

**GENERAL NOTES:**

1. ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION", 2001 AND ITS LATEST REVISIONS AND AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" 17TH EDITION AND ITS LATEST REVISIONS.
2. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 7 DEGREES CELSIUS UNLESS NOTED OTHERWISE.
3. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, BEAM PROFILES SHALL BE TAKEN. CONCRETE SHALL NOT BE PLACED ABOVE BRIDGE SEAT ELEVATIONS UNTIL AFTER PROFILES ARE COMPLETE TO THE SATISFACTION OF THE RESIDENT ENGINEER.

**CONCRETE NOTES:**

1. THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE AS FOLLOWS:
 

BACK FACES OF ABUTMENTS AND WINGWALLS AGAINST EARTH	50 mm
PIER CAPS AND PIER COLUMNS	100 mm
DRILLED SHAFTS (WITH PERMANENT CASING ABOVE ROCK SOCKET)	150 mm
DRILLED SHAFTS (ROCK SOCKET)	75 mm
APPROACH SLABS AND FOOTINGS	80 mm
OTHER LOCATIONS (UNLESS NOTED OTHERWISE)	75 mm
2. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:
 

SPACING	± 25 mm
CLEARANCE	5 mm
3. REINFORCING STEEL IN THE CONCRETE DECK, BRIDGE CURBS, APPROACH SLABS, BACKWALL, AND PIER CAPS 7 & 15, SHALL BE EPOXY COATED AND PAID UNDER ITEM 507.17. WHEN EPOXY COATED REBAR IS CUT, 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.
4. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT.
5. JOINTS AND SCORE MARKS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
6. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 mm X 25 mm.
7. THE DECK CONCRETE SHALL BE CLASS "A" QC/QA EXCEPT FOR BLOCKOUTS AT DECK END EXPANSION JOINTS. BRIDGE CURBS, WINGWALL CURBS, AND BLOCKOUTS AT EXPANSION JOINT ASSEMBLIES SHALL BE HIGH PERFORMANCE CLASS "A". APPROACH SLABS AND ALL OTHER CONCRETE EXCEPT FOR TREMIE SEALS AND DRILLED SHAFTS SHALL BE HIGH PERFORMANCE CLASS "B". SEE SUPPLEMENTAL SPECIFICATION SECTION 208 FOR TREMIE SEAL CONCRETE AND SPECIAL PROVISION 512 FOR DRILLED SHAFT CONCRETE REQUIREMENTS.
8. THE TOP SURFACES OF BRIDGE SEAT PEDESTALS UNDER THE BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED AS SHOWN IN THE PLANS. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH WITH A STEEL TROWEL FINISH.
9. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF DECK BETWEEN DRIP NOTCHES.
10. IN ORDER TO PREVENT MOVEMENT OF THE TEMPORARY BRIDGE DECK OVERHANG BRACKET DURING CONCRETE PLACEMENT, AS WELL AS TO PREVENT LATERAL DISTORTION OF THE GIRDER WEB, A DEEP OVERHANG BRACKET THAT IS BRACED BY THE BOTTOM FLANGE SHALL BE USED. ADEQUATE TEMPORARY SUPPORT AND BRACING SHALL ALSO BE USED TO PREVENT THE FASCIA GIRDER FROM TWISTING UNDER THE CONCRETE AND CONSTRUCTION LOADS. THE FASCIA OVERHANG BRACKET AND SUPPORT BRACING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE DESIGN AND STRUCTURAL DETAILS OF THE BRACKET AND SUPPORT SYSTEM SHALL BE SIGNED, STAMPED, AND DATED BY A PROFESSIONAL ENGINEER (STRUCTURAL OR CIVIL) AND SUBMITTED TO THE ENGINEER FOR APPROVAL. COST SHALL BE INCLUDED IN ITEM 501.221.

II. STAY IN PLACE FORMS WERE USED FOR THE BRIDGE DECK.

**ABUTMENT NOTES:**

1. ABUTMENTS SHALL BE CONSTRUCTED WITH CONCRETE TREMIE SEALS AS SHOWN IN THE CONTRACT PLANS. TREMIE SEALS SHALL BE COMPLETELY FOUNDED ON BEDROCK. ROCK SHALL BE REMOVED ONLY WHEN DIRECTED BY THE RESIDENT ENGINEER. THE COST OF TREMIE SEALS SHALL BE INCLUDED IN THE COFFERDAM ITEMS.
2. THE TOP OF THE TREMIE SEAL IN CONTACT WITH THE FOOTING SHALL HAVE A ROUGHENED SURFACE WITH AN AMPLITUDE OF 6 mm OR GREATER. COST SHALL BE INCLUDED IN THE COFFERDAM ITEMS.

**BRIDGE REMOVAL NOTES:**

1. THE REMOVAL OF THE EXISTING BRIDGE SHALL BE INCLUDED UNDER ITEM 529.15, REMOVAL OF STRUCTURE. THE REMOVAL OF THE EXISTING BRIDGE SHALL INCLUDE THE FOLLOWING:
  - THE COMPLETE REMOVAL OF THE SUPERSTRUCTURE AND ALL APPURTENANCES.
  - THE COMPLETE REMOVAL OF THE APPROACH SLABS.
  - THE REMOVAL OF ABUTMENT NO. 1 TO ELEVATION 30.0.
  - THE REMOVAL OF PIER NOS. 1 THROUGH 6 TO ELEVATION 23.5.
  - THE REMOVAL OF ABUTMENT NO. 2 TO ELEVATION 23.5.
2. THE REMOVAL OF THE EXISTING BRIDGE SHALL BE CONSIDERED A SINGLE REMOVAL ITEM FOR MEASUREMENT AND PAYMENT.
3. THE EXISTING BRIDGE PLANS INDICATE THE PRESENCE OF LEAD PAINT, FIBER TUBES, AND ASPHALTIC ASBESTOS COATING. THE REMOVED BRIDGE IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE MATERIALS REMOVED FROM THE EXISTING BRIDGE.

**STRUCTURAL STEEL NOTES:**

1. SEE SHEET SS 21 FOR STRUCTURAL STEEL NOTES.

8A. WHEN THE BRIDGE SEATS WERE POURED LOW SHIM PLATES WERE ADDED UNDER THE BEARINGS.

**STATE OF VERMONT  
AGENCY OF TRANSPORTATION**

Town Of	ALBURG-SWANTON	Bridge No.	2
Highway No.	VT 78	Log Sta.	
		Surv. Sta.	
VT 78 OVER MISSISQUOI BAY			
<b>GENERAL CONSTRUCTION NOTES</b>			
Designed By	S. M. HODGDON	Drawn By	C. L. CILLEY
Checked By	S. W. JOHNSON	Bridge Design Supervisor	S. W. JOHNSON
	Date 10/03	Date	10/03
PROJECT	ALBURG-SWANTON	PROJECT NO.	BRF 036-1 (1)
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**VANASSE HANGEN BRUSTLIN, INC.**