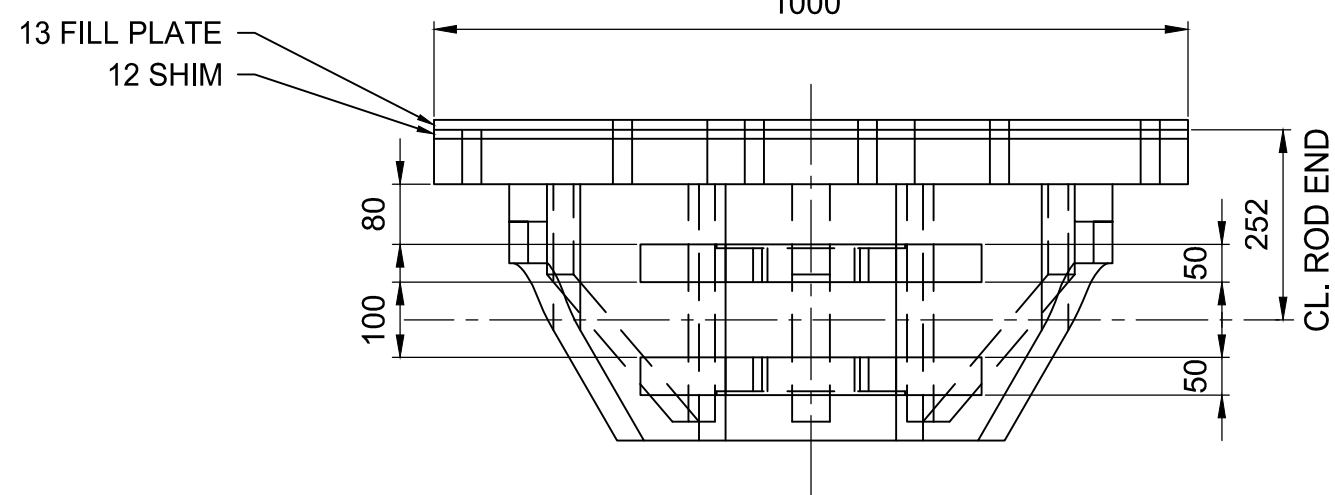
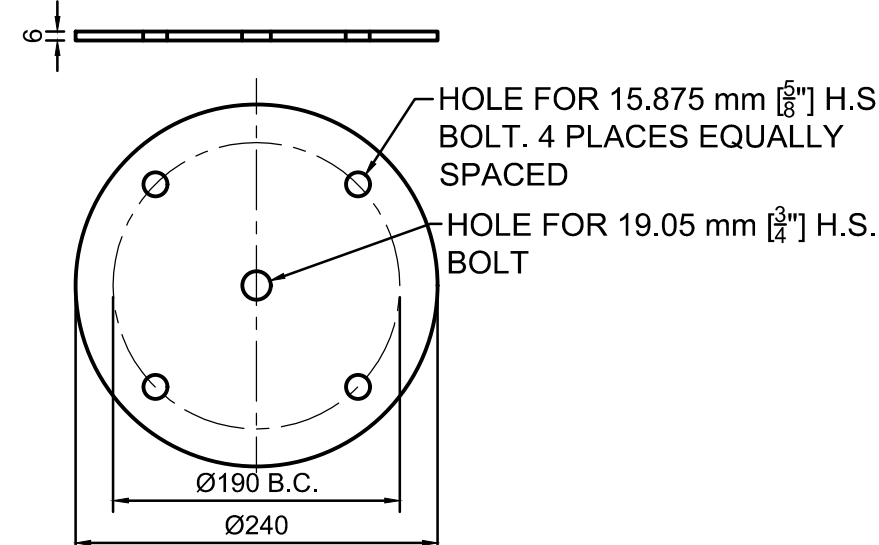


- ## NOTES:
1. SEE GENERAL NOTES ON SHEET M-01 AND M-02 APPLICABLE TO THIS SHEET.
 2. PROVIDE LC6 FIT WITH GIRDER BRACKET AND PIER BRACKET CLEVIS AND PROVIDE MANUFACTURER'S RECOMMENDED FIT AND FINISH FOR SPHERICAL ROD END AND SPAN DRIVE CYLINDER (SDS).
 3. CYLINDER TO BE LEVEL WITHIN 3MM OVER LENGTH OF CYLINDER WITH CYLINDER RETRACTED.
 4. PROVIDE SELF- LUBRICATING BEARING SYSTEM FOR ROD END BEARING.
 5. COORDINATE THE PIVOT PIER CONCRETE, CYLINDER TRUNNIONS AND MOUNTING BRACKETS TO THE SWING SPAN PIVOT GIRDER.
 6. ALL WELDS COMPLETE PENETRATION GROOVE WELDS UNLESS OTHERWISE NOTED. ALL MACHINING WORK TO BE PERFORMED FOLLOWING WELDING AND STRESS RELIEF.
 7. PLATE DIMENSIONS SHOWN ARE FINAL DIMENSIONS AFTER MACHINING. ADD STOCK AS REQUIRED TO ALLOW CLEANUP FOR MACHINING.
 8. PROVIDE FIT AND FINISH IN ACCORDANCE WITH BEARING MANUFACTURER'S REQUIREMENTS. NITRIDE PIN TO PROVIDE MINIMUM SURFACE HARDNESS OF 50 HRC.
 9. ROD AND BLIND END CUSHIONS TO BE SIZED TO DECELERATE THE BRIDGE FROM FULL SPEED TO 15-20% OF FULL SPEED. SEE THE SPECIFICATIONS FOR HYDRAULIC WORK DETAILS.
 10. THE MOUNTING HEIGHT OF THE SPAN DRIVE CYLINDERS RELATIVE TO THE PIVOT GIRDER AND THE PIVOT GIRDER BRACKETS FOR THE CYLINDERS SHALL BE COORDINATED WITH THE TILT OF THE SWING SPAN. THE SWING SPAN SHALL BE TILTED WITH JACKS OR WEIGHTS AS FOLLOWS: EAST END LOW, SPAN CLOSED AND OPENED, WEST END LOW SPAN CLOSED AND OPENED, NORTH END OF PIVOT GIRDER LOW AND SOUTH END OF PIVOT GIRDER LOW WITH THE SPAN OPENED 45 DEGREES. THE TILT OF THE CYLINDERS AND THE TILT OF THE ROD END PINS SHALL BE MEASURED AT THESE LOCATIONS AND CONDITIONS. THE ROD END SPHERICAL BEARINGS AND THE CARDANIC RINGS SHALL NOT REACH THEIR MISALIGNMENT LIMIT IF AN ADDITIONAL TILT OF 6MM MEASURED AT THE BALANCE WHEEL IS ADDED. THE CONTRACTOR SHALL PERFORM ALL MEASURING, TILTING, AND CALCULATIONS. SUBMIT TO THE DEPARTMENTAL REPRESENTATIVE FOR REVIEW AND MAKE ANY ADJUSTMENTS TO SHIMS AND COMPONENT LOCATIONS REQUIRED TO AVOID INTERFERENCE OR REACHING END OF TRAVEL LIMITS. THE ADJUSTMENT OF THE SHIMS BETWEEN THE CYLINDER BRACKET AND THE PIVOT GIRDER INCLUDING TAPERED SHIMS SHALL BE THE PRIMARY MEANS FOR CORRECTIVE ACTION.

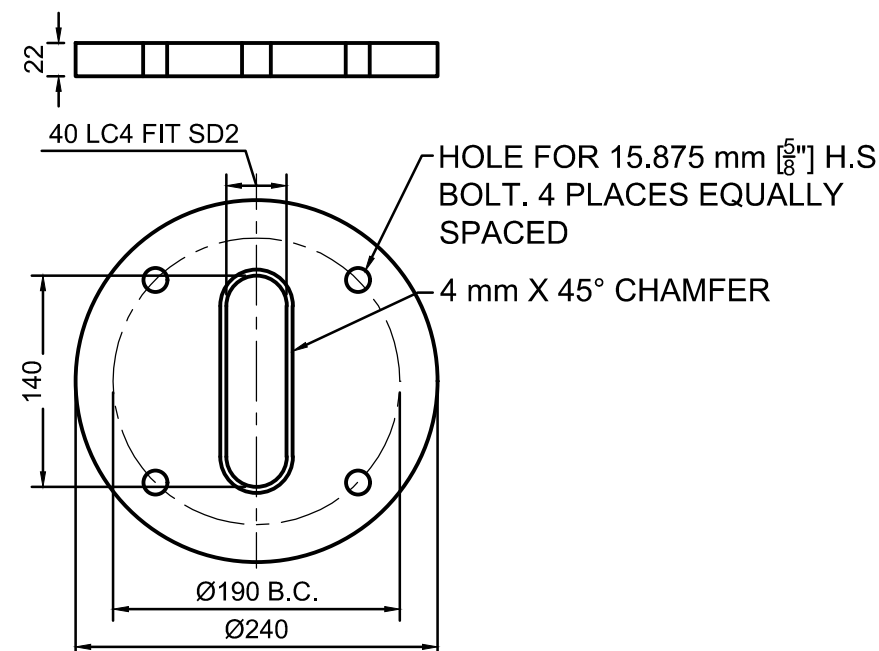


FRONT VIEW GIRDER BRACKET 1:10

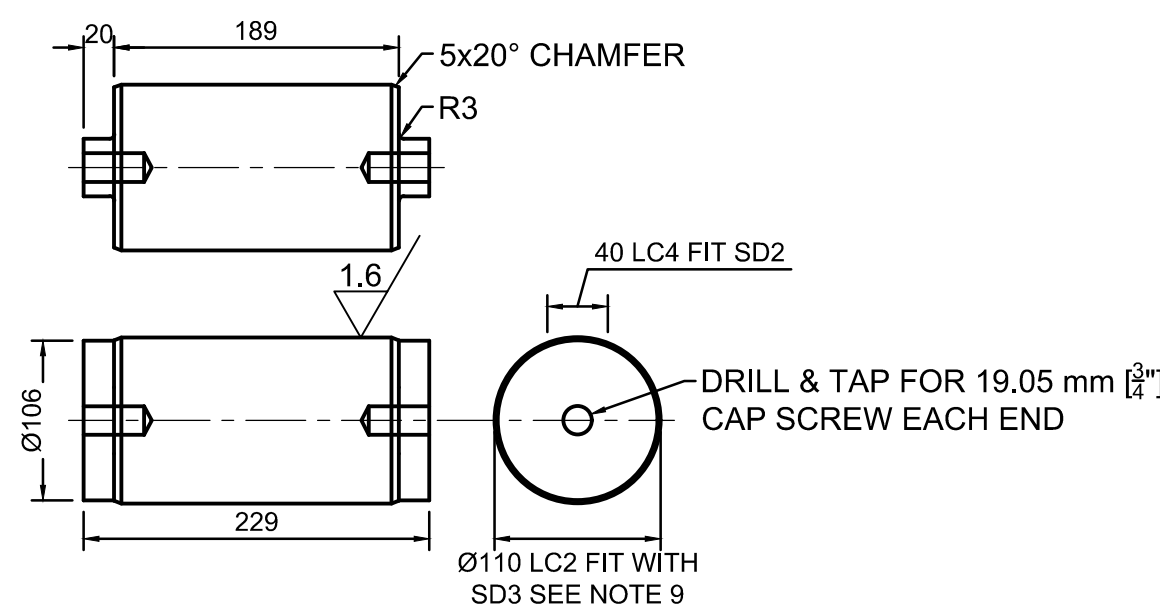


CLEVIS PIN COVER 1:5

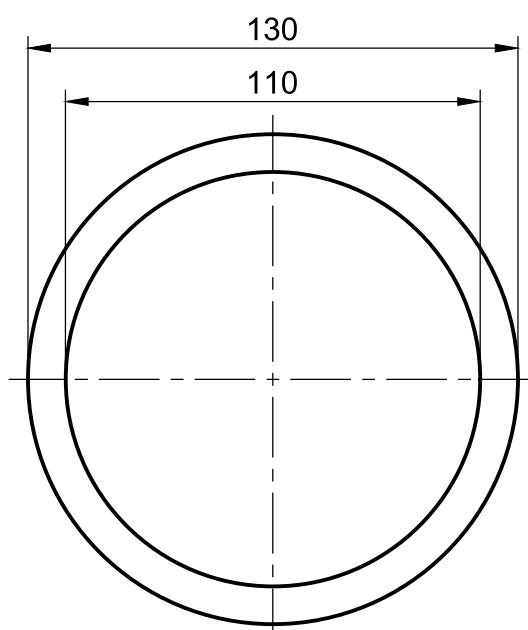
PROVIDE 3.2 MICROMETER FINISH
UNLESS OTHERWISE NOTED
MATERIAL: ASTM A276/ A276M TYPE 431



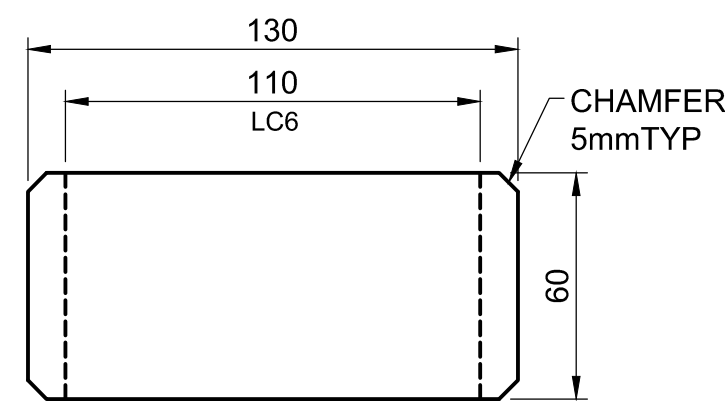
CLEVIS PIN RETAINING PLATE 1:5
 PROVIDE 3.2 MICROMETER FINISH
 UNLESS OTHERWISE NOTED
 MATERIAL: ASTM A276/ A276M TYPE 431



CLEVIS PIN 1:5
MATERIAL: ASTM A276/ A276M TYPE 431
PROVIDE 3.2 MICROMETER FINISH
UNLESS OTHERWISE NOTED

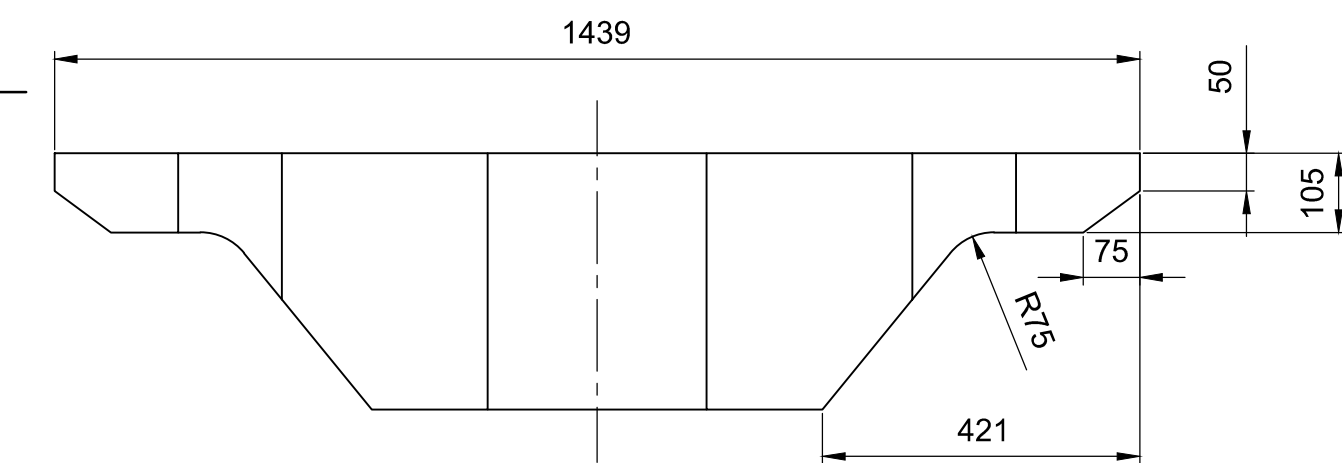


PLAN

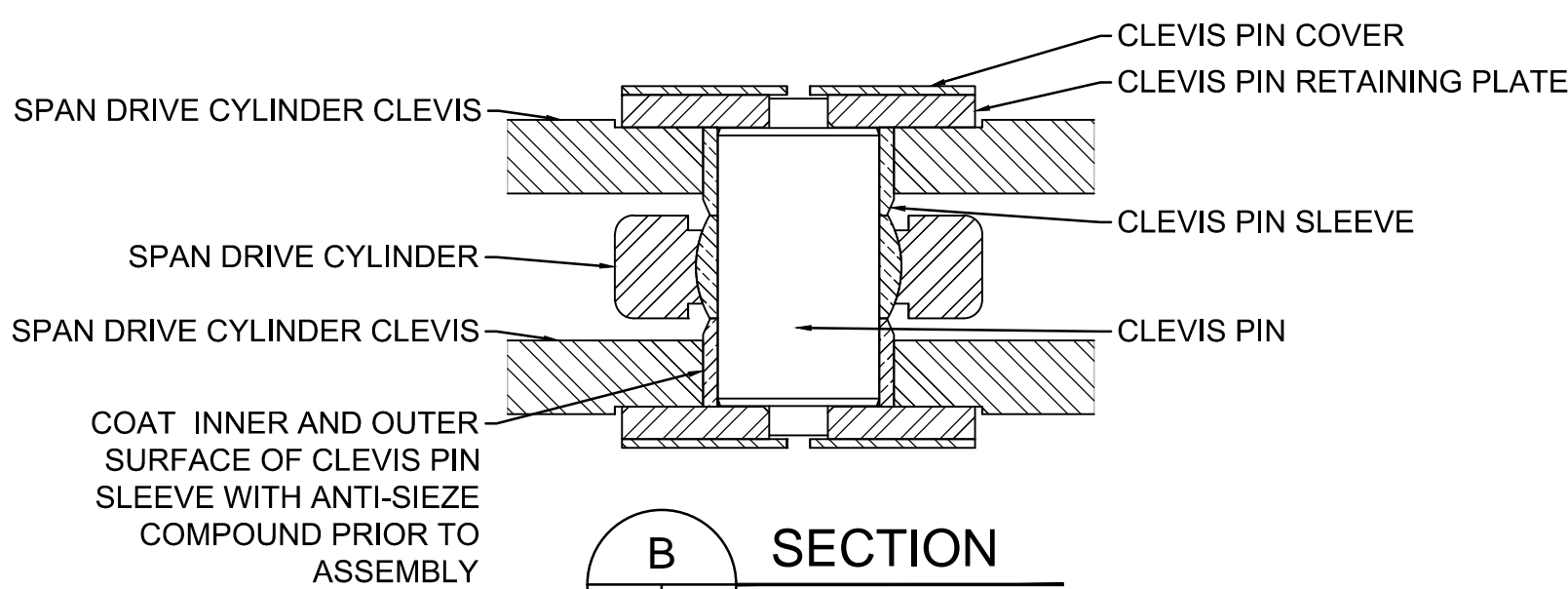


ELEVATION

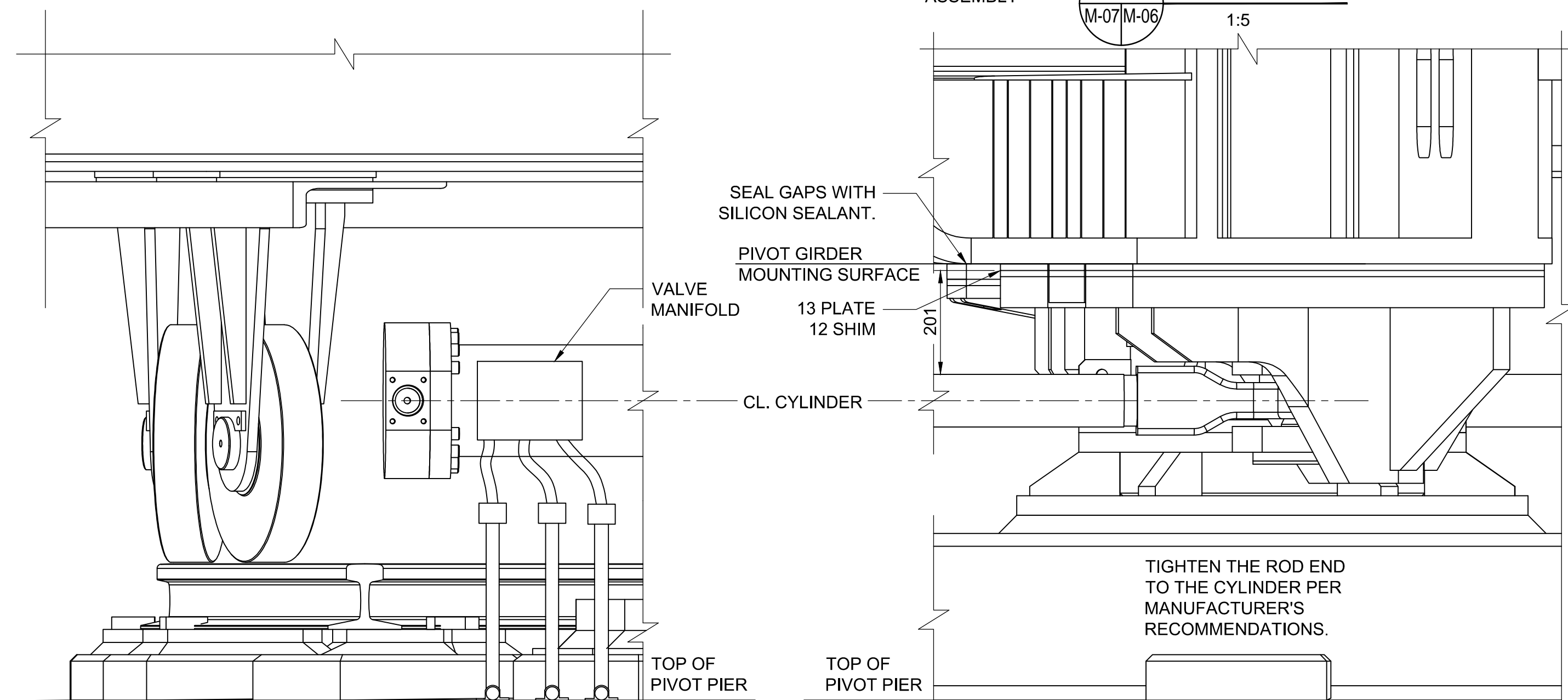
SPACER 1:2
MATERIAL: ASTM A276/ A276M TYPE 431



UNFOLDED VIEW OF BENT PLATE 1:10



B SECTION
M-07 M-06 1:5



1 VIEW 1:8
M-02 M-06

2 VIEW 1:8