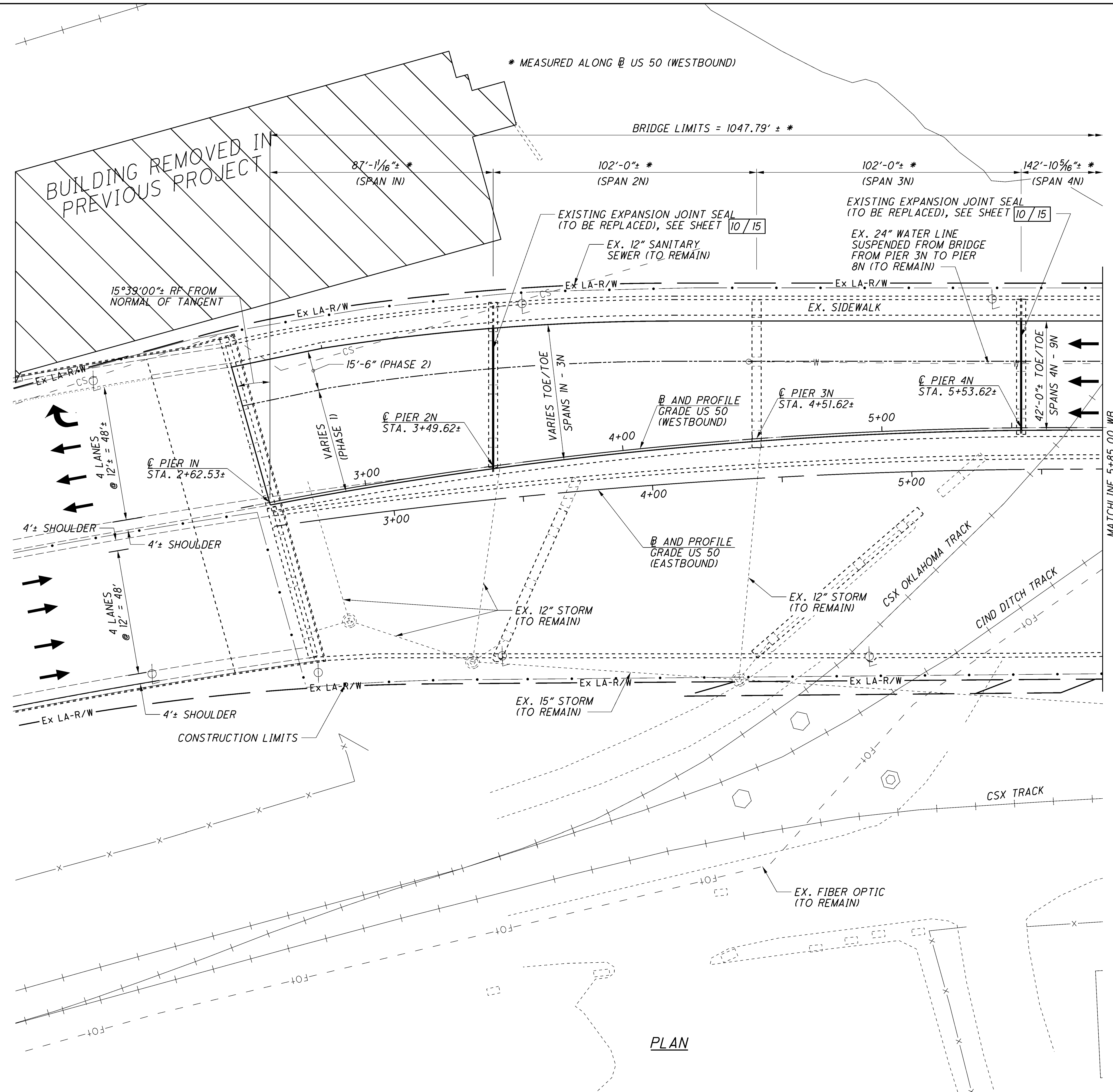


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PLAN

NOTES:
 EXISTING UTILITIES TO REMAIN.
 DESIGN TRAFFIC:
 2011 ADT = 30910 2011 ADTT = 1236
 2031 ADT = 28580 2031 ADTT = 1143
 DIRECTIONAL DISTRIBUTION = 0.51

EXISTING STRUCTURE

TYPE: SPAN 1N IS SIMPLE GIRDER, SPANS 2N THRU 9N ARE CONTINUOUS GIRDERS. REINFORCED CONCRETE DECK AND SUBSTRUCTURES.

SPANS: 87'-1 1/16"±, 102'-0"±, 102'-0"±, 142'-10 5/16"±, 125'-0"±, 125'-0"±, 89'-6"±, 78'-1 3/16"±, 107'-6 1/4"±, 86'-0"± (MEASURED C/C BRG. ALONG @ US 50 WB)

ROADWAY: VARIES; 42'-0"± MIN. F/F CURBS, 6'-0"± SIDEWALK.

LOADING: CF-2000-(57) ADEQUATE FOR AASHTO ALTERNATIVE LOADING

WEARING SURFACE: 2"± ASPHALT CONCRETE, 1 1/4"± MICRO-SILICA MODIFIED CONCRETE OVERLAY

SKEW: VARIES (SEE PLAN)

APPROACH SLABS: AS-1-81 (25'-0" LONG)

ALIGNMENT: VARIES (HORIZONTALLY CURVED AND TANGENT)

SUPERELEVATION: VARIES

STRUCTURAL FILE NUMBER: 3102807

DATE BUILT: 1965±

DISPOSITION: TO BE REHABILITATED

PROPOSED STRUCTURE

PROPOSED WORK:
 REMOVE EXISTING 2" ASPHALT OVERLAY, REMOVE EXISTING 1 1/4" MICRO-SILICA CONCRETE OVERLAY AND 1" OF EXISTING DECK USING HYDRODEMOLITION PER SUPPLEMENTAL SPECIFICATION 848, PLACE NEW 2 1/4" SUPERPLASTICIZED DENSE CONCRETE OVERLAY ON THE EXISTING DECK, REPLACE EXPANSION JOINT STRIP SEAL GLANDS AT PIERS 2N, 4N, 7N, AND THE FORWARD ABUTMENT, PAINT DAMAGED STRUCTURAL STEEL AND CLEAN BRIDGE DRAINAGE SYSTEM.

TYPE: SPAN 1N IS SIMPLE GIRDER, SPANS 2N THRU 9N ARE CONTINUOUS GIRDERS. REINFORCED CONCRETE DECK AND SUBSTRUCTURES.

SPANS: 87'-1 1/16"±, 102'-0"±, 102'-0"±, 142'-10 5/16"±, 125'-0"±, 125'-0"±, 89'-6"±, 78'-1 3/16"±, 107'-6 1/4"±, 86'-0"± (MEASURED C/C BRG. ALONG @ US 50 WB)

ROADWAY: VARIES; 42'-0"± MIN. TOE/TOE CURBS, 6'-0"± SIDEWALK.

LOADING: CF-2000-(57) ADEQUATE FOR AASHTO ALTERNATIVE LOADING (EQUIVALENT TO AASHTO HS20-44 LOADING)

WEARING SURFACE: 2 1/4" SUPERPLASTICIZED DENSE CONCRETE OVERLAY

SKEW: VARIES (SEE PLAN)

APPROACH SLABS: AS-1-81 (25'-0" LONG)

ALIGNMENT: VARIES (HORIZONTALLY CURVED AND TANGENT)

SUPERELEVATION: VARIES

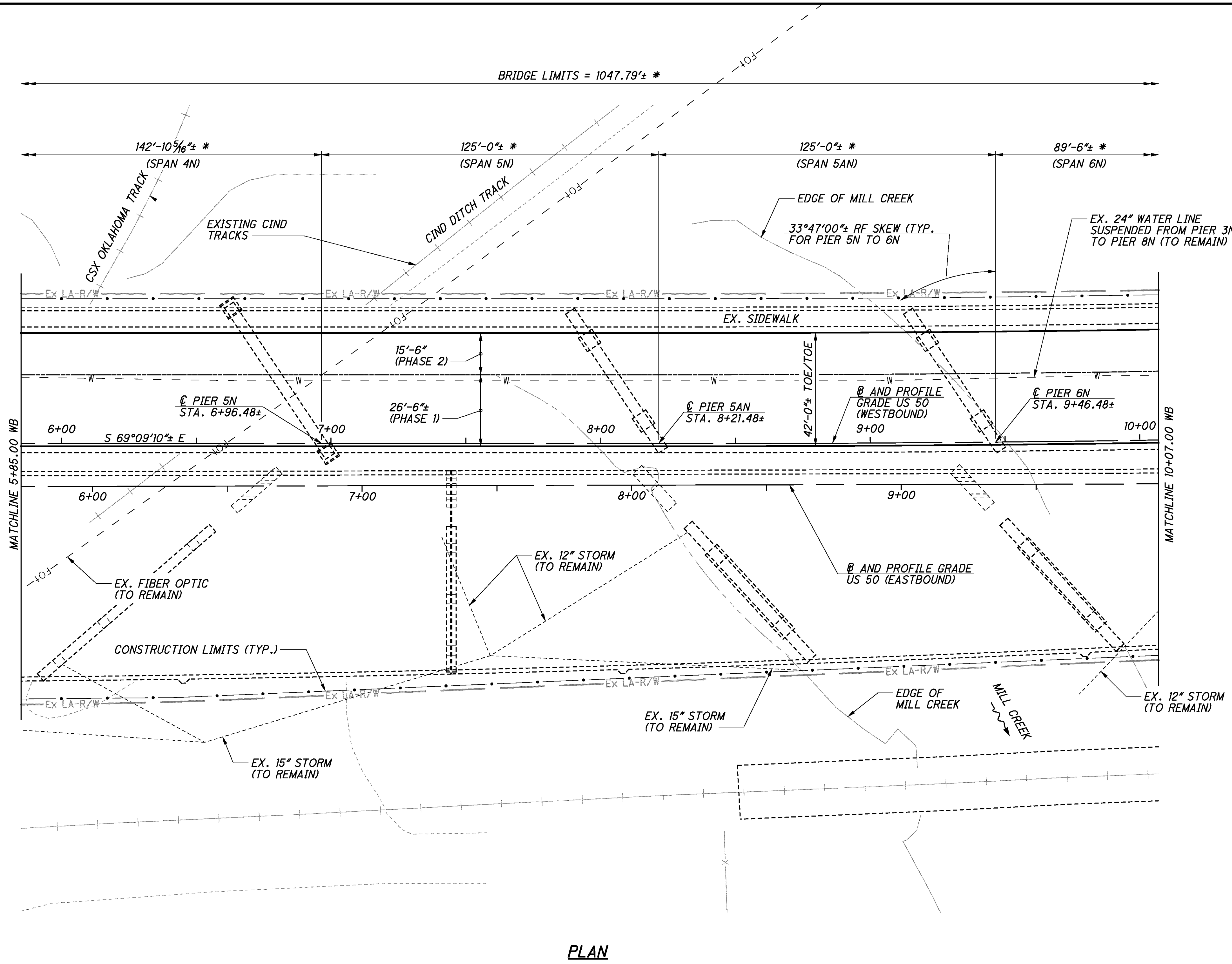
STRUCTURAL FILE NUMBER: 3102807

DATE BUILT: 1965±

COORDINATES: LONGITUDE 84°32'42" W
 LATITUDE 39°06'06" N

DESIGN AGENCY TranSystems 4655 LAKE FOREST DRIVE, SUITE 540 CINCINNATI, OHIO 45242	DATE 2/16/15
	REVIEWED MSL STRUCTURE FILE NUMBER 3102807
	DRAWN JDG REVISIONS
DESIGNED MTN CHECKED PJP	HAMILTON COUNTY STA. 2+62.53 STA. 13+10.32
GENERAL PLAN HAM-50-1903L US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE	PID No. 98996
HAM-50-19-03	1 / 15
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BRIDGE LIMITS = 1047.79' ± *

142'-10 5/16" ± *
(SPAN 4N)

125'-0" ± *
(SPAN 5N)

125'-0" ± *
(SPAN 5AN)

89'-6" ± *
(SPAN 6N)

CSX OKLAHOMA TRACK

EXISTING CIND TRACKS

CIND DITCH TRACK

EDGE OF MILL CREEK
33°47'00" ± RF SKEW (TYP.
FOR PIER 5N TO 6N)

EX. 24" WATER LINE
SUSPENDED FROM PIER 3N
TO PIER 8N (TO REMAIN)

EX. SIDEWALK

15'-6" (PHASE 2)

26'-6" ± (PHASE 1)

42'-0" ± TOE/TOE

B AND PROFILE
GRADE US 50
(WESTBOUND)

B AND PROFILE
GRADE US 50
(EASTBOUND)

⊙ PIER 5N
STA. 6+96.48±

⊙ PIER 5AN
STA. 8+21.48±

⊙ PIER 6N
STA. 9+46.48±

MATCHLINE 5+85.00 WB

MATCHLINE 10+07.00 WB

6+00

7+00

8+00

9+00

10+00

6+00

7+00

8+00

9+00

EX. FIBER OPTIC
(TO REMAIN)

EX. 12" STORM
(TO REMAIN)

B AND PROFILE
GRADE US 50
(EASTBOUND)

CONSTRUCTION LIMITS (TYP.)

EX. 15" STORM
(TO REMAIN)

EDGE OF
MILL CREEK

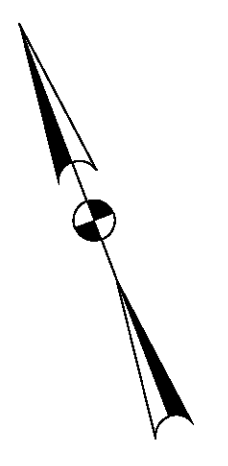
MILL CREEK

EX. 12" STORM
(TO REMAIN)

EX. 15" STORM
(TO REMAIN)

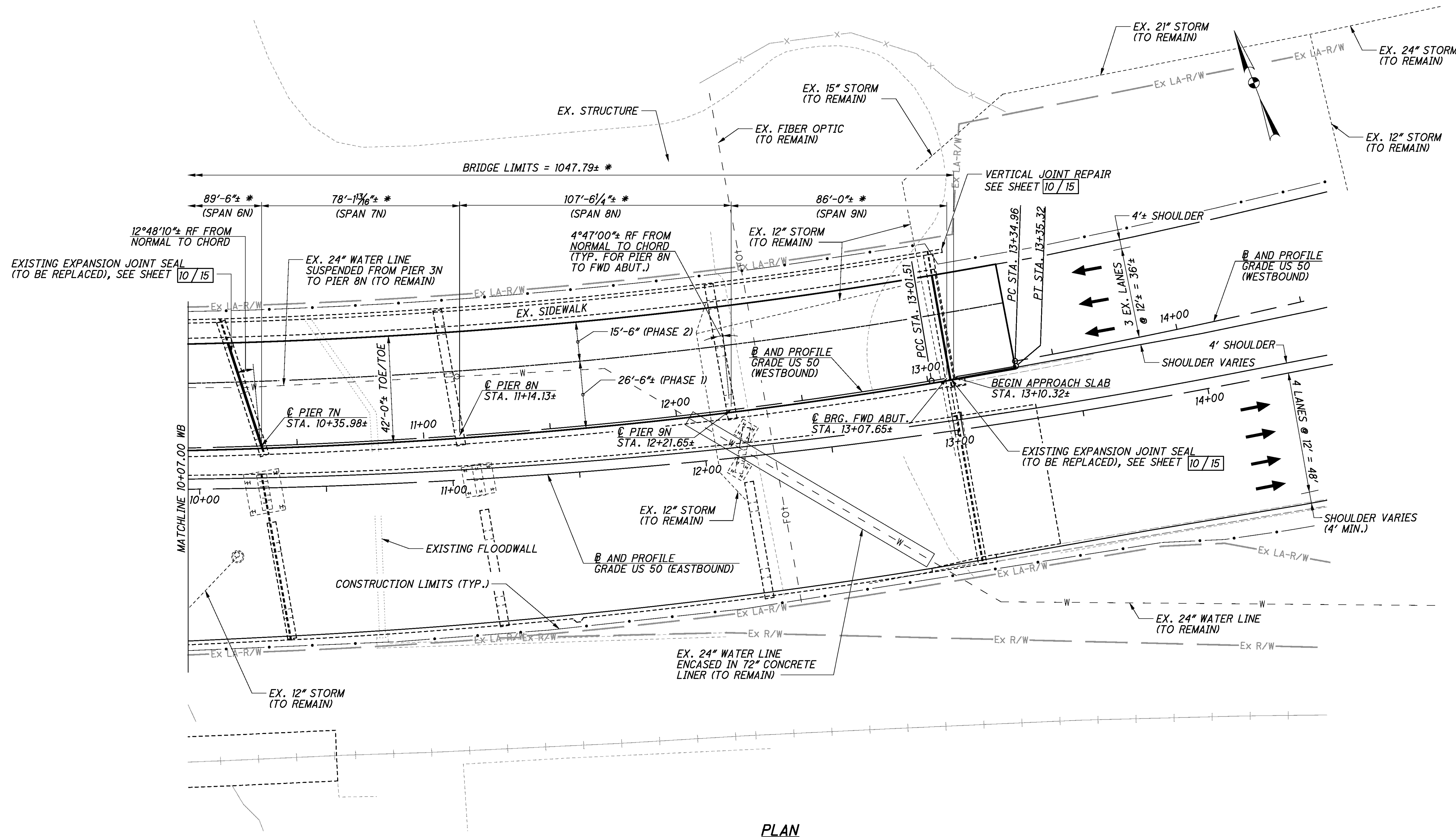
PLAN

* MEASURED ALONG ⊙ US 50 (WESTBOUND)



HAM-50-19.03 PID No. 98996	GENERAL PLAN HAM-50-1903L US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE		HAMILTON COUNTY STA. 2+62.53 STA. 13+10.32	DESIGNED MTN CHECKED PJP	DRAWN JDC REVISED	REVIEWED MSL STRUCTURE FILE NUMBER 3102807	DATE 2/16/15	DESIGN AGENCY TranSystems 4555 LAKE FOREST DRIVE, SUITE 540 CINCINNATI, OHIO 45242
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PLAN

* MEASURED ALONG @ US 50 (WESTBOUND)

GENERAL PLAN HAM-50-1903L US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE	DESIGNED MTN	CHECKED PJP	HAMILTON COUNTY STA. 2+62.53 STA. 13+10.32	DRAWN JDG	REVISIONS REVISER	DATE 2/16/15	STRUCTURE FILE NUMBER 3102807
	REVIEWED MSL	DESIGNED PJP	HAMILTON COUNTY STA. 2+62.53 STA. 13+10.32	DRAWN JDG	REVISIONS REVISER	DATE 2/16/15	STRUCTURE FILE NUMBER 3102807
	REVIEWED MSL	DESIGNED PJP	HAMILTON COUNTY STA. 2+62.53 STA. 13+10.32	DRAWN JDG	REVISIONS REVISER	DATE 2/16/15	STRUCTURE FILE NUMBER 3102807

HAM-50-19.03
PID No. 98996

STRUCTURE GENERAL NOTES

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:
AS-1-15, REVISED 01-16-15
EXJ-4-87, REVISED 07-19-02

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:
842 DATED 07-15-11
848 DATED 04-18-14

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

DESIGN LOADING: CF-2000-(57) ADEQUATE FOR AASHO ALTERNATIVE LOADING (EQUIVALENT TO AASHTO HS20-44 LOADING)

DECK PROTECTION METHOD:
2 1/4" SUPERPLASTICIZED DENSE CONCRETE OVERLAY SEALING OF CONCRETE SURFACES

MAINTENANCE OF TRAFFIC: TRAFFIC WILL BE MAINTAINED DURING BRIDGE CONSTRUCTION. BRIDGE MUST BE BUILT IN ACCORDANCE WITH MAINTENANCE OF TRAFFIC GENERAL NOTES AND PLANS.

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.

EXISTING STRUCTURE PLANS: CONSTRUCTION PLANS FOR EXISTING BRIDGE ARE ON FILE AT THE DEPARTMENT OF TRANSPORTATION, DISTRICT 8 OFFICE, 505 SOUTH STATE ROUTE 741, LEBANON, OHIO AND ARE AVAILABLE FOR REFERENCE.

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.

CONSTRUCTION CLEARANCE: MAINTAIN A CONSTRUCTION CLEARANCE OF 12 FEET HORIZONTALLY FROM THE CENTER OF TRACKS AND 23 FEET VERTICALLY FROM A POINT LEVEL WITH THE TOP OF THE HIGHER RAIL, AND 6 FEET FROM THE CENTER OF TRACKS AT ALL TIMES.

ITEM 514 - FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN: THIS ITEM CONSISTS OF FIELD PAINTING DAMAGED STRUCTURAL STEEL BY PERFORMING SURFACE PREPARATION AND APPLYING A THREE-COAT PAINT SYSTEM TO THE UNCOATED STEEL AND FEATHERED REMOVAL AREAS OF EXISTING COATINGS.

CMS 514.06 THROUGH 514.10 APPLY. REMOVE EXISTING PAINT COATING TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER ACCORDING TO SSPC-SP 15, COMMERCIAL GRADE POWER TOOL CLEANING, OR EQUAL AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 3. THE ENGINEER WILL USE SSPC-VIS 3 TO DETERMINE THE ACCEPTANCE OF THE COMMERCIAL GRADE POWER TOOL CLEANING. FEATHER THE EXISTING PAINT TO EXPOSE A MINIMUM OF 1/2 INCH OF EACH COAT. CONTAIN AND DISPOSE OF WASTE GENERATED BY THE CLEANING ACCORDING TO CMS 514.13.D.

ROUND ALL EXPOSED CORNERS OF MAIN MATERIAL AS NECESSARY TO ACHIEVE A 1/16 INCH RADIUS OR EQUIVALENT FLAT SURFACE AT A 45 DEGREE ANGLE.

APPLY THE PRIME AND INTERMEDIATE COATS OF THE SPECIFIED THREE-COAT PAINT SYSTEM, CMS 708.02, ACCORDING TO CMS 514.15, 514.16, 514.17, AND 514.20 TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER. TINT THE INTERMEDIATE COAT TO APPROXIMATELY THE SAME COLOR AS THE EXISTING FINISH COLOR. MATCH THE COLOR TO THE ENGINEERS SATISFACTION. THE ENGINEER WILL DETERMINE THE PRIME COAT THICKNESS; PRIME AND INTERMEDIATE COAT THICKNESS USING A TYPE 2 MAGNETIC GAGE AT SPOT LOCATIONS. EACH COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF CMS 514.20. APPLY PAINT AS FOLLOWS:

A. APPLY THE PRIME COAT ONLY TO THE SURFACE OF THE BARE STEEL AND THE EXISTING PRIME COAT EXPOSED BY FEATHERING. DO NOT APPLY THE PRIME COAT TO THE ADJACENT INTERMEDIATE COAT.

B. APPLY THE INTERMEDIATE COAT ONLY TO THE NEW PRIME COAT AND THE EXISTING INTERMEDIATE COAT EXPOSED BY FEATHERING. DO NOT APPLY THE INTERMEDIATE COAT TO THE ADJACENT FINISH COAT.

AT THE PERIMETER OF THE REPAIR AREA, APPLY THE PRIME AND INTERMEDIATE COATS USING A BRUSH. APPLY THE FINISH COAT USING EITHER BRUSH OR SPRAY. IN LIEU OF BRUSHING THE USE OF MASKING AREAS NOT TO BE COATED AND SPRAY TO FEATHERED REMOVAL LINES MAY BE PERFORMED.

BLEND REPAIR AREAS WITH THE ADJACENT COATING AND PROVIDE A FINISHED SURFACE IN THE PATCHED AREAS THAT IS SMOOTH AND HAS AN EVEN PROFILE WITH THE ADJACENT SURFACE.

THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN BY THE NUMBER OF SQUARE FEET OF STRUCTURAL STEEL PAINTED. ALL REQUIREMENTS OF THIS SPECIFICATION ARE CONSIDERED INCIDENTAL TO THE WORK. THE DEPARTMENT WILL DETERMINE THE SURFACE AREA BY TAKING EXACT FIELD MEASUREMENTS OF ALL PAINTED SURFACES AND CALCULATIONS.

DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR:

ITEM	UNIT	DESCRIPTION
514	SQUARE FEET	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN

ITEM 514 - FIELD PAINTING, MISC.: FIELD PAINTING OF EXISTING STEEL, USING EPOXY AND URETHANE (EEU): THIS ITEM INCLUDES THE PIER 5N STEEL CAP INTERIOR RETROFIT REGIONS AS A REPAIR TO THE EXISTING PAINT AFTER THE RETROFIT WORK.

THE INTERIOR OF THE CAP IS CONSIDERED AS A CONFINED SPACE AND MAY REQUIRE EXTRA PRECAUTIONS TO ACCOMPLISH THE CONTRACT WORK. THIS MAY INCLUDE SPECIAL METHODS OF VENTILATION, PAINT REMOVAL, PAINT APPLICATION AND/OR OTHER PRECAUTIONS DEEMED NECESSARY BY THE CONTRACTOR. ANY SPECIAL EQUIPMENT OR PROCEDURES NECESSARY TO COMPLETE THIS WORK SHALL BE AT NO ADDITIONAL COST TO THE STATE AND SHALL BE INCLUDED IN THE APPROPRIATE BID ITEMS. THE PAINT MAY BE APPLIED TO THE INTERIOR SURFACES BY BRUSHES OR ROLLERS. AIRLESS SPRAY IS ALLOWED ONLY IF OVERSPRAY IS CONTAINED BY END CLOSURES.

INTERIOR PAINT AT THE EXISTING STEEL PIER CAP SHALL BE WHITE, FEDERAL COLOR NUMBER 27925.

THIS ITEM SHALL CONSIST OF:

1. A COMPLETE WASHDOWN OF ALL STEEL USING A POWER WASHER WITH 7,000 PSI MINIMUM AT NOZZLE WITH A FLOW RATE OF 3-4 GAL/MIN. THE NOZZLE IS TO BE HELD PERPENDICULAR TO AND NO MORE THAN 12" FROM THE STEEL SURFACE.
2. SOLVENT CLEANING AS NEEDED.
3. SPOT CLEANING TO REMOVE ALL RUST, MILL SCALE, UNSOUND PAINT, ETC., USING POWER TOOLS SUCH AS: NEEDLE GUNS, DESCALERS, ABRASIVE WHEELS, DISCS, ROTARY IMPACT FLAPS, WIRE BRUSHES, ETC. (SEE SSPC-SP 11). THE APPEARANCES OF THE SURFACE AFTER POWER TOOL CLEANING SHALL CORRESPOND TO THE PICTORIAL STANDARDS OF SSPC-SP 11.
4. A TEST SECTION TO VERIFY COMPATIBILITY OF PRIMER WITH EXISTING PAINT.
5. SPOT PRIME USING TWO COATS OF AN APPROVED EPOXY MASTIC (5 MILS MINIMUM EACH COAT).
6. A COMPLETE TOP COAT USING A URETHANE (3 MILS MIN.).
7. ALL PROVISIONS OF OZEU PROPOSAL NOTE WILL APPLY TO THIS PROJECT, EXCEPT THOSE WHICH DIRECTLY CONFLICT WITH THIS NOTE.

8. THE FOLLOWING EXCEPTIONS APPLY TO THIS PROJECT:

- a. AREAS OF RUST, UNSOUND (I.E., PEELING, FLAKING) PAINT, ETC. SHALL BE REMOVED BY HAND TOOL OR POWER TOOL CLEANING. THE REMOVAL SHALL EXTEND OUT ADEQUATELY TO LEAVE ONLY SOUND, WELL-BONDED EXISTING PAINT, AND SHALL BE FEATHER-EDGED 2" MINIMUM FROM THE BARE STEEL TO THE SOUND TOP COAT AROUND THE PERIMETER OF EACH SPOT CLEANED.

THE INTENT OF THIS SPECIFICATION IS TO PROVIDE FOR CLEANING AND PAINTING OF THE PIER 5N STEEL CAP INTERIOR RETROFIT REGIONS WITHOUT THE USE OF ABRASIVE BLASTING. THE CONTRACTOR MAY CHOOSE TO USE SELECTIVE ABRASIVE BLASTING ON THIS PROJECT IN CONJUNCTION WITH HAND TOOL CLEANING. HOWEVER, ANY ABRASIVE BLASTING MUST BE ACCOMPANIED WITH CONTAINMENT, COLLECTION, STORAGE, TESTING, AND DISPOSAL OF ALL BLASTING DEBRIS IN ACCORDANCE WITH THE PROVISIONS OF OZEU AND WASTE CONTROL PROPOSAL NOTES, EXCEPT NO SEPARATE PAYMENT WILL BE MADE FOR WASTE CONTROL. VACUUM BLASTING WILL ALSO BE CONSIDERED ACCEPTABLE, PROVIDING ALL ABRASIVE MATERIAL IS RECYCLED.

b. MINIMUM MIL THICKNESS OF EACH COAT OF PAINT SHALL BE VERIFIED WITH A POSITECTOR.

ITEM 514 - FIELD PAINTING, MISC.: FIELD PAINTING OF EXISTING STEEL, USING EPOXY AND URETHANE (EEU) (CONT.)

PAINT COMPATIBILITY TEST SECTION:

BEFORE ANY PAINTING CAN BEGIN INSIDE THE PIER 5N STEEL PIER CAP (AND AT LEAST 24 HOURS PRIOR TO PAINTING), A 2' x 2' SECTION OF EXISTING SOUND PAINT SHALL BE REMOVED DOWN TO BARE METAL. THE PRIMER TO BE USED SHALL BE APPLIED TO THE TEST SECTION MAKING SURE THAT PRIMER OVERLAPS EXPOSED EDGES OF SOUND PAINT. ANY LIFTING, WRINKLING, OR OTHER DETRIMENTAL EFFECTS ON THE SURROUNDING SOUND PAINT WITHIN THE FIRST 24 HOURS SHALL BE GROUNDS FOR DISAPPROVAL OF THE SELECTED PRIMER AND ANOTHER PRIMER SHALL BE SELECTED FOLLOWED BY ANOTHER TEST SECTION. THE COST OF THESE SECTIONS SHALL BE INCLUDED FOR PAYMENT WITH SURFACE PREPARATION.

COATINGS WHICH WILL BE ACCEPTABLE (PENDING ACCEPTABILITY OF TEST SECTIONS) ARE:

CARBOLINE CO.
2150 SCHUETZ RD.
ST. LOUIS, MO 63146
800-848-4645
PRIMER - CARBOMASTIC 15
TOP COAT - CARBOTHANE 134 HS

PPG PROTECTIVE AND MARINE COATINGS
11605 VIMY RIDGE RD.
ALEXANDER, AR 72002
888-977-4762
PRIMER - AMERLOCK 400 OR 400 AL
TOP COAT - AMERCOAT 450 HS

POLY-CARB, INC.
33095 BAINBRIDGE RD.
SOLON, OH 44139
866-765-9227
PRIMER - MARK 60.1: ULTRAPOX II
TOP COAT - MARK 73.2: ULTRAKOTE II

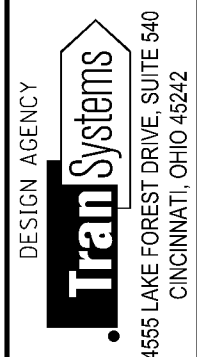
THE SHERWIN - WILLIAMS CO.
2121 NEW WORLD DR.
COLUMBUS, OH 43207
800-524-5979
PRIMER - EPOXY MASTIC ALUMINUM II B62S100/B60V100
TOP COAT - POLYURETHANE B65 SERIES/B60 V2

PRIMER AND TOP COAT MUST BE BY SAME MANUFACTURER.

BASIS OF PAYMENT:

ITEM	UNIT	DESCRIPTION
514	SQUARE FOOT	FIELD PAINTING, MISC.: SURFACE PREPARATION (EEU)
514	SQUARE FOOT	FIELD PAINTING, MISC.: SPOT PRIME, TWO COATS (EPOXY)
514	SQUARE FOOT	FIELD PAINTING, MISC.: COMPLETE COAT FINISH (URETHANE)

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REVIEWED: MSL
DRAWN: JDG
DESIGNED: MTN
CHECKED: PJP
STRUCTURE FILE NUMBER: 3102807

GENERAL NOTES
HAM-50-1903L
US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE

HAM - 50 - 19 - 03
PID No. 98996

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STRUCTURE GENERAL NOTES (CONT.)

ITEM 516 - ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN: THE EXISTING STRIP SEAL GLAND SHALL BE REPLACED THE FULL LENGTH OF THE DECK JOINT. THE CONTRACTOR SHALL TAKE FIELD MEASUREMENTS TO ENSURE THE NEW SEAL WILL FIT THE EXISTING STEEL EXTRUSION. THE STRIP SEAL SHALL BE INSTALLED IN ONE PIECE FULL LENGTH.

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: REPAIR VERTICAL SUBSTRUCTURE JOINT: THE EXISTING VERTICAL EXPANSION JOINT BETWEEN THE ABUTMENT AND WINGWALL SHALL BE REPAIRED WITH POLYURETHANE FOAM AS INDICATED IN THE PLANS WITH THE MATERIAL PER SUPPLEMENTAL SPECIFICATION 842. THE JOINT SHALL BE THOROUGHLY CLEANED AS DIRECTED BY THE ENGINEER.

ITEM 518 - STRUCTURE DRAINAGE, MISC.: DOWNSPOUT MODIFICATION: THIS ITEM CONSISTS OF CUTTING HOLES IN DOWNSPOUTS AS DIRECTED BY THE ENGINEER TO ALLOW FOR DRAINAGE OF WATER ONTO THE GROUND SHOULD THE UNDERGROUND DRAINAGE PIPE BECOME CLOGGED IN THE FUTURE.

THE DEPARTMENT WILL MEASURE THIS WORK BY THE NUMBER OF LOCATIONS TO BE MODIFIED. THE COST OF ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM THIS WORK IS INCLUDED WITH ITEM 518 - STRUCTURE DRAINAGE, MISC.:

SEE SHEET **14/15** FOR DETAILS.

ITEM 518 - STRUCTURE DRAINAGE, MISC.: CLEANING BRIDGE DRAINAGE SYSTEM: THIS ITEM CONSISTS OF REMOVING ALL DIRT AND DEBRIS FROM THE ROADWAY DECK NEAR THE CURB AND MEDIAN, SIDEWALK AREAS, SCUPPERS, CROSS DRAINS, DRAINAGE TROUGHS, COLLECTION BOXES, HOPPERS, HORIZONTAL CONDUCTORS, DOWNSPOUTS, UNDERGROUND STORM SEWERS AND MANHOLES TO THE CITY STORM SEWERS OR PIPE OUTLET, AFTER THE DIRT AND DEBRIS ARE REMOVED. THE ENTIRE SYSTEM SHALL BE FLUSHED OUT WITH CLEAN WATER MAKING CERTAIN THAT WATER FLOWS SMOOTHLY TO ITS OUTLET.

CONTRACTOR SHALL DETERMINE THE EXTENT OF WORK REQUIRED FOR THIS ITEM BY EXAMINATION OF EXISTING BRIDGE PLANS AND BY FIELD INVESTIGATION.

THE CONTRACTOR SHALL PROVIDE NECESSARY EQUIPMENT FOR THE PURPOSE OF EXAMINING THE EXISTING BRIDGE DRAINAGE SYSTEM. THE CONTRACTOR'S SUPERINTENDENT SHALL ACCOMPANY THE ENGINEER IN MAKING A DETAILED EXAMINATION PRIOR TO BEGINNING WORK AND AGAIN AT THE COMPLETION OF THE WORK. NO SEPARATE PAYMENT WILL BE MADE TO THE CONTRACTOR TO COVER ANY COSTS OF THIS EXAMINATION.

ALL DIRT AND DEBRIS SHALL BE REMOVED FORM THE BRIDGE SITE AND PROPERLY DISPOSED OF.

THE CLEANOUTS OF THE BRIDGE DRAINAGE SYSTEM SHALL NOT BEGIN UNTIL ALL OTHER WORK UNDER THIS CONTRACT IS COMPLETED.

THE COST OF ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO COMPLETE THE CLEANING AND CLEARING OF THE BRIDGE DRAINAGE SYSTEM SHALL BE INCLUDED IN THE PRICE FOR ITEM 518- STRUCTURE DRAINAGE, MISC.:

ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN: FILTER FABRIC PROTECTION: IF SURFACE CLEANING DEBRIS, PAINTING, OR HYDRODEMOLITION ACTIVITIES ARE CAPABLE OF CONTAMINATING THE TRACK AND BALLAST, THEN FILTER FABRIC WILL BE REQUIRED TO COVER THE TRACK AND BALLAST FOR THE LIMITS NECESSARY TO PROTECT THE TRACK. CONTRACTORS WILL BE REQUIRED TO FURNISH, INSTALL AND MAINTAIN FILTER FABRIC FOR THE DURATION OF THE WORK.

THE COST OF ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO PROTECT THE TRACK AND BALLAST SHALL BE INCLUDED IN THE PRICE FOR ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN.

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN: THIS ITEM SHALL CONFORM TO SS 848 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

THE OVERLAY MATERIAL SHALL MEET THE FOLLOWING CRITERIA: 2 LBS./C. Y. POLYPROPYLENE FIBERS 3/4" MIN. WITH A CORROSION INHIBITOR SHALL BE ADDED TO THE MIX.

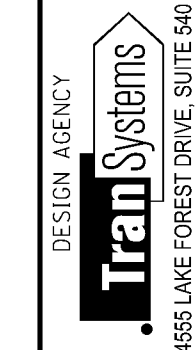
MIX SHALL INCLUDE A MIGRATING CORROSION INHIBITOR AS MANUFACTURED BY AN APPROVED SUPPLIER LISTED ON ODOT'S QUALIFIED APPROVED SUPPLIERS, ITEM 515.15

THE 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.

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, UNLESS A LARGER SIZE IS APPROVED BY THE ENGINEER. 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 CONCRETE SUPPLIERS CHOICE OF ONE OF THESE CORROSION INHIBITORS DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS.

ITEM 848 - WEARING COURSE REMOVED, ASPHALT, AS PER PLAN: ASPHALT TAPER AT THE WEST END OF THE BRIDGE IS TO BE REMOVED AND NOT REPLACED WHEN SUPERPLASTICIZED DENSE CONCRETE OVERLAY IS APPLIED.

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DESIGNED: MTN
CHECKED: PJP
DRAWN: JDG
REVISED:
REVIEWED: MSL
DATE: 2/16/15
STRUCTURE FILE NUMBER: 3102807

GENERAL NOTES
HAM-50-1903L
US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE

HAM-50-19-03
PID No. 98996

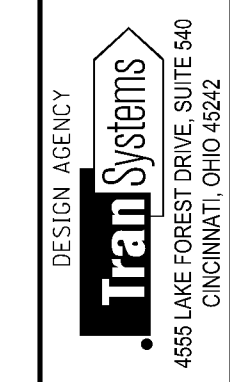
5 / 15

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CALCULATED BY: JDG		ESTIMATED QUANTITIES - HAM-50-1903L - FUNDING: MAJOR BRIDGE NHS					CHECKED BY: MTN			
ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER.	GENERAL	SEE SHEET NO.	
514	20001	1293		FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN			1293		4/15, 9/15	
514	27700	140		FIELD PAINTING, MISC.: SURFACE PREPARATION (EEU)		140			4/15, 9/15	
514	27700	280		FIELD PAINTING, MISC.: SPOT PRIME, TWO COATS (EPOXY)		280			4/15, 9/15	
514	27700	140		FIELD PAINTING, MISC.: COMPLETE COAT FINISH (URETHANE)		140			4/15, 9/15	
516	01301	193		ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN	45	148			5/15, 10/15	
516	10001	42		PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL, AS PER PLAN	42				10/15	
516	14600	25		STRUCTURAL JOINT OR JOINT SEALER, MISC.: REPAIR VERTICAL SUBSTRUCTURE JOINT	25				5/15	
518	62200	13		STRUCTURE DRAINAGE, MISC.: CLEANING BRIDGE DRAINAGE SYSTEM				13	5/15	
518	62200	7		STRUCTURE DRAINAGE, MISC.: DOWNSPOUT MODIFICATION				7	5/15, 14/15	
848	10201	5259		SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/4" THICK)			5259		5/15	
848	20001	5259		SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN			5259		5/15	
848	30201	365		SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN			365		5/15	
848	50000	525		HAND CHIPPING			525			
848	50100	LUMP		TEST SLAB			LUMP			
848	50200	26		FULL DEPTH REPAIR			26			
848	50301	5259		WEARING COURSE REMOVED, ASPHALT, AS PER PLAN			5259		5/15, 15/15	
848	50320	5259		EXISTING CONCRETE OVERLAY REMOVED (T=1 1/4")			5259			
848	50340	2100		REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS CONCRETE OVERLAY			2100			

QUANTITIES CARRIED TO GENERAL SUMMARY

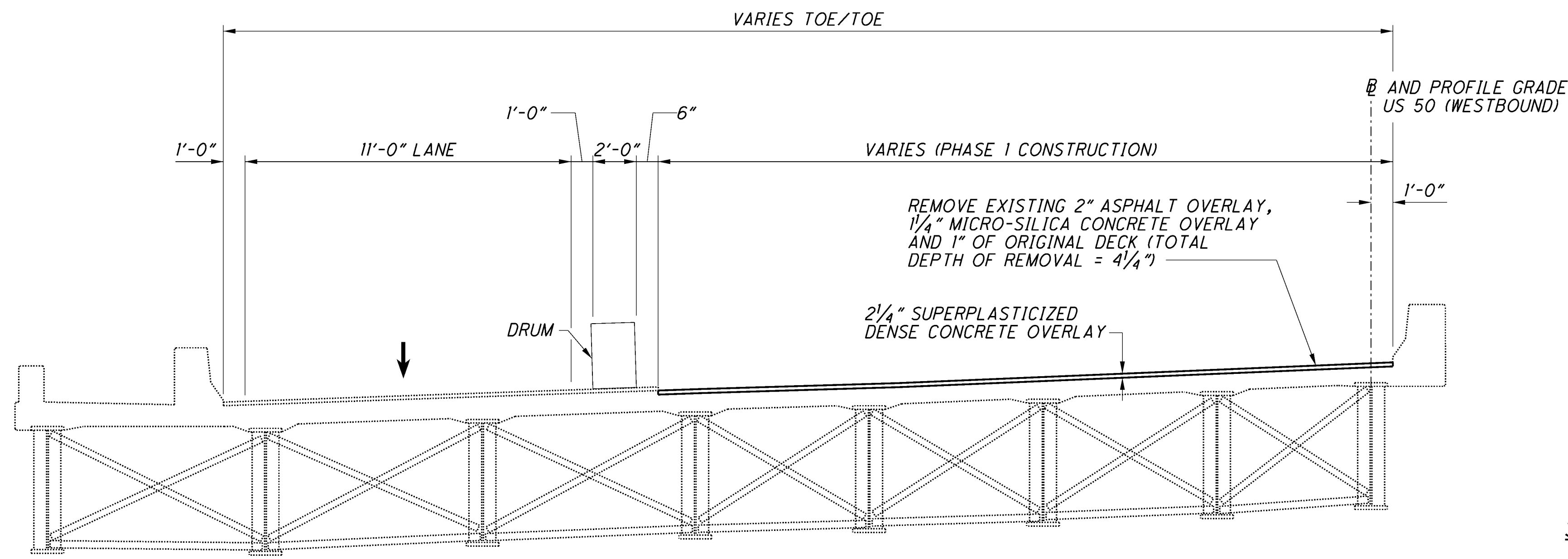


DESIGNED	MTN	CHECKED	PJP
DRAWN	JDG	REVIEWED	
REVIEWED	MSL	DATE	2/16/15
STRUCTURE FILE NUMBER			3102807

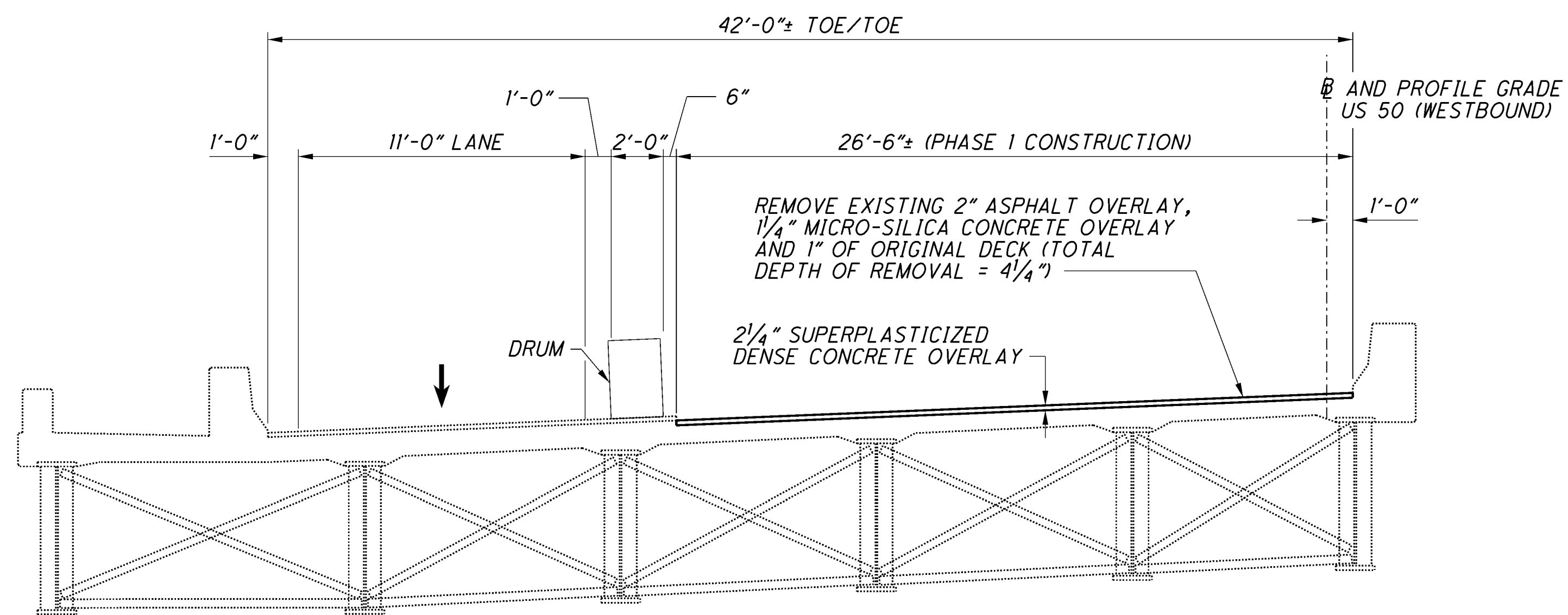
ESTIMATED QUANTITIES
 HAM-50-1903L
 US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE

HAM-50-19-03
 PID No. 98996

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LEFT BRIDGE PHASE 1
(STA. 2+62± TO STA. 5+70±, LOOKING EAST)



LEFT BRIDGE PHASE 1
(STA. 5+70± TO STA. 13+10±, LOOKING EAST)

SEQUENCE OF CONSTRUCTION

PHASE 1

1. INSTALL DRUMS ON BRIDGE DECK AS SHOWN AND BEGIN PHASE 1 MAINTENANCE OF TRAFFIC.
2. REMOVE EXISTING 2" NOMINAL ASPHALT OVERLAY TO PHASE 1 CONSTRUCTION LIMITS.
3. USING HYDRODEMOLITION PER SUPPLEMENTAL SPECIFICATION 848, REMOVE EXISTING 1/4" MICRO-SILICA CONCRETE OVERLAY AND 1" OF ORIGINAL DECK TO PHASE 1 CONSTRUCTION LIMITS.
4. PER MODIFIED SUPPLEMENTAL SPECIFICATION 848, PLACE NEW 2 1/4" SUPERPLASTICIZED DENSE CONCRETE OVERLAY TO PHASE 1 CONSTRUCTION LIMITS.
5. INSTALL NEW STRIP SEAL GLAND TO PHASE 1 CONSTRUCTION LIMITS AND RETAIN ENOUGH STRIP SEAL TO EXTEND TO PHASE 2 CONSTRUCTION LIMITS.
6. CLEAN BRIDGE DRAINAGE SYSTEM.

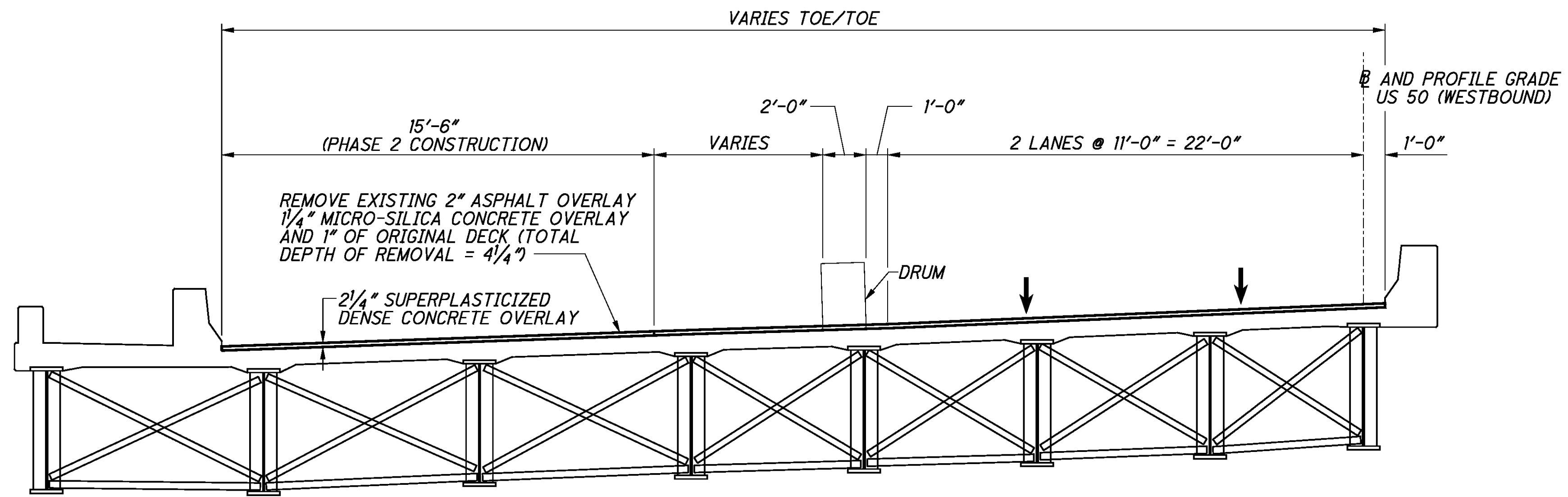
PHASE 2

7. RELOCATE DRUMS AS SHOWN IN PHASE 2. REROUTE TRAFFIC AS SHOWN.
8. REMOVE EXISTING 2" NOMINAL ASPHALT OVERLAY TO PHASE 2 CONSTRUCTION LIMITS.
9. USING HYDRODEMOLITION PER SUPPLEMENTAL SPECIFICATION 848, REMOVE EXISTING 1/4" MICRO-SILICA CONCRETE OVERLAY AND 1" OF ORIGINAL DECK TO PHASE 2 CONSTRUCTION LIMITS.
10. PER MODIFIED SUPPLEMENTAL SPECIFICATION 848, PLACE NEW 2 1/4" SUPERPLASTICIZED DENSE CONCRETE OVERLAY TO PHASE 2 CONSTRUCTION LIMITS.
11. CONTINUE INSTALLING NEW STRIP SEAL GLAND TO PHASE 2 CONSTRUCTION LIMITS.
12. CLEAN BRIDGE DRAINAGE SYSTEM.
13. REMOVE DRUMS AND REROUTE TRAFFIC TO FINAL CONFIGURATION.

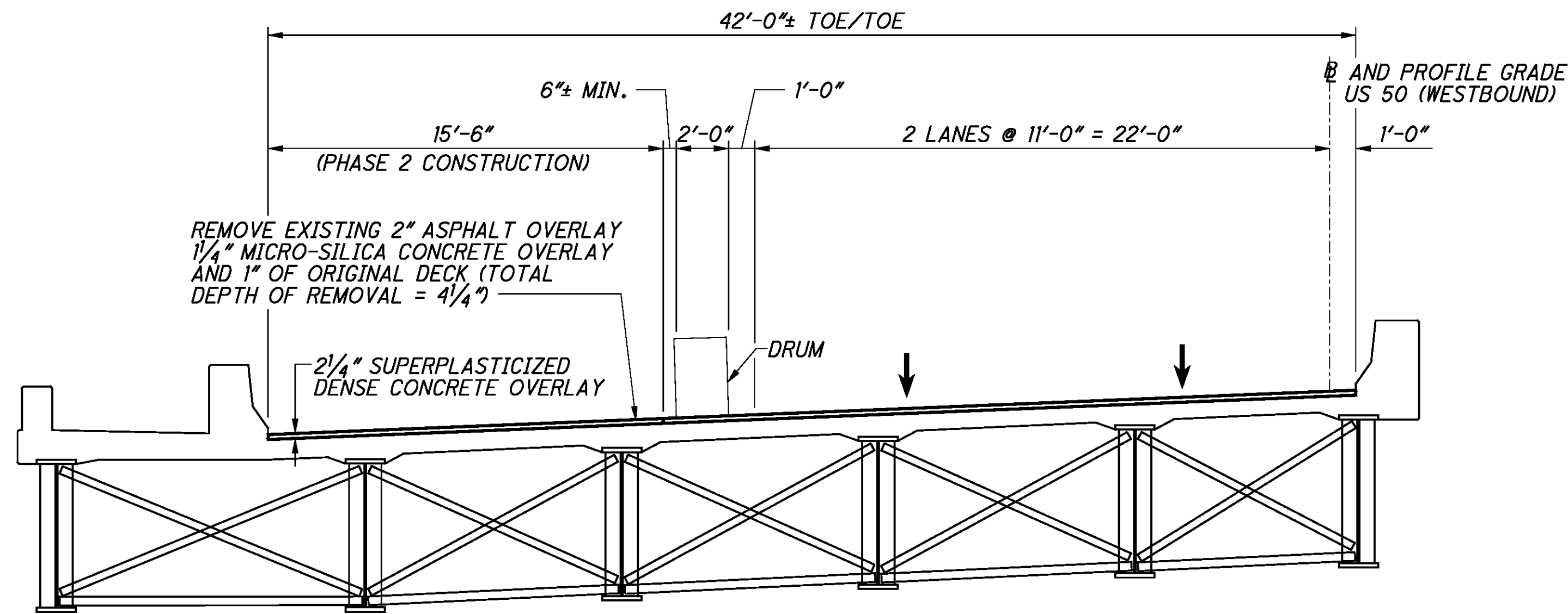
NOTES:

1. DRUMS SHALL BE INSTALLED AS PER ROADWAY DRAWINGS AND APPLICABLE ODOT STANDARD MAINTENANCE OF TRAFFIC DRAWINGS.

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LEFT BRIDGE PHASE 2
(STA. 2+62± TO STA. 5+70±, LOOKING EAST)



LEFT BRIDGE PHASE 2
(STA. 5+70± TO STA. 13+10±, LOOKING EAST)

NOTES:

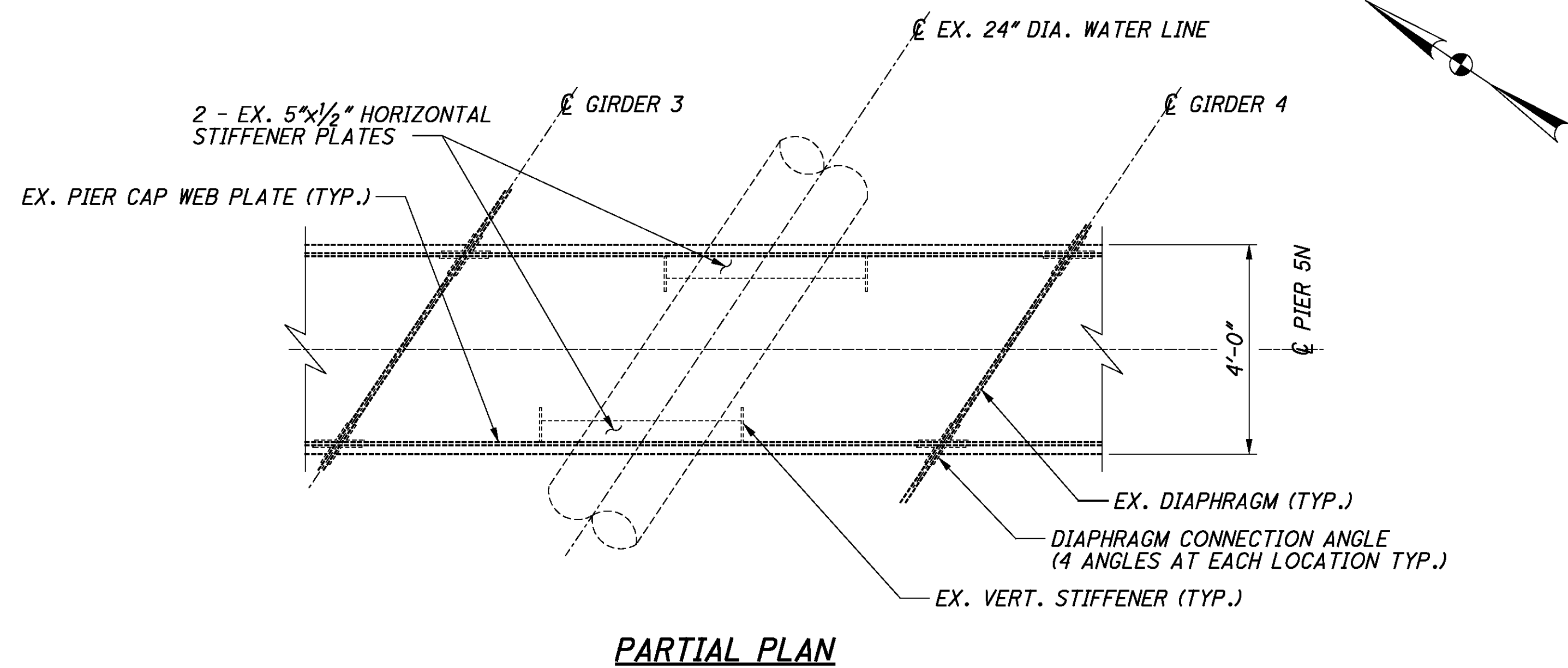
1. FOR ADDITIONAL PHASE CONSTRUCTION INFORMATION, SEE SHEET 7/15.

DESIGNED	DATE
MTN	2/16/15
CHECKED	STRUCTURE FILE NUMBER
PJP	3102807
DRAWN	REVIEWED
JDG	MSL
REVISED	

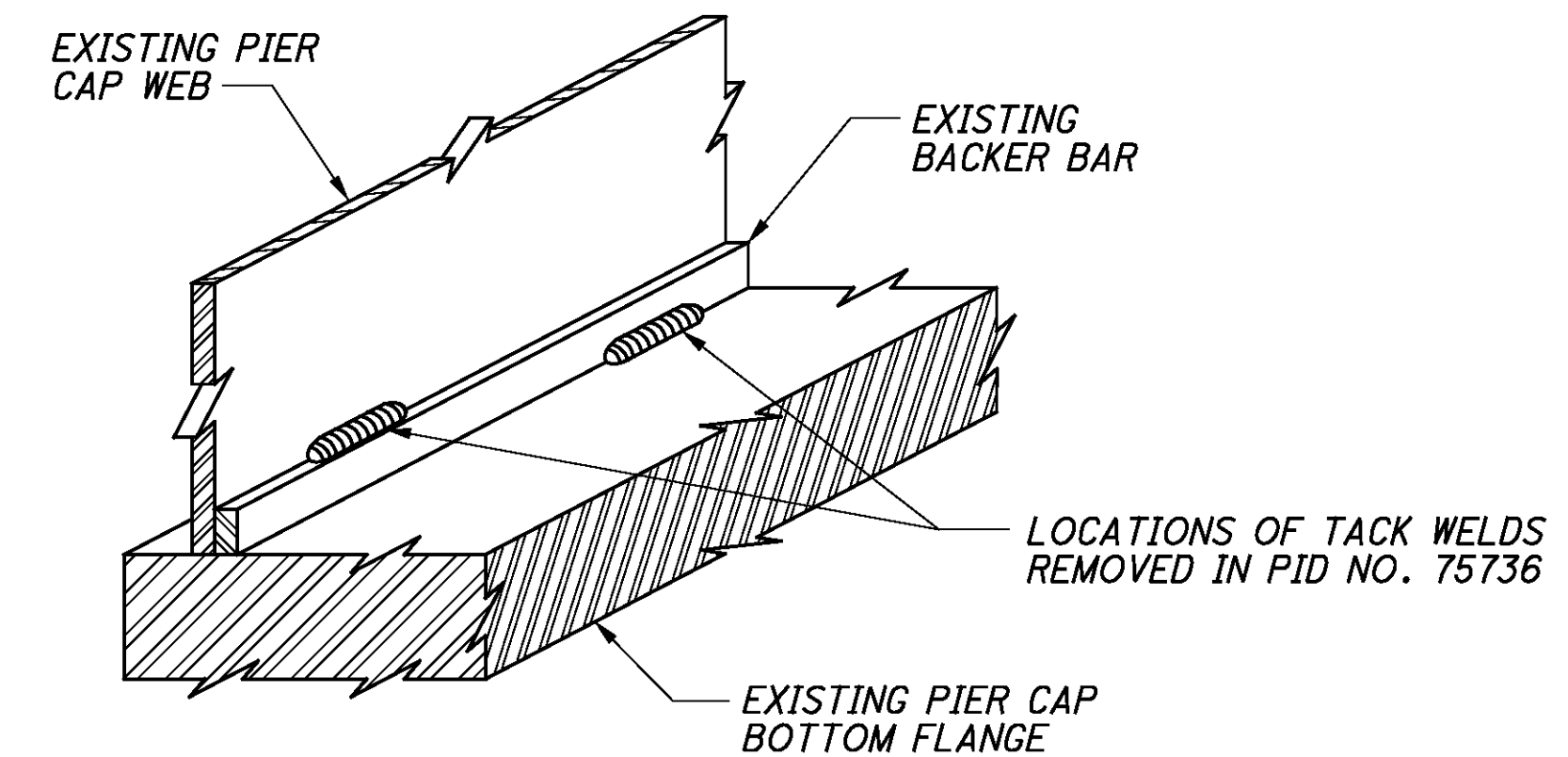
PHASE 2 CONSTRUCTION DETAILS
HAM-50-1903L
US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE

HAM-50-19.03
PID No. 98996

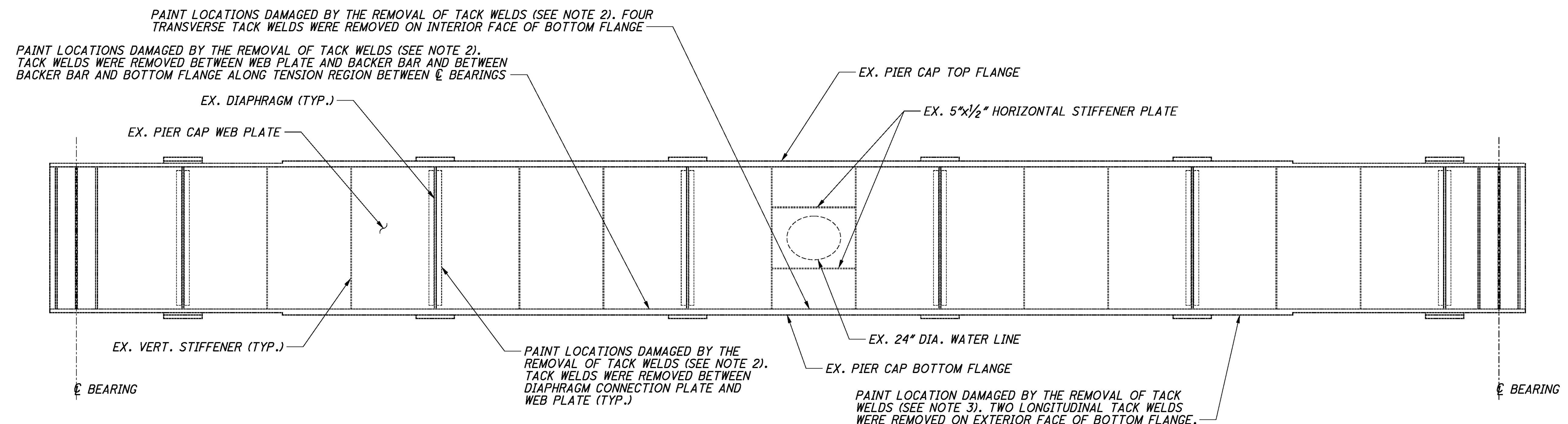
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PARTIAL PLAN



BACKING BAR TACK WELD REMOVAL DETAIL



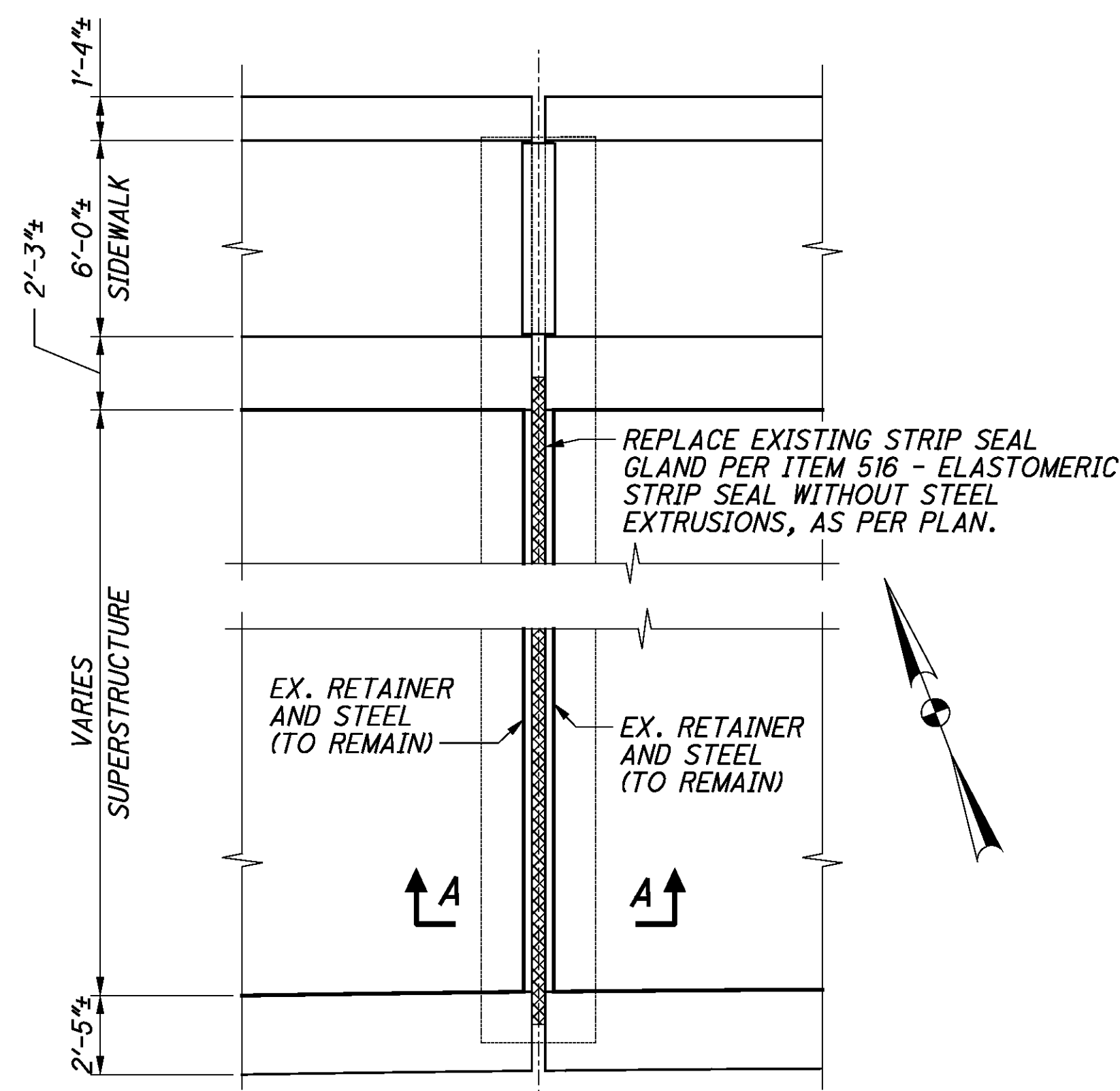
ELEVATION
(INTERIOR FACE OF EAST WEB SHOWN, WEST WEB SIMILAR)

NOTES:

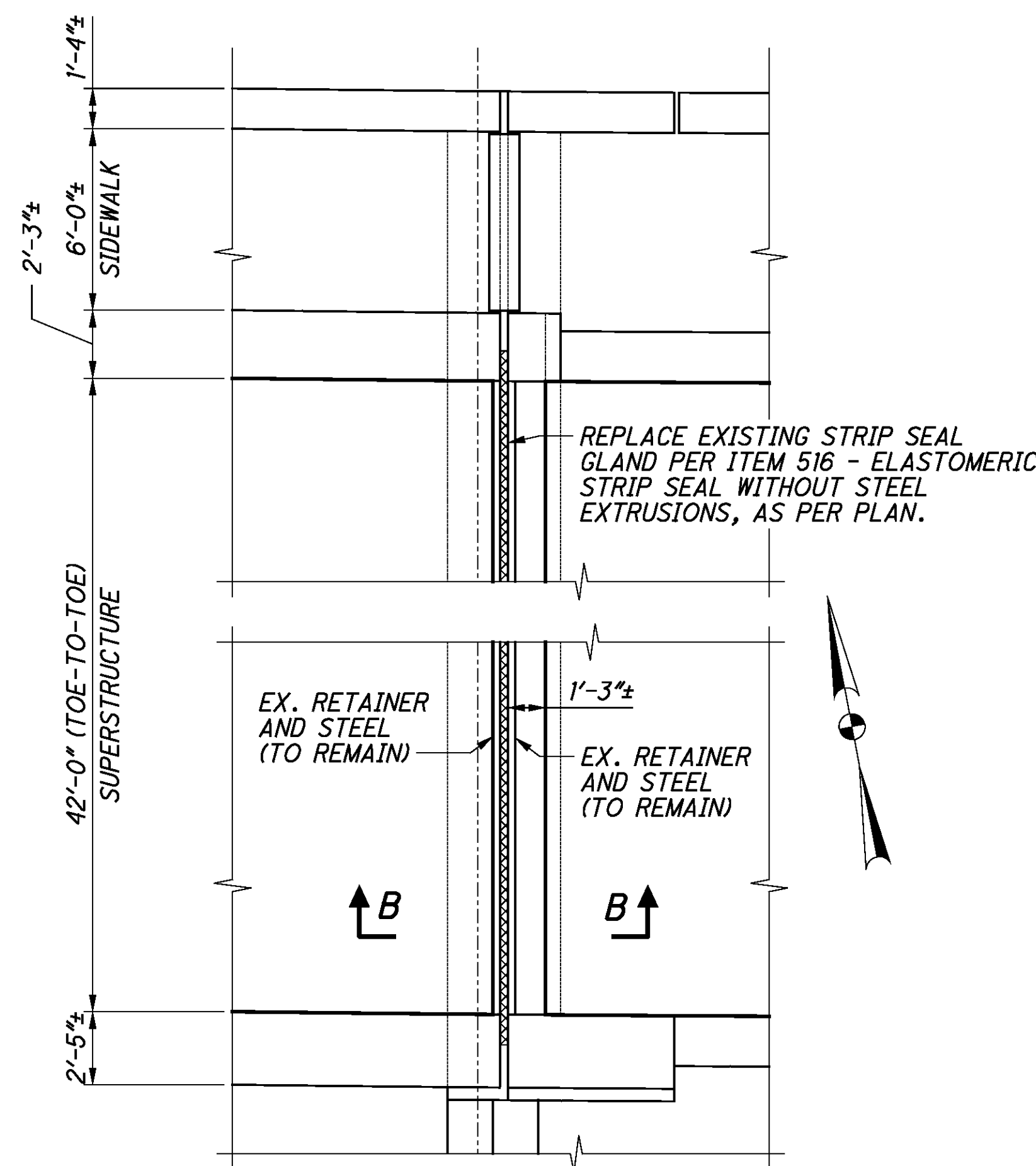
1. TACK WELDS INSIDE AND OUTSIDE PIER 5N STEEL PIER CAP WERE REMOVED IN PID NO. 75736.
2. INTERIOR GRINDING LOCATIONS ON STEEL PIER CAP TO BE PAINTED PER ITEM 514 - FIELD PAINTING, MISC.: FIELD PAINTING OF EXISTING STEEL, USING EPOXY AND URETHANE (EEU).
3. EXTERIOR GRINDING LOCATIONS ON STEEL PIER CAP TO BE PAINTED PER ITEM 514 - FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN.
4. FOR ADDITIONAL PAINTING INFORMATION, SEE GENERAL NOTES SHEETS 4/15 AND 5/15.

DESIGNED	MTN	DRAWN	JDG	REVIEWED	MSL	DATE	2/16/15
CHECKED	PJP	REVISED		STRUCTURE FILE NUMBER			3102807

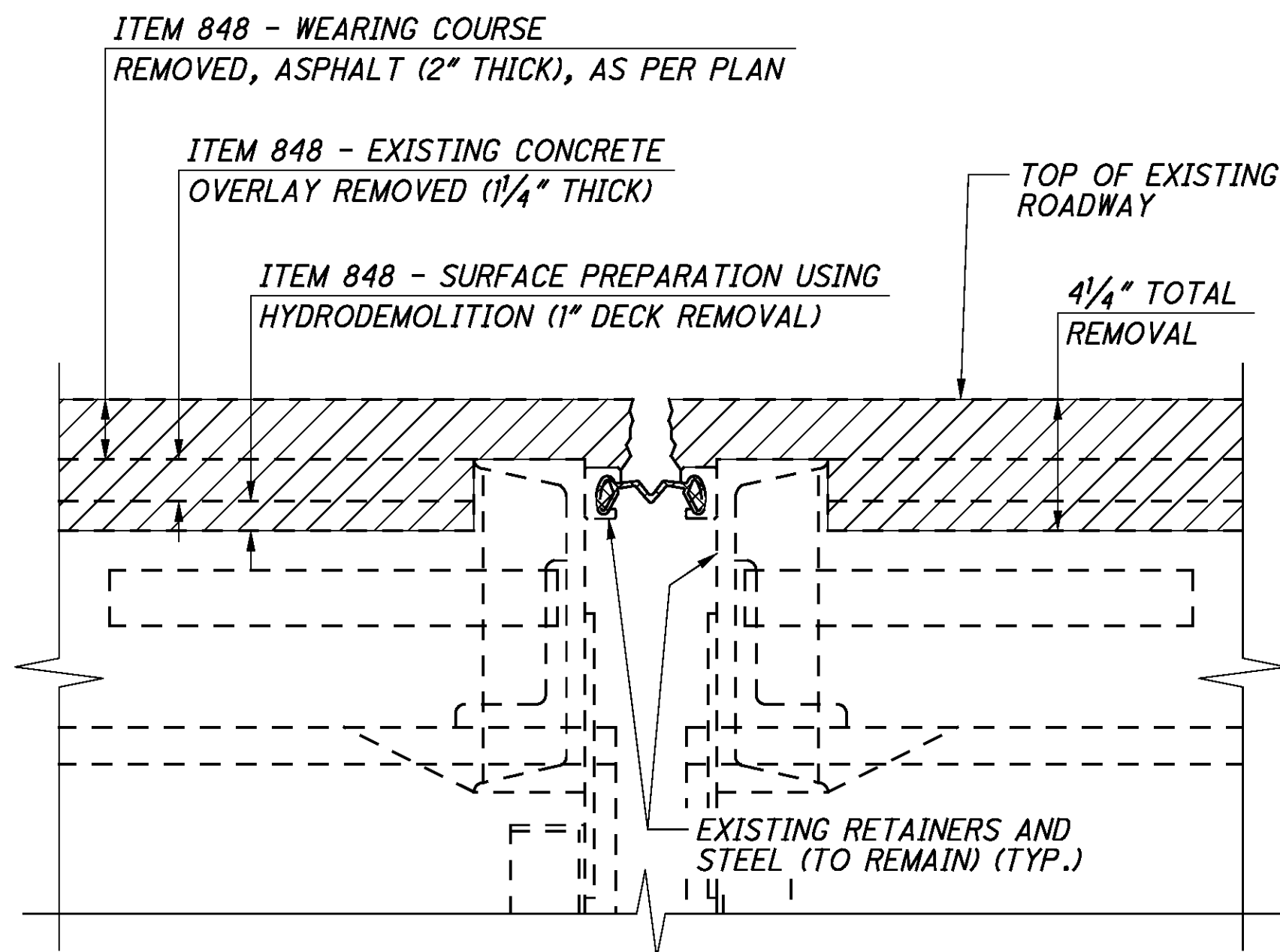
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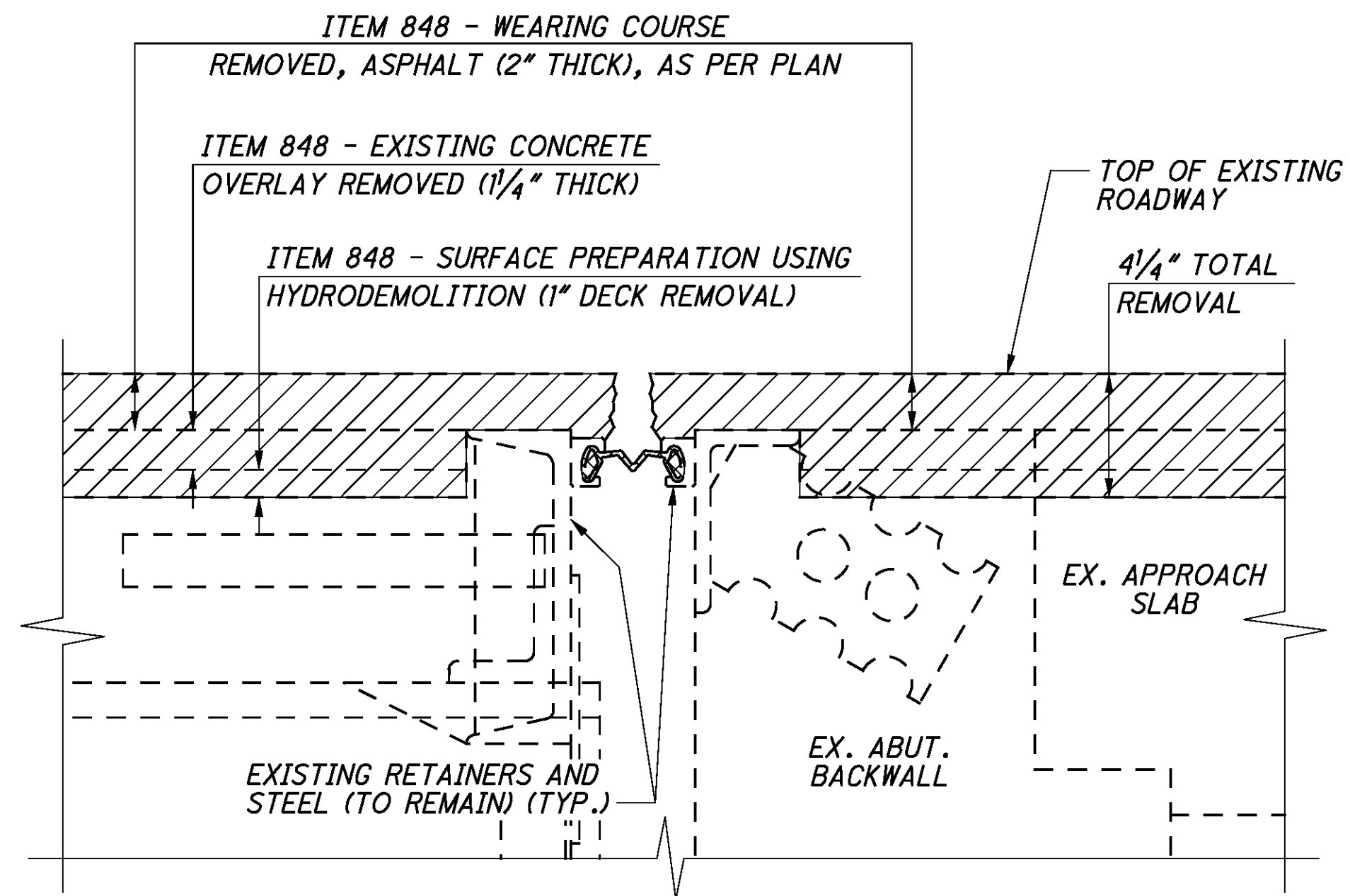
PIER 4N PARTIAL PLAN
(PIERS 2N & 7N SIMILAR)



ABUTMENT N (FORWARD ABUTMENT) PARTIAL PLAN

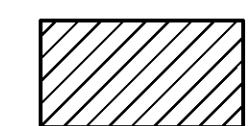


SECTION A-A
(REMOVAL)



SECTION B-B
(REMOVAL)
(SEE NOTE 3)

LEGEND



AREA TO BE REMOVED AS PER ITEM 848 - WEARING COURSE REMOVED, ASPHALT (2" NOMINAL THICKNESS), AS PER PLAN AND EXISTING CONCRETE OVERLAY REMOVED (1/4" NOMINAL THICKNESS) AND/OR ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/4" THICK)

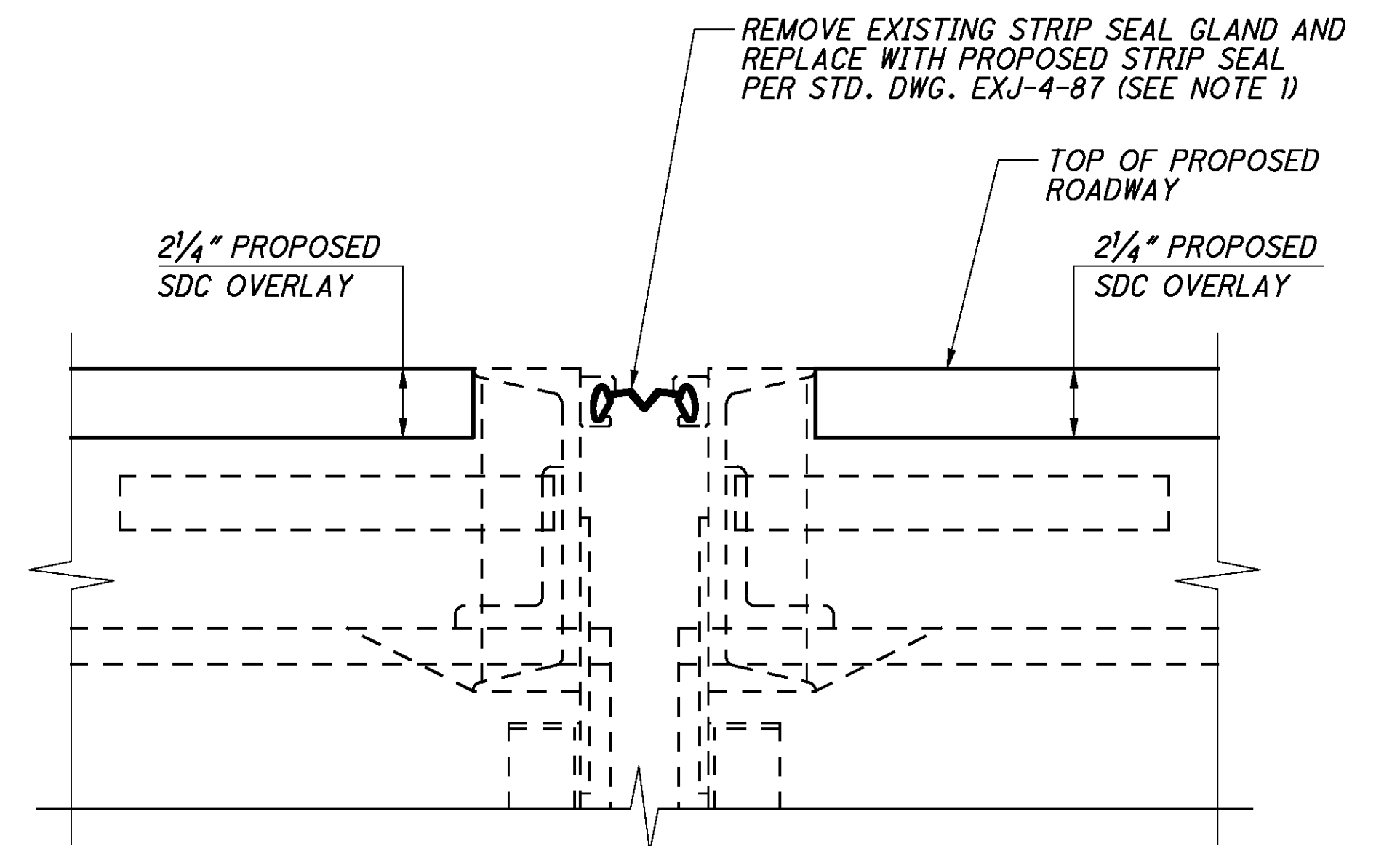


INDICATES LOCATION OF STRIP SEAL GLAND TO BE REPLACED PER ITEM 516 - ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN.

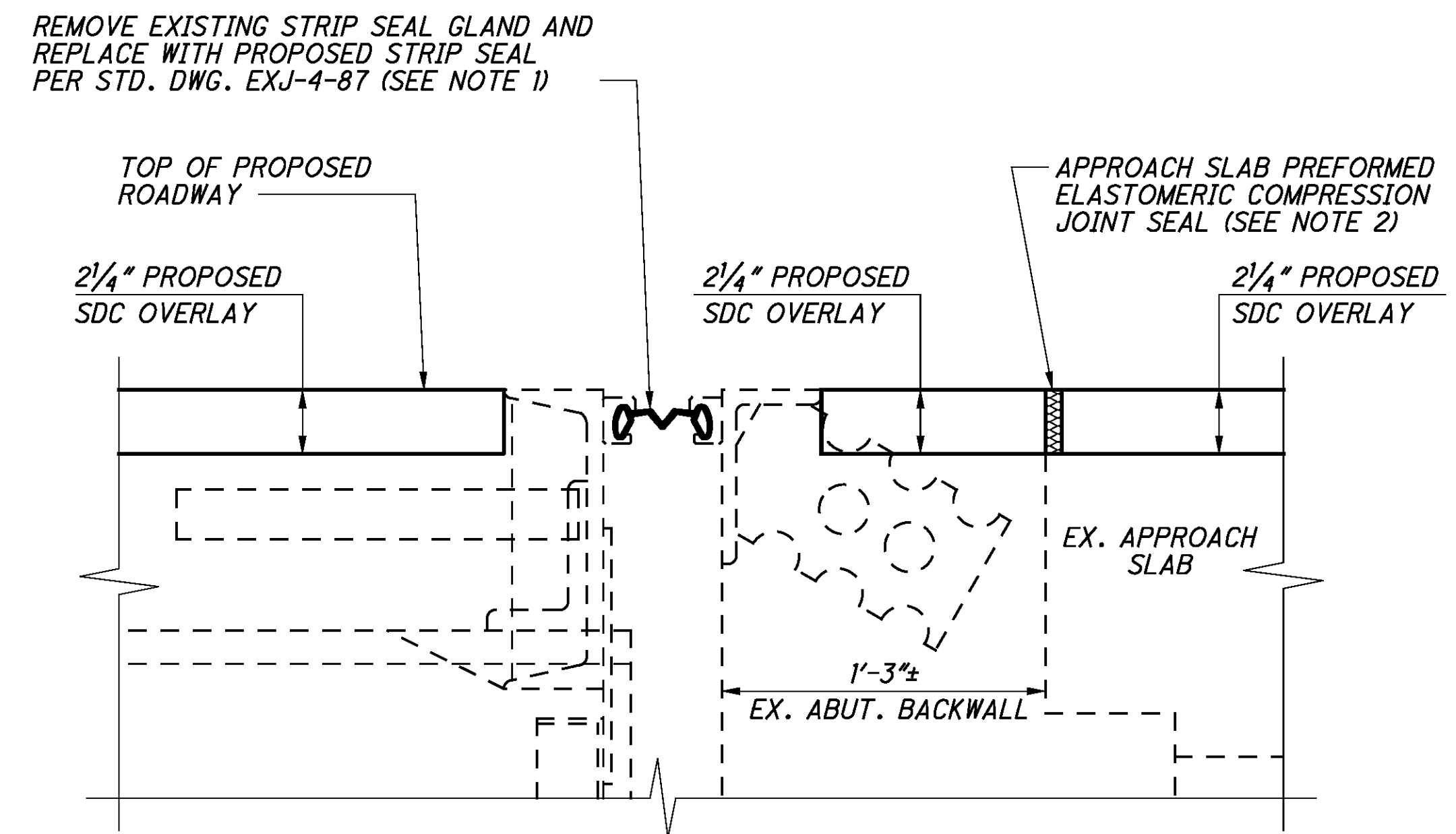
SDC = SUPERPLASTICIZED DENSE CONCRETE

NOTES:

1. THE EXISTING STRIP SEAL GLAND SHALL BE REPLACED THE FULL LENGTH OF THE DECK JOINT. THE CONTRACTOR SHALL TAKE FIELD MEASUREMENTS TO ENSURE THE NEW SEAL WILL FIT THE EXISTING STEEL EXTRUSION. THE STRIP SEAL SHALL BE INSTALLED IN ONE PIECE FULL LENGTH AND SHALL BE PAID FOR WITH ITEM 516 - ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN.
2. FOR APPROACH SLAB PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL DETAILS, SEE DETAIL B OF STD. DWG. AS-1-15 SHEET 2 OF 2. PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL TO BE PAID FOR WITH ITEM 516 - PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL, AS PER PLAN.
3. WORK ASSOCIATED WITH ITEM 848 - WEARING COURSE REMOVED, ASPHALT, AS PER PLAN, ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED (1/4" THICK), ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN AND ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/4" THICK) SHALL BE PERFORMED ALONG THE TOP OF THE FORWARD ABUTMENT BACKWALL AND TO THE END OF THE FORWARD APPROACH SLAB.
4. FOR REMOVAL OF EXISTING ASPHALT FEATHER AT WEST END OF BRIDGE AND RESURFACING AT PIER 1N, SEE SHEET 15/15.



SECTION A-A



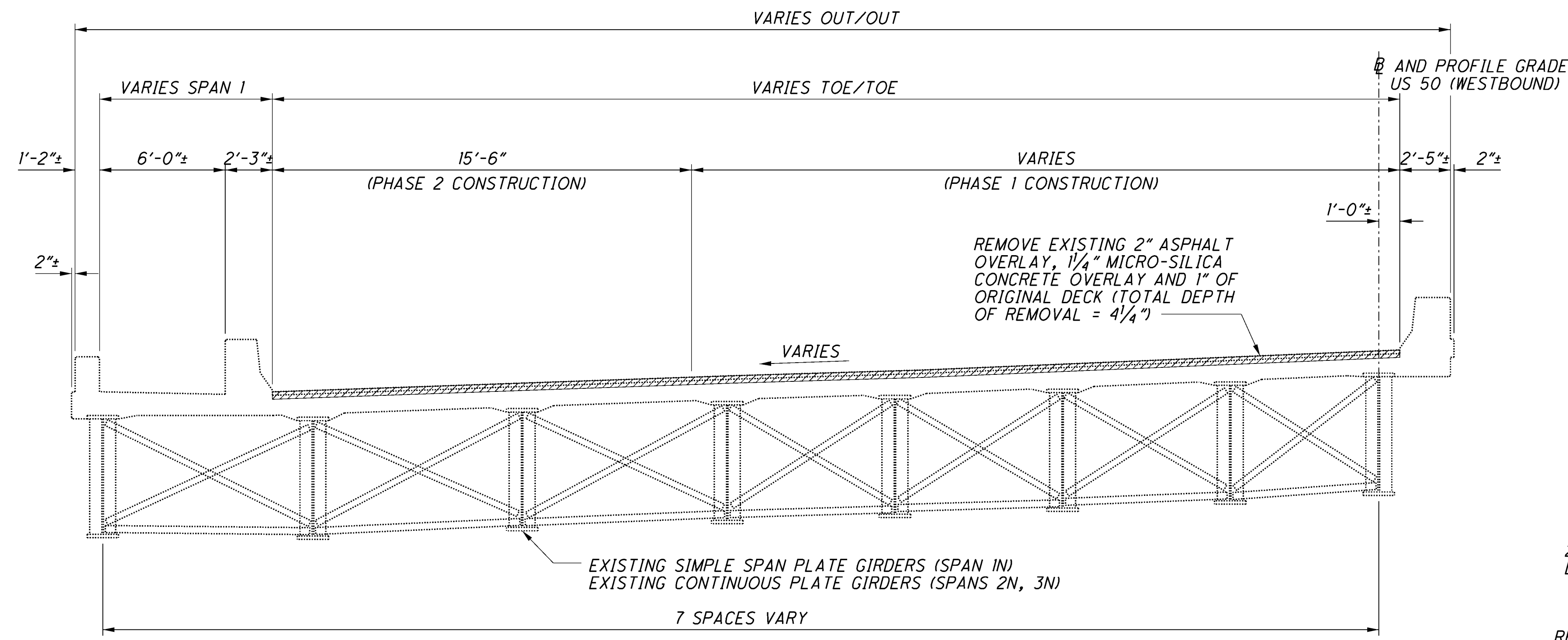
SECTION B-B
(SEE NOTE 3)

DATE	2/16/15
REVIEWED	MSL
STRUCTURE FILE NUMBER	3102807
DRAWN	MTN
CHECKED	PJP

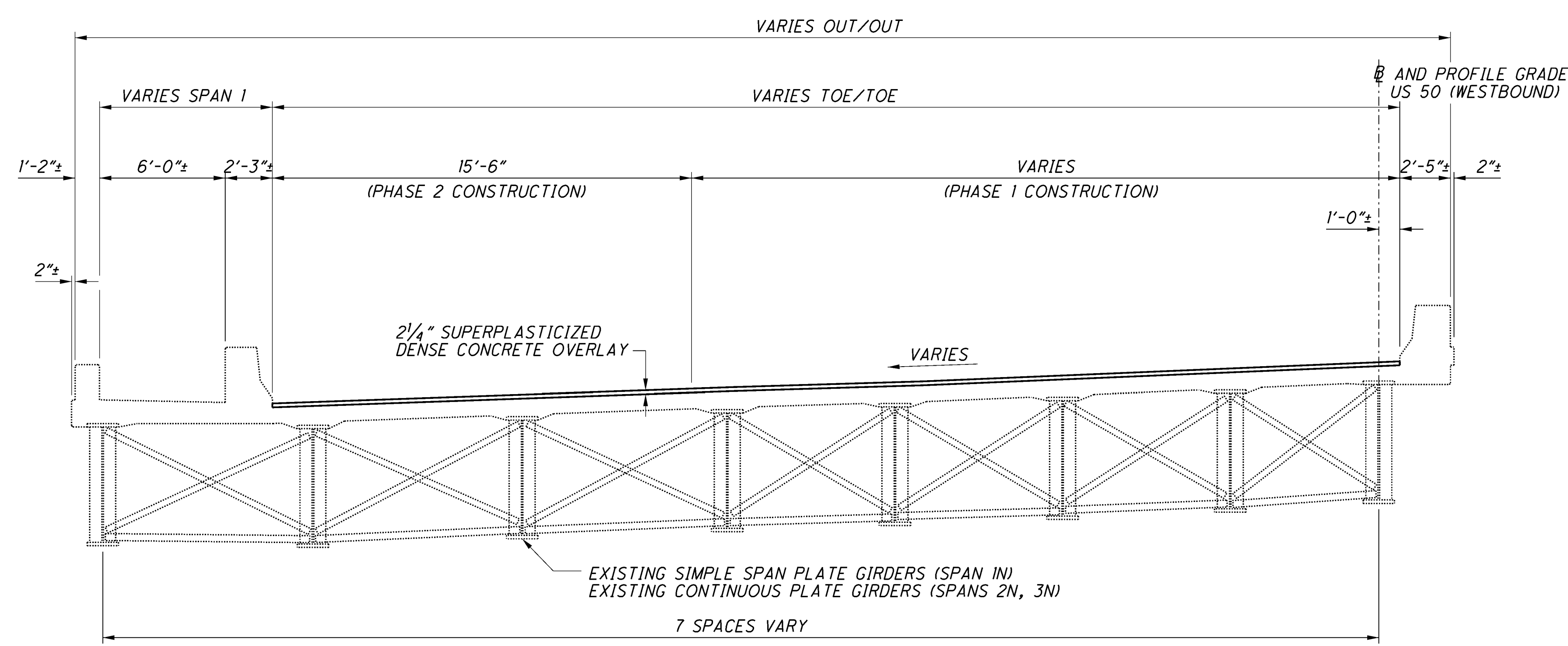
EXPANSION JOINT DETAILS
HAM-50-1903L
US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE

HAM-50-19.03
PID No. 98996

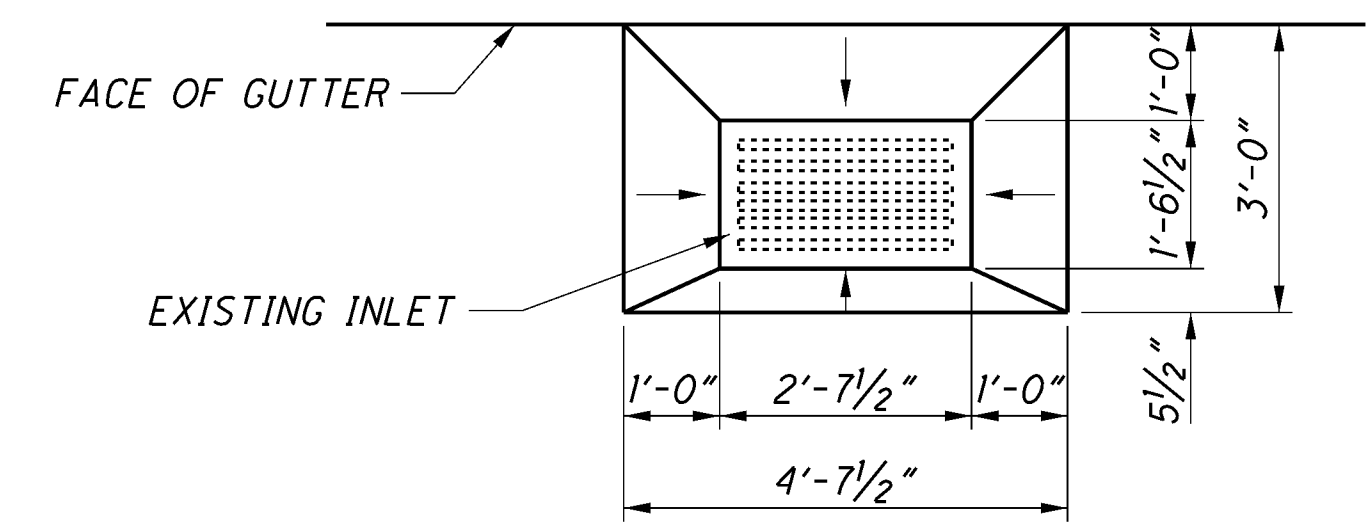
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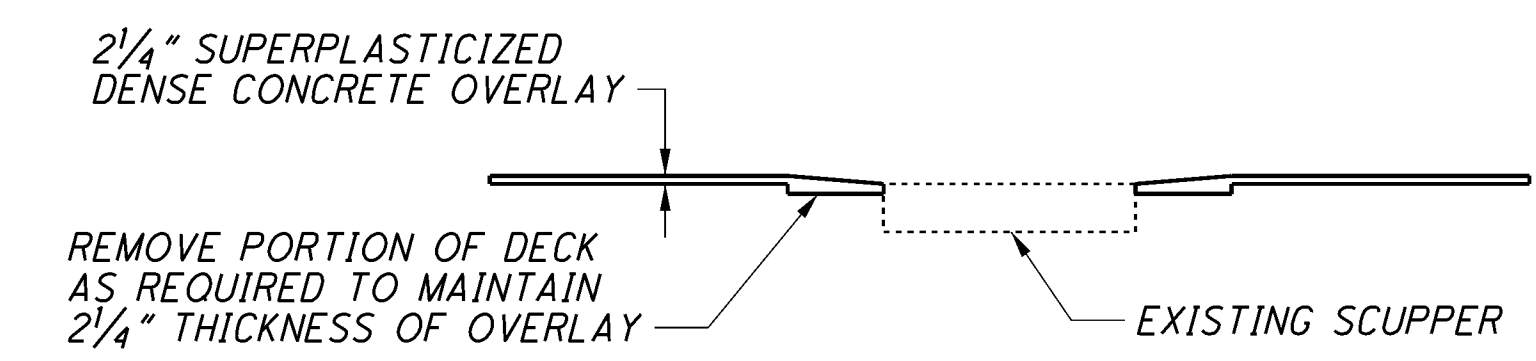
EXISTING TRANSVERSE SECTION
(WESTBOUND SPANS STA. 2+62± TO STA. 5+70±)



PROPOSED TRANSVERSE SECTION
(WESTBOUND SPANS STA. 2+62± TO STA. 5+70±)

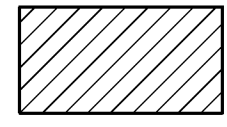


SCUPPER PLAN



SECTION THRU SCUPPER

LEGEND

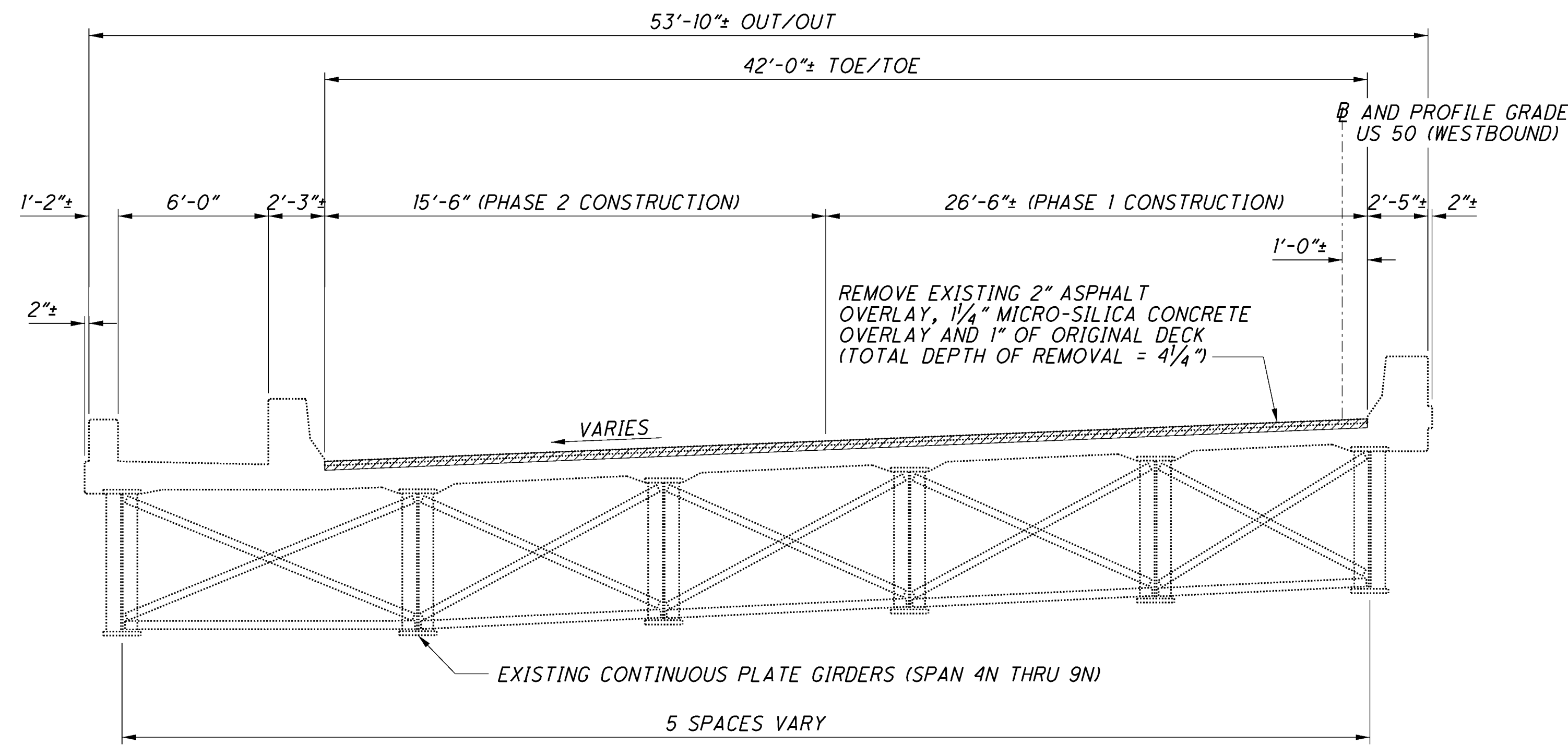
 AREA TO BE REMOVED AS PER ITEM 848 - WEARING COURSE REMOVED, ASPHALT (2" NOMINAL THICKNESS), AS PER PLAN AND EXISTING CONCRETE OVERLAY REMOVED (1/4" NOMINAL THICKNESS) AND/OR ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/4" THICK)

NOTES:

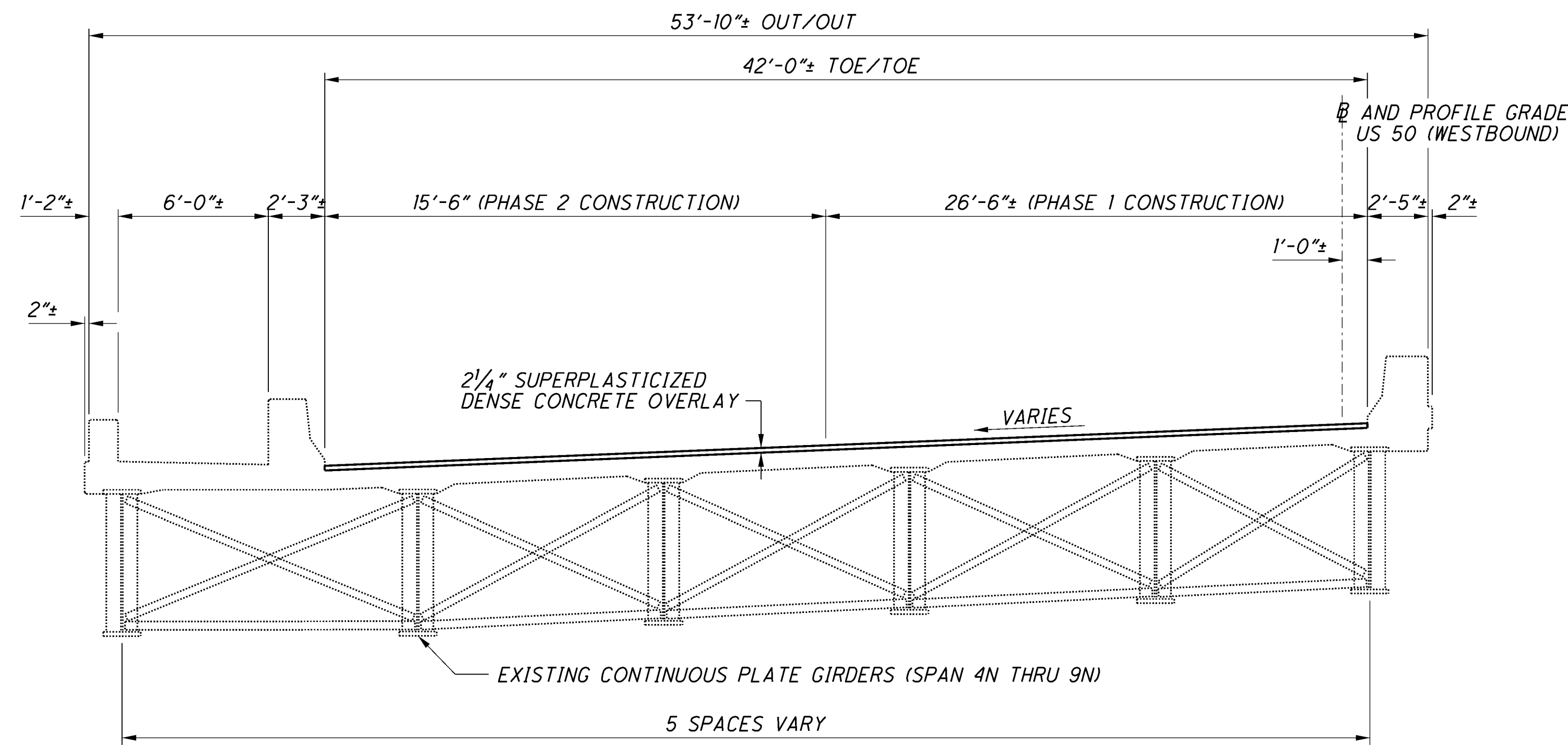
1. FOR OVERLAY REMOVAL AND REPLACEMENT DETAILS SEE SHEET 10/15.

DESIGNED	MTN	CHECKED	PJP
DRAWN	JDG	REVISED	
REVIEWED	MSL	STRUCTURE FILE NUMBER	3102807
DATE	2/16/15		

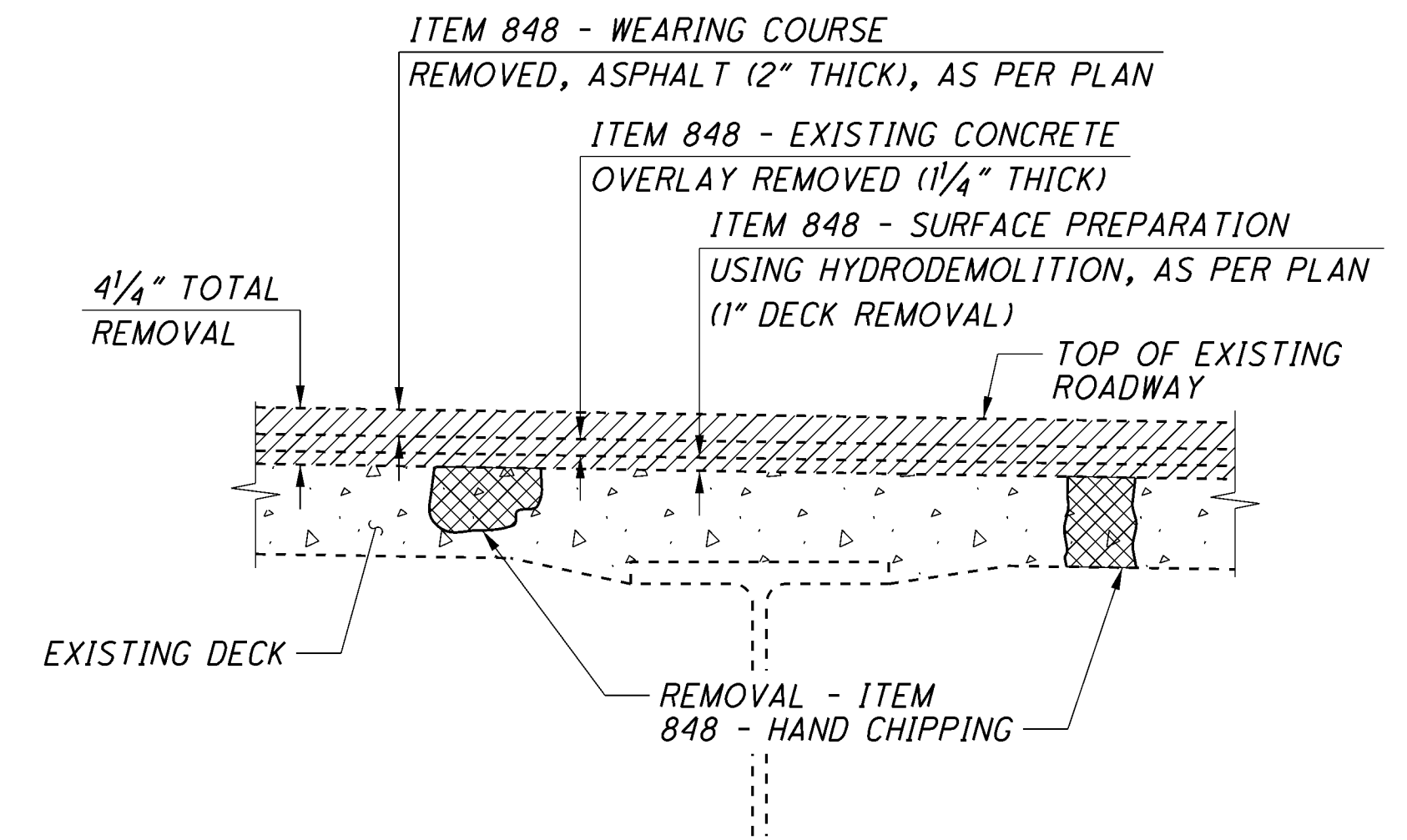
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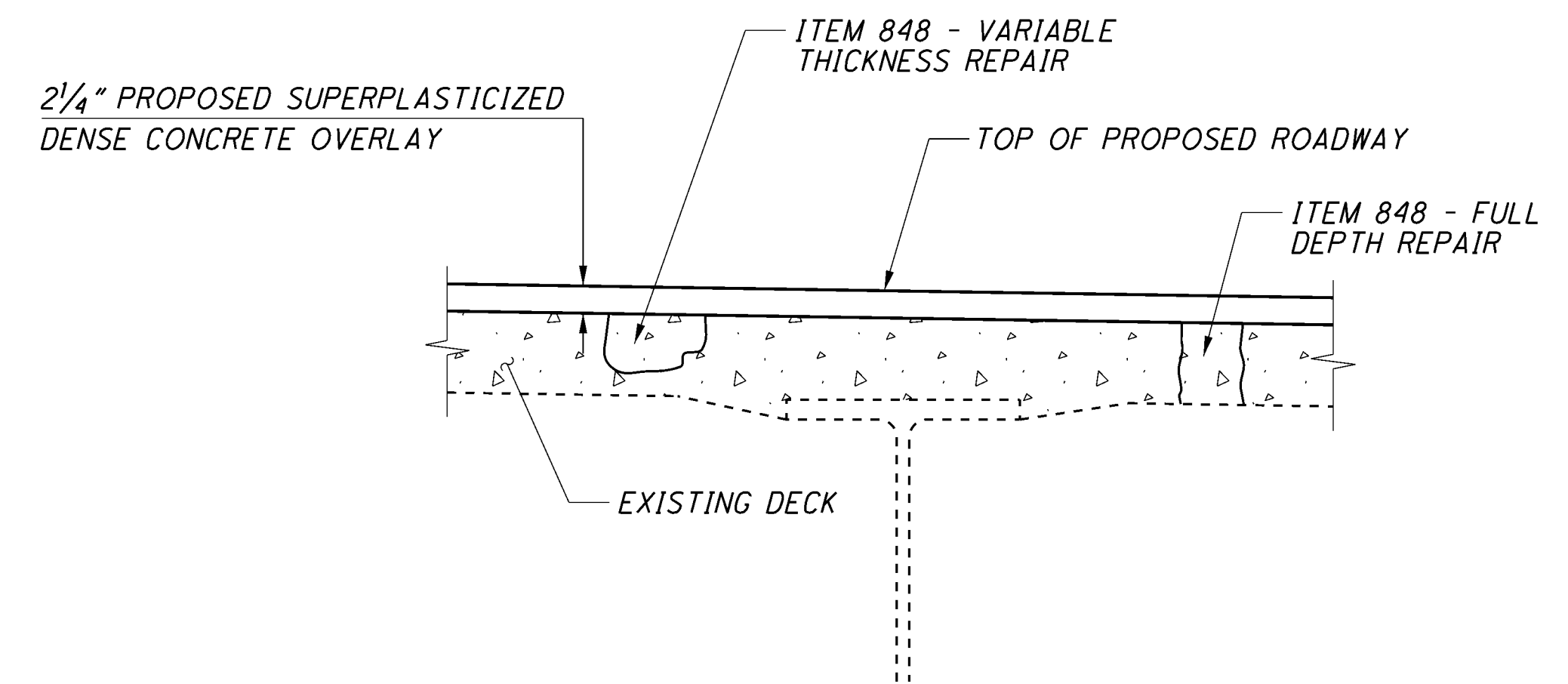
EXISTING TRANSVERSE SECTION
(WESTBOUND STA. 5+70± TO STA. 13+10±, LOOKING EAST)



PROPOSED TRANSVERSE SECTION
(WESTBOUND STA. 5+70± TO STA. 13+10±, LOOKING EAST)

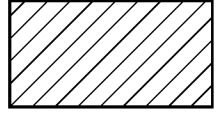
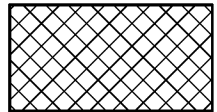


OVERLAY REMOVAL DETAIL



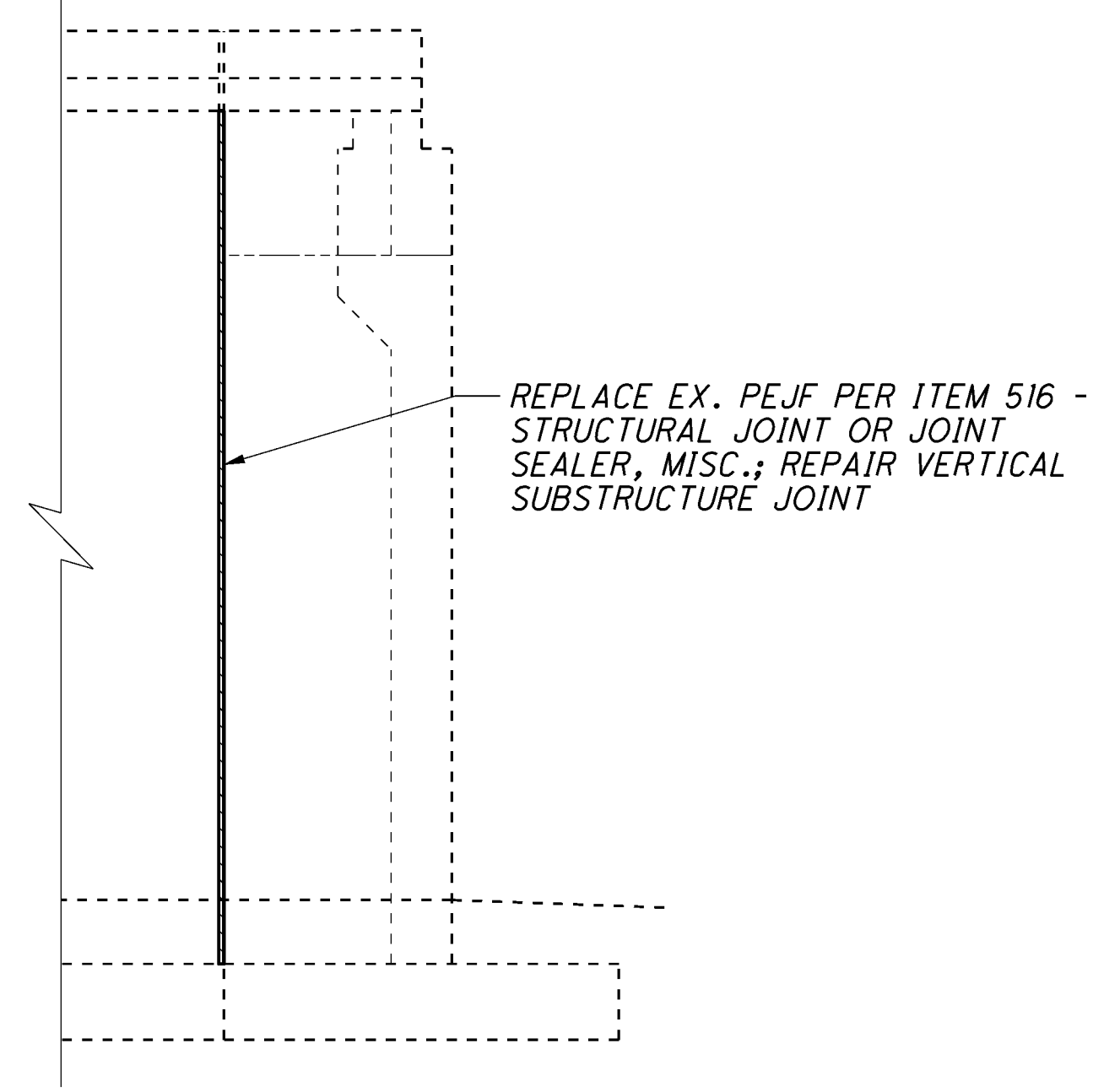
OVERLAY REPLACEMENT DETAIL

LEGEND

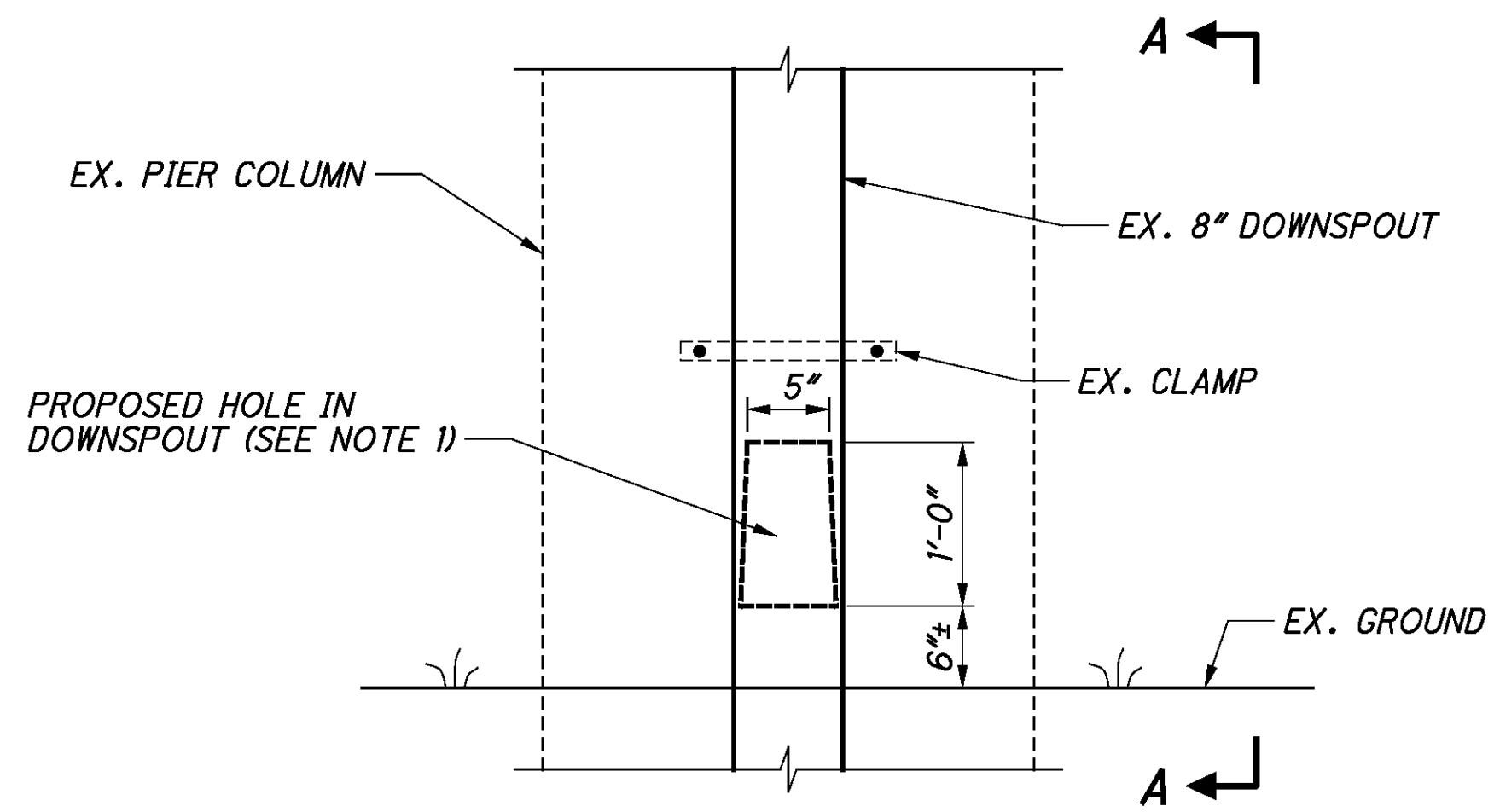
-  AREA TO BE REMOVED AS PER ITEM 848 - WEARING COURSE REMOVED, ASPHALT (2" NOMINAL THICKNESS), AS PER PLAN AND EXISTING CONCRETE OVERLAY REMOVED (1 1/4" NOMINAL THICKNESS) AND/OR ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/4" THICK)
-  INDICATES AREA TO BE REMOVED AS PER ITEM 848 - HAND CHIPPING

DESIGNED	DATE
MTN	2/16/15
CHECKED	STRUCTURE FILE NUMBER
PJP	3102807
DRAWN	REVIEWED
JDG	MSL
REVISED	

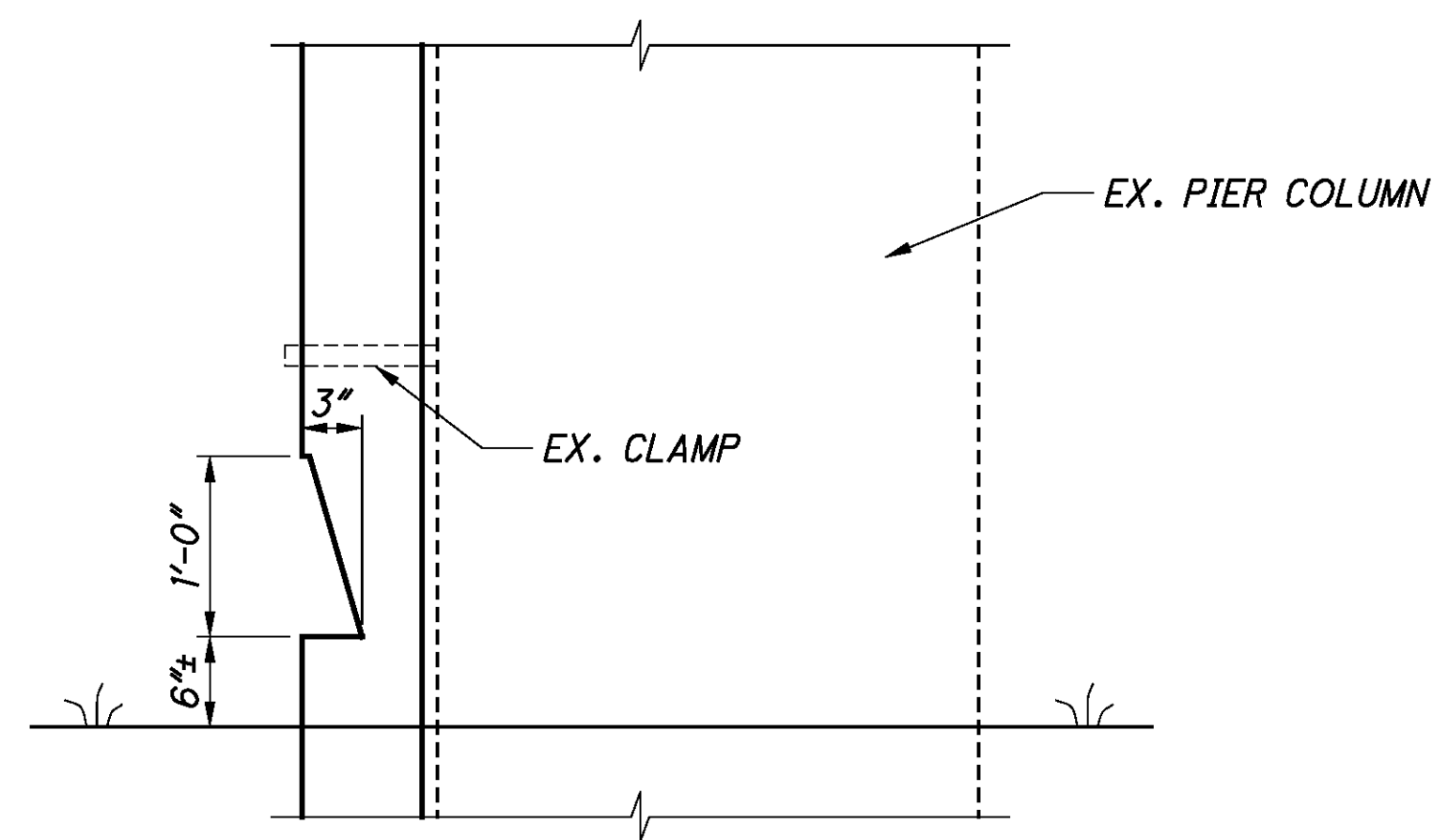
FORWARD ABUTMENT - NORTH WINGWALL
(LOOKING SOUTH)



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DOWNSPOUT MODIFICATION DETAIL
 ONE LOCATION AT PIERS 1N, 2N, 3N, 4N, 7N, 8N, AND 9N

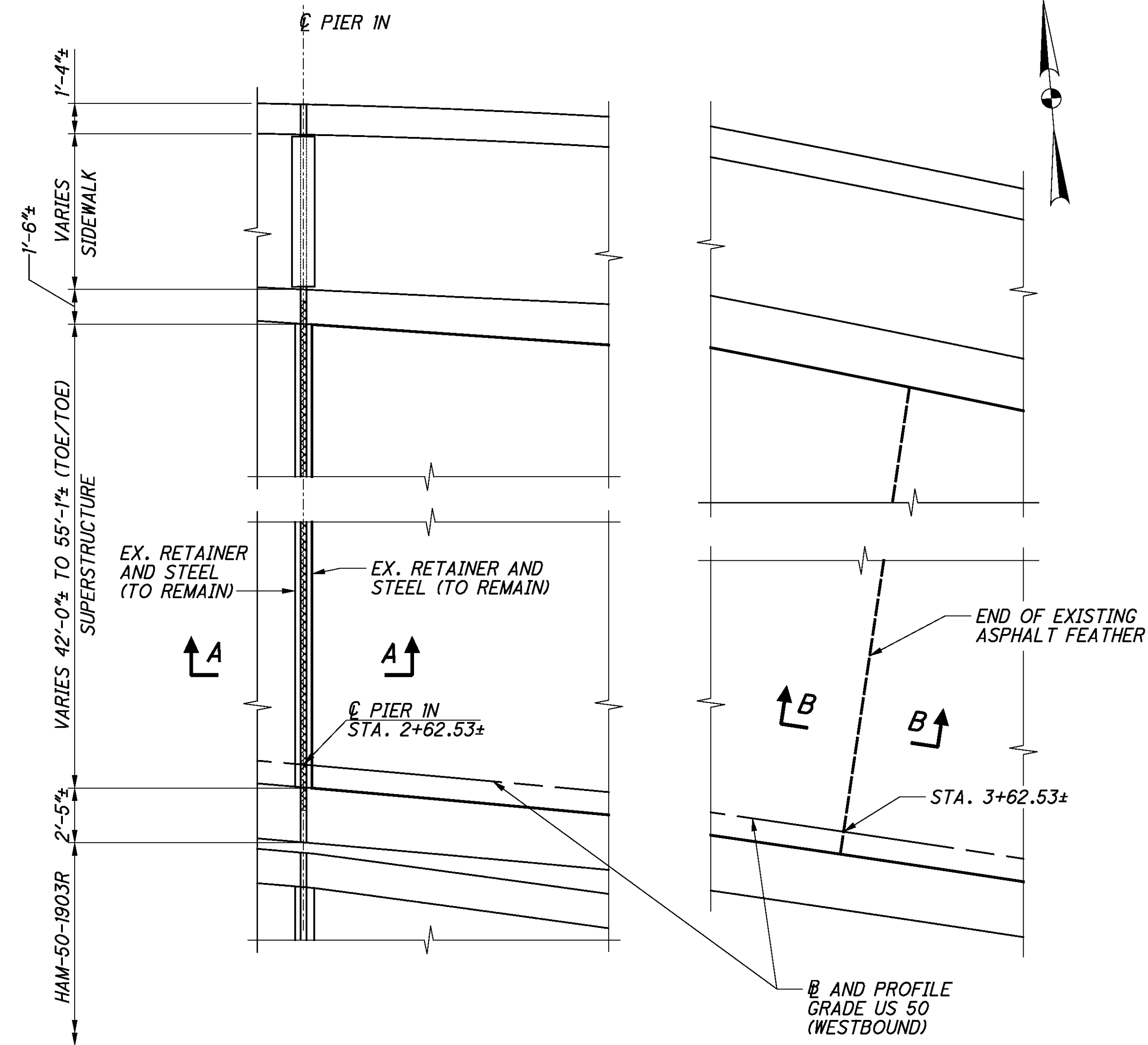


VIEW A-A

NOTES:

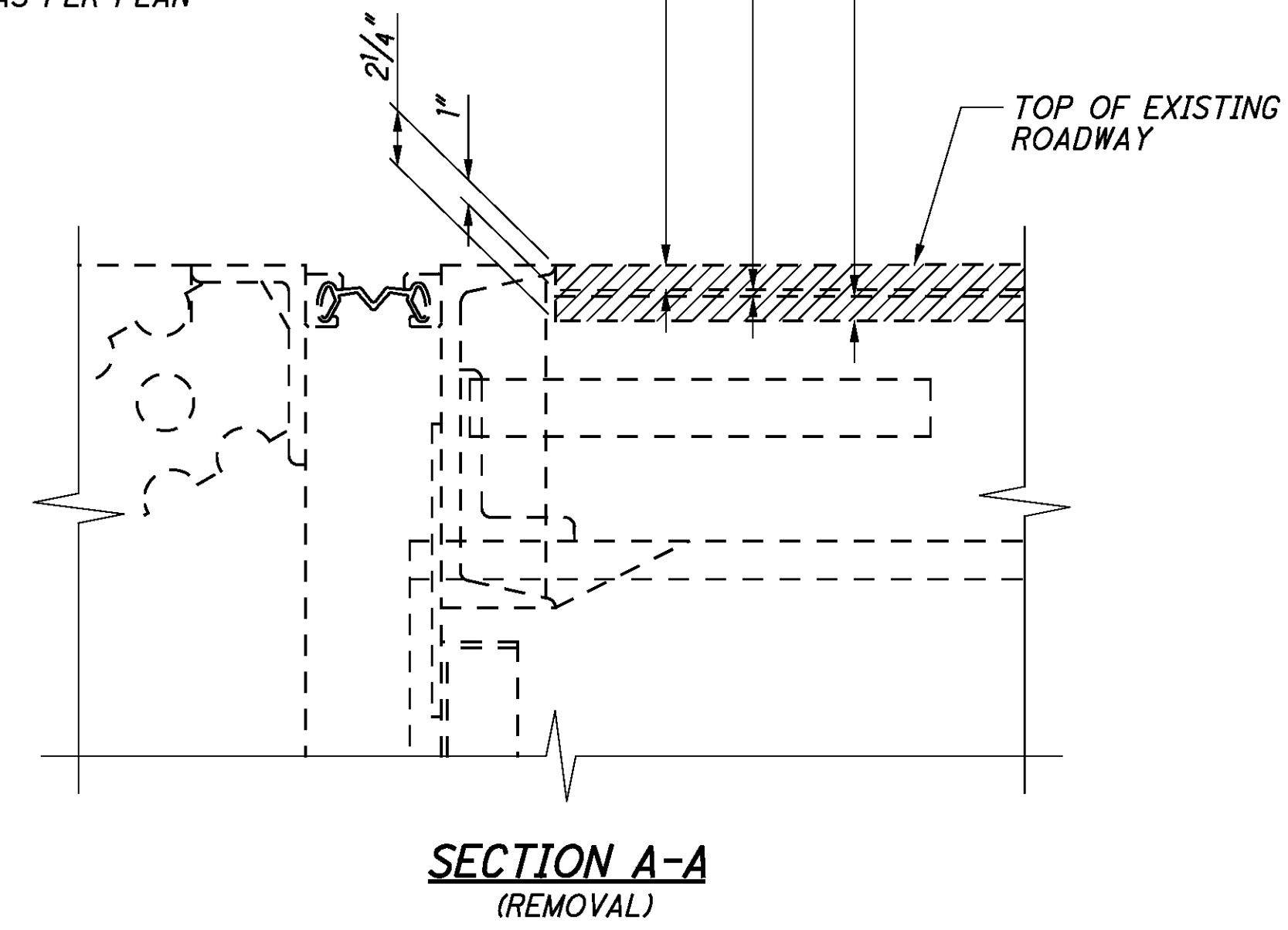
- CUT HOLES IN EXISTING DOWNSPOUTS AS DIRECTED BY THE ENGINEER. WORK IS TO BE PAID FOR WITH ITEM 518 - STRUCTURE DRAINAGE, MISC.: DOWNSPOUT MODIFICATION.

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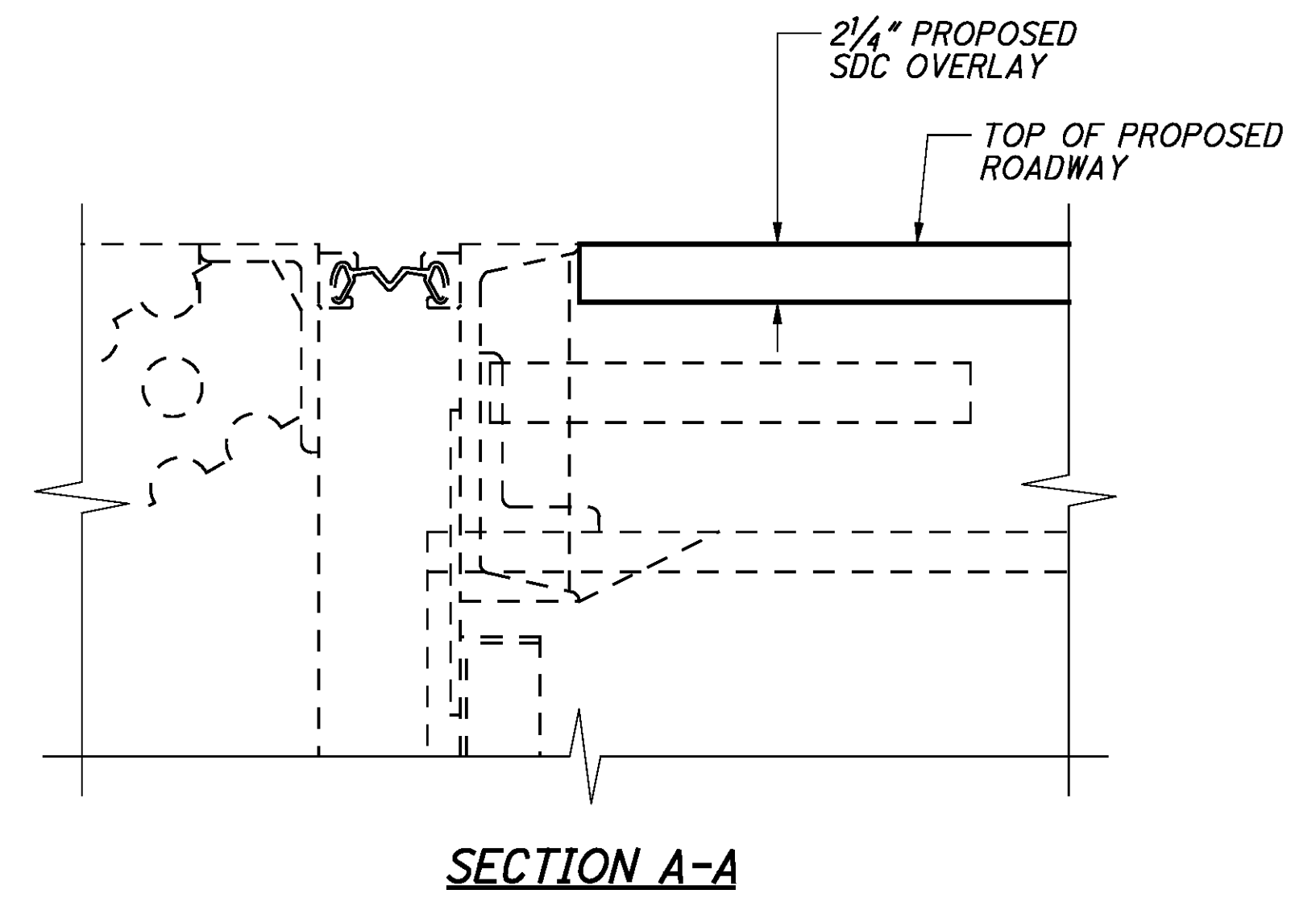


PIER IN PARTIAL PLAN

ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN (1" DECK REMOVAL)
 ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED (VARIABLE THICKNESS)
 ITEM 848 - WEARING COURSE REMOVED, ASPHALT (VARIABLE THICKNESS), AS PER PLAN

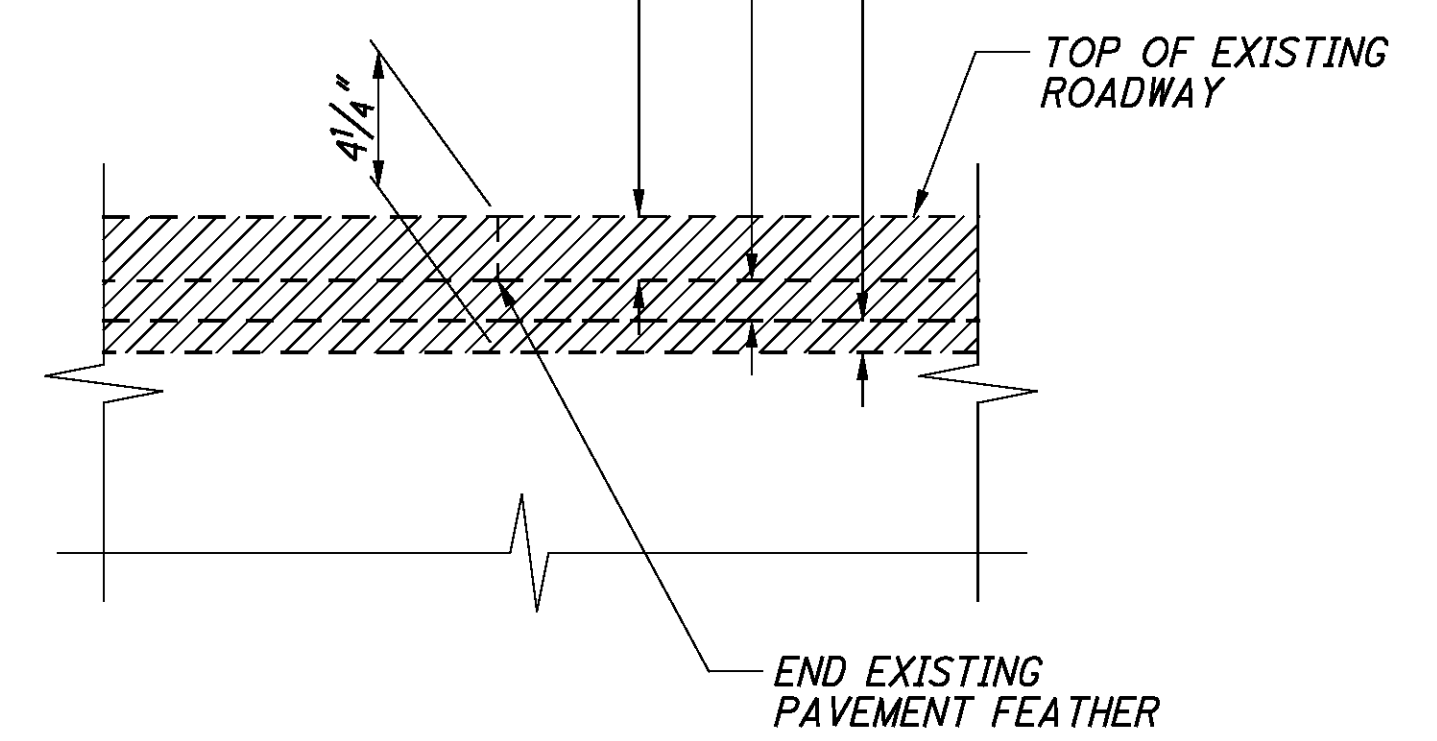


SECTION A-A (REMOVAL)

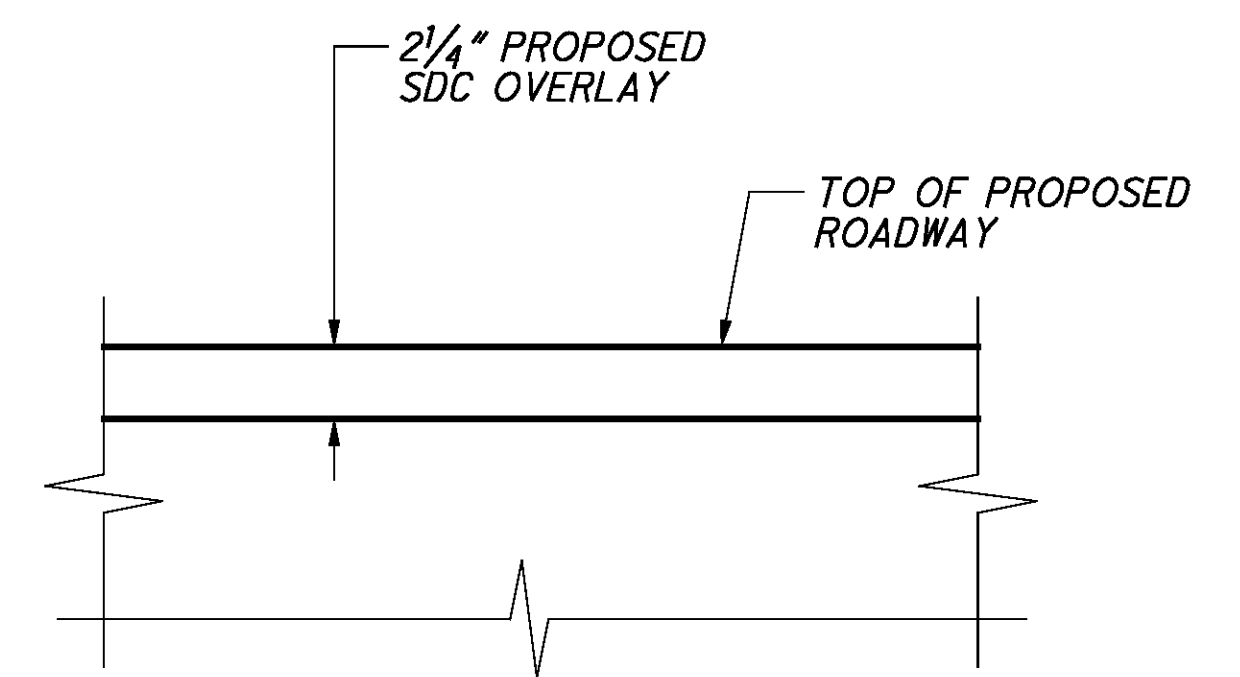


SECTION A-A

ITEM 848 - SURFACE PREPARATION USING HYDRODEMOLITION, AS PER PLAN (1" DECK REMOVAL)
 ITEM 848 - EXISTING CONCRETE OVERLAY REMOVED (1 1/4" THICK)
 ITEM 848 - WEARING COURSE REMOVED, ASPHALT (2" THICK), AS PER PLAN

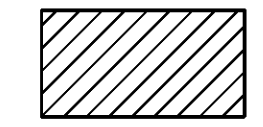


SECTION B-B (REMOVAL)



SECTION B-B

LEGEND

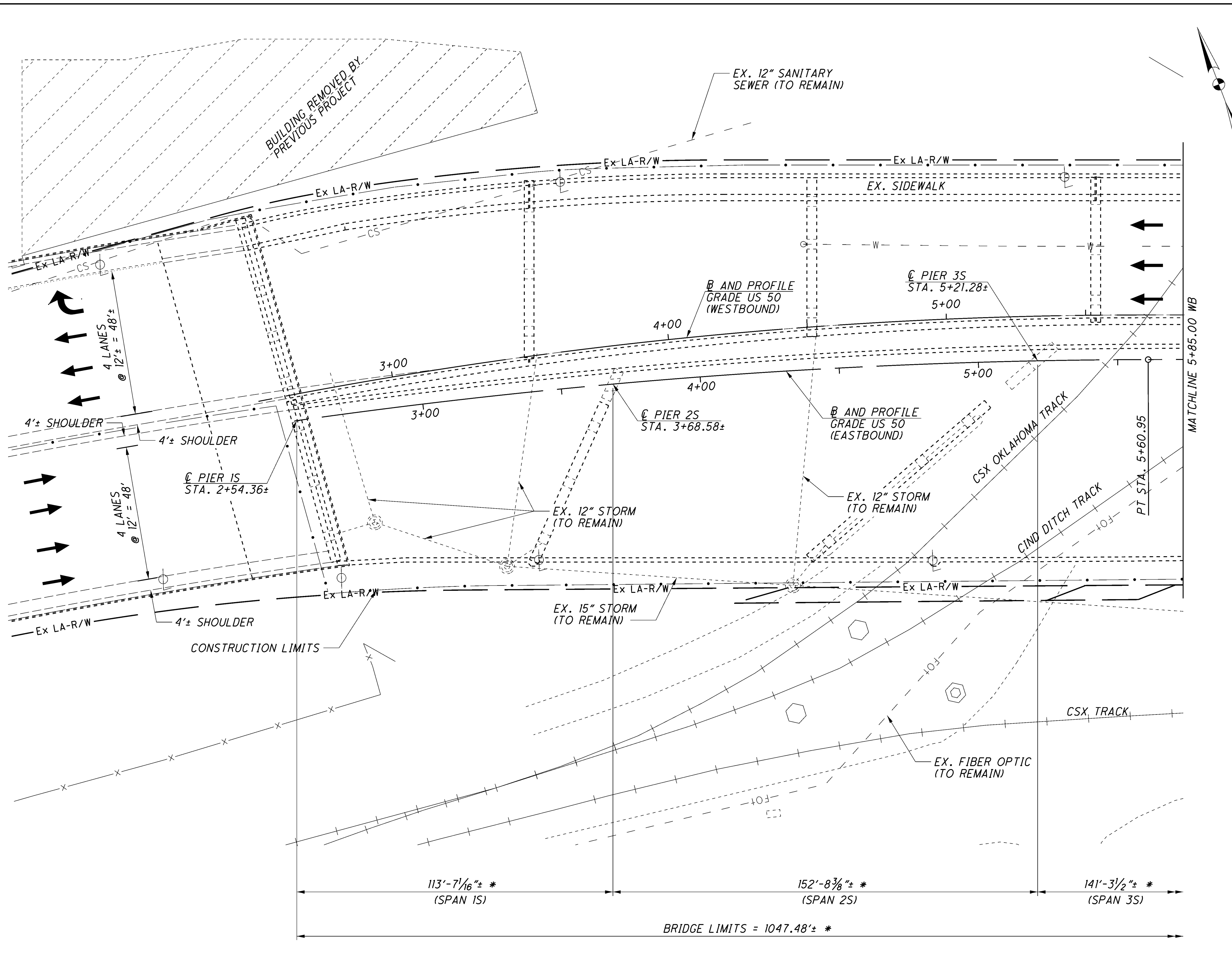
- SDC = SUPERPLASTICIZED DENSE CONCRETE
-  AREA TO BE REMOVED AS PER ITEM 848 - WEARING COURSE REMOVED, ASPHALT (2" NOMINAL THICKNESS), AS PER PLAN AND EXISTING CONCRETE OVERLAY REMOVED (1 1/4" NOMINAL THICKNESS) AND/OR ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (2 1/4" THICK)

DESIGNED	DATE
MTN	2/16/15
CHECKED	STRUCTURE FILE NUMBER
PJP	3102807
DRAWN	REVIEWED
JDG	MSL
REVISED	

EXISTING PAVEMENT FEATHER AND EXPANSION JOINT DETAIL
 HAM-50-1903L
 US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE

HAM-50-19.03
 PID No. 98996

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PLAN

* MEASURED ALONG US 50 (EASTBOUND)

NOTES:

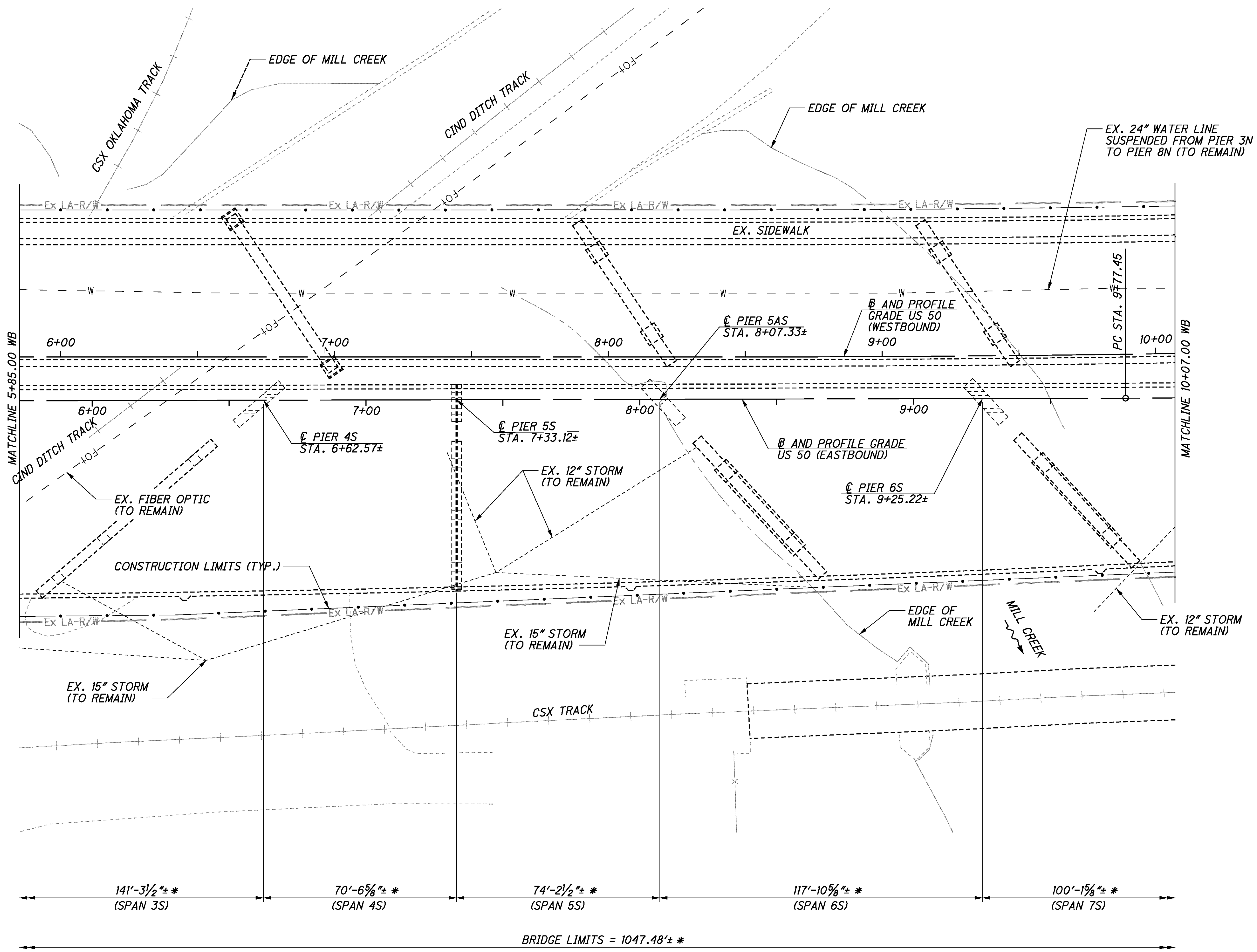
DESIGN TRAFFIC:
 2011 ADT = 30910 2011 ADTT = 1236
 2031 ADT = 28580 2031 ADTT = 1143
 DIRECTIONAL DISTRIBUTION = 0.51

EXISTING STRUCTURE	
TYPE: 4 CONTINUOUS SPANS 66" WEB STEEL PLATE GIRDER (UNIT 6), 3 CONTINUOUS SPANS 66" WEB STEEL PLATE GIRDER (UNIT 7), 3 CONTINUOUS SPANS 48" WEB STEEL PLATE GIRDER (UNIT 8) WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED ON REINFORCED CONCRETE PIERS AND ABUTMENT.	
SPANS: UNIT 6 - 113'-7 1/16" ±, 152'-8 3/8" ±, 141'-3 1/2" ±, 70'-6 5/8" ±, UNIT 7 - 74'-2 1/2" ±, 117'-10 5/8" ±, 100'-1 5/8" ±, UNIT 8 - 84'-9 1/8" ±, 104'-0 1/8" ±, 85'-8 3/16" ± (MEASURED ALONG PROPOSED US 50 EASTBOUND)	
ROADWAY: VARIES 54'-11" ± TO 74'-9" ± TOE/TOE PARAPET WEARING SURFACE: 1" MONOLITHIC CONCRETE LOADING: HS20 CASE II AND ALTERNATE MILITARY 60 PSF FUTURE WEARING SURFACE	
SKEW: VARIES (SEE PLAN)	
APPROACH SLAB: 30'-0" ± LONG (AS-I-81)	
ALIGNMENT: VARIES (HORIZONTALLY CURVED AND TANGENT)	
SUPERELEVATION: VARIES	
STRUCTURAL FILE NUMBER: 3102815	
DATE BUILT: 1965 ±, REHABILITATED 2014	
DISPOSITION: PAINT SUPERSTRUCTURE STEEL	

PROPOSED WORK	
PAINT SUPERSTRUCTURE STEEL WITH SYSTEM OZEU.	

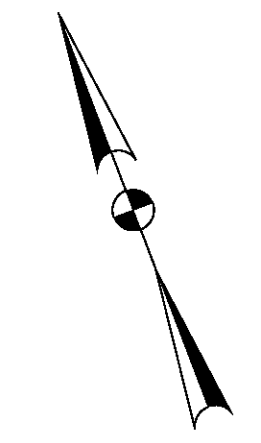
DESIGN AGENCY 4655 LAKE FOREST DRIVE, SUITE 940 CINCINNATI, OHIO 45242	DATE 2/16/15
	REVIEWED MSL
	DRAWN JDG
	DESIGNED MTN
HAMILTON COUNTY STA. 2+54.57 STA. 13+02.05	STRUCTURE FILE NUMBER 3102815
GENERAL PLAN HAM-50-1903R	CHECKED PJP
US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE	REVISIONS REVISIONED
HAM-50-19-03 PID No. 98996	MATCHLINE 5+85.00 WB
1/6	39/44

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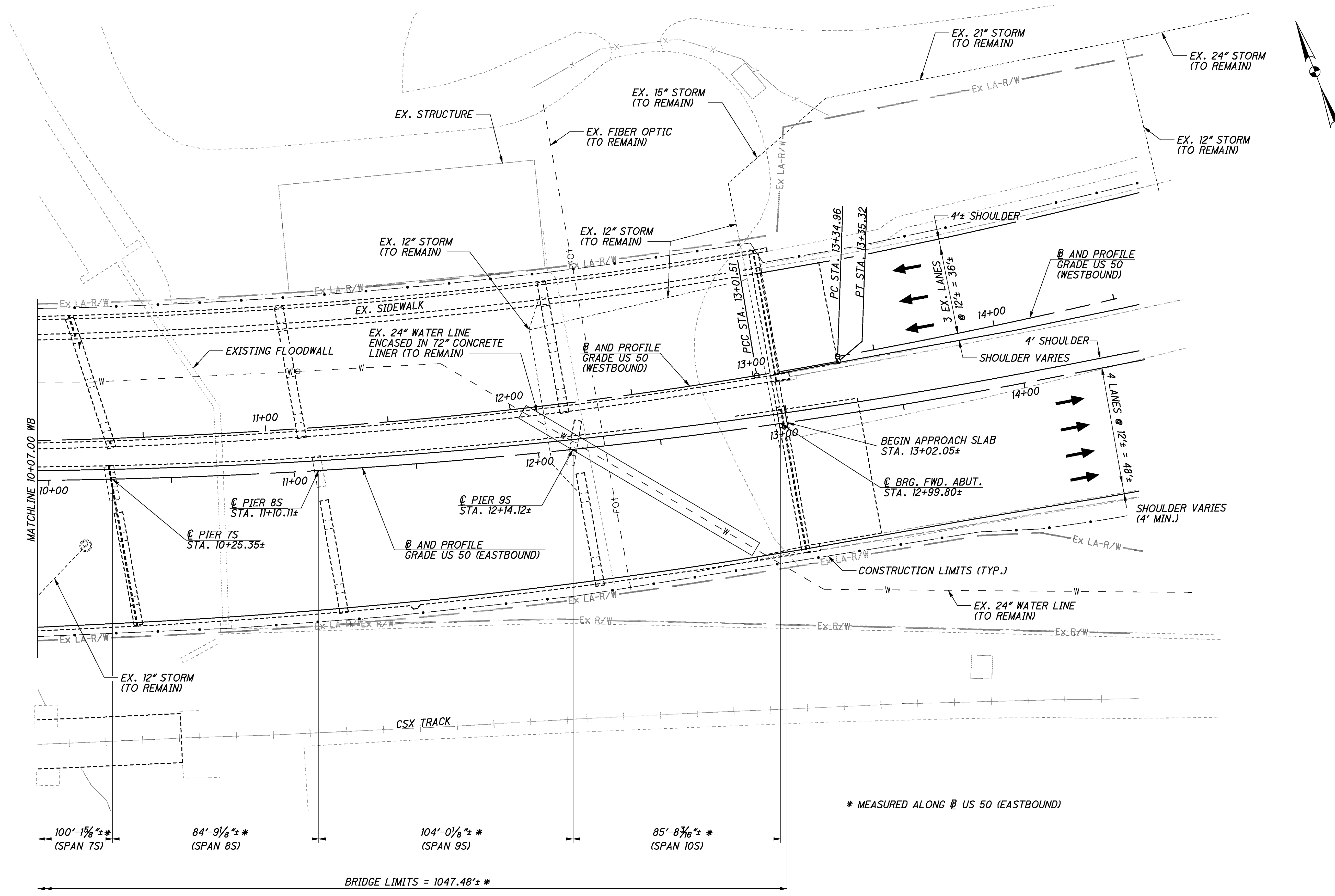
PLAN

* MEASURED ALONG Ø US 50 (EASTBOUND)



HAM-50-19.03 PID No. 98996	GENERAL PLAN HAM-50-1903R US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE		HAMILTON COUNTY STA. 2+54.57 STA. 13+02.05	DESIGNED MTN CHECKED PJP	DRAWN JDG REVISED	REVIEWED MSL STRUCTURE FILE NUMBER 3102815	DATE 2/16/15	DESIGN AGENCY 4655 LAKE FOREST DRIVE, SUITE 940 CINCINNATI, OHIO 45242
	2 / 6 40 44							

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PLAN

* MEASURED ALONG \bar{B} US 50 (EASTBOUND)

HAM-50-19.03 PID No. 98996	GENERAL PLAN HAM-50-1903R US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE		HAMILTON COUNTY STA. 2+54.57 STA. 13+02.05	DESIGNED MTN CHECKED PJP	DRAWN JDG REVISED	REVIEWED MSL STRUCTURE FILE NUMBER 3102815	DATE 2/16/15 FILE NUMBER 3102815	DESIGN AGENCY 4655 LAKE FOREST DRIVE, SUITE 940 CINCINNATI, OHIO 45242
	3 / 6 41 / 44							

STRUCTURE GENERAL NOTES

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

MAINTENANCE OF TRAFFIC: TRAFFIC WILL BE MAINTAINED DURING BRIDGE CONSTRUCTION. BRIDGE MUST BE BUILT IN ACCORDANCE WITH MAINTENANCE OF TRAFFIC GENERAL NOTES AND PLANS.

UTILITY LINES: THE UTILITIES SHALL BORE ALL EXPENSE INVOLVED IN RELOCATING THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITIES ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

EXISTING STRUCTURE PLANS: CONSTRUCTION PLANS FOR EXISTING BRIDGE ARE ON FILE AT THE DEPARTMENT OF TRANSPORTATION, DISTRICT 8 OFFICE, 505 SOUTH STATE ROUTE 741, LEBANON, OHIO AND ARE AVAILABLE FOR REFERENCE.

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.

CONSTRUCTION CLEARANCE: MAINTAIN A CONSTRUCTION CLEARANCE OF 12 FEET HORIZONTALLY FROM THE CENTER OF TRACKS AND 23 FEET VERTICALLY FROM A POINT LEVEL WITH THE TOP OF THE HIGHER RAIL, AND 6 FEET FROM THE CENTER OF TRACKS AT ALL TIMES.

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 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN: GIRDERS G7R AND G8R AND ALL NEW CROSSFRAMES FROM PROJECT PID 75736 ARE TO BE PREPARED PER CMS 514.14 BEFORE APPLYING THE INTERMEDIATE COAT.

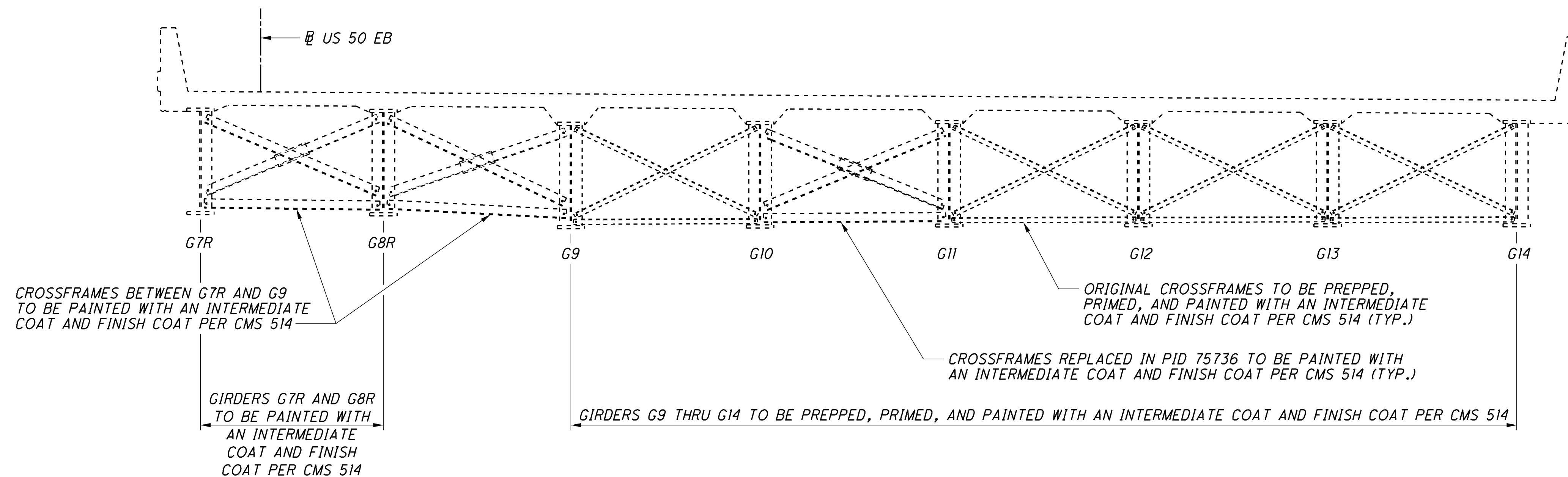
ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN: OUTSIDE FACE AND BOTTOM FLANGES OF THE FASCIA GIRDERS ARE TO BE PAINTED FEDERAL COLOR NUMBER 27038, (BLACK, 30% SHEEN). ALL REMAINING BRIDGE SUPERSTRUCTURE ELEMENTS ARE TO BE PAINTED FEDERAL COLOR NUMBER 10324 (DARK NEUTRAL).

FILTER FABRIC PROTECTION: IF SURFACE CLEANING DEBRIS OR PAINTING ARE CAPABLE OF CONTAMINATING THE TRACK AND BALLAST, THEN FILTER FABRIC WILL BE REQUIRED TO COVER THE TRACK AND BALLAST FOR THE LIMITS NECESSARY TO PROTECT THE TRACK. CONTRACTORS WILL BE REQUIRED TO FURNISH, INSTALL AND MAINTAIN FOR THE DURATION OF THE WORK.

THE COST OF ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO PROTECT THE TRACK AND BALLAST SHALL BE INCLUDED IN THE PRICE FOR ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN.

CALCULATED BY: MTN					ESTIMATED QUANTITIES - HAM-50-1903R - FUNDING: 100% MAJOR BRIDGE				CHECKED BY: JDG	
ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER.	SEE SHEET NO.	DESIGNED	REVIEWED
514	00050	117805	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			117805		MTN	MSL
514	00056	117805	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			117805		MTN	MSL
514	00061	166786	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN			166786	4/6	MTN	MSL
514	00067	166786	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN			166786	4/6	MTN	MSL
514	00504	105	MNHR	GRINDING, FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			105		MTN	MSL
514	10000	82	EACH	FINAL INSPECTION REPAIR			82		MTN	MSL

QUANTITIES CARRIED TO GENERAL SUMMARY



TYPICAL SECTION - ALL SPANS

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DESIGN AGENCY: **TranSystems**
 4655 LAKE FOREST DRIVE, SUITE 640
 CINCINNATI, OHIO 45242

DATE: 2/16/15
 FILE NUMBER: 3102815

DESIGNED: MTN
 CHECKED: PJP

DRAWN: MTN
 REVISED:

REVIEWED: MSL
 STRUCTURE FILE NUMBER: 3102815

GENERAL NOTES AND ESTIMATED QUANTITIES
 HAM-50-1903R
 US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE

HAM-50-19-03
 PID No. 98996

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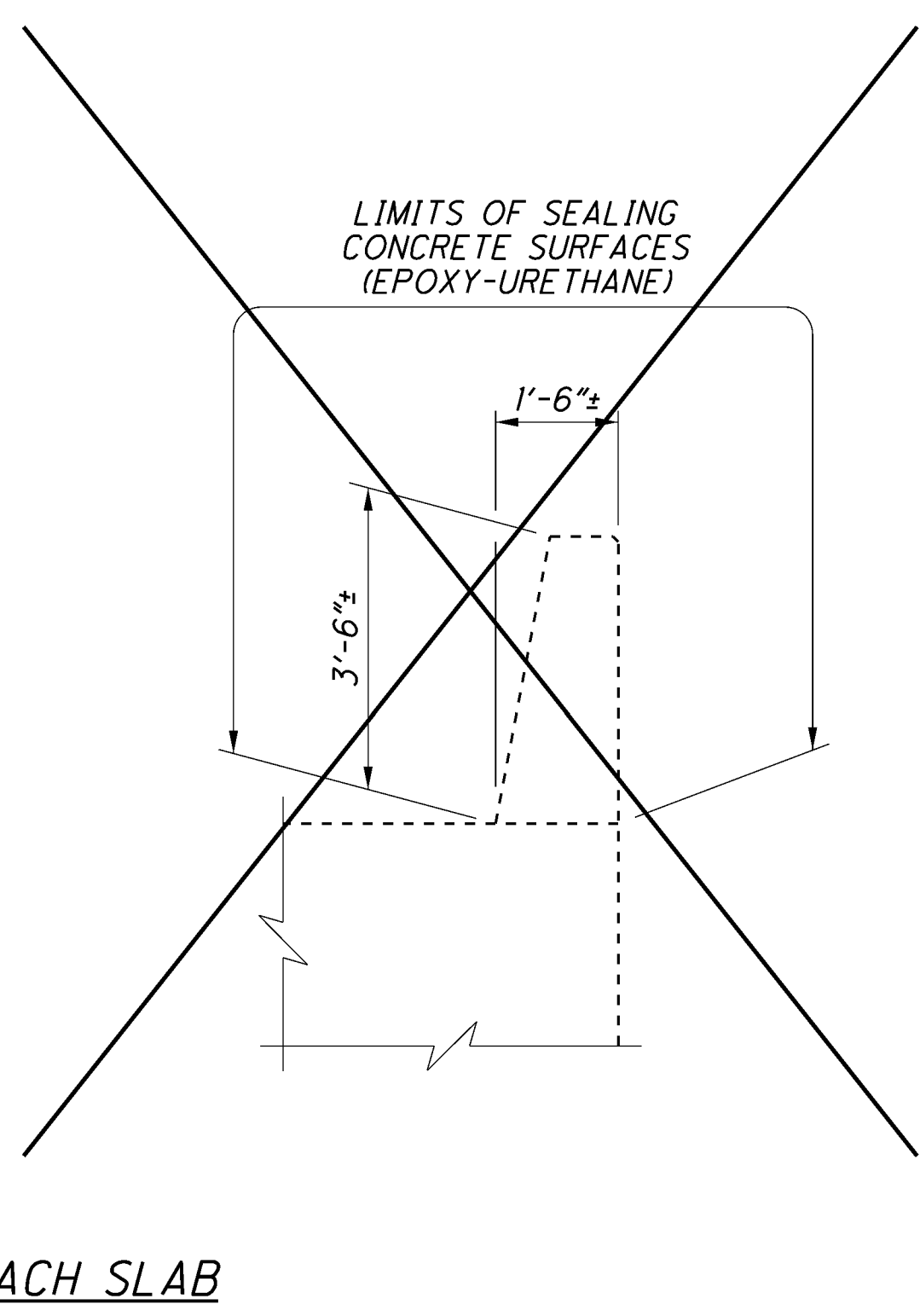
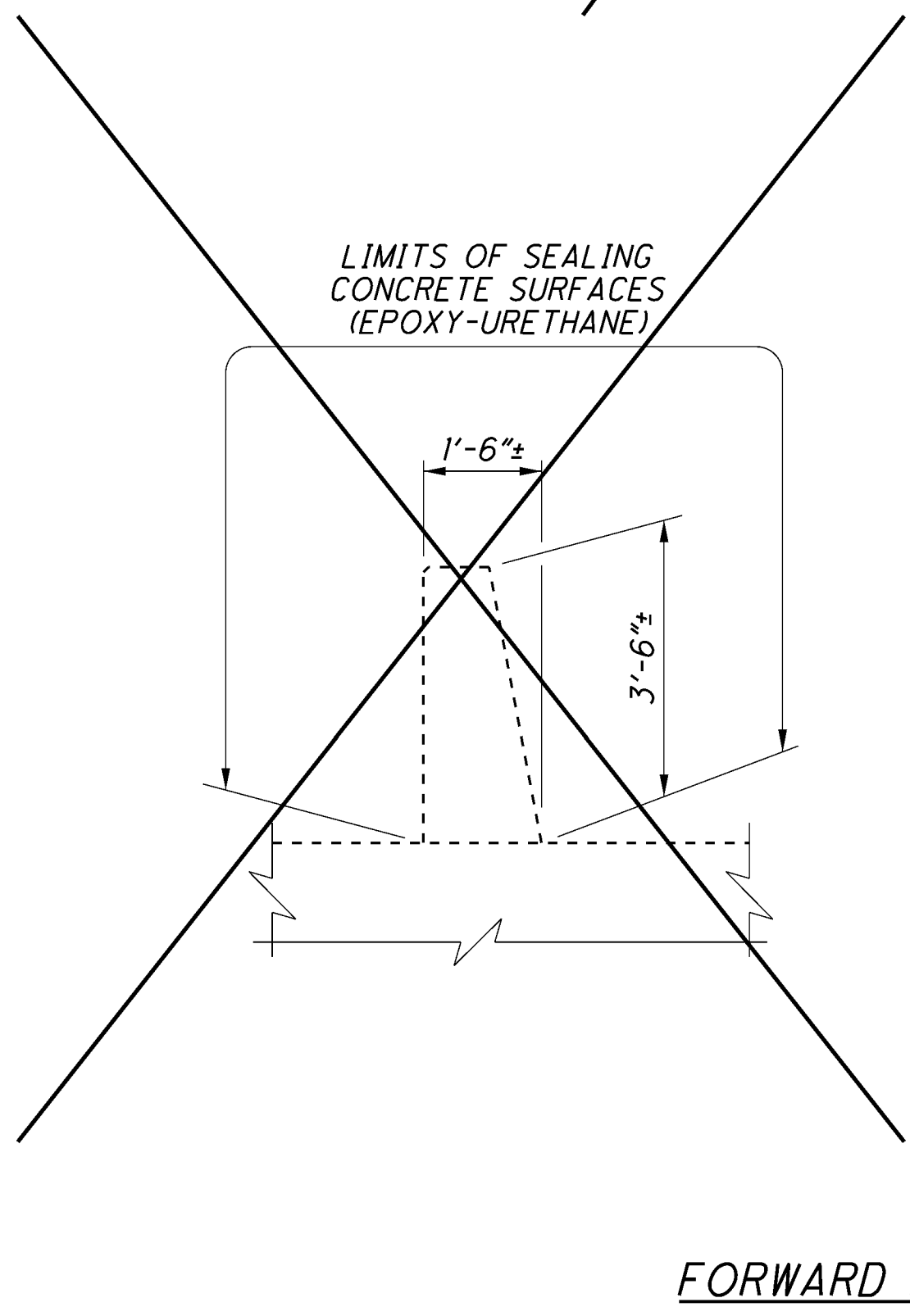
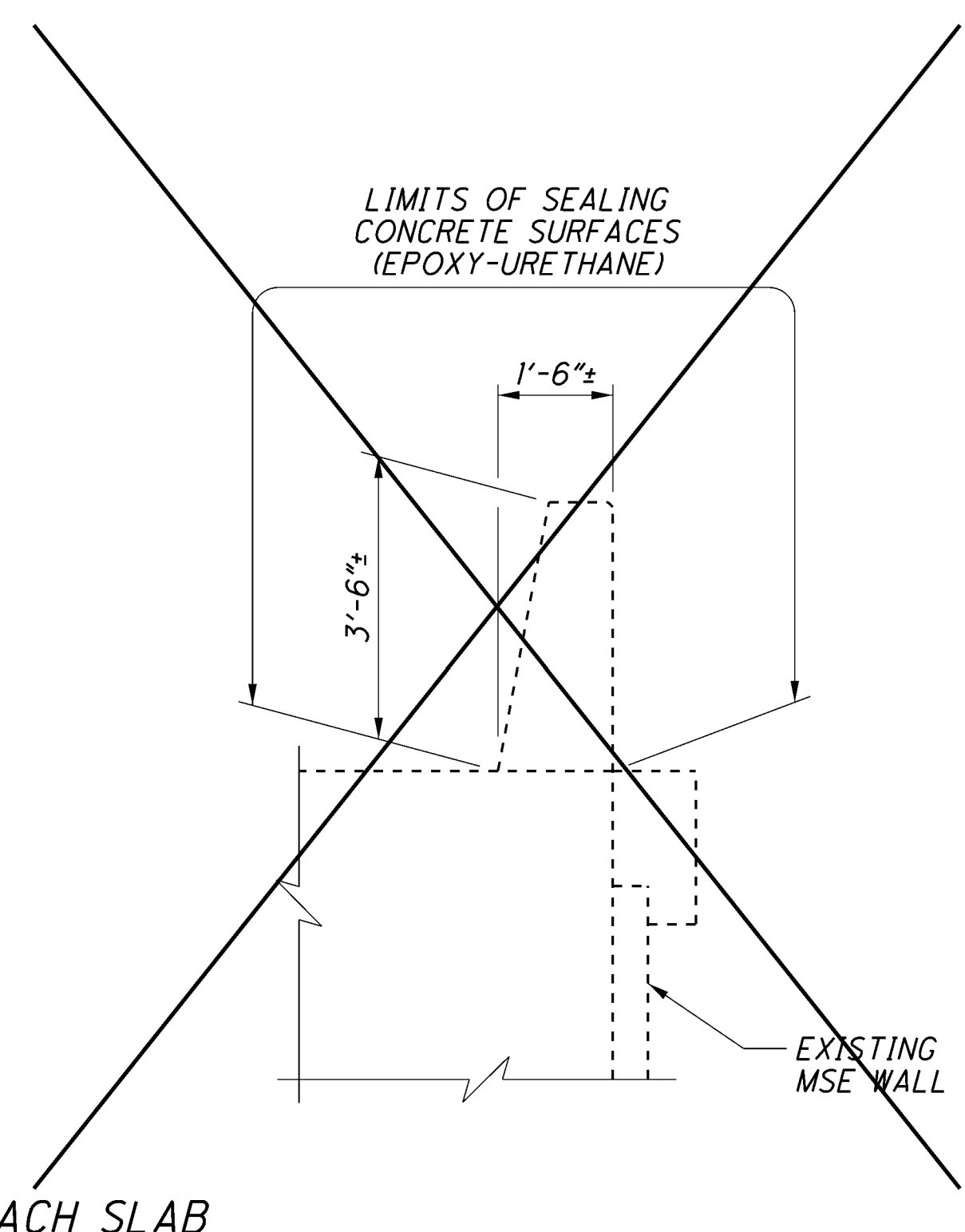
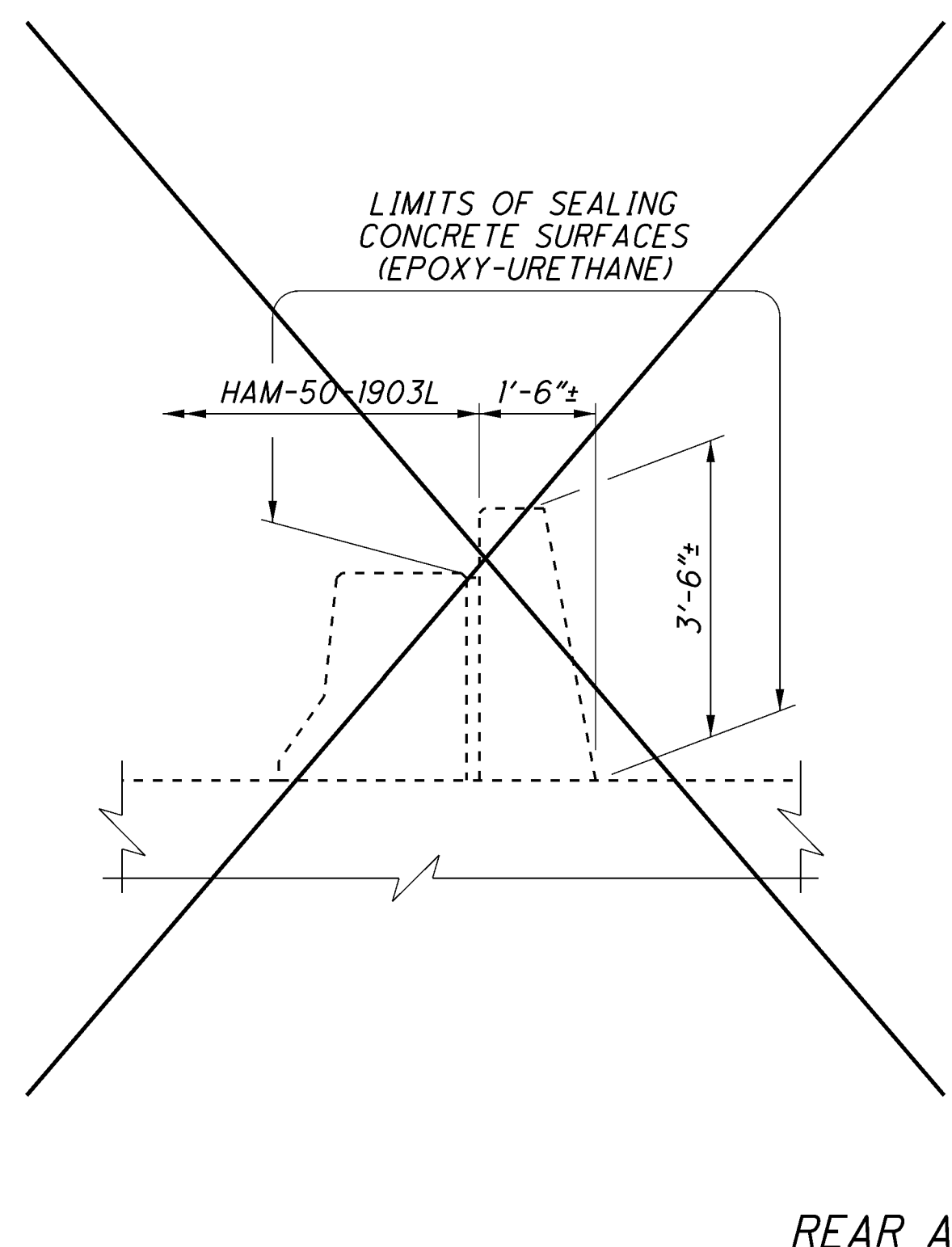
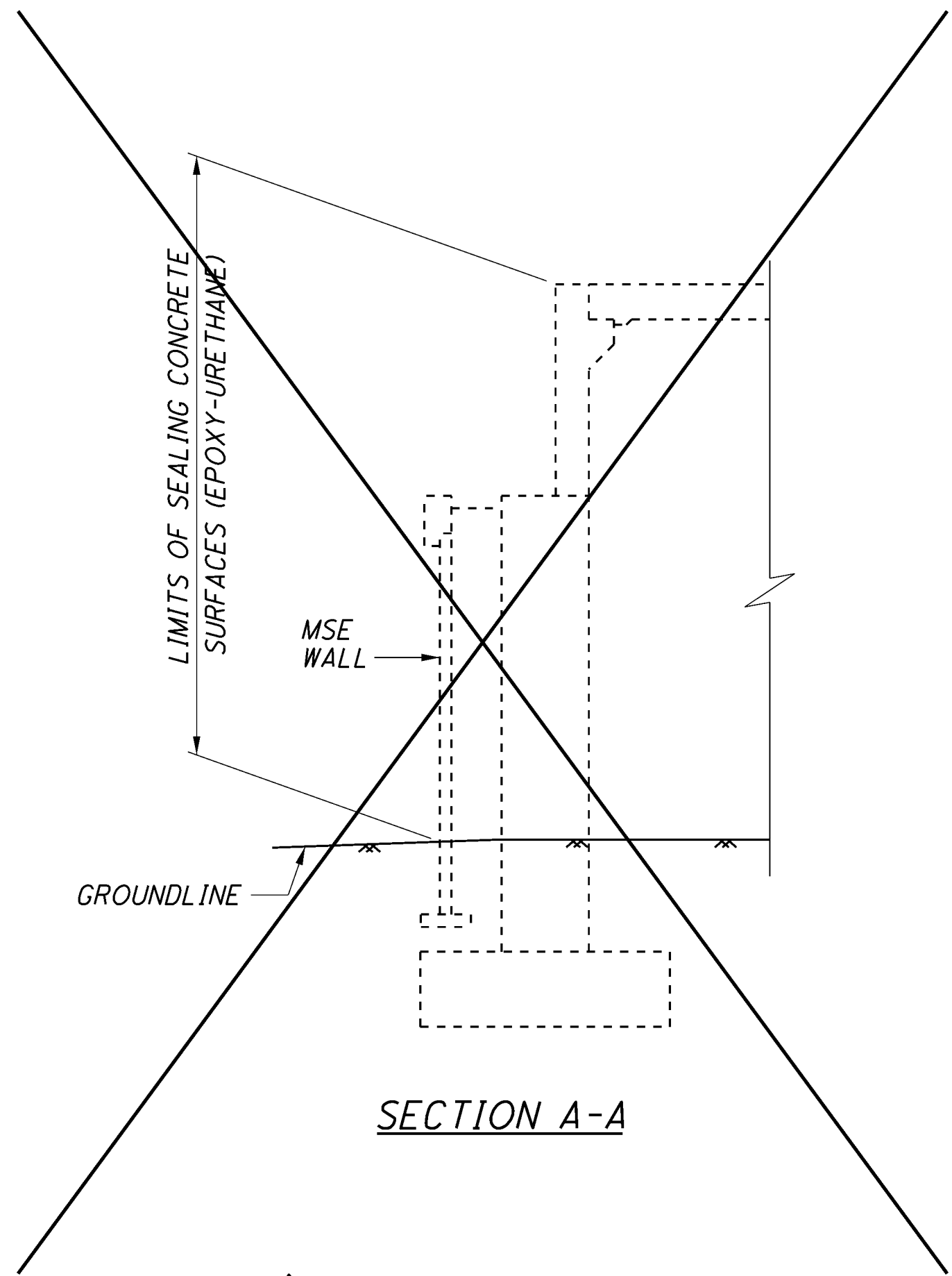
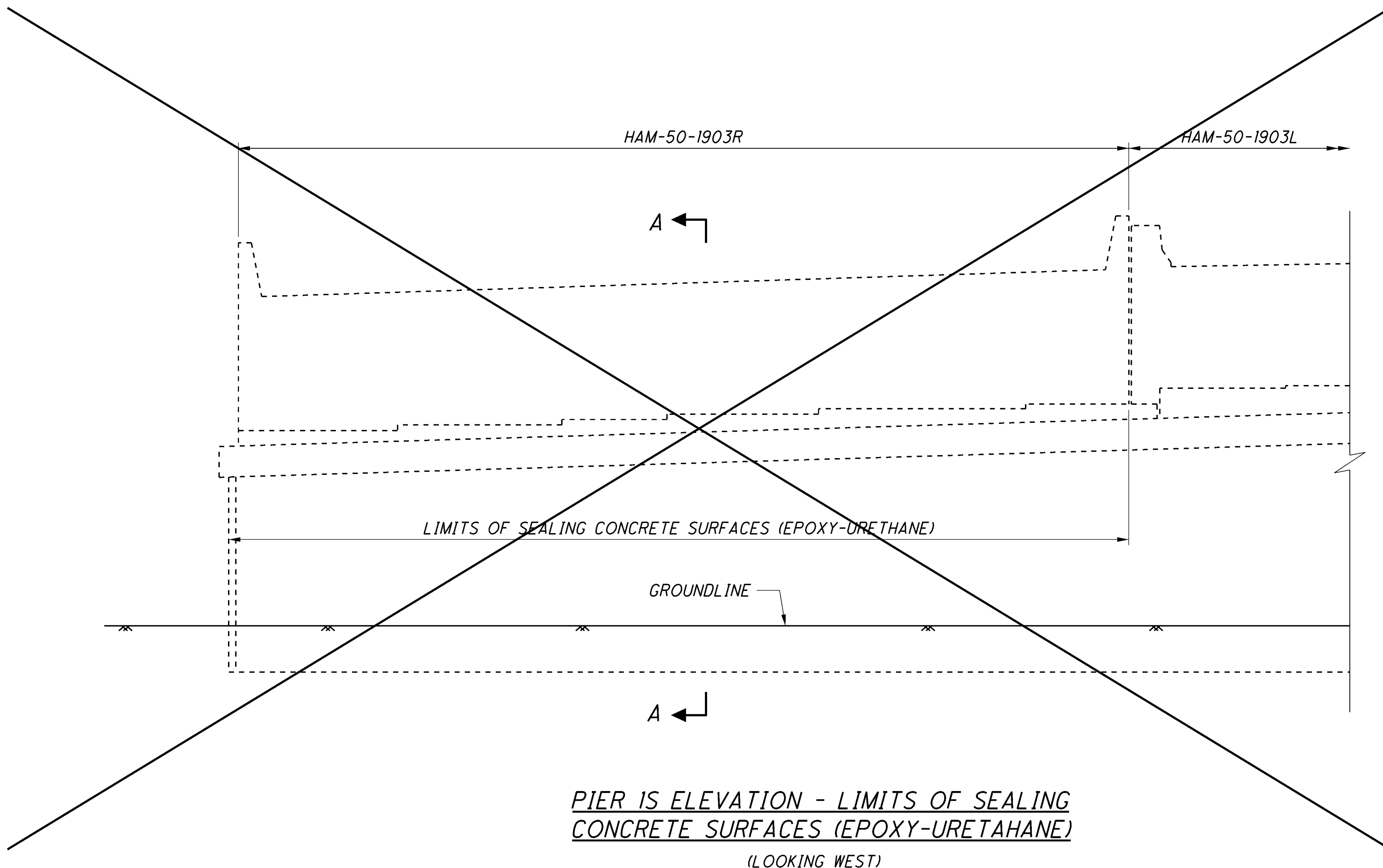
DESIGNED	MTN	CHECKED	PJP
DRAWN	JDG	REVISED	
REVIEWED	MSL	STRUCTURE FILE NUMBER	3102815
DATE	2/16/15		

ABUTMENT AND APPROACH SLAB SEALING DETAILS
HAM-50-1903R
US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE

HAM-50-19.03
PID No. 98996

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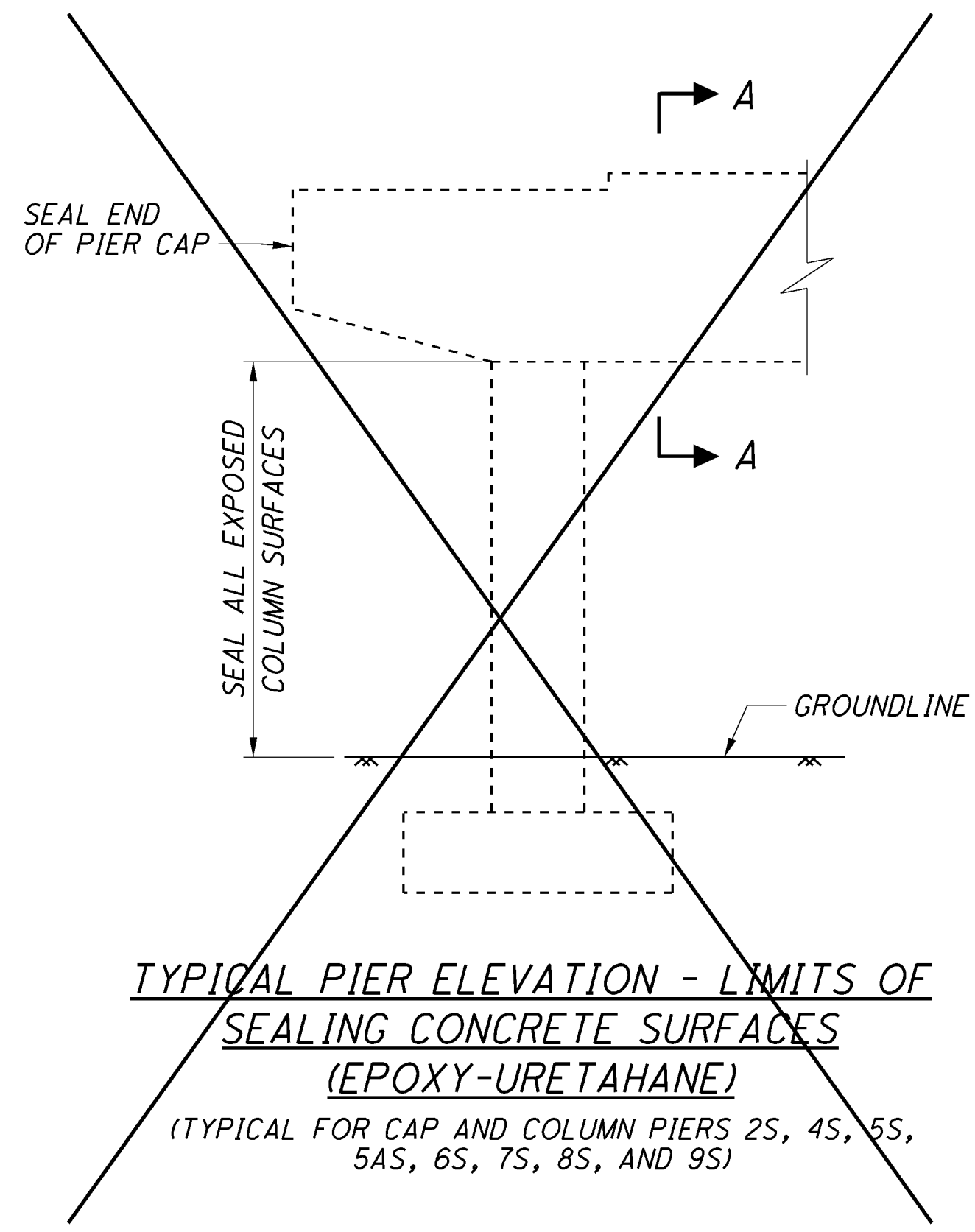
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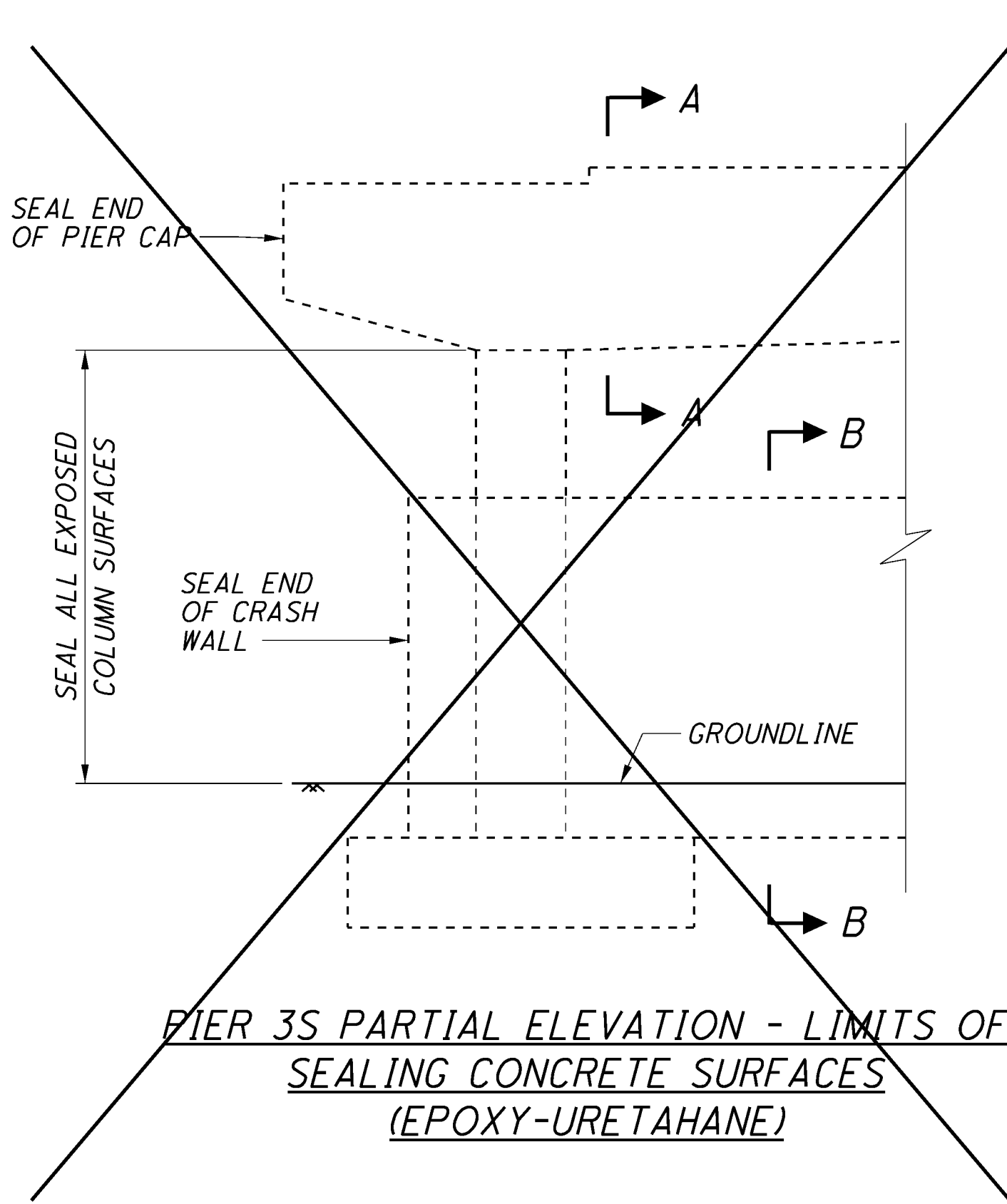
FORWARD APPROACH SLAB

SEALING REMOVED FROM PROJECT

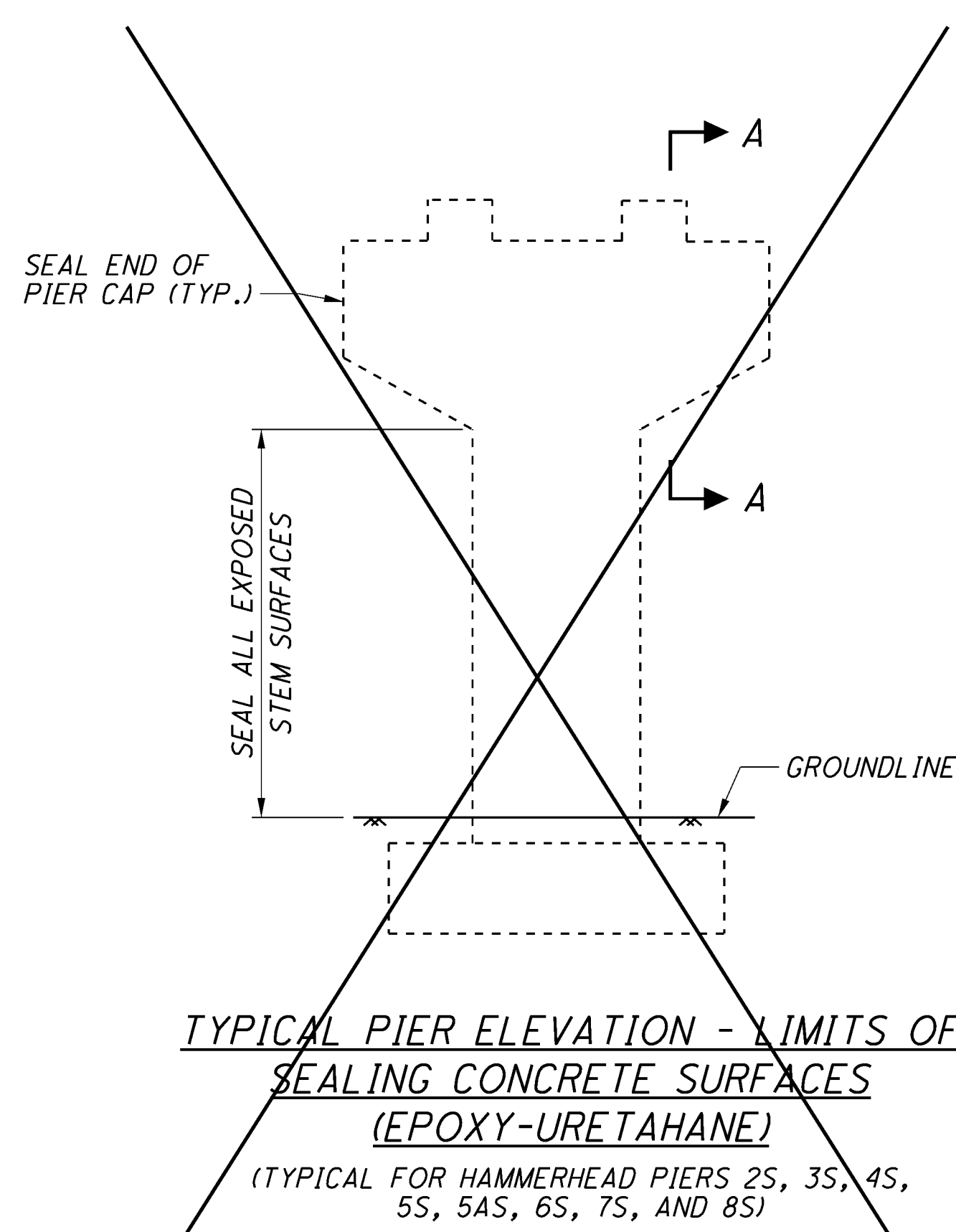
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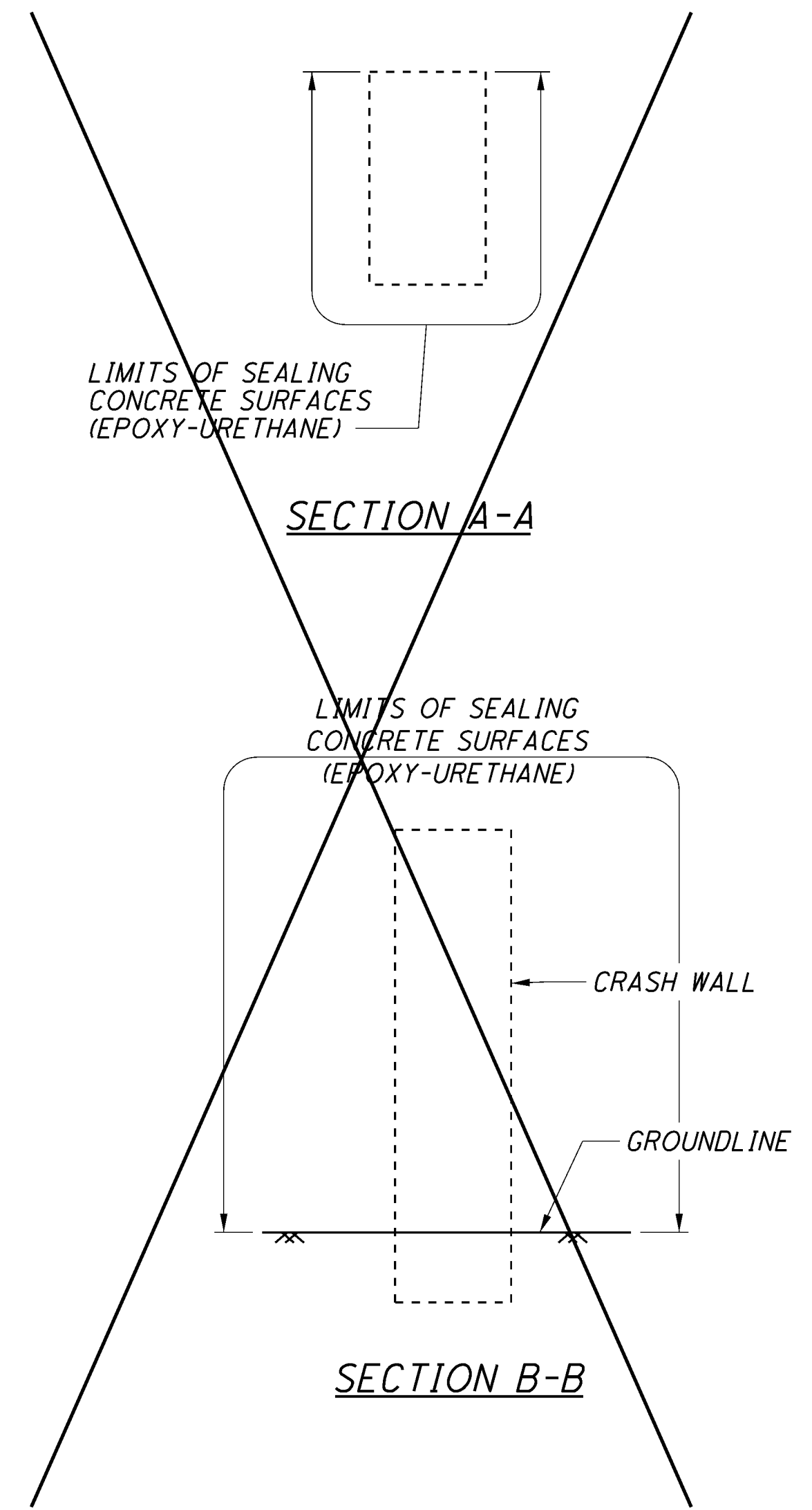
TYPICAL PIER ELEVATION - LIMITS OF SEALING CONCRETE SURFACES (EPOXY-URETANE)
 (TYPICAL FOR CAP AND COLUMN PIERS 2S, 4S, 5S, 5AS, 6S, 7S, 8S, AND 9S)



PIER 3S PARTIAL ELEVATION - LIMITS OF SEALING CONCRETE SURFACES (EPOXY-URETANE)

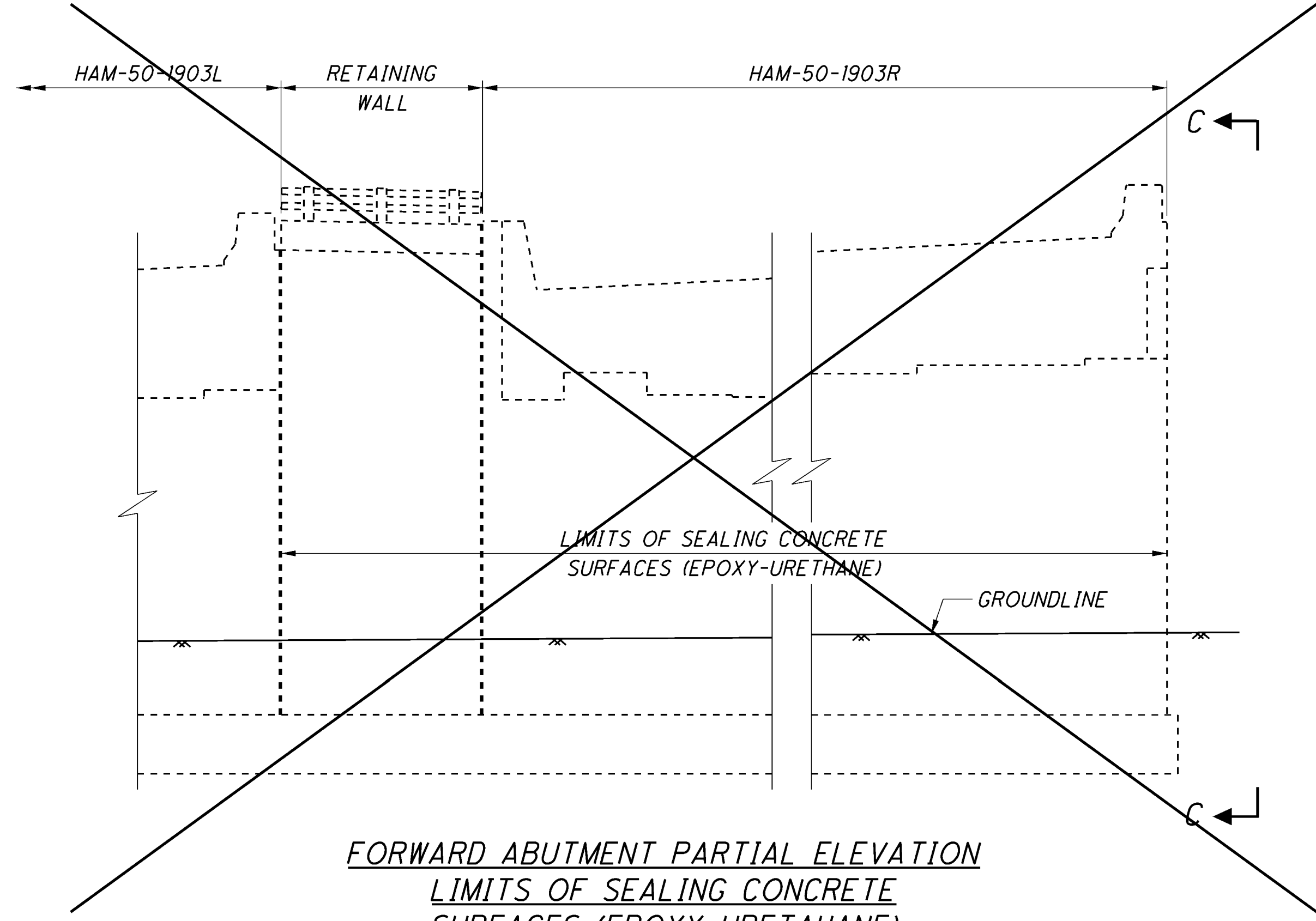


TYPICAL PIER ELEVATION - LIMITS OF SEALING CONCRETE SURFACES (EPOXY-URETANE)
 (TYPICAL FOR HAMMERHEAD PIERS 2S, 3S, 4S, 5S, 5AS, 6S, 7S, AND 8S)

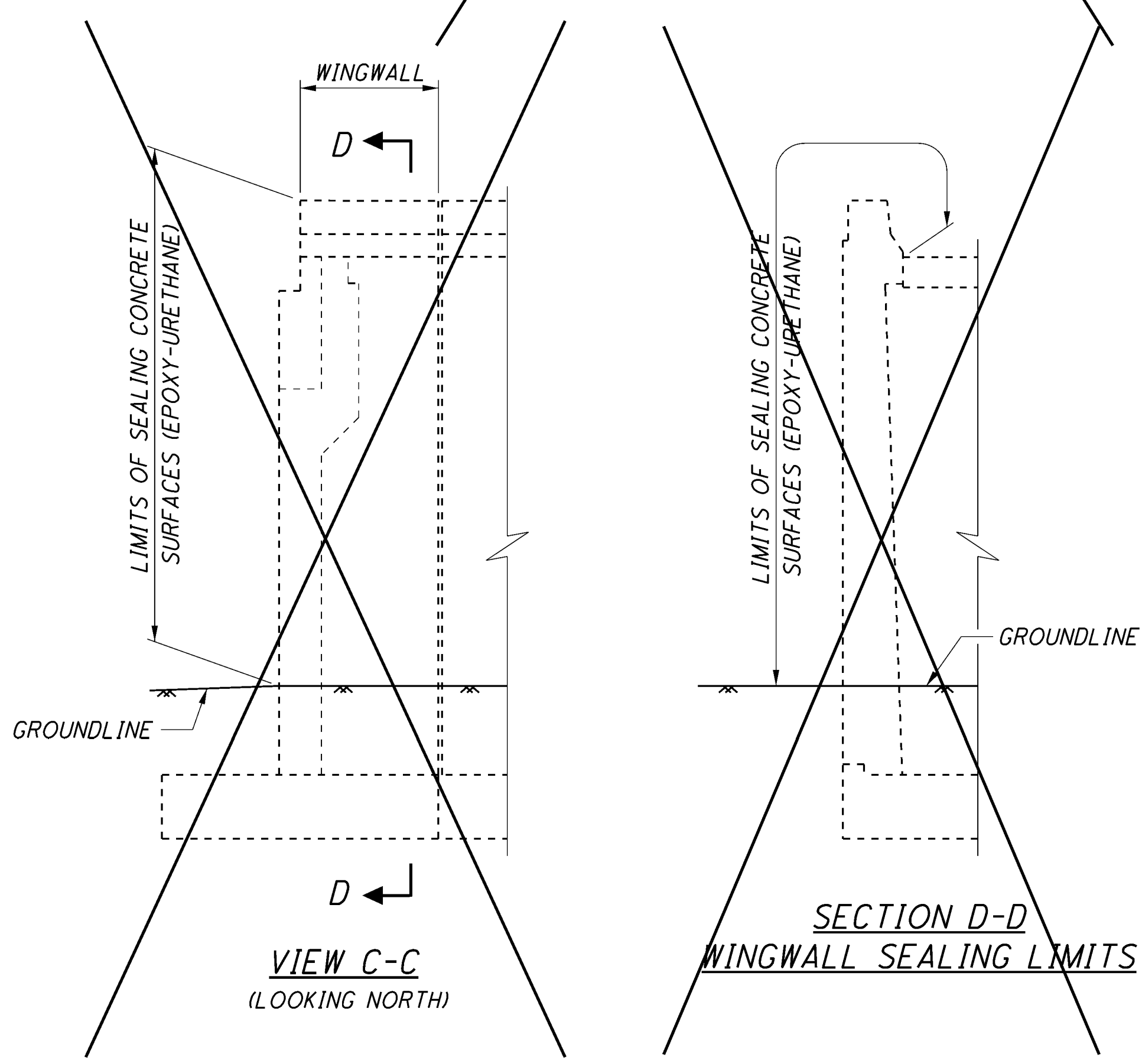


SECTION A-A

SECTION B-B



FORWARD ABUTMENT PARTIAL ELEVATION LIMITS OF SEALING CONCRETE SURFACES (EPOXY-URETANE)



VIEW C-C (LOOKING NORTH)

SECTION D-D WINGWALL SEALING LIMITS

- NOTES:**
1. SEAL ENTIRE EXPOSED SURFACE AREA OF PIER COLUMNS (OR STEM) AND PIER CAP, EXCEPT FOR TOP HORIZONTAL SURFACE OF CAP, WITH EPOXY-URETANE.

SEALING REMOVED FROM PROJECT

DESIGNED	DATE
MTN	2/16/15
CHECKED	REVIEWED
PJP	MSL
DRAWN	STRUCTURE FILE NUMBER
JDG	3102815
REVISED	
SUBSTRUCTURE SEALING DETAILS HAM-50-1903R US 50 OVER CSX RR, CIND RR, MILL CREEK & PRIVATE DRIVE	
HAM-50-19.03 PID No. 98996	
6 / 6	
44 44	