

- Painting/coating of structural steel.
- Cathodic Protection (CP) Systems for Bridge Decks.
- Cathodic Protection Systems for Substructure Elements.
- Cathodic Protection Systems for Superstructure Elements other than decks.
- Electrochemical Chloride Extraction (ECE) Treatment for decks.
- Electrochemical Chloride Extraction Treatment for substructure elements.
- Scour countermeasures installation.
- Removing large debris from channels.
- Retrofit of fracture critical members.
- Retrofit of fatigue prone details. (Methods to increase the fatigue life of fatigue prone details, like using ultrasonic impact treatment on welds at ends of cover plates or connection plates welds not positively connected to flanges.)
- Concrete deck repairs in conjunction with installation of deck overlays, CP systems, or ECE treatment.
- Substructure concrete repairs in conjunction with installation of CP systems, ECE treatment, or galvanic anodes (when there are several sources or experimental basis when only one source). (Includes substructure units with cathodic protection jackets.)
- Application of sealants, coatings, and membranes for surface protection of the concrete.
- Bridge cleaning and/or washing service. (Decks, joints, drains, superstructure and substructure horizontal elements.)
- Place concrete mat along the flow line of steel pipe culverts.

NOTE: When eligible substructure work and/or painting/coating of ends of girders under joint locations are leaking, then it is required to have a contract for the work during the same year or the following year to seal the joints.

Category 2: Heavy Maintenance and RRR:

The purpose for this category project is to restore and rehabilitate the pavement structure to extend the service life of the corridor by 15 to 20 years. Projects will typically involve variable depth milling and pavement build up, minimal changes to the vertical and horizontal alignment, include guardrail and roadside hardware improvements and will stay within the existing right of way. The pavement structure may be removed and replaced in its entirety for up to 50% of the project length. Projects will not provide for additional capacity through the corridor. This work is not considered preventive maintenance because of the improvements to the pavement structure.*

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