GENERAL NOTES

DESIGN SPECIFICATIONS:
FDOT Structures Manual dated [January or July 20XX] (ref. Vol 1, Section 1.6)
Subsequent Structures Temporary Design Bulletins C[XX-XX], C[XX-XX],
and C[XX-XX].

VERTICAL DATUM:
Vertical Datum used is [NAVD 88 or NGVD 29].

ENVIRONMENT:
Superstructure - [Slightly/Moderately/Extremely] Aggressive
Substructure - Concrete: [Slightly/Moderately/Extremely] Aggressive
Steel: [Slightly/Moderately/Extremely] Aggressive

FUTURE WEARING SURFACE:
Design includes allowance for 15 psf.

CONCRETE: [Depends on Environmental Classification]
All concrete shall be in accordance with Section 346.

Concrete Class	Min. 28-day Compressive Strength (ksi)	Location of Concrete in Structure
XX	f'c = XX	C.I.P. Traffic Railing
XX	f'c = XX	C.I.P. Superstructure
II	f'c = 4.5	C.I.P. Approach Slabs

CONCRETE COVER: [Depends on Environmental Classification]
C.I.P. superstructure = X in. (Typical except as noted)
C.I.P. substructure = X in. for external surfaces cast against earth
= X in. for other external surfaces

Concrete covers shown in the plans do not include placement and fabrication tolerances unless shown as "minimum cover". See FDOT Standard Specifications for allowable tolerances.

REINFORCING STEEL:
All reinforcing steel shall be ASTM A615, Grade 60.

APPLIED FINISH COATING:
A Class 5 Finish Coating shall be applied to the portions of the structures shown on the Surface Finish Detail.

PLAN DIMENSIONS:
All dimensions in these plans are measured in feet either horizontally or vertically unless otherwise noted.

UTILITIES:
For locations of existing utilities, see Plan and Elevation Sheets X-X, X-X, and X-X.

SCREEDING DECK SLABS:
Screed the riding surface of the Bridge Deck and Approach Slabs to achieve the Finish Grade Elevations shown in the Plans. Account for theoretical deflections due to deck self weight, deck casting sequence, deck forming systems, construction loads, overlays and temporary shoring, etc. as required.

STAY IN PLACE DECK FORMS:
Stay in place deck forms will not be permitted on this project.
or
Design includes allowance for 20 psf. over the projected plan area of the metal forms for the unit weight of metal forms and concrete required to fill the form flutes. Stay-in-place metal forms to be detailed to clear top lateral bracing of box girder.

JOINTS IN CONCRETE:
Construction joints will be permitted only at locations indicated on the plans. Additional construction joints or alterations to those shown shall require approval of the Engineer.

DIMENSION VERIFICATION:
The dimensions, elevations and intersection angles shown are based on information as detailed in the Original Construction Plans of the existing bridges (unless noted otherwise), and may not represent the as-built conditions. It is the Contractor's responsibility to verify this data before beginning construction.

TRAFFIC CONTROL PLANS:
[Insert specific Traffic Control notes for the project].

CONSTRUCTION OVER TRAFFIC:
Construction activities not allowed over traffic include but are not limited to the following:

a. Beam, girder and segment placement.
b. Deck form placement and removal.
c. Concrete deck placement.
d. Railing construction when railing is located at the edge of deck.
e. Structure demolition.

PHASING OF WORK:
Work phasing and progression of the work shall conform with the Traffic Control Plans located in the Roadway Plans and the notes on the construction sequence drawings.

EXISTING REINFORCING STEEL: [Use this note for bridge widenings]
All superstructure deck transverse reinforcing steel, both top and bottom layers, and end bent reinforcing steel shall be protected, salvaged and utilized in the new structure. Cutting of this reinforcing steel and substitution of adhesive-bonded dowels is not permitted as a construction option.

LEAD BASED PAINT:
[Use note for all locations where lead based paint has been found]
The Contractor is responsible for following the requirements of the Occupational Safety and Health Administration (OSHA), the Environmental Protection Agency (EPA) and other governing Authorities when removing paint. See the Specifications for additional information.

UTILITIES:
The utilities, including under deck lighting, shown in the bridge plans are at approximate locations. For additional information refer to the utilities plans.

BID ITEM NOTES

1. For Traffic Control Notes, see Roadway Plans.

2. For limits of Removal of Existing Structures, Item Number 110-3, see Sheet No. XX-XX.

3. The Approach Slab sheets are included with the Bridge Plans. All quantities, that are associated with the individual Approach Slabs are included with the quantities for their respective bridges, except for the asphalt overlay quantities. They are included with the Roadway quantities.

4. See additional pay item notes on sheets [Insert Sheet Numbers].

BRIDGE NO. XXXXXX

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STRUCTURAL STEEL:
All structural steel shall be in accordance with ASTM A709, Grade 50, except that stiffeners, internal and external cross frames and lateral bracing shall be Grade 36 unless otherwise shown.

CHARPY V-NOTCH:
All ASTM A709 structural steel as designated on the plans shall receive Charpy V-Notch testing in accordance with ASTM A709:

a. Redundant members, as designated on the plans, shall be tested in accordance with ASTM A709, Table 9.
b. Non-redundant members, as designated on the plans, shall be tested in accordance with ASTM A709, Table 10.

All other structural steel shall meet the Charpy V-Notch test requirements specified in Specifications Section 962.

STEEL FABRICATION:
Structural steel for girders and girder framing, including box girders, diaphragms, cross bracing, etc., shall be ASTM A709. Fabrication shall be performed in accordance with the current applicable edition of the AASHTO/AWS D1.5 Bridge Welding Code. Fabricators of structural steel girders and girder framing shall have the AISC Quality Certification for Major Steel Bridges and AISC Fracture Critical Members endorsement.

WELDING:

1. Welding details and operations shall be in accordance with the current edition of the AASHTO/AWS D1.5 Bridge Welding Code. Welding procedures shall be submitted and approved prior to welding on the project. Welds requiring non-destructive testing shall be radiographically inspected, except where the geometry of the region of the weld will not permit satisfactory information to be secured for verification of the weld quality. When such geometrical conditions exist, other inspection procedures or combinations of procedures such as Ultrasonic Inspection, Dye Penetrant Inspection and/or Magnetic Particle Inspection, shall be used. Non-destructive Testing shall be performed as required by the current edition of the AASHTO/AWS D1.5 Bridge Welding Code.
2. Field welding to any Structural Steel for the purpose of attaching erection hardware, or for anchoring conduits for box lighting shall not be permitted. Proposed method of anchoring conduits/boxes for box lighting shall be formally submitted to the Engineer for approval. Shear Connector Installation is governed by OSHA Steel Erection Rule.
3. The following members are classified as ancillary members in accordance with the current edition of the AWS D1.5 Bridge Welding Code:
   a. Expansion Joint Welds
   b. Drainage System Welds

FRACTURE CRITICAL MEMBERS:
See framing plans for designation of Fracture Critical Members. Structural components designated on the plans or in the special provisions as "Fracture Critical" shall conform to the provisions of Chapter 12 of the current AASHTO/AWS D1.5 Bridge Welding Code.

FIELD CONNECTIONS:
All field connections shall be made with 7/8" diameter high strength slip critical type bolts in accordance with ASTM A325 unless otherwise shown.

PAINTING:
All structural steel shall be painted in accordance with Sections 560 and 975 of the Specifications. [Use one or more of the following notes]:

[1. Inorganic Topcoat System]
Paint all structural steel with an inorganic topcoat system consisting of a zinc based primer and an inorganic topcoat. The color of the finish coat shall be light gray, similar to Federal Standard No. 595B, Color No. 36622.

[2. High Performance Topcoat System]
Paint all structural steel with a high performance topcoat system. The color of the finish coat shall conform to Federal Standard No. 595B, Color No. XXXXX.

[3. Combination Inorganic and High Performance Topcoat System]
Paint fascia girders with a high performance topcoat system. The color of the finish coat shall conform to Federal Standard No. 595B, Color No. XXXXX.
Paint remainder of structural steel with a compatible inorganic topcoat system consisting of a zinc based primer and an inorganic topcoat. The color of the inorganic topcoat finish coat shall be light gray, similar to Federal Standard No. 595B, Color No. 36622.

[4. For the inside of Steel Box Girders]
Paint the inside surface of steel box girders with one shop applied coat of approved primer and a compatible finish coat pigmented to Federal Standard 595B, Color No. 37925 (white). Any other color used for the interior finish coat must be pre-approved by the District Structures Maintenance Engineer. The finish coat of the interior surface is not required to be UV resistant and does not have to be the same product as the finish coat of the exterior surface of the box girder.

LADDERS AND PLATFORMS:
Structural steel for ladders and platforms shall conform with ASTM A36 and shall be hot-dip galvanized in accordance with ASTM A123. Welding shall conform to AWS D1.1

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