GENERAL NOTES

DESIGN SPECIFICATIONS

LOAD DISTRIBUTION
1. LOAD DISTRIBUTION TO BEAS IS BASED UPON DW-4 DISTRIBUTION FACTORS.

DESIGN LOADS
DESIGN LIVE LOADS
PNL-93 OR P-2-2200 KIP LOADS.

FATIGUE DESIGN IS BASED ON ASD 65, 23000.

DEAD LOADS

INCREASED AREA DENSITY OF 0.020 KSF FOR FUTURE WEARING SURFACE ON THE DECK SLAB.

SPECIAL CONCRETE TO BE ORDERED FOR ACCELERATION COEFFICIENT OF 0.65 FOR THIS STRUCTURE.

GENERAL

PREPARATION OF MATERIALS AND PERFORMANCE WORK IN ACCORDANCE WITH SPECIFICATIONS. PUBLICATION 480, 1971, CHARGE NO. 2.

PANMp-93-P2-2-2-200 KIP LOAD PERMIT, PNL-93.

FATIGUE DESIGN IS BASED ON ASD 65, 23000.

DEAD LOADS

INCREASED AREA DENSITY OF 0.020 KSF FOR FUTURE WEARING SURFACE ON THE DECK SLAB.

SPECIAL CONCRETE TO BE ORDERED FOR ACCELERATION COEFFICIENT OF 0.65 FOR THIS STRUCTURE.

CONCRETE NOTES

APPLY EPOXY BONDING COMPOUND TO ALL INTERFACES BETWEEN NEW AND EXISTING CONCRETE OR BETWEEN NEW CONCRETE AND EXISTING STRUCTURAL COMPONENTS. EPOXY BONDING COMPOUND IS TO BE APPLIED TO CLEAN AND DRY SURFACES TO BE JOINED.

PLACE CONCRETE BEARING SURFACES IN COLLINEAR WITH THE AXES OF THE NEW BEARING DEVICES IN THE NEARING PEBLEDEGS AND ADDITIONAL ELEVATIONS AS REQUIRED FOR CONFORMITY WITH THE BEARING SURFACES SUPPLIED.

APPLY UNIFORM POROSITY FOR FUTURE WEARING SURFACE TO THE EXPOSED CONCRETE TO THE DECK SLAB, BARRIERS, EXCEPT BACK OF TAILGE BARRIER.

APPLY PROTECTIVE COATING FOR NEW REINFORCED CONCRETE SURFACES TO THE BEARING DEVICES AND SPECIAL SURFACES (BEARING SEALERS, REINFORCED CONCRETE STRUCTURE SURFACES TO THE EXPOSED frauen OF ARMS REPAIR.

ALL EXISTING CONCRETE REMOVED FROM THE STRUCTURE WILL BE DISPOSED OF OFF SITE TO THE SATISFACTION OF THE ENGINEER.

REPAIR ANY AREAS OF CONCRETE DAMAGED BEYOND THE REMOVAL LIMITS.  ALL INTERFACES BETWEEN NEW AND EXISTING CONCRETE OR BETWEEN NEW CONCRETE AND EXISTING STRUCTURAL COMPONENTS ARE TO BE JOINED.

EPOXY BONDING COMPOUND IS TO BE APPLIED TO CLEAN AND DRY BEARING SURFACES ON WHICH THE CONCRETE IS TO BE PLACED.

STRUCTURAL STEEL NOTES

PROVIDE 20% FIBER GLASS CONFORMING TO ASTM A709, 20D, SIZE #1.002. EXCEPT WHERE NOTED OTHERWISE.

USE STEEL AND REINFORCED CONCRETE BEAMS DECK WITH STEEL BARS AND STEMS CONFORMING TO ASTM A709, 20D, SIZE #1.002. EXCEPT WHERE NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR SAFELY AND CORRECTLY SUSPENDING THE HANGING AND ENDURING, INCLUDING DURING SLOP PLUS SPECIFICATIONS FOR HIGHWAY BRIDGES, WHICH ARE NOT IN EXISTENCE AND ARE NOT IN EXISTENCE AND ARE NOT IN EXISTENCE.

A DIYAPLERS IN THE DIAMETERS OF 1-1/4 AND ALL BOLTS ARE TO BE FIXED IN THE STEEL MEMBERS, WIND LOADING AND CONSTRUCTION, THE EFFECTS ARE TO BE EVALUATED WITH THE PERCENT OF THE STEEL MEMBERS WITH CHAMBER DURING ANY STAGE OF ERECTION.

DO NOT USE FOR SUPPORT SYSTEMS WHICH WILL CAUSE UNACCEPTABLE DEFLECTIONS OR DEFORMATION TO PERMANENT BRIDGE MEMBERS.

UNLESS OTHERWISE NOTED, MORTAR MELS ARE TO BE MINIMUM VALUES AS DEFINED IN THE FOLLOWING TABLE.

<table>
<thead>
<tr>
<th>MATERIAL</th>
<th>DESCRIPTION</th>
<th>MINIMUM</th>
<th>SIZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single #</td>
<td>FILL</td>
<td>1&quot;</td>
<td>2&quot;</td>
</tr>
</tbody>
</table>

THE CONTRACTOR IS TO CERTIFY AND VERIFY ALL MELS TO THE SATISFACTION OF THE ENGINEER.

THE ENGINEER RESERVES THE RIGHT TO CHANGE THE NATURE AND LIMITS OF WORK ON THE CONTRACT TO SATISFY THE SAFETY REQUIREMENTS.

UTILITY NOTES

COORDINATE, LOCATE AND CONDUCT ALL WORK RELATED TO PUBLIC AND PRIVATE UTILITIES IN ACCORDANCE WITH PUBICATIONS 480, 1971, SUBS. 105.08 AND 105.12.

EXISTING BRIDGE NOTES

IT IS ASSUMED THE EXISTING BRIDGE RAILING CONTAINS LEAD PAINT AND THE EXISTING PAINT SYSTEM, THE REMOVAL OF THE BRIDGE WILL BE ACCOMPLISHED WITH NEW 108-8289 REMOVAL OF PORTION OF EXISTING BRIDGE.

REFERENCES

REHABILITATION OF MONTROUN RUN BRIDGE NO. 6
SCOTT ROAD STA. 101+93.97
OVER MONTROUN RUN
1-S9 COMP P25 CONC SPB 87 WM BRIDGE
COUNTY PROJECT WT06-0608

DR. BRY. RH. DR. CH. BM
DATE: 03/15/20
SHEET: 3 OF 20

26111

County of Allegheny
Pittsburgh, Pennsylvania
DEPARTMENT OF PUBLIC WORKS

DEP MAPP NGM ORG CARD MAPP
LEGEND

- PARTIAL ABUTMENT/WINDWALL REMOVAL
- ABUTMENT EXISTING STONE MASONRY CONCRETE REPAIR
- ABUTMENT CRACK REPAIR
- TO BE REPOINTED

NOTE:
1. FOR GENERAL NOTES, SEE SHEET 5.
CONSTRUCTION STAGES

STAGE 31
AFTER REMOVAL OF PORTIONS OF THE MASONRY STONE ABUTMENTS, AS SHOWN ON SHEET 2, REMOVE THE REMAINING PORTIONS OF THE MASONRY STONE ABUTMENTS FOR PRECAST ABUTMENT CAPS. INSTALL THE PRECAST ABUTMENT CAPS PER THE DETAILS AND TO THE ABUTMENT
SEAT ELEVATIONS AS DEFINED ON SHEETS 6 AND 7.

STAGE 32
SET BEAM 3 IN POSITION AND ANCHOR THE BEAM TO THE ABUTMENT CAPS.

STAGE 33

STAGE 34

STAGE 35
B. MOLD THE BRIDGE SIDE EXTRUSIONS AT THE ABUTMENTS.
C. BOLT TOGETHER THE TWIN BARS OVER BEAM B3.
D. MOLD BEAM B3 SHEAR CONNECTORS IN PLACE.
E. INSTALL THE BRIDGE BARRIER RAILING.

STAGE 36
A. SET THE BACKWALL EXTRUSIONS AND POUR THE TOP OF THE BACKWALLS USING CLASS AAA RAPID SETTING CONCRETE.
B. POUR THE CLOSURE PLUG OVER BEAM B3 USING CLASS H.E.S. CEMENT CONCRETE. THE BRIDGE MAY BE OPEN TO TRAFFIC 5
C. NON-COMPOSITE, POSITIVE FLEXURE

STAGE 37
A. SET THE CENTERLINE SPAN ROLODED BEAM SECTION PROPERTIES.
B. MOLD THE CENTERLINE SPAN ROLODED BEAM SECTION PROPERTIES.
C. MOLD THE CENTERLINE SPAN ROLODED BEAM SECTION PROPERTIES.
D. MOLD THE CENTERLINE SPAN ROLODED BEAM SECTION PROPERTIES.

NOTES
- UNFACTORED MAXIMUM MOMENTS, SHEARS, AND REACTIONS INCLUDE THE APPROPRIATE APPLIED DISTRIBUTION FACTOR TO MAXIMIZE THE SIDER VALUES.
- REACTIONS DO NOT INCLUDE ALLOWANCES FOR END DIAPHRAGMS, END BLOCK OR THE PROJECTION OF THE BEAM PAST THE CENTERLINE OF BEAM NO.
- COMPOSITE DEAD LOAD 1 INCLUDING PSW 15 LESS FOR BEAM 83.
PROCEDURE TO SET PRECAST ABUTMENT CAP

1. PRIOR TO FABRICATION OR THE PRECAST ABUTMENT CAP, FIELD VERIFY THE ELEVATION OF THE TOP OF MASONRY STONE TO REMAIN, PROPER CLEARANCE OF THE EXISTING MASONRY STONE TO VERIFY THE MASONRY STONE WILL COMPLETELY CLEAR THE MASONRY STONE TO REMAIN.

2. SET BOTTOM OF ABUTMENT CAP 1' ABOVE THE TOP OF EXISTING MASONRY STONE ELEVATION.

3. DRILL 1'-6" DEEP 3" DIAMETER HOLES IN EXISTING MASONRY STONE AT THE LOCATIONS SHOWN IN THE PLAN.

4. REMOVE THE PRECAST ABUTMENT CAP TO SET NEOPRENE SPONGE DASHETS AND CONCRETE SHIM.

5. SET 1'-6" DEEP 3" DIAMETER HOLES IN EXISTING MASONRY STONE AROUND THE PERIMETER OF THE MASONRY STONE WHERE THE PRECAST ABUTMENT CAP WAS SET. PLACE 12" THICK CLOSED CELL NEOPRENE SPONGE "DONUT" AROUND THE 3" DIAMETER DOME HOLES IN THE EXISTING MASONRY STONE.

6. PROVIDE A MINIMUM OF FOUR FIBER REINFORCED CONCRETE SHIMS ON THE EXISTING MASONRY STONE AND SET THE PRECAST ABUTMENT CAP TO THE PROPER ELEVATION, ADJUST AS REQUIRED.

7. SET AND GROUT IN DOME RODS, USE NON-SHRINK HIGH EARLY STRENGTH GROUT.

8. PRESSURE GROUT BETWEEN THE EXISTING MASONRY STONE AND THE PRECAST ABUTMENT CAP WITH NON-SHRINK HIGH EARLY STRENGTH GROUT, PROVIDE FORMS AND PLACE GROUT. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THERE WILL BE NO Voids IN THE GROUT PADS.

THE CONTRACTOR MUST SUBMIT A PRECAST ABUTMENT CAP INSTALLATION PROCEDURE 3 WEEKS PRIOR TO INSTALLATION. THE PROCEDURE MUST BE APPROVED PRIOR TO CONSTRUCTION.

NOTES:

1. FOR GENERAL NOTES, SEE SHEET 3.
2. NON-SHRINK HIGH EARLY STRENGTH GROUT, CLOSED CELL NEOPRENE SPONGES AND THE PREPARATIONS OF SPECIAL PROVISIONS SECTION 14 FOR ARE INCIDENTAL TO CLASS A CEMENT CONCRETE.
3. WORK THIS SHEET WITH SHEETS 7 THROUGH 9.
4. FOR THE SUBSTRUCTURE REINFORCEMENT BAR SCHEDULE, SEE SHEET 10.
# REINFORCEMENT BAR SCHEDULE

<table>
<thead>
<tr>
<th>NO.</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>J</th>
<th>K</th>
<th>R</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>IN 4</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BEND</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>IN 4</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BEND</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>IN 4</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>BEND</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>IN 4</td>
</tr>
</tbody>
</table>

**REINFORCEMENT BAR NOTES:**

1. "E:" DIMENSION ON SCAFFOLD ONLY WHERE NECESSARY TO RESTRICT HOOD SIZE. OTHERWISE STANDARD HOODS ARE TO BE USED.
2. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING BD-1751.
3. FIGURES IN CIRCLES ARE BAR TYPES.
4. "E:" INDICATES EPOXY COATED BARS.
5. FOR ALL BARS TYPES SHOWN, DIMENSIONS A-H AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. J IS MEASURED ALONG INSIDE OF BAR.

**NOTES:**

1. FOR GENERAL PLAN & ELEVATION, SEE SHEET 1.
NOTE:
1. FOR GENERAL NOTES, SEE SHEET 3.
2. FOR NOTES SEE SHEET 13.
3. WORK THIS SHEET WITH SHEETS 12 AND 13.

County of Allegheny
Pittsburgh, Pennsylvania
DEPARTMENT OF PUBLIC WORKS

REHABILITATION OF
MONTOUR RUN BRIDGE NO. 6
SCOTT ROAD STA 101+93.97
OVER MONTOUR RUN
1-SP COMP P/S CONC SPR BOX BM BRIDGE
FRAMING PLAN
COUNTY PROJECT MT06-06G8

SCALE: SHEET II OF 20

DRAWN: JBP
CHECKED: WFP
DATE: 05/17/07

26111
**TYPICAL INTERMEDIATE DIAPHRAGM**

**NOTES**

- At intermediate diaphragm locations, stiffener plates are not required on the fascia side of spans B and D.

**SECTION B-B**

- 1/4" clip (TYP) (TOP & BOTTOM PLANKING)
- See Note A

**SECTION A-A**

- 1/4" clip (TYP) (TOP & BOTTOM PLANKING)
- See Note A

**TYPICAL END DIAPHRAGM**

**NOTES**

- Do not provide diaphragm connection bolt holes in bearing stiffeners of fascia sides of spans B and D.

**SECTION A-A**

- 1/4" clip (TYP) (TOP & BOTTOM PLANKING)
- See Note A

---

**County of Allegheny**

**DEPARTMENT OF PUBLIC WORKS**

**REHABILITATION OF**

**MONTOUR RUN BRIDGE NO. 6**

**SCOTT ROAD STA 101+93.97**

**OVER MONTOUR RUN**

**1-SP COMP P/J'S CONC SPH BOX BM BRIDGE BEAM DIAPHRAGMS**

**COUNTY PROJECT W206-0608**

**SHEET 15 OF 20**
# TABLE OF DECK ELEVATIONS AT 10TH POINTS ALONG CENTERLINE OF BEAM

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>BEAM NUMBER</th>
<th>STATION</th>
<th>PT. 1</th>
<th>PT. 2</th>
<th>PT. 3</th>
<th>PT. 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>EG BNG ABUT 1</td>
<td>852.79</td>
<td>852.99</td>
<td>853.07</td>
<td>853.09</td>
<td>852.86</td>
<td>852.75</td>
</tr>
<tr>
<td>4.78</td>
<td>852.93</td>
<td>853.03</td>
<td>853.03</td>
<td>853.05</td>
<td>852.92</td>
<td>852.79</td>
</tr>
<tr>
<td>9.55</td>
<td>852.87</td>
<td>853.07</td>
<td>853.07</td>
<td>853.09</td>
<td>852.92</td>
<td>852.83</td>
</tr>
<tr>
<td>14.33</td>
<td>852.90</td>
<td>853.10</td>
<td>853.10</td>
<td>853.10</td>
<td>852.98</td>
<td>852.85</td>
</tr>
<tr>
<td>19.11</td>
<td>852.92</td>
<td>853.12</td>
<td>853.12</td>
<td>853.12</td>
<td>853.00</td>
<td>852.86</td>
</tr>
<tr>
<td>23.89</td>
<td>852.94</td>
<td>853.13</td>
<td>853.13</td>
<td>853.13</td>
<td>852.99</td>
<td>852.84</td>
</tr>
<tr>
<td>28.66</td>
<td>852.94</td>
<td>853.13</td>
<td>853.13</td>
<td>853.13</td>
<td>852.99</td>
<td>852.84</td>
</tr>
<tr>
<td>33.44</td>
<td>852.94</td>
<td>853.13</td>
<td>853.13</td>
<td>853.13</td>
<td>852.99</td>
<td>852.84</td>
</tr>
<tr>
<td>38.22</td>
<td>852.92</td>
<td>853.11</td>
<td>853.11</td>
<td>853.11</td>
<td>852.98</td>
<td>852.84</td>
</tr>
<tr>
<td>42.99</td>
<td>852.90</td>
<td>853.09</td>
<td>853.09</td>
<td>853.09</td>
<td>852.95</td>
<td>852.81</td>
</tr>
<tr>
<td>EG BNG ABUT 2</td>
<td>852.87</td>
<td>853.06</td>
<td>853.06</td>
<td>853.06</td>
<td>852.91</td>
<td>852.77</td>
</tr>
</tbody>
</table>

DECK ELEVATIONS ARE GIVEN AT THE CENTERLINE OF EACH BEAM. Locations given are the distance (ft) along the centerline of each beam to each 10th point as measured from the centerline of bearing at Abutment 1.

# ELEVATION TABLE TOP OF SLAB ELEVATION

<table>
<thead>
<tr>
<th>STATION</th>
<th>PT. 1</th>
<th>PT. 2</th>
<th>PT. 3</th>
<th>PT. 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>101+68.80</td>
<td>852.79</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>101+70.00</td>
<td>852.80</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>101+70.00</td>
<td>852.80</td>
<td>853.04</td>
<td></td>
<td></td>
</tr>
<tr>
<td>101+72.25</td>
<td>852.82</td>
<td>853.06</td>
<td>852.83</td>
<td></td>
</tr>
<tr>
<td>101+72.75</td>
<td>852.82</td>
<td>853.06</td>
<td>852.83</td>
<td>852.75</td>
</tr>
<tr>
<td>101+80.00</td>
<td>852.88</td>
<td>853.12</td>
<td>852.89</td>
<td>852.81</td>
</tr>
<tr>
<td>101+80.00</td>
<td>852.93</td>
<td>853.17</td>
<td>852.94</td>
<td>852.86</td>
</tr>
<tr>
<td>102+00.00</td>
<td>852.94</td>
<td>853.19</td>
<td>852.95</td>
<td>852.87</td>
</tr>
<tr>
<td>102+00.00</td>
<td>853.15</td>
<td>853.15</td>
<td>853.15</td>
<td>853.15</td>
</tr>
<tr>
<td>102+16.67</td>
<td>852.87</td>
<td>853.11</td>
<td>852.88</td>
<td>852.80</td>
</tr>
<tr>
<td>102+17.00</td>
<td>853.10</td>
<td>852.87</td>
<td>852.79</td>
<td></td>
</tr>
<tr>
<td>102+20.00</td>
<td>852.86</td>
<td>852.78</td>
<td></td>
<td></td>
</tr>
<tr>
<td>102+20.12</td>
<td>852.85</td>
<td>852.77</td>
<td></td>
<td></td>
</tr>
<tr>
<td>102+20.52</td>
<td>852.77</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

ELEVATIONS GIVEN AT THE FIRST AND LAST STATIONS LISTED FOR EACH BEAM ARE LOCATED AT THE CENTERLINE OF BEARING.
<table>
<thead>
<tr>
<th>WORK</th>
<th>SR</th>
<th>LENGTH</th>
<th>NO.</th>
<th>TYPE</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>J</th>
<th>K</th>
<th>R</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5S401</td>
<td>4</td>
<td>1'-6&quot;</td>
<td>340</td>
<td>53</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5S402</td>
<td>4</td>
<td>1'-6&quot;</td>
<td>340</td>
<td>53</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5S403</td>
<td>4</td>
<td>1'-6&quot;</td>
<td>350</td>
<td>53</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5S404</td>
<td>4</td>
<td>2'-0&quot;</td>
<td>450</td>
<td>1</td>
<td>6&quot;</td>
<td>1&quot;-4&quot;</td>
<td>2&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5S405</td>
<td>4</td>
<td>1'-0&quot;</td>
<td>500</td>
<td>12</td>
<td>57</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5S406</td>
<td>4</td>
<td>4'-2&quot;</td>
<td>600</td>
<td>15</td>
<td>57</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**REINFORCEMENT BARS NOTES:**

1. "H" DIMENSION ON "M" HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE; OTHERWISE STANDARD HOOKS ARE TO BE USED.
2. FOR REINFORCEMENT BAR FABRICATION DETAILS, REFER TO STANDARD DRAWING RC-TB52.
3. FIGURES IN CIRCLES ARE BAR TYPES.
4. "E" INDICATES EPOXY COATED BARS.
5. FOR ALL BARS TYPES SHOWN, DIMENSIONS A-H AND LENGTH ARE MEASURED ALONG OUTSIDE OF BAR. H IS MEASURED ALONG INSIDE OF BAR.

**NOTES:**

1. FOR GENERAL PLAN & ELEVATION, SEE SHEET 1.