

STRUCTURE GENERAL NOTES

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

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|----------|---------|------------|
| AS-1-15 | REVISED | 01-20-2023 |
| AS-2-15 | REVISED | 07-21-2023 |
| EXJ-4-87 | REVISED | 07-21-2023 |
| PCB-91 | REVISED | 07-17-2020 |
| SBR-1-20 | REVISED | 07-21-2023 |
| SBR-2-20 | REVISED | 07-21-2023 |
| VPF-1-90 | REVISED | 07-21-2023 |

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:
800 DATED 10-20-2023

DESIGN SPECIFICATIONS:

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

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING:

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|-----------------|---|
| DECK: | VEHICULAR LIVE LOAD: HL-93 FUTURE WEARING SURFACE (FWS) OF 0.00KSF STAY-IN-PLACE (SIP) FORMS OF 0.015KSF |
| SUPERSTRUCTURE: | EXISTING BEAMS - AS LOAD RATED, VEHICULAR LIVE LOAD: HL-93 FUTURE WEARING SURFACE (FWS) OF 0.00KSF STAY-IN-PLACE (SIP) FORMS OF 0.015KSF - SPANS 1 AND 2 ONLY |
| SUBSTRUCTURE: | EXISTING SUBSTRUCTURE VEHICULAR LIVE LOAD: CF 2000 (57) FUTURE WEARING SURFACE (FWS) OF 0.00KSF |
| FOUNDATIONS: | EXISTING FOUNDATIONS VEHICULAR LIVE LOAD: CF 2000 (57) FUTURE WEARING SURFACE (FWS) OF 0.00KSF |

DESIGN DATA:

- CONCRETE CLASS QC3 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)
- CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)
- CONCRETE REINFORCEMENT: GALVANIZED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI (DECK, BRIDGE RAILING, BACKWALLS, WINGWALLS, APPROACH SLABS)
- GFRP REINFORCEMENT (BRIDGE RAILING)

MONOLITHIC WEARING SURFACE:

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

PROTECTION OF TRAFFIC:

PRIOR TO DEMOLITION OF ANY PORTIONS OF THE EXISTING SUPERSTRUCTURE AND SUBSTRUCTURE, SUBMIT PLANS FOR THE PROTECTION OF VEHICULAR TRAFFIC ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE ENGINEER AT LEAST 30 DAYS BEFORE DEMOLITION BEGINS. THE CONTRACTOR SHALL ALSO SUBMIT DEMOLITION PLANS IN ACCORDANCE WITH THE NORFOLK SOUTHERN "SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS", AND THE INDIANA & OHIO RAILWAY "CONSTRUCTION SUBMISSION CRITERIA" TO EACH RESPECTIVE RAILROAD COMPANY PRIOR TO STARTING ANY DEMOLITION OPERATIONS. THESE PLANS SHALL INCLUDE PROVISIONS FOR ANY DEVICES AND STRUCTURES THAT WILL BE NECESSARY TO ENSURE SUCH PROTECTION. THE CONTRACTOR NEEDS TO ANTICIPATE AT TIME OF BID THAT THE RAILROADS WILL EXPECT FALSEWORK PROTECTION UNDER THE ENTIRE BRIDGE WITHIN THE LIMITS OF THE RAILROAD RIGHT-OF-WAY. ODOT EXPECTS FALSEWORK PROTECTION UNDER THE BRIDGE TO PROTECT RED BANK ROAD USERS. ALL COSTS ASSOCIATED WITH THIS TRAFFIC PROTECTION WILL BE INCLUDED WITH ITEM 202 FOR PAYMENT.

NON-USE OF ASBESTOS-CONTAINING MATERIALS:

THE CONTRACTOR SHALL AT NO TIME INCORPORATE ANY MATERIALS WHICH ARE COMPOSED OF OR CONTAIN ANY AMOUNTS OF ASBESTOS. THE SUBSTITUTION OF MATERIALS WHICH CONTAIN ANY AMOUNTS OF ASBESTOS WILL IN NO CIRCUMSTANCES BE ACCEPTABLE. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT A WRITTEN STATEMENT OF CERTIFICATION ASSERTING THAT NO ASBESTOS CONTAINING MATERIALS WERE USED IN ANY PORTION OF THE CONSTRUCTION.

MAINTENANCE OF TRAFFIC:

FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURES AND DETAILS, REFER TO MAINTENANCE OF TRAFFIC PLANS.

CLOSE COORDINATION WITH NORFOLK SOUTHERN RAILWAY COMPANY AND INDIANA & OHIO RAILWAY COMPANY WILL BE REQUIRED FOR CONSTRUCTION ACTIVITIES OVER THE TRACKS. IT IS ESSENTIAL THAT THE CONSTRUCTION BE PERFORMED WITH A MINIMUM INTERFERENCE WITH RAIL TRAFFIC. CONTINUITY OF SAFE RAIL OPERATIONS WILL BE REQUIRED FOR THE DURATION OF THE PROJECT.

EXISTING STRUCTURE PLANS:

CONSTRUCTION PLANS FOR THE EXISTING BRIDGE ARE ON FILE AT THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 8 OFFICE, 505 S. STATE ROUTE 741, LEBANON, OH 45036 AND ARE AVAILABLE FOR REFERENCE. EXISTING PLANS HAVE BEEN INCLUDED IN THE REFERENCE FOLDER ON THE OFFICE OF CONTRACTS WEB PAGE FOR DOWNLOAD.

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02, AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

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.

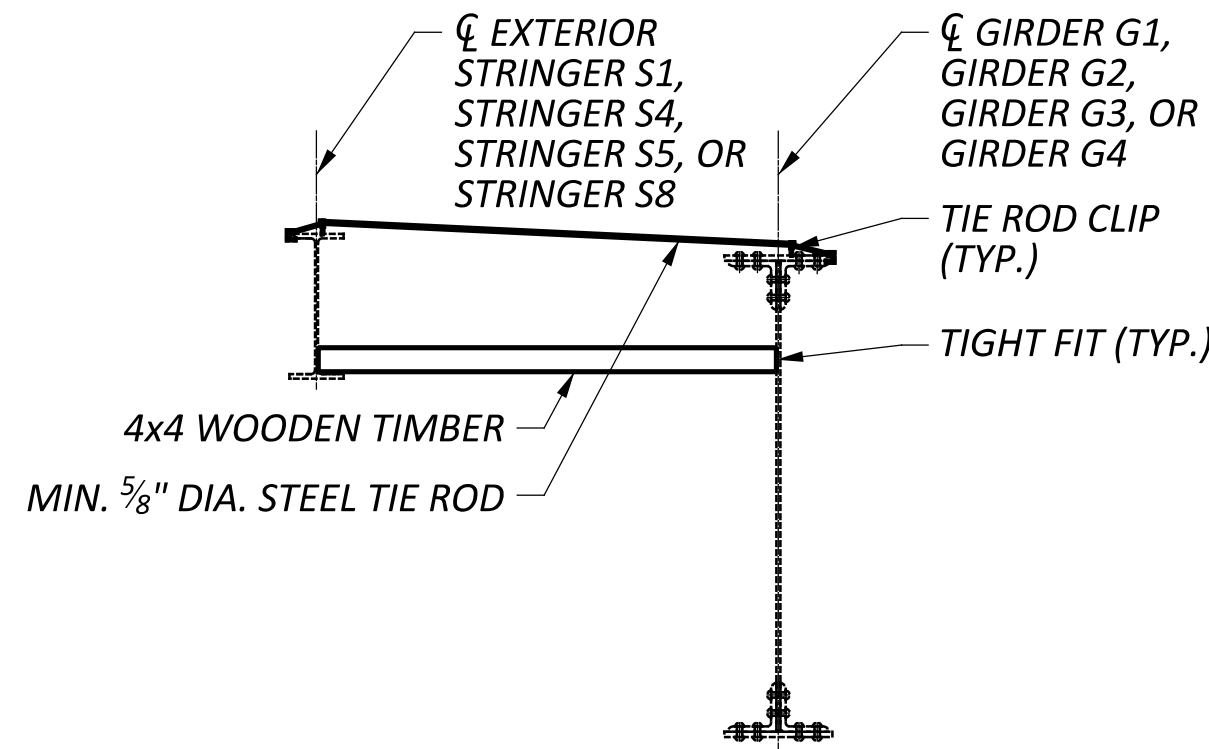
AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.23 KIPS FOR THE LEFT AND RIGHT BRIDGES.

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 BEAM TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

THE LEFT AND RIGHT BRIDGES REQUIRE TEMPORARY TIMBER BLOCKING AND TENSION TIE ROD SUPPORTS OF THE EXISTING EXTERIOR STRINGER TO PREVENT ROTATION DURING DECK PLACEMENT. THE LOCATIONS OF THE TEMPORARY SUPPORTS ARE SHOWN ON THE LEFT AND RIGHT BRIDGE FRAMING PLAN, SHEETS 25 AND 26 OF 50, RESPECTIVELY. SEE TEMPORARY SUPPORT DETAIL BELOW FOR ADDITIONAL DETAILS. THE STEEL TIE ROD SHALL BE GALVANIZED AND HAVE A MINIMUM TENSILE STRENGTH OF 105 KSI. THE TIE ROD CLIP SHALL BE A GAMCO BH-85 TYPE 1 TIE BAR HANGER WITH INTERLOCK END, OR AN APPROVED EQUAL.



TEMPORARY SUPPORT DETAIL

(LEFT BRIDGE OUTSIDE SHOWN, OTHER LOCATIONS SIMILAR)

ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY TO PROVIDE TEMPORARY SUPPORT OF THE EXISTING STRINGERS AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE FOR PAYMENT.

CONSTRUCTION CLEARANCE:

MAINTAIN A CONSTRUCTION CLEARANCE OF 14 FEET HORIZONTALLY FROM THE CENTER OF TRACKS AND 22 FEET VERTICALLY FROM A POINT LEVEL WITH THE TOP OF THE HIGHER RAIL, AND 6 FEET FROM THE CENTER OF TRACKS, AT ALL TIMES.

NORFOLK SOUTHERN RAILROAD COORDINATION:

ALL WORK TO BE PERFORMED ON, OVER, UNDER, OR ADJACENT TO THE RAILROAD RIGHT-OF-WAY SHALL COMPLY WITH THE NORFOLK SOUTHERN RAILWAY COMPANY ("RAILROAD", "NSR", OR "NS") PUBLIC PROJECTS MANUAL (APPENDIX E, SPECIAL PROVISIONS FOR THE PROTECTION OF RAILWAY INTERESTS, AND APPENDIX H1, OVERHEAD GRADE SEPARATION DESIGN CRITERIA). WHEN IN CONFLICT WITH OTHER PROJECT SPECIFICATIONS, THE MOST STRINGENT ONE SHALL APPLY.

SEE NS PUBLIC PROJECTS MANUAL, APPENDIX E, SECTIONS 2 AND 3, AND APPENDIX H1, SECTIONS 8.F AND 8.G:

THE CONTRACTOR SHALL NOT COMMENCE ANY WORK ON RAILROAD RIGHTS-OF-WAY UNTIL HE HAS MET THE CONDITIONS PRESENTED IN NS PUBLIC PROJECTS MANUAL (SEE APPENDIX E, NORFOLK SOUTHERN - SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS).

THE CONTRACTOR SHALL SO ARRANGE AND CONDUCT HIS WORK THAT THERE WILL BE NO INTERFERENCE WITH RAILROAD'S OPERATIONS. WHENEVER WORK IS LIABLE TO AFFECT THE OPERATIONS OR SAFETY OF TRAINS, THE METHODS OF DOING SUCH WORK SHALL FIRST BE SUBMITTED TO THE RAILROAD ENGINEER FOR APPROVAL, BUT SUCH APPROVAL SHALL NOT RELIEVE THE CONTRACTOR FROM ANY LIABILITY. RIGHT-OF-WAY AND/OR SECURITY FENCE SHALL BE PROVIDED AS DIRECTED BY THE NS PUBLIC PROJECT ENGINEER.

"ONE CALL" SERVICES DO NOT LOCATE BURIED NORFOLK SOUTHERN SIGNALS AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE SEVEN (7) DAYS IN ADVANCE OF WORK AT THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE THE RAILROAD'S UNDERGROUND FACILITIES. UPON REQUEST FROM THE CONTRACTOR OR SPONSOR, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG THE RAILROAD'S UNDERGROUND FACILITIES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD FACILITY, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF THE RAILROAD'S REPRESENTATIVE.

RAILROAD PROTECTIVE SERVICES WILL LIKELY BE REQUIRED FOR MUCH OF THE WORK AT THE TRACK LEVEL. THE CONTRACTOR WILL BE RESPONSIBLE FOR SECURING RAILROAD PROTECTIVE SERVICE PERSONNEL FROM A THIRD-PARTY PROVIDER APPROVED BY THE NS RAILROAD AND THE SPONSOR.

ALL UTILITY INSTALLATIONS OR RELOCATIONS THAT ARE REQUIRED IN CONJUNCTION WITH THIS PROJECT CAN BE INSTALLED OR RELOCATED AS PART OF THE PROJECT PROVIDED THE CONSTRUCTION IS PERFORMED BY THE PROJECT CONTRACTOR OR PROJECT CONTRACTOR'S SUB-CONTRACTOR. HOWEVER, THE UTILITY MUST SUBMIT AN APPLICATION FOR THE INSTALLATION OR RELOCATION TO AECOM FOR APPROPRIATE HANDLING FOR LICENSE AGREEMENT AND APPLICABLE FEES. FOR UTILITY APPLICATIONS GO TO: www.nscorp.com > real estate > ns services > wire, pipeline, and fiber optics projects
NOTE: LICENSE AGREEMENT MUST BE EXECUTED PRIOR TO UTILITY BEING INSTALLED OR RELOCATED.

FOR PROJECTS EXCEEDING 30 DAYS OF CONSTRUCTION, CONTRACTOR SHALL PROVIDE THE RAILROAD PROTECTIVE SERVICES PERSONNEL A SMALL WORK AREA WITH A DESK/COUNTER AND CHAIR WITHIN THE FIELD/SITE TRAILER, INCLUDING THE USE OF BATHROOM FACILITIES, WHERE THE RAILROAD PROTECTIVE SERVICES PERSONNEL CAN CHECK IN/OUT WITH THE PROJECT, AS WELL AS TO THE RAILROAD PROTECTIVE SERVICES PERSONNEL'S HOME TERMINAL. THE WORK AREA SHOULD PROVIDE ACCESS TO TWO (2) ELECTRICAL OUTLETS FOR RECHARGING RADIO(S), AND A LAPTOP COMPUTER; AND HAVE THE ABILITY TO PRINT OFF NEEDED DOCUMENTATION AND ORDERS AS NEEDED AT THE FIELD/SITE TRAILER. THIS SHOULD AID IN MAXIMIZING THE RAILROAD PROTECTIVE SERVICES PERSONNEL'S TIME AND EFFICIENCY ON THE PROJECT.

THE FOLLOWING CONTACT INFORMATION SHALL BE USED FOR COORDINATION WITH NS RAILROAD:
ELDRIDGE CHAMBERS
PUBLIC IMPROVEMENTS ENGINEER
NORFOLK SOUTHERN CORPORATION
650 WEST PEACHTREE STREET, NW, BOX 45
ATLANTA, GA 30308
(470) 463-6307 (OFFICE)
eldridge.chambers@nscorp.com

INDIANA & OHIO RAILROAD COORDINATION:

CONTRACTOR TO NOTIFY G&W PUBLIC PROJECTS DEPARTMENT 30 DAYS PRIOR TO STARTING CONSTRUCTION.

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

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

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

THE CONTRACTOR WILL BE REQUIRED TO REACH OUT TO G&W REAL ESTATE FOR AN ROE APPLICATION AND AGREEMENT FOR WORK TO TAKE PLACE ON THE G&W ROW. HERE IS THE WEBSITE FOR ROE INFORMATION:
https://www.gwrr.com/real_estate/accessing_property

RAILROAD PROJECT COORDINATION:

THE CONTRACTOR SHALL PERFORM ONGOING COORDINATION OF THEIR DESIGN AND CONSTRUCTION ACTIVITIES WITH THE RAILROAD(S) THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL PROVIDE A CURRENT SCHEDULE ON A MONTHLY BASIS INCLUDING ANTICIPATED DATES OF THE FOLLOWING ITEMS:

- CONSTRUCTION SUBMITTALS REQUIRING RAILROAD REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION (PER THE RAIL AGREEMENT(S)).
- CONSTRUCTION START AND END DATES FOR WORK THAT MAY CREATE AN IMPACT TO THE RAIL FACILITY/OPERATIONS.
- ANTICIPATED DATES AND DURATIONS FOR FLAGGERS.
- ANY OTHER MILESTONES THAT MAY IMPACT RAIL FACILITIES OR OPERATIONS.

MEANS AND METHODS: THE CONTRACTOR SHALL DEVELOP A DETAILED SUBMISSION INDICATING THE PROGRESSION OF WORK WITH SPECIFIC TIMES WHEN TASKS WILL BE PERFORMED FOR WORK ACTIVITIES THAT ARE ON OR IN THE VICINITY OF THE RAILROAD PROPERTY. THIS SUBMISSION MAY REQUIRE A WALKTHROUGH AT WHICH TIME THE RAILROAD AND/OR THEIR REPRESENTATIVE WILL BE PRESENT. WORK WILL NOT BE PERMITTED TO COMMENCE UNTIL THE CONTRACTOR HAS PROVIDED THE RAILROADS WITH A SATISFACTORY PLAN THAT THE PROJECT WILL BE UNDERTAKEN WITHOUT SCHEDULING, PERFORMANCE, OR SAFETY RELATED ISSUES. PROVIDE A LIST OF THE ANTICIPATED EQUIPMENT TO BE USED, THE LOCATION OF ALL EQUIPMENT TO BE USED, AND ENSURE A CONTINGENCY PLAN OF ACTION IS IN PLACE SHOULD A PRIMARY PIECE OF EQUIPMENT MALFUNCTION. ALL WORK IN THE VICINITY OF THE RAILROAD PROPERTY THAT HAS THE POTENTIAL OF AFFECTING TRAIN OPERATIONS MUST BE SUBMITTED AND APPROVED BY THE RAILROAD PRIOR TO WORK BEING PERFORMED. THIS SUBMISSION WILL ALSO INCLUDE A DETAILED NARRATIVE DISCUSSING THE COORDINATION OF PROJECT SAFETY ISSUES BETWEEN THE CONTRACTOR AND THE RAILROAD AND/OR THEIR REPRESENTATIVE. THE NARRATIVE SHALL ADDRESS PROJECT LEVEL COORDINATION AND DAY TO DAY, SPECIFIC WORK OPERATIONS INCLUDING CRANE AND EQUIPMENT OPERATIONS, ERECTION PLANS, AND TEMPORARY WORKS.

UP TO SIXTY (60) CALENDAR DAYS WILL BE REQUIRED TO REVIEW ALL CONSTRUCTION SUBMISSIONS. UP TO AN ADDITIONAL SIXTY (60) CALENDAR DAYS WILL BE REQUIRED TO REVIEW ANY SUBSEQUENT SUBMISSIONS RETURNED NOT APPROVED.

CONSTRUCTION SCHEDULE: SUBMIT A DETAILED CONSTRUCTION SCHEDULE FOR THE DURATION OF THE PROJECT CLEARLY INDICATING THE TIME PERIODS WHILE WORKING ON AND AROUND THE RAILROAD'S RIGHT-OF-WAY. AS THE WORK PROGRESSES, THIS SCHEDULE SHALL BE UPDATED MONTHLY AND RESUBMITTED AS NECESSARY TO REFLECT CHANGES IN WORK SEQUENCE, DURATION, AND METHOD, ETC.

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| SFN | 3103811 |
| DESIGN AGENCY | TRANSYSTEMS |
| DESIGNER | ZTW |
| CHECKER | RSB |
| REVIEWER | NFF |
| PROJECT ID | 110570 |
| SUBSET | 8 |
| TOTAL | 50 |
| SHEET | P.122 |
| TOTAL | 208 |

ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE (CONTINUED):
ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN (CONTINUED):

FABRICATE THE SIP FORMING SYSTEM ACCORDING TO ITEM 513 EXCEPT THAT FABRICATOR PRE-QUALIFICATION IS NOT REQUIRED. SUBMIT MILL TEST REPORTS FOR THE SIP FORMS ACCORDING TO 501.06. SUBMIT SHOP DRAWINGS AND DESIGN CALCULATIONS FOR THE SIP FORMS ACCORDING TO 513.06. FURNISH FORM MATERIALS CONFORMING TO ASTM A653 WITH G235 COATING WEIGHT WITH A MINIMUM THICKNESS OF 20 GAGE. HOT DIP GALVANIZE ALL HARDWARE, HANGERS, AND INCIDENTALS.

DO NOT WELD SIP FORMS OR THEIR SUPPORTS TO THE STEEL BRIDGE MEMBERS.

ACHIEVE A ONE-INCH MINIMUM BEARING LENGTH ON ALL SUPPORTS OF A FLUTE.

PLACE CONCRETE ACCORDING TO THE CONTRACT SPECIFICATIONS:
 -FILL THE ENTIRE FORM WITH DECK CONCRETE.
 -UTILIZE PROPER CONSTRUCTION TECHNIQUES TO PREVENT VOIDS AND HONEYCOMBS ESPECIALLY AT ENDS OF SIP FORM SHEETS.

INSTALL SIP FORMS ACCORDING TO THESE NOTES:

1. PROVIDE THE ENGINEER WITH A WRITTEN INSTALLATION AND INSPECTION PROCEDURE. INCLUDE METHODS FOR ADJUSTING SUPPORT HEIGHTS, SIP ATTACHMENT SEQUENCE, PLACEMENT METHODS USED TO MINIMIZE COATING DAMAGE, COATING REPAIR METHODS, ACCEPTABLE TOLERANCES, AND INSPECTION CRITERIA.
2. FIELD CUT SIP FORMS USING MECHANICAL CUTTING METHODS. THERMAL CUTTING IS NOT PERMITTED.
3. PLACE FORM SUPPORTS IN DIRECT CONTACT WITH THE TOP OF THE BRIDGE'S STRUCTURAL MEMBERS.
4. SET THE HEIGHT OF THE FORM SUPPORTS SO SIP FORMS DO NOT REST DIRECTLY ON THE BRIDGE'S STRUCTURAL MEMBERS AND TO DEVELOP THE SPECIFIED DECK THICKNESS.
5. PLACE THE SIP FORMS DIRECTLY ON THE SUPPORTS.
6. CONNECT SIP FORMS TO SUPPORTS BEFORE USING THE SIP AS A WORKING SURFACE AND BEFORE THE END OF EACH WORK SHIFT.
7. PROVIDE SAFETY STOPS TO ELIMINATE HAZARDS FROM SUDDEN UPLIFT AND LATERAL MOVEMENT.

IN ADDITION TO THE REQUIREMENTS OF 105.10, FURNISH, ERECT, AND MOVE APPROPRIATE EQUIPMENT OR SCAFFOLDING TO ALLOW THE FOLLOWING INSPECTION ACCESS. PROVIDE COMPLETED INSPECTION CHECK LISTS TO DOCUMENT THE FOLLOWING INSPECTIONS:

1. PRIOR TO PLACING CONCRETE, VISUALLY INSPECT SIP FORMS FOR DAMAGE.
2. TWO DAYS AFTER CONCRETE PLACEMENT, TEST DECK FOR SOUNDNESS OR BONDING OF THE FORMS BY SOUNDING ON THE FORMS WITH A HAMMER. SOUND ALL SURFACES OR AT LEAST 10% OF THE PANELS WITH THE ENGINEER.
3. REMOVE SIP FORMS IN AREAS WITH DOUBTFUL SOUNDNESS OR BONDING FOR THE ENGINEER'S VISUAL INSPECTION. DO NOT REPLACE SIP FORMS REMOVED FOR INSPECTION. REMOVE FORMS SO THAT ADJACENT FORMS OR WORK IS NOT DEBONDED OR OTHERWISE DAMAGED.
4. IF DEFECTS ARE DISCOVERED DURING THE SPECIFIED INSPECTIONS, TEST THE COMPLETE DECK AND PROPOSE REPAIR OR REMOVAL METHODS ACCEPTABLE TO THE DEPARTMENT. THE DEPARTMENT MAY REQUIRE ADVANCED NON-DESTRUCTIVE TESTING METHODS SUCH AS GROUND PENETRATING RADAR TO VERIFY THE DECK CONDITION ACCORDING TO 105.11.

FURNISH GALVANIZED STEEL REINFORCEMENT 709.16 IN LIEU OF EPOXY COATED STEEL REINFORCEMENT FOR REINFORCED CONCRETE APPROACH SLABS.

ALL LABOR, MATERIALS AND INCIDENTALS FOR THE FABRICATION, DESIGN, AND INSTALLATION OF THE SIP FORMS SHALL BE INCLUDED WITH ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE FOR PAYMENT.

ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE BRIDGE RAILING:

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

PROVIDE MATERIALS CONFORMING TO 511.02 EXCEPT AS MODIFIED BELOW:

PORTLAND CEMENT 499.03, CLASS QC3 MEETING A DESIGN STRENGTH OF 4,500 PSI WITH MACRO-SYNTHETIC FIBERS AND WITH MODIFICATION PER 511.02

FIBERS FOR CONCRETE ASTM C1116, TYPE III

CORROSION INHIBITOR 515.15

LIGHTWEIGHT AGGREGATE ASTM C3300

THE CLASS QC3 CONCRETE FOR THE SUPERSTRUCTURE RAILING SHALL MEET THE FOLLOWING CRITERIA:
 WATER/CEMENT RATIO = 0.40 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.5 INCHES MIN. TO 2.5 INCHES MAX.) MEETING ASTM C1116 TYPE III SHALL BE ADDED TO THE MIX. THE FINAL CONCRETE MIX SHALL HAVE A MAXIMUM DRY WEIGHT OF 120 LBS/CF WITH THE LIGHTWEIGHT AGGREGATE MEETING THE REQUIREMENTS OF ASTM C330.

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

THE MACRO-SYNTHETIC FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO 'BALLING' OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY 'BALLING' OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR. IT IS IMPORTANT TO FOLLOW INDUSTRY STANDARDS AND ASTM SPECIFICATIONS ON THE PREMIXING OF THE CEMENT, AGGREGATE, AND MACRO-SYNTHETIC FIBERS PRIOR TO THE ADDITION OF WATER AND ADMIXTURES. PROVIDE MACRO-SYNTHETIC FIBERS THAT ARE MONOFILAMENT FIBERS MADE FROM VIRGIN POLYPROPYLENE, POLYETHYLENE, OR CO-POLYMERS THAT ARE INERT TO ALKALI ATTACK. ENSURE THE MACRO-SYNTHETIC FIBERS HAVE A MINIMUM TENSILE STRENGTH OF 70 KSI, A MINIMUM MODULUS OF ELASTICITY OF 800 KSI, A MINIMUM FILAMENT DIAMETER OF 0.012 INCHES, AN ASPECT RATIO BETWEEN 60 AND 100, AND ARE BETWEEN 1.5 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURER'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT, AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE TRANSIT MIXER CHARGE SHALL BE LIMITED TO 3/4 OF ITS RATED CAPACITY OR 6 CUBIC YARDS, WHICHEVER IS SMALLER. THE FIRST THREE TRANSIT MIXER LOADS ARE REQUIRED TO BE AT THE MINIMUM YARDAGE LISTED ABOVE TO SHOW PROOF OF THE SUCCESSFUL BATCHING OPERATION. AFTER CONSISTENCY IN THE DELIVERED MATERIAL HAS BEEN ESTABLISHED, THE CONCRETE SUPPLIER MAY INCREASE THE BATCH DELIVERED QUANTITIES AS LONG AS THE QUALITY REMAINS ACCEPTABLE TO THE ENGINEER. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY.

ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, SUPERSTRUCTURE BRIDGE RAILING (CONTINUED):

CONCRETE SUPPLIERS SHOULD RECOGNIZE THAT THE CORROSION INHIBITOR AND ADMIXTURES MAY HAVE AN EFFECT ON STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE CORROSION INHIBITOR IS SUGGESTED TO BE AN MCI PRODUCT BY CORTEC OR AN APPROVED EQUAL FROM THE QUALIFIED PRODUCTS LIST. THE CONCRETE SUPPLIER'S CHOICE OF ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS. PLEASE BE ADVISED THAT SOME PRODUCTS ON THE LIST AFFECT THE DELIVERED MIX PROPERTIES GREATLY WHILE OTHER PRODUCTS DO NOT.

THIS LIGHTWEIGHT CONCRETE WILL ONLY BE USED ON THE SUPERSTRUCTURE RAILING AND NOT ON THE RAILINGS ON ANY APPROACH SLAB OR ABUTMENT BACKWALL. THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED.

ITEM 514 - SURFACE PREPARATION OF EXISTING STEEL:
ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN:
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN:
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN:

NO SPECIFIC AREAS HAVE BEEN DESIGNATED IN THE PLANS THAT WILL REQUIRE PAINTING. HOWEVER, AN ESTIMATED QUANTITY OF 100 SF HAS BEEN PROVIDED IF THE ENGINEER DETERMINES AN AREA REQUIRES PAINTING. THE CONTRACTOR MUST RECEIVE APPROVAL FROM THE ENGINEER BEFORE PERFORMING THIS WORK.

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH ALL NECESSARY EQUIPMENT TO INSPECT THIS WORK.

EXISTING STEEL AREAS SHALL RECEIVE A PRIME, INTERMEDIATE, AND FINISH COAT APPLIED IN THE FIELD. PROPOSED STEEL, IF APPLICABLE, SHALL BE SHOP PRIMED AND RECEIVE AN INTERMEDIATE AND FINISH COAT APPLIED IN THE FIELD.

THE FINISH COAT SHALL MATCH THE EXISTING BEAM'S COLOR. OBTAIN THE ENGINEER'S APPROVAL OF PAINT COLOR BEFORE APPLYING FINISH COAT.

PRIOR TO THE START OF WORK ON THE STRUCTURE, THE CONTRACTOR SHALL DOCUMENT THE EXISTING CONDITION OF THE PAINTED STRUCTURE TO IDENTIFY AREAS PREVIOUSLY DAMAGED THAT ARE OUTSIDE THE LIMITS OF THE CURRENT PAY ITEMS. PAINTED AREAS THAT WERE NOT PREVIOUSLY DAMAGED THAT RECEIVE DAMAGE BY THE CONTRACTOR'S ACTIVITIES ONCE WORK BEGINS WILL BE REPAIRED AT THE CONTRACTOR'S COST.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN:

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

ITEM SPECIAL - STRUCTURES: SITE ACCESS:

THIS ITEM SHALL INCLUDE ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO ACCESS THE BRIDGE, INCLUDING BUT NOT LIMITED TO, COORDINATION WITH THE RAILROAD(S) ON THEIR REQUIREMENTS OF A TEMPORARY GRADE CROSSING AT THEIR TRACKS, ANY CLEARING AND GRUBBING REQUIRED TO GAIN ACCESS THAT IS NOT ACCOUNTED FOR IN OTHER WORK ITEMS, AND THE INSTALLATION, MAINTENANCE, AND REMOVAL OF RAILROAD TEMPORARY GRADE CROSSINGS. THIS ITEM ALSO INCLUDES REPAIR OF OLD RED BANK ROAD TO BE DONE AS DIRECTED BY THE ENGINEER, AND THE REPLACEMENT OF ANY EXISTING ROAD FEATURES, TO THE SATISFACTION OF THE ENGINEER, THAT ARE DAMAGED DUE TO THE CONTRACTOR'S CHOSEN SITE ACCESS.

ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN:

WITH PRIOR APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY REDRESS THE SLOPES WITH THE EXISTING CRUSHED AGGREGATE. WHERE ADDITIONAL MATERIAL IS REQUIRED, FURNISH AND PLACE CRUSHED AGGREGATE IN ACCORDANCE WITH CMS 601. AN ESTIMATED QUANTITY OF 100 SQUARE YARDS HAS BEEN INCLUDED FOR THIS WORK. ACTUAL QUANTITIES OF SLOPE TO BE REDRESSED AND NEW MATERIAL TO BE PLACED SHALL BE AS DIRECTED BY THE ENGINEER.

ITEM 607 - VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN:

THE STANDARD DRAWING VPF-1-90 SHALL BE FOLLOWED CONCERNING THE VANDAL PROTECTION FENCE EXCEPT FOR THE FOLLOWING:

THE FABRIC SHALL CONSIST OF A 1 INCH DIAMOND MESH USING 0.148 INCH DIAMETER (9 GAGE) WIRE CONFORMING TO ASTM F668 CLASS 2A OR 2B.

ITEM SPECIAL - AS-BUILT CONSTRUCTION PLANS:

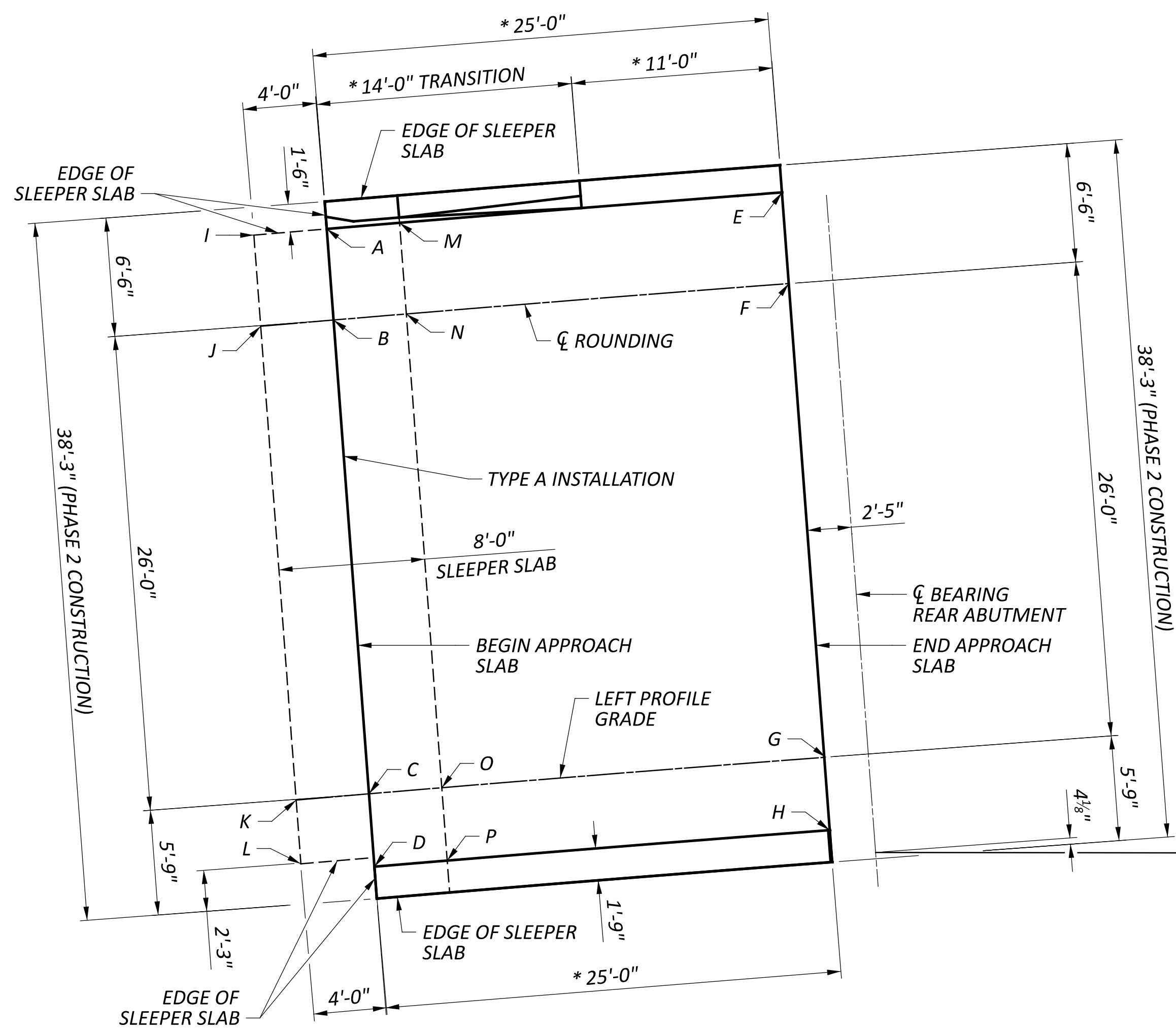
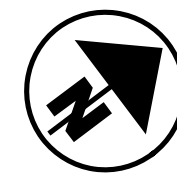
ALL NECESSARY CHANGES TO THE RAILROAD TRACK CLEARANCES (VERTICAL AND HORIZONTAL) AND DEPTH, SIZE, AND LOCATION OF FOUNDATION COMPONENTS MADE IN THE FIELD TO THIS CONSTRUCTION PLAN SHALL BE CAREFULLY DOCUMENTED AND PRESENTED TO EACH RAILROAD COMPANY AT THE CONCLUSION OF THE PROJECT. THEREFORE, STRICT ADHERENCE TO THE PLANS IS IN THE BEST INTEREST OF ALL PARTIES. HOWEVER, IF CHANGES MUST BE MADE IN THE FIELD, THE CONTRACTOR SHALL CAREFULLY AND CLEARLY RECORD THEM. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT THESE CHANGES (IF ANY) TO THE PROJECT ENGINEER IN A DOCUMENT SIGNED, DATED, AND SEALED BY A REGISTERED PROFESSIONAL ENGINEER OR SURVEYOR IN THE STATE OF OHIO. THE PROJECT ENGINEER SHALL SUBMIT THE COMPLETED DOCUMENT TO EACH RAILROAD COMPANY.

ALL LABOR, MATERIALS, EQUIPMENT, AND OTHER INCIDENTALS NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN ITEM SPECIAL - AS-BUILT CONSTRUCTION PLANS FOR PAYMENT.

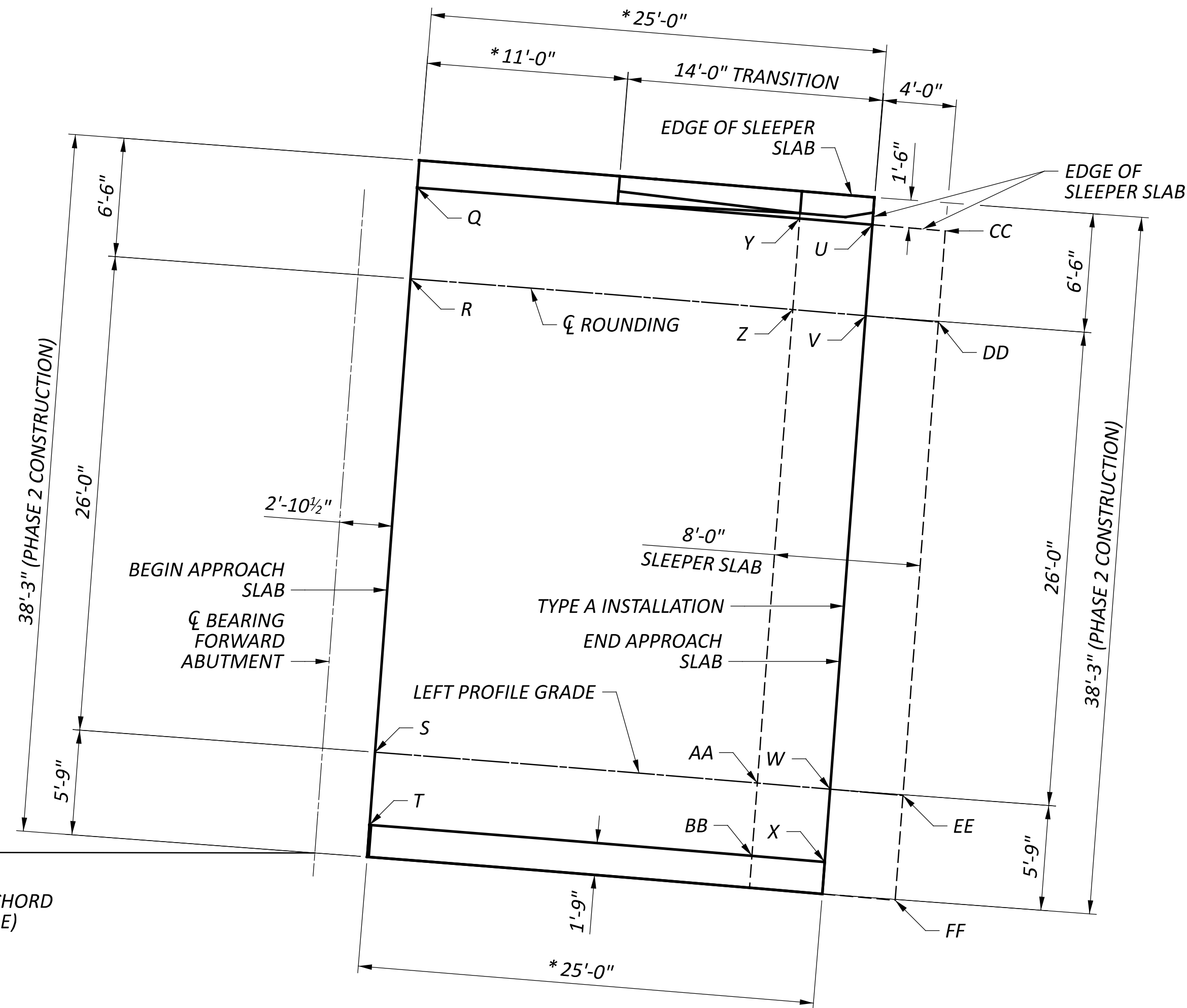
ABBREVIATIONS:

| | |
|----------|----------------------------------|
| CONST. | CONSTRUCTION |
| DIA. | DIAMETER |
| DIM. | DIMENSION |
| E.F. | EACH FACE |
| EL. | ELEVATION |
| EX. | EXISTING |
| EXP. | EXPANSION |
| F.F. | FAR FACE |
| FIX. | FIXED |
| FT. | FOOT/FEET |
| H.P. | HIGH PRESSURE |
| INV. | INVERT |
| L.F. | LEFT FORWARD |
| LT. | LEFT |
| MAX. | MAXIMUM |
| MIN. | MINIMUM |
| N.F. | NEAR FACE |
| P.E.J.F. | PREFORMED EXPANSION JOINT FILLER |
| PT. | POINT |
| R.F. | RIGHT FORWARD |
| RT. | RIGHT |
| SPA. | SPACING/SPACES |
| STA. | STATION |
| TYP. | TYPICAL |

| | |
|---------------|--|
| SFN | 3103811 |
| DESIGN AGENCY | TRANSYSTEMS 1100 SUPERIOR AVE. E. STE 1000 CLEVELAND, OHIO 44114 |
| DESIGNER | CHECKER |
| ZTW | RSB |
| REVIEWER | |
| NFF | 08/22/23 |
| PROJECT ID | 110570 |
| SUBSET | TOTAL |
| 10 | 50 |
| SHEET | TOTAL |
| P.124 | 208 |



LEFT BRIDGE REAR APPROACH SLAB PLAN



LEFT BRIDGE FORWARD APPROACH SLAB PLAN

| REAR APPROACH SLAB LOCATIONS | | | | | | | |
|----------------------------------|----------|------------|-------------------------|--------|-----------|------------|--------|
| APPROACH SLAB SURFACE ELEVATIONS | | | SLEEPER SLAB ELEVATIONS | | | | |
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | | |
| A | 94+18.09 | 36.36' LT. | 548.53 | I | 94+14.14 | 36.36' LT. | 547.33 |
| B | 94+18.05 | 31.36' LT. | 548.69 | J | 94+14.09 | 31.36' LT. | 547.49 |
| C | 94+17.84 | 5.36' LT. | 547.52 | K | 94+13.84 | 5.36' LT. | 546.31 |
| D | 94+17.80 | 1.36' LT. | 547.33 | L | 94+13.81 | 1.86' LT. | 546.15 |
| E | 94+42.77 | 36.40' LT. | 548.23 | M | 94+22.04 | 36.37' LT. | 547.24 |
| F | 94+42.78 | 31.40' LT. | 548.39 | N | 94+22.00 | 31.37' LT. | 547.39 |
| G | 94+42.79 | 5.40' LT. | 547.21 | O | 94+21.83 | 5.37' LT. | 546.22 |
| H | 94+42.79 | 1.40' LT. | 547.02 | P | 94+21.80 | 1.37' LT. | 546.03 |

| FORWARD APPROACH SLAB LOCATIONS | | | | | | | |
|----------------------------------|----------|------------|-------------------------|--------|-----------|------------|--------|
| APPROACH SLAB SURFACE ELEVATIONS | | | SLEEPER SLAB ELEVATIONS | | | | |
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | | |
| Q | 98+76.03 | 36.76' LT. | 542.71 | Y | 98+96.77 | 36.76' LT. | 541.18 |
| R | 98+76.05 | 31.76' LT. | 542.86 | Z | 98+96.82 | 31.76' LT. | 541.34 |
| S | 98+76.11 | 5.76' LT. | 541.68 | AA | 98+97.07 | 5.76' LT. | 540.16 |
| T | 98+76.12 | 1.76' LT. | 541.50 | BB | 98+97.10 | 1.76' LT. | 539.97 |
| U | 99+00.72 | 36.76' LT. | 542.38 | CC | 99+04.67 | 36.76' LT. | 541.08 |
| V | 99+00.77 | 31.76' LT. | 542.53 | DD | 99+04.73 | 31.76' LT. | 541.23 |
| W | 99+01.06 | 5.76' LT. | 541.35 | EE | 99+05.05 | 5.76' LT. | 540.05 |
| X | 99+01.10 | 1.76' LT. | 541.16 | FF | 99+05.12 | 0.01' LT. | 539.86 |

LEGEND:

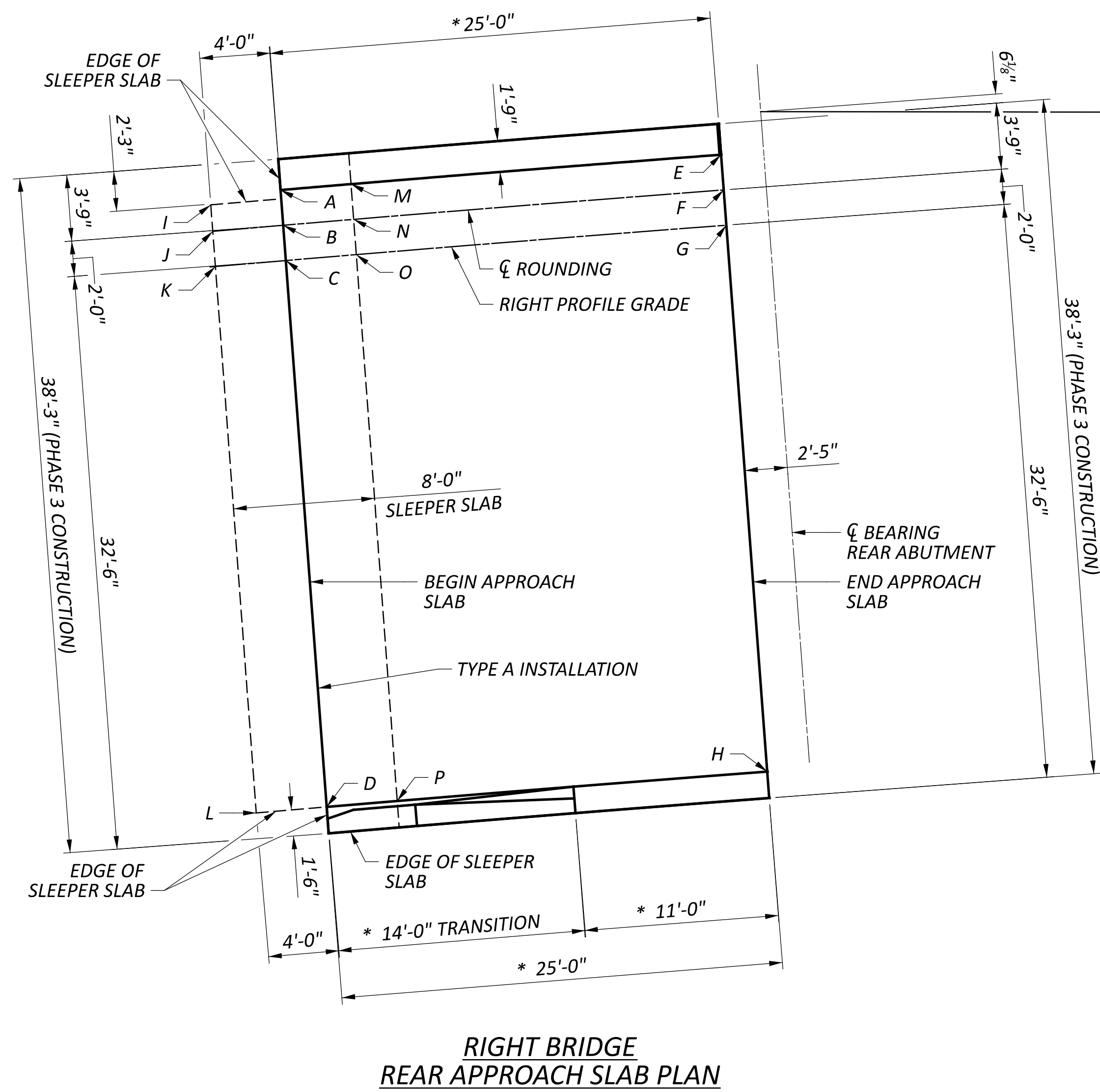
* MEASURED ALONG EDGE OF APPROACH SLAB

NOTES:

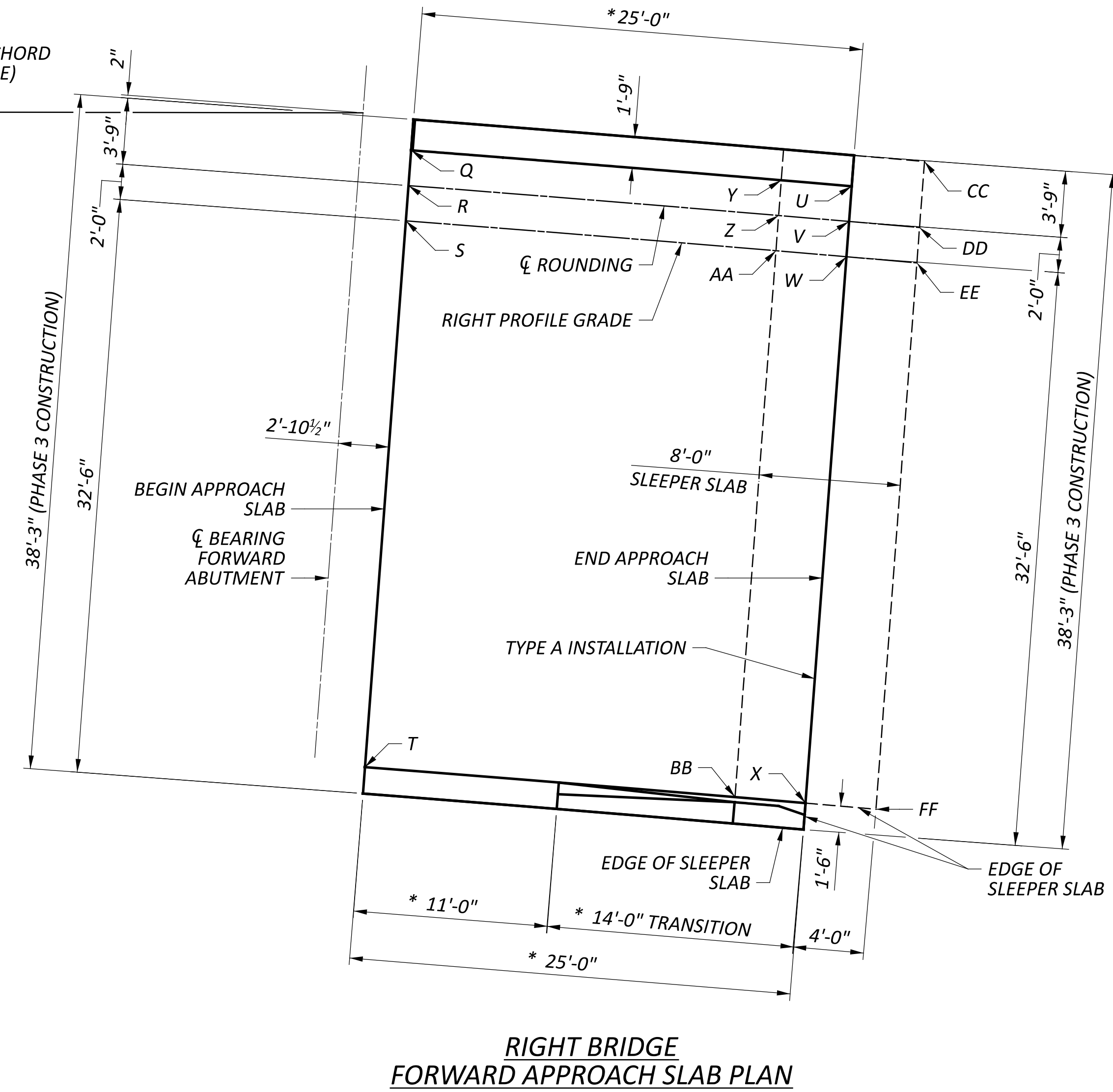
- FOR THE 25-FT. APPROACH SLAB REINFORCEMENT REQUIREMENTS AND ADDITIONAL STANDARD APPROACH SLAB DETAILS, SEE GENERAL NOTE ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN AND ODOT STANDARD DRAWING AS-1-15.
- FOR APPROACH SLAB TYPE A INSTALLATION REQUIREMENTS, SEE ODOT STANDARD DRAWING AS-2-15.
- FOR APPROACH SLAB RAILING DETAILS, SEE SHEETS 42 THROUGH 44 OF 50.
- FOR ROUNDING DETAIL, SEE SHEET 37 OF 50.

| | |
|---------------|-------------|
| SFN | 3103811 |
| DESIGN AGENCY | TRANSYSTEMS |
| DESIGNER | CHECKER |
| GJZ | TOR |
| REVIEWER | NFF |
| PROJECT ID | 110570 |
| SUBSET | TOTAL |
| 46 | 50 |
| SHEET | TOTAL |
| P.160 | 208 |

LEFT BRIDGE APPROACH SLAB
 BRIDGE NO. HAM-00050-29.100
 US-50 OVER NSRR, IORY, DUCK CREEK, & RED BANK ROAD



RIGHT BRIDGE REAR APPROACH SLAB PLAN



RIGHT BRIDGE FORWARD APPROACH SLAB PLAN

LEGEND:

* MEASURED ALONG EDGE OF APPROACH SLAB

NOTES:

- FOR THE 25-FT. APPROACH SLAB REINFORCEMENT REQUIREMENTS AND ADDITIONAL STANDARD APPROACH SLAB DETAILS, SEE GENERAL NOTE ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN AND ODOT STANDARD DRAWING AS-1-15.
- FOR APPROACH SLAB TYPE A INSTALLATION REQUIREMENTS, SEE ODOT STANDARD DRAWING AS-2-15.
- FOR APPROACH SLAB RAILING DETAILS, SEE SHEETS 42 THROUGH 44 OF 50.
- FOR ROUNDING DETAIL, SEE SHEET 37 OF 50.

| REAR APPROACH SLAB LOCATIONS | | | | | | | |
|----------------------------------|----------|------------|-------------------------|--------|-----------|------------|--------|
| APPROACH SLAB SURFACE ELEVATIONS | | | SLEEPER SLAB ELEVATIONS | | | | |
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | | |
| A | 94+17.77 | 2.30' RT. | 547.05 | I | 94+13.77 | 2.81' RT. | 545.86 |
| B | 94+17.76 | 4.30' RT. | 547.08 | J | 94+13.75 | 4.31' RT. | 545.88 |
| C | 94+17.74 | 6.30' RT. | 547.03 | K | 94+13.73 | 6.31' RT. | 545.83 |
| D | 94+17.48 | 37.30' RT. | 545.58 | L | 94+13.43 | 37.31' RT. | 544.38 |
| E | 94+42.79 | 2.27' RT. | 546.75 | M | 94+21.78 | 2.30' RT. | 545.75 |
| F | 94+42.80 | 4.27' RT. | 546.78 | N | 94+21.76 | 4.30' RT. | 545.79 |
| G | 94+42.80 | 6.27' RT. | 546.73 | O | 94+21.75 | 6.30' RT. | 545.73 |
| H | 94+42.81 | 37.27' RT. | 545.28 | P | 94+21.54 | 37.30' RT. | 544.28 |

| FORWARD APPROACH SLAB LOCATIONS | | | | | | | |
|----------------------------------|----------|------------|-------------------------|--------|-----------|------------|--------|
| APPROACH SLAB SURFACE ELEVATIONS | | | SLEEPER SLAB ELEVATIONS | | | | |
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | | |
| Q | 98+76.13 | 1.91' RT. | 541.16 | Y | 98+97.14 | 1.91' RT. | 539.62 |
| R | 98+76.13 | 3.91' RT. | 541.19 | Z | 98+97.16 | 3.91' RT. | 539.65 |
| S | 98+76.14 | 5.91' RT. | 541.14 | AA | 98+97.18 | 5.91' RT. | 539.60 |
| T | 98+76.21 | 36.91' RT. | 539.69 | BB | 98+97.48 | 36.91' RT. | 538.14 |
| U | 99+01.14 | 1.91' RT. | 540.81 | CC | 99+05.12 | 0.16' RT. | 539.50 |
| V | 99+01.16 | 3.91' RT. | 540.85 | DD | 99+05.17 | 3.91' RT. | 539.54 |
| W | 99+01.19 | 5.91' RT. | 540.80 | EE | 99+05.20 | 5.91' RT. | 539.49 |
| X | 99+01.54 | 36.91' RT. | 539.33 | FF | 99+05.59 | 36.91' RT. | 538.03 |

STRUCTURE GENERAL NOTES

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

| | | |
|-----------|---------|------------|
| AS-1-15 | REVISED | 01-20-2023 |
| AS-2-15 | REVISED | 07-21-2023 |
| PCB-91 | REVISED | 07-17-2020 |
| SBR-1-20 | REVISED | 07-21-2023 |
| SBR-2-20 | REVISED | 07-21-2023 |
| SICD-2-14 | REVISED | 01-15-2021 |

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION:

| | | |
|-----|-------|------------|
| 800 | DATED | 10-20-2023 |
|-----|-------|------------|

DESIGN SPECIFICATIONS:

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

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING:

| | |
|-----------------|--|
| DECK: | VEHICULAR LIVE LOAD: HL-93 FUTURE WEARING SURFACE (FWS) OF 0.00KSF |
| SUPERSTRUCTURE: | EXISTING BEAMS - AS LOAD RATED, VEHICULAR LIVE LOAD: HL-93 FUTURE WEARING SURFACE (FWS) OF 0.00KSF |
| SUBSTRUCTURE: | EXISTING SUBSTRUCTURE VEHICULAR LIVE LOAD: CF 2000 (57) FUTURE WEARING SURFACE (FWS) OF 0.00KSF |
| FOUNDATIONS: | EXISTING FOUNDATIONS VEHICULAR LIVE LOAD: CF 2000 (57) FUTURE WEARING SURFACE (FWS) OF 0.00KSF |

DESIGN DATA:

| |
|---|
| CONCRETE CLASS QC3 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE) |
| CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE) |
| CONCRETE REINFORCEMENT: GALVANIZED STEEL REINFORCEMENT - MINIMUM YIELD STRENGTH 60 KSI (DECK, BRIDGE RAILING, DIAPHRAGM, WINGWALLS, APPROACH SLABS) |
| GFRP REINFORCEMENT (BRIDGE RAILING) |
| STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI |

MONOLITHIC WEARING SURFACE:

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

PROTECTION OF TRAFFIC:

PRIOR TO DEMOLITION OF ANY PORTIONS OF THE EXISTING SUPERSTRUCTURE AND SUBSTRUCTURE, SUBMIT PLANS FOR THE PROTECTION OF VEHICULAR TRAFFIC ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE ENGINEER AT LEAST 30 DAYS BEFORE DEMOLITION BEGINS. THESE PLANS SHALL INCLUDE PROVISIONS FOR ANY DEVICES AND STRUCTURES THAT WILL BE NECESSARY TO ENSURE SUCH PROTECTION. ALL COSTS ASSOCIATED WITH THIS TRAFFIC PROTECTION WILL BE INCLUDED WITH ITEM 202 FOR PAYMENT.

MAINTENANCE OF TRAFFIC:

FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURES AND DETAILS, REFER TO MAINTENANCE OF TRAFFIC PLANS.

EXISTING STRUCTURE PLANS:

CONSTRUCTION PLANS FOR THE EXISTING BRIDGE ARE ON FILE AT THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 8 OFFICE, 505 S. STATE ROUTE 741, LEBANON, OH 45036 AND ARE AVAILABLE FOR REFERENCE. EXISTING PLANS HAVE BEEN INCLUDED IN THE REFERENCE FOLDER ON THE OFFICE OF CONTRACTS WEB PAGE FOR DOWNLOAD.

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02, AND 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

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 2.58 KIPS FOR THE LEFT AND RIGHT BRIDGES.

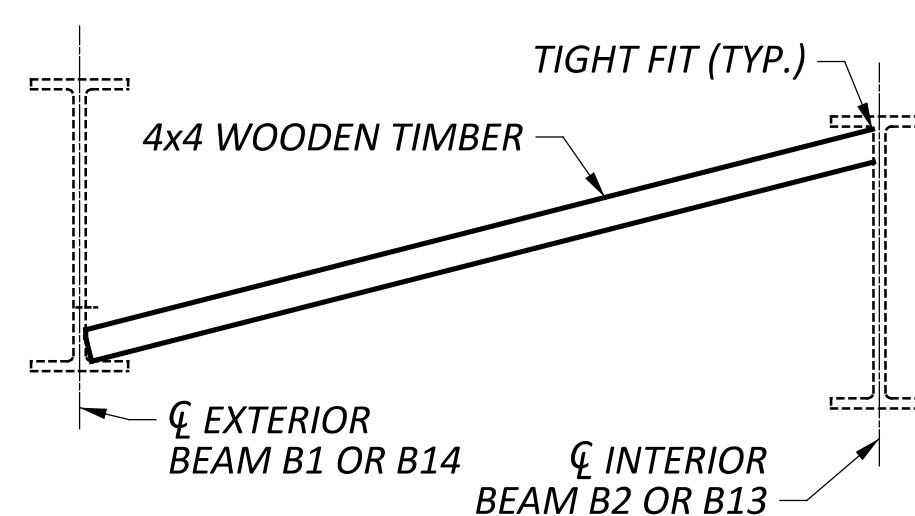
A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

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

THE EXISTING BEAMS REQUIRE LATERAL RESTRAINT DURING THE DECK POURING OPERATION AT THE CENTERLINE OF ABUTMENT BEARINGS IF THE DIAPHRAGM CONCRETE ENCASING THE BEAM ENDS IS PLACED CONCURRENTLY WITH THE DECK CONCRETE. THE CONTRACTOR SHALL PROVIDE A MEANS OF TEMPORARILY BRACING THE EXISTING BEAMS TO PREVENT ROTATION, SLIDING, TIPPING, OR OTHER MOVEMENT THAT MAY RESULT FROM THE DECK POURING OPERATION IN A MANNER SATISFACTORY TO THE ENGINEER. SUBMIT SEALED CONSTRUCTION PLANS AND CALCULATIONS FOR THE BEAM RESTRAINT PER CMS 501.05.

THE LEFT AND RIGHT BRIDGES REQUIRE TEMPORARY TIMBER BLOCKING OF THE EXISTING EXTERIOR BEAM BOTTOM FLANGE TO PREVENT ROTATION DURING DECK PLACEMENT. THE LOCATIONS OF THE TEMPORARY TIMBER BLOCKING ARE SHOWN ON THE LEFT AND RIGHT BRIDGE FRAMING PLAN, SHEETS 21 AND 22 OF 44, RESPECTIVELY. SEE TEMPORARY TIMBER BLOCKING DETAIL BELOW FOR ADDITIONAL DETAILS.



TEMPORARY TIMBER BLOCKING DETAIL
(LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILAR)

ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY TO PROVIDE RESTRAINT OF THE EXISTING BEAMS AT THE ϕ OF ABUTMENT BEARING DURING DECK PLACEMENT, AS WELL AS TEMPORARY TIMBER BLOCKING AS SHOWN IN THE PLANS, SHALL BE INCLUDED WITH ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, BRIDGE DECK FOR PAYMENT.

NON-USE OF ASBESTOS-CONTAINING MATERIALS:

THE CONTRACTOR SHALL AT NO TIME INCORPORATE ANY MATERIALS WHICH ARE COMPOSED OF OR CONTAIN ANY AMOUNTS OF ASBESTOS. THE SUBSTITUTION OF MATERIALS WHICH CONTAIN ANY AMOUNTS OF ASBESTOS WILL IN NO CIRCUMSTANCES BE ACCEPTABLE. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL SUBMIT A WRITTEN STATEMENT OF CERTIFICATION ASSERTING THAT NO ASBESTOS CONTAINING MATERIALS WERE USED IN ANY PORTION OF THE CONSTRUCTION.

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

DESCRIPTION:
THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING CONCRETE BRIDGE RAILINGS, DECK JOINTS, BEARINGS, EXISTING UTILITY LINES, AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, END CROSS-FRAMES, SCUPPERS, ETC.) THIS ITEM INCLUDES TAKING SURVEY SHOTS OF THE BEAM FLANGES BEFORE AND AFTER DECK REMOVAL AND CALCULATING THE REQUIRED ITEMS TO DETERMINE THE SCREED AND TOP OF HAUNCH ELEVATIONS. IT SHALL ALSO INCLUDE THE REMOVAL OF ABUTMENT BACKWALLS, PORTIONS OF THE WINGWALLS, POROUS BACKFILL, PLUGGING OF WEEPHOLES, AND OTHER APPURTENANCES AS SHOWN IN THE PLANS. 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 DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS, AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

MAXIMUM REMOVAL LIMITS:
SOUND THE CONCRETE TO DETERMINE THE LIMITS OF THE CONCRETE TO BE REMOVED AND COMPARE THESE LIMITS TO THE AREAS SHOWN IN THE PLANS. IF NEW AREAS ARE DISCOVERED OR IF THE DIMENSIONS OF THE PLAN AREAS INCREASE BY MORE THAN 25% IN ANY DIRECTION, DOCUMENT THE AREAS AND NOTIFY THE ENGINEER FOR EVALUATION TWO WEEKS PRIOR TO REMOVAL. THE ENGINEER WILL DETERMINE IF PATCHING IN DISCRETE SECTIONS/STAGES IS NEEDED OR IF THE INSTALLATION OF TEMPORARY FALSEWORK IS REQUIRED.

PROTECTION OF STEEL SUPPORT SYSTEMS:
BEFORE DECK SLAB CUTTING BEGINS, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF THE DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF CONCRETE REINFORCEMENT IN THE DECK SLAB. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO 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.

EXISTING WELDED ATTACHMENTS:
REMOVE EXISTING WELDED ATTACHMENTS (E.G., FINISHING MACHINE AND FORM SUPPORTS); AND SUPPORTS FOR SCUPPERS 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.

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

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

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (CONTINUED):

SUBSTRUCTURE CONCRETE REMOVAL:
REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. THE DEPARTMENT WILL NOT PERMIT HYDRAULIC HOE-RAM TYPE HAMMERS. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

PLUGGING EXISTING WEEPHOLES:
THE EXISTING WEEPHOLES SHALL BE FLUSHED OUT TO REMOVE ANY LOOSE DEBRIS AND FILLED ENTIRELY WITH CLASS QC1 CONCRETE AS PER ITEM 499.

MEASUREMENT & PAYMENT:
THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVAL AT THE CONTRACT PRICE FOR ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

ITEM 202 - REMOVAL MISC.: PORTION OF STRUCTURE REMOVED, BULB ANGLE, AS PER PLAN:

THIS WORK CONSISTS OF REMOVING IN ITS ENTIRETY THE EXISTING BULB ANGLES THAT WERE CAST INTO THE DECK WHEN THE EXISTING DECK WAS CONSTRUCTED. 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 STRUCTURAL STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

EXISTING WELDED ATTACHMENTS:
GRIND THE FLANGE SURFACES SMOOTH WHERE THE EXISTING WELDED BULB ANGLE ATTACHES TO THE FLANGES LOCATED IN THE DESIGNATED TENSION PORTIONS OF THE TOP FLANGES OF EXISTING STEEL MEMBERS.

MEASUREMENT & PAYMENT:
THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LINEAR FOOT BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVAL AT THE CONTRACT PRICE FOR ITEM 202 - REMOVAL MISC.: PORTION OF STRUCTURE REMOVED, BULB ANGLE, AS PER PLAN.

ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (TEMPORARY WALL 1):
ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN (TEMPORARY WALL 2):

THIS ITEM SHALL INCLUDE THE INSTALLATION AND REMOVAL OF THE TEMPORARY WALLS AS SHOWN IN THE PLANS.

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE BID FOR COFFERDAMS AND EXCAVATION BRACING. THE DEPARTMENT WILL NOT MAKE ADDITIONAL PAYMENT FOR PROVIDING AN ALTERNATE DESIGN.

ITEM 503 - UNCLASSIFIED EXCAVATION, AS PER PLAN:

UNCLASSIFIED EXCAVATION SHALL BE IN ACCORDANCE WITH PERTINENT SECTIONS OF CMS SECTION 503 AND SHALL INCLUDE THE EXCAVATION AND BACKFILLING REQUIRED TO CONSTRUCT THE NEW PORTIONS OF THE ABUTMENT DIAPHRAGMS AND WINGWALLS. EXCAVATION AND BACKFILLING FOR SUBSTRUCTURE REMOVAL AND STRUCTURE DRAINAGE SHALL BE INCLUDED WITH RESPECTIVE ITEMS 202 AND 518.

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|---------------|--|
| SFN | 3103870 |
| DESIGN AGENCY | TRANSYSTEMS 1100 SUPERIOR AVE. E. STE 1000 CLEVELAND, OHIO 44114 |
| DESIGNER | CHECKER |
| ZTW | RSB |
| REVIEWER | |
| NFF | 08/22/23 |
| PROJECT ID | 110570 |
| SUBSET | TOTAL |
| 3 | 44 |
| SHEET | TOTAL |
| P.167 | 208 |

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

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT CONCRETE REINFORCEMENT BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING STEEL REINFORCEMENT BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW CONCRETE REINFORCEMENT OF THE SAME SIZE, COATING, AND MATERIAL AT NO COST TO THE DEPARTMENT. AN ESTIMATED QUANTITY OF 100 POUNDS HAS BEEN INCLUDED FOR THIS WORK.

ITEM 509 - GALVANIZED STEEL REINFORCEMENT, AS PER PLAN:

IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR FIELD CUT THE STEEL REINFORCEMENT DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS. REPAIR ALL DAMAGE TO THE GALVANIZED COATING, AS A RESULT OF THIS WORK, ACCORDING TO CMS 711.02.

ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN:

DOWEL BARS SHALL BE INSTALLED USING NONSHRINK, NONMETALLIC GROUT PER CMS 510 AND ACI 355.4. ALL EXISTING CONCRETE REINFORCEMENT IN THE AREA OF THE DOWEL HOLE SHALL BE LOCATED WITH THE AID OF A CONCRETE REINFORCEMENT LOCATOR (PACHOMETER) PRIOR TO DRILLING THE HOLES. IF EXISTING CONCRETE REINFORCEMENT IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, THE DOWEL HOLE SHALL BE MOVED TO EITHER SIDE OF THE EXISTING CONCRETE REINFORCEMENT.

**ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, BRIDGE DECK:
ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, BRIDGE RAILING:
ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, DIAPHRAGMS:
ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA,(T=15"), AS PER PLAN:**

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

PROVIDE MATERIALS CONFORMING TO 511.02 EXCEPT AS MODIFIED BELOW:

| | |
|--------------------------|---|
| PORTLAND CEMENT CONCRETE | 499.03, CLASS QC3 MEETING A DESIGN STRENGTH OF 4,500 PSI WITH MACRO-SYNTHETIC FIBERS AND WITH MODIFICATION PER 511.02 |
| FIBERS FOR CONCRETE | ASTM C1116, TYPE III |
| CORROSION INHIBITOR | 515.15 |

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

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

THE MACRO-SYNTHETIC FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO 'BALLING' OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY 'BALLING' OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR. IT IS IMPORTANT TO FOLLOW INDUSTRY STANDARDS AND ASTM SPECIFICATIONS ON THE PREMIXING OF THE CEMENT, AGGREGATE, AND MACRO-SYNTHETIC FIBERS PRIOR TO THE ADDITION OF WATER AND ADMIXTURES. PROVIDE MACRO-SYNTHETIC FIBERS THAT ARE MONOFILAMENT FIBERS MADE FROM VIRGIN POLYPROPYLENE, POLYETHYLENE, OR CO-POLYMERS THAT ARE INERT TO ALKALI ATTACK. ENSURE THE MACRO-SYNTHETIC FIBERS HAVE A MINIMUM TENSILE STRENGTH OF 70 KSI, A MINIMUM MODULUS OF ELASTICITY OF 800 KSI, A MINIMUM FILAMENT DIAMETER OF 0.012 INCHES, AN ASPECT RATIO BETWEEN 60 AND 100, AND ARE BETWEEN 1.5 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURER'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT, AND MOISTURE. PLACING THE BAG THAT THE FIBERS COME IN INTO THE CONCRETE MIX IS NOT PERMITTED.

**ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, BRIDGE DECK (CONTINUED):
ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, BRIDGE RAILING (CONTINUED):
ITEM 511 - CLASS QC3 CONCRETE, MISC.: CLASS QC3 CONCRETE WITH QC/QA, DIAPHRAGMS (CONTINUED):
ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA, (T=15"), AS PER PLAN (CONTINUED):**

USE A MINIMUM DOSAGE RATE OF MACRO-SYNTHETIC FIBERS OF 4.0 LBS/CY OF CONCRETE. DETERMINE THE FINAL PROPOSED DOSAGE RATE THROUGH MIX TESTING. ENSURE THE FIBER REINFORCED CONCRETE MEETS OR EXCEEDS A MINIMUM EQUIVALENT FLEXURAL STRENGTH RATIO OF 25% ACCORDING TO ASTM C 1609. ENSURE THE FINAL PROPOSED MIX IS WORKABLE AND ABLE TO BE PRODUCED SUCH THAT BALLING OR CLUMPING OF THE FIBERS IS NOT A PROBLEM AS DETERMINED BY THE ENGINEER. UTILIZE A LABORATORY REGULARLY INSPECTED BY THE CEMENT AND CONCRETE REFERENCE LABORATORY (CCRL) OF THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY, OR OTHER APPROVED REFERENCE LABORATORY, TO PERFORM THE TESTING. BEFORE USE, SUBMIT DOCUMENTATION TO THE PROJECT ENGINEER CERTIFYING BOTH THE MACRO-SYNTHETIC FIBERS AND THE MIX MEET OR EXCEED THE REQUIRED PROPERTIES. SAMPLING WILL BE ALLOWED FOR TESTING PURPOSES. A DEMONSTRATION OF THE MIX PRODUCTION OR TRIAL MIX MAY BE REQUIRED BY THE ENGINEER PRIOR TO PLACING ANY OF THE MIX ON THE PROJECT.

THE BATCH WEIGHTS SHALL BE CORRECTED TO COMPENSATE FOR THE MOISTURE CONTAINED IN THE AGGREGATE AT THE TIME OF USE. A CHEMICAL ADMIXTURE (705.12, TYPE A OR D) SHALL BE USED. THE TRANSIT MIXER CHARGE SHALL BE LIMITED TO 3/4 OF ITS RATED CAPACITY OR 6 CUBIC YARDS, WHICHEVER IS SMALLER. THE FIRST THREE TRANSIT MIXER LOADS ARE REQUIRED TO BE AT THE MINIMUM YARDAGE LISTED ABOVE TO SHOW PROOF OF THE SUCCESSFUL BATCHING OPERATION. AFTER CONSISTENCY IN THE DELIVERED MATERIAL HAS BEEN ESTABLISHED, THE CONCRETE SUPPLIER MAY INCREASE THE BATCH DELIVERED QUANTITIES AS LONG AS THE QUALITY REMAINS ACCEPTABLE TO THE ENGINEER. THE ENGINEER CAN REDUCE THE BATCH LOAD SIZE AT ANY TIME AS NEEDED TO CORRECT/IMPROVE CONCRETE QUALITY.

CONCRETE SUPPLIERS SHOULD RECOGNIZE THAT THE CORROSION INHIBITOR AND ADMIXTURES MAY HAVE AN EFFECT ON STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE CORROSION INHIBITOR IS SUGGESTED TO BE AN MCI PRODUCT BY CORTEC OR AN APPROVED EQUAL FROM THE QUALIFIED PRODUCTS LIST. THE CONCRETE SUPPLIER'S CHOICE OF ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS. PLEASE BE ADVISED THAT SOME PRODUCTS ON THE LIST AFFECT THE DELIVERED MIX PROPERTIES GREATLY WHILE OTHER PRODUCTS DO NOT.

APPROACH SLABS, DIAPHRAGMS, AND BRIDGE RAILING CONCRETE ARE TO USE THE SAME MIX DESIGN AS THE BRIDGE DECK. THE CONTRACTOR SHOULD BE ADVISED THAT CONCRETE RETARDING AGENTS MAY NEED TO BE ADDED TO OFFSET THE EFFECTS OF THE MIGRATING CORROSION INHIBITOR SELECTED. USE SELF-COMPACTING CONCRETE ON DECORATIVE RAILING SIMILAR TO TEXAS RAILING AND MACRO-SYNTHETIC CONCRETE PER THIS SPECIFICATION ON TRADITIONAL CONCRETE RAILING WHEN APPLICABLE.

THE CONTRACTOR SHALL PROVIDE TRADITIONAL BRIDGE DECK FORMS CONFORMING TO CMS 508. PERMANENT STAY-IN-PLACE (SIP) FORMS ARE NOT ALLOWED. THE PLACING OF THE DECK AND THE APPROACH SLABS IN THE SAME CONCRETE POUR IS NOT PERMITTED.

FURNISH GALVANIZED STEEL REINFORCEMENT 709.16 IN LIEU OF EPOXY COATED STEEL REINFORCEMENT FOR REINFORCED CONCRETE APPROACH SLABS.

ABBREVIATIONS:

| | |
|----------|----------------------------------|
| CONST. | CONSTRUCTION |
| DIA. | DIAMETER |
| DIM. | DIMENSION |
| E.F. | EACH FACE |
| EL. | ELEVATION |
| EX. | EXISTING |
| EXP. | EXPANSION |
| F.F. | FAR FACE |
| FIX. | FIXED |
| FT. | FOOT/FEET |
| H.P. | HIGH PRESSURE |
| INV. | INVERT |
| LT. | LEFT |
| MAX. | MAXIMUM |
| MIN. | MINIMUM |
| N.F. | NEAR FACE |
| P.E.J.F. | PERFORMED EXPANSION JOINT FILLER |
| PT. | POINT |
| RT. | RIGHT |
| SPA. | SPACING/SPACES |
| STA. | STATION |
| TYP. | TYPICAL |

**ITEM 513 - STRUCTURAL STEEL, MISC.: MOMENT PLATE RETROFIT
ITEM 513 - STRUCTURAL STEEL, MISC.: FIELD DRILLING HOLES**

THE EXISTING BEAMS SHALL HAVE RETROFIT SPLICE PLATES INSTALLED AS INDICATED IN THE PLANS. STEEL SHALL BE ASTM A709 GRADE 50 (YIELD STRENGTH 50 KSI) AND BOLTS SHALL BE ASTM F3125 GRADE A325, TYPE 1.

AFTER THE DECK HAS BEEN REMOVED, PERFORM SURFACE PREPARATION OF THE TOP FLANGE RETROFIT AREAS TO REMOVE THE EXISTING PAINT SYSTEM. THE SURFACE PREPARATION LIMITS SHALL EXTEND 1-FT. PAST EACH END OF THE TOP RETROFIT SPLICE PLATES.

THE ENGINEER SHALL CAREFULLY VISUALLY INSPECT THE CLEANED AREA AT EACH END OF ALL THE TOP FLANGE MOMENT PLATES.

IF THE ENGINEER DETERMINES THE TRANSVERSE MOMENT PLATE WELD IS STILL PERFORMING ADEQUATELY, LEAVE THE WELD IN PLACE. IF THE WELD APPEARS RUSTED OR HAS SEPARATED FROM THE EXISTING BEAM OR MOMENT PLATE, THE CONTRACTOR SHALL REMOVE THE EXISTING TRANSVERSE MOMENT PLATE WELD AND INSPECT FOR DAMAGE TO THE BASE METAL OF THE BEAM. GRINDING MAY BE DIRECTED BY THE ENGINEER TO ENHANCE THE INVESTIGATION FOR CRACK PRESENCE. ALL STEEL GRINDING MUST BE DONE CAUTIOUSLY ON A CASE-BY-CASE BASIS.

IF THE ENGINEER SUSPECTS THAT A CRACK HAS ADVANCED INTO THE BASE METAL OF THE BEAM, IMMEDIATELY ALERT THE OFFICE OF CONSTRUCTION ADMINISTRATION - BRIDGE CONSTRUCTION SPECIALIST. PROVIDE THE LOCATION OF THE CRACK, LENGTH, AND DEPTH SO AN EVALUATION AND REPAIR OR REPLACEMENT RECOMMENDATION CAN BE MADE.

AFTER APPROVAL FROM THE ENGINEER, EXISTING MOMENT PLATES WITH ADEQUATE TRANSVERSE WELDS OR TRANSVERSE WELD AREAS THAT HAVE BEEN REPAIRED TO THE SATISFACTION OF THE ENGINEER, SHALL BE RETROFITTED WITH BOLTED SPLICE PLATES AS SHOWN IN THE PLANS.

APPLY ORGANIC ZINC PRIME COAT TO THE EXISTING STRUCTURAL STEEL IN THE RETROFIT AREA TO THE SURFACE PREPARATION LIMITS. NEW STRUCTURAL STEEL FOR THE MOMENT PLATE RETROFIT SHALL HAVE SHOP DRILLED BOLT HOLES AND SHALL BE DELIVERED TO THE SITE WITH A SHOP APPLIED INORGANIC ZINC PRIME COAT.

FIELD DRILL BOLT HOLES THROUGH THE EXISTING STEEL MOMENT PLATES AND EXISTING BEAM FLANGES USING THE NEW RETROFIT SPLICE PLATES AS A TEMPLATE. INSTALL BOLTED RETROFIT SPLICE PLATES AT EACH END OF ALL TOP MOMENT PLATES OF BOTH LEFT AND RIGHT BRIDGES (56 LOCATIONS).

APPLY INTERMEDIATE AND FINISH PAINT COATS TO THE NEW AND EXISTING STEEL AT EACH MOMENT PLATE RETROFIT LOCATION. SEE SHEET 23 OF 44 FOR ADDITIONAL MOMENT PLATE RETROFIT/FLANGE PAINTING LIMITS. PAINT COLOR SHALL MATCH EXISTING.

STEEL MEMBERS TO BE FABRICATED UNDER THIS ITEM DO NOT REQUIRE SHOP DRAWINGS PRIOR TO FABRICATION. HOWEVER, THE CONTRACTOR SHALL MAKE NECESSARY MEASUREMENTS AND PREPARE SKETCHES, DRAWINGS, TABLES, ETC. TO ENSURE ADEQUATE INFORMATION IS PROVIDED TO THE FABRICATOR. THE ENGINEER SHALL HAVE THE AUTHORITY AND RESPONSIBILITY FOR ENSURING THE FABRICATED STEEL IS ACCEPTABLE. TECHNICAL ASSISTANCE WILL BE PROVIDED TO THE ENGINEER, IF REQUESTED, BY THE OFFICE OF STRUCTURAL ENGINEERING.

IN ACCORDANCE WITH CMS 501.06, MILL TEST REPORTS AND SHIPPING DOCUMENTS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INCORPORATING NEW STEEL ITEMS INTO THE WORK. AFTER FABRICATION, THE CONTRACTOR SHALL SUBMIT AS-BUILT DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL TO ENSURE THE DRAWINGS DEPICT THE STEEL AS ACTUALLY INCORPORATED INTO THE WORK. THE ENGINEER WILL THEN SEND AN APPROVED SET OF DRAWINGS TO THE OFFICE OF STRUCTURAL ENGINEERING FOR INFORMATION. PAY WEIGHTS SHALL BE COMPUTED IN COMPLIANCE WITH CMS 513 AND SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.

ALL NECESSARY LABOR, EQUIPMENT, AND MATERIAL TO PERFORM THE INITIAL INSPECTION, APPLY A SHOP PRIME COAT, AND INSTALL THE BOLTED RETROFIT SPLICE PLATES AS DESCRIBED ABOVE SHALL BE INCLUDED WITH ITEM 513 - STRUCTURAL STEEL, MISC.: MOMENT PLATE RETROFIT FOR PAYMENT.

ALL NECESSARY LABOR, EQUIPMENT, AND MATERIAL TO PERFORM THE FIELD DRILLING OF BOLT HOLES THROUGH THE EXISTING STRUCTURAL STEEL BEAM FLANGES AND EXISTING MOMENT PLATES SHALL BE INCLUDED WITH ITEM 513 - STRUCTURAL STEEL, MISC.: FIELD DRILLING HOLES FOR PAYMENT.

SURFACE PREPARATION AND PAINTING OF NEW AND EXISTING STRUCTURAL STEEL AS DESCRIBED SHALL BE INCLUDED WITH ITEM 514 FOR PAYMENT.

**ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT:
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN:
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN:**

PAINTED AREAS THAT ARE DAMAGED BY WELDING, DRILLING, CUTTING, OR OTHER MEANS TO REHABILITATE THIS BRIDGE ARE DESIGNATED IN THE PROJECT PLANS.

THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH ALL NECESSARY EQUIPMENT TO INSPECT THIS WORK. THE MAJORITY OF THE AREAS TO BE REPAIR PAINTED ARE:
EXISTING BEAM MOMENT PLATE RETROFIT LOCATIONS

EXISTING STEEL AREAS SHALL RECEIVE A PRIME, INTERMEDIATE, AND FINISH COAT APPLIED IN THE FIELD. PROPOSED STEEL SHALL BE SHOP PRIMED AND RECEIVE AN INTERMEDIATE AND FINISH COAT APPLIED IN THE FIELD.

THE FINISH COAT SHALL MATCH THE EXISTING BEAM'S COLOR. OBTAIN THE ENGINEER'S APPROVAL OF PAINT COLOR BEFORE APPLYING FINISH COAT.

PRIOR TO THE START OF WORK ON THE STRUCTURE, THE CONTRACTOR SHALL DOCUMENT THE EXISTING CONDITION OF THE PAINTED STRUCTURE TO IDENTIFY AREAS PREVIOUSLY DAMAGED THAT ARE OUTSIDE THE LIMITS OF THE CURRENT PAY ITEMS. PAINTED AREAS THAT WERE NOT PREVIOUSLY DAMAGED THAT RECEIVE DAMAGE BY THE CONTRACTOR'S ACTIVITIES ONCE WORK BEGINS WILL BE REPAIRED AT THE CONTRACTOR'S COST.

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 CMS 514. PROVIDE THE PRIME COAT THICKNESS AS PER CMS 514.20. EXTEND THE LIMITS OF THE BEAM PREPARATION AND PAINTING 1 FOOT BEYOND THE LIMITS OF THE END DIAPHRAGM CONCRETE.

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

THE DEPARTMENT WILL PAY FOR ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY TO PERFORM WORK AS DESCRIBED ABOVE 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, 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. 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.

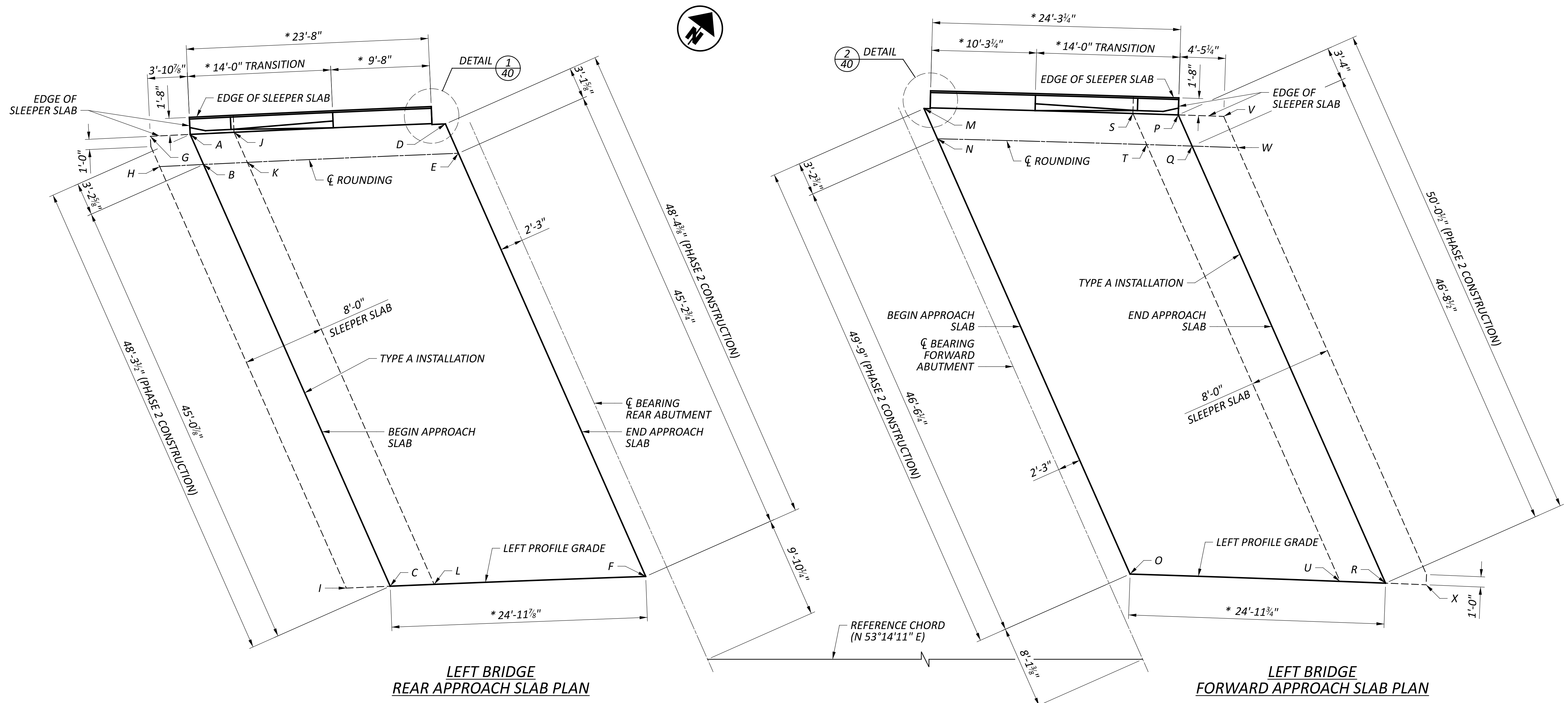
ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN:

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

ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN:

WITH PRIOR APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY REDRESS THE SLOPES WITH THE EXISTING CRUSHED AGGREGATE. WHERE ADDITIONAL MATERIAL IS REQUIRED, FURNISH AND PLACE CRUSHED AGGREGATE IN ACCORDANCE WITH CMS 601. AN ESTIMATED QUANTITY OF 100 SQUARE YARDS HAS BEEN INCLUDED FOR THIS WORK. ACTUAL QUANTITIES OF SLOPE TO BE REDRESSED AND NEW MATERIAL TO BE PLACED SHALL BE AS DIRECTED BY THE ENGINEER.

| | | |
|--|---------|---------|
| SFN | | 3103870 |
| DESIGN AGENCY | | |
| TRANSYSTEMS 1100 SUPERIOR AVE. E. STE 1000 CLEVELAND, OHIO 44114 | | |
| DESIGNER | CHECKER | |
| ZTW | RSB | |
| REVIEWER | | |
| NFF 08/22/23 | | |
| PROJECT ID | | |
| 110570 | | |
| SUBSET TOTAL | | |
| 4 | 44 | |
| SHEET TOTAL | | |
| P.168 | 208 | |



LEFT BRIDGE REAR APPROACH SLAB PLAN

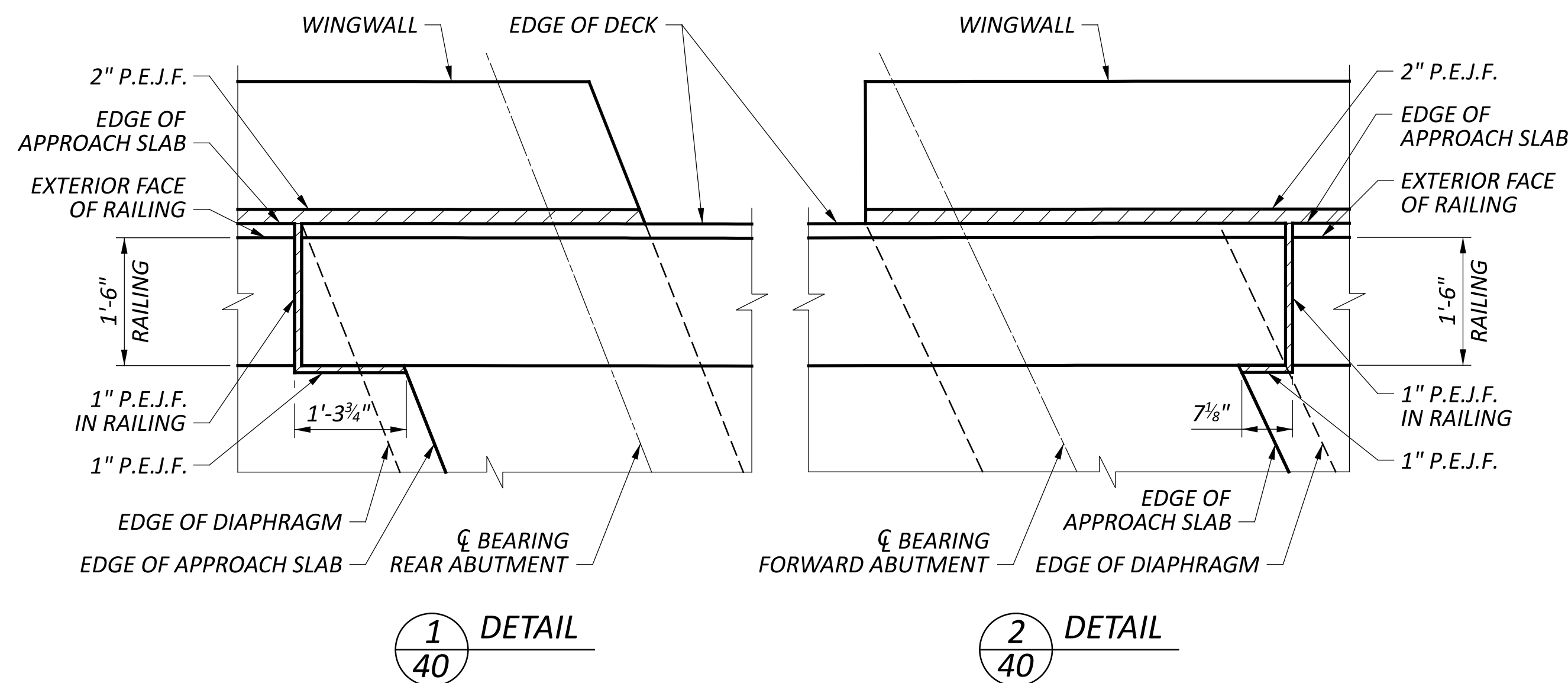
LEFT BRIDGE FORWARD APPROACH SLAB PLAN

REAR APPROACH SLAB LOCATIONS

| APPROACH SLAB SURFACE ELEVATIONS (SEE NOTE 4) | | | SLEEPER SLAB ELEVATIONS | | | | |
|---|-----------|------------|-------------------------|--------|-----------|------------|--------|
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | | |
| A | 103+31.21 | 53.29' LT. | 538.48 | G | 103+27.38 | 53.29' LT. | 537.25 |
| B | 103+32.35 | 50.29' LT. | 538.55 | H | 103+28.13 | 50.29' LT. | 537.32 |
| C | 103+48.54 | 8.29' LT. | 536.54 | I | 103+44.26 | 8.29' LT. | 535.31 |
| D | 103+55.71 | 53.21' LT. | 538.36 | J | 103+35.42 | 53.29' LT. | 537.21 |
| E | 103+56.85 | 50.29' LT. | 538.43 | K | 103+36.56 | 50.29' LT. | 537.28 |
| F | 103+73.46 | 8.29' LT. | 536.43 | L | 103+52.83 | 8.29' LT. | 535.27 |

FORWARD APPROACH SLAB LOCATIONS

| APPROACH SLAB SURFACE ELEVATIONS (SEE NOTE 4) | | | SLEEPER SLAB ELEVATIONS | | | | |
|---|-----------|------------|-------------------------|--------|-----------|------------|--------|
| STATION | OFFSET | ELEVATION | STATION | OFFSET | ELEVATION | | |
| M | 105+38.60 | 53.21' LT. | 537.97 | S | 105+58.64 | 53.29' LT. | 536.73 |
| N | 105+39.95 | 50.29' LT. | 538.05 | T | 105+60.06 | 50.29' LT. | 536.81 |
| O | 103+59.76 | 8.29' LT. | 536.13 | U | 105+80.23 | 8.29' LT. | 534.91 |
| P | 105+63.00 | 53.29' LT. | 537.99 | V | 105+67.36 | 53.29' LT. | 536.74 |
| Q | 105+64.42 | 50.29' LT. | 538.07 | W | 105+68.79 | 50.29' LT. | 536.82 |
| R | 105+84.67 | 8.29' LT. | 536.16 | X | 105+88.62 | 8.29' LT. | 534.92 |

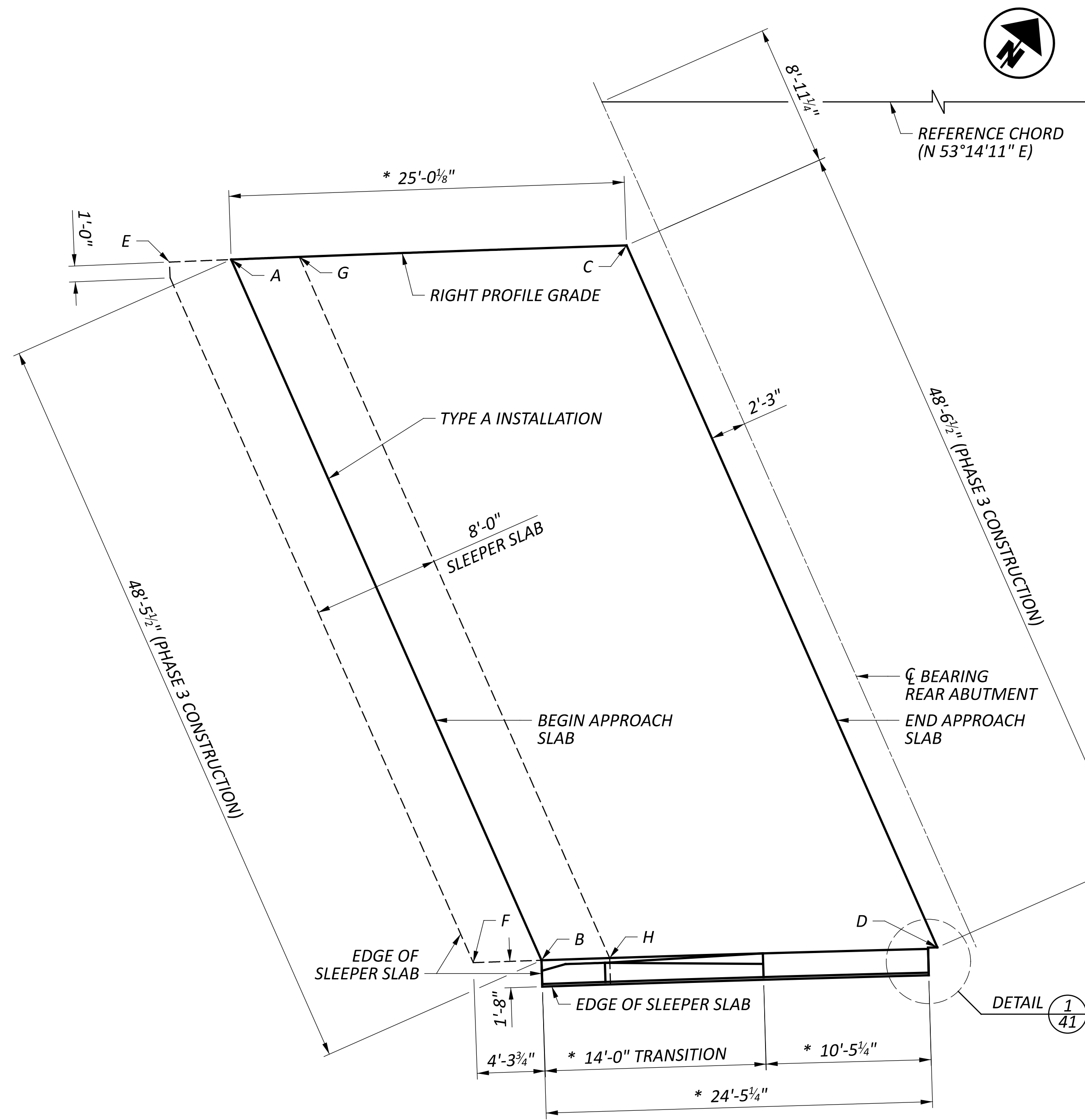


LEGEND:

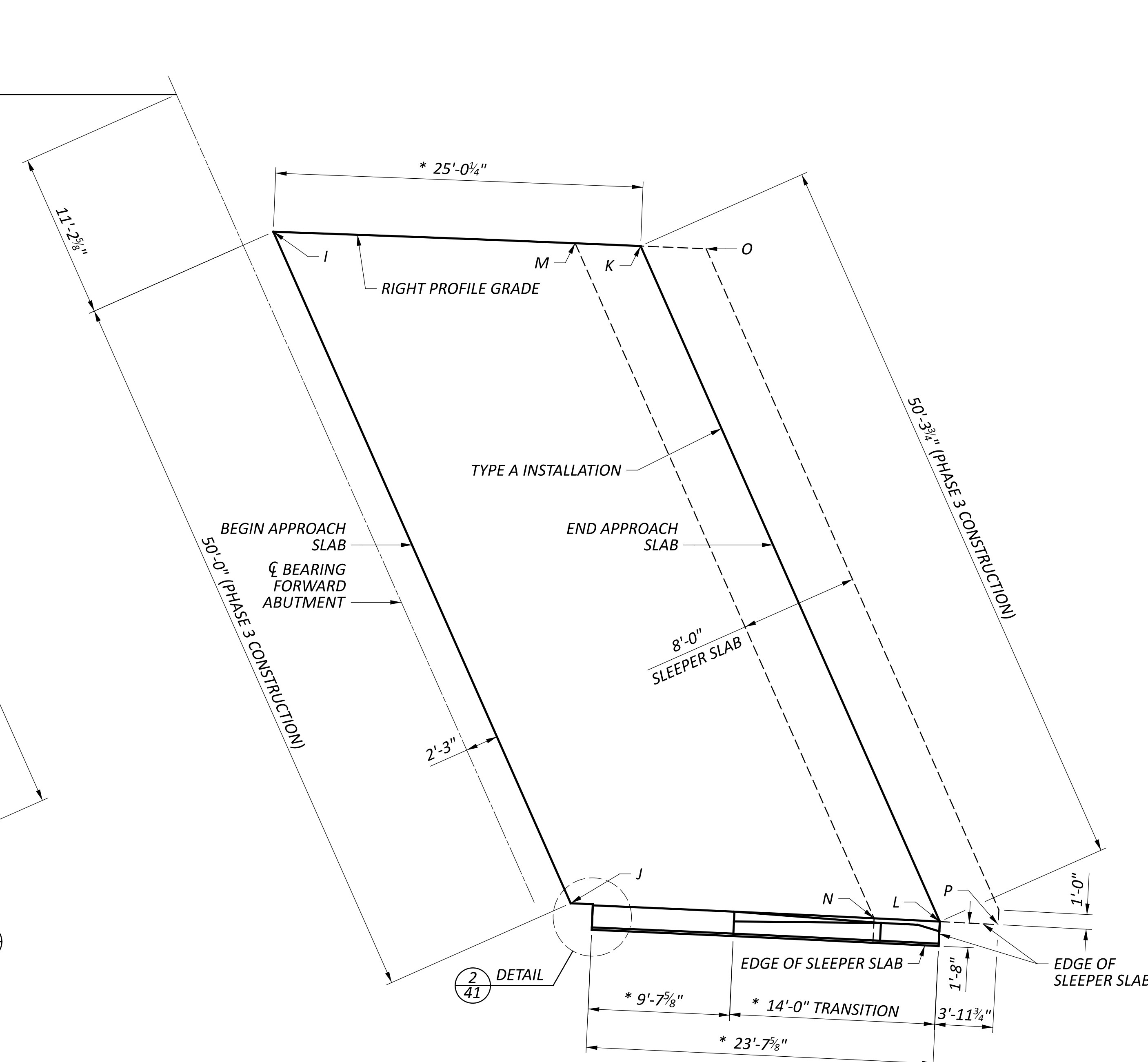
* MEASURED ALONG EDGE OF APPROACH SLAB

NOTES:

- FOR THE 25-FT. APPROACH SLAB REINFORCEMENT REQUIREMENTS AND ADDITIONAL STANDARD APPROACH SLAB DETAILS, SEE GENERAL NOTE ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA, (T=15"), AS PER PLAN AND ODOT STANDARD DRAWING AS-1-15.
- FOR APPROACH SLAB TYPE A INSTALLATION REQUIREMENTS, SEE ODOT STANDARD DRAWING AS-2-15.
- FOR APPROACH SLAB RAILING DETAILS, SEE SHEETS 38 AND 39 OF 44.
- APPROACH SLAB SURFACE ELEVATIONS ARE GIVEN AT TOP OF CONCRETE APPROACH SLAB, UNDERNEATH THE ASPHALT.
- FOR ROUNDING DETAIL, SEE SHEET 29 OF 44.



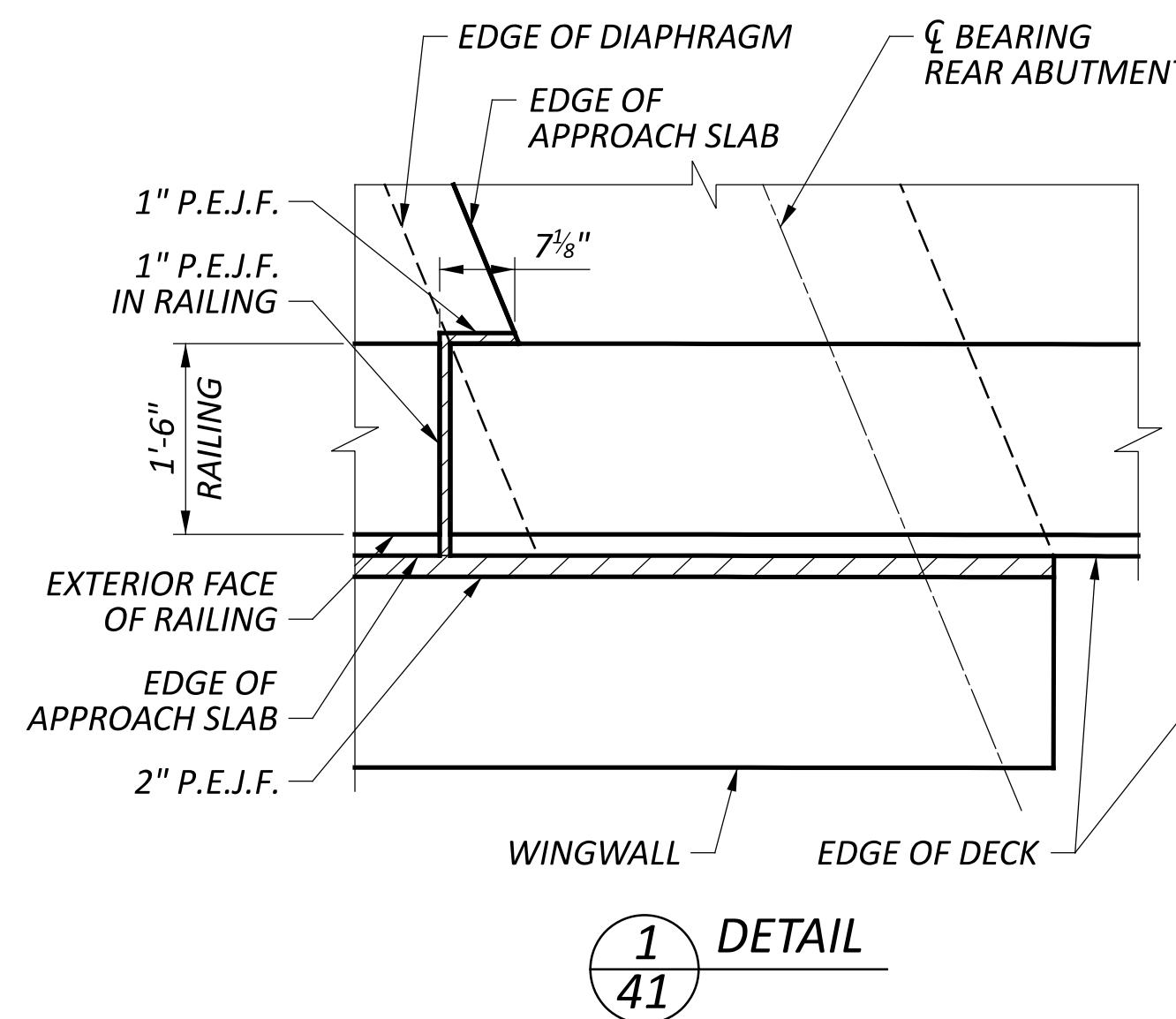
RIGHT BRIDGE
REAR APPROACH SLAB PLAN



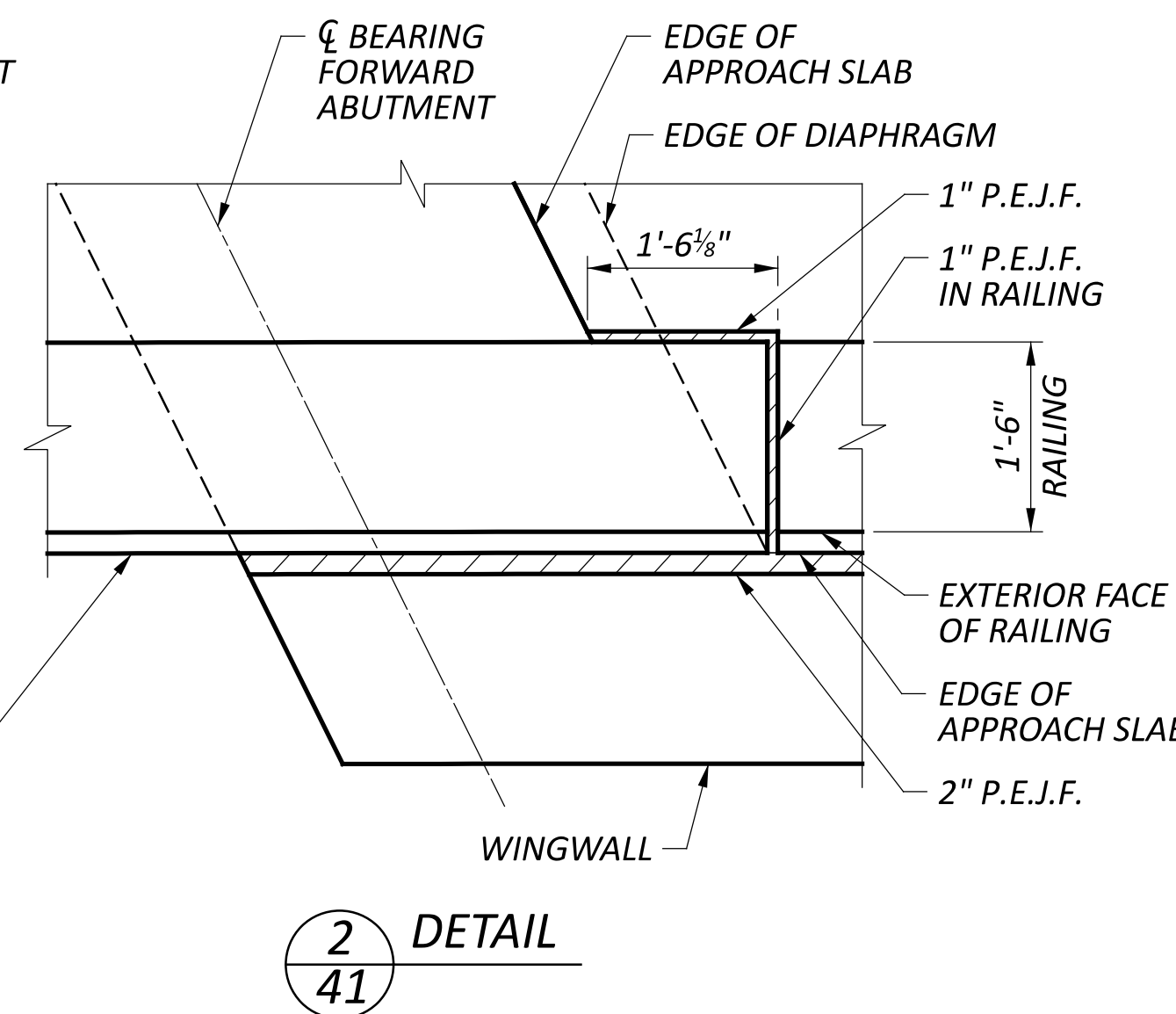
RIGHT BRIDGE
FORWARD APPROACH SLAB PLAN

| REAR APPROACH SLAB LOCATIONS | | | | | | | |
|--|-----------|------------|-------------------------|---|-----------|------------|-----------|
| APPROACH SLAB SURFACE ELEVATIONS (SEE NOTE 4) | | | SLEEPER SLAB ELEVATIONS | | | | |
| | STATION | OFFSET | ELEVATION | | STATION | OFFSET | ELEVATION |
| A | 103+55.41 | 9.13' RT. | 535.91 | E | 103+51.49 | 9.13' RT. | 534.68 |
| B | 103+73.58 | 54.13' RT. | 533.73 | F | 103+69.18 | 54.13' RT. | 532.49 |
| C | 103+80.50 | 9.13' RT. | 535.81 | G | 103+59.73 | 9.13' RT. | 534.65 |
| D | 103+99.10 | 54.04' RT. | 533.63 | H | 103+77.97 | 54.13' RT. | 532.46 |

| FORWARD APPROACH SLAB LOCATIONS | | | | | | | |
|--|-----------|------------|-------------------------|---|-----------|------------|-----------|
| APPROACH SLAB SURFACE ELEVATIONS (SEE NOTE 4) | | | SLEEPER SLAB ELEVATIONS | | | | |
| | STATION | OFFSET | ELEVATION | | STATION | OFFSET | ELEVATION |
| I | 105+68.16 | 9.13' RT. | 535.59 | M | 105+88.78 | 9.13' RT. | 534.37 |
| J | 105+90.37 | 54.04' RT. | 533.52 | N | 106+11.45 | 54.13' RT. | 532.30 |
| K | 105+93.26 | 9.13' RT. | 535.63 | O | 105+97.74 | 9.13' RT. | 534.39 |
| L | 106+16.01 | 54.13' RT. | 533.55 | P | 106+20.07 | 54.13' RT. | 532.31 |



1
41
DETAIL



2
41
DETAIL

LEGEND:

* MEASURED ALONG EDGE OF APPROACH SLAB

NOTES:

- FOR THE 25-FT. APPROACH SLAB REINFORCEMENT REQUIREMENTS AND ADDITIONAL STANDARD APPROACH SLAB DETAILS, SEE GENERAL NOTE ITEM 526 - REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN AND ODOT STANDARD DRAWING AS-1-15.
- FOR APPROACH SLAB TYPE A INSTALLATION REQUIREMENTS, SEE ODOT STANDARD DRAWING AS-2-15.
- FOR APPROACH SLAB RAILING DETAILS, SEE SHEETS 38 AND 39 OF 44.
- APPROACH SLAB SURFACE ELEVATIONS ARE GIVEN AT TOP OF CONCRETE APPROACH SLAB, UNDERNEATH THE ASPHALT.