

[illegible]

ISSUE RECORD:	
NO.	DESCRIPTION

STRUCTURE GENERAL NOTES

STANDARD DRAWINGS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

RB-1-55 DATED 7/19/2013

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 9TH EDITION, 2020, AND THE ODOT BRIDGE DESIGN MANUAL, 2020, EXCEPT AS NOTED ELSEWHERE IN THE PLANS.

DESIGN DATA:

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI
(SUBSTRUCTURE)

EPOXY COATED REINFORCING STEEL - MINIMUM YIELD STRENGTH
60 KSI

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&M SECTIONS 102.05, 105.02 AND 513.04.

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

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES. 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 AND HEADACHE BALLS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE 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 REBUILD STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

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

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW REINFORCING STEEL OF THE SAME SIZE AND COATING.

ITEM 516 - REFURBISHING BEARING DEVICES, AS PER PLAN:

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN BRIDGE BEARINGS AS WELL AS THEIR CLEANING AND PAINTING. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), PAINTING ACCORDING TO ITEM 514, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (C&MS 711.21), INSTALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE BEARINGS TO PROVIDE A SNUG FIT, REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARINGS ARE VERTICALLY ALIGNED AT 60° F. LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING". AT NO ADDITIONAL COST TO THE STATE, THE CONTRACTOR MAY INSTALL NEW BEARINGS OF THE SAME TYPE AS THE EXISTING IN PLACE OF REFURBISHING THE BEARINGS. ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER.

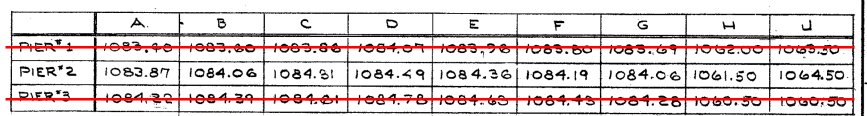
ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE,
AS PER PLAN:

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH C&MS 501.05. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH C&MS 512.07. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER.

ABBREVIATIONS:

THE FOLLOWING ABBREVIATIONS HAVE BEEN USED
THROUGHOUT THESE PLANS TO INDICATE THE
DESIGNATIONS CONTAINED IN THE LEGEND BELOW:

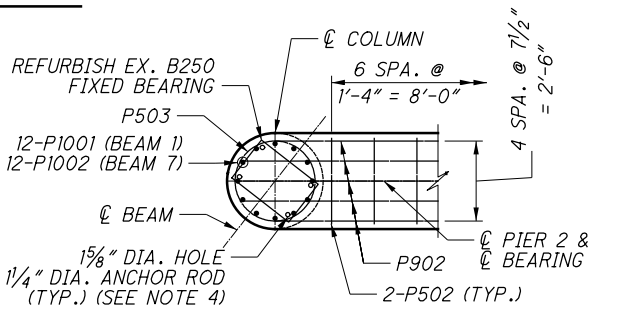
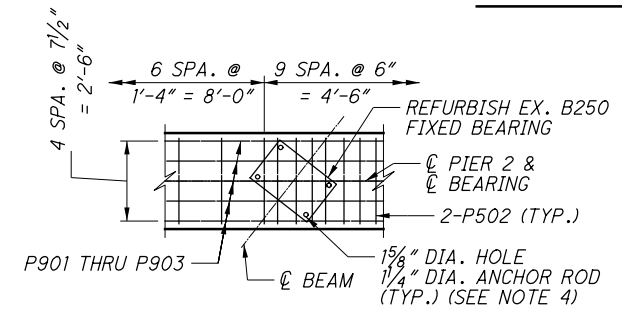
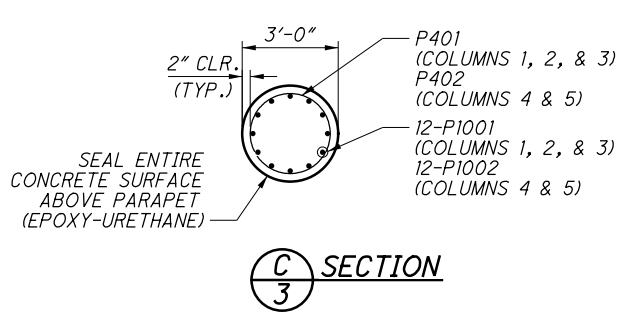
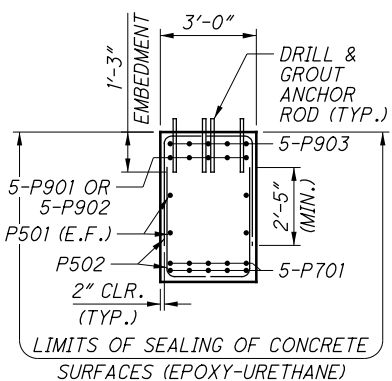
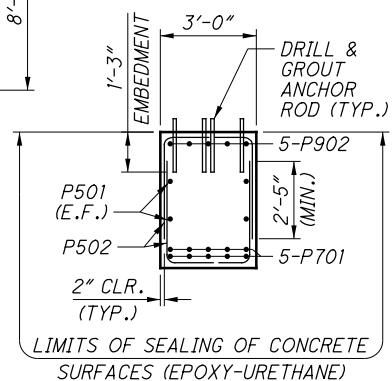
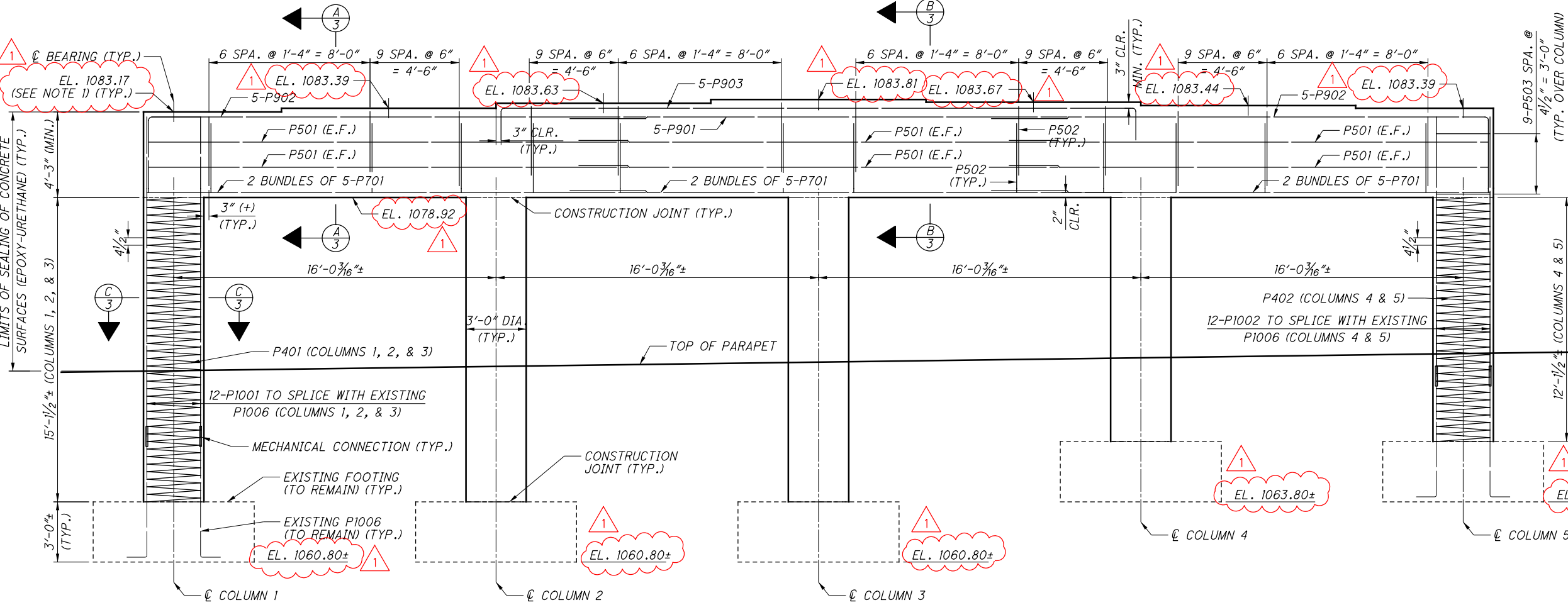
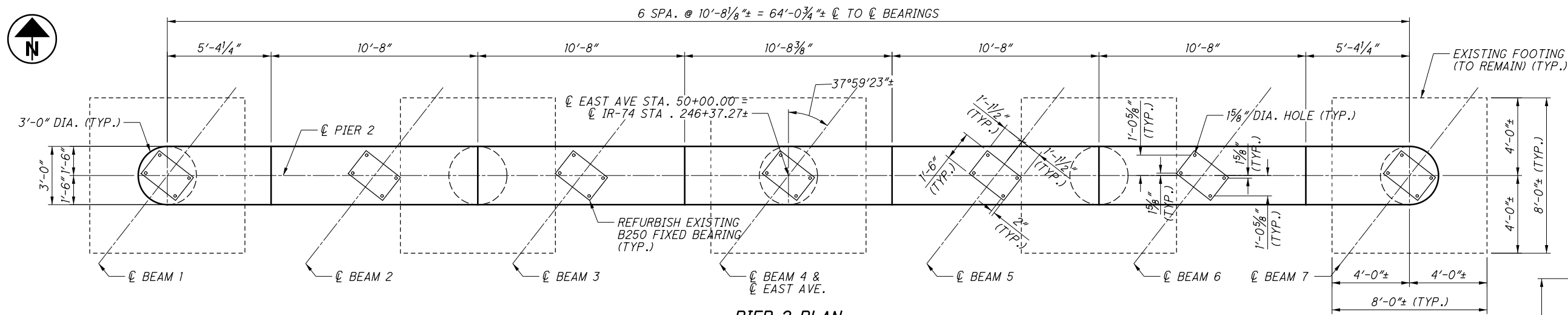
BOT. - BOTTOM
 BRGS. - BEARINGS
 C - CENTERLINE
 CB - CATCH BASIN
 C/C - CENTER TO CENTER
 CIP - CAST-IN-PLACE
 C.J. - CONSTRUCTION JOINT
 CLR. - CLEARANCE
 CMS - CONSTRUCTION AND MATERIAL SPECIFICATIONS
 CONST. - CONSTRUCTION
 CU YD - CUBIC YARD
 DIA. - DIAMETER
 E.F. - EACH FACE
 ELEV., EL. - ELEVATION
 EQ. - EQUAL
 EX. - EXISTING
 EXP. - EXPANSION
 F.F. - FAR FACE
 F.S. - FIELD SPLICE
 FT/FT - FOOT PER FOOT
 FTG. - FOOTING
 LT. - LEFT
 MAX. - MAXIMUM
 MGS - MIDWEST GUARDRAIL SYSTEM
 MIN. - MINIMUM
 MISC. - MISCELLANEOUS
 MOT - MAINTENANCE OF TRAFFIC
 N.F. - NEAR FACE
 NPCCP - NON-PERFORATED CORRUGATED PLASTIC PIPE
 NO./# - NUMBER
 O/O - OUT TO OUT
 OVHD - OVERHEAD
 PCPP - PERFORATED CORRUGATED PLASTIC PIPE
 PEJF - PERFORMED EXPANSION JOINT FILLER
 PG - PROFILE GRADE
 PGL - PROFILE GRADE LINE
 PROP. - PROPOSED
 PT - POINT OF TANGENCY
 PVC - POINT OF VERTICAL CURVATURE
 PVI - POINT OF VERTICAL INTERSECTION
 PVT - POINT OF VERTICAL TANGENCY
 R. - RADIUS
 RCP - ROCK CHANNEL PROTECTION
 RT. - RIGHT
 R/W - RIGHT OF WAY
 SAN. - SANITARY
 SER. - SERIES
 SHT. - SHEET
 S.O. - SERIES OF
 SPA. - SPACES OR SPACING
 SR - STATE ROUTE
 STA. - STATION
 STD. - STANDARD
 TBR - TO BE REMOVED
 T/C - TOP OF COPING
 TEMP. - TEMPORARY
 T.O.S. - TOE OF SLOPE
 T&B- TOP AND BOTTOM
 T/PARAPET - TOE OF PARAPET
 T/T - TOE TO TOE
 TYP. - TYPICAL
 U.N.O. - UNLESS NOTED OTHERWISE
 VAR. - VARIES
 VC - VERTICAL CURVE
 VERT. - VERTICAL
 W/ - WITH
 W/O - WITHOUT



NOTES:
1. FOR PIER 2 ONLY.

ISSUE RECORD:	NO.	DATE	DESCRIPTION
	1	11/12/21	Revised Elevations

p:\v\ANV\A01PW\T01\Parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\Part 1: SUM-8&slash:76&slash:77-0.63&slash:9.74&slash:8&slash:42 & Part 2: SUM-8&slash:76&slash:77-0.00&slash:10.99&slash:8&slash:42



MINIMUM LAP LENGTHS	
BAR SIZE	LAP LENGTH
#5	2'-5"
#7	4'-8"
#9	5'-10"

- NOTES:
- MATCH EXISTING PIER SEAT ELEVATIONS.
 - CLEAN EXISTING REINFORCING STEEL TO REMAIN PER ODOT C&MS 509.09.
 - FOR REMOVAL DETAILS, SEE SHEET 2/4.
 - ADJUST REINFORCING STEEL AS NECESSARY TO AVOID BEARING ANCHOR RODS.

2025-03-12 - BU-10 - RECORD-DRAWING PLANS

DESIGN AGENCY: **PRIME**
DATE: 10/29/21
REVIEWED: KDC
DRAWN: EJS
DESIGNED: EJS
CHECKED: JAT
STRUCTURE FILE NUMBER: 7703546

PROPOSED PIER 2 DETAILS

BRIDGE NO. SUM-76-0876
EAST AVE. OVER I-76

SUM-76/77/8-
8.24/09.74/0.00
PID No. 102329

3/4

4/5

