

## GENERAL NOTES

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION.
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F, UNLESS OTHERWISE NOTED.
- ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF BRADFORD AND SHALL BE STOCKPILED IN A SUITABLE PLACE FOR REMOVAL BY THE TOWN.
- ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE" SHALL INCLUDE THE FOLLOWING:
  - REMOVAL AND RESPACING OF EXISTING STRINGERS INCLUDING REMOVAL OF END STRINGERS BASE PLATES AS SHOWN ON SHEET 17.
  - REMOVAL AND DISPOSAL OF TRUSS BEARINGS AS DETAILED IN THE CONTRACT PLANS OR AS ORDERED BY THE ENGINEER.
  - REMOVAL AND DISPOSAL OF EXISTING WATERLINE.
  - DISCONNECTION OF FLOOR BEAMS, GUSSET PLATES AND ANY OTHER PLATES OR ANGLES NECESSARY TO COMPLETE REPAIRS TO THE TRUSS.
  - REMOVAL AND DISPOSAL OF ANY MEMBER WITH MORE THAN 35% SECTION LOSS, AS DETERMINED BY THE ENGINEER.
  - REMOVAL AND DISPOSAL OF THE EXISTING CORRUGATED STEEL DECKING.
  - REMOVAL AND DISPOSAL OF BRIDGE RAILING.
- THESE PLANS WERE PREPARED BASED ON THE INFORMATION OBTAINED FROM REFERENCE SHEETS 53-63. THE CONTRACTOR MAY BE REQUIRED TO MAKE CHANGES TO THE DIMENSIONS SHOWN ON THE PLANS TO FIT THE ACTUAL FIELD CONDITIONS. THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS PRIOR TO FABRICATION.
- ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED TO PAY FOR MOVING THE TRUSSES TO A STAGING AREA AND RETURNING THEM BACK ONTO THE ABUTMENTS AT THE NEW BRIDGE SEAT ELEVATIONS. EACH TRUSS SHALL BE DISASSEMBLED INTO A MAXIMUM OF TWO SECTIONS.

## CONCRETE NOTES

- THE MINIMUM COVER FOR REINFORCING STEEL SHALL BE TWO INCHES ALONG WALL FACES AGAINST EARTH, AND THREE INCHES ELSEWHERE UNLESS DETAILED OTHERWISE.
- REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

SPACING	+/- 1"
CLEARANCE	+/- 1/4"
- ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1"X 1".
- WATER REPELLENT (MOD. - SILANE) SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.
- JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- SURFACES OF TRUSS SEATS AND STRINGER SEATS UNDER THE BEARING DEVICES SHALL BE LEVEL. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A MAGNESIUM FLOAT FINISH.
- 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.
- CONCRETE PORTIONS OF THE ABUTMENT AND WINGWALLS ABOVE ADJACENT STRINGER SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE FINISH GRADE HAS BEEN DETERMINED BY THE RESIDENT ENGINEER.

## LEDGE NOTES

- NO LEDGE SHALL BE EXCAVATED TO PLACE THE STONE FILL TYPE III. ANY SMOOTH LEDGE SHALL BE MECHANICALLY ROUGHENED TO KEY IN THE STONE FILL IF DEEMED NECESSARY BY THE RESIDENT ENGINEER. PAYMENT FOR ROUGHENING LEDGE SHALL BE CONSIDERED INCIDENTAL TO STONE FILL TYPE III.
- #8 DOWELS SHALL BE DRILLED AND GROUTED INTO LEDGE AS SHOWN ON THE PLANS. THE DOWELS SHALL HAVE A 2'-0" EMBEDMENT IN THE LEDGE AND SHALL EXTEND INTO FOOTING A MINIMUM OF 1'-6" UNLESS NOTED OTHERWISE. THE DRILLING AND GROUTING SHALL BE PAID UNDER THE ITEM 507.16 "DRILLING AND GROUTING DOWELS", HOWEVER THE DOWELS SHALL BE PAID FOR UNDER THE ITEM 507.15 "REINFORCING STEEL".
- THE FOOTING SHALL BE FOUNDED ON LEDGE WHICH HAS BEEN CLEANED OF ALL LOOSE ROCK AND OTHER DEBRIS. THE LEDGE SHALL BE REMOVED AS REQUIRED TO ENSURE THE FOOTINGS ARE PLACED ON COMPETENT ROCK.
- LIMITED NUMBER OF BORINGS WERE TAKEN FOR THIS PROJECT. THE SUBSTRUCTURE UNITS HAVE BEEN DESIGNED FOR TOP OF FOOTING ELEVATIONS AS SHOWN ON THE PLANS. IF THE LEDGE ELEVATION IS GREATER THAN 4'-0" BELOW THE DESIGN TOP OF FOOTING, THE PROJECT MANAGER SHALL BE NOTIFIED AND PROVIDED WITH LEDGE PROFILE. NO FURTHER WORK SHALL BE DONE UNTIL APPROVAL OF CONFIGURATION IS RECEIVED IN WRITING. FOR ABUTMENT NO. 1: IF THE LEDGE ELEVATION IS LESS THAN 4'-0" BUT MORE THAN 2'-6" BELOW THE DESIGN TOP OF FOOTING ELEVATION A SUBFOOTING SHALL BE POURED USING "CONCRETE, HIGH PERFORMANCE CLASS B". FOR ABUTMENT NO. 2: IF THE LEDGE ELEVATION IS LESS THAN 4'-0" BUT MORE THAN 2'-0" BELOW THE DESIGN TOP OF FOOTING ELEVATION A SUBFOOTING SHALL BE POURED USING "CONCRETE, HIGH PERFORMANCE CLASS B".
- FOR ABUTMENT NO. 1: IF THE LEDGE IS LESS THAN 2'-6" BELOW THE DESIGN TOP OF FOOTING ELEVATIONS, THE LEDGE SHALL BE EXCAVATED DOWN TO 2'-6" BELOW DESIGN TOP OF FOOTING ELEVATION. FOR ABUTMENT NO. 2: IF LEDGE IS LESS THAN 2'-0" BELOW THE DESIGN TOP OF FOOTING ELEVATIONS, THE LEDGE SHALL BE EXCAVATED DOWN TO 2'-0" BELOW THE DESIGN TOP OF FOOTING ELEVATIONS. A MAXIMUM OF 6" AVERAGE DEPTH OF OVER BREAKAGE WILL BE REPLACED WITH "CONCRETE, HIGH PERFORMANCE CLASS B". OVER BREAKAGE BEYOND 6" SHALL BE REPLACED WITH "CONCRETE, HIGH PERFORMANCE CLASS B" AT THE EXPENSE OF THE CONTRACTOR.
- IF LEDGE IS ABOVE THE DESIGN TOP OF FOOTING, THE FOOTING MAY BE RAISED. BEFORE ANY UPWARD ADJUSTMENT IS MADE IN FOOTING ELEVATION, THE PROJECT MANAGER SHALL BE NOTIFIED AND PROVIDED WITH A LEDGE PROFILE. NO FURTHER WORK SHALL BE DONE UNTIL THE APPROVAL OF THE CONFIGURATION IS RECEIVED IN WRITING.

- UPON COMPLETION OF THE STRUCTURE EXCAVATION, AND PRIOR TO THE PLACING OF THE CONCRETE FORMS, THE RESIDENT ENGINEER SHALL CONTACT THE SOILS AND FOUNDATIONS ENGINEER/ENGINEERING GEOLOGIST FROM THE VERMONT AGENCY OF TRANSPORTATION, TO INSPECT THE ROCK TO DETERMINE IF IT IS COMPETENT TO SUPPORT THE DESIGN BEARING PRESSURE SHOWN ON THE PLANS. THE GEOLOGIST SHALL BE ALLOWED 5 WORKING DAYS FROM NOTICE OF EXCAVATION TO MAKE HIS INSPECTION AND REPORT HIS DETERMINATION ON THE COMPETENCY OF THE ROCK.

## STEEL NOTES

- ALL NEW STEEL FOR THE TRUSS SHALL CONFORM TO AASHTO M-270 GRADE 36 OR 50.
- ANY RIVETS THAT ARE REMOVED FOR REPAIRS DETAILED ON THE PLANS OR AS ORDERED BY THE ENGINEER SHALL BE REPLACED WITH 7/8" DIAMETER HIGH STRENGTH BOLTS MEETING AASHTO M-164 TYPE I. ALL BOLTS SHALL BE FULL DIAMETER BODY HEX HEAD BOLTS MEETING ANSI/ASME B 18.5 REQUIREMENTS.
- CONNECTIONS NOT DETAILED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL.
- ALL BOLTS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M-298. FASTENERS FOR THE TRUSS SHALL RECEIVE INTERMEDIATE AND FINAL COATS OF PAINT AFTER INSTALLATION. BOLTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO ITEMS 506.50 "STRUCTURAL STEEL" (ROLLED BEAM) AND 506.60 "STRUCTURAL STEEL".
- THE EXISTING STEEL NOT DESIGNATED FOR RE-USE IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. THE CONTRACTOR MAY DISPOSE OF IT OR RETAIN FOR FUTURE USE. THE CONTRACTOR SHALL INFORM RESIDENT ENGINEER OF HIS/HER PLANS FOR STEEL PRIOR TO ITS REMOVAL.
- ALL NEW STRUCTURAL STEEL ELEMENTS SUBJECT TO TENSION SHALL BE CHARPY V- NOTCHED TESTED. THESE MEMBERS ARE DESIGNATED BY (CVN) IN THE APPLICABLE DETAILS.
- ALL STEEL ROLLED SHAPES SUCH AS W-SHAPES, CHANNELS AND ANGLES THAT WILL BE USED ON THIS PROJECT SHALL BE PAID FOR UNDER ITEM 506.50 "STRUCTURAL STEEL" (ROLLED BEAM). EXCEPTION SHALL BE MADE FOR CLIP ANGLES NECESSARY FOR ATTACHMENTS (e.g. STRINGERS, LATERAL BRACINGS, BRIDGE RAILING, ETC.). SUCH ANGLES SHALL BE PAID FOR UNDER ITEM 506.60 "STRUCTURAL STEEL".
- ALL HORIZONTAL AND VERTICAL GUSSET PLATES, COVER PLATES, PLATES USED TO ATTACH LATERAL BRACINGS, ANGLES USED TO ATTACH COVER PLATES, STRINGERS, FLOOR BEAMS, VERTICAL MEMBERS, DIAGONALS, RAILINGS ETC. SHALL BE PAID FOR UNDER ITEM 506.60 "STRUCTURAL STEEL".

## PAINTING NOTES

- THE SURFACE PREPARATION OF THE EXISTING STEEL SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM.
- THE COLOR OF THE FINAL COAT OF PAINT SHALL BE GREEN AND SHALL CONFORM WITH FEDERAL STANDARD NO. 595 COLOR CHIP #14062
- ALL STEEL UNDER ITEM 506.50 "STRUCTURAL STEEL" (ROLLED BEAM) SHALL BE GIVEN A SHOP APPLIED PAINT SYSTEM PER SUPPLEMENTAL SPECIFICATION 513. ALL EXISTING STEEL AND NEW STEEL UNDER ITEMS 506.60 "STRUCTURAL STEEL" SHALL BE GIVEN A FIELD APPLIED PAINT SYSTEM PER SUPPLEMENTAL SPECIFICATION 513.
- THE PAINT SYSTEM USED IN THE SHOP SHALL BE THE SAME SYSTEM AS EMPLOYED IN THE FIELD APPLIED SYSTEM.
- ALL FAYING SURFACES SHALL MEET THE CLASS "B" SLIP COEFFICIENT AS SPECIFIED IN THE "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES". THE FAYING SURFACES ON THE TRUSS WHERE THE RESPACED STRINGERS CONNECT AND AT THE NEW END TRUSS DETAIL SHALL BE BLAST CLEANED AND PRIMED IN ACCORDANCE WITH SUPPLEMENTAL 513, PRIOR TO INSTALLATION OF THE NEW STEEL ELEMENTS.
- AFTER THE FINAL COAT OF PAINT HAS BEEN APPLIED, AND HAS THOROUGHLY CURED, THE FOLLOWING STRUCTURAL STEEL SHALL BE GREASED PER SUPPLEMENTAL SPECIFICATION 513:
  - ALL TRUSS COMPONENTS BELOW THE FRP DECK
  - TRUSS AND STRINGER BEARINGS
- PAYMENT FOR GREASE SHALL BE INCIDENTAL TO THE ITEM 513.30 "STRUCTURAL PAINTING, FIELD APPLIED". THE COLOR OF THE GREASE SHALL BE GREEN.
- THE EDGES OF THE GUSSET PLATES SHALL BE CAULKED AT THE LOCATION WHERE THEY MEET THE TRUSS MEMBERS. THE CAULK SHALL BE APPLIED BEFORE THE FINAL COAT OF PAINT. THE CONTRACTOR SHALL SUBMIT TO THE PROJECT MANAGER THE TYPE OF CAULK TO BE USED ALONG WITH THE MANUFACTURER'S RECOMMENDED USE. PAYMENT FOR THE CAULKING SHALL BE INCIDENTAL TO ITEM 513.30 "STRUCTURAL PAINTING, FIELD APPLIED".

## FRP DECK NOTES

- EXISTING DECK SHALL BE REPLACED WITH FIBER REINFORCED POLYMER COMPOSITE DECK. THE FRP COMPOSITE DECK SHALL BE PAID FOR UNDER ITEM 580.19 "CONCRETE CLASS AA OVERLAY" - (MOD. - FIBER REINFORCED POLYMER DECK) SEE SPECIAL PROVISIONS.
- THE CURBS SHALL BE FULL SAWN SOUTHERN PINE NO. 1 (OR BETTER) GRADE NON STRUCTURAL LUMBER. THE CURBS SHALL BE PRESSURE TREATED WITH A TYPE V (ALKALINE COPPER QUAT) PER SUPPLEMENTAL SPECIFICATION SECTION 726. THE CURBS SHALL BE PAID UNDER CONTRACT ITEM 522.35.

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