GENERAL NOTES

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

(2) DESIGN SPECIFICATIONS: AASHTO 17TH EDITION - WITH ADDENDA.

(3) LOADING: HS20-44

(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 CONCRETE REMOVAL. PNEUMATIC HAMMERS MAY BE USED TO REMOVE UNSOUND CONCRETE. FOR PARTIAL DEPTH OF CONCRETE SLAB REMOVAL AND ANY WORK OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 60 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 TEMPORARY SUPPORT REMOVAL SHALL BE INCLUDED IN ITEMS BID ON. 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 TENNESSEE 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) WELDING: CURRENT AASHTO/AWS D1.5M/D1.5 2002 BRIDGE WELDING CODE AND THE STANDARD SPECIFICATIONS. ALL WELDING TO BE COMPLETED BY AWS CERTIFIED WELDERS. SEE SECTION 602 OF THE STANDARD SPECIFICATIONS.

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

(9) SLAB CONSTRUCTION JOINTS: TRANSVERSE SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING; 1) NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT, 2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OR THE SUPPORT EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

(10) 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 BID FOR ITEM 604-03.01, CLASS A CONCRETE (BRIDGES), C.Y.

(11) GROUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMATER 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 ¼" 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.

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

(13) 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.

(14) 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, LS.

(16) NO PNEUMATIC CONCRETE ALLOWED.

(17) CONCRETE: SEE NOTES ON BR-116-49.

(18) CONCRETE CURING: ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.

UTILITY NOTES

(19) 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.

(20) 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.

(21) 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.

(22) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL 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.

COAST GUARD NOTES

(23) CONTRACTOR SHALL PROCEED WITH THE WORK AS ROUTINE MAINTENANCE AND A COAST GUARD BRIDGE PERMIT IS NOT REQUIRED. THE COAST GUARD REQUIRES THE CONTRACTOR TO TAKE THE FOLLOWING PRECAUTIONARY MEASURES DURING THE PERFORMANCE OF THE WORK:

CONDITION 1: WHEN A TEMPORARY ACCESS PLATFORM, CONTAINMENT TARPS, OR NETS AND STEEL CABLES ARE SUSPENDED BELOW THE BRIDGE, THEY SHALL NOT EXTEND MORE THAN 5 FEET BELOW THE LOW STEEL. A MINIMUM VERTICAL CLEARANCE ABOVE NORMAL POOL OF 66 FEET SHALL BE MAINTAINED AT ALL TIMES. IF THE WATER ELEVATION RISES, THE SUSPENDED APPARATUS MAY NEED TO BE RAISED TO RESTORE A MINIMUM CLEARANCE. THE COAST GUARD SHALL BE PROVIDED A DRAWING OF THE CONTAINMENT CLEARANCES AND ADVISED PRIOR TO INSTALLATION OF THE ACCESS PLATFORM SO THAT THEY MAY ALERT NAVIGATION OF THE WORK.

CONDITION 2: THE COMMANDER, EIGHTH COAST GUARD DISTRICT (DWB), SHALL BE PROVIDED A SCHEDULE OF WORK AND BE NOTIFIED PRIOR TO ANY CHANGE TO THE WORK SCHEDULE. THE NAME OF THE PERSON WHO MAY BE CONTACTED ON A 24-HOURS BASIS TO RESPOND TO AN EMERGENCY AT THE WORK SITE SHALL ALSO BE PROVIDED.

CONDITION 3: ALL WORK SHALL BE CONDUCTED SO THAT THE FREE FLOW OF NAVIGATION IS NOT UNREASONABLY INTERFERED WITH AND THE NAVIGABLE DEPTHS ARE NOT IMPAIRED.

CONDITION 4: THE WORK SHOULD NOT BE ALLOWED TO INTERFERE WITH THE PROPER DISPLAY OF NAVIGATION LIGHTS OR RETRO-REFLECTIVE PANELS AT NIGHT.

CONDITION 5: FLOATING PLANT SHALL NOT VE PERMANENTLY MOORED BETWEEN THE CHANNEL PIERS AND SHALL BE MOVED UPON REQUEST FOR PASSAGE OF RIVER TRAFFIC.

CONDITION 6: FLOATING PLANT WORKING IN THE CHANNEL SHALL DISPLAY LIGHTS AND SIGNALS AS REQUIRED BY "INLAND NAVIGATION RULES OF 1980".

CONDITION 7: POSITIVE PRECAUTIONS SHALL BE TAKEN TO PREVENT THE ACCIDENTAL DROPPING OF SPARK-PRODUCING, FLAME-PRODUCING, LIGHTED OR OTHER DAMAGING OBJECTS ONTO BARGES AND VESSELS PASSING BENEATH THE BRIDGE. ALL FLAME-CUTTING, WELDING AND SIMILAR SPARK-PRODUCING "HOT WORK" SHALL CEASE OVER THE CHANNEL WHEN VESSELS ARE PASSING BENEATH THE BRIDGE.

CONDITION 8: THE WORK MUST COMPLY WITH THE FEDERAL WATER POLLUTION CONTROL ACT, AS AMENDED, WHICH PROHIBITS THE DISCHARGE OF OIL (INCLUDING OIL BASED PAINTS) OR HAZARDOUS SUBSTANCES INTO THE WATERS OF THE UNITED STATES. THE ACT REQUIRES ANY PERSON IN CHARGE OF A VESSEL OR FACILITY FROM WHICH OIL OR A HAZARDOUS SUBSTANCE IS DISCHARGED TO IMMEDIATELY REPORT THE DISCHARGE TO THE U.S. COAST GUARD NATIONAL RDESPONSE CENTER, 1-800-424-8802 (TOLL FREE). THE OWNER/OPERATOR OF THE VESSEL OR FACILITY FROM WHICH THE POLLUTANT IS DISCHARGED IS SUBJECTO TO A CIVIL PENALTY OF UP TO $10,000 AND IS LIABLE FOR CLEANUP COSTS, IF ANY.

PAINT NOTES

(24) PRIMING AND PAINTING: ALL NEW STRUCTURAL STEEL SHALL RECEIVE A SHOP COAT OF INORGANIC ZINC IN ACCORDANCE WITH STANDARD SPECIFICATION 603.06 AND PAINTED. PAINT SHALL BE SYSTEM A IN ACCORDANCE WITH SUB SECTION 603.06. COLOR OF FINISH COAT SHALL COMPLY WITH FEDERAL STANDARD NO. 595B, BLUE NO. 25102. SEE SECTIONS 603 AND 910 OF THE STANDARDS SPECIFICATIONS.

(25) THE PRIMER SHALL BE ON APPROVED TDOT QUALIFIED PRODUCTS LIST 3.

(26) ALL PRODUCTS USED IN THIS COATING SYSTEM, INCLUDING THINNERS, MUST BE SUPPLIED BY THE SAME MANUFACTURER.

(27) SPECIAL NOTE SURFACE PREPARATION FOR PAINT: OUR RECORDS SHOW THAT THIS BRIDGE HAS OR HAS HAD LEAD/CHROMATE PAINT APPLIED TO IT DURING IT'S HISTORY; THEREFORE, THE CONTRACTOR SHALL ASSUME THAT REMNANTS OF THAT PAINT REMAIN ON THE BRIDGE ALONG WITH THE POSSIBILITY OF THE PRESENCE OF MILLSCALE. CONTRACTOR SHALL BID ACCORDINGLY.

(28) SELECT PAINT SYSTEM FROM QUALIFIED PRODUCTS LIST NO. 13.

(29) ALL AREAS OF EXPOSED STRUCTURAL STEEL SHALL BE CLEANED, PRIMED AND PAINTED ACCORDING TO STANDARD SPECIFICATIONS.

(30) CONTAINMENT AND DISPOSAL: OUR RECORDS SHOW THAT THIS BRIDGE HAS OR HAS HAD LEAD/CHROMATE PAINT APPLIED TO IT DURING IT'S HISTORY; THEREFORE, THE CONTRACTOR SHALL ASSUME THAT REMNANTS OF THAT PAINT REMAIN ON THE BRIDGE. SEE TENNESSEE STANDARD SPECIFICATIONS SECTION 603.13 FOR SPECIAL PRECAUTIONS THAT MUST BE TAKEN IN THE REMOVAL; CONTAINMENT AND DISPOSAL OF THE SURFACE PREPARATION WASTE AND PAINT REMOVAL MEDIA; AND, WORKER AND PUBLIC SAFETY.

SPECIAL NOTES

(31) SPECIAL NOTE FOR UTILITIES: IT IS INTENDED THAT THE COST OF MATERIALS AND LABOR NECESSARY FOR ANY MODIFICATION OF UTILITIES SHOULD BE BORNE BY OTHERS AND SHALL NOT BE PAID FOR AS PART OF THIS CONTRACT. THE CONTRACTOR SHALL COOPERATE WITH OTHERS IN THE MODIFICATION OR RELOCATION OF UTILITIES WITH NO ADDITIONAL COMPENSATION ALLOWED THE CONTRACTOR.

(32) CONSTRUCTION FORCES MUST TAKE THE NECESSARY PRECAUTIONS TO PREVENT FRESH CONCRETE FROM COMING INTO CONTACT WITH THE FLOWING STREAM WATER. SINCE FRESH CONCRETE IS TOXIC TO AQUATIC LIFE.

(33) TDOT BIOLOGISTS MUST BE NOTIFIED OF THE PRE-CONSTRUCTION MEETING IN ADVANCE SO THAT THEY CAN ARRANGE TO ATTEND.

(34) SWALLOW NESTS ARE LOCATED UNDERNEATH THE CANTILEVERED PORTION OF THE EXISTING BRIDGE SLAB. DISTURBANCE OF THE NESTS MUST BE PLANNED AROUND THE NESTING SEASON OF THE BIRDS. NESTS CANNOT BE DISTURBED WHILE EGGS OR YOUNG ARE PRESENT IN THE NEST. THE APPROXIMATE DURATION FOR NESTING ACTIVITIES IS FROM EARLY MAY THROUGH JULY. IF WORK BEGINS PRIOR TO NESTING ACTIVITIES, THE CONTRACTOR MAY REMOVE NESTS AND TAKE MEASURES TO PREVENT CONSTRUCTION OF NEW NESTS AND WORK THROUGHOUT THE NESTING SEASON.

SPECIAL ENVIRONMENTAL NOTE TO CONTRACTOR

(35) NO ENTRY INTO THE STREAM WILL BE ALLOWED. ALL WORK OVER STREAM SHALL BE ACCOMPLISHED FROM OVERHEAD USING CRANES AND NO DEBRIS ALLOWED TO ENTER STREAM.

CONST. NO. _____

PROJECT NO.	YEAR	SHEET NO.
19010-4164-04	2014	2A

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

DAVID W. THOMPSON
REGISTERED ENGINEER
NO. 19232
STATE OF TENNESSEE
03/11/2014

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE GENERAL
AND SPECIAL NOTES

BRIDGE NO. 19-I24-15.42LT
BRIDGE NO. 19-I24-15.42RT
INTERSTATE 24 OVER
CUMBERLAND RIVER
DAVIDSON COUNTY
2014

BR-116- 48

DESIGNED BY D. THOMPSON/L. HORN DATE
DRAWN BY ANGELA MOORE DATE
SUPERVISED BY DARRELL JAMES DATE
CHECKED BY JAMIE GILLESPIE DATE

JAMES & ASSOCIATES, INC.