

GENERAL NOTES:

PROPOSED WORK: MAJOR REHABILITATION

THE EXISTING DECK WILL BE REPLACED WITH A NEW COMPOSITE REINFORCED CONCRETE DECK ON THE EXISTING 3-SPAN SUPERSTRUCTURE. THE EXISTING TURNBACK WINGWALLS WILL BE REMOVED AS SHOWN IN THE PLANS AND REPLACED WITH NEW TURNBACK WINGWALLS. THE ABUTMENTS WILL BE RECONSTRUCTED AS SEMI-INTEGRAL. PROPOSED STRUCTURAL STEEL WILL BE PAINTED. THE PIER CAPS WILL BE RAISED. ALL EXISTING BEARINGS WILL BE REPLACED WITH NEW ELASTOMERIC BEARINGS.

REFERENCE WILL BE MADE TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-15	REVISED	1/20/23
AS-2-15	REVISED	1/20/23
GSD-1-19	REVISED	1/15/21
PCB-91	REVISED	7/17/20
SBR-1-20	REVISED	1/20/23
SICD-1-96	REVISED	7/18/14
GSD-1-96	REVISED	7/19/02

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17th EDITION, 2002, AND THE ODOT BRIDGE DESIGN MANUAL, 2004.

DESIGN LOADING:

HS20, CASE I AND THE ALTERNATIVE MILITARY LOADING.
FUTURE WEARING SURFACE (FWS) OF 60 POUNDS PER SQUARE FOOT.

DESIGN DATA:

CONCRETE, QC/QA CLASS QC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE) CONCRETE, CLASS QC1 - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60 KSI
EXISTING STRUCTURAL STEEL - ASTM A709, GRADE 33, MINIMUM YIELD STRENGTH 33 KSI
PROPOSED STRUCTURAL STEEL - ASTM A709, GRADE 50, MINIMUM YIELD STRENGTH 50 KSI

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
2 1/2" CONCRETE COVER

MONOLITHIC WEARING SURFACE:

IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK

EXISTING STRUCTURE VERIFICATION:

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 AND 105.02.

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 WHICH HAVE BEEN VERIFIED IN THE FIELD.

INSPECTION OF EXISTING STRUCTURAL STEEL:

THE ENGINEER WILL VISUALLY INSPECT ALL EXISTING BUTT-WELDED SPLICES 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 511.10, 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, SUPERSTRUCTURE CONCRETE. 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.

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 2.31 KIPS FOR A TOTAL MACHINE LOAD OF 18.48 KIPS.

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

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

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

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

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL 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 REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05. THIS WORK CONSISTS OF:

- A. REMOVAL OF ENTIRE EXISTING DECK, CURBS, RAILS, AND BEARINGS. THE TOTAL EXISTING BRIDGE DECK THICKNESS IS APPROXIMATELY 11 1/4". THIS INCLUDES AN ASPHALT CONCRETE OVERLAY OF APPROXIMATELY 2 1/2". PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF STRUCTURAL SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE.
- B. PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE DIRECTOR. OBTAIN THE DIRECTOR'S APPROVAL BEFORE PERFORMING REPAIR.
- C. REMOVALS METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVAL OVER STRUCTURAL MEMBERS (STEEL GIRDERS), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS [16 KILOGRAMS] BUT NOT TO EXCEED 90 POUNDS [41 KILOGRAMS] UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE 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 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 ENGINEER TO THE DIRECTOR. OBTAIN DIRECTOR'S APPROVAL BEFORE PERFORMING REPAIR.

ANY STRUCTURAL MEMBERS THAT ARE DAMAGED DURING CONCRETE REMOVAL WILL BE SPOT PAINTED WITH FEDERAL BROWN #10324 AT NO COST TO THE PROJECT.
- D. 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
- E. REMOVAL OF PORTIONS OF ABUTMENTS INCLUDING BACKWALLS AND WINGWALLS AS SHOWN ON PLANS.
- F. MODIFY EXISTING PIERS AS SHOWN ON PLANS.
- G. 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 NEW CONCRETE.
- H. 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.
- I. MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

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: PROPOSED INTERMEDIATE CROSS FRAMES (GSD-1-96 TYPE 1)

ITEM 513 - STRUCTURAL STEEL, MISC.: MOMENT PLATE RETROFIT:

THIS ITEM IS QUANTIFIED AS EACH AND INCLUDES ALL LABOR AND MATERIALS NECESSARY TO RETROFIT THE TOP AND BOTTOM OF THE BEAM AT A SPLICE LOCATION.

ITEM 514 - FIELD PAINTING, MISC.: COATING OF BEAM ENDS:

PRIOR TO ENCASING THE BEAM ENDS, PREPARE THE ENDS PER SSPC SP10 OR SSPC SP11 TO BARE METAL ACHIEVING A 1.5 TO 3.5 MIL PROFILE. PAINT THE BEAM ENDS WITH ORGANIC ZINC PRIME COAT PER C&MS 514. PROVIDE THE PRIME COAT THICKNESS AS PER C&MS 514.20. EXTEND THE LIMITS OF THE BEAM PREPARATION AND PAINTING 1-FT BEYOND THE LIMITS OF THE END DIAPHRAGM CONCRETE.

AFTER THE DIAPHRAGM CONCRETE IS SET, SEAL THE INTERFACE BETWEEN THE BEAM AND CONCRETE WITH CAULK.

THE DEPARTMENT WILL PAY FOR ALL ABOVE LABOR AND AT THE CONTRACT BID PRICE FOR ITEM 514 FIELD PAINTING, MISC: COATING OF BEAM ENDS.

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 CMS 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 CMS 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 526 - REINFORCED CONCRETE APPROACH SLAB WITH QC/QA (T=15"), AS PER PLAN

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

ALL REINFORCING STEEL IS TO BE PAID SEPARATELY UNDER ITEM 509.

ITEM 526 - TYPE C INSTALLATION (T = 15"), AS PER PLAN:

ALL REINFORCING STEEL IS TO BE PAID SEPARATELY UNDER ITEM 509.

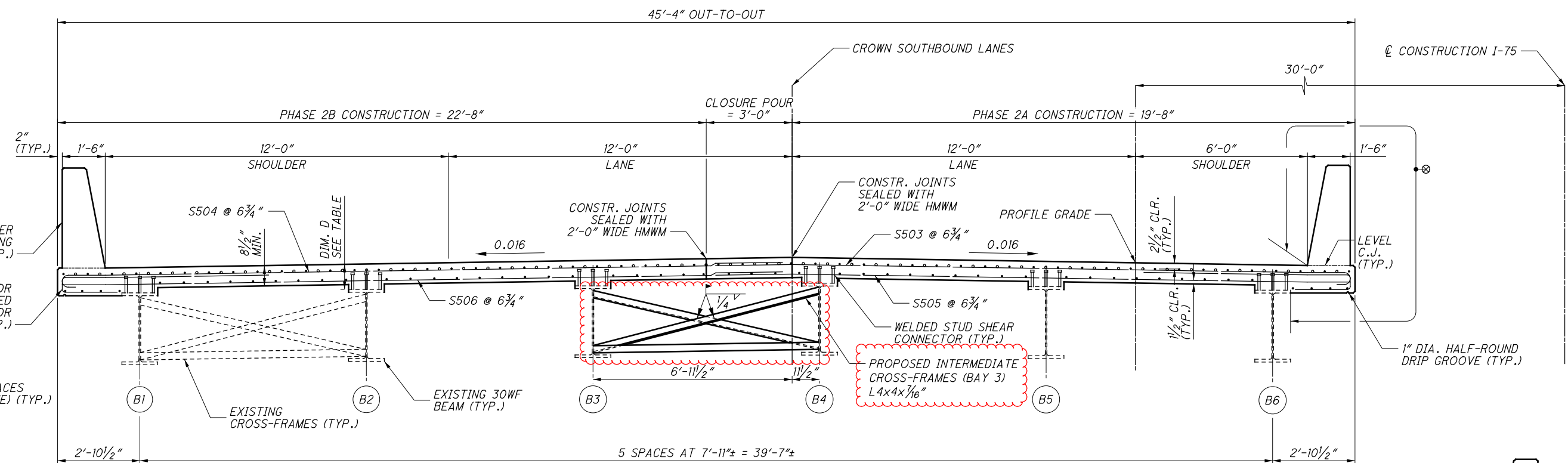
ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN

THE THICKNESS FOR CRUSHED AGGREGATE SLOPE PROTECTION SHALL BE 1'-0" MINIMUM. THE EXISTING STONE MATERIAL SHALL BE REUSED AND PLACED ACCORDING TO 601.06 AND PLACED ONLY IN AREAS WHERE NEEDED OR AS DIRECTED BY THE ENGINEER. ADDITIONAL MATERIAL AND FILTER FABRIC WILL BE NECESSARY. THE ESTIMATED QUANTITY IS PER SQUARE YARD AND IS CALCULATED BASED ON AN ESTIMATED REPAIR AREA OF 100 SQUARE YARDS FOR EACH BRIDGE.

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 DESIGN AGENCY PRIMEV STATE PUBLIC ENGINEERS Columbus, Ohio 43260	DATE 8/4/2017	REVISION GTB	DRAWN AMT	DESIGNED AMT	CHECKED CCJ	STRUCTURE FILE NUMBER 7501773
GENERAL NOTES - 1 BRIDGE NO. SHE-75-0614L I-75 OVER CAMPBELL ROAD						
SHE-75-6.14 L / R PID No. 115808						
3 / 29						
143 242						

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LEGEND:

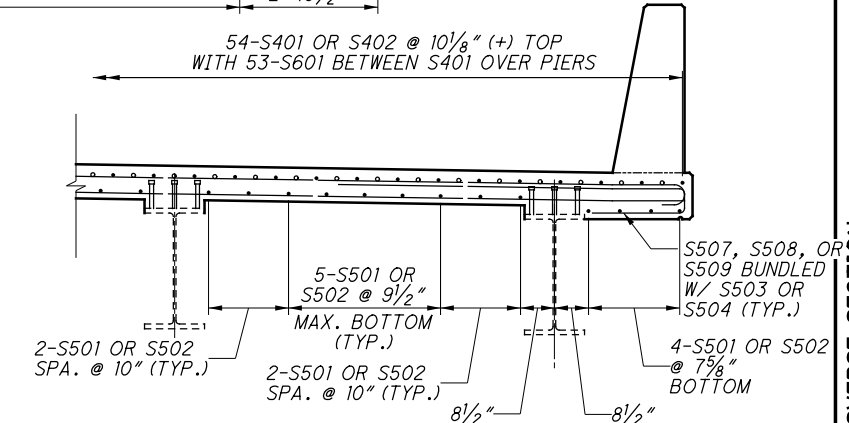
⊗ SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYP.)

NOTES:

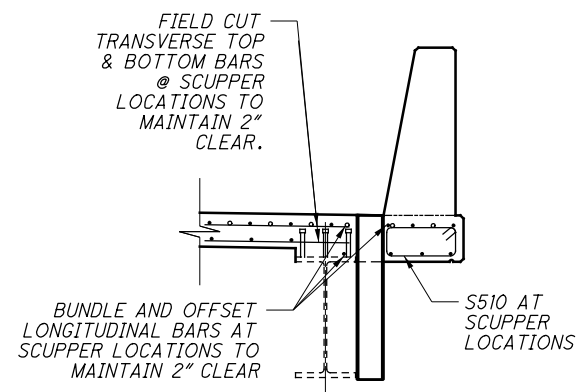
- THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 3 3/4 INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE IS ±3 INCHES.
- ALL DECK, DIAPHRAGM, AND VERTICAL PARAPET REINFORCING STEEL SHALL BE GALVANIZED.
- ALL SUBSTRUCTURE AND APPROACH SLAB REINFORCING STEEL SHALL BE EPOXY COATED.
- FOR SCUPPER LOCATIONS AND SPACING, SEE SHEET 2/29.

TRANSVERSE SECTION

DIMENSION "D" TABLE				
BEAM	R.A.	P1	P2	F.A.
B1	11 5/16"	9 1/2"	10 1/4"	12 1/4"
B2	12 1/4"	9 15/16"	10 1/16"	12 1/16"
B3	12 5/16"	10 1/16"	10 5/8"	12 1/8"
B4	12 1/4"	10 1/8"	10 1/16"	12 1/16"
B5	12 1/16"	9 15/16"	10 1/16"	12 1/16"
B6	12 5/16"	9 3/4"	10"	12"

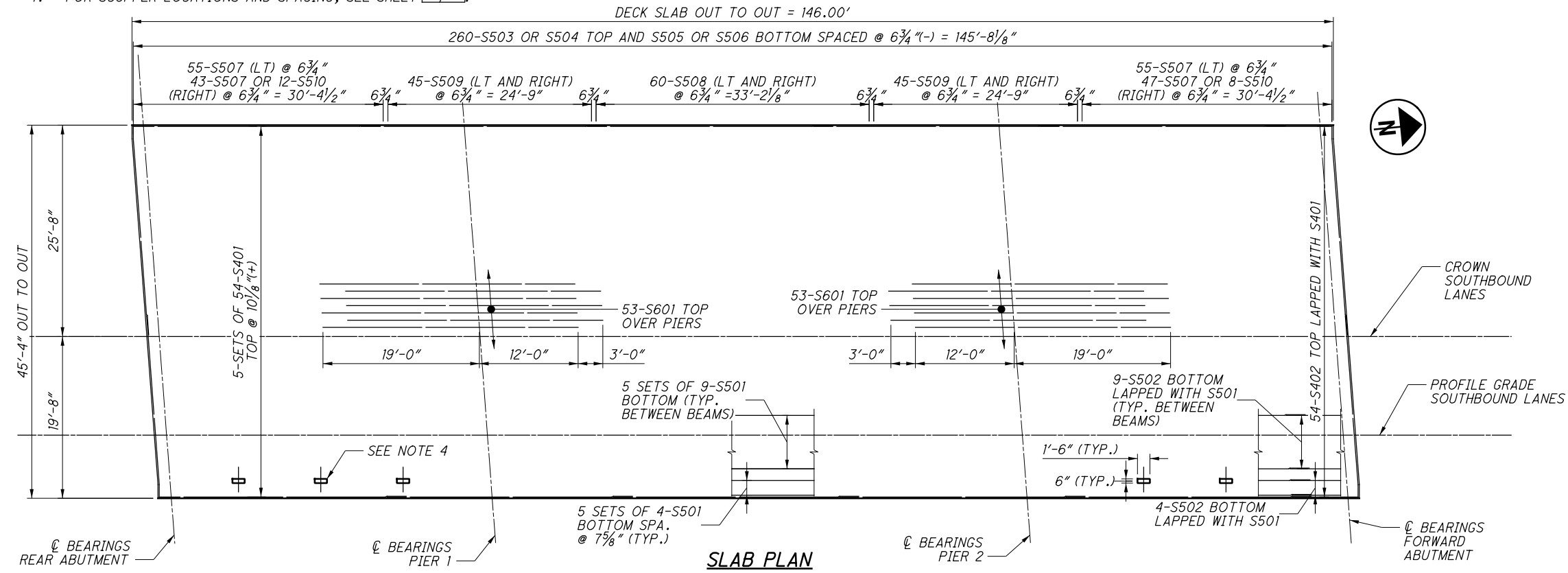


DECK REINFORCEMENT SECTION



DECK REINFORCEMENT SECTION AT SCUPPER LOCATION

REQUIRED LAP LENGTH	
BAR #	MIN. LAP LENGTH
4	2'-0"
5	2'-6"
6	2'-11"



SLAB PLAN

DESIGN AGENCY: **PRIMEV**
 8450 Pulsifer Road, Suite 300
 Columbus, Ohio 43229

DATE: 8/4/2017
 GTB: 7501773
 STRUCTURE FILE NUMBER: 7501773

DESIGNED: AMT
 CHECKED: CCJ

DRAWN: AMT
 REVISED:

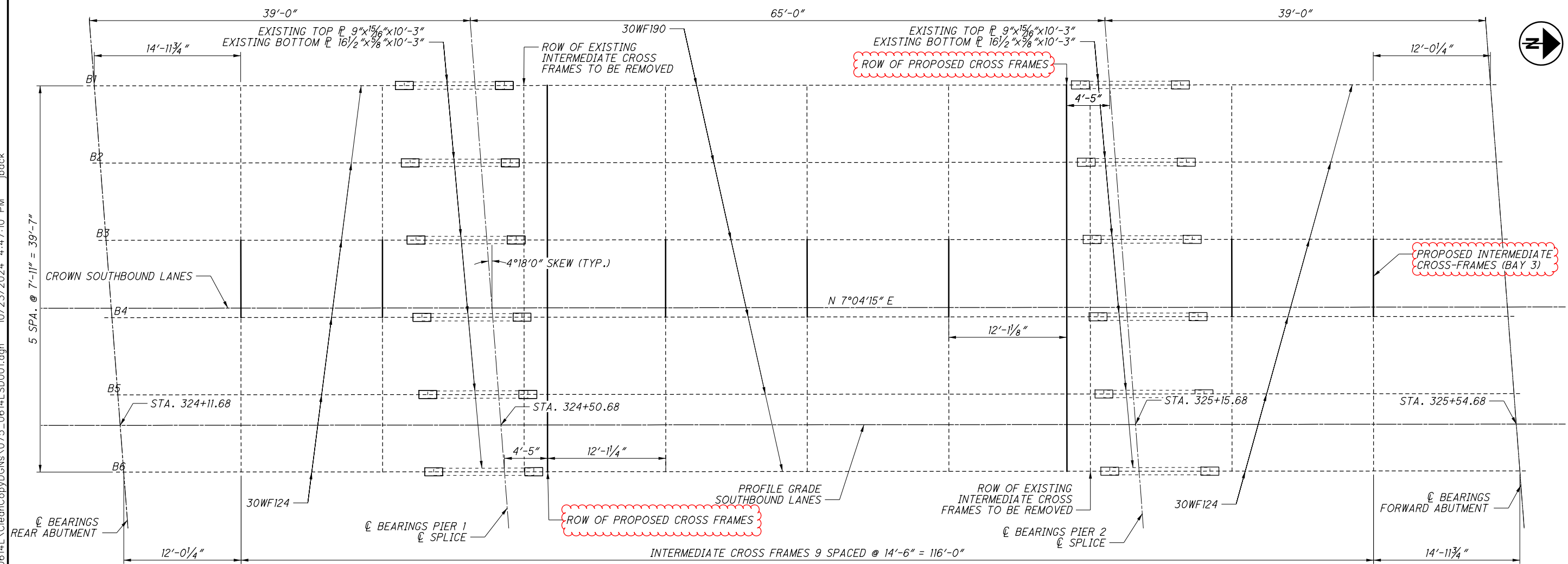
REVIEWED: GTB

BRIDGE NO. SHE-75-0614L
 I-75 OVER CAMPBELL ROAD

SHE-75-6.14 L/R
 PID No. 115808

19/29
 159
 242

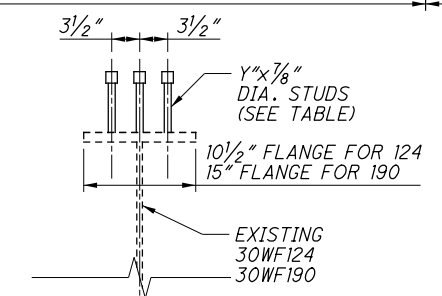
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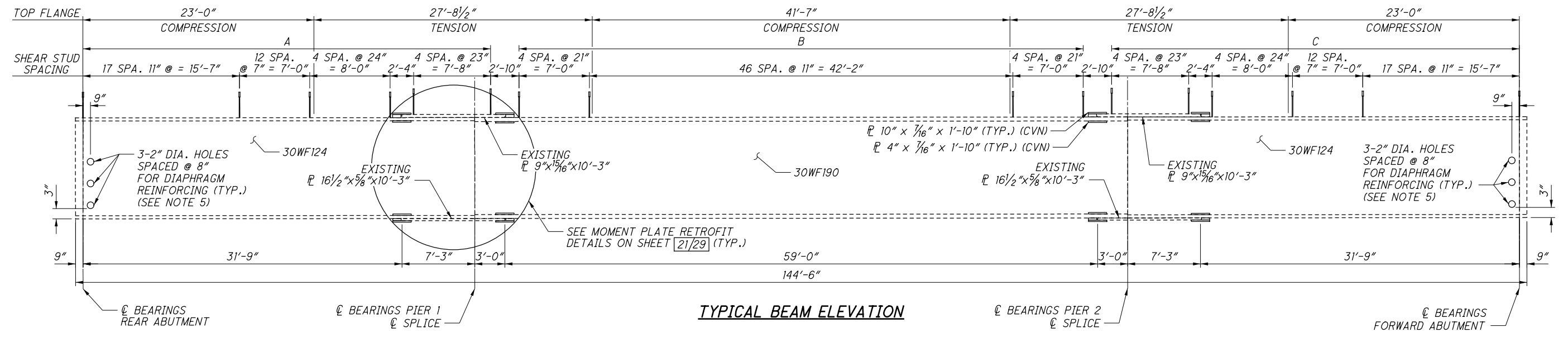
FRAMING PLAN

NOTES:

- 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.
- FOR LOCATION AND PAYMENT OF BOTTOM FLANGE VENT HOLES, SEE SHEET [24/29].
- PAYMENT FOR FIELD DRILLED HOLES AT THE BEAM ENDS TO BE INCLUDED WITH ITEM 511 - CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING.
- ALL NEW STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50. STRUCTURAL STEEL PAINT COLOR SHALL BE FEDERAL STANDARD COLOR 5958-15450 (LIGHT BLUE, GLOSS).
- DETAIL THE HOLES IN BEAMS 4 TO 6 TO BE 3 INCHES OFFSET FROM BEAMS 1 TO 3. BOTTOM AND MIDDLE HOLES TO BE OFFSET VERTICALLY UPWARD. TOP HOLE TO BE OFFSET VERTICALLY DOWNWARD.



STUD HEIGHT	
LOCATION	DIM. Y
A	7.0"
B	4.5"
C	7.0"



TYPICAL BEAM ELEVATION

DESIGN AGENCY
PRIMEV
 8450 Pulsis Road, Suite 300
 Columbus, Ohio 43240

DATE
 8/4/2017

REVIEWED
 GTB

DRAWN
 AMT

DESIGNED
 AMT

CHECKED
 CCJ

STRUCTURE FILE NUMBER
 7501773

FRAMING PLAN AND BEAM ELEVATION
 BRIDGE NO. SHE-75-0614L
 I-75 OVER CAMPBELL ROAD

SHE-75-6.14 L/R
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20/29

160
 242

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EPOXY COATED REINFORCING STEEL
2 1/2" CONCRETE COVER

MONOLITHIC WEARING SURFACE:

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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 WHICH HAVE BEEN VERIFIED IN THE FIELD.

INSPECTION OF EXISTING STRUCTURAL STEEL:

THE ENGINEER WILL VISUALLY INSPECT ALL EXISTING BUTT-WELDED SPLICES 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 511.10, 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, SUPERSTRUCTURE CONCRETE. 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.

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 2.31 KIPS FOR A TOTAL MACHINE LOAD OF 18.48 KIPS.

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

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

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

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

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL 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 REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05. THIS WORK CONSISTS OF:

- A. REMOVAL OF ENTIRE EXISTING DECK, CURBS, RAILS, AND BEARINGS. THE TOTAL EXISTING BRIDGE DECK THICKNESS IS APPROXIMATELY 11 1/4". THIS INCLUDES AN ASPHALT CONCRETE OVERLAY OF APPROXIMATELY 2 1/2". PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF STRUCTURAL SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE.
- B. PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE DIRECTOR. OBTAIN THE DIRECTOR'S APPROVAL BEFORE PERFORMING REPAIR.
- C. REMOVALS METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVAL OVER STRUCTURAL MEMBERS (STEEL GIRDERS), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS [16 KILOGRAMS] BUT NOT TO EXCEED 90 POUNDS [41 KILOGRAMS] UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE 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 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 ENGINEER TO THE DIRECTOR. OBTAIN DIRECTOR'S APPROVAL BEFORE PERFORMING REPAIR.

ANY STRUCTURAL MEMBERS THAT ARE DAMAGED DURING CONCRETE REMOVAL WILL BE SPOT PAINTED WITH FEDERAL BROWN #10324 AT NO COST TO THE PROJECT.

- D. 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
- E. REMOVAL OF PORTIONS OF ABUTMENTS INCLUDING BACKWALLS AND WINGWALLS AS SHOWN ON PLANS.
- F. 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 NEW CONCRETE.
- G. 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.
- H. MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

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: PROPOSED INTERMEDIATE CROSS FRAMES (GSD-1-96 TYPE 1)

ITEM 513 - STRUCTURAL STEEL, MISC.: MOMENT PLATE RETROFIT:

THIS ITEM IS QUANTIFIED AS EACH AND INCLUDES ALL LABOR AND MATERIALS NECESSARY TO RETROFIT THE TOP AND BOTTOM OF THE BEAM AT A SPLICE LOCATION.

ITEM 514 - FIELD PAINTING, MISC.: COATING OF BEAM ENDS:

PRIOR TO ENCASING THE BEAM ENDS, PREPARE THE ENDS PER SSPC SP10 OR SSPC SP11 TO BARE METAL ACHIEVING A 1.5 TO 3.5 MIL PROFILE. PAINT THE BEAM ENDS WITH ORGANIC ZINC PRIME COAT PER C&MS 514. PROVIDE THE PRIME COAT THICKNESS AS PER C&MS 514.20. EXTEND THE LIMITS OF THE BEAM PREPARATION AND PAINTING 1-FT BEYOND THE LIMITS OF THE END DIAPHRAGM CONCRETE.

AFTER THE DIAPHRAGM CONCRETE IS SET, SEAL THE INTERFACE BETWEEN THE BEAM AND CONCRETE WITH CAULK.

THE DEPARTMENT WILL PAY FOR ALL ABOVE LABOR AND AT THE CONTRACT BID PRICE FOR ITEM 514 FIELD PAINTING, MISC: COATING OF BEAM ENDS.

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 CMS 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 CMS 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 526 - REINFORCED CONCRETE APPROACH SLAB WITH QC/QA (T=15"), AS PER PLAN

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

ALL REINFORCING STEEL IS TO BE PAID SEPARATELY UNDER ITEM 509.

ITEM 526 - TYPE C INSTALLATION (T = 15"), AS PER PLAN.:

ALL REINFORCING STEEL IS TO BE PAID SEPARATELY UNDER ITEM 509.

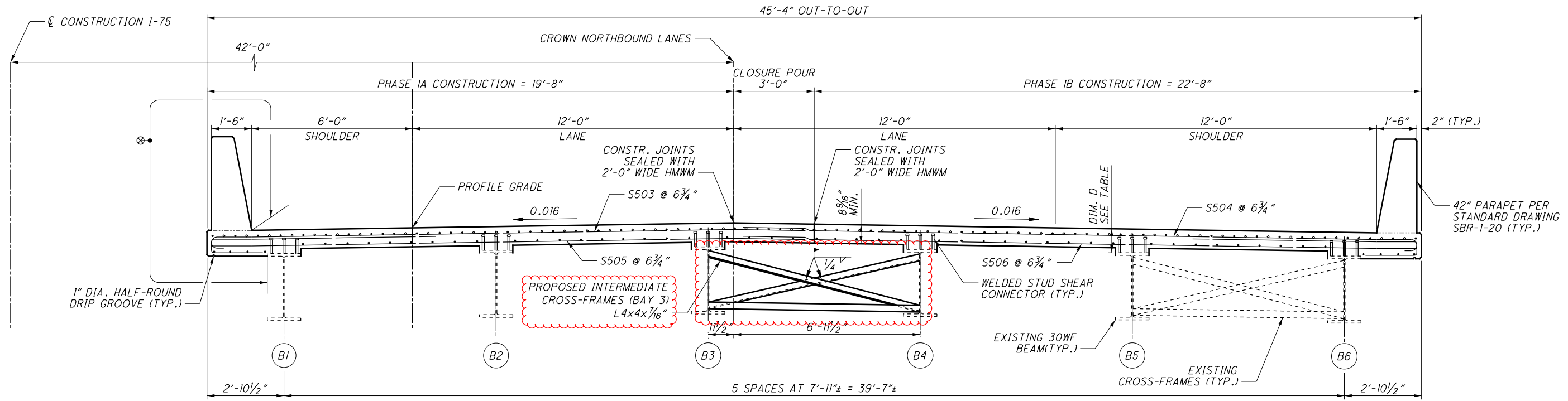
ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN

THE THICKNESS FOR CRUSHED AGGREGATE SLOPE PROTECTION SHALL BE 1'-0" MINIMUM. THE EXISTING STONE MATERIAL SHALL BE REUSED AND PLACED ACCORDING TO 601.06 AND PLACED ONLY IN AREAS WHERE NEEDED OR AS DIRECTED BY THE ENGINEER. ADDITIONAL MATERIAL AND FILTER FABRIC WILL BE NECESSARY. THE ESTIMATED QUANTITY IS PER SQUARE YARD AND IS CALCULATED BASED ON AN ESTIMATED REPAIR AREA OF 100 SQUARE YARDS FOR EACH BRIDGE.

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DESIGN AGENCY PRIME 845 East Main Street Columbus, Ohio 43260	DATE	8/4/2017
	REVIEWED GTB	STRUCTURE FILE NUMBER 7501803
DRAWN AMT	CHECKED CCJ	DESIGNED AMT
GENERAL NOTES - 1 BRIDGE NO. SHE-75-0614R I-75 OVER CAMPBELL ROAD		
SHE-75-6.14 L/R PID No. 115808		
3/29		
172 242		

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TRANSVERSE SECTION

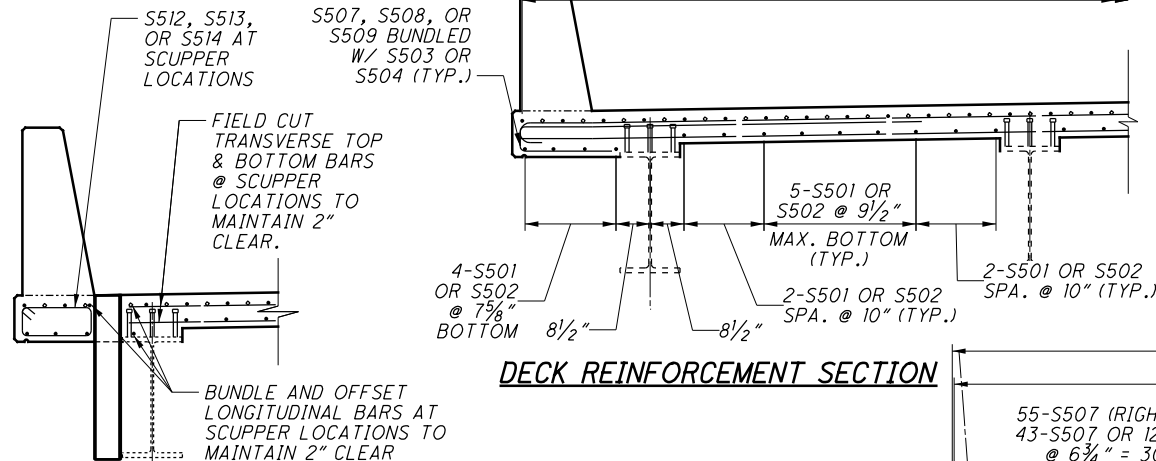
REQUIRED LAP LENGTH	
BAR #	MIN. LAP LENGTH
4	2'-0"
5	2'-6"
6	2'-11"

LEGEND:
 ⊗ SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYP.)

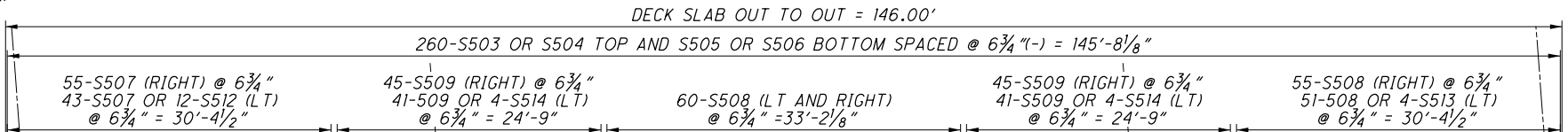
DIMENSION "D" TABLE				
BEAM	R.A.	P1	P2	F.A.
B1	13 1/2"	10 1/16"	10 1/16"	12 3/4"
B2	13 13/16"	10 1/2"	10 3/8"	12 7/8"
B3	13 5/16"	10 3/4"	10 1/4"	12 1/8"
B4	13 3/4"	10 1/16"	10 1/16"	12 1/16"
B5	13 13/16"	10 9/16"	10 1/8"	12 7/16"
B6	13 1/16"	10 5/8"	9 5/16"	12 1/2"

HAUNCH REINFORCING

△ PROVIDE S510 AND S511 WHEN DIM. D EXCEEDS 13 1/2"



DECK REINFORCEMENT SECTION

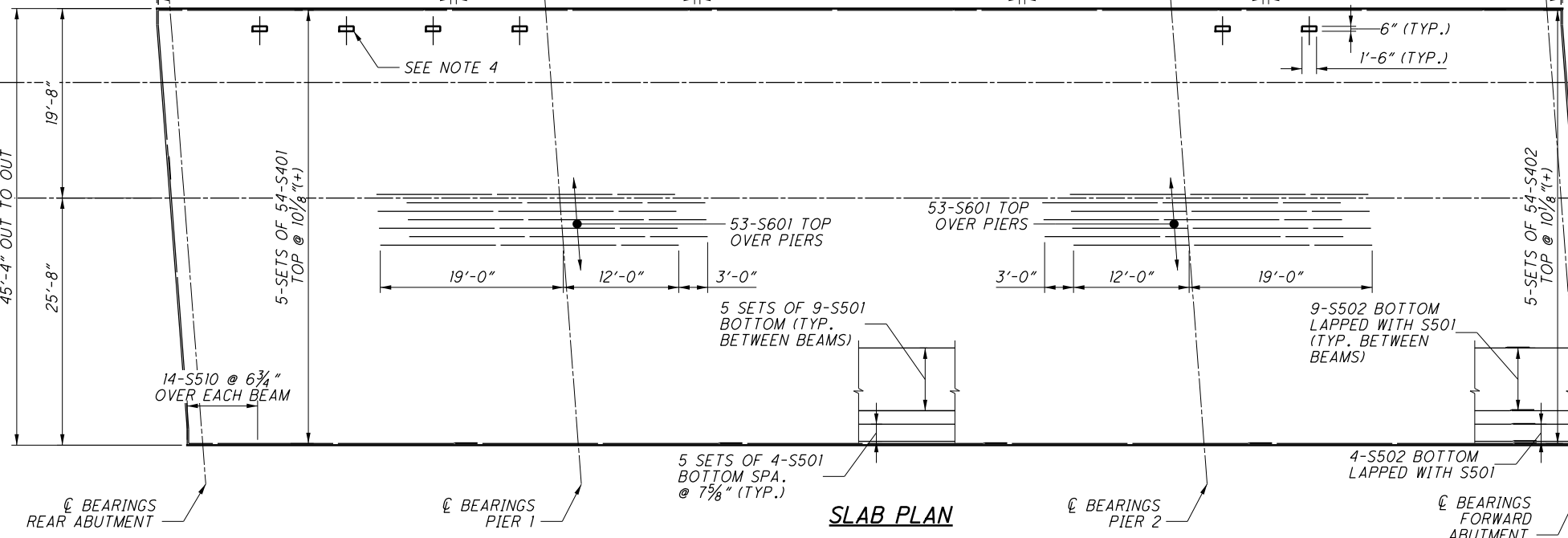


DECK REINFORCEMENT SECTION AT SCUPPER LOCATION

NOTES:

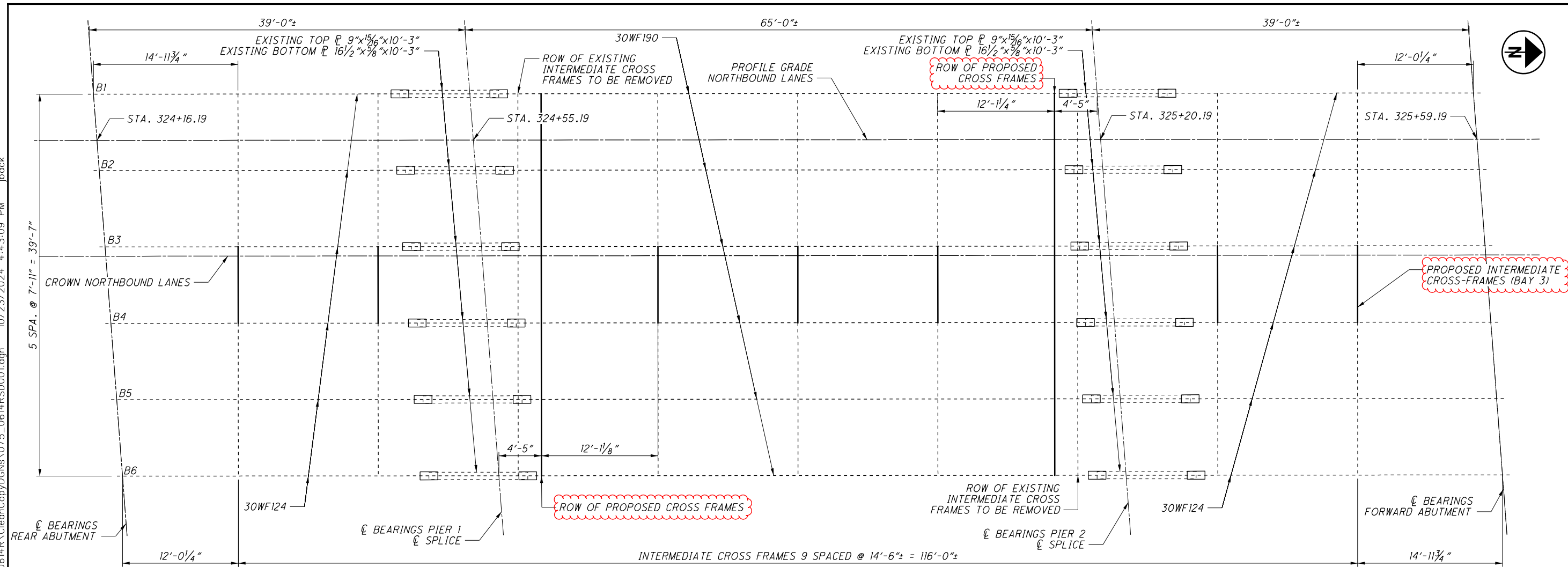
- THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 3 3/4 INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE IS ±3 INCHES.

THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM, 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 HAD BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.
- ALL DECK, DIAPHRAGM, AND VERTICAL PARAPET REINFORCING STEEL SHALL BE GALVANIZED.
- ALL SUBSTRUCTURE AND APPROACH SLAB REINFORCING STEEL SHALL BE EPOXY COATED.
- FOR SCUPPER LOCATIONS AND SPACING, SEE SHEET 2/29.



DESIGN AGENCY: PRIMECLAY EAST PULASKI BLVD STE 300 COLUMBUS, OHIO 43260
 DATE: 8/4/2017
 REVIEWED: GTB
 DRAWN: AMT
 CHECKED: CCJ
 DESIGNED: AMT
 STRUCTURE FILE NUMBER: 7501803
 TRANSVERSE SECTION
 BRIDGE NO. SHE-75-0614R
 I-75 OVER CAMPBELL ROAD
 SHE-75-6.14 L/R
 PID No. 115808
 19/29
 188
 242

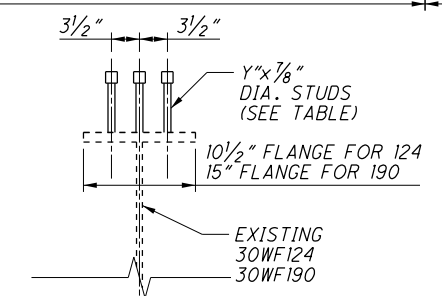
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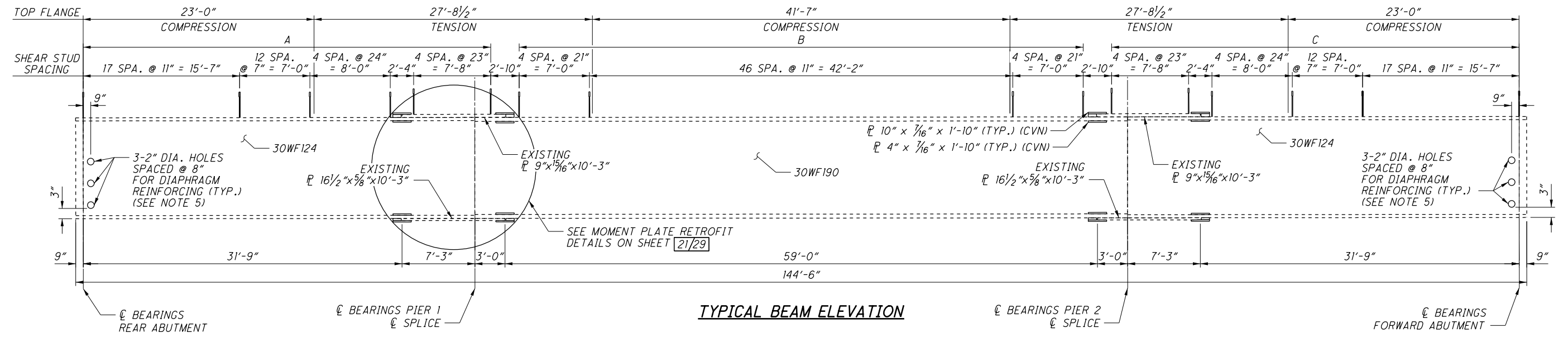
FRAMING PLAN

NOTES:

- 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.
- FOR LOCATION AND PAYMENT OF BOTTOM FLANGE VENT HOLES, SEE SHEET 24/29.
- PAYMENT FOR FIELD DRILLED HOLES AT THE BEAM ENDS TO BE INCLUDED WITH ITEM 511 - CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING.
- ALL NEW STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50. STRUCTURAL STEEL PAINT COLOR SHALL BE FEDERAL STANDARD COLOR 5958-15450 (LIGHT BLUE, GLOSS).
- DETAIL THE HOLES IN BEAMS 4 TO 6 TO BE 3 INCHES OFFSET FROM BEAMS 1 TO 3. BOTTOM AND MIDDLE HOLES TO BE OFFSET VERTICALLY UPWARD. TOP HOLE TO BE OFFSET VERTICALLY DOWNWARD.



SHEAR STUD DETAIL



TYPICAL BEAM ELEVATION