

## Chapter 26

### Bridge Project Development

The following are changes, additions or deletions to the January 2012, Topic #625-000-007, Plans Preparation Manual (PPM), for use on Turnpike projects only:

#### 26.9.2 Contents

*Add the following item after item 15*

##### 16. ASBESTOS ON BRIDGES

All projects that 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.

*Add the following item after item2*

#### 26.9.4 Aesthetics

3. The color scheme for Turnpike bridges is:
  - Light Tan: FC23717 for retaining walls
  - Dark Tan: FC20475 for barriers, copings and slab overhangs
  - FTE Green: FC34090 for beams

The general aesthetic theme (color, textures, finishes, etc.) for bridges, retaining walls and sound barrier walls should be coordinated with the Turnpike Project Manager and Turnpike Architecture.

4. The color scheme for Turnpike gantries is:

Multi-chord and Mainline Accessible Gantries:

- Hot-Dipped Galvanized

Ramp and Mainline Signature Gantries:

- Structural Steel: FC36373
- Aluminum Equipment Arms: FC36373
- Aluminum Panels: FC24227

For coating TSP's refer to:

- Section 09960 – High Performance Fluoropolymer Coating System for Steel Substrates
- Section 09980 – High Performance Fluoropolymer Coating System for Aluminum Substrates

*For more information on gantry types, refer to Chapter 34 – Tolling Infrastructure Requirements.*

## **26.10 Bridge Development Report (BDR) Submittal Checklist**

*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 during construction, cross slope adjustment, bridge deck drains and conveyance systems. Costs for the bridge deck drainage may be significant when comparing alternative bridge designs. See Section 2.1.5 for bridge deck cross slope requirements.

## **26.19 Deviations from Structures Manual**

*Add the following section*

### **26.19.1 Deck Thickness Determination**

*Add the following section*

Structures Manual – Volume 1: Structures Design Guidelines - Section 4.2.2.D shall be modified as follows:

The thickness of CIP bridge decks on beams or girders for minor widening will be 8" minimum unless otherwise approved by the Turnpike Structures Design Engineer.

## **26.19.2 Miscellaneous Structures Splice**

*Add the following section*

Full penetration welded shop splices are not allowed for uprights or chord members.

## **26.19.3 Bridge Deck Grooving**

*Add the following paragraphs*

Structures Manual – Volume 1: Structures Design Guidelines – Section 7.7.A shall be modified as follows:

For widened superstructures where at least one traffic lane is to be added, add a note to the plans specifying that the new bridge floor finish match that of the existing bridge deck surface. If the existing deck is not grooved, and there is a history of crashes at that location, grooving shall be investigated during the design process.

## **26.19.4 GRS Walls**

*Add the following section*

Structures Manual – Volume 1: Structures Design Guidelines Section 3.12.12 shall be modified as follows:

GRS walls shall not be used at bridge ends bents.