

GENERAL NOTES:

- THESE PLANS DO NOT COMPLETELY REFLECT CONDITIONS THAT HAVE CHANGED SINCE PROJECT SURVEY IN 1995. THESE CHANGES INCLUDE BUT ARE NOT LIMITED TO INSTALLATION OF A TEMPORARY BRIDGE, REMOVAL OF STONE CULVERT (100+140±), AND FILL AND DRAINAGE IMPROVEMENTS IN THE NORTHWEST AND NORTHEAST QUADRANTS. THE SLOPE LIMITS SHOWN IN THE VICINITY OF STA. 100+140 AND THE MACK MOLDING DRIVE ARE OVERPREDICTED BECAUSE FILL HAS ALREADY BEEN PLACED IN THIS AREA.
- DIMENSIONS, ANGLES, BEARINGS, AND ELEVATIONS SHOWN ON THESE CONTRACT PLANS HAVE BEEN OBTAINED FROM LIMITED FIELD INVESTIGATION AND FIELD SURVEY, AND MAY NOT ACCURATELY REFLECT ACTUAL FIELD CONDITIONS. ACCORDINGLY, THE CONTRACTOR WILL BE RESPONSIBLE FOR MAKING FIELD MEASUREMENTS OF ALL EXISTING CONDITIONS AFFECTING OR IMPACTED BY THE NEW WORK TO ASSURE CONSISTENCY WITH THE PROPOSED CONSTRUCTION. ANY DISCREPANCIES IN DIMENSIONS, CHARACTER OR EXTENT OF THE EXISTING FEATURES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE ADVANCING THE WORK. **THE CONTRACTOR SHALL FIELD VERIFY DIMENSIONS SHOWN IN THESE PLANS PRIOR TO ANY FABRICATION.**
- THE GENERAL SCOPE OF THE PROJECT INCLUDES, BUT IS NOT LIMITED TO:
 - IMPROVEMENTS TO THE APPROACH ROADWAYS AT BOTH ENDS OF BRIDGE
 - REHABILITATION OF THE EXISTING STEEL TRUSS, INCLUDING BOTTOM CHORD REPLACEMENT
 - REPLACEMENT OF THE BRIDGE FLOOR SYSTEM
 - CLEANING AND PAINTING OF THE EXISTING STEEL TRUSS
 - INSTALLATION OF NEW STEEL BRIDGE RAIL
 - REMOVAL OF EXISTING BACKWALLS AND PORTIONS OF BRIDGE SEATS, AND CONSTRUCTION OF NEW CONCRETE BACKWALLS AND BRIDGE SEATS AT BOTH ABUTMENTS
 - CONSTRUCTION OF NEW DECK END JOINTS AT BOTH ABUTMENTS
 - REPLACEMENT OF THE SIDEWALK FLOOR SYSTEM
 - REPLACEMENT OF SIDEWALK ORNAMENTAL RAILING ON EXISTING RAIL POSTS
 - REMOVAL OF EXISTING TEMPORARY BRIDGE
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AND ITS LATEST REVISIONS, AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 16TH EDITION, INCLUDING INTERIMS, BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO).
- DESIGN LIVE LOAD FOR EXISTING STRUCTURE IS UNKNOWN. DESIGN LIVE LOAD FOR NEW COMPONENTS OF EXISTING STRUCTURE IS AN AASHTO M18 (H20-44) TRUCK.
- PLANS OF THE 1955 AND 1974 REHABILITATIONS OF THE EXISTING BRIDGE ARE AVAILABLE, BUT ORIGINAL DESIGN AND SHOP DRAWINGS ARE NOT.
- WORKING DRAWINGS REQUIRED FOR VARIOUS ITEMS OF THE WORK SHALL BE BASED ON ACTUAL FIELD MEASUREMENTS TAKEN BY THE CONTRACTOR, AND THE DRAWINGS SHALL BE SO NOTED.
- THE BRIDGE IS CURRENTLY CLOSED TO TRAFFIC. TRAFFIC SHALL BE MAINTAINED DURING CONSTRUCTION ON THE EXISTING ADJACENT ONE LANE TEMPORARY BRIDGE.
- THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PREVENT DEBRIS FROM FALLING INTO THE BLACK RIVER DURING CONSTRUCTION.
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES CELSIUS UNLESS OTHERWISE NOTED.
- THE METHOD OF SHORING AND THE SEQUENCING OF TRUSS MEMBER REMOVAL PROPOSED BY THE CONTRACTOR SHALL BE SUBSTANTIATED WITH DESIGN CALCULATIONS PERFORMED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF VERMONT. DETAILS AND CALCULATIONS OF PROPOSED SHORING, INCLUDING THE PROPOSED TRUSS MEMBER REMOVAL SEQUENCE, SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AT LEAST TWO WEEKS PRIOR TO INSTALLATION OF THE SHORING. ALL COSTS FOR DESIGN, MATERIALS, INSTALLATION, AND REMOVAL OF SHORING SHALL BE INCLUDED IN ITEM 502.10, SHORING SUPERSTRUCTURE. IF THE CONTRACTOR CHOOSES TO REMOVE THE TRUSSES FOR DISMANTLING AND REHABILITATION OFFSITE, THE PROPOSED METHOD AND SEQUENCE OF REMOVAL, INCLUDING LIFTING POINTS AND ANY TEMPORARY SHORING REQUIRED, SHALL ALSO BE SUBSTANTIATED WITH DESIGN CALCULATIONS PERFORMED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF VERMONT. IF THIS OPTION IS CHOSEN, ALL COSTS FOR REMOVING AND RE-ERECTING THE TRUSSES SHALL BE INCLUDED UNDER ITEM 502.10.
- ITEM 529.15, REMOVAL OF STRUCTURE (TEMPORARY BRIDGE), SHALL INCLUDE COMPLETE REMOVAL AND PROPER DISPOSAL OF THE EXISTING TEMPORARY BRIDGE. THE SUPERSTRUCTURE AND THE TIMBER ABUTMENT BACKWALLS AND BRIDGE SEATS SHALL BE SALVAGED TO THE STATE. ITEM 529.15 SHALL ALSO INCLUDE: REMOVAL OF EXISTING PAVEMENT AND APPROACH ROADWAY FILL ON THE APPROACHES TO THE TEMPORARY BRIDGE; REGRADING AND PLACEMENT OF LOAM AND SEED AS DIRECTED BY THE ENGINEER IN THE AREAS WHERE THE TEMPORARY BRIDGE AND ITS APPROACHES HAVE BEEN REMOVED; REMOVAL OF ALL SIGNS FOR THE TEMPORARY BRIDGE AND DETOUR; REMOVAL OF AND SALVAGING TO THE STATE ALL STEEL W-BEAM GUARDRAIL AND POSTS ON THE APPROACHES TO THE TEMPORARY BRIDGE; AND REMOVAL OF THE GRAVEL BERMS AT EACH END OF THE EXISTING PERMANENT TRUSS BRIDGE. THE STEEL GUARDRAIL AND POSTS SHALL BE STORED ON SITE FOR PICK UP BY VTTRANS DISTRICT FORCES. THE CONTRACTOR SHALL CONTACT FLOYD ROBERTS AT 802-251-2004 WHEN THE MATERIAL IS READY TO BE PICKED UP.
- EXCAVATION BEHIND EXISTING ABUTMENT BACKWALLS AND WINGWALLS TO THE LIMITS SHOWN IN THE PLANS SHALL BE PAID AS ITEM 204.25, STRUCTURE EXCAVATION.

- ITEM 529.20, PARTIAL REMOVAL OF STRUCTURE, SHALL INCLUDE REMOVAL AND PROPER DISPOSAL OF EXISTING:
 - TIMBER BRIDGE DECK AND CURBS
 - STEEL STRINGERS AND FLOORBEAMS
 - BOTTOM LATERAL BRACING
 - BOTTOM CHORD OF BOTH TRUSSES
 - GUSSET PLATES AT FLOORBEAM-TO-TRUSS CONNECTIONS
 - STRINGER AND TRUSS BEARINGS
 - LOWER SECTION OF THE TRUSS TOP CHORD AT ALL 4 CORNERS OF THE BRIDGE
 - TRUSS PINS FROM TOP AND BOTTOM CHORDS OF BOTH TRUSSES
 - BOTTOM CHORD HANGER PLATES AT PANEL POINTS L1 - L5 IN BOTH TRUSSES, AND PORTIONS OF TRUSS VERTICAL AT PANEL POINT L2, UPSTREAM TRUSS ONLY
 - RIVETS AND BOLTS AS REQUIRED TO PERFORM ANY OF THE REMOVAL WORK INCLUDED IN THIS ITEM
 - SIDEWALK AND UPSTREAM TRUSS ORNAMENTAL RAILING
 - TIMBER SIDEWALK DECK AND STEEL SIDEWALK STRINGERS
- REMOVAL OPERATIONS SHALL BE PERFORMED SO THAT ALL PORTIONS OF THE EXISTING STRUCTURE THAT ARE TO REMAIN ARE NOT DAMAGED. ANY PORTION OF THE EXISTING STRUCTURE THAT IS TO REMAIN THAT IS DAMAGED AS A RESULT OF THE CONTRACTOR'S REMOVAL OPERATIONS SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. THE REMOVED STRUCTURAL STEEL IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE STRUCTURAL STEEL.
- ITEM 529.25, REMOVAL OF CONCRETE OR MASONRY, SHALL INCLUDE:
 - REMOVAL AND PROPER DISPOSAL OF THE EXISTING CONCRETE BACKWALLS, WINGWALLS, AND PORTIONS OF BRIDGE SEATS AT BOTH ABUTMENTS
 - REMOVAL OF PORTIONS OF STONE MASONRY WINGWALL AS NECESSARY TO CONSTRUCT THE CONCRETE SIDEWALK AND FENCE SUPPORT SLAB
- THE PROPOSED SIDEWALK WILL CONNECT TO A SIDEWALK TO BE CONSTRUCTED BY THE TOWN ALONG THE WEST SIDE OF T.H. 4.

STRUCTURAL STEEL NOTES:

- ALL NEW STRUCTURAL STEEL SHALL BE AASHTO M 270M, GRADE 345 PAINTED UNLESS OTHERWISE NOTED. ROADWAY AND SIDEWALK DECK JOINT PLATES SHALL BE AASHTO M 270M, GRADE 250.
- ALL NEW STRINGERS; FLOORBEAMS; LATERAL BRACING RODS, CLEVISSES, AND PINS; SIDEWALK STRINGER BEARING ANGLES; STRINGER, FLOORBEAM, AND LATERAL BRACING CONNECTION PLATES, ANGLES AND SPLICE PLATES; AND ROADWAY AND SIDEWALK DECK JOINT PLATES SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH THE REQUIREMENTS OF AASHTO M 111.
- ITEM 506.50, STRUCTURAL STEEL (ROLLED BEAM), SHALL INCLUDE NEW GALVANIZED STRINGERS.
- ITEM 506.55, STRUCTURAL STEEL (PLATE GIRDER), SHALL INCLUDE NEW GALVANIZED FLOORBEAMS.
- ITEM 506.60, STRUCTURAL STEEL, SHALL INCLUDE ALL NEW STEEL NOT OTHERWISE DESIGNATED, INCLUDING BUT NOT LIMITED TO:
 - PAINTED BOTTOM CHORD MEMBERS (EYEBARS) FOR BOTH TRUSSES, INCLUDING PAINTED SPACERS
 - PAINTED LOWER SECTION OF THE TRUSS TOP CHORD AT ALL 4 CORNERS OF THE BRIDGE
 - GALVANIZED BOTTOM LATERAL BRACING RODS, CLEVISSES, PINS, CONNECTION PLATES, AND ANGLES
 - PAINTED GUSSET PLATES AT FLOORBEAM-TO-TRUSS CONNECTIONS
 - GALVANIZED SPLICE PLATES AND CONNECTION ANGLES FOR FLOORBEAMS AND STRINGERS
 - PAINTED HANGER PLATES AT TRUSS PANEL POINTS L1 - L5 IN BOTH TRUSSES
 - PAINTED ANGLES AT BOTTOM OF TRUSS VERTICAL AT UPSTREAM TRUSS PANEL POINT L2
 - PAINTED WT SIDEWALK SUPPORT MEMBER, INCLUDING PAINTED SIDEWALK STRINGER CONNECTION PLATES
 - GALVANIZED ROADWAY AND SIDEWALK DECK JOINT PLATES
 - GALVANIZED SIDEWALK STRINGER BEARING ANGLES
 - 400 KG OF ADDITIONAL PAINTED STRUCTURAL STEEL FOR UNIDENTIFIED TRUSS REPAIRS. AFTER INITIAL REMOVAL OF TRUSS MEMBERS IDENTIFIED IN THE PLANS FOR REPLACEMENT, AND CLEANING OF THE AREAS OF THE REMAINING MEMBERS NOW EXPOSED, CONTACT THE VTTRANS STRUCTURES PROJECT MANAGER. AN ENGINEER FROM VTTRANS STRUCTURES WILL JOINTLY INSPECT THE TRUSS WITH THE RESIDENT TO DETERMINE IF ADDITIONAL TRUSS REPAIRS OR TRUSS MEMBER REPLACEMENTS ARE REQUIRED. PAYMENT OF ANY OF THIS ADDITIONAL 400KG QUANTITY WILL ONLY BE MADE FOR REPAIRS DIRECTED BY THE ENGINEER.
- ALL FASTENERS REQUIRED TO COMPLETE THE WORK OF A STRUCTURAL STEEL PAY ITEM SHALL BE INCLUDED IN, AND INCIDENTAL TO, THAT PAY ITEM.

- ALL BOLTED CONNECTIONS IN NEW AND EXISTING STEEL SHALL BE MADE WITH 19 OR 22 mm DIAMETER AASHTO M 164M TYPE I BOLTS AS NOTED. WHERE BOLT SIZE IS NOT NOTED, 19 mm DIAMETER BOLTS SHALL BE USED. BOLT HOLES IN NEW MATERIAL SHALL BE STANDARD HOLES 2 mm LARGER THAN BOLT DIAMETER UNLESS OTHERWISE NOTED.
- ITEM 506.60, STRUCTURAL STEEL (MOD.) (TRUSS PINS), SHALL INCLUDE NEW PAINTED PINS AT ALL TRUSS PIN CONNECTIONS. NEW PINS FOR THE TRUSS PIN CONNECTIONS SHALL MEET THE FABRICATION TOLERANCES AND SURFACE FINISH REQUIREMENTS FOR BEARING PINS IN TABLE 18.5.1.5-1 IN DIVISION II OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
- ITEM 525.15 METAL HAND RAILING (MOD.), SHALL INCLUDE NEW PAINTED ORNAMENTAL RAILING FOR SIDEWALK.
- FIELD CONNECTION BOLTS FOR ALL STRUCTURAL COMPONENTS THAT HAVE BEEN PAINTED PRIOR TO BEING ERECTED SHALL BE ZINC COATED IN ACCORDANCE WITH AASHTO M298, CLASS 50, TYPE 1. FIELD PAINTING OF BOLTS SHALL INCLUDE BOTH THE INTERMEDIATE AND FINAL COATING SYSTEMS AFTER APPROVAL OF THE CONNECTIONS.
- ALL THE NEW FLOORBEAMS, STRINGERS, AND TRUSS BOTTOM CHORD EYEBARS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SECTION 714.01.
- DIMENSIONS OF STRUCTURAL STEEL SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE PREPARATION OF SHOP DRAWINGS TO ENSURE THAT ALL NEW STRUCTURAL STEEL FITS UP PROPERLY WITH THE EXISTING TRUSS. ALL TRUSS PINS BEING REPLACED SHALL BE FIELD MEASURED. ALL COSTS FOR FIELD MEASUREMENTS REQUIRED TO PREPARE THE STRUCTURAL STEEL SHOP DRAWINGS SHALL BE INCLUDED IN ITEM 506.60, STRUCTURAL STEEL, AND WILL NOT BE PAID SEPARATELY.
- THE FABRICATION TOLERANCES AND SURFACE FINISH REQUIREMENTS FOR THE NEW TRUSS EYEBARS AND THE PIN HOLES IN THE EYEBARS SHALL BE AS SPECIFIED IN SECTIONS 11.4.10, 11.4.9.2, AND 11.4.6 IN DIVISION II OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. THE INSIDE EDGES OF THE PIN HOLES IN THE EYEBARS SHALL NOT BE PAINTED.

STRUCTURAL STEEL PAINTING NOTES:

- ALL NEW AND EXISTING STRUCTURAL STEEL SHALL BE PAINTED UNLESS OTHERWISE NOTED. SURFACE PREPARATION, CONTAINMENT, AND PAINTING SHALL BE IN CONFORMANCE WITH SUPPLEMENTAL SPECIFICATION 513. THE SURFACE PREPARATION FOR THE REPAINTING OF THE EXISTING STEEL SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM.
- PAINTING OF NEW STEEL SHALL BE PAID FOR UNDER ITEM 513.40, SURFACE PREPARATION, SHOP, AND ITEM 513.25, STRUCTURAL PAINTING, SHOP APPLIED. ALL AREAS OF SHOP PAINTED ELEMENTS THAT ARE DAMAGED FROM TRANSPORTATION, HANDLING, OR ERECTION SHALL BE REPAINTED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- GALVANIZING OF NEW STEEL SHALL BE PAID UNDER ITEM 513.25, STRUCTURAL PAINTING, SHOP APPLIED (GALV.).
- PAINTING OF EXISTING STEEL SHALL BE PAID FOR UNDER ITEM 513.36, CONTAINMENT & ENVIRONMENTAL PROTECTION, FIELD; ITEM 513.41, SURFACE PREPARATION, FIELD; AND ITEM 513.30, STRUCTURAL PAINTING, FIELD APPLIED.
- THE COLOR OF THE FINAL COAT OF PAINT SHALL BE GREEN AND SHALL CONFORM TO FEDERAL COLOR STANDARD NO. 595, COLOR CHIP NO. 14062.

BEARING NOTES:

- TRUSS AND STRINGER BEARINGS SHALL BE PREFORMED FABRIC PAD TYPE AS DETAILED, AND SHALL BE PAID AS ITEM 531.10, BEARING DEVICE ASSEMBLY (TRUSS) AND ITEM 531.10, BEARING DEVICE ASSEMBLY (STRINGER), RESPECTIVELY.
- ALL STEEL IN BEARING DEVICES, EXCEPT STAINLESS STEEL SLIDING SURFACES, SHALL BE AASHTO M 270M, GRADE 345, AND SHALL BE GALVANIZED OR METALIZED.
- DRILL AND SET ANCHOR BOLTS WITH A MINIMUM OF 400 MILLIMETERS EMBEDMENT INTO BRIDGE SEATS. HOLES SHALL BE 70 MILLIMETERS DIAMETER. BOLTS SHALL BE SET IN A TYPE IV MORTAR. ALL COSTS FOR ANCHOR BOLTS, DRILLING OR CORING HOLES, AND MORTAR SHALL BE INCLUDED UNDER ITEM 531.10.
- ANCHOR BOLTS SHALL BE SWEDGED WITH 100 MILLIMETERS OF THREAD. EXPANSION BEARING NUTS ARE TO BE DRAWN UP FINGER TIGHT AND THEN BACKED OFF 5 MILLIMETERS. THREADS SHALL BE BURRED ABOVE NUT TO PREVENT NUT REMOVAL.

CONCRETE NOTES:

- CONCRETE IN RECONSTRUCTED ABUTMENT BACKWALLS, BRIDGE SEATS, AND WINGWALLS SHALL BE ITEM 501.33, CONCRETE, HIGH PERFORMANCE CLASS A, WITH A DESIGN STRENGTH OF $f_c = 30 \text{ MPa}$.
- ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 MILLIMETERS BY 25 MILLIMETERS, UNLESS OTHERWISE NOTED.
- ITEM 514.10, WATER REPELLENT, SHALL BE APPLIED TO THE TOP AND FRONT FACE OF EACH ABUTMENT BACKWALL, BRIDGE SEAT, AND WINGWALL.
- MINIMUM CLEAR COVER FOR REINFORCING STEEL IN THE ABUTMENTS SHALL BE 80 MILLIMETERS, UNLESS OTHERWISE NOTED.
- REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE ± 25 MILLIMETERS FOR SPACING, AND ± 5 MILLIMETERS FOR CLEARANCE.
- ALL REINFORCING STEEL SHALL BE UNCOATED AND SHALL BE PAID AS ITEM 507.15, REINFORCING STEEL. DRILL AND GROUT BARS SHALL BE UNCOATED AND SHALL BE PAID AS ITEM 507.15, REINFORCING STEEL.
- REINFORCING STEEL SHALL BE AASHTO M 31M, GRADE 420.

LUMBER AND TIMBER NOTES:

- ALL LUMBER AND TIMBER SHALL BE SOUTHERN PINE, COASTAL DOUGLAS FIR, WESTERN HEMLOCK, OR OTHER EASTERN (LOCAL) MATERIAL OF NO. 1 GRADE OR BETTER. THE MINIMUM FIBER STRESS IN BENDING ABOUT EITHER AXIS SHALL BE 8.3 MPa FOR ALL LUMBER AND TIMBER.
- UNLESS DIMENSIONS ARE NOTED AS NOMINAL, ALL LUMBER AND TIMBER SHALL BE FULL SIZE TO THE DIMENSIONS SHOWN IN THE PLANS.
- ALL LUMBER AND TIMBER SHALL BE PRESERVATIVE TREATED WITH PRESERVATIVE TYPE IV, CHROMATE COPPER ARSENATE, IN ACCORDANCE WITH SUBSECTION 726.01.
- ALL LUMBER AND TIMBER SHALL BE PAID UNDER ITEM 522.25, STRUCTURAL LUMBER AND TIMBER - TREATED, INCLUDING: ROADWAY CURBS, SHIMS BETWEEN DECK PANELS AND FLOORBEAMS, SIDEWALK TIMBER STRINGERS, SIDEWALK DECK PLANKS, SIDEWALK DECK NAILERS, SIDEWALK STRINGER END DIAPHRAGMS, AND SIDEWALK STRINGER BEARING PLANKS.
- ALL LUMBER AND TIMBER FASTENERS SHALL BE GALVANIZED STEEL UNLESS OTHERWISE NOTED. MALLEABLE IRON WASHERS SHALL BE USED WHERE HEADS AND NUTS OF BOLTS BEAR DIRECTLY ON TIMBER. ALL COSTS FOR LUMBER AND TIMBER FASTENERS, INCLUDING SPIKES, WOOD SCREWS, LAG SCREWS, BOLTS, CURB BOLTS, AND CONSTRUCTION ADHESIVE FOR SHIMS SHALL BE INCLUDED IN ITEM 522.25.

GLULAM TIMBER DECK NOTES:

- THE GLULAM TIMBER DECK PANELS SHALL BE 1219 NOMINAL WIDE X 152 NOMINAL THICK. ABUTMENT BACKWALL AND BEARING SEAT ELEVATIONS HAVE BEEN CALCULATED ASSUMING AN ACTUAL DECK PANEL THICKNESS OF 130 mm. IF ACTUAL DECK PANEL THICKNESS IS NOT 130 mm, THESE ELEVATIONS SHALL BE ADJUSTED ACCORDINGLY.
- THE MINIMUM DESIGN VALUES REQUIRED FOR THE GLULAM TIMBER DECK PANELS ARE:
 - BENDING STRESS, $F_{by} = 12.07 \text{ MPa}$
 - SHEAR STRESS PARALLEL TO GRAIN, $F_v = 0.69 \text{ MPa}$
 - MODULUS OF ELASTICITY, $E = 8,620 \text{ MPa}$
- THE FABRICATOR OF THE DECK PANELS SHALL DETERMINE C-CLIP SIZE AND SPACING FOR CONNECTION OF GLULAM DECK PANELS TO STRINGERS. DETAILS OF THE PROPOSED CONNECTION TYPE AND LAYOUT SHALL BE SUBMITTED WITH THE SHOP DRAWINGS FOR THE DECK PANELS. ALL GLULAM DECK PANEL CONNECTION HARDWARE SHALL BE GALVANIZED OR STAINLESS STEEL.
- JOINTS BETWEEN GLULAM PANELS SHALL BE FILLED WITH AN APPROVED SEALANT.
- THE GLULAM TIMBER DECK PANELS SHALL BE PRESERVATIVE TREATED WITH PRESERVATIVE TYPE II, PENTACHLOROPHENOL, IN ACCORDANCE WITH SUBSECTION 726.01, AND THE LATEST EDITION OF BEST MANAGEMENT PRACTICES FOR THE USE OF TREATED WOOD IN AQUATIC ENVIRONMENTS PUBLISHED BY THE WESTERN WOOD PRESERVERS INSTITUTE. POST TREATMENT CLEANING OF THE DECK PANELS TO MINIMIZE THE AMOUNT OF FREE PRESERVATIVE AT THE DECK PANEL SURFACES IS REQUIRED.
- PRIOR TO PAVING THE DECK, BLOTTER MATERIAL SHALL BE APPLIED TO ABSORB ANY EXCESS PRESERVATIVE FROM THE DECK SURFACE. THE BLOTTER SHALL BE A MIXTURE OF DUST AND 10 TO 20% CRUSHED MATERIAL PASSING THE NO. 8 SIEVE, SPREAD AT A RATE OF 6 TO 8 KILOGRAMS/SQUARE METER. IMMEDIATELY AFTER SPREADING THE BLOTTER SHALL BE ROLLED WITH A RUBBER-TIRE ROLLER. AFTER A MINIMUM OF FIVE DAYS THE BLOTTER SHALL BE REMOVED WITH BROOMS AND PROPERLY DISPOSED OF. IF EXCESS PRESERVATIVE IS STILL VISIBLE ON THE DECK SURFACE, THE RESIDENT ENGINEER SHALL DIRECT THE CONTRACTOR TO REPEAT THE BLOTTER APPLICATION. THE DECK SHALL BE THOROUGHLY CLEANED PRIOR TO APPLICATION OF THE PAVEMENT.
- ALL COSTS FOR THE GLULAM DECK PANELS, INCLUDING CONNECTION HARDWARE, JOINT SEALANT, AND PRE-PAVING MEASURES TO REDUCE THE AMOUNT OF PRESERVATIVE TREATMENT AT THE DECK SURFACE, SHALL BE INCLUDED IN ITEM 522.40, STRUCTURAL GLUED LAMINATED TIMBER.

VANASSE HANGEN BRUSTLIN, INC.

STATE OF VERMONT AGENCY OF TRANSPORTATION		
Town Of	CAVENDISH	Bridge No. 12
Highway No.	T.H. 4	Log Sta.
		Surv. Sta.
T.H. 4 OVER BLACK RIVER		
CONSTRUCTION NOTES		
Designed By	W.M. MOSHER	Drawn By M.M. LANDREY
Checked By	Date	Bridge Design Supervisor
T.S. BRYANT	1/04	S.W. JOHNSON Date 1/04
PROJECT	CAVENDISH	PROJECT NO. BHO 1442 (22)
I.G.C. Info.		
Bridge Sheet No.	49912CN	Sheet 11 of 34