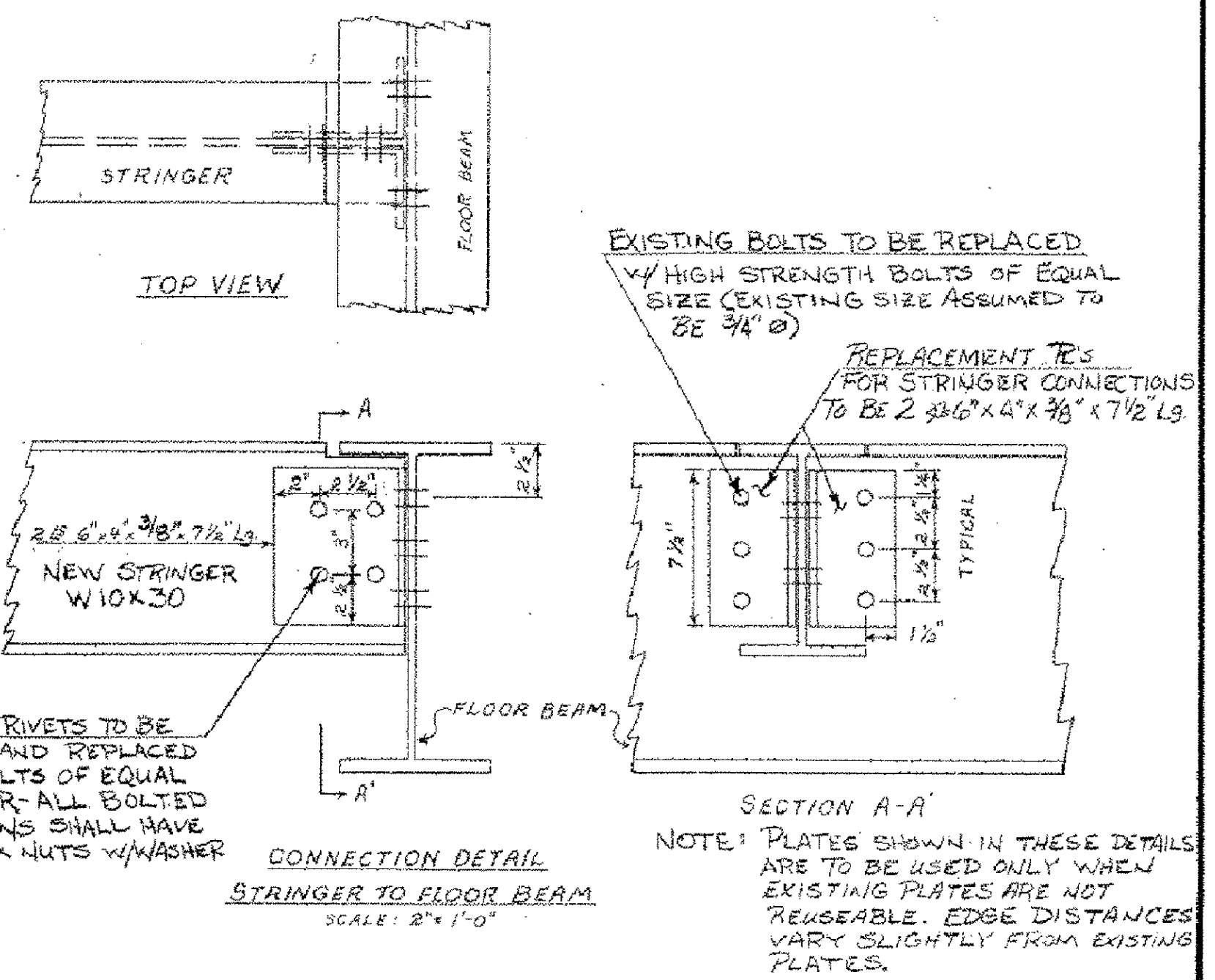
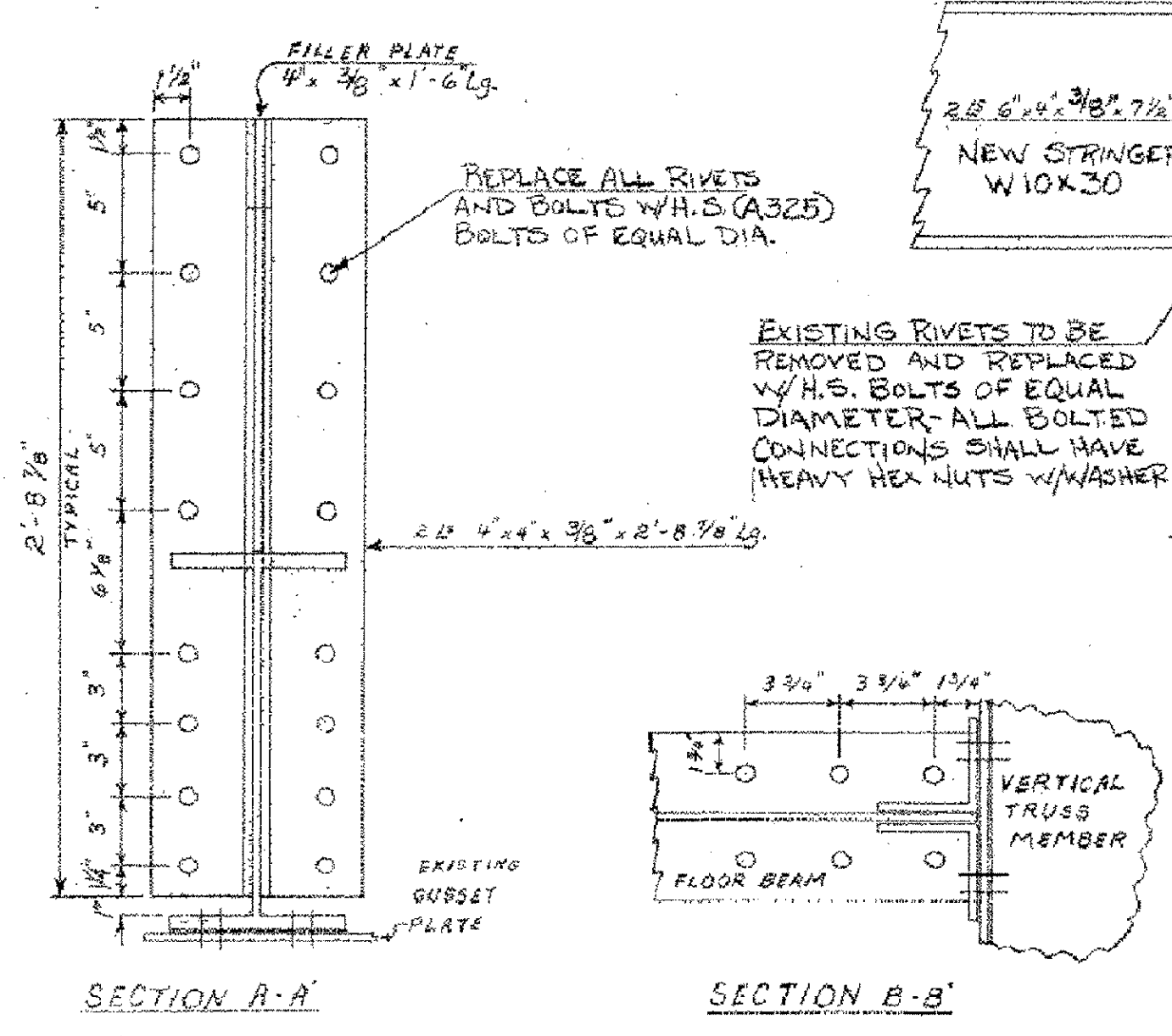
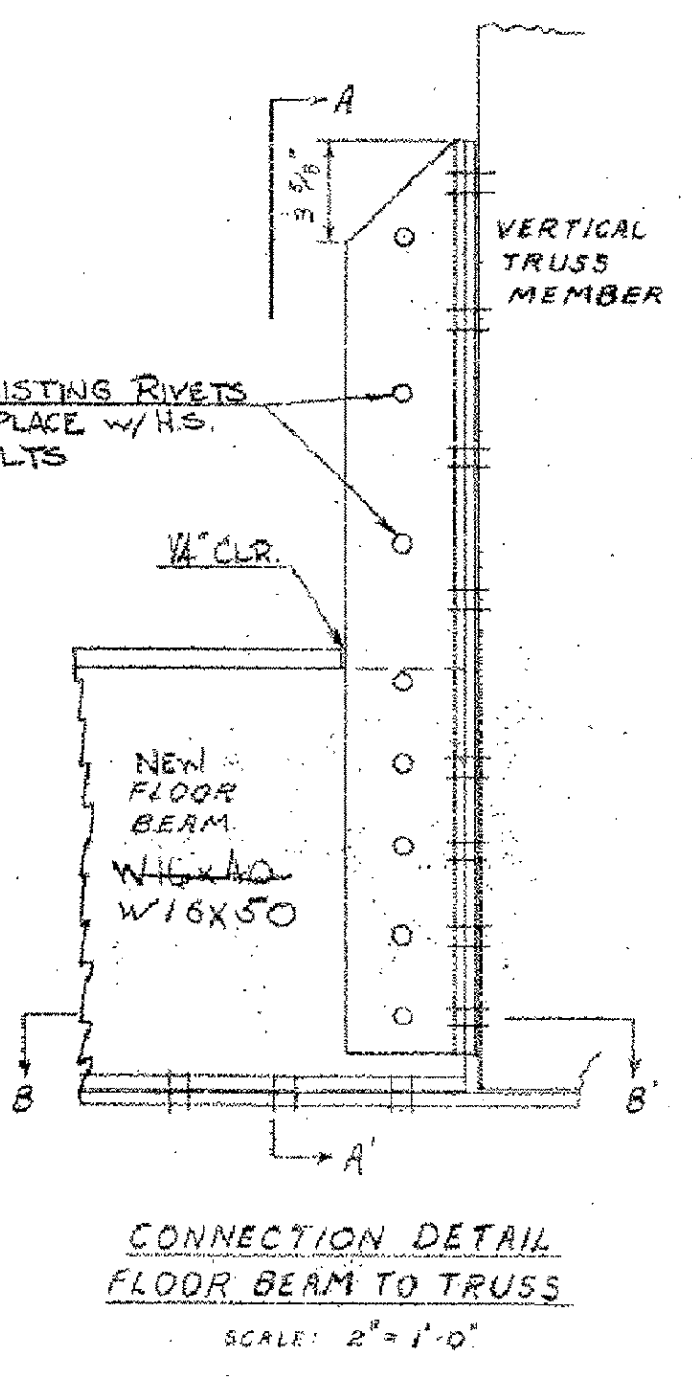
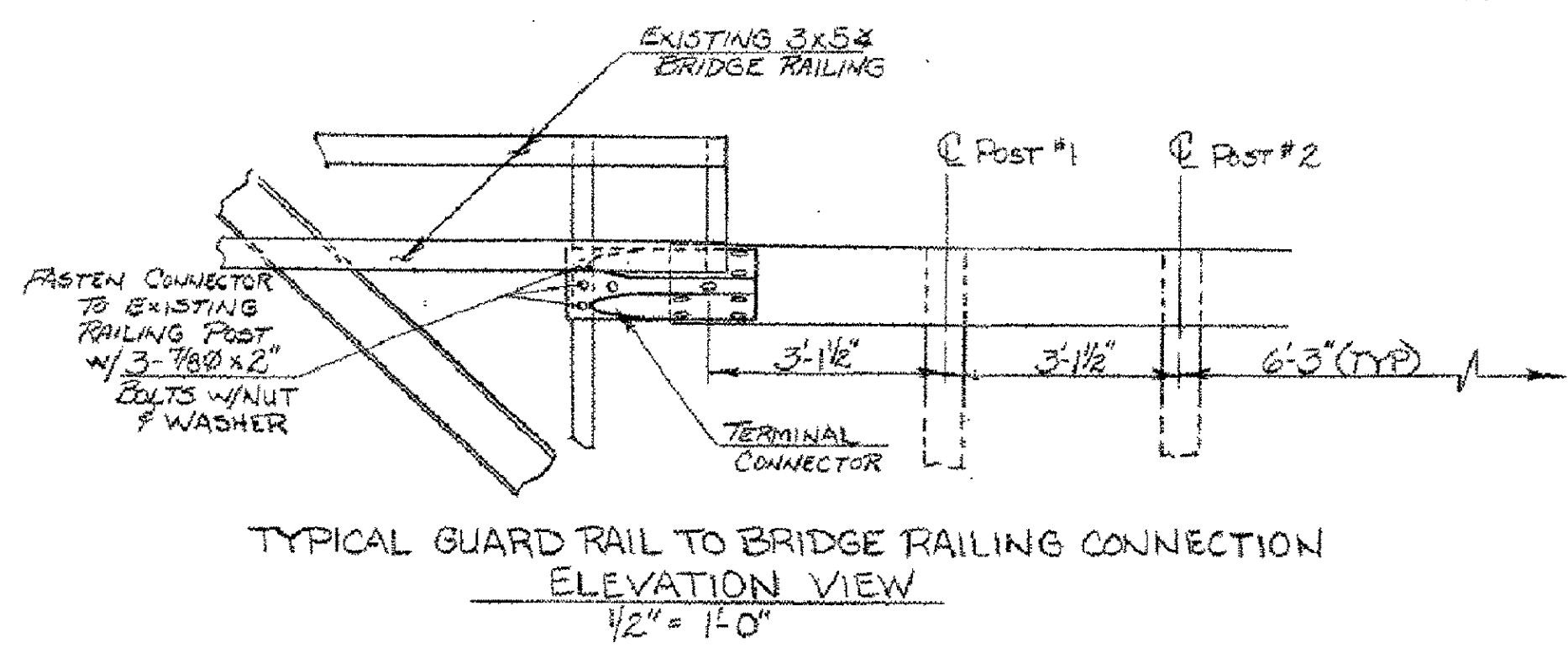


NOTES

- All dimensions and sizes are to be field checked before ordering materials.
- Bridge seat areas shall be thoroughly cleaned of dirt and debris. Costs of this work shall be subsidiary to other contract items.
- Unsound concrete under bearing areas shall be replaced with concrete. O.K. Bridge shall be supported in place and not jacked while this work is being performed. Cost of this work shall be subsidiary to other contract items.
- All steel members and components to be retained shall be blast cleaned and painted in accordance with Section 513. Any members not already noted for replacement which are found to be deteriorated shall be replaced or repaired as directed by the Engineer. Payment for repair work shall be handled by extra work supplementary agreement. Payment for replacement work shall be by contract unit bid prices. The weight of two additional stringers not noted in Plan view above has been included in contract quantities in case more deteriorated members are found.
- When removing deteriorated stringers and floor beams care shall be taken not to damage existing connection plates. If in the Engineer's opinion any plates are damaged beyond use by Contractor's negligence, they shall be replaced at Contractor's expense.
- Tops of existing stringers and floor beams to be retained shall have any existing weld residue or other projections ground off flush. Costs of this work shall be subsidiary to other contract items.
- Bridge plank design is based on a 6"x2"-7 gage corrugated steel bridge plank conforming to ASTM A510 with a section modulus not less than 0.139 in³. All planks shall be galvanized to ASTM A123. All planks must have factory-punched weld-holes to fit the stringer spacing of the bridge and shall be provided without drain holes. Decking shall be welded to each stringer with 2"-16"x1/8" fillet welds at each connection. The tapered edges of adjoining planks shall be welded with a 3/8" bead midway between stringers. Each plank shall be damped solidly to the stringers before welding. Use 5/32" dia. AWS-ASTM E-7018 or E-7028 low hydrogen electrodes. All welding shall be by certified welders. Details of the plank and method of installation shall be submitted for approval of the Structures Division.
- 25' of guard rail (Heavy Duty St. Brn. wood Posts, Type II) with terminal end sections is to be installed at each end on downstream side of bridge using detail shown on this sheet for bridge connection. Upstream side shall have guard rail placed only on towns request. If town desires this installation, they shall have a representative present to aid in location of water line and new guard rail posts.
- If new bridge plank is field cut, all cut edges are to be painted with a zinc rich paint.
- Bridge shall remain closed during construction. All necessary barricades and signs shall be provided and placed by the Contractor as directed by the Engineer. Cost for this work shall be subsidiary to other contract items.
- Prior to paving, the deck shall be cleaned of debris and primed with a light coat of asphaltic primer in accordance with Section 406 of the specifications. The Bituminous Concrete Pavement shall be Type IV mix placed in two courses.
- Rivets and existing bolts in replacement member connections are to be replaced with bolts manufactured to ASTM A325 with suitable nuts and hardened washers. Bolts shall be the same size as the connector being replaced.



STATE OF VERMONT	
AGENCY OF TRANSPORTATION	
TOWN OF BRADFORD	Bridge No. 22
HIGHWAY NO. T.H. 27	Log Sta.
	Surv. Sta.
SUPERSTRUCTURE DETAILS	
TOWN HIGHWAY 27 OVER THE WAITS RIVER	
Designed by R. Whitcomb	Drawn by D.E. Gilman
Checked by D.E. LATHROP date 8-83	Bridge Design Supervisor D.E. Lathrop date 8-83
PROJECT BRADFORD	PROJECT NO. TH 3330
Bridge Sheet No.	Sheet 3 of 7

PROJECT: BRADFORD	PROJECT NO.: STP 1447 (28)
DESIGN FILE NAME: s96j286/structures/s96j286ref.dgn	PLOT DATE: 22-NOV-2006
IPARM FILE NAME: s96j286ref2.i	DESIGNED BY: J. WHITE
SQUAD LEADER: C.P. WILLIAMS	CHECKED BY: M.FESSEL
REFERENCE SHEET	SHEET: 54 OF 63

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