



*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)

SECTION THRU INTEGRAL ABUTMENT

GENERAL NOTES

- The Contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing beams when developing construction procedures for the removal and replacement of this structure.
- A Regional Permit (RP #38) has been issued by the USACE for this project and the conditions of that permit must be adhered to (See Special Provisions for Permit Conditions).
- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM 325 Type 3 in unpainted areas). Bolts 7/8"-in. ϕ , holes 15/16" -in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel Roadway Bridge = 172,910 lbs.
- All structural steel shall be AASHTO M 270 Grade 50W.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seal surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure.
- The Contractor shall drive 2 Test Piles to 110% of the nominal required bearing specified in production locations, (one at the West Abutment, and one at the Pier as directed by the Engineer before ordering the remainder of the piles.

BILL OF MATERIAL

| ITEM | UNIT | SUPER | SUB | TOTAL |
|--|---------|--------|--------|--------|
| Stone Riprap, Class A4 | Sq. Yd. | | 1548 | 1548 |
| Filter Fabric | Sq. Yd. | | 1548 | 1548 |
| Removal of Existing Structures | Each | | | 1 |
| Structure Excavation | Cu. Yd. | | 71.2 | 71.2 |
| Concrete Structures | Cu. Yd. | | 85.0 | 85.0 |
| Concrete Superstructure | Cu. Yd. | 360.4 | | 360.4 |
| Bridge Deck Grooving | Sq. Yd. | 901 | | 901 |
| Concrete Encasement | Cu. Yd. | | 43.4 | 43.4 |
| Protective Coat | Sq. Yd. | 1103 | | 1103 |
| Furnishing and Erecting Structural Steel | L. Sum | 1 | | 1 |
| Stud Shear Connectors | Each | 3339 | | 3339 |
| Reinforcement Bars, Epoxy Coated | Pound | 84,590 | 11,360 | 95,950 |
| Bar Splicers | Each | 100 | | 100 |
| Furnishing Steel Piles HP12x53 | Foot | | 565 | 565 |
| Furnishing Steel Piles HP14x73 | Foot | | 384 | 384 |
| Driving Piles | Foot | | 949 | 949 |
| Test Pile Steel HP12x53 | Each | | 1 | 1 |
| Test Pile Steel HP14x73 | Each | | 1 | 1 |
| Name Plates | Each | 1 | | 1 |
| Anchor Bolts, 1" | Each | | 42 | 42 |
| Geocomposite Wall Drain | Sq. Yd. | | 60 | 60 |
| Porous Granular Embankment (Special) | Cu. Yd. | | 108.3 | 108.3 |
| Pipe Underdrains for Structures 4" | Foot | | 160 | 160 |
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