

PROJECT NOTES

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2001 STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2002, AND ITS LATEST REVISIONS.
2. ALL WORK ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS. NO ADDITIONAL R.O.W. RIGHTS ARE ANTICIPATED FOR THIS PROJECT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY PROJECT SIGNING, AND TYPE III BARRICADES. THE COSTS WILL BE SUBSIDIARY TO THE ITEM 641J0, "TRAFFIC CONTROL".
4. DURING CONSTRUCTION, TRAFFIC SHALL BE DETOURED AROUND THE EXISTING BRIDGE THRU NORWICH VILLAGE. ACCESS TO ALL EXISTING SIDE ROADS, DRIVES, AND PARKING AREAS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. SEE THE TRAFFIC CONTROL PLAN.
5. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS, CONSTRUCTION DIMENSIONS AND ELEVATIONS. ANY DISCREPANCIES SHALL BE BROUGHT IMMEDIATELY TO THE ATTENTION OF THE ENGINEER.
6. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AT 68 DEGREES FAHRENHEIT.

EARTHWORK AND RELATED ITEMS

7. THE FOLLOWING SHALL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE": REMOVAL AND DISPOSAL OF THE EXISTING BRIDGE DECK, CURBS, GUARD RAILS, STEEL BEAMS AND BACK WALLS. REMOVAL AND DISPOSAL OF THE BRIDGE PAVEMENT SHALL BE PAID FOR UNDER ITEM 529J0, "REMOVAL OF BRIDGE PAVEMENT". REMOVAL AND DISPOSAL OF EXISTING ABUTMENT AND PIER CONCRETE SHALL BE PAID FOR UNDER ITEM 529.25, "REMOVAL OF CONCRETE OR MASONRY". ALL SALVAGEABLE MATERIALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH 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.
8. THE GROUT BAGS SHALL BE PLACED IN FRONT OF ABUTMENT NO. 1 AND ITS WINGWALLS BEFORE THE BEAMS ARE SET.
9. BACKFILLING BEHIND ABUTMENTS SHALL NOT BEGIN UNTIL THE ABUTMENT AND DECK CONSTRUCTION IS COMPLETE AND THE CURING PERIOD IS UP. BACKFILL BEHIND ABUTMENTS SHALL BE PLACED AND COMPACTED ACCORDING TO SUBSECTION 204J2 OF THE STANDARD SPECIFICATIONS.

CONCRETE AND REINFORCING STEEL

10. CONCRETE FOR THE DECK AND CURBS SHALL BE HIGH PERFORMANCE CLASS A AND WILL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A". ALL OTHER CONCRETE SHALL BE HIGH PERFORMANCE CLASS B AND WILL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B" UNLESS OTHERWISE NOTED.

11. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 1/2" PER FOOT. THE ABUTMENT SEATS SHALL BE SLOPED FULL WIDTH TOWARD MIDSPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A STEEL TROWEL FINISH.
12. NO CONCRETE SHALL BE PLACED IN THE ABUTMENTS OR WINGWALLS ABOVE THE ADJACENT BEAM SEAT ELEVATIONS UNTIL THE BEAMS HAVE BEEN PROFILED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED BY THE ENGINEER.
13. EACH DECK POUR IS TO BE PLACED IN ONE CONTINUOUS POUR WITHIN A MAXIMUM DURATION OF EIGHT (8) HOURS. A CONSTRUCTION JOINT SHALL BE USED AS SHOWN ON THE PLANS BETWEEN POUR 1 AND 2. A NINETY-SIX (96) HOUR DELAY BETWEEN THE COMPLETION OF ONE DAY'S POUR AND THE BEGINNING OF ANY OTHER POUR SHALL BE OBSERVED.
14. NO TRAFFIC SHALL BE ALLOWED ON THE NEW DECK UNTIL THE CURE PERIOD IS UP AND THE 28-DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
15. THE KEY-IN 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.
16. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
17. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED ONE (1) INCH.
18. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF DECK BETWEEN DRIP BEADS.
19. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH AND APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE."
20. MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE TWO (2) INCHES ALONG WALL FACES AGAINST EARTH, AND THREE (3) INCHES ELSEWHERE, UNLESS DETAILED OTHERWISE.
21. ALL SUPERSTRUCTURE REINFORCING STEEL SHALL BE EPOXY COATED AND PAID FOR UNDER ITEM 507J7, "EPOXY COATED REINFORCING STEEL". WHEN EPOXY COATED REINFORCING STEEL IS TO BE 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.
22. ALL SUBSTRUCTURE REINFORCING STEEL SHALL BE PAID FOR UNDER ITEM 507J5, "REINFORCING STEEL".
23. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING +/- 1"
CLEARANCE +/- 1/4"

STRUCTURAL STEEL

24. ALL STRUCTURAL STEEL PAID FOR UNDER ITEM 506.50, "STRUCTURAL STEEL (ROLLED BEAM)" SHALL CONFORM TO AASHTO M270 GRADE 50W UNLESS OTHERWISE NOTED.
25. THE CHARPY V-NOTCH TEST IS REQUIRED ONLY FOR THOSE MEMBERS DESIGNATED AS SUCH ON THE PLANS AS SPECIFIED IN SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS.
26. AFTER THE SUPERSTRUCTURE STEEL HAS BEEN SET ON THE BEARINGS, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF EACH BEAM UNDER THE DIRECTION OF THE ENGINEER. THESE ELEVATIONS SHALL BE USED IN DETERMINING FINAL GRADE.
27. ALL FIELD CONNECTIONS SHALL BE MADE USING 7/8" DIAMETER BOLTS, CONFORMING TO AASHTO M 164 TYPE 3. HOLES SHALL BE 15/16" DIAMETER, UNLESS OTHERWISE NOTED. CONNECTIONS NOT DESIGNED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
28. FASCIA OVERHANG BRACKETS OR SIMILAR FALSE WORK SHALL BE SPACED AT A MAXIMUM OF FOUR (4) FEET. THE DESIGN OF THE FALSE WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
29. ANY HOLES IN THE FASCIA BEAMS NOT OTHERWISE FILLED SHALL BE FITTED WITH BUTTON HEAD OR HEX HEAD BOLTS CONFORMING TO AASHTO M 164 TYPE 3. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506J9 OF THE STANDARD SPECIFICATIONS.

EROSION CONTROL

30. APPROPRIATE EROSION CONTROL MEASURES SHALL BE UTILIZED THROUGHOUT THE DURATION OF THE CONSTRUCTION AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of NORWICH	Bridge No. 46
Highway No. T.H. 3	Log Sta. Surv. Sta.
TOWN HIGHWAY NO. 3 OVER OMPOMPANOSUC RIVER	
PROJECT NOTES	
Designed By S. BURBANK	Drawn By A. THIBAUT
Checked By M. CHENETTE Date 12/03	Bridge Design Supervisor M. CHENETTE Date 12/03
PROJECT NORWICH	PROJECT NO. TH2-9625
DH CAD Filename: ... \Norw-notes.dgn Plot Date: 03/31/2004	
Bridge Sheet No.	Sheet 17 of 40