

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, AND ITS LATEST REVISIONS.
2. DESIGN IS FOR HS25 LOADING, USING LOAD FACTOR METHOD.
3. ALL STRUCTURAL STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH SECTION 506.03 OF THE STANDARD SPECIFICATIONS.
4. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE ENGINEER FOR USE IN DETERMINING FINAL GRADE.
5. ANY BOLT HOLES IN THE WEB OF THE FASCIA GIRDERS NOT OTHERWISE FILLED SHALL BE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS COMPATIBLE WITH THE GIRDER STEEL. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
6. FASCIA OVERHANG BRACKETS SHALL BE SPACED AT A MAXIMUM OF 4 FEET AND SHALL BE DESIGNED BY THE CONTRACTOR.
7. ALL FIELD CONNECTIONS SHALL BE MADE USING $\frac{7}{8}$ INCH DIAMETER BOLTS MEETING ASTM DESIGNATION A 325 (AASHTO M 164). HOLES SHALL BE $\frac{9}{16}$ INCH DIAMETER. ANY CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR.
8. ALL WELDING AND DIMENSIONAL TOLERANCES OF WELDED MEMBERS SHALL CONFORM TO THE LATEST ANSI/AASHTO/AWS D1.5 - 95 CODE AND LATEST REVISIONS.
9. THE UNIT WEIGHT OF SOIL SHALL BE TAKEN AS 140 PCF.
10. ALL REINFORCING STEEL IN THE CONCRETE DECK, CURBS AND APPROACH SLABS SHALL BE EPOXY COATED AND PAID FOR UNDER ITEM 507. IF WHEN EPOXY COATED REBAR IS CUT, THE UNCOATED ENDS SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE COATING MANUFACTURER. FLAME CUTTING OF EPOXY COATED REBAR WILL NOT BE PERMITTED.
11. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING: +/- 1 INCH
CLEARANCE: +/- $\frac{1}{4}$ INCH
12. MINIMUM COVER FOR REINFORCING STEEL IN SUBSTRUCTURES SHALL BE 2" ALONG BACK FACES OF WALLS AGAINST EARTH AND 3" ELSEWHERE, UNLESS OTHERWISE DESIGNATED ON PLANS.
13. DECK AND CURBS SHALL BE "CONCRETE, HPC CLASS A". ALL OTHER CONCRETE SHALL BE "CONCRETE, HPC CLASS B" UNLESS OTHERWISE DESIGNATED ON THE PLANS.
14. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" x 1".
15. THE FOLLOWING THICKNESS TOLERANCES SHALL BE ADHERED TO:

MATERIAL	THICKNESS TOLERANCE
BIT. CONC. PAVEMENT (ON BRIDGE)	+/- $\frac{1}{8}$ "
BIT. CONC. PAVEMENT (OFF BRIDGE)	+/- $\frac{1}{4}$ " LIFT
GRANULAR BORROW	+/- 1"
SUBBASE	+/- 1"
16. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP BEADS.
17. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68°F.
18. TRAFFIC WILL BE DETOURED, DURING CONSTRUCTION OF THE BRIDGE.
19. TRAFFIC SHALL BE ALLOWED ON THE NEW BRIDGE ONLY AFTER THE SPECIFIED CURE PERIOD HAS EXPIRED AND THE 28 DAY DESIGN STRENGTH HAS BEEN REACHED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
20. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
21. THE KEY IN CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT.
22. ITEM 529.15, "REMOVAL OF STRUCTURE", SHALL INCLUDE THE REMOVAL OF THE SUPERSTRUCTURE, ABUTMENTS AND PIERS TO 1 FOOT BELOW EXISTING GROUND LINE OR AS REQUIRED FOR THE NEW SUBSTRUCTURE ELEMENTS. THE STRUCTURAL STEEL SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED TO AND OFF-LOADED AT THE DISTRICT 5 HEADQUARTERS IN COLCHESTER. DTA RICHARD HOSKING SHALL BE NOTIFIED TWO WEEKS PRIOR TO DELIVERY TO MAKE FINAL ARRANGEMENTS FOR DISPOSITION OF BEAMS.
23. DECK POURS ARE TO BE CONSTRUCTED IN ONE CONTINUOUS OPERATION WITH A MAXIMUM DURATION OF 8 HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A 96 HOUR DELAY BETWEEN THE COMPLETION OF ONE DAY'S POUR AND THE BEGINNING OF ANOTHER DECK POUR SHALL BE OBSERVED.
24. STEEL HP12 x 74 (GRADE 50) PILES SHALL BE DRIVEN TO A REQUIRED ULTIMATE CAPACITY EQUAL TO 825 KIPS. PILE TIP REINFORCEMENT SHALL CONFORM TO SUBSECTION 505.04(D). STEEL PILING SHALL CONFORM TO ASTM A572.

STRUCTURAL STEEL NOTES

1. ALL NEW STEEL SHALL BE AASHTO M270 GRADE 50W.
2. CONNECTION PLATES SHALL BE PERPENDICULAR TO FLANGES.
3. ENDS OF GIRDERS SHALL BE FABRICATED TO BE PLUMB UNDER FULL DEAD LOAD AND SUPERIMPOSED DEAD LOAD.
4. ALL TENSION FLANGES, AND WEBS SHALL HAVE "CHARPY V-NOTCH TEST" PERFORMED AS SPECIFIED IN SUBSECTION 714.01 AND 714.03.
5. SHEAR CONNECTORS SHALL BE FIELD WELDED USING AUTOMATICALLY TIMED STUD WELDING EQUIPMENT AND SHALL BE PAID AS ITEM 508.15, SHEAR CONNECTORS.
6. ITEM 506.55, STRUCTURAL STEEL (PLATE GIRDER), SHALL INCLUDE GIRDERS, CONNECTION PLATES, AND DIAPHRAGMS.

SPECIAL NOTE

1. ABUTMENT NO. 1, INCLUDING WINGWALLS, SHALL BE CONSTRUCTED TO BEAM SEAT ELEVATION AT LEAST 30 DAYS PRIOR TO PLACEMENT OF STRUCTURAL STEEL.

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of	SHELBURNE	Bridge No.	15
Highway No.	TH 3	Log Sta.	
		Surv. Sta.	

BOSTWICK ROAD OVER VERMONT RAILWAY

GENERAL NOTES

Designed By	L. WIXSON	Drawn By	S. MERKMAN
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Date	05/03	Date	05/03

PROJECT	SHELBURNE	PROJECT NO.	BRO 1445(30)
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