

GENERAL NOTES

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION. THE GLULAM DECK SHALL CONFORM TO THE NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION, 1997 EDITION. AND WITH THE STRUCTURAL GLUED LAMINATED TIMBER SUPPLEMENT.
 - ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F, UNLESS OTHERWISE NOTED.
 - DESIGN MEETS H20-44 LIVE LOADING (POSTED RATING).
 - BRIDGE 26 SHALL REMAIN CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION. ACCESS TO THE GRAVEL PARKING AREA AT STA 11+75 LEFT AND THE GRAVEL PULL OFF AT STA 14+75 LEFT WILL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
 - ALL PROJECT SIGNS AND BARRICADES ON SITE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND PAID FOR UNDER THE ITEM 641.10 "TRAFFIC CONTROL". ANY DETOUR SIGNS OFF SITE SHALL BE THE RESPONSIBILITY OF THE TOWNS OF NEW HAVEN AND WEYBRIDGE.
 - THE CONTRACTOR SHALL NOTIFY THE TOWNS OF NEW HAVEN AND WEYBRIDGE IN WRITING TWO WEEKS PRIOR TO CLOSING BRIDGE 26 TO TRAFFIC.
 - A TEMPORARY FLOATING DOCK SHALL BE CONSTRUCTED AT STA 12+50 RT. THE DOCK SHALL BE PAID FOR UNDER THE ITEM 900.645 "SPECIAL PROVISIONS (FLOATING DOCK)". SEE SPECIAL PROVISIONS FOR DETAILS.
 - ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF NEW HAVEN OR WEYBRIDGE. THE OWNERSHIP SHALL BE DETERMINED BY THE CURRENT LOCATION. THE CONTRACTOR SHALL REMOVE AND STOCKPILE SIGNS TO BE PICKED UP BY PHILIP BUSIER, ROAD FOREMAN, TOWN OF NEW HAVEN (453-3397) /BY ROBERT CYR, ROAD FOREMAN, TOWN OF WEYBRIDGE (545-2265).
 - ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE" SHALL INCLUDE THE FOLLOWING:
 - REMOVAL OF TRUSS MEMBERS AS DETAILED IN THE CONTRACT PLANS OR AS ORDERED BY THE ENGINEER.
 - REMOVAL OF FLOOR BEAMS, STRINGERS, ANY PLATES OR ANGLES CONNECTING THE FLOOR BEAMS TO THE TRUSS, AND BEARING ASSEMBLIES
 - REMOVAL OF ANY MEMBER WITH MORE THAN 25% SECTION LOSS, AS DETERMINED BY THE ENGINEER.
 - REMOVAL OF LATERAL BRACING BETWEEN FLOOR BEAMS.
 - REMOVAL AND DISPOSAL OF THE EXISTING BRIDGE DECKING.
 - REMOVAL OF LATTICE RAILING, TO BE REHABILITATED AS DETAILED ON SHEET 28, AND REMOVAL OF THE SUPPORTING PLATES AND ANGLES.
 - REMOVAL AND DISPOSAL OF PORTIONS OF ABUTMENT 2 AS DETAILED IN THE CONTRACT PLANS.
 - REMOVAL OF ANY PORTION OF ABUTMENT 1 NOT REMOVED UNDER ITEMS 204.25 "STRUCTURE EXCAVATION" OR 203.27 "UNCLASSIFIED CHANNEL EXCAVATION".
 - THESE PLANS WERE PREPARED BASED ON INFORMATION OBTAINED FROM FIELD MEASUREMENTS. THE CONTRACTOR MAY BE REQUIRED TO MAKE CHANGES TO THE DIMENSIONS SHOWN ON THE PLANS TO FIT THE ACTUAL FIELD CONDITIONS. THE CONTRACTOR SHALL FIELD VERIFY AND/OR OBTAIN ALL DIMENSIONS PRIOR TO FABRICATION.
 - THE ITEM 502.10 "SHORING SUPERSTRUCTURE" SHALL BE PAYMENT FOR SUPPORTING THE SUPERSTRUCTURE WHILE TRUSS COMPONENTS, SUBSTRUCTURES, AND BEARINGS ARE BEING PLACED. THE CONTRACTOR MAY CHOOSE TO MOVE THE TRUSS, SO THAT WORK MAY BE CONDUCTED AT A STAGING AREA. PAYMENT FOR REMOVAL AND REPLACEMENT SHALL BE INCLUDED UNDER ITEM 502.10.
- ## PAINING NOTES
- THE SURFACE PREPARATION OF THE EXISTING STEEL SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM.
 - THE COLOR OF THE FINAL COAT OF PAINT SHALL BE GREEN AND SHALL CONFORM WITH FEDERAL STANDARD NO. 595, COLOR CHIP #14062.
 - AFTER THE FINAL COAT OF PAINT HAS BEEN APPLIED, AND HAS THOROUGHLY CURED, THE FOLLOWING STRUCTURAL STEEL SHALL BE GREASED PER SPECIFICATION 513:
 - FLOOR BEAMS
 - ALL TRUSS COMPONENTS BELOW THE TOP OF CURB
 - BEARINGS
 - PAYMENT FOR THE GREASE SHALL BE INCIDENTAL TO THE ITEM 513.30 "STRUCTURAL PAINTING FIELD APPLIED". THE COLOR OF THE GREASE SHALL BE GREEN.
 - ALL NEW STEEL ELEMENTS PROVIDED UNDER ITEM 506.50 "STRUCTURAL STEEL (ROLLED BEAM)" SHALL BE GIVEN AN APPROVED SHOP APPLIED PAINT SYSTEM PER SPECIFICATION 513. ALL EXISTING STEEL AND NEW STEEL UNDER THE ITEM 506.60 "STRUCTURAL STEEL", EXCEPT STEEL TO BE GALVANIZED, SHALL BE GIVEN A FIELD APPLIED PAINT SYSTEM PER SPECIFICATION 513.
 - THE PAINT SYSTEM USED IN THE FIELD AND THE SHOP APPLIED PAINT SYSTEMS SHALL BE COMPATIBLE AND PROVIDED FROM THE SAME MANUFACTURER.
 - ALL FAYING SURFACES SHALL MEET THE CLASS "B" SLIP COEFFICIENT AS SPECIFIED IN THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES". THE FAYING SURFACES ON THE TRUSS WHERE THE NEW FLOOR BEAMS CONNECT SHALL BE BLAST CLEANED AND PRIMED IN ACCORDANCE WITH SPECIFICATION 513, PRIOR TO THE INSTALLATION OF THE NEW STEEL ELEMENTS.

CONCRETE NOTES

- THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE TWO INCHES ALONG WALL FACES AGAINST EARTH, AND THREE INCHES ELSEWHERE UNLESS DETAILED OTHERWISE.
 - REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

SPACING	+/- 1"
CLEARANCE	+/- 1/4"
 - ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" X 1".
 - WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.
 - JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
 - SURFACES OF BRIDGE SEATS UNDER THE BEARING DEVICES SHALL BE LEVEL. OTHER AREAS OF THE BRIDGE SEAT SHALL BE SLOPED 2.0%. THE ABUTMENT SEATS SHALL BE SLOPED FULL WIDTH TOWARD MIDSPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A MAGNESIUM FLOAT FINISH.
 - CONCRETE PORTIONS OF THE ABUTMENT ABOVE THE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE TRUSS HAS BEEN PLACED AND FINISH GRADE HAS BEEN DETERMINED BY THE RESIDENT ENGINEER.
 - THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
- ## STEEL NOTES
- THE NEW FLOORBEAMS, LATERAL BRACING, AND NEW TRUSS MEMBERS SHALL BE PAID FOR UNDER THE ITEM 506.50 "STRUCTURAL STEEL (ROLLED BEAM)". ALL OTHER PLATES, ANGLES, NEW LATTICE RAILING, AND STRUCTURAL TUBING FOR DOWN SPOUT SHALL BE INCLUDED UNDER THE ITEM 506.60 "STRUCTURAL STEEL".
 - ALL STRUCTURAL STEEL PAID FOR UNDER THE ITEM 506.50 "STRUCTURAL STEEL (ROLLED BEAM)" AND ITEM 506.60 "STRUCTURAL STEEL" SHALL CONFORM TO AASHTO M-270 GRADE 50. EXCEPT ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A-500 GRADE B.
 - 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 ENGINEER SUBJECT TO TENSION WILL ALSO REQUIRE CHARPY V-NOTCH TESTING.
 - ANY RIVETS THAT ARE REMOVED FOR REPAIRS DETAILED ON THE PLANS OR AS ORDERED BY THE ENGINEER SHALL BE REPLACED WITH 3/4" DIAMETER HIGH STRENGTH BOLTS MEETING AASHTO M-164 TYPE 1. ALL BOLTS SHALL BE FULL DIAMETER BODY ROUND HEAD BOLTS MEETING ANSI/ASME B 18.5 REQUIREMENTS, EXCEPT BOLTS FOR THE NEW LATTICE RAILING SHALL BE 7/16" DIAMETER, AND BOLTS FOR THE NEW COVER PLATE SHALL BE 3/8" DIAMETER, MEETING THE REQUIREMENTS ABOVE.
 - CONNECTIONS NOT DETAILED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL.
 - ALL BOLTS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M-298. FASTENERS FOR THE TRUSS SHALL RECEIVE INTERMEDIATE AND FINAL COATS OF PAINT AFTER INSTALLATION. FASTENERS FOR THE GLULAM DECK SHALL BE GALVANIZED ONLY.
 - EXISTING FLOOR BEAMS, STRINGERS, AND TRUSS MEMEBERS THAT ARE REMOVED SHALL BECOME PROPERTY OF THE CONTRACTOR. THE EXISTING STEEL IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. THE CONTRACTOR MAY DISPOSE OF IT OR RETAIN IT FOR FUTURE USE. THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER OF HIS/HER PLANS FOR DISPOSAL OR RETENTION OF THE STEEL PRIOR TO ITS REMOVAL.
 - THE EDGES OF THE GUSSET PLATES SHALL BE CAULKED AT THE LOCATION WHERE THEY MEET THE TRUSS MEMBERS. THE CAULK SHALL BE APPLIED BEFORE THE FINAL COAT OF PAINT. THE CONTRACTOR SHALL SUBMIT TO THE PROJECT MANAGER THE TYPE OF CAULK TO BE USED ALONG WITH THE MANUFACTURER'S RECOMMENDED USE. PAYMENT FOR THE CAULKING SHALL BE INCIDENTAL TO ITEM 513.30 "STRUCTURAL PAINTING, FIELD APPLIED".

LEDGE NOTES

- NO LEDGE SHALL BE EXCAVATED TO PLACE THE STONE FILL TYPE III. ANY SMOOTH LEDGE SHALL BE MECHANICALLY ROUGHENED TO KEY IN THE STONE FILL IF DEEMED NECESSARY BY THE RESIDENT ENGINEER. PAYMENT FOR ROUGHENING THE LEDGE SHALL BE CONSIDERED INCIDENTAL TO STONE FILL TYPE III.
- ABUTMENT 1 SHALL BE FOUNDED ON LEDGE WHICH HAS BEEN CLEANED OF ALL LOOSE ROCK AND OTHER DEBRIS. THE LEDGE SHALL BE REMOVED AS REQUIRED TO ENSURE PLACEMENT ON COMPETENT ROCK. PAYMENT FOR ANY LEDGE REMOVAL SHALL BE INCLUDED UNDER ITEM 204.25 "STRUCTURE EXCAVATION".
- DOWELS SHALL BE DRILLED AND GROUTED INTO LEDGE AT ABUTMENT 1 AND INTO EXISTING CONCRETE AT ABUTMENT 2 AS SHOWN ON THE PLANS. THE DOWELS SHALL HAVE A 2'-0" EMBEDMENT LENGTH AND SHALL EXTEND INTO THE NEW CONCRETE A MINIMUM OF 1'-6" UNLESS NOTED OTHERWISE. THE DRILLING AND GROUTING SHALL BE PAID FOR UNDER THE ITEM 507.16 "DRILLING AND GROUTING DOWELS", HOWEVER THE DOWELS SHALL BE PAID FOR UNDER THE ITEM 507.15 "REINFORCING STEEL".
- UPON COMPLETION OF THE STRUCTURE EXCAVATION, AND PRIOR TO THE PLACING OF THE CONCRETE FORMS, THE RESIDENT ENGINEER SHALL CONTACT THE SOILS AND FOUNDATIONS ENGINEER/ENGINEERING GEOLOGIST FROM THE VERMONT AGENCY OF TRANSPORTATION, TO INSPECT THE ROCK TO DETERMINE IF IT IS COMPETENT TO SUPPORT THE DESIGN BEARING PRESSURE SHOWN ON THE PLANS. THE GEOLOGIST SHALL BE ALLOWED 5 WORKING DAYS FROM NOTICE OF EXCAVATION TO MAKE HIS INSPECTION AND REPORT HIS DETERMINATION ON THE COMPETENCY OF THE ROCK.

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