ITEM 614, MAINTAINING TRAFFIC

WILSON BRIDGE ROAD SHALL BE CLOSED TO THROUGH TRAFFIC WITHIN THE PROJECT LIMITS SHOWN IN THE PLANS FOR A PERIOD NOT TO EXCEED 90 CONSECUTIVE CALENDAR DAYS. THROUGH TRAFFIC WILL BE DETOURED AND SHALL FOLLOW THE DETOURS SHOWN BELOW. DISINCENTIVES SHALL BE ASSESSED IN THE AMOUNT OF $7,500 PER DAY FOR EACH CALENDAR DAY THAT THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE PROPOSAL COMPLETION DATE.

BEFORE THE WORK BEGINS, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER THE NAMES AND TELEPHONE NUMBERS OF THE PERSON OR PERSONS WHO CAN BE CONTACTED (24) HOURS PER DAY BY THE FRANKLIN COUNTY ENGINEER, ODOT ENGINEER, AND ALL INTERESTED LAW ENFORCEMENT AGENCIES.

THIS PERSON OR PERSONS SHALL BE RESPONSIBLE FOR PLACING OR REPLACING NECESSARY TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

THE CONTRACTOR WILL ADVISE ODOT DISTRICT 6 AND THE FRANKLIN COUNTY ENGINEER TWENTY ONE (21) CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES. THE PROJECT ENGINEER WILL PROVIDE ASSISTANCE/CLARIFICATION FOR ANY QUESTIONS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE DISTRICT 6 PUBLIC INFORMATION OFFICE VIA EMAIL AT D06.PIO@DOT.OHIO.GOV TO COORDINATE EFFORTS TO NOTIFY ALL LOCAL COUNTY, STATE AND FEDERAL EMERGENCY SERVICES, SCHOOL DISTRICTS AND ADJACENT RESIDENTS AND BUSINESSES OF THE UPCOMING CLOSURE. ADVANCE NOTIFICATION SHALL OCCUR NO LATER THAN TWENTY-ONE (21) DAYS PRIOR TO CLOSING THE ROAD. IF, SUBSEQUENT TO THE ADVANCE NOTIFICATION, THE START DATE IS CHANGED, THEN A NEW SEVEN (7) DAY NOTIFICATION WILL BE REQUIRED. THE ROAD CANNOT BE CLOSED UNLESS PRIOR NOTIFICATION HAS BEEN ACCOMPLISHED. THE SAME PARTIES SHALL BE NOTIFIED WHEN THE CLOSURE HAS CONCLUDED AND THE ROAD IS BACK OPEN TO TRAFFIC. ALL NOTIFICATIONS SHALL BE MADE UTILIZING THE TEMPLATE PROVIDED BY THE DISTRICT 6 PUBLIC INFORMATION OFFICE.

THE DETOUR ROUTES SHALL BE AS FOLLOWS;

WB DETOUR: SOUTH ON US 23 TO SR 161 WEST,
SR 161 TO NORTH ON LINWORTH RD,
LINWORTH RD TO WEST ON WILSON BRIDGE RD

EB DETOUR: SOUTH ON LINWORTH RD TO SR 161 EAST,
SR 161 TO US 23 NORTH, US 23 TO WEST ON WILSON BRIDGE RD

NOTICE OF CLOSURE SIGNS, W20-H13, SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDNACE 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 FLATSHEET 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.

ITEM 614, MAINTAINING TRAFFIC (CONTINUED)

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-H13 SIGN SHALL DISPLAY THE PHONE NUMBER OF THE DISTRICT 6 PUBLIC INFORMATION CONSTRUCTION LINE, (740)833-8268, WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48" X 30" **"ROAD CLOSED"** SIGNS, SIGN SUPPORTS, BARRICADES, GATES, AND LIGHTS, AS DETAILED IN SCD MT-101.60 DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICE, AND TYPE III BARRICADES OF THE TYPE AND LOCATIONS AS SHOWN IN SHEETS 6&9/30.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT DRIVEWAYS WITHIN THE PROJECT AREA AT ALL TIMES.

THE CONTRACTOR SHALL PROVIDE ERECT AND MAINTAIN DETOUR SIGNS AND SIGN SUPPORTS AT INTERSECTIONS ALONG DETOUR ROUTES.

THE CONTRACTOR WILL FURNISH, ERECT, AND MAINTAIN, AND SUBSEQUENTLY REMOVE ALL FLAGS, BARRICADES, SIGNS, AND SIGN SUPPORTS AND MAINTAIN ALL FLAGGERS, WATCHERS, AND INCIDENTALS TO PERFORM THE REQUIRED WORK.

PAYMENT FOR ALL ITEMS REQUIRED BY THE OHIO MANUAL OF TRAFFIC CONTROL DEVICES, THE STANDARD CONSTRUCTION DRAWINGS, THE CONSTRUCTION AND MATERIAL SPECIFICATIONS, THE PROPOSAL, AND THIS SCOPE OF SERVICES WILL BE INCLUDED IN THE LUMP SUM PAYMENT FOR ITEM 614, MAINTAINING TRAFFIC AND WILL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE, AND INCIDENTALS TO PERFORM THE REQUIRED WORK.

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON SR 315 SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT.

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE LOCATIONS AS SHOWN IN THE PLANS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

NO WORK SHALL BE PERFORMED AND THE SAME NUMBER OF LANES ON SR 315 AS WERE AVAILABLE AT THE START OF THE PROJECT SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING DESIGNATED HOLIDAYS OR EVENTS:

CHRISTMAS FOURTH OF JULY
NEW YEARS LABOR DAY
MEMORIAL DAY THANKSGIVING
OSU HOME GAMES

ITEM 614, MAINTAINING TRAFFIC (CONTINUED)

ACCESS TO RAMPS TO AND FROM I-270/US-23 WILL BE MAINTAINED UNDER THE BRIDGE. SHOULDER CLOSURES AND SHIFTING TRAFFIC ONTO SHOULDER PAVEMENT MAY BE UTILIZED IN THE MOT SCHEME. THE PAVEMENT BUILDUP FOR SHOULDERS ALONG SR-315 IS SUITABLE FOR MAINTAINING TRAFFIC. CONSTRUCTION SCHEDULES WILL BE RESTRICTED, MINIMIZING IMPACTS DURING HIGH TRAFFIC VOLUME EVENTS SUCH AS OHIO STATE UNIVERSITY'S MOVE-IN DAY AND HOME FOOTBALL GAMES. FALSEWORK UNDER THE BRIDGE WILL PROTECT TRAFFIC ALONG SR-315 AND THE OLENTANGY BIKE TRAIL. EDGE/PARAPET REMOVAL AND HYDRODEMOLITION WORK REQUIRING LANE CLOSURE ALONG SR-315 OR THE BIKE TRAIL WILL BE PERFORMED UNDER NIGHT TIME RESTRICTIONS. SIGNAGE WILL ALSO BE REQUIRED FOR THE BIKE LANE THAT IS CURRENTLY PRESENT ALONG WILSON BRIDGE ROAD.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER.

HAUL ROUTE APPROVAL

THE CONTRACTOR SHALL PROVIDE HIS HAULING ROUTES TO THE COUNTY ENGINEER'S OFFICE FOR APPROVAL. THE COUNTY WILL ACCEPT OR REJECT THE PROPOSED ROUTES WITHIN FIVE (5) WORKING DAYS OF RECEIPT. CONSTRUCTION SHALL NOT COMMENCE UNTIL THE CONTRACTOR HAS RECEIVED WRITTEN APPROVAL FROM THE COUNTY OF THEIR PROPOSED ROUTES

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 SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE PIO (D06.PIO@DOT.OHIO.GOV). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

NOTIFICATION TIME FRAME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAY TO PUBLIC	NOTIFICATION DUE TO DISTRICT 6 COMMUNICATIONS OFFICE
RAMP & ROAD CLOSURES	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRIC-TIONS	>= 2 WEEKS		14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS		5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUC-TION & TRAFFIC PATTERN CHANGES	N/A		14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

NOTIFICATION OF TRAFFIC RESTRICTIONS (CONTINUED)

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.

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

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

DAY OF HOLIDAY OR EVENT	TIME ALL LANES MUST BE OPEN TO TRAFFIC
SUNDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY
MONDAY	12:00N FRIDAY THROUGH 6:00AM TUESDAY
TUESDAY	12:00N MONDAY THROUGH 6:00AM WEDNESDAY
WEDNESDAY	12:00N TUESDAY THROUGH 6:00AM THURSDAY
THURSDAY	12:00N WEDNESDAY THROUGH 6:00AM FRIDAY
THURSDAY	(THANKSGIVING ONLY) 5:00AM WEDNESDAY THROUGH 6:00AM MONDAY
FRIDAY	12:00N THURSDAY THROUGH 6:00AM MONDAY
SATURDAY	12:00N FRIDAY THROUGH 6:00AM MONDAY

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

SHOULD THE CONTRACTOR FAIL TO MEET ANY OF THESE REQUIREMENTS, THE CONTRACTOR SHALL BE ASSESSED A DISINCENTIVE PER THE LANE VALUE CONTRACT (PN 127).

615 LUMP SUM ROADS FOR MAINTAINING TRAFFIC AS PER PLAN

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OR DESIGNATED LOCAL DETOUR ROUTE. OLENTANGY RIVER ROAD WILL SERVE AS THE LOCAL DETOUR FOR THIS PROJECT. THE CONTRACTOR SHALL VIDEO AND INVENTORY THE SECTION OF ROAD BETWEEN SR-161 (WEST DUBLIN GRANDVILLE ROAD) AND WEST WILSON BRIDGE ROAD. AFTER THE CONSTRUCTION IS COMPLETED, THE ENGINEER WILL REVIEW THE CONDITION AFTER THE AND DETERMINE IF ANY REPAIR IS REQUIRED. THIS ROUTE IS SHOWN ON SHEET NO. 6. 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 DETERMINED BY THE ENGINEER.

1

1	DATE	DESCRIPTION
	1/31/23	REMOVE ITEM 615

CALCULATED WWM CHECKED ---

MAINTENANCE OF TRAFFIC GENERAL NOTES

FRA-315-11.66

DESIGNATED LOCAL DETOUR ROUTE

IN ADDITION TO THE OFFICIAL, SIGNED DETOUR ROUTE, A LOCAL ROUTE HAS BEEN DETERMINED TO BE THE SECONDARY, UNSIGNED DETOUR ROUTE OF "DESIGNATED LOCAL DETOUR ROUTE". THIS ROUTE I SHOWN ON SHEET NO. 6. 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 DETERMINED BY THE ENGINEER.

THE FOLLOWING ESTIMATED QUANTITIES ARE PROVIDED FOR USE AS DETERMINED BY THE ENGINEER TO MAINTAIN AND SUBSEQUENTLY RESTORE THE DESIGNATED LOCAL DETOUR ROUTE.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	90 CU. YD.
ITEM 642, CENTER LINE	.38 MILE
ITEM 616, WATER	50 M. GAL.
ITEM 617, WATER	1 M. GAL.

NOTE: 90 CU. YD. IS ENOUGH TO REPAIR ROUGHLY 25% OF A 12' SECTION OF THE "LOCAL" UNSIGNED ROUTE (OLENTANGY RIVER RD.) FOR 1.5" DEPTH PAVEMENT REPAIR.

△1	DATE	DESCRIPTION
	1/31/23	ADDED SHEET

△1

CALCULATED WWM | CHECKED ---

MAINTENANCE OF TRAFFIC GENERAL NOTES

FRA-315-11.66

7-A
30

SHEET NUM.													PART.	ITEM	ITEM EXT	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
		4		5		7A		8					01/NHS/ PV						
																		ROADWAY	
													LUMP	201	11000	LS		CLEARING AND GRUBBING	
				202									202	202	22900	202	SY	APPROACH SLAB REMOVED	
				443									443	202	38000	443	FT	GUARDRAIL REMOVED	
				202									202	204	10000	202	SY	SUBGRADE COMPACTION	
				343									343	606	15050	343	FT	GUARDRAIL, TYPE MGS	
				4									4	606	35002	4	EACH	MGS BRIDGE TERMINAL ASSEMBLY, TYPE 1	
																		EROSION CONTROL	
				181									181	601	21060	181	SY	TIED CONCRETE BLOCK MAT WITH TYPE 2 UNDERLAYMENT	
		2											2	659	00100	2	EACH	SOIL ANALYSIS TEST	
		73											73	659	00300	73	CY	TOPSOIL	
		654											654	659	10000	654	SY	SEEDING AND MULCHING	
		0.09											0.09	659	20000	0.09	TON	COMMERCIAL FERTILIZER	
		2											2	659	31000	2	ACRE	LIME	
		4											4	659	35000	4	MGAL	WATER	
		20,000											20,000	832	30000	20,000	EACH	EROSION CONTROL	
																		PAVEMENT	
				579									579	254	01000	579	SY	PAVEMENT PLANING, ASPHALT CONCRETE (1 1/4")	
				34									34	304	20000	34	CY	AGGREGATE BASE	
				64									64	407	20000	64	GAL	NON-TRACKING TACK COAT	
				21									21	441	50000	21	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22	
				25									25	609	24510	25	FT	CURB, TYPE 4-C	
																		TRAFFIC CONTROL	
				8									8	626	00110	8	EACH	BARRIER REFLECTOR, TYPE 2 (BIDIRECTIONAL)	
				0.3									0.3	646	10010	0.3	MILE	EDGE LINE, 6"	
				0.15									0.15	646	10200	0.15	MILE	CENTER LINE	
				7									7	646	20300	7	EACH	LANE ARROW	
				6									6	646	20600	6	EACH	BIKE LANE SYMBOL MARKING	
																		STRUCTURE OVER 20 FOOT SPAN (FRA-315-1166, SFN 2515903)	
																		STRUCTURE GENERAL SUMMARY	18
																		MAINTENANCE OF TRAFFIC	
								40					40	614	11110	40	HOUR	LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE	
								LUMP					LUMP	614	12420	LS		DETOUR SIGNING	
						90							90	614	13000	90	CY	ASPHALT CONCRETE FOR MAINTAINING TRAFFIC	
						50							50	616	10000	50	MGAL	WATER	
						1							1	617	25000	1	MGAL	WATER	
						0.38							0.38	642	00310	0.38	MILE	CENTER LINE, TYPE 1A	
	2																	**INCIDENTALS**	
													LUMP	614	11000	LS		MAINTAINING TRAFFIC	
													4	619	16000	4	MNTH	FIELD OFFICE, TYPE A	
													LUMP	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING	
													LUMP	624	10000	LS		MOBILIZATION	

DATE	DESCRIPTION
1 1/31/23	ITEM NO. & DESC. CHANGE
2 2/3/23	ITEMS ADDED, ROWS SHIFTED

CALCULATED K.S.J
CHECKED BBB

GENERAL SUMMARY

FRA-315-11.66

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

A-1-20	REVISED	07-17-20
AS-1-15	REVISED	07-17-15
EXJ-4-87	REVISED	01-19-18
GSD-1-19	REVISED	01-15-21
SBR-1-20	DATED	07-17-20
VPF -1-90	REVISED	07-20-18

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

848 DATED 01-15-21

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION 2002, AND THE 2020 ODOT BRIDGE DESIGN MANUAL.

DESIGN DATA:

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH, 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC5 - COMPRESSIVE STRENGTH, 4.5 kSI (SUPERSTRUCTURE PATCHING)

STRUCTURAL STEEL - A709, GRADE 50, MINIMUM YIELD STRENGTH 50 kSI

REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60 kSI

DESIGN LOADING:

HL-93
NO FUTURE WEARING SURFACE

DECK PROTECTION METHOD:

2" SUPERPLASTICIZED DENSE CONCRETE OVERLAY

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM THE PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASURMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO C&MS SECTIONS 102.05 AND 105.03. BASE CONTRACT BID PRICE 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 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN

PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATIONAS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR.

PAYMENT FOR ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE EACH CONTRACT PRICE FOR ITEM 510, DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLANS.

SEE SHEET 5/17 FOR ESTIMATED QUANTITIES

REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN:

THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, W601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. "STD", WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.

ALL REINFORCING STEEL TO BE EPOXY COATED.

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

DESCRIPTION:
THIS WORK CONSISTS OF THE REMOVAL OF PORTIONS OF THE CONCRETE DECK EDGES, DECK ENDS, ABUTMENTS, THE EXISTING SLIDING PLATE JOINTS, END CROSSFRAMES AND SCUPPERS. 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.

CUT LINE JOINT PREPARATION:
SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

REMOVAL METHODS:
THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUNATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER STRUCTURAL MEMBERS, THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNELSS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY STRUCTURAL MEMBERS.

DECK EDGE REMOVAL ALONG THE EXPANSION JOINT SHALL PRESERVE THE EXISTING REINFORCING STEEL BARS. IF REQUIRED FOR PROPER FIT UP OF THE PROPOSED EXPANSION JOINT THE EXISTING REINFORCING STEEL BARS MAY BE TRIMMED WITH APPROVAL FROM THE ENGINEER.

IF AN EXISTING REINFORCING STEEL BAR IS DAMAGED OR DETERMINED UNUSEABLE BY THE ENGINEER, THEN IT SHALL BE REPLACED BY THE USE OF A MECHANICAL CONNECTOR AND A REINFORCING STEEL BAR OF THE SAME SIZE AND LENGTH THAT WAS DAMAGED AT NO ADDITIONAL COST TO THE DEPARTMENT.

THE EXISTING BEAM ENDS SHALL HAVE A MINIMUM OF 3 INCHES OF CLEARANCE FROM THE EXISTING BACKWALL. IF THERE IS LESS THEN 3 INCHES OF CLEARANCE, THE EXISTING BEAM ENDS SHALL BE TRIMMED TO ALLOW FOR A MINIMUM OF 3 INCHES OF CLEARANCE.

THE EXISTING BRIDGE RAILING AND TERMIAL ASSEMBLY MAY BE REMOVED IF NEEDED TO COMPLETE THE PROPOSED WORK. THE REMOVAL SHALL BE DONE IN MANNER AS NOT TO DAMAGE THE EXISTING RAILING.

MEASURMENT & PAYMENT:
THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVAL AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN

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 LEAN WITH PERFORMED BEARING PADS (C&MS 711.21),
INSTALLATION OF ANY NECASSARY 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 BEARING ARE VERTICALLY ALIGNED AT 60°F, LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF 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.

PAYMENT FOR ALL OF THE ABOVE DESCRIBED LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516 - REFUSBISHED BEARING DEVICES, AS PER PLAN EACH.

SEE SHEET 5/17 FOR QUANTITIES.

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. MAXIMUM DIFFERENTIAL JACKING HEIGHT TO 1/8 INCH BETWEEN ADJACENT BEAM LINES.

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 DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF THE SUPERSTRUCTURE, AS PER PLAN.

ITEM 607 - VANDAL PROTECTION FENCE 6' STRAIGHT, COATED FABRIC, AS PER PLAN

ALL FENCE POSTS, RAILS, BASEPLATE, POST SLEEVES, TENSION BANDS, TRUSS RODS, FABRIC TIES AND ALL OTHER VIABLE PORTIONS OF FENCE NOT LISTED SHALL BE PLACK PVC COATED.

THE MOUNTING BASE PLATE AND SLEEVE SHALL BE BP-5 PER STANDARD DRAWING VPF-1-90. SEE STRUCTURES PLANS FOR POST SPACING ON THE BRIDGE.

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN:

A QUANTITY OF 50 SF WAS ESTIMATED AT EACH ABUTMENT AND A QUANTITY OF 25 SF WAS ESTIMATED AT THE PIERS.

1

ITEM 516 - STRUCTURAL EXPANSION JOINT, AS PER PLAN:

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY PLACE THE STRUCTURAL EXPANSION JOINT (I.E. STEEL RETAINERS, SUPPORT ANGLES, CHANNEL AND ANCHOR BARS), GUSSET PLATES AND INSTALL THE ELASTOMERIC STRIP SEAL AS SHOWN ON SHEET 9/16 AND STANDARD BRIDGE DRAWING EXJ-4-87 AND GSD-1-96.

ALL STRUCTURAL STEEL MEMBERS SHALL BE LEVEL UF AND 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 513.04 OR SUPPLY THE ENGINEER WITH "AS BUILT" DRAWINGS MEETING 513.04 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, TO THE STRUCTURAL, WELDING AND METALS SECTIONS OF THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES.

PAYMENT FOR ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE FOOT CONTRACT PRICE FOR ITEM 516, STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMETRIC STRIP SEAL, AS PER PLAN, UNLESS SEPARATELY ITEMIZED IN THE PLANS.

SEE SHEET 5/17 FOR QUANTITIES.

1

ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN MEMBER, COMPLETE PENETRATION WELDING:

AFTER DAMAGED AREAS HAVE BEEN INSPECTED ACCORDING TO ITEM 849 DAMAGE ASSESSMENT. PREPARE THE DAMAGED MATERIAL FOR WELDING, PROVIDE RUNOFF TABS FOR ALL COMPLETE PENETRATION WELDS. PERFORMING COMPLETE PENETRATION WELDS ACCORDING TO C&MS 513 USING APPROVED ELECTRODES, PROCEDURES AND WELDERS. REMOVE RUNOFF TABS AND GRIND THE COMPLETED EDGES SMOOTH. GRIND THE COMPLETED WELDS SMOOTH AND FLUSH WITH THE ADJACENT SURFACES TO PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OF 250 MIL. DO NOT OVER GRIND AS TO REDUCE THE MATERIAL THICKNESS OR WIDTH OF THE NEW OR EXISTING MATERIALS. PREPARE ALL REENTRANT CORNERS WITH A ONE INCH RADIUS. REMOVE WELDING, START AND STOP DISCONTINUITIES. RADIOGRAPHIC TEST THE FINISHED WELDS ACCORDING TO C&MS 513.25A AND SUBMIT COPIES OF THE REPORTS TO THE ENGINEER. THE ENGINEER MAY OBTAIN TECHNICAL ASSISTANCE FROM THE OFFICE OF MATERIALS MANAGEMENT. THE DEPARTMENT WILL INCLUDE ALL MATERIALS; TOOLS; LABOR; EQUIPMENT; AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK FOR PAYMENT WITH ITEM 513 - STRUCTURAL STEEL MISC., REPAIR OF DAMAGED MAIN MEMBERS, COMPLETE PENETRATION WELDING. FOOT.

	DATE	DESCRIPTION
1	2/3/23	ADDED NOTE
	2/3/23	UPDATED NOTE

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
COLUMBUS, OHIO 43231
(614) 823-4949

DESIGNED	DRAWN	REVIEWED	DATE
JGM	JGM	NCK	2/3/23
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MMS		2515903	

GENERAL NOTES

BRIDGE NO. FRA-315-1166C
WILSON BRIDGE ROAD OVER SR 315

FRA-315-011
PID No. 104980

ESTIMATED QUANTITIES

DESIGNED BY: JGM DATED: 1/2022
CHECKED BY: MMS DATED: 1/2022

ITEM	EXT.	QUANTITY	UNIT	DESCRIPTION	ABUT.	SUPER.	PIERS	GEN.	SHEET NO.
202	11203	LUMP	LUMP	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN					3, 12
509	10000	71,071	POUND	EPOXY COATED REINFORCING STEEL	3,409	67,662			
509	20001	711	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN		711			3
510	10001	1,804	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	1,548	256			3
511	34447	115	CU YD	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN		115			12
511	34448	168	CU YD	CLASS QC2 CONCRETE, BRIDGE DECK (PARAPET)		168			
511	43512	15	CU YD	CLASS QC1 CONCRETE, WITH QC/QA ABUTMENT INCLUDING FOOTING	15				
512	10100	1,317	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	134	1,183			
512	33000	44	SQ YD	TYPE 2 WATERPROOFING		44			
513	10260	1,580	POUND	STRUCTURAL STEEL MEMBERS, LEVEL 3		1,580			
513	95000	8	FT	STRUCTURAL STEEL, MISC.: REPAIR OF DAMAGED MAIN MEMBER, COMPLETE PENETRATION WELDING		8			4
513	95030	10	EACH	STRUCTURAL STEEL, MISC.: GIRDER REPAIR		10			4
514	21000	LUMP	LUMP	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL		LUMP			
SPECIAL	514E80100	196	SF	SHOP PAINTING OF STRUCTURAL STEEL		196			
516	12201	75	FT	STRUCTURAL STEEL EXPANSION JOINT, AS PER PLAN		75			3
516	45305	8	EACH	REFURBISH BEARING DEVICE, AS PER PLAN		8			3
516	47001	LUMP	LUMP	JACKING AND TEMPORARY SUPPORT OF THE SUPERSTRUCTURE, AS PER PLAN		LUMP			3
518	21200	6	CU YD	POROUS BACKFILL WITH GEOTEXTILE FABRIC	6				
519	11101	125	SQ FT	PATCHING CONCRETE STRUCTURE, AS PER PLAN	100		25		3
526	25000	201	SQ YD	REINFORCED CONCRETE APPROACH SLABS (T=15")		201			
SPECIAL	530E01300	17,752	FT	NO. 4 GFRP DEFORMED BARS		17,752			
601	20000	310	SQ YD	CRUSHED AGGREGATE SLOPE PROTECTION		310			
607	39901	580	FT	VANDAL PROTECTION FENCE, 6' STRAIGHT, COATED FABRIC, AS PER PLAN				580	3
848	10200	2,132	SQ YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY USING HYDRODEMOLITION (2" THICK)				2,132	4
848	20000	2,132	SQ YD	SURFACE PREPARATION USING HYDRODEMOLITION				2,132	
848	30200	36	CU YD	SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY				36	4
848	50000	64	SQ YD	HAND CHIPPING				64	
848	50100	LUMP	LUMP	TEST SLAB				LUMP	
848	50200	15	CU YD	FULL-DEPTH REPAIR				15	
848	50320	1,977	SQ YD	EXISTING CONCRETE OVERLAY REMOVED (1 1/4" THICK)				1,977	
848	50340	640	SQ YD	REMOVAL OF DEBONDED OR DETERIORATED EXISING VARIABLE THICKNESS CONCRETE OVERLAY				640	

△	DATE	DESCRIPTION
1	2/3/23	UPDATED QUANTITIES
	2/3/23	ADDED ITEM 513E9500 & 514E21000

RESOURCE INTERNATIONAL INC.
6350 PRESIDENTIAL GATEWAY
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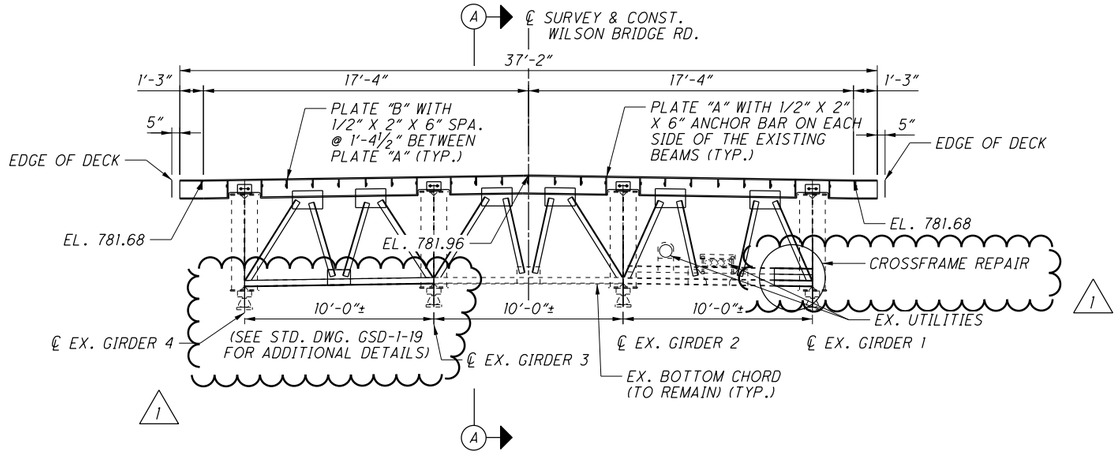
(614) 823-4949

DESIGNED JGM | DRAWN JGM | REVIEWED NCK | DATE 1/18/22
CHECKED MMS | REVISED | STRUCTURE FILE NUMBER 2515903

ESTIMATED QUANTITIES
BRIDGE NO. FRA-315-1166C
WILSON BRIDGE ROAD OVER SR 315

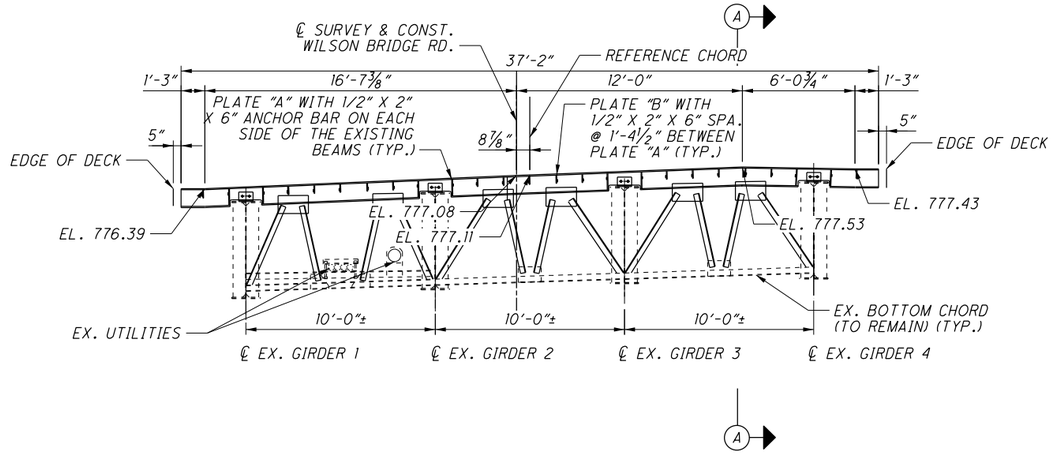
FRA-315-011
PID No. 104980



PROPOSED TRANSVERSE SECTION

REAR ABUTMENT

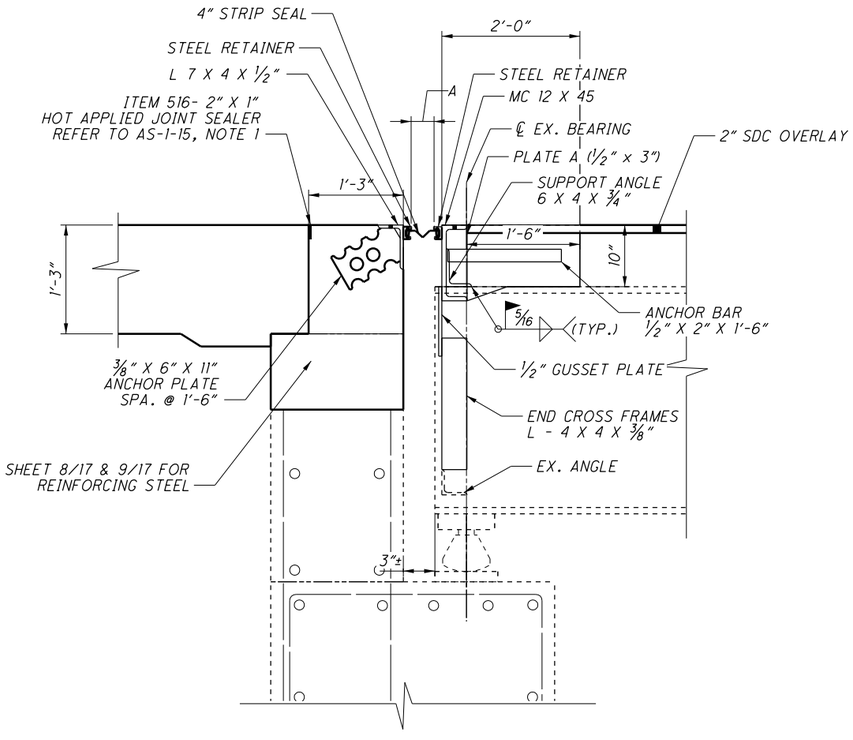
(MEASURED ALONG FACE OF BACKWALL)



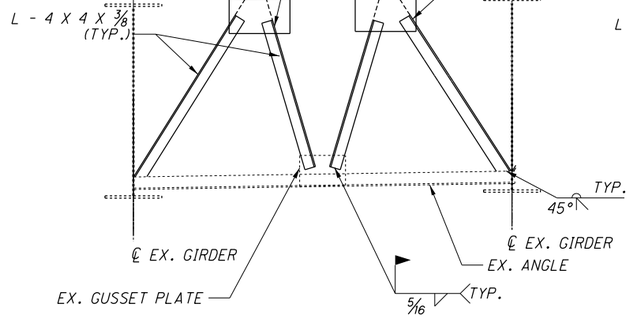
PROPOSED TRANSVERSE SECTION

FORWARD ABUTMENT

(MEASURED ALONG FACE OF BACKWALL)

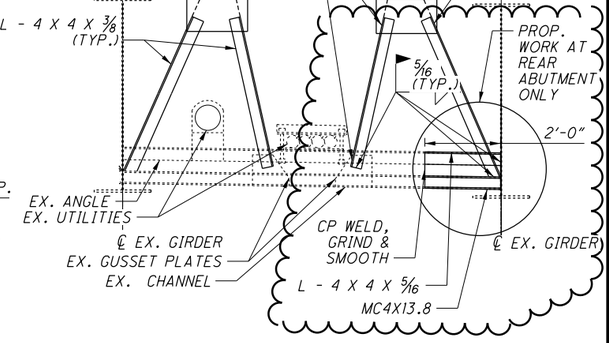


SECTION A-A



TYPICAL CROSSFRAME DETAILS

FOR ADDITIONAL DETAILS REFER TO
STANDARD BRIDGE DESIGN DRAWING GSD-1-19.



END CROSSFRAME DETAILS - UTILITY BAY

REAR ABUTMENT SHOWN, FORWARD ABUTMENT OPPOSITE HAND
FOR ADDITIONAL DETAILS REFER TO
STANDARD BRIDGE DESIGN DRAWING GSD-1-19.

DATE	DESCRIPTION
2/3/23	BOTTOM CHORD REPLACED AT RA
2/3/23	CROSSFRAME REPAIR UNDER UTILITY BAY

4" STRIP SEAL	
TEMPRATURE	DIMENSION "A"
F°	INCHES
30	2 3/16"
40	2⅜"
50	2¼"
60	2 1/16"
70	1¾"
80	1 9/16"
90	1 5/16"

NOTES:

THE PROPOSED JOINT IS DESIGN FOR A JOINT OPENING OF 2 1/16" @ 60° F AND WITH 1½" WIDE STEEL RETAINERS. THE CONTRACTOR MAY CHOOSE TO USE A DIFFERENT SIZE RETAINER, MAINTAIN THE JOINT OPENING OF 2 1/16" @ 60° F. THESE MUST BE APPROVED BY THE ENGINEER BEFORE WORK CAN BEGIN ON THE JOINT AND SHALL BE NO ADDITIONAL COST TO THE STATE FOR CHANGES MADE BY THE CONTRACTOR.

FOR ADDITIONAL DETAILS REFER TO STANDARD BRIDGE DESIGN DRAWING EXJ-4-87.

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DESIGNED JGM
DRAWN JGM
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DATE 1/18/22
REVISED
STRUCTURE FILE NUMBER 2515903

EXPANSION JOINT DETAILS
BRIDGE NO. FRA-315-1166C
WILSON BRIDGE ROAD OVER SR 315

FRA-315-011
PID No. 104980

10 / 17

23 / 30

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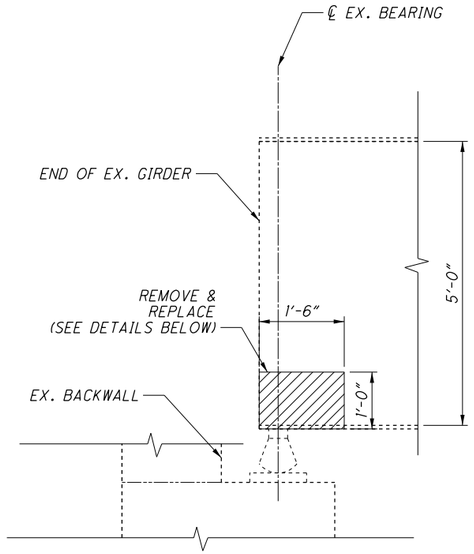
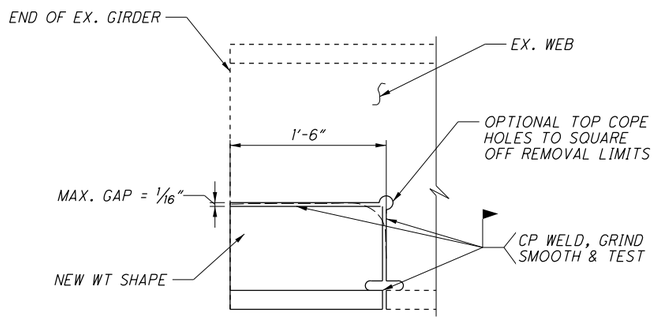


FACIA BEAM AT R.A

(TYPICAL OF 2)

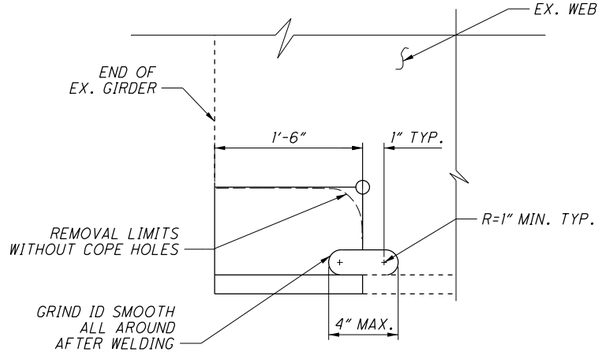
NOTES:

1. INSTALL TEMPORARY SUPPORT
2. REMOVE SECONDARY MEMBERS AS NECESSARY IF APPLICABLE
3. SAW OR FLAME CUT TO REMOVE DAMAGED BEAM USING A MECHANICAL GUIDE
4. PREPARE EXISTING BEAM FOR COMPLETE PENETRATION WELD BY EDGE BEVELING AND CREATING UNDERSIZED WEB COPES.
5. PREPARE NEW BEAM FOR COMPLETE PENETRATION WELD BY EDGE BEVELING AND CREATING UNDERSIZED WEB COPES.
6. ERECT NEW BEAM AND CHECK FIT UP, NO GAP EXCEEDING 1/16", TACK WELD BEAM INTO PLACE
7. PERFORM THE COMPLETE PENETRATION FLANGE WELDING ACCORDING TO CMS 513.21 BY ATTACHING RUN OFF TABS, PERFORM WELDS, REMOVING TABS AND GRINDING ALL WELD SURFACES SMOOTH ACCORDING TO ANSI B46.1 OF 250 MIL. COMPLETE NDT TESTING ACCORDING TO C&MS 513.25A
8. PERFORM COMPLETE PENETRATION WEB WELDS ACCORDING TO 513.21 BY PERFORMING WELDS, GRINDING COPES AND ALL WELDS SMOOTH ACCORDING TO ANSI B46.1 OF 250 MIL. COMPLETE NDT TESTING ACCORDING TO C&MS 513.25A.



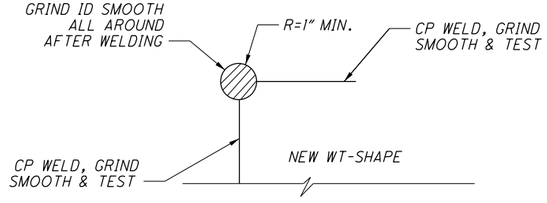
PARTIAL BEAM REPLACEMENT

SEE NOTE 1 TO 8



FIELD REPAIR BOTTOM COPE

SEE NOTE 8



FIELD REPAIR TOP COPE

SEE NOTE 8

	DATE	DESCRIPTION
1	2/3/23	ADDED GIRDER REPAIR DETAIL SHEET

RESOURCE INTERNATIONAL INC.
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MMS	MMS	SSK	1/18/22
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JWE		2515903	

GIRDER REPAIR DETAILS - REAR ABUTMENT

BRIDGE NO. FRA-315-1166C
WILSON BRIDGE ROAD OVER SR 315

FRA-315-011
PID No. 104980

10A 17

23A 30