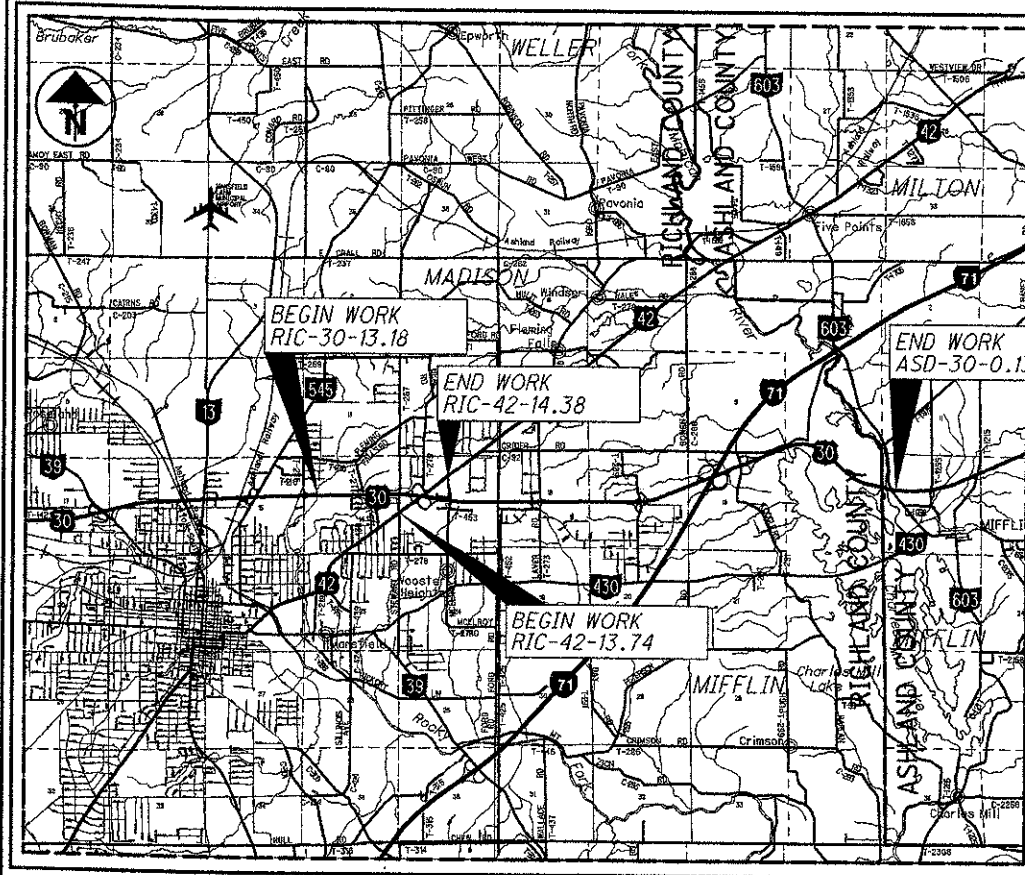


STATE OF OHIO,
DEPARTMENT OF TRANSPORTATION
RIC / ASD-30-13.18 / 0.00
RIC-42-13.74
MADISON TOWNSHIP
MIFFLIN TOWNSHIP
RICHLAND COUNTY
ASHLAND COUNTY



LOCATION MAP
LATITUDE: 40°46'43" LONGITUDE: 82°25'45"
SCALE IN MILES
0 1 2 3 4

PORTION TO BE IMPROVED -----
INTERSTATE & DIVIDED HIGHWAY -----
UNDIVIDED STATE & FEDERAL ROUTES -----
OTHER ROADS -----

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PROJECT DESCRIPTION

RESURFACING, INCLUDING PAVEMENT PLANING, PAVEMENT REPAIRS, CONCRETE PAVEMENT REPLACEMENT AT REST AREA, GUARDRAIL REPAIR, TRAFFIC CONTROL ITEMS, AND STRUCTURE MAINTENANCE.

PROJECT EARTH DISTURBED AREA: N/A
ESTIMATED CONTRACTOR EARTH DISTURBED AREA: N/A
NOTICE OF INTENT EARTH DISTURBED AREA: N/A

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2010 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

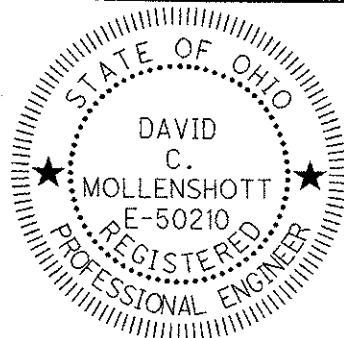
UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERRECTED.

APPROVED: John Hart, P.E.
DATE: 7/12/10 DISTRICT DEPUTY DIRECTOR

APPROVED: _____
DATE: _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

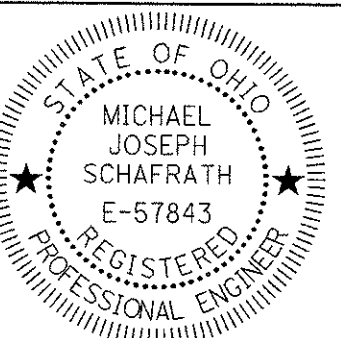
DESIGN FILE: i:\projects\79352\roadway\sheets\79352GT001.dgn
WORKSTATION: KKnapp DATE: 7/12/2010

STRUCTURAL ENGINEERS SEAL:



SIGNED: David C. Mollenshott
DATE: 7/12/10

ROADWAY ENGINEERS SEAL:



SIGNED: Michael J. Schafroth
DATE: 7-12-10

STANDARD CONSTRUCTION DRAWINGS

NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
BP-2.5	7/18/08	GR-4.2	1/19/07	MT-35.10	4/20/01	MT-98.28	7/17/09	TC-71.10	1/16/09	SS800	7/16/10
BP-3.1	10/19/07	GR-5.1	4/16/10	MT-95.30	7/17/09	MT-98.29	7/17/09	TC-72.20	10/16/09	SS832	5/5/09
BP-5.1	7/28/00	GR-6.1	4/16/10	MT-95.31	7/17/09	MT-99.20	1/16/09	TC-73.10	1/19/01	SS847	4/16/10
BP-9.1	4/15/05			MT-95.32	7/17/09	MT-101.60	4/17/09	TC-82.10	10/16/09	SS849	1/19/07
		RM-4.2	10/19/07	MT-95.40	7/17/09	MT-101.70	1/16/09			SS961	10/17/08
HW-2.2	7/30/07	RM-4.5	10/16/09	MT-95.50	4/17/09	MT-101.90	1/16/09				
		RM-4.6	4/16/10	MT-95.61	1/16/09	MT-105.10	1/16/09				
DM-1.1	4/21/06			MT-96.11	1/16/09						
DM-4.3	4/17/09	DS-1-92	7/18/03	MT-96.20	1/16/09	TC-41.20	1/19/01				
DM-4.4	4/17/09	EXJ-2-81	7/19/02	MT-96.26	1/16/09	TC-42.10	1/19/07				
		FB-1-82	5/10/82	MT-97.10	4/17/09	TC-42.20	7/16/04				
GR-1.1	7/16/04	GSD-1-96	7/19/02	MT-97.11	4/17/09	TC-52.10	1/19/07				
GR-2.1	1/16/04	PCB-91	7/19/02	MT-98.10	7/17/09	TC-52.20	1/19/07				
GR-3.1	10/16/09	RB-1-55	2/2/59	MT-98.11	7/17/09	TC-61.30	4/16/10				
GR-3.2	10/16/09	TST-1-99	4/18/08	MT-98.20	7/17/09	TC-65.10	1/21/05				
GR-3.6	10/16/09			MT-98.22	7/17/09	TC-65.11	1/21/05				

SUPPLEMENTAL SPECIFICATIONS

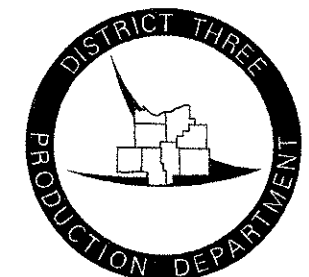
SS800	7/16/10
SS832	5/5/09
SS847	4/16/10
SS849	1/19/07
SS961	10/17/08

SPECIAL PROVISIONS

UNDERGROUND UTILITIES
CONTACT BOTH SERVICES
CALL TWO WORKING DAYS
BEFORE YOU DIG

CALL
1-800-362-2764
(TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY
OIL & GAS PRODUCERS PROTECTIVE
SERVICE CALL: 1-800-925-0988

PLAN PREPARED BY:



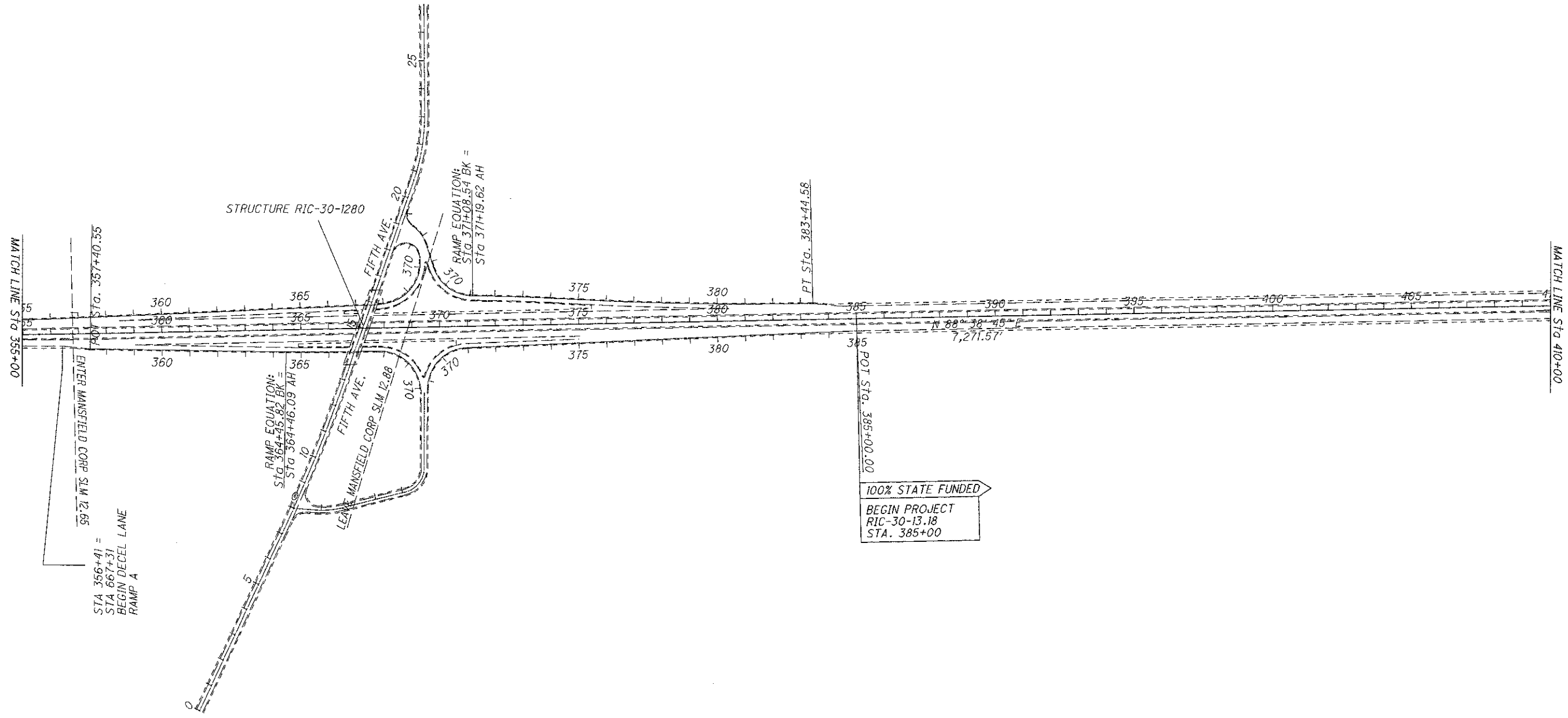
FEDERAL PROJECT NO. STATE FUNDED
CID NO. 79352
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
RIC / ASD-30-13.18 / 0.00
RIC-42-13.74
1/116

DESIGN DESIGNATION

	RIC US30 WEST OF US42 BETWEEN 13.22 TO 13.77	RIC US30 EAST OF US42 BETWEEN 13.77 TO 14.96	RIC US30 EAST OF LAVER RD BETWEEN 14.96 TO 16.09	RIC US 30 WEST OF IR71 BETWEEN 16.09 TO 16.87	RIC US30 EAST OF IR71 BETWEEN 16.87 TO 17.20	RIC US30 EAST OF KOOGLE RD BETWEEN 17.20 TO 19.19	ASD US30 EAST OF RICHLAND CO. LINE BETWEEN 0.00 TO 0.13	RIC US42 SOUTH OF US30 BETWEEN 13.76 TO 14.37	
CURRENT ADT (2011)	34060	22210	20970	19650	17540	17400	17400	19680	
DESIGN YEAR ADT (2023)	39810	25310	24490	23500	20890	21500	21500	22210	
DESIGN HOURLY VOLUME (2023)	3980	2530	2450	2350	2090	2150	2150	2220	
DIRECTIONAL DISTRIBUTION	56%	60%	60%	60%	60%	55%	55%	55%	
TRUCKS (24 HOUR B&C)	22%	32%	34%	35%	26%	26%	26%	3%	
Td	13%	19%	20%	21%	16%	20%	20%	2%	
DESIGN SPEED	60 MPH	60 MPH	60 MPH	60 MPH	60 MPH	60 MPH	60 MPH	35 MPH	
LEGAL SPEED	60 MPH	60 MPH	60 MPH	60 MPH	60 MPH	60 MPH	60 MPH	35 MPH	
DESIGN FUNCTIONAL CLASSIFICATION:	URBAN FREEWAY & EXPRESSWAY	URBAN FREEWAY & EXPRESSWAY	URBAN FREEWAY & EXPRESSWAY	URBAN FREEWAY & EXPRESSWAY	URBAN FREEWAY & EXPRESSWAY	URBAN FREEWAY & EXPRESSWAY	RURAL PRINCIPAL ARTERIAL	RURAL PRINCIPAL ARTERIAL	URBAN PRINCIPAL ARTERIAL
NHS PROJECT	YES (EXCEPT FOR RIC US42 SECTION)								

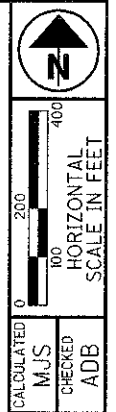
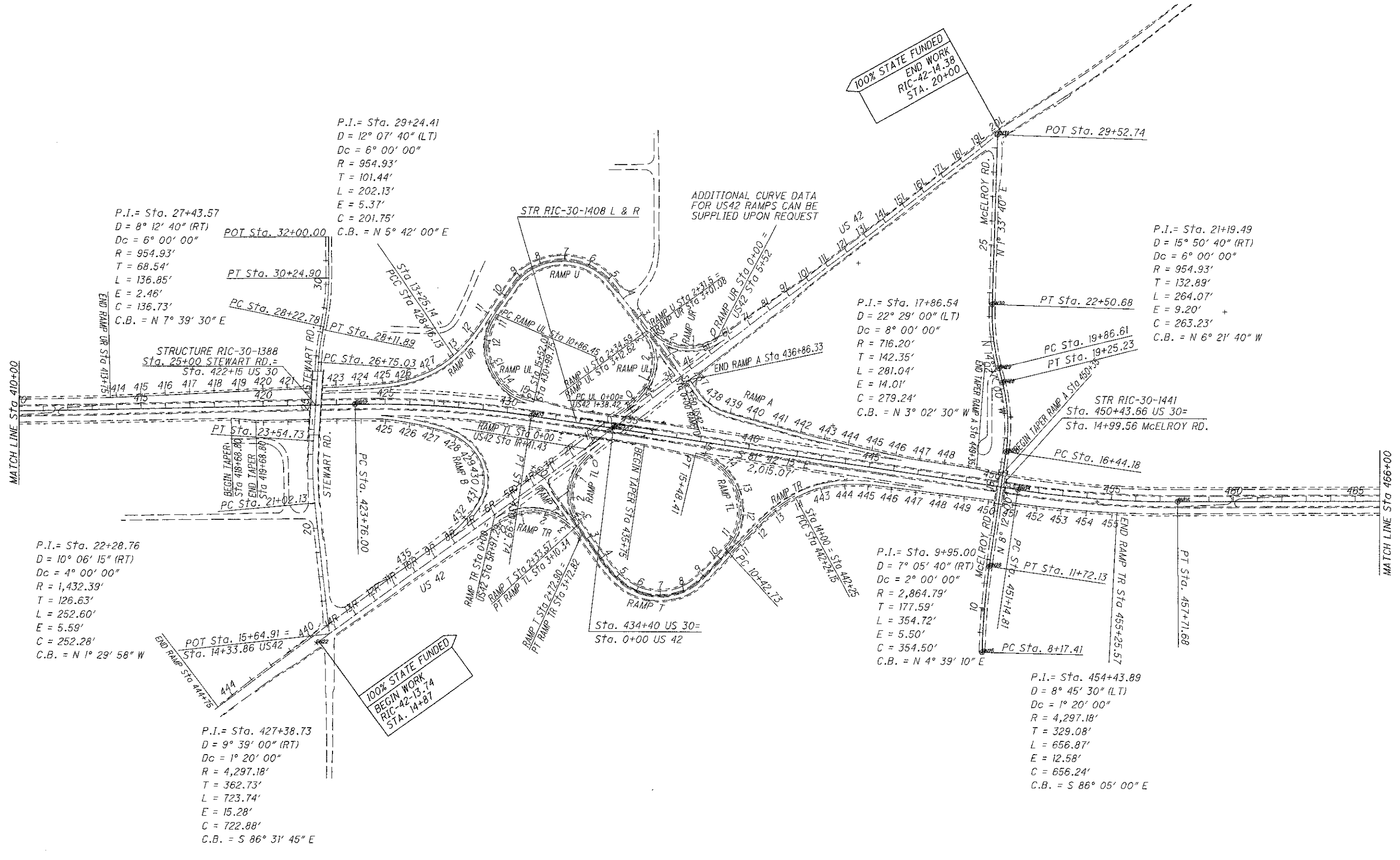
CALCULATED
MJS
CHECKED
ADB

0 200 400
HORIZONTAL
SCALE IN FEET



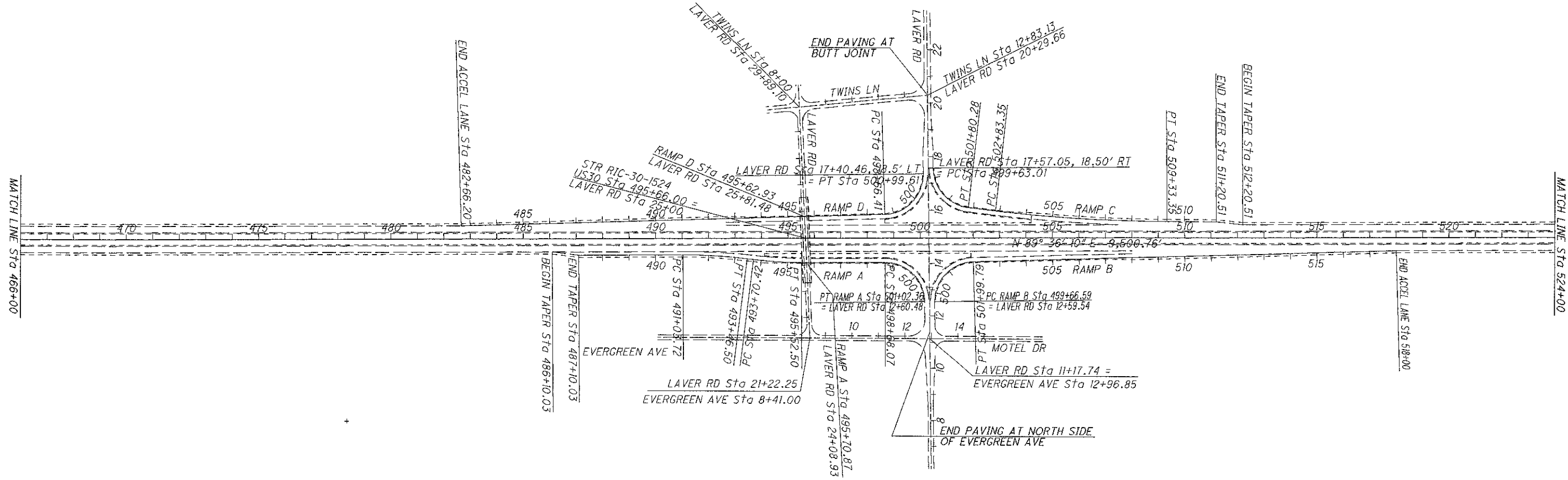
SCHEMATIC / DESIGN DESIGNATION

**RIC / ASD -30-13.18 / 0.00
RIC-42-13.74**



SCHEMATIC / DESIGN DESIGNATION

**RIC / ASD-30-13.18 / 0.00
 RIC-42-13.74**

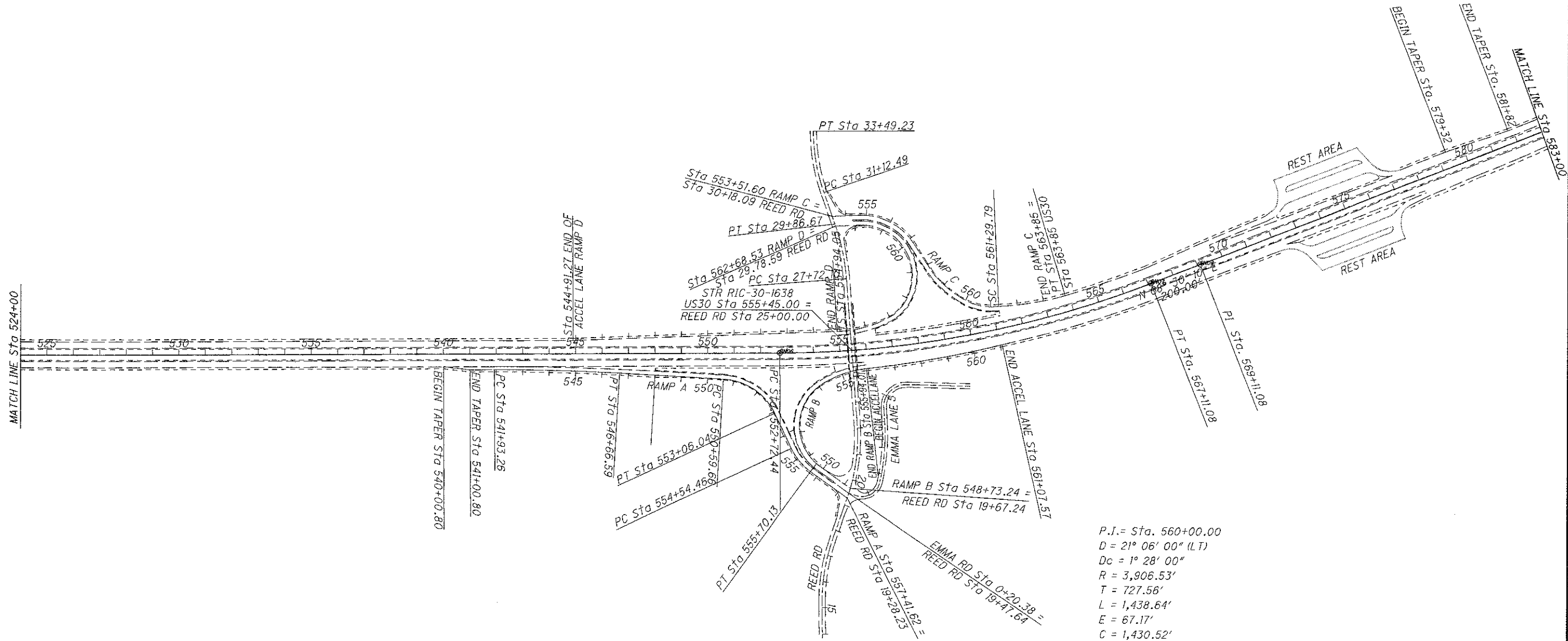


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 CHECKED
 ADB

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 SCALE IN FEET

SCHEMATIC / DESIGN DESIGNATION

**RIC / ASD-30-13.18 / 0.00
 RIC-42-13.74**



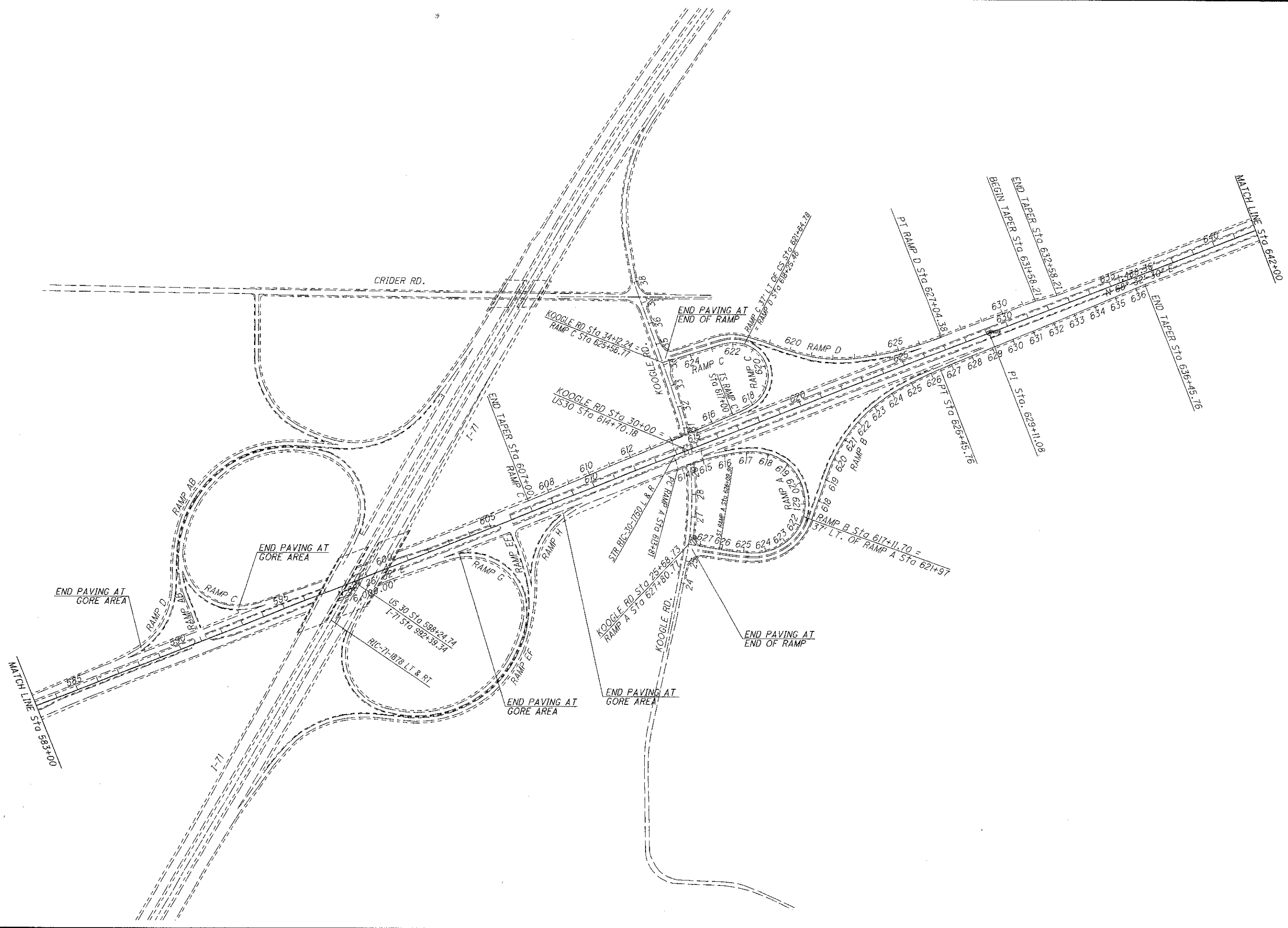
P.I. = Sta. 560+00.00
 D = 21° 06' 00" (LT)
 Dc = 1° 28' 00"
 R = 3,906.53'
 T = 727.56'
 L = 1,438.64'
 E = 67.17'
 C = 1,430.52'
 C.B. = N 79° 03' 10" E

CALCULATED
 MJS
 CHECKED
 ADB

0 200 400
 HORIZONTAL
 SCALE IN FEET

SCHEMATIC / DESIGN DESIGNATION

**RIC / ASD-30-13.18 / 0.00
 RIC-42-13.74**



CALCULATED
 MJS
 CHECKED
 ADB

0 100 200 400
 HORIZONTAL
 SCALE IN FEET

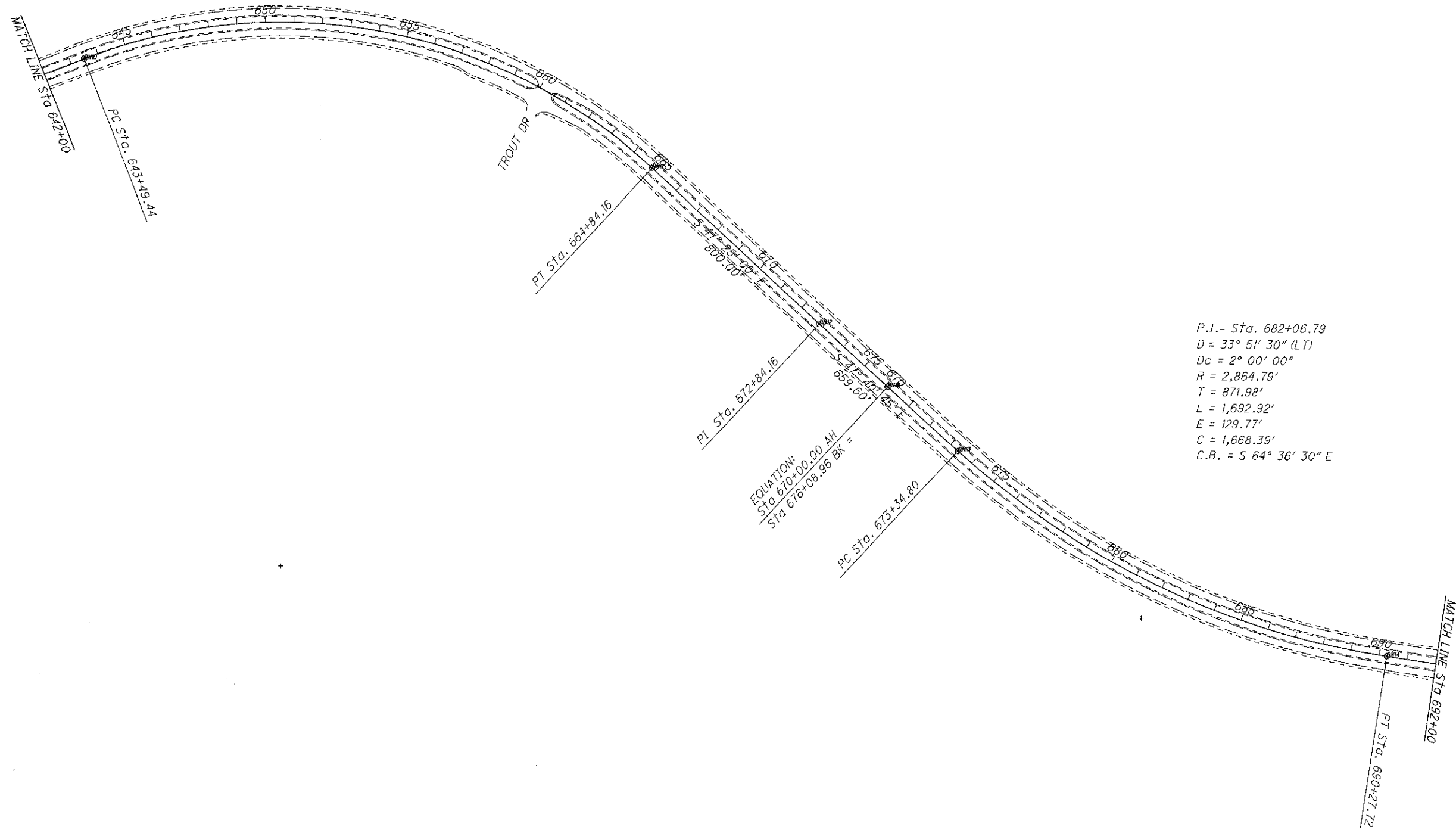
SCHEMATIC / DESIGN DESIGNATION

**RIC / ASD-30-13.18 / 0.00
 RIC-42-13.74**

P.I. = Sta. 655+43.82
 D = 64° 02' 30" (RT)
 Dc = 3° 00' 00"
 R = 1,909.86'
 T = 1,194.38'
 L = 2,134.72'
 E = 342.72'
 C = 2,025.32'
 C.B. = S 79° 26' 15" E

P.I. = Sta. 682+06.79
 D = 33° 51' 30" (LT)
 Dc = 2° 00' 00"
 R = 2,864.79'
 T = 871.98'
 L = 1,692.92'
 E = 129.77'
 C = 1,668.39'
 C.B. = S 64° 36' 30" E

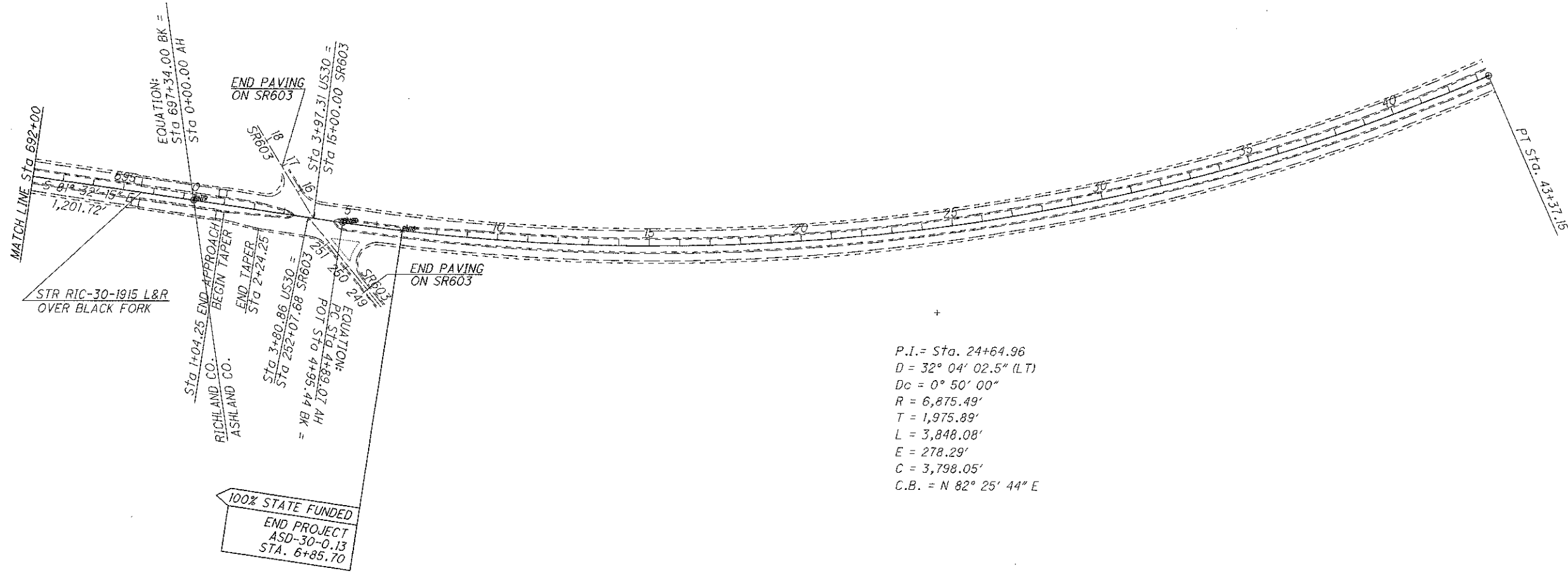
EQUATION:
 Sta 670+00.00 AN
 Sta 676+08.96 BK =



CALCULATED
 MJS
 CHECKED
 ADB

SCHEMATIC / DESIGN DESIGNATION

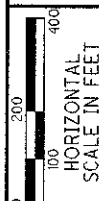
**RIC / ASD-30-13.18 / 0.00
 RIC-42-13.74**



SCHEMATIC / DESIGN DESIGNATION

**RIC / ASD-30-13.18 / 0.00
 RIC-42-13.74**

CALCULATED
 MJS
 CHECKED
 ADB



RIC-30-1640 SFN 7001517

ITEM	EXTENSION	QUANTITY	UNIT	DESCRIPTION	REFERENCE SHEET
202	11301	3.5	CU YD	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	84
511	34450	2.4	CU YD	CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR	84
511	45701	1.7	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR)	84
512	10100	992	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	
512	10300	1353	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	
513	95020	LUMP		STRUCTURAL STEEL, MISC.: REWELDING EXISTING CROSS FRAME MEMBERS	84
514	20001	62	SQ FT	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT)	85
516	31000	133	FT	JOINT SEALER	
519	11101	21	SQ FT	PATCHING CONCRETE STRUCTURE, AS PER PLAN	87
SPECIAL	51910000	1	SQ YD	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE	87
849	10500	LUMP		SURFACE PREPARATION	
849	10600	3	HOUR	REPAIRING DAMAGED MEMBERS BY GRINDING	

DESIGN FILE: I:\projects\79352\structures\STRSUM.dgn
 WORKSTATION:Kknapp DATE:7/12/2010

REFERENCES SHALL BE MADE TO STANDARD BRIDGE DRAWINGS:

EXJ-2-81	DATED	7/19/02
GSD-1-96	DATED	7/19/02
RB-1-55	DATED	2/2/59
TST-1-99	DATED	4-18-08
DS-1-92	DATED	7-18-03
PCB-91	DATED	7-19-02

REFERENCES SHALL BE MADE TO SUPPLEMENTAL SPECIFICATIONS:

847	DATED	4/16/10
849	DATED	1/19/07
961	DATED	10/17/08

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, INCLUDING THE 2003, 2004, 2005 AND 2006 SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL.

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 STRUCTURES AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PRE BID EXAMINATION OF THE EXISTING STRUCTURES. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING PLANS:

THE ORIGINAL CONSTRUCTION PLANS OF THE EXISTING BRIDGES ARE AVAILABLE UPON REQUEST AT THE DISTRICT 3 OFFICE OF THE OHIO DEPARTMENT OF TRANSPORTATION, ASHLAND, OH.

STRUCTURE #	PLAN NAME	DATE
RIC-30-1388	RIC-30-(5.78)(6.32)	1971
	RIC-30-12.37, ASD-30-0.00	1985
RIC-30-1408L&R	RIC-30-5.79 & ASD-30-0.00	1958
	RIC-30-12.37, ASD-30-0.00	1985
RIC-30-1441	RIC-30-(5.78)(6.32)	1971
	RIC-30-12.37, ASD-30-0.00	1985
RIC-30-1527	RIC-30-15.24	1977
	RIC-30-12.37, ASD-30-0.00	1985
RIC-30-1640	RIC-30-16.37	1977
	RIC-30-12.37, ASD-30-0.00	1985
RIC-30-1750L&R	RIC-30-9.28 & ASD-30-0.00	1966
	RIC-30-12.37, ASD-30-0.00	1985
RIC-30-1915L	RIC-30-9.28 & ASD-30-0.00	1966
	RIC-30-12.37, ASD-30-0.00	1985
RIC-30-1915R	RIC-30-5.79 & ASD-30-0.00	1958
	RIC-30-12.37, ASD-30-0.00	1985

DESIGN DATA:

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4,000 PSI
 CONCRETE CLASS S - COMPRESSIVE STRENGTH 4,500 PSI
 REINFORCING STEEL - ASTM A615 OR A996 GRADE 60 MINIMUM YIELD STRENGTH 60,000 PSI
 STRUCTURAL STEEL - ASTM A709 GRADE 50W OR GRADE 50 - YIELD STRENGTH 50,000 PSI
 A709 GRADE 36 - YIELD STRENGTH 36,000 PSI

DECK PROTECTION METHOD:

SUPERPLASTICIZED DENSE CONCRETE OVERLAY
 SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

PLACING ASPHALT CONCRETE FEATHERING ON APPROACHES TO BRIDGES:

SPECIAL CARE SHALL BE TAKEN, WHEN PLACING THE ASPHALT CONCRETE BUTT JOINT TO EFFECT A SMOOTH TRANSITION FROM THE EXISTING APPROACH PAVEMENT TO THE BRIDGE DECK THE CONTRACTOR'S ATTENTION IS CALLED TO STANDARD DRAWING BP-3.1 FOR REQUIRED TOLERANCES.

CUT LINE CONSTRUCTION JOINT PREPARATION:

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL IN PLACE. 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.

ITEM 202 - REMOVAL MISC.: STEEL RETAINER:

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING STEEL RETAINER ON THE BACKWALL SIDE OF THE EXPANSION JOINTS AT LOCATIONS SHOWN IN THE PLAN.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 - REMOVAL MISC.: ELASTOMERIC JOINT GLAND:

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING ELASTOMERIC JOINT GLAND.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

DESIGN FILE: I:\projects\79352\structures\STRNOTES.dgn
 WORKSTATION: kknapp
 MODELNAME: Design
 DATE: 7/12/2010

STRUCTURE NOTES

RIC / ASD-30-13.18 / 0.00
 RIC-42-13.74

DESIGN AGENCY
 DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 6/10
 REVIEWED
 RDN
 STRUCTURE FILE NUMBER

DRAWN
 DCM
 REVISION
 DESIGNED
 DCM
 CHECKED
 DUJ

DESIGN FILE: I:\projects\79352\structures\STRNOTES.dgn
WORKSTATION: dmollens
DATE: 9/27/2010
MODELNAME: Design

ITEM 202 - REMOVAL MISC.: ELASTOMERIC COMPRESSION SEAL:

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING ELASTOMERIC COMPRESSION SEAL GLAND.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 - REMOVAL MISC.: ROCKER BEARING

THIS ITEM SHALL CONSIST OF FURNISHING THE NECESSARY MATERIALS AND LABOR TO REMOVE THE EXISTING ROCKER BEARING AT THE LOCATIONS INDICATED IN THE PLAN.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER EACH FOR ITEM 202 - REMOVAL MISC.: ROCKER BEARING WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

THIS ITEM SHALL BE USED AT LOCATIONS IN THE PLAN.

THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED.

THE EXISTING REINFORCING STEEL SHALL BE PRESERVED AS INDICATED IN THE PLANS. EXISTING CONCRETE SHALL BE REMOVED IN A MANNER THAT WILL NOT CUT, ELONGATE, OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS NO HEAVIER THAN THE 90 POUND CLASS.

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.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN (DECK EDGE):

THIS WORK CONSISTS OF THE REMOVAL OF CONCRETE DECK EDGES.

THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED.

THE EXISTING REINFORCING STEEL SHALL BE PRESERVED AS INDICATED IN THE PLANS. EXISTING CONCRETE SHALL BE REMOVED IN A MANNER THAT WILL NOT CUT, ELONGATE, OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS NO HEAVIER THAN THE 90 POUND CLASS.

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.

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

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 202 - REMOVAL MISC.: PORTION OF EXPANSION JOINT:

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING VERTICAL 6" LEG OF THE L8X6X1/2 ANGLE OF THE EXPANSION JOINT RETAINER. THE HORIZONTAL 8" LEG OF THE ANGLE HAS BEEN PREVIOUSLY REMOVED. THE REMOVAL SHALL ALSO INCLUDE THE REMOVAL OF THE EXISTING ATTACHED WAFFLE PLATES AND RETAINING BAR.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE ITEM, WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 511 - CLASS C CONCRETE, ABUTMENT, AS PER PLAN (REPAIR):

ITEM 511 - CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR:

ITEM 511 - CLASS S CONCRETE, SUPERSTRUCTURE, AS PER PLAN (REPAIR OR RECONSTRUCTION):

THESE ITEMS SHALL BE USED AT LOCATIONS INDICATED IN THE PLAN.

THE COARSE AGGREGATE SHALL BE LIMESTONE.

TYPE A WATERPROOFING IS INCIDENTAL.

ALL EXISTING SURFACES TO WHICH THE CONCRETE IS TO BOND SHALL BE CLEANED BY ABRASIVE BLASTING. THESE SURFACES SHALL BE MADE FREE OF SPALLS, LAITANCE, AND OTHER CONTAMINANTS DETRIMENTAL TO ACHIEVING AN ADEQUATE BOND.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER CUBIC YARD FOR EACH OF THE ABOVE WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL - BRIDGE DECK GROOVING:

THE BRIDGE DECK GROOVING SHALL MEET CMS 511.20.

THE BRIDGE DECK GROOVING SHALL BE DONE PRIOR TO OPENING TO TRAFFIC.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 512 - CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN:

THIS ITEM SHALL BE USED AT THE LOCATION INDICATED IN THE PLAN.

THE COST OF THE CAULKING TO SEAL AROUND THE BOLSTER IS INCLUDED IN THIS ITEM.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR THE ABOVE WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 513 - STRUCTURAL STEEL MISC.: REWELDING EXISTING CROSS FRAME MEMBERS:

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING BROKEN WELDS AND REWELD THE CROSS FRAME ANGLES AS DETAILED IN THE PLAN ON STRUCTURE RIC-30-1640.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

STRUCTURE NOTES

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RIC - 42-13.74

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ITEM 514 - FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT):

1.0 DESCRIPTION

THIS ITEM CONSISTS OF CLEANING AND FIELD PAINTING STRUCTURAL STEEL PREVIOUSLY COATED WITH A NEWER EXISTING OZEU PAINT SYSTEM. THIS WORK CONSIST OF PERFORMING SURFACE PREPARATION AND APPLYING A THREE-COAT PAINT SYSTEM TO THE PREPARED STEEL AND FEATHERED REMOVAL AREAS OF EXISTING OZEU PAINT SYSTEMS.

2.0 GENERAL

C&MS 514.05 THROUGH 514.10 AND 514.13.D APPLY UNLESS MODIFIED BY THESE NOTES.

3.0 WASHING EXISTING OZEU PAINTED SURFACES

CLEAN SURFACES TO BE COATED WITH LOW PRESSURE WATER CLEANING TO REMOVE ALL DIRT, DEBRIS, ANIMAL EXCREMENT, SALT CONTAMINANTS AND OTHER ACCUMULATED FOREIGN MATERIAL IN ACCORDANCE WITH SSPC-SP12 (LP WC), LOW PRESSURE WATER CLEANING. THE PRESSURE WASHER SHALL BE CAPABLE OF ACHIEVING AT LEAST 2000 POUNDS PER SQUARE INCH AT THE NOZZLE. WHEN USING THE POWER WASHING EQUIPMENT, THE NOZZLE SHALL BE MAINTAINED NO MORE THAN 10 INCHES FROM THE SURFACE. SUPPLY AND USE POTABLE WATER. PROVIDE TO THE ENGINEER A LETTER OF WRITTEN ACCEPTANCE FOR ANY BIODEGRADABLE DETERGENTS OR CLEANERS USED IN CONJUNCTION WITH THIS METHOD.

COLLECT AND CONTAIN WATER AND DEBRIS REMOVED DURING WASHING OPERATIONS ABOVE WATER FEATURES IN CONFORMANCE WITH C&MS 514.08 AND C&MS 514.13.D FOR ANY DEBRIS. CREATE SETTLEMENT COLLECTION BASINS AND STRAIN ALL WASH WATER ABOVE LAND FEATURES AS NECESSARY TO PRODUCE VISIBLY CLEAR WATER AND COMPLY WITH C&MS 514.08 AND C&MS 514.13.D FOR ANY DEBRIS.

4.0 SURFACE PREPARATION

AFTER THE PRESSURE WASHED SURFACE HAS DRIED, REMOVE EXISTING PAINT COATING TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER ACCORDING TO: SSPC-SP 10, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPC-VIS 1. THE ENGINEER WILL USE THE SSPC-VIS 1 TO DETERMINE THE ACCEPTANCE OF THE SURFACE PREPARATION. FEATHER THE EXISTING PAINT TO EXPOSE A MINIMUM OF 1/2 INCH OF EACH COAT. CONTAIN AND DISPOSE OF WASTE GENERATED BY THE CLEANING ACCORDING TO C&MS 514.13.D.

ROUND ALL EXPOSED CORNERS OF MAIN MATERIAL TO BE PAINTED AS NECESSARY TO ACHIEVE A 1/16 INCH RADIUS OR EQUIVALENT FLAT SURFACE AT A 45 DEGREE ANGLE.

5.0 FIELD PAINTING

APPLY THE PRIME, INTERMEDIATE AND FINISH COATS OF THE THREE-COAT PAINT SYSTEM SPECIFIED IN C&MS 708.02, ACCORDING TO C&MS 514.15, 514.16, 514.17, 514.19 AND 514.20 TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER. TINT THE FINISH COAT TO MATCH THE EXISTING BLUE COLOR MEETING FEDERAL COLOR FS-595A-15450 AND TO THE ENGINEERS SATISFACTION. THE ENGINEER WILL DETERMINE THE PRIME AND INTERMEDIATE COAT THICKNESS USING A TYPE 2 MAGNETIC GAGE AT SPOT LOCATIONS. THE PRIME, INTERMEDIATE AND FINISH COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF C&MS 514.20. APPLY PAINT AS FOLLOWS:

A. APPLY THE PRIME COAT ONLY TO THE PREPARED SURFACE OF THE BARE STEEL AND THE EXISTING PRIME COAT EXPOSED BY FEATHERING. DO NOT APPLY THE PRIME COAT TO THE ADJACENT INTERMEDIATE COAT.

B. APPLY CAULK AFTER PRIMING

C. APPLY THE INTERMEDIATE COAT TO THE NEW PRIME COAT AND TO THE EXISTING INTERMEDIATE COATS THAT ARE EXPOSED BY FEATHERING.

D. APPLY THE FINISH COAT TO THE NEW INTERMEDIATE COAT AND TO THE EXISTING FINISH COATS THAT ARE EXPOSED BY FEATHERING.

AT THE PERIMETER OF THE REPAIR AREA, APPLY THE PRIME, INTERMEDIATE AND FINISH COATS WITH A BRUSH. IN LIEU OF BRUSHING THE CONTRACTOR MAY DOUBLE MASK AREAS NOT TO BE COATED AND SPRAY TO FEATHERED REMOVAL LINES.

BLEND REPAIR AREAS WITH THE ADJACENT COATING TO PROVIDE A FINISHED SURFACE IN THE PATCHED AREAS THAT IS SMOOTH AND HAS AN EVEN PROFILE WITH THE ADJACENT SURFACE.

6.0 MEASUREMENT

THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT) BY THE NUMBER OF SQUARE FEET OF STRUCTURAL STEEL PAINTED.

THE DEPARTMENT WILL DETERMINE THE SURFACE AREA BY TAKING EXACT FIELD MEASUREMENTS OF ALL PAINTED SURFACES AND CALCULATIONS.

7.0 BASIS OF PAYMENT

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:
THE DEPARTMENT MAY CONSIDER PAINT AS ELIGIBLE FOR PAYMENT FOR MATERIAL ON-HAND AS SPECIFIED IN 109.10, HOWEVER, ONLY PAINT THAT THE CONTRACTOR CAN PROVE TO THE ENGINEER WILL BE USED DURING THE CONSTRUCTION SEASON IS ELIGIBLE FOR PAYMENT. THE CONTRACTOR SHALL PROVIDE THE ENGINEER CALCULATIONS INDICATING THE TOTAL SQUARE FEET OF STEEL TO BE PAINTED DURING THE CONSTRUCTION SEASON. THE CONTRACTOR SHALL ALSO PROVIDE CALCULATIONS SHOWING THE TOTAL NUMBER OF GALLONS REQUIRED.

IF THE CONTRACTOR CAUSES DAMAGE OR INJURY TO PUBLIC OR PRIVATE PROPERTY, THE DEPARTMENT WILL NOT PAY FOR RESTORING THE PROPERTY TO ITS ORIGINAL CONDITION.

THE DEPARTMENT WILL NOT PAY FOR REPAIRING ADJACENT COATINGS DAMAGED DURING THE WASHING, POWER TOOL CLEANING OR BLAST CLEANING OPERATION.

THE DEPARTMENT WILL NOT PAY FOR REMOVING AND REPLACING AN AREA OF COATING BECAUSE A SPOT OR MAXIMUM AVERAGE THICKNESS EXCEEDS THE MAXIMUM SPOT THICKNESS.

THE DEPARTMENT WILL NOT PAY FOR ADDITIONAL TESTING REQUIRED BY ANY HAULER, TREATMENT FACILITY, DISPOSAL FACILITY OR LANDFILL.

THE DEPARTMENT WILL NOT PAY FOR ACCESSING, INSPECTING, AND REPAIRING AREAS THAT ARE NOT FOUND TO BE IN CONFORMANCE WITH THE SPECIFICATIONS AND PERTINENT CONTRACT DOCUMENTS.

ALL OTHER REQUIREMENTS OF THIS FIELD PAINTING SPECIFICATION ARE CONSIDERED INCIDENTAL TO THE WORK.

ITEM	UNIT	DESCRIPTION
514	SQUARE FEET	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN (THREE COAT)

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 WORKSTATION:Kknapp
 MODELNAME: Design
 DATE: 7/12/2010

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DESIGN FILE: I:\projects\79352\structures\STRNOTES.dgn
WORKSTATION: dmollens
DATE: 9/27/2010
MODELNAME: Design

ITEM 513 - REPLACEMENT OF DETERIORATED END CROSSFRAMES, AS PER PLAN:

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, STAMPED AND DATED, ALONG WITH MICROFILM, TO THE STRUCTURAL, WELDING AND METALS SECTION OF THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES. THE 1/2" GUSSET PLATES ARE INCLUDED IN THIS ITEM.

COST TO REMOVE EXISTING CROSS FRAME MEMBERS INCLUDING GUSSET PLATES AND ALL NECESSARY GRINDING SHALL BE INCLUDED IN THIS ITEM.

THE FOLLOWING MEMBERS ARE INCLUDED IN THIS ITEM: 4 X 4 X 3/8 ANGLE, 3 X 3 X 5/16 ANGLE.

ITEM 513 - STRUCTURAL STEEL, MISC.: WELDING CRACKED EXPANSION ANGLE:

THIS ITEM SHALL INCLUDE THE WELDING OF CRACKS IN THE RETAINER ANGLES OF THE EXPANSION JOINT AS DETAILED AND LOCATED IN THE PLANS. THE ENDS OF THE CRACKS SHALL BE DRILLED TO PREVENT EXPANSION OF THE CRACKING PRIOR TO THE WELDING. THE WELDS SHALL BE GROUND FLUSH.

ALL DRILLING, WELDING, GRINDING, LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 513 - STRUCTURAL STEEL, MISC.: WELDING CRACKED EXPANSION ANGLE.

PAINTING OF 513 STEEL:

NEW STEEL SHALL BE SHOP PRIMED, WHICH SHALL BE INCLUDED IN THE COST OF ITEM 514. THE NEW STEEL SHALL ALSO BE PREPARED AND PAINTED IN THE FIELD AS IF IT WERE EXISTING STEEL. QUANTITIES AND PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE SQUARE FOOT UNIT PRICE BID FOR THE APPROPRIATE 514 ITEMS.

ITEM 514 SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN:

ITEM 514 FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN:

ITEM 514 FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN:

ITEM 514 FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN:

THIS ITEM SHALL INCLUDE PREPARING AND PAINTING THE FIRST 10' OF W36X170 BEAM ENDS AT THE ABUMENTS, THE NEW END CROSS FRAMES AND ALL NEW ROCKER BEARINGS.

THE COLOR OF THE FINISH COAT SHALL BE A BLUE-GREEN COLOR MEETING FEDERAL STANDARD NUMBER 14241.

THE COST OF THIS WORK SHALL BE INCLUDED WITH ITEM 514 - SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL, AS PER PLAN: ITEM 514 - FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT, AS PER PLAN: ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN: AND ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN.

ITEM 516 - ELASTOMERIC COMPRESSION SEAL, AS PER PLAN:

COMPRESSION SEAL: FURNISH MATERIAL CONFORMING TO 705.11. THE SEAL CONFIGURATION SHOULD BE SIMILAR TO THE DETAILS SHOWN HEREIN. ACCEPTED MANUFACTURES ARE: D.S.BROWN (MODEL CV3000), WATSON-BOWMAN-ACME (MODEL WJ300) OR AN APPROVED EQUIVALENT. INSTALL THE SEAL ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS AND UNDER THE SUPERVISION OF THE MANUFACTURER'S DESIGNATED REPRESENTATIVE.

JOINTS IN COMPRESSION SEALS: FURNISH SEALS IN ONE CONTINUOUS PIECE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER MISC.: PARTIAL STEEL JOINT REPAIR:

THIS ITEM SHALL BE USED AT THE LOCATION INDICATED IN THE PLAN. THIS ITEM SHALL BE USED TO INSTALL A NEW L8X6X1/2 ANGLE AS PER DETAILS IN THE PLAN.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR EACH OF THE ABOVE WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER MISC.: REPAIR:

THIS ITEM SHALL BE USED AT LOCATIONS INDICATED IN THE PLAN.

THIS ITEM SHALL BE USED TO INSTALL A NEW 1 1/4" X 1 1/2" STEEL BAR AS PER DETAILS IN THE PLAN.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER FOOT FOR EACH OF THE ABOVE WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

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

THIS WORK CONSISTS OF RAISING OR REPOSITIONING EXISTING STRUCTURE TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

THE JACKING OPERATION SHALL BE DONE PRIOR TO THE OVERLAY BEING PLACED.

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 BEAMS 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.

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ITEM 516 - REFURBISH BEARING DEVICE, AS PER PLAN:

THIS ITEM SHALL INCLUDE ALL WORK NECESSARY TO PROPERLY ALIGN THE BRIDGE BEARING AS WELL AS ITS CLEANING AND PAINTING. INCLUDED SHALL BE THE DISASSEMBLY OF THE BEARING, HAND TOOL CLEANING (GRINDING IF NECESSARY), PAINTING ACCORDING TO ITEM 514, REPLACEMENT OF ANY DAMAGED SHEET LEAD WITH PREFORMED BEARING PAD (711.21), INSTALLATION OF ANY NECESSARY STEEL SHIMS OF THE SAME SIZE AS THE BEARING TO PROVIDE A SNUG FIT, REALIGNMENT OF THE UPPER BEARING PLATE BY REMOVING EXISTING WELDS AND REWELDING SO THAT THE BEARING IS VERTICALLY ALIGNED AT 60° F (15° C), LUBRICATING SLIDING SURFACES, REASSEMBLY OF THE BEARING, AND RESETTING OF THE BEARING. ASSURE THE BEARING IS SHIMMED ADEQUATELY AND THAT NO BEAMS AND/ OR BEARING DEVICES ARE "FLOATING". AT NO ADDITIONAL COST TO THE STATE, THE CONTRACTOR MAY INSTALL A NEW BEARING OF THE SAME TYPE AS THE EXISTING IN PLACE OF REFURBISHING THE BEARING. ALL WORK SHALL BE TO THE SATISFACTION OF THE ENGINEER.

PAYMENT FOR ALL OF THE ABOVE LABOR AND MATERIALS WILL BE MADE AT THE CONTRACT PRICE BID FOR ITEM 516-REFURBISH-BEARING DEVICE, AS PER PLAN

ITEM SPECIAL - STEEL DRIP STRIP:

SEE STANDARD DRAWING DS-1-92 FOR DETAILS AND NOTES.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 517 - RAILING (TWIN STEEL TUBE), AS PER PLAN:

THIS ITEM SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARD CONSTRUCTION DRAWING TST-1-99 WITH THE EXCEPTION OF THE W6X25 POSTS SHALL BE 4'-2" AS DETAILED IN THE PLANS.

ITEM 518 - SCUPPER LENGTHENING, AS PER PLAN:

THIS ITEM SHALL BE USED AT THE LOCATIONS INDICATED IN THE PLAN AND AS PER DETAILS ON SHEET 111 TO REMOVE 10" OF EXISTING SCUPPER PIPE AND REPLACE IT WITH 2'-2" OF NEW PIPE. THE SCUPPER EXTENSION SHALL BE PAINTED WITH A PRIMER PAINT AND TOP COATED WITH A URETHANE PAINT TO MATCH THE COLOR OF THE EXISTING STEEL.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID EACH FOR THE ABOVE WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 519 - PATCHING CONCRETE STRUCTURE, AS PER PLAN:

THIS ITEM SHALL BE USED AT THE LOCATIONS INDICATED IN THE PLAN TO PATCH VARIOUS PIER COLUMNS.

ALL NEEDED EXCAVATION IS INCLUDED IN THIS ITEM.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID SQUARE FOOT FOR THE ABOVE WHICH WILL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, EXCAVATION AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM SPECIAL - PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE:

SEE PROPOSAL NOTE 511 "PATCHING CONCRETE BRIDGE DECK OVERLAYS WITH MICRO-SILICA MODIFIED CONCRETE" FOR DETAILS.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID FOR THE ABOVE ITEM WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 847 - EXISTING CONCRETE OVERLAY REMOVED, AS PER PLAN (2" NOMINAL THICKNESS):

THIS ITEM SHALL BE USED TO REMOVE THE EXISTING OVERLAY AS PER DETAILS IN THE PLANS.

THE THICKNESS OF THE EXISTING CONCRETE OVERLAY TO BE REMOVED SHALL BE AS SPECIFIED IN THE PLANS.

THIS ITEM SHALL ALSO BE USED TO REMOVE THE ADDITIONAL CONCRETE THICKNESS AS PER DETAILS IN THE PLANS.

PAYMENT FOR ALL OF THE ABOVE SHALL BE AT THE UNIT PRICE BID PER SQUARE YARD FOR THE ABOVE ITEMS WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE ABOVE WORK.

ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY, AS PER PLAN (2" THICK):

ITEM 847 - SUPERPLASTICIZED DENSE CONCRETE OVERLAY (VARIABLE THICKNESS), MATERIAL ONLY, AS PER PLAN:

THESE ITEMS SHALL BE PERFORMED PER SUPPLEMENTAL SPECIFICATION 847 "BRIDGE DECK REPAIR AND OVERLAY WITH CONCRETE USING SCARIFICATION AND CHIPPING" WITH THE FOLLOWING REVISIONS:

THE THICKNESS OF THE EXISTING CONCRETE OVERLAY REMOVED AND PROPOSED OVERLAY SHALL BE AS SPECIFIED IN THE PLANS.

ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED BY ASTM C-127.

NON PERFORM THE TEXTURED GROOVING AS SPECIFIED IN 847.22.

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STRUCTURE FILE NO.	BRIDGE NO.	LOCATION	BRIDGE TYPE	SKEW	BRIDGE LIMITS	DECK WIDTH	PROPOSED WORK
7001320	RIC-30-1388	UNDER STEWART ROAD	4-SPAN STEEL BEAM	4° 54' 25" RF	258'-6"±	42'-6"± T/T PARAPETS	DECK, PARAPETS & SUBSTRUCTURE SEALING, PIER PATCHING AND JOINT SEALING
7001355	RIC-30-1408L	OVER U.S. 42	4-SPAN STEEL BEAM	45° 45' LF	294'-5"±	31'-4"± T/T PARAPETS	OVERLAY, PARAPETS & PIER SEALING, PIER & DECK EDGE PATCHING. ABUTMENT, BACKWALL & APPROACH SLAB REPAIR, EXPANSION JOINT REPAIR AND DUMPED ROCK FILL
7001444	RIC-30-1408R	OVER U.S. 42	4-SPAN STEEL BEAM	45° 45' LF	294'-5"±	31'-4"± T/T PARAPETS	OVERLAY, PARAPETS & PIER SEALING, PIER & DECK EDGE PATCHING. ABUTMENT, BACKWALL & APPROACH SLAB REPAIR, EXPANSION JOINT REPAIR AND DUMPED ROCK FILL
7001479	RIC-30-1441	UNDER McELROY ROAD	4-SPAN STEEL BEAM	0°	226'-0"±	42'-6"± T/T PARAPETS	DECK & PIER PATCHING, BACKWALL & APPROACH SLAB REPAIR AND DECK, PARAPET & SUBSTRUCTURE SEALING
7001495	RIC-30-1527	UNDER LAVER ROAD	4-SPAN STEEL BEAM	0°	319'-6"±	30'-0"± T/T CURB	PIER CAP REPAIR, DECK & PIER PATCHING, BACKWALL REPAIR AND DECK, SIDEWALK, PARAPET & SUBSTRUCTURE SEALING
7001517	RIC-30-1640	UNDER REED ROAD	4-SPAN STEEL BEAM	0°	289'-6"±	42'-6"± T/T PARAPETS	DECK & PIER PATCHING, BACKWALL & APPROACH SLAB REPAIR AND DECK, PARAPET & SUBSTRUCTURE SEALING AND COLLISION DAMAGE REPAIR
7001568	RIC-30-1750L	OVER KOOGLE ROAD	3-SPAN STEEL BEAM	12° 47' LF	142'-1"±	VARIES FROM 54'± TO 57'-1" T/T PARAPETS	OVERLAY, PARAPETS & PIER SEALING, DECK EDGE PATCHING. ABUTMENT, BACKWALL & APPROACH SLAB REPAIR, SCUPPER LENGTHENING
7001592	RIC-30-1750R	OVER KOOGLE ROAD	3-SPAN STEEL BEAM	12° 47' LF	142'-1"±	VARIES FROM 50'± TO 56'-5" T/T PARAPETS	PARTIAL OVERLAY, PARAPETS & PIER SEALING, DECK EDGE PATCHING. BACKWALL & APPROACH SLAB REPAIR, SCUPPER LENGTHENING
7001657	RIC-30-1915L	OVER BLACK FORK	4-SPAN STEEL BEAM	0°	256'-6"±	34'-"± F/F GUARDRAIL	DECK EDGE, OVERLAY, COMPRESSION JOINT REPAIR, PARTIAL PAINTING, END CROSSFRAMES, ABUTMENT, BACKWALL & APPROACH SLAB REPAIR, BEARING REPLACEMENT AND JOINT SEALING
7001681	RIC-30-1915R	OVER BLACK FORK	4-SPAN STEEL BEAM	0°	256'-6"±	34'-"± F/F GUARDRAIL	DECK EDGE, OVERLAY, COMPRESSION JOINT REPAIR, PARTIAL PAINTING, END CROSSFRAMES, BACKWALL & APPROACH SLAB REPAIR, BEARING REPLACEMENT AND JOINT SEALING

25'-0"± APPROACH SLAB

BRIDGE LIMITS = 289'-6"±

25'-0"± APPROACH SLAB

BRIDGE DECK LENGTH = 286'-5"±



PATCH DECK WITH ITEM SPECIAL-PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE (1'-0" X 3'-0" PATCH)

PATCH PIER COLUMN WITH ITEM 519-PATCHING CONCRETE STRUCTURE, AS PER PLAN (3' X 7' PATCH)

SEAL DECK WITH ITEM 512-SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN

REPAIR TOP OF BACKWALL WITH ITEM 202-PORCTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS C CONCRETE, ABUTMENT, AS PER PLAN (TYPICAL) (SEE DETAIL BELOW)



REED ROAD

BRIDGE DECK WIDTH
42'-6"± 1/4" PARAPET

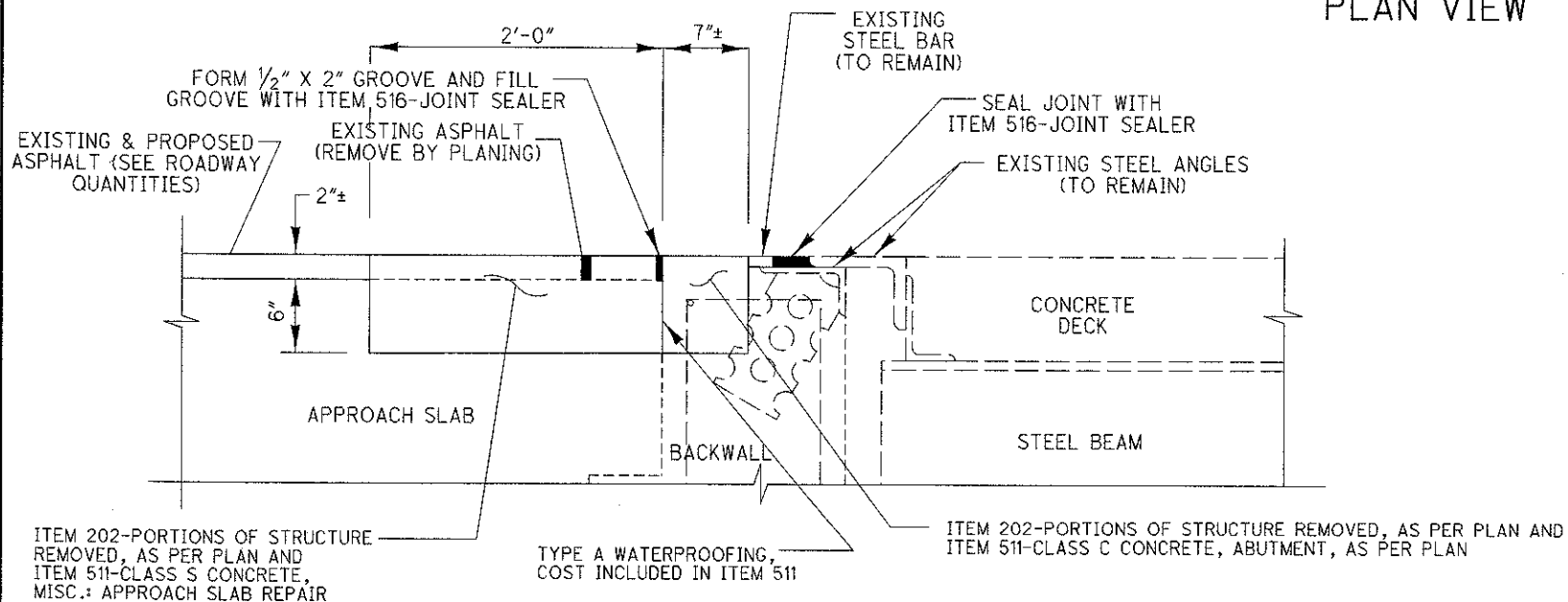
REPAIR APPROACH SLAB WITH ITEM 202-PORCTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR (TYPICAL)

SEAL PARAPETS, ABUTMENTS AND PIERS WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) (TYPICAL) SEE SHEET 2/4 FOR DETAILS

PATCH DECK WITH ITEM SPECIAL-PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE (1'-0" X 5'-0" PATCH)

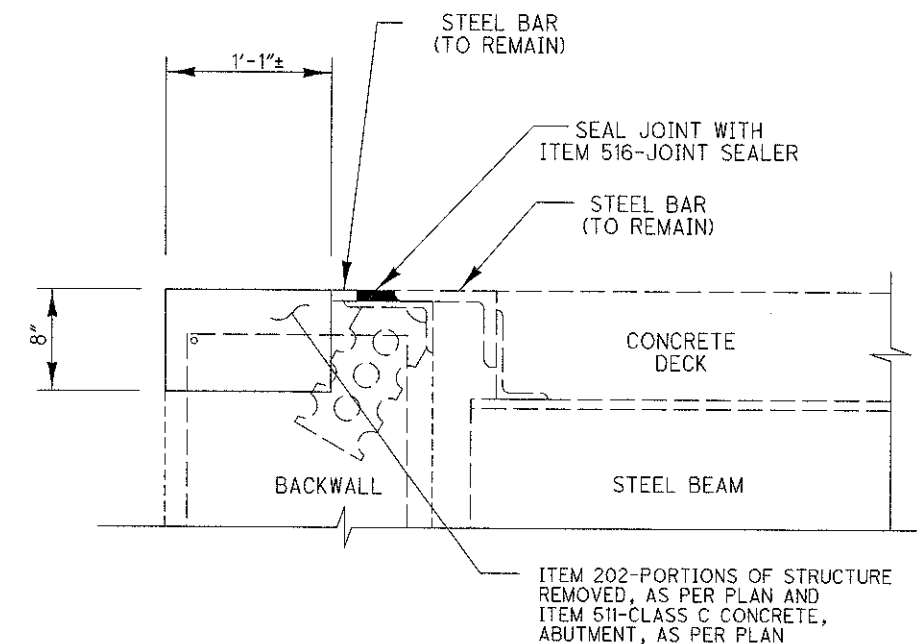
 REPAIR APPROACH SLAB WITH ITEM 202-PORCTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR
 REPAIR TOP OF BACKWALL WITH ITEM 202-PORCTIONS OF STRUCTURE REMOVED, AS PER PLAN AND ITEM 511-CLASS C CONCRETE, ABUTMENT, AS PER PLAN

PLAN VIEW



ABUTMENT/BACKWALL REPAIR AND JOINT SEALING DETAIL AT APPROACH SLAB

(BACKWALL REPAIR LENGTH = 24'-0"±)
(APPROACH SLAB REPAIR LENGTH = 24'-0"±)
(2-JOINT SEALING @ 24'-0"± EACH)



ABUTMENT/BACKWALL REPAIR AND JOINT SEALING DETAIL BEYOND APPROACH SLAB

(BACKWALL REPAIR LENGTH = 18'-6"± TOTAL/ABUTMENT)
(1-JOINT SEALING = 18'-6"± TOTAL/ABUTMENT)

ITEM	QUANTITY	UNIT	DESCRIPTION
202	3.5	CU YD	PORCTIONS OF STRUCTURE REMOVED, AS PER PLAN
511	1.7	CU YD	CLASS C CONCRETE, ABUTMENT, AS PER PLAN
511	2.4	CU YD	CLASS S CONCRETE, MISC.: APPROACH SLAB REPAIR
512	992	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
512	1353	SQ YD	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN
513	LUMP		STRUCTURAL STEEL, MISC.: REWELDING EXISTING CROSS FRAME MEMBERS
514	62	SQ FT	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN
516	133	FT	JOINT SEALER
519	21	SQ FT	PATCHING CONCRETE STRUCTURE, AS PER PLAN
SPECIAL	1	SQ YD	PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE
849	LUMP		SURFACE PREPARATION
849	3	HOUR	REPAIRING DAMAGED MEMBERS BY GRINDING

NOTES:

1. PATCH DECK WITH ITEM 519-PATCHING CONCRETE BRIDGE DECK OVERLAY WITH MICRO-SILICA MODIFIED CONCRETE.
2. SEAL DECK, CURBS AND SIDEWALKS WITH ITEM 512-SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN, AFTER DECK IS PATCHED.
3. SEAL PIER COLUMNS, PARAPETS AND ABUTMENTS WITH ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE). SEE SHEET 2/4 FOR DETAILS.
4. REPAIR BACKWALLS WITH ITEMS 202 AND 511.
5. SEAL JOINTS WITH ITEM 516.
6. REPAIR COLLISION DAMAGE, SEE SHEET 3/4 AND 4/4 FOR DETAILS.

ALL QUANTITIES CARRIED TO STRUCTURE SUMMARY SHEET.

DESIGN FILE: I:\projects\structures\RIC301640.dgn
WORKSTATION: kknapp
DATE: 7/12/2010
MODELNAME: Design

DESIGN AGENCY
ODOT DISTRICT THREE
OFFICE OF PRODUCTION

DATE
6/10
REVIEWED
RHN
STRUCTURE FILE NUMBER
7001517

DRAWN
DCM
CHECKED
DUV

PLAN VIEW
RIC-30-1640 UNDER REED ROAD

RIC/ASD-30-13.18/0.00
RIC-42-13.74

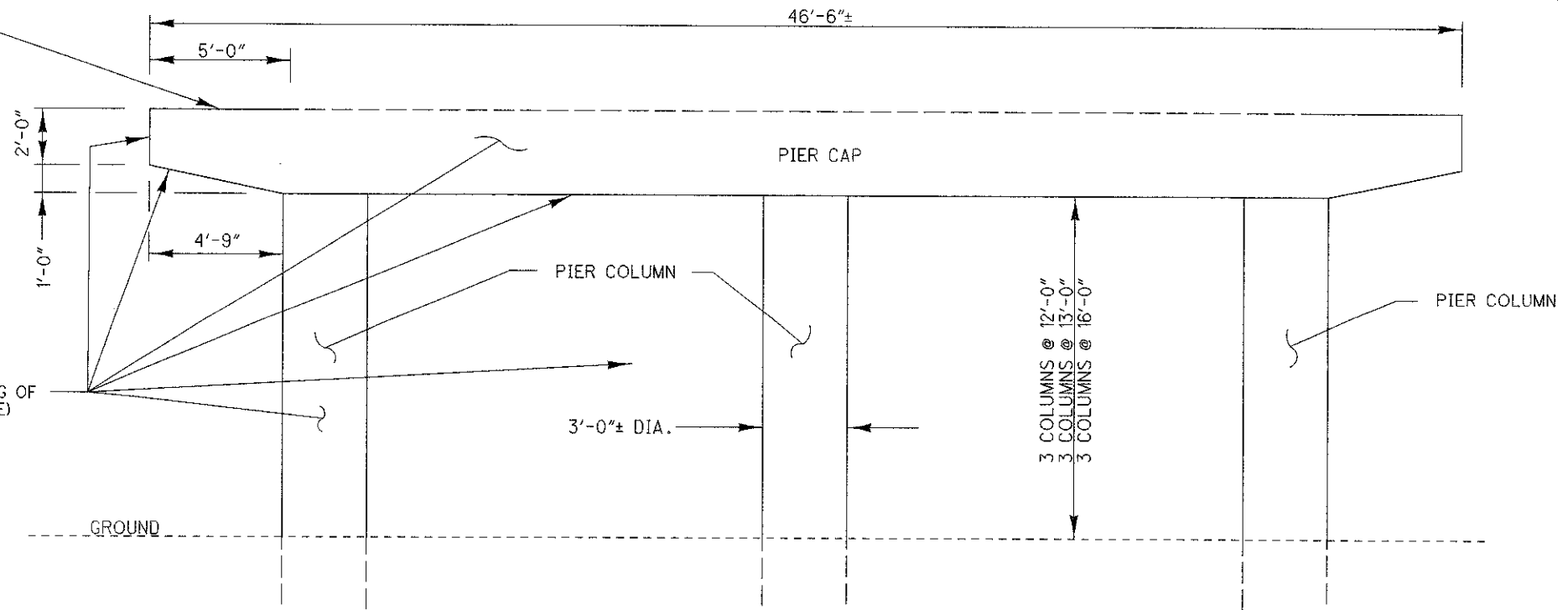
1 / 4

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DESIGN FILE: I:\projects\79352\structures\RIC301640.dgn
 WORKSTATION:Kknapp
 DATE: 7/12/2010
 MODELNAME: Design

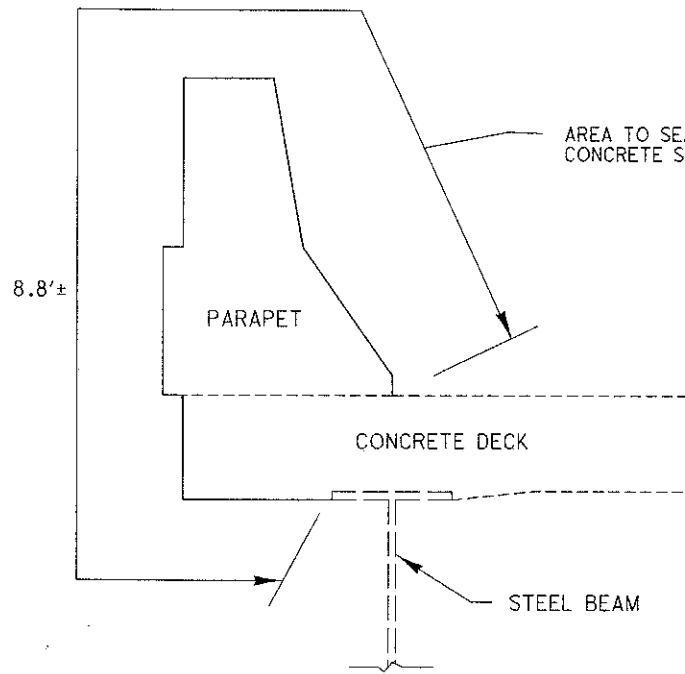
SEAL END 5' OF TOP OF PIER CAP USING ITEM 512-
 SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)
 TYP. ALL PIER CAPS.

AREA TO SEAL USING ITEM 512-SEALING OF
 CONCRETE SURFACES (EPOXY-URETHANE)
 TYP. ALL PIER CAPS AND COLUMNS



PIER SEALING ELEVATION VIEW

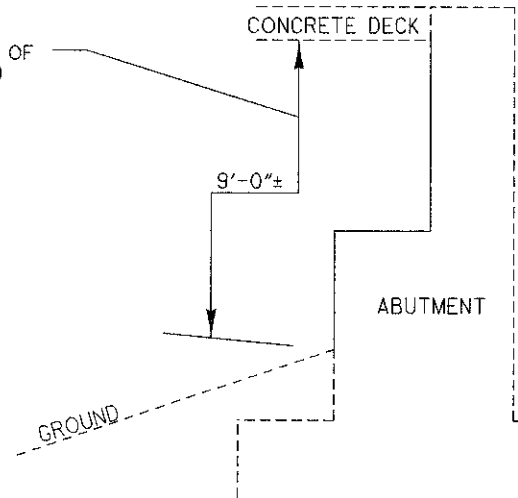
PIER WIDTH = 3'-0"



PARAPET SEALING DETAIL

(PARAPET SEALING LENGTH ON DECK = 286'-5"±)

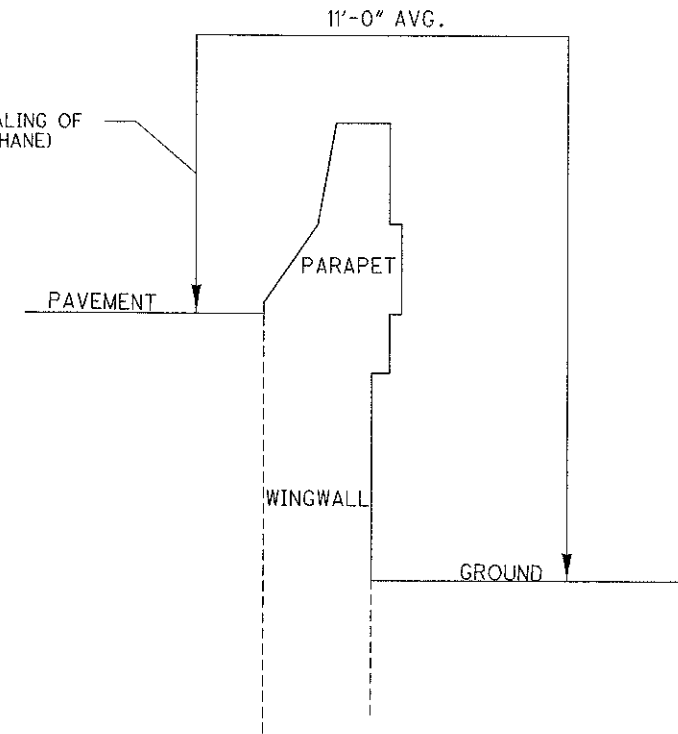
AREA TO SEAL USING ITEM 512-SEALING OF
 CONCRETE SURFACES (EPOXY-URETHANE)



ABUTMENT SEALING DETAIL

(ABUTMENT SEALING LENGTH = 45'-6"±)

AREA TO SEAL USING ITEM 512-SEALING OF
 CONCRETE SURFACES (EPOXY-URETHANE)



WINGWALL SEALING DETAIL

(WINGWALL SEALING LENGTH = 13'-11"±)

ITEM	QUANTITY	UNIT	DESCRIPTION
512	992	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

NOTES:

1) SEAL ALL EXPOSED AREAS OF WINGWALLS, ABUTMENTS AND PARAPETS WITH ITEM 512

ALL QUANTITIES CARRIED TO SHEET 1/4.

DESIGN AGENCY
 ODOT DISTRICT THREE
 OFFICE OF PRODUCTION

DATE
 6/10
 REVISION
 RDN
 STRUCTURE FILE NUMBER
 7001517

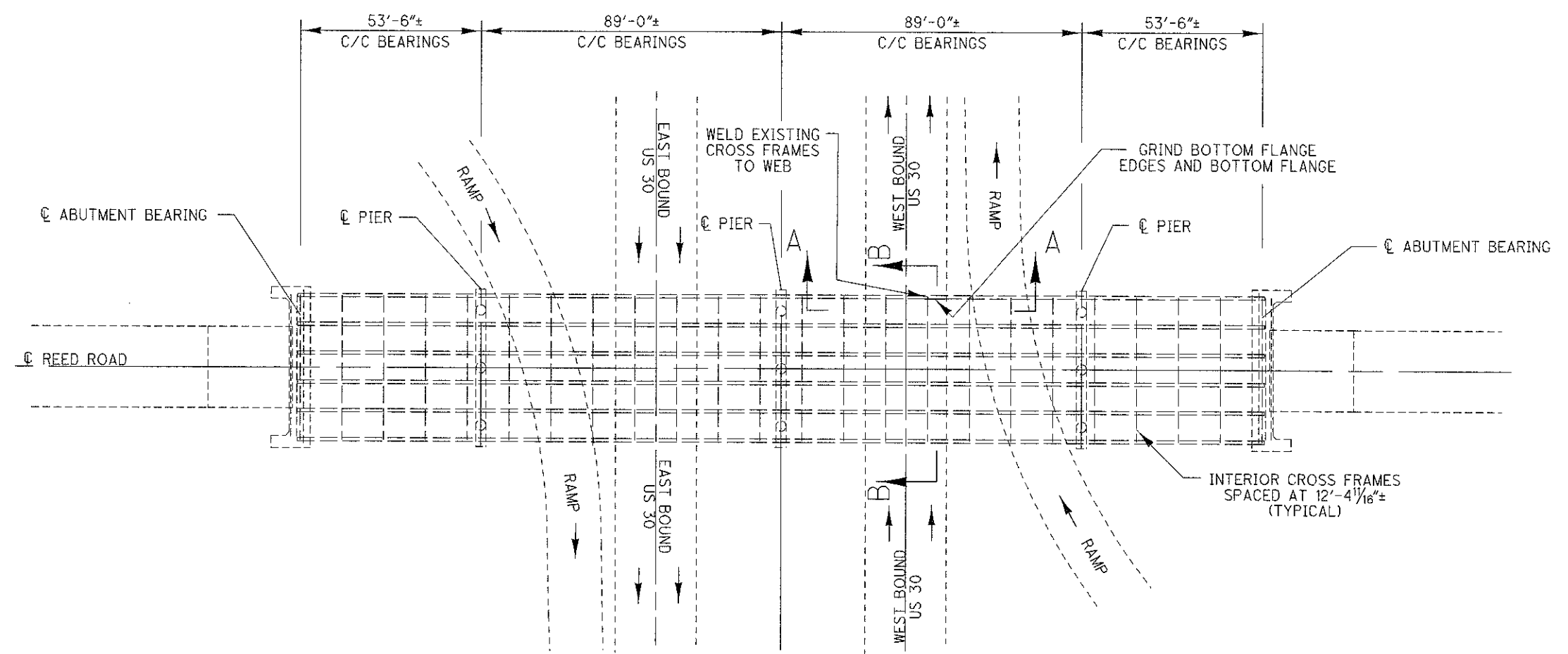
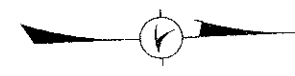
DESIGNED
 DCM
 CHECKED
 DJV

SEALING DETAILS
 RIC-30-1640 UNDER REED ROAD

RIC/ ASD-30-13.18 / 0.00
 RIC-42-13.74

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PLAN VIEW

ITEM	QUANTITY	UNIT	DESCRIPTION
513	LUMP		STRUCTURAL STEEL, MISC.: REWELDING EXISTING CROSS FRAME MEMBERS
514	62	SQ FT	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN
849	LUMP		SURFACE PREPARATION
849	3	HOURL	REPAIRING DAMAGED MEMBERS BY GRINDING

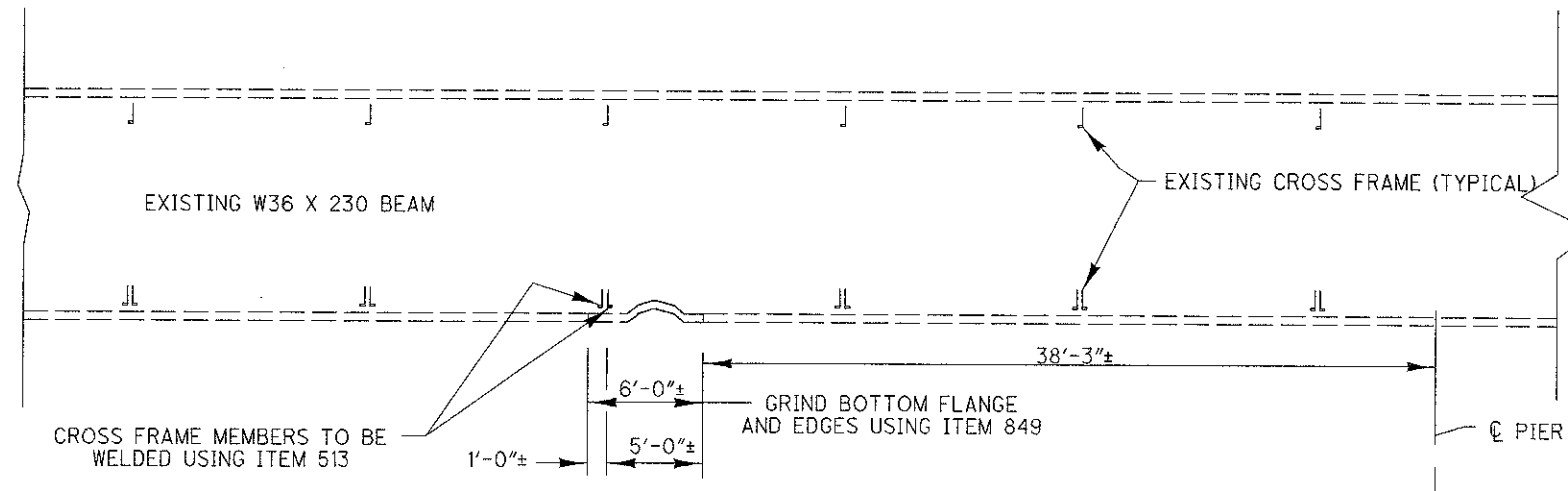
ALL QUANTITIES CARRIED TO SHEET 1/4.

NOTES:

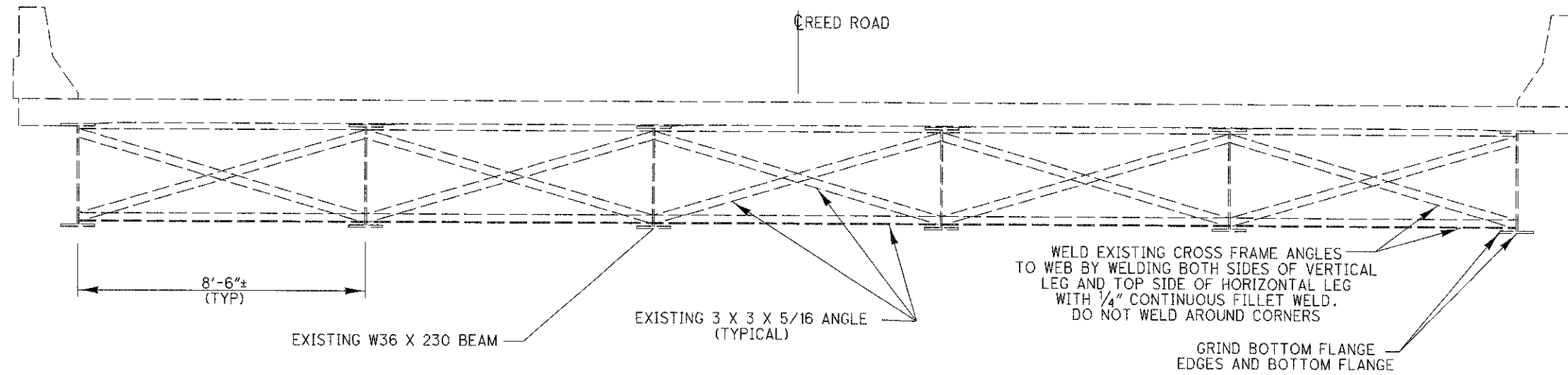
- SEE SHEET 4/4 FOR SECTIONS A-A AND B-B.
- GRIND BOTTOM FLANGE AND BOTTOM FLANGE EDGES USING ITEM 849-REPAIRING DAMAGED MEMBERS BY GRINDING.
- PERFORM SURFACE PREPARATION AS PER ITEM 849-SURFACE PREPARATION.
- GRIND OFF EXISTING WELDS AND REWELD TWO CROSS FRAME MEMBERS AT LOCATIONS SHOWN BY USING ITEM 513-STRUCTURAL STEEL, MISC.: REWELDING EXISTING CROSS FRAME MEMBERS.
- PAINT AREAS THAT ARE DAMAGED BY THE GRINDING AND WELDING USING ITEM 514-FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN.

DESIGN FILE: I:\projects\79352\structures\RIC301640.dgn
 WORKSTATION:Kknapp DATE: 7/12/2010 MODELNAME: Design

DESIGN AGENCY ODOT DISTRICT THREE OFFICE OF PRODUCTION	DATE 6/10	REVIEWED RDN	STRUCTURE FILE NUMBER 7001517	COLLISION REPAIR DETAILS RIC-30-1640 UNDER REED ROAD	RIC / ASD-30-13.18 / 0.00 RIC-42-13.74
DRAWN DCM	DESIGNED DCM	CHECKED DUJ	REVISED	3 / 4	104 116



SECTION A-A



SECTION B-B