

BRIDGE CONSISTS OF

- 1 - 3 SPAN PLATE GIRDER CONTINUOUS UNIT ----- SPECIAL DESIGN  
(115'-0", 185'-0", 115'-0")
- 2 - PSC PILE END BENTS ----- SPECIAL DESIGN
- 2 - CONCRETE INTERMEDIATE BENTS ----- SPECIAL DESIGN
- 2 - END POST AND GUARDRAIL ATTACHMENT DETAIL ----- GA. STD. 3054 (9-30-02)  
(L = 4'-0" W = 1'-1" H = 2'-8")
- SQUARE PRESTRESSED CONCRETE PILES ----- GA. STD. 3215 (2-22-84)
- BAR BENDING DETAILS ----- GA. STD. 3901 (8-69)
- TYPICAL FILL DETAIL AT END OF BRIDGE ----- GA. STD. 9037 (9-99)

TRAFFIC DATA

- TRAFFIC ----- ADT = 3,816 (2010)  
ADT = 7,125 (2030)
- DESIGN SPEED ----- 35 MPH
- TRUCKS ----- 4 %
- 24 HR TRUCKS ----- 6 %

UTILITIES

NONE

GENERAL NOTES

- SPECIFICATIONS - GEORGIA STANDARD SPECIFICATIONS, 2001 EDITION, AND 2008 SUPPLEMENTAL SPECIFICATIONS AS MODIFIED BY CONTRACT DOCUMENTS.
- REINFORCING STEEL - PLACE AND TIE ALL REINFORCING STEEL IN ACCORDANCE WITH THE GEORGIA DOT SPECIFICATIONS. DO NOT WELD REINFORCING STEEL.
- CHAMFER - CHAMFER ALL EXPOSED CONCRETE EDGES 3/4" UNLESS OTHERWISE NOTED.
- RAILROAD SIDE DITCHES - PRIOR TO THE BEGINNING OF CONSTRUCTION, CLEAN THE RAILROAD SIDE DITCHES IN THE CONSTRUCTION AREA IN SUCH A MANNER AS TO PROVIDE POSITIVE DRAINAGE. MAINTAIN THE RAILROAD SIDE DITCHES FREE OF SILT AND DEBRIS UNTIL FINAL ACCEPTANCE. SEE ROADWAY PLANS FOR EROSION CONTROL AND PAYMENT.
- PROTECTIVE PLATFORMS - PROVIDE PROTECTIVE PLATFORMS AT THIS SITE, SEE SECTION 510 OF THE GEORGIA DOT SPECIFICATIONS. MAINTAIN A MINIMUM VERTICAL CLEARANCE OF 22'-0" ABOVE NORFOLK SOUTHERN RAILWAY.
- TEMPORARY SHORING - INCLUDE THE COST OF TEMPORARY SHORING AS NECESSARY FOR BRIDGE CONSTRUCTION IN THE OVERALL BID SUBMITTED.
- WAITING PERIOD - DO NOT BEGIN WORK AT END BENTS 1 AND 4 UNTIL THE COMPLETED END FILLS HAVE BEEN IN PLACE FOR AN ESTIMATED PERIOD OF 30 DAYS.
- FOOTING ELEVATIONS - DO NOT LOWER THE FOOTING ELEVATIONS, AS SHOWN ON THE PLANS, MORE THAN 3'-0" WITHOUT APPROVAL OF THE STATE BRIDGE ENGINEER.
- PLAN DRIVING OBJECTIVE - SEE SUBSTRUCTURE DETAILS.
- PILE DRIVING - SHOULD PILES FAIL TO OBTAIN DRIVING RESISTANCE AFTER ACHIEVING THE ELEVATIONS SHOWN, ALLOW PILES TO FREEZE A MINIMUM OF 24 HOURS AND RESTRIKE WITH A WARM HAMMER.

BENT NUMBER	PILE TIP ELEVATION
1	317.00
4	322.00

GENERAL NOTES CONTINUED

- TEST PILES - DRIVE TEST PILES AT THE FOLLOWING LOCATIONS:  
ONE 14 IN SQ PSC X 42 FT AT BENT 1 LEFT  
ONE 14 IN SQ PSC X 35 FT AT BENT 4 RIGHT
- ANCHOR BOLTS - PLACE ANCHOR BOLTS IN FORMED 3" DIAMETER X 1'-3" DEEP HOLES AND SET AS PER SUB-SECTION 501.3.05.B.3 OF THE GEORGIA DOT SPECIFICATIONS. SUBSTITUTE EPOXY RESIN ADHESIVE, TYPE VIII (SEE SUBSECTION 886.2.01.A.I) FOR NONSHRINKING GROUT. STIRRUPS MAY BE SHIFTED SLIGHTLY TO CLEAR ANCHOR BOLT HOLES.
- ABUTMENT SOIL REINFORCING DEVICE INSERTS - INCLUDE THE COST OF FURNISHING AND INSTALLING INSERTS FOR SOIL REINFORCING DEVICES AT ABUTMENT IN THE OVERALL BID SUBMITTED.
- FILL SETTLEMENT - PROTECT PILES DRIVEN AT BENT 4 FROM NEGATIVE SKIN FRICTION WHEN USED IN CONJUNCTION WITH MECHANICALLY STABILIZED EARTH WALLS, SEE SECTION 551 OF THE GEORGIA DOT SPECIFICATIONS. DRIVE PILES AT END BENTS BEFORE WALL LEVELING PADS ARE CONSTRUCTED.
- GROOVED CONCRETE - GROOVE THE ENTIRE LENGTH OF THE BRIDGE TRANSVERSELY AS PER SUBSECTION 500.3.05.T.9.C OF THE GEORGIA DOT SPECIFICATIONS.
- RIDING QUALITY - THE FINISHED BRIDGE DECK AND APPROACH SLABS SHALL MEET THE RIDE QUALITY REQUIREMENTS AS SPECIFIED IN SUB-SECTION 500.3.06.E OF THE GEORGIA DOT SPECIFICATIONS FOR STATE ROUTES WITH FOUR LANES OR MORE.
- CHARPY V-NOTCH TEST - ALL COMPONENTS OF ALL PLATE GIRDERS, AND ALL CROSS FRAMES AND GUSSETS ARE MAIN LOAD CARRYING MEMBERS SUBJECT TO TENSILE STRESS AND SHALL MEET THE CHARPY V-NOTCH TEST REQUIREMENTS AS SPECIFIED BY SECTION 851 OF THE GEORGIA DOT SPECIFICATIONS.
- WELDING - ALL WELDING ON GEORGIA DOT PROJECTS SHALL BE PERFORMED BY CERTIFIED WELDERS THAT HAVE IN THEIR POSSESSION A CURRENT WELDING CERTIFICATION CARD ISSUED BY THE OFFICE OF MATERIALS AND RESEARCH. USE ONLY E70XX (EXCLUDING E7014 AND E7024) LOW HYDROGEN ELECTRODES FOR MANUAL SHIELDED METAL ARC WELDING.
- PAINT - CLEAN AND PAINT ALL STRUCTURAL STEEL AS PER SECTION 535 OF THE GEORGIA DOT SPECIFICATIONS.
- INCIDENTAL ITEMS - INCLUDE THE COST INCIDENTAL TO THE WORK THAT IS NOT SPECIFICALLY COVERED BY THE GEORGIA STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND/OR SPECIAL PROVISIONS IN THE OVERALL BID SUBMITTED. THIS INCLUDES THE COST OF WATERPROOFING, JOINT FILLERS, AND OTHER INCIDENTAL ITEMS NECESSARY TO COMPLETE THE WORK.

ERECTION NOTES

- THE STRUCTURAL STEEL SHALL BE SUPPORTED DURING ERECTION IN ITS CAMBERED POSITION. A MINIMUM OF ONE TEMPORARY BENT SHALL BE USED IN EACH OF SPANS 1 AND 3, AND TWO TEMPORARY BENTS IN SPAN 2. THE CONTRACTOR AND/OR FABRICATOR SHALL DETERMINE THE OPTIMUM LOCATION TO MEET THE ABOVE REQUIREMENTS.
- TEMPORARY BENTS SHALL PROVIDE BEARING AT GUSSET PLATE LOCATIONS.
- TEMPORARY BENTS SHALL REMAIN IN PLACE UNTIL ALL CROSSFRAMES ARE IN PLACE AND ALL WELDING HAS BEEN COMPLETED. REMOVE TEMPORARY BENTS PRIOR TO POURING DECK.
- THE CONTRACTOR'S ERECTION PLAN SHALL INCLUDE A METHOD OF FALSE BENT REMOVAL THAT WILL UNIFORMLY APPLY THE STRUCTURAL STEEL WEIGHT TO THE BRIDGE CROSSFRAMES.
- THE CONTRACTOR MAY SUBMIT ALTERNATE ERECTION METHODS. PLANS FOR SUCH ERECTION METHODS SHALL BE APPROVED BY THE ENGINEER.
- PLANS FOR TEMPORARY BENTS, ERECTION SEQUENCE, AND TEMPORARY BENT REMOVAL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.
- TEMPORARY BENTS SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF GEORGIA.
- DURING THE GIRDER ERECTION PROCEDURE, THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING LATERAL BRACING AND OTHER MEANS OF SUPPORT, IF REQUIRED, TO ENSURE STABILITY OF THE GIRDERS, AVOID UPLIFT OF THE GIRDERS AT THE FALSE BENTS, AND MAINTAIN PLUMBNESS OF THE GIRDER WEBS.

DESIGN DATA

- SPECIFICATIONS ----- AASHTO 2002  
(DESIGNED FOR SEISMIC PERFORMANCE CATEGORY A)
- TYPICAL HS20-44 AND/OR MILITARY LOADING ----- IMPACT ALLOWED
- FUTURE PAVING ALLOWANCE ----- 30 LBS PER SQ FT
- CONCRETE: SUPERSTRUCTURE ----- CLASS AA, f<sub>c</sub> = 3,500 PSI  
SUBSTRUCTURE ----- CLASS AA, f<sub>c</sub> = 3,500 PSI
- STRUCTURAL STEEL BEAMS ----- LOAD FACTOR DESIGN
- REINFORCEMENT STEEL: ----- GRADE 60, f<sub>y</sub> = 60,000 PSI

SUMMARY OF QUANTITIES

PAY ITEM NUMBER	QUANTITY	UNIT	PAY ITEM
211-0200	494	CY	BRIDGE EXCAVATION, GRADE SEPARATION
441-0004	205	SY	CONC SLOPE PAV, 4 IN
449-1800	2	EA	ELASTOMERIC PROFILE BRIDGE JOINT SEALS, BR NO - 5 (56)
500-0100	1151	SY	GROOVED CONCRETE
500-1006	LUMP	LS	SUPERSTR CONCRETE, CL AA, BR NO - 5 (322)
500-2100	841	LF	CONCRETE BARRIER
500-3002	344	CY	CLASS AA CONCRETE
501-3000	LUMP	LS	STR STEEL, BR NO - 5 (774024) <sup>Δ</sup>
511-1000	48916 <sup>Δ</sup>	LB	BAR REINF STEEL
511-3000	LUMP	LS	SUPERSTR REINF STEEL, BR NO - 5 (102296)
520-2214	560	LF	PILING, PSC, 14 IN SQ
520-3214	2	EA	TEST PILE, PSC, 14 IN SQ
520-4214	1	EA	LOAD TEST, PSC, 14 IN SQ (IF REQD)
581-1000	LUMP	LS	POT BEARING, BR NO - 5 (8)

RAILROAD REQUIREMENTS

- TEMPORARY SHORING - PROVIDE SHORING PROTECTION WHEN EXCAVATING FOR STRUCTURAL COMPONENTS ADJACENT TO ACTIVE RAILROAD SITES. SEE "SPECIAL PROVISION FOR PROTECTION OF RAILWAY INTERESTS" FOR DETAILS.
- ERECTION PROCEDURE - PROVIDE AN ERECTION PROCEDURE SUBMITTAL WHEN ERECTING THE SPANS OVER ACTIVE RAILROAD TRACKS. SEE "SPECIAL PROVISION FOR PROTECTION OF RAILWAY INTERESTS" FOR DETAILS.

BRIDGE NO. 5



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SUITE 220, 2 SUN COURT  
NORCROSS, GEORGIA 30092-2865

GEORGIA  
**DEPARTMENT OF TRANSPORTATION**  
PRECONSTRUCTION DIVISION-OFFICE OF BRIDGE DESIGN

GENERAL NOTES  
RAMP B OVER NORFOLK SOUTHERN RAILWAY  
BIBB COUNTY STP00-0000-00(566)

NO SCALE FEBRUARY 2012

DRAWING NO. 35 - 70	DESIGNED JSS	CHECKED DLS	REVIEWED WMD/WEI
BRIDGE SHEET B5 - 2 OF 18	DRAWN KAC	DESIGN GROUP SWW	APPROVED BFR

DATE	12/15/2014
BY	
REVISIONS	
QTY	