



**GOVERNMENT OF BERMUDA**  
Ministry of Public Works and Environment

## **Annex I**

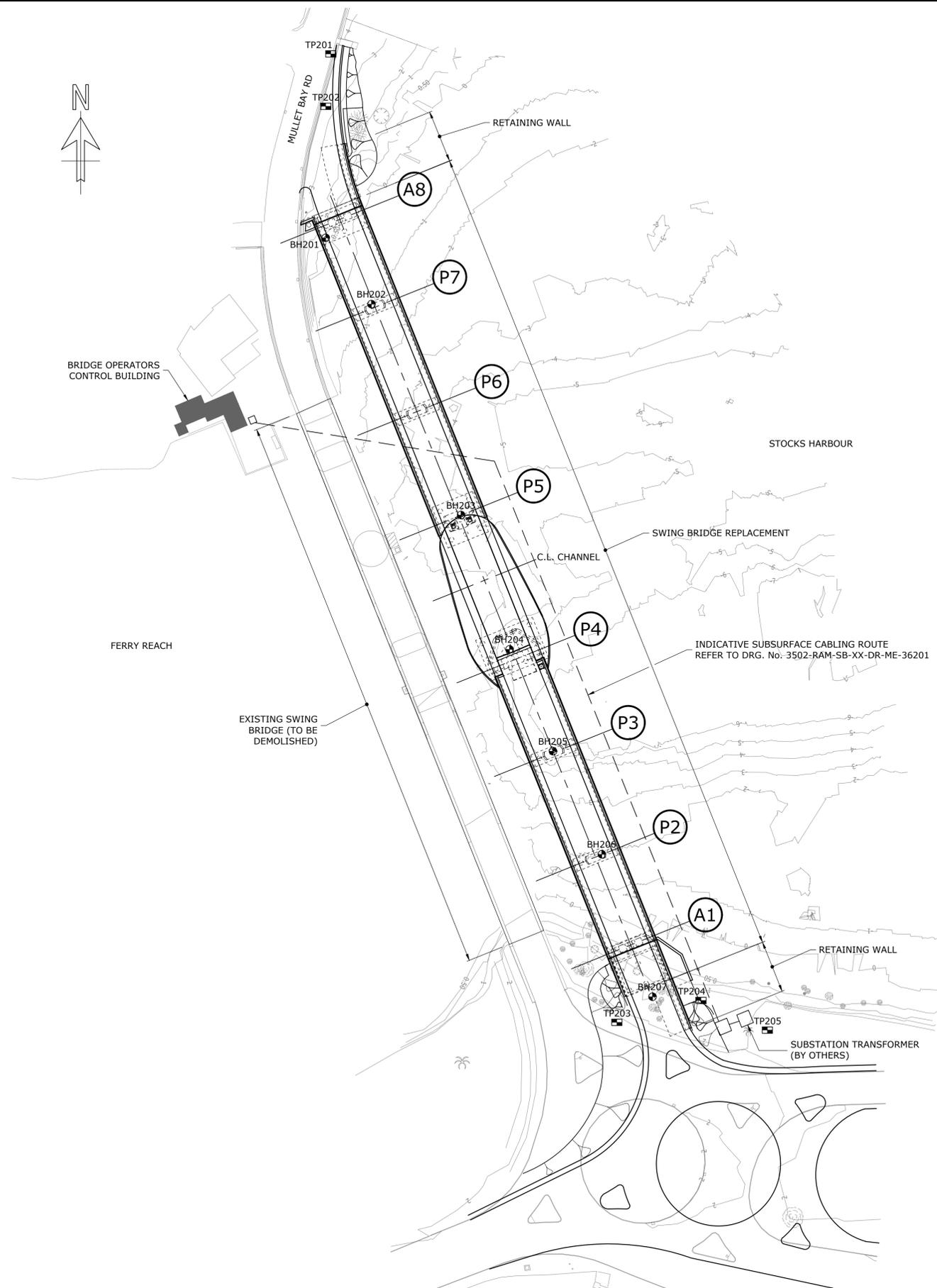
# **Swing Bridge Replacement 2026**

## **Reference Drawings**

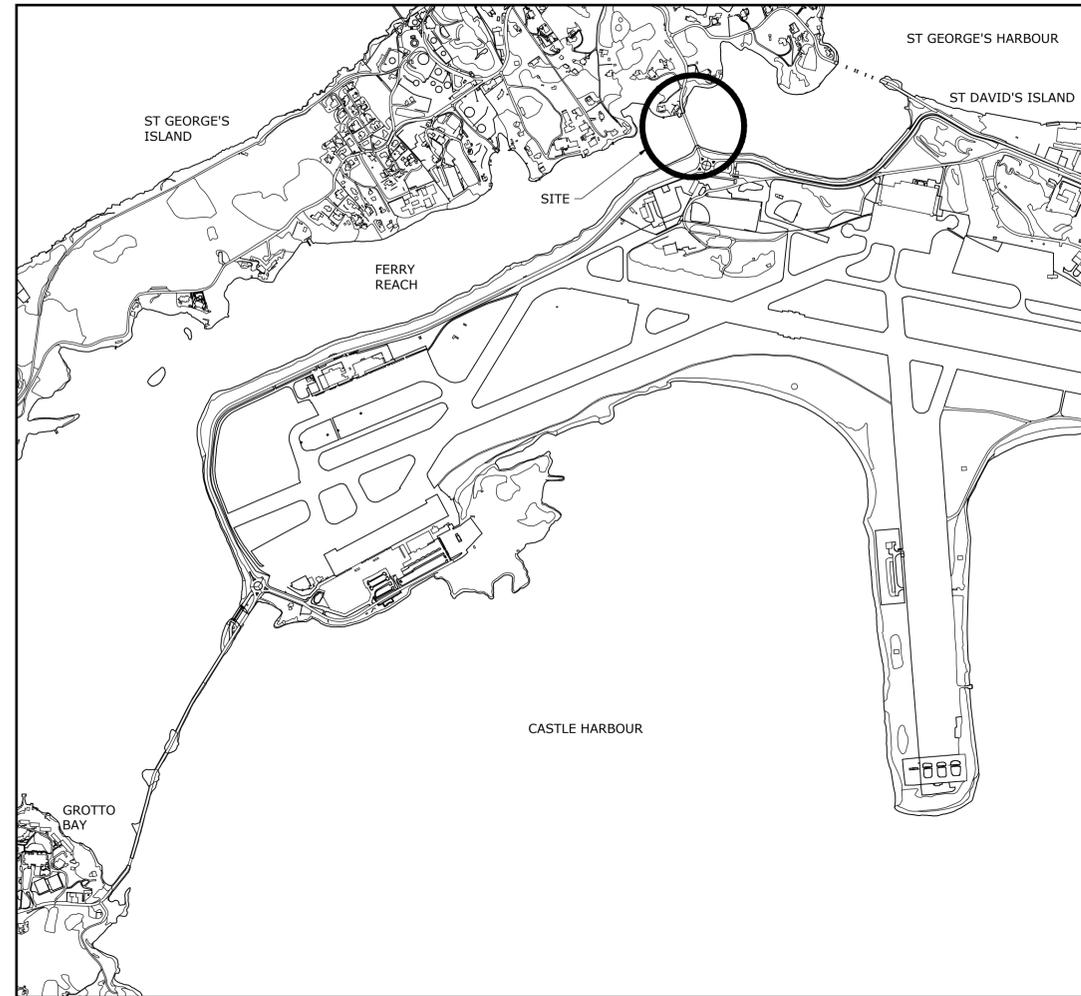








**PLAN**  
1: 500



**PLAN**  
1: 10000  
LOCATION PLAN

- NOTES**
- FOR NOTES REFER TO DRAWING 3502-RAM-SB-XX-DR-CB-30111.
  - FOR LIMITS OF CONTRACT REFER TO DRAWING 3502-RAM-SB-XX-DR-Z-30031.

Rev	Description	Date	By	App
T01	ISSUE FOR TENDER	12.09.25	CAB JFRW	SPT



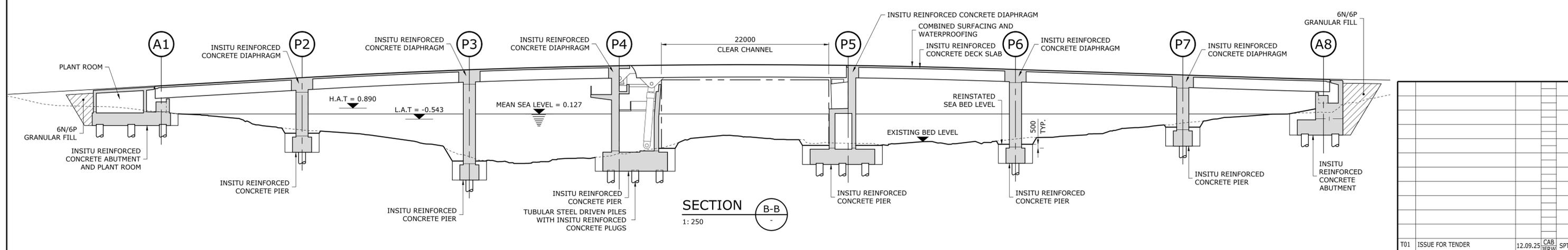
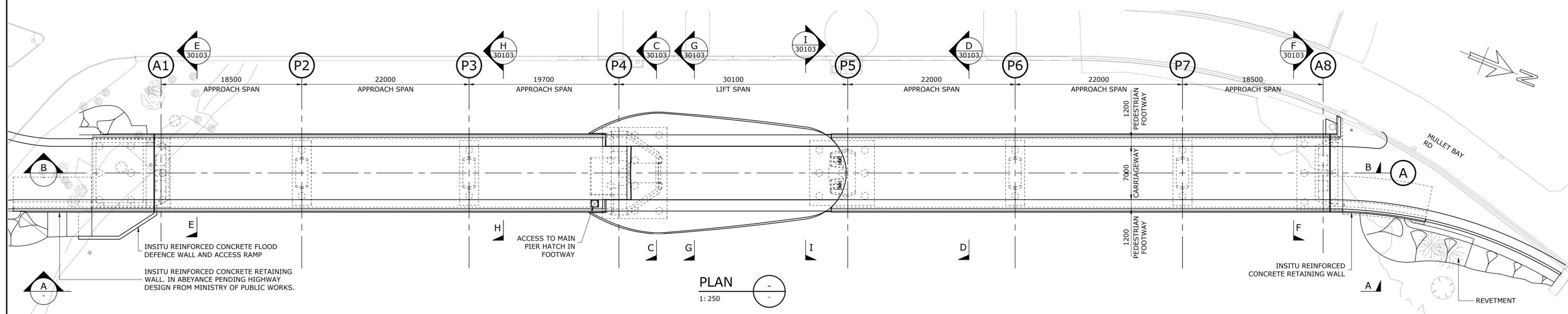
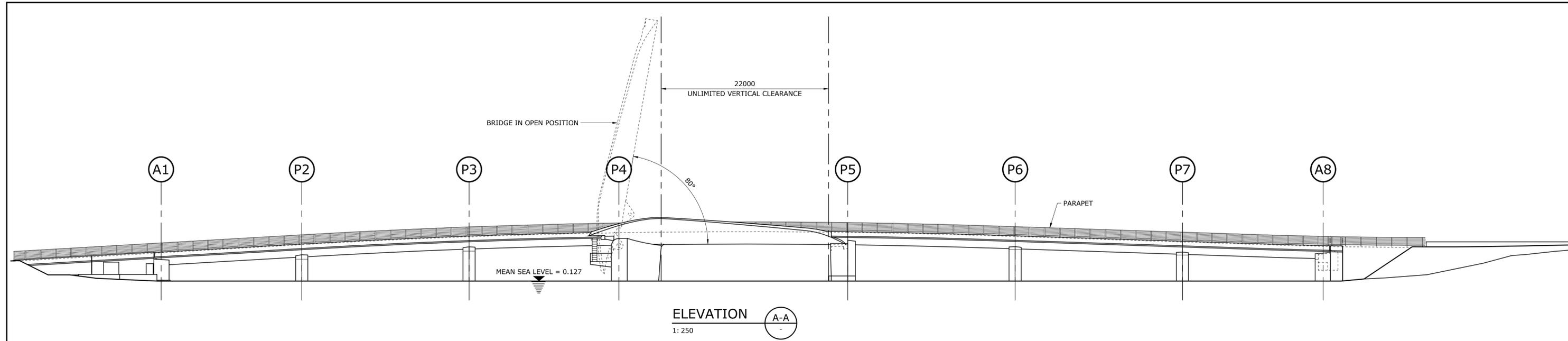
Project Title:  
**REPLACEMENT OF SWING BRIDGE AND LONGBIRD BRIDGE, BERMUDA**

Drawing Title:  
**SWING BRIDGE REPLACEMENT GENERAL ARRANGEMENT SHEET 1**

Status: **ISSUE FOR TENDER**

Drawn: M.Cooper Date: APR.2019 Scale (at A1): AS SHOWN

Drawing No.: 3502-RAM-SB-XX-DR-CB-30101 Rev: T01

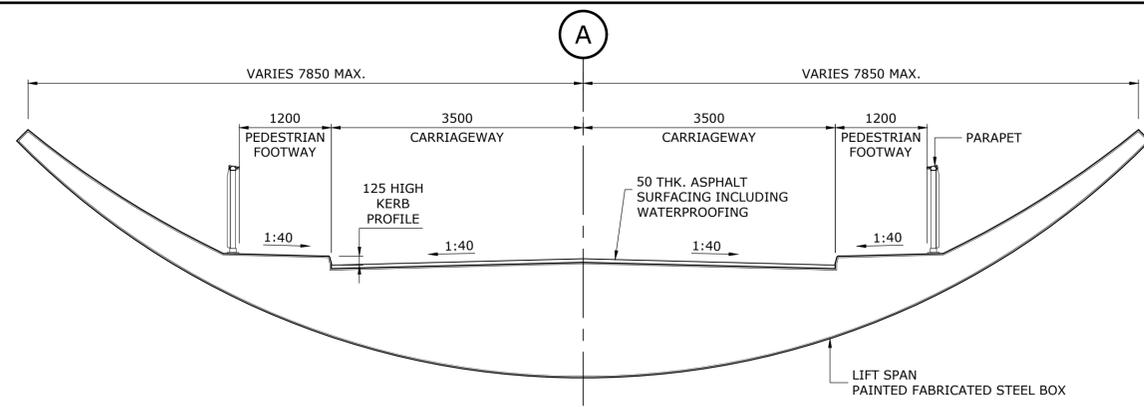


**NOTES**  
1. FOR NOTES REFER TO DRAWING: 3502-RAM-SB-XX-DR-CB-30111.

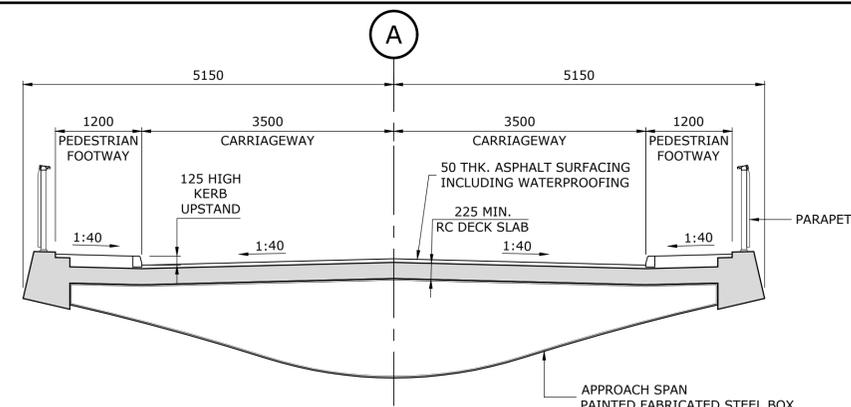


Project Title: REPLACEMENT OF SWING BRIDGE AND LONGBIRD BRIDGE, BERMUDA		Date: 12.09.25		CAB	SPT
Drawing Title: SWING BRIDGE REPLACEMENT GENERAL ARRANGEMENT SHEET 2		Date: APR.2019		Scale (at A1): AS SHOWN	Rev:
Drawing No.: 3502-RAM-SB-XX-DR-CB-30102		Rev: T01			

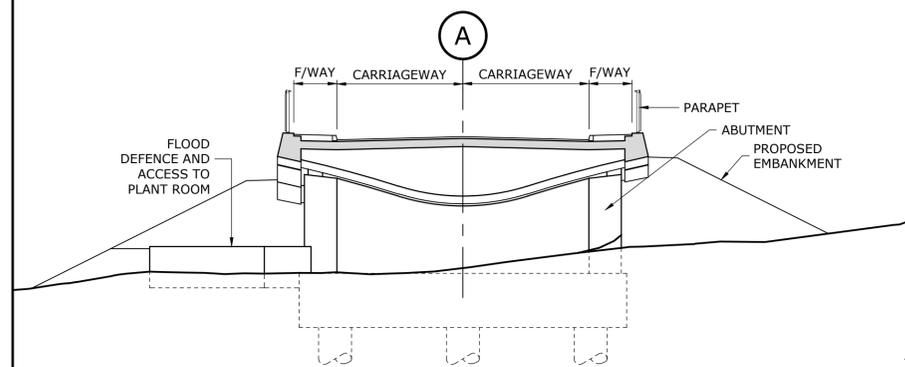
Rev	Description	Date	By	App
T01	ISSUE FOR TENDER	12.09.25	CAB	SPT



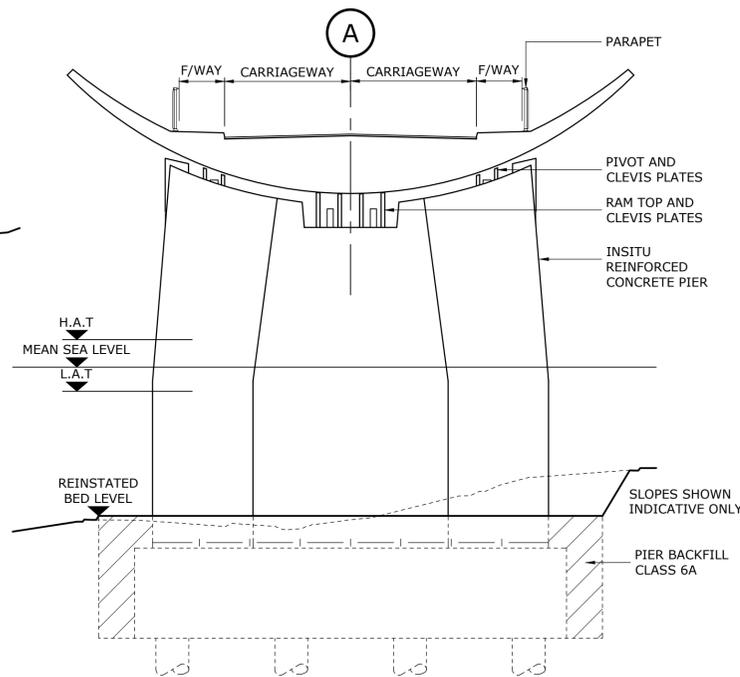
**SECTION C-C**  
1:50  
LIFT SPAN TYPICAL SECTION



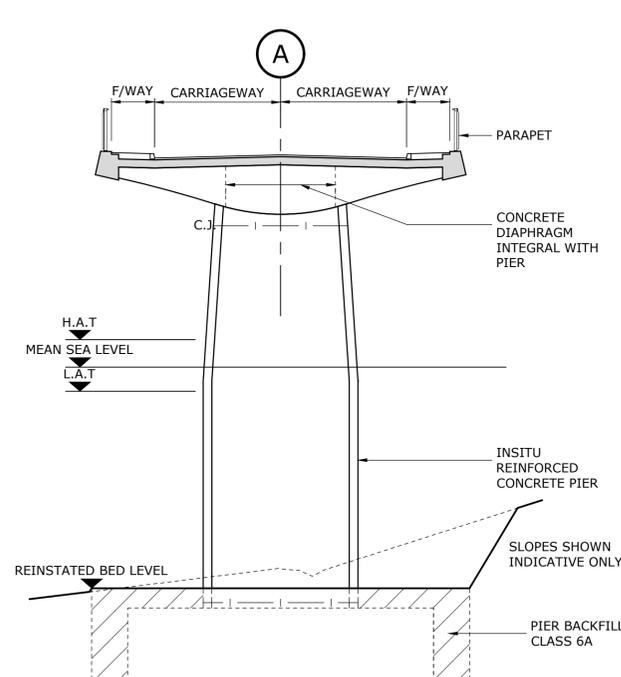
**SECTION D-D**  
1:50  
APPROACH SPAN TYPICAL SECTION



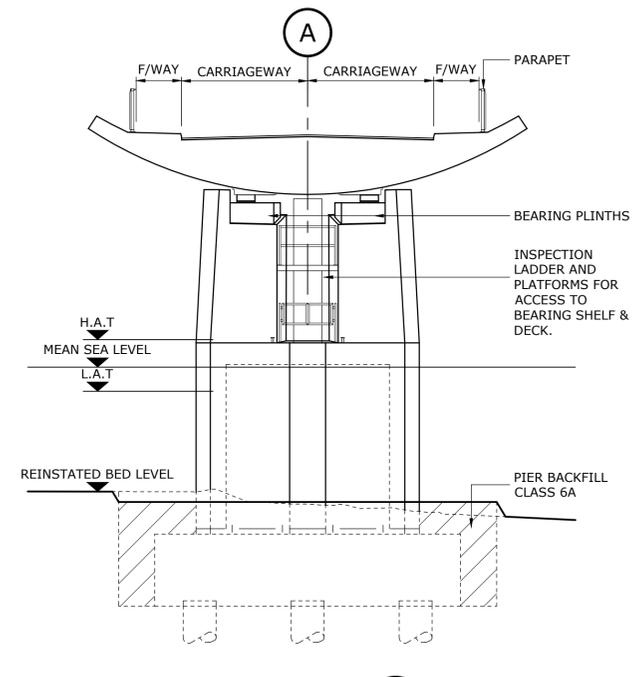
**ELEVATION E-E**  
1:100  
SOUTH ABUTMENT (A1)



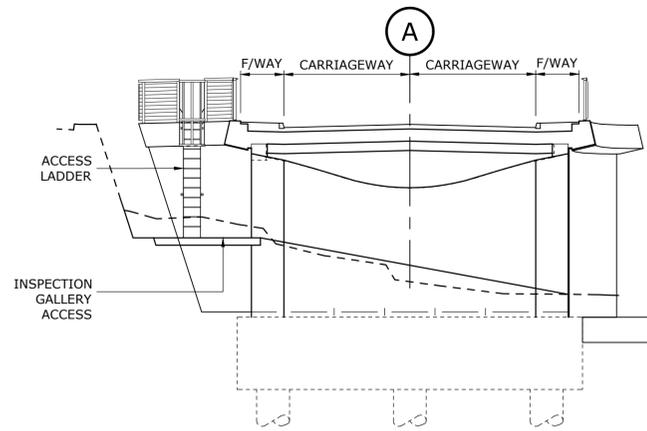
**ELEVATION G-G**  
1:100  
MAIN PIER (P4)



**ELEVATION H-H**  
1:100  
APPROACH PIER (P3)  
(APPROACH PIERS P2, P6 & P7 SIMILAR)



**ELEVATION I-I**  
1:100  
LANDING PIER (P5)



**ELEVATION F-F**  
1:100  
NORTH ABUTMENT (A8)

**NOTES**  
1. FOR NOTES REFER TO DRAWING:  
3502-RAM-SB-XX-DR-CB-30111.



Project Title: REPLACEMENT OF SWING BRIDGE AND LONGBIRD BRIDGE, BERMUDA  
Drawing Title: SWING BRIDGE REPLACEMENT GENERAL ARRANGEMENT SHEET 3

Rev	Description	Date	By	App
T01	ISSUE FOR TENDER	12.09.25	CAB JFRW	SPT
Status: ISSUE FOR TENDER				
Drawn:	M.Cooper	Date:	APR.2019	Scale (at A1): AS SHOWN
Drawing No.:	3502-RAM-SB-XX-DR-CB-30103	Rev:	T01	

**GENERAL NOTES.**

- THIS DRAWING SHALL ONLY BE USED FOR THE DESIGN ELEMENT STATED IN THE DRAWING TITLE.
- ONLY WRITTEN DIMENSIONS SHALL BE USED.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
- ALL LEVELS ARE IN METRES RELATED TO ORDANCE DATUM.
- ALL CHAINAGES ARE IN METRES UNLESS NOTED OTHERWISE.
- DETAILS OF THIS BRIDGE ARE ALSO SHOWN ON THE LATEST REVISION OF THE DRAWINGS LISTED ON DRAWING NUMBER 3502-RAM-SB-XX-DR-CB-30051.
- THE DESIGNER'S INTENDED CONSTRUCTION SEQUENCE IS SHOWN ON DRAWING NUMBERS 3502-RAM-SB-XX-DR-CB-30201, 30202, 30203 AND 30204. NO VARIATION IS PERMITTED TO THE CONSTRUCTION SEQUENCE WITHOUT THE CONSENT OF THE DESIGNER.
- THIS BRIDGE HAS BEEN DESIGNED FOR THE FOLLOWING TRAFFIC LOADING: LM1 AND LM2 TO BS EN 1991-2 AS AMENDED BY UK NA, WHICH COVER TRAFFIC LOADING SPECIFIED IN "EVALUATION CRITERIA FOR HIGHWAY BRIDGES IN BERMUDA".
- FOR THE APPROACH SPAN THE PARAPET ANCHORAGE HAS BEEN DESIGNED FOR COEXISTENT NOMINAL POST LOADS OF:  
13.6 kNm BENDING MOMENT AT POST BASE.  
22.7 kN SHEAR FORCE AT POST BASE.  
FOR THE LIFT SPAN THE PARAPET ANCHORAGE HAS BEEN DESIGNED FOR THE ULTIMATE PLASTIC BENDING MOMENT CAPACITY OF THE POST. AN INTERMEDIATE POST MAXIMUM SPACING OF 2040MM FOR APPROACH SPANS AND 2000MM FOR THE LIFT SPAN HAVE BEEN ASSUMED.
- THE APPROXIMATE POSITION OF EXISTING AND PROPOSED SERVICES AFFECTING THE WORKS AT THIS BRIDGE ARE INDICATED ON DRAWING 3502-RAM-SB-XX-DR-Z-30021. THE CONTRACTOR TO CONFIRM EXACT POSITIONS PRIOR TO CONSTRUCTION. THE CONTRACTOR SHOULD UNDERTAKE APPROPRIATE INVESTIGATIONS FOR UNKNOWN SERVICES PRIOR TO CONSTRUCTION.
- PARAPET POSTS ARE TO BE FIXED VERTICAL AND STRING COURSE JOINTS ARE TO BE LOCATED MIDWAY BETWEEN POSTS.  
  
FOR PARAPET POST BASE PLATE WELDED TO DECK STEELWORK REFER TO DRAWING SERIES 3502-RAM-SB-XX-DR-A
- BOREHOLE LOCATIONS ARE APPROXIMATE ONLY.
- THE DECK SLAB IS TO BE CAST TO ALLOW FOR IMMEDIATE AND LONG TERM DEFLECTIONS USING THE PRE-CAMBERS GIVEN ON THE DECK OUTLINE/STEELWORK DRAWINGS. THE CARRIAGEWAY LEVELS OVER THE BRIDGE ARE TO FOLLOW FROM THE PRECAMBER, PLUS A CONSTANT SURFACING THICKNESS (WEARING COURSE) OF MINIMUM 50mm.
- DECK WATERPROOFING TO BE SPRAY APPLIED TO BRIDGE DECK AND SHALL EXTEND TO THE ENDS OF THE DECK ONLY.  
  
COMBINED FOOTWAY WATERPROOFING/SURFACING TO BE 5MM THICK PROPRIETARY EPOXY RESIN OVERLAID WITH AGGREGATE. SYSTEM IS TO BE COMPLIANT WITH CL.10 OF BD29/17 DMRB AND PROVIDE MINIMUM SLIP RESISTANCE EQUIVALENT TO A MEAN CORRECTED PENDULUM TEST VALUE OF 45 UNITS USING STANDARD SKID RESISTANCE PENDULUM TEST (BS EN 13036-4) FOR THE LIFE OF WALKWAY SURFACING.  
  
TWO COATS OF BITUMINOUS PAINT IN ACCORDANCE WITH SPECIFICATION CLAUSE 2004 TO BE APPLIED TO ALL BURIED CONCRETE SURFACES UP TO WITHIN 300MM BELOW FINISHED GROUND LEVEL.
- THE APPROACH SPANS STRUCTURE HAS BEEN DESIGNED TO BE MADE 'INTEGRAL' BETWEEN AN EFFECTIVE BRIDGE TEMPERATURE RANGE OF +9 TO +38°C. THIS REPRESENTS A SHADE AIR TEMPERATURE RANGE OF +5 TO +34°C.
- NO BACKFILL IS TO BE PLACED UNTIL SECTION IS COMPLETE AND HAS ACHIEVED 28 DAY STRENGTH. BACKFILL SHALL BE BROUGHT UP SUCH THAT THE HEIGHT DIFFERENCE ACROSS THE ABUTMENTS IS LIMITED TO 600mm.
- SYMBOLIC REPRESENTATION OF BEARINGS IS BASED ON BS EN 1337-1.
- FOR DETAILS OF PROPOSED METHODOLOGY FOR BEARING REPLACEMENT, REFER TO THE STRUCTURES MAINTENANCE MANUAL.
- PROPOSED BRIDGE FOUNDATIONS AND SUBSTRUCTURE ARE TO BE BUILT IN CLOSE PROXIMITY TO THE EXISTING BRIDGE ABUTMENTS AND FOUNDATIONS. WHERE EXISTING STRUCTURES OBSTRUCT CONSTRUCTION OR INSTALLATION OF NEW ELEMENTS THEY SHOULD BE REMOVED PRIOR TO CONSTRUCTION OF REPLACEMENT BRIDGE.

**CONSTRUCTION SEQUENCE NOTES.**

- THE ERECTION OF THE APPROACH SPANS AND LIFT SPAN FROM THE BARGE ONTO THEIR FINAL POSITION CAN BE DONE VIA VERTICAL SUPPORTS USING A CRANE OR A BALLASTED BARGE AND TEMPORARY JACKS. FOR THE APPROACH SPANS, THE LOCATION OF THE ERECTION POINTS SHALL NOT EXCEED 1M LONGITUDINALLY FROM THE LOCATION OF THE TEMPORARY SUPPORT POINTS PROVIDED VIA TAPERED STEEL BEARING PLATES (SUPPORT ON THE WEB). FOR THE LIFT SPAN PIVOT BEARING END, THE LOCATION OF THE ERECTION POINTS SHALL NOT EXCEED 1M LONGITUDINALLY FROM THE LOCATION OF THE DESIGNATED BEARING SUPPORT POINT (SUPPORT ON THE WEB). FOR THE LIFT SPAN NOSE END, THE LOCATION OF THE ERECTION POINTS SHALL NOT EXCEED 1M TRANSVERSELY FROM THE LOCATION OF THE DESIGNATED BEARING SUPPORT POINT (SUPPORT ON THE BEARING DIAPHRAGM). ANY TEMPORARY SUPPORT ARRANGEMENT FOR THE APPROACH SPANS OR LIFT SPAN FOR SEA TRANSPORTATION AND/OR FABRICATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND/OR STEEL FABRICATOR.

**CONCRETE OUTLINE NOTES.**

- FOUNDATIONS.  
INSITU GROUND AT UNDERSIDE OF FOUNDATION IS TO BE INSPECTED BY SUITABLY QUALIFIED PERSONNEL TO CONFIRM FOUNDATION ASSUMPTIONS PRIOR TO PLACING BLINDING. ALL TOPSOIL AND MADE GROUND IS TO BE REMOVED PRIOR TO PLACING BLINDING. POCKETS/AREAS OF SOFT MATERIAL SHALL BE EXCAVATED AND REPLACED WITH WELL GRADED AND COMPACTED GRANULAR MATERIAL AS APPROPRIATE. REFER TO SPECIFICATION CLAUSE 604.
- CONCRETE TO BE:  
BLINDING: ST2.  
PILES: GRADE C40/50 MIX REF C40/50/B.  
PILECAPS: GRADE C40/50 MIX REF C40/50/B.  
ABUTMENT STEM: GRADE C40/50 MIX REF C40/50/A.  
PIERS: GRADE C40/50 MIX REF C40/50/A.  
DECK: GRADE C40/50 MIX REF C40/50/C.  
STRINGCOURSE: GRADE C40/50 MIX REF C40/50/A.  
BEARING PLINTHS: GRADE C40/50 MIX REF C40/50/A.  
MASS CONCRETE: GRADE C22/30 MIX REF C22/30/D.
- CONCRETE FINISHES TO BE:  
F1 TO FORMED BURIED CONCRETE SURFACES  
F2 TO ALL OTHER FORMED SURFACES  
F3 TO SOFFIT, ENDS OF DECK AND STRINGCOURSE  
F4 TO EXPOSED FACES OF WALL + PIERS  
F6 ROUGH SAWN BOARD FINISH AT LOCATIONS INDICATED ON THE DRAWINGS  
U1 TO BURIED CONCRETE SURFACES  
U3 TO ALL OTHER UNFORMED SURFACES  
U4 TO TOP OF DECK
- ALL BACKFILLED CONCRETE SURFACES ARE TO BE PAINTED UP TO WITHIN 300mm OF FINISHED GROUND LEVEL WITH A BELOW GROUND WATERPROOFING SYSTEM IN ACCORDANCE WITH SPECIFICATION FOR HIGHWAYS WORKS CLAUSE 2004.
- HORIZONTAL & VERTICAL CONSTRUCTION JOINTS ARE NOT PERMITTED IN EXPOSED FACES UNLESS THEY ARE SHOWN ON THE DRAWINGS.
- ALL EXPOSED CONCRETE ARRISES TO HAVE A 25X25 CHAMFER UNLESS NOTED OTHERWISE.
- THE PARAPET STRINGCOURSE HAS BEEN DETAILED ON THE BASIS OF SYSTEMS THAT UTILISE POSTS AT 2040mm MAXIMUM CENTRES FOR APPROACH SPANS. THE CONTRACTOR MUST ADVISE THE DESIGNER SHOULD A PARAPET SYSTEM WITH ALTERNATIVE POST CENTRES BE PROPOSED.
- CONCRETE TO REACH 28 DAY STRENGTH BEFORE REMOVAL OF FORMS.
- DECK SLAB DESIGN IS BASED ON EMJ TYPE 3B PERMANENT FORMWORK PANEL (63MM DEEP WITH 150MM RIB SPACING).
- PERMANENT FORMWORK IS TO BE GRP FORMWORK AND MUST COMPLY WITH SPECIFICATION APPENDIX 17/4.
- PERMANENT FORMWORK TO BE PLACED TO SUIT SHEAR STUDS SPACING AND ARRANGEMENT OF TRANSVERSE BEAMS OF APPROACH SPAN, REFER TO DRAWINGS ...
- GRP FORMWORK SEALING ARRANGEMENT SHOULD BE GROUT TIGHT UNDER ALL CONDITIONS AND SHOULD BE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS.

**PILING.**

- PILES ARE TO BE STEEL TUBES TO ASTM A252 GRADE 3 MODIFIED TO 50 KSI MIN. YIELD.
- SPECIFIED WORKING LOAD, SWL, AT THE TOP OF PILES IS AS TABULATED.
- THE ASSESSMENT OF YIELD STRENGTH AND WALL THICKNESSES OF THE PILES HAVE BEEN DETERMINED FROM INTERPRETATION OF THE GEOLOGICAL INFORMATION PROVIDED WITHIN THE GROUND INVESTIGATION REPORT (3502-RAM-XX-XX-RP-CE-30001) AND THE ACCOMPANYING GEOTECHNICAL FACTUAL REPORT.
- FINAL PILE CUT-OFF LEVEL IS 150 MM ABOVE THE UNDERSIDE OF PILE CAP LEVEL. PILES SHALL BE CUT AND FINISHED IN ACCORDANCE WITH CLAUSE 1606 OF THE SPECIFICATION.  
  
PILES ARE ASSUMED TO BE DRIVEN BY DIESEL IMPACT HAMMER TO REFUSAL WITHIN THE COMPETENT UNWEATHERED BASALT LAYER. THE ESTIMATED TOE LEVEL FOR THE PILES IS AS TABULATED. REFUSAL ON THE BASALT IS TO BE PROVEN BY THE SPECIFIED CRITERIA IN APPENDIX 16/6 AND CHECKED BY DYNAMIC ANALYSIS TO APPENDIX 16/8.
- HARD LIMESTONE ROCK LAYERS MAY BE PRESENT ABOVE THE ESTIMATED PILE TOE LEVEL IN THE COMPETENT UNWEATHERED BASALT LAYER.
- BASED ON THE RESULTS OF DRIVING ASSESSMENTS THE PILES ARE NOT SIZED TO BE DRIVEN THROUGH THE LIMESTONE LAYERS AND IT IS ANTICIPATED THAT THERE WILL BE A NEED TO DRILL AND DRIVE PILES THROUGH LIMESTONE ROCK LAYERS WHERE ENCOUNTERED IN ORDER TO THEN DRIVE THE PILES TO REFUSAL ON THE BASALT.
- THE CONTRACTOR SHALL UNDERTAKE PILE DRIVING ANALYSIS TO CONFIRM THAT THE PILE WALL THICKNESS IS APPROPRIATE FOR THE SELECTED METHOD OF PILE INSTALLATION.
- EXTENSIONS TO PILES, WELDING AND WELD TESTING SHALL BE CARRIED OUT IN ACCORDANCE WITH CLAUSE 1606 OF THE SPECIFICATION.
- THE INSIDE SURFACE OF THE STEEL TUBE PILES IN THE LENGTH OF THE PILE FROM CUT-OFF LEVEL TO 4.15M BELOW CUT OFF LEVEL IS TO BE UNPAINTED AND FREE FROM OIL/GREASE AND LOOSE SCALE OR RUST.
- CONCRETE PLUG AND REINFORCEMENT REQUIRED IN THE TOP 4.15M LENGTH OF EACH PILE IS TO BE IN ACCORDANCE WITH CLAUSE 1605 AND SERIES 1700.
- TESTING OF PRELIMINARY PILES SHALL BE IN ACCORDANCE WITH CLAUSE 1606 AND 1608 AND APPENDIX 16/6 AND 16/8 OF THE SPECIFICATION.
- TESTING OF WORKING TEST PILES. TEST PILES SHALL BE WORKING PILES SELECTED FOR TEST LOADING IN ACCORDANCE WITH CLAUSE 1606 AND 1608 AND APPENDIX 16/1 AND 16/8 OF THE SPECIFICATION.
- WHERE A PILE TO BE TESTED IS INSTALLED BEFORE EXISTING GROUND LEVEL IS REDUCED TO CUT OFF LEVEL, THAT LENGTH OF PILE ABOVE CUT OFF LEVEL IS TO BE ISOLATED FROM THE SURROUNDING GROUND BEFORE THE PILE TEST IS STARTED OR THE TEST LOAD IS TO BE ADJUSTED IN ACCORDANCE WITH SPECIFICATION APPENDIX 16/8. THIS TEST LOAD IS TO BE AGREED AND CONFIRMED WITH DESIGNER.
- FOR PILES, CORROSION ALLOWANCE WAS TAKEN INTO ACCOUNT IN THE DESIGN AS SACRIFICIAL THICKNESS OF 2.6MM FOR EACH EXPOSED FACE, ACCORDING TO TABLE NA.1 OF THE NA TO BS EN 1993-5.

**STEELWORK NOTES.**

- THESE NOTES ARE TO APPLY TO ALL STEELWORK EXCEPT WHEN OVERWRITTEN BY THE INDIVIDUAL DETAIL DRAWING.
- FOR STRUCTURAL STEELWORK SPECIFICATION REFER TO SPECIFICATION APPENDIX 18. THIS APPENDIX IS TO BE READ IN CONJUNCTION WITH MCHW SHW 1800 SERIES. A MINIMUM QUANTIFIED SERVICE CATEGORY OF F56 AND EXECUTION CLASS EXC3 SHALL BE ASSUMED BY THE CONSTRUCTOR, UNLESS A MORE ONEROUS REQUIREMENT IS NOTED IN THE SPECIFICATION OR ON DRAWINGS. FOR LIFT SPAN STEELWORK THE QUANTIFIED SERVICE CATEGORY SHALL BE F112, IN ACCORDANCE WITH PD 6705-2.
- STEELWORK GRADES:  
ALL STEELWORK TO BE GRADE S355 J0 +N TO BS EN 10025-2 UNLESS OTHERWISE NOTED.  
ALL STAINLESS STEEL TO BE GRADE 1.4462 TO BS EN 10088.  
ALL STAINLESS STEEL BOLTS SHALL BE GRADE D6-80, UNLESS AGREED OTHERWISE.
- ALL SHEAR STUDS TO BE 19mm DIA, 150mm LONG, TYPE SD1 TO BS EN ISO 13918, UNLESS NOTED OTHERWISE.
- ALL BEAMS SHALL BE SHOP-WELDED. ON SITE WELDS SHALL BE AVOIDED, EXCEPT FOR APPROACH SPAN ERECTION.
- FOR INACCESSIBLE AREAS WITHIN THE LIFT SPAN AND/OR APPROACH SPAN CORROSION ALLOWANCE WAS TAKEN IN TO ACCOUNT IN THE DESIGN AND SACRIFICIAL THICKNESS OF 4MM FOR EACH EXPOSED FACE, ACCORDING TO TABLE NA.1 OF THE UK NA TO BS EN 1993-2 (ATMOSPHERIC CORROSION CLASSIFICATION C3 TO BS EN ISO 9223).
- FOR THE APPROACH SPANS, ALL WELDS ARE TO BE FULL PENETRATION / FULL STRENGTH BUTT WELDS UNLESS NOTED OTHERWISE.  
FOR THE LIFT SPAN ALL WELDS SHALL BE FULL PENETRATION / FULL STRENGTH BUTT WELDS, UNLESS NOTED OTHERWISE.  
EXTERIOR WELDS TO BE GROUND FLUSH.
- ALL WELDS AND WELDED PARTS SHALL MEET THE REQUIREMENTS OF TABLE 8.1 TO 8.10 OF BS EN 1993-1-9 INCLUSIVE AS AMENDED BY THE UK NATIONAL ANNEX NA BS EN 1993-1-9, TO ACHIEVE THE MINIMUM DETAIL CATEGORY COMPATIBLE WITH THE QUANTIFIED SERVICE CATEGORY OF THE PART OF THE STRUCTURE UNLESS NOTED OTHERWISE ON A SPECIFIC DETAIL.
- WELD SYMBOLS USED IN THESE DRAWINGS ARE IN ACCORDANCE WITH BS EN ISO 2553 SYMBOLIC REPRESENTATION. FOR FILLET WELDS Z SYMBOL REPRESENTS THE LEG LENGTH.
- BUTT WELDS ARE FULL PENETRATION OF THE THICKNESS JOINED UNLESS MINIMUM DEPTH OF PENETRATION IS STATED.
- WHERE FILLET WELDS ARE PROPOSED THEY SHOULD BE BOTH SIDES ALL ROUND AND CONTINUOUS, UNLESS DETAILED OTHERWISE. WHERE FILLET WELD LEG LENGTH IS STATED THE REQUIRED THROAT THICKNESS 'A' SHALL BE LEG LENGTH X 0.707.
- THE STEELWORK DIMENSIONS SHOWN ARE SPECIFIED FOR A MEAN TEMPERATURE OF 20 DEG C AS PER STEELWORK SPECIFICATION.
- SNIPE/COPE HOLES MUST BE LOCATED AT THE POSITIONS SHOWN AND WILL BE A MINIMUM OF 40mm RADIUS OR 1.5 TIMES THE PLATE THICKNESS, UNLESS OTHERWISE DETAILED.
- TRIANGULAR SNIPEs WILL NOT BE PERMITTED.
- WHERE SNIPEs ARE SHOWN (2MM NOMINAL CLEARANCE TO LONGITUDINAL WIELD) A CONTINUOUS FILLET WELD IS TO BE PROVIDED ACROSS THE SNIPE.
- STEEL WEBS MUST BE MAINTAINED IN A STABLE STATE DURING ALL STAGES OF FABRICATION AND CONSTRUCTION. TEMPORARY STABILITY BRACING TO BE PROVIDED IF NECESSARY UNTIL THE SOFFIT PLATE AND TRANSVERSE STIFFENERS SHOWN ON THE DRAWINGS ARE FULLY CONNECTED -- REFER TO DESIGNERS RISK ASSESSMENT 3502-RAM-XX-XX-RP30101.
- BEARING STIFFENERS TO BE MACHINED TO GIVE FULL CONTACT BEARING (FITTED) TO BOTTOM FLANGE AND BOTTOM FLANGE AND BEARING RESPECTIVELY. AS PER CL.1811.1 OF SHW AND IS DENOTED AS f ON DRAWINGS.
- ANY WELDING OR BOLTING OF TEMPORARY ERECTION ATTACHMENTS TO GIRDERS AND THEIR REMOVAL MUST HAVE THE PRIOR AGREEMENT OF THE DESIGNER.
- PROVISION SHALL BE MADE FOR THE SUPPORT OF THE FORMWORK (FOR THE STRING COURSE). FALSEWORK TO BE SUPPORTED FROM THE DECK SLAB. NO FIXINGS SHALL BE PERMITTED ON THE SOFFIT PLATE.
- FINAL STEEL GEOMETRY AND LEVELS ARE TO BE CALCULATED BY THE STEELWORK MANUFACTURER TO SUIT THE PRECAMBER VALUES SHOWN ON THE DRAWING. PRECAMBER SHOWN ALLOWS FOR STEELWORK AND CONCRETE DEAD LOADS, SUPERIMPOSED DEAD LOADS AND CREEP. TOP AND BOTTOM FLANGES TO BE SMOOTH CONTINUOUS CURVES. REFER TO DRAWING NUMBER 3502-RAM-SB-XX-DR-CB-37041.
- FOR LIFT SPAN, BOLTS AT ACCESS COVER PLATES SHALL BE COUNTERSUNK M16 GRADE 8.8 UNLESS NOTED OTHERWISE.  
BOLTS AT BEARING PLATES SHALL BE ENGAGED WITHIN THE TAPERED PLATES AT THE TOP. MINIMUM BOLT DIAMETER TO BE M16.
- ALL GAPS IN STEELWORK AND WATER TRAPS TO BE FILLED WITH A SEALANT AS DESCRIBED ON THE DRAWINGS AND SPECIFICATION APPENDIX DOCUMENT.
- ALL WELDING CONSUMABLES TO BE COMPATIBLE WITH THE STRUCTURAL STEEL GRADE USED. REFER TO STEELWORK SPECIFICATION FOR FURTHER REQUIREMENTS.
- PLATES NOTED AS "Z STEEL" SHALL BE Z35 QUALITY TO BS EN 10164. THE FABRICATOR SHALL GENERALLY TAKE SUITABLE MEASURES TO MITIGATE THE RISK OF LAMELLAR TEARING AS DESCRIBED IN PD6695-1-10 CLAUSE 3.2. Z-PLATE IS NOTED FOR PLATES WHERE CURRENT DETAILING ASSUMPTIONS LEAD TO A "HIGH-RISK" CATEGORY FOR LAMELLAR TEARING AS PER PD 6695-1-10 CLAUSE 3.3 i.e TEE JOINTS WHERE THE THICKNESS OF INCOMING MATERIAL (tz) is > 35mm AND CRUCIFORM JOINTS WHERE tz > 25mm. WHERE ALTERNATIVE PLATE INTERSECTION DETAILS TO THOSE ON THE DRAWINGS ARE NEEDED TO FACILITATE FABRICATION, SUCH AS PIECE SMALL ASSEMBLY OF DECK PLATE OR SOFFIT PLATES TO INFILL THE CLOSE WEBS SPACINGS IN THE VICINITY OF PIVOT AND RAM WEBS, Z-PLATE SHALL BE USED WHERE TEE OR CRUCIFORM BUTT WELD THICKNESSES EXCEED THESE LIMITATIONS ON tz.
- FOR THE REQUIREMENTS OF PROTECTIVE TREATMENT TO STEELWORK SEE SPECIFICATION APPENDIX 19/1.
- BRIDGE HAS NOT BEEN DESIGNED FOR SEA TRANSPORT. CONTRACTOR TO ENSURE STABILITY AND INTEGRITY OF THE STRUCTURE AT ALL TIMES DURING TRANSPORTATION.

**MATERIAL NOTES.**

- "NEOPRENE" SHALL BE CHLOROPRENE RUBBER CLASS C50 TO BS 2752:2003.

**REINFORCEMENT NOTES.**

- ALL REINFORCEMENT SHALL BE HOT DIP GALVANISED IN ACCORDANCE WITH THE SPECIFICATION AND GRADE B500B RIBBED BARS TO BS4449:2005 OR GRADE 60 RIBBED BARS TO ASTM A615 WITH A MINIMUM YIELD STRENGTH OF 60,000 PSI WHICH IS EQUAL TO 414MPA.
- ACCEPTABLE ALTERNATIVE BAR DIAMETER PER GRADE AS PER THE BELOW TABLE:

BS4449 B500B	ASTM A615 GRADE 60
B12	#4
B16	#5
B20	#7
B25	#8
B32	#10

- REINFORCEMENT CALLED UP AS FOLLOWS:

40 B20 01 125 N1 (00)  
WHERE:  
40 NO. OF BARS  
B20 TYPE AND SIZE  
01 BAR MARK  
125 SPACING  
N1 POSITION  
(00) SHAPE CODE

**ABBREVIATIONS USED:**

N	NEAR FACE (N1 NEAREST TO CONC. FACE).
F	FAR FACE (F1 NEAREST TO CONC. FACE).
T	TOP (T1 NEAREST TO CONC. FACE).
B	BOTTOM (B1 NEAREST TO CONC. FACE).
S	SIDE FACE (S1 NEAREST TO CONC. FACE).
STAGG	ALTERNATELY STAGGERED.
ES	EQUALLY SPACED.
ALT	ALTERNATELY PLACED.
ABR	ALTERNATE BAR REVERSED.

- NOMINAL COVER TO REINFORCEMENT (UNLESS OTHERWISE NOTED):

PILE CAPS	85mm
ABUTMENTS, PIERS	80mm
BRIDGE DECK TOP SURFACE, SOFFIT AND PIER DIAPHRAGMS	50mm
RETAINING WALLS INCLUDING FOOTING	85mm
PARAPET EDGE DETAIL TOP, SIDES AND SOFFIT	80mm

REFER TO CLAUSE 1728 OF THE SPECIFICATION, FIGURE 17/1 (b) FOR TOLERANCES ON REINFORCEMENT POSITION.  
INSITU CONCRETE FOR PILE CAPS, RETAINING WALLS INCLUDING THEIR FOOTINGS: Δ c dev =15mm  
INSITU CONCRETE FOR THE REST OF CONCRETE ELEMENTS: Δ c dev =10mm.  
BAR BENDING SCHEDULES HAVE BEEN PREPARED ON THE BASIS OF THE NOMINAL COVER, EXCEPT WHERE NOTED.

- LAP LENGTHS  
UNLESS NOTED OTHERWISE MINIMUM LAP LENGTHS FOR 50% STAGGERED LAPS, BASED UPON THE SMALLER BAR, SHALL BE:  
C40/50 CONCRETE:

BAR SIZE	ZONE 1		ZONE 2	
	GOOD BOND	POOR BOND	GOOD BOND	POOR BOND
B10	420	590		
B12	500	710		
B16	670	950		
B20	830	1180		
B25	1040	1480		
B32	1330	1890		

ANCHORAGE LENGTHS  
ANCHORAGE LENGTHS OF STRAIGHT BARS SHALL BE:  
C40/50 CONCRETE:

BAR SIZE	ZONE 1		ZONE 2	
	GOOD BOND	POOR BOND	GOOD BOND	POOR BOND
B10	300	430		
B12	360	510		
B16	480	680		
B20	590	850		
B25	740	1060		
B32	950	1350		

AREAS OF POOR BOND ARE DENOTED BY SHADING (ZONE 2) ON THE DRAWINGS.

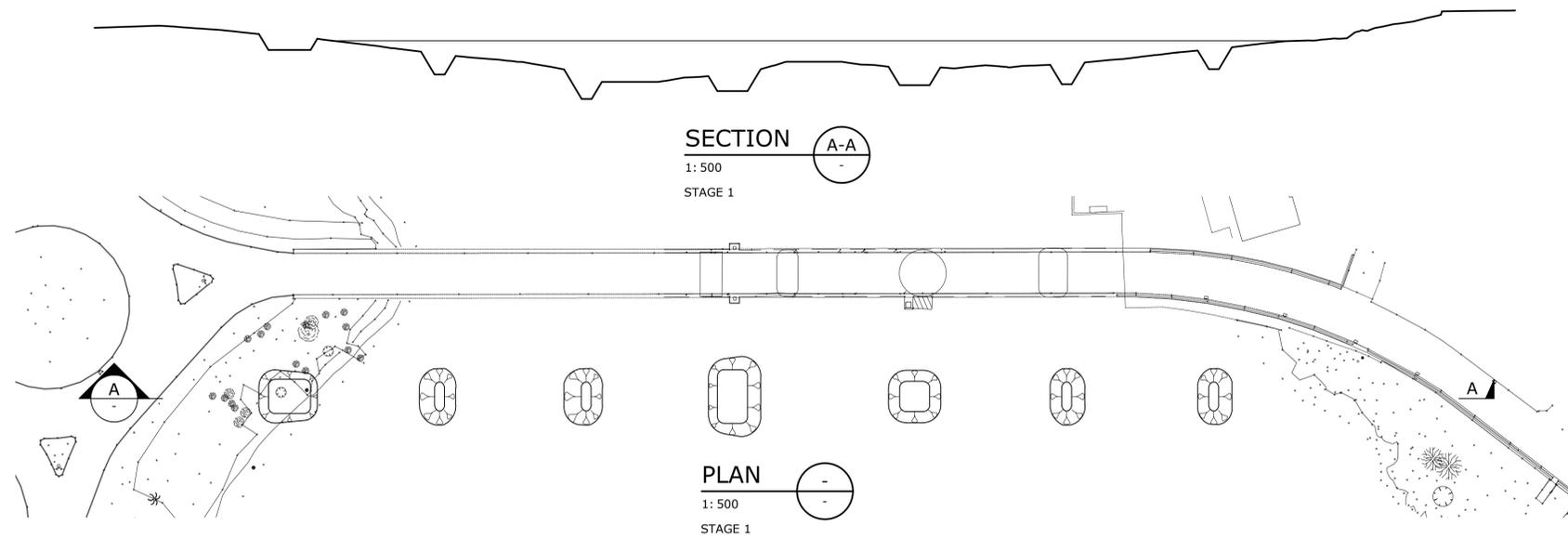
- BAR BENDING SCHEDULES HAVE BEEN PREPARED ON THE BASIS OF THE LAP +25mm.
- REINFORCEMENT IS DETAILED AND SCHEDULED TO B.S. 8666:2005 - REFER TO SPECIFICATION CLAUSE 1713.
- THE REINFORCEMENT DETAILED REPRESENTS THE MINIMUM DESIGN REQUIREMENT. ADDITIONAL BARS TO AID FIXING OR STABILITY TO BE DETAILED BY THE CONTRACTOR.
- UNLESS NOTED OTHERWISE REINFORCEMENT SPACING IS MEASURED PERPENDICULARLY TO THE BAR DIRECTION.
- DIAGRAMS FOR ANY ADDITIONAL SHAPE CODES ARE INCLUDED WITH THE BENDING SCHEDULES.
- WHERE APPLICABLE, LIFTING ARRANGEMENTS TO BE APPROVED BY THE CONTRACTOR AND SUBMITTED TO THE DESIGNER FOR APPROVAL.
- LONGITUDINAL BARS HAVE BEEN DETAILED IN MULTIPLES OF 150MM TO SUIT SPACING OF PERMANENT FORMWORK RIBS. IF SPACING OF RIBS IS LESS THAN 150MM, LONGITUDINAL BARS SPACING TO BE REDUCED TO SUIT RIB SPACING AND THE NUMBER OF BARS INCREASED.



Project Title: <b>REPLACEMENT OF SWING BRIDGE AND LONGBIRD BRIDGE, BERMUDA</b>		Date:	By: JFRW	App: SPT
Drawing Title: <b>SWING BRIDGE REPLACEMENT NOTES</b>		Date:	By:	App:
Drawn: R.Z.Corder	Date: ---	Scale (at A1): N/A		Rev:
Drawing No.: 3502-RAM-SB-XX-DR-CB-30111			Rev:	T01

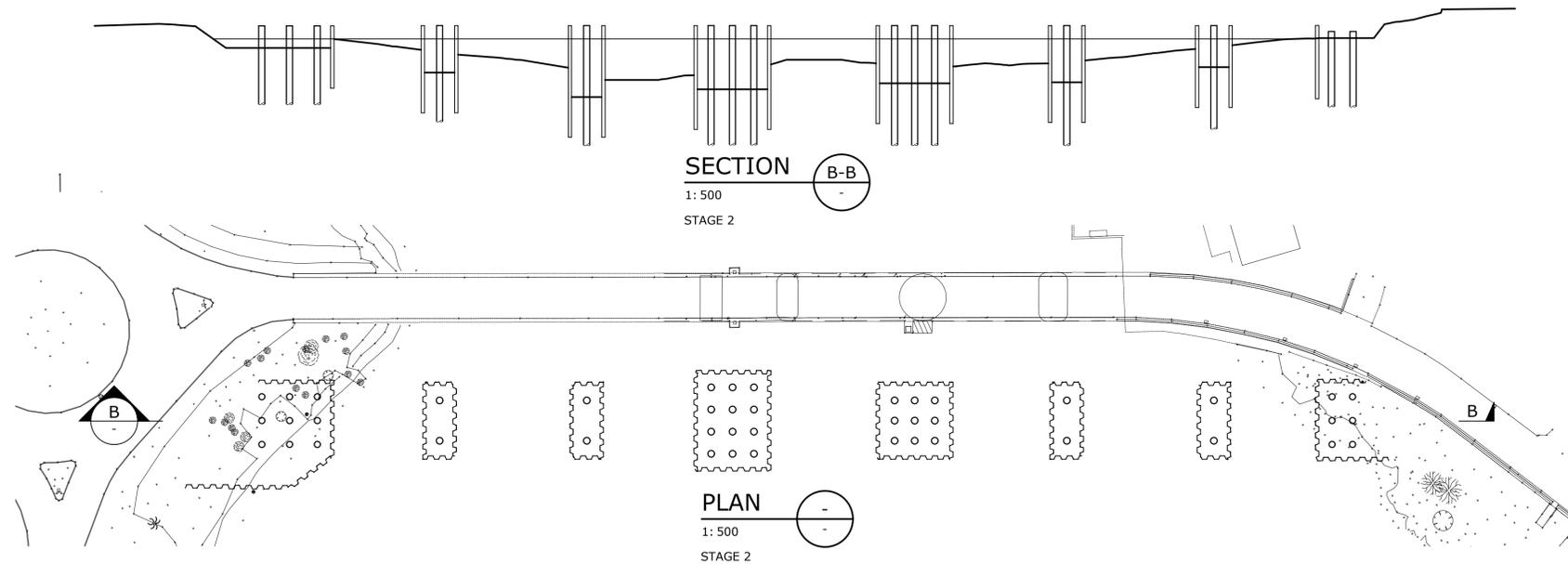
T01	ISSUE FOR TENDER	12.09.25	CAB	JFRW	SPT
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Rev	Description	Date	By	App
Status:	<b>ISSUE FOR TENDER</b>			



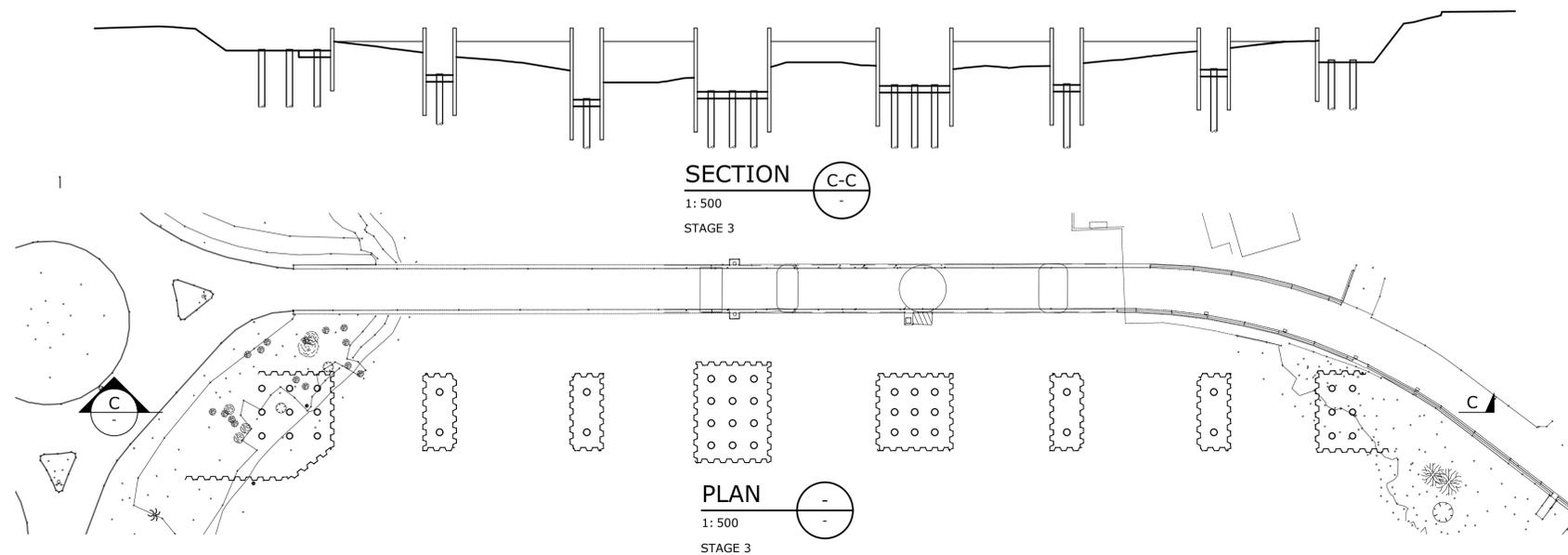
**STAGE 1**

- SET UP SITE COMPOUND.
- ESTABLISH NEW NAVIGATION CHANNEL.
- PRE-EXCAVATION FOR PIERS.
- EXCAVATE TRENCH INSTALL POWER & CONTROL CABLES. REFER TO 3502-RAM-SB-XX-DR-ME-36001.
- DRIVE TEST PILES.



**STAGE 2**

- DRIVE PERMANENT WORKS PILES TO REQUIRED DEPTH.
- FOR PILES AT P2 AND P3, DRILL OUT BASALT ROCK SOCKET TO 300MM BELOW DESIGNATED TOE LEVEL. DRIVE PILES TO DESIGNATED TOE LEVEL. PUMP WATER FROM INSIDE OF PILE TUBE TO REMOVE ALL STANDING WATER FROM THE PILE BORE OR DEMONSTRATE THAT THERE IS FREE FLOW OF WATER AROUND THE OUTSIDE OF THE PILE. BACKFILL BASALT ROCK SOCKET WITH 35N/MM<sup>2</sup> SAND GROUT VIA PIPE FED THROUGH CENTRE OF PILE, ALLOW AT LEAST THREE DAYS FOR GROUT TO CURE BEFORE CARRYING OUT WORKS AT THE TOP OF THE PILES.
- CONSTRUCT TEMPORARY COFFERDAMS.



**STAGE 3**

- EXCAVATE COFFERDAMS AND INSTALL PILE ISOLATION SLEEVES TO P2, P3, P6 & P7 ONLY.
- PLUG COFFERDAM BASES.
- DE-WATER COFFERDAM.
- CUT PILES TO REQUIRED LEVEL.
- GROUND LEVEL INSTALLATION OF LIGHTNING PROTECTION.

**NOTES**

1. FOR NOTES REFER TO DRAWING: 3502-RAM-SB-XX-DR-CB-30111.
2. FOR GENERAL ARRANGEMENT OF MECHANICAL COMPONENTS REFER TO DRAWINGS: 3502-RAM-SB-XX-ME-30001 TO 30005.
3. FOR ELECTRICAL AND HYDRAULIC ROUTING AND EQUIPMENT POSITION REFER TO DRAWING: 3502-RAM-SB-XX-ME-36001.
4. FOR CCTV REFER TO DRAWING: 3502-RAM-SB-XX-ME-36101.
5. FOR HPU AND ELECTRICAL SUPPLIES REFER TO DRAWINGS: 3502-RAM-SB-XX-ME-36201 & 36202.
6. FOR LIGHTNING PROTECTION REFER TO DRAWING: 3502-RAM-SB-XX-ME-47001.
7. FOR ARCHITECTURAL FINISHES REFER TO DRAWINGS: 3502-RAM-SB-XX-A-39101 TO 39603.

T01	ISSUE FOR TENDER	12.09.25	CAB	SPT
Rev	Description	Date	By	App
			JFRW	
Status: ISSUE FOR TENDER				



Project Title: REPLACEMENT OF SWING BRIDGE AND LONGBIRD BRIDGE, BERMUDA

Drawing Title: SWING BRIDGE REPLACEMENT CONSTRUCTION SEQUENCE SHEET 1

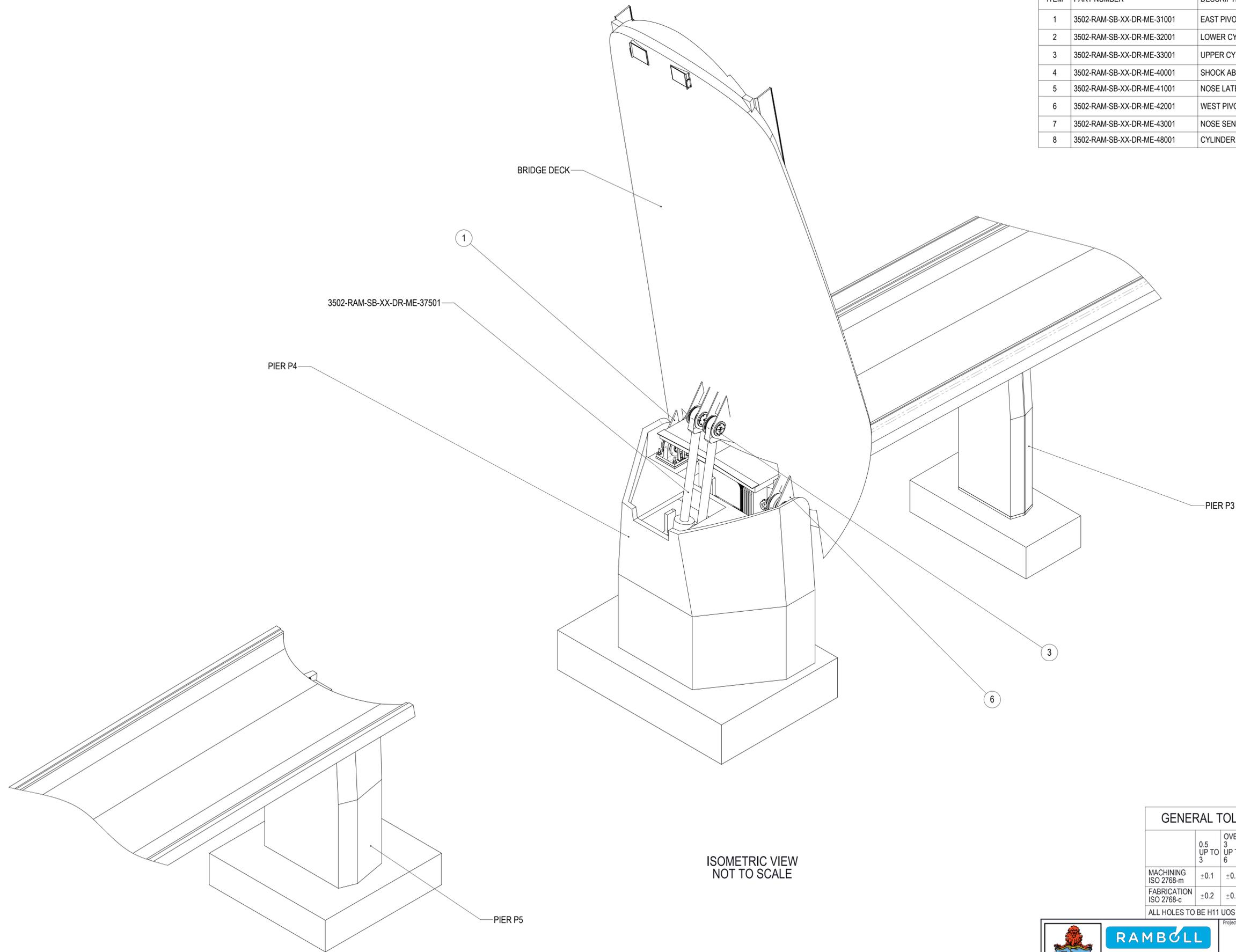
Drawn:	Date:	Scale (at A1):
M.Cooper	APR.2019	AS SHOWN
Drawing No.:		Rev:
3502-RAM-SB-XX-DR-CB-30201		T01







ITEM	PART NUMBER	DESCRIPTION	raised/QTY
1	3502-RAM-SB-XX-DR-ME-31001	EAST PIVOT ASSEMBLY	1
2	3502-RAM-SB-XX-DR-ME-32001	LOWER CYLINDER MOUNT ASSEMBLY	1
3	3502-RAM-SB-XX-DR-ME-33001	UPPER CYLINDER MOUNT ASSEMBLY	1
4	3502-RAM-SB-XX-DR-ME-40001	SHOCK ABSORBER ASSEMBLY	2
5	3502-RAM-SB-XX-DR-ME-41001	NOSE LATERAL RESTRAINT PAD ASSEMBLY	2
6	3502-RAM-SB-XX-DR-ME-42001	WEST PIVOT ASSEMBLY	1
7	3502-RAM-SB-XX-DR-ME-43001	NOSE SENSOR ASSEMBLY	2
8	3502-RAM-SB-XX-DR-ME-48001	CYLINDER LASHING PLATE ASSEMBLY	2

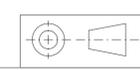


ASSEMBLY No. 3502-RAM-SB-XX-DR-ME-30001

GENERAL TOLERANCE TO ISO 2768 UOS

	0.5 UP TO 3	OVER 3 UP TO 6	OVER 6 UP TO 30	OVER 30 UP TO 120	OVER 120 UP TO 400	OVER 400 UP TO 1000	OVER 1000 UP TO 2000	OVER 2000 UP TO 4000
MACHINING ISO 2768-m	±0.1	±0.1	±0.2	±0.3	±0.5	±0.8	±1.2	±2
FABRICATION ISO 2768-c	±0.2	±0.3	±0.5	±0.8	±1.2	±2	±3	±4

ALL HOLES TO BE H11 UOS



Project Title:  
REPLACEMENT OF SWING BRIDGE  
AND LONGBIRD BRIDGE, BERMUDA

Drawing Title:  
SWING BRIDGE REPLACEMENT  
GENERAL ARRANGEMENT  
SHEET 1

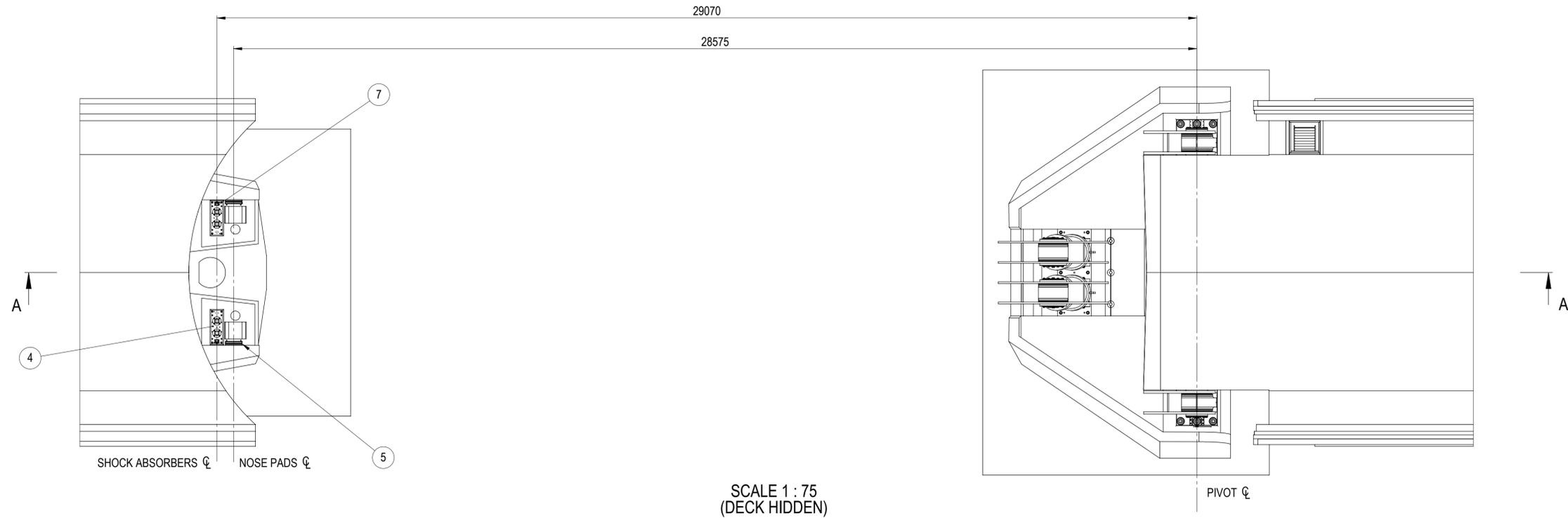
Rev	Description	Date	By	App
T01	ISSUE FOR TENDER	10.09.25	AR CB	MNT

Status: ISSUE FOR TENDER

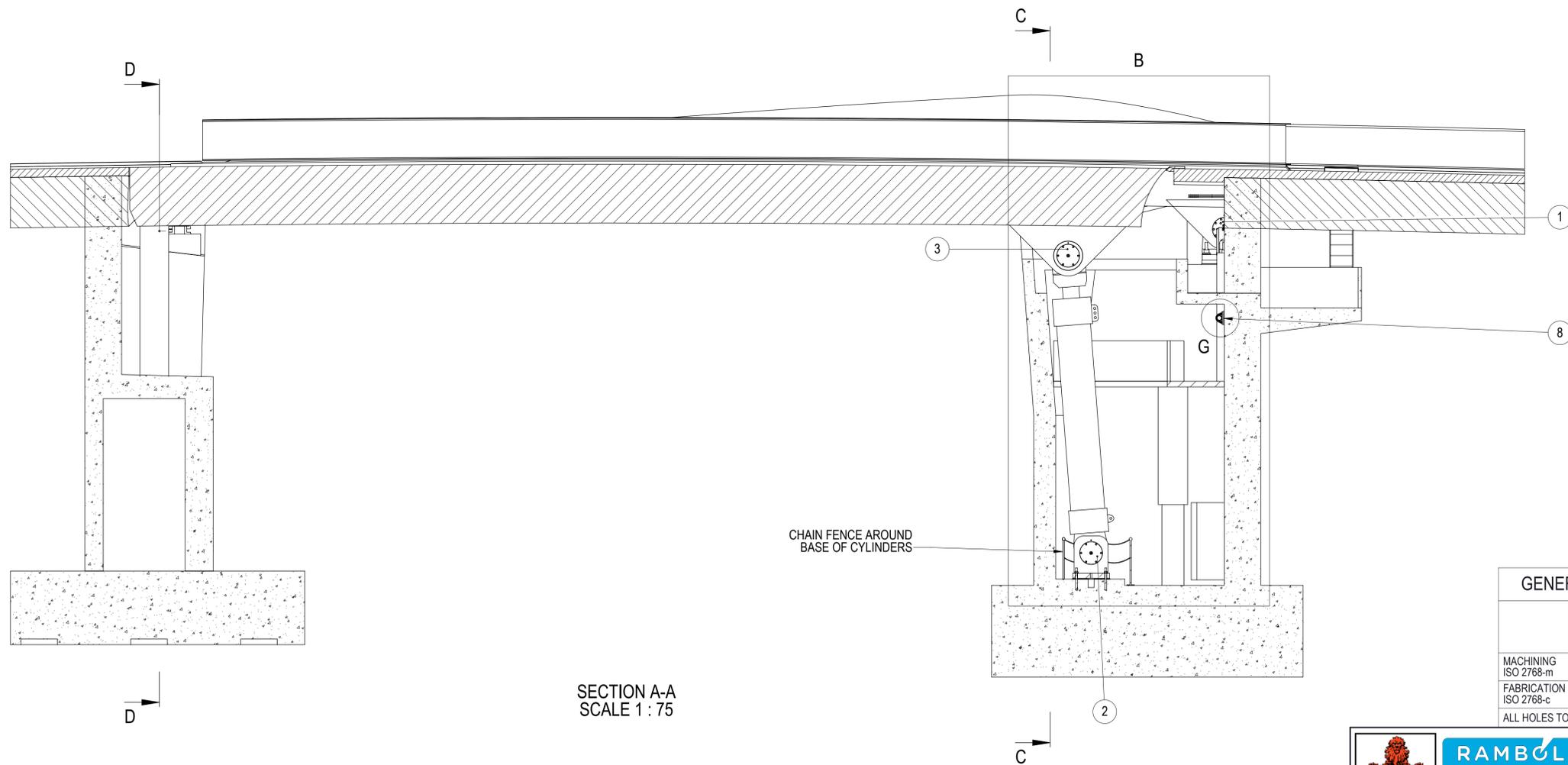
Scale (at A1): AS SHOWN

Drawing No.: 3502-RAM-SB-XX-DR-ME-30001

Rev: T01



SCALE 1 : 75  
(DECK HIDDEN)



SECTION A-A  
SCALE 1 : 75

GENERAL TOLERANCE TO ISO 2768 UOS

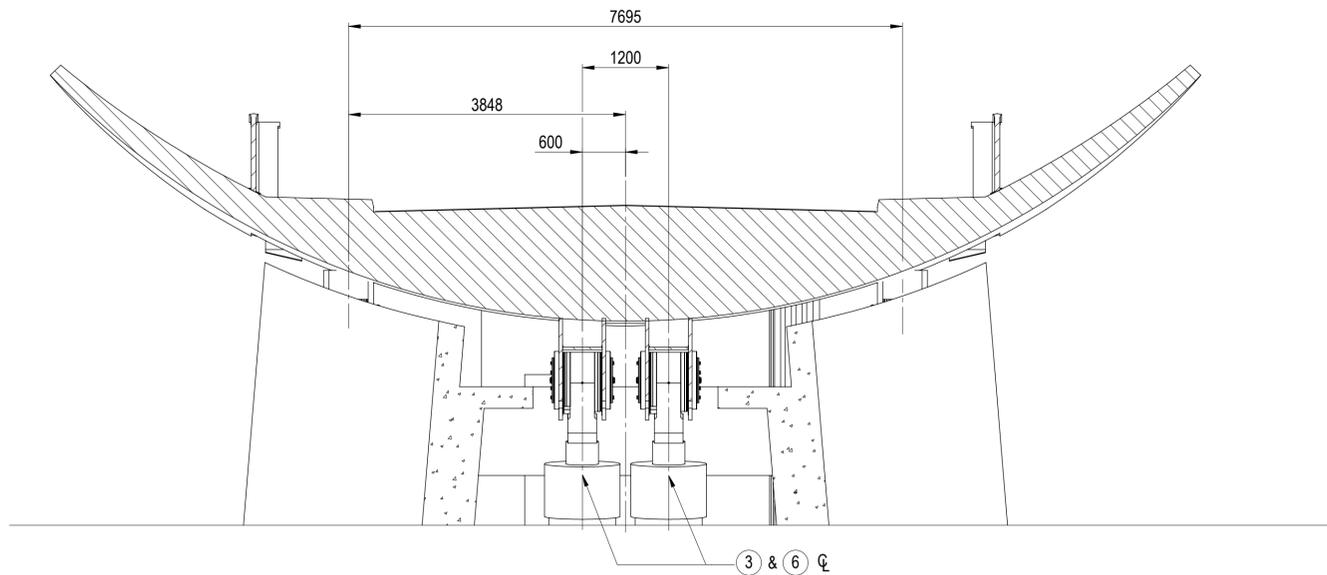
	0.5 UP TO 3	OVER 3 UP TO 6	OVER 6 UP TO 30	OVER 30 UP TO 120	OVER 120 UP TO 400	OVER 400 UP TO 1000	OVER 1000 UP TO 2000	OVER 2000 UP TO 4000
MACHINING ISO 2768-m	±0.1	±0.1	±0.2	±0.3	±0.5	±0.8	±1.2	±2
FABRICATION ISO 2768-c	±0.2	±0.3	±0.5	±0.8	±1.2	±2	±3	±4

ALL HOLES TO BE H11 UOS

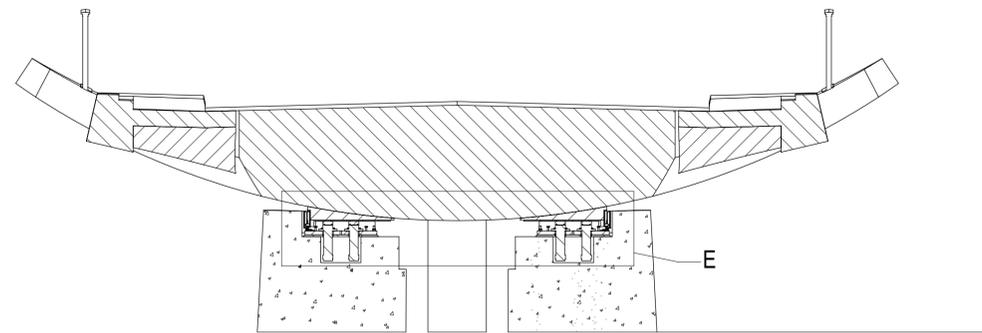
ASSEMBLY No. 3502-RAM-SB-XX-DR-ME-30002



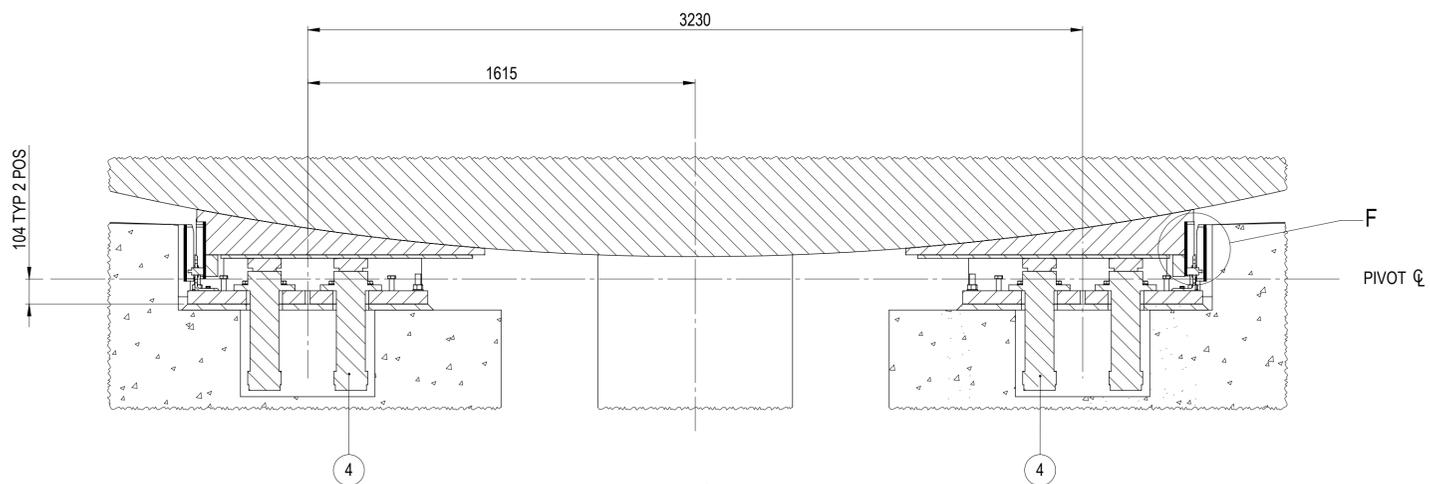
Project Title: REPLACEMENT OF SWING BRIDGE AND LONGBIRD BRIDGE, BERMUDA		Date: 10.09.25	By: AR	App: MNT
Drawing Title: SWING BRIDGE REPLACEMENT GENERAL ARRANGEMENT SHEET 2		Date: 05.06.19	Scale (at A1): AS SHOWN	Rev: T01
Drawing No.: 3502-RAM-SB-XX-DR-ME-30002		Status: ISSUE FOR TENDER		



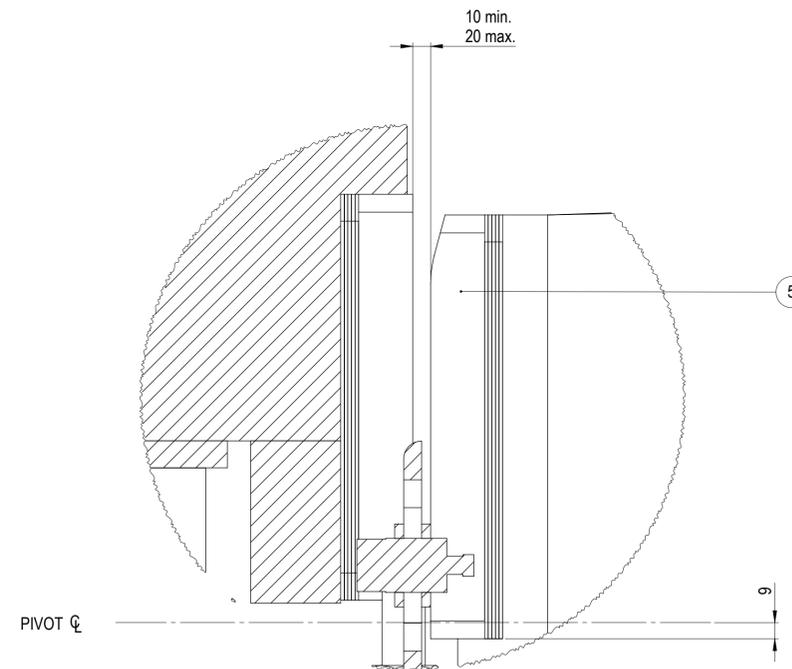
SECTION C-C  
SCALE 1 : 50



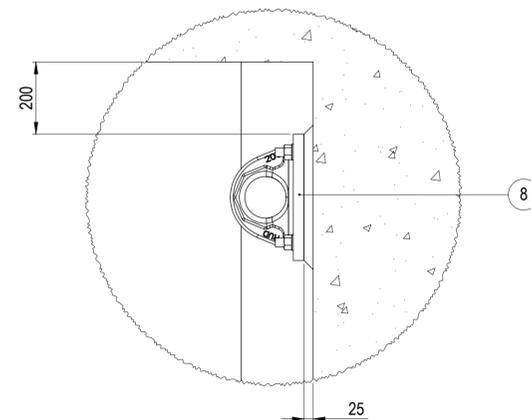
SECTION D-D  
SCALE 1 : 50



DETAIL E  
SCALE 1 : 15



DETAIL F  
TYP 2 POS  
SCALE 1 : 2



DETAIL G  
TYP 2 POS  
SCALE 1 : 10

GENERAL TOLERANCE TO ISO 2768 UOS							
	0.5 UP TO 3	OVER 6 UP TO 6	OVER 30 UP TO 30	OVER 120 UP TO 120	OVER 400 UP TO 400	OVER 1000 UP TO 2000	OVER 2000 UP TO 4000
MACHINING ISO 2768-m	±0.1	±0.1	±0.2	±0.3	±0.5	±0.8	±1.2
FABRICATION ISO 2768-c	±0.2	±0.3	±0.5	±0.8	±1.2	±2	±3

ALL HOLES TO BE H11 UOS



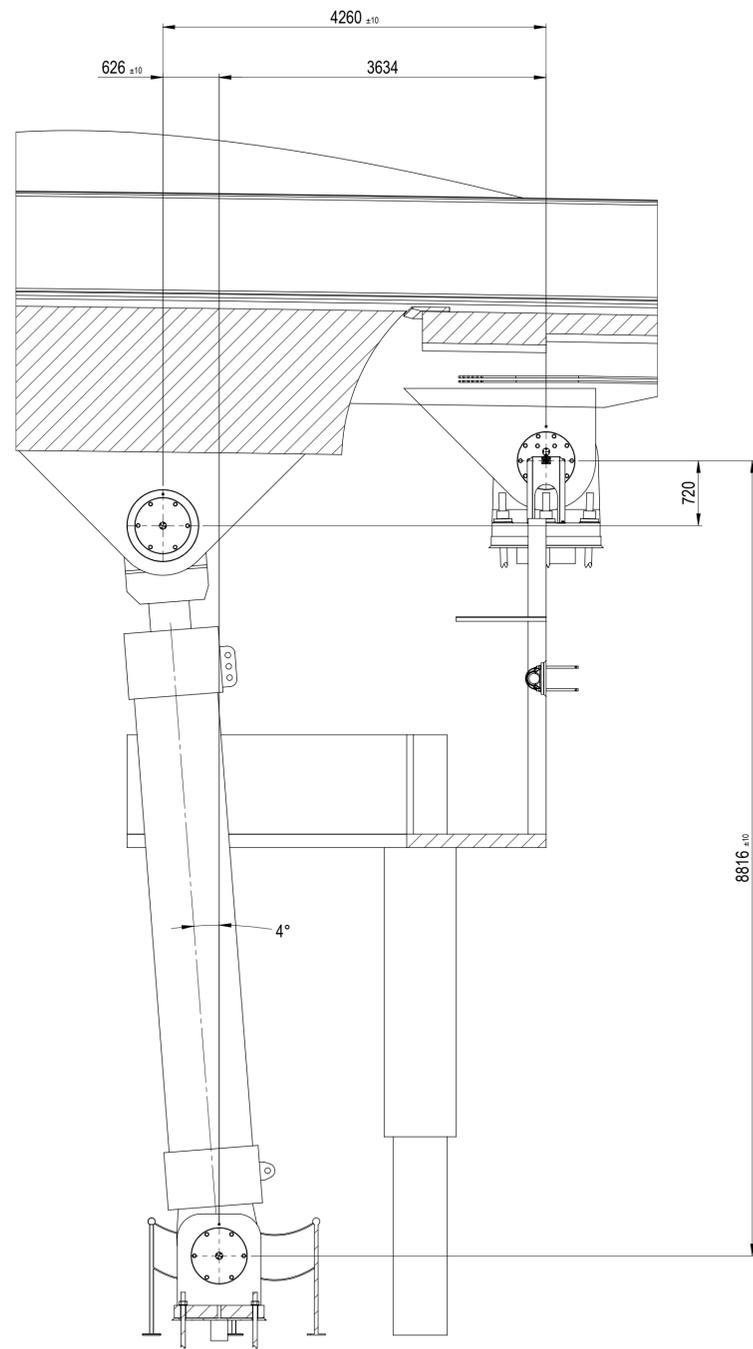
Project Title:  
REPLACEMENT OF SWING BRIDGE  
AND LONGBIRD BRIDGE, BERMUDA

Drawing Title:  
SWING BRIDGE REPLACEMENT  
GENERAL ARRANGEMENT  
SHEET 3

Rev	Description	Date	By	App
T01	ISSUE FOR TENDER	10.09.25	AR CB	MNT

Status: ISSUE FOR TENDER

Drawn: JJA	Date: 05.06.19	Scale (at A1): AS SHOWN
Drawing No.: 3502-RAM-SB-XX-DR-ME-30003	Rev: T01	



DETAIL B  
(PIER 4 HIDDEN)  
SCALE 1 : 40

ASSEMBLY No. 3502-RAM-SB-XX-DR-ME-30004

GENERAL TOLERANCE TO ISO 2768 UOS

	0.5 UP TO 3	OVER 3 UP TO 6	OVER 6 UP TO 30	OVER 30 UP TO 120	OVER 120 UP TO 400	OVER 400 UP TO 1000	OVER 1000 UP TO 2000	OVER 2000 UP TO 4000
MACHINING ISO 2768-m	±0.1	±0.1	±0.2	±0.3	±0.5	±0.8	±1.2	±2
FABRICATION ISO 2768-c	±0.2	±0.3	±0.5	±0.8	±1.2	±2	±3	±4

ALL HOLES TO BE H11 UOS



Project Title:  
REPLACEMENT OF SWING BRIDGE  
AND LONGBIRD BRIDGE, BERMUDA

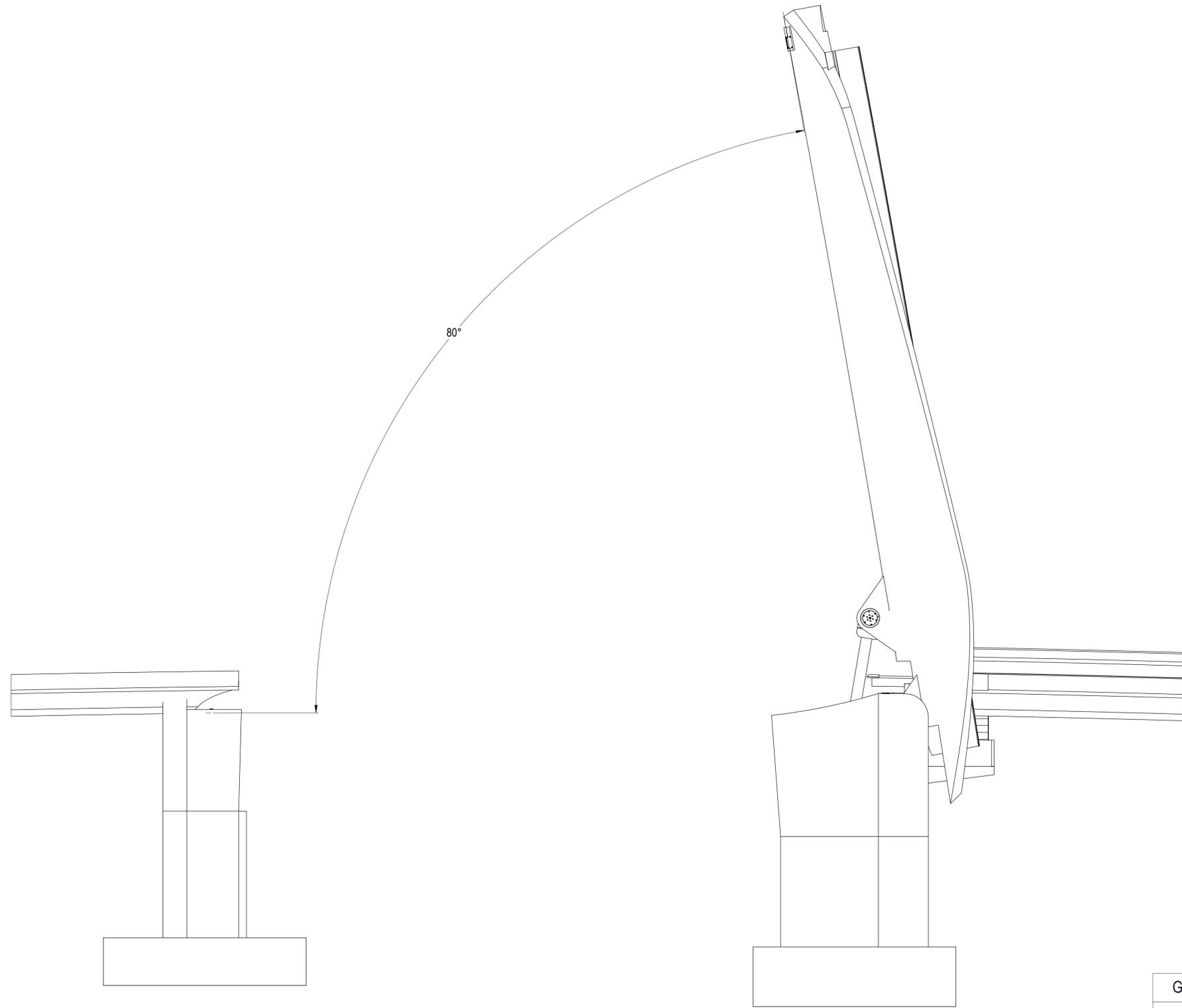
Drawing Title:  
SWING BRIDGE REPLACEMENT  
GENERAL ARRANGEMENT  
SHEET 4

Rev	Description	Date	By	App
T01	ISSUE FOR TENDER	10.09.25	AR CB	MNT

Status: ISSUE FOR TENDER

Drawn: JJA Date: 05.06.19 Scale (at A1): AS SHOWN

Drawing No.: 3502-RAM-SB-XX-DR-ME-30004 Rev: T01



80°

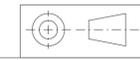
SCALE 1 : 100

ASSEMBLY No. 3502-RAM-SB-XX-DR-ME-30005

GENERAL TOLERANCE TO ISO 2768 UOS

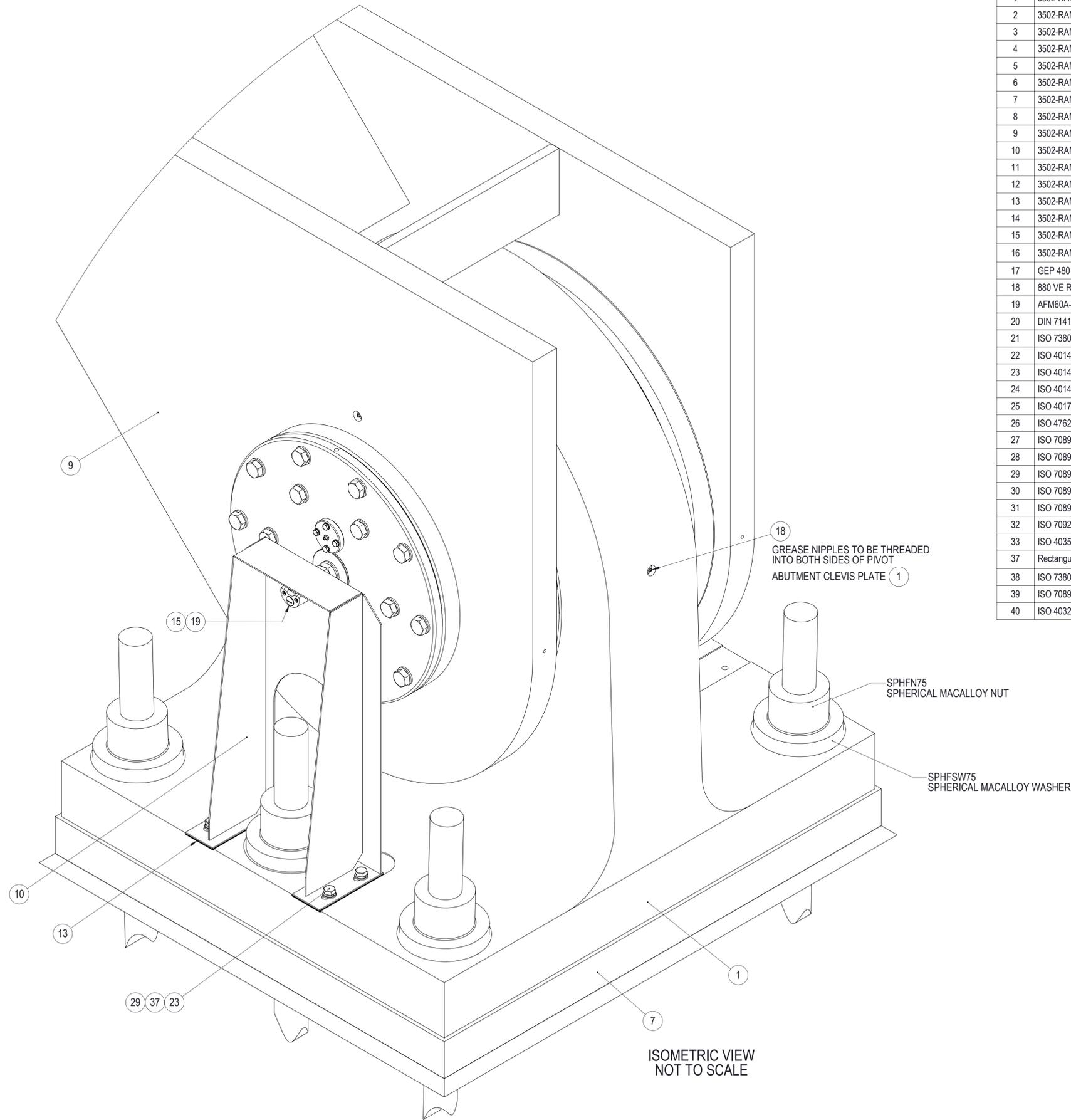
	0.5 UP TO 3	OVER 3 UP TO 6	OVER 6 UP TO 30	OVER 30 UP TO 120	OVER 120 UP TO 400	OVER 400 UP TO 1000	OVER 1000 UP TO 2000	OVER 2000 UP TO 4000
MACHINING ISO 2768-m	±0.1	±0.1	±0.2	±0.3	±0.5	±0.8	±1.2	±2
FABRICATION ISO 2768-c	±0.2	±0.3	±0.5	±0.8	±1.2	±2	±3	±4

ALL HOLES TO BE H11 UOS



Project Title:		REPLACEMENT OF SWING BRIDGE AND LONGBIRD BRIDGE, BERMUDA	
Drawing Title:		SWING BRIDGE REPLACEMENT GENERAL ARRANGEMENT SHEET 5	
Drawn:	Date:	Scale (at A1):	Rev:
JJA	05.06.19	AS SHOWN	
Drawing No.:	3502-RAM-SB-XX-DR-ME-30005		Rev:
			T01

T01	ISSUE FOR TENDER	10.09.25	AR CB	MNT
Rev	Description	Date	By	App
Status:	ISSUE FOR TENDER			



ITEM	PART NUMBER	DESCRIPTION	QTY	MASS (kg)
1	3502-RAM-SB-XX-DR-ME-31501	PIVOT ABUTMENT CLEVIS PLATE	1	4041
2	3502-RAM-SB-XX-DR-ME-31502	DECK PIVOT PIN	1	1122
3	3502-RAM-SB-XX-DR-ME-31503	PIVOT BUSH - LARGE DIAMETER	1	30
4	3502-RAM-SB-XX-DR-ME-31504	PIVOT BUSH - SMALL DIAMETER	1	49
5	3502-RAM-SB-XX-DR-ME-31505	PIVOT BEARING RETAINING RING	2	174
6	3502-RAM-SB-XX-DR-ME-31506	PIVOT END PLATE	2	73
7	3502-RAM-SB-XX-DR-ME-31507	PIVOT BASE PLATE	1	1765
8	3502-RAM-SB-XX-DR-ME-31508	DECK PIVOT END PLATE CAP	2	1
9	3502-RAM-SB-XX-DR-ME-31509	PIVOT DECK CLEVIS	1	2172
10	3502-RAM-SB-XX-DR-ME-31510	ENCODER BRACKET	1	11
11	3502-RAM-SB-XX-DR-ME-31511	ENCODER BAR	1	1
12	3502-RAM-SB-XX-DR-ME-31512	ENCODER END PLATE CAP	2	0.42
13	3502-RAM-SB-XX-DR-ME-31513	ENCODER BRACKET SHIMPACK	2	
14	3502-RAM-SB-XX-DR-ME-31514	PIVOT GASKET	1	1
15	3502-RAM-SB-XX-DR-ME-31515	ENCODER INTERFACE PLATE	1	0
16	3502-RAM-SB-XX-DR-ME-32511	GREASE PORT GASKET	1	
17	GEP 480 FS	SKF - PLAIN SPHERICAL BEARING	1	
18	880 VE R	SKF - V RING SEAL	2	
19	AFM60A-BHIB018x12	SICK ABSOLUTE ENCODER	1	
20	DIN 71412 - M10 x 1.5	M10 GREASE NIPPLE	6	
21	ISO 7380 - M3 x 6 - 6N, GRD 8.8, BZP	HEXAGON SOCKET BUTTON HEAD SCREW	4	
22	ISO 4014 - M8 x 40 x 40-N, GRD 8.8, GALV.	HEX HEAD BOLT	8	
23	ISO 4014 - M16 x 65 x 65-N, GRD 8.8, GALV.	HEX HEAD BOLT	4	
24	ISO 4014 - M24 x 90 x 90-N, GRD 8.8, GALV.	HEX HEAD BOLT	32	
25	ISO 4017 - M30 x 100-N, GRD 8.8, GALV.	HEX HEAD SCREW	1	
26	ISO 4762 - M36 x 120 - 120N, GRD 8.8, GALV.	HEXAGON SOCKET CAP HEAD SCREW	48	
27	ISO 7089 - 3, GALV., HV 200	PLAIN WASHER	4	
28	ISO 7089 - 8, GALV., HV 200	PLAIN WASHER	8	
29	ISO 7089 - 16, GALV., HV 200	PLAIN WASHER	4	
30	ISO 7089 - 24, GALV., HV 200	PLAIN WASHER	32	
31	ISO 7089 - 30, GALV., HV 200	PLAIN WASHER	2	
32	ISO 7092 - 36, GALV., HV 200	PLAIN SMALL WASHER	48	
33	ISO 4035 - M30, CLASS 8, GALV.	HEX THIN NUT	3	
37	Rectangular section spring washer BS 4464 - 16 (Type B)		4	
38	ISO 7380 - M5 x 20 - 20N, GRD 8.8, GALV.	HEXAGON SOCKET BUTTON HEAD SCREW	4	
39	ISO 7089 - 5, GALV., HV 200	PLAIN WASHER	8	
40	ISO 4032 - M5 - D, CLASS 8, GALV.	HEX NUT	4	

- NOTES
- EXECUTION TO CONFORM TO BS EN 1090-2 EXECUTION CLASS EXC 3.
  - PRELOADED BOLTS SHOULD BE TENSIONED TO EN1090-2 DEFAULT IS 0.7XUT.
  - ALL EXPOSED SURFACES MUST BE PROTECTED AFTER ASSEMBLY.
  - LOCTITE 242 TO BE APPLIED TO FIXINGS ON ASSEMBLY. PROPRIETARY ITEMS MUST BE INSTALLED AS PER MANUFACTURERS INSTRUCTIONS.
  - ITEMS MUST BE LIFTED USING THEIR DESIGNATED LIFTING POINTS.
  - NO CIVIL OR STRUCTURAL DETAILS SHALL BE READ FROM THIS DRAWING. INSTALLATION RISK ASSESSMENT AND METHOD STATEMENT TO BE DEVELOPED BY CONTRACTOR.
  - ANCHOR BOLTS TO BE PRELOADED TO A MINIMUM OF 1509kN AND A MAXIMUM OF 1724kN.

GENERAL TOLERANCE TO ISO 2768 UOS

	0.5 UP TO 3	OVER 3 UP TO 6	OVER 6 UP TO 30	OVER 30 UP TO 120	OVER 120 UP TO 400	OVER 400 UP TO 1000	OVER 1000 UP TO 2000	OVER 2000 UP TO 4000
MACHINING ISO 2768-m	±0.1	±0.1	±0.2	±0.3	±0.5	±0.8	±1.2	±2
FABRICATION ISO 2768-c	±0.2	±0.3	±0.5	±0.8	±1.2	±2	±3	±4

ALL HOLES TO BE H11 UOS

EAST PIVOT ASSEMBLY  
ASSEMBLY No. 3502-RAM-SB-XX-DR-ME-31001

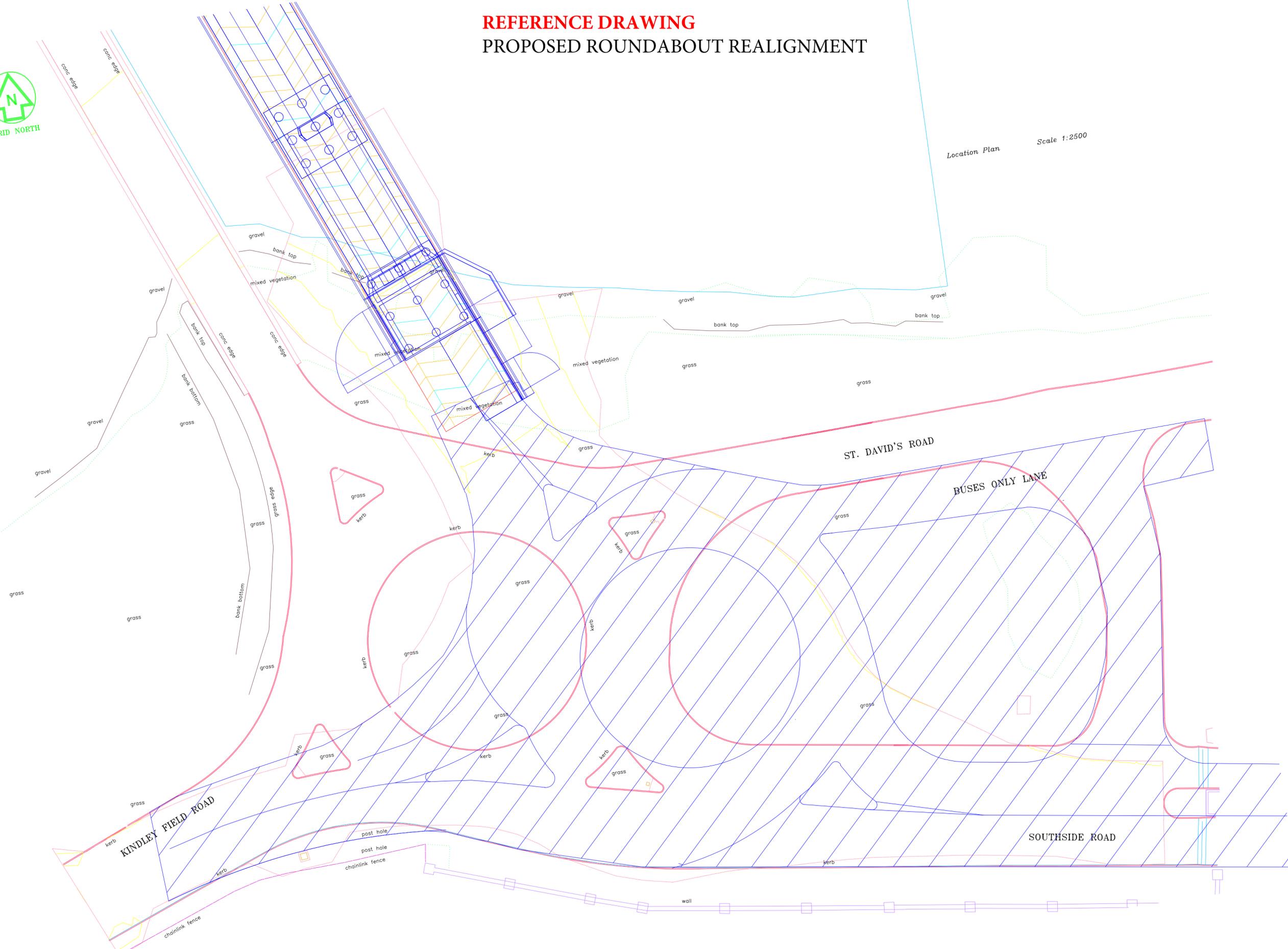


Project Title: REPLACEMENT OF SWING BRIDGE AND LONGBIRD BRIDGE, BERMUDA		Date: 10.09.25	By: LJR	MNT
Drawing Title: SWING BRIDGE REPLACEMENT EAST PIVOT ASSEMBLY SHEET 1		Date: 09.04.19	By: CB	AS SHOWN
Drawing No.: 3502-RAM-SB-XX-DR-ME-31001		Rev:	T01	

# REFERENCE DRAWING PROPOSED ROUNDABOUT REALIGNMENT



Location Plan Scale 1:2500



**REFERENCE DRAWING**  
**PROPOSED ROUNDABOUT ALIGNMENT**

