

STATE PROJECT NO(S). 450-17-0018
SPECIAL PROVISIONS

7 minutes to a maximum of 13 minutes.

FLY ASH (7/98): Subsection 1018.15 of the standard specifications is deleted and the following substituted.

Fly ash shall be from an approved source listed in QPL 50 and shall conform to AASHTO M 295 for Class C and Class F only.

ITEM S-101, REMOVAL OF EXISTING BRIDGE SPAN NO. 232L: Work required by this item shall consist of furnishing all plant, equipment, labor and materials necessary to remove and dispose of the existing span no. 232L. Removal of existing span 232L shall be made according to the provisions of this item and in combination with the requirements of Item S-102. Included in this item is the removal of the concrete deck, precast-prestressed concrete girders, railing and diaphragms.

REMOVAL CRITERIA:

The existing bridge span shall be removed and disposed of according to the following criteria:

- (c) The contractor shall be responsible for determining the method of removal and disposal. The contractor shall submit the proposed method of span removal and disposal, for approval, at least thirty (30) calendar days prior to beginning any work on this item.
- (d) No work shall begin until the contractor's method of removal and disposal has been approved by the project engineer.
- (c) No debris will be allowed to fall into Lake Pontchartrain.
- (d) All work required to complete the removal of Span 232L shall be performed within the constraints outlined below.

CONSTRAINTS FOR REMOVAL AND REPLACEMENT OF SPAN 232L:

- (a) Installation of Span 232L shall begin immediately after removal of the existing span is completed.
- (b) Removal and replacement of Span 232L shall commence on a Saturday morning.
- (c) The contractor shall give written notice to the project engineer at least one (1) week in advance of this work.
- (d) The contractor shall begin implementation of the temporary detour system to be utilized for westbound I-10 traffic.
- (e) At 12:00 o'clock a.m. the contractor will be allowed to close the bridge to westbound traffic.
- (f) All work necessary to complete the removal and replacement of Span 232L shall be accomplished on a Saturday within twenty-four (24) consecutive hours. The twenty-four (24) consecutive hours shall be from 12:01 a.m. Saturday morning to 12:01 a.m. Sunday morning.
- (g) The contractor shall be assessed a disincentive of \$5,000.00 per hour for every hour after 12:01 a.m. on Sunday for every hour that the bridge is still closed to traffic.
- (h) The contractor shall be awarded an incentive of \$5,000.00 per hour

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up to a maximum of \$20,000.00 for every hour before 12:01 a.m. on Sunday morning for every hour that the bridge is open to traffic.

(i) For the purposes of incentive and disincentive, the time considered shall be rounded up to the nearest one half ($\frac{1}{2}$) hour. Completion shall be considered to be that time when the westbound I-10 bridge is reopened to traffic.

(j) Immediately after completion of the span replacement, the contractor shall reopen the I-10 westbound bridge to traffic and begin removal of the temporary detour system.

EXISTING ELECTRICAL CABLES:

The contractor shall be responsible for detaching the existing conduit which is attached to the exterior girders of the bridge. These conduits and cables shall be supported and protected from damage during all removal, installation and/or moving of the spans required by this project. Upon completion, the conduit shall be reattached in a like manner acceptable to the project engineer. Power to the bridge shall not be interrupted during the course of this project.

DISPOSAL OF THE EXISTING SPAN 232L:

All materials designated for removal and disposal shall be disposed of off of the project site outside of the view of the traveling public with the written permission of the landowner on whose property the material has been placed. The contractor shall provide the Chief Engineer with copies of all agreements with the property owners.

MEASUREMENT:

Measurement for removal of existing bridge span no. 232L shall be lump sum and shall include the furnishing of all plant, equipment, material and labor required to complete this item.

PAYMENT:

Payment for removal of existing bridge span no. 232L shall be lump sum. Payment shall also include all costs associated with disposal of the existing span and preparation of the existing caps for installation of a new span 232L. Payment for installation of new span 232L shall be made under Item S-102.

Payment will be made under:

Item S-101, Removal of Existing Bridge Span No. 232L, per lump sum.

ITEM S-102, REPLACEMENT OF REQUIRED BRIDGE SPAN NO. 232L: Work required by this item shall consist of furnishing all plant, equipment, labor and materials necessary to install a precast, bridge span in the place of the bridge span removed and disposed of in item S-101. The new bridge span shall be a monolithic prestressed girder span to be constructed off site and lifted and installed according to the plans and these specifications.

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INSTALLATION CRITERIA:

- (a) Prior to commencing the removal of the existing bridge span no. 232L the complete replacement span including precast-prestressed concrete girders, diaphragms, deck and railing must be resting on a barge nearby for lifting in place.
- (b) The span replacement will be subject to the constraints for removal and replacement of span 232L as found in paragraph 101.3 of these specifications.

LIFTING DEVICE:

The Contractor will be solely responsible for the design, fabrication and use of a strongback lifting frame which is capable of lifting the replacement span into place. The lifting device shall satisfy the following criteria.

- (a) The strongback lifting frame shall completely support the replacement span by direct bearing on the precast-prestressed concrete girders.
- (b) Every contact point between the precast-prestressed concrete girders and the frame shall be level and shall provide a minimum bearing surface of 6" x 6".
- (c) Each precast-prestressed concrete girder shall have a contact point on each end of the girder located within a distance of 2'-0" to 4'-0" as measured from the end of the girder.
- (d) The strongback frame shall be strong enough to resist both transverse and longitudinal loading.
- (e) The strongback lifting frame shall be designed, built and operated such that the replacement slab will receive only vertical reaction loads at the bearing points during all lifting and placement operations.

DESIGN CRITERIA:

The contractor shall submit all design calculations required to demonstrate that the proposed strongback lifting frame will perform according to the criteria outlined above. Design drawings and calculations shall be performed and stamped by a licensed Professional Civil Engineer certified by the State of Louisiana. All drawings and calculations shall be submitted to the project engineer for review and approval at least thirty (30) calendar days prior to beginning any work on this item. No work on the strongback lifting frame shall begin until the design calculations and drawings have been reviewed and approved.

BEARING PAD ASSEMBLY REPLACEMENT:

As part of the work required by this item, the contractor will also be required to install new bearing pad assemblies including anchor bolts according to the plans and these specifications.

- (a) Anchor Bolts shall be 1 ½" diameter conforming to the requirements of ASTM A 325.
- (b) Epoxy Grout shall be non-metallic, non-shrink and called out in QPL-47.
- Installation shall be according to the manufacturer's requirements.

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MEASUREMENT:

Measurement for replacement of required bridge span no. 232L shall be lump sum. Measurement shall include the furnishing of all plant, equipment, labor and materials necessary to fabricate and supply the strongback lifting frame and complete all other work necessary to complete the installation of replacement span 232L.

PAYMENT:

Payment for replacement of required bridge span no. 232L shall be lump sum. Payment shall also include all costs associated with the fabrication of the strongback lifting frame and all work necessary to install the precast replacement span. Payment for removal of the existing span, preparation of the existing caps for installation of the new span and all other work required for construction of the new span off site will be made under separate items.

Payment will be made under:

Item S-102, Replacement of Required Bridge Span No. 232 L, per lump sum.

ITEM S-103, POLICE DETAIL FOR I-10 WESTBOUND CLOSURE: The contractor shall, at the discretion of the project engineer, during the time when the existing span 232L is removed and replaced, employ the services of Police Officers in order to insure the safe and efficient flow of vehicles through and around the construction area. The Police Officers employed shall have the full power, authority and jurisdiction to carry out their task.

MEASUREMENT:

Measurement for police detail for I-10 westbound closure shall be the actual hours each Police Officer works in the field as verified by the project engineer.

PAYMENT:

Payment for police detail for I-10 westbound closure shall be per hour when measured as stated above. Payment for police control during other bridge rehabilitation activities shall be paid for under a separate item.

Payment will be made under:

Item S-103, Police Detail for I-10 Westbound Closure, per hour.

ITEM S-104, DECK JOINT REPAIR: Work required by this item shall include the furnishing of all plant, equipment, labor and materials necessary to remove the existing damaged portion of the deck joint and make the repairs required by the plans and these specifications. The bridge deck joints shall be those listed in the plans and any others requiring repair as deemed necessary by the project engineer.