

GENERAL NOTES:

1. A FIELD SURVEY WAS CONDUCTED BY VAOT, IN WHICH THE FACES OF ABUTMENTS AND PIER SURFACES OF THE EXISTING BRIDGES WERE LOCATED. THIS INFORMATION WAS THEN USED, IN COMBINATION WITH ORIGINAL BRIDGE DESIGN PLANS, TO DEVELOP THE APPROXIMATE EXISTING STRUCTURE INFORMATION SHOWN IN THESE PLANS. THE ORIGINAL BRIDGE DESIGN PLANS ARE INCLUDED IN THIS PLAN SET, AND ARE FOR INFORMATION ONLY. TRAFFIC CONTROL PLANS WERE DEVELOPED BASED SOLELY ON ORIGINAL HIGHWAY DESIGN PLANS. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ANY AND ALL DIMENSIONS APPLICABLE TO THIS PROJECT.
2. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" (1990) AND ITS LATEST REVISIONS, AND AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" (1996) AND ITS LATEST REVISIONS.
3. DESIGN IS FOR HS-25 LOADING APPLIED IN ACCORDANCE WITH THE PROVISIONS OF AASHTO STANDARD SPECIFICATIONS.
4. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68°F, UNLESS SHOWN OTHERWISE.
5. ANY REFERENCE TO "LEFT" AND/OR "RIGHT" ON THE PLANS OR IN THE NOTES REFERS TO THE DIRECTION OF STATIONING AND NOT THE DIRECTION OF TRAFFIC.
6. ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO DESIGNATION M270, GRADE 50W, EXCEPT AS NOTED IN THE PLANS.
7. THE FOLLOWING TABLE OF DESIGN STRENGTHS APPLIES TO THESE PLANS FOR DESIGN PURPOSES:
 CONCRETE: $f'_c = 4,000$ PSI (BRIDGE DECKS)
 $f'_c = 3,500$ PSI (PIERS AND ABUTMENTS)
 EXISTING STRUCTURAL STEEL (BR 49N&S): AASHTO M165
 $F_y = 33,000$ PSI
 NEW STRUCTURAL STEEL: AASHTO M270, GR50W
 $F_y = 50,000$ PSI
 EXISTING REINFORCING STEEL:
 $F_y = 40,000$ PSI (GRADE 40)
 NEW REINFORCING STEEL:
 $F_y = 60,000$ PSI (GRADE 60)
 NEW STEEL PIPE PILES: ASTM 252 GRADE 2
 $F_y = 35,000$ PSI
8. ALL CONNECTIONS OF UNPAINTED MEMBERS SHALL BE MADE WITH 7/8" DIAMETER AASHTO M-164, TYPE 3 BOLTS IN 15/16" DIAMETER HOLES, EXCEPT AS NOTED IN THE PLANS. ALL CONNECTIONS OF PAINTED OR GALVANIZED MEMBERS SHALL BE MADE WITH AASHTO M-164 TYPE 1 GALVANIZED BOLTS. NEW OR EXISTING BOLTS THAT HAVE BEEN FULLY TIGHTENED SHALL NOT BE RE-USED.
9. WHERE CONNECTIONS ARE NOT DETAILED ON THE PLANS, THEY SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
10. ALL WELDING AND DIMENSIONAL TOLERANCES OF WELDED MEMBERS SHALL CONFORM TO THE LATEST ANSI / AASHTO / AWS BRIDGE WELDING CODE AND ITS LATEST REVISIONS.
11. WHERE GALVANIZING HAS BEEN REMOVED BY ANY MEANS FROM ANY BRIDGE COMPONENTS, INCLUDING DOWNSPOUTS AND ASSOCIATED HARDWARE, IT SHALL BE REPAIRED IN ACCORDANCE WITH SECTION 513 OF THE SPECIFICATIONS. COSTS FOR THIS WORK SHALL BE SUBSIDIARY TO THE ITEM UNDER WHICH THE GALVANIZED COMPONENT IS PROVIDED.
12. ANY FORM BRACKET HOLES (IF REQUIRED) IN FASCIA STRINGERS OR STRINGER WEBS SHALL BE FILLED WITH BUTTONHEAD OR HEX-HEAD BOLTS, TYPE 3. FORM BRACKETS SHALL BE DESIGNED BY THE CONTRACTOR - MAXIMUM SPACING SHALL NOT EXCEED 4'-0" (TYP.).
13. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE.
14. REINFORCEMENT PLACING TOLERANCES SHALL BE:
 SPACING +/- 1"
 CLEARANCE +/- 1/4"
15. MINIMUM COVER FOR REINFORCING STEEL (EXCEPT IN THE DECK) SHALL BE 2" IN BACK FACES OF SUBSTRUCTURES AGAINST EARTH, 4" IN PIER COLUMNS AND CAP BEAMS, AND 3" ELSEWHERE, UNLESS OTHERWISE SHOWN.
16. FLAME CUTTING OF EPOXY COATED REINFORCING STEEL SHALL NOT BE PERMITTED.
17. ALL DECK SLAB, CURTAINWALL, AND EXPANSION JOINT HEADER CONCRETE SHALL BE ITEM 501.221, "CONCRETE, CLASS A QC/QA", IN ACCORDANCE WITH THE SPECIAL PROVISIONS. ALL BRUSH CURB CONCRETE SHALL BE ITEM 501.60, "SILICA-FUME CONCRETE". ALL SUBSTRUCTURE CONCRETE SHALL BE ITEM 501.25, "CONCRETE, CLASS B", EXCEPT AS SHOWN IN THE PLANS.
18. ALL EXPOSED EDGES OF CONCRETE IN THE SUBSTRUCTURE AND THE SUPERSTRUCTURE SHALL BE CHAMFERED 1" X 1", UNLESS OTHERWISE SHOWN.
19. ABUTMENT CONCRETE ABOVE THE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL GIRDERS HAVE BEEN ERECTED, BEAM PROFILES HAVE BEEN TAKEN, AND FINAL FINISH GRADE OF DECK IS ESTABLISHED BY THE ENGINEER.
20. BRIDGE SEATS SHALL BE SLOPED 1/2" PER FOOT EXCEPT UNDER BEARING PLATES WHERE THE SURFACE SHALL BE LEVEL WITH A CONSTRUCTION TOLERANCE OF 0.005 RADIANS, UNLESS OTHERWISE SHOWN IN THE PLANS. THE ENTIRE BRIDGE SEAT SHALL BE SMOOTH STEEL TROWEL FINISHED.
21. IN ALL HORIZONTAL AND VERTICAL CONSTRUCTION JOINTS, SHEAR KEYS SHALL BE FORMED AS SHOWN IN THE TYPICAL BRIDGE DETAILS, BRIDGE SHEET C-46, AND THEY SHALL BE CONTINUOUS UP TO 3" FROM EACH END OF THE JOINT. THE UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
22. POLYURETHANE JOINT SEALER SHALL BE USED IN CURB CONSTRUCTION JOINTS OR AT FIXED END CURB JOINTS AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THE CURB JOINT DETAILS SHOWN IN THE TYPICAL BRIDGE DETAILS, BRIDGE SHEET C-46.
23. THE COST OF INSTALLING PVC WATERSTOPS, AS SHOWN IN THE PLANS, SHALL BE SUBSIDIARY TO ITEM 501.25, "CONCRETE CLASS B". THE TYPE OF PVC WATERSTOP TO BE USED SHALL BE SUBMITTED BY THE CONTRACTOR TO THE ENGINEER FOR APPROVAL.
24. NOT USED.

STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	MIDDLESEX-BOLTON	Bridge No.	
Highway No.	I-89	Log Sta.	
		Surv. Sta.	
GENERAL NOTES (1 OF 2)			
Designed By	P.W. SZUSTAK	Drawn By	R.A. BOTZENHART
Checked By	Date	Bridge Design Supervisor	
J.P. HALSTEAD	10/99	J.P. HALSTEAD	Date 10/99
PROJECT	MIDDLESEX-BOLTON	PROJECT NO.	IM-089-2(26)
TVGA CAD Drawing No.	genotes	Date	10/99
Bridge Sheet No.	C-7	Sheet	7 of 307

