

PLAN

* CLEAN-OUTS TO BE ADDED @ GROUND LINE (SEE SHEET 21/24)

LEGEND

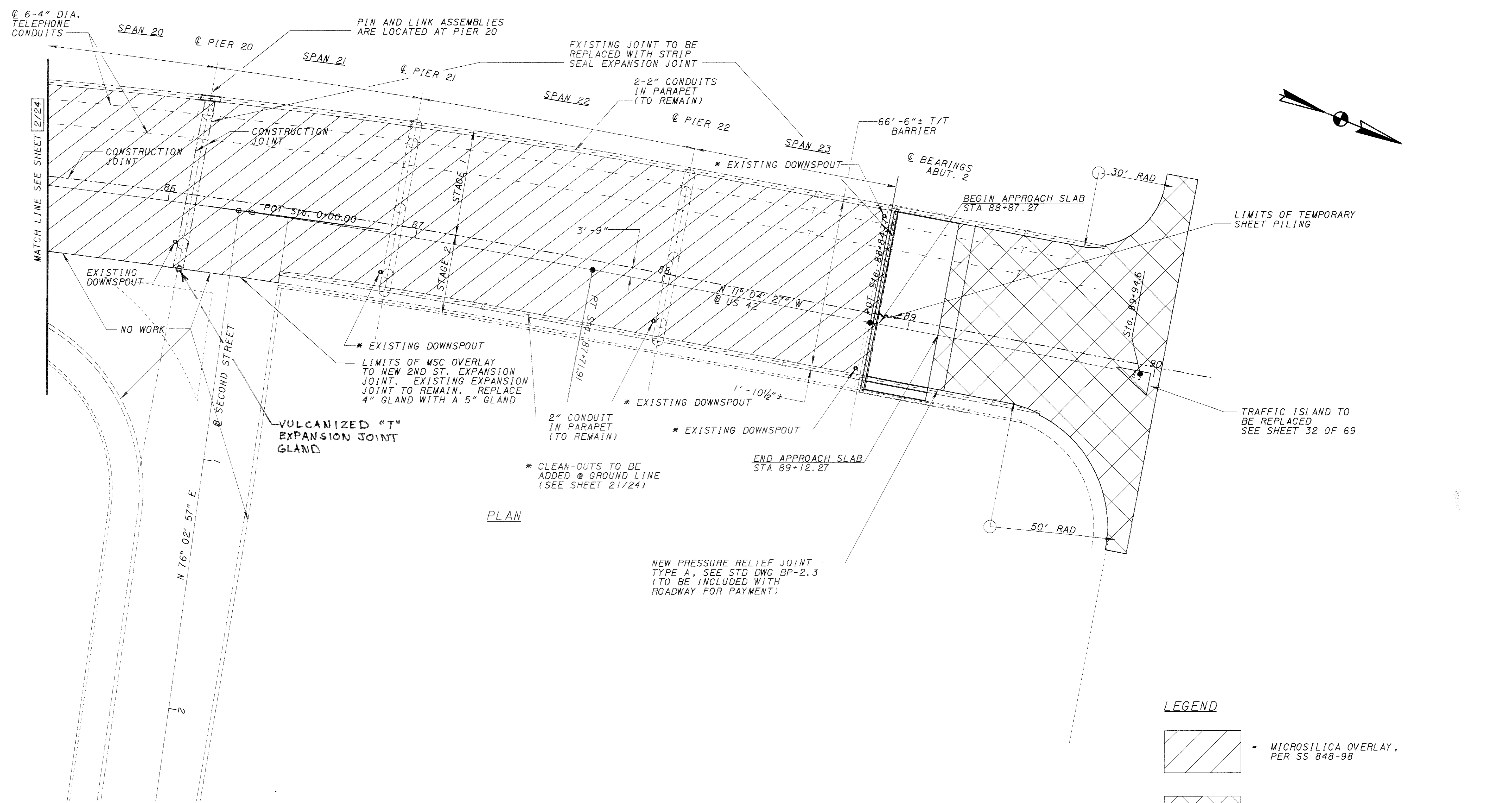
- MICROSILICA OVERLAY, PER SS 848-98
- LIMITS OF FULL DEPTH CONCRETE REMOVAL, EXPANSION JOINT REMOVAL AND EXPANSION JOINT REPLACEMENT SEE SHEET 19/24 FOR DETAILS.

LIMITS OF MSC OVERLAY TO NEW 2ND ST. EXPANSION JOINT. EXISTING EXPANSION RETAINERS TO REMAIN. REPLACE 4" GLAND WITH A 5" GLAND

ALL COMPRESSION AND STRIP SEAL GLANDS ON THE ENTIRE PROJECT SHALL BE INSTALLED AS ONE CONTINUOUS SEAL/GLAND.

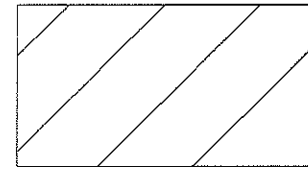
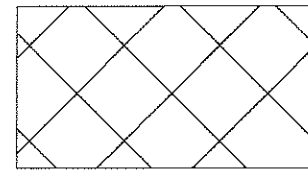
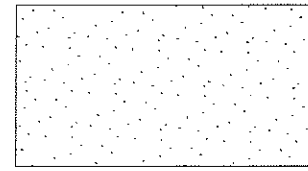
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PLAN

LEGEND

-  - MICROSILICA OVERLAY, PER SS 848-98
-  - LIMITS OF NEW FULL-DEPTH PAVEMENT
-  - LIMITS OF FULL DEPTH CONCRETE REMOVAL, EXPANSION JOINT REMOVAL AND EXPANSION JOINT REPLACEMENT SEE SHEET 19/24 FOR DETAILS.

	
DESIGN AGENCY 23 TRIANGLE PARK DRIVE SUITE 2300 CINCINNATI, OH 45246	DATE 11/06/02
DRAWN ENB	REVIEWED PAR
DESIGNED ENB	CHECKED CMD
STRUCTURE FILE NUMBER 3102246	
GENERAL PLAN BRIDGE NO. HAM-42-0000 U.S. 42 OVER MEHRING WAY	
HAM-42-0.00	
3 / 24	
<div style="border: 1px solid black; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 43 73 </div>	

REFERENCE:

REFERENCE SHALL BE MADE TO STANDARD DRAWING(S):
AS-1-81 REVISED 07-19-02 PCB-91 REVISED 07-19-02
EXJ-4-87 REVISED 07-19-02

AND TO SUPPLEMENTAL SPECIFICATION(S):

843 DATED 04-19-02 864 DATED 07-11-00
848 DATED 02-08-02 954 DATED 09-09-97

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1996, INCLUDING THE INTERIM SPECIFICATIONS THRU 2000 AND THE O.D.O.T. BRIDGE DESIGN MANUAL.

DESIGN STRESSES:

CLASS C CONCRETE - COMPRESSIVE STRENGTH 4000 P.S.I. (SUBSTRUCTURE)
CLASS S CONCRETE - COMPRESSIVE STRENGTH 4500 P.S.I. (SUPERSTRUCTURE)

REINFORCING STEEL - ASTM A615, A616, A617
GRADE 60 MINIMUM YIELD STRENGTH 60,000 P.S.I.

DECK PROTECTION METHOD:

MICROSILICA CONCRETE OVERLAY

PROPOSED WORK:

- 1) REPLACE THE FORWARD APPROACH SLAB (AT ABUTMENT 2).
- 2) REMOVE 1 1/2" OF THE EXISTING DECK AND REPLACE WITH A 1 1/2" OF MICROSILICA OVERLAY IN ACCORDANCE TO SS 848.
- 3) SEAL ABUTMENTS, BACKWALLS, WINGWALLS, PIERS, PIER CAPS, DECK EDGES, SIDEWALK AND DEFLECTOR PARAPET AS SPECIFIED IN THE PLANS; COLOR SHALL BE FEDERAL COLOR NO. 17778.
- 4) PAINT EXISTING STRUCTURAL STEEL WITH SYSTEM OZEU; MATCH COLOR OF THE WIDENED SECTION. PAINT EXISTING AND PROPOSED DOWNSPOUTS, INCLUDING ALL FITTINGS WITH SYSTEM OZEU.
- 5) INSTALL PIER PROTECTION IN THE PARKING AREAS UNDER SPANS 18-23.
- 6) CLEANOUT DRAINAGE SYSTEM AND ELIMINATE 90 DEGREE BENDS IN THE DRAINAGE SYSTEM.
- 7) PROVIDE NEW STRIP SEAL EXPANSION JOINT AT THE FORWARD ABUTMENT.
- 8) PROVIDE NEW INTERMEDIATE EXPANSION JOINTS.
- 9) PROVIDE NEW GREASE FITTINGS FOR THE PIN AND LINKS.
- 10) PAINT THE EXISTING STRUCTURAL STEEL WITHIN THE BOX GIRDER PIER CAP AT PIER NO. 18 WITH SYSTEM OZEU; THE COLOR SHALL BE WHITE.
- 11) PROVIDE BIRD SCREENS AT PIER NO. 18.
- 12) PATCH SUBSTRUCTURE AS DIRECTED BY THE ENGINEER.
- 13) REMOVE LATERAL BRACING CONNECTIONS TO WEB OF BOX GIRDER AND REPLACE WITH BOLTED CONNECTIONS AT PIER NO. 18.
- 14) GRIND OUT WELDS WHERE CRACKS HAVE DEVELOPED IN THE LONGITUDINAL STIFFENERS AND RE-WELD.
- 15) DRILL FOUR-1" DIA. HOLES IN THE CAP WEB AT THE GIRDER BOTTOM FLANGE ON PIER NO. 18.

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

DESCRIPTION:

REMOVAL SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED IN THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. ALL WORK SHALL BE DONE IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

PROTECTION OF TRAFFIC: PRIOR TO DEMOLITION OF ANY PORTIONS OF THE EXISTING SUPERSTRUCTURE, THE CONTRACTOR SHALL SUBMIT PLANS FOR THE PROTECTION OF TRAFFIC (VEHICULAR, PEDESTRIAN, ETC.) ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE DIRECTOR FOR APPROVAL. THESE PLANS SHALL INCLUDE PROVISIONS FOR ANY DEVICES AND STRUCTURES THAT MAY BE NECESSARY TO ENSURE SUCH PROTECTION. TEMPORARY VERTICAL CLEARANCES SPECIFIED ON THE PLANS OR IN THE PROPOSAL SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS OTHERWISE APPROVED BY THE DIRECTOR.

DECK REMOVALS: DUE TO THE POSSIBLE PRESENCE OF WELDED ATTACHMENTS TO EXISTING STRUCTURAL STEEL (FINISHING MACHINE, SCUPPER AND FORM SUPPORTS, ETC.), CARE SHALL BE TAKEN DURING DECK REMOVAL TO AVOID DAMAGING STRINGERS WHICH ARE TO REMAIN. STRINGERS DAMAGED BY THE CONTRACTOR'S REMOVAL OPERATIONS SHALL, AT NO COST TO THE PROJECT, BE REPLACED OR REPAIRED. PROPOSED REPAIRS, DEVELOPED BY A OHIO REGISTERED PROFESSIONAL ENGINEER, SHALL BE SUBMITTED IN WRITING FOR REVIEW AND APPROVAL BY THE DIRECTOR.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1" DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS SHALL BE LEFT 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. THE JOINT SURFACE AND EXPOSED REINFORCEMENT SHALL BE THOROUGHLY CLEANED OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT ALL PACK AND LOOSE RUST SHALL BE REMOVED. EXISTING CONCRETE SURFACES WHICH NEW CONCRETE WILL BE PLACED AGAINST SHALL BE WET, BUT WITHOUT FREE WATER, THE TIME OF CONCRETE PLACEMENT

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

PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE BID, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN CONFORMANCE WITH THESE REQUIREMENTS, WITH PERTINENT PROVISIONS OF 202, AND TO THE SATISFACTION OF THE ENGINEER.

ITEM 843 PATCHING CONCRETE STRUCTURE WITH TROWELABLE MORTAR, AS PER PLAN:

THIS ITEM IS TO BE USED TO PATCH AREAS OF DETERIORATED CONCRETE LESS THAN 3" THICK. THE FOLLOWING CONTINGENCY QUANTITIES ARE PROVIDED AND SHALL BE DIRECTED BY THE ENGINEER:

- 1) FORWARD ABUTMENT, WINGWALLS & PIERS 20 S.F.

AREAS OF DETERIORATED CONCRETE TO BE REPAIRED SHALL BE MARKED BY THE PROJECT ENGINEER. MATERIALS SHOULD NOT BE ORDERED UNTIL THE AREAS FOR REPAIR HAVE BEEN MARKED. ONLY EPOXY BASED MATERIALS LISTED IN THE PROPOSAL NOTE CAN BE USED.

ALL SURFACES TO BE PATCHED AND THE EXPOSED REINFORCING STEEL WITHIN SHALL BE THOROUGHLY CLEANED BY ABRASIVE BLASTING PRIOR TO THE CLEANING SPECIFIED BY 519.04. CLEANING SHALL PRECEDE APPLICATION OF THE PATCHING MATERIAL OR ERECTION OF THE FORMS BY NOT MORE THAN 24 HOURS.

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

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD. PLANS OF THE EXISTING BRIDGE ARE AVAILABLE FOR REFERENCE AT THE DISTRICT 8 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, LEBANON, OHIO.

ITEM 864 SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

THE FOLLOWING CONCRETE SURFACES SHALL BE SEALED:

- 1) ALL EXPOSED SURFACES OF ABUTMENT 2 AND WINGWALLS.
- 2) ALL EXPOSED SURFACES OF PIERS 10-22.

THE COLOR OF THE URETHANE COATING SHALL BE FEDERAL COLOR STANDARD NO. 17778 (LIGHT NEUTRAL).

ITEM 864 SEALING OF CONCRETE SURFACES (NON-EPOXY)

THE FOLLOWING CONCRETE SURFACES SHALL BE SEALED:

- 1) THE CONCRETE SUPERSTRUCTURE AS SHOWN ON THE PLAN DETAILS.

ITEM 509 REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN

ANY EXISTING REINFORCING BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND WHICH ARE MADE UNUSABLE BY THE CONTRACTOR'S CONCRETE REMOVAL OPERATIONS SHALL BE REPLACED WITH NEW STEEL AT THE CONTRACTOR'S COST. ANY EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION SHALL BE REPLACED WITH NEW STEEL. THE NUMBER OF POUNDS OF REINFORCING STEEL PAID FOR AT CONTRACT PRICES SHALL BE THE ACTUAL POUNDS OF REINFORCING STEEL SPECIFIED BY THE ENGINEER AS UNUSABLE DUE TO CORROSION AND SHALL INCLUDE PLACEMENT, DOWELING, BENDING, SUPPORTING, TIE WIRES AND TYING OF THAT SPECIFIED REINFORCING STEEL.

AN ALLOWANCE OF 100 POUNDS IS INCLUDED IN REINFORCING STEEL, REPLACEMENT OF EXISITING REINFORCING STEEL, AS PER PLAN, FOR THIS PURPOSE.

UTILITIES:

ALL UTILITIES SHOWN ARE TAKEN OFF OF THE EXISTING BRIDGE PLANS AND FROM DRAWINGS SUPPLIED BY THE UTILITY COMPANIES.

DESIGN AGENCY
23 TRIANGLE PARK DRIVE
SUITE 2300
CINCINNATI, OH 45246

REVIEWED DATE
PAR 11/06/02
STRUCTURE FILE NUMBER
3102246

DRAWN DATE
EMB 11/06/02
CHECKED DATE
C/M

GENERAL NOTES
BRIDGE NO. HAM-42-0000
U.S. 42 OVER MEHLING WAY

HAM-42-0.00

4/24
44
73

FIELD PAINTING OF EXISTING STRUCTURAL STEEL

ALL EXISTING STRUCTURAL STEEL, EXCLUDING THE RECENTLY WIDENED SECTION, BUT INCLUDING ALL DOWNSPOUTS, DRAIN PIPES AND FITTINGS, SHALL BE CLEANED AND PAINTED WITH A PRIME, INTERMEDIATE AND FINISH COAT OF PAINT IN THE FIELD USING SYSTEM OZEU. CARE SHALL BE TAKEN NOT TO INHIBIT MOVEMENT OF HINGED AND/OR PINNED CONNECTIONS. EXCEPT WHERE NOTED, THE COLOR OF THE FINISH COAT SHALL MATCH THE STRUCTURAL STEEL OF THE WIDENED SECTION. THE COLOR OF THE DOWNSPOUTS, DRAIN PIPES AND FITTINGS BELOW THE SUPERSTRUCTURE SHALL BE FEDERAL COLOR STANDARD NO. 17886 (WHITE).

ALL EXISTING STEEL WITHIN THE BOX GIRDER PIER CAP AT PIER NO. 18 SHALL BE CLEANED, INCLUDING HEAVY BUILDUP OF BIRD EXCREMENT IN BOX GIRDER, AND PAINTED WITH A PRIME, INTERMEDIATE AND FINISH COAT OF PAINT IN THE FIELD USING SYSTEM OZEU. THE COLOR OF THE FINISH COAT SHALL BE FEDERAL COLOR STANDARD NO. 17886 (WHITE).

THE COST OF THIS WORK FOR THE DOWNSPOUTS, DRAIN PIPES AND FITTINGS SHALL BE INCLUDED WITH ITEM 518 SCUPPER MODIFICATION FOR PAYMENT, SEE SHEET 21/24 FOR ADDITIONAL DETAILS. THE COST OF THIS WORK FOR ALL OTHER PAINTING SHALL BE INCLUDED WITH THE APPROPRIATE ITEM 514 FIELD PAINTING OF EXISTING STRUCTURAL STEEL ITEM FOR PAYMENT.

ITEM 513 STRUCTURAL STEEL, MISC.: PENCIL ABRASIVE BLASTING, GRINDING AND NDT, AS PER PLAN:

THIS WORK SHALL CONSIST OF THE FOLLOWING SEQUENCE OF OPERATIONS PERFORMED AT LOCATIONS SPECIFIED IN THE PLANS AND DIRECTED BY THE ENGINEER.

1. CLEAN THE SUSPECTED CRACK AREA BY PENCIL ABRASIVE BLASTING THE PAINT AND/OR RUST FROM THE SURFACE OF THE PLATES AND ADJACENT WELDS OR AS DESIGNATED IN THESE PLANS.
2. THE ENGINEER SHALL CAREFULLY VISUALLY INSPECT THE CLEANED AREA GRINDING MAY BE DIRECTED BY THE ENGINEER TO ENHANCE INVESTIGATION FOR CRACK PRESENCE. ALL GRINDING MUST BE DONE CAUTIOUSLY ESPECIALLY IN TENSION ZONES.
3. THE CONTRACTOR SHALL PERFORM NON-DESTRUCTIVE TESTING (NDT) IN THE AREA USING MAGNETIC PARTICLE EXAMINATION AND DYE PENETRANT SO THAT THE ENGINEER MAY FURTHER INSPECT FOR CRACKS. CONTRACTORS' PERSONNEL PERFORMING NDT SHALL BE QUALIFIED AS PER 513.25 OF THE CMS.
4. PERFORM STEPS 1 THROUGH 3 ON THE OTHER SIDE OF THIS LOCATION

THE PENCIL ABRASIVE BLASTING REFERRED TO BY THE VARIOUS ITEMS IN THESE PLANS SHALL CONFORM TO THE FOLLOWING: THE DESIGNATED NON-DESTRUCTIVE TESTING (NDT) AREAS SHALL BE CLEANED OF ALL PAINT, RUST, AND FOREIGN MATERIALS BY ABRASIVE BLASTING TO A SURFACE QUALITY EQUAL TO PREPARATION GRADE SA 2 1/2. SINCE THE INTENT OF THE PENCIL BLASTING IS TO ENHANCE THE VISUAL AND NDT CRACK DETECTION TECHNIQUES PERFORMED UPON THE STRUCTURAL STEEL, A GENTLE BLAST SHALL BE USED SUCH THAT THE SURFACE IS NOT PEENED OR OTHERWISE COLD WORKED. SILICA SAND SHALL NOT BE USED. THE BLASTING SHALL BE PERFORMED USING A MAXIMUM COMPRESSED AIR PRESSURE OF 100 PSI, A HOSE NOZZLE DIAMETER OF 1/4" ± 1/16" AND A GRADE 30/60 COAL SLAG ABRASIVE OR EQUIVALENT. BLASTERS USED FOR SURFACE PREPARATION OF STRUCTURAL STEEL COATING SHALL NOT BE USED FOR PENCIL BLASTING. AFTER ABRASIVE BLASTING IS COMPLETE THE CLEANED AREA SHALL BE AIR BLOWN CLEAN.

THE ACCEPTED NUMBER OF NDT LOCATIONS AS DESCRIBED IN THIS NOTE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LOCATION, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR FURNISHING ALL MATERIAL, LABOR, AND EQUIPMENT NECESSARY TO CLEAN, GRIND, PAINT, AND PERFORM NDT ON BOTH SIDES OF THE SUSPECTED CRACK LOCATION. THE CONTRACTOR SHALL DEMONSTRATE TO THE ENGINEER PRIOR TO THE START OF THE WORK THAT HE CAN SATISFACTORILY PERFORM PENCIL ABRASIVE BLASTING ACCORDING TO THESE SPECIFICATIONS.

NOTE: THE PROJECT ENGINEER SHALL INSPECT EACH LOCATION DESIGNATED ON THE PLANS VISUALLY FOR CRACKS BEFORE ANY WORK AT THAT LOCATION BEGINS. A QUANTITY OF 7 EACH FOR ADDITIONAL TESTING HAS BEEN ADDED TO THIS QUANTITY TO ALLOW FOR ANY UNANTICIPATED CRACKS AT THE TIME OF PLAN PREPARATION. THE CONTRACTOR SHALL PROVIDE A SAFE AND SUITABLE MEANS OF ACCESS TO ALL AREAS FOR INSPECTION PURPOSES IN ACCORDANCE WITH 105.10 OF THE CMS.

PAYMENT WILL BE MADE AT THE CONTRACT PRICE BID UNDER ITEM 513 STRUCTURAL STEEL, MISC: PENCIL ABRASIVE BLASTING, GRINDING AND NDT.

ITEM 513 STRUCTURAL STEEL, MISC.: WELDING STRUCTURAL STEEL, AS PER PLAN:

ONCE THE PENCIL ABRASIVE BLASTING, GRINDING AND NDT HAVE BEEN COMPLETED TO THE SATISFACTION OF THE PROJECT ENGINEER, THE CONTRACTOR SHALL WELD THE LONGITUDINAL STIFFENER TO GIRDER AT LOCATIONS SPECIFIED ON SHEET 14/24. THE WELD SIZE SHALL BE 1/4".

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, MATERIAL AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR EACH LOCATION.

ITEM 509 EPOXY COATED REINFORCING STEEL:

NEW REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT SHALL BE INCLUDED WITH ITEM 509.

UTILITY LINES:

ALL EXPENSE INVOLVED IN RELOCATION (INSTALLING) THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE UTILITY(IES). THE CONTRACTOR AND THE UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

ITEM 513 STRUCTURAL STEEL, MISC.: GREASE FITTING FOR PIN AND LINK ASSEMBLY, AS PER PLAN

THIS WORK SHALL INCLUDE DRILLING AND GRINDING A HOLE IN THE SUSPENDER AND INSTALLING A 1/4" PTF, STRAIGHT, 0.8" LONG GREASE FITTING, MANUFACTURED BY AMERICAN LUBRICATION EQUIPMENT CORPORATION, OR APPROVED EQUAL. THERE ARE EIGHT PIN AND LINK CONNECTIONS LOCATED AT PIER 20, THERE SHALL BE 4 GREASED FITTINGS INSTALLED AT EACH PIN AND LINK CONNECTION. SEE SHEET 12/24 FOR MORE DETAIL.

PAYMENT: PAYMENT FOR THIS WORK WILL BE FOR THE CONTRACT BID PRICE FOR EACH PIN AND LINK, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN CONFORMANCE WITH THESE REQUIREMENTS, WITH PERTINENT PROVISIONS OF 513, AND TO THE SATISFACTION OF THE ENGINEER.

ITEM 513 STRUCTURAL STEEL, MISC.: SCREEN FOR UTILITY OPENINGS IN PIER 18 BOX GIRDER CAP, AS PER PLAN:

ATTACH 1/2"x1/2" MESH, 16 GAGE STEEL HOT GALVANIZED WIRE CLOTH TO THE OUTSIDE OF BOX GIRDER AT THE TOP OF THE OPENINGS WITH METAL BAR STOCK, USING 1/4" GALVANIZED BOLTS IN PREDRILLED HOLES IN THE 9/16" PLATE OF THE BOX GIRDER AND THE METAL BAR STOCK. FIELD CUT THE SCREEN TO ALLOW IT TO FIT BETWEEN THE CONDUITS. ATTACH THE OTHER THREE SIDES OF THE WIRE CLOTH, THE SAME AS THE TOP, WITH METAL BAR STOCK AND 1/4" GALVANIZED BOLTS. SEE BIRD SCREEN @ PIER 18 BOX GIRDER CAP DETAIL ON SHEET 13/24.

PAYMENT: PAYMENT FOR THIS WORK WILL BE FOR THE CONTRACT BID PRICE FOR EACH SCREEN, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN CONFORMANCE WITH THESE REQUIREMENTS, WITH PERTINENT PROVISIONS OF 513, AND TO THE SATISFACTION OF THE ENGINEER.

ITEM 513 STRUCTURAL STEEL, MISC.: DRILLING STRUCTURAL STEEL, AS PER PLAN:

THIS ITEM INCLUDES THE DRILLING OF FOUR 1" DIAMETER HOLES AND TWO 1/8" MAXIMUM WIDTH SAWCUTS AT EACH LOCATION SPECIFIED IN THE PLANS ON SHEET 12/24. GRIND THE HOLES UNTIL THEY ARE SMOOTH. CAULK THE HOLES WITH A TWO COMPONENT CAULK AS SPECIFIED IN CMS 514.02

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, MATERIAL AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR EACH LOCATION.

ITEM 513 STRUCTURAL STEEL REHABILITATION, AS PER PLAN

STEEL MEMBERS TO BE FABRICATED UNDER THIS ITEM WILL NOT REQUIRE SHOP DRAWINGS PRIOR TO FABRICATION. THE CONTRACTOR SHALL MAKE NECESSARY MEASUREMENTS AND PREPARE SKETCHES, DRAWINGS, TABLES, ETC. THE PROJECT ENGINEER SHALL HAVE AUTHORITY AND RESPONSIBILITY FOR ENSURING THAT THE FABRICATED STEEL IS ACCEPTABLE. TECHNICAL ASSISTANCE WILL BE PROVIDED TO THE ENGINEER, IF REQUESTED, BY THE OFFICE OF STRUCTURAL ENGINEERING. MILL TEST REPORTS AND SHIPPING DOCUMENTS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INCORPORATING STEEL ITEMS INTO THE WORK, AS REQUIRED BY 501.06. AFTER FABRICATION, THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL TO ENSURE THAT THE DRAWINGS DEPICT THE STEEL AS ACTUALLY INCORPORATED INTO THE WORK. THE ENGINEER WILL THEN SEND ONE APPROVED SET TO THE OFFICE OF STRUCTURAL ENGINEERING FOR INFORMATION. PAY WEIGHTS SHALL BE COMPUTED IN COMPLIANCE WITH 513 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL. THE FABRICATOR SHALL FURNISH A 35 MILLIMETER MICROFILM COPY OF EACH SHOP DRAWING, WHICH SHALL BE MOUNTED ON AN APERTURE CARD AS SPECIFIED IN 501.04.

STEEL MEMBER INCLUDED IN THIS ITEM IS THE LATERAL BRACING.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL EQUIPMENT, MATERIALS (THE BRACING, PLATES, BOLTS AND ALL OTHER INCIDENTALS) AND LABOR NECESSARY TO PERFORM THIS TASK TO BE PAID FOR AT A UNIT BID PRICE OF POUNDS.

CONCRETE PARAPETS:

AS SOON AS A CONCRETE SAW CAN BE OPERATED WITHOUT DAMAGING THE FRESHLY PLACED CONCRETE, 1 1/4" DEEP CONTROL JOINTS SHALL BE SAWED INTO THE PERIMETER OF THE CONCRETE PARAPET. THE SAW CUT SHALL BE MADE IN THE COMPLETE CIRCUMFERENCE OF THE PARAPET, STARTING AND ENDING AT THE ELEVATION OF THE CONCRETE DECK. THE SAWCUTS SHALL BE PLACED AT A MINIMUM OF 6 FEET AND A MAXIMUM OF 10 FEET CENTERS. THE USE OF AN EDGE GUIDE, FENCE, OR JIG IS REQUIRED TO INSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 1/4 INCH. THE PERIMETER OF THE DEFLECTION CONTROL JOINT SHALL BE SEALED A CAULKING MATERIAL CONFORMING TO FEDERAL SPECIFICATION, TT-S-00227E TO A MINIMUM DEPTH OF 1 INCH. THE BOTTOM 2 INCHES OF THE INSIDE AND OUTSIDE FACE SHOULD BE LEFT UNSEALED TO ALLOW WATER TO ESCAPE.

MAINTENANCE OF TRAFFIC

FOR MAINTENANCE OF TRAFFIC NOTES AND DETAILS SEE SHEETS 5/69 THRU 27/69

ITEM 516 ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN

THIS WORK SHALL INCLUDE REPLACING THE 4" GLAND WITH A 5" GLAND AT THE EXISTING JOINT THAT SEPARATES SECOND STREET AND U.S. 42. THIS SHALL ALSO INCLUDE A VULCANIZED "T" JOINT WITH THE PROPOSED STRUCTURAL EXPANSION JOINT AT PIER 20 AND A VULCANIZED "L" JOINT AT THE 90° TURN OF THE SECOND STREET JOINT.

PAYMENT FOR THIS SHALL INCLUDE ALL EQUIPMENT, MATERIAL AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE UNIT BID PRICE PER FOOT OF ITEM 516 ELASTOMETRIC STRIP SEAL WITHOUT STEEL EXTRUSION, AS PER PLAN.

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DESIGN AGENCY
23 TRIANGLE PARK DRIVE
CINCINNATI, OH 45246
MOE
CORPORATION

DATE	11/06/02
REVIEWED	PAR
DRAWN	ENB
DESIGNED	ENB
STRUCTURE FILE NUMBER	3102246
CHECKED	CMD

GENERAL NOTES
BRIDGE NO. HAM-42-0000
U.S. 42 OVER MEHRING WAY

HAM-42-0.00

5/24

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ON-SITE INSPECTION:

EACH CONTRACTOR SUBMITTING A BID FOR THIS WORK SHALL MAKE A THOROUGH INSPECTION OF THE PROJECT SITE PRIOR TO SUBMITTING A BID AND SHALL BE THOROUGHLY FAMILIARIZED WITH EXISTING CONDITIONS SO THAT WORK CAN BE EXPEDITIOUSLY PERFORMED AFTER A CONTRACT IS AWARDED. SUBMISSION OF A BID WILL BE CONSIDERED EVIDENCE OF THIS INSPECTION HAVING BEEN MADE. ANY CLAIMS RESULTING FROM SITE CONDITIONS WILL NOT BE HONORED BY THE DEPARTMENT OF TRANSPORTATION.

DAMAGE TO THE STRUCTURE:

THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGES TO THE STRUCTURE DURING RECONSTRUCTION, EVEN TO THE REPLACEMENT OF ENTIRE SPANS AND REMOVAL OF THE FALLEN SPANS AT HIS EXPENSE, SHOULD THEY BE ALLOWED TO FALL DUE TO HIS ACTIONS.

ORIGINAL DRAWING NUMBER:

REFER TO DRAWING NUMBER 18514, 18515 FOR ORIGINAL PLANS. ORIGINAL PLANS FOR THE KENTUCKY APPROACH AND THE TRUSS PORTION OF THE BRIDGE CAN BE FOUND AT :

KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS
PO BOX 17130
421 BUTTERMILK PIKE
COVINGTON, KY 41017
PHONE 859-341-2707

CONSTRUCTION SCHEDULING:

ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH THE SCHEDULING AND TIME RESTRAINTS OUTLINED IN THE MAINTENANCE OF TRAFFIC NOTES. ALL EXTRA COST TO PERFORM THIS WORK, SUCH AS PHASE CONSTRUCTION AND QUICK SETTING CONCRETE/LATEX SHALL BE INCLUDED IN THE RESPECTIVE BID ITEMS.

STRUCTURAL JOINT OR JOINT SEALER, MISC.: REPLACE SEAL 1 $\frac{5}{8}$ "
THIS BID ITEM INCLUDES ALL WORK AND MATERIALS NEEDED TO REMOVE AND REPLACE THE EXISTING COMPRESSION SEAL @ END BENT 1. THIS QUANTITY IS FOR THE ROADWAY AND SIDEWALK. THE CONTRACTOR SHALL VERIFY THE EXISTING EXPANSION JOINT DIMENSIONS BEFORE ORDERING AN APPROVED COMPRESSION SEAL. CLEAN THE ARMORED EDGE ANGLES AND LUBRICANT AS RECOMMENDED BY THE SEAL MANUFACTURE.

STRUCTURAL JOINT OR JOINT SEALER, MISC.: REPLACE SEAL 2"
THIS BID ITEM INCLUDES ALL WORK AND MATERIALS NEEDED TO REMOVE AND REPLACE THE EXISTING COMPRESSION SEALS IN SPANS 8, 9 AND 10. THIS QUANTITY IS FOR THE ROADWAY ONLY. THE CONTRACTOR SHALL VERIFY THE EXISTING EXPANSION JOINT DIMENSIONS BEFORE ORDERING AN APPROVED COMPRESSION SEAL. CLEAN THE ARMORED EDGE ANGLES AND LUBRICANT AS RECOMMENDED BY THE SEAL MANUFACTURE.

STRUCTURAL JOINT OR JOINT SEALER, MISC.: REPLACE MODULAR SEAL
THIS BID ITEM FOR "REPLACE MODULAR SEAL" INCLUDES ALL WORK AND MATERIALS NEEDED TO REMOVE AND REPLACE THE EXISTING COMPRESSION SEALS @ PIER 3, 7, 10 AND PANEL POINT 17 OF SPAN 9. THIS QUANTITY IS FOR THE ROADWAY ONLY. THE CONTRACTOR SHALL REVIEW THE EXISTING PLANS (DRAWING NO. 18514, 18515), MAKE FIELD MEASUREMENTS AND RECEIVE GUIDANCE FROM THE SEAL MANUFACTURE TO ASSURE MAX PERFORMANCE FROM THE SEALS. CLEAN THE STEEL CHANNEL SECTIONS AND USE SEALING LUBRICANT AS RECOMMENDED BY THE SEAL MANUFACTURE.

DESIGN AGENCY
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DATE
REFINED
STRUCTURE FILE NUMBER
3/02246

DRAWN
GSH
REVISED
DESIGNED
DC
CHECKED

GENERAL NOTES
BRIDGE NO. HAM-42-0000
U. S. 42 OVER MEHRING WAY


HAM-42-0.00

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ESTIMATED QUANTITIES					COMPUTED BY : ENB		DATE : 10-31-02			
					CHECKED BY : CMD		DATE : 11-05-02			
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT. STATE & FEDERAL	PIERS STATE & FEDERAL	SUPER. STATE & FEDERAL	SUPER. 100% KENTUCKY	GEN. STATE & FEDERAL	SHEET NO.
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN					LUMP	4
202	22900	202	SQ YD	APPROACH SLAB REMOVED					202	
503	11100	LUMP		COFFERDAMS, CRIBS AND SHEETING					LUMP	
509	10000	10281	POUND	EPOXY COATED REINFORCING STEEL	2390	2080	5297		514	
509	20001	100	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN					100	4
510	10000	122	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	122					
511	34400	28	CU YD	CLASS S CONCRETE, SUPERSTRUCTURE			25		3	
511	45700	14	CU YD	CLASS C CONCRETE, ABUTMENT	14					
511	71100	38	CU YD	CONCRETE, MISC.; BOLLARD BASE					38	22
512	33000	25	SQ YD	TYPE 2 WATERPROOFING	25					
513	21600	177	POUNDS	STRUCTURAL STEEL REHABILITATION, AS PER PLAN			177			5
513	95030	34	EACH	STRUCTURAL STEEL MISC.; WELDING STRUCTURAL STEEL, AS PER PLAN			34			5
513	95030	8	EACH	STRUCTURAL STEEL MISC.; GREASE FITTINGS FOR PIN AND LINK ASSEMBLY, AS PER PLAN			8			5
513	95030	4	EACH	STRUCTURAL STEEL MISC.; SCREEN FOR UTILITY OPENINGS IN PIER 18 BOX GIRDER CAP, AS PER PLAN			4			5
513	95030	14	EACH	STRUCTURAL STEEL MISC.; DRILLING STRUCTURAL STEEL, AS PER PLAN			14			5
513	95030	34	EACH	STRUCTURAL STEEL MISC.; PENCIL ABRASIVE BLASTING, GRINDING AND NDT, AS PER PLAN			34			5
514	00050	177,150	SQ FT	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			177,150			
514	00056	177,150	SQ FT	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			177,150			
514	00060	177,150	SQ FT	FIELD PAINTING OF STRUCTURAL STEEL, INTERMEDIATE COAT			177,150			
514	00066	177,150	SQ FT	FIELD PAINTING OF STRUCTURAL STEEL, FINISH COAT			177,150			
516	11211	242	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN	72		170			16-20
516	13600	66	SQ FT	1" PREFORMED EXPANSION JOINT FILLER					66	
516	01301	136	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN					136	
516	14600	80	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.; REPLACE SEAL 1 3/4"				80		5A
516	14600	352	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.; REPLACE SEAL 2"				352		5A
516	14600	1084	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.; REPLACE MODULAR SEAL				1084		5A
518	12801	13	EACH	SCUPPER MODIFICATION, AS PER PLAN	2	11				21
518	21200	14	CU YD	POROUS BACKFILL WITH FILTER FABRIC	14					
518	51300	1	EACH	DOWNSPOUT MODIFICATION, 6"		1				
518	51300	3	EACH	DOWNSPOUT MODIFICATION, 8"		3				
526	25000	201	SQ YD	REINFORCED CONCRETE APPROACH SLAB (T-15")					201	
SPECIAL	69050600	58	EACH	BOLLARD					58	
843	50001	20	SQ FT	PATCHING CONCRETE STRUCTURE WITH TROWELABLE MORTAR, AS PER PLAN					20	4
848	10000	20817	SQ YD	MICROSILICA MODIFIED CONCRETE OVERLAY USING HYDRODEMOLITION, 1 1/2" THICK			8516	12301		
848	20000	20817	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION			8516	12301		
848	30000	24	CU YD	MICROSILICA MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY			10	14		
848	50000	511	SQ YD	HAND CHIPPING			213	298		
848	50100	LUMP		TEST SLAB			LUMP	LUMP		
864	10050	4670	SQ YD	SEALING OF CONCRETE SURFACES (NON-EPOXY)			4616		54	
864	10100	2370	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	224	2146				

DESIGN AGENCY
 23 TRIANGLE PARK DRIVE
 CINCINNATI, OH 45246


DATE 11/06/02
 REVISED PAR 3102246
 STRUCTURE FILE NUMBER
 ENB REVISED
 ENB REVISED
 ENB CHECKED
 CMD

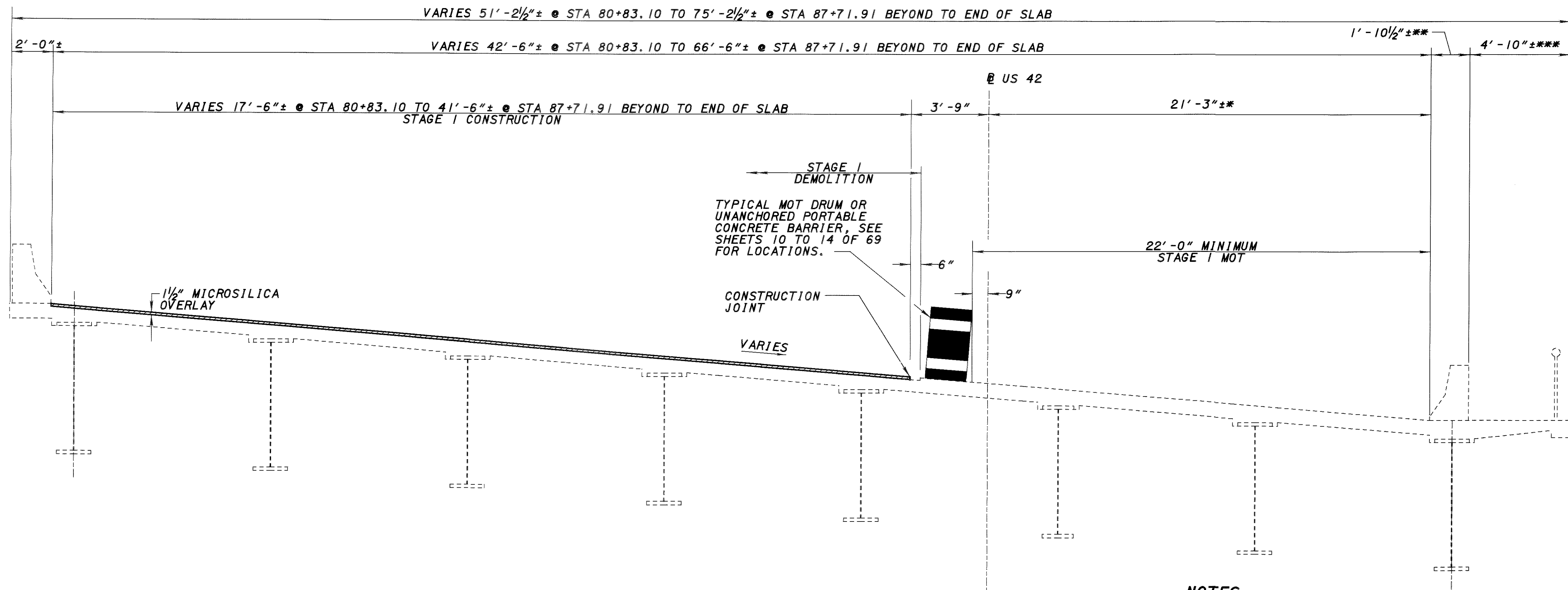
ESTIMATED QUANTITIES
 BRIDGE NO. HAM-42-0000
 U.S. 42 OVER MEHRING WAY

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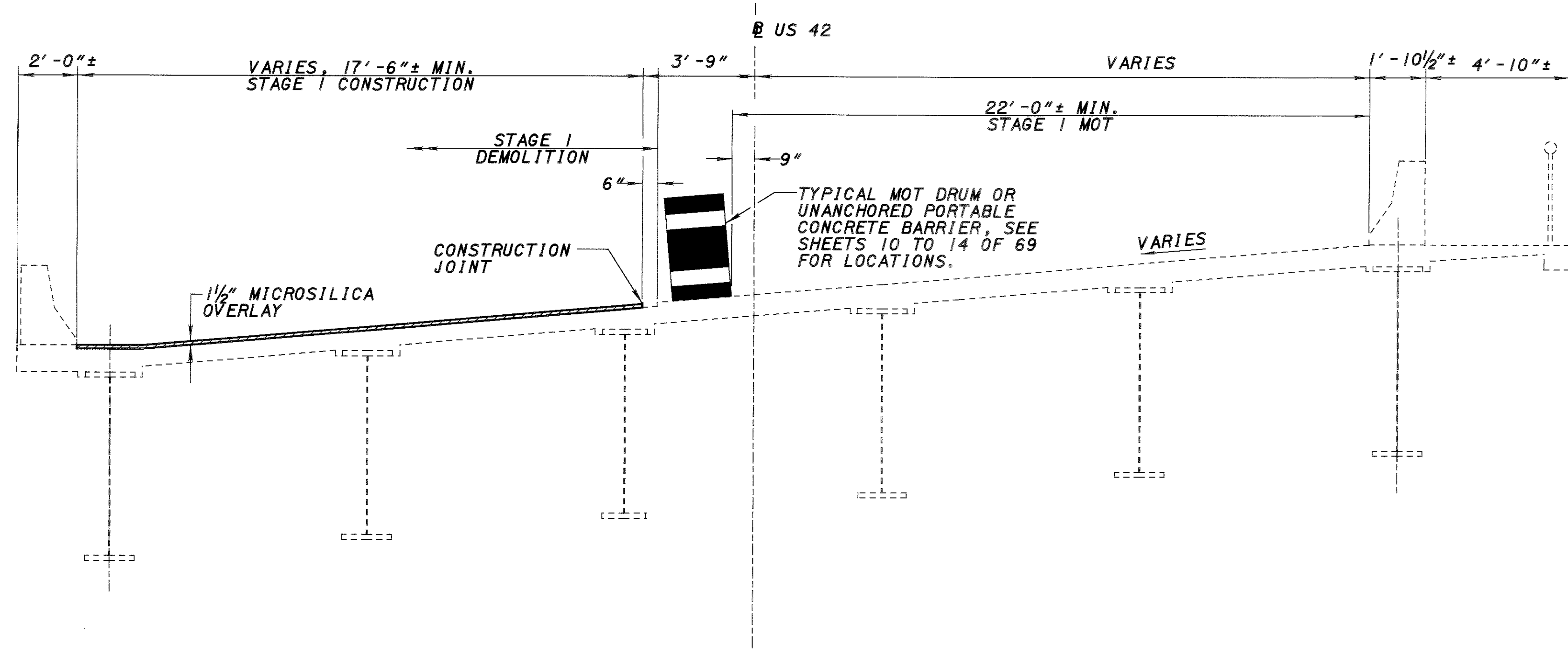
STAGE I DEMOLITION AND CONSTRUCTION
 STA 80+83.10 TO ABUTMENT 2

NOTES:

1. TYPICAL MOT DRUM AND UNANCHORED PORTABLE BARRIER SHALL BE INCLUDED WITH ROADWAY QUANTITIES FOR PAYMENT
2. REFER TO STD. DWG. PCB-91 FOR ADDITIONAL DETAILS.
- * 21'-3"± FROM STA 80+83.10 TO STA 81+85.42 AND STA 86+48.48 TO BEYOND END OF SLAB
 VARIES 21'-3"± @ STA 81+85.42 TO 48'-6"± @ STA 85+36.17
 26'-1"± FROM STA 85+36.17 TO STA 86+48.48.
- ** 0'-0" FROM STA 85+36.17 TO TO STA 86+48.48.
- *** 4'-10"± FROM STA STA 80+83.10 TO STA 81+85.42 AND STA 86+48.48 TO BEYOND END OF SLAB
 11'-10"± FROM STA 81+85.42 TO STA 85+36.17
 0'-0" FROM STA 85+36.17 TO STA 86+48.48.

SEQUENCE OF CONSTRUCTION:

1. REMOVE PORTIONS OF DECK SPECIFIED AS STAGE 1 DEMOLITION
2. REMOVE PORTIONS OF ABUTMENT SPECIFIED AS STAGE 1 DEMOLITION
3. CONSTRUCT PORTIONS OF ABUTMENT SPECIFIED AS STAGE 1 CONSTRUCTION.
4. CONSTRUCT PORTIONS OF DECK SPECIFIED AS STAGE 1 CONSTRUCTION.
5. REMOVE PORTIONS DECK SPECIFIED AS STAGE 2 DEMOLITION
6. REMOVE PORTIONS OF ABUTMENT SPECIFIED AS STAGE 2 DEMOLITION
7. CONSTRUCT PORTIONS OF ABUTMENT SPECIFIED AS STAGE 2 CONSTRUCTION.
8. CONSTRUCT PORTIONS OF DECK SPECIFIED AS STAGE 2 CONSTRUCTION.
9. REMOVE PORTIONS OF DECK SPECIFIED AS STAGE 3 DEMOLITION
10. CONSTRUCT PORTIONS OF DECK SPECIFIED AS STAGE 3 CONSTRUCTION.



STAGE I DEMOLITION AND CONSTRUCTION
 STA 52+50± TO STA 80+83.10

= 1 1/2" MICROSILICA OVERLAY

DESIGNED	DATE
ENB	11/06/02
CHECKED	PAR
CMD	STRUCTURE FILE NUMBER
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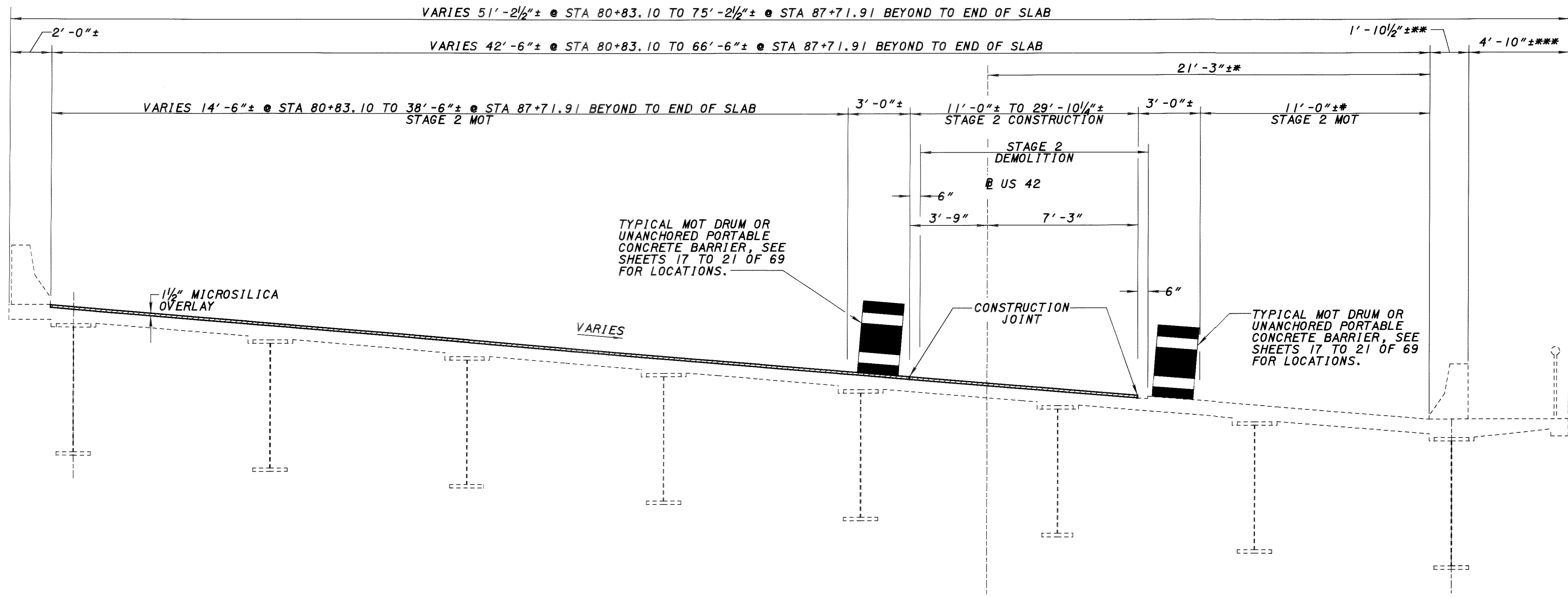
STAGE CONSTRUCTION DETAILS
 BRIDGE NO. HAM-42-0000
 U.S. 42 OVER MEHRING WAY

HAM-42-0.00

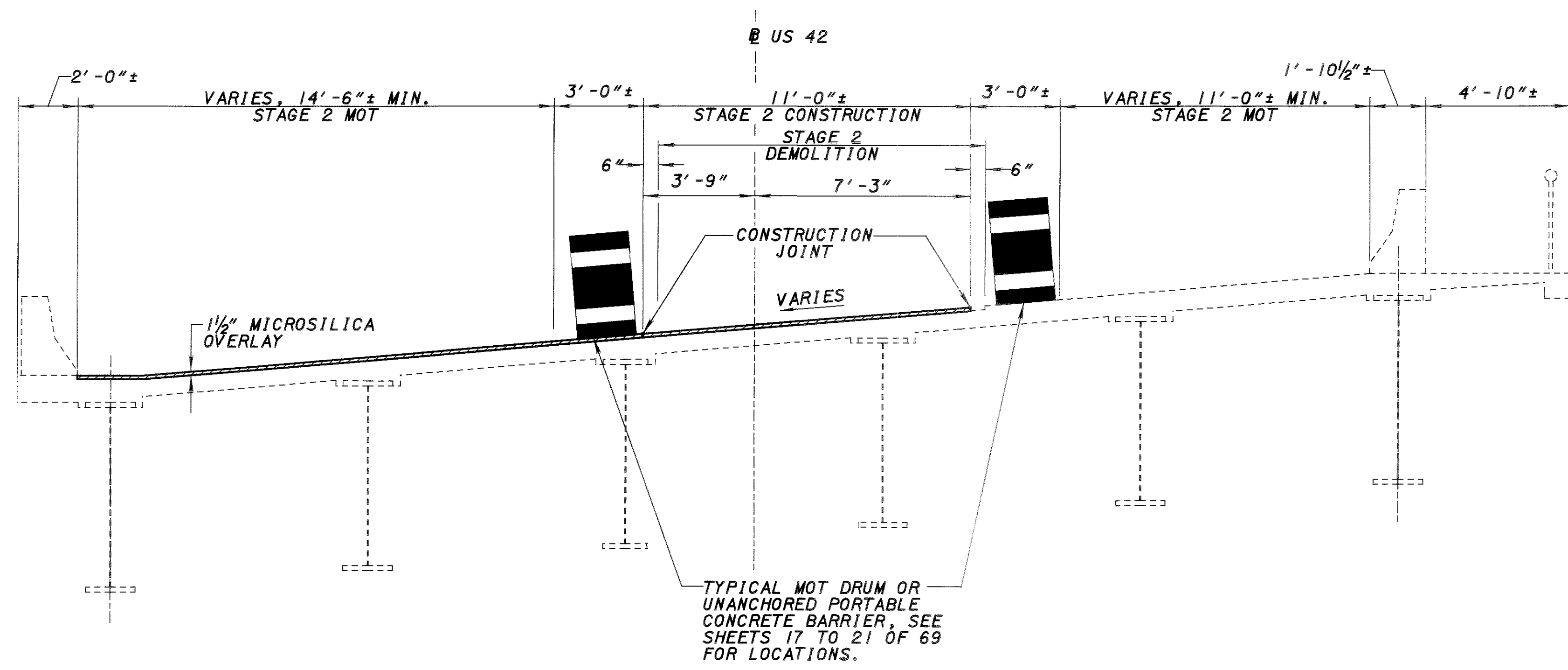
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STAGE 2 DEMOLITION AND CONSTRUCTION
 STA 80+83.10 TO ABUTMENT 2



STAGE 2 DEMOLITION AND CONSTRUCTION
 STA 52+50± TO STA 80+83.10

NOTES:

1. TYPICAL MOT DRUM AND UNANCHORED PORTABLE CONCRETE BARRIER SHALL BE INCLUDED WITH ROADWAY QUANTITIES FOR PAYMENT
2. REFER TO STD. DWG. PCB-91 FOR ADDITIONAL DETAILS.
- * 21'-3"± FROM STA 80+83.10 TO STA 81+85.42 AND STA 86+48.48 TO BEYOND END OF SLAB
 VARIES 21'-3"± @ STA 81+85.42 TO 48'-6"± @ STA 85+36.17
 26'-1"± FROM STA 85+36.17 TO STA 86+48.48.
- ** 0'-0" FROM STA 85+36.17 TO TO STA 86+48.48.
- *** 4'-10"± FROM STA STA 80+83.10 TO STA 81+85.42 AND STA 86+48.48 TO BEYOND END OF SLAB
 11'-10"± FROM STA 81+85.42 TO STA 85+36.17
 0'-0" FROM STA 85+36.17 TO STA 86+48.48.
- * 11'-0"± FROM STA 80+83.10 TO STA 81+76.78
 VARIES 11'-0"± @ STA 81+76.78 TO 19'-4"± @ STA 85+36.17
 0'-0" BEYOND TO END OF SLAB

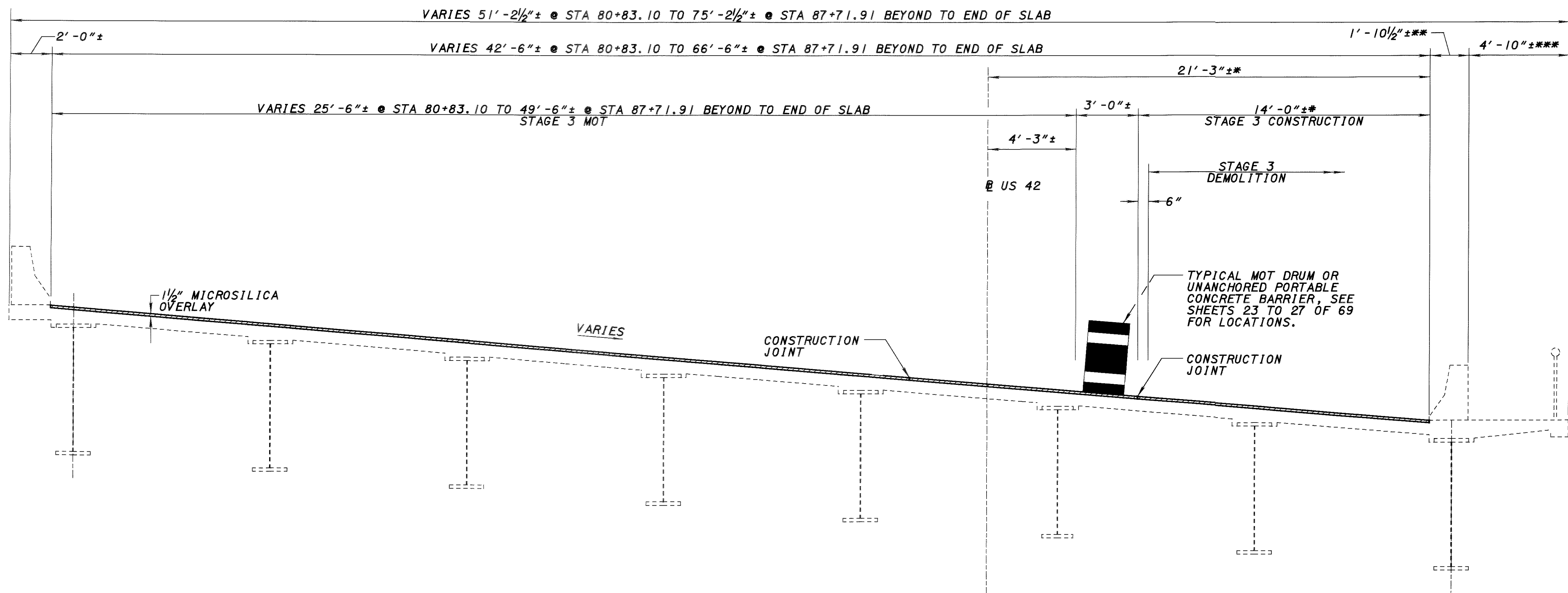
- 1 1/2" MICROSILICA OVERLAY

DATE	11/06/02
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STRUCTURE FILE NUMBER	3102246

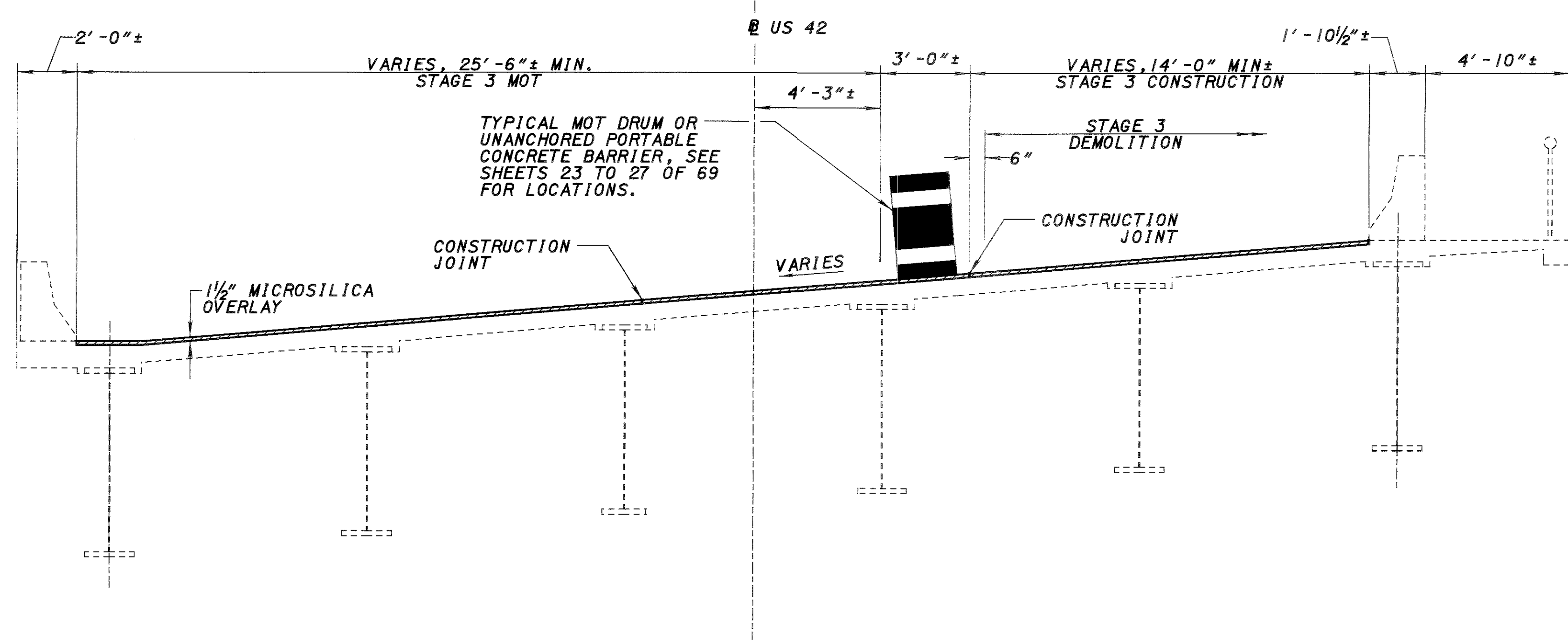
STAGE CONSTRUCTION DETAILS
 BRIDGE NO. HAM-42-0000
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STAGE 3 DEMOLITION AND CONSTRUCTION
 STA 80+83.10 TO 85+36.17



STAGE 3 DEMOLITION AND CONSTRUCTION
 STA 52+50± TO STA 80+83.10

NOTES:

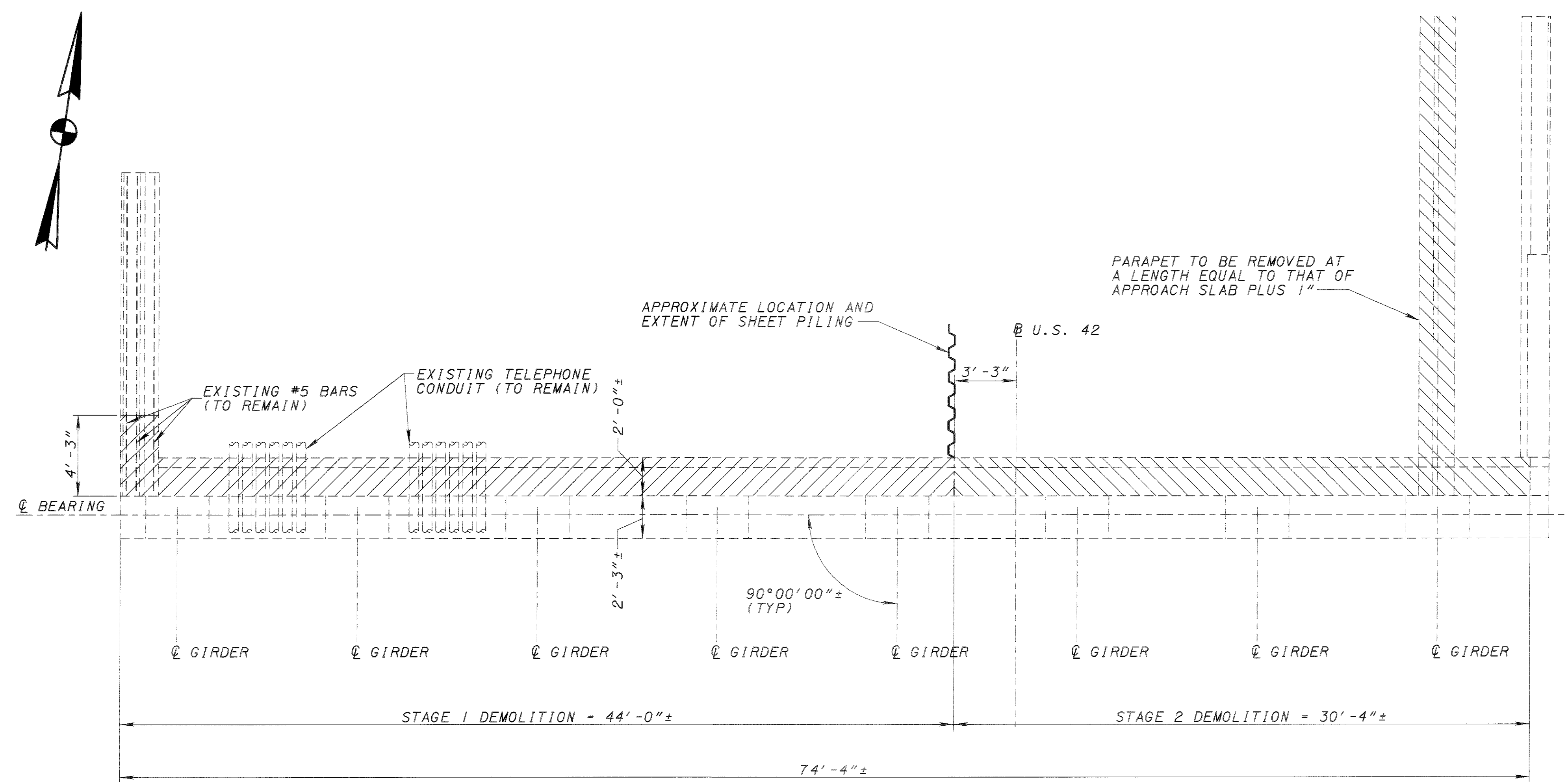
1. TYPICAL MOT DRUM AND UNANCHORED PORTABLE CONCRETE BARRIER SHALL BE INCLUDED WITH ROADWAY QUANTITIES FOR PAYMENT
2. REFER TO STD. DWG. PCB-91 FOR ADDITIONAL DETAILS.
- * 21'-3"± FROM STA 80+83.10 TO STA 81+85.42 AND STA 86+48.48 TO BEYOND END OF SLAB
 VARIES 21'-3"± @ STA 81+85.42 TO 48'-6"± @ STA 85+36.17
 26'-1"± FROM STA 85+36.17 TO STA 86+48.48.
- ** 0'-0" FROM STA 85+36.17 TO TO STA 86+48.48.
- *** 4'-10"± FROM STA STA 80+83.10 TO STA 81+85.42 AND STA 86+48.48 TO BEYOND END OF SLAB
 11'-10"± FROM STA 81+85.42 TO STA 85+36.17
 0'-0" FROM STA 85+36.17 TO STA 86+48.48.
- * 14'-0"± FROM STA 80+83.10 TO STA 81+76.78
 VARIES 14'-0"± @ STA 81+76.78 TO 22'-4"± @ STA 85+36.17
 0'-0" BEYOND TO END OF SLAB

= 1 1/2" MICROSILICA OVERLAY

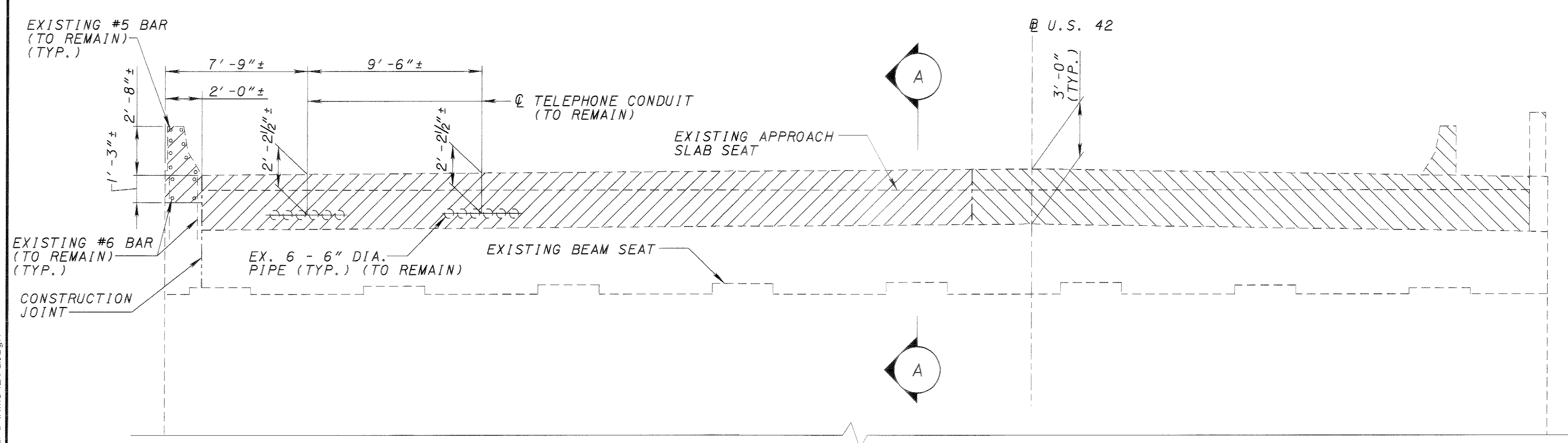
DATE	11/06/02
REVIEWED	PAR
STRUCTURE FILE NUMBER	3102246
DRAWN	ENB
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DESIGNED	ENB
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STAGE CONSTRUCTION DETAILS
 BRIDGE NO. HAM-42-0000
 U.S. 42 OVER MEHRING WAY

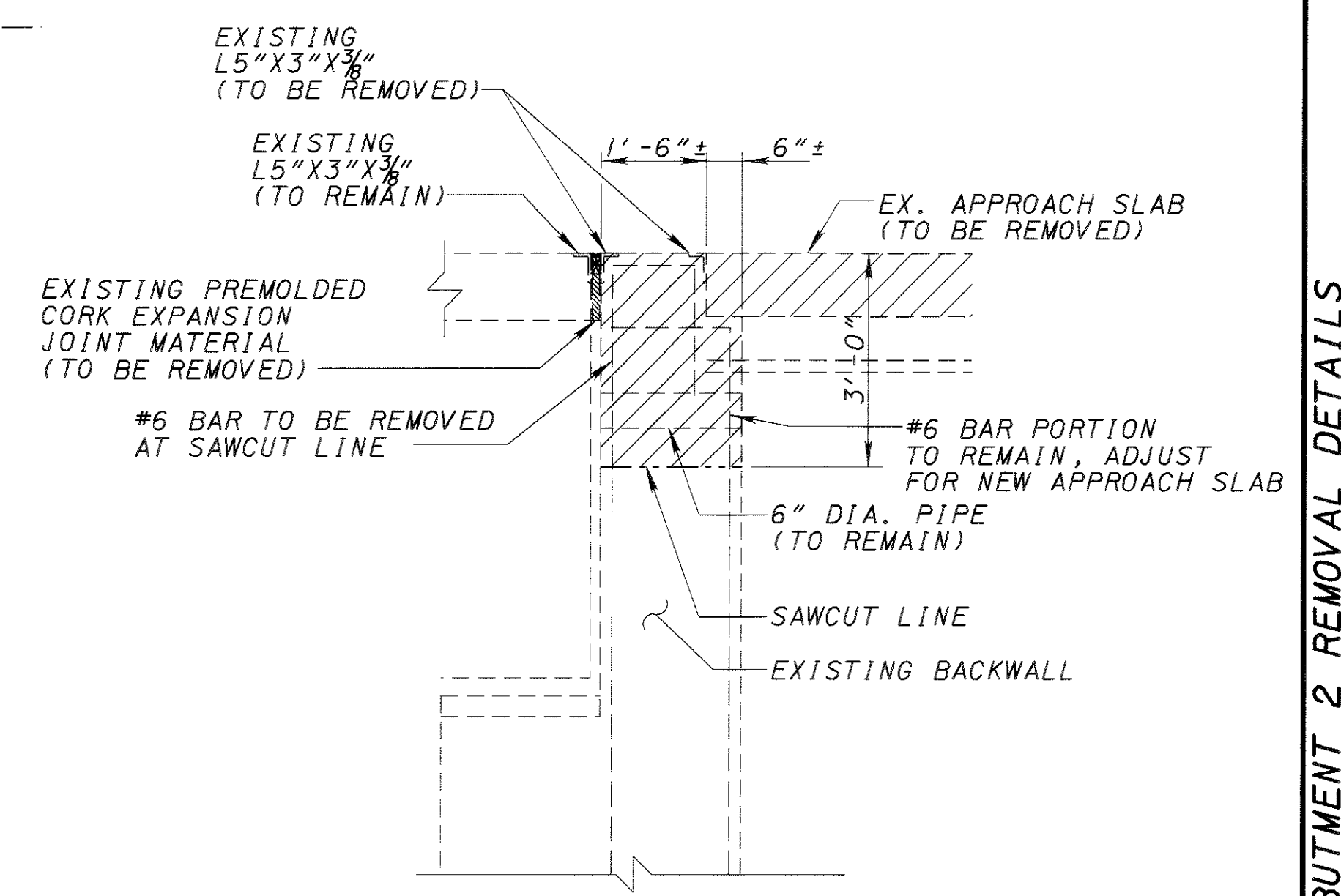
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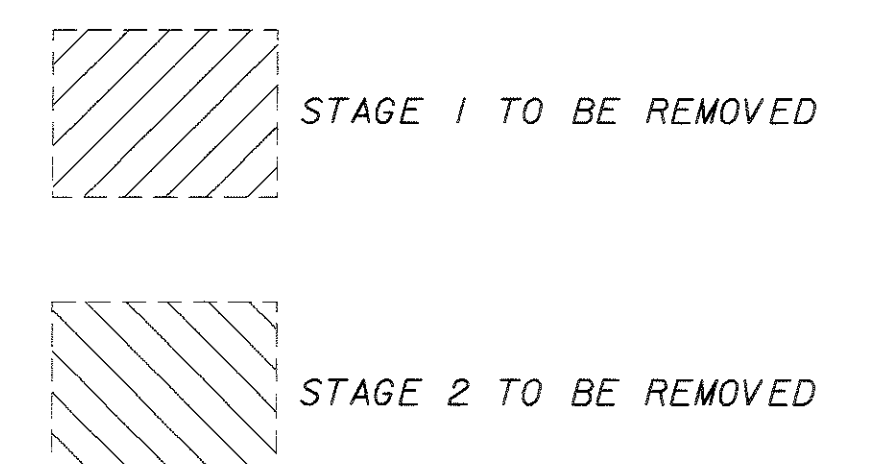
PLAN



ELEVATION



SECTION A-A

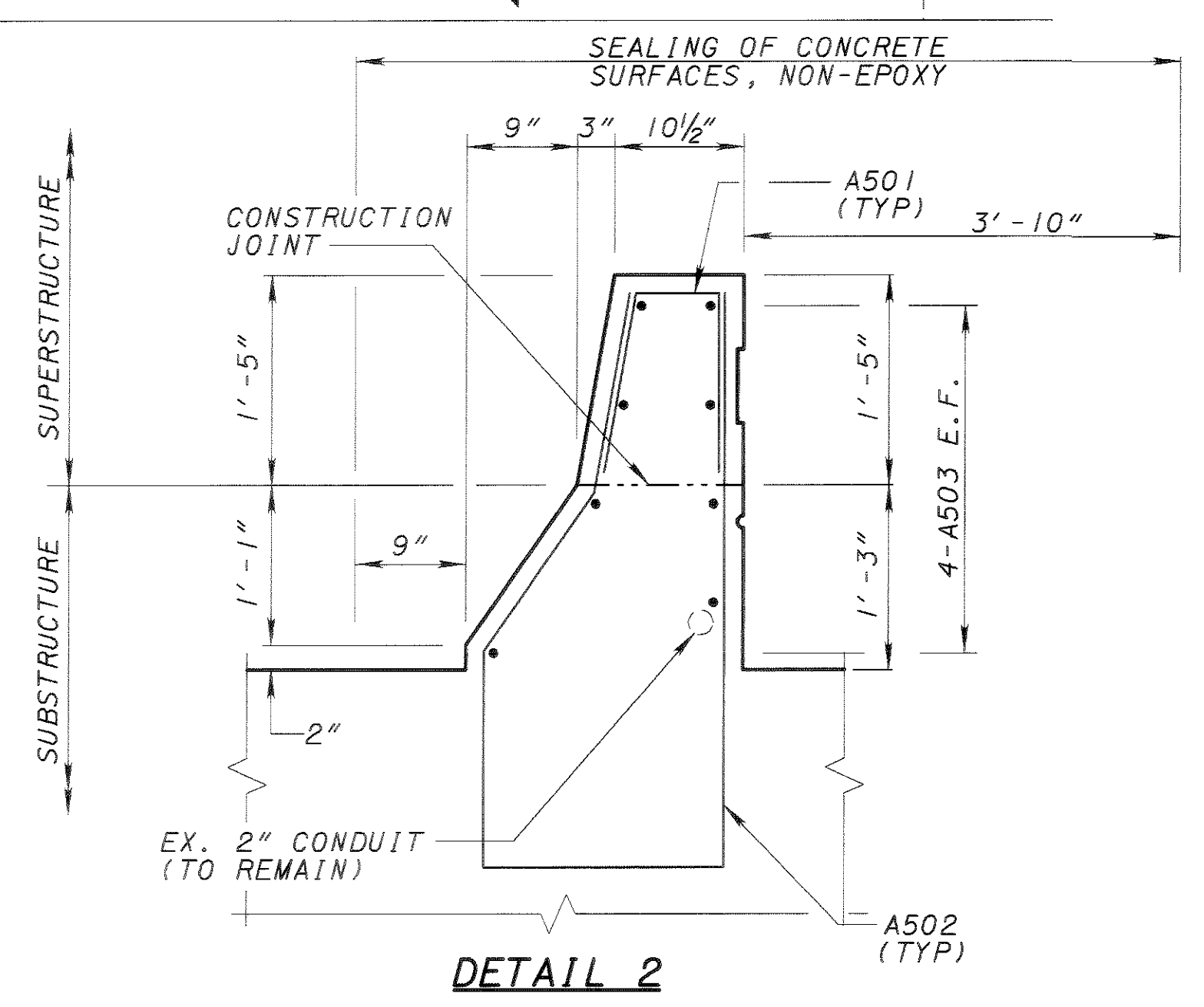
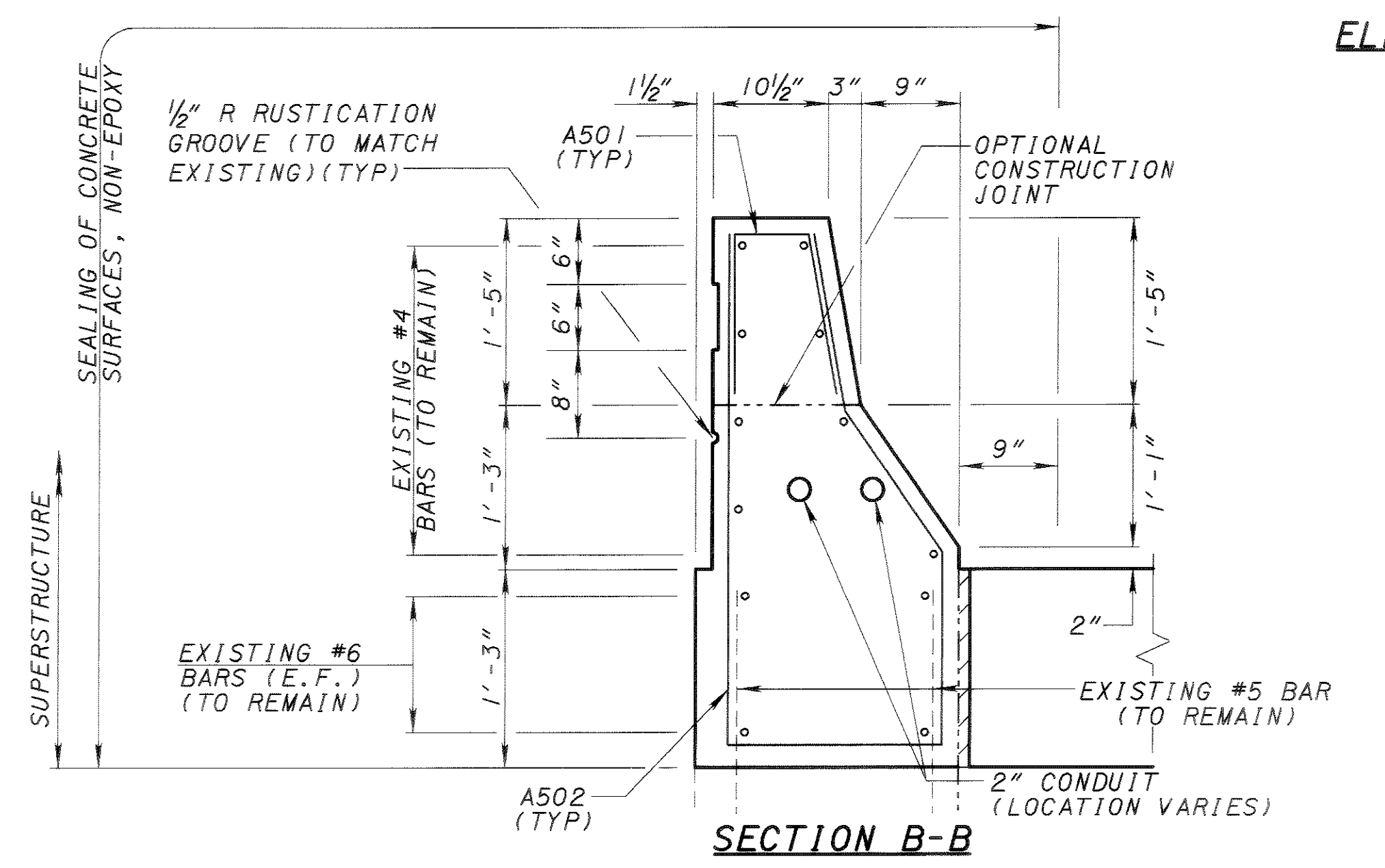
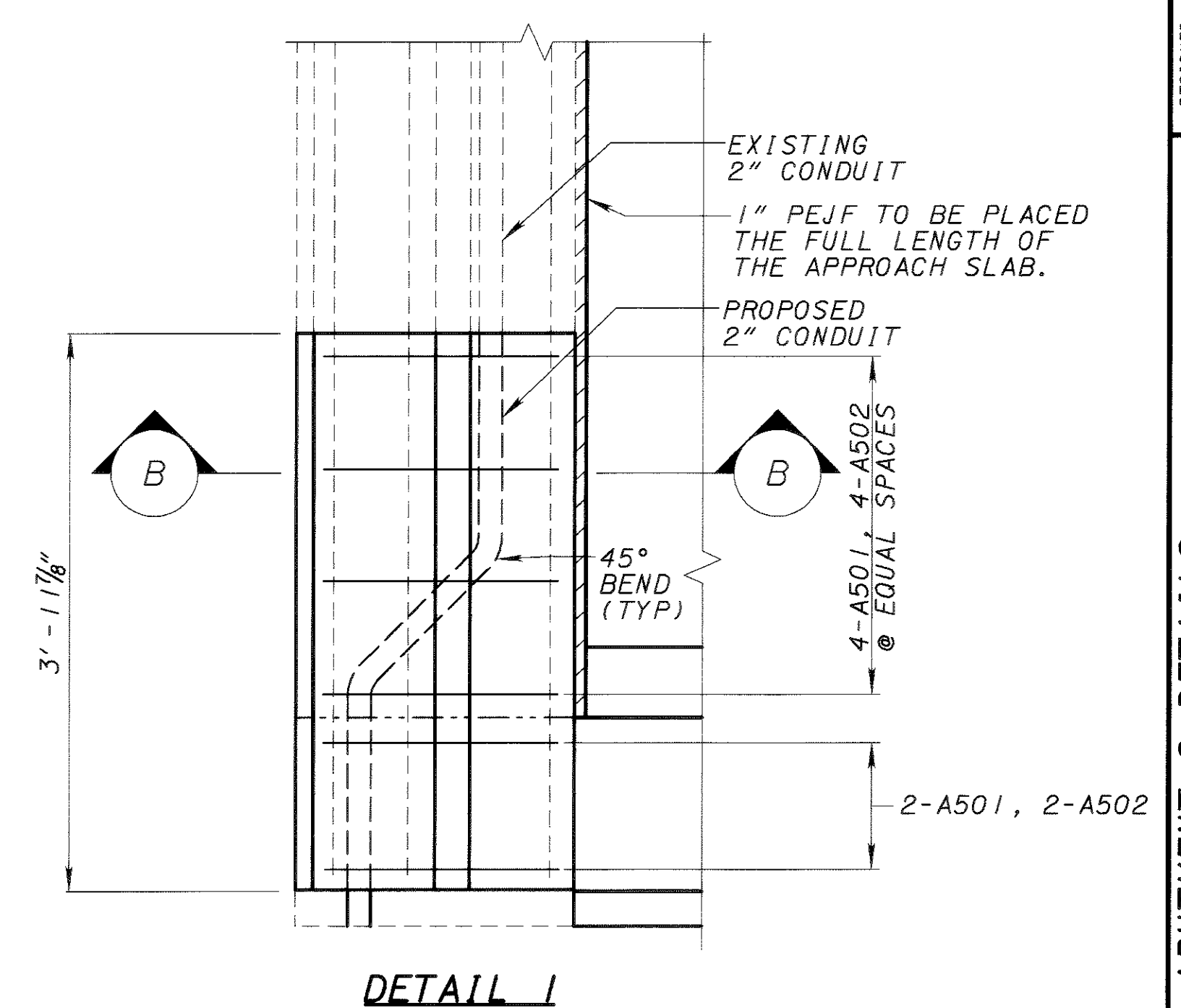
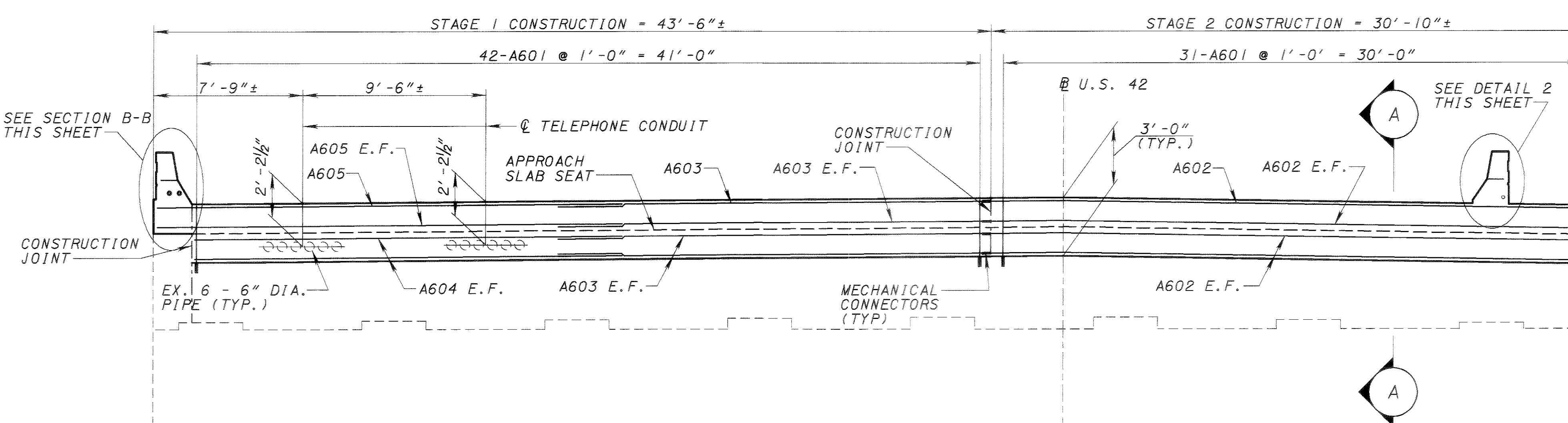
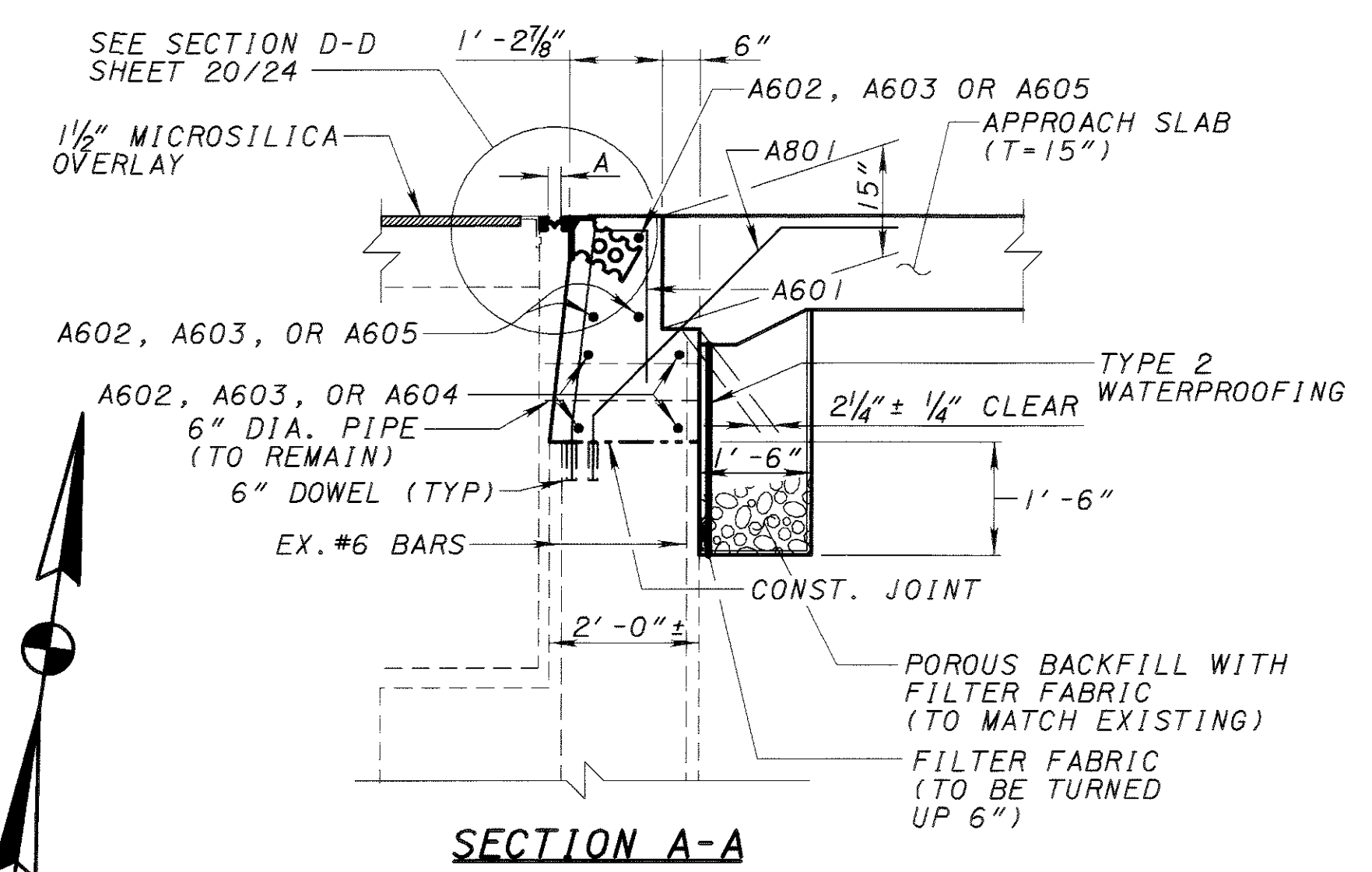
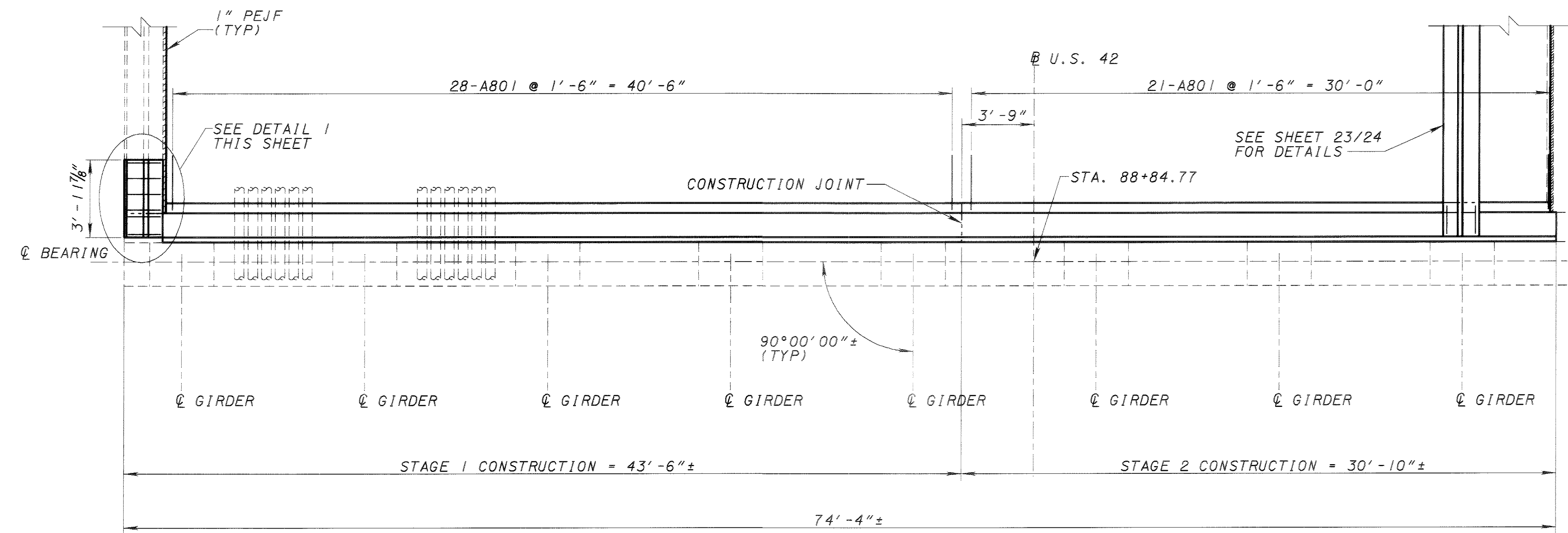


NOTES:

1. CONTRACTOR SHALL TAKE CARE NOT TO DISTURB TELEPHONE CONDUIT DURING CONCRETE REMOVAL

DESIGNED	EMB	CHECKED	CMD
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REVIEWED	PAR	DATE	11/06/02
STRUCTURE FILE NUMBER	3102246		

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- NOTES**
- LAP LENGTHS #6 BAR = 3'-4"
 - STRIP SEAL SHALL BE ONE CONTINUOUS PIECE.
 - PARAPET CONCRETE TO BE INCLUDED WITH ITEM 511 CLASS S CONCRETE, SUPERSTRUCTURE.
 - ALL PROPOSED CONDUIT TO BE INCLUDED WITH ROADWAY ITEMS FOR PAYMENT.
 - SEAL PARAPETS AND WALK ON APPROACH SLAB, TO BE INCLUDED WITH ITEM 864 SEALING OF CONCRETE SURFACES (NON-EPOXY) FOR PAYMENT.

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DESIGN AGENCY
23 TRIANGLE PARK DRIVE
SUITE 2300
CINCINNATI, OH 45246

ME
COMPANIES

DESIGNED	DATE	REVIEWED	DATE
E.N.B.	11/06/02	PAR	11/06/02
CHECKED	FILE NUMBER	STRUCTURE FILE NUMBER	
C.M.D.		3102246	

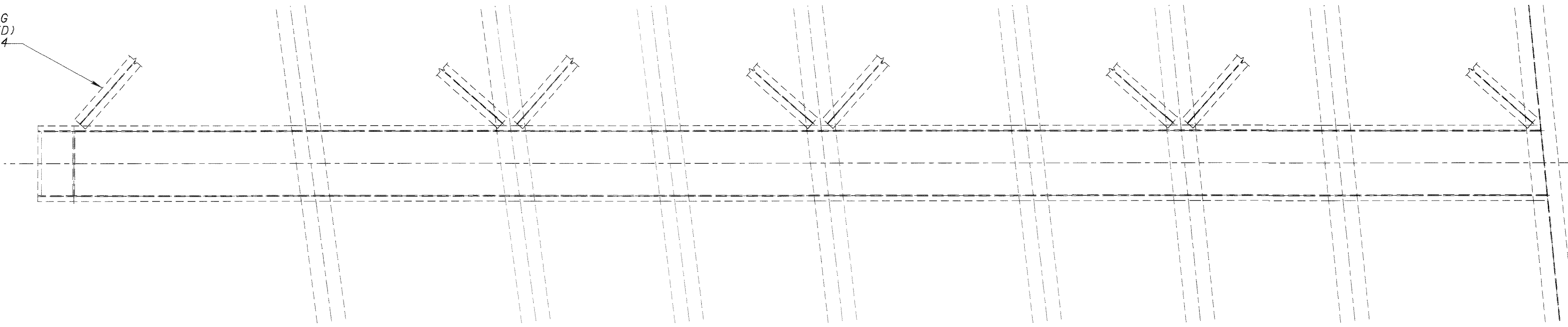
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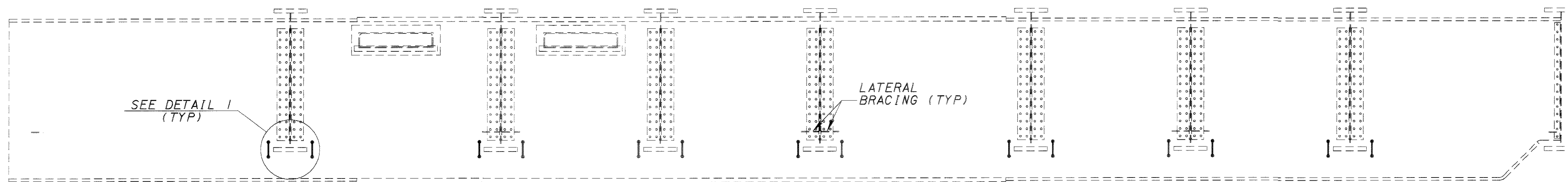
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LATERAL BRACING
(TO BE REPLACED)
SEE SHEET 13/24



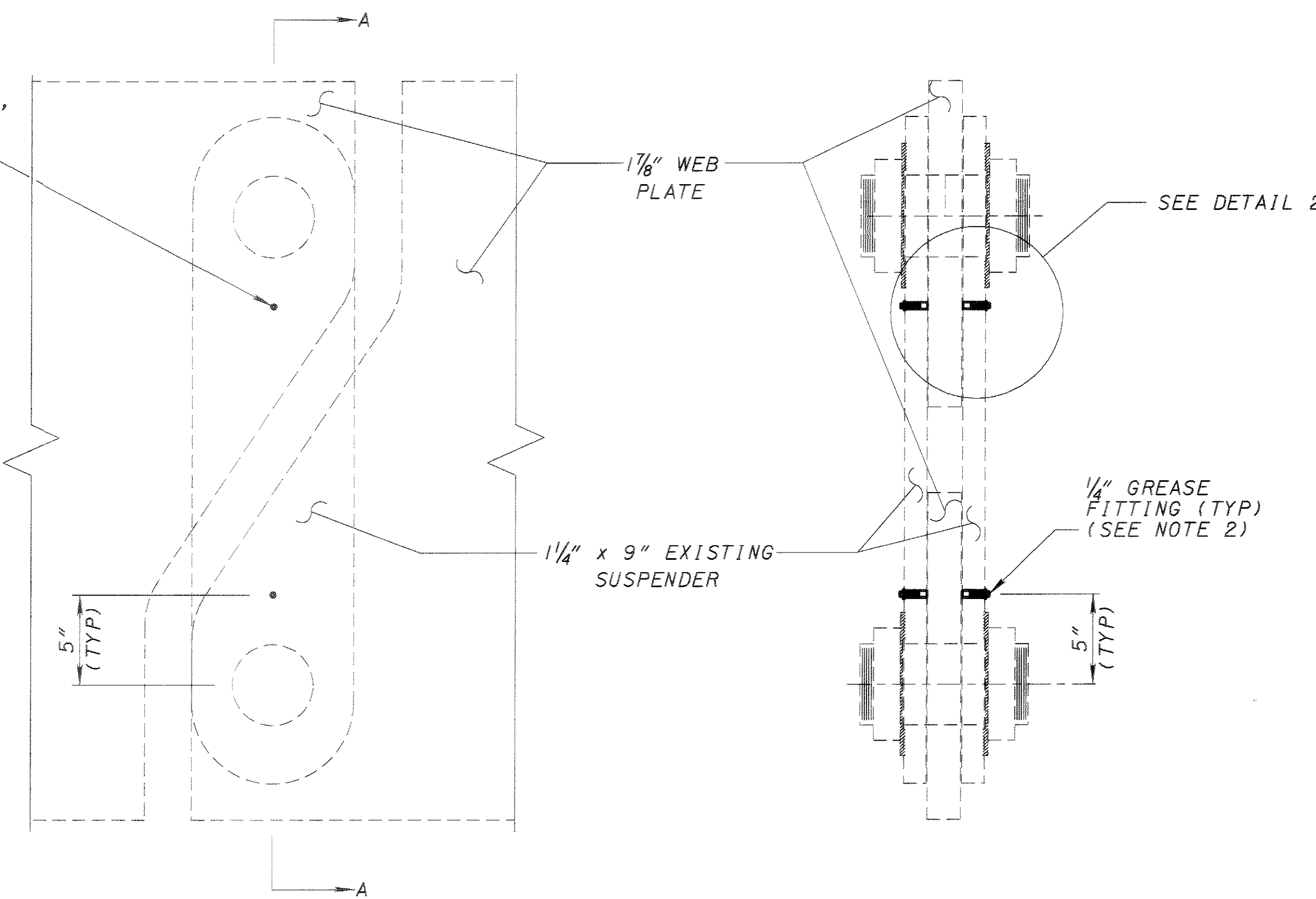
PIER 18 BOX GIRDER CAP PLAN



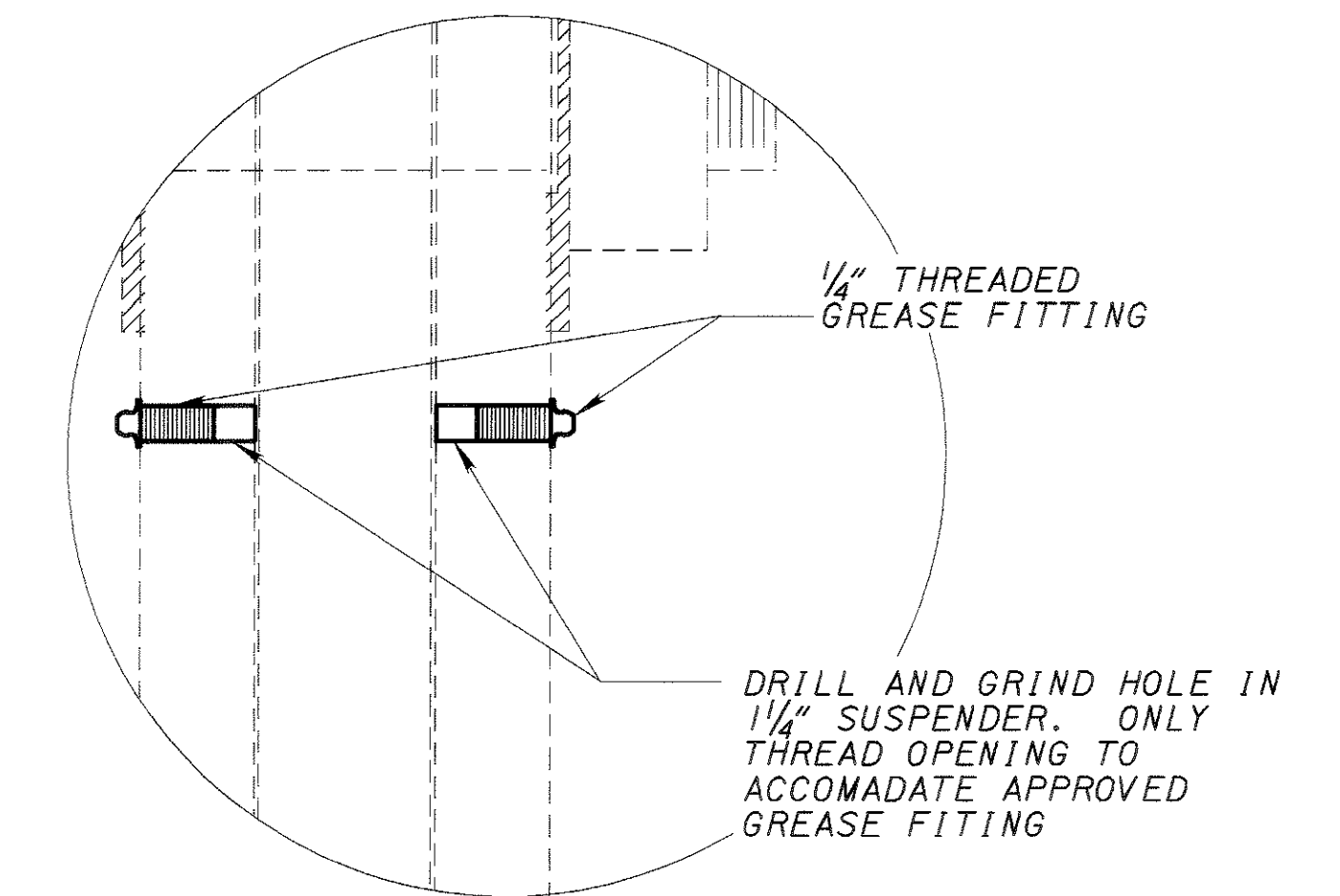
PIER 18 BOX GIRDER CAP ELEVATION

(TYP AT BOTH SIDES OF BOX GIRDER CAP)

DRILL HOLE THRU 1/4" SUSPENDER ONLY, GRIND SMOOTH AND INSTALL 1/4" GREASE FITTING AT ALL HINGES, BOTH SIDES OF GIRDER (TYP) (SEE NOTE 2)



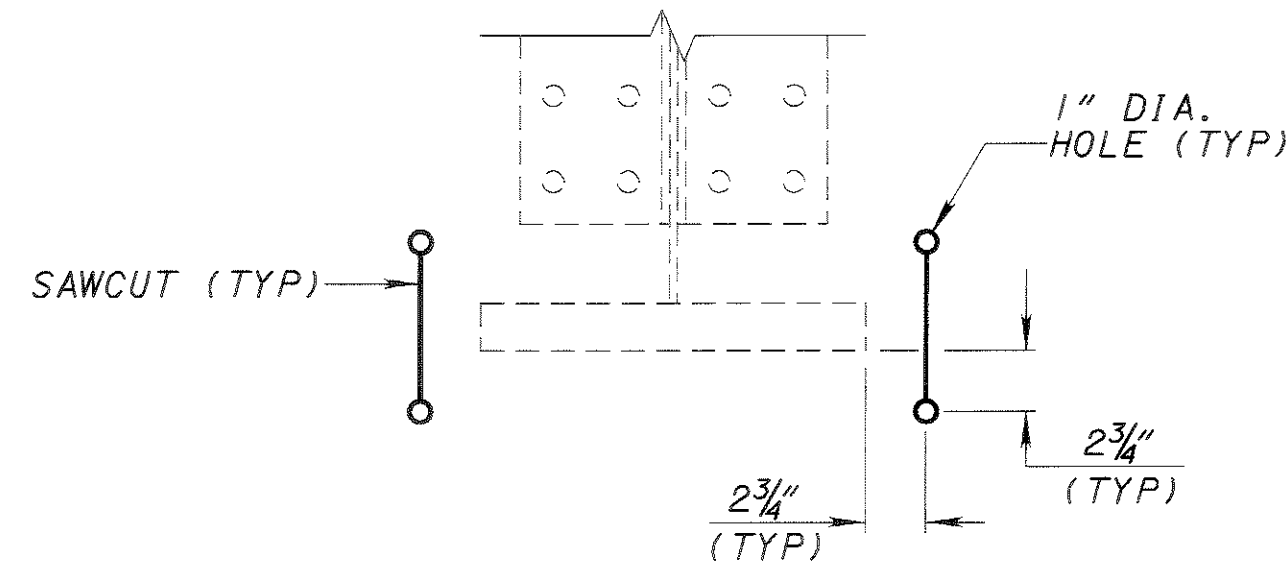
GREASE FITTING RETROFIT
@ PIER 20



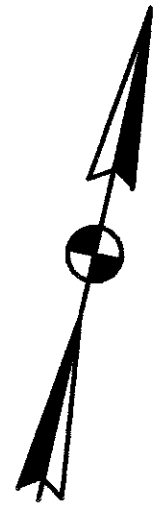
DETAIL 2

NOTES

1. SAWCUTS SHALL START AND END IN THE 1" DIA. HOLES. SAWCUTS SHALL HAVE A MAXIMUM WIDTH OF 1/8". GRIND THE HOLES UNTIL THEY ARE SMOOTH. CAULK THE HOLES WITH A TWO COMPONENT CAULK AS SPECIFIED IN CMS 514.02. THIS WORK SHALL BE INCLUDED WITH ITEM 513 STRUCTURAL STEEL MISC., DRILLING STRUCTURAL STEEL. THE HOLES AND SAWCUTS ARE TO BE PAINTED IN CONJUNCTION WITH THE STRUCTURAL STEEL PER ITEM 514.
2. GREASE FITTING SHALL BE 1/4" PTF, STRAIGHT, 0.8" LONG GREASE FITTING, MANUFACTURED BY AMERICAN LUBRICATION EQUIPMENT CORPORATION, OR APPROVED EQUAL. THE CONTRACTOR SHALL TAKE CARE WHEN DRILLING THROUGH THE 1/4" SUSPENDERS, NOT TO DAMAGE THE 1 1/8" WEB PLATE.

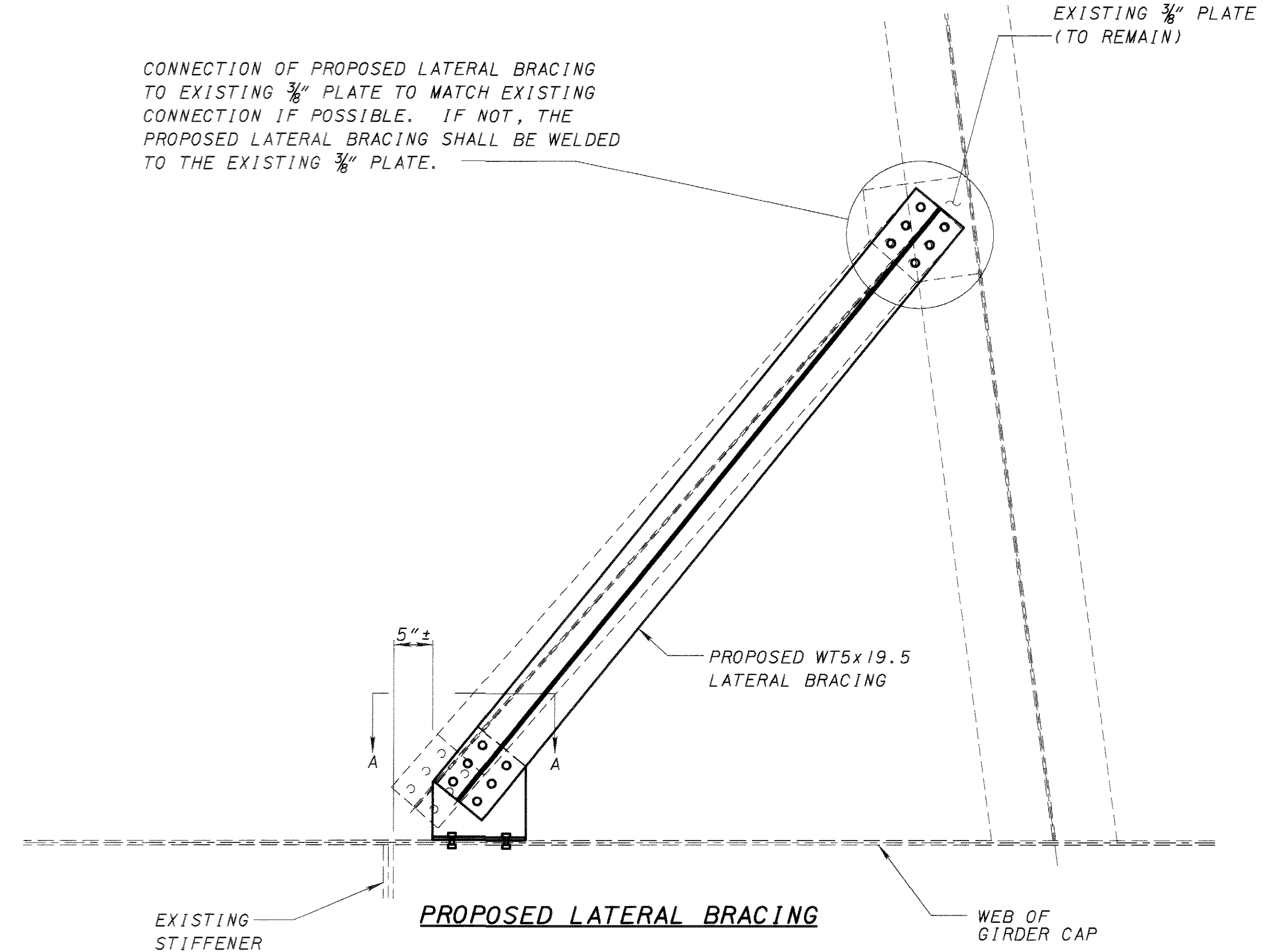
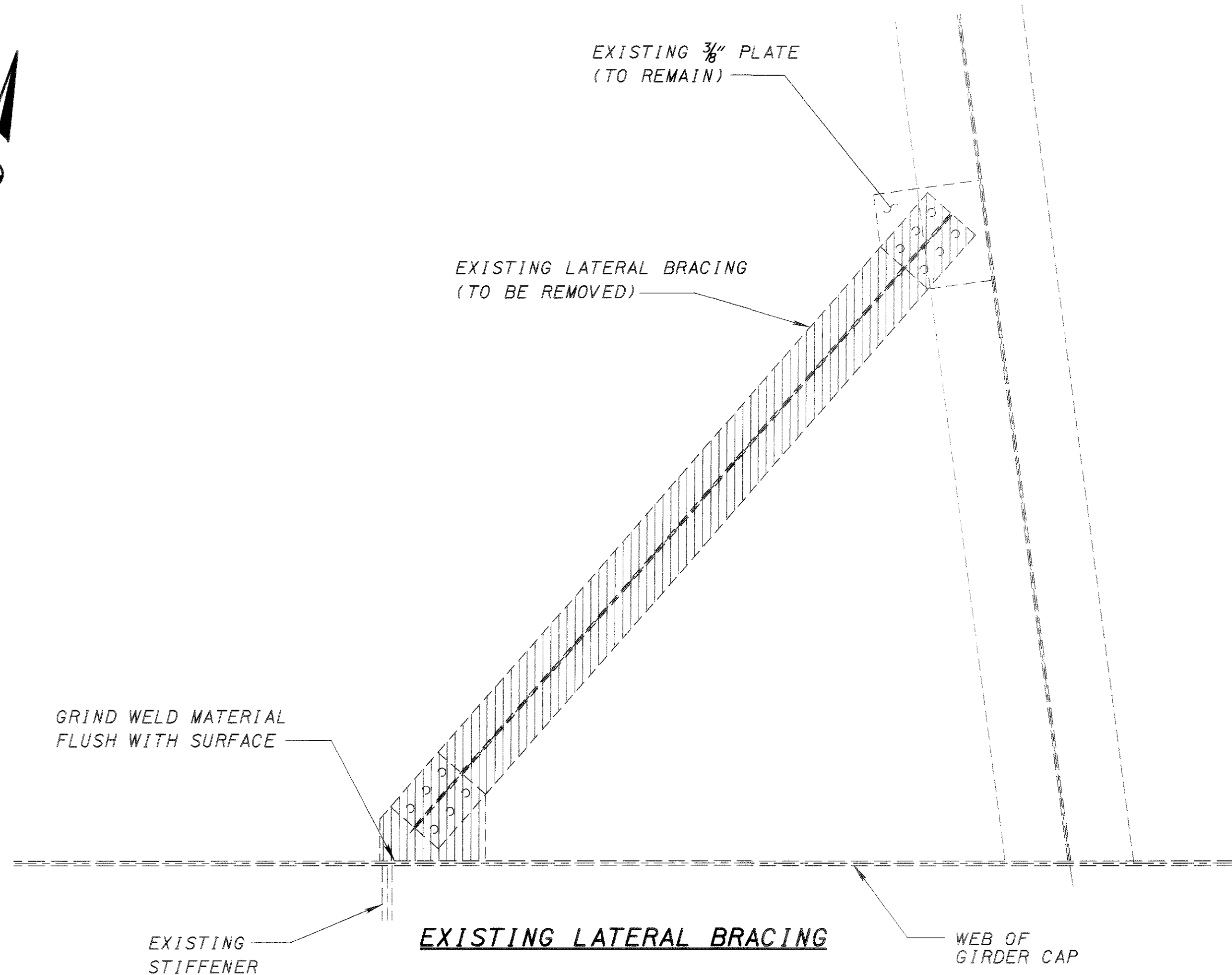


DETAIL 1
(SEE NOTE 1)



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DESIGNED	ENB
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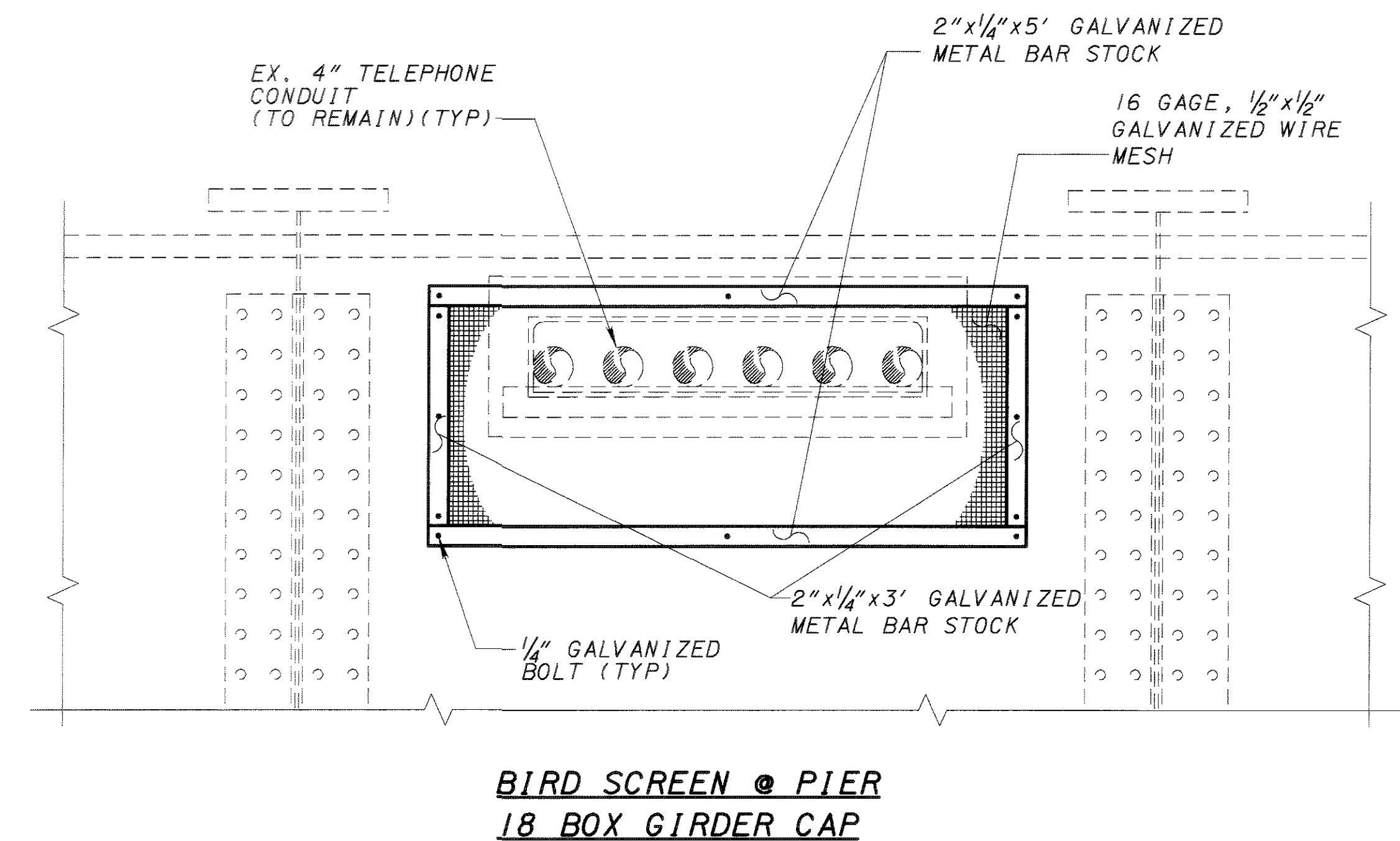
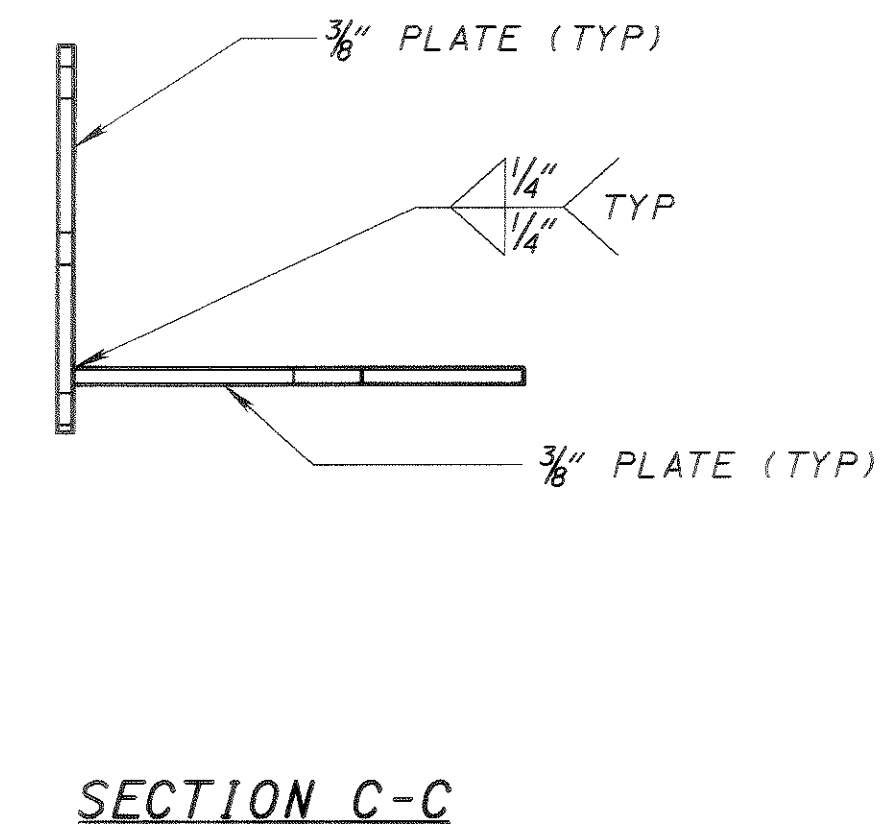
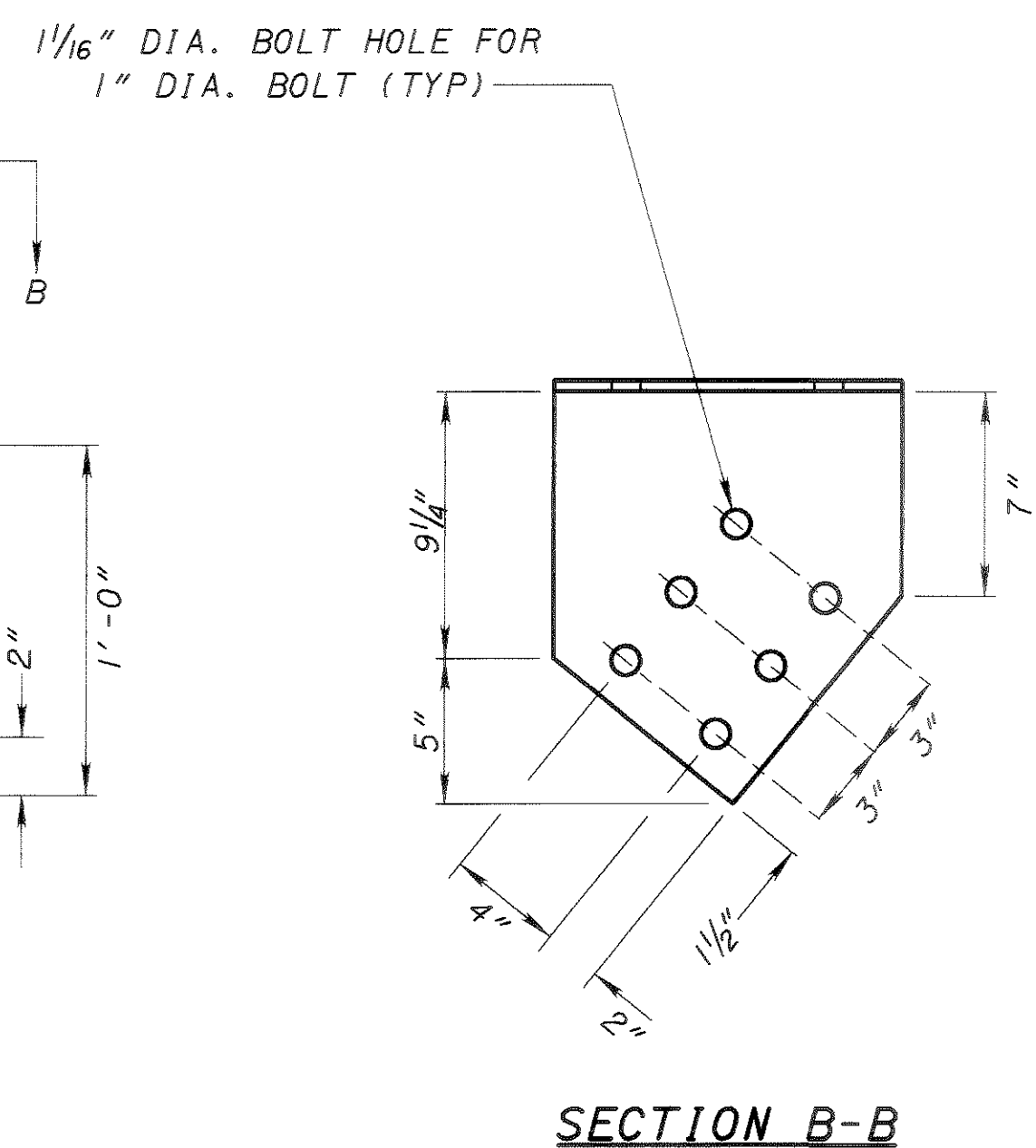
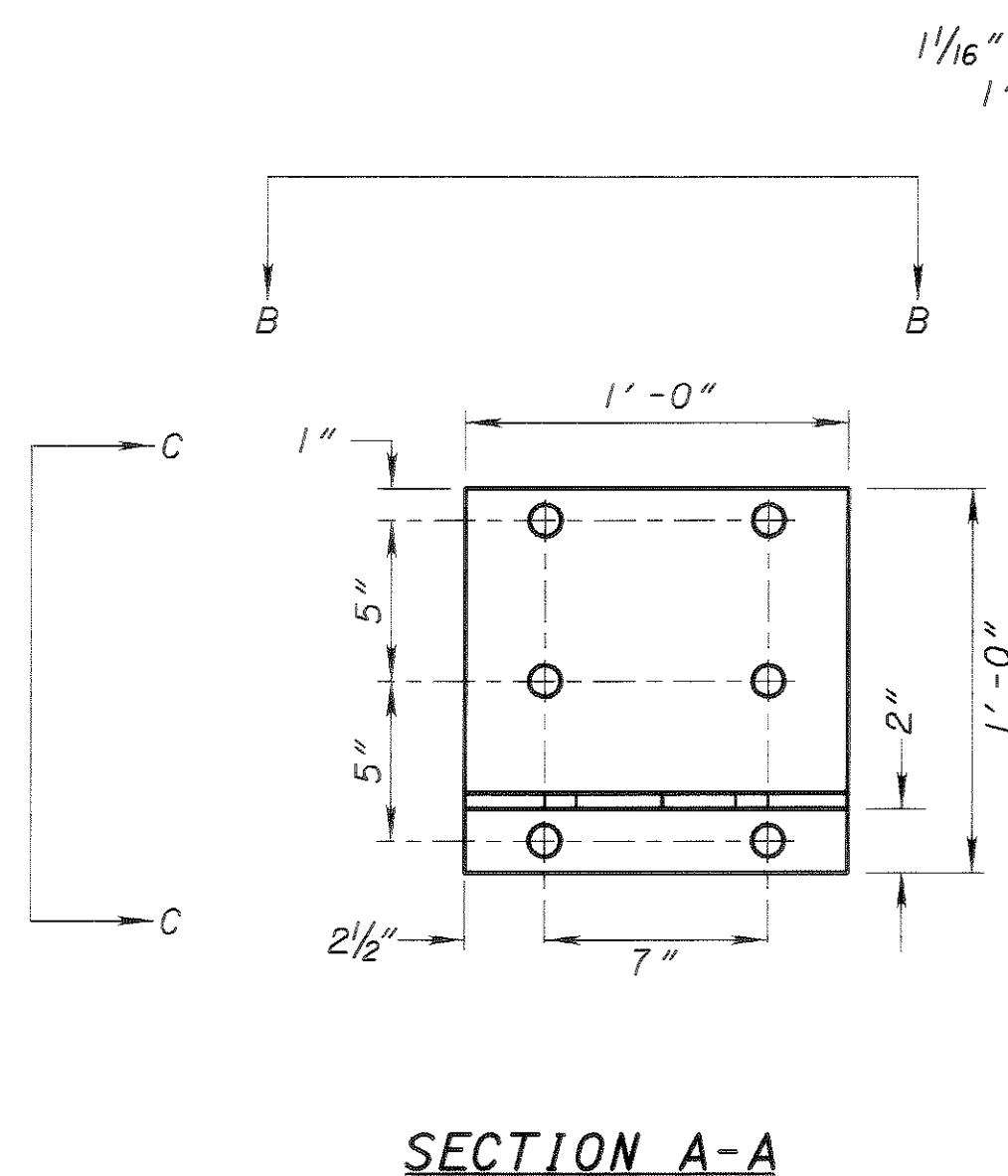
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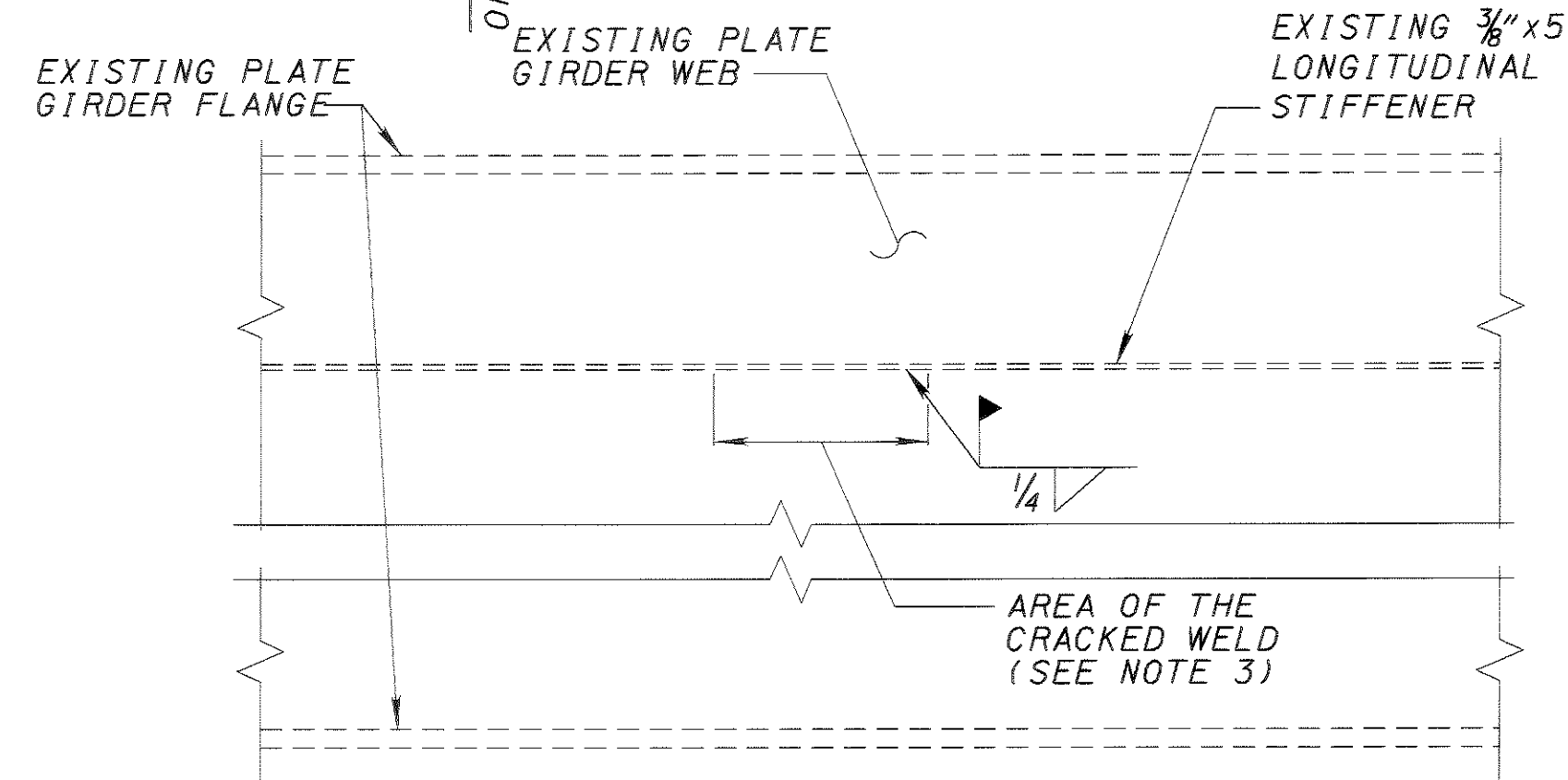
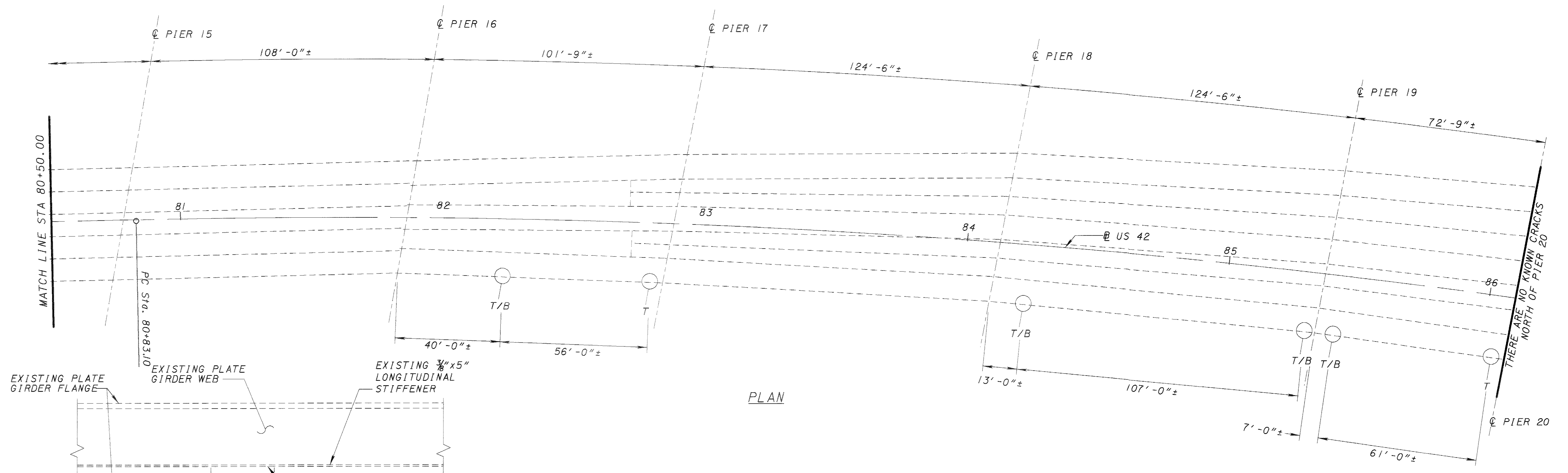
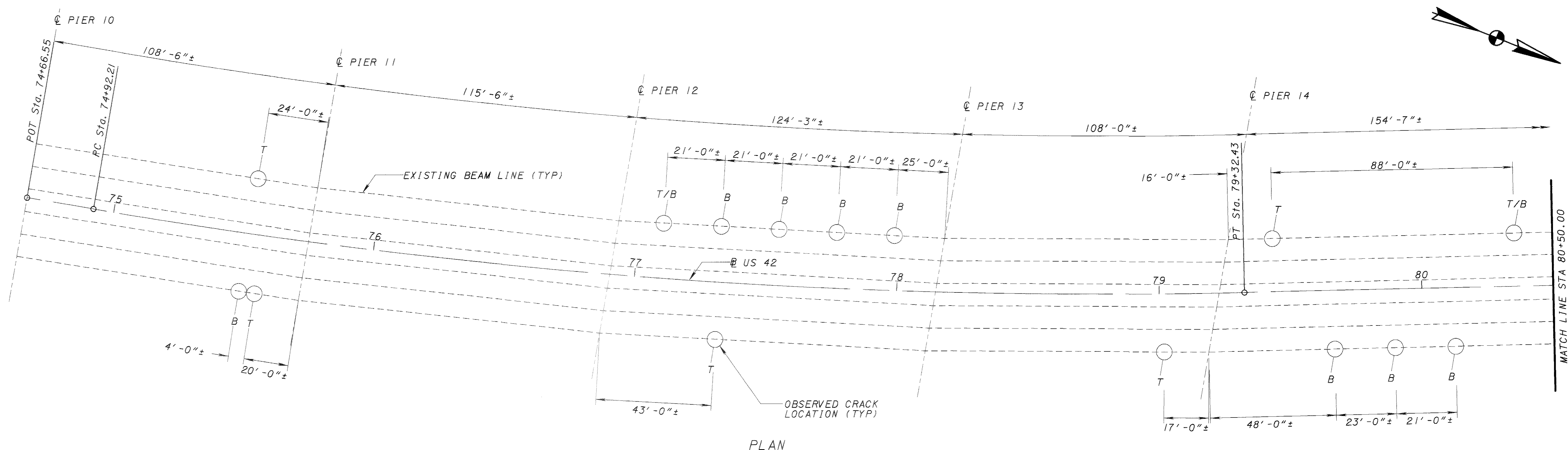
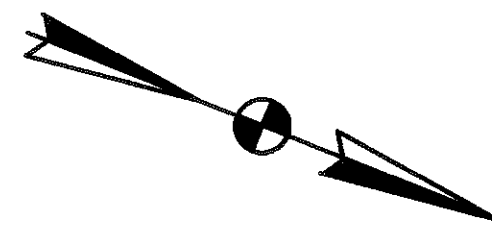


CONNECTION OF PROPOSED LATERAL BRACING TO EXISTING $\frac{3}{8}$ " PLATE TO MATCH EXISTING CONNECTION IF POSSIBLE. IF NOT, THE PROPOSED LATERAL BRACING SHALL BE WELDED TO THE EXISTING $\frac{3}{8}$ " PLATE.

NOTES

1. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER A325, GALVANIZED, UNLESS OTHERWISE NOTED.
2. SEE SHEET 12/24 FOR LOCATION OF LATERAL BRACING TO BE REPLACED

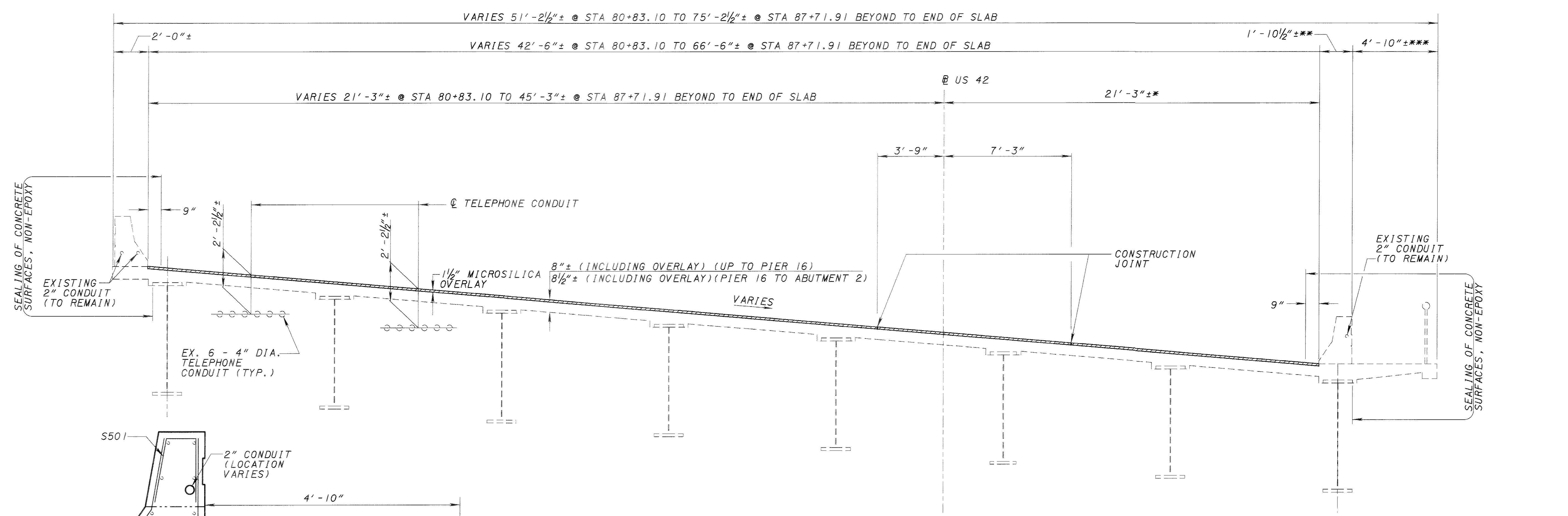




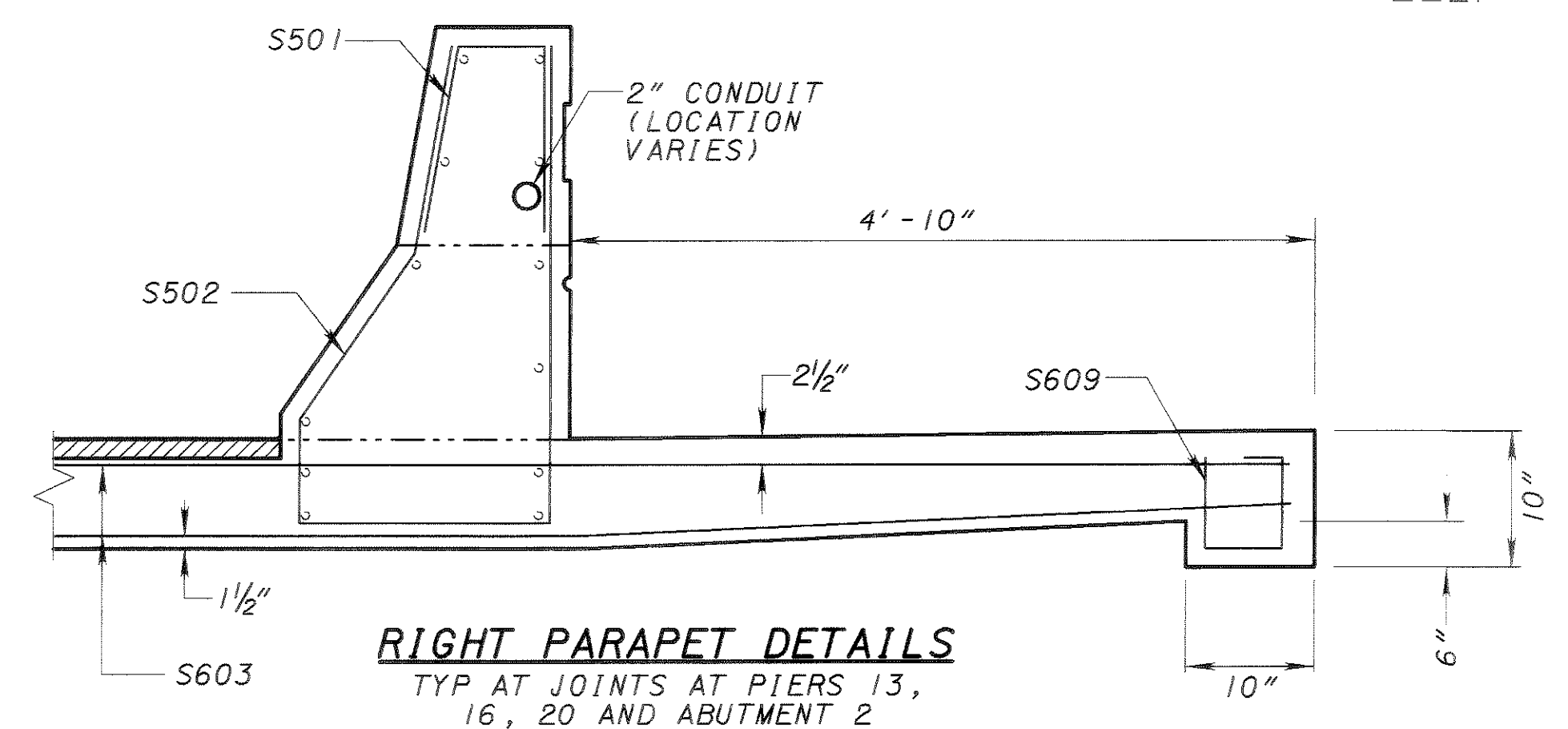
LEGEND:
T = LOCATION OF CRACK IN THE TOP HORIZONTAL STIFFENER BUTT WELD
B = LOCATION OF CRACK IN THE BOTTOM HORIZONTAL STIFFENER BUTT WELD

- NOTES:**
- DIMENSIONS TO CRACKS ARE APPROXIMATE, THEY ARE GIVEN TO HELP THE CONTRACTOR FIND THE LOCATION OF CRACKS.
 - SEE SHEET 5/24, ITEM 513 STRUCTURAL STEEL, MISC. PENCIL ABRASIVE BLASTING, GRINDING AND NDT, AND ITEM 513 STRUCTURAL STEEL, MISC. WELDING STRUCTURAL STEEL FOR A DESCRIPTION OF WORK TO BE DONE.
 - AFTER PENCIL ABRASIVE BLASTING, GRINDING AND NDT, WELD AS INDICATED FOR LENGTH OF REPAIR FOUND AND AS DIRECTED BY THE ENGINEER.

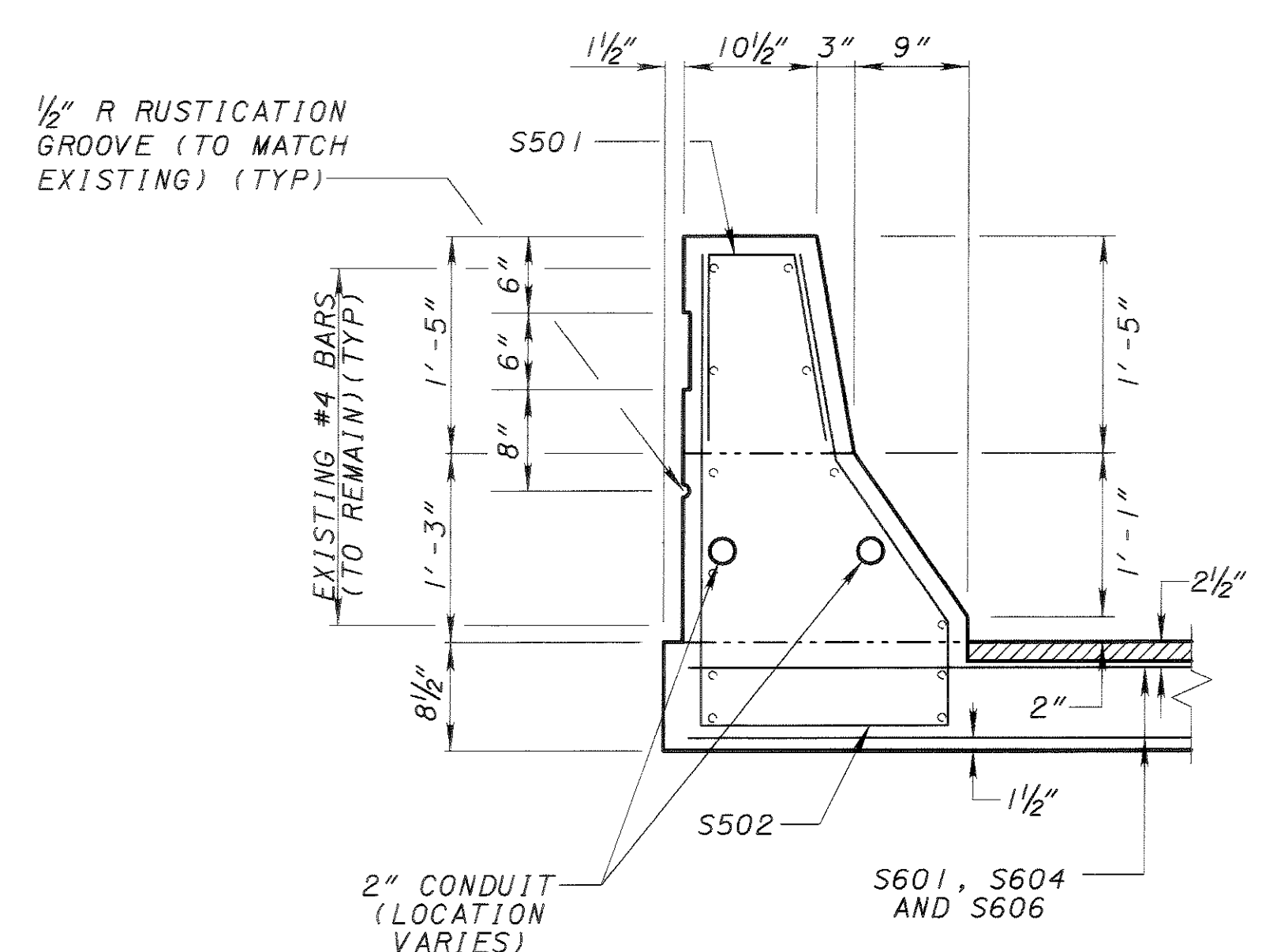
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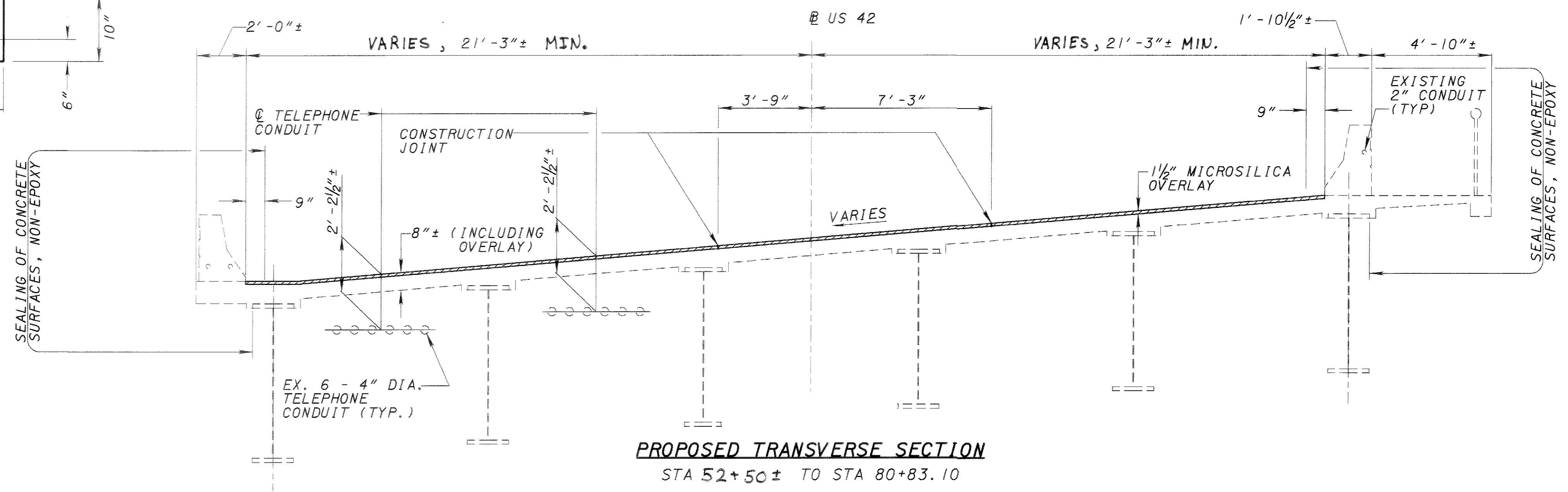
PROPOSED TRANSVERSE SECTION
STA 80+83.10 TO ABUTMENT 2



RIGHT PARAPET DETAILS
TYP AT JOINTS AT PIERS 13,
16, 20 AND ABUTMENT 2



LEFT PARAPET DETAILS
TYP AT JOINTS AT PIERS 13,
16, 20 AND ABUTMENT 2



PROPOSED TRANSVERSE SECTION
STA 52+50± TO STA 80+83.10

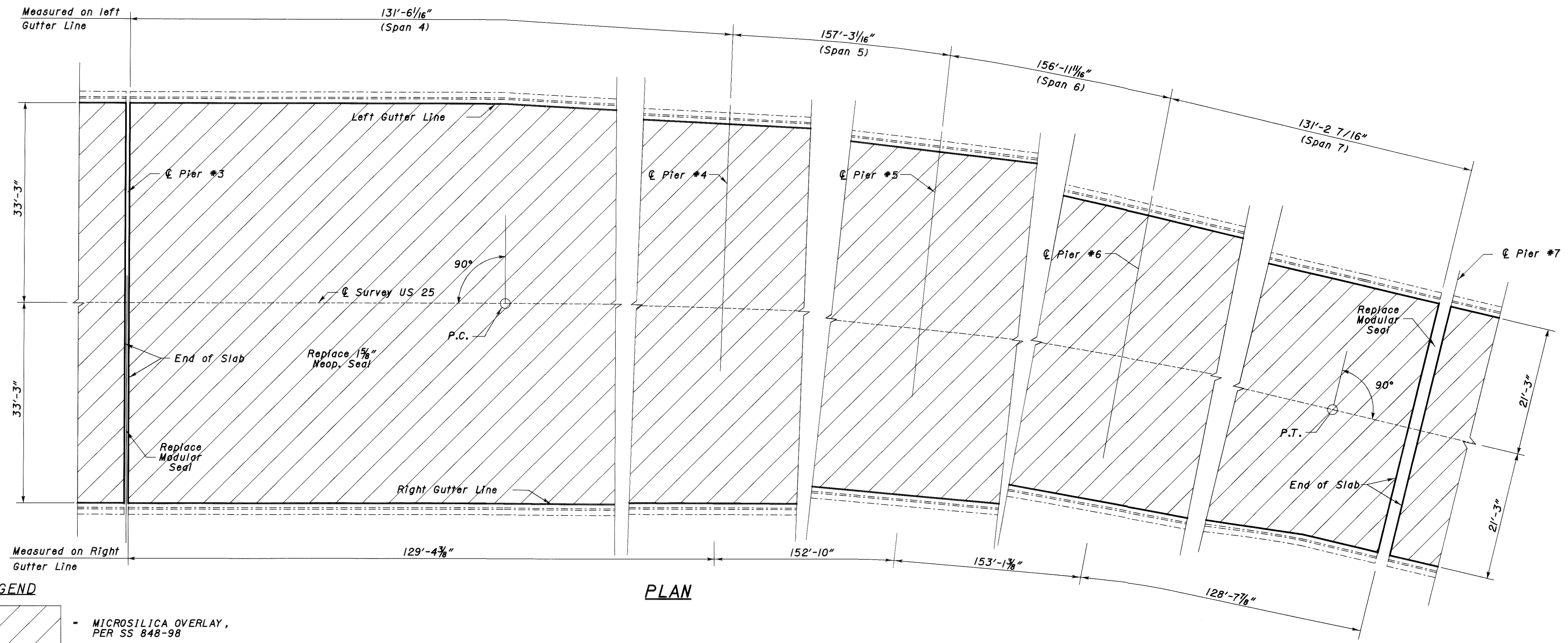
NOTES:

1. FOR LIMITS OF NEW PARAPET AND ADDITIONAL REINFORCING, SEE SHEETS 16-20 OF 24.
2. FOR DIMENSIONS OF RIGHT PARAPET, SEE LEFT PARAPET DETAILS

- * 21'-3"± FROM STA 80+83.10 TO STA 81+85.42 AND STA 86+48.48 TO BEYOND END OF SLAB
VARIES 21'-3"± @ STA 81+85.42 TO 48'-6"± @ STA 85+36.17
26'-1"± FROM STA 85+36.17 TO STA 86+48.48.
- ** 0'-0" FROM STA 85+36.17 TO TO STA 86+48.48.
- *** 4'-10"± FROM STA STA 80+83.10 TO STA 81+85.42 AND STA 86+48.48 TO BEYOND END OF SLAB
1'-10"± FROM STA 81+85.42 TO STA 85+36.17
0'-0" FROM STA 85+36.17 TO STA 86+48.48.

= 1 1/2" MICROSILICA OVERLAY

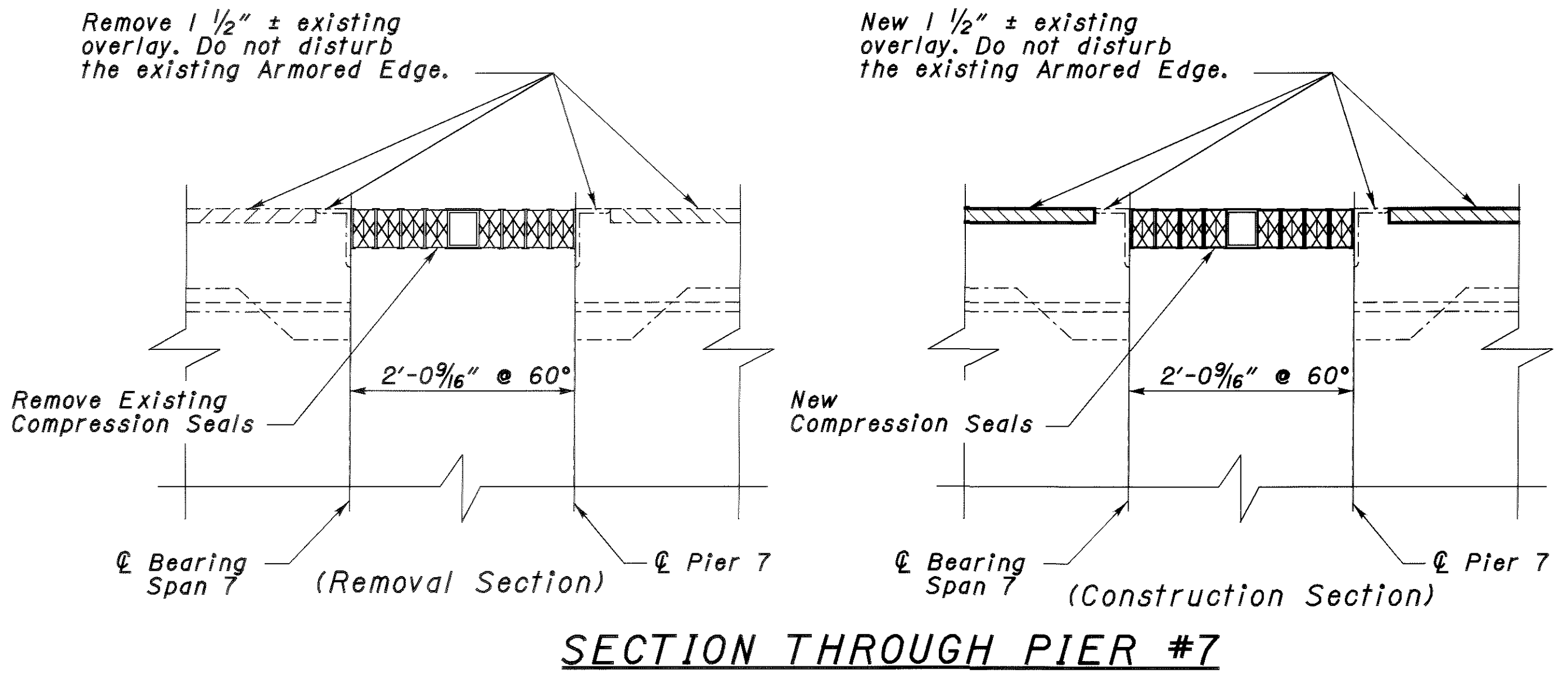
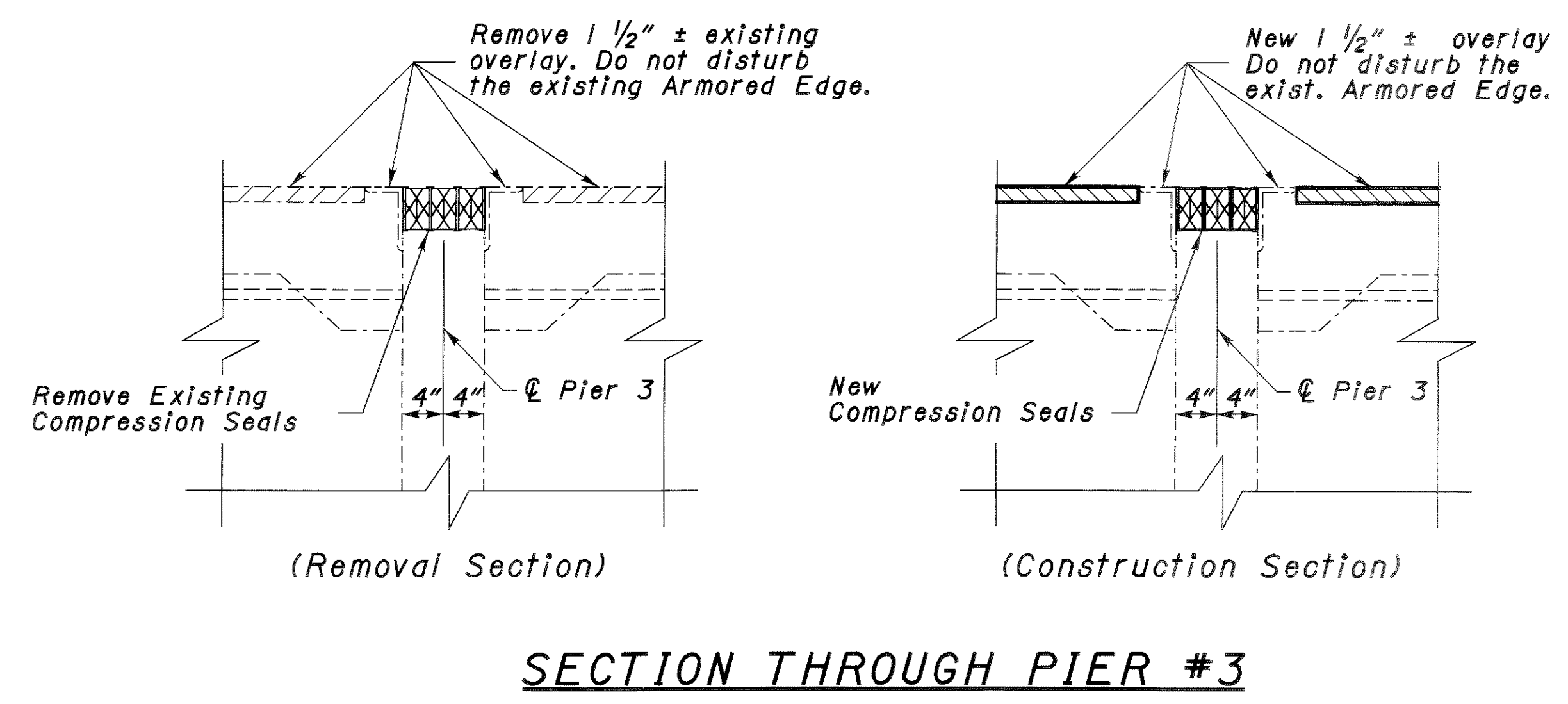
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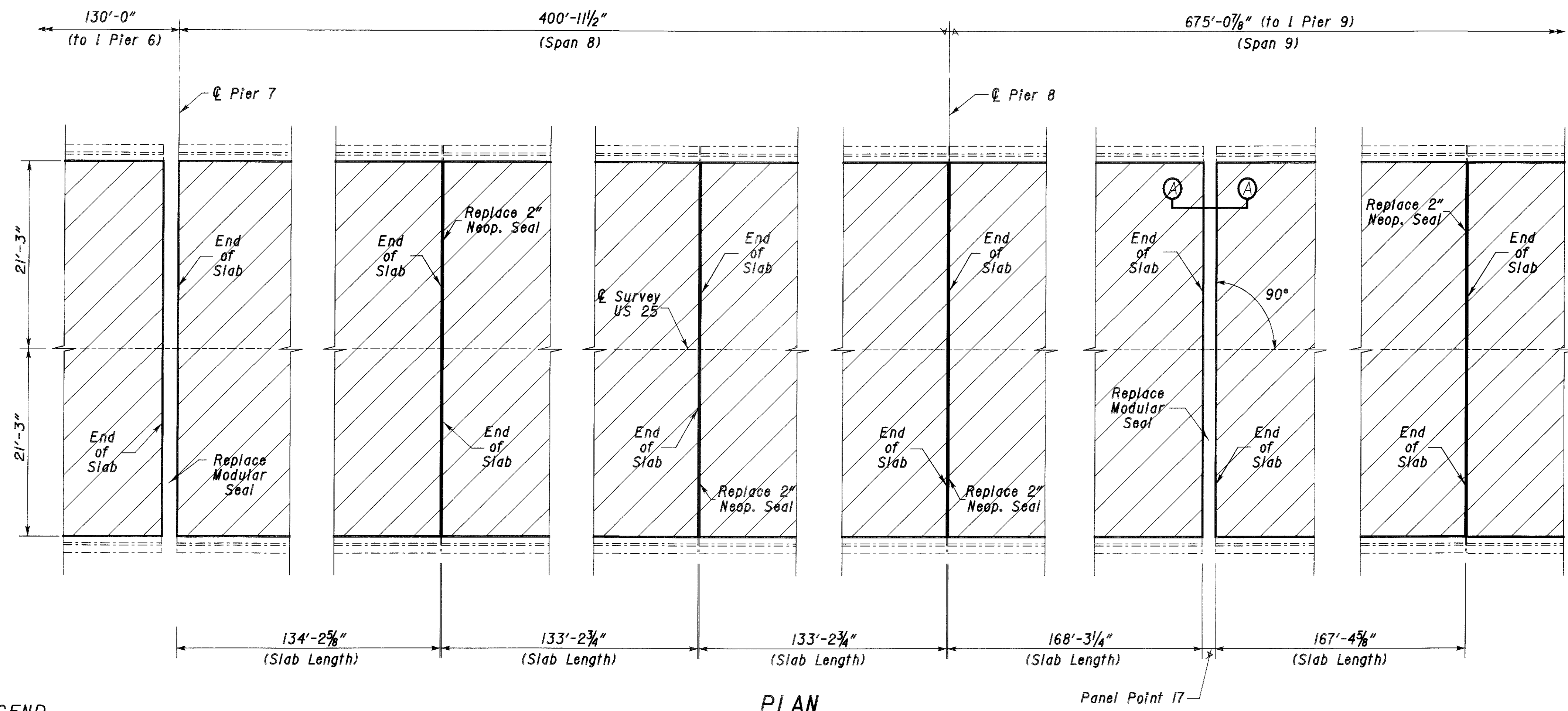


PLAN

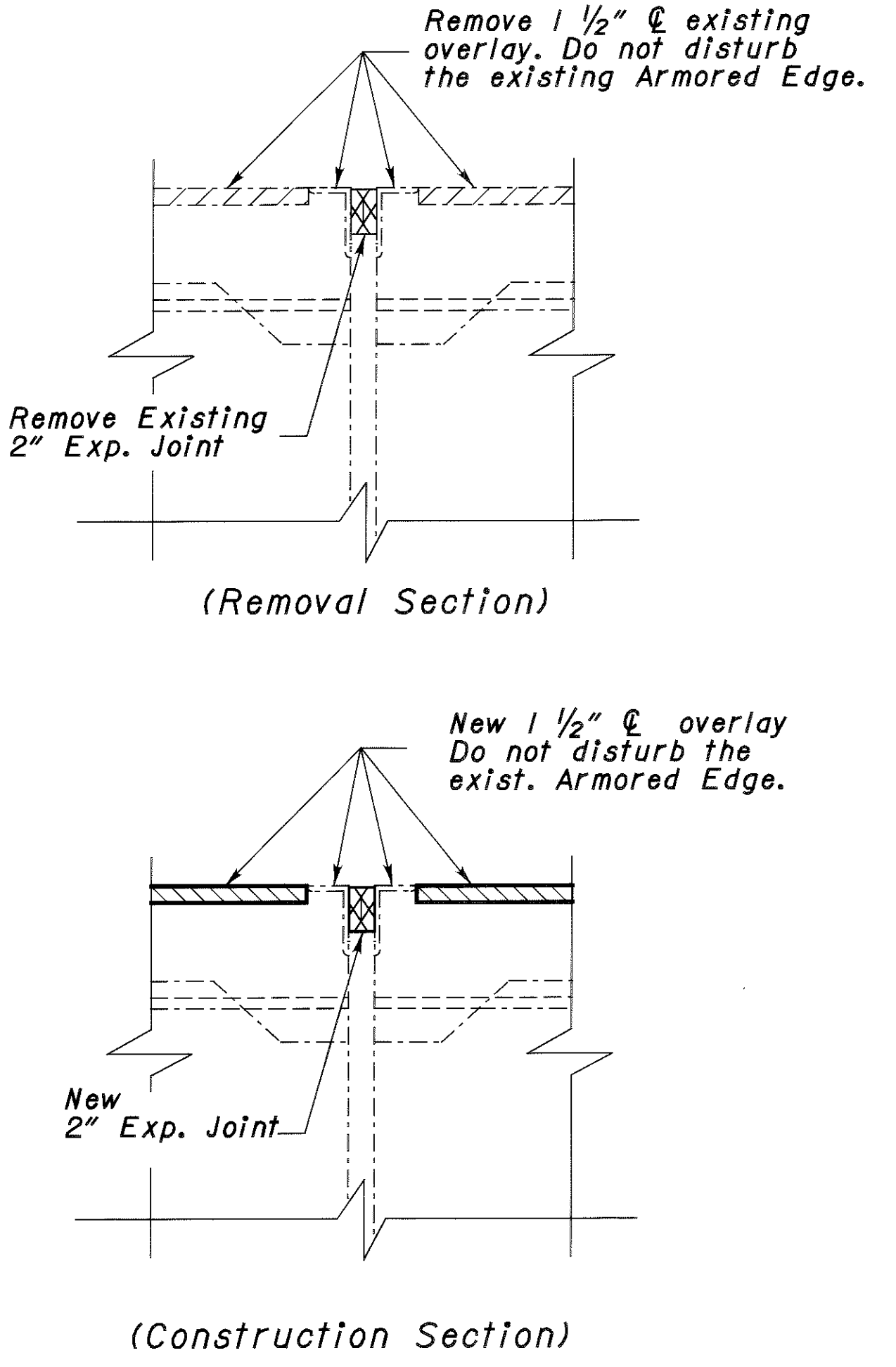
LEGEND

- MICROSILICA OVERLAY, PER SS 848-98



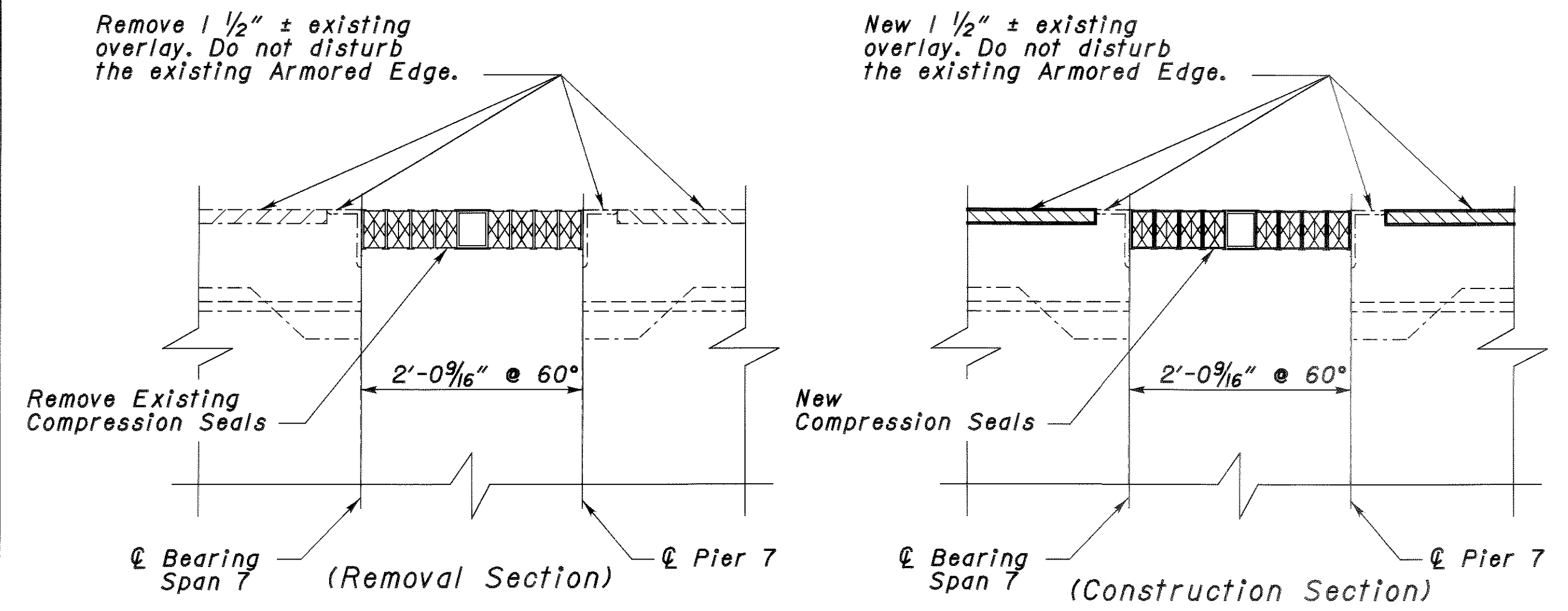


PLAN

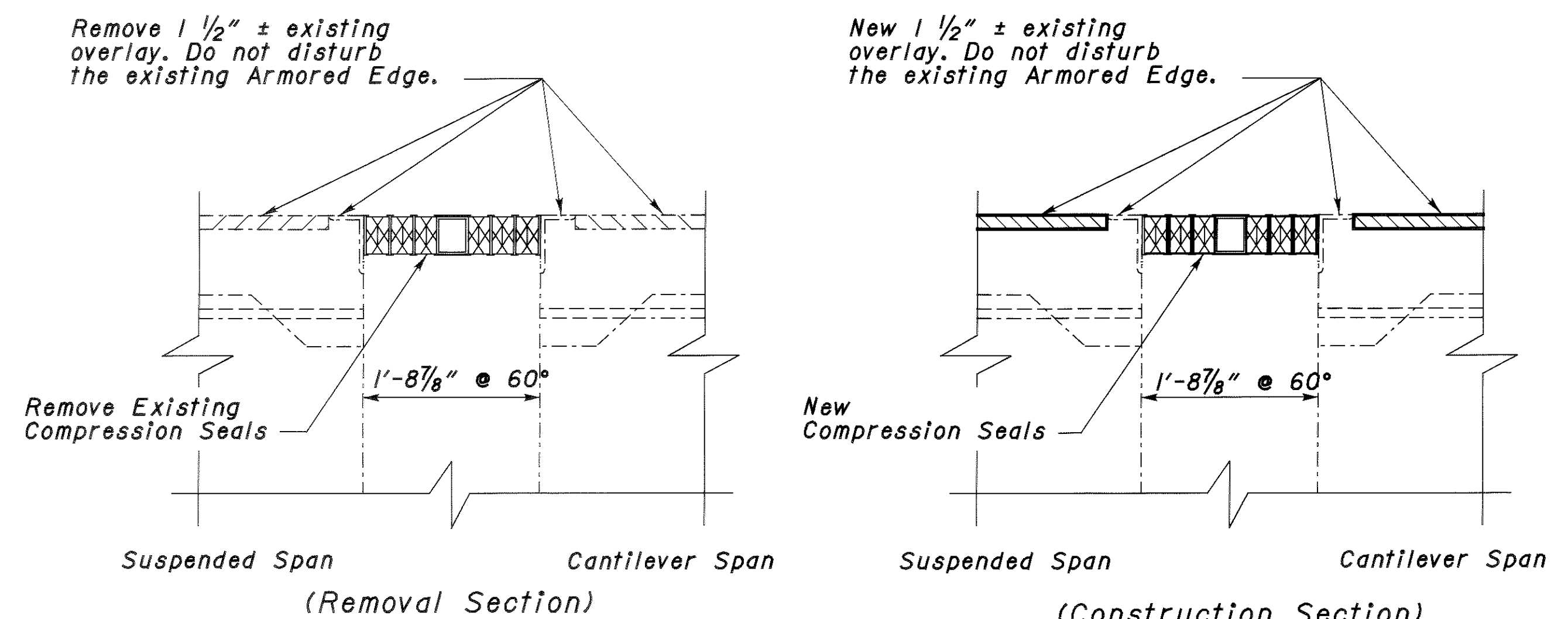


SECTION THROUGH 2" EXP. JOINT

LEGEND
 - MICROSILICA OVERLAY, PER SS 848-98



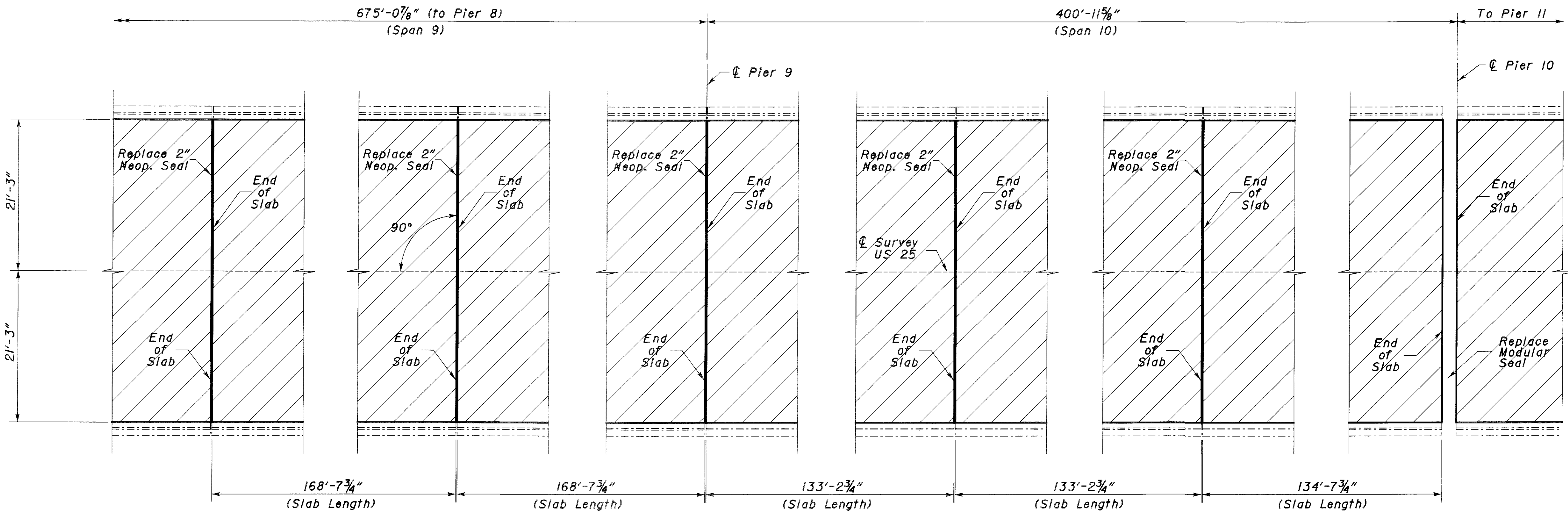
SECTION THROUGH PIER #7



SECTION A-A

(@ Panel Point 17)

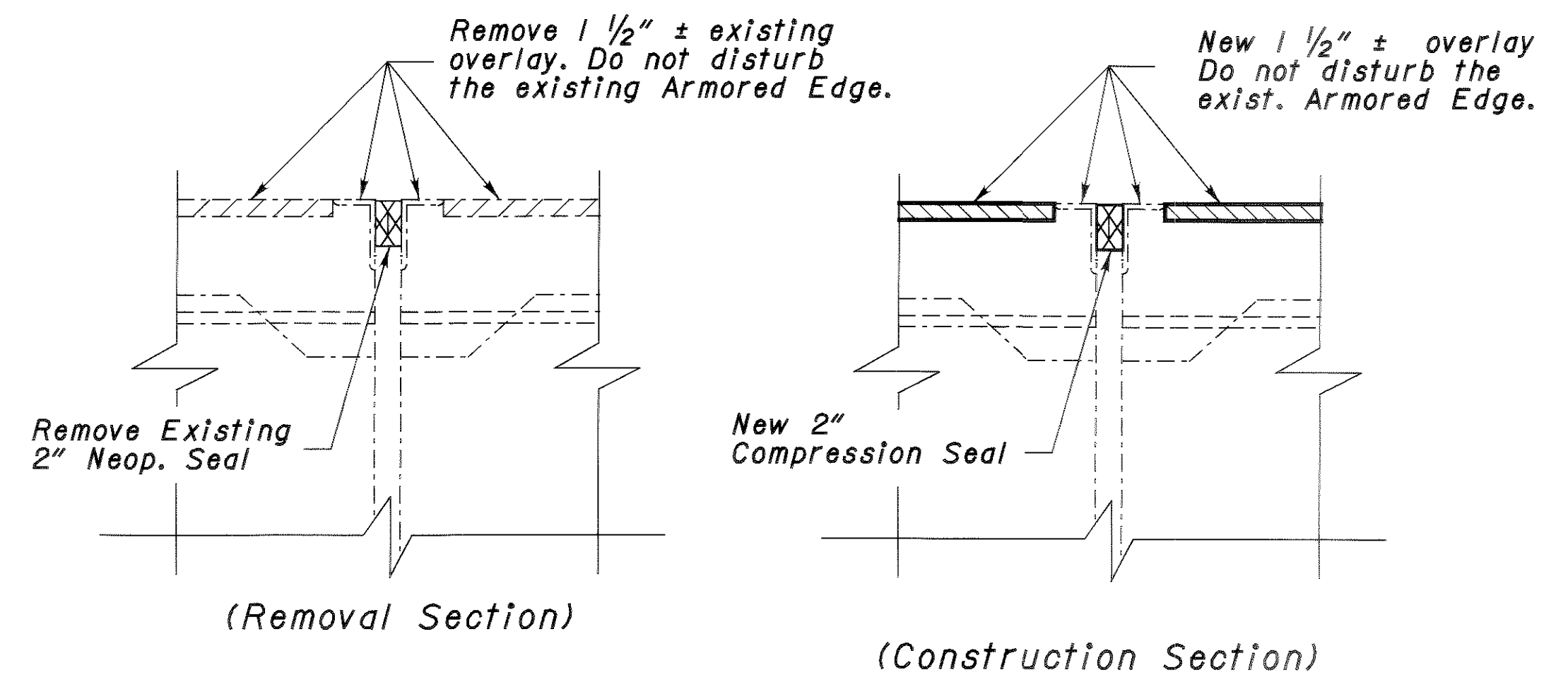
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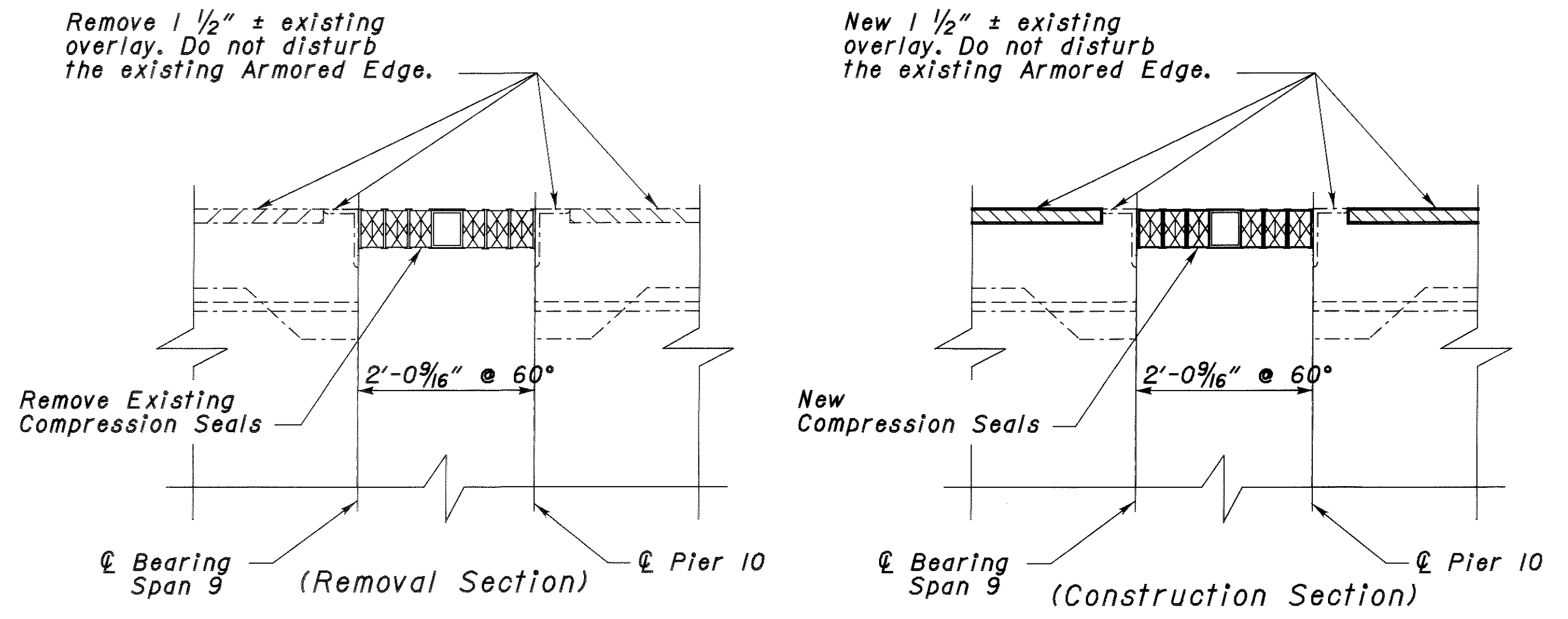
LEGEND

 - MICROSILICA OVERLAY, PER SS 848-98

PLAN



SECTION THROUGH 2" EXP. JOINT



SECTION THROUGH PIER #10

07-OCT-2003 15:14 rkramer it\projects\HAM\us042\00.00_PID21774\Design\CADD\by 000T\design sheets2.dgn

DESIGN AGENCY
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

DATE
REVISED
STRUCTURE FILE NUMBER
3102246

DRAWN
GSM
REVISED

DESIGNED
DC
CHECKED

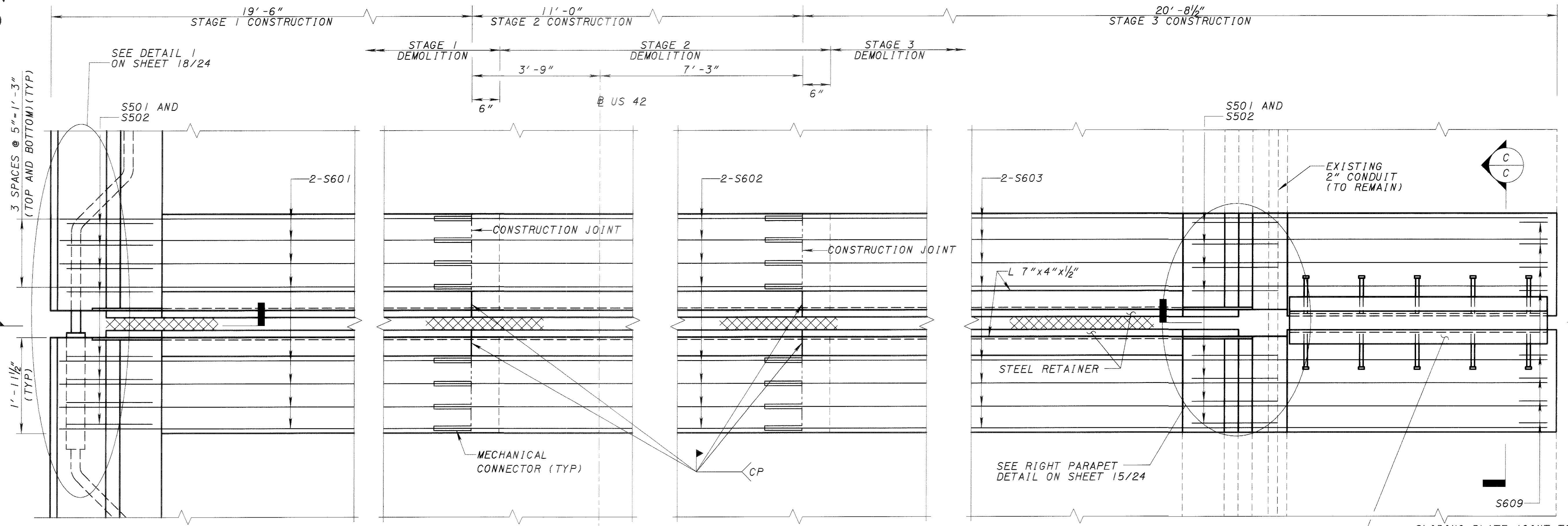
PIER 9 AND 10 EXPANSION JOINT DETAILS

BRIDGE NO. HAM-42-0000
U.S. 42 OVER MEHRING WAY

HAM-42-0.00

150/24

550
73

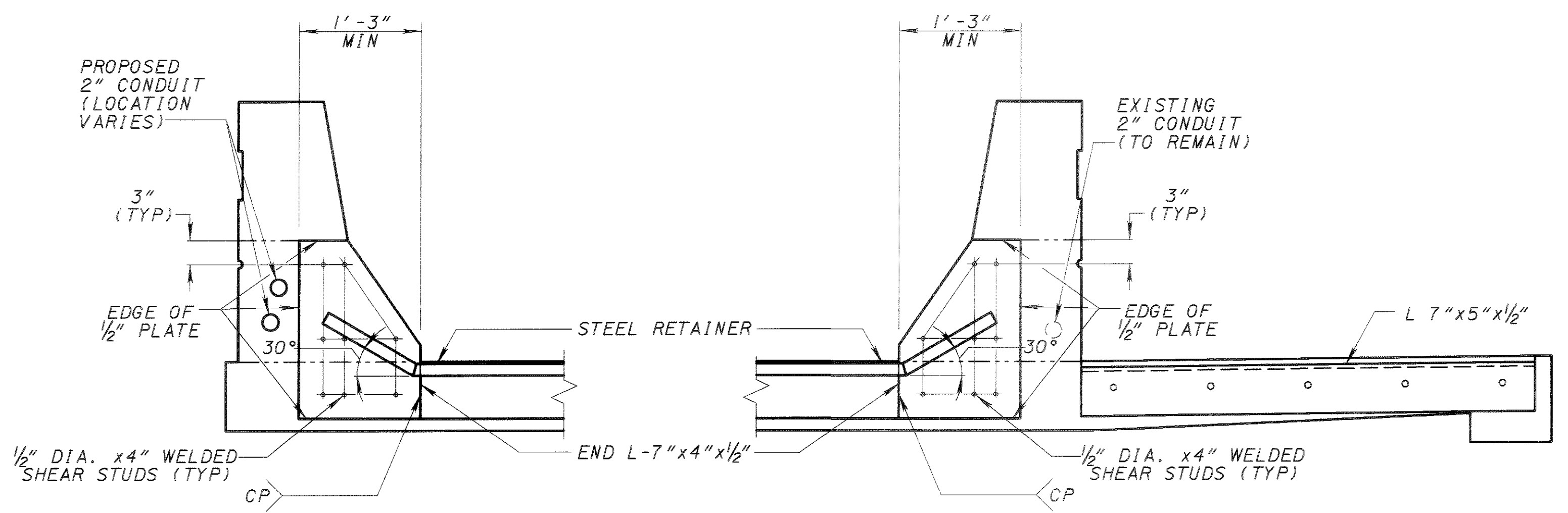


PLAN

NOTES:

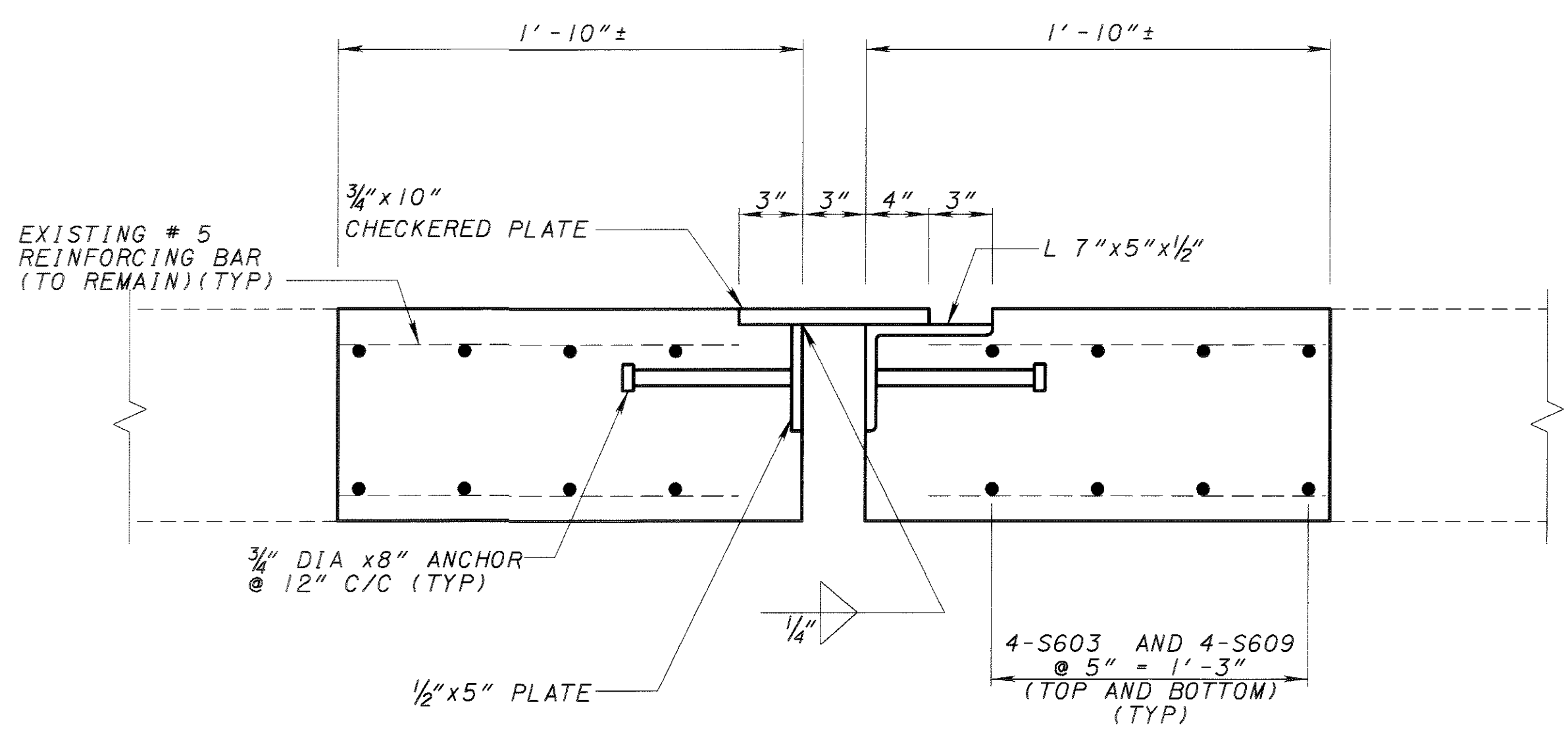
1. FOR ADDITIONAL EXPANSION JOINT DETAILS, EXISTING REINFORCING TO REMAIN AND NOTES, SEE SHEET 19/24.
2. REFER TO STD. DWG. EXJ-4-87 FOR ADDITIONAL DETAILS.
3. SEE SHEET 15/24 FOR PARAPET DETAILS AND REINFORCING DETAILS.

SLIDING PLATE JOINT TO BE INCLUDED WITH ITEM 516 STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL



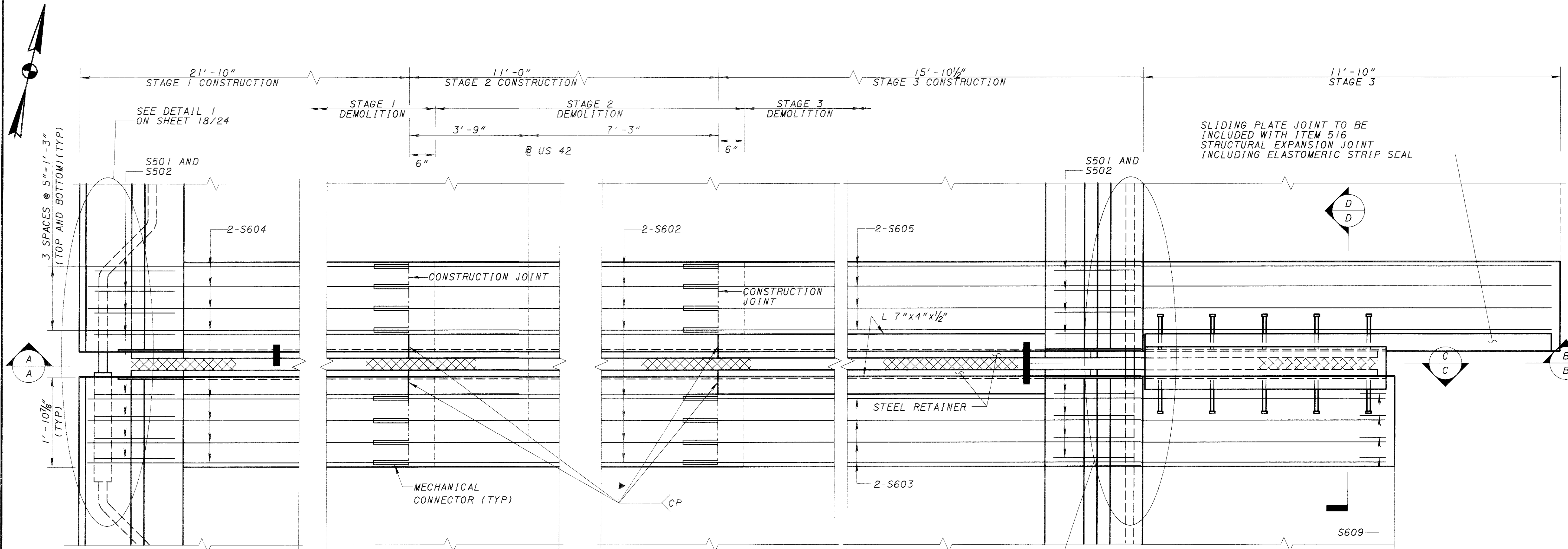
VIEW A-A

VIEW B-B



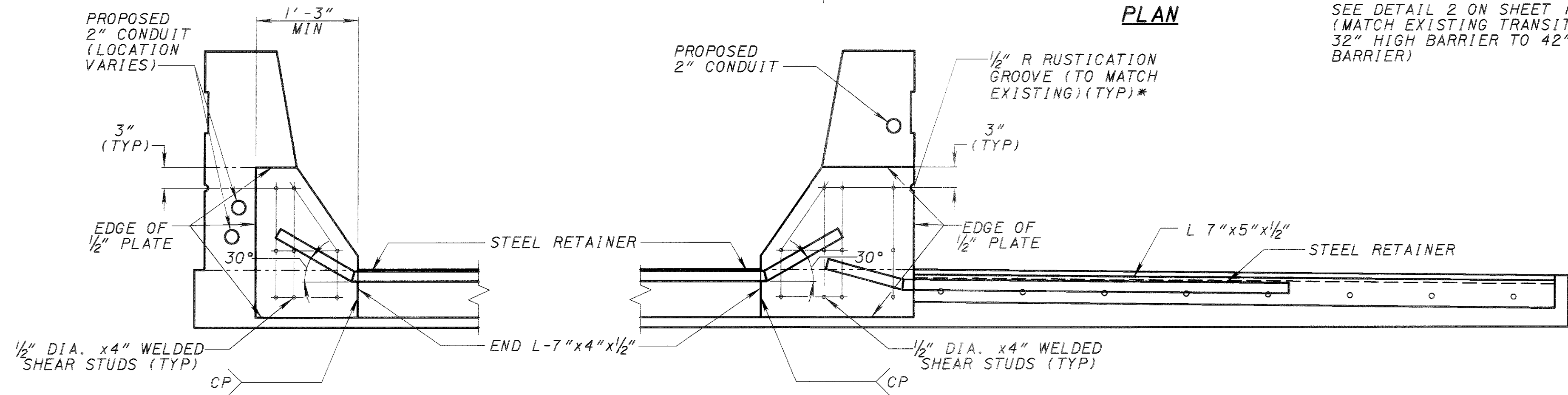
SECTION C-C

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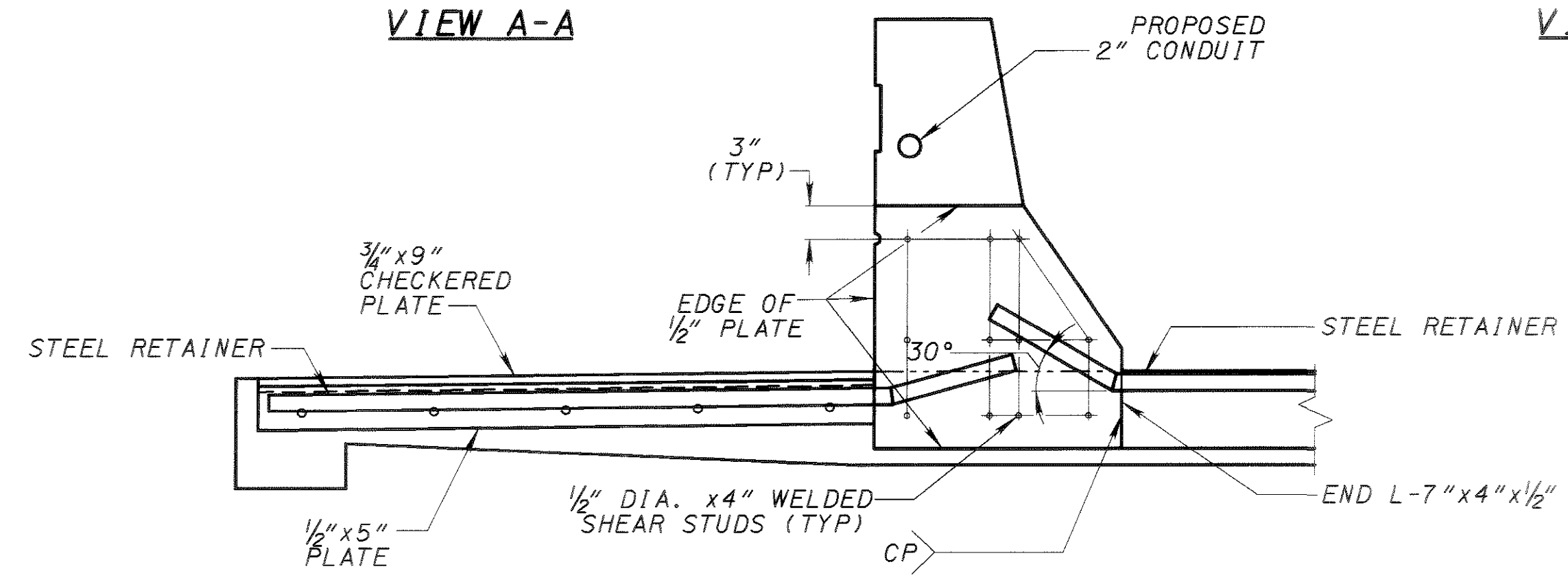
PLAN

SEE DETAIL 2 ON SHEET 18/24 (MATCH EXISTING TRANSITION OF 32" HIGH BARRIER TO 42" HIGH BARRIER)

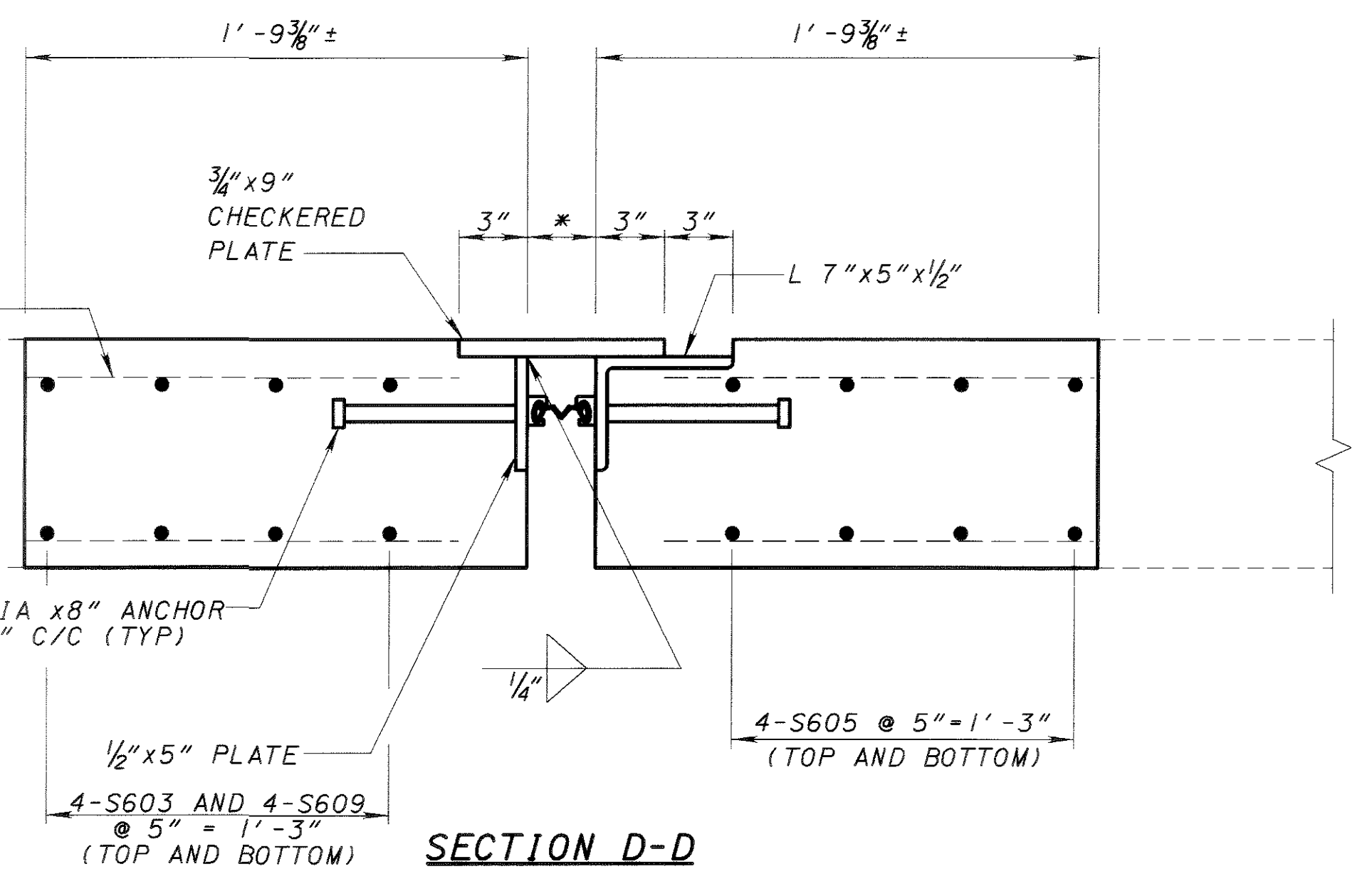


VIEW A-A

VIEW B-B



VIEW C-C



SECTION D-D

NOTES:

1. FOR ADDITIONAL EXPANSION JOINT DETAILS, EXISTING REINFORCING TO REMAIN AND NOTES, SEE SHEET 19/24.
 2. REFER TO STD. DWG. EXJ-4-87 FOR ADDITIONAL DETAILS.
 3. SEE SHEET 15/24 FOR PARAPET DETAILS AND REINFORCING DETAILS.
 4. SEE SHEET 18/24 FOR SECTION E-E.
- * PROVIDE SAME GROOVE IN EXPANSION JOINT PLATES WHERE APPLICABLE.

* = 2 TIMES STEEL RETAINER WIDTH + DIM A (SEE SHEET 19/24 FOR DIM A TABLE)

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07/02/2003
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DESIGN AGENCY
23 TRIANGLE PARK DRIVE
SUITE 2300
CINCINNATI, OH 45246

ME
COMPANIES

REVIEWED DATE 11/06/02
PAR 11/06/02
STRUCTURE FILE NUMBER 3102246

DRAWN ENB
REVISOR
DESIGNED ENB
CHECKED C/M/D

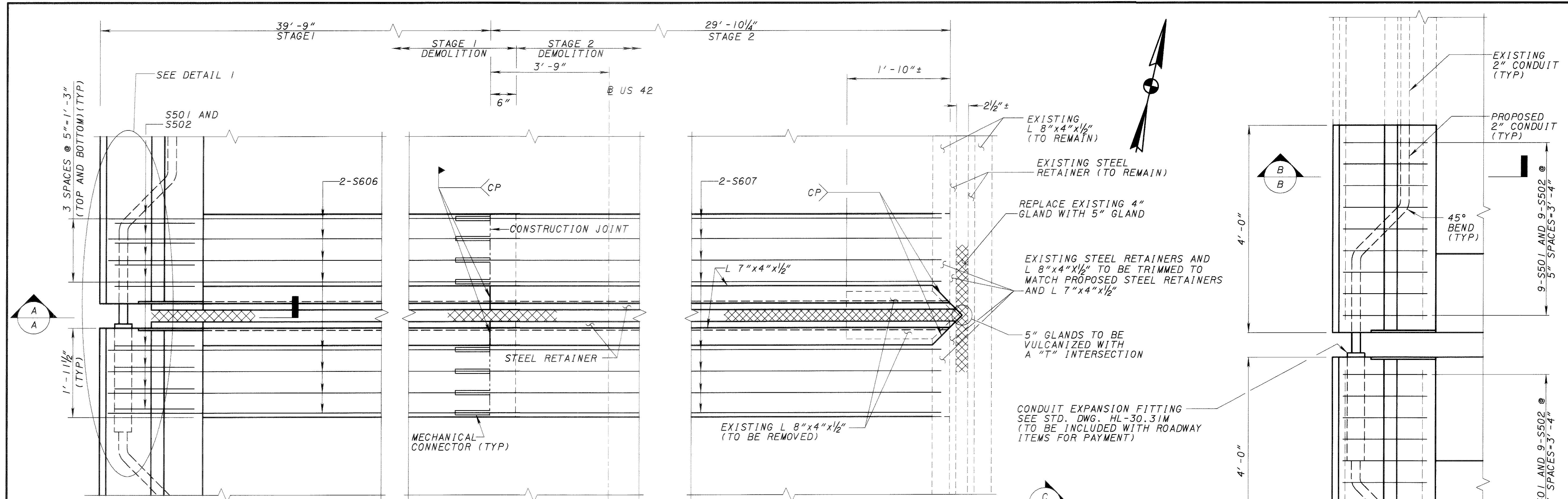
PIER 16 INTERMEDIATE EXPANSION JOINT DETAILS
BRIDGE NO. HAM-42-0000
U.S. 42 OVER MEHRING WAY

HAM-42-0.00

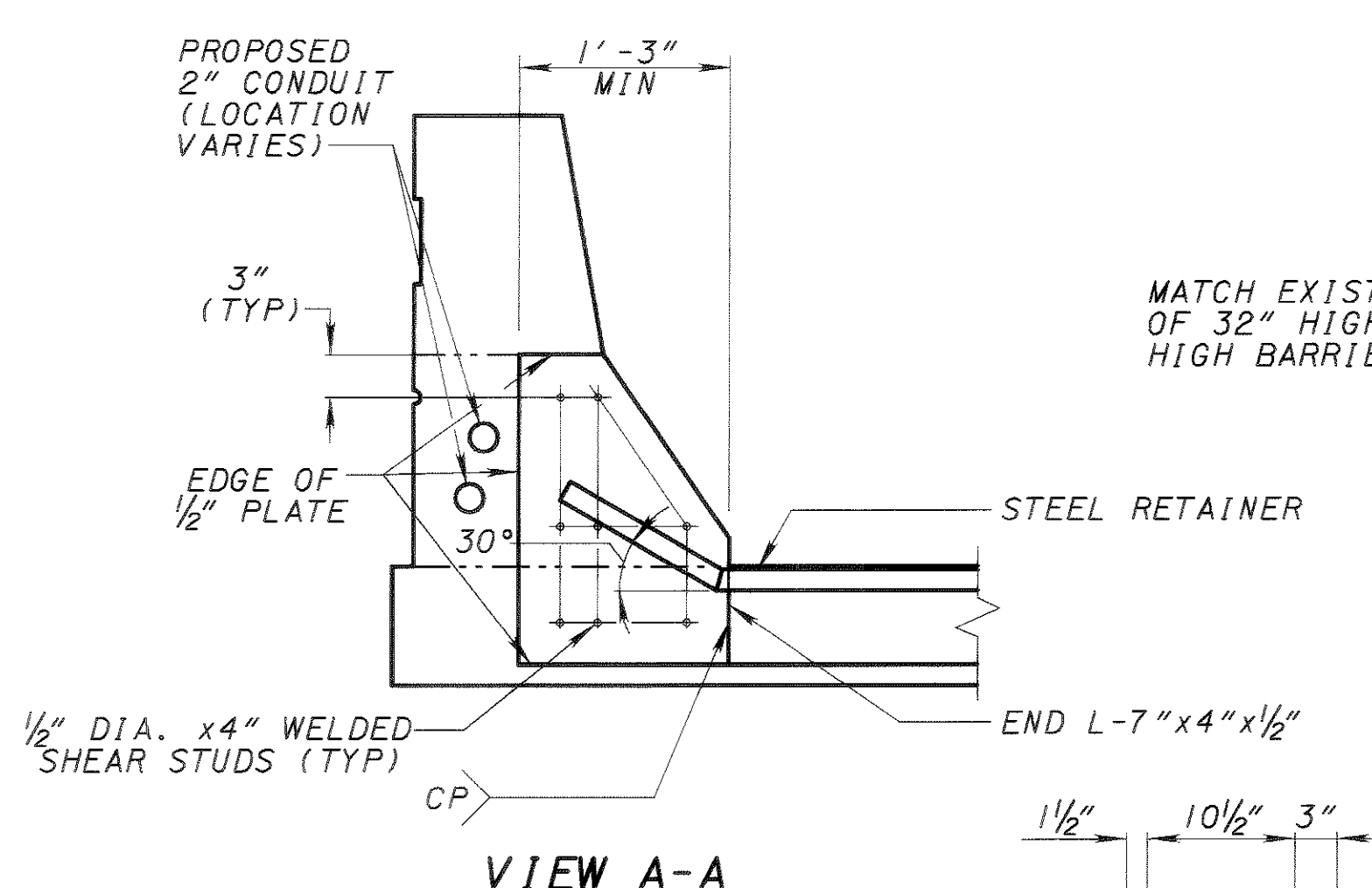
17/24

57
73

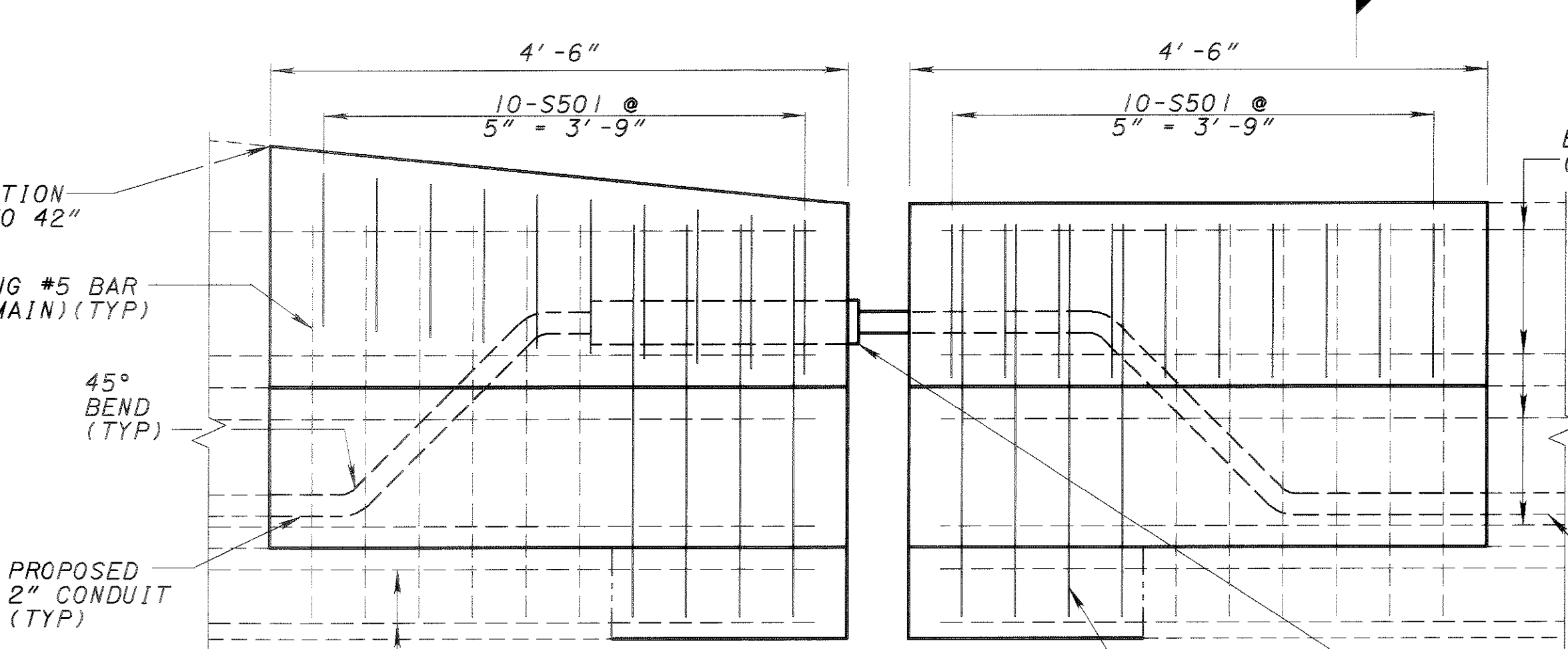
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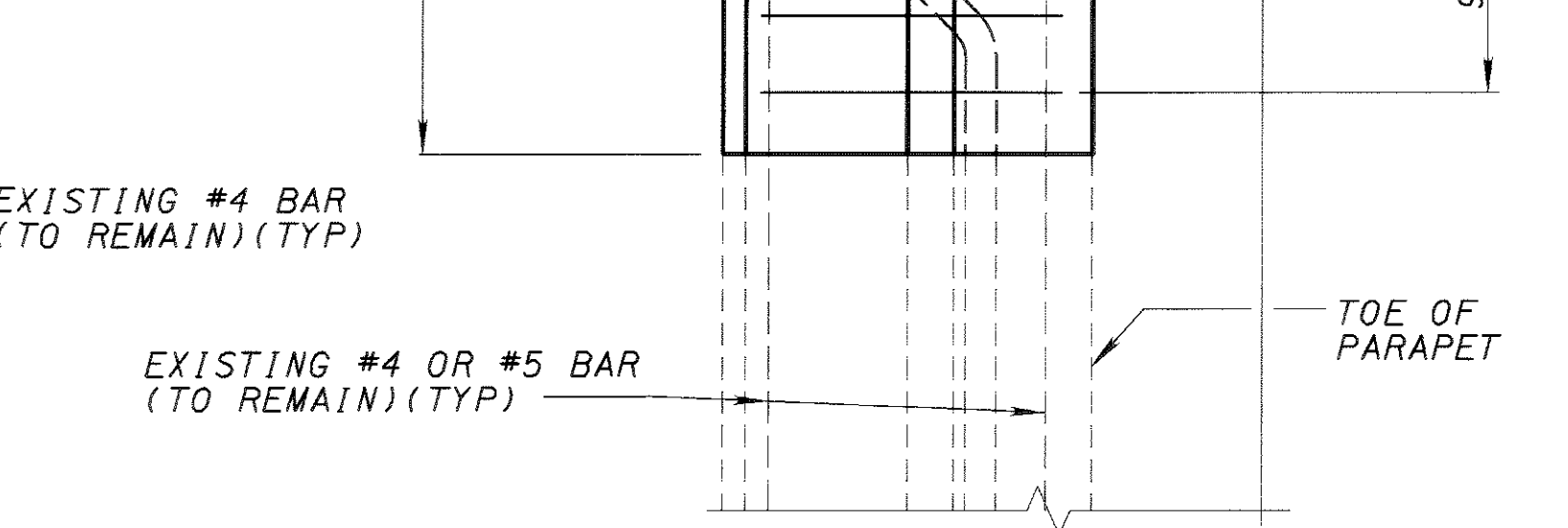
PLAN



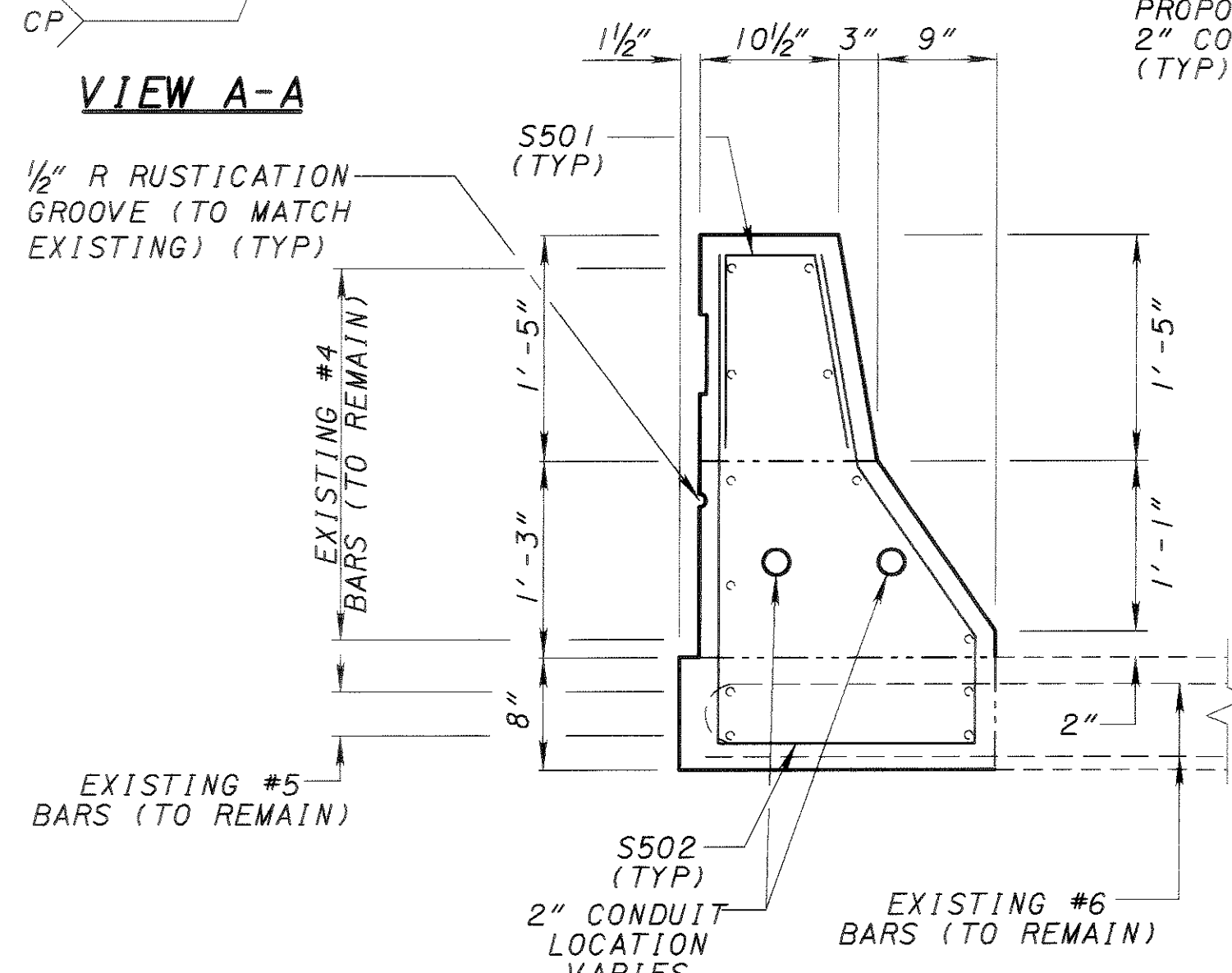
VIEW A-A



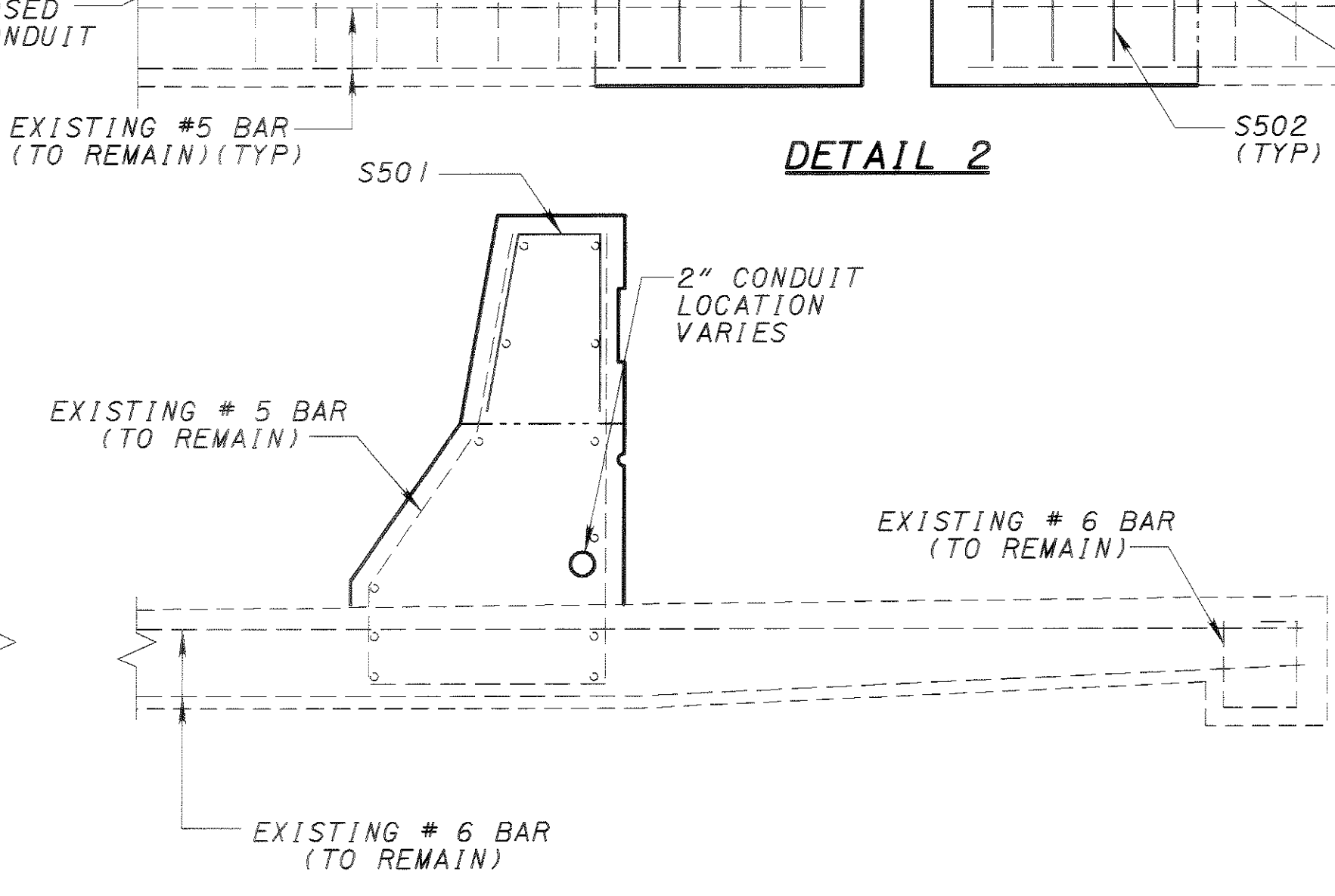
DETAIL 2



DETAIL 1



SECTION B-B



SECTION C-C

NOTES:

1. FOR ADDITIONAL EXPANSION JOINT DETAILS, EXISTING REINFORCING TO REMAIN AND NOTES, SEE SHEET 19/24.
2. REFER TO STD. DWG. EXJ-4-87 FOR ADDITIONAL DETAILS.
3. SEE SHEET 15/24 FOR PARAPET DETAILS AND REINFORCING DETAILS.
4. ALL PROPOSED CONDUITS TO BE INCLUDED WITH ROADWAY ITEMS FOR PAYMENT
5. THE EXISTING JOINT THAT SEPARATES SECOND ST AND S.R. 42 WAS MANUFACTURED BY:
 MARBRI ENGINEERING & SUPPLY CO.
 16330 YORK ROAD
 NORTH ROYALTON, OHIO 44133
 (440) 582-2224

CONTRACTOR SHALL FIELD VERIFY THE DIMENSION OF THIS JOINT OPENING PRIOR TO BEGINNING WORK TO VERIFY THAT A 5" GLAND WILL FIT.

DESIGN AGENCY
 23 TRIANGLE PARK DRIVE
 SUITE 2300
 CINCINNATI, OH 45246

ME
 COMPANIES

DESIGNED	ENB	CMD
CHECKED	CMD	
DRAWN	ENB	
REVIEWED	PAR	
DATE	11/06/02	
STRUCTURE FILE NUMBER	3102246	

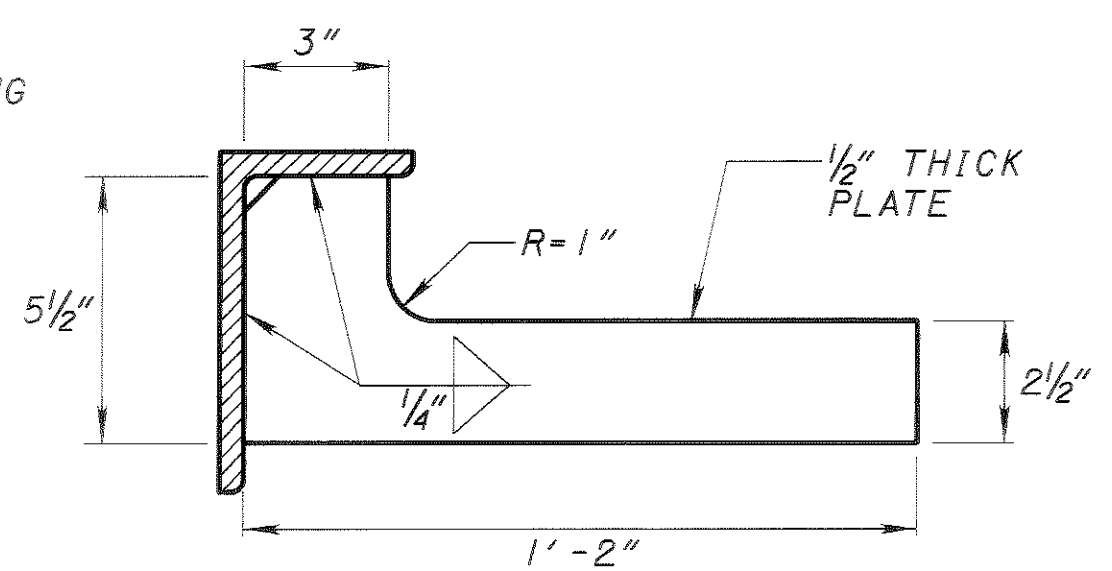
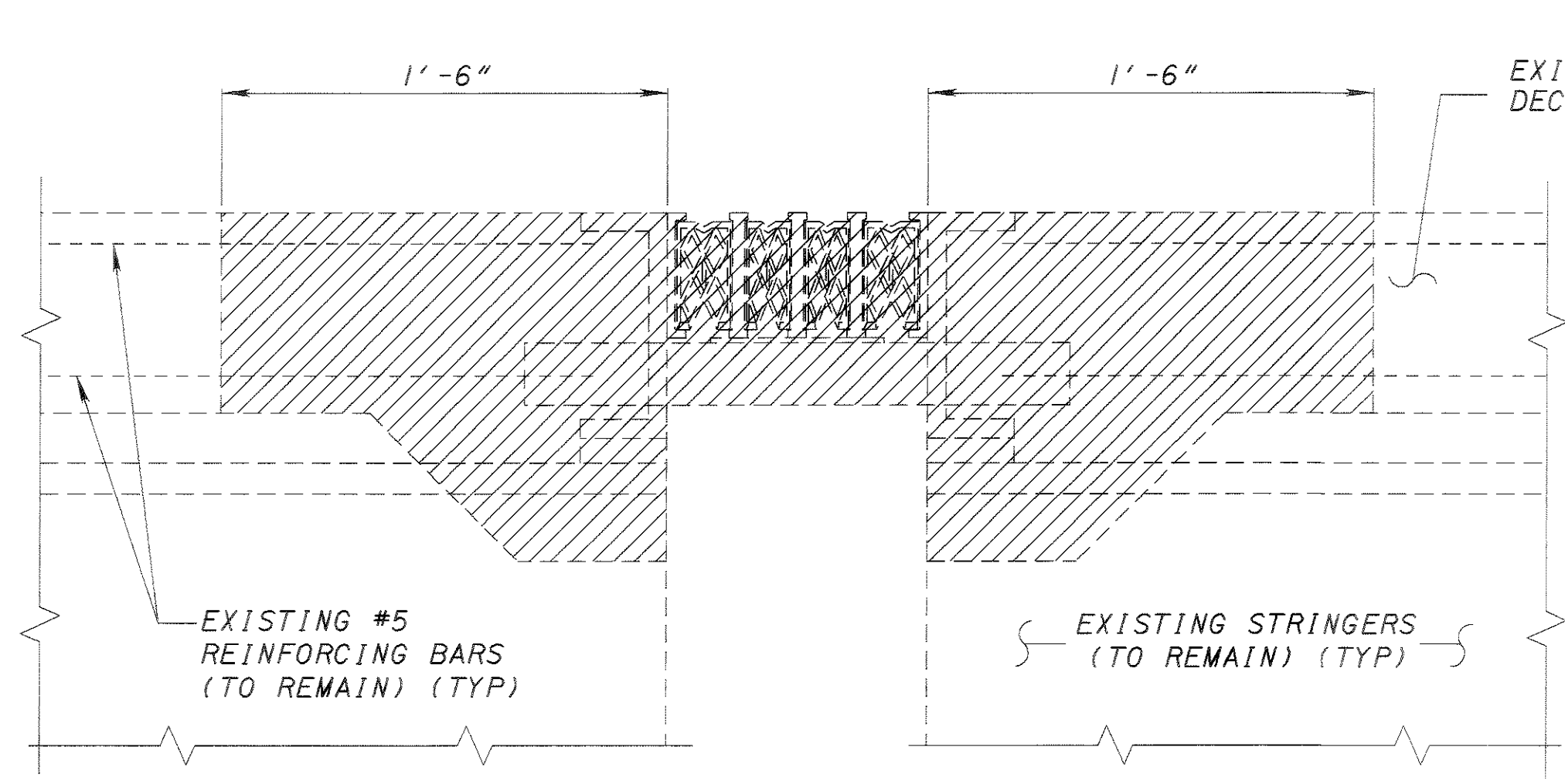
PIER 20 INTERMEDIATE EXPANSION JOINT DETAILS

BRIDGE NO. HAM-42-0000
 U.S. 42 OVER MEHLING WAY

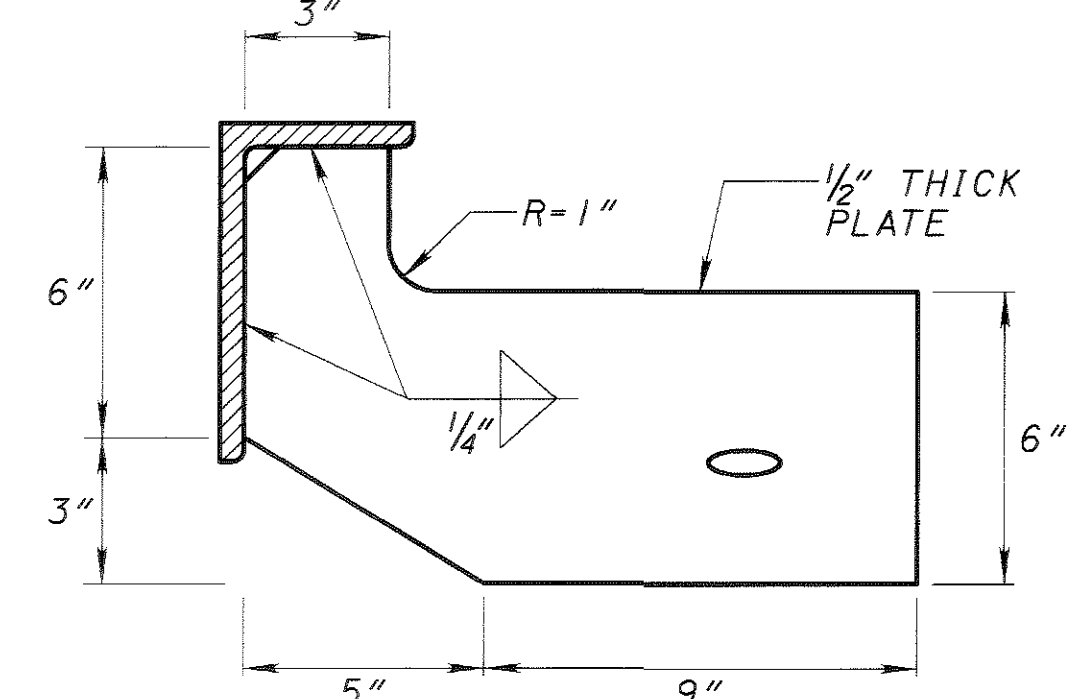
HAM-42-0.00

18/24

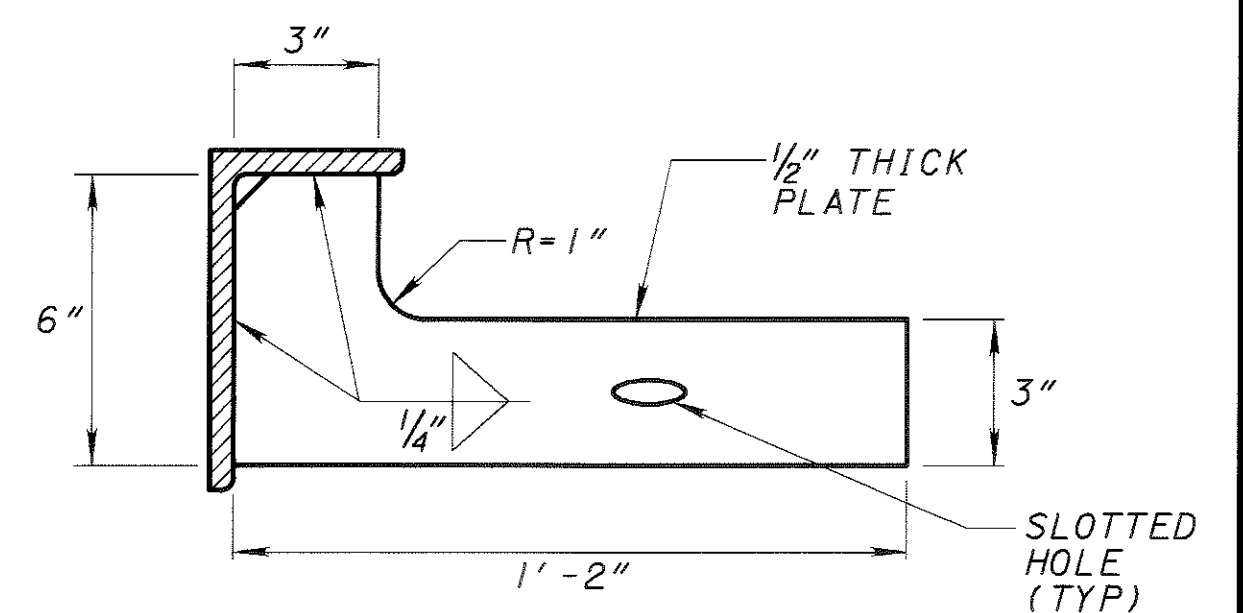
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ANCHOR PLATE A



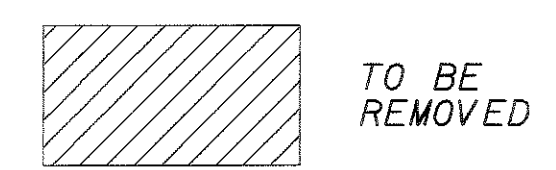
ANCHOR PLATE B



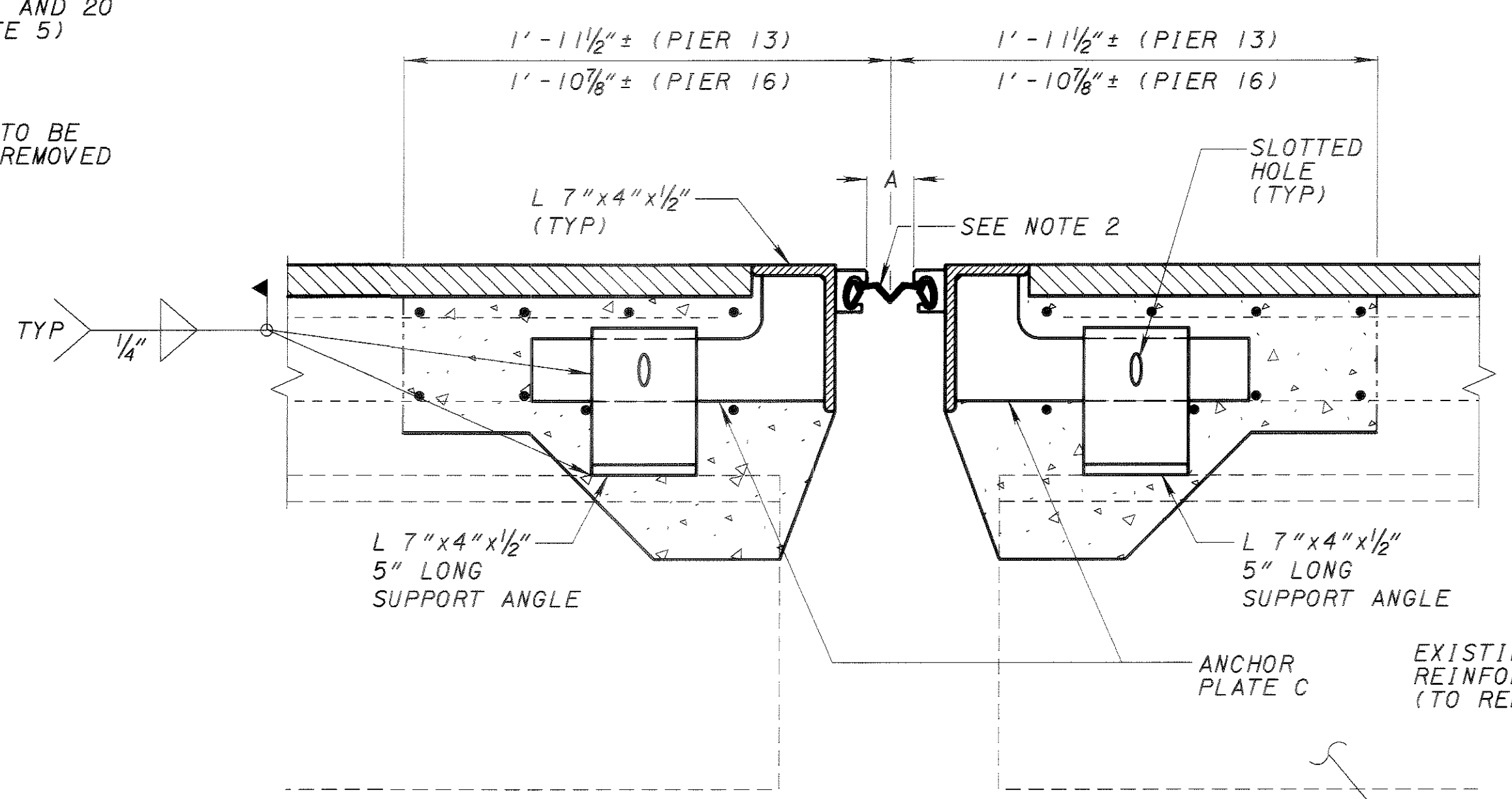
ANCHOR PLATE C

EXISTING JOINT

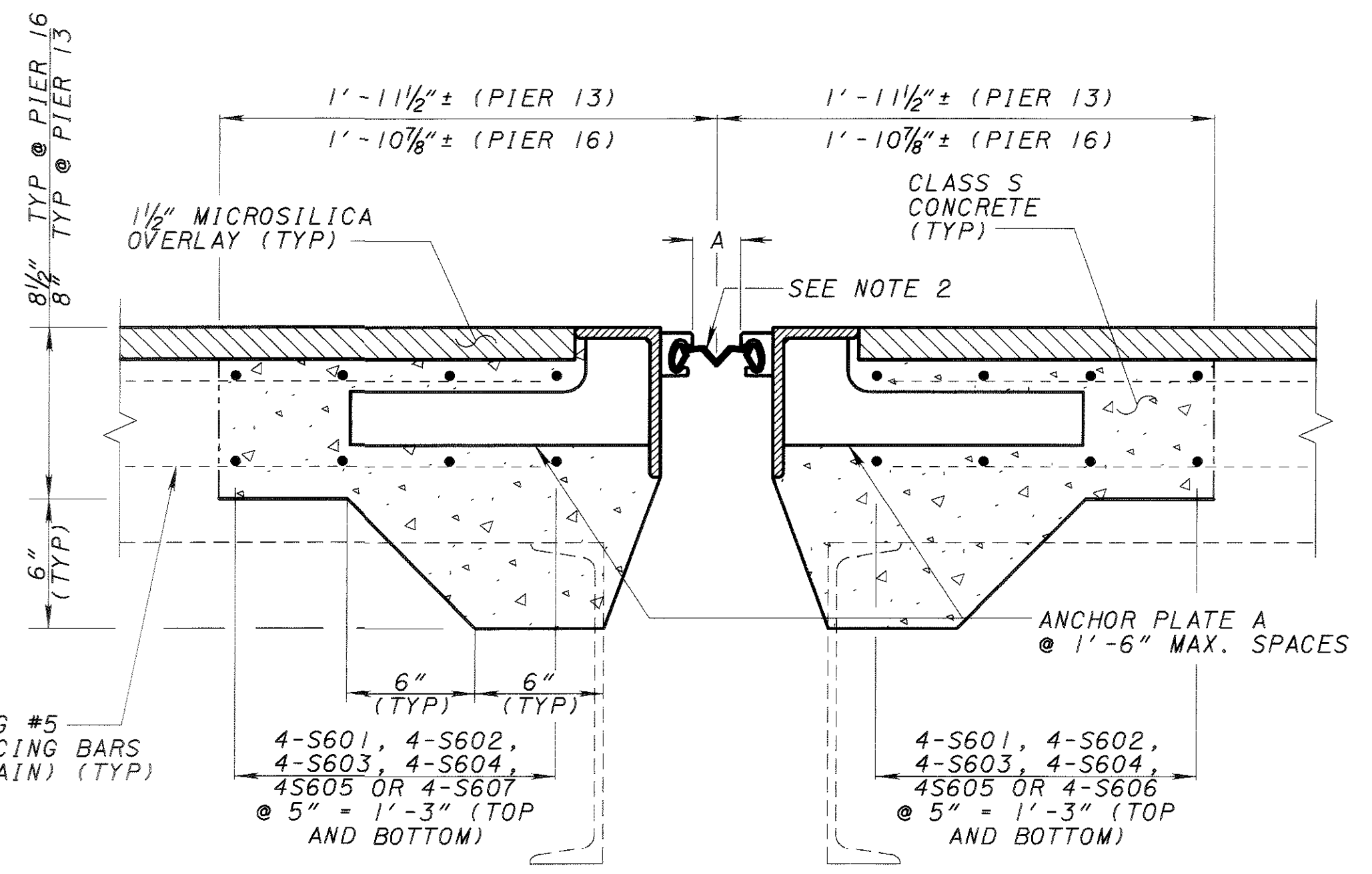
PIER 13, 16 AND 20
(SEE NOTE 5)



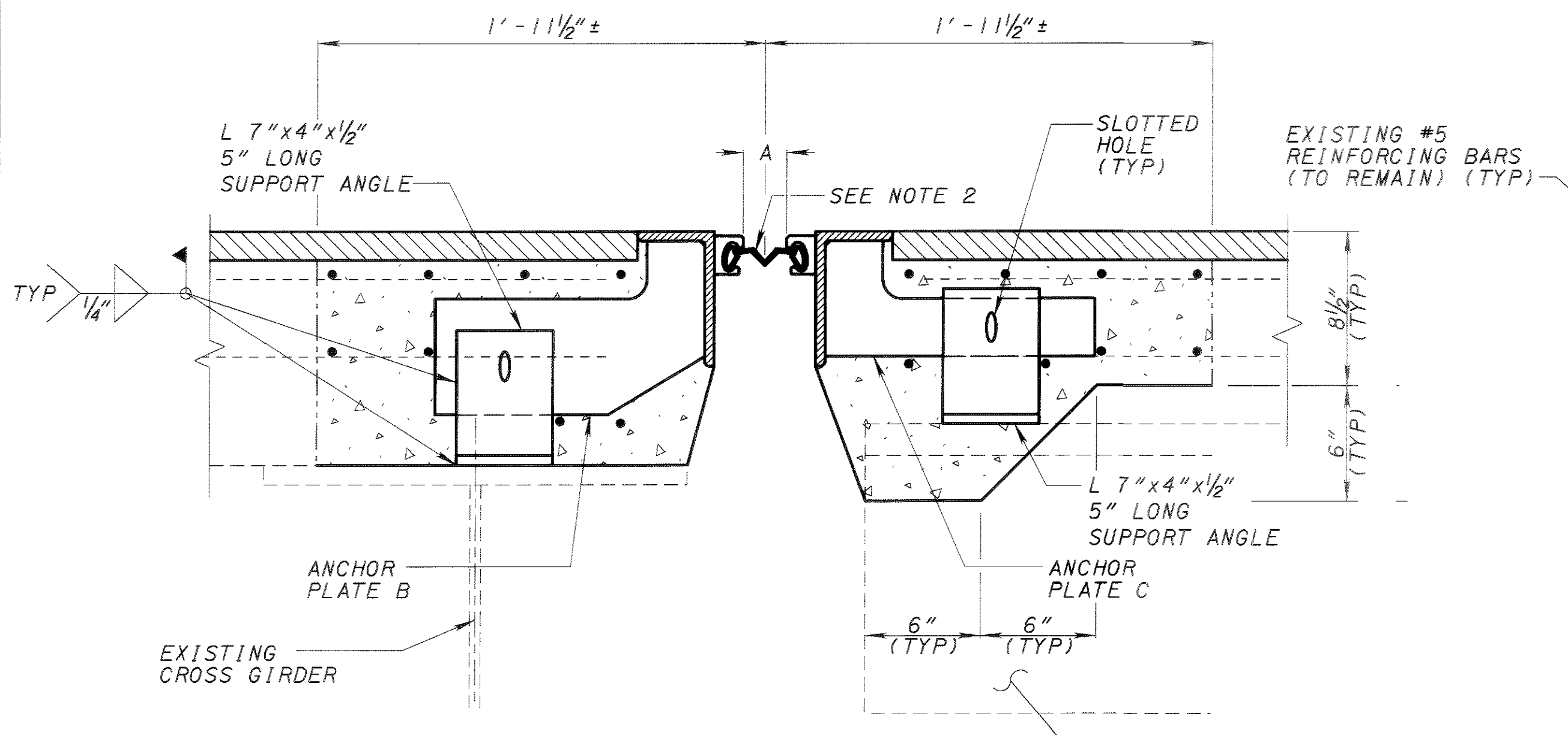
DIMENSION "A"			
	PIER 13	PIER 16	PIER 20
30°	3 1/4"	2 5/8"	3 1/4"
40°	2 7/8"	2 3/8"	2 7/8"
50°	2 5/8"	2 1/8"	2 5/8"
60°	2 3/8"	1 7/8"	2 3/8"
70°	2"	1 5/8"	2"
80°	1 3/4"	1 3/8"	1 3/4"
90°	1 3/8"	1 1/8"	1 3/8"



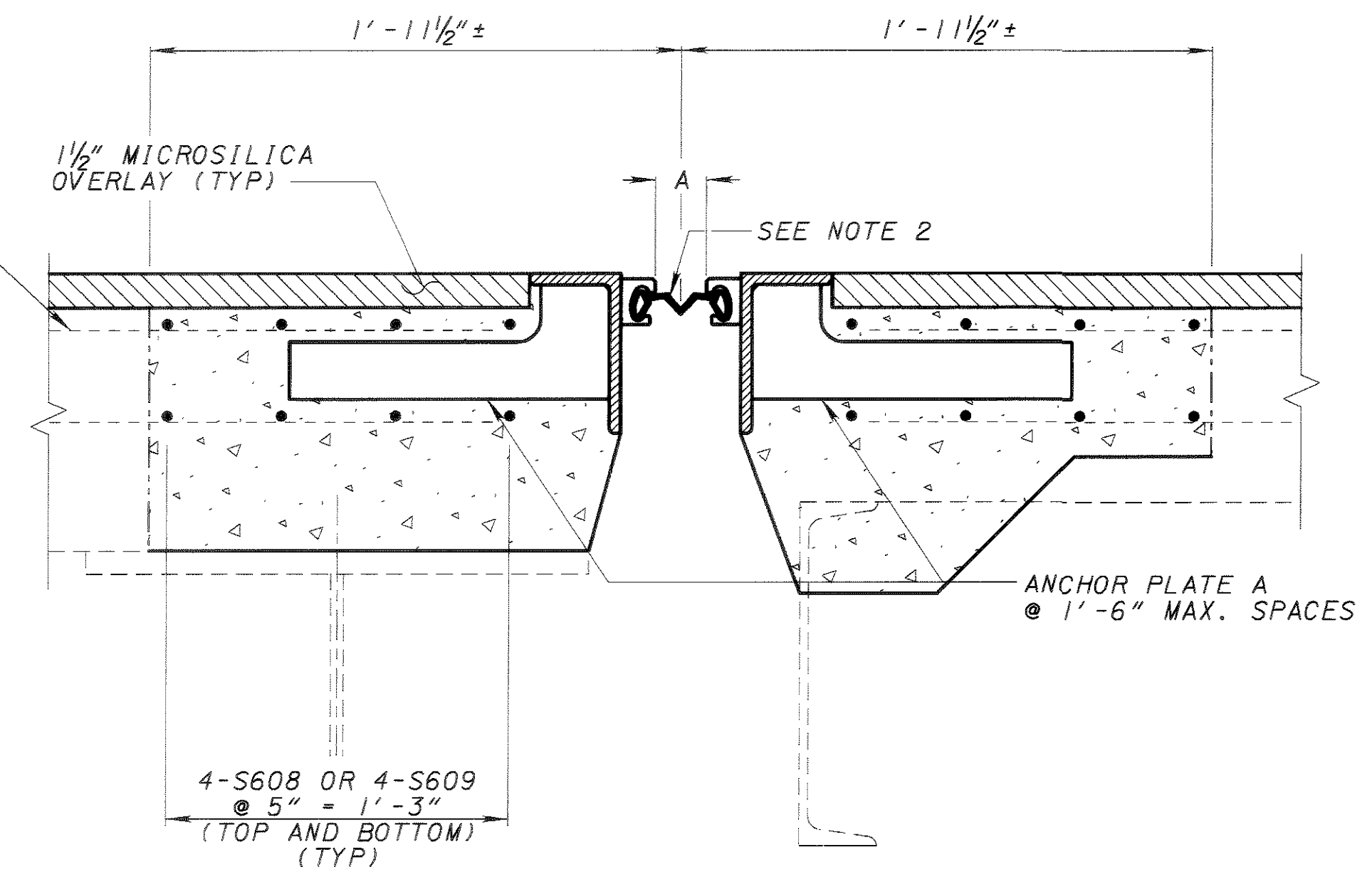
PIERS 13 AND 16
AT SUPPORT ANGLES



PIERS 13 AND 16
BETWEEN SUPPORT ANGLES



PIER 20
AT SUPPORT ANGLES

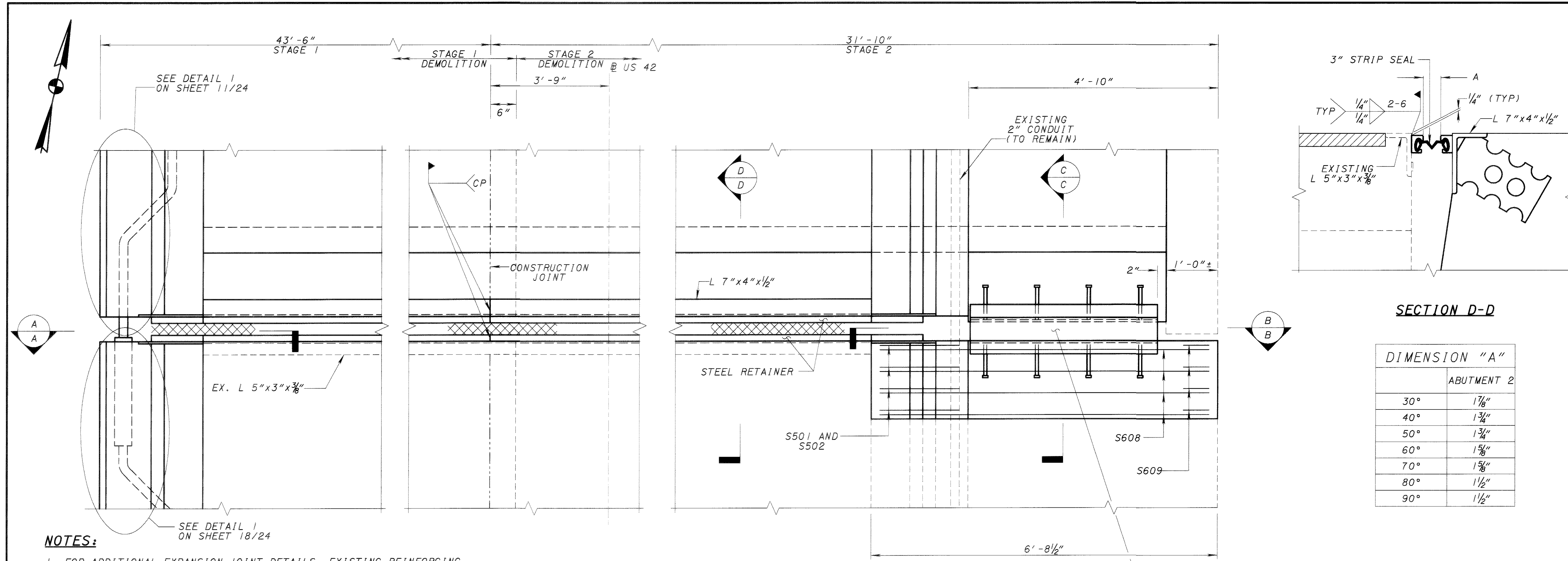


PIER 20
BETWEEN SUPPORT ANGLES

NOTES

1. FIELD WELDING SHALL BE CONTROLLED SO THAT THE TEMPERATURE DOES NOT EXCEED 300°F.
2. 5" STRIP SEAL AT PIERS 13 AND 20
4" STRIP SEAL AT PIER 16
3. REFER TO STD. DWG EXJ-4-87 FOR ADDITIONAL INFORMATION.
4. ALL RETAINERS ARE ASSUMED TO BE 1/2" WIDE.
5. EXTENTS OF CONCRETE REMOVAL TO BE FULL WIDTH OF SLAB.
6. STRIP SEAL SHALL BE INSTALLED IN ONE CONTINUOUS PIECE.
7. ALL DIMENSIONS SHALL BE FIELD VARIFIED BY CONTRACTOR.

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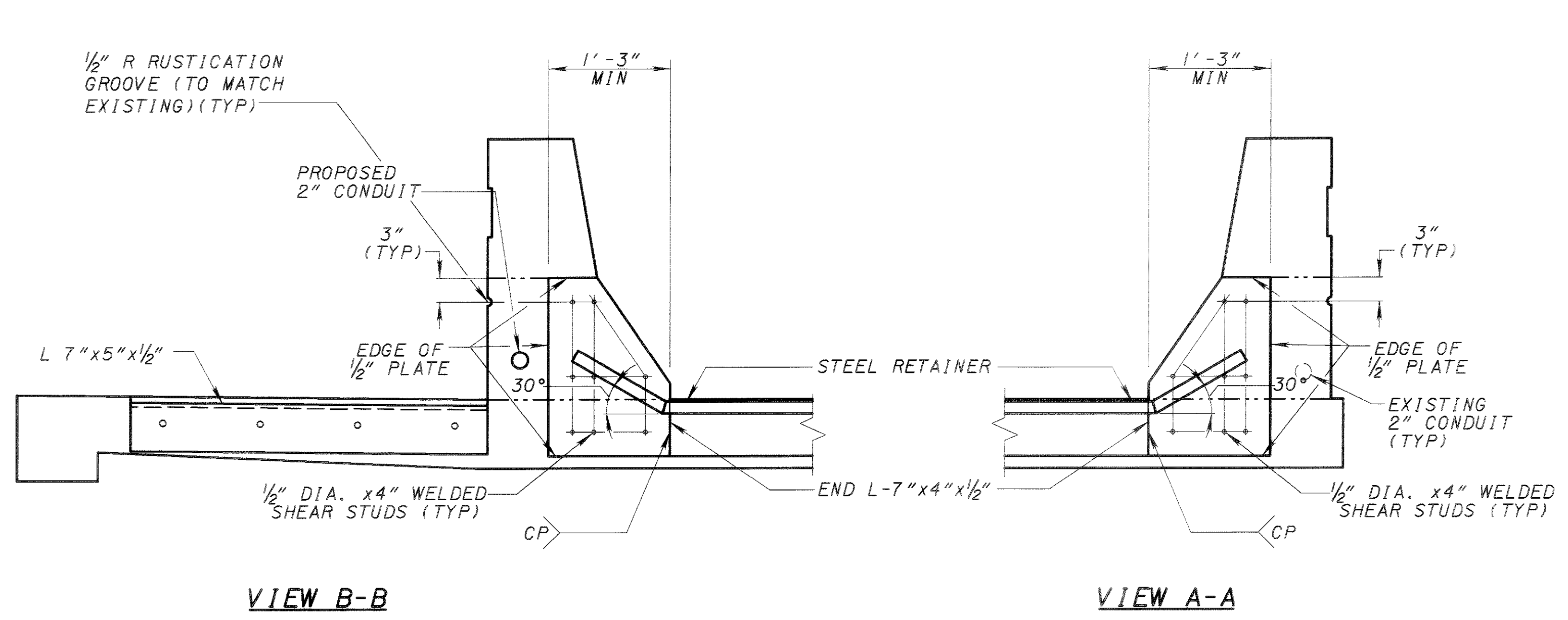


PLAN

NOTES:

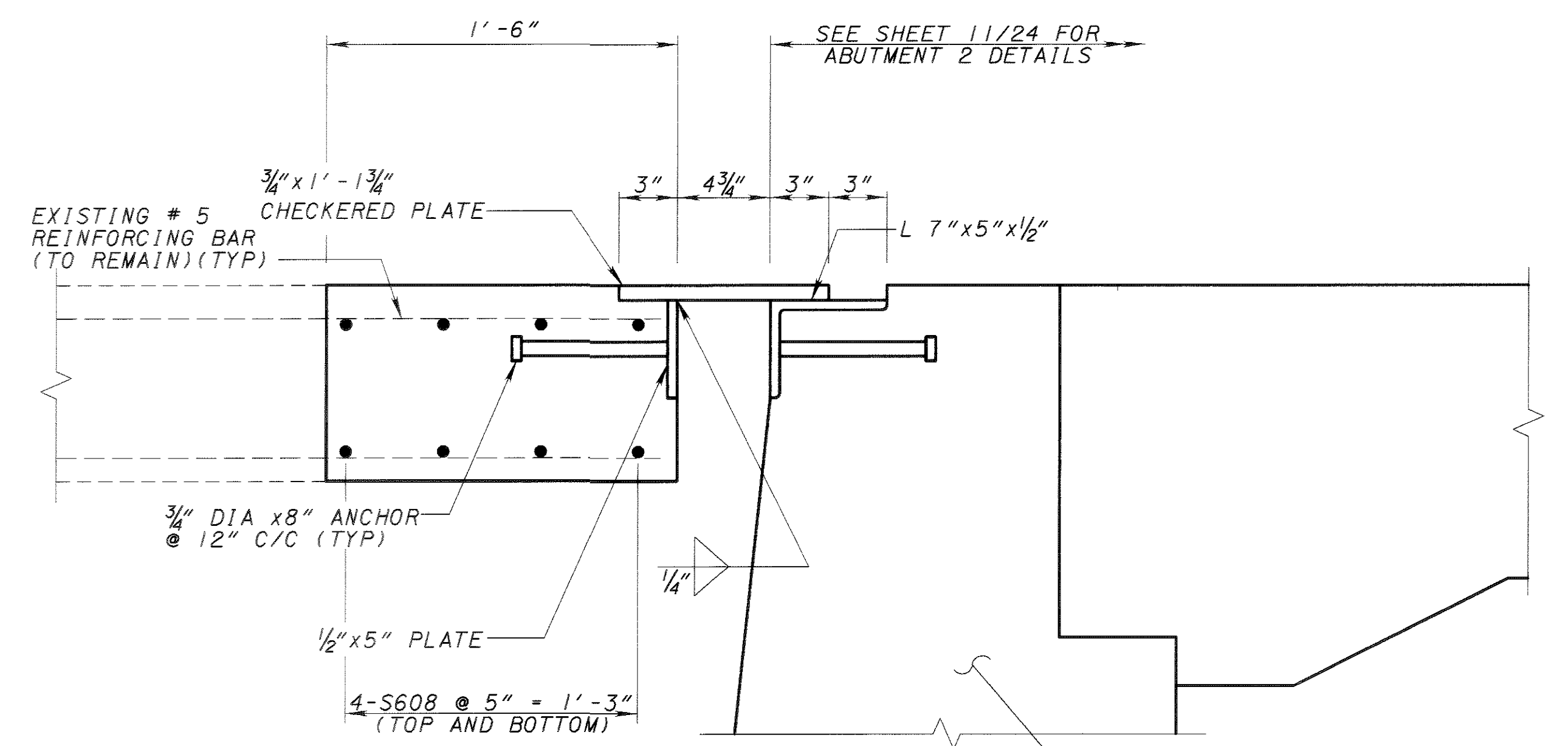
1. FOR ADDITIONAL EXPANSION JOINT DETAILS, EXISTING REINFORCING TO REMAIN AND NOTES, SEE SHEET 19/24.
2. REFER TO STD. DWG. EXJ-4-87 FOR ADDITIONAL DETAILS.
3. SEE SHEET 15/24 FOR PARAPET DETAILS AND REINFORCING DETAILS.
4. FIELD WELDING SHALL BE CONTROLLED SO THAT THE TEMPERATURE DOES NOT EXCEED 300°F.

SLIDING PLATE JOINT TO BE INCLUDED WITH ITEM 516 STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL



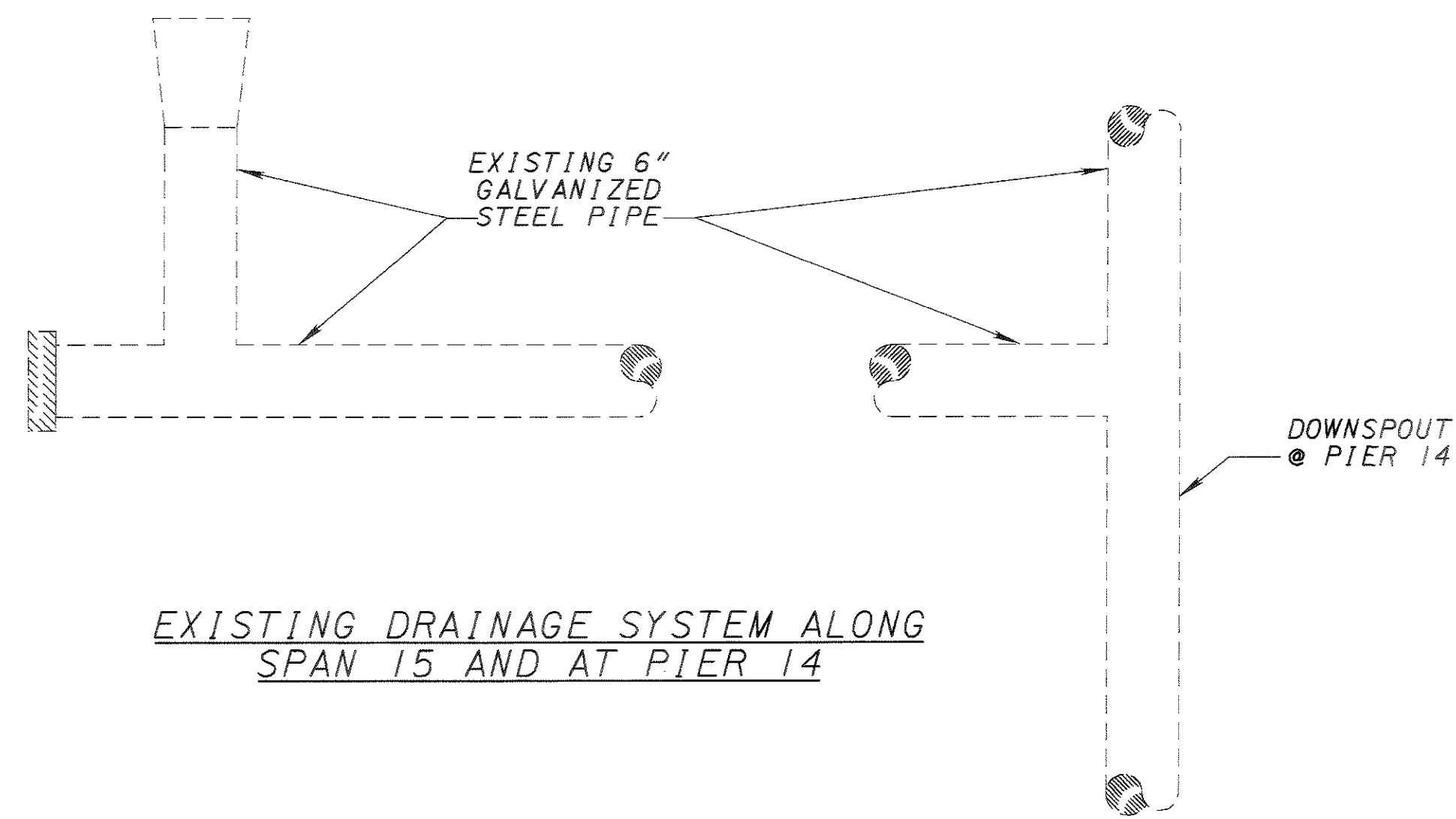
VIEW B-B

VIEW A-A

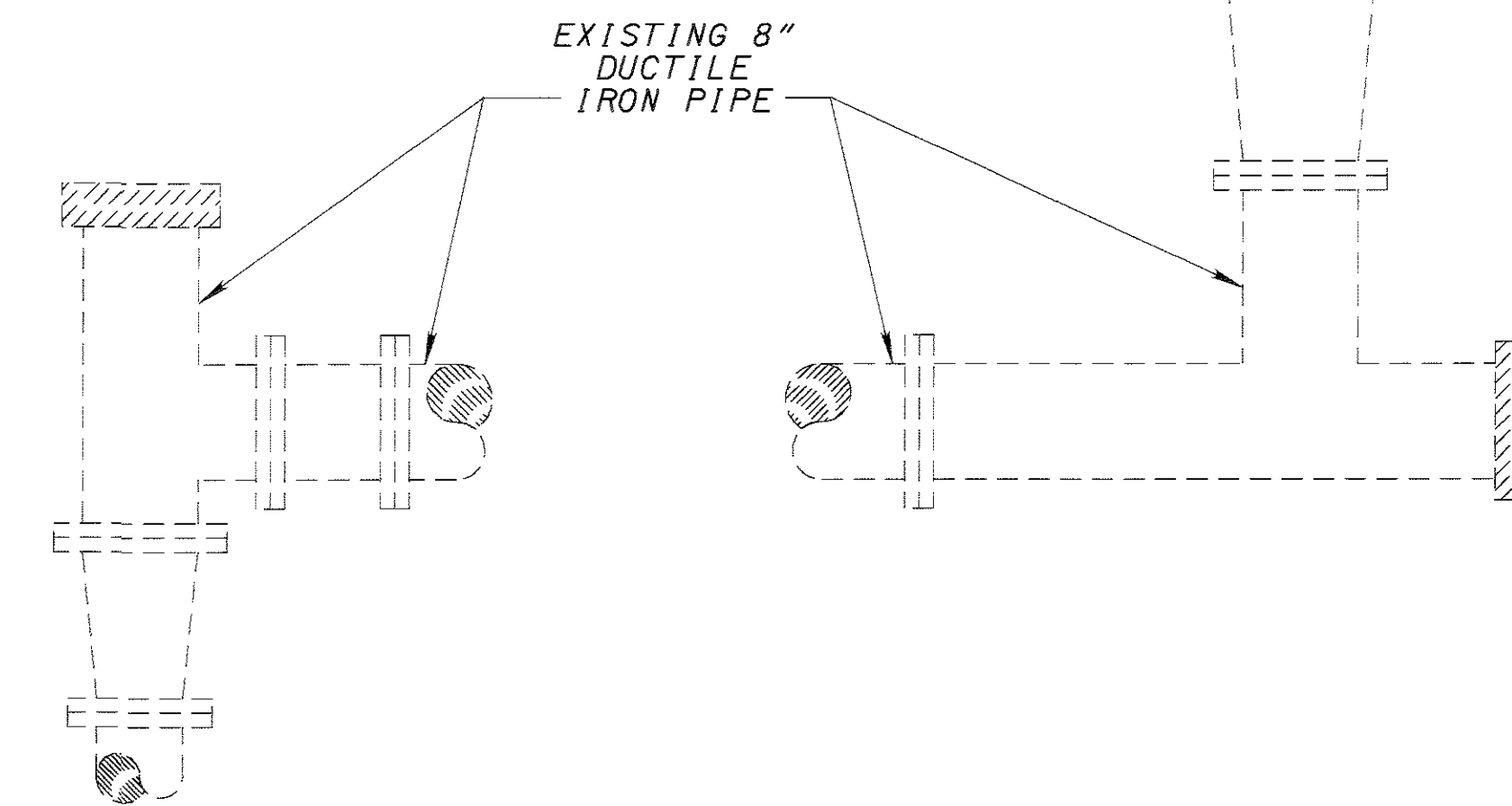


SECTION C-C

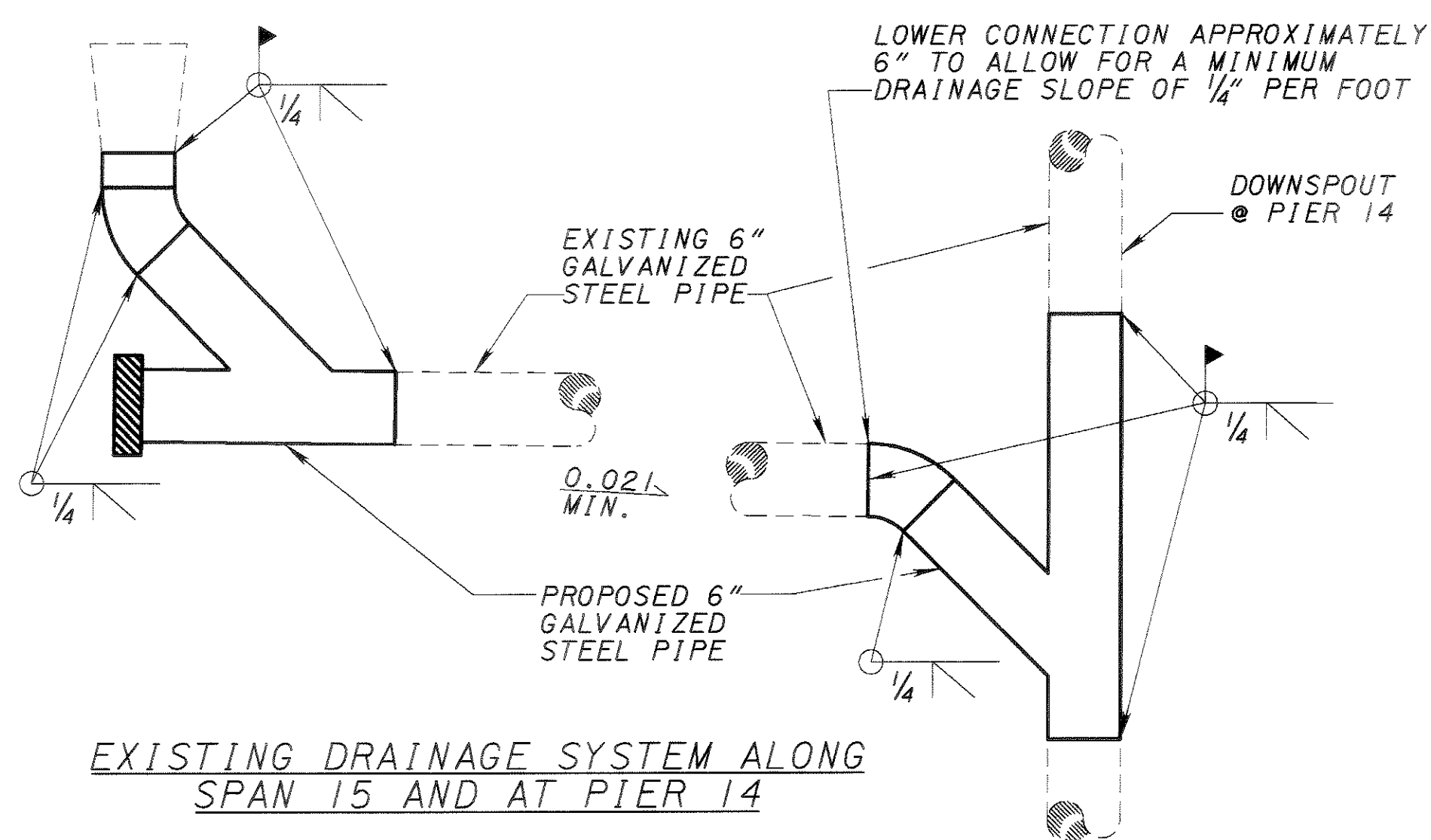
BACKWALL REINFORCING NOT SHOWN FOR CLARITY



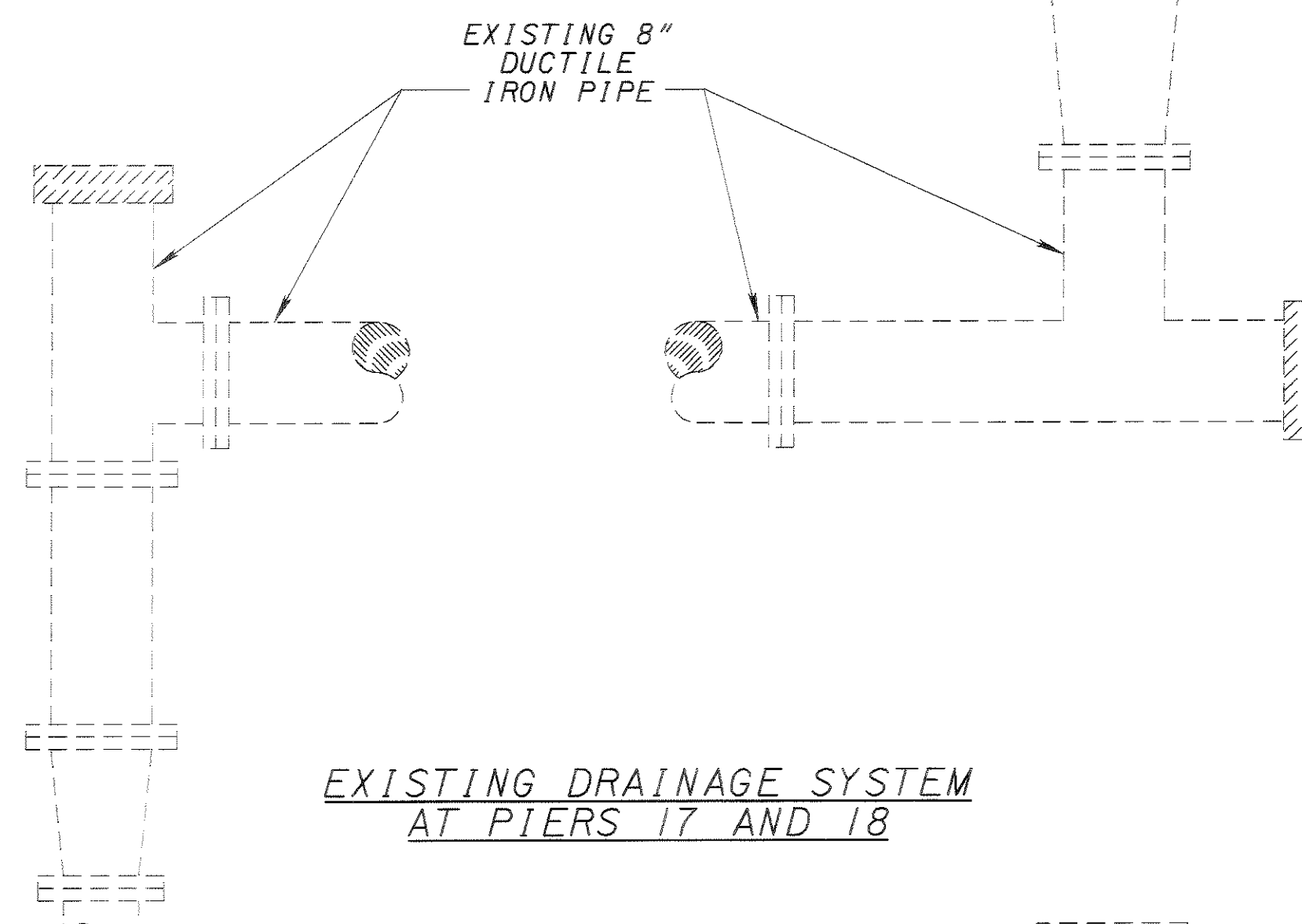
EXISTING DRAINAGE SYSTEM ALONG SPAN 15 AND AT PIER 14



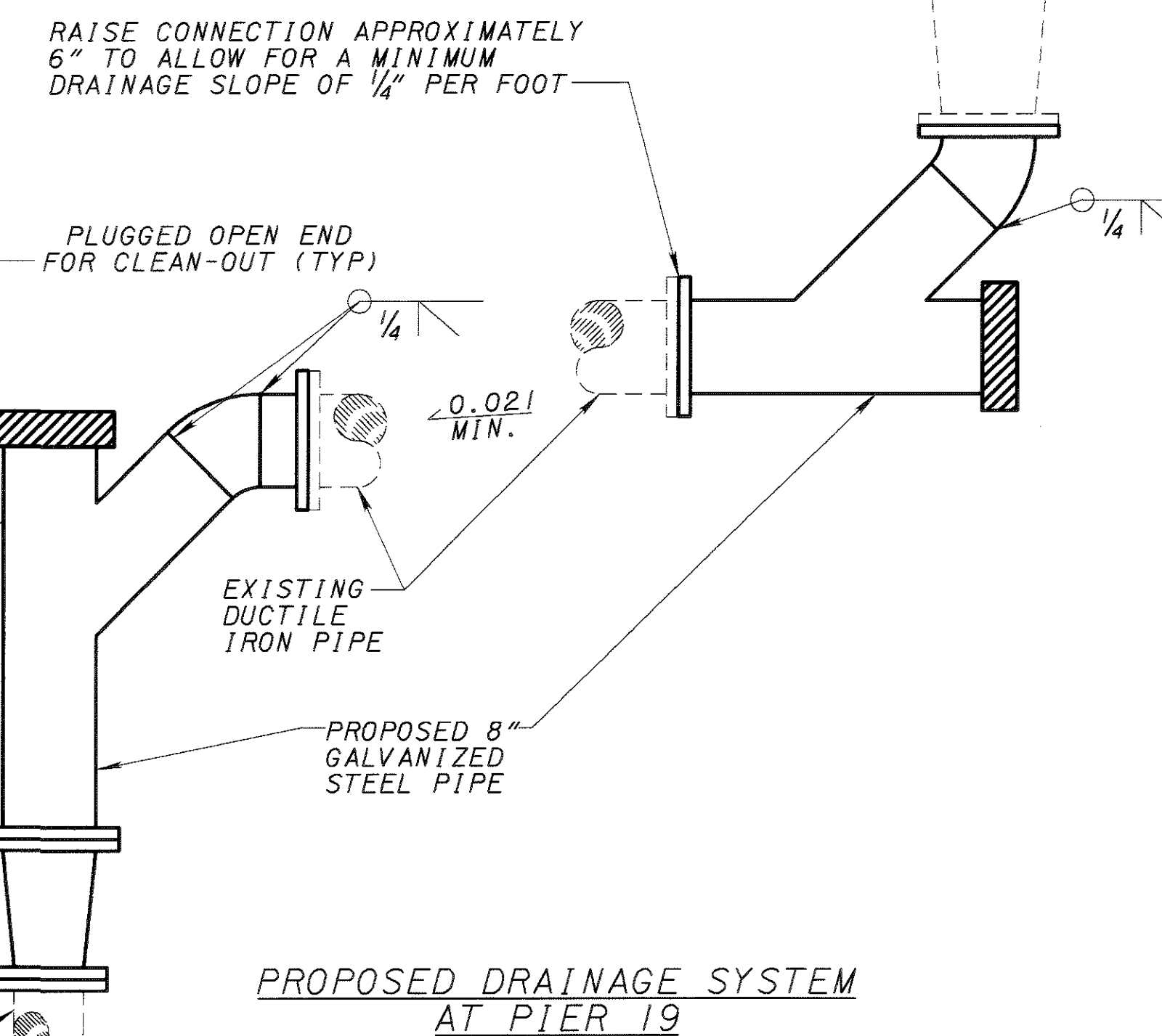
EXISTING DRAINAGE SYSTEM AT PIER 19



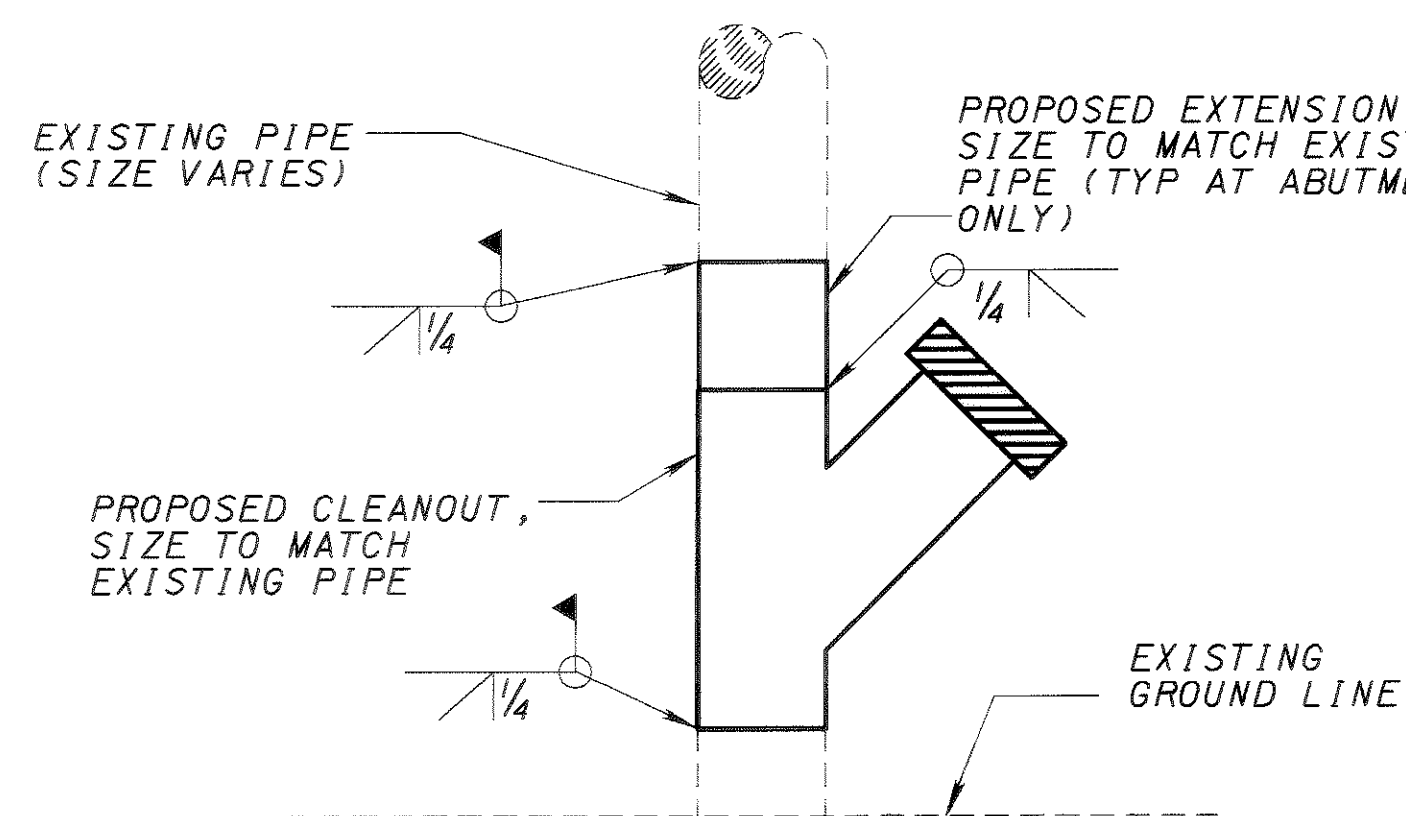
EXISTING DRAINAGE SYSTEM ALONG SPAN 15 AND AT PIER 14



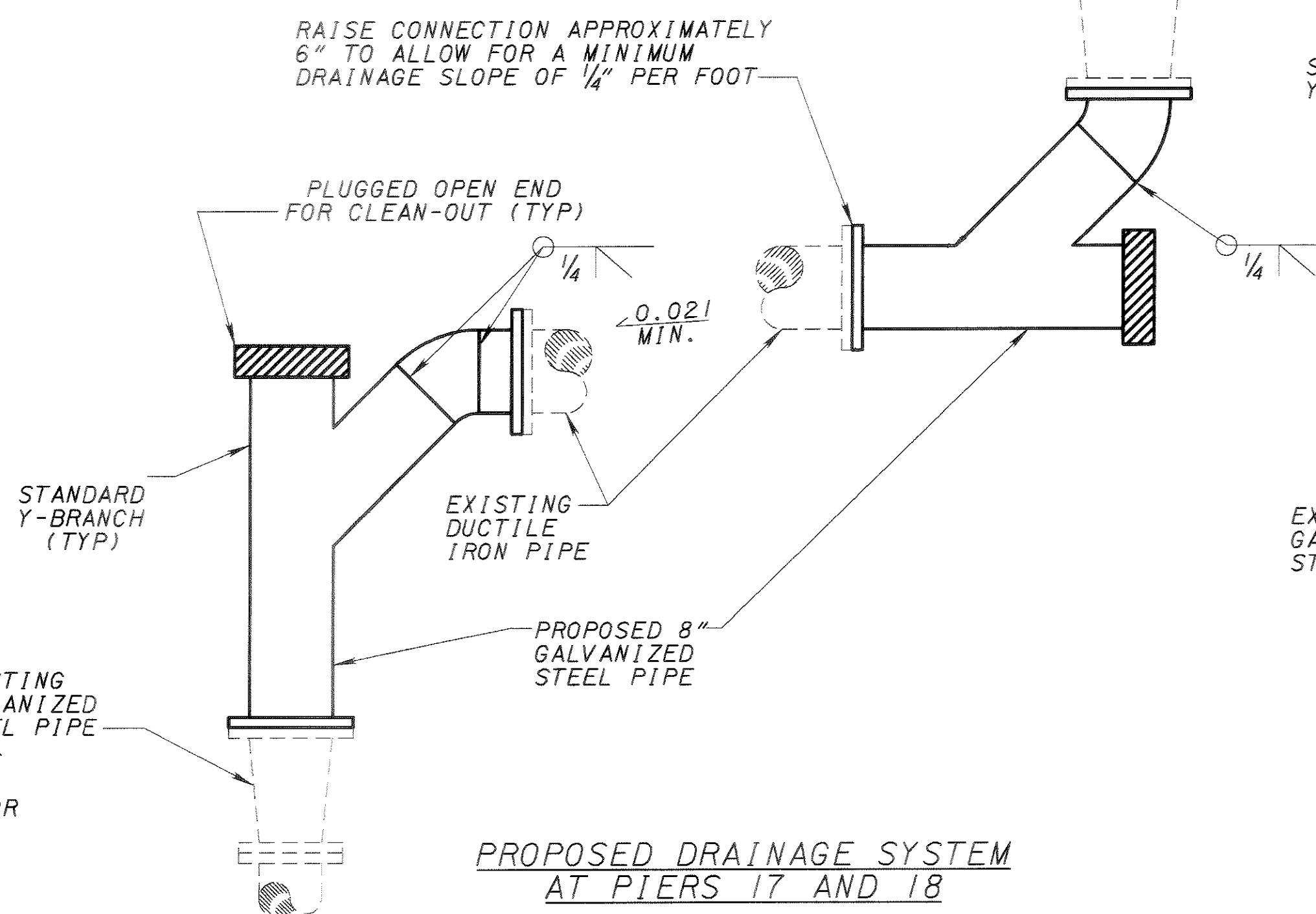
EXISTING DRAINAGE SYSTEM AT PIERS 17 AND 18



PROPOSED DRAINAGE SYSTEM AT PIER 19



PROPOSED CLEANOUT
SEE SHEETS 1, 2 AND 3 OF 24 FOR LOCATIONS



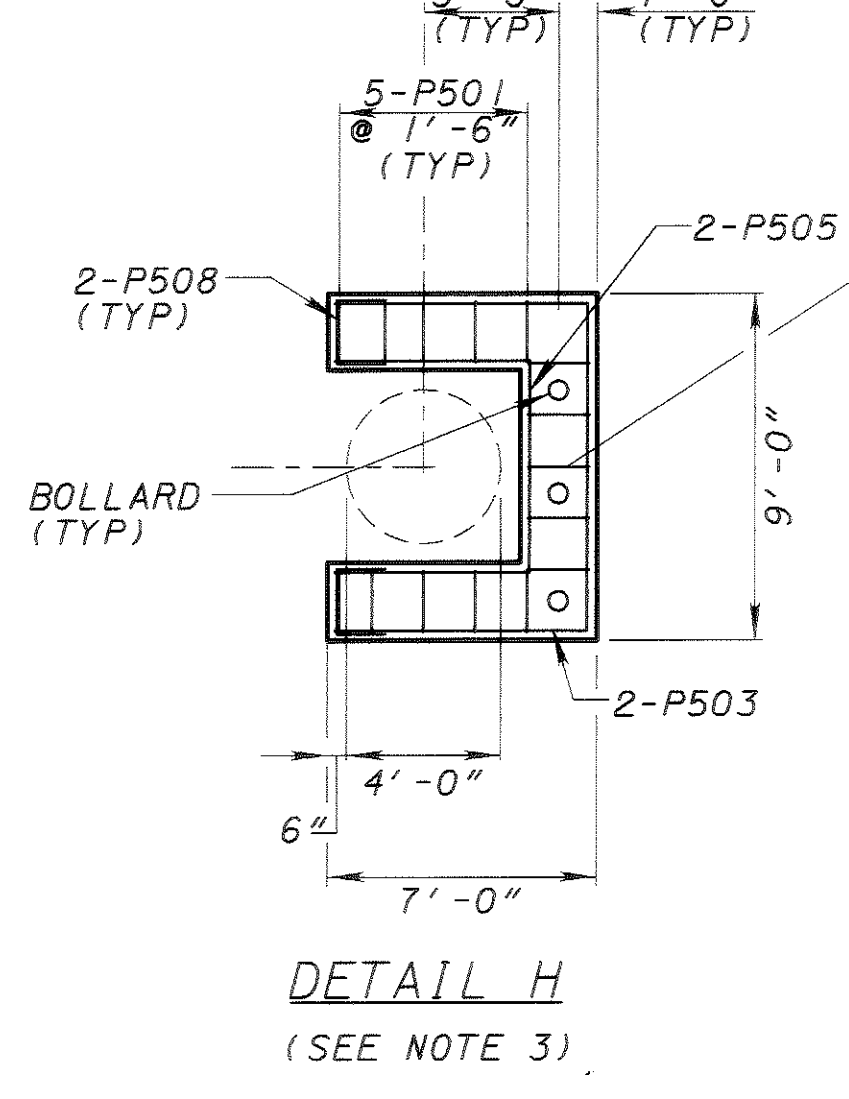
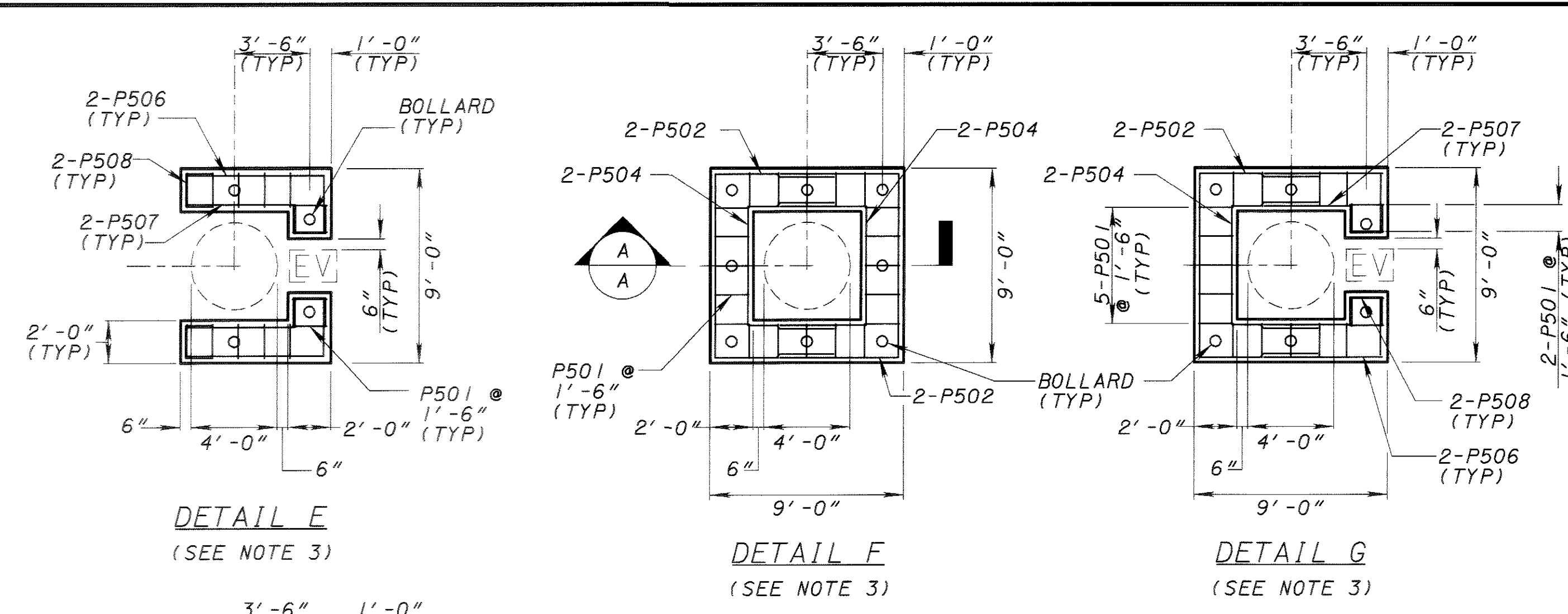
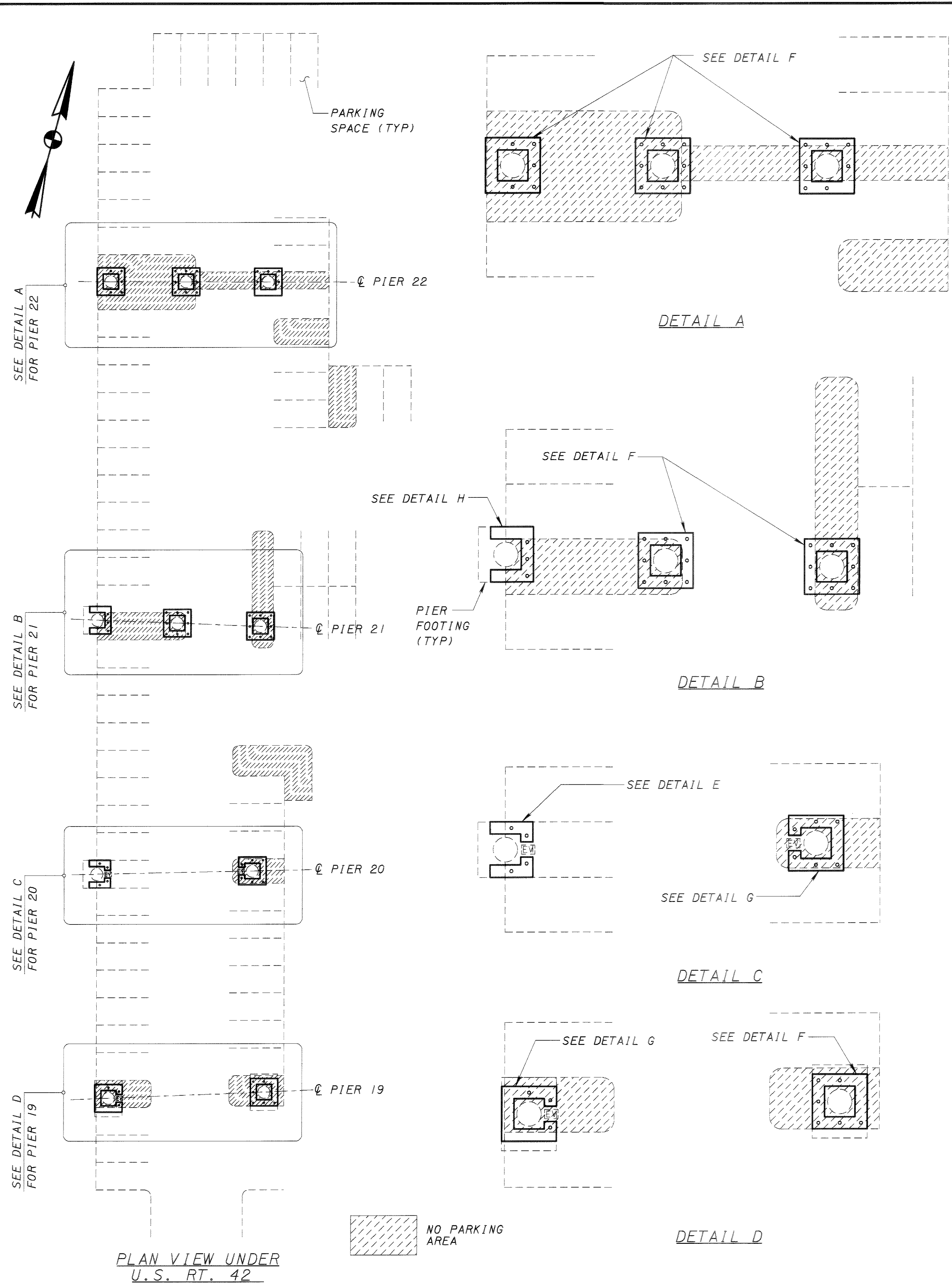
PROPOSED DRAINAGE SYSTEM AT PIERS 17 AND 18

NOTES

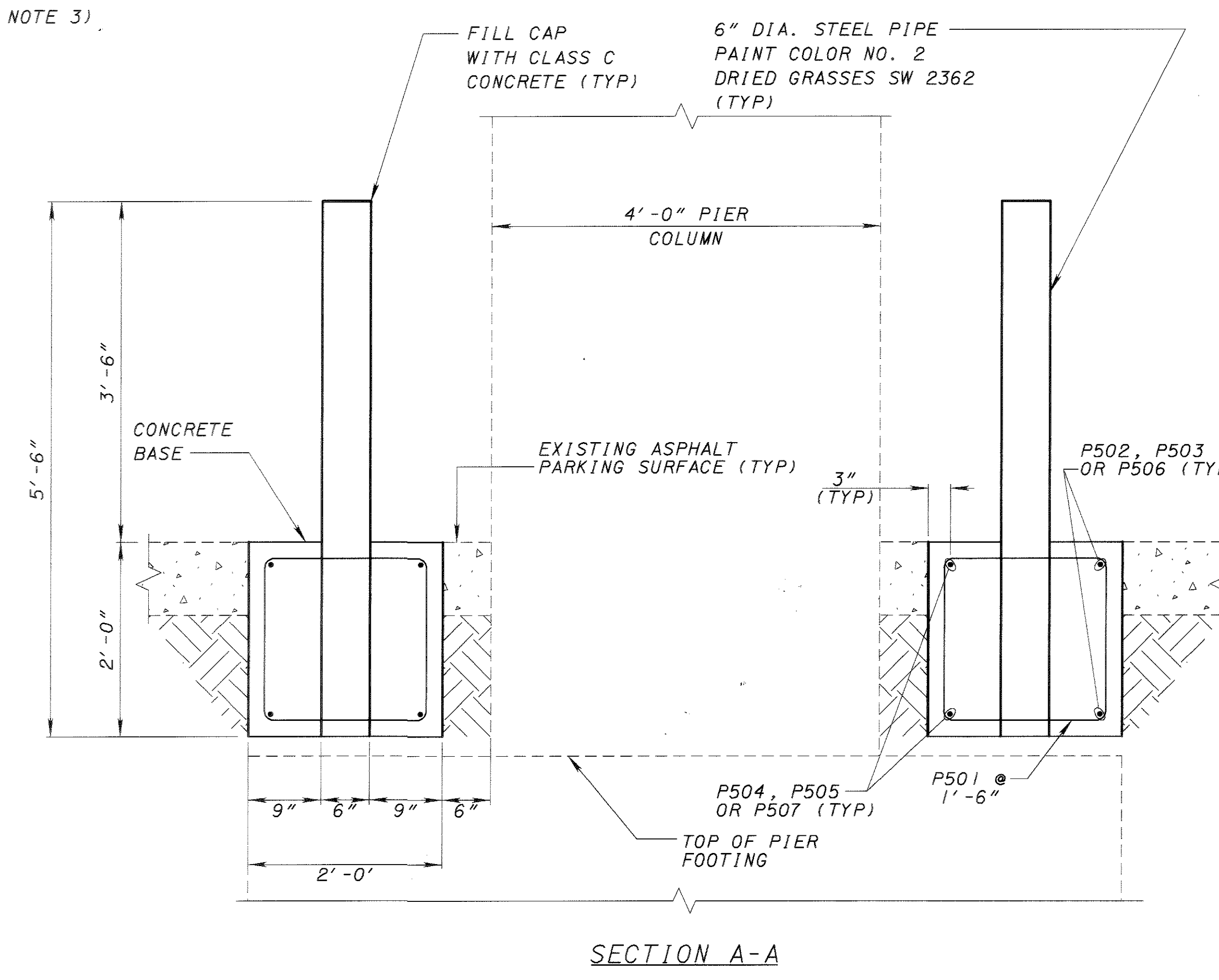
1. CONTRACTOR SHALL INSPECT PROPOSED DOWNSPOUT MODIFICATION LOCATIONS & PREPARE DETAILED SHOP DRAWINGS INDICATING THE PROPOSED SIZES, FITTINGS, CONNECTIONS AND OTHER PERTINENT INFORMATION 30 DAYS PRIOR TO COMMENCING ACTUAL REPAIR WORK.
2. ALL PROPOSED PIPES SHALL BE GALVANIZED STEEL
3. WORK FOR ITEM 518 SCUPPER MODIFICATION, AS PER PLAN SHALL INCLUDE THE ADDITION OF THE PROPOSED CLEANOUTS, CLEANOUT OF SCUPPERS, DOWNSPOUTS AND DRAIN PIPES, AND THE PAINTING OF ALL EXPOSED STEEL AS SPECIFIED IN THE FIELD PAINTING OF EXISTING STRUCTURAL STEEL NOTE ON SHEET 5/24, AND SHALL BE PAID FOR AT A UNIT BID PRICE FOR EACH DOWNSPOUT.
4. WORK FOR ITEM 518 DOWNSPOUT MODIFICATION SHALL INCLUDE ALL EQUIPMENT, MATERIAL AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR EACH SYSTEM.

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- NOTES:**
1. BOLLARDS TO BE INCLUDED IN ITEM SPECIAL - BOLLARD. PAYMENT FOR THIS WORK TO INCLUDE ALL EQUIPMENT, MATERIALS (STEEL PIPE, CONCRETE, ETC.) AND LABOR AND SHALL BE AT A UNIT BID PRICE OF EACH.
 2. PARKING AREA SHALL BE RESTORED TO ITS ORIGINAL CONDITION AFTER PIER PROTECTION IS CONSTRUCTED
 3. WORK FOR ITEM 511 CONCRETE, MISC.; BOLLARD BASE SHALL INCLUDE THE CONCRETE BASE, THE RESTORATION OF THE PARKING AREA AND ALL EQUIPMENT, MATERIALS AND LABOR NECESSARY TO PERFORM THIS TASK. CONCRETE BASE SHALL BE CLASS C CONCRETE. PAYMENT SHALL BE AT A UNIT BID PRICE OF CUBIC YARDS.
 4. BOLLARD MAY NEED TO BE SHIFTED OR REMOVED AS SHOWN IN PLANS TO AVOID INTERFERING WITH PARKING SPACES.
 5. #5 BAR MINIMUM LAP LENGTH = 2'-6"



DESIGN AGENCY
 23 TRIANGLE PARK DRIVE
 SUITE 2300
 CINCINNATI, OH 45246

DATE
 11/06/02

REVIEWED
 PAR

STRUCTURE FILE NUMBER
 3102246

DRAWN
 ENB

DESIGNED
 ENB

CHECKED
 CMD

PIER PROTECTION DETAILS

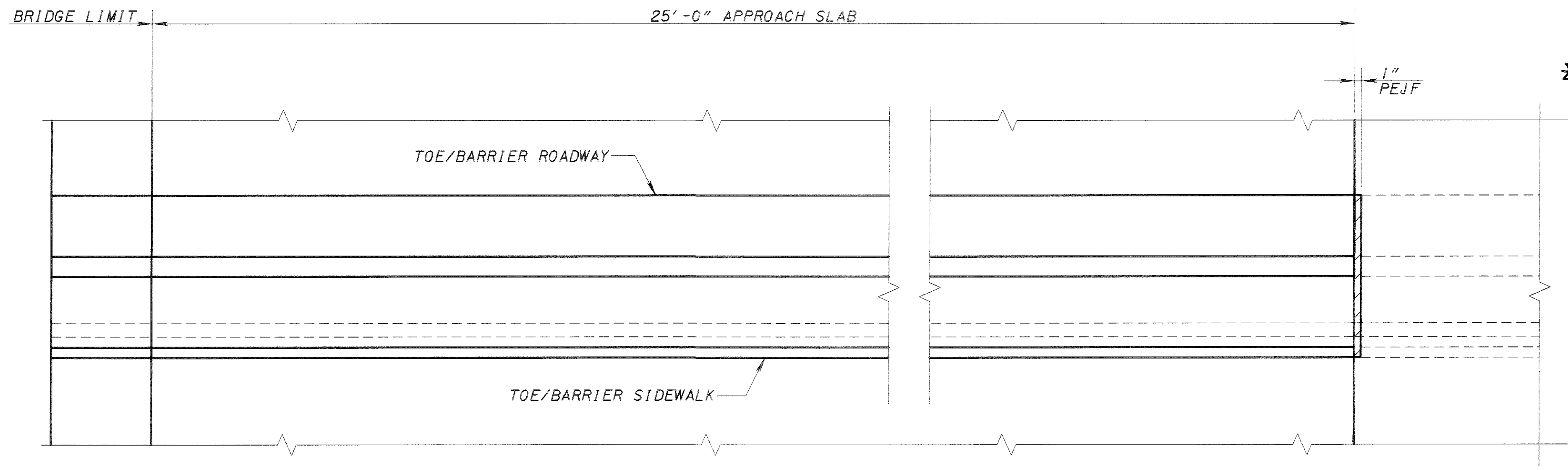
BRIDGE NO. HAM-42-0000

U.S. 42 OVER MEHRING WAY

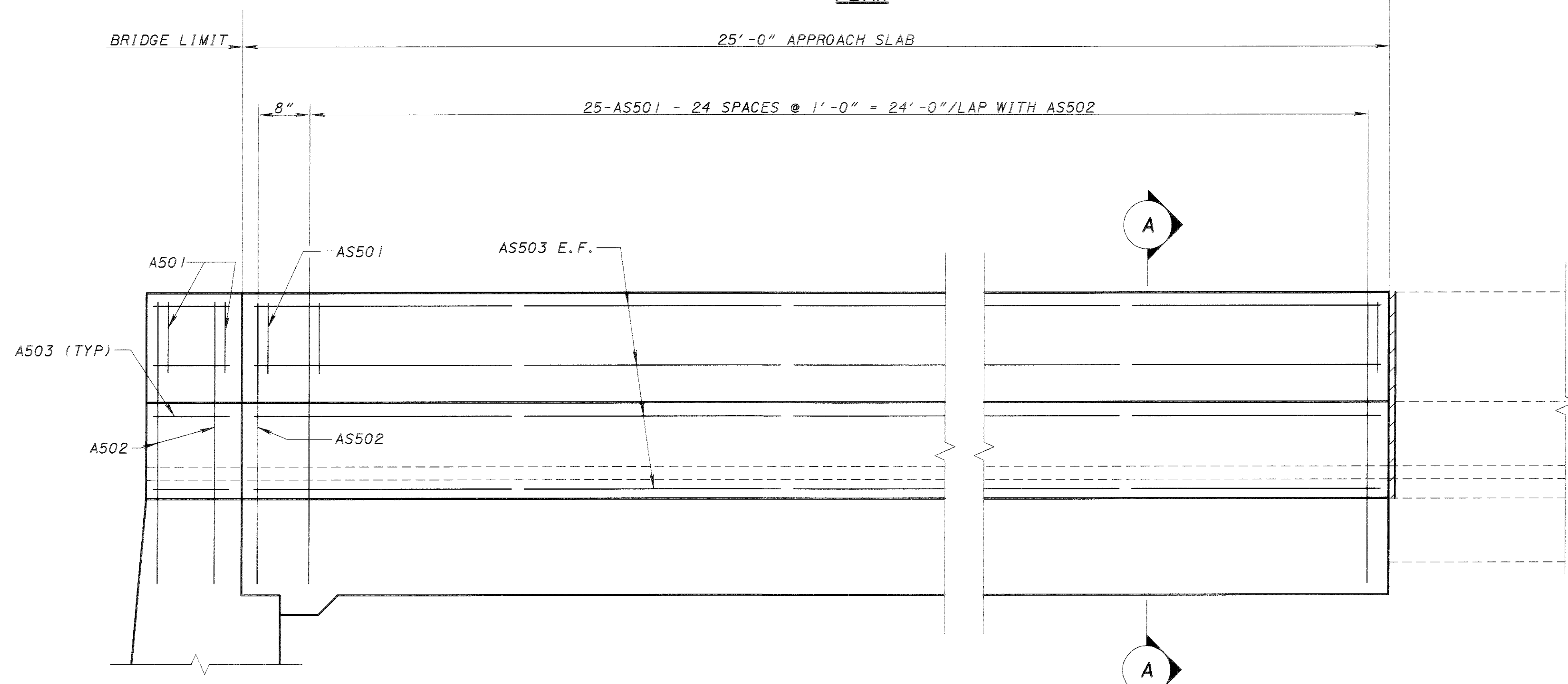
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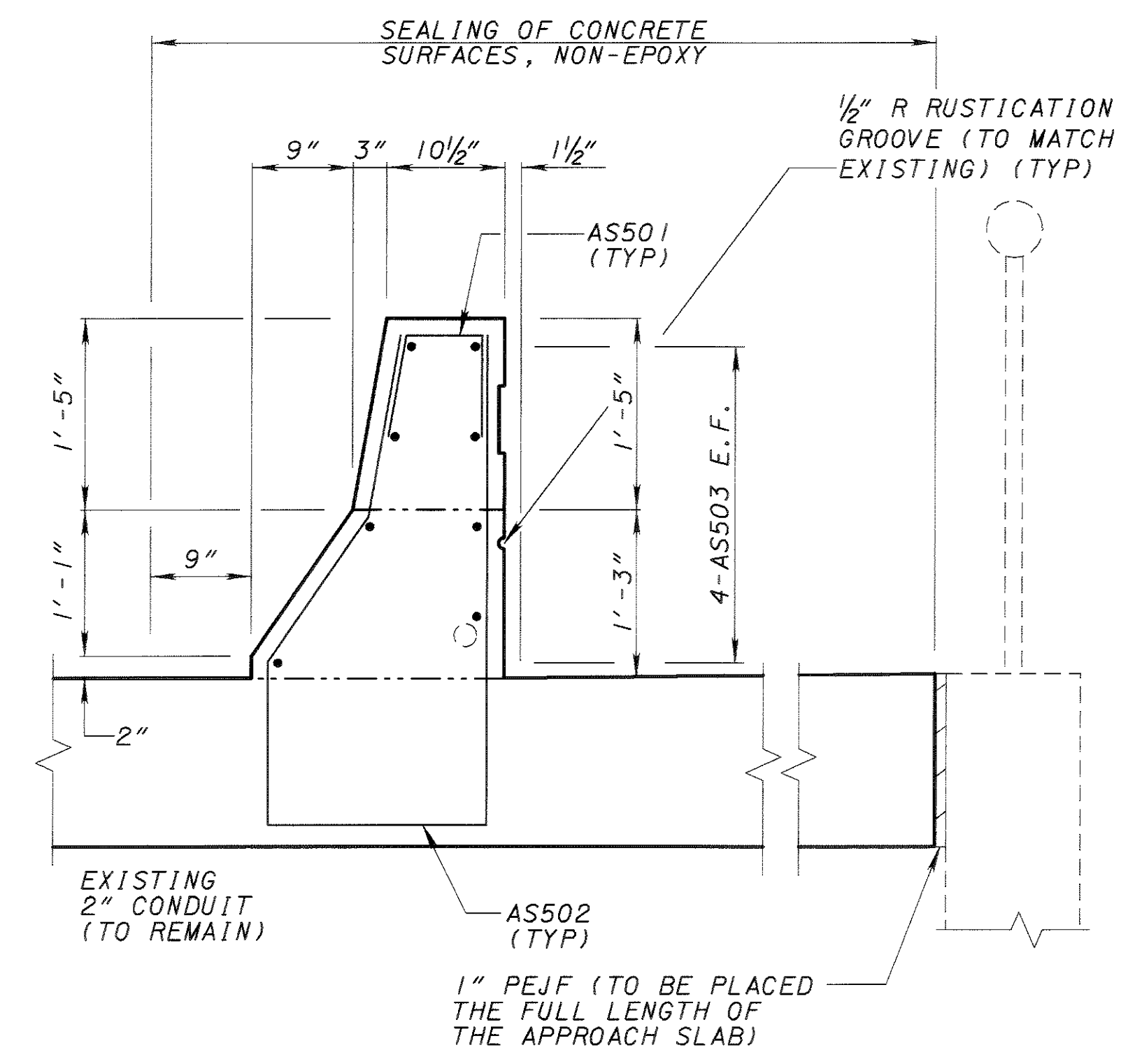
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PLAN



ELEVATION



SECTION A-A

NOTES:

1. SEE STD. DWG. AS-1-81 FOR ADDITIONAL APPROACH SLAB NOTES AND DETAILS.
2. PARAPET CONCRETE TO BE INCLUDED WITH ITEM 511 CLASS S CONCRETE, SUPERSTRUCTURE FOR PAYMENT.
3. SEAL PARAPETS AND WALK ON APPROACH SLAB, TO BE INCLUDED WITH ITEM 864 SEALING OF CONCRETE SURFACES (NON-EPOXY) FOR PAYMENT.
4. APPROACH SLAB STAGE DEMOLITION AND CONSTRUCTION LIMITS TO MATCH ABUTMENT STAGE DEMOLITION AND CONSTRUCTION LIMITS

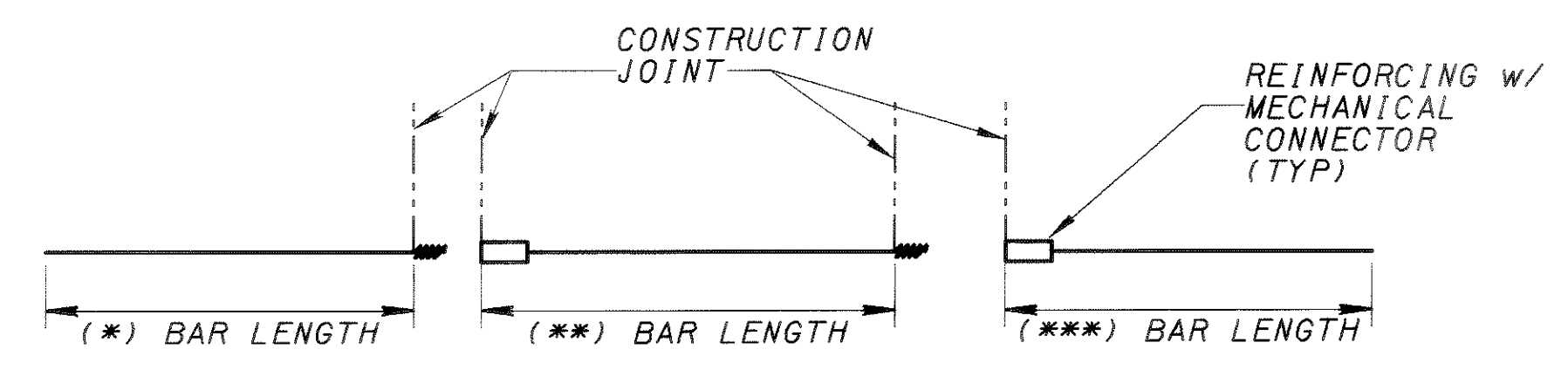
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SUPERSTRUCTURE REINFORCING STEEL												
MARK	NO.				LENGTH (FT)	WEIGHT (LB)	TYPE	DIMENSIONS				
	GENERAL	STAGE 1	STAGE 2	STAGE 3				TOTAL	A	B	C	INCR.
S501		63	4	28	95	2'-10"	281	5				
S502		63	4	16	83	7'-6"	650	3	9"			
S601		16***	0	0	16	19'-4"	465	STR				
S602		0	32**	0	32	11'-0"	529	STR				
S603		0	0	24*	24	20'-7"	742	STR				
S604		16***	0	0	16	21'-8"	521	STR				
S605		0	0	8*	8	27'-7"	332	STR				
S606		16***	0	0	16	39'-7"	951	STR				
S607		0	16*	0	16	29'-8"	713	STR				
S608		0	8	0	8	6'-5"	77	STR				
S609		0	4	12	16	1'-6"	36	8	6"	6"	1'-0"	
TOTAL							5297					

ABUTMENT REINFORCING STEEL												
MARK	NO.				LENGTH (FT)	WEIGHT (LB)	TYPE	DIMENSIONS				
	GENERAL	STAGE 1	STAGE 2	TOTAL				A	B	C	INCR.	
A501		6	2	8	8	2'-10"	24	5				
A502		6	2	8	8	8'-6"	71	3	1'-3"			
A503		0	8	8	8	11"	8	STR				
A601		42	31	73	73	6'-6"	713	4				
A602		0	7*	7	7	30'-8"	323	STR				
A603		7***	0	7	7	25'-0"	263	STR				
A604		4	0	4	4	19'-2"	115	STR				
A605		3	0	3	3	21'-8"	98	STR				
A801		28	21	49	49	5'-11"	775	20	9"	3'-10"	1'-5"	
TOTAL							2390					

PIER REINFORCING STEEL												
MARK	NO.				LENGTH (FT)	WEIGHT (LB)	TYPE	DIMENSIONS				
	GENERAL	STAGE 1	STAGE 2	TOTAL				A	B	C	INCR.	
P501	187			187	2'-11"	570	7	1'-6"	1'-6"			
P502	28			28	19'-7"	572	2	5'-7"	8'-8"	5'-7"		
P503	2			2	21'-9"	46	2	6'-8"	8'-8"	6'-8"		
P504	28			28	12'-11"	378	2	3'-11"	5'-4"	3'-11"		
P505	2			2	15'-5"	32	2	5'-2"	5'-4"	5'-2"		
P506	12			12	19'-4"	242	1	3'-3"	6'-8"			
P507	12			12	12'-10"	161	1	1'-6"	5'-2"			
P508	20			20	3'-9"	79	2	1'-3"	1'-6"	1'-3"		
TOTAL						2080						

APPROACH SLAB RAILING REINFORCING STEEL												
MARK	NO.				LENGTH (FT)	WEIGHT (LB)	TYPE	DIMENSIONS				
	GENERAL	STAGE 1	STAGE 2	TOTAL				A	B	C	INCR.	
AS501		0	26	26	2'-10"	77	5					
AS502		0	26	26	8'-6"	231	3	1'-3"				
AS503		0	8	8	24'-8"	206	STR					
TOTAL						514						



NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S501 IS A NO. 5 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED.
2. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
3. "STR" IN THE TYPE COLUMN INDICATES STRAIGHT BARS.
4. REFER TO C.M.S. SECTION 509.05 FOR STANDARD BEND DIMENSIONS.

5. PROVISIONS SHALL BE MADE AS NECESSARY FOR ALL REINFORCING BARS THAT REQUIRE, AS PER THE PLANS, A MECHANICAL CONNECTOR FOR SPLICING. THESE MODIFICATIONS ARE INCLUDED IN THE CONTRACT PRICE FOR ITEM 509.
6. MECHANICAL CONNECTORS SHALL BE THE NON-PROTRUDING TYPE.

