

GENERAL NOTES

SPECIFICATIONS: CONNECTICUT DEPARTMENT OF TRANSPORTATION FORM 818 (2020), SUPPLEMENTAL SPECIFICATION DATED JULY 2023 AND SPECIAL PROVISIONS.

DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS (NINTH EDITION, 2020), WITH INTERIM REVISION UP TO AND INCLUDING SEPTEMBER 2023, AS SUPPLEMENTED BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN MANUAL (2003).

MATERIAL STRENGTHS:

CAST-IN-PLACE CONCRETE:
CLASS PCC03340 BASED ON f'c = 3,000 PSI.

THE CONCRETE STRENGTH, f'c, USED IN DESIGN OF THE CONCRETE COMPONENTS IS NOTED ABOVE. THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THE CONSTRUCTED COMPONENTS SHALL CONFORM TO THE REQUIREMENTS OF 6.01 - CONCRETE FOR STRUCTURES, AND M.03 - PORTLAND CEMENT CONCRETE.

REINFORCEMENT (ASTM A615 GRADE 60) = fy =60,000 PSI.

FUTURE PAVING ALLOWANCE: NONE

DIMENSIONS: WHEN DECIMAL DIMENSIONS ARE GIVEN TO LESS THAN THREE DECIMAL PLACES, THE OMITTED DIGITS SHALL BE ASSUMED TO BE ZEROS.

UTILITIES: THERE ARE OVERHEAD ELECTRIC (OWNED BY EVERSOURCE ENERGY) UTILITIES WITHIN THE PROJECT LIMITS. COMMUNICATIONS/TELECOMMUNICATIONS CABLES OWNED BY FRONTIER AND BREEZELINE CABLE ARE ALSO PRESENT. THESE UTILITIES WILL BE TEMPORARILY RELOCATED DURING CONSTRUCTION BY THE UTILITY COMPANIES FOR SAFE USE OF CONSTRUCTION EQUIPMENT. THE CONTRACTOR SHALL COORDINATE AS NEEDED WITH THE RESPECTIVE UTILITY COMPANIES. IN ADDITION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT AND SUPPORT THE UTILITIES AT ALL TIMES DURING CONSTRUCTION AND FOR ANY DAMAGE TO EXISTING UTILITIES DURING CONSTRUCTION.

CONCRETE NOTES


EXPOSED EDGES: EXPOSED EDGES OF CONCRETE SHALL BE BEVELED 1" x 1" UNLESS DIMENSIONED OTHERWISE.

REINFORCEMENT: ALL REINFORCEMENT SHALL BE GALVANIZED AFTER FABRICATION UNLESS NOTED OTHERWISE. ALL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OF ASTM A767, CLASS 1, INCLUDING SUPPLEMENTAL REQUIREMENTS. THE COST OF FURNISHING AND PLACING THIS REINFORCEMENT SHALL BE INCLUDED IN THE ITEM "DEFORMED STEEL BARS - GALVANIZED."

CONCRETE		
THE FOLLOWING PAY ITEMS AND CONCRETE CLASSES ARE REQUIRED FOR CAST-IN-PLACE BRIDGE COMPONENTS:		
ITEM	COMPONENT	PCC CLASS
ABUTMENT AND WALL CONCRETE	ABUTMENT CAP AND PIER CAP	PCC03340

REV.	DATE	REVISION DESCRIPTION

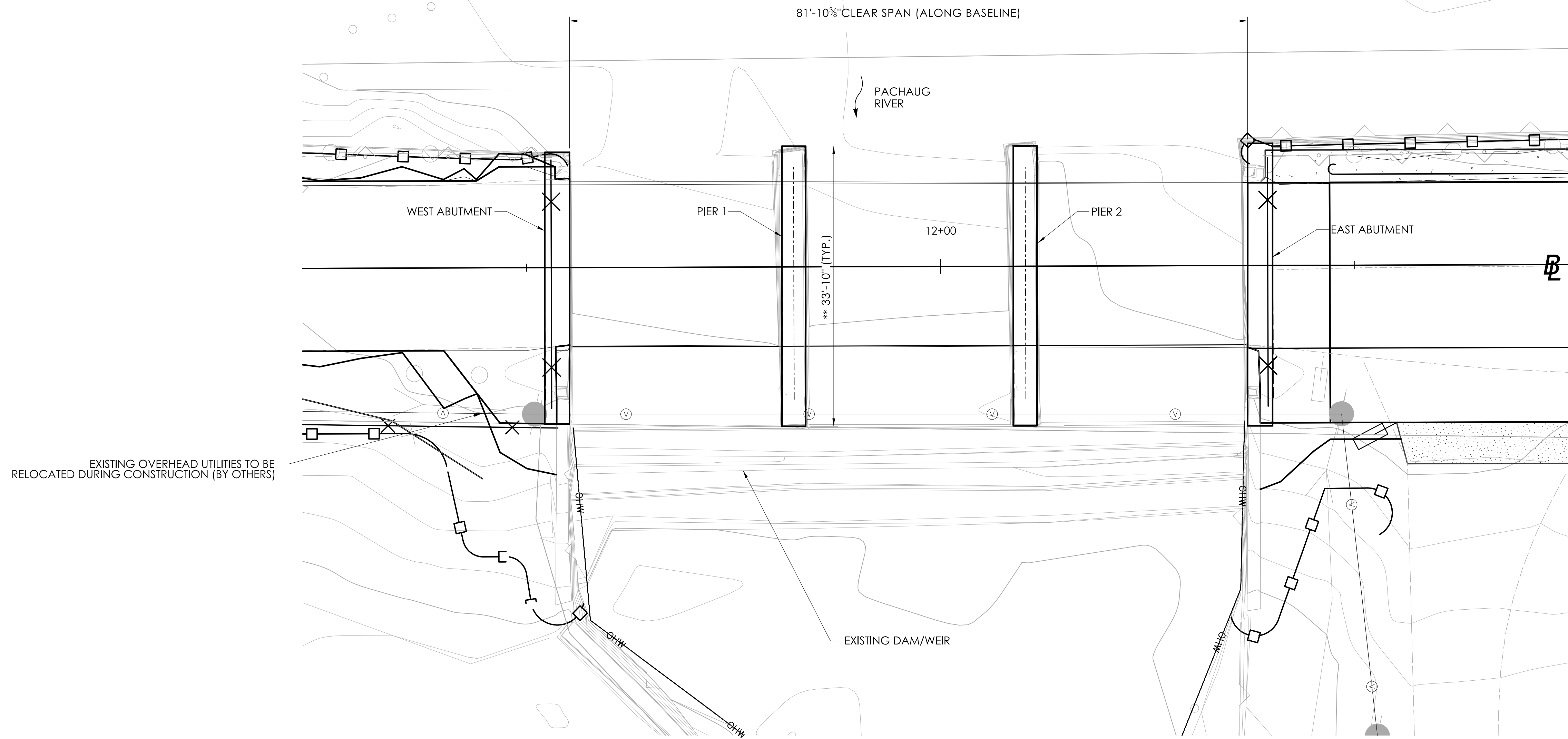
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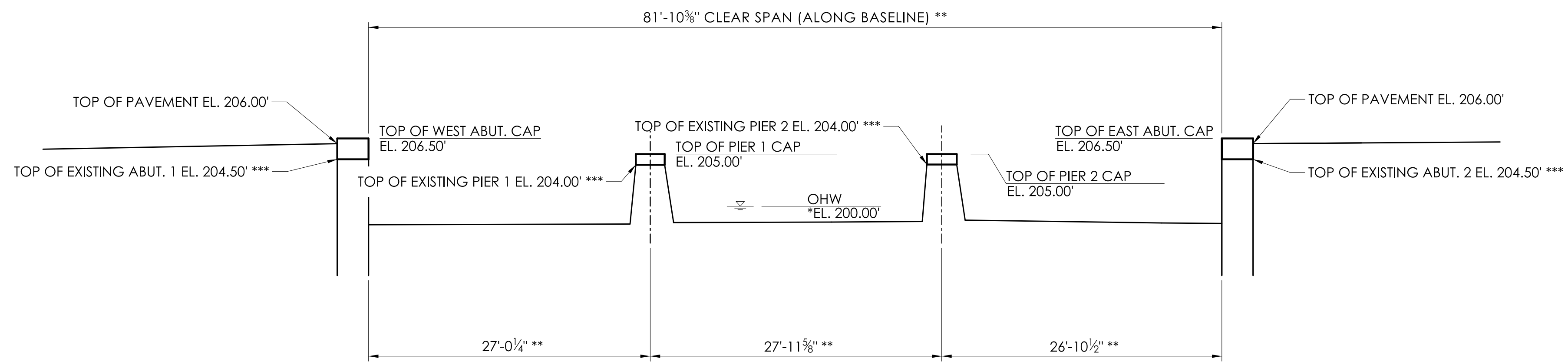
 **TOWN OF GRISWOLD**

PROJECT NUMBER: 0057-0121
PROJECT DESCRIPTION: REMOVAL OF BRIDGE NO. 04671 CARROLL ROAD OVER PACHAUG RIVER
TOWN(S): GRISWOLD
DRAWING TITLE: GENERAL NOTES

DRAWING NO. S-02
SHEET NO. 4.02



GENERAL PLAN
SCALE: 1/8"=1'-0"



DOWNSTREAM ELEVATION (LOOKING UPSTREAM)
SCALE: 1/8"=1'-0"

LEGEND


- SEDIMENTATION CONTROL SYSTEM/ EXCLUSIONARY FENCING
- EXISTING OVERHEAD POWER LINE
- 8' CHAIN LINK FENCE

NOTES:

1. * OHW IS BASED ON THE SURVEY CONTOURS AT THE DOWNSTREAM SIDE OF THE EXISTING STRUCTURE
2. ** DIMENSIONS ASSUMED FROM REHABILITATION STUDY REPORT AND SURVEY. DIMENSIONS SHOULD BE FIELD VERIFIED.
3. *** TOP OF EXISTING ABUTMENT AND TOP OF EXISTING PIER ELEVATIONS SHOWN ARE APPROXIMATE. THE INTENT IS THAT THE NEW PIER AND ABUTMENT CAPS ARE ADDED TO THE EXISTING SURFACE AFTER SUPERSTRUCTURE IS REMOVED. IT IS NOT THE INTENT TO CUT THE EXISTING SUBSTRUCTURES DOWN TO A SPECIFIC ELEVATION.
4. THE WORK TO INSTALL AND REMOVE DEBRIS SHIELD IS INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF SUPERSTRUCTURE"
5. THE REMOVAL AND DISPOSAL OF THE SUPERSTRUCTURE IS INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF SUPERSTRUCTURE"
6. FOR GENERAL NOTES, SEE DRAWING NO. S-02.
7. REFER TO "MONITORING STRUCTURES" SPECIAL PROVISION FOR ADDITIONAL REQUIREMENTS TO PREVENT DAMAGE TO THE EXISTING DAM TO REMAIN.
8. UNDER NO CIRCUMSTANCES SHALL THE AREA BELOW THE ORDINARY HIGH WATER (OHW) LINE BE DISTURBED.
9. PREPARATION OF EXISTING ABUTMENTS AND PIERS FOR CONSTRUCTION OF THE PROPOSED CONCRETE CAPS, INCLUDING CUTTING OF ANY REINFORCING OR ANCHOR BOLTS PROTRUDING FROM THE EXISTING PIERS AND ABUTMENT CAPS AND REMOVAL OF LOOSE MASONRY DEBRIS AFTER SUPERSTRUCTURE IS REMOVED SHALL BE INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF SUPERSTRUCTURE".

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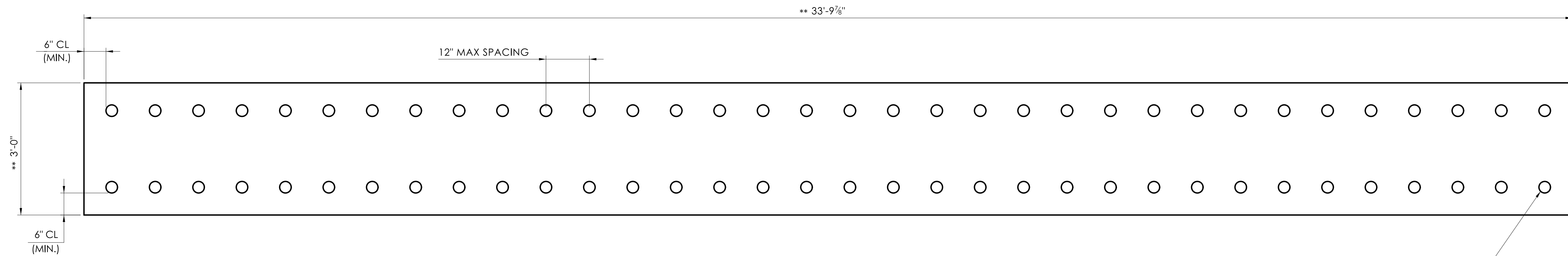
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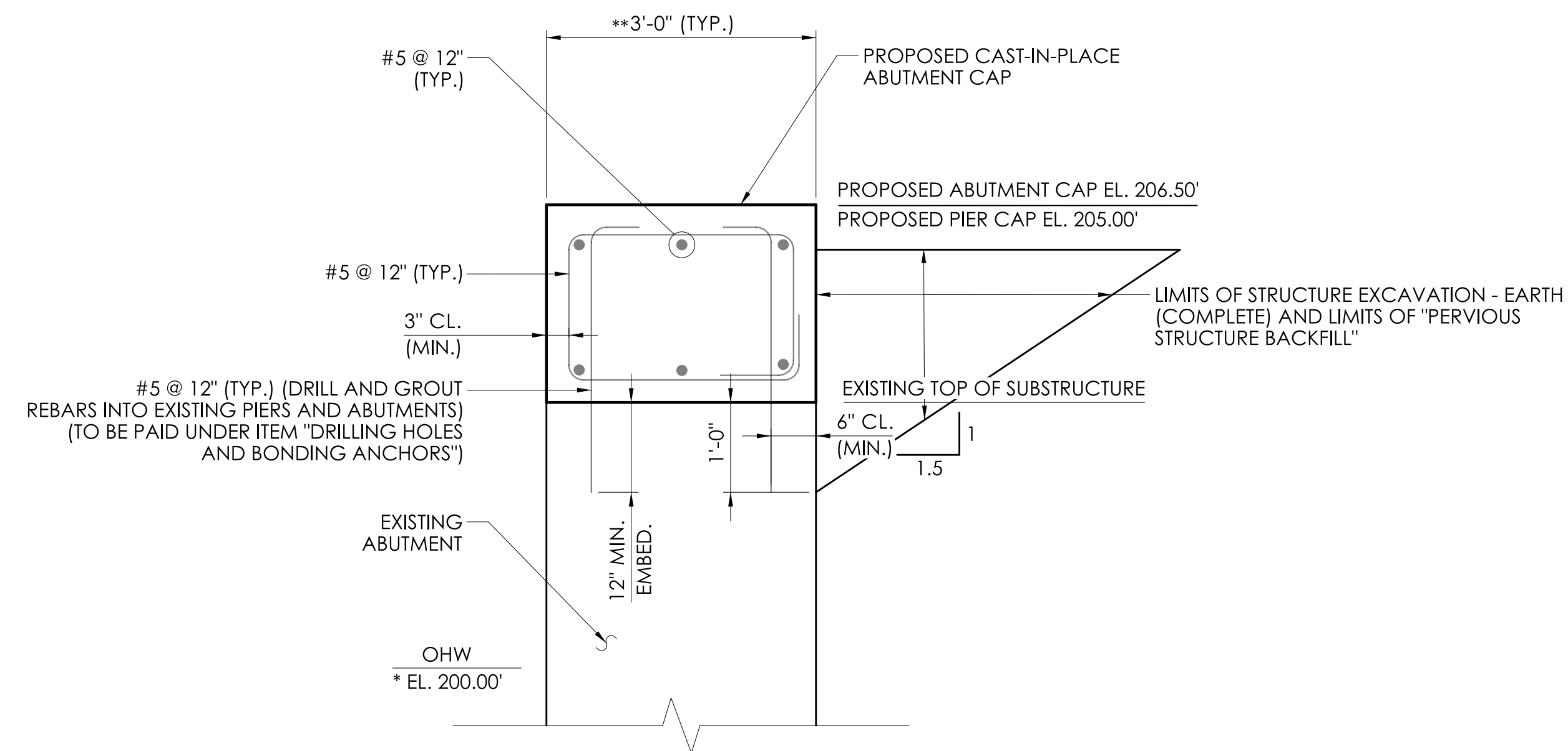
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 PROJECT DESCRIPTION: REMOVAL OF BRIDGE NO. 04671 CARROLL ROAD OVER PACHAUG RIVER
 TOWN(S): GRISWOLD
 DRAWING TITLE: GENERAL PLAN AND ELEVATION

DRAWING NO. S-03
 SHEET NO. 4.03



TYPICAL ABUTMENT AND PIER CAP PLAN VIEW
SCALE: 3/4"=1'-0"

#5 @ 12" (TYP.) (DRILL AND GROUT REBARS INTO EXISTING PIERS AND ABUTMENTS) (TO BE PAID UNDER ITEM "DRILLING HOLES AND BONDING ANCHORS")



TYPICAL ABUTMENT CAP DETAIL (PIER CAP SIMILAR)
SCALE: 3/4"=1'-0"

NOTES:

1. * OHW IS BASED ON THE SURVEY CONTOURS AT THE DOWNSTREAM SIDE OF THE EXISTING STRUCTURE.
2. ** DIMENSIONS ASSUMED FROM REHABILITATION STUDY REPORT AND SURVEY. DIMENSIONS SHOULD BE FIELD VERIFIED.
3. FOR GENERAL PLAN AND ELEVATION, SEE DRAWING NO. S-03.
4. ABUTMENT/PIER CAPS ARE NOT STRUCTURAL COMPONENTS.

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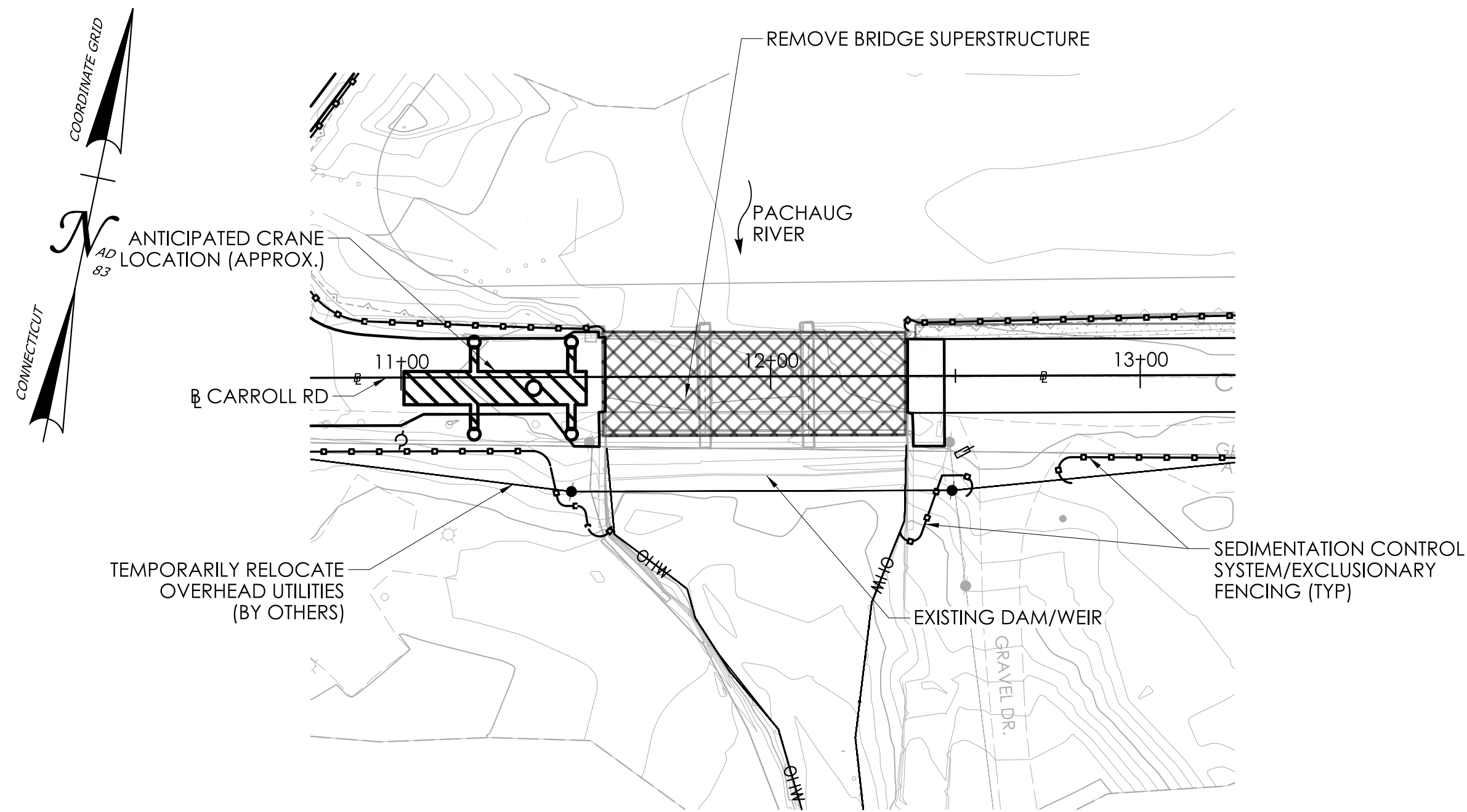
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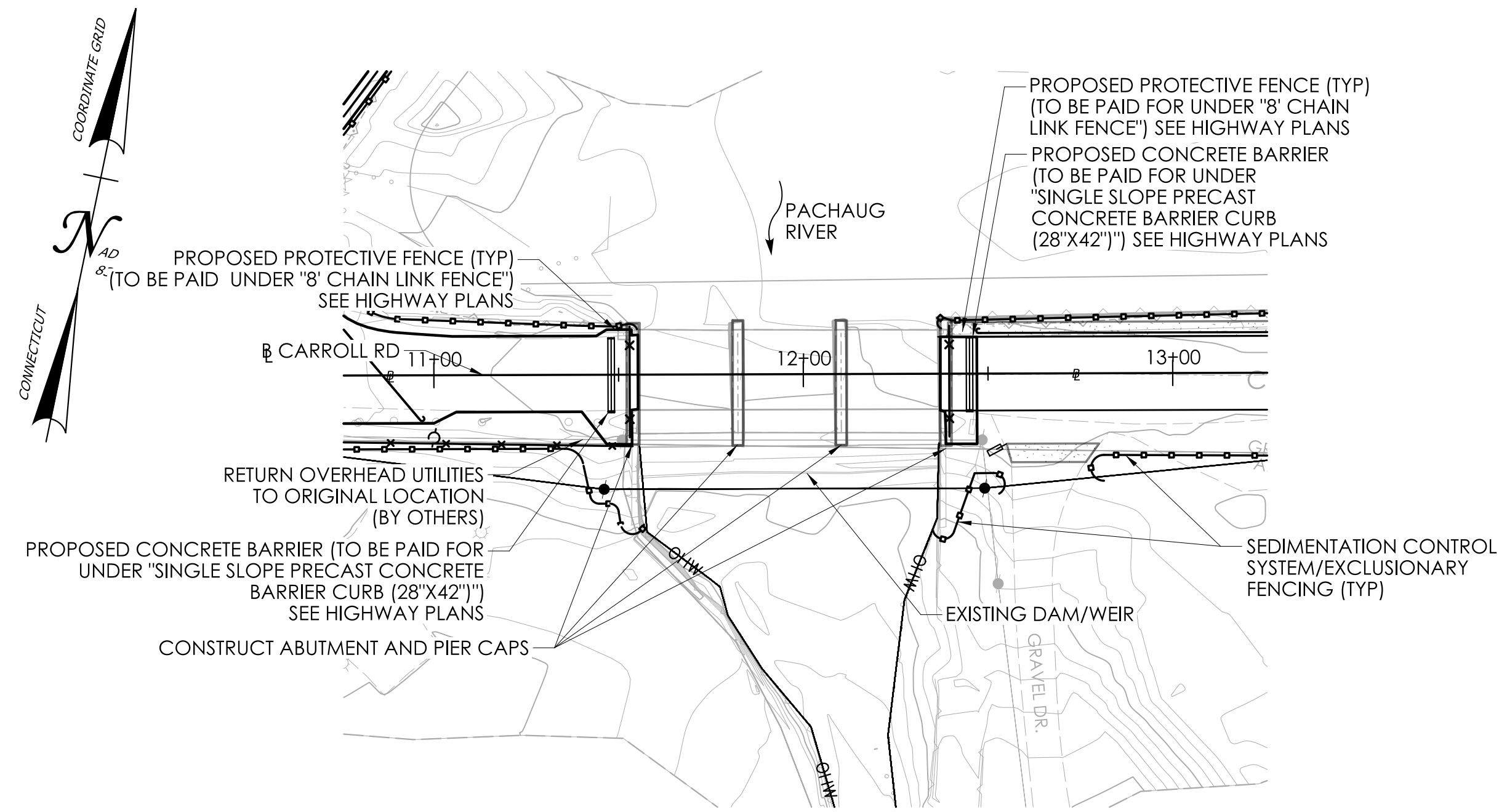
TOWN OF GRISWOLD

PROJECT NUMBER: 0057-0121
PROJECT DESCRIPTION: REMOVAL OF BRIDGE NO. 04671 CARROLL ROAD OVER PACHAUG RIVER
TOWN(S): GRISWOLD
DRAWING TITLE: ABUTMENT AND PIER CAP DETAILS

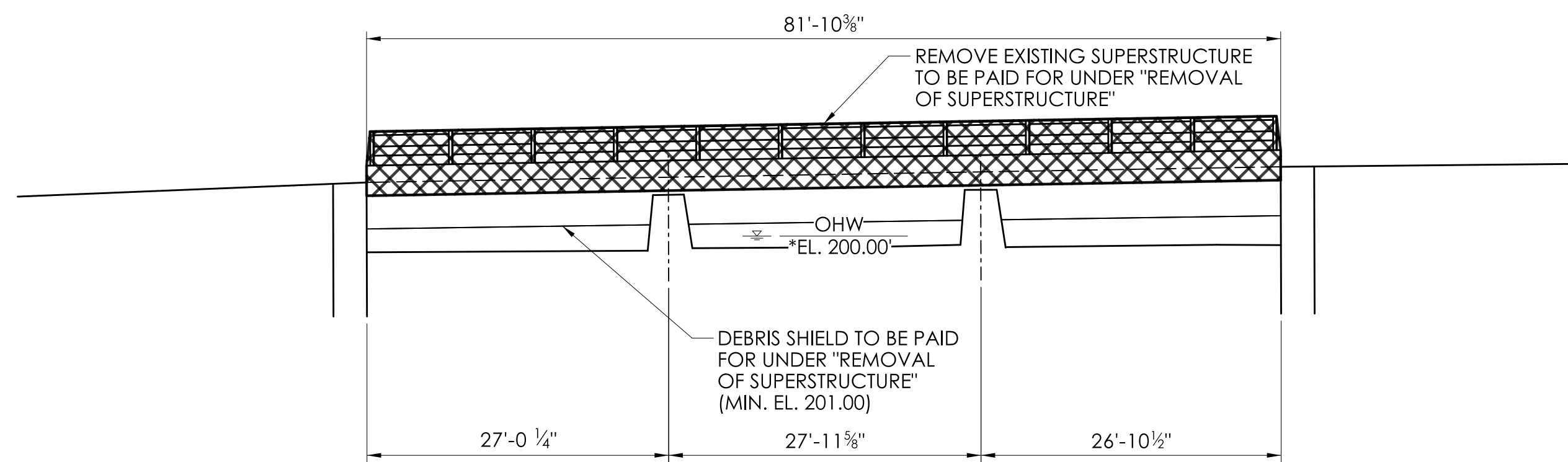
DRAWING NO. S-04
SHEET NO. 4.04



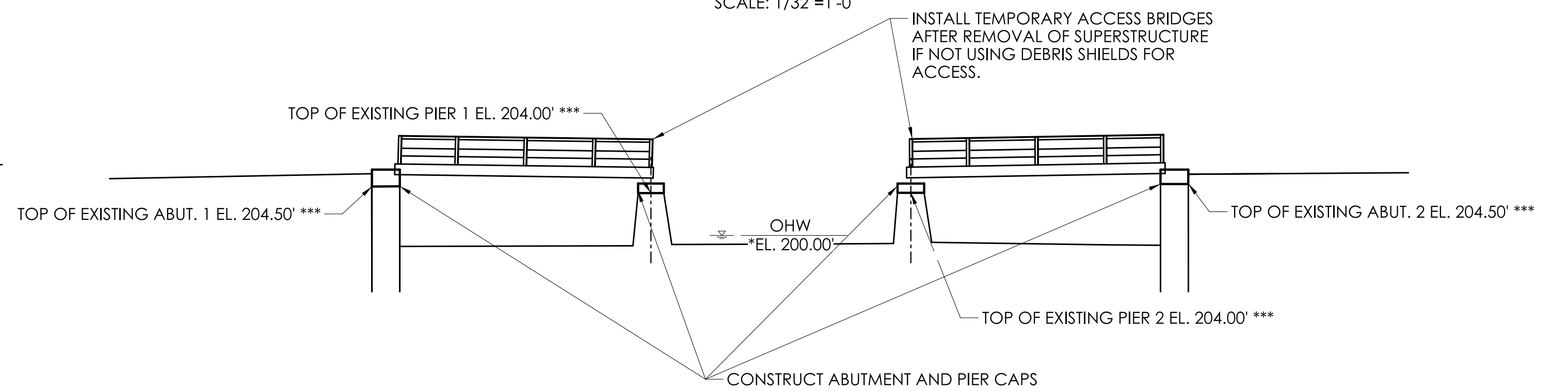
DEMOLITION PLAN
SCALE: 1/32"=1'-0"



CONSTRUCTION PLAN
SCALE: 1/32"=1'-0"



DEMOLITION ELEVATION
SCALE: 3/32"=1'-0"



CONSTRUCTION ELEVATION
SCALE: 3/32"=1'-0"

*** TOP OF EXISTING ABUTMENT AND TOP OF EXISTING PIER ELEVATIONS SHOWN ARE APPROXIMATE. THE INTENT IS THAT THE NEW PIER AND ABUTMENT CAPS ARE ADDED TO THE EXISTING SURFACE AFTER SUPERSTRUCTURE IS REMOVED. IT IS NOT THE INTENT TO CUT THE EXISTING SUBSTRUCTURES DOWN TO A SPECIFIC ELEVATION.

SUGGESTED SEQUENCE OF CONSTRUCTION:

DEMOLITION

1. INSTALL CONSTRUCTION SIGNING AND INSTALL TEMPORARY PROTECTION MEASURES.
2. CONDUCT SWEEP OF SITE BY HERPETOLOGIST.
3. INSTALL STRUCTURE MONITORING DEVICES
4. PERFORM CLEARING AND GRUBBING ACTIVITIES AND INSTALL SEDIMENTATION CONTROL/EXCLUSIONARY FENCING.
5. TEMPORARILY RELOCATE OVERHEAD UTILITIES (BY OTHERS).
6. INSTALL DEBRIS SHIELDS AND REMOVE EXISTING SUPERSTRUCTURE.

CONSTRUCTION

1. INSTALL TEMPORARY ACCESS BRIDGES UNLESS USING DEBRIS SHIELD FOR ACCESS.
2. CONSTRUCT ABUTMENT AND PIER CAPS.
3. REMOVE TEMPORARY ACCESS BRIDGES AND/OR DEBRIS SHIELD.
4. ESTABLISH FINAL GRADING OF ROADWAY AND COMPLETE PAVEMENT THROUGHOUT THE PROJECT.
5. INSTALL PROTECTIVE FENCE AND BARRICADES TO BE PAID FOR UNDER "8" CHAIN LINK FENCE" AND "SINGLE SLOPE PRECAST CONCRETE BARRIER CURB (28"X42)".
6. RETURN OVERHEAD UTILITIES TO ORIGINAL LOCATION (BY OTHERS).
7. INSTALL GUIDERAIL
8. REMOVE CONSTRUCTION SIGNAGE.

NOTES:

1. THE DEBRIS SHIELD MAY BE USED FOR ACCESS TO PIERS AFTER SUPERSTRUCTURE REMOVAL IF DESIGNED ACCORDINGLY.
2. THE CONTRACTOR IS RESPONSIBLE FOR ALL DEBRIS CAUSED BY REMOVAL OF THE EXISTING SUPERSTRUCTURE. THE CONTRACTOR MUST ENSURE THAT NOTHING FALLS INTO THE WATERCOURSE OR DAMAGES THE EXISTING DAM.
3. INSTALLATION AND REMOVAL OF TEMPORARY DEBRIS SHIELDS AND/OR ACCESS BRIDGES IS INCLUDED FOR PAYMENT UNDER THE ITEM "REMOVAL OF SUPERSTRUCTURE".
4. REFER TO DRAWING NO. S-03 FOR PLAN AND ADDITIONAL INFORMATION.
5. UNDER NO CIRCUMSTANCES SHALL THE AREA BELOW THE ORDINARY HIGH WATER (OHW) LINE BE DISTURBED.
6. THE EXISTING BRIDGE IS IN CLOSE PROXIMITY TO AN EXISTING DAM/WEIR STRUCTURE. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN DETACHING THE EXISTING SUPERSTRUCTURE FROM THE BRIDGE SEAT AND PIER CAP SO AS NOT TO CAUSE DAMAGE TO THE DAM/WEIR STRUCTURE. ANY REMOVAL OF MATERIAL FROM THE BRIDGE SEATS AND PIER CAP SHALL BE COMPLETED WITH 15# HAMMERS, IF NEEDED.

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DRAWING TITLE: SUGGESTED SEQUENCE OF CONSTRUCTION

DRAWING NO. S-05
SHEET NO. 4.05