GENERAL NOTES:

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AND IT'S LATEST REVISIONS, THE AASHTO GUIDE SPECIFICATIONS FOR DESIGN OF PEDESTRIAN BRIDGES, AUGUST 1997, AND ITS LATEST REVISIONS AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION, AND IT'S LATEST REVISIONS.

2. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE, FUEL AND/OR LUBRICANTS INTO THE OTTER CREEK AS DIRECTED BY THE RESIDENT ENGINEER AND STANDARD SPECIFICATION SECTION 105.

3. THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL, AIR, GROUND AND WATER POLLUTION CONTROL REGULATIONS, HEALTH AND SAFETY REGULATIONS AND TRANSPORTATION REGULATIONS WHEN CLEANING, HANDLING, MOVING, PAINTING, CUTTING, WELDING, SANDING OR GRINDING ANY COATED OR TREATED MATERIAL. THE EXISTING STRUCTURAL STEEL IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE REGULATIONS WHEN HANDLING AND WORKING WITH THIS STEEL. THE REMOVED STRUCTURAL STEEL WILL BECOME THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE REMOVED STRUCTURAL STEEL.

4. THE CONTRACTOR SHALL CLOSE WALDO LANE WITHIN THE LIMITS OF THE TOWN OF WALLINGFORD'S PROPERTY DURING CONSTRUCTION, AND SHALL GIVE TWO WEEKS NOTICE TO THE TOWN BEFORE DOING SO. IN ADDITION, THE CONTRACTOR SHALL PROVIDE THE SIGNS AND BARRICADES LISTED BELOW ON WALDO LANE AND SUBMIT A SCHEMATIC DRAWING OF THE SIGN LOCATIONS TO THE RESIDENT ENGINEER FOR APPROVAL. PAYMENT FOR CONSTRUCTION SIGNING AND NECESSARY SUBMISSIONS FOR APPROVAL WILL BE MADE UNDER ITEM 641.10 TRAFFIC CONTROL.

   - "ROAD CLOSED AHEAD" SIGN - IMMEDIATELY SOUTH OF THE TRANSFER STATION (NEAR THE VT RT 140 INTERSECTION)
   - "ROAD CLOSED" SIGN - IMMEDIATELY NORTH OF THE PROJECT WITHIN THE TOWN'S PROPERTY LIMITS (JUST SOUTH OF THE TOWN'S PROPERTY BOUNDARY ABUTTING THE PHILLIPS' PARCEL) WITH TYPE III BARRICADES ACROSS THE FULL WIDTH OF ROAD
   - "ROAD CLOSED" SIGN - IMMEDIATELY SOUTH OF THE PROJECT WITH TYPE III BARRICADES ACROSS THE FULL WIDTH OF ROAD
   - "ROAD CLOSED - LOCAL TRAFFIC ONLY" SIGN - IMMEDIATELY NORTH OF THE US RT 7 INTERSECTION

5. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68° F, UNLESS SHOWN OTHERWISE.

6. THE FOLLOWING TABLE OF ALLOWABLE STRESSES APPLY TO THESE PLANS FOR DESIGN PURPOSES:

   STEEL PILING, ASTM A252, GRADE 2.

   Fy=35,000 PSI Fb=19,250 PSI Fa= 8,750 PSI

   NEW STRUCTURAL STEEL (TRUSSES/FLOOR SYSTEM), AASHTO M-270 GRADE 50:

   Fy=50,000 PSI Fb=27,500 PSI Fv=16,500 PSI

   CONCRETE, HIGH PERFORMANCE, CLASS B: f'c=3,500 PSI fc=1,400 PSI

   REINFORCING STEEL: Fy=24,000 PSI GRADE 60

7. NO UTILITY ADJUSTMENTS ARE ANTICIPATED TO COMPLETE THIS BRIDGE PROJECT. SHOULD ADJUSTMENTS OF ANY EXISTING UTILITIES BE DESIRED, PROPER ARRANGEMENTS SHALL BE MADE IN CONFORMANCE WITH SUBSECTION 105.07 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

8. RECORD PLANS AND FABRICATION DRAWINGS FOR THE EXISTING TRUSSES ARE NOT AVAILABLE. THE CONTRACTOR MUST FIELD VERIFY DIMENSIONS TO ENSURE THE WORK CAN BE CONSTRUCTED AS PROPOSED IN THE PLANS. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MATCH THE FINAL PRODUCT AS DESCRIBED IN THE PLANS WITH THE EXISTING FIELD CONDITION.

GENERAL NOTES (CON'T):

9. THE CONTRACTOR SHALL TAKE SPECIAL CARE TO AVOID DISTURBING THE AREA WITHIN A 200 FOOT RADIUS OF THE TOWN WELL AS SHOWN ON SHTS. 11 & 12. THIS INCLUDES PLACING EQUIPMENT, TRANSPORTING EQUIPMENT, EXCAVATING, OR WORK OF ANY KIND WITHIN THE LIMIT SHOWN.

STRUCTURAL STEEL NOTES:

1. ALL NEW STRUCTURAL STEEL SHALL BE AASHTO M270M/M270 GRADE 50 PAINTED EXCEPT AS SHOWN OTHERWISE. NEW STRUCTURAL STEEL FOR THE TRUSS FLOOR SYSTEM, BOTTOM LATERAL BRACING AND STRINGER CONNECTION ANGLES SHALL BE PAID FOR UNDER ITEM 506.50 STRUCTURAL STEEL, ROLLED BEAM.

2. ALL PREPARATION AND PAINTING OF NEW STRUCTURAL STEEL SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 513. ALL NEW STRUCTURAL STEEL PAID FOR UNDER ITEM 506.50 STRUCTURAL STEEL, ROLLED BEAM SHALL BE PREPARED AND PAINTED UNDER ITEM 513.40 SURFACE PREPARATION, SHOP AND ITEM 513.25 STRUCTURAL PAINTING, SHOP APPLIED, RESPECTIVELY. THE COLOR OF THE TOP COAT OF PAINT SHALL BE BLACK (FEDERAL COLOR CHIP NO. 27038). THE CONTRACTOR SHALL ENSURE COMPATIBILITY BETWEEN THE SHOP AND FIELD PAINT SYSTEMS.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETAILING AND FIT-UP OF ALL NEW STRUCTURAL STEEL. FABRICATION PLANS FOR ALL NEW STRUCTURAL STEEL SHALL BE SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL AS PER SECTION 506 OF THE STANDARD SPECIFICATIONS.

4. ALL FIELD CONNECTIONS SHALL BE MADE USING HIGH STRENGTH BOLTS MEETING AASHTO M164, TYPE 1 GALVANIZED. THE BOLTS SHALL RECEIVE AN INTERMEDIATE COAT OF PAINT, AS WELL AS A FINAL COAT AFTER INSTALLATION. ALL CONNECTIONS SHALL BE ¾" BOLTS INSTALLED IN 13/16" HOLES UNLESS OTHERWISE NOTED. ANY CONNECTIONS NOT FULLY DETAILED IN THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.

5. CVN TESTING WILL NOT BE REQUIRED FOR ANY STEEL MEMBERS ON THIS PROJECT. THE BOTTOM CHORD IS FRACTURE CRITICAL.

6. ALL MEMBERS SHALL BE PLACED WITH THE MILL CAMBER UP.

7. AN ORNAMENTAL PEDESTRIAN RAILING SHALL BE USED ON THE BRIDGE. DETAILS FOR FABRICATION OF THIS ORNAMENTAL RAIL ARE SHOWN ON SHT. 24. THIS WORK SHALL BE PAID FOR UNDER ITEM 900.640 SPECIAL PROVISION (BRIDGE RAILING STEEL/PEDESTRIAN).

TRUSS REHABILITATION NOTES:

1. THE EXISTING TRUSSES ARE STORED IN A VAOT MAINTENANCE FACILITY IN CLARENDON, VERMONT OFF OF VT. ROUTE 7B. EROSION AND SEDIMENT CONTROL PLANS HAVE BEEN PREPARED ASSUMING THE CONTRACTOR MAY PERFORM ALL TRUSS REHABILITATION AND PAINTING ACTIVITIES AT THIS YARD. THE SUBJECT TRUSSES ARE MARKED "T1" AND "T2" WITH WHITE PAINT. THE FOLLOWING WORK ITEMS ASSOCIATED WITH THE TRUSS REHABILITATION SHALL BE INCLUDED FOR LUMP SUM PAYMENT UNDER ITEM 900.645 SPECIAL PROVISION (INCORPORATING SALVAGED BRIDGE COMPONENTS):

   - RELOCATION OF OTHER STRUCTURES STOCKPILED IN THE VAOT MAINTENANCE FACILITY AS REQUIRED TO GAIN ACCESS TO THE SUBJECT TRUSSES
   - SHORING OF EXISTING TRUSSES AND CONSTRUCTION OF STAGING AS REQUIRED TO PERFORM THE WORK AS SHOWN ON THE PLANS
   - REMOVAL AND DISPOSAL OF EXISTING STEEL ATTACHED TO TRUSSES WHICH ARE NOT REQUIRED IN THE PROPOSED STRUCTURE (END SECTIONS OF ORIGINAL FLOORBEAMS AND RAILING CONNECTION PLATES)
   - MACHINE BRONZE BEARING PLATES ON EXISTING EXPANSION BEARING PEDESTALS AND BRIDGE SHOES AT JOINT L0. INSTALL REHABILITATED BEARING PEDESTALS ON PROPOSED SUBSTRUCTURES
   - LOADING AND HAULING OF THE TRUSSES AND ALL COMPONENTS FROM THE VAOT MAINTENANCE FACILITY TO THE PROJECT SITE
   - UNLOADING OF THE TRUSSES AT THE PROJECT SITE, ASSEMBLY OF FIELD SPLICES, RIGGING AND ERECTION OF THE TRUSSES ON NEW SUBSTRUCTURES

2. THE CONTRACTOR SHALL USE GREAT CARE IN LIFTING, MOVING, AND TRANSPORTING THE SUBJECT MEMBERS, OR ANY OTHER STOCKPILED TRUSSES. LIFTING OF TRUSSES FROM ANYWHERE ON THE BOTTOM CHORD, OR WITHIN THE MIDDLE THIRD OF THE TOP CHORD SHALL BE AVOIDED. ANY DAMAGE TO ANY MEMBERS SHALL BE REPLACED OR REPAIRED AS DIRECTED BY THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.

TRUSS REHABILITATION NOTES (CON'T):

3. ANY NECESSARY SHORING OF THE TRUSSES SHALL BE PERFORMED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 506 AND SHALL BE PAID FOR UNDER ITEM 900.645. THE CONTRACTOR SHALL TAKE CARE SUCH THAT THE TRUSSES REMAIN STABLE DURING ALL REPAIR WORK TO TRUSS MEMBERS.

4. TO ENSURE THE FAYING SURFACES OF THE REHABILITATED TRUSS JOINTS ARE WELL PREPARED AND THE JOINTS WELL PROTECTED, THE FOLLOWING TRUSS REHABILITATION SEQUENCING HAS BEEN PROVIDED:

   - THE CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING TRUSS COMPONENTS/MEMBERS DESIGNATED ON THE PLANS FOR REPLACEMENT. REMOVAL AND DISPOSAL OF EXISTING TRUSS COMPONENTS/MEMBERS SHALL BE INCIDENTAL TO ITEM 506.60 STRUCTURAL STEEL.
   - THE CONTRACTOR SHALL PREPARE THE SURFACES OF THE RETAINED TRUSS COMPONENTS/MEMBERS UNDER ITEM 513.36 CONTAINMENT AND ENVIRONMENTAL PROTECTION, FIELD AND ITEM 513.41 SURFACE PREPARATION, FIELD. SURFACES SHALL BE PREPARED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 513.04.
   - THE CONTRACTOR SHALL APPLY THE PRIME COAT TO THE PREPARED SURFACES OF THE RETAINED TRUSS COMPONENTS/MEMBERS UNDER ITEM 513.30 STRUCTURAL PAINTING, FIELD APPLIED.
   - THE RESIDENT ENGINEER SHALL INSPECT THE RETAINED TRUSS COMPONENTS/MEMBERS FOR SIGNIFICANT SECTION LOSS OR DAMAGE. COMPONENTS/MEMBERS THAT HAVE MORE THAN 15% SECTION LOSS AT ANY CROSS SECTION SHALL BE RE-EVALUATED FOR REPLACEMENT OR REPAIR AT THE RESIDENT ENGINEER'S DISCRETION.
   - THE RESIDENT ENGINEER SHALL CONTACT THE STRUCTURES ENGINEER FOR FURTHER REPAIR RECOMMENDATIONS OF ANY TRUSS COMPONENTS/MEMBERS NOTED DURING THE INSPECTION PROCESS.
   - THE CONTRACTOR SHALL INSTALL THE NEW STRUCTURAL STEEL REQUIRED FOR THE REPLACEMENT OF EXISTING TRUSS COMPONENTS/MEMBERS, AS DESIGNATED ON THE PLANS, OR AS ORDERED BY THE RESIDENT ENGINEER, UNDER ITEM 506.60 STRUCTURAL STEEL. PRIOR TO INSTALLATION, THE SURFACES OF THE REPLACEMENT STEEL WILL BE CLEANED TO BARE METAL UNDER ITEM 513.41 SURFACE PREPARATION, FIELD AND RECEIVE A PRIME COAT UNDER ITEM 513.30 STRUCTURAL PAINTING, FIELD APPLIED.
   - WITH THE FLOORBEAM CONNECTION AREAS MASKED, THE CONTRACTOR SHALL APPLY THE INTERMEDIATE AND TOP COATS TO THE ENTIRE TRUSS UNDER ITEM 513.30 STRUCTURAL PAINTING, FIELD APPLIED. THE COLOR OF THE TOP COAT OF PAINT SHALL BE BLACK (FEDERAL COLOR CHIP NO. 27038).

5. ALL CONNECTIONS ON THE TRUSS ARE BELIEVED TO BE ¾" DIAMETER RIVETS IN 13/16" HOLES. THE CONTRACTOR SHALL VERIFY DIAMETER OF ACTUAL RIVET OR BOLT SIZE BEFORE ORDERING REPLACEMENTS.

6. ALL RIVETS REMOVED FROM THE TRUSS SHALL BE REPLACED WITH EQUIVALENT DIAMETER BOLTS MEETING AASHTO M-164, TYPE 1 GALVANIZED. HEX HEADED BOLTS SHALL BE USED THROUGHOUT. PAYMENT FOR RIVET REMOVAL AND REPLACEMENT WITH BOLTS AT CONNECTIONS WHERE EXISTING STEEL IS TO BE REPLACED UNDER 506.60 SHALL BE INCIDENTAL TO ITEM 506.60. REMOVAL OF DETERIORATED RIVETS AND REPLACEMENT WITH BOLTS AT LOCATIONS (AS DETERMINED BY THE RESIDENT ENGINEER) WHERE EXISTING STEEL IS NOT REPLACED SHALL BE PAID UNDER ITEM 900.620 SPECIAL PROVISION (THROUGH TRUSS RIVET REPLACEMENT).

7. THE CONTRACTOR IS REMINDED THAT ALL HARDWARE FOR CONNECTIONS IS NOT PAID FOR DIRECTLY BUT IS CONSIDERED INCIDENTAL TO ITEM 506.50 STRUCTURAL STEEL, ROLLED BEAM AND ITEM 506.60 STRUCTURAL STEEL. THE CONTRACTOR SHALL MAKE A DETAILED COUNT OF ALL HARDWARE NECESSARY TO COMPLETE THE WORK AS SHOWN ON THE PLANS. BOLT LENGTHS SHALL BE FIELD VERIFIED BY THE CONTRACTOR TO HAVE SUFFICIENT THREAD LENGTH TO PROPERLY TORQUE.

8. ANCHOR BOLTS FOR THE TRUSS AT THE EXPANSION ABUTMENT WILL HAVE AN ⅛" GAP BETWEEN THE BOTTOM OF THE NUT AND THE TOP OF THE WASHER. THE CONTRACTOR SHALL BURR THE THREADS ON ALL ANCHOR BOLTS TO PREVENT REMOVAL OF THE NUTS.

9. THE EXISTING BEARING PEDESTALS ARE STOCKPILED AT THE VAOT MAINTENANCE FACILITY. THE PEDESTALS SHALL BE BLAST CLEANED UNDER ITEM 513.41 SURFACE PREPARATION, FIELD AND PAINTED UNDER ITEM 513.30 STRUCTURAL PAINTING, FIELD APPLIED. THE REHABILITATED BEARINGS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 531 AND PAID FOR UNDER ITEM 900.645 SPECIAL PROVISION (INCORPORATING SALVAGED BRIDGE COMPONENTS). CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE BRONZE BEARING PLATES DURING BLAST CLEANING OPERATIONS.

TRUSS REHABILITATION NOTES (CON'T):

10. THE CONTRACTOR SHALL INSTALL A PLAQUE AT THE LOCATION SHOWN ON SHT. 18. THE AGENCY WILL PROVIDE THE PLAQUE AND HARDWARE. A GASKET SHALL BE INSTALLED BETWEEN THE PLAQUE AND THE TRUSS. BOLT SLEEVES SHALL BE USED. ALL WORK REQUIRED TO INSTALL THE PLAQUE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

TIMBER NOTES:

1. ITEM 522.25 STRUCTURAL LUMBER AND TIMBER, TREATED IS FOR ALL THE WORK ASSOCIATED WITH THE LUMBER AND TIMBER NECESSARY TO CONSTRUCT THE BRIDGE DECK AND CURBING AS DETAILED IN THE PLANS, INCLUDING BUT NOT LIMITED TO CUTTING, DRILLING, TIMBER CONNECTORS, HARDWARE AND JOINT SEALER.

2. TIMBER CURB AND TIMBER CURB SUPPORT MATERIAL SHALL BE DRESSED SIZE 6"X6" SOUTHERN PINE, SELECT STRUCTURAL OR BETTER.

3. TIMBER DECK PLANK MATERIAL SHALL BE DRESSED SIZE 4"X12" SOUTHERN PINE, NO. 2 OR BETTER. A ¼" GAP SHALL BE MAINTAINED BETWEEN PLANKS.

4. ALL BOLTS IN THE TIMBER CURB AND TIMBER DECK SHALL MEET ASTM A-307 GALVANIZED. BOLTS SHALL BE TIGHTENED SNUGLY, BUT NOT SO TIGHTLY AS TO CAUSE CRUSHING OF THE WOOD UNDER THE WASHER OR C-CLIP.

5. ALL BOLT HOLES IN WOOD SHALL BE THE SAME DIAMETER AS THE BOLT.

CONCRETE NOTES:

1. FOR BOTH ABUTMENTS 1 AND 2, CONCRETE PORTIONS OF THE ABUTMENTS AND WINGWALLS ABOVE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE STRUCTURAL STEEL HAS BEEN SET AND FINISHED GRADE DETERMINED BY THE RESIDENT ENGINEER.

2. ITEM 514.10 WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.

3. SURFACES OF BRIDGE SEAT AREAS UNDER BEARING DEVICES SHALL BE LEVEL, OTHER BRIDGE SEAT AREAS SHALL BE SLOPED ¼" PER FOOT TOWARDS MID-SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE MAGNESIUM FLOAT FINISHED.

4. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" x 1".

5. REINFORCING PLACEMENT TOLERANCES: SPACING +/- 1"
   CLEARANCE +/- ¼"

6. THE KEY IN THE CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE APPROVED BY THE RESIDENT ENGINEER AND PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.

FOUNDATION NOTES:

1. ALL PIPE PILING INSTALLED UNDER ITEM 900.640 SPECIAL PROVISION (STEEL PILING, CONCRETE-FILLED 12¾" O.D. X ⅜" PIPE) SHALL BE FILLED WITH HIGH PERFORMANCE CONCRETE, CLASS B. PAYMENT FOR HPC, CLASS B TO FILL PIPES SHALL BE INCIDENTAL TO ITEM 900.640.

2. ALL PIPE PILING SHALL BE FITTED WITH A CONICAL DRIVING POINT ATTACHMENT. DRIVING POINTS SHALL BE ASTM A-27 GRADE 65/35.

3. PIPE PILING SHALL BE SPLICED, IF REQUIRED, AS SHOWN ON SHT. 22. PROPRIETARY SPLICING SYSTEMS MAY BE SUBSTITUTED UPON APPROVAL BY THE STRUCTURES ENGINEER. PAYMENT FOR SPLICING INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.640 SPECIAL PROVISION (STEEL PILING, CONCRETE-FILLED 12¾" X ⅜" PIPE)

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PROJECT NOTES

PROJECT NAME: WALLINGFORD	
PROJECT NUMBER: STP ST WALK(14)	
FILE NAME: $FILES$	PLOT DATE: 1/9/2009
PROJECT MANAGER: SUSAN SCRIBNER	DRAWN BY: W. WEATHERBY
DESIGNED BY: L. HARDEN	CHECKED BY: P. HALSTEAD
BRIDGE DESIGN SUPERVISOR: P. HALSTEAD	SHEET 13 OF 26

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DATE/TIME =1/9/2009
USER =2652