Addendum 2

City of Canton, Ohio

Purchasing Department
218 Cleveland Ave. SW, 4th floor
Canton, Ohio 44702

STA 15th St SW Bridge Replacement Project - GP 1299

Item/Project

Engineering Department

Responsible Department

2:00:00 PM, 3/16/2023

Bids Due

Bid Proposal Submitted By:

Company Name

Street Address

City **State** **Zip**

Contact Person **Phone No.** **Email Address**

Addendum #2

City of Canton – STA 15th St. SW Bridge Replacement – GP 1299

A. Replace existing plan sheet 32/53 with attached plan sheet 32/53

B. Replace existing plan sheet 33/53 with attached plan sheet 33/53

C. Replace existing plan sheet 43/53 with attached plan sheet 43/53

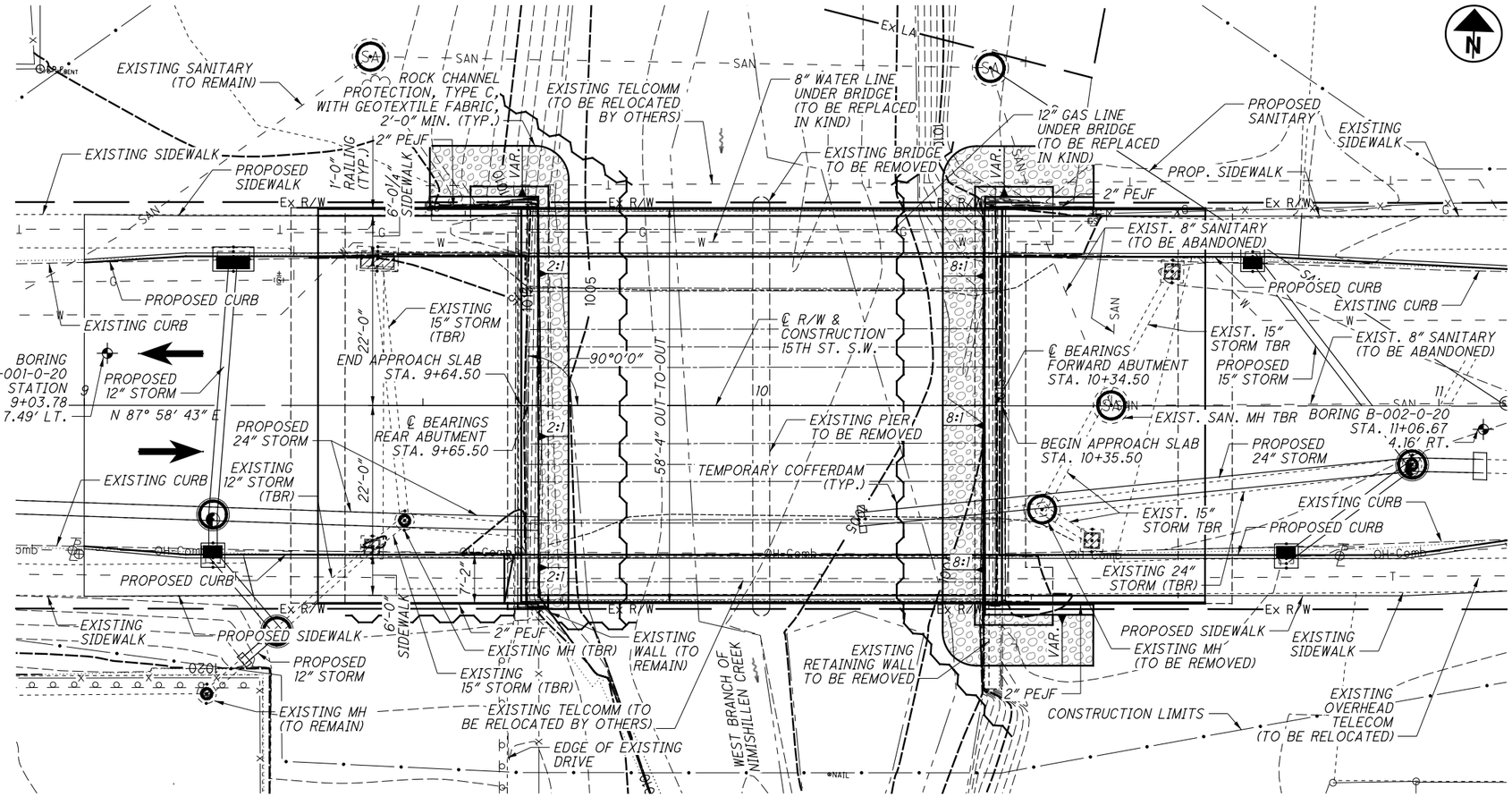
D. Replace existing plan sheet 47/53 with attached plan sheet 47/53

E. Existing bridge plans are herewith provided

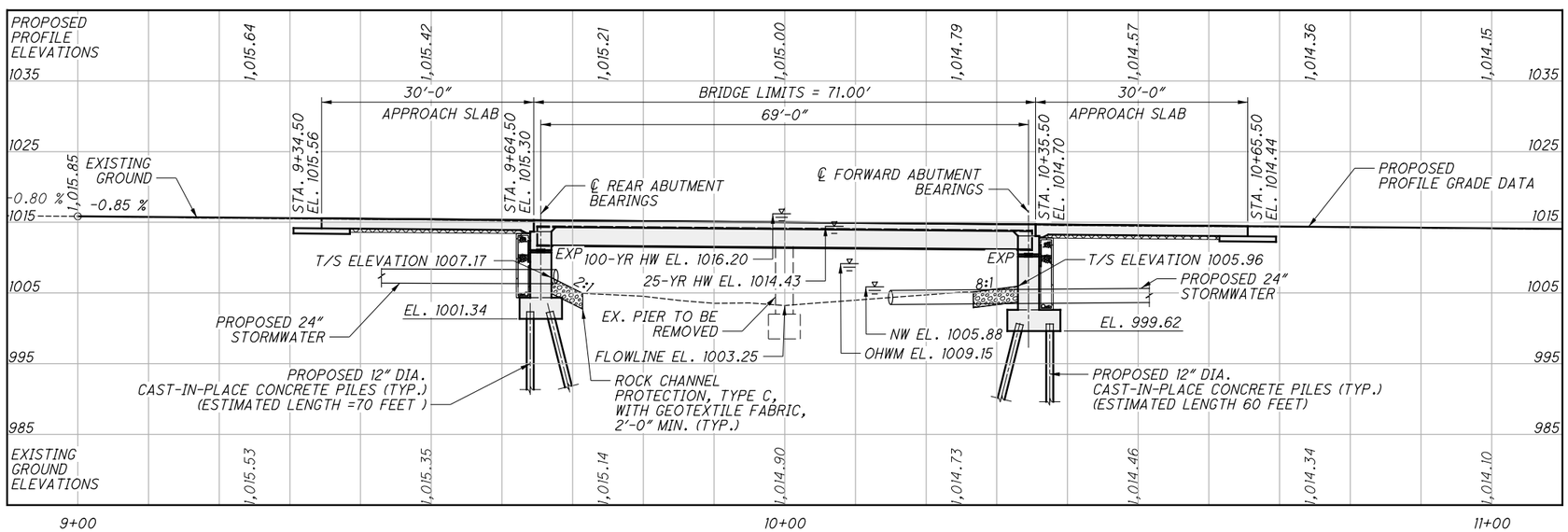
F. Geotechnical information – Attached are:

   a. Geotechnical Paper Study, dated 1/7/2021.

   b. Structure Foundation Exploration – Final, dated 12/1/2022. Note that at the time of this report, there was dewatering efforts being performed in this area that may have drawn down the water table.



PLAN



PROFILE ALONG ℄ R/W AND CONSTRUCTION 15TH ST. S.W.

BENCHMARK DATA

BM #1 STA. 8+99.21,	ELEV. 1016.42,	OFFSET 21.9',	RT
BM #2 STA. 12+42.55,	ELEV. 1016.88,	OFFSET 21.0',	LT

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN SHEET (17/53)

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

LEGEND

- BORING LOCATION
- ROCK CHANNEL PROTECTION, TYPE C, WITH GEOTEXTILE FABRIC 2'-0" MIN. (TYP.)

HYDRAULIC DATA

DRAINAGE AREA = 42.8 SQ. MILES

Q (25) = 2600 CFS V (25) = 4.05 FT/S

Q (100) = 3500 CFS V (100) = 3.94 FT/S

STRUCTURE DOES NOT CLEAR THE 25 YEAR DESIGN HW BY 3.72 FEET.

EXISTING STRUCTURE

TYPE: TWO SPAN CONTINUOUS STEEL BEAM BRIDGE WITH REINFORCED CONCRETE DECK AND MODIFIED CONCRETE SUBSTRUCTURES WITH SPREAD FOOTING.

SPANS: 34'-0"±, 34'-0"± C/C BEARINGS

ROADWAY: 44'-0" TOE/TOE WITH 6'-0 SIDEWALKS
56'-0" TOE/TOE PARAPET

LOADING: HS20-44 AND ALTERNATE MILITARY LOADING

SKEW: NONE

APPROACH SLABS: REAR - 20'-0" (AS-1-72)
FORWARD - 16'-6" TO 27'-6" (AS-1-72)

ALIGNMENT: TANGENT

CROWN: 0.010± FT/FT

STRUCTURAL FILE NUMBER: 7661169

DATE BUILT: 1946

WEARING COURSE: MONOLITHIC CONCRETE

DISPOSITION: STRUCTURE REPLACEMENT

PROPOSED STRUCTURE

PROPOSED WORK: REPLACE EXISTING TWO SPAN STRUCTURE WITH A SINGLE SPAN GALVANIZED OR METALIZED ROLLED STEEL BEAM BRIDGE WITH A COMPOSITE CONCRETE DECK ON NEW SEMI-INTEGRAL ABUTMENTS FOUNDED ON CAST-IN-PLACE CONCRETE PILES.

SPAN: 69'-0" C/C BEARINGS

ROADWAY: 44'-0" TOE/TOE WITH 6'-0 SIDEWALKS
58'-4" OUT/OUT

LOADING: HL93 AND 60 PSF FWS

SKEW: NONE

APPROACH SLABS: 30'-0" LONG (AS-1-15, AS-2-15 TYPE A INSTALLATION)

ALIGNMENT: TANGENT

CROWN: 0.016 FT/FT

COORDINATES: LATITUDE 40° 46' 59.99" N
LONGITUDE 81° 23' 06.00" W

DECK AREA: 4142 SQ. FT.

DESIGN AGENCY
PRIME AE
815 Pulsar Place, Suite 300
Columbus Ohio 43240

DESIGNED	DRAWN	REVIEWED	DATE
AMT	AMT	AMT	12/1/2022
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KDC		7661170	

SITE PLAN
BRIDGE NO. STA-15SW-1350
15TH ST. S.W. OVER WEST BRANCH OF NIMISHILLEN CREEK

STA-15SW-1350

1/22

32/53

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GENERAL NOTES:

REFERENCE SHALL BE MADE TO THE FOLLOWING ODOT STANDARD BRIDGE DRAWINGS:

AS-1-15	REVISED	7/17/15
AS-2-15	REVISED	1/18/19
BR-2-15	REVISED	1/21/22
GSD-1-19	DATED	1/15/21
SICD-1-21	REVISED	1/21/22
SICD-2-14	REVISED	1/15/21

REFER TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

SS 845	DATED	04/20/2018

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE 9th EDITION OF THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2020 AND THE ODOT BRIDGE DESIGN MANUAL, 2020.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESGN MANUAL, 1001.3.

DESIGN LOADING:

HL-93
FUTURE WEARING SURFACE (FWS) OF 60 POUNDS PER SQUARE FOOT.
PEDESTRIAN LIVE LOAD OF 75 POUNDS PER SQUARE FOOT.

DESIGN DATA:

CONCRETE, CLASS QC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)
CONCRETE, CLASS QC1 - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)
REINFORCING STEEL - MINIMUM YIELD STRENGTH 60000 PSI
STRUCTURAL STEEL - ASTM A709 GRADE 50 - YIELD STRENGTH 50000 PSI

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER

MONOLITHIC WEARING SURFACE:

IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1 INCH THICK.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 2.87 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103 INCHES.

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 INCHES.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65 INCHES.

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

IN ORDER TO MAINTAIN THE EXISTING STREAM HYDRAULIC BEHAVIOR, REMOVE THE EXISTING BRIDGE PIER TO THE ELEVATION OF THE AVERAGE STREAM BOTTOM AT THE PIER. IF THE PIER IS REMOVED BELOW THIS ELEVATION, BACKFILL THE VOID WITH ROCK CHANNEL PROTECTION PER ITEM 601 TYPE C TO EQUAL THE BOTTOM OF STREAM.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE:

THE ULTIMATE BEARING VALUE IS 256 KIPS PER PILE FOR THE REAR ABUTMENT PILES.
THE ULTIMATE BEARING VALUE IS 214 KIPS PER PILE FOR THE FORWARD ABUTMENT PILES.
THE UBV FOR THE REAR ABUTMENT PILES INCLUDES AN ADDITIONAL 54 KIPS PER PILE DUE TO THE POSSIBILITY OF LOSING 35.3 FT. OF FRICTIONAL RESISTANCE DUE TO SCOUR.
THE UBV FOR THE FORWARD ABUTMENT INCLUDES 49 KIPS DUE TO THE POSSIBILITY OF LOSING 33.6 FEET OF FRICTIONAL RESISTANCE DUE TO SCOUR. DRIVE PILES TO THE UBV OR TO A TIP ELEVATION OF 936 (REAR ABUTMENT) OR 940 (FORWARD ABUTMENT) WHICHEVER IS DEEPER.

REAR ABUTMENT PILES:
12" DIAMETER PILES 75 FEET LONG, ORDER LENGTH. PLUS 1 DYNAMIC LOAD TESTING ITEM

FORWARD ABUTMENT PILES:
12" DIAMETER PILES 65 FEET LONG, ORDER LENGTH, PLUS 1 DYNAMIC LOAD TESTING ITEM

ITEM 513 - STRUCTURAL STEEL, LEVEL 3, AS PER PLAN:

PRE-FABRICATION MEETING:

IN ADDITION TO THE PRE-FABRICATION MEETING REQUIREMENTS UNDER 513.07, BOTH THE FABRICATOR'S QUALITY CONTROL SPECIALIST, (QCS) AND GALVANIZER'S OR METALIZERS'S QCS COATING APPLICATOR SHALL BE PRESENT AND DISCUSS METHODS OF OPERATION, QUALITY CONTROL, INCLUDING REPAIRS, TRANSPORTATION, ERECTION METHODS TO ACCOMPLISH ALL PHASES OF THE PREPARATION AND COATING WORK REQUIRED BY THIS SPECIFICATION.

COATINGS:

ALL STEEL SURFACES SHALL BE CLEANED AND GALVANIZED IF POSSIBLE IN ACCORDANCE WITH ITEMS 513 AND 711 OF THE ODOT C&MS. IF GALVANIZING IS NOT A FEASIBLE OPTION, ALL STEEL NOT GALVANIZED SHALL BE CLEANED AND METALIZED. THE THICKNESS OF THE METALIZED COATING SHALL BE 254 MICROMETERS MINIMUM SPECIFIED THICKNESS. THE WIRE USED FOR THE METALIZING SHALL CONFORM TO ASTM B833 HAVING A 99.99% ZINC - UNS Z13005 COMPOSITION. SURFACE PREPARATION AND APPLICATION SHALL CONFORM TO SSPC-CS23.00-AWS C2.3M/NACE NO 12 EXCEPT AS MODIFIED BY SS845. A SEALER MUST BE APPLIED TO METALIZED SURFACES THAT WILL BE IN CONTACT WITH CONCRETE.

SHEAR STUDS SHALL BE INSTALLED AS PER CMS SECTION 513.22.

GALVANIZING FOR TST-1-99 TUBES AND MOUNTING HARDWARE IS INCLUDED WITH ITEM 517.

IF ANY STEEL IS METALIZED, ALL METALIZED SURFACES DAMAGED DUE TO SHIPPING, FIELD WELDING, INSTALLATION, OR REMOVAL OF TEMPORARY SUPPORTS SHALL BE REPAIRED. THE REPAIRS SHALL BE MADE USING METHODS ACCORDING TO SS845. SEALER TO BE APPLIED TO THE METALIZING, SHALL BE A TWO COAT PAINT SYSTEM CONSISTING OF EPOXY INTERMEDIATE COAT AND A URETHANE FINISH COAT MEETING THE REQUIREMENTS OF CMS 708.02. PAINT ACCORDING TO 514.17 AS MODIFIED IN SS845.

THE CONTRACTOR SHALL EXERCISE EXTREME CARE IN THE HANDLING OF ALL STEEL SO AS NOT TO DAMAGE THE COATED SURFACE. ANY DAMAGE TO THE COATING DUE TO HANDLING OR CONSTRUCTION OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR PER 513 AND 711 FOR GALVANIZED STEEL AND SS845 FOR METALIZED STEEL AT NO ADDITIONAL EXPENSE.

QUALITY CONTROL:

QUALITY CONTROL FOR GALVANIZED STEEL SHALL FOLLOW 513 AND 711. IF APPLICABLE, QUALITY CONTROL FOR THE METALIZING AND SEALING PROCESS SHALL FOLLOW SS845.

BASIS OF PAYMENT:

PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR THE ITEM 513 STRUCTURAL STEEL MEMBERS, LEVEL 3, AS PER PLAN.

ITEM 517, RAILING CONCRETE PARAPET WITH TWIN STEEL TUBE RAILING, AS PER PLAN:

THE END PANEL OF THE RAILING AT THE SOUTH WEST CORNER OF THE BRIDGE IS LONGER THAN THE STANDARD BR-2-15. SEE SHEET 17/22 .

UTILITY COORDINATION:

THE UTILITIES SHALL BEAR ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITIES ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE EITHER WILL BE HELD TO A MINIMUM. THE LOCATION OF PROPOSED UTILITY LINES IN THESE PLANS ARE PRELIMINARY FOR THIS SUBMISSION.

ITEM 638 - CONDUIT, MISC.: 8" WATERMAIN DUCTILE IRON PIPE ANSI CLASS 52, TR FLEX, AS PER PLAN

PAYMENT FOR THIS WORK SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY TO INSTALL THE 8" WATERMAIN WITHIN THE LIMITS OF THE BRIDGE AS SHOWN IN THESE PLANS. THE COST OF THE PVC CASING PIPE, THE INSULATION GROUT, INCIDENTAL MATERIALS AND LABOR SHALL BE INCLUDED WITH THIS PAY ITEM. ROLLERS AND BRACKETS NECESSARY TO ATTACH THE LINE TO THE CROSS-FRAMES WILL BE INCLUDED WITH THIS PAY ITEM. PAYMENT FOR CROSS-FRAME MATERIALS AND INSTALLATION IS INCLUDED WITH ITEM 513 STRUCTURAL STEEL MEMBERS, LEVEL 3, AS PER PLAN. ITEM 638 - CONDUIT MISC. SHALL BE BID BY THE CONTRACTOR.

THE INSALLATION SHALL BE A FOAMED IN PLACE CLOSED CELL POLYURETHANE WHICH COMPLETEY FILLS THE ANNULAR SPACE BETWEEN THE CARRIER PIPE AND THE EXTERIOR CASING. THE INSALATION SHALL HAVE THE FOLLOWING PHYSICAL PROPERTIES:
MINIMUM DENSITY (LB/CU. FT.) 2.1 ASTM D-1622
"K" FACTOR BTU/HR. SQ. FT. °F/IN 0.147 ASTM C-518
90-95% CLOSED CELL ASTM D-2856

THE EXTERIOR CASING SHALL BE SEAMLESS, EXTRUDED WHITE PVC (JACKET OUTSIDE DIAMETER = 14.32") TYPE 1, GRADE 1, CLASS 12454-B PER ASTM D-1784
NO TAPE CASINGS WILL BE ALLOWED.

DOMINION ENERGY OHIO

CONTRACTOR SHALL COORDINATE WITH DOMINION ENERGY OHIO FOR DETAILS TO CONNECT THE GAS LINE TO THE BRIDGE IN THE LOCATION SHOWN IN THESE PLANS AS WELL AS THE SEQUENCE OF CONSTRUCTION. ALL MATERIAL, LABOR, AND INCIDENTALS TO ADD ATTACHMENTS TO THE BRIDGE SHALL BE PAID BY FOR BY DOMINION ENERGY OHIO.

ABBREVIATIONS:

BRG.	-	BEARINGS
C/C	-	CENTER TO CENTER
C.J.	-	CONSTRUCTION JOINT
CLR.	-	CLEAR
DIA.	-	DIAMETER
E.F.	-	EACH FACE
EQ.	-	EQUAL
EXIST.	-	EXISTING
EXP.	-	EXPANSION
F.A.	-	FORWARD ABUTMENT
MIN.	-	MINIMUM
PEJF	-	PREFORMED EXPANSION JOINT FILLER
R.A.	-	REAR ABUTMENT
R/W	-	RIGHT OF WAY
SPA.	-	SPACING/SPACES
ST.	-	STREET
S.W.	-	SOUTH WEST
TYP.	-	TYPICAL

DESIGN AGENCY
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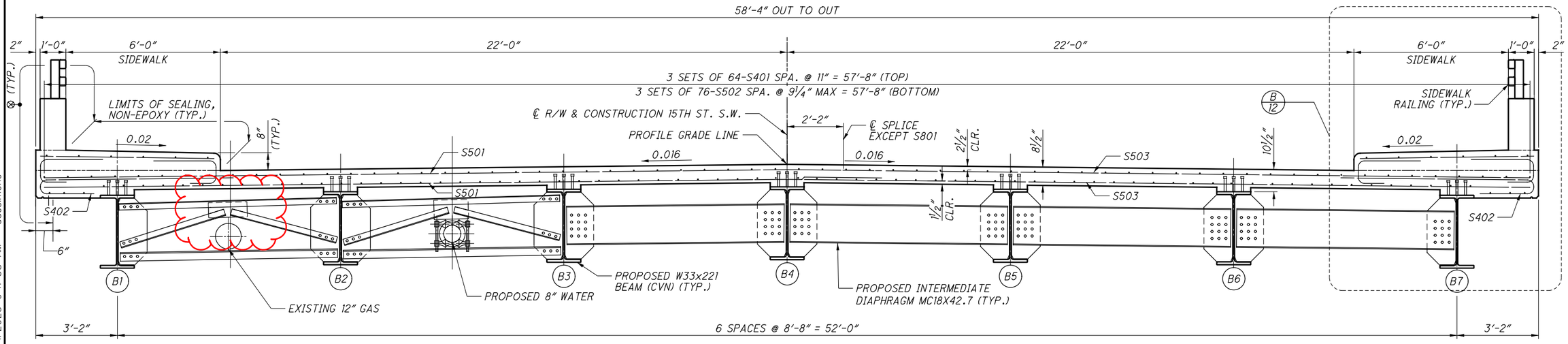
Columbus Ohio 43240

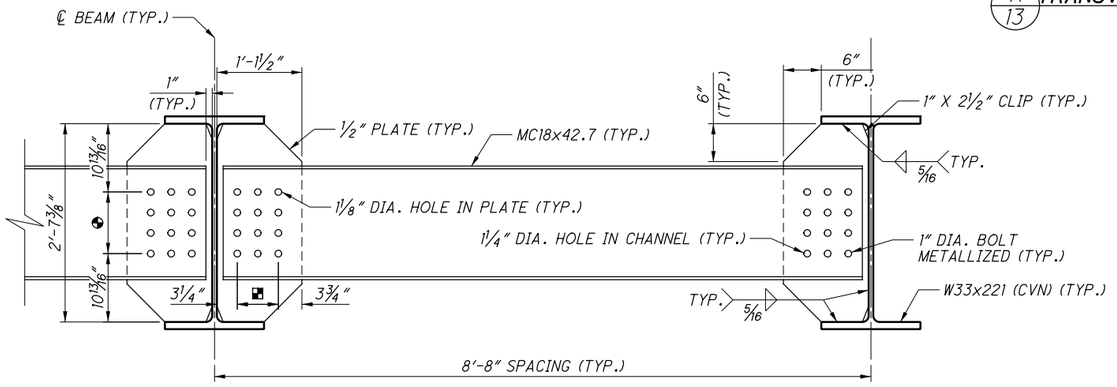
DESIGNED	DRAWN	REVIEWED	DATE
HM	HM	STN	1/27/2021
CHECKED	REVISED	STRUCTURE FILE NUMBER	
BTJ		7661170	

GENERAL NOTES (1 OF 2)
BRIDGE NO. STA-15SW-1350
15TH ST. S.W. OVER WEST BRANCH OF NIMISHILLEN CREEK

STA-15SW-1350



A 13 TRANSVERSE SECTION



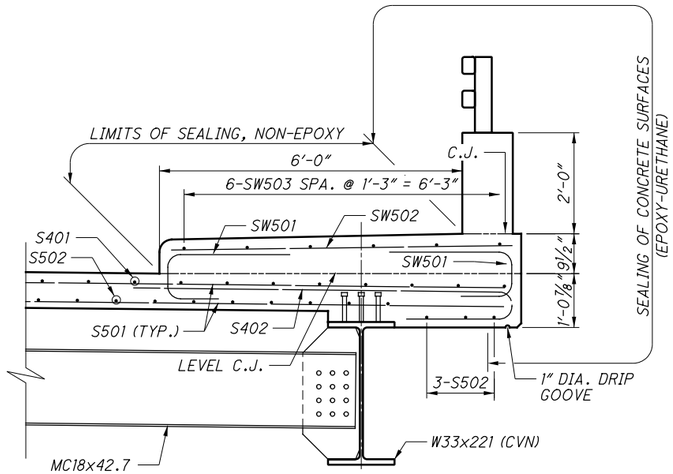
INTERMEDIATE DIAPHRAGM DETAIL

LEGEND:

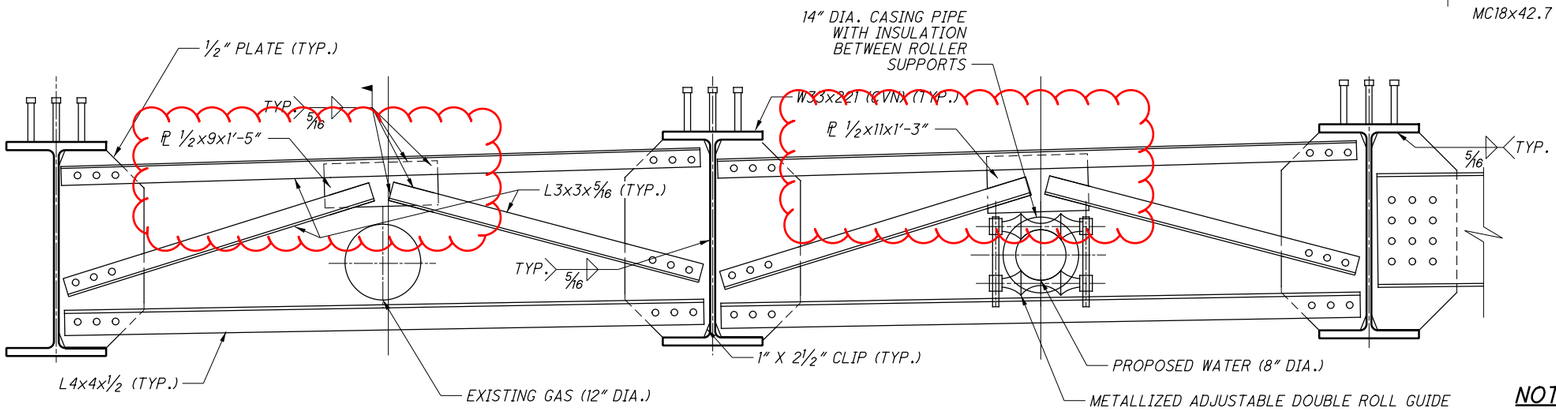
- ◔ - 3 SPA. @ 3¼"
- ◪ - 2 SPA. @ 3¼"
- ⊗ - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

MINIMUM LAP LENGTHS:

1. #4 BAR = 2'-0"
   #5 BAR = 3"-0"



B 12 SIDEWALK DETAILS



BAY 1 AND BAY 2 INTERMEDIATE DIAPHRAGM DETAILS

NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS, SEE ODOT STD. DWG. GSD-1-19.
2. HIGH STRENGTH BOLTS SHALL BE 1" ϕ, ASTM F3125 GRADE A325 TYPE 1 METALLIZED UNLESS NOTED OTHERWISE.
3. ALL STRUCTURAL STEEL SHALL BE METALLIZED UNLESS NOTED OTHERWISE.
4. 14" DIAMETER CASING PIPE WITH INSULATION SHALL BE PLACED AROUND THE 8" DIAMETER WATERLINE OUTSIDE OF THE ROLLER SUPPORTS THAT ARE CONNECTED TO THE CROSS FRAMES.

DESIGN AGENCY
PRIME AE
8415 Pulsar Place, Suite 300
Columbus Ohio 43240

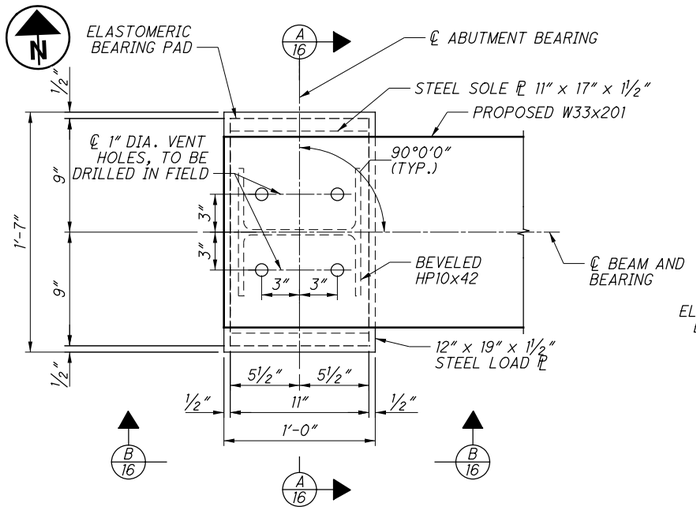
DESIGNED	DRAWN	REVIEWED	DATE
JAT	JAT	AMT	12/1/2022
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AMT		7661170	

TRANSVERSE SECTION & SUPERSTRUCTURE DETAILS
BRIDGE NO. STA-15SW-1350
15TH ST. S.W. OVER WEST BRANCH OF NIMISHILLEN CREEK

STA-15SW-1350

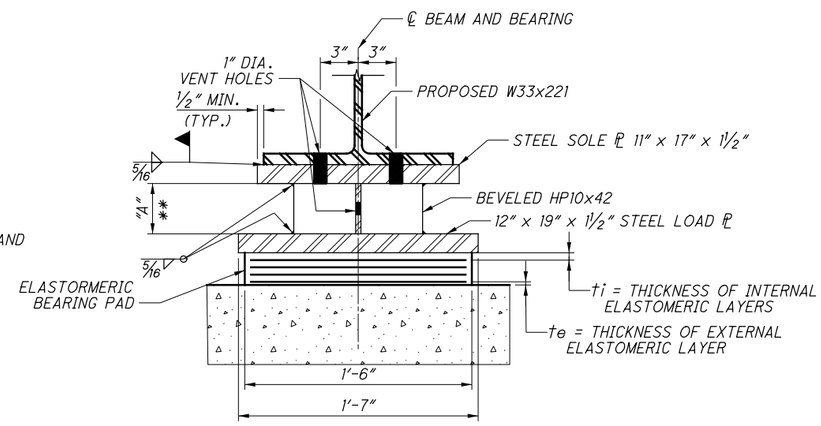
12 / 22

43 / 53



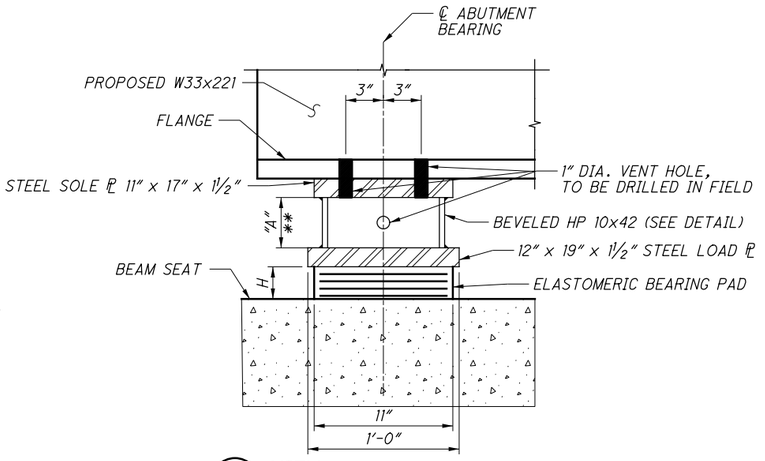
ABUTMENT BEARING PLAN

(REAR ABUTMENT SHOWN; FORWARD ABUTMENT OPPOSITE HAND)



A 16 **SECTION**

* SEE TABLE 1 FOR PLATE THICKNESS
**SEE TABLE 2 FOR DIMENSION "A"



B 16 **VIEW**

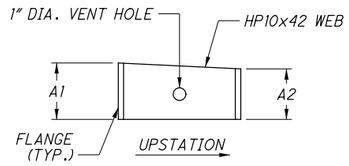
* SEE TABLE 1 FOR PLATE THICKNESS
**SEE TABLE 2 FOR DIMENSION "A"

TABLE 1 - BEARING SCHEDULE

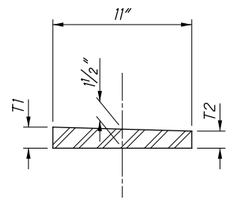
	BEARING TYPE	NO. OF BEARINGS	ELASTOMERIC BEARING PAD SIZE	NO. OF STEEL LAMINATES 0.0747" THICK (14 GAGE)	INTERNAL LAYERS		EXTERNAL LAYERS		STEEL LOAD PLATE SIZE	LOAD PLATE THICKNESS		UNFACTORED DESIGN LOADS		
												DEAD LOAD IN KIPS	LIVE LOAD IN KIPS ∇	TOTAL LOAD IN KIPS
			LxWxH		ti	NO.	te	NO.	LxW	T1	T2			
REAR ABUTMENT	EXP.	7	11"x18"x2.55"	4	0.50"	4	0.25"	1	12"x19"x1½"	1.5"	1.5"	77.1	67.9	145.0
FORWARD ABUTMENT	EXP.	7	11"x18"x2.55"	4	0.50"	4	0.25"	1	12"x19"x1½"	1.5"	1.5"	77.1	67.9	145.0

∇ = LIVE LOAD WITHOUT IMPACT

TABLE 2 - DIM "A"				
BEARING	REAR ABUTMENT		FORWARD ABUTMENT	
	A1 (IN.)	A2 (IN.)	A1 (IN.)	A2 (IN.)
1	4.88	4.88	4.75	4.75
2	6.88	6.88	6.75	6.75
3	8.50	8.50	8.50	8.50
4	10.25	10.25	10.13	10.13
5	8.50	8.50	8.50	8.50
6	6.88	6.88	6.75	6.75
7	4.88	4.88	4.75	4.75



BEVELED HP10x42



LOAD PLATE

* SEE TABLE 1 FOR LOAD PLATE THICKNESS

NOTES

1. ELASTOMERIC BEARINGS:
   THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. ALL BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.

2. LOAD PLATES:
   THE STEEL LOAD PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50 AND SHALL BE BONDED TO THE ELASTOMER BY VULCANIZATION DURING THE MOLDING PROCESS.

3. BASIS OF PAYMENT:
   THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS (BEARING, SOLE AND LOAD PLATES, HP SHAPES, ETC.), LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL ELASTOMERIC BEARINGS. PAYMENT SHALL INCLUDE THE DRILLING OF VENT HOLES AT THE LOCATIONS SHOWN ON THIS SHEET. PAYMENT WILL BE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE AS LISTED UNDER THE ESTIMATED QUANTITIES.

4. MARKINGS:
   ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.

5. COATING:
   IF THE STEEL BEAMS ARE GALVANIZED, THE LOAD PLATES, BEVELED HP10x42 AND SOLE PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH ITEM 513 AND C&MS 711.02. PAYMENT FOR GALVANIZED PLATES TO BE INCLUDED WITH ITEM 516, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE). WHEN WELDING ON GALVANIZED MEMBER IS REQUIRED, REPAIR THE GALVANIZING PER CMS 711.02.

   IF THE STEEL BEAMS ARE METALIZED, THE LOAD PLATES, BEVELED HP10x42 AND SOLE PLATES SHALL BE METALIZED IN ACCORDANCE WITH ITEM SS845 AND C&MS 708.02. PAYMENT FOR METALIZED PLATES TO BE INCLUDED WITH ITEM 516, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE). WHEN WELDING ON METALIZED MEMBER IS REQUIRED, REPAIR THE METALIZING PER SS845.

DESIGN AGENCY
PRIME AE
845 Pulsar Place, Suite 300
Columbus Ohio 43240

DESIGNED	DRAWN	REVIEWED	DATE
EJS	EJS	AMT	12/1/2022
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JAT		7661170	

BEARING DETAILS
BRIDGE NO. STA-15SW-1350
15TH ST. S.W. OVER WEST BRANCH OF NIMISHILLEN CREEK

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