

GENERAL NOTES:

- ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" 2001 AND ITS LATEST REVISIONS, AND AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" 17th EDITION AND ITS LATEST REVISIONS.
- ANY REFERENCE TO "LEFT" AND/OR "RIGHT" ON THE PLANS OR IN THE NOTES REFERS TO THE DIRECTION OF STATIONING AND NOT THE DIRECTION OF TRAFFIC.
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS OTHERWISE NOTED.
- TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED PER THE EROSION PREVENTION AND SEDIMENT CONTROL PLANS.
- THE CONTRACTOR SHALL CALL "DIG-SAFE" PRIOR TO PERFORMING ANY EXCAVATION, IN ACCORDANCE WITH DIG-SAFE'S RULES OF NOTIFICATION. THE COST OF COORDINATING WITH DIG-SAFE AND THE FOLLOWING UTILITY COMPANIES SHALL BE INCLUDED UNDER ITEM 635.11, "MOBILIZATION/DEMOLITION", VERIZON, GREEN MOUNTAIN POWER CORP. AND NOVA CABLE. THE COST OF ANY EXPLORATORY EXCAVATION BY THE CONTRACTOR TO ASCERTAIN UTILITY LOCATIONS SHALL BE PAID FOR UNDER ITEM 204.20, "TRENCH EXCAVATION OF EARTH" IN ACCORDANCE WITH THE SPECIAL PROVISIONS. ANY DAMAGE TO UTILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED IMMEDIATELY AS DIRECTED BY THE ENGINEER TO THE RESPECTIVE UTILITY COMPANY AT THE CONTRACTOR'S OWN EXPENSE.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE, FUEL AND/OR LUBRICANTS, INTO THE PASSUMPSIC RIVER OR ANY ADJACENT BROOK OR STREAM. ANY MATERIALS WHICH ESCAPE THE CONTRACTOR'S EFFORTS OF PREVENTION SHALL BE IMMEDIATELY AND ENTIRELY CLEANED UP OR REMOVED.
- THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL, AIR, GROUND AND WATER POLLUTION CONTROL REGULATIONS, HEALTH AND SAFETY REGULATIONS AND TRANSPORTATION REGULATIONS WHEN CLEANING, HANDLING, MOVING, PAINTING, CUTTING, WELDING, SANDING OR GRINDING ANY COATED OR TREATED MATERIAL.
- TYPE III STONE FILL SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE SUPERSTRUCTURE STEEL IS PLACED.

CONCRETE NOTES:

- REINFORCEMENT PLACING TOLERANCES SHALL BE:
SPACING +/- 1"
CLEARANCE +/- 1/4"
- MINIMUM COVER FOR REINFORCING STEEL (EXCEPT IN THE EXODERMIC DECK) SHALL BE 2" IN BACK FACES OF SUBSTRUCTURES AGAINST EARTH AND 3" ELSEWHERE, UNLESS OTHERWISE SHOWN.
- ALL REINFORCING STEEL IN THE APPROACH SLABS, ABUTMENT BACKWALLS AND CURBS SHALL BE EPOXY COATED AND PAID FOR UNDER ITEM 507.17 "EPOXY COATED REINFORCING STEEL". WHEN EPOXY COATED REINFORCING 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.
- ALL EXPOSED EDGES OF CONCRETE IN THE SUBSTRUCTURE AND THE SUPERSTRUCTURE SHALL BE CHAMFERED 1" x 1", UNLESS OTHERWISE SHOWN.
- IN ALL HORIZONTAL AND VERTICAL CONSTRUCTION JOINTS, SHEAR KEYS SHALL BE FORMED AS SHOWN ON BRIDGE SHEET BRI15, AND THEY SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF JOINT. IN HORIZONTAL CONSTRUCTION JOINTS THE UPWARD KEY SHALL BE PLACED INTEGRAL WITH THE CONCRETE BELOW THE JOINT.
- WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE EXODERMIC DECK AND SHALL BE PAID FOR UNDER ITEM 514.10, "WATER REPELLENT (MOD.SILANE)".
- JOINTS AND SCORE MARKS SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- CURB CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A AND SHALL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A". ALL OTHER CONCRETE, EXCLUDING THE EXODERMIC DECK CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B AND SHALL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B".
- SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL WITH A CONSTRUCTION TOLERANCE OF 0.005 RADIAN. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 1/2" PER FOOT TOWARD CENTER SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH STEEL TROWEL FINISHED.

STRUCTURAL STEEL NOTES:

- CHARPY V-NOTCH TESTING WILL BE REQUIRED FOR WELDED/FRACTURE CRITICAL STEEL MEMBERS ON THIS PROJECT.
- ALL BOLTS USED SHALL MEET AASHTO M164 (ASTM A 325 TYPE 1) HIGH STRENGTH BOLTS UNLESS NOTED OTHERWISE IN THE PLANS. ALL HIGH STRENGTH BOLTS SHALL BE TIGHTENED PER SECTION 506.19 OF THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION.
- ALL HARDWARE (BOLTS, WASHERS, NUTS, "C" CLIPS, ETC.) SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M-232 (ASTM A153) UNLESS OTHERWISE NOTED IN PLANS, WHERE REQUIRED, OVERSIZE NUTS SHALL BE PROVIDED FOR GALVANIZING.
- THE CONTRACTOR IS REMINDED THAT ALL HARDWARE FOR CONNECTIONS IS NOT PAID FOR DIRECTLY BUT SHALL BE INCLUDED UNDER ITEM 506.75, "STRUCTURAL STEEL (MOD)" AND ITEM 509.20, "STEEL GRID FLOORING (EXODERMIC)". THE CONTRACTOR IS URGED TO MAKE A DETAILED COUNT OF ALL HARDWARE NECESSARY AS REQUIRED TO COMPLETE THE WORK AS SHOWN ON THESE PLANS. BOLT LENGTHS SHALL BE FIELD VERIFIED BY THE CONTRACTOR TO ALLOW 1/2" INCH MINIMUM PROJECTION BEYOND THE NUT IN SNUG POSITION, AND HAVE SUFFICIENT THREAD LENGTH TO TIGHTEN AS MUCH AS NECESSARY.

FOUNDATION NOTES:

- GRANULAR BACKFILL SHALL BE COMPACTED TO 95 PERCENT OF MAXIMUM DRY DENSITY.
- COFFERDAMS TO BE DESIGNED BY THE CONTRACTOR.
- BORINGS INDICATED ON THESE PLANS HAVE BEEN MADE FOR DESIGN PURPOSES ONLY AND DO NOT WARRANT ACTUAL SUB-SURFACE CONDITIONS.
- PILES SHALL BE DRIVEN IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 505 TO REFUSAL. THE STEEL PILING SHALL HAVE A YIELD STRENGTH OF 50 KSI AND CONFORM TO AASHTO M270 GRADE 50.
- ALL PILES UNDER WINGWALL 1 SHALL BE INSTALLED IN 3' DEEP 24" DIAMETER ROCK SOCKETS. THE ANNULAR SPACE AROUND THE PILE SHALL BE FILLED WITH CONCRETE HPC-B TO THE BOTTOM OF FOOTING ELEVATION BEFORE THE TEMPORARY CASING IS REMOVED. ALL PILES REQUIRING ROCK SOCKETS SHALL BE INSTALLED VERTICALLY WITHOUT REINFORCEMENT OF THE POINT. ALL PAYMENT FOR ROCK SOCKETED PILES SHALL BE MADE UNDER ITEMS 512.30, 512.31 AND 512.32. SEE THE SPECIAL PROVISIONS.
- IF BEDROCK IS FOUND TO BE LESS THAN 10' BELOW THE BOTTOM OF FOOTING ELEVATION DURING INSTALLATION OF THE REMAINING PILES IN ABUTMENT 1 AND WINGWALL 2, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR INSTRUCTIONS ON HOW TO PROCEED.

PREFABRICATED TRUSS NOTES:

- WHERE CONNECTIONS ARE NOT DETAILED ON THE PLANS, THEY SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
- ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED FOR REMOVAL OF THE EXISTING TRUSS SUPERSTRUCTURE. THE EXISTING STEEL IN THE TRUSS TO BE REMOVED UNDER ITEM 529.15 WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. ALL STEEL REMOVED UNDER THIS ITEM IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICIALS AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE STRUCTURAL STEEL.
- ALL STRUCTURAL STEEL PAID UNDER ITEM 506.75, "STRUCTURAL STEEL (MOD)" SHALL CONFORM TO AASHTO M270 GR 50 AND SHALL BE GALVANIZED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 506.15(A).
- THE PREFABRICATED STEEL TRUSS, TO BE PROVIDED UNDER ITEM 506.75, "STRUCTURAL STEEL (MOD)", SHALL BE DESIGNED, DETAILED, FABRICATED AND TRANSPORTED TO THE SITE AND ERECTED BY THE CONTRACTOR. THE TRUSS PROVIDED MUST BE SIMILAR TO THE CONFIGURATION SHOWN IN THE ELEVATION VIEW ON SHEET BRI00.
- INCLUDED UNDER ITEM 506.75, "STRUCTURAL STEEL (MOD)", WILL BE THE COST OF THE STEEL TRUSS BRIDGE WITH NESTED FLOOR BEAMS, LATERAL RODS, KNEE BRACKETS, ERECTION BOLTS, BEARING DEVICES WITH ANCHOR BOLTS, AND DELIVERY OF ALL OF THE ABOVE MATERIALS TO THE JOB SITE.
- THE TRUSS SHALL BE DESIGNED TO CONFORM TO THE LINE, GRADE, HYDRAULIC FREEBOARD, AND STRUCTURE WIDTH SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING ALL VERTICAL AND HORIZONTAL DIMENSIONS PRIOR TO ORDERING THE PREFABRICATED TRUSS.
- THE SUPPLIER SHALL ASSIST AND ADVISE THE CONTRACTOR IN UNLOADING AND ERECTING THE TRUSS SUPERSTRUCTURE. ALL INSTRUCTIONS ON ERECTION AND FIELD CONNECTIONS PROVIDED BY THE MANUFACTURER SHALL BE ADHERED TO BY THE CONTRACTOR, TO THE SATISFACTION OF THE RESIDENT ENGINEER.
- THE TRUSS SHALL BE FABRICATED SUCH THAT THE FINISHED GRADE ALONG THE CENTERLINE OF THE BRIDGE AND THE CROSS SLOPES WILL BE AS SHOWN ON THE PLANS UNDER FULL DEAD LOAD.
- THE TRUSS SHALL BE DESIGNED TO CARRY AN HS-25 LIVE LOAD APPLIED IN ACCORDANCE WITH THE PROVISIONS OF AASHTO STANDARD SPECIFICATIONS.
- THE DESIGN AND FABRICATION DRAWINGS SHALL BE SIGNED, STAMPED AND DATED BY A PROFESSIONAL ENGINEER (STRUCTURAL OR CIVIL) REGISTERED IN THE STATE OF VERMONT.
- 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 PAINTED WITH A ZINC RICH PAINT. ANY PLATES USED IN THE BEARINGS SHALL BE A MINIMUM OF 1 INCH IN THICKNESS.

EXODERMIC DECK NOTES:

- EXODERMIC DECK CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS AA AND SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED UNDER ITEM 509.20, "STEEL GRID FLOORING (EXODERMIC)".
- EXODERMIC DECK REINFORCEMENT SHALL BE EPOXY COATED AND SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED UNDER ITEM 509.20, "STEEL GRID FLOORING (EXODERMIC)".
- EXODERMIC DECK STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270 GR 50 AND SHALL BE GALVANIZED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 506.15(A). EXODERMIC DECK STRUCTURAL STEEL SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED UNDER ITEM 590.20, "STEEL GRID FLOORING (EXODERMIC)".
- THE SUPPLIER SHALL ASSIST AND ADVISE THE CONTRACTOR IN UNLOADING AND ERECTING THE EXODERMIC DECK. ALL INSTRUCTIONS ON ERECTION AND FIELD CONNECTIONS PROVIDED BY THE MANUFACTURER SHALL BE ADHERED TO BY THE CONTRACTOR, TO THE SATISFACTION OF THE RESIDENT ENGINEER.
- THE EXODERMIC DECK SHALL BE DESIGNED TO CARRY AN HS-25 LIVE LOAD APPLIED IN ACCORDANCE WITH THE PROVISIONS OF AASHTO STANDARD SPECIFICATIONS.
- THE DESIGN AND FABRICATION DRAWINGS SHALL BE SIGNED, STAMPED AND DATED BY A PROFESSIONAL ENGINEER (STRUCTURAL OR CIVIL) REGISTERED IN THE STATE OF VERMONT.
- AFTER THE TRUSSES AND THE EXODERMIC GRID DECK PANELS HAVE BEEN ERECTED, ELEVATIONS SHALL BE TAKEN ALONG THE GRID PANELS UNDER THE DIRECTION OF THE RESIDENT ENGINEER. THESE ELEVATIONS SHALL BE USED IN DETERMINING THE FINAL GRADE.

FILE NAME = H:\3797\mstr\15\br-25\14479n1.dgn
DATE/TIME = 12/29/2006
USER = 52467

STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	ST. JOHNSBURY	Bridge No. 29	Log Sta.
Highway No.	T.H. 85	Surv. Sta.	
DEPOT HILL ROAD OVER THE PASSUMPSIC RIVER			
GENERAL NOTES			
Designed By	M. SMULLEN	Drawn by	Wm WEATHERBY
Checked By	M. OLSTAD	Date	7/2003
		Bridge Design Supervisor	P. HALSTEAD Date 9/2006
PROJECT	ST. JOHNSBURY	PROJECT NO.	BRO 1447(19)
I.G.C. Info.			
Bridge Sheet No.	BRI07	Sheet	40 OF 72

