

GENERAL NOTES

GENERAL SPECIFICATIONS:

Florida Department of Transportation Standard Specifications for Road and Bridge Construction (XXXX edition) and Supplements thereto.

DESIGN SPECIFICATIONS:

American Association of State Highway and Transportation Officials (AASHTO) LRFD Bridge Design Specifications (XXXX edition) and approved Interims.

FDOT Structures Design Guidelines (January/July 20XX)

ENVIRONMENT:

Superstructure - [Slightly/Moderately/Extremely] Aggressive

Substructure - Concrete: [Slightly/Moderately/Extremely] Aggressive
Steel: [Slightly/Moderately/Extremely] Aggressive

FUTURE WEARING SURFACE:

Design Includes allowance for 15 lb/sf.

CONCRETE:

All concrete shall be in accordance with Section 346.

Concrete Class	Min. 28-day Compressive Strength (ksi)	Location of Concrete In Structure
XX	f'c = XX.0	CIP Traffic Railing Barrier
XX	f'c = XX.0	CIP Superstructure
XX (Bridge Deck)	f'c = XX.0	CIP Approach Slabs

CONCRETE COVER: [Depends on Environmental Classification]

CIP superstructure = X in. (Typical except as noted)

CIP substructure = X in. for external surfaces cast against earth
= X in. for other external surfaces

Concrete covers shown in the plans do not include placement and fabrication tolerances unless shown as "minimum cover". See FDOT Standard Specifications for allowable tolerances.

REINFORCING STEEL:

All reinforcing steel shall be ASTM A615, Grade 60.

APPLIED FINISH COATING:

A Class IV Finish Coating shall be applied to the portions of the structures shown on the Surface Finish Detail.

PLAN DIMENSIONS:

All dimensions in these plans are measured in inches either horizontally or vertically unless otherwise noted.

UTILITIES:

For locations of existing utilities, see Plan and Elevation Sheets X-X, X-X, and X-X.

SCREEDING DECK SLABS:

The riding surface of the bridge decks shall be screeded to the Finish Grade Elevations which already include allowance for permanent camber. Bridge decks shall be screeded to the line and grade to match the existing deck surface elevations and cross slope.

FINISHING DECK SLABS:

The deck slabs and approach slabs shall be finished with a "broomed finish" similar to the existing deck slabs. The deck slabs and approach slabs shall not be grooved.

STAY IN PLACE DECK FORMS:

Stay in place deck forms will not be permitted on this project.

or

Design Includes allowance for 20 lb/sq.ft. over the projected plan area of the metal forms for the unit weight of metal forms and concrete required to fill the form flutes. Stay-in-place metal forms to be detailed to clear top lateral bracing of box girder.

JOINTS IN CONCRETE:

Construction joints will be permitted only at locations indicated on the plans. Additional construction joints or alterations to those shown shall require approval of the Engineer. All contacting surfaces between old and new concrete shall be cleaned by water blasting. The contacting surfaces shall be coated with an approved epoxy bonding compound in accordance with the Specifications immediately prior to casting the new concrete adjacent to existing concrete. The epoxy bonding compound shall be applied in a manner that minimizes the elapsed time between application and the casting of the adjacent new concrete. The use of other methods not utilizing epoxy bonding compound will require the prior approval of the Engineer.

DIMENSION VERIFICATION:

The dimensions, elevations and intersection angles shown are based on information as detailed in the Original Construction Plans of the existing bridges (unless noted otherwise), and may not represent the as-built conditions. It is the Contractor's responsibility to verify this data before beginning construction.

STABILITY OF END BENTS:

The Contractor shall be responsible for maintaining the stability of the end bents during construction phases.

MAINTENANCE OF TRAFFIC:

[Insert specific MOT notes for the project].

CONSTRUCTION OVER TRAFFIC:

The following construction activities shall not be allowed over traffic:

- Girder placement.
- Deck form placement and removal.
- Concrete deck placement.

PHASING OF WORK:

Work phasing and progression of the work shall conform with the MOT Plans located in the Roadway Plans and the notes on the construction sequence drawings.

HYDRODEMOLITION:

The hydrodemolition process is specified for use in the cut areas of the superstructure. No other alternative method shall be utilized for this portion of the demolition unless approved by the Engineer. See the Technical Special Provisions for details of the hydrodemolition process.

EXISTING REINFORCING STEEL:

All superstructure deck transverse reinforcing steel, both top and bottom layers, and end bent reinforcing steel shall be protected, salvaged and utilized in the new structure. Cutting of this reinforcing steel and substitution of epoxy bonded dowels is not permitted as a construction option.

LEAD BASED PAINT:

[Note all location where lead based paint has been found]

The Contractor is responsible for following the requirements of the Occupational Safety and Health (OSHA), the Environmental Protection Agency (EPA) and other governing Authorities when removing paint. See the Specifications for additional information.

UTILITIES:

The utilities including under deck lighting shown in the bridge plans are at approximate locations. For additional information refer to the utilities plans.

BID ITEM NOTES

1. For summary of Bridge Pay Items, see print of CES Computer Output.

2. Payment for Incidental Items not specifically covered in the Individual Bid Items shall be included in the Contract Price for Bid Items.

3. For Maintenance of Traffic Notes, see Roadway Plans.

4. Item Number I10-3 Includes removal of the following approximate areas of existing structures:

XXX.X square feet - Bridge No. XXXXXX - SR XXX Over I-XX

5. All demolition activities including methods, materials, labor, work zone protection, equipment and disposal shall be included in the Contract Unit Price for Bid Item Number I10-3 Removal of Existing Structures.

6. The Approach Slab sheets are included with the Bridge Plans. All quantities, that are associated with the Individual Approach Slabs are included with the quantities for their respective bridges, except for the asphalt overlay quantities. They are included with the Roadway quantities.

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	ENGINEER OF RECORD.			FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE.	
						DRAWN BY			ROAD NO.	COUNTY	FINANCIAL PROJECT ID	GENERAL NOTES	
						CHECKED BY						PROJECT NAME.	
						DESIGNED BY						DETAILING MANUAL EXAMPLES	
						CHECKED BY						SHEET NO.	
						APPROVED BY						EX-1	

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STRUCTURAL STEEL:

All structural steel shall be in accordance with ASTM A709, Grade 50, except that stiffeners, internal and external cross frames and lateral bracing shall be grade 36 unless shown otherwise.

CHARPY V-NOTCH:

All ASTM A709 structural steel as designated on the plans shall receive Charpy V-Notch testing in accordance with ASTM A709 and supplemental requirement S83 or S84 as noted below.

- a. Redundant members, as designated on the plans, shall be tested in accordance with Table SI.2 (Zone I) of ASTM A709 (S83).
- b. Non-redundant members, as designated on the plans, shall be tested in accordance with table SI.3 (Zone I) of ASTM A709 (S84).

All other structural steel shall meet the Charpy V-Notch test requirements specified in Section 962, Table A, of FDOT Standard Specifications.

STEEL FABRICATION:

Structural steel for girders and girder framing, including box girders, diaphragms, cross bracing, etc., shall be ASTM A709. Fabrication shall be performed in accordance with the current applicable edition of the ANSI/AASHTO/AWS D1.5 Bridge Welding Code. Fabricators of structural steel girders and girder framing shall have the AISC Quality Certification for Major Steel Bridges. The fabricator shall also have the AISC Fracture Critical Members endorsement.

WELDING:

1. Welding details and the welding operations shall be in accordance with the current edition of the ANSI/AASHTO/AWS D1.5 Bridge Welding Code. Welding procedures shall be submitted and approved prior to welding on project. Welds requiring non-destructive testing shall be radiographically inspected, except where the geometry of the region of the weld will not permit satisfactory information to be secured for verification of the weld quality. When such geometrical conditions exist, other inspection procedures or combinations of procedures such as Ultrasonic Inspection, Dye Penetrant Inspection and/or Magnetic Particle Inspection, shall be used. Non-destructive Testing shall be performed as required by the current edition of the ANSI/AASHTO/AWS D1.5 Bridge Welding Code.
2. Field or shop welding to any Structural Steel for the purpose of attaching erection hardware, or for anchoring conduits for box lighting shall not be permitted. Proposed method of anchoring conduits/boxes for box lighting shall be formally submitted to the Engineer for approval. Shear Connector Installation is governed by OSHA Steel Erection Rule.
3. The following members are classified as ancillary members in accordance with the current edition of the ANSI/AWS D1.5 Bridge Welding Code:
 - a. Expansion Joint Welds
 - b. Drainage System Welds

FRACTURE CRITICAL MEMBERS:

See framing plans for designation of Fracture Critical Members. Structural components designated on the plans or in the special provisions as "Fracture Critical" shall conform to the provisions of Chapter 12 of the current ANSI/AASHTO/AWS D1.5 Bridge Welding Code.

FIELD CONNECTIONS:

All field connections shall be made with 7/8" diameter high strength slip critical type bolts in accordance with ASTM A325 unless otherwise noted.

PAINTING:

All structural steel shall be painted with a self-curing inorganic zinc coating system in accordance with Section 561 of the Specifications. A three (3) coat system is required regardless of environmental classifications on the exterior of the box girders and the exterior diaphragms. The finish coat shall conform to Federal Standard No. Color Number . One (1) shop coat (first coat of a three (3) coat inorganic paint system) is required in the interior of the box girders. Interior of box is to be painted light grey or white.

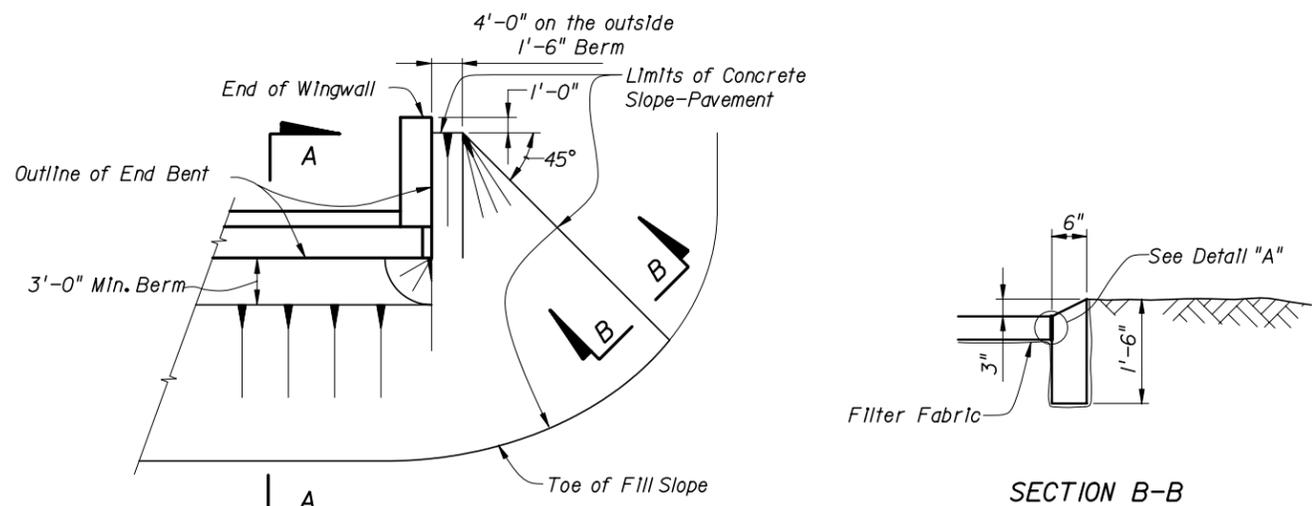
LADDERS AND PLATFORMS:

Structural steel for ladders and platforms shall conform with ASTM A36 and shall be hot-dip galvanized in accordance with ASTM A123. Welding shall conform to ANSI/AWS D1.1

BRIDGE NO. XXXXXX

REVISIONS						DRAWN BY	NAMES	DATES	ENGINEER OF RECORD	FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					ROAD NO.	COUNTY	FINANCIAL PROJECT ID	GENERAL NOTES	
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						APPROVED BY								
													PROJECT NAME	SHEET NO.
													DETAILING MANUAL EXAMPLES	EX-2

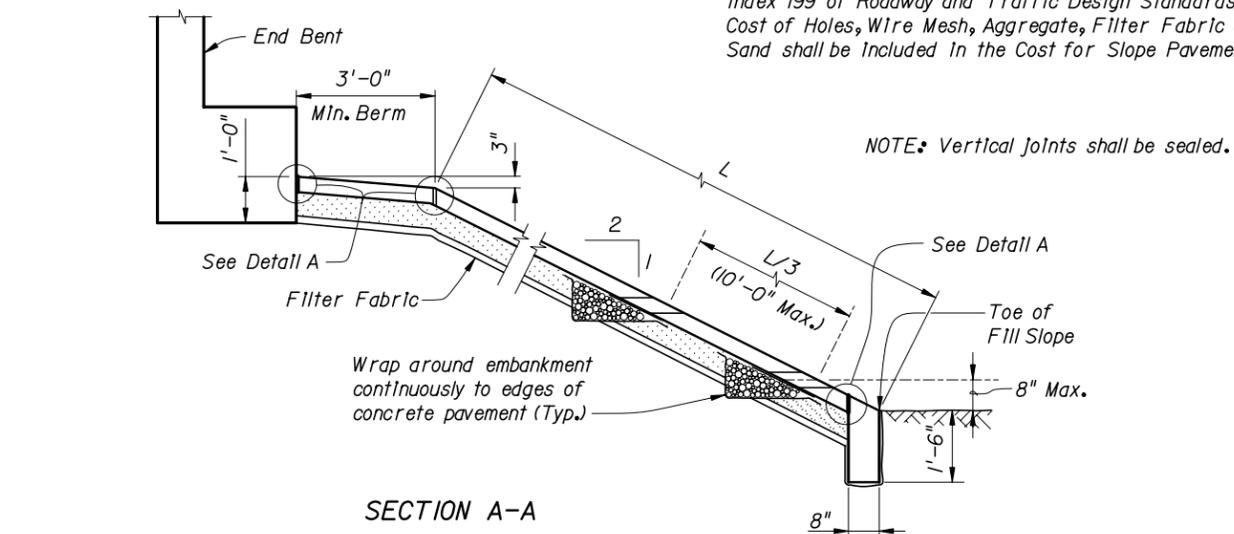
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PARTIAL PLAN

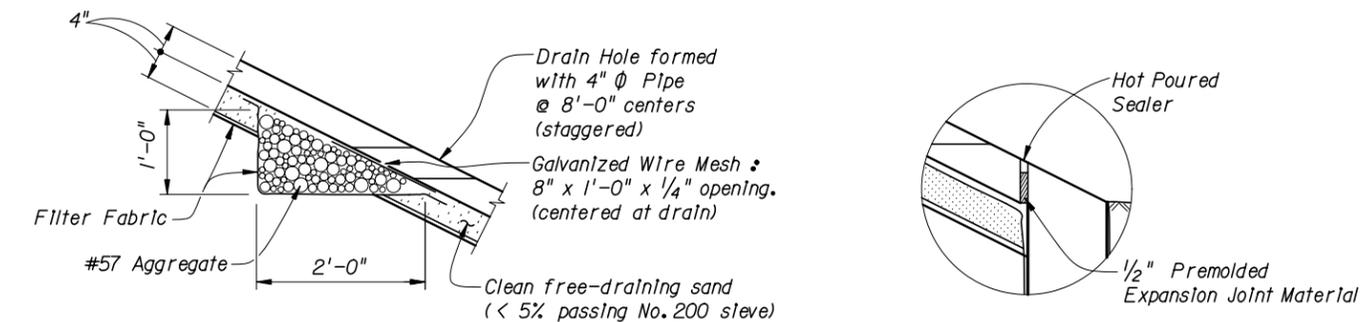
SECTION B-B

Note: The filter fabric shall be Type D-6 in accordance with Index 199 of Roadway and Traffic Design Standards. Cost of Holes, Wire Mesh, Aggregate, Filter Fabric and Sand shall be included in the cost for Slope Pavement.



SECTION A-A

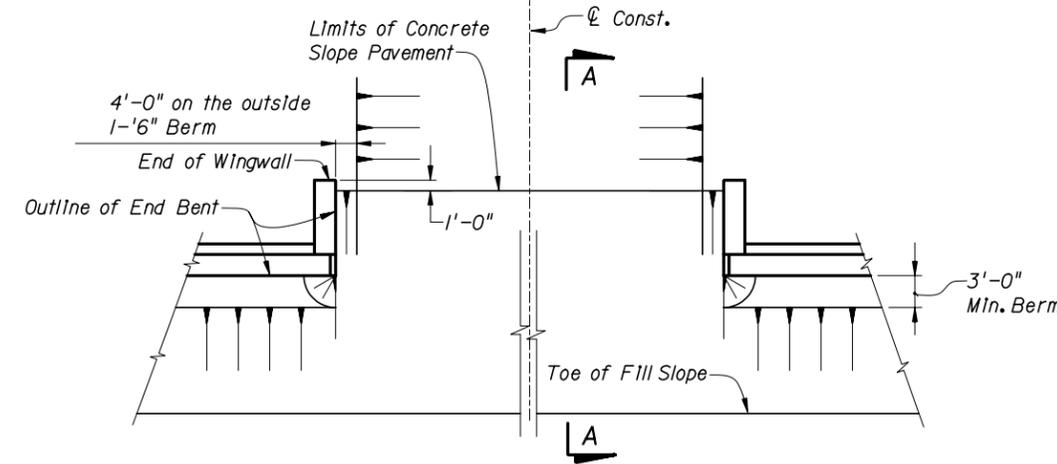
NOTE: Vertical joints shall be sealed.



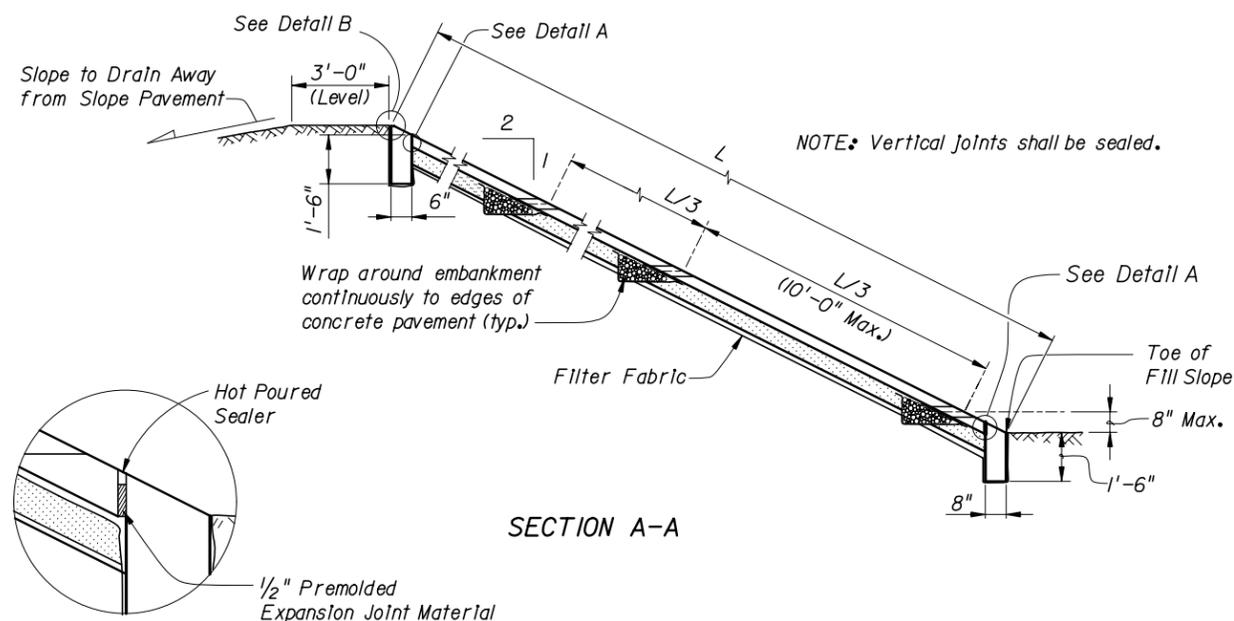
DRAIN DETAIL

DETAIL A

CONCRETE SLOPE PAVEMENT PROTECTION ADJACENT TO ROAD



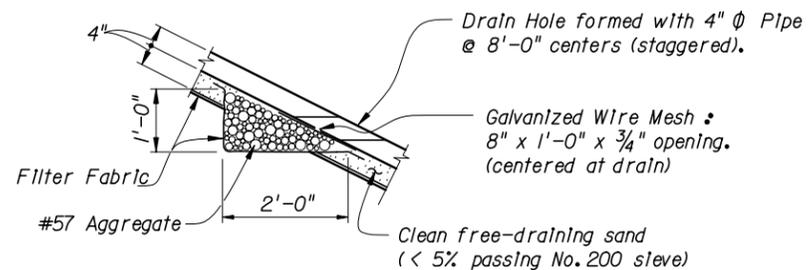
PARTIAL PLAN



SECTION A-A

NOTE: Vertical joints shall be sealed.

DETAIL A



DRAIN DETAIL

Note: The filter fabric shall be Type D-6 in accordance with Index 199 of Roadway and Traffic Design Standards. Cost of Holes, Wire Mesh, Aggregate, Filter Fabric and Sand shall be included in the cost for Slope Pavement.



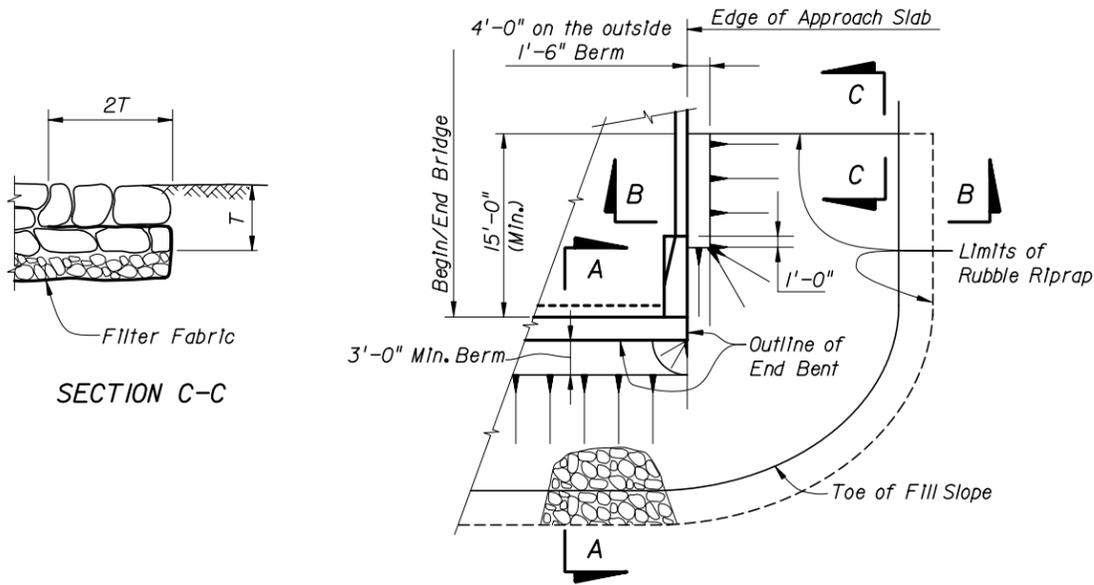
DETAIL B

CONCRETE SLOPE PAVEMENT PROTECTION BETWEEN DUAL GRADE SEPARATION BRIDGES

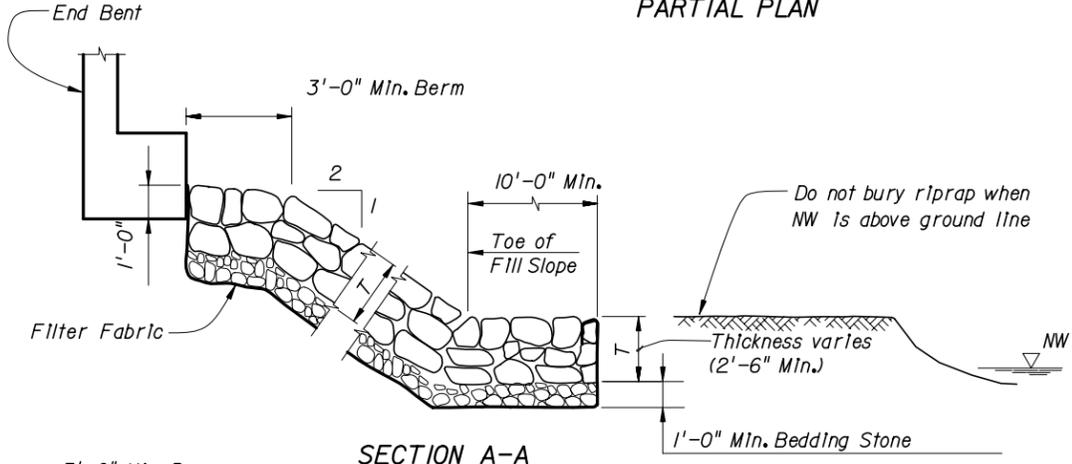
BRIDGE NO. XXXXXX

REVISIONS				DRAWN BY		ENGINEER OF RECORD		FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	NAME	DATE	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SLOPE PROTECTION DETAILS	
											PROJECT NAME: DETAILING MANUAL EXAMPLES	
											SHEET NO. EX-3	

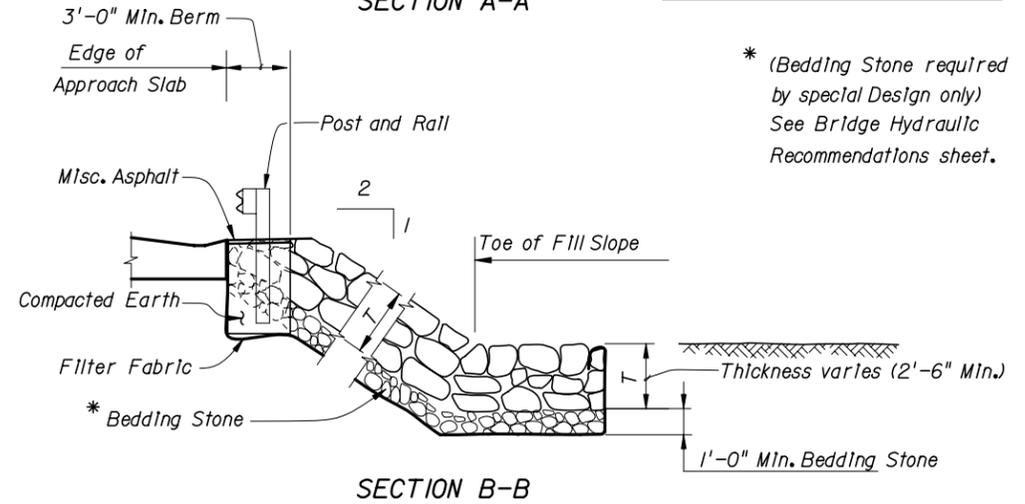
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PARTIAL PLAN



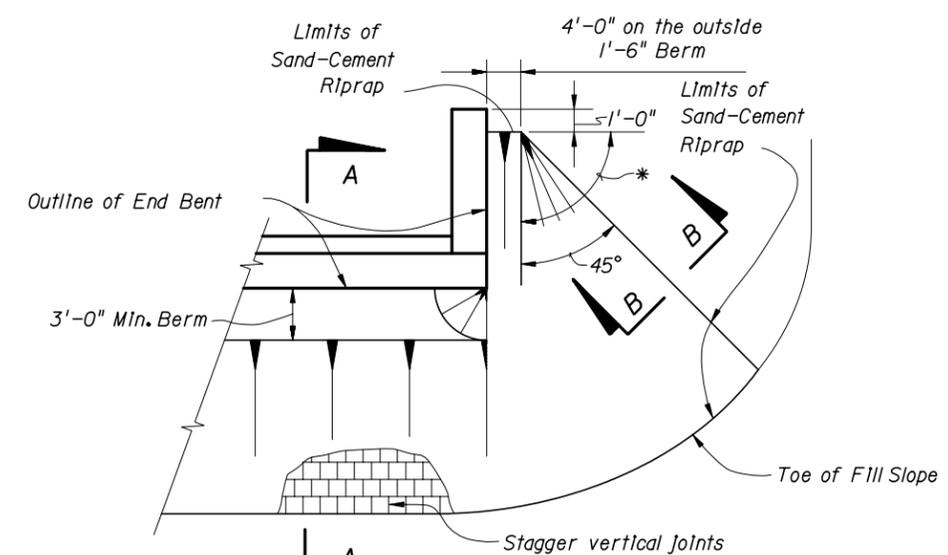
SECTION A-A



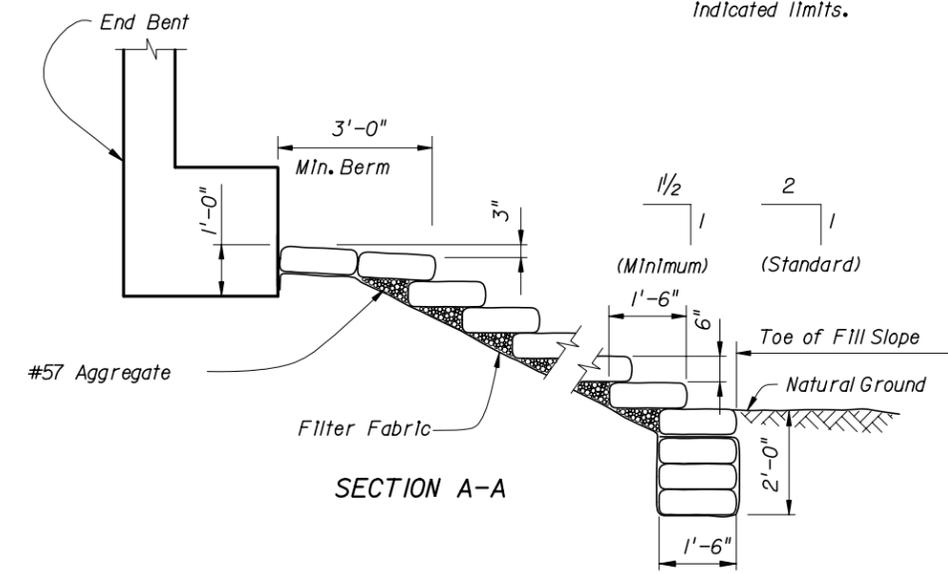
SECTION B-B

Use Type D-2 filter fabric in accordance with Index 199 of Roadway and Traffic Design Standards.

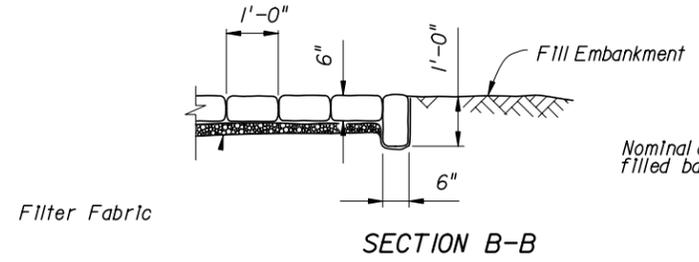
RUBBLE RIPRAP PROTECTION ADJACENT TO STREAM



PARTIAL PLAN



SECTION A-A



SECTION B-B

Nominal dimensions for a standard filled bag are 6" x 1'-0" x 1'-6".

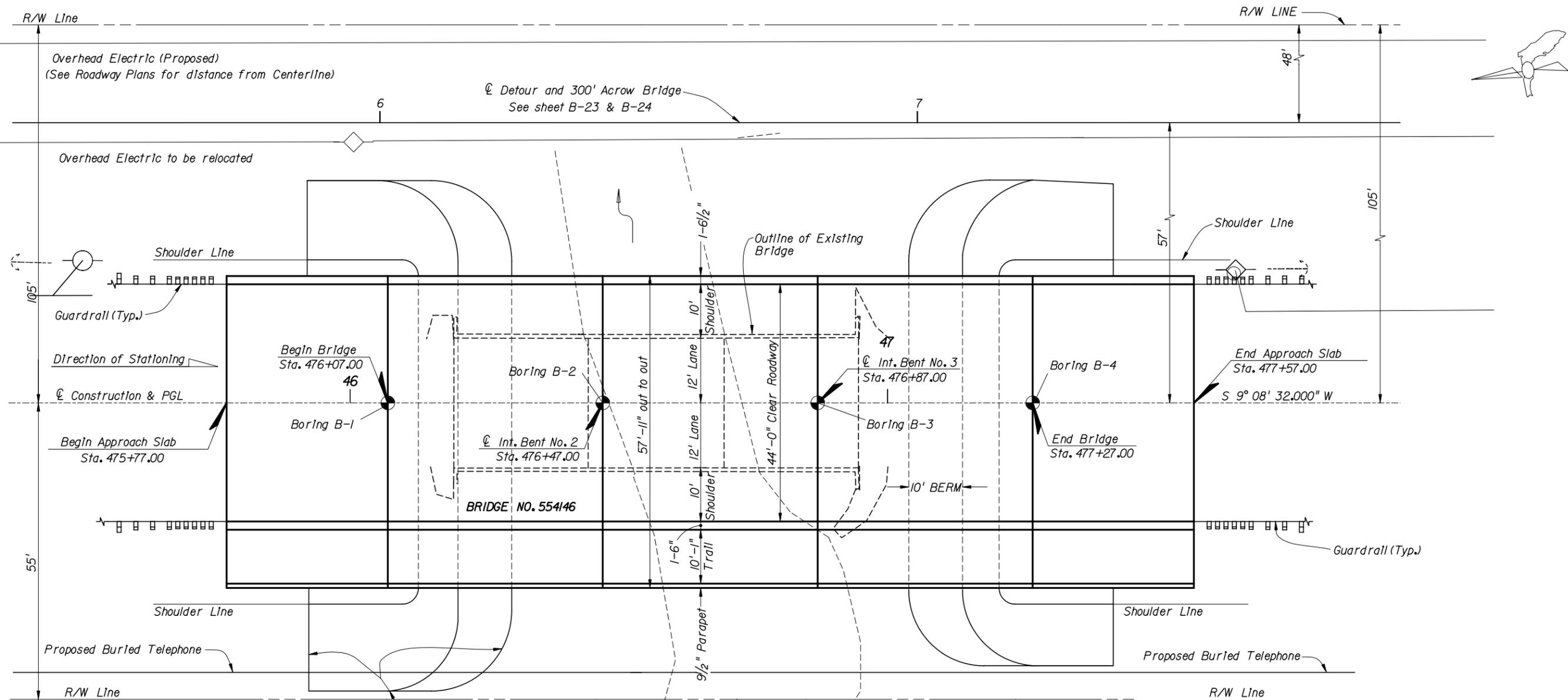
Use Type D-2 filter fabric in accordance with Index 199 of Roadway and Traffic Design Standards.

SAND-CEMENT RIPRAP PROTECTION ADJACENT TO RAILROAD TRACK

BRIDGE NO. XXXXXX

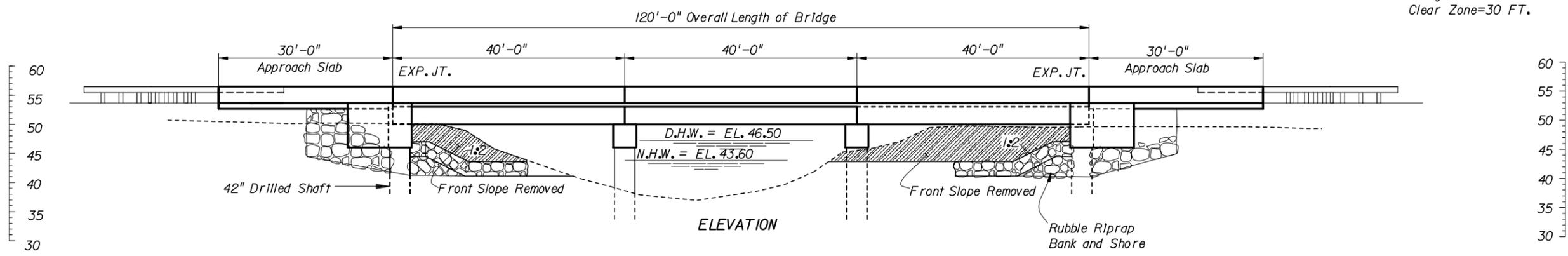
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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	NAME	DATE	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SLOPE PROTECTION DETAILS	
											PROJECT NAME: DETAILING MANUAL EXAMPLES	
											SHEET NO. EX-4	

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PLAN

TRAFFIC DATA
 Current Year Estimate=2000 AADT=3808
 Opening Year Estimate=2003 AADT=4409
 Design Year Estimate=2023 AADT=11697
 Design SPEED=60 MPH
 Clear Zone=30 FT.

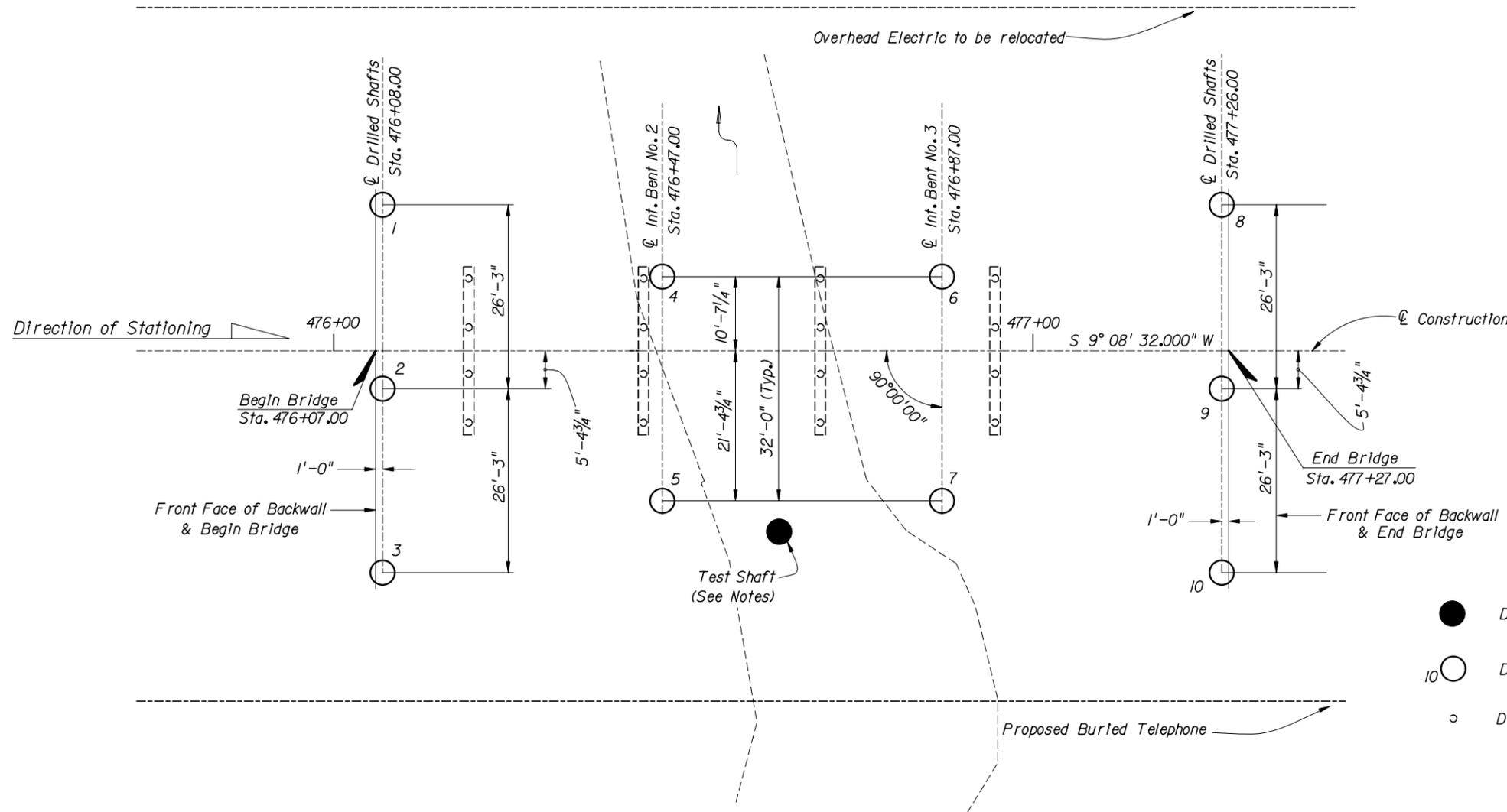


ELEVATION

BRIDGE NO. 554146

REVISIONS				DRAWN BY		ENGINEER OF RECORD		FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	C.R. 2203 OVER FISHER CREEK			SHEET NO.
						C.R. 2203	LEON	- - -	C.R. 2203 OVER FISHER CREEK			EX-6

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NOTES:

1. Construct an out of position, reinforced test shaft 24'-0" right of ϕ Construction at Sta. 476+63 or as directed by the Engineer.
2. Construct the test shaft in the same manner and to the same requirements as a production shaft.
3. FDOT will inspect the shaft bottoms with its Shaft Inspection Device (SID).
4. It is anticipated a mineral slurry will be required to maintain stability of the drilled shaft excavation. Slurry tanks and slurry desanding equipment are required for this project.

- Denotes Test Shaft
- Denotes 42" Drill Shaft
- Denotes 12" Existing Timber Piles

DRILLED SHAFT DATA TABLE									
INSTALLATION CRITERIA					DESIGN CRITERIA				
Pier or Bent No.	Shaft Size (In.)	Tip Elev. (ft.)	Min. Tip Elev. * (ft.)	Min. Rock Socket Length (ft.)	Factored Design Load (tons)	Down Drag (tons)	Long term Scour Elev. (ft.)	100-Year Scour Elev. (ft.)	ϕ
EB-1	42	7.00	10.00	12.00	212.00	N/A	27.9	27.9	.55
IB-2	42	0.00	16.00	10.00	318.00	N/A	27.9	27.9	.55
IB-3	42	-13.00	0.00	16.00	318.00	N/A	27.9	27.9	.55
EB-4	42	-5.00	0.00	7.00	212.00	N/A	27.9	27.9	.55

Tip Elevation: The elevation to which the shaft shall be constructed unless test load data, rock cores, or other geotechnical data obtained during construction allows the Engineer to authorize a different tip elevation.

Min. Tip Elevation: The highest elevation that the shaft tip may be constructed if adjustments are made to the tip elevation

BRIDGE NO. 554146

REVISIONS				DRAWN BY		ENGINEER OF RECORD		FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	NAMES	DATES	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	FOUNDATION LAYOUT	
								C.R. 2203	LEON	- - -	C.R 2203 OVER FISHER CREEK	
											SHEET NO.	EX-7a

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PILE DATA TABLE

PILE DATA TABLE																							
INSTALLATION CRITERIA								DESIGN CRITERIA						PILE CUT-OFF ELEVATIONS									
PILE or BENT NUMBER	PILE SIZE (In)	NOMINAL BEARING CAPACITY (tons)	TENSION CAPACITY (tons)	MINIMUM TIP ELEVATION (ft)	TEST PILE LENGTH (ft)	REQUIRED JET ELEVATION (ft)	REQUIRED PREFORM ELEVATION (ft)	FACTORED DESIGN LOAD (tons)	DOWN DRAG (tons)	TOTAL SCOUR RESISTANCE (tons)	NET SCOUR RESISTANCE (tons)	100-YEAR SCOUR ELEVATION (ft)	LONG TERM SCOUR ELEVATION (ft)	RESISTANCE FACTOR-φ	PILE 1	PILE 2	PILE 3	PILE 4	PILE 5	PILE 6	PILE 7	PILE 8	PILE 9
PHASE 1																							
PHASE 2																							

$$\frac{\text{Factored Design Load} + \text{Net Scour} + \text{Down Drag}}{\phi} \leq \text{Nominal Bearing Resistance}$$

PILE INSTALLATION NOTES:

TENSION CAPACITY - the ultimate side friction capacity that must be obtained below the 100 year scour elevation to resist pullout of the pile (Specify only when design requires tension capacity).

TOTAL SCOUR RESISTANCE - an estimate of the ultimate static side friction resistance provided by the scourable soil.

NET SCOUR RESISTANCE - an estimate of the ultimate static side friction resistance provided by the soil from the required preformed or jetting elevation to the scour elevation.

100-YEAR SCOUR - estimated elevation of scour due to the 100 year storm event.

LONG TERM SCOUR - Estimated elevation of scour used in design for extreme event loading.

Contractor to verify location of all utilities prior to any pile driving.

Minimum Tip Elevation is required for lateral stability.

When a required jetting elevation is shown, the jet shall be lowered to the elevation and continue to operate at this elevation until the pile driving is completed. If jetting or preforming elevations differ from those shown on the table, the Engineer shall be responsible for determination of the required driving resistance.

No jetting will be allowed without the approval of the Engineer.

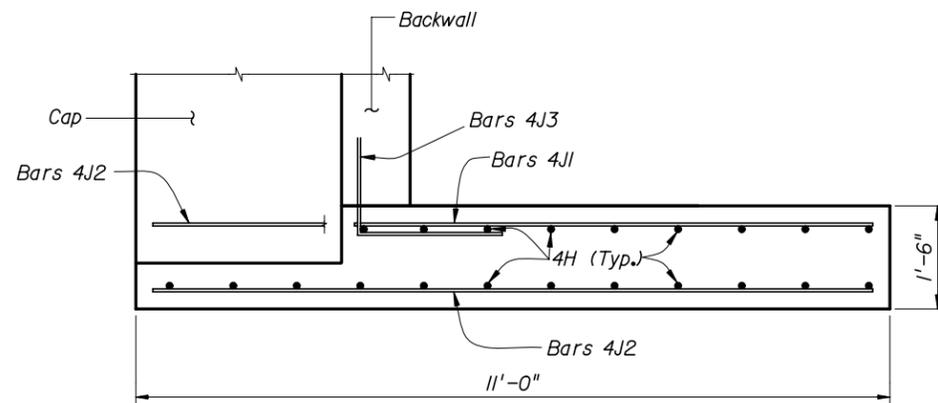
The Contractor should not anticipate being allowed to jet piles below this elevation.

At each Bent, pile driving is to commence at the center of the Bent and proceed outward.

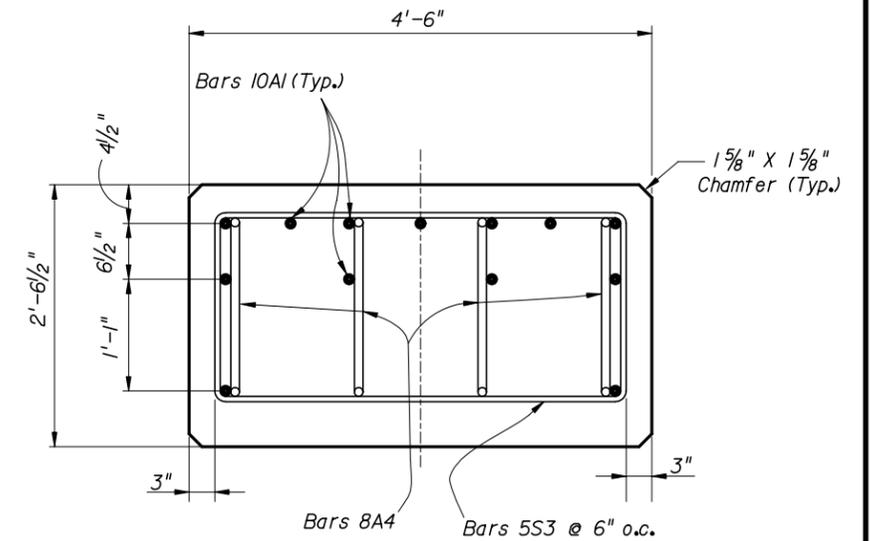
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REVISIONS					ENGINEER OF RECORD		FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE:			
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						DESIGNED BY						SHEET NO.	
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						APPROVED BY							

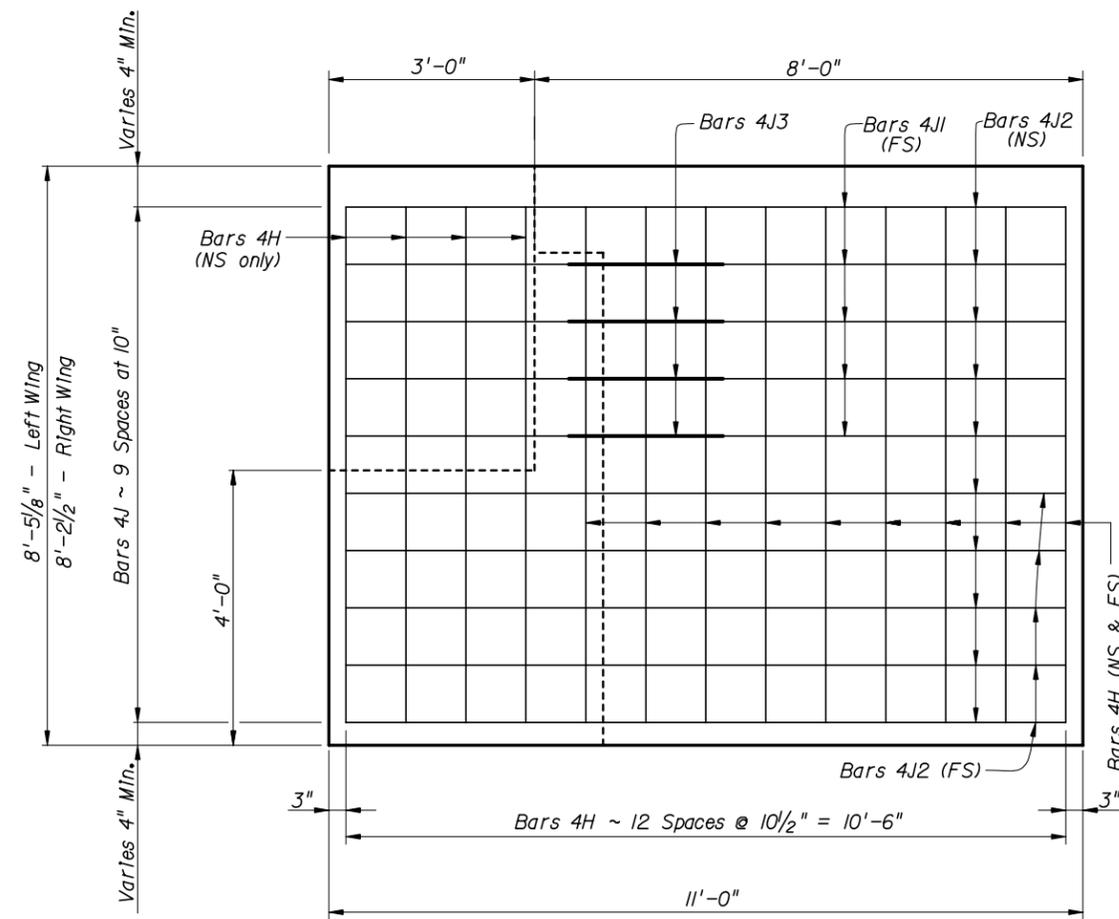
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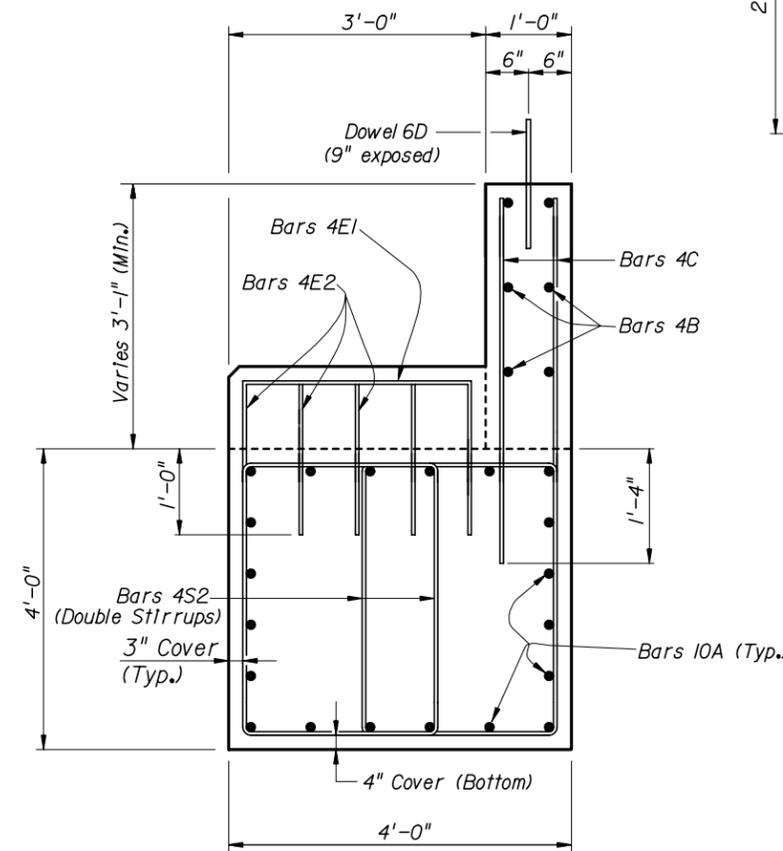
WINGWALL PLAN VIEW



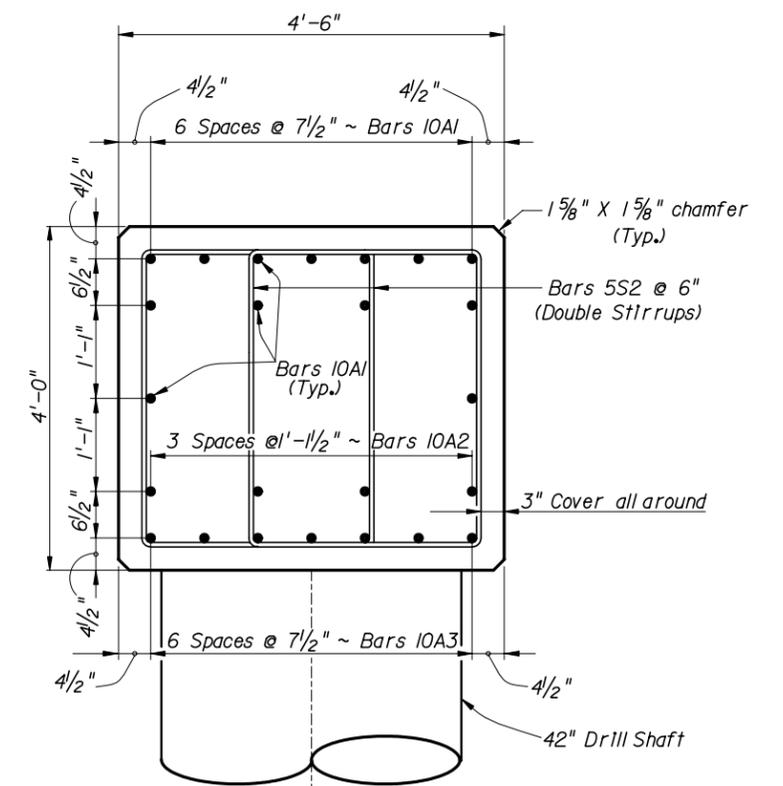
VIEW C-C



VIEW B-B



SECTION D-D
END BENT



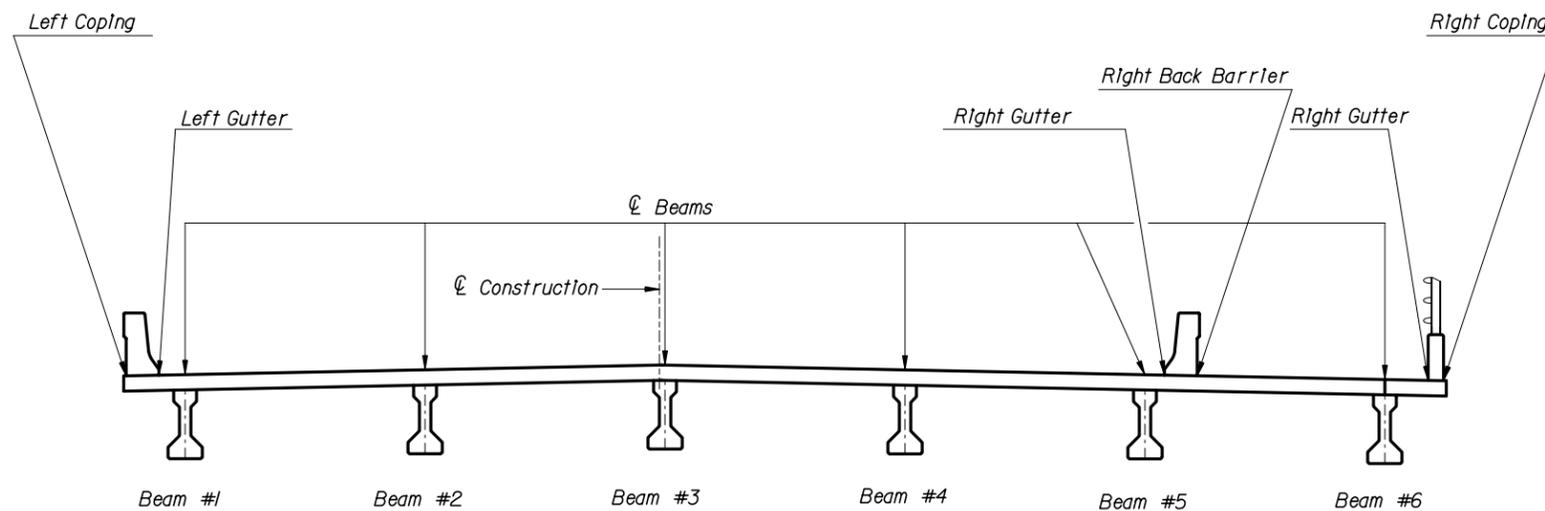
SECTION A-A
INTERMEDIATE BENT DETAILS

END BENT DETAILS

BRIDGE NO. 554146

REVISIONS						ENGINEER OF RECORD			FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DRAWN BY	NAMES	DATES	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	END BENT AND INTERMEDIATE BENT DETAILS	
						CHECKED BY			C.R. 2203	LEON	- - -	PROJECT NAME: C.R. 2203 OVER FISHER CREEK	
						DESIGNED BY						SHEET NO. EX-9	
						CHECKED BY							
						APPROVED BY							

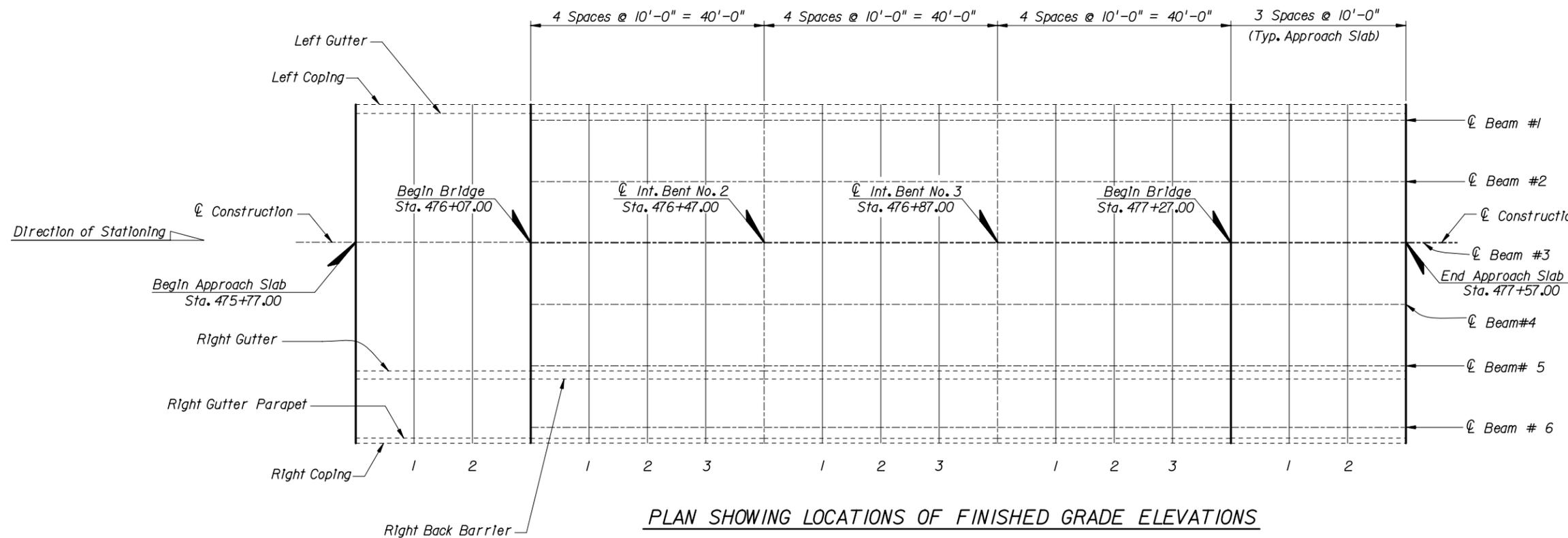
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SECTION SHOWING FINISHED GRADE ELEVATION POINTS

APPROACH SLAB NO. 1					
LOCATION	T-LINES & BENTS	BEGIN APP. SLAB	1	2	BEGIN BRIDGE
Left Coping		53.579	53.432	53.295	53.168
Left Gutter		53.610	53.463	53.326	53.199
CL Construction		54.050	53.903	53.766	53.639
Right Gutter		53.610	53.463	53.326	53.199
Right Back Barrier		53.582	53.435	53.298	53.171
Right Gutter Parapet		53.379	53.233	53.095	52.968
Right Coping		53.363	53.216	53.079	52.952

APPROACH SLAB NO. 5					
LOCATION	T-LINES & BENTS	END BRIDGE	1	2	END APP. SLAB
Left Coping		52.487	52.481	52.475	52.469
Left Gutter		52.518	52.512	52.506	52.500
CL Construction		52.958	52.952	52.946	52.938
Right Gutter		52.518	52.512	52.506	52.500
Right Back Barrier		52.490	52.484	52.478	52.472
Right Gutter Parapet		52.287	52.281	52.275	52.269
Right Coping		52.271	52.265	52.259	52.253



PLAN SHOWING LOCATIONS OF FINISHED GRADE ELEVATIONS

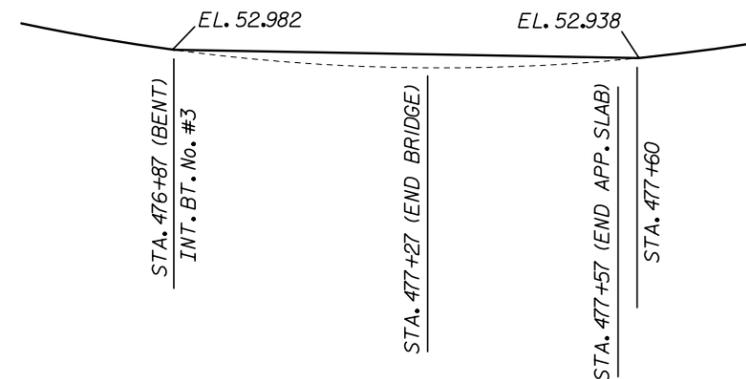
BRIDGE NO. 554146

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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	NAME	DATE	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PROJECT NAME	SHEET NO.
																	C.R. 2203	LEON	- - -	C.R. 2203 OVER FISHER CREEK	EX-12

\$\$\$\$SYTIME\$\$\$\$DISPECIFICATION\$\$\$\$

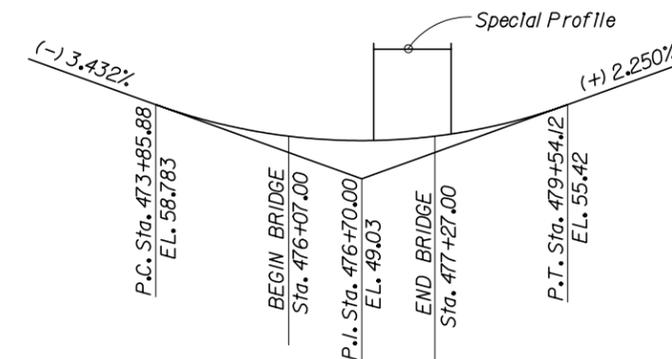
SPAN NO. 1						
LOCATION	T-LINES & BENTS	BEGIN BRIDGE	1	2	3	INT. BENT NO. 2
Left Coping		53.168	53.051	52.944	52.847	52.760
Left Gutter		53.199	53.082	52.975	52.877	52.790
Beam 1		53.222	53.105	52.998	52.900	52.813
Beam 2		53.432	53.315	53.208	53.110	53.023
CL Construction		53.639	53.522	53.415	53.318	53.230
Beam 3		53.636	53.519	53.412	53.315	53.227
Beam 4		53.426	53.309	53.202	53.105	53.017
Beam 5		53.216	53.099	52.992	52.895	52.807
Right Gutter		53.199	53.082	52.975	52.877	52.790
Right Back Barrier		53.171	53.054	52.947	52.850	52.763
Beam 6		53.006	52.889	52.782	52.685	52.597
Right Gutter Parapet		52.968	52.851	52.744	52.647	52.560
Right Coping		52.952	52.835	52.728	52.631	52.544

SPAN NO. 2						
LOCATION	T-LINES & BENTS	INT. BENT NO. 2	1	2	3	INT. BENT NO. 3
Left Coping		52.760	52.682	52.615	52.558	52.511
Left Gutter		52.790	52.713	52.646	52.589	52.542
Beam 1		52.813	52.736	52.669	52.612	52.565
Beam 2		53.023	52.946	52.879	52.822	52.775
CL Construction		53.230	53.153	53.086	53.029	52.982
Beam 3		53.227	53.150	53.083	53.026	52.979
Beam 4		53.017	52.940	52.873	52.816	52.769
Beam 5		52.807	52.730	52.663	52.606	52.559
Right Gutter		52.790	52.713	52.646	52.589	52.542
Right Back Barrier		52.763	52.685	52.618	52.561	52.514
Beam 6		52.597	52.520	52.453	52.396	52.349
Right Gutter Parapet		52.560	52.482	52.415	52.358	52.311
Right Coping		52.544	52.467	52.400	52.342	52.295



(SPECIAL PROFILE DETAIL (SPAN 3))

SPAN NO. 3						
LOCATION	T-LINES & BENTS	INT. BENT NO. 3	1	2	3	END BRIDGE
Left Coping		52.511	52.505	52.499	52.493	52.487
Left Gutter		52.542	52.536	52.530	52.524	52.518
Beam 1		52.565	52.559	52.553	52.547	52.541
Beam 2		52.775	52.769	52.763	52.757	52.751
CL Construction		52.982	52.976	52.970	52.964	52.958
Beam 3		52.979	52.973	52.967	52.961	52.955
Beam 4		52.769	52.763	52.757	52.751	52.745
Beam 5		52.559	52.553	52.547	52.541	52.535
Right Gutter		52.542	52.536	52.530	52.524	52.518
Right Back Barrier		52.514	52.508	52.502	52.496	52.490
Beam 6		52.349	52.343	52.337	52.331	52.325
Right Gutter Parapet		52.311	52.305	52.299	52.293	52.287
Right Coping		52.295	52.289	52.283	52.277	52.271

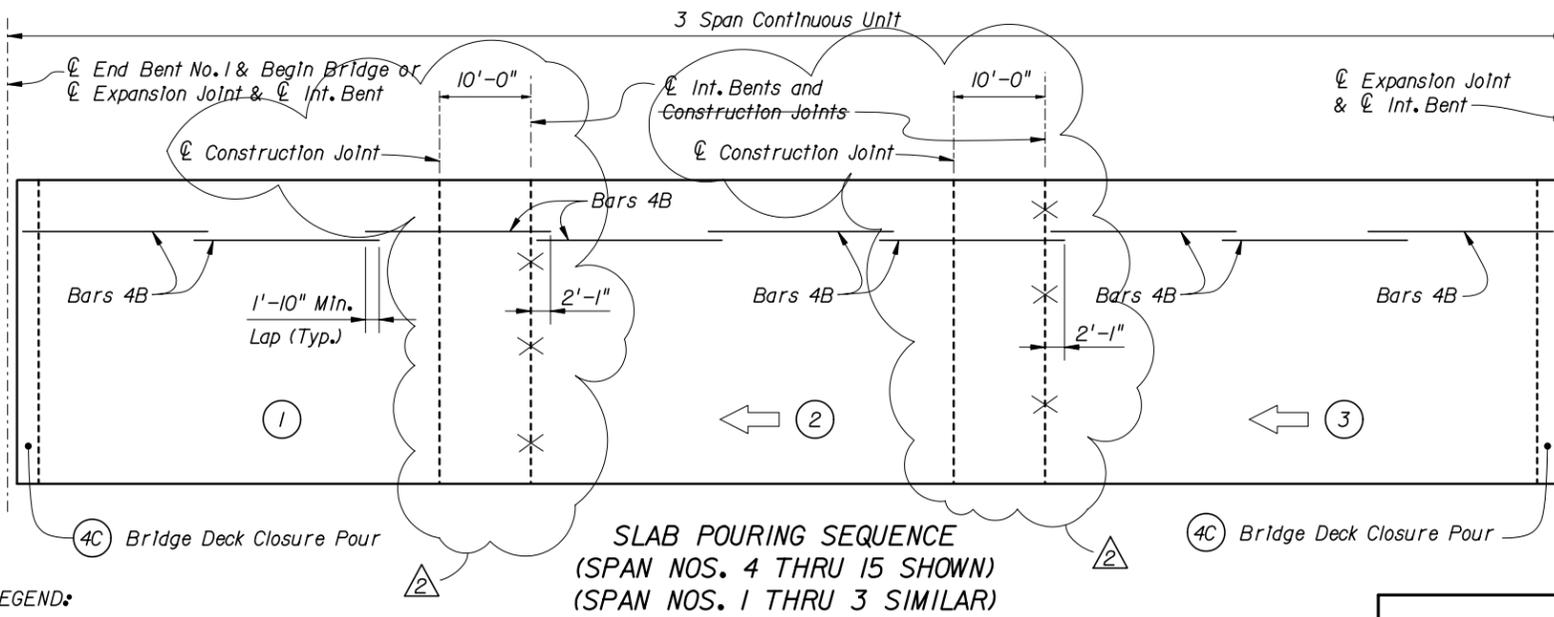


VERTICAL CURVE DATA

BRIDGE NO. 554146

REVISIONS				DRAWN BY		ENGINEER OF RECORD.		FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE:	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	NAMES	DATES	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	FINISHED GRADE ELEVATIONS (SHEET 2 of 2)	
								C.R. 2203	LEON	- - -	PROJECT NAME: C.R. 2203 OVER FISHER CREEK	
											SHEET NO. EX-13	

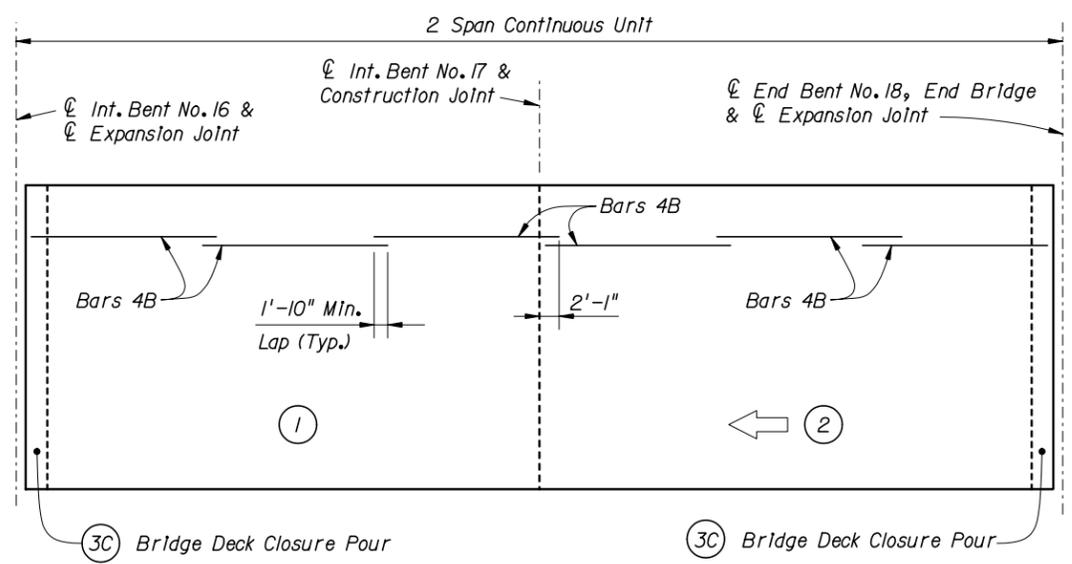
\$\$\$\$SYTIME\$\$\$\$TIME\$\$\$\$\$\$\$DISPECIFICATION\$\$\$\$\$\$\$



SUMMARY OF ESTIMATED QUANTITIES				
ITEM	UNIT	QUANTITY		
		PHASE 1	PHASE 2	TOTAL
Class IV Concrete (Superstructure)	C.Y.	2960.3	1530.9	4491.2
Reinforcing Steel (Superstructure)	LB.	550501	284953	835454
Traffic Railing Barrier (Corral Barrier)	L.F.	2043.4	2036.6	4080.0
Concrete Parapet with Aluminum Railing	L.F.	2044.5	2033.9	4078.4
Guide Rail	L.F.	-	2034.9	2034.9

LEGEND:

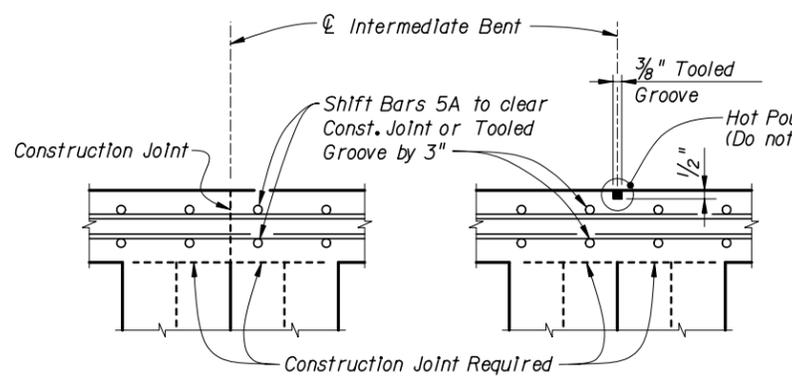
- ③ = Pour Number
- ← = Direction of Pour



CONTINUOUS UNIT	CONCRETE - PHASE 1		CONCRETE - PHASE 2		CONCRETE TOTAL (C.Y.)	REINFORCING STEEL PHASE 1 (LBS)	REINFORCING STEEL PHASE 2 (LBS)	REINFORCING STEEL TOTAL (LBS)
	SLAB (C.Y.)	DIAPHRAGMS (C.Y.)	SLAB (C.Y.)	DIAPHRAGMS (C.Y.)				
Span Nos. 1-3	497.1	49.0	239.4	25.0	810.5	99288	49690	148978
Span Nos. 4-6	474.9	47.4	250.8	23.4	796.5	96854	50489	147343
Span Nos. 7-9	469.1	47.4	247.2	23.4	787.1	96854	50489	147343
Span Nos. 10-12	469.1	47.4	247.2	23.4	787.1	96854	50489	147343
Span Nos. 13-15	470.2	47.4	247.6	23.4	788.6	96854	50489	147343
Span Nos. 16-17	308.1	33.2	162.9	17.2	521.4	63797	33307	97104
Total	2688.5	271.8	1395.1	135.8	4491.2	550501	284953	835454

NOTES:

- No slab pour shall be placed adjacent to a previously placed slab pour that is not a minimum of 48 hours old.
- After placement of the first slab pour, succeeding placements shall begin at the end away from and proceed toward the previously placed slab pour.
- At the Contractor's option, both the slab pouring sequence and direction of pours may be reversed.
- Closure Pours (3C) & (4C) shall be made after profiling operations have been completed for the adjoining units.



CONSTRUCTION JOINT NOTES:

1. At the option of the Contractor Alternate Detail "D" may be used when slab pours are continuous over intermediate bents.
2. The Contractor shall use a tooled groove placed prior to the concrete obtaining initial set.
3. Rapid Cure Silicone (Joint Material) may be used in lieu of Hot Poured Seal in tooled groove. Groove shall be clean & free of grease & debris before filling the groove.
4. The Cost of Constructing Alternate Detail "D" at intermediate bents shall be at the Contractor's expense.

BRIDGE NO. 720692

REVISIONS				NAMES		DATES		ENGINEER OF RECORD			FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DRAWN BY	DATES	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	SUPERSTRUCTURE DETAILS		PROJECT NAME	SHEET NO.	
1-15-02	TAA	△ Modify Concrete Quantity	8-05-02	TAA	△ Modify concrete & steel quantity, spans 10-12.	XXX	X-XX	A	FULTON	123456-7-89-10	A ROAD OVER A RIVER		EX-14		
6-20-02	TAA	△ Const. Jt. moved 10'-0" from support to reduce deck cracking.				XXX	X-XX								

\$\$\$\$SYTIME\$\$\$\$CONSPICATION\$\$\$\$