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**SUMMARY OF BRIDGE QUANTITIES**

**STATE OF NEW HAMPSHIRE**

**DEPARTMENT OF TRANSPORTATION**

**BUREAU OF BRIDGE DESIGN**

**SUMMARY OF BRIDGE QUANTITIES**

**REINFORCING STEEL, EPOXY COATED**

**BARRIER MEMBRANE, VERTICAL SURFACES (F)**
NOTE TO CONTRACTOR: BR NO 202-100

1. The plans show 4.0' and 8.0' concrete deck panels. The contractor has the freedom of crane selection to 12.0' maximum.\footnote{Note: crane selection is at the contractor's discretion.}

2. For typical bending details, recommended pin diameter "D" of bends and lap splice lengths shall be as shown or as directed by the engineer.\footnote{Note: bending details and pin diameters are shown on the plans.}

3. Sawcutting and the removal of pavement and membrane to place the plug joint shall be performed prior to placement of the concrete.\footnote{Note: sawcutting and pavement removal are mandatory before concrete placement.}

4. Retaining of concrete and placement of expansion joints shall be as shown or as directed by the engineer.\footnote{Note: expansion joint placement is required.}

5. Any epoxy coated rebars cut to fit shall be touched up with an approved epoxy coating.\footnote{Note: epoxy coating touch-up is mandatory for cut rebars.}

6. Grouting of haunch and shear connector blockouts shall not begin until grouting is performed.\footnote{Note: grouting of blockouts must be completed prior to haunch grouting.}

7. Shear connectors in all blockouts shall be torqued or vibrated to ensure all voids are filled.\footnote{Note: shear connector torquing is required for proper installation.}

8. Place reinforcing steel to avoid rail post anchor assemblies, anchor bolts, and other obstruction.\footnote{Note: reinforcing steel must be placed around obstructions.}

9. Lifting devices and additional steel in precast deck panels, as required, shall be designed by the contractor. All costs shall be included in the price.\footnote{Note: additional steel and lifting devices are at the contractor's discretion.}

10. The contractor shall be aware that the existing plug joints may contain a 0.375" steel plate.\footnote{Note: existing plug joints may include a steel plate.}

11. All costs of nonshrinking cementitious grout used in the repair of existing grout holes shall be included in the price.\footnote{Note: nonshrinking grout costs are included.}

12. Removal of deteriorated concrete and blast cleaning shall be performed prior to placement of the new concrete.\footnote{Note: concrete removal and blast cleaning are required before new concrete placement.}

13. The proposed post-tensioning plan as part of precast panel shop drawings shall be approved by the engineer.\footnote{Note: proposed post-tensioning plans must be approved by the engineer.}

14. The contractor shall submit detailed shop drawings and calculations prepared in accordance with Section 528.2.9.\footnote{Note: detailed shop drawings and calculations are required.}

15. Final panel elevations shall be attained by adjusting the torque on well greased tensioning force in deck panels (to achieve 350 psi uniform compression) after 28 days.\footnote{Note: final panel elevations are to be adjusted with torque.}

RESERATING GRANITE CURB DETAIL

** Where existing granite bridge curb has pulled away from the concrete, the granite curb shall be removed and reset as shown or as directed by the engineer.\footnote{Note: resetting granite curb is required.}

** New 6" modified elastomeric plug joint

** Setting granite bridge curb detail

TYPICAL ABUTMENT DETAIL

CONCRETE REPAIRS

** Setting granite bridge curb detail

NEW 6" MODIFIED ELASTOMERIC PLUG JOINT

** Resetting granite bridge curb detail

STATE OF NEW HAMPSHIRE

DEPARTMENT OF TRANSPORTATION DISTRICT OF SERVICE DISTRICT

SAMPLE PLAN
DATE: 9-2013

PROJECT NOTES AND DETAILS (3 OF 3)

FILE NUMBER 94-95

STANDARD DRAWINGS

SCALE 1/" = 1'-0"

NOTE: DETAILS AND NOTES MAY NOT BE CURRENT. PLEASE REVIEW BEFORE USING DETAILS.
I-93 NORTHBOUND OVER PEMIGEWASSET RIVER AND CLARK'S RAILROAD ITEM 538.6 (22'-0")

ITEM 403.911 1" BASE COURSE (21'-6") (PROFILE GRADE LINE)

FACE OF CURB & 520.0201 (TYP) ITEMS 511.03 DECK 8" CONCRETE & 520.01 (TYP) ITEMS 511.02

PHASE ONE CONSTRUCTION

ITEM 534.3 PAY LIMITS, " / F T " / F T PHASE ONE WORK ZONE À I-93 NORTHBOUND AND CROWN LINE

PAY LIMITS SHOWN

ITEM 563.963 ITEM 502.101, 520.0201, 561.1201 (SOUTH ABUTMENT), 561.1202 (NORTH ABUTMENT)

ITEM 511.00, 511.02, 511.03, 520.01, 520.0201

PHASE TWO CONSTRUCTION

ITEM 534.3 PAY LIMITS, " / F T " / F T PHASE TWO WORK ZONE À I-93 NORTHBOUND AND CROWN LINE

SCALE: 1" = 1'-0" (LOOKING NORTH)

PHASE ONE TRAFFIC (16'-0") CONCRETE AREAS (TYP) RANDOM DETERIORATED

PHASE TWO TRAFFIC (16'-0")

NOTE: DETAILS AND NOTES MAY NOT BE CURRENT. CLOSELY REVIEW BEFORE USING DETAILS.
I-93 NORTHBOUND  OVER PEMIGEWASSET RIVER AND CLARK'S RAILROAD

SCALE: …" = 1'-0"

PLAN - ABUTMENT A (NB) (PHASE ONE)

ELEVATION - ABUTMENT A (NB) (PHASE ONE)

SECTION A-A RECONSTRUCTION

SECTION A-A REMOVAL

SAMPLE PLAN
DATE: 9-2013
PHASE TWO DETAILS - ABUTMENT A (NB)

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN

PHASE TWO COMPILED ABUTMENT A (NB)

AS DIRECTED

COPING LINE OR PILASTER TO REMOVE TOP OF CONCRETE BARRIER TRAFFIC FACE OF BACKWALL REMOVAL LINE TO I-93 NORTHBOUND AT FACE OF BACKWALL EL. 914.43

PHASE ONE CONSTRUCTION JOINT REMOVE BACKWALL TO EXISTING BACKWALL AND FINGER PLATE TOP OF RECONSTRUCTED PILASTER AND CURB AREA 8"x6"xƒ"

PHASE TWO CONCRETE BACKWALL RECONSTRUCTION PHASE TWO REMOVAL LIMITS FOR DETAILS SEE BR SHT 3 ITEM 520.0201 & (SUBS. TO ITEM 520.0201)

COPINGS AS DIRECTED WING AND PILASTER REPLACE CORK BETWEEN FACE OF COPING ACROSS TOP, AND DOWN PLACE UP FACE OF CURB, ƒ"x ƒ" ITEM 562.1 FACE OF CURB

SCALE: …" = 1'-0"

PLAN - ABUTMENT A (NB) (PHASE TWO)

ELEVATION - ABUTMENT A (NB) (PHASE TWO)
STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN

PHASE ONE DETAILS - ABUTMENT B (NB)

DATE: 9-2013

NOTE: DETAILS AND NOTES MAY NOT BE CURRENT; CLOSELY REVIEW BEFORE USING DETAILS.
PLAN - ABUTMENT B (NB) (PHASE TWO)

ELEVATION - ABUTMENT B (NB) (PHASE TWO)

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN

SCALE: …" = 1'-0"

PHASE TWO DETAILS - ABUTMENT B (NB)

NOTE: DETAILS AND NOTES MAY NOT BE CURRENT. CLOSELY REVIEW BEFORE USING DETAILS.
FILL COUNTERSUNK HOLES WITH SILICONE JOINT SEALANT IN ITEM 561.31.1201.

HOLE FOR 3/8" ADJUSTING BOLT. TWO 1" x 1 1/2" REQUIRED (TYP) (SEE 1'-8"

WIDE BUTYL RUBBER TAPE CONFORMING TO 1 CONTINUOUS STRIP OF 3/4" THICK BY 3" AREA, SEE ABUTMENT SHEETS FOR WORK DONE IN THIS ANCHORAGE DETAIL BOTH ANGLES) SEE 2" HOLE THROUGH PLATE (TYP)

SCALE: 3" = 1'-0"

EXISTING 6'

8'"

1" PLOW PLATE

ITEM 520.0201

ITEM 534.3

ITEM 538.6

ITEM 561.1201, PREFABRICATED

AND EXTRUSIONS MAY CONFORM TO AASHTO M183 (ASTM A36). THE ENTIRE ASSEMBLY, PLATES SHALL BE AASHTO M223 (ASTM A572) GRADE 50. MINOR STEEL PLATES SHALL BE 50°-00'-00" EXTRUSION.

NOTE: DETAILS AND NOTES MAY NOT BE CURRENT, USE AS GUIDELINE OR REFER TO THE SHOP DRAWINGS.

PHASE CONSTRUCTION FIELD WELD SPLICE DETAILS

DESCRIPTION:

1. EXPANSION JOINTS WILL BE FULLY WELDED TO THE STRUCTURAL STEEL AND SHALL BE VERTICAL AFTER THE JOINT ASSEMBLY HAS BEEN ADJUSTED FOR ROADWAY CROSS-SLOPE AND GRADE.

2. CONSTRUCTION & FIELD WELD SPLICE DETAILS MUST BE COMPLETED PRIOR TO POURING CONCRETE BLOCKOUTS.

3. CONSTRUCTION JOINTS MUST BE FULLY WELDED PRIOR TO CONCRETE POUR.

4. MINIMUM "T" WIDTH FOR SEAL INSTALLATION = 1 1/2"

5. PRIOR TO CONCRETE POUR, STEEL BACKING BAR "T" MUST BE COVERED "T" HIGH WITH SEALANT.

6. "LOW PROFILE" STEEL EXTRUSIONS SHALL NOT BE ALLOWED.

7. IMMEDIATELY AFTER THE JOINT HAS BEEN SECURED TO THE STRUCTURAL STEEL AND SHALL BE VERTICAL AFTER THE JOINT ASSEMBLY HAS BEEN BACKFILLED TO WITHIN 3'-0" OF FINISHED GRADE.

8. PROTECT TOP OF EXPANSION JOINT DURING PLACEMENT OF CONCRETE AND BITUMINOUS SURFACES. REPAIR ANY DAMAGE TO GALVANIZED SURFACES IN ACCORDANCE WITH THE CONTRACTOR'S SE-400 SEAL.

9. STEEL BACKING BAR "T" MUST BE COVERED "T" HIGH WITH SEALANT.

10. STEEL PLATES SHALL BE AASHTO M223 (ASTM A572) GRADE 50. MINOR STEEL PLATES SHALL BE NOTED ON THE SHOP DRAWINGS.

11. AS NOTED MEASUREMENTS AND DESIGN PLANS SHALL BE NOTED ON THE SHOP DRAWINGS.

12. TEMPORARY TACK WELDS TO THE STRUCTURAL STEEL ARE TO BE REMOVED PRIOR TO POURING CONCRETE BLOCKOUTS.

13. MINIMUM "T" WIDTH FOR SEAL INSTALLATION = 1 1/2"

14. USE SEALANT OF "LOW PROFILE" ALLOWED.

15. Steel plates shall be fabricated and furnished in eleven lengths, (12) the ploy plates shall be cut from one continuous 1'-2" wide x 1/2" thick.}

STATE OF NEW HAMPSHIRE

STATE PROJECT

RECONSTRUCTION (TYP)

ABUTMENT A EXPANSION JOINT PLAN

NOTE THAT THE ELEVATIONS AND DIMENSIONS SHOWN ARE TAKEN FROM THE ORIGINAL PLANS AND/OR PAVEMENT MAINTENANCE RECORDS. DAMAGE AND/OR FIELD MAINTENANCE MAY HAVE OCCURRED WHICH MAY NOT HAVE BEEN RECORDED SO FIELD VERIFICATION OF DIMENSIONS AND ELEVATIONS IS REQUIRED TO ENSURE PROPER FITTING OF EXPANSION JOINT. ANY DIFFERENCES BETWEEN FIELD MEASUREMENTS AND DESIGN PLANS SHALL BE NOTED ON THE SHOP DRAWINGS.

EXPANSION JOINT NOTES:

1. EXPANSION JOINTS WILL BE FULLY WELDED TO THE STRUCTURAL STEEL AND SHALL BE VERTICAL AFTER THE JOINT ASSEMBLY HAS BEEN ADJUSTED FOR ROADWAY CROSS-SLOPE AND GRADE.

2. CONSTRUCTION & FIELD WELD SPLICE DETAILS MUST BE COMPLETED PRIOR TO POURING CONCRETE BLOCKOUTS.

3. CONSTRUCTION JOINTS MUST BE FULLY WELDED PRIOR TO CONCRETE POUR.

4. MINIMUM "T" WIDTH FOR SEAL INSTALLATION = 1 1/2"

5. PRIOR TO CONCRETE POUR, STEEL BACKING BAR "T" MUST BE COVERED "T" HIGH WITH SEALANT.

6. "LOW PROFILE" STEEL EXTRUSIONS SHALL NOT BE ALLOWED.

7. IMMEDIATELY AFTER THE JOINT HAS BEEN SECURED TO THE STRUCTURAL STEEL AND SHALL BE VERTICAL AFTER THE JOINT ASSEMBLY HAS BEEN BACKFILLED TO WITHIN 3'-0" OF FINISHED GRADE.

8. PROTECT TOP OF EXPANSION JOINT DURING PLACEMENT OF CONCRETE AND BITUMINOUS SURFACES. REPAIR ANY DAMAGE TO GALVANIZED SURFACES IN ACCORDANCE WITH THE CONTRACTOR'S SE-400 SEAL.

9. STEEL BACKING BAR "T" MUST BE COVERED "T" HIGH WITH SEALANT.

10. STEEL PLATES SHALL BE AASHTO M223 (ASTM A572) GRADE 50. MINOR STEEL PLATES SHALL BE NOTED ON THE SHOP DRAWINGS.

11. AS NOTED MEASUREMENTS AND DESIGN PLANS SHALL BE NOTED ON THE SHOP DRAWINGS.

12. TEMPORARY TACK WELDS TO THE STRUCTURAL STEEL ARE TO BE REMOVED PRIOR TO POURING CONCRETE BLOCKOUTS.
Sample Plan

Date: 9-2013
NOTE: DETAILS AND NOTES MAY NOT BE CURRENT. CLOSELY REVIEW BEFORE USING DETAILS.

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION • BUREAU OF BRIDGE DESIGN

ABUTMENT A FINGER PLATE PLAN

SCALE: 1" = 1'-0"

ABUTMENT A FINGER CUTTING DETAIL

SCALE: 1" = 1'-0"

ABUTMENT B EXPANSION JOINT DRAIN DETAIL

SCALE: 1" = 1'-0"

SECTION B-B

SECTION C-C

SECTION D-D

SAMPLE PLAN

DATE: 9-2013
I-93 NORTHBOUND RAMP OVER PEMIGEWASSETT RIVER AND CLARK'S RAILROAD
LINCOLN
GENERAL PLAN & ELEVATION

NOTE: DETAILS AND NOTES MAY NOT BE CURRENT. CLOSELY REVIEW BEFORE USING DETAILS.

THIS SHEET IS FOR THE REFERENCE BRIDGE LOCATION ONLY. SHEET NUMBERS, ITEMS AND SCALES DO NOT APPLY.

SAMPLE PLAN
DATE: 9-2013
There is currently an existing 2" conduit in the (upstream or north) deck and wing coping with a 15kV electric power (live).

Notes:
- Details and notes may not be current; closely review before using details.
- All reinforcing steel,付$ under Item 502.102.
- Pavement to the limits shown, (retain existing strip seal joint system).
- Remove Abutment backwall, bituminous compacted to 98% in 8" max. layers, Item 304.301, constructed (see roadway plans).
- Item 504.1 approach slab 2'-0".
- Item 534.3 section A-A removal.
- Item 520.0201 section B-B reconstruction.
- Item 538.2 section C-C reconstruction.
- Removable and reconstructed abutment backwall (retain existing hoop reinforcing).
- Retain existing hoop reinforcing.
- SteeI conduit (live).
- There is currently an existing 2" galvanized steel, Items 502.102, all costs included.
- Railing, steel posts, rail, steel posts.
- Remove bridge steel embedment 1'-0" min.
- Retain existing hoop reinforcing.
- Reveal and coping with a 15kV electric power (live) (see.
- Existing construction joint.
- Remove and reconstruct abutment backwall (retain existing hoop reinforcing).
- There is currently a 2" conduit in the (upstream or north) deck and wing coping with a 15kV electric power (live).
- Electrict power (live).
REMOVE ABUTMENT BACKWALL, BITUMINOUS
REMOVE EXISTING EXPANSION JOINT SYSTEM

APPROACH JOINT
EXISTING CONSTRUCTION

ITEM 628.22
GIRDER #1
APPROACH SLAB
2'-0" TOP OF RECONSTRUCTED
ITEM 563 (RET
#5 EL. 893.87
A IN EXISTING
EL. 893.87
A W 1 E
& 9 #5 @ 8'-0" = 16
HOO
@ 1'-0"
A W 2 E
PRE IN FORCING
SEE #5 A W 8 E (CUT TO FIT)
0 " PAVEMENT DEPTH VARIES
COMPACTED TO 98%
ITEM 304.301, CONSTRUCTED
(SEE ROADWAY PLANS)
2 LIFTS MIN.)

APPROACH SLAB
ƒ" CHAMFER
TROWEL EDGE

#5 A W 1 E Ý
I-93 OFF RAMP & PROFILE GRADE LINE
SECTION A-A RECONSTRUCTION

EL. 893.04

3 "
534.3
ITEM

SUPPORT ANCHOR
EL. 892.60
EL. 892.60
BRC\NBRamp202-100
SUBDIRECTORY

DISC CONDUIT IN THE (UPSTREAM OR NORTH)
DECK AND WING COPING WITH A 15kV
CONDUIT IN THE (UPSTREAM OR NORTH)

REINFORCING STEEL
AND CONCRETE COPING

STEEL POSTS WITH ANCHORAGES

GALVANIZED STEEL

SHEET SCALE

NOTICE: DETAILS AND NOTES
MAY NOT BE CURRENT:
CLOSELY REVIEW BEFORE
USING DETAILS.

APPROACH SLAB

EL. 893.04

THREE CURRENTLY AN EXISTING 2"
CONDUIT IN THE (UPSTREAM OR NORTH)
DECK AND WING COPING WITH A 15kV
ELECTRIC POWER LINE

EL. 893.04

SEC NO 0000 NO 0000
DATE 0000

STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION - BUREAU OF ROAD DESIGN
DIVISION - PROJECT (REPLACE WITH NAME OF PROJECT)
SUBDIVISION - CONTRACT (REPLACE WITH NAME OF CONTRACT)
ABUTMENT B REHABILITATION

DATE: 9-2013

STATE PROJECT
FILE NUMBER

REVISIONS AFTER PROPOSAL
(SAVE PAGES ACTING ON PROPOSAL)

PAGE 17 OF 34

PAGE 34 OF 34

KEY DATE
201
120-2-3
201
TYPICAL DECK SECTION

ELEVATIONS AT BOTTOM OF CONCRETE DECK

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ELEVATIONS AT TOP OF CONCRETE DECK (AFTER SETTING DECK PANELS)

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ELEVATION NOTES:

1. The existing bridge deck is removed. Elevations on the top of the girders are to be obtained at the points indicated in the tables. The difference between elevations obtained and those shown in the tables is the actual blocking distance from the top of the girders to the bottom of the concrete deck.

2. Elevations shown in the table of elevations at bottom of concrete deck are the bottom of deck elevations adjusted for total dead load deflection. Less the deflection due to girders.

3. Elevations shown in the table of elevations at top of concrete deck are top of deck elevations adjusted for total dead load deflection. Less the deflection due to girders and concrete deck weight. This table is provided as a check of the precast panel elevations. These elevations shall be verified before the deck is post-tensioned and the blockouts are gROUTED.

4. In addition, see bridge sheet 2.
For Sections A & B See Bridge Sheet 21

SAMPLE PLAN
DATE: 9-2013

** DIMENSIONS SHOWN ARE CONCEPTUAL ONLY. FABRICATOR SHALL DETERMINE EXACT LOCATION, AND SIZE AND SHAPE OF POST-TENSIONING DUCTS.

** POST-TENSIONING DUCTS

#5è (STD BEND N1) (EC)

SEE SECTION A - A

LEVELING BOLTS

ELEVATION - FULL DEPTH PANEL MASONRY

ELEVATION - FULL DEPTH PANEL REINFORCEMENT

PLAN - FULL DEPTH PANEL MASONRY (52 REQ'D)

NOTE: DETAILS AND NOTES MAY NOT BE CURRENT. CLOSELY REVIEW BEFORE USING DETAILS.
FOR LOCATION OF SECTIONS A-A & B-B, SEE BRIDGE SHEET 20

SAMPLE PLAN
DATE: 9-2013
**DIMENSIONS SHOWN ARE CONCEPTUAL ONLY. FABRICATOR SHALL DETERMINE EXACT LOCATION, AND SIZE AND SHAPE OF POST-TENSIONING DUCTS.**

**NOTE: DETAILS AND NOTES MAY NOT BE CURRENT. CLOSELY REVIEW BEFORE USING DETAILS.**
## State of New Hampshire
### Department of Transportation - Bureau of Bridge Design

#### Bridge No.

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#### Town

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#### Date

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**FOR LOCATION OF SECTIONS A-A & B-B, SEE BRIDGE SHEET 22**

**SCALE:** 3" = 1'-0"

## Section A-A Masonry & Reinforcing

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### Alternate Shear Key Detail

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**NOTE:** DETAILS AND NOTES MAY NOT BE CURRENT. CLOSELY REVIEW BEFORE USING DETAILS.

**DATE:** 9-2013

---

**Scale:** 1" = 1'-0"
**STATE OF NEW HAMPSHIRE**  
**DEPARTMENT OF TRANSPORTATION * BUREAU OF BRIDGE DESIGN**

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**DECK REINFORCING AND DETAILS**

| ITEM DESCRIPTION | SECTION | COUNT | AREA | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DOS | DO
FOR LOCATION OF SECTIONS B-B, C-C, D-D SEE BRIDGE SHEET 26.

NOTE:

- PREFABRICATED STRIP SEAL EXPANSION JOINT (2 OF 2)
- SECTION B-B
  - SCALE: 1" = 1'-0"
  - 3'-4" PLATES
  - BACK GOUGE
- SECTION C-C
  - TYP 1'-3"
  - CURB
  - PLACE TO AVOID 1/2" STUD CURB BEYOND TYP WITH SEAL FOR A WATER TIGHT FIT.) (TYP)
  - (GRIND CONTOUR SMOOTH WHERE IN CONTACT WITH SEAL EXTRUSION.
  - 91°-43'-34" SOUTH CURBS
  - 88°-16'-20" NORTH CURBS
- SECTION D-D
  - 8"x 6"x 1" STEEL EXTRUSION
  - ROUND CORNER 1'-3"
  - 3'-3" 3" PLATES
  - AT CURB LINE (TYP)
  - 5" MIN ABOVE GRADE TOP OF EXTRUSION
- ABUTMENT B EXPANSION JOINT DRAIN DETAIL
  - SCALE: 1/8" = 1'-0"
  - MINIMUM BELOW BOTTOM OF STRUCTURAL STEEL.
  - PIPES TO BOTTOM FLANGE WITH CLIP & EXTEND DRAINS 1"
  - COSTS TO BE INCLUDED IN ITEM 561.311XX. ATTACH DRAIN THROUGH MEMBRANE AND SEAL AROUND WITH ASPHALT. ALL AWAY FROM GIRDERS AND ABUTMENT SEAT. PROVIDE BREAKS 3 - 1" PVC DRAINS EACH SIDE. SET PIPES TO DISCHARGE AT 3"
  - RECESS ARMOR CONCRETE JOINT CURB FACE OF JOINT ARMOR EDGE OF CONCRETE DECK TOP OF JOINT ARMORGRADE FINISHED
GENERAL CONDUIT NOTES:

1. The proposed FIS (It's) conduit shall dead end at one pull box (Item 614.523), 2 total at each end of the bridge as shown on the plan.

2. Conduit supports shall be installed at a minimum spacing of 14'-0" on center or as per manufacturer's recommendation. Where dead end is less, a conduit support shall be installed every 4'-0" on center or maximum.

3. Use a 3" steel pipe and for horizontal and vertical runs, a minimum of 3" conduit shall be used. (See the manufacturer's instructions for specific requirements.)

4. The conduit mounting details and hardware provided should be applicable for all conduits used in this project.

5. The conduit mounting details and hardware provided should be applicable for all conduits used in this project.

6. Any conduit and conduit support components shall be corrosion resistant and must be provided in accordance with the conduit manufacturer's recommendation.

7. The AT EACH ABUTMENT ducts (Typical for all proposed fiberglass pipe sleeves for 5" Sch. 40 steel pipe, 1 electric).

8. 4" 3 duct free conduit (2 its) (Typical both ends). To the roadway to pull boxes to use 45° bends from parallel (Typ). 2 required, place at ends.

9. The location for duct expansion joints are to be determined in the field so that their maximum deflection does not exceed the maximum deflection of 23° for empty conduit for maximum span of 23.0 ft for empty conduit.

10. The total maximum dead load of the ducts and their supports is 1000 lbs at each beam expansion joint.

11. For SUPERSTRUCTURE EXPANSION INFORMATION, AND TO THE DUCT MANUFACTURES AND THE MANUFACTURER'S INSTRUCTIONS.

12. The location for duct expansion joints are to be determined in the field so that their maximum deflection does not exceed the maximum deflection of 23° for empty conduit for maximum span of 23.0 ft for empty conduit.

STRUCTURAL STEEL NOTES:

1. The live loading for the bridge design is as follows:

   - 6000 lbs to the roadway
   - 1000 lbs to each approach
   - 1500 lbs to the bridge structure

2. The dead load of the bridge structure is as follows:

   - 500 lbs to the roadway
   - 1000 lbs to each approach
   - 500 lbs to the bridge structure

3. The proposed conduits shall be UL Listed and shall be installed in accordance with the National Electrical Code (NEC) and all applicable local and state electrical codes.

4. All conduit, conduit straps, mounting struts, clamps, deflection and expansion clearance requirements. The contractor shall submit catalog cuts (including installation instructions) for conduit, conduit straps, mounting struts, clamps, deflection and expansion joint components.

5. The conduit layout drawings shall be based on the existing bridge design and shall be approved by the structural engineer.

6. The conduit layout drawings shall be based on the existing bridge design and shall be approved by the structural engineer.

7. The conduit layout drawings shall be based on the existing bridge design and shall be approved by the structural engineer.

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