

\\projects\008\Wide\PI077790\Design\CADD\77790GT001.dgn 16-DEC-2009 2:49PM cweiss



SCALE IN MILES



DESIGN DESIGNATION

DESIGN EXCEPTIONS

NONE

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)

 OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY 

OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: **1-800-925-0988**

PLAN PREPARED BY:
OHIO DEPARTMENT OF TRANSPORTATION
DISTRICT 8 PRODUCTION DEPARTMENT

SYCAMORE TOWNSHIP
COLUMBIA TOWNSHIP
CITY OF CINCINNATI

HAMILTON COUNTY, OHIO

INDEX OF SHEETS:

TITLE SHEET	1
GENERAL NOTES	2
MAINTENANCE OF TRAFFIC	3
GENERAL SUMMARY	4
STRUCTURE NOTES	5,6
ESTIMATED QUANTITIES	7
STRUCTURES	8-17

[illegible]

PROJECT DESCRIPTION

GENERAL BRIDGE MAINTENANCE PROJECT INCLUDING
CONCRETE OVERLAY, SEALING, STRUCTURAL STEEL
REPAIR, EXPANSION JOINT REPLACEMENT, AND
OTHER MINOR MAINTENANCE WORK ON SEVEN BRIDGES
IN THE DISTRICT.

PROJECT EARTH DISTURBED AREA: 0.1 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: 0.1 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA: N/A (NOI NOT REQUIRED)

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2008 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AS NOTED ON SHEET 3, AND THAT DETOURS WILL BE PROVIDED IN THE MAINTENANCE OF TRAFFIC PLANS.

APPROVED _____
DATE 12/17/09 DISTRICT DEPUTY DIRECTOR

APPROVED *Saline M. Maltonis*
DATE *1-7-10* DIRECTOR, DEPARTMENT OF
TRANSPORTATION

FEDERAL PROJECT NO.
E070(450)

P10 NO.
77790

CONSTRUCTION PROJECT NO.

NONE

D08-BM-FY2010

$$\frac{1}{17}$$

I:\projects\DO8\Wide\PID77790\Design\CADD\77790GN001.dgn 18-DEC-2009 10:11AM cweiss

EXISTING PLANS

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

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.

PERMANENT PAVEMENT MARKINGS

ALL EXISING PAVEMENT MARKINGS AND RPM THAT ARE LOCATED ON BRIDGE NO. HAM-71-10.68R SHALL BE REPLACED. ALL EXISTING PAVEMENT MARKINGS AND RPM THAT ARE AFFECTED BY CONCRETE PATCHING ON HAM-71-10.68L AND HAM-71-9.70 SHALL BE REPLACED. ALL PROPOSED PAVEMENT MARKINGS THAT ARE PLACED ON THE SDC OVERLAY SHALL BE ITEM 642 PAINT. THE CONTRACTOR SHALL REFERENCE ALL EXISTING PAVEMENT MARKINGS PRIOR TO THE START OF THE OVERLAY OPERATION. THIS WILL BE NECESSARY TO ASSURE THE CORRECT PLACEMENT OF THE FINAL MARKINGS IN THE ORIGINAL LOCATIONS. PAVEMENT MARKINGS AND RPM SHALL BE REPLACED ON EACH DECK AS SOON AS WORK IS FINISHED ON EACH DECK. THIS WORK WILL ALSO BE NECESSARY FOR CONCRETE PATCHING WHEN LOCATED UNDER PAVEMENT MARKINGS. PAYMENT FOR THIS WORK SHALL BE INCLUDED WITH EACH RESPECTIVE PAVEMENT MARKING ITEM.

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN PROVIDED AND CARRIED TO THE GENERAL SUMMARY.

ITEM 621 - RPM	25 EACH
ITEM 642 - EDGE LINE	0.15 MILE
ITEM 642 - LANE LINE	0.15 MILE
ITEM 642 - CHANNELIZING LINE	750 FEET
ITEM 642 - TRANSVERSE LINE	750 FEET
ITEM 621 - RPM REMOVED	25 EACH

EMBANKMENT, AS PER PLAN

REGRADE AREAS WITHIN THE LIMITS SHOWN IN PLANS TO MATCH SURROUNDING SLOPES FOR THE EMBANKMENT AT THE FORWARD ABUTMENT FOR HAM-71-10.68R.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE CONTRACT PRICE FOR ITEM 203-EMBANKMENT , AS PER PLAN. THE PRICE AND PAYMENT OF WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN CONFORMANCE WITH THESE REQUIREMENTS AND TO THE SATISFACTION OF THE ENGINEER.

EXCAVATION, AS PER PLAN

EXCAVATE AREAS WITHIN THE LIMITS SHOWN ON THE PLANS SO THAT MATERIAL IS NOT ENCROACHING THE BEAM SEAT FOR THE REAR ABUTMENT FOR HAM-71-10.68R

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE CONTRACT PRICE FOR ITEM 203-EXCAVATION , AS PER PLAN. THE PRICE AND PAYMENT OF WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN CONFORMANCE WITH THESE REQUIREMENTS AND TO THE SATISFACTION OF THE ENGINEER.

SEEDING AND MULCHING

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL WITHIN THE CONSTRUCTION LIMITS. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS.

CONSTRUCTION NOTIFICATION

ADVISE THE PROJECT ENGINEER A MINIMUM OF FOURTEEN (14) DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. ALSO PROVIDE NOTIFICATION FOURTEEN (14) DAYS PRIOR TO ANY RAMP OR LANE CLOSURES. THE PROJECT ENGINEER WILL FORWARD THE INFORMATION TO THE DISTRICT PUBLIC INFORMATION OFFICER BY FAX AT 513-932-7651 OR AT THE DISTRICT 8 PIO NOTIFICATION WEBSITE, HTTP://WWW.DOT.STATE.OH.US/DISTRICTS/D08/PAGES/PLANNINGPIOWEBFORM.ASPX.

UTILITIES

THERE ARE NO UNDERGROUND UTILITIES SHOWN ON THIS PLAN. THE NATURE OF THE WORK REQUIRED BY THIS PROJECT WILL NOT AFFECT ANY KNOWN UNDERGROUND UTILITIES THAT EXIST UNDER OR ADJACENT TO THE WORK AREA. BELOW IS A LIST OF UTILITIES FOR REFERENCE.

DUKE ELECTRIC
139 EAST 4TH STREET, ROOM 467A
CINCINNATI, OHIO 45202
PHONE 513-287-3674 (AARON WRIGHT)

DUKE GAS
139 EAST 4TH STREET ROOM 460A
CINCINNATI, OHIO 45202
PHONE: 513-287-2576 (DAVE EMERICK)

CINCINNATI BELL TELEPHONE
201 EAST 4TH STREET
CINCINNATI, OHIO 45202
PHONE 513-565-7043 (MARK CONNER)

TIME WARNER CABLE
11252 CORNELL PARK DRIVE
CINCINNATI, OHIO 45242
PHONE 513-469-5483 (GARY NAPIER)

CINCINNATI WATER WORKS
4747 SPRING GROVE AVE.
CINCINNATI, OHIO 45232
PHONE: 513-591-6856 (JON HUNSEDER)

CINCINNATI MSD
1600 GEST STREET
CINCINNATI, OHIO 45204
PHONE 513-557-7188 (ROB FRANKLIN)

HAMILTON COUNTY DEPARTMENT OF PUBLIC WORKS
138 EAST COURT STREET
CINCINNATI, OHIO 45202
PHONE: 513-946-4753 (EDWARD WEBER)

BP OIL -- GAS LINE
12011 HAMILTON AVENUE
CINCINNATI, OHIO 45231
PHONE 513-825-5250 (JEFF BOMER)

TEXAS EASTERN TRANSMISSION CORPORATION
P.O. BOX 813
1157 STATE ROUTE 122 WEST
LEBANON, OHIO 45036
PHONE: 513-933-6031 (DAVID BUFORD)

SOUTHWESTERN OHIO WATER COMPANY
10700 MONTGOMERY ROAD
CINCINNATI, OHIO 45242
PHONE 513-385-8919 (FRANK DIVO)

WESTERN WATER COMPANY
1775 STATE ROUTE 28
GOSHEN, OHIO 45122
PHONE: 513-899-3211 (KURT MEEKER)

TATE-MONROE WATER ASSOCIATION
P.O.BOX 90
BETHEL, OHIO 45106-1198
PHONE 513-734-2236 EXT III (DAVE CONN)

INDIAN HILL WATER WORKS
6525 DRAKE ROAD
CINCINNATI, OHIO 45243
PHONE 513-979-4462 (JASON ADKINS)

NORWOOD WATER WORKS
3001 HARRIS AVENUE
NORWOOD, OHIO 45212
PHONE: 513-458-4615 (TOM WHITE)

CLERMONT COUNTY W & S DISTRICT
4400HASKELL LANE
BATAVIA, OHIO 45103-1959
PHONE: 513-479-4031 (TIM CHERRY)

AT&T - FIBER OPTIC
4435 AICHOLTZ ROAD, SUITE 300
CINCINNATI, OHIO 45245
513-843-6700 (JEFF BALLINGER)

MCI - FIBER OPTIC
120 RAVINE STREET
AKRON, OHIO 44303
PHONE 330-253-8267 (AL GUEST)

QWEST - FIBER OPTIC
4650 LAKEHURST COURT
DUBLIN, OHIO 43016
303-886-1299 (CHRIS STRAYER)

LEVEL 3 COMMUNICATIONS - FIBER OPTIC
400 PIKE STREET (SUITE 300)
CINCINNATI, OHIO 45202
513-632-1806 (TIM TAYLOR)

WILLIAMS COMMUNICATIONS - FIBER OPTIC
9300 HUDDLESON ROAD
WAYNESVILLE, OHIO 45068
PHONE: 513-897-3758 (SCOTT HUDDLESON)

SPRINT -- FIBER OPTIC
11370 ENTERPRISE PARK DRIVE
SHARONVILLE, OHIO 45204
PHONE: 513-612-4244 (JOE THOMAS)

I:\projects\D08\Wide\PID77790\Design\CADD\77790MN001.dgn 18-DEC-2009 10:13AM cweiss

ITEM 614, MAINTAINING TRAFFIC (LANES OPEN DURING HOLIDAYS OR SPECIAL EVENTS)

NO WORK SHALL BE PERFORMED AND ALL EXISTING LANES SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS	FOURTH OF JULY
NEW YEARS	LABOR DAY
MEMORIAL DAY	THANKSGIVING
(OTHER HOLIDAY OR EVENT)	

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

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH (6:00 AM OR 12:00N) MONDAY
MONDAY	12:00N FRIDAY THROUGH (6:00 AM OR 12:00N) TUESDAY
TUESDAY	12:00N MONDAY THROUGH (6:00 AM OR 12:00N) WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH (6:00 AM OR 12:00N) THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH (6:00 AM OR 12:00N) FRIDAY
THURSDAY (THANKSGIVING ONLY)	12:00N WEDNESDAY THROUGH (6:00 AM OR 12:00N) MONDAY
FRIDAY	12:00N THURSDAY THROUGH (6:00 AM OR 12:00N) MONDAY
SATURDAY	12:00N FRIDAY THROUGH (6:00 AM OR 12:00N) MONDAY

NO EXTENSIONS OF TIME SHALL BE GRANTED FOR DELAYS IN MATERIAL DELIVERIES, UNLESS SUCH DELAYS ARE INDUSTRY-WIDE, OR FOR LABOR STRIKES, UNLESS SUCH STRIKES ARE AREA-WIDE.

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE IN THE AMOUNT OF \$125 FOR EACH MINUTE THE ABOVE DESCRIBED LANE CLOSURE RESTRICTIONS ARE VIOLATED.

ITEM 614, MAINTAINING TRAFFIC (LANE CLOSURE/REDUCTION REQUIRED)

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.

ITEM 614, MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 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, AS PER PLAN UNLESS SEPARATELY ITEMIZED IN THE PLAN.

FLOOD LIGHTING

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, AS PER PLAN.

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 IN THIS NOTE WILL NOT GENERALLY BE PERMITTED AT PROJECT COST UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE ENGINEER. LEOS SHOULD NOT BE USED WHERE THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD) INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 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 CONTROLLING TRAFFIC FOR THE FOLLOWING TASKS ON INTERSTATES ONLY:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OF WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED. IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION.

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 SHALL REPORT AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEO’S DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH A LIST OF THE APPROPRIATE LAW ENFORCEMENT AGENCY(S), INCLUDING ADDRESS AND TELEPHONE NUMBER.

THE LEO SHOULD REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT TO RECIEVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING THE SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF THE SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHOULD NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF THE SHIFT.

LAW ENFORCEMENT OFFICERS (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). THE FOLLOWING ESTIMATED QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER
WITH PATROL CAR.....400 HOURS

THE HOURS PAID SHALL INCLUDE 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.

LANE VALUE CONTRACT TABLE

DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED	RESTRICTED TIME PERIOD	TIME UNIT	DISINCENTIVE \$ PER TIME UNIT
HAM-126-1950 HAM-71-0000 L HAM-71-0181 HAM-71-0970 R HAM-71-1068 L HAM-275-3600 L&R ALL LANES/RAMPS OPEN TO TRAFFIC	SEE THE PERMITTED LANE CLOSURE MAP*	15 MINUTE PERIOD	\$2000
ALL LANES OPEN TO TRAFFIC FOR BRIDGE DECK OVERLAYS (WEEKEND WORK)	FRIDAY 9 PM THROUGH MONDAY 5 AM A MINIMUM OF TWO LANES MAINTAINED PER DIRECTION EXCEPT FROM 11 PM FRIDAY TO 5 AM SATURDAY AND 11 PM SATURDAY TO 7 AM SUNDAY WHEN A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.	15 MINUTE PERIOD	\$2000

* THE PERMITTED LANE CLOSURE MAP CAN BE FOUND AT THE FOLLOWING INTERNET WEB ADDRESS;

HTTP://PLCM.DOT.STATE.OH.US//PLCM/PLCM_WEB.JSP

ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGNING AND MAINTAINING SAFE AND EFFECTIVE TRAFFIC CONTROL 24 HOURS A DAY FOR THE DURATION OF THIS PROJECT. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, MAINTAINED, AND REMOVED BY THE CONTRACTOR.

THE CONTRACTOR SHALL DEVISE A MAINTENANCE OF TRAFFIC SCHEME WHICH SHALL BE STAMPED BY A PROFESSIONAL ENGINEER, AND PRESENT IT TO THE ENGINEER FOR APPROVAL. THE MAINTENANCE OF TRAFFIC SCHEME SHALL PRESENT, IN GENERAL, THE METHOD FOR CONDUCTING THE REQUIRED WORK IN A SAFE AND EFFICIENT MANNER.

THE PLANS SHALL INCLUDE THE FOLLOWING COMPONENTS:

THE PLAN VIEW AT AN APPROPRIATE SCALE TO SHOW:
WORK AREA
BEGIN/END STATIONING OF TAPERS, TEMPORARY MARKINGS,

TEMPORARY PAVEMENT
LOCATIONS OF SIGNS (EXISTING OVERHEAD SIGNS AND ALL PROPOSED, COVERED, OR MODIFIED SIGNS) ETC.
LOCATIONS OF TYPICAL SECTIONS
REFERENCES TO APPLICABLE STANDARD DRAWINGS
TYPICAL SECTIONS SHOWING:
LANE WIDTHS, PAVEMENT MARKINGS, DRUMS, PCB, ETC.
LIMITING STATIONS
WORK AREA AND DROP-OFFS
SIGN DETAILS FOR PROPOSED SIGNS AND OVERLAYS/ MODIFICATIONS

THE MAINTENANCE OF TRAFFIC SCHEME SHALL BE IN CONFORMANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST REVISION, THE REFERENCED STANDARD CONSTRUCTION DRAWINGS INCLUDING DESIGNER NOTES, THE CONSTRUCTION AND MATERIAL SPECIFICATIONS (CMS), POLICY NO. 516-003(P) TRAFFIC MANAGEMENT IN WORK ZONES INTERSTATE AND OTHER FREEWAYS, ODOT LOCATION AND DESIGN MANUAL, VOLUME 1, AND ALL REQUIREMENTS DETAILED IN THESE PLANS. THIS SUBMITTAL SHALL CONSIST OF THREE (3) COPIES OF THE PLANS FOR REVIEW AND DISTRIBUTION. NO WORK SHALL BEGIN AT THE LOCATION UNTIL THE MAINTENANCE OF TRAFFIC PLANS HAVE BEEN APPROVED BY OHIO DEPARTMENT OF TRANSPORTATION.

THE PROGRESS SCHEDULE WILL BE REQUIRED TO APPROVE THE MAINTENANCE OF TRAFFIC PLANS. THIS SCHEDULE OF OPERATIONS SHALL DETAIL THE CONTRACTOR’S WORK ACTIVITIES AND HIS METHODS OF MAINTAINING TRAFFIC DURING THESE ACTIVITIES. MAINTENANCE OF TRAFFIC PLANS SHALL BE PREPARED AND SUBMITTED TO THE DISTRICT FOR APPROVAL. THESE PLANS SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER. THE DISTRICT SHALL HAVE 14 CALENDAR DAYS TO REVIEW AND COMMENT ON THESE PLANS. THE CONTRACTOR SHALL NOT BEGIN ANY WORK REQUIRING TRAFFIC CONTROL UNTIL THE ENGINEER HAS GIVEN APPROVAL OF THE CONTRACTOR’S SEQUENCE OF OPERATIONS AND MAINTENANCE OF TRAFFIC PLANS.

THE MAINTENANCE OF TRAFFIC SCHEME SHALL TAKE INTO CONSIDERATION SNOW AND ICE OPERATIONS FROM DECEMBER 1 THROUGH MARCH 31. LANE SHIFTS, RESTRICTIONS, AND CLOSURES MAY NOT BE APPROVED IF THEY ADVERSELY AFFECT SNOW REMOVAL OPERATIONS.

IF IN THE OPINION OF THE ENGINEER, THE CONTRACTOR FAILS TO COMPLY WITH THESE REQUIREMENTS AND THE PROVISIONS OF THE APPROVED MAINTENANCE OF TRAFFIC PLAN, THE ENGINEER SHALL SUSPEND WORK UNTIL ALL REQUIREMENTS ARE MET. ANY COST OR DELAYS INCURRED AS A RESULT OF THE FAILURE SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR.

PAYMENT FOR ALL THE ITEMS REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 614 - MAINTAINING TRAFFIC, AS PER PLAN.

RAMP CLOSURE

THE CONTRACTOR IS PERMITTED TO CLOSE THE RAMP FROM I-71 NORTHBOUND TO STEWART ROAD FROM 9 PM FRIDAY THROUGH 5 AM MONDAY ONE TIME IN ORDER TO PLACE THE DECK OVERLAY FOR BR. NO. HAM-71-10.68R. THE CONTRACTOR WILL SIGN THE DETOUR WHICH IS I-71 NORTH TO KENWOOD ROAD TO MONTGOMERY ROAD. TO STEWART ROAD. THE CONTRACTOR WILL HAVE TO PLACE A PORTABLE CHANGEABLE MESSAGE SIGN ON THE RAMP A MINIMUM OF THREE DAYS PRIOR TO THE RAMP CLOSURE WITH THE MESSAGE, “WEEKEND RAMP CLOSURE/FRI 9PM THRU MON 5AM.”

$$\frac{4}{17}$$

I:\projects\D08\Wide\PID7790\Design\CADD\77790GN002.dgn 18-DEC-2009 10:16AM cweiss

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 PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERED TO CMS SECTIONS 102.5 AND 105.2 AND 513.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE.

PROPOSED WORK

- STRUCTURE NO. HAM-275-3500 L&R:
1. MODIFY EXISTING STRIP SEAL EXPANSION JOINTS TO ACCOMMODATE JOINT MOVEMENT.
 2. ADD ROCK CHANNEL PROTECTION TYPE B, WITH FILTER FABRIC TO THE SOUTHEAST CORNER WITHIN THE LIMITS OF THE RIGHT OF WAY.
 3. APPLY TYPE B WATERPROOFING TO THE BOTTOM 8" OF THE PRESTRESSED I-BEAM ENDS.
- STRUCTURE NO. HAM-71-0000 L:
1. REPLACE EXISTING TORN STRIP SEAL IN EXPANSION JOINT OVER PIER 4.
- STRUCTURE NO. HAM-71-0181:
1. REPLACE THE EXISTING BEARINGS AT THE WEST ABUTMENT AND PIER 1 WITH ELASTOMERIC BEARINGS.
 2. DAMAGED PAINT SHALL BE REPAIRED PER EXISTING OZEU SPECIFICATIONS.
- STRUCTURE NO. HAM-126-1950:
1. REPAIR DAMAGED AREAS OF BEAMS BY HEAT STRAIGHTENING.
 2. REPLACE DAMAGED CROSS FRAMES.
 3. EPOXY INJECT ANY GAPS BETWEEN TOP FLANGE AND BOTTOM OF THE DECK.
 4. DAMAGED PAINT SHALL BE REPAIRED PER EXISTING OZEU SPECIFICATIONS.
- STRUCTURE NO. HAM-71-0970 R:
1. PATCH DELAMINATED AREAS OF DECK SLAB WITH CONCRETE USING PROPOSAL NOTE 512, TYPE B.
 2. CLEAN BRIDGE DRAINAGE SYSTEM.
- STRUCTURE NO. HAM-71-1068 R:
1. REMOVE EXISTING 1¾" RIGID OVERLAY PLUS 1" OF ORIGINAL DECK USING HYDRODEMOLITION AND REPLACE WITH 2¾" OF SUPERPLASTIZED DENSE CONCRETE OVERLAY.
 2. REMOVE AND REPLACE THE ATTACHMENT WELD ON THE STEEL EXTRUSION OF THE FORWARD EXPANSION JOINT FOR APPROXIMATELY 20'. REMOVE AND REPLACE BROKEN SPLICE WELD IN STEEL EXTRUSION ALSO.
 3. REPLACE FORWARD AND REAR EXPANSION JOINT SEAL.
 4. REGRADE EMBANKMENT AT NORTHEAST AND SOUTHWEST CORNER OF BRIDGE.
 5. CLEAN ABUTMENT BEAM SEATS FOR ENTIRE WIDTH.
 6. RESET ALL EXISTING ABUTMENT BEARINGS.
 7. REPAIR ABUTMENT BACKWALLS WITH 519 PATCHING.
 8. CLEAN BRIDGE DRAINAGE SYSTEM.
- STRUCTURE NO. HAM-71-1068 L:
1. PATCH VISUALLY DELAMINATED AREAS WITH CONCRETE USING PROPOSAL NOTE 512, TYPE B.
 2. CLEAN ABUTMENT BEAM SEATS FOR THE ENTIRE WIDTH.
 3. RESET ALL EXISTING ABUTMENT BEARINGS.
 4. REPAIR ABUTMENT BACKWALLS WITH 519 PATCHING.
 5. CLEAN BRIDGE DRAINAGE SYSTEM.

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

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLAN AND GENERAL NOTES AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED.

THE METHOD OF REMOVAL AND WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS.

PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

REMOVAL DEBRIS CLEAN-UP:
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 ANY REMOVAL OPERATION. 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.

ITEM 513 - SPECIAL - HEAT STRAIGHTENING OF DAMAGED STRUCTURAL STEEL:

SEE SUPPLEMENTAL SPEC FOR HEAT STRAIGHTENING REQUIREMENTS. PAYMENT FOR ALL OF THE BELOW SHALL BE AT THE UNIT PRICE BID PER LUMP SUM FOR ITEM SPECIAL - HEAT STRAIGHTENING OF DAMAGED STRUCTURAL STEEL, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK. STEEL MEMBERS TO BE FABRICATED FOR THE REPAIRING OR REPLACING OF EXISTING DAMAGED OR MISSING CROSSFRAMES WILL NOT REQUIRE SHOP DRAWINGS PRIOR TO FABRICATION. THE CONTRACTOR SHALL MAKE NECESSARY MEASUREMENTS AND PREPARE SKETCHES, DRAWINGS, TABLES, ETC. THE ENGINEER SHALL HAVE AUTHORITY AND RESPONSIBILITY FOR ENSURING THAT THE FABRICATED STEEL IS ACCEPTABLE. TECHNICAL ASSISTANCE WILL BE PROVIDED ON REQUEST 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 WORK, AS REQUIRED BY 501.07.

AFTER FABRICATION, THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER FOR REVIEW AND APPROVAL TO ENSURE THAT THE DRAWINGS DEPICT THE STEEL AS ACTUALLY INCORPORATED INTO THE WORK. THE ENGINEER WILL THEN SEND ONE APPROVED SET TO THE DISTRICT BRIDGE DESIGN ENGINEER FOR INFORMATION.

ITEM 514 - FIELD PAINTING, MISC,: SPOT- PAINTING EXISTING STRUCTURAL STEEL:

SPOT-PAINT EXISTING STRUCTURAL STEEL AT THE LOCATIONS SHOWN IN PLANS AND WHERE DIRECTED BY THE ENGINEER. SPOT- PAINTING INCLUDES SURFACE PREPARATION OF EXISTING STEEL AND APPPLICATION OF PRIME, INTERMEIDATE, AND FINISH COATS OF PAINT IN ACCORDANCE WITH ITEM 514. THE COLOR OF THE FINISH COAT SHALL BE THE SAME COLOR AND SPECIFICATIONS OF THE EXISTING FINISH COAT.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE UNIT BID PRICE PER SQUARE FOOT FOR ITEM 514 FIELD PAINTING, MISC.: SPOT-PAINTING EXISTING STRUCTURAL STEEL.

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

THIS WORK SHALL CONSIST OF REPLACING THE EXISTING GLAND WITH A NEW GLAND AT THE FORWARD EXPANSION JOINT FOR BRIDGE NO. HAM-275-3500L, THE EXPANSION JOINT OVER PIER 4 FOR BRIDGE NO. HAM-71-0000L, AND THE FORWARD AND REAR EXPANSION JOINTS FOR BRIDGE NO. HAM-71-1068R. THE CONTRACTOR SHALL VERIFY THE EXISTING RETAINER TYPE AND THE JOINT OPENING, DIMENSION "A", BEFORE ORDERING AN APPROVED GLAND.

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

UTILITY LINES

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

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

THIS WORK SHALL CONSIST OF MODIFYING THE EXISTING STRUCTURAL EXPANSION JOINT AS DETAILED ON SHEET 8 OF THE PLANS AND REPLACING THE GLAND WITH A NEW GLAND AT THE FORWARD AND REAR EXPANSION JOINTS FOR BRIDGE NO. HAM-275-3500R. THE CONTRACTOR SHALL VERIFY THE EXISTING RETAINER TYPE AND THE JOINT OPENING, DIMENSION "A", BEFORE ORDERING AN APPROVED GLAND. IF THE MODIFIED RETAINER AS SHOWN ON SHEET 8 CANNOT BE ORDER AS ONE UNIT, A PLATE SHALL BE FULLY WELDED TO A STANDARD RETAINER TO MATCH THE DIMENSIONS AS SHOWN.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE UNIT BID PRICE PER FOOT FOR ITEM 516 STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN.

ITEM 518 - STRUCTURE DRAINAGE, MISC.: DRAINAGE SYSTEM CLEANOUT, AS PER PLAN

THIS ITEM INCLUDES FREEING DRAINAGE SYSTEMS FROM DEBRIS ON ALL BRIDGE DECKS DOWN TO THE GROUND. THIS INCLUDES DOWNSPOUTS, COLLECTOR SYSTEMS, AND DRAIN INLETS. ALL WORK AND MATERIALS SHALL CONFORM TO ITEM 518. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE WATER SUPPLY USED DURING THE CLEANING OPERATION AND SHALL BE RESPONSIBLE FOR PROPER DISPOSAL OF ANY DEBRIS COLLECTED DURING THESE OPERATIONS.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE LUMP SUM BID PRICE FOR ITEM 518-STRUCTURE DRAINAGE, MISC.: DRAINAGE SYSTEM CLEANOUT, AS PER PLAN, THE PRICE AND PAYMENT OF WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN CONFORMANCE WITH THESE REQUIREMENTS, AND TO THE SATISFACTION OF THE ENGINEER.

WELDING

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

ELASTOMERIC BEARINGS

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

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

IN ADDITION TO THE REQUIREMENTS OF 516 AND THE DETAILS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL PROVIDE AND INSTALL ANY NECESSARY SHIMS TO PROVIDE A SNUG FIT BETWEEN THE BEARING DEVICE AND BEARING SEAT. THE BEARING SHIMS PROVIDED SHALL BE THE SAME MATERIAL AND FOOT PRINT DIMENSIONS AS THE PROPOSED STEEL MASONRY PLATE.THE CONTRACTOR SHALL ASSURE THAT ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS OR BEARING DEVICES ARE FLOATING. PRIOR TO BEARING PLACEMENT THE CONTRACTOR SHALL GRIND SMOOTH ALL EXISTING WELDS ON THE BOTTOM FLANGE OF THE BEAM. INSTALLATION OF ANCHOR RODS AND BOLTS ARE INCLUDED IN THE COST FOR THIS ITEM. ALL COSTS FOR LABOR, MATERIALS, TOOLS, AND EQUIPMENT NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED WITH AND PAID FOR AT THE CONTRACT PRICE BID FOR ITEM 516, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

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 PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

STRUCTURE GENERAL NOTES

D08 - BM - FY2010

I:\projects\DO8\Wide\PID7790\Design\CADD\77790GN003.dgn 18-DEC-2009 10:17AM cweiss

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

EXJ-4-87 DATED 7-19-02
EXJ-6-06 DATED 1-20-06
GSD-1-96 DATED 7-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

848 DATED 10-16-09
849 DATED 1-19-07

DESIGN SPECIFICATIONS

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

DECK PROTECTION METHOD

SUPERPLASTICIZED DENSE OVERLAY (HAM-71-1068R)

DESIGN DATA

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI

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

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 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.

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 516 - RESET BEARING, AS PER PLAN

THIS ITEM INCLUDES ALL WORK NECESSARY TO PROPERLY REALIGN THE BRIDGE BEARINGS. REPOSITIONING THE BEARING BY MOVING THE BASEPLATE UNDERNEATH THE BEARING IS PROHIBITED. THE SPECIFICATIONS FOR 516.07 APPLY. THIS ITEM ALSO INCLUDES THE REMOVAL, REPLACEMENT, AND INSTALLATION OF ANY NECESSARY STEELSHIMS OF THE SAME SIZE FULLY WELDED TO THE BEARINGS TO PROVIDE A SNUG FIT. ANY SEVERELY DETERIORATED SHIMS AND OR SHEET LEAD ARE TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER. ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING". BEFORE RESETTING BEARINGS INSURE THAT THE ENTIRE BEAM SEAT IS CLEAN.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, TOOLS, MATERIAL AND LABOR NECESSARY (WITH THE EXCEPTION OF BEAM JACKING) TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516, RESET BEARING, AS PER PLAN.

ITEM 848 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (T = 2 3/4")

THIS ITEM SHALL BE PERFORMED PER SUPPLEMENTAL SPECIFICATION 848, "BRIDGE DECK REPAIR AND OVERLAY WITH SUPERPLASTICIZED DENSE CONCRETE USING HYDRODEMOLITION," WITH THE FOLLOW REVISIONS:

A) TWO TEST SLABS WILL BE REQUIRED IN ACCORDANCE WITH SS 848 IF A PERIOD OF 30 DAYS OR MORE HAS ELAPSED SINCE THE POURING OF THE TEST SLABS OR ANY OVERLAY OPERATION AS PART OF THIS PROJECT.

B) THE MAXIMUM AMOUNT OF OVERLAY MATERIAL TO BE CARRIED BY ANY ONE VEHICLE DURING THE OVERLAY OPERATIONS IS 6 CY.

C) THE REMOVAL OPERATIONS SHALL NOT BEGIN IF SUSTAINED RAINS (5 HOURS OR MORE WITH BREAKS BETWEEN SHOWERS LESS THAN 1 1/2 HOURS) ARE PREDICTED WITHIN 48 HOURS OF COMMENCEMENT.

D) THE FINAL SOUNDING MAY TAKE PLACE WITHIN 24 HOURS OF RAIN, AND THE DECK DOES NOT HAVE TO BE COMPLETELY DRY. HAND CHIPPING IS FOR THE PURPOSE OF CHIPPING AREAS WHERE THE HYDRO-DEMOLITION MACHINE DOES NOT HAVE ACCES. IF THE DESIRED DEPTH IS ACHEIEVED BY HYDRO-DEMOLITION, NO FURTHER REMOVAL IS NESECASSARY.

E) FULL DEPTH REPAIR WILL NOT BE REQUIRED IF LESS THAN ONE HALF OF THE DECK ORIGINAL CONCRETE THICKNESS IS SOUND.

F) THE WET CURE TIME IS REDUCED FROM 72 HOURS TO 24 HOURS OR UNTIL A BEAM BREAK OF 600 PSI IS ACHIEVED, WHICHEVER IS GREATER. AFTER THE 24 HOUR WET CURE, THE FINISHED OVERLAY SURFACE SHALL BE CURED BY SPRAYING A UNIFORM APPLICATION OF CURING MATERIAL 705.07, TYPE 1 OR ID, AS PER CMS 511.14 METHOD B MEMBRANE CURING. THE DECK SURFACE MUST BE DRY PRIOR TO PLACEMENT OF THE CURING MATERIAL. IF THE CURING MATERIAL CANNOT BE PLACED WITHIN THE SAME SHORT-TERM CLOSURE PERIOD AS THE OVERLAY, THE CONTRACTOR MAY ALLOW TRAFFIC ONTO THE OVERLAY, AND SHALL HAVE 24 HOURS FROM REMOVAL OF THE WET CURE TO APPLY THE MEMBRANE-CURING COMPOUND.

G) TRAFFIC WILL NOT BE PERMITTED ON THE FINISHED OVERLAY SURFACE UNTIL AFTER THE COMPLETION OF THE 24 HOUR WET CURE, AND AFTER TWO TEST BEAMS HAVE ATTAINED AN AVERAGE MODULUS OF RUPTURE OF 600 PSI.

H) THE OVERLAY SURFACE EVAPORATION RATE REQUIREMENTS ARE IN EFFECT FROM 9:30 AM TO 11:00 PM. THEY ARE NOT IN EFFECT FROM 11:00 PM TO 9:30 AM.

I) FOR EACH POUR, THE CONTRACTOR SHALL PROVIDE ENOUGH MATERIAL FOR TWO BEAM BREAKS EACH AT 12 HOURS, 24 HOURS, 36 HOURS AND 48 HOURS. THE DEPARTMENT WILL PERFORM THE BEAM BREAK TESTS AND DOCUMENT THE TIME OF POUR, THE TIME OF THE BEAM BREAK TESTS AND THE MODULUS OF RUPTURE OF EACH BEAM UNTIL THE MODULUS OF RUPTURE OF TWO TESTS IS NOT LESS THAN 650 PSI. TRAFFIC WILL BE ALLOWED ON THE OVERLAY AT 600 PSI.

J) MECHANICAL MEANS MAY BE USED TO REMOVE THE EXISTING RIGID OVERLAY AND TOP 1#2 INCH OF THE ORIGINAL DECK. THE REMAINING 1/2 INCH OF ORIGINAL DECK SHALL BE REMOVED BY HYDRO-DEMOLITION.

K) THIS ITEM SHALL ALSO BE APPLIED TO THE APPROACH SLABS.

L) CONSTRUCTION JOINTS WILL NOT BE PERMITTED IN THE WHEEL LINE.

PAYMENT FOR THIS WORK SHALL INCLUDE ALL EQUIPMENT, TOOLS, MATERIAL AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 848, SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (T = 2 3/4").

SPECIAL - STRUCTURE, MISC,: REPAIR EXPANSION JOINT, AS PER PLAN

THIS WORK SHALL CONSIST OF REMOVING ATTACHMENT WELDS FOR 20 FEET AS SHOWN IN THE PLANS. THE SPACER BLOCK AND RETAINER SHALL THEN BE WELDED AS SPECIFIED IN THE PLANS. CARE SHOULD BE TAKEN TO NOT DAMAGE THE RETAINER, SPACER BLOCK, EMBEDDED ANGLE OR SURROUNDING CONCRETE.

PAYMENT FOR THIS WORK INCLUDE ALL EQUIPMENT, TOOLS, MATERIAL AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 530, SPECIAL - STRUCTURE, MISC,: REPAIR EXPANSION JOINT, AS PER PLAN

SPECIAL - STRUCTURE, MISC.: VULCANIZATION OF STRIP SEAL, AS PER PLAN

THIS WORK SHALL CONSIST OF REMOVING A PORTION OF THE EXISTING STRIP SEAL AND FIELD VULCANIZING THE NEW STRIP SEAL TO THE EXISTING. THIS ITEM SHALL BE PERFORMED PER THE FOLLOW SPECIFICATIONS:

A) PRE-HEAT THE MOLDS REQUIRED TO DO THE FIELD MITERING IN THE FIELD PRESS TO 315°

B) PREPARE THE STRIP SEAL GLANDS FOR VULCANIZING PROCESS BY MAKING STRAIGHT CUTS ON THE ENDS OF SEAL RECEIVING THE MITERING PIECES.

C) AFTER THE CUTS HAVE BEEN PROPERLY MADE AND EXAMINED, THROUGHLY CLEAN THE ENDS WITH CLEANER AND APPLY BONDING AGENT TO THE ENDS OF THE SEAL.

D) LOAD THE TWO STRIP SEAL PIECES TO BE BONDED INTO THE BOTTOM PART OF THE MOLD ALLOWING A ONE INCH GAP BETWEEN THE TWO PIECES. FILL THE ONE INCH GAP WITH UNCURED NEOPRENE SUPPLIED BY THE MANUFACTURER. LAY A SECOND PIECE OF UN-CURED NEOPRENE OVER THE ONE INCH GAP SPANNING THE TWO STRIP SEAL ENDS.

E) SECURE THE TOP PLATE TO THE BOTTOM LOADED PART OF THE MOLD AND LOAD INTO THE FIELD PRESS. APPLY PRESSURE UNTIL THE TOP AND BOTTOM PLATES TOUCH.

F) ALLOW THE FIELD PRESS TO VULCANIZE THE STRIP SEALS PIECES FOR 1-1 1/2 HOURS. THE TEMPERATURE SETTING NEEDS TO BE MAINTAINED AT 315° THROUGHOUT THE ENTIRE TIME SETTING.

G) RELEASE THE PRESSURE APPLIED BY THE FIELD PRESS FROM THE TWO PIECE MOLD AND REMOVE THE SEALS. ALLOW VULCANIZED AREAS TO COOL BEFORE ATTEMPTING TO INSTALL THE SEAL INTO THE STRIP SEAL RAIL.

THESE SPECIFICATIONS SHALL NOT BE SUPERCEDED BY THE MANUFACTURER'S SPECIFICATIONS.

PAYMENT FOR THIS WORK INCLUDES ALL EQUIPMENT, TOOLS, MATERIAL AND LABOR NECESSARY TO PERFORM THIS TASK. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 530, SPECIAL - STRUCTURE, MISC,: VULCANIZATION OF STRIP SEAL, AS PER PLAN

STRUCTURE GENERAL NOTES

DO8 - BM - FY2010

2 / 13

6 / 17

DESIGN AGENCY

DISTRICT 8 PRODUCTION
BRIDGE OFFICE

DATE

REVIEWED

STRUCTURE FILE NUMBER

DRAWN

CWW

REVIEWED

CWW

DESIGNED

CWW

CHECKED

CAH

ESTIMATED QUANTITIES									
ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	ABUTMENT	PIERS	SUPER- STRUCTURE	GENERAL	SEE SHEET NO.
BRIDGE NO. HAM-275-3500 L									
512	44400	2	SQ YD	TYPE B WATERPROOFING			2		
516	01301	57	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN			57		1/13
BRIDGE NO. HAM-275-3500 R									
512	44400	2	SQ YD	TYPE B WATERPROOFING			2		
516	11211	113	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			113		1/13
BRIDGE NO. HAM-71-0000 L									
516	01301	45	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN			45		1/13
SPECIAL	53000400	1	EACH	STRUCTURE, MISC.: VULCANIZATION OF STRIP SEAL, AS PER PLAN			1		2/13
BRIDGE NO. HAM-71-0181									
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LUMP		1/13
514	27800	LUMP		FIELD PAINTING, MISC.: SPOT-PAINTING EXISTING STRUCTURAL STEEL			LUMP		1/13
516	41200	5	SQ FT	1/8" PREFORMED BEARING PAD			5		
516	44001	2	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN			2		1/13
				(8.5"x8.5"x1.971" LAMINATED ELASTOMERIC PADS WITH 9.5"x9.5"x VARIABLE HEIGHT LOAD PLATES					
516	44001	2	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN			2		1/13
				(12"x12"x1.971" LAMINATED ELASTOMERIC PADS WITH 13"x13"x VARIABLE HEIGHT LOAD PLATES					
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		
BRIDGE NO. HAM-126-1950									
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LUMP		1/13
512	10600	10	FT	CONCRETE REPAIR BY EPOXY INJECTION			10		
513	10200	264	POUND	STRUCTURAL STEEL MEMBERS, LEVEL UF			264		
SPECIAL	51319000	LUMP		HEAT STRAIGHTENING OF DAMAGED STRUCTURAL STEEL			LUMP		1/13
514	27800	LUMP		FIELD PAINTING, MISC.: SPOT-PAINTING EXISTING STRUCTURAL STEEL			LUMP		1/13
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN			LUMP		1/13
518	12500	1	EACH	SCUPPER, MISC.: PIPE REPAIR			1		8/13
BRIDGE NO. HAM-71-0970 R									
518	63300	LUMP		STRUCTURE DRAINAGE, MISC.: DRAINAGE SYSTEM CLEANOUT, AS PER PLAN			LUMP		1/13
SPECIAL	51912300	8	SQ YD	PATCHING CONCRETE BRIDGE DECK - TYPE B, * SEE PROPOSAL NOTE			8		
BRIDGE NO. HAM-71-1068 R									
516	01301	217	FT	ELASTOMERIC STRIP SEAL WITHOUT STEEL EXTRUSIONS, AS PER PLAN			217		1/13
516	46701	22	EACH	RESET BEARING, AS PER PLAN			22		2/13
516	47000	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE			LUMP		2/13
518	63300	LUMP		STRUCTURE DRAINAGE, MISC.: DRAINAGE SYSTEM CLEANOUT, AS PER PLAN			LUMP		1/13
519	11101	119	SQ FT	PATCHING CONCRETE STRUCTURE, AS PER PLAN	119				1/13
SPECIAL	53001300	20	FT	STRUCTURE, MISC.: REPAIR EXPANSION JOINT, AS PER PLAN			20		2/13
848	10201	3000	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION, AS PER PLAN (T = 2 3/4")			3000		2/13
848	20000	3000	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION			3000		
848	30200	75	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY			75		
848	50000	90	SQ YD	HAND CHIPPING			90		
848	50100	LUMP		TEST SLAB			LUMP		
848	50320	3000	SQ YD	EXISTING CONCRETE OVERLAY REMOVED (T = 1 3/4")			3000		
848	50340	450	SQ YD	REMOVAL OF DEBONDED OR DETERIORATER EXISTING VARIABLE THICKNESS CONCRETE OVERLAY			450		
BRIDGE NO. HAM-71-1068 L									
516	46701	14	EACH	RESET BEARING, AS PER PLAN			14		2/13
516	47000	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE			LUMP		
518	63300	LUMP		STRUCTURE DRAINAGE, MISC.: DRAINAGE SYSTEM CLEANOUT, AS PER PLAN			LUMP		1/13
519	11101	117	SQ FT	PATCHING CONCRETE STRUCTURE, AS PER PLAN	117				1/13
SPECIAL	51912300	93	SQ YD	PATCHING CONCRETE BRIDGE DECK - TYPE B, * SEE PROPOSAL NOTE			93		
512	10600	27	FT	CONCRETE REPAIR BY EPOXY INJECTION	27				

ESTIMATED QUANTITIES

DO8 - BM - FY2010
PID No. 77790

3 / 13

7
17

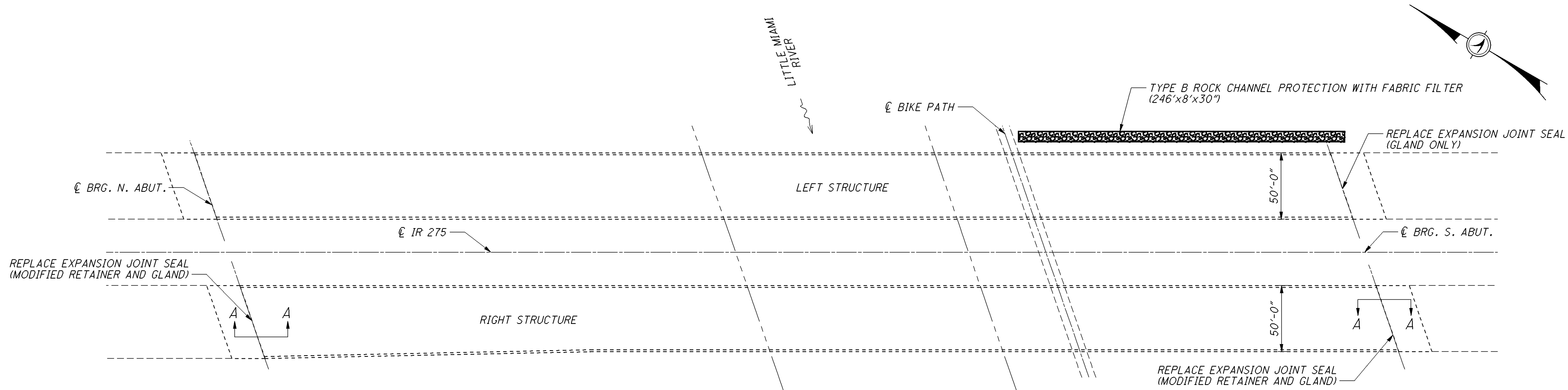
DESIGN AGENCY
DISTRICT 8 PRODUCTION
BRIDGE OFFICE

DATE
REVIEWED
STRUCTURE FILE NUMBER

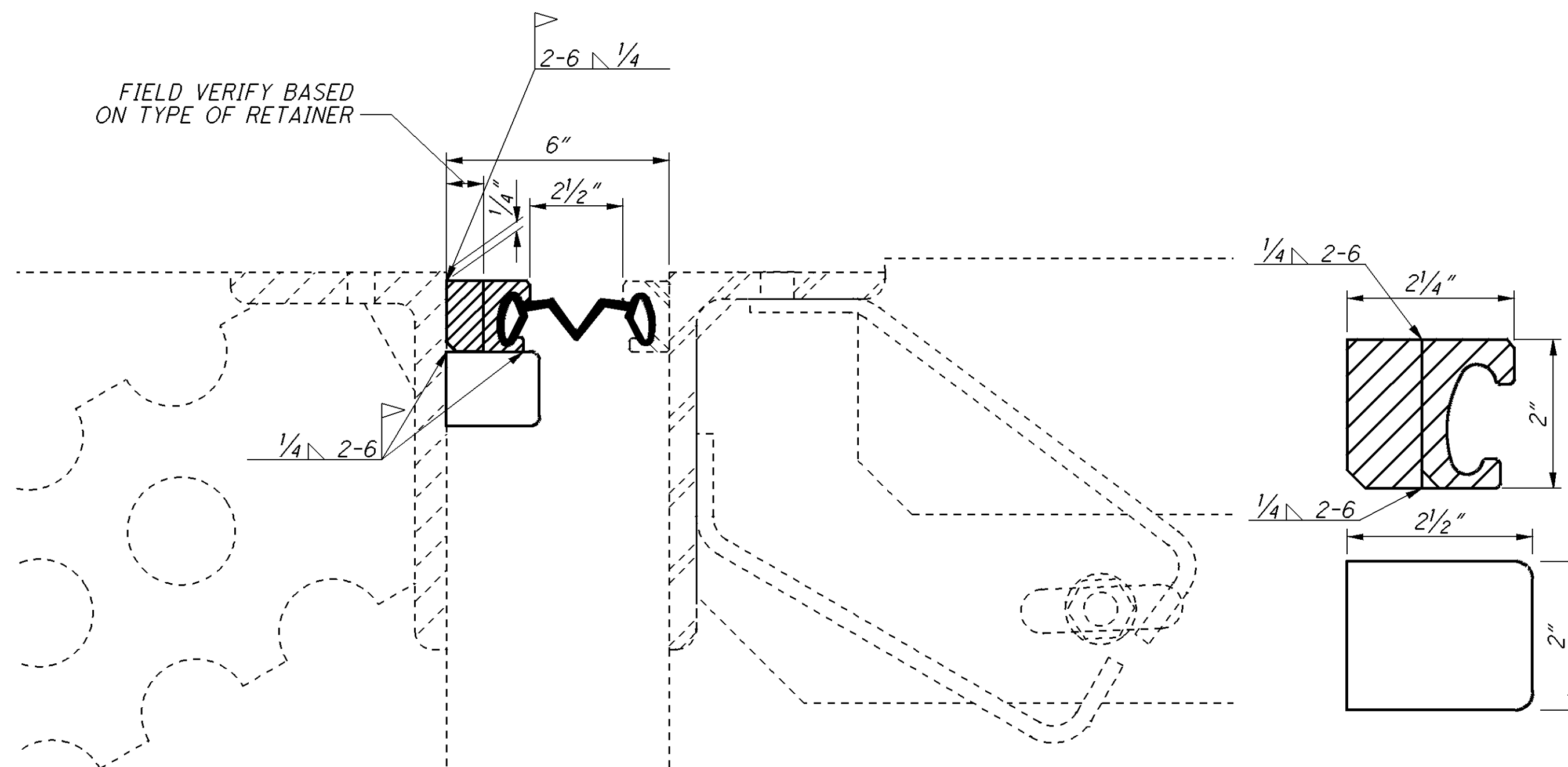
DRAWN
CWW
REVISED
CWW

DESIGNED
CWW
CHECKED
CAH

I:\projects\DO8\Wide\PID7790\Design\CADD\77790MD001.dgn 18-DEC-2009 10:21AM cweiss

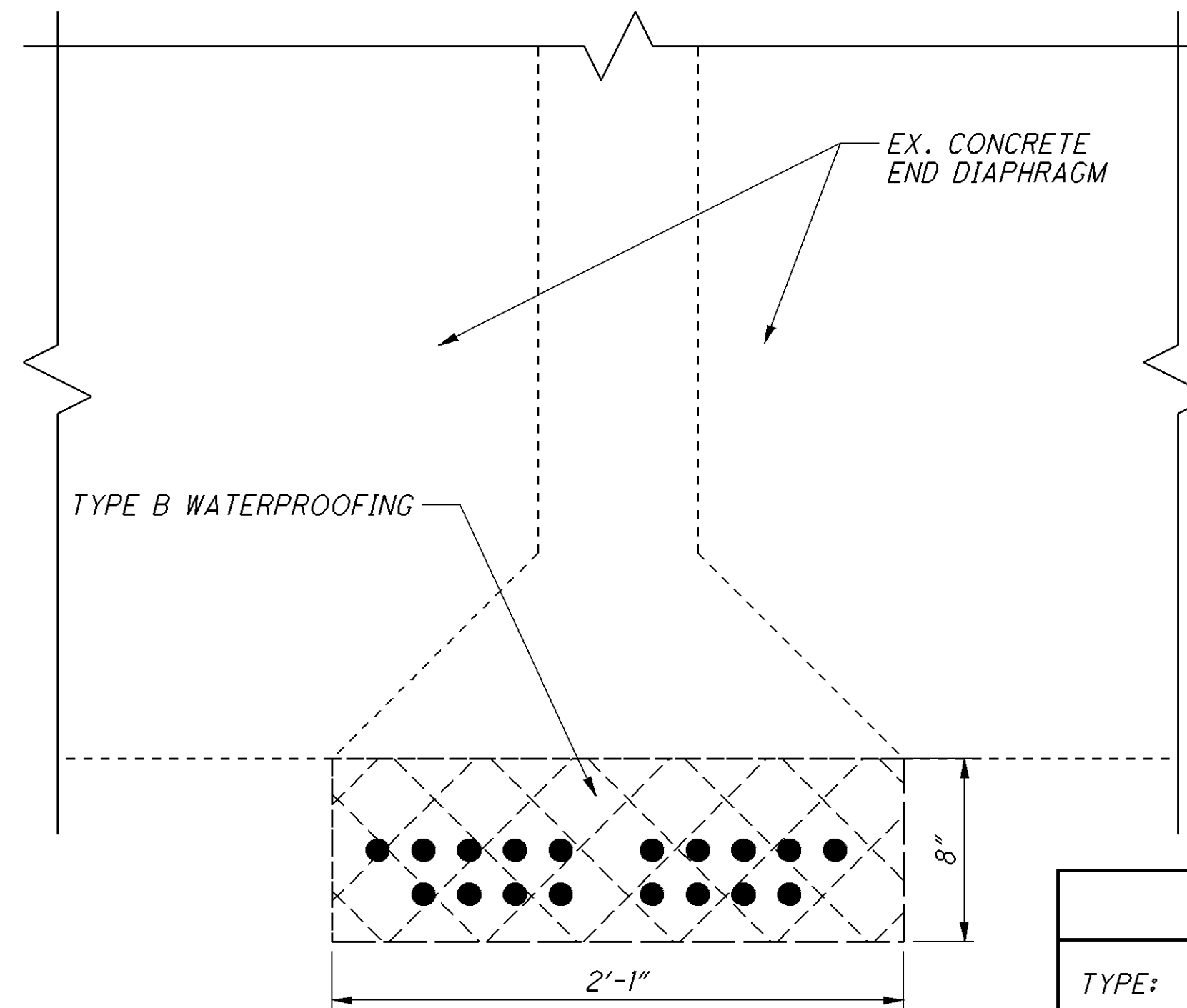


BRIDGE NO. HAM-275-3500 L&R PLAN VIEW



SECTION A-A

MODIFIED RETAINER



BEAM END SEALING

(24 LOCATIONS)

EXISTING STRUCTURE

TYPE: 8 SPAN PRESTRESSED CONCRETE I- BEAMS COMPOSITE WITH REINFORCED CONCRETE DECK SUPERSTRUCTURE SUPPORTED BY REHABILITATED PIERS AND ABUTMENTS.
SPANS: 88'-1/4", 99'-9 1/2", 119'-10 1/2", 137'-10 1/2", 119'-10 1/2", 97'-10 1/2", 97'-9 1/2", 78'-1/4", ϕ TO ϕ BRG.
ROADWAY: 50'-0" TOE-TOE PARAPET
LOADING: S25 AND ALTERNATE MILITARY
SKEW: 19° RIGHT FORWARD
APPROACH SLABS: 25'-0"
ALIGNMENT: TANGENT
CROWN: 3/16" PER FT.
STRUCTURAL FILE NUMBER: 113604/3113612

EXPANSION JOINT REPLACEMENT

HAM-275-3500 L&R
OVER LITTLE MIAMI RIVER

D08-BM-FY2010

PID No. 77790

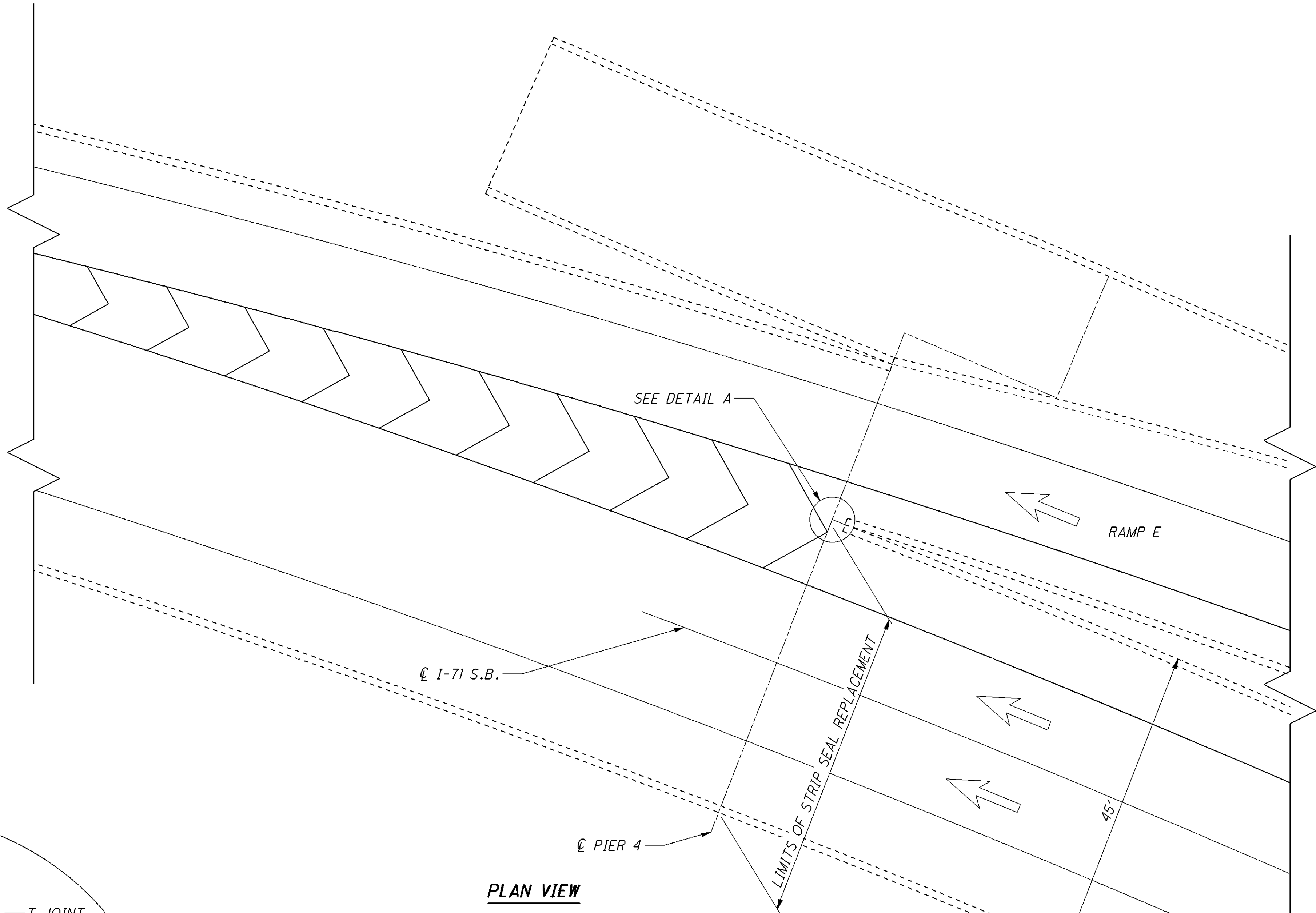
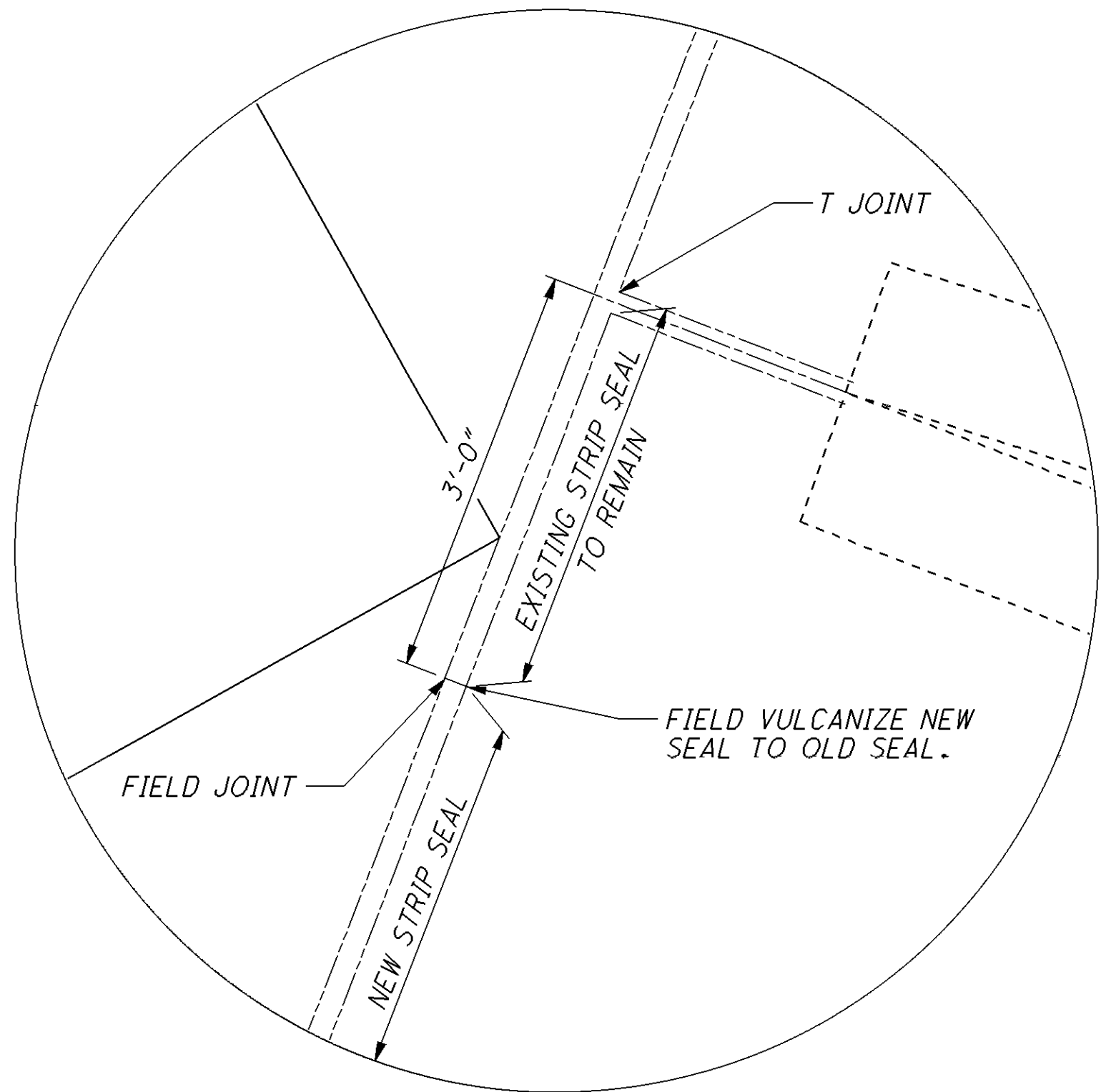
4 / 13

8 / 17

DESIGN AGENCY
DISTRICT 8 PRODUCTION
BRIDGE OFFICE

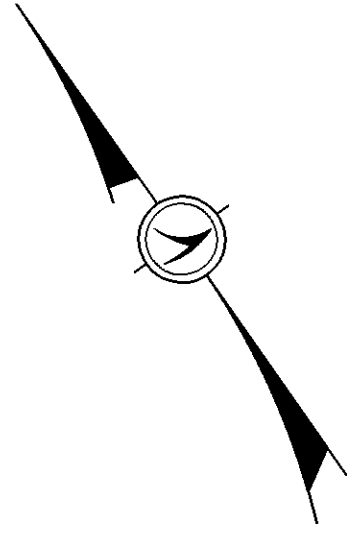
DATE
REVIEWED
STRUCTURE FILE NUMBER
3113604/3113612

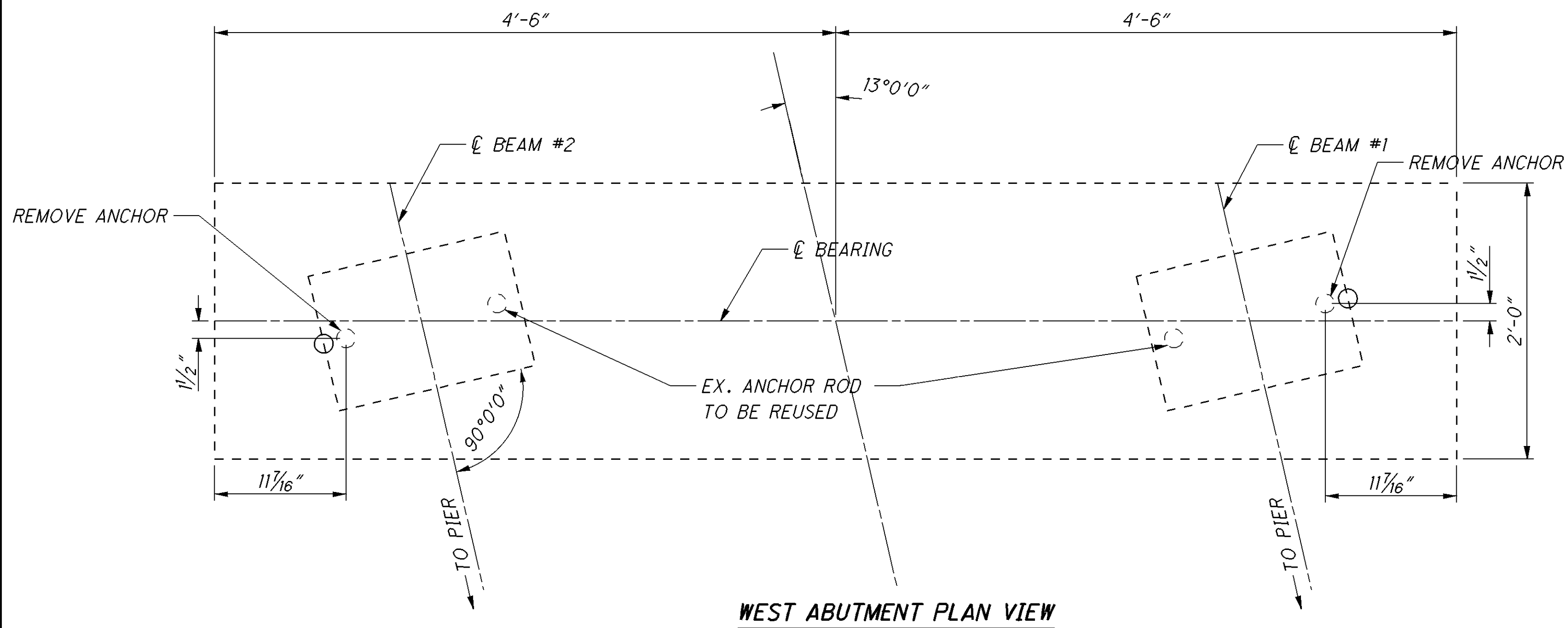
DRAWN
CWW
REVIEWED
CWW
CHECKED
CAH



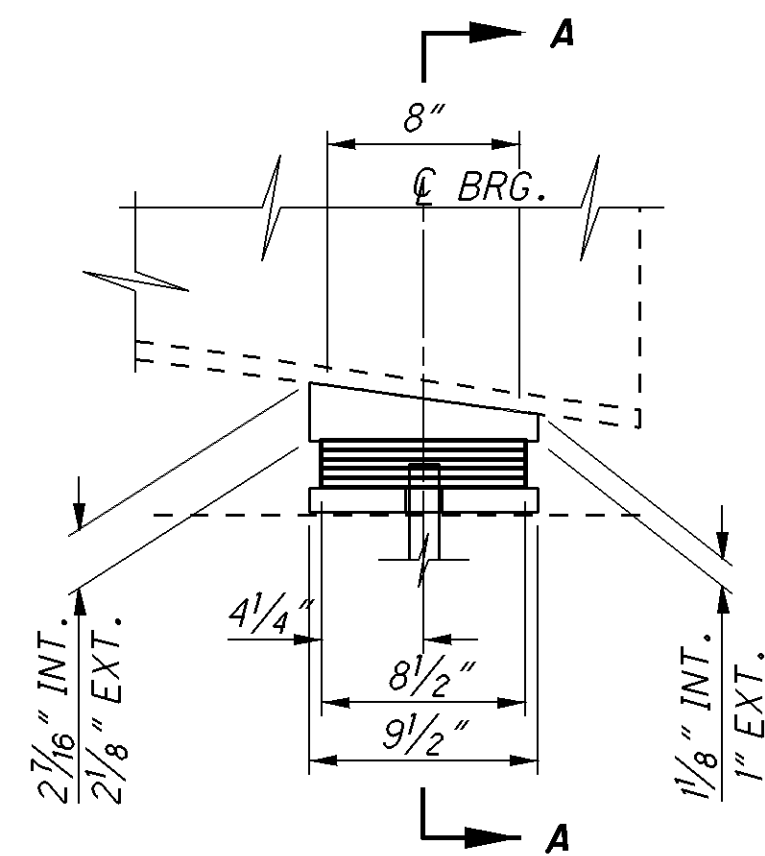
NOTES:

1. CUT EXISTING STRIP SEAL AT THE LOCATION SHOWN IN DETAIL A. REMOVE THE STRIP SEAL THAT IS TO BE REPLACED. REMOVE ENOUGH OF THE REMAINING STRIP SEAL TO VULCANIZE THE NEW SEAL TO THE REMAINING SEAL. CARE SHOULD BE TAKEN NOT TO DAMAGE THE EXISTING SEAL. ONCE PARTIALLY REMOVED, THE EXISTING SEAL MAY BE TRIMMED TO PROVIDE A CLEAN BONDING SURFACE AS LONG AS ENOUGH OF THE SEAL REMAINS TO VULCANIZE.
2. THE EXPANSION JOINT WAS PREVIOUSLY MEASURED $\frac{7}{8}$ " AT 65°. INSTALLATION MAY BE REQUIRED DURING WINTER MONTHS WHEN THE GAP IS WIDER. SHOULD THE GAP BE LESS THAN 1.5" AT 35°, THE INSTALLATION MAY BE NON-PERFORMED.
3. CLEAN REMAINING EXPANSION JOINT NOT BEING REPLACED. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE STRIP SEAL JOINT.

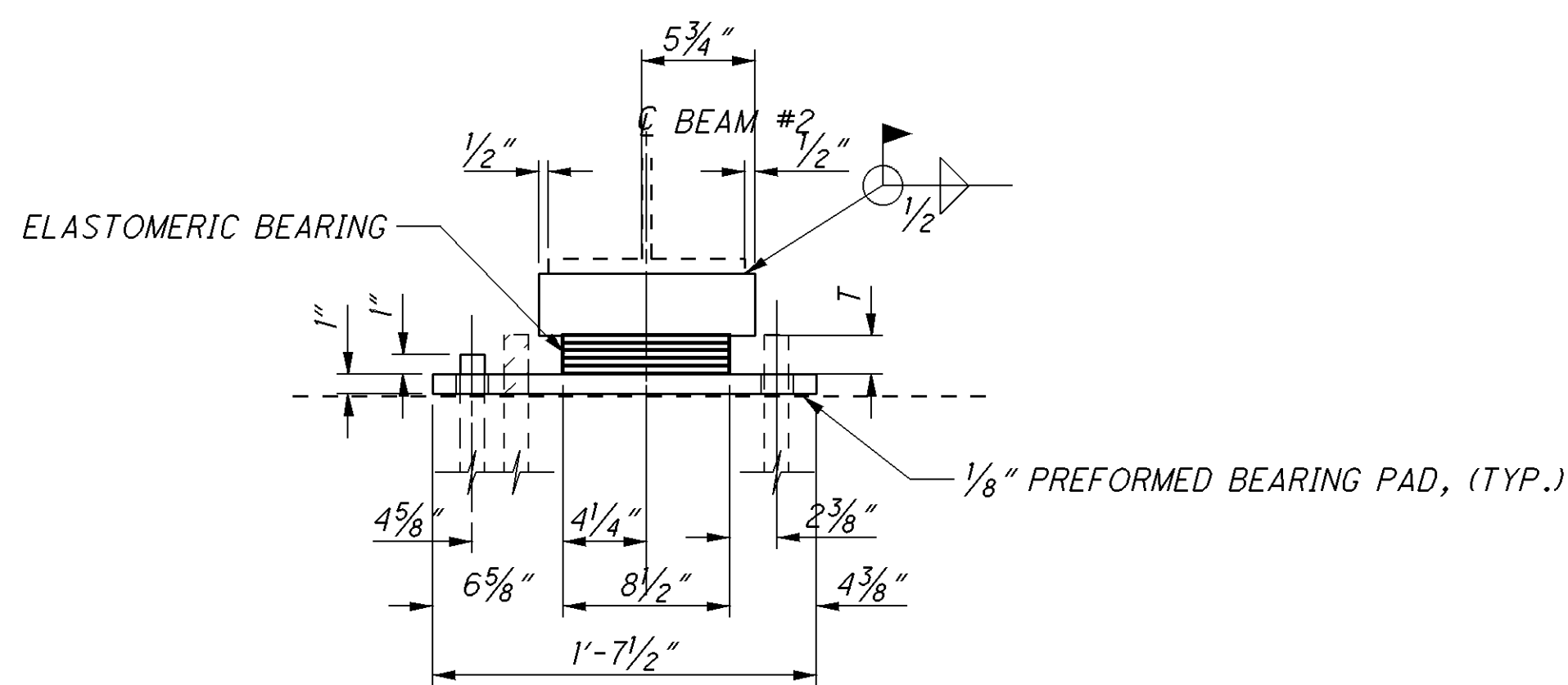




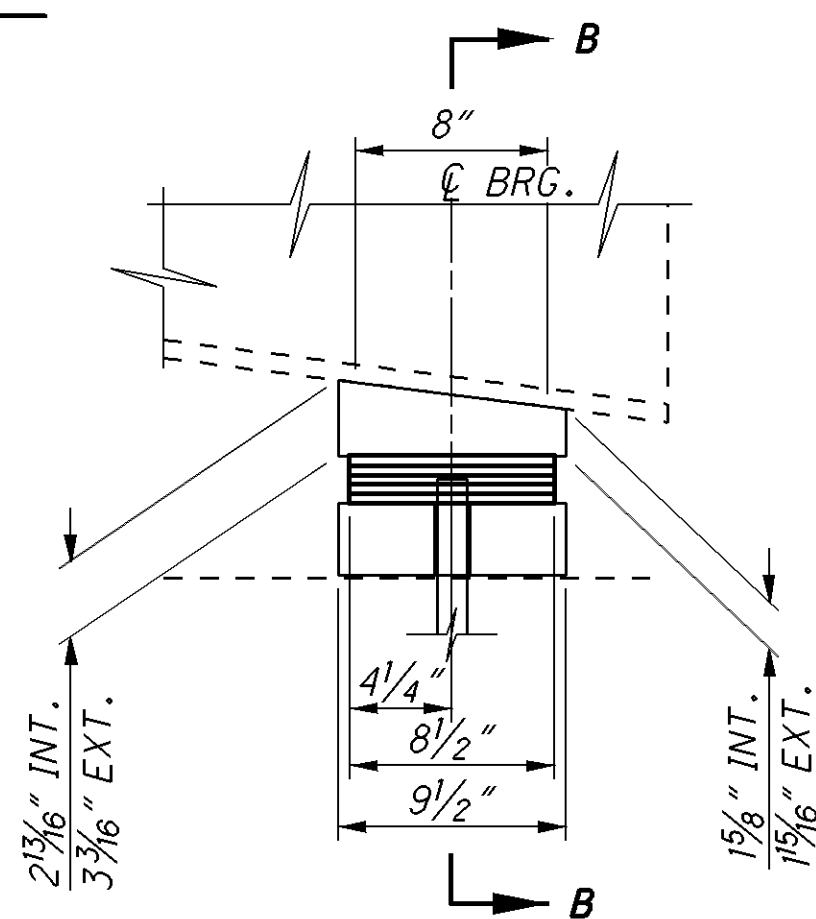
WEST ABUTMENT PLAN VIEW



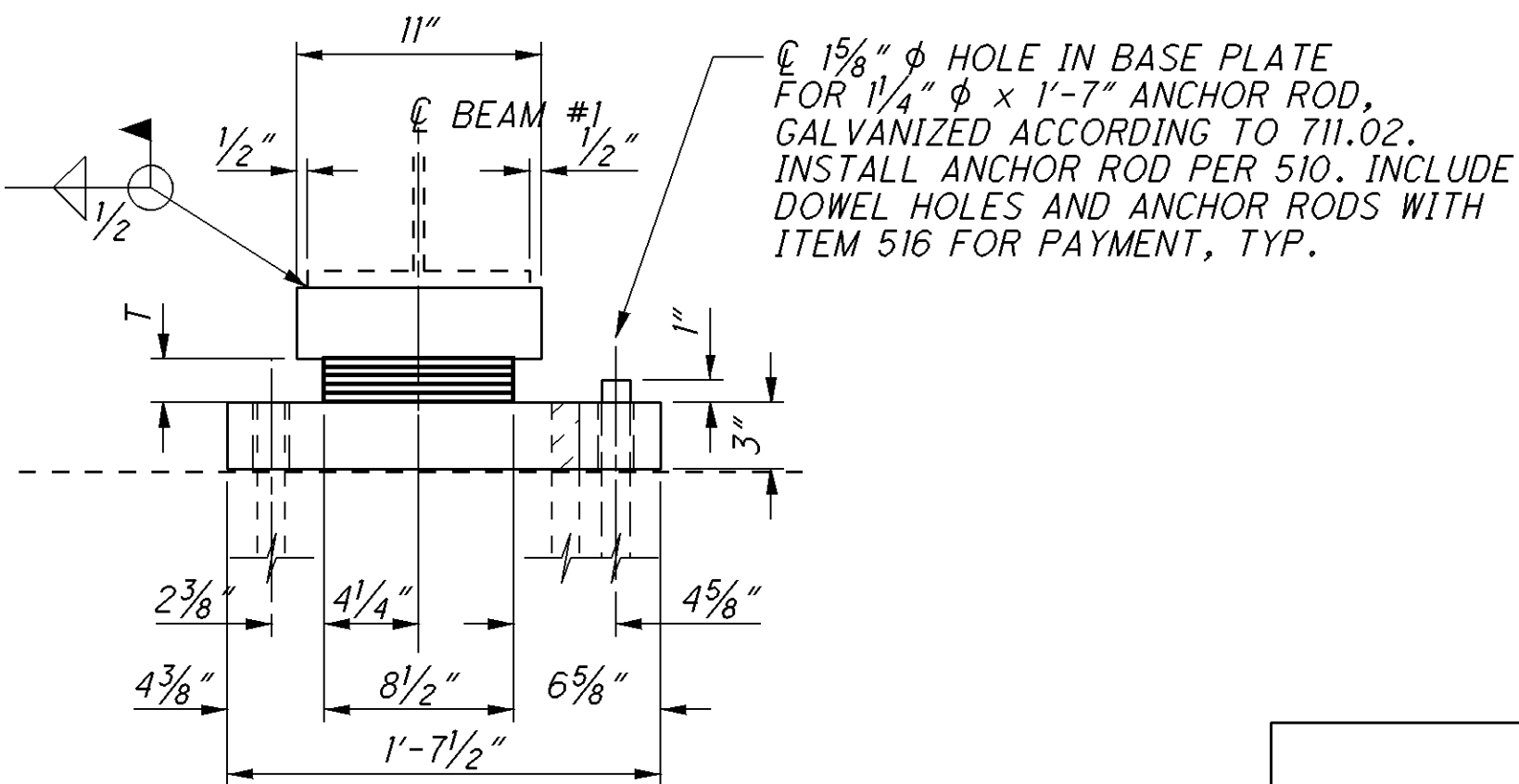
ELEVATION ABUTMENT



SECTION A-A



ELEVATION ABUTMENT



SECTION B-B

NOTES:

- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
- 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° (±) 10° F, THE GIRDERS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F (±) 10° F.
- GRADE 50 STEEL LOAD PLATES AND BASE PLATES SHALL BE USED FOR ALL BEARINGS. THE LOAD PLATE AND BASE PLATE SHALL BE VULCANIZED BONDED TO THE LAMINATED ELASTOMERIC PAD DURING THE MOLDING PROCESS.
- EXISTING BEARING LOAD PLATES REMOVAL: CARE SHALL BE TAKEN TO ENSURE CLEAN REMOVAL OF EXISTING BEARING LOAD PLATES WITHOUT DAMAGING THE BEAMS.
- CUT OFF OUTER ANCHOR SO THAT IT IS FLUSH WITH BEAM SEAT.
- PAINT STEEL LOAD PLATES AND ANCHOR RODS USING THE OZEU SYSTEM. COLOR OF PAINT SHALL MATCH EXISTING. INCLUDE WITH ITEM 514 FIELD PAINTING MISC. FOR PAYMENT.
- BASIS OF PAYMENT: THE UNIT PRICE BID SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS, STEEL LOAD PLATES, DOWEL HOLES AND ANCHOR RODS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.
- JACKING OF THE HAM-71-1.81 STRUCTURE IS LIMITED TO 1/4".

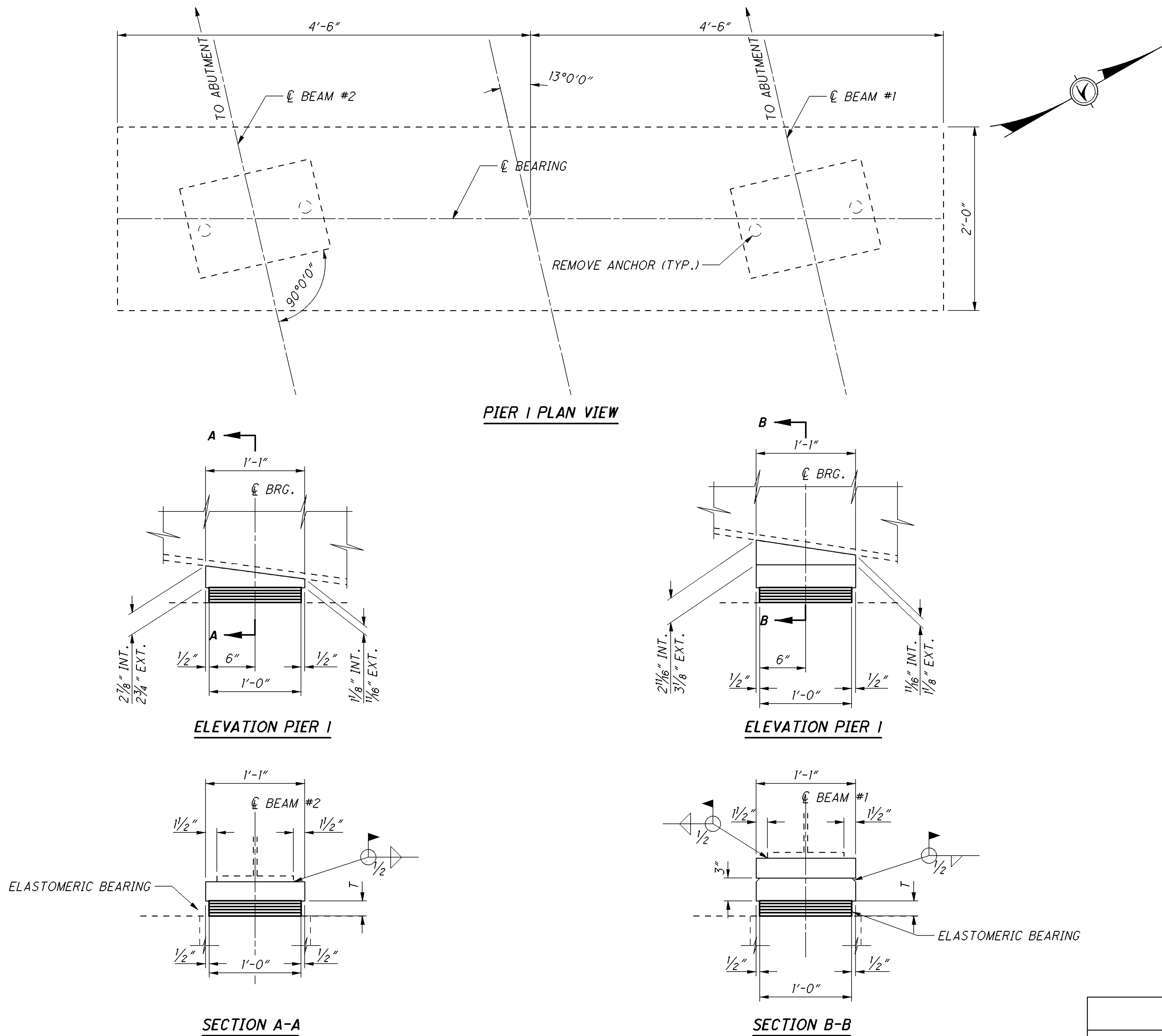
LEGEND

INT. = INTERIOR FASCIA
EXT. = EXTERIOR FASCIA

	SUB- STRUCTURE	ELASTOMERIC PAD						REACTIONS		MAXIMUM DESIGN LOAD (K)	
		T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES		TYPE	DEAD LOAD (KIPS)		LIVE * LOAD (KIPS)
						NO.	THICK.				
HAM-71-0181	ABUTMENT	1.971"	3	0.38"	0.266"	4	0.0747"	EXP.	12.50	24.17	36.68

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

* W/O IMPACT



- NOTES:**
- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION 1, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
 - 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° (±) 10° F, THE GIRDERS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F (±) 10° F.
 - GRADE 50 STEEL LOAD PLATES SHALL BE USED FOR ALL BEARINGS. THE LOAD PLATE SHALL BE VULCANIZED BONDED TO THE LAMINATED ELASTOMERIC PAD DURING THE MOLDING PROCESS.
 - EXISTING BEARING LOAD PLATES REMOVAL: CARE SHALL BE TAKEN TO ENSURE CLEAN REMOVAL OF EXISTING BEARING LOAD PLATES WITHOUT DAMAGING THE BEAMS.
 - CUT OFF ANCHORS SO THAT THEY ARE FLUSH WITH THE BEAM SEAT.
 - PAINT STEEL LOAD PLATES AND ANCHOR RODS USING THE OZEU SYSTEM. COLOR OF PAINT SHALL MATCH EXISTING. INCLUDE WITH ITEM 514 FIELD PAINTING MISC. FOR PAYMENT.
 - BASIS OF PAYMENT: THE UNIT PRICE BID SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE LAMINATED ELASTOMERIC BEARINGS, STEEL LOAD PLATES, DOWEL HOLES AND ANCHOR RODS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516 - ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.
 - JACKING OF THE HAM-71-1.81 STRUCTURE IS LIMITED TO 1/4".

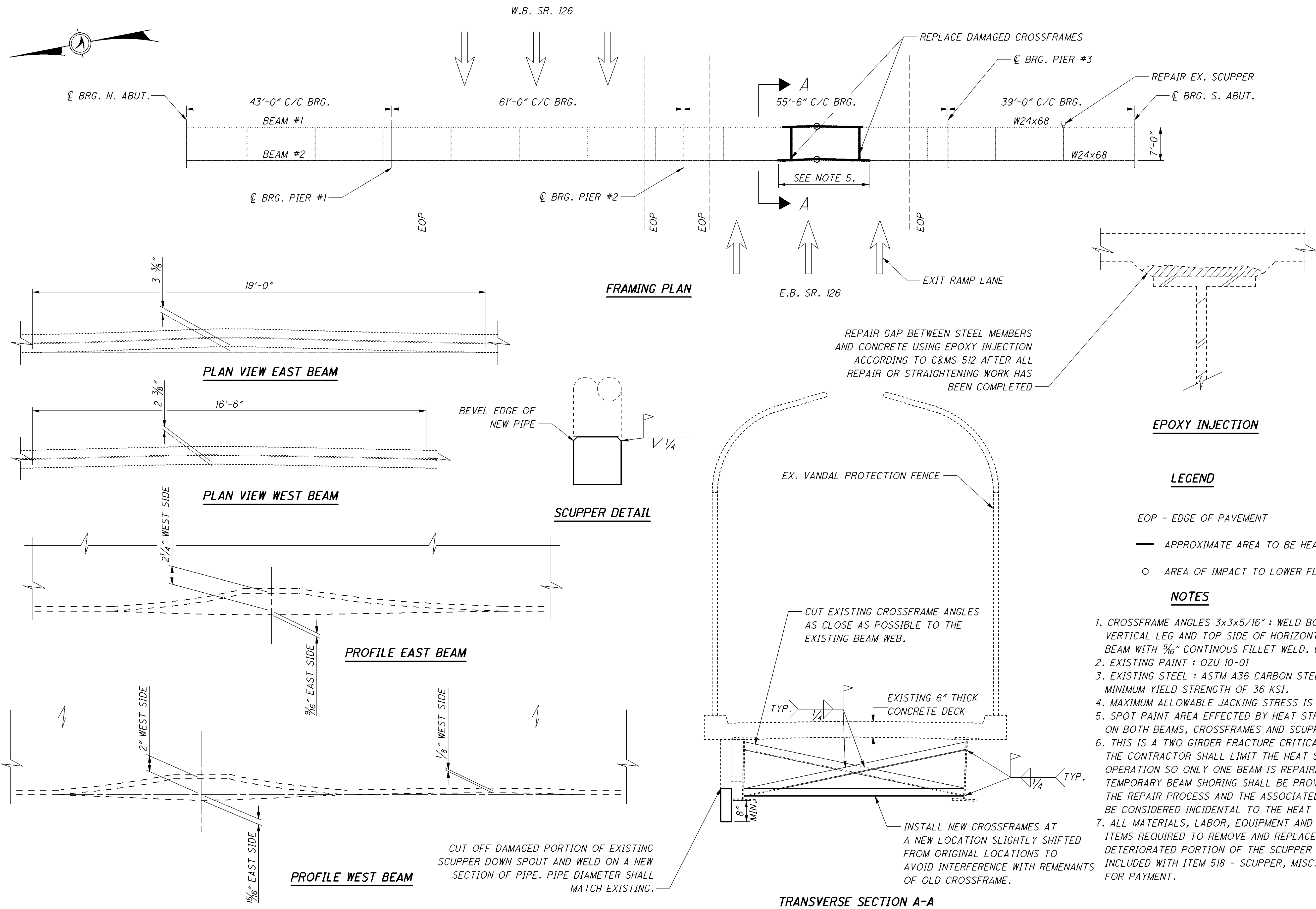
LEGEND

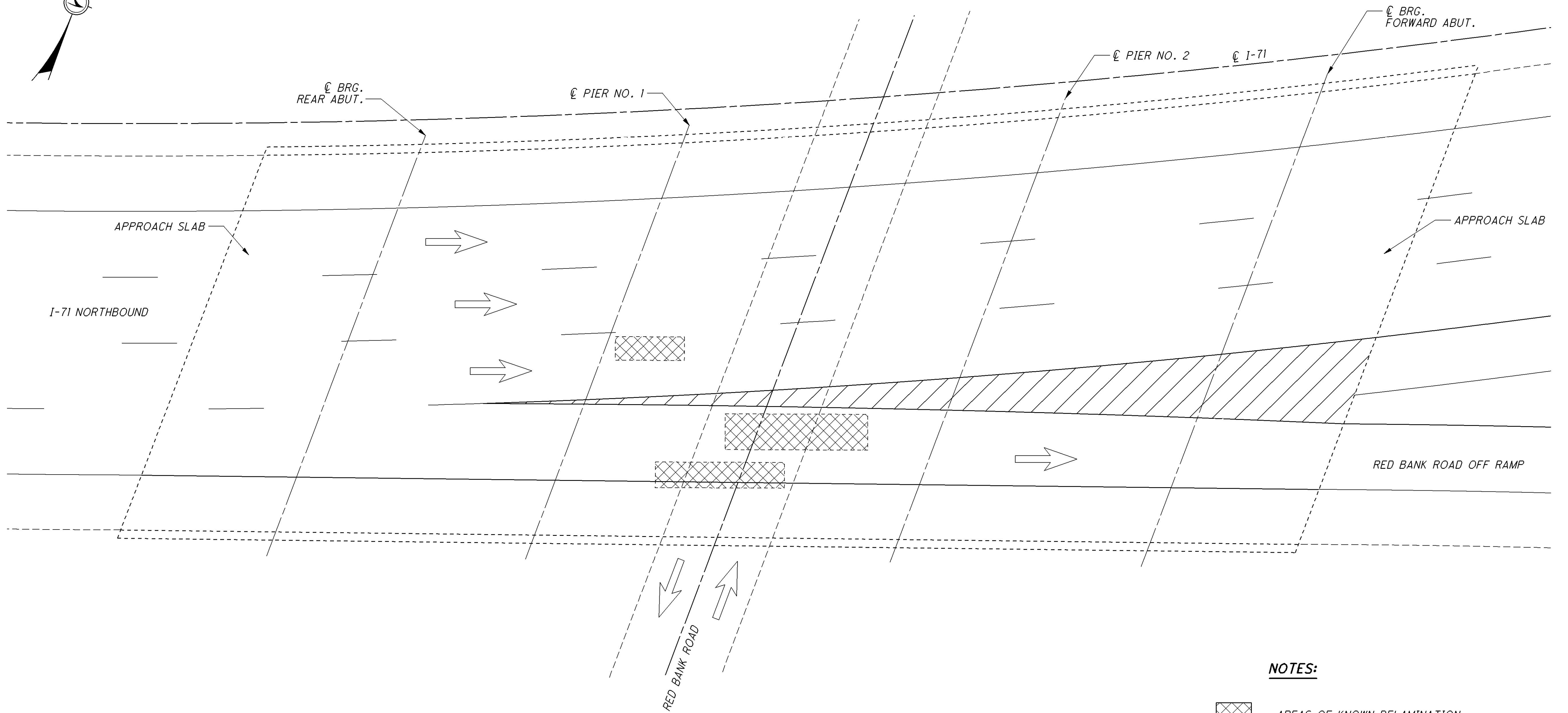
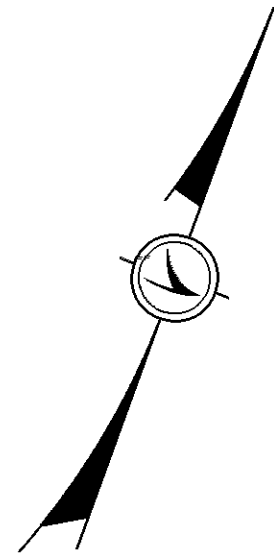
INT. = INTERIOR FASCIA
EXT. = EXTERIOR FASCIA

	SUB- STRUCTURE	ELASTOMERIC PAD						REACTIONS		MAXIMUM DESIGN LOAD (K)	
		T	NO. OF INTER. LAYERS	ti	te	STEEL LAMINATES		TYPE	DEAD LOAD (KIPS)		LIVE * LOAD (KIPS)
						NO.	THICK.				
HAM-71-0181	PIER 1	1.971"	3	0.38"	0.266"	4	0.0747"	EXP.	36.15	63.58	99.73

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

* W/O IMPACT





PLAN VIEW

NOTES:



AREAS OF KNOWN DELAMINATION

1. SOUND DECK PER PROPOSAL NOTE 512 TO LOCATE ALL DELAMINATED AREAS.
2. CLEAN BRIDGE DRAINAGE SYSTEM.
3. TOTAL KNOWN PATCHING AREA = 8 SQ. YD.

DECK PATCHING
BRIDGE NO. HAM-71-0970 R
OVER RED BANK RD.

D08-BM-FY2010
PID No. 77790

9 / 13

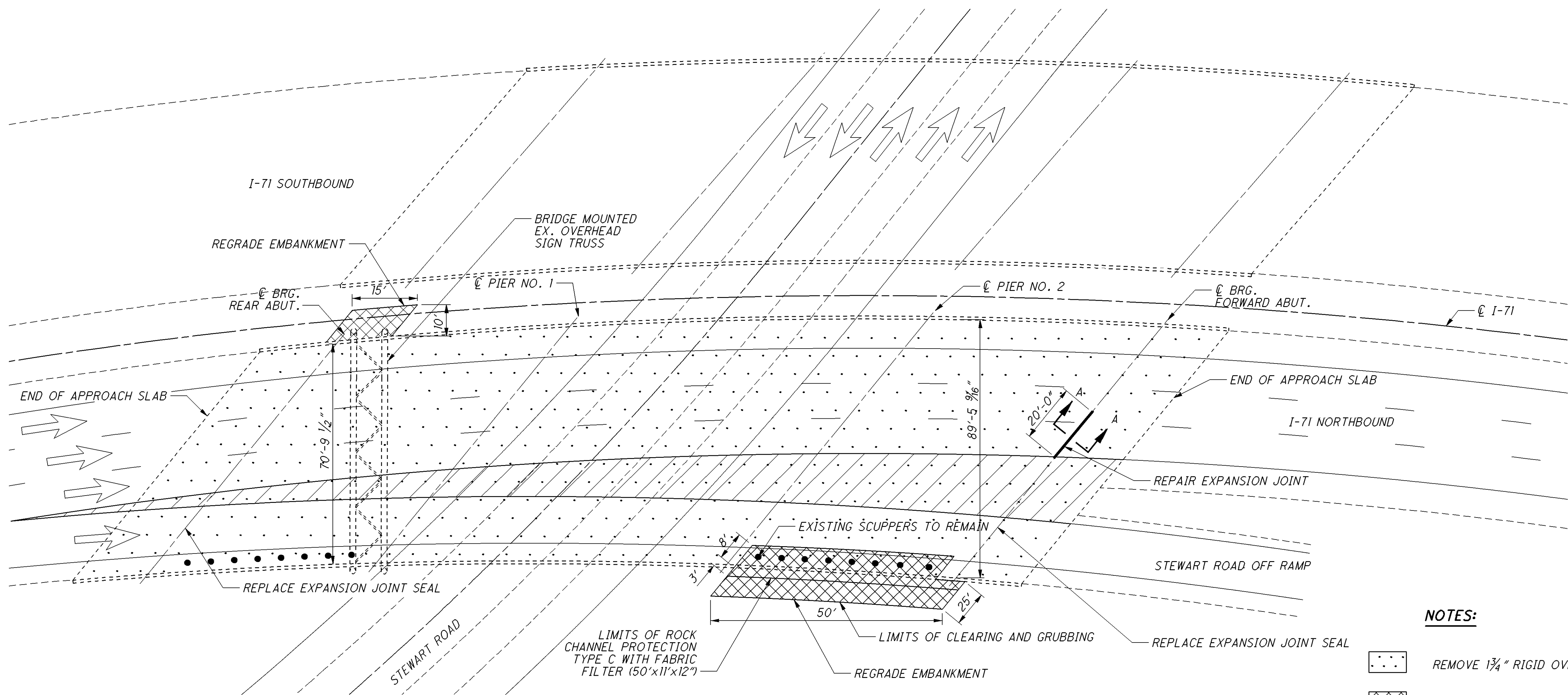
13
17

DESIGN AGENCY
DISTRICT 8 PRODUCTION
BRIDGE OFFICE

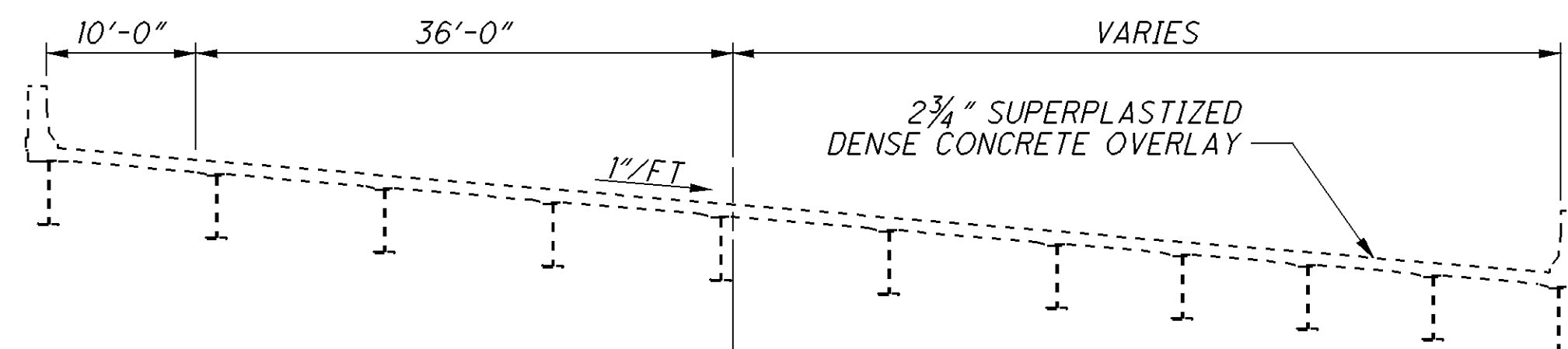
REVIEWED
DATE
STRUCTURE FILE NUMBER
3115321

DRAWN
CWW
REVISED
CWW
CHECKED
CAH

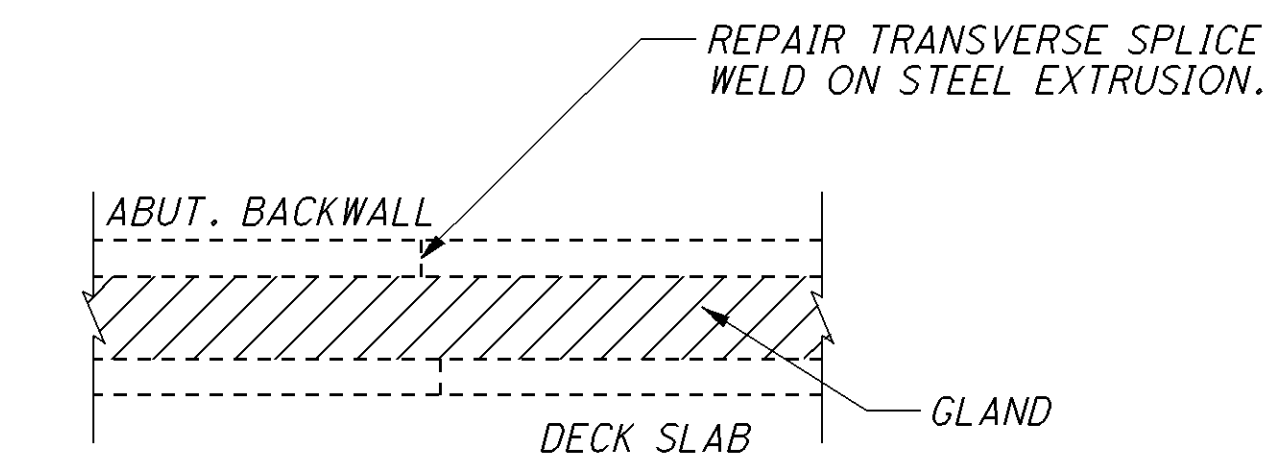
I:\projects\DO8\Wide\PID77790\Design\CADD\77790MD005.dgn 18-DEC-2009 10:30AM cweis



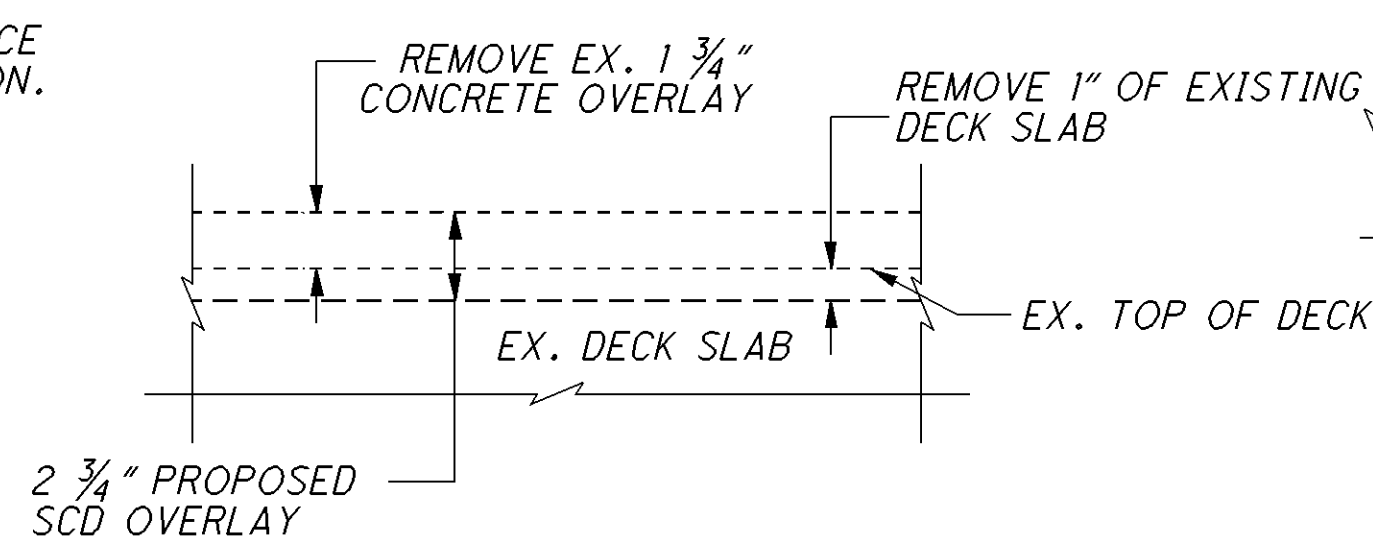
PLAN VIEW



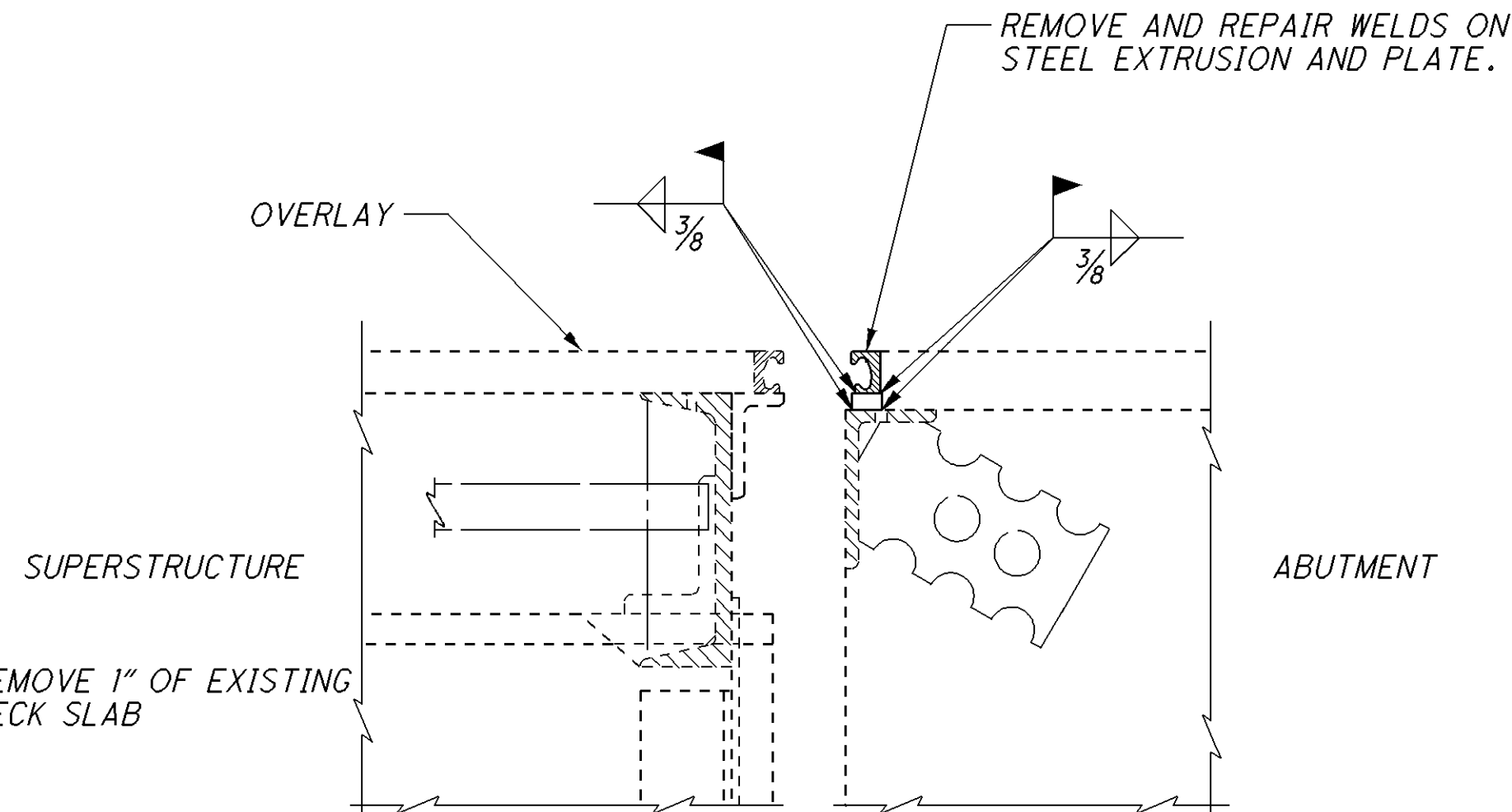
TYPICAL SECTION



RETAINER SPLICE DETAIL FWD. ABUT.



DECK SLAB OVERLAY DETAIL



EXPANSION JOINT REPAIR DETAIL SECTION A-A

NOTES:

- REMOVE 1 3/4" RIGID OVERLAY AND 1" OF ORIGINAL DECK.
- AREAS OF EMBANKMENT REGRADING

- RESET ALL EXISTING ABUTMENT BEARINGS.
- CLEAR AND GRUBB VEGETATION NECESSARY TO REGRADE EMBANKMENT. REGRADE EMBANKMENT TO MATCH SURROUNDING SLOPES. PLACE ROCK CHANNEL PROTECTION UNDER SCUPPERS AND 3 FEET BEYOND THE EDGE OF THE BRIDGE. SEED AND MULCH THE REMAINING AREA AFFECTED BY CLEARING AND GRUBBING.
- CLEAN BRIDGE DRAINAGE SYSTEM.
- SEE SHEET 3 OF 13 FOR BRIDGE QUANTITIES.

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 80'-0", 122'-6", 80'-0"

ROADWAY: VARIES F/F SAFETY CURB

LOADING: C.F.=2000 (57) ADEQUATE FOR AASHTO ALTERNATE LOADING

SKEW: 40°-52'-03" LEFT FORWARD

APPROACH SLABS: 25'-0"

ALIGNMENT: 3° HORIZONTAL CURVE TO THE RIGHT

SUPERELEVATION: 0.0833'/FT.

STRUCTURAL FILE NUMBER: 3106896

DECK OVERLAY
BRIDGE NO. HAM-71-1068R
OVER STEWART RD.

D08-BM-FY2010
PID No. 77790

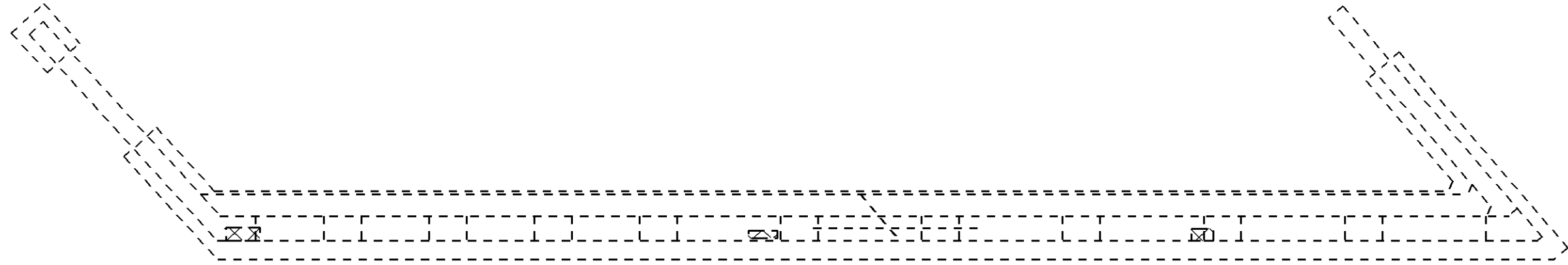
10 / 13

14
17

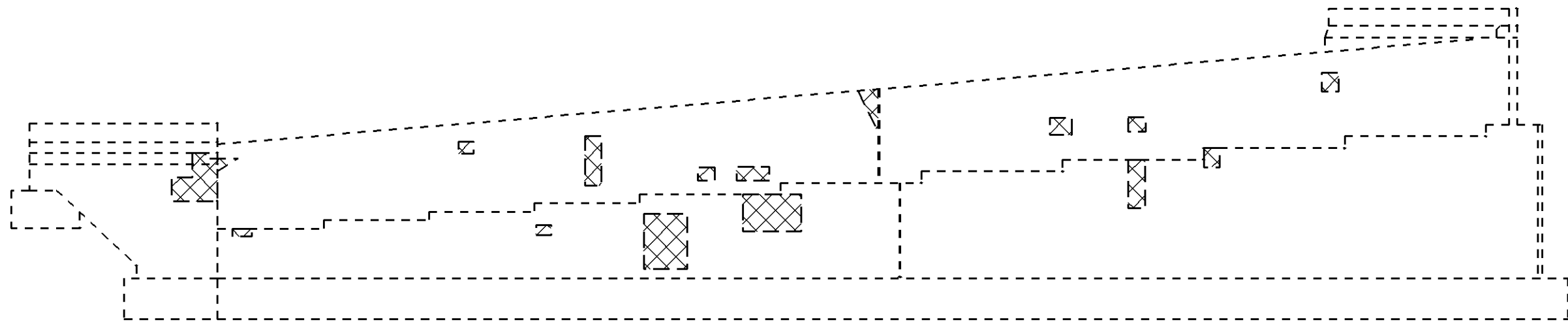
DESIGN AGENCY
DISTRICT 8 PRODUCTION
BRIDGE OFFICE

DATE
REVIEWED
STRUCTURE FILE NUMBER
3106896

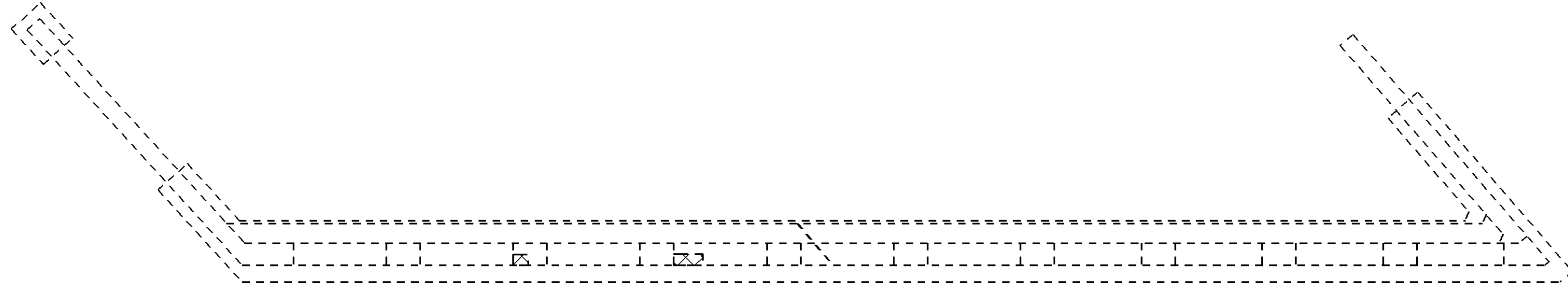
DRAWN
CWW
CHECKED
CAH



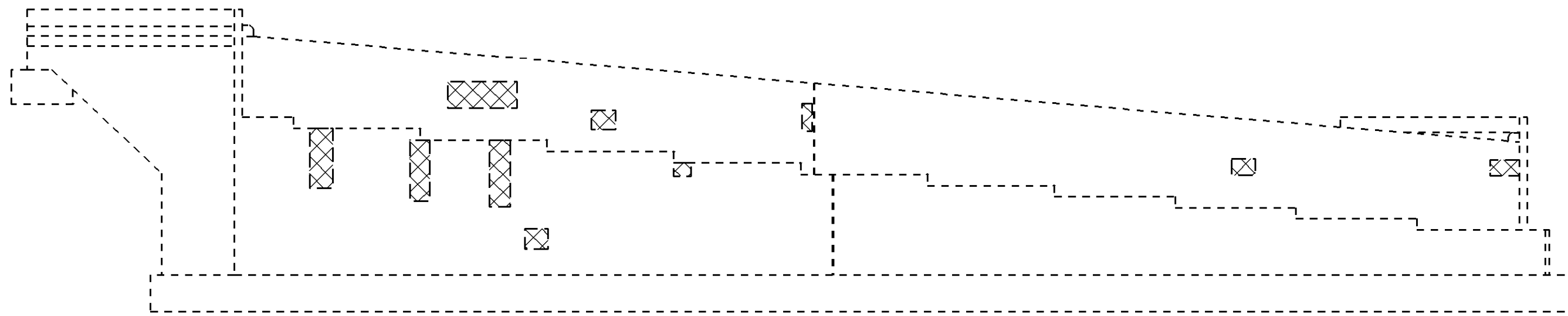
PLAN VIEW REAR ABUTMENT



ELEVATION VIEW REAR ABUTMENT



PLAN VIEW FORWARD ABUTMENT



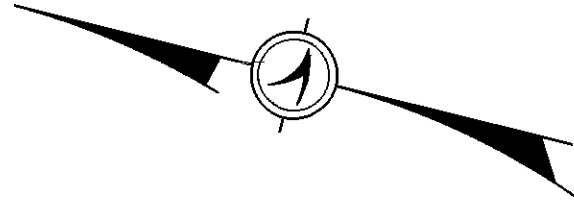
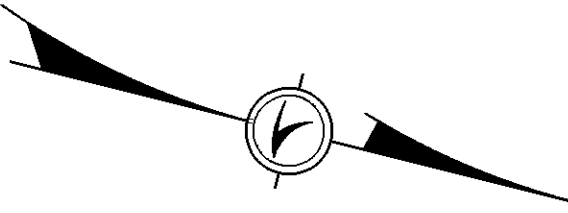
ELEVATION VIEW FORWARD ABUTMENT



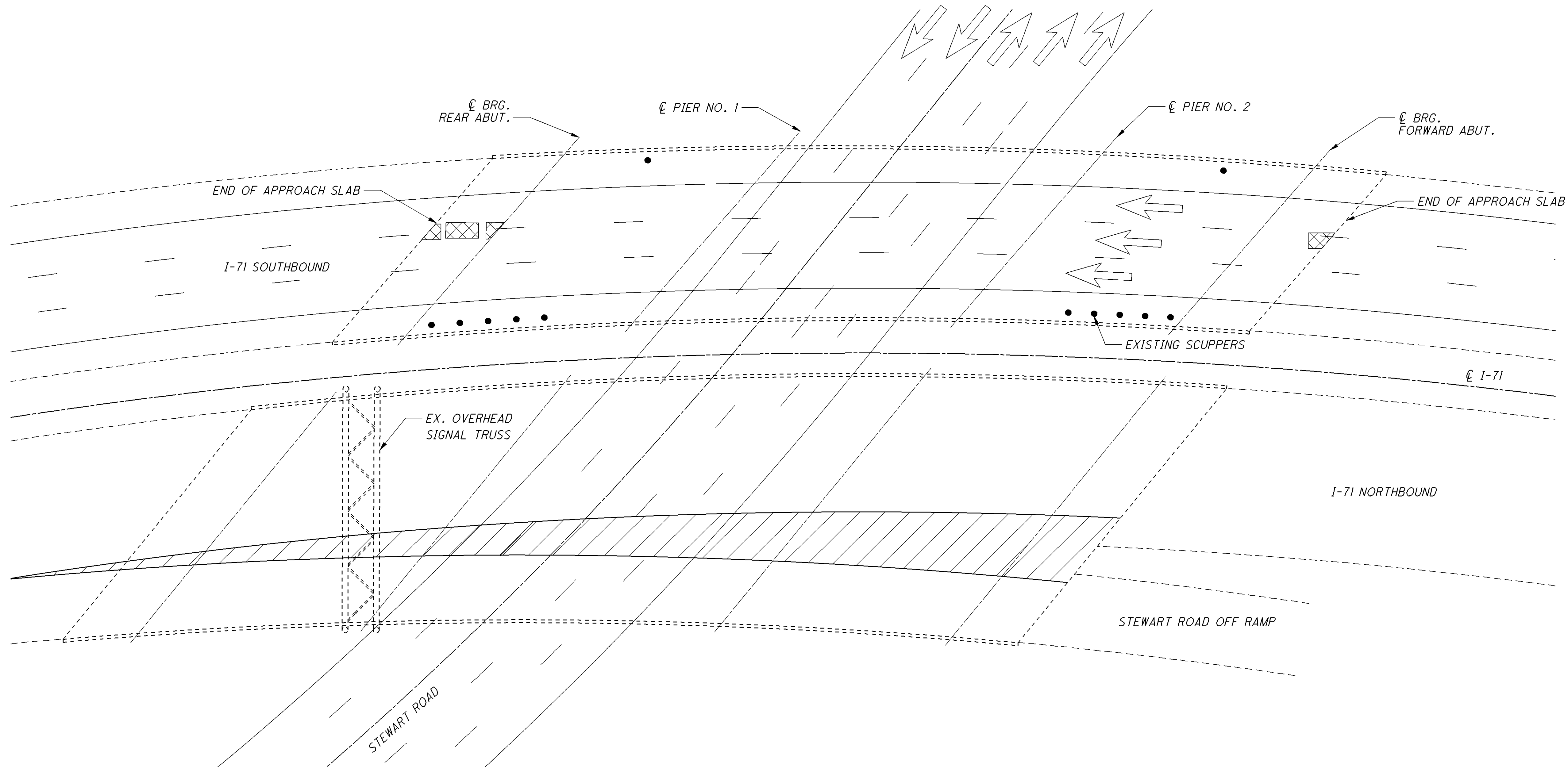
PATCH BACKWALLS USING ITEM 519 PATCHING CONCRETE STRUCTURES.

1. CLEAN BEAM SEATS FOR THE ENTIRE WIDTH.
2. RESET EXISTING ABUTMENT BEARINGS.

NOTES:



I:\projects\D08\Wide\PID77790\Design\CADD\77790MD009.dgn 18-DEC-2009 10:39AM cweiss



PLAN VIEW

NOTES:

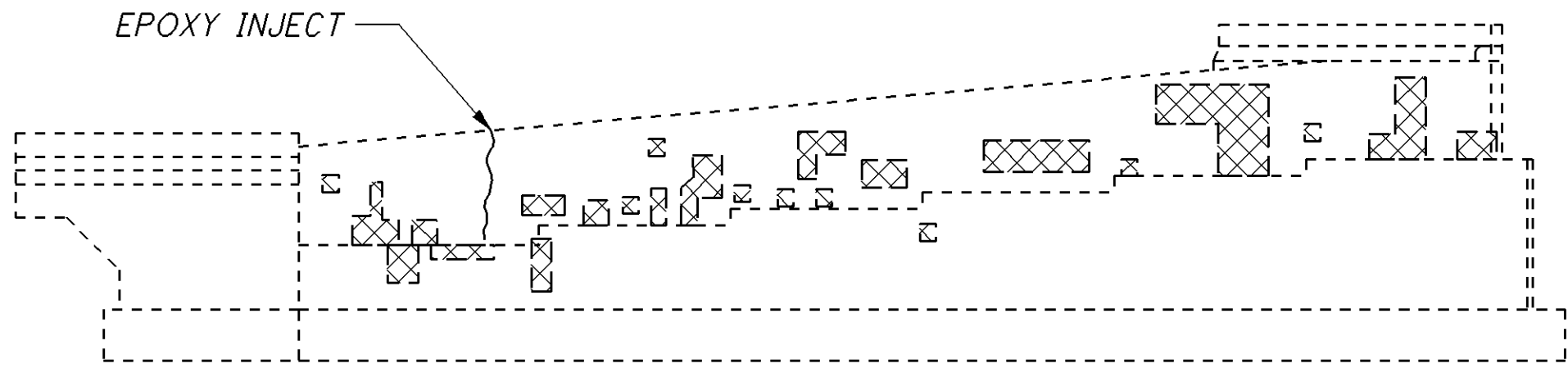
1. RESET ALL EXISTING ABUTMENT BEARINGS.
2. CLEAN BRIDGE DRAINAGE SYSTEM.
3. AREAS SHOWN ARE KNOWN DELAMINATIONS.
4. SOUND DECK PER PROPOSAL 512 TO LOCATE ALL DELAMINATED AREAS. ALERT THE PROJECT ENGINEER IF ADDITIONAL DELAMINATED AREAS ARE FOUND.

D08-BM-FY2010
PID No. 77790

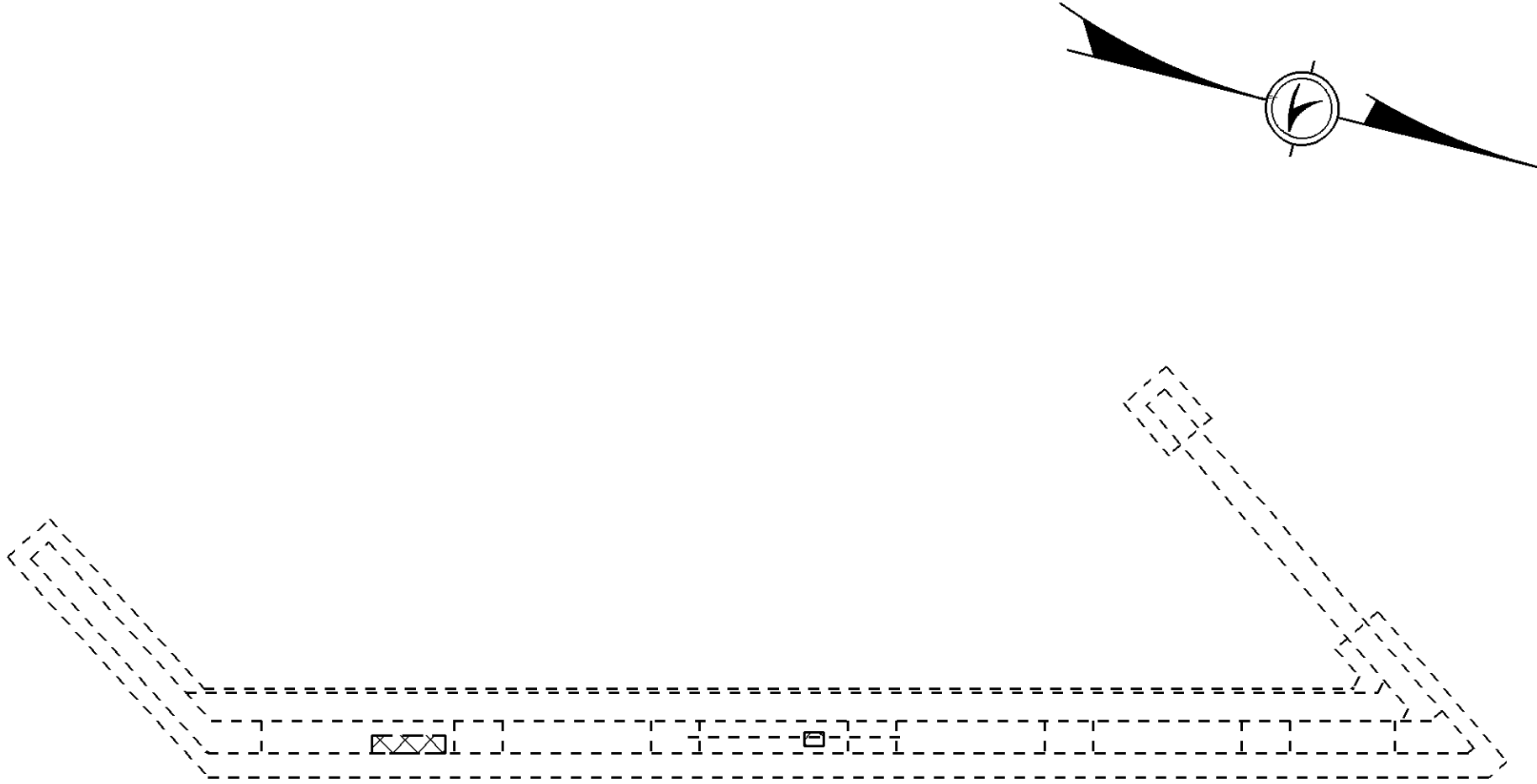
DECK PATCHING
BRIDGE NO. HAM-71-1068L
OVER STEWART RD.

DESIGNED	DRAWN	REVIEWED	DATE
CWW	CWW		
CWW	CWW		

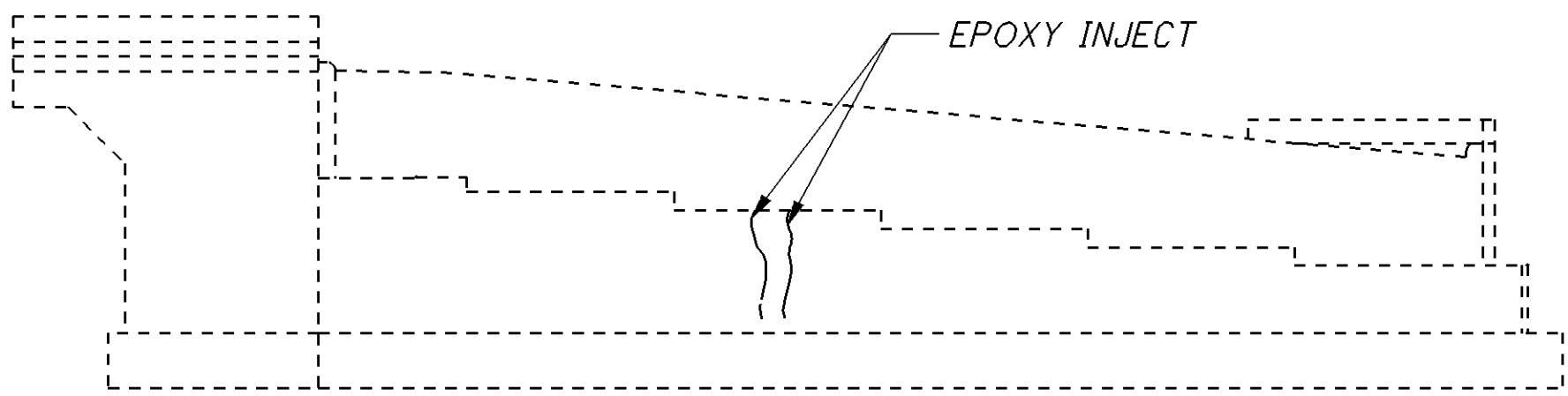
DESIGN AGENCY
DISTRICT 8 PRODUCTION
BRIDGE OFFICE



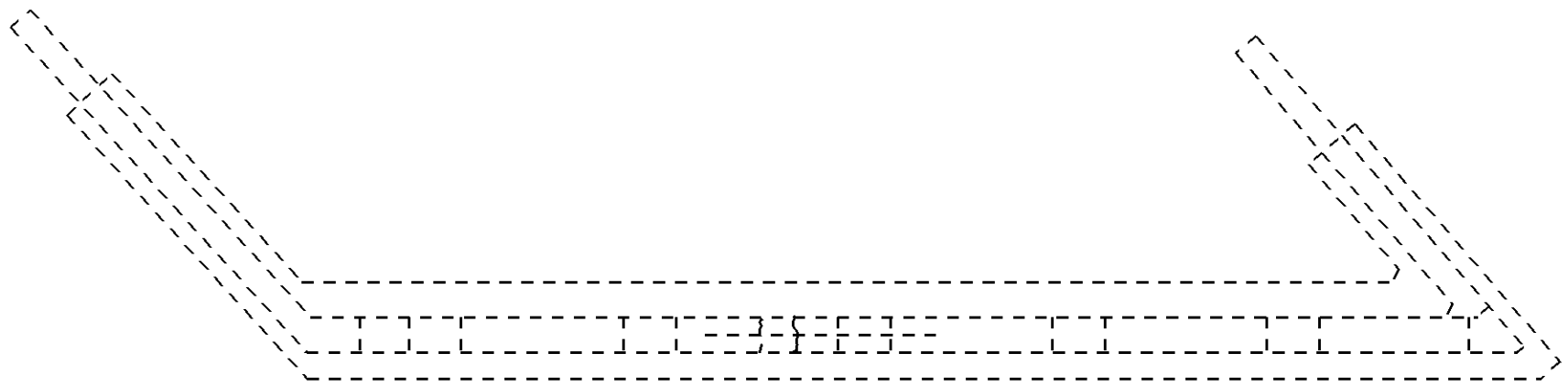
ELEVATION VIEW REAR ABUTMENT



PLAN VIEW REAR ABUTMENT



ELEVATION VIEW FORWARD ABUTMENT



PLAN VIEW FORWARD ABUTMENT

NOTES:



PATCH BACKWALLS USING ITEM 519 PATCHING
CONCRETE STRUCTURES.

1. CLEAN BEAM SEATS FOR THE ENTIRE WIDTH.
2. RESET EXISTING ABUTMENT BEARINGS.
3. EPOXY INJECT CRACKS USING ITEM 512 SEALING
CRACKS BY EPOXY INJECTION.