

GENERAL NOTES

Fasteners shall be ASTM A325 Type 3, Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.
 Calculated weight of Structural Steel = 161,150 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 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 existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
 Structural steel shall only be painted to a distance equal to the depth of embedment into the concrete diaphragm plus 1'-6". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 Slipforming of the parapets is not allowed.

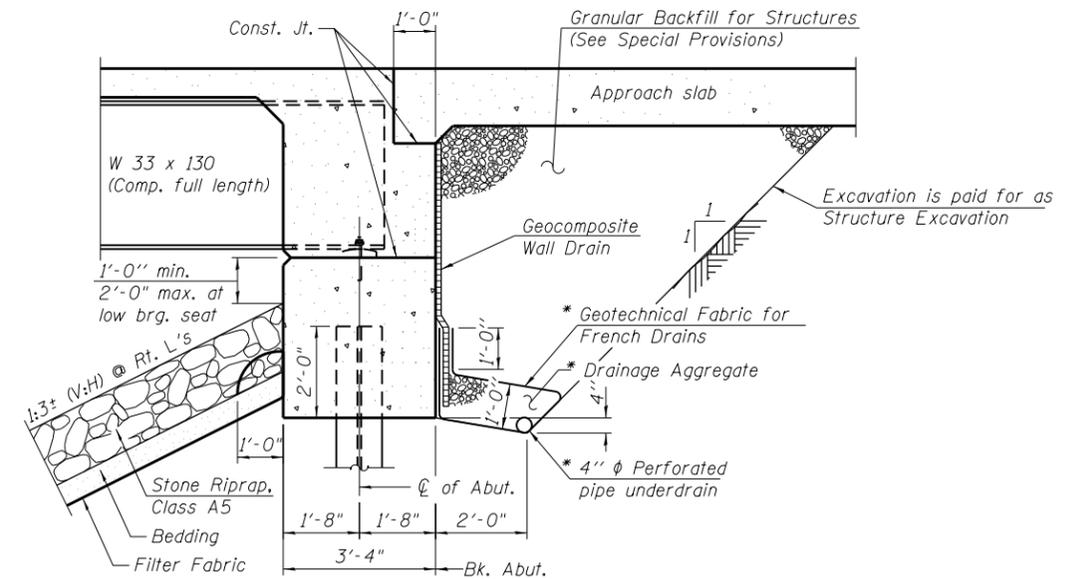
Temporary Sheet Piling Notes:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
 The existing abutment corbel may be removed at the stage construction line to accommodate the Stage I Temporary Sheet Piling. Cost included with Removal of Existing Structures.

** The existing approach bent cap and timber piling may interfere with installation of the temporary sheet piling. The Contractor shall make necessary approved adjustments in the field to accommodate the temporary sheet piling as shown on the plans. Cost included with Temporary Sheet Piling.

TOTAL BILL OF MATERIAL

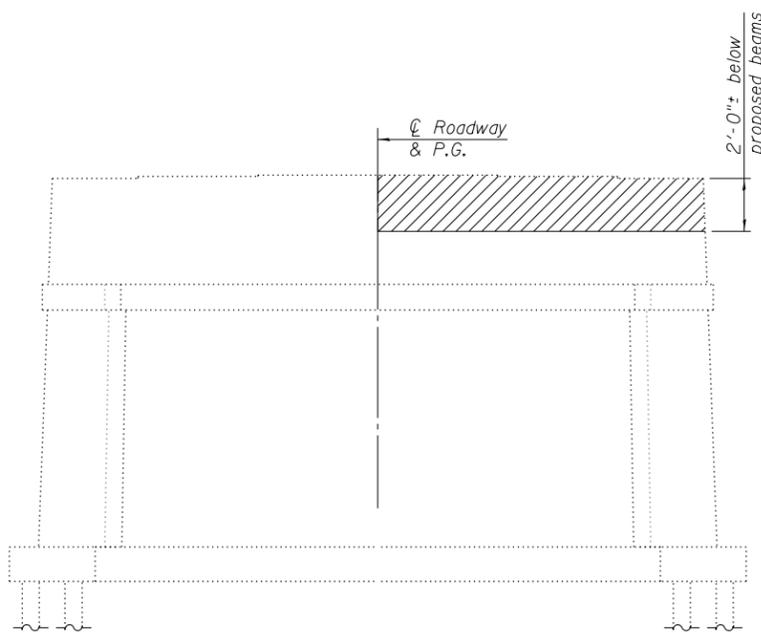
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		313	313
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.		172.6	172.6
Concrete Superstructure	Cu. Yd.	368.9		368.9
Bridge Deck Grooving	Sq. Yd.	902		902
Protective Coat	Sq. Yd.	1,132		1,132
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	5,202		5,202
Reinforcement Bars	Pound		24,980	24,980
Reinforcement Bars, Epoxy Coated	Pound	92,750	25,330	118,080
Bar Splicers	Each	809	286	1,095
Mechanical Splicers	Each		112	112
Furnishing Steel Piles HP 12 x 53	Foot		380	380
Driving Piles	Foot		380	380
Test Pile Steel HP 12 x 53	Each		2	2
Name Plates	Each	1		1
Drilled Shaft in Soil	Cu. Yd.		64.3	64.3
Drilled Shaft in Rock	Cu. Yd.		13.7	13.7
Anchor Bolts, 1"	Each	48		48
Geocomposite Wall Drain	Sq. Yd.		84	84
Granular Backfill for Structures	Cu. Yd.		144	144
Temporary Sheet Piling	Sq. Ft.		782	782
Pipe Underdrains for Structures, 4"	Foot		158	158



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

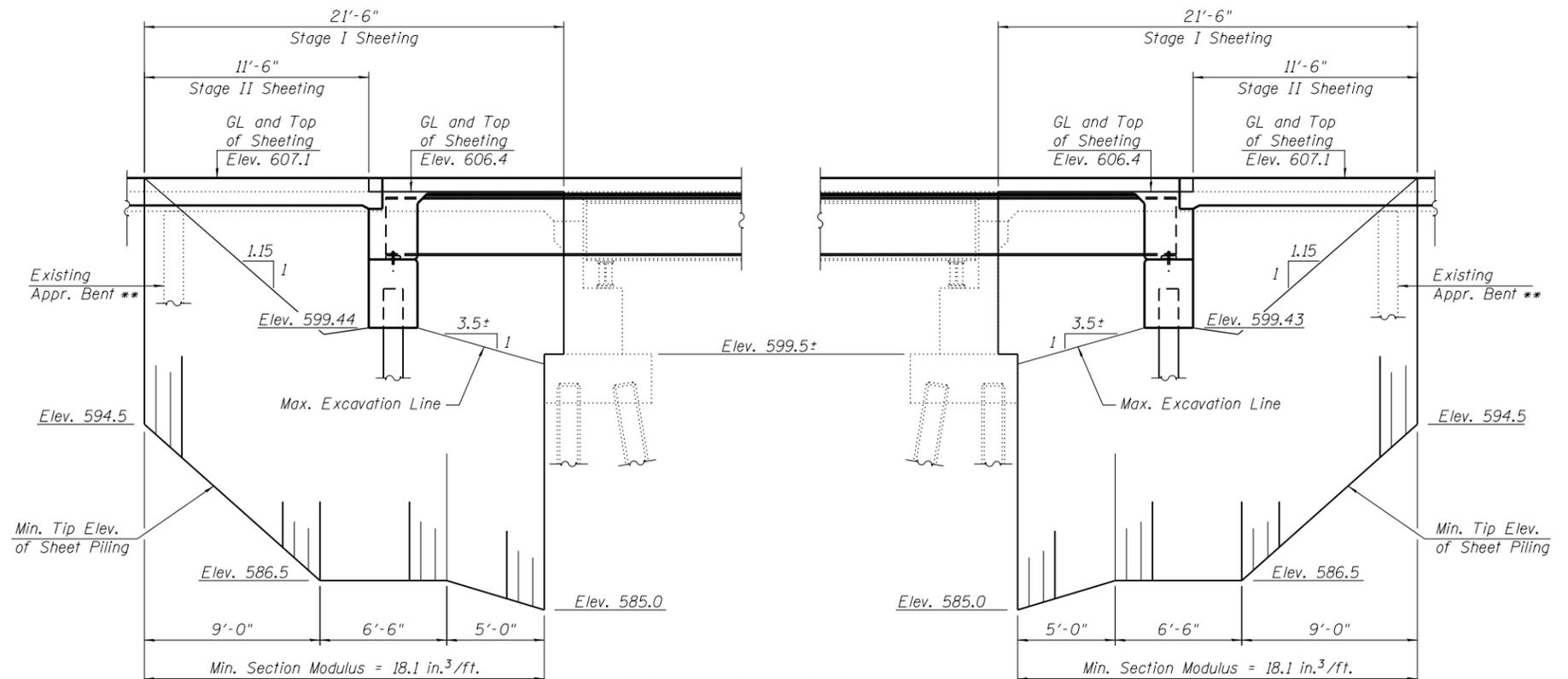
* Included in the cost of Pipe Underdrains for Structures. (See Special Provisions)

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).



PIER STAGE I REMOVAL
(Looking East)

Hatched area indicates concrete removal. Cost included in Removal of Existing Structures. Remaining pier to be removed with Stage II Removal.



TEMPORARY SHEET PILING
(Looking North)