US 7 OVER VERMONT RAILWAY BR52

SPECIFIC NOTES

1. THERE ARE NO SCUPPERS ON THIS BRIDGE.

2. ALL WEEP PIPES SHALL BE SEALED OVER WITH SHEET MEMBRANE WATERPROOFING.

3. THERE ARE CONCRETE SHOULDERS AT THE CURBS WHICH SHALL BE REMOVED IN THEIR ENTIRETY. THIS WORK WILL BE PAID AS "PREPARATION OF CONCRETE SURFACE, CLASS I OR CLASS II" AS APPROPRIATE. THE CONCRETE SHOULDERS ARE BOTH APPROXIMATELY 3'-0" WIDE.

4. THE EXISTING JOINTS AT BOTH ABUTMENTS SHALL BE REPAIRED AS PER SHEET 9, DETAIL 2.

5. CONCRETE SHOULDERS SHALL BE ADDED AT THE METAL PLATE EXPANSION JOINTS AT THE PIERS AS SHOWN ON SHEET 10, DETAIL 6 WITH PAYMENT AS SHOWN. THE METAL DRAIN TROUGHS AT THE METAL PLATE EXPANSION JOINTS AT BOTH PIERS SHALL BE REPLACED WITH FABRIC TROUGHS AS PER SHEET 11. NO WORK, OTHER THAN THAT SHOWN, SHALL BE DONE ON THE METAL PLATE EXPANSION JOINT, UNLESS THE ENGINEER CONTACTS THE STRUCTURES DIVISION.

6. THE FINAL LIFT OF PAVEMENT SHALL BE 1/4 INCH HIGHER THAN THE TOP OF THE NEW CONCRETE SHOULDERS. CARE SHALL BE USED DURING THE PAVING OPERATIONS TO MAKE SURE NO BITUMINOUS CONCRETE PAVEMENT BECOMES LODGED IN THE EXPANSION JOINTS NOR ENTERS THE FABRIC TROUGHS.

7. THIS BRIDGE IS TO BE PAVED CURB TO CURB WITH 2 +/- INCHES OF BITUMINOUS CONCRETE PAVEMENT IN TWO COURSES. THE BOTTOM COURSE SHALL BE 1" +/- OF TYPE IV MIX AND THE TOP COURSE SHALL BE 1" +/- OF TYPE IV MIX. THE TOTAL THICKNESS OF EACH COURSE SHALL BE DETERMINED BY THE ENGINEER.

8. THE FOLLOWING GENERAL NOTES DO NOT APPLY TO THIS STRUCTURE: NOTES 29,30 AND 31.

9. SHEET 9, DETAILS 4&5 DO NOT APPLY TO THIS STRUCTURE.

US 7 OVER VERMONT RAILWAY BR54

SPECIFIC NOTES

1. THERE ARE SCUPPERS ON THE LOW SIDE OF THIS BRIDGE. SEE SHEET 10, DETAIL 12,3 FOR SCUPPER TREATMENT.

2. THERE ARE NO WEEP PIPES ON THIS BRIDGE.

3. THERE ARE CONCRETE SHOULDERS AT THE CURBS WHICH SHALL BE REMOVED IN THEIR ENTIRETY. THIS WORK WILL BE PAID AS "PREPARATION OF CONCRETE SURFACE, CLASS I OR CLASS II" AS APPROPRIATE. CONCRETE SHOULDERS ARE 3' WIDE ON THE HIGH SIDE AND 4' WIDE ON THE LOW SIDE.

4. THE EXISTING JOINT AT PIER #2 SHALL BE REPAIRED AS PER REPAIR DETAILS SHOWN ON THIS SHEET.

5. CONCRETE SHOULDERS SHALL BE ADDED AT THE METAL PLATE EXPANSION JOINT AT PIER #1 AS SHOWN ON SHEET 10, DETAIL 6 WITH PAYMENT AS SHOWN. THE METAL DRAIN TROUGH AT PIER #1 WILL BE REPLACED WITH A FABRIC TROUGH AS PER SHEET 11. NO WORK, OTHER THAN THAT SHOWN, SHALL BE DONE ON THE METAL PLATE EXPANSION JOINT UNLESS THE ENGINEER CONTACTS THE STRUCTURES DIVISION.

6. CONCRETE SHOULDERS SHALL BE ADDED AT THE SLIDING PLATE EXPANSION JOINTS AT BOTH ABUTMENTS AS SHOWN ON SHEET 10, DETAIL 7 WITH PAYMENT AS SHOWN. NO WORK, OTHER THAN THAT SHOWN, SHALL BE DONE ON THE SLIDING PLATE EXPANSION JOINTS UNLESS THE ENGINEER CONTACTS THE STRUCTURES DIVISION.

7. THE FINAL LIFT OF PAVEMENT SHALL BE 1/4 INCH HIGHER THAN THE TOP OF THE NEW CONCRETE SHOULDERS. CARE SHALL BE USED DURING THE PAVING OPERATIONS TO MAKE SURE NO BITUMINOUS CONCRETE PAVEMENT BECOMES LODGED IN THE EXPANSION JOINTS NOR ENTERS THE FABRIC TROUGHS.

8. THIS BRIDGE IS TO PAVED CURB TO CURB WITH 2+/- INCHES OF BITUMINOUS CONCRETE PAVEMENT IN TWO COURSES. THE BOTTOM COURSE SHALL BE 1"+/- OF TYPE IV MIX AND THE TOP COURSE SHALL BE 1"+/- OF TYPE IV MIX. THE TOTAL THICKNESS AND THE THICKNESS OF EACH COURSE SHALL BE DETERMINED BY THE ENGINEER.

9. THE FOLLOWING GENERAL NOTES DO NOT APPLY TO THIS STRUCTURE: NOTES 29,30, AND 31.

10. SHEET 9, DETAILS 2,4,AND 5 DO NOT APPLY TO THIS STRUCTURE.

11. THE ABUTMENTS SHALL BE PATCHED AS FOLLOWS:

A. CRACKS OR SPALLED AREAS WITH A DEPTH OF LESS THAN 1" ARE TO BE FILLED WITH CONCRETE, CLASS AA (QUICK SETTING). THIS WORK TO BE PAID AS CONCRETE, CLASS AA(QUICK SETTING.)

B. CRACKS OR SPALLED AREAS WITH A DEPTH GREATER THAN 1" ARE TO HAVE THEIR EDGES SAW CUT A MINIMUM DEPTH OF 1". THE CONCRETE WILL BE REMOVED TO A DEPTH OF 3/4" BELOW THE REINFORCING STEEL AND THE REBARS SHALL BE SAND BLASTED.

THIS WORK SHALL BE PAID AS "PREPARATION OF CONCRETE SURFACE, CLASS II"(MODIFIED). AN ESTIMATED 60 SQUARE YARDS HAS BEEN INCLUDED IN THE QUANTITIES FOR THIS WORK.

US 7 OVER MILL BROOK BR 56C

SPECIFIC NOTES

1. THERE ARE SCUPPERS ON BOTH SIDES OF THIS BRIDGE. SEE SHEET 10, DETAIL 12,3 FOR SCUPPER TREATMENT.

2. THERE ARE NO WEEP PIPES ON THIS BRIDGE.

3. THE EXISTING JOINTS AT BOTH ABUTMENTS SHALL BE REPAIRED AS PER SHEET 9, DETAIL 2.

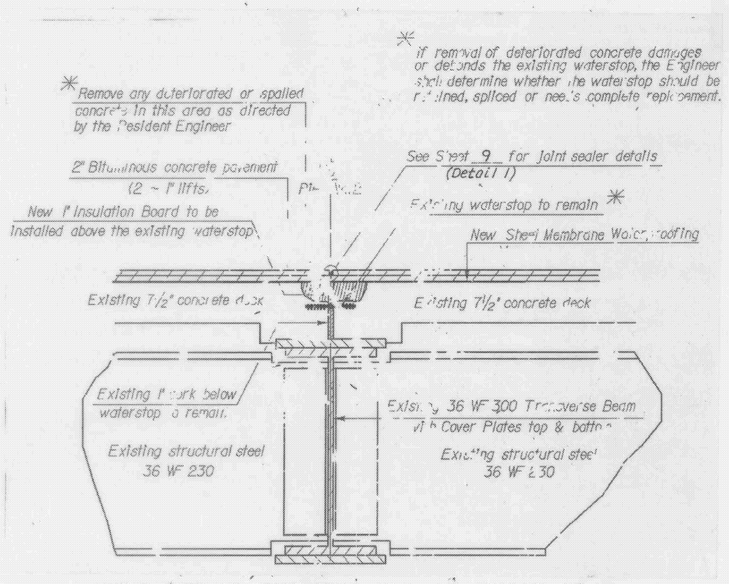
4. THERE ARE CONCRETE SHOULDERS AT THE CURBS WHICH WILL BE REMOVED IN THEIR ENTIRETY. THIS WORK WILL BE PAID AS "PREPARATION OF CONCRETE SURFACE, CLASS I OR CLASS II", AS APPROPRIATE. THE CONCRETE SHOULDERS ARE APPROXIMATELY 3'-0" WIDE DOWNSTREAM AND 2'-8" WIDE UPSTREAM.

5. THIS BRIDGE DECK IS TO BE PAVED CURB TO CURB WITH 2-1/2 INCHES OF BITUMINOUS CONCRETE PAVEMENT IN TWO COURSES. THE BOTTOM COURSE SHALL BE 1-1/2 INCHES OF TYPE IV MIX AND THE TOP COURSE SHALL BE 1 INCH OF TYPE IV MIX.

6. THERE ARE NO DRAIN TROUGHS OR DOWNSPOUTS ON THIS BRIDGE.

7. SHEET 9, DETAILS 4&5 DO NOT APPLY TO THIS STRUCTURE.

8. THE FOLLOWING GENERAL NOTES DO NOT APPLY TO THIS STRUCTURE: NOTES 29,30,AND 31.



REPAIR DETAILS FOR PIER Nº2 AT BRIDGE 54

NTS

STATEWIDE - SOUTHWEST REGION
BHF MEMB(20)
SHEET 40 OF 47
BRIDGE 54
FOR REFERENCE ONLY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

Town Of DORSET~MT. TABOR	Bridge No. 52, 54, 56C
Highway No. US 7	Log Sta. / Surv. Sta.
SPECIFIC NOTES	
Designed By G.S. Rogers	Drawn By D.W. Newton
Checked By G.S. Rogers Date June '87	Bridge Design Supervisor R.L. Oatley Date 6/87
PROJECT DORSET~MT. TABOR	PROJECT NO. F-DECK(21)S
L.G.C. Info.	
Bridge Sheet No.	Sheet 12 of 29

BR-6

BRUNING 44-232 64A42