

Chapter 26

Bridge Project Development

The following are changes, additions or deletions to the January 2007, Topic #625-000-007, Plans Preparation Manual (PPM) - English, for use on Turnpike projects only:

26.9.2 Contents

Add the following item after item

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14. ASBESTOS ON BRIDGES

Due to the fact that the Environmental Protection Agency (EPA) has ruled that a bridge is a "public facility", any bridge replacement or widening must follow **National Emission Standards for Hazardous Air Pollutants (NESHAP)** regulations pertaining to asbestos inspection and notification.

All projects that have bridge replacements or widenings that will require partial or complete existing bridge demolition shall have a Licensed Asbestos Consultant on the project team.

During the BDR phase for these projects, the Consultant Bridge Engineer shall initiate the Licensed Asbestos Consultant to prepare an asbestos assessment survey and report for the bridges requiring bridge demolition. If Asbestos Containing Materials (ACM's) are determined to be present, an abatement plan shall be developed by the Licensed Asbestos Consultant. The abatement plan to remove the ACM shall be prepared in consultation with the National Institute of Building Sciences (NBIS) - "**Asbestos Abatement and Management in Buildings- Model Guide Specifications.**" The abatement plan must be communicated within the Contract Documents for the bridge replacement or widening and be done in concert with the activities that may disturb the ACM.

The Contractor is required to notify the Florida Department of Environmental Protection (DEP) at least 10 days in advance of the activities that may disturb the ACM's. These notification requirements are communicated to the Contractor within the "Removal of Existing Structures" section of the Standard Specifications. The Contractor is instructed to notify DEP even in the absence of ACM's. Therefore, it imperative that the Contract documents communicate the results of the asbestos survey clearly.

26.10 Bridge Development Report (BDR) Submittal Checklist

Add the following to item 1

"For new or replacement bridges on six-lane or more roadways, or roads that have the potential to be widened to six or more lanes, the cross slope of the bridge should be designed at 0.03."

Exceptions to this requirement should be discussed with the Turnpike's Drainage and Structures Departments.

Add the following to item 4

Bridge deck spread shall be evaluated for all bridges. The Bridge Development Report (BDR) shall include preliminary spread calculations for the bridge deck in order to determine whether additional drainage conveyance is required. Typical drainage conveyance costs may include, but are not limited to, additional shoulder width construction, cross slope adjustment, bridge deck drains and conveyance systems. Costs for the bridge deck drainage may be significant when comparing alternative bridge designs.

26.18 Deviations from Structures Manual *Add this sections*

26.18.1 Deck Slab Design

Bridge slabs shall be designed using the conventional method. Empirical Method is not allowed.

26.18.2 Sign Structures Splice

Full penetration shop splices are not allowed for uprights or chord members. For uprights longer than 40 feet, special approval of splice location must be requested from the Turnpike. These welds will require 100% ultrasonic testing.