

GENERAL NOTES



- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATE 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SIXTEENTH EDITION, AND ITS LATEST REVISIONS.
 - BRIDGE IS DESIGNED FOR MS 22.5 LIVE LOAD WITH NO ALLOWANCE FOR FUTURE INCREASE.
 - a) IN-STREAM CONSTRUCTION SHALL BE RESTRICTED TO JUNE 1 TO OCTOBER 1, UNLESS THE CONTRACTOR OBTAINS WAIVER PERMISSION FROM THE AGENCY OF TRANSPORTATION AND THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION TO DO WORK OUTSIDE OF THAT TIME FRAME.
b) THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL APPLICABLE ENVIRONMENTAL PERMITS AND INSURE THAT ALL CONDITIONS ARE MET.
 - THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT EROSION OR POLLUTION, ESPECIALLY THE DISCHARGE OF FRESH CONCRETE, INTO ANY BROOK, STREAM OR RIVER.
 - ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES C UNLESS OTHERWISE NOTED.
 - THE HEIGHT OF FILL BEHIND ABUTMENTS WILL BE LIMITED TO THE BRIDGE SEAT ELEVATION UNTIL THE DECK HAS BEEN FORMED AND THE CURBING PERIOD IS REACHED.
 - THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE REMOVED STRUCTURAL STEEL IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL UNDERSTAND AND HOLD THE STATE, ITS OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE STRUCTURAL STEEL.
 - THE EXISTING SUBSTRUCTURES INCLUDING THE RAMM, DECK AND WALLING SHALL BE REMOVED DOWN TO THE EXISTING BRIDGE SEATS. THIS WORK SHALL BE PAID FOR UNDER THE ITEM 520.20, "PARTIAL REMOVAL OF STRUCTURE".
 - PAINTWORK FOR REMOVAL OF EXISTING RETAINMENT FENCING ON THE BRIDGE SHALL BE PAID FOR UNDER THE ITEM 501.00, "REMOVAL OF BRIDGE FENCING". THE MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF PROPERLY AT AN OFFSITE LOCATION.
 - PAINTWORK FOR REMOVAL OF PORTIONS OF THE EXISTING ABUTMENT NO. 1 AND VIGNALLS 1 & 2 TO THE ELEVATIONS INDICATED ON THE PLANS SHALL BE PAID FOR UNDER THE ITEM 229.20, "REMOVAL OF CONCRETE OR MASONRY".
 - THE EXISTING ABUTMENT NO. 2 AND VIGNALLS 3 & 4 SHALL BE REMOVED IN ITS ENTIRETY. THIS WORK WILL BE PAID FOR UNDER THE ITEM 204.10, "DEMOLITION OF STRUCTURE".
 - TEMPORARY FENCING SHALL BE PLACED BETWEEN STATIONS 1+03.97 - 1+04.87 AS WELL AS BETWEEN STATIONS 1+113.8 - 1+118.7 TO RESTRICT ACCESS TO THE AREA THAT ARE HISTORICALLY SENSITIVE. THIS WORK WILL BE PAID FOR AS PER ITEM 620.10, "WORK FENCE" (M001).
 - PAINTWORK FOR REMOVAL AND RESETTING OF FENCING BETWEEN STATIONS 1+115.17 - 1+120.12 AND THE ELECTRIC FENCE BETWEEN STA 1 - 139.17 - STA 1 - 156.5. IT SHALL BE PAID UNDER THE ITEM 620.10, "REMOVING AND RESETTING FENCE" (M001).
 - a) PAINTWORK FOR REMOVAL OF A GATE BETWEEN STATIONS 1+06.87 - 1+06.87 OR CONSISTING OF TWO POSTS AND A CABLE SHALL BE INCIDENTAL TO ITEM 620.10, "GATE FOR CHAIN LINK-FENCE, 1.6M" (M001).
b) NEW GATES SHALL BE INSTALLED BETWEEN STA 1+06.87 - STA 1+06.87 AND STA 1+119.87 - STA 1+119.87. THE DETAILS FOR THESE GATES ARE ON SHEET 10. THE WORK TO CONSTRUCT THESE GATES WILL BE PAID FOR UNDER THE ITEM 620.10, "GATE FOR CHAIN LINK-FENCE, 1.6M (M001)". THE NEW GATES WILL BE ATTACHED TO 105 X 205 TREATED TIMBER POSTS LOCATED TO THE LEFT AND RIGHT OF THE GATE. THE POSTS AND THE WORK INVOLVED IN ATTACHING THE GATE WILL BE INCIDENTAL TO THE ITEM 620.10, "GATE FOR CHAIN LINK-FENCE, 1.6M (M001)".
 - THE EXISTING BRUSH BCP LOCATED AT APPROXIMATE STATIONS 1+012 AND 1+018 AND THE CONCRETE RUBBLE MASONRY WEARWALL SHALL BE REMOVED IN ITS ENTIRETY UNDER THE ITEM "STRUCTURE DEMOLITION".
- CONCRETE**
- THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
 - ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 23 mm BY 23 mm.
 - JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
SPACING + - 5 mm
CLEARANCE + - 3 mm
- ALL REINFORCING STEEL SHALL BE DETAILER AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).
 - REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING + - 5 mm
CLEARANCE + - 3 mm
 - MINIMUM COVER FOR REINFORCING STEEL SHALL BE AS DETAILER IN THE PROJECT PLANS.
 - SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BEARING SEAT AREAS SHALL BE SLOPED 1:6. - SLOPED SEATS SHALL BE SLOPED FULL WIDTH TOWARD THE CENTER LINE. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTHED WITH EITHER A WOOD OR IRONWOOD FEAT FINISH.
 - WORK DEER IS TO BE DONE IN ONE POUR WITHIN A MAXIMUM OF EIGHT HOURS. IF PERFORMANCE BEFORE THE CONTRACTOR'S CONTROL POINTS DOES NOT BEING ACCOMPLISHED, A MINIMUM DELAY OF EIGHTY-SIX (86) HOURS BETWEEN THE COMPLETION OF ONE BAY'S POUR AND THE BEGINNING OF ANY OTHER POUR WILL BE ADMITTED TO. SEE SHEET 20 FOR DETAILS OF TRANSVERSE BRIDGE SLAB CONSTRUCTION JOINTS.
 - WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDES OF THE DECK BETWEEN THE DECK BEAMS. THE EXISTING CONCRETE AT ABUTMENT NO. 1 THAT IS EXPOSED SHALL ALSO HAVE WATER REPELLENT APPLIED TO THE SURFACE.
 - NO CONCRETE IN THE ABUTMENTS OR VIGNALLS SHALL BE PLACED ABOVE THE BRIDGE SEAT ELEVATIONS UNTIL THE JOINTS HAVE BEEN PROTECTED AND THE FINISHED GRADE OF THE DECK HAS BEEN ESTABLISHED.
 - AFTER THE SUPERSTRUCTURE HAS BEEN DETAILER, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF THE BEAMS/PIERS, AS DIRECTED BY THE RESIDENT ENGINEER, FOR USE IN DETERMINING THE FINISHED GRADE.
 - ALL STRUCTURE CONCRETE AND THE APPROACH SLABS SHALL BE CONCRETE, HIGH PERFORMANCE CLASS 8, UNLESS OTHERWISE NOTED.
 - THE DECK AND CURBS SHALL BE CONCRETE, HIGH PERFORMANCE CLASS 8.
- STRUCTURAL STEEL**
- ALL STRUCTURAL STEEL SHALL BE DETAILER AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC).
 - ANY CONNECTIONS THAT ARE NOT DETAILER ON THE PLANS SHALL BE DETAILER BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
 - ALL WELDING SHALL CONFORM TO THE PROVISIONS OF VERMONT SPECIFICATION 506.10.
 - ALL MEMBERS HARDER (C08) MUST MEET THE CHARPY V-TWO-IMPACT TESTING REQUIREMENTS AS INDICATED IN SECTION 714 OF THE VERMONT AGENCY OF TRANSPORTATION SPECIFICATIONS FOR CONSTRUCTION.
 - ANY BOLTS IN THE HEAD OF THE PASTA WASHERS/STITCHES THAT ARE NOT ZINC PLATE FILLED, SHALL BE FILLED WITH EITHER BUTTER HEAD OR HEX HEAD BOLTS MEETING ASTM SPECIFICATION 3091, TYPE 1.
 - ALL FIELD CONNECTIONS SHALL BE MADE WITH 21 mm DIAMETER A5090 DESIGNATION R 114M TYPE III BOLTS IN 24 mm DIAMETER HOLES.
 - THE DESIGN OF THE FLEETING BRACES SHALL BE LEFT UP TO THE CONTRACTOR BUT SHALL BE LIMITED TO A MAXIMUM OF 1.220 METER SPACING.
NOT USED
- TEMPORARY DETOUR**
- PAUL HAYEN, VT, TOWN HIGHWAY 46 (WASHINGTON COUNTY, NY, COUNTY ROAD 11) IS TO BE CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION.
 - THE CONTRACTOR SHALL NOTIFY MRS. ANNEBELL, TOWN MANAGER, TOWN OF PAUL HAYEN, VT AT (802) 265-3010 AND WILLY GARBERG, SUPERINTENDENT, WASHINGTON COUNTY, NEW YORK AT (518) 746-2440. A MINIMUM OF TWO (2) WEEKS PRIOR TO CLOSING THE ROAD.
- a) THE CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE DETOUR SIGN FOR THE DURATION OF THE BRIDGE. THE DETOUR SIGN MESSAGE IS SHOWN ON SHEETS 13-15. ALL SIGNS MUST BE INSTALLED PRIOR TO CLOSURE OF THE BRIDGE.
b) THE INSTALLATION OF THE DETOUR SIGNS AND ANY ADDITIONAL SIGNS NOT INCLUDED IN THE DETOUR PLAN BUT DEEMED NECESSARY BY THE RESIDENT ENGINEER SHALL BE PAID FOR AS PER ITEM 675.20, "TRAFFIC SIGNS, TYPE A (M001) AND 675.30, "FLANGED CHANNEL SIGN POST" (M001).
c) ALL DETOUR SIGNS AND POSTS SHALL BE REMOVED BY THE CONTRACTOR AT THE END OF THE PROJECT OR AS DIRECTED BY THE ENGINEER. THE SIGNS AND POSTS WILL BECOME THE PROPERTY OF THE CONTRACTOR. THE WORK TO REMOVE THE SIGNS AND POSTS SHALL BE PAID FOR AS PER ITEM 675.20, "TRAFFIC SIGNS, TYPE A" (M001) AND ITEM 675.30, "FLANGED CHANNEL SIGN POST" (M001).
d) ALL WASHINGTON COUNTY SIGNS USED FOR THE DETOUR SHALL BE RETURNED TO WASHINGTON COUNTY. THE CONTRACTOR SHALL SPECIFICALLY THREE SIGNS (M001) WASHINGTON COUNTY IS OBLIGED TO PICK UP THE SIGNS. CONTACT WILLY GARBERG, SUPERINTENDENT, WASHINGTON COUNTY AT (518) 746-2440.
 - IF THE CONTRACTOR HAS TO REMOVE AND RESET DETOUR SIGNS DUE TO IMPROPER PLACEMENT OR SIGN DURATION PROBLEMS AS ORDERED BY THE ENGINEER, THE WORK NECESSARY TO COMPLETE THIS TASK WILL BE INCIDENTAL TO THE ITEM 641.10, "TRAFFIC CONTROL".
 - THE REMOVAL, COVERING AND/OR RESETTING OF EXISTING TRAFFIC SIGNS, AS DEEMED NECESSARY BY THE RESIDENT ENGINEER, WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
 - ACCESS TO DRIVERS SHALL BE MAINTAINED. WHEN THE CONTRACTOR MUST TEMPORARILY RESTRICT ACCESS TO THE DRIVERS, THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNERS IN ADVANCE. THIS WORK WILL BE PAID FOR UNDER THE ITEM 641.10, "TRAFFIC CONTROL".
 - EXISTING TRAFFIC SIGNS AND SIGN POSTS (AS SHOWN ON SHEET 34) SHALL BE REMOVED AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR. THIS WORK WILL BE PAID FOR UNDER THE ITEM 615.50, "REMOVING SIGNS".
- LEDGE**
- NO BORINGS WERE TAKEN ON THIS PROJECT. SUBSURFACE CONDITIONS MAY VARY FROM THE CONDITIONS ASSUMED FOR DESIGN. ROAD BOUNDRIES WERE PERFORMED TO DETERMINE THE APPROXIMATE DEPTH OF THE LEDGE.
 - IF LEDGE IS DISCOVERED MORE THAN 600 mm BELOW THE INDICATED BOTTOM OF FOOTING ELEVATIONS AS SHOWN ON THE PLANS, THE STRUCTURES SECTION SHALL BE CONTACTED. PROFILES OF THE LEDGE MAY BE REQUIRED TO VERIFY THE FOOTING ELEVATIONS AND SIZE. NO FURTHER WORK SHALL BE DONE ON THE FOOTING UNTIL A REPORT IS RECEIVED FROM THE STRUCTURES SECTION.
 - FOOTING SHALL BE PLACED ON ROCK, CLEAN LENS, ALL OVER BRIDGE BELOW INDICATED BOTTOM OF FOOTING SHALL BE REPLACED WITH "CONCRETE, HIGH PERFORMANCE CLASS 8". A MAXIMUM OF 150 mm AVERAGE DEPTH SHALL BE PAID FOR AS "CONCRETE, HIGH PERFORMANCE CLASS 8". ANY ADDITIONAL CONCRETE PROVIDED SHALL BE PAID AT THE CONTRACTOR'S EXPENSE. THESE QUANTITIES HAVE BEEN ADDED TO THE QUANTITY SHEET.
 - AN ESTIMATED QUANTITY OF THE ITEM 205.20 "SPALLING AND REPAIRING OF SOLID ROCK SURFACE", HAS BEEN INCLUDED AS LEADS EXIST IN THE PROJECT AREA. IF LEADS IS DISCOVERED BELOW INDICATED FOR REMOVAL, THE QUANTITY OF ITEM 205.20 TO BE PAID WILL BE DETERMINED BY THE RESIDENT ENGINEER. REMOVAL OF BRUSHED ROCK NEARBY WILL BE PAID UNDER THE ITEM 203.16 "SOLID ROCK REPAIRATION".
- PRECAST CONCRETE BOX**
- THE CONTRACTOR SHALL SUBMIT A PLAN TO THE STRUCTURES ENGINEER FOR MAINTAINING STREAM FLOW DURING CONSTRUCTION OF THE BOX OUTLET. A PLAN ACCEPTABLE TO THE STRUCTURES ENGINEER MUST BE RECEIVED PRIOR TO ANY WORK ON OR NEAR THE EXISTING OUTLET.
 - ALL ADDITIONAL NOTES PERTAINING TO THE CONCRETE BOX ARE ON SHEET 10.

PROJECT NAME:	FAIR HAVEN - HAMPTON
PROJECT NUMBER:	BRO 1443(32)
FILE NAME:	wp183021w021gen.dwg
PROJECT LEADER:	G.S. ROGERS
CHECKED BY:	C. MEUNIER
PLOT DATE:	11/09/11
DRAWN BY:	J. GILMORE
CHECKED BY:	
SHEET:	19 OF 53