

\\bvrms002\Bridges\Standard\Special\Bridg Special DGN Files\2022 DGN\Standard to Special Dwg.s\bgnt1.dgn

PLOTTED: 12-Oct-21 at 10:33

2"  
1"  
0"  
SHEET REFERENCE

REFERENCE PROJECT NUMBER	FISCAL YEAR	SHEET NUMBER
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1.

SPECIFICATIONS: CURRENT ALABAMA STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
2.

DESIGN LOADING: H \_\_\_\_\_ AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.
3.

CONCRETE SURFACE FINISH: CLASS 3 SURFACE FINISH SHALL APPLY TO THIS BRIDGE SITE.
4.

WASHING: ALL SPILLED CONCRETE AND SPLASHES SHALL BE WASHED OFF STRUCTURAL STEEL BY WATER HOSE IMMEDIATELY AFTER SLAB IS POURED.
5.

PILING: MAXIMUM DESIGN LOADING PER PILE: IN ABUTMENTS \_\_\_\_\_TONS  
IN BENTS \_\_\_\_\_TONS
6.

CLEARANCE (RAILROAD): VERTICAL CLEARANCE SHALL BE MAINTAINED ABOVE HIGH POINT OF RAIL WITHIN THE CONFINES OF THE STRUCTURE. HORIZONTAL CLEARANCE SHALL BE MAINTAINED WITH RESPECT TO CENTERLINE OF RESPECTIVE TRACKS. SEE SPECIAL PROVISION FOR CONSTRUCTION CLEARANCE REQUIREMENTS, ETC.
7.

WIDENING AND/OR RAISING BRIDGE: ALL DIMENSIONS SHOWN ARE APPROXIMATE ONLY AND SHALL BE VERIFIED PRIOR TO SUBMITTING SHOP DRAWINGS AND ORDERING MATERIAL THAT COULD BE AFFECTED BY THE FIELD SURVEY RESULTS.
8.

OMITTED
9.

PAINT SYSTEM No. \_\_\_\_ SHALL BE USED ON ALL SHOP AND FIELD PAINTING.
10.

PILE ENCASEMENTS: ALL CONCRETE AND REINFORCEMENT IN PILE ENCASEMENTS SHALL BE PAID FOR AS "CU. YDS. BRIDGE SUBSTRUCTRE CONCRETE"; AND "POUNDS STEEL REINFORCEMENT."
11.

OMITTED
12.

RIPRAP: THE RIPRAP APRON LENGTH AS REQUIRED ON SPECIAL DRAWING NUMBER RR-610 SHALL BE \_\_\_\_ FEET AT THE BEGINNING OF THE BRIDGE AND \_\_\_\_ FEET AT THE END OF THE BRIDGE.
13.

TRAFFIC PROTECTION: THE BRIDGE CONTRACTOR SHALL CONSTRUCT AND MAINTAIN TRAFFIC PROTECTION DURING CONSTRUCTION OF THE OVERPASS. ALL PROTECTORS SHALL BE ADEQUATELY FRAMED AND COVERED WITH ¾" (MINIMUM), EXTERIOR GRADE PLYWOOD OR APPROVED EQUAL STRENGTH MATERIAL. THE VERTICAL CLEARANCE SHALL BE THE MAXIMUM OBTAINABLE BUT NOT LESS THAN 14'-0" UNLESS OTHERWISE SHOWN ON THE PLANS. THE EXACT VERTICAL CLEARANCE IS TO BE DETERMINED AFTER THE PROTECTORS HAVE BEEN DESIGNED. THE CONTRACTOR SHALL SUBMIT SKETCHES OF THE PROTECTION TO THE ENGINEER PRIOR TO CONSTRUCTION. ADDITIONALLY, TRAFFIC PROTECTION SHALL EXTEND 5'-0" INSIDE THE LIMITS OF REMOVAL OF EXISTING BRIDGE BEING WIDENED. SEE BRIDGE SPECIAL PROJECT DRAWING TP-1 FOR FURTHER DETAILS.  
  
THE CONTRACTOR SHALL NOTIFY THE STATE MAINTENANCE ENGINEER IN MONTGOMERY, FIVE (5) DAYS IN ADVANCE WHEN RESTRICTED VERTICAL CLEARANCE WILL BE EFFECTIVE AND ALSO THE DATE THE RESTRICTION IS REMOVED.  
  
PAYMENT FOR TRAFFIC PROTECTION SHALL BE A SUBSIDIARY OBLIGATION OF PAY ITEM 510-C AND SHALL BE FULL COMPENSATION FOR ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY FOR CONSTRUCTION AND REMOVAL OF SAME.
14.

WELDED STUDS: ALL STUDS ON BEAMS AND GIRDERS SHALL BE ALIGNED WITH MAIN TRANSVERSE REINFORCING BARS. ANY GALVANIZING REQUIRED SHALL BE DONE AFTER STUD WELDING IS COMPLETED.
15.

ALL BRIDGE DECK JOINTS SHALL BE SEALED IN ACCORDANCE WITH THE DETAILS SHOWN ON STANDARD DRAWING I-131 WITH SILICONE.
16.

POURING CURBS, RAILS AND SIDEWALKS: ALL SLAB CONCRETE SHALL BE POURED PRIOR TO POURING ANY CURBS, RAILS OR SIDEWALKS ON ANY SIMPLE SPAN, OR CONTINUOUS UNIT.
17.

THE EXISTING GIRDERS SHALL NOT BE DAMAGED IN ANY WAY DUE TO THE REMOVAL OF THE BRIDGE DECK. THE CONTRACTOR SHALL NOT USE ANY REMOVAL EQUIPMENT LARGER THAN A 70 POUND HAND HELD PAVEMENT BREAKER. THE HAMMER SIZE SHALL BE LIMITED TO 35 POUNDS WHEN WORKING WITHIN 6" OF THE BREAKLINE OR EDGE OF GIRDER. CARE SHALL BE TAKEN NOT TO DAMAGE THE CONCRETE AND STEEL REINFORCEMENT TO BE RETAINED. WHERE THE DECK IS BEING REMOVED BETWEEN GIRDERS FOR ARMOR JOINT REPLACEMENT, THE CONSTRUCTION JOINT SHALL BE TAPERED TOWARD THE BREAKOUT AREA TO PREVENT SPALLS ON THE UNDERSIDE OF THE SLAB. THE CONTRACTOR SHALL REPAIR CONCRETE SPALLS AND DAMAGED STEEL REINFORCEMENT, AT NO ADDITIONAL COST TO THE PROJECT, BY A METHOD APPROVED BY THE ENGINEER. ALL PLAN ELEVATIONS AND DIMENSIONS ARE TO BE VERIFIED IN THE FIELD BY THE CONTRACTOR AND ANY NECESSARY ADJUSTMENTS MADE PRIOR TO ORDERING MATERIAL. FIELD VERIFIED ELEVATIONS AND DIMENSIONS SHALL BE SUBMITTED TO THE BRIDGE ENGINEER PRIOR TO SUBMITTAL OF GIRDER SHOP DRAWINGS.
18.

SHOP DRAWINGS: STRUCTURAL STEEL DETAILS SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY, AND ARE NOT GUARANTEED BY THE STATE TO BE ENTIRELY COMPLETE AND CORRECT. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CORRECT SHOP DRAWINGS AND DETAIL DIMENSIONS TO FIT THE STRUCTURE. ATTENTION IS CALLED TO SECTION 105, PARTICULARLY ARTICLE 105.02; AND ARTICLE 836.14 OF THE SPECIFICATIONS.
19.

COLUMN REINFORCING BARS: WHEN THE CAP IS NOT MORE THAN TWO (2) INCHES WIDER ON EACH SIDE OF THE COLUMN, THE FOLLOWING SHALL APPLY: COLUMN BARS SHALL BE TIED TO THE TOP FEW COLUMN HOOPS IN A MANNER THAT WILL ALLOW COLUMN BARS TO CLEAR CAP REINFORCING AND BE LOCATED INSIDE OF CAP REINFORCING.
20.

MANDATORY NOTCH TOUGHNESS REQUIREMENTS FOR STRUCTURAL STEEL: MEMBERS AS SPECIFIED IN SECTION 836.01 (b)1 OF CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS SHALL MEET THE LONGITUDINAL CHARPY V-NOTCH TEST. A MEMBER SHALL BE ORDERED WITH ADDITIONAL LENGTH SO THE CONTRACTOR CAN FURNISH THE BUREAU OF MATERIALS AND TESTS AN EIGHTEEN (18) INCH SAMPLE FOR CHECK TESTING.
21.

PRESTRESSED CONCRETE GIRDERS WITH POURED-IN-PLACE DECK:  
  
(A) SHOP DRAWINGS: SHOP DRAWINGS SHALL BE SUBMITTED AND SHALL SHOW A COMPLETE DETENSIONING SCHEDULE THAT WILL MINIMIZE TENSION IN THE CONCRETE DURING RELEASE OF THE STRANDS. DETAILED CONCRETE STRESSES DURING EACH OPERATION OF DETENSIONING SHALL BE SUBMITTED WITH THE DRAWINGS. THE SHOP DRAWINGS SHALL SHOW COMPLETE GIRDER DETAILS INCLUDING SHIELDING AND ALL REINFORCING AND STRUCTURAL STEEL.  
  
(B) FORMS: ALL GIRDERS SHALL BE CAST ON CONCRETE FLOORED PALLETS AND IN METAL FORMS.  
  
(C) FINISH: THE ENTIRE TOP OF THE GIRDERS SHALL BE SCRUBBED TRANSVERSELY TO A FULL MAGNITUDE OF APPROXIMATELY 1/4" AT THE TIME OF INITIAL SET TO REMOVE ALL LAITANCE AND TO PROVIDE A ROUGHENED SURFACE. THE USE OF A MEMBRANE CURING COMPOUND SHALL NOT BE PERMITTED ON THE TOP OF THE TOP FLANGE OF PRESTRESSED GIRDERS.  
  
(D) OMITTED  
  
(E) SCARIFYING: GIRDER SIDES AT EDGE BEAMS/END WALLS SHALL BE SCARIFIED FOR BONDING AFTER GIRDERS HAVE BEEN ERECTED AND FORM LINES HAVE BEEN ESTABLISHED.  
  
(F) ACCESSORIES ENCASED IN GIRDERS FOR USE IN ATTACHING TEMPORARY BRACING WILL BE CONSIDERED ON GIRDER DETAILS SUBMITTED FOR APPROVAL. AFTER TEMPORARY BRACING IS REMOVED, ANY HOLES THAT EXIST SHALL BE GROUTED AND SURFACE RUBBED TO A NEAT FINISH.  
  
(G) INSERTS ENCASED IN TOP OF EXTERIOR GIRDERS FOR USE IN FORMING OVERHANG WILL BE CONSIDERED ON GIRDER DETAILS SUBMITTED FOR APPROVAL.
22.

CONCRETE PEDESTALS MAY BE POURED CONCURRENTLY WITH THE CAP OR POURED SEPARATELY IF A TYPE II EPOXY ADHESIVE IS APPLIED TO THE CONSTRUCTION JOINT JUST PRIOR TO POURING THE PEDESTALS.
23.

ANCHOR BOLTS WELLS ARE REQUIRED FOR THE PLACEMENT OF ANCHOR BOLTS. SEE SECTION 508.03(d)2e OF THE STANDARD SPECIFICATIONS FOR FURTHER REQUIREMENTS.
24.

THE FINAL BRIDGE DECK FINISH BEHIND THE SCREED SHALL BE OBTAINED BY BURLAP DRAG TO MATCH THE EXISTING DECK FINISH.
25.

YEAR OF COMPLETION AND REFERENCE MARK: THE YEAR OF COMPLETION OF THIS STRUCTURE, AND THE PERMANENT REFERENCE MARK, AS SHOWN ON STANDARD DRAWING I-131 ARE REQUIRED FOR THIS STRUCTURE.
26.

DRILLED SHAFTS: EXTERIOR SURFACES OF PERMANENT CASINGS FOR DRILLED SHAFTS SHALL BE COATED (PRIMER COAT ONLY) FROM THE TOP OF THE CASING DOWN TO \_\_\_\_\_.
27.


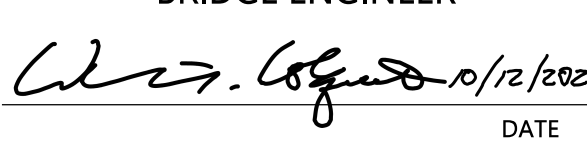
METAL STAY-IN-PLACE FORMS: THIS STRUCTURE HAS BEEN DESIGNED TO ALLOW THE USE OF METAL STAY-IN-PLACE FORMS AT THE CONTRACTOR'S OPTION. SEE SUB-ARTICLE 501.03(I) OF THE SPECIFICATIONS FOR NECESSARY DETAILS AND REQUIREMENTS. NO FIELD WELDING WILL BE PERMITTED ON STRUCTURAL STEEL MEMBERS UNLESS OTHERWISE NOTED ON THE BRIDGE DRAWINGS. THE CONTRACTOR SHALL EXERCISE CARE WHEN INSTALLING STAY-IN-PLACE FORMS TO INSURE THAT NO FIELD WELDS OR ARCS STRIKES OCCUR ON THE STRUCTURAL STEEL MEMBERS.
28.

SUBSURFACE INVESTIGATION: GENERAL SOIL STRATA DESCRIPTIONS AND INDICATED BOUNDARIES ARE BASED ON AN ENGINEERING INTERPRETATION OF ALL AVAILABLE SUBSURFACE INFORMATION BY THE GEOTECHNICAL SECTION OF THE BUREAU OF MATERIALS AND TESTS OR FOUNDATION CONSULTANTS AND MAY NOT NECESSARILY REFLECT THE ACTUAL VARIATION IN SUBSURFACE CONDITIONS BETWEEN BORINGS AND SAMPLES. DETAILED DATA AND FIELD INTERPRETATION OF CONDITIONS ENCOUNTERED IN INDIVIDUAL BORINGS ARE SHOWN ON THE BORING LOGS.  
  
THE OBSERVED WATER LEVELS AND CONDITIONS INDICATED ON THE SOIL PROFILE AND BORING LOGS ARE AS RECORDED AT THE TIME OF EXPLORATION. THESE WATER LEVELS AND CONDITIONS MAY VARY CONSIDERABLY, WITH TIME, ACCORDING TO THE PREVAILING CLIMATE , RAINFALL OR OTHER FACTORS AND ARE OTHERWISE DEPENDENT ON THE DURATION OF AND THE METHODS USED IN THE EXPLORATION PROGRAM.  
  
SOUND ENGINEERING JUDGMENT WAS EXERCISED IN PREPARING THE SUBSURFACE INFORMATION PRESENTED HEREIN. THIS INFORMATION WAS PREPARED AND IS INTENDED FOR STATE DESIGN AND ESTIMATE PURPOSES. ITS PRESENTATION ON THE PLANS OR ELSEWHERE IS FOR THE PURPOSE OF PROVIDING INTENDED USERS WITH ACCESS TO THE SAME INFORMATION AVAILABLE TO THE STATE. THIS SUBSURFACE INFORMATION IS PRESENTED IN GOOD FAITH AND IS NOT INTENDED AS A SUBSTITUTE FOR PERSONAL INVESTIGATION, INDEPENDENT INTERPRETATIONS OR JUDGMENT OF THE CONTRACTOR.
29.

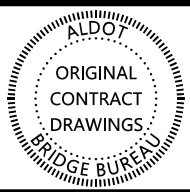
FOUNDATION REPORT: ACCESS TO A FOUNDATION REPORT AND CORE BORINGS FOR THIS PROJECT CAN BE ARRANGED BY CONTACTING THE GEOTECHNICAL SECTION OF THE ALABAMA DEPARTMENT OF TRANSPORTATION.
30.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE STABILITY AND POSITIONAL CORRECTNESS (PLUMBNESS, ALIGNMENT, ETC.) OF THE GIRDERS DURING ALL PHASES OF CONSTRUCTION. ANY TEMPORARY BRACING DEEMED NECESSARY BY THE CONTRACTOR TO INSURE THE ABOVE UNTIL CONSTR.IS COMPLETE SHALL BE PROVIDED BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE STATE. WORKING DRAWINGS FOR BRACING SHALL BE SUBMITTED IN ACCORDANCE WITH ARTICLE 501.03(I) OF THE STD. SPECS.

REFER TO BRIDGE PLANS FOR NOTE NUMBERS  
APPLICABLE TO PROJECT AND FOR SPECIAL NOTES.

ASSISTANT BRIDGE ENGINEER  DATE 10/12/21	BRIDGE ENGINEER  DATE 10/12/2021
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ALABAMA DEPARTMENT  
OF TRANSPORTATION



REVISIONS

THIS BRIDGE SPECIAL PROJECT DRAWING FOR USE ONLY ON:  
PROJECT NO. \_\_\_\_\_  
COUNTY(S) \_\_\_\_\_

THESE DRAWINGS REPRESENT DESIGNS PREPARED FOR USE BY THE ALABAMA DEPARTMENT OF TRANSPORTATION AND ARE NOT TO BE COPIED, REPRODUCED, ALTERED, OR USED BY ANYONE, OR ANY ORGANIZATION, WITHOUT THE EXPRESSED WRITTEN CONSENT OF THE ALABAMA DEPARTMENT OF TRANSPORTATION REPRESENTATIVE AUTHORIZED TO APPROVE SUCH USE. ANYONE MAKING UNAUTHORIZED USE OF THESE DRAWINGS MAY BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.

BRIDGE GENERAL NOTES

BRIDGE SPECIAL PROJECT DRAWING

BGN-1

SHEET  
1 OF 1