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INDEX OF SHEETS

MUS-70-10.49

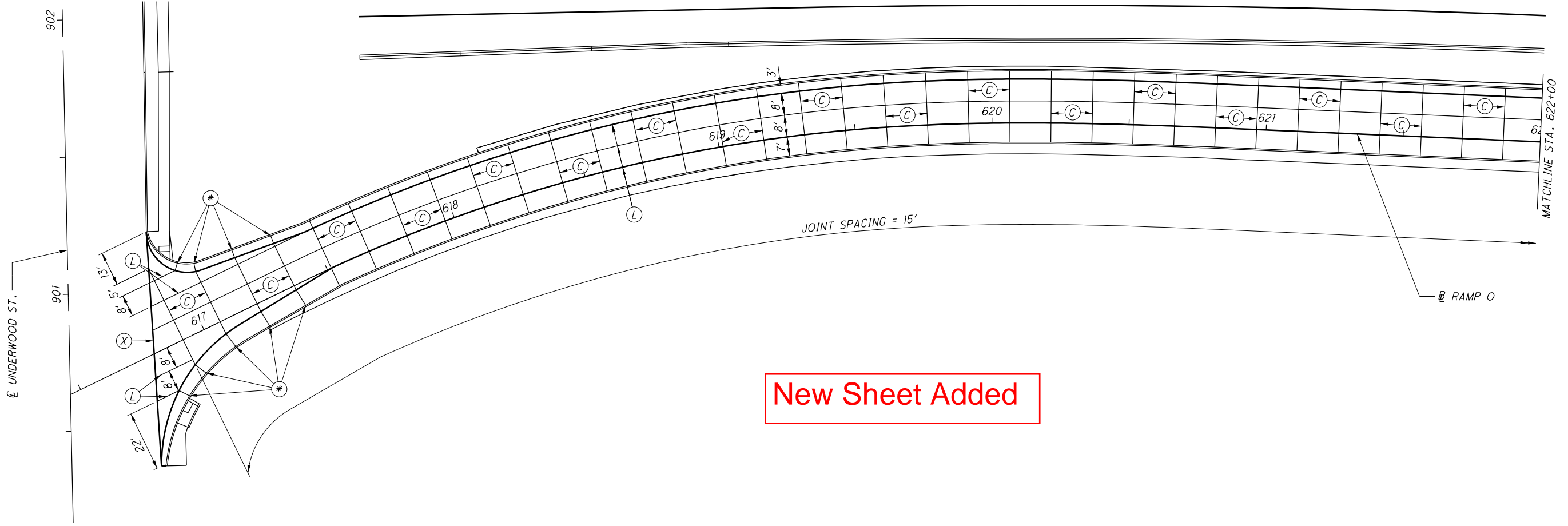
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2231

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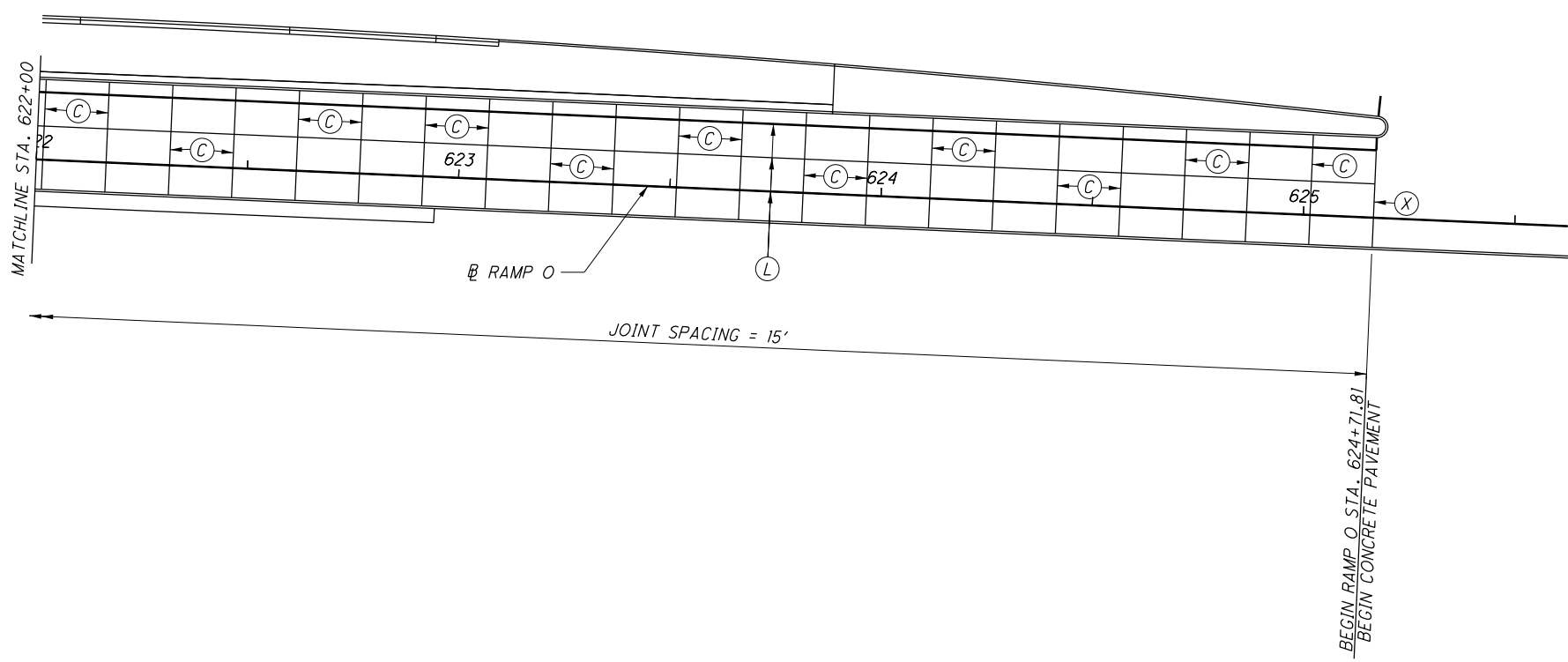
SHEET NUM.								PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED BRH	CHECKED BRH
66	102	1243	1244	1251	1265	1281	1283	01/IMS/P V	02/IMS/B R	03/IMS/C V	04/S<2/O T	05/SAF/O T								
					232	40					232			40	625	00450	272	EACH	CONNECTION, FUSED PULL APART	
					102	20					102			20	625	00480	122	EACH	CONNECTION, UNFUSED PERMANENT	
						14								14	625	10481	14	EACH	LIGHT POLE, DECORATIVE, AS PER PLAN (GROUND MOUNTED)	1245
						6								6	625	10481	6	EACH	LIGHT POLE, DECORATIVE, AS PER PLAN (BRIDGE MOUNTED)	1245
					59						59				625	10490	59	EACH	LIGHT POLE, CONVENTIONAL (DAVIT, 35' MH, 6'-11" DUAL ARMS, MEDIAN MOUNTED)	
					54						54				625	10490	54	EACH	LIGHT POLE, CONVENTIONAL (DAVIT, 35' MH, 6'-11" ARM, GROUND MOUNTED)	
					3						3				625	10490	3	EACH	LIGHT POLE, CONVENTIONAL (DAVIT, 35' MH, 6'-11" ARM, PARAPET MOUNTED)	
					14	6					14		6		625	10615	20	EACH	LIGHT POLE ANCHOR BOLTS ON STRUCTURE, AS PER PLAN	1244
					54	14					54		14		625	14000	68	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP	
					44						44				625	14300	44	EACH	MEDIAN LIGHT POLE FOUNDATION, 8' DEEP	
					1						1				625	14301	1	EACH	MEDIAN LIGHT POLE FOUNDATION, 8' DEEP, AS PER PLAN	1244
					38,472						38,472				625	23200	38,472	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	
					38,889	5,685					38,889		5,685		625	23302	44,574	FT	NO. 6 AWG 2400 VOLT DISTRIBUTION CABLE	
					22,650	1,800					22,650		1,800		625	23400	24,450	FT	NO. 10 AWG POLE AND BRACKET CABLE	
					2,750	1,030					2,750		1,030		625	25400	3,780	FT	CONDUIT, 2", 725.04	
					8,779	685					8,779		685		625	25502	9,464	FT	CONDUIT, 3", 725.05	
					11,858						11,858				625	25602	11,858	FT	CONDUIT, 4", 725.05	
					2,562	640					2,562		640		625	25902	3,202	FT	CONDUIT, JACKED OR DRILLED, 725.04 (3")	
					175						175				625	26252	175	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED) (170W, 480V, TYPE II)	
						20							20		625	27403	20	EACH	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN (59W, 240V, TYPE III)	1245
							33				33				625	27502	33	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED) (39W, 480V, 3K, TYPE IV)	
					10,204	775					10,204		775		625	29002	10,979	FT	TRENCH, 24" DEEP	
					14	6					14		6		625	29920	20	EACH	STRUCTURE JUNCTION BOX	
					19	2	12				31		2		625	30700	33	EACH	PULL BOX, 725.08, 18"	
					30	8					30		8		625	30706	38	EACH	PULL BOX, 725.08, 24"	
				179							179				625	31510	179	EACH	PULL BOX REMOVED	
					102	14					102		14		625	32000	116	EACH	GROUND ROD	
		13									12		1		625	33000	13	EACH	STRUCTURE GROUNDING SYSTEM	
					4	1					4		1		625	34001	5	EACH	POWER SERVICE, AS PER PLAN	1243
	46										46				625	35011	46	EACH	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	66
							4				4				625	37101	4	EACH	SERVICE TO UNDERPASS LIGHTING, AS PER PLAN	1244
LS											LS				SPECIAL	62540000	LS		MAINTAIN EXISTING LIGHTING	66
		5									5				SPECIAL	62540010	5	EACH	REPLACEMENT OF EXISTING LIGHTING UNIT	1243
					146						146				625	75401	146	EACH	LIGHT POLE REMOVED, AS PER PLAN	1243
					143						143				625	75501	143	EACH	LIGHT POLE FOUNDATION REMOVED, AS PER PLAN	1243
					5						5				625	75511	5	EACH	POWER SERVICE REMOVED, AS PER PLAN	1243
		2,000									2,000				625	75551	2,000	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN	1243
		1									1				625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (PS-1)	
		1									1				625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (PS-2)	
		1									1				625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (PS-3)	
		1									1				625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (PS-4)	
		1									1				625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (PS-5)	
		4									4				625	98000	4	EACH	LIGHTING, MISC.: REMOVAL OF EXISTING UNDERPASS LIGHTING	1243
					26						26				625	98000	26	EACH	LIGHTING, MISC.: BRIDGE WALK LUMINAIRE	1244
					3						3				625	98000	3	EACH	LIGHTING, MISC.: MEDIAN LIGHT POLE SPLIT FOUNDATION	1246
			LS								LS				625	98200	LS		LIGHTING, MISC.: SERVICE TO BRIDGE LIGHTING	1244

GENERAL SUMMARY

MUS-70-10.49



New Sheet Added



- LEGEND
- (C) CONTRACTION JOINT AS PER SCD BP-2.2
 - (L) STANDARD LONGITUDINAL JOINT PER SCD BP-2.1
 - (S) STANDARD LONGITUDINAL JOINT PER SCD BP-2.1, WITHOUT TIE BARS
 - (E) EXPANSION JOINT PER SCD BP-2.2
 - (X) EXPANSION JOINT PER SCD BP-2.2 WITHOUT DOWEL BARS AND P.E.J.F. (2" DEEP SAWCUT WITH 705.04 JOINT SEAL)
 - (*) 2" MINIMUM

N

0 20 40
HORIZONTAL
SCALE IN FEET

CALCULATED
TDF
CHECKED
CMY

PAVEMENT JOINT LAYOUT
RAMP 0

MUS-70-10.49

8814
2231

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SHEET NO.	LOCATION	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625				
		EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	FT	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH			
CIRCUIT I-A																														
1271	PS-1 TO PB-1		2																	146					1		1			
1271	PB-1 TO PB-2		2																						1					
1271	PB-2 TO PB-3		2																	76					1					
1271-1272	PB-3 TO PB-4		2																						1					
1272	PB-4 TO P-1	2		1										210						142	2				1					
1271-1272	P-1 TO P-2	2		1										210							2				1					
1271	P-2 TO P-3	2		1										210							2				1					
1271	P-3 TO P-4	2		1										210							2				1					
1271	P-4 TO P-5	2		1				1						210							2			1						
1271	P-5 TO P-6	2		1				1						210							2			1						
1271	P-6 TO P-7	2		1				1						210							2			1						
1272	P-1 TO P-8	2		1										210							2									
1272	P-8 TO P-9	2		1						1				210							2				1					
1272	P-9 TO P-10	2		1						1				210							2				1					
1272	P-10 TO P-11	2		1						1				210							2				1					
1272	P-11 TO P-12	2		1						1				210							2				1					
1272	P-12 TO P-13	2		1						1				210							2				1					
1272-1273	P-13 TO P-14	2		1						1				210							2				1					
1273	P-14 TO P-15	2		1							1			210							2				1					
1273	P-15 TO P-16	2		1							1			210							2				1					
1273	P-16 TO P-17	2		1							1			210							2				1					
1273	P-17 TO P-18	2		1							1			210							2				1					
1273	P-18 TO P-19	2		1							1			210							2				1					
CIRCUIT I-B																														
1271	PS-1 TO P-20	2			1					1					78	180					1		16			1				
1271	P-20 TO P-21	2			1					1					474	180					1		148			1				
1271	P-21 TO PB-5		2												75								15							
1271	PB-5 TO PB-6		2												330							200			1					
1271	PB-6 TO P-22	2			1						1				234	180					1		68			1				
1271-1272	P-22 TO P-23	2			1						1				645	180					1		205			1				
1271	PB-5 TO P-24	2			1						1				414	180					1		128			1				
1271	P-24 TO PB-7		2												234								68							
1271	PB-7 TO PB-8		2												435							270			1					
1271	PB-8 TO P-25	2			1						1				120	180					1		30			1				
1271	P-25 TO P-26	2			1						1				630	180					1		200			1				
1271-1272	P-26 TO P-27	2			1						1				630	180					1		200			1				
1272	P-27 TO P-28	2			1						1				630	180					1		200			1				
1272	P-28 TO PB-9		2												159								43							
1272	PB-9 TO PB-10		2												420							260			1					
1272	PB-10 TO P-29	2			1						1				105	180					1		25			1				
1272	P-29 TO P-30	2			1						1				615	180					1		195			1				
1272	P-30 TO P-31	2			1						1				645	180					1		205			1				
1272	P-31 TO P-32	2			1						1				630	180					1		200			1				
TOTALS CARRIED TO SHEET 1265		64	20	19	13				3		13	15	1		13,122	7,503	6,330		1,946	4,010	1,094	51	2,356	3		10	29	1		

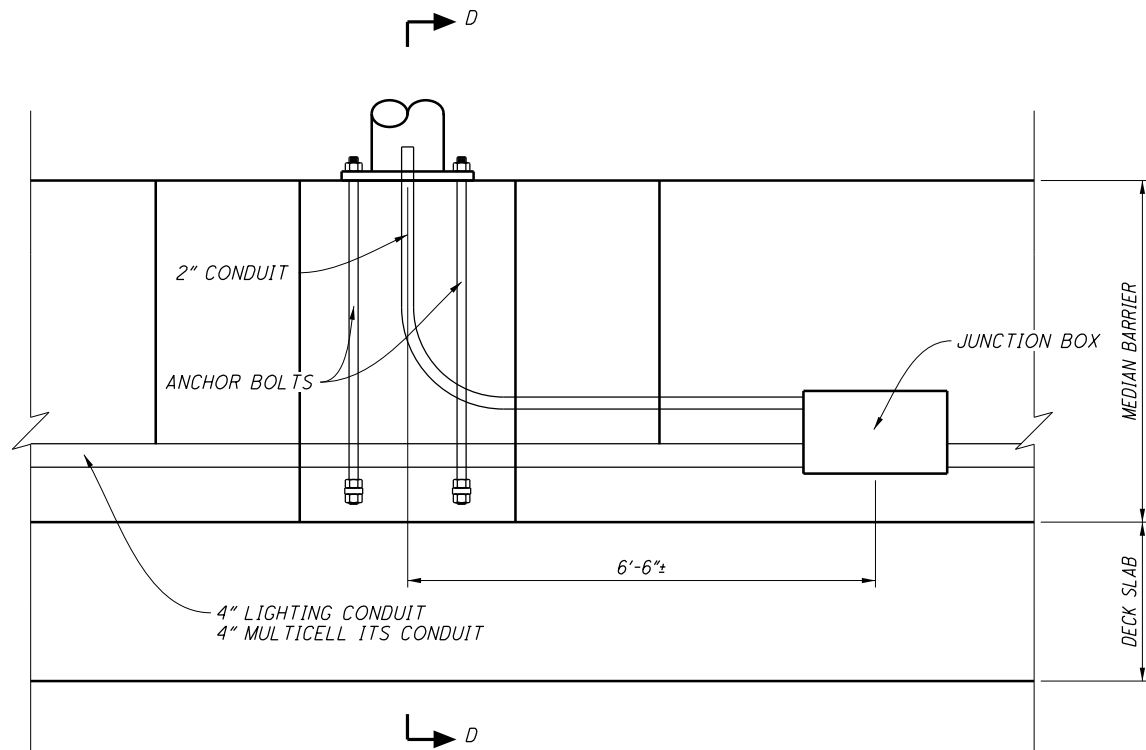
LIGHTING SUBSUMMARY

MUS-70-10.49

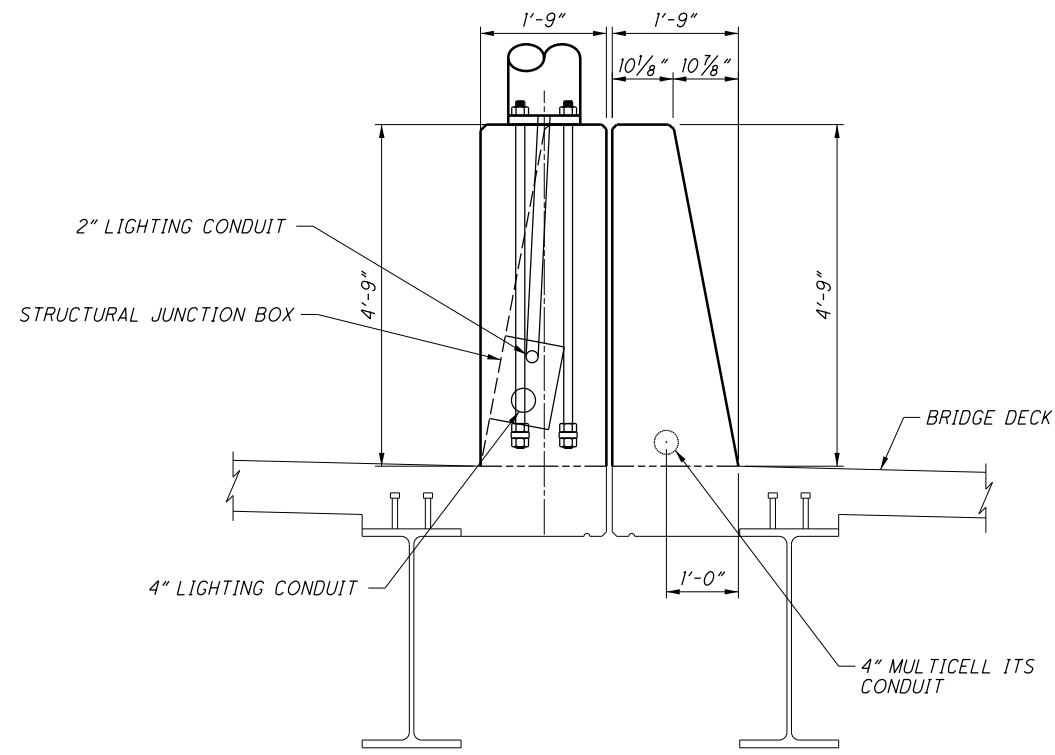
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2231

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JSL

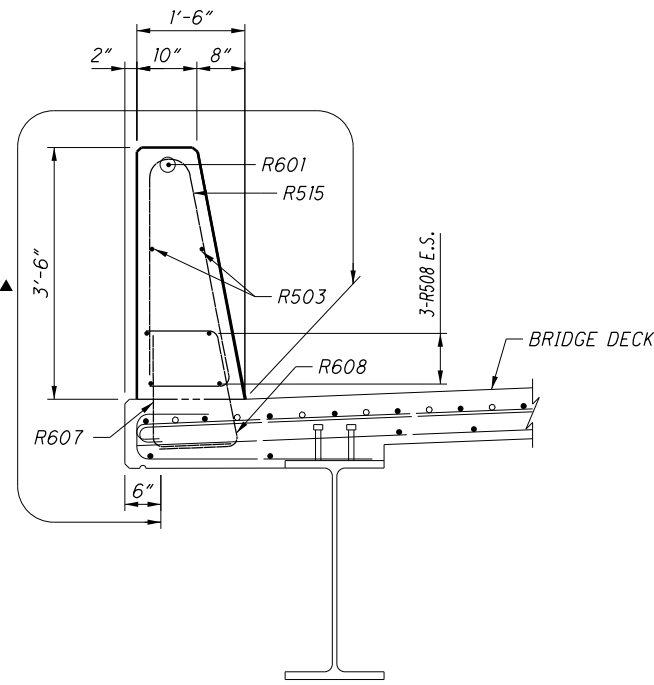
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**MEDIAN BARRIER STRUCTURE JUNCTION BOX:
ELEVATION VIEW**

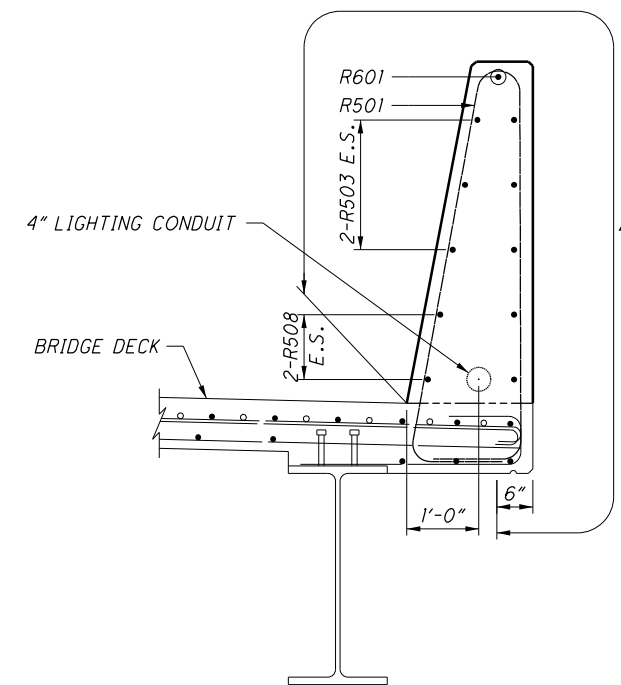


**SECTION D-D (GEOMETRY)
57" CONCRETE BARRIER DETAIL**



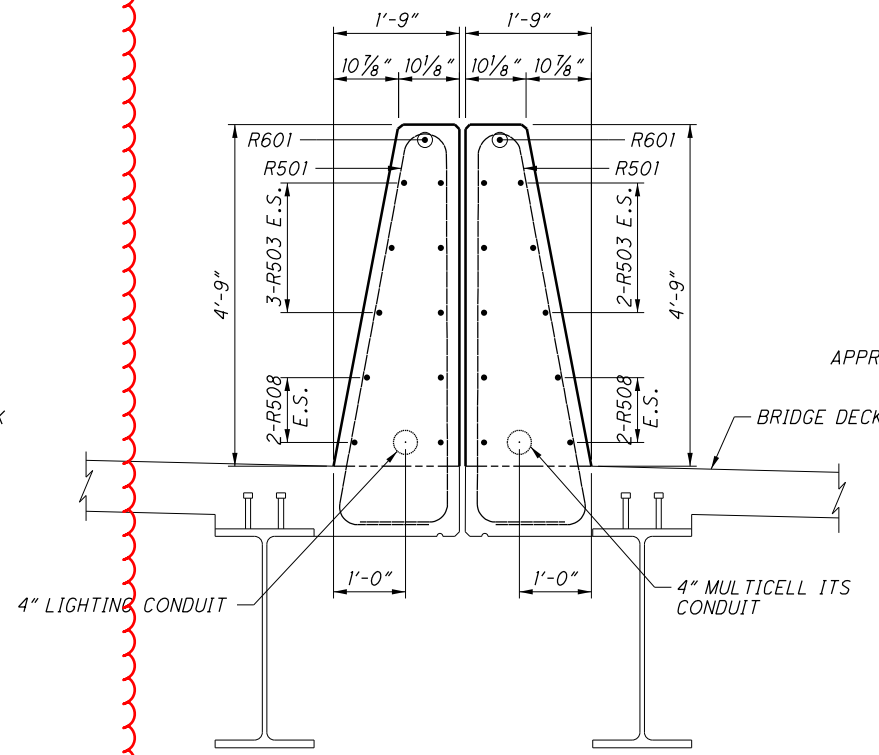
**SECTION A-A
42" CONCRETE BARRIER DETAIL**

▲ - LIMITS OF NON-EPOXY SEALER PER C&MS 516

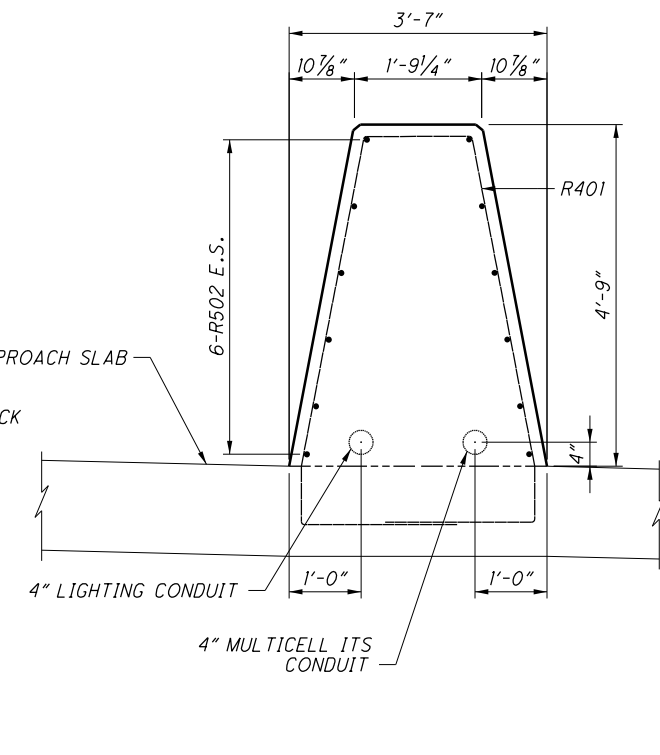


**SECTION C-C (REINFORCING)
57" CONCRETE BARRIER DETAIL**

▲ - LIMITS OF NON-EPOXY SEALER PER C&MS 516
(WESTBOUND SHOWN, EASTBOUND SIMILAR BUT MIRRORED)



**SECTION C-C (GEOMETRY)
57" CONCRETE BARRIER DETAIL**



**SECTION B-B
57" CONCRETE BARRIER DETAIL**

DESIGNED MJB		DRAWN MJB		REVIEWED JPH		DATE 12/2/2020		DESIGN AGENCY OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 5	
CHECKED JMH		REVISED		STRUCTURE FILE NUMBER 6002706		PID No. 93006		MUS-70-10.49	
								BRIDGE NO.: MUS-70-1089 OVER LICKING RIVER & NEWARK RD.	
								35/52	
								1429 2231	

SUBMITTAL: Stage 3
 PLOT DRIVER: 000Tcodd_PDF.plt
 PENTABLE: 93006_000T1v81_Pen.tbl
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MUS-70-1159 BRIDGE PLAN SUMMARY

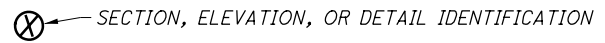
SITE AND GENERAL PLANS	11/160	TO	11/160
GENERAL NOTES AND QUANTITIES	12/160	TO	15/160
STAGED CONSTRUCTION DETAILS	16/160	TO	36/160
REAR ABUTMENT DETAILS	37/160	TO	44/160
FORWARD ABUTMENT DETAILS	47/160	TO	56/160
TYPICAL ABUTMENT DETAILS	57/160	TO	60/160
PIER DETAILS	61/160	TO	68/160
BEARING DETAILS	69/160	TO	75/160
STRUCTURAL STEEL DETAILS	76/160	TO	97/160
TRANSVERSE SECTIONS	98/160	TO	103/160
DECK REINFORCING PLANS	104/160	TO	114/160
DECK ELEVATIONS	115/160	TO	134/160
PARAPET DETAILS	135/160	TO	142/160
SIDEWALK DETAILS	143/160	TO	144/160
EXPANSION JOINT DETAILS	145/160	TO	146/160
APPROACH SLAB DETAILS	147/160	TO	151/160
REINFORCING STEEL LISTS	152/160	TO	160/160

STANDARD PLAN DETAILING NOMENCLATURE

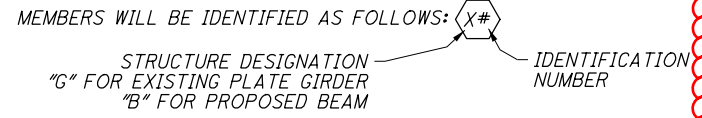
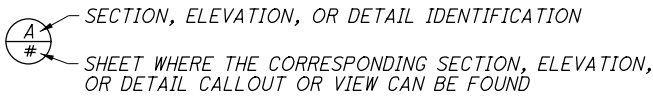
THROUGHOUT THE PLANS, SECTIONS AND DETAILS ARE REFERENCED TO THEIR CORRESPONDING VIEWS THROUGH THE USE OF STANDARD CALLOUTS. THE VIEWS OF SECTIONS, ELEVATIONS, AND DETAILS WILL HAVE UNIQUE NUMBERS ON THE PAGES ON WHICH THEY ARE SHOWN.

LETTERS WILL BE UTILIZED FOR SECTION AND ELEVATION CALLOUTS. NUMBERS WILL BE UTILIZED FOR DETAIL CALLOUTS.

IF A SECTION, ELEVATION, OR DETAIL VIEW IS ON THE SAME SHEET FROM WHICH IT IS CUT, THE CALLOUT WILL APPEAR AS FOLLOWS:



IF A SECTION, ELEVATION, OR DETAIL VIEW IS ON A DIFFERENT SHEET FROM WHICH IT IS CUT, THE CALLOUT WILL APPEAR AS FOLLOWS:



SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES

AT THE COMPLETION OF WORK FOR ALL PHASES OF CONSTRUCTION THE CONTRACTOR SHALL PERFORM THE FOLLOWING AS PER PROPOSAL NOTE 555:

- CLEAN, SWEEP, AND PREPARE THE FINAL DECK AND FINAL ROADWAY SURFACE.
- MEASURE, GRIND, AND RE-MEASURE THE BRIDGE AND/OR ROADWAY AS NECESSARY.
- PERFORM GROOVING OF THE BRIDGE DECK.

RAILROAD CONSTRUCTION CLEARANCES

MAINTAIN A CONSTRUCTION CLEARANCE OF 13.00' HORIZONTALLY FROM THE CENTER OF TRACKS, AND 22.00' VERTICALLY FROM A POINT LEVEL WITH THE TOP OF THE HIGHER RAIL AND 6.00' FROM THE CENTER OF TRACKS, AT ALL TIMES.

ITEM 514 - FIELD PAINTING, MISC.: CLEANING AND FIELD PAINTING OF EXISTING STRUCTURAL STEEL, EPOXY MASTIC PRIME COAT

THIS WORK CONSISTS OF CLEANING AND PAINTING THE EXISTING STEEL WITH AN EPOXY MASTIC PRIME COAT WHERE REQUIRED BY THE PLANS. ALL WORK SHALL COMPLY WITH ITEM 514 EXCEPT AS MODIFIED BY THIS NOTE.

ANY SPECIAL EQUIPMENT OR PROCEDURES NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE APPROPRIATE BID ITEMS.

THIS ITEM SHALL INCLUDE THE FOLLOWING:

1. PERFORMING A COMPLETE WASH DOWN OF THE EXISTING STEEL USING A POWER WASHER WITH 7,000 PSI MINIMUM AT NOZZLE WITH A FLOW RATE OF 3 TO 4 GALLONS PER MINUTE. THE NOZZLE IS TO BE HELD PERPENDICULAR TO AND NO MORE THAN 12" FROM THE STEEL SURFACE.

2. SOLVENT CLEANING AS PER CMS 514.13.A.

3. SPOT CLEANING TO REMOVE ALL RUST, MILL SCALE, UNSOUND PAINT, ETC., USING POWER TOOLS SUCH AS NEEDLE GUNS, DESCALERS, ABRASIVE WHEELS, DISCS, ROTARY IMPACT FLAPS, WIRE BRUSHES, ETC. (SEE SSPC-SP 11). THE APPEARANCE OF THE SURFACE AFTER POWER TOOL CLEANING SHALL CORRESPOND TO THE PICTORIAL STANDARDS OF SSPC-SP 11.

a. AREAS OF RUST, UNSOUND (I.E., PEELING, FLAKING) PAINT, ETC. SHALL BE REMOVED BY HAND TOOL OR POWER TOOL CLEANING. THE REMOVAL SHALL EXTEND OUT ADEQUATELY TO LEAVE ONLY SOUND, WELL-BONDED EXISTING PAINT, AND SHALL BE FEATHER-EDGED 2" MINIMUM FROM THE BARE STEEL TO THE SOUND EXISTING TOP COAT AROUND THE PERIMETER OF EACH SPOT THAT IS CLEANED.

4. PERFORMING A TEST SECTION TO VERIFY COMPATIBILITY OF THE PRIMER WITH THE EXISTING PAINT.

5. APPLYING A FULL PRIME COAT (5 MILS MIN.) USING EPOXY MASTIC ON THE EXISTING STEEL.

6. PERFORMING INSPECTIONS AND MAKING REPAIRS AS PER ITEM 514.

PAINT COMPATIBILITY TEST SECTION:

BEFORE ANY PAINTING CAN BEGIN (AND AT LEAST 24 HOURS PRIOR TO PAINTING), A 2' x 2' SECTION OF EXISTING SOUND PAINT ON AN EXISTING GIRDER SHALL BE REMOVED DOWN TO BARE METAL. THE EPOXY MASTIC PRIMER TO BE USED SHALL BE APPLIED TO THE TEST SECTION MAKING SURE THAT PRIMER OVERLAPS EXPOSED EDGES OF SOUND PAINT. ANY LIFTING, WRINKLING, OR OTHER DETRIMENTAL EFFECTS ON THE SURROUNDING SOUND PAINT WITHIN THE FIRST 24 HOURS SHALL BE GROUNDS FOR DISAPPROVAL OF THE SELECTED PRIMER AND ANOTHER PRIMER SHALL BE SELECTED FOLLOWED BY ANOTHER TEST SECTION. THE COST OF THESE SECTIONS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 514 - FIELD PAINTING, MISC.: CLEANING AND FIELD PAINTING OF EXISTING STRUCTURAL STEEL, EPOXY MASTIC PRIME COAT.

THE COATINGS OR APPROVED EQUAL WHICH WILL BE ACCEPTABLE (PENDING ACCEPTABILITY OF TEST SECTIONS) ARE THE FOLLOWING:

THE CARBOLINE CO.
 350 HANLEY INDUSTRIAL COURT
 ST. LOUIS, MO 63144
 (314) 644-1000
 PRIMER - CARBOMASTIC 15

PPG INDUSTRIES, INC.
 11605 VIMY RIDGE ROAD
 ALEXANDER, AR 70202
 (501) 455-4500
 PRIMER - AMERLOCK 400 OR 400 AL

THE SHERWIN-WILLIAMS CO.
 101 PROSPECT AVENUE NW
 CLEVELAND, OH 44115
 (216) 566-2000
 PRIMER - EPOXY MASTIC ALUMINUM II B62S100/B60V100

STANDARD PLAN ABBREVIATIONS AND SYMBOLS

ABUT = ABUT	NB = NORTHBOUND
APP = APPROACH	NE = NORTHEAST
AVE = AVENUE	NF = NEAR FACE
B# = BEAM NUMBER	NO = NUMBER
BF = BOTTOM FLANGE	NW = NORTHWEST
BM = BENCHMARK	O/O = OUT TO OUT
BOT = BOTTOM	OD = OUTSIDE DIAMETER
BRG = BEARING	OH = OVERHANG
BTWN = BETWEEN	OVHD = OVERHEAD
C.B. = CHORD BEARING	ODOT = OHIO DEPARTMENT OF TRANSPORTATION
C/C = CENTER TO CENTER	P.V.I. = POINT OF VERTICAL INTERSECTION
CB = CATCH BASIN	PC = POINT OF CURVE
CCTV = CLOSED CIRCUIT TELEVISION	PCB = PORTABLE CONCRETE BARRIER
CIP = CAST IN PLACE	PEJF = PREFORMED EXPANSION JOINT FILLER
CJ = CONSTRUCTION JOINT	PGL = PROFILE GRADE LINE
CJ-O = OPTIONAL CONSTRUCTION JOINT	PI = POINT OF INTERSECTION
CLR = CLEAR	PMVC = POINT OF MINIMUM VERTICAL CLEARANCE
CMP = CORRUGATED METAL PIPE	POT = POINT ON TANGENT
CMS = CONSTRUCTION MATERIAL SPECIFICATIONS	PROP = PROPOSED
CONST = CONSTRUCTION	PT = POINT OF TANGENT
CP = COVER PLATE	PVMT = PAVEMENT
CSP/N = CORRUGATED STEEL PIPE (NON-PERFORATED)	RA = REAR ABUTMENT
CSP/P = PERFORATED CORRUGATED STEEL PIPE	RCP = REINFORCED CONCRETE PIPE
DIA = DIAMETER	RD = ROAD
DND = DO NOT DISTURB	REF = REFERENCE
DPRM = DIAPHRAGM	REINF. = REINFORCING OR REBAR
E/P = EDGE OF PAVEMENT	REQ'D = REQUIRED
E/S = EDGE OF SHOULDER	RT = RIGHT
EB = EASTBOUND	R/W = RIGHT OF WAY
EF = EACH FACE	S/O = SERIES OF
ELEC = ELECTRIC	SR = STATE ROUTE
ELEV or EL = ELEVATION	SB = SOUTHBOUND
EX = EXISTING	SCD = STANDARD CONSTRUCTION DRAWING
EXP = EXPANSION	SE = SOUTHEAST
F/F = FACE TO FACE	SER = SERIES
FA = FORWARD ABUTMENT	SF = SQUARE FEET
FF = FAR FACE/FILL FACE	SHLDR = SHOULDER
FO = FIBER OPTIC	SPA = SPACES
FTG = FOOTING	ST = STREET OR SPAN TOTAL
G# = GIRDER NUMBER	STA = STATION
GR = GUARDRAIL	STD = STANDARD
H.C. = HORIZONTAL CURVE	STG = STAGE
HORZ = HORIZONTAL	STM = STORM
I/I = INSIDE TO INSIDE	SW = SOUTHWEST
IR = INTERSTATE ROUTE	T/ = TOP OF
JT = JOINT	T/B = TOP AND BOTTOM
LT = LEFT	T/T = TOE TO TOE
MAX = MAXIMUM	TBR = TO BE REMOVED
MH = MANHOLE	TEMP = TEMPORARY
MHC = MINIMUM HORIZONTAL CLEARANCE	TYP = TYPICAL
MIN = MINIMUM	U.N.O. = UNLESS NOTED OTHERWISE
MISC = MISCELLANEOUS	VC = VERTICAL CURVE
MSE = MECHANICALLY STABILIZED EARTH	VERT = VERTICAL
MVC = MINIMUM VERTICAL CLEARANCE	WB = WEST BOUND
	WW = WINGWALL

ITEM 514 - FIELD PAINTING, MISC.: CLEANING AND FIELD PAINTING OF EXISTING STRUCTURAL STEEL, EPOXY MASTIC PRIME COAT (CONT'D)

THE COLOR OF THE PRIME COAT SHALL BE GREENISH GRAY, APPROXIMATING FS-595C-34159, VISUAL COMPARISON.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE CLEANING OF THE EXISTING STEEL AND APPLICATION OF THE EPOXY MASTIC PRIME COAT BY THE NUMBER OF SQUARE FEET OF STRUCTURAL STEEL PAINTED.

BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES FOR:

ITEM	EXTENSION	UNIT	DESCRIPTION
514	10000	EACH	FINAL INSPECTION REPAIR
514	27700	SF	FIELD PAINTING, MISC.: CLEANING AND FIELD PAINTING OF EXISTING STRUCTURAL STEEL, EPOXY MASTIC PRIME COAT

ITEM 530 - STRUCTURES: MEASUREMENTS FOR PROPOSED BEARINGS

THIS WORK CONSISTS OF VERIFYING THE EXISTING SUBSTRUCTURE DIMENSIONS, SEAT ELEVATIONS, AND EXISTING BEARING LOCATIONS AND HEIGHTS BEFORE FABRICATING THE PROPOSED BEARINGS. AT EACH LOCATION WHERE NEW BEARINGS WILL SIT ATOP EXISTING BEARING SEATS, THE CONTRACTOR SHALL VERIFY THAT THE PLAN DIMENSIONS AND ELEVATIONS MATCH THE EXISTING CONDITIONS USED IN THESE PLANS. A REPORT DETAILING EXISTING HORIZONTAL CLEARANCES AND SEAT ELEVATIONS COMPARED TO THOSE IN THE PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO BEARING FABRICATION. ANY PROPOSED HEIGHT ADJUSTMENTS SHALL BE SUBMITTED ALONG WITH THE REPORT. ADDITIONALLY, AT LOCATIONS WHERE THE PROPOSED BEARINGS REQUIRE ANCHORAGE, CONTRACTOR SHALL VERIFY LOCATIONS OF THE EXISTING BEAM SEAT REINFORCING, ADJUST THE ANCHOR HOLE LOCATIONS TO CLEAR THE REINFORCING AS NECESSARY, AND INCORPORATE THE ADJUSTED ANCHOR HOLE LOCATIONS INTO THE BEARING SHOP DRAWINGS AND FABRICATION.

THE DEPARTMENT WILL MEASURE THE WORK ON A LUMP SUM BASIS AND PAY FOR ACCEPTED QUANTITIES AT THE LUMP SUM CONTRACT PRICE. PAYMENT IS FULL COMPENSATION FOR THE ACCESS, MEASUREMENT, DOCUMENTATION, AND REPORTING OF REQUIRED DATA, INCLUDING MARKUPS OF REQUIRED ADJUSTMENTS TO BEARING HEIGHTS AND ANCHOR HOLE LOCATIONS. FABRICATED BEARING HEIGHTS SHALL BE ADJUSTED TO MATCH CONTRACTOR BEARING MEASUREMENTS. BEARING HEIGHT ADJUSTMENTS OF 3" OR LESS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BEARINGS.

DESIGN AGENCY: **Gannett Fleming**
 ENGINEERS & ARCHITECTS, P.C.
 2600 CORPORATE EXCHANGE DRIVE, SUITE 230
 COLUMBUS, OHIO 43231

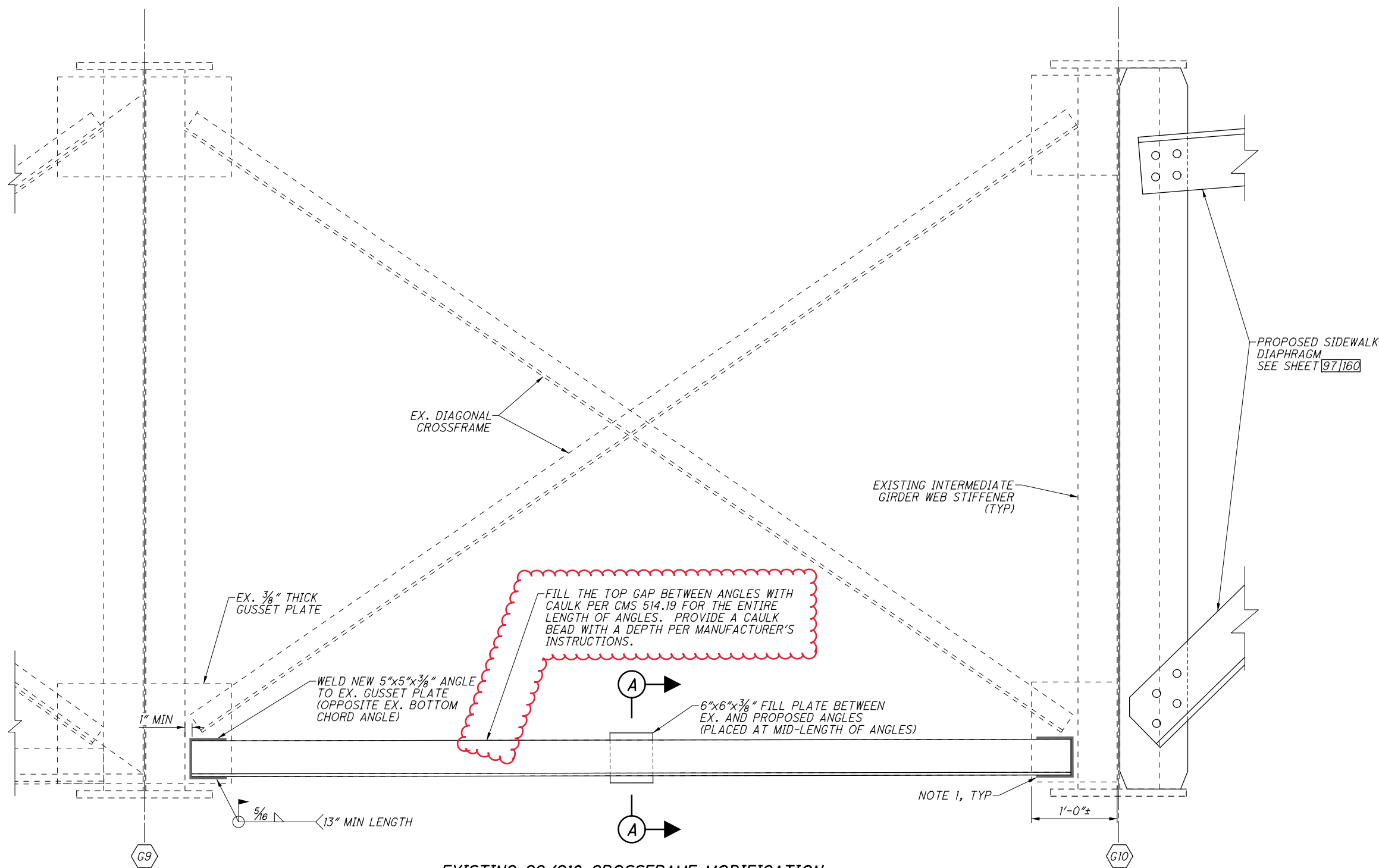
DATE: 12/2020
 REVIEWED: MTO
 DRAWN: MTO
 CHECKED: CTM

STRUCTURE FILE NUMBER: 6002854

BRIDGE GENERAL NOTES 1 OF 3
 BRIDGE NO.: MUS-70-1159
 OVER LINDEN AVE, OHCR & CUOH RAILROADS, AND MUSKINGUM RIVER

MUS-70-10-49
 PID No. 93006

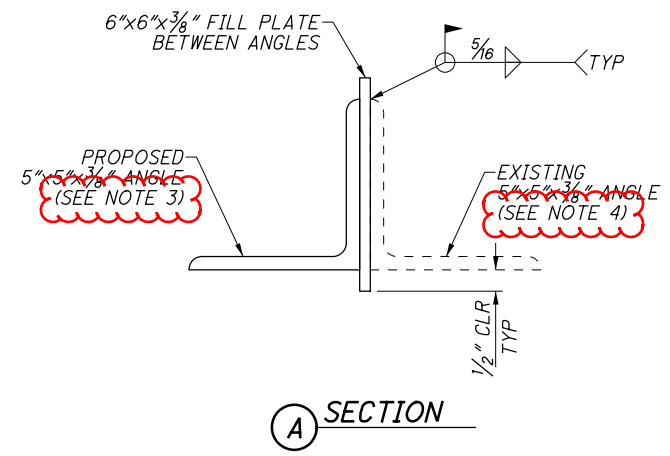
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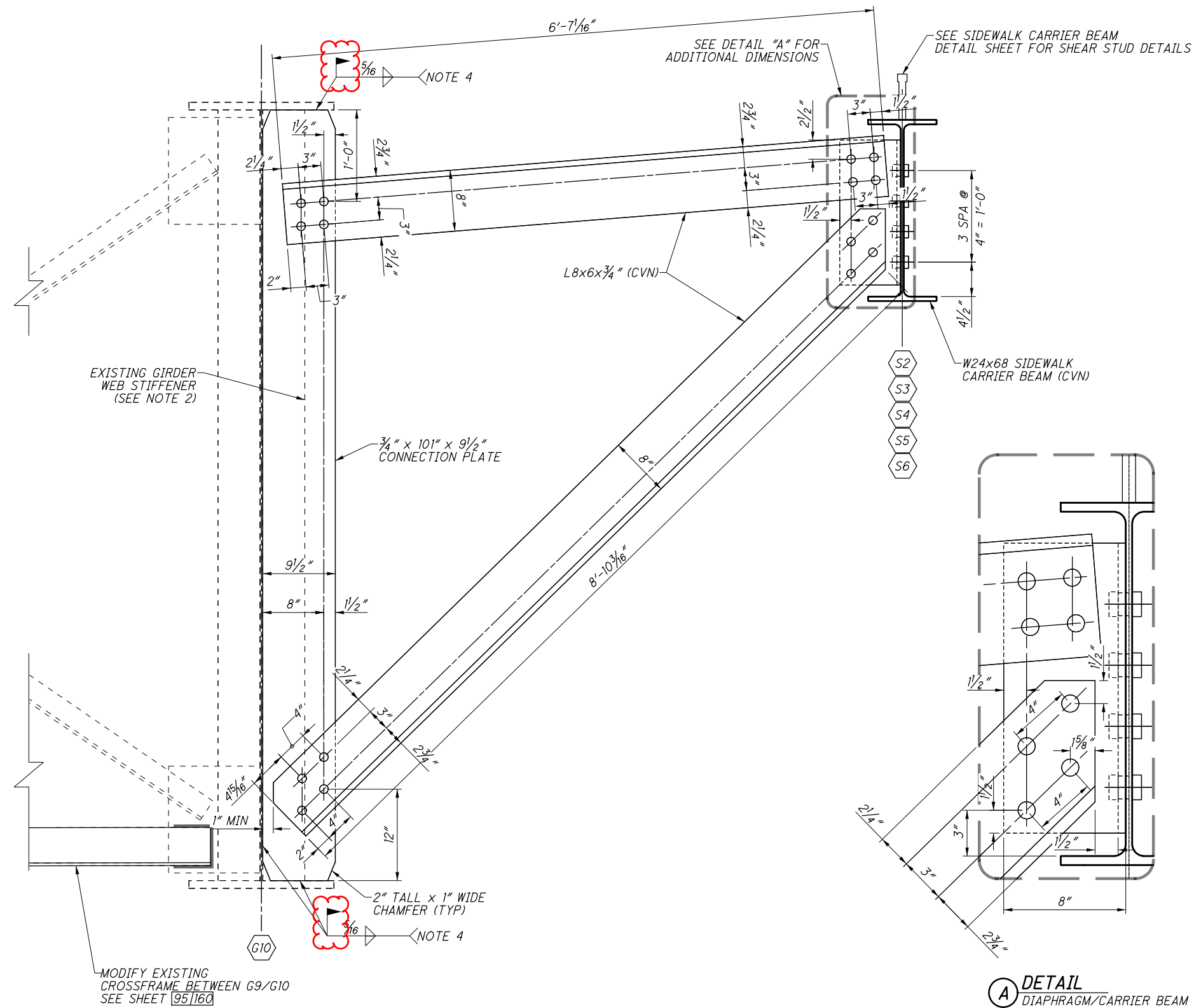


EXISTING G9/G10 CROSSFRAME MODIFICATION

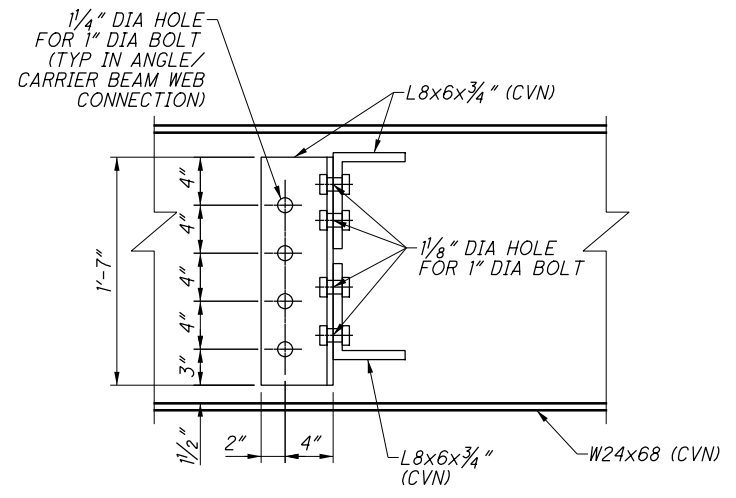
NOTES:

1. TERMINATE WELD $\frac{1}{4}$ " ($\pm \frac{1}{8}$ ") FROM EDGE OF PLATE. DO NOT ALLOW PROPOSED WELD TO ENCRANCH WITHIN $\frac{3}{8}$ " OF TOE OF EXISTING DIAGONAL ANGLE WELD.
2. LENGTH OF PROPOSED ANGLE VARIES WITH EXISTING FRAMING PLAN GEOMETRY.
3. APPLY A PRIME COAT OF PAINT TO THE PROPOSED ANGLE IN THE SHOP AS PER CMS 513.27.
4. PRIOR TO INSTALLING THE NEW ANGLE AND FILL PLATE, CLEAN AND APPLY AN EPOXY MASTIC PRIME COAT ON THE VERTICAL LEG OF THE EXISTING ANGLE AGAINST WHICH THE NEW ANGLE WILL BE INSTALLED, AS REQUIRED BY ITEM 514 - FIELD PAINTING, MISC.: CLEANING AND FIELD PAINTING OF EXISTING STRUCTURAL STEEL, EPOXY MASTIC PRIME COAT. CLEAN AND PAINT OTHER PORTIONS OF THE EXISTING ANGLE AS REQUIRED BY THE OTHER CMS 514 ITEMS.

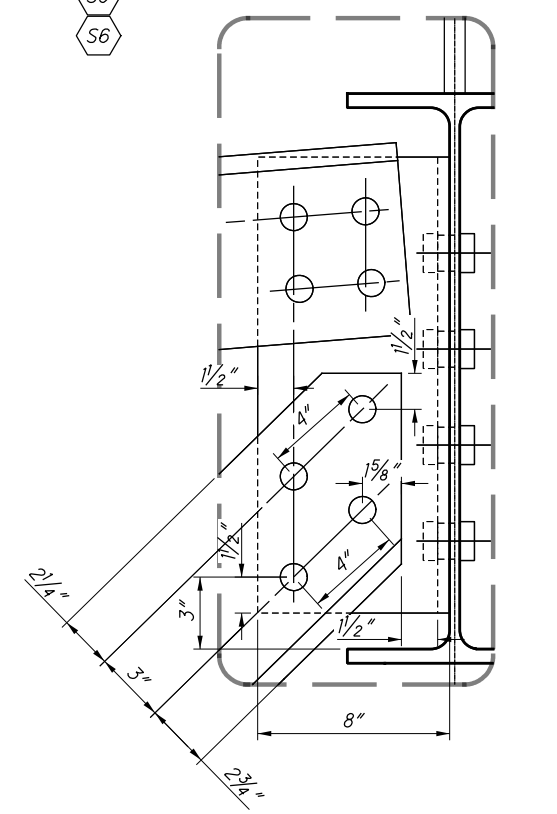




ELEVATION - SIDEWALK DIAPHRAGM FOR EXISTING GIRDER SPANS



SIDEWALK CARRIER BEAM ELEVATION



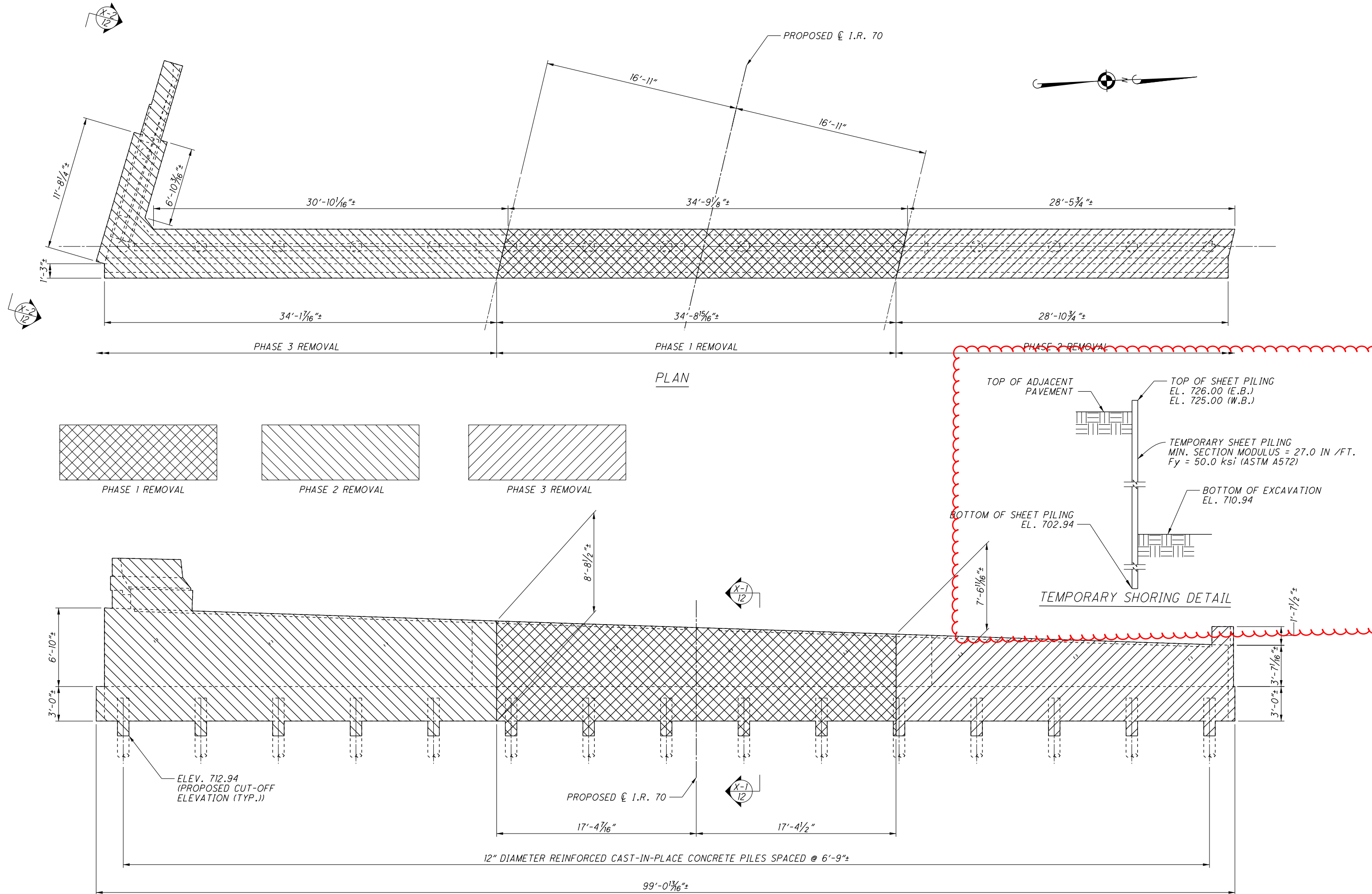
A **DETAIL**
DIAPHRAGM/CARRIER BEAM CONNECTION

NOTES:

1. NEW CONNECTION PLATES AND AND DIAPHRAGMS SHOULD BE INSTALLED OPPOSITE OF THE EXISTING CROSSFRAMES CONNECTING G10 TO G9.
2. EXISTING VERTICAL GIRDER WEB STIFFENERS WITHIN 6" OF THE PROPOSED SIDEWALK DIAPHRAGM CONNECTION PLATES SHALL BE REMOVED. PAYMENT FOR THIS REMOVAL SHALL BE INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
3. ALL BOLT HOLES ARE 1/8" DIA, UNLESS NOTED OTHERWISE.
4. TERMINATE WELD 1/4" (±1/8") FROM END OF STIFFENER AND GIRDER INTERFACE.
5. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISHED MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN CMS 711.01.
6. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER ASTM F3125, GRADE A325.

<p>MUS-70-10.49</p> <p>PID No. 93006</p>	<p>SIDEWALK DIAPHRAGM DETAILS IN SPANS 3, 4, 5, 6 & 7</p> <p>BRIDGE NO. MUS-70-1159 OVER LINDEN AVE, OHCR & CUOH RAILROADS, AND MUSKINGUM RIVER</p>	<p>DESIGN AGENCY GannettFleming ENGINEERS & ARCHITECTS, P.C. 2800 CORPORATE EXCHANGE DRIVE, SUITE 230 COLUMBUS, OHIO 43231</p>
<p>97 / 160</p>	<p>DESIGNED CTM</p> <p>CHECKED DF</p>	<p>REVIEWED MTO</p> <p>DATE 12/20/20</p> <p>STRUCTURE FILE NUMBER 6002854</p>

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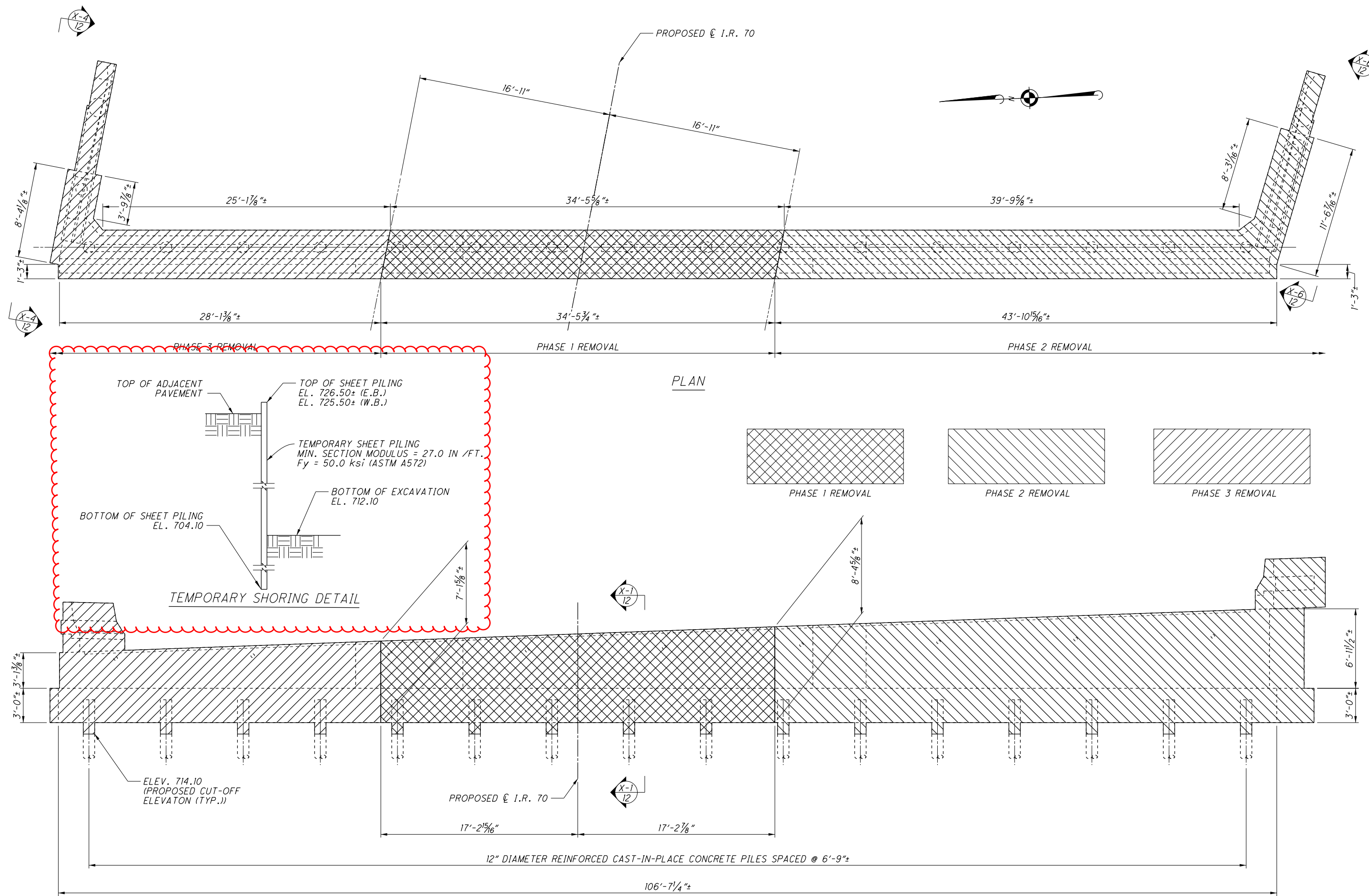
PLAN

TEMPORARY SHORING DETAIL

ELEVATION

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CHECKED CPS	REVISED	STRUCTURE FILE NUMBER 6002889		
EXISTING REAR ABUTMENT REMOVAL DETAILS				
BRIDGE NO. MUS-70-11.86 OVER N. 5TH STREET				
MUS-70-10.49 PID No. 93006				
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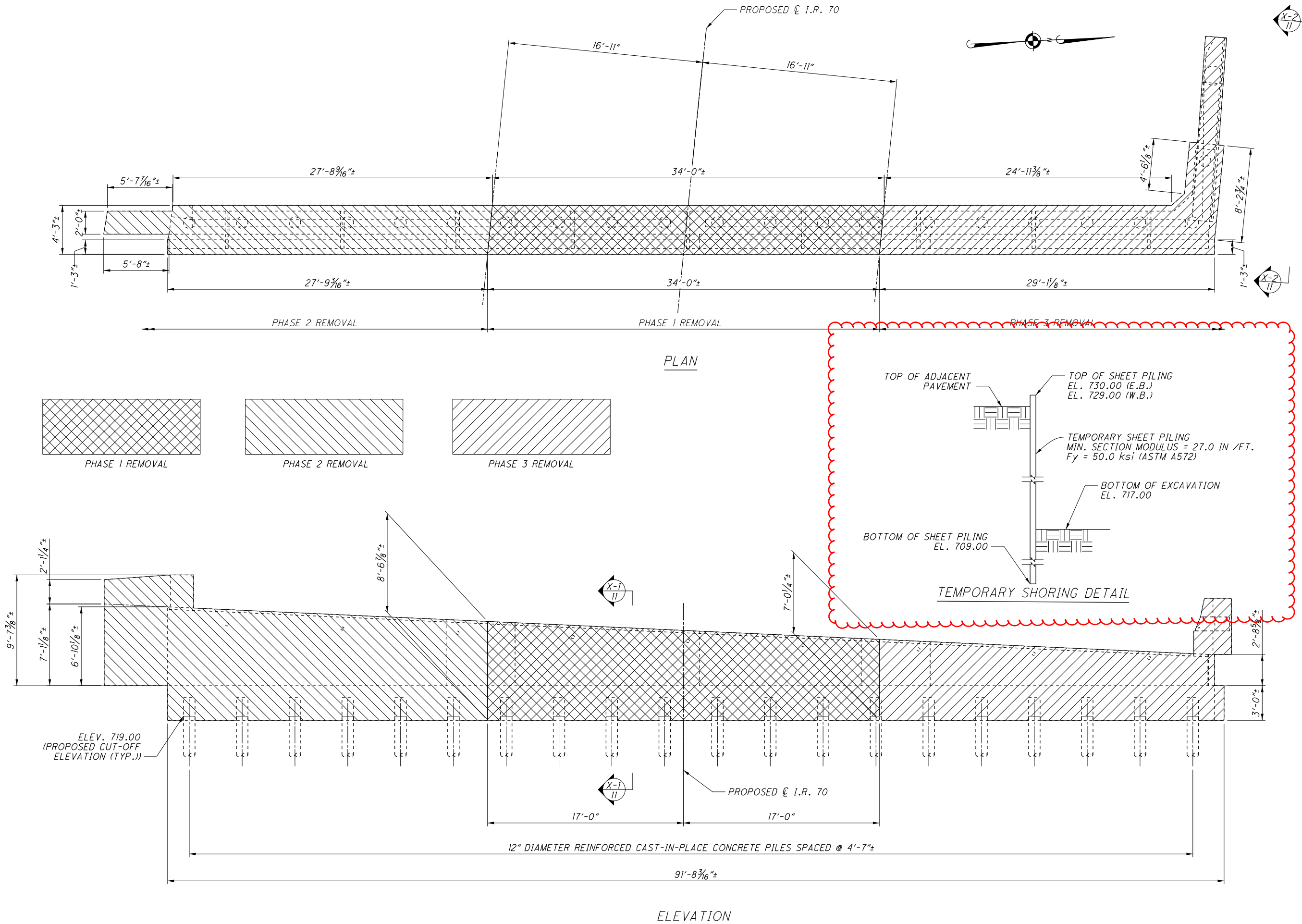


PLAN

ELEVATION

DESIGNED		DRAWN		REVIEWED		DATE		DESIGN AGENCY	
TDF	CPS	TDF	TDF	TAG	11/23/2020	OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5			
CHECKED		REVISED		STRUCTURE FILE NUMBER		6002889			
ELEVATION		MUS-70-10.49		BRIDGE NO. MUS-70-11.86		OVER N. 5TH STREET			
1617		PID No. 93006		11 / 81		2231			

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DESIGN AGENCY
OHIO DEPARTMENT OF
TRANSPORTATION DISTRICT 5

REVIEWED DATE 11/24/2020
TAG STRUCTURE FILE NUMBER 6002919

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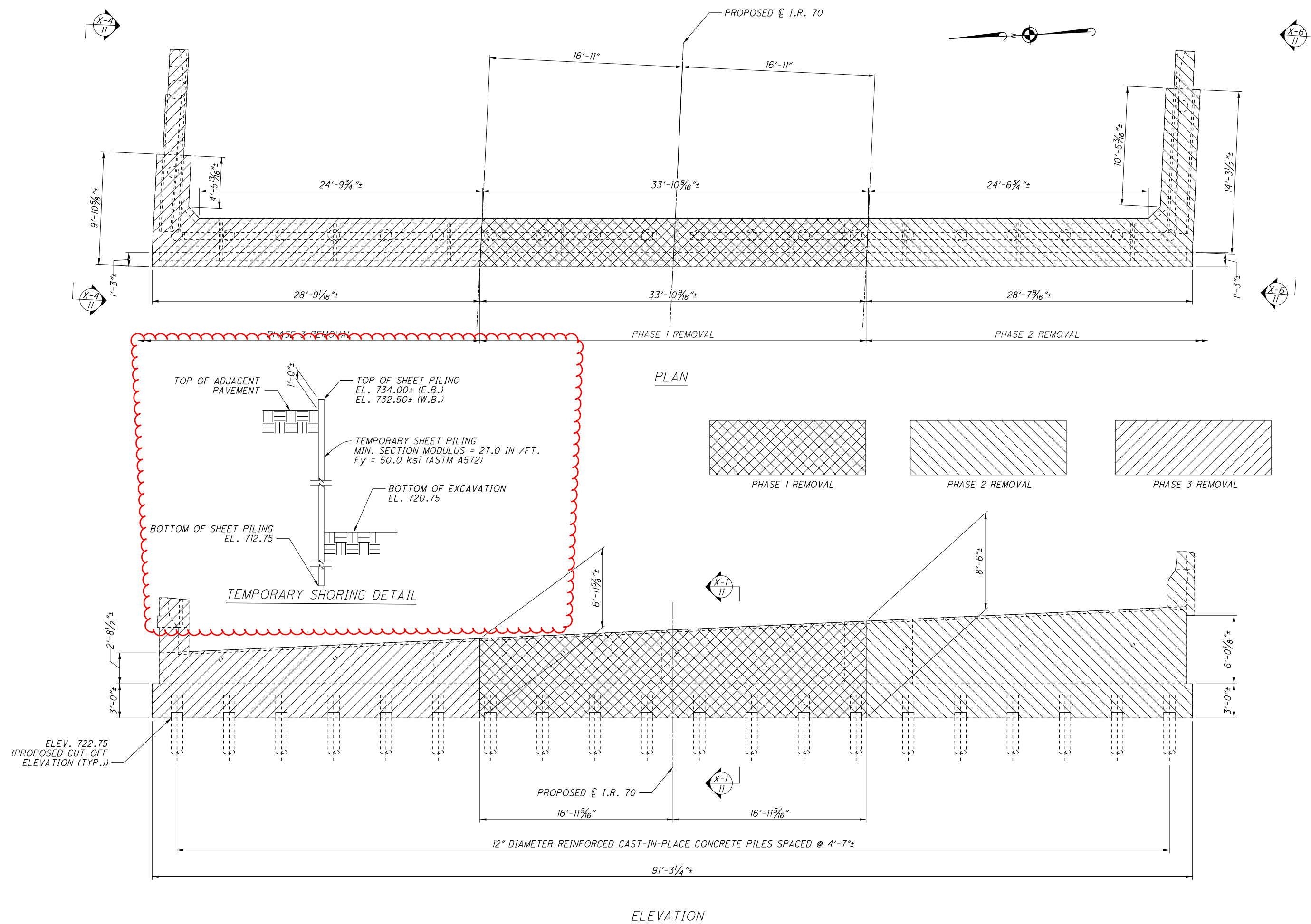
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BRIDGE NO. MUS-70-11.92
OVER N. 6TH STREET

MUS-70-10.49
PID No. 93006

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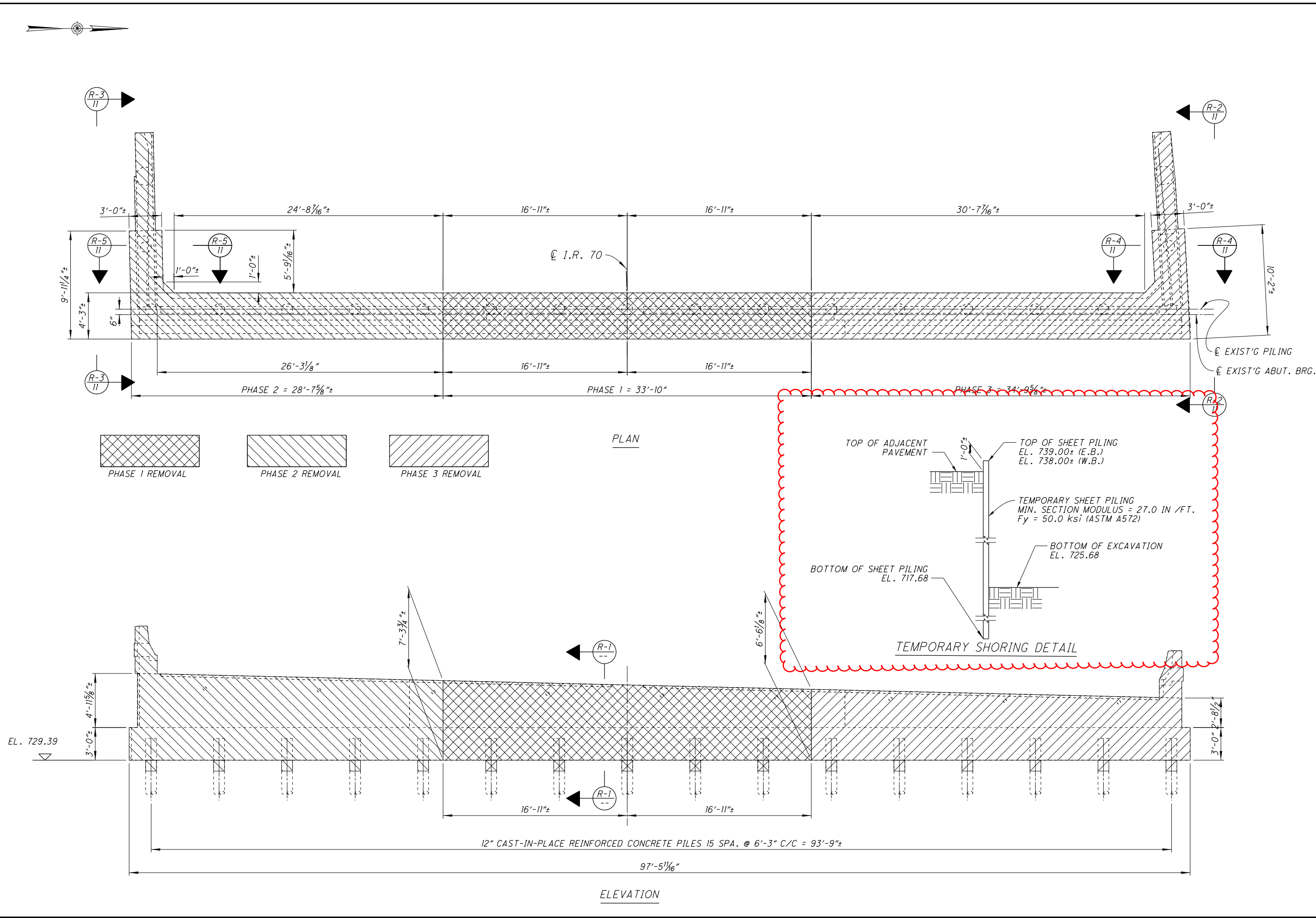
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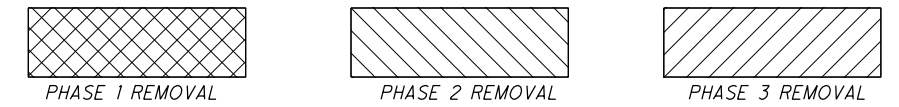
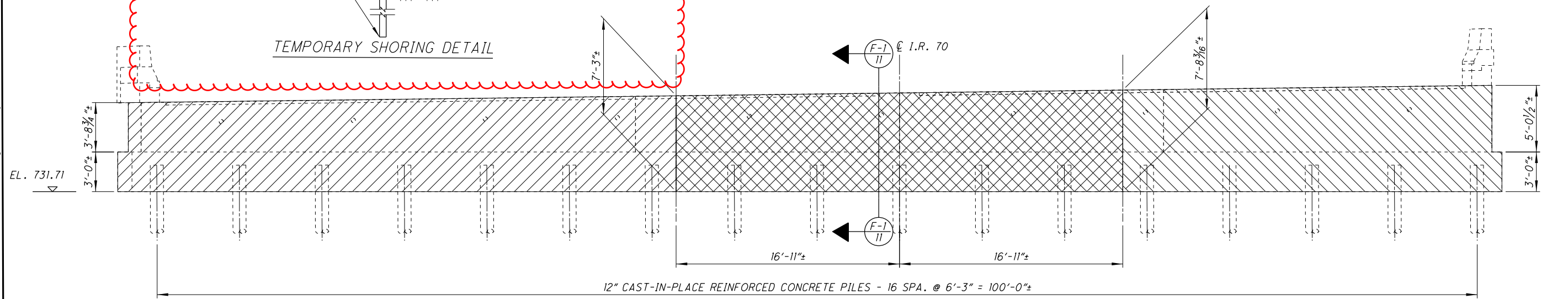
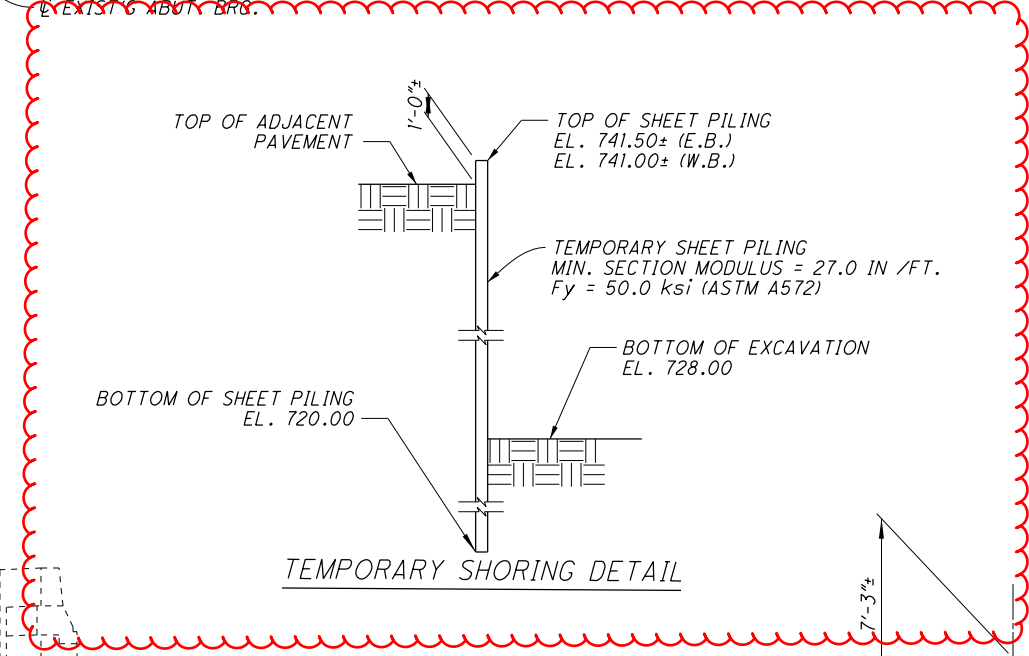
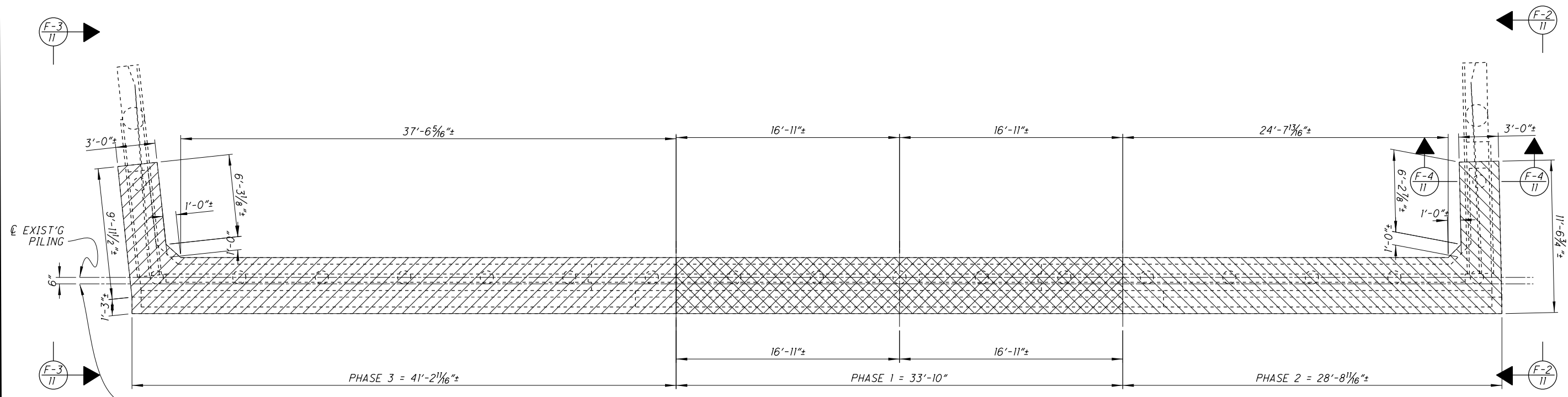
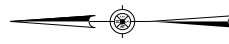
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EXISTING FORWARD ABUTMENT REMOVAL DETAILS					BRIDGE NO. MUS-70-11-92 OVER N. 6TH STREET				
MUS-70-10-49					PID No. 93006				
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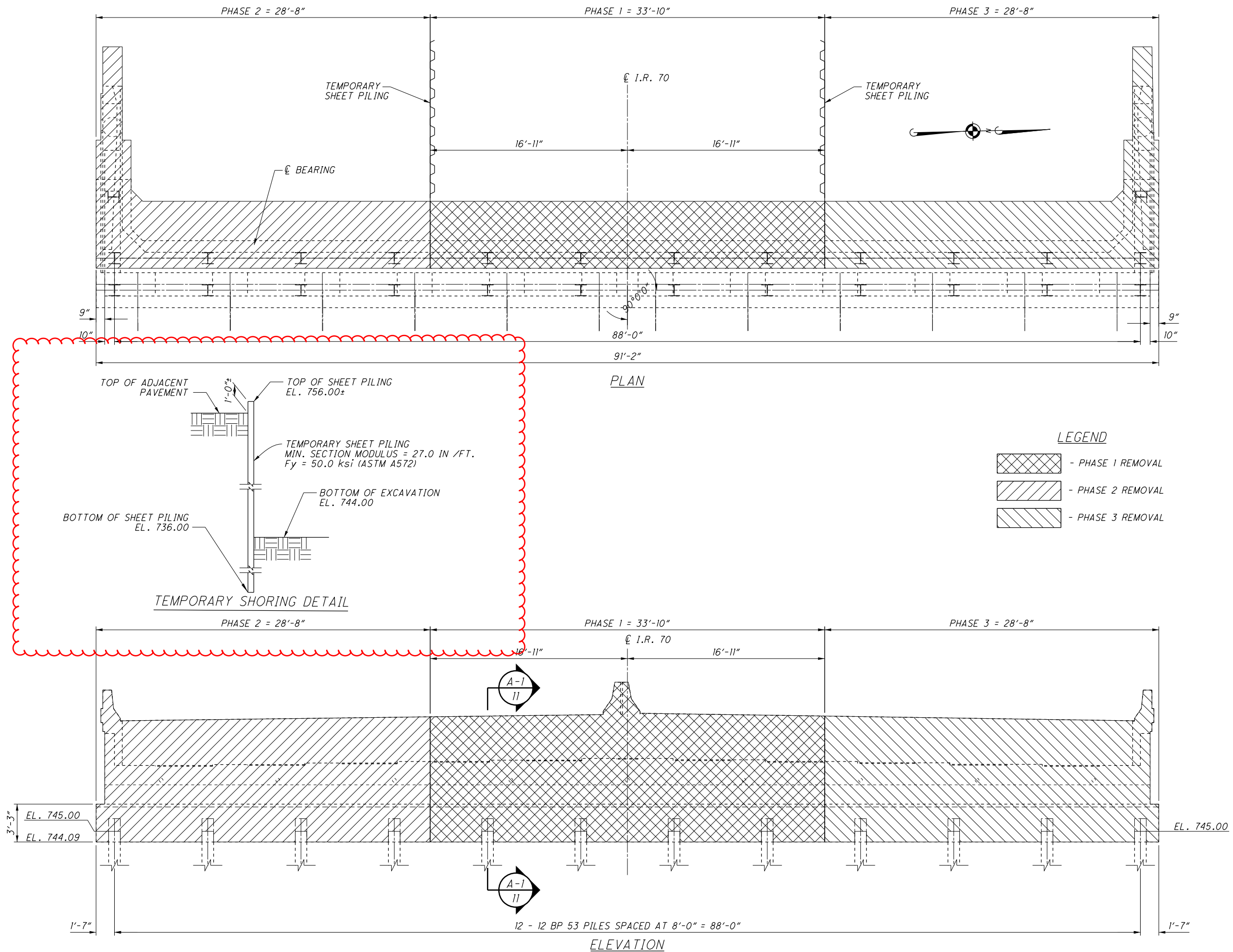
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REVIEWED TAG 11/24/2020 STRUCTURE FILE NUMBER 6002943	DATE
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EXISTING REAR ABUTMENT REMOVAL DETAILS BRIDGE NO.: MUS-70-1199 OVER 7TH STREET	
MUS-70-10.49 PID No. 93006	
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STRUCTURE FILE NUMBER		6002943	
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BRIDGE NO. : MUS-70-1199		OVER 7TH STREET	
MUS-70-10.49		PID No. 93006	
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DESIGN AGENCY
OHIO DEPARTMENT OF
TRANSPORTATION, DISTRICT 5

REVIEWED
CPS 12/4/2020
STRUCTURE FILE NUMBER
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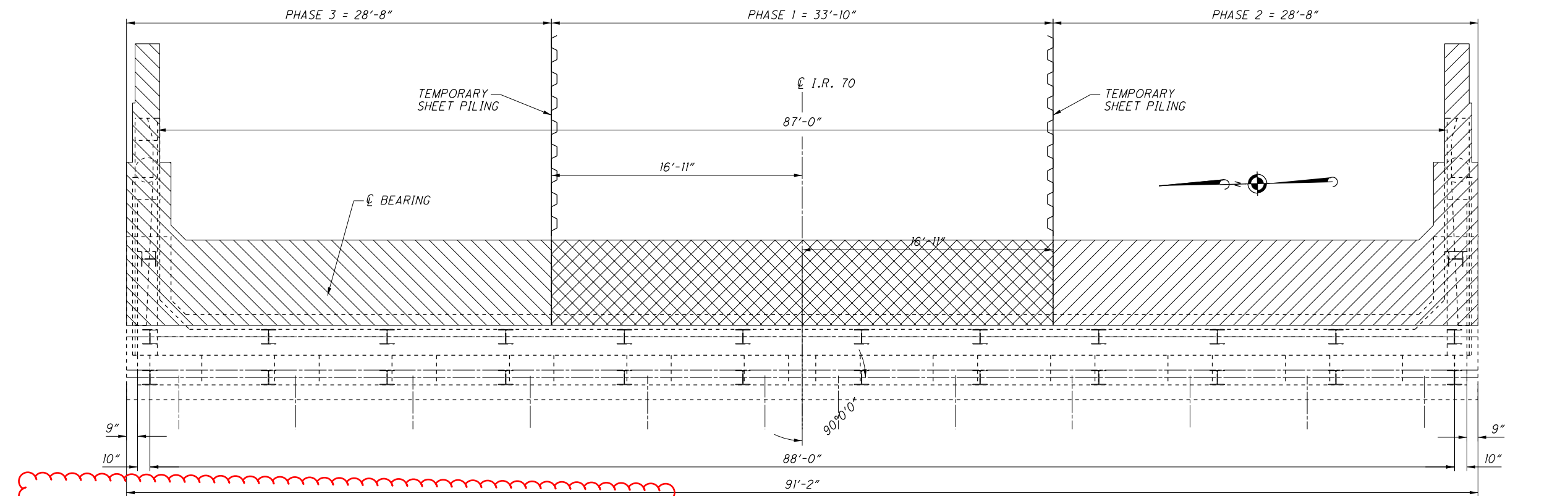
EXISTING REAR ABUTMENT REMOVAL DETAILS
BRIDGE NO. MUS-70-1212
OVER UNDERWOOD ST.

MUS-70-10.49
PID No. 93006

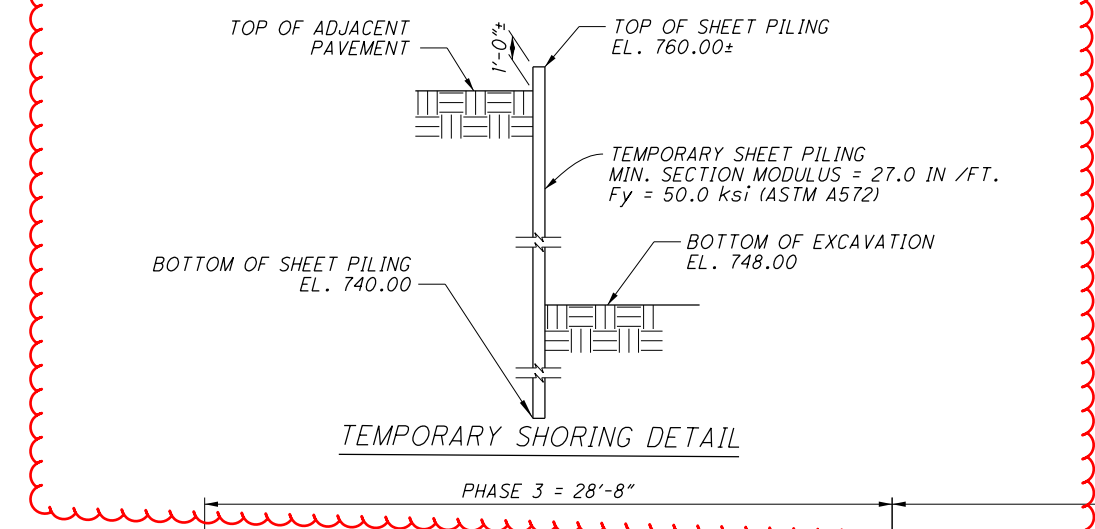
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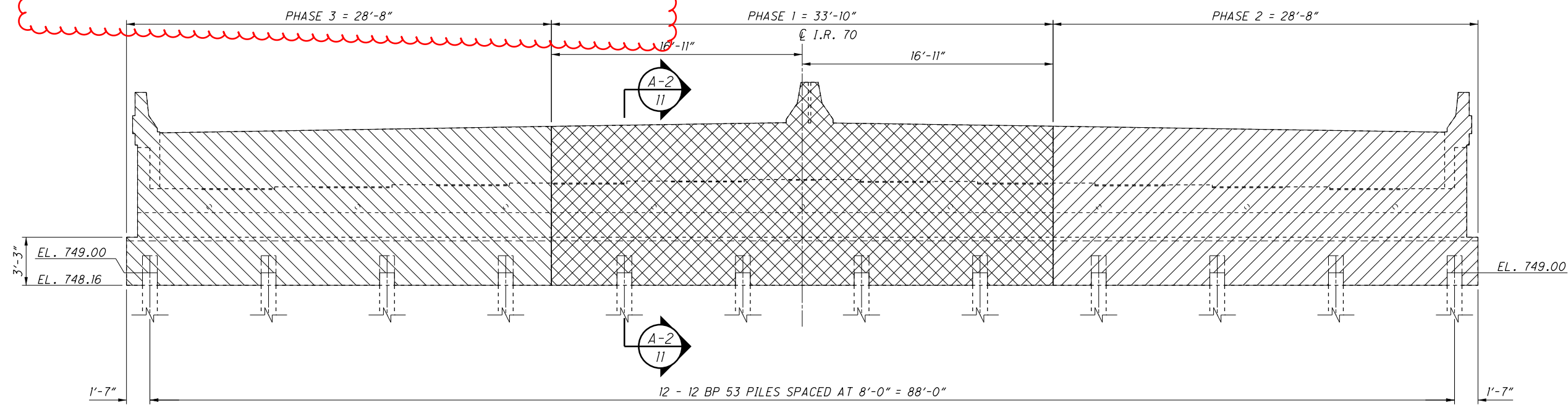
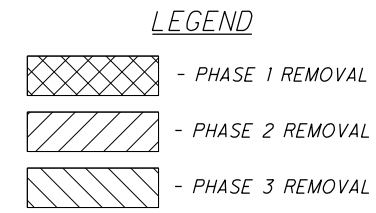
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PLAN



TEMPORARY SHORING DETAIL



ELEVATION

DESIGN AGENCY OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5	
REVIEWED CPS	DATE 12/4/2020
DRAWN CPS	STRUCTURE FILE NUMBER 6002978
DESIGNED CPS	CHECKED TAG
EXISTING FORWARD ABUTMENT REMOVAL DETAILS BRIDGE NO. MUS-70-1212 OVER UNDERWOOD ST.	
MUS-70-10.49 PID No. 93006	
10 / 74	
1842 2231	

STANDARD DRAWINGS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

- AS-1-15 DATED: 07-17-15
- AS-2-15 DATED: 01-18-19
- BR-1-13 DATED: 01-17-14
- SIGD-1-96 DATED: 07-18-14
- SIGD-2-14 DATED: 07-18-14

REFERENCE

EXISTING BRIDGE PLANS MAY BE INSPECTED AND ARE PROVIDED WITH THIS PROJECT'S BIDDING DOCUMENTS.

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 8th EDITION OF STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2018, AND THE ODOT BRIDGE DESIGN MANUAL, 2019.

DESIGN LOADING

HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 kips/ft.²

DESIGN DATA

- CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPER STRUCTURE)
- CONCRETE CLASS OC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUB STRUCTURE)
- REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI
- STRUCTURAL STEEL - ASTM A709, GRADE 33, MINIMUM YIELD STRENGTH 33 KSI

MONOLITHIC WEARING SURFACE

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

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2 1/2" CONCRETE COVER

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 PRE BID 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.

INSPECTION OF EXISTING STRUCTURAL STEEL

THE ENGINEER WILL VISUALLY INSPECT ALL EXISTING BUTT-WELDED SPLICES AND/OR TOP FLANGE COVER PLATE FILLET WELDS TO ENSURE THE WELDS, PLATES AND GIRDERS ARE FREE OF DEFECTS AND CRACKS. IF NECESSARY, REMOVE ALL DECK SLAB HAUNCH FORMS IMMEDIATELY ADJACENT TO SUCH WELDS THAT MAY INTERFERE WITH THE ENGINEER'S INSPECTION. THE INSPECTION WILL NOT TAKE PLACE UNTIL THE TOP FLANGES ARE CLEANED ACCORDING TO 511.07, BUT IT WILL BE DONE BEFORE THE DECK SLAB REINFORCEMENT IS INSTALLED. THE DEPARTMENT WILL PAY FOR THE COST ASSOCIATED WITH THIS INSPECTION WITH ITEM 511, QC/OA CONCRETE, CLASS OSC2, SUPERSTRUCTURE (DECK), AS PER PLAN. THE ENGINEER WILL REPORT ALL CRACKS FOUND TO THE OFFICE OF CONSTRUCTION ADMINISTRATION, BRIDGE CONSTRUCTION SPECIALIST, ALONG WITH SPECIFIC INFORMATION ON LOCATION OF THE CRACKS, LENGTH, AND DEPTH SO AN EVALUATION AND REPAIR OR REPLACEMENT RECOMMENDATION CAN BE MADE.

WELDED ATTACHMENTS

WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESSES UP TO 3/4" OR 5/16" FOR GREATER THAN 3/4" THICK.

ELASTOMERIC BEARINGS

THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED (SUPERSTRUCTURE), AS PER PLAN

THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING PARAPETS, DECK JOINTS, END CROSSFRAMES, CROSSFRAMES THAT ARE DESIGNATED FOR REMOVAL AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, GIRDERS, CROSS FRAMES, ETC.). THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

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

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.

THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN. FOR MODIFICATIONS TO OR EXTENSIONS OF EXISTING CONCRETE SUBSTRUCTURE MEMBERS WHERE AESTHETICS IS A CONCERN, INCLUDE THE FOLLOWING NOTES IN AN ITEM 202, AS PER PLAN NOTE.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED (SUBSTRUCTURE), AS PER PLAN

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 PORTION 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.

ABUTMENT DIAPHRAGM CONCRETE

PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET.

DECK SLAB CONCRETE QUANTITY

THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM/GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 2 INCHES AND A HAUNCH WIDTH EQUAL TO THE TOP FLANGE WIDTH. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRAD.

THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM/GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.23.

DECK PLACEMENT DESIGN ASSUMPTIONS

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.2 KIPS FOR A TOTAL MACHINE LOAD OF 17.6 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

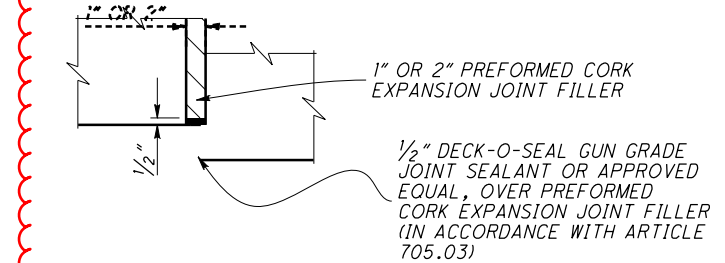
A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48".

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN
ITEM 516 - 2" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN

ALL 1" & 2" P.E.J.F. CALLED FOR IN THE PLANS SHALL BE PREFORMED CORK JOINT FILLER (IN ACCORDANCE WITH ARTICLE 705.03). RECESS JOINT FILLER 1/2" FOR ALL JOINTS (SEE DETAIL). SEAL ALL JOINTS WITH DECK-O-SEAL GUN GRADE-JOINT SEALANT OR AN APPROVED EQUAL. THE COLOR SHALL BE STONE GRAY. APPROVED MANUFACTURER'S APPLICATION METHODS SHALL BE FOLLOWED DURING SURFACE PREPARATION AND APPLICATION FOR MAXIMUM EFFECTIVENESS.

DECK-O-SEAL
P.O. BOX 397
HAMPSHIRE, IL 60140
PHONE: 800-542-7665



PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 516 - 1" OR 2" PEJF, A.P.P., SQ.FT., AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK DESCRIBED.

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

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN: ALL REQUIREMENTS OF 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE QUALIFIED AS SPECIFIED IN SUPPLEMENT 1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE, 501.06, TO THE ENGINEER. PROVIDE SHOP DRAWINGS ACCORDING TO 513.06 OR SUPPLY THE ENGINEER WITH "AS-BUILT" DRAWINGS MEETING 513.06 AFTER COMPLETION OF FIELD FABRICATION. THE ENGINEER WILL REVIEW THE SUBMITTED DRAWINGS FOR CONCURRENCE WITH THE FINAL AS-BUILT CONDITION. IF NECESSARY, THE ENGINEER MAY CONTACT THE OFFICE OF STRUCTURAL ENGINEERING FOR TECHNICAL ASSISTANCE. IF THE ENGINEER IS SATISFIED WITH THE "AS-BUILT" DRAWINGS AND THE DELIVERED MATERIALS, SUPPLY A COPY OF THE DRAWINGS, STAMPED AND DATED, ALONG WITH MICROFILM, TO THE OFFICE OF STRUCTURAL ENGINEERING FOR RECORD PURPOSES. THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM: STIFFENER PLATES AND END CROSS FRAMES.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN

FURNISH APPROACH SLABS CONFORMING TO C&MS 526. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, CURBS, REINFORCING STEEL, JOINT FILLERS, JOINT SEALS, WATERPROOFING, AND ANY OTHER INCIDENTALS SHOWN ON THE APPROACH SLAB DETAIL SHEETS. IN ADDITION TO 511.07, DO NOT PLACE APPROACH SLAB CONCRETE ABOVE THE APPROACH SLAB SEAT UNTIL AFTER THE DECK AND DIAPHRAGM CONCRETE FOR THE SUPERSTRUCTURE HAS BEEN PLACED. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS.

FILL UNDER APPROACH SLABS

ITEM 304, AGGREGATE BASE SHALL BE USED TO BRING THE SUBBASE TO GRADE FOR THE NEW APPROACH SLABS AS DETAILED ON THE APPROACH SLAB DETAIL SHEETS AND SHALL EXTEND 1'-6" ON BOTH SIDES OF EACH APPROACH SLAB

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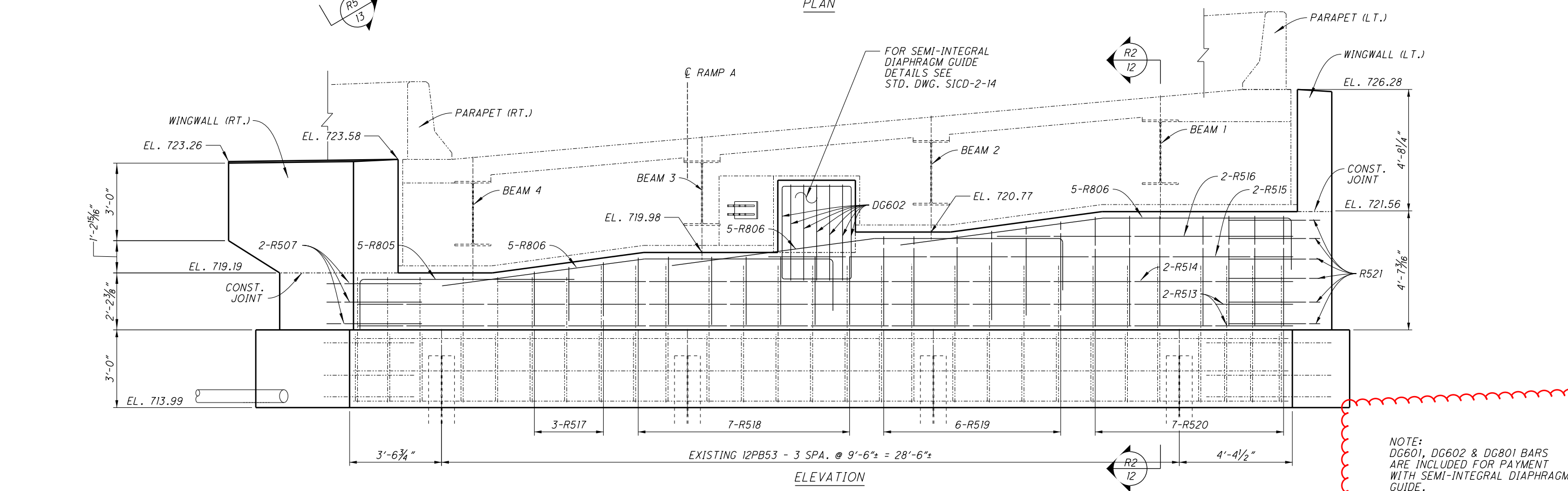
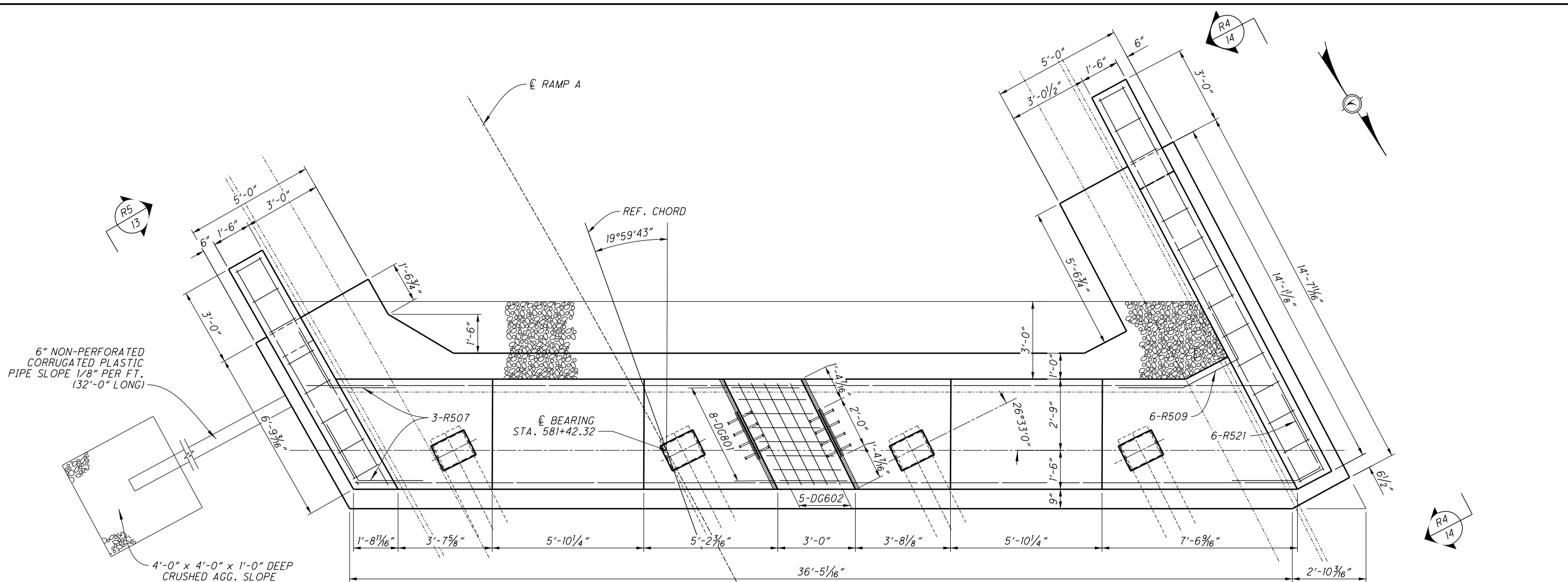
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	DATE	12/01/20
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DRAWN YEL	REVIS	
DESIGNED YEL	CHECKED	CPS
BRIDGE NOTES		
BRIDGE NO. MUS-70-1144A		
RAMP 'A' OVER MCINTIRE AVE.		
MUS-70-10-49		
PID No. 93006		
3 / 45		
1921		
2231		

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SHEET NUM.				PART.		ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
		27	28	02/IMS/B R							
STRUCTURE OVER 20 FOOT SPAN (MUS-70-1144A or SFN6001920)											
				LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (SUPERSTRUCTURE)	3
				128		202	11301	128	CY	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUBSTRUCTURES)	3
				169		202	22900	169	SY	APPROACH SLAB REMOVED	
				LS		503	21301	LS		UNCLASSIFIED EXCAVATION, AS PER PLAN	45
				64,482		509	10000	64,482	LB	EPOXY COATED REINFORCING STEEL	
				177		511	21520	177	CY	CLASS OC2 CONCRETE, SUPERSTRUCTURE	
				2		511	33501	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN	20
				45		511	34448	45	CY	CLASS OC2 CONCRETE, BRIDGE DECK (PARAPET)	
				122		511	43510	122	CY	CLASS OC1 CONCRETE, ABUTMENT INCLUDING FOOTING	
				496		512	10050	496	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)	
				77		512	10100	77	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE): PIERS	
		2,172		2,172		513	10200	2,172	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF	
			1,952	1,952		513	20000	1,952	EACH	WELDED STUD SHEAR CONNECTORS	
				6,343		514	00050	6,343	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	
				6,343		514	00056	6,343	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT	
				6,343		514	00060	6,343	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT	
				6,343		514	00066	6,343	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT	
				7		514	10000	7	EACH	FINAL INSPECTION REPAIR	
				12		516	13601	12	SF	1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN	3
				190		516	13901	190	SF	2" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN	3
				90		516	14020	90	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	
				66		516	14600	66	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.:EMSEAL WITH SLEEPER SLAB	45
				66		516	31011	66	FT	2" DEEP JOINT SEALER, AS PER PLAN	4
				8		516	44300	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (1'-4" x 1'-0" x 3.2729")	25
				4		516	44300	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (1'-7" x 1'-3" x 3.7226")	25
				4		516	44300	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (2'-0" x 1'-3" x 3.7226") WITH ANCHOR RODS	25
				LS		516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	4
				3		518	12000	3	EACH	SCUPPERS, INCLUDING SUPPORTS	
				60		518	21200	60	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	
				66		518	40000	66	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	
				64		518	40010	64	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	
				691		SPECIAL	51900100	691	SF	COMPOSITE FIBER WRAP SYSTEM	4
				169		526	25001	169	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN	3
				78		613	41201	78	CY	LOW STRENGTH MORTAR BACKFILL, AS PER PLAN	4

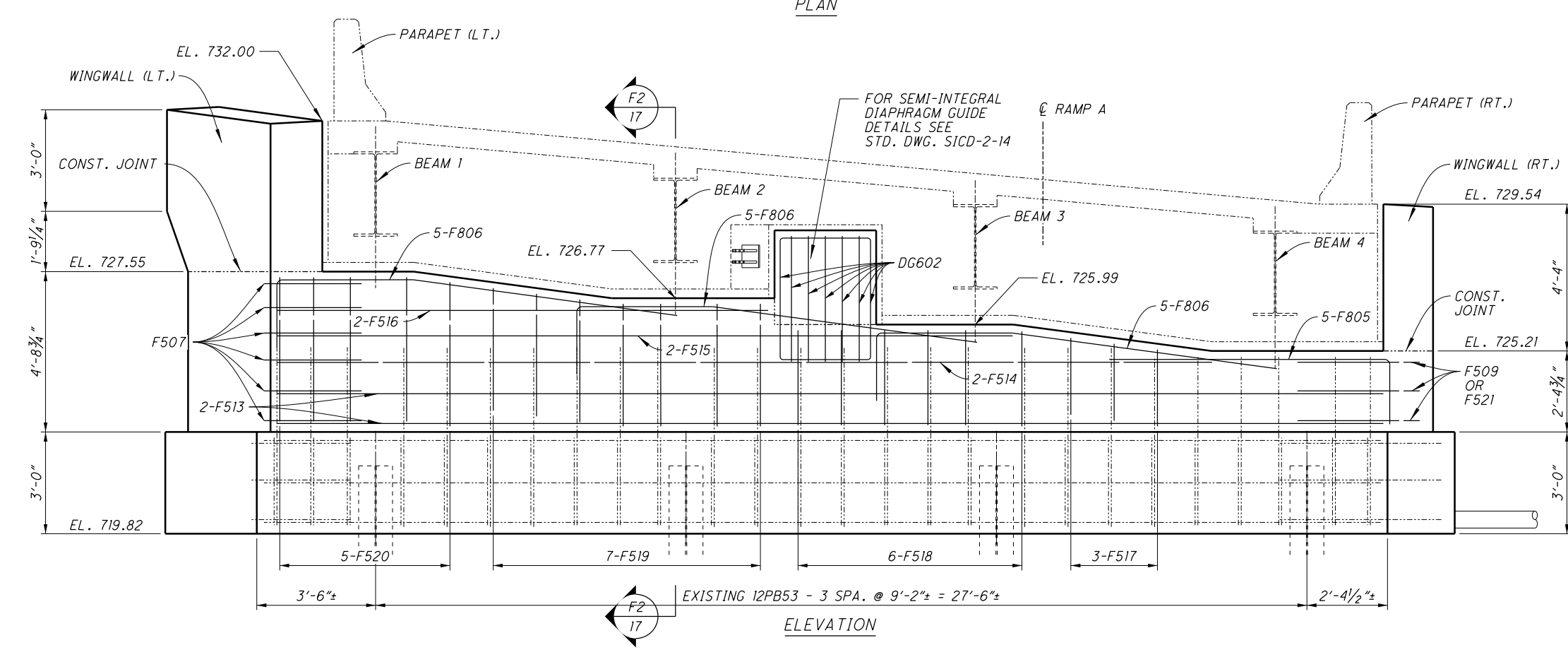
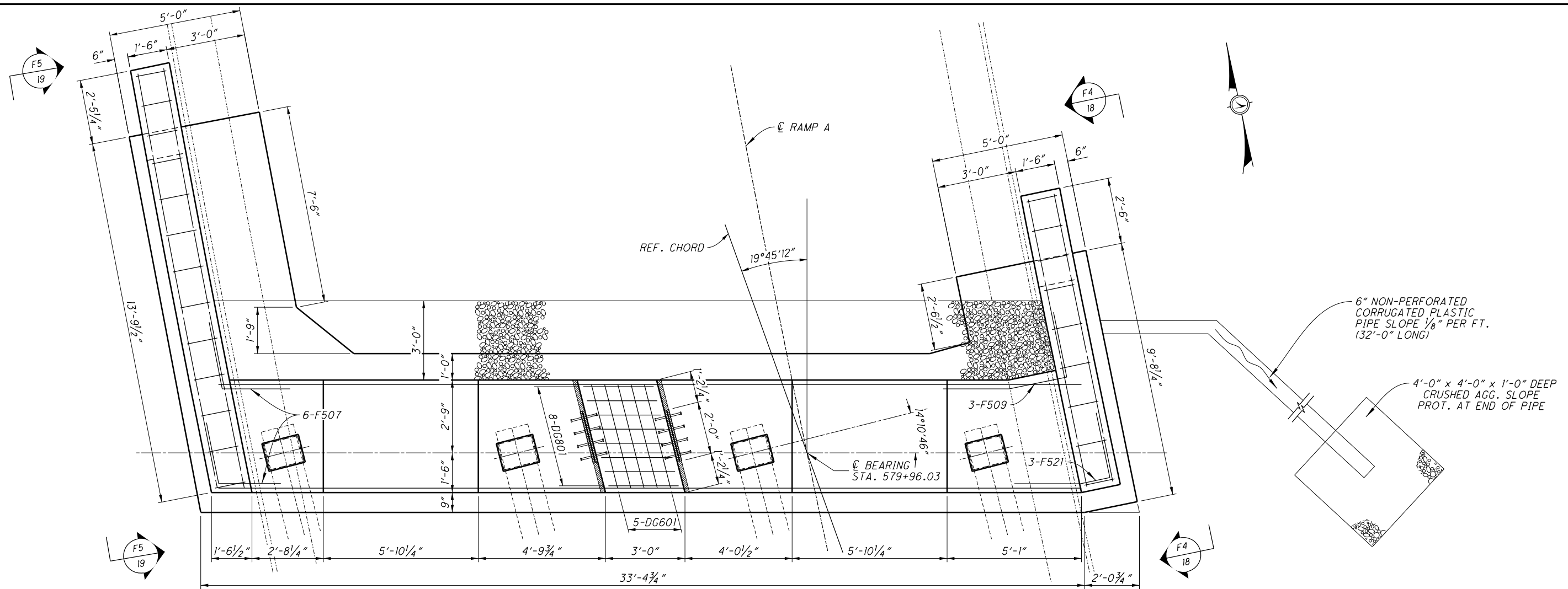
DESIGN AGENCY	OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5
DATE	12/1/2020
TAG	6001920
STRUCTURE FILE NUMBER	6001920
REVIEWED	-
DRAWN	-
YEL/TDF	-
DESIGNED	-
YEL	-
CHECKED	-
CPS	-
GENERAL SUMMARY	
BRIDGE NO. MUS-70-1144A	
RAMP 'A' OVER-McINTIRE AVE.	
MUS-70-10.49	
PID No. 93006	
5 / 45	
1923	
2231	

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NOTE:
 DG601, DG602 & DG801 BARS
 ARE INCLUDED FOR PAYMENT
 WITH SEMI-INTEGRAL DIAPHRAGM
 GUIDE.

DESIGN AGENCY		OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5	
REVIEWED TAG	DATE	STRUCTURE FILE NUMBER	6001920
REVIEWED TAG	DATE	STRUCTURE FILE NUMBER	6001920
DRAWN YEL	REVIS	CPS	
DESIGNED YEL	CHECKED	CPS	
PROPOSED REAR ABUTMENT DETAILS			
BRIDGE NO. MUS-70-1144A			
RAMP 'A' OVER MCINTIRE AVE.			
MUS-70-10.49		PID No. 93006	
1/45		1929	
		2231	



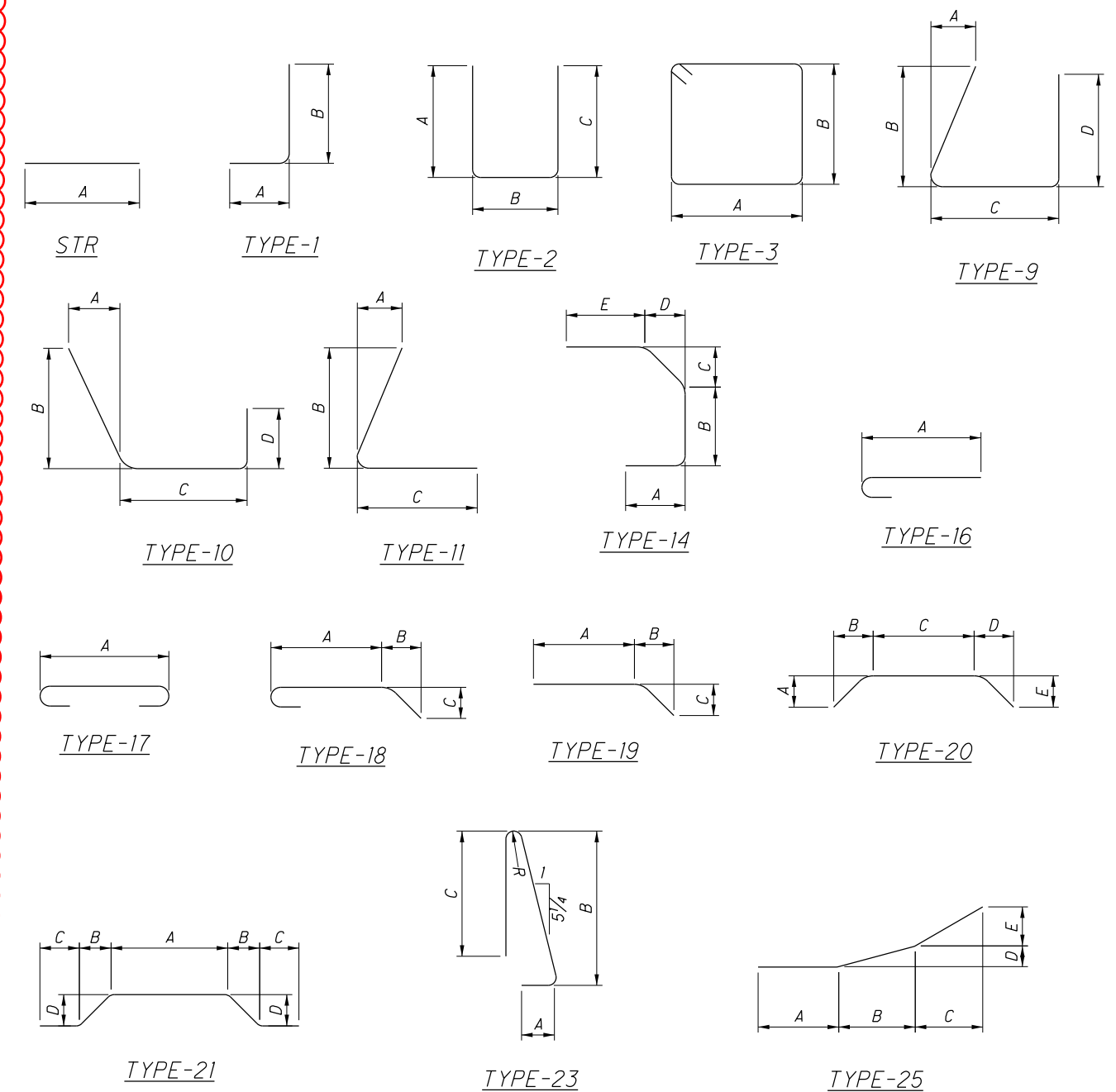
NOTE:
DG601, DG602 & DG801 BARS
ARE INCLUDED FOR PAYMENT
WITH SEMI-INTEGRAL DIAPHRAGM
GUIDE.

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
ABUTMENTS											
R501	8	36'-4"	303	STR	36'-4"						
R502	21	17'-1"	373	3	5'-8"	2'-7"					
R503	7	13'-4"	97	2	4'-10"	3'-11"	4'-10"				
R504	21	14'-3"	310	2	5'-3"	3'-11"	5'-3"				
R505	7	9'-11"	72	3	2'-1"	2'-7"					
R506	17	15'-1"	267	3	4'-8"	2'-7"					
R507	9	4'-12"	46	19	2'-6"	1'-3"	2'-2"				
R508	3	6'-7"	20	20	0'-6.5"	0'-11.5"	3'-6"	2'-2"	1'-4"		
R509	12	7'-1"	88	10	2'-3"	1'-2"	2'-5"	2'-6"			
R510	7	7'-0"	51	STR	7'-0"						
R511	3	12'-12"	40	STR	12'-11"						
R512	4	14'-2"	59	STR	14'-2"						
R513	4	36'-4"	152	STR	36'-4"						
R514	2	30'-9"	64	STR	30'-9"						
R515	2	20'-3"	42	STR	20'-3"						
R516	2	11'-6"	24	STR	11'-5"						
R517	3	7'-10"	25	2	2'-1"	3'-11"	2'-1"				
R518	7	8'-10"	64	2	2'-7"	3'-11"	2'-7"				
R519	6	10'-7"	66	2	3'-5"	3'-11"	3'-5"				
R520	7	12'-1"	88	2	4'-2"	3'-11"	4'-2"				
R521	6	6'-3"	39	10	2'-2"	1'-2"	1'-0"	3'-2"			
R522	5	16'-12"	88	2	8'-0"	1'-2"	8'-0"				
R523	5	8'-7"	45	2	3'-10"	1'-2"	3'-10"				
R524	12	6'-4"	78	2	2'-8"	1'-2"	2'-8"				
R525	3	9'-5"	29	STR	9'-5"						
R526	3	10'-1"	32	STR	10'-1"						
R527	1	9'-7"	10	19	5'-3"	4'-2"	1'-1"				
R528	1	10'-1"	10	19	5'-9"	4'-2"	1'-1"				
R529	3	5'-6"	17	STR	5'-6"						
R530	3	6'-0"	19	STR	6'-0"						
R531	11	20'-6"	234	2	9'-9"	1'-2"	9'-9"				
R532	11	8'-6"	97	2	3'-9"	1'-2"	3'-9"				
R533	6	16'-9"	105	STR	16'-9"						
R534	2	16'-10"	35	19	12'-10"	3'-10"	1'-0"				
R535	12	12'-9"	160	STR	12'-9"						
R801	6	36'-6"	583	STR	36'-5"						
R802	5	7'-0"	93	STR	7'-0"						
R803	2	12'-12"	69	STR	12'-11"						
R804	3	14'-2"	113	STR	14'-2"						
R805	5	9'-11"	132	1	1'-9"	8'-4"					
R806	15	16'-12"	680	10	7'-10"	1'-1"	7'-4"	2'-0"			
F501	8	32'-9"	273	STR	32'-9"						
F502	21	17'-1"	373	3	5'-8"	2'-7"					
F503	6	13'-7"	84	2	4'-11"	3'-11"	4'-11"				
F504	20	14'-3"	296	2	5'-3"	3'-11"	5'-3"				
F505	5	9'-11"	51	3	2'-1"	2'-7"					
F506	17	15'-1"	267	3	4'-8"	2'-7"					
F507	15	5'-1"	79	19	2'-6"	0'-6"	2'-6"				
F508	3	7'-10"	24	20	1'-9"	2'-2"	3'-0"	2'-0"	1'-8"		
F509	9	7'-1"	66	10	3'-1"	0'-7"	1'-8"	2'-8"			
F510	6	13'-9"	86	STR	13'-9"						
F511	3	6'-4"	20	STR	6'-4"						
F512	4	9'-4"	39	STR	9'-4"						
F513	4	32'-6"	136	STR	32'-6"						
F514	2	27'-7"	58	STR	27'-7"						
F515	2	21'-9"	45	STR	21'-9"						
F516	2	14'-6"	30	STR	14'-6"						
F517	3	8'-3"	26	2	2'-3"	3'-11"	2'-3"				
F518	6	9'-3"	57	2	2'-9"	3'-11"	2'-9"				
F519	7	10'-10"	79	2	3'-7"	3'-11"	3'-7"				
F520	5	12'-3"	63	2	4'-3"	3'-11"	4'-3"				
F521	3	5'-9"	18	10	2'-6"	0'-6"	1'-1"	2'-6"			
F522	10	20'-11.1"	218	2	10'-0"	1'-2"	10'-0"				
F523	10	8'-11.1"	93	2	4'-0"	1'-2"	4'-0"				
F524	12	6'-4"	78	2	2'-8"	1'-2"	2'-8"				
F525	2	16'-1"	34	STR	16'-1"						
F526	2	15'-12"	33	STR	15'-11"						
F527	1	16'-10"	18	19	12'-10"	3'-5"	2'-1"				
F528	1	16'-7"	17	19	12'-7"	3'-5"	2'-1"				
F529	6	12'-8.1"	79	STR	12'-8"						
F530	6	12'-5.1"	78	STR	12'-5"						
F531	6	16'-1"	101	2	7'-7"	1'-2"	7'-7"				
F532	6	8'-11.1"	56	2	4'-0"	1'-2"	4'-0"				
F533	4	11'-1"	46	STR	11'-1"						
F534	2	10'-5"	22	STR	10'-5"						
F535	2	11'-7"	24	19	7'-8"	3'-5"	1'-10"				
F536	6	7'-7"	47	STR	7'-7"						

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
F801	6	32'-7"	522	STR	32'-7"						
F802	5	13'-9"	184	STR	13'-9"						
F803	2	6'-3"	33	STR	6'-3"						
F804	3	9'-4"	75	STR	9'-4"						
F805	5	10'-1"	134	1	1'-11"	8'-4"					
F806	15	13'-8"	547	10	7'-10"	1'-1"	4'-0"	2'-0"			
SUBTOTAL			9,527								
DIAPHRAGMS											
D501	84	8'-1"	708	2	2'-0"	4'-4"	2'-0"				
D502	42	8'-3"	361	2	2'-4"	3'-10"	2'-4"				
D503	6	10'-3"	64	3	3'-10"	1'-0"					
D504	8	3'-4"	28	17	2'-2"						
D801	4	14'-0"	150	STR	14'-0"						
D802	6	13'-12"	224	25	3'-3"	5'-10"	4'-10"	0'-10"			
D803	4	16'-5"	175	STR	16'-5"						
D804	6	16'-5"	263	25	3'-4"	5'-10"	7'-2"	0'-10"			
D805	8	34'-2"	730	STR	34'-2"						
D806	42	4'-12"	556	18	2'-8"	1'-1"	0'-11"				
D807	8	30'-9"	657	STR	30'-9"						
D808	4	12'-8"	135	STR	12'-8"						
D809	4	14'-4"	153	STR	14'-4"						
D810	6	12'-8"	202	25	2'-4"	5'-10"	4'-5"	0'-9"			
D811	6	14'-5"	230	25	3'-9"	5'-10"	4'-9"	0'-9"			
SUBTOTAL			4,636								
DECK											
S401	128	40'-0"	3,420	STR	40'-0"						
S402	6	3'-0"	12	STR	3'-0"						
S501	148	40'-0"	6,175	STR	40'-0"						
S502	2	24'-3"	51	STR	24'-3"						
S503	272	30'-0"	8,511	STR	30'-0"						
S504	1	10'-6"	156	STR	10'-5"					2'-4.4"	
SERIES OF		TO									
8		26'-12"									
S505	1	7'-6"	466	STR	7'-5"					0'-11.7"	
SERIES OF		TO									
24		29'-10"									
S506	4	8'-0"	33	STR	8'-0"						
S507	7	6'-9"	49	STR	6'-9"						
S508	288	31'-2"	9,362	17	30'-0"						
S509	576	8'-7"	5,157	16	8'-0"						
S510	124	36'-0"	4,656	STR	36'-0"						
S511	1	10'-5"	190	16	9'-10"					2'-5.6"	
SERIES OF		TO									
9		30'-2"									
S512	1	8'-8"	460	16	8'-1"					0'-11.5"	
SERIES OF		TO									
23		29'-8"									
S513	12	8'-1"	101	16	7'-6"						
S514	92	1'-7"	148	1	1'-0"	0'-8"					
S515	16	2'-1"	34	1	1'-6"	0'-8"					
S516	47	2'-6"	121	1	2'-0"	0'-7"					
S517	28	1'-6"	43	1	1'-0"	0'-7"					
S518	65	3'-3"	218	1	2'-6"	0'-10"					
S519	36	4'-1"	152	1	3'-6"	0'-8"					

I:\ProjectData\MUS\93006\400-Engineering\Structures\SFL_6001920\Sheets\070_IL44P_SLO02-TAG.dgn Sheet 4/26/2021 9:22:25 AM tgreenwa

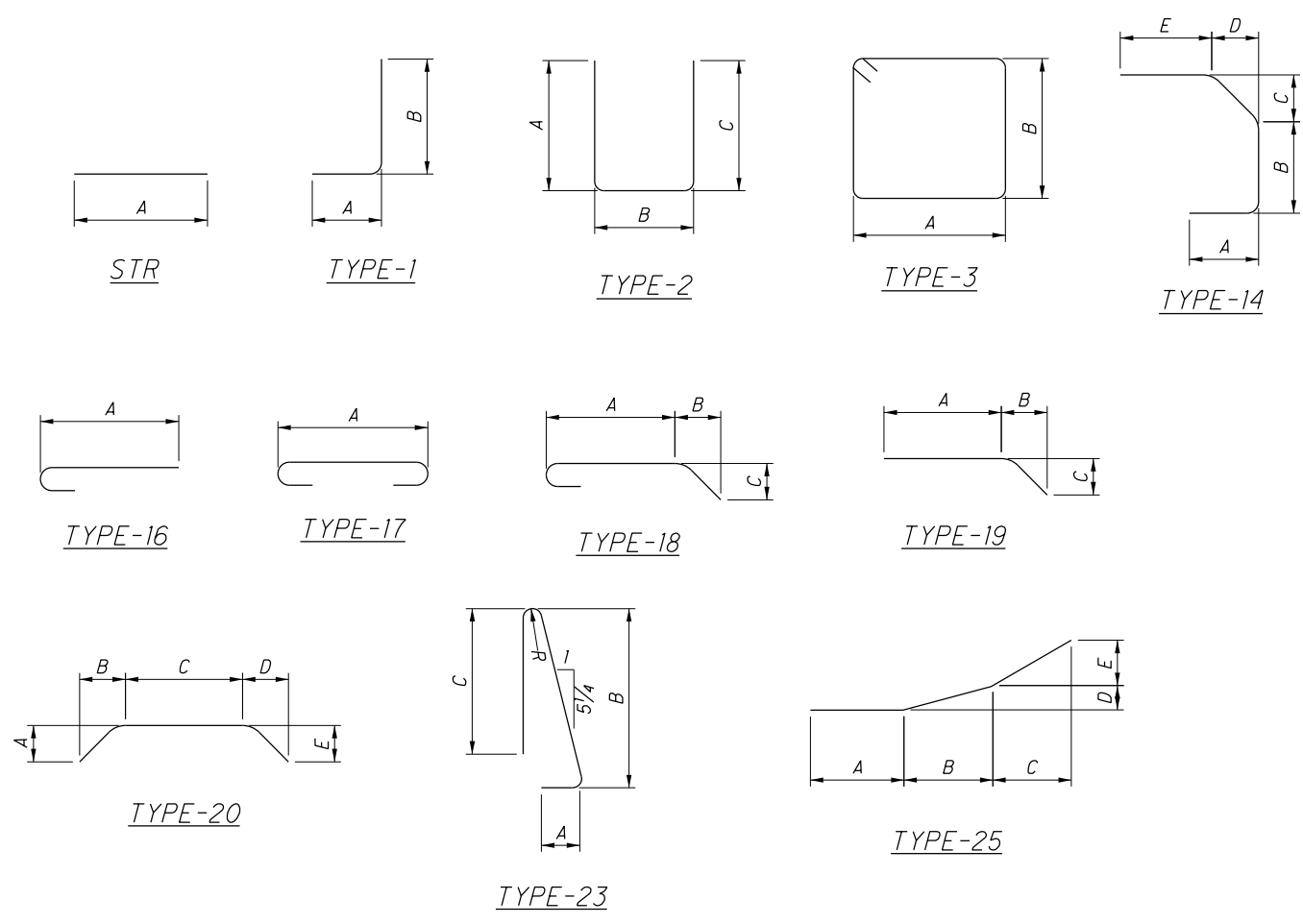
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
PARAPETS											
X501	8	13'-11"	115	25	10'-0"	2'-5"	1'-4.2"	0'-1.5"	0'-5"		
X502	24	13'-10"	346	STR	13'-10"						
X503	16	12'-9"	213	STR	12'-9"						
X504	8	10'-6"	87	STR	10'-5"						
X505	4	6'-10"	29	STR	6'-10"						
X506	84	6'-0"	526	STR	6'-0"						
X507	4	6'-7"	27	STR	6'-7"						
X508	32	40'-0"	1,335	STR	40'-0"						
X601	4	10'-6"	63	STR	10'-5"						
X602	2	6'-10"	21	STR	6'-10"						
X603	42	6'-0"	379	STR	6'-0"						
X604	2	6'-7"	20	STR	6'-7"						
Y501	374	5'-12"	2,308	23	0'-8"	2'-9"	2'-6"			0'-1.5"	
Y502	48	3'-0"	150	16	2'-5"						
Y601	374	4'-4"	2,434	1	2'-0"	2'-6"					
Y602	422	3'-3"	2,007	14	1'-0"	0'-11.5"	0'-8.5"	0'-6"	0'-7"		
Y603	72	5'-11"	640	1	2'-0"	4'-1"					
SUBTOTAL			10,700								
LIGHT POLE PILASTER											
L501	4	2'-9"	11	2	0'-7"	1'-10"	0'-7"				
L502	4	8'-6"	35	9	2'-4"	3'-3"	3'-2"	0'-6.5"			
L503	6	7'-3"	45	21	1'-4"	1'-10"	0'-6"	1'-10"			
L504	4	3'-3"	13	STR	3'-3"						
SUBTOTAL			104								
ABUTMENTS			9,527								
DIAPHRAGM			4,636								
DECK			39,515								
PARAPET			10,700								
LIGHT POLE PILASTER			104								
GRAND TOTAL			64,482								



MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL				A	B	C	D	E	R
ABUTMENTS										
R501	26	17'-1"	462	3	5'-8"	2'-7"				
R502	6	10'-5"	65	3	2'-4"	2'-7"				
R503	12	15'-1"	188	3	4'-8"	2'-7"				
R504	8	19'-1"	159	3	3'-8"	5'-7"				
R505	20	15'-1"	315	2	5'-10"	3'-8"	5'-10"			
R506	8	19'-10"	165	2	9'-5"	1'-2"	9'-5"			
R507	9	20'-12"	196	2	10'-0"	1'-2"	10'-0"			
R508	8	38'-9"	323	STR.						
R509	11	3'-12"	45	19	2'-0"	1'-1"	1'-8"			
R510	3	9'-5"	29	20	2'-0"	2'-5"	3'-4"	2'-10"	0'-11"	
R511	4	7'-9"	32	STR.						
R512	3	5'-6"	17	STR.						
R513	3	7'-6"	23	10	2'-6"	1'-7"	1'-8"	3'-0"		
R514	3	4'-9"	15	10	1'-8"	1'-1"	1'-3"	1'-3"		
R515	3	10'-6"	33	STR.						
R516	4	6'-6"	27	STR.						
R517	24	8'-10"	219	2	2'-8"	3'-8"	2'-8"			
R518	6	37'-9"	236	STR.						
R519	2	28'-1"	59	STR.						
R520	5	4'-10"	25	10	1'-8"	1'-1"	1'-3"	2'-0"		
R521	5	5'-8"	29	10	1'-8"	1'-1"	2'-1"	2'-0"		
R522	4	6'-6"	27	STR.						
R523	4	7'-3"	30	STR.						
R524	10	8'-7"	90	STR.						
R525	1	10'-2"	11	19	6'-8"	3'-4"	0'-11"			
R526	1	10'-10"	11	19	7'-4"	3'-4"	0'-11"			
R527	3	10'-0"	31	STR.						
R528	3	10'-9"	33	STR.						
R529	2	12'-3"	25	19	8'-9"	3'-4"	0'-11"			
R530	6	12'-1"	76	STR.						
R531	16	4'-3"	71	2	3'-4"	1'-2"				
R532	2 SERIES OF 3	8'-1" TO 9'-7"	55	3	1'-2" TO 3'-4"	2'-7" TO 3'-4"				
R801	6	33'-12"	543	STR.						
R802	3	7'-9"	61	STR.						
R803	2	5'-6"	29	STR.						
R804	2	10'-6"	56	STR.						
R805	3	6'-6"	51	STR.						
R806	5	14'-7"	194	1	2'-0"	12'-9"				
R807	10	13'-10"	367	10	7'-6"	0'-5"	4'-6"	2'-0"		
R808	5	8'-3"	110	STR.						
F501	24	17'-1"	427	3	5'-8"	2'-7"				
F502	5	10'-5"	54	3	2'-4"	2'-7"				
F503	14	15'-1"	220	3	4'-8"	2'-7"				
F504	8	18'-9"	156	3	3'-8"	5'-5"				
F505	19	15'-1"	299	2	5'-10"	3'-8"	5'-10"			
F506	8	21'-6"	179	2	10'-3"	1'-2"	10'-3"			
F507	8	19'-6"	162	2	9'-3"	1'-2"	9'-3"			
F508	8	36'-9"	306	STR.						
F509	13	5'-10"	79	19	2'-11"	1'-3"	2'-8"			
F510	3	8'-8"	27	20	1'-4"	2'-1"	3'-9"	2'-1"	1'-4"	
F511	4	11'-3"	47	STR.						
F512	3	7'-12"	25	STR.						
F513	3	7'-6"	23	10	2'-8"	1'-4"	1'-11"	3'-0"		
F514	3	4'-9"	15	10	1'-9"	0'-11"	1'-2"	2'-0"		
F515	3	10'-4"	32	STR.						
F516	4	6'-7"	27	STR.						
F517	24	8'-10"	219	2	2'-8"	3'-8"	2'-8"			
F518	6	35'-0"	219	STR.						
F519	2	26'-3"	55	STR.						
F520	4	4'-12"	21	10	1'-10"	0'-11"	1'-4"	2'-0"		

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL				A	B	C	D	E	R
ABUTMENTS										
F521	4	6'-1"	25	10	1'-10"	0'-11"	2'-5"	2'-0"		
F522	5	9'-12"	52	STR.						
F523	5	10'-3"	53	STR.						
F524	8	8'-6"	71	STR.						
F525	1	13'-7"	14	19	10'-0"	3'-4"	1'-3"			
F526	1	14'-1"	15	19	10'-6"	3'-4"	1'-3"			
F527	1	13'-10"	14	STR.						
F528	1	13'-4"	14	STR.						
F529	3	13'-3"	41	STR.						
F530	3	13'-9"	43	STR.						
F531	2	12'-3"	26	19	8'-8"	3'-4"	1'-4"			
F532	2	11'-1"	23	STR.						
F533	6	12'-0"	75	STR.						
F534	16	8'-10"	146	2	3'-11"	1'-2"	3'-11"			
F535	2 SERIES OF 3	8'-5" TO 10'-3"	58	3	1'-2" TO 3'-8"	2'-9" TO 3'-8"				
F801	6	36'-6"	585	STR.						
F802	3	11'-3"	89	STR.						
F803	2	7'-12"	42	STR.						
F804	2	10'-4"	55	STR.						
F805	8	6'-7"	141	STR.						
F806	10	11'-11"	317	10	7'-7"	0'-9"	3'-0"	1'-6"		
F807	5	13'-3"	176	1	1'-6"	11'-11"				
SUBTOTAL			9,200							
DIAPHRAGMS										
D501	47	8'-5"	413	2	2'-7"	3'-6"	2'-7"			
D502	47	13'-7"	664	3	4'-2"	2'-4"				
D503	4	6'-9"	28	2	1'-9"	3'-6"	1'-9"			
D504	4	9'-11"	41	3	4'-2"	0'-6"				
D801	9	36'-3"	871	STR.	36'-3"					
D802	7	20'-3"	377	STR.	20'-2"					
D803	7	12'-3"	227	STR.	12'-2"					
D804	9	33'-10"	813	STR.	33'-10"					
D805	7	19'-3"	358	STR.	19'-2"					
D806	7	11'-0"	206	STR.	11'-0"					
D807	44	4'-12"	583	18	2'-8.1"	1'-1.1"	0'-10.7"			
SUBTOTAL			4,607							

DESIGN AGENCY	OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5
DATE	11/27/2020
REVIEWED TAG	11/27/2020
DRAWN YEL	STRUCTURE FILE NUMBER 6001890
DESIGNED YEL	CHECKED TAG
RESTEEL SCHEDULE DETAILS	
BRIDGE NO.: MUS-70-1142E RAMP 'E' OVER MCINTIRE AVE.	
MUS-70-10.49	PID No. 93006
40/44	2003 2231



MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL					A	B	C	D	E	R	INC
DECK												
S401	136		40'-0"	3,634	STR	40'-0"						
S402	34		12'-0"	273	STR	12'-0"						
S403	198		36'-0"	4,762	STR	36'-0"						
S404	502		8'-9"	2,930	10	0'-4"	6'-8"	0'-6"	1'-8"			
S405	12		3'-0"	24	STR	3'-0"						
S501	251		30'-6"	7,985	STR	30'-6"						
S502	155		40'-0"	6,467	STR	40'-0"						
S503	38		11'-6"	456	STR	11'-6"						
S504	1 SERIES OF 30		5'-10" TO 30'-5"	567	STR	5'-10" TO 30'-5"						0'-10.2"
S505	1 SERIES OF 24		6'-1" TO 30'-7"	459	STR	6'-1" TO 30'-6.8"						1'-0.8"
S506	11		5'-6"	63	STR	5'-6"						
S507	251		31'-8"	8,290	17	30'-6"						
S508	1 SERIES OF 30		6'-2" TO 30'-9"	578	16	5'-7" TO 30'-2"						0'-10.2"
S509	1 SERIES OF 24		6'-8" TO 31'-2"	265	16	6'-1" TO 30'-6.8"						1'-0.8"
S510	11		6'-1"	70	16	5'-6"						
SUBTOTAL				36,822								
PARAPETS												
X501	16		12'-9"	213	STR	12'-9"						
X502	8		13'-11"	116	25	10'-0"	2'-5"	1'-4.5"	0'-1.5"	0'-5"		
X503	8		13'-6"	113	STR	13'-6"						
X504	8		10'-6"	87	STR	10'-6"						
X505	4		6'-9"	28	STR	6'-9"						
X506	108		5'-3"	582	STR	6'-0"						
X507	32		40'-0"	1,335	STR	40'-0"						
X508	4		6'-6"	27	STR	6'-6"						
X509	4		9'-3"	39	STR	7'-3"						
X510	4		8'-9"	37	STR	6'-6"						
X511	16		13'-9"	229	STR	13'-9"						
X601	4		10'-6"	63	STR	10'-6"						
X602	2		5'-3"	16	STR	6'-9"						
X603	54		5'-3"	419	STR	6'-0"						
X604	2		5'-0"	15	STR	6'-6"						
Y501	396		5'-12"	2,444	23	0'-9"	2'-9"	2'-6"				0'-1.5"
Y502	48		3'-0"	150	16	2'-6"						
Y601	396		4'-4"	2,577	1	2'-0"	2'-6"					
Y602	444		3'-3"	2,112	14	1'-0"	0'-11.5"	0'-8.5"	0'-6"	0'-7"		
Y603	72		5'-11"	640	1	2'-0"	4'-1"					
SUBTOTAL				11,242								
ABUTMENTS				9,200								
DIAPHRAGM				4,607								
DECK				36,822								
PARAPET				11,242								
GRAND TOTAL				61,871								

OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5
 DATE: 11/27/2020
 TAG: 11/27/2020
 STRUCTURE FILE NUMBER: 6001890
 DRAWN BY: YEL
 CHECKED BY: YEL
 DESIGNED BY: YEL
 REVISIONS: YEL
 TAG: YEL
RESTEEL SCHEDULE DETAILS
 BRIDGE NO.: MUS-70-1142E
 RAMP 'E' OVER MCINTIRE AVE.
MUS-70-10.49
 PID No. 93006
 41/44
 2004
 2231