

## GENERAL NOTES:

1. EXISTING DIMENSIONS: DIMENSIONS, ANGLES, AND ELEVATIONS OF THE EXISTING STRUCTURE SHOWN ON THESE PLANS ARE FOR GENERAL REFERENCE ONLY. THEY HAVE BEEN TAKEN FROM LIMITED FIELD INVESTIGATION AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL VERIFY THE EXISTING MEASUREMENTS PRIOR TO STARTING THE WORK. THE CONTRACTOR SHALL TAKE ALL FIELD MEASUREMENTS NECESSARY TO ASSURE PROPER FIT OF THE FINISHED WORK AND SHALL ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY. WHEN SHOP DRAWINGS BASED ON FIELD MEASUREMENTS ARE SUBMITTED FOR APPROVAL, THE FIELD MEASUREMENTS SHALL ALSO BE SUBMITTED FOR REFERENCE BY THE REVIEWER. NO EXTRA PAYMENT WILL BE MADE FOR OBTAINING THE NECESSARY MEASUREMENTS.
2. 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, DATED 2002, AND ITS LATEST INTERIMS.
3. THIS IS AN HISTORIC BRIDGE. ALL REPAIRS HAVE BEEN DESIGNED IN ACCORDANCE WITH STRICT STANDARDS FOR REHABILITATION OF HISTORIC STRUCTURES. ANY TEMPORARY WORK THAT MAY EFFECT THE EXISTING TRUSSES MUST BE APPROVED IN ADVANCE BY THE RESIDENT ENGINEER. THE EXISTING SUPERSTRUCTURE MEMBERS INCLUDING THE TRUSS MEMBERS, BRACING, FLOORBEAMS AND STRINGERS ARE WROUGHT IRON. NO WELDING OR FLAME CUTTING FOR THE PURPOSE OF REPAIR OR FOR ATTACHING TEMPORARY SUPPORT/SHORING WILL BE ALLOWED.
4. ITEM 201.10 "CLEARING AND GRUBBING" SHALL INCLUDE ALL TREES, SHRUBS, BRUSH, BUSHES, STUMPS, ETC., EXCEPT AS NOTED, BETWEEN STATIONS 97+50 AND 103+60 WITHIN THE RIGHT-OF-WAY AND WITHIN THE AREAS OF TEMPORARY CONSTRUCTION EASEMENT. ALL STUMPS SHALL BE REMOVED.
5. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68° F, UNLESS OTHERWISE NOTED.
6. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL ON-PROJECT SIGNS AND BARRICADES. THE COST OF ALL CONSTRUCTION SIGNS AND BARRICADES, ERECTION AND MAINTENANCE AS WELL AS REMOVAL AND/OR RESETTING OF THE SAME SHALL BE CONSIDERED SUBSIDIARY TO MOBILIZATION.
7. ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF EITHER NHDOT OR THE VERMONT AGENCY OF TRANSPORTATION. THE OWNERSHIP SHALL BE DETERMINED BY THE CURRENT LOCATION OF THE SIGNS.
8. ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURES (MODIFIED, EXISTING TRUSS)" SHALL INCLUDE REMOVAL AND DISPOSAL OF THE FOLLOWING:
  - BRIDGE DECK, CURBS, RUNNING BOARDS, EXISTING BRIDGE RAILING INCLUDING RAIL ELEMENTS, CABLES AND POSTS, BARRICADES AND POSTS, CLEARANCE SIGNS.
  - EXISTING LOWER LATERAL BRACING.
  - EXISTING FLOORBEAMS, FLOORBEAM HANGERS AND STRINGERS.
  - ANY TEMPORARY ANGLES, PLATES, OR STRUCTURAL SECTIONS NECESSARY TO MAKE SPECIFIED REPAIRS OR ANY REPAIRS ORDERED BY THE RESIDENT ENGINEER.
9. ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURES (MODIFIED, EXISTING ABUTMENTS)" SHALL INCLUDE REMOVAL AND DISPOSAL OF THE STONE ABUTMENTS AND WINGWALLS AND GRANULAR MATERIAL WITHIN THE LIMITS CALLED OUT ON SHEET 27. THE LOWER LIMIT FOR THE REMOVAL SHALL BE THE BOTTOM OF THE EXCAVATION REQUIRED FOR THE INSTALLATION OF THE STONE FILL AS SHOWN ON SHEETS 62 AND 63. ALSO SEE NOTE 19 ON THIS SHEET.
10. ITEM 529.15 "REMOVAL OF STRUCTURE (MODIFIED)" - INCLUDES ALL WORK AND EQUIPMENT NECESSARY TO SAFELY RELOCATE THE STRUCTURE TO AN ON-SITE LOCATION WHERE THE CLEANING, PAINTING AND REPAIRING CAN BE COMPLETED AND TO RESET THE STRUCTURE ON THE NEW SUBSTRUCTURES. THIS ITEM WILL ALSO INCLUDE ANY DISASSEMBLY AND REASSEMBLY OF THE STRUCTURE MADE NECESSARY BY THE CONTRACTORS METHOD OF RELOCATING THE TRUSSES. ADDITIONALLY, THIS ITEM SHALL INCLUDE ALL TEMPORARY SUPPORT AND SHORING OF THE STRUCTURE WHILE IT IS OFF THE SUBSTRUCTURES. SEE SHEET 43 FOR APPROXIMATE WEIGHTS OF SUPERSTRUCTURE.
11. THE MEANS AND METHODS FOR REMOVING AND RESETTING THE TRUSSES WILL BE LEFT UP TO THE CONTRACTOR. PLANS AND DETAILS SHALL BE SUBMITTED TO THE RESIDENT ENGINEER, FOR REVIEW, AT LEAST ONE MONTH PRIOR TO THE COMMENCEMENT OF THIS OPERATION. THE PLANS SHALL BE PREPARED AND STAMPED BY A PROFESSIONAL ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANALYZING THE SUPERSTRUCTURE AND SUBSTRUCTURE FOR ANY OPERATION THAT MAY AFFECT THE LOADING AND OR CAPACITY OF AN ELEMENT. SPECIFICALLY THE CONTRACTOR SHALL ENSURE THAT THE EXISTING ABUTMENTS ARE ADEQUATE TO SUPPORT LOADS OF CONSTRUCTION EQUIPMENT AND MATERIALS USED IN ANY OPERATIONS PRIOR TO THEIR REMOVAL. THE CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE PERMITS AND APPROVALS FOR ANY WORK THAT MAY PERMANENTLY OR TEMPORARILY EFFECT THE WATERWAY OR ADJACENT PROPERTIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO THE TRUSSES INCURRED AS A RESULT OF CONSTRUCTION RELATED ACTIVITIES (ALSO SEE NOTE 3).
12. ITEM 531.10 "BEARING DEVICE ASSEMBLY (TRUSS BEARING)" SHALL CONSIST OF THE REMOVAL AND DISPOSAL OF THE ROLLER NESTS ON THE TRUSS EXPANSION BEARINGS AND THE FABRICATION AND PLACEMENT OF THE NEW FIXED AND EXPANSION BEARING ASSEMBLIES DETAILED ON SHEET 47.
13. COFFERDAM SHALL CONSIST OF STEEL SHEET AND ASSOCIATED BRACING. CONSTRUCTION WITHIN SUCH COFFERDAM MAY PROCEED AT ANY TIME OF THE YEAR.
14. ALL IN-STREAM EXCAVATION AND EARTHWORK SHALL BE RESTRICTED TO THE PERIOD OF JUNE 1 - OCTOBER 1. CONTRACTOR PROPOSALS FOR CONSTRUCTION ACTIVITIES IN OR ADJACENT TO FLOWING WATER DURING THE RESTRICTED PERIOD MUST BE ISOLATED FROM THE STREAM FLOW AND RECEIVE PRIOR APPROVAL FROM THE STREAM ALTERATION ENGINEER (VERMONT) AND MAY REQUIRE ADDITIONAL PERMITS AND/OR APPROVALS FROM THE APPROPRIATE AGENCIES IN NEW HAMPSHIRE.
15. THE CONTRACTOR SHOULD BE AWARE THAT PERMITS AND APPROVALS MAY BE REQUIRED FROM AGENCIES OF EITHER OR BOTH STATES DEPENDING ON THE LOCATION AND NATURE OF THE PROPOSED OPERATIONS. IT WILL BE THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT ALL REQUIRED PERMITS AND APPROVALS ARE OBTAINED FROM THE PROPER AGENCY.
16. TEMPORARY CONSTRUCTION FILLS WITHIN THE WATERCOURSE FOR ANY PURPOSE SHALL CONSIST OF CLEAN STONE FILL ONLY. NO OTHER FILLING IN THE STREAM SHALL OCCUR WITHOUT THE APPROVAL FROM THE VERMONT STREAM ALTERATION ENGINEER. ADDITIONAL PERMITS AND/OR APPROVALS MAY BE REQUIRED FROM THE APPROPRIATE AGENCIES IN NEW HAMPSHIRE.

17. THE BACKFILL BEHIND ABUTMENT 2 SHALL BE LIMITED TO 2 FEET BELOW THE BRIDGE SEAT UNTIL THE TRUSS HAS BEEN PLACED ONTO THE NEW SUBSTRUCTURES.
18. THE TWO EXISTING BRIDGE PLAQUES MOUNTED ON THE PORTALS SHALL BE REMOVED AND CAREFULLY CLEANED AND PAINTED. THEY SHALL BE PAINTED WITH THE SAME PAINT SYSTEM AS THE REST OF THE STEEL. THEY SHALL BE REMOUNTED AFTER THE TRUSSES ARE RESET ON THE NEW SUBSTRUCTURES. THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO ITEM 513.20 STRUCTURE PAINTING.
19. GRANITE BLOCKS FROM THE EXISTING EAST ABUTMENT SHALL BE REMOVED AND DELIVERED TO A LOCATION TO BE DETERMINED BY NHDOT. GRANITE BLOCKS REMOVED FROM THE EXISTING WEST ABUTMENT AND THE STONES THAT MAKE UP THE STONEWALLS SHALL BE REMOVED AND DELIVERED TO A SITE CHOSEN BY THE ADJACENT PROPERTY OWNER. THIS WORK WILL BE PAID FOR UNDER ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE (MODIFIED, EXISTING ABUTMENTS)."
20. CONTRACTOR MUST CONTACT ST. LAWRENCE & ATLANTIC RAILROAD TWO WEEKS PRIOR TO ACCESSING THE PROJECT AREA FROM US ROUTE 3. THE RAILROAD WILL OPEN THE CROSSING AND INSTALL LIGHTS WITH TWO WEEKS PRIOR NOTICE.
21. EXISTING "PRIVATE BRIDGE OWNERS" SIGN TO BE REMOVED AND GIVEN TO THE VERMONT AGENCY OF TRANSPORTATION PROJECT MANAGER. THIS WORK IS CONSIDERED SUBSIDIARY TO ITEM 635.10 "MOBILIZATION."

## CONCRETE NOTES:

22. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING INSTITUTE."
23. REINFORCING PLACEMENT TOLERANCES SHALL BE:
  - SPACING +/- 1"
  - CLEARANCE +/- 1/4"
24. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" x 1".
25. WATER REPELLENT SHALL BE APPLIED TO THE CURBS AND ROADWAY SURFACE OF SPAN 1 AND ALL EXPOSED CONCRETE SURFACES OF THE SUBSTRUCTURES.
26. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
27. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
28. ALL CONCRETE FOR THE SUBSTRUCTURE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B, UNLESS OTHERWISE NOTED.
29. ALL REINFORCING STEEL IN THE APPROACH SLABS, AND CURBS AND OVERLAY OF SPAN 1, SHALL BE EPOXY COATED AND PAID UNDER ITEM 507.17. WHEN EPOXY COATED REINFORCING STEEL IS CUT THE DAMAGED END SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE COATING MANUFACTURER. FLAME CUTTING OF REINFORCING STEEL WILL NOT BE PERMITTED.
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31. INTENTIONALLY LEFT BLANK.

## PAINT NOTES:

32. THE CONTRACTOR IS HEREBY NOTIFIED THAT THE COATING SYSTEM ON THE EXISTING STEEL MAY CONTAIN LEAD BASED PAINT. THE CONTAINMENT, REMOVAL, HANDLING AND DISPOSAL OF THE EXISTING PAINT AND ABRASIVE MATERIAL SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, AND ALL APPLICABLE FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS.
33. THE SURFACE PREPARATION FOR THE REHABILITATION OF THE EXISTING STEEL SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM.
34. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE BLACK AND SHALL CONFORM WITH FEDERAL STANDARD NO. 595, COLOR CHIP #27038.
35. THE FOLLOWING ITEMS SHALL BE GALVANIZED PRIOR TO PAINTING. THE GALVANIZING AND PAINTING SHALL BE DONE IN CONFORMANCE WITH THE STANDARD SPECIFICATIONS AND AS MODIFIED IN THE SPECIAL PROVISIONS. THE COLOR OF THE PAINT SHALL BE THE SAME AS STATED ABOVE. NO ADDITIONAL PAYMENT SHALL BE MADE FOR THE GALVANIZING AND PAINTING PROCEDURE. THE COST SHALL BE INCLUDED IN THE ITEMS. THE FOLLOWING ITEMS ARE TO BE GALVANIZED AND PAINTED:
  - ITEM NO. 525.33 "BRIDGE RAILING - NETC 2 RAIL (MODIFIED)"
    - THE BRIDGE RAIL INCLUDING THE RAIL ELEMENTS, POSTS, CONNECTION PLATES, BOLTS, NUTS, WASHERS, ETC.
  - ITEM NO 506.50 "STRUCTURAL STEEL (ROLLED BEAM) (MODIFIED, GALVANIZED)"
    - FLOORBEAM HANGER ASSEMBLIES INCLUDING THE NUTS AND WASHERS
    - THE FLOORBEAMS
    - THE LOWER LATERAL BRACING (RODS, CLEVISSES, CROSSOVER CLAMPS, ETC)

## STEEL NOTES:

36. ALL STRUCTURAL STEEL PAID FOR UNDER THE ITEM 506.50 "STRUCTURAL STEEL (ROLLED BEAM) (MOD.)", SHALL CONFORM TO AASHTO M270M/M270 GRADE 50, EXCEPT AS NOTED IN GENERAL NOTE 38 AND ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A-500 GRADE B.
37. ALL THE STRUCTURAL STEEL PAID FOR UNDER THE ITEM 506.60 "STRUCTURAL STEEL" SHALL CONFORM TO AASHTO M270M/M270 GRADE 50, UNLESS OTHERWISE SPECIFIED ON THE PLANS OR AS NOTED IN GENERAL NOTE 38, AND SHALL BE PAINTED AS PER VTRANS SUPPLEMENTAL SPECIFICATION 513.
38. THE FLOORBEAM HANGER ASSEMBLIES AND U-BOLT TRUSS CONNECTION ASSEMBLIES SHALL CONFORM TO AASHTO M314 GRADE 55 MATERIAL. THESE ITEMS SHALL BE FABRICATED USING ROUND OR SQUARE STOCK MILLED TO THE SPECIFIED DIMENSIONS. AFTER FABRICATION THESE ITEMS SHALL HAVE MINIMUM STRENGTH PROPERTIES OF AASHTO M314 GRADE 55 MATERIAL. THE FLOORBEAM HANGER ASSEMBLY SHALL BE GALVANIZED (SEE NOTE 35) AND THE U-BOLT TRUSS CONNECTION ASSEMBLIES SHALL BE FIELD PAINTED ALONG WITH THE REST OF THE TRUSS.
39. 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)."
40. ITEM 506.50 "STRUCTURAL STEEL (ROLLED BEAM) (MOD.)", SHALL INCLUDE THE FOLLOWING:
  - REPLACEMENT OF FLOORBEAMS WITH W 18 x 76 AS DETAILED ON SHEETS 36 & 46.
  - REPLACEMENT OF LOWER LATERAL BRACING (CLEVISSES, PINS, CLAMPS, ETC.).
  - REPLACEMENT OF THE FLOORBEAM HANGER ASSEMBLY.
41. ITEM 506.60 "STRUCTURAL STEEL", SHALL INCLUDE THE FOLLOWING:
  - ALL NEW STEEL FOR REPAIR AND REPLACEMENT OF TRUSS MEMBERS.
42. ALL NEW STRUCTURAL STEEL ELEMENTS SUBJECT TO TENSION SHALL BE CHARPY V-NOTCH TESTED. THESE MEMBERS ARE DESIGNATED BY (CVN) IN THE APPLICABLE DETAILS. ANY REPAIRS ORDERED BY THE RESIDENT ENGINEER SUBJECT TO TENSION WILL ALSO REQUIRE CHARPY V-NOTCH TESTING. SEE SECTION 714 OF THE VTRANS STANDARD SPECIFICATIONS. THE TRUSS MEMBERS ARE FRACTURE CRITICAL MEMBERS (FCM) INCLUDING U-BOLTS FOR MEMBER CONNECTIONS AND FLOORBEAM HANGERS.
43. THE REMOVAL OF EXISTING RIVETS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM FOR WHICH THE RIVET REMOVAL IS REQUIRED. PNEUMATIC OR MECHANICAL TOOLS USED TO REMOVE RIVETS SHALL NOT DAMAGE THE UNDERLYING MATERIAL THAT IS TO REMAIN. FLAME CUTTING METHODS SHALL NOT BE USED WITHOUT PRIOR APPROVAL OF THE RESIDENT ENGINEER. EXISTING RIVETS THAT ARE REMOVED FOR REPAIRS SHALL BE REPLACED WITH ASTM A325 HIGH STRENGTH BOLTS OF THE SAME DIAMETER AS THE RIVET BEING REMOVED. THE HOLE SHALL BE REAMED IF NECESSARY TO FACILITATE THE INSTALLATION OF THE NEW BOLT. WHERE RIVET HOLE DIAMETERS ARE INCREASED BY THE REMOVAL OF OXIDIZED MATERIAL OR CORRODED MATERIAL, THE RESULTING HOLE SHALL NOT BE MORE THAN 1/8" GREATER IN DIAMETER THAN THE HIGH STRENGTH BOLT THAT REPLACES THE RIVET. IF THIS CONDITION IS NOT MET A LARGER DIAMETER BOLT SHALL BE USED AS DIRECTED BY THE RESIDENT ENGINEER. SEE SECTION 506.19 OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS.
44. REQUIRED STRUCTURAL STEEL REPAIRS NOT DETAILED ON THE PLANS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER POUND FOR ITEM 506.60 "STRUCTURAL STEEL".
45. CONNECTIONS NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE RESIDENT ENGINEER FOR REVIEW.
46. ALL BOLTS SHALL BE COATED IN ACCORDANCE WITH AASHTO M-298. BOLTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED SUBSIDIARY TO THE STRUCTURAL STEEL ITEMS IN THE CONTRACT. FASTENERS SHALL RECEIVE INTERMEDIATE AND FINAL COATS OF PAINT AFTER INSTALLATION. NUTS FOR GALVANIZED CONNECTIONS SHALL BE OVERTAPPED A MINIMUM AMOUNT TO ENSURE FASTENER ASSEMBLY.
47. THE EXISTING STEEL THAT IS TO BE REPLACED IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. ANY STEEL REMOVED IS THE PROPERTY OF THE CONTRACTOR AND THE CONTRACTOR MAY DISPOSE OF IT OR RETAIN IT FOR FUTURE USE. THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER OF THE PLANS FOR THE DISPOSAL OR RETAINAGE OF THE STEEL PRIOR TO ITS REMOVAL.
48. CONTRACTOR SHALL SUBMIT, FOR REVIEW, PLANS AND DETAILS FOR THE INSTALLATION OF NEW TRUSS MEMBERS. THIS SHALL INCLUDE TENSIONING REQUIREMENTS AND A PROCEDURE TO ENSURE MEMBERS ARE PROPERLY ENGAGED BUT NOT OVERSTRESSED. THE PLANS SHALL BE PREPARED AND STAMPED BY A PROFESSIONAL ENGINEER.
49. UPON COMPLETION OF THE ASSEMBLY OF THE TRUSS SPAN, INCLUDING THE INSTALLATION OF ALL COMPONENTS THAT COMPRISE DEAD LOAD AND PROPER TENSIONING OF ALL TRUSS MEMBERS, ALL NEW THREADED FASTENERS (U-BOLTS, FLOORBEAM HANGERS, LOWER LATERAL BRACING, ETC.) SHALL BE TREATED WITH A TWO PART EPOXY ADHESIVE APPROPRIATE FOR USE OUTDOORS. THE ADHESIVE SHOULD BE APPLIED TO THE THREADS TO PREVENT THE NUT FROM LOOSENING. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL OF THE RESIDENT ENGINEER THE MANUFACTURERS SPECIFICATIONS FOR THE PRODUCT. THE EPOXY ADHESIVE SHALL HAVE THE MINIMUM PROPERTIES AS FOLLOWS, PEEL STRENGTH 20 PIW AND OVERLAP SHEAR STRENGTH 2000 PSI.

## STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of	MAIDSTONE, VT STRATFORD, NH	Bridge No.	1
Highway No.	MAIDSTONE STATE HWY	Log Sta.	
		Surv. Sta.	

### GENERAL NOTES SHEET

Designed By	J. MESSIER	Drawn By	C. DONOHUE
Checked By	Date	Bridge Design Supervisor	Date
D. B. SULLIVAN	08/01/03		
PROJECT	MAIDSTONE-STRATFORD	PROJECT NO.	BHO 1447 (24)
I.G.C. Info.			
Bridge Sheet No.		Sheet	38 of 65