CONST. NO.		
PROJECT NO.	YEAR	SHEET NO.
19012-4159-04	2014	2A

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

GENERAL NOTES

(1) SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION. (MARCH 2006 EDITION)

(2) DESIGN SPECIFICATIONS: 6TH EDITION AASHTO 2012 LRFD BRIDGE DESIGN SPECIFICATIONS WITH ADDENDA.

(3) LOADING: HL-93 (DEAD LOADS INCLUDES 35 PSF FOR FUTURE OVERLAY)

(4) DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM) OR OTHER SIMILARLY HEAVY EQUIPMENT FOR ABUTMENT CONCRETE REMOVAL. PNEUMATIC HAMMERS MAY BE USED TO REMOVE UNSOUND CONCRETE. FOR SUPERSTRUCTURE SLAB AND BEAM REMOVAL, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE SO LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.

(5) FORMS AND FALSEWORK: ALL CONCRETE FORM WORK AND FALSEWORK SHALL BE REMOVED AFTER REPAIRS ARE COMPLETED. COST OF FORMS, FALSEWORK, AND THIS WORK SHALL BE COMPLETED BEFORE FINAL PAYMENT IS APPROVED.

(6) FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.22 OF THE STANDARD SPECIFICATIONS. A CLASS I FINISH FOLLOWED BY AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS II FINISH. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE.

(7) QUICK SET PATCHING MATERIAL: QUICK SET PATCHING MATERIAL SHALL BE A POLYMER MODIFIED

(8) CEMENTIOUS PATCHING MATERIAL. SEE TDOT QUALIFIED PRODUCTS LIST 13, SECTION B.6, FOR ACCEPTABLE PATCHING MATERIAL.

(9) WELDING: CURRENT ANSI/AASHTO/AWS D1.5 2008 BRIDGE WELDING CODE AND THE STANDARD SPECIFICATIONS. ALL WELDING TO BE COMPLETED BY AWS CERTIFIED WELDERS. SEE SECTION 602 OF THE STANDARD SPECIFICATIONS.

(10) SHOP DRAWINGS: SHALL BE SUBMITTED ACCORDING TO THE STANDARD SPECIFICATIONS. SHOP DRAWINGS SHALL BE SUBMITTED TO THE BRIDGE REPAIR OFFICE OF THE DIVISION OF STRUCTURES.

(11) REINFORCING STEEL: SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS. REINFORCEMENT SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE.

(12) MECHANICAL BAR SPLICERS: MUST BE ON THE APPROVED LIST MAINTAINED BY THE DIVISION OF MATERIALS AND TESTS. THE BAR SPLICER SHALL MEET AASHTO STANDARD SPECIFICATIONS FOR MECHANICAL CONNECTION. WHEN EPOXY COATING IS REQUIRED, THE EXPOSED THREADS SHALL BE REPAIRED AFTER SPLICING ACCORDING TO SPECIAL PROVISION 907A. THE COST OF FURNISHING THE BAR SPLICERS, (AND EPOXY COATING WHEN REQUIRED) INCLUDING ALL LABOR AND MATERIALS NECESSARY FOR COMPLETE INSTALLATIONS, SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 604-10.18 LBS.

(13) ANY DAMAGE TO EXISTING STRUCTURES TO BE LEFT IN PLACE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

(14) NOTE: THE CONTRACTOR SHALL PROVIDE 100% CONVENTIONAL FALL PROTECTION FOR WORKERS INSTALLING DECK ABOVE 15 FEET.

(15) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING CONSTRUCTION. DESIGN CALCULATIONS AND DETAILS OF TEMPORARY SUPPORT SYSTEM OR FALSEWORK REQUIRED SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND SHALL MEET WITH THE FULL SATISFACTION OF THE ENGINEER BEFORE ANY DEMOLITION IS BEGUN. COST OF STABILIZING THE STRUCTURE SHALL BE INCLUDED IN ITEM NO. 602-10.05, BRACING REPAIRS, L.S.

GENERAL NOTES (CONT'D)

(16) GROUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED 1/2 " IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT AND THE BAR ROTATED (NOT DRIVEN) INTO ITS SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED 1/4 " IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT AND BAR DRIVEN TO ITS SEAT. ALL GROUTING MATERIALS SHALL BE APPROVED BY TDOT MATERIALS AND TESTS.

(17) NOTE: THE CONTRACTOR SHALL SAW CUT 1 INCH DEEP INTO THE EXISTING CONCRETE BEFORE REMOVING CONCRETE.

CONCRETE STRENGTH AND CURE TIME NOTES

(18) THE NEW CONCRETE FOR THE PARAPET SHALL OBTAIN A COMPRESSIVE STRENGTH OF 3000 PSI AND A TIME OF EIGHTEEN (18) HOURS MUST EXPIRE AFTER CONCRETE PLACEMENT BEFORE TRAFFIC IS ALLOWED ADJACENT TO THESE STRUCTURAL ELEMENTS.

(19) HIGH EARLY STRENGTH CONCRETE (DESIGNATED SPALL AREAS): THE MIX TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, CLASS "A", EXCEPT THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS. THE WATER CEMENT RATIO SHALL BE A MAXIMUM OF 0.40. NO FLY ASH REPLACEMENT WILL BE PERMITTED, AND THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 3,500 PSI. TRAFFIC SHALL NOT BE PERMITTED ON ANY OF THE REPAIR AREAS UNTIL TEST SPECIMENS ATTAIN A COMPRESSIVE STRENGTH OF 3,000 PSI. MINIMUM AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF EIGHTEEN (18) HOURS.

UTILITY NOTES

(20) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

(21) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

(22) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(23) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS

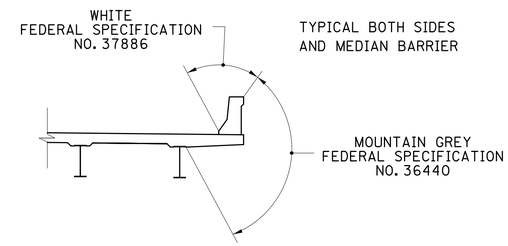
UTILITY NOTES (CONT'D)

(24) THE CONTRACTOR SHALL NOTIFY EACH UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106.

SPECIAL NOTES

(25) ENCASEMENT AT ABUTMENTS SHALL BE BLAST CLEANED AND PAINTED. BLAST CLEANING SHALL BE IN ACCORDANCE WITH TENNESSEE STANDARD SPECIFICATION 603.05 (B). PAINT SHALL BE SYSTEM "A", INORGANIC ZINC PAINT SYSTEM, AS STATED IN STANDARD SPECIFICATION 603.06 (A). COLOR OF THE URETHANE FINISH COAT SHALL COMPLY WITH FEDERAL STANDARD NO. 595A, XXXXX, GREEN. SEE SECTIONS 603 AND 910 OF THE STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION.

(26) MATERIALS, CONSTRUCTION, AND WORKMANSHIP WILL BE IN ACCORDANCE WITH STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF HIGHWAYS (CURRENT EDITION).



DETAIL SHOWING LIMITS OF TEXTURE FINISH

NOTE: IN ADDITION TO PORTIONS SHOWN IN THE TEXTURE FINISH SKETCH, THE FOLLOWING EXPOSED CONCRETE IS TO RECEIVE AN APPLIED TEXTURE FINISH: ABUTMENT BEAM AND WINGS AND ENTIRE BENT TO GROUND LINE.

NOTE: COST OF TEXTURE COATING SHALL BE INCLUDED IN ITEM NO. 604-04.02. ALSO INCLUDES EXPOSED SURFACES OF BENTS, WING WALLS AND ABUTMENTS.

NOTE: BEFORE APPLYING ANY TEXTURE FINISH, ALL SURFACES SHALL BE COMPLETELY CLEANED OF ALL DEBRIS AND FOREIGN MATERIALS.

NOTE: THE CONTRACTOR SHALL USE CONTAINMENT SCREENS OR OTHER MEASURES AS NECESSARY TO PREVENT ANY TEXTURE COATING FROM ENTERING THE ENVIRONMENT. CONTAINMENT MEASURES SHALL BE APPROVED BY THE ENGINEER AND COST SHALL BE INCLUDED IN ITEMS BID NO.

NOTE: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.22 OF THE TENNESSEE STANDARD SPECIFICATION. A CLASS I FINISH FOLLOWED BY AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS II FINISH. THE COLOR OF THE FINISH SHALL BE SIMILAR TO MOUNTAIN GRAY, FEDERAL SPECIFICATION NO. 36440, FEDERAL COLOR STANDARD NO. 595A, EXCEPT THAT THE INSIDE FACE AND TOP OF THE PARAPET SHALL BE WHITE, FEDERAL SPECIFICATION NO. 37886. A COLOR SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAUL OPERATIONS AT THE BRIDGE SITE. THE APPLIED TEXTURE FINISH SHALL BE MEASURED AND PAID FOR UNDER ITEM 604-04.02.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE
GENERAL NOTES

BRIDGE NO. 1
BR. NO. 19-I0065-20.10
BRIDGE NO. 2
BR. NO. 19-I0065-20.26
DAVIDSON COUNTY
2014

BR-114-145

DESIGNED BY GRESHAM SMITH & PARTNERS DATE 6/13
DRAWN BY GDY DATE 6/13
SUPERVISED BY TAK DATE 6/13
CHECKED BY TQT DATE

GRESHAM SMITH AND PARTNERS

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1/21/2014
PRF