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INDEX OF SHEETS

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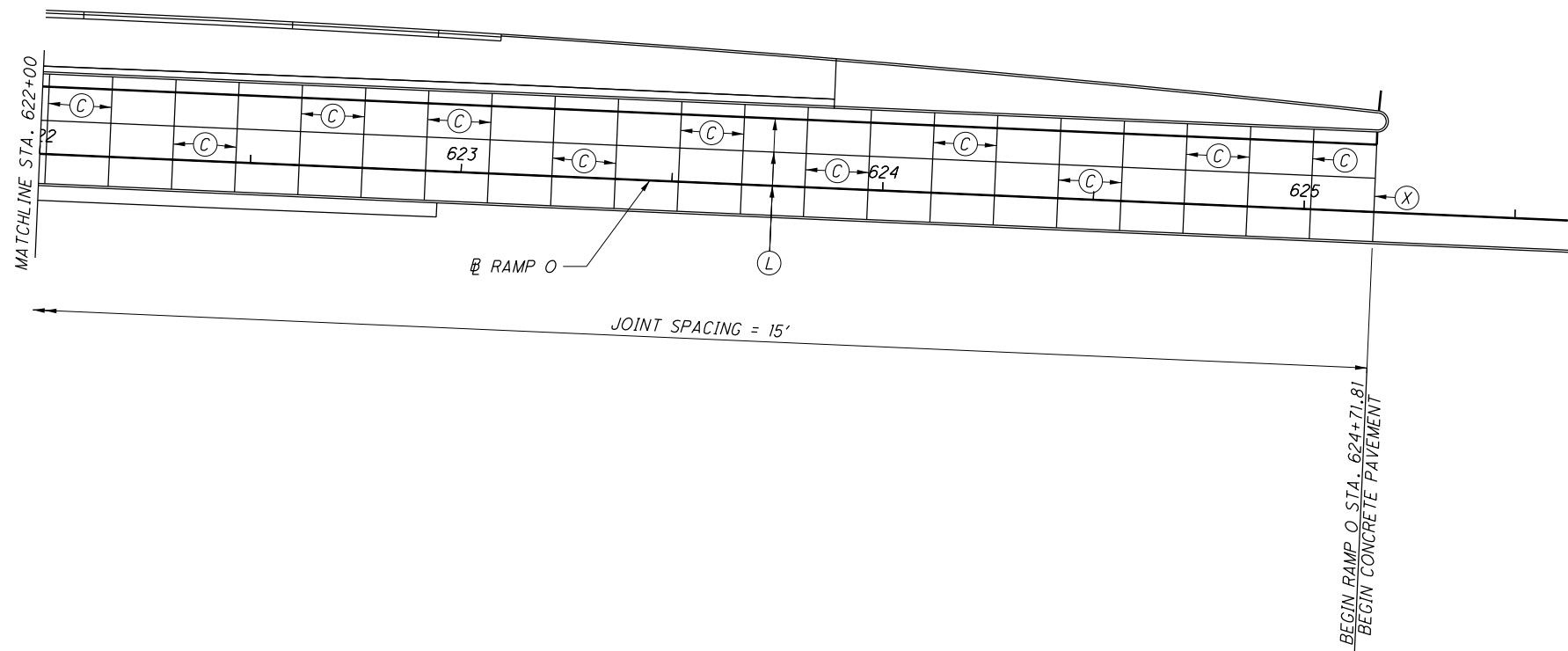
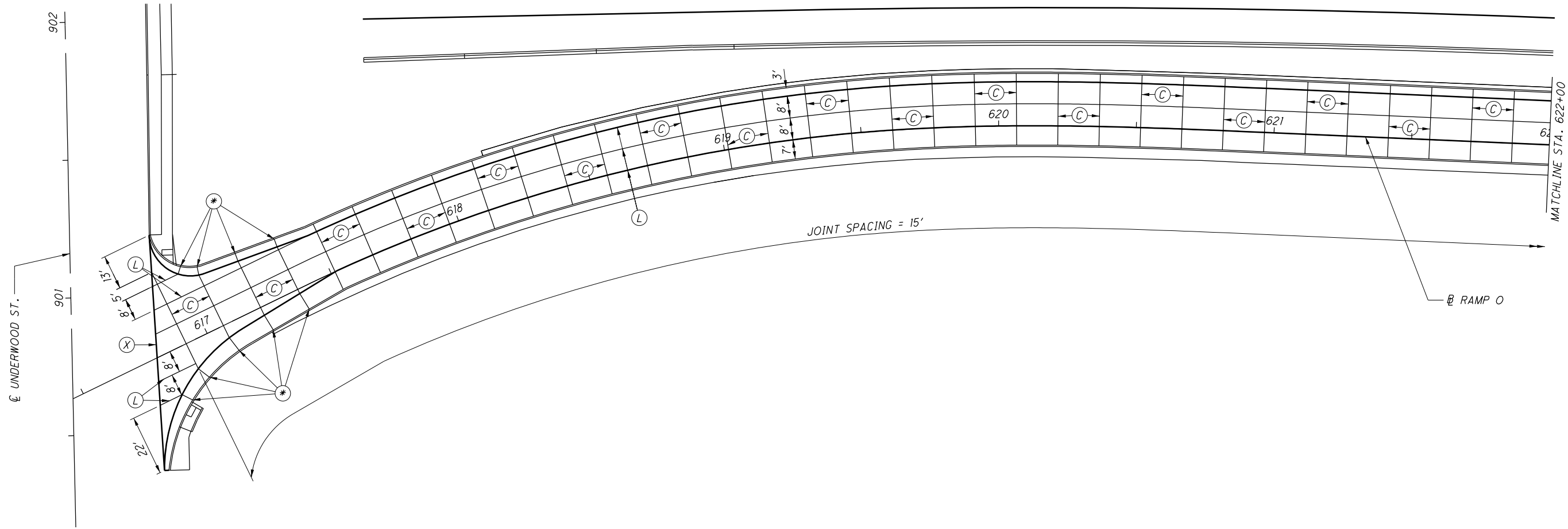
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SHEET NUM.								PART.					ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED BRH	CHECKED BRH
66	102	1243	1244	1251	1265	1281	1283	01/IMS/P V	02/IMS/B R	03/IMS/C V	04/S<2/O T	05/SAF/O T								
					232	40		232			40		625	00450	272	EACH	CONNECTION, FUSED PULL APART			
					102	20		102			20		625	00480	122	EACH	CONNECTION, UNFUSED PERMANENT			
						14					14		625	10481	14	EACH	LIGHT POLE, DECORATIVE, AS PER PLAN (GROUND MOUNTED)	1245		
						6					6		625	10481	6	EACH	LIGHT POLE, DECORATIVE, AS PER PLAN (BRIDGE MOUNTED)	1245		
					59			59					625	10490	59	EACH	LIGHT POLE, CONVENTIONAL (DAVIT, 35' MH, 6'-11" DUAL ARMS, MEDIAN MOUNTED)			
					54			54					625	10490	54	EACH	LIGHT POLE, CONVENTIONAL (DAVIT, 35' MH, 6'-11" ARM, GROUND MOUNTED)			
					3			3					625	10490	3	EACH	LIGHT POLE, CONVENTIONAL (DAVIT, 35' MH, 6'-11" ARM, PARAPET MOUNTED)			
					14	6		14			6		625	10615	20	EACH	LIGHT POLE ANCHOR BOLTS ON STRUCTURE, AS PER PLAN	1244		
					54	14		54			14		625	14000	68	EACH	LIGHT POLE FOUNDATION, 24" X 6' DEEP			
					44			44					625	14300	44	EACH	MEDIAN LIGHT POLE FOUNDATION, 8' DEEP			
					1			1					625	14301	1	EACH	MEDIAN LIGHT POLE FOUNDATION, 8' DEEP, AS PER PLAN	1244		
					38,472			38,472					625	23200	38,472	FT	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE			
					38,889	5,685		38,889			5,685		625	23302	44,574	FT	NO. 6 AWG 2400 VOLT DISTRIBUTION CABLE			
					22,650	1,800		22,650			1,800		625	23400	24,450	FT	NO. 10 AWG POLE AND BRACKET CABLE			
					2,750	1,030		2,750			1,030		625	25400	3,780	FT	CONDUIT, 2", 725.04			
					8,779	685		8,779			685		625	25502	9,464	FT	CONDUIT, 3", 725.05			
					11,858			11,858					625	25602	11,858	FT	CONDUIT, 4", 725.05			
					2,562	640		2,562			640		625	25902	3,202	FT	CONDUIT, JACKED OR DRILLED, 725.04 (3")			
					175			175					625	26252	175	EACH	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED) (170W, 480V, TYPE II)			
						20					20		625	27403	20	EACH	LUMINAIRE, POST TOP, SOLID STATE (LED), AS PER PLAN (59W, 240V, TYPE III)	1245		
							33	33					625	27502	33	EACH	LUMINAIRE, UNDERPASS, SOLID STATE (LED) (39W, 480V, 3K, TYPE IV)			
					10,204	775		10,204			775		625	29002	10,979	FT	TRENCH, 24" DEEP			
					14	6		14			6		625	29920	20	EACH	STRUCTURE JUNCTION BOX			
					19	2	12	31			2		625	30700	33	EACH	PULL BOX, 725.08, 18"			
					30	8		30			8		625	30706	38	EACH	PULL BOX, 725.08, 24"			
				179				179					625	31510	179	EACH	PULL BOX REMOVED			
					102	14		102			14		625	32000	116	EACH	GROUND ROD			
		13						12			1		625	33000	13	EACH	STRUCTURE GROUNDING SYSTEM			
					4	1		4			1		625	34001	5	EACH	POWER SERVICE, AS PER PLAN	1243		
	46							46					625	35011	46	EACH	REMOVE AND REERECT EXISTING LIGHT POLE, AS PER PLAN	66		
							4	4					625	37101	4	EACH	SERVICE TO UNDERPASS LIGHTING, AS PER PLAN	1244		
LS								LS					SPECIAL	62540000	LS		MAINTAIN EXISTING LIGHTING	66		
		5						5					SPECIAL	62540010	5	EACH	REPLACEMENT OF EXISTING LIGHTING UNIT	1243		
					146			146					625	75401	146	EACH	LIGHT POLE REMOVED, AS PER PLAN	1243		
					143			143					625	75501	143	EACH	LIGHT POLE FOUNDATION REMOVED, AS PER PLAN	1243		
					5			5					625	75511	5	EACH	POWER SERVICE REMOVED, AS PER PLAN	1243		
		2,000						2,000					625	75551	2,000	FT	DISTRIBUTION CABLE REMOVED, AS PER PLAN	1243		
		1						1					625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (PS-1)			
		1						1					625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (PS-2)			
		1						1					625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (PS-3)			
								1					625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (PS-4)			
								1					625	76000	1	EACH	ARC FLASH CALCULATIONS AND LABEL (PS-5)			
								4					625	98000	4	EACH	LIGHTING, MISC.: REMOVAL OF EXISTING UNDERPASS LIGHTING	1243		
					26			26					625	98000	26	EACH	LIGHTING, MISC.: BRIDGE WALK LUMINAIRE	1244		
					3			3					625	98000	3	EACH	LIGHTING, MISC.: MEDIAN LIGHT POLE SPLIT FOUNDATION	1246		
			LS					LS					625	98200	LS		LIGHTING, MISC.: SERVICE TO BRIDGE LIGHTING	1244		

GENERAL SUMMARY

MUS-70-10.49

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LEGEND

- (C) CONTRACTION JOINT AS PER SCD BP-2.2
- (L) STANDARD LONGITUDINAL JOINT PER SCD BP-2.1
- (S) STANDARD LONGITUDINAL JOINT PER SCD BP-2.1, WITHOUT TIE BARS
- (E) EXPANSION JOINT PER SCD BP-2.2
- (X) EXPANSION JOINT PER SCD BP-2.2 WITHOUT DOWEL BARS AND P.E.J.F. (2" DEEP SAWCUT WITH 705.04 JOINT SEAL)
- (*) 2" MINIMUM

CALCULATED TDF CHECKED CMY

0 20 40
HORIZONTAL SCALE IN FEET

PAVEMENT JOINT LAYOUT
RAMP 0

MUS-70-10.49

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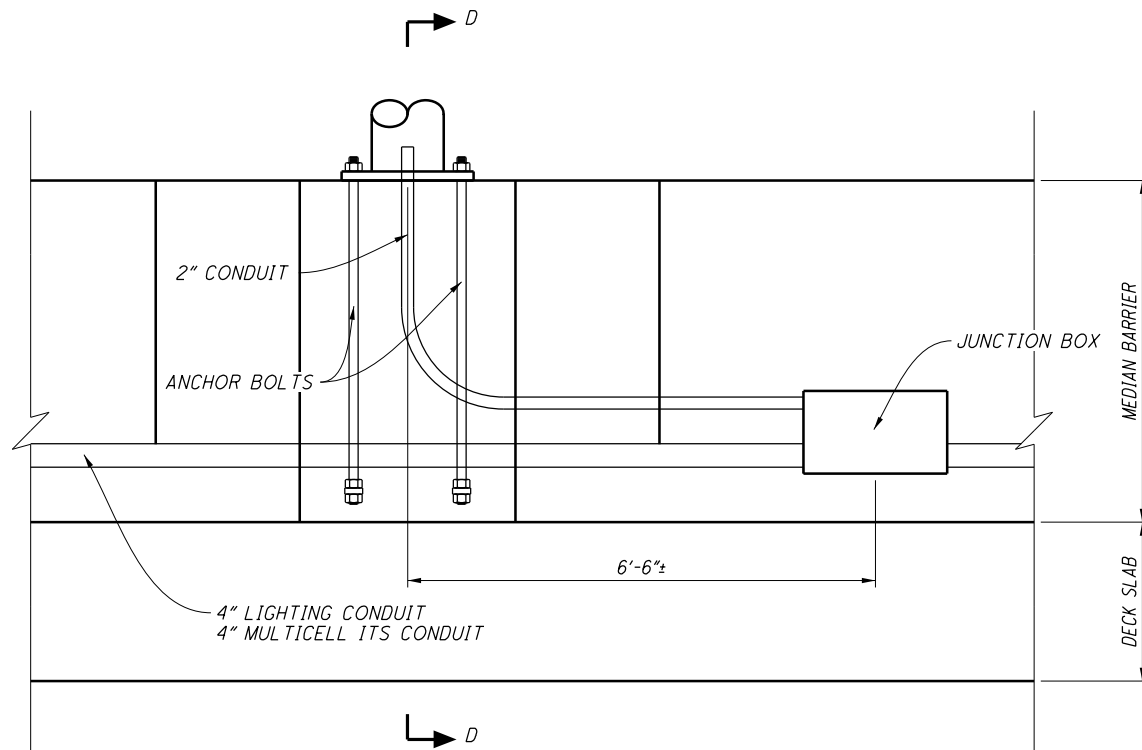
SHEET NO.	LOCATION	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	625	
		CONNECTION, FUSED PULL APART	CONNECTION, UNFUSED PERMANENT	LIGHT POLE, CONVENTIONAL (DAVIT, 35' MH, 6'-11" DUAL ARMS, MEDIAN MOUNTED)	LIGHT POLE, CONVENTIONAL (DAVIT, 35' MH, 6'-11" ARM, GROUND MOUNTED)	LIGHT POLE, CONVENTIONAL (DAVIT, 35' MH, 6'-11" ARM, PARAPET MOUNTED)	LIGHT POLE ANCHOR BOLTS ON STRUCTURE, AS PER PLAN	LIGHT POLE FOUNDATION, 24" X 6' DEEP	MEDIAN LIGHT POLE FOUNDATION, 8' DEEP	MEDIAN LIGHT POLE FOUNDATION, 8' DEEP, AS PER PLAN	LIGHTING MISC.: MEDIAN LIGHT POLE SPLIT FOUNDATION	NO. 4 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 6 AWG 2400 VOLT DISTRIBUTION CABLE	NO. 10 AWG POLE AND BRACKET CABLE	CONDUIT, 2", 725.04	CONDUIT, 3" 725.05	CONDUIT, 4", 725.05	CONDUIT, JACKED OR DRILLED, 725.04 (3")	LUMINAIRE, CONVENTIONAL, SOLID STATE (LED) (TOW, 480V, TYPE II)	TRENCH, 24" DEEP	STRUCTURE JUNCTION BOX	PULL BOX, 725.08, 18"	PULL BOX, 725.08, 24"	GROUND ROD	POWER SERVICE, AS PER PLAN	LIGHTING, MISC.: BRIDGE WALK LUMINAIRE	
		EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	FT	FT	FT	FT	FT	FT	EACH	FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
CIRCUIT I-A																											
1271	PS-1 TO PB-1		2								249						146					1			1		
1271	PB-1 TO PB-2		2								501					160		160				1					
1271	PB-2 TO PB-3		2								129					76						1					
1271-1272	PB-3 TO PB-4		2								630					250		250				1					
1272	PB-4 TO P-1	2		1							228	210				142	2						1				
1271-1272	P-1 TO P-2	2		1							630	210				200	2						1				
1271	P-2 TO P-3	2		1							630	210				200	2						1				
1271	P-3 TO P-4	2		1							630	210				200	2						1				
1271	P-4 TO P-5	2		1			1				645	210				200	2		1								
1271	P-5 TO P-6	2		1			1				630	210				200	2		1								
1271	P-6 TO P-7	2		1			1				615	210				195	2		1								
1272	P-1 TO P-8	2		1					1		630	210				200	2						1				
1272	P-8 TO P-9	2		1					1		630	210				200	2						1				
1272	P-9 TO P-10	2		1					1		630	210				200	2						1				
1272	P-10 TO P-11	2		1					1		645	210				200	2						1				
1272	P-11 TO P-12	2		1					1		615	210				200	2						1				
1272	P-12 TO P-13	2		1					1		630	210				200	2						1				
1272-1273	P-13 TO P-14	2		1					1		630	210				200	2						1				
1273	P-14 TO P-15	2		1						1	600	210				190	2						1				
1273	P-15 TO P-16	2		1						1	705	210				225	2						1				
1273	P-16 TO P-17	2		1						1	630	210				200	2						1				
1273	P-17 TO P-18	2		1						1	660	210				195	2						1				
1273	P-18 TO P-19	2		1						1	600	210				195	2						1				
CIRCUIT I-B																											
1271	PS-1 TO P-20	2			1					1		78	180			16		1	16					1			
1271	P-20 TO P-21	2			1					1	474	180			148		1	148						1			
1271	P-21 TO PB-5		2								75				15						1						
1271	PB-5 TO PB-6		2								330					200					1						
1271	PB-6 TO P-22	2			1					1	234	180			68		1	68						1			
1271-1272	P-22 TO P-23	2			1					1	645	180			205		1	205						1			
1271	PB-5 TO P-24	2			1					1	414	180			128		1	128						1			
1271	P-24 TO PB-7		2								234				68			68				1					
1271	PB-7 TO PB-8		2								435					270					1						
1271	PB-8 TO P-25	2			1					1	120	180			30		1	30						1			
1271	P-25 TO P-26	2			1					1	630	180			200		1	200						1			
1271-1272	P-26 TO P-27	2			1					1	630	180			200		1	200						1			
1272	P-27 TO P-28	2			1					1	630	180			200		1	200						1			
1272	P-28 TO PB-9		2								159				43			43				1					
1272	PB-9 TO PB-10		2								420					260						1					
1272	PB-10 TO P-29	2			1					1	105	180			25		1	25						1			
1272	P-29 TO P-30	2			1					1	615	180			195		1	195						1			
1272	P-30 TO P-31	2			1					1	645	180			205		1	205						1			
1272	P-31 TO P-32	2			1					1	630	180			200		1	200						1			
TOTALS CARRIED TO SHEET 1265		64	20	19	13				3	13	15	1		13,122	7,503	6,330		1,946	4,010	1,094	51	2,356	3		10	29	1

LIGHTING SUBSUMMARY

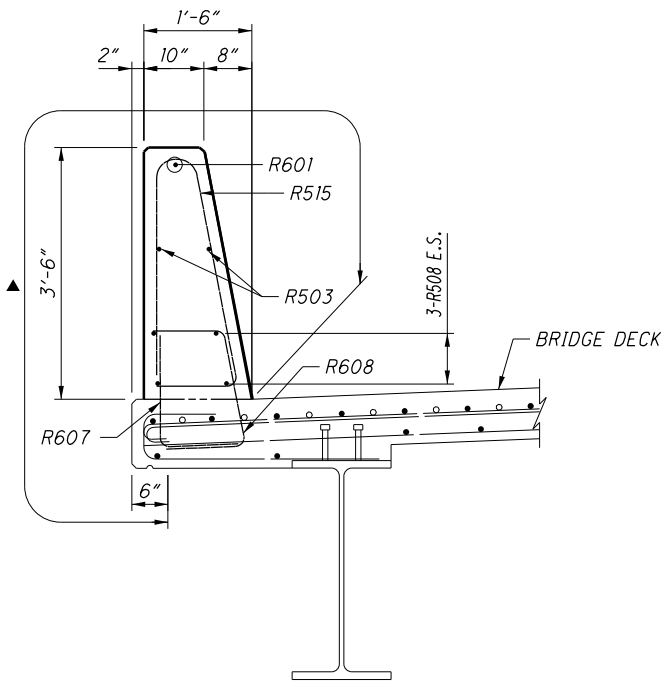
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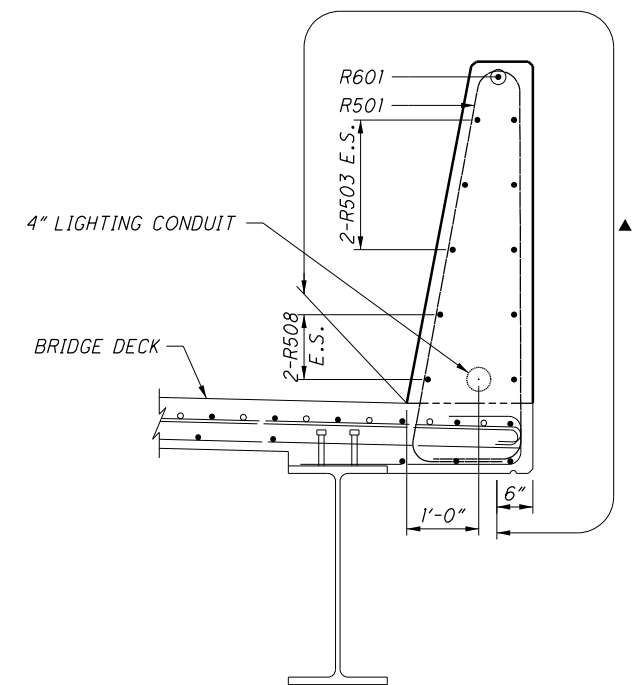


**MEDIAN BARRIER STRUCTURE JUNCTION BOX:
ELEVATION VIEW**



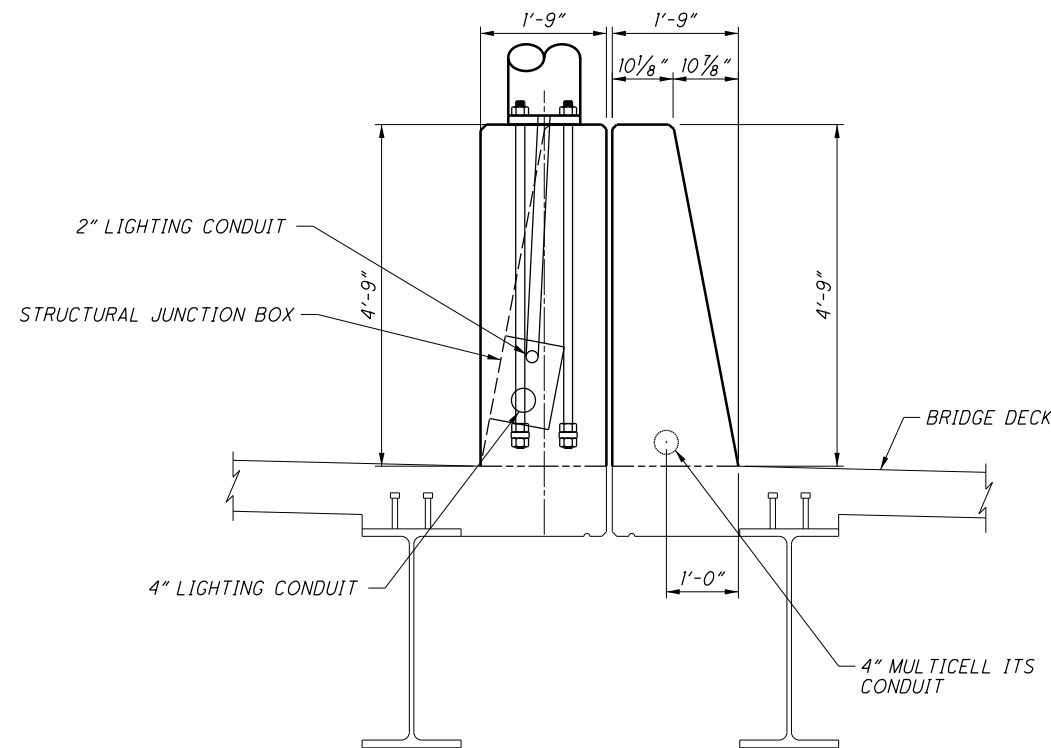
**SECTION A-A
42" CONCRETE BARRIER DETAIL**

▲ - LIMITS OF NON-EPOXY SEALER PER C&MS 516

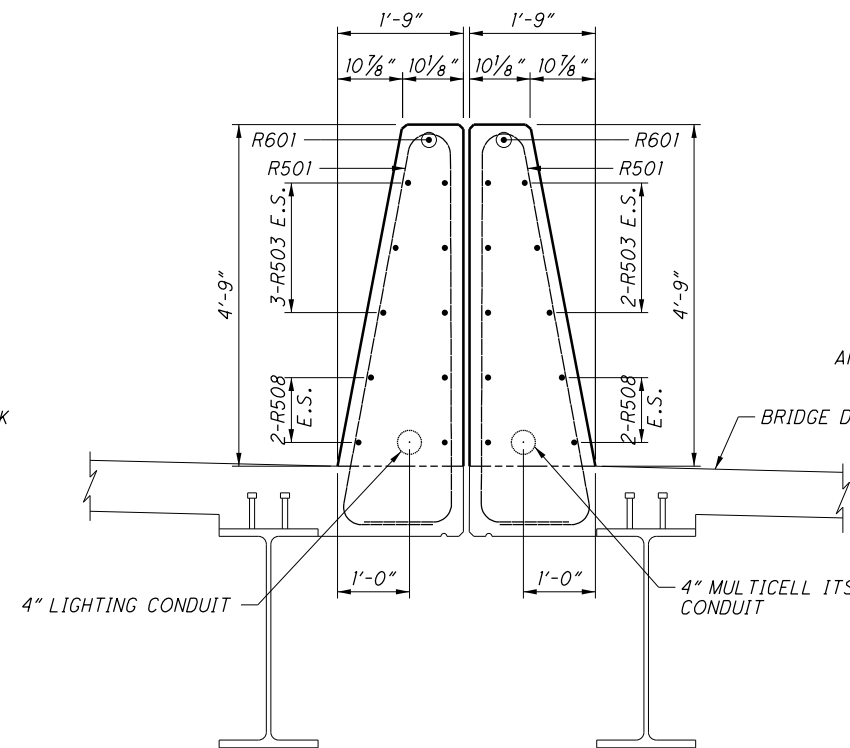


**SECTION C-C (REINFORCING)
57" CONCRETE BARRIER DETAIL**

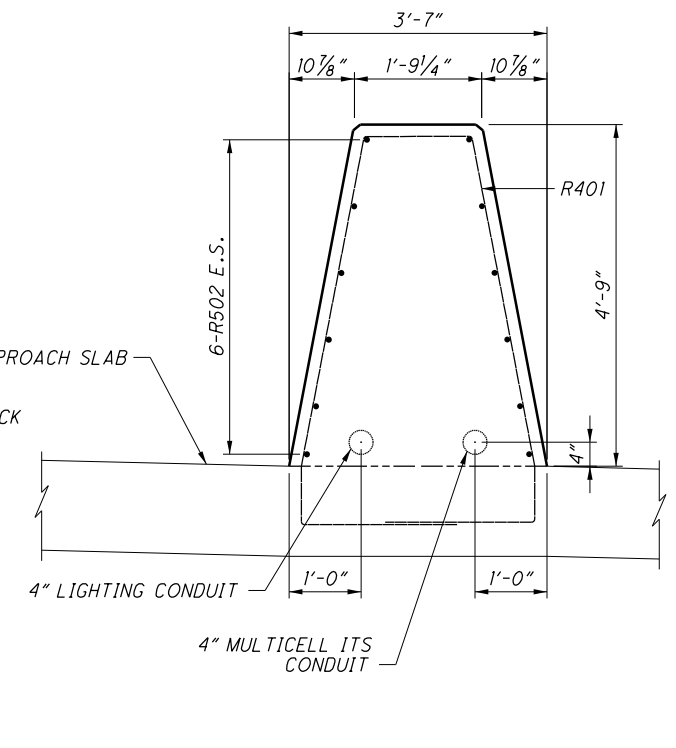
▲ - LIMITS OF NON-EPOXY SEALER PER C&MS 516
(WESTBOUND SHOWN, EASTBOUND SIMILAR BUT MIRRORED)



**SECTION D-D (GEOMETRY)
57" CONCRETE BARRIER DETAIL**



**SECTION C-C (GEOMETRY)
57" CONCRETE BARRIER DETAIL**



**SECTION B-B
57" CONCRETE BARRIER DETAIL**

DESIGN AGENCY		OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 5	
DESIGNED	MJB	DATE	12/2/2020
CHECKED	JMH	STRUCTURE FILE NUMBER	6002706
DRAWN	MJB	REVIEWED	JPH
REVISIONS			
BARRIER DETAILS		BRIDGE NO.: MUS-70-1089 OVER LICKING RIVER & NEWARK RD.	
MUS-70-10.49		PID No. 93006	
35/52		1429 2231	

MUS-70-1159 BRIDGE PLAN SUMMARY

SITE AND GENERAL PLANS	-	11/160	TO	11/160
GENERAL NOTES AND QUANTITIES	-	12/160	TO	15/160
STAGED CONSTRUCTION DETAILS	-	16/160	TO	36/160
REAR ABUTMENT DETAILS	-	37/160	TO	44/160
FORWARD ABUTMENT DETAILS	-	47/160	TO	56/160
TYPICAL ABUTMENT DETAILS	-	57/160	TO	60/160
PIER DETAILS	-	61/160	TO	68/160
BEARING DETAILS	-	69/160	TO	75/160
STRUCTURAL STEEL DETAILS	-	76/160	TO	97/160
TRANSVERSE SECTIONS	-	98/160	TO	103/160
DECK REINFORCING PLANS	-	104/160	TO	114/160
DECK ELEVATIONS	-	115/160	TO	134/160
PARAPET DETAILS	-	135/160	TO	142/160
SIDEWALK DETAILS	-	143/160	TO	144/160
EXPANSION JOINT DETAILS	-	145/160	TO	146/160
APPROACH SLAB DETAILS	-	147/160	TO	151/160
REINFORCING STEEL LISTS	-	152/160	TO	160/160

STANDARD PLAN DETAILING NOMENCLATURE

THROUGHOUT THE PLANS, SECTIONS AND DETAILS ARE REFERENCED TO THEIR CORRESPONDING VIEWS THROUGH THE USE OF STANDARD CALLOUTS. THE VIEWS OF SECTIONS, ELEVATIONS, AND DETAILS WILL HAVE UNIQUE NUMBERS ON THE PAGES ON WHICH THEY ARE SHOWN.

LETTERS WILL BE UTILIZED FOR SECTION AND ELEVATION CALLOUTS. NUMBERS WILL BE UTILIZED FOR DETAIL CALLOUTS.

IF A SECTION, ELEVATION, OR DETAIL VIEW IS ON THE SAME SHEET FROM WHICH IT IS CUT, THE CALLOUT WILL APPEAR AS FOLLOWS:

SECTION, ELEVATION, OR DETAIL IDENTIFICATION

IF A SECTION, ELEVATION, OR DETAIL VIEW IS ON A DIFFERENT SHEET FROM WHICH IT IS CUT, THE CALLOUT WILL APPEAR AS FOLLOWS:

SECTION, ELEVATION, OR DETAIL IDENTIFICATION SHEET WHERE THE CORRESPONDING SECTION, ELEVATION, OR DETAIL CALLOUT OR VIEW CAN BE FOUND

MEMBERS WILL BE IDENTIFIED AS FOLLOWS: X# IDENTIFICATION NUMBER "G" FOR EXISTING PLATE GIRDER "B" FOR PROPOSED BEAM

SURFACE SMOOTHNESS FOR BRIDGES AND APPROACHES

AT THE COMPLETION OF WORK FOR ALL PHASES OF CONSTRUCTION THE CONTRACTOR SHALL PERFORM THE FOLLOWING AS PER PROPOSAL NOTE 555:

- 1. CLEAN, SWEEP, AND PREPARE THE FINAL DECK AND FINAL ROADWAY SURFACE.
- 2. MEASURE, GRIND, AND RE-MEASURE THE BRIDGE AND/OR ROADWAY AS NECESSARY.
- 3. PERFORM GROOVING OF THE BRIDGE DECK.

RAILROAD CONSTRUCTION CLEARANCES

MAINTAIN A CONSTRUCTION CLEARANCE OF 13.00' HORIZONTALLY FROM THE CENTER OF TRACKS, AND 22.00' VERTICALLY FROM A POINT LEVEL WITH THE TOP OF THE HIGHER RAIL AND 6.00' FROM THE CENTER OF TRACKS, AT ALL TIMES.

ITEM 514 - FIELD PAINTING, MISC.: CLEANING AND FIELD PAINTING OF EXISTING STRUCTURAL STEEL, EPOXY MASTIC PRIME COAT

THIS WORK CONSISTS OF CLEANING AND PAINTING THE EXISTING STEEL WITH AN EPOXY MASTIC PRIME COAT WHERE REQUIRED BY THE PLANS. ALL WORK SHALL COMPLY WITH ITEM 514 EXCEPT AS MODIFIED BY THIS NOTE.

ANY SPECIAL EQUIPMENT OR PROCEDURES NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE APPROPRIATE BID ITEMS.

THIS ITEM SHALL INCLUDE THE FOLLOWING:

- 1. PERFORMING A COMPLETE WASH DOWN OF THE EXISTING STEEL USING A POWER WASHER WITH 7,000 PSI MINIMUM AT NOZZLE WITH A FLOW RATE OF 3 TO 4 GALLONS PER MINUTE. THE NOZZLE IS TO BE HELD PERPENDICULAR TO AND NO MORE THAN 12" FROM THE STEEL SURFACE.
- 2. SOLVENT CLEANING AS PER CMS 514.13.A.
- 3. SPOT CLEANING TO REMOVE ALL RUST, MILL SCALE, UNSOUND PAINT, ETC., USING POWER TOOLS SUCH AS NEEDLE GUNS, DESCALERS, ABRASIVE WHEELS, DISCS, ROTARY IMPACT FLAPS, WIRE BRUSHES, ETC. (SEE SSPC-SP 11). THE APPEARANCE OF THE SURFACE AFTER POWER TOOL CLEANING SHALL CORRESPOND TO THE PICTORIAL STANDARDS OF SSPC-SP 11.
 - a. AREAS OF RUST, UNSOUND (I.E., PEELING, FLAKING) PAINT, ETC. SHALL BE REMOVED BY HAND TOOL OR POWER TOOL CLEANING. THE REMOVAL SHALL EXTEND OUT ADEQUATELY TO LEAVE ONLY SOUND, WELL-BONDED EXISTING PAINT, AND SHALL BE FEATHER-EDGED 2" MINIMUM FROM THE BARE STEEL TO THE SOUND EXISTING TOP COAT AROUND THE PERIMETER OF EACH SPOT THAT IS CLEANED.
- 4. PERFORMING A TEST SECTION TO VERIFY COMPATIBILITY OF THE PRIMER WITH THE EXISTING PAINT.
- 5. APPLYING A FULL PRIME COAT (5 MILS MIN.) USING EPOXY MASTIC ON THE EXISTING STEEL.
- 6. PERFORMING INSPECTIONS AND MAKING REPAIRS AS PER ITEM 514.

PAINT COMPATIBILITY TEST SECTION:

BEFORE ANY PAINTING CAN BEGIN (AND AT LEAST 24 HOURS PRIOR TO PAINTING), A 2' x 2' SECTION OF EXISTING SOUND PAINT ON AN EXISTING GIRDER SHALL BE REMOVED DOWN TO BARE METAL. THE EPOXY MASTIC PRIMER TO BE USED SHALL BE APPLIED TO THE TEST SECTION MAKING SURE THAT PRIMER OVERLAPS EXPOSED EDGES OF SOUND PAINT. ANY LIFTING, WRINKLING, OR OTHER DETRIMENTAL EFFECTS ON THE SURROUNDING SOUND PAINT WITHIN THE FIRST 24 HOURS SHALL BE GROUNDS FOR DISAPPROVAL OF THE SELECTED PRIMER AND ANOTHER PRIMER SHALL BE SELECTED FOLLOWED BY ANOTHER TEST SECTION. THE COST OF THESE SECTIONS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 514 - FIELD PAINTING, MISC.: CLEANING AND FIELD PAINTING OF EXISTING STRUCTURAL STEEL, EPOXY MASTIC PRIME COAT.

THE COATINGS OR APPROVED EQUAL WHICH WILL BE ACCEPTABLE (PENDING ACCEPTABILITY OF TEST SECTIONS) ARE THE FOLLOWING:

THE CARBOLINE CO. 350 HANLEY INDUSTRIAL COURT ST. LOUIS, MO 63144 (314) 644-1000 PRIMER - CARBOMASTIC 15

PPG INDUSTRIES, INC. 11605 VIMY RIDGE ROAD ALEXANDER, AR 70202 (501) 455-4500 PRIMER - AMERLOCK 400 OR 400 AL

THE SHERWIN-WILLIAMS CO. 101 PROSPECT AVENUE NW CLEVELAND, OH 44115 (216) 566-2000 PRIMER - EPOXY MASTIC ALUMINUM II B62S100/B60V100

STANDARD PLAN ABBREVIATIONS AND SYMBOLS

- ABUT = ABUT
- APP = APPROACH
- AVE = AVENUE
- B# = BEAM NUMBER
- BF = BOTTOM FLANGE
- BM = BENCHMARK
- BOT = BOTTOM
- BRG = BEARING
- BTWN = BETWEEN
- C.B. = CHORD BEARING
- C/C = CENTER TO CENTER
- CB = CATCH BASIN
- CCTV = CLOSED CIRCUIT TELEVISION
- CIP = CAST IN PLACE
- CJ = CONSTRUCTION JOINT
- CJ-O = OPTIONAL CONSTRUCTION JOINT
- CLR = CLEAR
- CMP = CORRUGATED METAL PIPE
- CMS = CONSTRUCTION MATERIAL SPECIFICATIONS
- CONST = CONSTRUCTION
- CP = COVER PLATE
- CSP/N = CORRUGATED STEEL PIPE (NON-PERFORATED)
- CSP/P = PERFORATED CORRUGATED STEEL PIPE
- DIA = DIAMETER
- DND = DO NOT DISTURB
- DPRM = DIAPHRAGM
- E/P = EDGE OF PAVEMENT
- E/S = EDGE OF SHOULDER
- EB = EASTBOUND
- EF = EACH FACE
- ELEC = ELECTRIC
- ELEV or EL = ELEVATION
- EX = EXISTING
- EXP = EXPANSION
- F/F = FACE TO FACE
- FA = FORWARD ABUTMENT
- FF = FAR FACE/FILL FACE
- FO = FIBER OPTIC
- FTG = FOOTING
- G# = GIRDER NUMBER
- GR = GUARDRAIL
- H.C. = HORIZONTAL CURVE
- HORZ = HORIZONTAL
- I/I = INSIDE TO INSIDE
- IR = INTERSTATE ROUTE
- JT = JOINT
- LT = LEFT
- MAX = MAXIMUM
- MH = MANHOLE
- MHC = MINIMUM HORIZONTAL CLEARANCE
- MIN = MINIMUM
- MISC = MISCELLANEOUS
- MSE = MECHANICALLY STABILIZED EARTH
- MVC = MINIMUM VERTICAL CLEARANCE

- NB = NORTHBOUND
- NE = NORTHEAST
- NF = NEAR FACE
- NO = NUMBER
- NW = NORTHWEST
- O/O = OUT TO OUT
- OD = OUTSIDE DIAMETER
- OH = OVERHANG
- OVHD = OVERHEAD
- ODOT = OHIO DEPARTMENT OF TRANSPORTATION
- P.V.I. = POINT OF VERTICAL INTERSECTION
- PC = POINT OF CURVE
- PCB = PORTABLE CONCRETE BARRIER
- PEJF = PREFORMED EXPANSION JOINT FILLER
- PGL = PROFILE GRADE LINE
- PI = POINT OF INTERSECTION
- PMVC = POINT OF MINIMUM VERTICAL CLEARANCE
- POT = POINT ON TANGENT
- PROP = PROPOSED
- PT = POINT OF TANGENT
- PVMT = PAVEMENT
- RA = REAR ABUTMENT
- RCP = REINFORCED CONCRETE PIPE
- RD = ROAD
- REF = REFERENCE
- REINF. = REINFORCING OR REBAR
- REQ'D = REQUIRED
- RT = RIGHT
- R/W = RIGHT OF WAY
- S/O = SERIES OF
- SR = STATE ROUTE
- SB = SOUTHBOUND
- SCD = STANDARD CONSTRUCTION DRAWING
- SE = SOUTHEAST
- SER = SERIES
- SF = SQUARE FEET
- SHLDR = SHOULDER
- SPA = SPACES
- ST = STREET OR SPAN TOTAL
- STA = STATION
- STD = STANDARD
- STG = STAGE
- STM = STORM
- SW = SOUTHWEST
- T/ = TOP OF
- T/B = TOP AND BOTTOM
- T/T = TOE TO TOE
- TBR = TO BE REMOVED
- TEMP = TEMPORARY
- TYP = TYPICAL
- U.N.O. = UNLESS NOTED OTHERWISE
- VC = VERTICAL CURVE
- VERT = VERTICAL
- WB = WEST BOUND
- WW = WINGWALL

ITEM 514 - FIELD PAINTING, MISC.: CLEANING AND FIELD PAINTING OF EXISTING STRUCTURAL STEEL, EPOXY MASTIC PRIME COAT (CONT'D)

THE COLOR OF THE PRIME COAT SHALL BE GREENISH GRAY, APPROXIMATING FS-595C-34159, VISUAL COMPARISON.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE CLEANING OF THE EXISTING STEEL AND APPLICATION OF THE EPOXY MASTIC PRIME COAT BY THE NUMBER OF SQUARE FEET OF STRUCTURAL STEEL PAINTED.

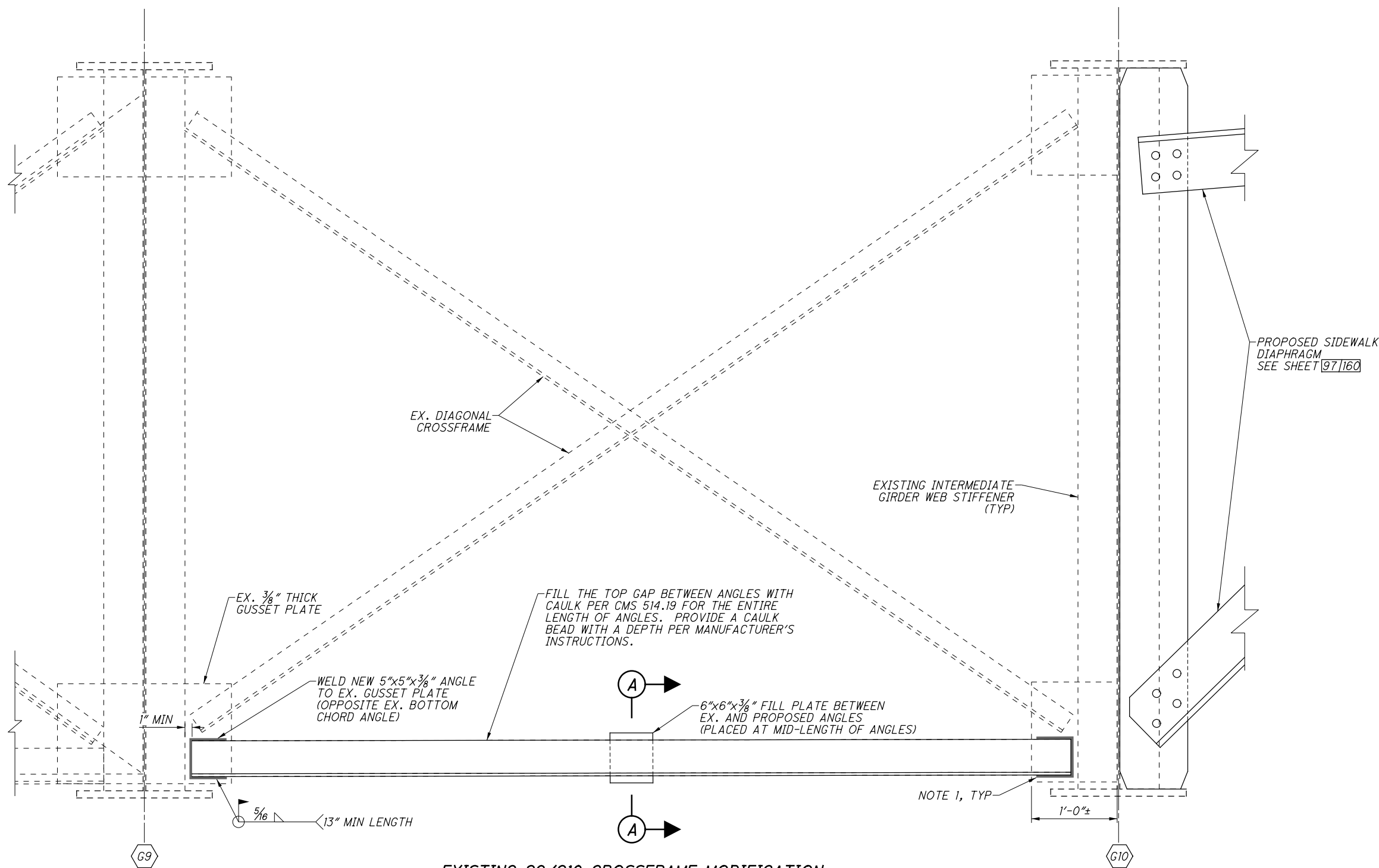
BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES FOR:

ITEM	EXTENSION	UNIT	DESCRIPTION
514	10000	EACH	FINAL INSPECTION REPAIR
514	27700	SF	FIELD PAINTING, MISC.: CLEANING AND FIELD PAINTING OF EXISTING STRUCTURAL STEEL, EPOXY MASTIC PRIME COAT

ITEM 530 - STRUCTURES: MEASUREMENTS FOR PROPOSED BEARINGS

THIS WORK CONSISTS OF VERIFYING THE EXISTING SUBSTRUCTURE DIMENSIONS, SEAT ELEVATIONS, AND EXISTING BEARING LOCATIONS AND HEIGHTS BEFORE FABRICATING THE PROPOSED BEARINGS. AT EACH LOCATION WHERE NEW BEARINGS WILL SIT ATOP EXISTING BEARING SEATS, THE CONTRACTOR SHALL VERIFY THAT THE PLAN DIMENSIONS AND ELEVATIONS MATCH THE EXISTING CONDITIONS USED IN THESE PLANS. A REPORT DETAILING EXISTING HORIZONTAL CLEARANCES AND SEAT ELEVATIONS COMPARED TO THOSE IN THE PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW PRIOR TO BEARING FABRICATION. ANY PROPOSED HEIGHT ADJUSTMENTS SHALL BE SUBMITTED ALONG WITH THE REPORT. ADDITIONALLY, AT LOCATIONS WHERE THE PROPOSED BEARINGS REQUIRE ANCHORAGE, CONTRACTOR SHALL VERIFY LOCATIONS OF THE EXISTING BEAM SEAT REINFORCING, ADJUST THE ANCHOR HOLE LOCATIONS TO CLEAR THE REINFORCING AS NECESSARY, AND INCORPORATE THE ADJUSTED ANCHOR HOLE LOCATIONS INTO THE BEARING SHOP DRAWINGS AND FABRICATION.

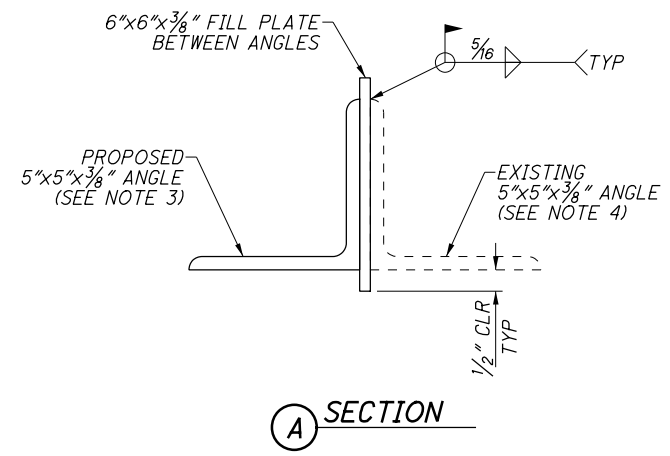
THE DEPARTMENT WILL MEASURE THE WORK ON A LUMP SUM BASIS AND PAY FOR ACCEPTED QUANTITIES AT THE LUMP SUM CONTRACT PRICE. PAYMENT IS FULL COMPENSATION FOR THE ACCESS, MEASUREMENT, DOCUMENTATION, AND REPORTING OF REQUIRED DATA, INCLUDING MARKUPS OF REQUIRED ADJUSTMENTS TO BEARING HEIGHTS AND ANCHOR HOLE LOCATIONS. FABRICATED BEARING HEIGHTS SHALL BE ADJUSTED TO MATCH CONTRACTOR BEARING MEASUREMENTS. BEARING HEIGHT ADJUSTMENTS OF 3" OR LESS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BEARINGS.

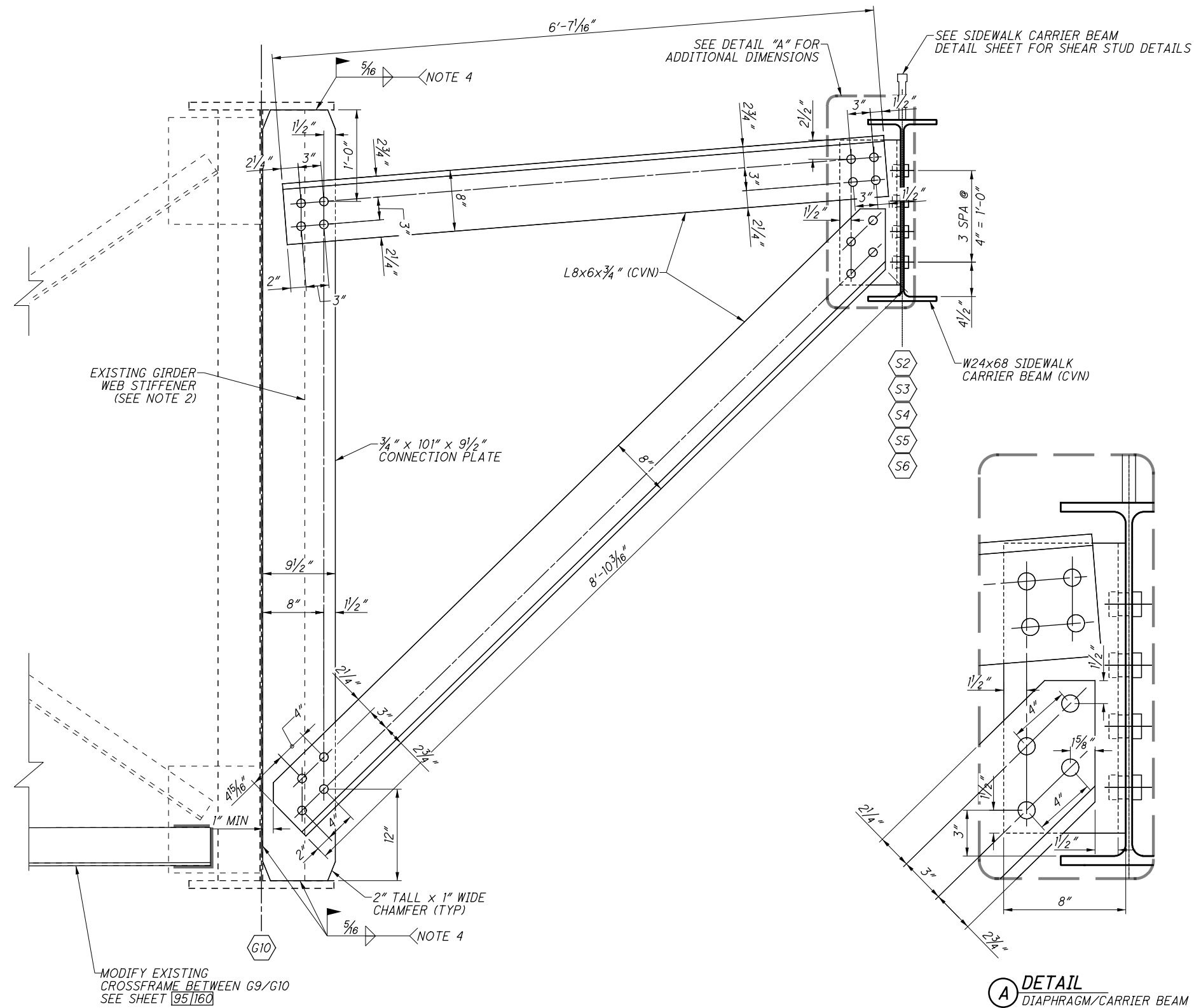


EXISTING G9/G10 CROSSFRAME MODIFICATION

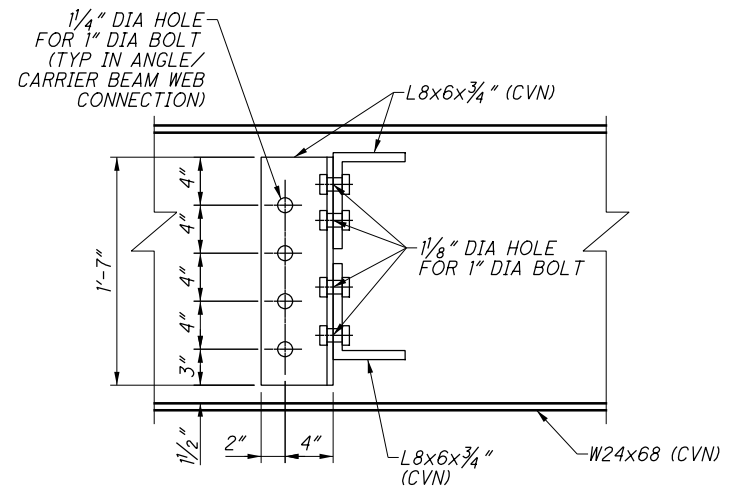
NOTES:

1. TERMINATE WELD $\frac{1}{4}$ " ($\pm \frac{1}{8}$ ") FROM EDGE OF PLATE. DO NOT ALLOW PROPOSED WELD TO ENCR OACH WITHIN $\frac{3}{8}$ " OF TOE OF EXISTING DIAGONAL ANGLE WELD.
2. LENGTH OF PROPOSED ANGLE VARIES WITH EXISTING FRAMING PLAN GEOMETRY.
3. APPLY A PRIME COAT OF PAINT TO THE PROPOSED ANGLE IN THE SHOP AS PER CMS 513.27.
4. PRIOR TO INSTALLING THE NEW ANGLE AND FILL PLATE, CLEAN AND APPLY AN EPOXY MASTIC PRIME COAT ON THE VERTICAL LEG OF THE EXISTING ANGLE AGAINST WHICH THE NEW ANGLE WILL BE INSTALLED, AS REQUIRED BY ITEM 514 - FIELD PAINTING, MISC.: CLEANING AND FIELD PAINTING OF EXISTING STRUCTURAL STEEL, EPOXY MASTIC PRIME COAT. CLEAN AND PAINT OTHER PORTIONS OF THE EXISTING ANGLE AS REQUIRED BY THE OTHER CMS 514 ITEMS.

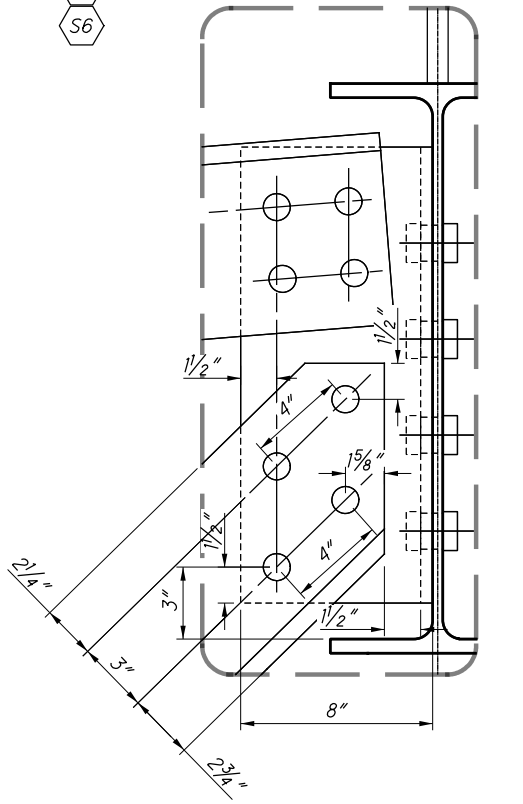




ELEVATION - SIDEWALK DIAPHRAGM FOR EXISTING GIRDER SPANS



SIDEWALK CARRIER BEAM ELEVATION



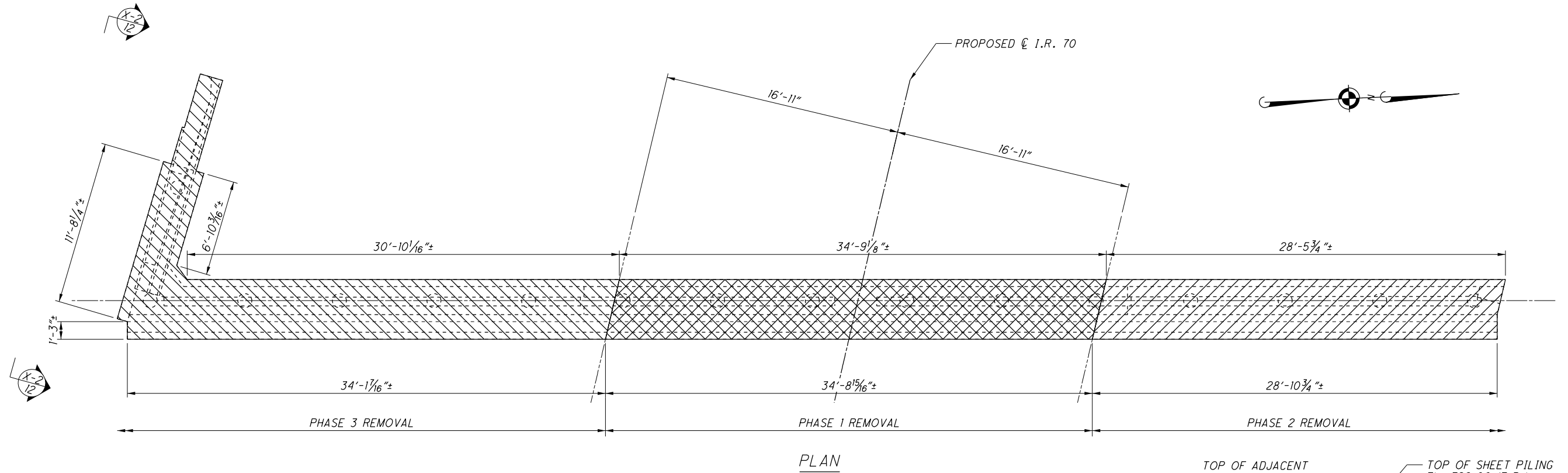
A **DETAIL**
DIAPHRAGM/CARRIER BEAM CONNECTION

NOTES:

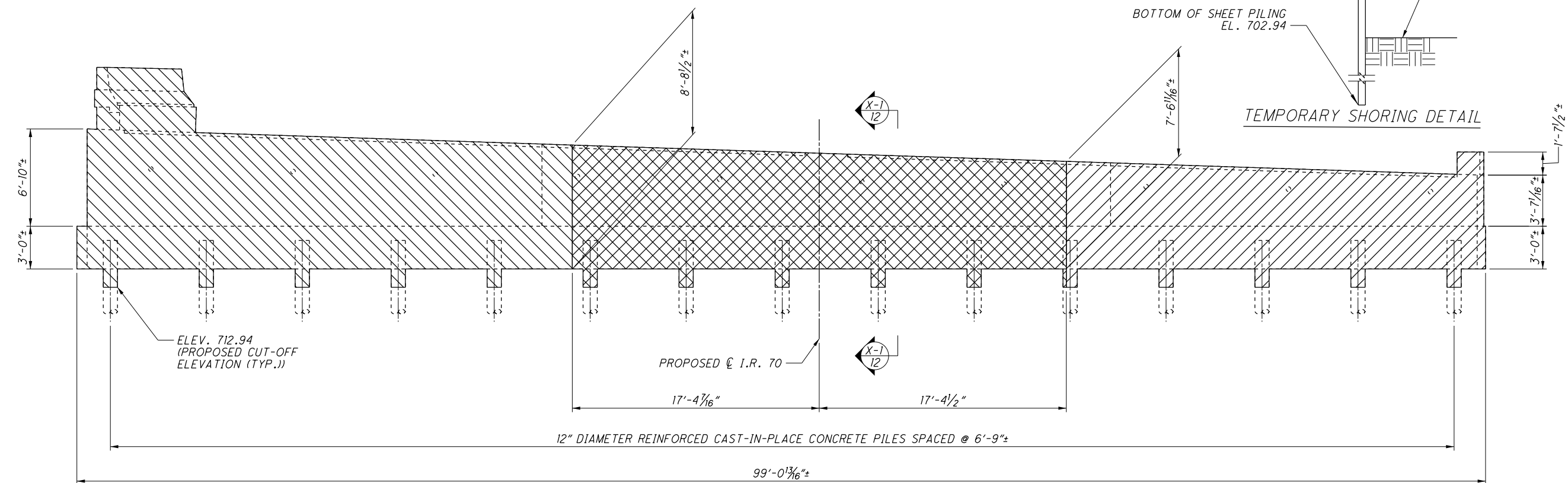
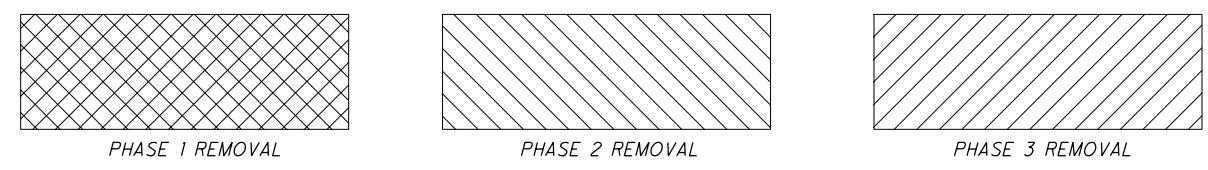
1. NEW CONNECTION PLATES AND AND DIAPHRAGMS SHOULD BE INSTALLED OPPOSITE OF THE EXISTING CROSSFRAMES CONNECTING G10 TO G9.
2. EXISTING VERTICAL GIRDER WEB STIFFENERS WITHIN 6" OF THE PROPOSED SIDEWALK DIAPHRAGM CONNECTION PLATES SHALL BE REMOVED. PAYMENT FOR THIS REMOVAL SHALL BE INCLUDED WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.
3. ALL BOLT HOLES ARE 1/8" DIA, UNLESS NOTED OTHERWISE.
4. TERMINATE WELD 1/4" (±1/8") FROM END OF STIFFENER AND GIRDER INTERFACE.
5. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISHED MATERIAL THAT MEETS THE MINIMUM NOTCH TIGHTNESS REQUIREMENTS AS SPECIFIED IN CMS 711.01.
6. HIGH STRENGTH BOLTS SHALL BE 1" DIAMETER ASTM F3125, GRADE A325.

<p>MUS-70-10.49</p> <p>PID No. 93006</p>	<p>SIDEWALK DIAPHRAGM DETAILS IN SPANS 3, 4, 5, 6 & 7</p> <p>BRIDGE NO. MUS-70-1159</p> <p>OVER LINDEN AVE, OHCR & CUOH RAILROADS, AND MUSKINGUM RIVER</p>	<p>DESIGN AGENCY</p> <p>Gannett Fleming</p> <p>ENGINEERS & ARCHITECTS, P.C.</p> <p>2800 CORPORATE EXCHANGE DRIVE SUITE 230</p> <p>COLUMBUS, OHIO 43231</p>																
<p>97 / 160</p>	<p>1543</p> <p>2231</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DESIGNED</td> <td>CTM</td> <td>CHECKED</td> <td>DF</td> </tr> <tr> <td>DRAWN</td> <td>CTM</td> <td>REVISED</td> <td></td> </tr> <tr> <td>REVIEWED</td> <td>MTG</td> <td>DATE</td> <td>12/20/2020</td> </tr> <tr> <td>STRUCTURE FILE NUMBER</td> <td colspan="3">6002854</td> </tr> </table>	DESIGNED	CTM	CHECKED	DF	DRAWN	CTM	REVISED		REVIEWED	MTG	DATE	12/20/2020	STRUCTURE FILE NUMBER	6002854		
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REVIEWED	MTG	DATE	12/20/2020															
STRUCTURE FILE NUMBER	6002854																	

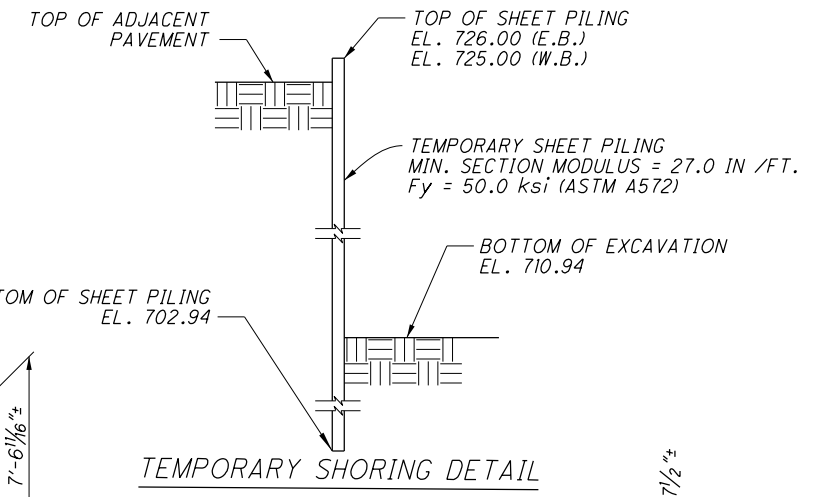
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PLAN



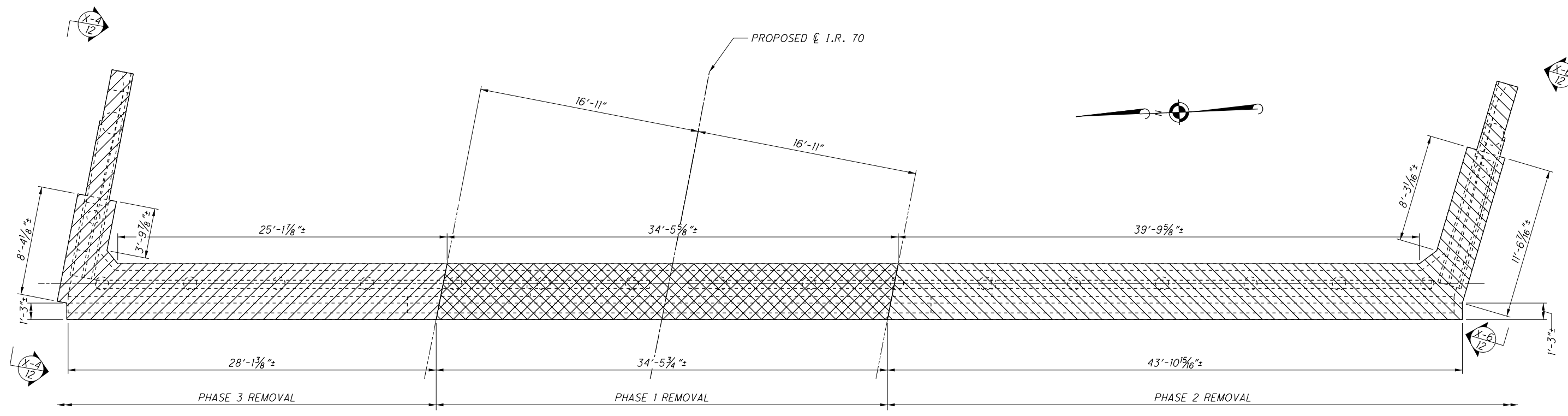
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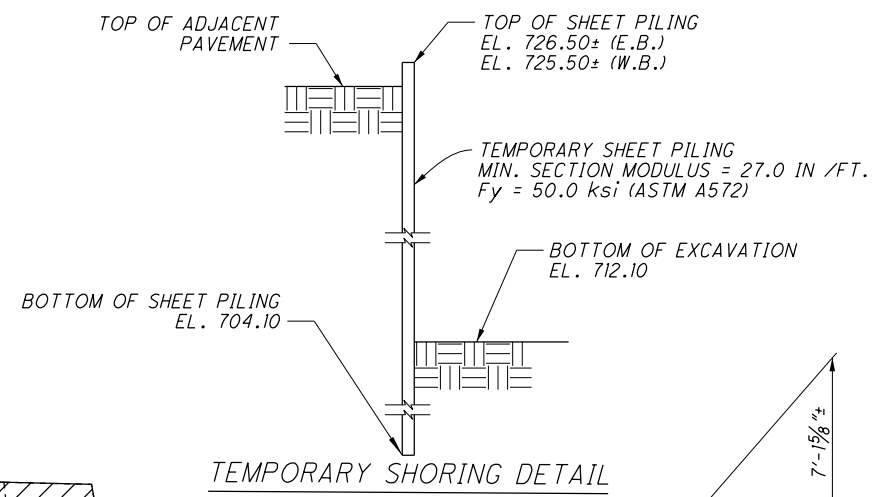
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CHECKED	REVIS		
CPS			
EXISTING REAR ABUTMENT REMOVAL DETAILS			
BRIDGE NO. MUS-70-11.86 OVER N. 5TH STREET			
MUS-70-10.49		PID No. 93006	
10 / 81		1616 2231	

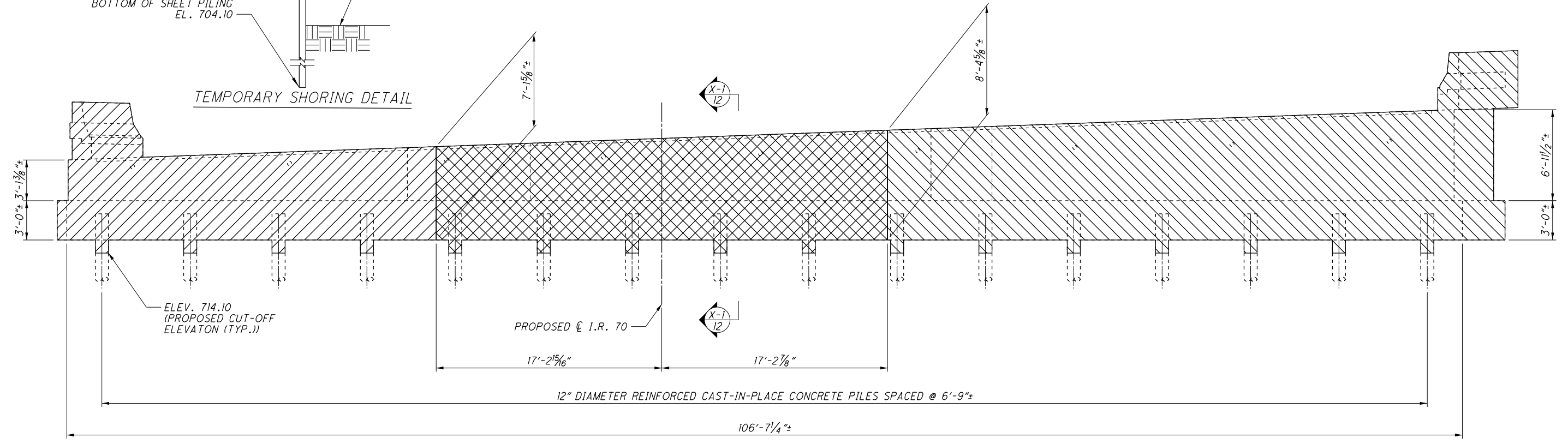
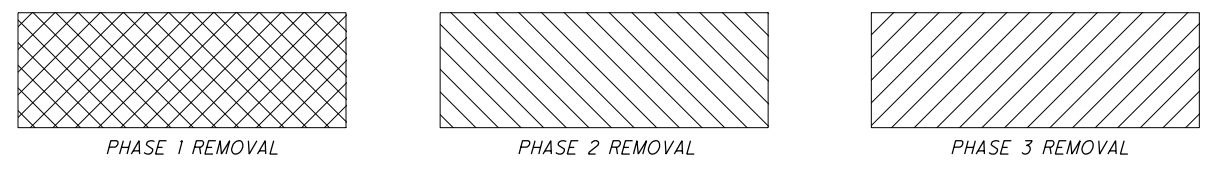
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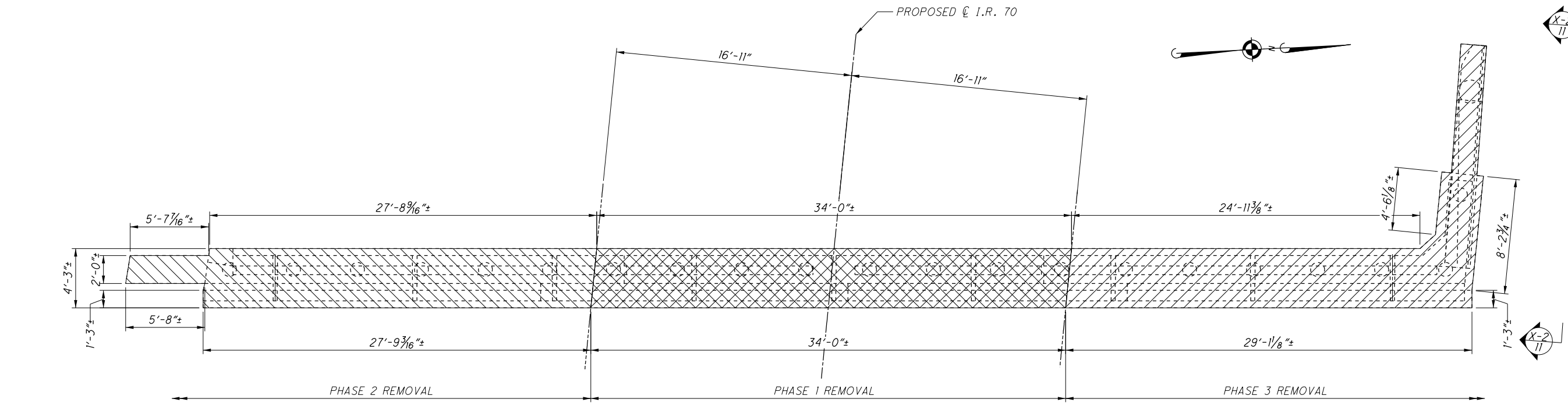
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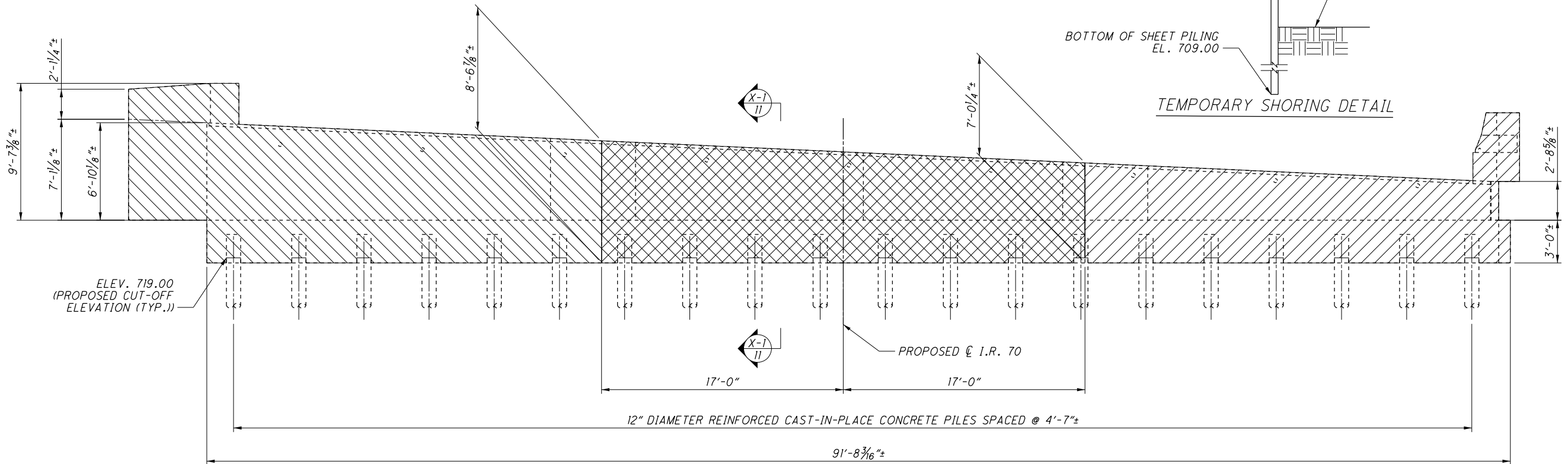
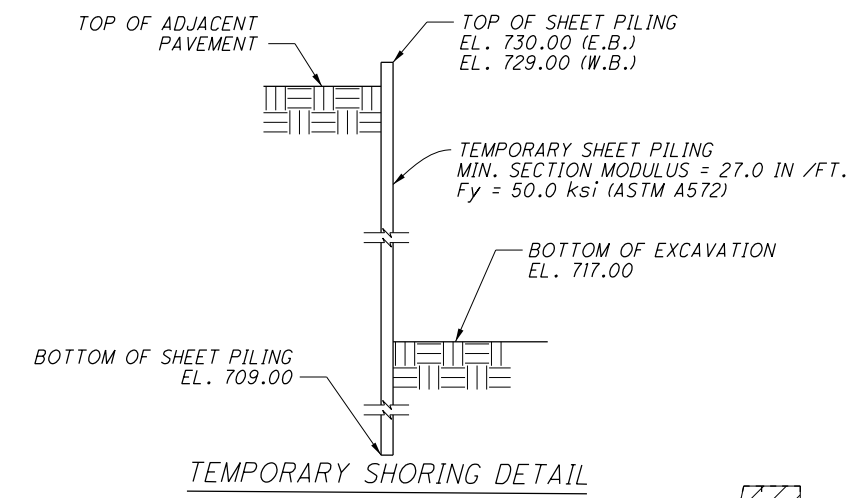
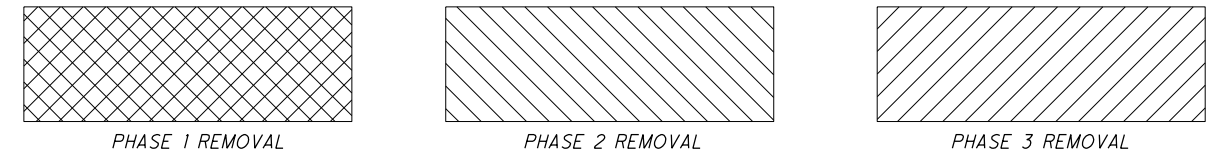
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REVIEWED TAG 11/23/2020	DATE 11/23/2020
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DESIGNED TDF	CHECKED CPS
EXISTING FORWARD ABUTMENT REMOVAL DETAILS BRIDGE NO. MUS-70-11.86 OVER N. 5TH STREET	
MUS-70-10.49 PID No. 93006	
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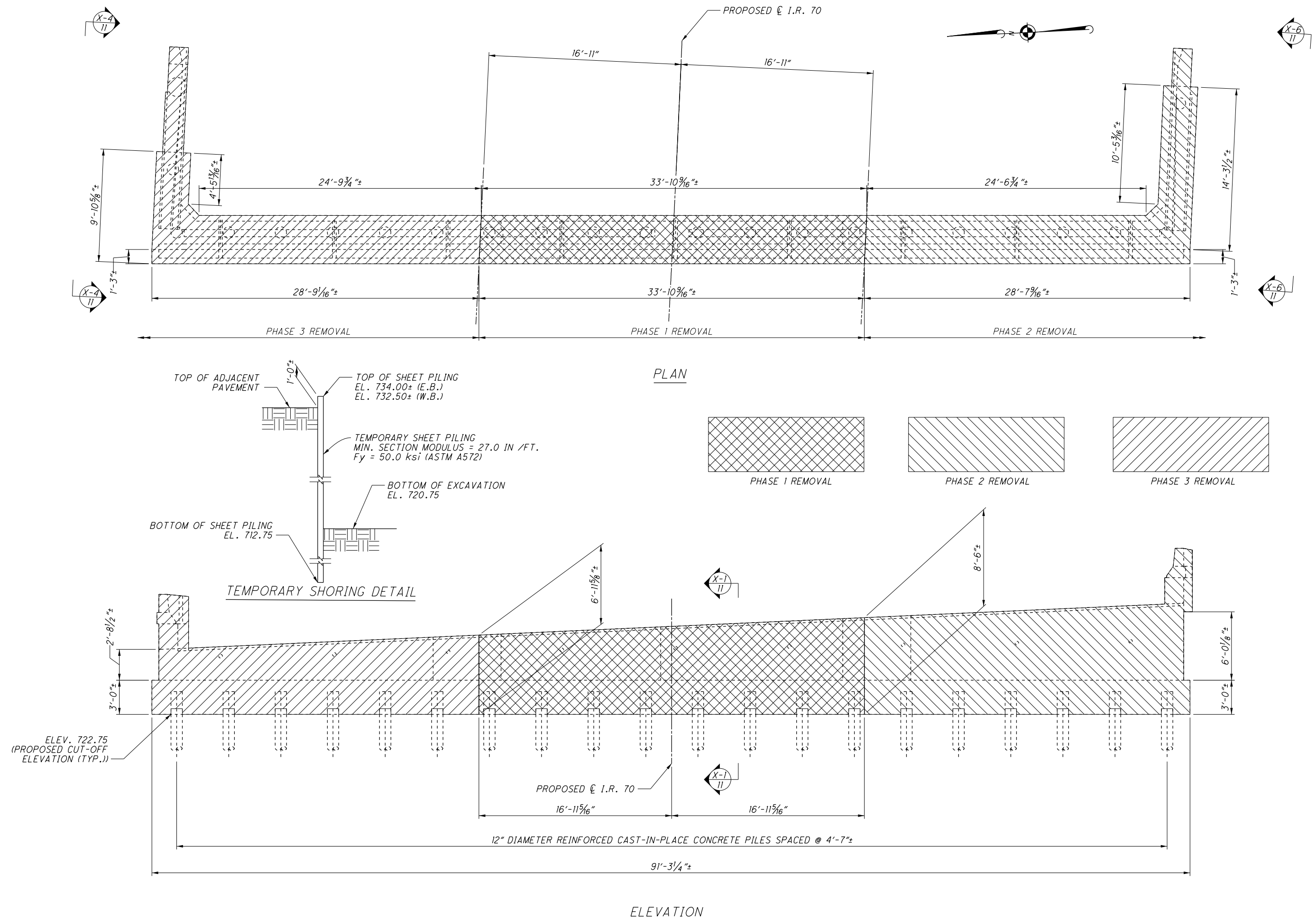
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ELEVATION

DESIGN AGENCY OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 5	
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MUS-70-10.49 PID No. 93006	
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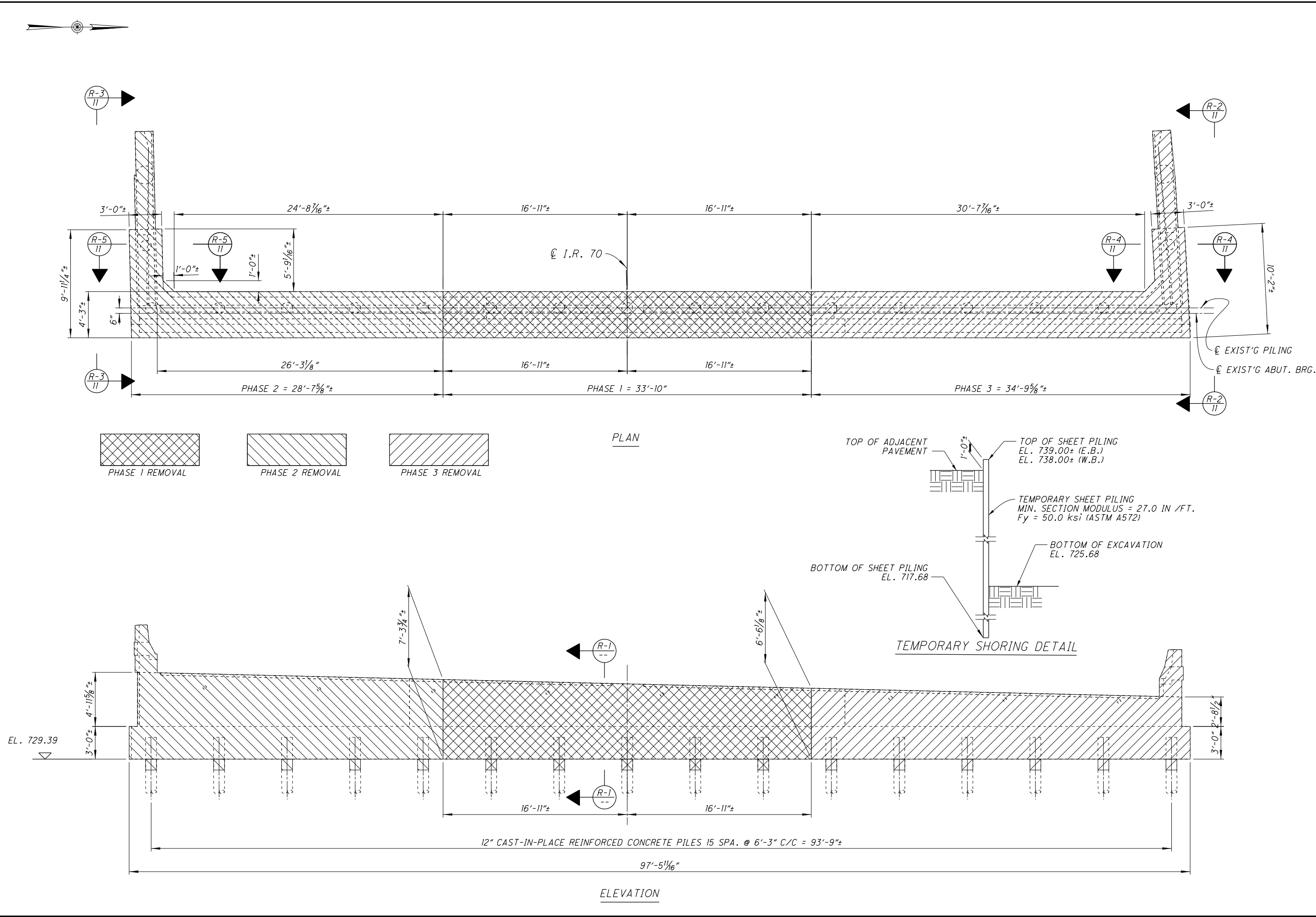
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TEMPORARY SHORING DETAIL

ELEVATION

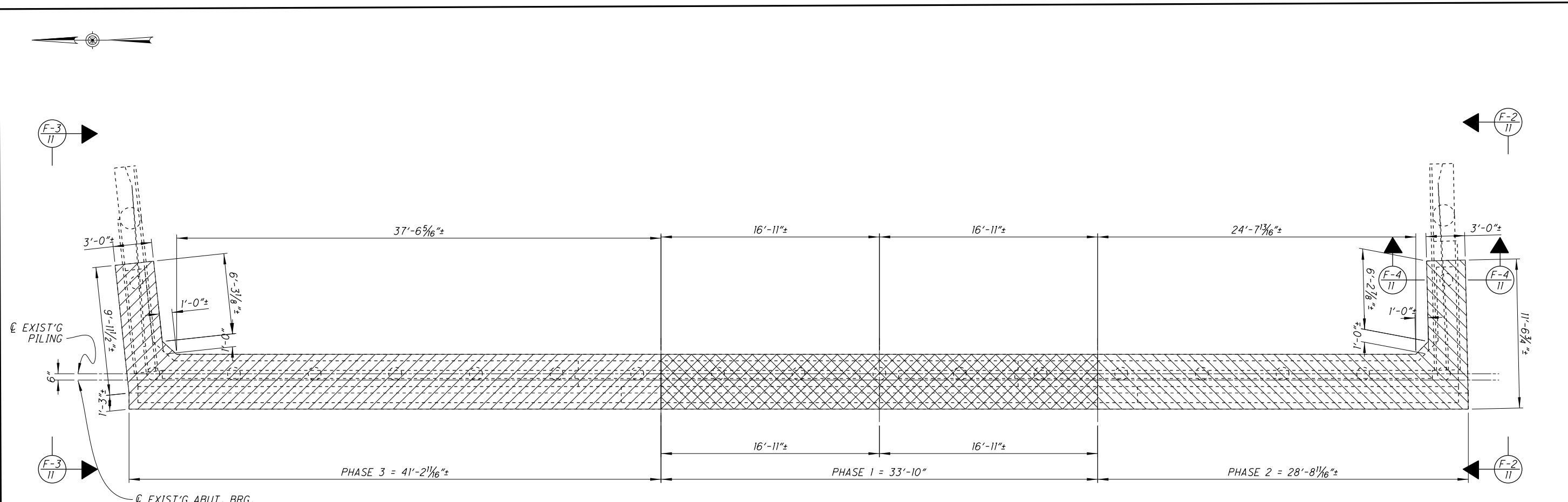
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EXISTING FORWARD ABUTMENT REMOVAL DETAILS					BRIDGE NO. MUS-70-11-92 OVER N. 6TH STREET				
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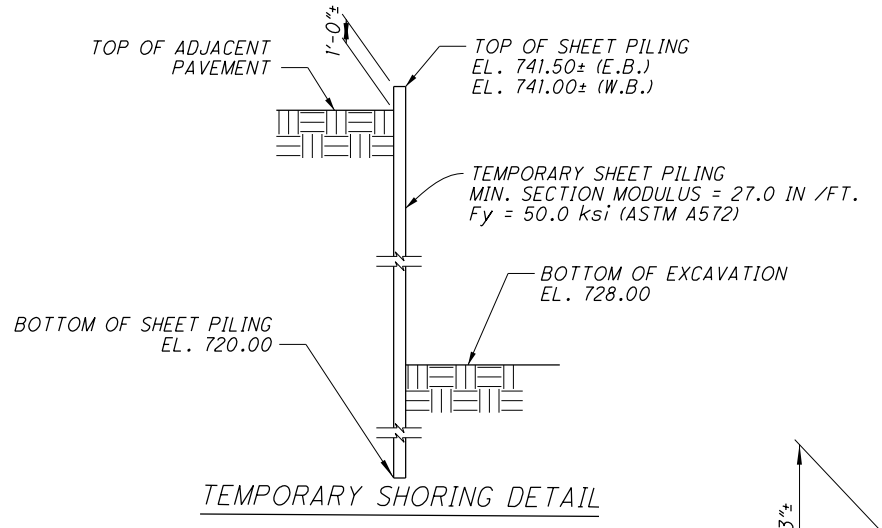


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MUS-70-10.49 PID No. 93006	
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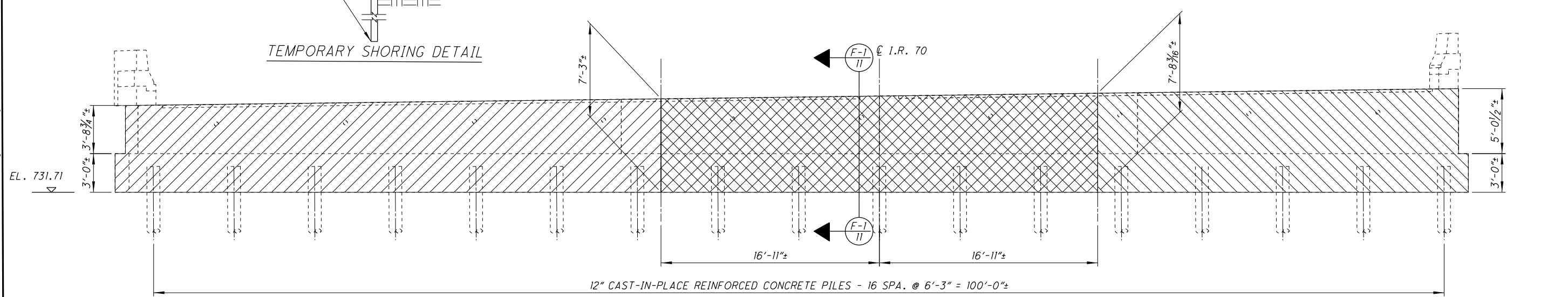
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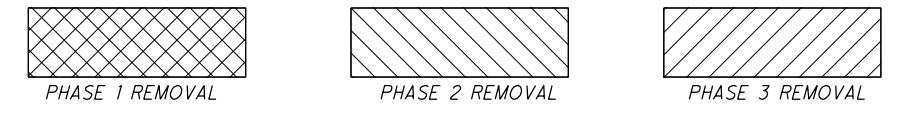
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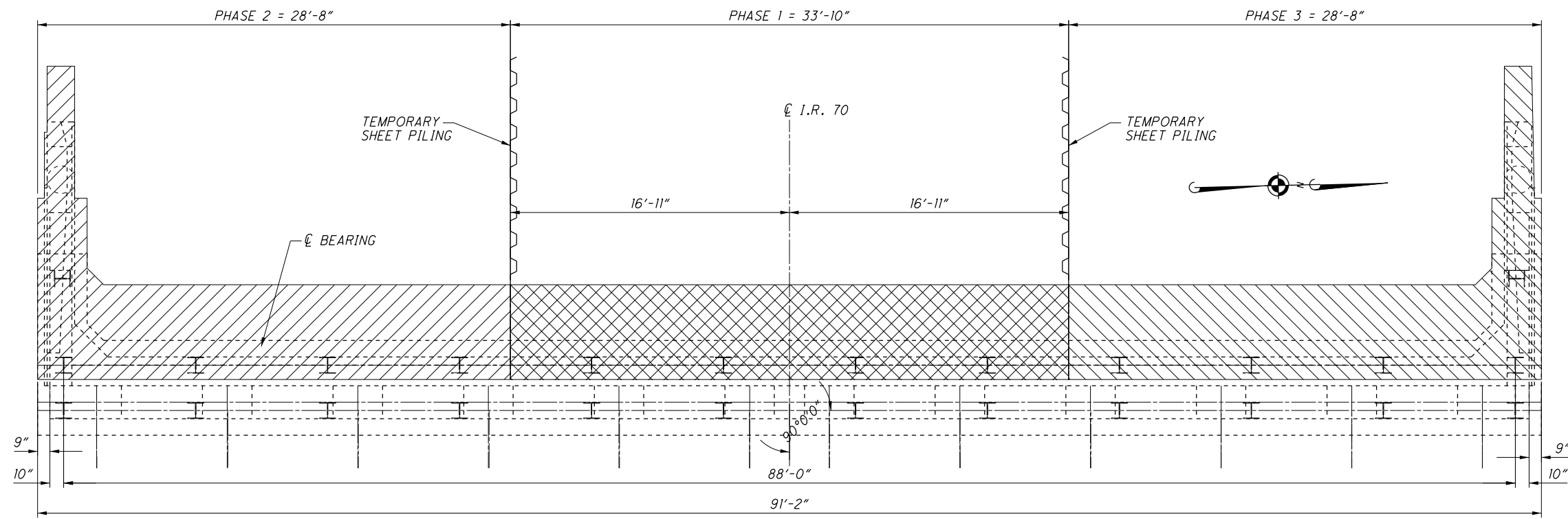


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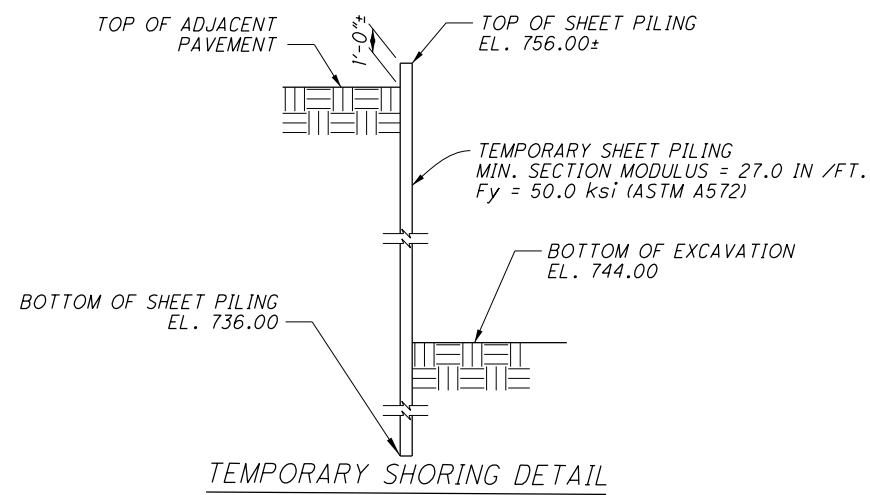


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MUS-70-10.49	PID No. 93006
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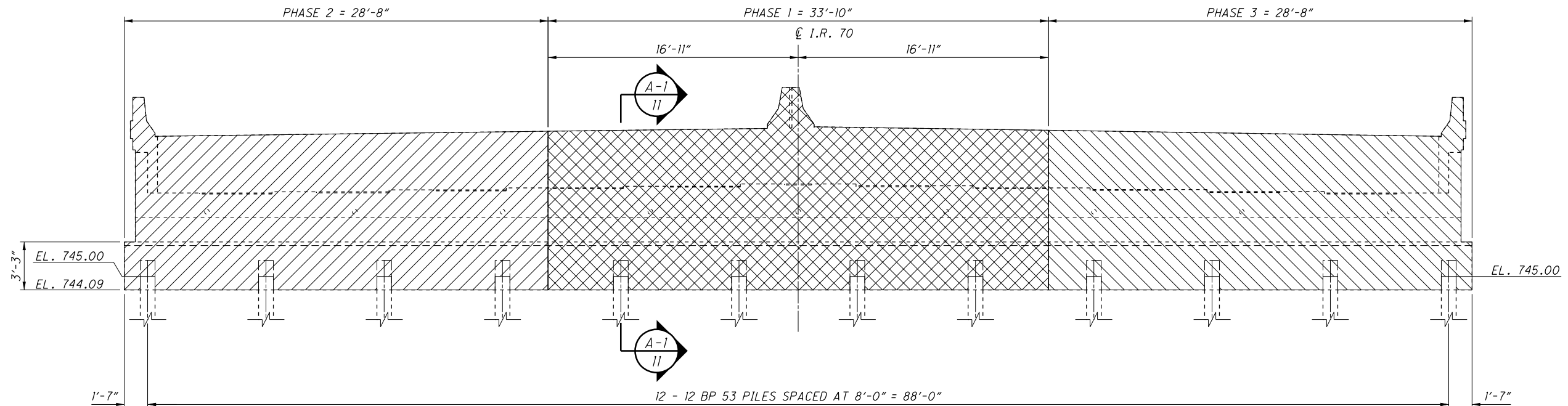
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TEMPORARY SHORING DETAIL

LEGEND

- PHASE 1 REMOVAL
- PHASE 2 REMOVAL
- PHASE 3 REMOVAL



ELEVATION

DESIGN AGENCY
OHIO DEPARTMENT OF
TRANSPORTATION, DISTRICT 5

REVIEWED
CPS 12/4/2020
STRUCTURE FILE NUMBER
6002978

DRAWN
CPS
REVISED

DESIGNED
CPS
CHECKED
TAG

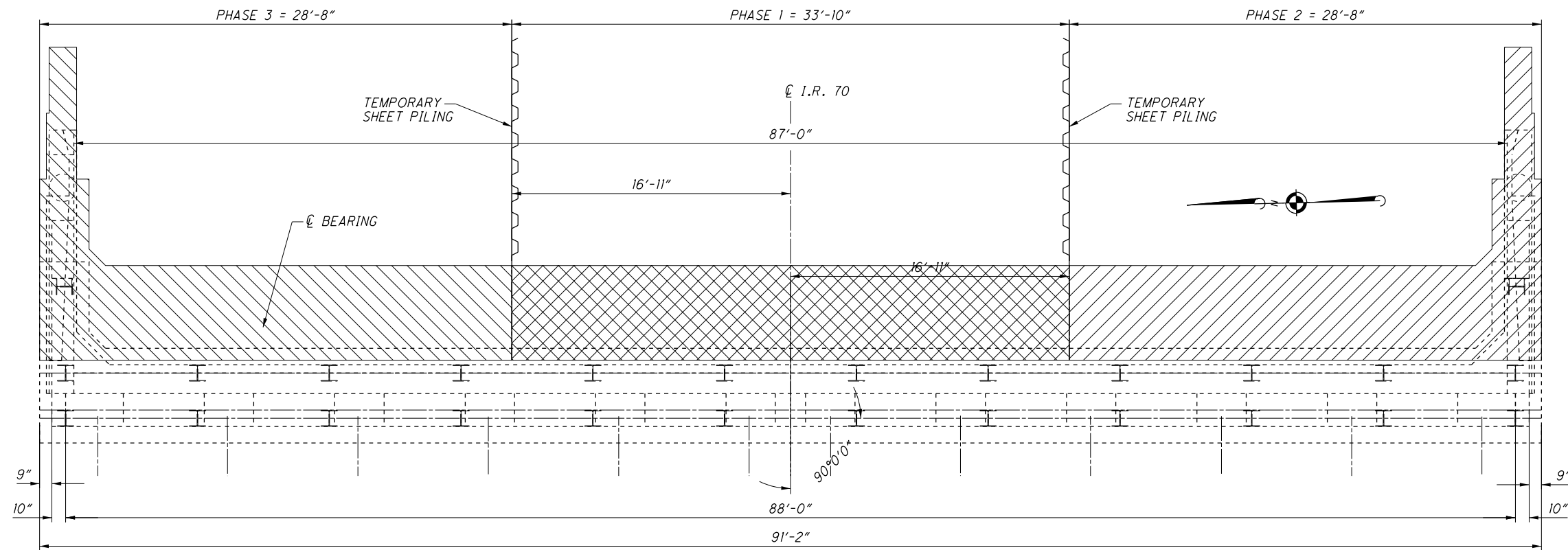
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BRIDGE NO. MUS-70-1212
OVER UNDERWOOD ST.

MUS-70-10.49
PID No. 93006

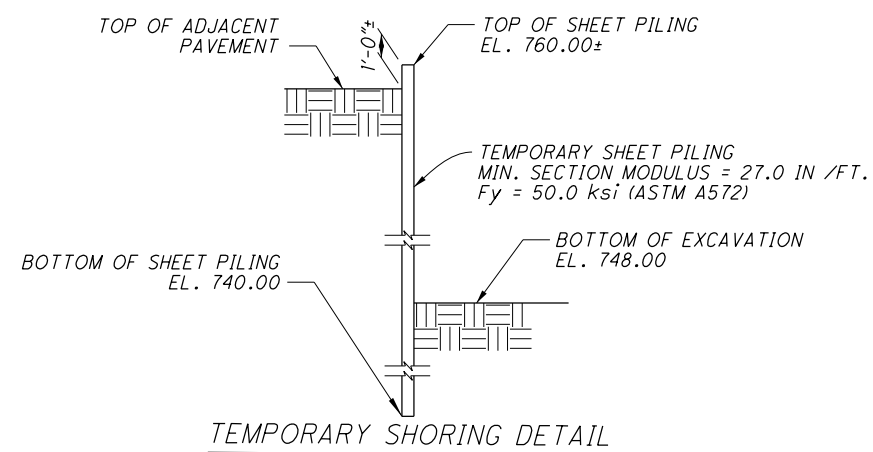
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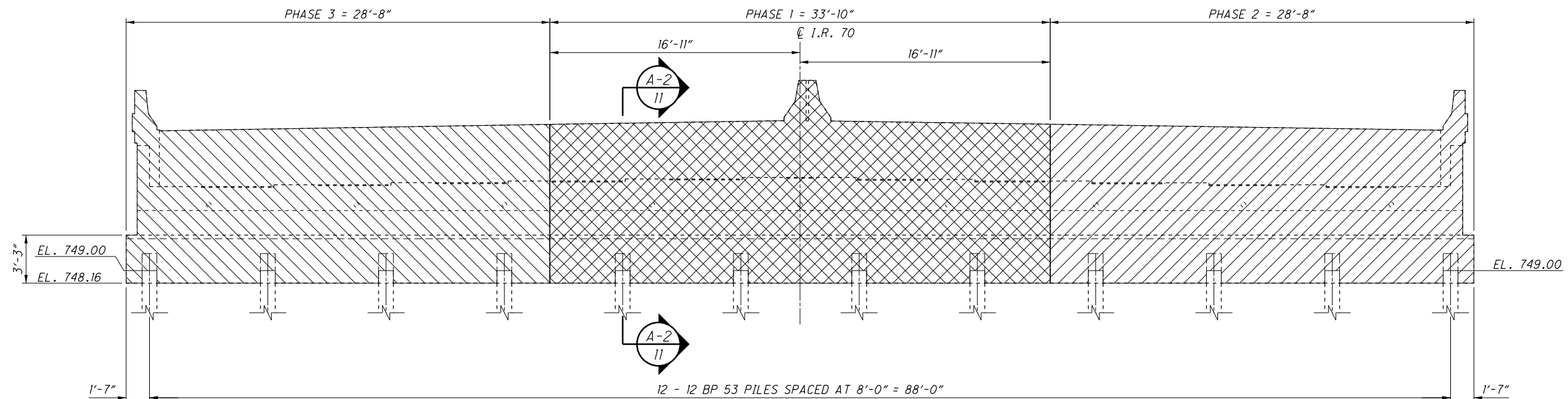
PLAN



TEMPORARY SHORING DETAIL

LEGEND

- PHASE 1 REMOVAL
- PHASE 2 REMOVAL
- PHASE 3 REMOVAL



ELEVATION

DESIGN AGENCY OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5	
REVIEWED CPS 12/4/2020	DATE 12/4/2020
DRAWN CPS	STRUCTURE FILE NUMBER 6002978
DESIGNED CPS	REVISOR TAG
EXISTING FORWARD ABUTMENT REMOVAL DETAILS BRIDGE NO. MUS-70-1212 OVER UNDERWOOD ST.	
MUS-70-10-49 PID No. 93006	
10 / 74	
1842 2231	

STANDARD DRAWINGS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

- AS-1-15 DATED: 07-17-15
- AS-2-15 DATED: 01-18-19
- BR-1-13 DATED: 01-17-14
- SIGD-1-96 DATED: 07-18-14
- SIGD-2-14 DATED: 07-18-14

REFERENCE

EXISTING BRIDGE PLANS MAY BE INSPECTED AND ARE PROVIDED WITH THIS PROJECT'S BIDDING DOCUMENTS.

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 8th EDITION OF STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2018, AND THE ODOT BRIDGE DESIGN MANUAL, 2019.

DESIGN LOADING

HL-93
FUTURE WEARING SURFACE (FWS) OF 0.060 kips/ft.²

DESIGN DATA

- CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPER STRUCTURE)
- CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUB STRUCTURE)
- REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI
- STRUCTURAL STEEL - ASTM A709, GRADE 33, MINIMUM YIELD STRENGTH 33 KSI

MONOLITHIC WEARING SURFACE

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

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2 1/2" CONCRETE COVER

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 C&MS SECTIONS 102.05, 105.02 AND 513.04.

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

INSPECTION OF EXISTING STRUCTURAL STEEL

THE ENGINEER WILL VISUALLY INSPECT ALL EXISTING BUTT-WELDED SPLICES AND/OR TOP FLANGE COVER PLATE FILLET WELDS TO ENSURE THE WELDS, PLATES AND GIRDERS ARE FREE OF DEFECTS AND CRACKS. IF NECESSARY, REMOVE ALL DECK SLAB HAUNCH FORMS IMMEDIATELY ADJACENT TO SUCH WELDS THAT MAY INTERFERE WITH THE ENGINEER'S INSPECTION. THE INSPECTION WILL NOT TAKE PLACE UNTIL THE TOP FLANGES ARE CLEANED ACCORDING TO 511.07, BUT IT WILL BE DONE BEFORE THE DECK SLAB REINFORCEMENT IS INSTALLED. THE DEPARTMENT WILL PAY FOR THE COST ASSOCIATED WITH THIS INSPECTION WITH ITEM 511, QC/OA CONCRETE, CLASS OSC2, SUPERSTRUCTURE (DECK), AS PER PLAN. THE ENGINEER WILL REPORT ALL CRACKS FOUND TO THE OFFICE OF CONSTRUCTION ADMINISTRATION, BRIDGE CONSTRUCTION SPECIALIST, ALONG WITH SPECIFIC INFORMATION ON LOCATION OF THE CRACKS, LENGTH, AND DEPTH SO AN EVALUATION AND REPAIR OR REPLACEMENT RECOMMENDATION CAN BE MADE.

WELDED ATTACHMENTS

WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESSES UP TO 3/4" OR 5/16" FOR GREATER THAN 3/4" THICK.

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 LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED (SUPERSTRUCTURE), AS PER PLAN

THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECKS INCLUDING PARAPETS, DECK JOINTS, END CROSSFRAMES, CROSSFRAMES THAT ARE DESIGNATED FOR REMOVAL AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, GIRDERS, CROSS FRAMES, ETC.). 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.

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 ENGINEER. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS (STEEL BEAM STEEL GIRDER), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURE 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. OBTAIN THE ENGINEER'S APPROVAL BEFORE PERFORMING REPAIR.

REMOVE EXISTING WELDED ATTACHMENTS (e.g., FINISHING MACHINE AND FORM SUPPORTS; AND SUPPORTS FOR SCUPPERS AND BULB ANGLES WHICH ARE TO BE REMOVED) LOCATED IN THE DESIGNATED TENSION PORTIONS OF THE TOP FLANGES OF EXISTING STEEL MEMBERS AND GRIND THE FLANGE SURFACES SMOOTH. CAREFULLY GRIND PARALLEL TO THE FLANGES.

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. FOR MODIFICATIONS TO OR EXTENSIONS OF EXISTING CONCRETE SUBSTRUCTURE MEMBERS WHERE AESTHETICS IS A CONCERN, INCLUDE THE FOLLOWING NOTES IN AN ITEM 202, AS PER PLAN NOTE.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED (SUBSTRUCTURE), AS PER PLAN

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 PORTION 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.

ABUTMENT DIAPHRAGM CONCRETE

PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET.

DECK SLAB CONCRETE QUANTITY

THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM/GIRDER HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 2 INCHES AND A HAUNCH WIDTH EQUAL TO THE TOP FLANGE WIDTH. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRAD.

THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM/GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.23.

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 2.2 KIPS FOR A TOTAL MACHINE LOAD OF 17.6 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".

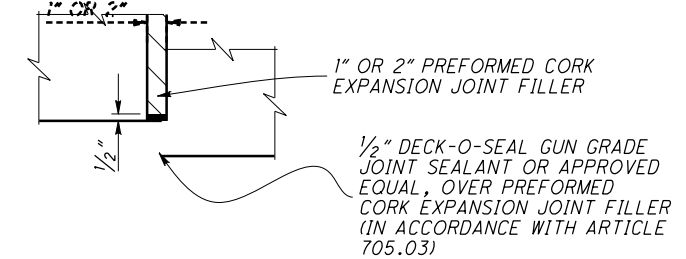
A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

ITEM 516 - 1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN

ITEM 516 - 2" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN

ALL 1" & 2" P.E.J.F. CALLED FOR IN THE PLANS SHALL BE PREFORMED CORK JOINT FILLER (IN ACCORDANCE WITH ARTICLE 705.03). RECESS JOINT FILLER 1/2" FOR ALL JOINTS (SEE DETAIL). SEAL ALL JOINTS WITH DECK-O-SEAL GUN GRADE-JOINT SEALANT OR AN APPROVED EQUAL. THE COLOR SHALL BE STONE GRAY. APPROVED MANUFACTURER'S APPLICATION METHODS SHALL BE FOLLOWED DURING SURFACE PREPARATION AND APPLICATION FOR MAXIMUM EFFECTIVENESS.

DECK-O-SEAL
P.O. BOX 397
HAMPSHIRE, IL 60140
PHONE: 800-542-7665



PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID FOR ITEM 516 - 1" OR 2" PEJF, A.P.P., SQ.FT., AND SHALL INCLUDE ALL LABOR, EQUIPMENT, AND INCIDENTALS REQUIRED TO COMPLETE THE WORK DESCRIBED.

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

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. IF NECESSARY, 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 AND DATED, ALONG WITH MICROFILM, TO THE OFFICE OF STRUCTURAL ENGINEERING FOR RECORD PURPOSES. THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM: STIFFENER PLATES AND END CROSS FRAMES.

ITEM 526 - REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN

FURNISH APPROACH SLABS CONFORMING TO C&MS 526. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, CURBS, REINFORCING STEEL, JOINT FILLERS, JOINT SEALS, WATERPROOFING, AND ANY OTHER INCIDENTALS SHOWN ON THE APPROACH SLAB DETAIL SHEETS. IN ADDITION TO 511.07, DO NOT PLACE APPROACH SLAB CONCRETE ABOVE THE APPROACH SLAB SEAT UNTIL AFTER THE DECK AND DIAPHRAGM CONCRETE FOR THE SUPERSTRUCTURE HAS BEEN PLACED. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS.

FILL UNDER APPROACH SLABS

ITEM 304, AGGREGATE BASE SHALL BE USED TO BRING THE SUBBASE TO GRADE FOR THE NEW APPROACH SLABS AS DETAILED ON THE APPROACH SLAB DETAIL SHEETS AND SHALL EXTEND 1'-6" ON BOTH SIDES OF EACH APPROACH SLAB

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DESIGN AGENCY: OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5

DATE: 12/01/20

REVIEWED TAG: 6004920

STRUCTURE FILE NUMBER: 6004920

DRAWN YEL

CHECKED CPS

BRIDGE NOTES: BRIDGE NO. MUS-70-1144A RAMP 'A' OVER MCINTIRE AVE.

MUS-70-10-49

PID No. 93006

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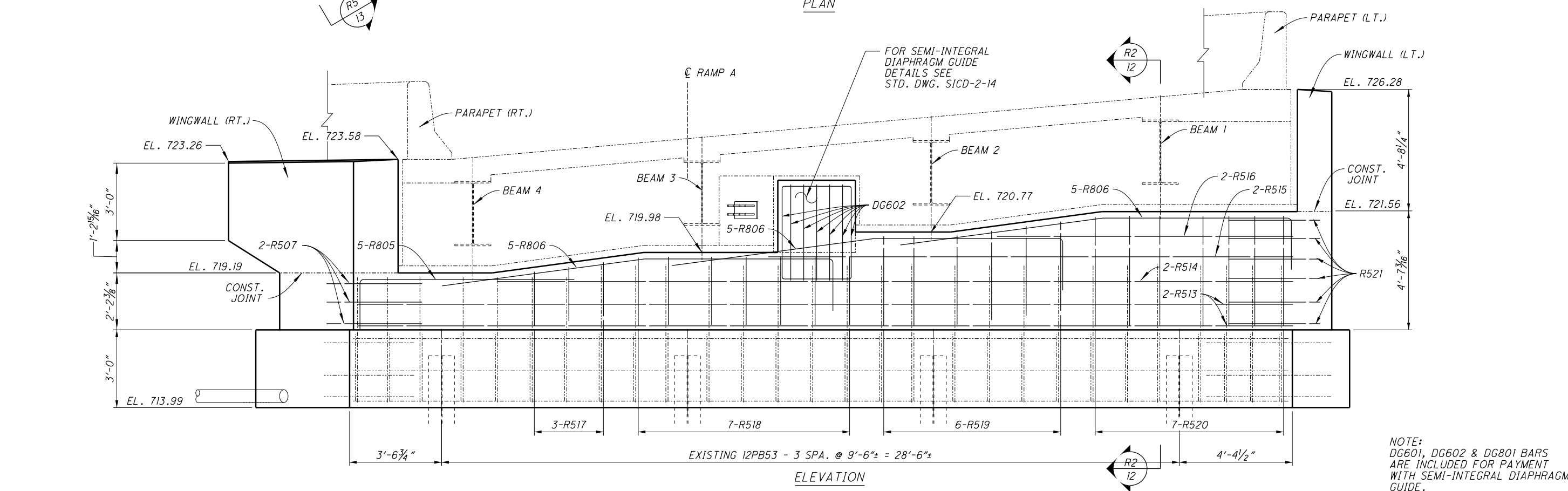
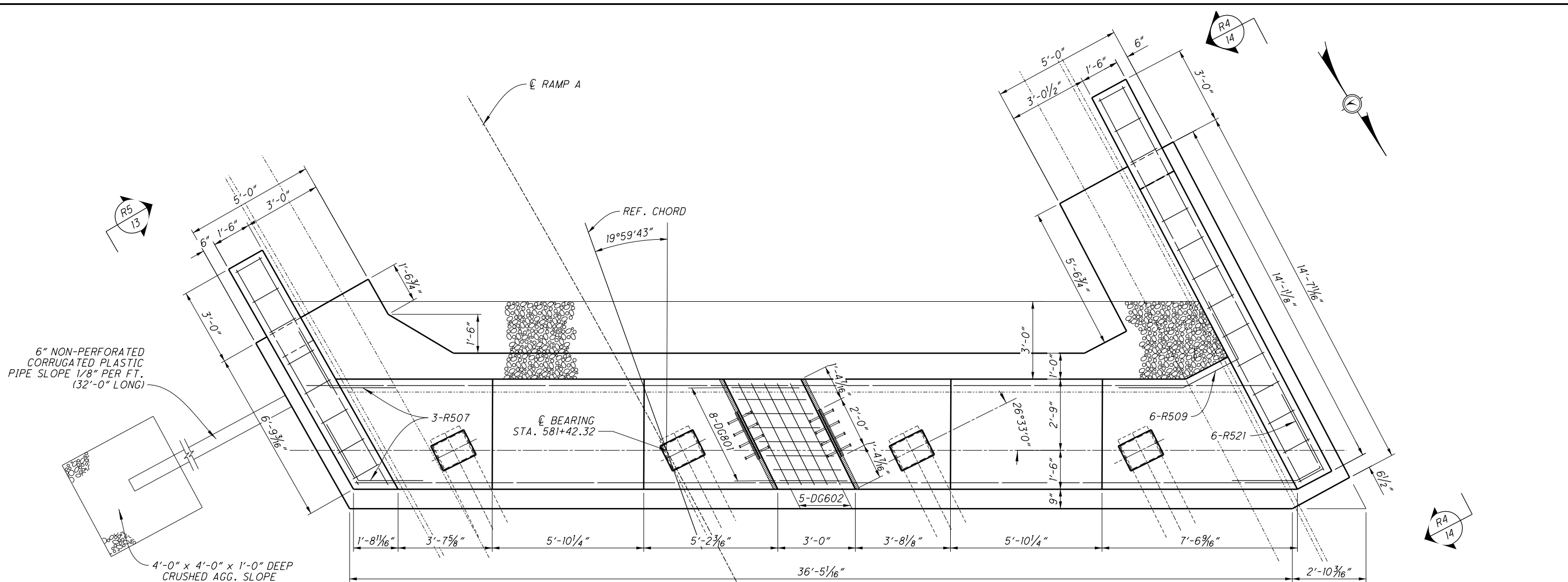
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SHEET NUM.								PART.		ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.
			27	28			02/IMS/B R			EXT	TOTAL				
STRUCTURE OVER 20 FOOT SPAN (MUS-70-1144A or SFN6001920)															
							LS		202	11203	LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (SUPERSTRUCTURE)	3	
							128		202	11301	128	CY	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (SUBSTRUCTURES)	3	
							169		202	22900	169	SY	APPROACH SLAB REMOVED		
							LS		503	21301	LS		UNCLASSIFIED EXCAVATION, AS PER PLAN	45	
							64,482		509	10000	64,482	LB	EPOXY COATED REINFORCING STEEL		
							177		511	21520	177	CY	CLASS OC2 CONCRETE, SUPERSTRUCTURE		
							2		511	33501	2	EACH	SEMI-INTEGRAL DIAPHRAGM GUIDE, AS PER PLAN	20	
							45		511	34448	45	CY	CLASS OC2 CONCRETE, BRIDGE DECK (PARAPET)		
							122		511	43510	122	CY	CLASS OC1 CONCRETE, ABUTMENT INCLUDING FOOTING		
							496		512	10050	496	SY	SEALING OF CONCRETE SURFACES (NON-EPOXY)		
							77		512	10100	77	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE): PIERS		
			2,172				2,172		513	10200	2,172	LB	STRUCTURAL STEEL MEMBERS, LEVEL UF		
				1,952			1,952		513	20000	1,952	EACH	WELDED STUD SHEAR CONNECTORS		
							6,343		514	00050	6,343	SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL		
							6,343		514	00056	6,343	SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT		
							6,343		514	00060	6,343	SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT		
							6,343		514	00066	6,343	SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT		
							7		514	10000	7	EACH	FINAL INSPECTION REPAIR		
							12		516	13601	12	SF	1" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN	3	
							190		516	13901	190	SF	2" PREFORMED EXPANSION JOINT FILLER, AS PER PLAN	3	
							90		516	14020	90	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL		
							66		516	14600	66	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.:EMSEAL WITH SLEEPER SLAB	45	
							66		516	31011	66	FT	2" DEEP JOINT SEALER, AS PER PLAN	4	
							8		516	44300	8	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (1'-4" x 1'-0" x 3.2729")	25	
							4		516	44300	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (1'-7" x 1'-3" x 3.7226")	25	
							4		516	44300	4	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (2'-0" x 1'-3" x 3.7226") WITH ANCHOR RODS	25	
							LS		516	47001	LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	4	
							3		518	12000	3	EACH	SCUPPERS, INCLUDING SUPPORTS		
							60		518	21200	60	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC		
							66		518	40000	66	FT	6" PERFORATED CORRUGATED PLASTIC PIPE		
							64		518	40010	64	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS		
							691		SPECIAL	51900100	691	SF	COMPOSITE FIBER WRAP SYSTEM	4	
							169		526	25001	169	SY	REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN	3	
							78		613	41201	78	CY	LOW STRENGTH MORTAR BACKFILL, AS PER PLAN	4	

DESIGN AGENCY	OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5
DATE	12/1/2020
TAG	6001920
STRUCTURE FILE NUMBER	6001920
DRAWN	YEL/TDF
YEL	REVISED
DESIGNED	CPS
YEL	CPS
GENERAL SUMMARY	
BRIDGE NO. MUS-70-1144A	
RAMP 'A' OVER-McINTIRE AVE.	
MUS-70-10.49	PID No. 93006
5 / 45	1923 2231

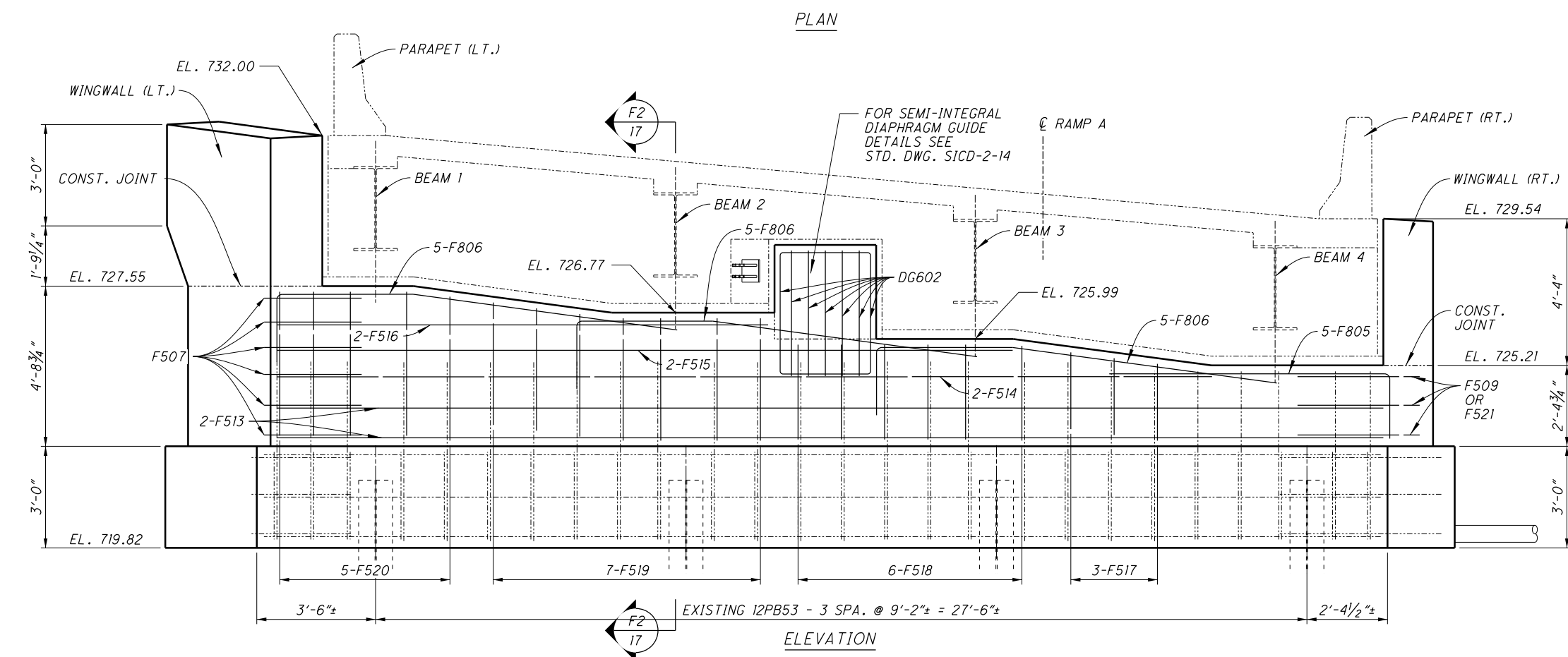
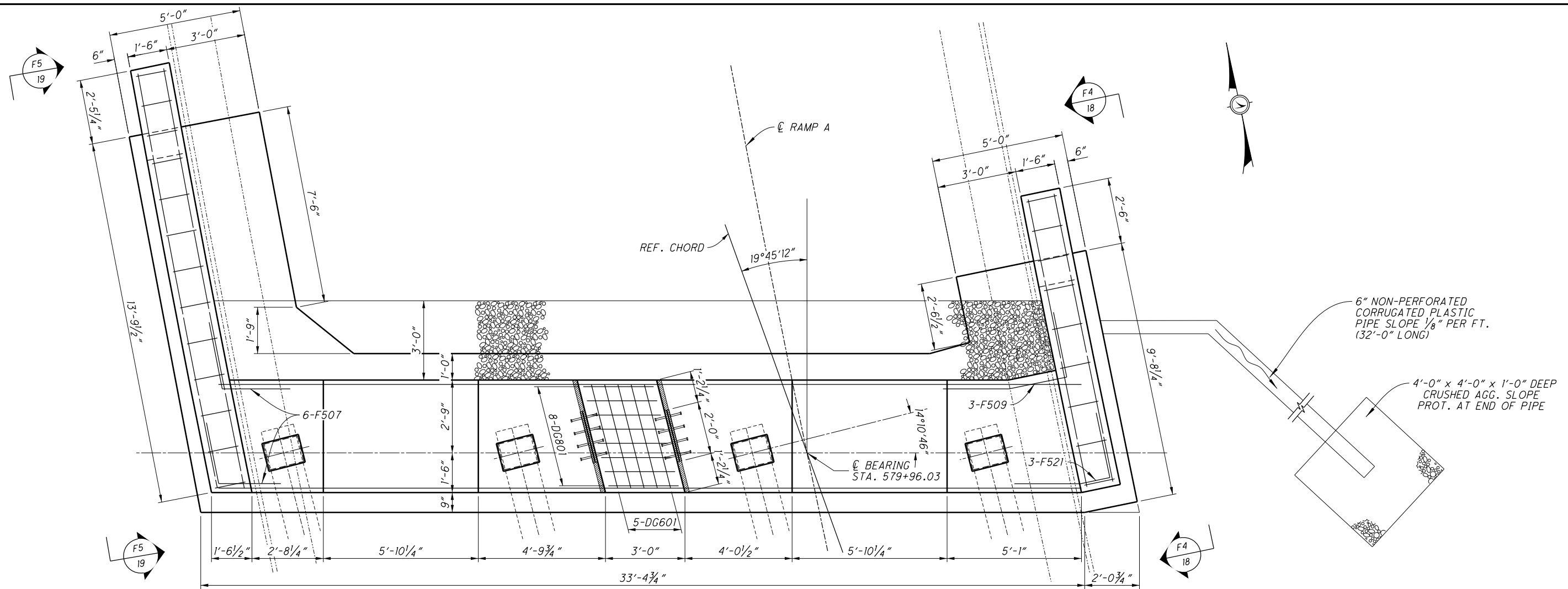
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NOTE:
 DG601, DG602 & DG801 BARS
 ARE INCLUDED FOR PAYMENT
 WITH SEMI-INTEGRAL DIAPHRAGM
 GUIDE.

DESIGN AGENCY		OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5	
REVIEWED	DATE	TAG	STRUCTURE FILE NUMBER
YEL	12/01/20		6001920
DRAWN	YEL	CHECKED	REVIS
YEL		CPS	
PROPOSED REAR ABUTMENT DETAILS			
BRIDGE NO. MUS-70-1144A			
RAMP 'A' OVER MCINTIRE AVE.			
MUS-70-10.49		PID No. 93006	
11 / 45		1929 2231	

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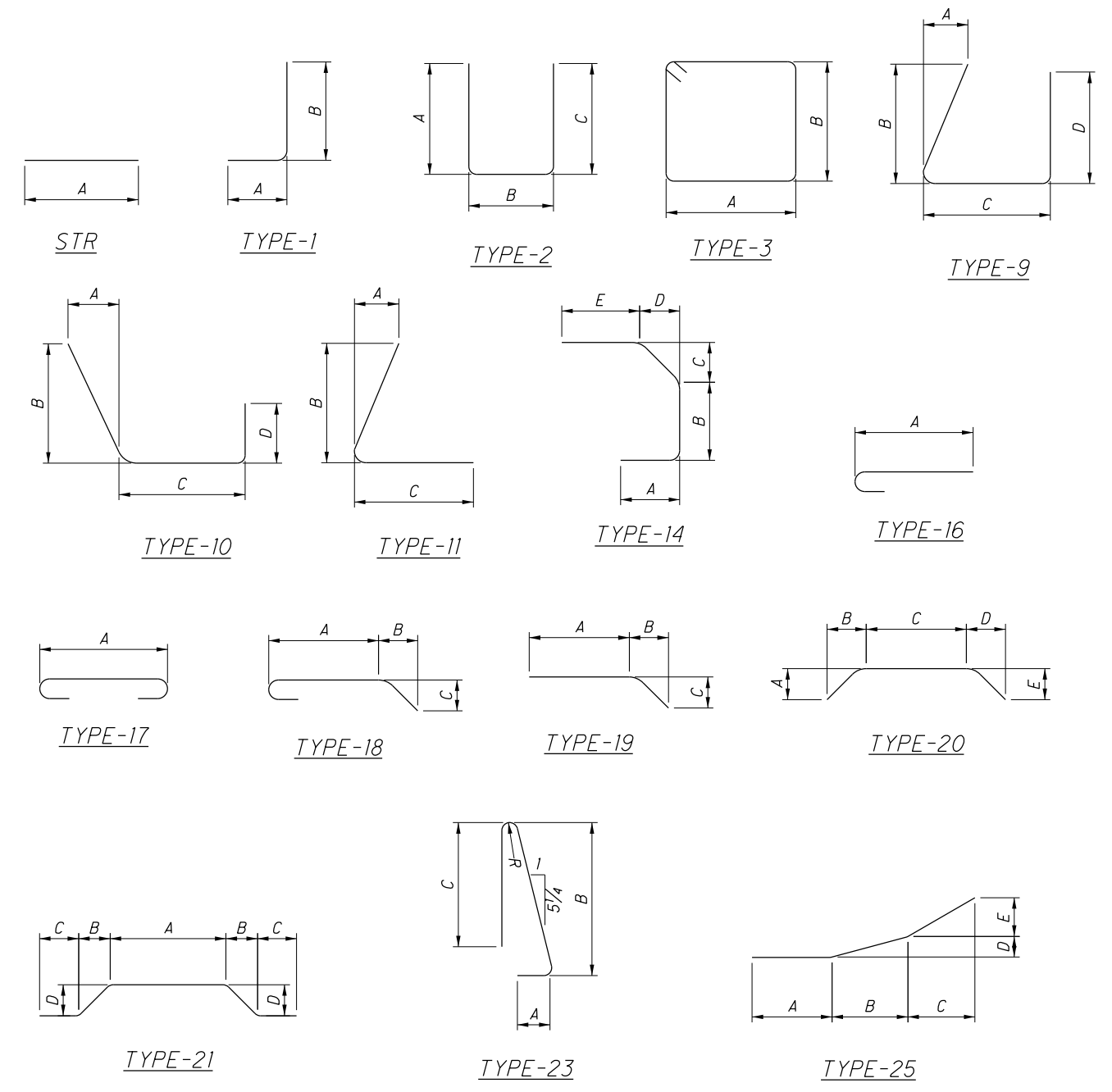


NOTE:
DG601, DG602 & DG801 BARS
ARE INCLUDED FOR PAYMENT
WITH SEMI-INTEGRAL DIAPHRAGM
GUIDE.

DESIGN AGENCY		OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5	
REVIEWED	DATE	TAG	STRUCTURE FILE NUMBER
YEL	12/1/2020		6001920
DRAWN	YEL/TDF	REVISED	
YEL		CPS	
PROPOSED FORWARD ABUTMENT DETAILS			
BRIDGE NO. MUS-70-1144A			
RAMP 'A' OVER MCINTIRE AVE.			
MUS-70-10.49		PID No. 93006	
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MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
PARAPETS											
X501	8	13'-11"	115	25	10'-0"	2'-5"	1'-4.2"	0'-1.5"	0'-5"		
X502	24	13'-10"	346	STR	13'-10"						
X503	16	12'-9"	213	STR	12'-9"						
X504	8	10'-6"	87	STR	10'-5"						
X505	4	6'-10"	29	STR	6'-10"						
X506	84	6'-0"	526	STR	6'-0"						
X507	4	6'-7"	27	STR	6'-7"						
X508	32	40'-0"	1,335	STR	40'-0"						
X601	4	10'-6"	63	STR	10'-5"						
X602	2	6'-10"	21	STR	6'-10"						
X603	42	6'-0"	379	STR	6'-0"						
X604	2	6'-7"	20	STR	6'-7"						
Y501	374	5'-12"	2,308	23	0'-8"	2'-9"	2'-6"			0'-1.5"	
Y502	48	3'-0"	150	16	2'-5"						
Y601	374	4'-4"	2,434	1	2'-0"	2'-6"					
Y602	422	3'-3"	2,007	14	1'-0"	0'-11.5"	0'-8.5"	0'-6"	0'-7"		
Y603	72	5'-11"	640	1	2'-0"	4'-1"					
SUBTOTAL			10,700								
LIGHT POLE PILASTER											
L501	4	2'-9"	11	2	0'-7"	1'-10"	0'-7"				
L502	4	8'-6"	35	9	2'-4"	3'-3"	3'-2"	0'-6.5"			
L503	6	7'-3"	45	21	1'-4"	1'-10"	0'-6"	1'-10"			
L504	4	3'-3"	13	STR	3'-3"						
SUBTOTAL			104								
ABUTMENTS			9,527								
DIAPHRAGM			4,636								
DECK			39,515								
PARAPET			10,700								
LIGHT POLE PILASTER			104								
GRAND TOTAL			64,482								



RESTEEL SCHEDULE DETAILS

BRIDGE NO. MUS-70-1144A
RAMP 'A' OVER MCINTIRE AVE.

DESIGN AGENCY
OHIO DEPARTMENT OF
TRANSPORTATION DISTRICT 5

DESIGNED YEL
CHECKED CPS

DRAWN YEL
REVISED

REVIEWED TAG
DATE 12/01/20
STRUCTURE FILE NUMBER 6001920

MUS-70-10.49
PID No. 93006

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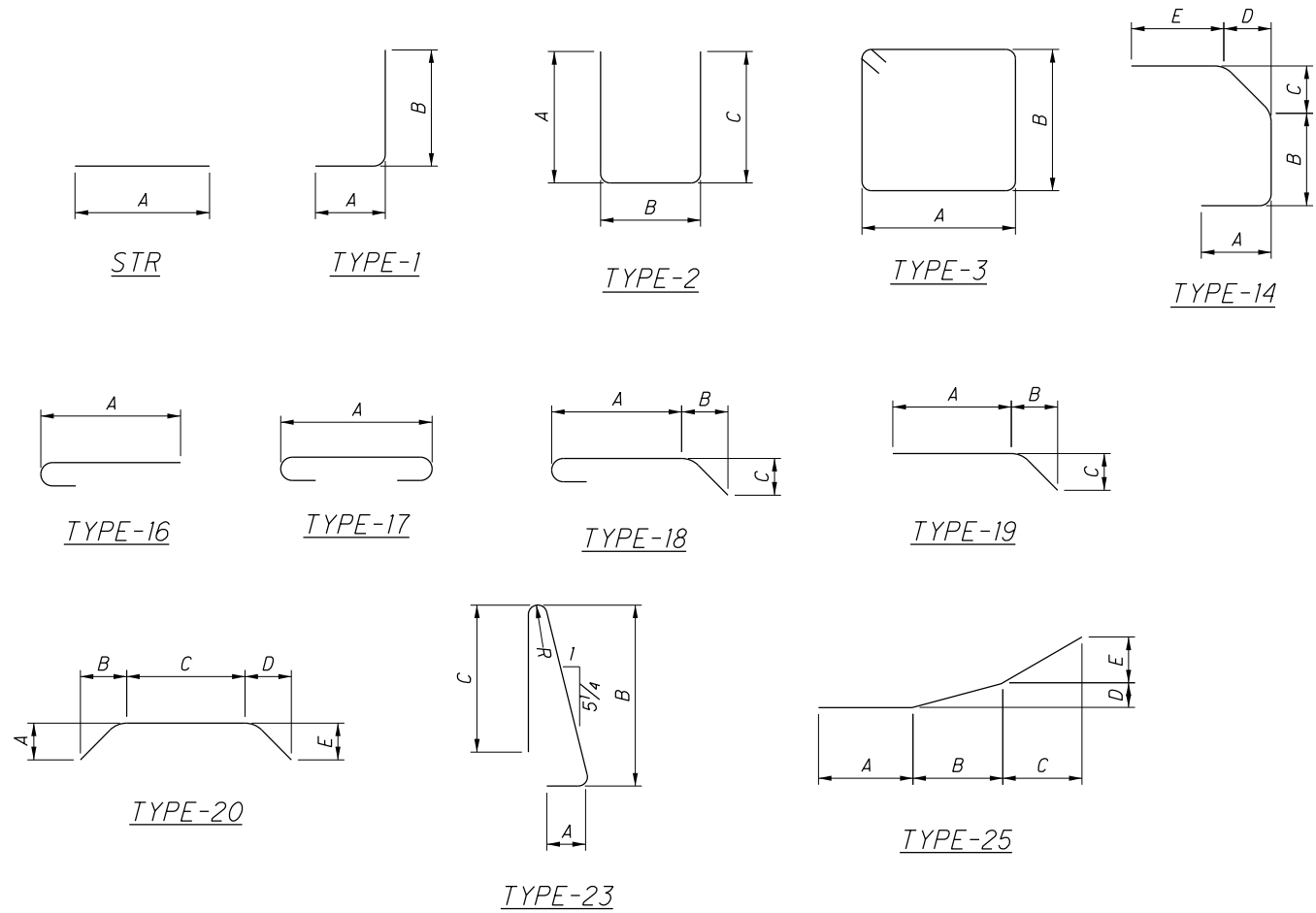
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MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL				A	B	C	D	E	R
ABUTMENTS										
R501	26	17'-1"	462	3	5'-8"	2'-7"				
R502	6	10'-5"	65	3	2'-4"	2'-7"				
R503	12	15'-1"	188	3	4'-8"	2'-7"				
R504	8	19'-1"	159	3	3'-8"	5'-7"				
R505	20	15'-1"	315	2	5'-10"	3'-8"	5'-10"			
R506	8	19'-10"	165	2	9'-5"	1'-2"	9'-5"			
R507	9	20'-12"	196	2	10'-0"	1'-2"	10'-0"			
R508	8	38'-9"	323	STR.						
R509	11	3'-12"	45	19	2'-0"	1'-1"	1'-8"			
R510	3	9'-5"	29	20	2'-0"	2'-5"	3'-4"	2'-10"	0'-11"	
R511	4	7'-9"	32	STR.						
R512	3	5'-6"	17	STR.						
R513	3	7'-6"	23	10	2'-6"	1'-7"	1'-8"	3'-0"		
R514	3	4'-9"	15	10	1'-8"	1'-1"	1'-3"	1'-3"		
R515	3	10'-6"	33	STR.						
R516	4	6'-6"	27	STR.						
R517	24	8'-10"	219	2	2'-8"	3'-8"	2'-8"			
R518	6	37'-9"	236	STR.						
R519	2	28'-1"	59	STR.						
R520	5	4'-10"	25	10	1'-8"	1'-1"	1'-3"	2'-0"		
R521	5	5'-8"	29	10	1'-8"	1'-1"	2'-1"	2'-0"		
R522	4	6'-6"	27	STR.						
R523	4	7'-3"	30	STR.						
R524	10	8'-7"	90	STR.						
R525	1	10'-2"	11	19	6'-8"	3'-4"	0'-11"			
R526	1	10'-10"	11	19	7'-4"	3'-4"	0'-11"			
R527	3	10'-0"	31	STR.						
R528	3	10'-9"	33	STR.						
R529	2	12'-3"	25	19	8'-9"	3'-4"	0'-11"			
R530	6	12'-1"	76	STR.						
R531	16	4'-3"	71	2	3'-4"	1'-2"				
R532	2 SERIES OF 3	8'-1" TO 9'-7"	55	3	1'-2" TO 3'-4"	2'-7" TO 3'-4"				
R801	6	33'-12"	543	STR.						
R802	3	7'-9"	61	STR.						
R803	2	5'-6"	29	STR.						
R804	2	10'-6"	56	STR.						
R805	3	6'-6"	51	STR.						
R806	5	14'-7"	194	1	2'-0"	12'-9"				
R807	10	13'-10"	367	10	7'-6"	0'-5"	4'-6"	2'-0"		
R808	5	8'-3"	110	STR.						
F501	24	17'-1"	427	3	5'-8"	2'-7"				
F502	5	10'-5"	54	3	2'-4"	2'-7"				
F503	14	15'-1"	220	3	4'-8"	2'-7"				
F504	8	18'-9"	156	3	3'-8"	5'-5"				
F505	19	15'-1"	299	2	5'-10"	3'-8"	5'-10"			
F506	8	21'-6"	179	2	10'-3"	1'-2"	10'-3"			
F507	8	19'-6"	162	2	9'-3"	1'-2"	9'-3"			
F508	8	36'-9"	306	STR.						
F509	13	5'-10"	79	19	2'-11"	1'-3"	2'-8"			
F510	3	8'-8"	27	20	1'-4"	2'-1"	3'-9"	2'-1"	1'-4"	
F511	4	11'-3"	47	STR.						
F512	3	7'-12"	25	STR.						
F513	3	7'-6"	23	10	2'-8"	1'-4"	1'-11"	3'-0"		
F514	3	4'-9"	15	10	1'-9"	0'-11"	1'-2"	2'-0"		
F515	3	10'-4"	32	STR.						
F516	4	6'-7"	27	STR.						
F517	24	8'-10"	219	2	2'-8"	3'-8"	2'-8"			
F518	6	35'-0"	219	STR.						
F519	2	26'-3"	55	STR.						
F520	4	4'-12"	21	10	1'-10"	0'-11"	1'-4"	2'-0"		

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL				A	B	C	D	E	R
ABUTMENTS										
F521	4	6'-1"	25	10	1'-10"	0'-11"	2'-5"	2'-0"		
F522	5	9'-12"	52	STR.						
F523	5	10'-3"	53	STR.						
F524	8	8'-6"	71	STR.						
F525	1	13'-7"	14	19	10'-0"	3'-4"	1'-3"			
F526	1	14'-1"	15	19	10'-6"	3'-4"	1'-3"			
F527	1	13'-10"	14	STR.						
F528	1	13'-4"	14	STR.						
F529	3	13'-3"	41	STR.						
F530	3	13'-9"	43	STR.						
F531	2	12'-3"	26	19	8'-8"	3'-4"	1'-4"			
F532	2	11'-1"	23	STR.						
F533	6	12'-0"	75	STR.						
F534	16	8'-10"	146	2	3'-11"	1'-2"	3'-11"			
F535	2 SERIES OF 3	8'-5" TO 10'-3"	58	3	1'-2" TO 3'-8"	2'-9" TO 3'-8"				
F801	6	36'-6"	585	STR.						
F802	3	11'-3"	89	STR.						
F803	2	7'-12"	42	STR.						
F804	2	10'-4"	55	STR.						
F805	8	6'-7"	141	STR.						
F806	10	11'-11"	317	10	7'-7"	0'-9"	3'-0"	1'-6"		
F807	5	13'-3"	176	1	1'-6"	11'-11"				
			SUBTOTAL	9,200						
DIAPHRAGMS										
D501	47	8'-5"	413	2	2'-7"	3'-6"	2'-7"			
D502	47	13'-7"	664	3	4'-2"	2'-4"				
D503	4	6'-9"	28	2	1'-9"	3'-6"	1'-9"			
D504	4	9'-11"	41	3	4'-2"	0'-6"				
D801	9	36'-3"	871	STR	36'-3"					
D802	7	20'-3"	377	STR	20'-2"					
D803	7	12'-3"	227	STR	12'-2"					
D804	9	33'-10"	813	STR	33'-10"					
D805	7	19'-3"	358	STR	19'-2"					
D806	7	11'-0"	206	STR	11'-0"					
D807	44	4'-12"	583	18	2'-8.1"	1'-1.1"	0'-10.7"			
			SUBTOTAL	4,607						

RESTEEL SCHEDULE DETAILS	BRIDGE NO.: MUS-70-1142E RAMP 'E' OVER MCINTIRE AVE.	DESIGN AGENCY OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 5
MUS-70-10.49	PID No. 93006	REVIEWED DATE TAG 11/27/2020
40/44	DRAWN YEL CHECKED TAG	STRUCTURE FILE NUMBER 6001890
2003 2231		



MARK	NUMBER		LENGTH	WEIGHT	TYPE	DIMENSIONS					
	TOTAL					A	B	C	D	E	R
DECK											
S401	136		40'-0"	3,634	STR	40'-0"					
S402	34		12'-0"	273	STR	12'-0"					
S403	198		36'-0"	4,762	STR	36'-0"					
S404	502		8'-9"	2,930	10	0'-4"	6'-8"	0'-6"	1'-8"		
S405	12		3'-0"	24	STR	3'-0"					
S501	251		30'-6"	7,985	STR	30'-6"					
S502	155		40'-0"	6,467	STR	40'-0"					
S503	38		11'-6"	456	STR	11'-6"					
S504	1	SERIES OF 30	5'-10" TO 30'-5"	567	STR	5'-10" TO 30'-5"					0'-10.2"
S505	1	SERIES OF 24	6'-1" TO 30'-7"	459	STR	6'-1" TO 30'-6.8"					1'-0.8"
S506	11		5'-6"	63	STR	5'-6"					
S507	251		31'-8"	8,290	17	30'-6"					
S508	1	SERIES OF 30	6'-2" TO 30'-9"	578	16	5'-7" TO 30'-2"					0'-10.2"
S509	1	SERIES OF 24	6'-8" TO 31'-2"	265	16	6'-1" TO 30'-6.8"					1'-0.8"
S510	11		6'-1"	70	16	5'-6"					
SUBTOTAL				36,822							
PARAPETS											
X501	16		12'-9"	213	STR	12'-9"					
X502	8		13'-11"	116	25	10'-0"	2'-5"	1'-4.5"	0'-1.5"	0'-5"	
X503	8		13'-6"	113	STR	13'-6"					
X504	8		10'-6"	87	STR	10'-6"					
X505	4		6'-9"	28	STR	6'-9"					
X506	108		5'-3"	582	STR	6'-0"					
X507	32		40'-0"	1,335	STR	40'-0"					
X508	4		6'-6"	27	STR	6'-6"					
X509	4		9'-3"	39	STR	7'-3"					
X510	4		8'-9"	37	STR	6'-6"					
X511	16		13'-9"	229	STR	13'-9"					
X601	4		10'-6"	63	STR	10'-6"					
X602	2		5'-3"	16	STR	6'-9"					
X603	54		5'-3"	419	STR	6'-0"					
X604	2		5'-0"	15	STR	6'-6"					
Y501	396		5'-12"	2,444	23	0'-9"	2'-9"	2'-6"			0'-1.5"
Y502	48		3'-0"	150	16	2'-6"					
Y601	396		4'-4"	2,577	1	2'-0"	2'-6"				
Y602	444		3'-3"	2,112	14	1'-0"	0'-11.5"	0'-8.5"	0'-6"	0'-7"	
Y603	72		5'-11"	640	1	2'-0"	4'-1"				
SUBTOTAL				11,242							
ABUTMENTS				9,200							
DIAPHRAGM				4,607							
DECK				36,822							
PARAPET				11,242							
GRAND TOTAL				61,871							