

GENERAL NOTES

GENERAL

1. ALL MATERIALS, CONSTRUCTION AND DESIGN SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATION FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION DATED 2002, AND ITS LATEST REVISIONS.
2. GRANITE STREET WILL BE CLOSED TO THROUGH TRAFFIC DURING THE RECONSTRUCTION OF BRIDGE 11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN PROJECT LIMITS.
3. ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE" SHALL BE USED TO PAY FOR THE REMOVAL OF THE EXISTING TRUSS BRIDGE, UTILITY SUPPORT SPAN, THE BAILEY BRIDGE AND THE CONCRETE PORTION OF ABUTMENT #2. ALL MATERIALS REMOVED WILL BECOME PROPERTY OF THE CONTRACTOR.
4. PAYMENT FOR THE REMOVAL OF THE JERSEY BARRIER AND THE GUARDRAIL MOUNTED ON JERSEY BARRIER WILL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR 621.80 "REMOVAL AND DISPOSAL OF GUARDRAIL (MOD.)" THE JERSEY BARRIER AND THE GUARDRAIL WILL BECOME PROPERTY OF THE CONTRACTOR.
5. THE EXISTING SUPERSTRUCTURE IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, CITY, ITS OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE DISPOSITION OF THIS MATERIAL.
6. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS OTHERWISE NOTED.
7. EMULSIFIED ASPHALT IS TO BE APPLIED AT A RATE OF 0.015 GALLONS PER SQUARE YARD BETWEEN SUCCESSIVE COURSES OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
8. STONES FROM ABUTMENT ONE WILL BE SALVAGED AND USED TO REPAIR THE EXISTING RETAINING WALL. COST OF THIS WORK WILL BE INCIDENTAL TO ITEM 602.20 "DRY RUBBLE MASONRY".
9. CARE SHALL BE TAKEN WHEN EXCAVATING FOR ABUTMENT ONE AS TO NOT DAMAGE THE EXISTING LAID-UP STONE RETAINING WALL. PORTIONS OF THE WALL THAT ARE OUTSIDE OF THE EXCAVATION LIMITS THAT ARE DAMAGED WILL BE REPAIRED AT THE CONTRACTORS EXPENSE.
10. REPAIRING AND REBUILDING THE LAID-UP STONE RETAINING WALL WITHIN THE LIMITS SHOWN ON SHEET 41 WILL BE PAID FOR AT CONTRACT UNIT PRICE FOR 602.20 "DRY RUBBLE MASONRY".
11. BACKFILL SHALL BE LIMITED TO TWO FEET BELOW ABUTMENT #1 BRIDGE SEAT ELEVATION UNTIL THE SUPERSTRUCTURE IS ERECTED.
12. IF CONTAMINATED SOIL IS ENCOUNTERED IN THE AREA OF ABUT. #2, STOP WORK IMMEDIATELY AND CONTACT MIKE MORISSETTE, THE AGENCIES HAZARDOUS WASTE COORDINATOR AT (802)828-2797 FOR FURTHER INSTRUCTION.

CONCRETE

13. REINFORCEMENT PLACEMENT TOLERANCES SHALL BE:
SPACING +/- 1 INCH
CLEARANCE +/- 1/4 INCH
14. MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE 2 INCHES ALONG BACK FACES OF WALLS AGAINST EARTH AND 3 INCHES ELSEWHERE, UNLESS OTHERWISE NOTED.
15. ALL REINFORCING STEEL IN THE CONCRETE DECK AND IN APPROACH SLABS SHALL BE EPOXY COATED AND PAID FOR UNDER THE ITEM 507.17. WHEN EPOXY COATED REINFORCING STEEL IS CUT, THE UNCOATED ENDS SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE COATING MANUFACTURER. FLAME CUTTING OF EPOXY COATED REINFORCING STEEL WILL NOT BE PERMITTED.
16. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
17. 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.

18. CONCRETE PORTIONS OF THE ABUTMENT AND WINGWALLS ABOVE THE ADJACENT BRIDGE STRINGER SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE FINISH GRADE HAS BEEN DETERMINED BY THE RESIDENT ENGINEER.
19. SURFACES OF BRIDGE SEATS UNDER THE BEARING DEVICES SHALL BE LEVEL. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A STEEL TROWEL FINISH.
20. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH BY 1 INCH.
21. THE DECK IS TO BE POURED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT HOURS. IF THE DECK CAN NOT BE PLACED IN EIGHT HOURS, A CONSTRUCTION JOINT SHALL BE USED. A 96 HOUR DELAY SHALL BE OBSERVED BETWEEN SUCCESSIVE POURS.
22. WATER REPELLANT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE THE UNDERSIDE OF THE DECK BETWEEN THE DRIP NOTCHES.

TRUSS

23. THE PREFABRICATED STEEL TRUSS AND ATTACHED SIDEWALK, TO BE PROVIDED UNDER ITEM 506.75 "STRUCTURAL STEEL (MOD.)" SHALL BE DESIGNED, DETAILED, FABRICATED AND TRANSPORTED TO THE SITE BY THE MANUFACTURER/ CONTRACTOR. THE TRUSS PROVIDED MUST BE SIMILAR TO THE CONFIGURATION SHOWN IN THE ELEVATION VIEW ON SHEET 18.
24. ITEM 506.75 " STRUCTURAL STEEL (MOD. - PRE-FAB BRIDGE)" WILL CONFORM TO STANDARD SPECIFICATION, SECTION 506 AND INCLUDE THE COST OF: THE STEEL TRUSS BRIDGE WITH FLOOR BEAMS, NESTED STRINGERS, LATERAL RODS, KNEE BRACKETS, ERECTION BOLTS, BEARING DEVICES WITH ANCHOR BOLTS, THE WALKWAY BRACKETS, STRINGERS, DIAPHRAMS, SHEAR STUDS IF NEEDED, PEDESTRIAN RAILING, STEEL GRID DECK, SIDEWALK EXPANSION JOINT, ALL HARDWARE NEEDED, GALVANIZING OF COMPONENTS AND THE INSTALLATION OF THE ABOVE ITEMS.
25. THE TRUSS SHALL BE DESIGNED TO CONFORM TO THE LINE, GRADE AND STRUCTURE WIDTH SHOWN ON THE PLANS. THE MANUFACTURER/CONTRACTOR WILL DETERMINE THE STRINGER BRIDGE SEAT ELEVATIONS.
26. THE SUPPLIER SHALL ADVISE THE CONTRACTOR IN UNLOADING AND ERECTING THE TRUSS SUPERSTRUCTURE. ALL INSTRUCTIONS ON ERECTION AND FIELD CONNECTIONS PROVIDED SHALL BE ADHERED TO BY THE CONTRACTOR, TO THE SATISFACTION OF THE ENGINEER.
27. ALL STEEL IN THE TRUSS SHALL BE M270M/M270 GRADE 50.
28. ALL STEEL IN THE TRUSS AND ITS COMPONENTS AND THE ATTACHED WALKWAY AND IT'S COMPONENTS WILL BE GALVANIZED AS PER SECTION 506.15(a). ANY GALVANIZED AREAS DAMAGED DURING TRANSIT OR ERECTION SHALL BE REPAIRED IN CONFORMANCE WITH ASTM A760.
29. THE TRUSS SHALL BE DESIGNED SUCH THAT THE FINISHED GRADE ALONG CENTERLINE OF THE BRIDGE AND THE CROSS SLOPES WILL BE AS SHOWN ON THE PLANS UNDER FULL DEAD LOAD.
30. THE TRUSS WILL BE DESIGNED TO CARRY AASHTO HS-25 LIVE LOAD. THE WALKWAY WILL BE DESIGNED FOR AASHTO PEDESTRIAN LIVE LOAD OR 3 TON TRACTOR AND A 1,400 LB TRAILER WITH A FOUR FOOT WHEEL LINE AND A FOUR FOOT AXLE SPACING, WHICHEVER GOVERNS.
31. THE DESIGN AND FABRICATION DRAWINGS SHALL BE SIGNED, STAMPED AND DATED BY A PROFESSIONAL ENGINEER (STRUCTURAL OR CIVIL) REGISTERED IN THE STATE OF VERMONT. TRUSS FABRICATOR WILL BE RESPONSIBLE FOR SUPPLYING THE LOAD RATING FOR THE NEW BRIDGE AND COMPLETING THE "LOAD FACTOR RATING" TABLE ON SHEET 2. CONTACT STRUCTURES PROJECT MANAGER CRAIG KELLER, AT (802) 828-3877, FOR INFORMATION ON TRUCK CONFIGURATIONS.
32. AFTER THE TRUSSES AND THE FLOOR SYSTEM HAS BEEN ERECTED, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF EACH STRINGER UNDER THE DIRECTION OF THE RESIDENT ENGINEER. THESE ELEVATIONS SHALL BE USED IN DETERMINING THE FINAL GRADE.
33. BEARING DEVICES SHALL CONFORM TO APPLICABLE SUBSECTIONS OF SECTION 531 AND 731. THE SOLE PLATES, ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED OR METALIZED AS PER SECTION 531.04(b). AREAS OF GALVANIZING OR METALIZING DAMAGED BY WELDING AND/OR HANDLING SHALL BE REPAIRED PER ASTM A760/A 760M. ANY PLATES USED IN THE BEARINGS SHALL BE A MINIMUM OF 1 INCH IN THICKNESS.
34. HOLES FOR ATTACHING THE BRIDGE RAIL AND WATERLINE BRACKETS TO THE TRUSSES WILL BE DRILLED BEFORE THE MANUFACTURER GALVANIZES THE PREFABRICATED SUPERSTRUCTURE. THE HEIGHT WILL BE

THAT AS DETAILED ON SHEET 24, AND WATER LINE SHEETS. GUARDRAIL TUBING WILL BE FIELD DRILLED.

35. MODIFICATION TO ITEM 525.44 "BRIDGE RAILING-HDSB/FASCIA MOUNTED/STEEL TUBING (MOD.)" IS THE ELIMINATION OF THE POSTS AND ANCHOR BOLTS ON THE BRIDGE. THE "W" SECTION, STRUCTURAL TUBING AND OFFSET BLOCKS WILL BE MOUNTED ON THE TRUSS.
36. THE ITEM 516.10 "BRIDGE EXPANSION JOINT" DOES NOT INCLUDE THE JOINT FOR THE WALKWAY, THIS IS PAID FOR UNDER THE 506.75 "STRUCTURAL STEEL (MOD. PRE-FAB. BRIDGE)" ITEM.
37. THE DOWNSPOUT AS DETAILED ON SHEET 27 WILL BE PAID FOR UNDER THE ITEM 506.75 "STRUCTURAL STEEL (DOWNSPOUT)".

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FILE NAME:	str5/92j099/sj099gen.xls	PLOT DATE: 6/8/2004
PROJECT LEADER:	C. Keller	DRAWN BY: J. Reed
DESIGNED BY:	J. Reed	CHECKED BY: K. Rutter
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