

FED ROAD R.C. NO.	STATE	CONTRACT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		19	43
COUNTY ROAD 18 OVER POULTNEY RIVER				
WASHINGTON COUNTY, NY / RUTLAND COUNTY, VT				
TOWN OF HAMPTON, NY / POULTNEY, VT				
CAPITAL PROJECT IDENTIFICATION NO. 1753.76				

**GENERAL NOTES**

DESIGN SPECIFICATIONS: NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES WITH ALL PROVISIONS IN EFFECT AS OF 04/2002. (FOR DESIGN PURPOSES, COMPRESSIVE STRENGTH OF CONCRETE FOR SUBSTRUCTURES AND DECK SLABS AT 28 DAYS:  $f'_c = 21 \text{ MPa}$ )

LIVE LOAD: MS23

CONSTRUCTION AND MATERIALS SPECIFICATIONS: STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, OFFICE OF ENGINEERING, DATED JANUARY 2, 1995 WITH CURRENT ADDITIONS AND MODIFICATIONS.

ALL SHOP DRAWINGS SUBMITTED FOR THIS PROJECT SHALL BE IN SI UNITS.

THE COST OF WATER USED FOR COMPACTION OF SELECT FILL ITEMS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203.21M - SELECT STRUCTURAL FILL.

THE COST OF ALL JOINT MATERIAL SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE VARIOUS ITEMS OF THE CONTRACT, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

THE LOAD RATINGS ARE IN ACCORDANCE WITH THE AASHTO "MANUAL FOR CONDITION EVALUATION OF BRIDGES - 1994" WITH ALL INTERIM PROVISIONS IN EFFECT.

THIS BRIDGE SHALL BE MAINTAINED IN ACCORDANCE WITH THE GUIDELINES CONTAINED IN THE CURRENT EDITION OF THE AASHTO MANUAL FOR BRIDGE MAINTENANCE.

HIGH VOLTAGE ELECTRICAL LINES ARE IN PROXIMITY TO THIS BRIDGE. REFER TO THE ELECTRICAL SAFETY NOTE CONTAINED IN THE CONTRACT PROPOSAL FOR SPECIAL CONTRACTOR SAFETY REQUIREMENTS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF TESTING ALL MATERIALS. TESTING OF MATERIALS SHALL BE PERFORMED BY AN INDEPENDENT TESTING LABORATORY APPROVED BY THE ENGINEER. TESTING SHALL CONFORM TO THE APPLICABLE ASTM AND NYSDOT STANDARDS. THE TESTING LABORATORY SHALL SUBMIT A WRITTEN REPORT DESCRIBING THE TESTS PERFORMED, THE RESULTS OF SUCH TESTS, AND A STATEMENT OF COMPLIANCE OR NON-COMPLIANCE OF THE SPECIFICATION TO THE CONTRACTOR AND THE ENGINEER. MATERIAL TESTING SHALL BE IN ACCORDANCE WITH THE TECHNICAL PROVISION SECTION OF THE SPECIFICATIONS AND CONTRACT DOCUMENTS.

IF THE STRUCTURE HAS A BRIDGE IDENTIFICATION NUMBER (B.I.N.) PLATE ATTACHED, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT IT DURING CONSTRUCTION OR REMOVE AND REMOUNT IT AFTER CONSTRUCTION IS COMPLETED.

**STREAM PROTECTION NOTES**

THE POULTNEY RIVER IS CLASSIFIED AS A CLASS (C) WATERBODY AT THIS LOCATION

DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT OPERATIONS IN SUCH A MANNER AS TO PREVENT ANY DAMAGE TO ANY STREAM FROM POLLUTION BY DEBRIS, SEDIMENTATION OR OTHER FOREIGN MATERIAL, OR FROM THE MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR SUCH STREAMS. NO WATER SHALL BE RETURNED DIRECTLY TO THE STREAM WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATIONS WHICH CAUSE THE WATER TO BE CONTAMINATED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES. IF THE CONTRACTOR USES THE WATER FROM ANY STREAM, THEY SHALL CONSTRUCT AN INTAKE OR TEMPORARY DAM AS REQUIRED TO PROTECT AND MAINTAIN WATER RIGHTS AND SUSTAIN FISH LIFE DOWNSTREAM.

SHOULD FIELD CONDITIONS REQUIRE A CHANGE FROM THE TYPE OF COFFERDAM SYSTEM CALLED FOR ON THE PLANS, THE ENGINEER-IN-CHARGE SHALL CONTACT THE CONSULTANT FOR COORDINATION WITH APPROPRIATE AGENCIES TO APPROVE THE CHANGE.

DEWATERING OF THE COFFERDAM SHALL BE ACCOMPLISHED BY PUMPING THE WATER TO AN APPROVED UPLAND VEGETATED AREA OUTSIDE OF THE STREAMBED AS APPROVED BY THE E.I.C. TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL, SUCH AS HAY BALES OR APPROVED EQUAL, MAY BE REQUIRED AS DETERMINED BY THE ENGINEER-IN-CHARGE. NO SETTLEMENT BASIN SHALL BE CONSTRUCTED.

ORDINARY HIGH WATER IS ESTIMATED TO BE 115.30 m. THIS IS DEFINED AS THE WATER SURFACE ELEVATION FOR THE MEAN ANNUAL FLOOD, WHICH IS THE FLOOD THAT HAS A RECURRENCE INTERVAL OF 2.33 YEARS.

ORDINARY WATER IS ESTIMATED TO BE 115.00 m. THIS IS DEFINED AS THE HIGHEST SURFACE WATER ELEVATION LIKELY TO BE ENCOUNTERED DURING ONE CONSTRUCTION SEASON (OTHER THAN MAJOR FLOODS). IT IS ALWAYS LESS THAN THE ORDINARY HIGH WATER ELEVATION AND IT IS USUALLY AN OBSERVED ELEVATION RATHER THAN A COMPUTED ONE.

LOW WATER IS ESTIMATED TO BE 114.30 m. THIS WATER ELEVATION IS THE NORMAL LOW WATER ELEVATION PREVALENT DURING ONE CONSTRUCTION SEASON FOR MORE THAN 25% OF THE TIME. IT IS AN OBSERVED ELEVATION RATHER THAN A COMPUTED ONE.

**FOUNDATION NOTES**

SPREAD FOOTINGS FOR ABUTMENTS, WINGWALLS, AND U-WALLS ARE DESIGNED TO BEAR ON ROCK AND TO EXERT A MAXIMUM BEARING PRESSURE OF 1.0 MPa.

SPREAD FOOTINGS FOR ABUTMENTS, WINGWALLS, AND U-WALLS ARE DESIGNED USING A COEFFICIENT OF SLIDING FRICTION OF 0.60 BETWEEN THE FOOTING CONCRETE AND ROCK.

REMOVE ALL SOFT, WEATHERED ROCK AT THE PROPOSED BOTTOM OF FOOTING ELEVATION.

IF THE ROCK SURFACE IS WITHIN 0.600m OF THE PROPOSED BOTTOM OF FOOTING ELEVATION:  
 - REMOVE HIGH ROCK TO BOTTOM OF FOOTING ELEVATION, AND/OR  
 - BACKFILL LOW AREAS TO BOTTOM OF FOOTING ELEVATION WITH CLASS A CONCRETE

IF THE ROCK SURFACE IS MORE THAN 0.600m FROM THE PROPOSED BOTTOM OF FOOTING ELEVATION, NOTIFY THE ENGINEER.

AT EACH SUBSTRUCTURE, THE ENGINEER WILL BE REQUIRED TO INSPECT THE ROCK TO VERIFY IT IS COMPETENT TO SUPPORT THE DESIGN BEARING PRESSURE.

**SUBSTRUCTURE NOTES**

ALL PLACEMENTS OF SELECT STRUCTURE FILL, ITEM 203.21 M, SHALL BE COMPACTED TO 95 PERCENT OF STANDARD PROCTOR MAXIMUM DENSITY.

HIGHWAY EMBANKMENT MATERIAL AND SELECT STRUCTURE FILL, ITEM 203.21 M, SHALL BE PLACED SIMULTANEOUSLY, IN CONTACT, ON BOTH SIDES OF THE VERTICAL PAYMENT LINE.

WHERE A COFFERDAM IS USED, THE COST OF DEWATERING THE ENTIRE EXCAVATION, REGARDLESS OF SOURCE OF WATER, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE COFFERDAM ITEM.

TOP OF BACKWALLS SHALL BE STEEL TROWEL FINISHED. SHEET GASKET (TREATED BOTH SIDES), 728-06, SHALL BE PLACED ON THE TOP OF THE BACKWALLS OF EXPANSION ABUTMENTS ONLY. TWO SHEETS SHALL BE USED; PAYMENT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROACH SLAB ITEM.

THE FOLLOWING CONCRETE ELEMENTS SHALL BE SEALED ACCORDING TO ITEM 18559.1696 M - PROTECTIVE SEALING OF STRUCTURAL CONCRETE: THE TOTAL AREA OF THE NEW CONCRETE BRIDGE SEATS INCLUDING AREAS UNDER THE BEARINGS, THE FRONT FACE OF THE ABUTMENTS, U-WALLS, AND WINGWALLS, THE VERTICAL FACES OF THE CURTAIN WALLS, AND TOP SURFACES OF THE CURTAIN WALLS, U-WALL, AND WINGWALLS.

**REMOVAL NOTES**

EXISTING SUBSTRUCTURE SHALL BE REMOVED WITHIN THE LIMITS SHOWN ON THE PLANS UNDER ITEM 202.19 M.

EXISTING SUPERSTRUCTURE SHALL BE REMOVED UNDER ITEM 202.120001 M.

THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SUBSECTION 202-3.01 GENERAL AND SAFETY REQUIREMENTS. A REMOVAL PLAN, SIGNED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF NEW YORK, SHALL BE SUBMITTED TO THE ENGINEER THIRTY (30) DAYS PRIOR TO BEGINNING THE DEMOLITION.

RECORD PLANS FOR THIS STRUCTURE ARE AVAILABLE AT THE OFFICE OF THE WASHINGTON COUNTY DEPARTMENT OF PUBLIC WORKS.

WHENEVER ITEMS IN THE CONTRACT REQUIRE MATERIALS TO BE REMOVED AND DISPOSED OF, THE COST OF SUPPLYING A DISPOSAL AREA AND TRANSPORTATION TO THAT AREA SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THOSE ITEMS.

DURING REMOVAL OPERATIONS, THE CONTRACTOR SHALL NOT BE ALLOWED TO DROP WASTE CONCRETE, DEBRIS AND OTHER MATERIAL TO THE AREA BELOW THE BRIDGE EXCEPT WHERE THE PLANS SPECIFICALLY PERMIT THE DROPPING OF MATERIAL. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH THE MATERIAL. IF THE ENGINEER DETERMINES THAT ADEQUATE PROTECTIVE DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED.

ALL MATERIAL FALLING ON THE AREA BELOW AND ADJACENT TO THE BRIDGE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AT NO COST TO THE OWNER.

THE COST OF FURNISHING, INSTALLING, MAINTAINING, REMOVING AND DISPOSING OF ALL PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE INCLUDED IN THE UNIT PRICES BID FOR THE APPROPRIATE ITEMS OF THE CONTRACT.

**SUPERSTRUCTURE (OR SUBSTRUCTURE) REMOVAL NOTES:**

LIMITS AND METHODS FOR REMOVAL OF PAINT AT LOCATIONS OF FASTENER REMOVAL OR FLAME CUTTING SHALL BE AS DESCRIBED IN SUBSECTIONS 202-3.05 AND 741-01 OF THE STANDARD SPECIFICATIONS. PAINT WASTE NOT COLLECTED BY VACUUM METHODS SHALL BE COLLECTED USING AN ENVIRONMENTAL GROUND AND/OR WATERWAY PROTECTION SYSTEM THE COST OF PAINT REMOVAL, PAINT COLLECTION/PROTECTION AND DISPOSAL OF PAINT REMOVAL WASTE SHALL BE INCLUDED IN THE LUMP SUM PRICE(S) BID FOR THE SUPERSTRUCTURE REMOVAL ITEM(S) (OR THE UNIT PRICE BID FOR THE SUBSTRUCTURE REMOVAL ITEM).

LOOSE AND/OR PEELING PAINT ON STEEL SURFACES MAY BECOME DISLODGED DURING REMOVAL OPERATIONS OR DURING TRANSPORTATION FROM THE SITE UNLESS APPROPRIATE MEASURES ARE TAKEN. THE CONTRACTOR SHALL FORMULATE AND SUBMIT A METHOD OF REMEDIATING THE CONDITION FOR APPROVAL BY THE ENGINEER. WORKER LEAD PROTECTION IN ACCORDANCE WITH OSHA 1926.62 MUST BE SATISFIED. ALTERNATIVES COULD INCLUDE TRANSPORTING AFFECTED MEMBERS IN CLOSED TRUCKS, WRAPPING AFFECTED MEMBERS PRIOR TO REMOVAL, ENCAPSULATING THE LOOSE PAINT OR REMOVAL OF LOOSE PAINT PRIOR TO DISMANTLING OPERATIONS. THE COST OF REMEDIATING THIS CONDITION SHALL BE INCLUDED IN THE LUMP SUM PRICE(S) BID FOR THE SUPERSTRUCTURE REMOVAL ITEM(S) (OR THE UNIT PRICE BID FOR THE SUBSTRUCTURE REMOVAL ITEM) BECAUSE OF THE ABOVE-MENTIONED CONDITION, THE CONTRACTOR SHOULD EXAMINE THE CONDITION OF THE STRUCTURE'S PAINT PRIOR TO SUBMITTING A BID.

THE FOLLOWING ITEMS SHALL BE USED TO IMPLEMENT AND MAINTAIN EFFECTIVE HEALTH AND SAFETY CONTROLS COST INCLUDED IN THE LUMP SUM PRICE(S) BID FOR THE SUPERSTRUCTURE REMOVAL ITEM(S):

LEAD HEALTH AND SAFETY PROGRAM  
 LEAD EXPOSURE CONTROL PLAN  
 MEDICAL TESTING AND EXPOSURE MONITOR SAMPLE ANALYSIS  
 DECONTAMINATION FACILITIES

**SUPERSTRUCTURE NOTES**

TOP SURFACES OF NEW BRIDGE DECKS AND APPROACH SLABS SHALL BE SEALED ACCORDING TO ITEM 18559.1896 M - PROTECTIVE SEALING OF STRUCTURAL CONCRETE ON NEW BRIDGE DECKS AND BRIDGE DECK OVERLAYS.

CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY ORDER THE CONTRACTOR TO STOP PLACEMENT OPERATIONS AT ANY TIME IF, IN THE ENGINEER'S OPINION, CONCRETE PLACED DURING THE PLACEMENT HAS STARTED TO SET, OR IS ABOUT TO SET, AND FURTHER PLACEMENT OF CONCRETE WILL CAUSE DEFLECTION CRACKING.

LONGITUDINAL CONSTRUCTION JOINTS WILL NOT BE PERMITTED.

FINISHING MACHINE(S) SHALL BE OPERATED AS CLOSE TO THE SKEW ANGLE AS PRACTICABLE.

WET BURLAP CURING BLANKETS ARE REQUIRED TO BE PLACED ON THE CONCRETE DECK WITHIN 30 MINUTES OF THE CONCRETE BEING DEPOSITED INTO THE FORMS OR 5 MINUTES AFTER FINISHING, WHICHEVER COMES FIRST. THE PLACEMENT OF THE TURF DRAG TEXTURE SHALL NOT INTERFERE WITH THESE REQUIREMENTS.

IN THE EVENT THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION, WHETHER BY THE CONTRACTOR'S OWN DECISION OR BY ORDER OF THE ENGINEER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO DECK FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.

**AS BUILT: NO REVISIONS 9/2003**

ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED

AS BUILT REVISIONS

*Signature*  
 SIGNATURE DATE 9/2003

COUNTY ROAD 18 OVER POULTNEY RIVER

GENERAL NOTES

WASHINGTON COUNTY  
 DEPARTMENT OF PUBLIC WORKS



FILE NAME	REGION	DATE	DRAWING NO.
175376AA.N1U	ONE	3/2002	SI-3

FILE NAME = I:\work\175376\175376.dwg  
 DATE/TIME = 11/04/2003 10:06:03 AM  
 USER = RJK  
 DESIGN SUPERVISOR IJC  
 JOB MANAGER IJC

DESIGNED BY LAX CHECKED BY EXT  
 ESTIMATED BY EXT  
 CHECKED BY EXT