

STANDARD DRAWINGS AND SPECIFICATIONS:

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

- AS-1-15 DATED 7-17-15
- AS-2-15 DATED 1-18-19
- SICD-1-96 DATED 7-18-2014

DESIGN SPECIFICATIONS:

QC2 CONCRETE - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

QC1 CONCRETE - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60 MINIMUM YIELD STRENGTH 60 KSI.

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05 AND 513.04.

CONTRACT BID PRICES SHALL BE BASED UPON RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

UTILITY LINES:

ALL EXPENSE INVOLVED IN THE RELOCATION OF EFFECTED UTILITY LINES SHALL BE BORNE BY THE UTILITY. THE CONTRACTOR AND UTILITY ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN:

UNCLASSIFIED EXCAVATION SHALL BE IN ACCORDANCE WITH 503 EXCEPT THAT ALL BACKFILL MATERIAL BEHIND THE ABUTMENTS SHALL BE 703.17 PLACED IN 6 INCH LIFTS AS PER 304.05.

THIS ITEM SHALL ALSO INCLUDE TEMPORARY SUPPORT OF THE DUCT BANK BEHIND THE ABUTMENTS DURING THE EXCAVATION.

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN:

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND THAT ARE NOT SEPERATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPERATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE, OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NORMAL 90-POUND [41 KILOGRAM] CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILD STRUCTURE. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVAL AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

CUT LINE CONSTRUCTION JOINT PREPARATION:

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1" DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THE EXISTING JOINT SURFACES AND EXPOSED REINFORCEMENT WILL BE THOROUGHLY CLEANED OF ALL DIRT, DUST, RUST, OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING CONCRETE BONDING SURFACES WILL BE DRENCHED WITH CLEAN WATER AND ALLOWED TO DRY TO A DAMP CONDITION WITHOUT FREE WATER BEFORE PLACING CONCRETE.

SUBSTRUCTURE CONCRETE REMOVAL:

SUBSTRUCTURE CONCRETE REMOVAL SHALL BE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18" OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, A HAMMER HEAVIER THAN 35 POUNDS, BUT NOT TO EXCEED 90 POUNDS, MAY BE USED UPON THE APPROVAL OF THE ENGINEER. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

ITEM 509, REINFORCING STEEL REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN:

ANY EXISTING REINFORCING BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND WHICH ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS SHALL BE REPLACED WITH NEW STEEL AT THE CONTRACTOR'S EXPENSE. ANY EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE REPLACED WITH NEW STEEL. AN ALLOWANCE OF 100 POUNDS IS INCLUDED IN ITEM 509 FOR THIS PURPOSE, LISTED IN THE "GENERAL" COLUMN OF THE ESTIMATED QUANTITIES TABLE.

PROTECTION OF PERSONS AND PROPERTY

THE CONTRACTOR SHALL COLLECT, REMOVE, AND DISPOSE OF ALL DISCARDED MATERIALS AND SHALL LEAVE THE JOB SITE IN A CLEAN MANNER AND CONDITION. WHEN OR WHERE ANY DIRECT OR INDIRECT DAMAGE OR INJURY IS DONE TO PUBLIC OR PRIVATE PROPERTY THE CONTRACTOR SHALL RESTORE AT HIS OWN EXPENSE, SUCH PROPERTY TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING BEFORE SUCH DAMAGE OR INJURY WAS DONE. SEE GENERAL NOTE "RESTRICTIONS ON EMISSIONS TO GROUND (SOIL), WATER AND SEDIMENT.

ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN:

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

SUBMIT CONSTRUCTION PLANS IN ACCORDANCE WITH CMS 501.05

IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH CMS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OF OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

GENERAL NOTES
BRIDGE NO. LUC-2-2124
SR 2 OVER I-280

SFN
4800397

DESIGN AGENCY



DESIGNER: GLH
CHECKER: DJG

REVIEWER: DJG 02/20/20

PROJECT ID: 108421

SUBSET TOTAL
3 13

SHEET TOTAL
P.16 26