

GENERAL NOTES

SPECIFICATIONS - CURRENT STATE OF ALABAMA HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION AND AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

DESIGN LOADING - HS 20-44 AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

DESIGN CRITERIA - THIS BRIDGE DESIGNED BY LOAD FACTOR DESIGN METHOD PER CURRENT AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES.

SUPERSTRUCTURE CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 P.S.I. AT 28 DAYS. SUBSTRUCTURE CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.

STEEL REINFORCEMENT - NON-PRESTRESSING BILLET STEEL REINFORCEMENT SHALL MEET THE REQUIREMENTS OF CURRENT AASHTO DESIGNATION M-31 (ASTM A-615), GRADE 60.

REINFORCING COVERING - THE MINIMUM COVERING, MEASURED FROM THE SURFACE OF THE CONCRETE TO THE FACE OF ANY REINFORCING BAR, SHALL BE NOT LESS THAN 2 INCHES, EXCEPT AS OTHERWISE SHOWN ON THE PLANS.

SUPPORTS FOR REINFORCING STEEL - STAINLESS STEEL SUPPORTS FOR REINFORCING BARS SHALL BE USED BY THE CONTRACTOR TO INSURE THAT ALL STEEL REINFORCING IS SUPPORTED AT THE PROPER CLEARANCES AS SHOWN ON THE PLANS OR REQUIRED BY THE SPECIFICATIONS. NUMBER AND SPACING OF SUPPORTS REQUIRED SHALL BE SUCH THAT STEEL REINFORCING WILL REMAIN IN PROPER POSITION DURING CONSTRUCTION AND AFTER CONCRETE HAS BEEN POURED. PARTICULAR ATTENTION SHALL BE GIVEN TO SUPPORTING ALL REINFORCING BARS AT THE CORRECT CLEARANCES AS SHOWN ON THE PLANS.

COLUMN STEEL REINFORCING BARS - WHEN RECTANGULAR SHAPED PIER COLUMNS ARE USED WITH THE PIER CAP BEING THE SAME WIDTH AS THE COLUMN, OR WHEN THE CAP IS NOT MORE THAN 2 INCHES WIDER ON EACH SIDE THAN 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.

STRUCTURAL STEEL - ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A-572, GRADE 50, UNLESS OTHERWISE SHOWN ON THE PLANS.

WELDING - WELDING OF ALL STRUCTURAL STEEL SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARD SPECIFICATIONS AND THE STRUCTURAL WELDING CODE OF THE AMERICAN WELDING SOCIETY. FIELD WELDING SHALL BE DONE BY THE MANUAL SHIELDED METAL-ARC METHOD. SHOP WELDING SHALL BE DONE BY THE SUBMERGED ARC METHOD IN ACCORDANCE WITH THE CURRENT STANDARD SPECIFICATIONS OR OTHER APPROVED AND QUALIFIED AUTOMATIC OR SEMI-AUTOMATIC METHODS.

WELDED STUDS - ALL WELDED STUDS SHALL BE IN ACCORDANCE WITH THE CURRENT STANDARD SPECIFICATIONS. ALL STUDS ON GIRDERS SHALL BE ALIGNED WITH THE MAIN TRANSVERSE REINFORCING BARS.

HEAT-UPSET METHOD - HEAT-UPSET CAMBERING OF STEEL GIRDERS SHOULD BE ACCOMPLISHED WITH TEMPERATURES BETWEEN 950 AND 1025 DEGREES FAHRENHEIT. HOWEVER, NO TEMPERATURES ABOVE 1100 DEGREES FAHRENHEIT SHALL BE USED.

HIGH STRENGTH TENSILE BOLTS - HIGH TENSILE STRENGTH BOLTS SHALL CONFORM TO ASTM DESIGNATION A-325. NUTS SHALL BE ON THE OUTSIDE OF BEAMS AT FLANGE PLATE SPLICES. ON EXTERIOR BEAMS AT WEB SPLICE PLATES THE HEAD SHALL BE ON THE EXTERIOR SIDE.

ERECTION BOLTS IN DIAPHRAGMS - TWO 1/2" ROUND ERECTION BOLTS IN 11/16" ROUND HOLES SHALL BE USED IN EACH END OF ALL CHANNEL DIAPHRAGMS. AFTER WELDING DIAPHRAGMS CONTRACTOR SHALL EITHER LEAVE BOLTS IN PLACE OR PLUG HOLES BY WELDING.

PAINT - ALL EXPOSED STRUCTURAL STEEL SURFACES, INCLUDING PILING, NOT IN CONTACT WITH CONCRETE SHALL BE PAINTED WITH THREE COATS IN THE FOLLOWING ORDER:

PRIMER OR SHOP COAT	ZINC CHROMATE PRIMER
SECOND COAT	ZINC CHROMATE PRIMER
THIRD COAT	ALUMINUM PAINT

WORKING DRAWINGS - STRUCTURAL STEEL DETAILS SHOWN ARE NOT GUARANTEED BY THE ENGINEER TO BE ENTIRELY COMPLETE AND CORRECT AS THEY ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CORRECT WORKING DRAWINGS AND DETAIL DIMENSIONING TO FIT THE STRUCTURE. ATTENTION IS CALLED TO SECTION 105 PARTICULARLY ARTICLE 105.02 AND ITEM 536.14 OF THE STANDARD SPECIFICATIONS.

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

CHAMFER - UNLESS OTHERWISE SHOWN ON THE PLANS, ALL CONCRETE CORNERS OF 90° OR LESS SHALL BE CHAMFERED 3/4".

SHEETING AND SHORING - THE CONTRACTOR SHALL BE REQUIRED TO SHEET AND SHORING TO PREVENT CAVE-INS WHEN DEEMED ADVISABLE BY THE ENGINEER. THE CONTRACTOR SHALL SUBMIT PLANS FOR ALL SHEETING AND SHORING TO THE ENGINEER FOR APPROVAL PRIOR TO EXCAVATION. PAYMENT FOR SHEETING AND SHORING WILL BE INCLUDED IN THE UNIT PRICE FOR ITEM 215-A UNCLASSIFIED BRIDGE EXCAVATION.

STEEL PILING - MAXIMUM DESIGN LOADING PER EACH PILE IN ABUTMENTS IS 55 TONS AND IN BENTS IS 70 TONS.

PRE-DRILLING (PILOT HOLES) - PILE LOCATIONS SHALL BE PRE-DRILLED WHERE INDICATED ON THE PLANS WHEN ORDERED BY THE ENGINEER AND THE STEEL PILE SHALL BE DRIVEN INTO THE SOCKET TO THE SPECIFIED RESISTANCE.

METAL STAY-IN-PLACE FORMS - THIS BRIDGE STRUCTURE HAS BEEN DESIGNED TO ALLOW THE USE OF METAL STAY-IN-PLACE FORMS AT THE CONTRACTOR'S OPTION. SEE SUB-ARTICLE 501.03(D) OF THE STANDARD SPECIFICATIONS FOR NECESSARY DETAILS AND REQUIREMENTS. NO WELDING PERMITTED IN TENSION FLANGE AREAS. SEE PLANS FOR LOCATIONS OF TENSION FLANGE AREAS.

THE CONTRACTOR SHALL COMPLETE DRIVING OF PILES AT ABUTMENT 4 AND BENT 3 BEFORE STARTING WORK ON DRIVING OF PILES AT BENT 2 AND ABUTMENT 1. THE PROJECT ENGINEER MAY DIRECT THE CONTRACTOR TO MODIFY THIS SEQUENCE OF OPERATIONS IF UNANTICIPATED SUBSURFACE CONDITIONS ARE ENCOUNTERED.

SUMMARY OF QUANTITIES

QUANTITIES	ITEM NO.	UNIT	ITEM
190	215-A	CU. YD.	UNCLASSIFIED BRIDGE EXCAVATION
470	450-B	SG. YD.	REINFORCED CEMENT CONCRETE BRIDGE END SLAB
63600	502-A	LB.	STEEL REINFORCEMENT
1	505-F	EACH	LOADING TEST (HP 10" x 42) ①
1970	505-C	LIN. FT.	STEEL PILING (HP 10" x 42)
1	505-E	EACH	LOADING TEST (HP 12" x 53) ①
1810	505-C	LIN. FT.	STEEL PILING (HP 12" x 53)
3100	508-A	LB.	STRUCTURAL STEEL ②
1	508-B	LUMP SUM	STRUCTURAL STEEL SUPERSTRUCTURE, 68'-68'-68' CONTINUOUS SPAN APPROXIMATELY 310,000 POUNDS (SPECIALTY ITEM) ③
310	510-A	CU. YD.	BRIDGE SUBSTRUCTURE CONCRETE, CLASS A
1	510-C	LUMP SUM	REINFORCED BRIDGE CONCRETE SUPERSTRUCTURE, STATION 195+72.20, APPROXIMATELY 410 CUBIC YARDS ④
1	644-A	LUMP SUM	INSTALLATION OF 10 INCH WATER MAIN

① LOCATION OF LOADING TEST TO BE DETERMINED BY PROJECT ENGINEER DURING INSTALLATION OF PILING.

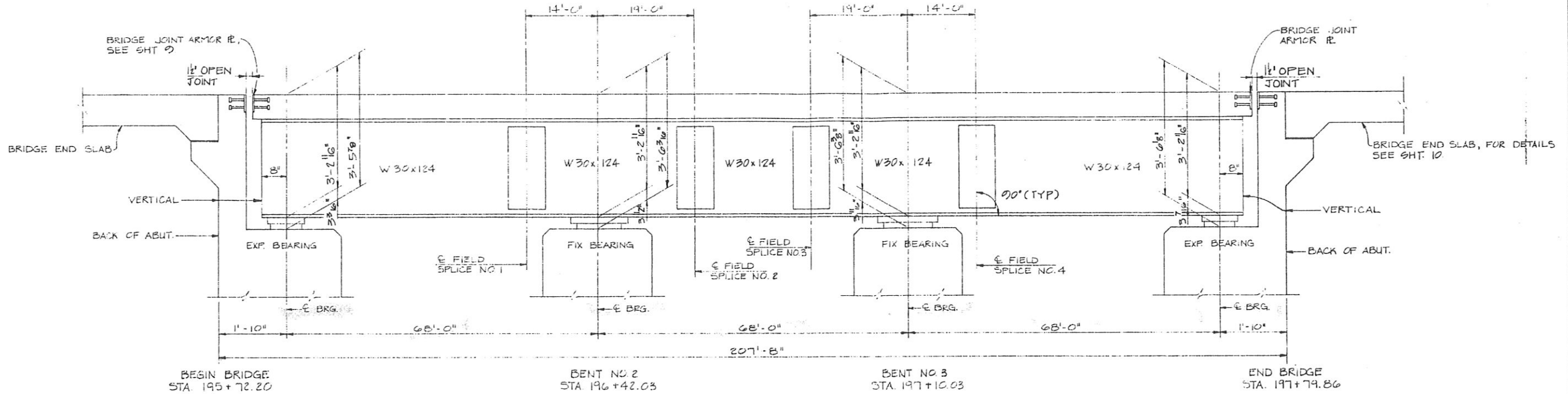
② THIS ITEM INCLUDES ARMOR PLATE AT ABUTMENTS AND PILE CAP PLATES.

③ THIS ITEM INCLUDES FURNISHING, FABRICATION AND ERECTION OF ELASTOMERIC BEARINGS (TYPE 4) AND THE FURNISHING AND INSTALLATION OF THE SWEDGED ANCHOR BOLTS IN GROUTED HOLES. THE TOTAL WEIGHT SHOWN INCLUDES 170,800 LBS OF ASTM A-572 GRADE 50 STEEL AND 49,900 LBS OF ASTM A-36 STEEL.

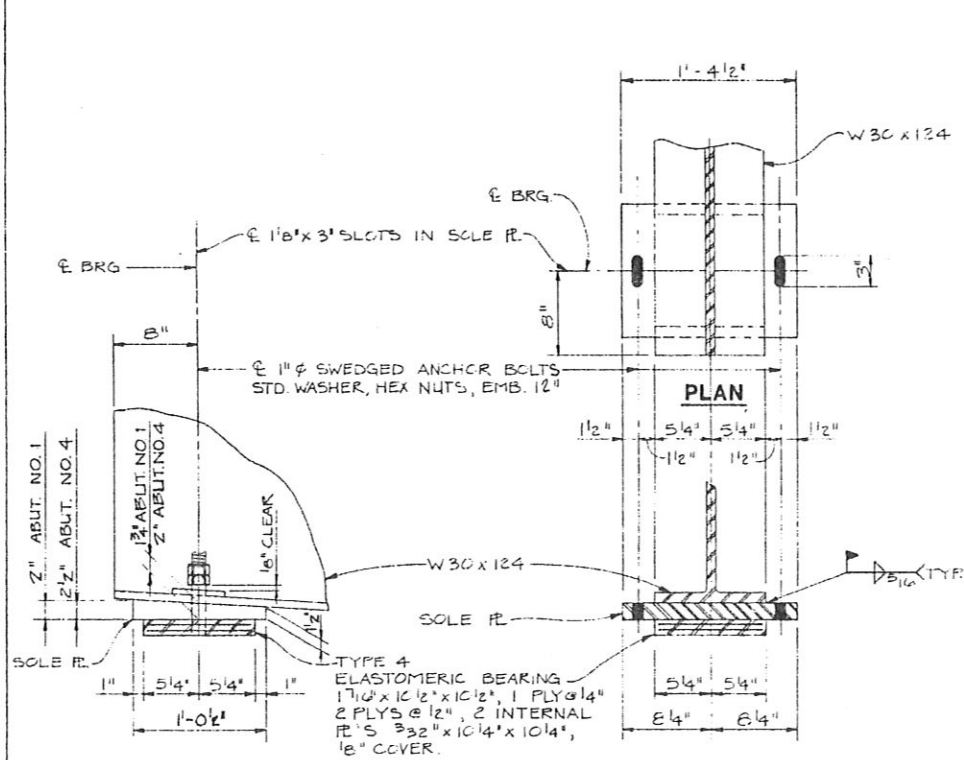
④ THIS CONCRETE SHALL BE EITHER CLASS E, TYPE GQ OR CLASS E-F, TYPE GB.

BIN # 014277

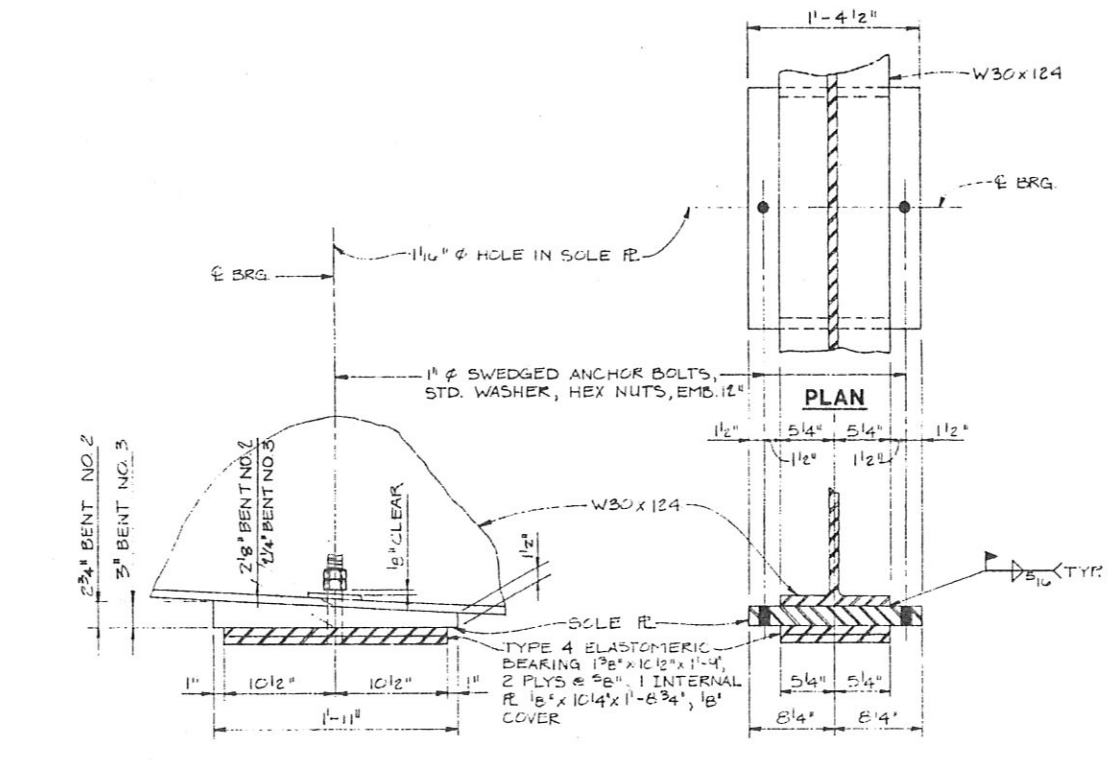
REVISIONS	CITY OF BIRMINGHAM DEPARTMENT OF ENGINEERING & CONSTRUCTION MAIN ACCESS ROAD BRIDGE NO. 1 STA. 195-72.20 GENERAL NOTES AND QUANTITIES
	Post, Buckley, Schuh & Jernigan, Inc. <small>ENGINEERING - PLANNING - ARCHITECTURE</small> <small>100 17TH STREET, SUITE 1700 ALABAMA TOWER, 36204</small> DATE: _____ SCALE: _____ DESIGNED: _____ DRAWN/CHECKED: _____ SHEET: 4-90 AS NOTED W.H.B. S.E.O. J.W.B. 12 OF 10



GIRDER DETAILS
NO SCALE



BEARING DETAILS FOR ABUTMENTS NO. 1 & 4
SCALE: 1/2" = 1'-0"



BEARING DETAILS FOR BENTS NO. 2 & 3
SCALE: 1/2" = 1'-0"

NOTES

THE FABRICATOR SHALL INCORPORATE CAMBER TO PROVIDE FINISHED GRADE SHOWN ON THE PLANS.

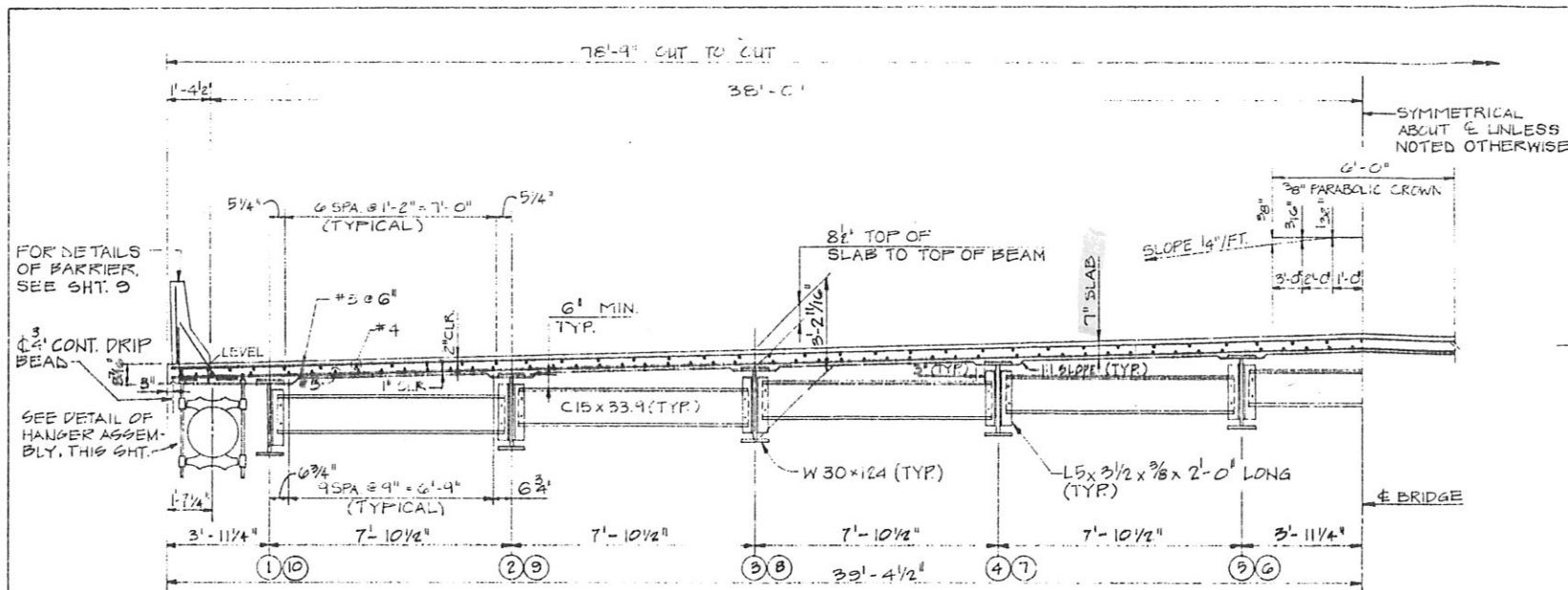
ELASTOMERIC BEARINGS - THE BEARINGS PROVIDED SHALL BE 60 DURMETER TYPE 4 ELASTOMERIC BEARINGS FABRICATED IN ACCORDANCE WITH CURRENT ALABAMA HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS.

THE DESIGN OF THE ELASTOMERIC BEARINGS SHOWN ON THESE PLANS SHALL BE CHECKED AND VERIFIED BY THE SUPPLIER TO CONFORM TO ANY SPECIFIC PRODUCT REQUIREMENTS. HOWEVER, IN ALL CASES THE REQUIREMENTS OF THE ALABAMA HIGHWAY DEPARTMENT STANDARD SPECIFICATIONS SHALL BE MET.

SOLE PLATES MAY BE ASTM A-36 STEEL.

BIN#014277

REVISIONS	CITY OF BIRMINGHAM DEPARTMENT OF ENGINEERING & CONSTRUCTION MAIN ACCESS ROAD BRIDGE NO. 1 STA 195+72.20 SPECIAL SUPERSTRUCTURE DETAILS	
		Post, Buckley, Schuh & Jernigan, Inc. DATE: 4-80 SCALE: AS NOTED DESIGNED: J.W.B. DRAWN: ISM. CHECKED: J.W.B. SHEET: 3 OF 10



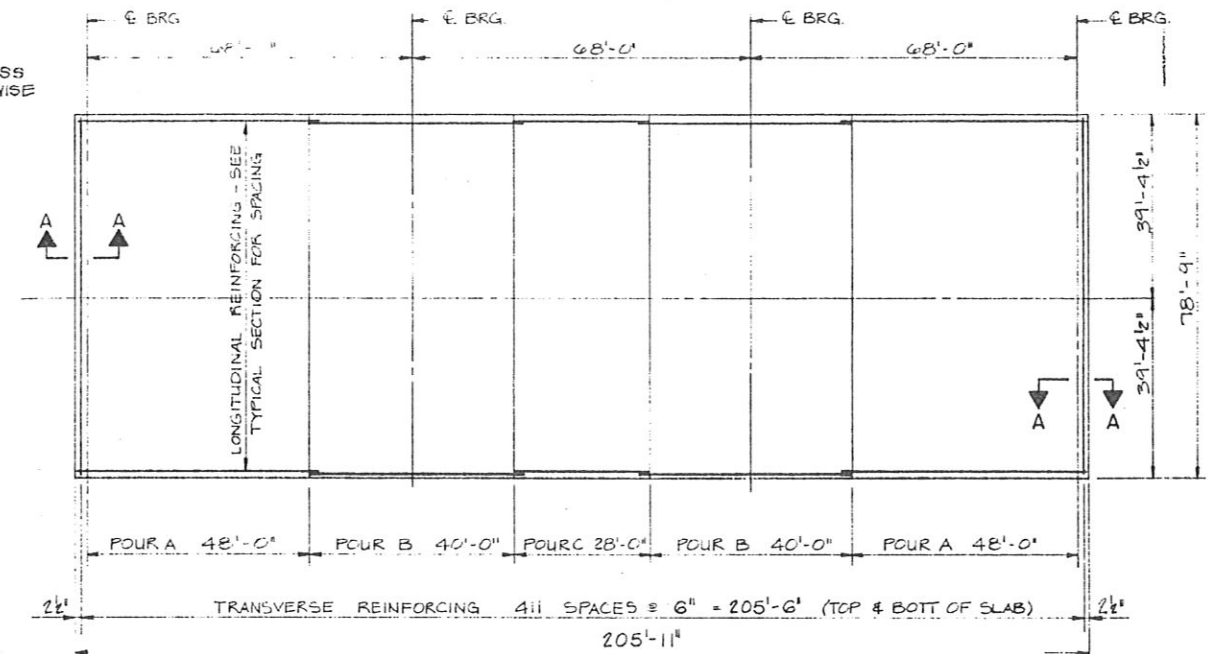
NOTE: PIPE LOCATED ON S.W. SIDE OF BRIDGE ONLY, SEE SHT. 1

TYPICAL SECTION

SCALE: 3/4" = 1'-0"

NOTE: SPLICES IN TRANSVERSE REINFORCING BARS NOT SHOWN. SPLICE BARS IN TOP OF SLAB AT MIDPOINT BETWEEN BEAMS AND BARS IN BOTTOM OF SLAB OVER BEAMS. ALTERNATE LOCATION OF SPLICES. MINIMUM LAP LENGTH = 1'-8"

○ INDICATES BEAM NUMBER.

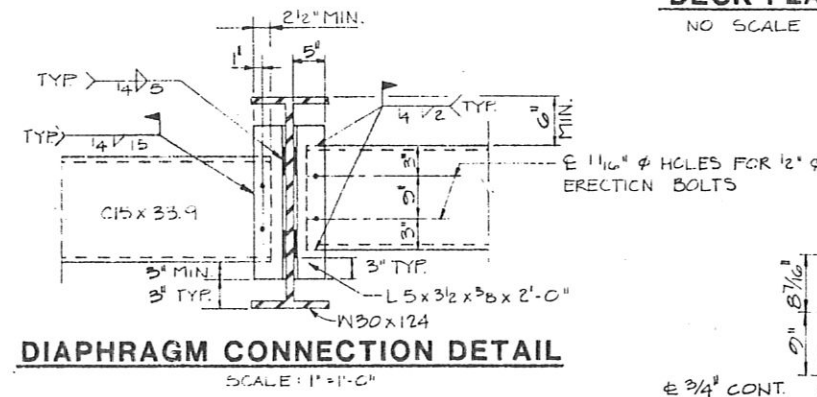


DECK PLAN

NO SCALE

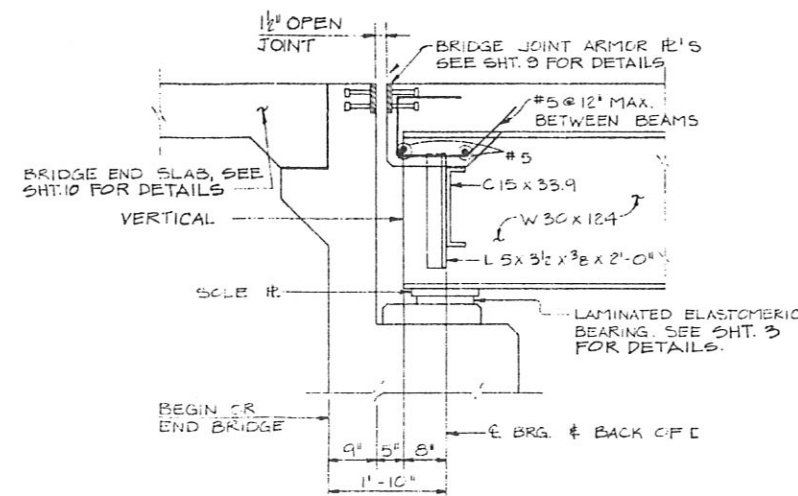
NOTE: MINIMUM LAP LENGTH = 1'-1" #4 BAR
1'-8" #5 BAR

FINISHED GRADE ELEVATIONS AT CENTERLINE BEARINGS AND TENTH POINTS OF SPANS ALONG CENTERLINE BEAMS												
SPAN	BEAM	¢ BRG.	.1	.2	.3	.4	.5	.6	.7	.8	.9	¢ BRG.
1	1 & 10	845.157	844.894	844.611	844.339	844.042	843.744	843.431	843.108	842.775	842.431	842.079
1	2 & 9	845.321	845.058	844.786	844.503	844.210	843.908	843.596	843.272	842.939	842.596	842.244
1	3 & 8	845.485	845.222	844.950	844.667	844.375	844.072	843.759	843.436	843.103	842.760	842.408
1	4 & 7	845.649	845.386	845.114	844.831	844.539	844.236	843.923	843.600	843.267	842.925	842.572
1	5 & 6	845.813	845.551	845.278	844.995	844.703	844.400	844.087	843.764	843.431	843.089	842.736
2	1 & 10	842.079	841.716	841.343	840.960	840.567	840.164	839.751	839.328	838.895	838.451	837.998
2	2 & 9	842.244	841.881	841.508	841.124	840.731	840.328	839.915	839.492	839.059	838.615	838.162
2	3 & 8	842.408	842.045	841.672	841.289	840.895	840.492	840.079	839.656	839.223	838.779	838.326
2	4 & 7	842.572	842.209	841.836	841.453	841.060	840.656	840.243	839.820	839.387	838.943	838.490
2	5 & 6	842.736	842.373	841.900	841.517	841.124	840.720	840.307	839.884	839.451	839.007	838.554
3	1 & 10	837.998	837.535	837.061	836.578	836.084	835.581	835.071	834.561	834.051	833.541	833.031
3	2 & 9	838.162	837.699	837.225	836.742	836.248	835.745	835.235	834.725	834.215	833.705	833.195
3	3 & 8	838.326	837.863	837.389	836.906	836.412	835.909	835.399	834.889	834.379	833.869	833.359
3	4 & 7	838.490	838.027	837.553	837.070	836.576	836.073	835.563	835.053	834.543	834.033	833.523
3	5 & 6	838.654	838.191	837.717	837.234	836.740	836.237	835.727	835.217	834.707	834.197	833.687



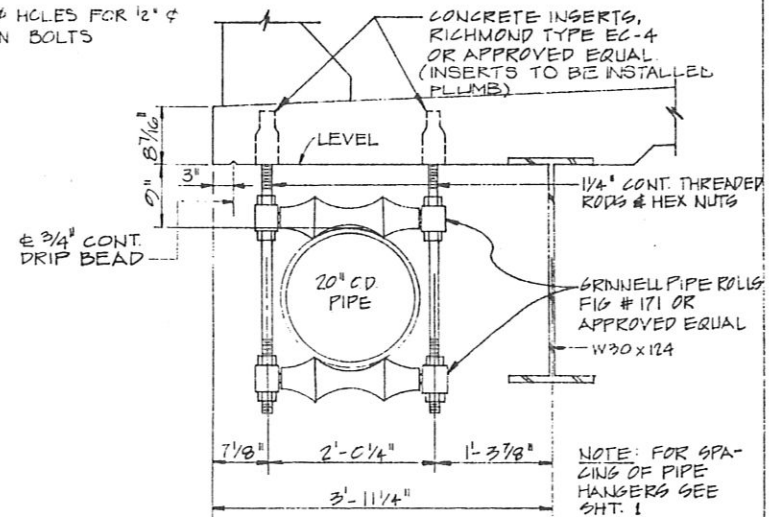
DIAPHRAGM CONNECTION DETAIL

SCALE: 1" = 1'-0"



SECTION A-A

SCALE: 3/4" = 1'-0"

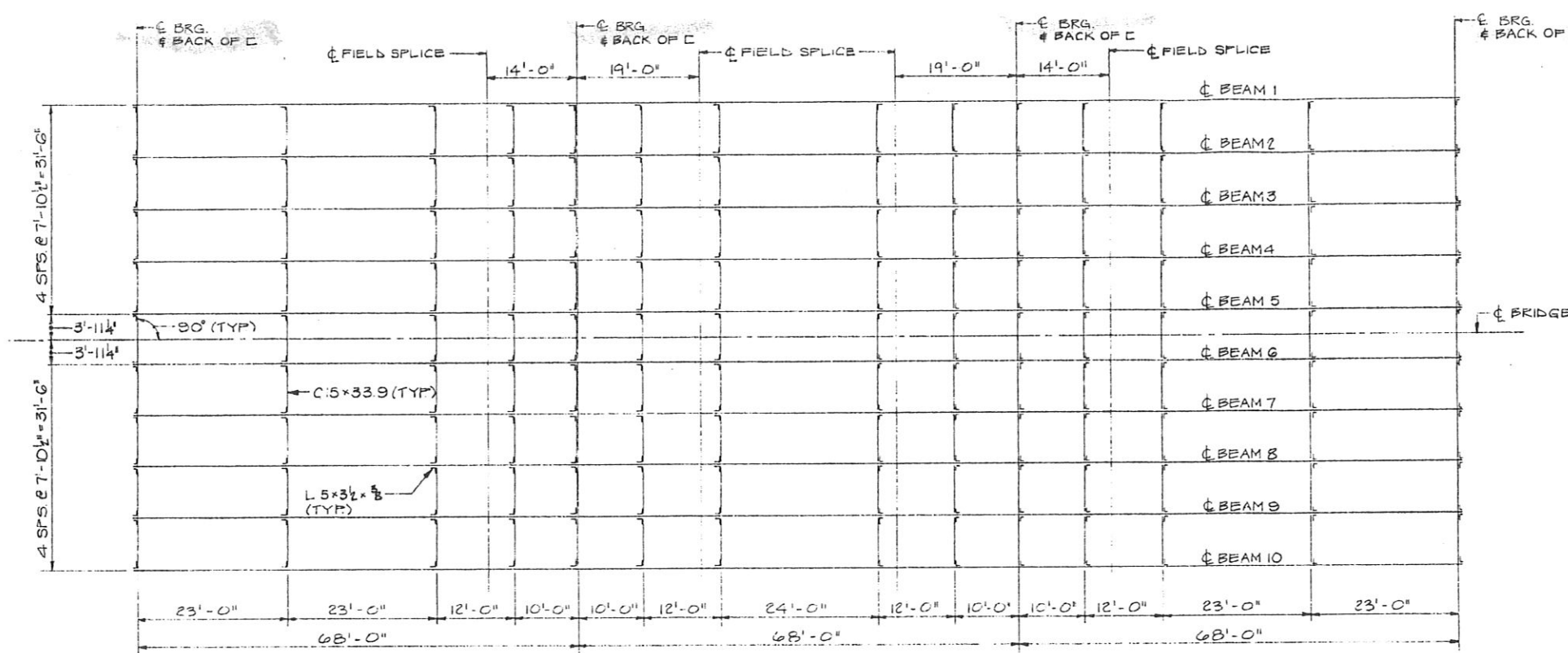


PIPE HANGER ASSEMBLY DETAIL

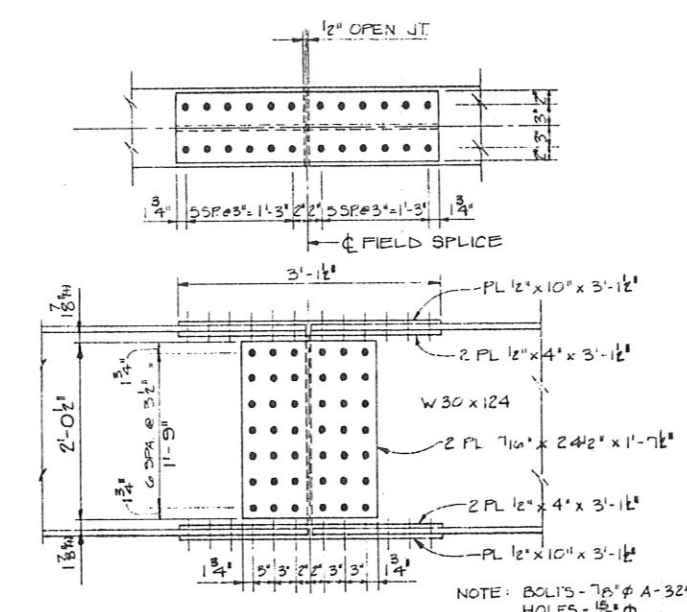
SCALE: 1" = 1'-0"

BIN # 014277

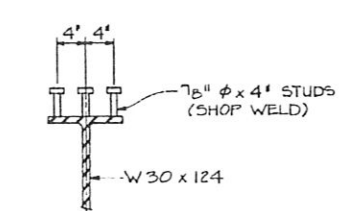
REVISIONS	CITY OF BIRMINGHAM DEPARTMENT OF ENGINEERING & CONSTRUCTION
	MAIN ACCESS ROAD BRIDGE NO. 1 STA. 195+72.20
	SUPERSTRUCTURE DETAILS
	Post, Buckley, Schuh & Jernigan, Inc.
	DATE: 4-86 SCALE: AS NOTED DESIGNED: J.W.B. DRAWN: J.W.B. CHECKED: J.W.B. SHEET: 4 OF 10



NOTE: ALL BEAMS TO BE W30x124
FRAMING PLAN
 SCALE: 3/32" = 1'-0"

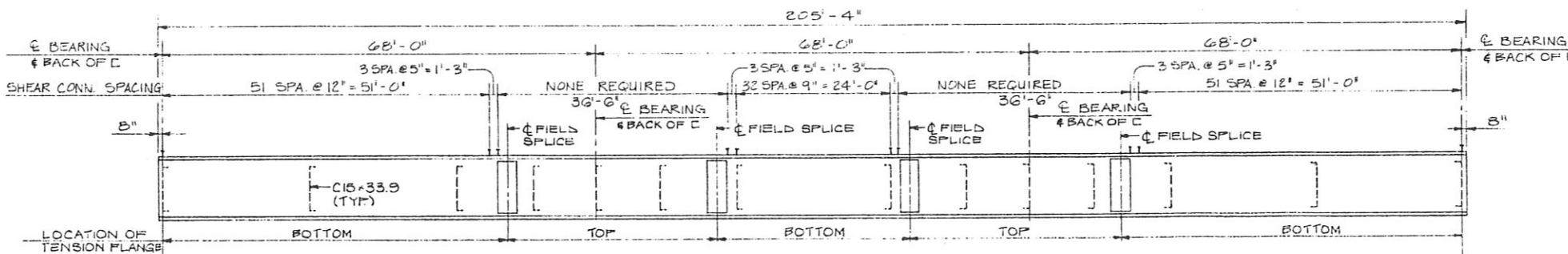


TYPICAL BOLTED SPLICE

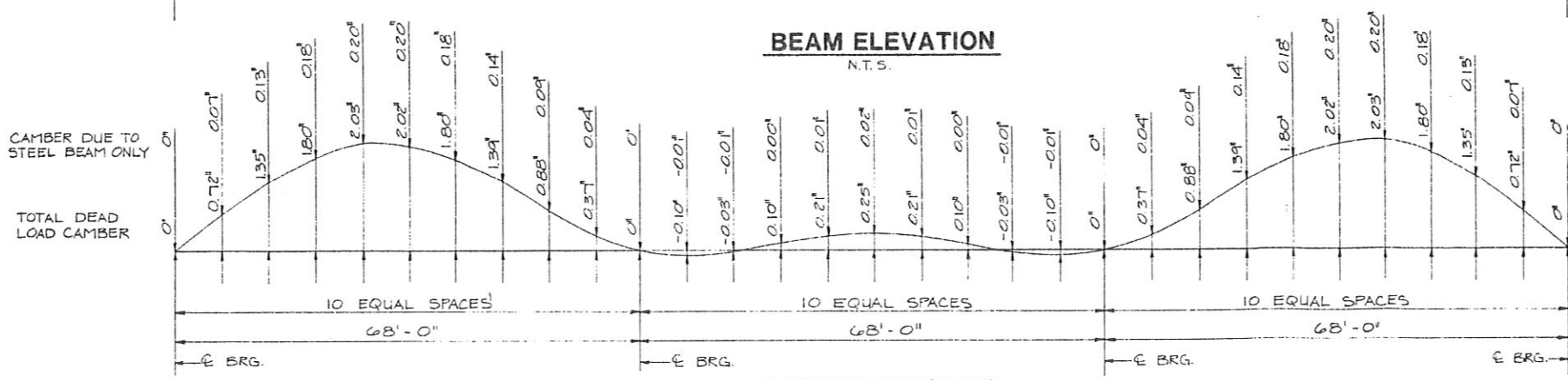


STUD DETAIL
 N.T.S.

NOTE: L5x3 1/2 x 3/8, C15x33.9 AND SHEAR STUDS MAY BE ASTM A-36 STEEL. NO WELDING TO TENSION FLANGE ALLOWED.



BEAM ELEVATION
 N.T.S.

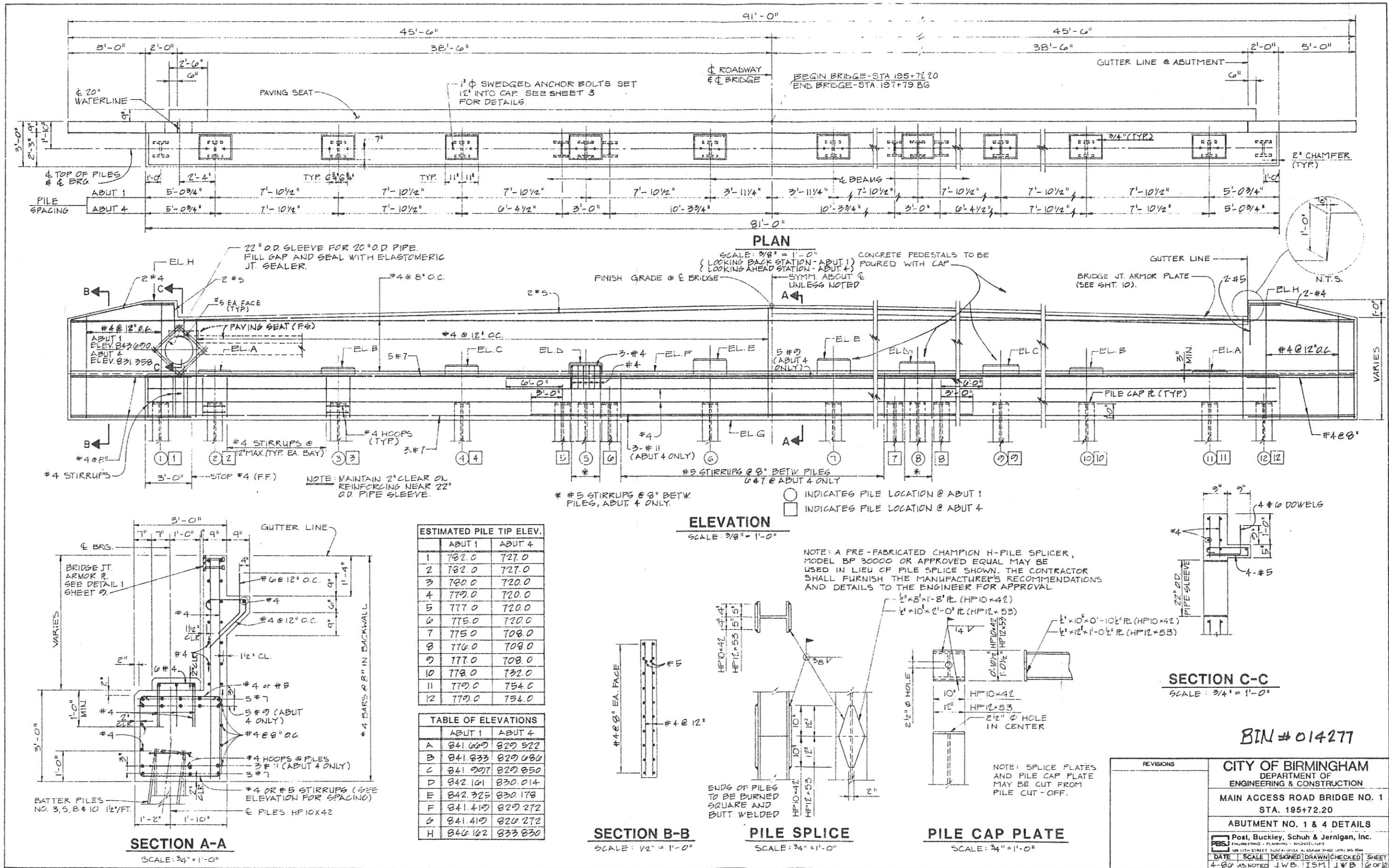


CAMBER DIAGRAM

NOTE: TOTAL DEAD LOAD CAMBER SHOWN SHALL BE INCREASED 10% TO COMPENSATE FOR DEFLECTION DUE TO CONCRETE SHRINKAGE. CAMBER IN THE SCREED SHALL BE ADJUSTED TO PROVIDE FOR THIS CAMBER. ALL BEAMS SHALL BE SHOP CAMBERED FOR FULL DEAD LOAD AND VERTICAL CURVE CURVATURE.

BIN#014277

REVISIONS		CITY OF BIRMINGHAM DEPARTMENT OF ENGINEERING & CONSTRUCTION	
		MAIN ACCESS ROAD BRIDGE NO. 1 STA. 195+72.20	
		SUPERSTRUCTURE DETAILS	
		Post, Buckley, Schuh & Jernigan, Inc.	
		ENGINEER: J.W.B. DATE: 4-80	
		DESIGNED: J.W.B. CHECKED: J.W.B. SHEET: 5 OF 10	



	ABUT 1	ABUT 4
1	782.0	727.0
2	782.0	727.0
3	780.0	720.0
4	779.0	720.0
5	777.0	720.0
6	775.0	720.0
7	775.0	708.0
8	776.0	708.0
9	777.0	708.0
10	778.0	732.0
11	779.0	754.0
12	779.0	754.0

	ABUT 1	ABUT 4
A	841.667	829.522
B	841.833	829.686
C	841.907	829.850
D	842.101	830.014
E	842.325	830.178
F	841.417	829.272
G	841.417	829.272
H	846.102	833.830

BIN # 014277

REVISIONS	

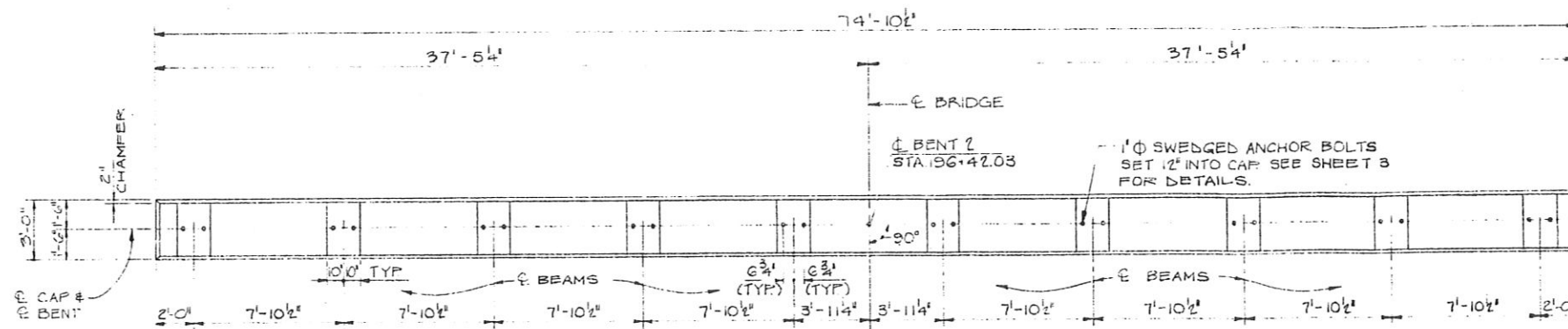
CITY OF BIRMINGHAM
DEPARTMENT OF
ENGINEERING & CONSTRUCTION

MAIN ACCESS ROAD BRIDGE NO. 1
STA. 195+72.20

ABUTMENT NO. 1 & 4 DETAILS

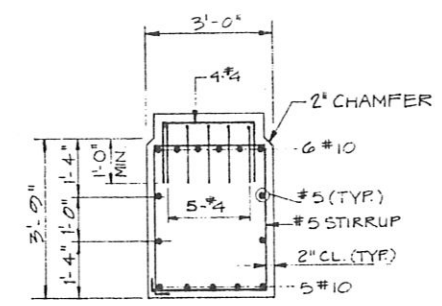
Post, Buckley, Schuh & Jernigan, Inc.
PLANNING - ARCHITECTURE
ENGINEERING - SURVEYING - GEOTECHNICAL

DATE: 4-8-80 SCALE: AS NOTED DESIGNED: JWB CHECKED: JWB SHEET: 4-80 AS NOTED JWB ITSM JWB 6 OF 10



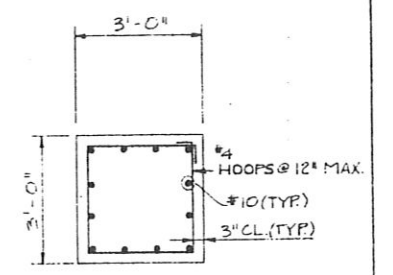
PLAN

SCALE: 1/4" = 1'-0"



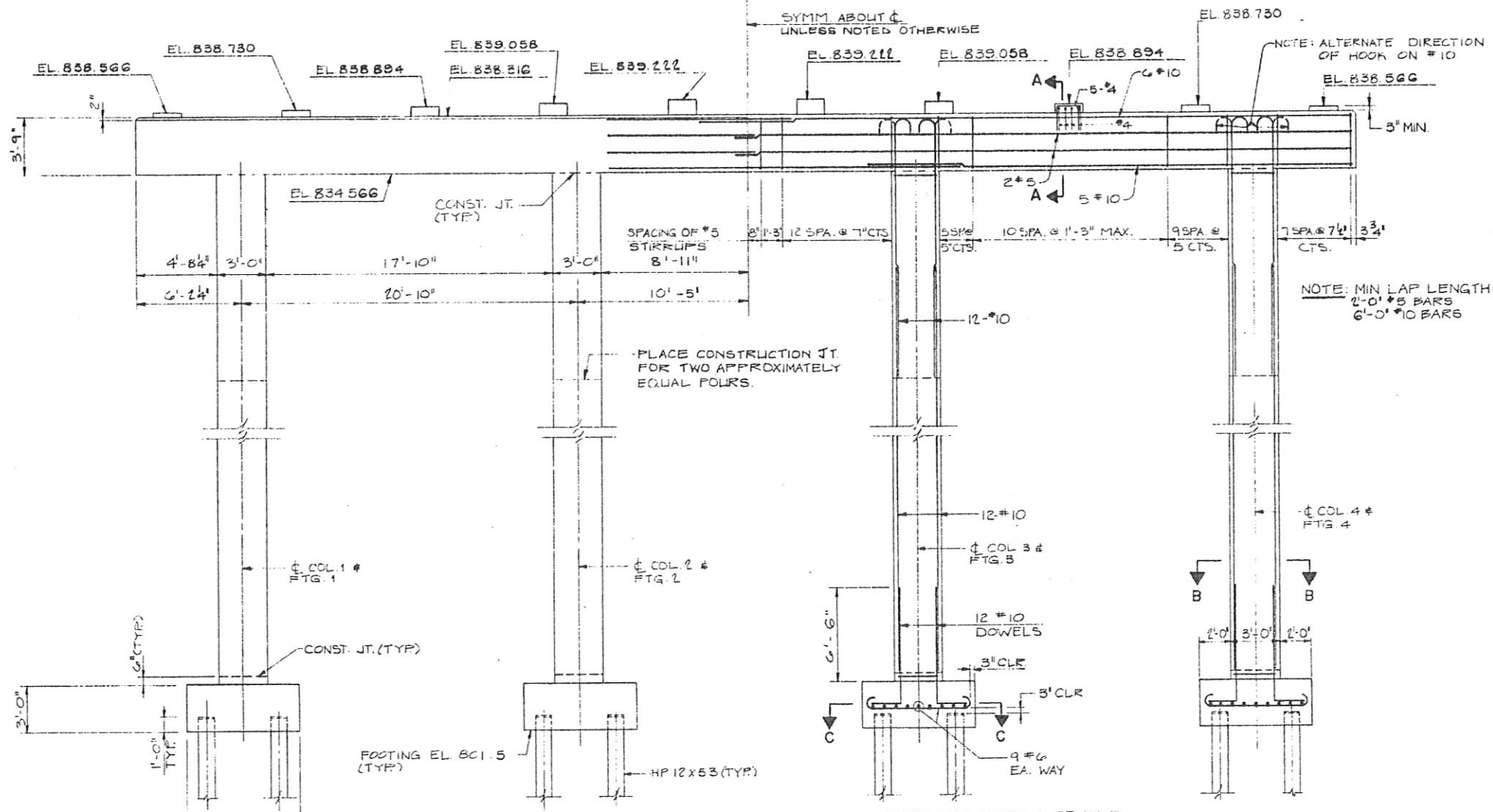
SECTION A-A

SCALE: 1/2" = 1'-0"



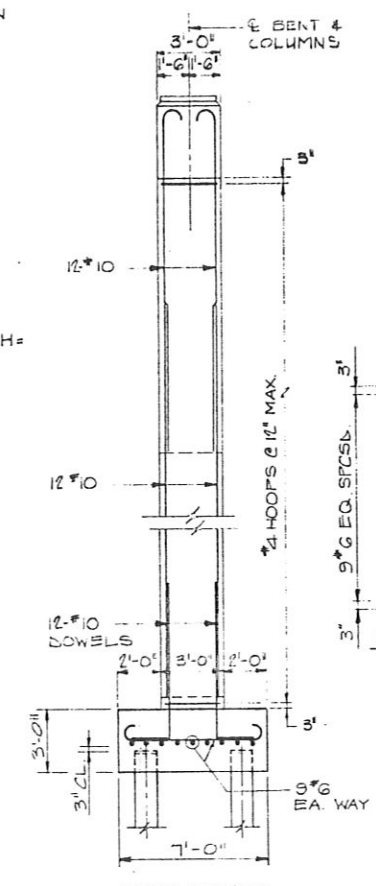
SECTION B-B

SCALE: 1/2" = 1'-0"



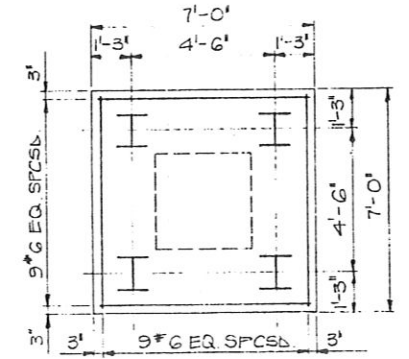
ELEVATION

SCALE: 1/4" = 1'-0"
(LOOKING IN DIRECTION OF STATIONING)



END VIEW

SCALE: 1/4" = 1'-0"



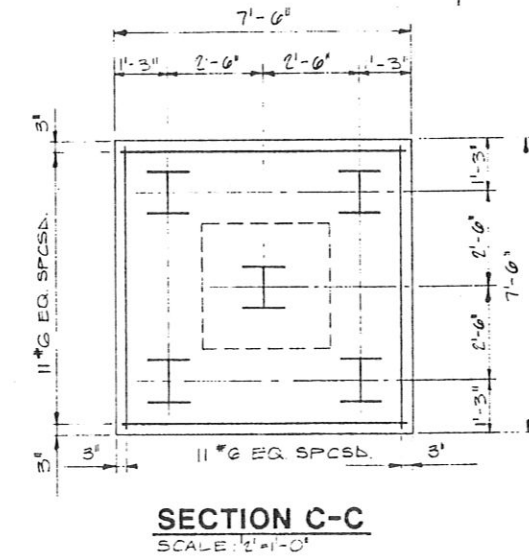
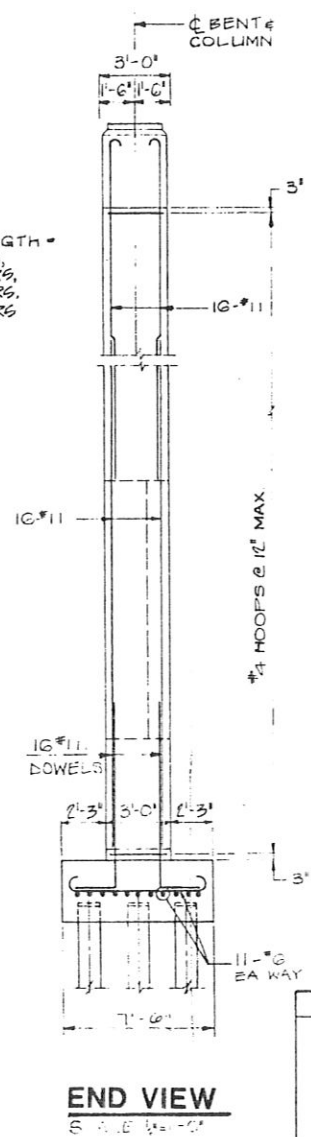
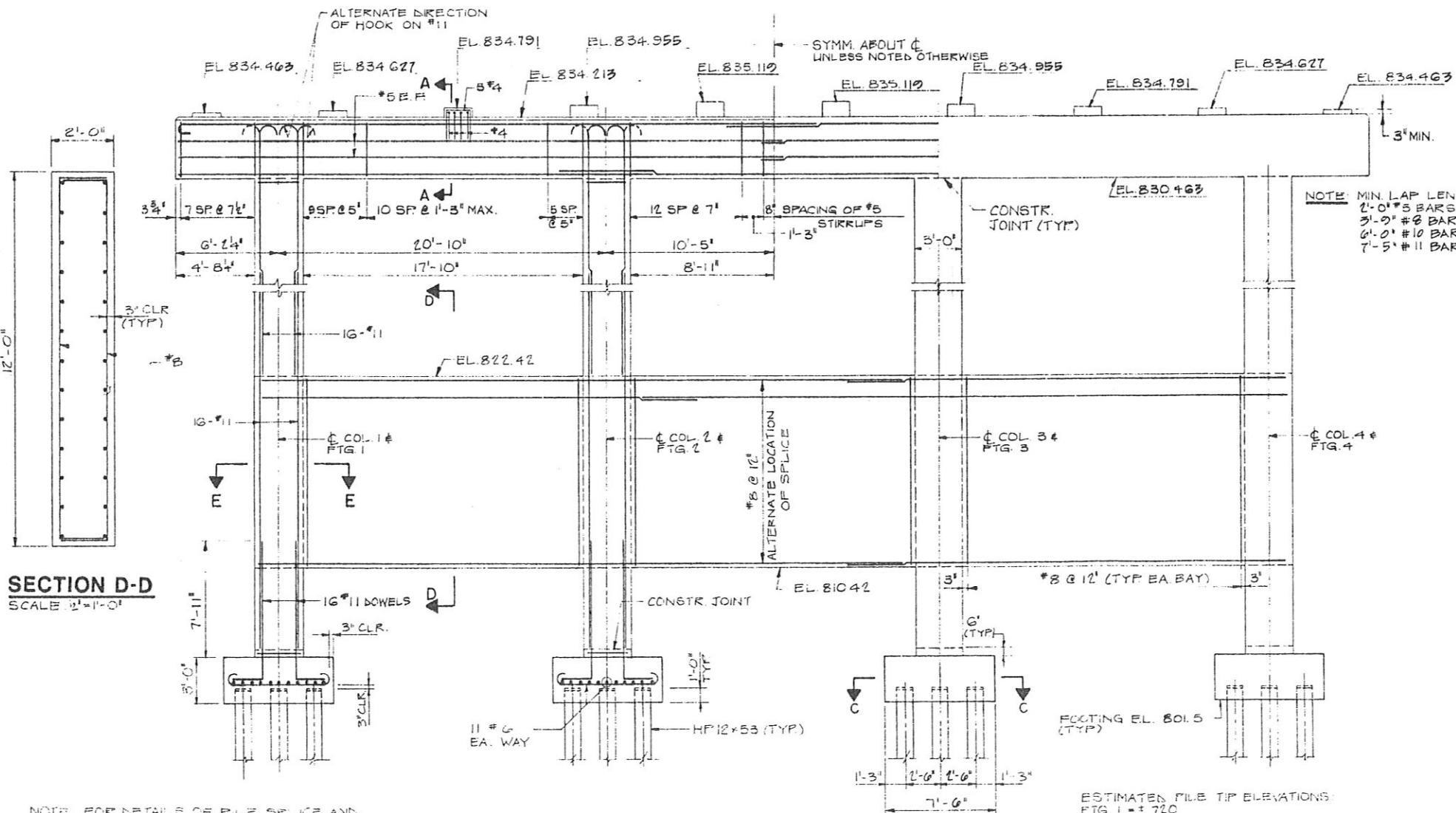
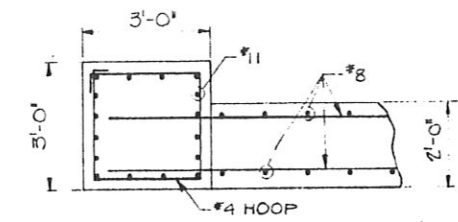
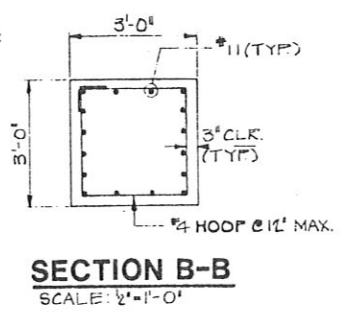
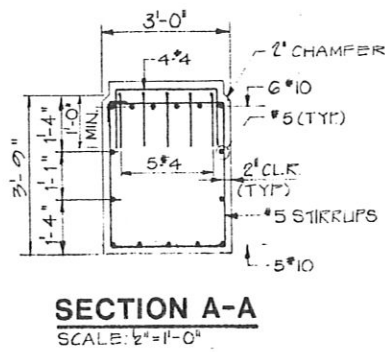
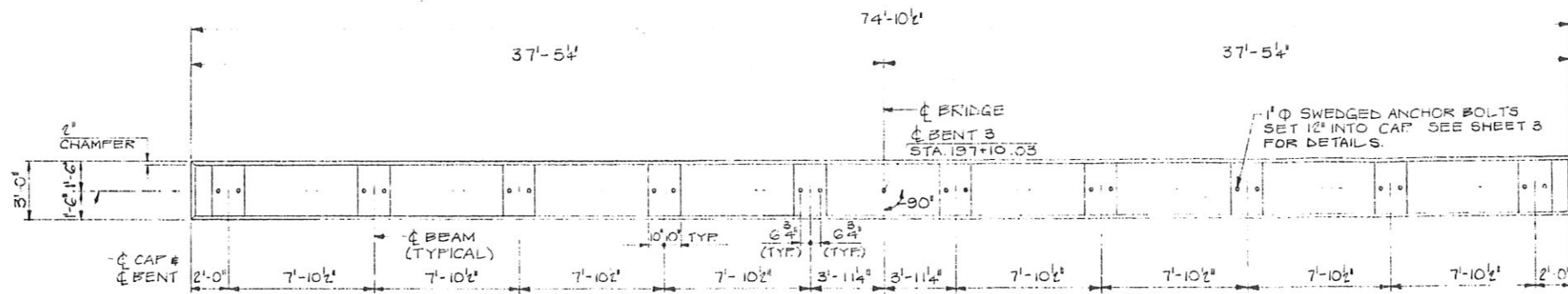
SECTION C-C

SCALE: 3/4" = 1'-0"

ESTIMATED PILE TIP ELEVATIONS:
 FTG. 1 = 785
 FTG. 2 = 783
 FTG. 3 = 781
 FTG. 4 = 781

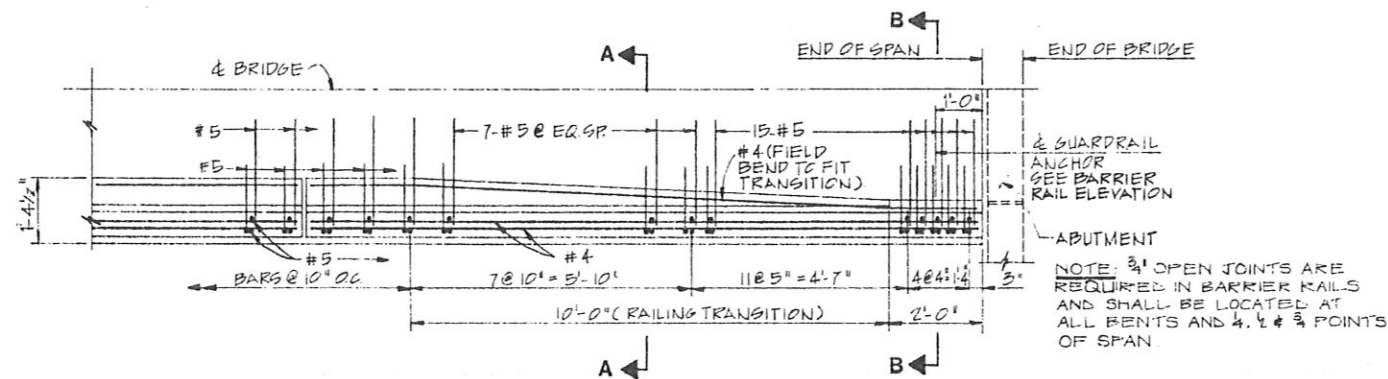
BIN#014277

REVISIONS	
CITY OF BIRMINGHAM DEPARTMENT OF ENGINEERING & CONSTRUCTION	
MAIN ACCESS ROAD BRIDGE NO. 1 STA. 195+72.20	
BENT NO. 2 DETAILS	
Post, Buckley, Schuh & Jernigan, Inc. ENGINEERING & ARCHITECTURE 100 11TH STREET, FLORENCE, ALABAMA 36603-0004	
DATE	SCALE
DESIGNED	DRAWN
CHECKED	SHEET
4-8-06	AS NOTED
J.W.B.	I.S.M.
J.W.B.	7 of 10

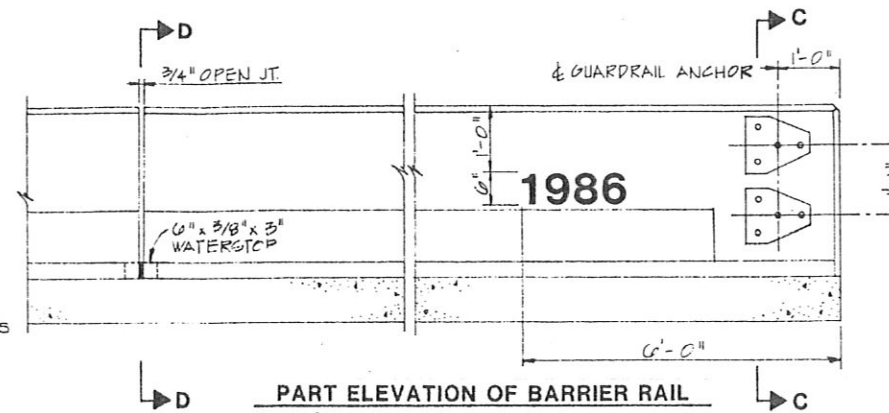


NOTE: FOR DETAILS OF PILE SPLICE AND PILE CAP EL., SEE SHEET 6

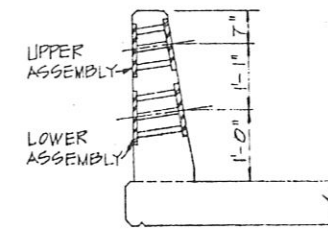
REVISIONS	CITY OF BIRMINGHAM DEPARTMENT OF ENGINEERING & CONSTRUCTION MAIN ACCESS ROAD BRIDGE NO. 1 STA. 195+72.20 BENT NO. 3 DETAILS
BIN # 014277	
Post, Buckley, Schuh & Jernigan, Inc. <small>ENGINEERING ARCHITECTURE INTERIOR DESIGN</small>	
DATE: SCALE: DESIGNED: DRAWN: CHECKED: SHEET:	
4-80 AS NOTED JWB SES JWB 15 of 10	



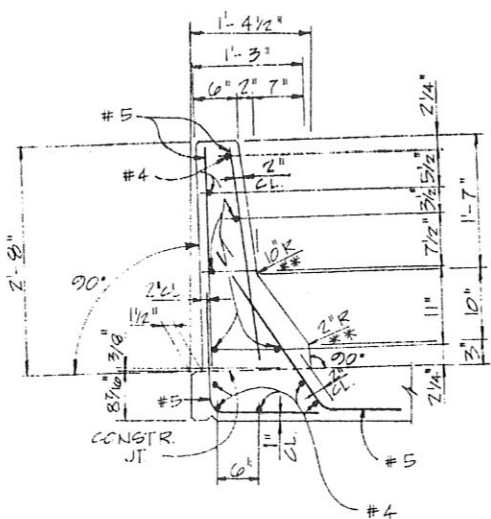
PART PLAN - BARRIER RAIL TRANSITION
N.T.S.



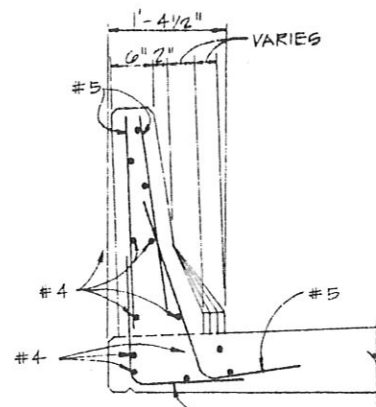
PART ELEVATION OF BARRIER RAIL
N.T.S.



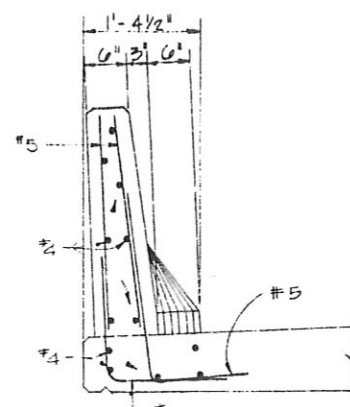
SECTION C-C
N.T.S.



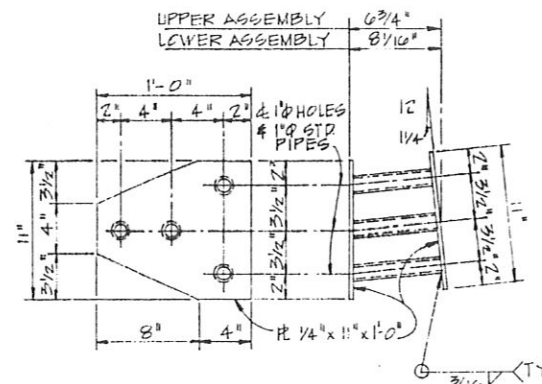
TYPICAL SECTION THRU BARRIER RAIL
SCALE: 1" = 1'-0"



SECTION A-A
SCALE: 1" = 1'-0"

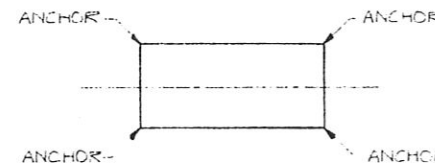


SECTION B-B
SCALE: 1" = 1'-0"



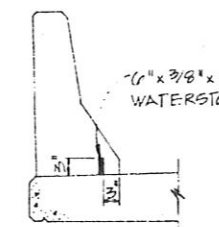
GUARDRAIL ANCHOR DETAIL
N.T.S.

NOTE:
3/4" OPEN JOINTS IN BARRIER RAIL TO BE SEALED WITH A 6" x 3/8" x 3" WATERSTOP. WATERSTOP MATERIAL SHALL CONFORM TO REQUIREMENTS OF SUB-ARTICLE 032.05 (D) OF THE STANDARD SPECIFICATIONS. WATERSTOP SHALL BE BONDED TO BRIDGE DECK WITH AN APPROVED ADHESIVE MEETING REQUIREMENTS OF SUB-ITEM 032.03(a)2. COST OF WATERSTOPS SHALL BE INCLUDED IN OTHER PAY ITEMS.



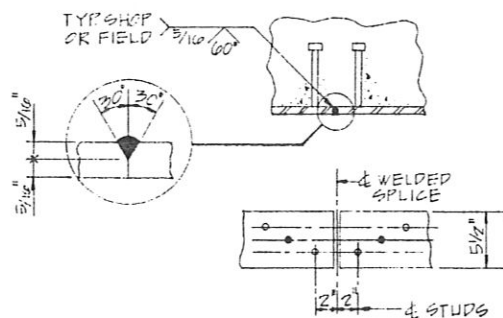
ANCHOR LOCATIONS
N.T.S.

NOTE: GUARDRAIL ANCHORS ARE REQUIRED AT BOTH ENDS OF BRIDGE, AS SHOWN. PLATES TO BE ASTM A36 STEEL. PIPES TO BE ONE (1) INCH 9 STANDARD WEIGHT STEEL GALVANIZE COMPLETE GUARDRAIL ANCHOR AFTER FABRICATION IN ACCORDANCE WITH ASTM A153. ATTACH SECURELY TO FORMS TO ASSURE THAT EXPOSED FACES ARE FLUSH WITH CONCRETE FACES OF BARRIER RAIL. COST OF GUARDRAIL ANCHORS SHALL BE INCLUDED IN OTHER PAY ITEMS.



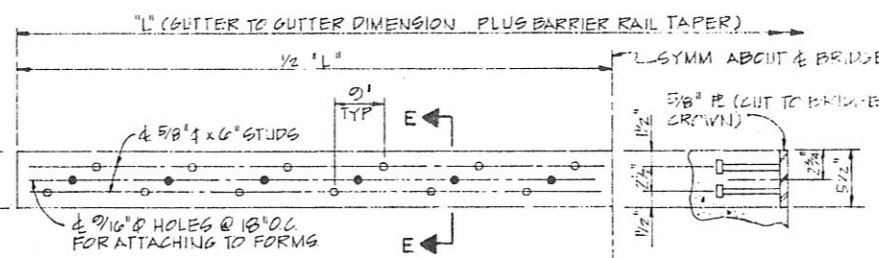
SECTION D-D
N.T.S.

NOTE:
THE FOLLOWING FIELD WELDS MAY BE MADE BY AN ELECTRIC ARC WELDER WHO DEMONSTRATES TO THE PROJECT ENGINEER THAT HE IS A PROFICIENT WELDER:
1. PILE CAP PLATES.
2. FIELD SPLICES IN BRIDGE JOINT ARMOR PLATES.
THIS WELDER IS NOT REQUIRED TO HAVE A QUALIFICATION CARD ISSUED BY THE ALABAMA HIGHWAY DEPARTMENT. ALL OTHER FIELD WELDS SHALL BE PERFORMED BY WELDERS WHO HAVE CURRENT ALABAMA HIGHWAY DEPARTMENT WELDERS QUALIFICATION CARDS. FOR DETAILS OF PILE CAP PLATES SEE SHT 6.



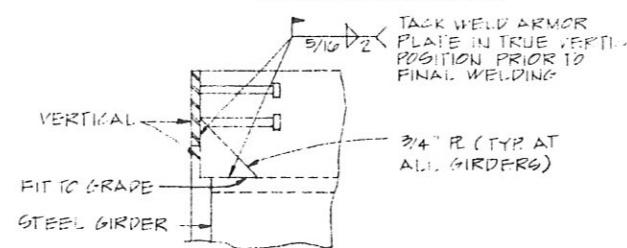
WELDED SPlice DETAILS
N.T.S.

NOTE: WHERE WELDED SPlice IS USED, PLACE ONE (1) STD BAR EACH SIDE OF WELDED SPlice & AS SHOWN.



TYPICAL ELEVATION
N.T.S.

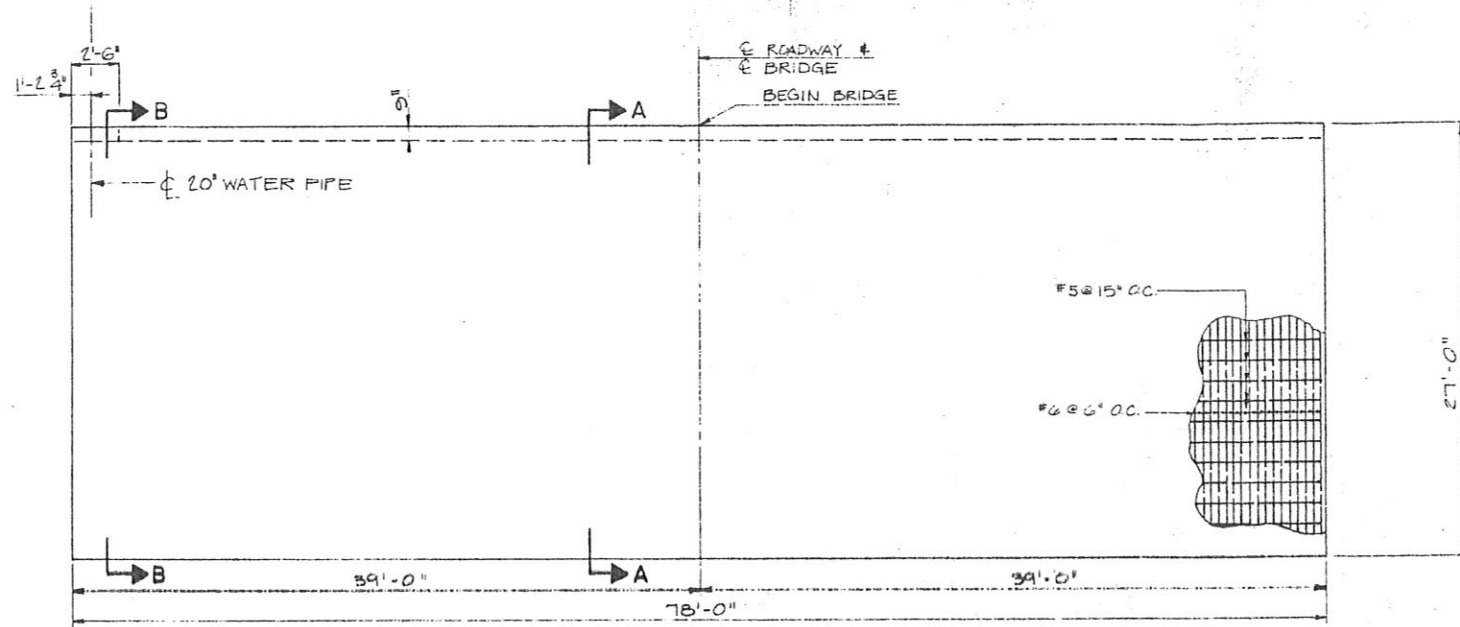
BRIDGE JOINT ARMOR PLATE
N.T.S.
WEIGHT OF PLATE = 117 LB/FT.
WEIGHT OF 5/8" x 6" STUD = 253 LBS EACH



ARMOR PLATE CONNECTION DETAIL
N.T.S.

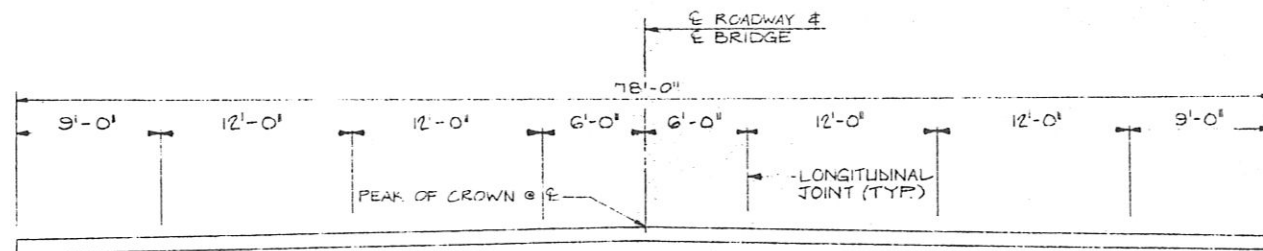
BIN #014277

REVISIONS	CITY OF BIRMINGHAM DEPARTMENT OF ENGINEERING & CONSTRUCTION MAIN ACCESS ROAD BRIDGE NO. 1 STA 195-72.20 MISCELLANEOUS DETAILS
	Post, Buckley, Schuh & Jernigan, Inc. DESIGNED [] DRAWN [] CHECKED [] SHEET [] OF [] DATE [] SCALE []



PLAN BRIDGE END SLAB

SCALE: 3/16" = 1'-0"



TYPICAL SECTION BRIDGE END SLAB

SCALE: 3/16" = 1'-0"

NOTES:

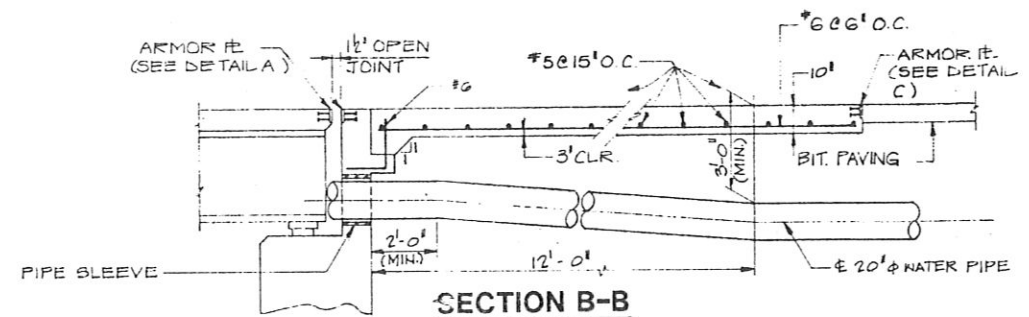
IF HE ELECTS THE CONTRACTOR MAY POUR THE BRIDGE END SLABS IN ONE POUR. IF POURED IN ONE POUR, THE TRANSVERSE BARS SHALL BE CONTINUOUS ACROSS LONGITUDINAL JOINTS AND SLAB. IT IS DESIRABLE FOR TRANSVERSE BARS TO CROSS SLAB IN ONE LENGTH WHEN FEASIBLE. WHEN NECESSARY TO USE MORE THAN ONE (1) BAR ACROSS SLAB, LAPS SHALL BE 20" LONG FOR NO. 4 BARS AND 25" LONG FOR NO. 5 BARS. ALL LAPS SHALL BE WELL STAGGERED THROUGHOUT THE SLAB AND SHALL BE TIED WITH TWO (2) WIRE TIES. LONGITUDINAL JOINTS SHALL BE SAWED.

WHEN ROADWAY PAVEMENT IS BITUMINOUS, THE FINISHED CROWN OF BRIDGE END SLAB SHALL CONFORM TO CROWN OF BRIDGE. TRANSITION FROM NORMAL CROWN OF BITUMINOUS PAVEMENT TO CROWN OF BRIDGE END SLAB SHALL BE MADE IN A DISTANCE OF 100 FT.

ARMOR PLATE AND SEAL ELEMENTS LOCATED AT BRIDGE AND BRIDGE END SLAB WILL BE FURNISHED BY THE BRIDGE CONTRACTOR. THE ARMOR PLATES AND SEAL ELEMENTS THAT ARE REQUIRED BETWEEN THE BRIDGE END SLAB AND PAVEMENT SHALL BE FURNISHED BY THE BRIDGE CONTRACTOR. THE COST OF MATERIAL FOR ROADWAY JOINTS AND INSTALLATION OF THESE SHALL BE ABSORBED IN THE UNIT PRICE BID FOR BRIDGE END SLABS.

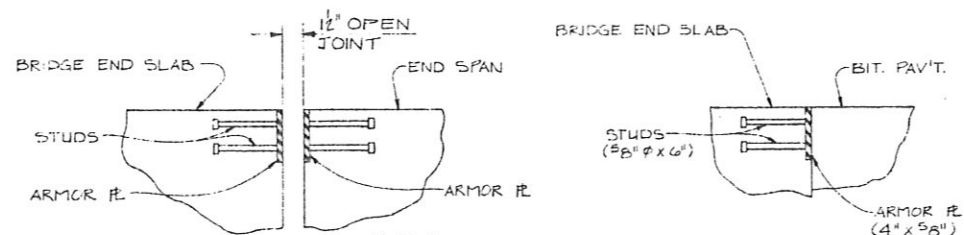
THE ARMOR PLATES AT BRIDGE END JOINTS SHALL BE MATCHMARKED AND PARTICULAR CARE SHALL BE TAKEN TO INSURE THE PROPER ARMOR PLATES ARE USED IN THE JOINTS.

LONGITUDINAL JOINTS TO BE KEYPED IF SLABS ARE POURED LANE AT A TIME. DEFORMED TIE BARS OR #5 HOOK BOLTS ACROSS JOINTS SHALL CORRESPOND TO SPACING SHOWN FOR TRANSVERSE STEEL PLACEMENT.



SECTION B-B

N.T.S.

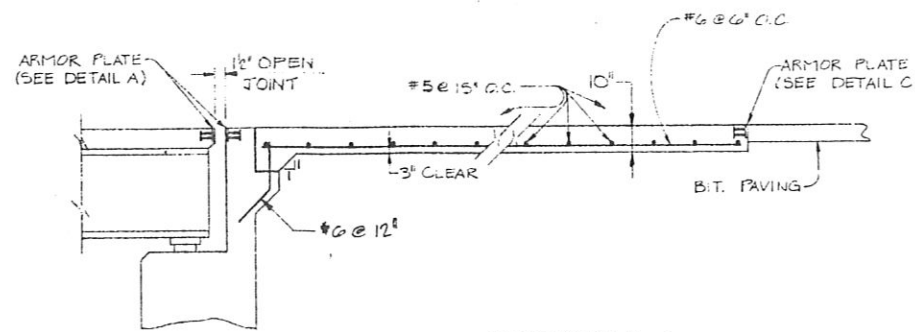


DETAIL A

NO SCALE

DETAIL C

NO SCALE



SECTION A-A

NO SCALE

NOTE:

FOR DETAILS OF PAVING SEAT, SEE SH. 9.

BIN #014277

REVISIONS	CITY OF BIRMINGHAM DEPARTMENT OF ENGINEERING & CONSTRUCTION
	MAIN ACCESS ROAD BRIDGE NO. 1 STA. 195+72.20
	BRIDGE END SLAB DETAILS
	Post, Buckley, Schuh & Jernigan, Inc.
	DATE: SCALE: DESIGNED: DRAWN: CHECKED: SHEET
	4-96 AS NOTED: J.W.B. J.S.M. J.W.B. 100-12