TO:

SUPERSEDED BY EI 82-011
EFFECTIVE 3/1/82

ENGINEERING INSTRUCTION

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

SUBJECT: REVISION TO STANDARD DETAILS FOR HIGHWAY BRIDGES - GENERAL NOTES

Subject Code: 7:35-11

Distribution: ☐ Main Office ☐ Regions ☒ Special

Code: EI 80-38

Date: OCT. 22, 1980

Supersedes:

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Attached are replacement pages 49-50 of the Standard Details for Highway Bridges.

Note 53 has been deleted on page 50 and is to be deleted in all appropriate contracts prior to letting.

26. Footing elevations may have to be adjusted slightly depending on the elevation of bedrock. Where sound rock is found 2 feet or less below the planned elevations of the bottom of footing, backfill of Class B concrete shall be installed to the bottom of footing elevation shown on the Plans. Backfill concrete may be poured monolithically with the footing concrete. Where sound rock is found more than 2 feet below planned elevations of the bottom of footing, the Deputy Chief Engineer (Structures) shall be so advised and a redesign of the substructure may be made.

27. Excavation below planned footing elevation will not be allowed without written permission from the Engineer. Backfill of unauthorized excavations below or beyond payment lines will be at the Contractor's expense. Backfill material will be Class B Concrete unless otherwise directed by the Engineer.

28. Rock shall be presplit along the lower roadway in front of and for 50 feet to either side of the abutment footing. This lower roadway excavation work shall be performed prior to any work on the abutment footing excavation proper. In addition, when the bottom of the abutment footing is more than 5 feet below the rock surface, the rock shall be presplit adjacent to the footing as shown on the plans to the required depth. The cost of such presplitting shall be included in the excavation item.

33. The Contractor's attention is directed to the very compact nature of the soil described on the subsurface profile drawing in the area to be excavated or retained during construction. The Contractor shall govern his operations and procedures accordingly, within the appropriate specification items, including the selection and possible use of sheeting with sufficient size and section to withstand the expected hard driving.

34. Top of backwalls on which Asbestos Sheet Backing (Subsection 728-06) is to be placed shall be steel-trowel finished.

36. Epoxy Protective Coating for Concrete, Item , shall be applied to the following surfaces:

ABUTMENTS: All exposed pedestal surfaces, bridge seats, including the area under the bearings, exposed vertical surfaces of backwall, and curtainwalls facing the superstructure.

SOLID PIERS: All pedestal surfaces, including the area under the bearings, and top surface of pier between pedestals, including the edge chamfer at top edge of pier.

PIERS WITH COLUMNS:

Piers under Deck Joints

The entire pier beam and pedestals, including the surfaces under the bearings.

Piers Not under Deck Joints:

All pedestal surfaces, including the area under the bearings and the top surface of pier between pedestals including the edge chamfer at top edge of pier.

37. The Contractor, with the permission of the Deputy Chief Engineer (Structures) may elect to introduce construction joints in the abutments at locations not shown on the Plans. These construction joints shall be provided with shear keys and waterstops. Vertical construction joints introduced in the backwall should preferably be placed midway between the pedestals.

50. SUPERSTRUCTURE NOTES

51. The structural slab for this structure shall be formed using permanent corrugated metal forms for concrete decks. (See details in Proposal.)

52. The structural slab for this structure shall be formed using removable forms.

54 CLEANING CONTROLLED OXIDIZING STRUCTURAL STEEL

A. In the Fabrication Shop

The outside surface of the fascia stringers shall be cleaned of all dirt, grease, paint, mill scale or other foreign material prior to shipping. The purpose of the cleaning is to produce fascia surfaces which will weather uniformly.

B. In the Field

The outside surface of the fascia stringers shall be cleaned so that all dirt, grease, paint or other foreign material is removed at the completion of the bridge construction. The purpose of the cleaning is to return the fascia surfaces to the condition in which they left the fabrication shop.

The cost of cleaning this steel in the fabrication shop and the field shall be included in the price bid for the various items in the contract.