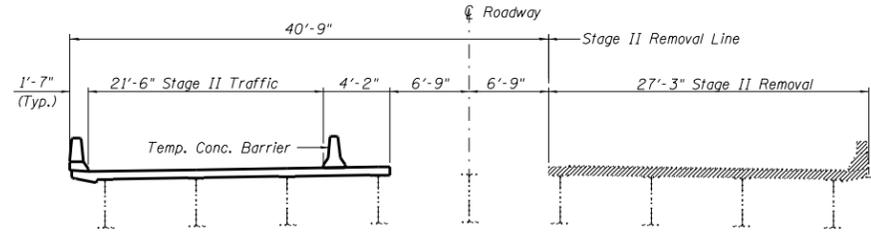
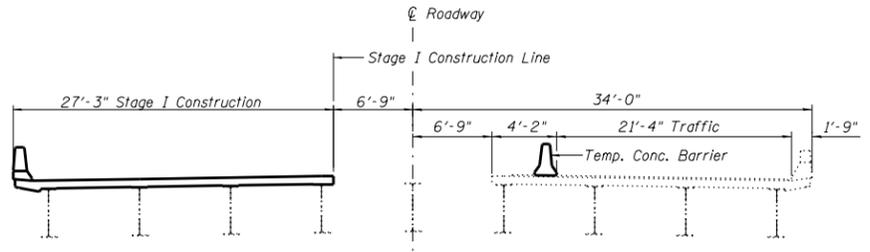


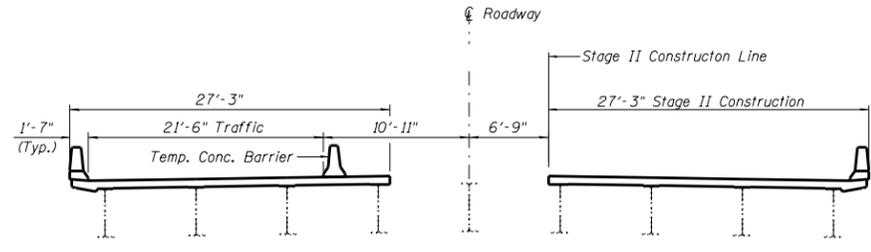
**STAGE I REMOVAL**  
(Looking South)



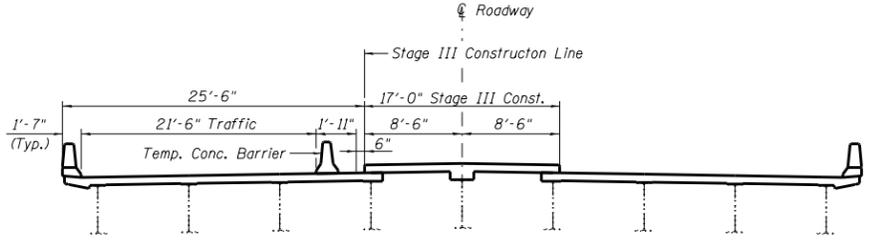
**STAGE II REMOVAL**  
(Looking South)



**STAGE I CONSTRUCTION**  
(Looking South)



**STAGE II CONSTRUCTION**  
(Looking South)



**STAGE III CONSTRUCTION**  
(Looking South)  
Staging of main spans shown; approach spans similar

Note:  
See sheet 3 of 27 for Temporary Concrete Barrier Details.  
Hatched area indicates Removal of Existing Concrete Deck.  
For quantity of Temporary Concrete Barrier, see roadway plans.  
Removal of existing bridge railing and bituminous wearing surface is included with Removal of Concrete Deck.

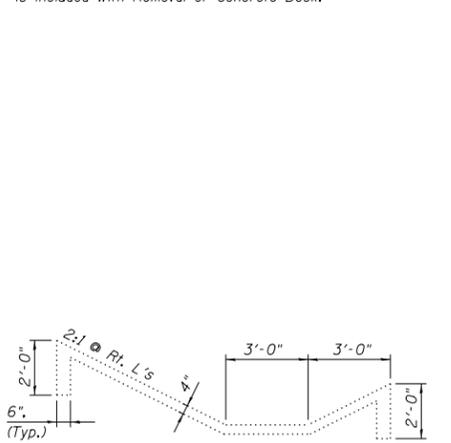
Approach Concrete Removal Limits:  
\* Removal of Existing Concrete Deck  
\*\* Concrete Removal (Superstructure)  
\*\*\* Concrete Removal (Substructure)

**GENERAL NOTES**

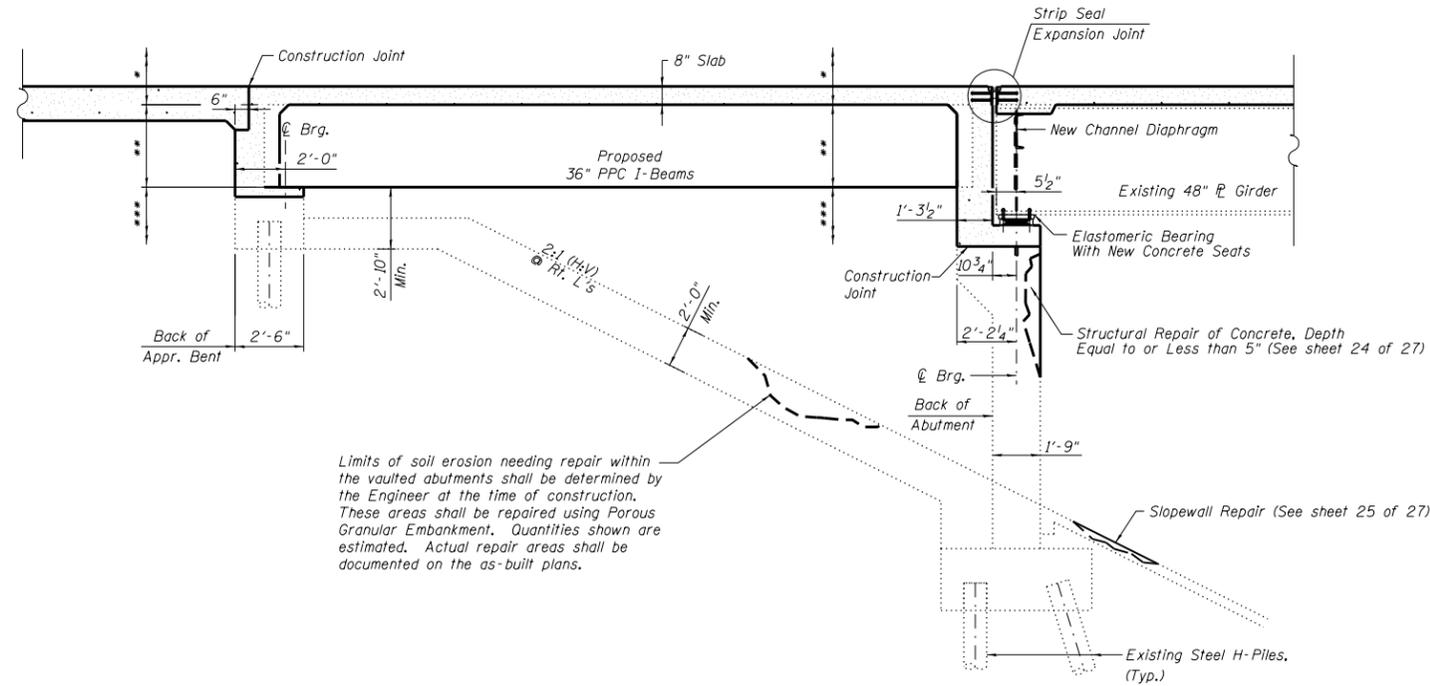
Fasteners shall be ASTM A325 Type I, mechanically galvanized bolts. Bolts 3/4 in. φ, holes 13/16 in. φ, unless otherwise noted.  
No field welding is permitted except as specified in the contract documents.  
Reinforcement bars designated (E) shall be epoxy coated.  
Prior to pouring the new concrete 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.  
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.  
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8" (0.01 Ft.)  
Concrete Sealer shall be applied to designated areas of the abutments.  
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.  
All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type I.  
The contractor shall resurvey the I-72 vertical clearance over each lane and shoulder following the deck replacement. This work will not be paid for separately, but shall be included with the contract lump sum price for "Construction Layout".  
Slipforming of Parapets not allowed.  
Cleaning and field painting of structural steel shall be done under a separate painting contract.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Concrete Deck	Each	1	-	1
Concrete Removal	Cu. Yd.	40.2	59.0	99.2
Protective Shield	Sq. Yd.	596	-	596
Concrete Structures	Cu. Yd.	-	120.5	120.5
Concrete Superstructure	Cu. Yd.	810.9	-	810.9
Bridge Deck Grooving	Sq. Yd.	1,247	-	1,247
Protective Coat	Sq. Yd.	2,465	-	2,465
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Foot	370.0	-	370.0
Furnishing and Erecting Structural Steel	Pound	4,940	7,960	12,900
Stud Shear Connectors	Each	1,656	-	1,656
Reinforcement Bars, Epoxy Coated	Pound	178,450	14,670	193,120
Bar Splicers	Each	234	50	284
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	136	-	136
Elastomeric Bearing Assembly, Type I	Each	-	18	18
Anchor Bolts, 1"	Each	-	36	36
Anchor Bolts, 1/4"	Each	-	18	18
Concrete Sealer	Sq. Ft.	-	2,455	2,455
Asbestos Bearing Pad Removal	Each	-	27	27
Removal of Existing Concrete I-Beams	Each	14	-	14
Structural Repair of Concrete, Depth Equal to or Less than 5"	Sq. Ft.	-	145	145
Drainage Scupper, DS-11	Each	4	-	4
Jacking Existing Superstructure	L. Sum	-	1	1
Slope Wall Removal	Sq. Yd.	-	10	10
Slope Wall, 4"	Sq. Yd.	-	10	10
Controlled Low Strength Material	Cu. Yd.	-	5	5
Structural Steel Removal	Pound	6,800	-	6,800
Porous Granular Embankment	Ton	-	25	25



**SECTION THROUGH SLOPEWALL**



**SECTION THRU VAULTED ABUTMENT**  
(Horiz. Dim.'s @ Rt. L's)

Limits of soil erosion needing repair within the vaulted abutments shall be determined by the Engineer at the time of construction. These areas shall be repaired using Porous Granular Embankment. Quantities shown are estimated. Actual repair areas shall be documented on the as-built plans.