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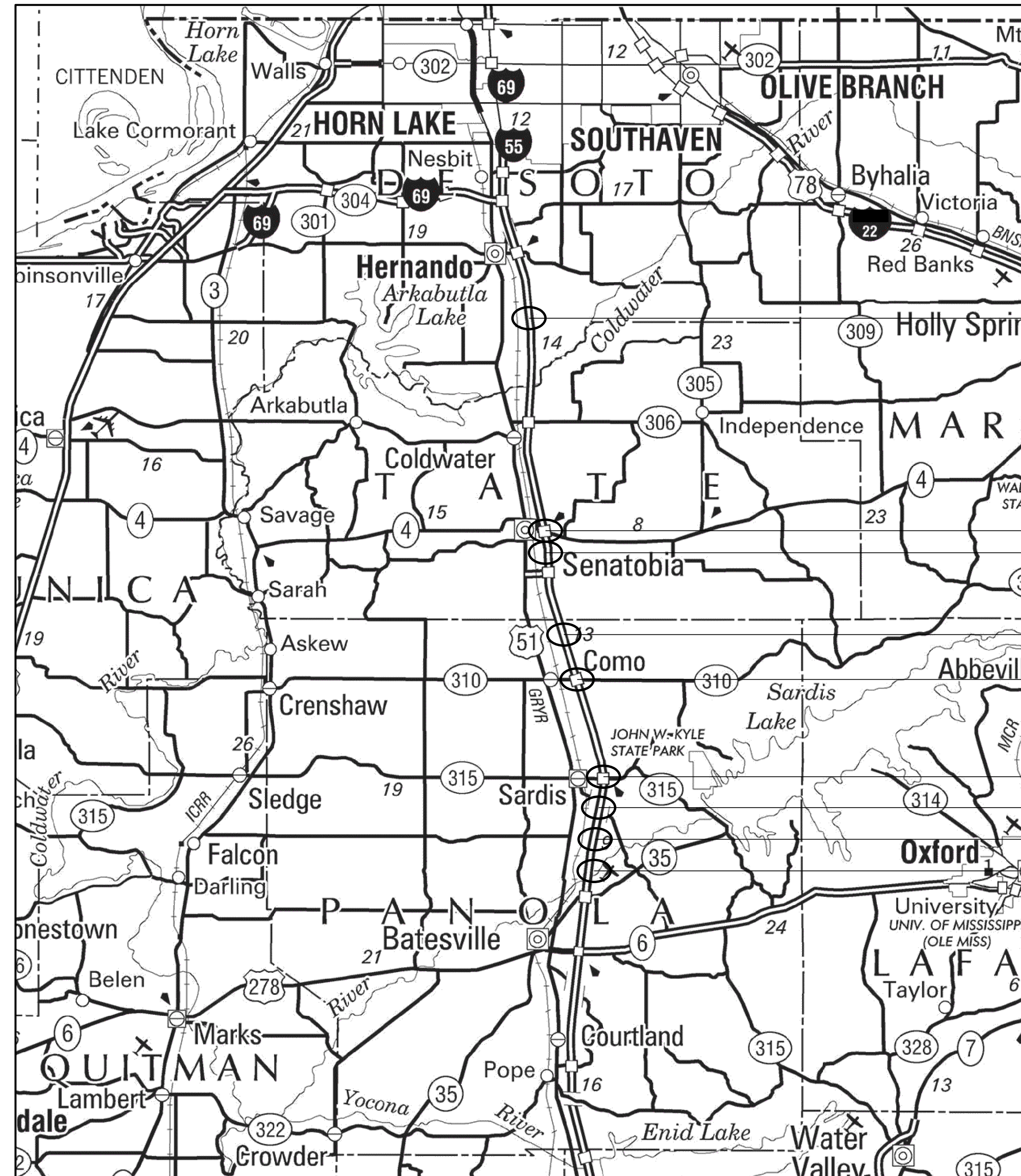
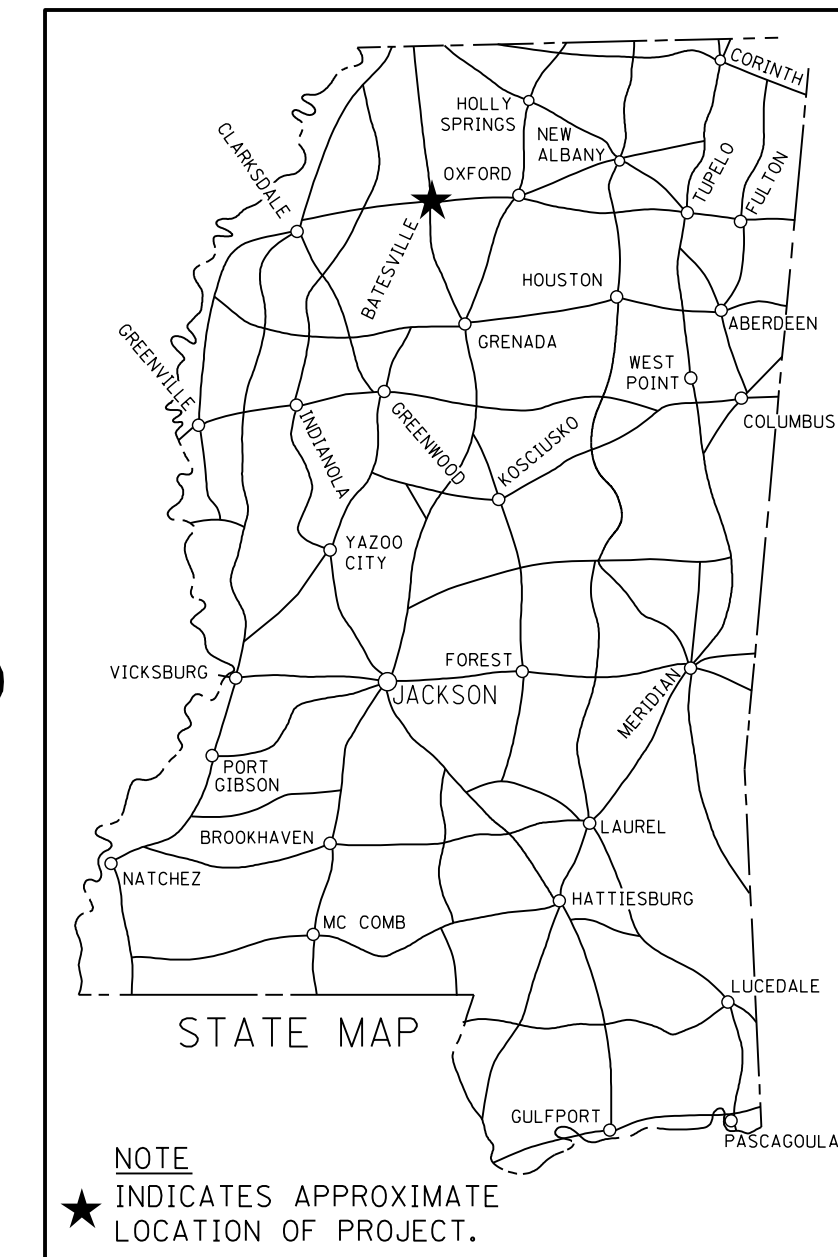
STATE OF MISSISSIPPI

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

**I-55 PRESERVATION PROJECT
STATE HIGHWAY
FEDERAL AID PROJECT NO. NHPP-9999-06(018)**

**I-55 FROM BATESVILLE TO HERNANDO FMS CONST. 106720-302000/303000/304000
BRIDGE PRESERVATION
DESOTO, TATE, & PANOLA COUNTY**

STATE	PROJECT NUMBER	SHEET NO.
MISSISSIPPI	NHPP-9999-06(018)	1



BR.# 10918 & 10919

BR.# 14613 & 14614

BR.# 14611 & 14612

BR.# 13720 & 13721

BR.# 13704 & 13713

BR.# 13712 & 13715

BR.# 13711 & 13714

BR.# 13707 & 13710

BR.# 13706 & 13719

DESIGN CONTROL		
55 MPH = V (SPEED DESIGN)		
ADT (2020) = 4200 ; ADT (2040) = 5400		
DHV = 650 ; D = 60 % T = 5 %		
PERMITS ACQUIRED BY MDOT		
WETLANDS AND WATERS PERMITS (NECESSARY FOR ULTIMATE IMPROVEMENTS ONLY):		
	WATERS	WETLANDS
NATIONWIDE #14	<input type="checkbox"/>	<input type="checkbox"/>
NATIONWIDE (OTHER)*	<input checked="" type="checkbox"/>	<input type="checkbox"/>
GENERAL*	<input type="checkbox"/>	<input type="checkbox"/>
INDIVIDUAL (404)*	<input type="checkbox"/>	<input type="checkbox"/>
* ACQUISITION OF PERMITS FOR TEMPORARY IMPACTS DURING CONSTRUCTION ARE THE RESPONSIBILITY OF THE CONTRACTOR		
STORMWATER PERMIT	<input checked="" type="checkbox"/>	
Y	REQUIRED, SCNOI SUBMITTED BY MDOT (DISTURBED AREA = 5 ACRES)	
S	REQUIRED, SCNOI TO BE SUBMITTED BY CONTRACTOR (1 TO 4.99 ACRES)	
N	NO STORMWATER PERMIT REQUIRED (<1 ACRE)	
APPROVED BY: _____		

P S & E DATE: 10-01-2018

APPROVED: _____
DEPUTY EXECUTIVE DIRECTOR / CHIEF ENGINEER
EXECUTIVE DIRECTOR



DATE: 11/05/2018



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DESCRIPTION OF SHEET

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 GN-3 8
 TS-1 9
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 TS-BR2 11
 BD-1 12
 BD-2 13
 BD-3 14
 RPD-1 15
 BL-1 16
 CRD-1 17
 JRD-1 18
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ROADWAY PLAN DIVISION MISSISSIPPI DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

1. SPECIFICATIONS: MISSISSIPPI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2017.
2. NO CHANGE OF PLANS WILL BE PERMITTED EXCEPT BY WRITTEN APPROVAL OF THE DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER.
3. MINOR CHANGES IN DETAIL OF DESIGN OR CONSTRUCTION PROCEDURE MAY BE AUTHORIZED BY THE DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER PROVIDED SUCH CHANGES WILL NOT BE CAUSE FOR CONTRACT PRICE ADJUSTMENT.
4. WORK FOR WHICH NO PAY ITEM IS PROVIDED WILL NOT BE PAID FOR DIRECTLY AND SHALL THEREFORE BE CONSIDERED AN ABSORBED ITEM OF WORK.
5. ANY DAMAGE THAT OCCURS TO THE EXISTING STRUCTURE OR THE REINFORCEMENT TO REMAIN IN PLACE DURING THE DURATION OF THE PROJECT SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.
6. AFTER HYDRO-DEMOLITION, ALL EXISTING CONCRETE SURFACES THAT WILL BE IN CONTACT WITH NEW CONCRETE SHALL BE PAINTED WITH A CEMENT SLURRY DESIGNED TO BOND NEW CONCRETE TO OLD.
7. CONCRETE FOR THE SLAB SHALL BE IN ACCORDANCE WITH SPECIAL PROVISION 907-804-0001. THE MIXTURE DESIGN SHALL BE FURNISHED BY THE CONTRACTOR FOR APPROVAL BY THE MATERIALS DIVISION.
8. ALL DETAILS ARE BASED ON THE DIMENSIONS SHOWN ON THE ORIGINAL PLANS FOR THE EXISTING STRUCTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE ELEMENTS OF THE NEW CONSTRUCTION TO ENSURE A PROPER FIT WITH THE EXISTING STRUCTURE.
9. ALL WORK FOR STAGE I SHALL BE COMPLETED BEFORE WORK ON STAGE II BEGINS.
10. DURING CONSTRUCTION, CARE SHALL BE EXERCISED TO ENSURE THAT NO DEBRIS FALLS INTO THE ROADWAY OR HYDRAULIC CROSSINGS BELOW EACH STRUCTURE. ALL DEBRIS, INCLUDING ANY MATERIAL THAT HAS ACCUMULATED ON THE BRIDGE CAPS, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE CONSTRUCTION SITE.
11. THE CONTRACTOR SHALL SUBMIT A PROPOSED HYDRO-DEMOLITION PLAN PRIOR TO BEGINNING WORK TO BE APPROVED BY THE DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER.
12. TEMPORARY PRECAST BARRIERS SHALL BE ANCHORED TO THE BRIDGE DECK. THE CONTRACTOR SHALL SUBMIT PROPOSED ANCHOR DETAILS, INCLUDING DESIGN CALCULATIONS STAMPED BY A MISSISSIPPI REGISTERED PROFESSIONAL ENGINEER, PRIOR TO BEGINNING WORK TO BE APPROVED BY THE DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER. AFTER REMOVAL OF THE PRECAST BARRIERS, ALL ANCHOR HOLES SHALL BE CLEANED AND FILLED WITH NON-SHRINK SURE-GRIP GROUT (THE DAYTON SURE-GRIP AND SHORE CO.), SUPREME GROUT (GIFFORD-HILL & CO., INC.), OR AN APPROVED EQUAL, APPLIED ACCORDING TO THE MANUFACTURER'S DIRECTIONS.
13. SUPERSTRUCTURE REPAIRS FOR LOAD BEARING ELEMENTS, INCLUDING BUT NOT LIMITED TO BEARING REPLACEMENTS, SEISMIC RETROFITS, AND T-BEAM REPAIRS, SHALL BE PERFORMED PRIOR TO HYDRO-DEMOLITION AND REPLACEMENT OF THE BRIDGE DECK.

TRAFFIC CONTROL NOTES

1. SIGNS SHALL BE LOCATED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER
2. CONSTRUCTION SIGNING AND TRAFFIC CONTROL SHALL CONFORM TO PART VI OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND SECTION 712 OF THE MISSISSIPPI "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".
3. CONTRACTOR IS NOT RELIEVED OF ANY RESPONSIBILITY TO PROVIDE ADEQUATE AND SAFE TRAFFIC CONTROL MEASURES BY THE ABOVE.
4. THE CONTRACTOR SHALL INSTALL CONSTRUCTION SIGNING FOR THE PROJECT SO AS NOT TO CONFLICT WITH CONSTRUCTION SIGNING ALREADY IN PLACE.

BEARING PAD NOTES

1. TESTING ACCEPTANCE PROCEDURE SHALL BE IN ACCORDANCE WITH SECTION 714.10.6 OF THE SPECIFICATIONS.
2. ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER WITH A MINIMUM SHEAR MODULUS AT 73° F OF 0.095 K.S.I. AND A MAXIMUM SHEAR MODULUS AT 73° F OF 0.130 K.S.I..

SPECIAL PROVISIONS REQUIRED:

- 907-202-1: REMOVAL OF BRIDGE DECK
- 907-202-2: REMOVAL AND DISPOSAL OF DEBRIS
- 907-713: ADMIXTURES FOR CONCRETE
- 907-804-1: BRIDGE DECK OVERLAY
- 907-823-2: PREFORMED JOINT SEAL

SCOPE OF WORK:

THE GENERAL, NOT ALL INCLUSIVE, SCOPE OF WORK SHALL INCLUDE THE FOLLOWING:

- * REMOVE 2" OFF BRIDGE DECKS BY HYDRODEMOLITION AND REPLACE WITH BRIDGE DECK CONCRETE
- * PROVIDE TEMPORARY SHORING
- * REPLACE BEARINGS
- * CLEAN BENT CAPS AND BOX GIRDER CONFINED AREAS
- * REPAIR, PAINT AND CLOSE BOX GIRDER ACCESS HATCHES
- * REPAIR SPALLS IN CONCRETE SURFACES WITH EPOXY
- * REPAIR CRACKS IN CONCRETE SURFACES WITH EPOXY
- * REPAIR BRIDGE SLOPES AND INSTALL CONCRETE MAT SLOPE PROTECTION
- * REPAIR/REPLACE DAMAGED BRIDGE RAILING
- * REPLACE GUARDRAIL AND TERMINAL SECTIONS
- * MILL AND OVERLAY DESIGNATED AREAS
- * PROVIDE MAINTENANCE OF TRAFFIC AND TRAFFIC CONTROL AS PER PLANS AND MUTCD
- * PROVIDE EROSION CONTROL
- * PROVIDE PERMANENT PAVEMENT MARKINGS ON FINISHED SURFACES
- * REMOVE AND REPLACE TRAFFIC COUNTERS AT SLOCUM ROAD
- * REMOVE AND REPLACE CHAIN LINK FENCE AND INSTALL GATES

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		GENERAL NOTES	
		COUNTY: DESOTO, TATE, PANOLA	
		PROJ. NUM.: NHPP-9999-06(018)	
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		WORKING NUMBER	GN-1
		FILENAME: GN.DGN	SHEET NUMBER
		DESIGN TEAM VOLKERT	6
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MISS.	NHPP-9999-06(018)

907-824-PP005 BRIDGE REPAIR, EPOXY REPAIR (CF)

REFERENCE IS MADE TO SHEET 19 CRD-1 CONCRETE REPAIR DETAIL

PAYMENT WILL BE MADE BY CUBIC FEET (CF) OF AREA FILLED AS DETERMINED BY THE PROJECT ENGINEER.

907-824-PP006 BRIDGE REPAIR, REPLACEMENT OF BEARINGS (EA)

THE REPLACEMENT OF BEARINGS INCLUDES THE REMOVAL OF EXISTING BEARINGS, VERTICAL JACKING, LAMINATED PADS, BEARING PLATES, AND ANY OTHER MISCELLANEOUS ITEMS AND SHALL BE PAID FOR UNDER ITEM 907-824-PP006 BRIDGE REPAIR, REPLACEMENT OF BEARINGS (EA). REFER TO SHEETS 12 TO 18 FOR DETAILS OF BEARINGS. NEW BEARING PLATES SHALL BE GALVANIZED PRIOR TO VULCANIZING TO THE NEW NEOPRENE PADS. AFTER VULCANIZING, NEW BEARING PLATES SHALL BE CLEANED. ANY CONCRETE SPALLING OR DEPRESSIONS IN THE BOX BRIDGE OR BENT CAPS THAT PERSIST AFTER THE REMOVAL OF EXISTING BEARINGS SHALL BE FILLED USING THE PROCEDURE SPECIFIED FOR EPOXY REPAIR AND SHALL BE CONSIDERED AN ABSORBED ITEM OF WORK. BEARING PLATES IN THE BRIDGE PIER TO BE REMOVED AND FILLED WITH HIGH STRENGTH GROUT. BEARING PLATES IN THE BOX BRIDGE TO REMAIN. ANCHOR BOLTS TO BE REMOVED TO A MINIMUM 1/4" BELOW GRADE AND FILLED WITH EPOXY GROUT. BEARING AREAS SHALL ALL BE CLEAN, SMOOTH AND TRUE TO GRADE BEFORE NEW BEARINGS ARE ADDED.

THE CONTRACTOR SHALL EMPLOY THE SERVICES OF A MISSISSIPPI REGISTERED PROFESSIONAL ENGINEER WHO IS KNOWLEDGEABLE IN THE FIELD OF BRIDGE DESIGN. A COMPLETE SET OF BRACING AND JACKING ARRANGEMENT PLANS ALONG WITH DESIGN CALCULATIONS SHALL BE SUBMITTED TO THE DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER, THROUGH THE PROJECT ENGINEER FOR REVIEW PRIOR TO THE CONSTRUCTION AND SHALL BEAR THE DESIGN ENGINEER'S SEAL. THE FOLLOWING IS REQUIRED FOR USE IN THE ENGINEERED VERTICAL JACKING PLAN.

THE CONTRACTOR SHALL VERIFY HEIGHTS AND WIDTHS OF EXISTING BEARINGS BEFORE ORDERING MATERIAL AND PERFORMING THE BEARING REPLACEMENT. CONTRACTOR SHALL ALSO VERIFY THAT BEARING PLATES ARE PARALLEL WITH THE BOTTOM OF THE BEAM. THIS INFORMATION SHALL BE INCLUDED IN THE BEARING SUBMITTAL.

VERTICAL JACKING:

1. VERTICAL JACKING SHALL BE PERFORMED UNDER TRAFFIC.
2. VERTICAL JACKING SHALL BE LIMITED TO BETWEEN 1/4" AND 1/2" ABOVE THE ORIGINAL/EXISTING GRADE.
3. HYDRAULIC JACKS SHALL BE COUPLED TO A COMMON MANIFOLD AND RAISED UNIFORMLY.
4. TEMPORARY BEARING MATERIALS SHALL BE PLACED BETWEEN THE JACK AND CONCRETE.
5. JACKING POINTS WILL BE ALLOWED AT BOX BRIDGE BENEATH INTERMEDIATE WEB SECTIONS. NO JACKING POINTS WILL BE ALLOWED UNDER ANY DIAPHRAGM OR BAY. AFTER THE HALF SPAN IS RAISED INTO POSITION, TEMPORARY BLOCKING SHALL BE PROVIDED TO SECURE POSITION WHILE WORK IS PERFORMED.
6. JACKING POINTS FOR T-BEAMS SHALL BE UNDER THE BOTTOM FLANGES OF BEAMS AT THE BENT AND NO JACKING POINTS WILL BE ALLOWED UNDER ANY DIAPHRAGMS OR BAYS.

ANY DAMAGE TO THE BRIDGE RESULTING FROM IMPROPER JACKING SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE.

PAYMENT WILL BE MADE BY EACH (EA) BEARING REMOVED AND REPLACED.

907-824-PP006 BRIDGE REPAIR, SEISMIC RETROFIT (STEEL BEARING EXTENSION - TYPE I) (EA)

SEISMIC RETROFIT INCLUDES REMOVAL OF EXISTING SADDLES AND REMOVAL AND REPLACEMENT OF BEARING ASSEMBLIES AT ALL INTERMEDIATE BENTS ON THE NB AND SB BRIDGES OVER THE TALLAHATCHIE RIVER RELIEF AND REMOVAL AND REPLACEMENT OF BEARING ASSEMBLIES AT BENTS 2 AND 5 ON THE NB AND SB BRIDGES OVER S.R. 4. VERTICAL JACKING AND SUPERSTRUCTURE REPAIR SHALL BE PERFORMED PRIOR TO THIS ITEM OF WORK BEGINNING.

NEW BRACKETS SHALL BE INSTALLED USING MECHANICAL ANCHORS. ALL COMPONENTS OF THE MECHANICAL ANCHORING SYSTEM SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S DIRECTIONS. A REPRESENTATIVE OF THE MANUFACTURER MUST BE PRESENT FOR SUFFICIENT TIME TO ASSURE THAT THE CONTRACTOR IS PROPERLY SCHOOLED IN THE INSTALLATION OF MECHANICAL ANCHORS.

PLATES EMBEDDED IN BOX GIRDERS ARE TO REMAIN. PLATES IN CAPS TO BE REMOVED AND THE VOID GROUTED TO A SMOOTH AND TRUE GRADE.

THE CONTRACTOR SHALL FURNISH THE PROJECT ENGINEER WITH THE LATEST PRODUCT SPECIFICATIONS AND INSTALLATION LITERATURE PRIOR TO BEGINNING WORK.

MECHANICAL ANCHOR NOTES:

1. MECHANICAL ANCHORS SHALL BE ONE OF THE FOLLOWING PRODUCTS:

- A. "HDA-T" SHALL BE AS MANUFACTURED BY HILTI, INC. TULSA, OKLAHOMA
- B. "TCA SELF-UNDERCUTTING ANCHOR" SHALL BE AS MANUFACTURED BY SIMPSON STRONG-TIE COMPANY, INC. EDENTON, NORTH CAROLINA
- C. "ATOMIC + UNDERCUT" SHALL BE AS MANUFACTURED BY POWERS FASTNERS BREWSTER, NEW YORK

2. ALL COMPONENTS OF THE MECHANICAL ANCHORING SYSTEM SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S DIRECTIONS.

3. A REPRESENTATIVE OF THE MANUFACTURER MUST BE PRESENT FOR SUFFICIENT TIME TO ASSURE THAT THE CONTRACTOR IS PROPERLY SCHOOLED IN THE INSTALLATION OF

MECHANICAL ANCHORS.

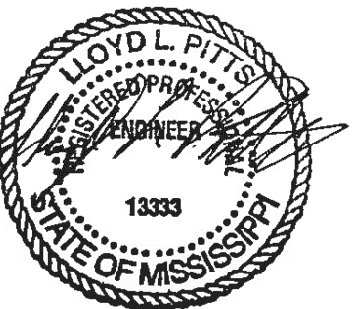
4. THE CONTRACTOR SHALL FURNISH THE PROJECT ENGINEER WITH THE LATEST PRODUCT SPECIFICATIONS AND INSTALLATION LITERATURE PRIOR TO BEGINNING WORK.

5. MECHANICAL ANCHORS SHALL HAVE THE FOLLOWING MINIMUM CAPACITIES:

- TENSION = 21,140 LBS.
- SHEAR = 19,875 LBS.

6. MECHANICAL ANCHORING SPECIFICATIONS ON THIS SHEET ARE FOR "HDA-T" AS MANUFACTURED BY HILTI, INC. THE CONTRACTOR MAY ELECT TO USE ONE OF THE OTHER PRODUCTS LISTED OR APPROVED EQUAL. IF THE CONTRACTOR ELECTS TO USE ANOTHER PRODUCT BESIDES "HDA-T", THE CONTRACTOR SHALL EMPLOY THE SERVICE OF A MISSISSIPPI REGISTERED PROFESSIONAL ENGINEER WHO IS KNOWLEDGEABLE IN THE FIELD OF BRIDGE DESIGN. A COMPLETE SET OF SUPPORT PLANS AND MECHANICAL ANCHORING SPECIFICATIONS ALONG WITH DESIGN CALCULATIONS SHALL BE SUBMITTED TO THE DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER, THROUGH THE PROJECT ENGINEER FOR REVIEW PRIOR TO CONSTRUCTION AND SHALL BEAR THE DESIGN ENGINEER'S SEAL.

7. PAYMENT WILL BE MADE BY EACH (EA) BEARING REMOVED AND REPLACED.



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MISSISSIPPI DEPARTMENT OF TRANSPORTATION SCOPE OF PER PLAN ITEMS	
COUNTY: DESOTO, TATE, PANOLA PROJ. NUM.: NHPP-9999-06(018) /106720-302000/303000/304000	WORKING NUMBER GN-2
FILENAME: GN (2).DGN	SHEET NUMBER 7
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907-824-PP006 BRIDGE REPAIR, REPAIR AND CLOSE ACCESS HATCHES (EA)

THE CONTRACTOR WILL BE REQUIRED TO CLEAN, REMOVE RUST WITH SMALL HAND TOOLS OR PRESSURE WASHING (USING LESS THAN 3500 PSI PRESSURE), PAINT, AND REPAIR AS NEEDED TO ASSURE PROPER CLOSURE

THE CONTRACTOR SHOULD BE AWARE THAT THE EXISTING PAINT ON THE ACCESS HATCHES MAY CONTAIN LEAD. THE HATCHES SHALL BE CLEANED OF ALL DIRT AND GREASE USING A BIODEGRADABLE SOLVENT. ALL PACK RUST AND SCALE SHALL BE REMOVED USING SMALL HAND TOOLS. EXISTING PAINT SHALL BE ROUGHENED TO ENSURE THE NEW PAINT WILL ADHERE TO THE EXISTING PAINTED SURFACE. ALL DEBRIS AND PAINT REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF PROPERLY. ALL EXPOSED STEEL SURFACES SHALL BE PAINTED WITH AN ENCAPSULATING PAINT DESIGNED TO ENCAPSULATE LEAD-BASED PAINTS, AND APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR SHALL PROVIDE TECHNICAL DATA FOR THE PROPOSED ENCAPSULATING PAINT TO BE USED ON THIS PROJECT TO THE DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER FOR APPROVAL. NEW PAINT SHALL BE APPLIED BY HAND (BRUSH OR ROLLER).

PAYMENT WILL BE MADE PER BRIDGE (EA).

907-824-PP006 BRIDGE REPAIR, TEMPORARY SHORING (EA)

THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR DETERMINING THE AMOUNT OF SHORING REQUIRED. DURING HYDRO-DEMOLITION, THE REPAIR AREA SHALL BE ANALYZED AS IF THE BRIDGE DECK DOES NOT CARRY LOAD. THE PLANS AND DESIGN CALCULATIONS SHALL BE SEALED BY A PROFESSIONAL ENGINEER THAT IS REGISTERED IN THE STATE OF MISSISSIPPI.

PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT PLANS OF THE PROPOSED TEMPORARY SHORING AND A SET OF DESIGN CALCULATIONS TO THE DIRECTOR OF STRUCTURES, STATE BRIDGE ENGINEER FOR REVIEW AND COMMENTS.

THE CONTRACTOR'S ENGINEER SHALL DETERMINE THE SHORING REQUIRED TO SUPPORT THE SPAN'S DEAD LOAD, TRAFFIC LOADING, AND ANY DEFLECTION THAT OCCURS IN THE GIRDERS FOR THE DURATION OF THE REPAIRS. ANY DAMAGE CAUSED BY THIS ITEM OF WORK SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE.

PLEASE NOTE THAT THE BRACING ABSORBED IN BEARING REPLACEMENT IS NOT CONSIDERED TEMPORARY SHORING AND WILL NOT BE PAID USING THIS PAY ITEM.

PAYMENT WILL BE MADE BY EACH (EA) BRIDGE AND WILL INCLUDE THE APPROVED PLAN AND CONSTRUCTION.

907-824-PP006 BRIDGE REPAIR, CLEAN BENT CAPS (EA)

CAP CLEANING SHOULD BE PERFORMED BY REMOVING ALL LARGE DEBRIS BY HAND. ALL OTHER DEBRIS (DIRT AND RUST) SHALL BE REMOVED BY PRESSURE WASHING THE BENT CAPS TO THE SATISFACTION OF THE PROJECT ENGINEER. THE PRESSURE WASHER SHALL BE ABLE TO MAINTAIN 3,500 PSI OF PRESSURE.

ANY DAMAGE CAUSED BY THIS ITEM OF WORK SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE.

PAYMENT WILL BE MADE FOR EACH (EA) BENT CAP BEING CLEANED.

907-824-PP008 BRIDGE REPAIR, CONCRETE RAILING (LF)

THIS ITEM REQUIRES REMOVAL AND REPLACEMENT OF APPROXIMATELY 5 FEET OF CONCRETE RAILING AT DESIGNATED AREAS AT THE BRIDGE END TRANSITIONS. THIS WORK WILL REQUIRE REMOVAL OF EXISTING CONCRETE, FORMING AND POURING NEW CONCRETE TO MATCH EXISTING RAILING. SEE WORKING NUMBER CRR-1 & AS-BUILT PLANS FOR FURTHER DETAIL. CONCRETE USED FOR RAILING AND ELEPHANT EAR REPAIR WILL BE CLASS AA AND WILL BE ABSORBED IN THIS PAY ITEM.

ALL OTHER REPAIRS TO CONCRETE RAILING WILL BE PAID UNDER EITHER PAY ITEM 907-824-PP005 BRIDGE REPAIR, EPOXY REPAIR (CF) OR 907-824-PP008 BRIDGE REPAIR, EPOXY CRACK REPAIR (LF) AS DIRECTED BY THE ENGINEER.

PAYMENT WILL BE MADE PER LINEAL FEET (LF) REPAIRED.

907-824-PP008 BRIDGE REPAIR, EPOXY CRACK REPAIR (LF)

REFERENCE IS MADE TO WORKING NUMBER CRD-1 CONCRETE REPAIR DETAIL.

PAYMENT WILL BE MADE PER LINEAR FEET (LF) OF EPOXY CRACK REPAIR.

907-824-PP008 BRIDGE REPAIR, END WALL REPAIR (LF)

REFERENCE IS MADE TO WORKING NUMBER JRD-2 JOINT REPAIR DETAIL.

PAYMENT WILL BE MADE PER LINEAR FEET (LF) OF END WALL REPAIRED ALL DEPTHS.

907-832-PP003 CONCRETE MAT (SY)

FOR CONCRETE MAT DESCRIPTION AND DETAILS, SEE WORKING NUMBER BCM-1.



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			COUNTY: DESOTO, TATE, PANOLA PROJ. NUM.: NHPP-9999-06(018) /106720-302000/303000/304000
			WORKING NUMBER GN-3
			FILENAME: GN (3).DGN SHEET NUMBER 8
			DESIGN TEAM VOLKERT CHECKED DATE