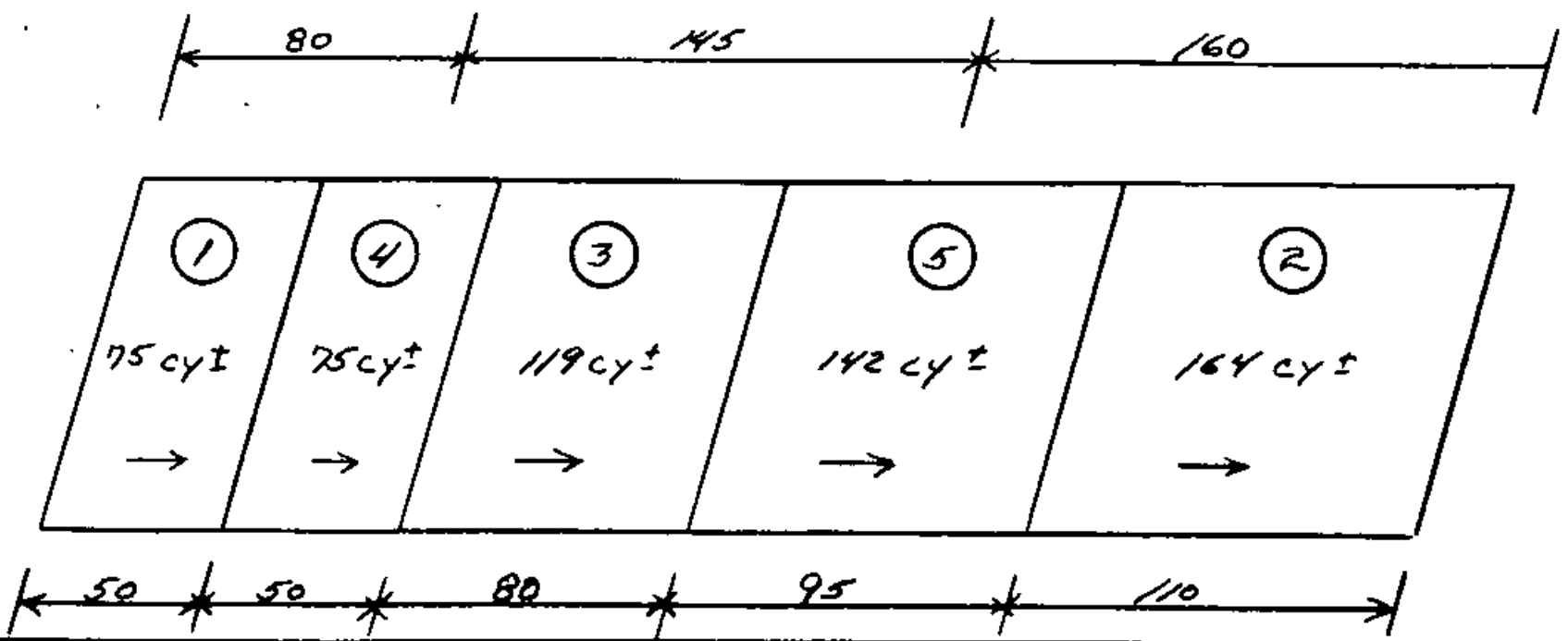


- BEARING DEVICE NOTES**
- THE WELD BETWEEN THE SOLE PLATE AND BOTTOM FLANGE SHALL BE SMAW 8018(C3). AREAS OF GALVANIZING ON THE SOLE PLATE DESTROYED IN THE WELDING PROCESS SHALL BE PAINTED WITH A ZINC RICH PAINT.
  - ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM WITH THE REQUIREMENTS OF SECTION 714.16. BOLTS SHALL BE 1-1/2" Ø WITH HEAVY HEX NUTS AND 3/8" WASHERS (GALVANIZED ASTM A-153). ANCHOR BOLTS PAID FOR UNDER ITEM 506.99, "BEARING DEVICE ASSEMBLY".
  - BEARING DEVICE DESIGN, MANUFACTURE, AND MATERIAL SPECIFICATIONS SHALL CONFORM TO THE GENERAL SPECIAL PROVISIONS AND SPECIAL PROVISIONS OF SECTION 731.
  - BEARING DEVICES SHALL BE PAID FOR AT THE UNIT BID PRICE FOR ITEM 506.99, "BEARING DEVICE ASSEMBLY".
  - CONCRETE SURFACES UNDER BEARINGS SHALL BE LEVEL.
  - ALTERNATE CONFIGURATIONS MAY BE SUBMITTED FOR APPROVAL PROVIDED THE DESIGN LOADS ARE SATISFIED AND THE ANCHOR BOLT SYSTEM AND PLACEMENT IS MAINTAINED.
  - THE DESIGN LOADS FOR THE BEARINGS ARE AS FOLLOWS:
 

	BEARING	TRANSVERSE	LONGITUDINAL
ABUT. # 1	120 K	3 K	N/A
PIER # 1	310 K	7.5 K	25 K
PIER # 2	470 K	10 K	N/A
ABUT. # 2	180 K	5.5 K	N/A
  - BEARING BASE PLATES SHALL BE PLACED ON A 1/8" FABRIC PAD AS SPECIFIED IN SECTION 731.02 OR 731.02.
  - IF A BEARING DEVICE SCHEME OTHER THAN THE ONES SHOWN IS USED, THE BEAM SEAT ELEVATIONS MAY HAVE TO BE ADJUSTED ACCORDINGLY.

- GENERAL NOTES**
- THE CONTRACTOR IS HEREBY NOTIFIED THAT CONSTRUCTION OF PIER # 2 IS VERY CLOSE TO THE CANADIAN-PACIFIC RAILROAD AND RELATED UTILITIES. SEE THE SPECIAL PROVISIONS REGARDING INSURANCE, AS MODIFIED IN SUBSECTION 103.10.
  - ALL PILES SHALL HAVE REINFORCED TIPS IN ACCORDANCE WITH THE SPECIAL PROVISIONS OF SECTION 505.
  - ALL THE GENERAL NOTES, EXCEPT # 2, FROM STANDARD SCB-D1-75 APPLY TO THIS PROJECT.
  - THE DECK SHALL BE PLACED IN TWO POURS:  
1st POUR - PLACE IN SEQUENCE SECTIONS 1, 2, AND 3 IN DIRECTION INDICATED.  
2nd POUR - PLACE IN SEQUENCE SECTIONS 4 AND 5 IN DIRECTION INDICATED.
- THERE SHALL BE A MINIMUM OF 96 HOURS BETWEEN POURS. AT LEAST ONE WEEK PRIOR TO PLACING ANY BRIDGE DECK CONCRETE, THE CONTRACTOR SHALL REVIEW HIS PROPOSED PROCEDURE WITH THE ENGINEER. THIS PROCEDURE SHALL INCLUDE PLANS FOR ADEQUATE LABOR, EQUIPMENT AND MATERIAL SUPPLY TO COMPLETE THE PLACEMENT OF POUR 1 AND POUR 2 WITHIN AN 8 HOUR PERIOD. IF, DURING THE PLACEMENT, UNFORSEEN CIRCUMSTANCES MAKE PLACEMENT WITHIN THE 8 HOURS IMPOSSIBLE, THE CONTRACTOR SHALL BE PREPARED TO PLACE A BULKHEAD AS DIRECTED BY THE ENGINEER TO LIMIT THE PLACEMENT TO 8 HOURS. IT MAY BE NECESSARY FOR THE CONTRACTOR TO FURNISH TWO CREWS AND TWO FINISHING MACHINES IN ORDER TO MEET THE ABOVE PLACEMENT REQUIREMENTS.



**REFERENCE STANDARDS**

E-3	12/15/78 R
E-7	2/2/83
E-7a	4/8/82 R
G-1	12/25/84 R
G-1d	12/16/80 R
SB-R4A-82	12/14/81 R
SCB-D1-75	9/14/81 R
SCB-D6-73	1/3/79 R
SCB-D7-71	12/15/76 R

**STATE OF VERMONT**  
**AGENCY OF TRANSPORTATION**

TOWN OF **ST. JOHNSBURY** Bridge No. **1**  
Log Sta. **60+0**

HIGHWAY NO. **I-91 NORTH CONNECTOR** Surv. Sta. **60+0**

**BORING LOG & NOTES**  
**I-91 NORTH CONNECTOR OVER PASSUMPSIC RIVER**

Designed by **G.V. SPILAK** Drawn by **G. KLINEFELTER**  
Checked by **M. GARCIA** date **6-84** Bridge Design Supervisor **RS HAUPT** date **10-84**

PROJECT **ST. JOHNSBURY** PROJECT NO. **DP-FE-041-1 (10)**  
Bridge Sheet No. **BR 104** Sheet **62** of **229**