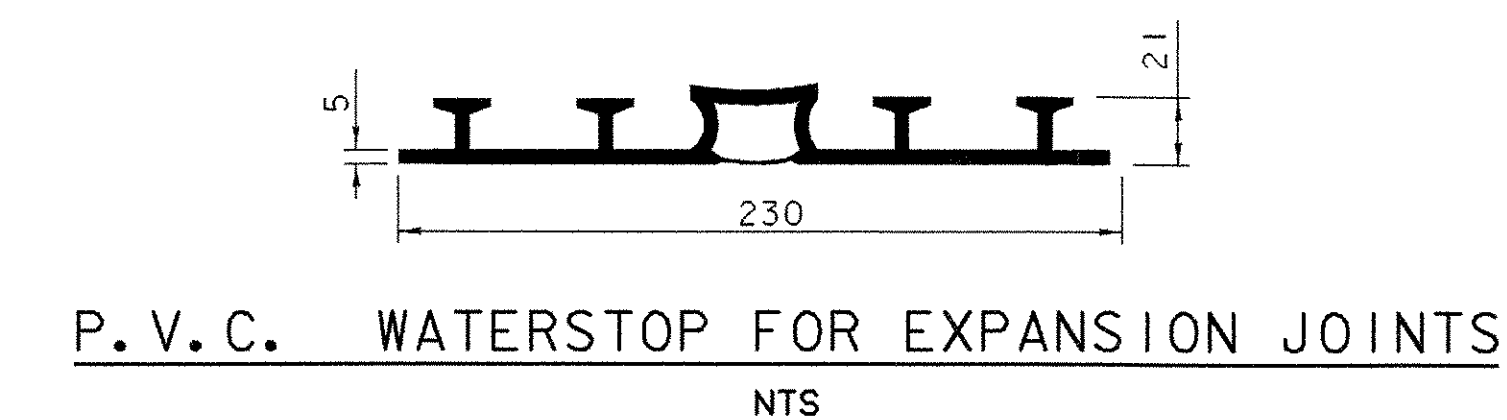
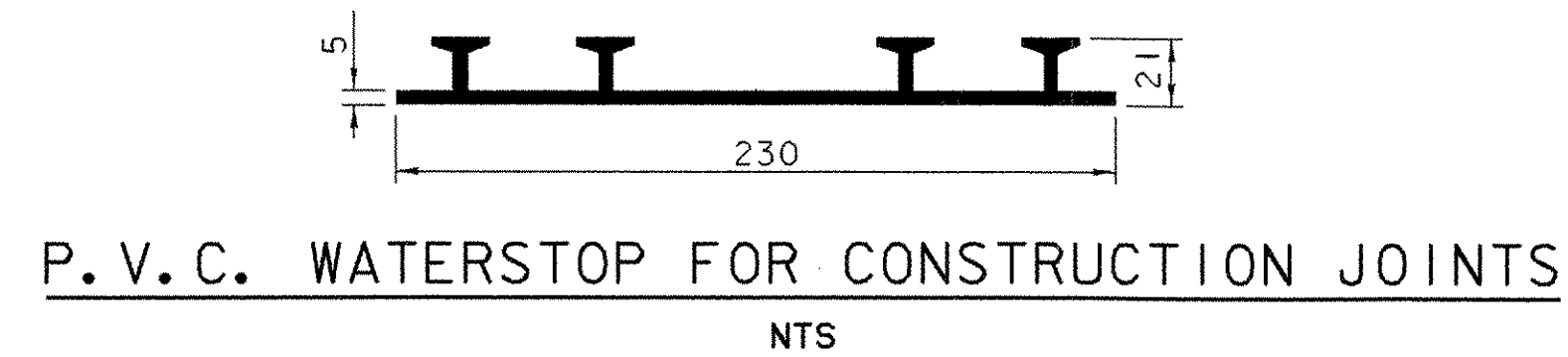


GENERAL NOTES

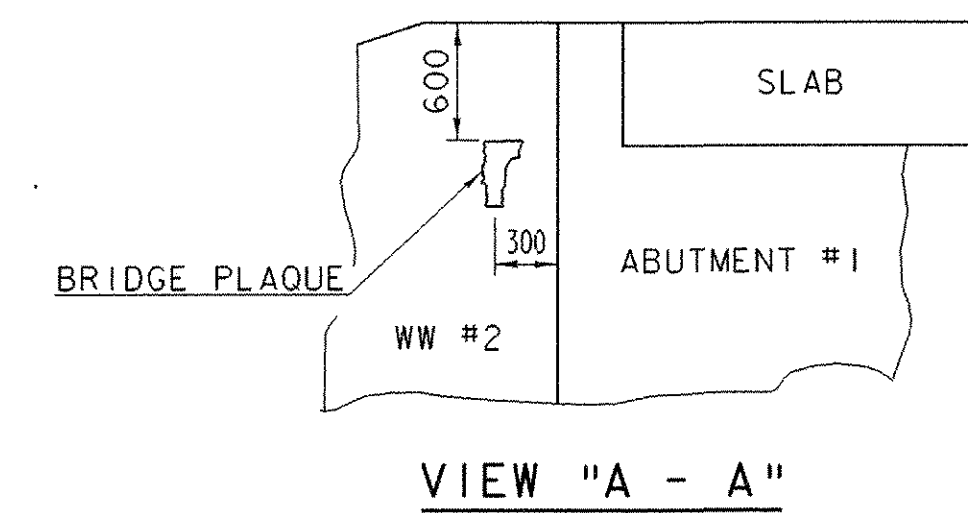
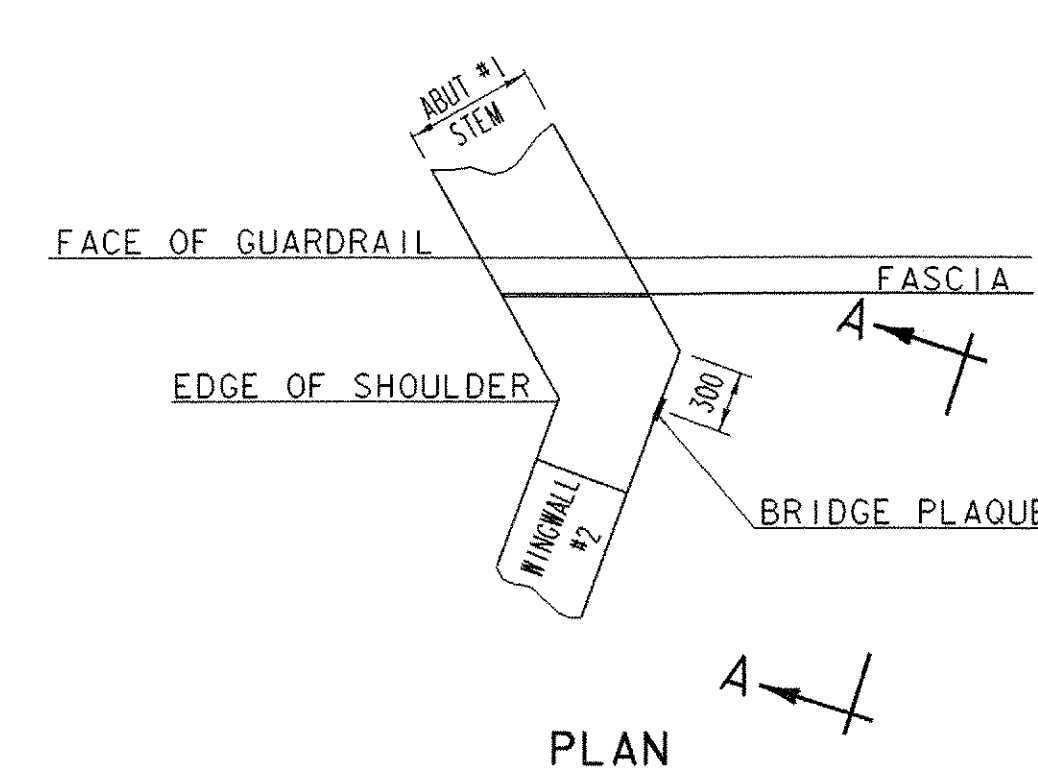
1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION AND ITS LATEST REVISIONS.
2. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20° C, UNLESS OTHERWISE NOTED.
3. DESIGN CRITERIA:
DESIGN LIVE LOAD = MS 22.5
SOIL UNIT FORCE = 22.00 KN/m³
4. REINFORCING STEEL PLACEMENT TOLERANCE SHALL BE AS FOLLOWS:
SPACING +/- 25mm
CLEARANCE +/- 6mm
5. ALL REINFORCING STEEL IN THE CONCRETE BRIDGE SLAB 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.
6. THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE 50mm ALONG WALL FACES AGAINST EARTH, AND 75mm ELSEWHERE UNLESS DETAILED OTHERWISE
7. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25mm X 25mm.
8. JOINTS AND SCORE MARKS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
9. THE BRIDGE DECK SURFACE SHALL BE TEXTURED TRANSVERSELY USING A BROOM OR OTHER METHOD APPROVED BY THE ENGINEER. THE TEXTURING OPERATION SHALL BE DONE SO AS NOT TO INTERFERE WITH THE APPLICATION OF THE INITIAL CURE.
10. CONCRETE PORTIONS OF THE ABUTMENT AND WINGWALL ABOVE THE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE FINISH GRADE HAS BEEN DETERMINED BY THE RESIDENT ENGINEER.
11. THE KEY IN THE 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.
12. WATER REPELLENT (MOD.-SILANE) SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE SLAB BETWEEN DRIP NOTCHES.
13. ALL TEMPORARY ON AND OFF PROJECT SIGNS AND BARRICADES AS SHOWN ON THE TRAFFIC CONTROL SHEET SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND PAID FOR UNDER THE ITEM 641.10 "TRAFFIC CONTROL".
14. IN ACCORDANCE WITH SECTION 641 THE CONTRACTOR MAY CONSTRUCT A DETOUR DIFFERENT THAN WHAT IS SHOWN ON THE PLANS. ANY DETOUR MUST ALLOW EMERGENCY VEHICLE PASSAGE AND BEGIN NORMAL TO THE RAILROAD TRACKS. THE CONTRACTOR IS RESPONSIBLE FOR ANY ADDITIONAL ROW RIGHTS AND ALL ADDITIONAL PERMITS IF THE LIMITS OF AN ALTERNATE DETOUR EXTEND BEYOND THE LIMITS SHOWN ON THE PLANS.
15. IF THE CONTRACTOR CONSTRUCTS THE TEMPORARY DETOUR AS SHOWN ON THE PLANS, WINGWALL #1 WILL REQUIRE STAGED CONSTRUCTION. REINFORCING BARS MARKED IW1601, IW1605 AND IW1606 SHALL BE ADJUSTED TO CONFORM TO THE STAGED CONSTRUCTION. IF USED, MECHANICAL CONNECTORS SHALL HAVE A MINIMUM YIELD (F_y) EQUAL TO 150% F_y OF THE REINFORCING STEEL BEING CONNECTED. MECHANICAL BAR CONNECTORS SHALL BE PAID FOR UNDER THE ITEM 507.19 "MECHANICAL BAR CONNECTOR".
16. ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF GRANVILLE.
17. FULL ACCESS TO ALL THE DRIVES WITHIN THE PROJECT SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
18. ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED FOR REMOVAL OF THE EXISTING SUPERSTRUCTURE AND ANY PORTION OF THE SUBSTRUCTURE NOT REMOVED UNDER THE ITEM 208.35 "COFFERDAM EXCAVATION, ROCK" OR "UNCLASSIFIED CHANNEL EXCAVATION".
19. "STONE FILL TYPE III" SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE SLAB IS POURED.
20. A ONE WAY TEMPORARY BRIDGE WILL BE USED TO MAINTAIN TRAFFIC UPSTREAM FROM EXISTING STRUCTURE.
21. THE BRIDGE PLAQUE SHALL BE FURNISHED BY THE AGENCY OF TRANSPORTATION AND INSTALLED BY THE CONTRACTOR AS SHOWN ON THE DETAILS ON THIS SHEET.
22. THE SITE SURVEY WAS COMPLETED PRIOR TO THE CONSTRUCTION OF THE STONE WALL AT ABUTMENT NO. 1. PRIOR TO THE CONSTRUCTION OF ABUTMENT NO. 1 THE LOCATION OF THE STONE WALL MUST BE VERIFIED BY THE ENGINEER. THE FRONT FACE OF THE NEW ABUTMENT SHALL MATCH AS CLOSE AS POSSIBLE THE FACE OF THE STONE WALL. IF ADJUSTMENTS ARE MADE TO THE "BEGIN BRIDGE" STATIONING, THE END OF BRIDGE LOCATION WILL NEED TO BE ADJUSTED AS WELL. ALL ADJUSTMENTS SHALL BE APPROVED IN WRITING BY THE PROJECT MANAGER.
23. ANY DISTURBANCE OF THE STONE WALL ADJACENT TO WINGWALL #2 SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER AND SHALL BE INCIDENTAL TO THE ITEM 208.40, "COFFERDAM (STA 1+020.620)".

SUBSTRUCTURES ON LEDGE:

24. THE FOOTINGS FOR THE SUBSTRUCTURES SHALL BE FOUNDED ON LEDGE, WHICH SHALL BE CLEANED OF ALL LOOSE ROCK AND OTHER DEBRIS. THE LEDGE SHALL BE REMOVED AS REQUIRED TO ENSURE THE FOOTINGS ARE PLACED ON COMPETENT ROCK.
25. LEDGE THAT IS EXCAVATED FOR THE PLACEMENT OF FOOTINGS SHALL BE EXCAVATED TO PROVIDE A LEVEL SURFACE OR AS DIRECTED BY THE RESIDENT ENGINEER.
26. A MAXIMUM OF 150mm OVER BREAKAGE WILL BE ALLOWED AND REPLACED WITH "CONCRETE, HIGH PERFORMANCE CLASS B". OVER BREAKAGE BEYOND 150mm WILL BE REPLACED WITH "CONCRETE, HIGH PERFORMANCE CLASS B" AT THE EXPENSE OF THE CONTRACTOR.
27. FOR ALL SUBSTRUCTURE UNITS WHERE LEDGE IS WITHIN 300mm OF THE BOTTOM OF THE FOOTING AS DESIGNED, THE FOOTING MAY BE POURED TO THE TOP OF THE LEDGE USING "CONCRETE, HIGH PERFORMANCE CLASS B".
28. FOR ALL SUBSTRUCTURE UNITS WHERE LEDGE IS BELOW THE BOTTOM OF FOOTING BY MORE THAN 300mm, A LEDGE PROFILE SHALL BE PROVIDED TO THE PROJECT MANAGER TO DETERMINE IF THE FOOTING MAY BE LOWERED OR IF A SUBFOOTING IS REQUIRED.
29. IF LEDGE IS ABOVE THE DESIGN BOTTOM OF FOOTING, THE FOOTING ELEVATION MAY BE RAISED. BEFORE ANY ADJUSTMENT IS MADE IN FOOTING ELEVATIONS THE PROJECT MANAGER SHALL BE CONTACTED FOR APPROVAL.
30. #25 DOWELS SHALL BE DRILLED AND GROUTED INTO LEDGE AS SHOWN ON THE PLANS. THE DOWELS SHALL HAVE A 600mm EMBEDMENT IN THE LEDGE AND SHALL EXTEND IN THE FOOTING A MINIMUM OF 450mm 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".
31. REMOVAL OF LEDGE SHALL BE DONE BY MECHANICAL MEANS ONLY. BLASTING WILL NOT BE ALLOWED DUE TO THE PROXIMITY OF RAILROAD FACILITIES.
32. UPON COMPLETION OF EXCAVATION FOR THE SUBSTRUCTURES AND PRIOR TO PLACING FORMWORK, THE RESIDENT ENGINEER SHALL CONTACT THE SOILS AND FOUNDATION ENGINEER/ENGINEERING GEOLOGIST FROM THE VERMONT AGENCY OF TRANSPORTATION TO INSPECT THE LEDGE TO DETERMINE IF IT IS COMPETENT TO SUPPORT THE DESIGN PRESSURE AS SHOWN ON THE PLANS. THE GEOLOGIST SHALL BE ALLOWED 5 WORKING DAYS FROOM NOTICE OF EXCAVATION TO MAKE THE INSPECTION AND THE DETERMINATION OF THE COMPETENCY OF THE LEDGE.

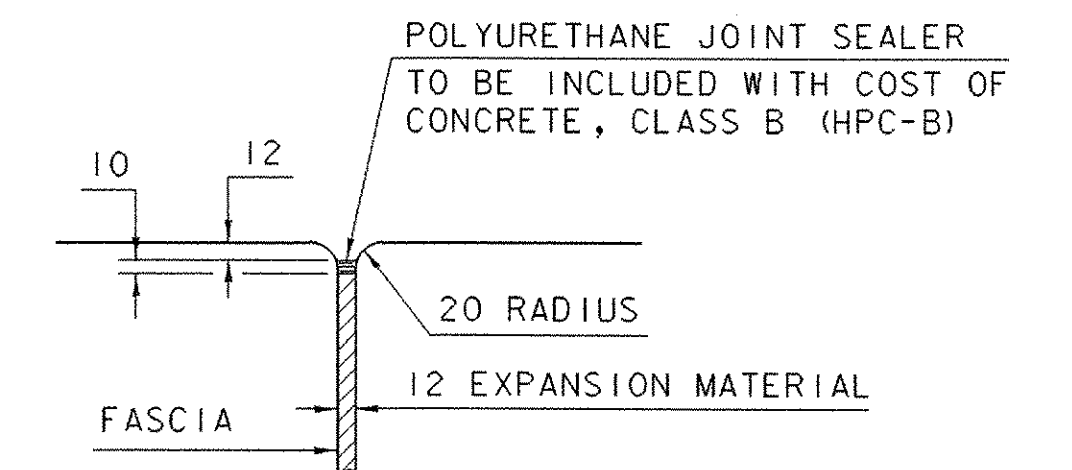


The costs for P.V.C. Waterstop shall be included in the unit price bid for concrete. Other configurations may be used upon approval of the structures engineer.

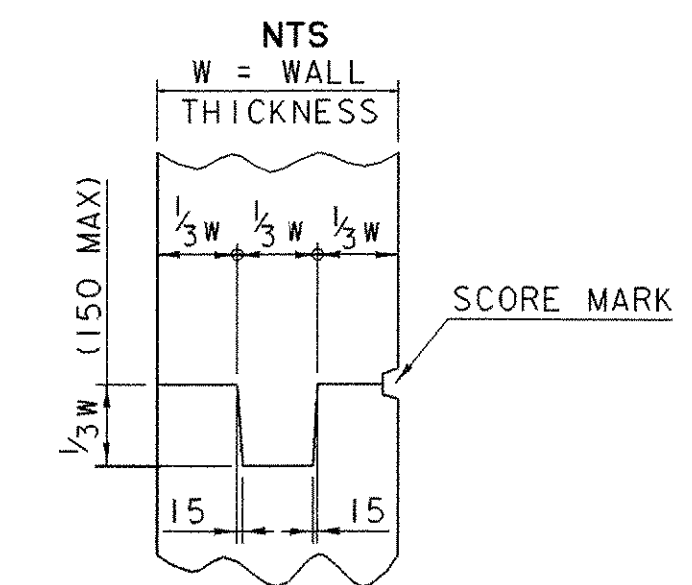


LOCATE BRIDGE PLAQUE
NTS

The bridge plaque will be supplied by The Agency of Transportation and shall be installed by the contractor at abutment #1 on the right side as shown or as directed by the engineer.



JOINT BETWEEN FASCIA AND WINGWALL



TYPICAL CONCRETE CONSTRUCTION JOINT
NTS

PROJECT: GRANVILLE	PROJECT NO.: BRO 1444 (34)
DESIGN FILE NAME: 94j100/structures/sj100sup.dgn	PLOT DATE: 03-MAR-2006
IPARM FILE NAME: sj199not.i	DRAWN BY: N. WARK
DESIGNED BY: N. WARK	CHECKED BY: K. HIGGINS
SQUAD LEADER: C.P. WILLIAMS	SHEET: 15 OF 39
GENERAL NOTES AND MISC. DETAILS	