

**GENERAL NOTES:**

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE LATEST AASHTO SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, DATED 1996, AND ITS LATEST REVISIONS.
2. A FIELD SURVEY WAS CONDUCTED BY VAOT, IN WHICH THE FACES OF THE ABUTMENTS AND PIER SURFACES WERE LOCATED, LOCATION OF THE GIRDERS, CURB AND FASCIA OF THE SUPERSTRUCTURE WERE ALSO ESTABLISHED ALONG WITH GROUND FEATURES WITHIN THE PROJECT AREA. THIS INFORMATION WAS THEN USED IN COMBINATION WITH THE ORIGINAL BRIDGE DESIGN PLANS TO DEVELOP THE EXISTING STRUCTURE INFORMATION DEPICTED IN THESE PLANS. THE ORIGINAL BRIDGE DESIGN PLANS ARE INCLUDED IN THIS SET. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ANY AND ALL DIMENSIONS APPLICABLE TO THIS PROJECT.
3. ALL DIMENSIONS SHOWN ARE EITHER HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F.
4. ALL EXPOSED EDGES OF ANY NEW CONCRETE SHALL BE CHAMFERED 1" x 1" UNLESS OTHERWISE NOTED. WHENEVER NEW CONCRETE IS PLACED AGAINST EXISTING CONCRETE, THE EXISTING SURFACE SHALL BE CLEANED AS CALLED FOR IN SECTION 501.13.
5. JOINTS AND SCORE MARKS SHALL BE MONOLITHIC AND CONTINUES FOR THE FULL LENGTH OF THE JOINT. ANY UPWARD KEY SHALL BE INTEGRAL WITH THE CONCRETE BELOW JOINT.
6. REINFORCEMENT PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:  
 SPACING: +/- 1"  
 CLEARANCE: +/- 1/4"
7. ALL NEW REINFORCING STEEL SHALL CONFORM TO AASHTO M31(ASTM A615) GRADE 60 AND SHALL BE EPOXY COATED UNLESS OTHERWISE STATED AND PAID FOR UNDER ITEM 507.17. IF AND WHEN ANY EPOXY COATED REINFORCING STEEL HAS TO BE CUT IN THE FIELD, THE UNCOATED ENDS SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE COATING MANUFACTURER. FLAME CUTTING OF EPOXY COATED REBAR WILL NOT BE PERMITTED.
8. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE, BOTH NEW AND EXISTING (INCLUDING ABUTMENTS, WINGWALLS AND PIERS), EXCEPT THE BOTTOM OF THE DECK BETWEEN THE DRIP BEADS.
9. DECK CONCRETE SHALL BE "CONCRETE, HIGH PERFORMANCE CLASS A" APPROACH SLABS, ABUTMENT AND PIER CONCRETE SHALL BE "CONCRETE, HIGH PERFORMANCE CLASS B," UNLESS OTHERWISE NOTED.
10. ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE" SHALL INCLUDE THE REMOVAL AND DISPOSAL OF THE EXISTING CONCRETE DECK, ABUTMENT CURTAIN WALLS, GRANITE CURBS, BEARING DEVICES AND GIRDER SHEAR CONNECTORS.
11. THE ITEM 529.25, "REMOVAL OF CONCRETE OR MASONRY," SHALL INCLUDE THE PARTIAL REMOVAL OF THE EXISTING WINGWALLS AS DETAILED IN THE PLANS AND THE EXISTING PIER CAPS TO THE ELEVATIONS INDICATED IN THE PLANS.
12. PAYMENT FOR REMOVAL OF THE EXISTING BITUMINOUS CONCRETE PAVEMENT ON THE BRIDGE SHALL BE MADE UNDER THE ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT." THE MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF PROPERLY AT AN OFFSITE LOCATION.
13. NOT USED
14. NOT USED
15. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION PROJECT SIGNING AND BARRICADES, AND WILL BE PAID FOR UNDER THE ITEM 641.10 "MINTENANCE OF TRAFFIC CONTROL".
16. NOT USED
17. NOT USED

**CONSTRUCTION SCOPE:**

- THE SCOPE OF CONSTRUCTION INCLUDES BUT IS NOT LIMITED TO THE FOLLOWING:
- PROJECT SIGNING AND MOBILIZATION
  - TRAFFIC CONTROL FOR INTERSTATE 91 AND US 5
  - INSPECTION, LOADING, TRANSPORTATION AND CONSTRUCTION OF TWO-WAY TEMPORARY BRIDGE USING VTRANS BEAMS. SEE PROJECT SPECIAL PROVISIONS FOR THE LOCATION OF BEAMS.
  - COMPLETE REMOVAL OF EXISTING CONCRETE DECK AND APPERTENANCES
  - SUPPORTING THE EXISTING STEEL AND REMOVAL OF EXISTING BEARINGS
  - REPAIRING DETERIORATED SUBSTRUCTURE CONCRETE
  - REMOVE EXISTING SHEAR CONNECTORS
  - INSTALLING SHEAR CONNECTORS ON EXISTING GIRDERS
  - REPLACING ALL EXISTING BEARINGS
  - CONSTRUCTING NEW CONCRETE DECK
  - CONSTRUCTING NEW EXPANSION JOINTS
  - CONSTRUCTING NEW BRIDGE RAILING
  - CONSTRUCTING NEW APPROACH SLABS
  - INSTALLING SHEET MEMBRANE TORCH APPLIED WATERPROOFING SYSTEM ON NEW CONCRETE DECK
  - PAVING BRIDGE DECK AND APPROACHES
  - APPLYING WATER REPELLANT TO EXPOSED CONCRETE SURFACES
  - INSTALLING GUARDRAIL APPROACHES
  - TIEING INTO EXISTING GUARDRAIL
  - REMOVAL, TRANSPORTING AND STOCKPILING THE TEMPORARY BRIDGE
  - IN SECOND CONSTRUCTION SEASON COMPLETE CLEANING AND PAINTING OF SUPERSTRUCTURE STEEL
  - CLEAN UP OF CONSTRUCTION SITE AND COMPLETION OF PROJECT

18. PAVE THE BRIDGE AND APPROACH SLABS WITH 1/4" BITUMINOUS CONCRETE, TYPE IV BINDER COURSE, AND 1/2" BITUMINOUS CONCRETE TYPE III.
19. NOT USED
20. FOLLOWING REMOVAL OF THE DECK AND BEFORE DECK FORMS ARE SET, OR SHEAR STUDS INSTALLED, THE ENGINEER SHALL PROFILE ALONG THE TOP OF THE EXISTING BEAMS TO OBTAIN ELEVATIONS FOR USE IN DETERMINING THE FINISH GRADE AND FOR DETERMINING SHEAR STUD LENGTHS.
21. THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THERE ARE NO BOLT HOLES IN THE EXISTING FASCIA BEAMS THAT COULD BE USED TO SUPPORT FALSE WORK.
22. ALL EXISTING STRUCTURAL STEEL SHALL BE 100% CLEANED AND PAINTED PER SUPPLEMENTAL SPECIFICATION SECTION 513, AND GREASED PER SECTION 513.06(C). PAINT COLOR SHALL BE GREEN AND SHALL CONFORM WITH FEDERAL STANDARD NO. 595, COLOR CHIP NO. 14062. THE PAINTING AND SURFACE PERPARATION OF THE EXISTING STEEL SHALL BE PAID FOR AS ITEMS 513.30 "STRUCTURAL PAINTING, FIELD APPLIED", 513.36 "CONTAINMENT AND ENVIROMENTAL PROTECTION, FIELD", AND 513.41 "SURFACE PREPARATION, FIELD".
23. PAINTING OF THE SUPERSTRUCTURE STRUCTURAL STEEL SHALL BE PERFORMED AFTER THE COMPLETION OF THE COMPLETE DECK REPLACEMENT AND IN THE SECOND CONSTRUCTION SEASON.
24. SURFACE OF BRIDGE SEATS AT PIERS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER PORTIONS OF THE PIER SEAT AREAS SHALL BE SLOPED 1/2" PER FOOT AWAY FROM THE CENTER LINE OF THE PIERS. THE ENTIRE PIER BRIDGE SEAT SURFACES SHALL BE SMOOTH WITH EITHER A WOOD OR MAGNESIUM FLOAT FINISH.
25. THE CONTRACTOR SHALL PROTECT TRAFFIC UNDER THE BRIDGE IN SPANS 2 AND 4 BY USING ONE LANE CLOUSURES PER E-103 AND ERECTING PROTECTION BETWEEN STEEL STRINGERS. THE COST OF THIS WORK SHALL BE PAID FOR AS ITEM 527.11 "TRAFFIC PROTECTION FOR BRIDGE PROJECTS".
26. WHERE SHEAR CONNECTORS EXIST IN COMPRESSION ZONES OF EXISTING GIRDERS, CONTRACTOR SHALL CUT THE SHEAR CONNECTOR OFF AT THE TOP OF THE WELD WITHOUT DAMAGING THE TOP FLANGE.
27. THE EXISTING BRIDGE RAILING AND ALL OF THE COMPONENTS INCLUDING THE SNOW FENCE SHALL REMAIN THE PROPERTY OF THE STATE. WHEN REMOVED BY THE CONTRACTOR, THESE ITEMS SHALL BE STOCKED PILED AND DELIVERED TO THE WINDSOR GARAGE LOCATED OFF US 5 APPROXIMATELY TWO MILES SOUTH OF EXIT 9 INTERCHANGE WITH I-91. THE CONTRACTOR SHALL COORDINATE THE DELIVERY WITH THE RESIDENT AND DISTRICT ENGINEER. COST SHALL BE INCLUDED UNDER ITEM 525.10 REMOVAL OF EXISTING RAILING.
28. EPOXY BONDING COMPOUND USED BETWEEN EXISTING CONCRETE AND NEW CONCRETE SHALL BE INCLUDED IN THE UNIT COST OF THE NEW CONCRETE ITEM.

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STONE & WEBSTER, INC.

**STATE OF VERMONT  
AGENCY OF TRANSPORTATION**

Town Of	HARTLAND	Bridge No.	38
		Log Sta.	
Highway No.	1-91	Surv. Sta.	
GENERAL NOTES & CONSTRUCTION SCOPE			
Designed By	E. JOHNSTON	Drawn By	N. HERRERA
Checked By	Date	Bridge Design Supervisor	
E. JOHNSTON	DEC. 2000	E. JOHNSTON	Date FEB. 2001
PROJECT	HARTLAND	PROJECT NO.	IM 091-1(36)
Drawing Name	za272gcn.dgn		
Bridge Sheet No.		Sheet 14	of 85