2. Calculated weight of Structural Steel = 15,620 lb (M270 Grade 36) 122,000 lb (M270 Grade 50)

3. No field welding is permitted except as specified in the contract documents.

4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions.

5. Reinforcement bars designated (E) shall be epoxy coated.

6. 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 $\frac{1}{4}$ 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.

- 7. 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.
- 8. Bearing seat surfaces shall be adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- 9. Concrete Sealer shall be applied to the designated areas of the substructure concrete.
- 10. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all steel surfaces shall be Interstate Green, Munsell No. 7.5G 4/8. See Special Provision for "Cleaning and Painting New Metal Structures".
- 11. 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.
- 12. The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.
- 13. Slipforming of the parapets is not allowed.
- 14. Protective coat shall not be placed on thin polymer overlay.

INDEX OF SHEETS:

1. General Plan and Elevation

2. General Notes & Bill of Material

3. Construction Staging

4. Top of Slab Elevations I 5. Top of Slab Elevations II

6. Top of Slab Elevations III

7. Top of West Approach Slab Elevations

8. Top of East Approach Slab Elevations

9. Superstructure Plan

O. Superstructure Details I

11. Superstructure Details II

2. Bridge Approach Slab Details I

13. Bridge Approach Slab Details II

14. Preformed Joint Strip Seal

15. Framing Plan

16. Structural Steel Details

17. Bearing Details I

18. Bearing Details II

19. Bearing Repairs

20. Abutment Repairs and Joint Replacement

21. Abutment and Removal Details

22. Slopewall Repairs

23. West Bound Pier Repairs

24. East Bound Pier Repairs

25. Temporary Concrete Barrier For Stage Construction

26. Bar Splicer Assembly and Mechanical Splicer Details

27. Soil Boring Logs

TOTAL BILL OF MATERIAL

| ran 1965 yang bang bang bang bang bang bang bang b | UNIT | SUPER | SUB | TOTAL |
|--|-------|-------------------|--------------|---------|
| CONCRETE REMOVAL | CU YD | 214.4 | 1000 | 214.4 |
| PROTECTIVE SHIELD | SQ YD | 197 | | 197 |
| FLOOR DRAINS | EACH | 12 | lasking gy | 12 |
| CONCRETE STRUCTURES | CU YD | Black Fre | 41.2 | 41.2 |
| CONCRETE SUPERSTRUCTURE | CU YD | 426.8 | Na Photo | 426.8 |
| PROTECTIVE COAT | SQ YD | 551 | Marry | 551 |
| FURNISHING AND ERECTING STRUCTURAL STEEL | L SUM | $I = \{ \cdot \}$ | (Left XIII a | 1 |
| STUD SHEAR CONNECTORS | EACH | 2,748 | | 2,748 |
| REINFORCEMENT BARS, EPOXY COATED | POUND | 110,560 | 6,990 | 117,550 |
| BAR SPLICERS | EACH | 20 | 136 | 156 |
| NAME PLATES | EACH | 2 | 2 (4.7) | 2 |
| PREFORMED JOINT STRIP SEAL | FOOT | 364 | | 364 |
| ELASTOMERIC BEARING ASSEMBLY, TYPE I | EACH | | 8 | 8 |
| ELASTOMERIC BEARING ASSEMBLY, TYPE II | EACH | | 4 | 4 |
| ANCHOR BOLTS, 1" | EACH | 1444 | 24 | 24 |
| ANCHOR BOLTS, 14" | EACH | 144/04/0 | 8 | 8 |
| CONCRETE SEALER | SQ FT | 30,845,00 | 2,815 | 2,815 |
| EPOXY CRACK INJECTION | F00T | | 120 | 120 |
| CONCRETE BRIDGE DECK SCARIFICATION (3/8 INCH) | SQ YD | 2,491 | | 2,491 |
| BRIDGE DECK THIN POLYMER OVERLAY 38" | SQ YD | 3,520 | | 3,520 |
| ACRYLIC COATING | SQ YD | | 16 | 16 |
| FIBER WRAP | SQ FT | | 260 | 260 |
| STRUCTURAL REPAIR OF CONCRETE | SQ FT | 2000 | 24 | 24 |
| (DEPTH EQUAL TO OR LESS THAN 5 INCHES) | | | | |
| SLOPE WALL REPAIR | SO YD | | 108 | 108 |

* Special Provisions

| | 상님이 아들과 중요한 이 노랫지를 하고 있어요? 그 생각이 | 이러들이 하하는 그 사람들은 이 시간을 받는다. | 시간 시간 시간 사람이 가면 경기되었다고 있었다면? | |
|--|----------------------------------|----------------------------|------------------------------|--|
| FILE NAME = | USER NAME = rdanley | DESIGNED - BWS | REVISED - | |
| Ciorba Group, Inc. | | CHECKED - EKM | REVISED - | |
| CIOTOS GITOUP: INC. CONSULTING ENGINEERS 5507 North Cumberland Avenue 5507 North Cumberland Avenue 5507 North Cumberland Stores 550 | PLOT SCALE = | DRAWN - RD | REVISED - | |
| | PLOT DATE = 10/28/2010 | CHECKED - SCD | REVISED - | |