

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, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
2. THERE ARE OVERHEAD UTILITIES IN CLOSE PROXIMITY. THE CONTRACTOR SHALL USE CAUTION WHEN WORKING AROUND THESE UTILITIES AND/OR COORDINATE TEMPORARY RELOCATION WITH UTILITY COMPANY. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.
3. THE STRUCTURAL STEEL OF THE EXISTING BRIDGE ON THIS PROJECT IS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE STRUCTURAL STEEL IS THE PROPERTY OF THE CONTRACTOR AND THE CONTRACTOR MAY DISPOSE OF IT OR RETAIN IT FOR FUTURE USE. THE CONTRACTOR SHALL INFORM THE ENGINEER OF HIS/HER PLANS FOR THE DISPOSAL OR RETAINAGE OF THE STRUCTURAL STEEL PRIOR TO ITS REMOVAL.
4. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN AND ADJACENT PROPERTY OWNERS TO OBTAIN A SUITABLE STAGING AREA.
5. THE CONTRACTOR SHALL ERECT, MAINTAIN, REMOVE AND/OR RESET AS REQUIRED ALL SIGNS AND BARRICADES ON THE PROJECT. STANDARD PROJECT CONSTRUCTION SIGNING AND BARRICADES SUCH AS SHOWN ON VAOT STANDARD DRAWINGS E-100 THRU E-107A, UNLESS SPECIFICALLY DESIGNATED TO BE PAID AS A CONTRACT ITEM, SHALL BE PROVIDED BY THE CONTRACTOR AT NO COST TO THE PROJECT IN ACCORDANCE WITH THE REQUIREMENTS OF SECTIONS 104, 105 AND 107 OF THE VAOT 2001 STANDARD SPECIFICATIONS FOR CONSTRUCTION.
6. DESIGN IS FOR HS25 LIVE LOADING WITH NO ALLOWANCE FOR FUTURE PAVEMENT.
7. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE BEAMS SHALL BE TAKEN AS DIRECTED BY THE ENGINEER FOR USE IN DETERMINING FINAL GRADE AND HAUNCH DEPTHS.
8. IN NO CASE SHALL THERE BE LESS THAN 2 1/2" OF COVER OVER THE TOP OF THE SHEAR STUDS, NOR SHALL THE STUDS HAVE LESS THAN 2" OF EMBEDMENT INTO THE DECK.
9. WHEN POURING THE DECK, THE CONCRETE SHALL BE DEPOSITED PARALLEL TO THE CENTERLINE OF BEARING SO AS TO LOAD THE GIRDERS EQUALLY.
10. "FLEMING BRACKETS" OR SIMILAR FALSEWORK SHALL BE SPACED AS REQUIRED BY DESIGN UP TO A MAXIMUM OF 4'.
11. THE UNIT WEIGHT OF SOIL SHALL BE TAKEN AS 140 PCF.
12. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING: +/- 1 INCH
CLEARANCE: +/- 1/4 INCH
13. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS:
ALONG BACK FACES OF WALLS AGAINST EARTH: 2 INCHES
ALONG TOP SURFACE OF DECK SLAB: 2 1/2 INCHES
ALONG BOTTOM SURFACE OF DECK SLAB: 1 1/2 INCHES
ELSEWHERE UNLESS OTHERWISE NOTED: 3 INCHES
14. DECK CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A. ALL OTHER CONCRETE SHALL BE CONCRETE, HPC CLASS B UNLESS NOTED OTHERWISE.
15. THE SIDEWALK SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A. REGARDING RAILING MATERIALS, PLEASE REFER TO THE SPECIAL PROVISIONS.
16. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" x 1".
17. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP BEADS.
18. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
19. THE KEY IN CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT.
20. ALL REINFORCING STEEL IN THE CONCRETE DECK, BRIDGE CURB AND SIDEWALK SHALL BE EPOXY COATED AND PAID FOR UNDER ITEM 507.17. ALL REINFORCING STEEL IN THE CAST-IN-PLACE CONCRETE BRIDGE RAILING SHALL BE EPOXY COATED AND INCLUDED IN THE BID PRICE FOR ITEM 525.50. 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.
21. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 1/2 INCH PER FOOT. ABUTMENT SEATS SHALL BE SLOPED FULL WIDTH TOWARD MIDSPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH STEEL TROWEL FINISH.
22. ANY BOLT HOLES IN THE WEB OF THE FASCIA GIRDERS NOT OTHERWISE FILLED SHALL BE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS MEETING AASHTO M 164 (ASTM A325). THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
23. ALL FIELD CONNECTIONS SHALL BE MADE USING 7/8 INCH DIAMETER, TYPE 1 GALVANIZED BOLTS FOR PAINTED CONNECTIONS AND TYPE 3 BOLTS FOR UNPAINTED CONNECTIONS MEETING AASHTO M 164 (ASTM A325). HOLES SHALL BE 1 5/16 INCH DIAMETER UNLESS OTHERWISE NOTED. ANY CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE RESIDENT ENGINEER FOR APPROVAL.
24. ALL WELDING AND DIMENSIONAL TOLERANCES OF WELDED MEMBERS SHALL CONFORM TO THE LATEST ANSI/AASHTO/AWS D1.5-95 CODE AND LATEST REVISIONS.
25. ALL STRUCTURAL STEEL WITHIN 6 FEET OF PIER NO. 1 AND PIER NO. 2 SHALL BE COATED WITH A PROTECTIVE PAINT SYSTEM AND GREASE AS SPECIFIED IN SUPPLEMENTAL SPECIFICATION 513, "PROTECTIVE COATINGS". THE COLOR OF PAINT WILL BE BROWN, FEDERAL COLOR CHIP 20059. ALL COSTS SHALL BE INCLUDED IN ITEM 513.40, "SURFACE PREPARATION, SHOP", AND ITEM 513.25, "STRUCTURAL PAINTING, SHOP APPLIED", AND ITEM 513.35 "CONTAINMENT & ENVIRONMENTAL PROTECTION, SHOP".
26. THE CHARPY V-NOTCH TEST IS REQUIRED FOR MEMBERS DESIGNATED AS SUCH AND ONLY FOR SUCH MEMBERS, AS SPECIFIED IN SECTION 714.01 OF THE STANDARD SPECIFICATIONS.
27. ALL DIMENSIONS ARE HORIZONTAL AND VERTICAL AND ARE GIVEN AT 68° F, UNLESS OTHERWISE NOTED.
28. ALL OF THE EXISTING SUBSTRUCTURE INFORMATION SHOWN WITHIN THESE PLANS HAS BEEN OBTAINED THROUGH FIELD SURVEY, FIELD MEASUREMENTS AND REVIEW OF THE EXISTING 1960 BRIDGE DESIGN PLANS, AND ARE ASSUMED TO BE CORRECT. HOWEVER, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS CRITICAL TO THE CONSTRUCTION OF THE NEW STRUCTURE AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES WITH THE INFORMATION SHOWN IN THESE PLANS.
29. ITEM 529.20, PARTIAL REMOVAL OF STRUCTURE, SHALL INCLUDE:
 - a. REMOVAL OF EXISTING BRIDGE RAILING, CONCRETE BRUSH CURB, SIDEWALK AND CONCRETE BRIDGE DECK.
 - b. REMOVAL OF ALL STEEL STRUCTURAL BEAMS, DIAPHRAGMS AND CROSS FRAMES.
 - c. REMOVAL OF ALL THE BEARING DEVICES.
 - d. REMOVAL OF PORTIONS OF THE EXISTING ABUTMENTS AND PIER AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
 - e. ERECTION, MAINTENANCE, AND REMOVAL OF TEMPORARY STRUCTURES TO PREVENT DEBRIS FROM FALLING INTO THE PASSUMPSIC RIVER.

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of	LYNDON	Bridge No.	2
Highway No.	ALT VT 122	Log Sta.	
		Surv. Sta.	
CENTER STREET OVER PASSUMPSIC RIVER			
GENERAL NOTES			
Designed By	T. GRANT/S. MERKWAN	Drawn By	S. DELIA/S. MERKWAN
Checked By	T. GRANT/R. WOOD	Bridge Design Supervisor	M. ZYDEL
Date	10/01	Date	10/01
PROJECT	LYNDON	PROJECT NO.	BHO 1447(26)
I.G.C. Info.	m:\549103\6cont\z\238nte.dgn		
Bridge Sheet No.	Sheet 12 of 34		