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GENERAL NOTES :

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1990 AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES DATED 1992, AND ITS LATEST REVISIONS.
2. DESIGN IS FOR HS-25-44 LOADING.
3. 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).
4. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER BOLTS MEETING ASTM DESIGNATION A-325. HOLES SHALL BE 15/16" DIAMETER. CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STATE FOR APPROVAL.
5. ALL WELDING SHALL CONFORM WITH THE PROVISIONS OF STANDARD SPECIFICATIONS SUBSECTION 506.10.
6. ALL STRUCTURAL BOLTS CONNECTED TO STEEL MEMBERS SHOULD BE COATED IN ACCORDANCE WITH AASHTO M298, CLASS 50, TYPE I, EXCEPT AS NOTED.
7. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF BEAMS SHALL BE TAKEN AS DIRECTED BY THE ENGINEER FOR USE IN DETERMINING THE FINAL GRADE.
8. ANY HOLES IN FASCIA BEAMS OR FASCIA GIRDER WEBS NOT OTHERWISE FILLED SHALL BE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS.
9. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE".
10. MINIMUM COVER FOR REINFORCING STEEL IN SUBSTRUCTURE SHALL BE THREE (3) INCHES UNLESS OTHERWISE NOTED ON THE PLANS.
11. REINFORCING PLACEMENT TOLERANCES SHALL BE SPACING - 1" CLEARANCE - 1/4"
12. DECK CONCRETE SHALL BE "CONCRETE, CLASS A". CURB CONCRETE SHALL BE "SILICA FUME CONCRETE". ALL OTHER CONCRETE SHALL BE "CONCRETE CLASS B" UNLESS OTHERWISE DESIGNATED ON THE PLANS.
13. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" BY 1".
14. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 1/2" PER FOOT. ABUTMENT SEATS SHALL BE SLOPED FULL WIDTH TOWARD ABUTMENT FACE. PIER SEATS SHALL BE SLOPED EACH WAY FROM CENTER. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH WITH EITHER A WOOD OR MAGNESIUM FLOAT FINISH.
15. 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 DAYS POUR AND THE BEGINNING OF ANY OTHER POUR.
16. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF DECK BETWEEN DRIP NOTCHES.
17. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT.
18. NOTES ON BOLTED CONNECTIONS:
 - A. MECHANICALLY GALVANIZED AND PAINTED TYPE I BOLTS ARE TO BE USED FOR PAINTED M270 GRADE 50 AND PAINTED M270 GRADE 36 STRUCTURAL STEEL CONNECTIONS. FIELD PAINTING OF BOLTS TO INCLUDE INTERMEDIATE AND FINAL COATING SYSTEMS AFTER CONNECTION APPROVAL.
 - B. TYPE III BOLTS ARE TO BE USED FOR UNPAINTED M270 GRADE 50W STRUCTURAL STEEL CONNECTORS.
19. THE EXISTING STRUCTURE SHALL BE REMOVED UNDER ITEM 529.15, "BRG 79". THE EXISTING PIERS SHALL BE REMOVED DOWN TO 2' BELOW THE RIVER BED. THE EXISTING ABUTMENTS SHALL BE COMPLETELY REMOVED.
20. REMOVAL SHALL BE DONE IN A SAFE, WORKMANLIKE MANNER. EXISTING STRUCTURAL STEEL STRINGERS, STEEL BEAM GUARD RAILS, SHEET PILING AND TRAFFIC CONTROL SIGNALS SHALL REMAIN PROPERTY OF THE STATE AND WILL BE TRANSPORTED BY STATE FORCES. TRAFFIC CONTROL SIGNALS WILL BE SALVAGED ONLY AFTER THE CONTRACTOR HAS HAD THE OPPORTUNITY TO USE THEM FOR TRAFFIC CONTROL. ALL OTHER MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
21. ABUTMENT AND WINGWALL CONCRETE ABOVE THE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE FINAL FINISHED GRADE OF DECK IS ESTABLISHED BY THE ENGINEER.
22. INTERMEDIATE DIAPHRAGM BOLTS SHALL ONLY BE SNUG TIGHT UNTIL AFTER THE ENTIRE DECK HAS BEEN PLACED.
23. THE DESIGN LOADING FOR THE PIER PILES (HP 14x73) IS 149 KIPS. ALL PILES SHALL BE DRIVEN TO REFUSAL AND HAVE AN ULTIMATE CAPACITY OF 2.75 TIMES THE DESIGN LOAD OR 410 KIPS. ALL PILES SHALL HAVE SHOES WHEN DRIVEN.
24. ALL PILES SHALL BE FURNISHED WITH A REINFORCED PILE TIP OF PREFABRICATED CAST STEEL MEETING THE REQUIREMENTS OF ASTM A27. SEE SUBSECTION 505D4 (d).
25. ALL STRUCTURAL STEEL SHALL BE AASHTO M270 GRADE 50W, UNLESS OTHERWISE NOTED.
26. FOR INFORMATION ABOUT COFFERDAM AT THE PIER, SEE SPECIAL PROVISIONS. PRICE FOR COFFERDAM SHALL INCLUDE PRICE OF PLACING COFFERDAM SEAL, EXCAVATION AND SHEET PILING (BOTH TEMPORARY AND PERMANENT) AS DETAILED.
27. SEE SHEET BR112 FOR BENCH MARK AND BRIDGE PLAQUE DETAILS.
28. THE "STONE FILL", TYPE II SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE GIRDERS ARE ERECTED.
29. ALL STRUCTURAL STEEL WITHIN A DISTANCE OF 10' FROM THE ENDS OF THE GIRDERS WILL BE COATED WITH A PROTECTIVE PAINT SYSTEM WITH THE FINAL COAT TO BE A DARK BROWN TO BLEND WITH THE AASHTO M270 GRADE 50W STEEL. THIS WORK WILL BE PAID FOR UNDER ITEM 513.25 "STRUCTURAL PAINTING, SHOP APPLIED" AND 513.40 "SURFACE PREPARATION" SEE SUPPLEMENTAL SPECIFICATION 513 FOR PAINTING OF STRUCTURAL STEEL.
30. FOR LIST OF STANDARD SHEETS SEE SHEET 2 OF 113.

REFERENCE SHEETS :

FOR PLAN AND PROFILE SEE SHEET 15 OF 113.
 FOR CROSS SECTIONS SEE SHEETS 100 THROUGH 103 OF 113.
 FOR CHANNEL SECTIONS SEE SHEETS BR130 THRU BR132.

**STATE OF VERMONT
 AGENCY OF TRANSPORTATION**

Town Of	WALLINGFORD	Bridge No.	79
Highway No.	U.S. ROUTE 7	Log Sta.	
		Surv. Sta.	
U.S. ROUTE 7 OVER OTTER CREEK			
GENERAL NOTES			
Designed By	TJC	Drawn By	JNC
Checked By	DLJ	Date	4/95
		Bridge Design Supervisor	EMM Date 4/95
PROJECT	WALLINGFORD	PROJECT NO.	BRS 0137 (13)
I.G.C. Info.		Bridge Sheet No.	BR101
		Sheet	27 of 113



BARNES AND JARNIS, INC.
 CONSULTING ENGINEERS
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 BOSTON, MASSACHUSETTS