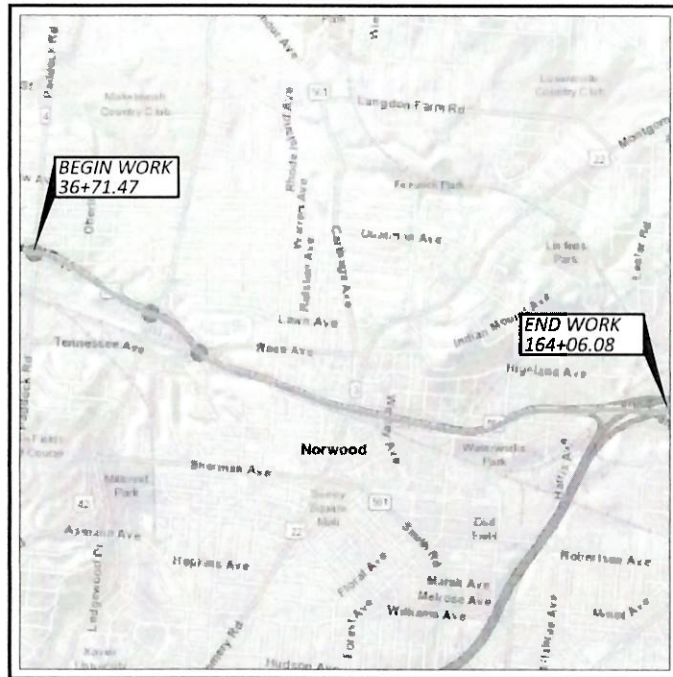


STATE OF OHIO DEPARTMENT OF TRANSPORTATION

HAM-SR 562-0.54

HAMILTON COUNTY

CITY OF CINCINNATI, CITY OF NORWOOD



LOCATION MAP

LATITUDE: 39°16'59" LONGITUDE: -84°46'60"



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

DESIGN DESIGNATION

SEE SHEET 2
 CURRENT ADT () _____
 DESIGN YEAR ADT () _____
 DESIGN HOURLY VOLUME () _____
 DIRECTIONAL DISTRIBUTION _____
 TRUCKS (24 HOUR B&C) _____
 DESIGN SPEED _____
 LEGAL SPEED _____
 DESIGN FUNCTIONAL CLASSIFICATION: _____

NHS PROJECT _____

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:

CMT
CRAWFORD, MURPHY & TILLY, INC.

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**ENGINEER'S SEAL
SHEETS 110-178**

SIGNED:
 DATE: 02/20/2023

**ENGINEER'S SEAL
SHEET 109, ADD. 3**

SIGNED:
 DATE: 02/20/2023

**ENGINEER'S SEAL
SHEETS 1-108**

SIGNED:
 DATE: 02/20/2023

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/21/22	MGS-5.3	7/15/16	ITS-14.11	1/20/23	TC-9.11	7/16/21	TC-61.30	7/19/18	800-2023 SEE PROPOSAL	ASBESTOS INSPECTION REPORT 12/29/22
BP-5.1	7/15/22	MGS-6.1	1/19/18	ITS-14.50	1/20/23	TC-12.31	4/15/22	TC-65.10	1/17/18	804	813 10/19/18
BP-7.1	1/21/22					TC-15.116	7/16/21	TC-65.11	7/15/22	821 4/20/12	821 4/20/12
BP-9.1	1/18/19	RM-4.2	4/17/20	MT-95.30	7/19/19	TC-21.11	7/16/21	TC-71.10	7/15/22	832 7/15/22	832 7/15/22
DM-4.3	1/15/16	EXI-2-81	7/15/22	MT-95.31	7/19/19	TC-21.21	1/20/23	TC-72.20	7/20/18	847 1/15/21	ASBESTOS INSPECTION REPORT 5/23/2023
DM-4.4	1/15/16	EXI-4-87	1/20/23	MT-95.32	4/19/19	TC-21.50	4/17/20	TC-74.10	1/20/23	848 1/15/21	
MC-9.3	10/30/92	GSD-1-19	1/15/21	MT-95.45	1/17/20	TC-22.20	1/17/14			875 1/18/19	
MGS-1.1	7/16/21	SBR-1-20	1/20/23	MT-98.10	1/17/20	TC-41.10	7/19/13			880 1/21/22	
MGS-2.1	1/19/18	MT-98.20	4/19/19	MT-98.29	1/17/20	TC-41.20	10/18/13			909 7/15/22	
MGS-3.1	1/19/18	HL-10.13	1/20/23	MT-98.30	7/16/21	TC-41.30	10/18/13			913 4/16/21	
MGS-3.2	1/18/13	HL-20.14	4/17/20	MT-99.20	4/19/19	TC-42.10	10/18/13			921 4/20/12	
MGS-4.2	7/19/13	HL-30.11	1/15/21	MT-99.50	1/17/20	TC-42.20	10/18/13				
MGS-4.3	1/18/13	HL-30.32	4/17/20	MT-101.60	1/17/20	TC-51.11	1/15/16				
		HL-30.33	1/21/22	MT-105.10	1/17/20	TC-51.12	1/15/16				
		HL-50.21	7/15/22			TC-52.20	1/15/21				

FEDERAL PROJECT NUMBER

E200303

RAILROAD INVOLVEMENT

INDIANA & OHIO

PROJECT DESCRIPTION

RESURFACING THE NORWOOD LATERAL (SR 562) IN HAMILTON COUNTY. REHABILITATE MAINLINE BRIDGES OF SR 562 BY REPLACING JOINTS, PAINTING, SEALING, AND REPLACING BARRIERS.

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA:	2.1 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.5 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)*
	*ROUTINE MAINTENANCE PROJECT

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 AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE PART-TIME CLOSING OF THE HIGHWAY TO TRAFFIC, AS NOTED ON SHEETS 19, 20 & 28. DURING WHICH TIME DETOURS WILL BE PROVIDED AS SHOWN HEREIN. PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES

APPROVED
 DATE 2-23-2023 DISTRICT DEPUTY DIRECTOR

APPROVED
 DATE 02/20/2023 DIRECTOR, DEPARTMENT OF TRANSPORTATION

TITLE SHEET

DESIGN AGENCY

CRAWFORD, MURPHY & TILLY, INC.
DESIGNER
LDW
REVIEWER
JWL 11/21/22
PROJECT ID
102886
SHEET TOTAL
1 178

HAM-SR 562-0.54

MODEL: S:\road\PROJECTS\17111\101.DWG DATE: 2/22/2023 TIME: 12:18:36 PM USER: nrbidkner L:\CDD\17111\101\229-00_HAM5620054\102886\100_Engineering\Roadway\Sheets\102886_GT101.dgn

ITEM 614, MAINTAINING TRAFFIC
DIRECTIONAL DETOURS (WESTBOUND/EASTBOUND) SHALL BE IMPLEMENTED TO COMPLETE THE WORK ON SR 562. ONLY ONE DIRECTION (WESTBOUND OR EASTBOUND) MAY BE CLOSED AT A GIVEN TIME.

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD AND RAMP CLOSURES IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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 & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

**SR 562 WILL BE
CLOSED MM/DD/YY
FOR # DAYS
INFO: 513-933-6600**

W20-H13-60

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.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION SHOWN ON THE PLANS.

SIGN BLANKS USED TO COVER SIGNS ARE REQUIRED TO BE ORANGE.

DURING THE DIRECTIONAL CLOSURE, ALL WORK IN THAT DIRECTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME INCLUDING BUT NOT LIMITED TO THE BRIDGE WORK, PAVEMENT REPAIRS, RESURFACING, FINAL MARKINGS AND PERMANENT RPMs.

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.

CONCRETE MEDIAN BARRIER REPLACEMENT

REMOVING, GRADING AND INSTALLING THE REPLACEMENT BARRIER IS SUBJECT TO THE APPROVAL OF THE ENGINEER. A PORTABLE BARRIER IS NEEDED ONLY ON THE SIDE OF SR-562 OPEN TO TRAFFIC.

WHERE TRAFFIC IS MAINTAINED, CLOSE THE SHOULDER PER MT-95.45. STAGE WORK FROM THE SIDE OF THE ROAD BEING DETOURED. MAINTAIN POSITIVE PROTECTION UNTIL THE MEDIAN BARRIER IS RESTORED.

THE ENGINEER SHALL BE SATISFIED THAT ALL INSTALLATIONS WILL AFFORD MAXIMUM PROTECTION FOR TRAFFIC.

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.

APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S)

PORTIONS OF THE MOT PLANS AS DESCRIBED BELOW HAVE APPROVED MOT EXCEPTION(S) PER TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

APPROVED MOT EXCEPTION(S) INCLUDE: DIRECTIONAL CLOSURES OF SR-562. THE WORK WILL BE COMPLETED IN TWO PHASES. EASTBOUND SR-562 WILL BE CLOSED FROM I-75 TO I-71 PER A+B CONTRACT TABLE. DETOURS ARE PROVIDED IN THE PLANS. UPON COMPLETION OF THE WORK EASTBOUND LANES WILL BE REOPENED. WESTBOUND SR-562 WILL BE CLOSED FROM PADDOCK ROAD TO I-71 PER A+B CONTRACT TABLE. DETOURS ARE PROVIDED IN THE PLANS. UPON COMPLETION OF THE WORK WESTBOUND LANES WILL BE REOPENED.

A MAINTENANCE OF TRAFFIC MEETING SHALL BE HELD A MINIMUM OF 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION OF EACH APPROVED MOT EXCEPTION. THIS MEETING SHALL INCLUDE THE DISTRICT WORK ZONE TRAFFIC MANAGER, CITY OF CINCINNATI, AND CITY OF NORWOOD AS WELL AS THE CONTRACTOR, WORKSITE TRAFFIC SUPERVISOR (WTS) AND ANY SUBCONTRACTORS INVOLVED WITH TEMPORARY TRAFFIC CONTROL.

IN ADDITION TO ANY NOTIFICATIONS REQUIRED IN OTHER NOTES, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AT LEAST 3 BUSINESS DAYS IN ADVANCE OF IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE SO THAT THE PROJECT ENGINEER CAN SEND EMAIL NOTIFICATION TO THE OFFICE OF ROADWAY ENGINEERING, STATEWIDE TMC, DWZTM AND SPECIAL HAULING PERMITS AT LEAST 2 BUSINESS DAYS IN ADVANCE OF THE IMPLEMENTATION OF THE APPROVED MOT EXCEPTION(S) REFERENCED ABOVE. REFERENCE 'EXCEPTION REQUEST APPROVAL DATED 8/12/2021 FOR PID 102886' IN THE NOTIFICATION AND OTHER CORRESPONDENCE.

ANY CHANGES TO THE MOT THAT IMPACT THE PREVIOUSLY APPROVED MOT EXCEPTION(S) LISTED ABOVE SHALL BE APPROVED IN WRITING BY THE MOT EXCEPTION COMMITTEE (MOTEC). IN THE EVENT THAT SUCH CHANGES ARE PROPOSED, THE REQUEST SHALL BE COORDINATED THROUGH THE DISTRICT WORK ZONE TRAFFIC MANAGER (DWZTM) A MINIMUM OF 30 CALENDAR DAYS PRIOR TO THE DESIRED IMPLEMENTATION DATE. IF THE DISTRICT AGREES WITH THE PROPOSED CHANGES THE DWZTM SHALL SEEK APPROVAL FROM THE MOTEC. IN THE EVENT THE PROPOSED CHANGES ARE APPROVED IN WRITING, THE CLOSURES ARE STILL SUBJECT TO NOTIFICATION REQUIREMENTS WITHIN THIS NOTE PRIOR TO IMPLEMENTATION.

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.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS ARE SHOWN ON SHEET 19 OF THE PLAN. 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 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, 31.5 SIGN MONTH, ASSUMING 9 PCMS SIGNS FOR 0.5 MONTHS (PRE-CLOSURE), 4 PCMS SIGNS FOR 3 MONTHS (WB CLOSED), AND 5 PCMS SIGNS FOR 3 MONTHS (EB CLOSED).

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 ODOT INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE ODOT, 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:

1) DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

2) 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 ODOT, 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:

1) 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).

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

A) ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY, AND

B) AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION, AND,
C) 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:

1) THE FIRST ACTIVE WORK AREA THAT DRIVERS WILL ENCOUNTER, OR

2) THE ACTIVE WORK AREA LATERALLY CLOSEST TO THE OPEN TRAVELED LANE, OR

3) 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 320 HOURS

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

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

5/23/23 - Revised MOT Sequence

MODEL: Sheet PAPER SIZE: 17x11 (in.) DATE: 5/19/2023 TIME: 12:26:18 PM USER: jbarbour L:\ODOT\21001299-00_HAM56200541\028886\04-Engineering\MOT\Sheets\102886_MN002.dgn

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 TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
RAMP & ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HRS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	4 BUSINESS 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.

SEQUENCE OF CONSTRUCTION

THE EASTBOUND CLOSURE IS TO BE COMPLETED FIRST FOLLOWED BY THE WESTBOUND CLOSURE. THIS SEQUENCE HAS BEEN COORDINATED WITH THE ADJACENT PROJECT PID 77889 AND IS NOT PERMITTED TO BE MODIFIED. THE CLOSURE SEQUENCE MUST BE PERFORMED DURING OVERNIGHT HOURS. LOCAL RAMPS CAN BE CLOSED AT 8 PM OR LATER, INTERSTATE RAMPS CAN BE CLOSED AT 9 PM OR LATER. THE CLOSURE SEQUENCE AND DETOUR SIGNING SHALL BE COMPLETED NO LATER THAN 6 AM THE FOLLOWING MORNING.

A+B BIDDING WITH MULTIPLE SECTIONS AND FLEXIBLE START WINDOW CONTRACT TABLE

USE THE FOLLOWING INFORMATION IN COMBINATION WITH THE PROPOSAL NOTE A + B BIDDING WITH MULTIPLE SECTIONS AND FLEXIBLE START WINDOW CONTRACT: THE CONTRACTOR WILL BID THE NUMBER OF CALENDAR DAYS TO COMPLETE EACH CONTRACT SEGMENT AS LISTED IN THE PROPOSAL.

CONTRACT SEGMENT - LOCATION OF CRITICAL WORK	MINIMUM DAYS	MAXIMUM DAYS	INCENTIVE/DISINCENTIVE \$ PER DAY	MAXIMUM INCENTIVE \$	WORK WINDOWS	
					START	END
SEGMENT 1 - CRITICAL WORK ON SR 562 EASTBOUND	75	90	\$ 50,000	\$ 300,000	FEBRUARY 1, 2024	JUNE 1, 2024
SEGMENT 2 - CRITICAL WORK ON SR 562 WESTBOUND	75	90	\$ 50,000	\$ 300,000	COMPLETION OF SEGMENT	SEPTEMBER 16, 2024

NOTE 1: CRITICAL WORK IS DEFINED AS ALL WORK EXCEPT ITEM 512(.03) SEALING OF CONCRETE SURFACES USING EPOXY URETHANE SEALERS, ITEM 514 PAINTING OF STRUCTURAL STEEL, WORK ASSOCIATED WITH PN 420/555, ITEM 621 RAISED PAVEMENT MARKERS, AND ITEM 642/644/646 PAVEMENT MARKINGS.

NOTE 2: ANY OTHER WORK REQUIRING A LANE CLOSURE ON SR 562 IS CONSIDERED CRITICAL WORK.

NOTE 3: BOTH WESTBOUND AND EASTBOUND PROPOSED SIGN TRUSS FOUNDATIONS LOCATED IN THE MEDIAN CONCRETE BARRIER SHALL BE PERFORMED DURING SEGMENT 1.

NOTE 4: LANE CLOSURES BEFORE AND AFTER THE A+B WINDOW SHALL BE IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE.

NOTE 5: RAMP CLOSURES AT THE I-71 AND I-75 INTERCHANGE WITH SR 562 ARE CONSIDERED PART OF THE DIRECTIONAL CLOSURE. THE DIRECTIONAL CLOSURE WINDOW BEGINS WHEN ONE OF THE RAMPS IS CLOSED AND ENDS WHEN BOTH OF THE RAMPS ARE REOPENED.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
ALL LANES AND RAMPS ON SR 562 OPEN TO TRAFFIC	06:00 - 20:00	1 MINUTE	\$ 325
ALL LANES ON PADDOCK ROAD AND READING ROAD OPEN TO TRAFFIC	06:00 - 21:00	1 MINUTE	\$ 120
ALL LANES ON TENNESSEE AVE/ROSS AVE	06:00 - 09:00 AND 15:00 - 19:00	1 MINUTE	\$ 40

- NOTES:
- 1) MAINTAIN A MINIMUM OF 1 LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.
 - 2) RAMPS ARE NOT PERMITTED TO BE CLOSED TO TRAFFIC.
 - 3) FOR DIRECTIONAL DETOUR CONSTRAINTS, SEE THE A+B BIDDING AND WINDOW CONTRACT TABLE.

CONTRACTOR COORDINATION NOTE

THE CITY OF NORWOOD HAS PLANNED MAINTENANCE WORK (CLEARING AND GRUBBING, DITCH CLEARING) ALONG SR 562 THAT WILL BE PERFORMED DURING THE SR 562 CLOSURE. THIS WORK WILL TAKE APPROXIMATELY 5 DAYS. THE CONTRACTOR SHALL COORDINATE THE WORK WITH THE CITY OF NORWOOD AND ITS CONTRACTOR TO AVOID IMPACTING THE A+B CRITICAL PATH.

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

THE FOLLOWING HOLIDAY/SPECIAL EVENT RESTRICTIONS APPLY TO SHORT TERM LANE CLOSURES AND THE CLOSURE SEQUENCE OF THE DIRECTIONAL CLOSURE. ONCE THE ROAD HAS CLOSED, THE CONTRACTOR IS NOT REQUIRED TO REOPEN THE ROADWAY FOR THE LISTED HOLIDAYS/EVENTS.

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)
- TOTAL SOLAR ECLIPSE (4/8/24)
- MEMORIAL DAY
- FOURTH OF JULY (OBSERVED)
- LABOR DAY
- GENERAL/REGULAR ELECTION DAY (NOV)
- THANKSGIVING
- CHRISTMAS (OBSERVED)

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 THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
MONDAY (TOTAL SOLAR ECLIPSE)	12:00N FRIDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY (GEN./REG. ELECTION)	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY (THANKSGIVING ONLY)	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRIAN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

WORK ZONE MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

- ITEM 614, WORK ZONE LANE LINE, CLASS 1, 6", 642 PAINT, 5.03 MILE
- ITEM 614, WORK ZONE LANE LINE, CLASS 1, 6", 642 PAINT, 13.03 MILE
- ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS 1, 8", 642 PAINT, 400 FT
- ITEM 614, WORK ZONE CHANNELIZING LINE, CLASS 1, 12", 642 PAINT, 7860 FT
- ITEM 614, WORK ZONE DOTTED LINE, CLASS 1, 6", 642 PAINT, 7581 FT
- ITEM 614, WORK ZONE DOTTED LINE, CLASS 1, 12", 642 PAINT, 2060 FT
- ITEM 614, WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS 1, 642 PAINT, 2110 FT
- ITEM 614, WORK ZONE STOP LINE, CLASS 1, 642 PAINT, 302 FT
- ITEM 614, WORK ZONE CROSSWALK LINE, CLASS 1, 12", 642 PAINT, 479 FT
- ITEM 614, WORK ZONE ARROW, CLASS 1, 6', 642 PAINT, 32 EA
- ITEM 614, WORK ZONE ARROW, CLASS 1, 642 PAINT (WRONG WAY), 4 EA



DESIGNER	LDW
REVIEWER	JWB 02/20/23
PROJECT ID	102886
SHEET	TOTAL
17	178

SHEET NO.	LOCATION	PHASE	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	614	622	642	644	644	
			LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	WORK ZONE IMPACT ATTENUATOR 24" WIDE HAZARDS (UNIDIRECTIONAL)	DETOUR SIGNING	BARRIER REFLECTOR, TYPE 1, ONE WAY	OBJECT MARKER, ONE WAY	PORTABLE CHANGEABLE MESSAGE SIGN	WORK ZONE EDGE LINE, CLASS I, 6", 740.06, TYPE I	WORK ZONE EDGE LINE, CLASS I, 6", 873	WORK ZONE DOTTED LINE, CLASS I, 6", 740.06, TYPE I	WORK ZONE DOTTED LINE, CLASS I, 6", 873	WORK ZONE LANE LINE, CLASS I, 6", 642 PAINT	WORK ZONE EDGE LINE, CLASS I, 6", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 8", 642 PAINT	WORK ZONE CHANNELIZING LINE, CLASS I, 12", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT	WORK ZONE DOTTED LINE, CLASS I, 12", 642 PAINT	WORK ZONE TRANSVERSE/DIAGONAL LINE, CLASS I, 642 PAINT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	WORK ZONE CROSSWALK LINE, CLASS I, 12", 642 PAINT	WORK ZONE ARROW, CLASS I, 6", 642 PAINT	WORK ZONE ARROW, CLASS I, 642 PAINT, (WRONG WAY)	PORTABLE BARRIER, UNANCHORED	CHANNELIZING LINE, 8", TYPE 1	LANE LINE, 6"	DOTTED LINE, 6"
			SNMT	MILE	MILE	FT	FT	MILE	MILE	FT	FT	FT	FT	FT	FT	FT	EA	EA	FT	FT	MILE	FT					
16-17	MOT NOTES	N/A	320					31.5					5.03	13.03	400	7860	7581	2060	2110	302	479	32	4				
20-23	DETOUR PLAN	WB CLOSURE			LS																						
24	READING RD	WB CLOSURE								0.011																	
25	NORWOOD AVE	WB CLOSURE							0.073		150														400		
26	I-71 RAMPS	WB CLOSURE								0.318		215														0.041	889
27	ALAMO AVE	WB CLOSURE								0.061																	
28-31	DETOUR PLAN	EB CLOSURE			LS																						
32	I-75 RAMPS	EB CLOSURE								0.286																	845
33	READING RD	EB CLOSURE								0.013																	
MEDIAN BARRIER REPLACEMENTS																											
N/A	SIGN AT 52+17.8 PB START STA. 51+67 TO 53+37	EB CLOSURE		1		5	5																				170
N/A	SIGN AT 74+12.7 PB START STA. 73+62 TO 75+12	EB CLOSURE		1		4	4																				150
N/A	SIGN AT 100+99.2 PB START STA. 100+49 TO 102+19	EB CLOSURE		1		5	5																				170
N/A	SIGN AT 112+75.3 PB START STA. 112+00 TO 113+50	EB CLOSURE		1		4	4																				150
N/A	SIGN AT 136+35.0 PB START STA. 135+85 TO 136+75	EB CLOSURE		1		3	3																				90
N/A	SIGN AT 162+01.5 PB START STA. 161+40 TO 163+20	EB CLOSURE		1		5	5																				180
N/A	SIGN AT 168+67.7 PB START STA. 168+17 TO 169+87	EB CLOSURE		1		5	5																				170
TOTALS CARRIED TO GENERAL SUMMARY			320	7	LS	31	31	32	0.073	0.690	150	215	5.03	13.03	400	7860	7581	2060	2110	302	479	32	4	1080	400	0.04	1734

MAINTENANCE OF TRAFFIC SUBSUMMARY

DESIGN AGENCY

 CMT
 CONSULTING & ENGINEERING
 84 REMICKS BOULEVARD
 BIRMINGHAM, AL 35202-2100
 WWW.CMTENG.COM

DESIGNER
AEE

REVIEWER
 JWB 02/20/23

PROJECT ID
 102886

SHEET 18 TOTAL 178

HAM-SR 562-0.54

MODEL: Sheet PAPER: 17x11 (in.) DATE: 5/23/2023 TIME: 1:26:27 PM USER: nrbckner
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SHEET NUM.								PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	
113	141							01/NHS/05	02/NHS/14	03/NHS/14	04/SAF/ 21	05/SAF/ 21/NORW							
11,813									11,813					513	10201	11,813	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN	112
20									20					513	21001	20	EACH	TRIMMING OF BEAM END, AS PER PLAN	112
174									174					516	10501	174	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC COMPRESSION SEAL, AS PER PLAN	112
172									172					516	11211	172	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN	112
10									10					516	44201	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (BEARING 12"x12"x3.018" AND LOAD PLATE 13"x13"x1.5")	112
10									10					516	44201	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (BEARING 12"x12"x3.151" AND LOAD PLATE 13"x13"x1.5")	112
LS									LS					516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	112
20									20					519	11101	20	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	112
17									17					519	12300	17	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B	112
1,242									1,242					SPECIAL	53013000	1,242	SF	FORM LINER	112
432									432					625	25400	432	FT	CONDUIT, 2", 725.04	
22									22					625	29000	22	FT	TRENCH	
74									74					625	29002	74	FT	TRENCH, 24" DEEP	
1									1					625	29940	1	EACH	BARRIER JUNCTION BOX	
2									2					625	30710	2	EACH	PULL BOX, 725.08, 32"	
1									1					625	35011	1	EACH	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	112
4									4					625	39520	4	EACH	PULL BOX CLEANED	
LS									LS					625	98200	LS		LIGHTING MISC.: (RESTORE EXISTING LIGHTING CIRCUIT, AS PER PLAN)	112
LS									LS					SPECIAL	69098400	LS		MISC.: WORK INVOLVING ASBESTOS CONTAINING MATERIAL	112
434									434					809	24500	434	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS (RESTORE EXISTING LIGHTING CIRCUIT, AS PER PLAN)	
40									40					847	10000	40	SY	MICRO SILICA MODIFIED CONCRETE OVERLAY (2 1/4")	
1									1					847	20000	1	CY	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY	
LS									LS					847	30000	LS		TEST SLAB	
40									40					847	30400	40	SY	EXISTING CONCRETE OVERLAY REMOVED	
1									1					847	50000	1	SY	HAND CHIPPING	
																		STRUCTURE OVER 20 FOOT SPAN (SFN 3113914)	
									LS					202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	138
130									130					202	30700	130	FT	CONCRETE BARRIER REMOVED	
67,336									67,336					509	25001	67,336	LB	UNCOATED STEEL REINFORCEMENT, AS PER PLAN	138
600									600					509	20001	600	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	138
42,748									42,748					509	30020	42,748	FT	NO. 4 DEFORMED GFRP REINFORCEMENT 509E30020 NO. 4 GFRP DEFORMED BARS	
6,046									6,046					510	09951	6,046	EACH	DOWEL HOLES WITH CEMENT GROUT, AS PER PLAN	138
4									4					510	10000	4	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	
27									27					511	34410	27	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE	
426									426					511	34448	426	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)	
14									14					511	45710	14	CY	CLASS QC1 CONCRETE, ABUTMENT	
15									15					511	53012	15	CY	CLASS QC2 CONCRETE, MISC.:(CONCRETE BARRIER)	169
4,082									4,082					512	10100	4,082	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
13,250									13,250					513	10201	13,250	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN	139
12									12					513	21001	12	EACH	TRIMMING OF BEAM END, AS PER PLAN	146
LS									LS					513	95020	LS		STRUCTURAL STEEL, MISC.:(PIER CAP REPAIRS)	139
401									401					516	11211	401	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN	139
16									16					516	13600	16	SF	1" PREFORMED EXPANSION JOINT FILLER	
11									11					516	44201	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN: (BEARING 3.607" x 14" x 11" AND LOAD PLATE 1 1/2" x 15" x 12")	139
10									10					516	44201	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN: (BEARING 4.087" x 14" x 12 1/2" AND LOAD PLATE 1" x 15" x 13 1/2")	139
									LS					516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	139
									LS					518	63300	LS		STRUCTURE DRAINAGE, MISC.: CLEAN & REPAIR EXISTING BRIDGE DRAINAGE SYSTEM	139
68									68					SPECIAL	51900100	68	SF	COMPOSITE FIBER WRAP SYSTEM	153
296									296					519	11101	296	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	140
22									22					SPECIAL	51912610	22	FT	CONCRETE REPAIR BY EPOXY INJECTION INCLUDING SURFACE PREPARATION	151&153
6,377									6,377					SPECIAL	53000600	6,377	SF	STRUCTURE/TIMBER SUBDECK	143
6									6					601	34300	6	CY	ROCK CHANNEL PROTECTION, TYPE D WITHOUT FILTER	
41									41					622	10160	41	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
2									2					622	25000	2	EACH	CONCRETE BARRIER END SECTION, TYPE D	
3,001									3,001					625	25400	3,001	FT	CONDUIT, 2", 725.04	

GENERAL SUMMARY

DESIGN AGENCY

 CMT
 CONSTRUCTION MANAGEMENT TECHNOLOGIES, INC.
 84 REMONDY BOULEVARD
 BIRMINGHAM, AL 35202
 PH: 205.987.2500
 WWW.CMTENGR.COM

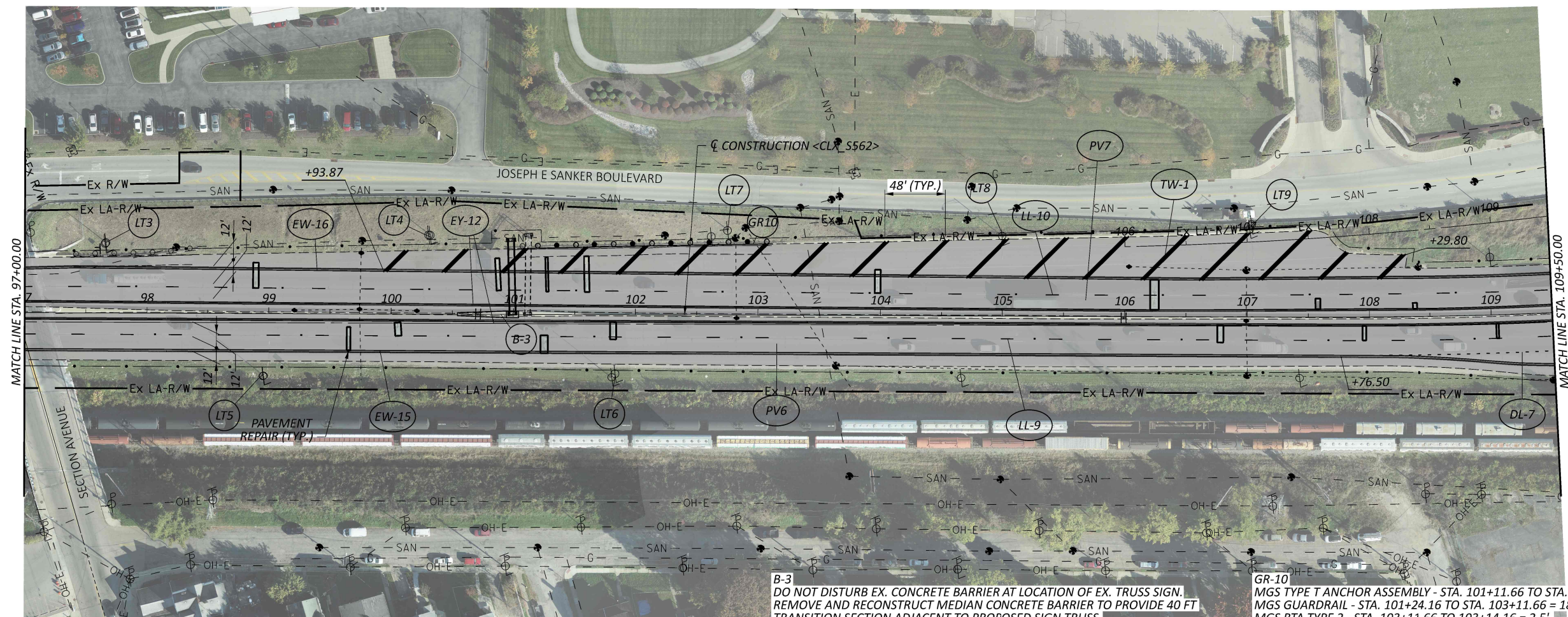
DESIGNER
 NCB

REVIEWER
 JWL 02/20/23

PROJECT ID
 102886

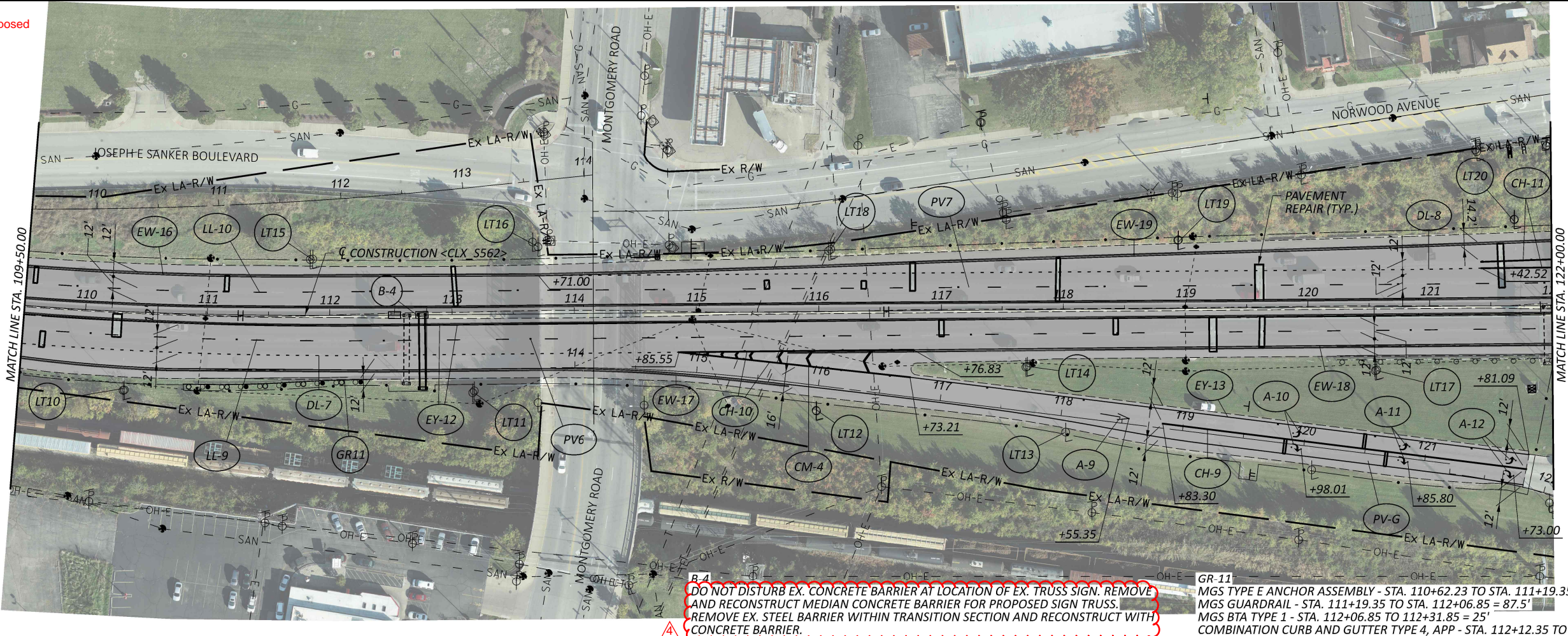
SHEET TOTAL
 37 178

5/22/23 - Revised proposed barrier note.



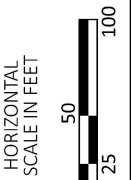
B-3
DO NOT DISTURB EX. CONCRETE BARRIER AT LOCATION OF EX. TRUSS SIGN. REMOVE AND RECONSTRUCT MEDIAN CONCRETE BARRIER TO PROVIDE 40 FT TRANSITION SECTION ADJACENT TO PROPOSED SIGN TRUSS.

GR-10
MGS TYPE T ANCHOR ASSEMBLY - STA. 101+11.66 TO STA. 101+24.16 = 12.5'
MGS GUARDRAIL - STA. 101+24.16 TO STA. 103+11.66 = 187.5'
MGS BTA TYPE 2 - STA. 103+11.66 TO 103+14.16 = 2.5'



B-4
DO NOT DISTURB EX. CONCRETE BARRIER AT LOCATION OF EX. TRUSS SIGN. REMOVE AND RECONSTRUCT MEDIAN CONCRETE BARRIER FOR PROPOSED SIGN TRUSS. REMOVE EX. STEEL BARRIER WITHIN TRANSITION SECTION AND RECONSTRUCT WITH CONCRETE BARRIER.

GR-11
MGS TYPE E ANCHOR ASSEMBLY - STA. 110+62.23 TO STA. 111+19.35 = 57.125'
MGS GUARDRAIL - STA. 111+19.35 TO STA. 112+06.85 = 87.5'
MGS BTA TYPE 1 - STA. 112+06.85 TO 112+31.85 = 25'
COMBINATION CURB AND GUTTER TYPE 4, APP - STA. 112+12.35 TO 112+30.35 = 18'



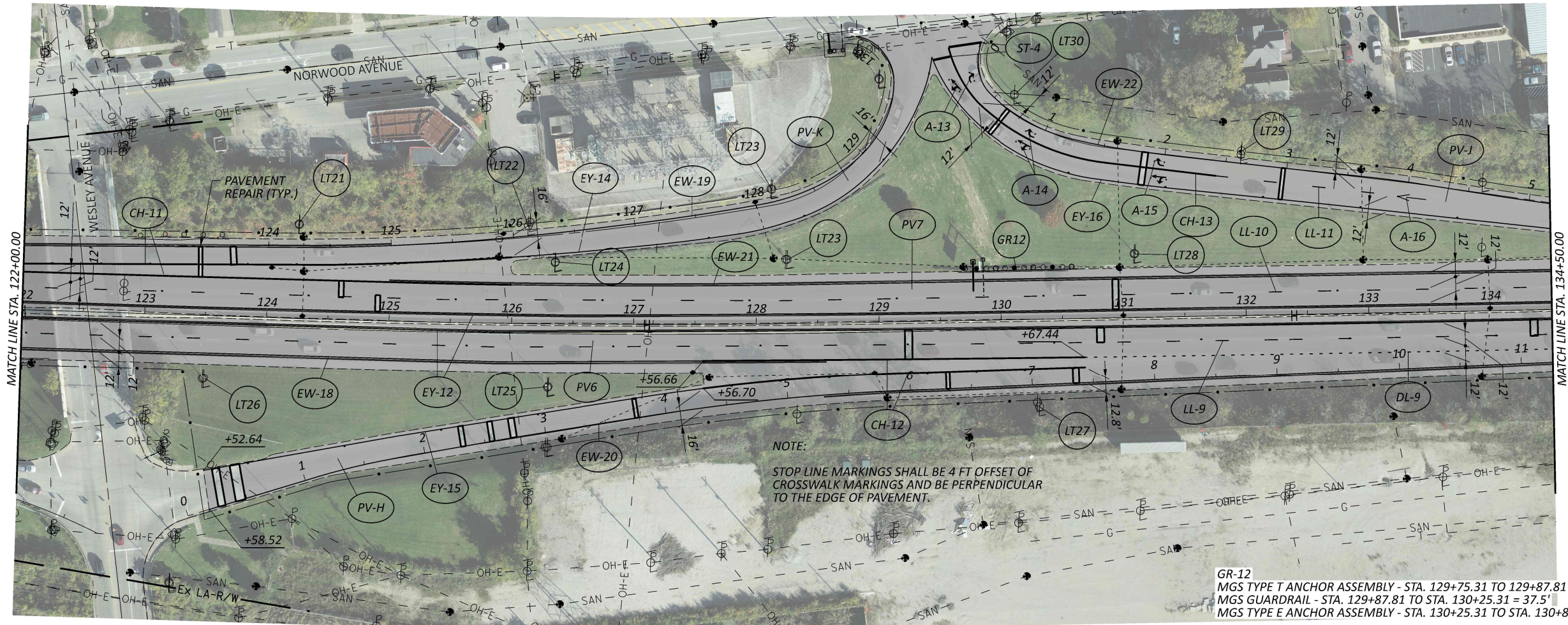
PLAN SHEET
STA. 97+00 TO STA. 122+00



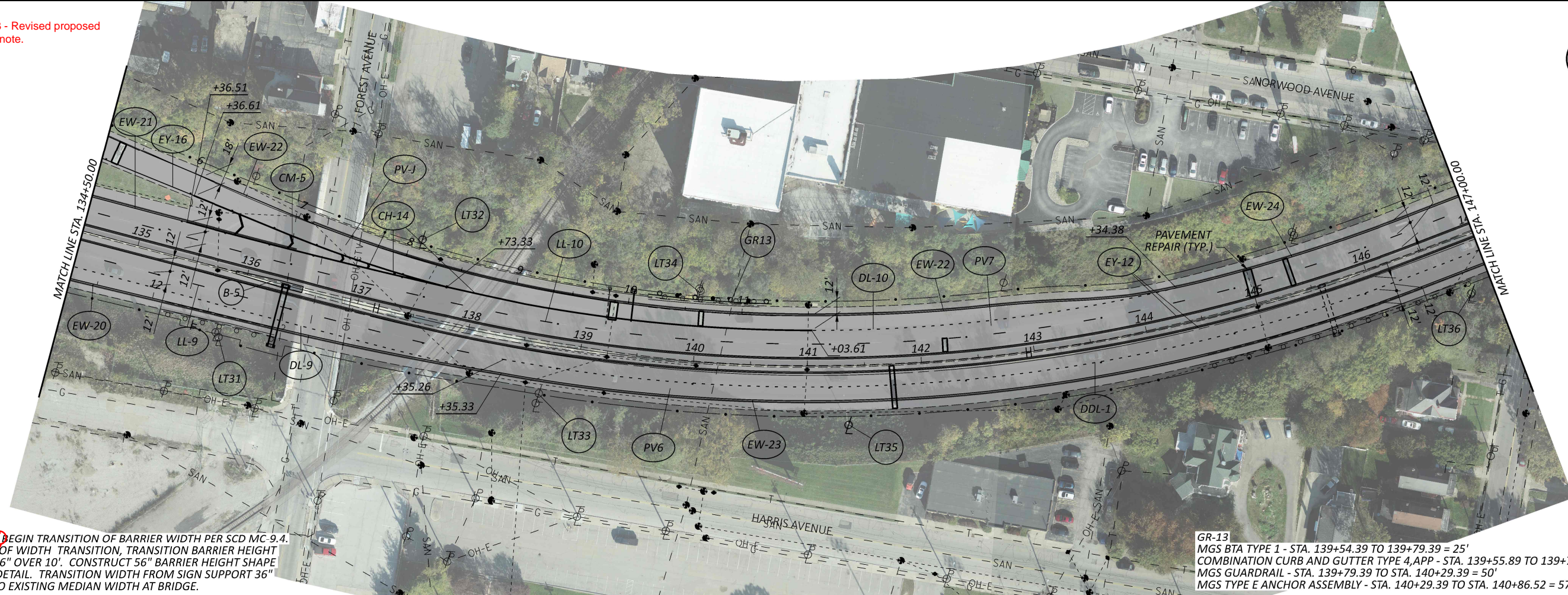
DESIGN AGENCY	
 CMT CONSTRUCTION MANAGEMENT TECHNOLOGIES, INC. 84 FRENCH BOULEVARD BIRMINGHAM, AL 35203-2183 www.cmteng.com	
DESIGNER	
LDW	
REVIEWER	
JWL 02/20/23	
PROJECT ID	
102886	
SHEET	TOTAL
47	178

B-5
AT STA. 135+90 BEGIN TRANSITION OF BARRIER WIDTH PER SCD MC 9.4.
AT BEGINNING OF WIDTH TRANSITION, TRANSITION BARRIER HEIGHT
FROM 32" TO 56" OVER 10'. CONSTRUCT 56" BARRIER HEIGHT SHAPE
AS SHOWN IN DETAIL. TRANSITION WIDTH FROM SIGN SUPPORT 36"
TOP SECTION TO EXISTING MEDIAN WIDTH AT BRIDGE.

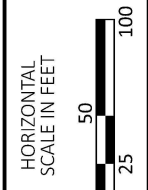
5/22/23 - Revised proposed barrier note.



GR-12
MGS TYPE T ANCHOR ASSEMBLY - STA. 129+75.31 TO 129+87.81 = 12.5'
MGS GUARDRAIL - STA. 129+87.81 TO STA. 130+25.31 = 37.5'
MGS TYPE E ANCHOR ASSEMBLY - STA. 130+25.31 TO STA. 130+82.44 = 57.125'



GR-13
MGS BTA TYPE 1 - STA. 139+54.32 TO 139+79.39 = 25'
COMBINATION CURB AND GUTTER TYPE 4, APP - STA. 139+55.89 TO 139+73.89 = 18'
MGS GUARDRAIL - STA. 139+79.39 TO STA. 140+29.39 = 50'
MGS TYPE E ANCHOR ASSEMBLY - STA. 140+29.39 TO STA. 140+86.52 = 57.125'



PLAN SHEET
STA. 122+00 TO STA. 147+00

DESIGN AGENCY
CMT
CMT GROUP, INC.
24 FRENCH BOULEVARD
BIRMINGHAM, AL 35203
www.cmtgroup.com

DESIGNER
LDW

REVIEWER
JWL 02/20/23

PROJECT ID
102886

SHEET	TOTAL
48	178

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

- EXJ-2-81 REVISED 7/15/22
- EXJ-4-87 REVISED 7/15/22
- GSD-1-19 REVISED 1/15/21
- SBR-1-20 REVISED 7/17/20

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS

- 800 DATED 7/15/22
- 809 DATED 7/15/22
- 847 DATED 1/15/21

REFER TO THE FOLLOWING HIGHWAY LIGHTING STANDARD DRAWINGS:

- HL-20.11 REVISED 1/15/21
- HL-20.14 REVISED 4/17/20
- HL-30.11 REVISED 1/15/21
- HL-30.31 REVISED 4/17/20

REFER TO THE FOLLOWING INTELLIGENT TRANSPORTATION SYSTEM STANDARD DRAWINGS:

- ITS-14.50 REVISED 1/21/22

DESIGN SPECIFICATIONS

PROPOSED COMPONENTS OF THIS STRUCTURE CONFORM TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HS20-44
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT

DESIGN DATA

CONCRETE CLASS QC2:
COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC SCC:
COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1:
COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE REINFORCEMENT:
UNCOATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI

GFRP - CMS 705.28 (MODULUS = 8700 KSI)

STEEL H-PILES - ASTM A572: YIELD STRENGTH 50 KSI

STRUCTURAL STEEL - ASTM A709 GRADE 50
YIELD STRENGTH 50 KSI

MAINTENANCE OF TRAFFIC

FOR MAINTENANCE OF TRAFFIC NOTES AND DETAILS, SEE ROADWAY PLANS.

PLANS OF EXISTING BRIDGE

CONSTRUCTION PLANS FOR THE EXISTING BRIDGE ARE AVAILABLE FOR REFERENCE BY CONTACTING THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 8 OFFICE.

UTILITY LINES

THE UTILITY(IES) SHALL BEAR ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM. SEE ROADWAY PLANS FOR ADDITIONAL COORDINATION NOTES.

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 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.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPERATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL THE EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS, AND/OR HOE-RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS THE METHOD OF REMOVAL AND THE WEIGHT OF THE HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING CONCRETE REINFORCEMENT TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90 -POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

SEE REMOVAL PLAN SHEETS 7 / 26 THRU 10 / 26 FOR ADDITIONAL DETAILS.

PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING BEGINS, 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 CONCRETE REINFORCEMENT IN THE DECK SLAB. 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 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 THE EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STRUCTURAL MEMBERS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

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

SUBSTRUCTURE CONCRETE REMOVAL: REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 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 CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

THE UTILITIES ON THE PIERS (LIGHTING) SHALL BE REMOVED FOR PATCHING AND SEALING WORK, THEN REPLACED TO THE ORIGINAL LOCATION AFTER ALL PIER WORK IS COMPLETE. ALL NECESSARY LABOR AND ANY MATERIALS SHALL BE INCLUDED ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

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

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

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

ITEM 509 - UNCOATED STEEL REINFORCEMENT, AS PER PLAN

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 510 - DOWEL HOLES WITH CEMENT GROUT, AS PER PLAN

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

THE HOLES FOR THE DOWEL BARS 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 INSTRUCTIONS PUBLISHED IN THE ICC-ES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT: WWW.ICC-ES.ORG/EVALUATION-REPORT-PROGRAM/REPORTS-DIRECTORY

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

DUE TO RECENT SUPPLY SHORTAGES, THE DEPARTMENT HAS BEEN MADE AWARE OF DIFFICULTIES THAT SUPPLIERS ARE HAVING IN OBTAINING THE NECESSARY MATERIALS FOR EPOXY. ON THIS PROJECT THE CONTRACTOR CAN USE TRADITIONAL EPOXY-URETHANE SEALERS APPROVED ON THE QPL OR ELECT TO SUBSTITUTE BRIDGE COTE XL-70 W/ SILANE THAT IS LISTED ON THE APPROVED NOISE SUPPLIER LIST UNDER APPROVED SEALERS FOR NOISE BARRIERS. [APPROVEDNOISESUPPLIERSLIST.PDF\(OHIO.GOV\)](http://APPROVEDNOISESUPPLIERSLIST.PDF(OHIO.GOV))

IF BRIDGE COTE XL-70 W/ SILANE IS CHOSEN, MEET THE REQUIREMENTS OF THE BRIDGE COTE ZL-70 W/ SILANE TECHNICAL DATA SHEET WITH THE EXCEPTION OF THE SURFACE PREPARATION THAT WILL STILL FOLLOW THE REQUIREMENTS LISTED UNDER C&MS 512 FOR EPOXY URETHANE SEALERS.

A 5/23/23 - Removed Asbestos Test from Structure Removal Note

GENERAL NOTES (1 OF 2)
BRIDGE NO. HAM-00562-01.210
OVER READING ROAD

SFN	3113884
DESIGN AGENCY	
DESIGNER	TTK
CHECKER	BMG
REVIEWER	JBD 10/5/22
PROJECT ID	102886
SUBSET	TOTAL
2	26
SHEET	TOTAL
111	178

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN (CONT.)

THE FOLLOWING SURFACES SHALL BE SEALED WITH EPOXY-URETHANE SEALER. THE COLOR SHALL BE FEDERAL COLOR NUMBER 17778 (LIGHT NEUTRAL). THE SURFACE TO BE SEALED SHALL HAVE SURFACE PREPARATION PER CMS 512.03 (F) INCLUDING THE REMOVAL OF ANY EXISTING COATINGS. REMOVAL OF EXISTING COATING SHALL BE PAID FOR UNDER ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES.

1. ALL EXPOSED SURFACES OF THE DECK OVERHANG, BRIDGE RAILING ON ABUTMENT WINGWALLS AND MEDIAN PARAPET AS SHOWN IN THE PLANS.
2. THE ABUTMENT BACKWALLS, BEAM SEATS AND FACE OF THE BREASTWALL TO THE GROUND LINE.
3. THE PIER CAP SIDES, BOTTOM, ENDS AND THE TOTAL SURFACE OF OF THE COLUMNS TO THE GROUND LINE.

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

ALL REQUIREMENTS OF C&MS 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN S1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE IN ACCORDANCE WITH C&MS 501.06, TO THE ENGINEER. PROVIDE THE ENGINEER "AS-BUILT" DRAWINGS ACCORDING TO C&MS 513.06, EXCEPT C&MS 501.04 DOES NOT APPLY. UPON RECEIPT OF THE ENGINEER'S ACCEPTANCE, SUPPLY A COPY OF THE DRAWINGS, ACCORDING TO S1002, TO THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES.

THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM:
END CROSS FRAME: L4x4x³/₈" AND ¹/₂" GUSSET PLATE

THIS STRUCTURAL STEEL SHALL BE CLEANED AND PAINTED WITH A PRIME, INTERMEDIATE AND FINISH COAT OF PAINT IN THE FIELD USING SYSTEM OZEU. MATCH THE EXISTING PAINT COLOR AS CLOSE AS POSSIBLE TO THE EXISTING PAINT SYSTEM. ALL WORK, MATERIALS AND COST TO PAINT THE NEW STRUCTURAL STEEL SHALL BE INCLUDED IN THIS PAY ITEM.

ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN
ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC COMPRESSION SEAL, AS PER PLAN

THE CONTRACTOR SHALL FIELD VERIFY THE TOE OF THE EXISTING BARRIERS AT THE EXISTING JOINT AND PROVIDE ELEVATIONS TO THE JOINT FABRICATOR TO CONFIRM THE EXISTING DECK CROSS SLOPE AT EACH JOINT. THE CONTRACTOR SHALL ALSO FIELD VERIFY THE PLAN VIEW DIMENSIONS PRIOR TO JOINT FABRICATION. IF UPON FIELD VERIFICATION, THE DIMENSIONS VARY FROM WHAT IS SHOWN, THE JOINT SHALL MATCH THE INFORMATION FOUND IN THE FIELD. ALL LABOR, MATERIAL, AND INCIDENTALS TO FIELD VERIFY SHALL BE INCLUDED IN THE APPROPRIATE PAY ITEM 516, STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN OR ITEM 516, STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC COMPRESSION SEAL, AS PER PLAN.

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 JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPERATION 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 SEPERATE FROM THE DECK FOR THE DISTANCE OF THE SEPERATION IN ACCORDANCE WITH C&MS 512.07.

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

THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEALED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR REPAIR COSTS TO ENSURE FULL 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.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

THE QUANTITY GIVEN IN THE ESTIMATED QUANTITY TABLE HAS BEEN ESTIMATED FROM FIELD INSPECTION AND ORIGINAL PLANS. THE ACTUAL AREA OF PATCHING SHALL BE DETERMINED BY THE FIELD ENGINEER. PAYMENT SHALL BE MADE PER SQ. FT. AT THE PRICE BID FOR THE ACTUAL AREA PATCHED AND SHALL INCLUDE ALL COST FOR LABOR, MATERIALS AND EQUIPMENT.

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

REMOVE THE FORMS WITHIN 24 HOURS AFTER PLACING CONCRETE AND FINISH ALL EXPOSED SURFACES BY RUBBING TO MATCH THE SURROUNDING SURFACE. APPLY MEMBRANE CURING ACCORDING TO 511.14, METHOD B, IMMEDIATELY AFTER RUBBING THE SURFACES.

AFTER CURING AND BEFORE FINAL ACCEPTANCE, SOUND ALL PATCHED AREAS. REMOVE AND REPLACE ALL UNSOUND OR VISIBLY CRACKED AREAS.

ITEM 530 - SPECIAL - FORM LINER

A FORMLINER IN ACCORDANCE WITH CMS 508.03 SHALL BE USED TO PRODUCE THE ARCHITECTURAL SURFACES ON ALL PROPOSED SBR-1-20 BRIDGE RAILING ACCORDING TO THE LIMITS SHOWN IN THE PLANS. THE FORMLINER USED TO PRODUCE THE ARCHITECTURAL SURFACE TEXTURE SHALL BE AS FOLLOWS, OR AN EQUAL FORMLINER MATERIAL APPROVED BY THE ENGINEER. THE FORMLINER SHALL HAVE A MAXIMUM RELIEF OF 1.5".

ARCHITECTURAL POLYMERS
PATTERN # 204 – ARCHITECTURAL RIB
RELIEF – 1.5" DEEP
2" O.C.

CUSTOMROCK ARCHITECTURAL CONCRETE FORMLINERS
PATTERN # 206 – FRACTURED FIN
RELIEF – 1.43" DEEP
2" O.C.

FITZGERALD ARCHITECTURAL CONCRETE FORMLINERS:
PATTERN # 16959 – WALNUT FIN
RELIEF – 1.5" DEEP
2" O.C.

SIKA ARCHITECTURAL CONCRETE FORMLINERS:
PATTERN # 367 – FRACTURED RIB VA-DOT
RELIEF – 1-3/8" DEEP.
2" O.C.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE FORMLINERS BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE FORMLINER FROM NOMINAL PLAN DIMENSIONS.

ITEM 530 - SPECIAL - FORM LINER (CONT.)

BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR FALSEWORK, STRUCTURAL FORMWORK, FURNISHING, PLACING, CONSOLIDATING, FINISHING AND CURING CONCRETE FOR THE BRIDGE RAILING SEPARATELY. PAYMENT FOR ITEM SPECIAL, FORMLINER INCLUDES ALL MATERIAL AND LABOR REQUIRED TO PRODUCE THE TEXTURED CONCRETE SURFACES SHOWN ON THE PLANS AND DESCRIBED HEREIN.

ITEM 625 - REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND RE-ERECTING THE EXISTING LIGHT POLE ON THE BRIDGE.

THE EXISTING LIGHT POLE ON THE BRIDGE SHALL BE CAREFULLY REMOVED AND PLACED IN STORAGE AT A LOCATION SELECTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE LIGHT POLE SHALL BE REMOVED PRIOR TO STRUCTURE DEMOLITION. THE LIGHT POLE SHALL BE CLEANED AND REPAIRS NEEDED FOR THE POLE TO BE IN GOOD SERVICEABLE CONDITION MADE. THE EXISTING POLE NUMBER DECAL SHALL BE REMOVED IF IT IS IN POOR CONDITION OR THE POLE NUMBER HAS CHANGED. A POLE NUMBER DECAL SHALL B SUPPLIED AND APPLIED IF THE EXISTING DECAL IS REMOVED OR MISSING.

NEW ANCHOR BOLTS SHALL BE FURNISHED AS PART OF THIS ITEM.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER ITEM 625, REMOVE AND RE-ERECT EXISTING LIGHT POLE, AS PER PLAN FOR EACH POLE INSTALLED AND SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS TO COMPLETE THIS ITEM IN A WORKMANLIKE MANNER.

ITEM 625 - LIGHTING MISC.: RESTORE EXISTING LIGHTING CIRCUIT, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF DISCONNECTING, REMOVING AND RECONNECTING THE EXISTING LIGHTING CIRCUIT AS A RESULT OF THE PROPOSED BRIDGE WORK.

THE EXISTING LIGHTING CIRCUIT SHALL BE DISCONNECTED AND REMOVED AS PART OF THE CONDUIT REMOVAL SHOWN IN THE PLANS. THE CIRCUIT IS TO BE REPLACED IN KIND UTILIZING THE PROPOSED CONDUIT IN THE BRIDGE RAILING AND THE EXISTING JUNCTION BOXES RESULTING IN A FULLY RESTORED AND FUNCTIONING COMPLETE LIGHTING CIRCUIT.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER ITEM 625, LIGHTING MISC.: RESTORE EXISTING LIGHTING CIRCUIT, AS PER PLAN. THIS WORK WILL INCLUDE ALL CABLES, CONNECTIONS AND OTHER MATERIALS, HARDWARE AND LABOR TO MATCH THE EXISTING LIGHTING CIRCUIT.

ASBESTOS ABATEMENT

AN ASBESTOS SURVEY FOR SFN 3113884 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS.

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 EBUSINESS CENTER AND SUBMIT THE DNRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT)

ASBESTOS ABATEMENT (CONT.)

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, OH 43216-1049	OR	ASBESTOS PROGRAM OHIO EPA, DAPC 50 W. TOWN ST., SUITE 700 COLUMBUS, OH 43215
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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 ONE 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:

690, ITEM SPECIAL - MISC.: WORK INVOLVING ASBESTOS CONTAINING MATERIALS.....LUMP SUM

ABBREVIATIONS

- ABUT. - ABUTMENT
- ADT - AVERAGE DAILY TRAFFIC
- ADTT - AVERAGE DAILY TRUCK TRAFFIC
- BRG. - BEARING
- BM - BENCHMARK
- C/C - CENTER TO CENTER
- ℄ - CENTERLINE
- CLR. - CLEAR
- CMS OR C&MS- CONSTRUCTION & MATERIALS SPECIFICATIONS
- CONST. - CONSTRUCTION
- ø - DIAMETER
- DWG. - DRAWING
- E.F. - EACH FACE
- EL. OR ELEV. - ELEVATION
- EQ. - EQUAL
- EX. - EXISTING
- F.F. - FAR FACE
- FWD. - FORWARD
- FWS - FUTURE WEARING SURFACE
- LT. - LEFT
- MAX. - MAXIMUM
- MSC - MICRO-SILICA CONCRETE
- MGS - MIDWEST GUARDRAIL SYSTEM
- MIN. - MINIMUM
- N.F. - NEAR FACE
- O/O - OUT TO OUT
- REQ'D - REQUIRED
- RT. - RIGHT
- SER. - SERIES
- SHLDR. - SHOULDER
- SPA. - SPACES
- SQ. - SQUARE
- SF - SQUARE FEET
- STD. - STANDARD
- STA. - STATION
- T/T - TOE TO TOE
- TYP. - TYPICAL
- U.N.O. - UNLESS NOTED OTHERWISE

GENERAL NOTES (2 OF 2)
BRIDGE NO. HAM-00562-01.210
OVER READING ROAD

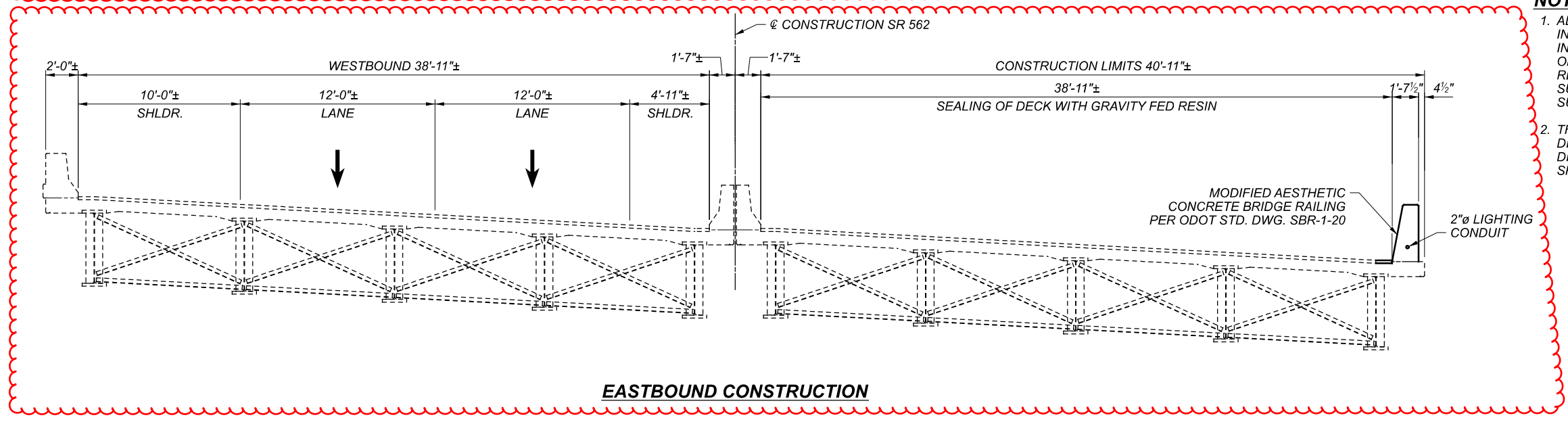
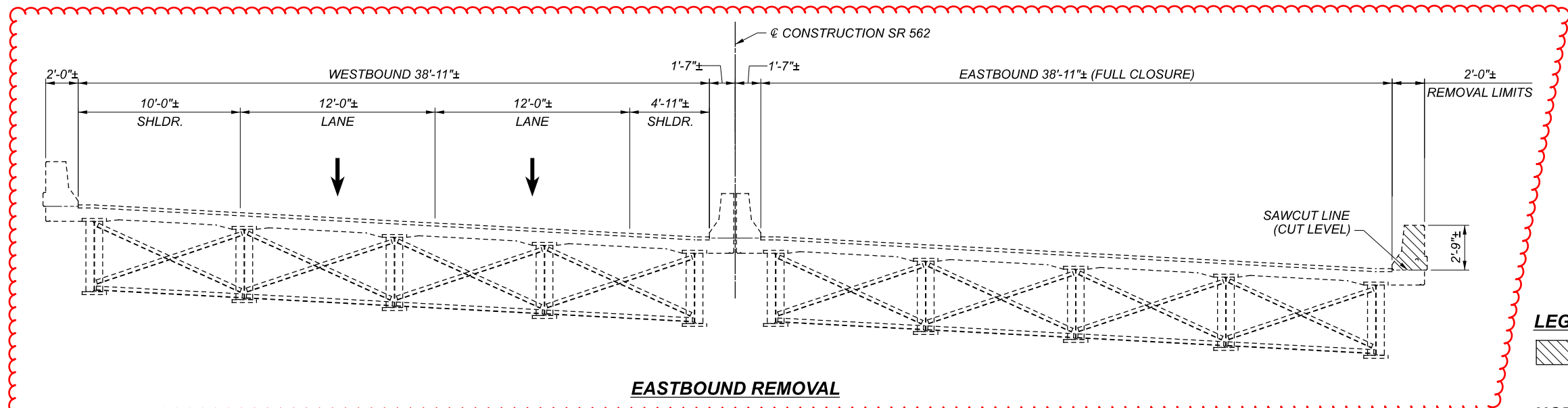
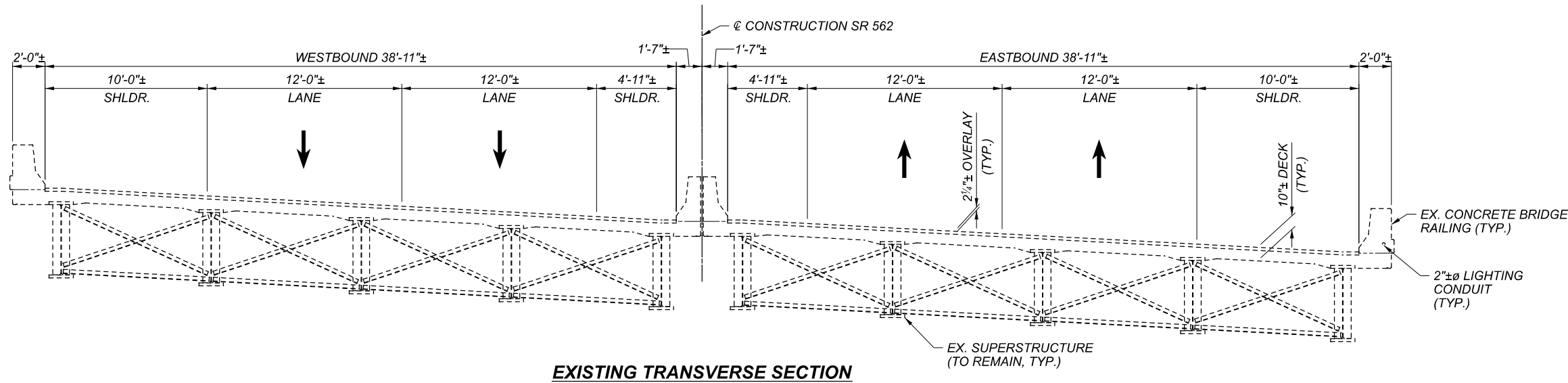
SFN 3113884	
DESIGN AGENCY fishbeck	
DESIGNER TTK	CHECKER BMG
REVIEWER JBD 10/5/22	
PROJECT ID 102886	
SUBSET 3	TOTAL 26
SHEET 112	TOTAL 178

MADE BY: BMG		DATE: 9/6/2022		ESTIMATED QUANTITIES						STRUCTURAL FILE NUMBER: 3113884	
CHECKED BY: TLC		DATE: 9/8/2022									
ITEM	EXTENSION	TOTAL 02/NHS/14	UNIT	DESCRIPTION	ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.		
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				LUMP	2/26		
509	25001	13,775	LB	UNCOATED STEEL REINFORCEMENT, AS PER PLAN	284		13,491		2/26		
509	20001	400	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	100		300		2/26		
509	30020	6,149	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			6,149				
510	09951	892	EACH	DOWEL HOLES WITH CEMENT GROUT, AS PER PLAN	120		772		2/26		
511	34410	31	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			31				
511	34461	72	CY	CLASS QC SCC CONCRETE, BRIDGE DECK (PARAPET), AS PER PLAN			72		17/26 & 18/26		
511	45710	13	CY	CLASS QC1 CONCRETE, ABUTMENT	13						
512	10101	1,122	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	165	376	581		2/26 & 3/26		
512	73500	1,544	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN			1,544				
512	74000	824	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	176	376	272				
513	10201	11,813	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN			11,813		3/26		
513	21001	20	EACH	TRIMMING OF BEAM END, AS PER PLAN			20		9/26		
516	10501	174	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC COMPRESSION SEAL, AS PER PLAN			174		3/26		
516	11211	172	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			172		3/26		
516	44201	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (BEARING 12"x12"x3.018" AND LOAD PLATE 13"x13"x1.5")	10				24/26		
516	44201	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (BEARING 12"x12"x3.151" AND LOAD PLATE 13"x13"x1.5")	10				23/26		
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN				LUMP	3/26		
519	11101	20	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	20				3/26		
519	12300	17	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B			17		25/26		
SPECIAL	51913000	1,242	SF	FORMLINER			1,242		3/26		
625	25400	432	FT	CONDUIT, 2", 725.04				432			
625	29000	22	FT	TRENCH				22			
625	29002	74	FT	TRENCH, 24" DEEP				74			
625	29940	1	EACH	BARRIER JUNCTION BOX				1			
625	30710	2	EACH	PULL BOX, 725.08, 32"				2			
625	35011	1	EACH	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN				1	3/26 & 19/26		
625	39520	4	EACH	PULL BOX CLEANED				4			
625	98200	LUMP	LS	LIGHTING, MISC.: (RESTORE EXISTING LIGHTING CIRCUIT, AS PER PLAN)				LUMP	3/26		
SPECIAL	69098400	LUMP		MISC.: WORK INVOLVING ASBESTOS CONTAINING MATERIALS				LUMP	3/26		
809	24500	434	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS				434			
847	10000	40	SY	MICRO SILICA MODIFIED CONCRETE OVERLAY (2 1/4")			40				
847	20000	1	CY	MICRO SILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY			1				
847	30000	LUMP	LS	TEST SLAB				LUMP			
847	30400	40	SY	EXISTING CONCRETE OVERLAY REMOVED (2 1/4")			40				
847	50000	1	SY	HAND CHIPPING			1				

ESTIMATED QUANTITIES
 BRIDGE NO. HAM-00562-01.210
 OVER READING ROAD

SFN	3113884
DESIGN AGENCY	
DESIGNER	BMG
CHECKER	TTK
REVIEWER	JBD 10/5/22
PROJECT ID	102886
SUBSET	4
TOTAL	26
SHEET	113
TOTAL	178

5/23/23 - Added Asbestos Abatement Quantity



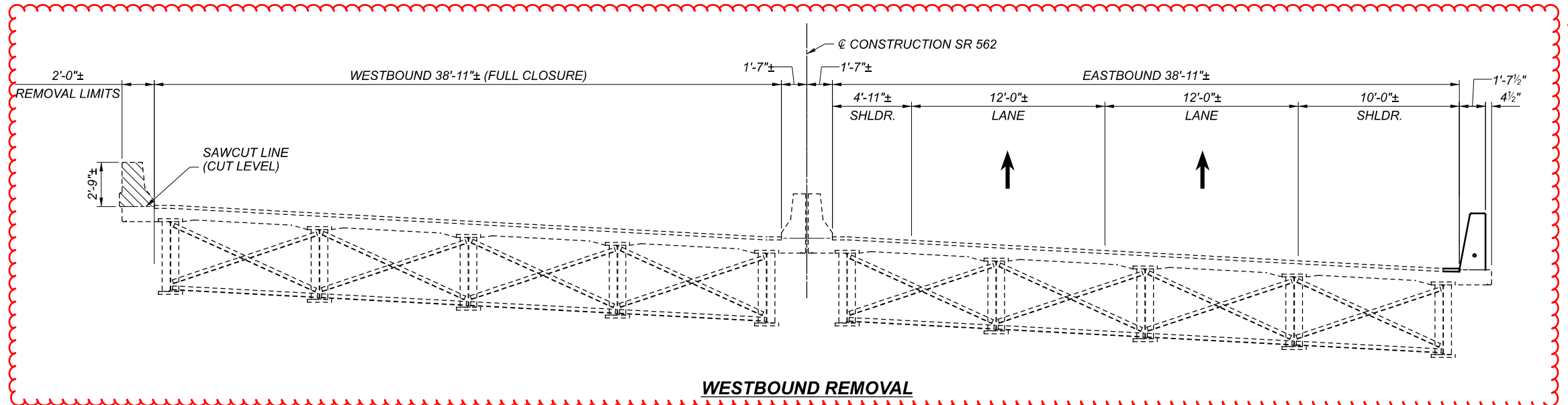
LEGEND:

- INDICATES SUPERSTRUCTURE AREA TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

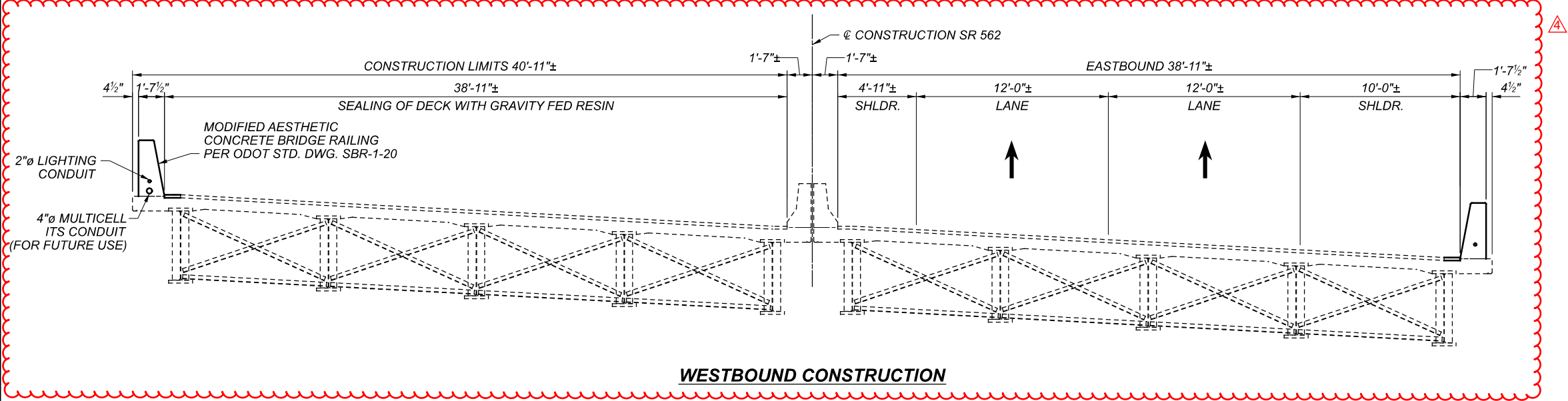
NOTES:

- ADDITIONAL BRIDGE REHABILITATION WORK NOT SHOWN INCLUDES THE FOLLOWING: REPLACEMENT OF END AND INTERMEDIATE EXPANSION JOINTS, REPLACEMENT OF 2' OF DECK AT JOINTS, PARTIAL ABUTMENT BACKWALL REPLACEMENT, REPLACEMENT OF ABUTMENT BEARINGS, SUBSTRUCTURE PATCHING AND SEALING OF CONCRETE SURFACES.
- THE APPROVED MAINTENANCE OF TRAFFIC SCHEME IS A DIRECTIONAL CLOSURE OF SR 562. ALL WORK WITHIN THAT DIRECTION OF TRAFFIC WILL BE COMPLETED WITHIN THE SPECIFIED TIMEFRAME.

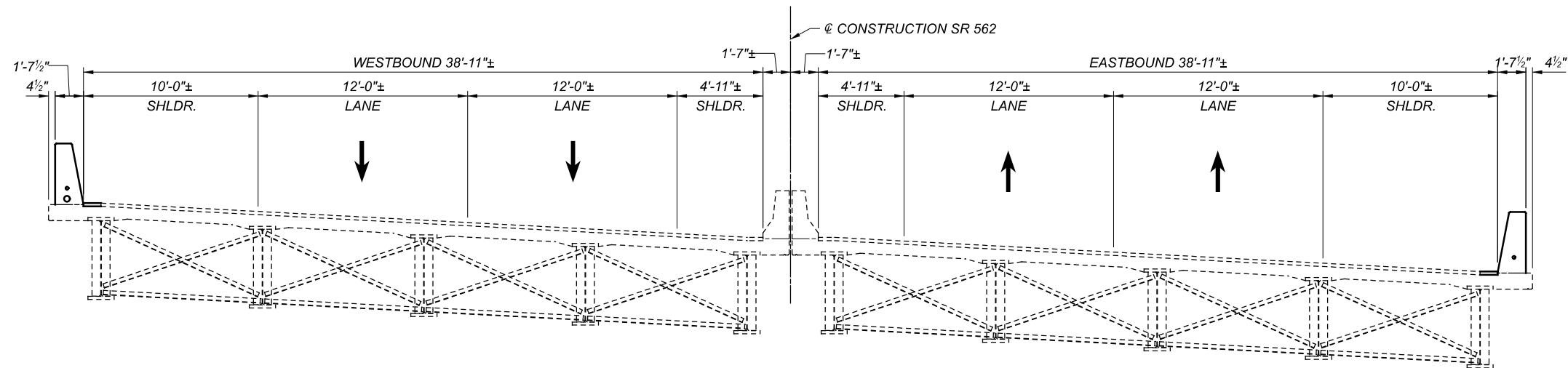
SFN	3113884
DESIGN AGENCY	
DESIGNER	BMG
CHECKER	TTK
REVIEWER	JBD
PROJECT ID	102886
SUBSET	5
TOTAL	26
SHEET	114
TOTAL	178



WESTBOUND REMOVAL



WESTBOUND CONSTRUCTION




PROPOSED TRANSVERSE SECTION

LEGEND:

 - INDICATES SUPERSTRUCTURE AREA TO BE REMOVED PER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

NOTES:

- ADDITIONAL BRIDGE REHABILITATION WORK NOT SHOWN INCLUDES THE FOLLOWING: REPLACEMENT OF END AND INTERMEDIATE EXPANSION JOINTS, REPLACEMENT OF 2' OF DECK AT JOINTS, PARTIAL ABUTMENT BACKWALL REPLACEMENT, REPLACEMENT OF ABUTMENT BEARINGS, SUBSTRUCTURE PATCHING AND SEALING OF CONCRETE SURFACES.
- THE APPROVED MAINTENANCE OF TRAFFIC SCHEME IS A DIRECTIONAL CLOSURE OF SR 562. ALL WORK WITHIN THAT DIRECTION OF TRAFFIC WILL BE COMPLETED WITHIN THE SPECIFIED TIMEFRAME.

SFN 3113884	
DESIGN AGENCY	
	
DESIGNER	CHECKER
BMG	TTK
REVIEWER	
JBD	10/5/22
PROJECT ID	
102886	
SUBSET	TOTAL
6	26
SHEET	
TOTAL	
115	178

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

- EXJ-4-87 REVISED 7/15/22
- GSD-1-19 REVISED 1/15/21
- SBR-1-20 REVISED 7/17/20

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

- 800 DATED 7/15/22
- 809 DATED 7/15/22
- 848 DATED 1/15/21

REFER TO THE FOLLOWING HIGHWAY LIGHTING STANDARD DRAWINGS:

- HL-20.11 REVISED 1/15/21
- HL-20.14 REVISED 4/17/20
- HL-30.11 REVISED 1/15/21
- HL-30.31 REVISED 4/17/20

REFER TO THE FOLLOWING INTELLIGENT TRANSPORTATION SYSTEMS STANDARD DRAWINGS:

- ITS-14.50 REVISED 1/21/22

DESIGN SPECIFICATIONS

PROPOSED COMPONENTS OF THIS STRUCTURE CONFORM TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

DESIGN LOADING INCLUDES:
VEHICULAR LIVE LOAD: HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 KIPS/SQ.FT.

DESIGN DATA

CONCRETE CLASS QC2 & QC3:
COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1:
COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

CONCRETE REINFORCEMENT:
UNCOATED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI

GFRP - C&MS 705.28 (MODULUS = 8700 KSI)

STEEL H-PILES - ASTM A572: YIELD STRENGTH 50 KSI

STRUCTURAL STEEL - ASTM A709 GRADE 50
YIELD STRENGTH 50 KSI

MAINTENANCE OF TRAFFIC

FOR MAINTENANCE OF TRAFFIC NOTES AND DETAILS, SEE ROADWAY PLANS.

PLANS OF EXISTING BRIDGE

CONSTRUCTION PLANS FOR THE EXISTING BRIDGE ARE AVAILABLE FOR REFERENCE BY CONTACTING THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 8 OFFICE.

UTILITY LINES

THE UTILITY(IES) SHALL BEAR ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM. SEE ROADWAY PLANS FOR ADDITIONAL COORDINATION NOTES.

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 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.

CONSTRUCTION CLEARANCE

MAINTAIN A CONSTRUCTION CLEARANCE OF 25 FEET HORIZONTALLY FROM THE CENTER OF THE TRACKS AND 23 FEET VERTICALLY FROM A POINT LEVEL WITH THE TOP OF THE HIGHER RAIL, AND 6 FEET FROM THE CENTER OF TRACKS, AT ALL TIMES.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL THE EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS, AND/OR HOE-RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS THE METHOD OF REMOVAL AND THE WEIGHT OF THE HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING CONCRETE REINFORCEMENT TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

SEE REMOVAL PLAN SHEETS [9 / 43] THROUGH [15 / 43] FOR ADDITIONAL DETAILS.

PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING BEGINS, 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 CONCRETE REINFORCEMENT IN THE DECK SLAB. 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 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 THE EXISTING STRUCTURAL MEMBERS, PERFORM WORK CAREFULLY DURING DECK REMOVAL TO AVOID DAMAGING STRUCTURAL MEMBERS THAT ARE TO REMAIN. REPLACE OR REPAIR STRUCTURAL MEMBERS DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

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

SUBSTRUCTURE CONCRETE REMOVAL: REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 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 CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

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

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

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

ITEM 509 - UNCOATED STEEL REINFORCEMENT, AS PER PLAN

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 510 - DOWEL HOLES WITH CEMENT GROUT, AS PER PLAN

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

THE HOLES FOR THE DOWEL BARS 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 INSTRUCTIONS PUBLISHED IN THE ICC-ES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT: WWW.ICC-ES.ORG/EVALUATION-REPORT-PROGRAM/REPORTS-DIRECTORY

ITEM 511 - CLASS QC3 CONCRETE, MISC: PARAPET

THIS ITEM MODIFIES THE STANDARD 511 CONCRETE FOR STRUCTURES SPECIFICATION TO INCLUDE MACRO-SYNTHETIC, AND CORROSION INHIBITORS INTO THE SUPERSTRUCTURE CONCRETE. THIS ITEM SHALL CONFORM TO CMS 511 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

PROVIDE MATERIALS CONFORMING TO 511.02 EXCEPT AS MODIFIED BELOW:
PORTLAND CEMENT CONCRETE
499.03, CLASS QC 3 MEETING A DESIGN STRENGTH OF 4,500 PSI, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02
FIBERS FOR CONCRETE
ASTM C 1116, TYPE III
CORROSION INHIBITOR
515.15

THE CLASS QC3 CONCRETE FOR THE SUPERSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA: WATER/CEMENT RATIO = 0.40 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.5 IN. MIN. TO 2.5 IN. MAX.) MEETING ASTM C1116 TYPE III SHALL BE ADDED TO THE MIX.

MIX SHALL INCLUDE A MIGRATING CORROSION INHIBITOR AS MANUFACTURED BY AN APPROVED SUPPLIER LISTED ON ODOT'S QUALIFIED APPROVED SUPPLIERS, ITEM 515.15. THE DOSAGE RATE LISTED ON THE ODOT QUALIFIED APPROVED SUPPLIERS LIST WILL APPLY.

5/23/23 - Removed Asbestos Test from Structure Removal Note

SFN	3113914
DESIGN AGENCY	
DESIGNER	JPC
CHECKER	TLC
REVIEWER	JBD 10/5/22
PROJECT ID	102886
SUBSET	TOTAL
3	43
SHEET	TOTAL
138	178

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

THE QUANTITY GIVEN IN THE ESTIMATED QUANTITY TABLE HAS BEEN ESTIMATED FROM FIELD INSPECTION AND ORIGINAL PLANS. THE ACTUAL AREA OF PATCHING SHALL BE DETERMINED BY FIELD ENGINEER. PAYMENT SHALL BE MADE PER SQ. FT. AT THE PRICE BID FOR THE ACTUAL AREA PATCHED AND SHALL INCLUDE ALL COST FOR LABOR, MATERIALS, AND EQUIPMENT.

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

REMOVE THE FORMS WITHIN 24 HOURS AFTER PLACING CONCRETE AND FINISH ALL EXPOSED SURFACES BY RUBBING TO MATCH THE SURROUNDINGS SURFACE. APPLY MEMBRANE CURING ACCORDING TO 511.14, METHOD B, IMMEDIATELY AFTER RUBBING THE SURFACES.

AFTER CURING AND BEFORE FINAL ACCEPTANCE, SOUND ALL PATCHED AREAS. REMOVE AND REPLACE ALL UNSOUND OR VISIBLY CRACKED AREAS.

ITEM 625 - REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF REMOVING AND RE-ERECTING THE EXISTING LIGHT POLE ON THE BRIDGE.

THE EXISTING LIGHT POLE ON THE BRIDGE SHALL BE CAREFULLY REMOVED AND PLACED IN STORAGE AT A LOCATION SELECTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE LIGHT POLE SHALL BE REMOVED PRIOR TO STRUCTURE DEMOLITION. THE LIGHT POLE SHALL BE CLEANED AND REPAIRS NEEDED FOR THE POLE TO BE IN GOOD SERVICEABLE CONDITION MADE. THE LIGHT HEAD SHALL BE REPLACED WITH LED ACCORDING TO THE TRAFFIC PLANS, SHEET 102, AND PAID FOR UNDER ITEM 625, REMOVAL OF LUMINAIRE AND REERECTION, AS PER PLAN. THE EXISTING POLE NUMBER DECAL SHALL BE REMOVED IF IT IS IN POOR CONDITION OR THE POLE NUMBER HAS CHANGED. A POLE NUMBER DECAL SHALL BE SUPPLIED AND APPLIED IF THE EXISTING DECAL IS REMOVED OR MISSING.

NEW ANCHOR BOLTS SHALL BE FURNISHED AS PART OF THIS ITEM.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER ITEM 625, REMOVE AND RE-ERECT EXISTING LIGHT POLE, AS PER PLAN FOR EACH POLE INSTALLED AND SHALL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS TO COMPLETE THIS ITEM IN A WORKMANLIKE MANNER.

ITEM 625 - LIGHTING MISC.: RESTORE EXISTING LIGHTING CIRCUIT, AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF DISCONNECTING, REMOVING AND RECONNECTING THE EXISTING LIGHTING CIRCUIT AS A RESULT OF THE PROPOSED BRIDGE WORK.

THE EXISTING LIGHTING CIRCUIT SHALL BE DISCONNECTED AND REMOVED AS PART OF THE CONDUIT REMOVAL SHOWN IN THE PLANS. THE CIRCUIT IS TO BE REPLACED IN KIND UTILIZING THE PROPOSED CONDUIT IN THE BRIDGE RAILING AND THE EXISTING JUNCTION BOXES RESULTING IN A FULLY RESTORED AND FUNCTIONING COMPLETE LIGHTING CIRCUIT.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID UNDER ITEM 625, LIGHTING MISC.: RESTORE EXISTING LIGHTING CIRCUIT, AS PER PLAN. THIS WORK WILL INCLUDE ALL CABLES, CONNECTIONS AND OTHER MATERIALS, HARDWARE AND LABOR TO MATCH THE EXISTING LIGHTING CIRCUIT.

ITEM 625 - PULL BOX, 725.08, 32", AS PER PLAN

THE PROPOSED PULL BOX LOCATED AT STATION 79+45 SHALL BE INSTALLED AT GROUND LEVEL OUTSIDE THE BARRIER AND EXISTING RETAINING WALL. INSTALLATION SHALL BE AS SHOWN IN THE STANDARD CONSTRUCTION DRAWING ITS-14.50. ADDITIONAL 4" DIAMETER MULTICELL CONDUIT REQUIRED TO EXTEND THE CONNECTION FROM GROUND LEVEL TO THE BARRIER MOUNTED JUNCTION BOX SHALL BE SECURELY ATTACHED TO THE FACE OF THE RETAINING WALL BY MEANS OF MECHANICAL ANCHORS WITH MAXIMUM SPACING OF 2'-0". PROVIDE ADEQUATE SWEEP OF CONDUIT TO AVOID DAMAGE OF FUTURE FIBER OPTIC CABLE INSTALLATION. PAYMENT FOR ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY FOR INSTALLATION SHALL BE INCLUDED IN UNIT PRICE BID FOR ITEM 625 - PULL BOX, 725.08, 32", AS PER PLAN.

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN

THIS ITEM SHALL CONFORM TO SS 848 WITH THE FOLLOWING CONDITIONS AND REVISIONS.

THE OVERLAY MATERIAL SHALL MEET THE FOLLOWING CRITERIA: MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.5 IN. MIN. TO 2.25 IN. MAX.) MEETING ASTM C1116 TYPE III SHALL BE ADDED TO THE MIX.

THE MACRO-SYNTHETIC FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO "BALLING" OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY BALLING OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR. IT IS IMPORTANT TO FOLLOW INDUSTRY STANDARDS AND ASTM SPECIFICATIONS ON THE PREMIXING OF THE CEMENT, AGGREGATE, AND MACRO-SYNTHETIC FIBERS PRIOR TO THE ADDITION OF WATER AND ADMIXTURES. PROVIDE MACRO-SYNTHETIC FIBERS THAT ARE MONOFILAMENT FIBERS MADE FROM VIRGIN POLYPROPYLENE, POLYETHYLENE, OR CO-POLYMERS THAT ARE INERT TO ALKALI ATTACK. ENSURE THE MACRO-SYNTHETIC FIBERS HAVE A MINIMUM TENSILE STRENGTH OF 70 KSI, A MINIMUM MODULUS OF ELASTICITY OF 800 KSI, A MINIMUM FILAMENT DIAMETER OF 0.012 INCHES, AN ASPECT RATIO BETWEEN 60 AND 100, AND ARE BETWEEN 1.5 AND 2.25 INCHES IN LENGTH. FIBERS WITH AN ASPECT RATIO GREATER THAN 60 REQUIRE A BLOWER TO INHIBIT BALLING AND MATTING OF FIBERS (ACI 544.3R-08). STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURER'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE.

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. MACRO-SYNTHETIC FIBERS ARE TO BE USED AS AN ADMIXTURE TO CONTROL CRACKING AND IS NOT TO BE USED TO SUPPLEMENT OR REPLACE REINFORCING STEEL IN THE DESIGN. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER.

UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX, MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE.

CONCRETE SUPPLIERS SHOULD RECOGNIZE THAT ADMIXTURES MAY HAVE AN EFFECT ON STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE CONCRETE SUPPLIER'S CHOICE OF ONE OF THESE ADMIXTURES DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS.

THE FOLLOWING PAY ITEMS HAVE BEEN ASSUMED AND SHALL ALSO INCLUDE THE MACRO-SYNTHETIC FIBERS SPECIFIED WITHIN, WHERE APPLICABLE:

- ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY
- ITEM 848 - FULL DEPTH REPAIR
- ITEM 848 - HAND CHIPPING

RAILROAD COORDINATION

THE CONTRACTOR SHALL NOTIFY GENESSE & WYOMING PUBLIC PROJECTS DEPARTMENT 30 DAYS PRIOR TO THE START OF CONSTRUCTION.

GENESSE & WYOMING FLAGGING SERVICES WILL BE REQUIRED FOR ALL WORK WITHIN GENESSE & WYOMING RIGHT-OF-WAY OR ANY OTHER WORK THAT HAS A "POTENTIAL TO FOUL".

THE CONTRACTOR MUST NOT USE THE RAILROAD RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION. THE RAILROAD'S RIGHT-OF-WAY MUST REMAIN CLEAR AT ALL TIMES. THE CONTRACTOR MUST PLAN AND PERFORM THE WORK IN A MANNER SUCH THAT THE RAILROAD TRACKS AT THE PROJECT LOCATION REMAIN FULLY CAPABLE OF OPERATING RAIL TRAFFIC THROUGHOUT THE WORK PERIOD AND RAIL TRAFFIC IS NOT DELAYED OR OTHERWISE IMPACTED DUE TO THE WORK BEING PERFORMED.

ALL WORK PERFORMED ON, ABOVE, OR ADJACENT TO THE RAILROAD PROPERTY SHALL BE IN ACCORDANCE WITH THE PUBLIC PROJECT MANUAL, CURRENT EDITION. WORK PLANS SHALL BE SUBMITTED FOR REVIEW TO THE RAILROAD FOR TASKS RELATED TO SITE ACCESS, SOIL AND WATER MANAGEMENT, BALLAST PROTECTION, EXCAVATION, HOISTING, DEMOLITION SHIELD, SEALING CONTAINMENT, JACKING, CLEARING AND GRUBBING, DECK OVERLAY REMOVAL, AND ALL OTHER WORK THAT POTENTIALLY AFFECTS RAILROAD PROPERTY OR OPERATIONS. ALL WORK PLANS SHALL BE PREPARED AND SUBMITTED TO THE RAILROAD IN ADHERENCE WITH THE PUBLIC PROJECT MANUAL, SECTION 1.11 CONSTRUCTION SUBMISSION CRITERIA.

THE CONTRACTOR WILL BE REQUIRED TO REACH OUT TO GENESSE & WYOMING REAL ESTATE FOR A RIGHT OF ENTRY APPLICATION AND AGREEMENT FOR WORK TO TAKE PLACE ON THE GENESSE & WYOMING RIGHT-OF-WAY. THE WEBSITE FOR RIGHT OF ENTRY INFORMATION IS AS FOLLOWS: [HTTPS://WWW.GWRR.COM/REAL-ESTATE/ACCESSING-PROPERTY](https://www.gwrr.com/real-estate/accessing-property).

THE CONTRACTOR AND THE AGENCY MUST PROVIDE INSURANCE TO THE RAILROAD AS THIS WILL BE DETERMINED AT THIS LOCATION BASED ON THE SCOPE OF IMPACT PER SECTION 1.06 OF THE PUBLIC PROJECT MANUAL.

ASBESTOS ABATEMENT

AN ASBESTOS SURVEY FOR SFN 3113914 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS.

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.

ASBESTOS ABATEMENT (CONT.)

(GO TO THE OEPA EBUSINESS CENTER AND SUBMIT THE NDRF 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, OH 43216-1049	OR	ASBESTOS PROGRAM OHIO EPA, DAPC 50 W. TOWN ST., SUITE 700 COLUMBUS, OH 43215
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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 ONE 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:

690, ITEM SPECIAL - MISC.: WORK INVOLVING ASBESTOS CONTAINING MATERIALS.....LUMP SUM

ABBREVIATIONS

- ABUT. - ABUTMENT
- ADT - AVERAGE DAILY TRAFFIC
- ADTT - AVERAGE DAILY TRUCK TRAFFIC
- BRG. - BEARING
- BM - BENCHMARK
- BTWN. - BETWEEN
- BTA - BRIDGE TERMINAL ASSEMBLY
- C/C - CENTER TO CENTER
- CL - CENTERLINE
- CLR. - CLEAR
- CMS OR C&MS - CONSTRUCTION & MATERIALS SPECIFICATIONS
- CONST. - CONSTRUCTION
- Ø - DIAMETER
- DWG. - DRAWING
- E.F. - EACH FACE
- EL. OR ELEV. - ELEVATION
- EQ. - EQUAL
- EX. - EXISTING
- F.F. - FAR FACE
- FWD. - FORWARD
- FWS - FUTURE WEARING SURFACE
- JT. - JOINT
- LT. - LEFT
- MAX. - MAXIMUM
- MGS - MIDWEST GUARDRAIL SYSTEM
- MIN. - MINIMUM
- N.F. - NEAR FACE
- O/O - OUT TO OUT
- PEJF - PREFORMED EXPANSION JOINT FILLER
- RT. - RIGHT
- SER. - SERIES
- SPA. - SPACES
- SQ. - SQUARE
- SF - SQUARE FEET
- STD. - STANDARD
- STA. - STATION
- T/T - TOE TO TOE
- TYP. - TYPICAL
- U.N.O. - UNLESS NOTED OTHERWISE
- V - VELOCITY
- VPI - VERTICAL POINT OF INTERSECTION

GENERAL NOTES (3 OF 3)
BRIDGE NO. HAM-00562-01.470
OVER ROSS AVENUE

SFN	3113914
DESIGN AGENCY	fishbeck
DESIGNER	CHECKER
JPC	TLC
REVIEWER	
JBD	10/5/22
PROJECT ID	102886
SUBSET	TOTAL
5	43
SHEET	TOTAL
140	178

MADE BY: TLC		DATE: 9/23/2022		ESTIMATED QUANTITIES						STRUCTURAL FILE NUMBER: 3113914	
CHECKED BY: JPC		DATE: 9/29/2022									
ITEM	EXTENSION	TOTAL 03/NHS/14	UNIT	DESCRIPTION	ABUT.	PIER	SUPER.	GEN.	REFERENCE SHEET NO.		
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN				LUMP	3/43		
202	30700	130	FT	CONCRETE BARRIER REMOVED				130			
509	25001	68,201	LB	UNCOATED STEEL REINFORCEMENT, AS PER PLAN	315		67,021		3/43		
509	20001	600	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	100		500		3/43		
509	30020	42,748	FT	NO. 4 DEFORMED GFRP REINFORCEMENT			42,748				
510	09951	6,154	EACH	DOWEL HOLES WITH CEMENT GROUT, AS PER PLAN	62		5,984		3/43		
510	10000	4	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	4						
511	34410	27	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE			27				
511	45710	14	CY	CLASS QC1 CONCRETE, ABUTMENT			426				
511	53012	15	CY	CLASS QC2 CONCRETE, MISC.: (CONCRETE BARRIER)	14						
511	53041	426	CY	CLASS QC3 CONCRETE, MISC.: PARAPET			15		3/43 & 4/43		
512	10101	4,082	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	220	730	3,132		4/43		
513	10201	13,250	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN			13,250		4/43		
513	21001	12	EACH	TRIMMING OF BEAM END, AS PER PLAN			12		11/43		
513	95020	LUMP	LS	STRUCTURAL STEEL, MISC.: (PIER CAP REPAIRS)		LUMP			4/43		
516	11211	401	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			401		4/43		
516	13600	16	SF	1" PREFORMED EXPANSION JOINT FILLER	9		7				
516	44201	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (BEARING 3.607" x 14" x 11" AND LOAD PLATE 1 1/2" x 15" x 12")	11				37/43		
516	44201	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (BEARING 4.087" x 14" x 12 1/2" AND LOAD PLATE 1" x 15" x 13 1/2")	10				37/43		
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		4/43		
518	63300	LUMP	LS	STRUCTURE DRAINAGE, MISC.: (CLEAN & REPAIR EXISTING BRIDGE DRAINAGE SYSTEM)			LUMP		4/43		
SPECIAL	51900100	68	SF	COMPOSITE FIBER WRAP SYSTEM		68			18/43		
519	11101	296	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN	110	186			5/43		
SPECIAL	51912610	22	FT	CONCRETE REPAIR BY EPOXY INJECTION INCLUDING SURFACE PREPARATION	18	4			16/43 & 18/43		
SPECIAL	53000600	6,377	SF	STRUCTURES (TIMBER SUBDECK)				6,377	8/43		
601	34300	6	CY	ROCK CHANNEL PROTECTION, TYPE D WITHOUT FILTER				6			
622	10160	41	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D				41			
622	25000	2	EACH	CONCRETE BARRIER END SECTION, TYPE D				2			
625	25400	3,001	FT	CONDUIT, 2", 725.04				3,001			
625	29000	12	FT	TRENCH				12			
625	29002	129	FT	TRENCH, 24" DEEP				129			
625	29940	14	EACH	BARRIER JUNCTION BOX				14			
625	30711	2	EACH	PULL BOX, 725.08, 32", AS PER PLAN				2	5/43		
625	35011	11	EACH	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN				11	5/43 & 34/43		
625	39520	3	EACH	PULL BOX CLEANED				3			
625	98200	LUMP	LS	LIGHTING, MISC.: (RESTORE EXISTING LIGHTING CIRCUIT)				LUMP	5/43		
SPECIAL	69098400	LUMP		MISC.: WORK INVOLVING ASBESTOS CONTAINING MATERIALS				LUMP	5/43		
809	24500	1,409	FT	CONDUIT, 4", MULTICELL, HDPE WITH 4 - 1" INNERDUCTS				1,409			
848	10201	12,332	SY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 3/4" THICK)			12,332		5/43 & 26/43		
848	20000	12,332	SY	SURFACE PREPARATION USING HYDRODEMOLITION			12,332				
848	30200	14	CY	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY			14				
848	50000	245	SY	HAND CHIPPING			245				
848	50100	LUMP	LS	TEST SLAB				LUMP			
848	50200	2	CY	FULL-DEPTH REPAIR			2				
848	50320	12,228	SY	EXISTING CONCRETE OVERLAY REMOVED (2 1/4" NOMINAL THICKNESS)			12,228				



△ 5/23/23 - Added Asbestos Abatement Quantity

ESTIMATED QUANTITIES
 BRIDGE NO. HAM-00562-01.470
 OVER ROSS AVENUE

SFN 3113914

DESIGN AGENCY



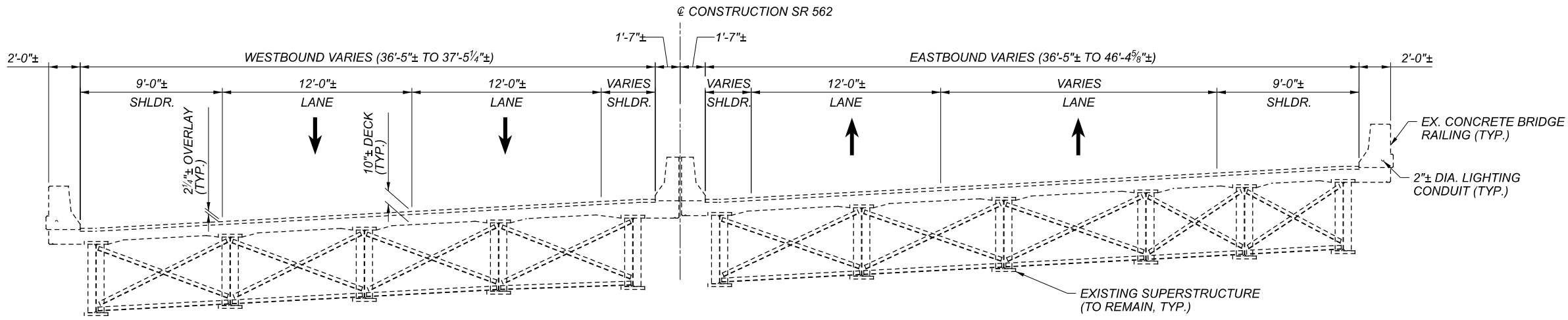
DESIGNER: TLC CHECKER: BMV

REVIEWER: JBD 10/5/22

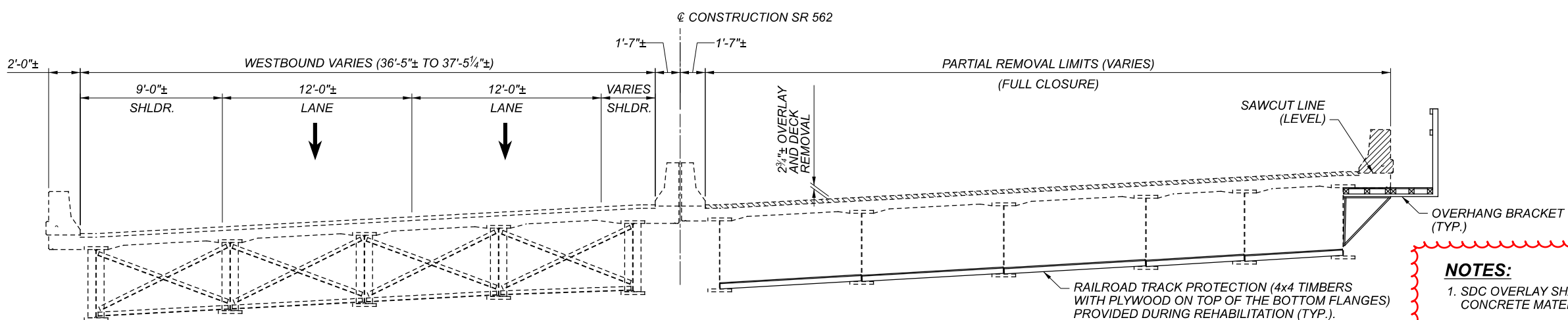
PROJECT ID: 102886

SUBSET TOTAL: 6 43

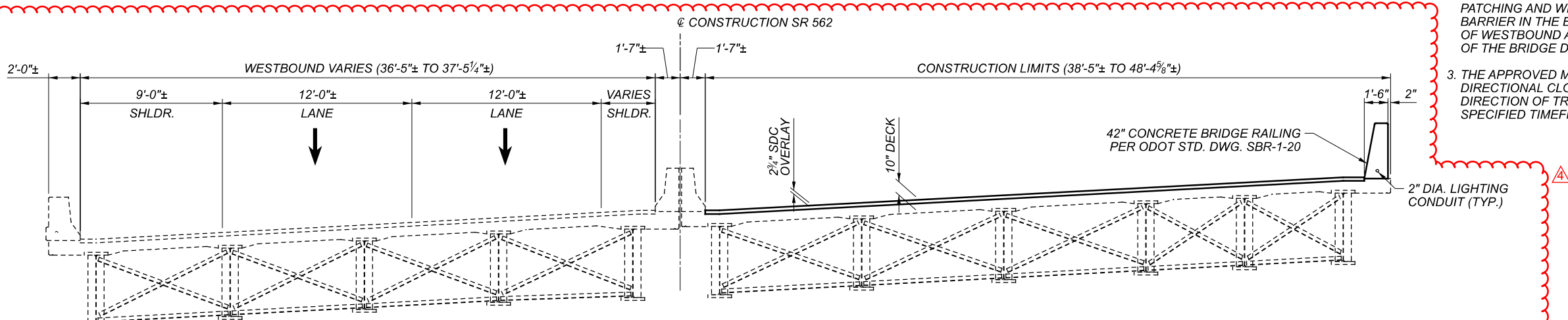
SHEET TOTAL: 141 178



EXISTING TRANSVERSE SECTION



EASTBOUND REMOVAL



EASTBOUND CONSTRUCTION

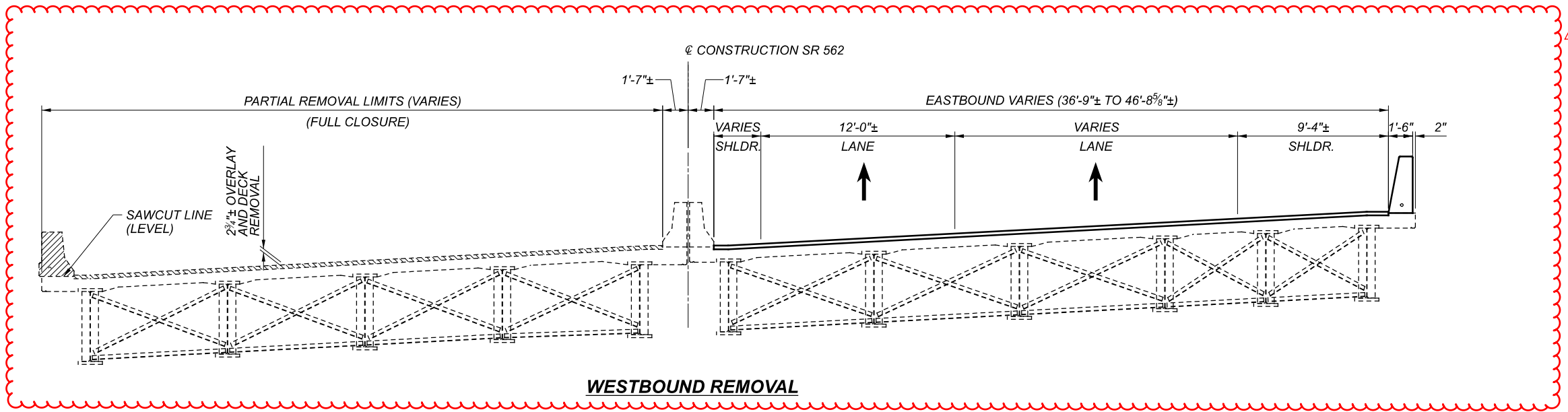
NOTES:

- SDC OVERLAY SHALL CONSIST OF SUPERPLASTICIZED DENSE CONCRETE MATERIALS PER ITEM 848.
- ADDITIONAL BRIDGE REHABILITATION WORK NOT SHOWN INCLUDES THE FOLLOWING: REPLACEMENT OF END AND INTERMEDIATE EXPANSION JOINTS, REPLACEMENT OF 2' OF DECK AT JOINTS, PARTIAL ABUTMENT BACKWALL REPLACEMENT, REPLACEMENT OF ABUTMENT BEARINGS, SUBSTRUCTURE PATCHING AND WRAPPING WITH FRP, REPAIR OF MEDIAN BARRIER IN THE EASTBOUND DIRECTION, REPLACEMENT OF WESTBOUND APPROACH CONCRETE RAILING, AND REPAIR OF THE BRIDGE DRAINAGE SYSTEM.
- THE APPROVED MAINTENANCE OF TRAFFIC SCHEME IS A DIRECTIONAL CLOSURE OF SR 562. ALL WORK WITHIN THAT DIRECTION OF TRAFFIC WILL BE COMPLETED WITHIN THE SPECIFIED TIMEFRAME.

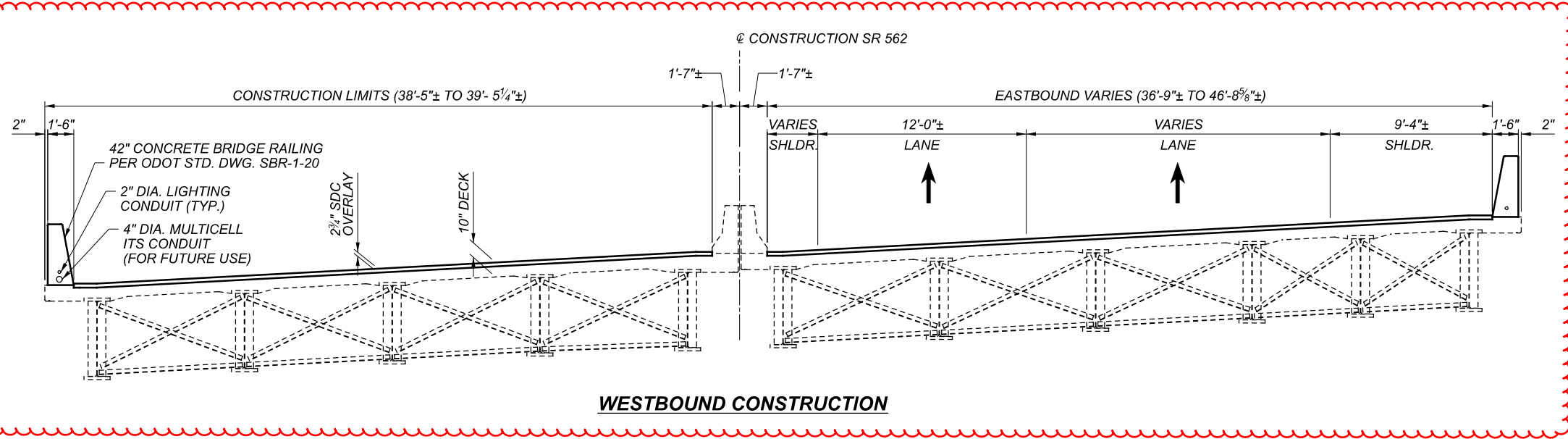
LEGEND:

- INDICATES EXISTING BRIDGE RAILING TO BE REMOVED AS PER ITEM 202 - BRIDGE RAILING REMOVED, AS PER PLAN.
- INDICATES EXISTING CONCRETE OVERLAY AND DECK REMOVAL AREA AS PER ITEM 848 - CONCRETE REMOVAL BY HYDRODEMOLITION.

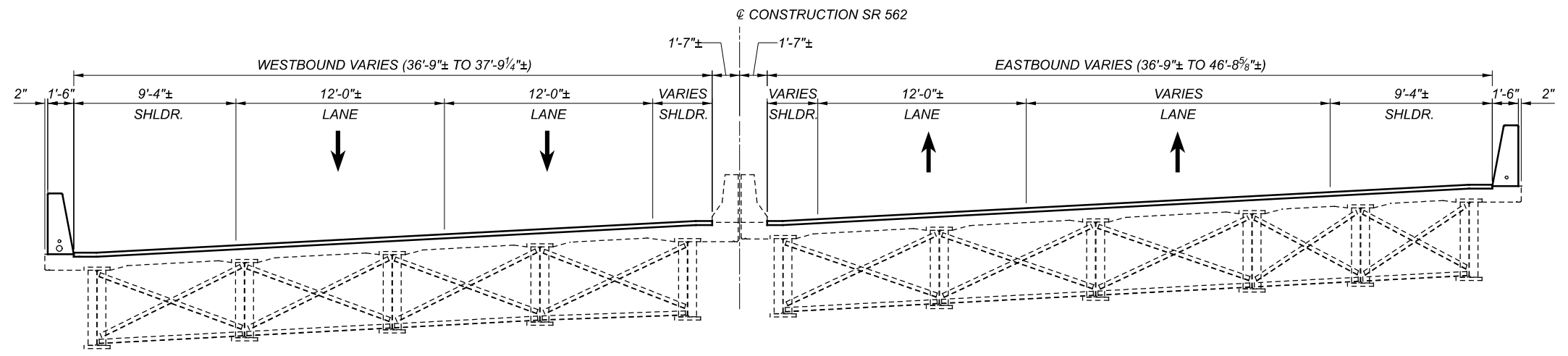
SFN	3113914
DESIGN AGENCY	fishbeck
DESIGNER	JPC
CHECKER	BMV
REVIEWER	JBD
DATE	10/5/22
PROJECT ID	102886
SUBSET	7
TOTAL	43
SHEET	142
TOTAL	178



WESTBOUND REMOVAL



WESTBOUND CONSTRUCTION



PROPOSED TRANSVERSE SECTION

NOTES:

- SDC OVERLAY SHALL CONSIST OF SUPERPLASTICIZED DENSE CONCRETE MATERIALS PER ITEM 848.
- ADDITIONAL BRIDGE REHABILITATION WORK NOT SHOWN INCLUDES THE FOLLOWING: REPLACEMENT OF END AND INTERMEDIATE EXPANSION JOINTS, REPLACEMENT OF 2' OF DECK AT JOINTS, PARTIAL ABUTMENT BACKWALL REPLACEMENT, REPLACEMENT OF ABUTMENT BEARINGS, SUBSTRUCTURE PATCHING AND WRAPPING WITH FRP, REPAIR OF MEDIAN BARRIER IN THE EASTBOUND DIRECTION, REPLACEMENT OF WESTBOUND APPROACH CONCRETE RAILING, AND REPAIR OF THE BRIDGE DRAINAGE SYSTEM.
- THE APPROVED MAINTENANCE OF TRAFFIC SCHEME IS A DIRECTIONAL CLOSURE OF SR 562. ALL WORK WITHIN THAT DIRECTION OF TRAFFIC WILL BE COMPLETED WITHIN THE SPECIFIED TIMEFRAME.

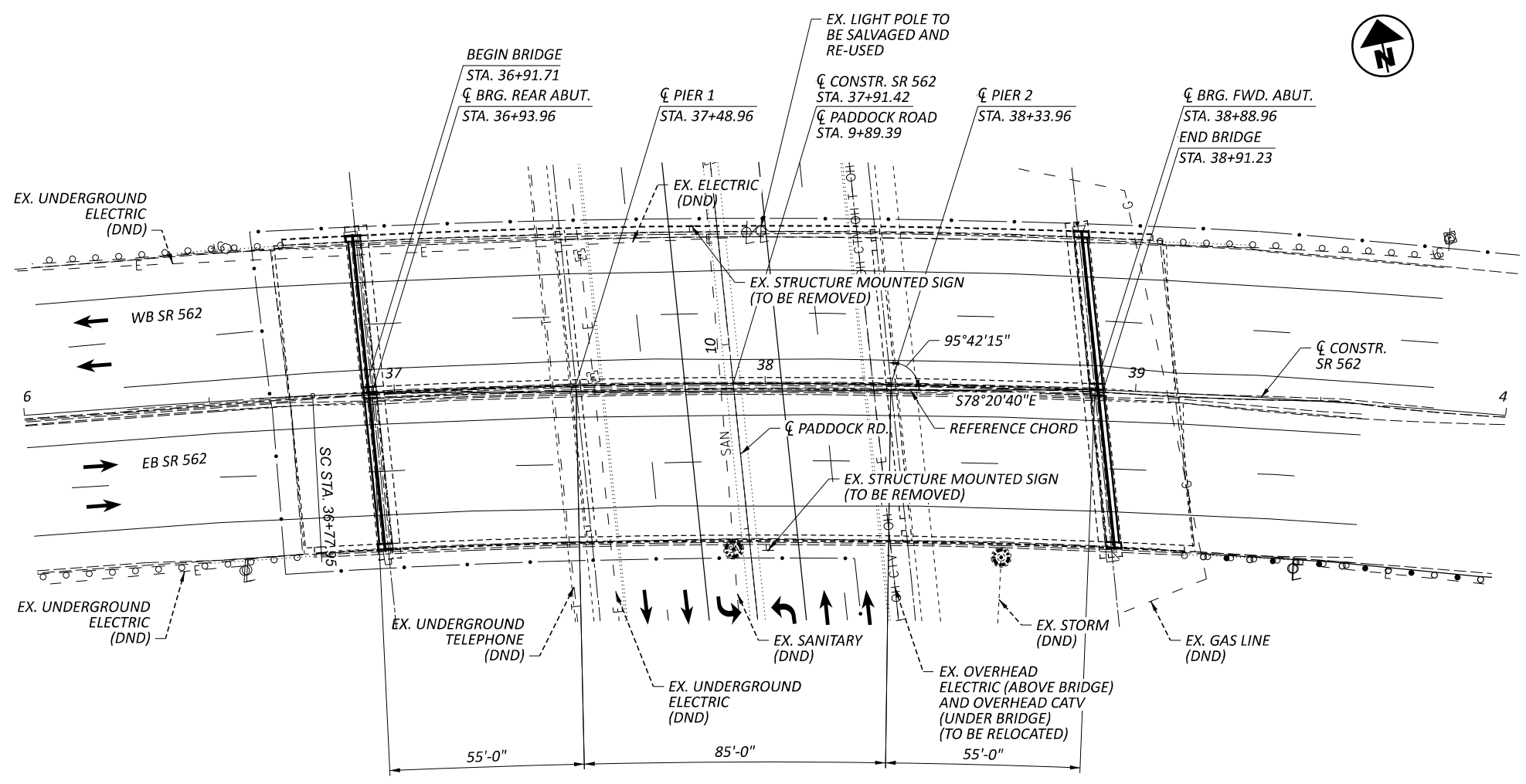
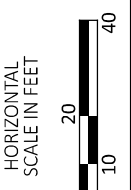
LEGEND:

- INDICATES EXISTING BRIDGE RAILING TO BE REMOVED AS PER ITEM 202 - BRIDGE RAILING REMOVED, AS PER PLAN.
- INDICATES EXISTING CONCRETE OVERLAY AND DECK REMOVAL AREA AS PER ITEM 848 - CONCRETE REMOVAL BY HYDRODEMOLITION.

SFN	3113914
DESIGN AGENCY	fishbeck
DESIGNER	JPC
CHECKER	BMV
REVIEWER	JBD
DATE	10/5/22
PROJECT ID	102886
SUBSET	8
TOTAL	43
SHEET	143
TOTAL	178

BENCHMARK DATA

BM #1 STA. 37+36.13, ELEV. 587.529, OFFSET 176.673' LT
 BM #2 STA. 37+56.50, ELEV. 574.164, OFFSET 101.099' RT



GENERAL PLAN

EXISTING STRUCTURE

TYPE: 3 SPAN CONTINUOUS STEEL BEAMS WITH NON-COMPOSITE REINFORCED CONCRETE DECK AND REINFORCED CONCRETE SUBSTRUCTURE

SPANS: 55'-0", 85'-0", 55'-0"

ROADWAY: 2 X 39'-4" TOE/TOE OF PARAPETS

LOADING: HS20-44 CASE II AND ALTERNATE MILITARY LOADING

SKEW: VARIES

WEARING SURFACE: 1 1/4" LATEX MODIFIED CONCRETE OVERLAY

APPROACH SLABS: AS-1-81, 20'-0" LONG

ALIGNMENT: 2°30'00" CURVE RIGHT

SUPERELEVATION: 0.041 FT/FT

STRUCTURE FILE NUMBER: 3113841

DATE BUILT: 1957 **DATE WIDENED:** 1985

DISPOSITION: TO BE REHABILITATED

NOTES

- EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
- DIMENSIONS ARE PER EXISTING PLANS AND SURVEY DATA.
- FOR ADDITIONAL PROPOSED ROADWAY WORK REFER TO THE ROADWAY PLANS.

DESIGN TRAFFIC:
 2024 ADT = 66,500 2024 ADTT = 6,650
 2036 ADT = 77,000 2036 ADTT = 7,700
 DIRECTIONAL DISTRIBUTION = 51%

PROPOSED WORK

- REMOVE AND REPLACE EXISTING END STRIP SEAL EXPANSION JOINTS. REPLACE END CROSS FRAMES AND DIAPHRAGMS.
- REPLACE TOP OF BACKWALL DOWN TO THE APPROACH SLAB SEAT, 2' OF THE EXISTING REINFORCED CONCRETE DECK AT EACH JOINT.
- REPLACE EXISTING ROCKER BEARINGS AT EACH ABUTMENT WITH ELASTOMERIC BEARING ASSEMBLIES.
- PATCH EXISTING CONCRETE SUBSTRUCTURE UNITS.
- REPAIR IDENTIFIED AREAS OF APPROACH SLABS AND DECK, SEAL ENTIRE DECK WITH GRAVITY FED RESIN.
- PAINTING STRUCTURAL STEEL
- SEAL IDENTIFIED AREAS OF THE SUPERSTRUCTURE AND SUBSTRUCTURE WITH EPOXY URETHANE SEALER.

GENERAL PLAN
 HAM-00562-00.650
 OVER PADDOCK ROAD

SFN	3113841
DESIGN AGENCY	CMT
DESIGNER	MNM
CHECKER	DRC
REVIEWER	DRC
PROJECT ID	102886
SUBSET	1
TOTAL	14
SHEET	2
TOTAL	15

GENERAL NOTES:

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

EXJ-4-87	DATED/REVISED	01-19-18
GSD-1-19	DATED/REVISED	01-15-21

AND THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

SS800	REVISED	01-21-22
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DESIGN SPECIFICATIONS:

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

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA:

DESIGN LOADING: HS20-44 (SUPERSTRUCTURE)
FUTURE WEARING SURFACE (FWS) 0.060 KSF

DESIGN STRESSES:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996 - GRADE 60, MINIMUM YIELD STRENGTH 60 KSI

EXIST. STRUCTURAL STEEL - ASTM A36 MINIMUM YIELD STRENGTH 36 KSI

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
2-1/2 INCH CONCRETE COVER

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
SEALING DECK WITH GRAVITY FED RESIN

EXISTING STRUCTURE VERIFICATION:

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

UTILITY LINES:

THE UTILITY(LINES) SHALL BEAR ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITY(LINES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

DESCRIPTION:
THIS WORK SHALL INCLUDE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES.

THE CONTRACTOR MUST REVIEW THE STRUCTURE WHEN PREPARING HIS BID. THE CONTRACTOR WILL REVIEW THE CONDITION OF THE STRUCTURE TO DETERMINE WHAT DEBRIS WILL FALL FROM THE STRUCTURE DURING REMOVAL. THE CONTRACTOR WILL DETERMINE THE CORRESPONDING COST TO CLEAN-UP ANY AND ALL DEBRIS WHICH FALLS FROM THE STRUCTURE DURING ANY REMOVAL OPERATION. THE COST TO CLEAR AND CLEAN-UP ALL DEBRIS DURING REMOVAL SHALL BE INCLUDED WITH THE BID FOR THIS ITEM OF WORK. NO ADDITIONAL COST WILL BE RECOGNIZED TO CLEAN DEBRIS RESULTING FROM THE STRUCTURE REMOVAL OPERATION.

PERFORM WORK CAREFULLY DURING REMOVAL OPERATIONS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. IN THIS RESPECT, THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. THE METHOD OF REMOVAL AND THE WEIGHT OF THE HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE, OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

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 THE 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 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 DIRECTOR. OBTAIN THE DIRECTOR'S APPROVAL BEFORE PERFORMING REPAIR.

DECK CONCRETE REMOVAL:
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 DIRECTOR. OBTAIN THE DIRECTOR'S APPROVAL BEFORE PERFORMING REPAIR.

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 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.

LOADING LIMITATIONS:
NO PART OF THE STRUCTURE SHALL BE SUBJECTED TO UNIT STRESSES THAT EXCEED 136.5% OF ALLOWABLE UNIT STRESSES AS DEFINED IN THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES DUE EITHER TO DEMOLITION, ERECTION, OR CONSTRUCTION METHODS, OR TO THE USE OR MOVEMENT OF DEMOLITION OR ERECTION EQUIPMENT ON OR ACROSS THE STRUCTURE. SUBMIT STRUCTURAL ANALYSIS COMPUTATIONS, BY AN OHIO REGISTERED PROFESSIONAL ENGINEER, SHOWING THE ALLOWABLE STRESSES AND THE MAXIMUM STRESSES PRODUCED BY THE REMOVAL METHODS OR EQUIPMENT TO THE DIRECTOR AT LEAST 20 DAYS BEFORE CONSTRUCTION BEGINS.

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.

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

ITEM 509 - CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN:
REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT 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 CONCRETE REINFORCEMENT OF THE SAME SIZE AND COATING AND MATERIAL AT NO COST TO THE DEPARTMENT.

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

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN
THE FOLLOWING SURFACES SHALL BE SEALED WITH EPOXY-URETHANE SEALER. THE COLOR SHALL BE FEDERAL COLOR NUMBER 17778 (LIGHT NEUTRAL). THE SURFACE TO BE SEALED SHALL HAVE SURFACE PREPARATION PER CMS 512.03 (F) INCLUDING THE REMOVAL OF ANY EXISTING COATINGS. REMOVAL OF EXISTING COATING SHALL BE PAID FOR UNDER ITEM 512 - REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES.

1. ALL EXPOSED SURFACES OF THE DECK OVERHANG, BRIDGE RAILING ON ABUTMENT WINGWALLS AND MEDIAN PARAPET AS SHOWN IN THE PLANS.
2. THE ABUTMENT BACKWALLS, BEAM SEATS AND FACE OF THE BREASTWALL TO THE GROUND LINE.
3. THE PIER CAP SIDES, BOTTOM, ENDS AND THE TOTAL SURFACE OF THE COLUMNS TO THE GROUND LINE.

DUE TO THE RECENT SUPPLY SHORTAGES, THE DEPARTMENT HAS BEEN MADE AWARE OF DIFFICULTIES THAT SUPPLIERS ARE HAVING IN OBTAINING THE NECESSARY MATERIALS FOR EPOXY. ON THIS PROJECT THE CONTRACTOR CAN USE TRADITIONAL EPOXY-URETHANE SEALERS APPROVED ON THE QPL OR ELECT TO SUBSTITUTE BRIDGE COTE XL-70 W/SILANE THAT IS LISTED ON THE APPROVED NOISE SUPPLIER LIST UNDER APPROVED SEALERS FOR NOISE BARRIERS. APPROVEDNOISESUPPLIERSLIST.PDF (OHIO.GOV) .

IF BRIDGE COTE XL-70 W/SILANE IS CHOSEN, MEET THE REQUIREMENTS OF THE BRIDGE COTE XL-70 W/SILANE TECHNICAL DATA SHEET WITH THE EXCEPTION OF THE SURFACE PREPARATION THAT WILL STILL FOLLOW THE REQUIREMENTS LISTED UNDER C&MS 512 FOR EPOXY URETHANE SEALERS.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UP, AS PER PLAN
ALL REQUIREMENTS OF C&MS 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN S1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE IN ACCORDANCE WITH C&MS 501.06, TO THE ENGINEER. PROVIDE THE ENGINEER "AS-BUILT" DRAWINGS ACCORDING TO C&MS 513.06, EXCEPT C&MS 501.04 DOES NOT APPLY. UPON RECEIPT OF THE ENGINEER'S ACCEPTANCE, SUPPLY A COPY OF THE DRAWINGS, ACCORDING TO S1002, TO THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES.

THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM:
END CROSS FRAME: L4x4x³/₈" AND ¹/₂" GUSSET PLATE

THIS STRUCTURAL STEEL SHALL BE CLEANED AND PAINTED WITH A PRIME, INTERMEDIATE AND FINISH COAT OF PAINT IN THE FIELD USING SYSTEM OZEU. MATCH THE EXISTING PAINT COLORS AS CLOSE AS POSSIBLE TO THE EXISTING PAINT SYSTEM. ALL WORK, MATERIALS AND COST TO PAINT THE NEW STRUCTURAL STEEL SHALL BE INCLUDED IN THIS PAY ITEM.

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 THE 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 BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL 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

ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN

THE CONTRACTOR SHALL FIELD VERIFY THE TOE OF THE EXISTING BARRIERS AT THE EXISTING JOINT AND PROVIDE ELEVATIONS TO THE JOINT FABRICATOR TO CONFIRM THE EXISTING DECK CROSS SLOPE AT EACH JOINT. THE CONTRACTOR SHALL ALSO FIELD VERIFY THE PLAN VIEW DIMENSIONS PRIOR TO JOINT FABRICATION. IF UPON FIELD VERIFICATION, THE DIMENSIONS VARY FROM WHAT IS SHOWN, THE JOINT SHALL MATCH THE INFORMATION FOUND IN THE FIELD. ALL LABOR, MATERIAL, AND INCIDENTALS TO FIELD VERIFY SHALL BE INCLUDED IN THE APPROPRIATE PAY ITEM 516, STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN.

ITEM 514 - FIELD PAINTING STRUCTURAL STEEL

PAINT ALL STRUCTURAL STEEL WITH SYSTEM OZEU PER CMS 708.02. THE FINISH COAT SHALL BE FEDERAL COLOR F5595C 14223 (GREEN).

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN:

THE QUANTITY GIVEN IN THE ESTIMATED QUANTITY TABLE HAS BEEN ESTIMATED FROM FIELD INSPECTION AND ORIGINAL PLANS. THE ACTUAL AREA OF PATCHING SHALL BE DETERMINED BY THE FIELD ENGINEER. PAYMENT SHALL BE MADE PER SQ. FT. AT THE PRICE BID FOR THE ACTUAL AREA PATCHED AND SHALL INCLUDE ALL COST FOR LABOR, MATERIALS AND EQUIPMENT.

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

REMOVE THE FORMS WITHIN 24 HOURS AFTER PLACING CONCRETE AND FINISH ALL EXPOSED SURFACES BY RUBBING TO MATCH THE SURROUNDING SURFACE. APPLY MEMBERANE CURING ACCORDING TO 511.17, METHOD B, IMMEDIATELY AFTER RUBBING THE SURFACES.

AFTER CURING AND BEFORE FINAL ACCEPTANCE, SOUND ALL PATCHED AREAS. REMOVE AND REPLACE ALL UNSOUND OR VISIBLY CRACKED AREAS.

SFN	3113841
DESIGN AGENCY	CMT
DESIGNER	CHECKER
MNM	DRC
REVIEWER	
DRC	11/21/22
PROJECT ID	102886
SUBSET	TOTAL
2	14
SHEET	TOTAL
3	15

GENERAL NOTES (CONT.):

ITEM 625 - REMOVE AND RE-ERECT EXISTING LIGHT POLE, AS PER PLAN

THIS ITEM WILL INCLUDE DISCONNECTING EXISTING POWER SERVICE FROM LIGHTS, REMOVAL AND STORAGE OF EXISTING POLES AND LUMINAIRES, RE-ERECTING POLES AND LUMINAIRES, CONNECTION TO EXISTING STRUCTURE GROUNDING SYSTEM AND RECONNECTION OF POWER SERVICE.

POWER LINE WORK SHALL BE COORDINATED WITH DUKE ENERGY.

ANCHORS INSTALLED IN PILASTERS SHALL BE DONE IN ACCORDANCE WITH SCD HL-20.14 WITH BOLT SIZE AND PATTERN TO MATCH EXISTING POLE BASE.

PAYMENT FOR ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO REMOVE AND RE-ERECT POLES SHALL BE INCLUDED IN THE PER UNIT PRICE FOR ITEM 625 - REMOVE AND RE-ERECT EXISTING LIGHT POLES, AS PER PLAN.

ITEM 519 - SPECIAL - CONCRETE REPAIR BY EPOXY INJECTION INCLUDING SURFACE PREPARATION

THE QUANTITY GIVEN IN THE ESTIMATED QUANTITY TABLE HAS BEEN ESTIMATED FROM FIELD INSPECTIONS. THE ACTUAL QUANTITY OF CRACK REPAIRS SHALL BE DETERMINED BY THE FIELD ENGINEER.

ANTICIPATED CRACK REPAIR LOCATIONS INCLUDE REAR ABUTMENT STEM AND BACKWALL IN BAYS 2, 3, 4 AND 7, AND FORWARD ABUTMENT STEM AT THE WIDENING JOINT.

PAYMENT SHALL BE MADE PER LINEAR FOOT AT THE PRICE BID FOR THE ACTUAL QUANTITY REPAIRED AND SHALL INCLUDE ALL COST FOR LABOR, MATERIALS AND EQUIPMENT.

ASBESTOS ABATEMENT

AN ASBESTOS SURVEY FOR SFN 3113841 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS.

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 ON HARD COPY TO THE PROJECT ENGINEER.

(GO TO THE OEPA EBUSINESS CENTER AND SUBMIT THE NDRF 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	OR	ASBESTOS PROGRAM
OHIO EPA, DAPC		OHIO EPA, DAPC
P.O. BOX 1049		50 W. TOWN ST., SUITE 700
COLUMBUS, OHIO 43216-1049		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 ONE 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:

690, ITEM SPECIAL - MISC. : WORK INVOLVING ASBESTOS CONTAINING MATERIALS	LUMP SUM
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- ABBREVIATIONS**
- ABUT. - ABUTMENT
 - APPROX. - APPROXIMATELY
 - BOTT. - BOTTOM
 - BRG. - BEARING
 - BTW. - BETWEEN
 - C.I.P. - CAST-IN-PLACE
 - C.J. - CONSTRUCTION JOINT
 - C/C - CENTER TO CENTER
 - CLR. - CLEARANCE
 - CONSTR. - CONSTRUCTION
 - DIA. - DIAMETER
 - DWG. - DRAWING
 - E.B. - EASTBOUND
 - E.F. - EACH FACE
 - EA. - EACH
 - EL. OR ELEV. - ELEVATION
 - EMB. - EMBEDMENT
 - EQ. - EQUAL
 - EX. - EXISTING
 - EXIST. - EXISTING
 - EXP. - EXPANSION
 - F.A. - FORWARD ABUTMENT
 - F.F. - FAR FACE
 - JT. - JOINT
 - M.S.C. - MICROSILICA MODIFIED CONCRETE
 - MAX. - MAXIMUM
 - MID. - MIDDLE
 - MIN. - MINIMUM
 - N.F. - NEAR FACE
 - N.P.C.P.P. - NON-PERFORATED CORRUGATED PLASTIC PIPE
 - NO. - NUMBER
 - P.C.P.P. - PERFORATED CORRUGATED PLASTIC PIPE
 - P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
 - PCB - PORTABLE CONCRETE BARRIER
 - R.A. - REAR ABUTMENT
 - REQ'D. - REQUIRED
 - SPA. - SPACE(D) OR SPACING
 - SQ. - SQUARE
 - STA. - STATION
 - STD. DWG. OR SCD - STANDARD CONSTRUCTION DRAWING
 - STR. - STRAIGHT
 - T - TOP
 - T&B - TOP AND BOTTOM
 - T.B.D. - TO BE DETERMINED
 - TEMP - TEMPORARY
 - TYP.L - TYPICAL
 - U.N.O. - UNLESS NOTED OTHERWISE
 - W.B. - WESTBOUND

SFN	3113841
DESIGN AGENCY	CMT
DESIGNER	MNM
CHECKER	DRC
REVIEWER	DRC
PROJECT ID	102886
SUBSET	TOTAL
3	14
SHEET	TOTAL
4	15


HAM-SR 562-0.54 ADDENDUM 1

MODEL SHEET PAPER SIZE: 34x22 (in.) DATE: 5/23/2023 TIME: 1:26:33 PM USER: rcunningham
 L:\ODOT\21001299-00_HAM5620054\102886\400-Engineering\Structures\SFN_3113841_Sheets\77889_SFN_3113841_S0001.dgn

MADE BY: DMJ		DATE: 11/21/2022		ESTIMATED QUANTITIES		STRUCTURE FILE NUMBER: 3113841					
CHECKED BY: DRC		DATE: 11/21/2022				ABUTMENTS		PIERS	SUPER.	GENERAL	REF. SHEET
ITEM	EXT.	TOTAL 02/NHS/BR	UNIT	DESCRIPTION	REAR	FWD.					
202	11201	LUMP	LS	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN						LUMP	2 / 14
509	25001	2,593	LB	UNCOATED STEEL REINFORCEMENT, AS PER PLAN	96	97			2400		2 / 14
509	20001	400	LB	CONCRETE REINFORCEMENT, REPLACEMENT OF EXISTING CONCRETE REINFORCEMENT, AS PER PLAN	100	100			200		2 / 14
511	34410	10	CY	CLASS QC2 CONCRETE, SUPERSTRUCTURE					10		
511	34448	4	CY	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)					4		
511	45710	12	CY	CLASS QC1 CONCRETE, ABUTMENT	6	6					
512	10101	897	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	58	58			781		2 / 14
512	73500	1,883	SY	TREATING CONCRETE BRIDGE DECKS WITH GRAVITY FED RESIN					1883		
512	74000	897	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	58	58			781		
513	10201	6,980	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN					6980		2 / 14
514	00050	25,574	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL					25574		
514	00056	26,803	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT					26803		
514	00060	26,803	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT					26803		
514	00066	26,803	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT					26803		
514	00504	40	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL					40		
514	10000	23	EACH	FINAL INSPECTION REPAIR					23		
516	11211	170	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN					170		3 / 14
516	44201	24	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (BEARING 13"x12"x3.128", LOAD PLATE 14"x13"x1.5)	12	12					11 / 14
516	47001	LUMP	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN						LUMP	2 / 14
519	11101	6	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN				6			3 / 14
519	12300	9	SY	PATCHING CONCRETE BRIDGE DECK - TYPE B					9		
519	12610	20	FT	SPECIAL - CONCRETE REPAIR BY EPOXY INJECTION INCLUDING SURFACE PREPARATION	10	10					3 / 14
625	35011	1	EACH	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN						1	3 / 14
690	98400	LUMP	LS	SPECIAL - MISC.: WORK INVOLVING ASBESTOS CONTAINING MATERIALS						LUMP	3 / 14

ESTIMATED QUANTITIES
 HAM-00562-00.650
 OVER PADDOCK ROAD

SFN
3113841

DESIGN AGENCY

 CURTIS W. MURPHY &
 CONSULTING ENGINEERS
 84 FRENCKS BOULEVARD
 FARMINGTON, CT 06030
 PH: 860.634.2100
 WWW.CMTENR.COM

DESIGNER: MNM
 CHECKER: DRC

REVIEWER
 DRC 11/21/22

PROJECT ID
 102886

SUBSET	TOTAL
4	14
SHEET	TOTAL
5	15

▲ 5/23/23 - Added Asbestos Work Quantity