

# PROJECT NOTES



## GENERAL

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT, AGENCY OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2002, AND ITS LATEST REVISIONS.
- ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AT 20 DEGREES CELSIUS, UNLESS NOTED OTHERWISE.
- ALL ITEMS REFERENCED ON SHEETS BR900 TO BR917 ARE INCLUDED IN THE SUMMARY OF BRIDGE QUANTITIES ON SHEET BR902, UNLESS NOTED OTHERWISE.
- EXISTING BRIDGE DESIGN PLANS ARE AVAILABLE FOR VIEWING AT THE BENNINGTON BYPASS OFFICE LOCATED 123 PHYLLIS LANE IN BENNINGTON, VERMONT.
- THE FOLLOWING SHALL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE"; REMOVAL AND DISPOSAL OF EXISTING CONCRETE, GRANITE CURBS, BRIDGE RAIL, SNOW FENCE AND EXPANSION JOINTS, AS DETAILED ON THE PLANS. REMOVAL OF BRIDGE PAVEMENT SHALL BE PAID FOR UNDER ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT".
- DIMENSIONS SHOWN ARE BASED ON THE 1971 DESIGN PLANS AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND EXISTING DETAILS NECESSARY FOR THE COMPLETION OF ALL WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUACY AND ACCURACY THEREOF, AND SHALL NOT ORDER ANY MATERIAL OR COMMENCE ANY FABRICATION UNTIL THEY HAVE MADE THE REQUIRED MEASUREMENTS ON THE EXISTING STRUCTURE. SOME PROPOSED DIMENSIONS ARE NOTED AS VERIFY IN FIELD OR "VIF". THIS IS DONE FOR EMPHASIS ONLY AND DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND DETAILS AS NOTED PREVIOUSLY.

## PAVEMENT REMOVAL NOTES

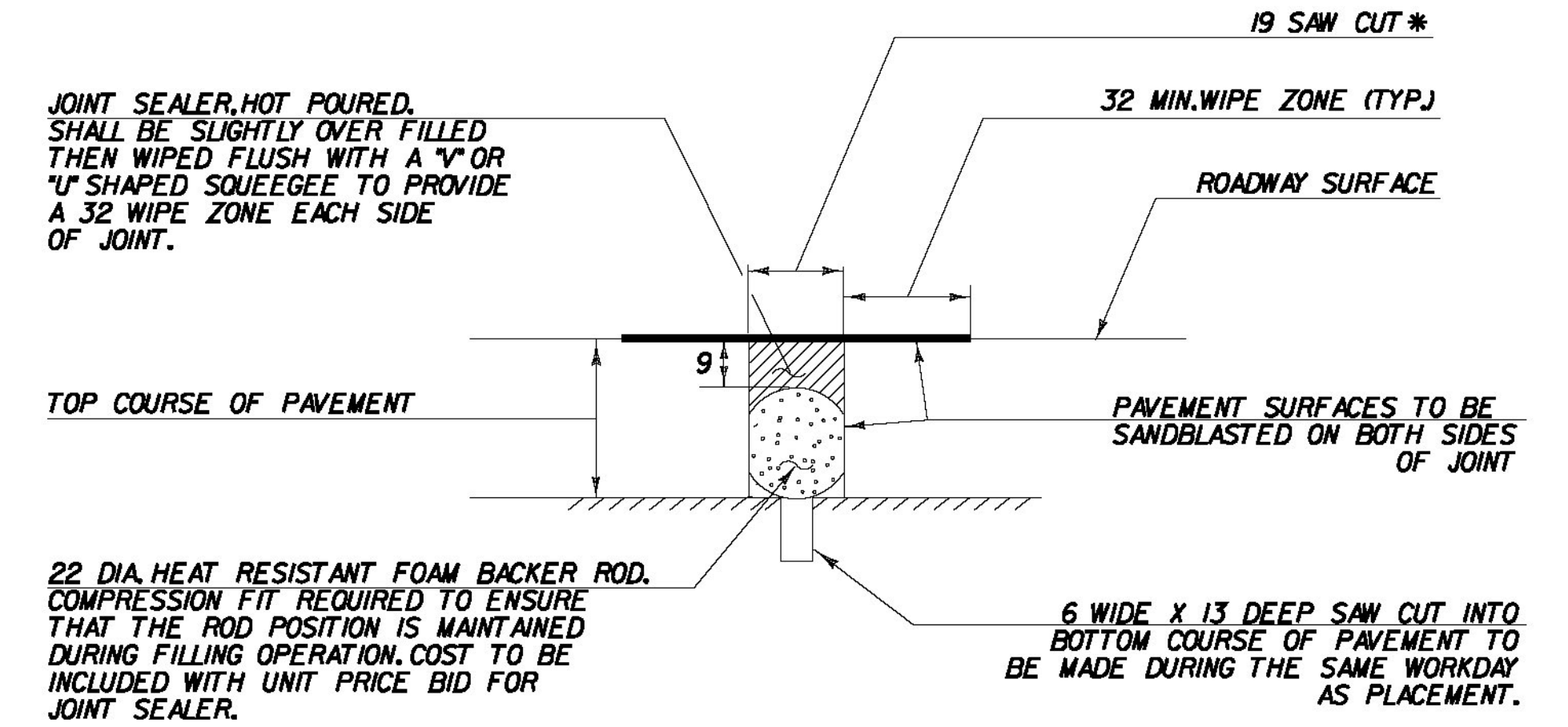
- THE FINAL 1/3 OF PAVEMENT ON THE CONCRETE BRIDGE DECK AND APPROACH SLABS SHALL BE REMOVED BY LOADER, GRADER OR EQUIPMENT APPROVED BY THE ENGINEER. COLD PLANING TO REMOVE BRIDGE PAVEMENT WILL BE INCIDENTAL TO ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT".
- DURING BRIDGE AND APPROACH SLAB PAVEMENT REMOVAL, THE CONTRACTOR SHALL EXERCISE CARE TO ENSURE THAT NO DAMAGE OCCURS TO THE EXISTING CONCRETE BRIDGE DECK AND THE EXISTING APPROACH SLABS. ANY DAMAGE TO THE CONCRETE BRIDGE DECK OR APPROACH SLABS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. REPAIRS SHALL BE MADE IN ACCORDANCE WITH SECTION 580.
- CARE SHALL BE TAKEN TO PROTECT ANY SCUPPERS OR DROP INLETS AT ALL STAGES OF CONSTRUCTION. ANY DAMAGE TO THESE STRUCTURES SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE.
- AFTER THE REMOVAL OF THE BRIDGE PAVEMENT, THE BARRIER MEMBRANE SHALL BE REMOVED AND THE CONCRETE BRIDGE DECK SHALL BE CLEANED AND PREPARED IN ACCORDANCE WITH SUBSECTION 580.04 AND TO THE SATISFACTION OF THE ENGINEER. REMOVAL OF THE BARRIER MEMBRANE AND THE CLEANING AND PREPARATION OF THE CONCRETE BRIDGE DECK WILL BE PAID FOR UNDER ITEM 580.16, "SURFACE PREPARATION FOR MEMBRANE".
- ONCE THE BARRIER MEMBRANE IS REMOVED, ANY AREAS ON THE CONCRETE BRIDGE DECK THAT ARE FOUND TO BE UNSOUND SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. THE ENGINEER SHALL MAKE A DETERMINATION AS TO HOW TO REPAIR THE DETERIORATED PORTION OF THE CONCRETE BRIDGE DECK AND THE LIMITS OF THE REPAIR. PAYMENT WILL BE MADE UNDER BID ITEMS 580.10, 580.11 OR 580.12, AS APPROPRIATE.
- UPON THE ENGINEER'S APPROVAL OF THE CONCRETE BRIDGE DECK'S CONDITION, ITEM 519.20, "SHEET MEMBRANE WATERPROOFING, TORCH APPLIED" SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 519.

## CONCRETE AND REINFORCING STEEL

- JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25.
- ITEM 541.0, WATER REPELLENT, SILANE, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF DECK BETWEEN DRIP BEADS.
- ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH AND APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE".
- MINIMUM COVER FOR REINFORCING STEEL SHALL BE 50 ALONG WALL FACES AGAINST EARTH, AND 75 ELSEWHERE, UNLESS DETAILED OTHERWISE.
- ALL REINFORCING STEEL SHALL BE PAID FOR UNDER ITEM 507.15, REINFORCING STEEL.
- REINFORCING PLACEMENT TOLERANCES SHALL BE:  
SPACING +/- 25  
CLEARANCE +/- 6
- 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 ON BRIDGE SHEET BR911.

## PROTECTIVE COATINGS

- ALL EXISTING STEEL MEMBERS, INCLUDING DOWNSPOUTS, SHALL BE CLEANED AND PAINTED IN ACCORDANCE WITH ITEM 900.645 SPECIAL PROVISION (OC/OA CLEAN) AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL AND ITEM 900.645 SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES). THE SURFACE PREPARATION SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM IN ACCORDANCE WITH THE REQUIREMENTS OF SSPC-SP10, "NEAR WHITE METAL BLAST CLEANING", EXCEPT FOR GALVANIZED DOWNSPOUTS. SURFACE PREPARATION AND PAINTING OF GALVANIZED DOWNSPOUTS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
- THE COLOR OF THE FINAL COAT OF PAINT SHALL BE BROWN, COLOR CHIP NO. 20059, CONFORMING TO SUBSECTION 708.03.
- THE ENDS OF THE BEAMS AT THE ABUTMENTS SHALL BE GREASE COATED IN ACCORDANCE WITH SUBSECTION 513.06(d)(11) OF THE SPECIFICATIONS.
- GALVANIZED MEMBERS, INCLUDING DOWNSPOUTS SHALL BE CLEANED AND PAINTED AS FOLLOWS:
  - THOROUGHLY CLEAN ALL GALVANIZED SURFACES USING CLEAN, CHLORINE FREE, POTABLE, PRESSURIZED WATER. REMOVE ALL LOOSE GALVANIZING, LOOSE RUST AND ALL OTHER DEBRIS IN ACCORDANCE WITH CONDITION WJ-4 OF SSPC-SP 12. USE PRESSURES FROM 3000 PSI TO 4000 PSI WITH A 0-DEGREE ROTATING TIP. ADJUST THE WATER PRESSURE AS NECESSARY TO MINIMIZE DAMAGE TO INTACT GALVANIZING. REMOVE ANY REMAINING LOOSE GALVANIZING OR LOOSE RUST USING POWER TOOLS IN ACCORDANCE WITH SSPC-SP 3. VERIFY THAT ANY MATERIAL THAT REMAINS IS TIGHT AND INTACT BY PROBING WITH A PUTTY KNIFE IN ACCORDANCE WITH THE REQUIREMENTS OF SSPC-SP 3.
  - VERIFY THAT SURFACES TO BE PAINTED ARE THOROUGHLY DRY PRIOR TO PAINTING. PAY PARTICULAR ATTENTION TO AREAS SUCH AS SEAMS, JOINTS, ETC., WHERE MOISTURE MAY COLLECT OR TAKE LONGER TO DRY. SPOT PRIME BARE STEEL OR RUSTED AREAS WITH THE EPOXY INTERMEDIATE COAT FROM THE APPROVED 3-COAT ORGANIC ZINC SYSTEM. APPLY FULL COAT OF PENETRATING SEALER. APPLY INTERMEDIATE EPOXY AND URETHANE FINISH COATS FROM THE APPROVED 3-COAT ORGANIC ZINC SYSTEM.



NOTE: PLACE JOINT SEALER, HOT Poured AT THE BEGINNING OF APPROACH SLABS.

\* JOINT IS TO BE LOCATED ACCURATELY BY STRING LINING, OR OTHER MEANS, PRIOR TO PAVING, SO THAT THE SAW CUTS WILL BE MADE DIRECTLY OVER THE BEGINNING OF APPROACH SLABS. JOINT SHALL BE CUT DRY IN A SINGLE PASS AND BE SEALED WITHIN 24 HOURS OR PRIOR TO EXPOSURE TO TRAFFIC. JOINT SHALL BE CLEANED PRIOR TO APPLYING THE JOINT SEALER.

## SAWED PAVEMENT JOINT DETAIL

N.T.S.

## STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of	BENNINGTON	Bridge No.	145
Highway No.	US ROUTE 7 SB OVER VT ROUTE 279 WB		

### GENERAL NOTES

Designed By	M. CHENETTE	Drawn By	E. ALLING
Checked By	Date	Bridge Design Supervisor	
M. CHENETTE	11/09	G. BOGUE	Date 11/09
PROJECT	BENNINGTON	PROJECT NO.	NH F019-(154)
L.G.C. info		Sheet 300 of 468	

