RESTRICTIONS FOR COMPACTION OF UNDERCUT, SUBGRADE AND AGGREGATE BASE ALONG CORNELL RD.

ITEM 204 - SUBGRADE COMPACTION, AS PER PLAN

UTILIZE A COMPACTOR WITH A MAXIMUM EFFECTIVE WEIGHT OF 4 TONS AND IN STATIC COMPACTION MANNER. DO NOT INCLUDE VIBRATORY COMPACTION MEANS AT THE SUBGRADE LEVEL. ALL OTHER REQUIREMENTS OF ITEM 204 APPLY.

ITEM 304 - AGGREGATE BASE, AS PER PLAN

SUPPLY AGGREGATE BASE CONSISTING OF CRUSHED CARBONATE STONE MEETING THE REQUIREMENTS OF ITEM 304. PLACE AND COMPACT THE AGGREGATE BASE IN ACCORDANCE WITH ITEM 304. UTILIZE A COMPACTOR WITH A MAXIMUM EFFECTIVE WEIGHT OF 4 TONS AND IN STATIC COMPACTION MANNER. DO NOT INCLUDE VIBRATORY COMPACTION MEANS AT THE ON THE AGGREGATE BASE. ALL OTHER REQUIREMENTS OF ITEM 304 APPLY. PERFORM THE A TEST SECTION ACCORDING TO SUPPLEMENT 1015 TO DETERMINE THE MAXIMUM DRY DENSITY OF THE AGGREGATE BASE FOR THE SITE CONDITIONS.

ITEM 204 - GRANULAR MATERIAL TYPE C, AS PER PLAN

SUPPLY GRANULAR MATERIAL, TYPE C CONSISTING OF CRUSHED CARBONATE STONE MEETING THE REQUIREMENTS OF ITEM 204. PLACE AND COMPACT THE TYPE C MATERIAL IN ACCORDANCE WITH ITEM 204. UTILIZE A COMPACTOR WITH A MAXIMUM EFFECTIVE WEIGHT OF 4 TONS AND IN STATIC COMPACTION MANNER. DO NOT INCLUDE VIBRATORY COMPACTION MEANS AT THE ON THE AGGREGATE BASE. ALL OTHER REQUIREMENTS OF ITEM 204 APPLY.

ITEM 638 - WATER WORK

PERFORM WATER WORK IN ACCORDANCE WITH CMS 638 AND THE CITY OF CINCINNATI SUPPLEMENT TO THE ODOT 2019 CMS.

https://www.cincinnati-oh.gov/dote/permits-licenses/dote-resource-center/odot-specifications-and-certification/2019-city-supplement-to-odot/

REFER TO WATER WORK PLANS FOR ADDITIONAL NOTES AND MATERIAL SPECIFICATIONS.

EXCAVATION, PIPE TRENCH RESTORATION, PAVEMENT/SIDEWALK REMOVAL AND RESTORATION SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE WATER WORK ITEMS.

ITEM 878 - MATERIAL TESTING

UNBOUND MATERIALS SHALL ADHERE TO THE REQUIREMENT OF SS 878. PAYMENT FOR MATERIAL TESTING SHALL BE INCLUDED UNDER THE FOLLOWING PAY ITEM:

ITEM 878 - INSPECTION AND COMPACTION TESTING OF UNBOUND MATERIAL.

ASBESTOS ABATEMENT

AN ASBESTOS SURVEY FOR SFN 3113353 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY IDENTIFIED THE PRESENCE OF PRESUMED ASBESTOS CONTAINING MATERIALS (i.e. 4' TO 5' OF TELECOM CONDUIT RUNNING THROUGH EACH ABUTMENT BACK WALL). CONTRACTOR SHALL COORDINATE WITH THE UTILITY OWNER TO HAVE THE OWNER REMOVE THE ASBESTOS.

AN ASBESTOS SURVEY FOR SFN 3113418 SCHEDULED FOR RENOVATION WORK WAS CONDUCTED BY A LICENSED ASBESTOS HAZARD EVALUATION SPECIALIST. THE ASBESTOS SURVEY DID NOT IDENTIFY THE PRESENCE OF ANY ASBESTOS CONTAINING MATERIALS.

ELECTRONIC SUBMISSION:

THE CONTRACTOR SHALL SUBMIT ELECTRONICALLY TO OEPA A COMPLETED NOTIFICATION OF DEMOLITION & RENOVATION FORM (NDRF) AND APPLICABLE FEES ALONG WITH THE ASBESTOS SURVEY REPORT. THE COMPLETED NDRF MUST BE SUBMITTED TO OEPA AT LEAST 10 DAYS PRIOR TO ANY DEMOLITION AND RENOVATION ACTIVITY. THE CONTRACTOR IS RESPONSIBLE FOR RETAINING AN ELECTRONIC COPY OF THE NDRF (IN PDF FORM) FOR SUBMISSION TO THE DISTRICT ENVIRONMETNAL STAFF AND A ONE HARD COPY TO THE PROJECT ENGINEER.

(GO TO THE OEPA EBUSINESS CENTER AND SUBMIT THE DNRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT)

HARD COPY SUBMISSION:

THE CONTRACTOR MAY ELECT TO SUBMIT A HARD COPY OF THE COMPLETED NDRF AND PAYMENT ALONG WITH THE ASBESTOS SURVEY REPORT TO THE FOLLOWING:

ASBESTOS PROGRAM		ASBESTOS PROGRAM
OHIO EPA, DAPC	OR	OHIO EPA, DAPC
P.O. BOX 1049		50 W. TOWN ST., SUITE 700
COLUMBUS, OHIO 43216-1049		COLUMBUS, OHIO 43215

IF THE CONTRACTOR ELECTS TO SUBMIT A HARD COPY TO OEPA THEY ARE RESPONSIBLE FOR RETAINING A HARD COPY OF THE NDRF FOR SUBMISSION TO THE DISTRICT ENVIRONMETNAL STAFF AND A ONE HARD COPY TO THE PROJECT ENGINEER.

BASIS OF PAYMENT

THE FOLLOWING ESTIMATED QUANTITY HAS BEEN INCLUDED IN THE GENERAL SUMMARY FOR THE WORK NOTED ABOVE:

690E98400 ITEM SPECIAL - MISC.: WORK INVOLVING ASBESTOS CONTAINING MATERIALS - LUMP SUM

INTERIM COMPLETION DATES

CONTRACTOR MAY BEGIN CONSTRUCTION AS EARLY AS JUNE 7, 2021 BUT WILL NOT BE HELD TO THAT DATE.

SIGNALIZED LANE CLOSURE ON THE CORNELL RD. STRUCTURE WILL BEGIN ON JUNE 1, 2022 TO ALLOW THE CONTRACTOR TIME TO ORDER MATERIALS. FINAL COMPLETION DATE AT CORNELL RD. HAS BEEN SET FOR SEPTEMBER 30, 2022 TO FINISH UP NON-TRAFFIC IMPACTING WORK.

AN INTERIM COMPLETION DATE OF NOVEMBER 30, 2021 HAS BEEN SET TO HAVE THE WELLER RD. STRUCTURE OPEN TO TRAFFIC. A SECOND INTERIM COMPLETION DATE OF JULY 30, 2022 HAS BEEN SET FOR ALL WORK TO BE COMPLETE ON THE WELLER RD. STRUCTURE.

CALCULATED CAH CHECKED XXX

GENERAL NOTES

HAM-IR 275-31.88/32.70

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

THE PROBABLE PCMS LOCATIONS AND WORK LIMITS FOR THOSE LOCATIONS SHALL BE AS DIRECTED BY THE PROJECT ENGINEER. PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

(THE CONTRACTOR SHALL IMPLEMENT A SYSTEM WHEREBY CHANGEABLE MESSAGES WILL BE IMPLEMENTED WITHIN 2 HOURS FOLLOWING TELEPHONE NOTIFICATION FROM THE PROJECT ENGINEER TO A DESIGNATED PHONE.)

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

(THE PCMS SHALL CONTAIN A CELLULAR TELEPHONE DATA LINK WHICH WILL (IN ACTIVE CELLULAR PHONE AREAS) ALLOW REMOTE SIGN ACTIVATION, MESSAGE CHANGES, MESSAGE ADDITIONS AND REVISIONS TO TIME OF DAY PROGRAMS. THE SYSTEM SHALL ALSO PERMIT VERIFICATION OF CURRENT AND PROGRAMMED MESSAGES. ONE REMOTE DATA INPUT DEVICE (LAPTOP COMPUTER PLUS MODEM OR EQUIVALENT) SHALL BE FURNISHED FOR USE BY THE DISTRICT TRAFFIC ENGINEER, OR EQUIVALENT, AND SHALL BE INSURED AGAINST THEFT.) THE PCMS UNIT SHALL BE MAINTAINED IN GOOD WORKING ORDER BY THE CONTRACTOR IN ACCORDANCE WITH THE PROVISIONS OF C&MS 614.07. THE CONTRACTOR SHALL, PRIOR TO ACTIVATING THE UNIT, MAKE ARRANGEMENTS, WITH AN AUTHORIZED SERVICE AGENT FOR THE PCMS, TO ASSURE PROMPT SERVICE IN THE EVENT OF FAILURE. ANY FAILURE SHALL NOT RESULT IN THE SIGN BEING OUT OF SERVICE FOR MORE THAN 12 HOURS, INCLUDING WEEKENDS. FAILURE TO COMPLY MAY RESULT IN AN ORDER TO STOP WORK AND OPEN ALL TRAFFIC LANES AND/OR IN THE DEPARTMENT TAKING APPROPRIATE ACTION TO SAFELY CONTROL TRAFFIC. THE ENTIRE COST TO CONTROL TRAFFIC, ACCRUED BY THE DEPARTMENT DUE TO THE CONTRACTOR'S NONCOMPLIANCE, WILL BE DEDUCTED FROM MONEYS DUE, OR TO BECOME DUE THE CONTRACTOR ON HIS CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 8 SIGN MONTHS ASSUMING 2 PCMS SIGN(S) FOR 4 MONTH(S)

TRENCH FOR WIDENING

TRENCH EXCAVATION FOR BASE WIDENING SHALL BE ONLY ON ONE SIDE OF THE PAVEMENT AT A TIME. THE OPEN TRENCH SHALL BE ADEQUATELY MAINTAINED AND PROTECTED WITH DRUMS OR BARRICADES AT ALL TIMES. PLACEMENT OF PROPOSED SUBBASE AND BASE MATERIAL SHALL FOLLOW AS CLOSELY AS POSSIBLE BEHIND EXCAVATION OPERATIONS. THE LENGTH OF WIDENING TRENCH WHICH IS OPEN AT ANY ONE TIME SHALL BE HELD TO A MINIMUM AND SHALL AT ALL TIMES BE SUBJECT TO APPROVAL OF THE ENGINEER.

ITEM 614, WORK ZONE MARKINGS AND SIGNS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11.

614 - WORK ZONE CENTER LINE, CLASS I, 642 PAINT = 0.38 MI.
614 - WORK ZONE EDGE LINE, CLASS I, 642 PAINT = 0.85 MI.
614 - WORK ZONE DOTTED LINE, CLASS I, 642 PAINT = 100 FT
614 - WORK ZONE STOP LINE, CLASS I, 642 PAINT = 36 FT
614 - WORK ZONE CENTER LINE, CLASS III, 642 PAINT = 0.38 MI.
614 - WORK ZONE EDGE LINE, CLASS III, 642 PAINT = 0.85 MI.
614 - WORK ZONE DOTTED LINE, CLASS III, 642 PAINT = 100 FT
614 - WORK ZONE STOP LINE, CLASS III, 642 PAINT = 36 FT
614 - WORK ZONE IMACT ATTENUATOR = 6 EACH
614 - DETOUR SIGNING = LUMP SUM

615 - PAVEMENT FOR MAINTAINING TRAFFIC, TYPE B (SEE SHEET 12)
615 - ROADS FOR MAINTAINING TRAFFIC = LUMP SUM

622 - PARTABLE BARRIER, UNANCHORED = 2,400 FT
622 - PARTABLE BARRIER, ANCHORED = 1,000

1,200 FT OF UNANCHORED PCB AND (2) WORK ZONE IMPACT ATTENUATORS ARE PROVIDED FOR USE ALONG THE I-275 MEDIAN TO PROTECT THE CONTRACTOR DURING CONSTRUCTION.

THE CONTRACTOR SHALL PLACE ALL WORK ZONE PAVEMENT MARKINGS OR PERMANENT MARKINGS UPON COMPLETION OF THE BRIDGE SEALING PRIOR TO OPENING THE ROADWAY TO TRAFFIC.

CALCULATED C.AH CHECKED XXX

MAINTENANCE OF TRAFFIC GENERAL NOTES

HAM-IR 275-31.88/32.70

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SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
6	7	9	10	11	12	28	30	36	37	WW2			01/IMS/BR						
										12			12	638	98600	12	FT	WATER WORK, MISC.:FURNISHING AND LAYING 6" DUCTILE IRON PIPE AND FITTINGS	WW2
										22			22	638	98600	22	FT	WATER WORK, MISC.:FURNISHING AND LAYING 8" DUCTILE IRON PIPE AND FITTINGS	WW2
																		TRAFFIC CONTROL	
								21	24				45	621	00100	45	EACH	RPM	
								21	24				45	621	54000	45	EACH	RAISED PAVEMENT MARKER REMOVED	
													36	626	00102	36	EACH	BARRIER REFLECTOR, TYPE 1, (BIDIRECTIONAL)	
													40	626	00110	40	EACH	BARRIER REFLECTOR, TYPE 2, (BIDIRECTIONAL)	
								30					30	630	03100	30	FT	GROUND MOUNTED SUPPORT, NO. 3 POST	
								13					13	630	08600	13	EACH	SIGN POST REFLECTOR	
								3					3	630	80100	3	SF	SIGN, FLAT SHEET	
								2					2	630	80510	2	EACH	SIGN, STREET NAME	
								4					4	630	84900	4	EACH	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	
								3					3	630	86002	3	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	
			0.5										0.5	642	00300	0.5	MILE	CENTER LINE, TYPE 1	
								0.36	0.2				0.56	644	00100	0.56	MILE	EDGE LINE, 4"	
								0.15	0.1				0.25	644	00300	0.25	MILE	CENTER LINE	
								18					18	644	00500	18	FT	STOP LINE	
								18					18	644	30000	18	FT	REMOVAL OF PAVEMENT MARKING	
								0.51	0.3				0.81	644	30030	0.81	MILE	REMOVAL OF PAVEMENT MARKING	
								0.17	0.19				0.36	646	10000	0.36	MILE	EDGE LINE, 4"	
								0.09	0.1				0.19	646	10200	0.19	MILE	CENTER LINE	
								0.26	0.29				0.55	646	50300	0.55	MILE	REMOVAL OF PAVEMENT MARKING	
																		NOISE BARRIERS	
	LUMP												LUMP	SPECIAL	60610900	LS		NOISE BARRIER: REMOVAL, STORAGE AND RE-USE	7
																		STRUCTURE REPAIR (HAM-275-31.88)	43
																		STRUCTURE REPAIR (HAM-275-32.70)	69
																		MAINTENANCE OF TRAFFIC	
			500										500	614	11110	500	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	10
				6									6	614	12384	6	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (BIDIRECTIONAL)	10
				LUMP									LUMP	614	12420	LS		DETOUR SIGNING	9
			35										35	614	13000	35	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
			40										40	614	13310	40	EACH	BARRIER REFLECTOR, TYPE 1, (BIDIRECTIONAL)	10
			48										48	614	13312	48	EACH	BARRIER REFLECTOR, TYPE 2, (BIDIRECTIONAL)	10
			8										8	614	13360	8	EACH	OBJECT MARKER, TWO WAY	
				8									8	614	18600	8	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN	
				0.38									0.38	614	21100	0.38	MILE	WORK ZONE CENTER LINE, CLASS I, 642 PAINT	
				0.38									0.38	614	21550	0.38	MILE	WORK ZONE CENTER LINE, CLASS III, 642 PAINT	
				0.85									0.85	614	22100	0.85	MILE	WORK ZONE EDGE LINE, CLASS I, 4", 642 PAINT	
				0.85									0.85	614	22350	0.85	MILE	WORK ZONE EDGE LINE, CLASS III, 4", 642 PAINT	
				100									100	614	24200	100	FT	WORK ZONE DOTTED LINE, CLASS I, 4", 642 PAINT	
				100									100	614	24610	100	FT	WORK ZONE DOTTED LINE, CLASS III, 4", 642 PAINT	
				36									36	614	26200	36	FT	WORK ZONE STOP LINE, CLASS I, 642 PAINT	
				36									36	614	26610	36	FT	WORK ZONE STOP LINE, CLASS III, 642 PAINT	
				LUMP									LUMP	615	10000	LS		ROADS FOR MAINTAINING TRAFFIC	
					211								211	615	25000	211	SY	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	
			22										22	616	10000	22	MGAL	WATER	
				2,400									2,400	622	41100	2,400	FT	PORTABLE BARRIER, UNANCHORED	
				1,000									1,000	622	41110	1,000	FT	PORTABLE BARRIER, ANCHORED	
																		INCIDENTALS	
		LUMP											LUMP	614	11000	LS		MAINTAINING TRAFFIC	
LUMP													LUMP	623	10001	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING, AS PER PLAN	6
													LUMP	624	10000	LS		MOBILIZATION	

CALCULATED CAH CHECKED XXX

GENERAL SUMMARY

HAM-IR 275-31.88/32.70

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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

REFER TO THE FOLLOWING STANDARD DRAWINGS:

AS-1-15	7/17/15	SBR-1-20	7/17/20
AS-2-15	1/18/19	SICD-2-14	7/18/14
PCB-91	7/17/20	VPF-1-90	7/20/18
SICD-1-96	7/18/14	GSD-1-19	1/18/19
A-1-20	7/17/20	NBS-1-09	1/19/18
BR-2-15	7/17/15	TVPF-1-18	7/20/18
EXJ-4-87	1/19/18		

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

DESIGN SPECIFICATIONS AND LOAD RATING

THIS STRUCTURE CONFORMS TO THE "LRFD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 8th ED., INCLUDING ALL INTERIM SPECIFICATIONS AND THE 2019 ODOT BRIDGE DESIGN MANUAL.

THIS STRUCTURE WAS LOAD RATED PER THE "LRFR BRIDGE RATING SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, LATEST ED.,INCLUDING ALL INTERIM SPECIFICATIONS. LOAD RATING FOR THE REHABILITATED HAM-275-3270 STRUCTURE RESULTED IN AN HL-93 INVENTORY RATING OF 0.921 (LESS THAN 1.00 REQUIRED). A DESIGN EXCEPTION FOR STRUCTURAL CAPACITY IS ON FILE.

DESIGN LOADING

HL-93, CASE (II) LOADING
FUTURE WEARING SURFACE (FWS) = 0 PSF (NON-INTERSTATE)
SIDEWALK LOADING = 0.075 KSF

DESIGN DATA

CONCRETE CLASS QC2
-COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1
-COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

REINFORCING STEEL
-MINIMUM YIELD STRENGTH 60 KSI

STRUCTURAL STEEL - ASTM A709 GRADE 50
-YIELD STRENGTH 50 KSI

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2.5" CONCRETE COVER
HMWM CONCRETE SEALER

MONOLITHIC WEARING SURFACE

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

NON-USE OF ASBESTOS-CONTAINING MATERIALS

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

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN DESCRIPTION

THIS WORK CONSISTS OF PARTIALOR COMPLETE REMOVAL OF CONCRETE DECKS, BULB ANGLE DRAINAGE SYSTEMS, AND/OR SUBSTRUCTURES, THE REMOVAL OF PARAPETS, DECK JOINTS AND/OR OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, GIRDERS, CROSS FRAMES,ETC.). THIS WORK ALSO INCLUDES REMOVALS FOR GIRDER REPAIRS. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

THE CONTRACTOR MUST REVIEW THE STRUCTURE WHEN PREPARING HIS BID. THE CONTRACTOR WILL REVIEW THE CONDITION OF THE STRUCTURE TO DETERMINE WHAT DEBRIS WILL FALL FROM THE STRUCTURE DURING REMOVAL. THE CONTRACTOR WILL DETERMINE THE CORRESPONDING COST TO CLEAN UP ANY AND ALL DEBRIS WHICH FALLS FROM THE STRUCTURE DURING ALL REMOVAL OPERATIONS. THE COST TO CLEAR AND CLEAN UP ALL DEBRIS DURING REMOVAL SHALL BE INCLUDED WITH THE BID FOR THIS ITEM OF WORK. NO ADDITIONAL COST WILL BE RECOGNIZED TO CLEAN DEBRIS RESULTING FROM THE STRUCTURE REMOVAL OPERATION.

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

PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. REPLACE OR REPAIR STEEL MEMBERS DAMAGED BY THE DECK SLAB CUTTING OPERATIONS AT NO COST TO THE PROJECT. AT LEAST 7 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT A PROPOSED REPAIR PLAN, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER TO THE PERFORMING REPAIR.

REMOVAL METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN DESCRIPTION (CONTINUED)

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

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN:

PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING. MINIMUM WATER PRESSURE SHALL BE 1,500 PSI.

HMWM CONCRETE SEALER

THE CONTRACTOR SHALL SEAL ALL CONSTRUCTION JOINTS IN THE DECK SLAB OVERLAY, ABUTMENT BACK WALL AND NEW APPROACH SLABS WITH A HIGH MOLECULAR WEIGHT METHACRYLATE SEALER PER CMS 511.22. SEALING SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE CONCRETE OVERLAY AND APPROACH SLAB ITEMS.

ITEM 509 - EPOXY COATED REINFORCING STEEL, AS PER PLAN

IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR FIELD CUT THE REINFORCING STEEL DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS. REPAIR ALL DAMAGE TO THE EPOXY COATING, AS A RESULT OF THIS WORK, ACCORDING TO 709.00. MECHANICAL CONNECTORS SHALL BE CONSIDERED INCIDENTAL TO THIS PAY ITEM.

ITEM 509 - REINFORCING STEEL, MISC.: GALVANIZED REBAR

PROVIDE GALVANIZED REBAR DOWELS AS NOTED IN THE PLANS FOR THE PARAPET REPLACEMENT AT HAM-275-31.88.

EXISTING PLANS

EXISTING PLANS MAY BE INSPECTED IN THE ODOT DISTRICT 8 OFFICE IN LEBANON, OHIO.

ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE

THIS ITEM INCLUDES SEALING THE CONCRETE SUPERSTRUCTURE AND SUBSTRUCTURE SURFACES OF SPECIFIED BRIDGES AS SHOWN ON THE PLANS. THE COLOR OF THE URETHANE COATING SHALL BE FEDERAL COLOR STANDARD NO. 17778 (LIGHT NEUTRAL).

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, MATERIAL AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE BID PRICE PER SQUARE YARD.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

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

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

IN ADDITION TO REPLACEMENT REBAR, PROVIDE REBAR WHERE REQUIRED FOR MISCELANEOUS RECONSTRUCTION EFFORTS.

A QUANTITY OF 200 POUNDS OF REBAR HAS BEEN CARRIED TO THE STRUCTURE QUANTITIES.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

EXISTING STRUCTURE VERIFICATION

MECHANICAL CONNECTORS SHALL BE CAPABLE OF DEVELOPING 125 PERCENT OF THE YIELD STRENGTH OF THE CONNECTED BARS. FOR CONNECTORS WITH THREADED BAR ENDS, IN ORDER TO OFFSET THE EFFECT OF AREA REDUCTION ON THE STRENGTH OF THE BAR AND STILL MEET THE REQUIREMENTS OF ASTM A615, USE THE NEXT LARGER DIAMETER BAR OR A HIGHER GRADE OF STEEL BAR FOR THE REINFORCING RECEIVING THE THREADS.

ITEM 514 - SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL.

PRIME COAT:
THE ENDS OF GIRDERS G1 THROUGH G4 SHAL TO BE ENCASED WITHIN THE ABUTMENT DIAPHRAGMS ARE TO BE BLASTED PER 514.13 AND PAINTED WITH ORGANIC ZINC PRIME COAT PRIOR TO ENCASEMENT.

THE PRIME COAT SHALL BE 708.02B. ALL SURFACE PREPARATION OF THE EXISTING STRUCTURAL STEEL FOR FIELD PAINTING WILL BE PAID FOR UNDER ITEM 514 - SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL. ALL PRIME COAT APPLICATION ON THE EXISTING STRUCTURAL STEEL WILL BE PAID FOR UNDER ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT.

VANDAL PROTECTION FENCING

INSTALL FENCING FOR EACH CONSTRUCTION PHASE PRIOR TO OPENING THAT PHASE TO VEHICULAR AND/OR PEDESTRIAN TRAFFIC.

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DESIGN AGENCY
OHIO DEPT OF TRANSPORTATION
DISTRICT 8 BRIDGE OFFICE

DESIGNED	DRAWN	REVIEWED	DATE
CAH	CAH	XXX	MM/DD/YY

CHECKED	REVISED	STRUCTURE FILE NUMBER
GTF	XXX	31133537/3113418

STRUCTURE NOTES - 1
BRIDGE NO. HAM-275-3188/3270
I-275 UNDER CORNELL RD. & WELLER RD.

HAM-IR 275-31.88/32.70
PID No. 100808

1 / 4

3.8
9.0

PROPOSED WORK HAM-275-3188 (CORNELL RD.)

1. REPLACE PARAPETS WITH A 1'-0" WIDE BR-2-15 RAILING AND 7'-8" SIDE SIDEWALK ON THE SOUTH SIDE, A 1' GUTTER, TWO 11 FOOT LANES, A 3' SHOULDER AND A NEW BARRIER ON THE RIGHT SIDE PER SBR-1-20. INSTALL NEW VANDAL PROTECTION FENCE (VPF) PER DISTRICT VPF POLICY.
2. SEAL WEARING SURFACE WITH HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM).
3. MODIFY OR REPLACE THE EXPANSION JOINTS AS NEEDED TO ACCOMMODATE THE NEW BARRIERS.
4. PATCH PIER COLUMNS WITH 519 PATCHING.
5. REPAIR THE DETERIORATED FASCIA GIRDER WITH A PERFORATION IN THE WEB. REPAIR DAMAGED PAINT INCLUDING DETERIORATED END AT THIS LOCATION.
6. CONNECT NEW SIDEWALK INTO EXISTING SIDEWALKS AT EACH END OF THE BRIDGE. PROVIDE PROPER GUARDRAIL END TERMINALS. COORDINATE FOR UTILITIES CROSSING UNDER THE SIDEWALK. TAPER SIDEWALK THICKNESS FROM 8" AT THE BRIDGE TO MATCH EXISTING HEIGHT OF THE APPROACH SIDEWALK. PROVIDE 2% MAX LONGITUDINAL SLOPE FOR SIDEWALK TAPER. REGRADE SLOPES BEHIND THE SIDEWALK TAPER AS NECESSARY. SIDEWALKS SHALL BE ADA COMPLIANT FOR WIDTH AND GRADE.
7. SEAL THE SUPERSTRUCTURE, PIERS AND ANY REPAIRED PORTIONS OF THE ABUTMENTS WITH EPOXY URETHANE (FEDERAL COLOR 17778) TO THE LIMITS SHOWN IN THE PLANS.
8. REPLACE APPROACH GUARDRAILS, END TERMINAL ASSEMBLIES, AND BRIDGE TERMINAL ASSEMBLIES TO MEET NEW MGS REQUIREMENTS.
9. MILL AND FILL THE SURFACE COURSE OF THE APPROACH ROADWAY THAT IS DISTURBED BY MOT/CONSTRUCTION. PAVEMENT SHALL BE 1.25" OF ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448). REPLACE RPM'S DISTURBED BY CONSTRUCTION.
10. REPLACE PAVEMENT STRIPING ON THE BRIDGE AND ON THE PORTION OF ASPHALT APPROACH PAVEMENT TO BE MILL/FILLED. MATCH EXISTING STRIPING. USE 646 EPOXY ON CONCRETE SURFACES AND 644 THERMOPLASTIC ON ASPHALT.
11. REMOVE AND RE-ERECT ANY GROUND MOUNTED SIGNS THAT ARE IMPACTED BY CONSTRUCTION ON NEW #3 POSTS. INSTALL BARRIER/GUARDRAIL REFLECTORS.
12. REMOVE BRUSH FROM UNDER AND WITHIN 10 FEET OF THE BRIDGE.

BRIDGE CLEANING

CLEANING OF BRIDGE DECK AND SCUPPERS SHALL BE CONSIDERED INCIDENTAL TO THE DECK SEALING AND/OR REPLACEMENT WORK. CLEANING THE ABUTMENT SEATS SHALL BE CONSIDERED INCIDENTAL TO THE ABUTMENT CONVERSION TO SEMI-INTEGRAL. THE CONTRACTOR SHAL COLLECT AND PROPERLY DISPOSE OF DEBRIS AND 1,500 PSI WASH WATER. CONTRACTOR SHALL PROVIDE ALL BMP'S AS REQUIRED TO MEET ENVIRONMENTAL RESTRICTIONS AND COMMITMENTS AS WELL AS REQUIREMENTS OF THE ODOT CMS, ETC.

PROPOSED WORK HAM-275-3270 (WELLER RD.)

1. REPLACE THE DECK. THE NEW DECK COMPOSITE SHALL BE CONFIGURED TO ACCOMMODATE A 1'-0" WIDE BR-2-15 RAILING AND 7'-6" SIDE SIDEWALK ON THE NORTH SIDE, A 1'-6" GUTTER, TWO 11 FOOT LANES, A 3'-0" SHOULDER AND A NEW BARRIER ON THE RIGHT SIDE PER SBR-1-13. INSTALL NEW VANDAL PROTECTION FENCE (VPF) PER DISTRICT VPF POLICY. REMOVE REFLECTIVE BRIDGE MOUNTED DELINEATOR POSTS.
2. LOWER SUPERSTUCTURE STEEL TO ACCOMMODATE THICKER DECK SLAB AND ADDED DECK HAUNCHES. SUPERSTRUCTURE SHALL BE LOWERED UNIFORMLY TO PREVENT OVERSTRESSING THE GIRDERS AND CROSSFRAMES.
3. MINIMIZE DISTURBANCE TO THE NEARBY NOISE WALL.
4. RELACE SCUPPERS ON THE BRIDGE.
5. REPLACE THE EXISTING SHIM STACK AND BEARINGS WITH ELASTOMERIC BEARINGS AT THE ABUTMENTS. ACCOMMODATE HEIGHT BETWEEN GIRDER AND BEAM SEAT USE OF AN HP PEDESTAL. ONLY ONE SHIM PLATE ALLOWED PER NEW BEARING.
6. REMOVE THE END CROSS FRAMES AND EXPANSION JOINTS. CONVERT ABUTMENTS TO SEMI-INTEGRAL.
7. REMOVE EXISTING APPROACH SLABS WITH 9"± ASPHALT OVERLAY. CONSTRUCT NEW APPROACH SLABS WITH SIDEWALK. REFERENCE STD. DWG. AS-1-15 AND AS-2-15.
8. RECONSTRUCT TOPS OF PIER COLUMNS AND REPLACE EXISTING BEARINGS WITH ELASTOMERIC BEARINGS. PERFORM 519 PATCHING OF PIER COLUMNS.
9. PAINT ALL OF THE STRUCTURAL STEEL, ABUTMENT BEARINGS, AND PIER BEARINGS WITH OZEU.
10. SEAL THE SUPERSTRUCTURE AND PIERS WITH BRIDGE WITH EPOXY URETHANE (FEDERAL COLOR 17778) TO THE LIMITS SHOWN IN THE PLANS.
11. REMOVE EXISTING MEDIAN GUARDRAIL LOCATED ON EACH SIDE OF THE CENTER PIER. PROTECT CENTER PIER WITH CONCRETE BARRIER AND APPROPRIATE GUARDRAIL END TERMINALS PER STD. DWG. MGS-3.1 AND RM-4.4. EXISTING CABLE BARRIER SHALL REMAIN IN PLACE.
12. REPLACE APPROACH GUARDRAILS, END TERMINAL ASSEMBLIES, AND BRIDGE TERMINAL ASSEMBLIES TO MEET NEW MGS REQUIREMENTS. USE LONG POST REPLACEMENT GUARDRAIL TO MINIMIZE SLOPE REGRADING.
13. COORDINATE WITH UTILITIES CROSSING UNDER THE SIDEWALK. CONSTRUCT NEW APPROACH SIDEWALK. TAPER SIDEWALK THICKNESS FROM 8" AT THE BRIDGE TO MATCH EXISTING HEIGHT OF THE APPROACH SIDEWALK. PROVIDE 2% MAX LONGITUDINAL SLOPE FOR SIDEWALK TAPER. REGRADE SLOPES BEHIND THE SIDEWALK TAPER AS NECESSARY. SIDEWALKS SHALL BE ADA COMPLIANT FOR WIDTH AND GRADE. TRANSITION SIDEWALK HEIGHT FROM 8" TO 6" ONCE OFF OF THE APPROACH SLABS. CARRY 6" TALL SIDEWALKS AND TYPE 6 CONCRETE CURB ALONG NORTH AND SOUTH APPROACH PAVEMENTS. TRANSITION SIDEWALK HEIGHT AND WIDTH TO MATCH EXISTING WHERE SIDEWALK SHIFTS AWAY FROM ROAD. TIE-IN WITH EXISTING BRICK PAVER/ASPHALT SIDEWALK BEHIND TREE LAWN.
14. RELOCATE FIRE HYDRANT AT SOUTH END OF BRIDGE.
15. PERFORM 25 FEET OF FULL DEPTH PAVEMENT REPLACEMENT BEYOND NEW APPROACH SLABS.
16. BEYOND FULL DEPTH PAVEMENT, MILL AND FILL THE SURFACE COURSE OF THE APPROACH ROADWAY THAT IS DISTURBED BY MOT/CONSTRUCTION. PAVEMENT SHALL BE 1.25" OF ITEM 441 ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448). REPLACE RPM'S DISTURBED BY CONSTRUCTION.
17. PROVIDE NEW PAVEMENT STRIPING ON THE BRIDGE AND ON THE PORTION OF ASPHALT APPROACH PAVEMENT TO BE REPLACED AND MILL/FILLED. MATCH EXISTING STRIPING. USE 646 EPOXY ON CONCRETE SURFACES AND 644 THERMOPLASTIC ON ASPHALT.
18. RE-ERECT ANY GROUND MOUNTED SIGNS THAT ARE IMPACTED BY CONSTRUCTION ON NEW #3 POSTS. INSTALL BARRIER/GUARDRAIL REFLECTORS.
19. REMOVE BRUSH FROM UNDER AND WITHIN 10 FEET OF THE BRIDGE.

CLASS QC3 CONCRETE, MISC.: SUPERSTRUCTURE CONCRETE WITH QC/QA, AS PER PLAN (FOR PARAPETS, DECK SLAB, SIDEWALK AND ABUTMENT DIAPHRAGMS)

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

PROVIDE MATERIALS CONFORMING TO 511.02 EXCEPT AS MODIFIED BELOW:

PORTLAND CEMENT CONCRETE 499.03, CLASS QC 3 MEETING A DESIGN STRENGTH OF 4,500 PSI, WITH MACRO-SYNTHETIC FIBERS WITH MODIFICATION PER 511.02

FIBERS FOR CONCRETE	ASTM C 1116, TYPE III
CORROSION INHIBITOR	515.15

THE CLASS QC3 CONCRETE FOR THE SUPERSTRUCTURE SHALL MEET THE FOLLOWING CRITERIA:
WATER/CEMENT RATIO = 0.40 MAXIMUM; MINIMUM 4 LBS/CY MACRO-SYNTHETIC FIBERS (1.0 IN. MIN. TO 2.5 IN. MAX.) MEETING ASTM C1116 TYPE III SHALL BE ADDED TO THE MIX.

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

THE MACRO-SYNTHETIC FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO 'BALLING' OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY 'BALLING' OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR. IT IS IMPORTANT TO FOLLOW INDUSTRY STANDARDS AND ASTM SPECIFICATIONS ON THE PREMIXING OF THE CEMENT, AGGREGATE AND MACRO-SYNTHETIC FIBERS PRIOR TO THE ADDITION OF WATER AND ADMIXTURES. PROVIDE MACRO-SYNTHETIC FIBERS THAT ARE MONOFILAMENT FIBERS MADE FROM VIRGIN POLYPROPYLENE, POLYETHYLENE, OR CO-POLYMERS THAT ARE INERT TO ALKALI ATTACK. ENSURE THE MACRO-SYNTHETIC FIBERS HAVE A MINIMUM TENSILE STRENGTH OF 70 KSI, A MINIMUM MODULUS OF ELASTICITY OF 800 KSI, A MINIMUM FILAMENT DIAMETER OF 0.012 INCHES, AND ASPECT RATIO BETWEEN 60 AND 100, AND ARE BETWEEN 1.0 AND 2.5 INCHES IN LENGTH. STORE THE MACRO-SYNTHETIC FIBERS ACCORDING TO THE MANUFACTURE'S RECOMMENDATION AND KEEP THE MATERIAL FREE FROM DUST, DIRT AND MOISTURE.

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

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

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

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

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

ITEM 518 - SCUPPERS

THE NEW SCUPPERS AND DOWNSPOUTS SHALL EITHER BE MADE OF CAST IRON OR SHALL HAVE A GALVANIZED FINISH IN ORDER TO PROLONG THE SCUPPER'S SERVICE LIFE.

PARAPET REMOVAL

ONCE THE PARAPET IS REMOVED, THE CONTRCACTOR SHALL VERIFY THE THAT THE CONCRETE DECK BELOW THE PARAPET IS STILL SOUND. IF NOT, THE CONTRACTOR SHALL INFORM THE PROJECT ENGINEER IMMEDIATELY WHO WILL DETERMINE IF THERE IS A NEED FOR ADDITIONAL DECK EDGE REPAIR.

DESIGN AGENCY
OHIO DEPT OF TRANSPORTATION
DISTRICT 8 BRIDGE OFFICE

DESIGNED	DRAWN	REVIEWED	DATE
CAH	CAH	XXX	MM/DD/YY
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GTF	XXX	31133537/3113418	

STRUCTURE NOTES - 2
BRIDGE NO. HAM-275-3188/3270
I-275 UNDER CORNELL RD. & WELLER RD.

HAM-IR 275-31.88/32.70
PID No. 100808

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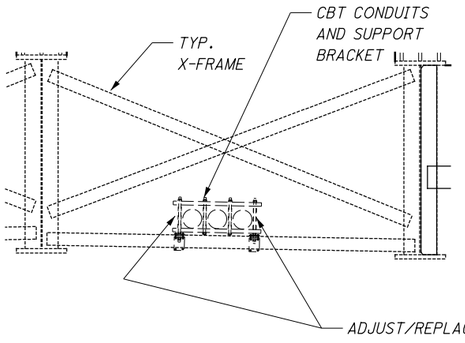
3.9
9.0

UTILITY SUPPORT REHABILITATION

CONTRACTOR SHALL COORDINATE WITH CINCINNATI BELL REGARDING THE BRIDGE MOUNTED UTILITY CONDUITS ON THE WELLER RD. STRUCTURE. ONCE THE ABUTMENT BACKWALLS ARE REMOVED, LOWER THE CONDUITS WITH THE SUPERSTRUCTURE IF THERE IS SUFFICIENT SLACK IN THE CONDUITS.

IF THERE IS NOT SUFFICIENT SLACK IN THE CONDUITS, REPLACE THE EXISTING TELEPHONE CONDUIT SUPPORT BRACKET MOUNTING BOLTS WITH LONGER BOLTS THAT WILL ACCOMMODATE THE LOWERING OF THE SUPERSTRUCTURE BUT LEAVE THE CONDUITS AT THEIR CURRENT HEIGHT. THE CONTRACTOR SHALL ERECT TEMPORARY SUPPORTS BETWEEN THE CROSSFRAMES AS NECESSARY TO SUPPORT THE CONDUITS WHILE THE PERMENANT SUPPORTS ARE REHABILITATED.



ALL MATERIALS, LABOR, EQUIPMENT AND ANY MISCELANEOUS APPURTENANCES (I.E. CONDUIT REPLACEMENT, SURVEY, ETC.) REQUIRED TO COMPLETE THE UTILITY SUPPORT REHABILITATION SHALL BE INCLUDED UNDER ITEM 530 - STRUCTURE, MISC.: UTILITY SUPPORT REHABILITATION (LUMP).

DECK PLACEMENT DESIGN ASSUMPTIONS

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.5 KIPS.

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

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

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

INSTALL ADHESIVE ANCHORS ACCORDING TO THE MANUFACTURER'S INSTALLATION INSTRUCTIONS PUBLISHED IN THE ICC-ES REPORTS LISTED BELOW.

WWW.ICC-ES.ORG/EVALUATION_REPORTS/

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-ICC ADHESIVE ANCHOR SYSTEM
(ICC-ES REPORT ESR-4094)

RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING AND VANDAL PROTECTION FENCE), AS PER PLAN

12' TALL CURVED VANDAL PROTECTION FENCE WITH MODIFIED BASE PLATES ARE INCLUDED WITH THE BR-2 CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING FOR PAYMENT.

ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN MEMBER, COMPLETE PENETRATION WELDING:

AFTER DAMAGED AREAS HAVE BEEN INSPECTED ACCORDING TO ITEM 849 DAMAGE ASSESSMENT. PREPARE THE DAMAGED MATERIAL FOR WELDING, PROVIDE RUNOFF TABS FOR ALL COMPLETE PENETRATION WELDS. PERFORMING COMPLETE PENETRATION WELDS ACCORDING TO C&MS 513 USING APPROVED ELECTRODES, PROCEDURES AND WELDERS. REMOVE RUNOFF TABS AND GRIND THE COMPLETED EDGES SMOOTH. GRIND THE COMPLETED WELDS SMOOTH AND FLUSH WITH THE ADJACENT SURFACES TO PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OF 250 MIL. DO NOT OVER GRIND AS TO REDUCE THE MATERIAL THICKNESS OR WIDTH OF THE NEW OR EXISTING MATERIALS. PREPARE ALL REENTRANT CORNERS WITH A ONE INCH RADIUS. REMOVE WELDING, START AND STOP DISCONTINUITIES. RADIOGRAPHIC TEST THE FINISHED WELDS ACCORDING TO C&MS 513.25A AND SUBMIT COPIES OF THE REPORTS TO THE ENGINEER. THE ENGINEER MAY OBTAIN TECHNICAL ASSISTANCE FROM THE OFFICE OF MATERIALS MANAGEMENT. THE DEPARTMENT WILL INCLUDE ALL MATERIALS; TOOLS; LABOR; EQUIPMENT; AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN MEMBERS, COMPLETE PENETRATION WELDING. FOOT.

ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS, FILLET WELDING:

AFTER DAMAGED AREAS HAVE BEEN INSPECTED ACCORDING TO ITEM 849 DAMAGE ASSESSMENT. PREPARE THE DAMAGED MATERIAL FOR WELDING, PERFORMING 5/16 INCH FILLET WELDS ACCORDING TO ITEM 513 USING APPROVED ELECTRODES, PROCEDURES AND WELDERS. WELD EACH SECONDARY MEMBER ACCORDING TO PLAN DETAILS. MAGNETIC PARTICLE INSPECT ALL FILLET WELDS ACCORDING TO C&MS 513.25B. THE ENGINEER MAY OBTAIN TECHNICAL ASSISTANCE FROM THE OFFICE OF MATERIALS MANAGEMENT. THE DEPARTMENT WILL INCLUDE ALL MATERIALS; TOOLS; LABOR; EQUIPMENT; AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS: FILLET WELDING. FOOT.

ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN:

ALL REQUIREMENTS OF 513 APPLY TO SHOP FABRICATED MEMBERS. PERFORM WORK FOR FIELD FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN SUPPLEMENT 1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE, 501.06, TO THE ENGINEER. PROVIDE SHOP DRAWINGS ACCORDING TO 513.06 OR SUPPLY THE ENGINEER WITH "AS BUILT" DRAWINGS MEETING 513.06 AFTER COMPLETION OF FIELD FABRICATION. THE ENGINEER WILL REVIEW THE SUBMITTED DRAWINGS FOR CONCURRENCE WITH THE FINAL AS-BUILT CONDITION. THE ENGINEER MAY CONTACT THE OFFICE OF STRUCTURAL ENGINEERING FOR TECHNICAL ASSISTANCE. IF THE ENGINEER IS SATISFIED WITH THE "AS-BUILT" DRAWINGS AND THE DELIVERED MATERIALS. SUPPLY A COPY OF THE DRAWINGS, STAMPED, SEALED AND DATED, ACCORDING S1002, TO THE STRUCTURAL, WELDING AND METALS SECTION OF THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES. THE MEMBERS INCLUDED IN THIS ITEM ARE PROVIDED IN TABLE 2 AND 3. THE DEPARTMENT WILL INCLUDE ALL MATERIALS, TOOLS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MEMBERS, LEVEL UF, AS PER PLAN: POUND.

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

THIS WORK FOR THIS ITEM CONSISTS OF RAISING OR REPOSITIONING EXISTING STRUCTURES TO DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

THIS WORK SHALL ALSO INCLUDE TEMPORARY STRUCTURAL SUPPORT OF THE HAM-275-31.88 SUPERSTRUCTURE AT THE FORWARD ABUTMENT TO ACCOMMODATE GIRDER REPAIRS. THE TEMPORARY SUPPORT SHALL NOT ANCHOR TO THE FRONT FACE OF THE EXISTING ABUITMENT FOR STRUCTURAL SUPPORT OR LATERAL STABILITY.

THIS WORK SHALL ALSO INCLUDE TEMPORARY STRUCTURAL SUPPORT OF THE HAM-275-32.70 SUPERSTRUCTURE USING JACKING TOWERS WHILE THE SUBSTRUCTURES ARE RECONSTRUCTED, THE SUPERSTRUCTURE IS LOWERED AND BEARINGS REPLACED. THE HAM-275-32.70 SUPERSTRUCTURE SHALL BE LOWERED UNIFORMLY SO THAT THE STRUCTURE IS NOT OVERSTRESSED. JACKING TOWERS SHALL REST ON THE PIER FOOTINGS OR HAVE INDEPENDENT FOUNDATIONS. THE TOWERS SHALL NOT ANCHOR TO THE EXISTING PIER COLUMNS FOR STRUCTURAL SUPPORT OR LATERAL STABILITY.

SHOULDER CLOSURES ALONG IR-275 SHALL BE ERECTED TO ACCOMMODATE JACKING TOWER WORK.

SUBMIT CONSTRUCTION, SHORING AND JACKING PLANS IN ACCORDANCE WITH CMS 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 THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH CMS 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 AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS.

EXISTING STRUCTURE INFORMATION

EXISTING STRUCTURE INFORMATION INCLUDING DIMENSIONS AND ELEVATIONS SHALL BE CONSIDERED APPROXIMATE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL STRUCTURE INFORMATION AND ELEVATIONS PRIOR TO START OF AND DURING CONSTRUCTION. ANY SURVEY COSTS ASSOCIATED WITH THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE TASKS.

ALERT THE PROJECT ENGINEER IMMEDIATELY REGARDING ANY CONSTRUCTION ISSUES.

DESIGN AGENCY
OHIO DEPT OF TRANSPORTATION
DISTRICT 8 BRIDGE OFFICE

DESIGNED	DRAWN	REVIEWED	DATE
CAH	CAH	XXX	MM/DD/YY

CHECKED	REVISED	STRUCTURE FILE NUMBER
GTF	XXX	31133537/3113418

STRUCTURE NOTES - 3
BRIDGE NO. HAM-275-3188/3270
I-275 UNDER CORNELL RD. & WELLER RD.

HAM-IR 275-
31.88/32.70
PID No. 100808

4 / 4

41
9.0

ESTIMATED QUANTITIES - STRUCTURE No.: HAM-275-3188 (100% 01/IMS/BR FUNDING)

ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL
202	11203	LS	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP	LUMP	LUMP	
509	10001	20901	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	2,468		17,420	1,013
509	20001	200	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN	100		100	
509	30020	7188	FT	No. 4 GFRP DEFORMED BARS	601		6,587	
509	40000	7609	LB	REINFORCING STEEL, MISC.: GALVANIZED REBAR			7,609	
510	10001	2679	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT,AS PER PLAN	262		2,337	80
511	53014	180	CY	CLASS QC3 CONCRETE, MISC.: SUPERSTRUCTURE CONCRETE WITH QC/QA, AS PER PLAN			180	
511	53014	10	CY	CLASS QC3 CONCRETE, MISC.: SUBSTRUCTURE CONCRETE WITH QC/QA, AS PER PLAN	10			
512	10100	1600	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	115	134	1328	23
512	10300	1315	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN			1198	117
512	10600	9	FT	CONCRETE REPAIR BY EPOXY INJECTION		9		
512	74000	134	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES		134		
513	21599	462	LB	STRUCTURAL STEEL FOR REHABILITATION			462	
513	95000	33	FT	STRUCTURE, MISC.: REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS: FILLET WELDING			33	
513	95000	14	FT	STRUCTURE, MISC.: REPAIR OF DAMAGED MAIN OR SECONDARY MEMBERS: COMPLETE PENETRATION WELDING			14	
514	00050	78	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			78	
514	00056	78	SF	PAINTING EXISTING STRUCTURAL STEEL, PRIME COAT			78	
514	00060	78	SF	PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			78	
514	00066	78	SF	PAINTING STRUCTURAL STEEL, FINISH COAT			78	
514	00504	1	MNHR	GRINDING OF FINS, TEARS AND SLIVERS ON EXISTING STRUCTURAL STEEL			1	
514	10000	1	EACH	FINAL INSPECTION REPAIR			1	
516	01300	108	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS			108	
516	10000	30	FT	PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL	30			
516	13200	20	SF	1/2" PREFORMED EXPANSION JOINT FILLER				
516	13600	110	SF	1" PREFORMED EXPANSION JOINT FILLER	110			
516	14600	30	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.: STRUCTURAL EXPANSION JOINT MODIFICATION EXCLUDING ELASTOMERIC STRIP SEAL			30	
516	47000	LS	LUMP	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE			LUMP	
517	75123	456	FT	RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING AND VANDAL PROTECTION FENCE), AS PER PLAN	44		412	
519	11100	15	SF	PATCHING OF CONCRETE STRUCTURES		15		
SPECIAL	530E00200	LS	LUMP	STRUCTURES, MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION	LUMP		LUMP	
607	39900	412	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC			412	
607	39994	500	FT	TEMPORARY VANDAL PROTECTION FENCE, TYPE B			470	

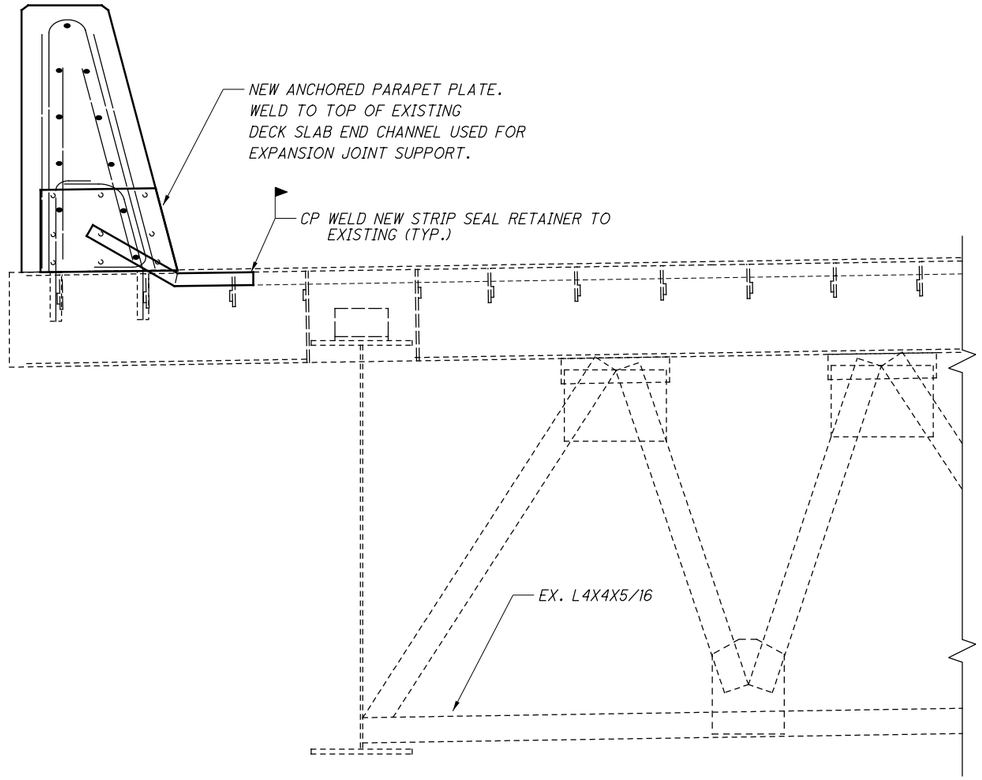
DESIGN AGENCY
OHIO DEPT OF TRANSPORTATION
DISTRICT 8 BRIDGE OFFICE

DESIGNED CAH | DRAWN CAH | REVIEWED XXX | DATE MM/DD/YY | CHECKED GTF | REVISED XXX | STRUCTURE FILE NUMBER 3113353

STRUCTURE QUANTITIES
BRIDGE NO. HAM-275-3188
I-275 UNDER CORNELL RD.

HAM-IR 275-31.88/32.70
PID No. 100808

4.3
9.0



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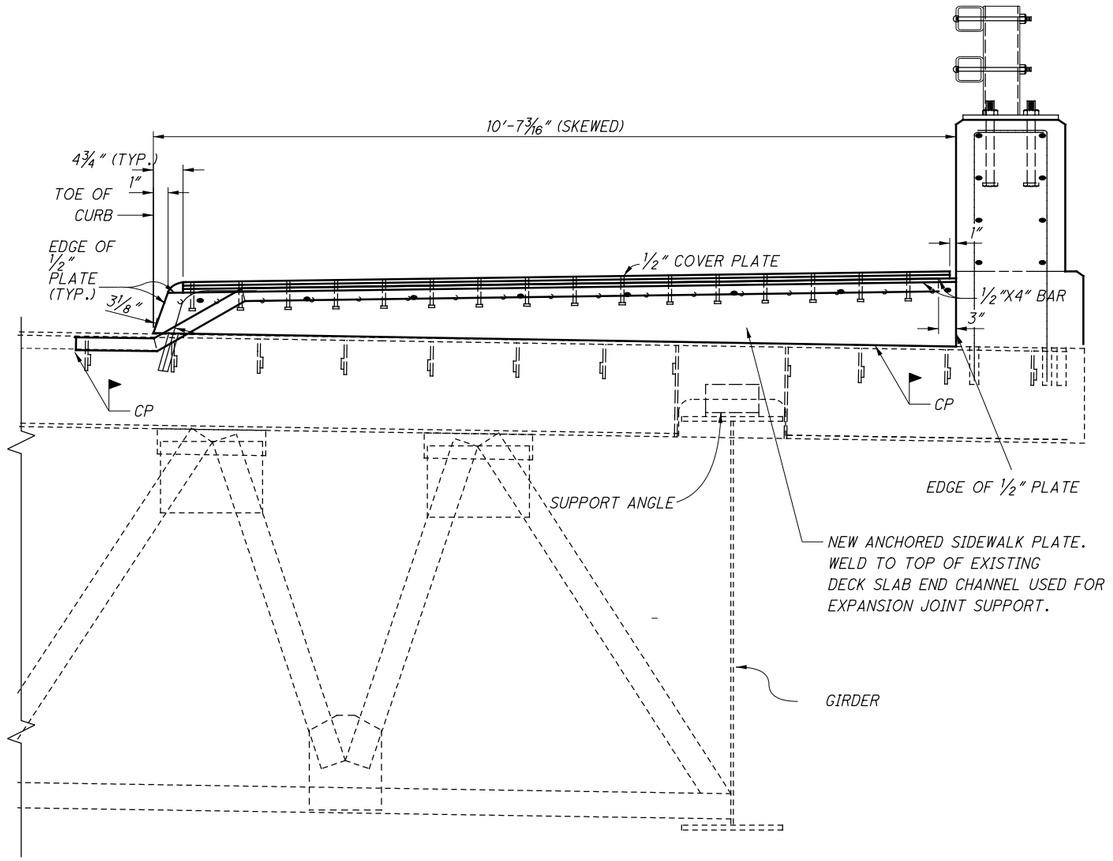

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NOTES

1. SEE STD. DWG. EXJ-4-87 FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL VERIFY MANUFACTURER OF EXISTING STRIP SEAL EXPANSION JOINT. REPLACEMENT PORTIONS OF THE EXPANSION JOINT AND RETAINERS SHALL MATCH EXISTING.
3. REPLACE THE ENTIRE STRIP SEAL GLAND ONCE THE EXPANSION JOINT IS RECONSTRUCTED TO ACCOMMODATE THE NEW SIDEWALK AND PARAPETS. GLAND SHALL BE INSTALLED IN ONE CONTINUOUS PIECE AFTER COMPLETION OF THE JOINT ARMOR.
3. PORTIONS OF THE STRIP SEAL EXPANSION JOINT ASSEMBLY THAT ARE ANGLED TO MEET THE TRANSVERSE DECK CROSS SLOPE SHALL BE CONNECTED TO THE EXISTING JOINT USING COMPLETE PENETRATION FIELD WELDS. WELDS SHALL BE GROUND SMOOTH AND INCLUDED WITH THE EXPANSION JOINT FOR PAYMENT.
4. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED. PROPER ELEVATION OF THE SUPPORT/ARMOR ON THE BEAMS SHALL BE ACHIEVED BY POSITIONING OF THE BEVEL FILL PLATES RATHER THAN BY CLAMPING FORCE.
5. ALL COSTS ASSOCIATED WITH THE ELASTOMERIC STRIP SEAL EXPANSION JOINT, SIDEWALK COVER PLATES, AND ANY REMAINING INCIDENTALS REQUIRED TO COMPLETE THE EXPANSION JOINT INSTALLATION SHALL BE INCLUDED WITH ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN FOR PAYMENT.

DESIGN AGENCY
OHIO DEPT OF TRANSPORTATION
DISTRICT 8 BRIDGE OFFICE

DESIGNED	DRAWN	REVIEWED	DATE
SRR	SRR	XXX	MM/DD/YY
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GTF	XXX	3113353	

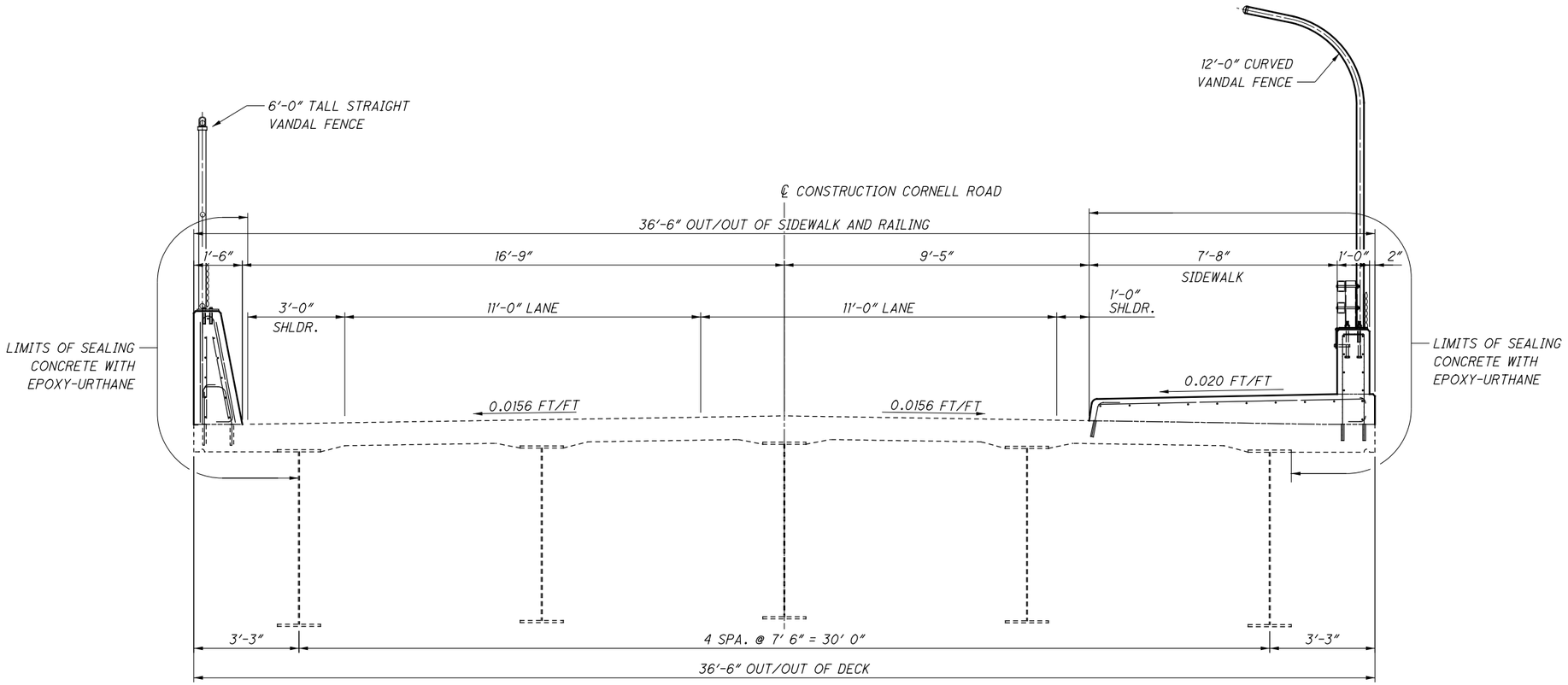
EXPANSION JOINT DETAILS - 3

BRIDGE NO. HAM-275-3188
I-275 UNDER-CORNELL RD.

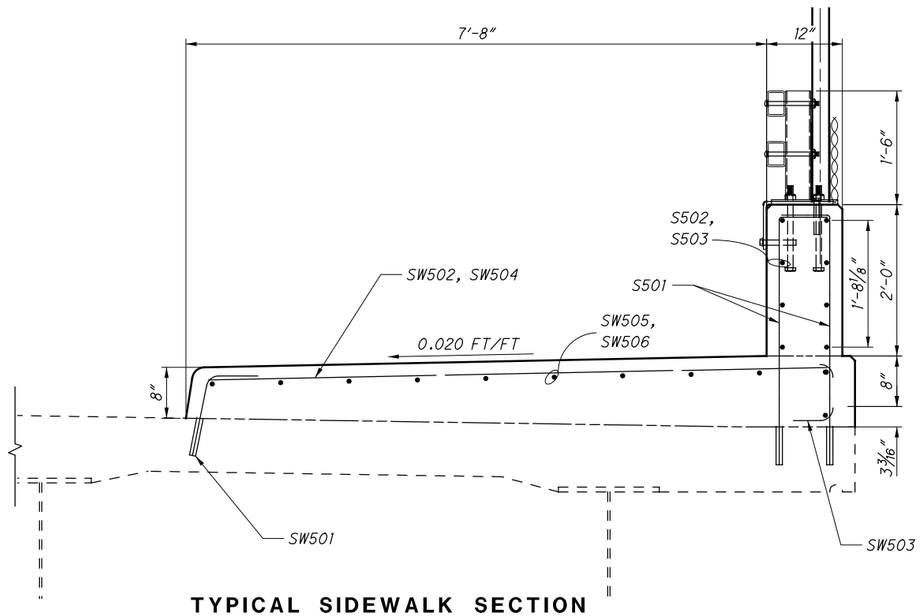
HAM-IR 275-31.88/32.70
PID No. 100808

19 / 26

6.0
9.0



PROPOSED TRANSVERSE SUPERSTRUCTURE SECTION



TYPICAL SIDEWALK SECTION

NOTES

1. *SEE SHEETS 38 THRU 43 FOR GENERAL NOTES AND ESTIMATED QUANTITIES.*
2. *SEE SHEETS 55 & 56 FOR FRAMING PLANS*
3. *SEE SHEETS 67 FOR RAILING REINFORCING STEEL DETAILS.*

LEGEND

- *REINFORCING STEEL*

DESIGN AGENCY
OHIO DEPT OF TRANSPORTATION
DISTRICT 8 BRIDGE OFFICE

DESIGNED	DRAWN	REVIEWED	DATE
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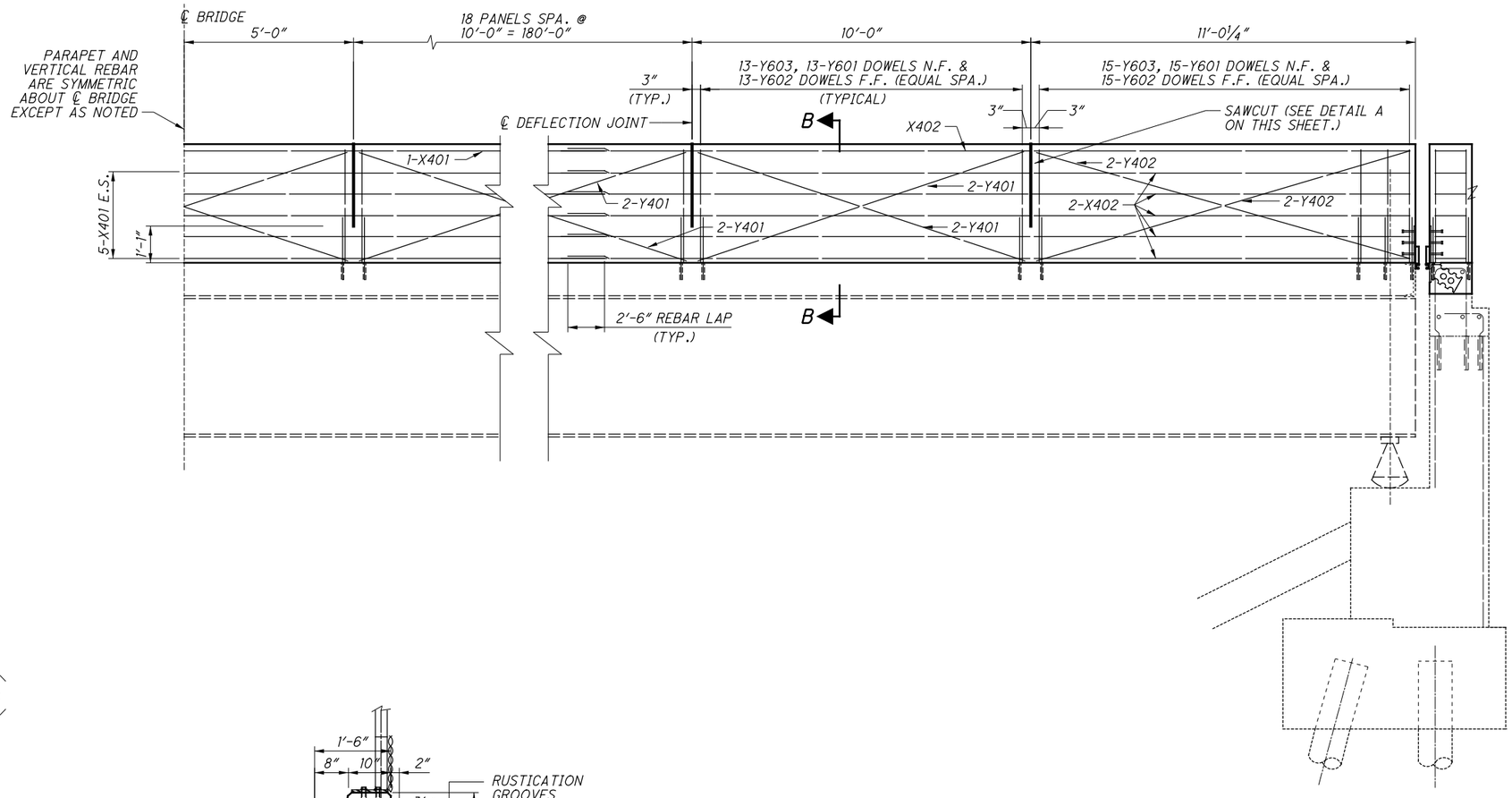
GTF	XXX	3113353	

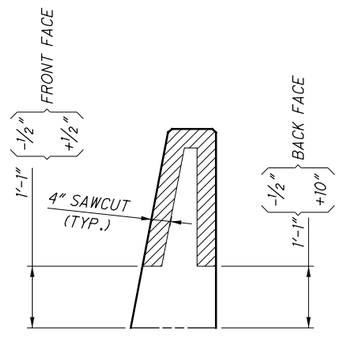
TRANSVERSE DECK SECTIONS
BRIDGE NO. HAM-275-3188
I-275 UNDER CORNELL RD.

HAM-IR 275-31.88/32.70
PID No. 100808

23/26

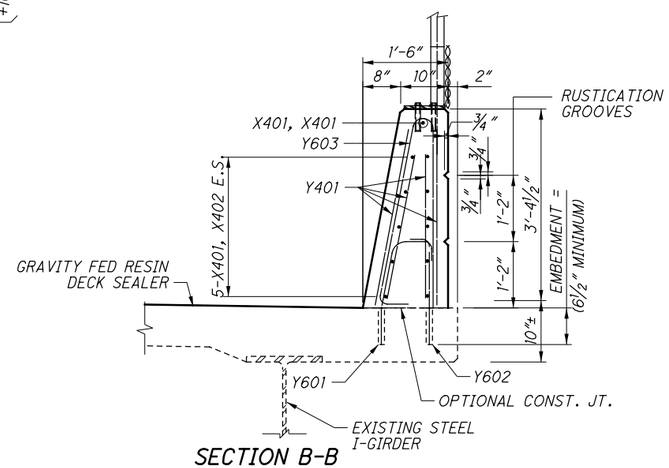
6.4
9.0





PARAPET SAWCUT DETAIL

SECTION THROUGH SAWCUT
SAWCUT PERIMETER = 5'-9"



SECTION B-B

REINFORCED CONCRETE DECK
ON STEEL I-BEAMS
(SAWCUT NOT SHOWN)

NOTES:

1. SEE STANDARD BRIDGE DRAWING SICD-1-96 FOR ABUTMENT DETAILS.
2. FOR BRIDGE TERMINAL ASSEMBLY, SEE STD. CONSTR. DWGS. MGS-3.1.
3. FOR SAWCUT PERIMETER LENGTH, SEE DETAIL 'A' ON THIS SHEET.
4. SEE THIS SHEET FOR DEFLECTION JOINT DETAILS AND ADDITIONAL NOTES.
5. USE GLASS FIBER REINFORCED POLYMER (GFRP) FOR ALL HORIZONTAL X4__ BARS AND STIFFENING BARS (Y401 & Y402 BARS).
6. TIE Y401 & Y402 STIFFENING BARS LOCATED INSIDE THE VERTICAL REINFORCEMENT AT EACH HORIZONTAL BAR. TIE Y401 & Y402 STIFFENING BARS LOCATED OUTSIDE OF THE VERTICAL REINFORCEMENT AT EACH VERTICAL BAR.
7. PLACE STIFFENING BARS IN ALL SAWCUT PANELS 10'-0" AND GREATER. DO NOT ADD STIFFENING BARS TO 14'-0" TRANSITIONS. DO NOT SLIPFORM UNSTIFFENED SAWCUT PANELS. DO NOT OMIT STIFFENING BARS FOR CONVENTIONALLY FORMED CONSTRUCTION.
8. X401 & X402 BARS MAY BE PROVIDED AS EPOXY COATED STEEL REINFORCEMENT IF A GFRP FABRICATED SHAPE IS NOT AVAILABLE.
9. EXTEND RUSTICATION GROOVES FROM BRIDGE DECK FOR AN ADDITIONAL 6'-0" ALONG APPROACH SLAB PARAPETS.
10. Y601 AND Y602 DOWEL REBAR SHALL BE GALVANIZED INSTEAD OF EPOXY COATED TO ENSURE PROPER BOND TO CMS 510 REBAR GROUT.

DESIGN AGENCY
OHIO DEPT OF TRANSPORTATION
DISTRICT 8 BRIDGE OFFICE

DESIGNED	DRAWN	REVIEWED	DATE
CAH	CAH	XXX	MM/DD/YY
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GTF	XXX	3113353	

STRAIGHT FACED BARRIER DETAILS

BRIDGE NO. HAM-275-3188
I-275 UNDER CORNELL RD.

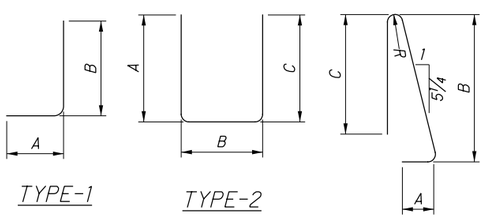
HAM-IR 275-31.88/32.70
PID No. 100808

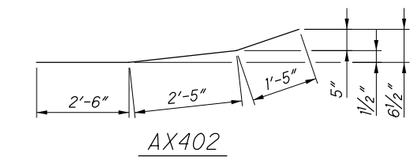
MARK	NUMBER TOTAL	LENGTH	TOTAL LENGTH	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE (GFRP REBAR) FOR STRAIGHT FACED PARAPET											
X401	154	30'-0"	4,620	STR	·	·	·	·	·	·	·
X402	11	26'-2"	288	STR	·	·	·	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·
Y401	156	10'-2"	1,587	STR	·	·	·	·	·	·	·
Y402	8	11'-5"	92	STR	·	·	·	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·
SUB-TOTAL			6,587	TOTAL REBAR PAY LENGTH FOR #4 GFRP REBAR							

MARK	NUMBER REAR ABUT	NUMBER FWD. ABUT	NUMBER TOTAL	LENGTH	TOTAL LENGTH	TYPE	DIMENSIONS A	B	C	D	E	R	INC
ABUTMENT (GFRP REBAR) REINFORCING STEEL LIST													
AX401	12	12	24	9'-10"	236	STR	·	·	·	·	·	·	·
AX402	6	6	12	6'-4"	75	BNT	·	·	·	·	·	·	·
AX403	6	6	12	5'-1"	61	STR	·	·	·	·	·	·	·
AX404	·	11	11	10'-1"	111	STR	·	·	·	·	·	·	·
AX405	·	4	4	10'-5"	42	STR	·	·	·	·	·	·	·
AX406	11	·	11	5'-11"	66	STR	·	·	·	·	·	·	·
AX407	1	1	2	4'-9"	10	STR	·	·	·	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·	·	·
SUB-TOTAL					601	TOTAL REBAR PAY LENGTH FOR #4 GFRP REBAR							

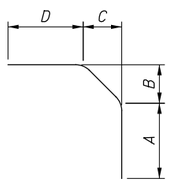
NOTES:

1. ALL DIMENSIONS ARE OUT TO OUT OF BAR
2. DIMENSIONS ON HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE. OTHERWISE STANDARD HOOKS ARE TO BE USED. REFERENCE CMS 509.
3. ALL REINFORCING STEEL CLEARANCES ARE 2" UNLESS OTHERWISE NOTED.
4. ALL REBAR SHALL BE STANDARD EPOXY COATED UNLESS NOTED OTHERWISE.
5. GALVANIZED REBAR DOWELS SHALL BE USED TO OBTAIN PROPER BOND WHEN USING CMS 510 GROUT WITH SHALLOW EMBEDMENT DECK DOWELS.





AX402



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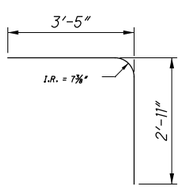
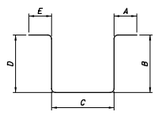
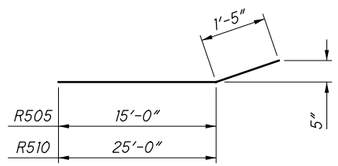


R502



R508, R509



R505, R510

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE REINFORCING STEEL LIST (EPOXY U.N.O.)											
GALVAINZED REBAR => S501	824	3'-9"	3,223	1	0'-8"	3'-3"	·	·	·	·	·
S502	112	30'-0"	3,505	STR	·	·	·	·	·	·	·
S503	8	26'-2"	218	STR	·	·	·	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·
GALVAINZED REBAR => Y601	537	2'-7"	2084	13	0'-6"	1'-5"	0'-3"	0'-9"	·	·	·
GALVAINZED REBAR => Y602	537	2'-1"	1680	1	0'-6"	1'-9"	·	·	·	·	·
Y603	537	7'-4"	4,107	23	0'-11"	3'-3"	3'-0"	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·
GALVAINZED REBAR => SW501	421	1'-5"	622	1	0'-8"	0'-11"	·	·	·	·	·
SW502	2	11'-4"	24	STR	·	·	·	·	·	·	·
SW503	421	1'-10"	805	2	0'-8"	0'-9"	0'-8"	·	·	·	·
SW504	419	8'-4"	3,642	STR	·	·	·	·	·	·	·
SW505	154	30'-0"	4,819	STR	·	·	·	·	·	·	·
SW506	11	26'-2"	300	STR	·	·	·	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·
EPOXY REBAR SUB-TOTAL			17,420								
GALV. REBAR SUB-TOTAL			7,609								

MARK	NUMBER REAR ABUT	NUMBER FWD. ABUT	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
ABUTMENT EPOXY REINFORCING STEEL LIST													
·	2 SER.	2 SER.	4 SER.	3'-6"	·	·	·	·	·	·	·	·	·
AY601	OF	OF	OF	TO	259	STR	·	·	·	·	·	·	0'-1"
·	11	11	11	4'-4"	·	·	·	·	·	·	·	·	·
AY602	8	8	16	4'-4"	104	STR	·	·	·	·	·	·	·
AY603	7	13	20	7'-4"	153	23	0'-11"	3'-3"	3'-0"	·	·	0'-3"	·
AY604	5	12	17	3'-6"	89	13	1'-0"	1'-7"	0'-3"	1'-0"	·	0'-3"	·
AY605	5	12	17	2'-11"	74	1	0'-6"	2'-7"	·	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·	·	·
AY606	2	2	4	4'-4"	26	13	1'-10"	1'-7"	0'-3"	1'-0"	·	·	·
AY607	2	2	4	3'-9"	23	1	0'-6"	3'-5"	·	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·	·	·
R501	2	2	4	4'-2"	17	1	0'-10"	3'-6"	·	·	·	·	·
R502	2	2	4	6'-1"	26	BNT	·	·	·	·	·	·	·
R503	2	2	4	4'-7"	19	STR	·	·	·	·	·	·	·
R504	2	2	4	6'-2"	26	STR	·	·	·	·	·	·	·
R505	6	·	12	16'-5"	205	BT	·	·	·	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·	·	·
R506	30	45	75	3'-3"	254	2	0'-8"	1'-2"	1'-8"	·	·	·	·
R507	5	5	10	4'-5"	46	STR	·	·	·	·	·	·	·
R508	12	11	23	9'-10"	236	BNT	0'-4"	4'-1"	0'-8"	5'-3"	·	·	·
R509	13	29	42	9'-10"	431	BNT	0'-4"	2'-7"	0'-8"	3'-9"	·	·	·
R510	·	6	12	26'-5"	331	BT	·	·	·	·	·	·	·
·	·	·	·	·	·	·	·	·	·	·	·	·	·
R511	1	1	2	4'-1"	9	2	0'-8"	1'-2"	2'-6"	·	·	·	·
R512	1	1	2	10'-8"	22	·	0'-4"	2'-7"	0'-8"	4'-7"	·	·	·
A501	10	10	20	2'-4"	49	2	1'-7"	0'-11"	0'-0 ¾"	·	·	·	·
A502	2	2	4	3'-4"	14	1	1'-0"	2'-6"	·	·	·	·	·
A503	2	2	4	10'-0"	42	STR	·	·	·	·	·	·	·
A504	2	2	4	3'-1"	13	1	1'-0"	2'-3"	·	·	·	·	·
SUB-TOTAL					2,468								

MARK	NUMBER REAR ABUT	NUMBER FWD. ABUT	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
APPROACH SLAB SIDEWALK EPOXY REINFORCING STEEL LIST													
AS501	20	20	40	3'-4"	139	1	1'-0"	2'-6"	·	·	·	·	·
AS502	20	20	40	10'-0"	417	STR	·	·	·	·	·	·	·
AS503	20	20	40	3'-1"	129	1	1'-0"	2'-3"	·	·	·	·	·
AS504	8	8	16	19'-8"	328	STR	·	·	·	·	·	·	·
SUB-TOTAL					1,013								

DESIGN AGENCY
OHIO DEPT OF TRANSPORTATION
DISTRICT 8 BRIDGE OFFICE

DESIGNED · DRAWN CAH CAH CHECKED GTF
REVIEWED XXX DATE MM/DD/YY REVISED XXX
STRUCTURE FILE NUMBER 3113353

REINFORCING STEEL LISTS
BRIDGE NO. HAM-275-3188
I-275 UNDER-CORNELL RD.

HAM-IR 275
31.88/32.70
PID No. 100808

26 · / 26

6.7
9.0

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ESTIMATED QUANTITIES - STRUCTURE No.: HAM-275-3270								(100% 01/IMS/BR FUNDING)
ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL
202	11203	LS	LUMP	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP		LUMP	
202	22900	200	SY	APPROACH SLAB REMOVED				200
503	11100	LS	LUMP	COFFERDAMS AND EXCAVATION BRACING	LUMP			
503	21300	LS	LUMP	UNCLASSIFIED EXCAVATION	LUMP	LUMP		
509	10001	174268	LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	15,242	7262	151,764	
509	20001	200	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN				200
509	30020	6991	FT	No. 4 GFRP DEFORMED BARS			6,991	
510	10001	297	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT,AS PER PLAN	297			
511	33500	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE	2			
511	53014	1041	CY	CLASS QC3 CONCRETE, MISC.: SUPERSTRUCTURE CONCRETE WITH QC/QA, AS PER PLAN			1,041	
511	53014	57	CY	CLASS QC3 CONCRETE, MISC.: SUBSTRUCTURE CONCRETE WITH QC/QA, AS PER PLAN	41	16		
512	10100	2114	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	260	361	1328	165
512	33000	6	SY	TYPE 2 WATERPROOFING	6			
512	74000	542	SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES	181	361		
513	10200	7552	POUND	STRUCTURAL STEEL MEMBERS, LEVEL UF			7,552	
513	20000	1704	EACH	WELDED STUD SHEAR CONNECTORS			1,704	
514	00050	36265	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			36,265	
514	00056	36265	SF	PAINTING EXISTING STRUCTURAL STEEL, PRIME COAT			36,265	
514	00060	36265	SF	PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			36,265	
514	00066	36265	SF	PAINTING STRUCTURAL STEEL, FINISH COAT			36,265	
514	00504	29	MNHR	GRINDING OF FINS, TEARS AND SLIVERS ON EXISTING STRUCTURAL STEEL			29	
514	10000	31	EACH	FINAL INSPECTION REPAIR			31	
516	10000	106	FT	PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL			106	
516	10010	106	FT	ARMORLESS PREFORMED JOINT SEAL				106
516	13600	17	SF	1" PREFORMED EXPANSION JOINT FILLER			17	
516	13900	124	SF	2" PREFORMED EXPANSION JOINT FILLER			124	
516	14020	146	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	146			
516	44400	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, 21.5" DIAM. X 6.23" w/ 22.5" DIAM. X1.50" LOAD PLATE			8	
516	44400	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN, 23.5" DIAM. X 6.51" w/ 24.5" DIAM. X1.50" LOAD PLATE			12	
516	47001	LS	LUMP	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP	
517	75122	430	FT	RAILING (CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING AND VANDAL PROTECTION FENCE)			430	
518	12301	12	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN			12	
518	21200	120	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	120			
518	40000	202	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	202			
518	40010	120	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	120			
519	11100	70	SF	PATCHING CONCRETE STRUCTURE		70		
526	30011	230	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17"), AS PER PLAN				230
526	90030	106	FT	TYPE C INSTALLATION				106
SPECIAL	530E00200	LS	LUMP	STRUCTURES, MISC.: CONSULTANT FOR CONCRETE QUALITY CONTROL INCLUDING TESTING AND INSPECTION	LUMP		LUMP	
SPECIAL	530E00200	LS	LUMP	STRUCTURES, MISC.: UTILITY SUPPORT REHABILITATION			LUMP	
607	39900	430	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC			430	

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OHIO DEPT OF TRANSPORTATION
DISTRICT 8 BRIDGE OFFICE

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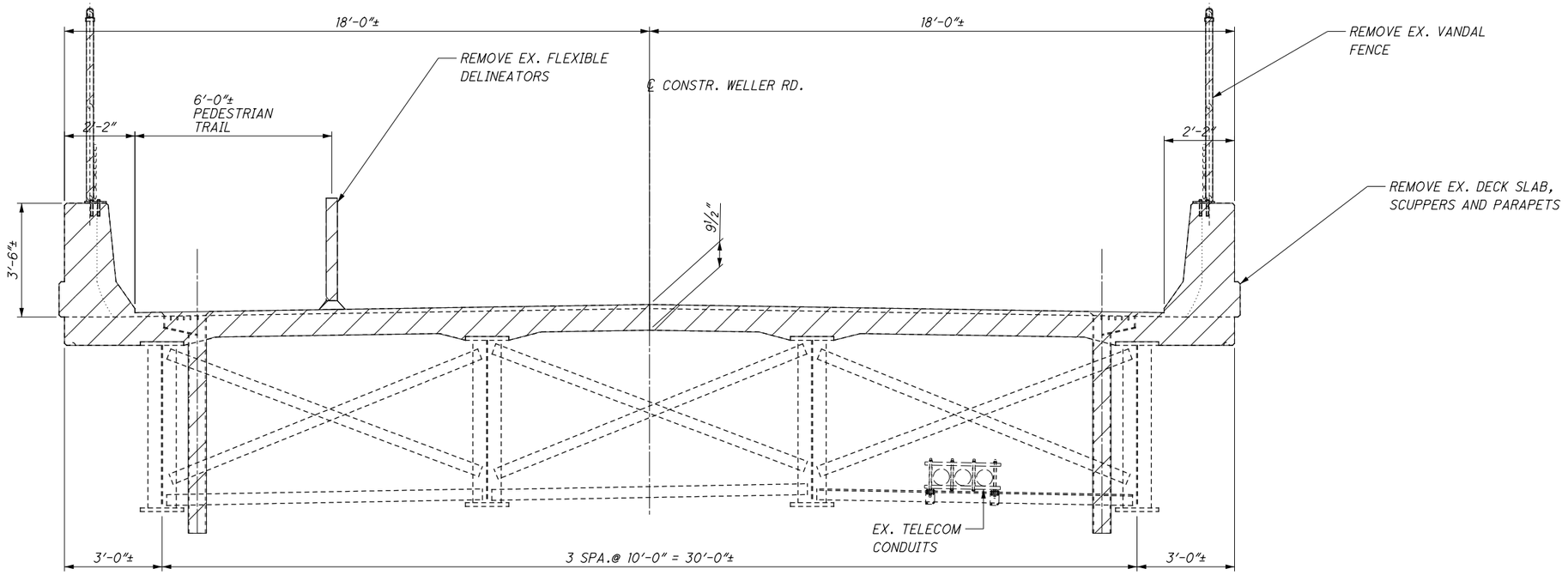
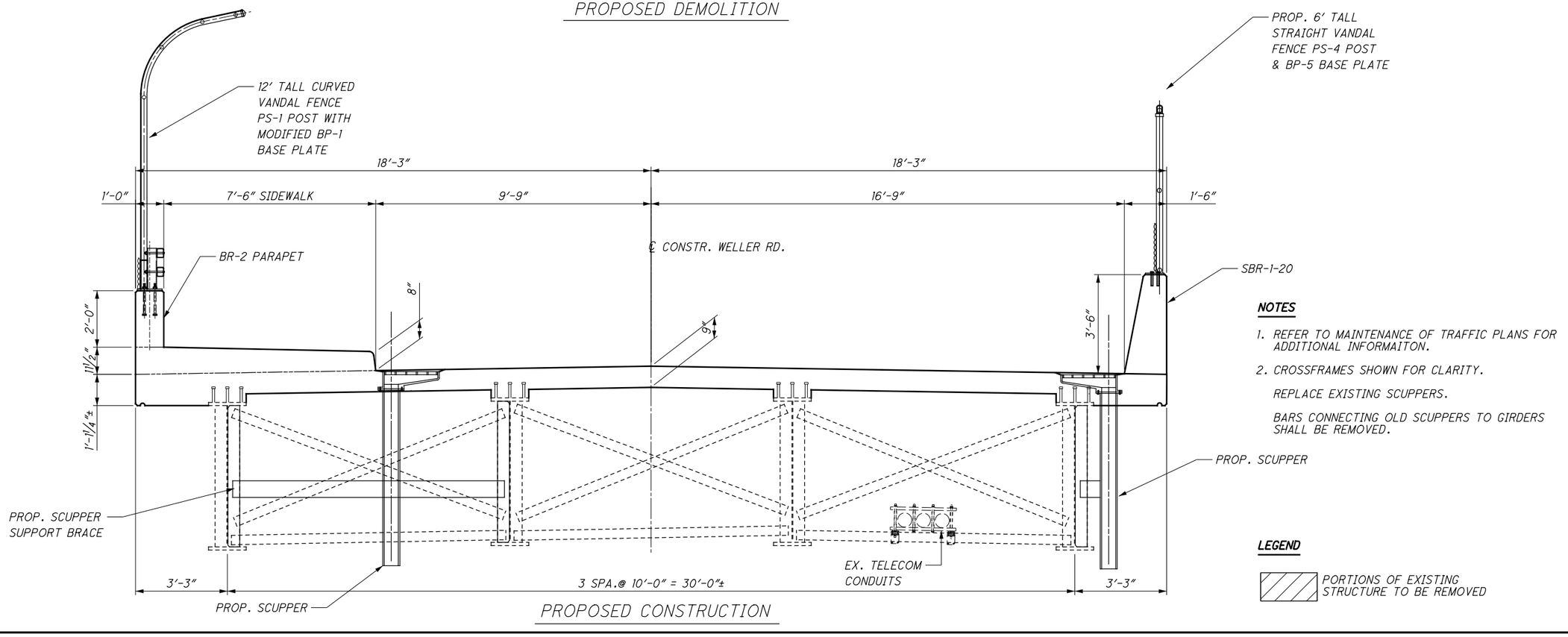
STRUCTURE ESTIMATED QUANTITIES
BRIDGE NO.: HAM-275-3270
WELLER RD. OVER IR-275

HAM-IR 275-31.88/32.70
PID No. 100808

6.9
9.0



PROPOSED DEMOLITION



PROPOSED CONSTRUCTION

NOTES

1. REFER TO MAINTENANCE OF TRAFFIC PLANS FOR ADDITIONAL INFORMAITON.
2. CROSSFRAMES SHOWN FOR CLARITY.

   REPLACE EXISTING SCUPPERS.

   BARS CONNECTING OLD SCUPPERS TO GIRDERS SHALL BE REMOVED.

LEGEND

PORTIONS OF EXISTING STRUCTURE TO BE REMOVED

DESIGN AGENCY
OHIO DEPT OF TRANSPORTATION
DISTRICT 8 BRIDGE OFFICE

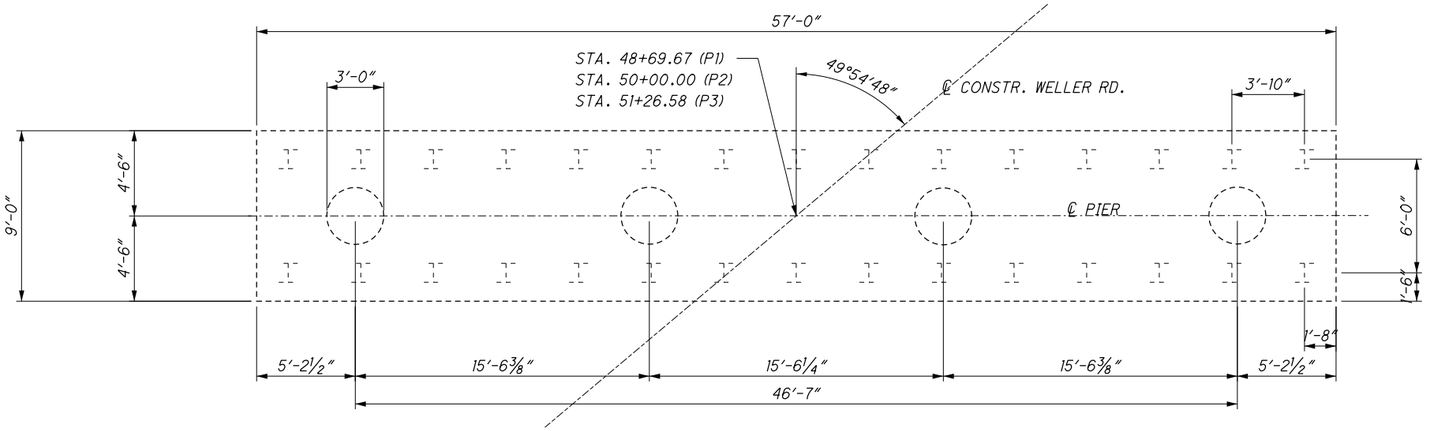
DESIGNED	DRAWN	REVIEWED	DATE
CAH	CAH	XXX	MM/DD/YY
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GTF	XXX	3113418	

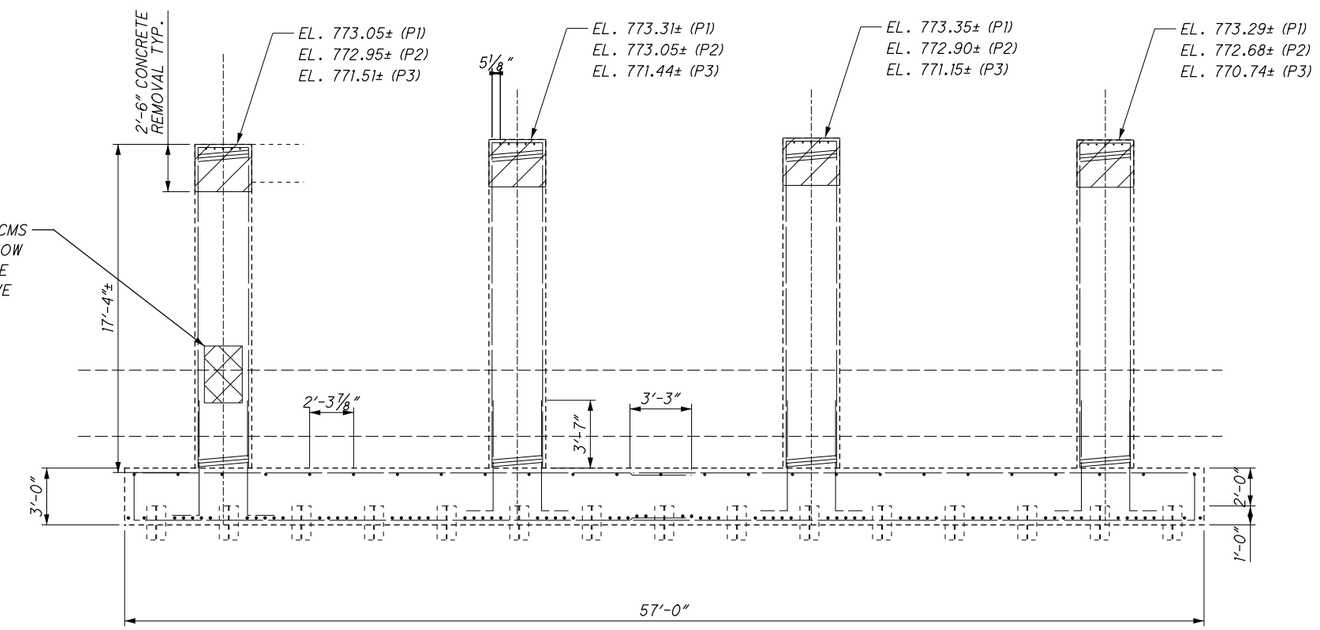
STAGE CONSTRUCTION
BRIDGE NO.: HAM-275-3270
WELLER RD. OVER IR-275

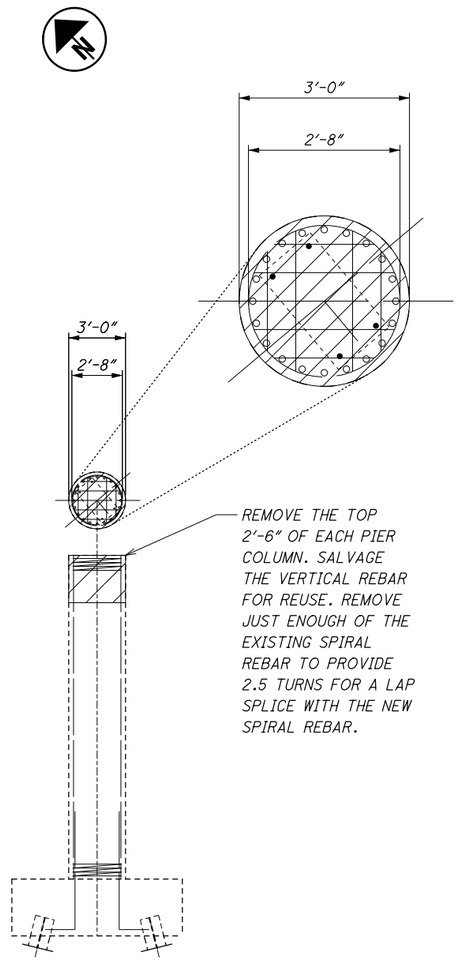
HAM-IR 275-31.88/32.70
PID No. 100808

3 / 23

7.0
9.0







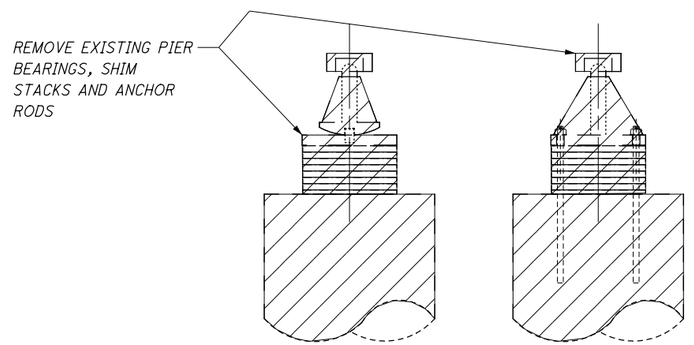
PIER COLUMN PATCHING QUANTITIES (S.F.)					
PIER #	COLUMN #1	COLUMN #2	COLUMN #3	COLUMN #4	TOTAL
1	16	16	16	10	58
2	0	0	0	0	0
3	0	4	0	8	12
					70

LEGEND

ITEM 202 - PORTIONS OF STRUCTURE REMOVED

NOTES:

1. THE VERTICAL PROFILE OF THE BRIDGE WILL REMAIN THE SAME HOWEVER THE GIRDERS WILL BE LOWERED TO ACCOMMODATE THE PROPOSED THICKER DECK AND ADDED DECK HAUNCHES.
2. ERECT TEMPORARY SHORING TO SUPPORT THE GIRDERS AT EACH SUBSTRUCTURE. LOWER GIRDERS AT EACH SUBSTRUCTURE SIMULTANEOUSLY.



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DISTRICT 8 BRIDGE OFFICE

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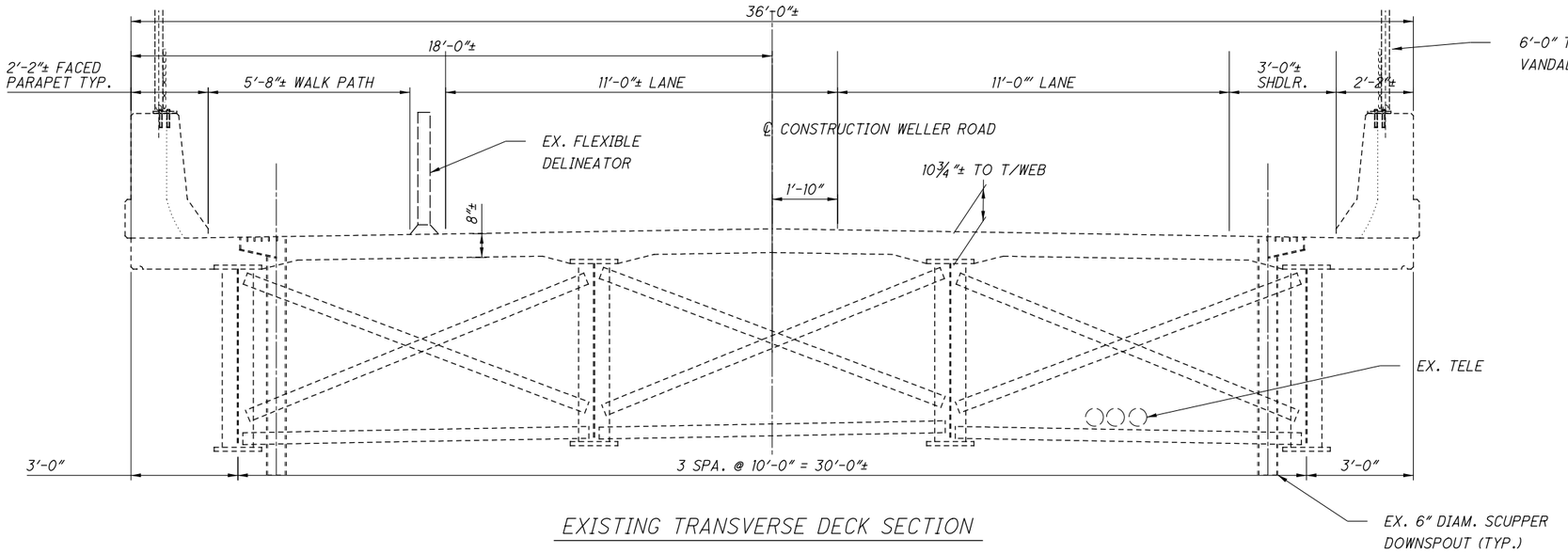
PIER DEMOLITION PLAN
BRIDGE NO.: HAM-275-3270
WELLER RD. OVER IR-275

HAM-IR 275-31.88/32.70
PID No. 100808

6 / 23

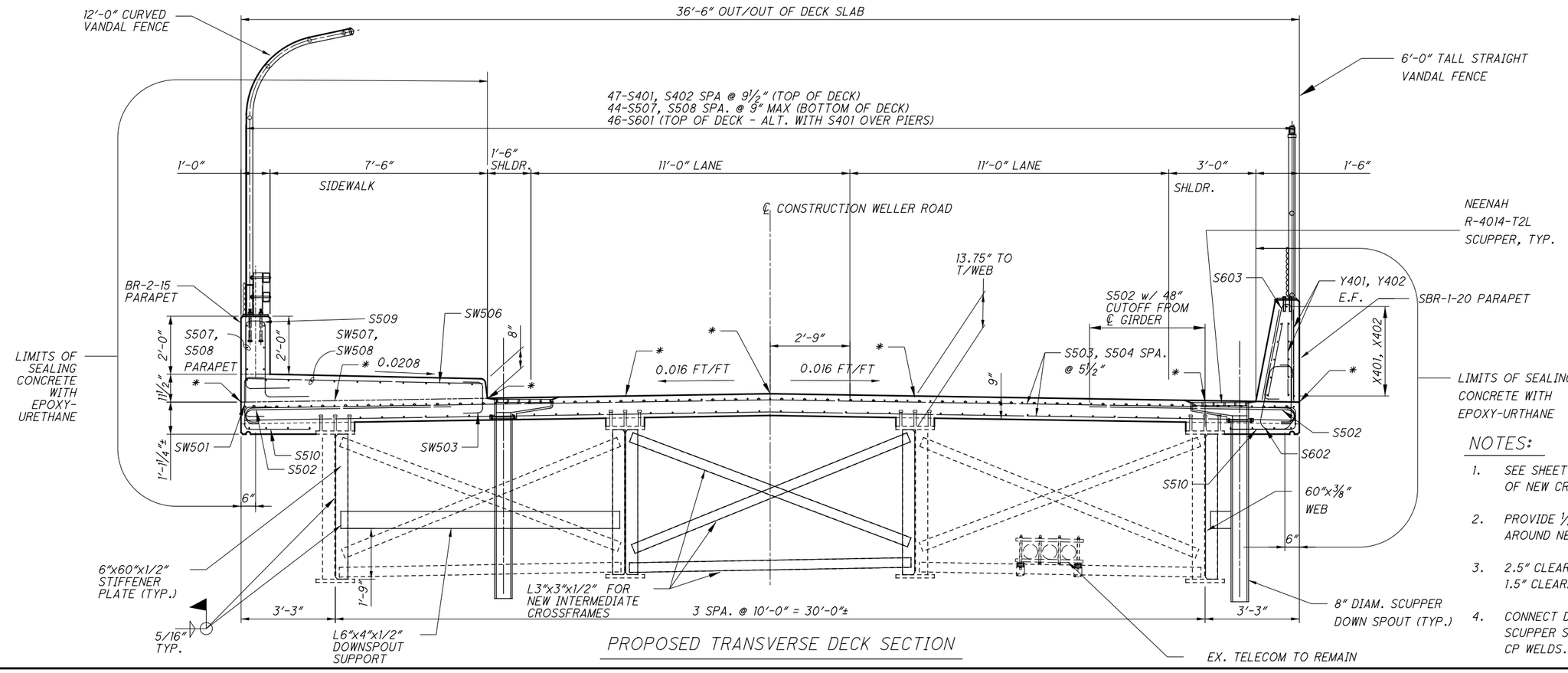
7.3
9.0



EXISTING TRANSVERSE DECK SECTION

LEGEND

* - SCREED/HAUNCH ELEVATION GIVEN AT THIS LOCATION



PROPOSED TRANSVERSE DECK SECTION

NOTES:

1. SEE SHEET 80 FOR LOCATIONS OF NEW CROSS FRAMES.
2. PROVIDE ½" MIN. DEPRESSION AROUND NEW SCUPPER GRATES
3. 2.5" CLEARANCE TO TOP REBAR. 1.5" CLEARANCE TO BTM. REBAR.
4. CONNECT DOWN SPOUTS TO SCUPPER SUPPORTS WITH 5/16" CP WELDS.

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TRANSVERSE DECK SECTION
BRIDGE NO.: HAM-275-3270
WELLER RD. OVER IR-275

HAM-IR 275-
31.88/ 32.70
PID No. 100808

18 / 23

8.5
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