

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2001 STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, AND ITS LATEST REVISIONS, AND AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, AND ITS LATEST REVISIONS.
2. DESIGN IS FOR MS22.5 LOADING WITH NO ALLOWANCE FOR FUTURE PAVING. APPROACH SPAN SUPERSTRUCTURE DESIGN DONE BY LOAD FACTOR DESIGN METHOD. TRUSS SPAN SUPERSTRUCTURE DESIGN DONE BY SERVICE LOAD AND LOAD FACTOR DESIGN METHODS. SUBSTRUCTURE DESIGN DONE BY SERVICE LOAD DESIGN METHOD.
3. LOAD RATING PERFORMED BY STRENGTH AND SERVICEABILITY REQUIREMENTS, EXCEPT TRUSS MEMBERS. TRUSS MEMBER LOAD RATING PERFORMED BY STRENGTH REQUIREMENTS ONLY.
4. TRAFFIC SHALL BE MAINTAINED ON A ONE-WAY TEMPORARY BRIDGE LOCATED UPSTREAM OF THE EXISTING STRUCTURE DURING CONSTRUCTION.
5. ALL STRUCTURAL STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC).
6. THE FABRICATOR IS RESPONSIBLE FOR THE DESIGN OF ALL TRUSS MEMBER CONNECTIONS. SEE TRUSS NOTES ON SHEET 69 FOR ADDITIONAL INFORMATION.
7. ALL FIELD CONNECTIONS FOR GALVANIZED AND PAINTED STRUCTURAL STEEL SHALL BE MADE WITH GALVANIZED, 22 mm DIAMETER, TYPE 1 BOLTS MEETING THE REQUIREMENTS OF AASHTO M164M (ASTM A325M). HOLES SHALL BE 24 mm DIAMETER.
8. ALL FIELD CONNECTIONS FOR UNPAINTED M270M GRADE 345W STRUCTURAL STEEL SHALL BE 22 mm DIAMETER, TYPE 3 BOLTS MEETING THE REQUIREMENTS OF AASHTO M164M (ASTM A325M). HOLES SHALL BE 24 mm DIAMETER.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ENGINEERING AND RELATED COSTS ASSOCIATED WITH ANY DESIGN ALTERNATIVES. DESIGN ALTERNATIVES SHALL BE SUBMITTED TO THE VERMONT AGENCY OF TRANSPORTATION FOR REVIEW.
10. ALL WELDING SHALL CONFORM WITH THE PROVISIONS OF SUBSECTION 506.10.
11. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE APPROACH SPAN BEAMS SHALL BE TAKEN AS DIRECTED BY THE ENGINEER FOR USE IN DETERMINING FINAL GRADE.
12. ANY HOLES IN FASCIA BEAMS OR FASCIA GIRDER WEBS NOT OTHERWISE FILLED SHALL BE FILLED WITH ASTM A325 BOLTS. SEE STANDARD SPECIFICATION SECTION 506.19 FOR BOLT TENSIONING REQUIREMENTS.
13. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE".
14. MINIMUM COVER FOR REINFORCING STEEL SHALL BE 50 mm ALONG BACK FACES OF WALLS AGAINST EARTH, AND 80 mm ELSEWHERE. FOR BRIDGE DECK: 60 mm MIN. COVER FOR TOP REINFORCING, AND 40 mm MIN. COVER FOR BOTTOM REINFORCING.
15. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING \pm 25 mm
CLEARANCE \pm 5 mm
16. DECK AND CURB CONCRETE SHALL BE "CONCRETE, HIGH PERFORMANCE CLASS A". ALL OTHER CONCRETE SHALL BE "CONCRETE, HIGH PERFORMANCE CLASS B" UNLESS OTHERWISE DESIGNATED ON THE PLANS.
17. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 mm BY 25 mm.
18. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 40 mm PER METER. ABUTMENT AND PIER SEATS SHALL BE SLOPED FULL WIDTH. THE ENTIRE BRIDGE SEAT SURFACE SHALL HAVE A SMOOTH FLOATED FINISH.
19. FOR BRIDGE DECK POURS, THE MAXIMUM TIME LIMIT FOR ANY COMBINATION OF POURS DONE IN ONE DAY SHALL BE EIGHT HOURS. THERE SHALL BE A MINIMUM DELAY OF NINETY SIX HOURS BETWEEN THE COMPLETION OF ONE DAY'S POUR AND THE BEGINNING OF ANY OTHER POUR.
20. WHEN POURING THE APPROACH AND TRUSS SPAN DECKS, THE CONCRETE SHALL BE DEPOSITED PARALLEL TO THE CENTERLINE OF BEARING SO AS TO LOAD THE THE GIRDERS EQUALLY. THE CONCRETE SHALL REMAIN PLASTIC THROUGHOUT THE ENTIRE POURING SEQUENCE.
21. THE PLACEMENT OF A FOUNDATION SEAL SHALL CONFORM TO THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATION SECTION 208. THE SLUMP OF THE CONCRETE, CLASS C USED FOR A SEAL SHALL BE 8" \pm 1".
22. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF DECK BETWEEN DRIP BEADS.
23. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 20 DEGREES CELSIUS UNLESS OTHERWISE NOTED.
24. TRAFFIC SHALL BE ALLOWED ON THE NEW BRIDGE ONLY AFTER THE SPECIFIED CURE PERIOD HAS EXPIRED AND 28 DAY DESIGN STRENGTH HAS BEEN ATTAINED AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
25. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
26. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
27. IN STREAM CONSTRUCTION SHALL BE PERFORMED BETWEEN JUNE 1 AND OCTOBER 1, UNLESS THE CONTRACTOR OBTAINS PERMISSION FROM THE AGENCY OF NATURAL RESOURCES TO DO THE WORK OUTSIDE OF THAT TIME FRAME.
28. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND SPACING OF THE FASCIA OVERHANG BRACKETS; HOWEVER, SPACING SHALL NOT EXCEED 1200 mm.
29. ASSUMED UNIT WEIGHT OF SOIL IS 2243 kg/m³.
30. NO CONCRETE ABOVE THE ADJACENT BRIDGE SEATS SHALL BE PLACED UNTIL THE FINAL FINISHED GRADE OF THE DECK HAS BEEN ESTABLISHED, OR AS OTHERWISE PERMITTED BY THE ENGINEER.
31. THE STONE FILL, TYPE IV SHALL BE PLACED IN FRONT OF THE ABUTMENTS AND AROUND THE PIER PRIOR TO ERECTING THE STRUCTURAL STEEL.
32. PARTIAL REMOVAL OF STRUCTURE SHALL INCLUDE COMPLETE REMOVAL OF EXISTING SUPERSTRUCTURE AND REMOVAL OF THE EXISTING SUBSTRUCTURE TO THE LIMITS SHOWN ON THE CHANNEL SECTIONS. THIS WORK SHALL BE PERFORMED UNDER ITEM 529.15 "PARTIAL REMOVAL OF STRUCTURE".
33. THE 3/4" (19 mm) STEEL PLATES USED FOR TEMPORARY DECK REPAIRS AND THE TEMPORARY RAIL, BEAM, AND POSTS, ARE TO BE SALVAGED BY THE CONTRACTOR AND DELIVERED TO THE DISTRICT. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH PAUL GOULD, DISTRICT TECHNICIAN, AT (802) 251-2001. ALL WORK SHALL BE SUBSIDIARY TO ITEM 529.20, PARTIAL REMOVAL OF STRUCTURE.
34. ALL PILES SHALL BE ASTM A36 HP 360x108 BEARING PILES DRIVEN TO REFUSAL ON BEDROCK. THE ULTIMATE CAPACITY IS 1930 kN PER PILE.
35. ALL PILES SHALL BE FURNISHED WITH A REINFORCED PILE TIP OF PREFABRICATED CAST STEEL MEETING THE REQUIREMENTS OF ASTM A27. SEE STANDARD SPECIFICATION SECTION 505.04 (e).
36. FILL IN AREAS THROUGH WHICH PILES ARE DRIVEN SHALL HAVE A MAXIMUM STONE SIZE OF 230 mm.
37. 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.
38. THE EXISTING TRUSS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AFTER DEMOLITION.
39. THE APPROACH SPAN STRUCTURAL STEEL SHALL BE WEATHERING STEEL. ALL STRUCTURAL STEEL WITHIN A DISTANCE OF 2200 FROM THE EXPANSION END OF GIRDERS SHALL BE COATED WITH A PROTECTIVE PAINT SYSTEM. THIS WORK SHALL BE PAID UNDER ITEM 513.25, STRUCTURAL PAINTING, SHOP APPLIED (APPROACH), AND ITEM 513.40, SURFACE PREPARATION, SHOP (APPROACH). GREASING AND PAINTING OF STRUCTURAL STEEL SHALL CONFORM TO SUPPLEMENTAL SPECIFICATION 513. ALL TRUSS STRUCTURAL STEEL SHALL BE GALVANIZED.
40. THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE REMOVED STRUCTURAL STEEL 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 STRUCTURAL STEEL. IN AREAS WHERE THE EXISTING STEEL IS TO BE TORCH CUT THE PAINT SHALL BE REMOVED BY HAND TOOL CLEANING.

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	JAMAICA	Bridge No.	80
		Log Sta.	
Highway No.	VT. ROUTE 100	Surv. Sta.	
VT. ROUTE 100 OVER THE WEST RIVER			
GENERAL NOTES			
Designed By	JH	Drawn By.	MWS
Checked By	Date	Bridge Design Supervisor	
	RMR	LMM	Date 2/02
PROJECT	JAMAICA	PROJECT NO.	BRF013-1 (8)
I.G.C. Info.			
Bridge Sheet No.	Sheet 61 Of 116		

