

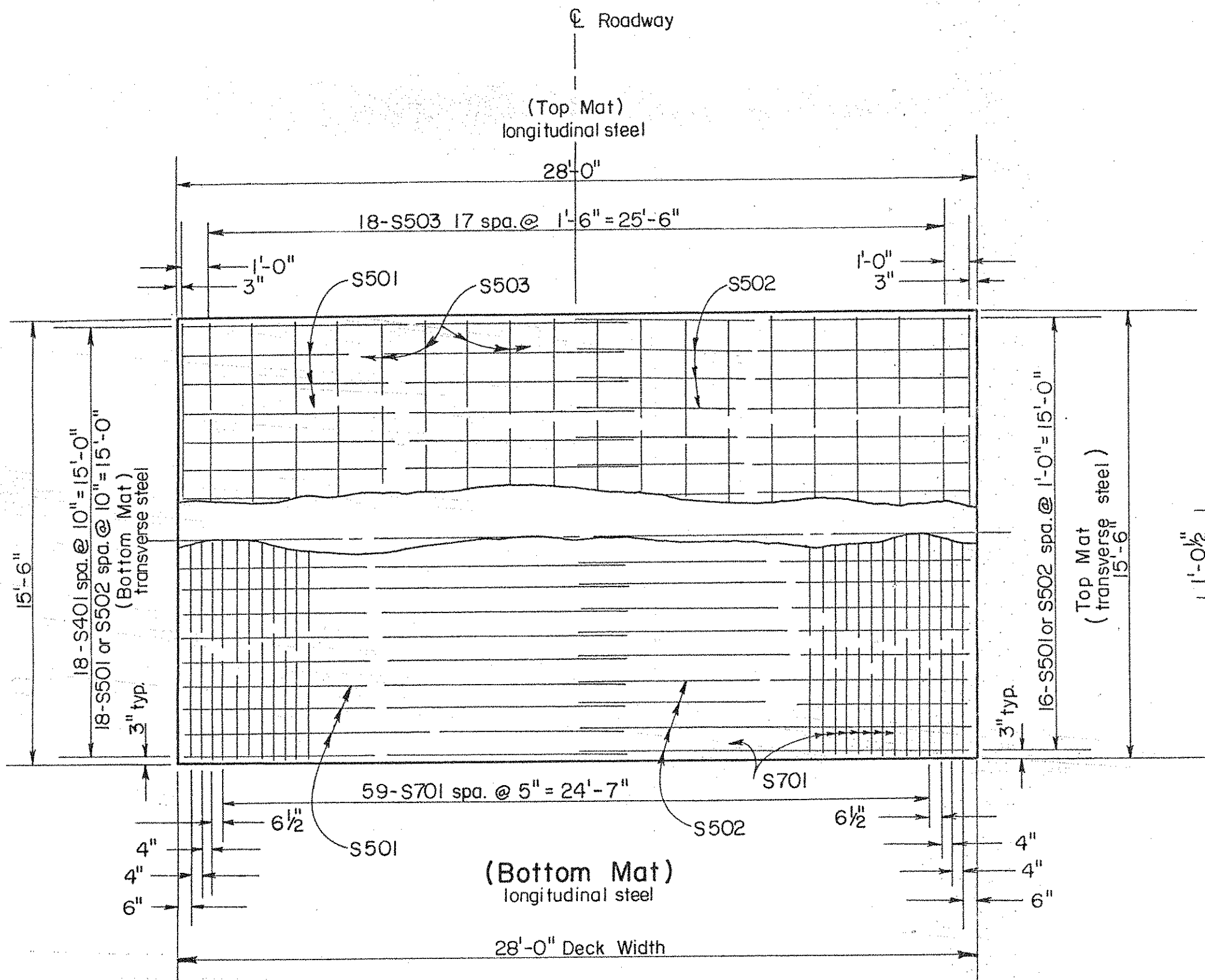
GUARDRAIL
DETAIL

CALCULATED BY *RSP* DATE 7-22-85
 CHECKED BY *Rm* DATE 8-8-85

MUS-208-0.00
 BRIDGE REPAIR
 MUS-208-0489
 (Part 2)

14
28

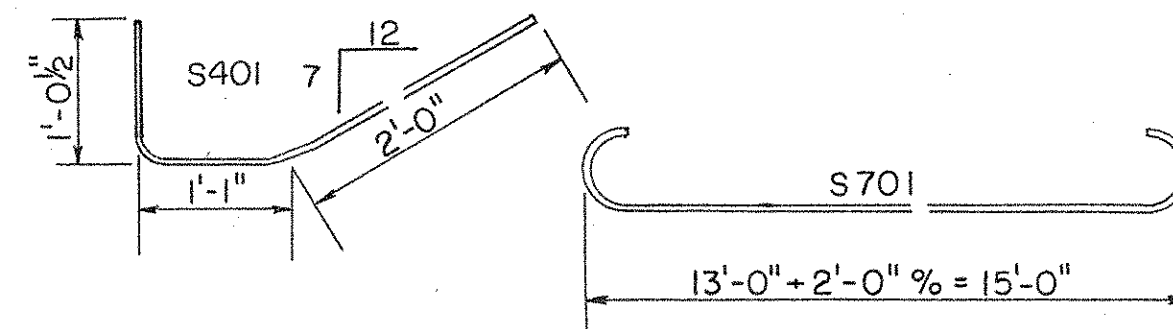
PLAN NO.
150



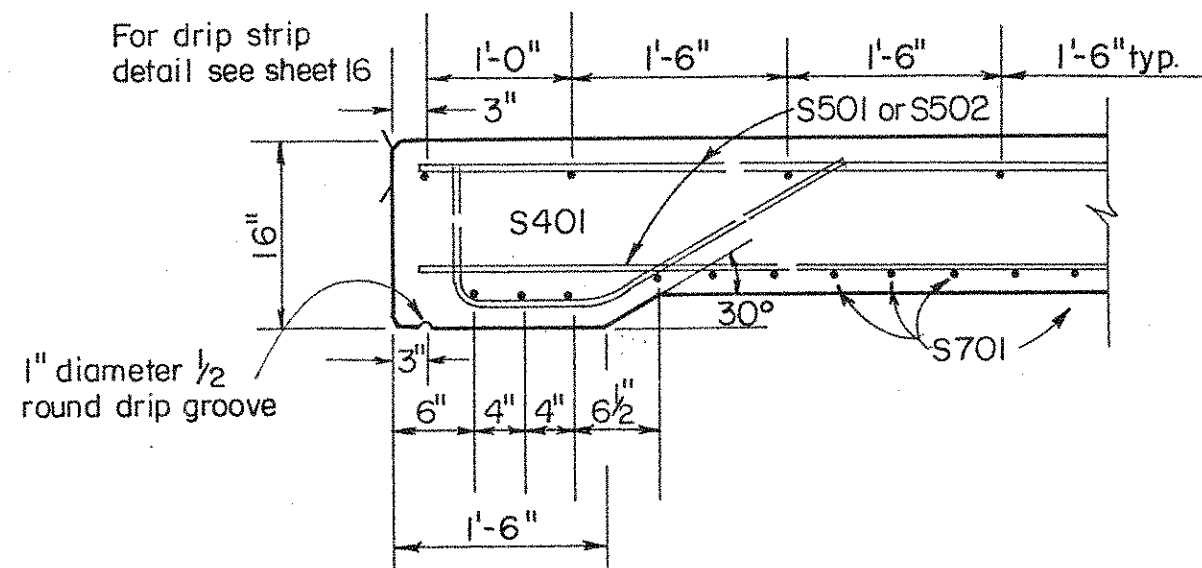
STEEL REINFORCEMENT PLAN

EPOXY COATED REINFORCING STEEL

BAR SCHEDULE				
Mark	N ^o Req'd.	Shape	Length	Weight
S401	36	Bt.	4'-0"	96
S501	38	St.	15'-6"	614
S502	38	St.	13'-10"	548
S503	20	St.	15'-2"	316
S504	28	St.	2'-0"	58
S701	66	Bt.	16'-10"	2,271
Totals				3,903



BENDING DIAGRAM

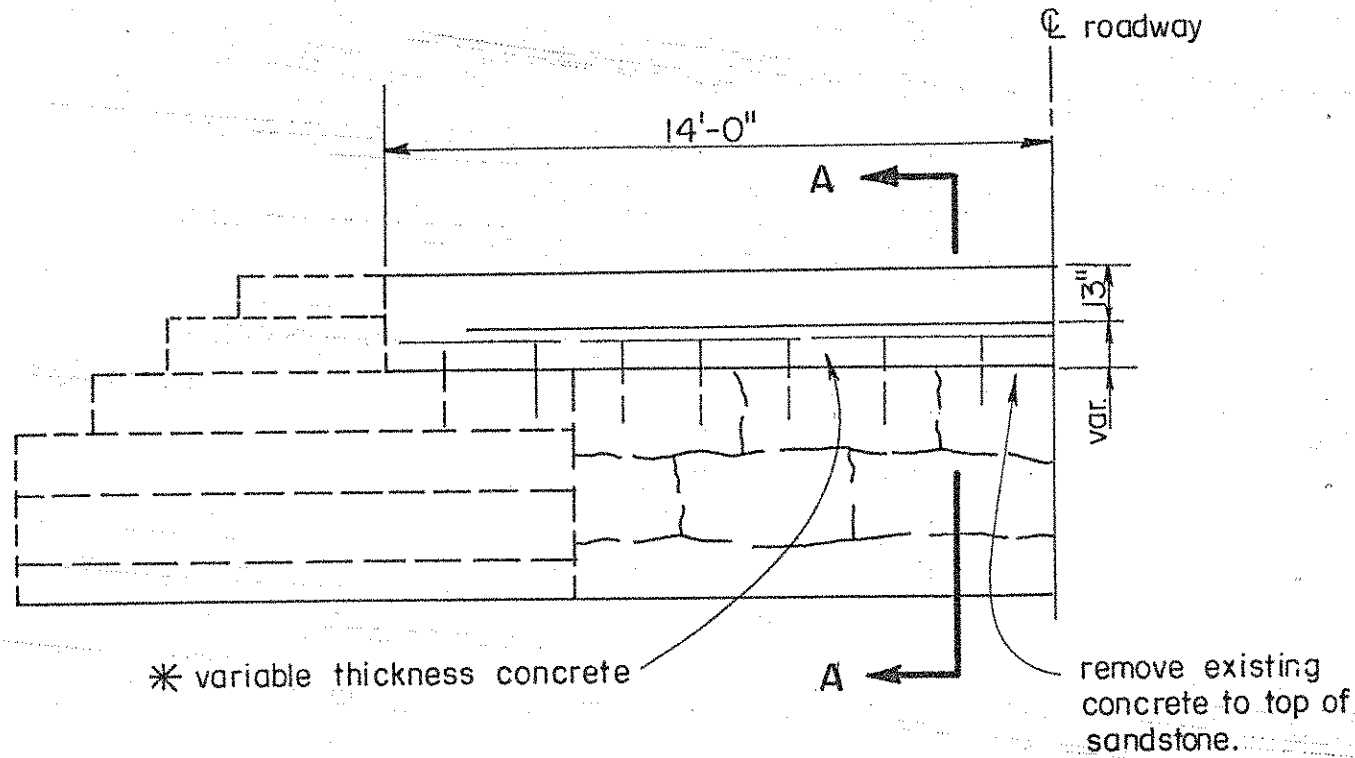


CALCULATED BY RDD DATE 7-22-85
 CHECKED BY Rm DATE 8-8-85

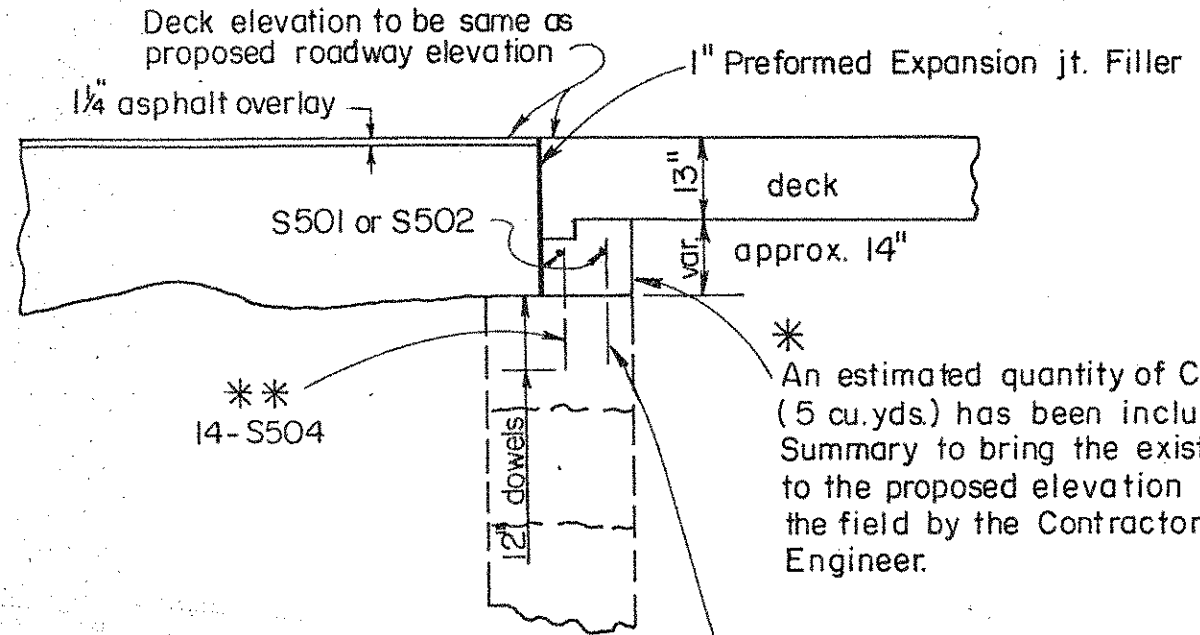
MUS-208-0.00
 BRIDGE REPAIR
 MUS-208-0489
 (Part 2)

13
 28

PLAN NO.
 150



HALF ELEVATION
 PROPOSED ABUTMENT

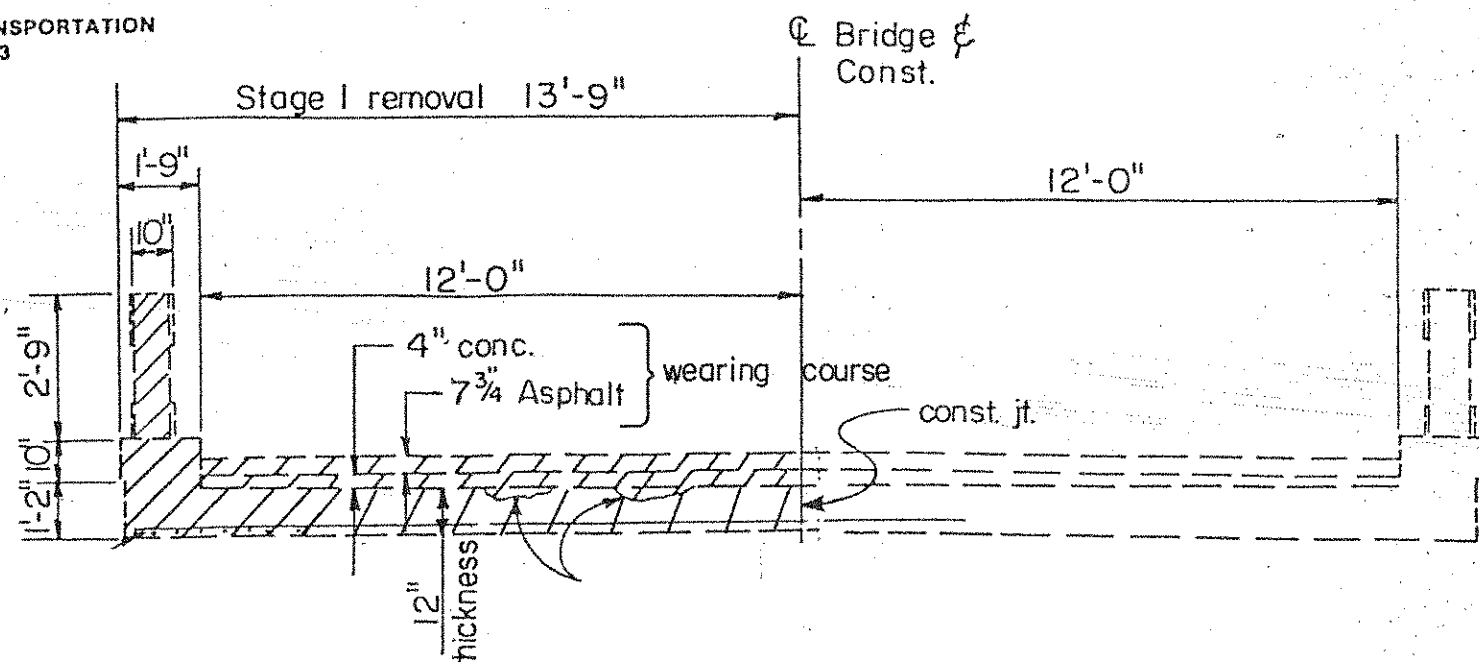


Existing dowel bars not to be disturbed. Location of existing bars in front of abutment only.

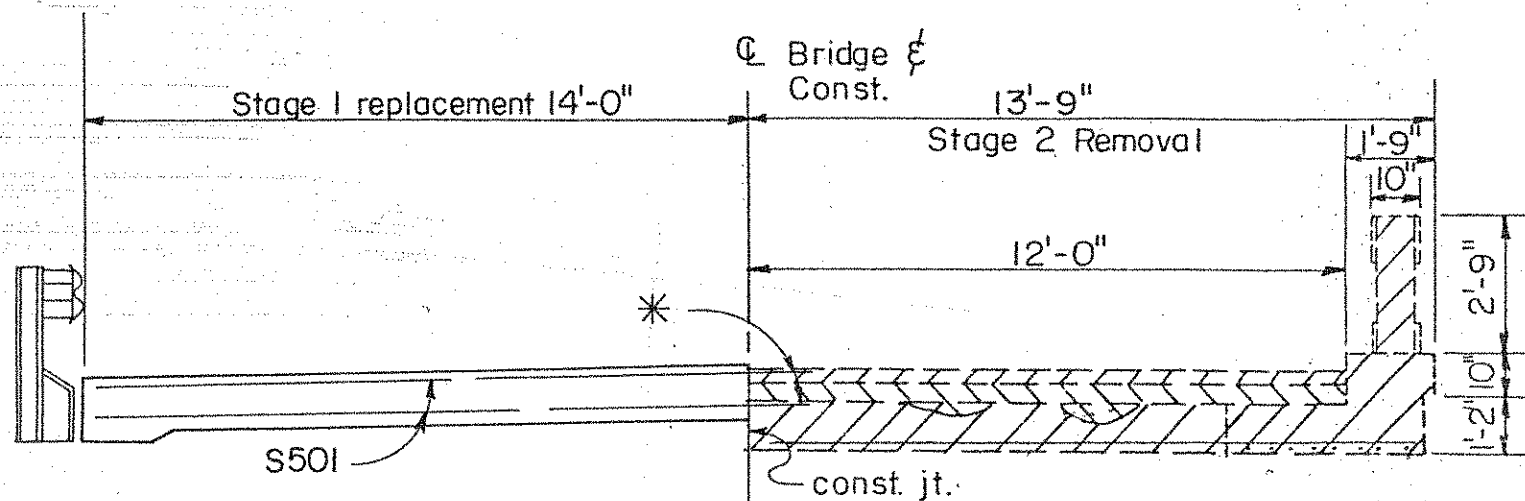
SECTION A-A

* * * An estimated amount of 14-S504 dowel bars in each abutment shall be staggered in the back of the backwall approx. between the existing dowels in front of the abutment. Spacing of the bars to be determined in the field by the Engineer so as not to damage the existing sandstone. The actual amount of dowel bars and dowel holes shall be determined in the field.

CALCULATED BY RJD DATE 7-22-85
CHECKED BY Per DATE 8-8-85



CONSTRUCTION REMOVAL DETAILS
(Stage I Removal)

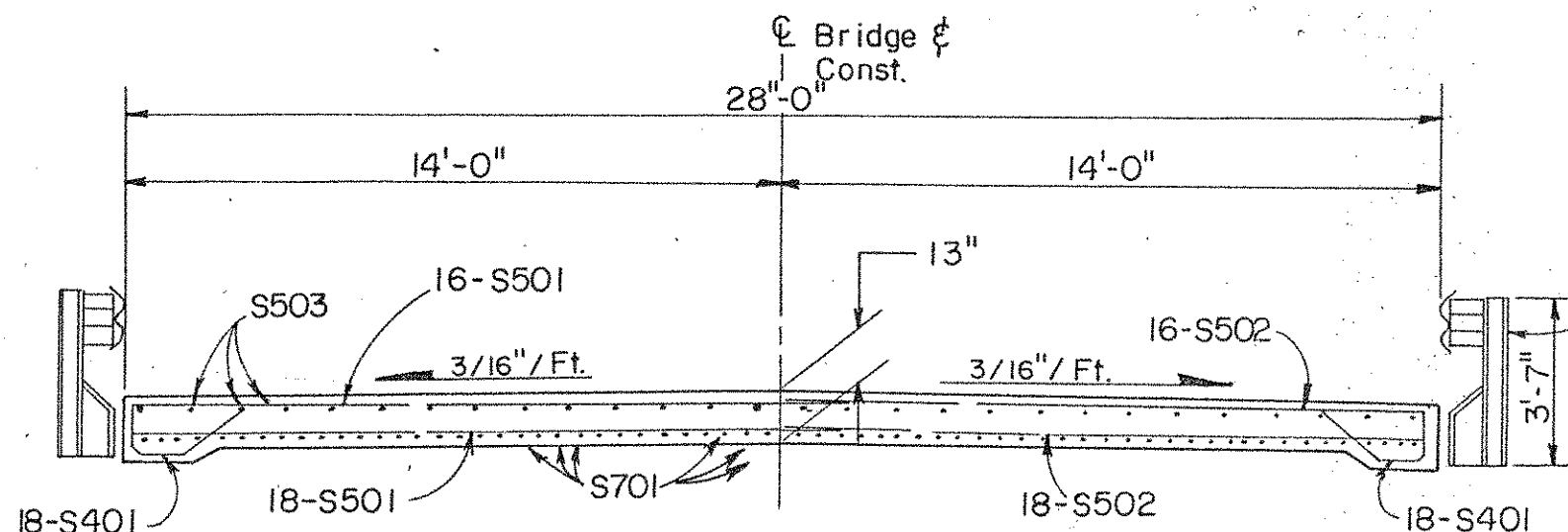


CONSTRUCTION REMOVAL DETAILS
(Stage I replacement & Stage 2 removal)

ITEM 511, CLASS 'S' CONCRETE (SUPERSTRUCTURE):MUS-208-0489

Deck quantity	18 Cu. Yds.
Est. quantity	5 Cu. Yds.
Total	23 Cu. Yds.

* Slot existing asphalt and concrete to set dowels into new concrete



PROPOSED TYPICAL SECTION
MUS-208-0489

See St'd. Drwg. DBR-2-73
for railing details
(use type A Anchors)

CALCULATED BY RSD DATE 7-22-85
CHECKED BY Jim DATE 8-8-85

PROJ 801 (86)

PLAN NO
150

REFERENCE:

Detailed drawings of the existing structures may be inspected in the District 5 Office of the Ohio Department of Transportation, Newark, Ohio.

REMOVED MATERIALS:

All removed materials shall become the property of the Contractor and shall be removed by him from the job site.

EXISTING STRUCTURE VERIFICATION:

Details and dimensions shown on these plans pertaining to the existing structures have been obtained from plans of the existing structures and/or from field observations and measurements. Consequently, they are indicative of the existing structures and the proposed work but they shall be considered tentative and approximate. The Contractor is referred to C.M.S. Sections 102.05 and 105.02.

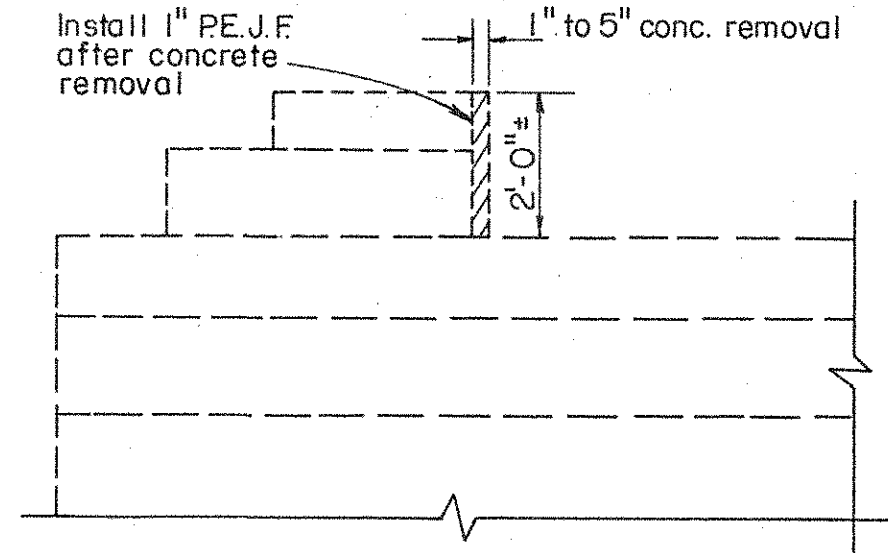
Contract bid prices shall be based upon a recognition of the uncertainties described above and upon a prebid examination of the existing structures by the Contractor. However, all project work shall be based upon actual details and dimensions which have been verified by the Contractor in the field.

ITEM 614 - MAINTAINING TRAFFIC -

Through traffic shall be maintained at all times by use of half width construction. The bridge shall be repaired half width at a time while one lane traffic is maintained on the other half. A minimum lane width of 10 feet shall be maintained for the one way traffic. The Contractor shall provide traffic signal lights for controlling the alternating flow of traffic over the one lane. These signals shall conform to the requirements of the Ohio Manual of Uniform Traffic Control Devices for Streets and Highways. See Sheet No. 26 for location of signals and signs.

WIRE MESH REINFORCING: MUS-208-0511

Wire mesh reinforcing furnished for this item shall conform to 709.12 or 709.10 of the Construction and Material Specifications. The commercial designation shall be either WWF 6 x 6 - D5 x D5, WWF 6 x 6 - W5 x W5 or WWF 6 x 6 - W5.5 x W5.5 and shall be included for payment in the contract price bid for Item 511, Class 'S' Concrete, as per plan.



The Contractor shall determine the removal and replacement thickness of the wingwall caps to accommodate the proposed deck widening and 1" Preformed Expansion Joint Filler. The removal shall be saw cut to insure a smooth surface edge prior to placement of the preformed expansion joint filler, as directed by the Engineer. The above work shall be included in Item 202 Portions of Structures Removed, Superstructure.

WINGWALL REMOVAL DETAIL (Typical for Br. Nos MUS-208-0489 & 0511)

0499

6005373

BR. NO. MUS-208-0456 ORIGINAL DESIGN LOADING S-15
 YR. BUILT after 1900 TYPE STRUCTURE CSS

Date of Posting Analysis	7-71			
Condition Rating & % Reduction	Good 0%			
Wearing Course Thickness	12 3/4"			
Resulting S-Loading	S-12.03			

19 71 H-15.00

$\frac{0\% (15)}{15/15} = 19.8\% \checkmark$

$(13-4) .2 (11) \frac{15}{15} = 19.8\% \checkmark$

$(15.00) 80.2\% = 5-12.03 \checkmark$

$\frac{12.03}{15} (160 + 2 \times 11) = 145.9\% \text{ legal} \quad R.O.D.$

19 ____

19 ____

19 ____

0532

6005403

BR. NO. MUS-208-0489 ORIGINAL DESIGN LOADING H-15
 YR. BUILT 1934 TYPE STRUCTURE CSS

Date of Posting Analysis	7-71	6-75		
Condition Rating & % Reduction	Good 5%	Good 5%		
Wearing Course Thickness	10 3/4"	11 3/4"		
Resulting S-Loading	5-11.31			

19 71

$$\begin{aligned} & \frac{5\% (15)}{15} (160 + 2 \times 14) = 141.7\% \text{ legal} \quad R.O.D. \\ & \frac{11.31}{15} (160 + 2 \times 14) = 141.7\% \text{ legal} \quad R.O.D. \\ & (14.25) 79.4\% = 5-11.31 \checkmark \\ & (11-4) .2 (14) \frac{15}{14.25} = 20.6\% \checkmark \end{aligned}$$

H-14.25

19 75

$$\begin{aligned} & \frac{5\% (15)}{15} (160 + 2 \times 14) = 136.5\% \\ & (14.25) 76.4\% = 5-10.89 \\ & \frac{10.89}{15} (160 + 2 \times 14) = 136.5\% \end{aligned}$$

H = 14.25

19

PROJ 801(86) SLAB REPLACED

19