

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SIXTEENTH EDITION, AND ITS 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 ANY BROOK, STREAM OR RIVER. ANY MATERIALS WHICH ESCAPE THE CONTRACTOR EFFORTS OF PREVENTION SHALL BE IMMEDIATELY AND ENTIRELY CLEANED UP OR REMOVED.
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.
4. IT IS ANTICIPATED THAT THE MAJORITY OF THE WORK TO RESTORE THE TRUSSES AND INSTALL THE BRIDGE WILL TAKE PLACE AWAY FROM ANY TRAFFIC. SHOULD ANY OF THE CONSTRUCTION ACTIVITIES AFFECT THE TRAVELING PUBLIC, THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY SIGNING AND TRAFFIC CONTROL NECESSARY TO ASSURE SAFE MOVEMENT OF TRAFFIC IN ACCORDANCE WITH VAOT SPECIFICATION SECTION 64I. THE COST SHALL BE INCIDENTAL TO THE ITEMS IN THE CONTRACT.
5. THE FOLLOWING TABLE OF ALLOWABLE STRESSES APPLY TO THESE PLANS FOR DESIGN PURPOSES:

NEW STRUCTURAL STEEL, AASHTO M-270 GRADE 36	F _y -36,000 PSI
	F _b -19,800 PSI
	F _v -17,000 PSI
CONCRETE, CLASS B, (HPC-B);	f' _c -3,500 PSI f _c -1,400 PSI
REINFORCING STEEL; F1-24,000 PSI GRADE 60	
6. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS OTHERWISE NOTED.
7. THERE ARE NO HISTORICAL RECORD PLANS FOR THIS STRUCTURE. ALL DIMENSIONS HAVE BEEN CALCULATED AS ACCURATELY AS POSSIBLE. HOWEVER, THE CONTRACTOR IS ADVISED TO FIELD VERIFY DIMENSIONS TO ENSURE THE WORK CAN BE CONSTRUCTED AS PROPOSED BY THESE PLANS. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MATCH THE FINAL PRODUCT AS DESCRIBED IN THE PLANS WITH THE EXISTING FIELD CONDITION.
8. THE REHABILITATED STRUCTURE HAS BEEN DESIGNED FOR AN INVENTORY LOAD OF H-10.
9. NO UTILITY ADJUSTMENTS ARE ANTICIPATED BY THE PLANS FOR THE BRIDGE PROJECT. SHOULD ADJUSTMENTS OF THE UTILITIES FACILITIES BE DESIRED, PROPER ARRANGEMENTS SHALL BE MADE IN CONFORMANCE WITH SUBSECTION 105.07 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.
10. THE CONTRACTOR SHALL PREPARE A LEVEL AND SECURE STAGING AREA TO PERFORM REHABILITATION WORK ON THE TRUSS BRIDGE. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING AND SECURING THE STAGING AREA. THE EXISTING TRUSS IS STORED IN A VAOT YARD IN CLARENDON, VERMONT OFF OF ROUTE 7B. CONTRACTOR MAY PERFORM TRUSS REHABILITATION AND PAINTING IN THIS YARD. CONTRACTOR SHALL PROVIDE TRANSPORTATION OF THE TRUSS AND ALL COMPONENTS FROM THE CLARENDON VERMONT YARD TO THE PROPOSED WEST RUTLAND SITE. THE COST OF TRANSPORTATION SHALL BE INCLUDED IN ITEM 506.75. THE CONTRACTOR SHOULD NOTE THAT THE RIGHT TRUSS IS TAGGED WITH PINK SURVEY TAPE MARKERS AND THE LEFT TRUSS IS TAGGED WITH YELLOW SURVEY TAPE MARKERS.
11. THE CONTRACTOR SHALL SANDBLAST CLEAN, PER VAOT SPECIFICATION 513.4I, THE TRUSSES, FLOORBEAMS AND STRINGERS, SUPPORTING THEM IN AN UPRIGHT POSITION, UPON CLEANING STEEL, THE CONTRACTOR SHALL CONTACT THE ENGINEER TO INSPECT ALL STEEL MEMBERS FOR AREAS OF SIGNIFICANT SECTION LOSS DUE TO RUST OR DAMAGE.
12. THE CONTRACTOR SHALL USE GREAT CARE IN LIFTING, MOVING, AND TRANSPORTING THE TRUSSES TO AVOID DAMAGE TO THE BRIDGE. LIFTING THE TRUSSES FROM ANYWHERE ON THE BOTTOM CHORD, OR AT MIDDLE THIRD OF THE TOP CHORD SHALL BE AVOIDED TO PREVENT OVER STRESSING OF MEMBERS AND/OR STRESS REVERSALS IN THE TRUSS.
13. THE CONTRACTOR IS RESPONSIBLE FOR BRACING AND SECURING THE TRUSSES TO PROVIDE LATERAL STABILITY OF THE TRUSSES DURING REPAIR AND ASSEMBLY. ITEM 502J0, SHORING SUPERSTRUCTURE, SHALL BE FULL COMPENSATION FOR PROVIDING BRACING AND SHORING ACTIVITIES.
14. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI) AND IN ACCORDANCE WITH SECTION 713 OF THE STANDARD SPECIFICATIONS.
15. ALL CONCRETE SHALL BE ITEM 501.34 CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED.
16. REINFORCING PLACEMENT TOLERANCES SHALL BE: SPACING +/- 1" CLEARANCE +/- 1/4"

17. MINIMUM COVER FOR REINFORCING STEEL SHALL BE THREE INCHES (3") UNLESS OTHERWISE NOTED.
18. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" x 1".
19. SURFACES OF BRIDGE SEAT AREAS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 1/4" PER FOOT TOWARDS MID-SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH STEEL TROWEL FINISHED.
20. WATER REPELLANT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.
21. ALL STRUCTURAL STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC).
22. ALL STRUCTURAL STEEL, EXCEPT RAILINGS, ANCHOR BOLTS AND DECK BOLTS SHALL BE PAINTED GREEN (FEDERAL COLOR CHIP NO. 14062) AS DESCRIBED UNDER VERMONT SPECIFICATION SECTION 513 "PROTECTIVE COATINGS".
23. CHARPY V-NOTCH TESTING WILL NOT BE REQUIRED FOR ANY STEEL MEMBERS ON THIS PROJECT.
24. ALL NEW STRUCTURAL STEEL FOR THE TRUSS MEMBERS AND ASSOCIATED CONNECTION ANGLES SHALL CONFORM TO AASHTO M-270 GRADE 36.
25. ALL NEW STRUCTURAL STEEL COMPONENTS SUCH AS LATERAL BRACING ANGLES AND REPAIR PLATES SHALL BE PAID FOR AND INCLUDED UNDER ITEM 506.60 "STRUCTURAL STEEL". THE ASSEMBLY OF THE TRUSSES, STRINGERS, FLOORBEAMS AND REPAIR OF EXISTING BENT MEMBERS WILL BE PAID FOR UNDER ITEM 506.75.
26. ALL CONNECTIONS ON THE TRUSS ARE BELIEVED TO BE 3/4" INCH DIAMETER RIVETS IN 1 1/8" INCH HOLES. THE CONTRACTOR SHALL VERIFY DIAMETER OF ACTUAL RIVET OR BOLT SIZE BEFORE ORDERING REPLACEMENTS (SEE NOTES 28 AND 30).
27. ALL BOLTS IN THE TIMBER CURB AND TIMBER DECK SHALL MEET ASTM A-307 GALVANIZED. BOLTS SHALL BE TIGHTENED TO THE FULL EFFORT OF A WORKER WITH A WRENCH, BUT NOT SO TIGHT AS TO CRUSH THE WOOD OR BREAK THE CAST "C" CLIPS.
28. ALL BOLTS USED SHALL MEET AASHTO M164 (ASTM A 325 TYPE 1) HIGH STRENGTH BOLTS UNLESS NOTED OTHERWISE IN THE PLANS. ALL HIGH STRENGTH BOLTS SHALL BE TIGHTENED PER SUBSECTION 506.19 OF THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION.
29. THE CONTRACTOR IS REMINDED THAT ALL HARDWARE FOR CONNECTIONS IS NOT PAID FOR DIRECTLY BUT IS CONSIDERED SUBSIDIARY TO THE STRUCTURAL STEEL ITEM. THE CONTRACTOR IS URGED TO MAKE A DETAILED COUNT OF ALL HARDWARE NECESSARY AS REQUIRED TO COMPLETE THE WORK AS SHOWN ON THESE PLANS. BOLT LENGTHS SHALL BE FIELD VERIFIED BY THE CONTRACTOR TO ALLOW 1/2" INCH MINIMUM PROJECTION BEYOND THE NUT IN SNUG POSITION, AND HAVE SUFFICIENT THREAD LENGTH TO TIGHTEN AS MUCH AS NECESSARY.
30. ALL RIVETS REMOVED FROM THE TRUSS SHALL BE REPLACED WITH AASHTO M-164 (ASTM A 325 TYPE 1) HIGH STRENGTH BOLTS OF EQUIVALENT DIAMETER. ANY RIVET OR BOLT HOLES NOT OTHERWISE REPLACED SHALL BE FILLED WITH A HIGH STRENGTH BOLT.
31. ALL BOLT HOLES IN WOOD AND STEEL SHALL BE 1/16" LARGER THAN THE BOLT UNLESS NOTED OTHERWISE ON THE PLANS.
32. ANCHOR BOLTS FOR THE TRUSS AND STRINGERS AT THE EXPANSION ABUTMENT WILL HAVE A 1/8" GAP BETWEEN THE BOTTOM OF THE NUT AND THE TOP OF THE WASHER. BURR THE THREADS ON ALL ANCHOR BOLTS TO PREVENT REMOVAL OF THE NUTS.
33. AN ORNAMENTAL PEDESTRIAN RAILING SHALL BE USED ON THIS PROJECT. DETAILS FOR FABRICATION OF THIS ORNAMENTAL RAIL ARE SHOWN ON SHEET BR109. THIS WORK SHALL BE PAID FOR AS ITEM 525J5 METAL HAND RAILING.
34. ALL EXISTING STEEL TO REMAIN WILL BE CLEANED AND RECEIVE A PRIME COAT AND TWO TOP CATS IN ACCORDANCE WITH STATE OF VERMONT AGENCY OF TRANSPORTATION SUPPLEMENTAL SPECIFICATION 513 "PROTECTIVE COATINGS". THE FINAL TOP COAT SHALL BE AFTER THE BRIDGE IS IN PLACE AND ALL OTHER WORK IS COMPLETE. THE CONTRACTOR IS ALERTED THAT ALL EXISTING STEEL MAY CONTAIN LEAD BASED PAINT. APPROPRIATE PRECAUTIONS SHALL BE OBSERVED AS SPECIFIED IN ITEM 513.36.

35. THE ORNAMENTAL PEDESTRIAN RAILING ASSEMBLY WILL BE PAINTED IN ACCORDANCE WITH STATE OF VERMONT AGENCY OF TRANSPORTATION SUPPLEMENTAL SPECIFICATION SECTION 513 - PROTECTIVE COATINGS. THE RAIL IS TO RECEIVE A PRIME COAT AND A TOP COAT PRIOR TO ASSEMBLY.
36. TIMBER DECK PLANKS SHALL BE DRESSED OR ROUGH DRY SIZE 4 x 12 SOUTHERN PINE (NO. 2 OR BETTER).
37. TIMBER DECK PLANKS SHALL BE PLACED WITH A TIGHT JOINT BETWEEN PLANKS TO ALLOW FOR SEASONING SHRINKAGE. IF ACTUAL DECK PLANK TO BE INSTALLED ARE NOT ANTICIPATED TO SHRINK, THEN A 1/8" GAP SHALL BE LEFT BETWEEN PLANKS.
38. THE ITEM 522.25 STRUCTURAL LUMBER AND TIMBER (TREATED) IS FOR ALL THE WORK ASSOCIATED WITH THE LUMBER AND TIMBER NECESSARY TO CONSTRUCT THE BRIDGE AS DETAILED ON THESE PLANS, INCLUDING BUT NOT LIMITED TO CUTTING AND DRILLING.
39. LATERAL BRACING RODS SHALL BE CAREFULLY TIGHTENED SNUG TIGHT IN A MANNER THAT AVOIDS RACKING THE BRIDGE OUT OF SHAPE OR OUT OF SQUARE.
40. THE CONTRACTOR IS REQUIRED TO COORDINATE WORK AS NECESSARY WITH THE WATERLINE/SIDEWALK CONTRACTOR.
41. ASSEMBLY OF THE EXISTING TRUSS MEMBERS SHALL BE IN ACCORDANCE WITH SECTION 506 OF THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION.
42. TIMBER CURB SHALL BE DRESSED OR ROUGH DRY SIZE 6 x 6 SOUTHERN PINE (NO. 2 OR BETTER).
43. ALL HARDWARE (BOLTS, WASHERS, NUTS, "C" CLIPS, ETC.) SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M-232 (ASTM A153) UNLESS OTHERWISE NOTED IN PLANS, WHERE REQUIRED, OVERSIZE NUTS SHALL BE PROVIDED FOR GALVANIZING. FASTENERS SHALL RECEIVE INTERMEDIATE AND FINAL COATS OF PAINT AFTER INSTALLATION.
44. THE BRIDGE RAILING SHALL BE PAINTED BLACK (FEDERAL COLOR CHIP NO. 27038) AS DESCRIBED UNDER VERMONT SPECIFICATION SECTION 513 "PROTECTIVE COATINGS". THE CONTRACTOR IS RESPONSIBLE FOR PAINTING ALL NEW STRUCTURAL STEEL, INCLUDING A PRIME COAT AND TWO TOP COATS, PAID FOR UNDER ITEMS 513.30, 513.36 AND 513.4I.

COFFERDAM NOTES

45. COFFERDAM LIMITS TO BE DETERMINED BY THE CONTRACTOR.
46. THE PAY LIMITS OF "COFFERDAM EXCAVATION", "ROCK" OR "EARTH" SHALL BE 2'-0" OUTSIDE THE PERIMETER OF THE FOOTING, UP TO EXISTING GROUND OR BOTTOM OF SUBBASE, WHICHEVER IS LOWER.
47. ONE FOOT UNDERCUT AS DETERMINED NECESSARY BY THE RESIDENT ENGINEER.
48. IF A COFFERDAM IS CONSTRUCTED WHICH IS LARGER THAN THE INDICATED COFFERDAM EXCAVATION PAY LIMITS, PAYMENT FOR ALL UNCLASSIFIED CHANNEL EXCAVATION, INCLUDING THAT PORTION WHICH IS INSIDE THE COFFERDAM BUT OUTSIDE THE COFFERDAM EXCAVATION PAY LIMITS, WILL BE MADE AT THE CONTRACT UNIT PRICE FOR UNCLASSIFIED CHANNEL EXCAVATION.

STATE OF VERMONT			
AGENCY OF TRANSPORTATION			
Town Of	WEST RUTLAND	Bridge No.	xx
Highway No.	CLARENDON AVE.	Log Sta.	
		Surv. Sta.	
PEDESTRIAN BRIDGE OVER CLARENDON BROOK			
GENERAL NOTES			
Designed By	L. HARDEN	Drawn by	Wm WEATHERBY
Checked By	M. OLSTAD	Bridge Design Supervisor	M. OLSTAD
	4/2002	Date	4/2002
PROJECT	WEST RUTLAND	PROJECT NO.	ST WALK (III)
I.G.C. Info.			
Bridge Sheet No.	BRI03	Sheet	5 OF 12

