

GREENE, HAMILTON, AND BUTLER COUNTY

LATITUDE: 39°17'20" LONGITUDE: -84°26'8"

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HAM-SR-126 13.199 L	15-22
HAM-SR-126 13.312 R	23-26
HAM-RA-31371 0.389 N	27-34

NONE

NONE

PLAN PREPARED BY:
ODOT DISTRICT 8
SOUTH STATE ROUTE 741
LEBANON, OH, 45036

[illegible]

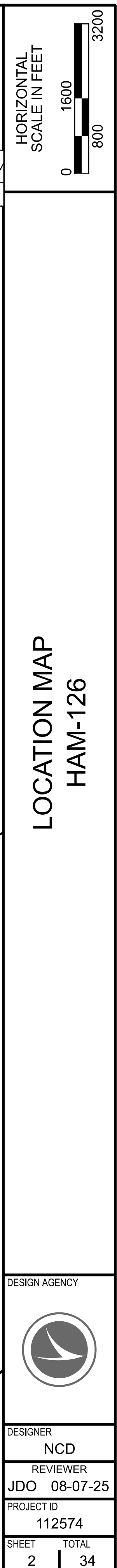
I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

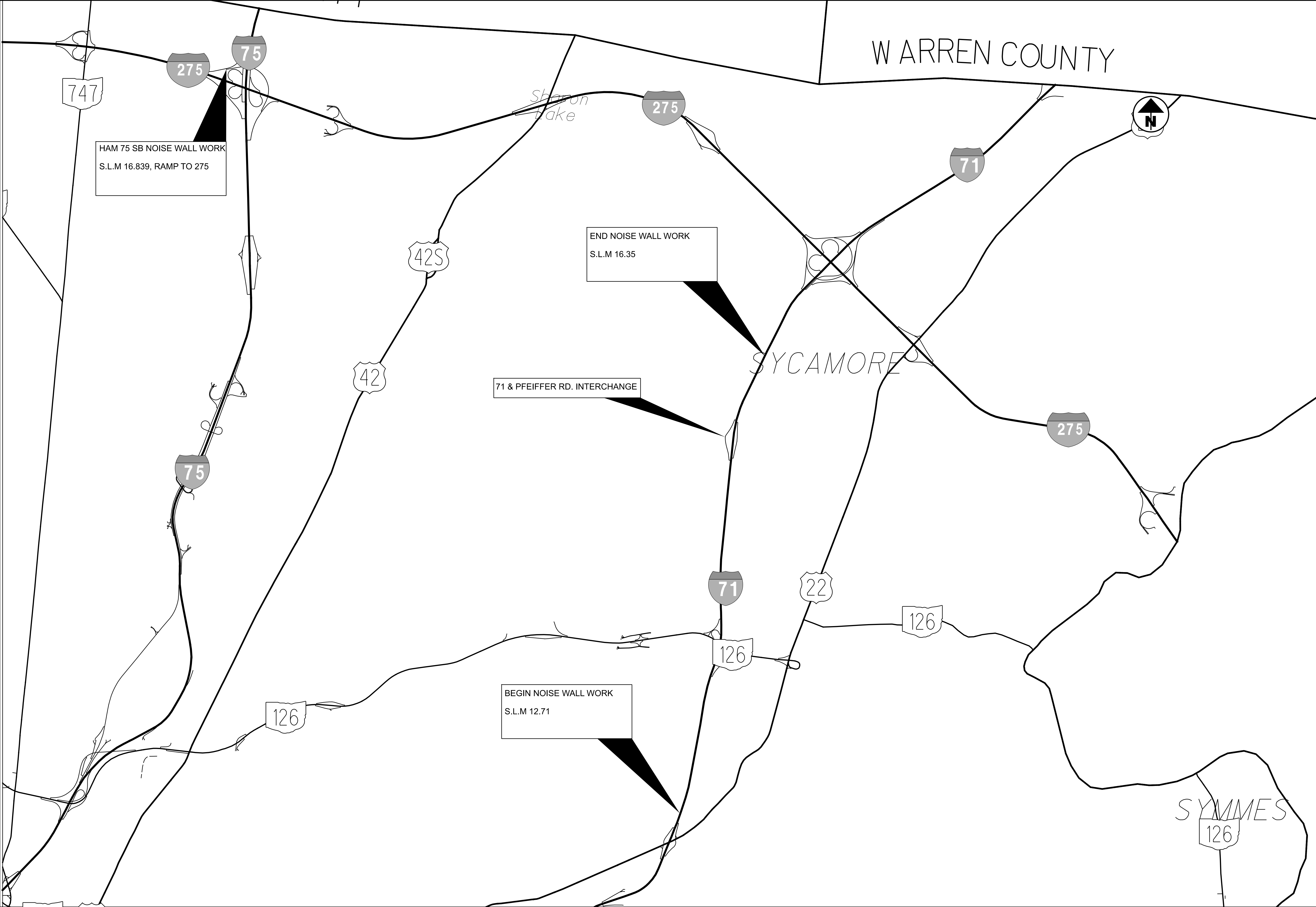

Pamela Boratyn
Director, Department of Transportation

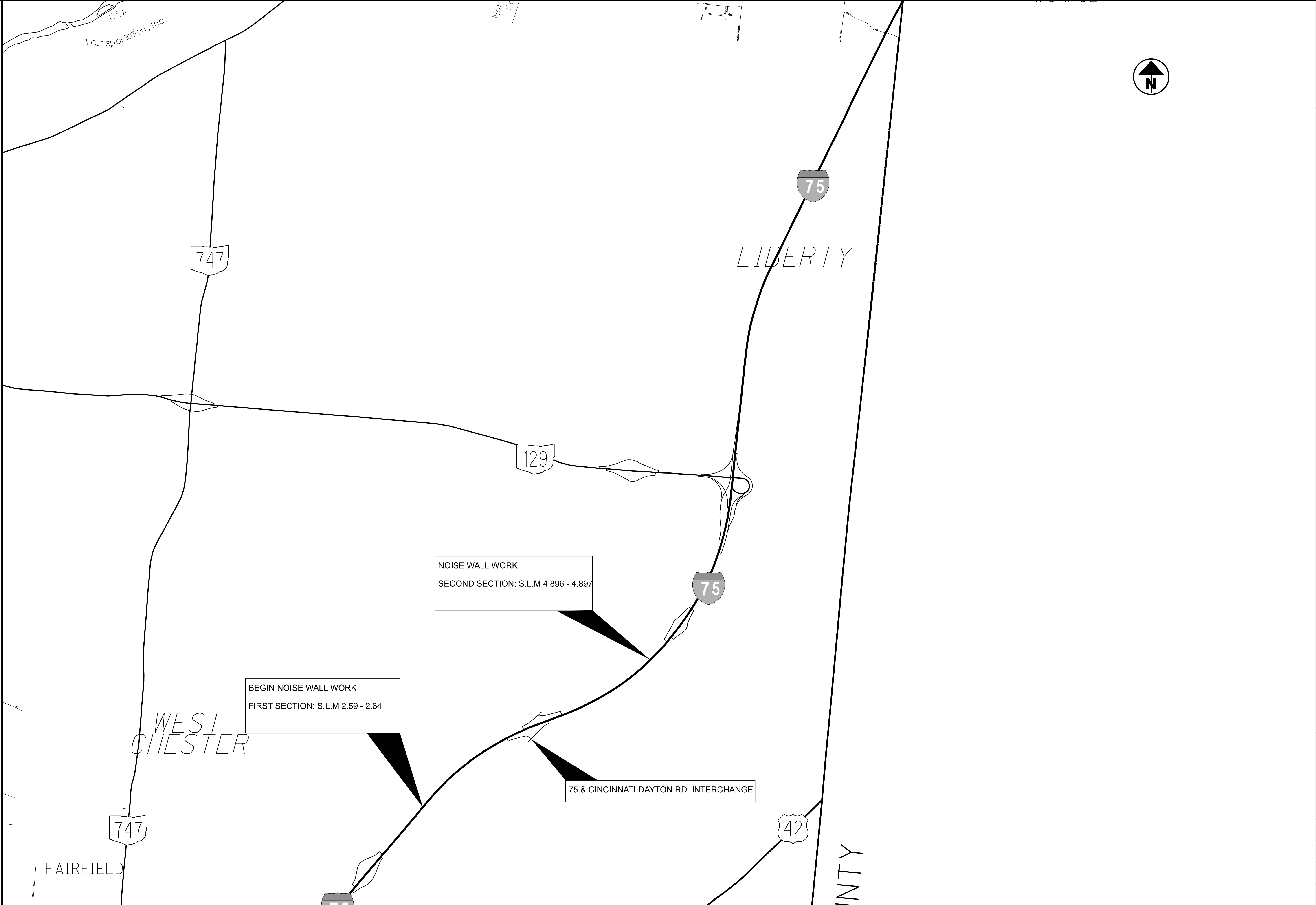
ENGINEER'S SEAL	ENGINEER'S SEAL
ROADWAY ENGINEER 	BRIDGE ENGINEER 

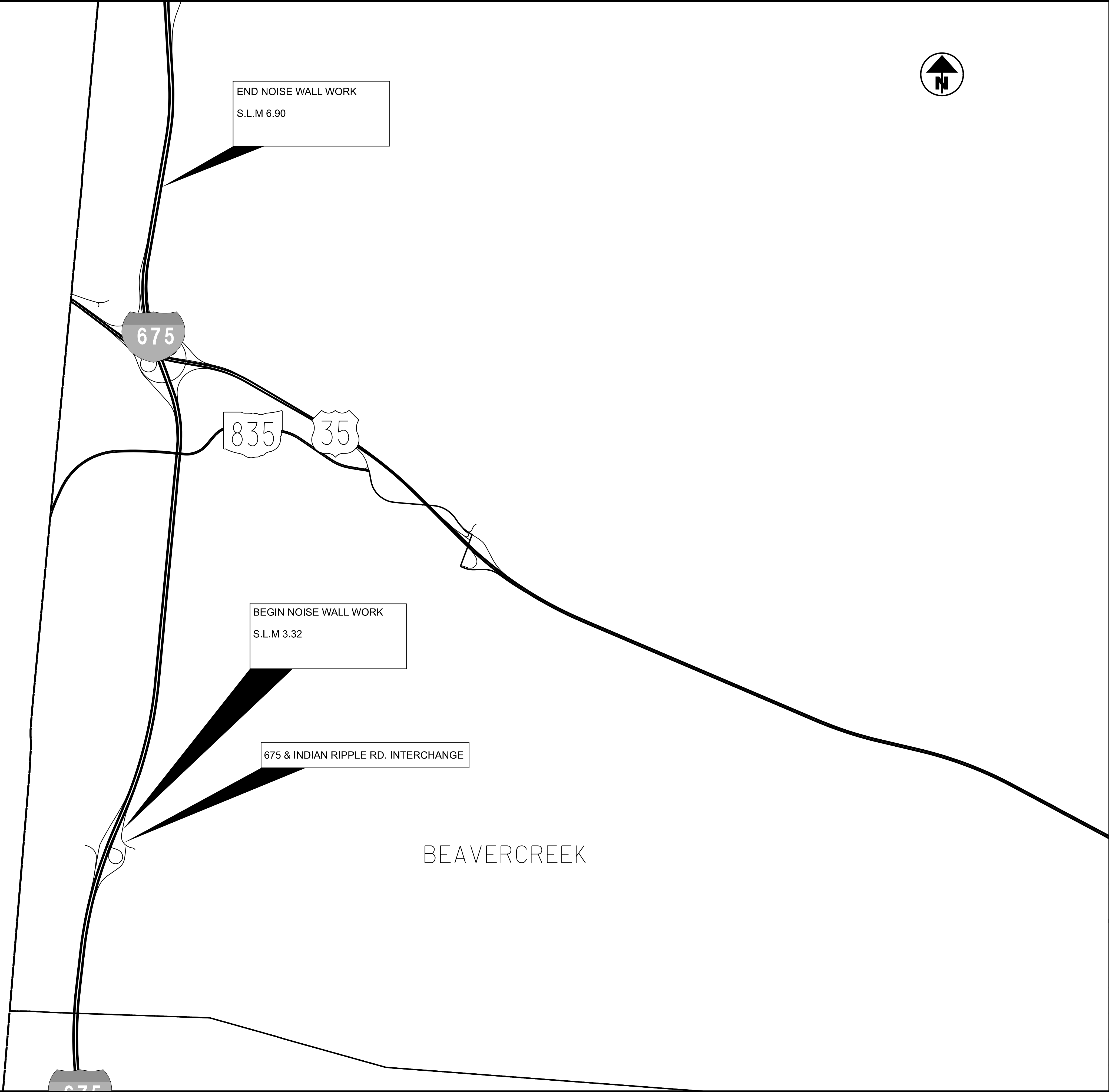
TITLE SHEET

DESIGN AGENCY	
	
DESIGNER	
NCD	
REVIEWER	
JDO	08-07-25
PROJECT ID	
112574	
SHEET	TOTAL
1	34









HORIZONTAL SCALE IN FEET 0 770 1540 3080	
LOCATION MAP GRE-675	
DESIGNER NCD	
REVIEWER JDO 08-09-25	
PROJECT ID 112574	
SHEET 5	TOTAL 34

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

- CINCINNATI BELL**
221 E.4" ST, BLDG, 121-900
CINCINNATI, OH 45201
513-565-7043 (MARK CONNER)
MARK.CONNER@CINBELL.COM
- CINCINNATI BELL - AERIAL AND PLACING**
209 W. 7" ST. BLDG. 121-900
CINCINNATI, OH 45202
513-565-1296 (SEAN FLORA)
SEAN.FLORA@CINBELL.COM
- TIME WARNER CABLE**
11252 CORNELL PARK DR
CINCINNATI, OH 45202
513-386-5499(KENT RIEGER)
KENT.RIEGER@TWCABLE.COM
- DUKE ENERGY - ELECTRIC (DISTRIBUTION)**
139 E. 4" ST, RM 467A
CINCINNATI, OH 45202
513-287-3852 (CRAIG HUTCHISON)
CRAIG.HUTCHISON@DUKE-ENERGY.COM
- DUKE ENERGY - GAS**
139 EAST 4" ST., ROOM 460A
CINCINNATI, OH 45202
513-287-1205 (KELSEY PACE)
KELSEY.PACE@DUKE-ENERGY.COM
- CLERMONT COUNTY WATER RESOURCES**
4400 HASKELL LANE
BATAVIA, OH 45103
513-732-1320 (TIM CHERRY)
TCHERRY@CO.CLERMONT.OH.US

UTILITY NOTIFICATION

THE OHIO DEPARTMENT OF TRANSPORTATION HAS UTILITY FACILITIES (HIGHWAY LIGHTING, TRAFFIC SIGNALS, AND ITS) WITHIN THE LIMITS OF THIS PROJECT.

IN ADDITION TO THE INFORMATION OUTLINED IN THE UTILITY NOTE OF THIS CONTRACT, THE CONTRACTOR SHALL TAKE THE FOLLOWING ACTION TO PROJECT ODOT'S FACILITIES DURING CONSTRUCTION:

HIGHWAY LIGHTING AND TRAFFIC SIGNALS:
EVEN THOUGH ODOT IS LISTED AS A MEMBER OF THE OHIO UTILITIES PROTECTION SERVICE (OUPS), THE CONTRACTOR ON THIS PROJECT IS REQUIRED TO CONTACT ODOT, DISTRICT 8 TRAFFIC MAINTENANCE DEPARTMENT DIRECTLY SO THAT THE ODOT UTILITIES LOCATED WITHIN THIS PROJECT ARE MARKED. THE CONTRACTOR SHALL NOTIFY DISRICT 8 TRAFFIC MAINTENANCE AT 513-933-6689 AND THE PROJECT ENGINEER, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF ANY WORK, FOR THE NEED TO MARK ODOT OWNED UTILITIES.

ITS:
ITS FACILITIES AREN'T LISTED WITH OUPS, SO THE CONTRACTOR IS REQUIRED TO CONTACT ODOT CENTRAL OFFICE ITS LAB DIRECTLY SO THAT ODOT UTILITIES LOCATED WITHIN THIS PROJECT ARE MARKED. THE CONTRACTOR SHALL NOTIFY ODOT CENTRAL OFFICE ITS LAB AT THE CONTACT INFORMATION LISTED BELOW AND THE PROJECT ENGINEER, FOURTEEN (14) CALENDAR DAYS IN ADVANCE OF ANY WORK FOR THE NEED TO MARK ODOT OWNED UTILITIES

CENTRAL OFFICE ITS LAB
614-387-4113 (PHONE)
614-887-4134 (FAX)
CEN.ITS.LAB@DOT.STATE.OH.US (EMAIL)

DISTRICT 88 ITS LOCATES PRIMARY CONTACT
DENNY GRAY (513-615-3766)

THE ABOVE REQUIREMENTS ARE IN ADDITION TO SECTION 105.07 & 107.16 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS AND THE UTILITY PROPOSAL NOTE. THE CONTRACTOR SHALL NOTIFY OTHER UTILITIES THROUGH OUPS OR DIRECTLY A MINIMUM OR FORTY-EIGHT (48) HOURS IN ADVANCE OF ANY WORK.

THE COST FOR THE ABOVE DESCRIBED WORK IS INCIDENTAL TO THE OVERALL BID PRICE OF THE PROJECT.

PROTECTION OF FEDERALLY DESIGNATED SOLE SOURCE AQUIFER

IN GREENE AND HAMILTON COUNTIES, THIS PROJECT IS LOCATED WITHIN THE GREATER MIAMI SOLE SOURCE AQUIFER. USE PROPER CONTAINMENT AND DIKING IN REFUELING AREAS. DO NOT STORE FUELS, TOXIC/HAZARDOUS MATERIALS, AND CHEMICALS NEAR DRAINAGE WAYS, DITCHES, OR STREAMS. MAINTAIN A SPILL KIT ON-SITE THROUGHOUT CONSTRUCTION ACTIVITIES. IMMEDIATELY MITIGATE ANY EVENT, SUCH AS A SPILL OF FUELS, OILS, OR CHEMICALS THAT COULD THREATEN TO CONTAMINATE THE DRINKING WATER SUPPLY

FOR GREENE COUNTY:
REPORT ALL SPILLS OR EVENTS TO THE GREENE COUNTY DISASTER SERVICES 937-562-5994. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT THE BEAVERCREEK TWP. FIRE DEPARTMENT 62 AT 937-426-1213 OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

FOR HAMILTON COUNTY:
REPORT ALL SPILLS OR EVENTS TO THE HAMILTON COUNTY EMERGENCY DEPARTMENT AT 513-262-8200. IF THE SPILL IS A REPORTABLE AMOUNT (PER OHIO EPA'S RELEASE REPORTING REQUIREMENTS), CONTACT THE LOVELAND-SYMMES FIRE STATION 50 AT 513-792-7330 OR THE OHIO EPA'S SPILLS HOTLINE 1-800-282-9378 FOR CLEAN-UP OF THE SPILL.

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN

PATCH EXISTING CONCRETE NOISE WALL PANELS WHERE CRACKING, SPALLING HAS OCCURRED BUT TOTAL REPLACEMENT OF THE PANEL IS NOT NECESSARY. FINISH OFF THE REHABILITATED PANELS WITH MATCHING PAINT AND NOISE BARRIER COATING.

FIELD VERIFICATION OF PANEL DIMENSIONS

PRIOR TO THE FABRICATION/CASTING OF ALL NEW PANELS, CONTRACTOR IS TO FIELD VERIFY THE EXISTING PANEL DIMENSIONS. FIELD VERIFICATON OF EXISTING DIMENSIONS IS INCLUDED IN THE UNIT PRICE BID FOR THE PANEL.

BARRIER PATTERN AND COLOR

THE CONTRACTOR MUST MAINTAIN UNIFORMITY OF BARRIER TYPE, TEXTURE, JOINTS, PATTERN, AND COLOR AT EACH LOCATION.

HAM-126: STEEL PANELS - TAN(30450),
CONCRETE PANELS - LIGHT GRAY(36628)

GRE-675: FIBERGLASS - DARK NEUTRAL(10324)
STEEL - BROWN (10219)
CONCRETE - BEIGE(17778)

HAM-71: CONCRETE - TAN(30450)

BUT-75: CONCRETE - GRAY (16515)

HAM-75: CONCRETE - GRAY (16515)

SEE SHEET 13 FOR EXAMPLES

ITEM 606 - NOISE BARRIER, STEEL POSTS

THIS ITEM SHALL CONSIST OF THE REPLACEMENT OF THE EXISTING STEEL NOISE BARRIER POSTS. THIS ITEM SHALL INCLUDE ALL NECESSARY BOLTS, PLATES, AND OTHER HARDWARE REQUIRED TO INSTALL THE STEEL POSTS

THIS ITEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER BID UNDER ITEM 606 - NOISE BARRIER, STEEL POSTS, EACH

ITEM 202 - REMOVAL MISC.: NOISE BARRIER STEEL POST REMOVAL

THIS ITEM SHALL CONSIST OF ANY REMOVAL AND DISPOSAL OF EXISTING STEEL NOISE BARRIER POSTS. CARE SHALL BE TAKEN TO PREVENT DAMAGE TO MOUNTING BOLTS DURING THE REMOVAL OF THE NOISE BARRIER POST.

THIS ITEM SHALL BE PAID FOR AT THE CONSTRACT UNIT PRICE PER BID UNDER ITEM 202 - REMOVAL MISC.: NOISE BARRIER STEEL POST REMOVAL, EACH.

ITEM 606 - SPECIAL - NOISE BARRIERS (REFLECTIVE), CONCRETE PANEL

THIS ITEM WILL BE USED TO INSTALL REFLECTIVE CONCRETE NOISE PANELS IN THE SECTIONS DEFINED IN THE NOISE WALL REPLACEMENT SHEET. SEE SHEET 12 FOR THE LOCATION OF INSTALLATION.

FOLLOW STANDARD DRAWING NBS-1-09 AND THE DETAILS OF THESE PLANS. AFTER THE EXISTING NOISE PANELS HAVE BEEN REMOVED AND PRIOR TO INSTALLING THE NEW PANELS, REGRADE THE GROUND BETWEEN THE EXISTING STEEL POSTS TO ENSURE A SMOOTH DRAINAGE SURFACE FREE OF ALL IRREGULARITIES. AFTER REMOVING ALL MATERIAL, THE WEBS AND INSIDE FLANGES SHALL BE ABRASIVELY CLEANED BEFORE INSTALLING NEW CONCRETE PANELS.

ANY ADDITIONAL EMBANKMENT THAT IS REQUIRED TO OBTAIN THE 6" MINIMUM BURY AND FILL ANY VOIDS REMAINING FROM THE PREVIOUS PANELS IS INCLUDED IN THIS ITEM FOR PAYMENT.

PLAN QUANTITIES FOR REPLACEMENT PANELS HAVE BEEN BASED ON THE AREAS REMOVED.

THESE PANELS ARE TO REPLACE THE EXISTING DAMAGED PANELS AND SHALL BE DESIGNED TO FIT WITHIN THE EXISTING POSTS WITH COVERS, AND SHOULD BE KEPT TIGHT TO THE HIGHWAY FACE. THE CONTRACTOR SHALL PROVIDE SUPPORTS TO HOLD THE PANELS IN PLACE BOTH IN ELEVATION AND LATERALLY.

ACCEPTANCE REQUIREMENTS SHALL BE PER THE STANDARD DRAWING, EXCEPT THAT THE CONTRACTOR SHALL DELIVER TO THE JOB SITE AND ERECT ONE FULL BAY (POST TO POST) WITH PANELS AND COVERS REPRESENTATIVE OF THE FINAL PRODUCT FOR APPROVAL BY THE ENGINEER.

REPLACEMENT PANELS SHALL BE SUBMITTED TO THE DISTRICT ENVIRONMENTAL COORDINATOR (DEC) FOR REVIEW AND APPROVAL BEFORE THEY ARE ORDERED AND MANUFACTURED. A SUBMITTAL SHOULD INCLUDE PHOTOS AND COMPLETE DESCRIPTION, DEPTH OF GROOVES AND MATCHING FEDERAL COLOR. ACTUAL SAMPLES OF PANELS ARE NOT NEEDED. FINISH NEW PANELS WITH NOISE BARRIER COATING. SEAL THE HIGHWAY FACING SIDE OF THE NOISE BARRIER FROM THE EXISTING GROUND LEVEL/TOP OF CONCRETE BARRIER TO TOP OF WALL.

PAYMENT FOR ALL OF THE ABOVE, INCLUDING AESTHETIC TREATMENT DETAILS, SHALL BE INCLUDED IN THE UNIT PRICE PER SQUARE FOOT FOR ITEM 606 - SPECIAL - NOISE BARRIER: CONCRETE PANELS UNLESS OTHERWISE NOTED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

UNDAMAGED PANELS ABOVE DAMAGED PANELS

THE INTENT OF THE QUANTITIES OF THE PANEL REPLACEMENTS IS THAT ANY EXISTING UNDAMAGED PANELS ABOVE A DAMAGED PANEL ARE TO BE REMOVED AND REINSTALLED PER ITEM 606 - SPECIAL - NOISE BARRIER PANEL REMOVAL AND REUSE.

ITEM 606 - SPECIAL - NOISE BARRIER PANEL REMOVAL AND REUSE

THIS ITEM SHALL CONSIST OF ANY REMOVAL, STORAGE, AND RE-INSTALLATION OF EXISTING CONCRETE NOISE PANELS. IT WILL ALSO INCLUDE THE REMOVAL, STORAGE AND RE-INSTALLATION OF EXISTING POST CAPS (IF ANY), AND THE REMOVAL, STORAGE, DISPOSAL AND REPLACEMENT OF ANY CLIP ANGLES, SUPPORTS AND/OR OTHER APPURTENANCES THAT MAY BE IN CONFLICT WITH THE PROPOSED DESIGN. DISPOSAL SHALL FOLLOW ANY APPLICABLE LOCAL, STATE OR FEDERAL LAWS REGARDING SUCH DISPOSAL.

CARE SHALL BE TAKEN WITH REMOVAL AS TO NOT DAMAGE ANY PORTION OF THE EXISTING NOISE BARRIER POST AND FOUNDATION THAT IS TO REMAIN. REPLACE OR REPAIR POSTS DAMAGED BY PANEL REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST SEVEN (7) BUSINESS DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN ENGINEER'S APPROVAL BEFORE PERFORMING THE REPAIR.

REMOVED AND REUSED NOISE BARRIER PANELS SHALL BE REINSTALLED WITHIN 1 WEEK OF THE REMOVAL OF THE PANELS.

THIS ITEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER EACH UNDER ITEM 606, SPECIAL - NOISE BARRIER PANEL REMOVAL AND REUSE.

EXISTING PLANS

THE EXISTING GRE-675 FIBERGLASS NOISE WALL DETAILS CONSTRUCTED WITH PID 85364 ARE INCLUDED AS REFERENCE FILES.

CLEARING AND GRUBBING

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

DESIGN AGENCY



DESIGNER

NCD

REVIEWER

JDO 08-07-25

PROJECT ID

112574

SHEET

6

TOTAL

34

ITEM 606 - SPECIAL - NOISE BARRIERS: REFLECTIVE FIBERGLASS PANELS

THIS ITEM WILL BE USED TO INSTALL REFLECTIVE FIBERGLASS NOISE PANELS IN THE SECTIONS DEFINED IN THE NOISE WALL REPLACEMENT SHEET. SEE SHEET 12 FOR THE LOCATION OF INSTALLATION.

FOLLOW STANDARD DRAWING NBS-1-09 AND THE DETAILS OF THESE PLANS.AFTER THE EXISTING NOISE PANELS HAVE BEEN REMOVED PRIOR TO INSTALLING THE NEW PANELS, REGRADE THE GROUND BETWEEN THE EXISTING STEEL POSTS TO ENSURE A SMOOTH DRAINAGE SURFACE FREE OF ALL IRREGULAIRTIES. AFTER REMOVING ALL MATERIAL, THE WEBS AND INSIDE FLANGES SHALL BE ABRASIVELY CLEANED BEFORE INSTALLING NEW FIBERGLASS PANELS AND FIBERGLASS POST COVERS.

ANY ADDITIONAL EMBANKEMENT THAT IS REQUIRED TO OBTAIN THE 6" MINIMUM BURY AND FILL ANY VOIDS REMAINING FROM THE PREVIOUS PANELS IS INCLUDED IN THIS ITEM FOR PAYMENT.

PLAN QUANTITIES FOR REPLACEMENT PANELS HAVE BEEN BASED ON THE AREAS REMOVED.

THESE PANELS ARE TO REPLACE THE EXISTING DAMAGED PANELS AND SHALL BE DESIGNED TO FIT WITHIN THE EXISTING POSTS WITH COVERS, AND SHOULD BE KEPT TIGHT TO THE HIGHWAY FACE. THE CONTRACTOR SHALL PROVIDE SUPPORTS TO HOLD THE PANELS IN PLACE BOTH IN ELEVATION AND Laterally based on the panel detail sheets.

ACCEPTANCE REQUIREMENTS SHALL BE PER THE STANDARD DRAWING, EXCEPT THAT THE CONTRACTOR SHALL DELIVER TO THE JOBSITE AND ERECT ONE FULL BAY (POST TO POST) WITH PANELS AND COVERS REPRESENTATIVE OF THE FINAL PRODUCT FOR APPROVAL BY THE ENGINEER.

PAYMENT FOR ALL OF THE ABOVE, INCLUDING AESTHETIC TREATMENT DETAILS, SHALL BE INCLUDED IN THE UNIT PRICE PER SQUARE FOOT FOR ITEM 606 - SPECIAL - NOISE BARRIER: FIBERGLASS PANELS UNLESS OTHERWISE NOTED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 606 - SPECIAL - NOISE BARRIERS: REFLECTIVE STEEL PANELS

THIS ITEM WILL BE USED TO INSTALL REFLECTIVE STEEL NOISE PANELS IN THE SECTIONS DEFINED IN THE NOISE WALL REPLACEMENT SHEET.

FOLLOW STANDARD DRAWING NBS-1-09 AND THE DETAILS OF THESE PLANS. AFTER THE EXISTING NOISE PANELS HAVE BEEN REMOVED PRIOR TO INSTALLING THE NEW PANELS, REGRADE THE GROUND BETWEEN THE EXISTING STEEL POSTS TO ENSURE A SMOOTH DRAINAGE SURFACE FREE OF ALL IRREGULAIRTIES. AFTER REMOVING ALL MATERIAL, THE WEBS AND INSIDE FLANGES SHALL BE ABRASIVELY CLEANED BEFORE INSTALLING NEW PANELS.

ANY ADDITIONAL EMBANKEMENT THAT IS REQUIRED TO OBTAIN THE 6" MINIMUM BURY AND FILL ANY VOIDS REMAINING FROM THE PREVIOUS PANELS IS INCLUDED IN THIS ITEM FOR PAYMENT.

PLAN QUANTITIES FOR REPLACEMENT PANELS HAVE BEEN BASED ON THE AREAS REMOVED.

THESE PANELS ARE TO REPLACE THE EXISTING DAMAGED PANELS AND SHALL BE DESIGNED TO FIT WITHIN THE EXISTING POSTS WITH COVERS, AND SHOULD BE KEPT TIGHT TO THE HIGHWAY FACE. THE CONTRACTOR SHALL PROVIDE SUPPORTS TO HOLD THE PANELS IN PLACE BOTH IN ELEVATION AND Laterally based on the panel detail sheets.

ITEM 606 - SPECIAL - NOISE BARRIERS: STEEL PANELS (CONT.)

ACCEPTANCE REQUIREMENTS SHALL BE PER THE STANDARD DRAWING, EXCEPT THAT THE CONTRACTOR SHALL DELIVER TO THE JOBSITE AND ERECT ONE FULL BAY (POST TO POST) WITH PANELS AND COVERS REPRESENTATIVE OF THE FINAL PRODUCT FOR APPROVAL BY THE ENGINEER.

PAYMENT FOR ALL OF THE ABOVE, INCLUDING AESTHETIC TREATMENT DETAILS, SHALL BE INCLUDED IN THE UNIT PRICE PER SQUARE FOOT FOR ITEM 606 - SPECIAL - NOISE BARRIER: STEEL PANELS UNLESS OTHERWISE NOTED, AND SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 - REMOVAL MISC.: NOISE BARRIER PANEL REMOVAL AND DISPOSAL

THIS ITEM SHALL CONSIST OF ANY REMOVAL, STORAGE, AND DISPOSAL OF EXISTING NOISE BARRIER PANELS. IT WILL ALSO INCLUDE THE REMOVAL, STORAGE AND DISPOSAL OF ANY CLIP ANGLES AND/OR OTHER APPURTENANCES THAT MAY BE IN CONFLICT WITH THE PROPOSED DESIGN, DISPOSAL SHALL FOLLOW ANY APPLICABLE LOCAL, STATE OR FEDERAL LAWS REGARDING SUCH DISPOSAL.

CARE SHALL BE TAKEN WITH REMOVAL AS TO NOT DAMAGE ANY PORTION OF THE EXISTING NOISE BARRIER POST AND FOUNDATION THAT IS TO REMAIN. REPLACE OR REPAIR POSTS DAMAGED BY PANEL REMOVAL OPERATIONS AT NO COST TO THE PROJECT. AT LEAST SEVEN (7) BUSINESS DAYS BEFORE PERFORMING REPAIR WORK SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE ENGINEER. OBTAIN ENGINEER'S APPROVAL BEFORE PERFORMING THE REPAIR.

THIS ITEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE BID PER SQUARE FOOT UNDER ITEM 202 - REMOVAL MISC.: NOISE BARRIER PANEL REMOVAL AND DISPOSAL.

ITEM 606 - SPECIAL - NOISE BARRIER, MISC.: FIBERGLASS POST COVER

FIBERGLASS POST COVERS SHALL BE PROVIDED FOR GRE-675 ON THE ROADWAY SIDE OF THE WALL. THE POST COVERS SHALL BE PAID PER EACH POST COVER AND INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS FOR COMPLETE INSTALLATION OF THE POST COVERS.

RAILROAD PROJECT COORDINATION

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

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

RAILROAD PROJECT COORDINATION (CONT.)

MEANS AND METHODS: THE CONTRACTOR SHALL DEVELOP A DETAILED SUBMISSION INDICATING THE PROGRESSION OF WORK WITH SPECIFIC TIMES WHEN TASKS WILL BE PERFORMED FOR WORK ACTIVITIES THAT ARE ON OR IN THE VICINITY OF THE RAILROAD PROPERTY. THIS SUBMISSION MAY REQUIRE A WALKTHROUGH AT WHICH TIME THE RAILROAD AND/OR THEIR REPRESENTATIVE WILL BE PRESENT. WORK WILL NOT BE PERMITTED TO COMMENCE UNTIL THE CONTRACTOR HAS PROVIDED THE RAILROADS WITH A SATISFACTORY PLAN THAT THE PROJECT WILL BE UNDERTAKEN WITHOUT SCHEDULING, PERFORMANCE, OR SAFETY RELATED ISSUES. PROVIDE A LISTING OF THE ANTICIPATED EQUIPMENT TO BE USED, THE LOCATION OF ALL EQUIPMENT TO BE USED AND ENSURE A CONTINGENCY PLAN OF ACTION IS IN PLACE SHOULD A PRIMARY PIECE OF EQUIPMENT MALFUNCTIONS. ALL WORK IN THE VICINITY OF THE RAILROAD PROPERTY THAT HAS THE POTENTIAL OF AFFECTING TRAIN OPERATIONS MUST BE SUBMITTED AND APPROVED BY THE RAILROAD PRIOR TO WORK BEING PERFORMED. THIS SUBMISSION WILL ALSO INCLUDE A DETAILED NARRATIVE DISCUSSING THE COORDINATION OF PROJECT SAFETY ISSUES BETWEEN THE CONTRACTOR AND THE RAILROAD AND/OR THEIR REPRESENTATIVE. THE NARRATIVE SHALL ADDRESS PROJECT LEVEL COORDINATION AND DAY TO DAY, SPECIFIC WORK OPERATIONS INCLUDING CRANE AND EQUIPMENT OPERATIONS, ERECTIONS PLANS AND TEMPORARY WORKS. UP TO SIXTY (60) CALENDAR DAYS WILL BE REQUIRED TO REVIEW ALL CONSTRUCTION SUBMISSIONS. UP TO AN ADDITIONAL SIXTY (60) CALENDAR DAYS WILL BE REQUIRED TO REVIEW ANY SUBSEQUENT SUBMISSIONS RETURNED NOT APPROVED. CONSTRUCTION SCHEDULE: SUBMIT A DETAILED CONSTRUCTION SCHEDULE FOR THE DURATION OF THE PROJECT CLEARLY INDICATING THE TIME PERIODS WHILE WORKING ON AND AROUND THE RAILROADS RIGHT-OF-WAY. AS THE WORK PROGRESSES, THIS SCHEDULE SHALL BE UPDATED MONTHLY AND RESUBMITTED AS NECESSARY TO REFLECT CHANGES IN WORK SEQUENCE, DURATION AND METHOD, ETC.

CSX TRANSPORTATION COORDINATION NOTES

1. REFER TO THE CSX TRANSPORTATION PUBLIC PROJECT INFORMATION MANUAL FOR ADDITIONAL REQUIREMENTS NEEDED FOR WORKING ON/ABOVE/ADJACENT TO CSXT. SPECIFIC SECTIONS THAT PERTAIN TO THIS PROJECT ARE SPECIAL PROVISIONS FOR CONSTRUCTION NEAR CSXT PROPERTY, OVERHEAD BRIDGE CRITERIA, CONSTRUCTION SUBMISSION CRITERIA, AND INSURANCE REQUIREMENTS FOR PUBLIC PROJECTS.

2. CONTRACTOR ACCESS WILL BE LIMITED TO THE IMMEDIATE PROJECT AREA ONLY. THE CSXT RIGHT-OF-WAY OUTSIDE THE PROJECT AREA MAY NOT BE USED FOR CONTRACTOR ACCESS TO THE PROJECT SITE AND NO TEMPORARY AT-GRADE CROSSINGS WILL BE ALLOWED.

3. THE CONTRACTOR WILL BE REQUIRED TO ABIDE BY THE PROVISIONS OF THE AGENCY/CSXT CONSTRUCTION AGREEMENT. PERIODICALLY, THROUGHOUT THE PROJECT DURATION, THE CONTRACTOR MAY BE REQUIRED TO MEET, DISCUSS AND, IF NECESSARY, TAKE IMMEDIATE ACTION AT THE DISCRETION OF CSXT PERSONNEL AND/OR THEIR AUTHORIZED REPRESENTATIVE, TO COMPLY WITH PROVISIONS OF THAT AGREEMENT AND THESE SPECIFICATIONS.

4. IT IS THE RESPONSIBILITY OF THE INDIVIDUAL OWNERS OF WIRELINES, PIPELINES, UTILITIES, ETC. TO COORDINATE DIRECTLY WITH CSXT REAL ESTATE AND FACILITIES MANAGEMENT (REFM) GROUP. THIS INCLUDES ALL NEW INSTALLATIONS AND THE ADJUSTMENT, MODIFICATION, REMOVAL OR RETIREMENT IN PLACE OF ALL EXISTING FACILITIES.

5. THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION WITHOUT PRIOR CSXT APPROVAL. THE CSXT RIGHT-OF-WAY MUST ALWAYS REMAIN CLEAR FOR RAILROAD USE. EQUIPMENT MAY NOT BE POSITIONED TO BLOCK THE RAILROAD ACCESS ROAD, TRACK AREA OR ANY PART OF THE CSXT RIGHT-OF-WAY WITHOUT PRIOR CSXT APPROVAL. ALL MOVEMENTS OF EQUIPMENT WITHIN RAILROAD RIGHT-OF-WAY MUST BE COORDINATED WITH THE RAILROAD FLAGGER.

CSX TRANSPORTATION COORDINATION NOTES (CONT.)

6. THE ROADWAY AUTHORITY, OR DESIGNATED CONTRACTOR, SHALL COORDINATE WITH THE RAILROAD WHENEVER THE CONTRACTOR'S WORK ACTIVITIES ARE LOCATED OVER, UNDER OR WITHIN THE RAILROAD'S RIGHT-OF-WAY.

7. ANY DAMAGE CAUSED BY THE PROJECT WORK TO THE TRACK OR RAILROAD PROPERTY WILL REQUIRE REPAIR IMMEDIATELY UPON NOTIFICATION FROM THE RAILROAD OR THEIR DESIGNATED REPRESENTATIVE. IF THE DAMAGE AFFECTS THE TRACK, TRACK STRUCTURE, RAILROAD FACILITIES, OR TRAIN OPERATIONS AS DETERMINED BY THE RAILROAD, THE REPAIRS WILL BE PERFORMED BY THE RAILROAD AT THE CONTRACTOR'S EXPENSE INCLUDING ALL ASSOCIATED COSTS OF DELAYS TO THE RAILROAD.

8. DURING TRAIN MOVEMENTS THROUGH THE PROJECT LOCATION, VEHICLES, EQUIPMENT, AND PERSONNEL WILL NOT BE ALLOWED TO OPERATE WITHIN TWENTY-FIVE (25) FEET OF THE TRACK.

9. CSXT SHALL BE NOTIFIED AT LEAST FIVE (5) DAYS IN ADVANCE OF THE PRE-CONSTRUCTION MEETING.

10. THE CONTRACTOR SHALL COORDINATE ALL WORK ON, OVER OR ADJACENT TO THE RAILROADS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL CONTACT CSX TRANSPORTATION AT LEAST THIRTY (30) DAYS IN ADVANCE IN ORDER TO COORDINATE THE NECESSARY WORK. UNDER NO CIRCUMSTANCES SHALL THERE BE ANY WORK WITHIN THE RAILROAD RIGHT-OF-WAY WITHOUT THE PROPER AUTHORIZATION AND/OR FLAG PROTECTION FROM THE RAILROAD.

11. THE USE OF ACETYLENE GAS IS PROHIBITED FOR USE ON OR OVER CSXT PROPERTY. TORCH CUTTING SHALL BE PERFORMED UTILIZING OTHER MATERIALS SUCH AS PROPANE.

12. CSXT REQUIRES THAT THE CONTRACTOR SUBMIT AND RECEIVE ACCEPTANCE OF A COMPREHENSIVE MEANS & METHODS SUBMITTAL (CSXT CONSTRUCTION SUBMISSION CRITERIA, ISSUED MAY 2023) DETAILING SCOPE WORK WITHIN CSXT TRACKS OR RIGHT-OF-WAY, OR OTHER WORK WHICH PRESENTS THE POTENTIAL TO AFFECT CSXT PROPERTY OR OPERATIONS TO UNDERTAKING THE WORK.

13. A "MEANS & METHODS" WORK PLAN FOR PAINT PREPARATION AND PAINTING OF SUPERSTRUCTURE WITHIN THE RAILROAD AND ADJACENT SPANS WILL BE REQUIRED:

- A. IT SHALL INCLUDE A COMPREHENSIVE RIGGING AND CONTAINMENT PLAN.
- B. IT SHALL PROVIDE FOR A CLEAN-UP AND DISPOSAL OF ALL PAINT AND OTHER MATERIAL REMOVED FROM THE BRIDGE. ALL WASTE MATERIALS GENERATED BY THIS PROJECT, INCLUDING BUT NOT LIMITED TO, WASHING WITH CLEANING SOLVENTS, BLASTING, SCRAPING, BRUSHING AND PAINTING OPERATIONS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONTAINED, COLLECTED AND PROPERLY DISPOSED. CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL LAWS, REGULATIONS, STATUTES AND ORDINANCES AT ALL TIMES.
- C. IT SHALL DESCRIBE THAT MATERIALS REMOVED DURING THE SURFACE PREPARATION MUST NOT ESCAPE AND IMPACT THE SURROUNDING AREA INCLUDING GROUND, WATER, OR AIR.
- D. IT SHALL SHOW THE MATERIAL AND EQUIPMENT STORAGE AND STAGING AREAS, MATERIAL AND EQUIPMENT SHALL NOT BE STORED OR STAGED ON CSXT PROPERTY.
- E. THE WORK MUST BE DONE IN ACCORDANCE WITH ALL APPROPRIATE REGULATIONS AND OVER SPRAY CONTROLLED TO PREVENT DAMAGE TO ADJACENT PROPERTY, FACILITIES AND VEHICLES IN THE AREA
- F. QUALIFICATIONS AND EXPERIENCE OF THE PAINTING CONTRACTOR WILL BE REQUIRED. CSXT ACCEPTS STATE QUALIFIED BRIDGE PAINTING CONTRACTORS WORKING FOR THE RESPONSIBLE AGENCY.

DESIGN AGENCY



DESIGNER

NCD

REVIEWER

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TOTAL

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CSX TRANSPORTATION COORDINATION NOTES (CONT.)

14. ALL LIFTING EQUIPMENT AND CONNECTION DEVICES SHALL HAVE A CAPACITY FOR 150% OF THE ACTUAL LIFTING LOAD. THE FACTOR OF SAFETY PROVIDED BY THE MANUFACTURER IN THE LIFTING CAPACITY DATA SHALL NOT BE CONSIDERED IN THE 150% REQUIREMENT.

15. TEMPORARY CONSTRUCTION CLEARANCES (HORIZONTAL & VERTICAL) PROPOSED - FOR EXISTING OR LESS THAN STANDARD CONDITIONS - SHALL BE SUBJECT TO APPROVAL BY CSXT. TYPICALLY REDUCTION IN CONSTRUCTION CLEARANCES ARE NOT PERMITTED.

16. PER CSXT SOIL AND WATER MANAGEMENT POLICY, CSXT REQUIRES ALL SPOILS GENERATED AND NOT REUSED FROM WITHIN THE PROPERTY TO BE PROPERLY DISPOSED IN A RAILROAD APPROVED DISPOSAL FACILITY. THE MANAGEMENT OF SOILS GENERATED FROM CSXT PROPERTY SHOULD BE PLANNED FOR AND PROPERLY PERMITTED (IF APPLICABLE) PRIOR TO INITIATING ANY WORK ON RAILROAD'S PROPERTY. CSXT ENVIRONMENTAL DEPARTMENT WILL HANDLE WASTE CHARACTERIZATION AND PROFILING FOR DELIVERY TO AN APPROVED FACILITY.

17. DURING AND AFTER COMPLETION OF CONSTRUCTION, THE OUTSIDE PARTY OR ITS CONTRACTOR SHALL CLEAR CSXT'S DRAINAGE DITCHES OF ALL DEBRIS TO THE SATISFACTION OF CSXT'S CONSTRUCTION MONITORING REPRESENTATIVE.

18. A WORK SITE SAFETY PLAN THAT INCLUDES A RECOGNITION TO KEEP ALL PERSONNEL FROM FOULING CSXT RAIL OPERATIONS, A FALL PROTECTION PLAN DESCRIBING THE MEASURES TO BE TAKEN WHEN REQUIRED, AND A FIRE PROTECTION PLAN SHALL BE PRESENTED AND ACCEPTED BY CSXT FOR WORK ON, OVER OR ADJACENT CSXT PROPERTY.

19. ALL WASTE MATERIALS GENERATED BY THIS PROJECT, INCLUDING WASHING WITH CLEANING SOLVENTS, BLASTING, SCRAPING, BRUSHING AND/OR PAINTING OPERATIONS, SHALL BE THE RESPONSIBILITY OF THE AGENCY OR ITS CONTRACTOR, AND SHALL BE CONTAINED, COLLECTED AND PROPERLY DISPOSED OF BY THE STATE OR ITS CONTRACTOR. THE STATE AND ITS CONTRACTOR AGREE TO FULLY COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL LAWS, REGULATIONS, STATUTES AND ORDINANCES AT ALL TIMES.

20. CSXT MAY REQUIRE FULL TIME RAILROAD FLAGGING FOR ANY PROJECT TASKS THAT MAY HAVE THE POTENTIAL TO FOUL THE TRACK OR CAUSE A HAZARD TO TRAIN MOVEMENTS.

21. CSXT HAS SOLE AUTHORITY TO DETERMINE THE NEED FOR TRACK PROTECTION REQUIRED TO PROTECT ITS OPERATIONS AND PROPERTY. IN GENERAL, TRACK PROTECTION WILL BE REQUIRED WHENEVER CONTRACTOR OR EQUIPMENT ARE, OR ARE LIKELY TO BE, WORKING WITHIN FIFTY (50) FEET OF TRACK OR OTHER TRACK CLEARANCES AS SPECIFIED BY CSXT.

22. UPON COMPLETION OF THE WORK ON CSXT PROPERTY, THE CONTRACTOR SHALL REQUEST THE OWNER TO ARRANGE A FINAL INSPECTION OF THE PROJECT WITH THE RAILROAD'S PROJECT ENGINEER OR THEIR AUTHORIZED REPRESENTATIVE.

NORFOLK SOUTHERN RAILROAD COORDINATION NOTES

THE CONTRACTOR SHALL COMMENCE NO WORK ON THE RAILROAD RIGHT-OF-WAY UNTIL HAVING FULLY COMPLIED WITH THE CONDITIONS PRESENTED IN THE NS PUBLIC PROJECTS MANUAL (SEE APPENDIX E, NORFOLK SOUTHERN - SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS), AND HAVING RECEIVED WRITTEN AUTHORIZATION TO PROCEED WITH CONSTRUCTION.

THE CONTRACTOR WILL BE REQUIRED TO PROVIDE BALLAST PROTECTION ON THE NS TRACKS. PROTECTIVE SERVICES ("FLAGGING") WILL ALSO BE REQUIRED TO BE SUBCONTRACTED FROM A THIRD-PARTY PROVIDER FOR WORK IN THIS SPAN.

CONTACT INFORMATION:
ELDRIDGE W. CHAMBERS
SENIOR ENGINEER - PUBLIC IMPROVEMENTS
NORFOLK SOUTHERN CORPORATION
650 PEACHTREE STREET, NW, BOX 45
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(470) 463-6307 (O)
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GENERAL NOTES

DESIGN AGENCY



DESIGNER

NCD

REVIEWER

JDO 08-07-25

PROJECT ID

112574

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TOTAL

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ITEM 614, MAINTAINING TRAFFIC

ALL LANES OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT LANE CLOSURES ARE PERMITTED IN ACCORDANCE WITH THE LANE VALUE CONTRACT TABLE BY USE OF THE EXISTING PAVEMENT

OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR SPECIAL EVENTS:

NEW YEAR'S (OBSERVED)	GENERAL/REGULAR ELECTION DAY ((NOV)
THANKSGIVING	
MEMORIAL DAY	CHRISTMAS (OBSERVED)
FOURTH OF JULY (OBSERVED)	
LABOR DAY	

THE PERIOD OF TIME THAT THE LANES ARE TO BE OPEN DEPENDS ON THE DAY OF THE WEEK ON WHICH THE HOLIDAY OR SPECIAL EVENT FALLS. THE FOLLOWING SCHEDULE SHALL BE USED TO DETERMINE THIS PERIOD:

DAY OF HOLIDAY TIME ALL LANES
OR SPECIAL EVENT MUST BE OPEN TO TRAFFIC

SUNDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00 AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00 AM WEDNESDAY
TUESDAY	(GEN./REG. ELECTION)
	5:00 AM TUESDAY THROUGH 12:00 AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00 AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00 AM FRIDAY
THURSDAY	(THANKSGIVING ONLY)
	6:00 AM WEDNESDAY THROUGH 6:00 AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00 AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00 AM MONDAY

DURING THE SAME PERIODS, MAINTAIN PEDESTRAIN ACCESS IF PEDESTRIAN ACCESS WAS PRESENT PRIOR TO CONSTRUCTION.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

FLOODLIGHTING

FLOODLIGHTING OF THE WORK SITE FOR OPERATIONS CONDUCTED DURING NIGHTTIME PERIODS SHALL BE ACCOMPLISHED SO THAT THE LIGHTS DO NOT CAUSE GLARE TO THE DRIVERS ON THE ROADWAY. TO ENSURE THE ADEQUACY OF THE FLOODLIGHT PLACEMENT, THE CONTRACTOR AND THE ENGINEER SHALL DRIVE THROUGH THE WORK SITE EACH NIGHT WHEN THE LIGHTING IS IN PLACE AND OPERATIVE PRIOR TO COMMENCING ANY WORK. IF GLARE IS DETECTED, THE LIGHT PLACEMENT AND SHIELDING SHALL BE ADJUSTED TO THE SATISFACTION OF THE ENGINEER BEFORE WORK PROCEEDS.

PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC.

ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW SHALL NOT BE PERMITTED AT PROJECT COST NOR TIME COMPENSATION. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

â?¢ DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

â?¢ DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

â?¢ DURING PERIODS WHERE TRAFFIC NEEDS TO BE DIRECTED CONTRARY TO A TRAFFIC CONTROL DEVICE (FLAGGER, SIGN [E.G. STOP SIGN, STREET OR HIGHWAY SIGNS, ETC], SIGNAL OR OTHER DEVICE USED TO REGULATE, WARN OR GUIDE TRAFFIC). TRAFFIC IN THIS INSTANCE INCLUDES VEHICULAR, PEDESTRIAN AND/OR SHARED USE PATH USERS.

IN ADDITION TO THE REQUIREMENT OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS AS APPROVED BY THE ENGINEER:

â?¢ FOR LANE CLOSURES THAT MEET ALL OF THE CRITERIA LISTED BELOW: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP).

- o CRITERIA
- ï¿§ ON A MULTI-LANE DIVIDED INTERSTATE, OTHER FREEWAY OR EXPRESSWAY; AND,
- ï¿§ AN AUTHORIZED SPEED LIMIT OF 45 MPH OR GREATER THAT IS IN EFFECT AT THE TIME OF THE OPERATION; AND,
- ï¿§ AADT OF 50,000 (OR AADT OF 30,000 WITH 25% OR HIGHER PERCENT TRUCKS)

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION (OR AT THE POINT OF ROAD CLOSURE), AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS AND/OR IN CONTRARY TO OTHER TRAFFIC CONTROL DEVICES IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEOWITH A TWO-WAY COMMUNICATION DEVICE THAT SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 200 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

PERMITTED LANE CLOSURE SCHEDULE (PLCS)

LANE CLOSURE(S) SHALL CONFORM TO THE PLCS. PUBLISHED PLCS INFORMATION CAN BE FOUND ON THE ODOT WEBSITE AT: [HTTPS://WWW.TRANSPORTATION.OHIO.GOV/WPS/PORTAL/GOV/ODOT/WORKING/DATA-TOOLS/RESOURCES/PERMITTED-LANE-CLOSURE](https://www.transportation.ohio.gov/wps/portal/gov/odot/working/data-tools/resources/permitted-lane-closure)

THE MONTHLY PUBLISHED SCHEDULES REQUIRED TO BE USED, FOR EACH PLCS SEGMENT WITHIN THE PROJECT AREA, ARE THOSE THAT COMPRISE THE CONSECUTIVE 12-MONTH PERIOD BEGINNING 15 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE AND ENDING 4 MONTHS PRIOR TO THE MONTH AND YEAR OF SALE. THESE SAME 12 MONTHS APPLY FOR THE LIFE OF THE PROJECT AND SHALL BE APPLIED TO EACH RESPECTIVE MONTH OF CONSTRUCTION (MONTH OF LANE CLOSURE(S) SHALL MATCH MONTH OF PLCS USED). LANE CLOSURE(S) IN PLACE FOR MULTIPLE MONTHS SHALL ALWAYS COMPLY WITH THE CURRENT RESPECTIVE MONTH.

(FOR EXAMPLE: IF THE SALE DATE FOR THE PROJECT WAS MARCH OF 2021, THE MONTHLY PUBLISHED SCHEDULES FOR EACH APPLICABLE PLCS SEGMENT WOULD BE DECEMBER 2019 TO NOVEMBER 2020. IF THIS WAS A THREE-YEAR PROJECT, YEAR THREE WOULD STILL BE USING THE DECEMBER 2019 TO NOVEMBER 2020 MONTHLY SCHEDULES. IF THE PROJECT DESIRED TO CLOSE TWO LANES IN JUNE 2021, REFERENCE WOULD BE MADE TO THE JUNE 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S). IF THE SAME TWO LANES WERE DESIRED TO BE CLOSED AGAIN IN JULY 2021, REFERENCE WOULD BE MADE TO THE JULY 2020 SCHEDULE(S) FOR THE RESPECTIVE PLCS SEGMENT(S).)

MORE RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE AT THE DISCRETION OF THE ENGINEER IN ORDER TO COMPLY WITH THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)).

LESS RESTRICTIVE CHANGES TO THE ALLOWABLE LANE CLOSURE HOURS ARE SUBJECT TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY (21-008(P)) AND STANDARD PROCEDURE (123-001(SP)) AND SHALL NOT BE IMPLEMENTED UNTIL, AND UNLESS, APPROVED BY THE PROPER ODOT AUTHORITY. [EXISTING MOT EXCEPTIONS THAT HAVE ALREADY BEEN APPROVED IN ACCORDANCE TO THE TRAFFIC MANAGEMENT IN WORK ZONES POLICY AND STANDARD PROCEDURE ARE DETAILED IN THE APPROVED MAINTENANCE OF TRAFFIC (MOT) POLICY EXCEPTION(S) PLAN NOTE.]

ALLOWABLE LANE CLOSURE HOURS FOR FACILITIES NOT COVERED BY THE PLCS, IF ANY, SHALL BE AS SPECIFIED ELSEWHERE IN THE PLANS.

LANE VALUE CONTRACT TABLE

LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT PER LANE
BUT-75	SEE PLCS	1 MINUTE	\$365
HAM-126	SEE PLCS	1 MINUTE	\$225
GRE-675	SEE PLCS	1 MINUTE	\$270
HAM-71	SEE PLCS	1 MINUTE	\$415

DESIGN AGENCY



DESIGNER

NCD

REVIEWER

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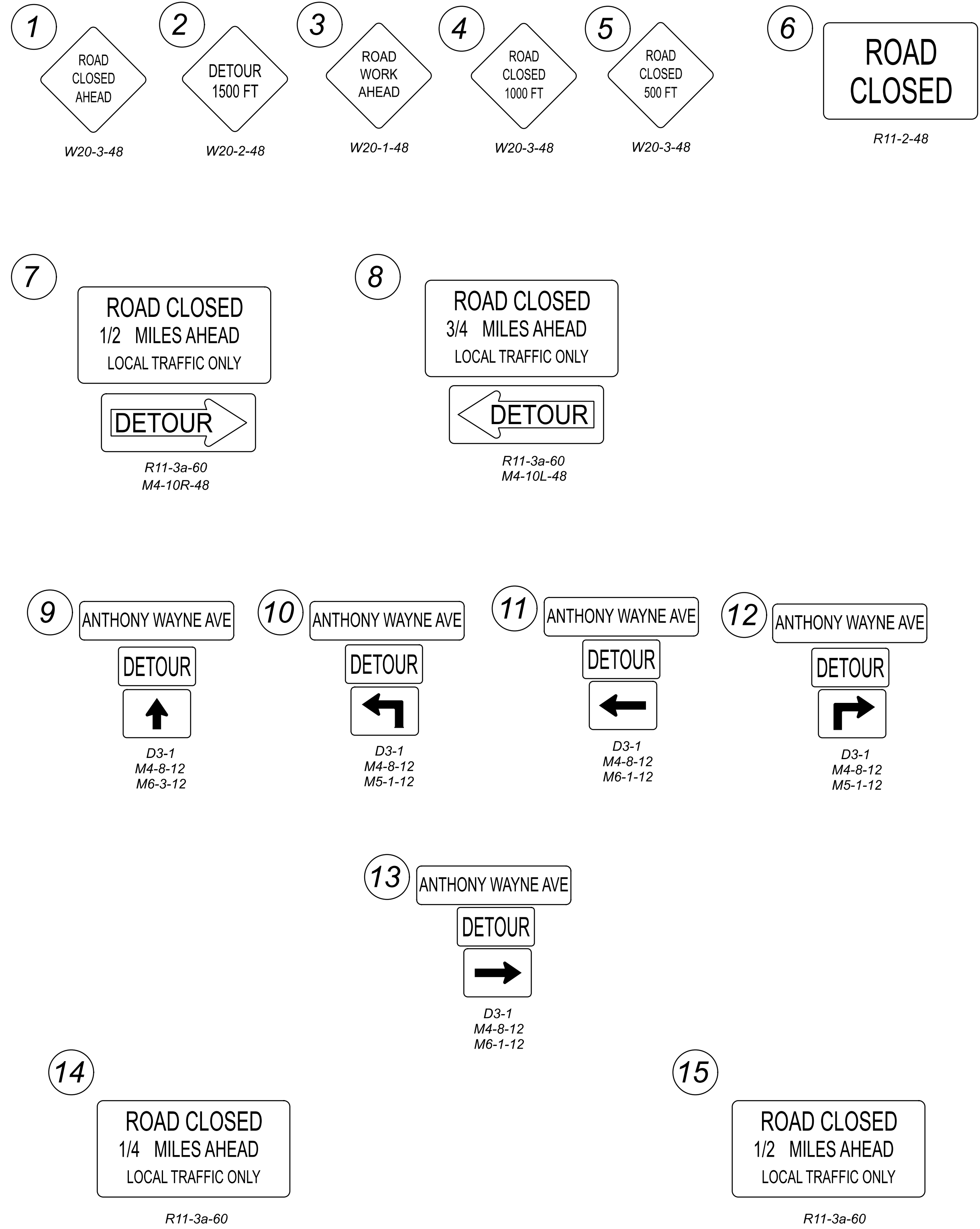
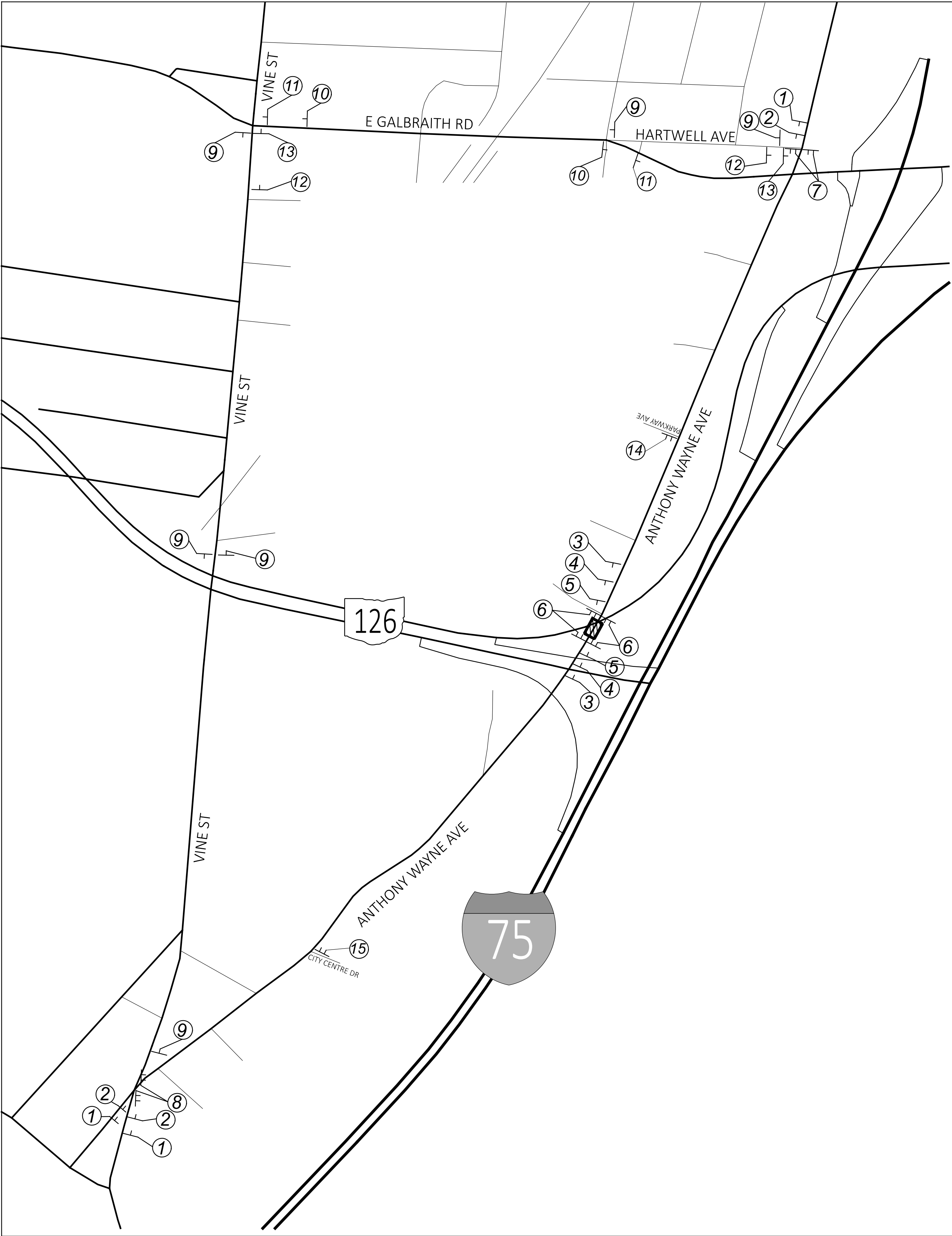
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TOTAL

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D08 NOISE WALLS FY2026

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DETOUR MAP

DESIGN AGENCY



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JDO 08-07-25

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GENERAL SUMMARY

DESIGN AGENCY



DESIGNER

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JDO 08-07-25

PROJECT ID

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NOISE WALL SUBSUMMARY

DESIGN AGENCY



DESIGNER

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REVIEWER

JDO 08-07-25

PROJECT ID

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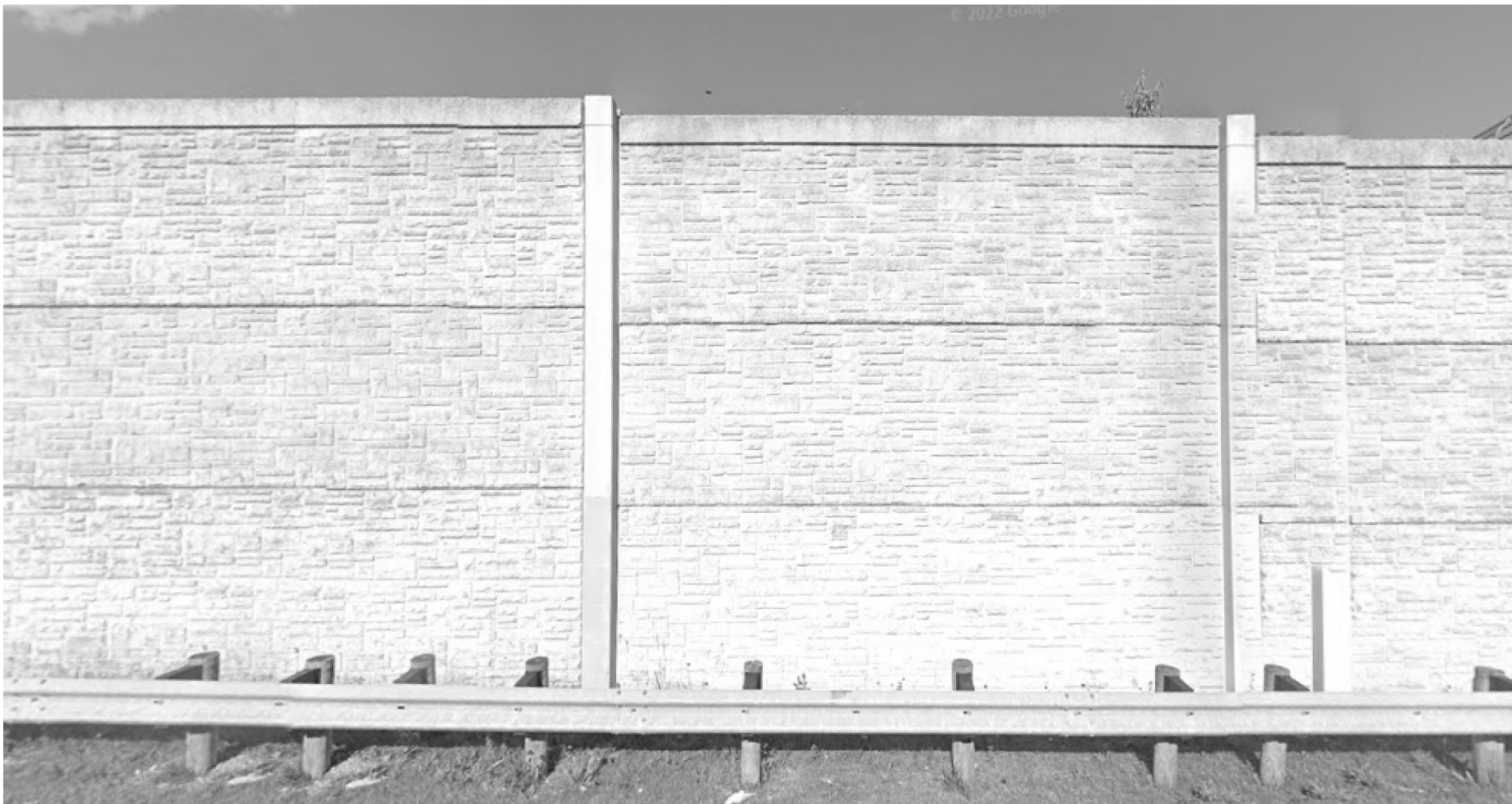
GRE-675



HAM-126



BUT-75



HAM-75



HAM-71



STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

NBS-1-09 REVISED 1/17/2025

DESIGN SPECIFICATIONS

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

EXISTING STRUCTURE VERIFICATION

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. BEFORE ORDERING MATERIALS EXISTING DIMENSIONS SHALL BE FIELD VERIFIED AS REQUIRED TO ACCURATELY JOIN THE PROPOSED ELEMENTS WITH THE EXISTING STRUCTURE. PAYMENT FOR THE FIELD VERIFICATION SHALL BE COMPENSATED UNDER THE RESPECTIVE PAY ITEM FOR THAT WORK. 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 WHICH HAVE BEEN VERIFIED IN THE FIELD.

EXISTING STRUCTURE PLANS

THE EXISTING STRUCTURE PLANS ARE AVAILABLE ONLINE THROUGH THE FOLLOWING WEBSITE:
<ftp://ftp.dot.state.oh.us/pub/Contracts/Attach/D08-112574/Reference Files/>

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BECOME FAMILIAR WITH ALL PERTINENT EXISTING DRAWINGS AND DETAILS RELEVANT TO THIS PROJECT.

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

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE DEPARTMENT WILL NOT PERMIT THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS. DO NOT BEGIN WORK UNTIL THE ENGINEER ACCEPTS THE METHOD OF REMOVAL. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING CONCRETE REINFORCEMENT 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 CONCRETE REINFORCEMENT THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

THIS WORK INCLUDES THE REMOVAL OF THE EXISTING ABUTMENT BEARINGS AT THE FORWARD AND REAR ABUTMENTS OF STRUCTURES HAM-126-1331L, HAM-126-1331R, & HAM-126-1373N.

ITEM 202 - REMOVAL MISC.: NOISE BARRIER PANEL

THIS WORK CONSISTS OF ANY REMOVAL AND DISPOSAL OF EXISTING NOISE BARRIER PANELS. ALSO INCLUDED IN THIS ITEM IS THE REMOVAL AND DISPOSAL OF ANY CLIP ANGLES AND/OR OTHER APPURTENANCES THAT MAY BE IN CONFLICT WITH THE PROPOSED DESIGN. CARE SHALL BE TAKEN WITH REMOVAL AS TO NOT DAMAGE ANY THE EXISTING STRUCTURE OR ANY PORTION OF THE EXISTING NOISE BARRIER POST THAT IS TO REMAIN. REPLACE OR REPAIR POSTS DAMAGED BY PANEL REMOVAL OPERATIONS AT NO COST TO THE PROJECT.

THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND THE DISTRICT OFFICE PRIOR TO THE REMOVAL OF EXISTING NOISE WALL SHEATHING IN AREAS WHERE POSTS ARE TO REMAIN IN PLACE. UPON REMOVAL OF THE SHEATHING, THE EXISTING POSTS SHALL BE INSPECTED BY ODOT FOR STRUCTURAL DAMAGE, LOSS OF SECTION SUCH AS CORROSION OR DEFORMATION, AND MISSING OR DAMAGED HARDWARE INCLUDING BOLTS AND NUTS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST FIVE (5) WORKING DAYS IN ADVANCE OF THE ANTICIPATED SHEATHING REMOVAL TO ALLOW FOR SCHEDULING OF THE INSPECTION. THE CONTRACTOR SHALL PROVIDE SAFE AND ADEQUATE ACCESS FOR INSPECTION. NO FURTHER WORK ON THE POSTS OR INSTALLATION OF NEW SHEATHING SHALL PROCEED UNTIL THE ENGINEER HAS COMPLETED THE INSPECTION AND PROVIDED WRITTEN DIRECTION.

ALL ASSOCIATED COSTS FOR REMOVAL, COORDINATION, INSPECTION ACCESS SHALL BE PAID AT THE BID UNIT PRICE FOR ITEM 606 - SPECIAL - NOISE BARRIER REMOVED. ANY POST FOUND TO BE DAMAGED, STRUCTURALLY COMPROMISED, OR MISSING REQUIRED HARDWARE SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER.REPAIRS SHALL BE INCLUDED IN THE BID UNIT PRICE FOR ITEM 606 - SPECIAL - NOISE BARRIER, POST REMOVAL AND REPLACEMENT

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

INSTALL GALVANIZED DOWEL BARS ACCORDING TO THEMANUFACTURER'S INSTALLATION INSTRUCTIONS FOR BLACK REBAR PUBLISHED IN THE ICC-ES REPORTS LISTED BELOW. THE HOLES FOR THE ADHESIVE ANCHORS SHALL BE DRILLED WITH A HAMMER DRILL AND CARBIDE BIT. PRIOR TO THE INSTALLATION OF THE ANCHORS, THE HOLES SHALL BE CLEANED AND DRIED IN A MANNER CONSISTENT WITH THE MANUFACTURER'S REQUIREMENTS FOR DRY CONCRETE.

SELECT FROM ONE OF THE FOLLOWING APPROVED PRODUCTS:

- HILTI HIT-HY 200 ADHESIVE ANCHORS (ICC-ES REPORT ESR-3187)
- DEWALT PURE110+ EPOXY ADHESIVE ANCHOR SYSTEM (ICC-ES REPORT ESR-3298)
- SIMPSON STRONG-TIE SET-3G EPOXY ADHESIVE ANCHORS (ICC-ES REPORT ESR-4057)
- ATC ULTRABOND HS-1CC ADHESIVE ANCHOR SYSTEM (ICC-ES REPORT ESR-4094)

THE MANUFACTURER'S INSTALLATION INSTALLATION PUBLISHED IN THE ICC-ES REPORTS FOR ACCEPTABLE PRODUCTS ARE AVAILABLE AT:
<https://icc-es.org/evaluation-report-program/>

ITEM 606 - SPECIAL - NOISE BARRIER (REFLECTIVE)

THIS WORK CONSISTS OF THE INSTALLATION OF REFLECTIVE FIBERGLASS NOISE PANELS. FOLLOW STANDARD DRAWING NBS-1-09 FOR DESIGN LOADS, DESIGN LOAD CASES, SHOP DRAWING REQUIREMENTS, PANEL DIMENSIONAL TOLERANCES AND ACCEPTANCE REQUIREMENTS. INSTALL THE NOISE WALL PANELS ACCORDING TO THE NOISE WALL MANUFACTURER'S SPECIFICATIONS.

CLEAR BRUSH AND NEATLY TRIM AND/OR REMOVE TREES IN CONFLICT WITH THE PROPOSED NOISE BARRIER. INSTALL NOISE BARRIERS IN ACCORDANCE WITH THE PROJECT PLANS. SECURE JOINTS AND CONNECTIONS IN SUCH A MANNER AS TO BE STRUCTURALLY ADEQUATE WITH NO VISIBLE OPENINGS FOR SOUND TRANSMISSION. NOISE PANEL ATTACHMENTS TO POSTS AND INSTALLATION METHODS SHALL BE STRUCTUALLY ADEQUATE, GIVE SUFFICIENT SUPPORT TO THE NOISE PANELS, AND BE AQQUATELY BLOCKED BETWEEN THE POST'S FLANGES TO ELIMINATE MOVEMENT AT THE SUPPORT AND ELIMINATE ANY POSSIBLE VIBRATION.

ITEM 606 - SPECIAL - NOISE BARRIER (REFLECTIVE) (CONTINUED)

INSTALL TEMPORARY FENCE WHEN THE TIME BETWEEN THE REMOVAL OF THE EXISTING FENCE AND THE INSTALLATION OF THE PROPOSED FENCE OR NOISE BARRIER WILL EXCEED ONE DAY. INSTALL THIS FENCE IMMEDIATELY AFTER THE EXISTING FENCE IS REMOVED. THE TEMPORARY FENCE SHALL BE A WOOD SNOW FENCE OR PLASTIC NYLON CONSTRUCTION FENCE. FOR EACH NOISE BARRIER SECTION, DO NOT REMOVE THE EXISTING FENCE EARLIER THAN 3 MONTHS PRIOR TO THE COMPLETED INSTALLATION OF THE NOISE BARRIER PANELS.

SELECT AN ODOT APPROVED REFLECTIVE NOISE BARRIER SUPPLIER FROM THE LIST BELOW, OR APPROVED EQUAL:

VALMONT COMPOSITE STRUCTURES/CARSONITE COMPOSITES
19845 US HIGHWAY 76 NEWBERRY, SOUTH CAROLINA 29108
TELEPHONE: (800)648-7916
LEAH BLACKMON < LEAH.BLACKMON@VALMONT.COM>

M.H. CORBIN, INC.
8355 RAUSCH DRIVE PLAIN CITY, OHIO 43064
OFFICE: 614-873-5216 | FAX: 614-873-8095 | CELL: 614-402-1340
BILL CORBIN <BCORBIN@MHCORBIN.COM>

THESE PANELS ARE TO REPLACE THE EXISTING STEEL PANELS AND SHALL BE FABRICATED TO FIT WITHIN THE EXISTING POSTS WITH COVERS. THE PANELS SHALL BE INSTALLED TO BE KEPT TIGHT TO THE INSIDE OF THE FLANGE OF THE POST NEAREST TO THE ROADWAY. PLAN QUANTITIES FOR REPLACEMENT PANELS HAVE BEEN BASED ON THE AREAS REMOVED.

PROVIDE FIBERGLASS POST COVERS FOR THE POSTS OF THE BRIDGE MOUNTED NOISE BARRIER ON THE ROADWAY SIDE OF THE WALL . THE POST COVERS SHALL BE CONSIDERED INCIDENTAL TO ITEM 606 - SPECIAL - NOISE BARRIER (REFLECTIVE).

PRIOR TO THE FABRICATION OF ALL NEW PANELS, THE CONTRACTOR IS TO FIELD VERIFY THE EXISTING PANEL DIMENSIONS. FIELD VERIFICATIONS OF EXISTING DIMENSIONS IS INCLUDED IN THE UNIT PRICE BID FOR THE PANEL.

PAYMENT FOR NOISE BARRIERS IS FULL COMPENSATION FOR FURNISHING AND INSTALLING PANELS, CAPS, CONNECTIONS, SAMPLE POST(S) AND PANEL(S), AND OTHER ITEMS THAT DO NOT HAVE SEPARATE PAY ITEMS BUT ARE NECESSARY TO COMPLETE THE NOISE BARRIER.

ITEM 516 - JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR A DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS. THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 530 - SPECIAL STRUCTURES MISC.: CLEANING OF BEAM SEATS

AT FORWARD AND REAR ABUTMENTS, REMOVE WITH A SHOVEL, BROOM, HAND SCRAPER OR OTHER MECHANICAL MEANS, INCLUDING PRESSURE WASHING WITH THE USE OF POTABLE WATER, ALL GROSS SOLIDS FROM THE ENTIRE BEAM SEATS AND AROUND ALL AREAS SURROUNDING THE BEAM BEARINGS. ALL MATERIAL REMOVED SHALL BE DISPOSED OF AS PER 105.16 AMD 105.17.

ALL COSTS INCLUDING LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS TO PERFORM THIS WORK AS APPROVED BY THE ENGINEER, SHALL BE PAID FOR AT THE UNIT PRICE BID EACH, FOR ITEM 530 - SPECIAL STRUCTURES MISC.: CLEANING OF BEAM SEATS (EACH)

ITEM 606 - SPECIAL - NOISE BARRIER, POST REMOVAL AND REUSE

THIS WORK CONSISTS OF THE REMOVAL AND REINSTALLATION OF THE EXISTING SALVAGEABLE NOISE BARRIER POSTS. ALL BOLTS, PLATES, AND MATERIALS REQUIRED TO INSTALL THE SALVAGABLE POSTS MOUNTED TO THE BRIDGE IS TO BE INCLUDED IN THIS BID ITEM. THE FOLLOWING BID ITEM HAS BEEN INCLUDED IN THE GENERAL SUMMARY:

ITEM 606- SPECIAL - NOISE BARRIER, POST REMOVAL AND REUSE - 1 EACH

ITEM 606 - SPECIAL - NOISE BARRIER, POST REMOVAL AND REPLACEMENT

THIS WORK CONSISTS OF THE REMOVAL OF THE EXISTING NOISE BARRIER POSTS AND REPLACEMENT WITH NEW SUPPORT POSTS AS INDICATED AND SPECIFIED IN THE PLANS. ALL BOLTS, PLATES, AND MATERIALS REQUIRED TO INSTALL THE NEW POSTS MOUNTED TO THE BRIDGE IS TO BE INCLUDED IN THIS BID ITEM. THE FOLLOWING BID ITEM HAS BEEN INCLUDED IN THE GENERAL SUMMARY:

ITEM 606- SPECIAL - NOISE BARRIER, POST REMOVAL AND REUSE - 2 EACH

ITEM 606 - SPECIAL - NOISE BARRIER, LIGHT POLE ACCESS OPENING WITH COVER PLATE

THIS ITEM CONSISTS OF PLACING A RECTANGULAR OPENING IN THE NOISE BARRIER FOR ACCESS TO THE BRIDGE MOUNTED LIGHT POLES AND BASE. THE ACCESS OPENING SHALL BE PLACED AT THE BASE OF THE NOISE BARRIER AND SHALL INCLUDE A REMOVABLE STEEL PLATE COVER WITH COVER SCREWS. THE ACCESS OPENING WITH STEEL PLATE COVER SHALL BE DIMENSIONED TO ALLOW FOR CLEARANCE BETWEEN THE BACK OF THE NOISE WALL PANEL AND THE FRONT OF THE LIGHT POLE AND BASE, AS TO NOT CREATE A PHYSICAL CONFLICT WITH THE NEW NOISE WALL PANELS AND THE EXISTING LIGHT POLE AND BASE.

THE FABRICATOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER AND THE DISTRICT OFFICE OF PLANNING AND ENGINEERING BEFORE THE START OF FABRICATION. THE CONTRACTOR AND FABRICATOR MUST COORDINATE THESE SHOP DRAWINGS. ENSURE THAT SHOP DRAWINGS MEET REQUIREMENTS FOR MATERIALS, FIELD MEASUREMENTS, CONSTRUCTION REQUIREMENTS, CONTRACT REQUIREMENTS, PERFORMANCE CRITERIA, AND SIMILAR DATA. THE COORDINATION MUST ALSO INCLUDE DETAILS OF THE WORK TO BE PERFORMED BY OTHER FABRICATORS AND ENTITIES ON THE PROJECT. THE DEPARTMENT WILL NOT MAKE ALLOWANCE FOR ADDITIONAL COST OR DELAYS TO THE CONTRACTOR FOR INCORRECT FABRICATION AS A RESULT.

THE UNIT PRICE BIDS SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LIGHT POLE ACCESS OPENINGS WITH COVER PLATES. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 606 - SPECIAL - NOISE BARRIER, LIGHT POLE ACCESS OPENING WITH COVER PLATE.

DESIGN AGENCY



DESIGNER

GTF

REVIEWER

SRK 5-13-2025

PROJECT ID

112574

SHEET

13

TOTAL

34

ESTIMATED QUANTITIES - STRUCTURE No.: HAM-126-1331L (SFN: 3118460) (01/NHS FUNDING SPLIT)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET	
202	11203	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP				14	
510	10001	12	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN				12	14	
512	10100	162	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	162					
512	74000	162	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	162					
514	00050	1457	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			1,457			
514	00056	1457	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			1,457			
514	00060	1457	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			1,457			
514	00066	1457	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			1,457			
514	00504	2	MNHR	GRINDING FINs, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			2			
514	10000	2	EACH	FINAL INSPECTION REPAIR			2			
516	44201	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (13" x 13" x 3.223")	5				22	
516	44201	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (15" x 15" x 3.763")	5				23	
516	47001	LS	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	LUMP				14	
SPECIAL	530E00400	2	EACH	STRUCTURES.: CLEANING ABUTMENT BEAM SEAT	2				14	
ESTIMATED QUANTITIES - STRUCTURE No.: HAM-126-1331L (SFN: 3118460) (03/NHS FUNDING SPLIT)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET	
202	98400	5868	SF	REMOVAL MISC.: NOISE BARRIER PANEL				5868	14	
SPECIAL	606E10210	5868	SF	NOISE BARRIER (REFLECTIVE), FIBERGLASS PANEL				5868	14	
SPECIAL	606E10810	1	EACH	NOISE BARRIER POST REMOVAL AND REUSE				1	14	
SPECIAL	606E10810	2	EACH	NOISE BARRIER POST REMOVAL AND REPLACEMENT				2	14	
SPECIAL	606E10810	2	EACH	NOISE BARRIER LIGHT POLE ACCESS WINDOW				2	14	

ESTIMATED QUANTITIES - STRUCTURE No.: HAM-126-1331R (SFN:3118479) (01/NHS FUNDING SPLIT)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET	
202	11203	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP				14	
512	10100	158	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	158					
512	74000	158	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	158					
514	00050	1464	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			1,464			
514	00056	1464	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			1,464			
514	00060	1464	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			1,464			
514	00066	1464	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			1,464			
514	00504	2	MNHR	GRINDING FINs, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			2			
514	10000	2	EACH	FINAL INSPECTION REPAIR			2			
516	44201	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 16" x 3.493")	5				26	
516	44201	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 16" x 3.763")	5				27	
516	47001	LS	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	LUMP				14	
SPECIAL	530E00400	2	EACH	STRUCTURES.: CLEANING ABUTMENT BEAM SEAT	2				14	

ESTIMATED QUANTITIES - STRUCTURE No.: HAM-126-1373N (SFN:3104915) (01/NHS FUNDING SPLIT)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET	
202	11203	LS	LS	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP				14	
512	10100	266	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	266					
512	74000	266	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	266					
514	00050	1695	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL				1,695		
514	00056	1695	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT				1,695		
514	00060	1695	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT				1,695		
514	00066	1695	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT				1,695		
514	00504	2	MNHR	GRINDING FINs, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL				2		
514	10000	2	EACH	FINAL INSPECTION REPAIR				2		
516	44201	6	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 15" x 3.493")	6				34	
516	44201	6	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (15" x 15" x 3.763")	6				35	
516	47001	LS	LS	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	LUMP				14	
SPECIAL	530E00400	2	EACH	STRUCTURES.: CLEANING ABUTMENT BEAM SEAT	2				14	
ESTIMATED QUANTITIES - STRUCTURE No.: HAM-126-1373N (SFN:3104915) (03/NHS FUNDING SPLIT)										
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUT.	PIERS	SUPER.	GEN.	SHEET	
202	98400	5004	SF	REMOVAL MISC.: NOISE BARRIER PANEL				5004		
SPECIAL	606E10210	5004	SF	NOISE BARRIER (REFLECTIVE), FIBERGLASS PANEL				5004	14	
SPECIAL	606E10810	1	EACH	NOISE BARRIER POST REMOVAL AND REUSE				1	14	
SPECIAL	606E10810	2	EACH	NOISE BARRIER POST REMOVAL AND REPLACEMENT				2	14	

DESIGN AGENCY



DESIGNER

GTF

REVIEWER

SRK 5-13-2025

PROJECT ID

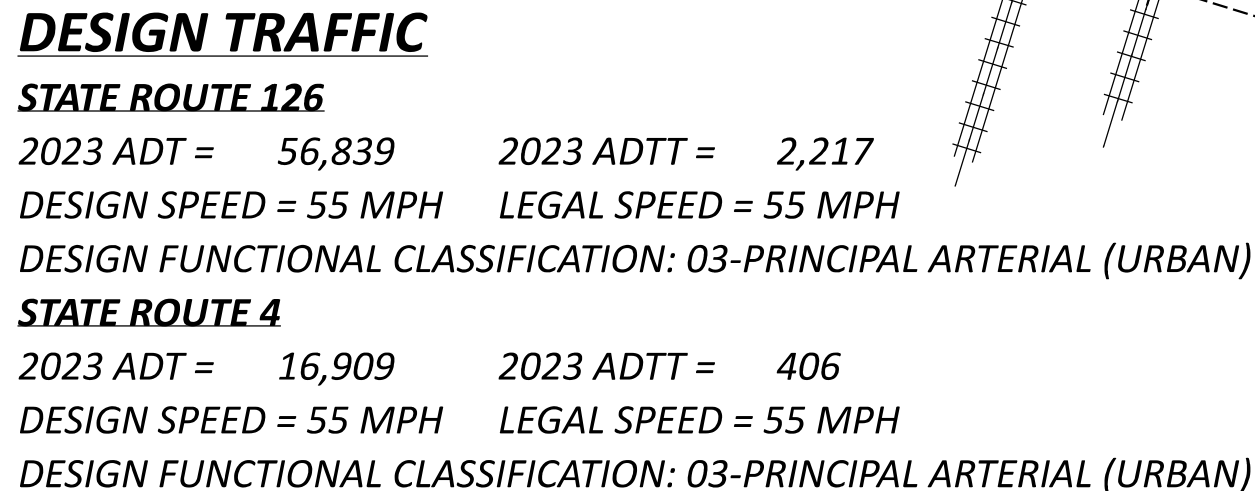
112574

SHEET

14

TOTAL

34



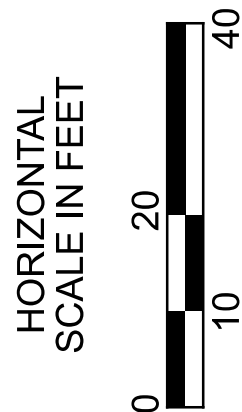
● 23.00' REQUIRED MINIMUM VERTICAL CLEARANCE
23.15' ACTUAL MINIMUM VERTICAL CLEARANCE
▽ 18.00' REQUIRED MINIMUM HORIZONTAL CLEARANCE
18.00' ACTUAL MINIMUM HORIZONTAL CLEARANCE

The profile view shows the bridge structure from station 503+00 to 507+00. The vertical axis represents elevation in feet, ranging from 500 to 620. The horizontal axis represents stationing. Key features include:

- Bridge Limits:** 391.56' (from station 504+75 to 506+66).
- Vertical Curve:** 1250±' VC, VPI STA. 504+75, ELEV. 584.88.
- Grades:** +3.64%± (from station 503+00 to 504+75) and -3.80%± (from station 504+75 to 506+66).
- Structural Details:**
 - Abutments:** Located at station 503+00 and 507+00, with existing ground levels (EX. PROFILE GRADE) and bridge finish levels (B/FTG. ELEV.) of 538.07± and 557.13± respectively.
 - Piers:** Located at stations 504+75, 505+00, 506+00, and 506+66. Existing pier levels (EX. PIER (TYP.)) are 531.13±, 528.99±, 528.63±, and 527.64± respectively.
 - Tracks:** Two tracks are shown, with track 1 at a higher elevation than track 2. The distance between the tracks is 25'-0"±.
 - Protection:** Crushed aggregate slope protection is shown on the left side, and concrete slope protection is shown on the right side.

PROFILE ALONG E WESTBOUND LANES

1) DETAILS AND DIMENSIONS ON THIS SITE PLAN ARE FROM ARCHIVED PLANS AND SHOULD BE USED FOR REFERENCE ONLY.



SITE PLAN
BRIDGE No.: HAM-126-1331L
STATE ROUTE 126 OVER STATE ROUTE 4 AND CSX TRANSPORTATION

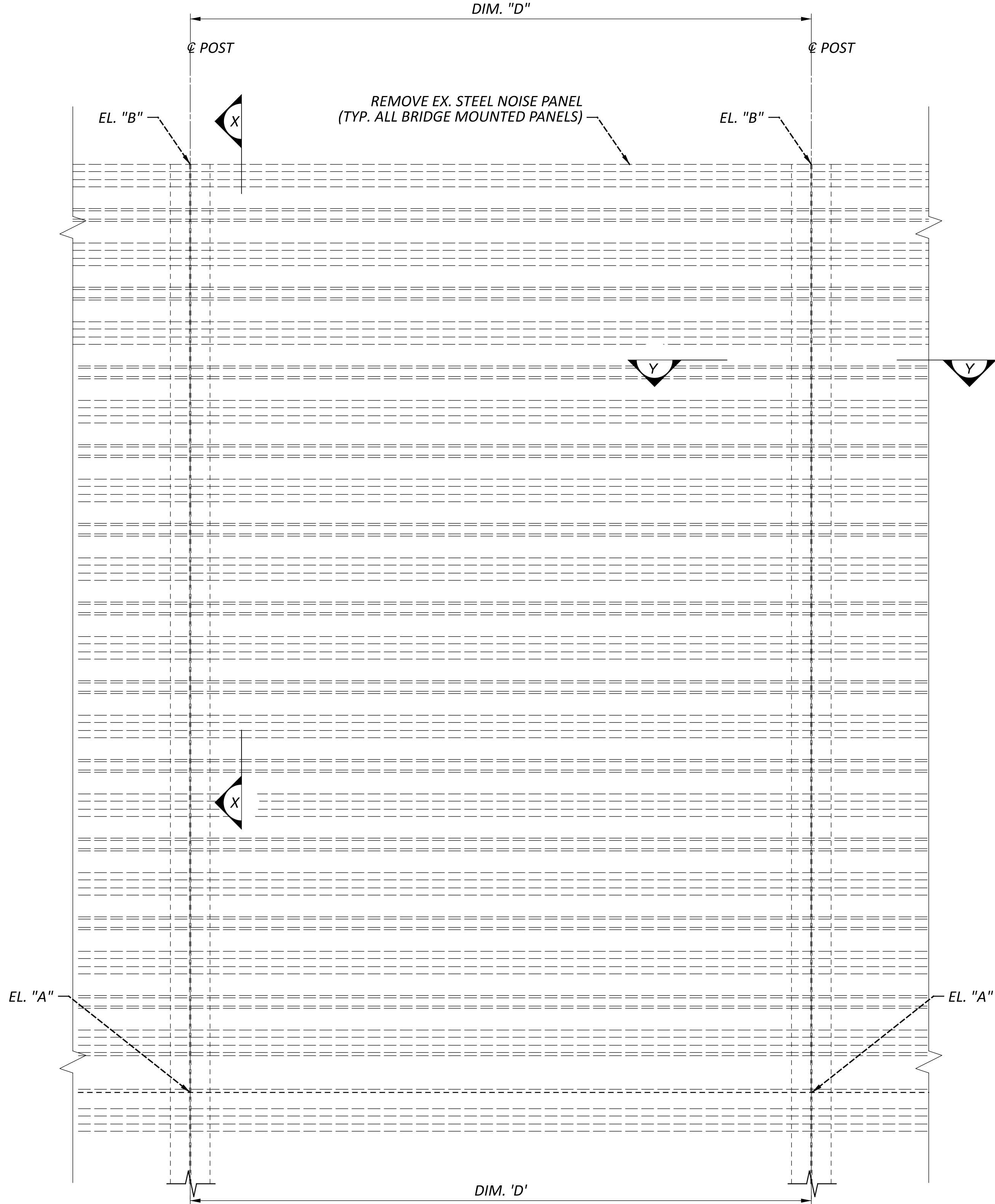
EXISTING STRUCTURE	
TYPE:	CONTINUOUS STEEL BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE
SPANS:	48'-0", 60'-0", 73'-0" L 75'-0", 60'-0" ON CURVE AND SPIRAL
ROADWAY:	39'-8" F/F SAFETY CURB
LOADING:	HS-20-44 CASE I & ALTERNATE MILITARY LOADING
SKEW:	VARIABLE
WEARING SURFACE:	1 1/4" LATEX MODIFIED CONCRETE OVERLAY
APPROACH SLABS:	AS-1-81
ALIGNMENT:	4°00'00" CURVE LEFT AND SPIRAL
CROWN:	SUPERELEVATED (0.08 FT/FT MAX.)
STRUCTURE FILE NUMBER:	3118460
DATE BUILT:	1990
DISPOSITION:	TO BE REHABILITATED
DECK AREA:	15,260 SF
COORDINATES:	LATITUDE 39° 12' 21.93" LONGITUDE -84° 28' 32.38"

- 1) REPLACE ALL EXISTING NOISE WALL PANELS.
- 2) REPLACE THE TWO UNCOATED NOISE WALL POSTS ON THE NORTHWEST WINGWALL WITH NEW GALVANIZED SOUNDWALL POSTS.
- 3) REPLACE FIRST SOUNDWALL POST FROM THE WEST EXPANSION JOINT INCLUDING CONNECTIONS.
- 4) REPAIR OR REPLACE DAMAGED OR DETERIORATED POSTS AS REQUIRED BY THE ENGINEER UPON INSPECTION OF THE POSTS AFTER REMOVAL OF THE EXISTING NOISE WALL PANELS.
- 5) REPLACE EXISTING ABUTMENT BEARINGS WITH NEW ELASTOMERIC BEARINGS.
- 6) SEAL THE EXISTING ABUTMENTS WITH EPOXY URETHANE SEALER.
- 7) FIELD PAINT 15' OF STRUCTURAL STEEL ENDS PER OZEU SPECIFICATIONS.

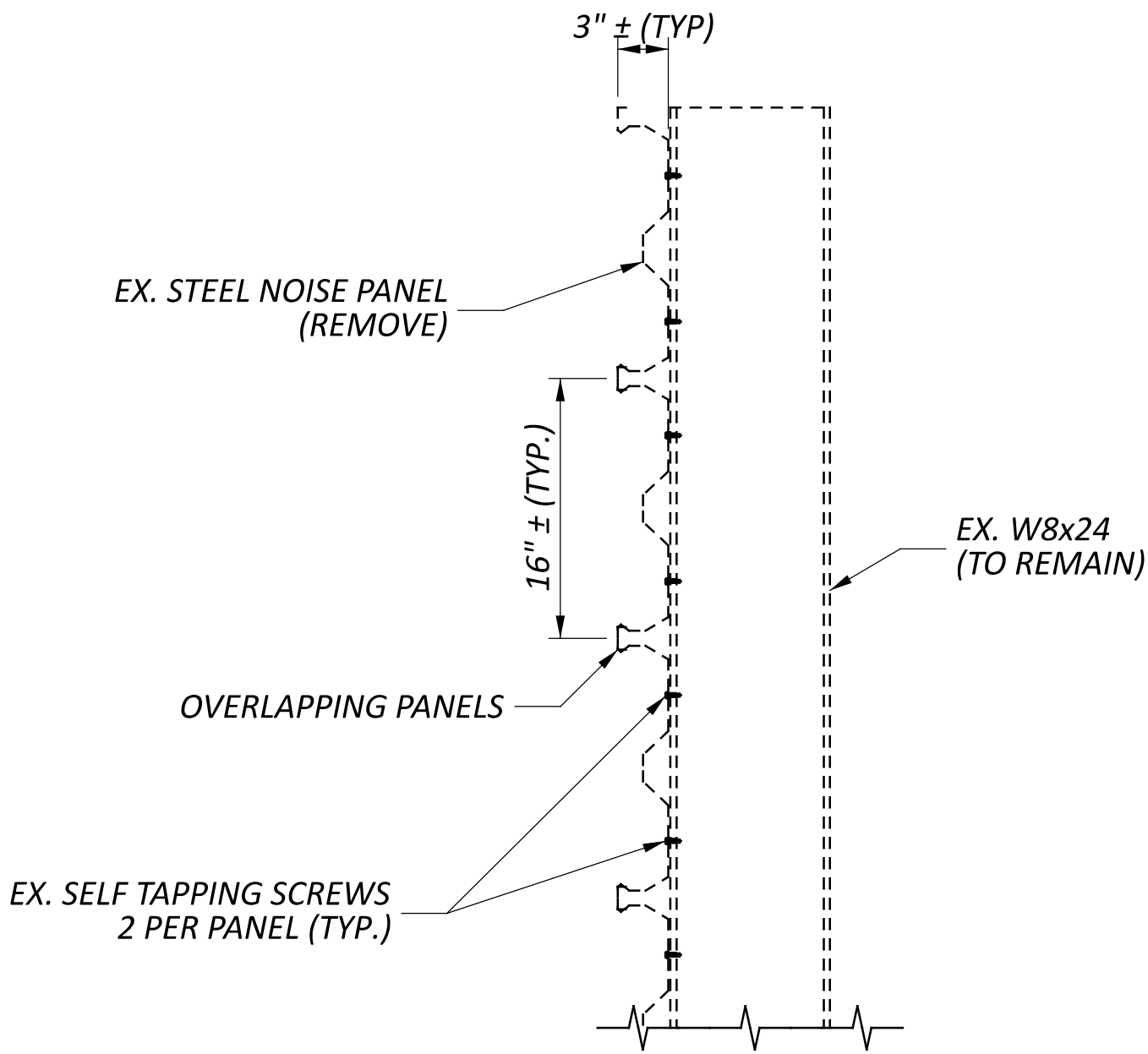
SFN
 3118460
 DESIGN AGENCY

 DESIGNER CHECKED
 GTF BCP
 REVIEWER
 CAH 08-07-21
 PROJECT ID
 112574

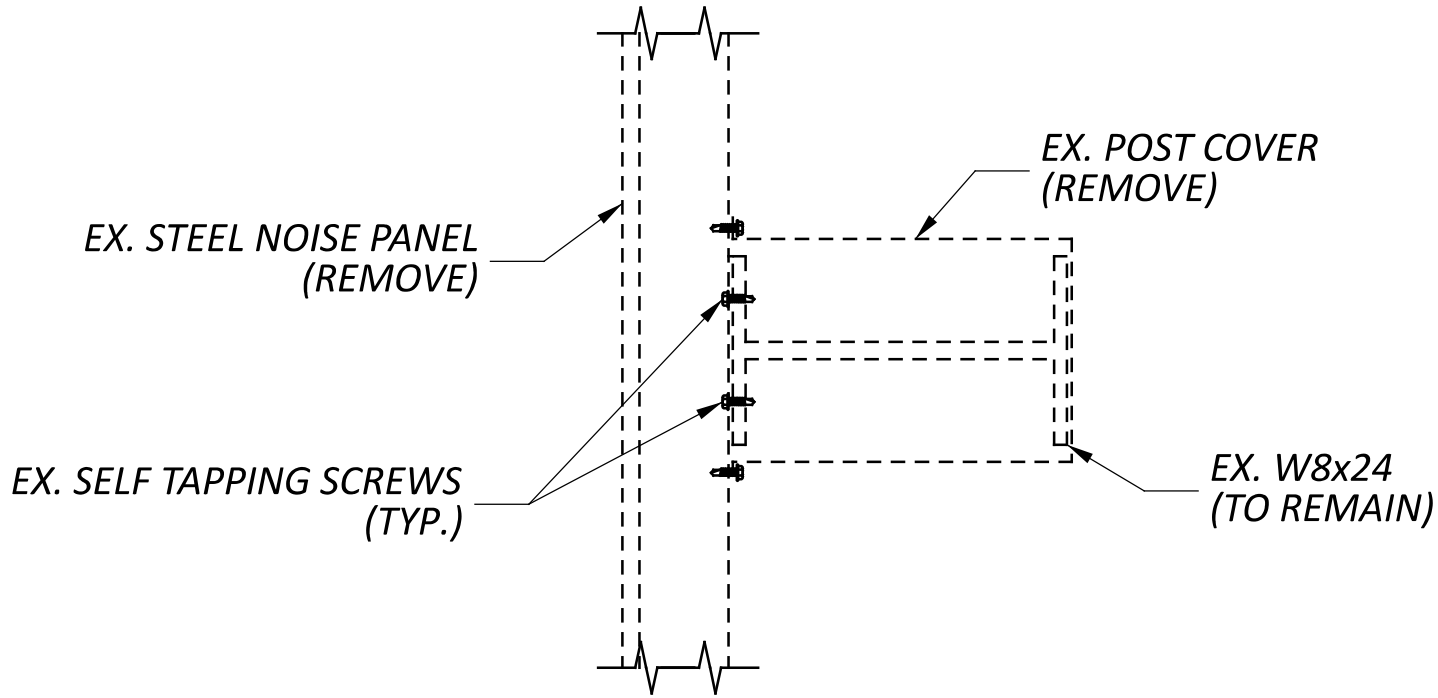
SUBSET	TOTAL
1	8
SHEET	TOTAL
15	34



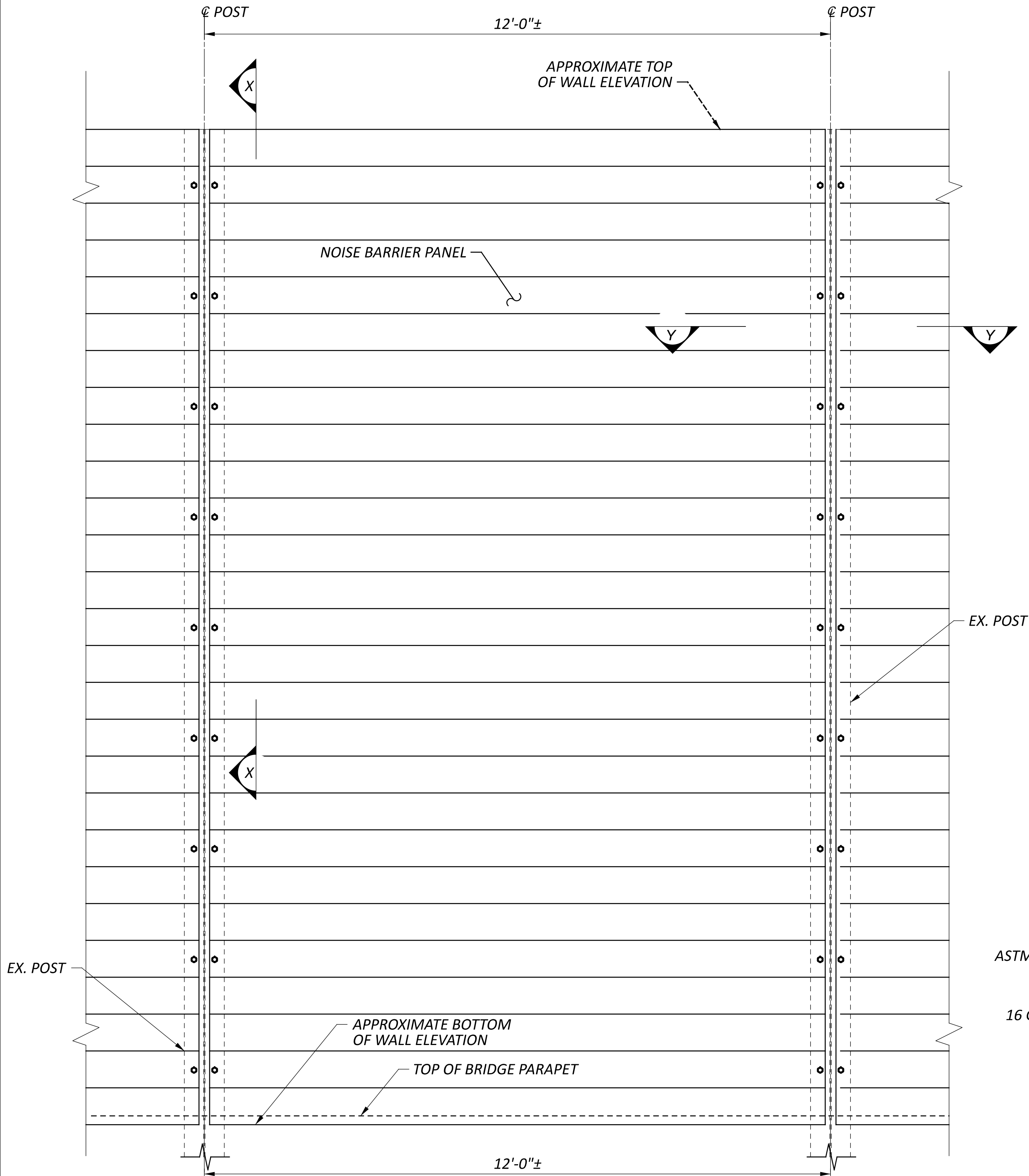
TYPICAL NOISE BARRIER LOCATION



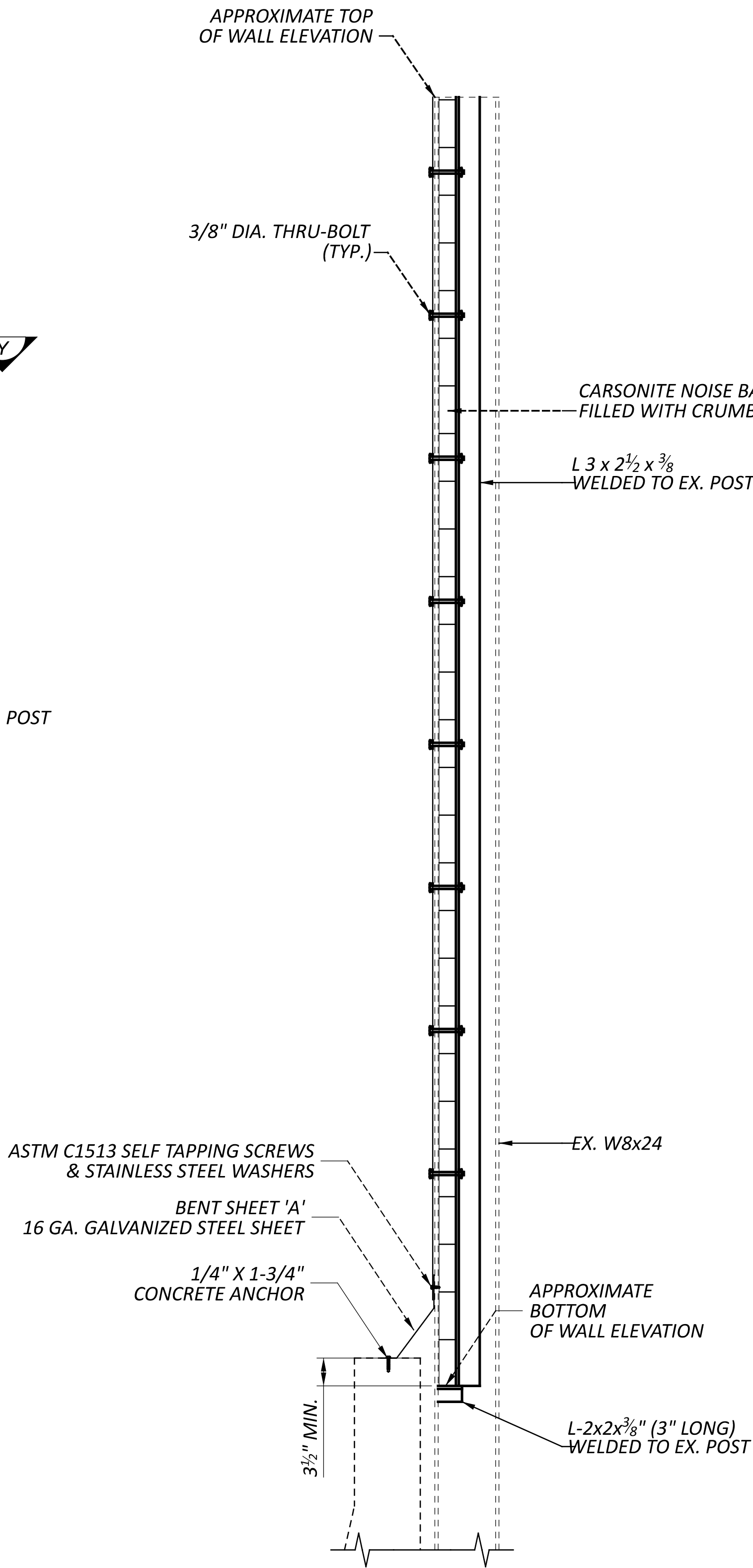
SECTION A-A
(POST COVER NOT SHOWN FOR CLARITY)



SECTION B-B

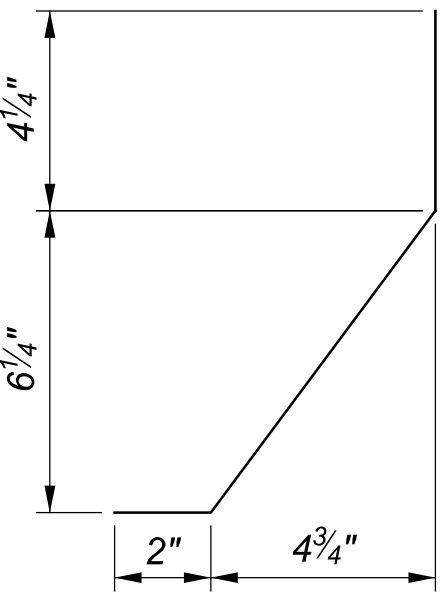


TYPICAL NOISE BARRIER ELEVATION

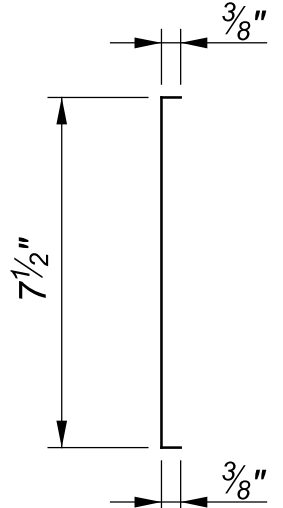


SECTION A-A

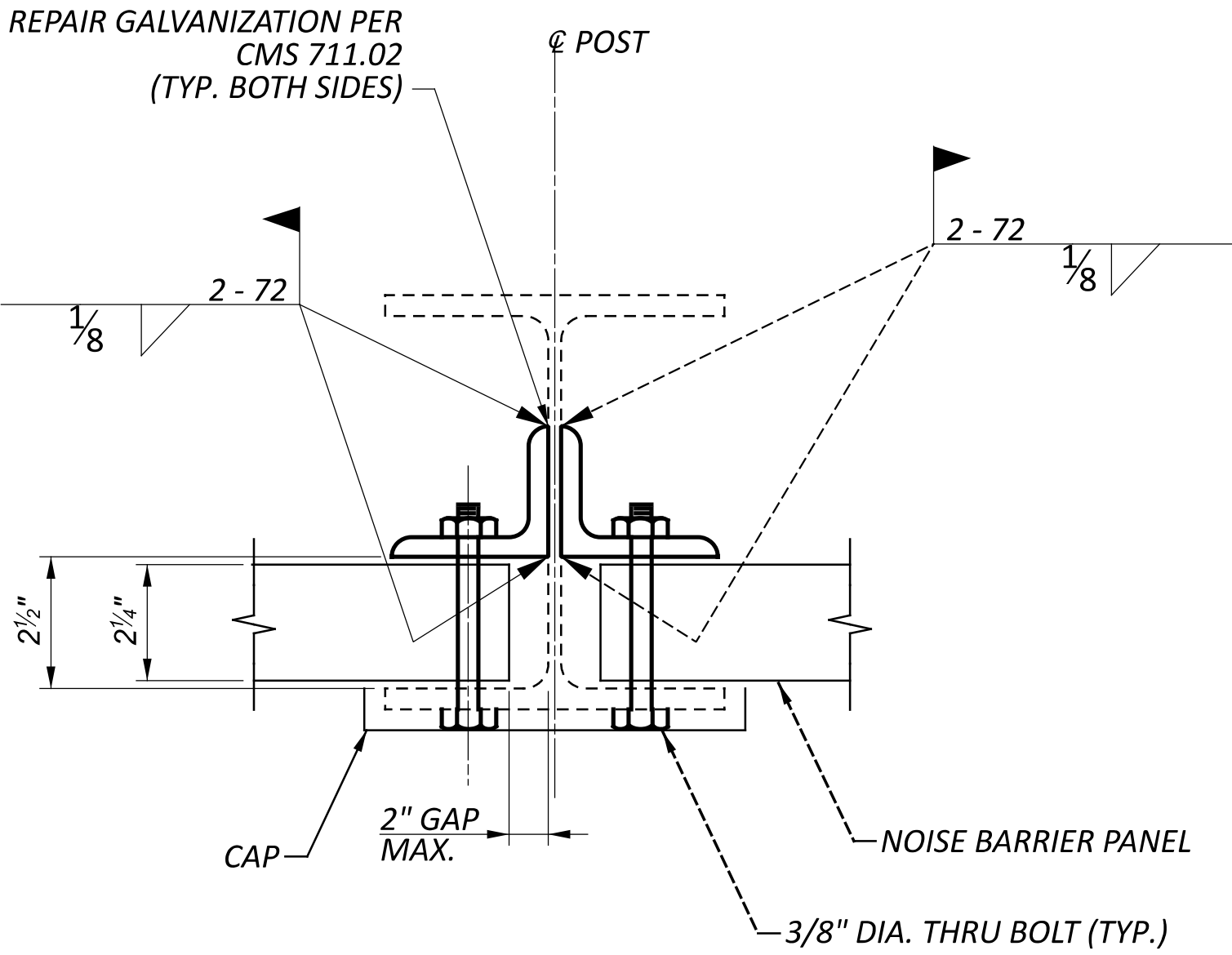
NOTE:
ALL MATERIAL SHALL BE ASTM-A709 GR. 50 OR A36
WITH YIELD STRENGTH OF 36 KSI.



SHEET 'A'



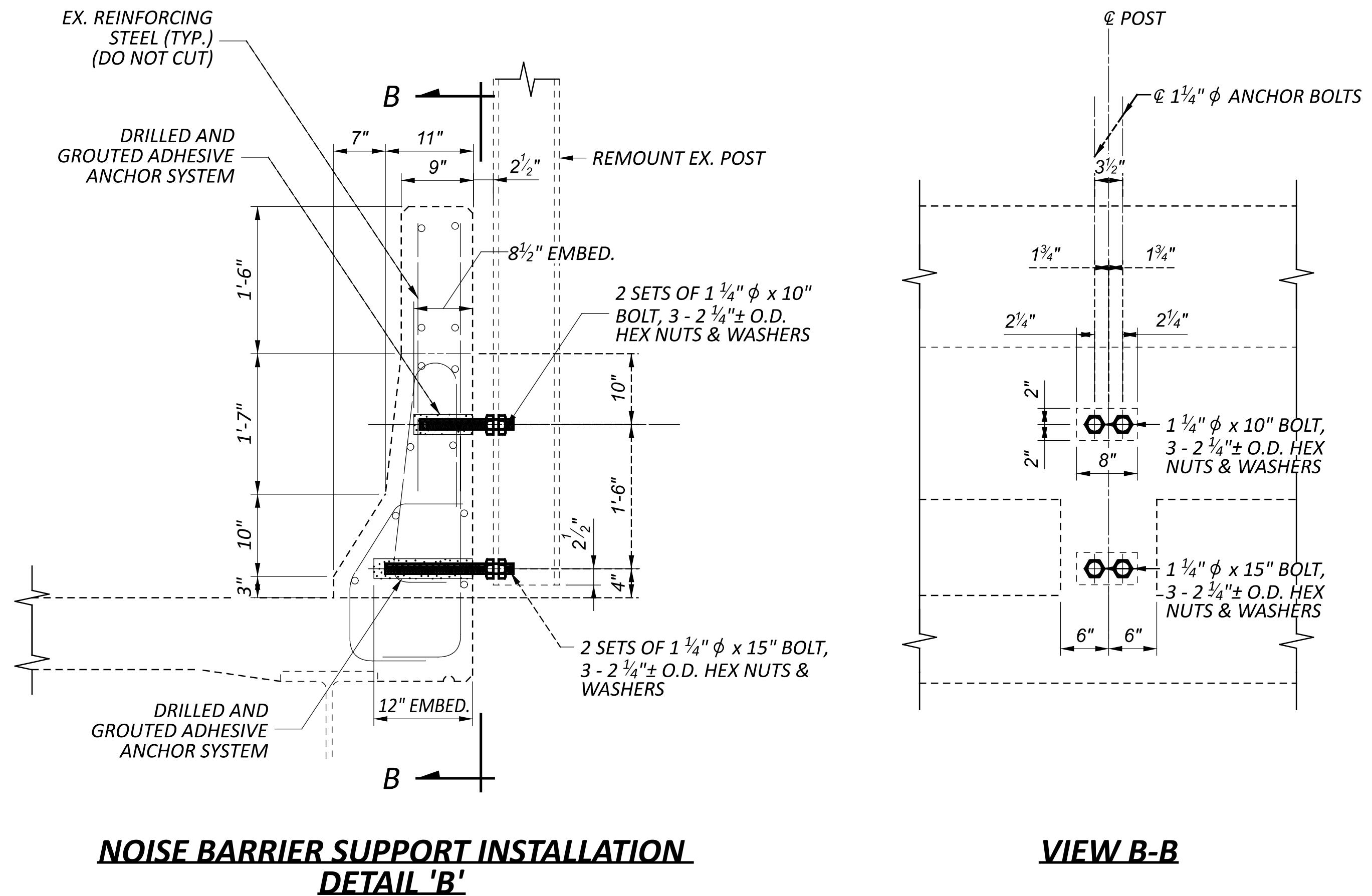
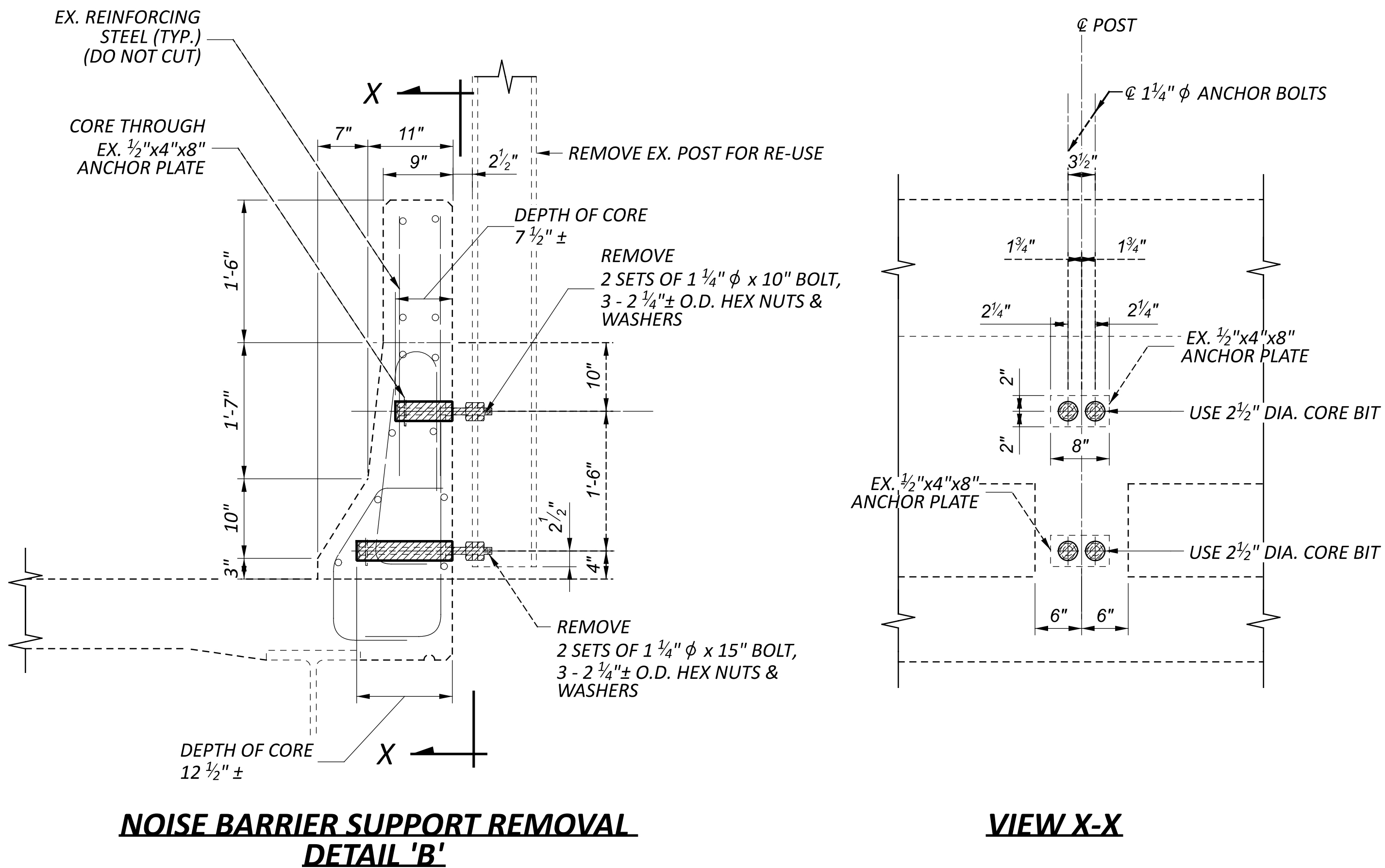
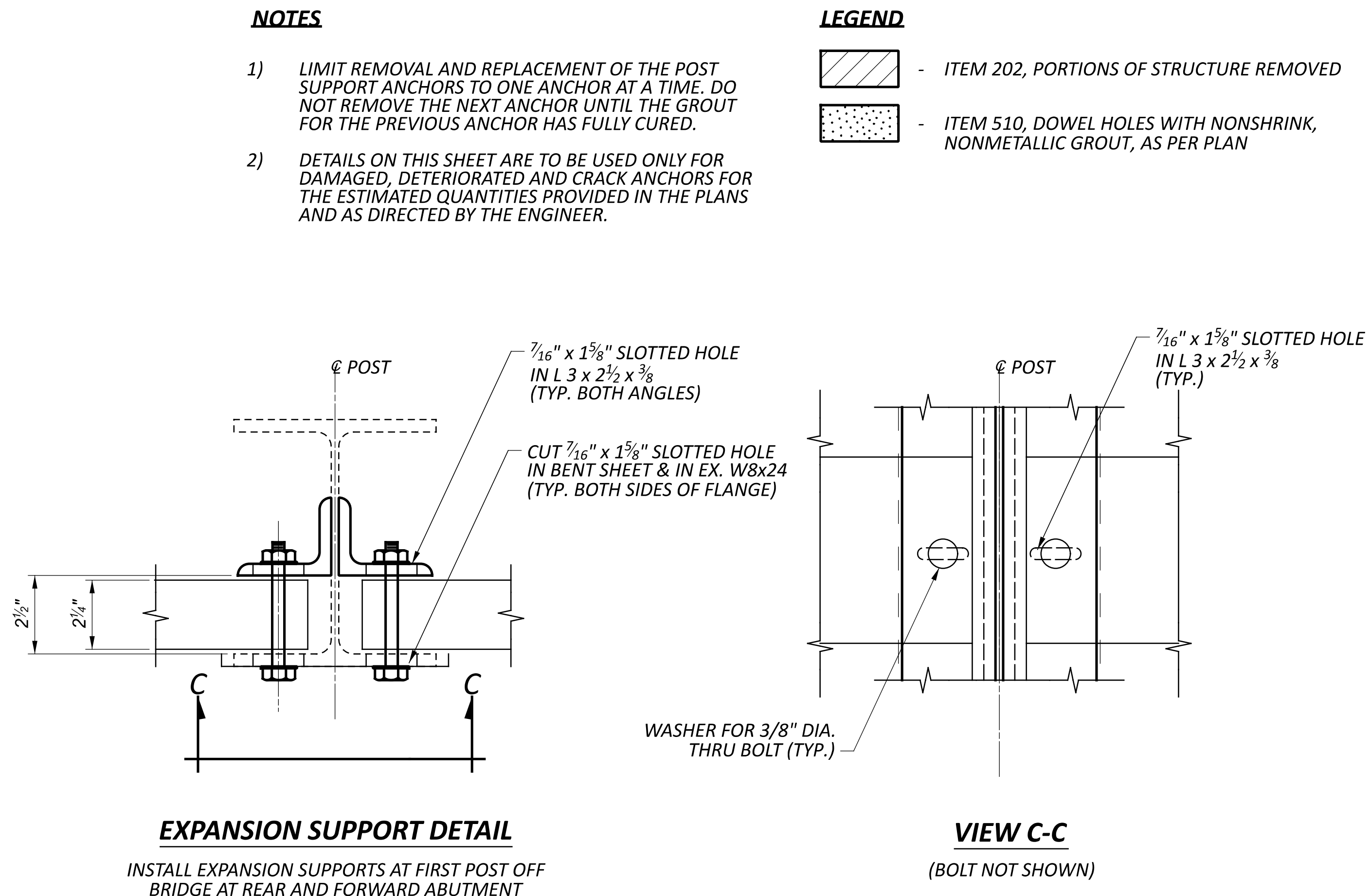
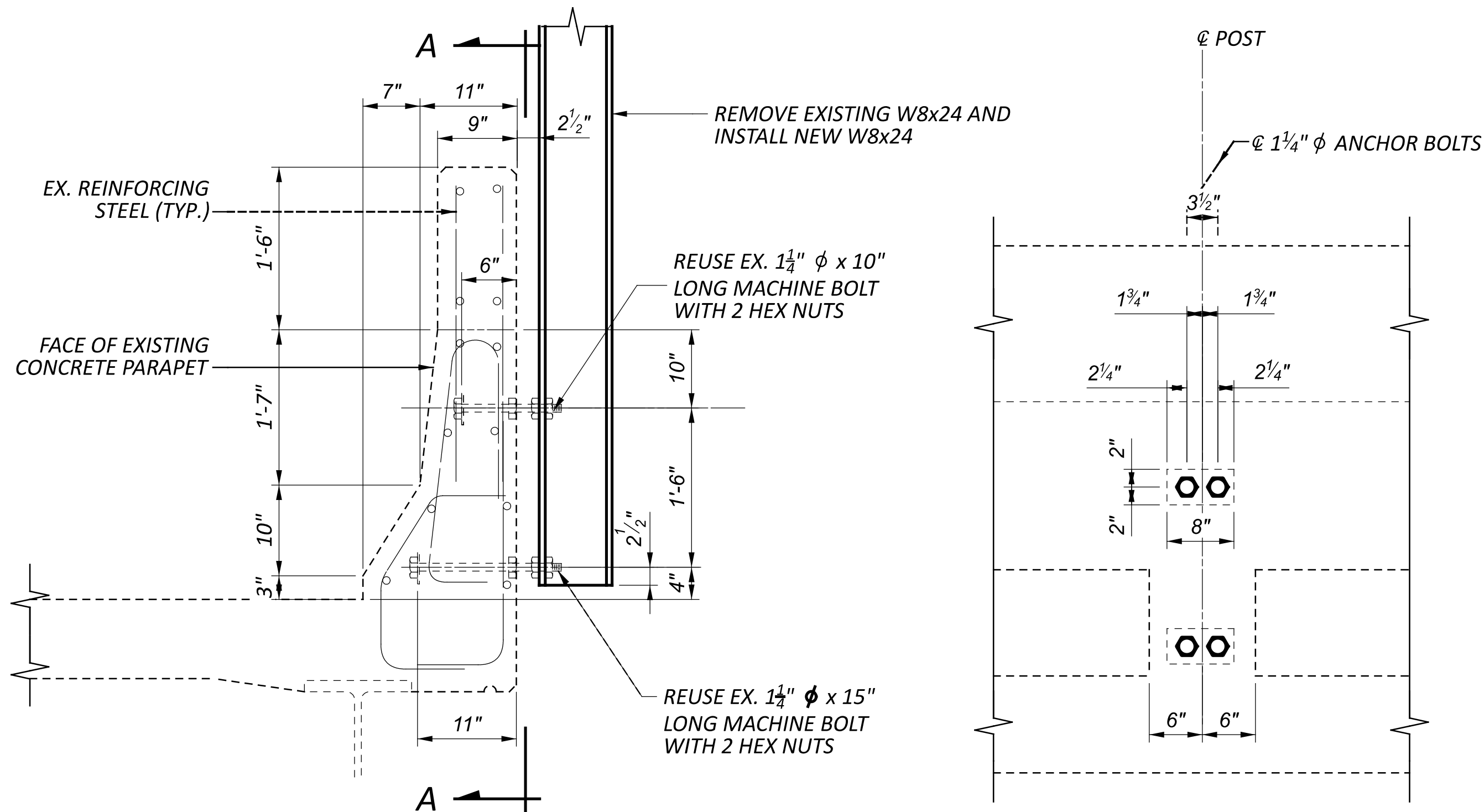
SHEET 'B'



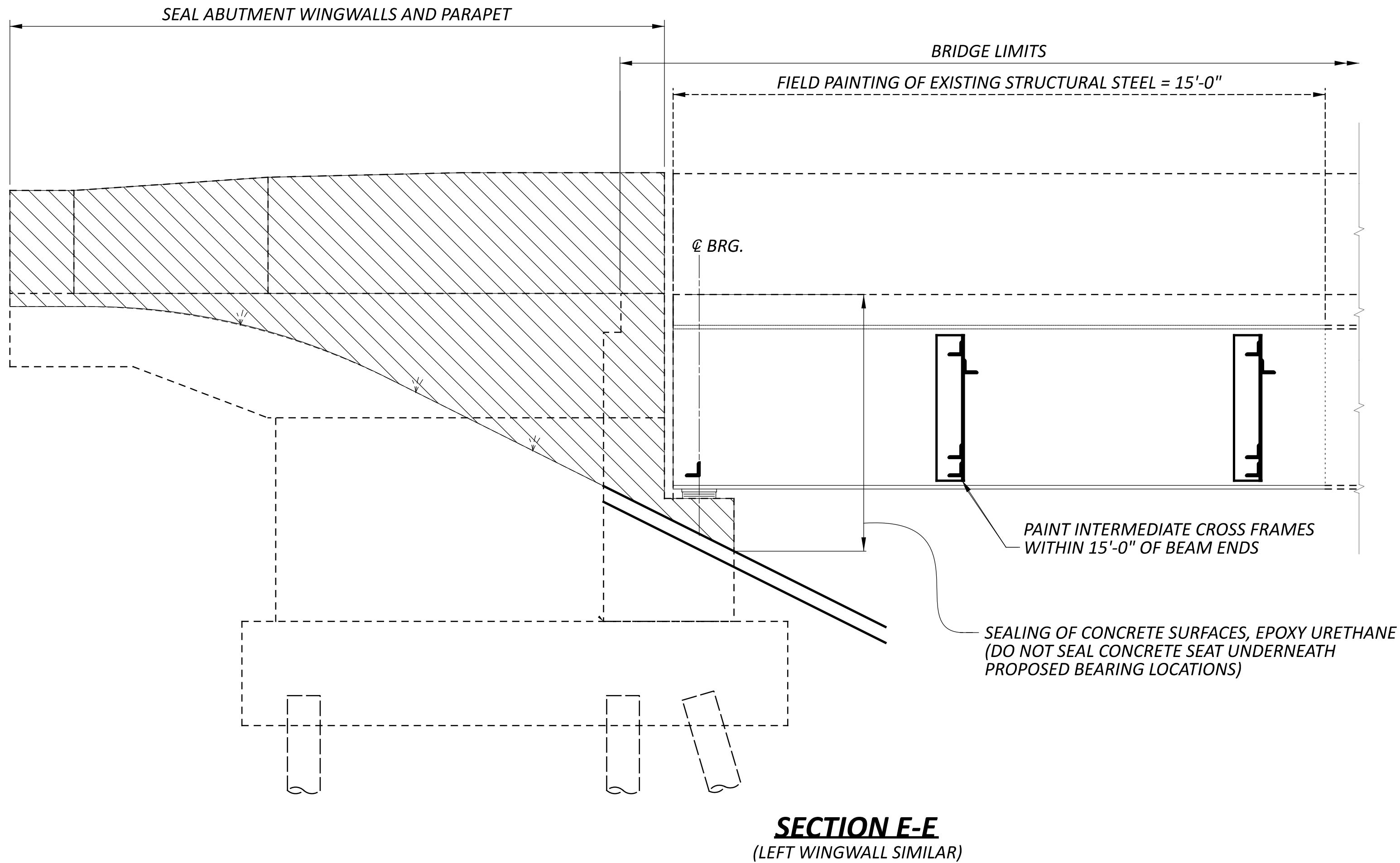
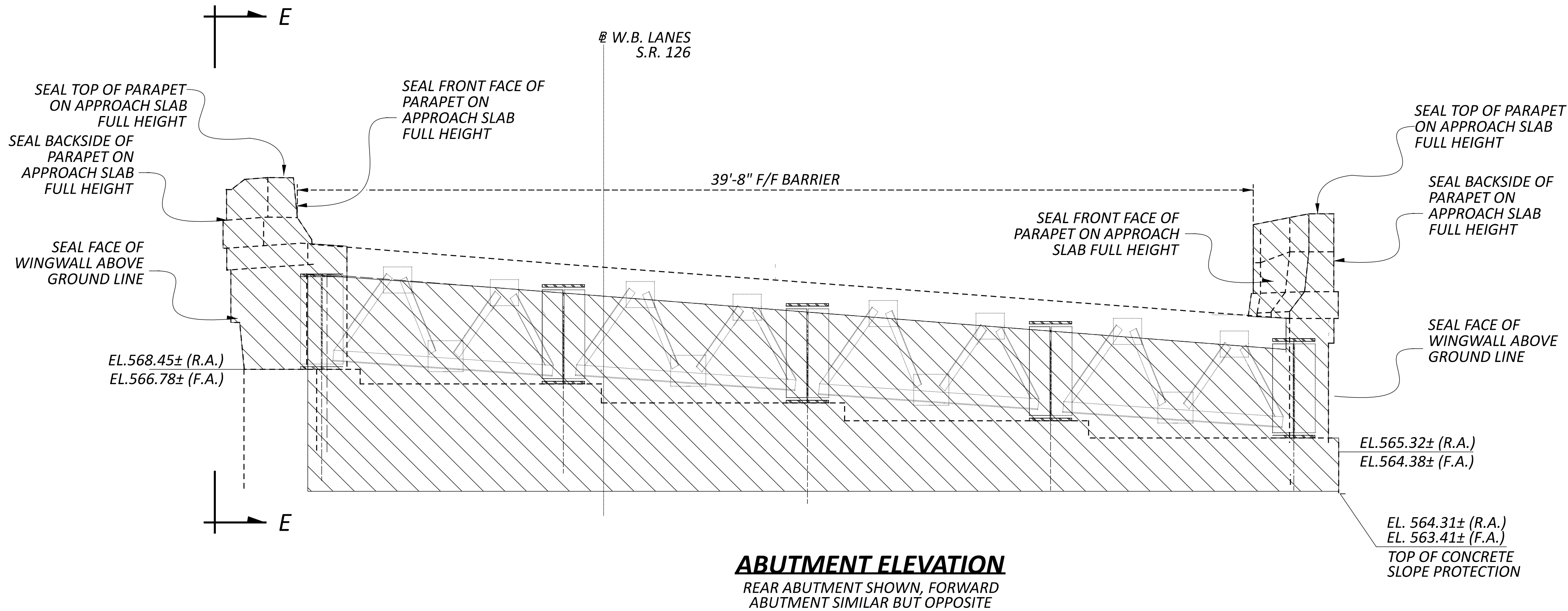
TYPICAL NOISE BARRIER LOCATION



BAY NO.	LENGTH	APPROXIMATE TOP PANEL ELEVATION	APPROXIMATE BOTTOM PANEL ELEVATION	TOTAL WALL HEIGHT	COMMENTS	SPECIAL	SPECIAL	SPECIAL	SPECIAL
	FT			FT		NOISE BARRIER REMOVAL	NOISE BARRIER (REFLECTIVE)	NOISE BARRIER POST REMOVAL AND REUSE	NOISE BARRIER POST REMOVAL AND REPLACEMENT
						SF	SF	EACH	EACH
1	12.0	586.0	573.0	13.0		156	156		1
2	12.0	586.0	573.0	13.0		156	156		1
3	12.0	585.0	573.0	12.0		144	144	1	
4	12.0	585.0	573.0	12.0		144	144		
5	12.0	585.0	573.0	12.0		144	144		
6	12.0	585.0	573.0	12.0		144	144		
7	12.0	585.0	573.0	12.0		144	144		
8	12.0	585.0	573.0	12.0		144	144		
9	12.0	585.0	573.0	12.0		144	144		
10	12.0	585.0	573.0	12.0		144	144		
11	12.0	585.0	573.0	12.0		144	144		
12	12.0	585.0	573.0	12.0		144	144		
13	12.0	585.0	573.0	12.0		144	144		
14	12.0	585.0	573.0	12.0		144	144		
15	12.0	585.0	573.0	12.0		144	144		
16	12.0	585.0	573.0	12.0		144	144		
17	12.0	585.0	573.0	12.0		144	144		
18	12.0	585.0	573.0	12.0		144	144		
19	12.0	585.0	573.0	12.0		144	144		
20	12.0	585.0	573.0	12.0		144	144		
21	12.0	585.0	573.0	12.0		144	144		
22	12.0	585.0	573.0	12.0		144	144		
23	12.0	585.0	573.0	12.0		144	144		
24	12.0	585.0	573.0	12.0		144	144		
25	12.0	585.0	573.0	12.0		144	144		
26	12.0	585.0	573.0	12.0		144	144		
27	12.0	585.0	573.0	12.0		144	144		
28	12.0	585.0	573.0	12.0		144	144		
29	12.0	585.0	573.0	12.0		144	144		
30	12.0	585.0	573.0	12.0		144	144		
31	12.0	585.0	573.0	12.0		144	144		
32	12.0	585.0	572.0	13.0		156	156		
33	12.0	585.0	572.0	13.0		156	156		
34	12.0	585.0	572.0	13.0		156	156		
35	12.0	585.0	572.0	13.0		156	156		
36	12.0	585.0	572.0	13.0		156	156		
37	12.0	585.0	572.0	13.0		156	156		
38	12.0	585.0	572.0	13.0		156	156		
39	12.0	584.0	572.0	12.0		144	144		
40	12.0	584.0	572.0	12.0		144	144		
TOTALS CARRIED TO GENERAL SUMMARY						5868	5868	1	2



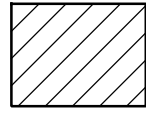
LEGEND
 - ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

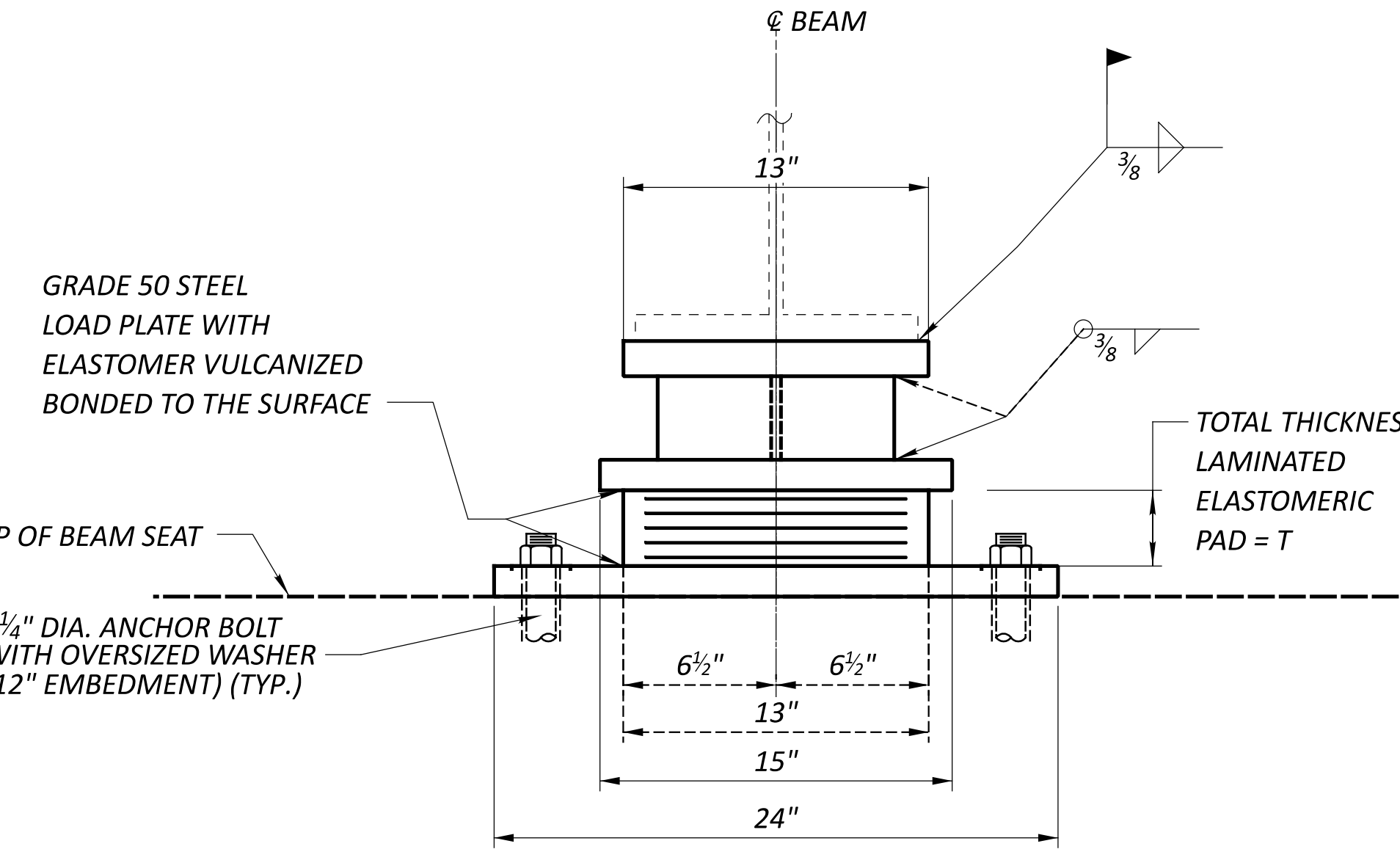


BEAM	SIZE	QUANTITY	PERIMETER (FT)	LENGTH (FT)	SURFACE AREA (SQ FT)
B-1	W36x194	1	8.9	15.0	132.8
B-2	W30x124	1	8.9	15.0	132.8
B-3	W30x124	1	8.9	15.0	132.8
B-4	W30x124	1	8.9	15.0	132.8
B-5	W30x124	1	8.9	15.0	132.8
TOTAL					664

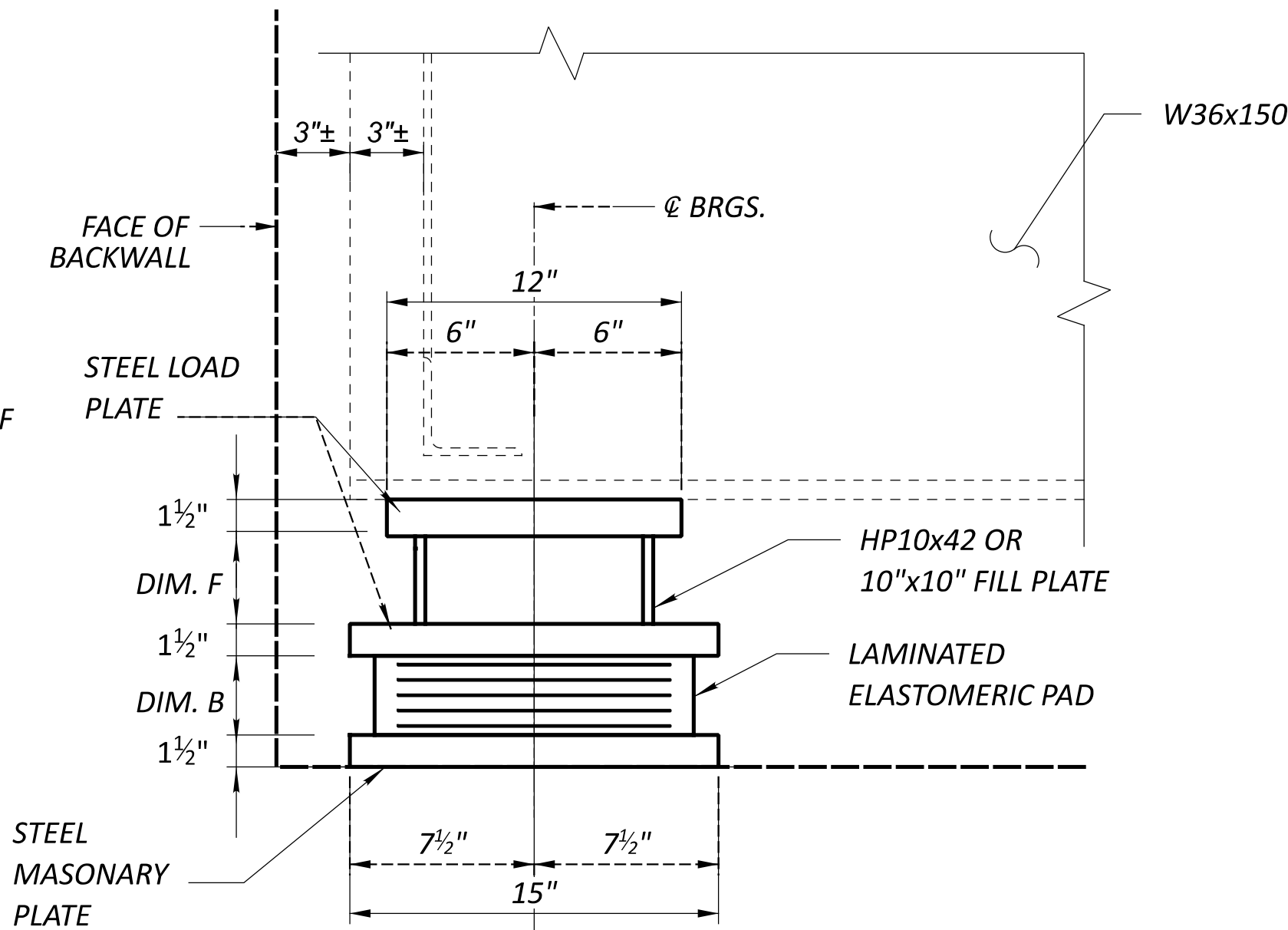
INTERMEDIATE CROSSFRAME	SIZE	QUANTITY	PERIMETER (FT)	LENGTH-DIAGONAL MEMBERS (FT)	LENGTH-BOTTOM MEMBER (FT)	SURFACE AREA (SQ FT)
STANDARD INT. CF	L3x3x3/8	10	1.0	9.8	9.5	291.0
CONNECTION PLATE	L6x4x3/8	20	1.5	-	-	75.4
TOTAL						366

END CROSSFRAME	SIZE	QUANTITY	PERIMETER (FT)	LENGTH-BOTTOM (FT)	LENGTH-DIAGONAL (FT)	SURFACE AREA (SQ FT)
STANDARD END CF	L6x4x3/8	8	1.3	9.5	23.4	341.6
LARGE PLATE	3/8"	16	2.2	2.0	x	69.1
SMALL PLATE	3/8"	8	2.2	1.5	x	25.2
TOTAL						436

SUMMARY OF CONCRETE SEALING AREAS			
TYPE	SUBSTRUCTURE UNIT	ESTIMATED QUANTITIES	
ITEM 512 CONCRETE SEALING 	REAR ABUTMENT	87 SQ. YD.	
	FORWARD ABUTMENT	75 SQ. YD.	
TOTAL CARRIED TO SUBSUMMARY		162 SQ. YD.	

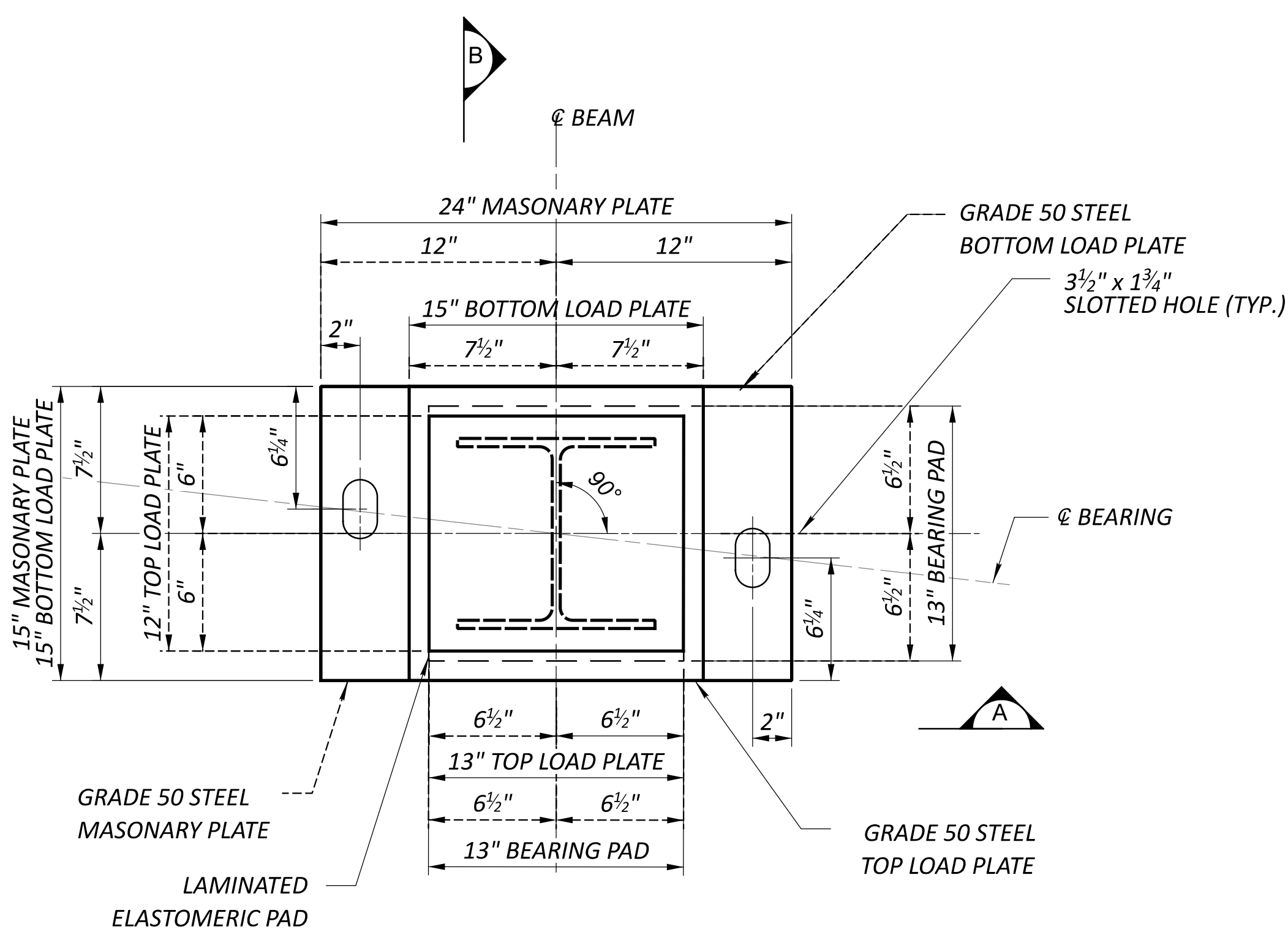


SECTION A-A

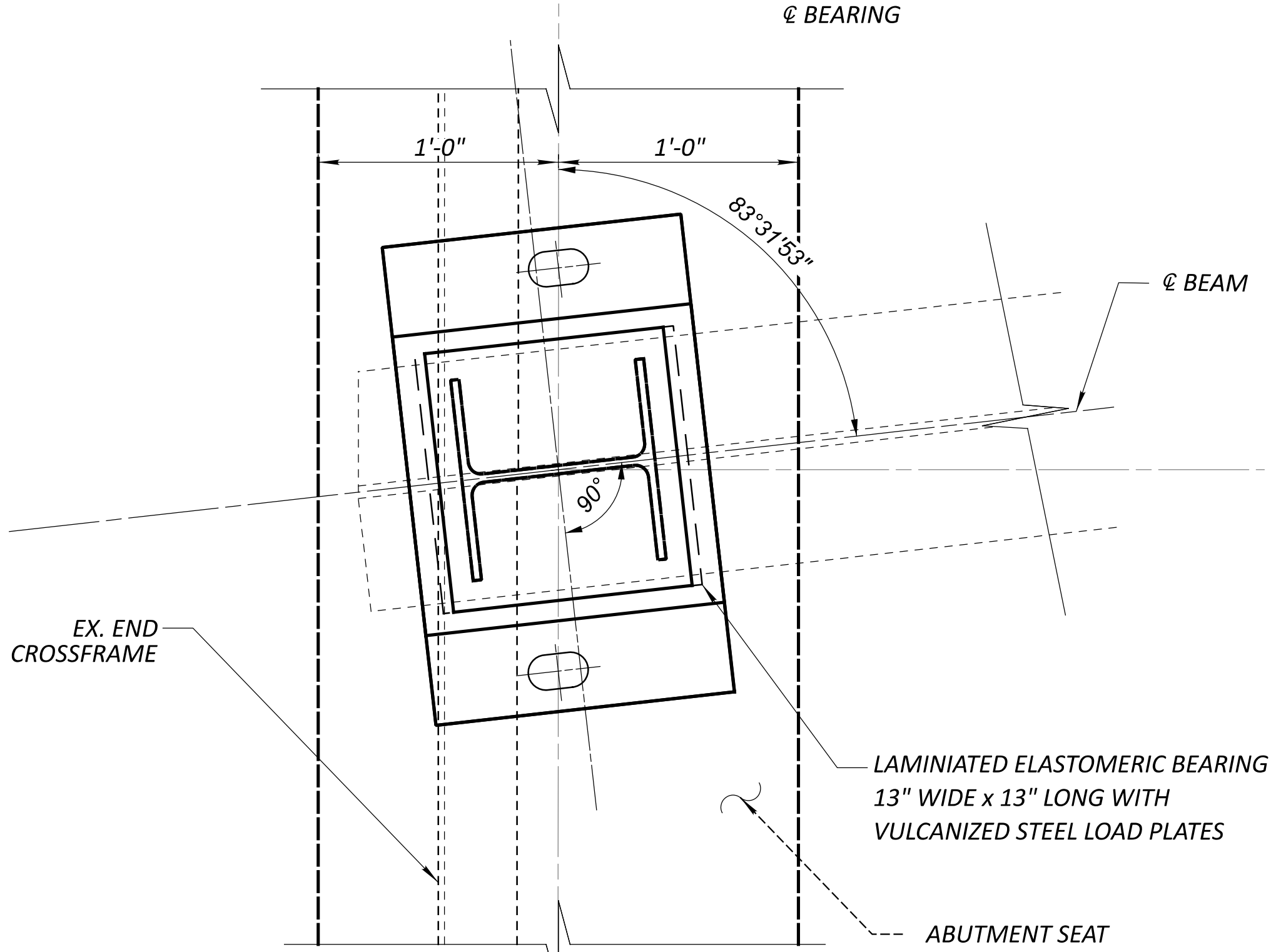


SECTION B-B

(ANCHOR ROD NOT SHOWN)



PLAN



REAR ABUTMENT BEARING DETAIL

FORWARD ABUTMENT ELASTOMERIC BEARING PAD DATA						
BEAM No.	A	B	C	D	E	F
	EXISTING BEARING HEIGHT	PROPOSED BEARING THICKNESS	REQ'D LOAD P_c THICKNESS AT C BEARING (TOP)	REQ'D LOAD P_c THICKNESS AT C BEARING (BOTTOM)	REQ'D MASONARY P_c THICKNESS AT C BEARING	HP SECT. OR FILL PLATE THICKNESS (A-B-C-D-E)
1	10.5" $\pm$	3.223"	1.50"	1.50"	1.50"	2.75" $\pm$
2	10.5" $\pm$	3.223"	1.50"	1.50"	1.50"	2.75" $\pm$
3	10.5" $\pm$	3.223"	1.50"	1.50"	1.50"	2.75" $\pm$
4	10.5" $\pm$	3.223"	1.50"	1.50"	1.50"	2.75" $\pm$
5	10.5" $\pm$	3.223"	1.50"	1.50"	1.50"	2.75" $\pm$

REAR ABUTMENT ELASTOMERIC PAD DATA FOR EXISTING BEAMS											
	SUB- STRUCTURE	ELASTOMERIC PAD						REACTIONS		FACTORED MAX. DESIGN LOAD (K)	
		T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES		TYPE	DEAD LOAD (KIPS)		LIVE * LOAD (KIPS)
						NO.	THICK.				
HAM-126-1331L	R. ABUTMENT	3.223"	4	0.500"	0.350"	5	0.1046"	EXP.	27.17	80.52	174.87

ti = THICKNESS OF INTERNAL ELASTOMER LAYER, te = THICKNESS OF EXTERNAL ELASTOMER LAYER
* W/O IMPACT

ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN

ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF (50 OR 60) DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.

WELDING: CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300° F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

BEARING REPOSITIONING: IF STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80° F OR LOWER THAN 40° F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60° F ($\pm$) 10° F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F ($\pm$) 10° F.

STRUCTURAL STEEL FOR BEARING LOAD PLATE, MASONRY PLATE, SHIMS AND HP SECTIONS SHALL BE A709 GRADE 50 AND INCLUDED WITH ITEM 516 FOR PAYMENT. ALL STRUCTURAL STEEL USED FOR THE PROPOSED BEARING SHALL BE FIELD PAINTED PER OZEU. PAINT COLOR SHALL BE FEDERAL COLOR 14277 AND BE INCLUDED IN ITEM 514 FOR PAYMENT.

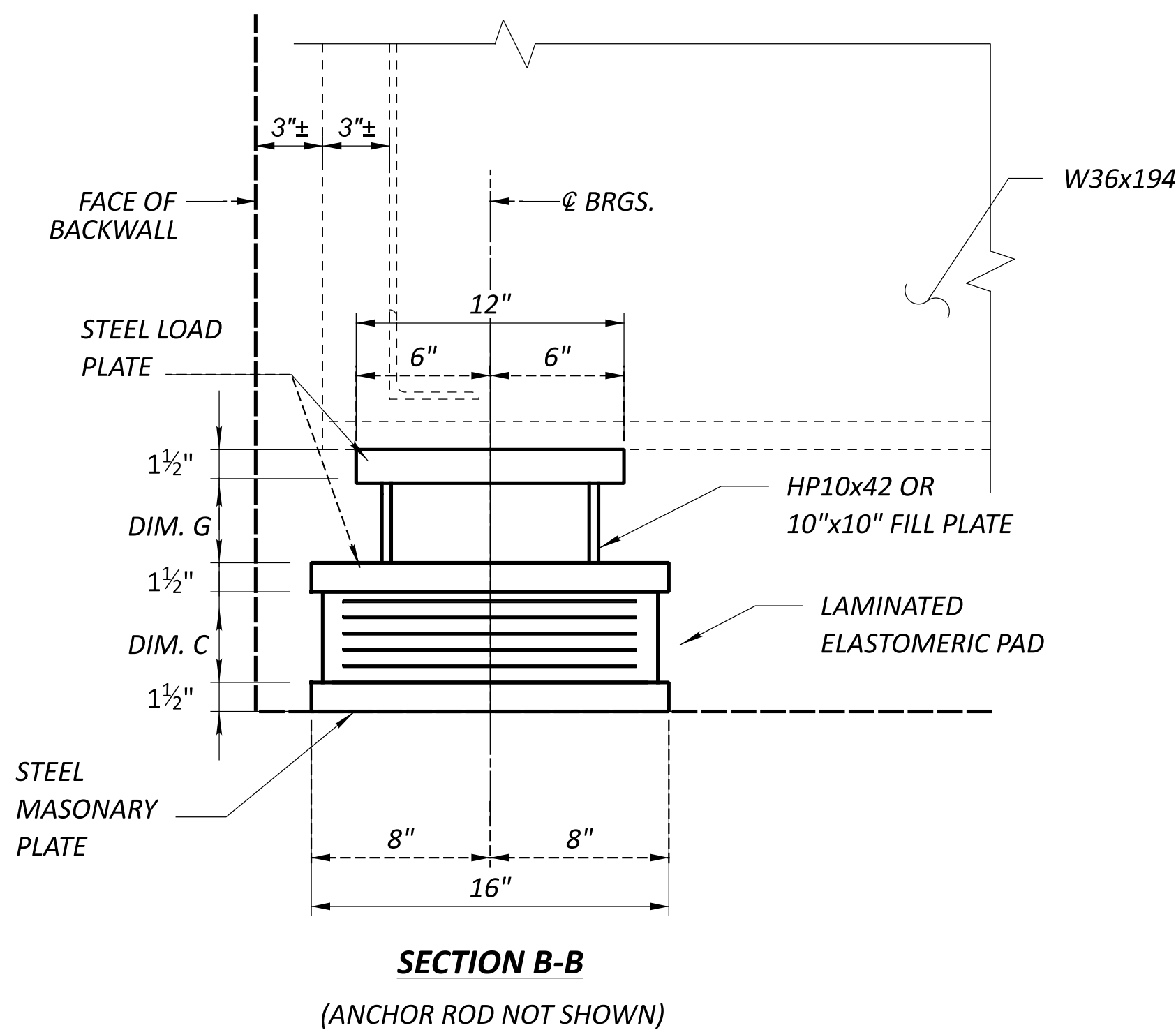
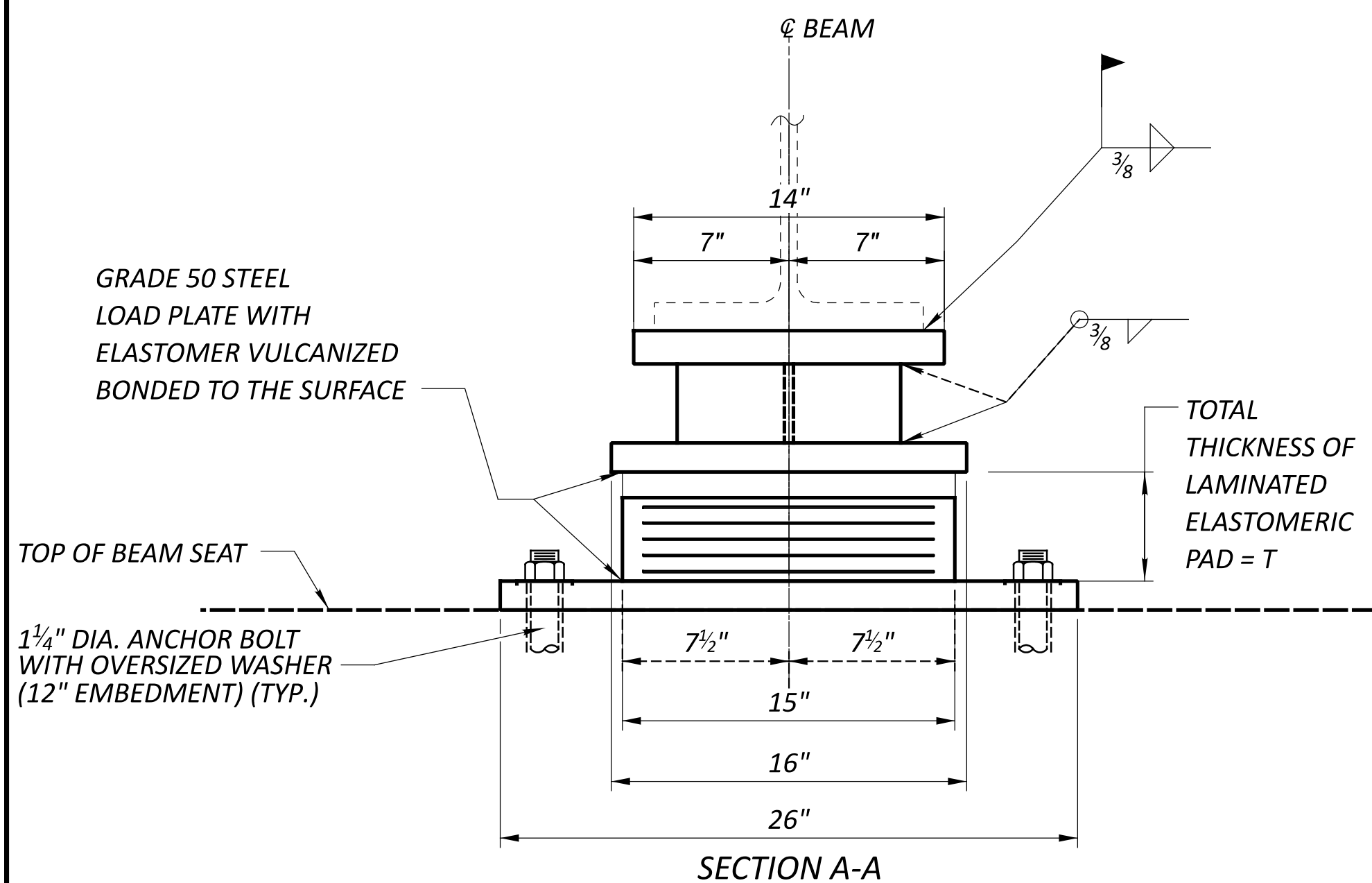
THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF BEAM AND BEAM SEAT ELEVATIONS FOR EACH GIRDER AT THE ABUTMENTS PRIOR TO JACKING OPERATIONS AND FABRICATION OF BEARINGS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO THE DISTRICT 8 BRIDGE ENGINEER PRIOR TO JACKING. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED.

ANY BEARING HP-SECTION HEIGHTS OR DIMENSIONS SHOWN SHALL BE CONSIDERED APPROXIMATE AND ARE SHOWN FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY THE HEIGHT OF REQUIRED HP-SECTION BY MEASURING THE DISTANCE BETWEEN THE BEAM SEAT ELEVATION AND THE BOTTOM OF THE EXISTING BEAM FLANGE AND THEN SUBTRACTING FROM THAT DISTANCE THE THICKNESS OF THE BEARING AND LOAD PLATES.

ANY PLATE THICKNESS ADJUSTMENTS AND/OR SHIMS REQUIRED TO COMPLETE THE BEARINGS INSTALLATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A MAXIMUM OF ONE SHIM PLATE SHALL BE ALLOWED PER BEARING. IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL ASSURE THAT THERE IS A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. THE CONTRACTOR SHALL ASSURE THAT NO BEAMS OR BEARING DEVICES ARE FLOATING.

SET MASONRY PLATES ON BRIDGE SEATS THAT ARE FLAT AND SMOOTHLY FINISHED. IF THE BRIDGE SEAT AREA IS UNEVEN, USE A BUSHHAMMER OR GRINDER FOLLOWED BY A THIN FILM OF PORTLAND CEMENT MORTAR OR PASTE TO FILL THE PITTED SURFACE TO BRING THE SEAT AREA TO THE PROPER ELEVATION AND PROVIDE A LEVEL, EVEN SURFACE.

BASIS OF PAYMENT: THE UNIT PRICE BIDS SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH STEEL LOAD PLATES AND HP-SECTIONS INCLUDING GRINDING OF WELDS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

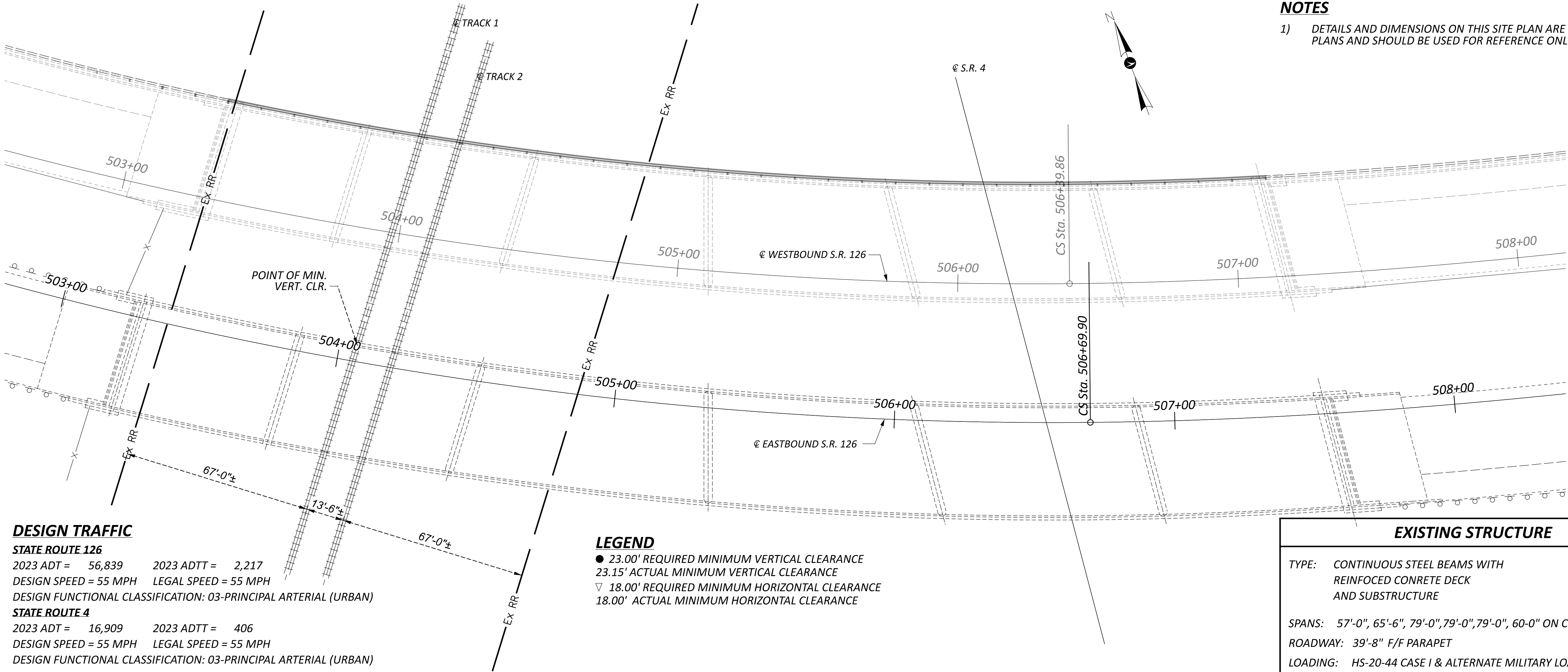


BASIS OF PAYMENT: THE UNIT PRICE BIDS SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH STEEL LOAD PLATES AND HP-SECTIONS INCLUDING GRINDING OF WELDS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

FORWARD ABUTMENT ELASTOMERIC PAD DATA FOR EXISTING BEAMS												
	SUB- STRUCTURE	ELASTOMERIC PAD							REACTIONS			FACTORED MAX. DESIGN LOAD (K)
		T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES		TYPE	DEAD LOAD (KIPS)	LIVE* LOAD (KIPS)	FACTORED LOAD (K)	
						NO.	THICK.					
HAM-126-1331L	F. ABUTMENT	3.763"	4	0.600"	0.420"	5	0.1046"	EXP.	34.58	92.96	205.91	

ti = THICKNESS OF INTERNAL ELASTOMER LAYER, te = THICKNESS OF EXTERNAL ELASTOMER LAYER

* W/O IMPACT



DESIGN TRAFFIC

STATE ROUTE 126

2023 ADT = 56,839 2023 ADTT = 2,217
DESIGN SPEED = 55 MPH LEGAL SPEED = 55 MPH
DESIGN FUNCTIONAL CLASSIFICATION: 03-PRINCIPAL ARTERIAL (URBAN)

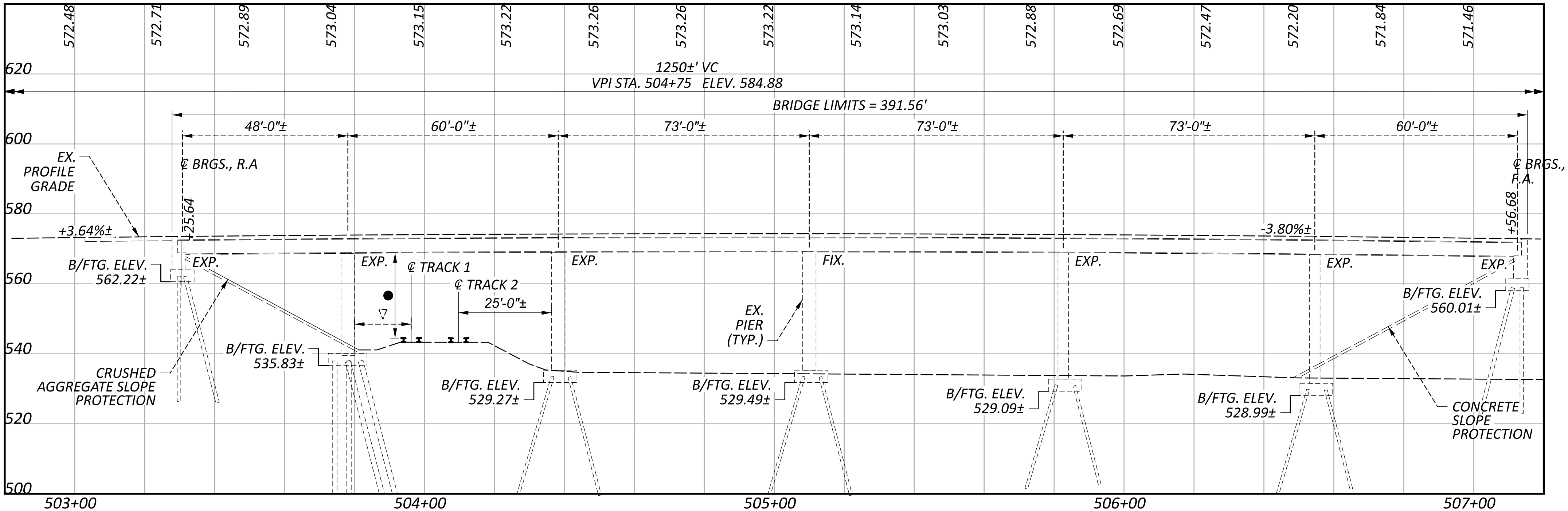
STATE ROUTE 4

2023 ADT = 16,909 2023 ADTT = 406
DESIGN SPEED = 55 MPH LEGAL SPEED = 55 MPH
DESIGN FUNCTIONAL CLASSIFICATION: 03-PRINCIPAL ARTERIAL (URBAN)

LEGEND

- 23.00' REQUIRED MINIMUM VERTICAL CLEARANCE
23.15' ACTUAL MINIMUM VERTICAL CLEARANCE
- ▽ 18.00' REQUIRED MINIMUM HORIZONTAL CLEARANCE
18.00' ACTUAL MINIMUM HORIZONTAL CLEARANCE

PLAN



PROFILE ALONG E EASTBOUND LANES

NOTES

- 1) DETAILS AND DIMENSIONS ON THIS SITE PLAN ARE FROM ARCHIVED PLANS AND SHOULD BE USED FOR REFERENCE ONLY.

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAMS WITH
REINFORCED CONCRETE DECK
AND SUBSTRUCTURE

SPANS: 57'-0", 65'-6", 79'-0", 79'-0", 79'-0", 60'-0" ON CURVE AND SPIRAL

ROADWAY: 39'-8" F/F PARAPET

LOADING: HS-20-44 CASE I & ALTERNATE MILITARY LOADING

SKEW: VARIES

WEARING SURFACE: 1 1/4" LATEX MODIFIED CONCRETE OVERLAY

APPROACH SLABS: AS-1-81

ALIGNMENT: 4°00'00" CURVE LEFT AND SPIRAL

CROWN: SUPERELEVATED (0.08 FT/FT MAX.)

STRUCTURE FILE NUMBER: 3118479

DATE BUILT: 1990

DISPOSITION: TO BE REHABILITATED

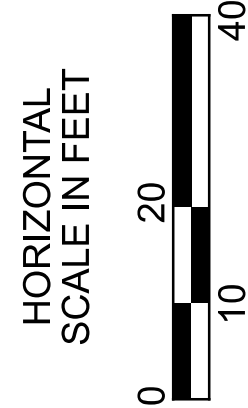
DECK AREA: 18,059 SF

COORDINATES: LATITUDE 39° 12' 21.43"

LONGITUDE -84° 28' 33.07"

PROPOSED WORK

- 1) CLEAN EXISTING BEAM SEAT AND BACKWALL.
- 2) REPLACE EXISTING ABUTMENT BEARINGS WITH NEW ELASTOMERIC BEARINGS.
- 3) FIELD PAINT 15' OF STRUCTURAL STEEL ENDS PER OZEU SPECIFICATIONS.



SITE PLAN
BRIDGE No.: HAM-126-1331R
STATE ROUTE 126 OVER STATE ROUTE 4 AND CSX TRANSPORTATION

SFN 3118479

DESIGN AGENCY



DESIGNER CHECKER

GTF NCD

REVIEWER

JDO 08-07-25

PROJECT ID

112574

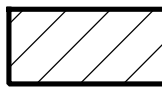
SUBSET TOTAL

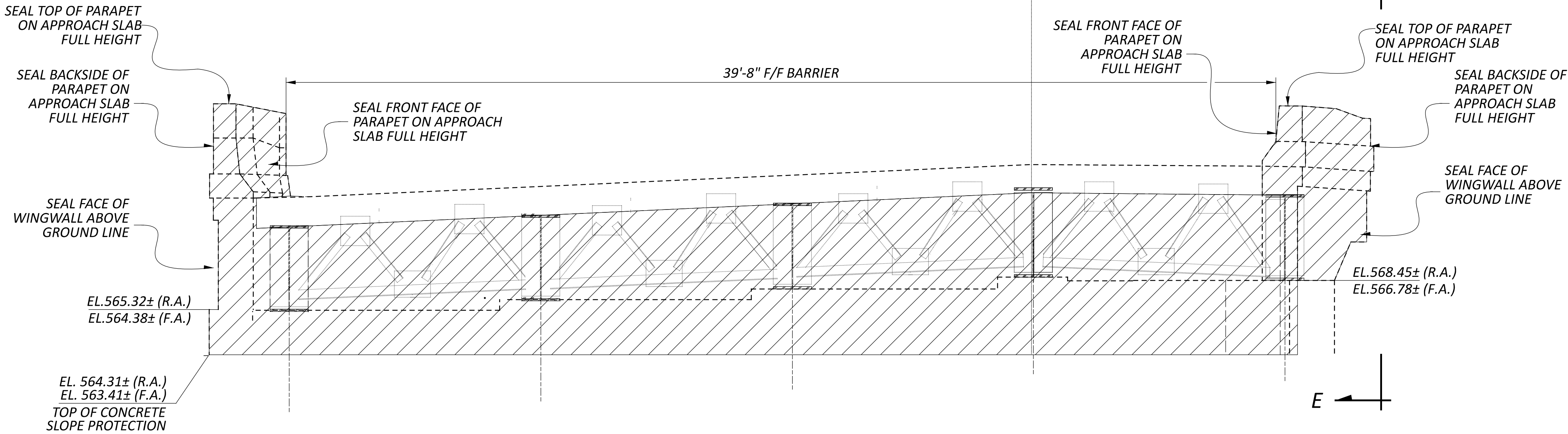
1 4

SHEET TOTAL

23 34

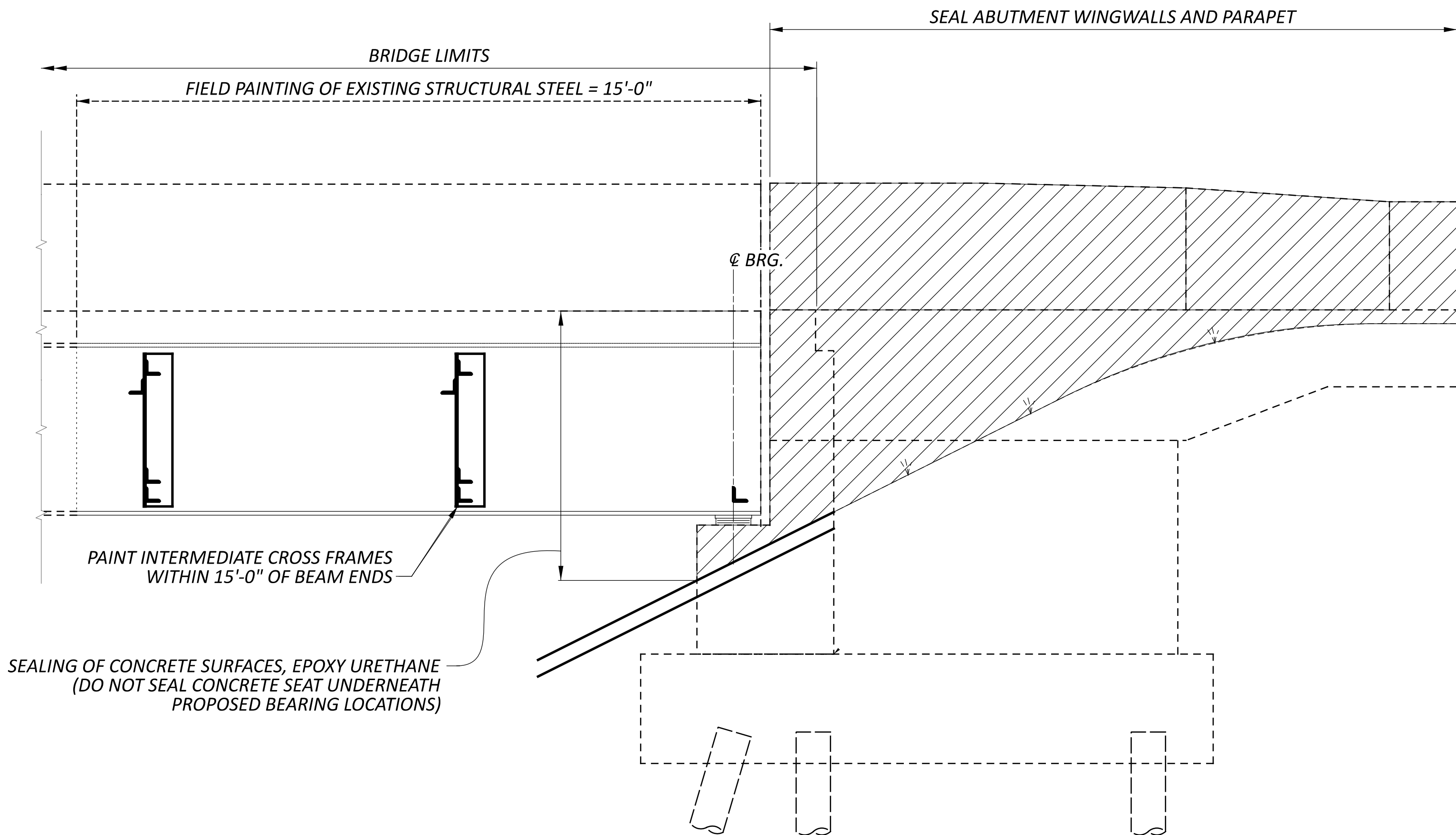
LEGEND

 - ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)



ABUTMENT ELEVATION

FORWARD ABUTMENT SHOWN, REAR ABUTMENT SIMILAR BUT OPPOSITE



SECTION E-E

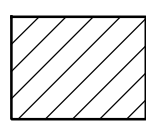
FIELD PAINTING OF STRUCTURAL STEEL CALCULATIONS

BEAM	SIZE	QUANTITY	PERIMETER (FT)	LENGTH (FT)	SURFACE AREA (SQ FT)
B-1	W36x194	1	8.9	15.0	132.8
B-2	W30x124	1	8.9	15.0	132.8
B-3	W30x124	1	8.9	15.0	132.8
B-4	W30x124	1	8.9	15.0	132.8
B-5	W30x124	1	8.9	15.0	132.8
TOTAL					664

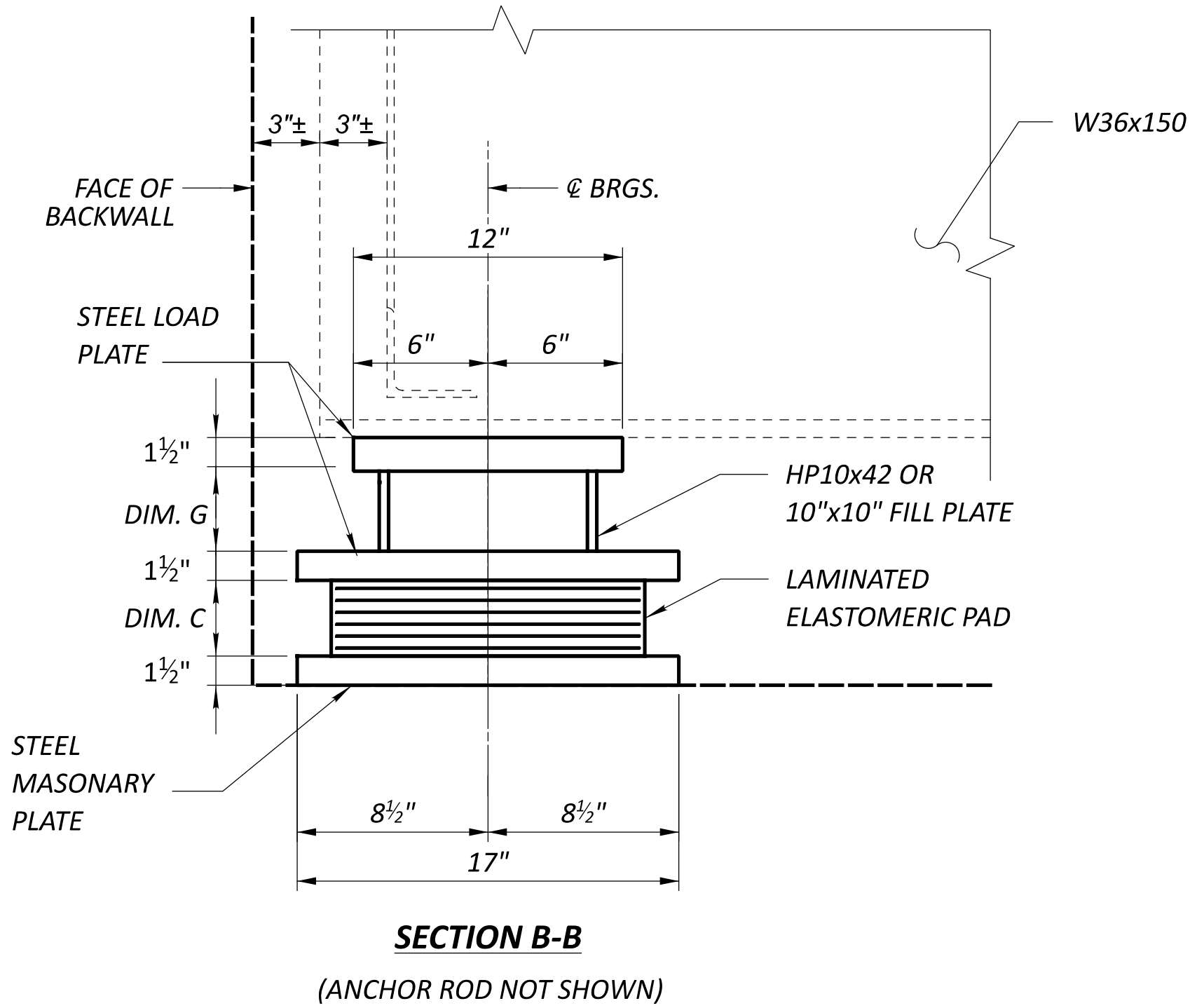
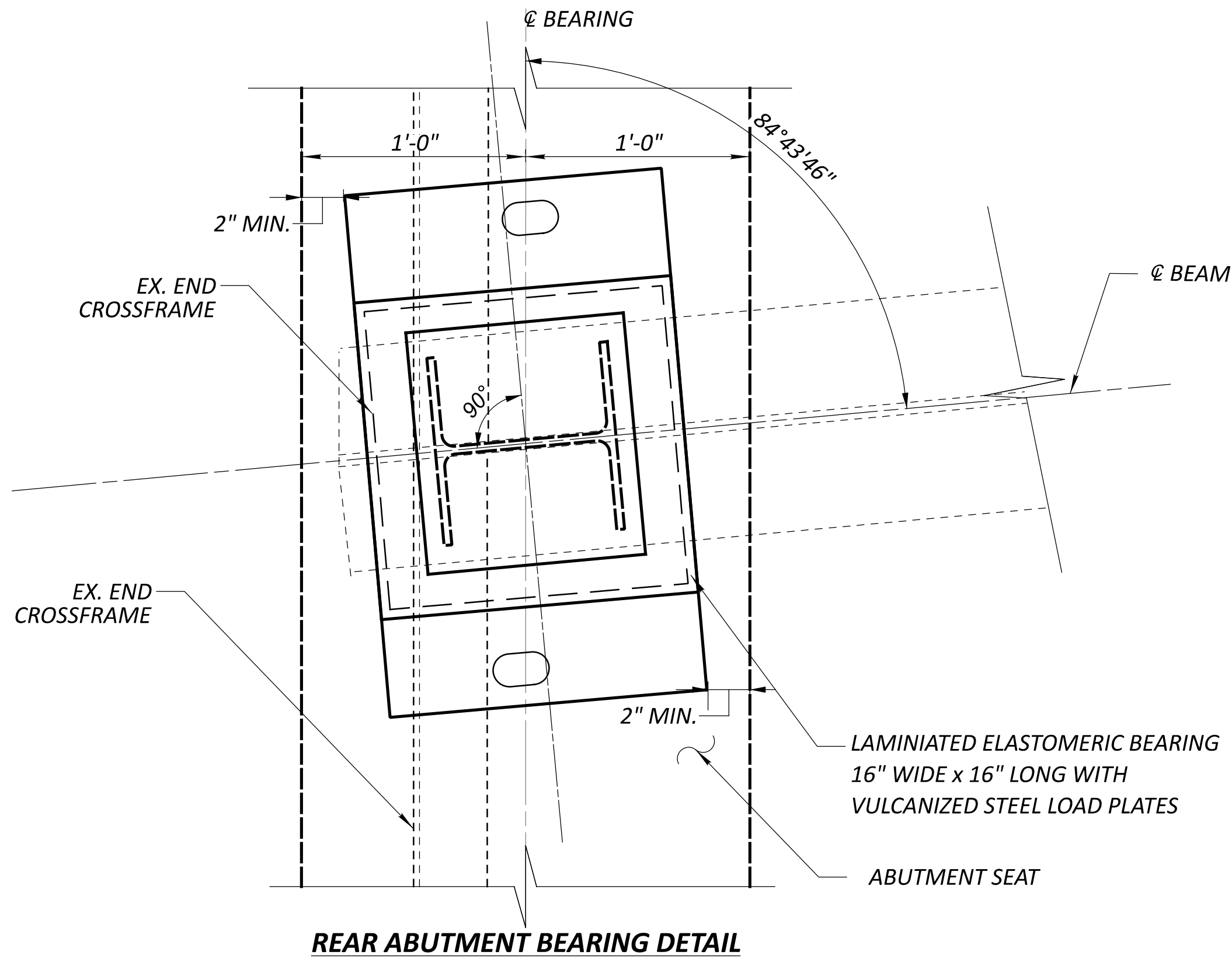
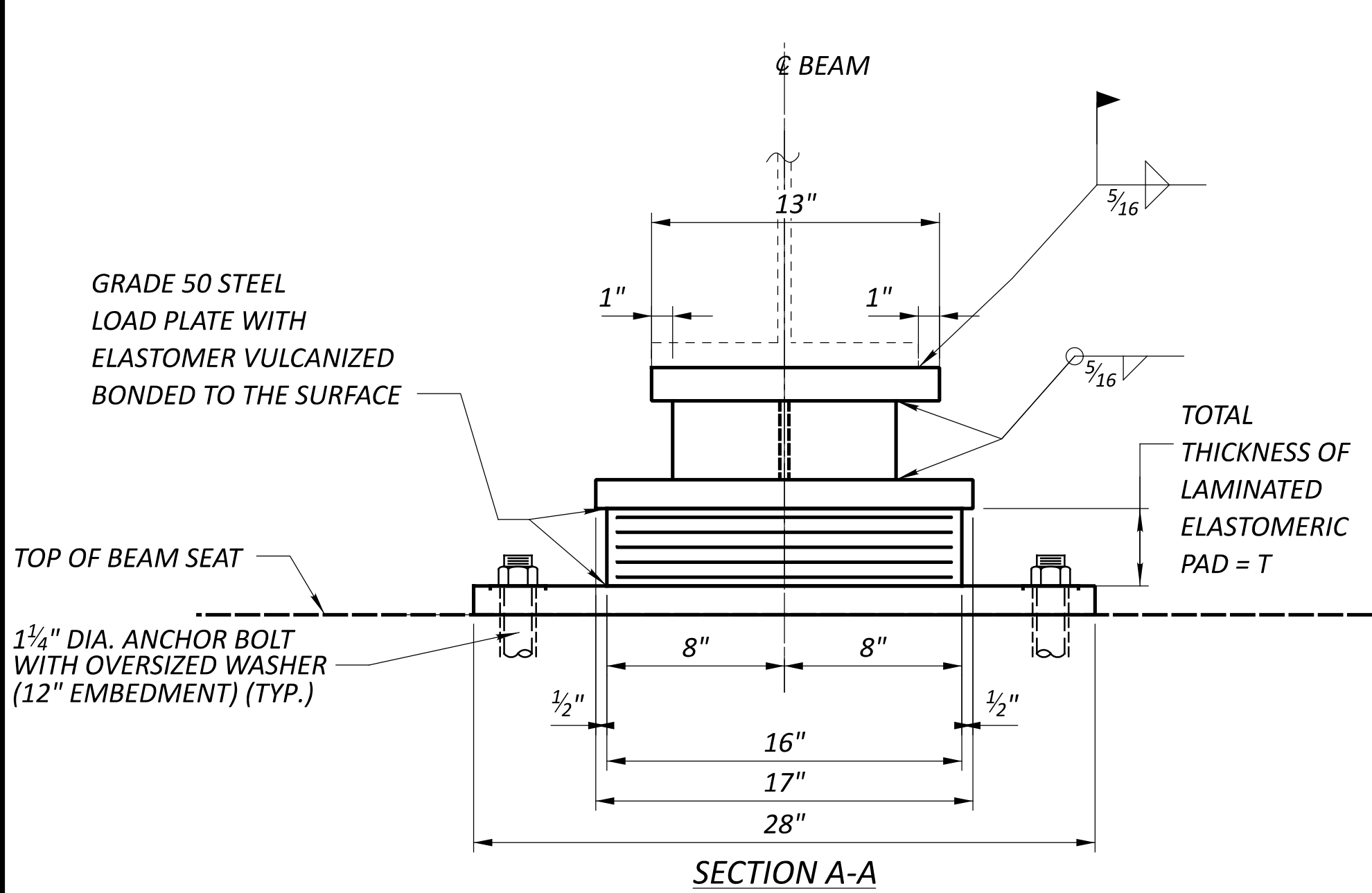
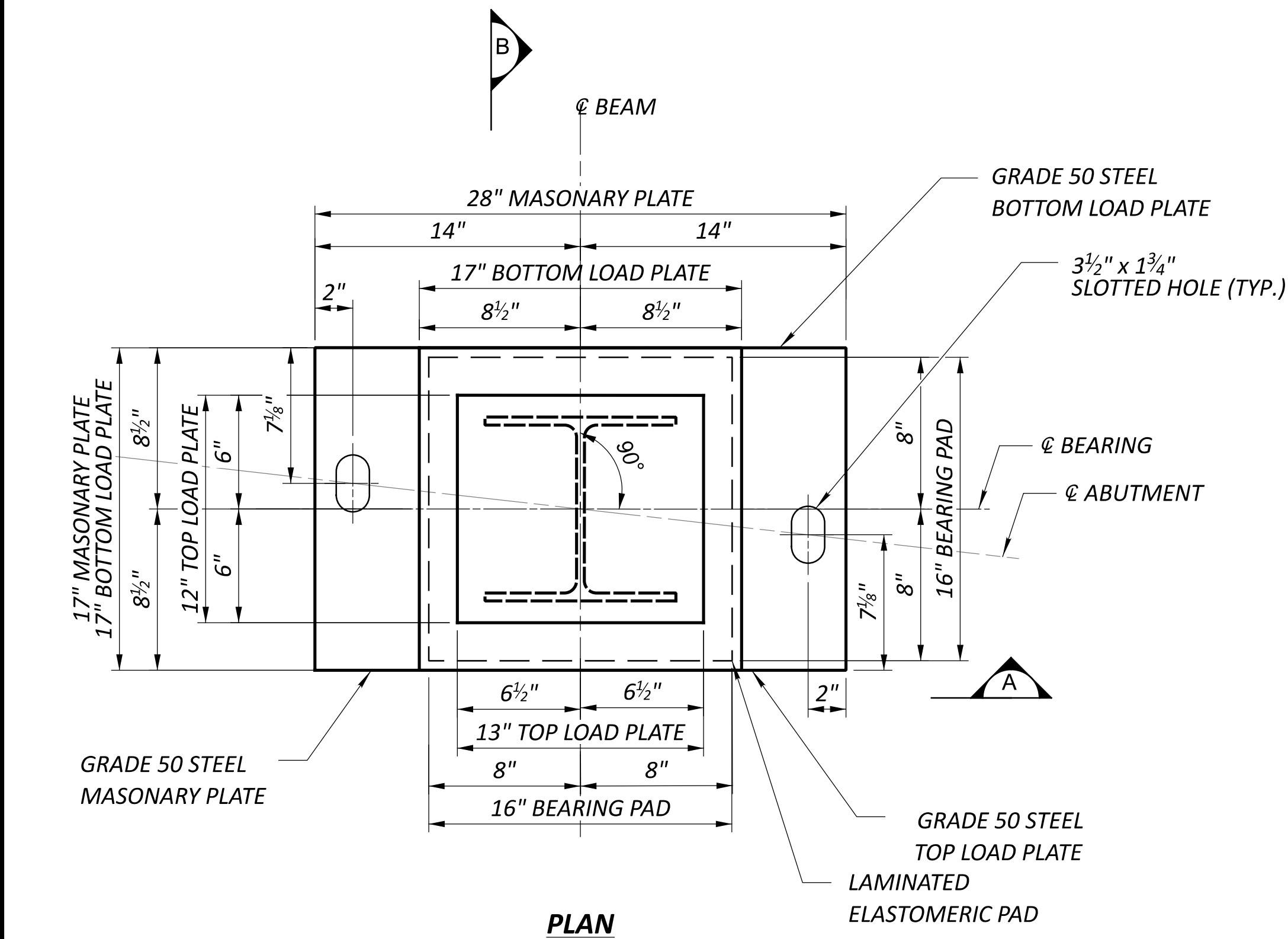
INTERMEDIATE CROSSFRAME	SIZE	QUANTITY	PERIMETER(FT)	LENGTH-DIAGONAL MEMBERS (FT)	LENGTH-BOTTOM MEMBER (FT)	SURFACE AREA (SQ FT)
STANDARD INT. CF	L3x3x3/8	10	1.0	9.8	9.5	291.0
CONNECTION PLATE	L6x4x3/8	20	1.5	-	-	75.4
TOTAL						366

END CROSSFRAME	SIZE	QUANTITY	PERIMETER (FT)	LENGTH-BOTTOM (FT)	LENGTH-DIAGONAL (FT)	SURFACE AREA (SQ FT)
STANDARD END CF	L6x4x3/8	8	1.3	9.5	23.4	341.6
LARGE PLATE	3/8"	16	2.2	2.0	x	69.1
SMALL PLATE	3/8"	8	2.2	1.5	x	25.2
TOTAL						436

SUMMARY OF CONCRETE SEALING AREAS

TYPE	SUBSTRUCTURE UNIT	ESTIMATED QUANTITIES
ITEM 512 CONCRETE SEALING 	REAR ABUTMENT	87 SQ. YD.
	FORWARD ABUTMENT	75 SQ. YD.
TOTAL CARRIED TO SUBSUMMARY		162 SQ. YD.





ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN

ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF (50 OR 60) DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.

WELDING: CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300° F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

BEARING REPOSITIONING: IF STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80° F OR LOWER THAN 40° F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60° F (±) 10° F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F (±) 10° F.

STRUCTURAL STEEL FOR BEARING LOAD PLATE, MASONRY PLATE, SHIMS AND HP SECTIONS SHALL BE A709 GRADE 50 AND INCLUDED WITH ITEM 516 FOR PAYMENT. ALL STRUCTURAL STEEL USED FOR THE PROPOSED BEARING SHALL BE FIELD PAINTED PER OZEU. PAINT COLOR SHALL BE FEDERAL COLOR 14277 AND BE INCLUDED IN ITEM 514 FOR PAYMENT.

THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF BEAM AND BEAM SEAT ELEVATIONS FOR EACH GIRDER AT THE ABUTMENTS PRIOR TO JACKING OPERATIONS AND FABRICATION OF BEARINGS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO THE DISTRICT 8 BRIDGE ENGINEER PRIOR TO JACKING. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED.

ANY BEARING HP-SECTION HEIGHTS OR DIMENSIONS SHOWN SHALL BE CONSIDERED APPROXIMATE AND ARE SHOWN FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY THE HEIGHT OF REQUIRED HP-SECTION BY MEASURING THE DISTANCE BETWEEN THE BEAM SEAT ELEVATION AND THE BOTTOM OF THE EXISTING BEAM FLANGE AND THEN SUBTRACTING FROM THAT DISTANCE THE THICKNESS OF THE BEARING AND LOAD PLATES.

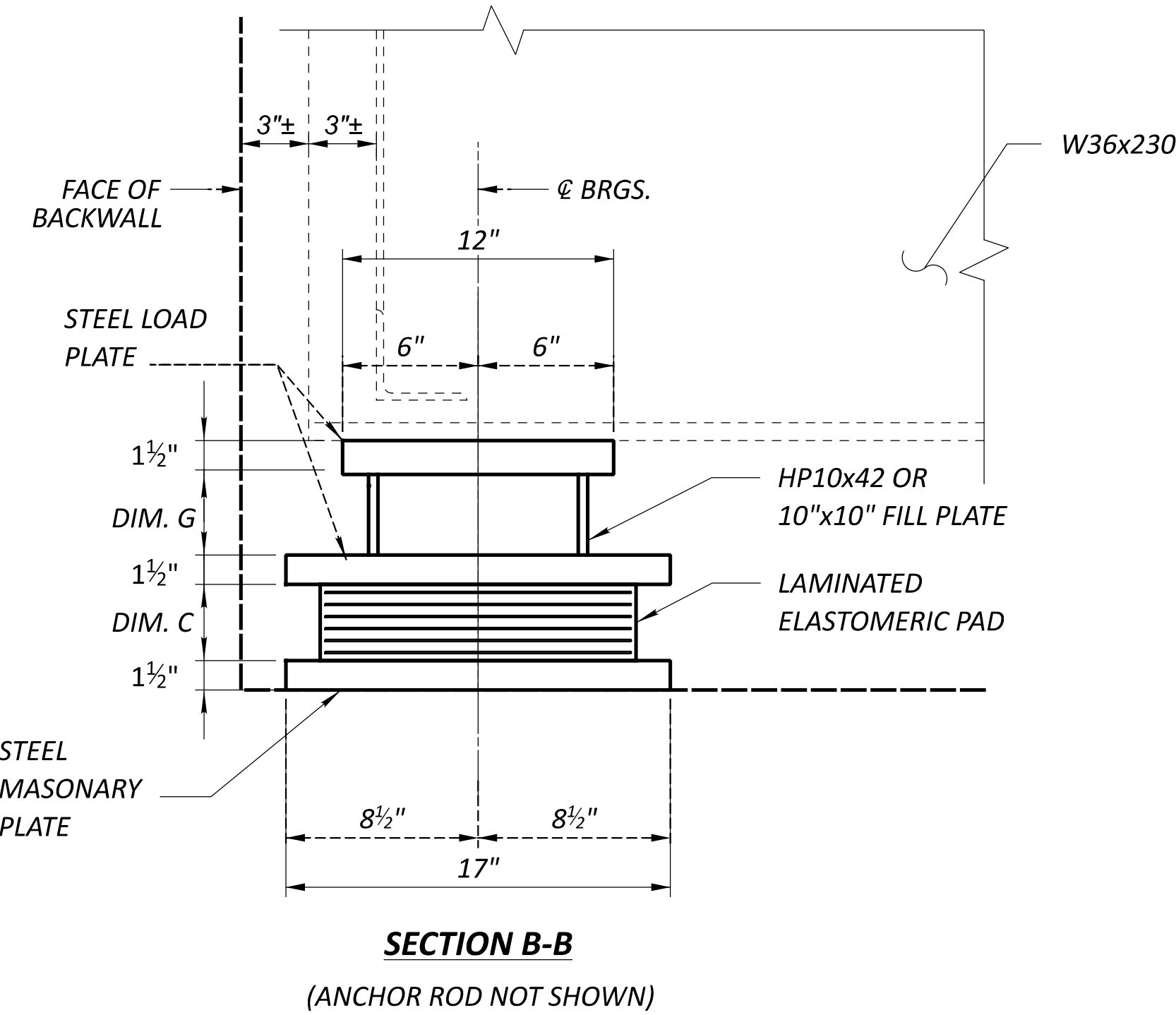
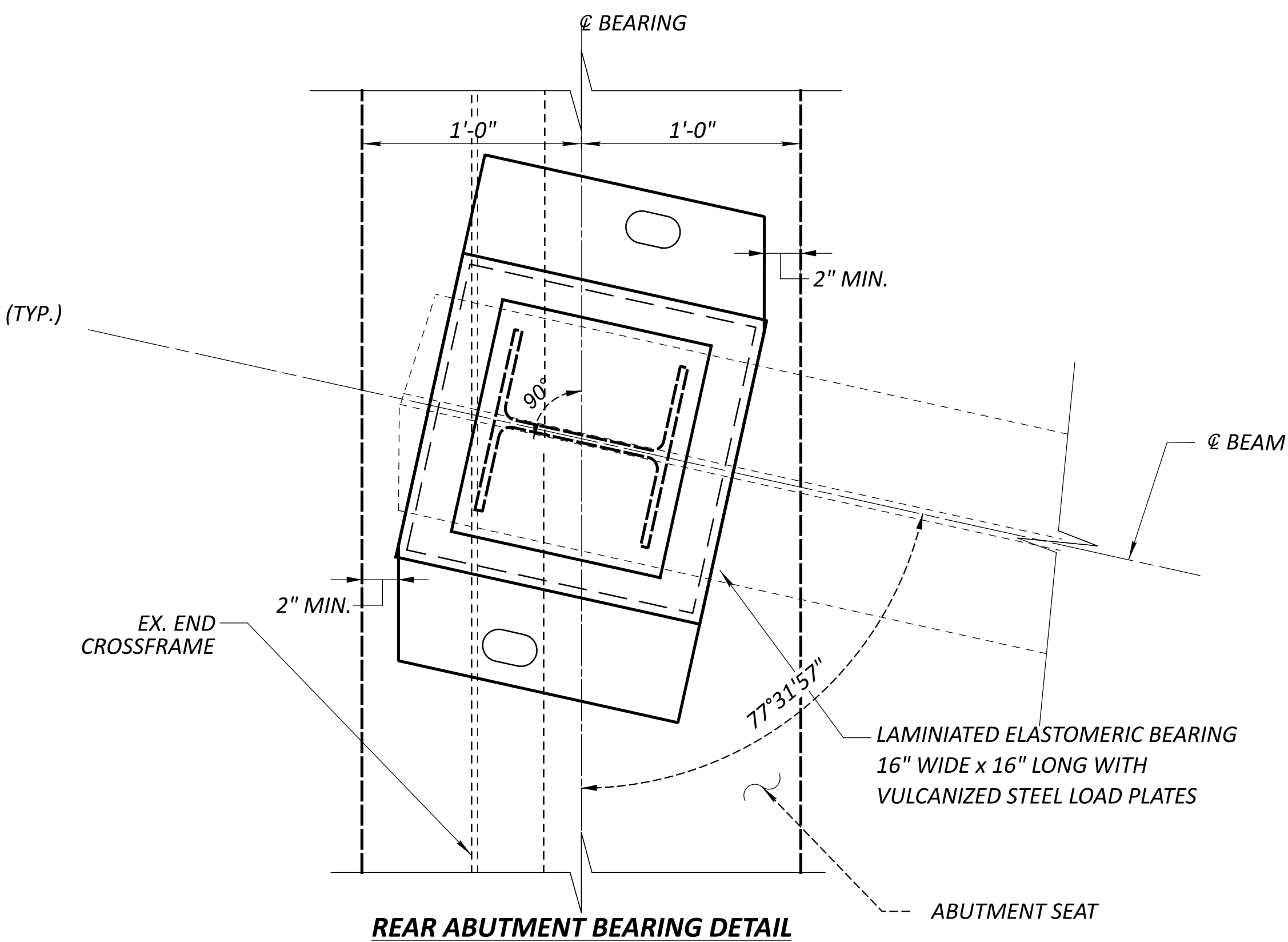
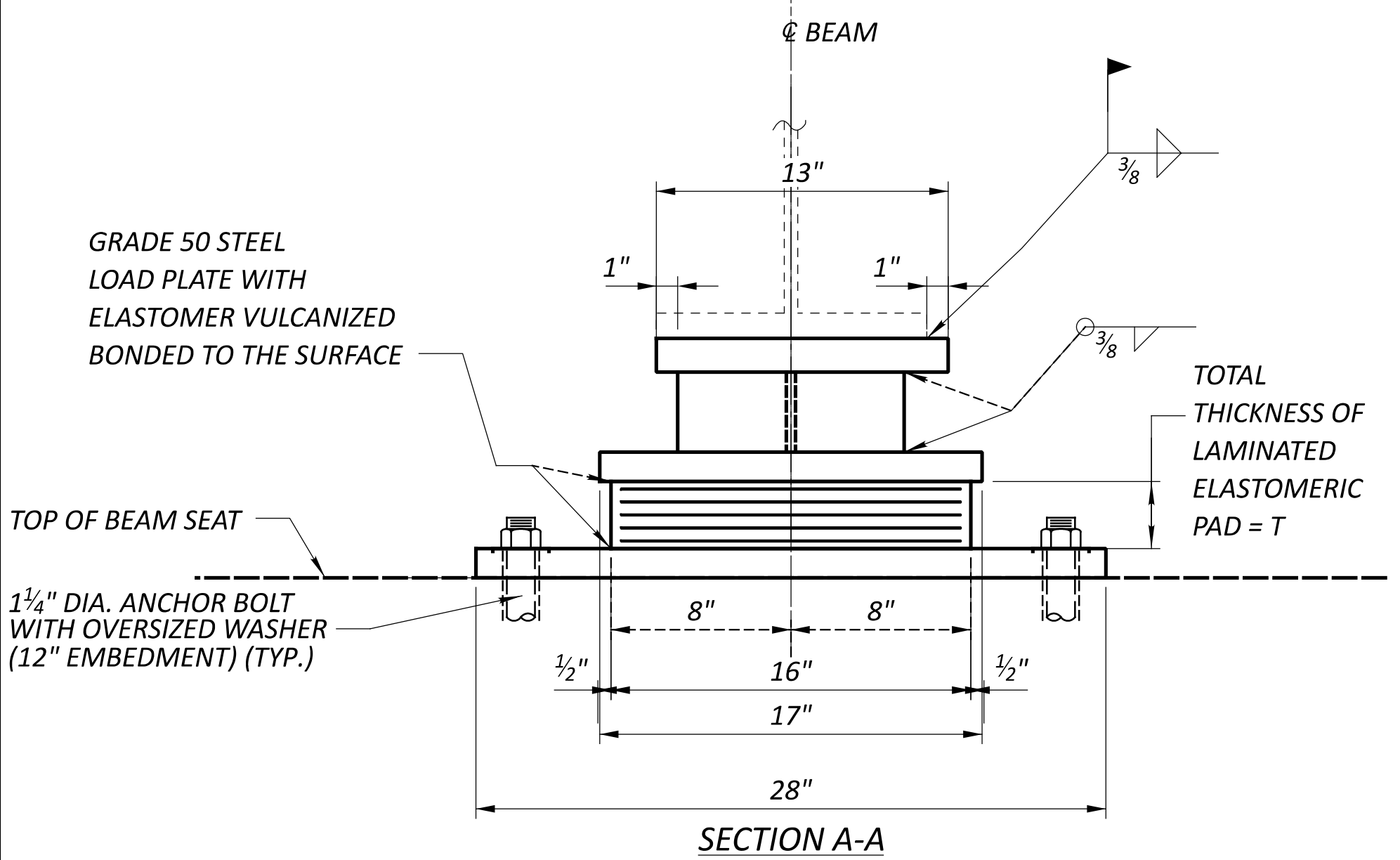
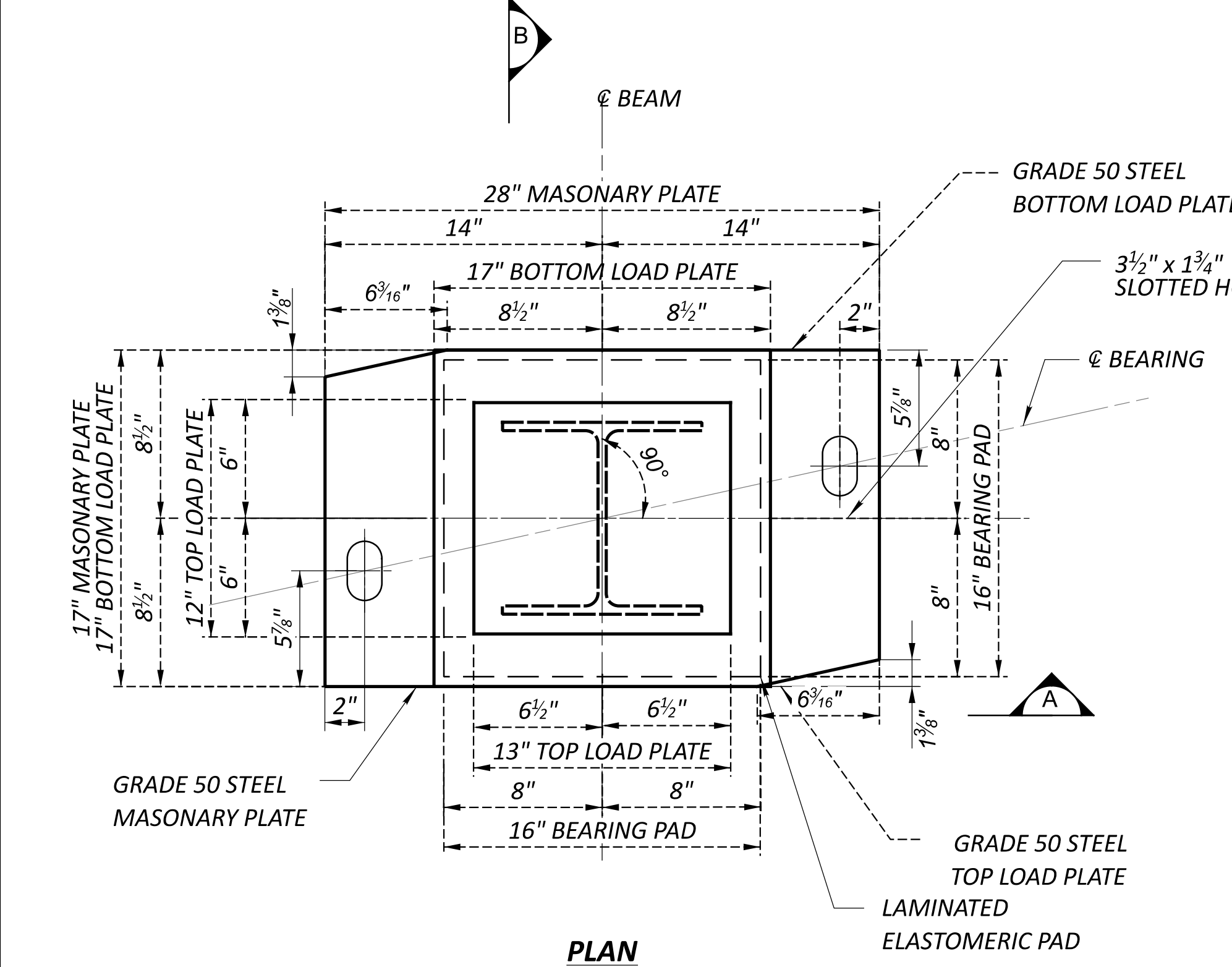
ANY PLATE THICKNESS ADJUSTMENTS AND/OR SHIMS REQUIRED TO COMPLETE THE BEARINGS INSTALLATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A MAXIMUM OF ONE SHIM PLATE SHALL BE ALLOWED PER BEARING. IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL ASSURE THAT THERE IS A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. THE CONTRACTOR SHALL ASSURE THAT NO BEAMS OR BEARING DEVICES ARE FLOATING.

SET MASONRY PLATES ON BRIDGE SEATS THAT ARE FLAT AND SMOOTHLY FINISHED. IF THE BRIDGE SEAT AREA IS UNEVEN, USE A BUSHHAMMER OR GRINDER FOLLOWED BY A THIN FILM OF PORTLAND CEMENT MORTAR OR PASTE TO FILL THE PITTED SURFACE TO BRING THE SEAT AREA TO THE PROPER ELEVATION AND PROVIDE A LEVEL, EVEN SURFACE.

BASIS OF PAYMENT: THE UNIT PRICE BIDS SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH STEEL LOAD PLATES AND HP-SECTIONS INCLUDING GRINDING OF WELDS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

REAR ABUTMENT ELASTOMERIC BEARING PAD DATA						
BEAM No.	A	B	C	D	F	
EXISTING BEARING HEIGHT	PROPOSED BEARING THICKNESS	REQ'D LOAD R THICKNESS AT C BEARING (TOP)	REQ'D LOAD R THICKNESS AT C BEARING (BOTTOM)	REQ'D MASONRY R THICKNESS AT C BEARING	HP SECT. OR FILL PLATE THICKNESS (A-B-C-D-E)	
1	12" ±	3.493"	1.50"	1.50"	1.50"	4.0"±
2	12" ±	3.493"	1.50"	1.50"	1.50"	4.0"±
3	12" ±	3.493"	1.50"	1.50"	1.50"	4.0"±
4	12" ±	3.493"	1.50"	1.50"	1.50"	4.0"±
5	12" ±	3.493"	1.50"	1.50"	1.50"	4.0"±

REAR ABUTMENT ELASTOMERIC PAD DATA FOR EXISTING BEAMS											
	SUB- STRUCTURE	ELASTOMERIC PAD							REACTIONS		FACTORED MAX. DESIGN LOAD (K)
		T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES		TYPE	DEAD LOAD (KIPS)	LIVE * LOAD (KIPS)	
						NO.	THICK.				
HAM-126-1331R	R. ABUTMENT	3.493"	4	0.550"	0.385"	5	0.1046"	EXP.	31.54	85.92	189.79
ti = THICKNESS OF INTERNAL ELASTOMER LAYER, te = THICKNESS OF EXTERNAL ELASTOMER LAYER											
* W/O IMPACT											



ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN

ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF (50 OR 60) DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.

WELDING: CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300° F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

BEARING REPOSITIONING: IF STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80° F OR LOWER THAN 40° F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60° F (±) 10° F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F (±) 10° F.

STRUCTURAL STEEL FOR BEARING LOAD PLATE, MASONRY PLATE, SHIMS AND HP SECTIONS SHALL BE A709 GRADE 50 AND INCLUDED WITH ITEM 516 FOR PAYMENT. ALL STRUCTURAL STEEL USED FOR THE PROPOSED BEARING SHALL BE FIELD PAINTED PER OZEU. PAINT COLOR SHALL BE FEDERAL COLOR 14277 AND BE INCLUDED IN ITEM 514 FOR PAYMENT.

THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF BEAM AND BEAM SEAT ELEVATIONS FOR EACH GIRDER AT THE ABUTMENTS PRIOR TO JACKING OPERATIONS AND FABRICATION OF BEARINGS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO THE DISTRICT 8 BRIDGE ENGINEER PRIOR TO JACKING. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED.

ANY BEARING HP-SECTION HEIGHTS OR DIMENSIONS SHOWN SHALL BE CONSIDERED APPROXIMATE AND ARE SHOWN FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY THE HEIGHT OF REQUIRED HP-SECTION BY MEASURING THE DISTANCE BETWEEN THE BEAM SEAT ELEVATION AND THE BOTTOM OF THE EXISTING BEAM FLANGE AND THEN SUBTRACTING FROM THAT DISTANCE THE THICKNESS OF THE BEARING AND LOAD PLATES.

ANY PLATE THICKNESS ADJUSTMENTS AND/OR SHIMS REQUIRED TO COMPLETE THE BEARINGS INSTALLATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A MAXIMUM OF ONE SHIM PLATE SHALL BE ALLOWED PER BEARING. IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL ASSURE THAT THERE IS A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. THE CONTRACTOR SHALL ASSURE THAT NO BEAMS OR BEARING DEVICES ARE FLOATING.

SET MASONRY PLATES ON BRIDGE SEATS THAT ARE FLAT AND SMOOTHLY FINISHED. IF THE BRIDGE SEAT AREA IS UNEVEN, USE A BUSHHAMMER OR GRINDER FOLLOWED BY A THIN FILM OF PORTLAND CEMENT MORTAR OR PASTE TO FILL THE PITTED SURFACE TO BRING THE SEAT AREA TO THE PROPER ELEVATION AND PROVIDE A LEVEL, EVEN SURFACE.

BASIS OF PAYMENT: THE UNIT PRICE BIDS SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH STEEL LOAD PLATES AND HP-SECTIONS INCLUDING GRINDING OF WELDS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

FORWARD ABUTMENT ELASTOMERIC BEARING PAD DATA						
BEAM No.	A	B	C	D	E	F
EXISTING BEARING HEIGHT	PROPOSED BEARING THICKNESS	REQ'D LOAD P_r THICKNESS AT ϕ BEARING (TOP)	REQ'D LOAD P_r THICKNESS AT ϕ BEARING (BOTTOM)	REQ'D MASONRY P_r THICKNESS AT ϕ BEARING	HP SECT. OR FILL PLATE THICKNESS (A-B-C-D-E)	
1	12" ±	3.763"	1.50"	1.50"	1.50"	3.75" ±
2	12" ±	3.763"	1.50"	1.50"	1.50"	3.75" ±
3	12" ±	3.763"	1.50"	1.50"	1.50"	3.75" ±
4	12" ±	3.763"	1.50"	1.50"	1.50"	3.75" ±
5	12" ±	3.763"	1.50"	1.50"	1.50"	3.75" ±

FORWARD ABUTMENT ELASTOMERIC PAD DATA FOR EXISTING BEAMS											
	SUB- STRUCTURE	ELASTOMERIC PAD							REACTIONS		FACTORED MAX. DESIGN LOAD (K)
		T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES		TYPE	DEAD LOAD (KIPS)	LIVE* LOAD (KIPS)	
						NO.	THICK.				
HAM-126-1331R	F. ABUTMENT	3.763"	4	0.600"	0.420"	5	0.1046"	EXP.	37.55	96.76	216.27
ti = THICKNESS OF INTERNAL ELASTOMER LAYER, te = THICKNESS OF EXTERNAL ELASTOMER LAYER											
* W/O IMPACT											

NOTES

1) DETAILS AND DIMENSIONS ON THIS SITE PLAN ARE FROM ARCHIVED PLANS AND SHOULD BE USED FOR REFERENCE ONLY.

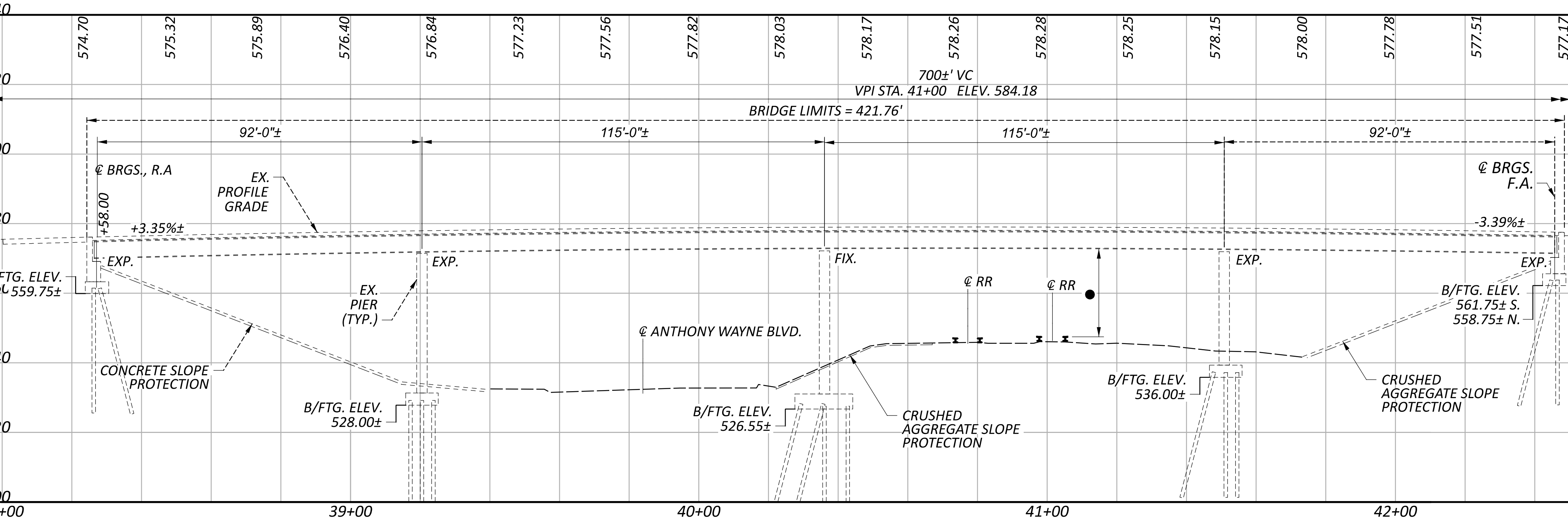
DESIGN TRAFFIC

STATE ROUTE 126

2023 ADT = 10,172 2023 ADTT = 540
DESIGN SPEED = 55 MPH LEGAL SPEED = 55 MPH
DESIGN FUNCTIONAL CLASSIFICATION: 02-PRINCIPAL ARTERIAL (URBAN)

ANTHONY WAYNE BLVD.

2023 ADT = 4,768 2023 ADTT = 204
DESIGN SPEED = 55 MPH LEGAL SPEED = 55 MPH
DESIGN FUNCTIONAL CLASSIFICATION: 05-MAJOR COLLECTOR (URBAN)



PROFILE ALONG WESTBOUND LANES

PLAN

LEGEND

- 23.00' REQUIRED MINIMUM VERTICAL CLEARANCE
- 23'-2½" ACTUAL MINIMUM VERTICAL CLEARANCE

EXISTING STRUCTURE

TYPE: CONTINUOUS PLATE GIRDER WITH REINFORCED CONCRETE DECK & SUBSTRUCTURES

SPANS: 92'-0", 115'-0", 115'-0", & 92'-0" ON CURVE AND SPIRAL
ROADWAY: 41'-8" F/F PARAPETS
LOADING: HS-20-44 CASE I & ALTERNATE MILITARY LOADING
SKEW: 51°30'01" L.F.

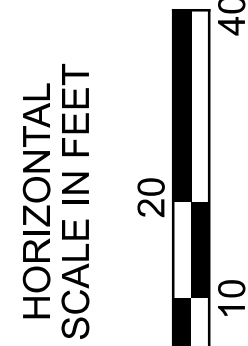
WEARING SURFACE: 1 1/4" LATEX MODIFIED CONCRETE OVERLAY
APPROACH SLABS: AS-1-81 (25'-0" LONG)
ALIGNMENT: 5°00'00" CURVE LEFT
CROWN: SUPERELEVATED (0.0833 FT/FT MAX.)

STRUCTURE FILE NUMBER: 3104915
DATE BUILT: 1990
DISPOSITION: TO BE REHABILITATED
DECK AREA: 18,357 SF

COORDINATES: LATITUDE 39° 12' 18.26"
LONGITUDE -84°28'04.35"

PROPOSED WORK

- 1) REPLACE ALL EXISTING NOISE WALL PANELS.
- 2) REPAIR OR REPLACE DAMAGED OR DETERIORATED POSTS AS REQUIRED BY THE ENGINEER UPON INSPECTION OF THE POSTS AFTER REMOVAL OF THE EXISTING NOISE WALL PANELS.
- 3) REPLACE EXISTING ABUTMENT BEARINGS WITH NEW ELASTOMERIC BEARINGS.
- 4) SEAL THE EXISTING ABUTMENTS WITH EPOXY URETHANE SEALER.
- 5) FIELD PAINT 15' OF STRUCTURAL STEEL ENDS PER OZEU SPECIFICATIONS.



SITE PLAN
BRIDGE No.: HAM-126-1373N
STATE ROUTE 126 OVER ANTHONY WAYNE BLVD. & NORFOLK SOUTHERN RR

SFN
3104915

DESIGN AGENCY



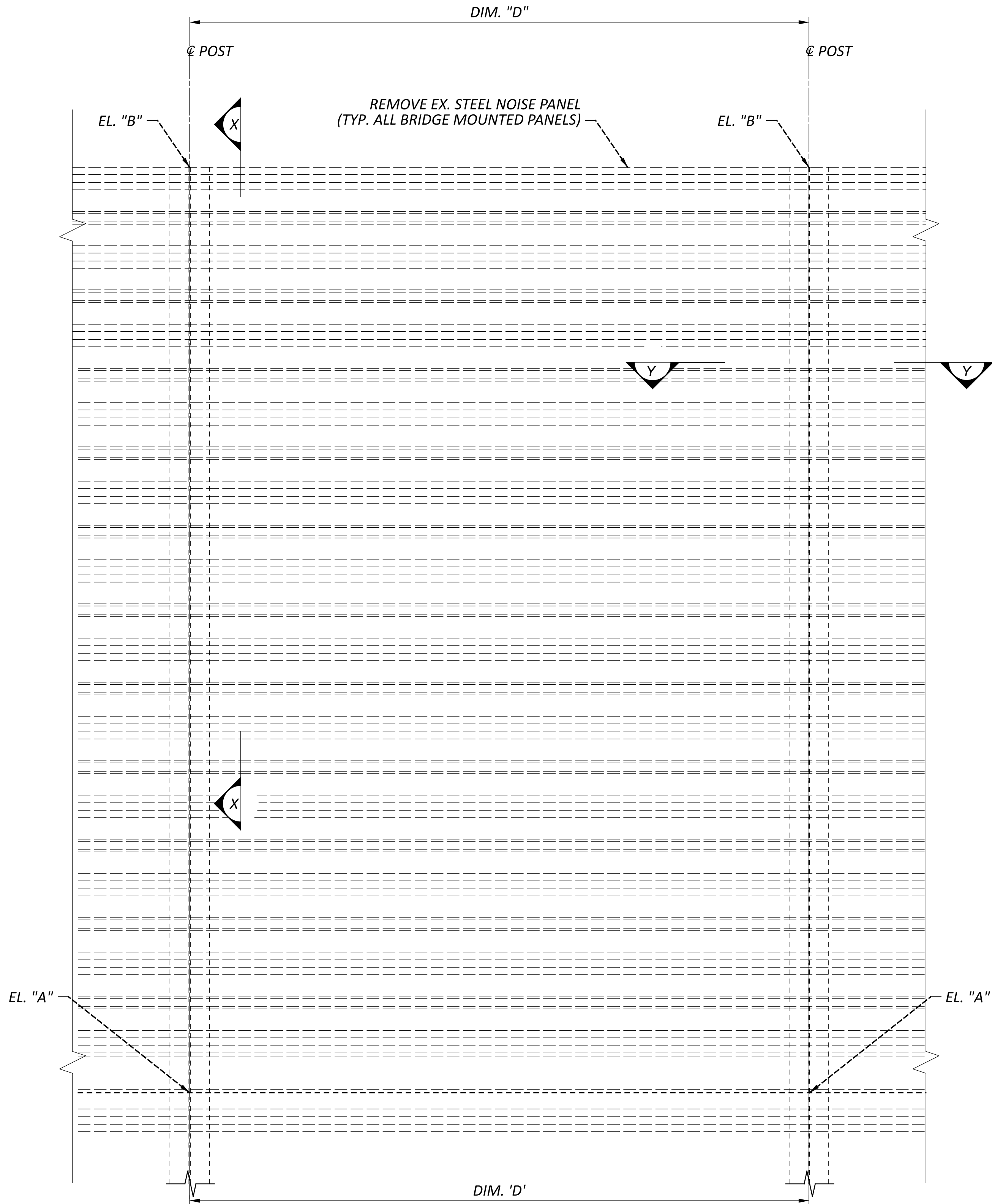
DESIGNER GTF
CHECKER BCP

REVIEWER
CAH 08-07-25

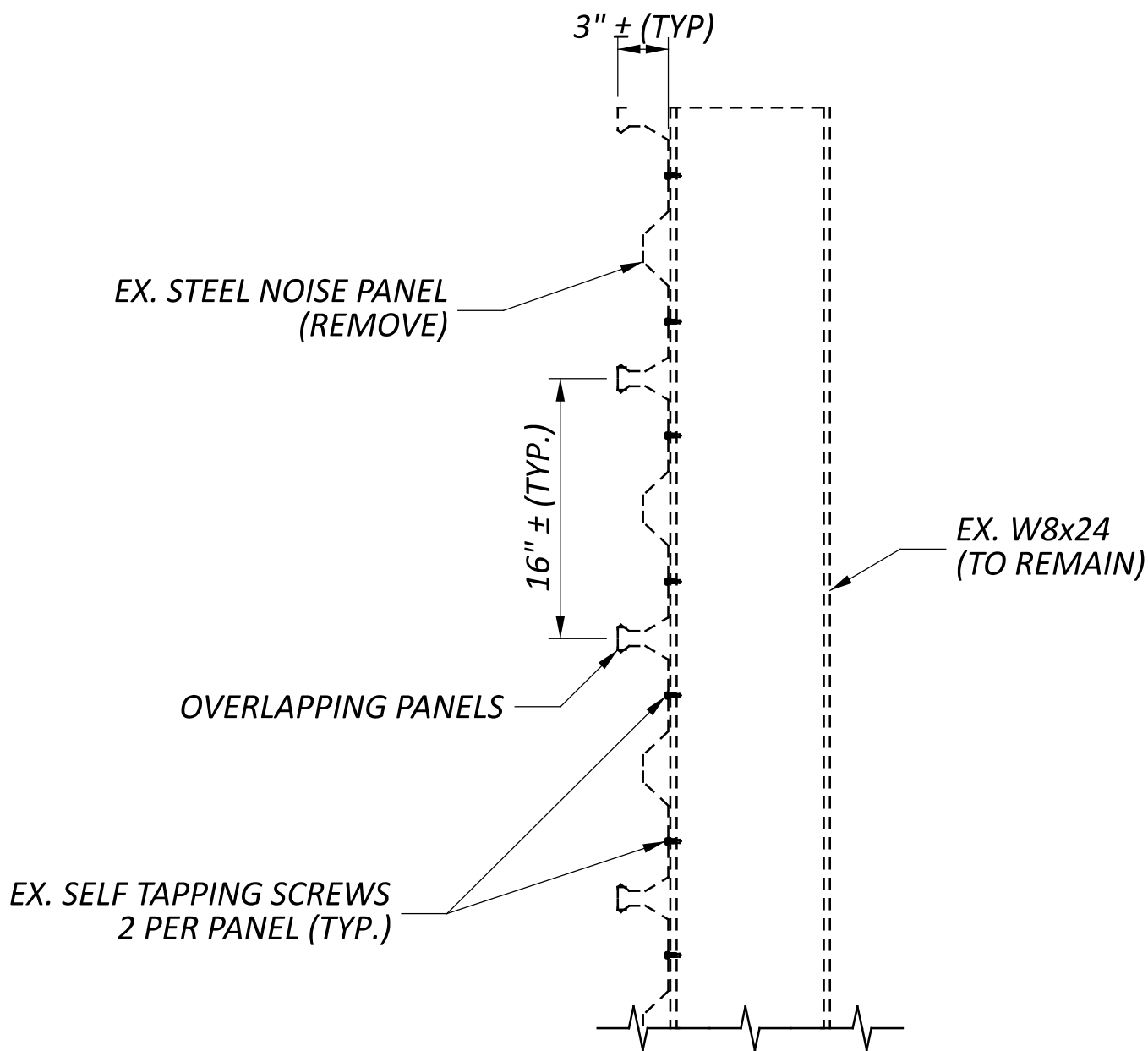
PROJECT ID
112574

SUBSET 1
TOTAL 8

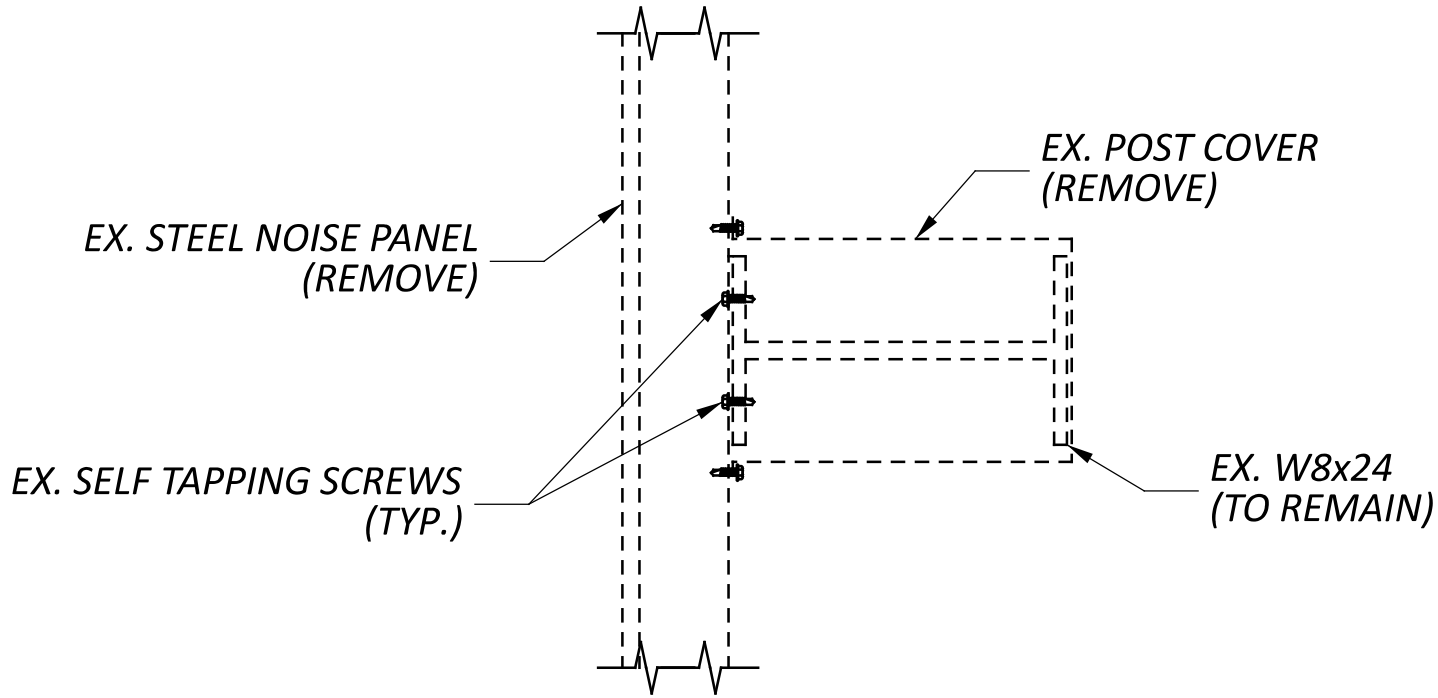
SHEET 27
TOTAL 34



TYPICAL NOISE BARRIER LOCATION

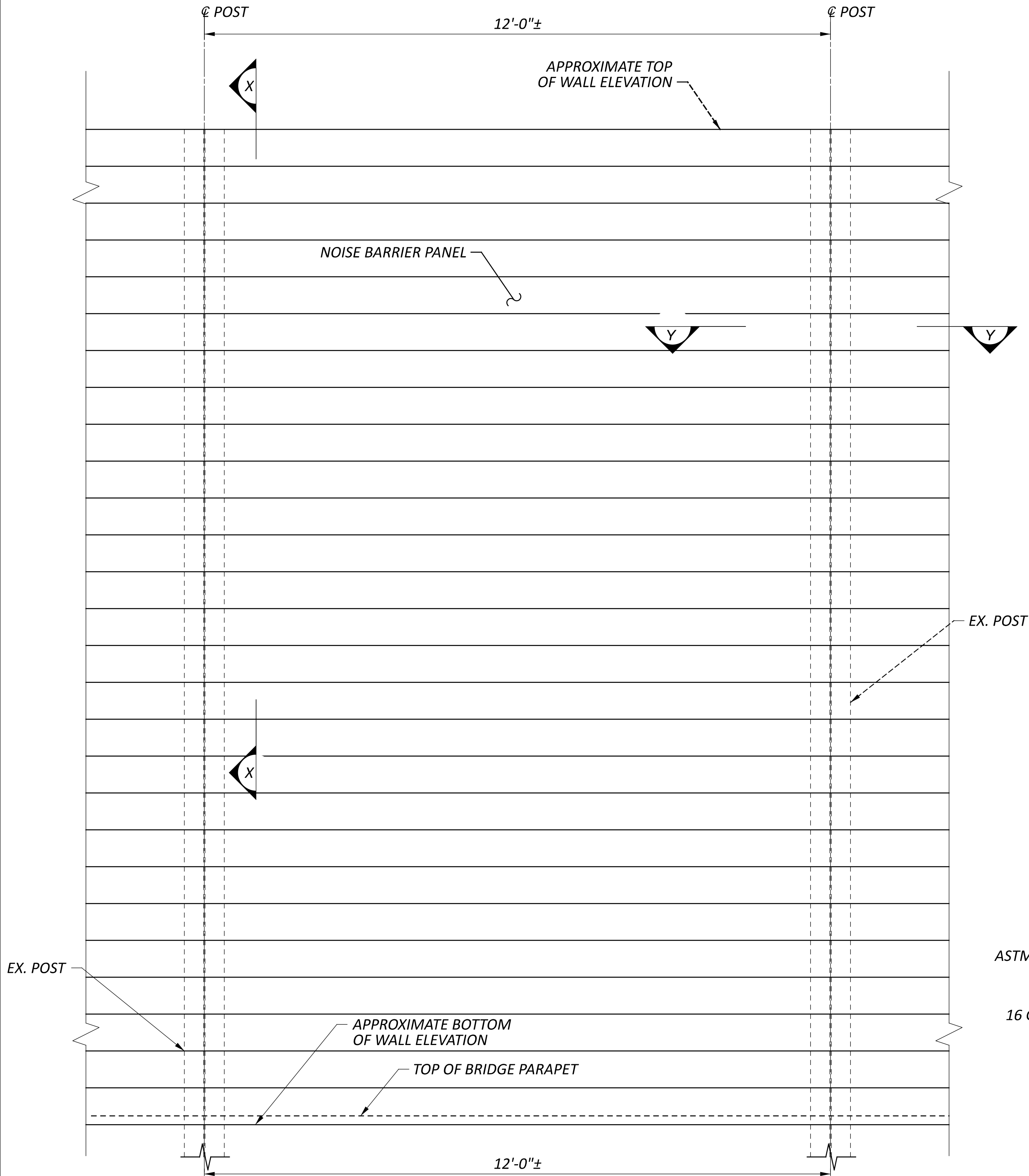


SECTION A-A
(POST COVER NOT SHOWN FOR CLARITY)

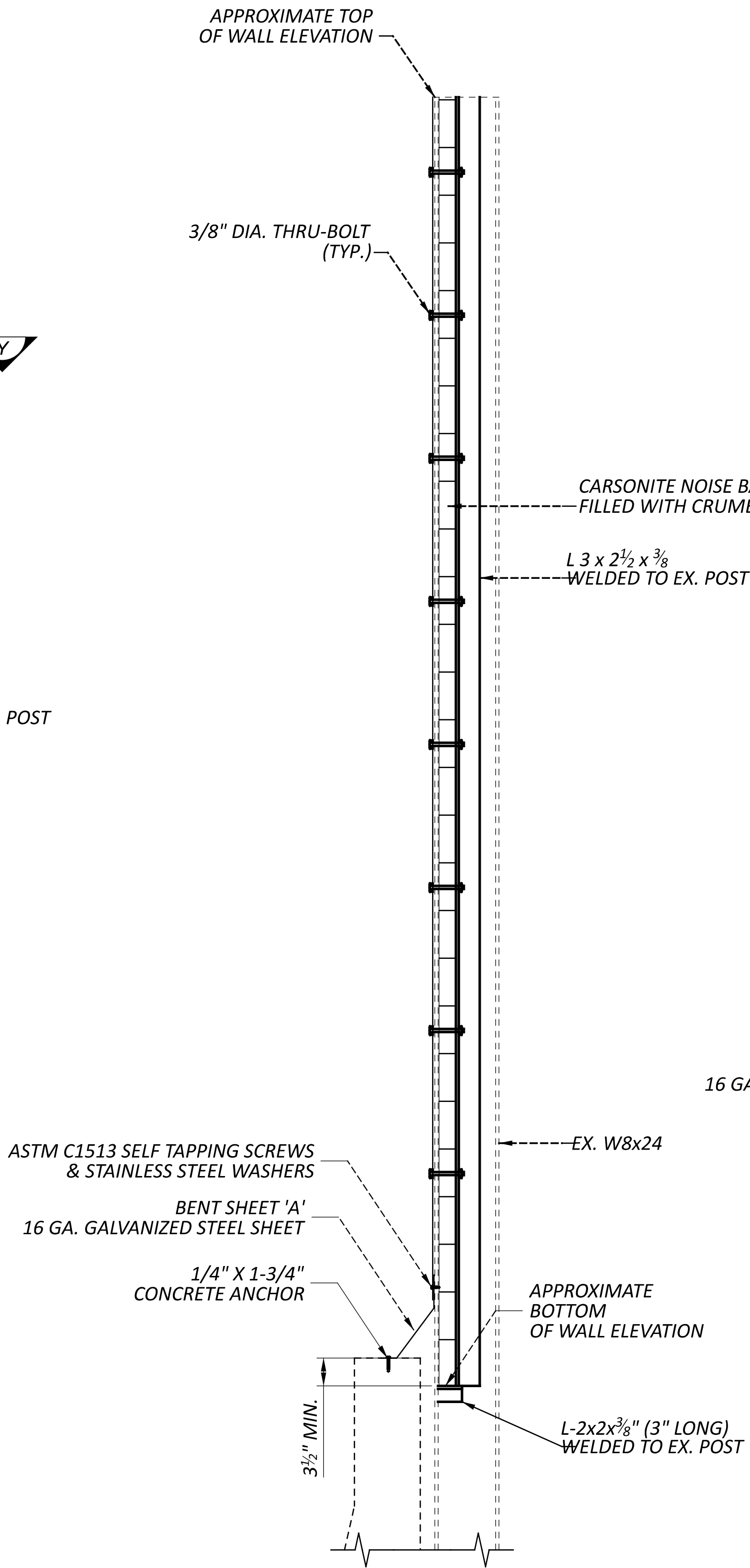


SECTION B-B

SFN	
3104915	
DESIGN AGENCY	
DESIGNER	CHECKER
GTF	BCP
REVIEWER	
SRK 5-13-2025	
PROJECT ID	
112574	
SUBSET	TOTAL
2	8
SHEET	TOTAL
28	34

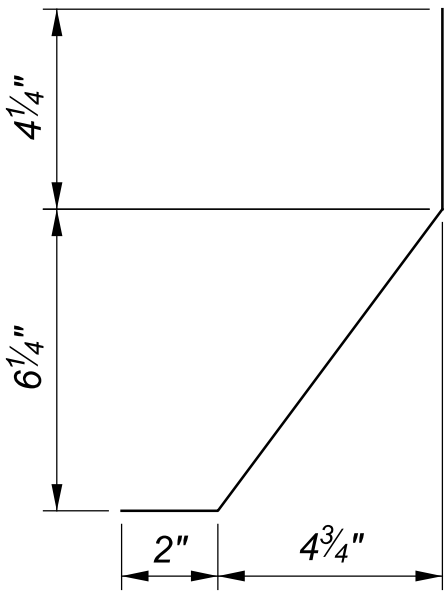


TYPICAL NOISE BARRIER ELEVATION

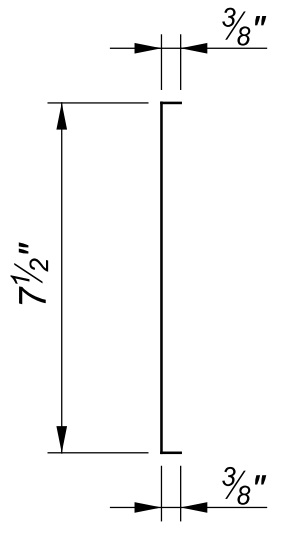


SECTION A-A

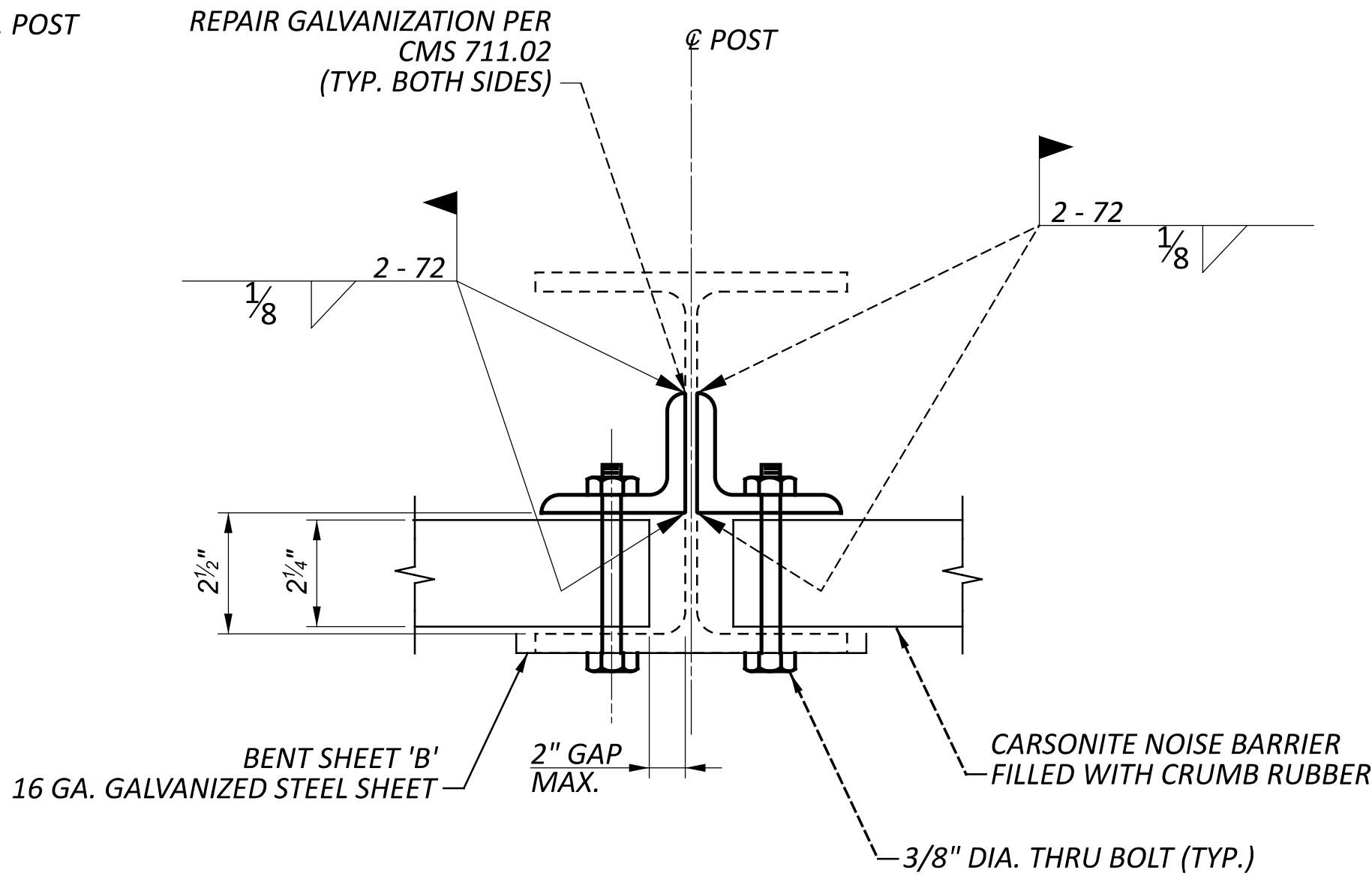
NOTE:
ALL MATERIAL SHALL BE ASTM-A709 GR. 50 OR A36
WITH YIELD STRENGTH OF 36 KSI.



SHEET 'A'



SHEET 'B'



TYPICAL NOISE BARRIER LOCATION



BAY NO.	LENGTH	APPROXIMATE TOP PANEL ELEVATION	APPROXIMATE BOTTOM PANEL ELEVATION	TOTAL WALL HEIGHT	COMMENTS	SPECIAL	SPECIAL	SPECIAL	SPECIAL
	FT			FT		NOISE BARRIER REMOVAL	NOISE BARRIER (REFLECTIVE)	NOISE BARRIER POST REMOVAL AND REUSE	NOISE BARRIER POST REMOVAL AND REPLACEMENT
1	12.0	589.0	577.0	12.0		144	144		
2	12.0	589.0	577.0	12.0		144	144		
3	12.0	590.0	578.0	12.0		144	144		
4	12.0	590.0	578.0	12.0		144	144		
5	12.0	590.0	578.0	12.0		144	144		
6	12.0	590.0	578.0	12.0		144	144		
7	12.0	590.0	578.0	12.0		144	144		
8	12.0	590.0	578.0	12.0		144	144		
9	12.0	590.0	578.0	12.0		144	144		
10	12.0	590.0	578.0	12.0		144	144		
11	12.0	590.0	578.0	12.0		144	144		
12	12.0	590.0	578.0	12.0		144	144		
13	12.0	590.0	578.0	12.0		144	144		
14	12.0	590.0	578.0	12.0		144	144		
15	12.0	590.0	578.0	12.0		144	144		
16	12.0	590.0	578.0	12.0		144	144		
17	12.0	590.0	578.0	12.0		144	144		
18	12.0	590.0	578.0	12.0		144	144		
19	12.0	590.0	578.0	12.0		144	144		
20	12.0	590.0	578.0	12.0		144	144		
21	12.0	590.0	578.0	12.0		144	144		
22	12.0	590.0	578.0	12.0		144	144		
23	12.0	590.0	578.0	12.0		144	144		
24	12.0	590.0	578.0	12.0		144	144		
25	12.0	590.0	578.0	12.0		144	144		
26	12.0	590.0	577.0	13.0		156	156		
27	12.0	590.0	577.0	13.0		156	156		
28	12.0	590.0	577.0	13.0		156	156		
29	12.0	590.0	576.0	14.0		168	168		
30	12.0	590.0	576.0	14.0		168	168		
31	12.0	589.0	576.0	13.0		156	156		
32	12.0	589.0	576.0	13.0		156	156		
33	12.0	588.0	576.0	12.0		144	144		
34	12.0	588.0	576.0	12.0		144	144		
TOTALS CARRIED TO GENERAL SUMMARY						5004	5004	0	0

SFN
3104915

DESIGN AGENCY



DESIGNER
GTF

CHECKER
BCP

REVIEWER
CAH 08-07-25

PROJECT ID
112574

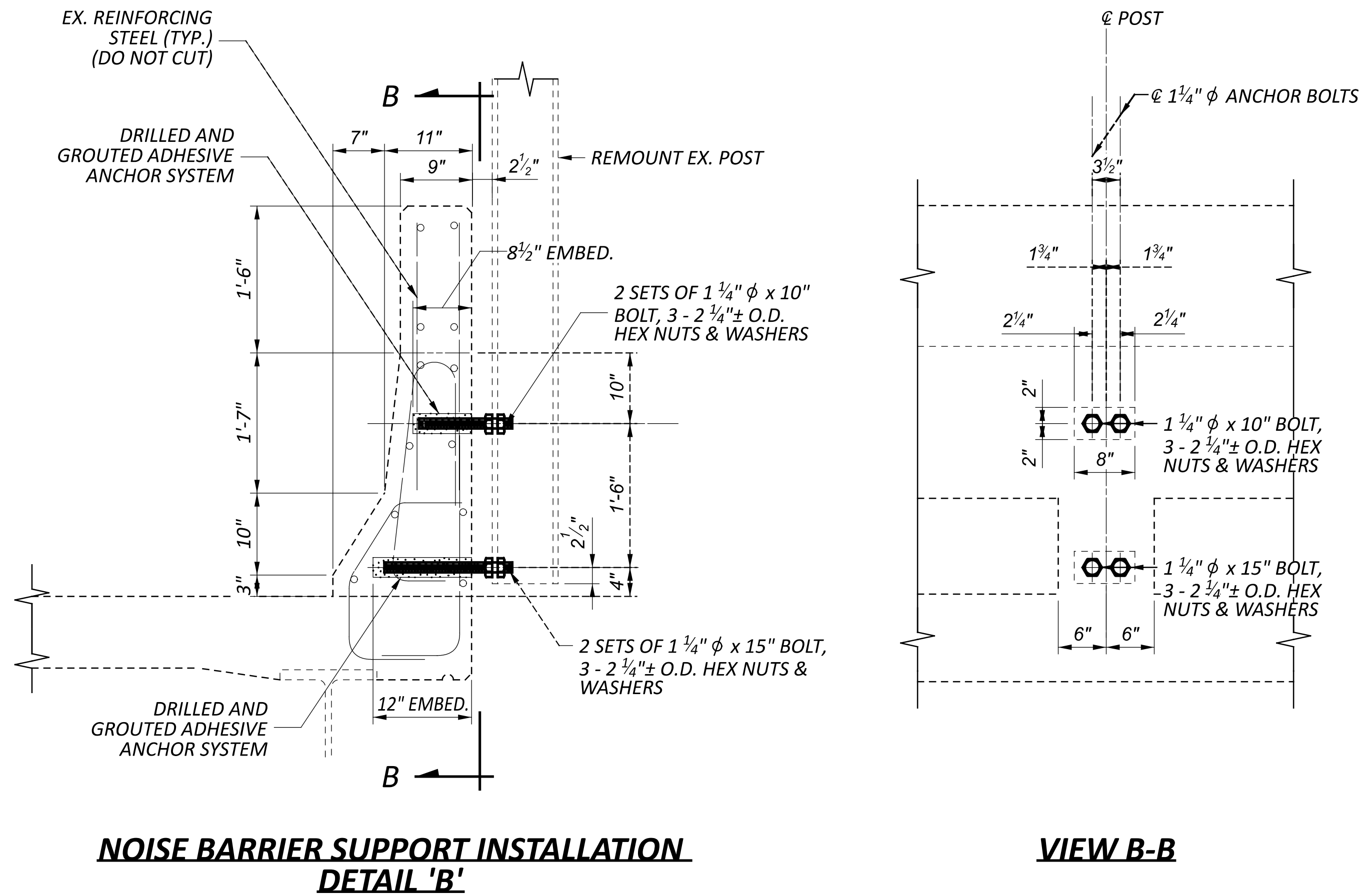
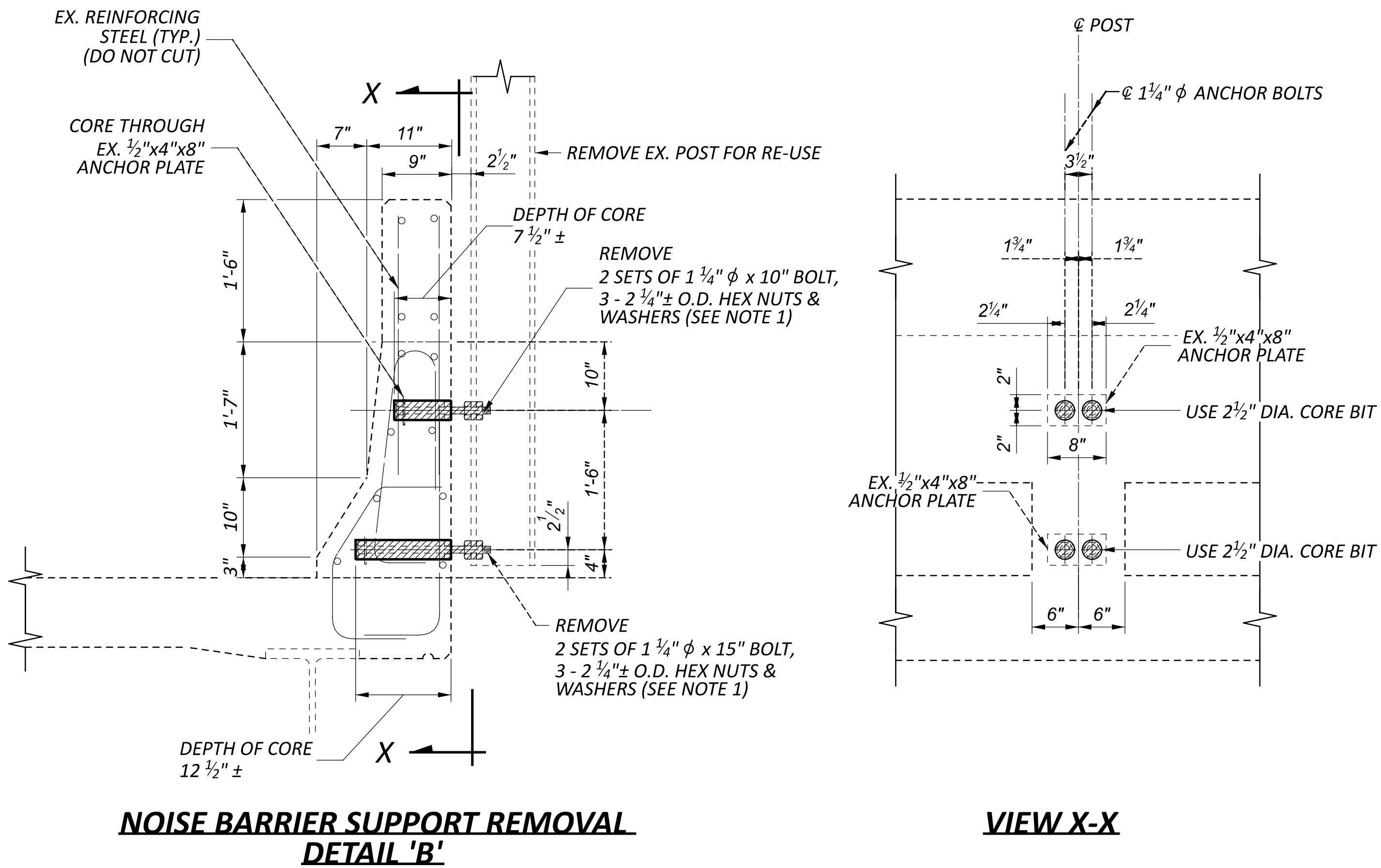
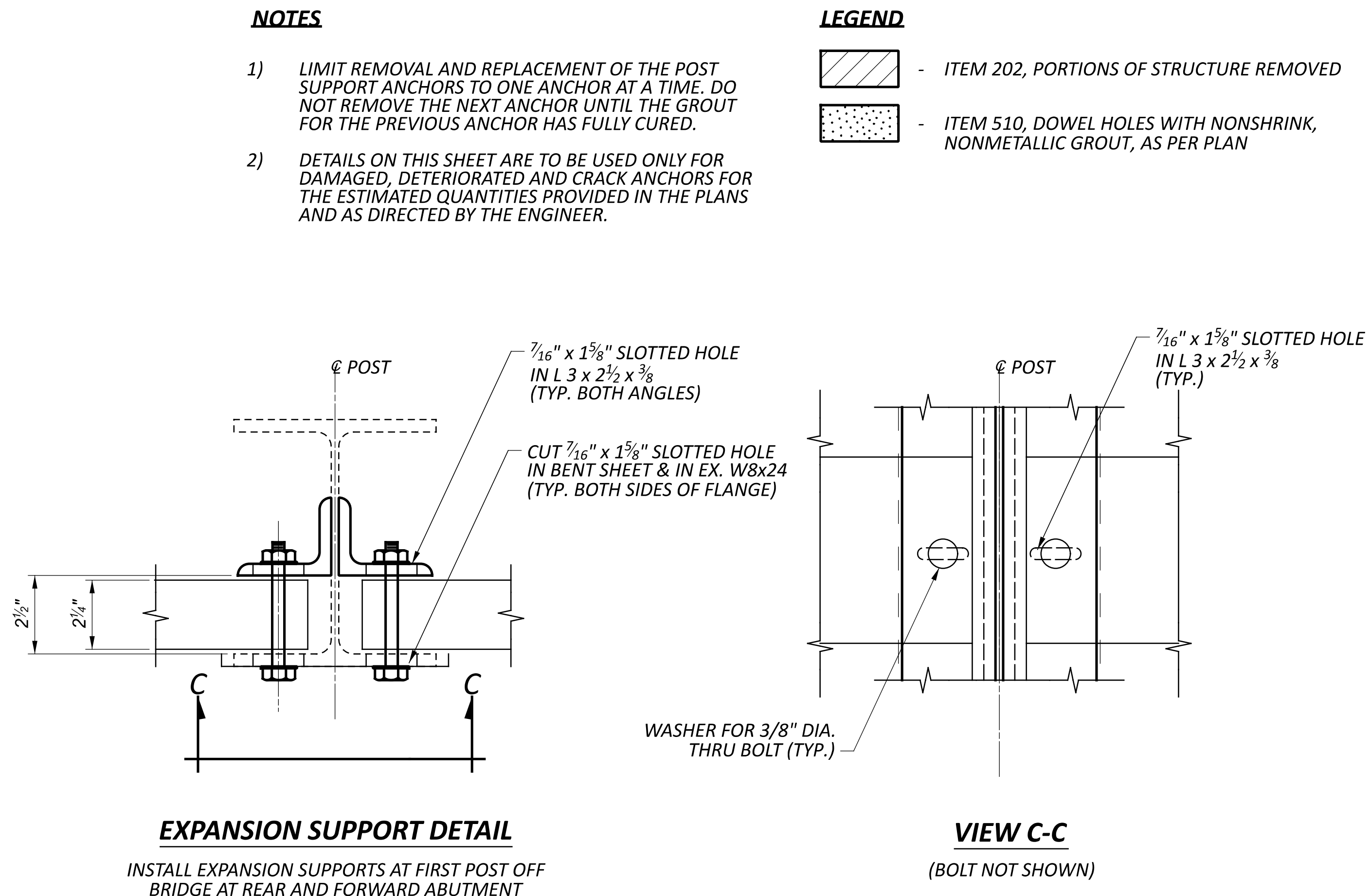
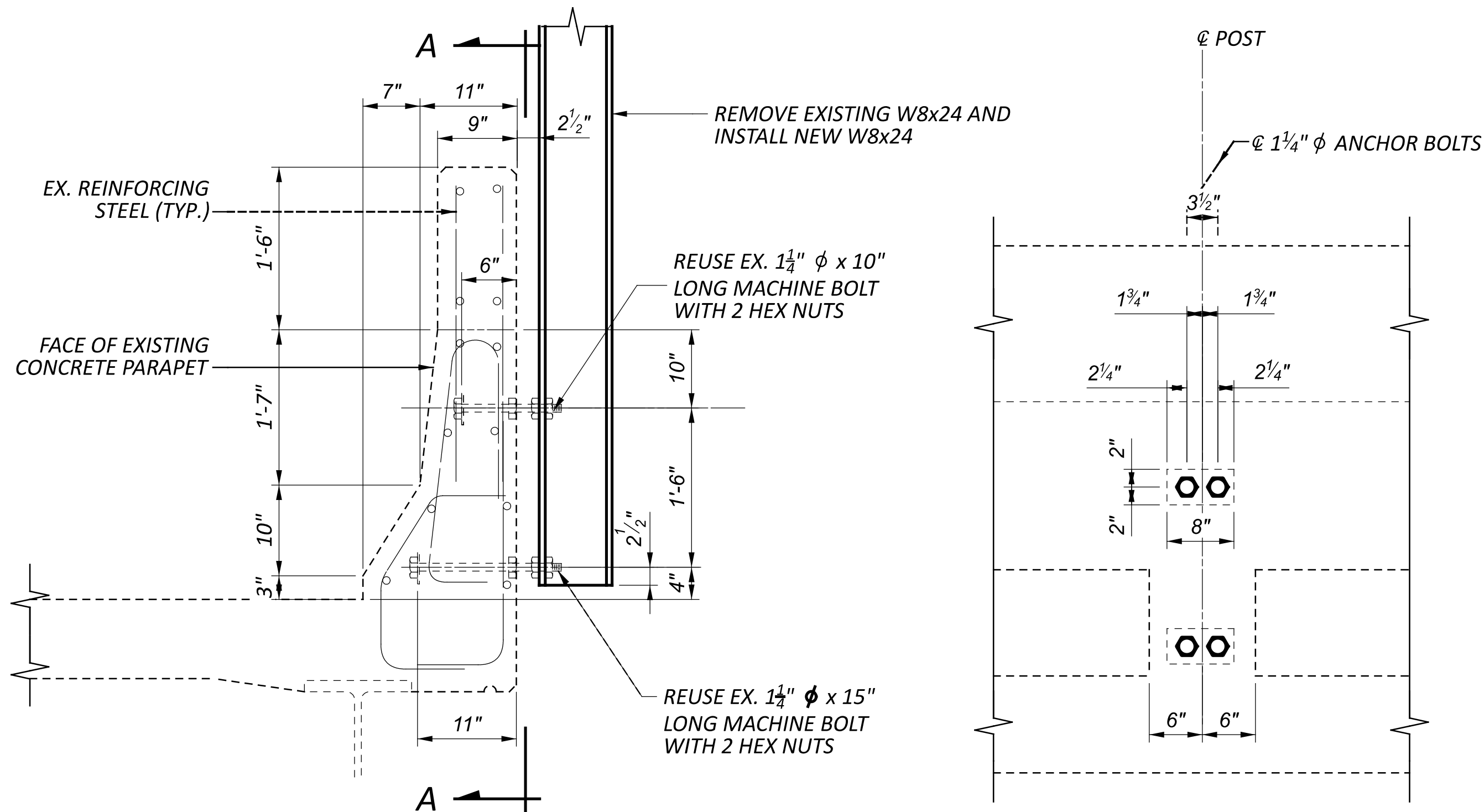
SUBSET
4

TOTAL
8

SHEET
30

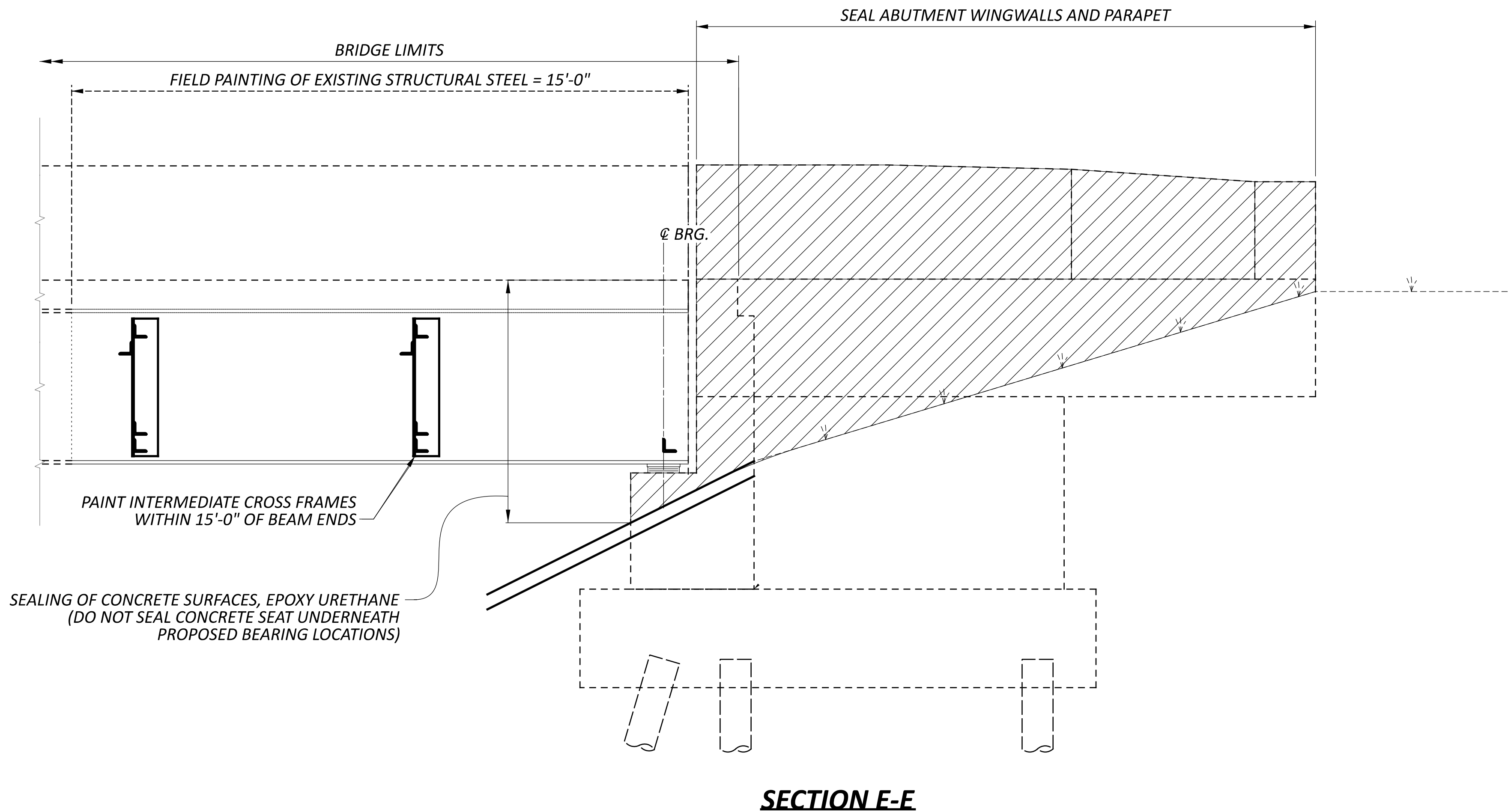
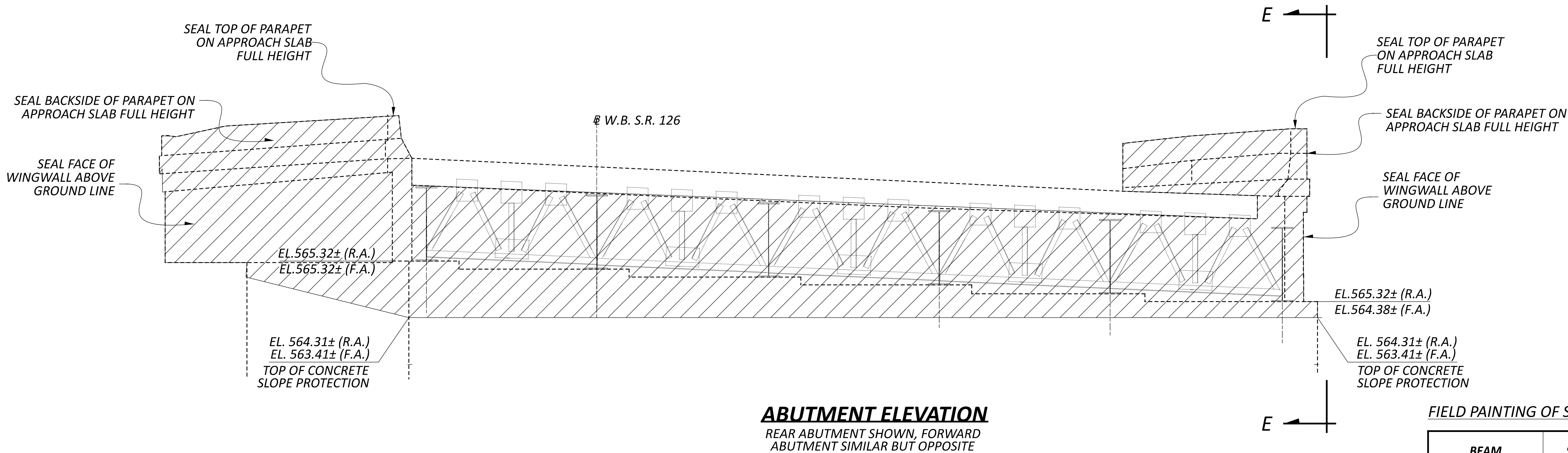
TOTAL
34

NOISE BARRIER SCHEDULE
BRIDGE No.: HAM-126-1373N
STATE ROUTE 126 OVER ANTHONY WAYNE BLVD. & NORFOLK SOUTHERN RR



LEGEND

 - ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

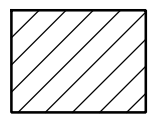


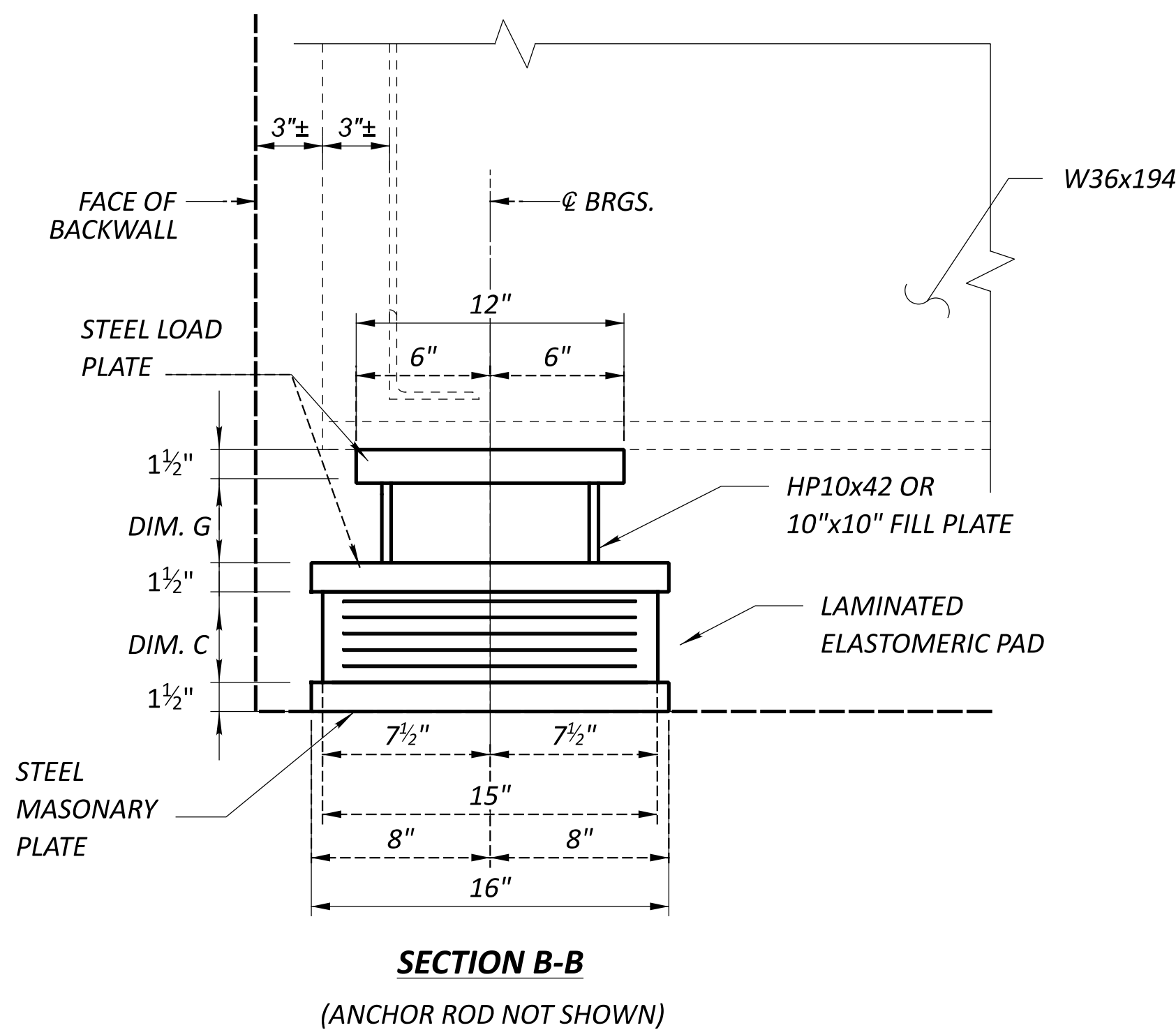
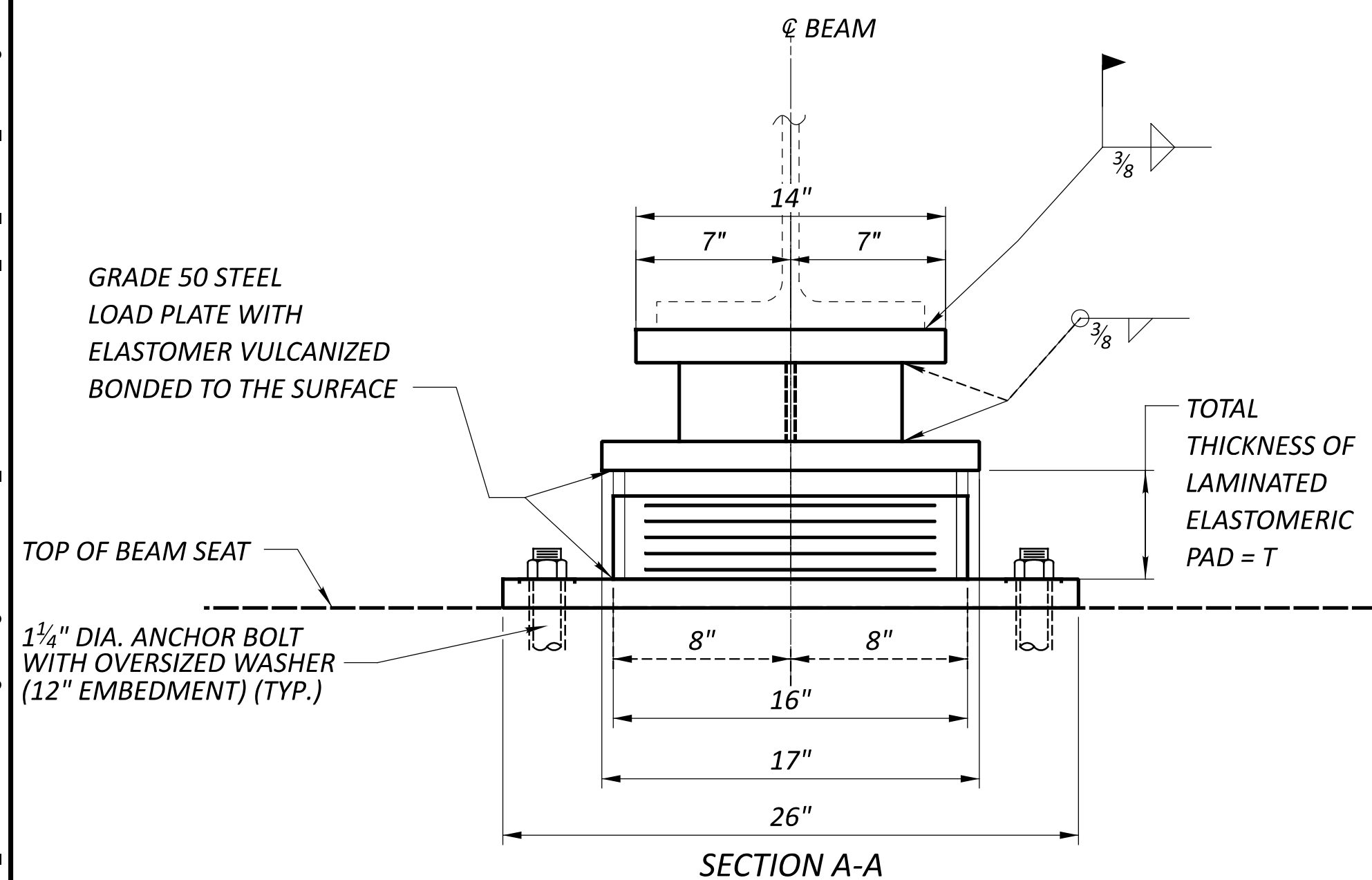
FIELD PAINTING OF STRUCTURAL STEEL CALCULATIONS

BEAM	SIZE	LOCATION	PERIMETER (FT)	LENGTH (FT)	SURFACE AREA (SQ FT)
B-1	W36x182	R.A.	8.8	15.0	132.3
	W36x230	F.A.	9.8		
B-2	W36x182	R.A.	8.8	15.0	132.3
	W36x230	F.A.	9.8		
B-3	W36x182	R.A.	8.8	15.0	132.3
	W36x230	F.A.	9.8		
B-4	W36x182	R.A.	8.8	15.0	132.3
	W36x230	F.A.	9.8		
B-5	W36x182	R.A.	8.8	15.0	132.3
	W36x230	F.A.	9.8		
				TOTAL	662

INTERMEDIATE CROSSFRAME	SIZE	LOCATION	QUANTITY	PERIMETER (FT)	LENGTH-DIAGONAL MEMBERS (FT)	LENGTH-BOTTOM MEMBER (FT)	SURFACE AREA (SQ FT)
STANDARD INT. CF	L3x3x5/16	R.A.	9	1.0	9.1	8.1	235.5
		F.A.					
STIFFENER PLATE	3/8" x 54" PLATE	R.A.	32	1.3	-	-	191.5
TOTAL							427

END CROSSFRAME	SIZE	QUANTITY	PERIMETER (FT)	LENGTH-BOTTOM (FT)	LENGTH-DIAGONAL (FT)	SURFACE AREA (SQ FT)
STANDARD END CF	L4x4x3/8	5	1.3	10.7	29.5	260.9
STANDARD END CF	L4x4x3/8	5	1.3	17.8	21.5	255.1
LARGE PLATE	3/8"	10	2.2	2.0	x	43.2
SMALL PLATE	3/8"	15	2.2	1.5	x	47.3
TOTAL						606

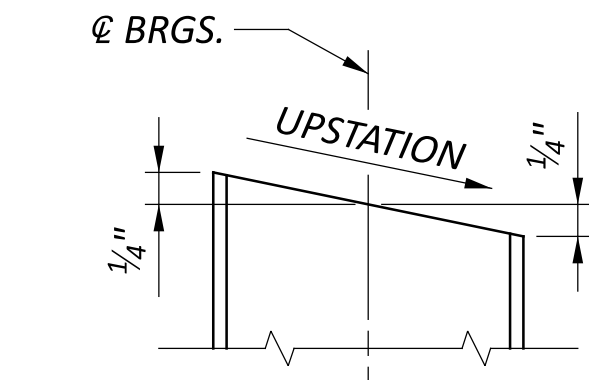
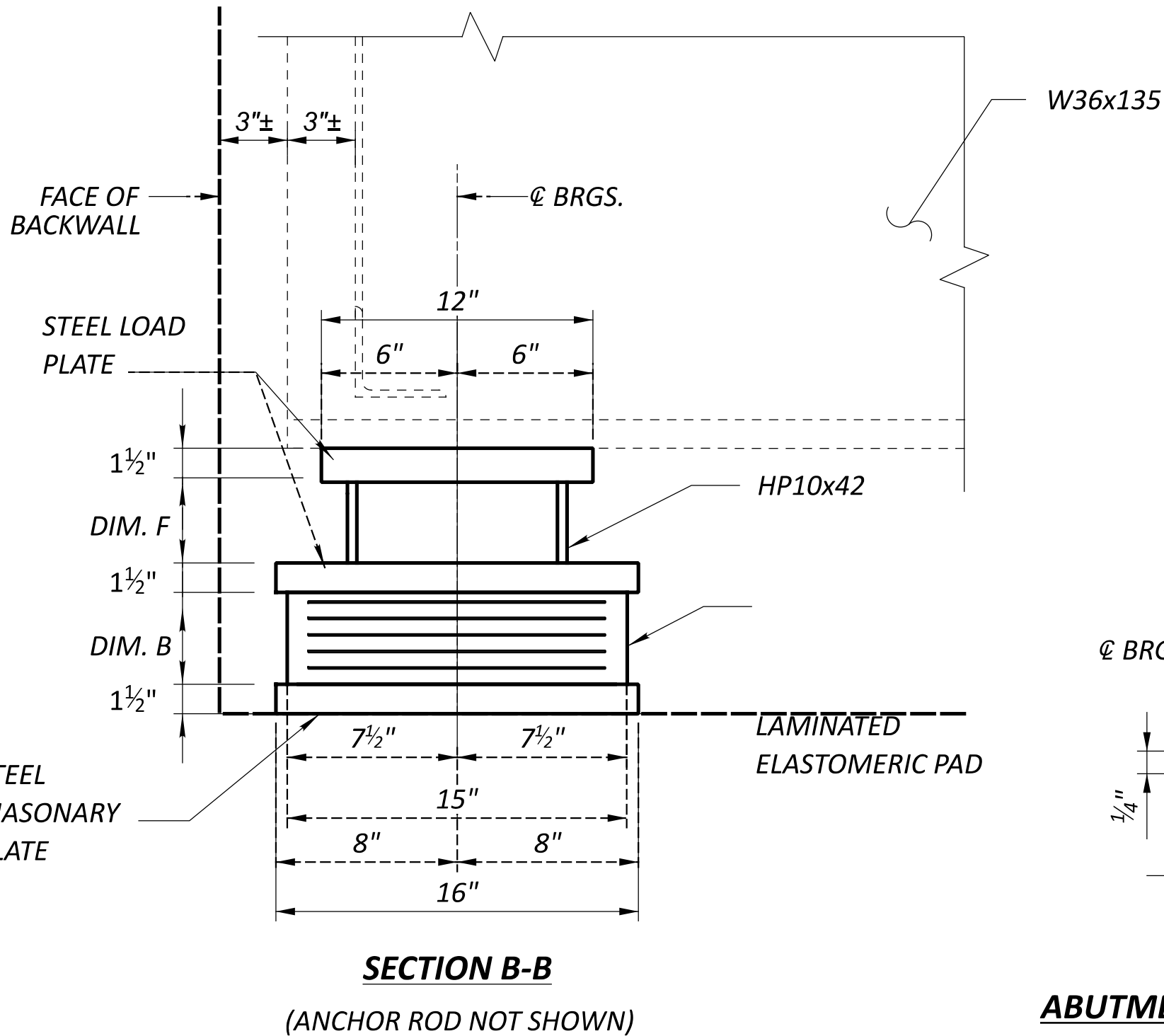
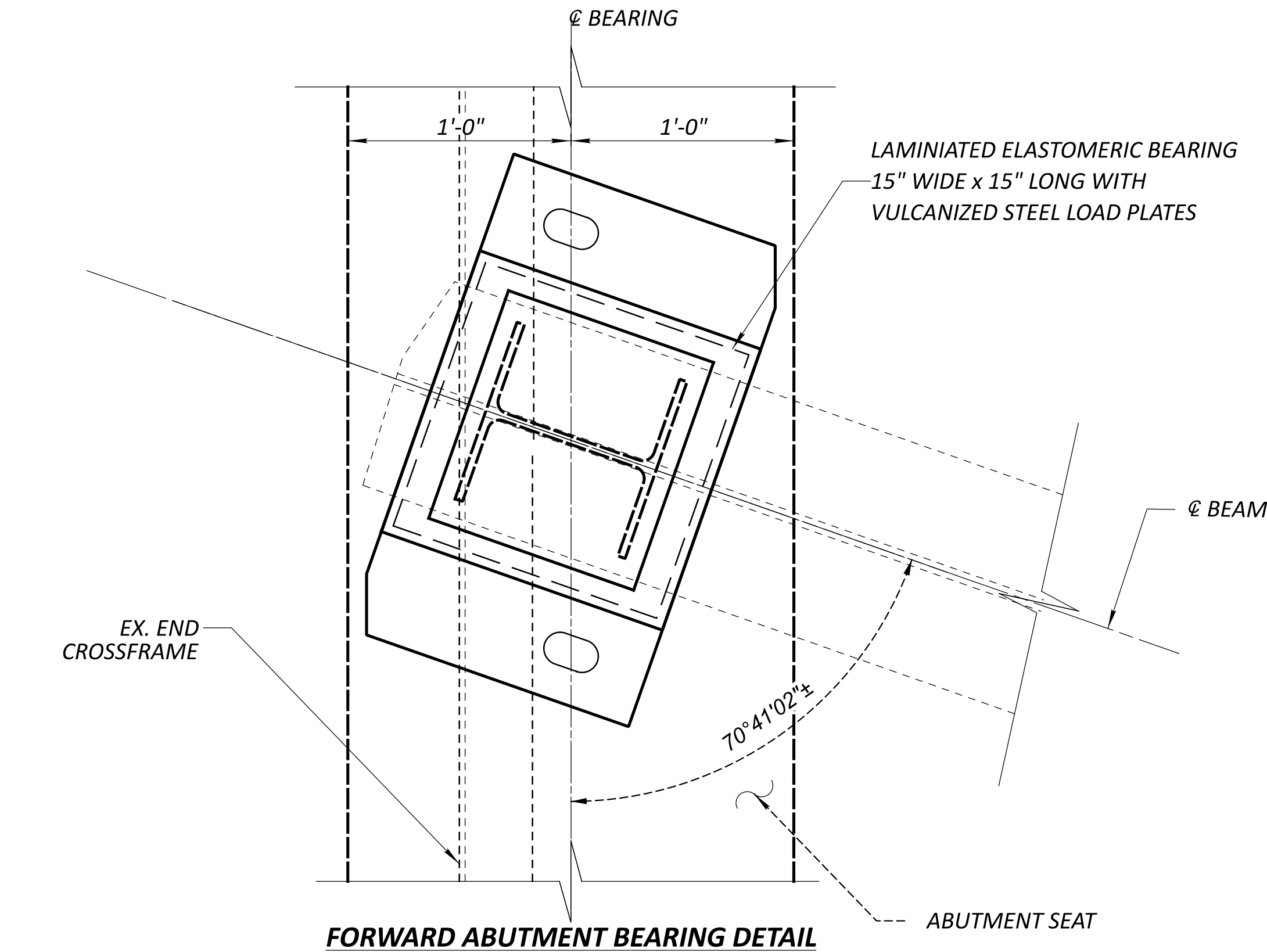
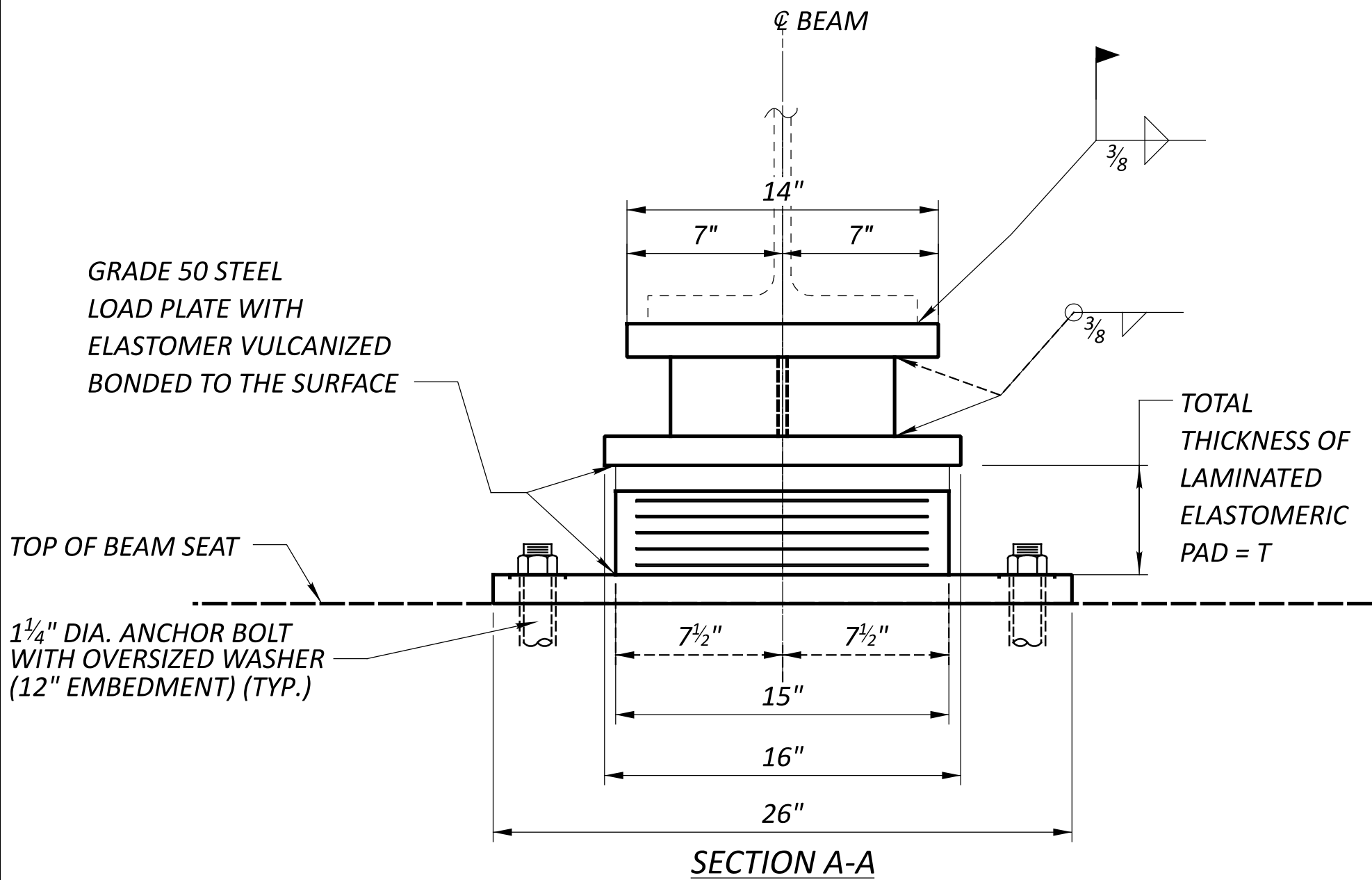
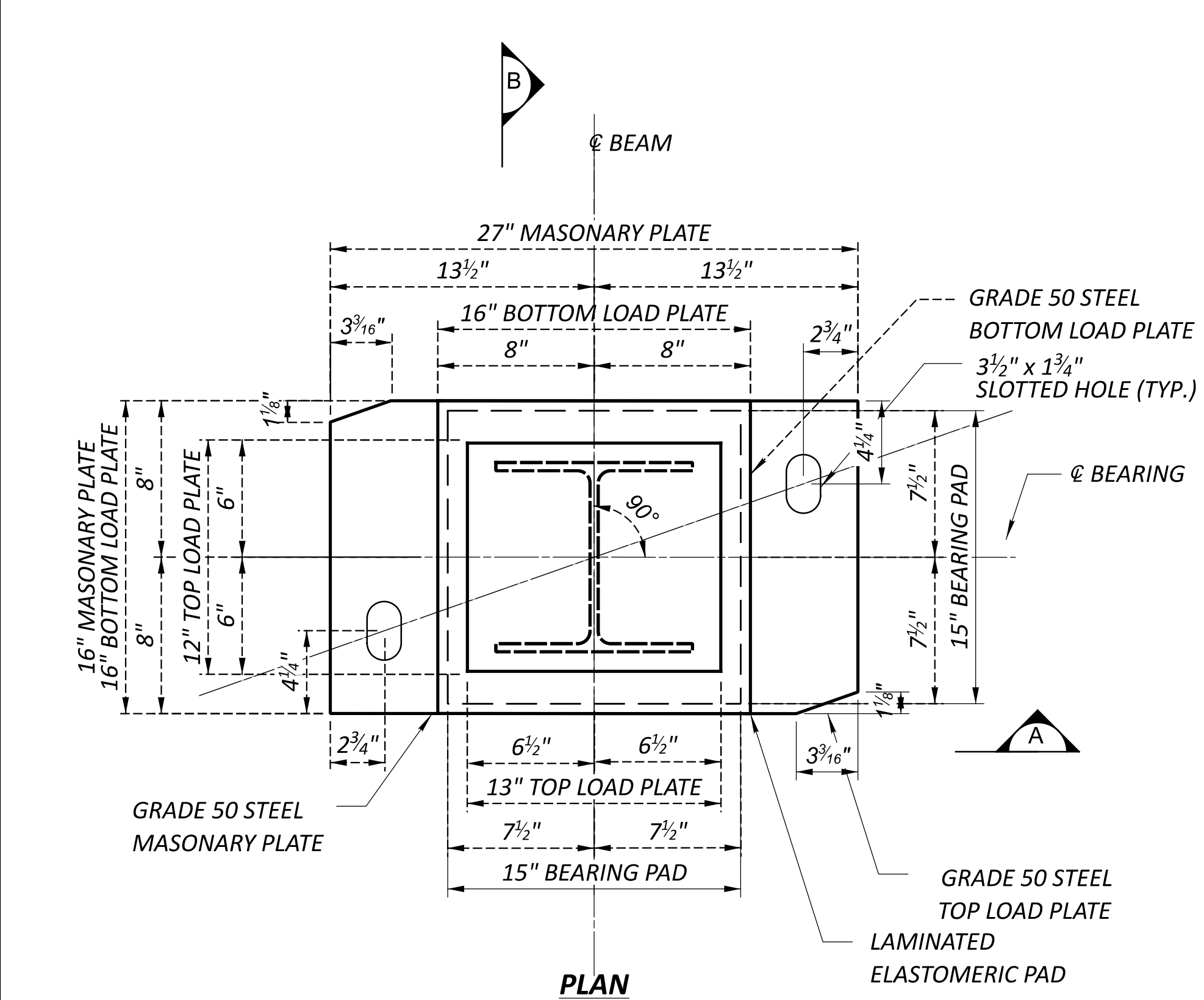
SUMMARY OF CONCRETE SEALING AREAS			
TYPE	SUBSTRUCTURE UNIT		ESTIMATED QUANTITIES
ITEM 512 CONCRETE SEALING 	REAR ABUTMENT		100 SQ. YD.
	FORWARD ABUTMENT		166 SQ. YD.
TOTAL CARRIED TO SUBSUMMARY			266 SQ. YD.



REAR ABUTMENT ELASTOMERIC PAD DATA FOR EXISTING BEAMS												
	SUB- STRUCTURE	ELASTOMERIC PAD							REACTIONS			FACTORED MAX. DESIGN LOAD (K)
		T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES		TYPE	DEAD LOAD (KIPS)	LIVE* LOAD (KIPS)	FACTORED LOAD (K)	
						NO.	THICK.					
HAM-126-1373N	R. ABUTMENT	3.493"	4	0.550"	0.385"	5	0.1046"	EXP.	41.55	119.45	260.98	

ti = THICKNESS OF INTERNAL ELASTOMER LAYER, te = THICKNESS OF EXTERNAL ELASTOMER LAYER
 * W/O IMPACT

BASIS OF PAYMENT: THE UNIT PRICE BIDS SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH STEEL LOAD PLATES AND HP-SECTIONS INCLUDING GRINDING OF WELDS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.



ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN

ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF (50 OR 60) DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.

WELDING: CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300° F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

BEARING REPOSITIONING: IF STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80° F OR LOWER THAN 40° F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60° F (±) 10° F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F (±) 10° F.

STRUCTURAL STEEL FOR BEARING LOAD PLATE, MASONRY PLATE, SHIMS AND HP SECTIONS SHALL BE A709 GRADE 50 AND INCLUDED WITH ITEM 516 FOR PAYMENT. ALL STRUCTURAL STEEL USED FOR THE PROPOSED BEARING SHALL BE FIELD PAINTED PER OZEU. PAINT COLOR SHALL BE FEDERAL COLOR 14277 AND BE INCLUDED IN ITEM 514 FOR PAYMENT.

THE CONTRACTOR IS REQUIRED TO FIELD VERIFY THE EXISTING BOTTOM OF BEAM AND BEAM SEAT ELEVATIONS FOR EACH GIRDER AT THE ABUTMENTS PRIOR TO JACKING OPERATIONS AND FABRICATION OF BEARINGS. THE CONTRACTOR IS TO SUBMIT THE VERIFIED ELEVATIONS TO THE DISTRICT 8 BRIDGE ENGINEER PRIOR TO JACKING. APPROVAL OF THE ELEVATIONS IS NOT REQUIRED.

ANY BEARING HP-SECTION HEIGHTS OR DIMENSIONS SHOWN SHALL BE CONSIDERED APPROXIMATE AND ARE SHOWN FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY THE HEIGHT OF REQUIRED HP-SECTION BY MEASURING THE DISTANCE BETWEEN THE BEAM SEAT ELEVATION AND THE BOTTOM OF THE EXISTING BEAM FLANGE AND THEN SUBTRACTING FROM THAT DISTANCE THE THICKNESS OF THE BEARING AND LOAD PLATES.

ANY PLATE THICKNESS ADJUSTMENTS AND/OR SHIMS REQUIRED TO COMPLETE THE BEARINGS INSTALLATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. A MAXIMUM OF ONE SHIM PLATE SHALL BE ALLOWED PER BEARING. IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL ASSURE THAT THERE IS A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. THE CONTRACTOR SHALL ASSURE THAT NO BEAMS OR BEARING DEVICES ARE FLOATING.

SET MASONRY PLATES ON BRIDGE SEATS THAT ARE FLAT AND SMOOTHLY FINISHED. IF THE BRIDGE SEAT AREA IS UNEVEN, USE A BUSHHAMMER OR GRINDER FOLLOWED BY A THIN FILM OF PORTLAND CEMENT MORTAR OR PASTE TO FILL THE PITTED SURFACE TO BRING THE SEAT AREA TO THE PROPER ELEVATION AND PROVIDE A LEVEL, EVEN SURFACE.

BASIS OF PAYMENT: THE UNIT PRICE BIDS SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS WITH STEEL LOAD PLATES AND HP-SECTIONS INCLUDING GRINDING OF WELDS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

FORWARD ABUTMENT ELASTOMERIC BEARING PAD DATA						
BEAM No.	A	B	C	D	E	F
EXISTING BEARING HEIGHT	PROPOSED BEARING THICKNESS	REQ'D LOAD P_r THICKNESS AT ϕ BEARING (TOP)	REQ'D LOAD P_r THICKNESS AT ϕ BEARING (BOTTOM)	REQ'D MASONRY P_r THICKNESS AT ϕ BEARING	HP SECT. OR FILL PLATE THICKNESS (A-B-C-D-E)	
1	15" ±	3.763"	1.50"	1.50"	1.50"	6.75" ±
2	15" ±	3.763"	1.50"	1.50"	1.50"	6.75" ±
3	15" ±	3.763"	1.50"	1.50"	1.50"	6.75" ±
4	15" ±	3.763"	1.50"	1.50"	1.50"	6.75" ±
5	15" ±	3.763"	1.50"	1.50"	1.50"	6.75" ±
6	15" ±	3.763"	1.50"	1.50"	1.50"	6.75" ±

FORWARD ABUTMENT ELASTOMERIC PAD DATA FOR EXISTING BEAMS											
	SUB- STRUCTURE	ELASTOMERIC PAD						REACTIONS			FACTORED MAX. DESIGN LOAD (K)
		T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES		TYPE	DEAD LOAD (KIPS)	LIVE * LOAD (KIPS)	
						NO.	THICK.				
HAM-126-1373N	F. ABUTMENT	3.763"	4	0.600"	0.420"	5	0.1046"	EXP.	34.58	92.96	205.91
ti = THICKNESS OF INTERNAL ELASTOMER LAYER, te = THICKNESS OF EXTERNAL ELASTOMER LAYER											
* W/O IMPACT											