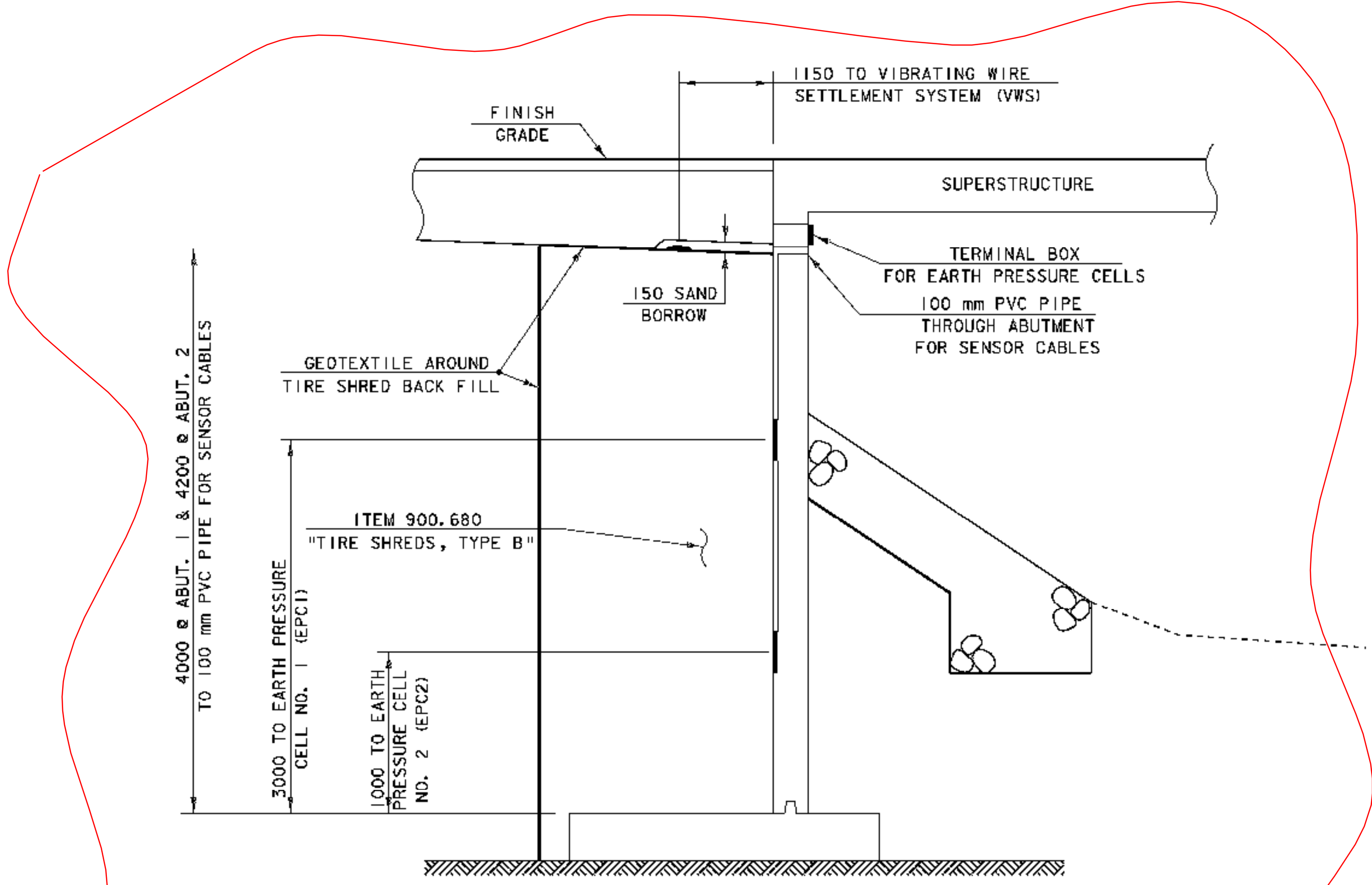


GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION.
2. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20° C, UNLESS OTHERWISE NOTED.
3. REINFORCING STEEL PLACEMENT TOLERANCE SHALL BE AS FOLLOWS:  
 SPACING +/- 25mm  
 CLEARANCE +/- 6mm
4. A ONE WAY TEMPORARY BRIDGE WILL BE USED TO MAINTAIN TRAFFIC DOWNSTREAM FROM EXISTING STRUCTURE.
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 TIRE SHREDS, AND 80mm 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 WING WALL 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. SILANE WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE SLAB BETWEEN DRIP NOTCHES.
13. ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF CABOT.
14. FULL ACCESS TO ALL THE DRIVES WITHIN THE PROJECT SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
15. 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 ITEM 203.27 "UNCLASSIFIED CHANNEL EXCAVATION".
16. "STONE FILL TYPE III" SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE SLAB IS POURED.
17. THE BRIDGE PLAQUE SHALL BE FURNISHED BY THE AGENCY OF TRANSPORTATION AND INSTALLED BY THE CONTRACTOR AS SHOWN ON THE DETAILS SHEET 19.

SUBSTRUCTURES ON LEDGE:

18. 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.
19. UPON COMPLETION OF STRUCTURE EXCAVATION 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 FROM NOTICE OF EXCAVATION TO MAKE THE INSPECTION AND THE DETERMINATION OF THE COMPETENCY OF THE LEDGE.
20. LEDGE THAT IS EXCAVATED FOR THE PLACEMENT OF FOOTINGS SHALL BE EXCAVATED TO PROVIDE A LEVEL SURFACE OR AS DIRECTED BY THE RESIDENT ENGINEER.
21. A MAXIMUM OF 150mm OVERBREAKAGE WILL BE ALLOWED AND REPLACED WITH "CONCRETE, HIGH PERFORMANCE CLASS B". OVERBREAKAGE BEYOND 150mm WILL BE REPLACED WITH "CONCRETE, HIGH PERFORMANCE CLASS B" AT THE EXPENSE OF THE CONTRACTOR.
22. 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".
23. 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. IF A SUBFOOTING IS REQUIRED IT WILL BE PAID FOR UNDER THE ITEM 541.30 "CONCRETE, CLASS C".
24. 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.
25. #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".



THIS WORK ELIMINATED AS PER C.O. #1 GRANULAR BACKFILL FOR STRUCTURES USED TO REPLACE THE "TIRE SHREDS, TYPE B".

GEOTECHNICAL INSTRUMENTATION LOCATION AT ABUTMENTS  
 NTS

GEOTECHNICAL INSTRUMENTATION NOTES:

1. ALL EARTH PRESSURE CELLS AND THE VIBRATING WIRE SETTLEMENT SYSTEM SHALL BE PLACED AS SHOWN, AT THE ROADWAY CENTERLINE.
2. CONCRETE RECESSES SHALL BE PROVIDED FOR ALL EARTH PRESSURE CELLS AND WIRING. SEE RECESS DIMENSIONS ON SHEETS 20-21.
3. THE TERMINAL BOX FOR THE EARTH PRESSURE CELLS WILL BE LOCATED ON THE FRONT FACE OF THE ABUTMENT BENEATH THE BRIDGE AS SHOWN ON SHEETS 20-21.
4. THE TERMINAL BOX FOR THE VIBRATING WIRE SETTLEMENT SYSTEM WILL BE MOUNTED ON THE FRONT FACE OF THE ABUTMENT AS SHOWN ON SHEETS 20-21.
5. THE EARTH PRESSURE CELLS SHALL BE PAID FOR UNDER THE ITEM 900.620 SPECIAL PROVISION (EARTH PRESSURE CELL)
6. THE VIBRATING WIRE SETTLEMENT SYSTEM SHALL BE PAID FOR UNDER THE ITEM 900.620 SPECIAL PROVISION (VIBRATING WIRE SETTLEMENT SYSTEM).
7. THE 100 mm PVC PIPE REQUIRED FOR THE SENSOR CABLES SHALL BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VIBRATING WIRE SETTLEMENT SYSTEM).

PROJECT: CABOT	PROJECT NO. # BRO 1446 (27)
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IPARM FILE NAME: sj270note.i	DRAWN BY: J.B. HUSSEY
DESIGNED BY: J.B. HUSSEY	CHECKED BY: K.M. HIGGINS
SQUAD LEADER: C.P. WILLIAMS	SHEET: 17 OF 42
GENERAL NOTES	