

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
2. DIMENSIONS, ANGLES, BEARINGS, AND ELEVATIONS OF THE EXISTING BRIDGE SHOWN ON THESE PLANS HAVE BEEN OBTAINED FROM LIMITED FIELD INVESTIGATION AND MAY NOT ACCURATELY REFLECT ACTUAL FIELD CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING FIELD MEASUREMENTS OF ALL EXISTING STRUCTURE COMPONENTS IMPACTED BY THE NEW WORK 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 ENGINEER BEFORE ADVANCING THE WORK. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE DIMENSIONS AND DETAILS OF EXISTING BRIDGE FEATURES AND COMPONENTS AS SHOWN ON THE PLANS AND ATTAIN ADDITIONAL DIMENSIONS PRIOR TO THE FABRICATION OF NEW BRIDGE COMPONENTS. FABRICATION DRAWINGS SHALL NOT BE CHECKED OR APPROVED UNLESS DIMENSIONS ARE NOTED AS BEING VERIFIED BY THE CONTRACTOR.
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, OR AS NOTED OTHERWISE.
4. ALL WORK INCLUDING CONSTRUCTION STAGING SHALL BE WITHIN THE EXISTING RIGHT-OF-WAY LIMITS, EXCEPT THE DRAINAGE RIGHTS DESCRIBED IN NOTE 9 BELOW. IF THE CONTRACTOR DESIRES ADDITIONAL STAGING AREAS OUTSIDE OF THE EXISTING RIGHT-OF-WAY, ALL RIGHTS AND PERMITS REQUIRED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. THERE IS A PRIVATE WATERLINE WITHIN THE EAST APPROACH TO THE BRIDGE. ITS APPROXIMATE LOCATION IS SHOWN ON THE PLANS. THE CONTRACTOR IS REQUIRED TO WORK AROUND THIS UTILITY AND AVOID DAMAGING IT. ITEM 204.22 "TRENCH EXCAVATION OF EARTH, EXPLORATORY" HAS BEEN INCLUDED IN THE PLANS TO LOCATE AND EXCAVATE AROUND THIS WATERLINE WHERE NECESSARY. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THIS UTILITY THROUGH THE DURATION OF THE PROJECT.
6. ANY DAMAGE TO PRIVATE OR PUBLIC PROPERTY CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY AND AT THE EXPENSE OF THE CONTRACTOR.
7. THE LOCATION OF ANY UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. NO CLAIMS ARE MADE AS TO THE ACCURACY OR COMPLETENESS OF THE UTILITIES SHOWN. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR LOCATING AND PROTECTING FROM DAMAGE ALL UTILITIES ON SITE DURING ALL STAGES OF CONSTRUCTION. THE CONTRACTOR SHALL USE CAUTION WHEN WORKING AROUND OVERHEAD UTILITIES, AND COORDINATE TEMPORARY AND/OR PERMANENT UTILITY RELOCATION WITH THE UTILITY COMPANIES.
8. MINOR WORK MAY BE REQUIRED TO FIX THE EXISTING STONE WALLS ADJACENT TO WINGWALL NOS. 1 AND 3. COST SHALL BE PAID UNDER ITEM 900.608, SPECIAL PROVISION (REBUILT STONE MASONRY).
9. THE TOWN OF TUNBRIDGE HAS OBTAINED THE RIGHT-OF-WAY FOR THE INSTALLATION OF THE PIPE SHOWN ON THE PLANS BETWEEN APPROXIMATELY STA. 12+25 AND STA. 12+73, LT. INSTALLATION OF THE PIPE SHALL BE WITHIN THE CONSTRUCTION LIMITS AS SHOWN ON THE PLANS.

REINFORCED CONCRETE NOTES

1. ALL CONCRETE SHALL BE PAID UNDER ITEM 501.34, CONCRETE, HIGH PERFORMANCE CLASS B, EXCEPT THE CONCRETE CURBS IN THE WINGWALLS WHICH SHALL BE PAID UNDER ITEM 501.33, CONCRETE, HIGH PERFORMANCE CLASS A.
2. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT.
3. WATER REPELLENT, SILANE, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.
4. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH BY 1 INCH.
5. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE TWO INCHES ALONG THE BACK FACES OF WALLS AGAINST EARTH AND THREE INCHES ELSEWHERE UNLESS NOTED OTHERWISE.
6. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:
 - A. SPACING: +/- ONE INCH
 - B. CLEARANCE: +/- ONE-QUARTER INCH

TRAFFIC CONTROL NOTES

1. BRIDGE NO. 31 WILL BE CLOSED TO ALL PEDESTRIAN AND VEHICULAR TRAFFIC DURING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE TOWN OF TUNBRIDGE AT LEAST 2 WEEKS PRIOR TO CLOSING THE BRIDGE TO TRAFFIC.
2. THE COST OF ALL DETOUR SIGNS AND REQUIRED SIGN POSTS SHALL BE INCLUDED IN ITEM 641.10 "TRAFFIC CONTROL".
3. ALL DETOUR SIGNS SHALL BE PLACED WITHIN EXISTING STATE AND TOWN RIGHTS-OF-WAY.
4. IN ADDITION TO THE DETOUR SIGNS DETAILED ON THE TRAFFIC CONTROL SHEET, THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGNING, ERECTING, AND MAINTAINING (AS WELL AS REMOVING AND RESETTING) ALL ON-PROJECT TEMPORARY TRAFFIC CONTROL ZONE DEVICES, INCLUDING BUT NOT LIMITED TO CONSTRUCTION SIGNS, BARRICADES, CONCRETE TRAFFIC BARRIERS AND OTHER REQUIRED DEVICES USED TO REGULATE, WARN AND GUIDE TRAFFIC DURING CONSTRUCTION. TRAFFIC CONTROL DEVICE LAYOUT SHALL CONSIDER THE REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND PERTINENT E-SERIES STANDARDS, AND SHALL BE SUBMITTED TO THE RESIDENT ENGINEER FOR APPROVAL. THE COST OF ALL ON-PROJECT TEMPORARY TRAFFIC CONTROL ZONE DEVICES SHALL BE PAID FOR UNDER ITEM 641.10, TRAFFIC CONTROL.
5. PRECAST CONCRETE BARRIERS SHALL BE PLACED ON THE FOUNDRY ROAD AND CARON ROAD APPROACHES TO LIMITS APPROVED BY THE RESIDENT ENGINEER TO PREVENT TRAFFIC FROM ENTERING THE BRIDGE WORK AREA. COST SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 641.10. BARRIERS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 621.

BEARING NOTES

1. BEARINGS SHALL CONFORM TO APPLICABLE SUBSECTIONS OF SECTIONS 531 AND 731.
2. ITEM 531.10, BEARING DEVICE ASSEMBLY, PREFORMED BEARING PAD, SHALL CONSIST OF THE PLACEMENT OF NEW EXPANSION AND FIXED BEARING ASSEMBLIES, DETAILED ON BEARING DETAILS SHEET. ALL OF THE ELEMENTS OF THE EXISTING BEARING TO REMAIN IN PLACE SHALL BE CLEANED AND PAINTED.
3. FABRICATION DRAWINGS CONFORMING TO SUBSECTION 531.03 SHALL BE SUBMITTED TO INCLUDE WELDING AND BONDING PROCEDURES.
4. THE CONCRETE SURFACE UNDER THE BEARING DEVICE SHALL BE LEVEL.
5. DESIGN CRITERIA:
 - A. PAD TO CONCRETE DESIGN PRESSURE = 1000 PSI MAXIMUM
 - B. MINIMUM DESIGN ROTATION = 0.015 RADIANS
 - C. HORIZONTAL CAPACITY = MINIMUM OF 10% VERTICAL CAPACITY
6. THE "A" DISTANCE PROVIDED IN THE TEMPERATURE ADJUSTMENT TABLE IS THE FINAL SETTING FOR THE BEARING PADS AFTER ALL DEAD LOAD HAS BEEN APPLIED. THE FINAL "A" DISTANCE MUST BE OBTAINED WITHIN ONE-EIGHTH INCH. THE "B" DISTANCE IS FOR SETTING THE BEARINGS BEFORE THE NEW FLOORBEAMS AND TIMBER FLOOR SYSTEM IS PLACED.
7. FABRICATION OF NEW BEARING ELEMENTS SHALL CONSIDER EXISTING BEARING DIMENSIONS, AS VERIFIED BY FIELD MEASUREMENTS.

STRUCTURAL STEEL NOTES

1. ITEM 506.50, STRUCTURAL STEEL ROLLED BEAM, GRADE 50, SHALL INCLUDE THE FOLLOWING:
 - A. NEW FLOORBEAMS
 - B. STRINGER SUPPORT BRACKETS (FLOORBEAMS)
 - C. BEARING STIFFENERS (FLOORBEAMS)
 - D. BOTTOM LATERAL BRACING ANGLES
 - E. BOTTOM LATERAL BRACING CONNECTION PLATES
2. ITEM 506.60, STRUCTURAL STEEL, GRADE 50, SHALL INCLUDE THE FOLLOWING:
 - A. UPPER CHORD TOP PLATES (TP1)
 - B. ENDPPOST DIAGONAL TOP PLATE (TP2)
 - C. LOWER CHORD BUILT UP SECTION (LC1)
 - D. LOWER CHORD BUILT UP SECTION (LC2)
 - E. LOWER CHORD GUSSET PLATES
 - F. RAIL ANCHORAGE PLATES
3. ALL LAG SCREWS SHALL BE GALVANIZED AND SHALL COMPLY WITH THE REQUIREMENTS OF ASTM A307.

PAINT NOTES

1. THE SURFACE PREPARATION OF THE EXISTING STEEL SHALL INCLUDE 100% OF THE EXISTING PAINT SYSTEM.
2. 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 TOWN, STATE, THEIR OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE STRUCTURAL STEEL.
3. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE BLACK COLOR CHIP #27038 CONFORMING TO SUBSECTION 708.03.
4. THE AREA OF CONTACT BETWEEN ANY NEW STEEL AND EXISTING STEEL SHALL BE FREE OF EXISTING PAINT, CLEANED AND PRIMED TO MEET THE CONDITIONS OF A CLASS B SLIP COEFFICIENT PER SECTION 513.02 (b).
5. WHEN A CONNECTION IS FIELD DRILLED, THE CONTRACTOR SHALL CLEAN ALL SURFACES PRIOR TO BOLTING THE CONNECTION. IF THE CONNECTION IS BEING HELD IN PLACE BY CLAMPS, THE CLAMPS MUST BE REMOVED AND THE MEMBERS AND CONNECTION PLATES MUST BE INDIVIDUALLY CLEANED PRIOR TO BOLTING. ALL CONNECTIONS SHALL BE FREE OF OIL AND OTHER PARTICLES RESULTING FROM FIELD DRILLING.

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