CINCINNATI
3000 GLENDORA AVENUE
CINCINNATI, OH 45221
MIKE HOFMANN
513-556-5151
michael.hofmann@uc.edu

WINDSTREAM ENTERPRISES
1925 ENTERPRISE PKWY.
TWINSBURG, OH 44087
DOUGLAS H NELISSE
330-650-7663
doug.nelisse@windstream.com

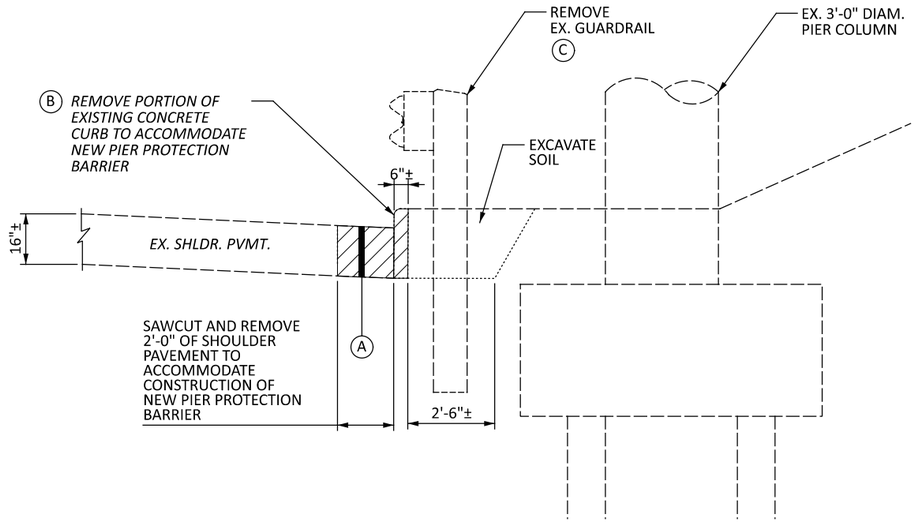
LEGEND

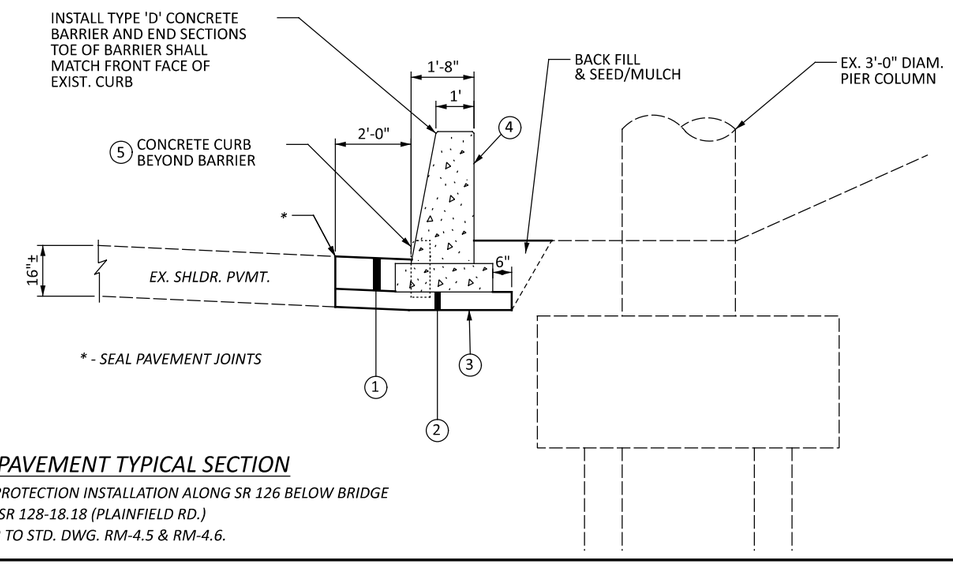
EXISTING

- (A) EX. ASPHALT
- (B) EX. CONCRETE CURB (ROUNDED EDGE)
- (C) EX. TYPE 5 GUARDRAIL

PROPOSED

- (1) ITEM 452 - 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QS MS
- (2) ITEM 304 - 6" AGGREGATE BASE
- (3) ITEM 204 - SUBGRADE COMPACTION
- (4) CONCRETE BARRIER, SINGLE SLOPE, REINFORCED, TYPE D, AS PER PLAN
- (5) CONCRETE CURB, TYPE 4-C, AS PER PLAN





PAVEMENT TYPICAL SECTION

PIER PROTECTION INSTALLATION ALONG SR 126 BELOW BRIDGE
HAM-SR 128-18.18 (PLAINFIELD RD.)
REFER TO STD. DWG. RM-4.5 & RM-4.6.

GENERAL NOTES - 2

DESIGN AGENCY

DESIGNER CAH
REVIEWER JDO 07-02-25
PROJECT ID 112991
SHEET 04 TOTAL 57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 11/7/2025 TIME: 5:24:40 PM USER: chward4
pw:\\ohdot-pw.bentley.com:ohdot-pw-02\Documents\01 Active Projects\District 08\Hamilton\112991\400-Engineering\Roadway\Sheets\112991_GN002.dgn

ITEM 614, MAINTAINING TRAFFIC
HAM-126-1406: (SR 126 OVER MILL CREEK)
MAINTAIN LANES ON SR 126 PER THE PLCS. THE RAMP FROM NB I-75 TO EB SR 126 IS PERMITTED TO BE CLOSED A MAXIMUM OF THREE TIMES FROM 9 PM TO 6 AM. DETOUR TRAFFIC WILL USE WB SR 126 TO GALBRAITH RD. BACK TO EB SR 126.

HAM-126-1530 (GALBRAITH RD. OVERPASS):
MAINTAIN LANES ON SR 126 PER THE PLCS. CLOSE THE OUTSIDE SHOULDER(S) PER MT-95.45. STAGING FOR BRIDGE PAINTING ALONG SR 126 APPEARS LIMITED DUE TO THE SIDE SLOPES AND LIGHT POLES. ESTABLISH A LONG TERM CLOSURE OF THE OUTSIDE WESTBOUND LANE OF GALBRAITH ROAD AND STAGE BRIDGE PAINTING EQUIPMENT OFF THE BRIDGE.

HAM-126-1543 (SR 126 WB OFF RAMP TO GALBRAITH RD.):
MAINTAIN LANES ON SR 126 PER THE PLCS. CLOSE THE SHOULDER PER MT-95.45. THE RAMP FROM WB SR 126 TO GALBRAITH RD IS PERMITTED TO BE CLOSED FROM 8 PM TO 6 AM. DETOUR TRAFFIC SHOULD USE THE RIDGE ROAD EXIT TO GALBRAITH ROAD.

HAM-126-1555 (KNOLLCREST DR. OVERPASS):
MAINTAIN LANES ON SR 126 PER THE PLCM. THE RAMP FROM GALBRAITH ROAD TO EB SR 126 IS PERMITTED TO BE CLOSED FROM 8 PM TO 6AM.

HAM-126-1818 (PLAINFIELD RD. OVERPASS):
MAINTAIN LANES ON SR 126 PER THE PLCS. CLOSE THE OUTSIDE SHOULDERS PER MT-95.45.
MAINTAIN ALL LANES ON PLAINFIELD ROAD PER THE LANE VALUE CONTRACT TABLE. MAINTAIN A MINIMUM OF 1 SIDEWALK AT ALL TIMES. PROVIDE A SIDEWALK CLOSURE AND PEDESTRIAN DETOUR PER MT-110.10 AND PER THE PLASTIC WATER-FILLED BARRIER, APP NOTE.

WHEN CLOSING A LANE ON NB PLAINFIELD ROAD, THE CORRESPONDING LANE ON THE WB SR 126 EXIT RAMP SHALL BE CLOSED PER MT-98.28.

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY (NOV)
MEMORIAL DAY	THANKSGIVING
FOURTH OF JULY (OBSERVED)	CHRISTMAS (OBSERVED)
LABOR DAY	

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY OR SPECIAL EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THRU 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THRU 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THRU 6:00 AM WEDNESDAY
TUESDAY	(GEN./REG. ELECTION) 5:00 AM TUESDAY THRU 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THRU 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THRU 6:00 AM FRIDAY
THURSDAY	(THANKSGIVING ONLY) 6:00 AM WEDNESDAY THRU 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THRU 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THRU 6:00 AM MONDAY

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN 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.

FLOODLIGHTING
FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP &	>=2 WEEKS PRIOR TO CLOSURE	14 CALENDAR DAYS
ROAD	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
CLOSURES	<= 12 HOURS PRIOR TO CLOSURE	2 BUSINESS DAYS

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE

LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN
10 SIGN MONTHS ASSUMING 5 PCMS SIGN(S) FOR 2 MONTH(S)

PLACE 1 SIGN ON EB SR 126 AND 1 SIGN ON NB I-75 PRIOR TO THE SR 126 EB EXIT RAMP TO ALERT TRAFFIC OF THE SR 126 BRIDGE WORK, OVERNIGHT LANE CLOSURES AND NB I-75 TO EB SR 126 RAMP CLOSURE AND DETOUR.

PLACE 1 SIGN ON WB SR 126 PRIOR TO THE RIDGE AVE. INTERCHANGE TO ALERT TRAFFIC OF THE SR 126 BRIDGE WORK, OVERNIGHT LANE CLOSURES, THE CLOSURE OF THE WB SR 126 RAMP TO GALBRAITH RD.

PLACE 2 SIGNS ON GALBRAITH RD. (ONE EB & ONE WB JUST EAST OF THE HAM-126-1530 BRIDGE) TO ALERT TRAFFIC OF THE CLOSURE OF THE RAMP TO EB SR 126.

LANE VALUE CONTRACT TABLE			
DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE $ PER TIME UNIT PER LANE
RAMP FROM I-75 NB TO SR 126 EB: ALL LANES OPEN TO TRAFFIC	MON-FRI: 6AM TO 9PM SAT-SUN: 6AM TO 9PM	1 MINUTE PERIOD	$235
RAMP FROM SR 126 WB TO GALBRAITH ROAD: ALL LANES OPEN TO TRAFFIC	MON-FRI: 6AM TO 8PM SAT-SUN: 6AM TO 8PM	1 MINUTE PERIOD	$125
RAMP FROM GALBRAITH ROAD TO SR 126 EB: ALL LANES OPEN TO TRAFFIC	MON-FRI: 6AM TO 8PM SAT-SUN: 6AM TO 8PM	1 MINUTE PERIOD	$125
SR 126	SEE PLCS	1 MINUTE PERIOD	$125
GALBRAITH RD.	NO RESTRICTION	1 MINUTE PERIOD	$0
KNOLLCREST RD.	NO RESTRICTION	1 MINUTE PERIOD	$0
PLAINFIELD RD.	6AM TO 9AM 3PM TO 7PM	1 MINUTE PERIOD	$125

MAINTENANCE OF TRAFFIC NOTES - 1

DESIGN AGENCY

DESIGNER CAH
REVIEWER SK 07-03-25
PROJECT ID 112991
SHEET 05 TOTAL 57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:26:00 PM USER: choward4
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ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

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

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

- *FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).*

FOR OPERATIONS WITHOUT POSITIVE PROTECTION OCCURRING WITHIN 10 FEET OF AN OPEN TRAVELED LANE THAT MEET ALL OF THE FOLLOWING CRITERIA:

- *ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND*
- *AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,*
- *AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)*

"WITHOUT POSITIVE PROTECTION" MEANS USE OF DRUMS, CONES, SHADOW VEHICLE, ETC, WITHOUT PROTECTION FROM PORTABLE BARRIER OR OTHER RIGID BARRIER ALONG THE WORK AREA. THIS PHRASE DOES NOT APPLY TO CASES WHERE POSITIVE PROTECTION IS REQUIRED. MOBILE OPERATIONS ARE REGARDED AS "WITHOUT POSITIVE PROTECTION". FOR WORK ZONES USING A COMBINATION OF BARRIER AND TEMPORARY TRAFFIC CONTROL DEVICES (CONES, DRUMS, ETC), THE DESIGNATION SHALL BE BASED UPON THE TYPE OF DEVICES USED IN THE AREA THAT WORKERS ARE LOCATED.

IF MULTIPLE ACTIVE LOCALIZED QUALIFYING WORK AREAS OCCUR WITHOUT POSITIVE PROTECTION, PER MAINLINE TRAFFIC DIRECTION, PROVIDE A UNIFORMED LEO AND OFFICIAL PATROL CAR IN ADVANCE OF:

- *THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER; OR*
- *THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE; OR*
- *OTHER LOCATION AS APPROVED BY THE ENGINEER.*
- *THE UNIFORMED LEO AND OFFICIAL PATROL CAR MAY RELOCATE AMONG THE LISTED LOCATIONS AS APPROPRIATE AS THE OPERATIONS PROCEED IN THE LOCALIZED QUALIFYING WORK AREAS.*

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

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

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

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

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

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 300 HOURS

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

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

PORTABLE CONCRETE BARRIER

UNANCHORED PORTABLE BARRIER SHALL BE USED TO PROTECT STAGED EQUIPMENT FOR BRIDGE REPAIRS AND PAINTING.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED:
HAM-126-1406 = 200 FT (ON DECK)
HAM-126-1530 = 1000 FT (600 FT ON GALBRAITH RD., 400 FT UNDER BRIDGE)
HAM-126-1545 = 400 FT (UNDER BRIDGE)
HAM-126-1555 = 400 FT (UNDER BRIDGE)
HAM-126-1818 = 400 FT (400 FT UNDER BRIDGE)
A TOTAL QUANTITY OF 2,600 FEET OF PORTABLE BARRIER HAS BEEN CARRIED TO THE GENERAL SUMMARY.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	*DURATION OF CLOSURE*	*NOTICE DUE TO PERMITS & PIO*
RAMP & ROAD CLOSURES	*>= 2 WEEKS*	*21 CALENDAR DAYS PRIOR TO CLOSURE*
	> 12 HOURS & < 2 WEEKS	*14 CALENDAR DAYS PRIOR TO CLOSURE*
	<= 12 HOURS	*4 CALENDAR DAYS PRIOR TO CLOSURE*
LANE CLOSURES & RESTRICTIONS	*>= 2 WEEKS*	*14 CALENDAR DAYS PRIOR TO CLOSURE*
	< 2 WEEKS	*5 BUSINESS DAYS PRIOR TO CLOSURE*
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES	*N/A*	*14 CALENDAR DAYS PRIOR TO IMPLEMENTATION*

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

PLASTIC WATER-FILLED BARRIER, APP

PLASTIC WATER-FILLED BARRIER (PWFB) SHALL BE PLACED ON THE SIDEWALK ADJACENT THE PARAPET AND VANDAL FENCE REPAIRS TO PREVENT PEDESTRIAN INTRUSION DURING PARAPET REPAIRS AT HAM-126-1818. THE PWFB MAY BE REMOVED OR RELOCATED DURING LANE CLOSURES TO ACCESS THE WORK AREA. THE CONTRACTOR MAY CHOOSE ANY OF THE FHWA ACCEPTED MASH TL-2 PWFB. THESE DEVICES CAN BE FOUND AT HTTPS://HIGHWAYS.DOT.GOV/SAFETY/RWD/REDUCE-CRASH-SEVERITY/HARDWARE-ELIGIBILITY-LETTERS. THE PFWB ENDS SHALL BE FLARED AWAY FROM THE ROADWAY.

FOR OTHER WORK ITEMS THAT REQUIRE SIDEWALK CLOSURE, THE CONTRACTOR MAY USE PWFB OR BARRICADES PER MT-110.10.

INCIDENTAL RELOCATION CONSISTS OF MOVING THE PWFB FROM THE SIDEWALK TO THE CLOSED LANE TO COMPLETE WORK AND FROM THE CLOSED LANE BACK TO THE SAME SIDEWALK.

PLASTIC WATER-FILLED BARRIER, APP (cont'd)

REMOVING THE PWFB FROM ONE SIDEWALK AND INSTALLING IT ON THE OTHER SIDEWALK CONSTITUTES A SEPARATE INSTALLATION AND IS COMPENSATED ACCORDING TO CONTRACT PRICE PER FOOT.

PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS INCLUDING RELOCATION SHALL BE INCLUDED IN THE CONTRACT PRICE PER FOOT FOR ITEM 614, PLASTIC WATER-FILLED BARRIER, AS PER PLAN. AN ESTIMATED QUANTITY OF 450 FEET OF PWFB HAS BEEN CARRIED TO THE GENERAL SUMMARY.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

MAINTENANCE OF TRAFFIC NOTES - 2

DESIGN AGENCY

DESIGNER CAH

REVIEWER SK 07-03-25

PROJECT ID 112991

SHEET 06 TOTAL 57

HAM-SR 126-VAR.

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VERTICAL CLEARANCE

"ANY WORK (FALSEWORK, TRAFFIC PROTECTION, CONTAINMENT, ETC.) OVER LIVE TRAFFIC BY THE CONTRACTOR THAT REDUCES THE EXISTING VERTICAL CLEARANCE IS PROHIBITED UNLESS 30 DAYS ADVANCED NOTICE IS PROVIDED WITH NEW PROPOSED VERTICAL CLEARANCES AND THE CONTRACTOR VERIFIES AND DOCUMENTS THE ACTUAL VERTICAL CLEARANCE BEFORE ALLOWING TRAFFIC UNDERNEATH. THE EXISTING VERTICAL CLEARANCE ARE PROVIDED IN THE TABLE BELOW. THE VERTICAL CLEARANCE OVER LIVE TRAFFIC CANNOT BE LOWERED TO LESS THAN 14'-0" UNDER ANY CIRCUMSTANCES. LOWERING THE VERTICAL CLEARANCE DURING CONSTRUCTION IS CONSIDERED THE CONTRACTOR'S MEANS AND METHODS OF ACCOMPLISHING THE WORK, AND THEREFORE THE STATE IS NOT RESPONSIBLE FOR ANY DAMAGE FROM VEHICULAR IMPACTS THAT MAY RESULT AS PER 107.10."

IF ANY WORK IS TO OCCUR THAT REDUCES THE EXISTING VERTICAL CLEARANCE TO 14'-10" OR LESS IN THE WESTBOUND DIRECTION, TO 17'-0" OR LESS IN THE EASTBOUND DIRECTION, THEN THE FOLLOWING ADVANCE WARNING SIGNS SHALL BE INSTALLED A MINIMUM OF 2 WEEKS PRIOR TO PERFORMING SUCH WORK. SIGNING SHALL BE AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) OF THE TYPE AND LOCATION AS FOLLOWS:

- *W12-2-48 SIGN DUAL MOUNTED AT OR WITHIN 100 FEET OF THE BRIDGE IN EACH DIRECTION.*
- *W12-2-48 SIGN WITH W16-2AP-30 PLAQUE (1000 FT) DUAL MOUNTED 1000 FEET BEFORE THE BRIDGE IN EACH DIRECTION. AT HAM-126-1530 BRIDGES, PROVIDE 1 SIGN FOR ALL 3 BRIDGES IN EACH DIRECTION.*
- *W12-2-48 SIGN WITH W16-3AP-30 PLAQUE (X MILES) DUAL MOUNTED AT THE X.X MILE MARKER WESTBOUND; W16-3AP-30 (X MILES) AT THE X.X MILE MARKER EASTBOUND, LOCATED 1000 FEET BEFORE THE NEAREST INTERCHANGE.*
- *THE HEIGHT LISTED ON THE W12-2 SIGN SHALL BE 3" LOWER THAN THE ACTUAL TEMPORARY VERTICAL CLEARANCE.*

EXISTING BRIDGE VERTICAL CELARANCE

	FEATURE INTERSECTED	FEATURE CARRIED BY BRIDGE	MIN. CLEARANCE	
			WEST-BOUND	EAST-BOUND
HAM-126-1530	GALBRAITH RD.	GALBRAITH RD.	14.8	20
HAM-126-1530	WB RAMP TO GALBRAITH	WB RAMP TO GALBRAITH	15	17
HAM-126-1530	SR 126	KNOLLCREST RD.	16.6	21.1
HAM-126-1818	SR 126	PLAINFIELD RD.	15.7	17.1

DELINEATION OF PORTABLE AND PERMANENT BARRIER

BARRIER REFLECTORS AND OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE BARRIER (PB) USED FOR TRAFFIC CONTROL; AND, ON PERMANENT CONCRETE BARRIER (INCLUDING BRIDGE PARAPETS) LOCATED WITHIN 5 FEET OF THE EDGE OF THE ADJACENT TRAVEL LANE.

BARRIER REFLECTORS SHALL CONFORM TO C&MS 626, EXCEPT THAT THE SPACING SHALL BE AS PER TRAFFIC SCD MT-101.70. OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO C&MS 614.03 AND SCD MT-101.70. WHEN THE PB CONTAINS GLARE SCREEN, ONE SET OF THREE VERTICAL STRIPES OF SHEETING SHALL BE CONSIDERED EQUIVALENT TO AN OBJECT MARKER, ONE-WAY.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE PLANS AND CARRIED TO THE GENERAL SUMMARY:

ITEM 614, BARRIER REFLECTOR, TYPE 1 (ONE-WAY) 52 EACH
ITEM 614, OBJECT MARKER, ONE-WAY 52 EACH

PAYMENT SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, INCIDENTALS AND EQUIPMENT NECESSARY FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING EACH OF THE ABOVE ITEMS.

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

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING A NON-GATING IMPACT ATTENUATOR. FURNISH AN IMPACT ATTENUATOR FROM THE OFFICE OF ROADWAY ENGINEERING'S APPROVED LIST FOR WORK ZONE IMPACT ATTENUATORS, FROM THE ROADWAY STANDARDS APPROVED PRODUCTS WEB PAGE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT WITHIN 24 HOURS OF A DAMAGING IMPACT. WHEN BIDIRECTIONAL DESIGNS ARE SPECIFIED, THE CONTRACTOR SHALL SUPPLY APPROPRIATE TRANSITIONS.

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

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

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

THE FOLLOWING QUANTITIES HAVE BEEN PROVIDED:
HAM-126-1406 = 2 EACH
HAM-126-1530 = 4 EACH
HAM-126-1545 = 2 EACH
HAM-126-1555 = 2 EACH
HAM-126-1818 = 4 EACH

A QUANTITY OF 14 EACH HAS BEEN CARRIED TO THE GENERAL SUMMARY.

MAINTENANCE OF TRAFFIC NOTES - 3

HAM-SR 126-VAR

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:29:01 PM USER: chward4
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DESIGN AGENCY

DESIGNER CAH

REVIEWER SK 07-03-25

PROJECT ID 112991

SHEET 07 TOTAL 57

SHEET NUMBER													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
3	5	6	7	9	14								01/NHS						
																		ROADWAY	
LUMP													LUMP	201	11001	LS		CLEARING AND GRUBBING, AS PER PLAN	3
				155									155	202	23000	155	SY	PAVEMENT REMOVED (ASPHALT)	
				698									698	202	32001	698	FT	CURB REMOVED, AS PER PLAN	4
				600									600	202	38000	600	FT	GUARDRAIL REMOVED	
				2									2	202	42010	2	EACH	ANCHOR ASSEMBLY REMOVED, TYPE E	
				18									18	203	10000	18	CY	EXCAVATION	
				11									11	203	20000	11	CY	EMBANKMENT	
				275									275	606	15050	275	FT	GUARDRAIL, TYPE MGS	
				2									2	606	26150	2	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016), SOFTSTOP	3
				2									2	606	35002	2	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
				192									192	622	10160	192	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
				2									2	622	25000	2	EACH	CONCRETE BARRIER END SECTION, TYPE D	
				2									2	622	25050	2	EACH	CONCRETE BARRIER, END ANCHORAGE, REINFORCED, TYPE D	
																		EROSION CONTROL	
312													312	659	10000	312	SY	SEEDING AND MULCHING	
16													16	659	14000	16	SY	REPAIR SEEDING AND MULCHING	
0.04													0.04	659	20000	0.04	TON	COMMERCIAL FERTILIZER	
0.06													0.06	659	31000	0.06	ACRE	LIME	
1.7													1.7	659	35000	1.7	MGAL	WATER	
													10,000	832	30000	10,000	EACH	EROSION CONTROL	
																		DRAINAGE	
					3								3	202	35101	3	FT	PIPE REMOVED, 24" DIAMETER AND UNDER, AS PER PLAN	15
																		PAVEMENT	
				349									349	204	10000	349	SY	SUBGRADE COMPACTION	
				52									52	304	20000	52	CY	AGGREGATE BASE	
				155									155	452	14050	155	SY	10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	
				42									42	609	24511	42	FT	CURB, TYPE 4-C, AS PER PLAN	4
																		ENVIRONMENTAL / REMEDIATION	
LUMP													LUMP	SPECIAL	69071000	LS		ASBESTOS ABATEMENT: WORK INVOLVING ASBESTOS CONTAINING MATERIALS	3
																		TRAFFIC CONTROL	
				9									9	626	00102	9	EACH	BARRIER REFLECTOR, TYPE 1 (UNI-DIRECTIONAL)	
				6									6	626	00110	6	EACH	BARRIER REFLECTOR, TYPE 2 (UNI-DIRECTIONAL)	
																		STRUCTURE REPAIR (HAM-126-1406)	13
																		STRUCTURE REPAIR (HAM-126-1530)	13
																		STRUCTURE REPAIR (HAM-126-1543)	13
																		STRUCTURE REPAIR (HAM-126-1555)	14
																		STRUCTURE REPAIR (HAM-126-1818)	14
																		MAINTENANCE OF TRAFFIC	
		300											300	614	11111	300	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE, AS PER PLAN	6
			14										14	614	12380	14	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)	
			52										52	614	13310	52	EACH	BARRIER REFLECTOR, TYPE 1(UNI-DIRECTIONAL)	
			52										52	614	13350	52	EACH	OBJECT MARKER, ONE WAY	
	10												10	614	18601	10	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN	5
		2,600											2,600	622	41100	2,600	FT	PORTABLE BARRIER, UNANCHORED	
		450											450	614	18030	450	FT	MAINTAINING TRAFFIC, MISC.:PLASTIC WATER-FILLED BARRIER, AS PER PLAN	6
																		INCIDENTALS	
	LUMP												LUMP	614	11000	LS		MAINTAINING TRAFFIC	
LUMP													LUMP	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	3
													LUMP	624	10000	LS		MOBILIZATION	

GENERAL SUMMARY

DESIGN AGENCY

DESIGNER CAH

REVIEWER JDO 07-02-25

PROJECT ID 112991

SHEET 08 TOTAL 57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 11/7/2025 TIME: 5:28:55 PM USER: choward4
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REF NO.	COUNTY	ROUTE	LOG POINT (STATIONS)		SIDE	202			606			609	622			626		NOTES	SHEET REF
			FROM	TO		GUARDRAIL REMOVED	CURB REMOVED, AS PER PLAN	ANCHOR ASSEMBLY REMOVED, TYPE E	GUARDRAIL TYPE MGS	BRIDGE TERMINAL ASSEMBLY, MGS TYPE 1	ANCHOR ASSEMBLY, MGS TYPE E	CURB, TYPE 4-C	CONCRETE BARRIER, TYPE D	CONCRETE BARRIER END SECTION, TYPE D	CONCRETE BARRIER, END ANCHORAGE REINFORCED TYPE D	BARRIER REFLECTOR (TYPE 1) UNI-DIRECTIONAL	BARRIER REFLECTOR (TYPE 2) UNI-DIRECTIONAL		
						FT	FT	EACH	FT	EACH	EACH	FT	FT	EACH	EACH	EACH	EACH		
GR--1	HAM	126-18.18	195+20.00	198+65.00	LT	300.0	29.0	1	150.0	1	1	19	84	1	1	4	3	PIER PROTECTION ALONG SR 126	
GR--2	HAM	126-18.18	193+02.00	196+51.00	RT	300.0	29.0	1	125.0	1	1	19	108	1	1	5	3	PIER PROTECTION ALONG SR 126	
TOTALS CARRIED TO GENERAL SUMMARY						600.0	58	2	275.0	2	2	38	192	2	2	9	6		

DESCRIPTION	LOG POINT (STA.)		LENGTH OR AVERAGE LENGTH (L)	BEGIN WIDTH	END WIDTH	AVERAGE WIDTH (W)	TOTAL AREA (A = L x W	202 PAVEMENT REMOVED, ASPHALT	204 SUBGRADE COMPACTION	304 6" AGGREGATE BASE	452 10" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC MS	203 EXCAVATION	203 EMBANKMENT
	FROM	TO	FT	FT	FT	FT	SQ FT	SQ YD	SQ YD	CU YD	SQ YD	CU YD	CU YD
S.R. 126													
FULL DEPTH ASPHALT (LT. SHLDR. TO INSTALL PIER PROTECTION & TYPE 4-C CURB)													
PAVEMENT REMOVED	195+18.00	198+65.00	347.00	2.00	2.00	2.00	694.00	77.11					
CONCRETE PAVEMENT	195+18.00	198+65.00	347.00	2.00	2.00	2.00	694.00				77.11		
AGGREGATE BASE	195+18.00	198+65.00	347.00	4.00	4.00	4.00	1388.00			25.70			
SUBGRADE COMPACTION	195+18.00	198+65.00	347.00	4.50	4.50	4.50	1561.50		173.50				
EXCAVATION	195+18.00	198+65.00	347.00	5.50	5.50	5.50	1908.50					58.90	
BACKFILL	195+18.00	198+65.00	347.00	3.50	3.50	3.50	1214.50						37.48
FULL DEPTH ASPHALT (RT. SHLDR. TO INSTALL PIER PROTECTION & TYPE 4-C CURB)													
PAVEMENT REMOVED	193+02.00	196+53.00	351.00	2.00	2.00	2.00	702.00	78.00					
CONCRETE PAVEMENT	193+02.00	196+53.00	351.00	2.00	2.00	2.00	702.00				78.00		
AGGREGATE BASE	193+02.00	196+53.00	351.00	2.00	4.00	4.00	1404.00			26.00			
SUBGRADE COMPACTION	193+02.00	196+53.00	351.00	2.00	4.50	4.50	1579.50		175.50				
EXCAVATION	193+02.00	196+53.00	351.00	5.50	5.50	5.50	1930.50					59.58	
BACKFILL	193+02.00	196+53.00	351.00	3.50	3.50	3.50	1228.50						37.92
TOTALS CARRIED TO GENERAL SUMMARY								**155**	**349**	**52**	**155**	**118**	**75**

NOTES:

1. *EARTHWORK AND PAVEMENT QUANTITIES ARE ASSOCIATED WITH PIER PROTECTION BARRIER INSTALLATION.*

ROADWAY SUB-SUMMARY

DESIGN AGENCY

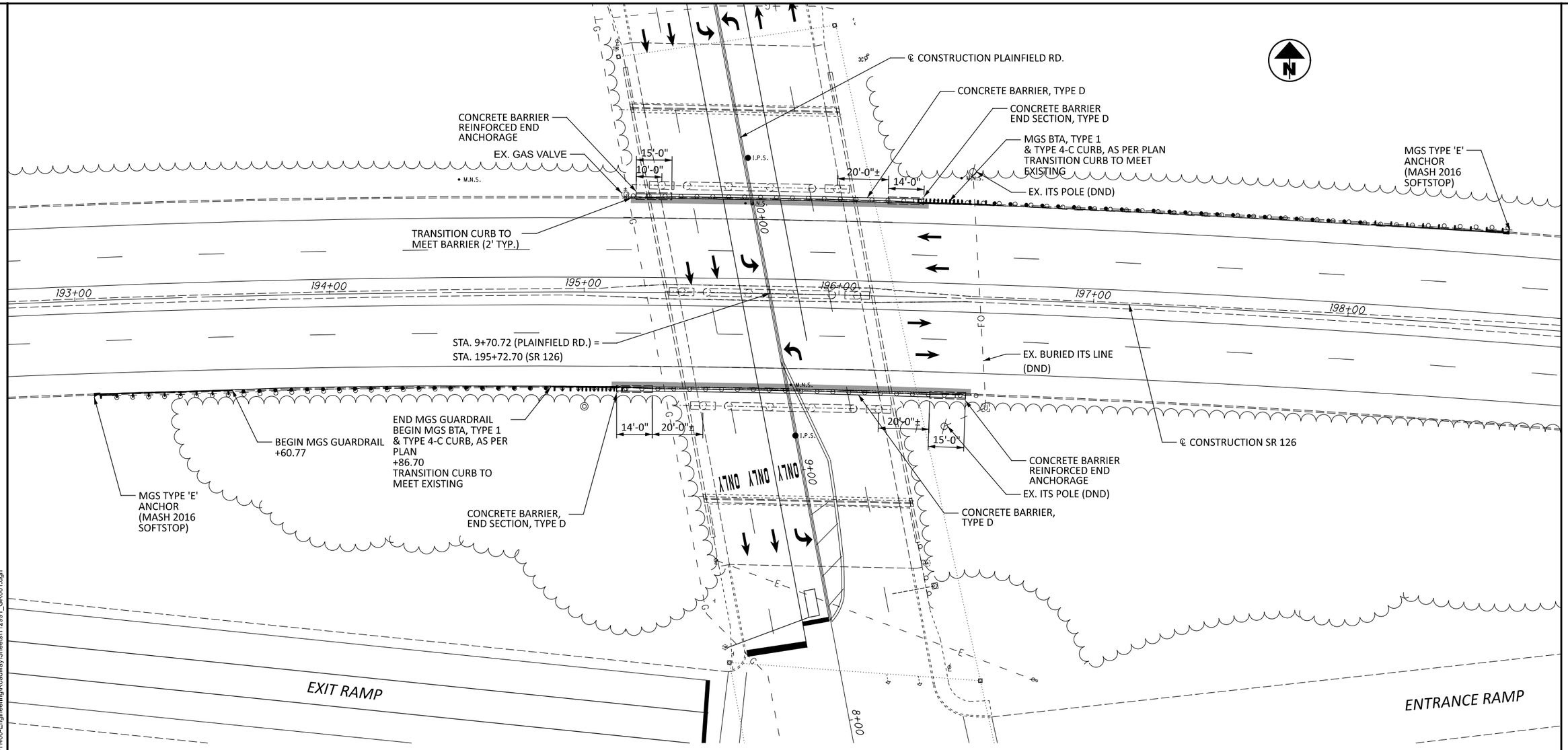
DESIGNER CAH

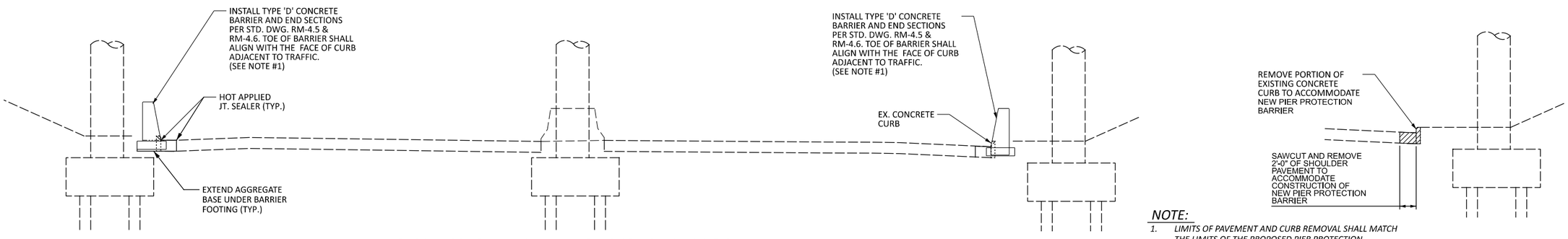
REVIEWER JDO 07-02-25

PROJECT ID 112991

SHEET 09 TOTAL 57

HAM-SR 126-VAR





PROPOSED CONCRETE BARRIER PROTECTION AT PIERS 1 & 3

VIEW LOOKING EAST ALONG SR 126

NOTE:

1. *LIMITS OF PAVEMENT AND CURB REMOVAL SHALL MATCH THE LIMITS OF THE PROPOSED PIER PROTECTION BARRIER INSTALLATION(S). SEE SHEET 7 FOR QUANTITIES AND SHEET 4 FOR ADDITIONAL PAVEMENT DETAILS.*

PIER PROTECTION AND GUARDRAIL DETAILS

HAM-SR 126-VAR

DESIGN AGENCY

DESIGNER CAH

REVIEWER JDO 07-02-25

PROJECT ID 112991

SHEET 10 TOTAL 57

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

BR-1-13	*DATED (REVISED) 1/17/14*
BR-2-15	*DATED (REVISED) 7/19/24*
EXJ-4-87	*DATED (REVISED) 1/19/24*
GSD-1-19	*DATED (REVISED) 7/19/24*
PCB-91	*DATED (REVISED) 7/17/20*
RB-1-55	*DATED (REVISED) 7/19/24*
VPF-1-24	*DATED (REVISED) 1/17/25*

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

SS 844	*DATED 1/17/25*

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, 2023 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS WORK CONSISTS OF THE REMOVAL OF PORTIONS OF CONCRETE DECKS OR PARAPETS INCLUDING SIDEWALKS, CONCRETE BRIDGE RAILINGS, METAL RAILINGS, DECK JOINTS AND/OR 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.

PROTECTION OF STEEL SUPPORT SYSTEMS: 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 EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING 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.

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.

DECK REMOVALS - COMPOSITE DECK DESIGNS STEEL SUPERSTRUCTURES: DUE TO THE PRESENCE OF WELDED STUDS TO THE EXISTING STRUCTURAL STEEL, SUBMIT A DETAILED PROCEDURE OF THE DECK REMOVAL TO THE ENGINEER AT LEAST 7 DAYS BEFORE CONSTRUCTION BEGINS. DEPARTMENT ACCEPTANCE IS NOT REQUIRED. THE PROCEDURE SHALL INCLUDE ALL DETAILS, EQUIPMENT AND METHODS TO BE USED FOR REMOVAL OF THE CONCRETE OVER THE FLANGES AND AROUND THE STUDS. REPLACE OR REPAIR MAIN STEEL AND STUDS 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 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. 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 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.

SUBSTRUCTURE CONCRETE REMOVAL REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE CONTRACTOR SHALL ADHERE TO ALL HAMMER WEIGHT RESTRICTIONS NOTED IN THE PLANS. OTHERWISE, 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.

EXISTING WELDED ATTACHMENTS: REMOVE EXISTING WELDED ATTACHMENTS (E.G., FINISHING MACHINE AND FORM SUPPORTS; AND SUPPORTS FOR SCUPPERS AND BULB ANGLES WHICH ARE TO BE REMOVED) LOCATED IN THE DESIGNATED TENSION PORTIONS OF THE TOP FLANGES OF EXISTING STEEL MEMBERS AND GRIND THE FLANGE SURFACES SMOOTH. CAREFULLY GRIND PARALLEL TO THE FLANGES.

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. FOR MODIFICATIONS TO OR EXTENSIONS OF EXISTING CONCRETE SUBSTRUCTURE MEMBERS, INCLUDE THE FOLLOWING NOTES IN AN ITEM 202, ASPER PLAN NOTE.

MAXIMUM REMOVAL LIMITS

SOUND THE CONCRETE TO DETERMINE THE LIMITS OF THE CONCRETE TO BE REMOVED AND COMPARE THESE LIMITS TO THE AREAS SHOWN IN THE PLANS. IF NEW AREAS ARE DISCOVERED OR IF THE DIMENSIONS OF THE PLAN AREAS INCREASE BY MORE THAN 25% IN ANY DIRECTION, DOCUMENT THE AREAS AND NOTIFY THE ENGINEER FOR EVALUATION TWO WEEKS PRIOR TO REMOVAL. THE ENGINEER WILL DETERMIN IF PATCHING IN DISCRETE SECTIONS/STAGES IN IS NEEDED OR IF THE INSTALLATION OF TEMPORARY FALSWORK IS REQUIRED.

INSTALLATION OF EXPANSION JOINT SEAL

DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF BEAMS ON BEARINGS TO ASSURE THAT THE REQUIREMENTS OF CM&S 516 ARE MET.

PROPOSED WORK

HAM-126-1406 (SFN 3104923) WHICH CARRIES EB SR 126 OVER MILL CREEK.

1. *ZONE PAINT STRUCTURAL STEEL PER 514 OZEU SPECIFICATIONS. COLOR SHALL BE LIGHT GREEN, FEDERAL COLOR FS-595C-14277 FOR A DISTANCE OF 10 FEET FROM THE EAST EXPANSION JOINT.*
2. *REPLACE EAST ABUTMENT BEARINGS WITH ELASTOMERIC BEARINGS.*
3. *REMOVE BIRDS NEST ATTACHED TO BRIDGE THAT INTERFERE WITH WORK PRIOR TO RESTRICTED NESTING SEASON. INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN FOR PAYMENT.*
4. *CLEAR AND GRUB WITH IN 20 FEET OF THE STRUCTURE.*
5. *RESTRICT PAINTING/SCAFFOLDING FOR THIS STRUCTURE TO SUMMER MONTHS (JUNE 1st THRU SEPTEMBER 15th) AS FLOODWATER REACHES BEAMS REGULARLY.*
6. *REMOVE SMASHED PORTION OF 6" CMP BRIDGE DRAINAGE THAT OUTLETS THROUGH THE SLOPE PROTECTION LEAVING A COPED END. ATTACH AN ANIMAL GUARD JUST WITHIN THE REMAINING FULL SECTION OF THE CMP PIPE.*

HAM-126-1530 (SFN 3104990) WHICH CARRIES GALBRAITH RD AND SIDEWALK OVER SR 126

1. *PAINT STRUCTURAL STEEL WITH PER 514 OZEU SPECIFICATIONS. COLOR SHALL BE LIGHT GREEN, FEDERAL COLOR FS-595C-14277.*
2. *REPLACE ABUTMENT BEARINGS WITH ELASTOMERIC BEARINGS.*
3. *PATCH DETERIORATED PORTIONS OF CONCRETE SUBSTRUCTURE AND CONCRETE BARRIER WITH 519 PATCHING. FOR AREAS LARGER THAN 5 SQ FEET, INCLUDE ANODE PER SS 844.*
   ON DETERIORATED PIER COLUMNS AREAS, WRAP THE CIRCUMFERENCE OF THE PIER COLUMN TO 2 FEET ABOVE THE REPAIR AREA (UNLESS SURFACE IS OBSTRUCTED BY BARRIER, CAP, ETC.) WITH FIBER REINFORCED POLYMER (FRP). ADDITIONALLY, WRAP THE TOP 2 FEET OF ALL SINGLE PIER COLUMNS.
4. *SEAL CONCRETE SURFACES ON THE SUPERSTRUCTURE, PIERS, AND ABUTMENTS WITH EPOXY URETHANE SEALER. SEAL BRIDGE SIDEWALK WITH NON-EPOXY.*
5. *CLEAR AND GRUB WITH IN 20 FEET OF THE STRUCTURE.*
6. *PATCH TOP OF ABUTMENT BACKWALLS PER PROPOSAL NOTE 512, TYPE B.*
7. *REPAIR CRACKED WELDS IN THE REAR AND FORWARD EXPANSION JOINT ARMOR AND/OR GLAND RETAINERS USING FULL PENETRATION WELDS.*

HAM-126-1543 (SFN 3105008) WHICH CARRIES A RAMP FROM WESTBOUND SR 126 TO GALBRAITH RD OVER SR 126

1. *PAINT STRUCTURAL STEEL WITH PER 514 OZEU SPECIFICATIONS. COLOR SHALL BE LIGHT GREEN, FEDERAL COLOR FS-595C-14277.*
2. *REPLACE ABUTMENT BEARINGS WITH ELASTOMERIC BEARINGS.*
3. *PATCH DETERIORATED PORTIONS OF CONCRETE SUBSTRUCTURE WITH 519 PATCHING. FOR AREAS LARGER THAN 5 SQ FEET, INCLUDE ANODE PER SS 844.*
   ON DETERIORATED PIER COLUMNS AREAS, WRAP THE CIRCUMFERENCE OF THE PIER COLUMN TO 2 FEET ABOVE THE REPAIR AREA (UNLESS SURFACE IS OBSTRUCTED BY BARRIER, CAP, ETC.) WITH FIBER REINFORCED POLYMER (FRP).
4. *SEAL CONCRETE SURFACES ON THE SUPERSTRUCTURE, PIERS, AND ABUTMENTS WITH EPOXY-URETHANE SEALER.*
5. *CLEAR AND GRUB WITH IN 20 FEET OF THE STRUCTURE.*

HAM-126-1555 (SFN 3105024) WHICH CARRIES KNOLLCREST DRIVE OVER SR 126

1. *PAINT STRUCTURAL STEEL WITH PER 514 OZEU SPECIFICATIONS. COLOR SHALL BE LIGHT GREEN, FEDERAL COLOR FS-595C-14277.*
2. *REPLACE ABUTMENT BEARINGS WITH ELASTOMERIC BEARINGS.*
3. *PATCH DETERIORATED PORTIONS OF CONCRETE SUBSTRUCTURE WITH 519 PATCHING. FOR AREAS LARGER THAN 5 SQ FEET, INCLUDE ANODE PER SS 844.*
   ON DETERIORATED PIER COLUMNS AREAS, WRAP THE CIRCUMFERENCE OF THE PIER COLUMN TO 2 FEET ABOVE THE REPAIR AREA WITH FIBER REINFORCED POLYMER (FRP) UNLESS SURFACE IS OBSTRUCTED BY BARRIER, CAP, ETC.)
4. *SEAL CONCRETE SURFACES ON THE SUPERSTRUCTURE, PIERS, AND ABUTMENTS WITH EPOXY URETHANE SEALER.*
5. *CLEAR AND GRUB WITH IN 20 FEET OF THE STRUCTURE.*
6. *PLUG OPEN UTILITY CONDUITS WITH GROUT.*

HAM-126-1818 (SFN 3105083) WHICH CARRIES PLAINFIELD RD OVER SR 126

1. *PAINT STRUCTURAL STEEL WITH PER 514 OZEU SPECIFICATIONS. COLOR SHALL BE LIGHT BLUE, FEDERAL COLOR FS-595C-15526.*
2. *REPLACE PORTIONS OF THE BARRIER THAT ARE DETERIORATED ON BOTH SIDES WITH FULL THICKNESS CONCRETE. PATCH DETERIORATED AREAS OF THE CONCRETE BARRIER THAT ARE ONLY DETERIORATED ON ONE SIDE, AND DETERIORATED PORTIONS OF THE SUBSTRUCTURE WITH 519 PATCHING. FOR AREAS LARGER THAN 5 SQ FEET, INCLUDE ANODE PER SS 844.*
   ON DETERIORATED PIER COLUMNS AREAS, WRAP THE CIRCUMFERENCE OF THE PIER COLUMN TO 2 FEET ABOVE THE REPAIR AREA WITH FIBER REINFORCED POLYMER (FRP) UNLESS SURFACE IS OBSTRUCTED BY BARRIER, CAP, ETC.
3. *PROTECT EXISTING PIER COLUMNS (LOCATED WITHIN 5' OF SR 126 CURB) WITH CONCRETE BARRIER.*
4. *SEAL CONCRETE SURFACES ON THE SUPERSTRUCTURE, PIERS, AND ABUTMENTS WITH EPOXY URETHANE SEALER.*
5. *REPLACE THE DAMAGE SIDEWALK AROUND THE NORTH EAST WINGWALL.*
6. *REPLACE SECTIONS OF DAMAGED ALUMINUM RAILING ON THE EAST SIDE OF THE BRIDGE. REPLACE MISSING BOLTS AND WASHERS FOR THE RAILING ANCHOR BOLTS ON THE NORTHEAST WINGWALL.*
7. *CLEAR AND GRUB WITHIN 20 FEET OF THE STRUCTURE, EXCEPT THAT THE MULCHED/LANDSCAPED AREAS SHALL NOT BE DISTURBED.*
8. *WORK AT THIS BRIDGE SHALL NOT BEGIN UNTIL 10/1/26. REFER TO "COORDINATION BETWEEN CONTRACTORS" NOTE ON SHEET 3.*

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS, SECTIONS 102.05, 105.02, AND/OR 513.04. 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.

STRUCTURE NOTES - 1
BRIDGE No.: VARIES

SFN 3104923

DESIGN AGENCY

DESIGNER	CHECKER
CAH	GTF

REVIEWER RSK 07-07-25

PROJECT ID 112991

SUBSET	TOTAL
2	2

SHEET	TOTAL
11	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 11/12/2025 TIME: 11:49:56 AM USER: choward4
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ITEM 510, DOWEL HOLES, AS PER PLAN:

INSTALL GALVANIZED DOWEL BARS ACCORDING TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR BLACK REBAR PUBLISHED IN THE ICC-ES REPORTS LISTED BELOW.

THE HOLES FOR THE ADHESIVE ANCHORS SHALL BE DRILLED WITH A HAMMER DRILL AND CARBIDE BIT. PRIOR TO THE INSTALLATION OF THE ANCHORS, THE HOLES SHALL BE CLEANED AND DRIED IN A MANNER CONSISTENT WITH THE MANUFACTURER'S REQUIREMENTS FOR DRY CONCRETE.

SELECT FROM ONE OF THE FOLLOWING APPROVED PRODUCTS:

HILTI HIT-HY 200 ADHESIVE ANCHORS
ICC-ES REPORT ESR-3187)

DEWALT PURE110+ EPOXY ADHESIVE ANCHOR SYSTEM
(ICC-ES REPORT ESR-3298)

SIMPSON STRONG-TIE SET-3G EPOXY ADHESIVE ANCHORS
ICC-ES REPORT ESR-4057)

ATC ULTRABOND HS-1CC ADHESIVE ANCHOR SYSTEM
(ICC-ES REPORT ESR-4094)

THE MANUFACTURER'S INSTALLATION INSTRUCTION PUBLISHED IN THE ICC-ES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT:

https://icc-es.org/evaluation-report-program/

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY- URETHANE)
EPOXY-URETHANE SEALING OF THE STRUCTURE AS SHOWN IN THE PLANS SHALL BE COMPLETED IMMEDIATELY AFTER THE BRIDGE REPAIRS ARE COMPLETED. SEALING COLOR SHALL BE FEDERAL COLOR 17778 (LIGHT NEUTRAL).

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN
THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR A DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDIGE BEARINGS CONTACT AREAS SHALL MEET THE REQUIREMENTS OF CM&S 516.07B. IF THIS REQUIREMENT IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE PROPER SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

SCUPPER, MISC.: DEBRIS REMOVAL
REMOVE ALL DIRT AND DEBRIS FROM SCUPPERS TO ENSURE POSITIVE DECK DRAINAGE. DIRT AND DEBRIS THAT IS COLLECTED SHALL BE DISPOSED OF PROPERLY. ENSURE THAT REMOVED MATERIAL WILL NOT FALL ONTO TRAFFIC.

ITEM 844 - GALVANIC ANODES PROTECTION, AS PER PLAN
IN ADDITION TO THE REQUIREMENTS OF CMS 519, INSTALL GALVANIC ANODES IN REPAIR AREAS 5 SQUARE FEET IN SIZE OR GREATER. 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 EXTREMELY HIGH CORROSION RISK CATEGORY WITH A 20 YEAR INSTALLATION. SUPPLY ANODES WITH A MINIMUM CORE OF 160 GRAMS OF ZINC. DISTRIBUTE ANODES AT 12" ON CENTER MAX. (2 ANODES MINIMUM PER SELECTED REPAIR AREA).

DESIGN YEAR FOR THE INSTALLATION IS 2025.

ITEM 509 - REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN
REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW REINFORCING STEEL OF THE SAME SIZE AND COATING AT NO COST TO THE DEPARTMENT.

ITEM 509 - UNCOATED STEEL REINFORCING
IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR FIELD CUT THE REINFORCING STEEL DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN
PRIOR TO THE SURFACE CLEANING SPECIFIED IN C&MS 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.

BRIDGE RAILING REMOVED, AS PER PLAN
REMOVE EXISTING RAILING AS NEEDED TO PERFORM PARAPET REPAIRS. ONCE REPAIRS ARE COMPLETED, RE-INSTALL RAILING. PROVIDE

ITEM 519 - COMPOSITE FIBER REINFORCED POLYMER WRAP (FRP)
PRIOR TO APPLICATION OF THE CONCRETE SEALER, CONCRETE PATCHES ON THE EXTERIOR OF THE BRIDGE SUPERSTRUCTURE THAT ARE LOCATED OVER TRAFFIC LANES AND SHOULDERS SHALL BE COVERED WITH ONE LAYER OF CARBON COMPOSITE FIBER REINFORCED POLYMER WRAP (FRP). THE FRP SHALL EXTEND 12" BEYOND THE PATCH LIMITS.

ONE LAYER OF CARBON COMPOSITE FRP SHALL ALSO BE APPLIED TO CONCRETE PATCHES AT BRIDGE PIERS AS SHOWN IN THE PLANS. FRP SHALL WRAP THE ENTIRE CIRCUMFRENCE OF THE PIER COLUMNS EXCEPT WHERE THERE ARE CONFILCTS WITH EXISTING CONCRETE BARRIER.

ITEM 519 - COMPOSITE FIBER REINFORCED POLYMER WRAP (FRP) - cont'd
WHENEVER POSSIBLE. HOWEVER, THE FRP SHALL NOT EXTEND BELOW THE TOP OF CONCRETE BARRIER PIER PROTECTION IF IMMEDIATELY ADJACENT TO OR ENCASING THE PIER COLUMN. THE FRP SHALL NOT EXTEND BELOW THE GROUND LINE IF CONCRETE BARRIER PIER PROTECTION IS NOT IMMEDIATELY ADJACENT TO THE PIER COLUMN.

FRP SHALL ADHERE TO THE REQUIREMENTS OF PN 519. THE FRP IS CONSIDERED NON-STRUCTURAL AND IS PROVIDED FOR CONTAINMENT ONLY. NO STRESS REQUIREMENTS SHALL APPLY. THE CONTRACTOR MAY CHOOSE THE ORIENTATION THAT THE FRP SHALL BE APPLIED TO THE CONCRETE. THE FRP SHALL BE COVERED WITH EPOXY -URETHANE SEALER WITHIN THIRTY (30) CALENDAR DAYS.

ITEM 517 - ALUMINUM RAILING, AS PER PLAN
REPLACE EXISTING DAMAGED RAILING WITH NEW RAILING IF POSSIBLE. ODOT ACKNOWLEDGES THAT THERE IS LIMITED AVAILABLE MANUFACTURING FOR TYPE 'C' DOUBLE TUBE PEDESTRIAN RAILING PER OLD CONSTRUCTION STANDARD A-1-57. IF NEW MANUFACTURING IS NOT POSSIBLE, ODOT WILL ACCEPT SALVAGED RAILING IN GOOD CONDITION OR REFURBISHMENT OF THE EXISTING RAILING BACK TO GOOD CONDITION.

REPLACEMENT MATERIAL SHALL BE AS FOLLOWS:
CAST ALUMINUM POSTS SHALL BE A356 (PREVIOUSLY ASTM SG70B). ALL RAILING TUBES SHALL END WITH A CAP. RAILING SHALL BE IN LENGTHS OF NOT LESS THAN TWO PANELS ON ABUTMENTS AND AT ENDS OF SUPERSTRUCTURES AND NOT LESS THAN THREE PANELS ELSEWHERE. MINIMUM RAILING THICKNESS SHALL BE 3/16". THE EXTREME OUTER SURFACE OF CAST RAILING POSTS SHALL BE GIVEN A 60 GRIT FINISH.

FOR REFURBISHMENT, RE-SHAPING AND WELDING OF BENT OR SALVAGED PORTIONS OF RAILING BACK TO GOOD CONDITION SHALL BE ALLOWED.

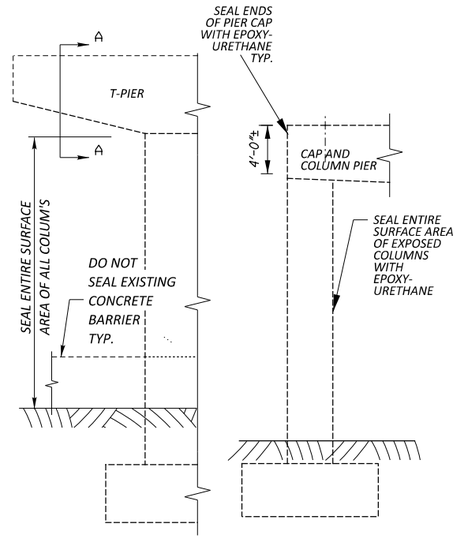
REPLACE MISSING ANCHOR BOLT NUTS AND WASHERS.

MATERIAL, EQUIPMENT, LABOR AND ANY MISCELANEOUS ITEMS REQUIRED FOR REMOVAL, STORAGE AND RE-ERECTION OF END SECTIONS OF EXISTING ALUMINUM RAILING AS WELL AS COMPLETE REPLACEMENT AND/OR REFURBISHMENT OF DAMAGED RAILING SECTIONS WHERE SHOWN SHALL BE INCLUDED WITH ITEM 517 - ALUMINUM RAILING, AS PER PLAN FOR PAYMENT.

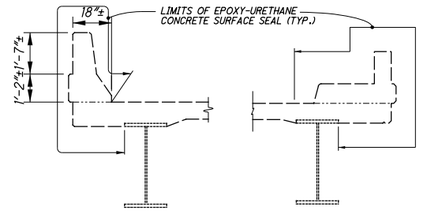
ITEM 513 - STRUCTURAL STEEL, MISC.: REMOVE AND RE-ERECT CROSSFRAME MEMBERS
REMOVE BOTTOM INTERMEDIATE CROSSFRAME MEMBERS ATTACHED TO THE BEARING STIFFENERS AS NEEDED TO MAKE ROOM FOR INSTALLATION OF NEW BEARING ANCHOR BOLTS. RE-ATTACH THE EXISTING CROSSFRAME MEMBERS USING 5/16" FILLET WELDS.

ITEM 513 - STRUCTURAL STEEL, MISC.: WELD CRACKED EXPANSION JOINT ARMOR
RECONNECT CRACKED PORTIONS OF EXISTING EXPANSION JOINT ARMOR OR RETAINERS USING COMPLETE PENETRATION WELDS.

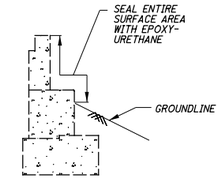
LEVELING OF BEARING SEAT
PRIOR TO INSTALLING THE REPALCEMENT BEARINGS, THE CONTRACTOR SHALL ENSURE THAT THE EXISTING BEARING SEATS ARE LEVEL. IF NOT, THE CONTRACTOR SHALL LEVEL THE CONCRETE BEARING SEAT EITHER BY GRINDING OR BY APPLICATION OF A TROWELABLE MORTAR PER SS843. THE CONTRACTOR SHALL TAKE INTO ACCOUNT A LEVEL BEARING SEAT WHEN DETERMINING THEIR MEASUREMENTS FOR THE HEIGHT OF THE PROPOSED HP SECTION. THE BEARING SEAT SHALL BE LEVEL FOR THE ENTIRE WIDTH OF THE BEARING SEAT AND FOR A DIMENSION 2" PAST THE END OF THE MASONRY PLATE ALONG THE LENGTH OF THE ABUTMENT/PIER. ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS REQUIRED TO COMPLETE THIS TASK SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 511 - CONCRETE, MISC.: LEVELING OF BEARING SEAT (EACH).



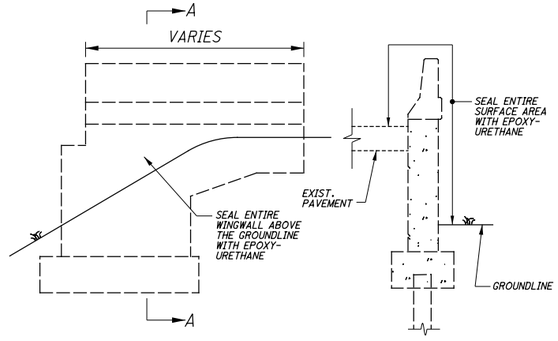
PIER SEALING LIMITS



LIMITS OF SUPERSTRUCTURE CONCRETE SEALING



TYPICAL ABUTMENT SEALING LIMITS



TYPICAL WINGWALL SEALING LIMITS

SECTION A-A

STRUCTURE NOTES - 2
BRIDGE No.: VARIES

SFN	3104923
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	1
TOTAL	2
SHEET	12
TOTAL	57

HAM-SR 126-VAR.

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STRUCTURE REPAIR (HAM-126-1406) (SFN: 3104923)					(100% 01/NHS FUNDING)				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE
202	11203	LS	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP		LUMP		11
510	10001	14	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT, AS PER PLAN	14				12
511	81300	7	EACH	CONCRETE, MISC.: LEVELING BEARING SEAT	7				
513	10200	532	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF			532		
513	95020	LS	LUMP	STRUCTURAL STEEL, MISC.: REMOVE AND RE-ERECT CROSSFRAME MEMBERS			LUMP		12
514	00050	2945	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			2,945		
514	00056	2945	SF	FIELD PAINTING EXISTING STRUCTURAL STEEL, PRIME COAT			2,945		
514	00060	2945	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			2,945		
514	00066	2945	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			2,945		
514	00504	2	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			2		
514	10000	2	EACH	FINAL INSPECTION REPAIR			2		
516	43400	7	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)			7		
				(16" DIAMETER x 4.33" TALL WITH 17" DIAMETER x 1.5" LOAD PLATE AND 19"x25"x1.5" MASONRY PLATE)					
516	47001	LS	LUMP	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		12
518	12500	10	EACH	SCUPPER, MISC: DEBRIS REMOVAL			10		12

STRUCTURE REPAIR (HAM-126-1530) (SFN: 3104990)					(100% 01/NHS FUNDING)				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE
202	11203	LS	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP		LUMP		11
510	10001	24	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT, AS PER PLAN	24				12
511	81300	12	EACH	CONCRETE, MISC.: LEVELING BEARING SEAT	12				
512	10050	245	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			217	28	
512	10100	2281	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	724	370	853	334	12
512	74000	2281	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	724	370	853	334	
513	10200	912	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF			912		
513	95020	LS	LUMP	STRUCTURAL STEEL, MISC.: REMOVE AND RE-ERECT CROSSFRAME MEMBERS			LUMP		12
513	95020	LS	LUMP	STRUCTURAL STEEL, MISC.: WELD CRACKED EXPANSION JOINT ARMOR			LUMP		12
514	00050	52512	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			52,512		
514	00056	52512	SF	FIELD PAINTING EXISTING STRUCTURAL STEEL, PRIME COAT			52,512		
514	00060	52512	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			52,512		
514	00066	52512	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			52,512		
514	00504	39	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			39		
514	10000	23	EACH	FINAL INSPECTION REPAIR			23		
516	43300	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)			12		
				(16" DIAMETER x 3.63" WITH 17" DIAMETER x 1.5" LOAD PLATE AND 19"x25"x1.5" MASONRY PLATE)					
516	47001	LS	LUMP	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		12
519	00100	1152	SF	COMPOSITE FIBER WRAP SYSTEM		1152			12
519	11101	241	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	68	150	23		12
519	12300	14	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	14				
844	20001	15	EACH	GALVANIC ANODE PROTECTION, AS PER PLAN	5	10			12

STRUCTURE REPAIR (HAM-126-1543) (SFN: 3105008)					(100% 01/NHS FUNDING)				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE
202	11203	LS	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP		LUMP		11
510	10001	16	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT, AS PER PLAN	16				12
511	81300	8	EACH	CONCRETE, MISC.: LEVELING BEARING SEAT	8				
512	10100	1058	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	198	276	584		12
512	74000	1058	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	198	276	584		
513	10200	608	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF			608		
513	95020	LS	LUMP	STRUCTURAL STEEL, MISC.: REMOVE AND RE-ERECT CROSSFRAME MEMBERS			LUMP		12
514	00050	13148	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			13,148		
514	00056	13148	SF	FIELD PAINTING EXISTING STRUCTURAL STEEL, PRIME COAT			13,148		
514	00060	13148	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			13,148		
514	00066	13148	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			13,148		
514	00504	16	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			16		
514	10000	6	EACH	FINAL INSPECTION REPAIR			6		
516	44100	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (12" DIAMETER x 2.37" TALL WITH			8		
				14" DIAMETER x 1.5" LOAD PLATE AND 19.375"x19.125"x1.5" MASONRY PLATE)					
516	47001	LS	LUMP	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		12
519	00100	387	SF	COMPOSITE FIBER WRAP SYSTEM		387			
519	11101	152	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	29	123			12
844	20001	10	EACH	GALVANIC ANODE PROTECTION, AS PER PLAN	4	6			12

STRUCTURE QUANTITIES - 1
BRIDGE No.: VARIES

SFN
VARIES

DESIGN AGENCY

DESIGNER	CHECKER
CAH	GTF

REVIEWER
RSK 07-07-25

PROJECT ID
112991

SUBSET	TOTAL
1	2

SHEET	TOTAL
13	57

HAM-SR 126-VAR

STRUCTURE REPAIR (HAM-126-1555) (SFN: 3105024)					(100% 01/NHS FUNDING)				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE
202	11203	LS	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP		LUMP		11
202	70000	12	FT	FILL AND PLUG EXISTING CONDUIT	12				12
510	10001	20	EACH	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT, AS PER PLAN	20				12
511	81300	10	EACH	CONCRETE, MISC.: LEVELING BEARING SEAT	10				
512	10100	1267	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	192	361	714		
512	74000	1267	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	192	361	714		
513	10200	760	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF			760		
513	95020	LS	LUMP	STRUCTURAL STEEL, MISC.: REMOVE AND RE-ERECT CROSSFRAME MEMBERS			LUMP		12
514	00050	20901	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			20,901		
514	00056	20901	SF	FIELD PAINTING EXISTING STRUCTURAL STEEL, PRIME COAT			20,901		
514	00060	20901	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			20,901		
514	00066	20901	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			20,901		
514	00504	25	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			25		
514	10000	9	EACH	FINAL INSPECTION REPAIR			9		
516	44101	10	EACH	ELASTOMERIC BEARING WITH STEEL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13"x13" x 2.77" TALL WITH			10		
				14"x14"x 1.5" LOAD PLATE AND 14"x23"x1.5" MASONRY PLATE)					
516	47001	LS	LUMP	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		12
519	00100	321	SF	COMPOSITE FIBER WRAP SYSTEM		321			12
519	11101	130	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	35	95			12
519	12300	5	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	5				
844	20001	6	EACH	GALVANIC ANODE PROTECTION, AS PER PLAN		6			12

STRUCTURE REPAIR (HAM-126-1818) (SFN: 3105083)					(100% 01/NHS FUNDING)				
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE
202	11203	LS	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP		LUMP		11
202	38501	20	FT	BRIDGE RAILING REMOVED, AS PER PLAN			20		12
202	75267	25	FT	VANDAL PROTECTION FENCE REMOVED AND RESET, AS PER PLAN			25		12
511	34410	1	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			1		
512	10050	230	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)			174	56	
512	10100	687	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	272		293	122	12
512	74000	793	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	272		399	122	
514	00050	21844	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			21,844		
514	00056	21844	SF	FIELD PAINTING EXISTING STRUCTURAL STEEL, PRIME COAT			21,844		
514	00060	21844	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			21,844		
514	00066	21844	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			21,844		
514	00504	29	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			29		
514	10000	10	EACH	FINAL INSPECTION REPAIR			10		
517	75001	20	FT	RAILING, ALUMINUM, AS PER PLAN			20		12
519	00100	66	SF	COMPOSITE FIBER WRAP SYSTEM			66		12
519	11101	621	SY	PATCHING CONCRETE STRUCTURE, AS PER PLAN	75	2	385	159	12

STRUCTURE QUANTITIES - 2
BRIDGE No.: VARIES

SFN
VARIES

DESIGN AGENCY

DESIGNER	CHECKER
CAH	GTF

REVIEWER
RSK 07-07-25

PROJECT ID
112991

SUBSET	TOTAL
2	2

SHEET	TOTAL
14	57

HAM-SR 126-VAR

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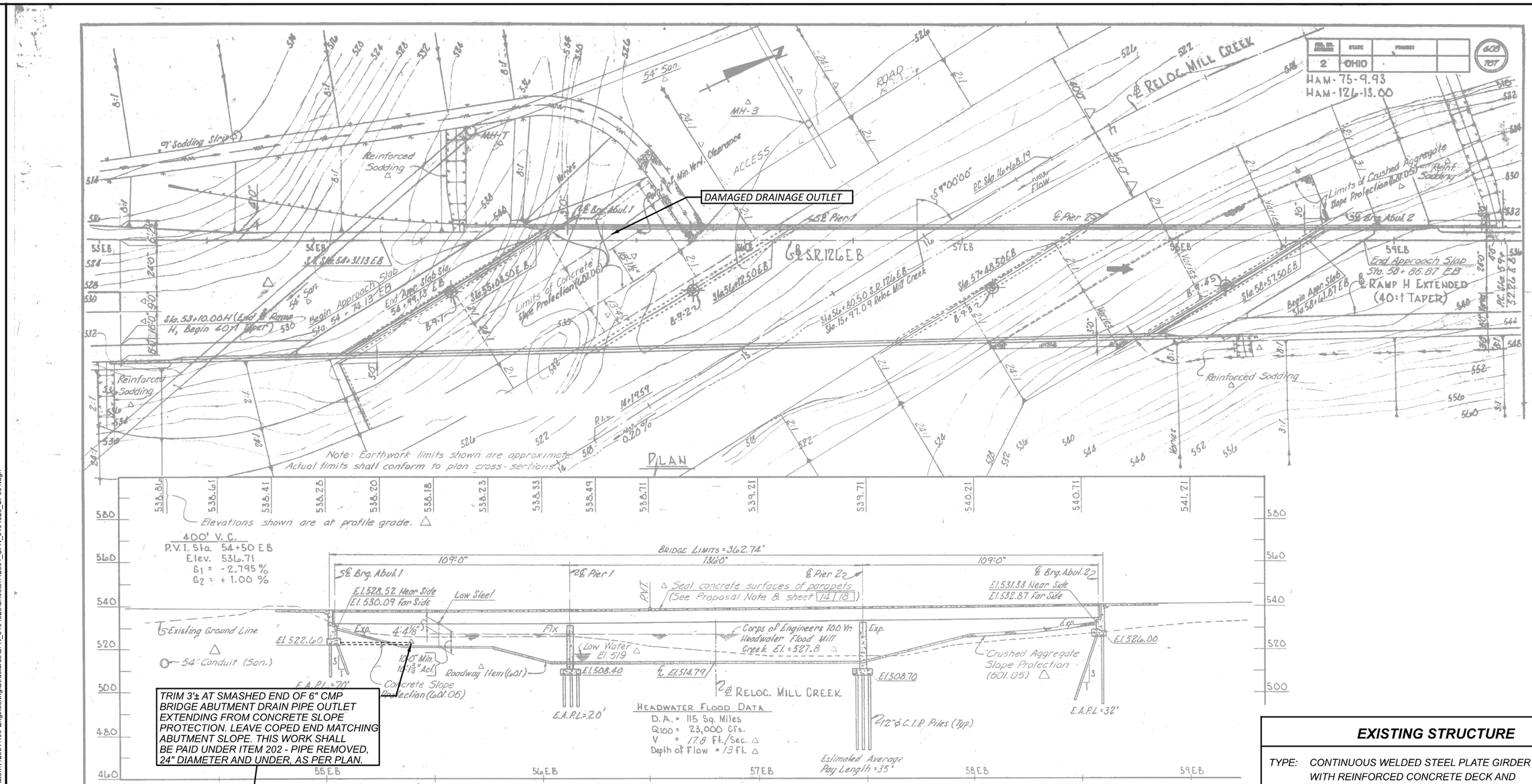


TRIM 3'± AT SMASHED END OF 6" CMP BRIDGE ABUTMENT DRAIN PIPE OUTLET EXTENDING FROM CONCRETE SLOPE PROTECTION. LEAVE COPED END MATCHING ABUTMENT SLOPE. THIS WORK SHALL BE PAID UNDER ITEM 202 - PIPE REMOVED, 24" DIAMETER AND UNDER, AS PER PLAN.

DAMAGED DRAINAGE OUTLET AT REAR ABUTMENT
(VIEW LOOKING DOWNSTREAM AT REAR ABUTMENT)

NOTES:

1. *DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.*
2. *PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERAL NOTES.*
3. *TOTAL TYPE 'B' DECK PATCHING = 33 SF + 50 SF = 83 SF INCREASE QUANTITY BY 150% FOR UNKNOWNS 83 SF * 150% = 125 SF = 14 SY*

EXISTING STRUCTURE

TYPE: CONTINUOUS WELDED STEEL PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES

SPANS: 109'-0", 136'-0", 109'-0"

ROADWAY: VAR. 49'-2" TO 56'-2"± TOE/TOE OF PARAPET

LOADING: HS20-44 & ALT. MILITARY LOADING

SKEW: 59°00'00" L.F.

WEARING SURFACE: 1.25" LATEX MODIFIED CONC. OVERLAY

APPROACH SLABS: 25'-0" LONG (AS-1-81)

ALIGNMENT: TANGENT

SUPERELEVATION: 0.021 FT/FT MAX.

STRUCTURE FILE NUMBER: 3104923

DATE BUILT: 1987

DISPOSITION: MINOR CONC. PATCHING, PAINTING, ETC.

DECK AREA: 20,253 SF

COORDINATES: LATITUDE N39°12'21.73"
LONGITUDE W84°27'47.67"

SITE PLAN
BRIDGE No.: HAM-126-1406
SR 126 OVER MILL CREEK

SFN	
3104923	
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK 07-07-25	
PROJECT ID	
112991	
SUBSET	TOTAL
1	5
SHEET	TOTAL
15	57

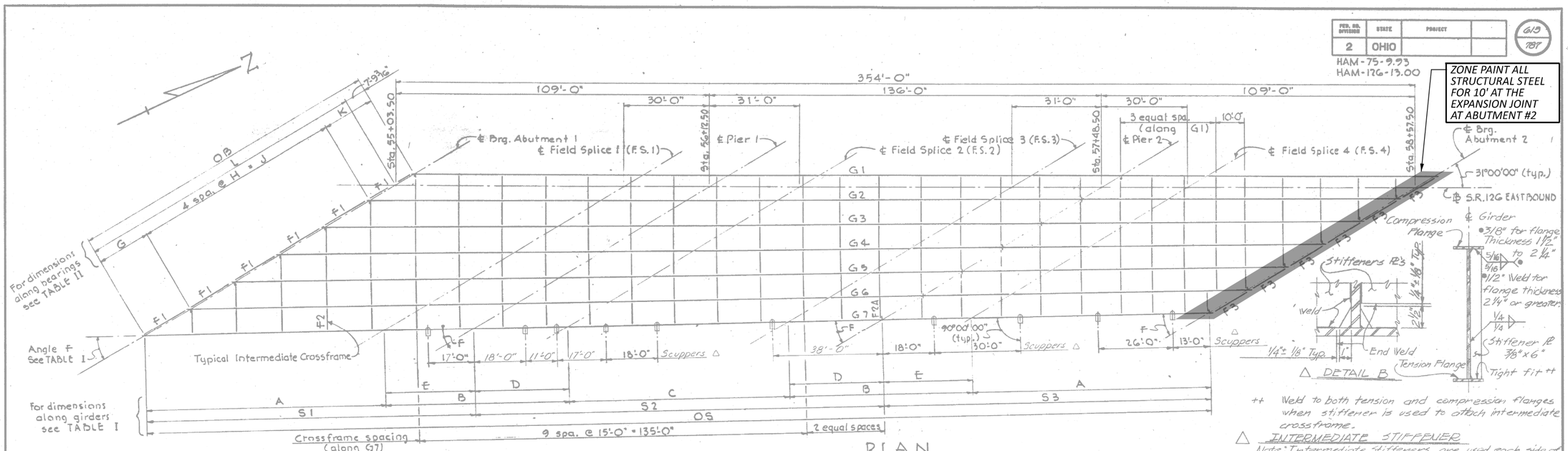
HAM-SR 126-VAR.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.93
HAM-126-13.00

GI3
787

ZONE PAINT ALL STRUCTURAL STEEL FOR 10' AT THE EXPANSION JOINT AT ABUTMENT #2



++ Weld to both tension and compression flanges when stiffener is used to attach intermediate crossframe.

△ INTERMEDIATE STIFFENER

Note: Intermediate Stiffeners are used each side of Web PL only where required for attaching Intermediate crossframe. See Detail B and Intermediate crossframe, sheet 12/18.

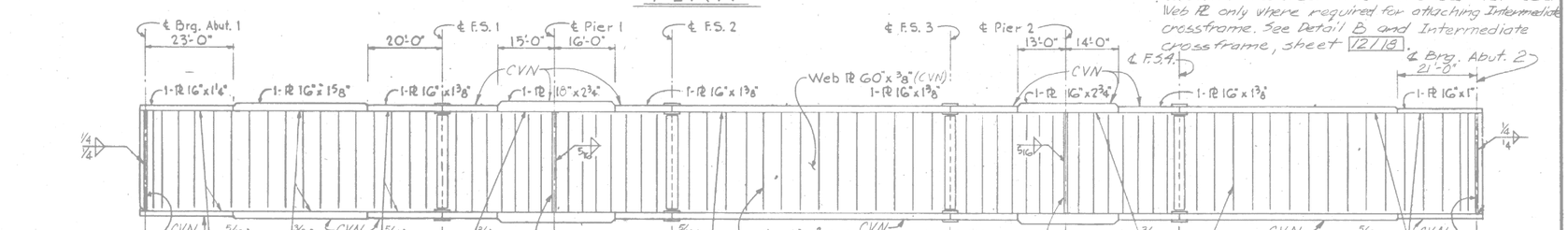
TABLE I

Dimension	GIRDERS						
	G1	G2	G3	G4	G5	G6	G7
S1	109'-0"	109'-9 1/2"	110'-7"	111'-4 1/2"	112'-2 1/16"	112'-11 5/8"	113'-9 3/16"
S2	136'-0"	136'-11 13/16"	137'-11 11/16"	138'-11 9/16"	139'-11 1/2"	140'-11 7/16"	141'-11 3/8"
S3	SAME AS S1						
OS	354'-0"	356'-6 13/16"	359'-1 11/16"	361'-8 9/16"	364'-3 5/8"	366'-10 11/16"	369'-5 3/4"
A	79'-0"	79'-6 7/8"	80'-1 3/4"	80'-8 5/8"	81'-3 9/16"	81'-10 1/2"	82'-5 7/16"
B	61'-0"	61'-5 5/16"	61'-10 5/8"	62'-4"	62'-9 5/16"	63'-2 11/16"	63'-8"
C	74'-0"	74'-6 7/16"	75'-0 15/16"	75'-7 5/16"	76'-1 7/8"	76'-8 5/16"	77'-2 7/8"
D	31'-0"	31'-2 11/16"	31'-5 3/8"	31'-8 1/8"	31'-10 13/16"	32'-1 9/16"	32'-4 1/4"
E	30'-0"	30'-2 5/8"	30'-5 1/4"	30'-7 7/8"	30'-10 1/2"	31'-1 1/8"	31'-3 3/4"
∠F	31°00'00"	30°45'10"	30°30'32"	30°16'07"	30°01'54"	29°47'53"	29°34'04"

TABLE II

Dimension	LOCATION				
	℄ Brg. Abut. 1	℄ Pier 1	℄ Pier 2	℄ Brg. Abut. 2
G	18'-2 3/4"	17'-3 3/4"	16'-2"	15'-2 7/8"
H	18'-2 13/16"	17'-3 3/4"	16'-1 15/16"	15'-2 15/16"
J	72'-11 1/4"	69'-3"	64'-7 3/4"	60'-11 3/4"
K	18'-2 11/16"	17'-3 11/16"	16'-2"	15'-2 7/8"
L	101'-7 1/2"	96'-1 1/4"	89'-2 9/16"	83'-8 5/8"
OB	109'-4 11/16"	103'-10 7/16"	96'-11 3/8"	91'-5 1/2"

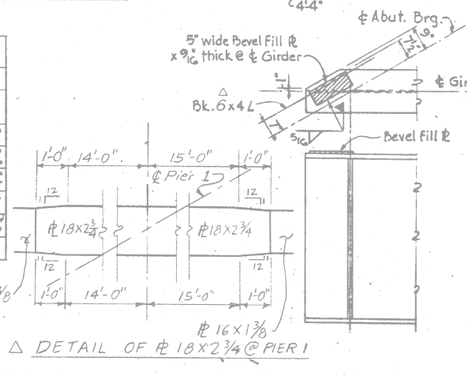
PLAN

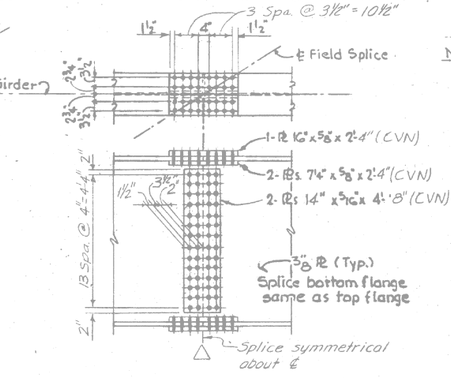


△ Region T = Top flange in compression & bottom flange in tension
△ Region B = Bottom flange in compression & top flange in tension

ELEVATION

NOTE Bottom Flange same as Top Flange (Except for CVN designation)





NOTES

1. For details of End and Intermediate Crossframes, see Sh. 12/18
△ 2. Where a shape or plate is designated (CVN) the material shall meet specified minimum notch toughness requirements as specified in 711.01 of CMS.
△ 3. For details of Scuppers, see sheet 13/18.
4. For ELEVATION LAYOUT, and for DEFLECTION & CAMBER, see Sh. 12/18
△ 5. Intermediate Stiffeners shall be attached to interior sides of exterior girders & on alternating sides for interior girders.
△ 6. HIGH STRENGTH BOLTS shall be 7/8" diameter A325 unless otherwise noted.
△ 7. For End Dam details, see Strip Seal Joint, Std. Dwg. Use of split type extrusions at joint upturns is optional.
△ 8. For Joint Setting Tables, see Sheet 13/18.

VOGT, IVERS, & ASSOCIATES, INC. 11/18
ENGINEERS ARCHITECTS
CINCINNATI

FRAMING PLAN
BRIDGE NO. HAM-126-1359
S.R. 126 EASTBOUND
OVER RELOCATED MILL CREEK
HAMILTON COUNTY STA. 54+99.13 TO STA. 58+61.87

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
J.R.G.	TEC	X	E.F.F.			△ BALKE ENG. 11/18

NOTES:

1. REPLACE EXISTING ROCKER BEARINGS AT THE EAST ABUTMENT (ABUTMENT #2) WITH NEW ELASTOMERIC BEARINGS.
2. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
3. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

FRAMING PLAN
BRIDGE No.: HAM-126-1406
OVER MILL CREEK
R 126

SFN	
3104923	
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK 07-07-25	
PROJECT ID	
112991	
SUBSET	TOTAL
3	5
SHEET	TOTAL
16	57

HAM-SR 126-VAR.

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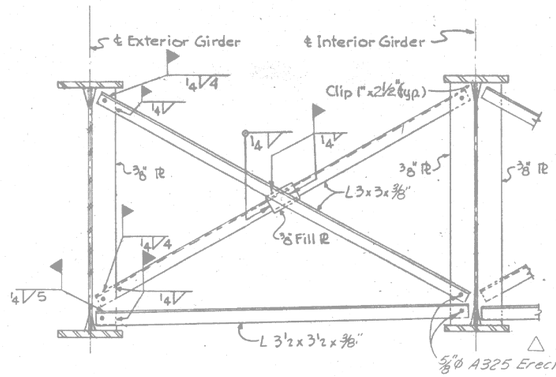
112991_SFN_3104923_SS001.dgn

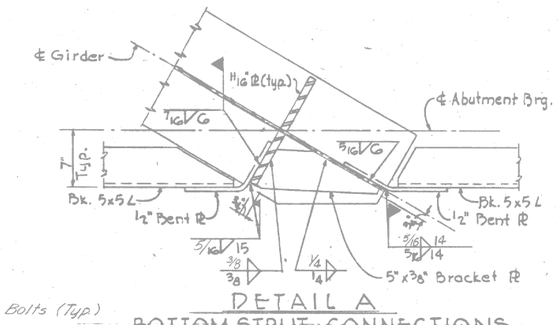
HAM - 75 - 9.93
HAM - 126 - 13.00



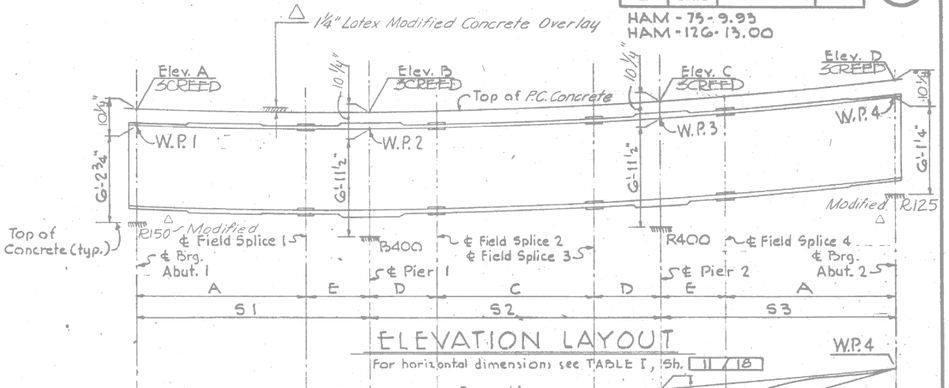
ELEVATION
INTERMEDIATE CROSSFRAMES
F2 As Shown

△NOTE:
Erection Bolts: Hole diameter in the crossframes and girder stiffeners shall be respectively 1/16" & ¼" larger than the diameter of the erection bolts. Unless replaced by permanent high strength bolts, erection bolts shall remain in place. Lock washers shall be furnished for other than fully torqued high strength erection bolts. Bolts shall be furnished as part of 513.

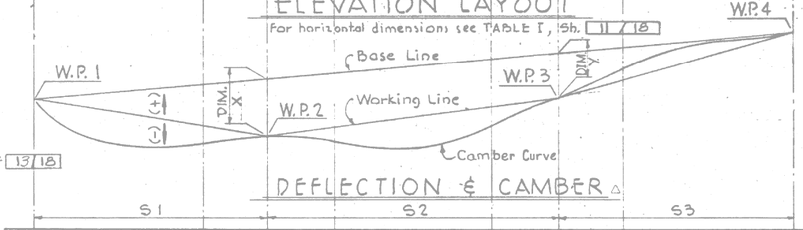
In lieu of erection bolts and at the option of the Contractor, alternative means of temporary bracing may be used subject to the approval of the Director (501.06).



DETAIL A
BOTTOM STRUT CONNECTIONS
END CROSSFRAMES



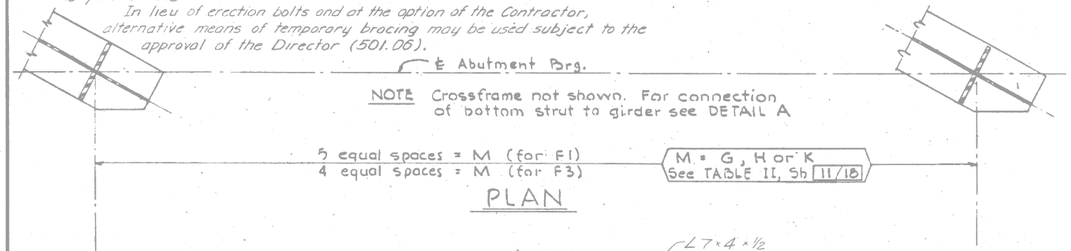
ELEVATION LAYOUT
For horizontal dimensions see TABLE I, Sh. 11/18



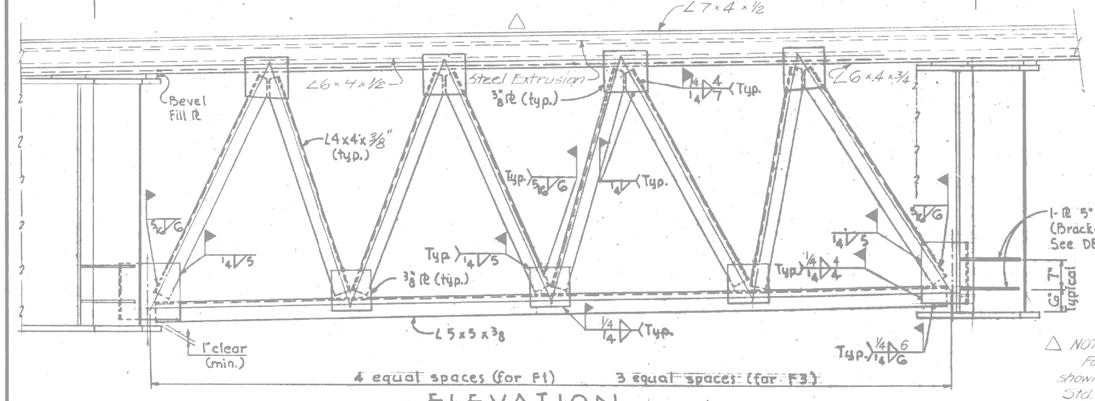
DEFLECTION ℄ CAMBER △

Notes for Elevation Layout

△1 For details of bearings R125 ℄ R150, see Std. Dwg. RB-1-55 and Sheet 13/18
△2 For details of bearings R400 ℄ B400, see Sh. 13/18
3 Working Points (W.P.) are at top of web.
4 Working Lines are straight lines joining the indicated Working Points.
5 The Base Line is a straight line joining W.P. 1 ℄ W.P. 4.
6 Tabulated values in DEFLECTION & CAMBER TABLE are measured from the Working Lines.



PLAN



ELEVATION
END CROSSFRAMES F1 (AS SHOWN) AND F3 (SIMILAR AND AS NOTED)

△NOTE
For End Dam details not shown, see Strip Seal Joint, Std. Dwg.

		Abut. 1	¼ S1	½ S1	F.S. 1	℄ Pier 1	F.S. 2	½ S2	F.S. 3	℄ Pier 2	F.S. 4	½ S3	¾ S3	Abut. 2
DEFLECTION DUE TO WEIGHT OF STEEL	G1	0	+0 3/16"	+0 7/32"	+0 1/8"	0	+0 3/32"	+0 1/4"	+0 3/32"	0	+0 1/8"	+0 1/4"	+0 7/32"	0
	G2-G6 INCL.	0	+0 3/16"	+0 7/32"	+0 1/8"	0	+0 3/32"	+0 1/4"	+0 3/32"	0	+0 1/8"	+0 1/4"	+0 7/32"	0
	G7	0	+0 3/16"	+0 7/32"	+0 1/8"	0	+0 3/32"	+0 1/4"	+0 3/32"	0	+0 1/8"	+0 1/4"	+0 7/32"	0
DEFLECTION DUE TO REMAINING DEAD LOAD	G1	0	+0 23/32"	+1 1/32"	+0 1/2"	0	+0 7/16"	+1 3/32"	+0 1/2"	0	+0 15/32"	+1"	+0 23/32"	0
	G2,3	0	+0 23/32"	+1 1/32"	+0 1/2"	0	+0 7/16"	+1 3/32"	+0 1/2"	0	+0 15/32"	+1"	+0 23/32"	0
	G4	0	+0 23/32"	+1 1/32"	+0 1/2"	0	+0 7/16"	+1 3/32"	+0 1/2"	0	+0 15/32"	+1"	+0 23/32"	0
	G5,6	0	+0 23/32"	+1 1/32"	+0 1/2"	0	+0 7/16"	+1 3/32"	+0 1/2"	0	+0 15/32"	+1"	+0 23/32"	0
	G7	0	+0 23/32"	+1 1/32"	+0 1/2"	0	+0 7/16"	+1 3/32"	+0 1/2"	0	+0 15/32"	+1"	+0 23/32"	0
CORRECTION FOR VERTICAL CURVATURE	G1	0	-1 1/4"	-1 5/8"	-1 1/4"	0	-0 7/16"	-0 1/4"	-0 1/8"	0	-0 1/16"	-0 1/8"	-0 3/16"	0
	G2	0	-1 5/16"	-1 13/16"	-1 1/2"	0	-0 13/16"	-0 9/16"	-0 1/4"	0	-0 1/16"	-0 1/16"	-0 1/8"	0
	G3	0	-1 3/8"	-1 7/8"	-1 1/2"	0	-1 1/8"	-1 1/16"	-0 1/2"	0	0	0	0	0
	G4	0	-1 3/8"	-1 13/16"	-1 7/16"	0	-1 9/16"	-1 11/16"	-0 3/4"	0	0	0	0	0
	G5	0	-1 3/8"	-1 7/8"	-1 1/2"	0	-2 5/16"	-2 1/2"	-1 1/4"	0	0	0	0	0
	G6	0	-1 7/16"	-1 7/8"	-1 1/2"	0	-3 1/16"	-3 3/8"	-1 7/8"	0	0	0	0	0
	G7	0	-2"	-2 5/16"	-1 3/4"	0	-3 1/4"	-4 5/16"	-2 1/2"	0	0	0	0	0
TOTAL CAMBER REQUIRED	G1	0	-0 5/32"	-0 3/8"	-0 5/8"	0	-0 3/32"	+1 3/32"	+0 15/32"	0	+0 17/32"	+1 1/8"	+0 15/16"	0
	G2	0	-0 7/32"	-0 11/16"	-0 7/8"	0	-0 9/32"	+0 23/32"	+0 11/32"	0	+0 17/32"	+1 3/16"	+1"	0
	G3	0	-0 9/32"	-0 5/8"	-0 7/8"	0	-0 13/32"	+0 9/32"	+0 3/32"	0	+0 13/32"	+1 1/4"	+1 1/8"	0
	G4	0	-0 9/32"	-0 9/16"	-0 13/16"	0	-1 1/32"	-0 11/32"	-0 5/32"	0	+0 13/32"	+1 1/4"	+1 1/8"	0
	G5	0	-0 9/32"	-0 5/8"	-0 7/8"	0	-1 25/32"	-1 5/32"	-0 21/32"	0	+0 13/32"	+1 1/4"	+1 1/8"	0
	G6	0	-0 11/32"	-0 5/8"	-0 7/8"	0	-2 17/32"	-2 1/32"	-1 9/32"	0	+0 13/32"	+1 1/4"	+1 1/8"	0
	G7	0	-0 29/32"	-1 1/16"	7/8"	0	-2 23/32"	-2 3/32"	-1 29/32"	0	+0 13/32"	+1 1/4"	+1 1/8"	0

TABLE OF SCREED ELE. & DIM. △

GIRDER	ELEV. A	ELEV. B	ELEV. C	ELEV. D	DIM. X	DIM. Y
G1	538.169	538.405	539.720	540.831	7"	3 1/2"
G2	538.161	538.171	539.451	540.545	8 11/16"	4 5/16"
G3	538.209	538.958	539.183	540.302	10 3/4"	5 11/16"
G4	538.310	537.761	538.914	540.050	1'-0 13/16"	7 3/16"
G5	538.466	537.671	538.645	539.797	1'-2 9/16"	8 7/8"
G6	538.673	537.609	538.377	539.543	1'-4 1/8"	10 13/16"
G7	539.001	537.589	538.108	539.290	1'-6 1/8"	1'-1 1/8"

VOGT, IVERS, & ASSOCIATES, INC. 12/18
ENGINEERS ARCHITECTS
CINCINNATI

FRAMING DETAILS
BRIDGE NO. HAM-126-1359
S.R. 126 EASTBOUND
OVER RELOCATED MILL CREEK
HAMILTON COUNTY STA. 54+99.13 TO STA. 58+61.87

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	△ REVISED
J.R.G.	T.E.C.	~	E.F.F.			△ BALZE ENG. 11/25

NOTES:

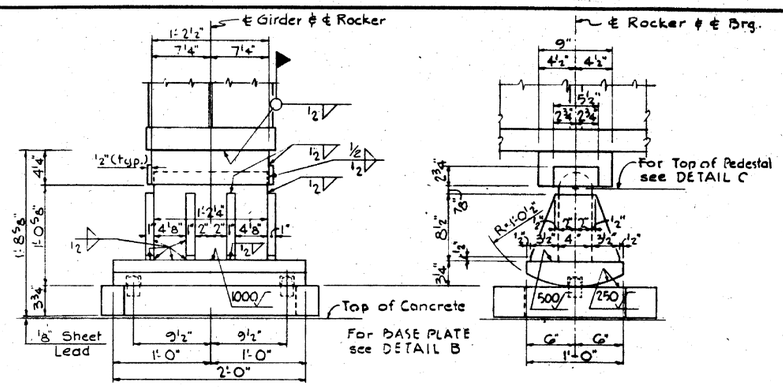
1. *REPLACE EXISTING ROCKER BEARINGS AT THE EAST ABUTMENT (ABUTMENT #2) WITH NEW ELASTOMERIC BEARINGS.*
2. *DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.*
3. *PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.*

SUPERSTRUCTURE DETAILS - 1
BRIDGE No.: HAM-126-1406
R 126 OVER MILL CREEK

SFN 3104923
DESIGN AGENCY
DESIGNER CAH | CHECKER GTF
REVIEWER RSK 07-07-25
PROJECT ID 112991
SUBSET 4 | TOTAL 5
SHEET 17 | TOTAL 57

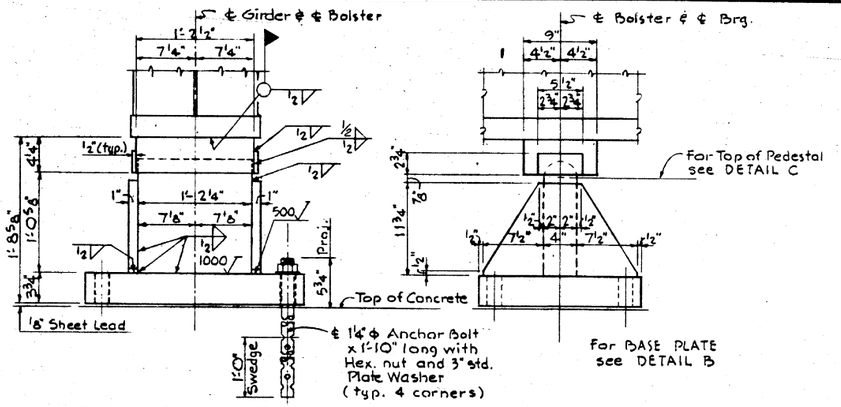
HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:12:30 PM USER: choward4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\112991\400-Engineering\Structures\SFN_3104923\Sheets\112991_SFN_3104923_SS002.dgn



END ELEVATION SIDE VIEW

ROCKER R400



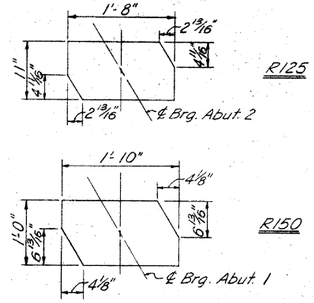
END ELEVATION SIDE VIEW

BOLSTER B400

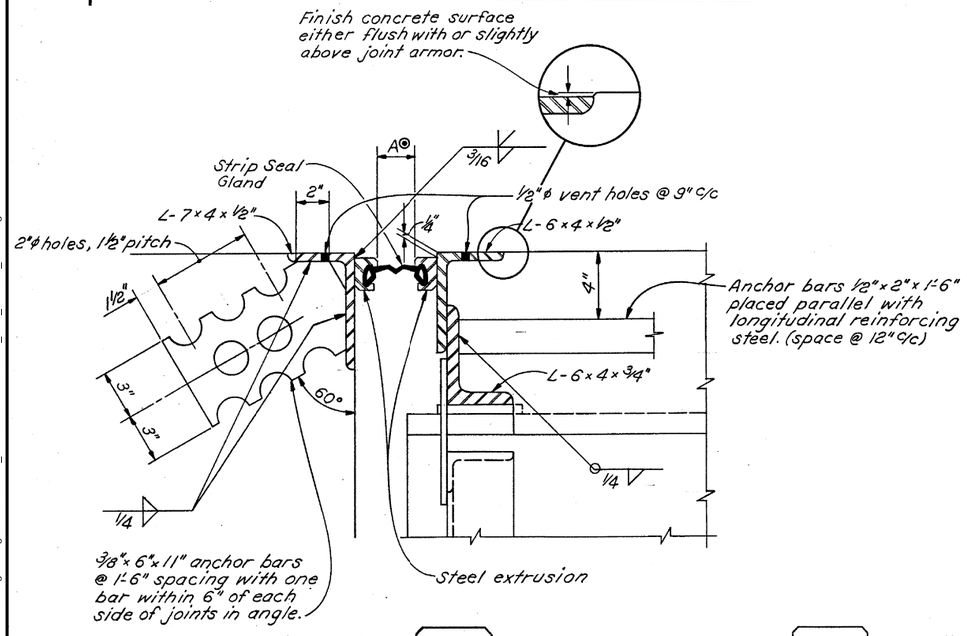
FED. ROAD DIVISION	STATE	PROJECT	
2	OHIO		

610
187

HAM-75-9.93
HAM-126-13.00



△ MASONRY BEARING BASE PLATE DETAILS



ABUTMENT 1
△ JOINT SETTING TABLE

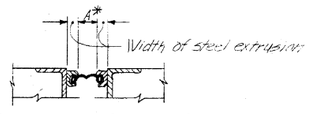
TEMP °F	0	20	40	60	80	100
A*	2 1/4"	2 3/16"	2 1/16"	2"	1 15/16"	1 13/16"

Strip Seal Gland to be Watson-Bowman S-500 or D.S. Brown SS-500

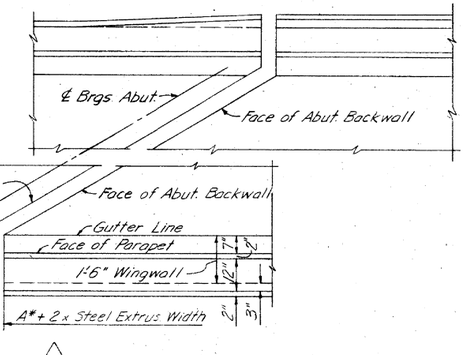
ABUTMENT 2
△ JOINT SETTING TABLE

TEMP °F	0	20	40	60	80	100
A*	3 1/8"	2 7/8"	2 11/16"	2 1/2"	2 5/16"	2 1/8"

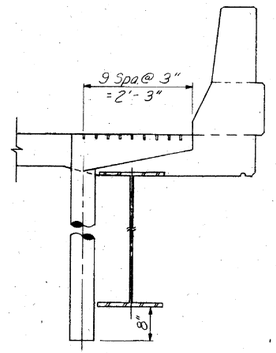
Strip Seal Gland to be Watson-Bowman S-800 or D.S. Brown SS-800



PARTIAL SECTION THROUGH EXPANSION JOINT SHOWING DIMENSION A



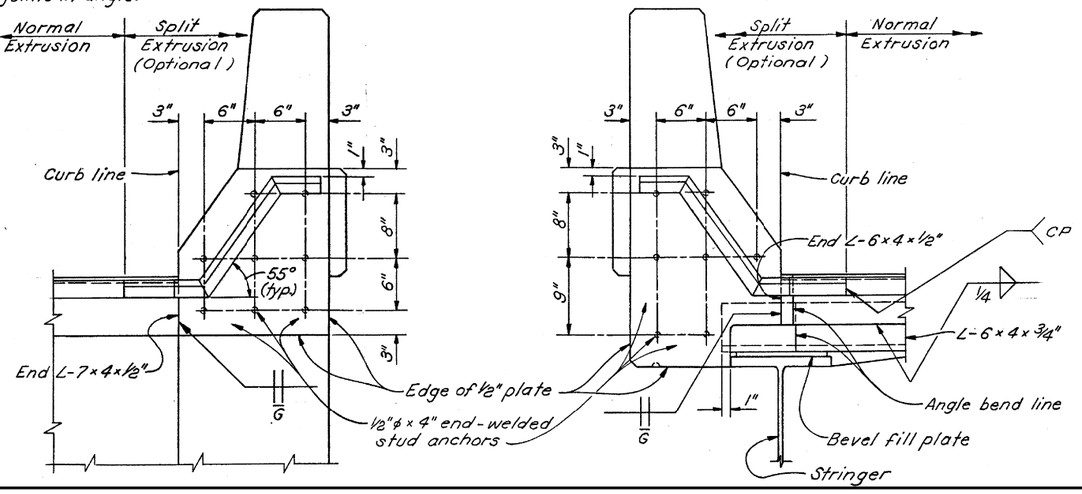
△ TYPICAL PARAPET TRANSITION
(Transition at Abutment 2 shown. Invert detail for Abut. 1 transition.)



△ SCUPPER DETAIL

NOTES

△ For additional information on scupper detail, see Std. Dwg. SD-1-69



NOTES:

1. REPLACE EXISTING STRIP SEAL EXPANSION JOINT GLAND AT THE WEST ABUTMENT (ABUTMENT 1) AND AT THE EAST ABUTMENT (ABUTMENT #2) WITH NEW STRIP SEAL EXPANSION JOINT GLAND. CONTRACTOR SHALL FIELD VERIFY EXISTING GLAND TYPE AND MANUFACTURER PRIOR TO ORDERING REPLACEMENT GLAND
2. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
3. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

VOGT, IVERS, & ASSOCIATES, INC. 3/18
ENGINEERS ARCHITECTS
CINCINNATI

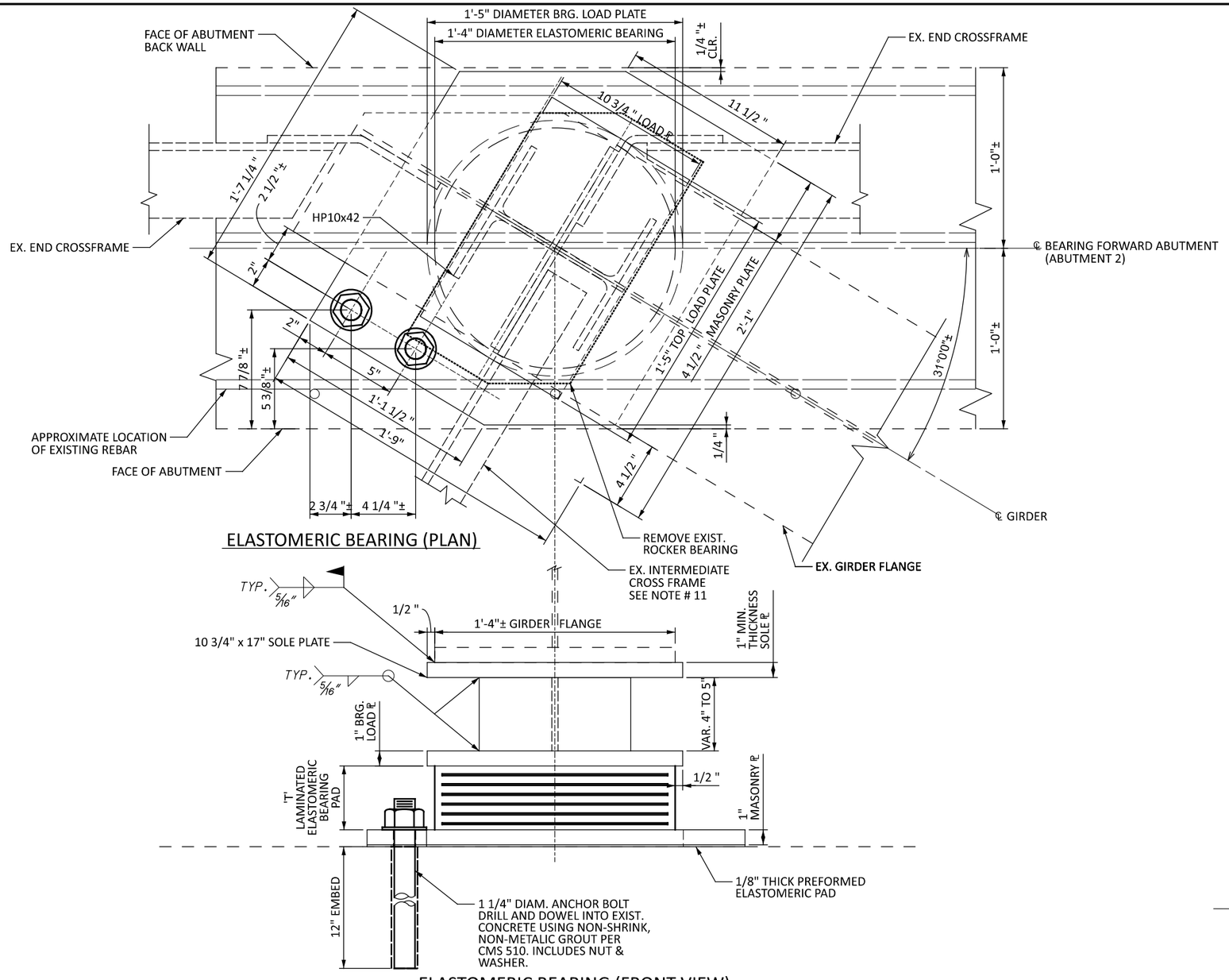
ROCKER R400 & BOLSTER B400
BRIDGE NO. HAM-126-1359
S.R. 126 EASTBOUND
OVER RELOCATED MILL CREEK
HAMILTON COUNTY STA. 54+99.13 TO STA. 58+61.87

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	△ REVISED
	TBC	X	E.F.F.			△ BALKE ENG. 11/25

SUPERSTRUCTURE DETAILS - 2
BRIDGE No.: HAM-126-1406
R 126 OVER MILL CREEK

SFN	
3104923	
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	
RSK 07-07-25	
PROJECT ID	
112991	
SUBSET	TOTAL
5	5
SHEET	TOTAL
18	57

HAM-SR 126-VAR.



ELASTOMERIC BEARING (PLAN)

ELASTOMERIC BEARING (FRONT VIEW)

ELASTOMERIC BEARING PAD DATA FOR EXISTING BEAMS

BRIDGE NO.	SUB-STRUCTURE	BRIDGE MEMBER	ELASTOMERIC PAD							REACTIONS		MAXIMUM DESIGN LOAD (K)	HP10x42 SUPPORT POST HEIGHT (INCH)
			T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES NO.	STEEL LAMINATES THICK.	TYPE	DEAD LOAD (KIPS)	■ LIVE LOAD (KIPS)		
HAM-126-1406	FWD. ABUTMENT	EXIST. GIRDERS 1 THRU 7	4.33"	6	0.55"	0.30"	7	0.1046"	EXPANSION	58.13	71.70	129.83	VAR. 4" TO 5"

LONGITUDINAL SLOPE FORWARD ABUT. = 0.01 FT/FT±
(CONTRACTOR SHALL FIELD VERIFY)

ti = THICKNESS OF INTERNAL ELASTOMER LAYER
te = THICKNESS OF EXTERNAL ELASTOMER LAYER

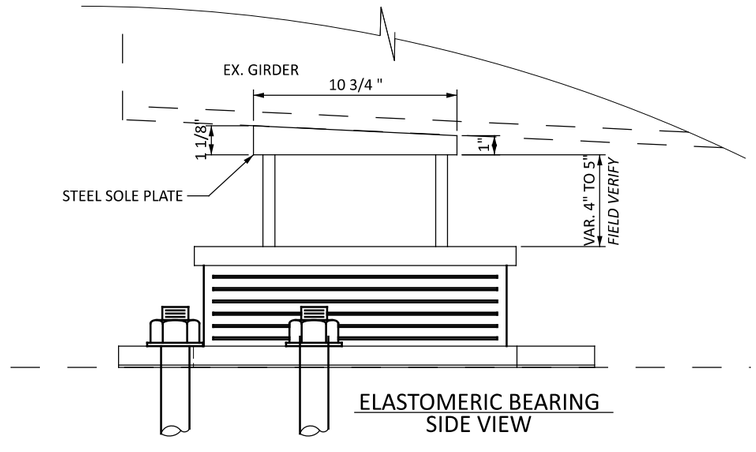
■ W/O IMPACT

NOTES:

1. *STEEL FOR BEARING LOAD PLATES AND MASONRY PLATE SHALL BE A709 GRADE 50. LOAD AND MASONRY PLATES AND HP SECTION SHALL BE PAINTED SIMILAR TO THE GIRDERS. PAYMENT INCLUDED IN ITEM 514.*
2. *THE ELASTOMER FOR THE ELASTOMERIC BEARINGS SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.*
3. *THE STEEL LOAD PLATE AND MASONRY PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.*
4. *SEE SHEET 10 FOR QUANTITIES AND SHEET 13 FOR FRAMING PLAN.*
5. *THE CONTRACTOR SHALL VERIFY THAT THERE IS A SMOOTH TRANSITION FROM THE APPROACH SLAB AND ABUTMENT BACKWALL ONTO THE DECK AT EACH END OF THE BRIDGE ONCE THE BEARING WORK IS COMPLETED.*
6. *WELDING OF THE LOAD PLATE TO THE HP SECTION SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMERIC BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.*
7. *LONGITUDINAL ROADWAY SLOPE SHALL BE ACCOMODATED THROUGH BEVEL OF THE ENTIRE TOP OF THE HP SUPPORT SECTIONS.*
8. *IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL PROVIDE AND INSTALL ANY NECESSARY SHIMS TO PROVIDE A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. ANY BEARING SHIMS PROVIDED SHALL BE THE SAME MATERIAL AS THE PROPOSED STEEL LOAD PLATE. SHIM PLATE FOOT PRINT SHALL MATCH THE ELASTOMERIC BEARING PAD DIMENSIONS TO ALLOW FOR FIELD WELDING TO THE LOAD PLATE USING 5/16" FILLET WELD AROUND THE ENTIRE PERIMETER OF THE SHIM PLATE.*

   THE CONTRACTOR SHALL ASSURE THAT ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS OR BEARING DEVICES ARE FLOATING. PRIOR TO BEARING PLACEMENT THE CONTRACTOR SHALL GRIND SMOOTH ALL EXISTING WELDS ON THE BOTTOM FLANGE OF THE GIRDER.
9. *THE GIRDER SEAT HEIGHTS LISTED IN THE PLANS ARE PROVIDED FOR INFORMATION PURPOSES ONLY AND SHALL BE CONSIDERED TENTATIVE. THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF GIRDER AND GIRDER SEAT ELEVATIONS PRIOR TO THE JACKING OPERATIONS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO THE DISTRICT 8 ENGINEER PRIOR TO THE JACKING OPERATIONS. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED.*

   THE CONTRACTOR IS TO DETERMINE THE HEIGHT OF PROPOSED HP SECTION BY SUBTRACTING THE LOAD PLATE, MASONRY PLATE AND ELASTOMERIC BEARING THICKNESS FROM THE CONTRACTOR MEASURED DIFFERENCE BETWEEN BOTTOM OF EXISTING GIRDER ELEVATION AND EXISTING GIRDER SEAT ELEVATION AT EACH BEARING LOCATION. ANY SHIMS NEEDED AS A RESULT OF THE CONTRACTOR'S ERROR WILL BE PROVIDED AT THE CONTRACTOR'S EXPENSE AND WILL NEED TO BE APPROVED BY THE ENGINEER. IF REQUIRED, ONLY ONE BEARING SHIM WILL BE ALLOWED PER BEARING AND MUST BE INSTALLED ABOVE THE LOAD PLATE.
10. *ALL COSTS FOR MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS (i.e. SURVEY, ETC.) NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH VULCANIZED LOAD PLATES SHALL BE INCLUDED IN THE UNIT BID PRICE FOR PAYMENT. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING PADS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.*
11. *REMOVE AND RE-ATTACH INTERMEDIATE CROSSFRAMES AS NEEDED IF THEY INTERFERE WITH BEARING INSTALLATION.*
12. *THE HP SECTION AND SOLE PLATE ARE PAID FOR UNDER ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF.*
13. *VERIFY THAT ABUTMENT BEAM SEATS ARE LEVEL. PERFORM CORRECTIONS AS NEEDED.*

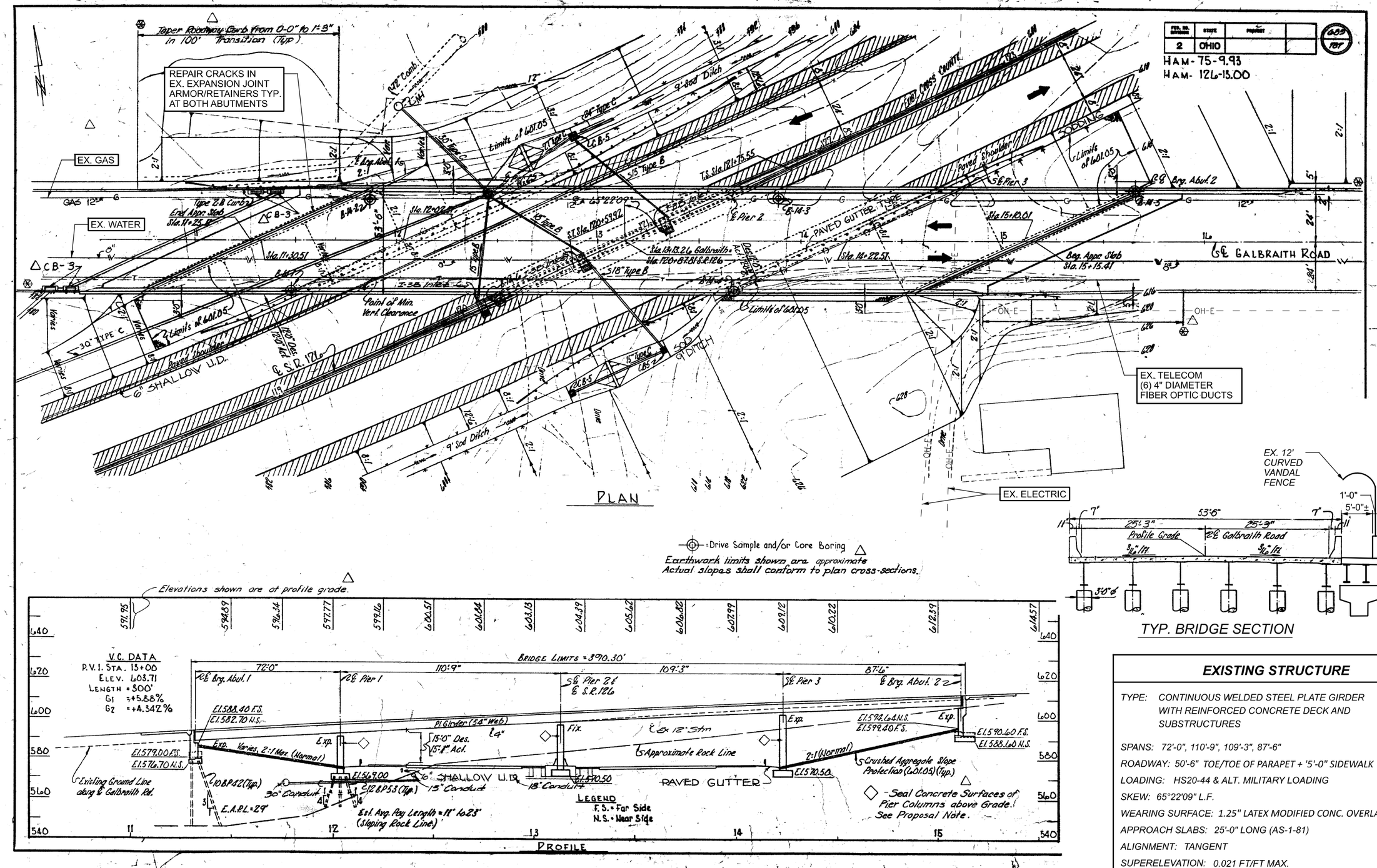


ELASTOMERIC BEARING SIDE VIEW

BEARING DETAILS
BRIDGE No.: HAM-126-1406
SR 126 OVER MILL CREEK

SFN 3104923
DESIGN AGENCY
DESIGNER CAH | CHECKER GTF
REVIEWER RSK 07-07-25
PROJECT ID 112991
SUBSET 5 | TOTAL 5
SHEET 19 | TOTAL 57

HAM-SR 126-VAR.



NOTES:

1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

EXISTING STRUCTURE

TYPE: CONTINUOUS WELDED STEEL PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES

SPANS: 72'-0", 110'-9", 109'-3", 87'-6"

ROADWAY: 50'-6" TOE/TOE OF PARAPET + 5'-0" SIDEWALK

LOADING: HS20-44 & ALT. MILITARY LOADING

SKEW: 65°22'09" L.F.

WEARING SURFACE: 1.25" LATEX MODIFIED CONC. OVERLAY

APPROACH SLABS: 25'-0" LONG (AS-1-81)

ALIGNMENT: TANGENT

SUPERELEVATION: 0.021 FT/FT MAX.

STRUCTURE FILE NUMBER: 3104990

DATE BUILT: 1987

DISPOSITION: MINOR CONC. PATCHING, PAINTING, ETC.

DECK AREA: 23,262 SF

COORDINATES: LATITUDE N39° 12' 40.50"
LONGITUDE W84° 26' 37.29"

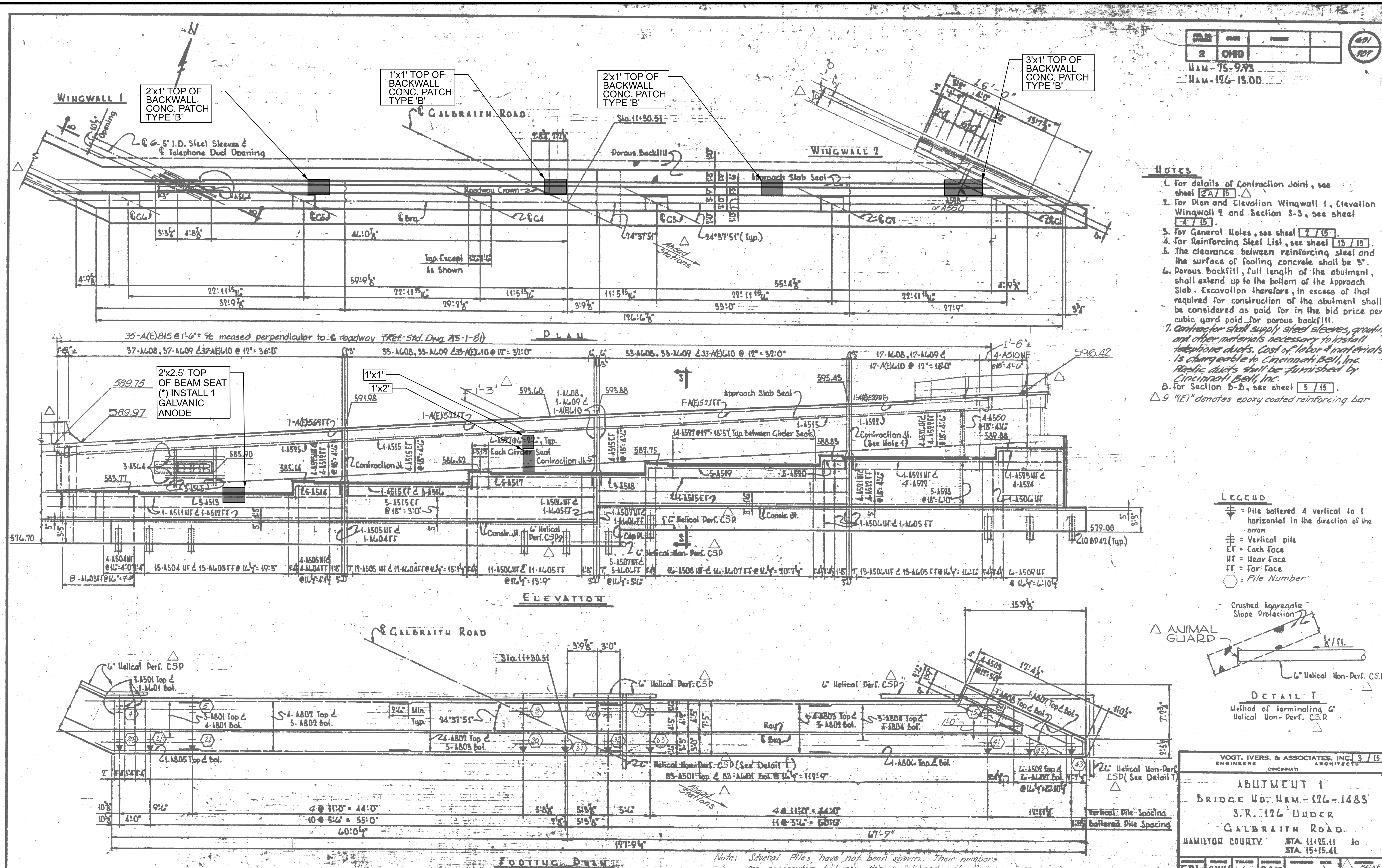
FED. RD. DISTRICT	STATE	PROJECT	
2	OHIO		

HAM-75-9.93
HAM-126-15.00

SITE PLAN
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

SFN	3104990
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	1
TOTAL	12
SHEET	20
TOTAL	57

HAM-SR 126-VAR.


2'x1' TOP OF BACKWALL CONC. PATCH TYPE 'B'
1'x1' TOP OF BACKWALL CONC. PATCH TYPE 'B'
2'x1' TOP OF BACKWALL CONC. PATCH TYPE 'B'
3'x1' TOP OF BACKWALL CONC. PATCH TYPE 'B'
2'x2.5' TOP OF BEAM SEAT (*) INSTALL 1 GALVANIC ANODE
1'x1'
1'x2'
Wingwall 1
Galbraith Road
Wingwall 2
Plan
Elevation
Footing Draw
HAM-75-9.93
HAM-126-13.00
Notes
1. For details of Contraction Joint, see sheet 2A / 15.
2. For Plan and Elevation Wingwall 1, Elevation Wingwall 2 and Section S-S, see sheet 4 / 15.
3. For General Notes, see sheet 2 / 15.
4. For Reinforcing Steel List, see sheet 13 / 15.
5. The clearance between reinforcing steel and the surface of footing concrete shall be 3".
6. Porous Backfill, full length of the abutment, shall extend up to the bottom of the Approach Slab. Excavation therefore, in excess of that required for construction of the abutment shall be considered as paid for in the bid price per cubic yard paid for porous backfill.
7. Contractor shall supply steel sleeves, grouting and other materials necessary to install telephone ducts. Cost of labor & materials is chargeable to Cincinnati Bell, Inc. Plastic ducts shall be furnished by Cincinnati Bell, Inc.
8. For Section B-B, see sheet 5 / 15.
9. "(E)" denotes epoxy coated reinforcing bar.
Legend
= Pile battered 4 vertical to 1 horizontal in the direction of the arrow
= Vertical pile
EF = Each Face
NF = Near Face
FF = Far Face
= Pile Number
Animal Guard
Detail T
Method of terminating 6" Helical Non-Perf. C.S.P.
Note: Several Piles have not been shown. Their numbers are consecutive between the numbered piles.
Vogt, Ivers, & Associates, Inc. Engineers Architects Cincinnati
Abutment 1
Bridge No. HAM-126-1483
S.R. 126 Under Galbraith Road
Hamilton County Sta. 11+25.11 to Sta. 15+15.61

NOTES:

1. PATCH CONCRETE AS SHOWN PER CMS 519.
   TOTAL PATCHING AREA = 8 SF * 1.50 = 12 SF
   PATCHING QUANTITY INCREASED BY 150% TO ACCOUNT FOR ADDITIONAL DETERIORATION PRIOR TO CONSTRUCTION.
2. FOR CONCRETE PATCHING AREAS GREATER THEN 5 SF (NOTED AS *), PLACE GALVANIC ANODES PER SS 844 FOR HEAVY CORROSION.
   TOTAL QUANTITY OF ITEM 844 - GALVANIC ANODE PROTECTION = 3 EACH
3. TOTAL CONCRETE PATCHING TYPE 'B' = 8 SF * 150% = 12 SF = 2 SY
4. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
5. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

LEGEND

- 519 CONCRETE PATCHING

REAR ABUTMENT PLAN
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

SFN	3104990
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	2
TOTAL	12
SHEET	21
TOTAL	57

HAM-SR 126-VAR.

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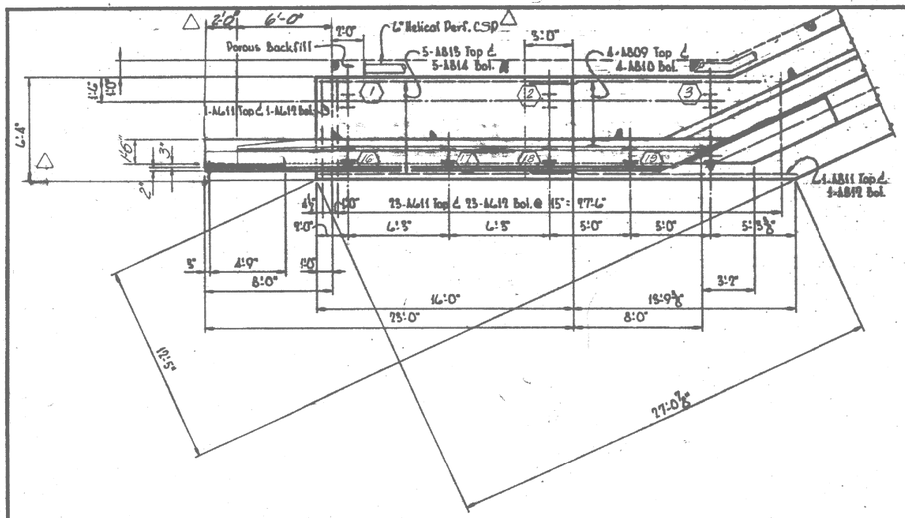
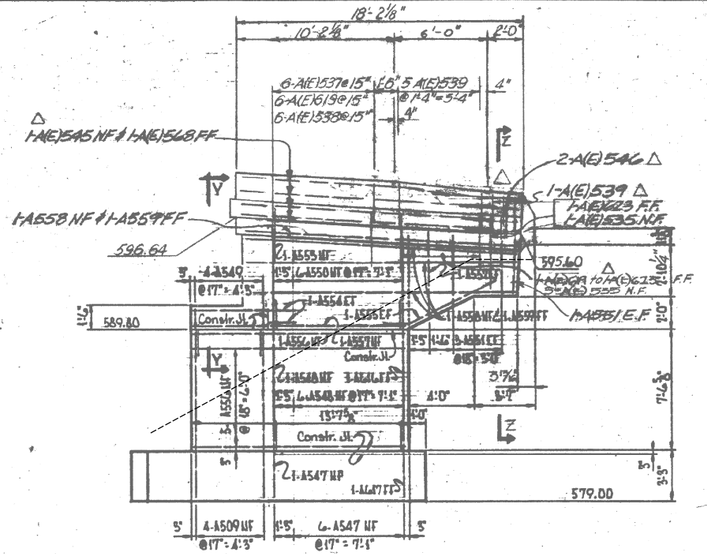
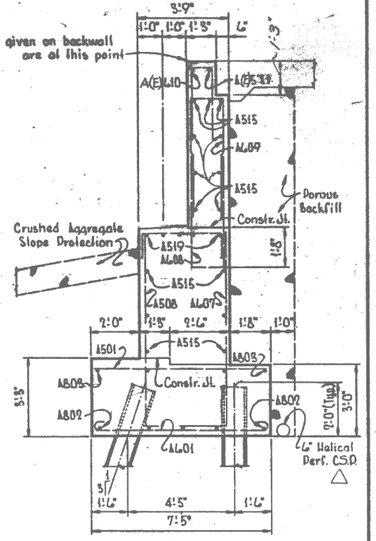
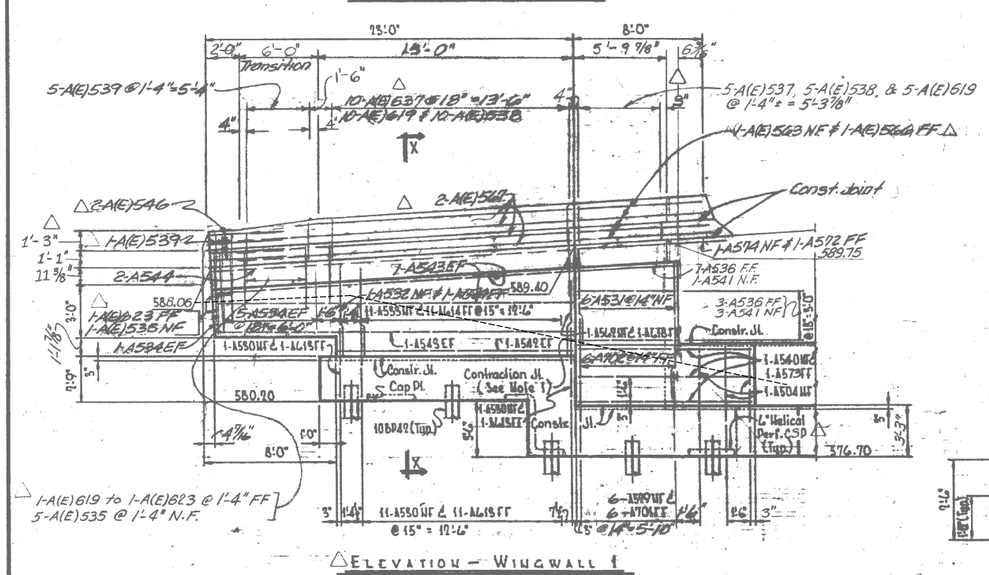
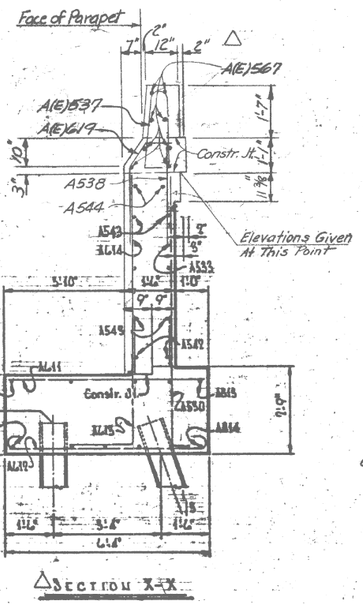
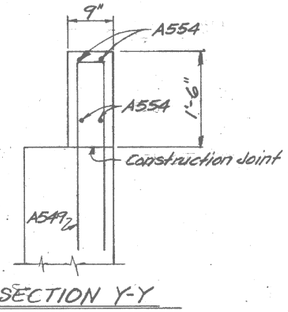


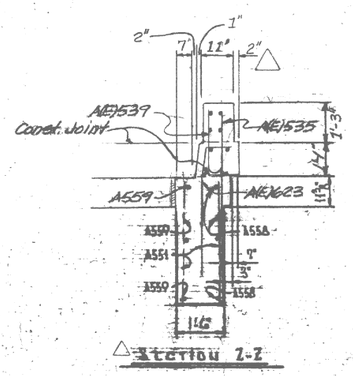












NOTES

1. For details of Contraction Joint, see Detail H sheet 6 / 15
2. For additional parapet details see Std. Dwg. BR-1.
3. "(E)" denotes epoxy coated reinforcing bar.

4. For additional Notes, see sheet 3 / 15.

LEGEND

= Pile battered 3 vertical to 1 horizontal in the direction of the arrow
= Vertical pile
EF = Each Face
NF = Near Face
FF = Far Face
= Pile Number

NOTES:

1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

FED. ROAD DESIGNATION: — | STATE: OHIO | PROJECT: — | 692 | 157

HAM-75-9.93
HAM-126-13.00

VOGT, IVERS, & ASSOCIATES, INC. ENGINEERS ARCHITECTS CINCINNATI — 4 / 15

ABUTMENT 1 DETAILS
BRIDGE NO. HAM-126-1483
S.R. 126 UNDER
GALBRAITH ROAD
HAMILTON COUNTY STA. 13+25.15 ℄ to STA. 15+15.45 ℄

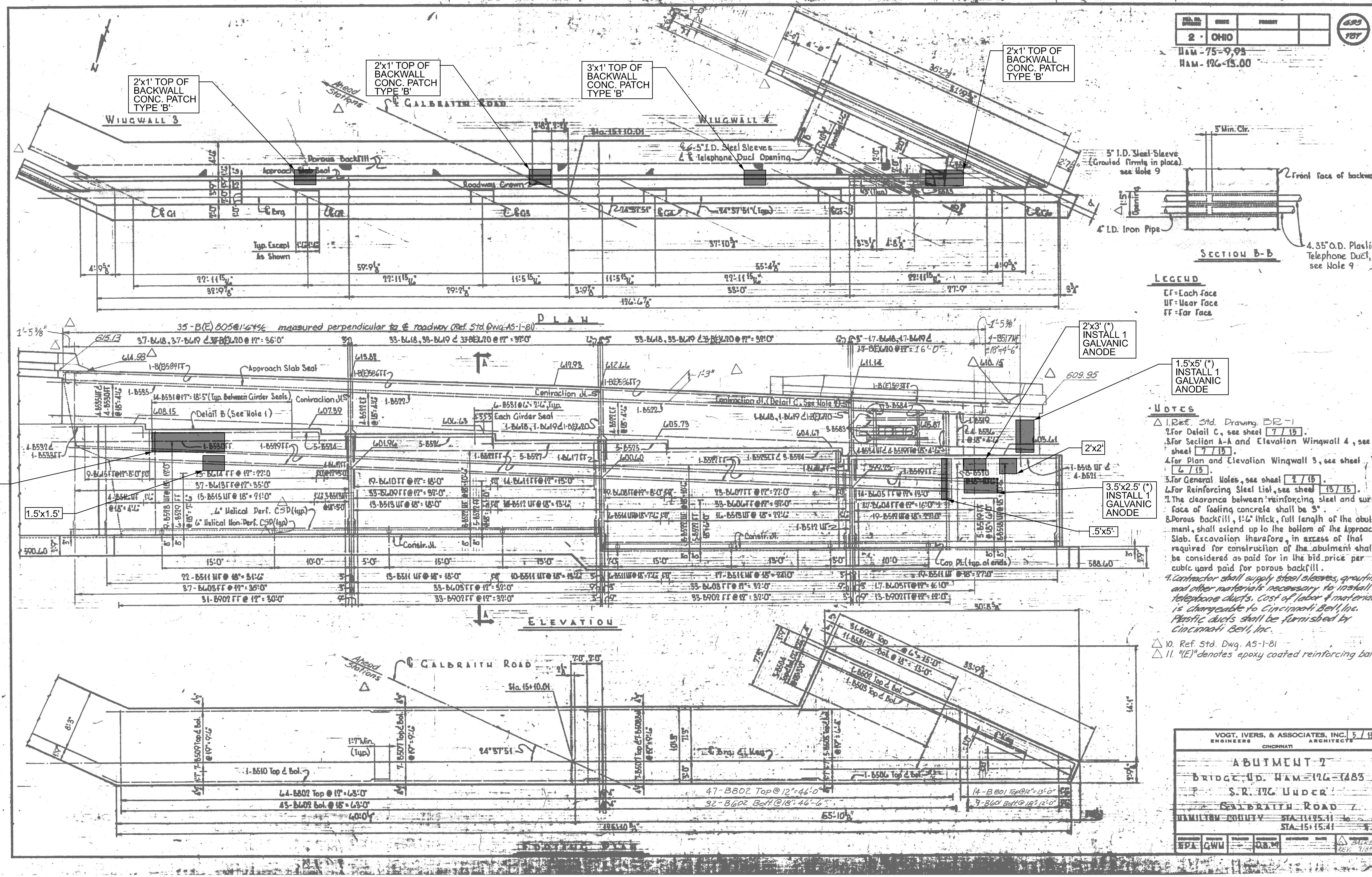
EDL | CWM | — | D&M | — | — | BALKE REV. 9/85

REAR ABUTMENT DETAILS
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

SFN 3104990
DESIGN AGENCY
DESIGNER CAH | CHECKER GTF
REVIEWER RSK 07-07-25
PROJECT ID 112991
SUBSET 3 | TOTAL 12
SHEET 22 | TOTAL 57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:13:17 PM USER: chward4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\112991\400-Engineering\Structures\SFN_3104990\Sheets\112991_SFN_3104990_SR002.dgn



NOTES:

1. PATCH CONCRETE AS SHOWN PER CMS 519.
   TOTAL PATCHING AREA = 37 SF * 1.50 = 56 SF
   PATCHING QUANTITY INCREASED BY 150% TO ACCOUNT FOR ADDITIONAL DETERIORATION PRIOR TO CONSTRUCTION.
2. FOR CONCRETE PATCHING AREAS GREATER THEN 5 SF (NOTED AS *), PLACE GALVANIC ANODES PER SS 844 FOR MODERATE CORROSION.
   TOTAL QUANTITY OF ITEM 844 - GALVANIC ANODE PROTECTION = 4 EACH
3. TOTAL CONCRETE PATCHING TYPE 'B' = 9 SF * 150% = 14 SF = 2 SY
4. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
5. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

LEGEND

519 - CONCRETE PATCHING

FORWARD ABUTMENT PLAN
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

SFN	3104990
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	4
TOTAL	12
SHEET	23
TOTAL	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:13:27 PM USER: chowardr4
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HAM-SR 126-VAR.

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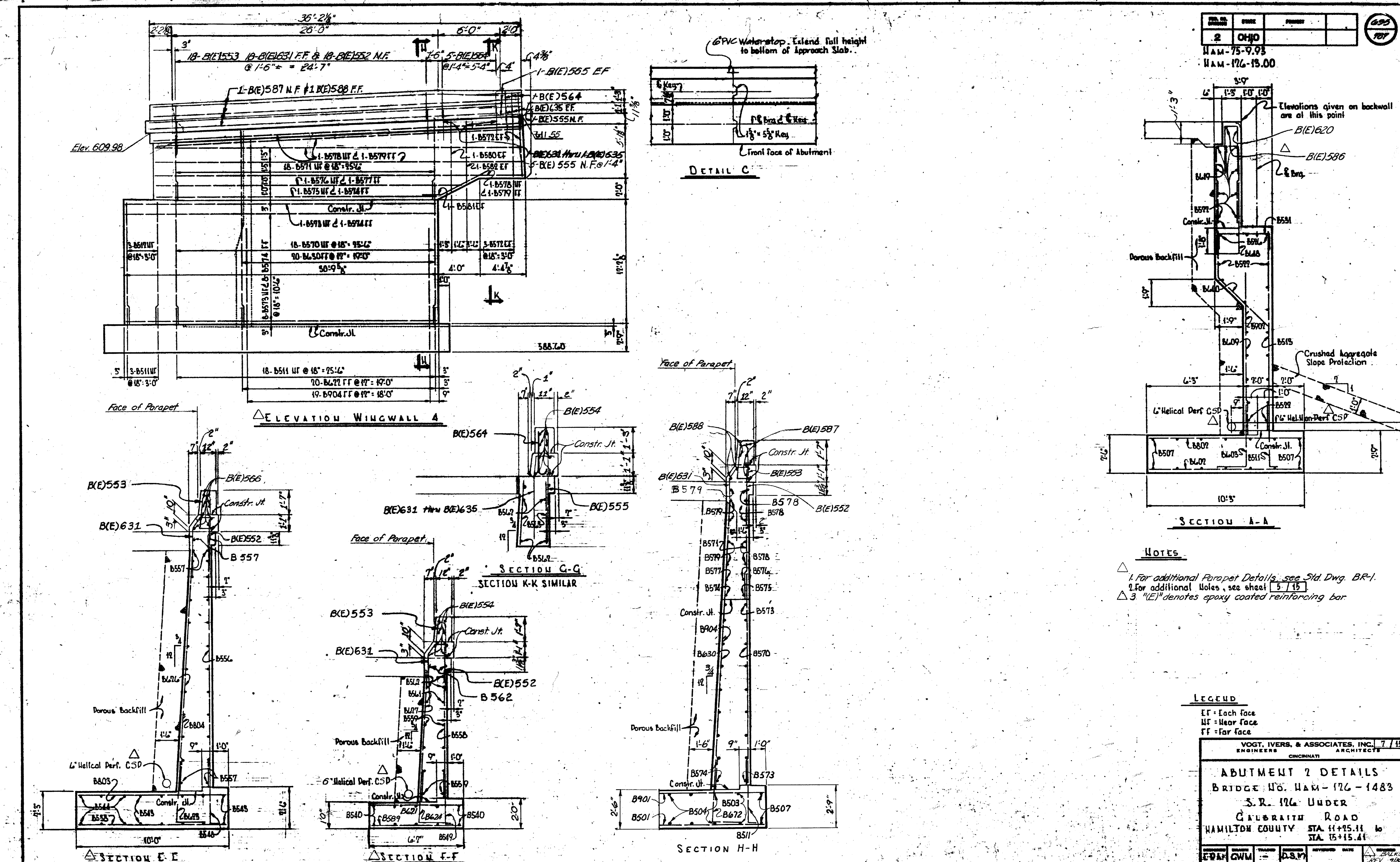
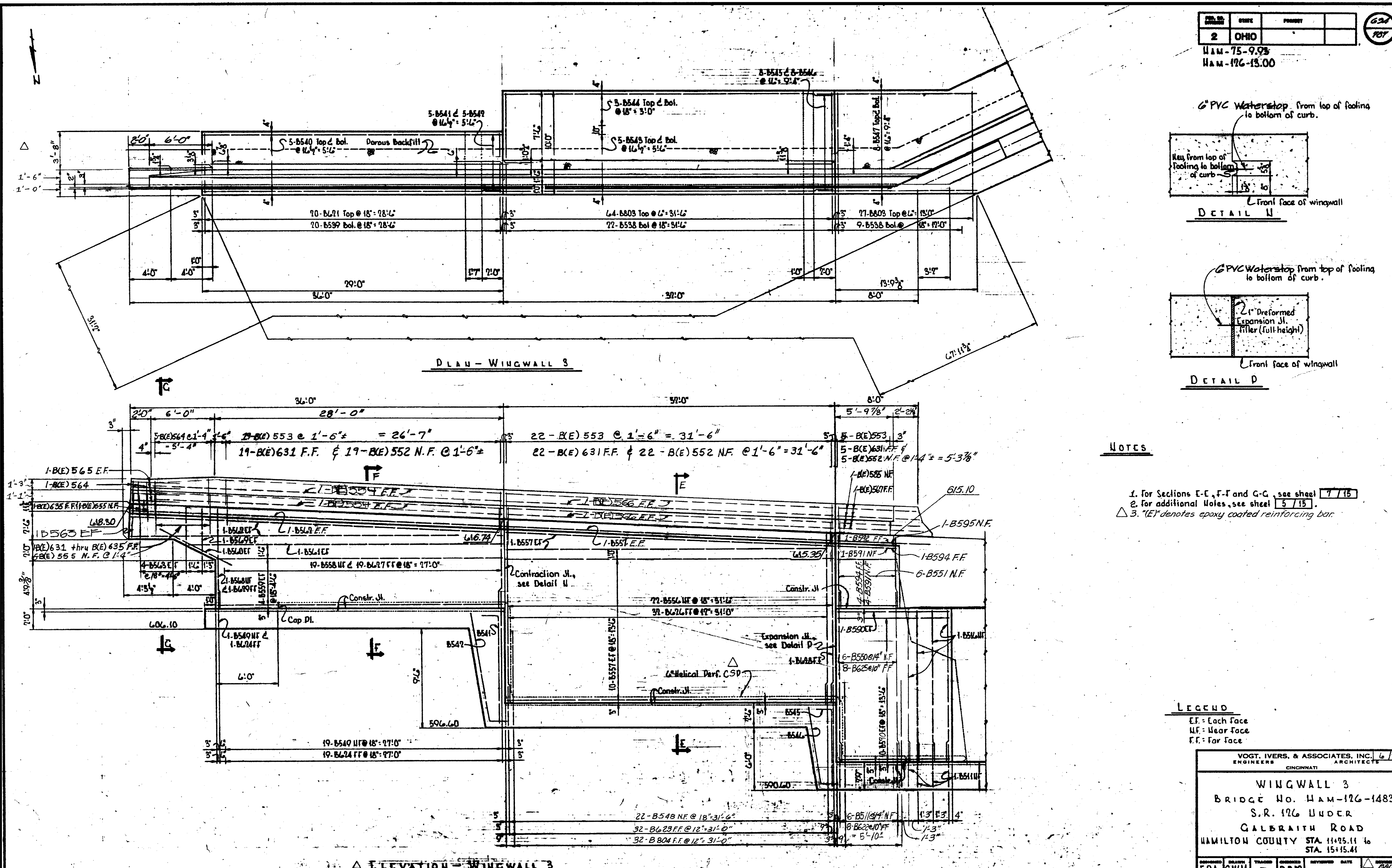


NOTES:

1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

FORWARD ABUTMENT DETAILS - 1
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

SFN	3104990
DESIGN AGENCY	
DESIGNER	CHECKER
CAH	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET 5	TOTAL 12
SHEET 24	TOTAL 57



FORWARD ABUTMENT DETAILS - 2
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

NOTES:

1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

SFN	3104990
DESIGN AGENCY	
DESIGNER CAH	CHECKER GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET 6	TOTAL 12
SHEET 25	TOTAL 57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:13:47 PM USER: choward4
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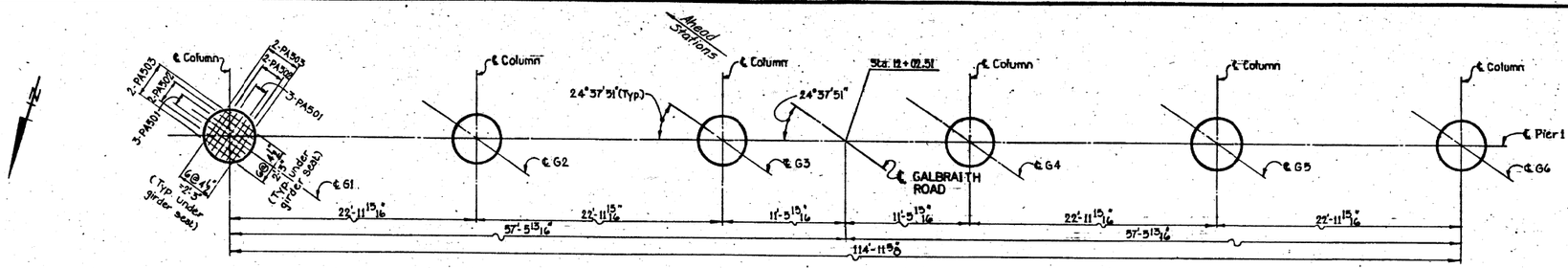
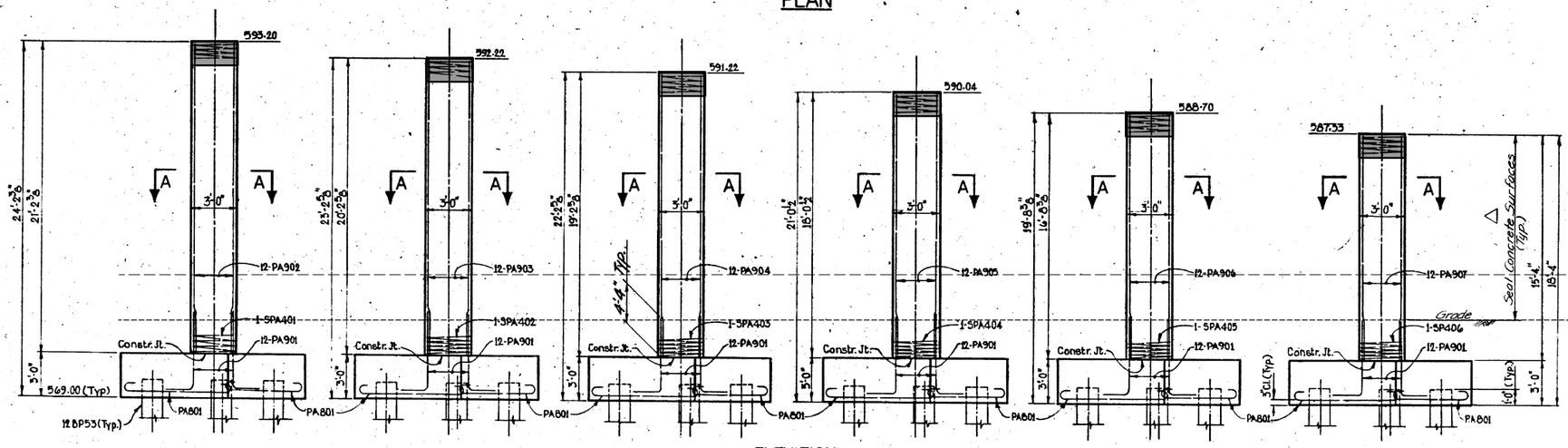
FED. RD. DESIGNATION	STATE	PROJECT	
2	OHIO		

636
787

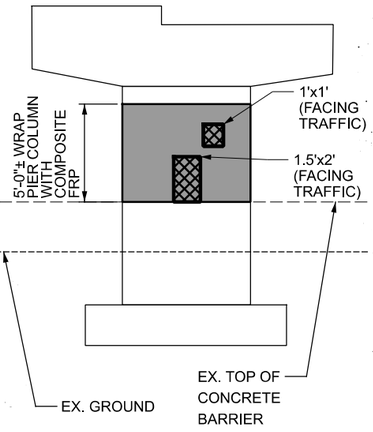
HAM-75-9.93
HAM-126-13.00

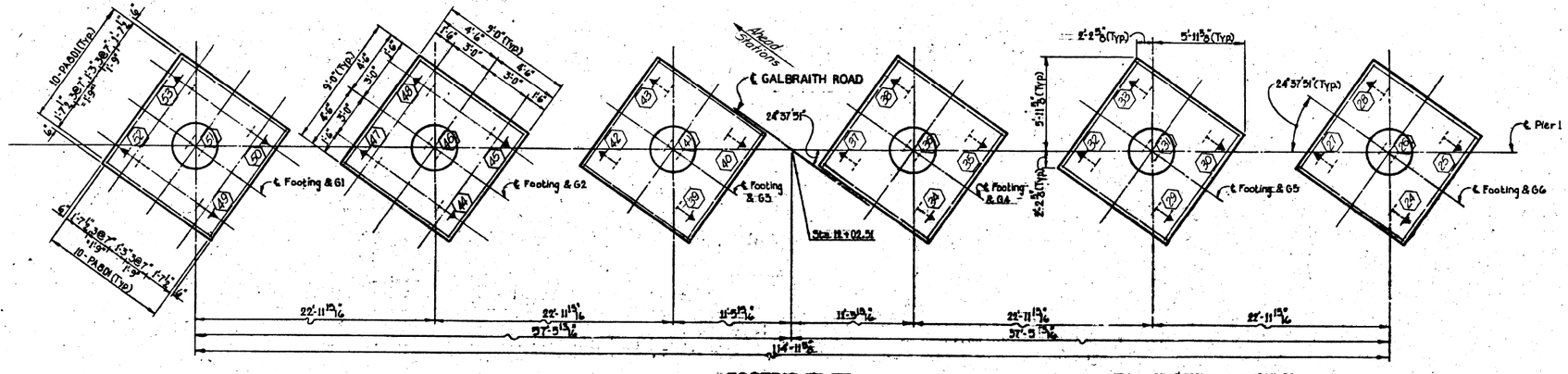


PLAN



ELEVATION





FOOTING PLAN

Note: All Footings are Vertical

VOGT, IVERS, & ASSOCIATES, INC. 8/15
ENGINEERS ARCHITECTS
CINCINNATI

PIER 1
BRIDGE NO. HAM-126-1483
S.R. 126 UNDER
GALBRAITH ROAD
HAMILTON COUNTY STA. 11+25.41 TO STA. 13+25.41

DESIGNED	DRAWN	TRACED	CHECKED	REVISED DATE
C.I.S.	B.C.S.	—	RES	

DALE F. REV. 7/15

NOTES:

1. PATCH EXISTING CONCRETE AS SHOWN PER CMS 519.
   TOTAL PATCHING AREA PIER 1 = 4 SF * 1.50 = 6 SF
   PATCHING QUANTITY INCREASED 150% TO ACCOUNT FOR ADDITIONAL DETERIORATION PRIOR TO CONSTRUCTION.
2. WRAP TOP 2 FEET OF INDIVIDUAL PIER COLUMNS WITH COMPOSITE FRP.
   AREA = 2' * (PI * 3') * 6 COLUMNS = 113 SF

   WRAP 'T' PIER COLUMN WITH COMPOSITE FRP.
   AREA = 5' * 18' PERIMETER = 90 SF

   TOTAL FRP = 203 SF
3. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
4. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

LEGEND

- FIBER REINFORCED POLYMER WRAP
- 519 CONCRETE PATCHING, LOOKING UP STATION
- 519 CONCRETE PATCHING, LOOKING DOWN STATION

PIER 1 DETAILS
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

SFN	
3104990	

DESIGN AGENCY

DESIGNER	CHECKER
CAH	GTF

REVIEWER
RSK 07-07-25

PROJECT ID	
112991	

SUBSET	TOTAL
7	12

SHEET	TOTAL
26	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:13:58 PM USER: chovard4
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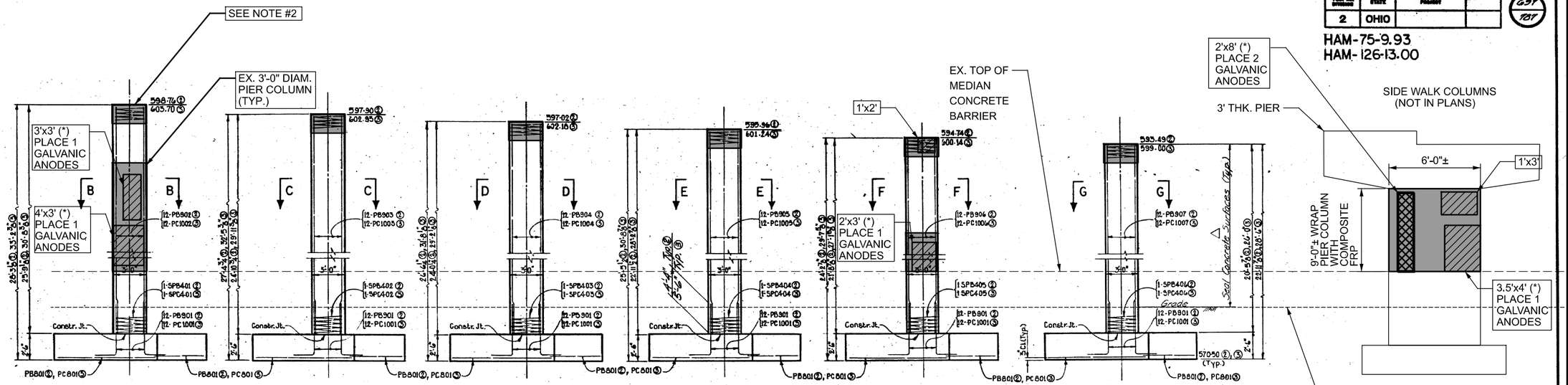
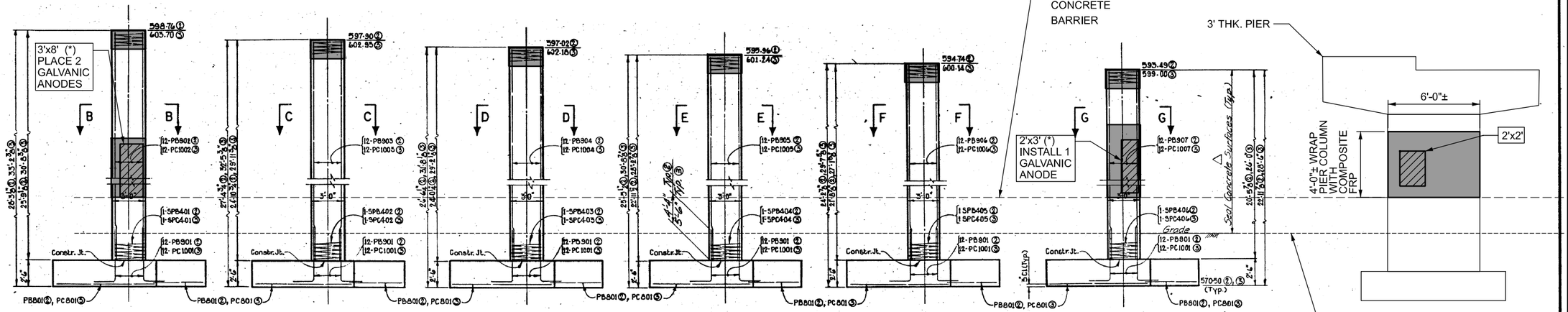


PIER 2



PIER 3

NOTES:

1. PATCH EXISTING CONCRETE AS SHOWN PER CMS 519.
   PATCHING AREA PIER 2 = 62 SF * 1.50 = 93 SF
   PATCHING AREA PIER 3 = 34 SF * 1.50 = 51 SF
   TOTAL = 144 SF
   PATCHING QUANTITY INCREASED 150% TO ACCOUNT FOR ADDITIONAL DETERIORATION PRIOR TO CONSTRUCTION.

2. WRAP TOP 2 FEET OF INDIVIDUAL PIER COLUMNS WITH FIBER REINFORCED POLYMER.
   AREA = 2' * (PI * 3') * 12 COLUMNS = 226 SF

   WRAP PATCHED PIER COLUMNS =
   PIER 2 AREA = (8' + 4')* (PI * 3') = 113 SF
   PIER 3 AREA = (9' + 4')* (PI * 3') = 123 SF

   WRAP 'T' PIER COLUMNS WITH COMPOSITE FRP.
   PIER 2 AREA = 9' * 18' PERIMETER = 162 SF
   PIER 3 AREA = 4' * 18' PERIMETER = 72 SF

   TOTAL FRP = 696 SF

3. FOR CONCRETE PATCHING AREAS GREATER THAN 5 SF (NOTED AS " * "), PLACE ONE GALVANIC ANODE AT EACH REPAIR AREA (UNLESS NOTED OTHERWISE) PER SS 844 FOR MODERATE CORROSION.

   GALVANIC ANODES FOR PIER 2 = 6 EACH
   GALVANIC ANODES FOR PIER 3= 3 EACH
   TOTAL GALVANIC ANODES = 9 EACH

4. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.

5. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

6. CONCRETE PATCHING SHALL BE RESTRICTED TO EXPOSING ONLY ONE QUARTER OF THE PIER COLUMN AT A TIME TO MAINTAIN STRUCTURAL INTEGRITY.

LEGEND

- FIBER REINFORCED POLYMER WRAP
- LOOKING UP STATION
- LOOKING DOWN STATION

SEQ. NO.	STATE	PROJECT	
2	OHIO		

GST / TST

HAM-75-9.93
HAM-126-13.00

PIER 2 & 3 DETAILS
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

VOORHEES, & ASSOCIATES, INC. 9/15
ENGINEERS CINCINNATI ARCHITECTS

PIERS 2 & 3
BRIDGE NO. HAM-126-1483
S.R. 126 UNDER
GALBRAITH ROAD
HAMILTON COUNTY STA. 11+25.11 TO STA. 15+15.41

DESIGNED	DRAWN	TRACED	CHECKED	REVISED DATE	REVISION
C.T.S.	B.C.S.	---	R.L.S		BALKE REV. 7/25

SFN	3104990
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	8
TOTAL	12
SHEET	27
TOTAL	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 12/18/2025 TIME: 2:16:13 PM USER: chward4
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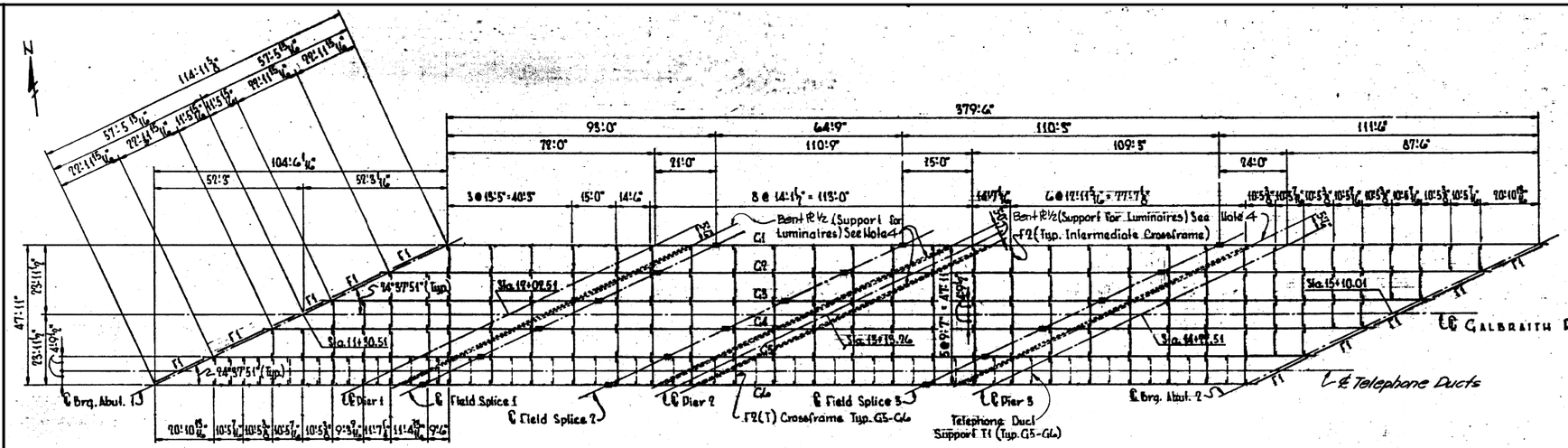
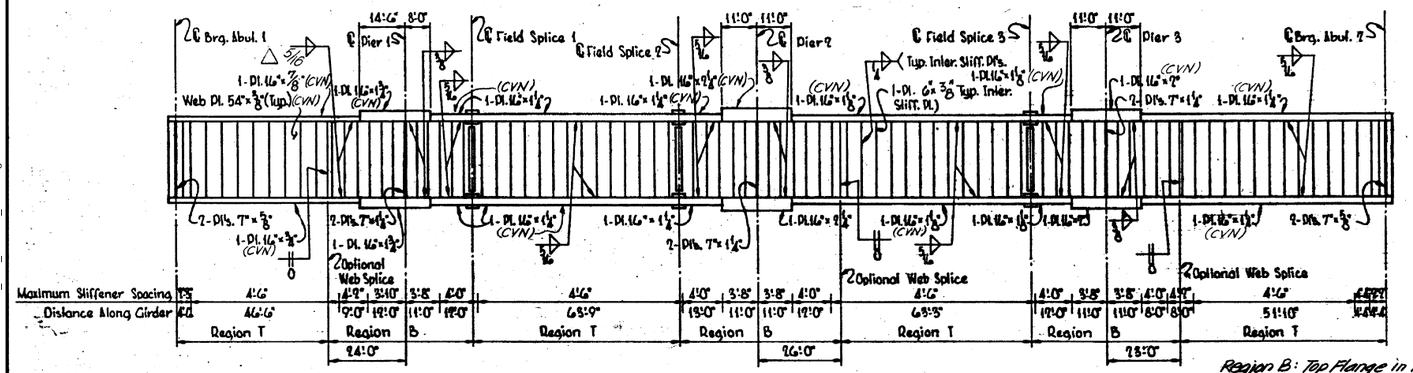
DIST. NO. DIVISION	STATE	PROJECT	
2	OHIO		

635
787

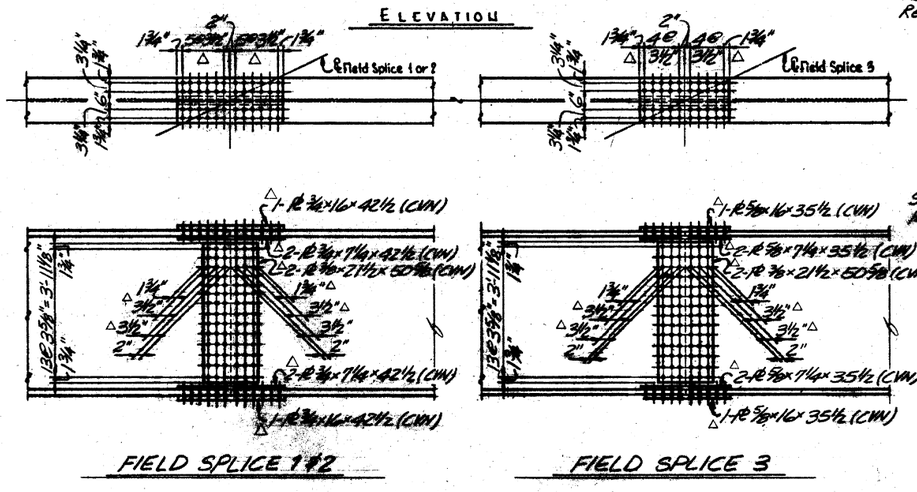
HAM-75-9.93
HAM-126-13.00



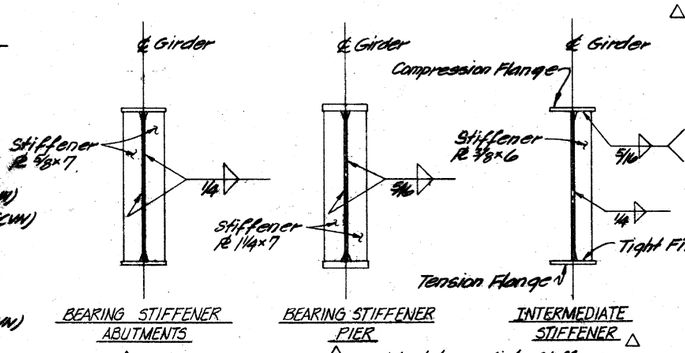
PLAN



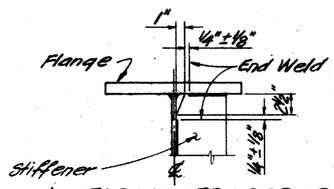
ELEVATION



Region B: Top Flange in Tension
Region T: Top Flange in Compression



Note: Intermediate Stiffeners are used on both sides of Web Pl only where required for attaching crossframes. Weld to both tension and compression flanges where stiffener is used to attach crossframe. See Welding Procedure detail above.



△ WELDING PROCEDURE
INTERMEDIATE STIFFENERS

△ WELDED ATTACHMENT of supports for concrete deck finishing machine may be made to areas of the fascia stringer flanges designated "Compression". Attachments shall not be made to areas designated "Tension". Fillet welds to compression flanges shall be not closer than 1" from edge of flange, be not more than 2" long, and be not smaller than the minimum size required by AASHTO.

△ STEEL NOTCH TOUGHNESS REQUIREMENT (Charpy V-Notch)
Where a shape or plate is designated (CVN) the material shall meet specified minimum notch toughness requirements as specified in 711.01 of CMS.

Notes

1. For General Notes, see sheet 2 / 15.
2. For Elevation Layout, see sheet 11 / 15.
3. For details of Crossframes F1, F2, F2(T) and Telephone Duct Support T1 see Sheet 11/15.
4. For location of luminaires and additional lighting details see Lighting Plans and Std. Construction Dwg. HL-6.
5. Use 7/8" ϕ High Strength Bolts for field Splices 1 thru 3.
△6. Stiffeners: refer to CMS, Section 513.08.

VOGT, IVERS, & ASSOCIATES, INC. 10 / 15
ENGINEERS ARCHITECTS
CINCINNATI

FRAMING PLAN
Bridge No. HAM-126-1488
S.R. 126 Under
Galbraith Road
HAMILTON COUNTY STA. 11+25.11 to STA. 15+15.11

DESIGNED	DRAWN	CHECKED	SUPERVISED	DATE
FAV	CWH	—	DSM	

△ BACKE REV. 7/05

NOTES:

1. PAINT ALL STRUCTURAL STEEL PER CMS 514 OZEU. PAINT COLOR SHALL BE LIGHT GREEN, FEDERAL COLOR FS-595C-14277.
2. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
3. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

FRAMING PLAN
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

SFN	
3104990	

DESIGN AGENCY

DESIGNER	CHECKER
CAH	GTF

REVIEWER
RSK 07-07-25

PROJECT ID
112991

SUBSET	TOTAL
9	12

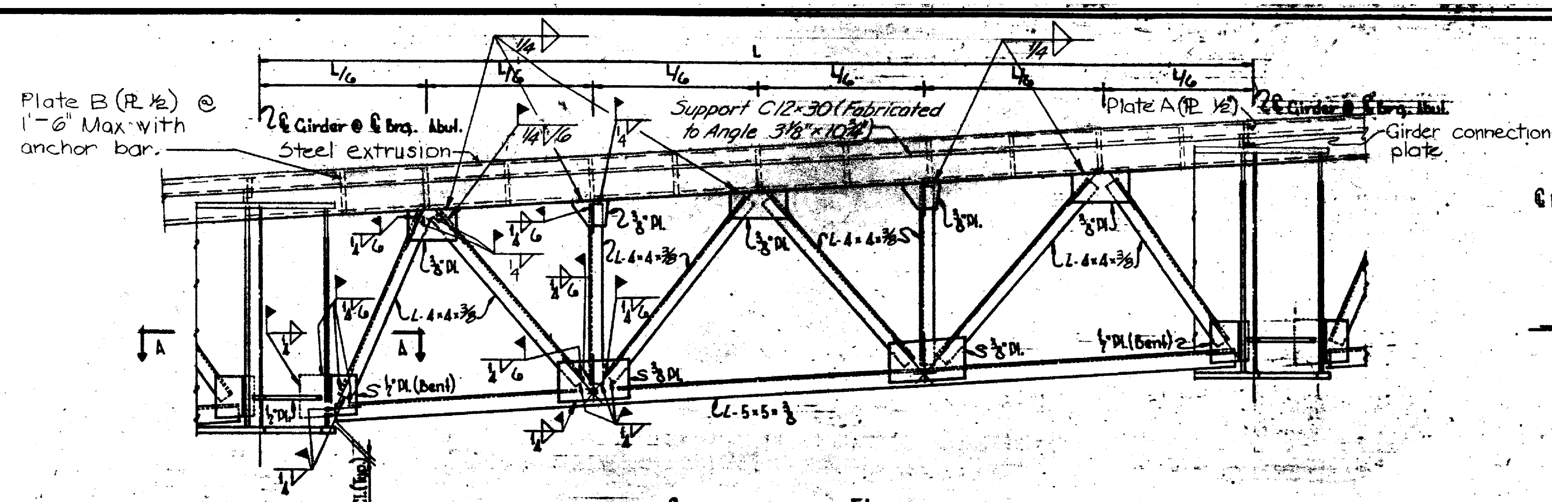
SHEET	TOTAL
28	57

HAM-SR 126-VAR.

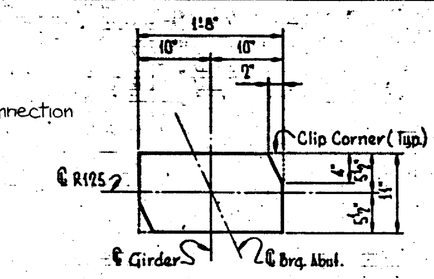
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

699 / 737

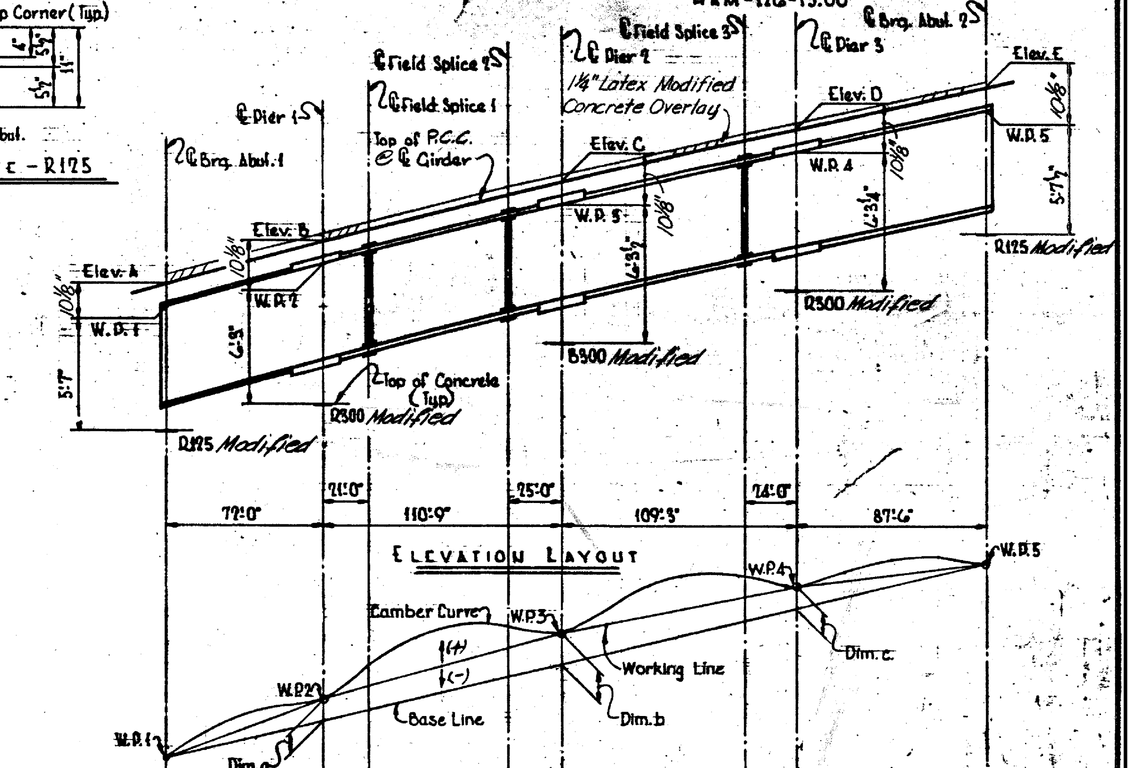
HAM-75-9.93
HAM-126-13.00



CROSSFRAME F1

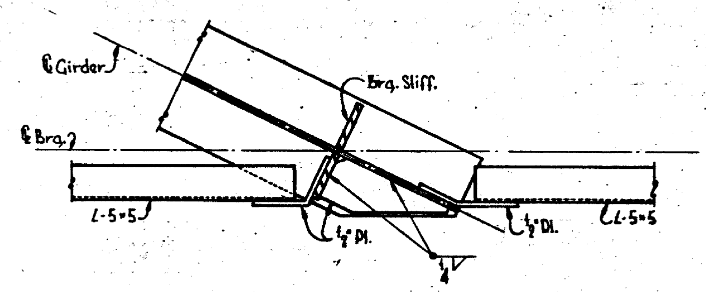


MODIFIED BASE PLATE - R125

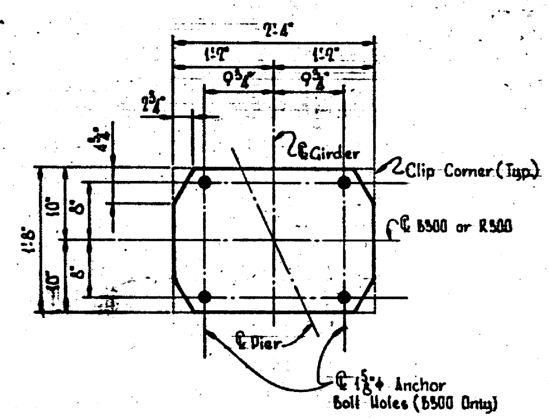


ELEVATION LAYOUT

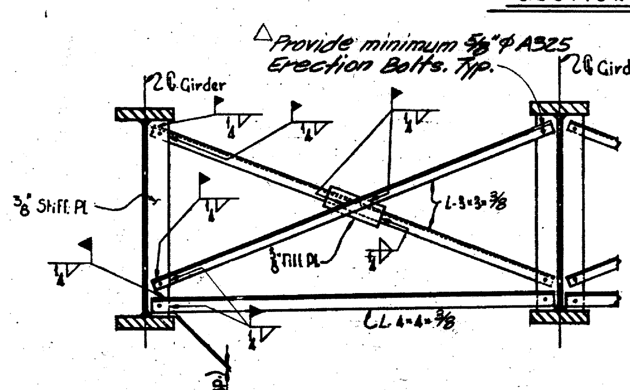
DEFLECTION & CAMBER



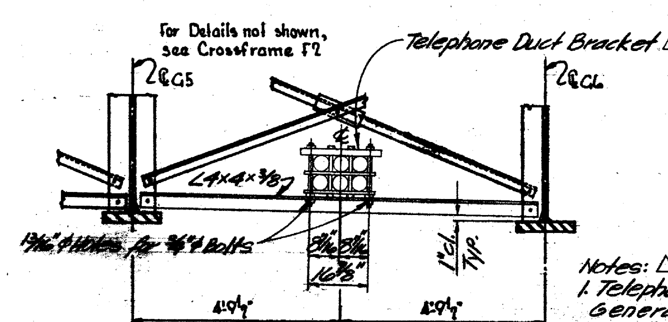
SECTION A-A



MODIFIED BASE PLATE
B300 & R300



CROSSFRAME F2



CROSSFRAME F2(T)

Notes: △
1. Telephone Conduit: See General Notes on Sht. 2/15
2. Erection Bolts: Hole diameter in the crossframes and girder stiffeners shall be respectively 1/16" & 1/4" larger than the diameter of the erection bolts. Unless replaced by permanent high strength bolts, erection bolts shall remain in place. Lock washers shall be furnished for other than fully torqued high strength erection bolts. Bolts shall be furnished as part of 513. In lieu of erection bolts and at the option of the contractor, alternate means of temporary bracing may be used, subject to the approval of the Director (501.06).

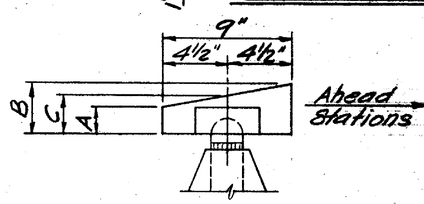
	Girder	A1	1/4	1/2	3/4	P1	FS1	1/2	FS2	P2	1/4	1/2	FS3	P3	1/4	1/2	3/4	A2
Deflection due to Steel DL	G1 thru G6	0	+1/16"	+1/16"	0	0	+1/16"	+3/16"	+1/16"	0	+1/16"	+1/8"	+1/16"	0	+1/16"	+1/8"	+1/8"	0
Deflection due to Remaining DL	G1 thru G6	0	+3/16"	+3/16"	+1/16"	0	+5/16"	+3/4"	+5/16"	0	+1/4"	+1/2"	+1/4"	0	+1/4"	+1/2"	+7/16"	0
Camber Required for DL	G1 thru G6	0	+1/4"	+1/4"	+1/16"	0	+3/8"	+15/16"	+3/8"	0	+5/16"	+5/8"	+5/16"	0	+5/16"	+5/8"	+9/16"	0
Correction for Vertical Curve	G1	0	+5/16"	+3/8"	+5/16"	0	+9/16"	+15/16"	+11/16"	0	+5/8"	+15/16"	+1/2"	0	0	0	0	0
	G2	0	+5/16"	+3/8"	+5/16"	0	+9/16"	+15/16"	+11/16"	0	+11/16"	+15/16"	+5/8"	0	0	0	0	0
	G3	0	+1/4"	+3/8"	+5/16"	0	+9/16"	+15/16"	+11/16"	0	+11/16"	+15/16"	+5/8"	0	+1/16"	+1/16"	0	0
	G4	0	+1/8"	+1/4"	+1/4"	0	+9/16"	+15/16"	+11/16"	0	+11/16"	+15/16"	+5/8"	0	+1/4"	+1/4"	+1/8"	0
	G5	0	+1/16"	+1/16"	+1/8"	0	+9/16"	+15/16"	+11/16"	0	+11/16"	+15/16"	+5/8"	0	+3/8"	+7/16"	+1/4"	0
	G6	0	0	0	0	0	+9/16"	+15/16"	+11/16"	0	+11/16"	+15/16"	+5/8"	0	+7/16"	+9/16"	+7/16"	0
Total Camber Required	G1	0	+9/16"	+5/8"	+3/8"	0	+15/16"	+1 7/8"	+1 1/16"	0	+15/16"	+1 7/16"	+13/16"	0	+5/16"	+5/8"	+9/16"	0
	G2	0	+9/16"	+5/8"	+3/8"	0	+15/16"	+1 7/8"	+1 1/16"	0	+1"	+1 9/16"	+15/16"	0	+5/16"	+5/8"	+9/16"	0
	G3	0	+1/2"	+5/8"	+3/8"	0	+15/16"	+1 7/8"	+1 1/16"	0	+1"	+1 9/16"	+15/16"	0	+3/8"	+11/16"	+9/16"	0
	G4	0	+3/8"	+1/2"	+5/16"	0	+15/16"	+1 7/8"	+1 1/16"	0	+1"	+1 9/16"	+15/16"	0	+9/16"	+7/8"	+11/16"	0
	G5	0	+5/16"	+5/16"	+3/16"	0	+15/16"	+1 7/8"	+1 1/16"	0	+1"	+1 9/16"	+15/16"	0	+11/16"	+1 1/16"	+13/16"	0
	G6	0	+1/4"	+1/4"	+1/16"	0	+15/16"	+1 7/8"	+1 1/16"	0	+1"	+1 9/16"	+15/16"	0	+3/4"	+1 3/16"	+1"	0

TABLE OF SCREED ELEVATIONS & DIMENSIONS △

Girder	Elev. A1	Elev. B	Elev. C	Elev. D	Elev. E	Dim. a	Dim. b	Dim. c
G1	596.311	600.290	605.893	610.820	614.619	6 1/16"	9 5/16"	5 1/16"
G2	595.255	599.312	605.034	610.062	613.861	6 5/16"	9 15/16"	5 7/8"
G3	594.179	598.311	604.152	609.297	613.103	6 1/2"	10 5/16"	6 11/16"
G4	592.950	597.139	603.098	608.360	612.196	[illegible]	10 9/16"	7 1/8"
G5	591.572	595.794	601.871	607.250	611.138	6 1/8"	10 1/4"	7 1/4"
G6	590.193	594.426	600.623	606.119	610.081	5 5/8"	10 1/8"	7 1/4"

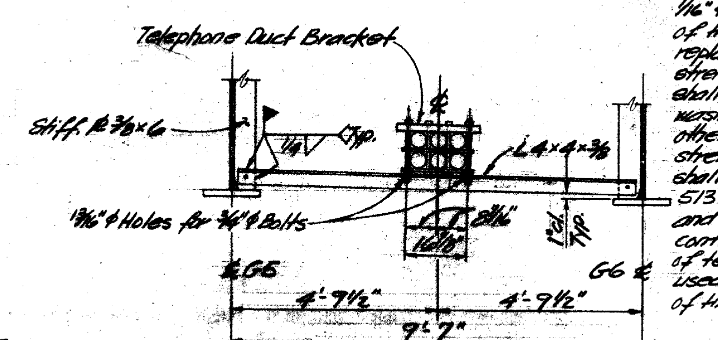
NOTES FOR ELEVATION LAYOUT

1. Working Points (W.P.) are at top of web.
2. Working Lines are straight through the indicated Working Points.
3. The Base Line is a straight Line through W.P. 1 and W.P. 5.
△ 4. Tabulated values in the Deflection and Camber Table are measured from the working lines.
△ 5. For details of R-125, R-300 and B-300 see Std. Dwg. RB-1-55, except for modified base plates and beveled plates shown on this Sheet.



	TYPE	B	C	A
Abut. 1	R-125	3 1/4"	3"	2 3/4"
Pier 1	R-300	3 9/32"	3 1/2"	3 9/32"
Pier 2	B-300	3 13/16"	3 1/2"	3 3/16"
Pier 3	R-300	3 13/16"	3 1/2"	3 3/16"
Abut. 2	R-126	3 11/32"	3"	2 11/32"

△ BEVELED ROCKER OR BOLSTER
(For additional details See Std. Dwg. RB-1-55)



△ TELEPHONE CONDUIT SUPPORT T1

VOGT, IVERS, & ASSOCIATES, INC. 11/15
ENGINEERS ARCHITECTS
CINCINNATI

FRAMING DETAILS
BRIDGE NO. HAM-126-1483
S.R. 126 UNDER
GALBRAITH ROAD
HAMILTON COUNTY STA. 11+25.11 to STA. 15+15.41

BALKE REV. 9/85

NOTES:

1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

SUPERSTRUCTURE DETAILS - 1
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

SFN	3104990
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	10
TOTAL	12
SHEET	29
TOTAL	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:14:31 PM USER: choward4
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BARRIER REPAIR NORTHWEST CORNER OF BRIDGE

TOTAL CONCRETE PATCHING AREA = 3 S.F. * 150% = 4.5 S.F.

BARRIER REPAIR NORTHEAST CORNER OF BRIDGE

TOTAL CONCRETE PATCHING AREA = 4 S.F. * 150% = 6 S.F.

BARRIER REPAIR SOUTHWEST CORNER OF BRIDGE

TOTAL CONCRETE PATCHING AREA = 4 S.F. * 150% = 6 S.F.

NOTES:

1. GRAND TOTAL CONCRETE PATCHING = 22.5 S.F.

TYPICAL EXPANSION JOINT ARMOR REPAIR DETAIL

WELD CRACKED JOINT ARMOR AND/OR RETAINERS

BARRIER REPAIR SOUTHEAST CORNER OF BRIDGE

TOTAL CONCRETE PATCHING AREA = 4 S.F. * 150% = 6 S.F.

SUPERSTRUCTURE DETAILS - 2
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

SFN	3104990
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	11
TOTAL	12
SHEET	30
TOTAL	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:14:43 PM USER: choward4
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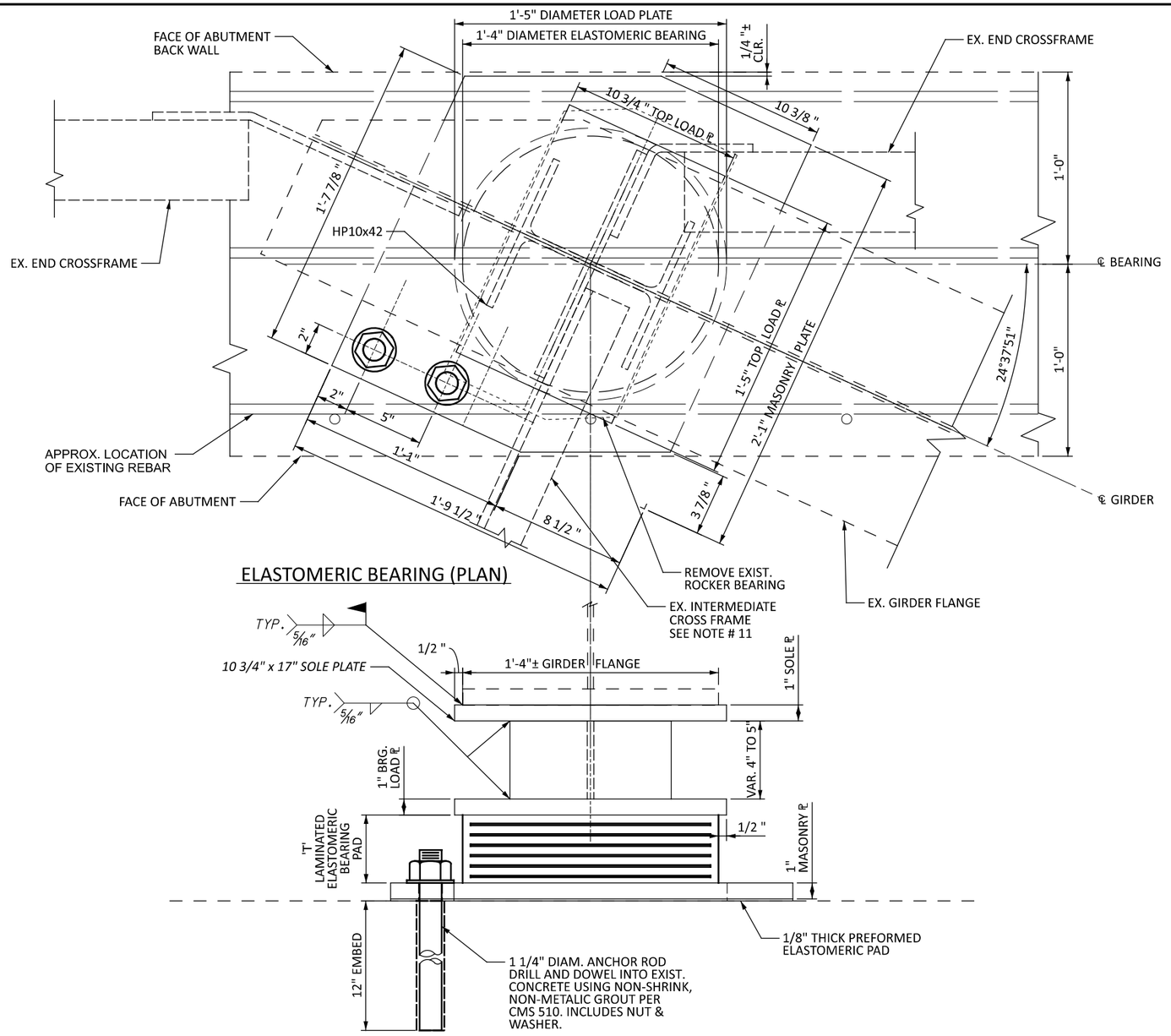


ELASTOMERIC BEARING (FRONT VIEW)

ELASTOMERIC BEARING PAD DATA FOR EXISTING BEAMS													
BRIDGE NO.	SUB-STRUCTURE	BRIDGE MEMBER	ELASTOMERIC PAD							REACTIONS		MAXIMUM DESIGN LOAD (K)	HP10x42 SUPPORT POST HEIGHT (INCH)
			T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES NO.	STEEL LAMINATES THICK.	TYPE	DEAD LOAD (KIPS)	■ LIVE LOAD (KIPS)		
HAM-126-1530	REAR ABUTMENT	EXIST. BEAMS 1 THRU 6	3.63"	5	0.55"	0.25"	6	0.1046"	EXPANSION	37.56	70.5	108.06	VAR. 5" TO 6"
HAM-74-1292R	FWD. ABUTMENT	EXIST. BEAMS 1 THRU 6	3.63"	5	0.55"	0.25"	6	0.1046"	EXPANSION	53.65	75.70	129.35	VAR. 5" TO 6"

LONGITUDINAL SLOPE EACH ABUT. = 0.0556 FT/FT±
(CONTRACTOR SHALL FIELD VERIFY)

ti = THICKNESS OF INTERNAL ELASTOMER LAYER
te = THICKNESS OF EXTERNAL ELASTOMER LAYER

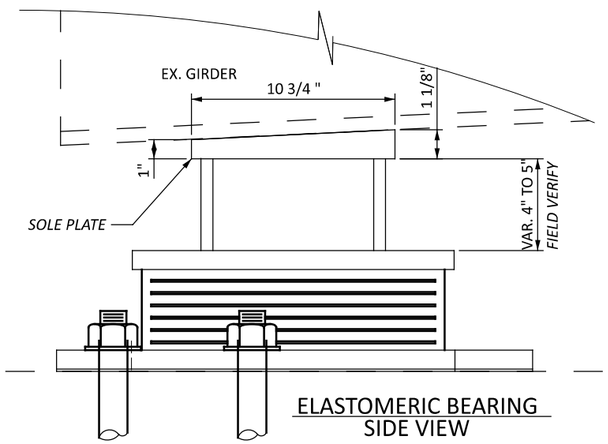
■ W/O IMPACT

NOTES:

1. *STEEL FOR BEARING LOAD PLATE AND MASONRY PLATE SHALL BE A709 GRADE 50. LOAD AND MASONRY PLATES AND HP SECTION SHALL BE PAINTED SIMILAR TO THE GIRDERS. PAYMENT INCLUDED IN ITEM 514.*
2. *THE ELASTOMER FOR THE ELASTOMERIC BEARINGS SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.*
3. *THE STEEL LOAD PLATE AND MASONRY PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.*
4. *SEE SHEET 2 OF 15 FOR QUANTITIES AND SHEET 10 OF 15 FOR FRAMING PLAN.*
5. *THE CONTRACTOR SHALL VERIFY THAT THERE IS A SMOOTH TRANSITION FROM THE APPROACH SLAB AND ABUTMENT BACKWALL ONTO THE DECK AT EACH END OF THE BRIDGE ONCE THE BEARING WORK IS COMPLETED.*
6. *WELDING OF THE LOAD PLATE TO THE HP SECTION SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMERIC BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.*
7. *LONGITUDINAL ROADWAY SLOPE SHALL BE ACCOMODATED THROUGH BEVEL OF THE ENTIRE TOP OF THE HP SUPPORT SECTIONS.*
8. *IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL PROVIDE AND INSTALL ANY NECESSARY SHIMS TO PROVIDE A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. ANY BEARING SHIMS PROVIDED SHALL BE THE SAME MATERIAL AS THE PROPOSED STEEL LOAD PLATE. SHIM PLATE FOOT PRINT SHALL MATCH THE ELASTOMERIC BEARING PAD DIMENSIONS TO ALLOW FOR FIELD WELDING TO THE LOAD PLATE USING 5/16" FILLET WELD AROUND THE ENTIRE PERIMETER OF THE SHIM PLATE.*

   THE CONTRACTOR SHALL ASSURE THAT ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS OR BEARING DEVICES ARE FLOATING. PRIOR TO BEARING PLACEMENT THE CONTRACTOR SHALL GRIND SMOOTH ALL EXISTING WELDS ON THE BOTTOM FLANGE OF THE GIRDER.
9. *THE GIRDER SEAT HEIGHTS LISTED IN THE PLANS ARE PROVIDED FOR INFORMATION PURPOSES ONLY AND SHALL BE CONSIDERED TENTATIVE. THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF GIRDER AND GIRDER SEAT ELEVATIONS PRIOR TO THE JACKING OPERATIONS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO THE DISTRICT 8 ENGINEER PRIOR TO THE JACKING OPERATIONS. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED.*

   THE CONTRACTOR IS TO DETERMINE THE HEIGHT OF PROPOSED HP SECTION BY SUBTRACTING THE LOAD PLATE, MASONRY PLATE AND ELASTOMERIC BEARING THICKNESS FROM THE CONTRACTOR MEASURED DIFFERENCE BETWEEN BOTTOM OF EXISTING GIRDER ELEVATION AND EXISTING GIRDER SEAT ELEVATION AT EACH BEARING LOCATION. ANY SHIMS NEEDED AS A RESULT OF THE CONTRACTOR'S ERROR WILL BE PROVIDED AT THE CONTRACTOR'S EXPENSE AND WILL NEED TO BE APPROVED BY THE ENGINEER. IF REQUIRED, ONLY ONE BEARING SHIM WILL BE ALLOWED PER BEARING AND MUST BE INSTALLED ABOVE THE LOAD PLATE.
10. *ALL COSTS FOR MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS (i.e. SURVEY, ETC.) NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH VULCANIZED LOAD PLATES SHALL BE INCLUDED IN THE UNIT BID PRICE FOR PAYMENT. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING PADS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.*
11. *REMOVE AND RE-ATTACH INTERMEDIATE CROSSFRAMES AS NEEDED IF THEY INTERFERE WITH BEARING INSTALLATION.*
12. *THE HP SECTION AND SOLE PLATE ARE PAID FOR UNDER ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF.*
13. *VERIFY THAT ABUTMENT BEAM SEATS ARE LEVEL. PERFORM CORRECTIONS AS NEEDED.*



ELASTOMERIC BEARING
SIDE VIEW

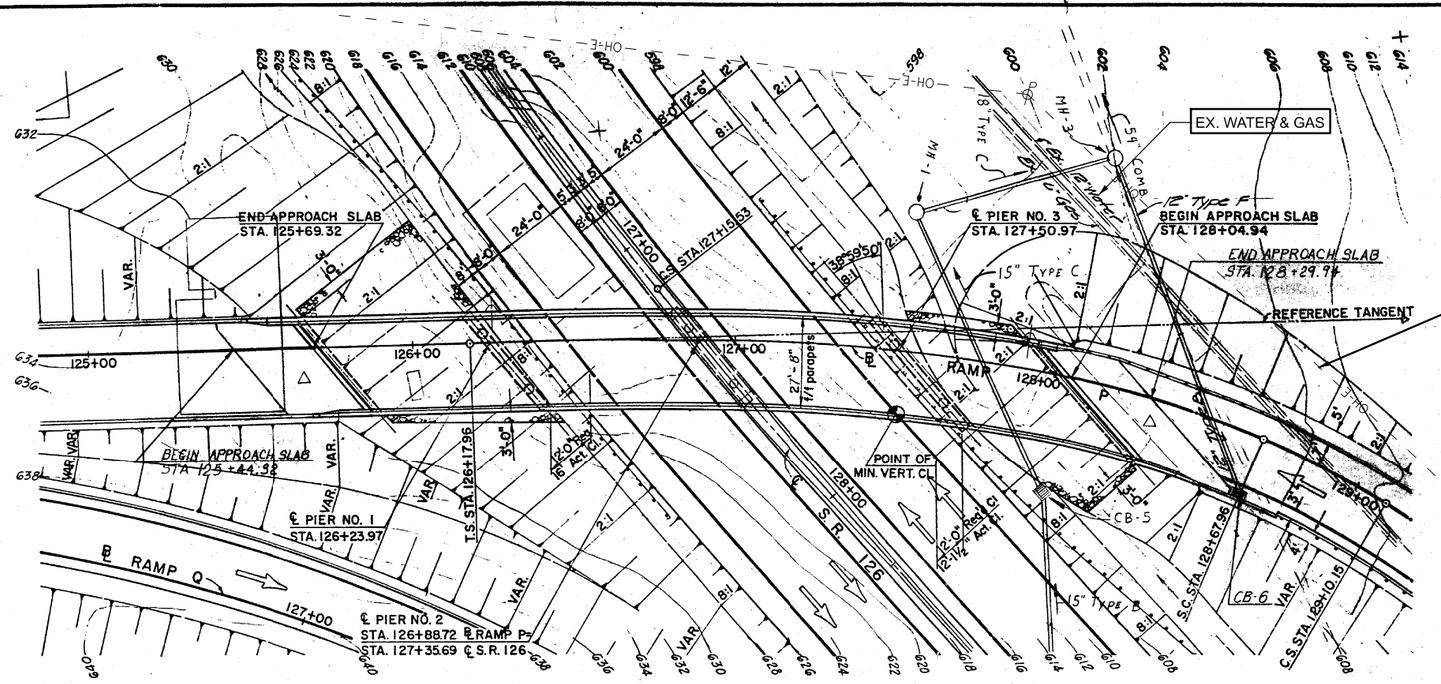
BEARING DETAILS
BRIDGE No.: HAM-126-1530
SR 126 UNDER GALBRAITH RD.

SFN 3104990
DESIGN AGENCY
DESIGNER CAH | CHECKER GTF
REVIEWER RSK 07-07-25
PROJECT ID 112991
SUBSET 12 | TOTAL 12
SHEET 31 | TOTAL 57

HAM-SR 126-VAR.

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

HAM-75-9.93
HAM-126-13.00



PLAN

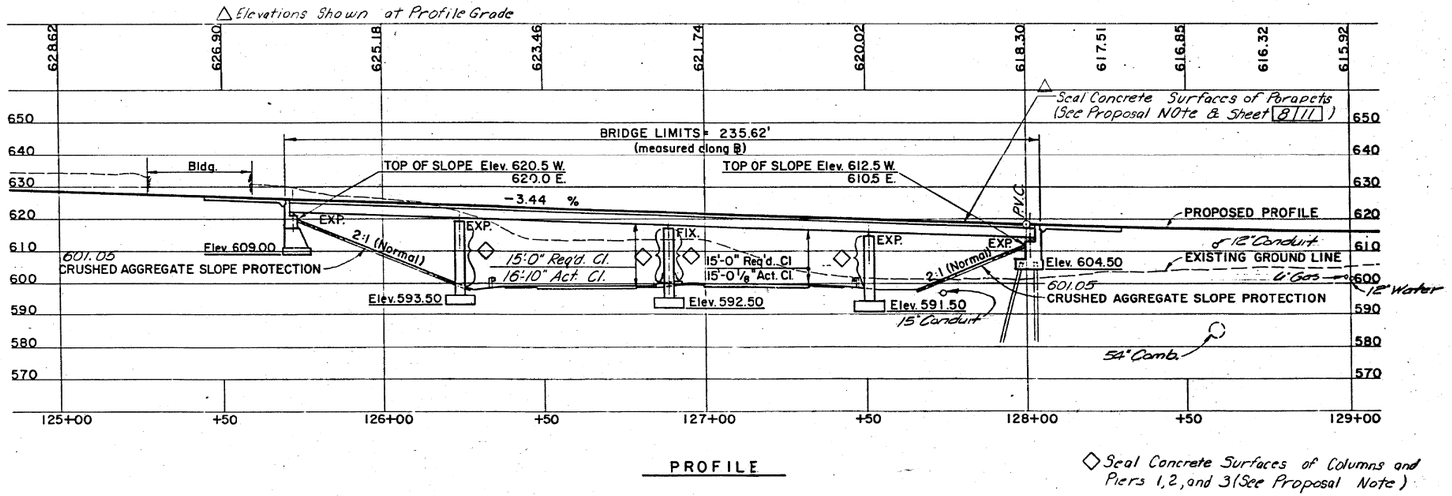
HORIZONTAL CURVE DATA — RAMP P

P.I. STA. 129+07.43
Δ = 58°25'55" RIGHT
Δc = 08°25'55"
Dc = 20°00'00"
Rc = 286.48'
Lc = 42.16'
Ls = 250.00'
θs = 25°00'00"
Ts = 289.47'

NOTE:
△ EARTHWORK LIMITS SHOWN ARE APPROXIMATE, ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

△ TRAFFIC DATA

2006 ADT	5886
2006 ADTT	648



PROFILE

ALL PILES ARE HP 10x 42 STEEL "H" PILES.
THE ESTIMATED AVERAGE PAY-LENGTHS ARE:
ABUT. NO. 2 — 22'

VERTICAL CURVE DATA

P.V.I. STA. 130+00.00
ELEV. 611.42
Lc = 400'
G1 = -3.44 %
G2 = +5.062 %

EXISTING STRUCTURE

TYPE: CONTINUOUS COMPOSITE STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES

SPANS: 51'-9", 64'-9", 62'-3", 50'-3"
ROADWAY: 26'-6" TOE/TOE OF PARAPET
LOADING: HS20-44 CASE II
SKEW: 38°59'50" L.F.
WEARING SURFACE: 1.25" LATEX MODIFIED CONC. OVERLAY
APPROACH SLABS: 25'-0" LONG (AS-1-81)
ALIGNMENT: TANGENT & 250' SPIRAL
SUPERELEVATION: 0.0833 FT/FT MAX.
STRUCTURE FILE NUMBER: 3105008
DATE BUILT: 1987
DISPOSITION: MINOR CONC. PATCHING, PAINTING, ETC.
DECK AREA: 6,951 SF
COORDINATES: LATITUDE N39° 12' 41.76"
LONGITUDE W84° 26' 27.34"

NOTES:

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SITE PLAN
BRIDGE No. HAM-126-1543
SR 126 UNDER WB RAMP TO GALBRAITH RD.

HAM-SR 126-VAR.

SFN	3105008
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	1
TOTAL	8
SHEET	32
TOTAL	57

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

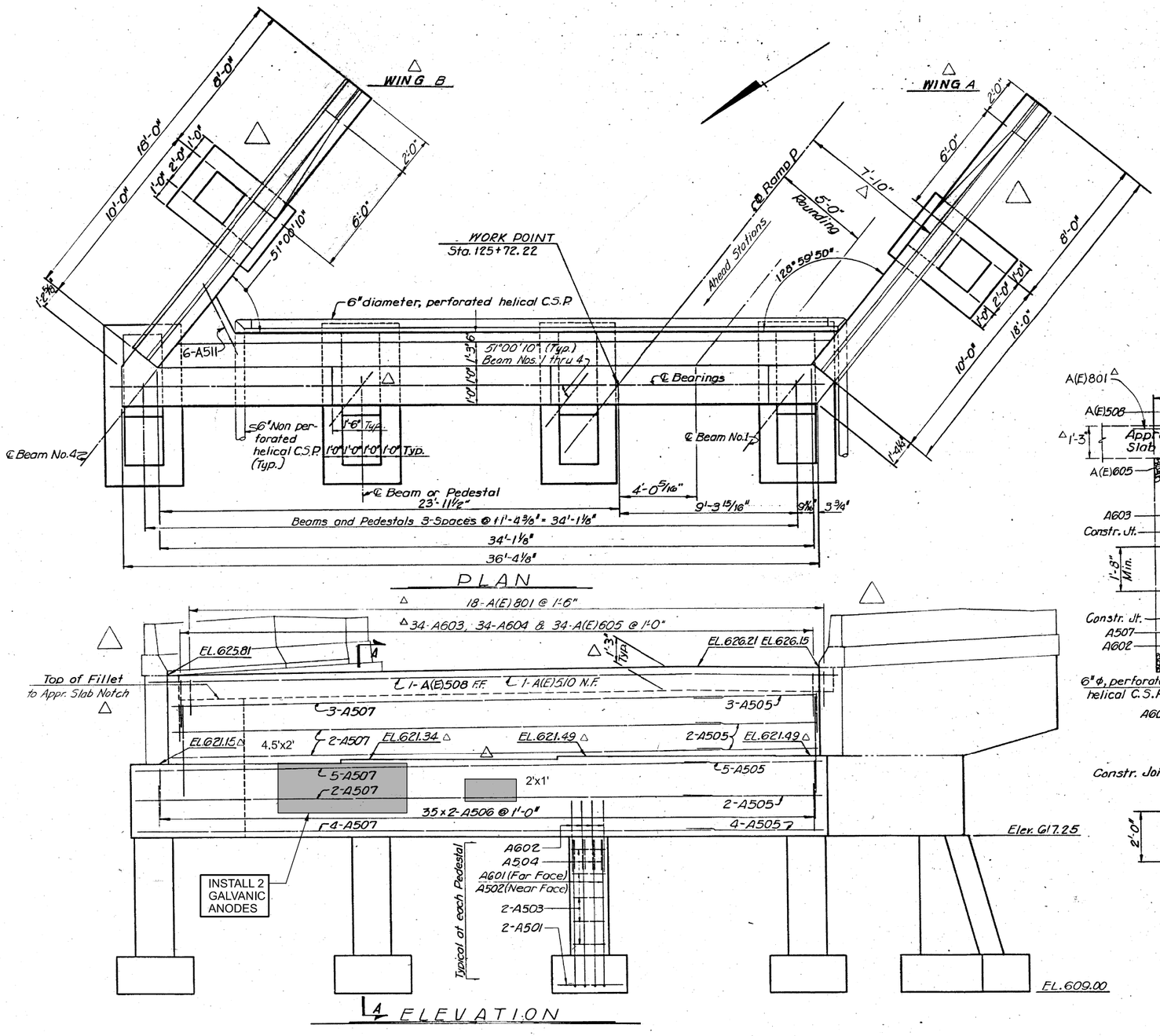
HAM - 75 - 9.93
HAM - 126 - 13.00

106
187

△ LEGEND

"(E)" denotes epoxy coated reinforcing bar.

F.F. = For Face
N.F. = Near Face



NOTES:

For location of WORK POINT, see "framing plan" sheet 8/11.

For WINGWALL ELEVATIONS, see sheet 5/11.

POROUS BACKFILL, thickness shown, shall extend up to the plane of the subgrade and laterally to the ends of the wingwalls.

3/11

VOGT, IVERS, & ASSOCIATES, INC.
ENGINEERS ARCHITECTS
CINCINNATI

ABUTMENT NO. 1
BRIDGE NO. HAM-126-1497
S. R. 126 UNDER RAMP P

HAMILTON COUNTY
STA. 125 + 69.32 to
STA. 128 + 04.94

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
S.S.C.	S.S.C.	T.D.S.	J.R.P.		5-21-71	△ EARLE ENG. 1/26

NOTES:

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3. *TOTAL CONCRETE PATCHING = 11 S.F. * 150% = 17 S.F.*
4. *TOTAL QUANTITY OF GALVANIC ANODES = 2 EACH*

LEGEND

▭ - 519 PATCHING OF CONCRETE STRUCTURE

REAR ABUTMENT PLAN
BRIDGE No. HAM-126-1543
SR 126 UNDER WB RAMP TO GALBRAITH RD.

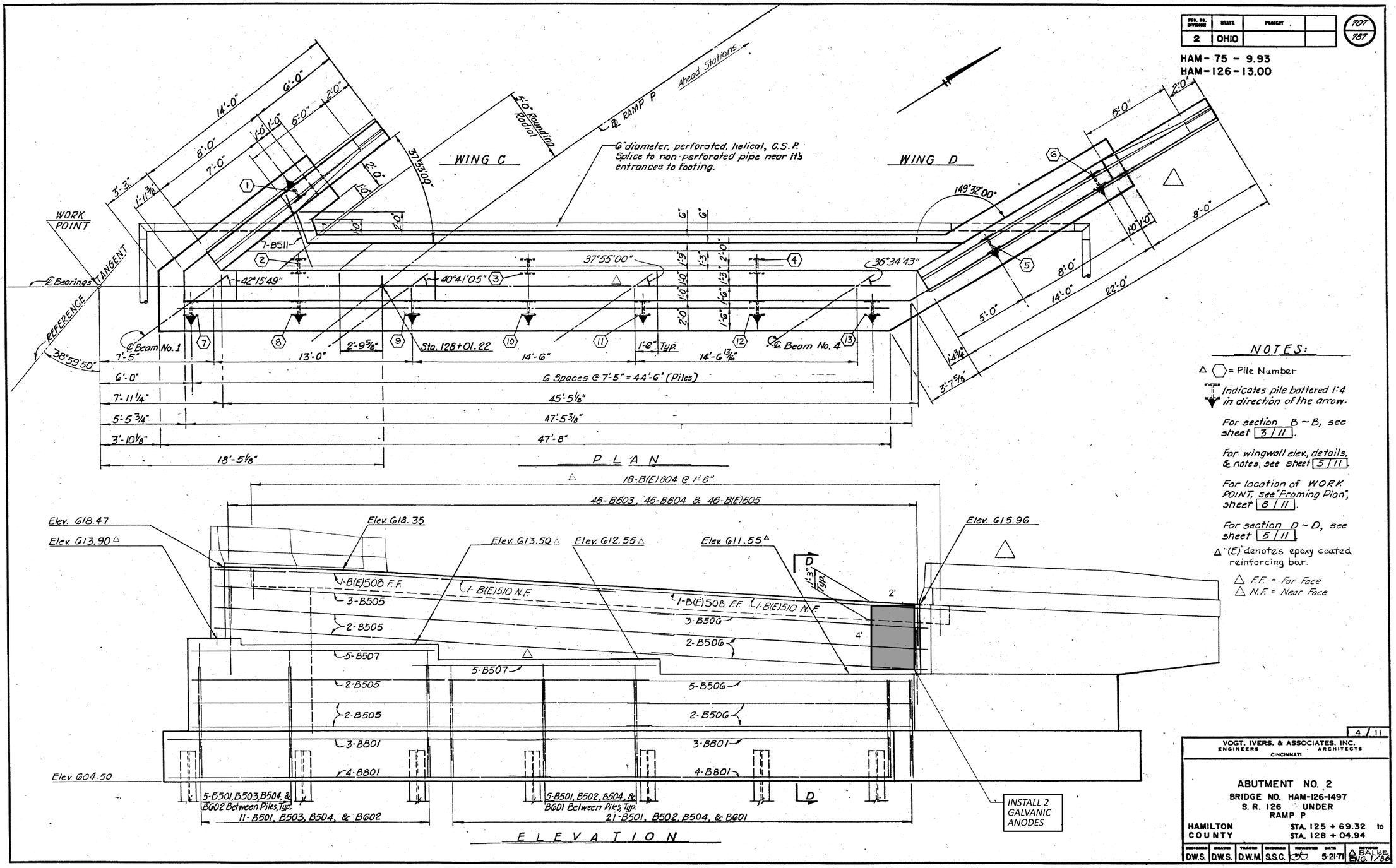
SFN 3105008
DESIGN AGENCY
DESIGNER CAH | CHECKER GTF
REVIEWER RSK 07-07-25
PROJECT ID 112991
SUBSET 2 | TOTAL 8
SHEET 33 | TOTAL 57

HAM-SR 126-VAR.

FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

107
187

HAM- 75 - 9.93
HAM-126-13.00



NOTES:

△ ⬡ = Pile Number

Indicates pile battered 1:4 in direction of the arrow.

For section B ~ B, see sheet 3 / 11.

For wingwall elev., details, & notes, see sheet 5 / 11.

For location of WORK POINT, see "Framing Plan", sheet 8 / 11.

For section D ~ D, see sheet 5 / 11.

△ "(E)" denotes epoxy coated reinforcing bar.

△ F.F. = Far Face
△ N.F. = Near Face

4 / 11

VOGT, IVERS, & ASSOCIATES, INC.
ENGINEERS ARCHITECTS
CINCINNATI

ABUTMENT NO. 2
BRIDGE NO. HAM-126-1497
S. R. 126 UNDER RAMP P

HAMILTON COUNTY
STA. 125 + 69.32 to STA. 128 + 04.94

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.W.S.	D.W.S.	D.W.M.	S.S.C.		5-21-71	△ BALUE ENG. 1/86

NOTES:

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2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.
3. TOTAL CONCRETE PATCHING = 8 S.F. * 150% = 12 S.F.
4. TOTAL QUANTITY OF GALVANIC ANODES = 2 EACH

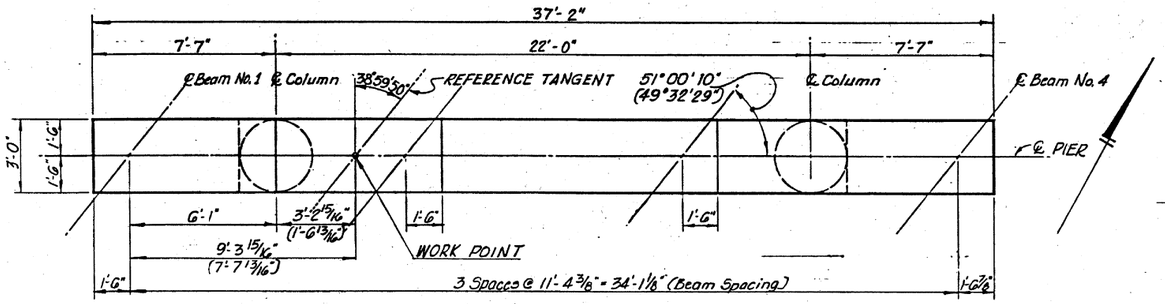
LEGEND

▭ - 519 PATCHING OF CONCRETE STRUCTURE

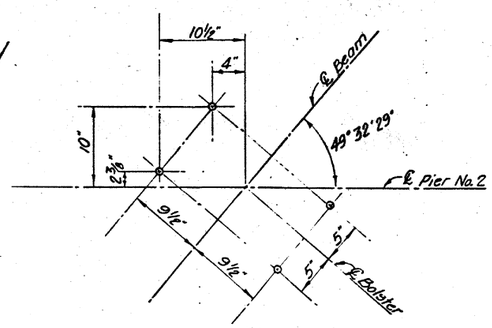
FORWARD ABUTMENT PLAN
BRIDGE No. HAM-126-1543
SR 126 UNDER WB RAMP TO GALBRAITH RD.

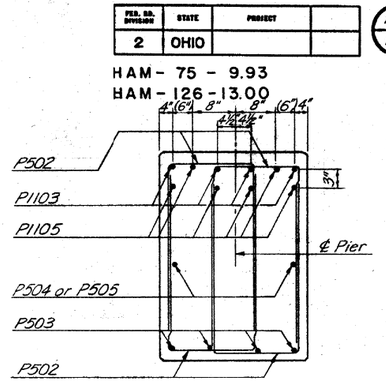
SFN	3105008
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	3
TOTAL	8
SHEET	34
TOTAL	57

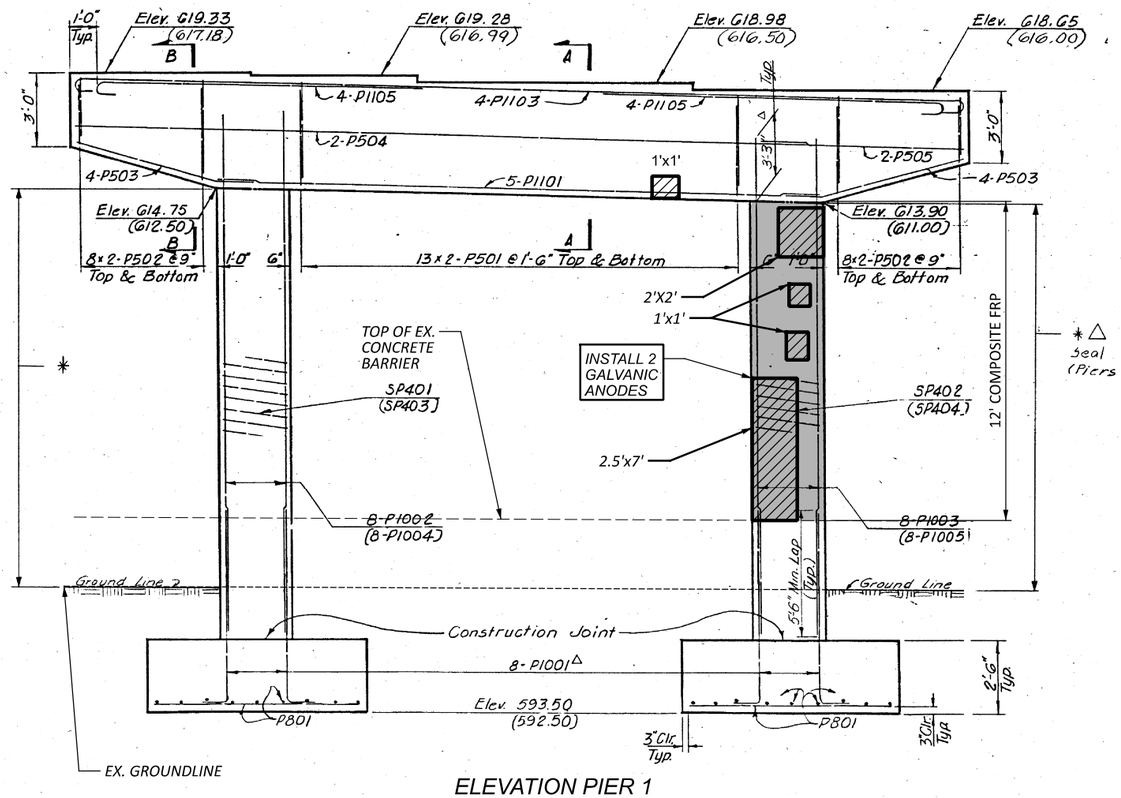
HAM-SR 126-VAR.



CAP PLAN

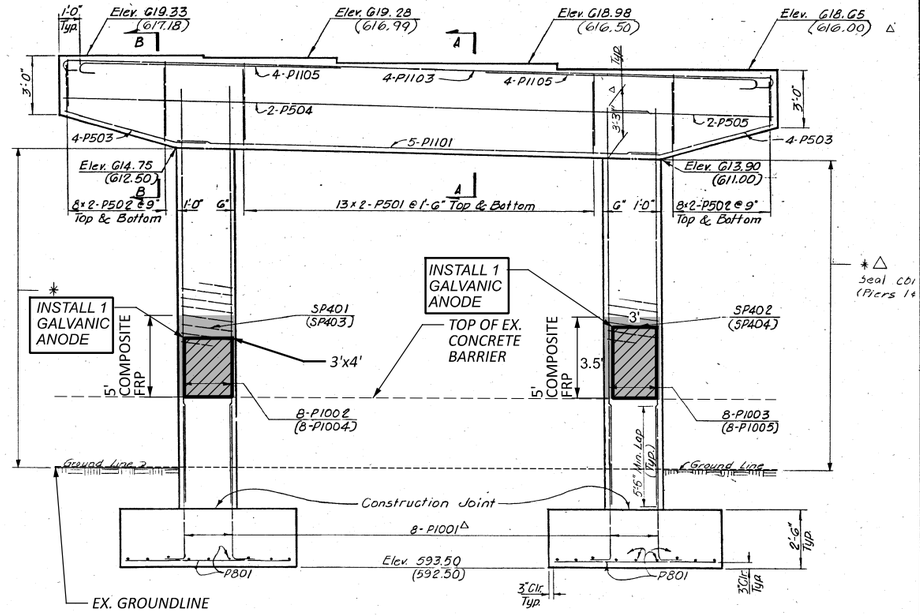






ELEVATION PIER 1

LOOKING UP STATION OR FACING 126 EB



ELEVATION PIER 2

PIER 2 LOOKING DOWN STATION FROM 126 WB

LEGEND

- 519 PATCHING OF CONCRETE STRUCTURE

FIBER REINFORCED POLYMER WRAP

6 / 11

VOGT, IVERS, & ASSOCIATES, INC.
ENGINEERS ARCHITECTS
CINCINNATI

PIERS NO. 1 & NO. 2

BRIDGE NO. HAM-126-1497
S. R. 126 UNDER
RAMP P

HAMILTON COUNTY

STA. 125 + 69.32 to
STA. 128 + 04.94

DESIGNED	DRAWN	TRACED	CHECKED	REVISED	DATE	REVISED
D.W.S.	D.W.S.	D·W·M	S.S.C.		5-21-71	△ BAT LVE ENG 1/26

NOTES:

1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.
3. WRAP REPAIRED PIER COLUMN WITH ONE LAYER OF COMPOSITE FIBER WRAP.
4. SEAL ALL EXPOSED PIER CONCRETE EXCEPT TOP OF PIER CAP WITH EPOXY-URETHANE.
5. PATCH EXISTING CONCRETE AS SHOWN PER CMS 519.
   PATCHING AREA PIER 1 = 25 SF * 1.50 = 38 SF
   PATCHING AREA PIER 2 = 23 SF * 1.50 = 35 SF
   TOTAL = 73 SF
   PATCHING QUANTITY INCREASED 150% TO ACCOUNT FOR ADDITIONAL DETERIORATION PRIOR TO CONSTRUCTION.
6. WRAP PATCHED PIER COLUMNS =
   PIER 1 AREA = (5')* (PI * 3') = 48 SF
   PIER 2 AREA = (5')* (PI * 3') = 48 SF

   TOTAL FRP = 96 SF
7. TOTAL QUANTITY OF GALVANIC ANODES = 4 EACH
8. CONCRETE PATCHING SHALL BE RESTRICTED TO EXPOSING ONLY ONE QUARTER OF THE PIER COLUMN AT A TIME TO MAINTAIN STRUCTURAL INTEGRITY.

PIER 1 & 2 PLAN
BRIDGE No. HAM-126-1543
SHEET SUB-TITLE 2

SFN	3105008
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	4
TOTAL	8
SHEET	35
TOTAL	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 12/18/2025 TIME: 2:19:53 PM USER: chovard4
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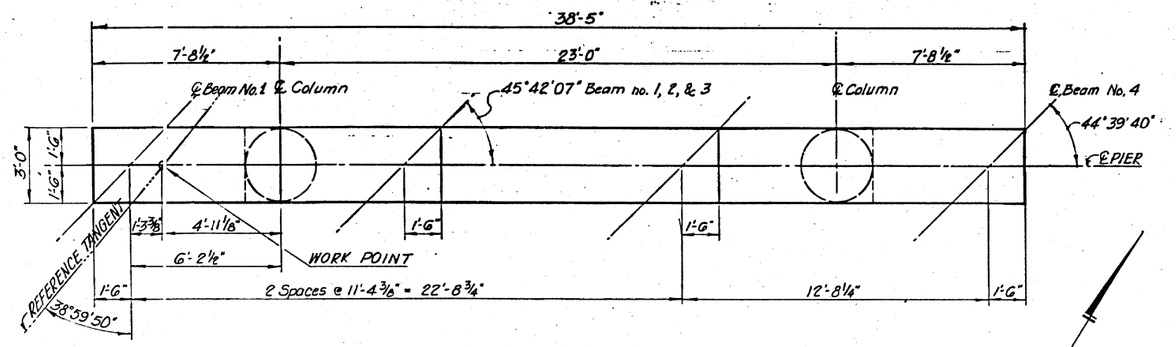
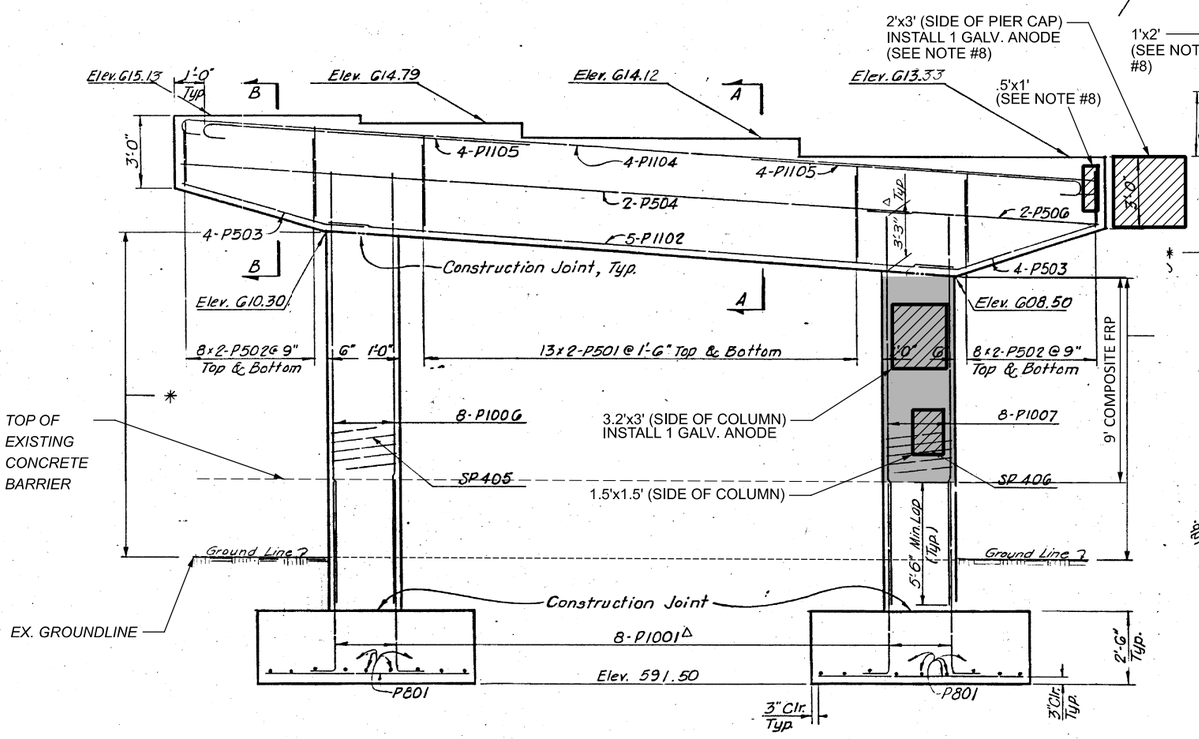
FED. RD. DIVISION	STATE	PROJECT		
2	OHIO			

110
787

HAM- 75 - 9.93
HAM- 126-13.00

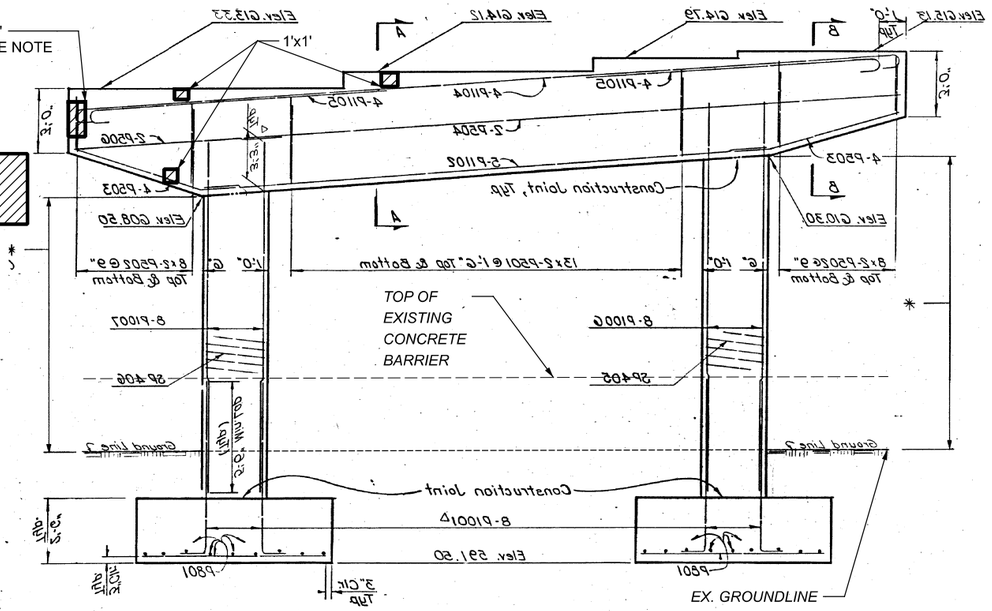


CAP PLAN



E L E V A T I O N

ELEVATION PIER 3
LOOKING UP STATION OR FACING 126 EB



ELEVATION PIER 3
PIER 3 LOOKING DOWN STATION OR FACING AWAY FROM 126

7 / 11

VOGT, IVERS, & ASSOCIATES, INC.
ENGINEERS ARCHITECTS
CINCINNATI

PIER NO. 3

BRIDGE NO. HAM-126-1497
S. R. 126 UNDER
RAMP P

HAMILTON COUNTY

STA. 125 + 69.32 to
STA. 128 + 04.94

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
D.W.S.	D.W.S.	D.W.M.	S.S.C.	RJ	5-21-71	△ BALUE ENG 1/86

NOTES:

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2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.
3. WRAP REPAIRED PIER COLUMNS WITH ONE LAYER OF COMPOSITE FIBER WRAP.
4. SEAL ALL EXPOSED PIER CONCRETE EXCEPT TOP OF PIER CAP WITH EPOXY-URETHANE.
5. TOTAL CONCRETE PATCHING = 40 S.F. * 150% = 60 S.F.
6. TOTAL QUANTITY OF GALVANIC ANODES = 2 EACH
7. CONCRETE PATCHING SHALL BE RESTRICTED TO EXPOSING ONLY ONE QUARTER OF THE PIER COLUMN AT A TIME TO MAINTAIN STRUCTURAL INTEGRITY.
8. PROVIDE TEMPORARY BEAM SUPPORT AT BEAM #4 TO CARRY THE BEAM DEAD AND LIVE LOAD REACTIONS PRIOR TO PERFORMING CONCRETE PATCHING OF THE PIER CAP AT THAT LOCATION.

LEGEND

519 - PATCHING OF CONCRETE STRUCTURE

PIER 3 PLAN
BRIDGE No. HAM-126-1543
SR 126 UNDER WB RAMP TO GALBRAITH RD.

SFN 3105008
DESIGN AGENCY

DESIGNER	CHECKER
CAH	GTF

REVIEWER
RSK 07-07-25

PROJECT ID
112991

SUBSET	TOTAL
5	8

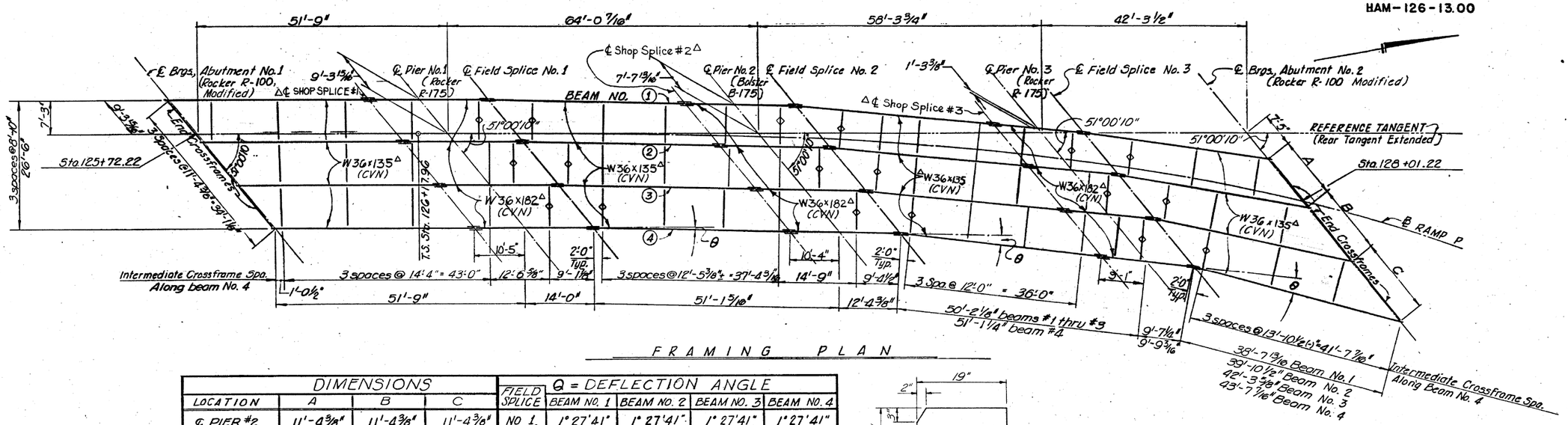
SHEET	TOTAL
36	57

HAM-SR 126-VAR.

FED. RD. DESIGNATION	STATE	PROJECT	
2	OHIO		

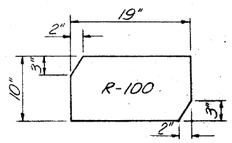
511
787

HAM- 75 - 9.93
HAM-126-13.00

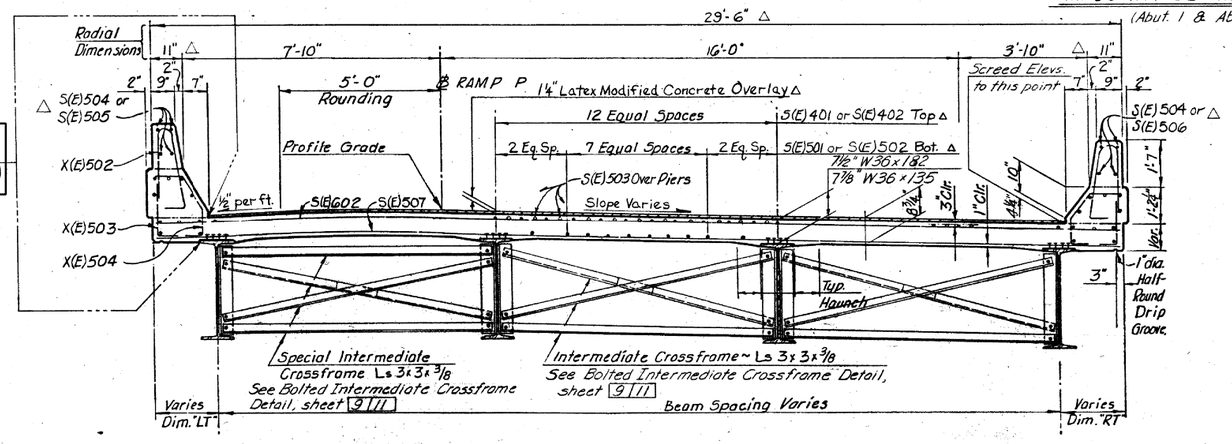


FRAMING PLAN

DIMENSIONS				FIELD SPLICE	Θ = DEFLECTION ANGLE			
LOCATION	A	B	C		BEAM NO. 1	BEAM NO. 2	BEAM NO. 3	BEAM NO. 4
℄ PIER #2	11'-4 3/8"	11'-4 3/8"	11'-4 3/8"	NO 1.	1°27'41"	1°27'41"	1°27'41"	1°27'41"
℄ PIER #3	11'-4 3/8"	11'-4 3/8"	12'-8 1/4"	NO. 2	3°50'22"	3°50'22"	3°50'22"	4°52'49"
℄ BRGS. ABUT. #2	13'-0"	14'-6"	14'-6 13/16"	NO. 3	3°26'18"	5°01'02"	7°47'07"	8°04'57"



MASONRY BEARING PLATES (Abut. 1 & Abut. 2)



△TRANSVERSE SECTION

WELDED ATTACHMENT of supports for concrete deck finishing machine may be made to areas of the fascia stringer flanges designated "Compression." Attachments shall not be made to areas designated "Tension." Fillet Welds to compression flanges shall be not closer than 1" from edge of flange, be not more than 2" long and be not smaller than the minimum size required by AASHTO.

NOTES

DECK SLAB DEPTH: The distance shown from top of deck slab to top of steel beam is the design dimension. The quantity of deck concrete to be paid for shall be based on this dimension even though deviation from it may be necessary because the top flange of the beam may not have the exact camber or conformation required to place it parallel to the finished grade.

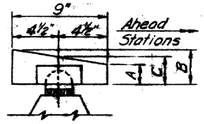
A HAUNCH WIDTH of 9" shall be used for computing quantity of concrete. However, the haunch width may vary between 6" and 12" provided that the slope shall be not more than 1:4 for a haunch less than 9" in width.

△"(E)" denotes epoxy coated reinforcing bar.

—◇— indicates special intermediate crossframe (4 angles).

FOR END DAM & END CROSSFRAME details & notes, reference is made to Std. Dwg. SD-1-69, sheets 1 & 2 of 4, and Strip Seal Details, Sheets 4BB A,B,C & D. Use of split type extrusion at joint upturns is optional.

△DIMENSIONS	℄ Brgs. Abut. #1	℄ Pier #1	℄ Field Splice #1	℄ Pier #2	℄ Field Splice #2	℄ Pier #3	℄ Field Splice #3	℄ Brgs. Abut. #2
"LT"	1'-6"	1'-6"	1'-6"	2'-1 3/8"	2'-0"	2'-11 1/4"	2'-7 7/8"	1'-11 3/8"
"RT"	1'-6"	1'-6"	1'-7"	1'-8 5/8"	2'-0 3/4"	2'-5"	3'-0"	2'-9 1/4"



	A	C	B
ABUT 1	2 11/32"	2 1/2"	2 21/32"
PIER 1	3 1/32"	3 1/2"	3 21/32"
PIER 2	3 1/32"	3 1/2"	3 21/32"
PIER 3	3 11/32"	3 1/2"	3 21/32"
ABUT 2	2 11/32"	2 1/2"	2 21/32"

BEVELED ROCKER OR BOLSTER
(For additional details see Std. Dwg. RB-1-55)

8 11

VOGT, IVERS, & ASSOCIATES, INC.
ENGINEERS ARCHITECTS
CINCINNATI

SUPERSTRUCTURE DETAILS

BRIDGE NO. HAM-126-1497
S.R. 126 UNDER
RAMP P

HAMILTON COUNTY
STA. 125 + 69.32 to
STA. 128 + 04.94

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISIONS
V.K.	D.W.M.	—	S.S.C.	[illegible]	5-21-71	△ BALVE ENG. 1/86

NOTES:

2. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
3. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.

FRAMING PLAN
BRIDGE No. HAM-126-1543
SR 126 UNDER WB RAMP TO GALBRAITH RD.

SFN 3105008
DESIGN AGENCY

DESIGNER	CHECKER
CAH	GTF

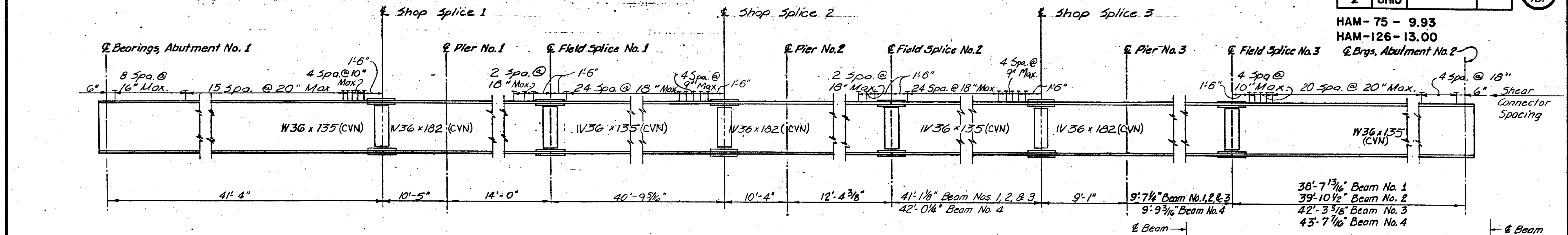
REVIEWER RSK 07-07-25
PROJECT ID 112991
SUBSET 6 TOTAL 8
SHEET 37 TOTAL 57

HAM-SR 126-VAR.

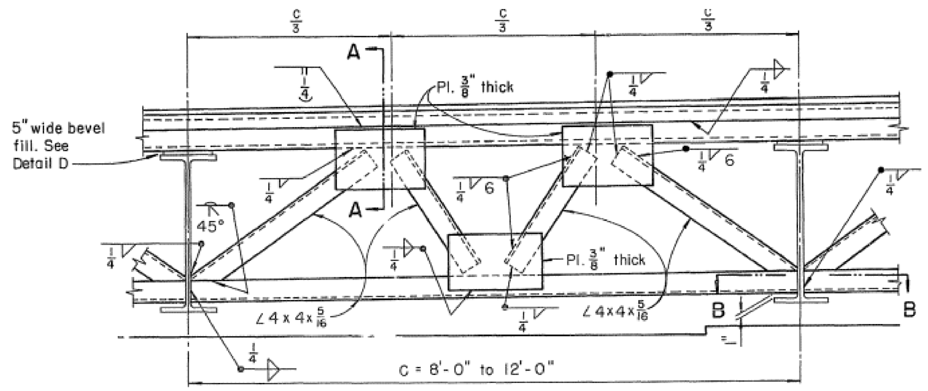
FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

712 / 787

HAM-75 - 9.93
HAM-126-13.00

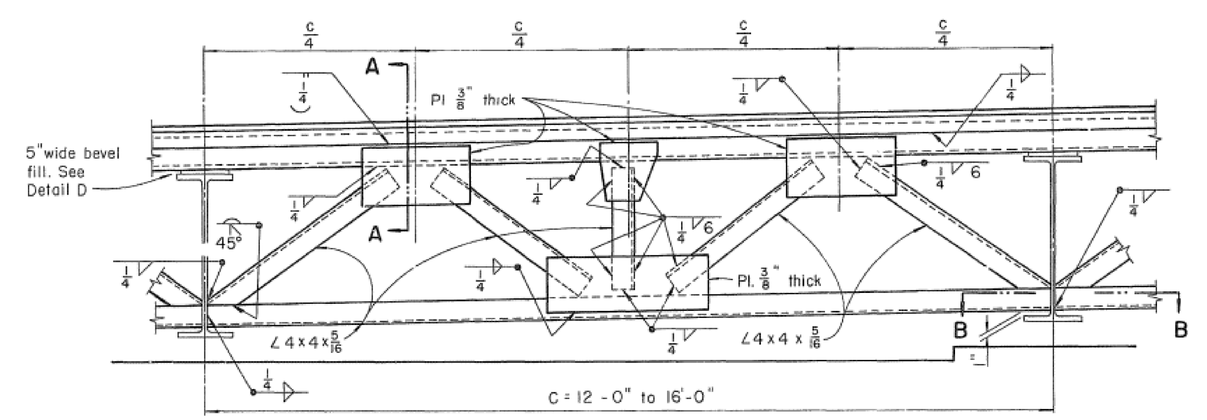


BEAM ELEVATION



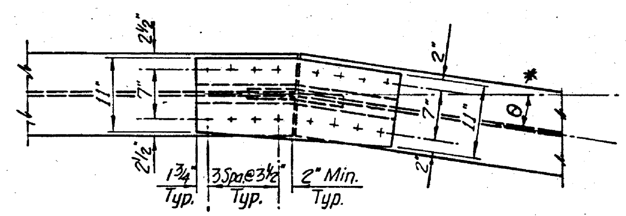
END CROSSFRAME

For beam spacing of 8'-0" to 12'-0" measured parallel to end dam.

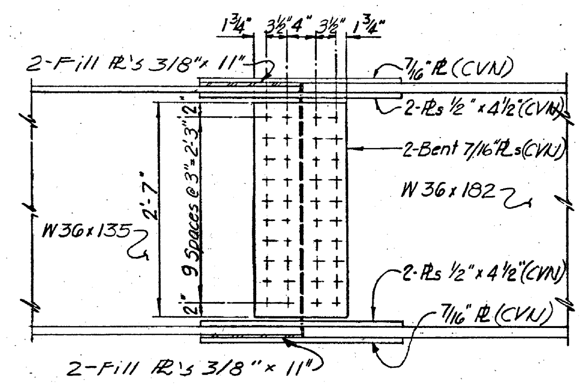


END CROSSFRAME

For beam spacing of 12'-0" to 16'-0" measured parallel to end dam.



PLAN

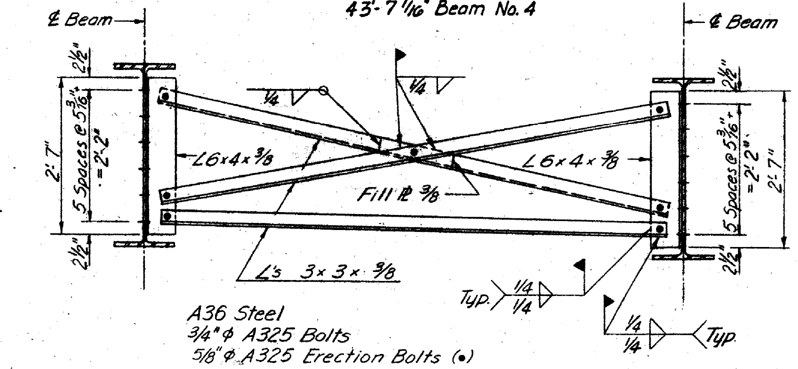


ELEVATION

TYPICAL FIELD & SHOP SPLICE

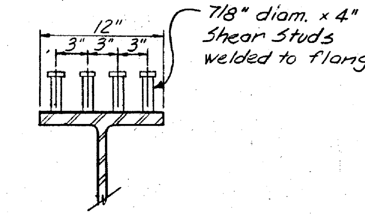
* Shop Splice Plates are not bent, & Angle θ = 0°

Note: All field and shop splice material except fill plates shall be CVN.



BOLTED INTERMEDIATE CROSSFRAME

(Special Intermediate Crossframe similar except for added 'horizontal' angle @ top)



△TYPICAL SHEAR CONNECTOR DETAIL

STEEL NOTCH TOUGHNESS REQUIREMENT (CHARPY V-NOTCH)

Where a shape or plate is designated (CVN) the material shall meet specified minimum notch toughness requirements as specified in 711.01 of CMS.

NOTES:

High strength bolts shall be 1" diameter A325 unless otherwise noted.
For angle θ, see sheet 8/11.
For details & notes not shown, reference is made to Standard Drawing SD-1-69, sheets 3 & 4.
ERECTION BOLTS: Hole diameter in the crossframes and angle stiffeners shall be respectively 1/16" and 1/8" larger than the diameter of the erection bolts. Unless replaced by permanent high strength bolts, erection bolts shall remain in place. Lock washers shall be furnished for other than fully torqued high strength erection bolts. Bolts shall be furnished as part of 513.
In lieu of erection bolts and at the option of the Contractor, alternative means of temporary bracing may be used subject to the approval of the Director (501.06).

9 / 11

VOGT, IVERS, & ASSOCIATES, INC.
ENGINEERS ARCHITECTS
CINCINNATI

SUPERSTRUCTURE DETAILS
BRIDGE NO. HAM-126-1497
S. R. 126 UNDER RAMP P

HAMILTON COUNTY
STA. 125 + 69.32 to STA. 128 + 04.94

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
D.W.S.	D.W.M.	D.W.M.	J.R.P.		5-21-71

NOTES:

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SUPERSTRUCTURE DETAILS
BRIDGE No. HAM-126-1543
SR 126 UNDER WB RAMP TO GALBRAITH RD.

SFN	3105008
DESIGN AGENCY	
DESIGNER CAH	CHECKER GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET 7	TOTAL 8
SHEET 38	TOTAL 57

HAM-SR 126-VAR.

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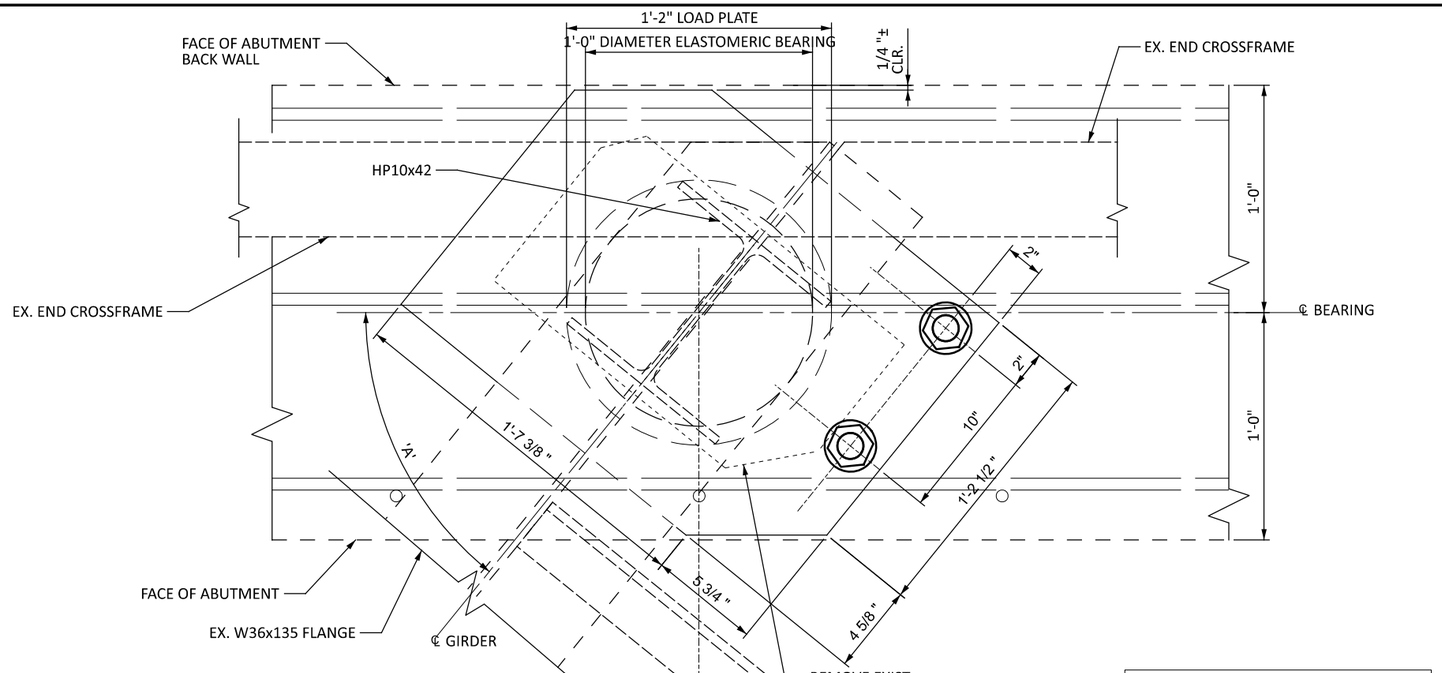
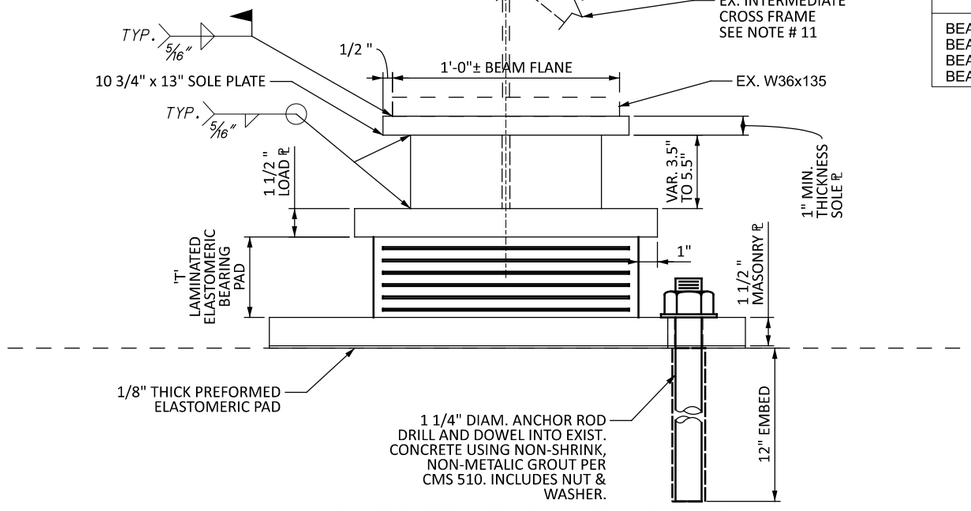


ELASTOMERIC BEARING (PLAN)



ELASTOMERIC BEARING (FRONT VIEW)

DIMENSION 'A'		
	REAR ABUTMENT	FORWARD ABUTMENT
BEAM 1	51°00'00"	42°15'39"±
BEAM 2	51°00'00"	40°40'55"±
BEAM 3	51°00'00"	37°54'50"±
BEAM 4	51°00'00"	36°34'33"±

ELASTOMERIC BEARING PAD DATA FOR EXISTING BEAMS

BRIDGE NO.	SUB-STRUCTURE	BRIDGE MEMBER	ELASTOMERIC PAD							REACTIONS		MAXIMUM DESIGN LOAD (K)	HP10x42 SUPPORT POST HEIGHT (INCH)
			T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES NO.	STEEL LAMINATES THICK.	TYPE	DEAD LOAD (KIPS)	■ LIVE LOAD (KIPS)		
HAM-126-1543	REAR ABUTMENT	EXIST. BEAMS 1 THRU 4	2.37"	4	0.40"	0.25"	5	0.1046"	EXPANSION	29.00	58.50	87.50	VAR. 5" TO 6"
HAM-126-1543	FWD. ABUTMENT	EXIST. BEAMS 1 THRU 4	2.37"	4	0.40"	0.25"	5	0.1046"	EXPANSION	29.00	58.50	87.50	VAR. 5" TO 6"

LONGITUDINAL SLOPE EACH ABUT. = 0.0344 FT/FT±
(CONTRACTOR SHALL FIELD VERIFY)

ti = THICKNESS OF INTERNAL ELASTOMER LAYER
te = THICKNESS OF EXTERNAL ELASTOMER LAYER

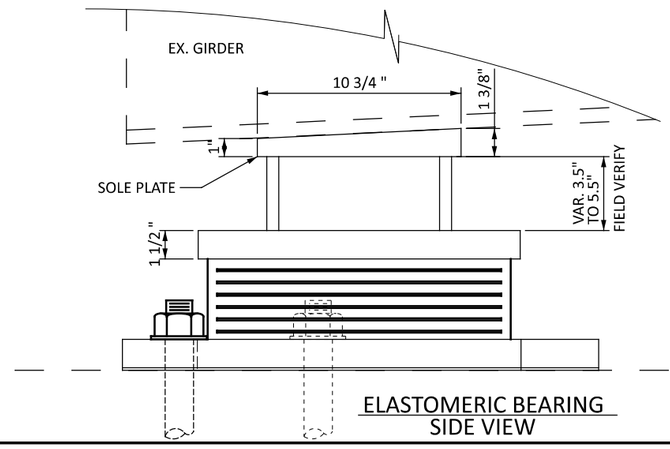
■ W/O IMPACT

NOTES:

1. *STEEL FOR BEARING LOAD PLATE AND MASONRY PLATE SHALL BE A709 GRADE 50. LOAD AND MASONRY PLATES AND HP SECTION SHALL BE PAINTED SIMILAR TO THE GIRDERS. PAYMENT INCLUDED IN ITEM 514.*
2. *THE ELASTOMER FOR THE ELASTOMERIC BEARINGS SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.*
3. *THE STEEL LOAD PLATE AND MASONRY PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.*
4. *SEE SHEET 10 FOR QUANTITIES AND SHEET 32 FOR FRAMING PLAN.*
5. *THE CONTRACTOR SHALL VERIFY THAT THERE IS A SMOOTH TRANSITION FROM THE APPROACH SLAB AND ABUTMENT BACKWALL ONTO THE DECK AT EACH END OF THE BRIDGE ONCE THE BEARING WORK IS COMPLETED.*
6. *WELDING OF THE LOAD PLATE TO THE HP SECTION SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMERIC BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.*
7. *LONGITUDINAL ROADWAY SLOPE SHALL BE ACCOMODATED THROUGH BEVEL OF THE ENTIRE TOP OF THE HP SUPPORT SECTIONS. CONTRACTOR SHALL FIELD VERIFY.*
8. *IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL PROVIDE AND INSTALL ANY NECESSARY SHIMS TO PROVIDE A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. ANY BEARING SHIMS PROVIDED SHALL BE THE SAME MATERIAL AS THE PROPOSED STEEL LOAD PLATE. SHIM PLATE FOOT PRINT SHALL MATCH THE ELASTOMERIC BEARING PAD DIMENSIONS TO ALLOW FOR FIELD WELDING TO THE LOAD PLATE USING 5/16" FILLET WELD AROUND THE ENTIRE PERIMETER OF THE SHIM PLATE.*

   THE CONTRACTOR SHALL ASSURE THAT ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS OR BEARING DEVICES ARE FLOATING. PRIOR TO BEARING PLACEMENT THE CONTRACTOR SHALL GRIND SMOOTH ALL EXISTING WELDS ON THE BOTTOM FLANGE OF THE GIRDER.
9. *THE GIRDER SEAT HEIGHTS LISTED IN THE PLANS ARE PROVIDED FOR INFORMATION PURPOSES ONLY AND SHALL BE CONSIDERED TENTATIVE. THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF GIRDER AND GIRDER SEAT ELEVATIONS PRIOR TO THE JACKING OPERATIONS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO THE DISTRICT 8 ENGINEER PRIOR TO THE JACKING OPERATIONS. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED.*

   THE CONTRACTOR IS TO DETERMINE THE HEIGHT OF PROPOSED HP SECTION BY SUBTRACTING THE SOLE PLATE, LOAD PLATE, MASONRY PLATE AND ELASTOMERIC BEARING THICKNESS FROM THE CONTRACTOR MEASURED DIFFERENCE BETWEEN BOTTOM OF EXISTING GIRDER ELEVATION AND EXISTING GIRDER SEAT ELEVATION AT EACH BEARING LOCATION. ANY SHIMS NEEDED AS A RESULT OF THE CONTRACTOR'S ERROR WILL BE PROVIDED AT THE CONTRACTOR'S EXPENSE AND WILL NEED TO BE APPROVED BY THE ENGINEER. IF REQUIRED, ONLY ONE BEARING SHIM WILL BE ALLOWED PER BEARING AND MUST BE INSTALLED ABOVE THE LOAD PLATE.
10. *ALL COSTS FOR MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS (i.e. SURVEY, ETC.) NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH VULCANIZED LOAD PLATES SHALL BE INCLUDED IN THE UNIT BID PRICE FOR PAYMENT. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING PADS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.*
11. *CONTRACTOR SHALL FIELD VERIFY DIMENSION 'A' PRIOR TO BEARING FABRICATION.*
12. *REMOVE AND RE-ATTACH INTERMEDIATE CROSSFRAMES AS NEEDED IF THEY INTERFERE WITH BEARING INSTALLATION.*
13. *THE HP SECTION AND SOLE PLATE ARE PAID FOR UNDER ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF.*
14. *VERIFY THAT ABUTMENT BEAM SEATS ARE LEVEL. PERFORM CORRECTIONS AS NEEDED.*

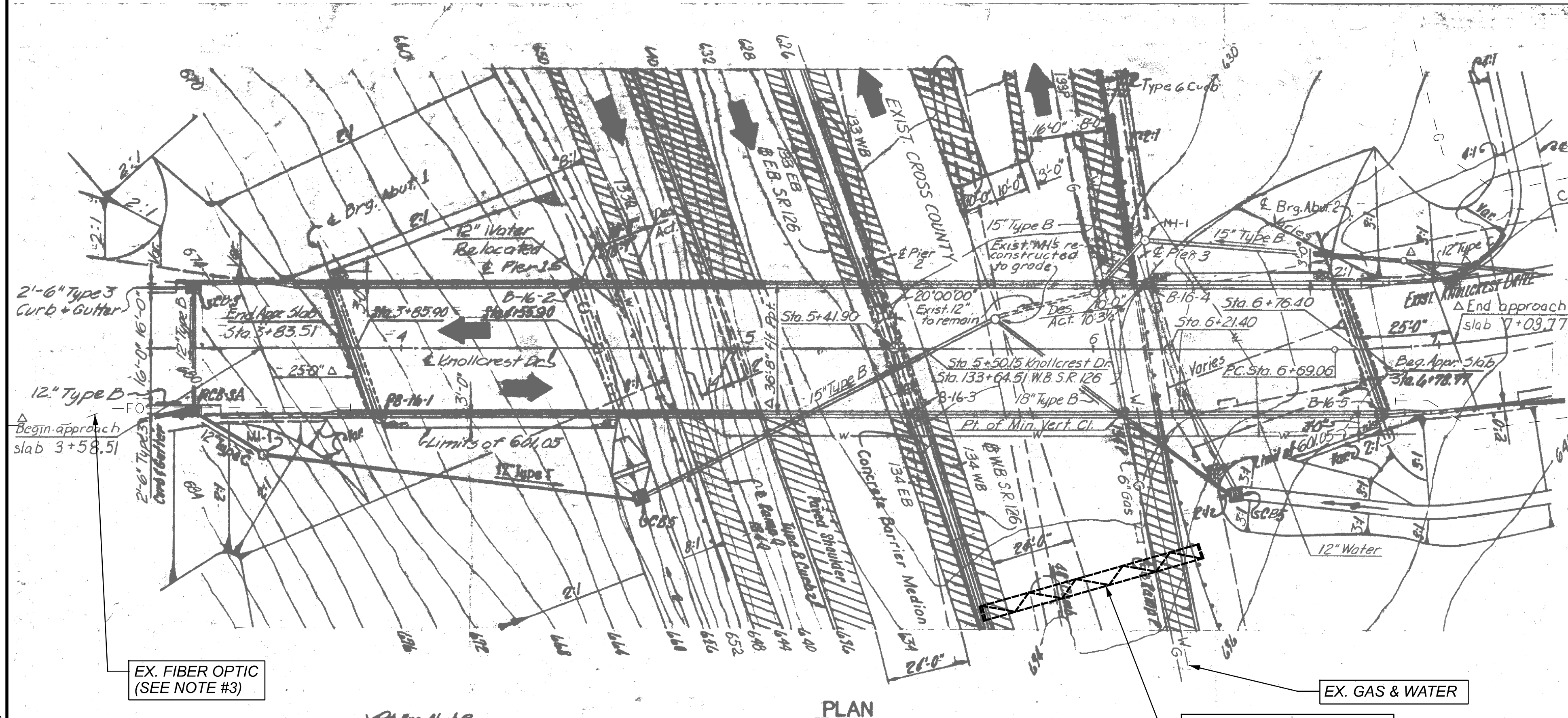


ELASTOMERIC BEARING
SIDE VIEW

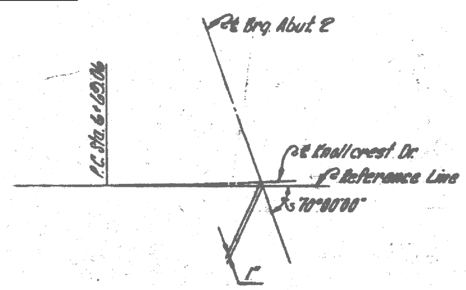
BEARING DETAILS
BRIDGE No.: HAM-126-1543
SR 126 UNDER WB RAMP TO GALBRAITH RD.

SFN 3105008
DESIGN AGENCY
DESIGNER CAH | CHECKER GTF
REVIEWER RSK 07-07-25
PROJECT ID 112991
SUBSET 8 | TOTAL 8
SHEET 39 | TOTAL 57

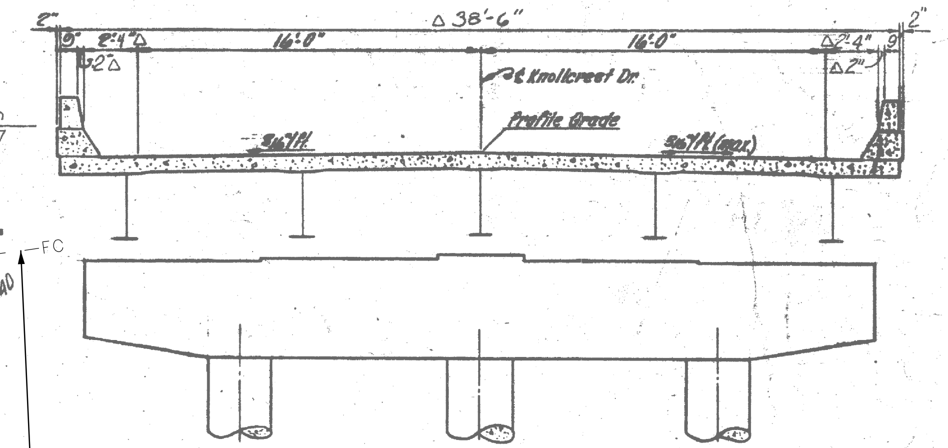
HAM-SR 126-VAR.



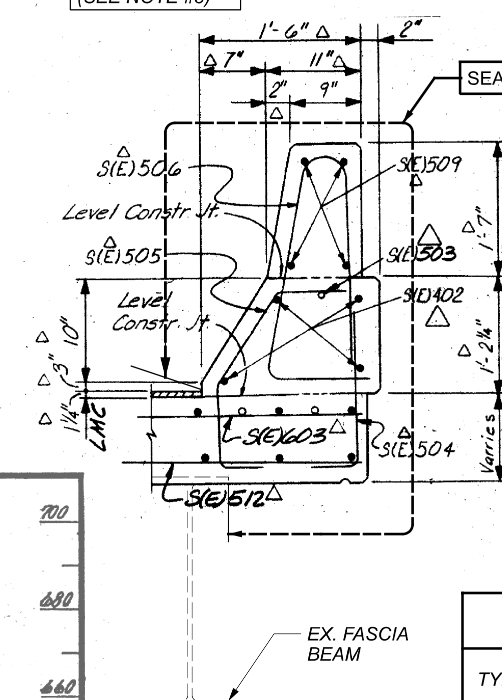
PLAN



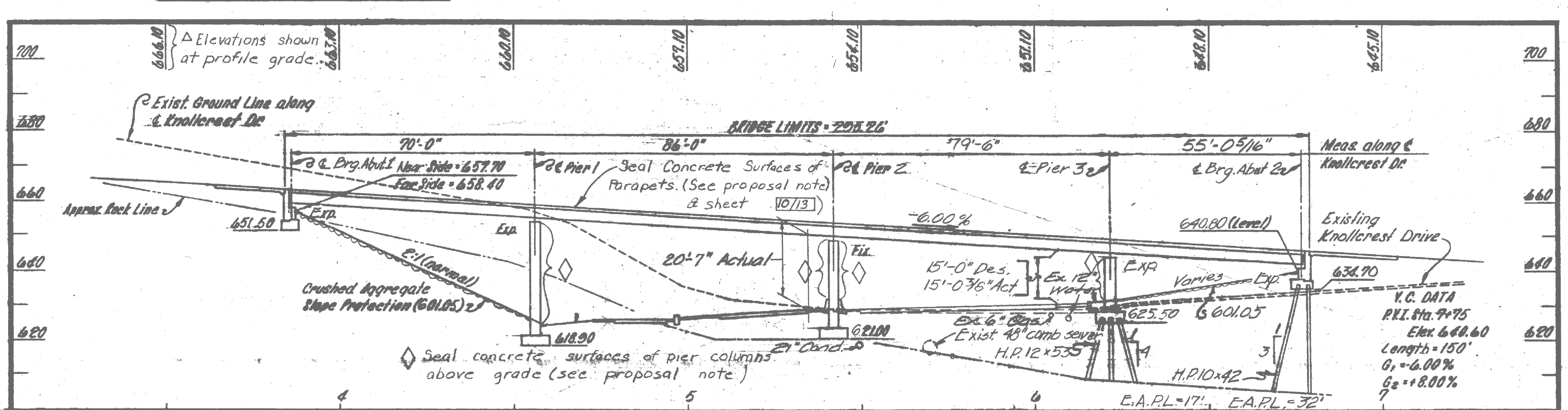
REFERENCE LINE LAYOUT



TYPICAL SECTION



EX. PARAPET DETAIL



PROFILE

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAM WITH COMPOSITE REINFORCED CONCRETE DECK AND SUBSTRUCTURES

SPANS: 70'-0", 86'-0", 79'-6", 55' 0 5/16"

ROADWAY: 35'-6" TOE/TOE OF PARAPET

LOADING: HS20-44 CASE II

SKEW: 20°00'00" R.F.

WEARING SURFACE: 1.25" LATEX MODIFIED CONC. OVERLAY

APPROACH SLABS: 25'-0" LONG (AS-1-81)

ALIGNMENT: TANGENT

SUPERELEVATION: 0.0156 FT/FT MAX.

STRUCTURE FILE NUMBER: 3105024

DATE BUILT: 1987

DISPOSITION: MINOR CONC. PATCHING, PAINTING, ETC.

DECK AREA: 11,483 SF

COORDINATES: LATITUDE N39° 12' 45.30"

LONGITUDE W84° 26' 20.53"

NOTES:

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3. NO FIBER OPTIC ON THE BRIDGE.

SITE PLAN
BRIDGE No. HAM-126-1555
SR 126 UNDER KNOLLCREST RD.

SFN	3105024
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET / TOTAL	1 / 9
SHEET / TOTAL	40 / 57

HAM-SR 126-VAR.

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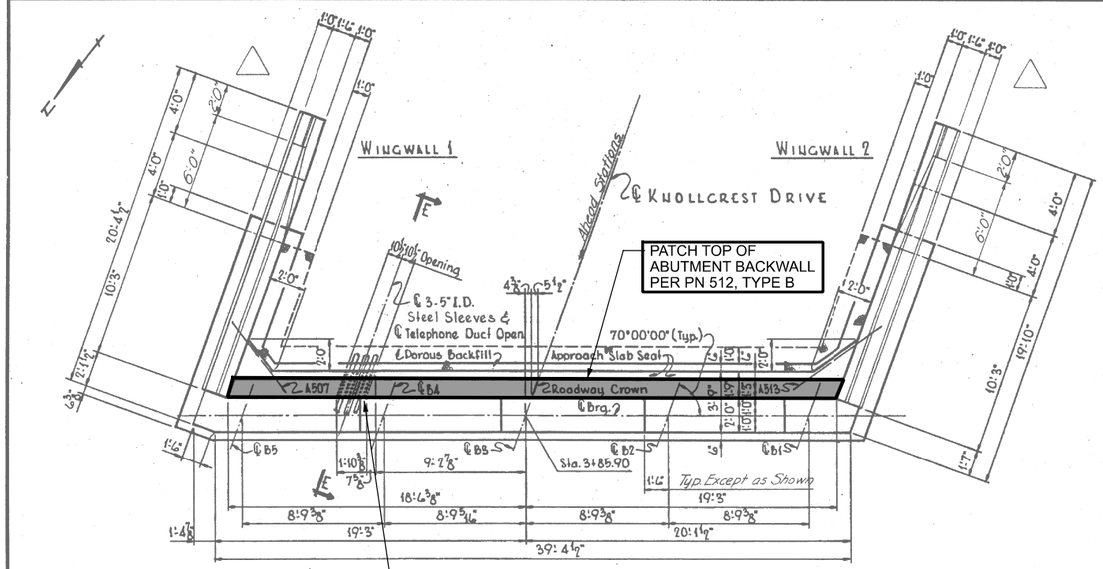
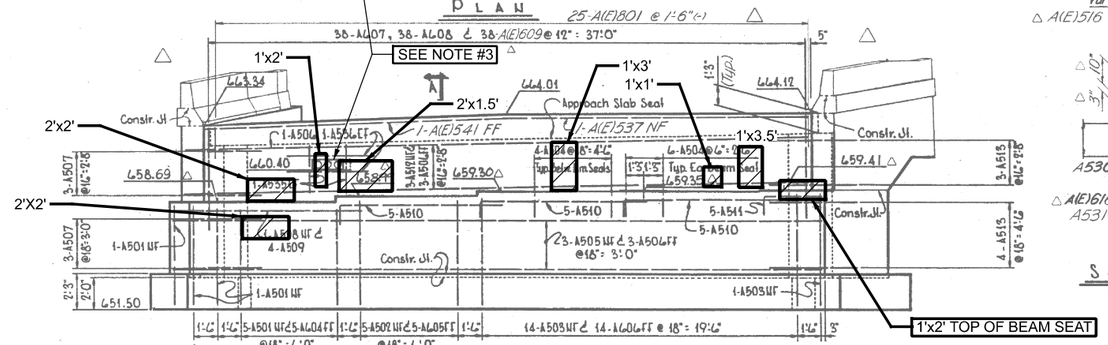
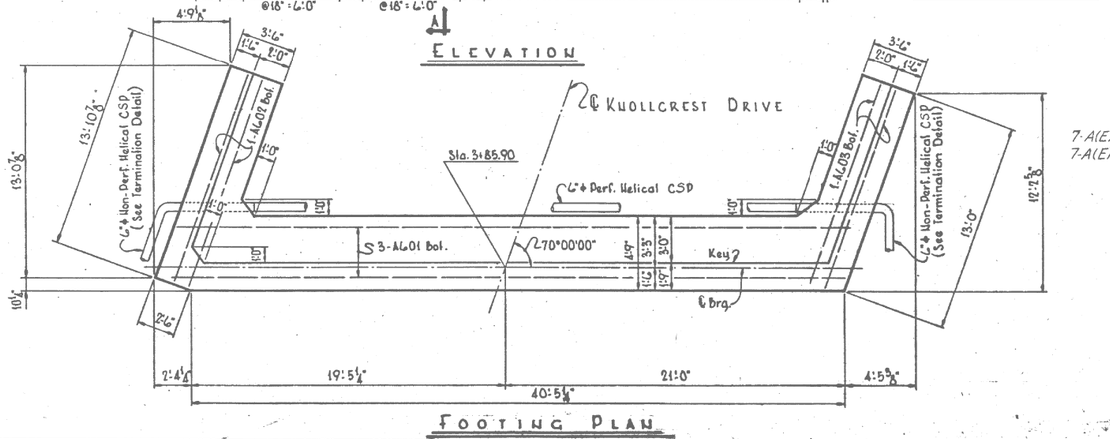
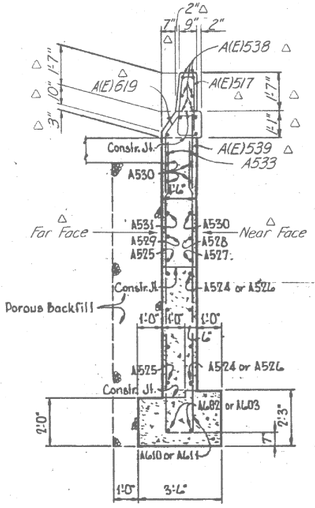
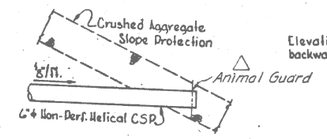




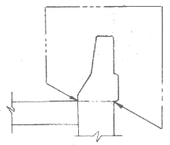




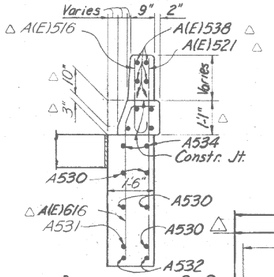


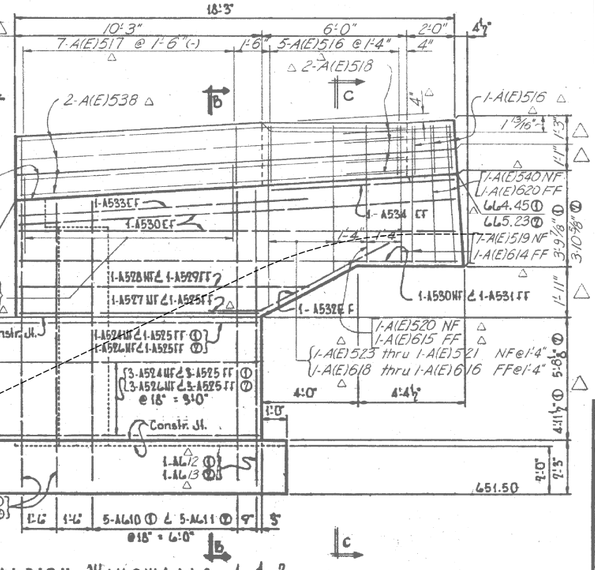
LEGEND

EF = Each Face
WF = Near Face
FF = Far Face
① = Wingwall 1
② = Wingwall 2
△ "(E)" denotes epoxy coated reinforcing bar.



Seal Concrete Surfaces of Wingwall Parapets Between the Limits Indicated. (Typ.)





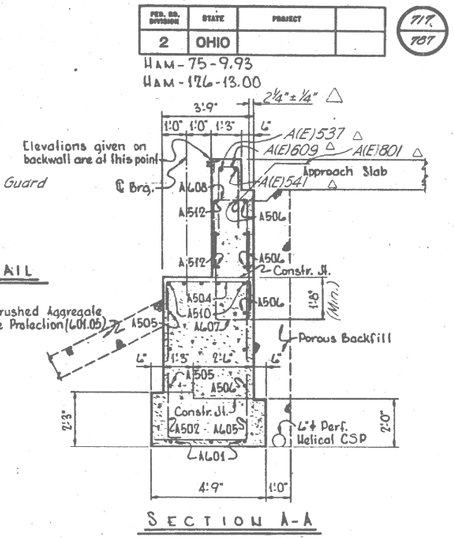


PHOTO OF EXIST. UTLITY HOLES THRU ABUTMENT BACKWALL

LEGEND

- CONCRETE PATCHING, PER PN 512 TYPE B
- 519 CONCRETE PATCHING

NOTES:

1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.
3. PLUG EXISTING UTILITY HOLES THROUGH THE ABUTMENT BACKWALLS WITH GROUT.
4. TOTAL QUANTITY OF 519 PATCHING = 22.5 SF
5. TOTAL QUANTITY OF 519 PATCHING, TYPE 'B' = 5 SY
6. SEAL ALL EXPOSED PORTIONS OF ABUTMENT WITH EPOXY-URETHANE. TOTAL AREA = 96 SY

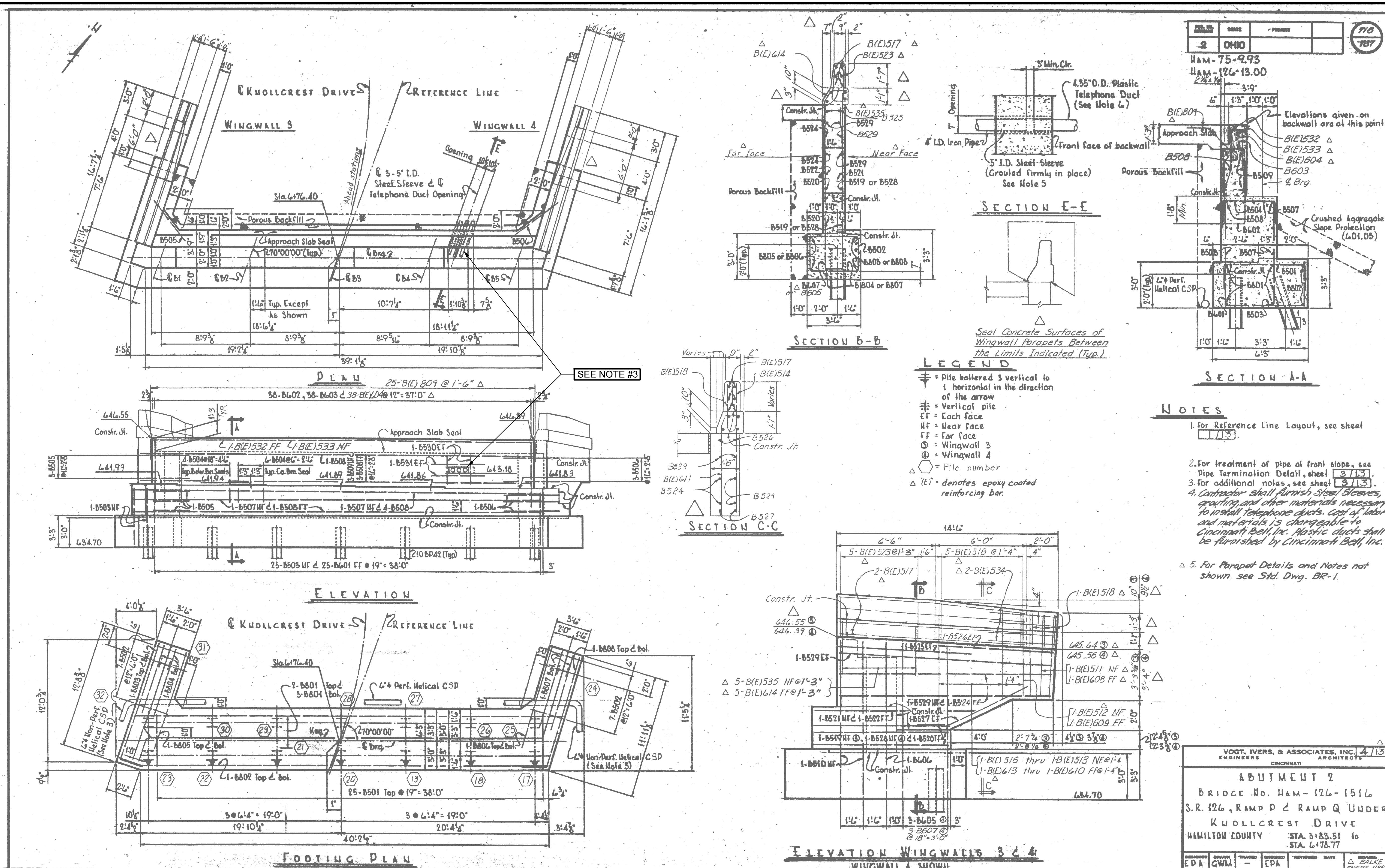
VOGT, IVERS, & ASSOCIATES, INC. 3/15
ENGINEERS ARCHITECTS CINCINNATI

ABUTMENT 1
BRIDGE NO. HAM-126-1516
S.R. 126, RAMP D ℄ RAMP Q UNDER
KNOLLCREST DRIVE
HAMILTON COUNTY STA. 3+83.51 to STA. 6+78.77

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
EPA	GWW	—	EPA			△ BALKE ENGRS. 1/16

REAR ABUTMENT PLAN
BRIDGE No. HAM-126-1555
R 126 UNDER KNOLLCREST RD.

SFN	3105024
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	2
TOTAL	9
SHEET	41
TOTAL	57



SEE NOTE #3
Plan
Elevation
Footing Plan
Section B-B
Section C-C
Section E-E
Section A-A
Elevation Wingwalls 3 & 4
Wingwall 4 Shown
Wingwall 3
Wingwall 4
℄ Knollcrest Drive
Reference Line
Approach Slab Seal
Porous Backfill
Seal Concrete Surfaces of Wingwall Parapets Between the Limits Indicated (Typ.)
Legend
= Pile battered 3 vertical to 1 horizontal in the direction of the arrow
= Vertical pile
EF = Each face
NF = Near face
FF = Far face
③ = Wingwall 3
④ = Wingwall 4
= Pile number
Δ (E) = denotes epoxy coated reinforcing bar.
Notes
1. For Reference Line Layout, see sheet 1/13.
2. For treatment of pipe at front slope, see Pipe Termination Detail, sheet 3/13.
3. For additional notes, see sheet 3/13.
4. Contractor shall furnish Steel Sleeves, grouting, and other materials necessary to install telephone ducts. Cost of labor and materials is chargeable to Cincinnati Bell, Inc. Plastic ducts shall be furnished by Cincinnati Bell, Inc.
Δ 5. For Parapet Details and Notes not shown, see Std. Dwg. BR-1.
HAM-75-9.93
HAM-126-13.00
Vogt, Ivers, & Associates, Inc. Engineers Architects Cincinnati
4/13
Abutment 2
Bridge No. HAM-126-1516
S.R. 126, Ramp P & Ramp Q Under
Knollcrest Drive
Hamilton County
Sta. 3+83.51 to
Sta. 6+78.77
EPA GWM - EPA
Δ Balke Engrs. 1/86

NOTES:

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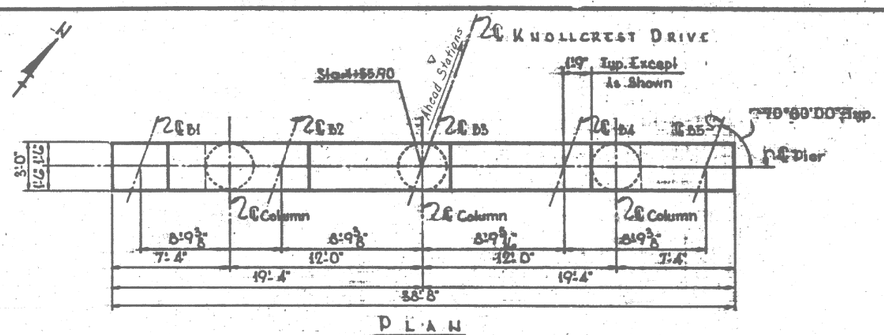
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.
3. PLUG EXISTING UTILITY HOLES THROUGH THE ABUTMENT BACKWALLS WITH GROUT.
4. SEAL ALL EXPOSED PORTIONS OF ABUTMENT WITH EPOXY-URETHANE. TOTAL AREA = 96 SY

FORWARD ABUTMENT PLAN
BRIDGE No. HAM-126-1555
SR 126 UNDER KNOLLCREST RD.

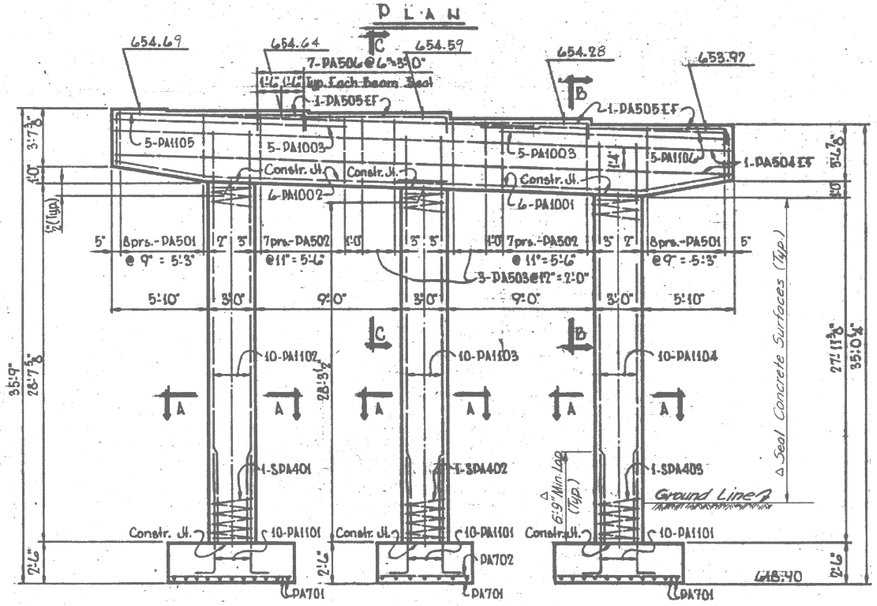
SFN	3105024
DESIGN AGENCY	
DESIGNER CAH	CHECKER GTF
REVIEWER RSK	07-07-25
PROJECT ID	112991
SUBSET 3	TOTAL 9
SHEET 42	TOTAL 57

2	OHIO		

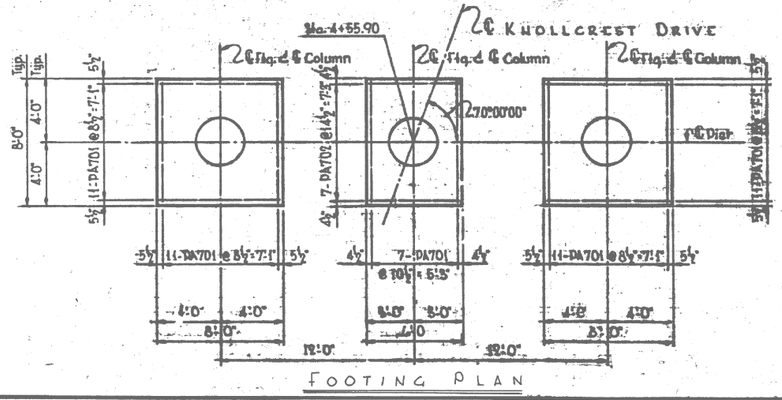
HAM-75-9.93
HAM-126-13.00



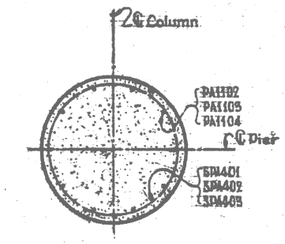
PLAN



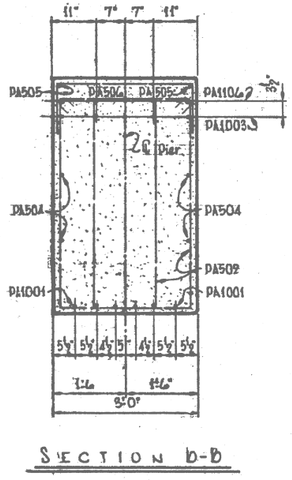
ELEVATION



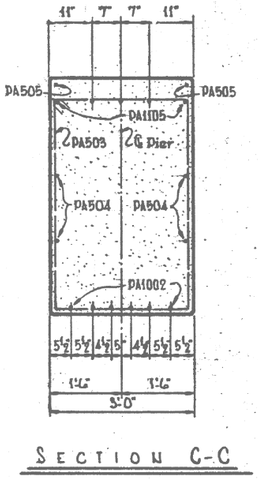
FOOTING PLAN



SECTION A-A



SECTION b-b



SECTION C-C

NOTES

1. For Reinforcing Steel List, see sheet 11/13.
2. For General Notes, see sheet 2/13.
3. The clearance between reinforcing steel and the surface of footing concrete shall be 3".
4. Place dowels in footing to insure correct spacing of main column steel.
5. Place stirrup bars in cap with hooks down.

LEGEND

Each Face

VOGT, IVERS, & ASSOCIATES, INC. 5/13
ENGINEERS ARCHITECTS
CINCINNATI

PIER 1
BRIDGE NO. HAM-126-1516
S.R. 126, RAMP DL RAMP Q UNDER
KNOLLCREST DRIVE
HAMILTON COUNTY STA. 4+89.51 to STA. 6+78.77

DESIGNED	DRAWN	CHECKED	SUPERVISED	DATE	BAILE ENGRS. 1186
AV	GWM	—	E.F.F.		

NOTES:

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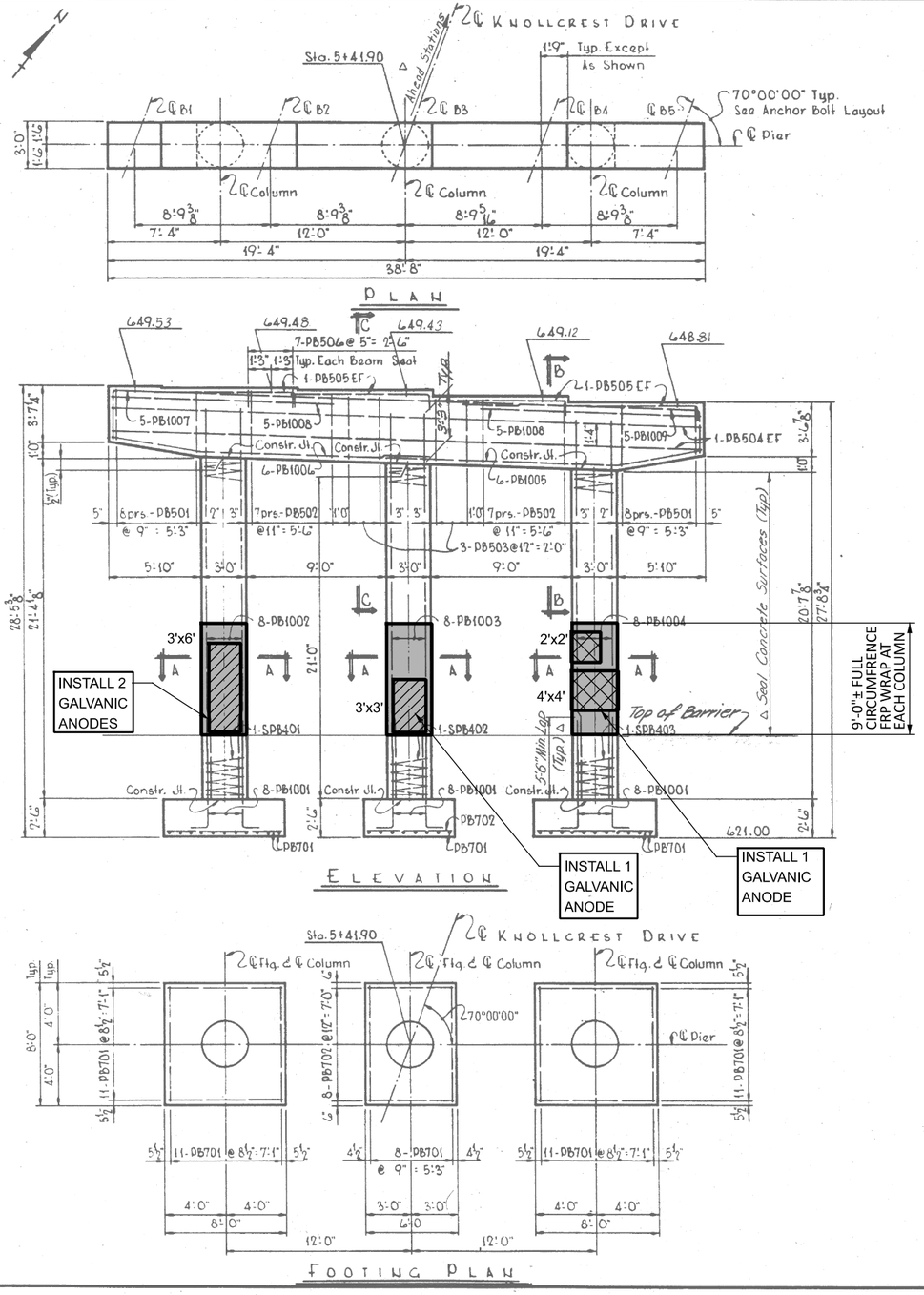
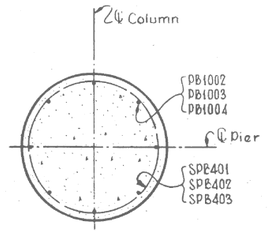
PIER 1 PLAN
BRIDGE No. HAM-126-1555
SR 126 UNDER KNOLLCREST RD.

SFN	3105024
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	4
TOTAL	9
SHEET	43
TOTAL	57

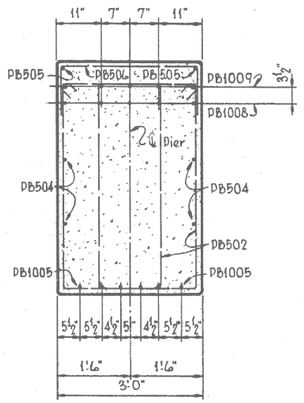
HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:16:53 PM USER: choward4
pw:\\ohiodot-pw.bentley.com:ohiodot-pw-02\Documents\01 Active Projects\District 08\Hamilton\112991\400-Engineering\Structures\SFN_3105024Sheets\112991_SFN_3105024_SI001.dgn

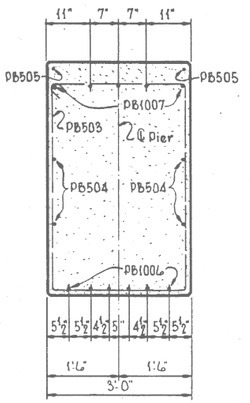




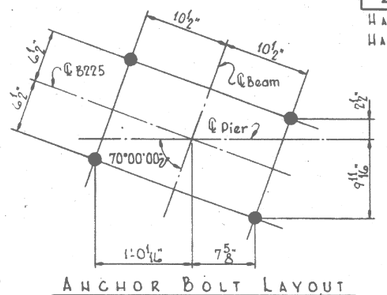
SECTION A-A



SECTION B-B



SECTION C-C



ANCHOR BOLT LAYOUT

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

720
737

HAM-75-9.93
HAM-126-13.00

NOTES

1. Special care shall be taken in placing reinforcing steel in the vicinity of the bridge seat so as to avoid interference with the drilling of anchor bolt holes.
2. For additional NOTES, see sheet 5 13 .△
3. For location of pier mounted luminaires and other lighting details, see Lighting Plans.
4. Footing shall extend a minimum of 3' into bedrock. However, if the low point of the surface of the bedrock occurs 2' or more above plan elevation, the footings may be raised, after approval by the Director, but to an elevation not higher than 624.00. Stepping of individual footings shall not be permitted.

LEGEND

EF = Each Face

COMPOSITE FRP WRAP

LOOKING DOWN STATION

LOOKING UP STATION

NOTES:

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2. *PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.*
3. *TOTAL CONCRETE PATCHING AREA = 47 S.F.*
4. *TOTAL QUANTITY OF GALVANIC ANODES = 4 EACH.*
5. *CONCRETE PATCHING SHALL BE RESTRICTED TO EXPOSING ONLY ONE QUARTER OF THE PIER COLUMN AT A TIME TO MAINTAIN STRUCTURAL INTEGRITY.*

VOGT, IVERS, & ASSOCIATES, INC. 6 13 △
ENGINEERS ARCHITECTS
CINCINNATI

PIER 2

BRIDGE No. HAM-126-1516

S.R. 126, RAMP P & RAMP Q UNDER KNOLLCREST DRIVE

HAMILTON COUNTY STA. 3+83.51 to STA. 6+78.77

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
AV	CWM	—	E.F.F.			△ BALKE ENGRS. 1/86

PIER 2 PLAN
BRIDGE No. HAM-126-1555
SR 126 UNDER KNOLLCREST RD.

SFN	
3105024	

DESIGN AGENCY

DESIGNER	CHECKER
CAH	GTF

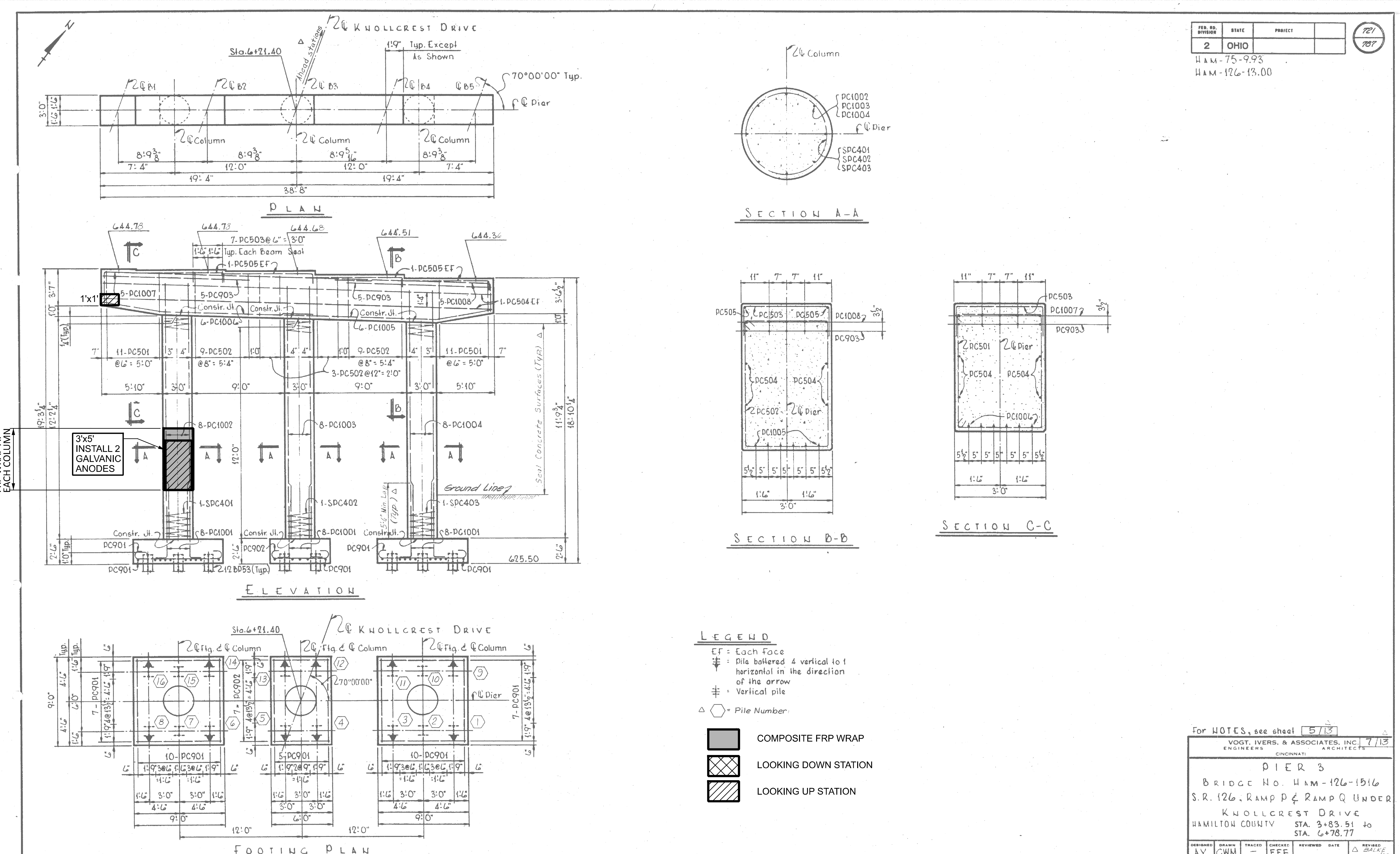
REVIEWER
RSK 07-07-25

PROJECT ID
112991

SUBSET	TOTAL
5	9

SHEET	TOTAL
44	57

HAM-SR 126-VAR.



℄ Knollcrest Drive
Sta. 6+21.40
Ahead stations
1'-9" Typ. Except As Shown
70°00'00" Typ.
℄ Pier
℄ Column
PLAN
SECTION A-A
PC1002
PC1003
PC1004
SPC401
SPC402
SPC403
1'x1'
3'x5' INSTALL 2 GALVANIC ANODES
7'-0"± FULL CIRCUMFRENCE FRP WRAP AT EACH COLUMN
Constr. Jt.
Ground Line
ELEVATION
SECTION B-B
SECTION C-C
FOOTING PLAN
LEGEND
EF = Each Face
Pile battered 4 vertical to 1 horizontal in the direction of the arrow
Vertical pile
Pile Number
COMPOSITE FRP WRAP
LOOKING DOWN STATION
LOOKING UP STATION
FED. RD. DIVISION 2
STATE OHIO
HAM-75-9.93
HAM-126-13.00
For NOTES, see sheet 5/13
VOGT, IVERS, & ASSOCIATES, INC. ENGINEERS ARCHITECTS CINCINNATI 7/13
PIER 3
BRIDGE NO. HAM-126-1516
S.R. 126, RAMP P & RAMP Q UNDER KNOLLCREST DRIVE
HAMILTON COUNTY STA. 3+83.51 to STA. 6+78.77
DESIGNED AV DRAWN GWM TRACED - CHECKED E.F.F.

NOTES:

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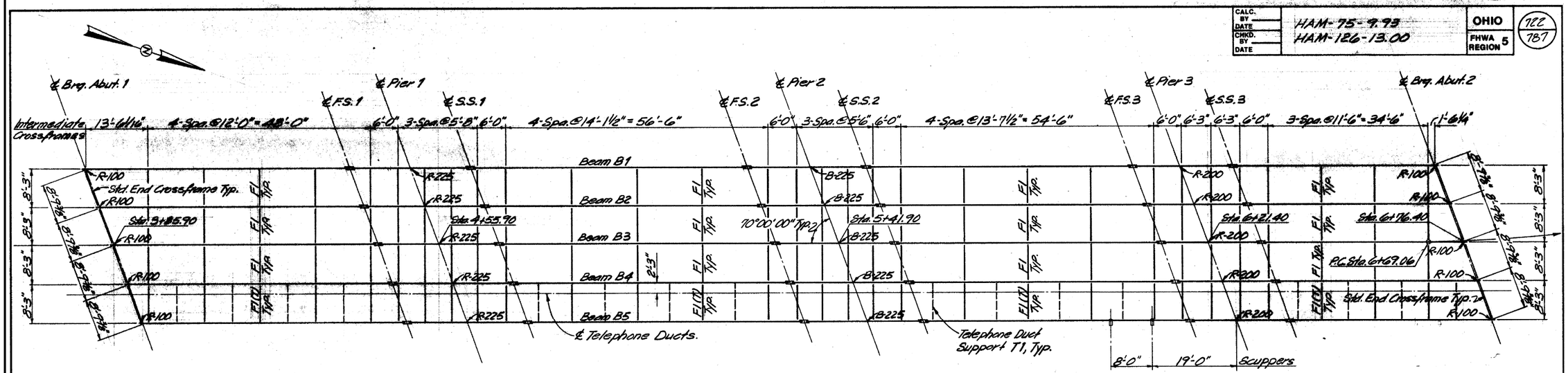
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.
3. TOTAL CONCRETE PATCHING AREA = 16 S.F.
4. TOTAL GALVANIC ANODES = 2 EACH
5. CONCRETE PATCHING SHALL BE RESTRICTED TO EXPOSING ONLY ONE QUARTER OF THE PIER COLUMN AT A TIME TO MAINTAIN STRUCTURAL INTEGRITY.

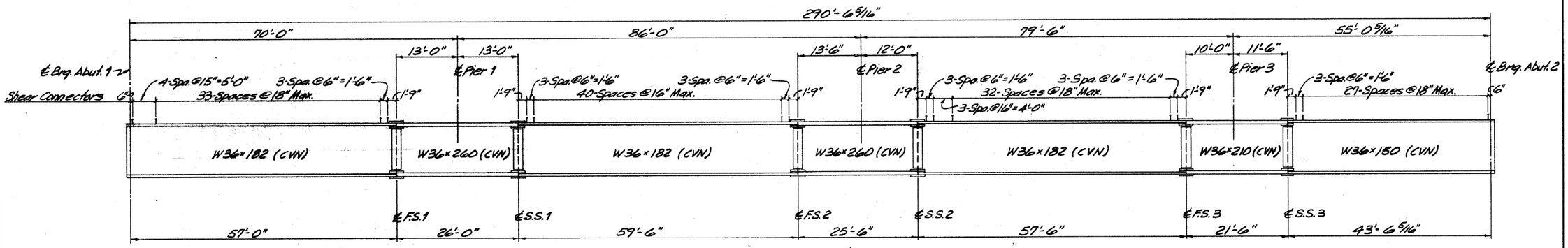
PIER 3 PLAN
BRIDGE No. HAM-126-1555
SR 126 UNDER KNOLLCREST RD.

SFN	3105024
DESIGN AGENCY	
DESIGNER CAH	CHECKER GTF
REVIEWER RSK	07-07-25
PROJECT ID	112991
SUBSET 6	TOTAL 9
SHEET 45	TOTAL 57

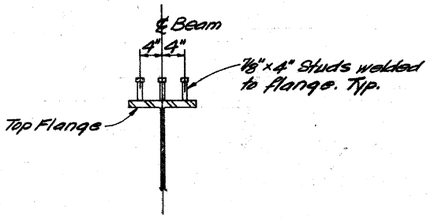
CALC. BY		HAM-75-9.93 HAM-126-13.00	OHIO	TCC 787
CHKD. BY			FHWA REGION 5	
DATE				



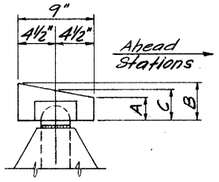
FRAMING PLAN



BEAM ELEVATION
TYPICAL



SHEAR CONNECTOR DETAIL



	TYPE	B	C	A
Abut. 1	R-100	2 25/32"	2½"	2 7/32"
Pier 1	R-225	3 25/32"	3½"	3 7/32"
Pier 2	B-225	3 25/32"	3½"	3 7/32"
Pier 3	R-200	3 25/32"	3½"	3 7/32"
Abut. 2	R-100	2 25/32"	2½"	2 7/32"

BEVELED ROCKER or BOLSTER
For additional details see Std. Dwg. RB-1-55.

Notes:
1. F.S. = Field Splice ; S.S. = Shop Splice. For Splice Details see Sht. 8A/13.
2. For Standard End Crossframes refer to Std. Dwg. SD-1-69.
3. For Intermediate Crossframes, FI and FI(T) see Sht. 9/13.
4. For Telephone Duct Support T1 see Sheet 9/13.
5. For Expansion Bearings R-100, R-200, R-225 and Fixed Bearing B-225 refer to Std. Dwg. RB-1-55. Also see details for beveled rocker or bolster plate on Sheet 8A/13.
6. Where a shape or plate is designated (CVN) the material shall meet specified minimum notch toughness requirements as specified in 711.01 of C.M.S.
7. For scupper details see Sheet 9A/13.

BALKE ENGINEERS
7762 READING ROAD
CINCINNATI, OHIO 45237

8/13

FRAMING PLAN
BRIDGE NO. HAM-126-15/16
S.R. 126, RAMP P & RAMP Q
UNDER KNOLLCREST DRIVE
HAMILTON COUNTY OHIO
STA. 3+83.51 to STA. 6+78.77

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
SJA	WJH	~	TMB	CRS 2/86	

NOTES:

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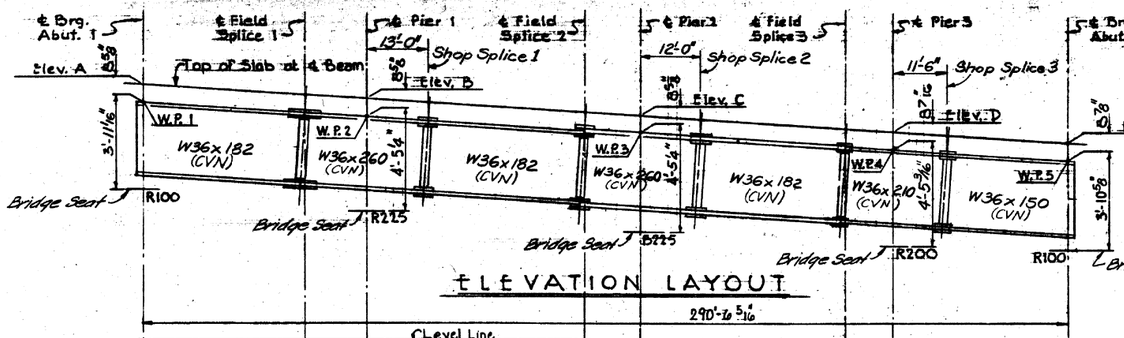
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.
3. PAINT ALL STRUCTURAL STEEL PER CMS 514, OZEU. PAINT COLOR SHALL BE FEDERAL COLOR GREEN 14277.

FRAMING PLAN
BRIDGE No. HAM-126-1555
SR 126 UNDER KNOLLCREST RD.

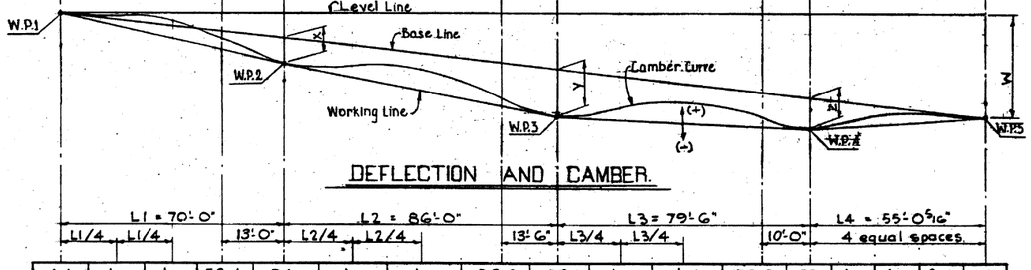
SFN	3105024
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	7
TOTAL	9
SHEET	46
TOTAL	57

HAM-SR 126-VAR.

HAM-75-9.93
HAM-126-13.00



ELEVATION LAYOUT



DEFLECTION AND CAMBER.

L1 = 70'-0" (L1/4, L1/4) | L2 = 86'-0" (13'-0", L2/4, L2/4) | L3 = 79'-6" (13'-6", L3/4, L3/4) | L4 = 55'-0 5/16" (10'-0", 4 equal spaces)

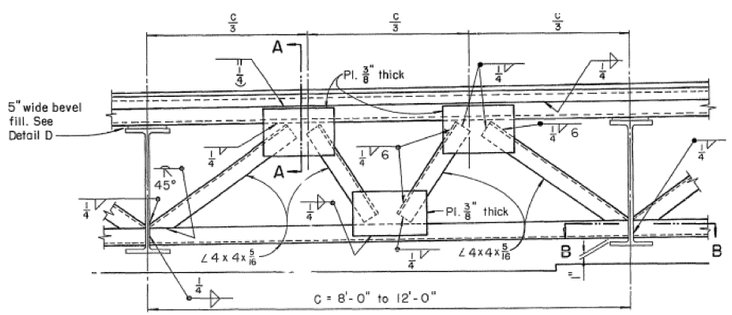
		A1	¼	½	F.S.1	P1	¼	½	F.S.2	P2	¼	½	F.S.3	P3	¼	½	¾	A2
Deflection Due To Steel Dead Load	B1,5 B2,3,4	0	+1/8"	+1/8"	+1/32"	0	+1/16"	+1/8"	+1/32"	0	+1/16"	+1/8"	+1/32	0	0	+1/32"	+1/32"	0
Deflection Due To Remaining Dead Load	B1,5 B2,3,4	0	+1/2"	+7/16"	+5/32"	0	+5/16"	+17/32"	+5/32"	0	+7/32"	+15/32"	+1/8"	0	+1/16"	+7/32"	+7/32"	0
Correction For Horizontal Curve and Transition in Superelevation	B1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	+1/16"	0
	B2										0	0	0	0	0	+1/16"	+1/16"	
	B3										0	0	0	0	0	0	0	
	B4										-7/16"	-3/8"	-1/8"		0	+1/16"	+1 1/16"	
	B5										-1/8"	-5/8"	-1/4"		+1/16	+3/16"	+1/4"	
TOTAL CAMBER REQUIRED	B1	0	+5/8"	+11/16"	+3/16"	0	+3/8"	+23/32"	+3/16"	0	+7/32"	+17/32"	+5/32"	0	+1/16"	+1/4"	+5/16"	0
	B2										+7/32"	+17/32"	+5/32"		+1/16"	+5/16"	+5/16"	
	B3										+7/32"	+17/32"	+5/32"		+1/16"	+1/4"	+1/4"	
	B4										-5/32"	+7/32"	+1/32"		+1/16"	+5/16"	+5/16"	
	B5										-19/32"	-1/32"	-3/32"		+1/8"	+7/16"	+1/2"	

NOTE: All dimensions (+) except as shown

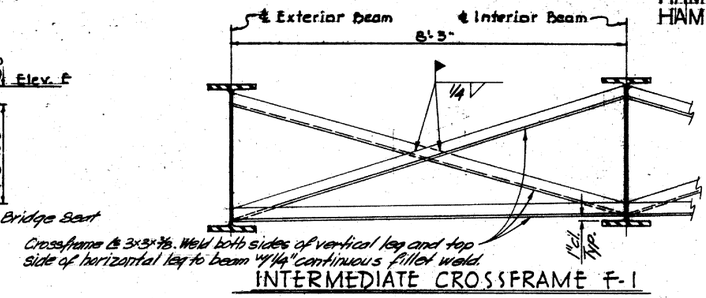
TABLE OF ELEVATIONS & DIMENSIONS

	Elev. A	Elev. B	Elev. C	Elev. D	Elev. E	Dim. W	Dim. X	Dim. Y	Dim. Z
B1	664.049	659.849	654.689	649.919	646.613	17-5 3/16"	0	0	0
B2	663.997	659.797	654.637	649.867	646.560	17-5 3/16"	0	0	0
B3	663.946	659.746	654.586	649.816	646.510	17-5 1/8"	0	0	0
B4	663.637	659.437	654.277	649.650	646.480	17-11 3/16"	-13/16"	-1 13/16"	-1"
B5	663.328	659.128	653.968	649.499	646.452	16-10 7/16"	-1 5/8"	-3.50"	-1 7/8"

NOTES FOR ELEVATION LAYOUT

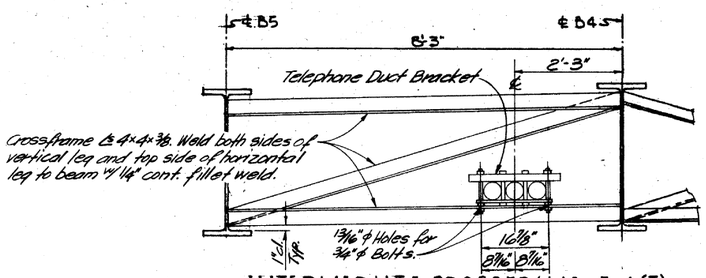


END CROSSFRAME
For beam spacing of 8'-0" to 12'-0" measured parallel to end dam.



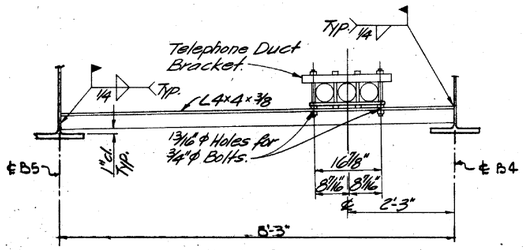
Crossframe L 3x3x3/8. Weld both sides of vertical leg and top side of horizontal leg to beam w 1/4" continuous fillet weld.

INTERMEDIATE CROSSFRAME F-1



Crossframe L 4x4x3/8. Weld both sides of vertical leg and top side of horizontal leg to beam w 1/4" cont. fillet weld.

INTERMEDIATE CROSSFRAME F-1(T)



TELEPHONE CONDUIT SUPPORT T-1

△ WELDED ATTACHMENT of supports for concrete deck finishing machine may be made to areas of the fascia stringer flanges designated "Compression." Attachments shall not be made to areas designated "Tension." Fillet welds to compression flange shall be not closer than 1" from edge of flange, be not more than 2" long, and be not smaller than the minimum size required by AASHTO.

WORK THIS SHEET WITH SHEET 8 / 13

Abutment No. 1
Joint setting table

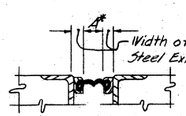
Temp °F	0°	20°	40°	60°	80°	100°
DIM. A*	2 7/16"	2 7/16"	2 1/4"	2"	1 3/4"	1 9/16"

Strip seal gland to be Watson - Bowman 3-400 or D.S. Brown 33.-400.

Abutment No. 2
Joint setting table

Temp °F	0°	20°	40°	60°	80°	100°
Dim. A*	2 9/16"	2 3/8"	2 3/16"	2"	1 13/16"	1 5/8"

Strip seal gland to be Watson - Bowman 3-400 or D.S. Brown 33.-400.



PARTIAL SECTION THROUGH EXPANSION JOINT SHOWING DIMENSION A.

For expansion joint details not shown see "STRIP SEAL DETAILS" Sheets 488 A, B, C & D.

VOGT, IVERS, & ASSOCIATES, INC. 9/13
ENGINEERS CINCINNATI ARCHITECTS

ELEVATION LAYOUT
BRIDGE NO. HAM-126-1516
S.R. 126, RAMP P & RAMP Q
UNDER KNOLLCREST DRIVE
HAMILTON COUNTY STA. 5+83.51 TO STA. 6+78.77

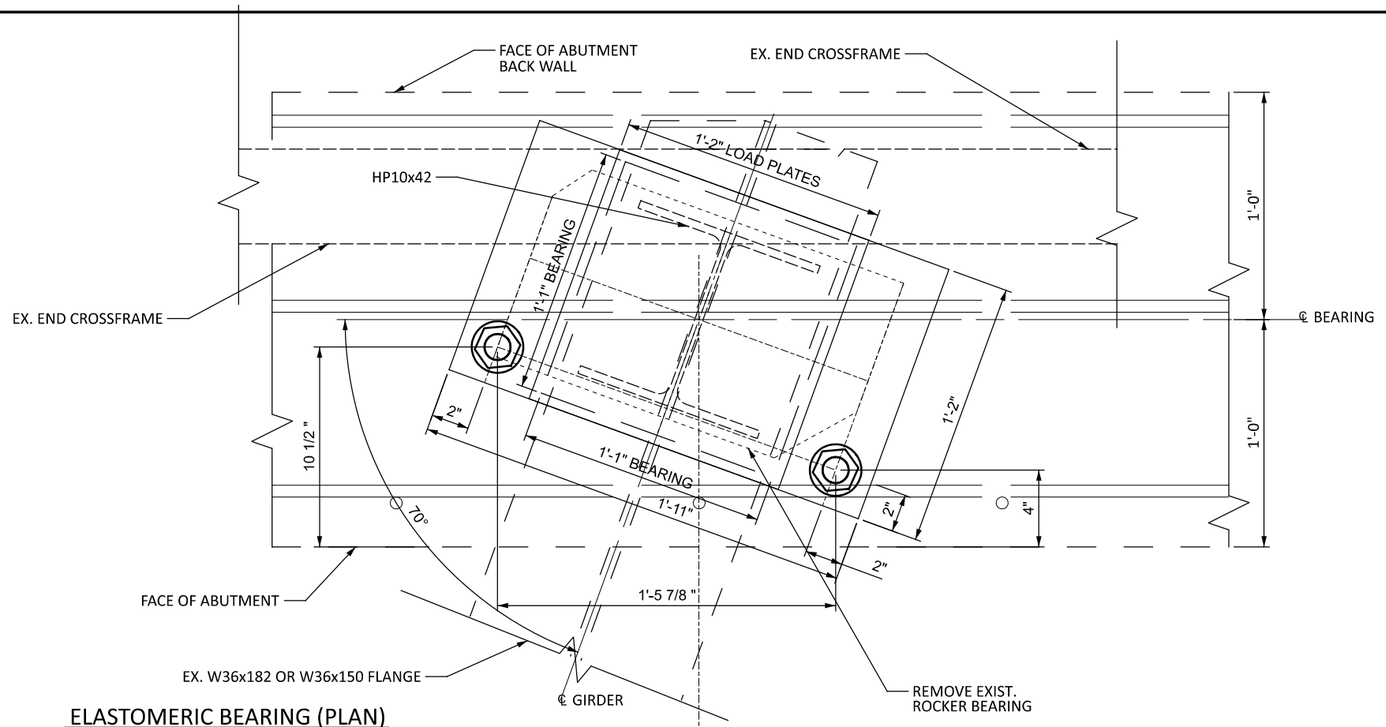
DESIGNED	DRAWN	TRACED	CHECKED	REVISIONS	DATE
AY	TEL	X	E.F.F.	△ SHEETS ENGRS. 1/86	

NOTES:

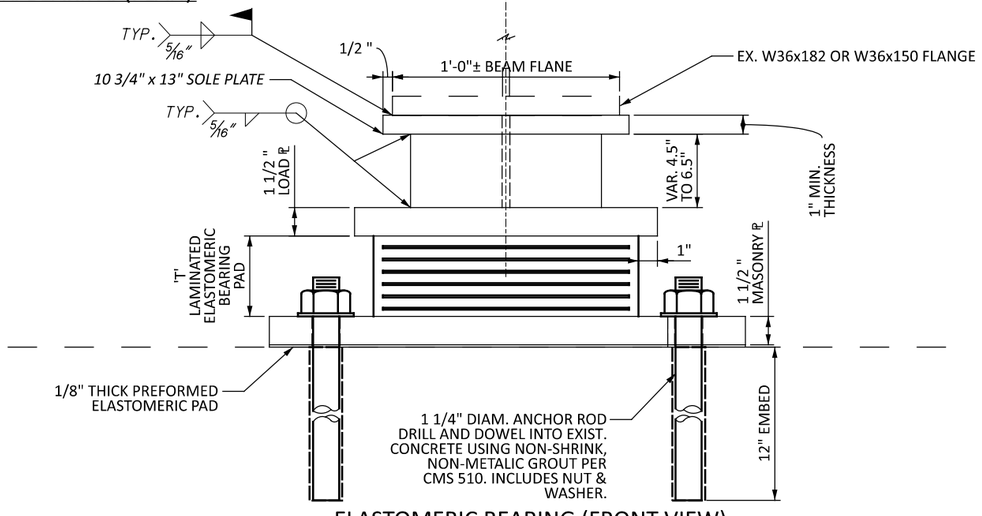
1. DETAILS ON THIS SHEET ARE TAKEN FROM EXISTING PLANS AND SHOULD BE USED FOR INFORMATION PURPOSES ONLY.
2. PERFORM ONLY THE WORK AS INDICATED IN THE FRAMED TEXT AND/OR DESCRIBED IN THE GENERLA NOTES.
3. PAINT ALL STRUCTURAL STEEL PER CMS 514, OZEU. PAINT COLOR SHALL BE FEDERAL COLOR GREEN 14277.

SUPERSTRUCTURE DETAILS
BRIDGE No. HAM-126-1555
SR 126 UNDER KNOLLCREST RD.

SFN	3105024
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	8
TOTAL	9
SHEET	47
TOTAL	57



ELASTOMERIC BEARING (PLAN)



ELASTOMERIC BEARING (FRONT VIEW)

ELASTOMERIC BEARING PAD DATA FOR EXISTING BEAMS													
BRIDGE NO.	SUB-STRUCTURE	BRIDGE MEMBER	ELASTOMERIC PAD							REACTIONS		MAXIMUM DESIGN LOAD (K)	HP10x42 SUPPORT POST HEIGHT (INCH)
			T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES NO.	STEEL LAMINATES THICK.	TYPE	DEAD LOAD (KIPS)	LIVE LOAD (KIPS) ■		
HAM-126-1555	REAR ABUTMENT	EXIST. BEAMS 1 THRU 5	2.77"	4	0.50"	0.25"	5	0.1046"	EXPANSION	32.20	64.10	96.30	VAR. 4.5" TO 6.5"
HAM-126-1555	FWD. ABUTMENT	EXIST. BEAMS 1 THRU 5	2.77"	4	0.50"	0.25"	5	0.1046"	EXPANSION	23.60	59.50	83.10	VAR. 4.5" TO 6.5"

LONGITUDINAL SLOPE EACH ABUT. = 0.06 FT/FT±
(CONTRACTOR SHALL FIELD VERIFY)

ti = THICKNESS OF INTERNAL ELASTOMER LAYER
te = THICKNESS OF EXTERNAL ELASTOMER LAYER

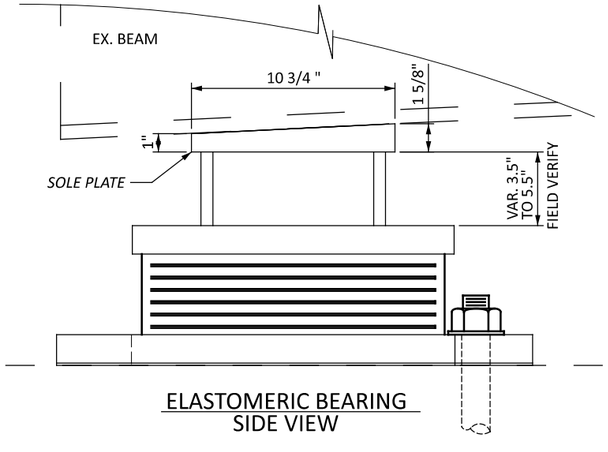
■ W/O IMPACT

NOTES:

1. *STEEL FOR BEARING LOAD PLATE AND MASONRY PLATE SHALL BE A709 GRADE 50. LOAD AND MASONRY PLATES AND HP SECTION SHALL BE PAINTED SIMILAR TO THE GIRDERS. PAYMENT INCLUDED IN ITEM 514.*
2. *THE ELASTOMER FOR THE ELASTOMERIC BEARINGS SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.*
3. *THE STEEL LOAD PLATE AND MASONRY PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.*
4. *SEE SHEET 11 FOR QUANTITIES AND SHEET 41 FOR FRAMING PLAN.*
5. *THE CONTRACTOR SHALL VERIFY THAT THERE IS A SMOOTH TRANSITION FROM THE APPROACH SLAB AND ABUTMENT BACKWALL ONTO THE DECK AT EACH END OF THE BRIDGE ONCE THE BEARING WORK IS COMPLETED.*
6. *WELDING OF THE LOAD PLATE TO THE HP SECTION SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMERIC BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.*
7. *LONGITUDINAL ROADWAY SLOPE SHALL BE ACCOMODATED THROUGH BEVEL OF THE ENTIRE TOP OF THE HP SUPPORT SECTIONS. CONTRACTOR SHALL FIELD VERIFY.*
8. *IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL PROVIDE AND INSTALL ANY NECESSARY SHIMS TO PROVIDE A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. ANY BEARING SHIMS PROVIDED SHALL BE THE SAME MATERIAL AS THE PROPOSED STEEL LOAD PLATE. SHIM PLATE FOOT PRINT SHALL MATCH THE ELASTOMERIC BEARING PAD DIMENSIONS TO ALLOW FOR FIELD WELDING TO THE LOAD PLATE USING 5/16" FILLET WELD AROUND THE ENTIRE PERIMETER OF THE SHIM PLATE.*

   THE CONTRACTOR SHALL ASSURE THAT ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS OR BEARING DEVICES ARE FLOATING. PRIOR TO BEARING PLACEMENT THE CONTRACTOR SHALL GRIND SMOOTH ALL EXISTING WELDS ON THE BOTTOM FLANGE OF THE GIRDER.
9. *THE GIRDER SEAT HEIGHTS LISTED IN THE PLANS ARE PROVIDED FOR INFORMATION PURPOSES ONLY AND SHALL BE CONSIDERED TENTATIVE. THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF GIRDER AND GIRDER SEAT ELEVATIONS PRIOR TO THE JACKING OPERATIONS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO THE DISTRICT 8 ENGINEER PRIOR TO THE JACKING OPERATIONS. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED.*

   THE CONTRACTOR IS TO DETERMINE THE HEIGHT OF PROPOSED HP SECTION BY SUBTRACTING THE SOLE PLATE, LOAD PLATE, MASONRY PLATE AND ELASTOMERIC BEARING THICKNESS FROM THE CONTRACTOR MEASURED DIFFERENCE BETWEEN BOTTOM OF EXISTING GIRDER ELEVATION AND EXISTING GIRDER SEAT ELEVATION AT EACH BEARING LOCATION. ANY SHIMS NEEDED AS A RESULT OF THE CONTRACTOR'S ERROR WILL BE PROVIDED AT THE CONTRACTOR'S EXPENSE AND WILL NEED TO BE APPROVED BY THE ENGINEER. IF REQUIRED, ONLY ONE BEARING SHIM WILL BE ALLOWED PER BEARING AND MUST BE INSTALLED ABOVE THE LOAD PLATE.
10. *ALL COSTS FOR MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS (i.e. SURVEY, ETC.) NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH VULCANIZED LOAD PLATES SHALL BE INCLUDED IN THE UNIT BID PRICE FOR PAYMENT. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING PADS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.*
11. *CONTRACTOR SHALL FIELD VERIFY DIMENSION 'A' PRIOR TO BEARING FABRICATION.*
12. *THE HP SECTION AND SOLE PLATE ARE PAID FOR UNDER ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF.*
13. *VERIFY THAT ABUTMENT BEAM SEATS ARE LEVEL. PERFORM CORRECTIONS AS NEEDED.*



ELASTOMERIC BEARING SIDE VIEW

BEARING DETAILS
BRIDGE No. HAM-126-1555
SR 126 UNDER KNOLLCREST RD.

SFN 3105024
DESIGN AGENCY
DESIGNER CAH | CHECKER GTF
REVIEWER RSK 07-07-25
PROJECT ID 112991
SUBSET 9 | TOTAL 9
SHEET 48 | TOTAL 57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 1/9/2026 TIME: 9:41:47 AM USER: choward4
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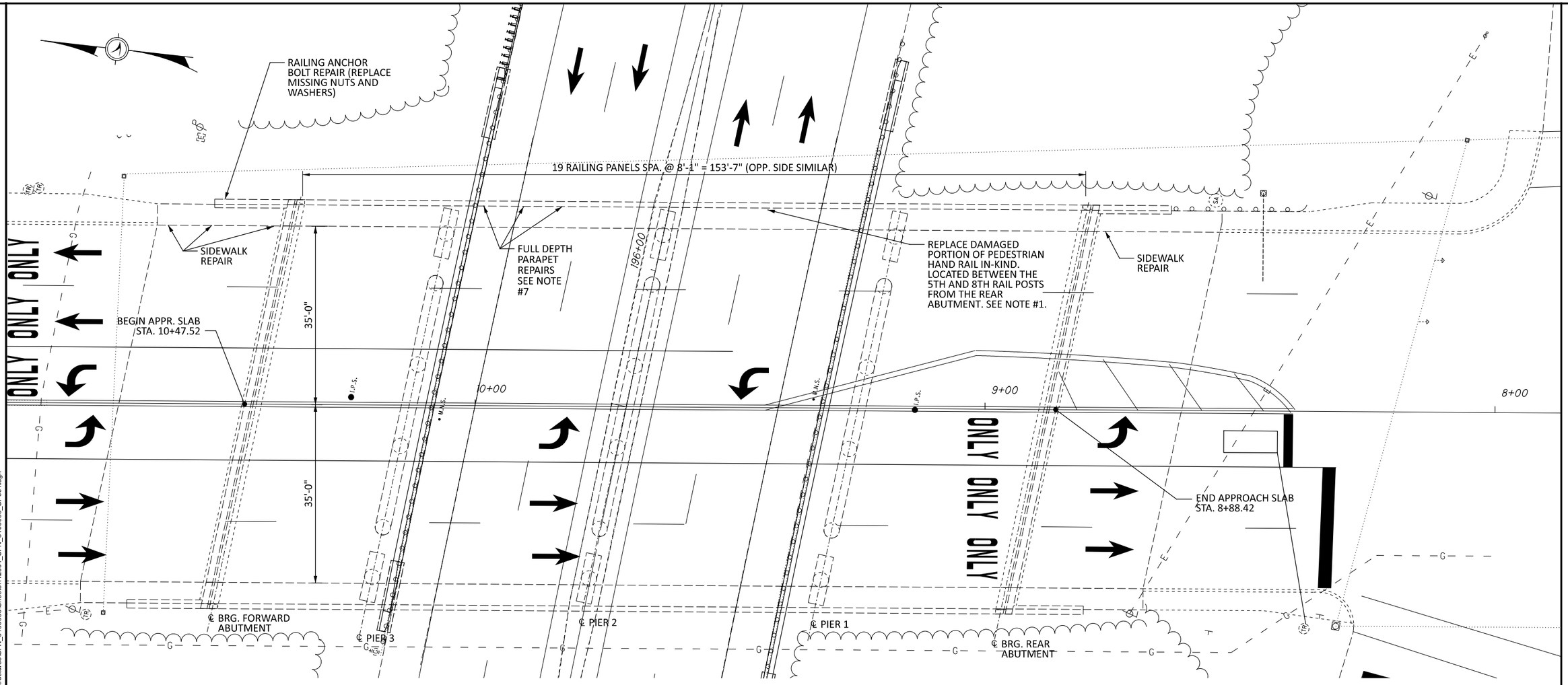


DAMAGED PEDESTRIAN HANDRAIL

NOTES:

1. REPAIR/REPLACE PORTIONS OF THE EXISTING CONCRETE PARAPETS AS SHOWN. EXISTING REBAR SHALL REMAIN IN PLACE FOR REUSE.

   REMOVE AND RE-INSTALL RAILING AND VANDAL FENCE AS NEEDED FOR PARAPET REPAIRS.

2. REMOVE ALL EXISTING PARAPET AND SIDEWALK CONCRETE SEALER. APPLY NON-EPOXY SEALER TO SIDEWALK AND APPLY EPOXY-URETHANE SEALER TO PARAPETS.

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

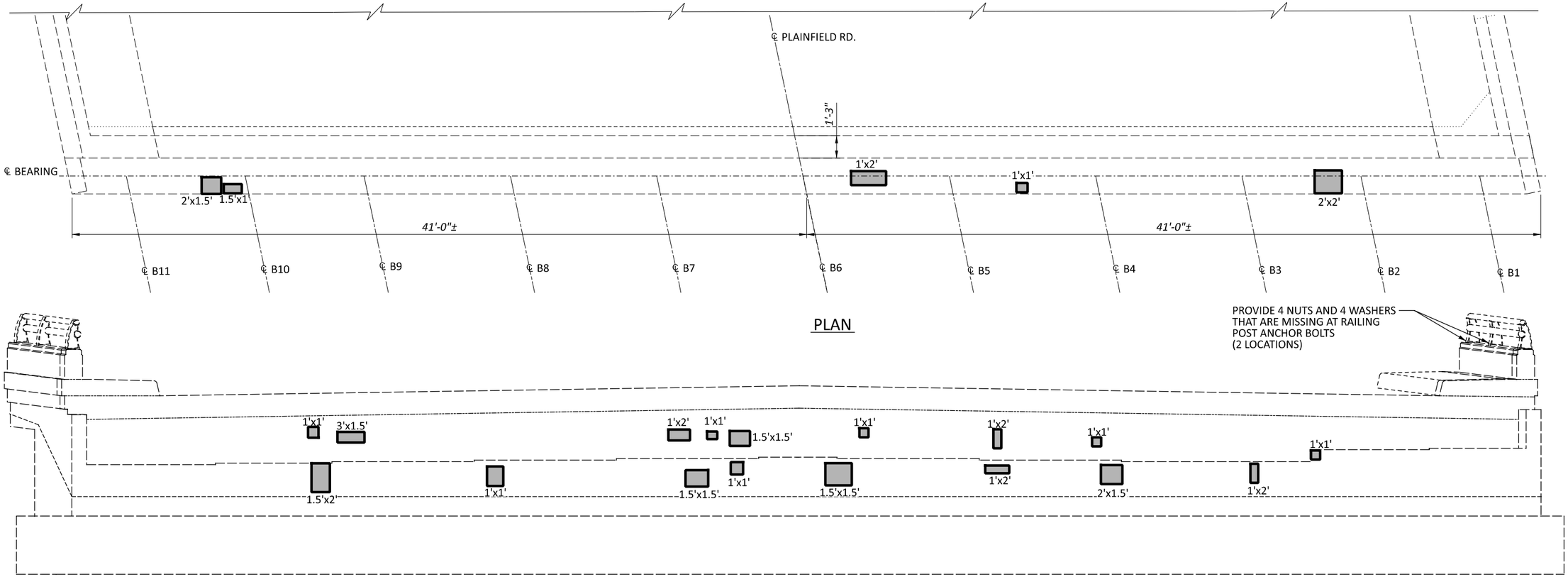
SPANS: 30'-0", 42'-6", 45'-6", 36'-6"
ROADWAY: 44'-0" F/F CURBS, WITH TWO 4'-0" WIDE SIDEWALKS
LOADING: HS20-44 AND THE ALT. MILITARY LOADING
SKEW: 11°-46'-00" L.F.
WEARING SURFACE:
APPROACH SLABS: 25' LONG
ALIGNMENT: TANGENT
CROWN: 0.016 FT/FT
STRUCTURAL FILE NUMBER: 3105083
DATE BUILT: 1963, BRIDGE REHAB & WIDENING 1992
DISPOSITION: BRIDGE PAINTING AND MINOR REPAIRS

DECK AREA: SF
COORDINATES: LATITUDE N39° 13' 33"
LONGITUDE W84° 23' 38"

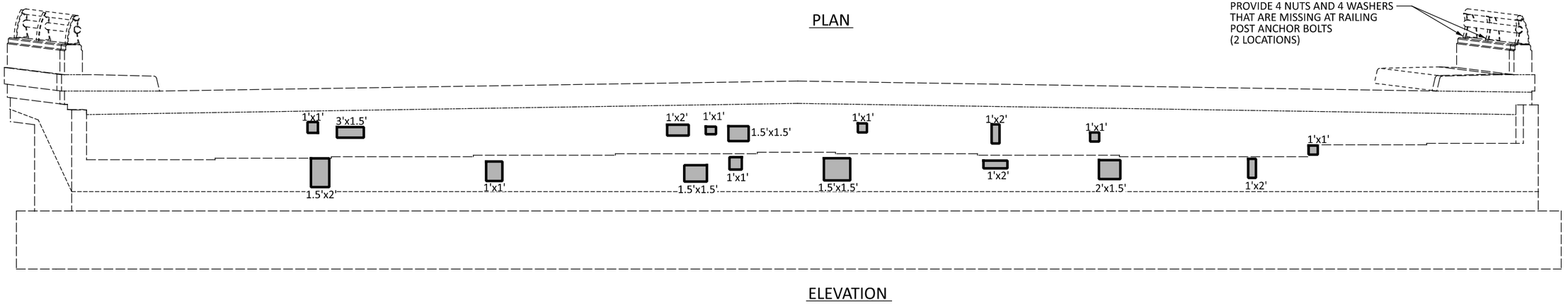
SITE PLAN
BRIDGE No. HAM-126-1818
S.R. 126 UNDER PLAINFIELD RD.

SFN	3105083
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	1
TOTAL	9
SHEET	49
TOTAL	57

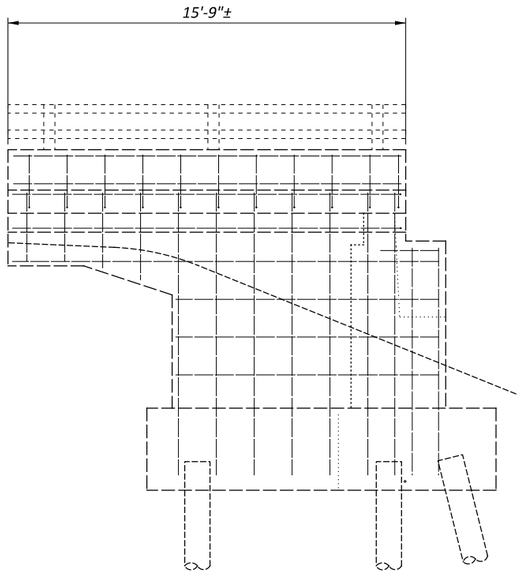
HAM-SR 126-VAR.



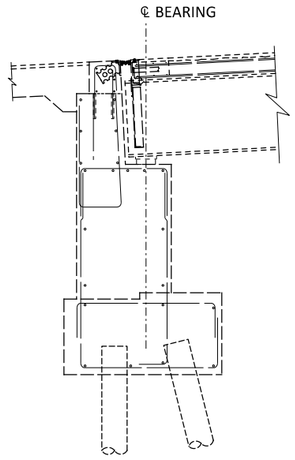
PLAN



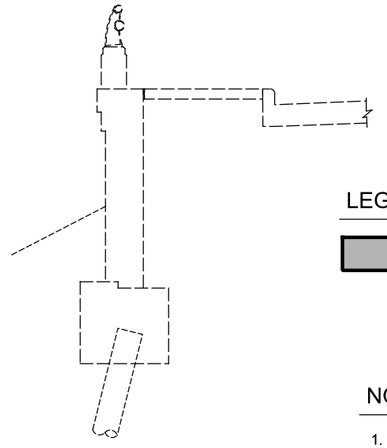
ELEVATION



WINGWALL ELEVATION



ABUTMENT SECTION



WING WALL SECTION

LEGEND

- 519 PATCHING CONCRETE STRUCTURE

NOTES:

1. TOTAL ABUTMENT CONCRETE PATCHING = 40.75 S.F. * 150% = 61 S.F.

   QUANTITY INCREASED 150% TO ACCOUNT FOR FUTURE UNKNOWN DETERIORATION.

REAR ABUTMENT PLAN
BRIDGE No. HAM-126-1818
S.R. 126 UNDER PLAINFIELD RD.

SFN	3105083
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	2
TOTAL	9
SHEET	50
TOTAL	57

HAM-SR 126-VAR.

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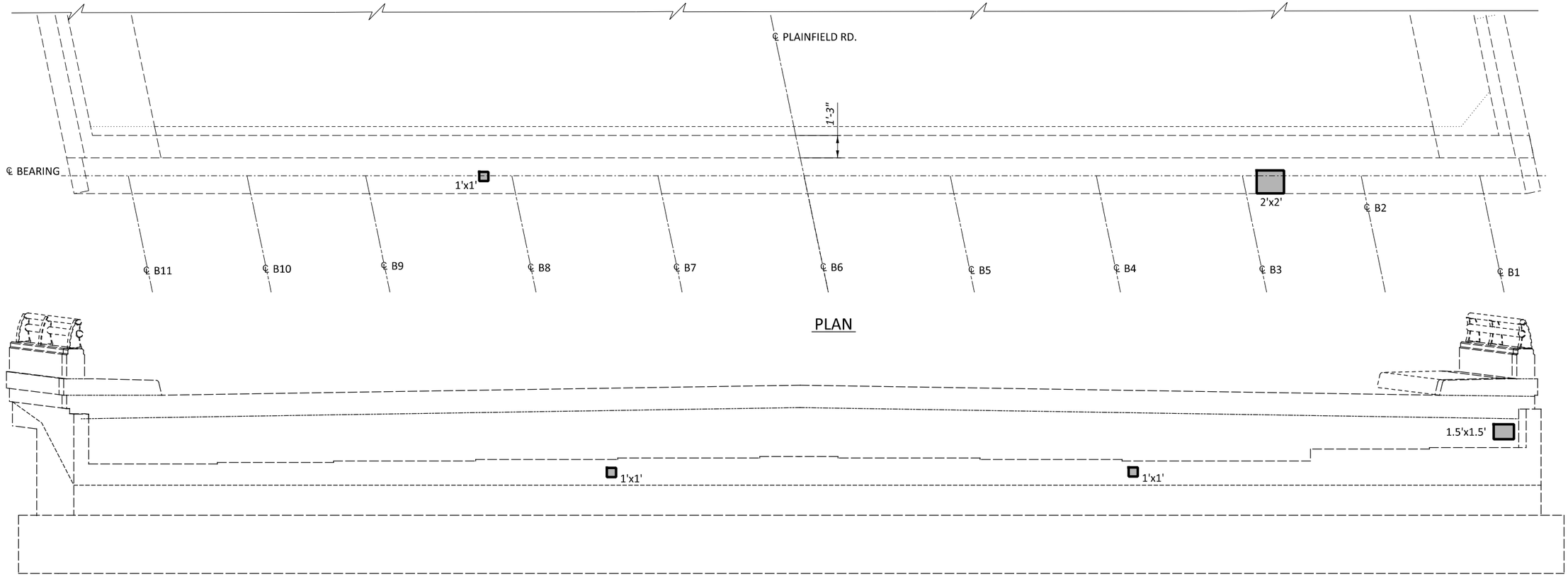


PLAN

ELEVATION

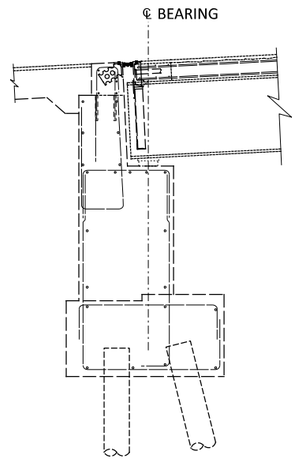
LEGEND

- 519 PATCHING CONCRETE STRUCTURE

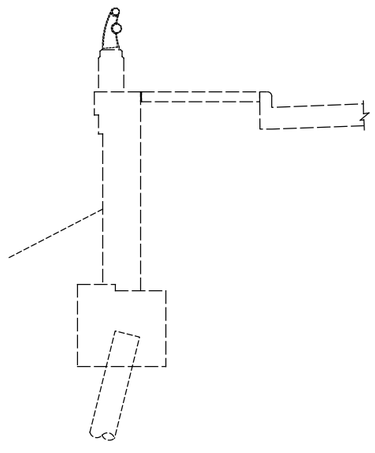
NOTES:

1. TOTAL ABUTMENT CONCRETE PATCHING = 9.25 S.F. * 150% = 14 S.F.

   QUANTITY INCREASED 150% TO ACCOUNT FOR FUTURE UNKNOWN DETERIORATION.



ABUTMENT SECTION



WING WALL SECTION

FORWARD ABUTMENT PLAN
BRIDGE No. HAM-126-1818
S.R. 126 UNDER PLAINFIELD RD.

SFN 3105083

DESIGN AGENCY

DESIGNER	CHECKER
CAH	GTF

REVIEWER: RSK 07-07-25

PROJECT ID: 112991

SUBSET	TOTAL
3	9

SHEET	TOTAL
51	57

HAM-SR 126-VAR.

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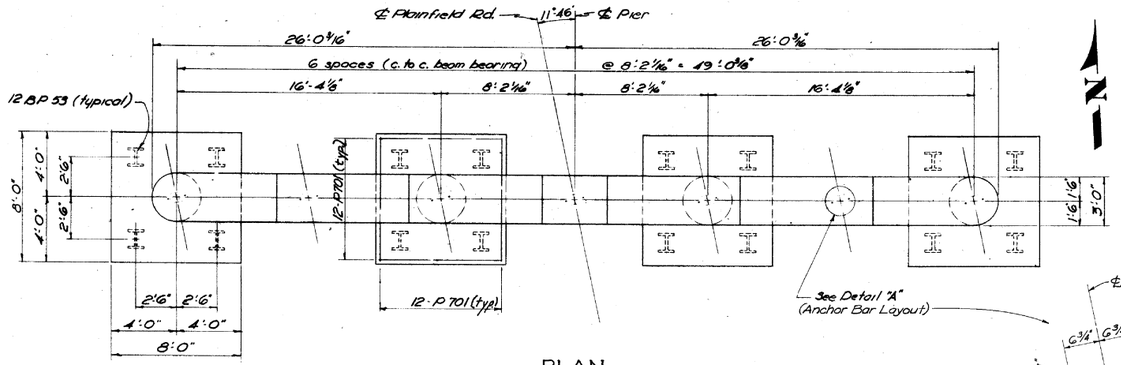
FED. RD DIVISION	STATE	PROJECT	
	OHIO	S-242 (2)	

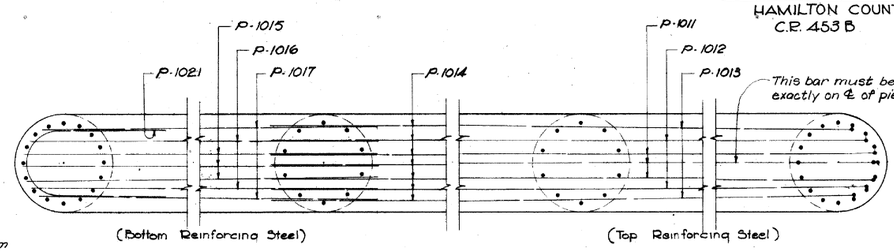
162/187

HAMILTON COUNTY
C.R. 453 B

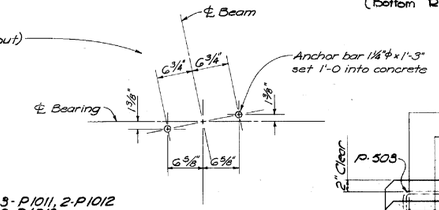


PLAN

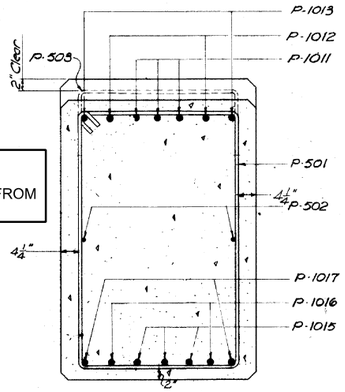
Special care shall be taken in placing reinf. steel in the pier cap so that it will not interfere with the anchor bars.



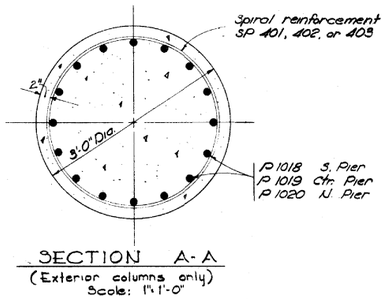
SECTION D-D



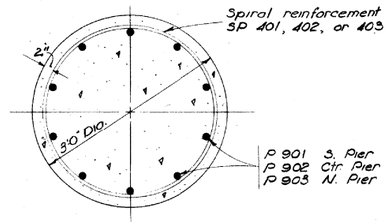
DETAIL A



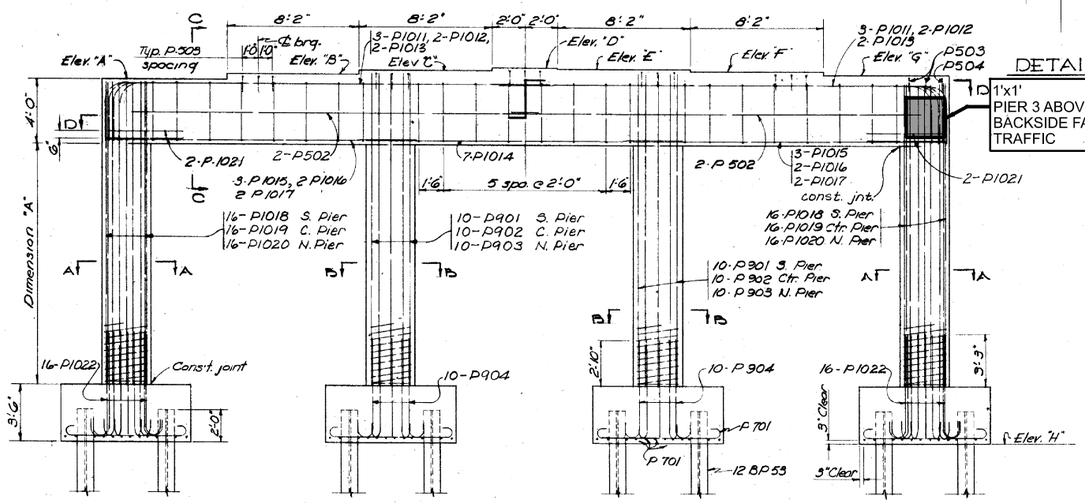
SECTION C-C



SECTION A-A
(Exterior columns only)
Scale: 1"=1'-0"



SECTION B-B
(Interior columns only)



ELEVATION

	ELEVATION								DIM.
	A	B	C	D	E	F	G	H	A
NORTH PIER	852.30	852.49	852.68	852.87	852.80	852.74	852.68	832.50	12'-3 5/8"
CENTER PIER	853.95	854.14	854.32	854.51	854.45	854.39	854.32	832.00	14'-5 5/8"
SOUTH PIER	855.57	855.76	855.95	856.14	856.08	856.01	855.95	832.50	15'-6 7/8"

Note: All Reinforcing steel shall have 2" min. cover unless otherwise noted.

LEGEND

- 519 PATCHING CONCRETE STRUCTURE

NOTES:

1. TOTAL ABUTMENT CONCRETE PATCHING = 1 S.F. * 200% = 2 S.F.

   QUANTITY INCREASED 200% TO ACCOUNT FOR FUTURE UNKNOWN DETERIORATION.

SHAW, LENZ & ASSOCIATES
ENGINEERS
CINCINNATI OHIO

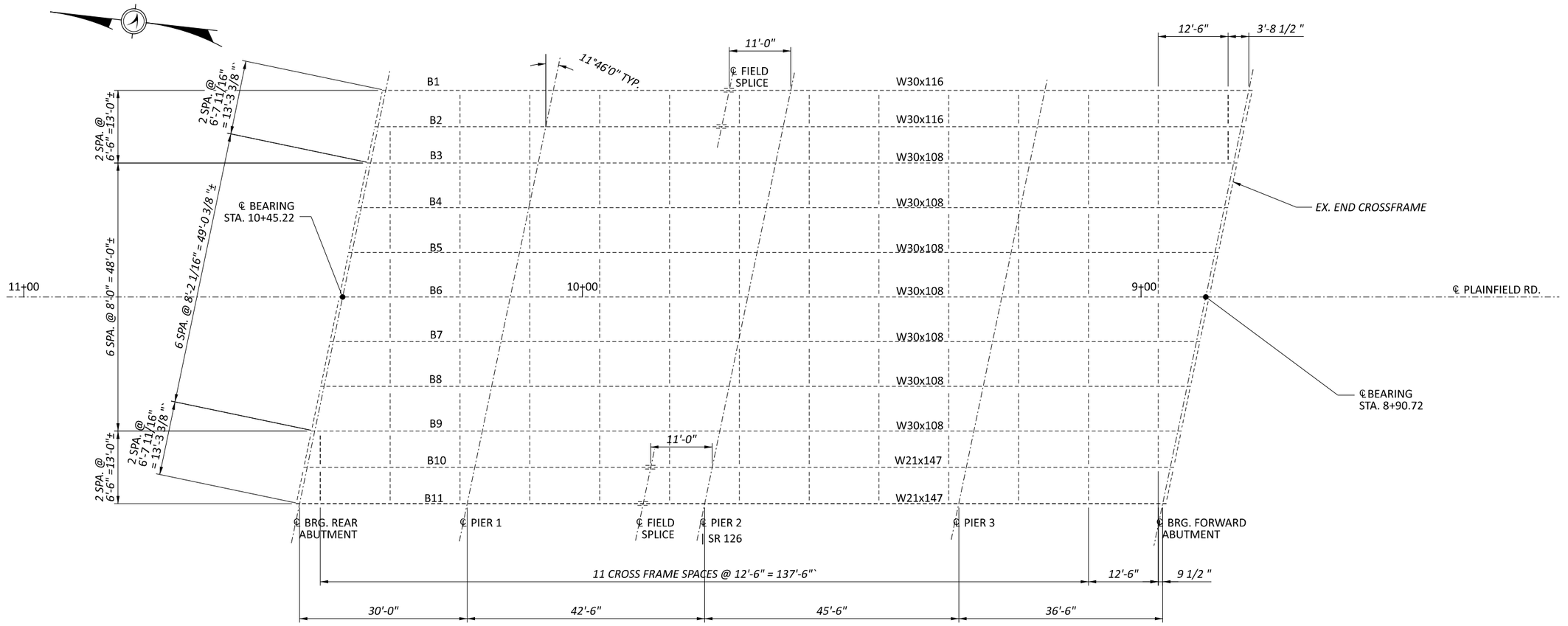
PIERS
PLAINFIELD ROAD BRIDGE
OVER
CROSS COUNTY HIGHWAY

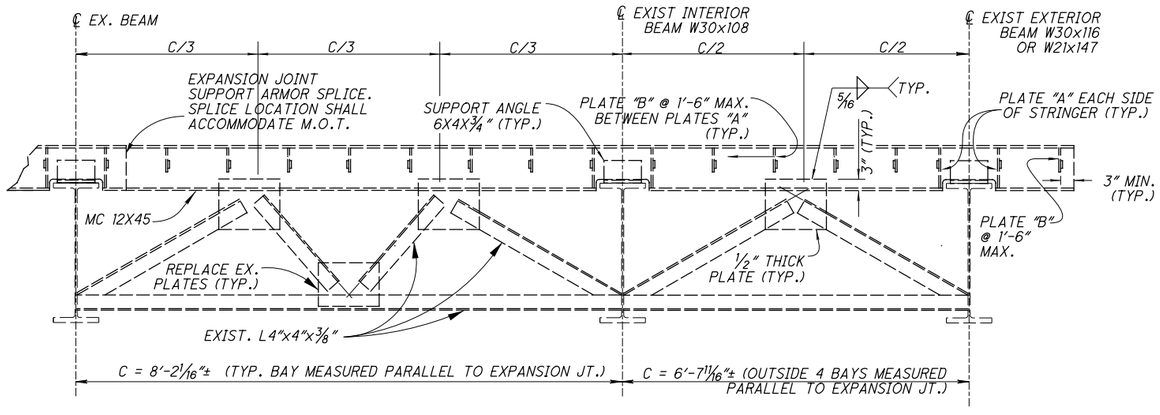
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
R.J.L.	T.G.C.	T.G.C.	W.B.S	R.J.L. 6-11-62	

PIER 3 PLAN
BRIDGE No. HAM-126-1818
S.R. 126 UNDER PLAINFIELD RD.

SFN	3105083
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	4
TOTAL	9
SHEET	52
TOTAL	57

HAM-SR 126-VAR.





NOTES:

1. PAINT ALL STRUCTURAL STEEL AND BEARINGS PER CMS 514 OZEU SPECIFICATIONS. PAINT COLOR SHALL BE FEDERAL COLOR 15526 LIGHT BLUE.

FRAMING PLAN
BRIDGE No. HAM-126-1818
S.R. 126 UNDER PLAINFIELD RD.

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (In.) DATE: 10/10/2025 TIME: 4:18:21 PM USER: choward4
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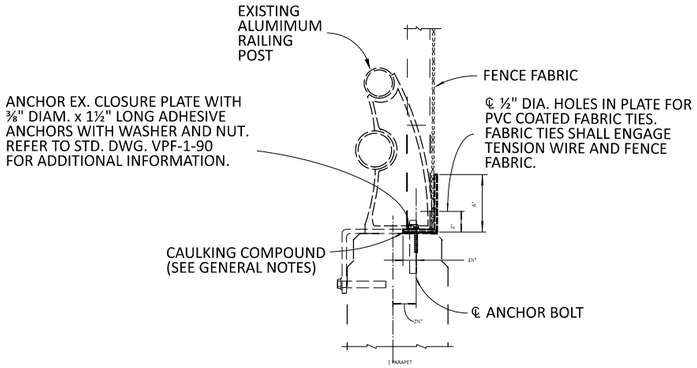
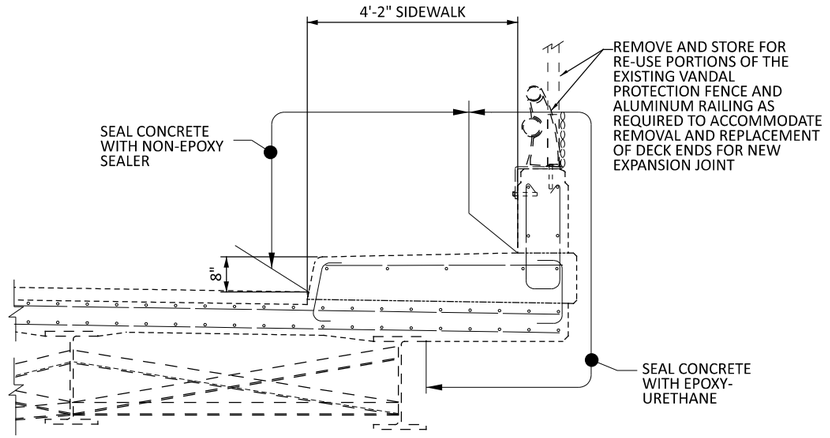
SFN	3105083
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	5
TOTAL	9
SHEET	53
TOTAL	57

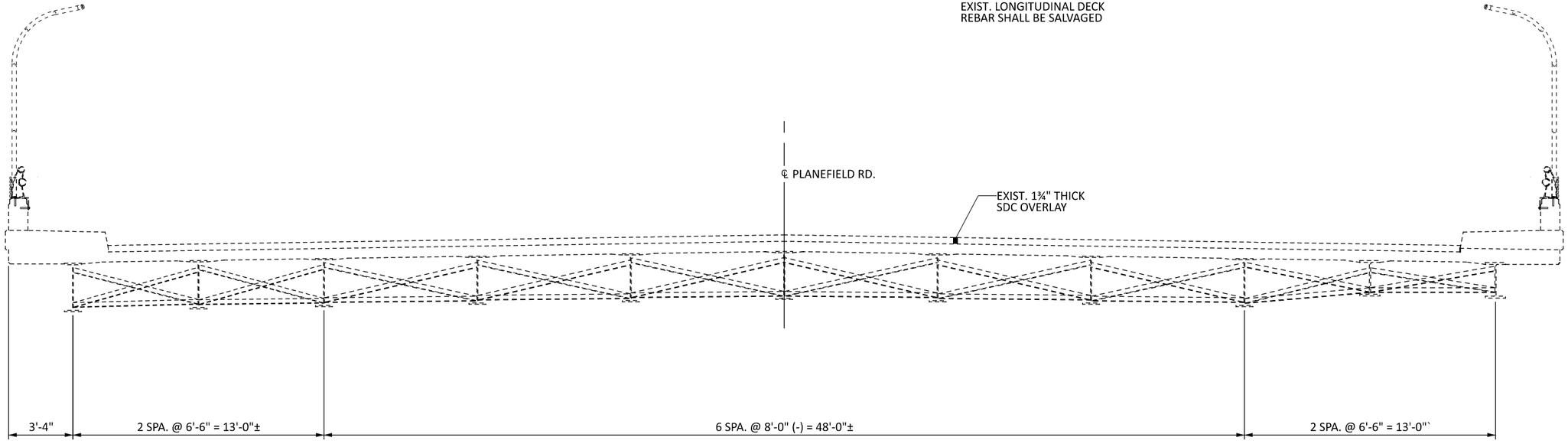


VANDAL PROTECTION FENCE REHAB DETAIL



PARTIAL DECK SECTION

EXIST. LONGITUDINAL DECK REBAR SHALL BE SALVAGED



TYPICAL TRANSVERSE DECK SECTION

NOTES:

1. MATERIAL INCLUDING CAULK AND ANCHORS, EQUIPMENT, LABOR AND ANY MISCELLANEOUS ITEMS REQUIRED TO COMPLETE THE INSTALLATION OF THE CLOSURE PLATES SHALL BE PAID FOR UNDER ITEM SPECIAL - VANDAL PROTECTION FENCE REMOVED AND RESET.

2. MATERIAL, EQUIPMENT, LABOR AND ANY MISCELLANEOUS ITEMS (I.E. DOWEL HOLES, ANCHORS, CAULK ETC) REQUIRED FOR REMOVAL, STORAGE AND RE-ERECTION OF THE EXISTING VANDAL PROTECTION FENCE SHALL BE INCLUDED WITH ITEM SPECIAL - VANDAL PROTECTION FENCE REMOVED AND RESET FOR PAYMENT.

SUPERSTRUCTURE DETAILS - 1
BRIDGE No. HAM-126-1818
S.R. 126 UNDER PLAINFIELD RD.

SFN	3105083
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	6
TOTAL	9
SHEET	54
TOTAL	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:18:26 PM USER: choward4
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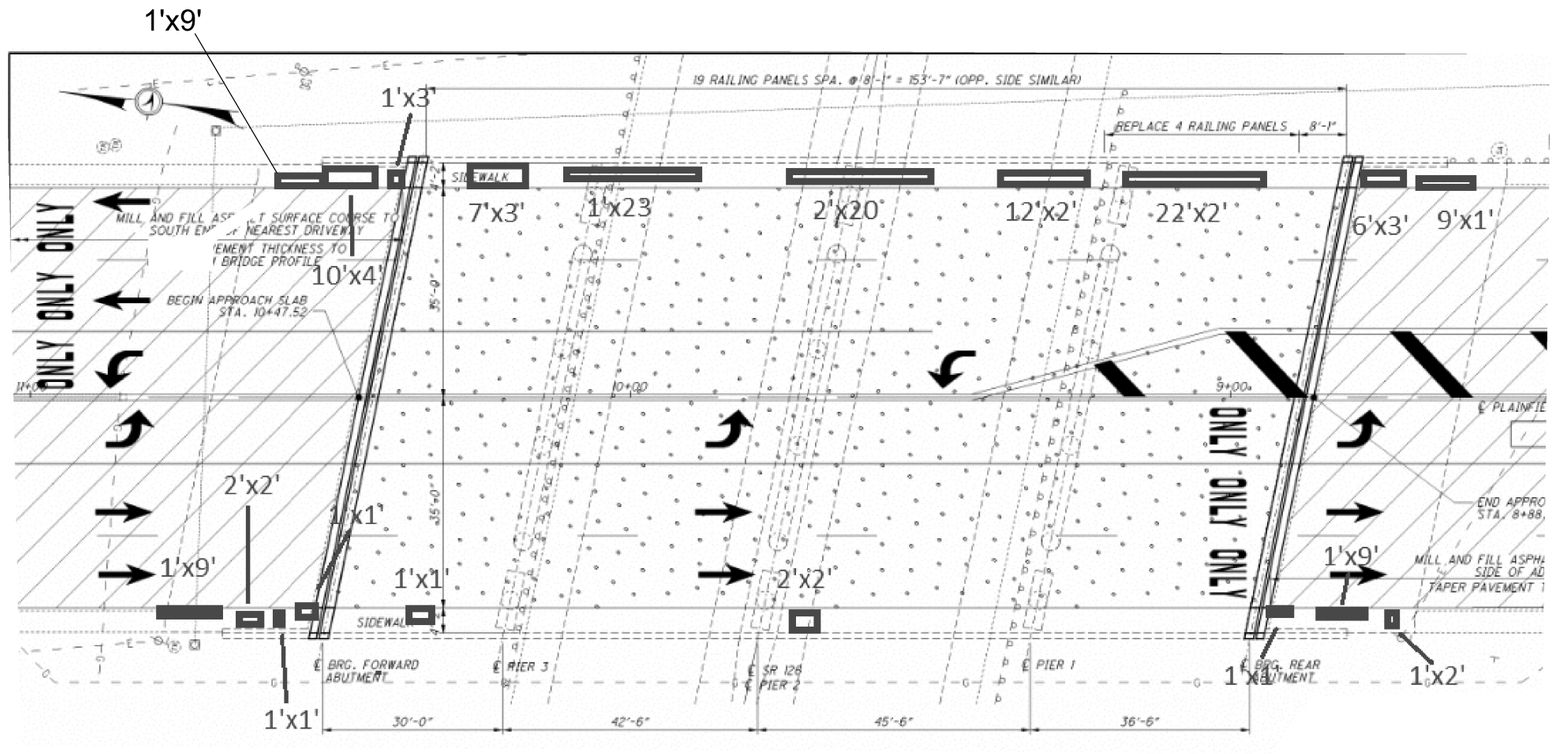
NOTES:

1. PATCHING AND REPAIR QUANTITIES INCREASED 150% TO ACCOUNT FOR ADDITIONAL UNKNOWN DETERIORATION.



SIDEWALK PATCHING DETAILS

TOTAL PATCHING AREA = 106 S.F. (APPROACH SLAB SIDE WALKS) + 157 S.F. (BRIDGE DECK SIDE WALKS) = 263 S.F. * 150% = 395 S.F.

QUANTITY INCREASED 150% TO ACCOUNT FOR ADDITIONAL UNKNOWN DETERIORATION

SUPERSTRUCTURE DETAILS - 2
BRIDGE No. HAM-126-1818
S.R. 126 UNDER PLAINFIELD RD.

SFN 3105083

DESIGN AGENCY

DESIGNER	CHECKER
CAH	GTF

REVIEWER
RSK 07-07-25

PROJECT ID
112991

SUBSET	TOTAL
7	9

SHEET	TOTAL
55	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:18:31 PM USER: choward4
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WEST BARRIER INTERIOR REPAIR

TOTAL CONCRETE PATCHING AREA = 2 S.F. * 150% = 3 S.F.

TOTAL CONCRETE FULL DEPTH REPAIR = 4 C.F. * 150% = 6 C.F. * (1/27) = 0.3 C.Y.

WEST BARRIER EXTERIOR REPAIR

TOTAL CONCRETE PATCHING AREA = 6 S.F. * 150% = 9 S.F.

NOTES:

1. APPLY COMPOSITE FIBER WRAP 12" BEYOND LIMITS OF CONCRETE EXTERIOR PATCHES DENOTED (#). TOTAL QUANTITY = 28 S.F.

SUPERSTRUCTURE DETAILS - 3
BRIDGE No. HAM-126-1818
S.R. 126 UNDER PLAINFIELD RD.

SFN	3105083
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	8
TOTAL	9
SHEET	56
TOTAL	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:18:40 PM USER: choward4
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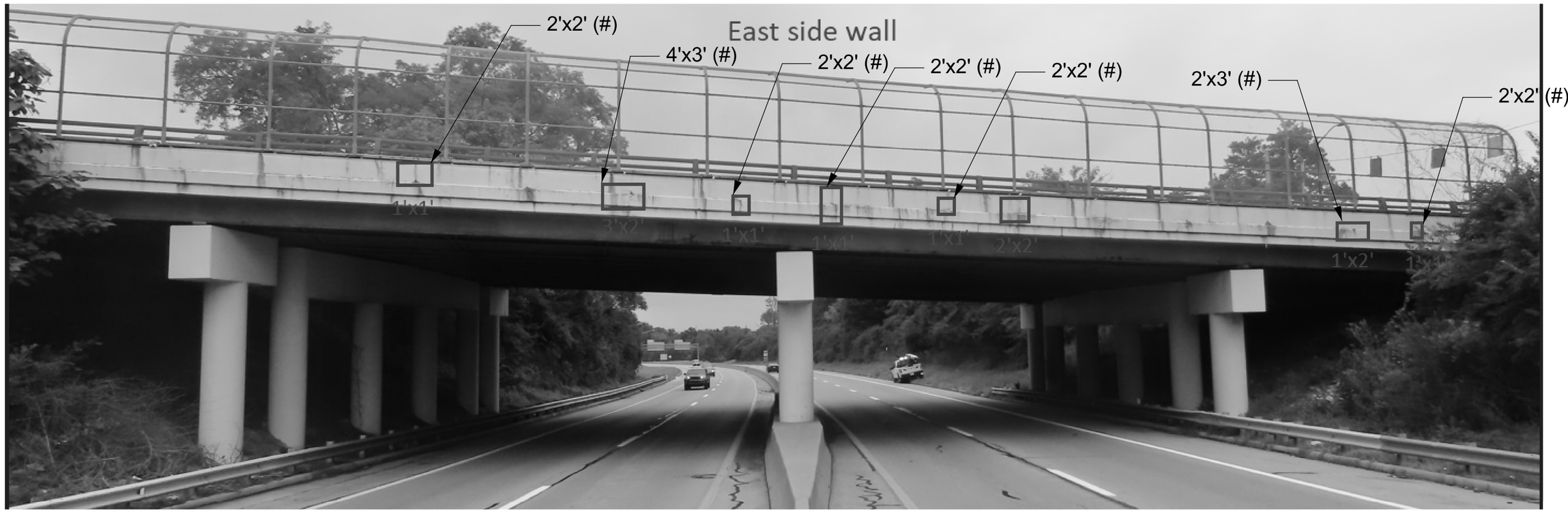
EAST PARAPET (INTERIOR FACE) PATCHING & FULL DEPTH REPAIR DETAILS

TOTAL PATCHING AREA = 15 S.F. * 150% = 23 S.F.
TOTAL FULL DEPTH CONCRETE REPAIR = 12 C.F. * 150% * (1/27) = 0.56 CY



EAST PARAPET (EXTERIOR FACE) PATCHING DETAILS

TOTAL PATCHING AREA = 17 S.F. * 150% = 26 S.F.

NOTES:

1. APPLY COMPOSITE FIBER WRAP 12" BEYOND LIMITS OF CONCRETE EXTERIOR PATCHES DENOTED (#). TOTAL QUANTITY = 38 S.F.

SUPERSTRUCTURE DETAILS - 4
BRIDGE No. HAM-126-1818
S.R. 126 UNDER PLAINFIELD RD.

SFN	3105083
DESIGN AGENCY	
DESIGNER	CAH
CHECKER	GTF
REVIEWER	RSK 07-07-25
PROJECT ID	112991
SUBSET	9
TOTAL	9
SHEET	57
TOTAL	57

HAM-SR 126-VAR.

MODEL: Sheet PAPERSIZE: 17x11 (in.) DATE: 10/10/2025 TIME: 4:18:49 PM USER: choward4
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