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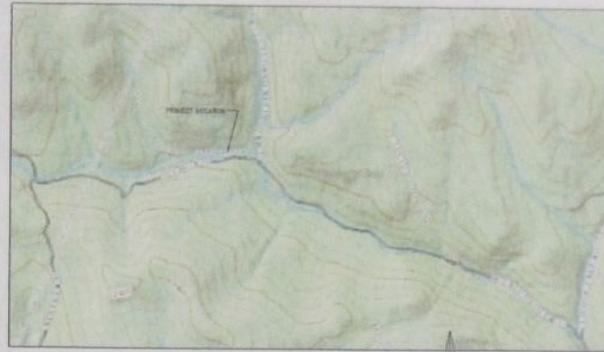
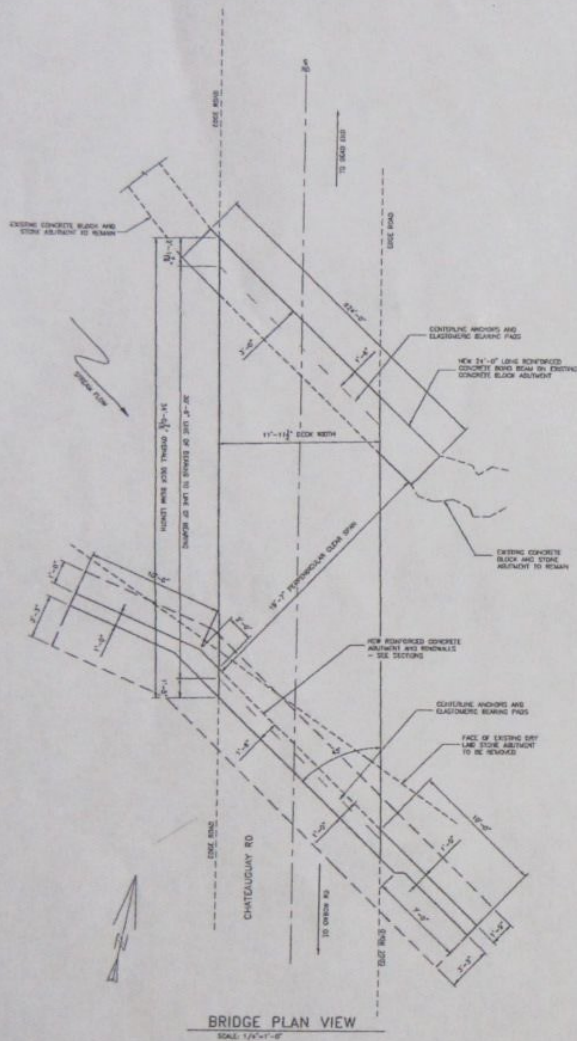
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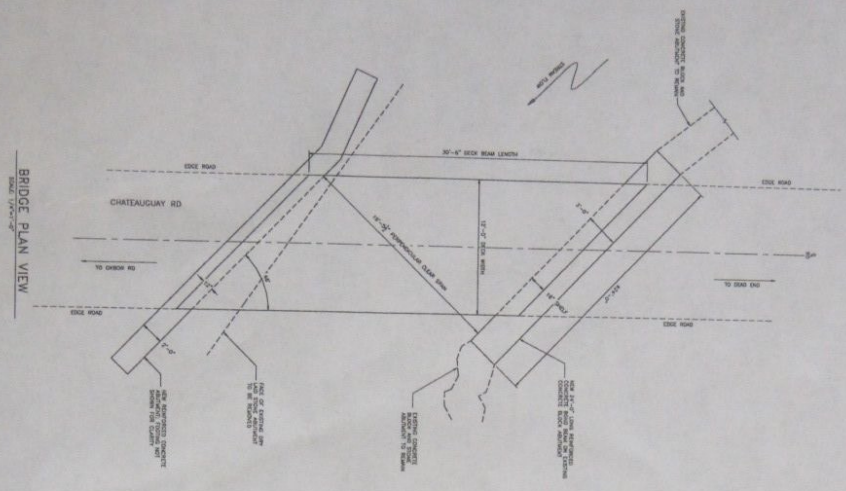
LOCATION MAP

GENERAL NOTES

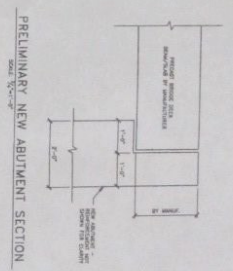
1. GENERAL
- 1.1 ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THEIR LATEST REVISIONS.
 - 1.2 CONTRACTOR SHALL PROTECT EXISTING FACILITIES, STRUCTURES, AND UTILITY LINES FROM ALL DAMAGE. NOTICES AND/OR SIGNAGE OF NEARBY UTILITIES SHALL BE PROVIDED. WATER LINES AND COLLECTORS SHALL BE EXPOSED AND REPAIRED AND/OR REPLACED AS NECESSARY. POINTS OF INTERFERENCE SHALL BE APPROVED AND APPROVED APPROXIMATIONS WILL BE NEGOTIATED.
 - 1.3 CONTRACTOR IS RESPONSIBLE FOR ACQUIRING RECORDS OF SURVEYING, RECORDS AND NON-STRUCTURAL ITEMS DURING CONSTRUCTION. SEE SITE SAFETY CONDITIONS, INCLUDING, BUT NOT LIMITED TO, LATERAL STABILITY AND SOIL BEARING, SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
 - 1.4 BRIDGE IS DESIGNED FOR MULTI-LANE TRAFFIC IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND ITS LATEST REVISIONS.
 - 1.5 BRIDGE LAYOUT ON SITE BY CONTRACTOR AND APPROVED BY ENGINEER. NAD83 OPENING DESIGN PER RECOMMENDATIONS BY VE OTHER MANAGEMENT ENGINEER SCOTT JONES AT SEPTEMBER 2014 SITE VISIT.
 - 1.6 ALL FOOTING SHALL BE ON UNDESIGNED SOIL, HAVING A MINIMUM BEARING CAPACITY OF 4,000 PSF, OR ON EXISTING FOUNDATION. NOTIFY THE ENGINEER IF UNDESIRABLE MATERIAL IS ENCOUNTERED. SOIL UNIT WEIGHT ASSUMED FOR DESIGN = 120 PCF.
 - 1.7 ALL BACKFILL ADJACENT TO ABUTMENTS AND RETAINERS SHALL BE WELL COMPACTED FREE DRAINING STRUCTURAL FILL.
 - 1.8 SCUMPS AND COMPACT SUB BASE TO BOX AND BASE MATERIAL ADJACENT TO THE ABUTMENT SHALL BE COMPACTED TO OBTAIN NEAREST TYPICAL FILL DENSITY.
 - 1.9 THE CONTRACTOR SHALL THOROUGHLY CLEAN AND PREPARE AT COMPLETION OF WORK AND AT TIMES AS DIRECTED BY THE ENGINEER. LEGALLY BORNE OF EXCESS MATERIAL OFF SITE. INSTALL SITE PROTECTION AND ISOLATION FENCES DURING CONSTRUCTION.
 - 1.10 SURFACE DRAINAGE SHALL BE DIRECTED AWAY FROM THE BRIDGE. CONTRACTOR IS RESPONSIBLE FOR GRASS, TREE PLANTS, AND REVEGETATING AS SOON AS IS NECESSARY. TREE LOTS OR KEEP HOLES IF FOUND ON THE PLAN, SHALL BE PLANT AS A MINIMUM.
 - 1.11 DETAILS SHOWN ON ANY DRAWINGS ARE TO BE CONSIDERED TYPICAL FOR ALL SIMILAR CONDITIONS UNLESS OTHERWISE NOTED.
 - 1.12 CONTRACTOR SHALL PROVIDE ACCESS SURFACE TO ALL CONDITIONS PRIOR TO BEGINNING WORK. DISTURBED AREAS SHALL BE REPAIRED AND/OR REPLACED TO THE SATISFACTION OF THE TOWN ENGINEER, STATE AND ENGINEER.
 - 1.13 ALL EXCAVATION AND BACKFILLING SHALL BE COMPLETED AS SOON AS POSSIBLE. OPEN PROXIMITY SHALL BE PROPERLY UNDERMINED AND BARRICADED FOR PROTECTION AND SAFETY.
 - 1.14 BASIC CONSTRUCTION STANDARDS FOR STORAGE OF MATERIALS, SAFETY PROTECTION, PROTECTION OF NEIGHBORING PROPERTIES, AND REGULATION OF DISTURBED AREAS SHALL BE FOLLOWED. ALL LANDSCAPING MUST BE RETURNED TO THE ORIGINAL CONDITION.
 - 1.15 CONTRACTOR SHALL CONDUCT APPROPRIATE TESTS AND SURVEYS AROUND ALL CONSTRUCTION SITES, STORAGE SITES, AND EXCAVATIONS TO DETERMINE THE PRESENCE OF UNDESIRABLE MATERIALS AND CONSTRUCTION RISKS.
 - 1.16 THE LOCATION OF THE 30 FT WIDE RIGHT OF WAY FOR OVERHEAD LINES IS REQUIRED TO BE 5 FT ON EACH SIDE OF THE APPROVED EXISTING ROAD CENTERLINE AS PER EXISTING CONDITIONS. ALL PERMANENT CONSTRUCTION IS TO BE INSTALLED WITHIN THIS 30 FT WIDE RIGHT OF WAY.
 - 1.17 ALL IN-STRADE CHANNELS SHALL TAKE PLACE IN A DRY CHANNEL. THIS MAY BE ACCOMPLISHED BY USE OF SHEETING OR TEMPORARY CONSTRUCTION.
 - 1.18 ABSOLUTELY NO DREDGE EXPOSURE CAN BE ALLOWED TO REMAIN IN THE CHANNEL FROM PROXIMITY FROM EXCAVATIONS FOR PROTECTION. ALL DREDGE BEFORE BEING ALLOWED TO REMAIN IN THE CHANNEL FROM PROXIMITY FROM EXCAVATIONS SHALL BE MAINTAINED AT ALL TIMES.
 - 1.19 THE STONE FILL SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE PRECAST BOX BEAMS ARE PLACED.
 - 1.20 SEE ATTACHED SHOP DRAWINGS LAST DATED 03/15/14 BY J.P. CAMPANA & SON FOR BOX BEAM DETAILS AND DIMENSIONS.
2. CONCRETE
- 2.1 ALL CONCRETE AND REINFORCED WORK SHALL BE IN STRICT ACCORDANCE WITH THE "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE, LATEST EDITION."
 - 2.2 ALL CONCRETE SHALL BE CLASS A WITH A MINIMUM COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS.
 - 2.3 WATER TO CEMENT RATIO, AIR CONTENT, AND TEMPERATURE SHALL BE AS INDICATED IN THE LATEST STANDARD SPECIFICATIONS FOR CONSTRUCTION.
 - 2.4 CONCRETE SHALL BE PROTECTED FROM FREEZING. CONTRACTOR SHALL FOLLOW THE RECOMMENDED PRACTICE FOR CONCRETE WEATHER PROTECTION (AND SOIL, LATEST EDITION). NO FOOTING SHALL BE PLACED UNDER WATER OR ON FROZEN GROUND.
 - 2.5 THE CONCRETE CONTRACTOR SHALL NOTIFY THE STATE ENGINEER BEFORE ANY APPROXIMATION IS MADE TO AN EXISTING BRIDGE, APPROVED PLATE, SLABS, PIPE, CULVERTS, ETC., AS REQUIRED BY OTHER AGENCIES. THE CONTRACTOR SHALL NOTIFY ALL AGENCIES BEFORE SETTING BRIDGES AND FORMS. FORM RELEASE OIL SHALL BE AN APPROVED NON-TOXIC OILS.
 - 2.6 ALL EXPOSED EDGES OF CONCRETE SHALL BE FINISHED 1" x 1".
 - 2.7 WATER IMPERMEABLE SLABE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, EXCEPT THE FINISHED OF THE SLAB BETWEEN BRIDGE SPANS.
 - 2.8 CURBS, SIDEWALKS, AND SURFACES SHALL BE NOT CONTRACTORS' RESPONSIBILITY UNLESS OTHERWISE NOTED. CURBS SHALL BE CONCRETE OR STEEL. METALLIC SURFACES SHALL RECEIVE 3 COATS OF AN EPOXY AND ANOTHER 3 COATS OF AN APPROVED NON-TOXIC LIQUID CURBING COMPOUND.
 - 2.9 ALL WALLS SHALL BE NEARLY BRIDGED TO NEAREST BACKFILLING AND CONSTRUCTION LEVEL PROCEEDING. WALLS MUST BE AT LEAST 2 FEET ABOVE ALL EXISTING BACKFILLING. STEEL MUST BE 28 DAYS CURED BEFORE ANY VEHICULAR TRAFFIC IS APPLIED. THE FOUNDATIONS SHALL BE GRADED TO 2" BELOW THE BRIDGE DECK SLAB. THE SLAB CAN BE PLACED AND CURED.
 - 2.10 THE BRIDGE DECK SHALL BE LEVEL FROM FRONT TO BACK OF ABUTMENT.
 - 2.11 DURING PLACEMENT OF CONCRETE, USE TRUCKS OR OTHER MEANS TO LIMIT FREE-FALL OF CONCRETE TO 5 FEET.
 - 2.12 CONCRETE SHALL BE CONSOLIDATED BY VIBRATION, SPADING, OR ROLLING SO THE CONCRETE IS IMPROPERLY WORKED AROUND THE REINFORCEMENT. VIBRATED TIES ARE TO BE SUPPLIED BY FORM FABRICATOR. ALL USE OF VIBRATION SHOULD BE UNDER STRICT SUPERVISION. (FORMS SHALL BE TIGHT AND NOT TOYER AND CAUSE VIBRATION).
 - 2.13 NO CHANGES, MODIFICATIONS, SPECIFICATIONS OR SUBSTITUTIONS SHALL BE INSTALLED IN CONCRETE WITHOUT APPROVAL OF THE ENGINEER.
3. STRUCTURAL STEEL
- 3.1 REINFORCING STEEL SHALL BE NEW RAILROAD STEEL, ASTM A615, F_y 60,000 PSI.
 - 3.2 THE MINIMUM CLEAR DISTANCE FROM NEW, STEEL TO EXISTING SURFACE SHALL BE: UNPAVED SURFACE TO CONTACT WITH THE GROUND: _____ 3" IN; FORMS SHALL BE EXPOSED TO RAIN OR WEATHER: _____ 3" IN.
 - 3.3 ALL REINFORCING STEEL SHALL BE DETAIL AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE (CRSI)."
 - 3.4 ENGINEER SHALL REVIEW REINFORCING BAR LAYOUT AND PLACEMENT PRIOR TO PLACEMENT OF CONCRETE.
 - 3.5 ALL BAR ENDS OF BAR QUANTITIES SHOWN SHALL BE CUTTED OFF.
 - 3.6 REINFORCEMENT SHALL BE NEARLY BRIDGED TO NEAREST BACKFILLING AND CONCRETE PLACEMENT OPERATIONS USING APPROVED TIE CHAINS AND SPACERS AS REQUIRED. NO BAR SHALL BE CUT OR BENT IN THE FIELD WITHOUT THE APPROVAL OF THE ENGINEER. PLACING ACCESSORIES IN CONCRETE EXPOSED TO WEATHER, SHALL BE USED.
 - 3.7 WHERE CONTINUOUS BARS ARE CALLED FOR, SPACERS OR SPACING ARMATURE THEY SHALL BE FROM CONTINUOUSLY THROUGHOUT CONCRETE, UNLESS IT IS OTHERWISE NOTED AND LAPPED AT NECESSARY SPACES WITH SPICES ENDORSED IN RELEVANT PROGRAM.
 - 3.8 ALL BOP REINFORCING BARS SHALL BE EPOXY COATED. ALL OTHER REINFORCING BARS SHALL BE PLAIN STEEL.
4. STRUCTURAL STEEL
- 4.1 ALL STRUCTURAL STEEL SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, LATEST EDITION.
 - 4.2 ALL WELDING MEMBER FIELD OR SHOP SHALL BE PREHEATED WELDS WITH E70 ELECTRODES BY AND PROBABLY CERTIFIED WELDER.
 - 4.3 STEEL UNLESS STEEL FASTENERS AND ALL OTHER STEEL EXPOSED TO THE WEATHER SHALL BE HOT-DIPPED GALVANIZED WITH FINISHING. ANY GALVANIZED SURFACE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY ZINC PAINT.
 - 4.4 DIMENSIONS SHALL MEET CURRENT VDOT SPECIFICATIONS FOR BRIDGE RAILING ON A CLASS 2 TOWN ROADWAY AT THE SITE IN SECTION.

T.R. FELLOWS NH ENGINEERING & AVT CONSULTANTS INC. 100 Rte. 100 Keegan, VT 05143 Tel: 802.853.1111	
NO. 1	DATE 06/03/19
REGION	STATE VT
BRIDGE DECK AND ABUTMENT REPLACEMENT CHATEAUGUAY ROAD BRIDGE REPLACEMENT VT	
TOWN OF BRIDGEVILLE ATTN: RANDY STANLEY BRIDGEVILLE, VT 05234	
OWNER/CONTACT:	
SITE PLAN AND NOTES	
DRAWN BY: K. McCLISTER	
CHECKED BY: T. FELLOWS	
PROJECT:	
DATE: 06/03/19	
SHEET: 1	

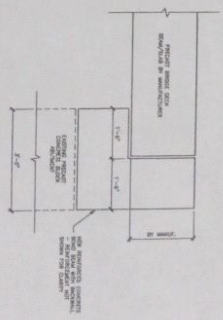
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BRIDGE PLAN VIEW
Scale: 1/4" = 1'-0"



PRELIMINARY NEW ABUTMENT SECTION
Scale: 1/4" = 1'-0"



PRELIMINARY EXISTING ABUTMENT SECTION
Scale: 1/4" = 1'-0"

FOR FABRICATION OF PRECAST
DECK PANELS ONLY

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SHEET NO. 1 OF 1	DATE: 07/29/19 PROJECT: 1 DESIGNER: 1 CHECKER: 1 DRAWN BY: 1	BRIDGE DECK AND ABUTMENT REPLACEMENT CHATEAUGUAY ROAD, BRIDGEWATER, VT OWNER/CONTACT: TOWN OF BRIDGEWATER 61TH BRADY KENNEDY 124 S. ST. ST. BRIDGEWATER, VT 05634	TITLE: 1 PROJECT: 1 SHEET: 1
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