

GENERAL NOTES:

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
- DIMENSIONS, ANGLES, BEARINGS, AND ELEVATIONS OF THE EXISTING BRIDGE SHOWN ON THESE PLANS HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND LIMITED FIELD INVESTIGATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING FIELD MEASUREMENTS OF ALL EXISTING STRUCTURE COMPONENTS TO ASSURE CONSISTENCY WITH THE PROPOSED MODIFICATIONS. ANY DISCREPANCIES IN DIMENSIONS, CHARACTER OR EXTENT OF THE EXISTING FEATURES SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER BEFORE ADVANCING THE WORK. WORKING DRAWINGS REQUIRED FOR VARIOUS ITEMS OF WORK SHALL INDICATE THE ACTUAL FIELD MEASUREMENTS AND SHALL BE SO NOTED.
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL APPLICABLE ENVIRONMENTAL PERMITS AND ENSURE THAT ALL CONSTRUCTION CONDITIONS ARE MET.

CONSTRUCTION NOTES:

- NO BACKFILL WILL BE PLACED AGAINST ANY STRUCTURAL ELEMENTS UNTIL THE RESIDENT ENGINEER HAS APPROVED THIS WORK. THE HEIGHT OF BACKFILL BEHIND THE ABUTMENTS SHALL BE LIMITED TO THE BRIDGE SEAT ELEVATIONS UNTIL THE NEW SUPERSTRUCTURE BEAMS HAVE BEEN SET.

REMOVAL NOTES:

- ITEM 529.20, 'PARTIAL REMOVAL OF STRUCTURE' SHALL INCLUDE:
 - REMOVAL AND DISPOSAL OF EXISTING BRIDGE AND APPROACH RAILING AND POSTS, METAL BRIDGE DECK, AND CONCRETE CURTAIN WALLS.
 - REMOVAL AND DISPOSAL OF STRUCTURAL STEEL BEAMS AND DIAPHRAGMS.
 - REMOVAL AND SALVAGING OF NEEDLE BEAMS AND CHANNELS.
 - REMOVAL AND DISPOSAL OF BEARING DEVICES.
 - REMOVAL AND DISPOSAL OF EXISTING BRIDGE SEATS, GRANITE BLOCKS AND TOP OF BOX CULVERT AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
 - PURGING, REMOVAL AND DISPOSAL OF AN ABANDONED GAS LINE (LIMITS EXTEND 10-FT BEYOND BACK OF ABUTMENTS)
- LIMITS OF ABUTMENT AND WINGWALL REMOVAL ARE APPROXIMATE. THE ENGINEER SHALL ESTABLISH ACTUAL LIMITS AFTER A COOPERATIVE INSPECTION BY THE CONTRACTOR AND THE ENGINEER. EXISTING ELEVATIONS SHALL BE FIELD VERIFIED TO ENSURE THAT THE REMOVAL LIMITS ARE ADEQUATE TO OBTAIN THE REQUIRED DIMENSIONS AND ELEVATIONS OF THE NEW CONSTRUCTION.
- EXISTING GAS LINE SHALL BE REMOVED FROM EXISTING BRIDGE STRUCTURE. REMOVAL LIMITS SHALL EXTEND FROM 10-FT BEHIND ABUTMENT NO.1 TO 10-FT BEHIND ABUTMENT NO.2. REMAINING GAS LINE SHALL BE CAPPED AND ABANDONED IN PLACE. IF REMAINING GAS LINE IS WITHIN THE LIMITS OF EXCAVATION, CONTRACTOR MAY AT HIS OPTION AND HIS EXPENSE, REMOVE GAS LINE TO THE LIMITS OF EXCAVATION.
- THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. EXCEPT AS NOTED IN NOTES #5 AND #6 BELOW, 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.
- THE NEEDLE BEAMS SHALL REMAIN THE PROPERTY OF THE CITY OF BARRE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE CITY OF BARRE PRIOR TO THE REMOVAL OF THE BEAMS FOR THE PROPER PROCEDURE IN SALVAGING MATERIALS. THE TELEPHONE NUMBER FOR THE BARRE CITY ENGINEER'S OFFICE IS 802-476-0250.
- THE STATE WILL RETAIN OWNERSHIP OF THE CHANNEL MEMBERS THAT ARE BOLTED TO THE BEAMS AS WEB REINFORCEMENT, ALONG WITH ALL BOLTS THAT ARE PART OF THE CONNECTIONS. FOR ALL INTERIOR BAYS, THE CHANNELS WILL BE REMOVED AS UNITS, WITH CHANNELS FROM ADJACENT BEAMS LEFT INTACT WITH THE DIAPHRAGMS IN PLACE. THIS MATERIAL SHALL BE STOCKPILED ON SITE FOR REMOVAL BY OTHERS. THE BOLTS WILL BE PLACED IN WOODEN KEGS OR OTHER SUITABLE CONTAINERS AND STOCKPILED WITH THE CHANNELS. VERMONT AGENCY OF TRANSPORTATION, DISTRICT 6, SHALL BE NOTIFIED TWO WEEKS PRIOR TO THE ANTICIPATED TIME THAT THE FIRST OF THE CHANNELS WILL BE PLACED IN THE STOCKPILE AREA. THE TELEPHONE NUMBER FOR THE DISTRICT OFFICE IS 802-828-2691. ALL OTHER COMPONENTS OF THE BRIDGE AND APPROACHES REMOVED AS PART OF THIS PROJECT, EXCEPT FOR THE NEEDLE BEAMS, WILL BECOME THE PROPERTY OF THE CONTRACTOR, AND IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE THEM FROM THE PROJECT SITE.

CONCRETE NOTES:

- CONCRETE PAYMENT AND CLASSIFICATION SHALL BE AS FOLLOWS:
 - ITEM 900.608, SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT) (DECK, CURTAIN WALLS, SIDEWALKS, HAUNCH)
 - ITEM 501.34, CONCRETE, HIGH PERFORMANCE CLASS B (SUBSTRUCTURES, ROADWAY CURBING)
- ITEM 514.10, WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON THE BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE, EXCEPT THE BOTTOM OF THE DECK BETWEEN THE DRIP NOTCHES. IT SHALL ALSO BE APPLIED TO THE CONCRETE CURBS SUPPORTING BRIDGE AND APPROACH RAILING IN THE ROADWAY.
- ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1/4 INCH BY 1/4 INCH, UNLESS OTHERWISE NOTED. A ONE-HALF INCH RADIUS SHALL BE USED ON THE TOP INSIDE CORNER OF THE CURBS.
- JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT UNLESS OTHERWISE INDICATED. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
- THE CONCRETE DECK SHALL BE PLACED IN ONE CONTINUOUS POUR, NOT TO EXCEED 8 HOURS. NO COLD JOINTS WILL BE ALLOWED. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A CONSTRUCTION JOINT SHALL BE USED. THERE SHALL BE A MINIMUM DELAY PERIOD OF 96 HOURS BETWEEN POURS.
- THE CONCRETE BRIDGE DECK SHALL RECEIVE A 'TURF DRAG FINISH' IN ACCORDANCE WITH THE CONCRETE SPECIAL PROVISION. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.608, 'SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT)'.

STRUCTURAL STEEL NOTES:

- THE CONTRACTOR SHALL FIELD VERIFY THE CENTERLINE OF BEARING TO CENTERLINE OF BEARING LENGTH AND THE SKEW ANGLE AT EACH ABUTMENT. THAT VERIFIED INFORMATION SHALL BE PROVIDED TO THE ENGINEER AND TO THE FABRICATOR BEFORE FABRICATION DRAWINGS ARE COMPLETED.
- ALL STRUCTURAL STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE 'AMERICAN INSTITUTE OF STEEL CONSTRUCTION' (AISC).
- ALL BOLTED FIELD CONNECTIONS SHALL BE MADE WITH 7/8-IN DIA. HIGH-STRENGTH, TYPE 3 BOLTS, CONFORMING TO AASHTO M 164M IN 15/16-IN DIA. HOLES, UNLESS OTHERWISE NOTED.
- STRUCTURAL STEEL CONNECTIONS NOT DETAILED ON PLANS SHALL BE DETAILED BY FABRICATOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
- ALL WELDS SHALL HAVE CORROSION RESISTANCE AND WEATHERING APPEARANCE AS SPECIFIED FOR WEATHERING STEEL.
- ALL WELDING AND DIMENSIONAL TOLERANCES OF WELDED MEMBERS SHALL BE IN ACCORDANCE WITH VTRANS REQUIREMENTS AND SHALL CONFORM TO THE LATEST ANSI/AASHTO/AWS CODES AND THEIR LATEST REVISIONS.
- SHEAR STUD CONNECTORS SHALL BE FIELD WELDED USING AUTOMATICALLY TIMED STUD WELDING EQUIPMENT AND SHALL BE PAID AS ITEM 508.15, SHEAR CONNECTORS.
- ANY HOLES IN FASCIA BEAM WEBS NOT OTHERWISE FILLED SHALL BE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS PER AASHTO M 164M, TYPE 3.
- AFTER THE SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF BEAMS SHALL BE TAKEN UNDER DIRECTION OF THE RESIDENT ENGINEER FOR USE IN DETERMINING THE FINAL GRADE AND HAUNCH DEPTHS.
- THE ENDS OF THE BEAMS SHALL BE VERTICAL UNDER FULL DEAD LOAD DEFLECTION.
- THE TEMPORARY DIAPHRAGMS IN BAY #2 SHALL REMAIN IN PLACE UNTIL THE CONCRETE DECK IS FULLY CURED. FOLLOWING APPROVAL FROM THE ENGINEER THE DIAPHRAGMS ARE TO BE REMOVED AND SHALL BECOME THE PROPERTY OF THE CONTRACTOR. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR 506.50, 'STRUCTURAL STEEL, ROLLED BEAM'.

REINFORCING STEEL NOTES:

- ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE 'CONCRETE REINFORCING STEEL INSTITUTE'.
- REINFORCING STEEL IN THE DECK, BACKWALL, SIDEWALK, AND CURB SHALL BE EPOXY COATED.
- MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS:
 - ALONG BACK FACES OF WALLS AGAINST EARTH: 2-IN
 - ALONG TOP SURFACE OF DECK SLAB: 3-IN
 - ALONG BOTTOM SURFACE OF DECK SLAB: 1 1/2-IN
 - ELSEWHERE UNLESS OTHERWISE INDICATED: 3-IN
- REINFORCEMENT STEEL PLACEMENT TOLERANCES SHALL BE:
 - SPACING = +/- 1-IN
 - CLEARANCE = +/- 1/4-IN
- DRILLING AND GROUTING DOWELS SHALL BE PAID AS ITEM 507.16, DRILLING AND GROUTING DOWELS. ALL DRILLED HOLES SHALL HAVE A MINIMUM OF 6-INCH CLEAR COVER.

TRAFFIC CONTROL NOTES:

- THE EXISTING BRIDGE IS TO BE CLOSED DURING CONSTRUCTION. THROUGH TRAFFIC WILL BE DETOURED AROUND THE PROJECT LIMITS. THE CONTRACTOR MUST ORGANIZE THE WORK SUCH THAT CONTINUOUS ACCESS TO BRANCH AND BROOKLYN STREETS IS MAINTAINED, ALLOWING ACCESS AND EGRESS VIA PROSPECT STREET. ALL OFF PROJECT DETOUR SIGNING SHALL BE PROVIDED, INSTALLED, MAINTAINED AND REMOVED BY THE CITY. THE CONTRACTOR SHALL INSTALL A TEMPORARY PEDESTRIAN BRIDGE UPSTREAM OF THE EXISTING BRIDGE AS SHOWN IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY THE CITY IN WRITING AT LEAST 2 WEEKS PRIOR TO CLOSURE OF THE EXISTING BRIDGE.
- ALL WORK ASSOCIATED WITH THE INSTALLATION AND REMOVAL OF THE TEMPORARY PEDESTRIAN BRIDGE, APPROACHES, RAILINGS, APPROACH SIGNING, BARRICADES AND ALL OTHER NECESSARY ITEMS EXCEPT FOR TEMPORARY TRAFFIC BARRIER SHALL BE PAID UNDER ITEM 528.12 'TEMPORARY PEDESTRIAN BRIDGE'.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVES DURING CONSTRUCTION. COST SHALL BE PAID UNDER ITEM 641.0 'TRAFFIC CONTROL'.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ON PROJECT CONSTRUCTION SIGNING AND BARRICADES. ALL SIGNING AND BARRICADES REQUIRED FOR BRIDGE CLOSURE SHALL BE INSTALLED AND MAINTAINED AS SHOWN ON THE APPLICABLE VTRANS E SERIES STANDARD DRAWINGS AND IN ACCORDANCE WITH THE LATEST MUTCD AND ITS LATEST REVISIONS. THE COST OF SIGNING AND BARRICADES REQUIRED, EXCEPT TEMPORARY TRAFFIC BARRIERS, SHALL BE PAID FOR UNDER ITEM 641.0 'TRAFFIC CONTROL'.
- THE CONTRACTOR SHALL PROVIDE ADEQUATE LENGTHS OF ITEM 621.90, 'TEMPORARY TRAFFIC BARRIER' DURING THE CONSTRUCTION PERIOD TO PREVENT VEHICLES FROM DRIVING OFF THE BRIDGE OR APPROACHES.

**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	BARRE CITY	Bridge No.	7
Highway No.	PROSPECT ST.	Log Sta.	
		Surv. Sta.	

PROSPECT ST. OVER STEVENS BRANCH

PROJECT NOTES

Designed By	A.P. GUYETTE	Drawn By	A.P. GUYETTE
Checked By	Date	Bridge Design Supervisor	Date
E. P. DETRICK	1/09	J. W. TUCKER	1/09
PROJECT	BARRE CITY	PROJECT NO.	BHF 6000 (15) S
I.G.C. info....ZJ683GN.DGN			
Bridge Sheet No.	Sheet 4 of 56		

