

STRUCTURE GENERAL NOTES

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

THIS ITEM SHALL CONSIST OF FURNISHING ALL NECESSARY LABOR, MATERIALS, AND EQUIPMENT TO RAISE OR REPOSITION ANY EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN, INSTALLATION AND OPERATION OF AN ADEQUATE JACKING SYSTEM, INCLUDING ANY TEMPORARY OR PERMANENT SUPPORTS NECESSARY TO PERFORM THE WORK DESCRIBED IN THE PROJECT PLANS. THREE (3) SETS OF JACKING PLANS, WHICH INCLUDE THE INFORMATION DESCRIBED IN THIS NOTE, SHALL BE SUBMITTED FOR APPROVAL AT LEAST THIRTY (30) DAYS BEFORE ACTUAL WORK IS TO BEGIN. THE PLANS SHALL BE PREPARED AND STAMPED BY A OHIO REGISTERED PROFESSIONAL ENGINEER.

JACKING SUBMITTALS SHALL INCLUDE AT LEAST THE FOLLOWING:

1. THE SIGNATURE AND NUMBER, OR PROFESSIONAL SEAL, OF THE OHIO REGISTERED PROFESSIONAL ENGINEER WHO PREPARED THE SUBMITTAL.
2. CALCULATIONS AND ANALYSIS OF THE STRUCTURE TO DETERMINE AND DEFINE THE ACTUAL LOADING APPLIED AT THE CONTRACTOR'S SELECTION JACKING POINTS.
3. A DRAWING SHOWING THE PHYSICAL AND DIMENSIONAL POSITION OF THE JACKS WITH RESPECT TO THE STRUCTURE INCLUDING CLEARANCES AND CENTER OF LIFT.
4. A SCHEMATIC LAYOUT OF JACKS, CHECK VALVES, PUMPS WITH 3 WAY RETRACTOR VALVE, PRESSURE GAGES, FLOW CONTROL VALVES, ETC. IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. ALL JACKS FOR EACH ABUTMENT OR PIER SHALL BE CONNECTED TOGETHER. ALL JACKS AT EACH ABUTMENT OR PIER SHALL BE THE SAME SIZE.
5. ANALYSIS AND CALCULATIONS OF THE STRESSES INDUCED OR CREATED IN THE STRUCTURE AND ANY TEMPORARY OR PERMANENT SUPPORTS. DESIGN CALCULATIONS FOR ANY TEMPORARY OR PERMANENT SUPPORTS, INCLUDING ALLOWABLE STRESSES.
6. PHYSICAL DIMENSIONS, MATERIALS, AND FABRICATION DETAILS OF ANY TEMPORARY OR PERMANENT SUPPORTS. HORIZONTAL AND VERTICAL MOVEMENT RESTRAINT SHALL BE PROVIDED.
7. A STEP BY STEP PROCEDURE DETAILING ALL STEPS IN THE JACKING OPERATION.
8. METHOD OF ATTACHMENT TO STRUCTURAL MEMBERS. WELDING TO TENSION AREAS WILL NOT BE PERMITTED.

THE ENTIRE SYSTEM INCLUDING JACKS SHALL HAVE 20% MORE CAPACITY THAN REQUIRED BASED ON CALCULATED LOADS.

FOR LIFTS GREATER THAN 1 INCH, JACKS SHALL HAVE LOCKING NUTS TO POSITIVELY LOCK AND SUPPORT THE STRUCTURE DURING THE LIFT.

JACKS SHALL HAVE A SWIVEL LOAD CAP, A DOMED PISTON HEAD OR SOME OTHER DEVICE TO PROTECT AGAINST THE EFFECTS OF SIDE LOAD ON THE JACK.

JACKS ALONE SHALL NOT BE USED TO SUPPORT LOADS EXCEPT DURING THE ACTUAL JACKING OPERATION. TEMPORARY SUPPORTS, BLOCKING OR OTHER METHODS APPROVED BY THE DIRECTOR SHALL BE USED.

SINGLE ACTING RAMS WITH NO OVER-TRAVEL PROTECTION SYSTEM SHALL NOT BE USED.

SPARE EQUIPMENT SHALL BE AVAILABLE ON SITE FOR THE REQUIRED STRUCTURE RAISING TO PROCEED IN THE EVENT OF BREAKDOWN. A LIST OF SPARE EQUIPMENT SHALL BE PROVIDED TO THE ENGINEER.

AT A MINIMUM, A JACKING OPERATION SHALL LIFT ALL BEAMS AT ANY ONE ABUTMENT OR PIER SIMULTANEOUSLY. THE ONLY EXCEPTION IS THE SITUATION WHERE THE WORK INVOLVES REPLACING OR REHABILITATING INDIVIDUAL BEARINGS; NO PERMANENT SHIMMING IS REQUIRED AND THE HEIGHT OF THE LIFT SHALL NOT EXCEED 1/4 INCH.

MAXIMUM DIFFERENTIAL JACKING HEIGHT BETWEEN ANY ADJACENT ABUTMENTS OR PIERS SHALL BE 1 INCH OR LESS.

THE CONTRACTOR SHALL DEMONSTRATE TO THE ENGINEER THAT THE BRIDGE BEARINGS ARE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUITABLE MEANS OF REPAIR, SUBJECT TO THE APPROVAL OF THE ENGINEER, WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE.

THE JACKING OPERATION SHALL BE DIRECTED BY A PROFESSIONAL ENGINEER EMPLOYED BY THE CONTRACTOR. FAILURE TO HAVE A PROFESSIONAL ENGINEER PRESENT SHALL BE CAUSE FOR CEASING JACKING OPERATIONS.

PAYMENT SHALL BE MADE AT THE LUMP SUM PRICE BID FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN, AND SHALL INCLUDE ALL NECESSARY TOOLS, LABOR, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THIS ITEM OF WORK.

DOWEL HOLES

THIS ITEM SHALL INCLUDE THE DRILLING OF HOLES INTO CONCRETE OR MASONRY AND THE FURNISHING AND PLACING OF GROUT INTO HOLES. NONSHRINKING EPOXY GROUT SHALL BE USED IN ACCORDANCE WITH O.D.O.T. CMS 705.20. ANCHORING SHALL CONFORM TO CMS 510. PAYMENT SHALL BE INCLUDED WITH ITEM 844.

ITEM 815. SURFACE PREPARATION AND FIELD PAINTING OF EXISTING STEEL SYSTEM OZEU

ALL EXISTING PAINT, LEAD BASED OR OTHERWISE, SHALL BE REMOVED AND ALL DETERIORATION SHALL BE CLEANED FROM THE EXISTING STEEL TO PREPARE IT FOR PAINTING. PAINTING OF ALL EXISTING STEEL SHALL BE THE OZEU. SEE O.D.O.T. SUPPLEMENTAL SPECIFICATIONS 815 AND 910 IN THE CONTRACT AND SPECIFICATIONS FOR SURFACE PREPARATION REQUIREMENTS, APPLICATION RATES, MATERIAL REQUIREMENTS, AND APPLICATION PROCEDURES. ALL STRUCTURAL STEEL IS TO BE PAINTED BLUE IN ACCORDANCE WITH FS-595A-15180.

ABUTMENT DIAPHRAGM CONCRETE

THE CONCRETE ENCASING THE STRUCTURAL STEEL BEAM ENDS IN THE SEMI-INTEGRAL ABUTMENTS MAY BE PLACED BEFORE THE ACTUAL DECK CONCRETE IS PLACED. IF THE CONTRACTOR CHOOSES THIS OPTION THE CONCRETE SHALL HAVE HAD AT LEAST 48 HOURS OF SET TIME BEFORE DECK CONCRETE IS PLACED.

ITEM 842. CONCR. MISC.: NEOPRENE SHEETING

INSTALL A 3 FOOT WIDE STRIP, 3/32" THICK, GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT AT LOCATIONS SHOWN IN THE PLANS. SECURE THE 3 FOOT WIDE NEOPRENE SHEETING TO THE CONCRETE WITH 1 1/4" X #10 GAGE (LENGTH X SHANK DIAMETER) GALVANIZED BUTTON HEAD SPIKES THROUGH A 1 INCH OUTSIDE DIAMETER, #10 GALVANIZED WASHER. MAXIMUM FASTENER SPACING IS 9 INCHES. OTHER SIMILAR GALVANIZED DEVICES WHICH WILL NOT DAMAGE EITHER THE NEOPRENE OR THE CONCRETE MAY BE USED SUBJECT TO THE APPROVAL OF THE ENGINEER.

CENTER THE NEOPRENE STRIPS ON ALL JOINTS. FOR HORIZONTAL JOINTS, SECURE THE HORIZONTAL NEOPRENE STRIP BY USING A SINGLE LINE OF FASTENERS, STARTING AT 6 INCHES (+/-) FROM THE TOP OF THE NEOPRENE STRIP. FOR THE VERTICAL JOINTS SECURE THE VERTICAL NEOPRENE STRIP BY USING A SINGLE VERTICAL LINE OF FASTENERS, STARTING AT 6 INCHES (+/-) FROM THE VERTICAL EDGE OF THE NEOPRENE STRIP NEAREST TO THE CENTERLINE OF ROADWAY. FOR VERTICAL JOINTS, INSTALL 2 ADDITIONAL FASTENERS AT 6 INCHES CENTER TO CENTER ACROSS THE TOP OF THE NEOPRENE STRIP ON THE SAME SIDE OF THE VERTICAL JOINT AS THE SINGLE VERTICAL ROW OF FASTENERS IS LOCATED.

THE VERTICAL NEOPRENE STRIPS SHOULD COMPLETELY OVERLAP THE HORIZONTAL STRIPS. LAPS IN THE LENGTH OF THE HORIZONTAL STRIPS DUE TO MATERIAL MANUFACTURING SHALL BE AT LEAST 1 FOOT IN LENGTH, IF NOT VULCANIZED OR ADHESIVE BONDED, OR 6 INCHES IN LENGTH IF THE LAP IS VULCANIZED OR ADHESIVE BONDED. NO LAPS ARE ACCEPTABLE IN VERTICALLY INSTALLED NEOPRENE STRIPS.

THE NEOPRENE SHEETING SHALL BE 3/32" THICK GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT. THE SHEETING SHALL BE "FAIRPRENE NUMBER NN-0003", BY E. I. DUPONT DE NEMOURS AND COMPANY, INC., "WINGPRENE" BY THE GOODYEAR TIRE AND RUBBER COMPANY, OR AN APPROVED ALTERNATE. THE NEOPRENE SHEETING SHALL CONFORM TO THE FOLLOWING:

DESCRIPTION OF TEST	ASTM METHOD	REQUIREMENT
THICKNESS	D 751	700 x 700
BREAKING STRENGTH, GRAB WXF, LBS, MINIMUM	D 751	0.094" +/- .01
ADHESIVE 1" STRIP, 2" MINIMUM, LBS MINIMUM	D 751	9
BURST STRENGTH (MULLEN) MINIMUM	D 751	1400
HEAT AGING 70 HOURS T 212F, 180 BEND WITHOUT CRACKING	D 2136	NO CRACKING OF COATING
LOW TEMPERATURE BRITTLINESS 1 HOUR AT -40F, BEND AROUND 1/4" MANDREL	D 2136	NO CRACKING OF COATING

ITEM 516. REFURBISH AND RESET BEARING, 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 WITH OZEU, INSTALLATION OF THE STEEL SHIMS AND PREFORMED BEARING PADS (711.21) OR SHEET LEAD AS SHOWN ON SHEET 10/13, INSTALLATION OF ANY NECESSARY ADDITIONAL 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. THE CONTRACTOR SHALL ASSURE ALL BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO BEAMS AND/OR BEARING DEVICES ARE "FLOATING". AT THE OPTION OF THE CONTRACTOR AND AT NO ADDITIONAL COST TO THE STATE, NEW BEARINGS OF THE SAME TYPE AS THE EXISTING MAY BE INSTALLED IN PLACE OF REFURBISHING THE BEARINGS. ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER. PAYMENT FOR ALL THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516 - REFURBISH AND RESET BEARING, AS PER PLAN.

ITEM 516. BEARING DEVICES, ROCKER, AS PER PLAN

ITEM SHALL INCLUDE ALL NECESSARY LABOR, MATERIALS AND EQUIPMENT TO INSTALL THE STEEL SHIM PLATES AND PREFORMED BEARING PADS OR SHEET LEAD AND RE-USE THE EXISTING R-75 SOLE PLATE AS SHOWN ON SHEET 10/13 AND AS PER STD. DWG. RB-1-55.

ITEM 844 HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE, (DECK) AS PER PLAN ITEM 844 HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE, (PARAPET) AS PER PLAN ITEM 844 HIGH PERFORMANCE CONCRETE, SUBSTRUCTURE

THE PROVISIONS OF 844 SHALL APPLY EXCEPT AS NOTED BELOW.

SLIPFORMING

THE CONTRACTOR IS ALLOWED THE OPTION OF SLIPFORMING BRIDGE PARAPETS OVER NON TRAVELED WAYS. A MINIMUM OF 3 DAYS AFTER PLACING THE TEST SECTION THE CONTRACTOR SHALL CORE THE TEST SECTION (A MINIMUM OF 3 CORES) AT LOCATIONS AS DIRECTED BY THE ENGINEER. APPROVAL TO SLIPFORM SHALL NOT BE GRANTED UNTIL AFTER THE CORING AND AFTER A SUCCESSFUL SLIPFORMING RESULT IS OBTAINED. IN ADDITION TO THE REQUIREMENTS OF THE LAST PARAGRAPH OF 844.031 THE ENGINEER WILL INSPECT THE SLIPFORMED SURFACE FOR HORIZONTAL CRACKING 6 MONTHS AFTER COMPLETION OF THE SLIPFORMING OPERATION. ANY ADDITIONAL CRACKS FOUND SHALL BE REPAIRED AS PER THE SPECIFICATIONS AT NO ADDITIONAL COST TO THE STATE. IN ADDITION, ALL ANCHOR BOLTS FOR FENCE POSTS SHALL BE CAST IN PLACE.

SLIPFORMING SHALL NOT BE PERFORMED DIRECTLY OVER AREAS WHERE THERE IS OR WILL BE VEHICULAR OR PEDESTRIAN TRAFFIC. AT THESE LOCATIONS, THE PARAPETS SHALL BE FORMED AND THE FOLLOWING REQUIREMENTS FOLLOWED.

THE MINIMUM CONCRETE SLUMP DURING PLACEMENT OF ALL CONCRETE PARAPETS SHALL BE 6 INCHES. THE MAXIMUM SLUMP ALLOWED DURING PLACEMENT IS 8 INCHES.

FORMS SHALL NOT BE REMOVED UNTIL AT LEAST 2 HOURS AFTER THE FINAL SET. DETERMINATION OF THE FINAL SET SHALL BE AS PER ASTM C266 (GILLMORE NEEDLE). TESTING SHALL BE PERFORMED BY THE CONTRACTOR AT NO COST TO THE STATE. ANCHOR BOLTS FOR FENCE POSTS SHALL BE CAST IN PLACE. THE CONTRACTOR SHALL CONSTRUCT 1 1/2" DEEP AND 1/4" WIDE CONTROL JOINTS SPACED AT A MINIMUM OF 6 FT AND A MAXIMUM OF 8 FT ON CENTER. THE CONTROL JOINTS SHALL BE MADE IN THE COMPLETE CIRCUMFERENCE OF THE PARAPET, STARTING AND ENDING AT THE ELEVATION OF THE TOP OF THE CONCRETE DECK. THE CONTRACTOR MAY EITHER FORM THE CONTROL JOINTS IN WITH FORM LINERS, OR, WITHIN 24 HOURS OF PLACEMENT, SAW CUT THE CONTROL JOINTS IN WITH THE USE OF AN EDGE GUIDE, FENCE, OR JIG WHICH IS REQUIRED TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE ENTIRE LENGTH OF EACH CONTROL JOINT SHALL BE SEALED TO A MINIMUM DEPTH OF 1" WITH A CAULKING MATERIAL CONFORMING TO FEDERAL SPECIFICATION, TT-S-00227E.

MIX OPTIONS

ALL SUPERSTRUCTURE CONCRETE SHALL BE THIS MIX (MIX 4, AS PER PLAN). ALL OTHER STRUCTURE CONCRETE SHALL BE THIS MIX OR MIX 2 CONCRETE.

THE FOLLOWING PROPORTIONS WILL BE USED AS A STARTING MIX DESIGN.

AGGREGATE TYPE	FINE AGGREG. (lb)	CONCRETE TABLE QUANTITIES PER CUBIC YARD AGGREGATES (SSD)		CEMENT TOTAL (lb)	GGBF SLAG (lb)	MICRO-SILICA (lb)	WATER TO CEMENT RATIO MAX	AIR CONTENT +/-2%
		*#8 COARSE AGGREG. (lb)	*#57 COARSE AGGREG. (lb)					
GRAVEL	1245	360	1315	2920	400	170	0.42	7
LIMESTONE	1245	360	1335	2940	400	170	0.42	7
SLAG	1245	315	1155	2715	400	170	0.42	7

* ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS PER ASTM C127

THE WEIGHTS SPECIFIED IN THE CONCRETE TABLE WERE CALCULATED FOR MATERIALS OF THE FOLLOWING BULK SPECIFIC GRAVITIES (SSD): NATURAL SAND AND GRAVEL 2.62, LIMESTONE SAND SAND 2.68, LIMESTONE 2.65, SLAG 2.30, FLY ASH 2.65, GGBF SLAG 2.90, MICRO-SILICA SOLIDS 2.20, AND PORTLAND CEMENT 3.15. FOR AGGREGATES OF SPECIFIC GRAVITIES DIFFERING MORE THAN PLUS OR MINUS 0.02 FROM THESE, THE WEIGHTS IN THE TABLE WILL BE CORRECTED.

BASIS OF PAYMENT. PAYMENT FOR THE ABOVE COMPLETED AND ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT BID PRICE FOR:

ITEM	UNITS	DESCRIPTION
844 48001	CUBIC YARD	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (DECK), AS PER PLAN
844 48021	CUBIC YARD	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET), AS PER PLAN
844 48040	CUBIC YARD	HIGH PERFORMANCE CONCRETE SUBSTRUCTURE

Michael Benza & Associates, Inc.
Consulting Engineers and Surveyors



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REVISIONS JNS
STRUCTURE FILE NUMBER 4303458

DRAWN PMZ
CHECKED T.J.W.

DESIGNED TEN

STRUCTURAL GENERAL NOTES
LAK-90-0171
ROCKEFELLER RD. OVER I-90

LAK-90-1.71

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