

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/8" φ, holes 5/16" φ, unless otherwise noted. Calculated weight of Structural Steel = 812380 lbs (M 270 Grade 50). Calculated weight of Structural Steel = 91900 lbs (M 270 Grade 36). No field welding is permitted except as specified in the contract documents. 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. 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 beam at each of these additional bracket locations. 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 face of abutment backwall, front and top face of new concrete at Pier 7 (N.B. lane) and top surface of Pier 4 (N.B. lane). The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surface and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer. Slapewall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft. 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 I-OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1. Bearing seat 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. The SSPC OP-1 and OP-2 Contractor Certifications are required for this contract. Cost of removal of existing metal railing shall be included with Removal of Existing Concrete Deck.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.		489	489
Filter Fabric	Sq. Yd.		489	489
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		77.8	77.8
Removal of Existing Concrete Deck	Each	2		2
Structure Excavation	Cu. Yd.		50	50
Floor Drains	Each	48		48
Concrete Structures	Cu. Yd.		115.3	115.3
Concrete Superstructure	Cu. Yd.	2313.2		2313.2
Bridge Deck Grooving	Sq. Yd.	6860		6860
Protective Coat	Sq. Yd.	8564		8564
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	33504		33504
Structural Steel Removal	Pound	6120		6120
Reinforcement Bars, Epoxy Coated	Pound	640580	8580	649160
Bar Splicers	Each	184		184
Name Plates	Each	2		2
Preformed Joint Strip Seal	Foot	356.5		356.5
Elastomeric Bearing Assembly, Type I	Each	84		84
Elastomeric Bearing Assembly, Type II	Each	24		24
Anchor Bolt 1"	Each		264	264
Concrete Sealer	Sq. Ft.		1301	1301
Drainage Scupper, DS-12	Each	8		8
Jack & Remove Existing Bearings	Each		24	24
Structural Repair of Concrete (Depth < than 5")	Sq. Ft.		324	324
Slapewall Repair	Sq. Yd.		49	49
Cleaning and Painting Steel Bridge, No. 1	L. Sum	1		1
Cleaning and Painting Steel Bridge, No. 2	L. Sum	1		1
Containment and Disposal of Lead Paint Cleaning Residues	L. Sum	1		1

WATERWAY INFORMATION

Drainage Area = 1040 mi² Low Grade Elev. 605.81 ft. @ Sta. 342+00

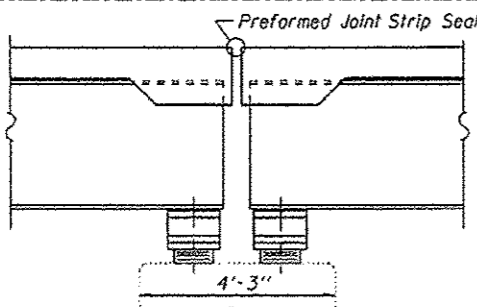
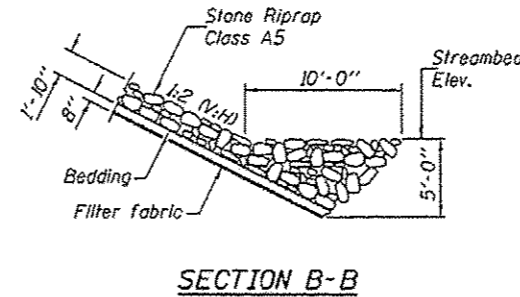
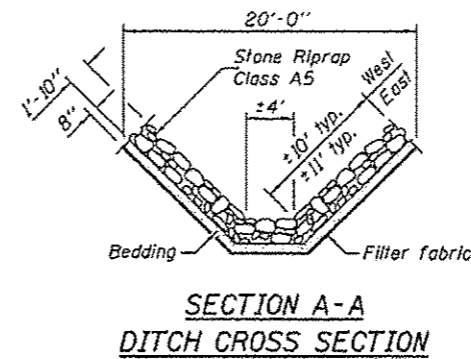
Flood	Freq. Yr.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater EL.		
		Exist.	Prop.		Exist.	Prop.	Exist.	Prop.	
	10	17200	6572	6572	598.1	1.2	1.2	599.3	599.3
Design	50	25800	8551	8551	601.1	1.4	1.4	602.5	602.5
Base	100	29400	9320	9320	602.5	1.7	1.7	604.2	604.2
Overlapping									
Max. Calc.	500	38100	9859	9859	604.6	0.4	0.4	605.0	605.0

DESIGN SCOUR ELEVATION TABLE

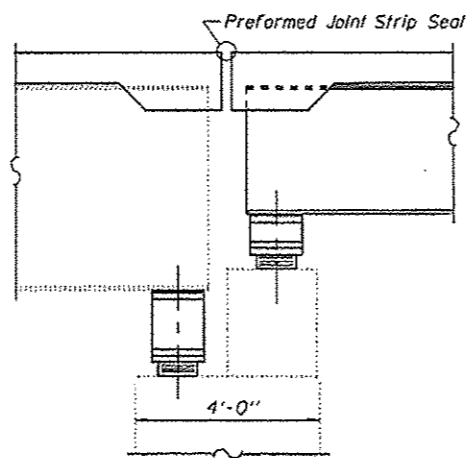
Design Scour Elevation (ft.)	Structure	S. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9	N. Abut.
058-0098 NB		597.7	585.3	585.4	584.8	584.5	584.3	584.4	585.1	573.5	572.7	600.5
058-0099 SB		597.6	585.2	585.3	584.6	584.2	584.0	584.0	584.7	573.2	572.4	600.2

INDEX OF SHEETS

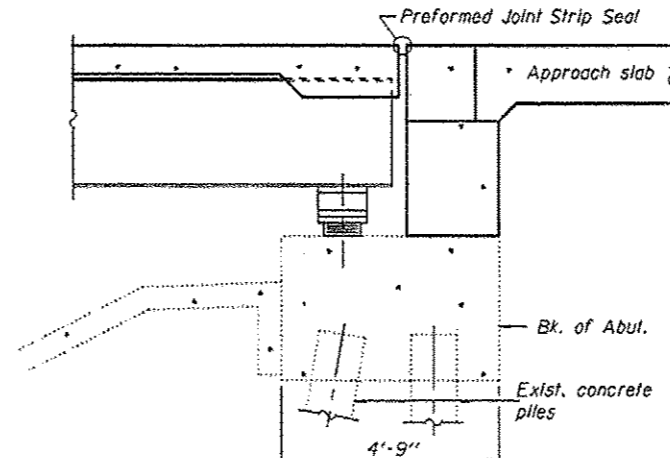
- 1 General Plan & Elevation
- 2 General Data
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- 12-14 Top of Slab Elevations - Spans 1 thru 4 - Unit 1 (S.B.)
- 15-16 Top of Slab Elevations - Spans 5 thru 7 - Unit 2 (S.B.)
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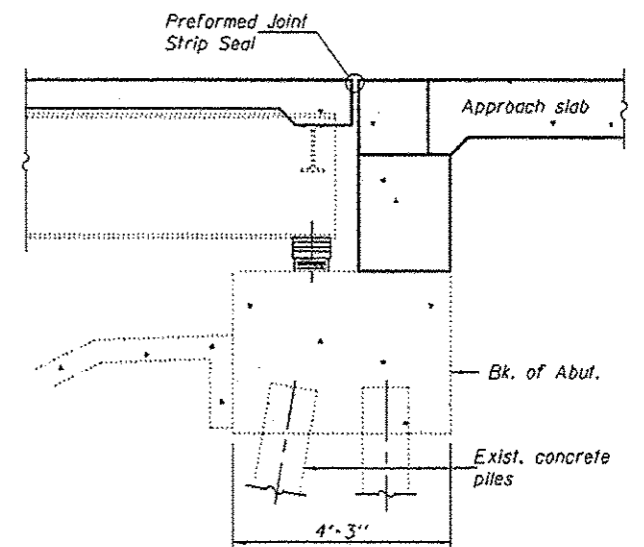
SECTION THRU PIER 4
(Horiz. dim. @ Rt. L's - Looking East)



SECTION THRU PIER 7
(Horiz. dim. @ Rt. L's - Looking East)



SEC. THRU SOUTH ABUT.
(Horiz. dim. @ Rt. L's - Looking East)



SEC. THRU NORTH ABUT.
(Horiz. dim. @ Rt. L's - Looking West)