

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		18.6	18.6
Slope Wall Removal	Sq. Yd.		918	918
Removal of Existing Concrete Deck	Each	1		1
Protective Shield	Sq. Yd.	511		511
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.	44.4	12.4	56.8
Concrete Superstructure	Cu. Yd.	382.1	20.8	402.9
Bridge Deck Grooving	Sq. Yd.	1,391		1,391
Protective Coat	Sq. Yd.	1,686	40	1,726
Concrete Superstructure (Approach Slab)	Cu. Yd.	124.2		124.2
Furnishing and Erecting Structural Steel	Pound	4,460		4,460
Stud Shear Connectors	Each	1,386		1,386
Cleaning and Painting Steel Bridge No. 1	L Sum	1		1
Reinforcement Bars, Epoxy Coated	Pound	150,540	3,770	154,310
Bar Splicers	Each	966	8	974
Slope Wall 4 Inch	Sq. Yd.		121	121
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	145		145
Elastomeric Bearing Assembly, Type I	Each	12		12
Anchor Bolts, 1"	Each	40		40
Temporary Shoring	Each		5	5
Jack and Remove Existing Bearings	Each	16		16
Containment and Disposal of Lead Paint Cleaning Residues	L Sum	1		1
Drainage Scuppers, DS-11	Each	4		4
Bituminous Coated Aggregate Slope Wall, 6"	Sq. Yd.		820	820

GENERAL NOTES:

- 1.) All new fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/4" ø, open holes 13/16" ø, unless otherwise noted.
- 2.) No field welding is permitted except as specified in the contract documents.
- 3.) Reinforcement bars designated (E) shall be epoxy coated.
- 4.) Prior to pouring the new concrete deck, all heavy or loose rust, 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 in. 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.
- 5.) If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior girder at each of these additional bracket locations.
- 6.) 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 materials. Such variations shall not be cause for additional compensation for a change in scope of work; however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- 7.) The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- 8.) Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All existing steel shall be cleaned per Near White Blast Cleaning - SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1 - OZ/E/U.
a.) The finish coat for all interior structural steel shall be Gray, Munsell No. 5B 7/1.
b.) The finish coat for exterior face, bottom flange, and bearing assemblies of the fascia beams shall be Green, Munsell No. 7.5G 4/8.
- 9.) Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- 10.) A minimum of two air monitors will be required to monitor abrasive blasting operations at this site. See Special Provision for "Containment and Disposal of Lead Paint Cleaning Residues".
- 11.) 
- 12.) All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.
- 13.) Refer to the CSX Transportation (CSXT) Public Project Information Manual for additional requirements needed for working on/above/adjacent to CSXT. Specific sections that pertain to this project are: Special Provisions for Construction near CSXT Property, Overhead Bridge Criteria, Construction Submission Criteria, and Insurance Requirements for Public Projects.
- 14.) At project completion, Agency or its Contractor shall submit a set of "As-Built" plans for the proposed bridge construction and any work performed on the CSXT right-of-way. Please forward plans to CSX's authorized Representative.
- 15.) Contractor access will be limited to the immediate project area only. The CSXT right-of-way outside the project area may not be used for contractor access to the project site and no temporary at-grade crossings will be allowed.
- 16.) Filter fabric to be installed over the track and ballast to prevent any construction debris from fouling the ballast. Fabric to remain in place until all construction activities are complete.
- 17.) The Contractor may not use CSXT right-of-way for storage of materials or equipment during construction without prior CSXT approval. The CSXT right-of-way must remain clear for railroad use at all times. Equipment may not be positioned to block the railroad access road, track area or any part of the CSXT right-of-way without prior CSXT approval.
- 18.) Temporary Construction Clearance - Ensure all falsework, bracing or forms have a minimum horizontal clearance of 12 feet measured perpendicular to the centerline of the nearest track, and a minimum vertical clearance of 22 feet as measured from the top of rail profile.
- 19.) The Contractor will be required to abide by the provisions of the Agency/CSXT Construction Agreement. Periodically, throughout the project duration, the Contractor will be required to meet, discuss and, if necessary, take immediate action at the discretion of CSXT personnel and/or their authorized Representative, to comply with provisions of that agreement and these specifications.
- 20.) Upon completion of the work on CSXT property, the Contractor shall request the Owner to arrange a final inspection of the project with the Railroad's Project Engineer or his authorized Representative.
- 21.) All waste materials generated by this project, including but not limited to washing with cleaning solvents, blasting, scraping, brushing and painting operations, shall be the responsibility of the Project Sponsor or its Contractor and shall be contained, collected and properly disposed of by the Project Sponsor or its Contractor. The Project Sponsor and its Contractor agree to fully comply with all federal, state, and local environmental laws, regulations, statutes and ordinances at all times.
- 22.) Contractor will be required to install falsework/demolition shield protection from pier to pier in the span directly over the CSXT Railroad. The falsework/demolition shield protection will be installed prior to the deck being penetrated and will stay in place for the duration of the construction activities. The falsework/demolition shield shall be designed and constructed in accordance to CSX's Construction Submission Criteria.