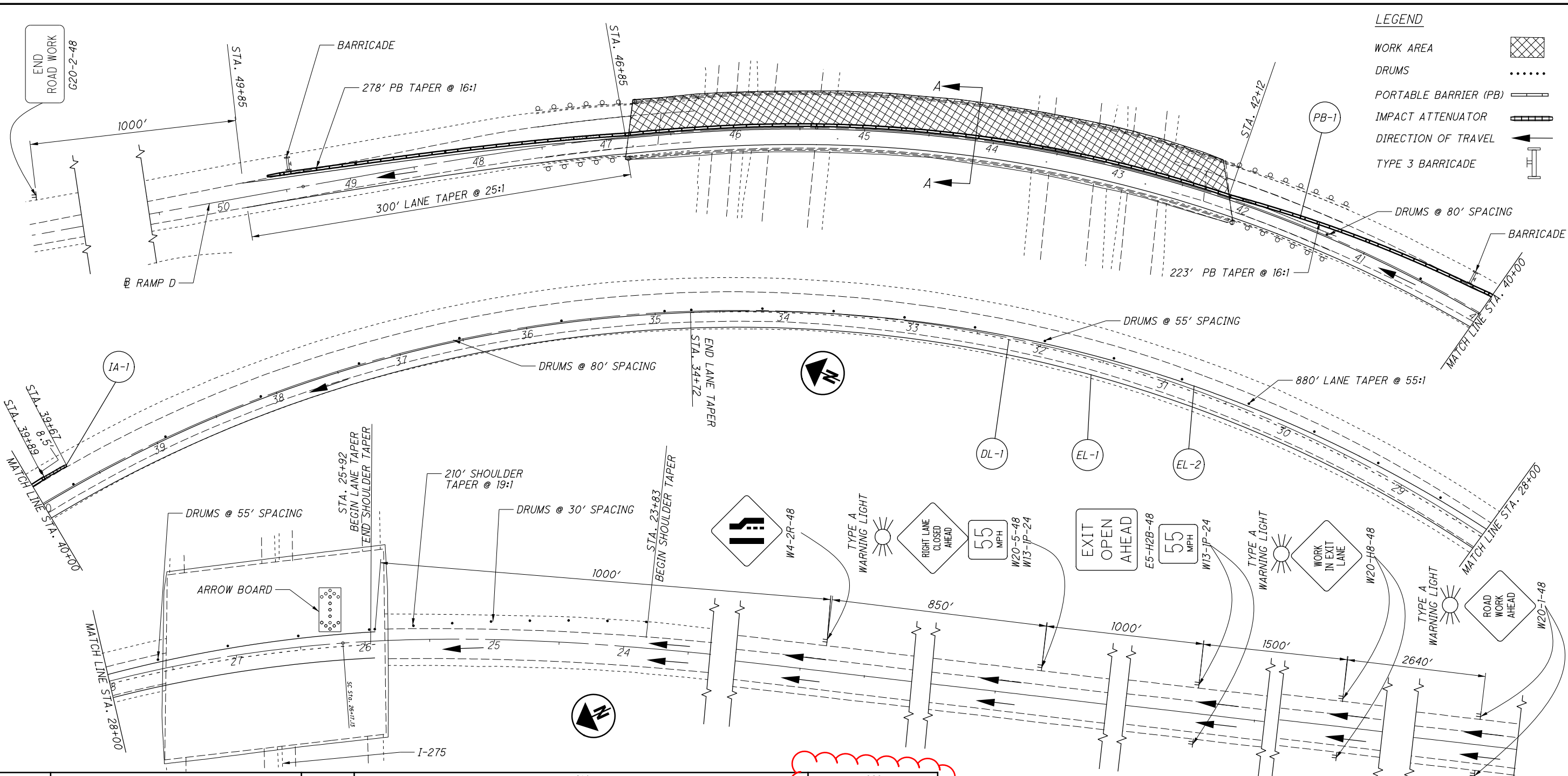


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**LEGEND**

- WORK AREA
- DRUMS
- PORTABLE BARRIER (PB)
- IMPACT ATTENUATOR
- DIRECTION OF TRAVEL
- TYPE 3 BARRICADE

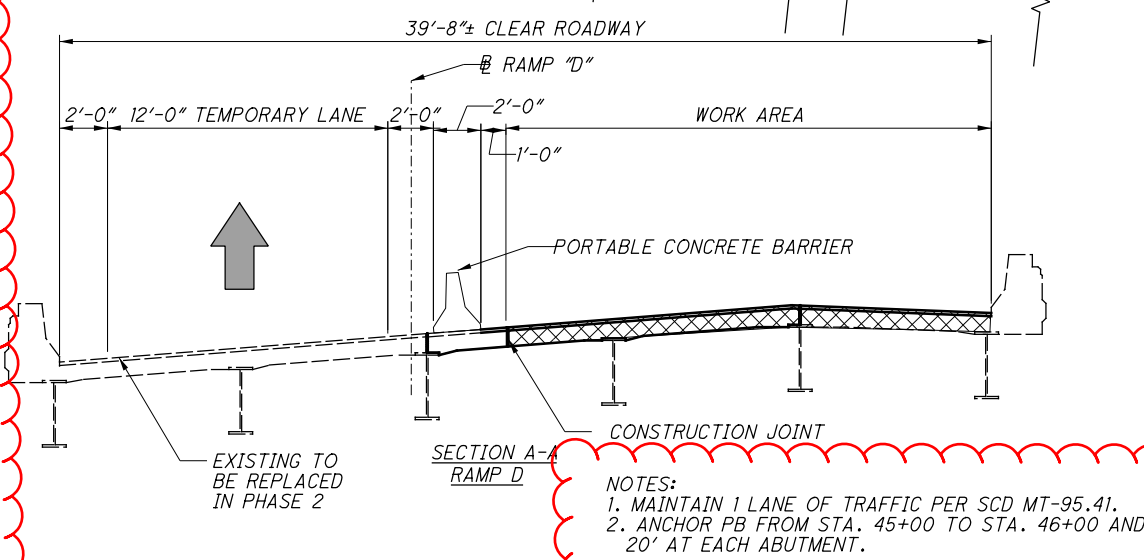
CALCULATED  
AES  
CHECKED  
BUA

0 20 40 80  
HORIZONTAL SCALE IN FEET

0 40 80  
VERTICAL SCALE IN FEET

**MAINTENANCE OF TRAFFIC  
PHASE 1**

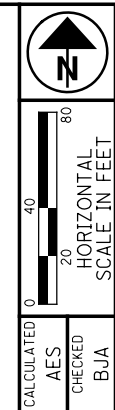
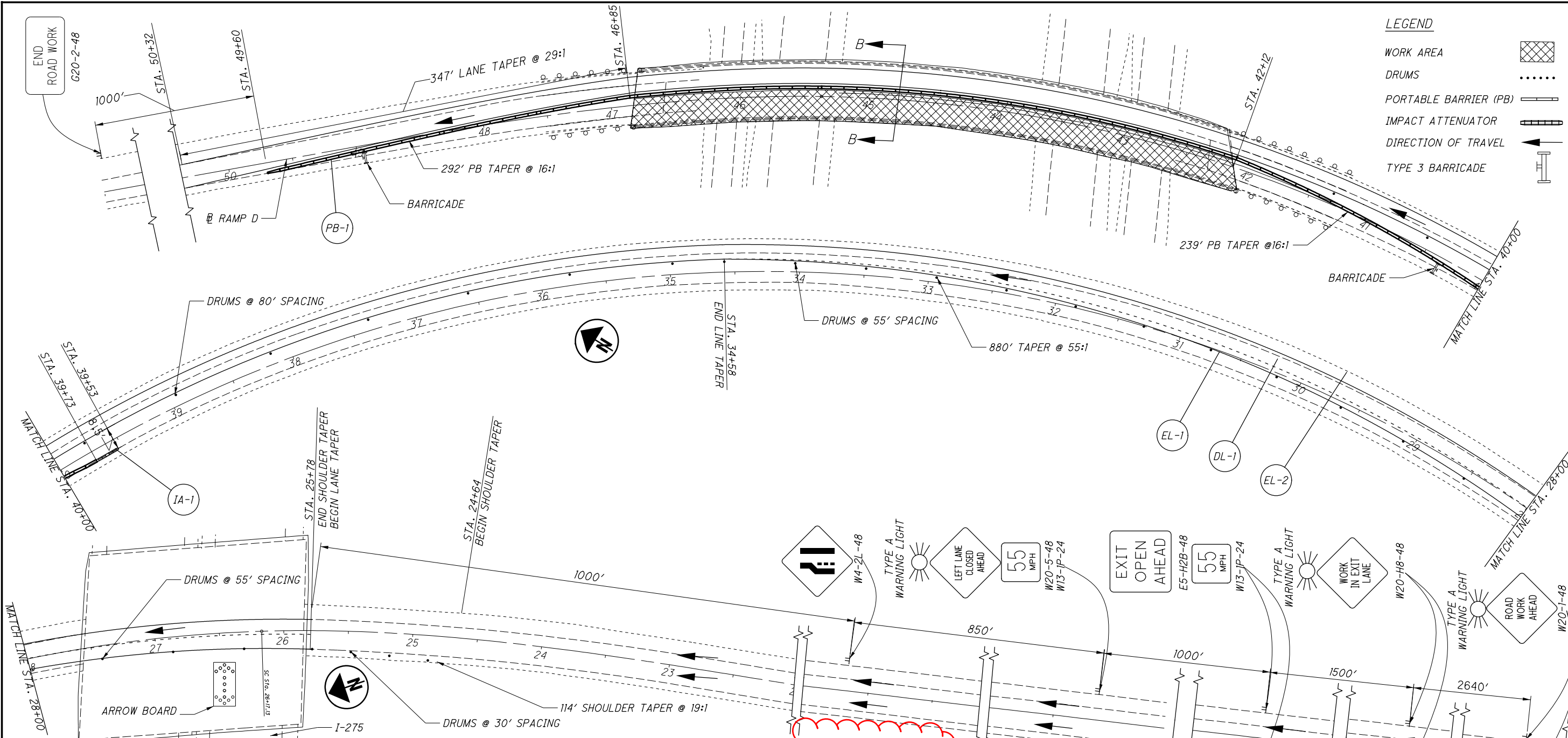
REF. NO.	STATION		SIDE	614					622		
	FROM	TO		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL)	WORK ZONE EDGE LINE, CLASS 1, 6" (YELLOW)	WORK ZONE EDGE LINE, CLASS 1, 6" (WHITE)	WORK ZONE DOTTED LINE, CLASS 1	OBJECT MARKER, ONE WAY	BARRIER REFLECTOR	INCREASED BARRIER DELINEATION	PORTABLE BARRIER, UNANCHORED
			EACH	MILE	MILE	FT	EACH	EACH	FT	FT	FT
IA-1		39+67	1								
EL-1	25+92	49+60	1	0.44							
EL-2	25+92	49+60	1		0.44						
DL-1	25+92	34+72	1			880					
PB-1	39+89	49+63	11				11		520	840	140
AP-1	26+50		11						520	840	140
TOTALS CARRIED TO SHEET 11			1	0.88		880	11	11	520	840	140



**NOTES:**  
 1. MAINTAIN 1 LANE OF TRAFFIC PER SCD MT-95.41.  
 2. ANCHOR PB FROM STA. 45+00 TO STA. 46+00 AND 20' AT EACH ABUTMENT.

**HAM-75-16.67**

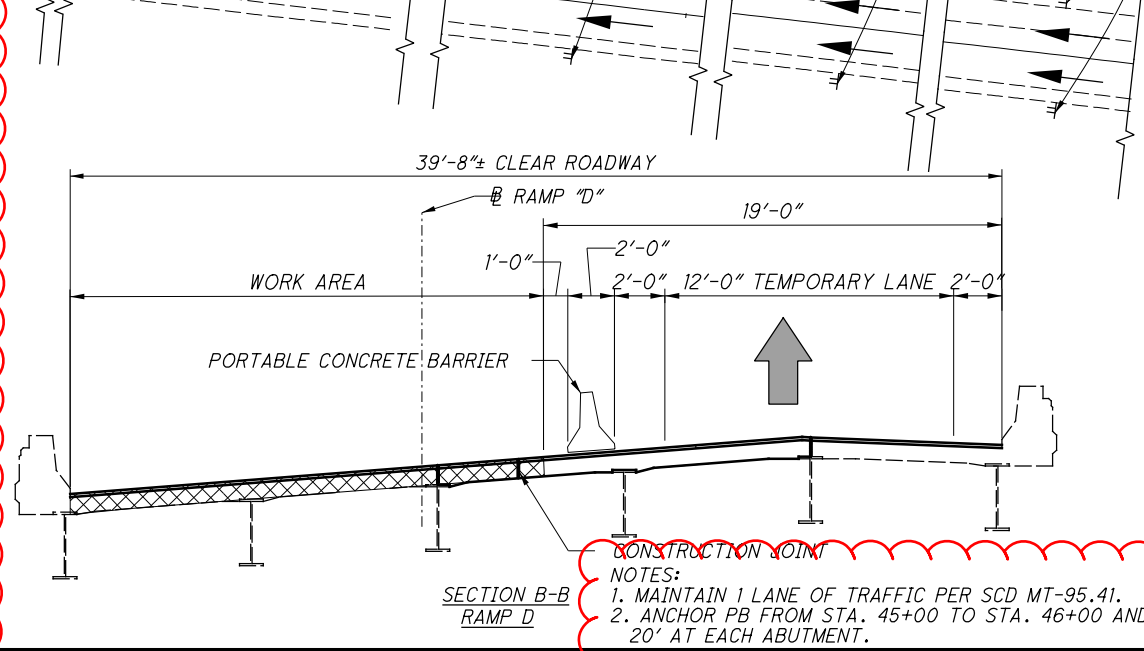
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AES  
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BJA

**MAINTENANCE OF TRAFFIC  
PHASE 2**

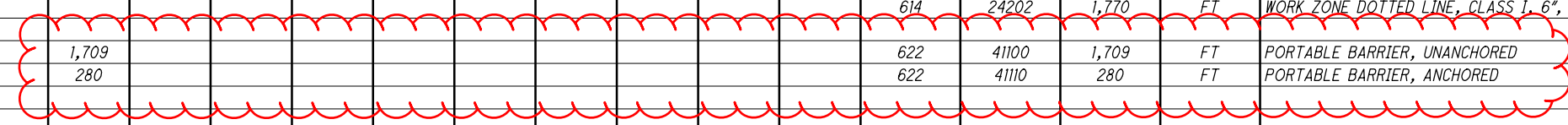
REF. NO.	STATION		SIDE	614											622	
	FROM	TO		WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS (UNIDIRECTIONAL)	WORK ZONE EDGE LINE, CLASS I, 6" (YELLOW)	WORK ZONE EDGE LINE, CLASS I, 6" (WHITE)	WORK ZONE DOTTED LINE, CLASS I	OBJECT MARKER, ONE WAY	BARRIER REFLECTOR	INCREASED BARRIER DELINEATION	PORTABLE BARRIER, UNANCHORED	PORTABLE BARRIER, ANCHORED	EACH	FT	FT	FT
IA-1	39+53		LT	1												
EL-1	25+78	50+35	LT / RT		0.47											
EL-2	25+78	50+35	RT			0.47										
DL-1	25+78	34+58	RT				890									
PB-1	39+73	49+77	RT					14	14	697	869	140				
SUBTOTAL THIS SHEET				1	0.94		890	14	14	697	869	140				
TOTALS CARRIED FROM SHEET 10				1	0.88		880	11	11	520	840	140				
TOTALS CARRIED TO SHEET 5				-	1.82		1,770	25	25	1,217	-	-				
TOTALS CARRIED TO GENERAL SUMMARY				2	-		-	-	-	-	1,709	280				



**CONSTRUCTION JOINT NOTES:**  
 1. MAINTAIN 1 LANE OF TRAFFIC PER SCD MT-95.41.  
 2. ANCHOR PB FROM STA. 45+00 TO STA. 46+00 AND 20' AT EACH ABUTMENT.

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SHEET NUM.													PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
4	5	6	7	11	13								01/IMS/BR	EXT	TOTAL				
ROADWAY																			
													201	11000	LS		CLEARING AND GRUBBING		
					118								202	23000	118	SY	PAVEMENT REMOVED		
					124								204	10000	124	SY	SUBGRADE COMPACTION		
EROSION CONTROL																			
856													659	00300	856	CY	TOPSOIL		
7,713													659	10000	7,713	SY	SEEDING AND MULCHING		
386													659	14000	386	SY	REPAIR SEEDING AND MULCHING		
386													659	15000	386	SY	INTER-SEEDING		
1.08													659	20000	1.08	TON	COMMERCIAL FERTILIZER		
1.59													659	31000	1.59	ACRE	LIME		
43													659	35000	43	MGAL	WATER		
													832	30000	10,000	EACH	EROSION CONTROL		
PAVEMENT																			
					9,228								254	01000	9,228	SY	PAVEMENT PLANING, ASPHALT CONCRETE, 1.5"		
					36								302	46000	36	CY	ASPHALT CONCRETE BASE, PG64-22		
					33								304	20000	33	CY	AGGREGATE BASE		
					791								407	20000	791	GAL	NON-TRACKING TACK COAT		
					385								442	20000	385	CY	ASPHALT CONCRETE SURFACE COURSE, 12.5 MM, TYPE A (448)		
					7								442	20250	7	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, 19 MM, TYPE B (448)		
					6,042								872	10000	6,042	FT	VOID REDUCING ASPHALT MEMBRANE (VRAM)		
TRAFFIC CONTROL																			
					96								621	00100	96	EACH	RPM		
					11								621	54000	11	EACH	RAISED PAVEMENT MARKER REMOVED		
					1.4								642	30030	1.4	MILE	REMOVAL OF PAVEMENT MARKING		
					0.8								644	00104	0.8	MILE	EDGE LINE, 6"		
					0.35								644	00204	0.35	MILE	LANE LINE, 6"		
					0.16								645	00112	0.16	MILE	EDGE LINE, 6", TYPE A1		
					0.08								645	00212	0.08	MILE	LANE LINE, 6", TYPE A1		
STRUCTURE OVER 20 FOOT SPAN (HAM-075-1697, SFN 311199) SEE SHEET 21																			
MAINTENANCE OF TRAFFIC																			
	1,217												614	1110	750	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE		
													614	11630	1,217	FT	INCREASED BARRIER DELINEATION		
					2								614	12380	2	EACH	WORK ZONE IMPACT ATTENUATOR, 24" WIDE HAZARDS, (UNIDIRECTIONAL)		
													614	12420	LS		DETOUR SIGNING		
	25												614	13310	25	EACH	BARRIER REFLECTOR, TYPE 1, ONE-WAY		
		43											614	13312	43	EACH	BARRIER REFLECTOR, TYPE 2, ONE-WAY		
	25	43											614	13350	68	EACH	OBJECT MARKER, ONE WAY		
		5											614	18601	5	SNMT	PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN		
		1.82											614	22010	1.82	MILE	WORK ZONE EDGE LINE, CLASS I, 6"		
		1,770											614	24202	1,770	FT	WORK ZONE DOTTED LINE, CLASS I, 6", 642 PAINT		
					1,709								622	41100	1,709	FT	PORTABLE BARRIER, UNANCHORED		
					280								622	41110	280	FT	PORTABLE BARRIER, ANCHORED		
INCIDENTALS																			
													614	11000	LS		MAINTAINING TRAFFIC		
													619	16010	5	MNTH	FIELD OFFICE, TYPE B		
													623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING		
													624	10000	LS		MOBILIZATION		



CALCULATED AJS	CHECKED BJA
GENERAL SUMMARY	
HAM - 75 - 16.97	
12	39



**STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS**  
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

EXJ-4-87 REVISED 01-19-18  
GSD-1-19 REVISED 01-18-19  
PCB-91 REVISED 07-17-20

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

848 DATED 01-20-17

**DESIGN SPECIFICATIONS**

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, INCLUDING ALL INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

**DESIGN LOADING**

HS-20 LIVE LOAD

**DESIGN DATA**

CONCRETE QC2 - COMPRESSIVE STRENGTH 4500 PSI  
(SUPERSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

STRUCTURAL STEEL - ASTM A709 GRADE 50, MINIMUM YIELD STRENGTH 50,000 PSI

**DECK PROTECTION METHOD**

SUPERPLASTICIZED DENSE OVERLAY

**ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN**

DESCRIPTION: THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR THE EPOXY WEARING SURFACE AND ASPHALT WEARING COURSE REMOVAL. THIS WORK CONSISTS OF THE REMOVAL OF PORTIONS OF CONCRETE DECK IN BAYS 3 AND 4 OF SPAN E AS SHOWN IN THE PLANS AND AT ENDS OF THE DECK AT BOTH ABUTMENTS IN CONJUNCTION WITH REMOVAL OF THE EXPANSION JOINTS AND THE END CROSS FRAMES, PORTIONS OF THE BACKWALLS DOWN TO THE APPROACH SLAB SEAT, THE CORRESPONDING PORTIONS OF THE PARAPETS AND APPURTENANCES FROM STEEL BEAMS AND OTHER APPURTENANCES FROM CONCRETE AND STEEL SUPPORTING SYSTEMS. THIS WORK ALSO INCLUDES THE REMOVAL OF THE FOUR DOWNSPOUTS AT THE CORNERS OF BOTH ABUTMENTS. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. GRIND WELD REMNANTS FLUSH WITH SURROUNDING SURFACE AFTER WELDED ATTACHMENTS ARE REMOVED. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 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 CLEAN AND CLEAN UP ALL DEBRIS DURING THE REMOVAL SHALL BE INCLUDED WITH THE BID FOR THIS ITEM OF WORK. NO ADDITIONAL COST WILL BE RECOGNIZED

**ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (CONT.)**

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.

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

CONCRETE REMOVAL AT EXPANSION JOINTS: THE ABUTMENT BACKWALL DOWN TO THE APPROACH SLAB SEAT, 1'-4" OF THE CONCRETE DECK AND PORTIONS OF THE CONCRETE PARAPET REMOVAL LIMITS AT EACH ABUTMENT ARE TO SHOW THE ALLOWABLE AREA OF REMOVAL. REMOVE ABUTMENT BACKWALL DOWN TO THE APPROACH SLAB SEAT, PORTIONS OF THE CONCRETE DECK AND PORTIONS OF THE CONCRETE PARAPETS AS REQUIRED TO INCORPORATE THE PROPOSED WORK SHOWN IN THE PLANS. EXISTING DECK, PARAPET AND BACKWALL REINFORCING STEEL EMBEDDED IN CONCRETE TO REMAIN SHALL BE PRESERVED.

MEASUREMENT AND PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

**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.

**ITEM 202 WEARING COURSE REMOVED, AS PER PLAN**

THIS ITEM INCLUDES THE REMOVAL OF THE EXISTING 1/4" EPOXY WEARING SURFACE ON TOP OF THE EXISTING SUPER DENSE PLASTICIZED CONCRETE OVERLAY.

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

THE EXISTING REINFORCING STEEL IN BAYS 3 AND 4 OF SPAN E SHALL BE REUSED. 120 LINEAR FEET EACH OF #5, #6 AND #7 BARS ARE INCLUDED FOR USE AS DIRECTED BY THE ENGINEER IN THE EVENT SOME OF THE EXISTING REINFORCING IS FOUND TO BE DETERIORATED.

A CONTINGENCY QUANTITY OF REINFORCING STEEL HAS BEEN PROVIDED TO REPLACE BACKWALL REINFORCING STEEL THAT CONFLICTS WITH THE EXPANSION JOINT ANCHOR PLATES, TO BE USED AS DIRECTED BY THE ENGINEER.

THE EXISTING LONGITUDINAL DECK AND PARAPET REINFORCING STEEL AND THE VERTICAL EMBEDDED PARAPET AND BACKWALL REINFORCING STEEL SHALL BE RETAINED.

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

A CONTINGENCY QUANTITY OF DOWEL HOLES HAS BEEN PROVIDED FOR REPLACEMENT OF BACKWALL REINFORCING STEEL THAT CONFLICTS WITH THE EXPANSION JOINT ANCHOR PLATES, TO BE USED AS DIRECTED BY THE ENGINEER.

**ITEM 511 - CLASS QC2 CONCRETE, MISC.: PORTIONS OF DECK REPLACED**

FULL DEPTH CONCRETE REPLACEMENT IS REQUIRED IN BAYS 3 AND 4 OF SPAN E AND THE END 2'-0" OF DECK AT EACH ABUTMENT. THE THICKNESS SHALL MATCH THE EXISTING DECK THICKNESS AFTER REMOVAL OF THE EXISTING CONCRETE OVERLAY AND ADDITIONAL 1" REMOVAL BY HYDRODEMOLITION.

THIS QUANTITY INCLUDES THE PORTIONS OF PARAPETS AND PORTIONS OF BACKWALL DOWN TO THE APPROACH SLAB SEAT BEING REPLACED AT THE ABUTMENTS.

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

ALL EXPOSED SURFACES OF PIERS, ABUTMENTS, AND PARAPETS SHALL BE SEALED AS SHOWN IN THE PLANS. THE COLOR OF THE URETHANE COATING SHALL BE FEDERAL STANDARD COLOR NUMBER 17778 (LIGHT NEUTRAL).

THE SURFACE TO BE SEALED SHALL HAVE SURFACE PREPARATION PER CMS 513.03(F) INCLUDING THE REMOVAL OF ANY EXISTING COATINGS. THIS WORK INCLUDING ALL MATERIAL, EQUIPMENT AND LABOR SHALL BE PAID FOR AT THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 512 REMOVAL OF EXISTING COSTING FROM CONCRETE SURFACES.

**ITEM 513 - REPLACEMENT OF DETERIORATED END CROSSFRAMES**

THIS ITEM INCLUDES THE WORK NECESSARY FOR REPLACEMENT OF THE END CROSSFRAMES. THIS ITEM SHALL BE COMPLETED AT BOTH ABUTMENTS. THIS ITEM ALSO INCLUDES GRINDING THE BEARING AND END CROSSFRAME CONNECTION WELDS SMOOTH AT BOTH ABUTMENTS.

STEEL MEMBERS FABRICATED UNDER THIS ITEM WILL NOT REQUIRE SHOP DRAWINGS PRIOR TO FABRICATION. THE CONTRACTOR SHALL MAKE NECESSARY MEASUREMENTS AND PREPARE SKETCHES, DRAWINGS, TABLES, ETC. THE PROJECT ENGINEER SHALL HAVE THE AUTHORITY AND RESPONSIBILITY FOR ENSURING THAT THE FABRICATED STEEL IS ACCEPTABLE. TECHNICAL ASSISTANCE WILL BE PROVIDED TO THE ENGINEER, IF REQUESTED, BY THE OFFICE OF STRUCTURAL ENGINEERING. MILL TEST REPORTS AND SHIPPING DOCUMENTS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INCORPORATING STEEL ITEMS INTO THE WORK, AS REQUIRED BY 501.06. AFTER FABRICATION, THE CONTRACTOR SHALL SUBMIT AS-BUILT DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL TO ENSURE THAT THE DRAWINGS DEPICT THE STEEL AS ACTUALLY INCORPORATED INTO THE WORK. THE ENGINEER WILL THEN SEND ONE APPROVED SET TO THE OFFICE OF STRUCTURAL ENGINEERING FOR INFORMATION. PAY WEIGHTS

SHALL BE COMPUTED IN COMPLIANCE WITH CMS 513 AND SUBMITTED TO THE ENGINEER FOR HIS REVIEW AND APPROVAL.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, MATERIALS AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT FOR WELDING, CUTTING AND GRINDING SHALL BE INCLUDED FOR PAYMENT UNDER THIS ITEM. PAYMENT SHALL BE MADE AT THE UNIT PRICE BID PER POUND.

**ITEM 514 - FIELD PAINTING STRUCTURAL STEEL ALL EXISTING STRUCTURAL STEEL SHALL BE PAINTED USING THE OZEU PAINT SYSTEM.**

THE END CROSS FRAMES SHALL SHOP PRIMED PER CMS 513.27.

THE URETHANE TOP COAT COLOR SHALL BE FEDERAL STANDARD COLOR NUMBER 14277 (GREEN).

**ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN**

THE JOINT ARMOR AT THE PHASE CONSTRUCTION JOINT SHALL HAVE THE COMPLETE PENETRATION WELDS GROUND FLUSH WHERE IN CONTACT WITH THE RETAINER. THE STRIP SEAL GLAND SHALL BE INSTALLED AS ONE CONTINUOUS PIECE. INCLUDE CROSS FRAME GUSSET PLATE WITH JOINT FOR PAYMENT.

**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.

**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 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN**

THIS ITEM SHALL CONFORM TO SS 848 WITH THE FOLLOWING CONDITIONS AND REVISIONS:

THE OVERLAY MATERIAL SHALL MEET THE FOLLOWING CRITERIA: 2 LBS./C.Y. POLYPROPYLENE FIBERS 1 1/4" MIN. SHALL BE ADDED TO THE MIX.

THE FIBERS SHALL BE INCORPORATED INTO THE MIX IN SUCH A WAY THAT NO 'BALLING' OCCURS. UPON INSPECTION OF THE MIX AT THE TIME OF PLACEMENT, IF ANY 'BALLING' OCCURS, THE ENGINEER SHALL REJECT THE REMAINDER OF THE LOAD AT ANY TIME DURING THE POUR.

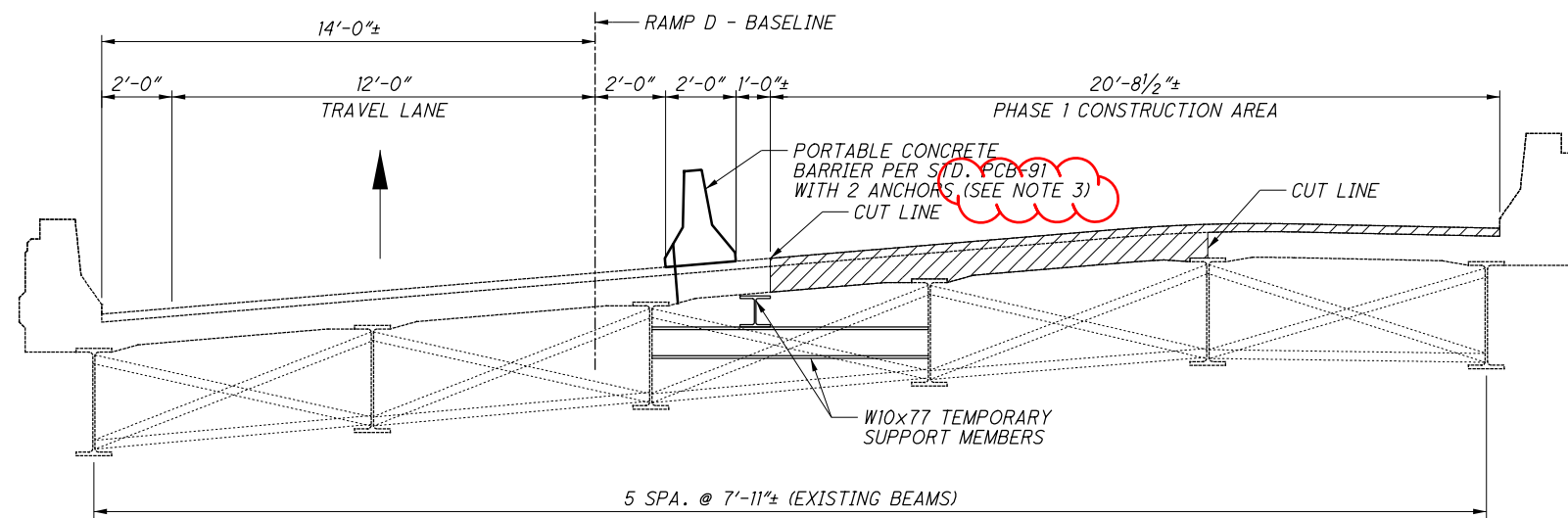
CONCRETE SUPPLIERS SHOULD RECOGNIZE THAT ADMIXTURES MAY HAVE AN EFFECT ON STRENGTH, ENTRAINED AIR CONTENT, WORKABILITY, ETC. OF THEIR CONCRETE MIXES. THE CONCRETE SUPPLIERS CHOICE OF ONE OF THESE ADMIXTURES DOES NOT ALLEVIATE MEETING DESIGN REQUIREMENTS.

DURING THE ADDITION OF MICROFIBERS OR MACROSYNTHETIC FIBERS TO THE CONCRETE MIX, THE CONCRETE SUPPLIER IS FORBIDDEN FROM INCLUDING THE BAG/CONTAINER FOR FIBERS INTO THE CONCRETE MIX. ANY EVIDENCE OF THIS OCCURRENCE SHALL BE CAUSE FOR REJECTION OF THE CONCRETE AND A NEW BATCH OF CONCRETE, APPROVED BY THE PROJECT ENGINEER, SHALL BE PROVIDED AT THE CONTRACTOR'S EXPENSE.

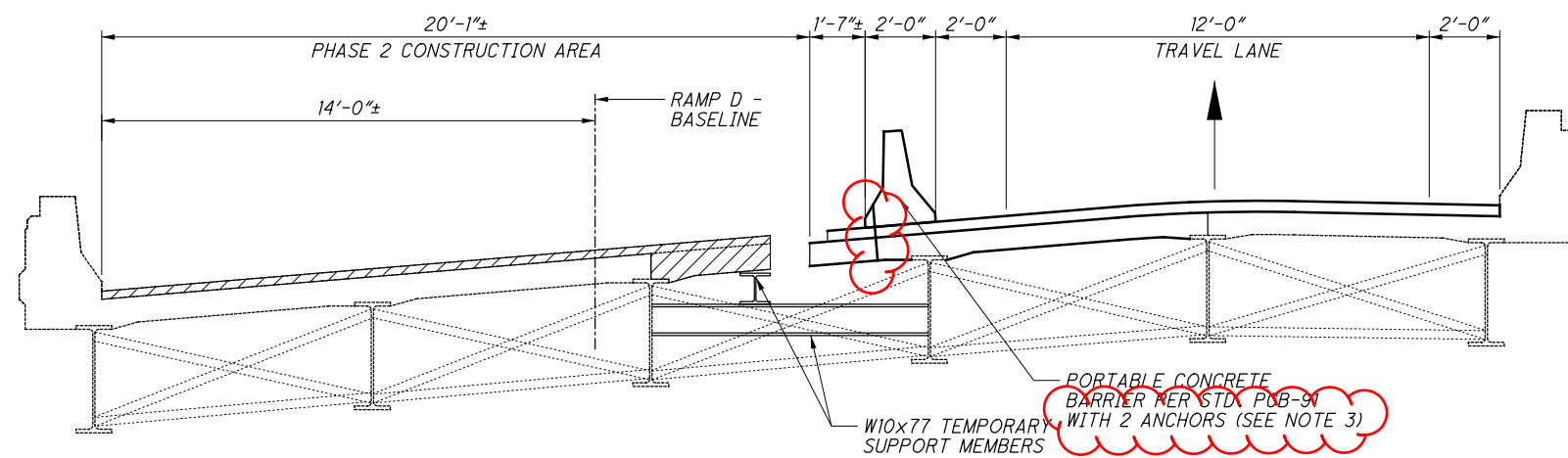
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DESIGN AGENCY 4717 Broad Street, Suite 2010 Columbus, OH 43212 614.225.8888 www.chacompanies.com	DATE 05/05/20	REVIEWED DOR	DRAWN DOR	DESIGNED DOR	GENERAL NOTES BRIDGE NO. HAM-75-1697 RAMP D OVER I-75
<b>CHIA</b>	FILE NUMBER 311199	STRUCTURE FILE NUMBER 311199	REVISED	CHECKED VS	HAM-75-16.97 PID No. 102729
					3/23
					19 39

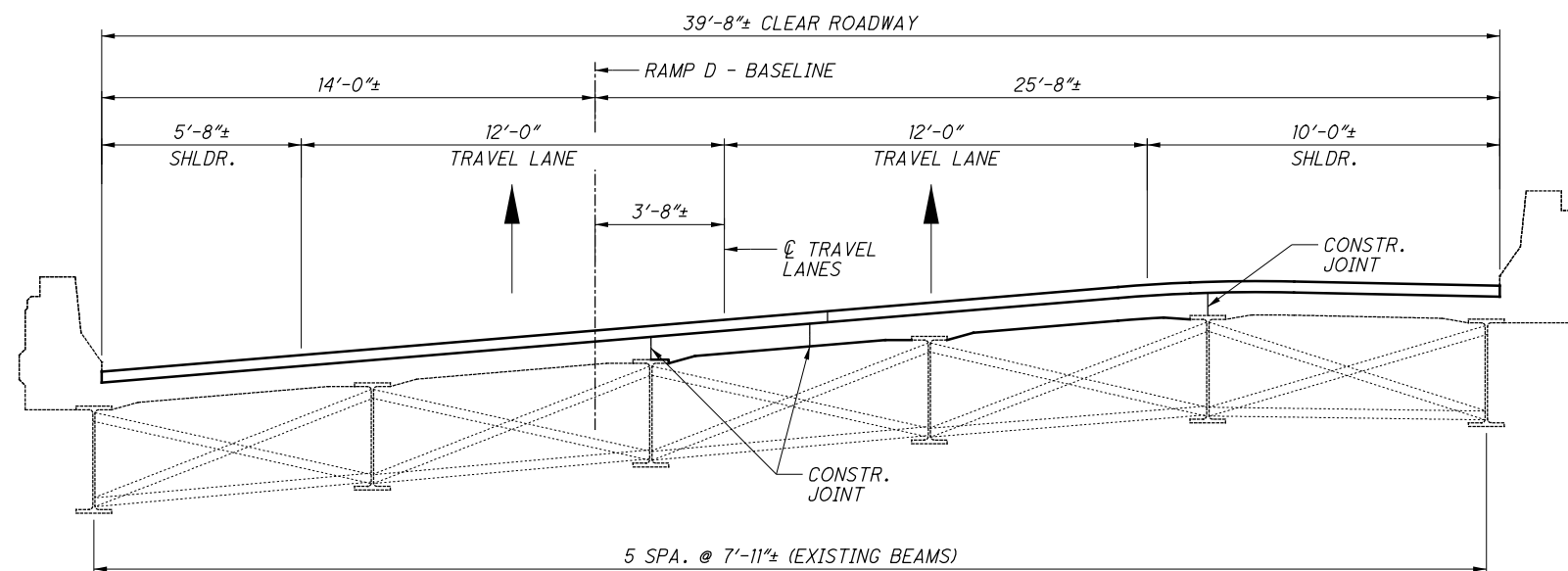
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**PHASE 1 CONSTRUCTION**




**PHASE 2 CONSTRUCTION**



**FINAL CONSTRUCTION**

**LEGEND**

 - PORTION OF STRUCTURE TO BE REMOVED

**PROPOSED WORK (PHASE 1 AND 2):**

1. ERECT PORTABLE CONCRETE BARRIER ON RAMP D AS SHOWN.
2. REMOVE THE EXISTING 1/4" EPOXY BRIDGE DECK OVERLAY AND THE EXISTING 2 1/2" CONCRETE OVERLAY. REMOVE AN ADDITIONAL 1" OF EXISTING DECK CONCRETE.
3. PERFORM FULL DEPTH DECK REPLACEMENT IN AREA SHOWN AND PARTIAL DEPTH DECK PATCHING AS REQUIRED.
4. REPLACE EXISTING JOINTS AND END DIAPHRAGMS AT THE ABUTMENTS.
5. INSTALL A NEW 3 3/4" SUPER DENSE CONCRETE OVERLAY.
6. REMOVE THE EXISTING 2 3/4" ASPHALT WEARING SURFACE ON THE APPROACH SLABS AND AN ADDITIONAL 1" OF THE EXISTING APPROACH SLAB CONCRETE.
7. INSTALL A NEW 3 3/4" SUPER DENSE CONCRETE OVERLAY.
8. PATCH THE PARAPETS AND SUBSTRUCTURE UNITS AS SHOWN.
9. REPLACE THE EXISTING ABUTMENT DOWNSPOUTS.
10. CLEAN SCUPPERS AND DOWNSPOUTS NOT BEING REPLACED.
11. SEAL THE PARAPETS AND SUBSTRUCTURE UNITS WITH EPOXY URETHANE SEALER.
12. PAINT THE STRUCTURAL STEEL.

**NOTES:**

1. EXISTING WEARING SURFACE IS 1/4"± EPOXY WEARING SURFACE AND 2 1/2"± SUPER DENSE CONCRETE OVERLAY.
2. GROUT HOLES IN EXISTING DECK AFTER REMOVING PCB. SEE ROADWAY PLANS FOR PCB PAYMENT.
3. ANCHOR PCB FROM STA. 45+00 TO 46+00 AND 20' AT EACH ABUTMENT IN BOTH PHASES.

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DATE: 05/05/20  
 DOR: 05/05/20  
 STRUCTURE FILE NUMBER: 311199

DESIGNED: VS  
 CHECKED: VS  
 DRAWN: PCR  
 REVISIONS: REVISED

**STAGE CONSTRUCTION DETAILS**  
 BRIDGE NO. HAM-075-1697  
 RAMP D OVER I-75

HAM-75-16.97  
 PID No. 102729

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