

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION.
2. DESIGN CRITERIA:
 - DESIGN LIVE LOAD FOR EXISTING SUBSTRUCTURES: H 20
 - DESIGN LIVE LOAD FOR PROPOSED SUPERSTRUCTURE REHABILITATION: HS 25
 - SEISMIC PERFORMANCE CATEGORY: A
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68° F.
4. THE CONTRACTOR IS RESPONSIBLE FOR FIELD CHECKING ANY AND ALL DIMENSIONS AND ELEVATIONS APPLICABLE TO THIS WORK PRIOR TO COMMENCING WORK OR ORDERING MATERIAL.
5. ALL WORK SHALL TAKE PLACE WITHIN THE EXISTING RIGHT-OF-WAY. NO PROVISIONS HAVE BEEN MADE FOR THE CONTRACTOR TO PERFORM WORK, OR SET UP STAGING OUTSIDE THE EXISTING RIGHT-OF-WAY.
6. ONE-WAY TRAFFIC WILL BE MAINTAINED WITH TEMPORARY TRAFFIC SIGNAL.
7. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE INTO THE TROUT RIVER AS DIRECTED BY THE RESIDENT ENGINEER AND STANDARD SPECIFICATIONS SECTION 105.
8. FLEMING BRACKETS OR SIMILAR FALSEWORK SHALL BE SPACED AS REQUIRED BY DESIGN UP TO A MAXIMUM OF 4 FEET.
9. EXISTING GUARDRAIL SHALL BE REMOVED UNDER ITEM 621.80, "REMOVAL AND DISPOSAL OF GUARDRAIL".
10. NOT USED.
11. THE EXISTING PAVEMENT ON THE BRIDGE DECK SHALL BE REMOVED USING ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT".
12. ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE" SHALL INCLUDE: REMOVAL OF BRIDGE RAILING AND OF THE EXISTING CONCRETE BRIDGE DECK, CURBS, UTILITY CONDUITS & SUPPORTS, DIAPHRAGMS AT PIERS, AND CURTAIN WALLS AT ABUTMENTS, PARTIAL REMOVAL OF EXISTING INTERMEDIATE STEEL DIAPHRAGMS, AND REMOVAL OF EXISTING BEARING PLATES AS INDICATED BY THIS PLAN SET. CARE SHALL BE TAKEN NOT TO DAMAGE THE EXISTING GIRDERS. ANY DAMAGE TO THE GIRDERS DUE TO THE REMOVAL OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR'S METHODS FOR PARTIAL REMOVAL OF THE EXISTING STRUCTURE SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY REMOVAL WORK.
13. ITEM 613.10, "STONE FILL, TYPE I" AND ITEM 613.11, "STONE FILL, TYPE II" SHALL BE USED TO REPAIR AREAS OF EMBANKMENT AND SLOPE EROSION AS ORDERED BY THE ENGINEER.
14. AFTER SUPERSTRUCTURE DECK CONCRETE HAS BEEN REMOVED AND BEARINGS HAVE BEEN REPLACED, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE ENGINEER, FOR USE IN DETERMINING CONCRETE HAUNCH DEPTHS AND FINAL GRADES.
15. BECAUSE THE PROPOSED STRUCTURE DEPTH IS THICKER THAN THE EXISTING STRUCTURE DEPTH, THE PROPOSED FINISH GRADE WILL BE ABOUT 6" HIGHER THAN THE EXISTING. CONSEQUENTLY, IT IS NECESSARY TO TRANSITION THE NEW BRIDGE PAVEMENT INTO THE EXISTING APPROACH PAVEMENT. THE COLD PLANING NECESSARY FOR SHAPING BRIDGE APPROACHES FOR FINAL PAVING SHALL BE PAID UNDER ITEM 210.10, "COLD PLANING BITUMINOUS PAVEMENT". A BUTT PAVEMENT JOINT IS REQUIRED. FEATHERING NEW PAVEMENT INTO EXISTING WILL NOT BE ALLOWED. EMULSIFIED ASPHALT SHALL BE APPLIED TO THE COLD PLANED BITUMINOUS CONCRETE PAVEMENT SURFACE AT THE RATE OF 0.015 GAL/S.Y. OR AS DIRECTED BY THE ENGINEER. EMULSIFIED ASPHALT SHALL ALSO BE APPLIED BETWEEN ALL LIFTS OF PAVEMENT, NOT JUST ON COLD PLANED AREAS. THE COST SHALL BE PAID UNDER ITEM 404.65, "EMULSIFIED ASPHALT".
16. ALL CONCRETE SHALL BE CONCRETE HIGH PERFORMANCE, CLASS A, UNLESS OTHERWISE SPECIFIED.
 - CONCRETE HIGH PERFORMANCE, CLASS A $f'_c = 4000$ psi
 - CONCRETE HIGH PERFORMANCE, CLASS B $f'_c = 3500$ psi
17. REINFORCING STEEL SHALL CONFORM TO AASHTO M 31M/M 31, GRADE 420 (GRADE 60) AND SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).
18. ALL REINFORCING STEEL 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.
19. MINIMUM COVER FOR REINFORCING STEEL (EXCEPT IN THE DECK) SHALL BE 2 INCHES ALONG BACK FACES OF WALLS AGAINST EARTH, AND 3 INCHES ELSEWHERE.
20. REINFORCING PLACEMENT TOLERANCES SHALL BE:
 - SPACING: +/- 1 INCH
 - CLEARANCE: +/- 1/4 INCH
21. WHEN POURING THE DECK, THE CONCRETE SHALL BE DEPOSITED PARALLEL TO THE CENTERLINE OF BEARING SO AS TO LOAD THE GIRDERS EQUALLY. SEE THE DECK REINFORCING PLAN (I) FOR CONCRETE SLAB PLACING SEQUENCE.
22. THE KEY IN CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT.
23. CURB JOINTS SHALL BE SPACED AT 15'-0" MAXIMUM. CURB POUR SEQUENCE WILL BE IN ALTERNATING SECTIONS.
24. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
25. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" X 1".
26. WATER REPELLENT (MOD. - SILANE) SHALL BE APPLIED TO ALL NEW EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP BEADS AND ALL EXISTING EXPOSED CONCRETE SUBSTRUCTURE SURFACES.
27. 100% OF ALL EXISTING STRUCTURAL STEEL PAINT COATING IS TO BE REMOVED AND THE STRUCTURAL STEEL SURFACES SHALL BE FIELD PREPARED FOR PAINTING PER SUPPLEMENTAL SPECIFICATION SECTION 513. PAYMENT FOR REMOVAL OF EXISTING PAINT COATING SHALL BE PAID UNDER ITEM 513.41, "SURFACE PREPARATION, FIELD".
28. THE EXISTING STRUCTURAL STEEL AND BEARINGS TO BE REMOVED ON THIS PROJECT ARE PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE EXISTING STRUCTURAL STEEL NOT REUSED IS TO BECOME THE PROPERTY OF THE CONTRACTOR AND THE CONTRACTOR MAY DISPOSE OF OR RETAIN IT FOR FUTURE USE. THE CONTRACTOR WILL INFORM THE ENGINEER OF THEIR PLANS TO DISPOSE OF OR RETAIN THE STRUCTURAL STEEL PRIOR TO ITS REMOVAL.
29. ALL STEEL PAID UNDER THE ITEM 506.60 "STRUCTURAL STEEL" SHALL CONFORM TO AASHTO M 270M/M 270 GRADE 345 (GRADE 50) PAINTED UNLESS NOTED OTHERWISE ON THE PLANS. COST OF PAINTING THE NEW STEEL SHALL BE INCLUDED IN FIELD PAINTING ITEMS.
30. ALL EXISTING STRUCTURAL STEEL THAT IS TO REMAIN SHALL BE PAINTED PER SUPPLEMENTAL SPECIFICATION SECTION 513, AND GREASED PER SECTION 513.06(D). FINAL COAT PAINT COLOR SHALL BE GREEN, FEDERAL STANDARD (NO. 595) COLOR CHIP NO. 14062. GREASE COATING SHALL BE APPLIED TO BEAM ENDS AT EXPANSION JOINT AND TO AREAS EXTENDING 3 FEET TO EACH SIDE OF SCUPPER LOCATIONS. THE GREASE COATING AS REQUIRED BY SECTION 513, PROTECTIVE COATINGS, SHALL BE INCIDENTAL TO THE ITEM 513.30, "STRUCTURAL PAINTING, FIELD APPLIED". PAYMENT FOR FIELD PAINTING SHALL BE UNDER ITEM 513.30 "STRUCTURAL PAINTING, FIELD APPLIED".
31. THE CONTRACTOR SHALL PROVIDE CONTAINMENT AND ENVIRONMENTAL PROTECTION FOR FIELD PAINTING AND SURFACE PREPARATION PER THE REQUIREMENTS OF SUPPLEMENTAL SPECIFICATIONS SECTION 513. PAYMENT FOR THIS WORK SHALL BE UNDER ITEM 513.36 "CONTAINMENT & ENVIRONMENTAL PROTECTION, FIELD".
32. ALL FIELD CONNECTIONS SHALL BE MADE USING 3/8" INCH DIAMETER, AASHTO M 164M/M 164 TYPE 1 GALVANIZED BOLTS. HOLES SHALL BE 1/2" INCH DIAMETER, UNLESS OTHERWISE NOTED. ANY CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURE ENGINEER FOR APPROVAL. FASTENERS SHALL BE FIELD PAINTED AFTER INSTALLATION.
33. ANY BOLT HOLES IN THE WEB OF THE FASCIA GIRDERS NOT OTHERWISE FILLED SHALL BE FILLED WITH AASHTO M 164M/M 164 TYPE 1 GALVANIZED BOLTS. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19. FASTENERS SHALL BE FIELD PAINTED AFTER INSTALLATION.
34. SHEAR STUDS SHALL BE INSTALLED ON ALL GIRDERS AS INDICATED.
35. ALL AREAS TO RECEIVE TOPSOIL SHALL RECEIVE SEED, FERTILIZER, AGRICULTURAL LIMESTONE, AND HAY MULCH AS SPECIFIED IN STANDARD SPECIFICATION SECTION 651 OR AS DIRECTED BY THE ENGINEER.
36. NOT USED.
37. EXISTING FIBER OPTIC CABLE SHALL BE REMOVED AND PERMANENTLY RELOCATED OFF THE BRIDGE BY OTHERS. CONTRACTOR SHALL COORDINATE ALL BRIDGE REHABILITATION AND APPROACH RECONSTRUCTION WORK WITH UTILITY RELOCATION WORK AS REQUIRED. SEE UTILITY SPECIAL PROVISIONS.
38. ABUTMENT CONCRETE REPAIRS SHALL BE PERFORMED. A THROUGH INSPECTION BY THE ENGINEER WILL BE MADE OF ALL SUBSTRUCTURE AREAS PRIOR TO COMMENCING ANY WORK AND THOSE AREAS FOUND TO HAVE SPALLED, DELAMINATED OR OTHERWISE UNSOUND CONCRETE WILL BE REPAIRED. THE CONTRACTOR SHALL SUPPLY ANY STAGING REQUIRED FOR THIS INSPECTION. THE COST FOR WHICH SHALL BE INCIDENTAL TO ALL OTHER ITEMS IN THE CONTRACT.

TYLINT INTERNATIONAL

STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	MONTGOMERY	Bridge No.	21
Highway No.	VT 118	Log Sta.	
		Surv. Sta.	
VT 118 OVER TROUT RIVER			
GENERAL NOTES			
Designed By	<i>J. Howe</i>	Drawn By	<i>J. Davis</i>
Checked By	Date	Bridge Design Supervisor	Date
	9/4/01	<i>R. WHITCOMB</i>	Date
PROJECT	MONTGOMERY	PROJECT NO.	BHF 0283(8)S
I.G.C. Info.			<i>ZC316NLDGN</i>
Bridge Sheet No.		Sheet	5 of 45

DATE: 9/4/01 FILE: 118