

GENERAL

UTILITIES

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

COMMUNICATION BRIGHTSPEED TRACY DZUGAN 175 ASHLAND ROAD P.O. BOX 3555 MANSFIELD, OH 44907 419.755.8926	ELECTRIC OHIO EDISON COMPANY KURT SHEPHERD 1717 ASHLAND ROAD MANSFIELD, OH 44905 419.975.0477
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THE AFOREMENTIONED UTILITY COMPANIES AND AGENCIES HAVE VARIOUS FACILITIES IN THE AREA THAT WILL REMAIN IN PLACE DURING CONSTRUCTION.

EXTREME CAUTION SHOULD BE EXERCISED IN AREAS WITH UTILITIES. SECTIONS 105.07 AND 107.16 OF THE DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS REQUIRE, AMONG OTHER THINGS, THAT THE CONTRACTOR COOPERATE WITH ALL UTILITIES LOCATED WITHIN THE LIMITS OF THIS CONSTRUCTION PROJECT AND TAKE RESPONSIBILITY FOR THE PROTECTION OF THE UTILITY PROPERTY AND SERVICES.

EXISTING PLANS

EXISTING PLANS SHOWN BELOW MAY BE INSPECTED IN THE ODOT DISTRICT THREE OFFICE IN ASHLAND:

PLAN TITLE	DATE
RIC-546-(4.82-5.01)(6.51)	1956
RIC-71-4.39	1989
RIC-546-0.00	2010

WORK LIMITS

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

COORDINATION OF WORK BETWEEN CONTRACTORS

THE CONTRACTOR SHOULD BE AWARE THAT THERE MAY BE OTHER WORK BEING PERFORMED BY A SEPARATE CONTRACT. RIC-42-3.22 (PID: 121689) IS A CULVERT REPLACEMENT CONTRACT APPROXIMATELY 4.40 MILES NORTH OF THIS CONTRACT AND IS SCHEDULED TO BEGIN WORK IN THE 2026 CONSTRUCTION SEASON. COORDINATION OF WORK IS THE RESPONSIBILITY OF THE CONTRACTOR.

ROUTINE MAINTENANCE

BETWEEN THE TIME THAT BIDS ARE TAKEN AND THE START OF CONSTRUCTION, THE MAINTAINING AGENCY MAY ENTER UPON THE PROJECT AND PERFORM ROUTINE MAINTENANCE SUCH AS CRACK SEALING, PATCHING, AND BERM AND SHOULDER REPAIR. THE EFFECTS, IF ANY, OF THE PERFORMANCE OF ROUTINE MAINTENANCE SHALL BE CONSIDERED AS INHERENT IN WORK OF THE CHARACTER PROVIDED FOR IN THE PLAN AND THE RESULTING CONDITIONS SHALL NOT BE CONSIDERED AS DIFFERING MATERIALLY FROM THOSE EXISTING AT THE TIME BIDS WERE TAKEN.

PAVEMENT MARKING LOG

PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING ANY EXISTING PAVEMENT MARKINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CREATE AN EXISTING PAVEMENT MARKING LOG IN ORDER TO PLACE THE PROPOSED PAVEMENT MARKINGS IN THE SAME LOCATION AS THEIR EXISTING CONFIGURATION. SUBMIT THE EXISTING PAVEMENT MARKING LOG TO THE ENGINEER AND OBTAIN HIS OR HER APPROVAL PRIOR TO REMOVING, GRINDING, OR OTHERWISE DESTROYING THE EXISTING PAVEMENT MARKINGS.

ALL LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK SHOULD BE INCLUDED IN THE CONTRACT LUMP SUM BID PRICE FOR ITEM 614 – MAINTAINING TRAFFIC.

ITEM 201 – CLEARING AND GRUBBING

THE DEPARTMENT HAS NOT MARKED INDIVIDUAL TREES AND STUMPS FOR REMOVAL. UNLESS SPECIFICALLY DESIGNATED AS” DO NOT DISTURB” IN THE PLANS, REMOVE ALL TREES AND STUMPS WITHIN THE CONSTRUCTION LIMITS UNDER THE LUMP SUM BID FOR ITEM 201 CLEARING AND GRUBBING.

ITEM 203 – EXCAVATION, AS PER PLAN
ITEM 203 – EMBANKMENT, AS PER PLAN

A QUANTITY OF ITEM 203 – EXCAVATION & ITEM 203 – EMBANKMENT HAS BEEN PROVIDED TO ALLOW FOR REMOVAL OF SOIL AND MATERIAL IN ORDER TO PROVIDE ACCESS TO AREAS OF THE BRIDGE ABUTMENTS IDENTIFIED FOR PATCHING UNDER ITEM 519, AND AS DIRECTED BY THE ENGINEER. THE INTENT OF THESE ITEMS IS TO EXCAVATE A SUFFICIENT VOLUME OF MATERIAL TO ALLOW FREE ACCESS TO ALL AREAS OF THE SUBSTRUCTURE IDENTIFIED FOR CONCRETE PATCHING, AND TO REPLACE THIS MATERIAL FOLLOWING COMPLETION OF PATCHING WORK. EMBANKMENT MATERIAL SHALL BE PLACED AND COMPACTED IN A MANNER GENERALLY CONSISTENT WITH THE EXISTING GROUND, WITH SLOPE PROVIDING POSITIVE DRAINAGE AWAY FROM THE ABUTMENTS.

IN ADDITION TO THE PROVISIONS OF C&MS 203, REMOVE ANY OBSTRUCTING STONE OR RIPRAP PRIOR TO EXCAVATION, AND REPLACE THESE MATERIALS FOLLOWING RESTORATION OF THE GROUND LINE. THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 203.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 203 – EXCAVATION, AS PER PLAN	3 CY (01/BRO)
ITEM 203 – EMBANKMENT, AS PER PLAN	3 CY (01/BRO)

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN

THIS ITEM OF WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING PAVEMENT OR PAVED BERM IN AREAS IDENTIFIED IN THE PLANS. PAVEMENT REPAIR SHALL BE PERFORMED AFTER BRIDGE OVERLAY WORK, AND PRIOR TO SAWING AND SEALING OF BITUMINOUS CONCRETE JOINTS. THE DEPTH OF REMOVAL SHALL BE AS DIRECTED BY THE ENGINEER WITH A DEPTH OF 2.50” USED FOR ESTIMATING PURPOSES. THE MINIMUM WIDTH OF REPAIR SHALL BE 4FT. REPLACEMENT MATERIAL SHALL BE ITEM 442 ASPHALT CONCRETE SURFACE COURSE, 9.5MM, TYPE A (449) AND SHALL BE PLACED AND COMPACTED TO FINISH FLUSH WITH THE ADJACENT PAVEMENT SURFACE.

PAYMENT SHALL INCLUDE ALL LABOR, EQUIPMENT, AND MATERIALS NECESSARY TO COMPLETE THE PAVEMENT REPAIR. FOR PAYMENT PURPOSES, ITEM 251 PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN IS TO BE A MAXIMUM OF 2.5” DEEP. THE FOLLOWING QUANTITY ARE PROVIDED IN THE GENERAL SUMMARY TO BE USED AS DIRECTED BY THE ENGINEER:

ITEM 251 – PARTIAL DEPTH PAVEMENT REPAIR (442), AS PER PLAN	1 CY (01/BRO)
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ITEM 202 – WEARING COURSE REMOVED, ASPHALT (1.00” NOMINAL DEPTH)
ITEM 407 – TACK COAT (0.08 GAL/SY)
ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449), AS PER PLAN (1.00”)

THESE ITEMS SHALL BE USED TO REMOVE AND REPLACE THE EXISTING 1.00” WEARING COURSE ON THE APPROACH SLABS OF STRUCTURE RIC-546-0498. THIS WORK SHALL BE PERFORMED AFTER COMPLETION OF BRIDGE DECK OVERLAY OPERATIONS.

REMOVE THE SPECIFIED PORTION OF THE EXISTING APPROACH SLAB WEARING COURSE VIA PLANING. REMOVE ANY REMAINING EXISTING SEALER MATERIAL ALONG THE JOINT BETWEEN THE APPROACH SLAB AND THE BRIDGE DECK, WITH THE COST OF THIS WORK INCIDENTAL TO ITEM 202. TACK COAT SHALL BE APPLIED TO THE APPROACH SLAB SURFACE PRIOR TO PLACEMENT OF NEW ASPHALT PAVEMENT.

REQUIREMENTS OF 442 APPLY EXCEPT AS FOLLOWS:
MIX DESIGN: FOR Ndes USE 50 GYRATIONS, FOR Nmax USE 75 GYRATIONS.
CHOOSE OPTIMUM BINDER CONTENT AT DESIGN AIR VOIDS OF 3.5%.
MINIMUM TOTAL PG BINDER CONTENT IS 6.3 PERCENT.
MINIMUM VIRGIN PG BINDER CONTENT IS 5.2 PERCENT.
USE A PG 64-22 BINDER.
WHEN AN AGGREGATE SOURCE IS SPECIALLY DESIGNATED WITH AN SR ON THE AGGREGATE GRAVITY LIST DO NOT USE THE AGGREGATE EXCEPT AS ALLOWED FOR MEDIUM TRAFFIC IN THE GUIDELINES FOR MAINTAINING ADEQUATE PAVEMENT FRICTION IN SURFACE PAVEMENT.

ITEM 202 – WEARING COURSE REMOVED, ASPHALT (1.00” NOMINAL DEPTH)	18 SY (01/BRO)
ITEM 407 – TACK COAT (0.08 GAL/SY)	2 GAL (01/BRO)
ITEM 442 - ASPHALT CONCRETE SURFACE COURSE, 9.5 MM, TYPE A (449), AS PER PLAN (1.00”)	1 CY (01/BRO)

ITEM 606 - BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 4

THE FOLLOWING QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 606 - BRIDGE TERMINAL ASSEMBLY REBUILT, TYPE 4	1 EACH (01/BRO)
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ITEM 646 – EDGE LINE, 6” WHITE
ITEM 646 – CENTERLINE

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 646 – EDGE LINE, 6” WHITE	0.06 MILE (01/BRO)
ITEM 646 – CENTERLINE	0.03 MILE (01/BRO)

MAINTENANCE OF TRAFFIC

ITEM 614 – MAINTAINING TRAFFIC (GENERAL)

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 14 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN IN THE PLANS. A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2,350 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT.

THE CONTRACTOR WILL INSTALL, MAINTAIN, AND SUBSEQUENTLY REMOVE ALL DETOUR SIGNING.THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE GATES AND BARRICADES AND ADVANCE WARNING SIGNS AS DETAILED ON THE PLANS AND SHOWN ON STANDARD CONSTRUCTION DRAWING MT-101.60.

DO NOT CLOSE THE ROADWAY TO TRAFFIC FOR THE REMOVAL OR MODIFICATION OF THE EXISTING STRUCTURE OR CONDUIT UNTIL ALL NEW PREFABRICATED MATERIALS, i.e. PRECAST BEAMS, NECESSARY TO PLACE THE ROADWAY BACK IN SERVICE HAVE BEEN TESTED, APPROVED, AND ARE READY FOR DELIVERY TO THE SITE.

ACCESS TO ADJACENT PROPERTIES SHALL BE MAINTAINED AT ALL TIMES, AS PER SECTION 614.02 (A).

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES 2012 EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

ITEM 614 – DETOUR SIGNING

THE FOLLOWING QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR THE CONTRACTOR TO PROVIDE THE DETOUR SIGNING AS SHOWN AS PER C&MS 614.06(B):

ITEM 614 – DETOUR SIGNING LUMP (01/BRO)

ITEM 614 – MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H14) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLAT SHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.] THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
RAMP AND ROAD CLOSURES	≥ 2 WEEKS	14 CALENDAR DAYS*
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS*
	< 12 HOURS	2 BUSINESS DAYS*

* DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H14 SIGN LISTS THE NAME OF THE DEPARTMENT, i.e. “THE OHIO DEPT. OF TRANS.”

MAINTENANCE OF LOCAL DETOUR ROUTE

A LOCAL DETOUR ROUTE, OTHER THAN THE OFFICIAL SIGNED ODOT DETOUR ROUTE, AS NOTED IN THESE PLANS, WILL BE SELECTED BY AGREEMENT BETWEEN ODOT AND LOCAL GOVERNMENTAL AGENCIES PRIOR TO THE HIGHWAY CLOSURE. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST, AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DESIGNATED LOCAL DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THESE LOCAL ROADS WILL BE PERFORMED BY CHANGE ORDER.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV), THE DISTRICT PUBLIC INFORMATION OFFICE (PIO), THE DISTRICT DETOUR NOTIFICATION EMAIL LIST (D03.DETOUR.NOTIFICATION@DOT.OHIO.GOV), AND THE DISTRICT LANE CLOSURE NOTIFICATION EMAIL LIST (D03.LANECLOSURE@DOT.OHIO.GOV). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO*
RAMP AND/OR ROAD CLOSURES	2 WEEKS OR GREATER	21 CALENDAR DAYS
	12 HOURS TO 2 WEEKS	14 CALENDAR DAYS
	12 HOURS OR LESS	4 BUSINESS DAYS
LANE CLOSURES AND RESTRICTIONS	2 WEEKS OR GREATER	14 CALENDAR DAYS
	LESS THAN 2 WEEKS	5 BUSINESS DAYS
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS

* - PRIOR TO CLOSURE DATE, UNLESS NOTED OTHERWISE

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

STRUCTURES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS AND SUPPLEMENTAL SPECIFICATION(S):

STANDARD CONSTRUCTION DRAWING	DATE / REVISION	SUPPLEMENTAL SPECIFICATION	DATE
DBR-2-73	07-19-02	800	01-19-24
DBR-3-11	07-15-11	832	07-18-25
HL-50.21	07-18-25	847	07-19-24

DESIGN SPECIFICATIONS

THESE STRUCTURES CONFORM TO THE 10TH EDITION OF THE “LRFD BRIDGE DESIGN SPECIFICATIONS” ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

H-10 (CF-30)

DESIGN DATA

CONCRETE OVERLAY:
PER SUPPLEMENTAL SPECIFICATION 847.05

CONCRETE:
CONCRETE, CLASS QC 5 – COMPRESSIVE STRENGTH 4.5 KSI

CONCRETE REINFORCEMENT:
EPOXY COATED STEEL REINFORCEMENT – MINIMUM YIELD STRENGTH 60 KSI

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURES HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES 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 PREBID 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.

ITEM 509 – EPOXY COATED STEEL REINFORCEMENT, AS PER PLAN

A QUANTITY OF ITEM 509 – EPOXY COATED STEEL REINFORCEMENT, AS PER PLAN, HAS BEEN INCLUDED IN THE STRUCTURE SUBSUMMARY FOR THE PURPOSE OF SUPPLEMENTING EXISTING REINFORCEMENT DEEMED DEFICIENT BY THE ENGINEER. REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT CONCRETE REINFORCEMENT BY THE NUMBER OF POUNDS ACCEPTED IN PLACE. REPLACE ALL EXISTING STEEL REINFORCEMENT 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 CONCRETE REINFORCEMENT OF THE SAME SIZE, COATING, AND MATERIAL AT NO COST TO THE DEPARTMENT.

ITEM SPECIAL - SAWING AND SEALING BITUMINOUS CONCRETE JOINTS

THIS WORK SHALL CONSIST OF CUTTING AND SEALING TRANSVERSE JOINTS IN THE BITUMINOUS CONCRETE OVERLAY OF BRIDGES. BITUMINOUS CONCRETE JOINTS SHALL BE CONSTRUCTED DIRECTLY OVER, AND IN LINE WITH, THE EXISTING UNDERLYING TRANSVERSE JOINT(S) OF THE BRIDGE. THIS WORK SHALL BE PERFORMED AFTER COMPLETION OF ALL PAVEMENT REPAIRS AND PAVEMENT PLACEMENT.

THE JOINT SEALANT SHALL MEET THE REQUIREMENTS OF C&MS 705.04, AND ITEM 516 - JOINT SEALER.

GENERAL:
THE CONTRACTOR SHALL CONDUCT HIS OPERATION SO THAT THE CUTTING, CLEANING AND SEALING OF TRANSVERSE JOINTS IS A CONTINUOUS OPERATION THAT WILL BE PERFORMED AS SOON AS PRACTICAL AFTER THE PAVING, BUT NO LATER THAN FOUR (4) DAYS AFTER PLACEMENT OF THE ASPHALT CONCRETE SURFACE COURSE. TRAFFIC SHALL NOT BE ALLOWED TO KNEAD TOGETHER OR DAMAGE JOINT CUT PRIOR TO SEALING.

CUTTING OF TRANSVERSE JOINTS:
THE CONTRACTOR SHALL SAW OR ROUT TRANSVERSE JOINTS TO THE DIMENSIONS SHOWN IN THE DETAILS ON THIS SHEET. THE CUT JOINTS SHALL LIE ALONG AND IN A LINE WITH THE JOINT BETWEEN THE BRIDGE DECK AND THE APPROACH SLAB. THE BLADE OR BLADES SHALL BE OF SUCH SIZE THAT THE FULL WIDTH AND DEPTH OF THE CUT CAN BE MADE WITH ONE PASS. DRY OR WET CUTTING WILL BE ALLOWED. JOINTS SHALL EXTEND THE FULL WIDTH OF THE BRIDGE.

CLEANING JOINTS:
DRY SAWED JOINTS SHALL BE THOROUGHLY CLEANED WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT, DUST, OR DELETERIOUS MATTER. WET SAWED JOINTS SHALL BE WASHED CLEAN OF ALL CUTTINGS BY FLUSHING WITH A JET OF WATER AND WITH OTHER TOOLS AS NECESSARY. AFTER FLUSHING, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR. WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY, AND JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 90 P.S.I. SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST. IN THE EVENT FRESHLY CUT JOINTS BECOME CONTAMINATED BEFORE THEY ARE SEALED, THEY SHALL BE RECLEANED OF ALL FOREIGN MATERIAL BY HIGH PRESSURE WATER JET.

SEALING JOINTS:
THE JOINT SHALL BE THOROUGHLY DRY WHEN THE SEALANT IS PLACED. AFTER CLEANING AND DRYING, A BOND-BREAKER MATERIAL SHALL BE APPLIED TO THE BOTTOM OF THE GROOVE.

HOT-POURED JOINT SEALANT MATERIAL SHALL BE HEATED IN A KETTLE OR MELTER CONSTRUCTED AS A DOUBLE BOILER, WITH THE SPACE BETWEEN THE INNER AND OUTER SHELLS FILLED WITH OIL OR OTHER HEAT TRANSFER MEDIUM. POSITIVE TEMPERATURE CONTROL AND MECHANICAL AGITATION SHALL BE PROVIDED. HEATING MUST BE IN STRICT ACCORDANCE WITH THE MANUFACTURER’S RECOMMENDATION. JOINT SEALER MATERIAL SHALL NEVER BE KEPT HEATED AT THE POURING TEMPERATURE FOR MORE THAN FOUR (4) HOURS AND SHALL NEVER BE REHEATED.SEALER LEFT IN THE APPLICATOR AT THE END OF A DAY’S WORK SHALL NOT BE USED.

HOT-POURED SEALANT SHALL BE APPLIED IMMEDIATELY THROUGH A NOZZLE, WHICH MUST PROJECT INTO THE SAWED JOINT, FILLING FROM THE BOTTOM UP.THE SEALANT SHALL COMPLETELY FILL THE JOINT IN SUCH A MANNER THAT, AFTER COOLING, THE LEVEL OF THE SEALANT WILL NOT BE HIGHER THAN 1/8” BELOW THE PAVEMENT SURFACE. ANY DEPRESSION IN THE COOLED SEAL GREATER THAN 3/” SHALL BE BROUGHT UP TO THE SPECIFIED LIMIT BY FURTHER ADDITION OF HOT-POURED SEALANT. CARE SHALL BE TAKEN IN THE SEALING OF THE JOINTS SO THAT THE FINAL APPEARANCE WILL PRESENT A NEAT FINE LINE.

METHOD OF MEASUREMENT:
THE QUANTITY TO BE PAID FOR UNDER THIS ITEM WILL BE THE NUMBER OF LINEAR FEET OF JOINTS SAWED AND SEALED AS PER THE ABOVE REQUIREMENTS.

BASIS OF PAVEMENT:
THE UNIT PRICE PER LINEAR FOOT FOR ITEM SPECIAL-SAWING AND SEALING BITUMINOUS CONCRETE JOINTS SHALL INCLUDE THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK, INCLUDING THE FURNISHING AND PLACING OF THE JOINT SEALER MATERIAL.

ITEM 517 – RAILING, MISC.: DEEP BEAM RAILING PANELS

THIS ITEM SHALL INCLUDE THE REMOVAL AND REPLACEMENT OF THE EXISTING DEEP BEAM RAILING PANELS. THE REMOVAL AND REPLACEMENT OF ALL BOLTS AND HARDWARE NECESSARY TO PERFORM THIS WORK SHALL BE INCLUDED IN THIS ITEM. THE EXISTING TUBULAR BACKUP IS TO BE RETAINED. THE RAIL ELEMENTS SHALL BE OF THE SAME TYPE AND SIZE AS THE EXISTING RAILING. THEY SHALL BE PLACED IN ACCORDANCE WITH STANDARD CONSTRUCTION DRAWING DBR-2-73.

PAYMENT SHALL BE MADE PER LINEAR FOOT OF PANEL REPLACED, EXCLUSIVE OF PANEL OVERLAPS FROM FIRST POST TO FIRST POST OFF BRIDGE.

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

PRIOR TO THE SURFACE CLEANING SPECIFIED IN C&MS 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED STEEL REINFORCEMENT. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

ENSURE THAT PATCHES ON HORIZONTAL SURFACES ON THE TOP OF BRIDGE FOOTINGS ARE SLOPED TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE ABUTMENT, AS DETAILED IN THE PLANS.

ITEM 625 – STRUCTURE GROUNDING SYSTEM, AS PER PLAN

INSTALL THE STRUCTURE GROUNDING SYSTEM IN A MANNER SIMILAR TO THAT SHOWN ON SHEET 3 OF SCD HL-50.21. GROUNDING PLATES MAY BE INSTALLED IN AREAS OF THE ABUTMENTS IDENTIFIED FOR PATCHING, OR VIA METHODS APPROVED BY THE ENGINEER.

ITEM 847 - LATEX MODIFIED CONCRETE OVERLAY, AS PER PLAN, 2.25" THICK
ITEM 847 – LATEX MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN.

PREPARE AND INSTALL THE OVERLAY AS DIRECTED IN SUPPLEMENTAL SPECIFICATION 847. PLACEMENT SHALL BE ACCORDING TO SS 847.22, EXCEPT THAT LONGITUDINAL JOINTS OF ANY KIND SHALL NOT BE PERMITTED. ANY EXCEPTIONS MUST BE AUTHORIZED BY THE ENGINEER IN CONSULTATION WITH THE ODOT DISTRICT 3 BRIDGE ENGINEER.

ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED FOR CONSTRUCTION OF THE CONCRETE DRIP STRIPS DETAILED ON SHEET 5/5 SHALL BE CONSIDERED INCIDENTAL TO ITEM 847 - LATEX MODIFIED CONCRETE OVERLAY, AS PER PLAN, 2.25" THICK. MATERIAL FOR THE CONSTRUCTION OF THESE DRIP STRIPS IS INCLUDED IN THE ESTIMATED QUANTITY FOR ITEM 847 – LATEX MODIFIED CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN.

ITEM 847 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (SDC, 2.00" NOMINAL THICKNESS)

THE EXISTING OVERLAY INCLUDES VARIABLE THICKNESS OVERLAY MATERIAL. REMOVE, BY HAND CHIPPING, ANY DEBONDED, UNSOUND VARIABLE THICKNESS EXISTING RIGID CONCRETE OVERLAY, AS WELL AS THE EXISTING CONCRETE DRIP STRIP. THIS WORK SHALL BE MEASURED BY SQUARE YARD OF DECK AREA, WITH THE VOLUME OF EXISTING VARIABLE THICKNESS CONCRETE AND CONCRETE DRIP STRIP REMOVAL CONSIDERED INCIDENTAL TO ITEM 847 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (SDC, 2.00" NOMINAL THICKNESS).

ITEM 847 - WEARING COURSE REMOVED, ASPHALT, AS PER PLAN

THE BRIDGE WEARING SURFACE CURRENTLY INCLUDES 89 SY +/- OF ASPHALT CONCRETE HOT-MIX APPLIED BY ODOT FORCES TO TEMPORARILY MAINTAIN TRAFFIC FOLLOWING MAJOR SPALLING OF THE EXISTING OVERLAY. THIS ASPHALT MATERIAL SHALL BE COMPLETELY REMOVED BY MEANS APPROVED BY THE ENGINEER. THE APPROVED REMOVAL METHOD MUST NOT DAMAGE EXISTING REINFORCING STEEL OR SOUND CONCRETE. ALL ASPHALT MATERIAL SHALL BE COMPLETELY REMOVED PRIOR TO PREPARATION FOR THE PLACEMENT OF THE PROPOSED OVERLAY. ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO ACCOMPLISH THIS WORK SHALL BE PAID FOR AT THE BID PRICE PER SQUARE YARD FOR ITEM 847 - WEARING COURSE REMOVED, ASPHALT, AS PER PLAN.