

ITEM 614, MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR PERIODS NOT TO EXCEED CONSECUTIVE CALENDAR DAYS, NOTED IN WINDOW CONTRACT TABLE ON THIS SHEET, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEETS 6-11. REFER TO PN 129 AND THE WINDOW CONTRACT TABLE ON THIS SHEET FOR ADDITIONAL INFORMATION.

ACCESS TO ADJACENT PROPERTY WITHIN THE WORK LIMITS SHALL BE MAINTAINED BY THE CONTRACTOR AT ALL TIMES PER 614.02(a). DUE TO MAINTAINING ACCESS TO PROPERTIES, BETWEEN THE TWO WORK LOCATIONS, THE CONTRACTOR WILL NOT BE PERMITTED TO CLOSE THE ROAD AT EACH LOCATION CONCURRENTLY.

THE OHIO DEPARTMENT OF TRANSPORTATION WILL ERECT, MAINTAIN, AND REMOVE DETOUR SIGNS. THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER 14 DAYS IN ADVANCE OF THE PLANNED ROAD CLOSURE TO ALLOW FOR COORDINATING THE DETOUR SIGNING.

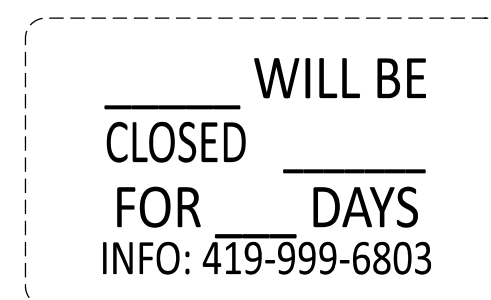
NOTICE OF CLOSURE SIGNS (W10-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW.

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
	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
ROAD CLOSURES	>= 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 CALENDAR 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-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.



W20-H13

NOTES: THE CONTRACTOR IS TO SUPPLY THE DATE

FOR ROUTE AND NUMBER OF DAYS, REFER TO WINDOW CONTRACT TABLE ON SHEET 5.

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. 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.

NOTIFICATIONS 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) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). 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 OF TRAFFIC RESTRICTIONS TIME TABLE

ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
ROAD CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEK	14 CALENDAR DAYS PRIOR TO CLOSURE
	<= 12 HOURS	4 CALENDAR DAYS PRIOR TO CLOSURE
LANE CLOSURES & RE-STRICIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 CALENDAR DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES		14 CALENDAR DAYS PRIOR TO CLOSURE

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

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 OR "DESIGNATED LOCAL DETOUR ROUTE." THIS ROUTE IS SHOWN ON SHEET NO. 6-11. 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 253 - PAVEMENT REPAIR = 60 CY

ITEM 407 - TACK COAT = 60 GAL

ITEM 441 - ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 = 30 CY

ITEM 617 - COMPACTED AGGREGATE = 150 CY

WINDOW CONTRACT TABLE (PN 129)

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE	DISINCENTIVE \$ PER DAY	WORK WINDOW	
			START	END
CLOSURE OF ROADWAY FOR WORK ON ALL-309-0.09	2	PER CMS 108.07	COMPLETED CONTRACT	COMPLETION DATE
CLOSURE OF ROADWAY FOR WORK ON ALL-75-20.03	1	\$1,100	COMPLETED CONTRACT	COMPLETION DATE
CLOSURE OF ROADWAY FOR WORK ON PAU-114-12.42	45	\$3,500	COMPLETED CONTRACT	COMPLETION DATE
CLOSURE OF ROADWAY FOR WORK ON WYA-199-2.08	30	PER CMS 108.07	COMPLETED CONTRACT	COMPLETION DATE
CLOSURE OF ROADWAY FOR WORK ON WYA-231-13.81	45	PER CMS 108.07	COMPLETED CONTRACT	COMPLETION DATE
CLOSURE OF LANE FOR WORK ON HAN-15-23.98 L	45*	\$10,000	COMPLETED CONTRACT	COMPLETION DATE
CLOSURE OF LANE FOR WORK ON HAN-15-23.98 R	45*	\$10,000	COMPLETED CONTRACT	COMPLETION DATE
CLOSURE OF LANE FOR WORK ON HAN-12-22.53	14	PER CMS 108.07	COMPLETED CONTRACT	7/1/2025

* CAN OCCUR CONCURRENTLY

DESIGN AGENCY



DESIGNER

MJK

REVIEWER

XXX XX-XX-XX

PROJECT ID

109907

SHEET TOTAL

P.4 22

SHEET NUMBER

PART.

ITEM

ITEM

GRAND

UNIT

DESCRIPTION

SEE SHEET NO.

4

5

13

14

18

19

21

22

OFFICE CALCS.

01/NFP/13

ITEM

EXT

TOTAL

UNIT

ROADWAY

LS 201 11000

104 202 38000

150 606 16051

4 606 34601

104

150

4

LS

FT

FT

EACH

CLEARING AND GRUBBING

GUARDRAIL REMOVED

GUARDRAIL REBUILT, TYPE MGS, AS PER PLAN

MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2, AS PER PLAN

21

3, 21

EROSION CONTROL

1,200 832 30000

EACH

EROSION CONTROL

PAVEMENT

635 254 01000

282 407 20000

131 131 409 30000

8 8 423 00254

10 10 301 56000

635

282

131

8

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635

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SY

GAL

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CY

PAVEMENT PLANING, ASPHALT CONCRETE, T = 4"

NON-TRACKING TACK COAT

SAWING AND SEALING ASPHALT CONCRETE PAVEMENT JOINTS

CRACK SEALING, TYPE V

ASPHALT CONCRETE BASE, PG64-22, (449)

TRAFFIC CONTROL

6 621 54000

2 626 00102

4 626 00110

0.17 642 00104

0.09 642 00300

6

2

4

0.17

0.09

EACH

EACH

EACH

MILE

MILE

RAISED PAVEMENT MARKER REMOVED

BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL

BARRIER REFLECTOR, TYPE 2, BI-DIRECTIONAL

EDGE LINE, 6", TYPE 1

CENTER LINE, TYPE 1

STRUCTURE REPAIR (ALL-75-20.03, SFN 0202886)

1 1 516 46701

LS LS 516 47001

15 15 512 10101

4 4 512 74000

71 71 516 14600

4 4 516 46701

LS LS 516 47001

100 100 519 11101

100 100 843 50000

53 53 512 10101

85 85 516 14600

250 250 SPECIAL 51900100

300 300 519 11101

300 300 843 50000

37 37 512 10101

230 230 SPECIAL 51900100

200 200 519 11101

200 200 843 50000

224 224 512 10401

1 1 519 12200

642 642 509 10000

164 164 510 10000

18 18 512 10101

487 487 512 10401

12 12 519 11101

3 3 SPECIAL 51911900

4 4 519 12200

12 12 843 50000

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RESET BEARING, AS PER PLAN

JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES

STRUCTURAL JOINT OR JOINT SEALER, MISC.: USING DOWSIL 902 RCS

RESET BEARING, AS PER PLAN

JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

PATCHING CONCRETE STRUCTURE, AS PER PLAN

PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

STRUCTURAL JOINT OR JOINT SEALER, MISC.: USING DOWSIL 902 RCS

COMPOSITE FIBER WRAP SYSTEM

PATCHING CONCRETE STRUCTURE, AS PER PLAN

PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

COMPOSITE FIBER WRAP SYSTEM

PATCHING CONCRETE STRUCTURE, AS PER PLAN

PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

COMPOSITE FIBER WRAP SYSTEM

PATCHING CONCRETE STRUCTURE, AS PER PLAN

PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR

TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN

PATCHING CONCRETE BRIDGE DECK - TYPE A

EPOXY COATED STEEL REINFORCEMENT

DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT

SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN

TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN

PATCHING CONCRETE STRUCTURE, AS PER PLAN

PATCHING CONCRETE STRUCTURE: ABUTMENT BACKWALL

PATCHING CONCRETE BRIDGE DECK - TYPE A

PATCHING CONCRETE STRUCTURES WITH TROWELABLE MORTAR

STRUCTURE REPAIR (HAN-103-0.09, SFN: 0200808)

STRUCTURE REPAIR (HAN-75-9.11, SFN: 3202585)

STRUCTURE REPAIR (HAN-12-22.52, SFN: 3200345)

STRUCTURE REPAIR (HAN-15-23.98R, SFN: 3200817)

STRUCTURE REPAIR (ALL-309-0.09, SFN: 0200808)

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DESIGN AGENCY



DESIGNER

CRS

REVIEWER

XXX MM-DD-YY

PROJECT ID

109907

SHEET TOTAL

P.11 22

GENERAL SUMMARY

PAVEMENT, ROADWAY, AND TRAFFIC PAINT							202	254	301	407	407	606	606	621	626	626	642	642	
LOCATION	STATION		SIDE	LENGTH FT	AVG. WIDTH FT	AREA SY	GUARDRAIL REMOVED	PAVEMENT PLANING, ASPHALT CONCRETE T = 4"	ASPHALT CONCRETE BASE, PG64-22, (449)	NON-TRACKING TACK COAT 0.15 GAL/SY	NON-TRACKING TACK COAT 0.08 GAL/SY	GUARDRAIL REBUILT, MGS, AS PER PLAN	MGS BRIDGE TERMINAL ASSEMBLY, TYPE TST-2, AS PER PLAN	RAISED PAVEMENT MARKER REMOVED	BARRIER REFLECTOR, TYPE 1, (BIDIRECTIONAL) W/W	BARRIER REFLECTOR, TYPE 2, (BIDIRECTIONAL) W/W	EDGE LINE, 6", TYPE 1 MILES	CENTER LINE, TYPE 1 MILES	
	FROM	TO					FT	SY	FT	SY	FT	EACH	EACH	EACH	EACH	MILES	MILES		
HAN-15-23.98R	558+95.20	559+74.80	LT & RT	79.60	40.00	353.78								2			0.03	0.02	
HAN-15-23.98RL	558+95.20	559+74.80	LT & RT	79.60	40.00	353.78											0.03	0.02	
PAU-114-12.42	654+98.64	656+77.36	LT & RT	178.72	32.00	635.45		635.45	9.63	190.63	4.62			3			0.07	0.03	
WYA-231-13.81	727+12.03	728+74.53	LT & RT									75	2			2			
	728+86.53	729+79.26	LT & RT	92.73	28.00	288.49	104.00			86.55			1	2	2		0.04	0.02	
	729+91.26	731+53.76	LT & RT									75	2		2				
SUBTOTAL (IF NEEDED)									277	5									
TOTALS CARRIED TO GENERAL SUMMARY							104	635	10	282	-	150	4	6	2	4		0.17	0.09

SUBSUMMARY

DESIGN AGENCY



DESIGNER

CRS

REVIEWER

XXX MM-DD-YY

PROJECT ID

109907

SHEET TOTAL

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ITEM SPECIAL - PILE ENCASEMENT

ENCASE ALL STEEL H-PILES FOR THE CAPPED PILE PIERS IN CONCRETE CONFORMING TO C&MS 511 (F'C = 4.0 KSI). PROVIDE A CONCRETE SLUMP BETWEEN 6 TO 8 INCHES WITH THE USE OF A SUPERPLASTICIZER. PLACE THE CONCRETE WITHIN A FORM THAT CONSISTS OF POLYETHYLENE PIPE (707.33), OR PVC PIPE (707.42) WHICH SHALL BE LEFT IN PLACE. THE ENCASEMENT SHALL EXTEND FROM 3 FEET BELOW THE FINISHED GROUND SURFACE UP TO THE CONCRETE PIER CAP. POSITION THE PIPE SO THAT AT LEAST 3 INCHES OF CONCRETE COVER IS PROVIDED AROUND THE EXTERIOR OF THE PILE .

THE DEPARTMENT WILL MEASURE PILE ENCASEMENT BY THE NUMBER OF FEET. THE DEPARTMENT WILL DETERMINE THE SUM AS THE LENGTH MEASURED ALONG THE AXIS OF EACH PILE FROM THE BOTTOM OF THE ENCASEMENT TO THE BOTTOM OF THE PIER CAP. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM - SPECIAL, PILE ENCASEMENT.

ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN

IN ADDITION TO THE REQUIREMENTS OF ITEM 516 AND STANDARD CONSTRUCTION DRAWING EXJ-4-87, THIS ITEM SHALL ALSO INCLUDE ALL MATERIAL, EQUIPMENT, AND LABOR REQUIRED TO REMOVE AND REPLACE THE EXISTING STRIP SEAL AND RETAINERS AS SHOWN IN THE PLANS.

PAYMENT FOR THE WORK ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER FT FOR ITEM 516 - STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN, WHICH SHALL INCLUDE ALL MATERIAL, EQUIPMENT, LABOR, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

ITEM SPECIAL - COMPOSITE FIBER WRAP SYSTEM

THIS ITEM IS TO BE USE TO CONFINE THE AREAS OF CONCRETE REPAIRS/PATCHES ON THE HAN-103-0.67 AND HAN-75-9.11 BRIDGES. THE ESTIMATED QUANTITIES FOR THIS ITEM ARE BASED ON ONE LAYER OF COMPOSITE FIBER WRAP, AND IT IS ASSUMED NO FACTORED CAPACITY INCREASE IS NEEDED. HOWEVER, IF THE MANUFACTURER'S RECOMMENDATIONS OR THE PROJECT ENGINEER SPECIFIES OTHERWISE, THE MANUFACTURER'S RECOMMENDATIONS AND/OR THE PROJECT ENGINEER DIRECTION SHALL BE FOLLOWED.

ITEM SPECIAL - PATCHING CONCRETE STRUCTURE ABUTMENT BACKWALL

IN ADDITION TO THE WORK ITEMS REQUIRED IN 519, THIS ITEM WILL INCLUDE, THE CORING OF THE DECK TO PLACE THE CONCRETE, THE DRILLING OF DOWEL HOLES FOR THE PLACEMENT OF EPOXY REINFORCING STEEL AND THE WIDENING OF THE ABUTMENT SEATS AS DETAILED IN THESE PLANS AND DESCRIBED IN THE FOLLOWING NOTE.

PROVIDE A CONCRETE MIX AT A SLUMP THAT ALLOWS THE CONCRETE MIX TO BE PUMPED THROUGH A 4" DIAMETER ACCESS HOLE FROM THE TOP OF THE DECK AND SELF CONSOLIDATE, FILLING THE PATCH LOCATIONS OF THE UNDERSIDE OF THE DECK, THE ABUTMENT SEAT AND VERTICAL ABUTMENT WALL. THE FINAL CONCRETE MIX WILL BE SELF CONSOLIDATING CONCRETE USING AN APPROVED SELF CONSOLIDATING ADMIXTURE.

WHEN PERFORMING THE DISINTEGRATED CONCRETE REMOVAL, PROVIDE PATCHES WITH A MINIMUM DEPTH OF 4 INCHES AND NO GREATER THAN 6 INCHES. AREAS TO BE PATCHED WILL HAVE SQUARED EDGES AND BE ROUGHLY SQUARE OR RECTANGLE IN SHAPE.

AVOID DAMAGING OR DEBONDING THE REINFORCING, OR SHATTERING THE CONCRETE, BEYOND THE AREA TO BE PATCHED.

AFTER LOCATING THE EXISTING REINFORCING STEEL USING A PACHOMETER, DRILL 4" DIAMETER HOLES THROUGH THE BRIDGE DECK MISSING THE REBAR.

DRILL DOWEL HOLES FOR THE INSTALLATION OF THE EPOXY COATED REINFORCING STEEL. INSTALL THE REINFORCING STEEL ACCORDING TO ITEM 510 USING EPOXY GROUT, 705.20. IF AN EXISTING STEEL BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE MOVE THE DOWEL HOLE TO EITHER SIDE OF THE EXISTING BAR. THE DEPARTMENT WILL PAY FOR THE DOWEL HOLES AND GROUT AT THE UNIT PRICE FOR ITEM 510 - DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT.

AFTER PLACEMENT OF THE REINFORCING STEEL AND THE DRILLING OF THE HOLES, PUMP THE CONCRETE INTO THE CORE HOLES UNTIL THE PATCH AREAS ARE FILLED AND ALL AIR VOIDS ARE DETERMINED TO HAVE BEEN ELIMINATED.

THE SLAB BRIDGE SEAT WILL ALSO BE WIDENED TO MATCH THE EXISTING ABUTMENT FOOTER WIDTH. REFER TO THE RESPECTIVE STRUCTURE SHEET FOR MORE DETAILS REGARDING THE WIDENING.

PLACE THE CONCRETE THROUGH THE 4" DIAMETER CORE HOLES BY PUMPING AND FREE FALL. ASSURE THE CONCRETE HAS COMPLETELY FILLED THE PATCH VOIDS BEFORE MOVING TO ANOTHER 4" ACCESS HOLE. USE VIBRATION EQUIPMENT TO HELP CONSOLIDATE THE CONCRETE MIX. CONTINUE PLACING THE CONCRETE INTO THE CORE HOLES AND FINISH THE CONCRETE IN THE HOLES LEVEL WITH THE DECK CONCRETE. THIS WORK MUST BE COMPLETED PRIOR TO OVERLAYING THE DECK.

WHEN THE FORMWORK IS REMOVED, THE PROJECT ENGINEER WILL DETERMINE IF THE NEW CONCRETE IS FLUSH WITH THE UNDERSIDE OF THE DECK. IF THERE ARE VOIDS FOUND BETWEEN THE NEW CONCRETE AND THE UNDERSIDE OF THE DECK, THE CONTRACTOR WILL PRESSURE GROUT THE VOIDS UNTIL ALL MATERIAL IS FOUND TO BE IN CONTACT WITH ONE ANOTHER. THE GROUT MATERIAL WILL ACHIEVE AND LEAST 4000 PSI IN 7 DAYS AND CONSIST OF CEMENT AND SAND MEETING ODOT MATERIAL SPECIFICATIONS.

THE DEPARTMENT WILL MEASURE THE NUMBER OF CUBIC YARDS DETERMINED BY THE CALCULATIONS FROM THE PLAN DIMENSION FOR THE ABUTMENT WIDENING WORK. THE DEPARTMENT WILL MEASURE THE NUMBER OF CUBIC YARDS FOR THE PATCHED AREAS BY DETERMINING THE SQUARE YARDAGE OF ACTUAL PATCHED AREAS AND MULTIPLYING BY A DPTH OF 0.167 YARDS TO CALCULATE THE VOLUME OF CUBIC YARDS.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITY OF CUBIC YARDS.

PAYMENTS FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CU. YD. FOR ITEM SPECIAL - PATCHING CONCRETE STRUCTURE, MISC.: ABUTMENT BACKWALL, WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK, EXCEPT FOR THE EPOXY COATED REINFORCING STEEL WHICH WILL BE PAID FOR SEPARATELY.

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: USING DOWSIL 902 RCS

THIS WORK SHALL CONSIST OF PROVIDING ALL NECESSARY LABOR, MATERIALS AND EQUIPMENT TO CLEAN AND SEAL THE EXISTING SLIDING DECK JOINTS.

THE SEALANT SHALL BE DOWSIL 902 RCS OR APPROVED EQUIVALENT.

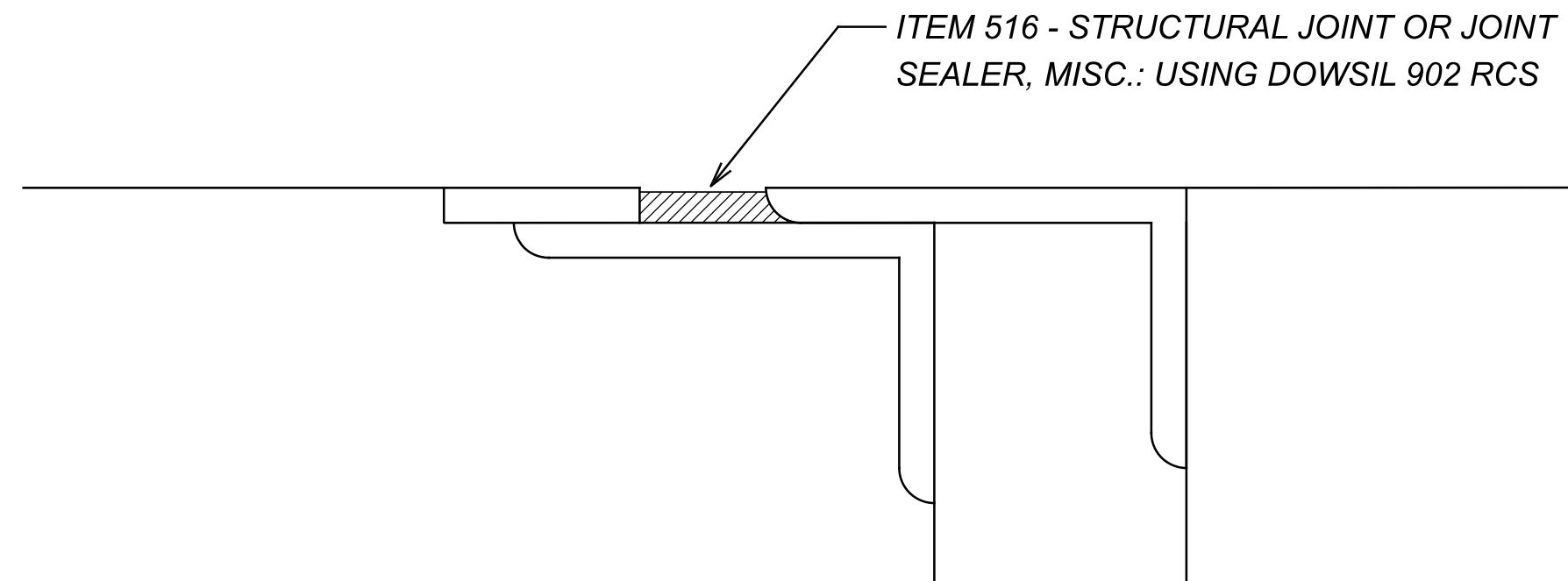
JOINTS SHALL BE THOROUGHLY CLEANED BY ABRASIVE BLASTING AND/OR POWER TOOLS AND WITH A SUFFICIENT AMOUNT OF COMPRESSED AIR TO REMOVE ANY DIRT OR DELETRIOUS MATTER WHEN THE SURFACES ARE THOROUGHLY CLEAN AND DRY. JUST PRIOR TO PLACING THE JOINT SEALER, COMPRESSED AIR HAVING A PRESSURE OF AT LEAST 90 P.S.I. SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL TRACES OF DUST.

AFTER CLEANING AND DRYING, THE JOINT SHALL BE PRIMED WITH CARBOLINE CARBOGUARD OR EQUIVALENT. A BOND-BREAKER MATERIAL SHALL BE APPLIED TO THE BOTTOM OF THE JOINT.

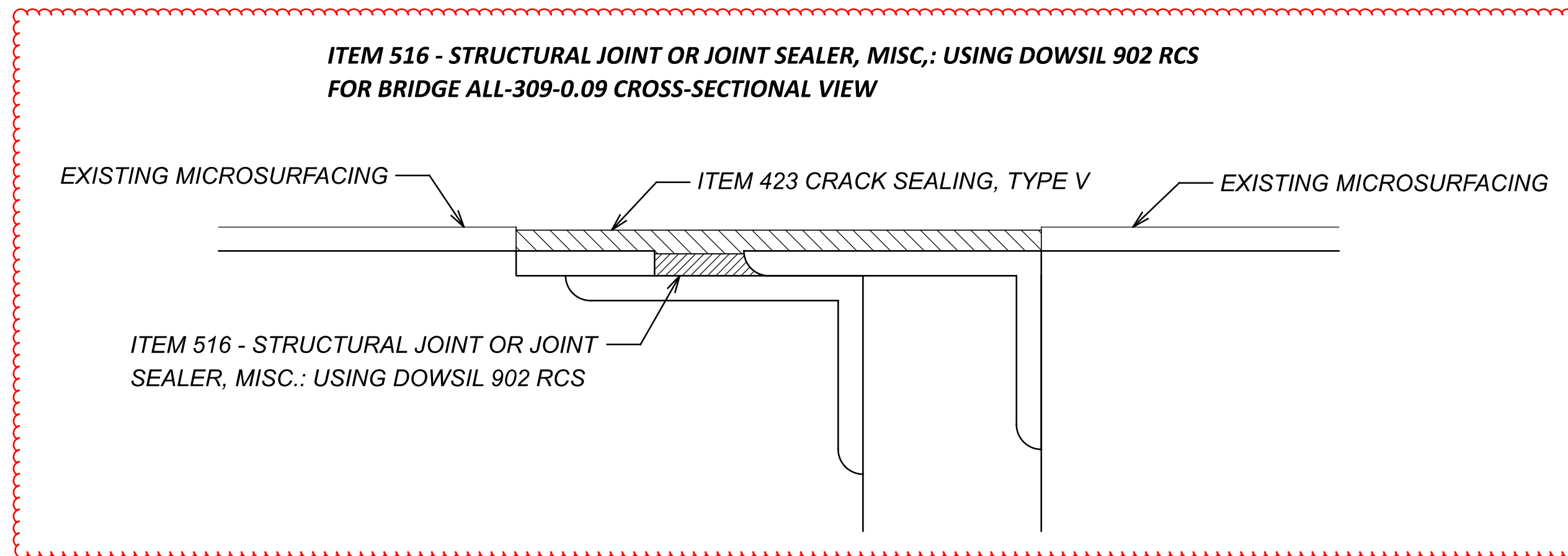
THE SILICONE SEALANT MATERIALS SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS, EXCEPT AS MODIFIED BY THESE NOTES. THE SEALANT SHALL BE INSTALLED WHEN THE AMBIENT TEMPERATURE IS 60 DEGREES F OR HIGHER. TRAFFIC SHALL NOT BE ALLOWED ON THE JOINT FOR EIGHT HOURS AFTER THE APPLICATION OF THE SEALANT.

PAYMENT FOR ALL EQUIPMENT, MATERIALS, AND LABOR REQUIRED TO PERFORM THE WORK OUTLINED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID PER FT FOR ITEM 516 - STRUCTURAL JOINT OR JOINT SEAL, MISC.: USING DOWSIL 902 RCS, UNLESS SEPARATELY ITEMIZED IN THE PLANS.

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: USING DOWSIL 902 RCS FOR BRIDGE HAN-103-0.67 CROSS-SECTIONAL VIEW



ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: USING DOWSIL 902 RCS FOR BRIDGE ALL-309-0.09 CROSS-SECTIONAL VIEW



DESIGN AGENCY



DESIGNER

CRS

REVIEWER

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PROJECT ID

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SHEET TOTAL

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