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</tbody>
</table>

**Bridge No.**

**Collision Repair and Heat Straightening Notes**

**Office of Structural Engineering**

---

**Plane View Sheet**

**Description**

- The bridge consists of a steel structure.
- The bridge is supported by two piers and one abutment.
- The deck is composed of precast concrete slabs.
- The bridge has four lanes, with two lanes in each direction.
- The bridge has a total length of 200 meters.

**Anchorage Details**

- The anchorage is located at the center of the bridge.
- The anchorage consists of two concrete piers.
- The anchorage is connected to the deck by steel girders.

**Construction Details**

- The bridge was constructed using the cantilever method.
- The bridge was erected over a temporary false work.
- The bridge was completed in 1980.

**Maintenance and Inspection**

- The bridge is inspected annually.
- The bridge is maintained by the local transportation department.
- The bridge is classified as a Class A bridge.

---
SURFACE, SUPPLY AND USE POTABLE WATER, PROVIDE TO THE CONTRACTOR 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 CBMS 5.4.8 AND CBMS 5.4.13.D FOR ANY DEBRIS, CREATE SETTLEMENT COLLECTION BASINS AND STRAIN ALL WASH WATER ABOVE THE EXISTING GRADE TO ACCOMMODATE PROPOSED CLEAR WATER AND COMPLY WITH CBMS 5.4.8 AND CBMS 5.4.13.D FOR ANY DEBRIS.

4.0 SURFACE PREPARATION

4.1 After the pressure washed surface has dried, remove existing paint coating to contract limits or as directed by the engineer according to CBMS 7.0.3. ALLOW TO DRY TO BARE METAL. AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN CBMS 5.4.13.D, 3SC SPI, COMMERCIAL BLAST CLEANING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN CBMS 5.4.13.D, 3SC SPI, ULTRAVIOLET PRESSURE WASHING, OR AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN CBMS 5.4.13.D, 3SC SPI, ULTRAVIOLET PRESSURE WASHING CONTAINING A COMMERCIALLY AVAILABLE SOFT INHIBITOR AT A DOSAGE RATE OF 1.0 LITERS PER 1000 LITERS OF WATER AND DOCUMENTED AS ACCEPTABLE TO THE CONTRACTOR'S MANUFACTURER. THE CONTRACTOR WILL USE THE 3SC SPI, 1 SSPC 5.13.D OR 3 SC SPI, 1 SSPC 5.13.D TO DETERMINE THE ACCEPTABILITY OF THE EXISTING SURFACE PREPARATION, FEATHER THE EXISTING PAINT TO ROUNDS A MINIMUM OF 1/2 INCH EACH COAT, AND DISPOSE OF WASTE GENERATED AT THE CLEANING ACCORDING TO CBMS 5.4.13.D. ROUND ALL EXPOSED CORNERS OF MAIN MATERIAL TO BE PAINTED AS NECESSARY TO A 1/4 INCH RADUS OR EQUIVALENT FLAT SURFACE AT A 45° DEGREE ANGLE.

5.0 FIELD PAINTING

5.0 FIELD PAINTING APPLY THE PRIME COAT OF THE THREE-COAT PAINT SYSTEM SPECIFIED IN CBMS 7.08.02, ACCORDING TO CBMS 5.4.13.D, 3SC SPI, 1 SSPC 5.13.D AND CBMS 5.4.13.D TO THE CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL DETERMINE THE PRIME COAT THICKNESS USING A TYPE 2 MAGNETIC GAUGE OR EQUIVALENT MEASUREMENTS, DO NOT APPLY THE INTERMEDIATE OR FINISH COAT. THE PRIME COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF CBMS 5.4.13.D, APPLY PAINT AS FOLLOWING:

APPLY THE PRIME COAT ONLY TO THE PREPARED SURFACE OF THE BASE STEEL AND THE EXISTING UMINMUM PAINT SYSTEM ROUGHENED BY FEATHERING.

AT THE PERIMETER OF THE AREA, APPLY THE PRIME COAT USING A BRUSH, IN LIEU OF BRUSHING THE CONTRACTOR MAY DOUBLE USE PAINT AND APPLY IT NOT TO BE COATED AND SPRAY TO FEATHERED REMOVAL LINES.

6.0 MEASUREMENT

THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN BY THE METHOD OF MEASUREMENT OF STRUCTURAL STEEL PAINTING. 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 WORK COMPLETED AS SHOWN IN 5.0, HOWEVER, ONLY PAINT THAT THE CONTRACTOR CAN PROVE TO BE USED DURING THE CONSTRUCTION SEASON IS ELIGIBLE FOR PAYMENT. THE CONTRACTOR WILL PROVIDE THE CONTRACTOR WITH 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 CBMS 5.4.8 AND CBMS 5.4.13.D FOR ANY DEBRIS, CREATE SETTLEMENT COLLECTION BASINS AND STRAIN ALL WASH WATER ABOVE THE EXISTING GRADE TO ACCOMMODATE PROPOSED CLEAR WATER AND COMPLY WITH CBMS 5.4.8 AND CBMS 5.4.13.D FOR ANY DEBRIS.

4.0 SURFACE PREPARATION

4.1 After the pressure washed surface has dried, remove existing paint coating to contract limits or as directed by the engineer according to CBMS 7.0.3. ALLOW TO DRY TO BARE METAL. AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN CBMS 5.4.13.D, 3SC SPI, COMMERCIAL BLAST CLEANING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN CBMS 5.4.13.D, 3SC SPI, ULTRAVIOLET PRESSURE WASHING, OR AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN CBMS 5.4.13.D, 3SC SPI, ULTRAVIOLET PRESSURE WASHING CONTAINING A COMMERCIALLY AVAILABLE SOFT INHIBITOR AT A DOSAGE RATE OF 1.0 LITERS PER 1000 LITERS OF WATER AND DOCUMENTED AS ACCEPTABLE TO THE CONTRACTOR'S MANUFACTURER. THE CONTRACTOR WILL USE THE 3SC SPI, 1 SSPC 5.13.D OR 3 SC SPI, 1 SSPC 5.13.D TO DETERMINE THE ACCEPTABILITY OF THE EXISTING SURFACE PREPARATION, FEATHER THE EXISTING PAINT TO ROUNDS A MINIMUM OF 1/2 INCH EACH COAT, AND DISPOSE OF WASTE GENERATED AT THE CLEANING ACCORDING TO CBMS 5.4.13.D. ROUND ALL EXPOSED CORNERS OF MAIN MATERIAL TO BE PAINTED AS NECESSARY TO A 1/4 INCH RADUS OR EQUIVALENT FLAT SURFACE AT A 45° DEGREE ANGLE.

5.0 FIELD PAINTING

5.0 FIELD PAINTING APPLY THE PRIME COAT OF THE THREE-COAT PAINT SYSTEM SPECIFIED IN CBMS 7.08.02, ACCORDING TO CBMS 5.4.13.D, 3SC SPI, 1 SSPC 5.13.D AND CBMS 5.4.13.D TO THE CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL DETERMINE THE PRIME COAT THICKNESS USING A TYPE 2 MAGNETIC GAUGE OR EQUIVALENT MEASUREMENTS, DO NOT APPLY THE INTERMEDIATE OR FINISH COAT. THE PRIME COAT OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF CBMS 5.4.13.D, APPLY PAINT AS FOLLOWING:

APPLY THE PRIME COAT ONLY TO THE PREPARED SURFACE OF THE BASE STEEL AND THE EXISTING UMINMUM PAINT SYSTEM ROUGHENED BY FEATHERING.

AT THE PERIMETER OF THE AREA, APPLY THE PRIME COAT USING A BRUSH, IN LIEU OF BRUSHING THE CONTRACTOR MAY DOUBLE USE PAINT AND APPLY IT NOT TO BE COATED AND SPRAY TO FEATHERED REMOVAL LINES.

6.0 MEASUREMENT

THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN BY THE METHOD OF MEASUREMENT OF STRUCTURAL STEEL PAINTING. 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 WORK COMPLETED AS SHOWN IN 5.0, HOWEVER, ONLY PAINT THAT THE CONTRACTOR CAN PROVE TO BE USED DURING THE CONSTRUCTION SEASON IS ELIGIBLE FOR PAYMENT. THE CONTRACTOR WILL PROVIDE THE CONTRACTOR WITH 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 CBMS 5.4.8 AND CBMS 5.4.13.D FOR ANY DEBRIS, CREATE SETTLEMENT COLLECTION BASINS AND STRAIN ALL WASH WATER ABOVE THE EXISTING GRADE TO ACCOMMODATE PROPOSED CLEAR WATER AND COMPLY WITH CBMS 5.4.8 AND CBMS 5.4.13.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 SSPEC-301, POWER TOOL CLEANING TO BARE METAL, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPEC-VIS 3.5, SSPEC SP5, COMMERCIAL BLAST CLEANING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPEC-VIS 6 & SSPEC SP5 AND R-4, ULTRASONIC WATER JETTING, AS SHOWN ON THE PICTORIAL SURFACE PREPARATION STANDARDS FOR PAINTING STEEL SURFACES SHOWN IN SSPEC-VIS 4.4, SUPPLY BLAST WATER CONTAINING A COMMERCIAL AVAILABLE BOND INHIBITOR AT A DOSAGE THAT PREVENTS FLASH RUSTING FOR 24 HOURS AND DOCUMENTED AS ACCEPTABLE TO THE COATING'S MANUFACTURER. THE ENGINEER WILL USE THE SSPEC-VIS 1, SSPEC-VIS 3.1 OR SSPEC-VIS 4 TO DETERMINE THE ACCEPTANCE OF THE SURFACE PREPARATION. FEATHER THE EXISTING PAINT TO EXPOSE A MINIMUM OF 3/16 INCH OF EACH COAT, CONTAIN AND DISPOSE DISPOSE OF RUST GENERATED BY THE CLEANING ACCORDING TO CBMS SM 15.0

ROUND ALL EXPOSED CORNERS OF MAIN MATERIAL TO BE PAINTED AS NECESSARY TO ACHIEVE A 45 DEGREE ANGLE.

5.0 FIELD PAINTING APPLY THE PRIME, INTERMEDIATE, AND FINISH COATS OF THE THREE-COAT PAINT SYSTEM SPECIFIED IN CBMS T-00.02, ACCORDING TO CBMS SM 15.0, SM 15.1, SM 15.2, SM 15.3, SM 15.4 AND SM 15.5 TO CONTRACT LIMITS OR AS DIRECTED BY THE ENGINEER. TINT THE FINISH COAT TO APPROXIMATELY THE SAME COLOR AS THE EXISTING FINISH COAT. THE PRIME, INTERMEDIATE, AND FINISH COATS OF PAINT SHALL MEET THE MINIMUM DRY FILM THICKNESS REQUIREMENTS OF CBMS SM 20.0. APPLY PAINT AS FOLLOWS:

A. APPLY THE PRIME COAT 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 SPRAYING. BLEND REPAIR AREAS WITH THE ADJACENT COATING TO PROVIDE A CONTINUOUS SURFACE IN THE PATCHED AREAS THAT IS SMOOTH AND HAS AN EVEN PROFILE WITH THE ADJACENT SURFACE.

8.0 MEASUREMENT THE DEPARTMENT WILL MEASURE FIELD PAINTING OF DAMAGED STRUCTURAL STEEL AS PER PLAN 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 T-00.10, 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 TO 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 MACHING, POWER TOOL CLEANING OR BLAST CLEANING OPERATIONS.

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 MATER, TREATMENT FACILITY, DISPOSAL FACILITY OR LANDFILL.

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

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

ITEM UNIT DESCRIPTION

SM SQUARE FEET FIELD PAINTING OF DAMAGED STRUCTURAL STEEL - THREE COAT, AS PER PLAN

ITEM 863 JACXING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN. THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE PERFORMANCE DEFINED IN TABLE 3, TABLE 5 OR THE NEAR STRAIGHTENING PLAN.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CBMS 56.02.5.

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TABLE 4: DAMAGED SECONDARY MEMBER TO BE REPLACED

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<th>CROSSFRAME BAY</th>
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TABLE 1: DAMAGED MAIN MEMBERS TO BE HEAT STRAIGHTENED

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<th>DAMAGE AREA</th>
<th>MEMBER LINE NO.</th>
<th>PIER OR ABUT.</th>
<th>B</th>
<th>C</th>
<th>E</th>
<th>F1</th>
<th>F2</th>
<th>C</th>
<th>H</th>
<th>J</th>
<th>K</th>
<th>L</th>
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ORIENTATION NOTE:
Abutments and Piers are numbered in the Cardinal Direction (from South to North or West to East). Beams are numbered from Left to Right when facing in the Cardinal Direction.
Days are numbered to match the main member line number to the left of the crossframe bay when facing in the Cardinal Direction.

EXISTING STRUCTURES:
ROUTE ON STRUCTURE:
ROUTE BELOW STRUCTURE:
TYPE:
SPAN:
ROADWAY WIDTH:
SKIR:
ALIGNMENT:
SLOPE:
TFA.
NUMBER OF BEAMS:
STEEL TYPE:
PAINT TYPE:
PAINT DATE:

SECTION B-B
SECONDARY MEMBER BAY NO. W

SECTION A-A
NEGATIVE "E" VALUES ARE BENT LEFT
NEGATIVE "E" VALUES ARE BENT DOWN
NEGATIVE "C" VALUES ARE BENT LEFT

REMARKS:
- REMOVE ACCORDING TO ITEM 25A:
- PORTIONS OF SECONDARY MEMBERS REMOVED, AS PER PLAN, REPLACE BY MATCHING EXISTING DETAIL; SEE CSD-1-96 FOR ADDITIONAL CLARIFICATION.
- MAIN AND SECONDARY MEMBER DAMAGE IS NOT SHOWN, FOR CLARITY SEE SECTION A-A

- TABLE #2: DAMAGED SECONDARY MEMBER TO BE REPLACED

- TABLE #1: DAMAGED MAIN MEMBERS TO BE HEAT STRAIGHTENED
1. REMOVE SECONDARY MEMBERS AS NECESSARY IF APPLICABLE, CAREFULLY GRIND EXISTING WELDS FLUSH, DO NOT DAMAGE WEB OR FLANGE, PROVIDE SHIELDING AS NECESSARY
2. MARK REMOVAL AREA
3. DRILL 2 OR 4 CORNER HOLES 1" DIAMETER
4. SAW OR FLAME CUT TO REMOVE DAMAGED WEB PLATE USING A MECHANICAL GUIDE
5. PREP EXISTING MEMBER, BEVEL EDGES FOR COMPLETE PENETRATION AND FILLET WELDS
6. CUT AND BEVEL NEW PLATES, FOR COMPLETE PENETRATION AND FILLET WELDS
7. CHECK FIT OF NEW PLATES, NO GAPS EXCEEDING 1/8"
8. PERFORM WELDING
9. GRIND WELDS SMOOTH AND PROVIDE A SURFACE FINISH ACCORDING TO ANSI B44.1 OF 250 m"/s
10. GRIND THE INSIDE SURFACE OF ALL DRILLED CORNER HOLES OR BOTTOM COVERS TO A 1/2" RADIUS AND PROVIDE A SURFACE FINISH ACCORDING TO ANSI B44.1 OF 250 m"/s
11. PERFORM HOT TESTS ACCORDING TO CSA S52.25A
12. REPAIR SECONDARY MEMBERS IF APPLICABLE, MAKE CONNECTIONS TO MATCH EXISTING DETAILS UNLESS MODIFIED HEREIN

CAUTION: PROVIDE ADDITIONAL TEMPORARY OR PERMANENT STIFFENERS

### Table 43: S13 Repairs

<table>
<thead>
<tr>
<th>DAMAGED AREA</th>
<th>MEMBER LINE NO.</th>
<th>PIER OR ABUTMENT</th>
<th>G nominations</th>
<th>REPAIR DETAIL TYPE</th>
<th>DRILLING HOLES EACH</th>
<th>COPE HOLES EACH</th>
<th>STEEL MEMBER LEVEL OF POUNDS</th>
<th>CP WELD (FEET)</th>
<th>FILLET WELD (FEET)</th>
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SEE PARTIAL FRAMING PLAN FOR DIMENSION C

### Field Repair Stiffener W1-7

SEE NOTE 5 THROUGH 10

### Field Repair Top Cope W1-8

SEE NOTES 9 & 10

### Field Repair Bottom Cope W1-5

SEE NOTES 9 & 10

### Collision Repair W1-4

SEE NOTES 6 THROUGH 12

### Temporary Stiffener or Brace

- COPE HOLE REMAINS OPEN
- NEW E

### Collision Repair W1-7

SEE NOTES 2 & 3

### Collision Repair W1-3

SEE NOTE 4 & 5

### Collision Repair W1-2

SEE NOTES 2 & 3

### Collision Repair W1-1

SEE NOTE 1

### Condition Web Crack

### Temporary Stiffener or Brace

- COPE HOLE REMAINS OPEN
- NEW E

### Removal Limits Without Cope Holes

- Determine Crack Limits Using Magnetic Particle Inspection
- Use Pins, etc.
- Remove all Nuts and Bolts
- Use Pins, etc.
- Remove all Nuts and Bolts
ITEM 6H - MAINSTAINING TRAFFIC
Work with the District Work Zone Manager to select and edit the appropriate standard note paragraphs A through E of the table. See the selected standard drawing references on the title sheet.

A. MAINTAIN TRAFFIC ON THE BRIDGE ACCORDING TO
STANDARD DRAWING NO. 75-1.30 CLOSE THE RIGHT
OR LEFT LANE OR AS NEEDED DIRECTED BY THE
ENGINEER.

B. MAINTAIN TRAFFIC ON THE BRIDGE ACCORDING TO
STANDARD DRAWING NO. 79-4.30 CLOSE THE RIGHT
OR LEFT LANE OR AS NEEDED DIRECTED BY THE
ENGINEER.

C. MAINTAIN TRAFFIC ON THE BRIDGE ACCORDING TO
STANDARD DRAWING NO. 79-4.30 CLOSE THE RIGHT
OR LEFT LANE OR AS NEEDED DIRECTED BY THE
ENGINEER.

D. MAINTAIN TRAFFIC UNDER THE BRIDGE ACCORDING TO
STANDARD DRAWING NO. 79-1.30 CLOSE THE RIGHT
OR LEFT LANE OR AS NEEDED DIRECTED BY THE
ENGINEER.

E. MAINTAIN TRAFFIC UNDER THE BRIDGE ACCORDING TO
STANDARD DRAWING NO. 79-1.30 CLOSE THE RIGHT
OR LEFT LANE OR AS NEEDED DIRECTED BY THE
ENGINEER.

F. MAINTAIN TRAFFIC UNDER THE BRIDGE ACCORDING TO
STANDARD DRAWING NO. 79-1.30 CLOSE THE RIGHT
OR LEFT LANE OR AS NEEDED DIRECTED BY THE
ENGINEER.

Work with the District Work Zone Manager to edit the standard lane value contract table.

LANE VALUE CONTRACT TABLE

<table>
<thead>
<tr>
<th>DESCRIPTION OF CRITICAL LANE/RAMP TO BE MAINTAINED</th>
<th>RESTRICTED TIME PERIOD</th>
<th>TIME UNIT PER TIME UNIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Each hour</td>
<td>Each hour</td>
<td></td>
</tr>
</tbody>
</table>

ITEM 6H - LAW ENFORCEMENT OFFICER WITH PATROL CAR
Work with the District Work Zone Manager to determine how the LEO is required, refer to the estimated quantities table to include or exclude the LEO payment item.

SPECIAL EVENTS
Work with the District Work Zone Manager to determine any special event or holiday restrictions. List the dates and times associated with each event.

STEEL RESTRAIN OR PRELOAD LIMITS
Work with the District Bridge Engineer to determine the appropriate existing steel grade and limiting unit stress. Which is equal to 50% of the steel material yield strength, fy, in pounds per square inch.

Existing ASTM Grade
Do not subject any part of the structure to a JACKETING, PULLING AN RESTRAINING UNIT stress exceeding 50% of the yield strength of parent.

ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN MAIN MEMBERS
Work with the District Bridge Engineer to perform the concrete spraying and/or patching in the area to be filled in the existing point system. Three separate point systems are included as plan insert notes to match possible point type, remplacement of the existing point system, and selecting the most appropriate point system as directed by the District Bridge Engineer. See the various possible table 2 heat straightening Plan Table # 3 repair details WCI, WCI, BCI, FCI, and FCI. Also, the heat straightening to include field field point punching necessary for each repair. Include a summation of all table 3 and 3 replacement quantities on the estimated quantity sheet.

ITEM 502 - CONCRETE REPAIR BY EPOXY INJECTION
Perforate the concrete repair with the District Bridge Engineer. If the epoxy injection will be required to fill the gap between the main steel members and the concrete deck, include this payment item. If epoxy injection is necessary, estimate a quantity of each damper area. Provide data for table 4 of any necessary additional details. Include a summation of all quantities on the estimated quantity sheet.

ITEM 503 - STRUCTURAL STEEL MEMBERS, LEVEL LF, AS PER PLAN
Perform a field inspection as directed by the District Bridge Engineer. If existing steel material replacement will be required, include the repair details. See the various possible table 2 heat straightening Plan Table # 3 repair details WCI, WCI, BCI, FCI, and FCI. Also, the heat straightening to include field field point punching necessary for each repair. Include a summation of all table 3 and 3 replacement quantities on the estimated quantity sheet.

ITEM 503 - STRUCTURAL STEEL MISCELLANEOUS REPAIR OF MAIN MEMBERS
Drilled holes will be required for weld repairs. See the various possible table 2 heat straightening Plan Table # 3 repair details WCI, WCI, BCI, and FCI to estimate a quantity of drilled holes for each repair type. Include a summation of all table 3 drilled holes on the estimated quantity sheet.

ITEM 503 - STRUCTURAL STEEL MISCELLANEOUS REPAIR OF MAIN MEMBERS
Prepare a field inspection as directed by the District Bridge Engineer. If field field pointing necessary for each repair, include a summation of all table 3 field field pointing on the estimated quantity sheet.

ITEM 503 - STRUCTURAL STEEL MISCELLANEOUS REPAIR OF MAIN MEMBERS
Prepare a field inspection as directed by the District Bridge Engineer. If complete penetration weld repairs will be required, include the repair details. See the various possible table 2 heat straightening Plan Table # 3 repair details WCI, WCI, BCI, FCI, and FCI. Also, the heat straightening to include field field pointing necessary for each repair type. Include a summation of all table 3 complete penetration weld on the estimated quantity sheet.

ITEM 503 - STRUCTURAL STEEL MISCELLANEOUS REPAIR OF MAIN MEMBERS
Prepare a field inspection as directed by the District Bridge Engineer. If field field pointing necessary for each repair, include a summation of all table 3 field field pointing on the estimated quantity sheet.

ITEM 503 - STRUCTURAL STEEL MISCELLANEOUS REPAIR OF MAIN MEMBERS
Prepare a field inspection as directed by the District Bridge Engineer. If field field pointing necessary for each repair, include a summation of all table 3 field field pointing on the estimated quantity sheet.

ITEM 503 - STRUCTURAL STEEL MISCELLANEOUS REPAIR OF MAIN MEMBERS
Prepare a field inspection as directed by the District Bridge Engineer. If field field pointing necessary for each repair, include a summation of all table 3 field field pointing on the estimated quantity sheet.

ITEM 503 - STRUCTURAL STEEL MISCELLANEOUS REPAIR OF MAIN MEMBERS
Prepare a field inspection as directed by the District Bridge Engineer. If field field pointing necessary for each repair, include a summation of all table 3 field field pointing on the estimated quantity sheet.

ITEM 503 - STRUCTURAL STEEL MISCELLANEOUS REPAIR OF MAIN MEMBERS
Prepare a field inspection as directed by the District Bridge Engineer. If field field pointing necessary for each repair, include a summation of all table 3 field field pointing on the estimated quantity sheet.