

**GENERAL NOTES**

No field welding is permitted except as specified in the contract documents.  
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.

Reinforcement bars designated (E) shall be epoxy coated.  
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Concrete Sealer shall be applied to the front and side faces of the proposed backwall at the East Abutment and all exposed faces of the new concrete at Pier 3.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50° F.

All new structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type I. Cost included with Structural Steel Repair.

Fasteners shall be high strength bolts. Bolts 3/8" φ, open holes 5/16" φ, unless otherwise noted.

Existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

New structural steel shall be painted according to Section 506 of the Standard Specifications.

Cleaning and field painting of structural steel shall be done under a separate painting contract.

The Contractor shall satisfy requirements for working in a confined space while working inside the box girder.

Overlay shall not be placed until after the jacking procedures are complete.

The Contractor is responsible for clearing debris from inside the box girder after repairs are completed.

Work is to be completed using cross-over for traffic.

The Contractor may choose to use the existing steel supports at abutments and Pier 3 shown on Sheets 19 and 20 of 20 for the jacking process. However, the Contractor is responsible for submitting Jacking Plans for approval per special provisions Jacking & Cribbing and Jack and Remove Existing Bearings.

**SEAT HEIGHT ADJUSTMENT**

Due to substantial differential settlement of the structures' substructure units, the net bearing heights have been adjusted in an attempt to bring the girders back to their original shape. The existing seat elevations provided by the District survey are shown below. The Contractor shall verify these elevations and contact the Engineer if they are not within an acceptable tolerance.

**EXISTING SEAT ELEVATIONS FROM SURVEY**

	W. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	E. Abut.
WB Bridge **	539.62	539.84	539.97	539.71	539.77	539.48	539.11
EB Bridge ***	539.55	539.80	539.77	539.52	539.64	539.50	539.15

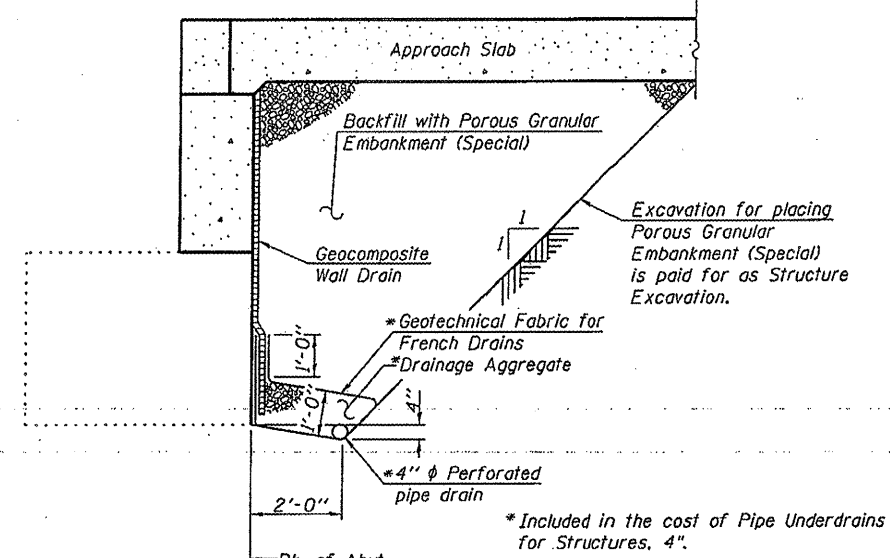
\*\* North end of pier or abutment  
\*\*\* South end of pier or abutment

**CALCULATED GIRDER RAISE**

	W. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	E. Abut.
WB Bridge	2 3/16"	0	0	4 1/8"	0	0	2 7/8"
EB Bridge	4 3/8"	0	0	3 13/16"	0	0	4"

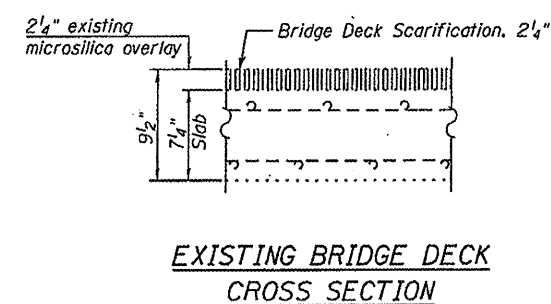
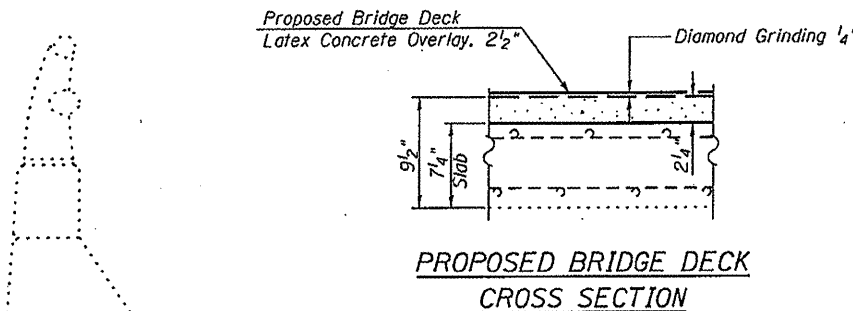
**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Dumped Riprap, Class A5	Sq. Yd.	-	278	278
Concrete Removal	Cu. Yd.	28.5	34.1	62.6
Structure Excavation	Cu. Yd.	-	191	191
Concrete Structures	Cu. Yd.	-	58.3	58.3
Concrete Superstructure	Cu. Yd.	159.1	-	159.1
Bridge Deck Grooving	Sq. Yd.	6885	-	6885
Protective Coat	Sq. Yd.	383	-	383
Reinforcement Bars, Epoxy Coated	Pound	32600	7140	39740
Bar Splicers	Each	80	-	80
Preformed Joint Strip Seal	Foot	248	-	248
Elastomeric Bearing Assembly, Type I	Each	24	-	24
Elastomeric Bearing Assembly, Type II	Each	24	-	24
Anchor Bolts, 1"	Each	-	48	48
Concrete Sealer	Sq. Ft.	-	865	865
Geocomposite Wall Drain	Sq. Yd.	-	84	84
Porous Granular Embankment, Special	Cu. Yd.	-	191	191
Jack and Remove Existing Bearings	Each	-	12	12
Structural Steel Repair	Pound	3600	-	3600
Approach Slab Removal	Sq. Yd.	270.0	-	270.0
Bridge Deck Latex Concrete Overlay 2 1/2"	Sq. Yd.	6901	-	6901
Bridge Deck Scarification 2 1/4"	Sq. Yd.	6901	-	6901
Structural Repair of Concrete (Depth equal to or less than 5 in.)	Sq. Ft.	-	80	80
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	5	-	5
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	322	-	322
Dry Grout Solids	Cu. Ft.	300	-	300
Holes Drilled	Each	4	-	4
Diamond Grinding (Bridge Section)	Sq. Yd.	7158	-	7158
Jacking and Cribbing	Each	-	12	12
Pipe Underdrains For Structures, 4"	Foot	-	95	95

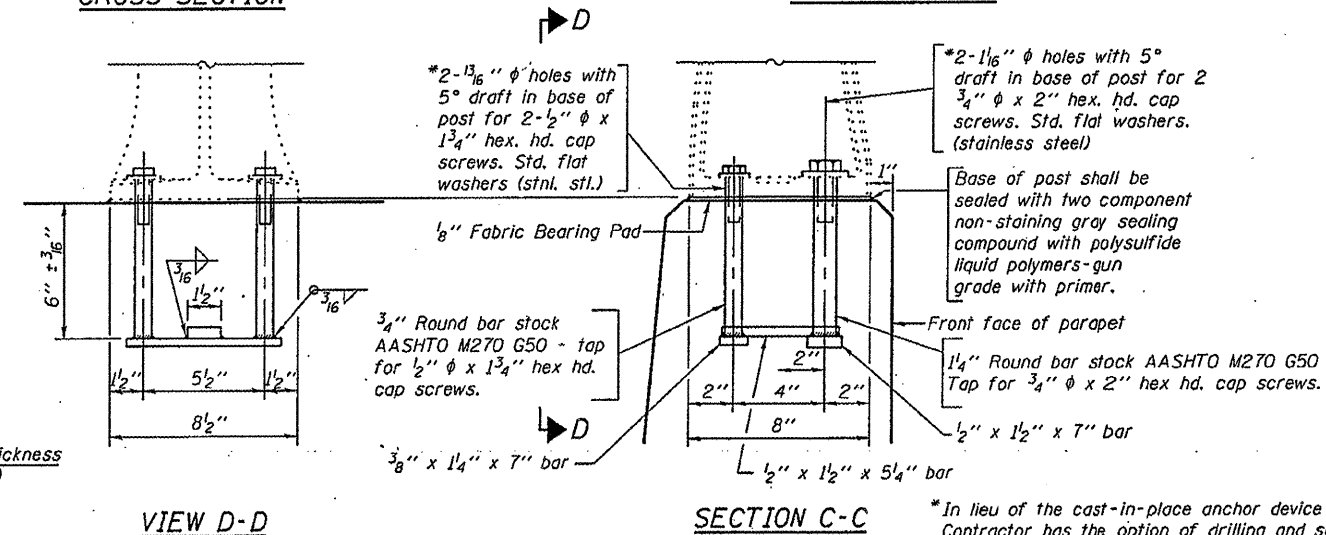
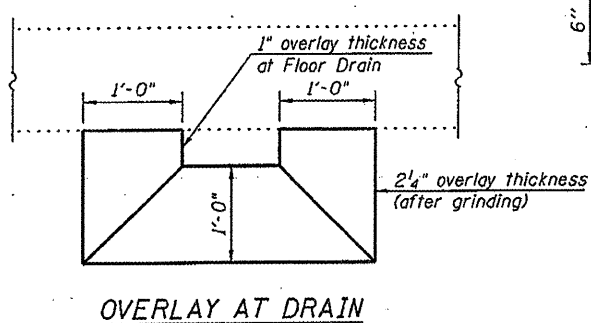


**DRAINAGE TREATMENT DETAILS AT EAST ABUTMENT**

Note:  
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).



**DRAIN DETAIL**  
(Only at Floor Drains that have not previously been plugged.)



\*In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.