

DESIGN REFERENCES

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

A-1-20	DATED	07-17-2020
AS-1-15	REVISED	07-17-2015
AS-2-15	REVISED	01-18-2019
EXJ-4-87	REVISED	01-19-2018
GSD-1-19	DATED	01-18-2019
PCB-91	REVISED	07-17-2020
RB-1-55	DATED	07-19-2013

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 8TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2017 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

EXISTING (SEE SITE PLAN NOTES)

DESIGN DATA

CONCRETE CLASS QCI - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 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&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 519, PATCHING CONCRETE STRUCTURE, AS PER PLAN

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

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

DESCRIPTION:

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION (BACKWALLS, BARRIER, EXPANSION JOINTS, ETC.) 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, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF THE HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE, OR DAMAGE 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 REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

CUT LINE CONSTRUCTION JOINT PREPARATION:

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS ONE (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. THOROUGHLY 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. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL:

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TYPE TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NO EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REPAIRED STRUCTURE.

MEASUREMENT AND PAYMENT:

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, OVER 20 FOOT SPAN, AS PER PLAN.

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. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

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 EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

AN ESTIMATED QUANTITY OF 50 LB HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM.

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

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING THE EXISTING STRUCTURE AS NEEDED IN ORDER TO COMPLETE THE PROPOSED WORK. SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 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 GIRDERS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH CMS 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 SUPERSTRUCTURE, AS PER PLAN.

ITEM 516, REFURBISH BEARING DEVICE, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN AND CLEAN ABUTMENT ROCKER BEARINGS. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (CMS 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 DEGREES F, LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL ABUTMENT BEARINGS ARE SHIMMED ADEQUATELY AND THAT NO GIRDERS 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, REFURBISH BEARING DEVICES, AS PER PLAN.

ITEM SPECIAL, DEBRIS REMOVAL

THIS WORK SHALL INCLUDE THE REMOVAL OF ALL ACCUMULATED DEBRIS ALONG THE MEDIAN BARRIER, RAISED MEDIAN, ROCKWALLS, RETAINING WALLS, AND BRIDGE PARAPETS. THE CONTRACTOR SHALL REMOVE ALL ACCUMULATED DEBRIS IN FRONT OF AND INSIDE OF THE BRIDGE SCUPPERS. VEGETATION GROWING IN ALL LONGITUDINAL AND TRANSVERSE JOINTS WITHIN THE SWEEPING AREA SHALL BE INCLUDED FOR REMOVAL BY SWEEPING, SHOVELING, ETC. THE MATERIAL REMOVED SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH CMS 105.17.

IF THE CONTRACTOR CHOOSES MECHANICAL MEANS OF PERFORMING THE WORK, CARE SHALL BE TAKEN TO AVOID DAMAGE TO PASSING TRAFFIC.

THE CONTRACTOR SHALL BE AWARE OF EXISTING DRAINAGE STRUCTURES AND NOT SWEEP DEBRIS INTO THEM.

THE DEPARTMENT WILL MEASURE DEBRIS REMOVAL BASED ON THE LENGTH OF SHOULDER CLEANED, COMPLETED AND ACCEPTED, ALONG THE GIVEN STRUCTURE(S), AND WILL INCLUDE ALL WORK DONE ON SCUPPERS AND JOINTS WITHIN THE SHOULDER LIMITS.

ALL OF THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - DEBRIS REMOVAL.

ABBREVIATIONS

THE FOLLOWING STANDARD ABBREVIATIONS ARE UTILIZED:

- ABUT. - ABUTMENT
- B.F. - BACK FACE
- BRG. - BEARING
- c/c - CENTER TO CENTER
- C.J. - CONSTRUCTION JOINT
- CONST. - CONSTRUCTION
- φ OR DIA. - DIAMETER
- EL. OR ELEV. - ELEVATION
- EQ. - EQUAL
- EX. - EXISTING
- EXP. - EXPANSION
- F.F. - FRONT FACE
- f/f - FACE TO FACE
- FWD. - FORWARD
- HMWM - HIGH MOLECULAR WEIGHT METHACRYLATE
- JT. - JOINT
- NO. - NUMBER
- o/o - OUT TO OUT
- P.C.J. - PHASE CONSTRUCTION JOINT
- P.E.J.F. - PREFORMED EXPANSION JOINT FILLER
- PR. - PROPOSED
- SPA. - SPACE(D) OR SPACING
- STD. DWG. OR SCD - STANDARD CONSTRUCTION DRAWING
- T.O.R. - TOP OF ROCK

THE SYMBOLS BELOW DESIGNATE THE NAMES AND LOCATIONS OF THE SECTION DETAILS THROUGHOUT THE STRUCTURE PLANS. THE TOP LETTER DESIGNATES THE SECTION NAME. THE BOTTOM NUMBER(S) SHOW WHICH STRUCTURE SHEET NUMBER IS BEING CROSS REFERENCED.



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<b>COL-30-34.13.</b> <b>COL-7-5.94</b> <b>PID No. 97492</b>	<b>STRUCTURE NOTES</b> BRIDGE NOS. COL-30-3413CD, COL-30-3413L, COL-30-3413R, OVER S.R. 7	DESIGNED CCW CHECKED DJL	DRAWN CCW REVISED XXX	REVIEWED RPT STRUCTURE FILE NUMBER SEE SITE PLAN	DATE 11/19/20	DESIGN AGENCY O.D.O.T. DISTRICT 11 ENGINEERING	
3 / 19		60 92					

DESIGN REFERENCES

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

A-1-20	DATED	07-17-2020
AS-1-15	REVISED	07-17-2015
AS-2-15	REVISED	01-18-2019
EXJ-4-87	REVISED	01-19-2018
GSD-1-19	DATED	01-18-2019
PCB-91	REVISED	07-17-2020
RB-1-55	DATED	07-19-2013

AND TO RETIRED DRAWINGS:

AR-1-57	REVISED	02-02-1959
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DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE 8TH EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2017 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.0 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

DESIGN LOADING

EXISTING (SEE SITE PLAN NOTES)

DESIGN DATA

CONCRETE CLASS QC2 - COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 - COMPRESSIVE STRENGTH 4.0 KSI (SUBSTRUCTURE)

REINFORCING STEEL - MINIMUM YIELD STRENGTH 60 KSI

STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50 KSI

ITEM 516, REFURBISH BEARING DEVICE, AS PER PLAN

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN AND CLEAN ABUTMENT ROCKER BEARINGS. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARINGS, HAND TOOL CLEANING (GRINDING IF NECESSARY), REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PADS (CMS 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 DEGREES F, LUBRICATING SLIDING SURFACES, AND REASSEMBLY OF THE BEARINGS. ASSURE ALL ABUTMENT 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, REFURBISH BEARING DEVICES, AS PER PLAN.

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

DESCRIPTION:

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION (BACKWALLS, DECK PORTIONS, EXPANSION JOINTS, ETC.) AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS OTHERWISE SPECIFIED BY THIS NOTE. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF THE HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE, OR DAMAGE 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 REBUILT STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO C&MS 501.05.

PROTECTION OF STEEL SUPPORT SYSTEMS:

BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF THE PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF THE 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 THE 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.

REMOVAL METHODS:

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 GIRDERS, ETC.) THE CONTRACTOR MAY USE A HAMMER HEAVIER THAN 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER STRUCTURAL 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, SCUPPERS, 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 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.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (cont.)

CUT LINE CONSTRUCTION JOINT PREPARATION:

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS ONE (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. THOROUGHLY 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. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL:

REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TYPE TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NO EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REPAIRED STRUCTURE.

MEASUREMENT AND PAYMENT:

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, OVER 20 FOOT SPAN, AS PER PLAN.

ITEM SPECIAL, DEBRIS REMOVAL

THIS WORK SHALL INCLUDE THE REMOVAL OF ALL ACCUMULATED DEBRIS ALONG THE MEDIAN BARRIER, RAISED MEDIAN, ROCKWALLS, RETAINING WALLS, AND BRIDGE PARAPETS. THE CONTRACTOR SHALL REMOVE ALL ACCUMULATED DEBRIS IN FRONT OF AND INSIDE OF THE BRIDGE SCUPPERS. VEGETATION GROWING IN ALL LONGITUDINAL AND TRANSVERSE JOINTS WITHIN THE SWEEPING AREA SHALL BE INCLUDED FOR REMOVAL BY SWEEPING, SHOVELING, ETC. THE MATERIAL REMOVED SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY IN ACCORDANCE WITH CMS 105.17.

IF THE CONTRACTOR CHOOSES MECHANICAL MEANS OF PERFORMING THE WORK, CARE SHALL BE TAKEN TO AVOID DAMAGE TO PASSING TRAFFIC.

THE CONTRACTOR SHALL BE AWARE OF EXISTING DRAINAGE STRUCTURES AND NOT SWEEP DEBRIS INTO THEM.

THE DEPARTMENT WILL MEASURE DEBRIS REMOVAL BASED ON THE LENGTH OF SHOULDER CLEANED, COMPLETED AND ACCEPTED, ALONG THE GIVEN STRUCTURE(S), AND WILL INCLUDE ALL WORK DONE ON SCUPPERS AND JOINTS WITHIN THE SHOULDER LIMITS.

ALL OF THE ABOVE WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - DEBRIS REMOVAL.

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

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING THE EXISTING STRUCTURE AS NEEDED IN ORDER TO COMPLETE THE PROPOSED WORK. 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 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 SUPERSTRUCTURE, AS PER PLAN.

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. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

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 EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

AN ESTIMATED QUANTITY OF 500 LB HAS BEEN CARRIED TO THE GENERAL SUMMARY FOR THIS ITEM.

ITEM 519, PATCHING CONCRETE STRUCTURE, 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 REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

IN ADDITION TO THE PATCHING AREAS DETAILED IN THE PLAN, A NOMINAL QUANTITY OF 58 SQ. FT. HAS BEEN PROVIDED FOR ANY PIER PATCHING DEEMED NECESSARY BY THE ENGINEER PRIOR TO SEALING OF CONCRETE SURFACES.

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DESIGN AGENCY  
O.D.O.T. DISTRICT 11  
ENGINEERING

DATE  
11/19/20  
REVIEWED RPT  
STRUCTURE FILE NUMBER  
1504800

DRAWN  
CCW  
REVIEWED  
XXX  
DESIGNED  
CCW  
CHECKED  
DUL

STRUCTURE NOTES  
BRIDGE NO. COL-7-0594  
OVER S.R. 267 (LISBON ROAD)

COL-30-34.13,  
COL-7-5.94  
PID No. 97492

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