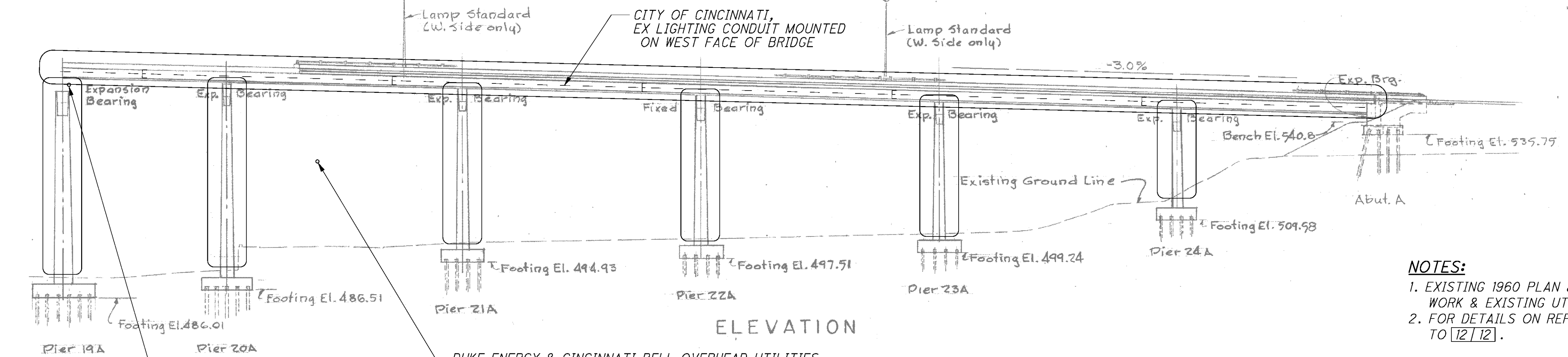
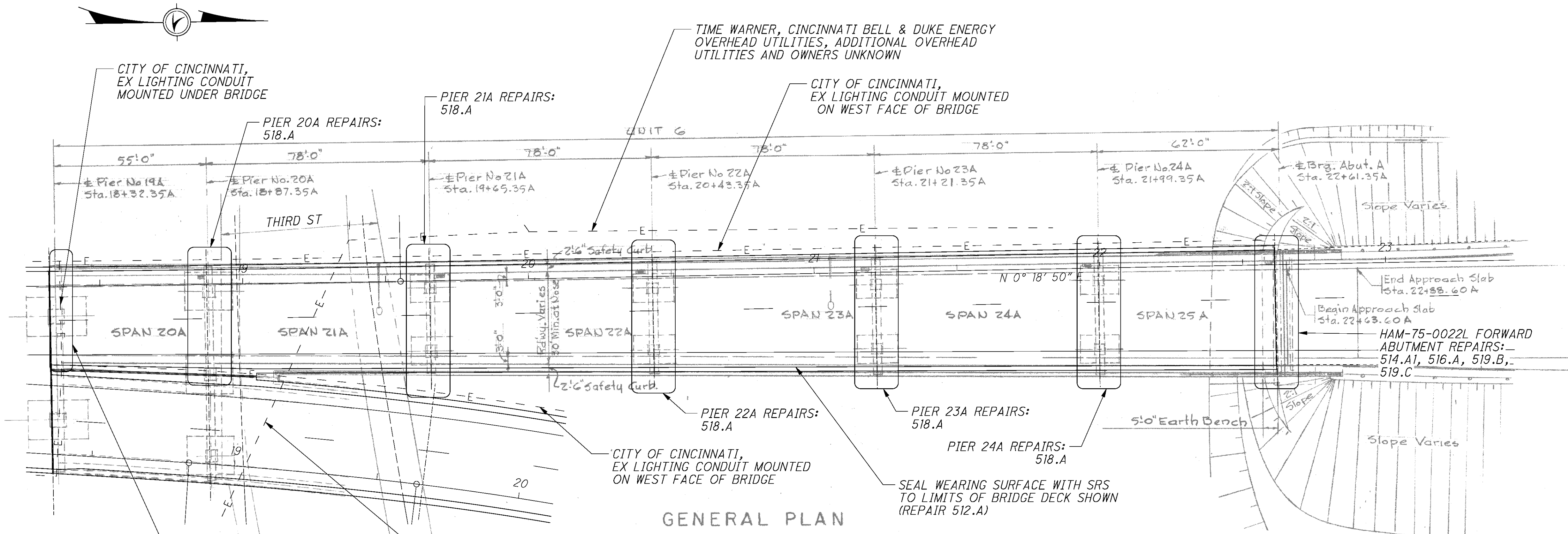


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- NOTES:**
- EXISTING 1960 PLAN & ELEVATION PROVIDED TO LOCATE THE REPAIR WORK & EXISTING UTILITIES, DIMENSIONS SHOWN MAY VARY IN THE FIELD.
  - FOR DETAILS ON REPAIR WORK SHOWN, REFER TO SHEETS [2] [12] TO [12] [12].

LIST OF ALL REPAIR WORK	
REPAIR TYPE	SCOPE OF WORK
512.A	SEAL WEARING SURFACE WITH SRS
513.A	REPLACE END CROSSFRAMES WITH JACKING FRAMES
514.A1	ZONE PAINT STRUCTURAL STEEL TO LIMITS SHOWN, OZEU SPECIFICATIONS (EXTERIOR)
516.A	REPLACE STEEL ROCKER BEARINGS WITH ELASTOMERIC BEARINGS
518.A	REPLACE DOWNSPOUTS IN KIND
519.B	REPAIR CONCRETE SPALLS
519.C	REPAIR CONCRETE SPALL WITH RAPID SET CONCRETE

**EXISTING STRUCTURE**

TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPAN LENGTH: VARIES

ROADWAY: VARIES T/T PARAPET

SUPERELEVATION: VARIES

WEARING SURFACE: 2" ASPHALT AND 2 3/4" ± SDC OVERLAY

ORIGINAL DESIGN LOADING: CF 2000 (57)

ALIGNMENT: VARIES

SKIEW: VARIES

YEAR BUILT: 1960 WITH REHABILITATION IN 1988 AND 2007

STRUCTURE FILE NUMBER: 3108791

**PROPOSED STRUCTURE**

TYPE: SAME AS EXISTING

SPAN: SAME AS EXISTING

WIDTH: SAME AS EXISTING

LOADING: SAME AS EXISTING

ALIGNMENT: SAME AS EXISTING

SKIEW: SAME AS EXISTING

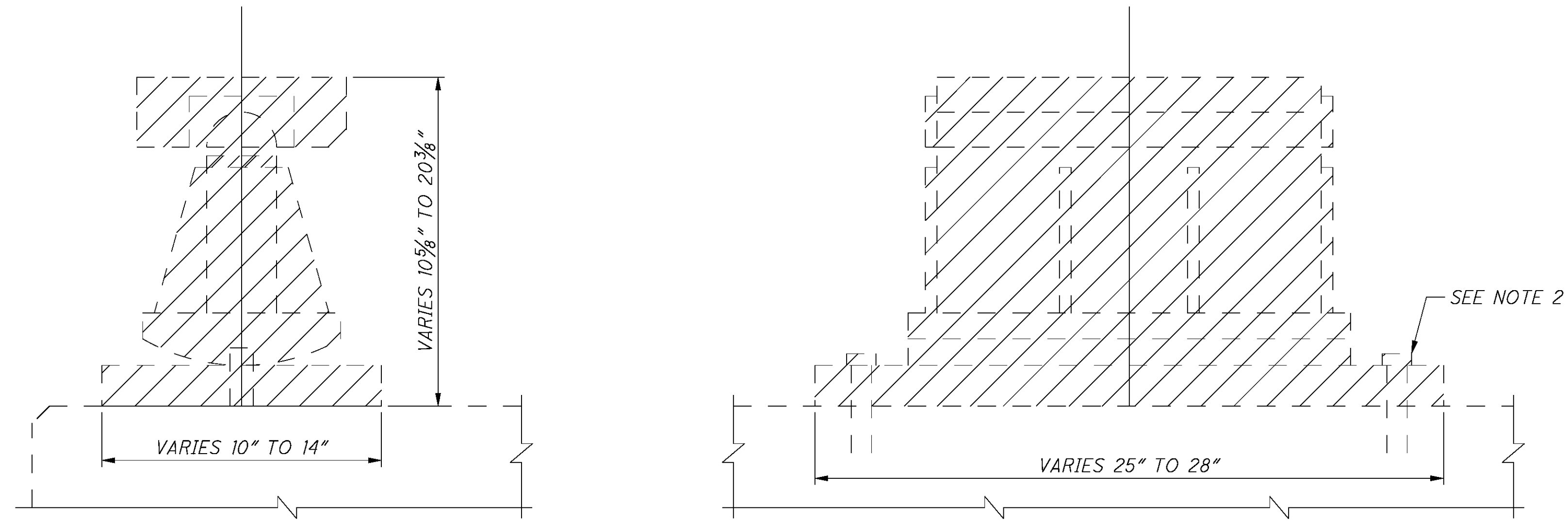
COORDINATES: SAME AS EXISTING

STRUCTURE FILE NUMBER: 3108791

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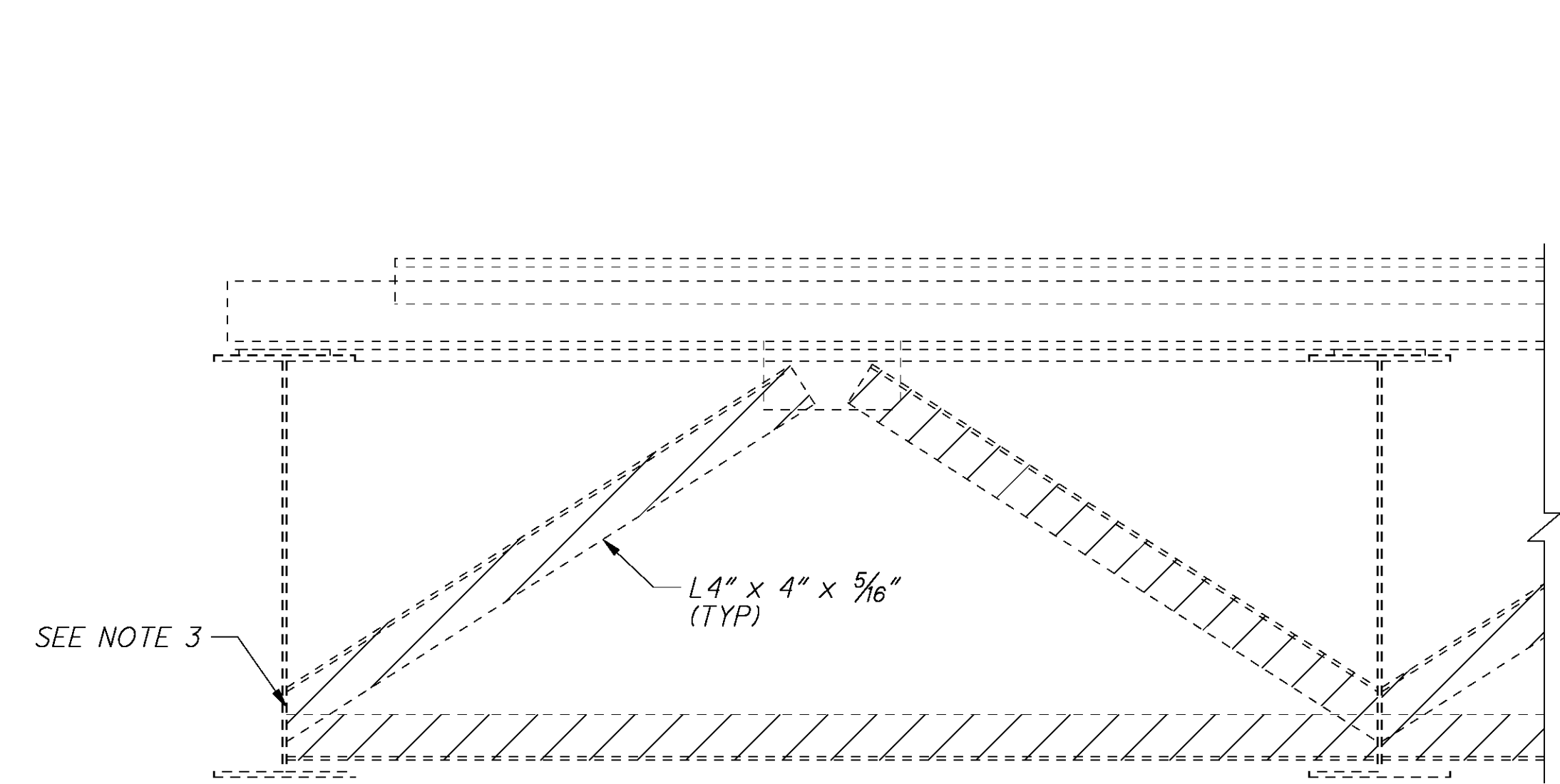
HAM-75-0022L ESTIMATED BRIDGE QUANTITIES											100% 02/IMS/BR FUNDING		
ITEM	ITEM EXT.	TOTAL QUANTITY	UNIT	DESCRIPTION	SUBSTRUCTURE						SUPER	GENERAL	SHEET REF
					PIER 20A	PIER 21A	PIER 22A	PIER 23A	PIER 24A	ABUTMENT A			
202	11201	LS		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN								LS	57/177
509	20001	50	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN							50		61/177
511	81200	LS		CONCRETE, MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION								LS	58/177
512	10400	1847	SY	TREATING OF CONCRETE BRIDGE DECK WITH SRS							1847		
513	95030	4	EACH	STRUCTURAL STEEL, MISC.: JACKING FRAME							4		59/177
514	00050	2458	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL							2458		59/177
514	00056	2458	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT							2458		59/177
514	00060	2718	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, INTERMEDIATE COAT							2718		59/177
514	00066	2718	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, FINISH COAT							2718		59/177
514	00504	2	MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL							2		59/177
514	10000	3	EACH	FINAL INSPECTION REPAIR							3		59/177
516	44201	10	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (12" x 13" x 3.903")							10		60/177
516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN							LS		60/177
518	51101	425	FT	8" PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN	57	51	47	42	28			200	60/177
518	63300	LS		STRUCTURE DRAINAGE, MISC.: DRAINAGE PIPE VIDEO MONITORING								LS	152/177
519	11101	52	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN						18	34		61/177
SPECIAL	519E11600	20	SF	PATCHING CONCRETE STRUCTURE, MISC.: RAPID SET CONCRETE PATCHING REPAIR						20			61/177
SPECIAL	530E00600	174	SF	STRUCTURE, MISC.: DECK CONCRETE REMOVAL							174		61/177
SPECIAL	530E00600	81	SF	STRUCTURE, MISC.: GLASS FIBER WRAP							81		63/177

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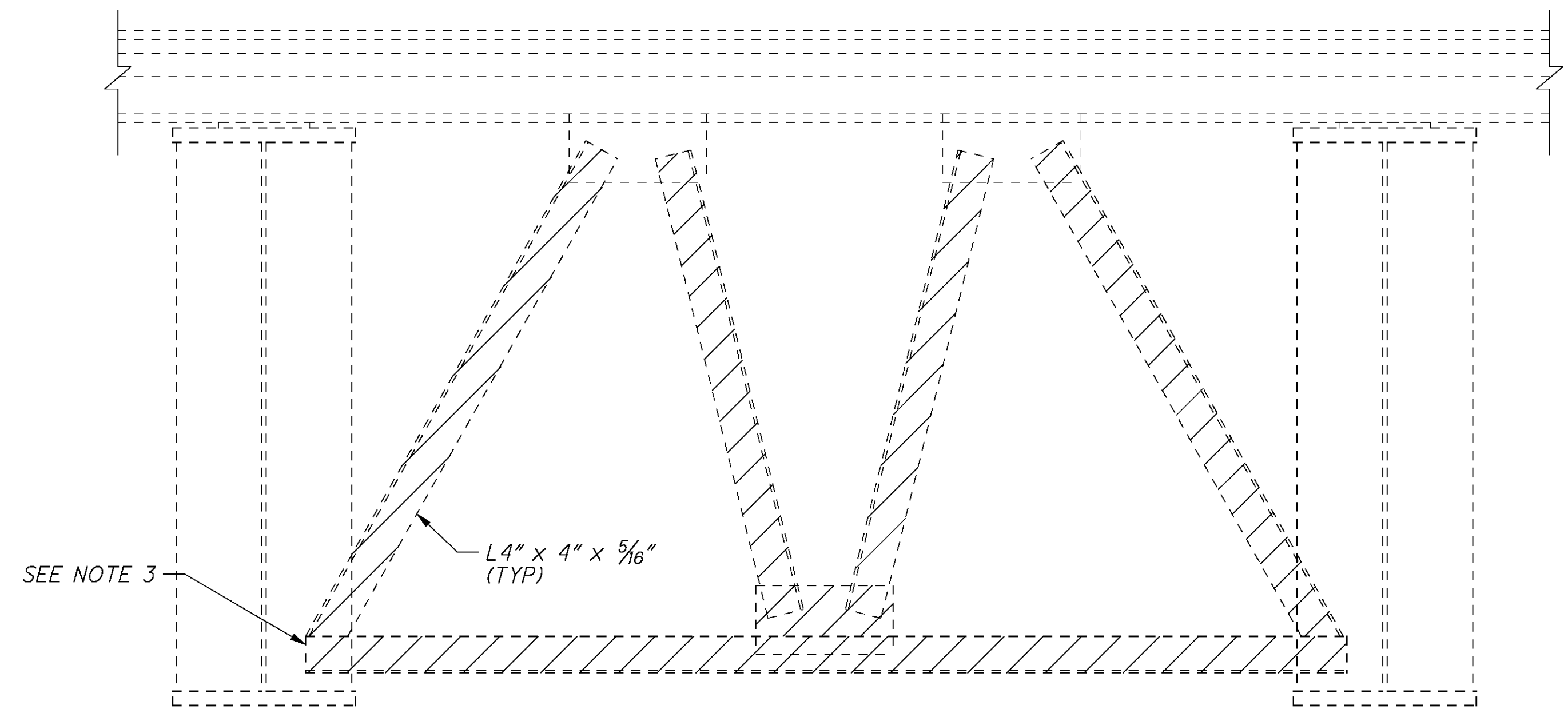


**EXISTING STRUCTURAL STEEL ROCKER BEARING REMOVAL LIMITS**  
 R100, R125, R150 & R175

- NOTES:**
1. DIMENSIONS AND SIZES MAY VARY IN FIELD.
  2. REMOVE EXISTING ANCHOR BOLTS IN MASONRY PLATE TO TOP OF BEAM SEAT. SEAL EXPOSED FACE OF ANCHOR BOLTS TO REMAIN PER C&MS 509.09.
  3. REMOVE CROSSFRAMES AND GRIND SMOOTH.
  4. EXISTING BEARING AND END FRAME REMOVAL DETAILS PROVIDED FOR PIER 19A FORWARD & FORWARD ABUTMENT (BEARING ONLY).



**EXISTING END FRAME REMOVAL LIMITS**  
 FOR BEAM SPACING LESS THAN 8'-0"



**EXISTING END FRAME REMOVAL LIMITS**  
 FOR BEAM SPACING GREATER THAN 8'-0"

DESIGNED	SNH	DRAWN	SNH	REVIEWED	DEK	DATE	4/15
CHECKED	CTM	REVISED		STRUCTURE FILE NUMBER			3108791

SEE HAM-71-0000L PLANS

☉ PIER 19A

☉ PIER 20A

W. 3RD ST.

☉ PIER 21A

☉ PIER 22A

② SPALL W/ EXP. REBAR (5' X 3')

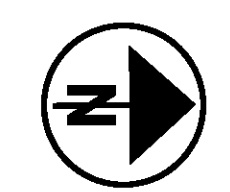
④ SPALL W/ EXP. REBAR (1' X 5')

⑤ SPALL (3' X 1')

① SPALL W/ EXP. REBAR (3' X 4')

⑥ SPALL W/ EXP. REBAR (1' X 4')

③ DETERIORATION (3' X 1')



SEE BELOW

SEE ABOVE

☉ PIER 22A

☉ PIER 23A

☉ PIER 24A

☉ BRGS., ABUTMENT

⑦ MAP CRACKING (7' X 7')

⑧ CONG. PATCH AROUND DRAIN PIPE DETERIORATING (5' X 5')

**NOTES**

1. THE MEASURED QUANTITIES PROVIDED IN THE TABLE WERE ACQUIRED VISUALLY FROM THE GROUND AND ARE TO BE USED AS AN ESTIMATE. THE CONTRACTOR SHALL PERFORM A PHYSICAL INSPECTION OF THE AREAS LOCATED IN THE PLANS TO DETERMINE IF THEY ARE IN NEED OF REMOVAL. AFTER PHYSICAL INSPECTION ANY AREAS THAT THE CONTRACTOR DEEMS DOES NOT NEED REMOVED SHALL MEET THE APPROVAL OF THE ENGINEER. PAYMENT FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS ASSOCIATED WITH THIS WORK SHALL BE INCLUDED WITH ITEM 530 - SPECIAL - STRUCTURE MISC.: DECK CONCRETE REMOVAL.

2. ITEM 530 - SPECIAL - STRUCTURE MISC.: DECK CONCRETE REMOVAL: REMOVE ALL LOOSE AND DISINTEGRATED CONCRETE FROM THE AREAS DETAILED IN THE PLAN SET TO AN EXTENT AS TO EXPOSE A SOUND CONCRETE SURFACE.

**LEGEND**

REMOVAL AREA (DECK UNDERSIDE)

**ITEM 530 - SPECIAL - STRUCTURE, MISC.: DECK CONCRETE REMOVAL**

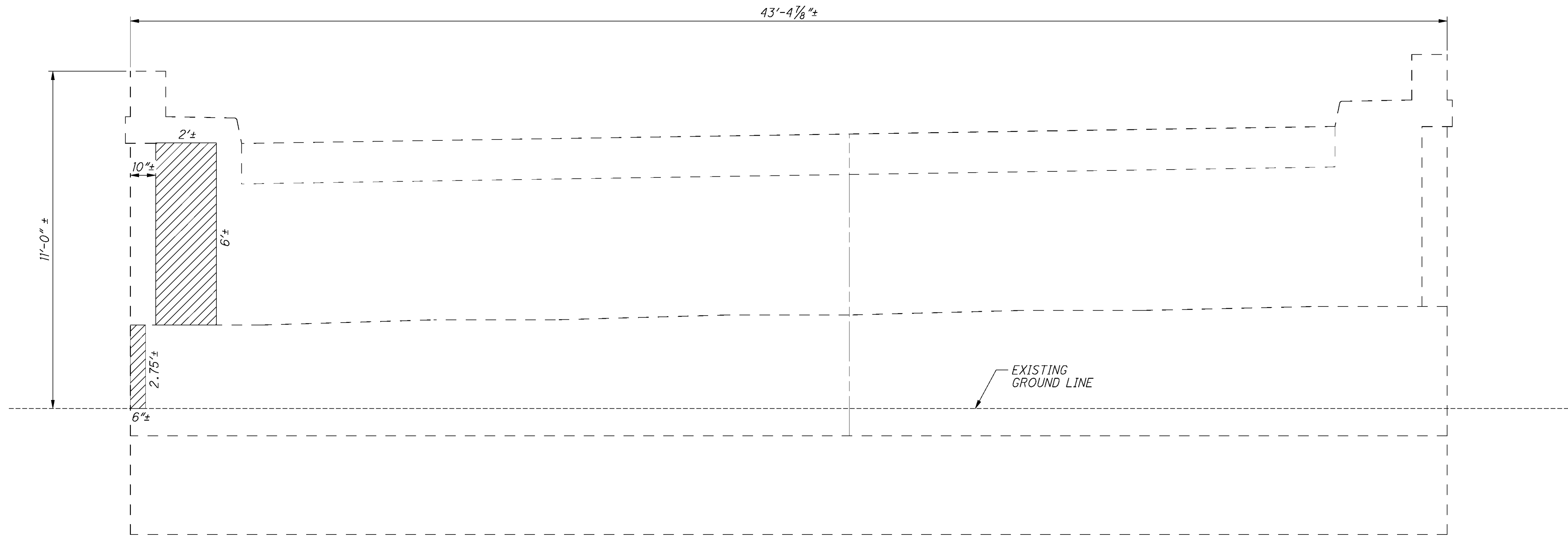
VISUAL INVENTORY OF MEASURED QUANTITIES OF DETERIORATION WAS PERFORMED IN SEPTEMBER OF 2014.

EXACT DIMENSIONS AND LOCATIONS OF REMOVAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ESTIMATED REMOVAL QUANTITIES (S.F.)		
BRIDGE NO. HAM-75-0022L	MEASURED QUANTITIES	ESTIMATED QUANTITIES
①	12.0	18.0*
②	15.0	22.5*
③	3.0	4.5*
④	5.0	7.5*
⑤	3.0	4.5*
⑥	4.0	6.0*
⑦	49.0	73.5*
⑧	25.0	37.5*
TOTAL	116.0	174.0*

\* - ESTIMATED QUANTITIES HAVE BEEN INCREASED BY 50% OVER MEASURED QUANTITIES TO ALLOW FOR ADDITIONAL DETERIORATION

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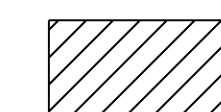
**FRONT ELEVATION**  
FACING NORTH

SUMMARY OF REPAIR QUANTITIES - ABUTMENT A				
LOCATION	- 519.B - REPAIR CONCRETE SPALLS			
	UNIT	MEASURED QUANTITY	CONTINGENCY QTY. (25%)	TOTAL REPAIR QTY.
ABUTMENT STEM	SQ FT	2	1	3
BACKWALL	SQ FT	12	3	15
TOTAL ABUT. A QTY.	SQ FT			18

**NOTES:**

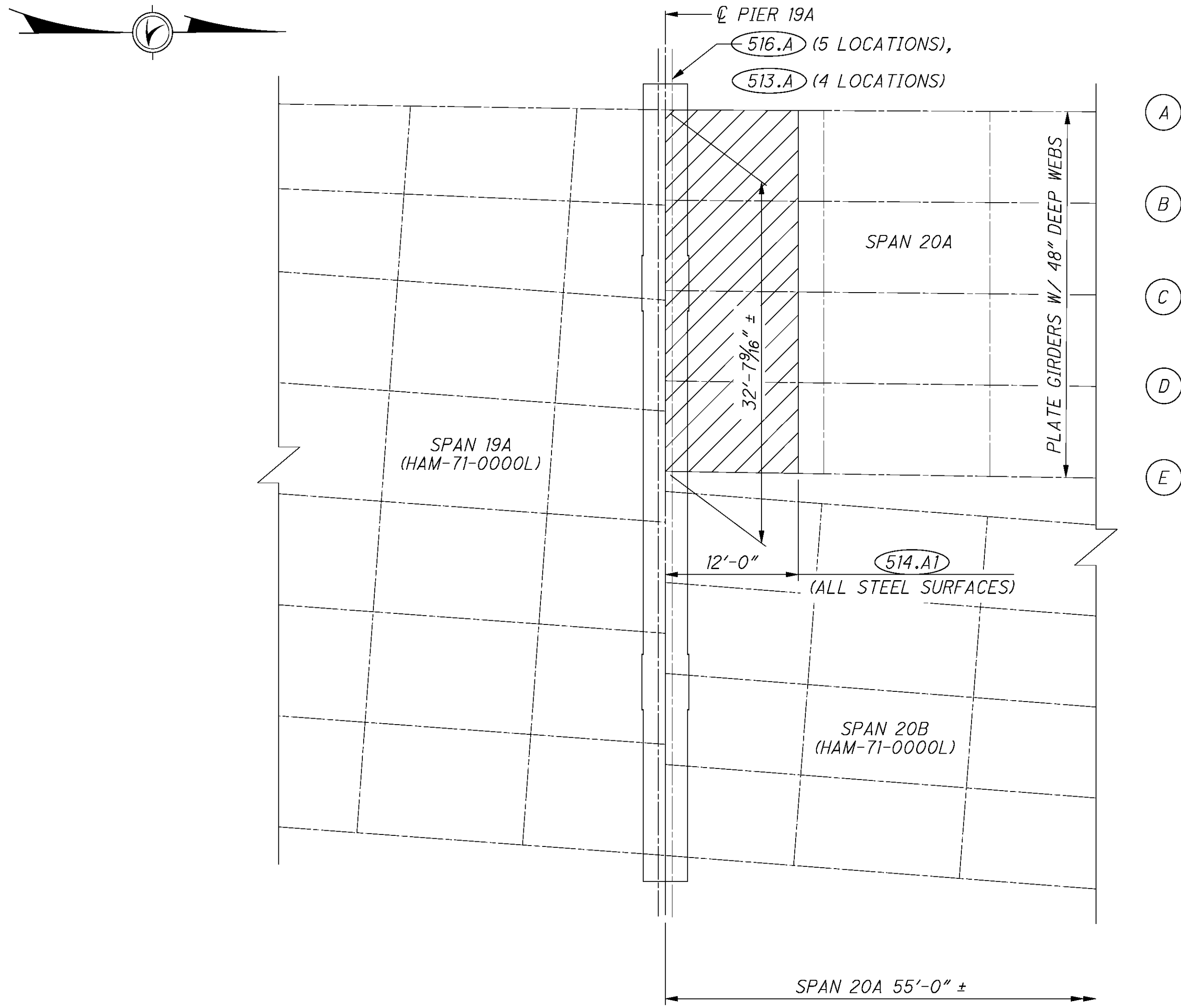
1. FOR ADDITIONAL REPAIR TYPE DESCRIPTIONS, SEE GENERAL NOTES SHEETS 57 THRU 63.

**LEGEND:**

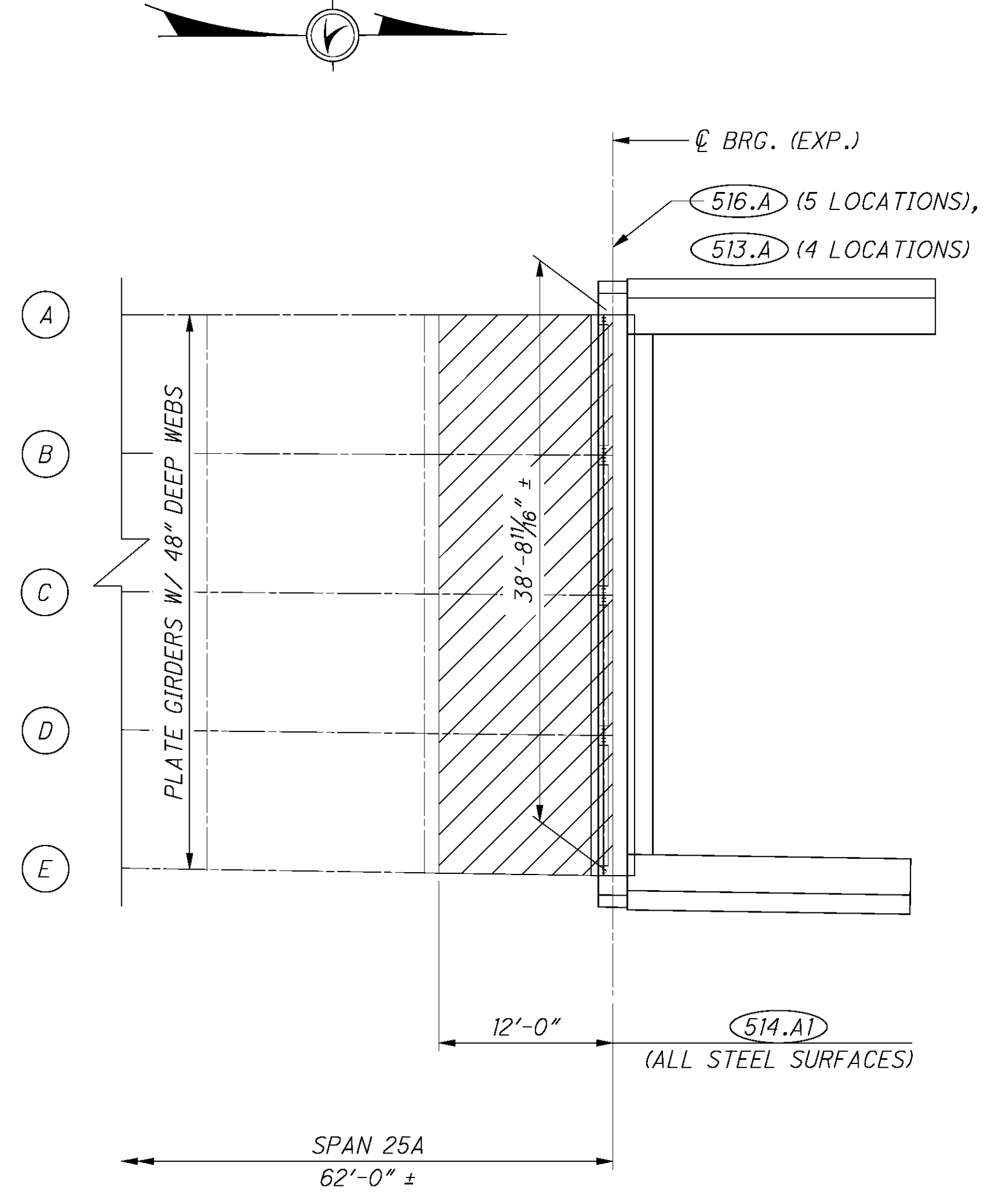


INDICATES APPROXIMATE AREA TO BE REPAIRED PER 519.B

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FRAMING PLAN - PIER 19A



FRAMING PLAN - ABUTMENT A

MISCELLANEOUS STEEL REPAIR DETAILS	
REPAIR TYPE	SCOPE OF WORK
513.A	REPLACE END CROSSFRAMES WITH JACKING FRAMES
514.A1	ZONE PAINT STRUCTURAL STEEL TO LIMITS SHOWN, OZEU SPECIFICATIONS (EXTERIOR)
516.A	REPLACE STEEL ROCKER BEARINGS WITH ELASTOMERIC BEARINGS

**LEGEND:**

- STRINGER/GIRDER LINE
- REPAIR TYPE
- 514.A1 PAINT LIMITS

**NOTES:**

1. FOR JACKING FRAME DETAILS, SEE SHEET .
2. FOR BEARING DETAILS, SEE SHEET .
3. FOR ADDITIONAL REPAIR TYPE DESCRIPTIONS, SEE GENERAL NOTES SHEETS THRU .
4. REPAIRS IN SPAN 19A AND SPAN 20B ARE INCLUDED WITH HAM-71-0000L. SEE SHEET .

DESIGN AGENCY  
  
 ENGINEERS & ARCHITECTS, P.C.  
 400 WESTWIND PLAZA  
 WESTVILLE, OHIO 43081

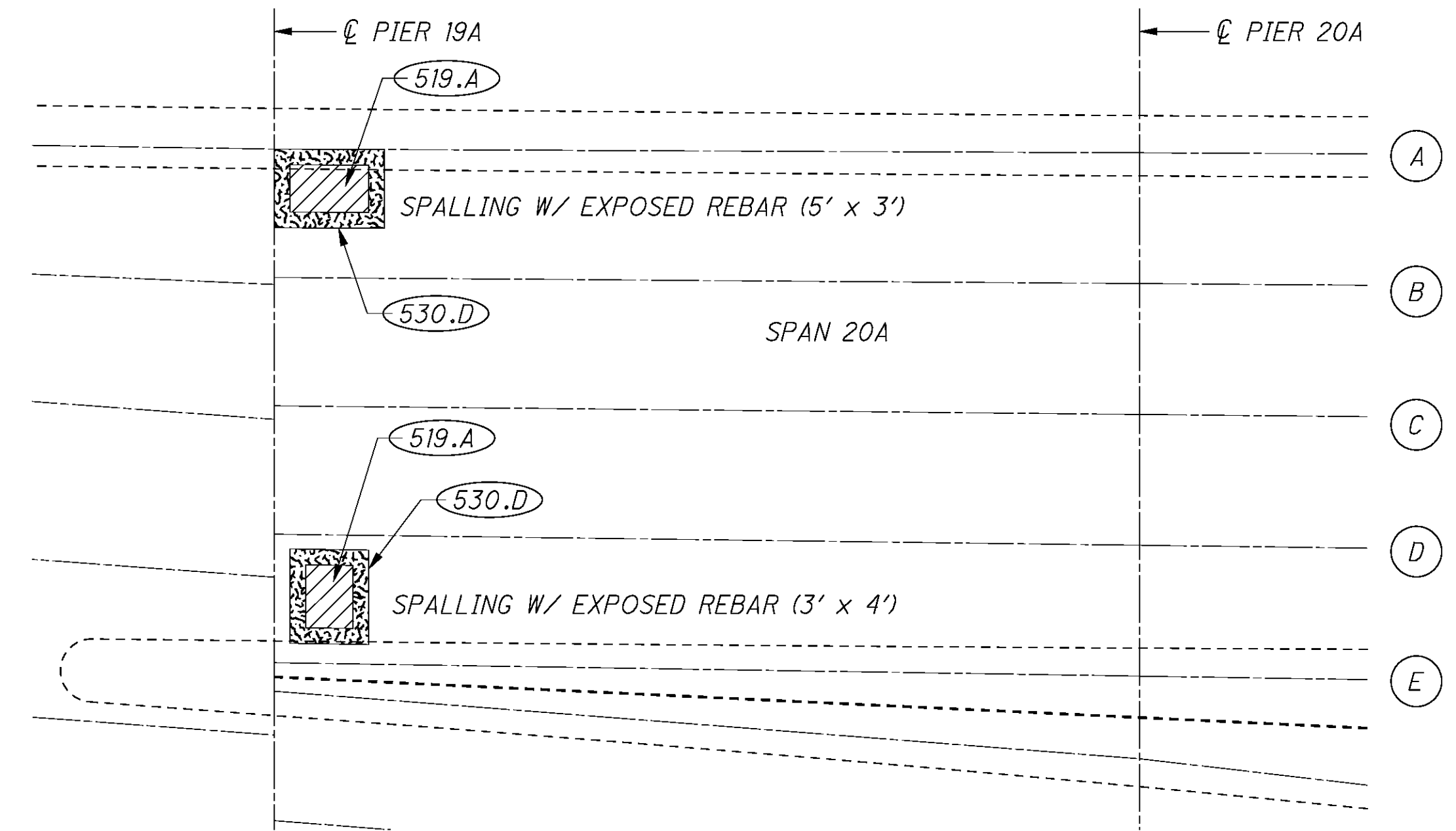
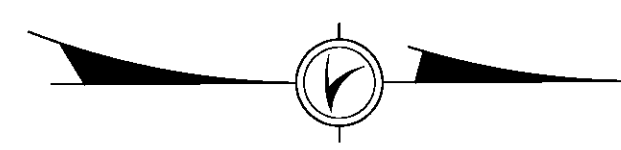
DESIGNED	KSC	CHECKED	JAR	DRAWN	BKH	REVIEWED	DEK	DATE	4/15
								STRUCTURE FILE NUMBER	3108791

**PIER 19A AND ABUTMENT A FRAMING**  
 BRIDGE NO. HAM-75-0022L (SB I-75)  
 OVER THIRD STREET

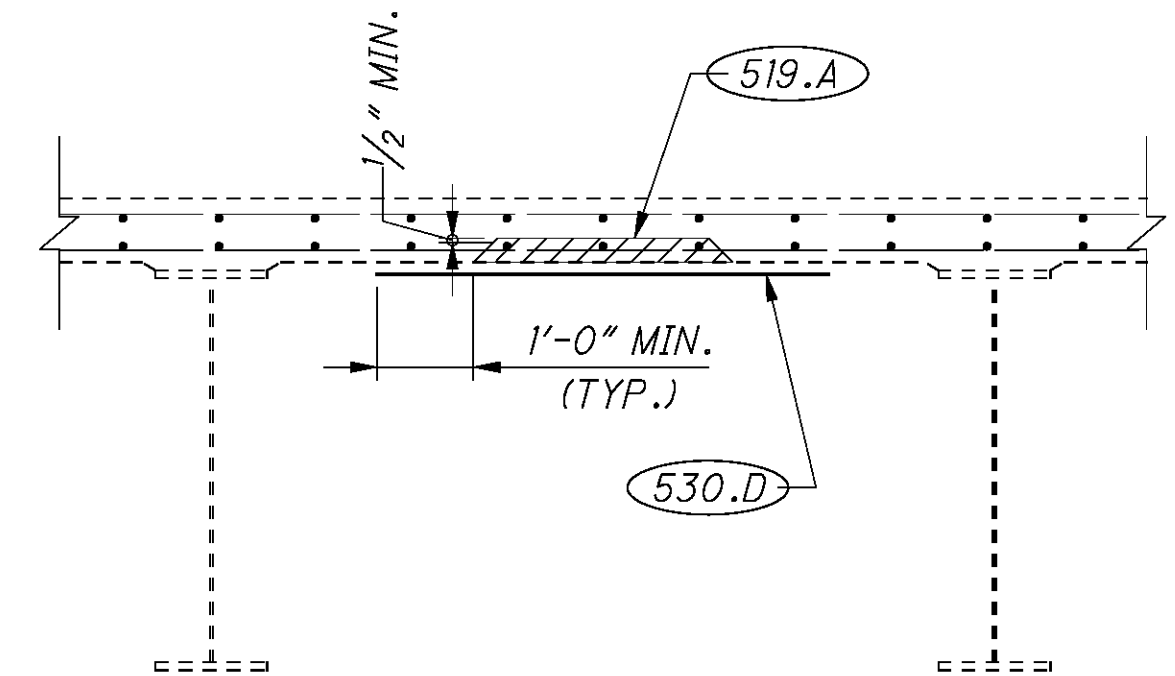
**HAM-71-75-0.00/0.22**  
**PID No. 97973**

6 / 12

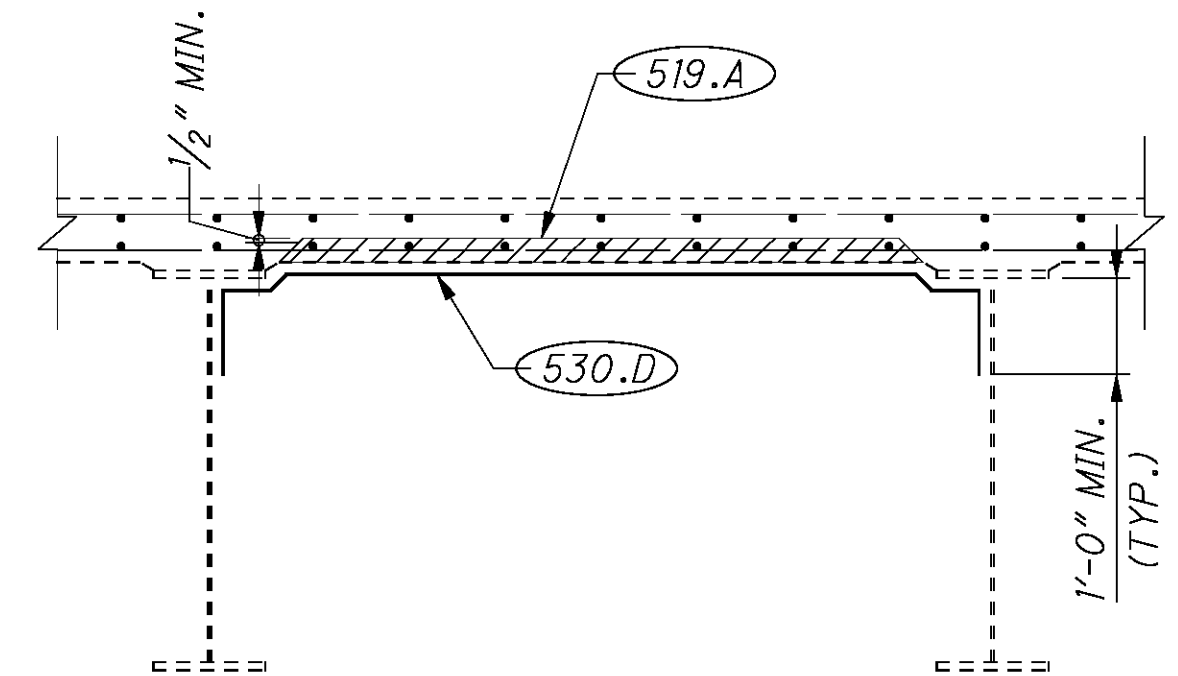




SPAN 20A



DETAIL 1



DETAIL 2

SUMMARY OF REPAIR QUANTITIES				
REPAIR	UNIT	MEASURED QUANTITY	CONTINGENCY QTY. (25%)	TOTAL REPAIR QTY.
- 519.A	SQ FT	27	7	34
- 530.D	SQ FT	65	16	81

**LEGEND:**

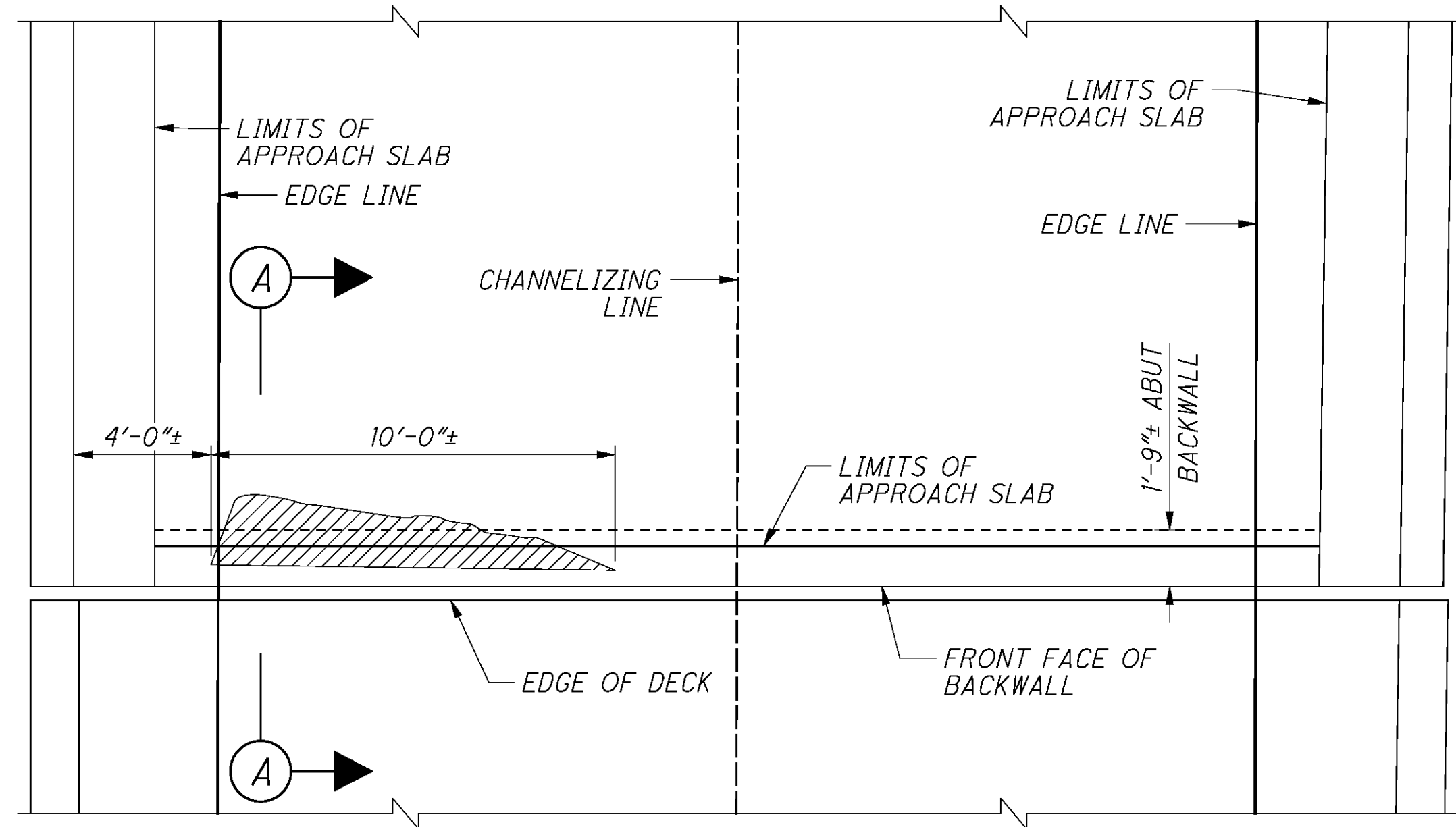
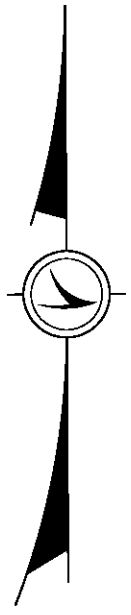
- STRINGER/GIRDER LINE
- REPAIR TYPE
- 519.A REPAIR AREA
- AREA OF GLASS FIBERWRAP AS PER REPAIR TYPE 530.D

**NOTES:**

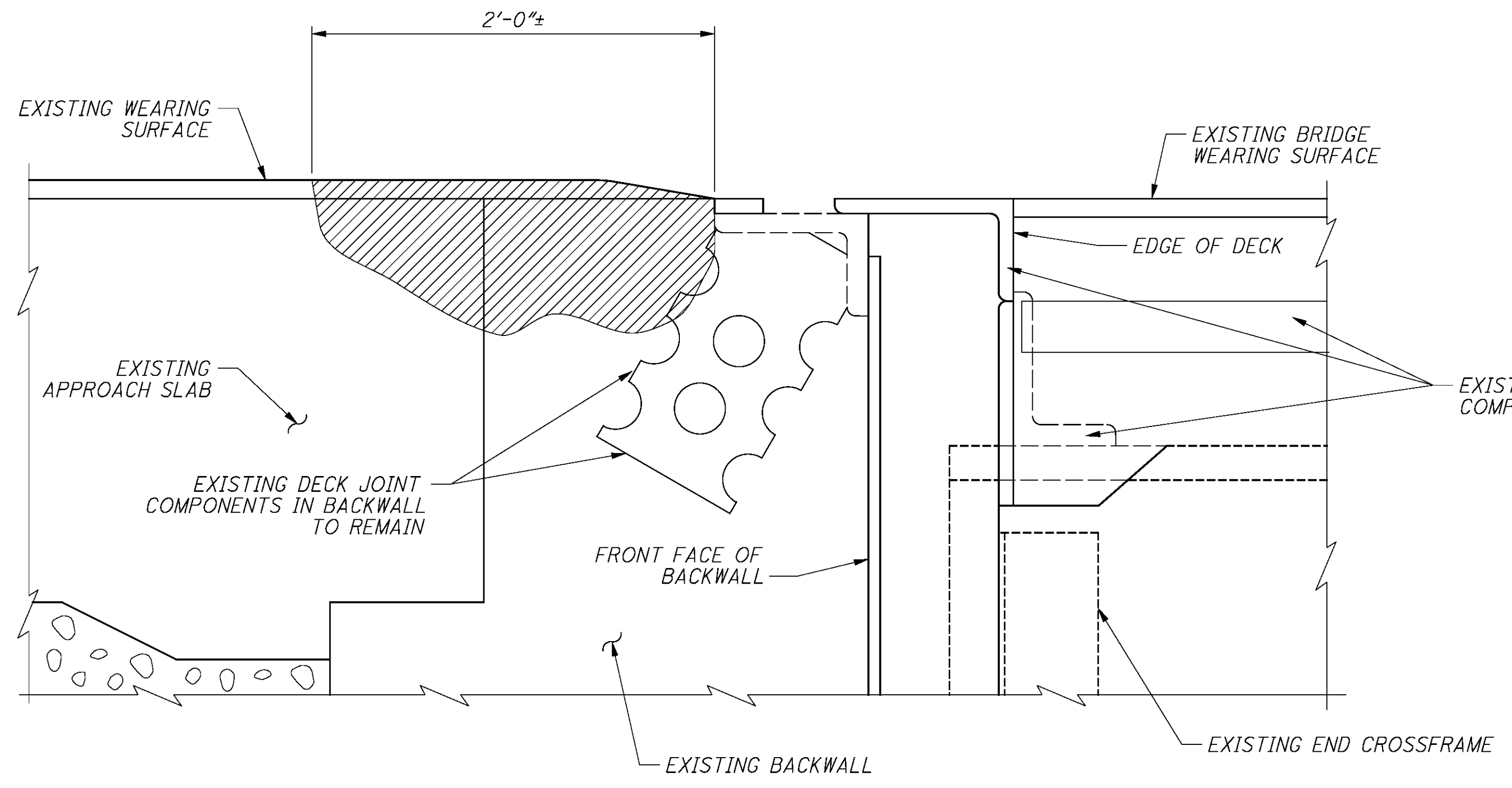
1. FOR ADDITIONAL REPAIR TYPE DESCRIPTIONS, SEE GENERAL NOTES SHEETS THRU .
2. FIBERWRAP IS TO BE EXTENDED 1'-0" PAST ALL CONCRETE REPAIRS TO CREATE A BOND WITH GOOD CONCRETE. SEE DETAIL 1.
3. IN LOCATIONS WHERE A CONCRETE REPAIR IS WITHIN 1'-0" OF A STEEL STRINGER, SEE DETAIL 2.

MISCELLANEOUS CONCRETE REPAIR DETAILS	
REPAIR TYPE	SCOPE OF WORK
519.A	REMOVE AND REPLACE DETERIORATING CONCRETE AT DECK UNDERSIDE
530.D	INSTALL GLASS FIBERWRAP

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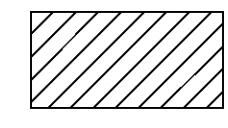


PLAN



A SECTION  
CONCRETE REPAIR

**LEGEND:**



APPROXIMATE DETERIORATED AREA TO BE REPAIRED PER ITEM SPECIAL - PATCHING CONCRETE STRUCTURE, MISC.: RAPID SET CONCRETE PATCHING REPAIR

**SEQUENCE OF CONSTRUCTION:**

1. REMOVE BITUMINOUS ASPHALT PATCHES.
2. REMOVE DETERIORATED CONCRETE TO LIMITS OF SOUND CONCRETE.
3. PLACE RAPID SET CONCRETE PATCH.

**NOTES:**

1. FOR ADDITIONAL REPAIR TYPE DESCRIPTIONS, SEE GENERAL NOTES SHEET 61 / 177.
2. SEE ODOT ARCHIVED STD. DWG. CSB-2-56, SHEET 2 FOR COMPLETE DETAILS OF EXISTING DECK JOINT.

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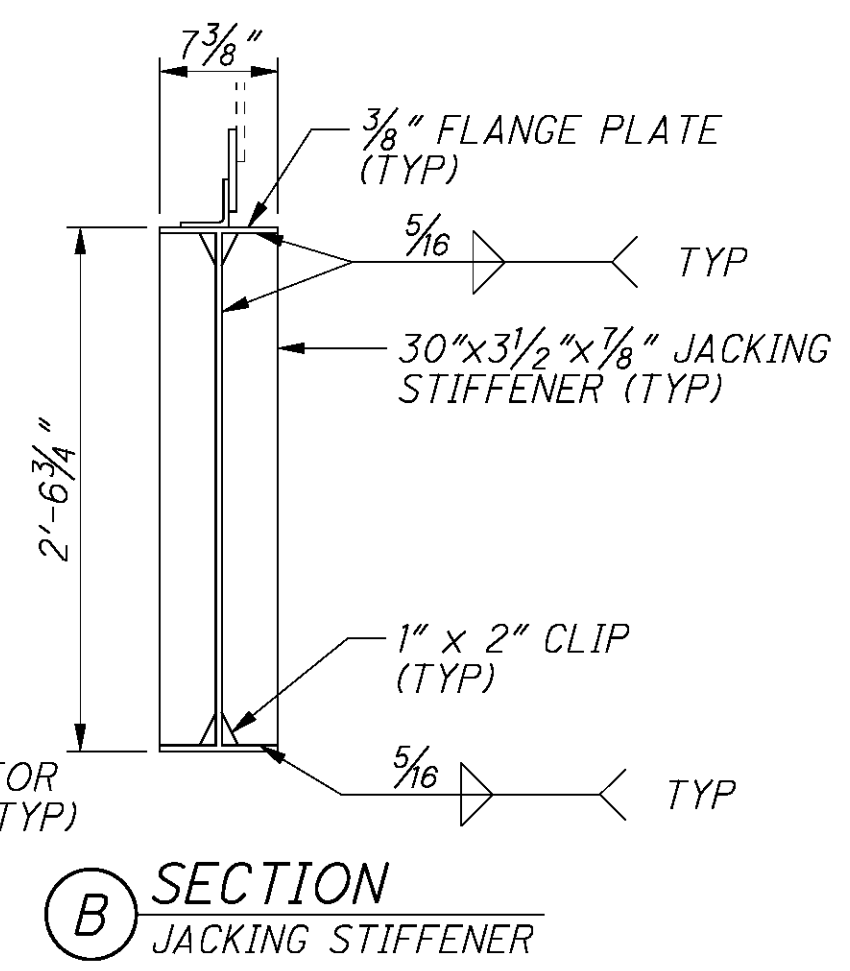
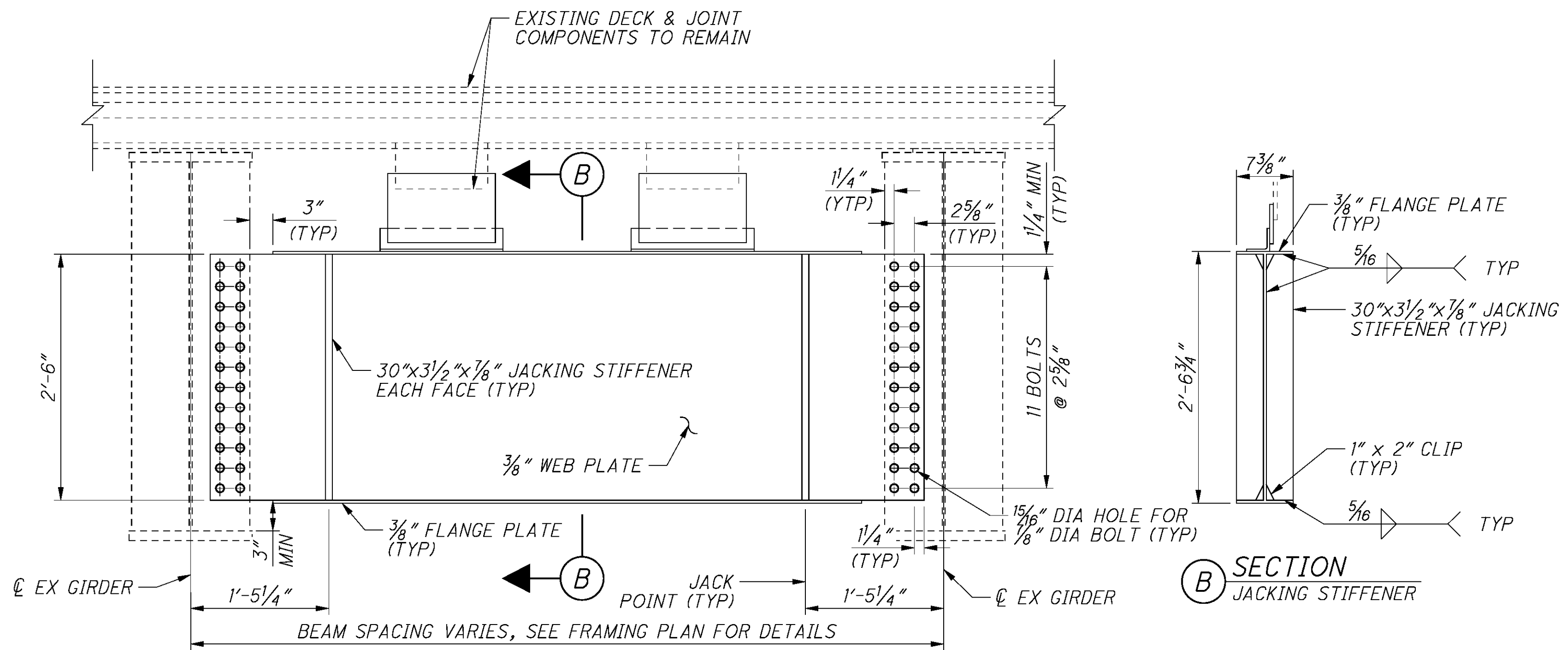
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DRAWN	SNH	REVISED	
REVIEWED	DEK	STRUCTURE FILE NUMBER	3108791
DATE	4/15		

ABUTMENT JOINT REPAIR  
BRIDGE NO. HAM-75-0022L (SB I-75)  
OVER THIRD STREET

HAM-71-75-0.00/0.22  
PID No. 97973



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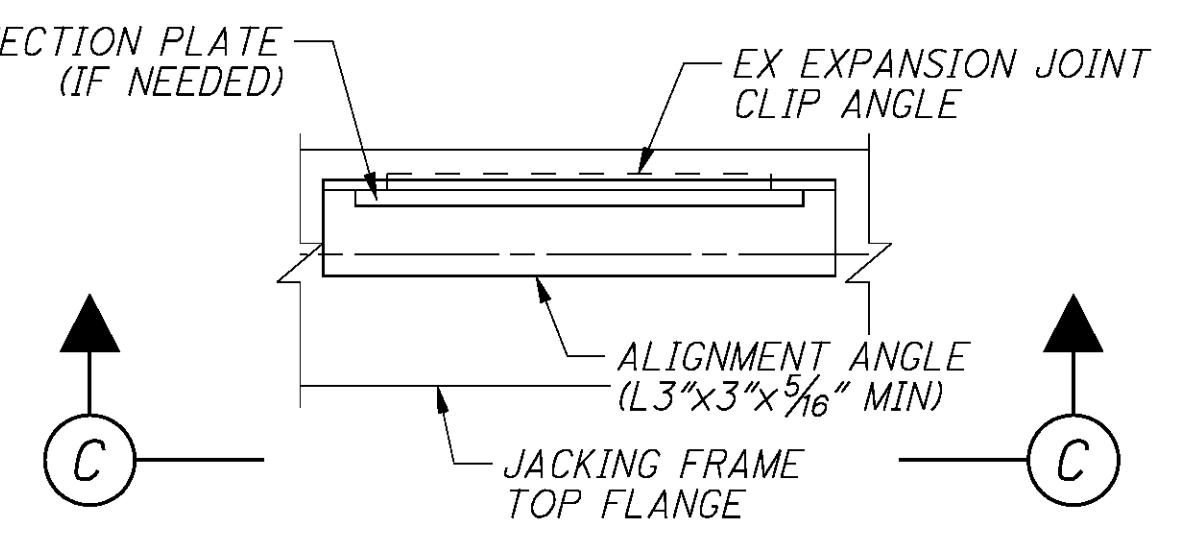
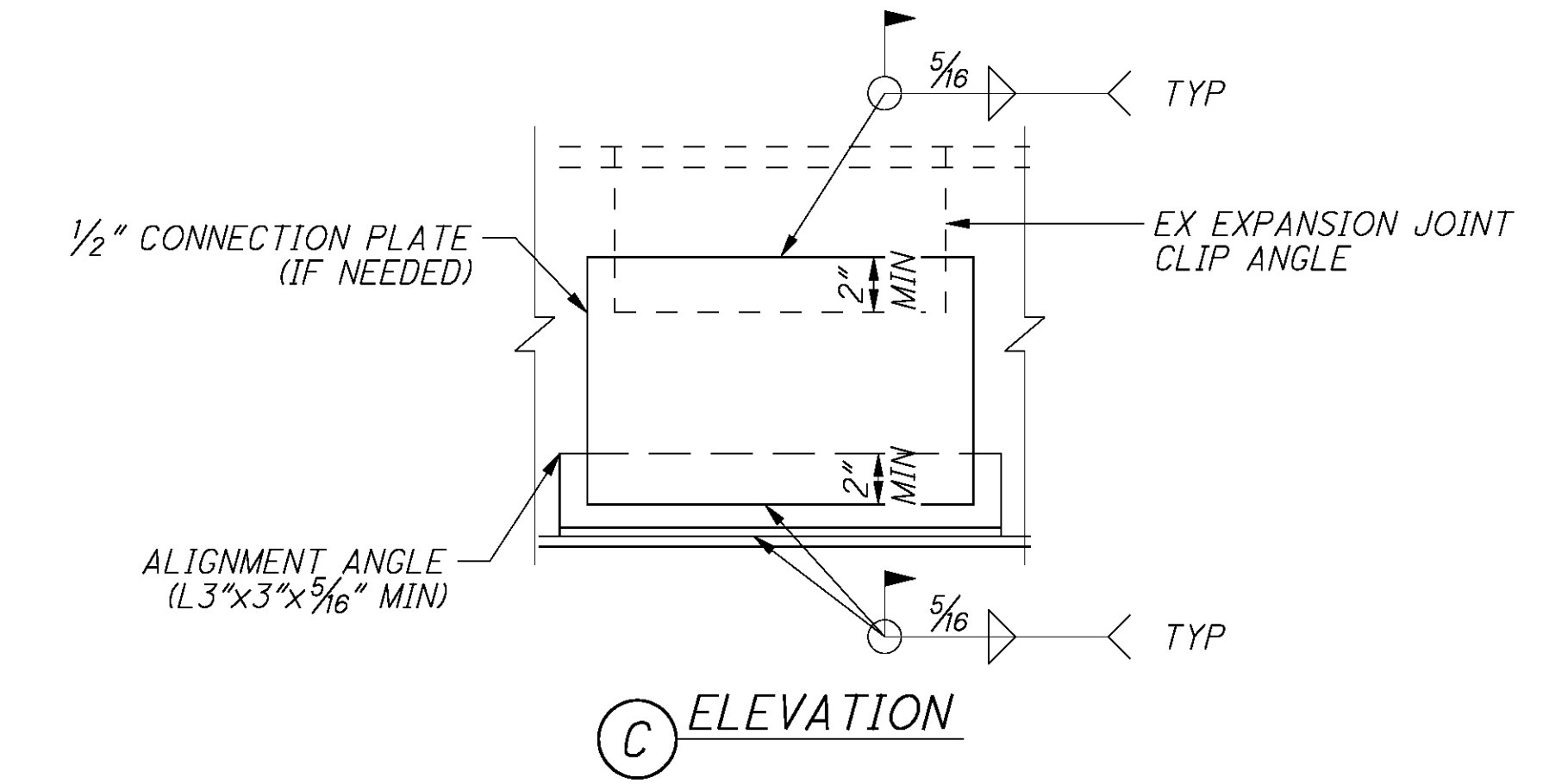


**NOTES:**

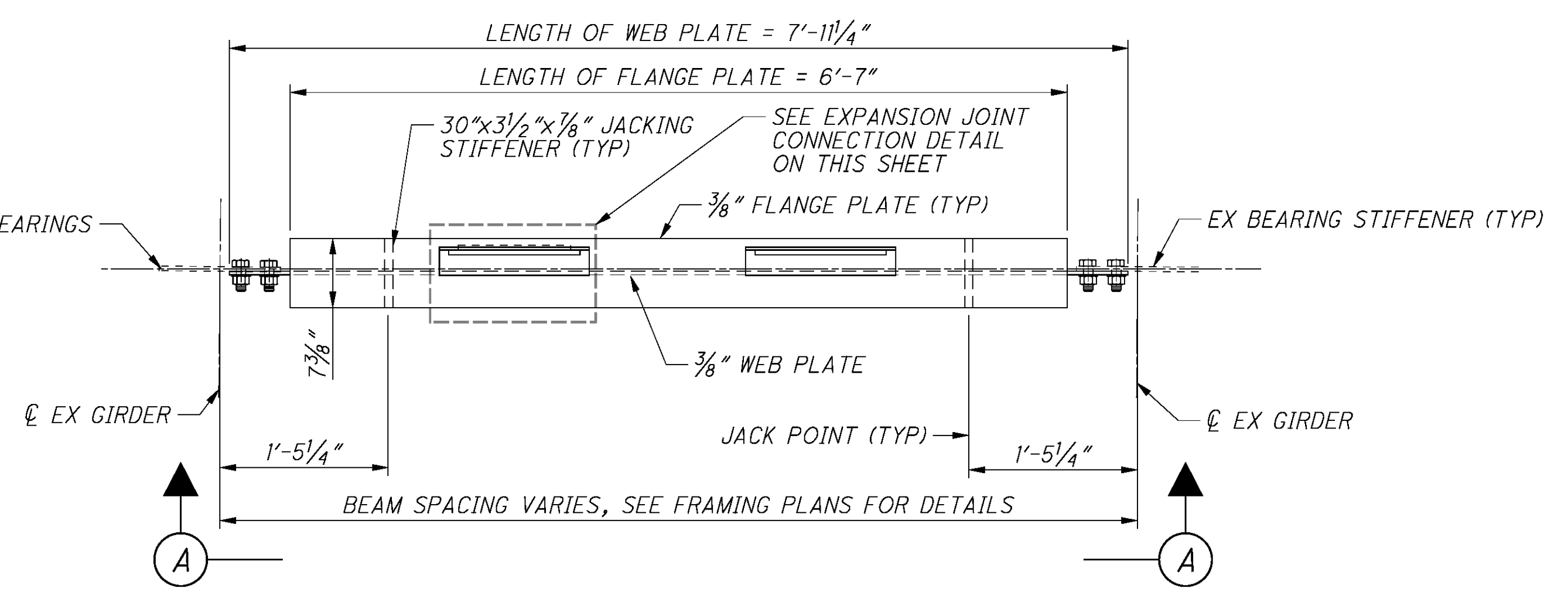
1. FIELD VERIFY ALL EXISTING MEMBER SIZES AND DIMENSIONS PRIOR TO FABRICATING MEMBERS FOR PROPOSED CONNECTIONS AND PERFORMING WORK.
2. CONTRACTOR MAY USE SHIM PLATES AS NEEDED TO MAKE CONNECTION FIT UP.
3. ALL EXISTING END CROSSFRAMES MUST BE REMOVED AND REPLACED WITH JACKING FRAMES IN ALL BAYS PRIOR TO BEGINNING JACKING PROCEDURES AND REPLACING APPLICABLE BEARINGS. EXISTING END CROSSFRAME REPAIR TO BE PERFORMED IN ONE BAY AT A TIME.
4. ALL BOLTS SHALL BE 1/2" DIA A325, TYPE 1, HIGH STRENGTH. PROVIDE PER C&MS 513.20. ALL HOLES SHALL BE 1/16" DIA.
5. CONTRACTOR SHALL SUBMIT JACKING PLAN TO THE ENGINEER AND RECEIVE APPROVAL BEFORE BEGINNING WORK. THE CONTRACTOR MAY SUBMIT AN ALTERNATE SEQUENCE OF CONSTRUCTION, JACKING FRAME DETAILS, AND DETAILS OF AN ADEQUATE JACKING SYSTEM. METHODS AND PROCEDURES SHALL BE PREPARED AND SUBMITTED TO THE ENGINEER PER APPROVAL IN ACCORDANCE WITH C&MS 501.05.

**SEQUENCE OF CONSTRUCTION:**

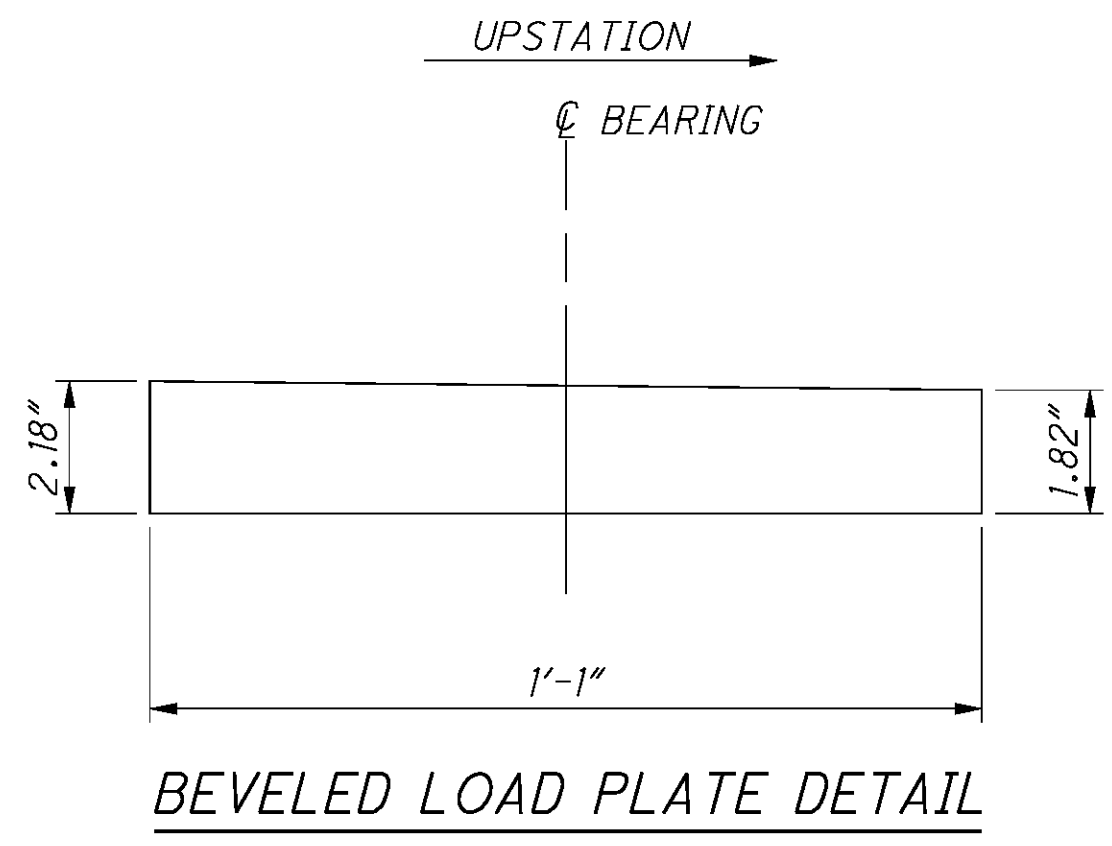
- WORKING IN ONE BAY AT A TIME:
1. REMOVE EXISTING END CROSSFRAMES.
  2. PREPARE SURFACE OF EXISTING BEARING STIFFENERS AND PROPOSED CONNECTION PLATES AT BOLTED CONNECTIONS TO PROVIDE CLASS A SLIP RESISTANCE (FAYING SURFACE).
  3. INSTALL APPLICABLE JACKING FRAME PER JACKING FRAME DETAIL SHEETS.
  4. INSTALL CONNECTION BETWEEN THE PROPOSED JACKING FRAME AND EXISTING EXPANSION JOINT.
  5. REPEAT STEPS 1-4 IN ALL BAYS PRIOR TO PERFORMING ANY JACKING PROCEDURES.



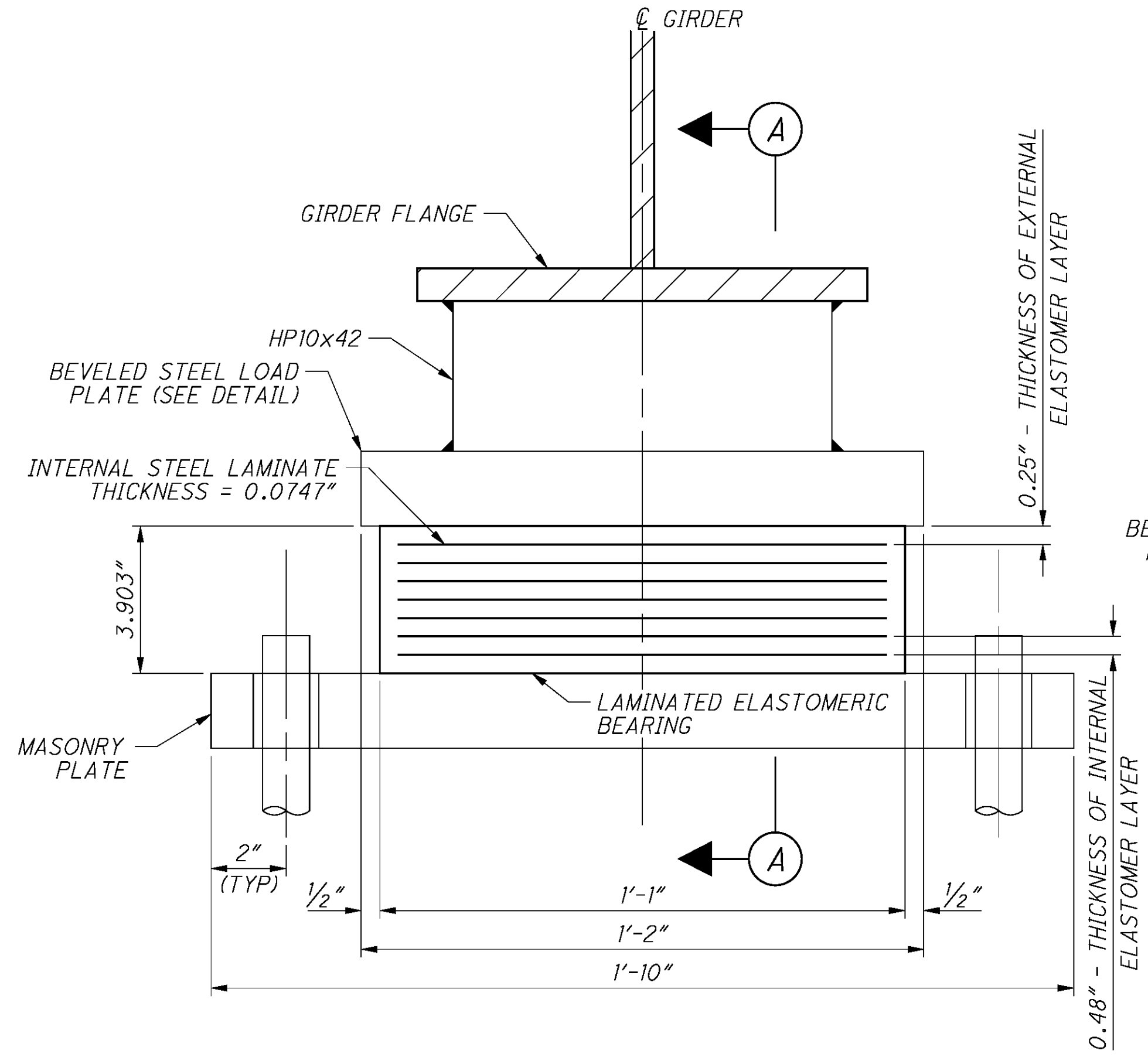
**EXPANSION JOINT CONNECTION DETAIL**



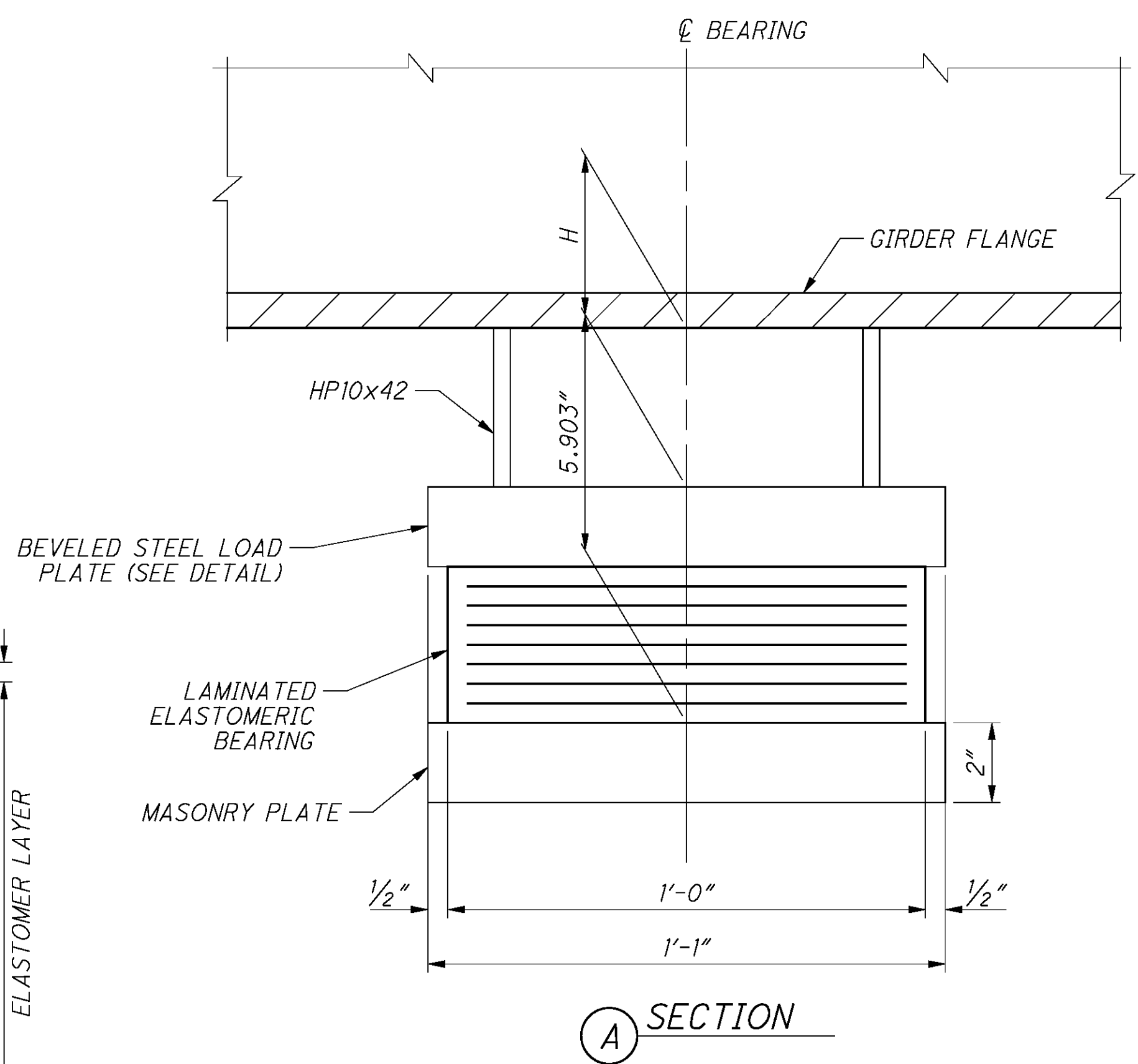
TYPE 2 JACKING FRAMES						
LOCATION	SPAN	BAY	QUANTITY (No. OF FRAMES)	WEIGHT OF STEEL (LBS)	DESIGN LOAD	
					DL (KIPS)	LL+I (KIPS)
PIER 19A - FORWARD	20A	ALL BAYS	4	532	50	110



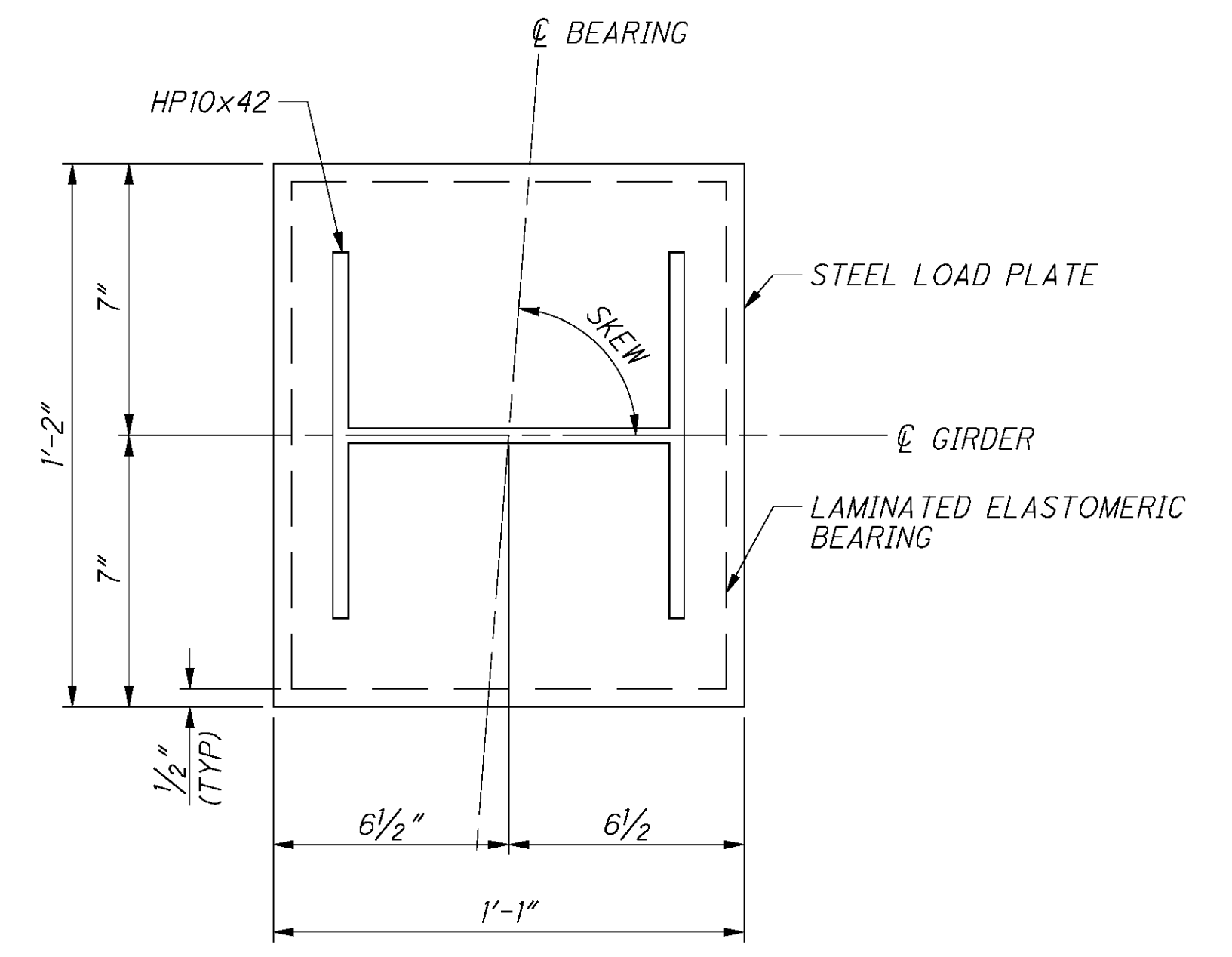
BEVELED LOAD PLATE DETAIL



LAMINATED ELASTOMERIC EXPANSION BEARING



SECTION A



BEARING ORIENTATION PLAN

- NOTES:**
- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
  - THE STEEL LOAD PLATE AND MASONRY PLATE SHALL BE ASTM A709, GRADE 50 STEEL. BOND THE LOAD PLATE AND MASONRY PLATE BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300° F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
  - BEARING REPOSITIONING: IF THE BEAMS ARE ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F, AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/8 OF THE BEARING HEIGHT AT 60°F (±10°F), RAISE THE BEAMS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F (±10°F).
  - FOR SKEW ANGLES, SEE EXISTING PLANS.

BEARING SCHEDULE									
LOCATION	TYPE	NO. REQ'D	DL (KIP)	LL (KIP)	TOTAL LOAD	NO. OF t <sub>i</sub> 's	NO. OF t <sub>e</sub> 's	NO. INTERNAL	H (IN)
PIER 19A - FORWARD	EXP	5	33.4	53.4	86.8	6	2	7	2.847
FORWARD ABUTMENT	EXP	5	41.0	54.8	95.8	6	2	7	4.347

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DESIGN AGENCY  
**Gannett Fleming**  
 ENGINEERS & ARCHITECTS, P.C.  
 40 WESTVALE PARK DRIVE  
 WESTVALE, NJ 07091

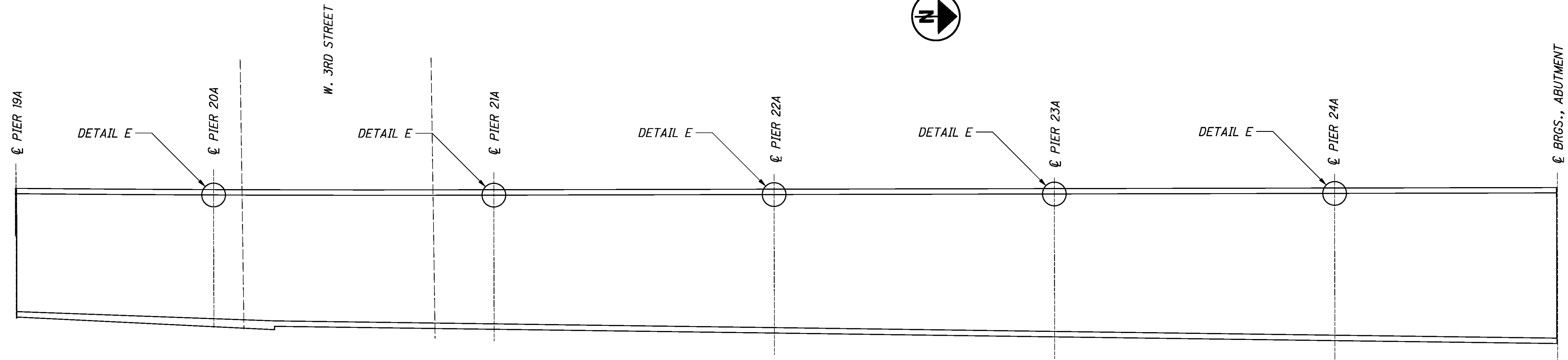
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DRAWN	SNH	REVISED	
REVIEWED	DEK	STRUCTURE FILE NUMBER	3108791
DATE	4/15		

**ELASTOMERIC BEARING DETAILS**  
 BRIDGE NO. HAM-75-0022L (SB I-75)  
 OVER THIRD STREET

**HAM-71.75-0.00/0.22**  
**PID No. 97973**

10 / 12  
 151  
 177

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**PLAN**

<b>ITEM 518 - 8" PIPE DOWNPOUT, INCLUDING SPECIALS, AS PER PLAN*</b>				
LOCATION	DETAIL	8"φ PIPE (FT.)	45° ELBOW	12" X 8" REDUCER
PIER 20A	E	57	2	1
PIER 21A	E	51	2	1
PIER 22A	E	47	2	1
PIER 23A	E	42	2	1
PIER 24A	E	28	2	1
<b>TOTAL</b>		<b>225</b>	<b>10</b>	<b>5</b>

\* - QUANTITIES BASED ON VISUAL FIELD OBSERVATIONS PERFORMED IN SEPTEMBER 2014

**NOTES**

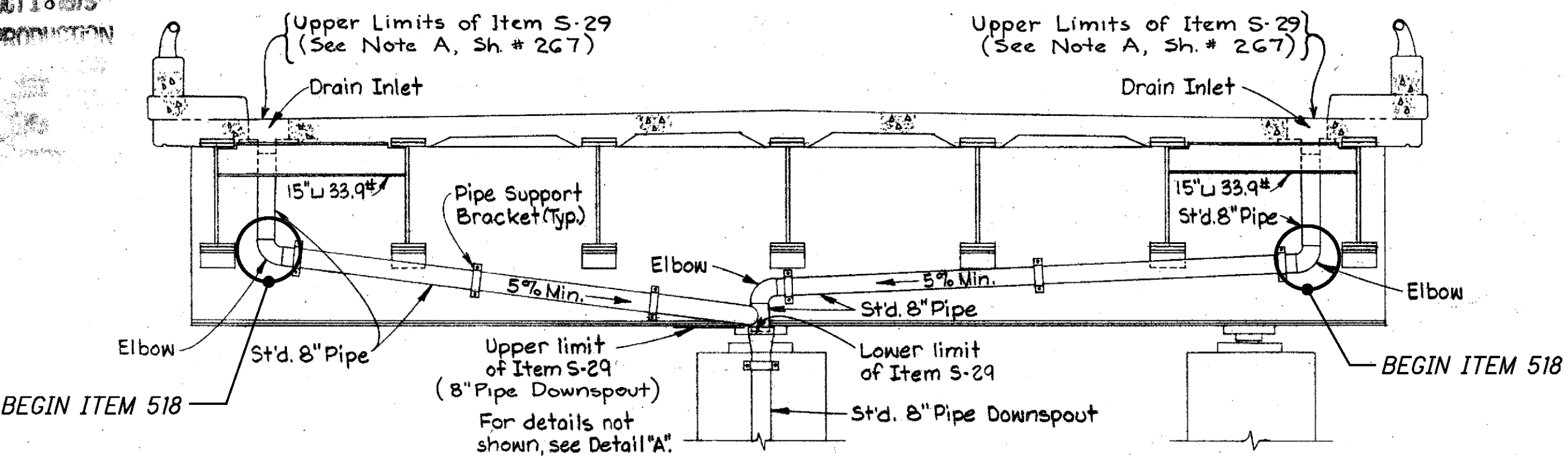
1. REFER TO SHEET 12/12 FOR DRAINAGE DETAILS AND CONNECTIONS.
2. IN ADDITION TO REPLACING THE EXISTING DRAINAGE DOWNPOUTS AND CONNECTIONS, THE SCUPPER BASINS SHALL BE CLEANED AND FLUSHED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE WATER SUPPLY USED DURING THE CLEANING OPERATION AND SHALL BE RESPONSIBLE FOR PROPER DISPOSAL OF ANY DEBRIS COLLECTED DURING THESE OPERATIONS. ALL WORK NECESSARY TO CLEAN AND FLUSH THE BASINS TO BE INCLUDED WITH ITEM 518 - 8" PIPE DOWNPOUT, INCLUDING SPECIALS, AS PER PLAN.
3. THE UNDERGROUND PORTIONS OF DRAINAGE PIPES SHALL BE CLEANED TO THE NEAREST DRAINAGE INLET. THE PORTIONS THAT ARE TO BE CLEANED BELOW GROUND SHALL ALSO BE INSPECTED USING REMOTE VIDEO INSPECTION EQUIPMENT TO ENSURE THAT THEY ARE INTACT AND FREE OF DEBRIS. THE CONTRACTOR SHALL COORDINATE ALL DRAINAGE REPAIR TO PREVENT ANY DRAINAGE ONTO TRAFFIC, PARKED VEHICLES, LANDSCAPED AREAS, OR OTHER OCCUPIED AREAS BELOW.  
  
 PROVIDE A CRAWLER MOUNTED CAMERA AND EQUIPMENT IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 902 CONDUIT INSPECTION EQUIPMENT.  
  
 THE CONTRACTOR SHALL CONDUCT A SURVEY OF THE UNDERGROUND PORTIONS OF DRAINAGE PIPES TO THE CLOSEST DRAINAGE INLET. THE CONTRACTOR SHALL DELIVER THREE COPIES OF THE SURVEY IN DIGITAL FORMAT TO THE ENGINEER. ALL DRAINAGE PIPE DEFECTS SHALL BE IDENTIFIED, MEASURED, AND DOCUMENTED. REPLACEMENT OF ANY DAMAGED DRAINAGE PIPES CANNOT BEGIN UNTIL APPROVAL OF THE ENGINEER. A CONTINGENCY QUANTITY OF 200 LINEAR FEET FOR REPLACEMENT OF UNDERGROUND DRAIN PIPE IS PROVIDED AS DEEMED NECESSARY BY THE ENGINEER.  
  
 ALL PREPARATION, INSTALLATION, OPERATION, LABOR AND EQUIPMENT REQUIRED FOR THE DESCRIBED WORK SHALL BE PER ITEM 518-STRUCTURE DRAINAGE, MISC.: DRAINAGE PIPE VIDEO MONITORING.
4. ALL QUANTITIES LISTED SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS.

UNRECORDED  
OCT 18 1975  
REPRODUCTION

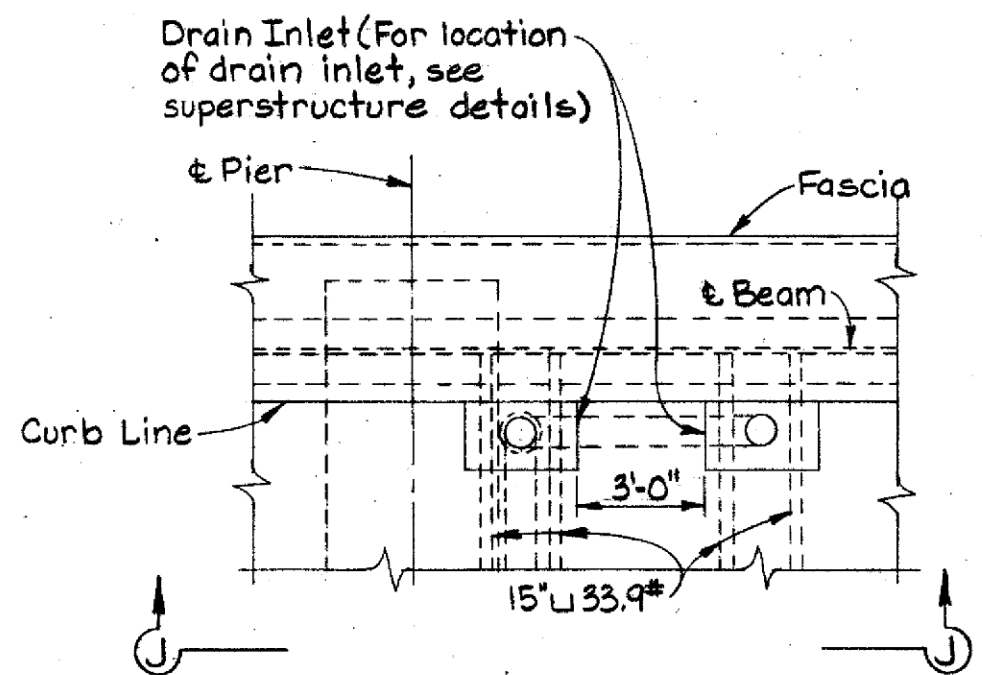
FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

268

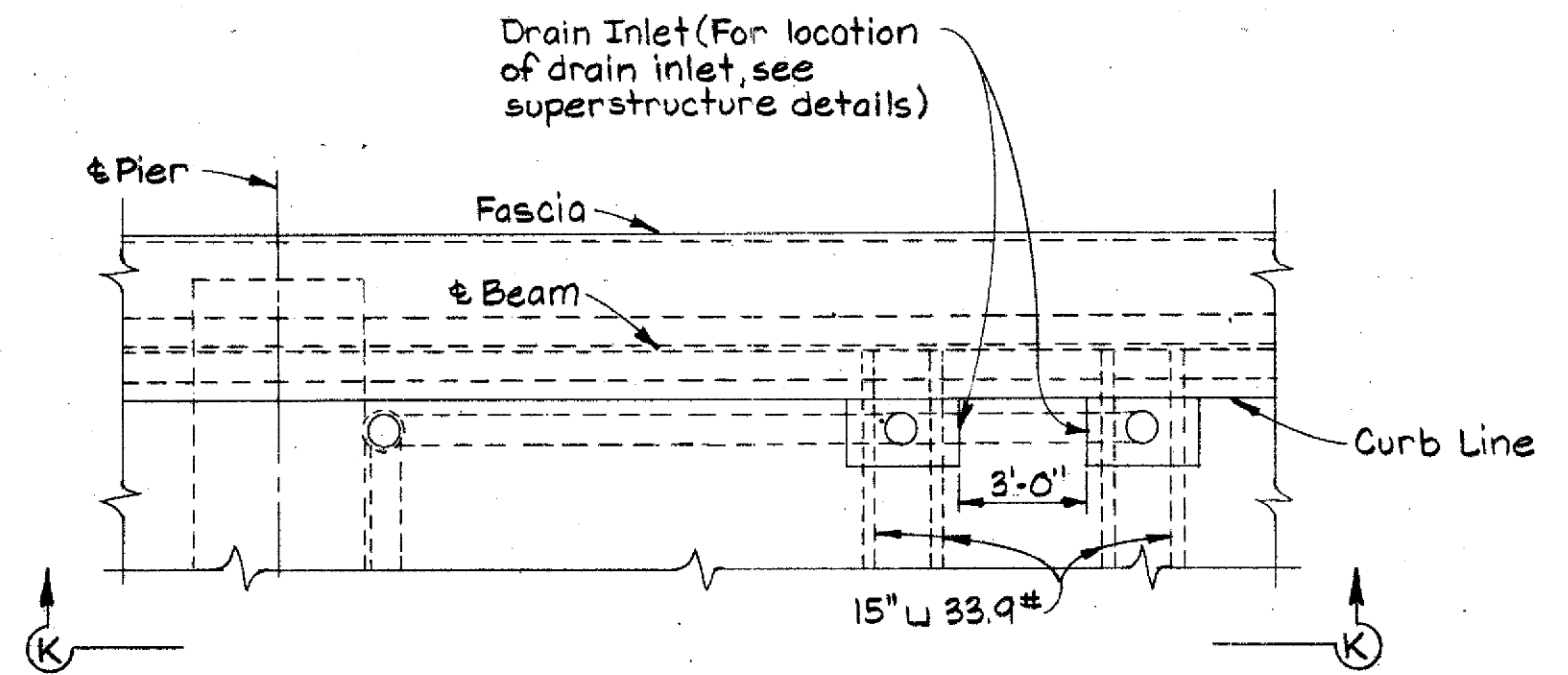
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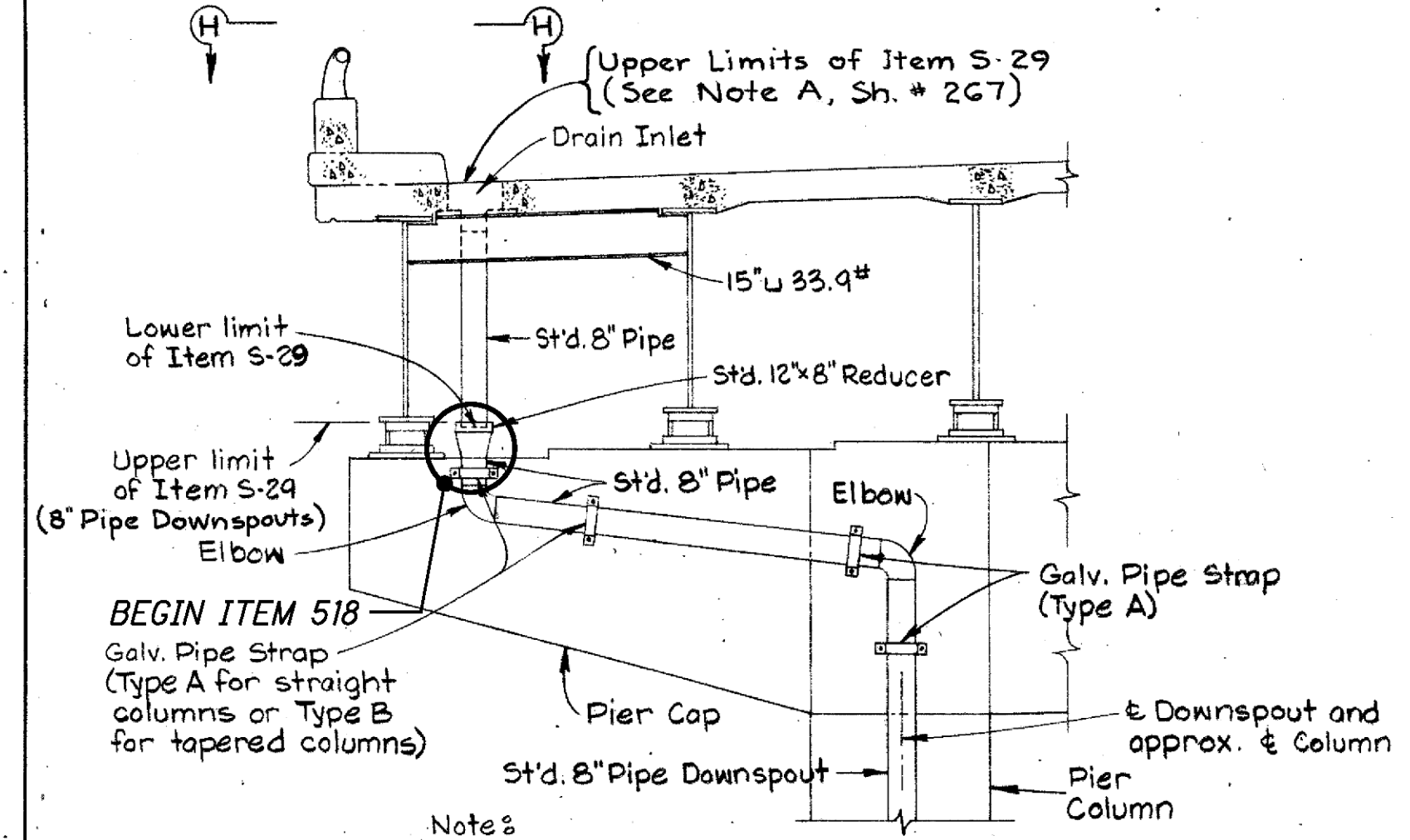
**DETAIL "D"**  
(Transverse section (looking south)  
of upper deck at Pier No. 12A)



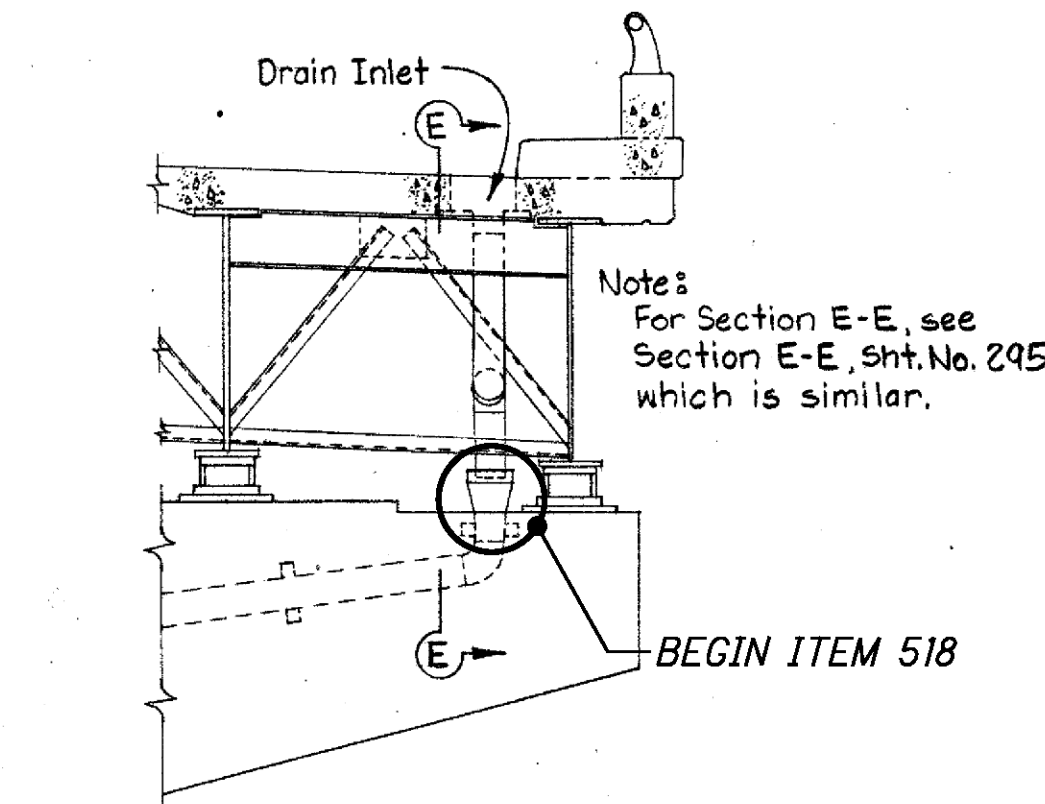
**VIEW H-H**  
(For double inlet located near Pier)



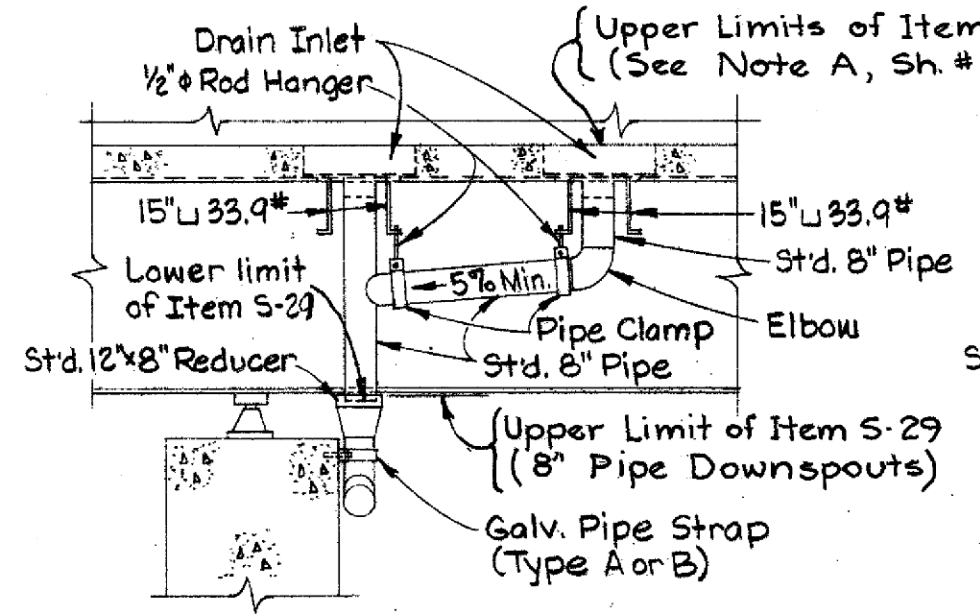
**VIEW H-H**  
(For double inlet located in center of span)



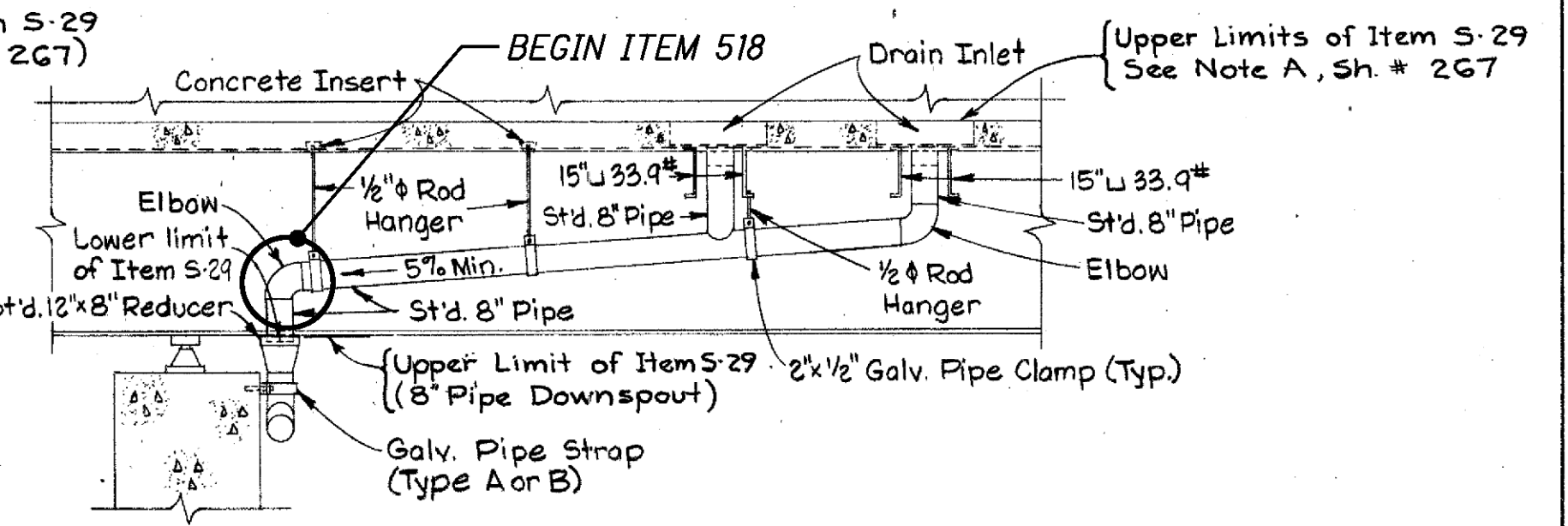
**DETAIL "E"**  
(Typical detail for two-column or three-column pier, where drain inlet and downspout are located on same side of pier.)



**DETAIL "F"**  
(Typical detail for two-column, three-column, or shaft-type pier, where drain inlet and downspout are located on opposite sides of pier.)



**VIEW J-J**



**VIEW K-K**

**NOTE**  
EXISTING PLANS ARE FOR REFERENCE ONLY AND MAY NOT BE INDICATIVE OF ACTUAL DRAINAGE DETAILS. THE CONTRACTOR SHALL FIELD VERIFY ALL REMOVAL/REPLACEMENT QUANTITIES PRIOR TO ORDERING MATERIALS.

Work this sheet with Shts. Nos. 266, 267 & 269

HAZELET & ERDAL  
CONSULTING ENGINEERS  
CINCINNATI, OHIO

**DRAINAGE DETAILS**

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
	JVK 6-15-60		W.S.C. 7-18-60	H.A.F. 10-12-60	

DESIGN AGENCY  
**CARPENTER MARTY**  
TRANSPORTATION  
ENGINEERS AND ARCHITECTS  
COLUMBUS, OHIO

DATE  
3-11-15

REVIEWED  
GDU  
STRUCTURE FILE NUMBER  
3108791

DESIGNED  
AMR  
CHECKED  
STK

**DRAINAGE DETAILS**  
BRIDGE NO. HAM-75-0022L  
OVER W. 3RD STREET

HAM-71/75-0.00/0.22  
PID No. 97973

12 / 12

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