

THIS NOTE APPLIES TO STRUCTURES UNI-33-15.09, UNI-33-16.47, UNI-33-18.72, AND UNI-33-23.55 L/R:

ITEM 201 CLEARING AND GRUBBING, AS PER PLAN:

THIS ITEM IS INTENDED TO CUT/SCALP ALL SCRUB BRUSH AND VEGETATION TO ALLOW FUTURE MAINTENANCE ACCESS AT EACH OF THE 4 CORNERS OF THE STRUCTURES AS IDENTIFIED IN THE PLANS OR PAY ITEMS. THE APPROXIMATE DIMENSIONS AT EACH CORNER IS 15'-0" X 10'-0" UNLESS OTHERWISE SHOWN ON PLANS. THE EXISTING VEGETATION SHALL BE CUT/SCALPED DOWN TO A HEIGHT OF NO MORE THAN 2" ABOVE EXISTING GROUND ELEVATION. THIS ITEM IS NOT INTENDED TO REMOVE SURFACE OR DISTURB GROUND VEGETATION AND/OR TOPSOIL.

A LUMP SUM QUANTITY IS INCLUDED IN THE STRUCTURE SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING, AS PER PLAN.

THESE NOTES APPLY TO STRUCTURES UNI-33-23.55 L/R ONLY:

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):
DBR-2-73 DATED 7/19/2002
DBR-3-11 DATED 7/15/2011
DS-1-92 DATED 7/18/2003
PCB-91 DATED 7/17/2020

AND THE FOLLOWING PROPOSAL NOTES:
PN512 DATED 11/5/2016

DESIGN SPECIFICATIONS:

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

DESIGN DATA:

CONCRETE CLASS QC2 COMPRESSIVE STRENGTH 4.5 KSI
REINFORCING STEEL MINIMUM YIELD STRENGTH 60 KSI

CONTINGENCY QUANTITIES:

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR ITEMS DESIGNATED BY PLAN NOTE TO BE USED AS DIRECTED BY THE ENGINEER, UNLESS AUTHORIZED BY THE ENGINEER. THE ACTUAL WORK LOCATIONS AND QUANTITIES USED FOR SUCH ITEMS SHALL BE INCORPORATED INTO THE FINAL CHANGE ORDER GOVERNING COMPLETION OF THE PROJECT.

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 RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

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

THIS ITEM SHALL INCLUDE THE 2'-6" WIDE DECK EDGE REMOVAL INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. ASPHALT WEARING COURSE REMOVAL IS PAID FOR UNDER SEPARATE ITEM. 6" OF THE EDGE REMOVAL SHALL BE PERFORMED SO THAT THE EXISTING TRANSVERSE RE-STEEL MAY BE RETAINED FOR THE EDGE REPAIR. 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 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 C&MS 501.05.

ITEM 202 PAVEMENT REMOVED, AS PER PLAN:

THE EXISTING ASPHALT CONCRETE PAVEMENT SHALL BE REMOVED COMPLETELY TO THE CONCRETE BRIDGE SURFACE OR APPROACH SLAB SURFACE AS INDICATED IN THE PLANS. THE EXISTING LEFT BRIDGE HAS AN EXISTING ASPHALT OVERLAY THAT VARIES FROM +/- 4" TO 8". THE EXISTING RIGHT BRIDGE HAS AN EXISTING ASPHALT OVERLAY +/- 2" THICK BASED UPON FIELD MEASUREMENTS AND OBSERVATIONS. SEE EXISTING TRANSVERSE SECTION FOR APPROXIMATE EXISTING OVERLAY DETAILS.

ITEM 512 TYPE 3 WATERPROOFING:

AFTER DECK AND/OR APPROACH SLAB PATCHING HAS BEEN PERFORMED THIS ITEM IS TO BE PLACED AS PER CMS REQUIREMENTS ON THE DECK AND APPROACH SLAB SURFACES PRIOR TO THE ASPHALT OVERLAY OPERATION.

ITEM 517 DEEP BEAM BRIDGE RETROFIT RAILING, AS PER PLAN:

THIS ITEM IS INTENDED FOR THE SIDE OF EACH BRIDGE WITH THE DECK EDGE REPAIRS. IN ADDITION TO ALL OF THE REQUIREMENTS OF STANDARD DRAWING DBR-3-11 THIS ITEM SHALL ALSO INCLUDE REMOVAL AND STORAGE OF EXISTING BRIDGE RAILING WHILE DECK EDGE REPAIRS ARE BEING PERFORMED. ALSO, THIS ITEM SHALL INCLUDE CASTING NEW ANCHOR BOLTS WITH THE DECK EDGE REPAIR AND RE-INSTALLING THE RETROFITTED RAIL AFTER COMPLETION OF DECK EDGE REPAIRS.

ITEM 519 - PATCHING CONCRETE BRIDGE DECK TYPE B:

THIS ITEM SHALL BE PERFORMED AS PER PROPOSAL NOTE 512 AND IS INTENDED FOR USE ON BRIDGE DECK SURFACE AND APPROACH SLAB SURFACE. THE QUANTITY FOR EACH STRUCTURE IS CALCULATED AS FOLLOWS:

- 21 SQ YD AT BRIDGE/APPROACH INTERFACE AS INDICATED ON PLANS
- 9 SQ YD AS ADDITIONAL CONTINGENCY TO BE USED AS DIRECTED BY ENGINEER.

TOTAL QUANTITY = 30 SQ YD

THESE NOTES APPLY TO STRUCTURE UNI-CR09-1.74 (OVER US-33 @ SLM 22.13) ONLY:

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):
N/A

AND THE FOLLOWING PROPOSAL NOTES:
PN519 DATED 7/21/2017

ITEM 519 - PATCHING CONCRETE STRUCTURE:

REMOVE ALL LOOSE AND DISINTEGRATED CONCRETE FROM THE AREAS SHOWN IN THE PIER DETAILS ON SHEET 3/9 AS PER CMS 519.03. AN ADDITIONAL ESTIMATED QUANTITY OF 23 SQ. FT. HAS BEEN PROVIDED AS A CONTINGENCY TO BE DIRECTED BY THE ENGINEER. THE DEPARTMENT WILL PAY FOR THE WORK DESCRIBED IN CMS 519 UNDER ITEM 519 PATCHING CONCRETE STRUCTURE (SQ. FT.)

ITEM 519 COMPOSITE FIBER WRAPPING SYSTEM:

THERE MUST BE A MINIMUM OF 30 DAYS CURE TIME AFTER COMPLETION OF PATCHING WORK ON PIER COLUMNS PRIOR TO COMMENCING FIBER WRAPPING WORK. REFER TO PROPOSAL NOTE 519 FOR ITEM SPECIFICATIONS NOT GIVEN HEARIN. THE REQUIRED CONFINING STRESS DUE TO FRP JACKET (f1) WILL BE 0.150 ksi FOR ENTIRE LIMITS OF WRAPPING. THE FINAL URETHANE (OR SYSTEM SPECIFIED) COATING SYSTEM APPLICATION COLOR SHALL BE FEDERAL COLOR 17778: LIGHT NEUTRAL. REMOVAL OF ANY EXISTING SEALER SHALL BE INCIDENTAL TO ITEM 519 - COMPOSITE FIBER WRAPPING SYSTEM.

I:\ProjectData\05513_UNI-33-12-59\Design\Roadway\Sheets\05513_S6001.dgn SG_101 12/8/2021 4:00:27 PM rmcneill

STRUCTURE PLAN
GENERAL NOTES

UNI-33-12.59
PID No. 105513

1 / 9
90
98

DESIGN AGENCY
ODOT DISTRICT 6
IN-HOUSE DESIGN

DATE
09/10/21
N/A

REVIEWED
KRF
STRUCTURE FILE NUMBER
N/A

DRAWN
RAM
REVISION
XXX

DESIGNED
RAM
CHECKED
DPP