

MAINTENANCE OF TRAFFIC

THIS ITEM SHALL CONSIST OF MAINTENANCE OF TRAFFIC ON EXISTING ROADWAYS AND RAMPS IN ACCORDANCE WITH THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, CURRENT EDITION, LATEST REVISION, THE SPECIFICATIONS AND THE FOLLOWING:

1. A MINIMUM OF ONE TEN FOOT LANE IN EACH DIRECTION SHALL BE MAINTAINED ON THE EXISTING PAVEMENT OR COMPLETED PAVEMENT DURING CONSTRUCTION OF THE WORK.
2. THE CONTRACTOR SHALL INFORM THE DISTRICT OFFICE (330) 786-2208, EIGHTEEN (18) DAYS PRIOR TO THE BEGINNING OF WORK.
3. THE CONTRACTOR IS PERMITTED TO CLOSE ONE LANE OF TRAFFIC ON EACH BRIDGE IN ACCORDANCE WITH OMUTCD TA-33.
4. CLOSE CHARLES ST UNDER THE BRIDGES AS PER SCD MT-101.60. ERECT SIGNS R11-3a-48 / M4-10L-48 AT THE INTERSECTION OF CHARLES ST AND N HOWARD ST. ERECT SIGNS R11-3a-48 / M4-10R-48 AT THE INTERSECTION OF CHARLES ST AND TURNER ST.
5. TRUCK MOUNTED ATTENUATORS [TMA'S] SHALL BE USED AS SHOWN IN THE STANDARD CONSTRUCTION DRAWINGS.
6. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR BE PERMITTED TO HAVE SUCCESSIVE WORK ZONES UNLESS THE DISTANCE BETWEEN THE DRUMS, BARRICADES OR CONES EXCEEDS TWO (2) MILES RURAL OR ONE [1] MILE URBAN.
7. TO ENSURE THAT WEIGHTED CHANNELIZERS WILL NOT BE BLOWN OVER OR DISPLACED BY WIND AND MOVING TRAFFIC, ALL WEIGHTED CHANNELIZERS UTILIZED ON INTERSTATES AND FREEWAYS SHALL BE FROM MANUFACTURERS ON THE OHIO DEPARTMENT OF TRANSPORTATION, OFFICE OF MATERIAL MANAGEMENT'S QUALIFIED PRODUCTS LIST (QPL) WHICH UTILIZE A MINIMUM OF A 30 POUND BALLAST.

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.

THE FOLLOWING QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR THE MAINTENANCE OF TRAFFIC ON THIS PROJECT:

ITEM 614, WORK ZONE EDGE LINE, CLASS III, 6", 642 PAINT, 1.28 MILES

HINGE JOINT STEEL PAINTING SCHEDULE

ALL WORK INVOLVED WITH THE FIELD PAINTING OF THE STEEL AT THE HINGE JOINTS SHALL TAKE PLACE AFTER THE HINGE JOINT REPAIRS HAVE BEEN COMPLETED.

LOCAL SPECIAL EVENTS AND FESTIVALS

NO WORK SHALL BE PERFORMED, AND ALL EXISTING LANES SHALL BE OPEN DURING THE FOLLOWING DESIGNATED SPECIAL EVENTS:

AKRON MARTHON
 BRIDGESTONE INVITATIONAL

THE CONTRACTOR SHALL HAVE THE ALL LANES OPEN BEGINNING 2:00PM THE DAY BEFORE THE EVENT STARTS UNTIL 6:00AM THE MORNING AFTER THE EVENT ENDS. IN THE CASE OF AN EVENT THAT IS FOR THE DURATION OF A WEEKEND, ALL LANES SHALL BE OPEN BY 2:00PM THE FRIDAY BEFORE THE EVENT AND WILL REMAIN OPEN UNTIL AT LEAST 6:00 AM ON THE MONDAY AFTER THE EVENT. SHOULD THE CONTRACTOR FAIL TO HAVE THE LANES OPEN AS DESCRIBED ABOVE, A DISSINCENTIVE PENALTY WILL BE ASSESSED IN THE AMOUNT OF \$3,000 PER HOUR THAT A LANE REMAINS CLOSED. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY WITH THE LOCAL COMMUNITY THE EXACT DATES OF THE LISTED SPECIAL EVENTS.

TRAFFIC CONTROL INSPECTOR

THE CONTRACTOR SHALL DESIGNATE AN INDIVIDUAL OTHER THAN THE SUPERINTENDENT AND SUBJECT TO THE APPROVAL OF THE ENGINEER, TO CONTINUOUSLY INSPECT ALL TRAFFIC CONTROL DEVICES WHENEVER CONSTRUCTION WORK IS BEING PERFORMED WITHIN THE WORK LIMITS OF THE PROJECT. THE DESIGNATED INDIVIDUAL SHALL ALSO INSPECT ALL TRAFFIC DEVICES AT THE BEGINNING AND AT THE END OF EACH WORK DAY. THE DESIGNATED INDIVIDUAL OR A QUALIFIED REPRESENTATIVE SHALL ALSO BE AVAILABLE ON AN AROUND THE CLOCK BASIS TO REPAIR AND/OR REPLACE DAMAGED OR MISSING TRAFFIC CONTROL DEVICES. THESE INDIVIDUALS SHALL BE EQUIPPED WITH CELLULAR PHONES AND THEIR NAMES AND PHONE NUMBERS SHALL BE GIVEN TO THE PROJECT ENGINEER AT THE PRE-CONSTRUCTION MEETING. THE DESIGNATED INDIVIDUAL MAY HAVE OTHER CONSTRUCTION RELATED DUTIES AS LONG AS IMMEDIATE ATTENTION IS GIVEN TO TRAFFIC CONTROL. PAYMENT FOR THE SERVICES OF THE TRAFFIC CONTROL INSPECTOR SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614 MAINTAINING TRAFFIC.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGNS, AS PER PLAN

THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE, WHEN NO LONGER NEEDED, A CHANGEABLE MESSAGE SIGN. THE SIGN SHALL BE OF A TYPE SHOWN ON A LIST OF APPROVED PCMS UNITS AVAILABLE ON THE OFFICE OF MATERIALS MANAGEMENT WEB PAGE. THE LIST CONTAINS CLASS A AND B UNITS WITH MINIMUM LEGIBILITY DISTANCES OF 800 FEET AND 650 FEET, RESPECTIVELY.

EACH SIGN SHALL BE TRAILER-MOUNTED AND EQUIPPED WITH A FUNCTIONAL DIMMING MECHANISM, TO DIM THE SIGN DURING DARKNESS, AND A TAMPER AND VANDAL PROOF ENCLOSURE. EACH SIGN SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ON-SITE PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT. THE SIGN SHALL ALSO BE CAPABLE OF BEING POWERED BY AN ELECTRICAL SERVICE DROP FROM A LOCAL UTILITY COMPANY. THE PCMS SHALL BE DELINEATED IN ACCORDANCE WITH C&MS 614.03.

PLACEMENT, OPERATION, MAINTENANCE AND ALL ACTIVATION OF THE SIGNS BY THE CONTRACTOR SHALL BE AS DIRECTED BY THE ENGINEER. THE PCMS SHALL BE LOCATED IN A HIGHLY VISIBLE POSITION YET PROTECTED FROM TRAFFIC. THE CONTRACTOR SHALL, AT THE DIRECTION OF THE ENGINEER, RELOCATE THE PCMS TO IMPROVE VISIBILITY OR ACCOMMODATE CHANGED CONDITIONS. WHEN NOT IN USE, THE PCMS SHALL BE TURNED OFF. ADDITIONALLY, WHEN NOT IN USE FOR EXTENDED PERIODS OF TIME, THE PCMS SHALL BE TURNED AWAY FROM ALL TRAFFIC.

THE ENGINEER SHALL BE PROVIDED ACCESS TO EACH SIGN UNIT AND SHALL BE PROVIDED WITH APPROPRIATE TRAINING AND OPERATION INSTRUCTIONS TO ENABLE ODOT PERSONNEL TO OPERATE AND TROUBLESHOOT THE UNIT, AND TO REVISE SIGN MESSAGES, IF NECESSARY.

ALL MESSAGES TO BE DISPLAYED ON THE SIGN WILL BE PROVIDED BY THE ENGINEER. A LIST OF ALL REQUIRED PRE-PROGRAMMED MESSAGES WILL BE GIVEN TO THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. THE SIGN SHALL HAVE THE CAPABILITY TO STORE UP TO 99 MESSAGES. MESSAGE MEMORY OR PRE-PROGRAMMED DISPLAYS SHALL NOT BE LOST AS A RESULT OF POWER FAILURES TO THE ON-BOARD COMPUTER. THE SIGN LEGEND SHALL BE CAPABLE OF BEING CHANGED IN THE FIELD. THREE-LINE PRESENTATION FORMATS WITH UP TO SIX MESSAGE PHASES SHALL BE SUPPORTED. PCMS FORMAT SHALL PERMIT THE COMPLETE MESSAGE FOR EACH PHASE TO BE READ AT LEAST TWICE.

THE PCMS SHALL CONTAIN AN ACCURATE CLOCK AND PROGRAMMING LOGIC WHICH WILL ALLOW THE SIGN TO BE ACTIVATED, DEACTIVATED OR MESSAGES CHANGED AUTOMATICALLY AT DIFFERENT TIMES OF THE DAY FOR DIFFERENT DAYS OF THE WEEK.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR 24-HOUR-PER-DAY OPERATION AND MAINTENANCE OF THESE SIGNS ON THE PROJECT FOR THE DURATION OF THE PHASES WHEN THE PLAN REQUIRES THEIR USE.

PAYMENT FOR THE ABOVE DESCRIBED ITEM SHALL BE AT THE CONTRACT UNIT PRICE. PAYMENT SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, FUELS, LUBRICATING OILS, SOFTWARE, HARDWARE AND INCIDENTALS TO PERFORM THE ABOVE DESCRIBED WORK.

ITEM 614, PORTABLE CHANGEABLE MESSAGE SIGN, AS PER PLAN 6 SIGN MONTH ASSUMING 2 PCMS SIGN(S) FOR 3 MONTH(S)

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) 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 TIME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS & PIO
ROAD & RAMP CLOSURES	>= 2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
	> 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<12 HOURS	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERNS CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

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

DETOUR NOTIFICATION [ODOT]

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.

DETOUR NOTIFICATION [CITY OF AKRON]

THE CONTRACTOR SHALL ADVISE THE PROJECT ENGINEER AND CITY OF AKRON EIGHTEEN (18) DAYS IN ADVANCE OF WHEN THE DETOUR ROUTE SHOULD BE IN EFFECT. ALL WORK ZONE DEVICES REQUIRED SHALL BE FURNISHED, ERECTED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE CONTRACTOR. PAYMENT FOR ALL WORK ASSOCIATED WITH THE DETOUR SHALL BE INCLUDED UNDER THE LUMP SUM BID FOR ITEM 614, DETOUR SIGNING.



STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

VPF-1-24 DATED (REVISED) 7/19/2024

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATION(S):

848 DATED 1/15/2021

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, INCLUDING THE 2012 INTERIM SPECIFICATIONS, AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

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.

PROPOSED WORK DESCRIPTION

SUM-261D-0.664 (SFN 7708645)
 -CONCRETE DECK PATCHING
 -REPAIR VISIBLY UNSOUND OR PREVIOUSLY PATCHED AREAS OF THE EXISTING DECK AND REAR APPROACH SLAB.
 -CONCRETE SPALL REPAIR USING ZINC RICH PRIMER
 -REPAIR VISIBLY UNSOUND AREAS OF THE DECK UNDERSIDE
 -DEBRIS CONTAINMENT SYSTEM INSTALLATION
 -INSTALL A DEBRIS CONTAINMENT SYSTEM OVER VEHICLE, PEDESTRIAN AND TRAIN TRAFFIC. SEE SHEETS 10-16 FOR LOCATIONS
 -REFURBISH AND LUBRICATE THE PIN AND HANGER ASSEMBLIES AT ALL THREE INTERMEDIATE JOINTS
 -REMOVAL AND REPLACEMENT OF STRIP SEALS
 -FIELD PAINT THE STEEL GIRDERS AT THE FOLLOWING LOCATIONS:
 -30 FEET AT EACH PIN AND HANGER (15 FEET EACH SIDE)
 -10 FEET OF THE GIRDER ENDS AT THE FORWARD AND REAR ABUT.
 -REMOVE AND REPLACE THE DECORATIVE FENCING WITH A STANDARD VANDAL PROTECTION FENCE PER SCD VPF-1-24, SEE SHEETS 18-28 FOR NOTES AND DETAILS
 -REMOVE AND RESEAL THE CONCRETE RAILING WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
 -PATCHING CONCRETE RAILING
 -PATCH ALL UNSOUND AREAS OF THE CONCRETE RAILING
 -SEAL PATCHES WITH EPOXY-URETHANE SEALER
 -CLEARING AND GRUBBING 15 FEET AROUND THE STRUCTURE
 -PROVIDE NEW AND CORRECT STRUCTURE IDENTIFICATION SIGNS

PROPOSED WORK DESCRIPTION CONT...

SUM-261-10.237R (SFN 7708653)
 -CONCRETE DECK PATCHING
 -REPAIR VISIBLY UNSOUND OR PREVIOUSLY PATCHED AREAS OF THE EXISTING DECK AND APPROACH SLABS.
 -SPOT REPAIR CONCRETE OVERLAY
 -REMOVE THE DETERIORATED EXISTING CONCRETE WEARING SURFACE NEAR INTERMEDIATE JOINT 1
 -OVERLAY THE AREA WITH A FIBER REINFORCED CONCRETE OVERLAY
 -CONCRETE SPALL REPAIR USING ZINC RICH PRIMER
 -REPAIR VISIBLY UNSOUND AREAS OF THE DECK UNDERSIDE
 -DEBRIS CONTAINMENT SYSTEM INSTALLATION
 -INSTALL A DEBRIS CONTAINMENT SYSTEM OVER VEHICLE, PEDESTRIAN AND TRAIN TRAFFIC. SEE SHEETS 10-16 FOR LOCATIONS
 -REFURBISH AND LUBRICATE THE PIN AND HANGER ASSEMBLIES AT ALL THREE INTERMEDIATE JOINTS
 -REMOVAL AND REPLACEMENT OF STRIP SEALS
 -FIELD PAINT THE STEEL GIRDERS AT THE FOLLOWING LOCATIONS:
 -30 FEET AT EACH PIN AND HANGER (15 FEET EACH SIDE)
 -10 FEET OF THE GIRDER ENDS AT THE FORWARD AND REAR ABUT.
 -REMOVE AND REPLACE THE DECORATIVE FENCING WITH A STANDARD VANDAL PROTECTION FENCE PER SCD VPF-1-24, SEE SHEETS 18-28 FOR NOTES AND DETAILS
 -REMOVE AND RESEAL THE CONCRETE RAILING WITH EPOXY-URETHANE SEALER (MATCH EXISTING COLOR)
 -PATCHING CONCRETE RAILING
 -PATCH ALL UNSOUND AREAS OF THE CONCRETE RAILING
 -SEAL PATCHES WITH EPOXY-URETHANE SEALER
 -CLEARING AND GRUBBING 15 FEET AROUND THE STRUCTURE
 -PROVIDE NEW AND CORRECT STRUCTURE IDENTIFICATION SIGNS

ITEM 201 - CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS

ALTHOUGH NO TREES OR STUMPS ARE SPECIFICALLY MARKED FOR REMOVAL WITHIN THE PLANS, A LUMP SUM QUANTITY IS INCLUDED IN THE STRUCTURE GENERAL SUMMARY FOR ITEM 201 - CLEARING GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS. SCALPING IS NOT REQUIRED FOR THIS ITEM OF WORK. ALL VEGETATION SHALL BE REMOVED WITHIN 15 FEET (OR TO THE R/W LIMITS, WHICHEVER IS CLOSER) OF THE HEADWALLS, ABUTMENTS AND/OR PIERS. NO WORK SHALL BE PERFORMED WITHIN THE LIMITS OF RAILROAD RIGHT-OF-WAY.

ALL OTHER PROVISIONS AS SET FORTH IN THE CMS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 201 – CLEARING AND GRUBBING, AS PER PLAN, AROUND BRIDGES/STRUCTURES/CULVERTS.

ITEM 514 - FIELD PAINTING STRUCTURAL STEEL (SUM-261D-0.664 & SUM-261-10.237R)

THIS ITEM OF WORK WILL CONSIST OF PAINTING 10 FEET OF THE BEAM ENDS AT EACH ABUTMENT, INCLUDING THE CROSSFRAMES AND BEARINGS AT BOTH ABUTMENTS, AND 15 FEET OF THE BEAMS ON BOTH SIDES OF THE PINS/HANGERS, INCLUDING THE PINS AND HANGER BARS, OF STRUCTURES SUM-261D-0.664 AND SUM-261-10.237R.

THE COLOR FOR THE FINISHED COAT OF STRUCTURE(S) SUM-261D-0.664 AND SUM-261-10.237R SHALL BE FEDERAL COLOR NUMBER 20045 OR 20059, WHICHEVER MATCHES EXISTING BEST AS PER THE PROJECT ENGINEER.

ITEM SPECIAL – STRUCTURES: SALT REMEDIATION FOR STRUCTURAL STEEL PAINTING (SUM-261D-0.664 & SUM-261-10.237R)

IN ADDITION TO THE REQUIREMENTS OF CMS 514.13 SURFACE PREPARATION, TEST EXISTING STEEL SURFACES FOR CHLORIDE CONTAMINANTS, SOLUBLE FERROUS ION LEVELS, AND SULFATE CONTAMINANTS PRIOR TO COATING APPLICATION.

USE RELIABLE, REPRODUCIBLE TEST METHODS. THESE TESTS SHALL USE EXTRACT SOLUTIONS THAT ARE ACIDIC, FACTORY PRE-MEASURED, PRE-PACKAGED AND OF UNIFORM CONCENTRATION. THE SOLUTIONS SHALL BE MERCURY FREE. THE EXTRACTION TEST CONTAINER SHALL CREATE A SEALED, ENCAPSULATED ENVIRONMENT DURING SALT ION EXTRACTION FROM HORIZONTAL, VERTICAL, CURVED, SMOOTH, PITTED AND ROUGH STEEL SURFACES. ALL SALT ION CONCENTRATION SHALL BE DIRECTLY MEASURED IN MICROGRAMS PER SQUARE CENTIMETER OR GAINS PER SQUARE INCH.

PERFORM THREE TESTS FOR THE FIRST 1000 SQUARE FEET AND ONE TEST FOR EACH ADDITIONAL 2000 SQUARE FEET OR PART THEREOF. EACH STRUCTURE SHALL HAVE A MINIMUM OF 3 TEST PERFORMED. THE ENGINEER WILL SELECT TEST LOCATIONS AT AREAS OF COATING FAILURE AND AREAS OF CORROSION PITTING. RE-BLAST TESTED AND CLEANED AREAS AND RE-TEST UNTIL ALL REQUIRED TESTS SHOW RESULTS LESS THAN 7 MICROGRAMS PER SQUARE CENTIMETER (0.0007 GRAINS PER SQUARE INCH) OF CHLORIDE CONTAMINANTS, LESS THAN 10 MICROGRAMS PER SQUARE CENTIMETER (0.001 GRAINS PER SQUARE INCH) OF SOLUBLE FERROUS ION LEVELS, OR LESS THAN 17 MICROGRAMS PER SQUARE CENTIMETER (0.0017 GRAINS PER SQUARE INCH) OF SULFATE CONTAMINANTS. METHODS OF REMOVAL OF SOLUBLE SALT CONTAMINATION MAY INCLUDE ABRASIVE BLAST CLEANING, HIGH PRESSURE WATER RINSING, STEAM CLEANING, AND CLEANING USING A SOLUTION OF WATER WASHING AND SOLUBLE SALTS REMOVER. THE SOLUBLE SALTS REMOVER SHALL BE BIODEGRADABLE, NONTOXIC, NONCORROSIVE, AND AFTER APPLICATION, SHALL NOT INTERFERE WITH PRIMER ADHESION.

CONTAIN, COLLECT, CHARACTERIZE AND LEGALLY DISPOSE OF ALL WASTE WATER AND SLUDGE GENERATED DURING THE WORK. DO NOT MIX WASTE WATER WITH STORM WATER. DO NOT DISCHARGE ANY WASTE WATER WITHOUT THE APPROPRIATE REGULATORY PERMITS. MANAGE WASTE WATER AND SLUDGE IN ACCORDANCE WITH ORC CHAPTER 6111 AND ALL OTHER LAWS, REGULATIONS, PERMITS AND LOCAL ORDINANCES RELATING TO THIS WASTE. WASTE WATER MANAGEMENT IS INCIDENTAL TO THE WORK UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

PAYMENT FOR THIS ITEM SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR THE TESTING, REMOVAL, CONTAINMENT, COLLECTION, CHARACTERIZATION AND DISPOSAL OF THE SOLUBLE SALT CONTAMINATION FROM THE STRUCTURAL STEEL ON A PER HOUR BASIS FOR ITEM SPECIAL – STRUCTURES: SALT REMEDIATION FOR STRUCTURAL STEEL PAINTING

Removed note for Special - Structures, Refurbishing and Lubricating Steel Hinges

ITEM 519 - PATCHING CONCRETE STRUCTURES, AS PER PLAN

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

SUM-261D-0.664 (CONCRETE RAILING)
 -ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 100 SF

SUM-261-10.237R (CONCRETE RAILING)
 -ITEM 519, PATCHING CONCRETE STRUCTURES, AS PER PLAN 50 SF

ITEM 516 - ARMORLESS PREFORMED JOINT SEAL

THIS ITEM OF WORK CONSISTS OF CLEANING, INSPECTING, AND INSTALLING NEW ARMORLESS PREFORMED JOINT SEALS. PRIOR TO REMOVING THE EXISTING SEAL THE CONTRACTOR SHALL CLEANOUT AND INSPECT EACH JOINT. ALL DAMAGED OR TORN JOINT SEALS SHALL BE REPLACED UPON THE DIRECTION OF THE ENGINEER. FOR ADDITIONAL NOTES AND DETAILS, SEE SCD AS-2-15.

SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED

THIS WORK WILL CONSIST OF REMOVING ALL VISIBLY SPALLED AREAS OF THE UNDERSIDE OF THE DECK WITHOUT SOUNDING.

AFTER SPALLED CONCRETE IS REMOVED THE EXISTING EXPOSED REINFORCING STEEL SHALL BE BLAST CLEANED. ACCEPTABLE METHODS INCLUDE HIGH PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVES WITH CONTAINMENT, OR VACUUM BLASTING. APPLY A ZINC RICH PRIMER, PER CMS 708.02.B, OVER ALL EXPOSED STEEL SURFACES. THE APPLICATION OF THE PRIMER SHALL FOLLOW CMS 514 AND ALL MANUFACTURER REQUIREMENTS.

THE DEPARTMENT WILL MEASURE THIS WORK AS THE ACTUAL AREA IN SQUARE YARDS OF CONCRETE SPALLS REMOVED.

CONCRETE SPALL REMOVAL WILL BE PAID AT THE UNIT BID PRICE FOR SPECIAL – STRUCTURE MISC.: CONCRETE SPALL REMOVAL WITH ZINC PRICH PRIMER APPLIED. THIS PRICE WILL INCLUDE THE COST OF LABOR, EQUIPMENT, AND ALL INCIDENTALS REQUIRED TO COMPLETE THIS WORK.

SPALL REMOVAL ON STRUCTURES OVER TRAVEL LANES, PAVED SHOULDERS, AND PARKING LOTS

THE FOLLOWING WORK AND QUANTITIES SHALL BE USED ON THIS STRUCTURE TO REPAIR THE CONCRETE SPALLS OVER TRAVEL LANES, PAVED SHOULDERS, AND PARKING LOTS:

SUM-261D-0.664:
 ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 80 SY
 ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 80 SY

SUM-261-10.237R:
 ITEM SPECIAL - STRUCTURES: CONCRETE SPALL REMOVAL WITH ZINC RICH PRIMER APPLIED, 100 SY
 ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), 100 SY

SFN	
VARIOUS	
DESIGN AGENCY	
	
DESIGNER	CHECKER
JF	MJA
REVIEWER	
TJP 01-03-25	
PROJECT ID	
122367	
SUBSET	TOTAL
1	23
SHEET	TOTAL
P.6	28