

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, AND ITS LATEST REVISIONS.
2. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE, INTO THE WILLIAMS RIVER, AS DIRECTED BY THE ENGINEER AND STANDARD SPECIFICATION, SECTION 105.
3. DESIGN IS FOR HS25 LOADING, USING LOAD FACTOR METHOD.
4. ALL STRUCTURAL STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH SECTION 506.03 OF THE STANDARD SPECIFICATIONS.
5. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE ENGINEER FOR USE IN DETERMINING FINAL GRADE.
6. ANY BOLT HOLES IN THE WEB OF THE FASCIA GIRDERS NOT OTHERWISE FILLED SHALL BE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS COMPATIBLE WITH THE GIRDER STEEL. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
7. FASCIA OVERHANG BRACKETS SHALL BE SPACED AT A MAXIMUM OF 4 FEET AND SHALL BE DESIGNED BY THE CONTRACTOR.
8. ALL FIELD CONNECTIONS SHALL BE MADE USING $\frac{7}{8}$ INCH DIAMETER BOLTS MEETING ASTM DESIGNATION A 325 (AASHTO M 164). HOLES SHALL BE $\frac{1}{16}$ INCH DIAMETER. ANY CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR.
9. ALL WELDING AND DIMENSIONAL TOLERANCES OF WELDED MEMBERS SHALL CONFORM TO THE LATEST ANSI/AASHTO/AWS D1.5 - 95 CODE AND LATEST REVISIONS.
10. THE UNIT WEIGHT OF SOIL SHALL BE TAKEN AS 140 PCF.
11. ALL REINFORCING STEEL IN THE CONCRETE DECK, SIDEWALK, APPROACH SLABS AND RAIL SHALL BE EPOXY COATED AND PAID FOR 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.
12. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING: +/- 1 INCH
CLEARANCE: +/- $\frac{1}{4}$ INCH
13. MINIMUM COVER FOR REINFORCING STEEL IN SUBSTRUCTURES SHALL BE 2" ALONG BACK FACES OF WALLS AGAINST EARTH AND 3" ELSEWHERE, UNLESS OTHERWISE DESIGNATED ON PLANS.
14. DECK AND SIDEWALK SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A. BRIDGE RAILING SHALL BE CONCRETE, HIGH PERFORMANCE CLASS AA. ALL OTHER CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE DESIGNATED ON THE PLANS.
15. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" x 1".
16. THE FOLLOWING THICKNESS TOLERANCES SHALL BE ADHERED TO:

MATERIAL	THICKNESS TOLERANCE
BIT. CONC. PAVEMENT (ON BRIDGE)	+/- $\frac{1}{4}$ "
BIT. CONC. PAVEMENT (OFF BRIDGE)	+/- $\frac{1}{4}$ " LIFT
GRANULAR BORROW	+/- 1"
SUBBASE	+/- 1"
17. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP BEADS.
18. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68°F.
19. TRAFFIC WILL BE DETOURED DURING CONSTRUCTION OF THE BRIDGE.
20. TRAFFIC SHALL BE ALLOWED ON THE NEW BRIDGE ONLY AFTER THE SPECIFIED CURE PERIOD HAS EXPIRED AND THE 28 DAY DESIGN STRENGTH HAS BEEN REACHED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
21. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
22. THE KEY IN CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT.
23. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED $\frac{1}{2}$ INCH PER FOOT. ABUTMENT SEATS SHALL BE SLOPED FULL WIDTH TOWARD CENTER SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH STEEL TROWEL FINISH.
24. ALL STRUCTURAL STEEL, INCLUDING GIRDERS, CROSS FRAMES, STIFFENERS, AND LATERAL BRACING WITHIN A DISTANCE OF 7 FEET FROM THE END OF THE GIRDERS (EXPANSION END), SHALL BE COATED WITH A PROTECTIVE PAINT SYSTEM AS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 513. THE COLOR OF PAINT WILL BE BROWN, COLOR CHIP 20059. GREASING SHALL BE DONE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 513.06(d).
25. ITEM 529.15, "REMOVAL OF STRUCTURE", SHALL INCLUDE THE REMOVAL OF THE SUPERSTRUCTURE, REMOVAL OF THE PIERS, AND REMOVAL OF THE ABUTMENTS. REMOVE THE PIERS TO THE ELEVATIONS SHOWN ON THE PROFILE, AND REMOVE ABUTMENTS IN THEIR ENTIRETY (TO INCLUDE FOOTINGS).
26. DECK POURS ARE TO BE CONSTRUCTED IN ONE CONTINUOUS OPERATION WITH A MAXIMUM DURATION OF 8 HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A 96 HOUR DELAY BETWEEN THE COMPLETION OF ONE DAY'S POUR AND THE BEGINNING OF ANOTHER DECK POUR SHALL BE OBSERVED, AND TRANSVERSE BRIDGE SLAB CONSTRUCTION JOINTS AS SHOWN ON SHEET 57 SHALL BE USED BETWEEN ADJACENT DECK POURS.
27. ALL OF THE EXISTING SUBSTRUCTURE INFORMATION SHOWN WITHIN THESE PLANS HAS BEEN OBTAINED THROUGH FIELD SURVEY AND FIELD MEASUREMENTS AND ARE ASSUMED TO BE CORRECT. HOWEVER, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS CRITICAL TO THE CONSTRUCTION OF THE NEW STRUCTURE AND NOTIFY THE RESIDENT ENGINEER OF ANY DISCREPANCIES WITH THE INFORMATION SHOWN IN THESE PLANS.
28. STEEL HP14 x 73 PILES SHALL BE DRIVEN TO A REQUIRED ULTIMATE CAPACITY EQUAL TO 425 KIPS. PILE TIP REINFORCEMENT SHALL CONFORM TO SUBSECTION 505.04(D).
29. POLYURETHANE JOINT SEALER, PER SUBSECTION 524.06(C), COLOR TO MATCH CONCRETE. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR CONCRETE.
30. TEMPORARY APPROACHES AND TEMPORARY BRIDGE SHALL HAVE MINIMUM OF 3 INCHES BITUMINOUS CONCRETE. MIX DESIGN SUBMITTAL AND COMPACTION MEASUREMENT REQUIREMENTS OF SECTION 406 OF THE PROJECT SPECIAL PROVISIONS ARE WAIVED FOR PAVEMENT PLACED ON THE TEMPORARY APPROACHES. WORK REQUIRED TO LATER REMOVE AND DISPOSE THE PAVEMENT ON TEMPORARY APPROACHES WILL NOT BE PAID FOR SEPARATELY AND IS CONSIDERED INCIDENTAL TO THE WORK PAID FOR UNDER ITEM 528.11 TWO-WAY TEMPORARY BRIDGE.

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of CHESTER	Bridge No. 12
Highway No. VT 103	Log Sta.
	Surv. Sta.

VT 103 OVER THE WILLIAMS RIVER

GENERAL NOTES

Designed By L.WIXSON	Drawn By P.DUSTIN
Checked By T. GRANT	Bridge Design Supervisor
Date 10/00	Date M. ZYDEL

PROJECT CHESTER	PROJECT NO. BRF 025-1(35)
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PLOTTED 03-JUN-2003


MCFARLAND - JOHNSON, INC.