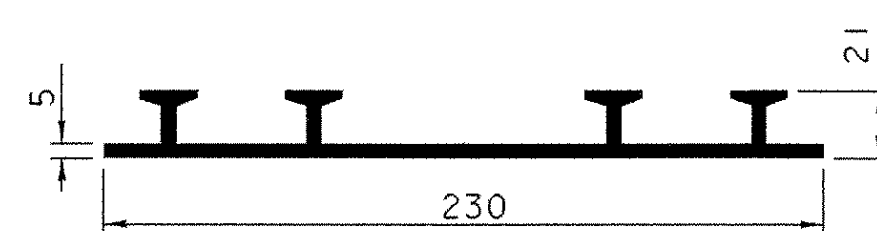


GENERAL NOTES

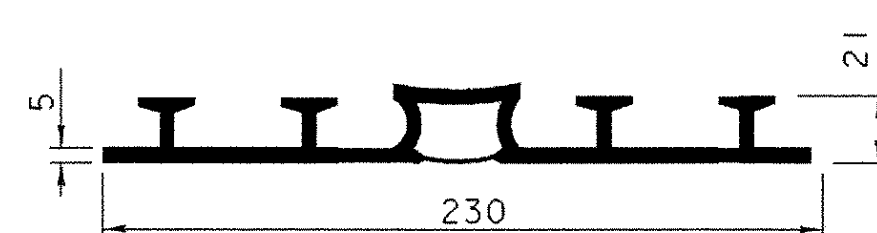
- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION.
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20° C, UNLESS OTHERWISE NOTED.
- REINFORCING STEEL PLACEMENT TOLERANCE SHALL BE AS FOLLOWS:
SPACING +/- 25mm
CLEARANCE +/- 6mm
- A ONE WAY TEMPORARY BRIDGE WILL BE USED TO MAINTAIN TRAFFIC DOWNSTREAM FROM EXISTING STRUCTURE.
- ALL REINFORCING STEEL IN THE CONCRETE BRIDGE SLAB SHALL BE EPOXY COATED AND PAID FOR UNDER THE ITEM 507.17. WHEN EPOXY COATED REINFORCING STEEL IS 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.
- THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE 50mm ALONG WALL FACES AGAINST EARTH, AND 80mm ELSEWHERE UNLESS DETAILED OTHERWISE
- ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25mm X 25mm.
- JOINTS AND SCORE MARKS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE BRIDGE DECK SURFACE SHALL BE TEXTURED TRANSVERSELY USING A BROOM OR OTHER METHOD APPROVED BY THE ENGINEER. THE TEXTURING OPERATION SHALL BE DONE SO AS NOT TO INTERFERE WITH THE APPLICATION OF THE INITIAL CURE.
- CONCRETE PORTIONS OF THE ABUTMENT AND WINGWALL ABOVE THE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE FINISH GRADE HAS BEEN DETERMINED BY THE RESIDENT ENGINEER.
- THE KEY IN THE 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.
- WATER REPELLENT (MOD.-SILANE) SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE SLAB BETWEEN DRIP NOTCHES.
- ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF VERSHIRE.
- FULL ACCESS TO ALL THE DRIVES WITHIN THE PROJECT SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
- ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED FOR REMOVAL OF THE EXISTING SUPERSTRUCTURE AND ANY PORTION OF THE SUBSTRUCTURE NOT REMOVED UNDER THE ITEM 204.25 "STRUCTURE EXCAVATION" OR ITEM 203.27 "UNCLASSIFIED CHANNEL EXCAVATION".
- "STONE FILL TYPE IV" SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE SLAB IS POURED.
- THE BRIDGE PLAQUE SHALL BE FURNISHED BY THE AGENCY OF TRANSPORTATION AND INSTALLED BY THE CONTRACTOR AS SHOWN ON THE DETAILS ON THIS SHEET.

P.V.C. WATERSTOP FOR CONSTRUCTION JOINTS



NTS

P.V.C. WATERSTOP FOR EXPANSION JOINTS

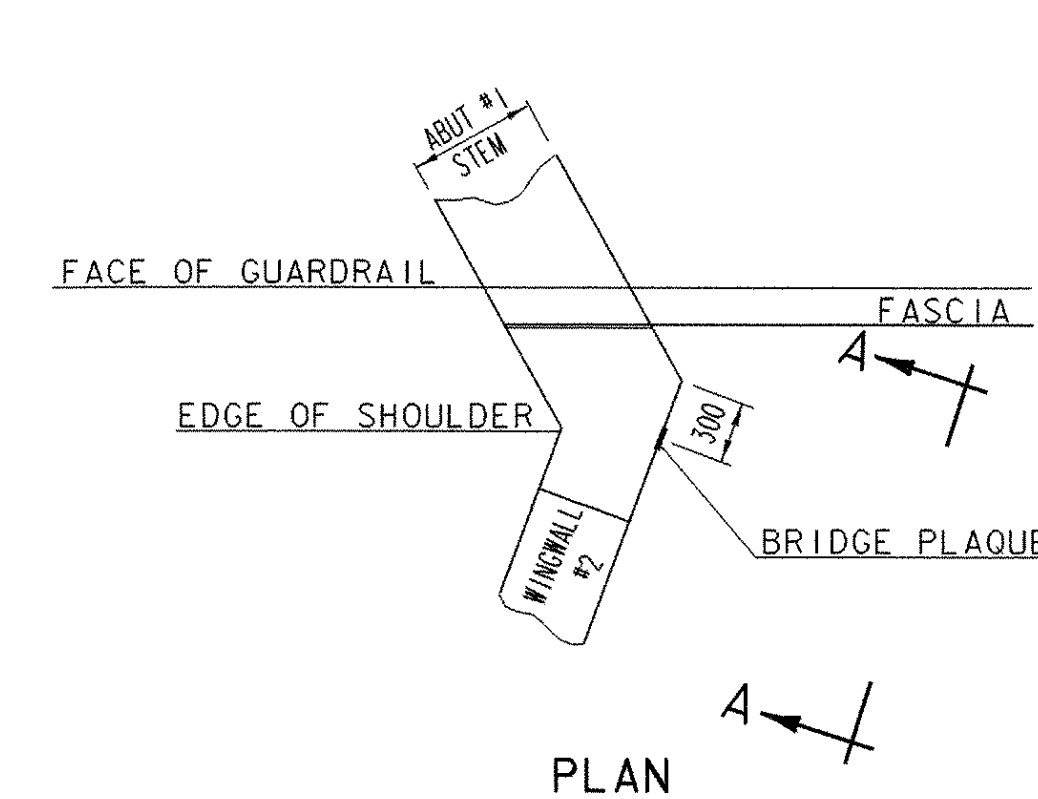


NTS

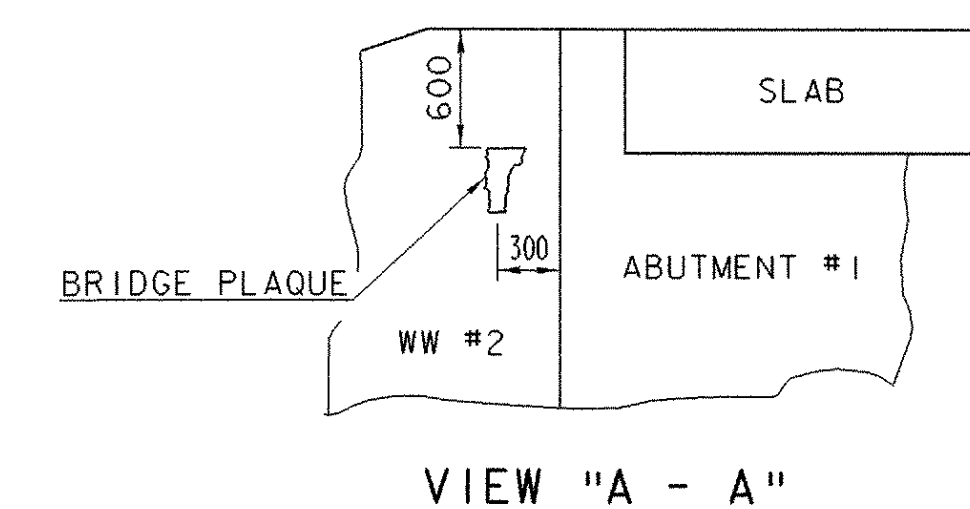
The costs for P.V.C. Waterstop shall be included in the unit price bid for concrete. Other configurations may be used upon approval of the structures engineer.

SUBSTRUCTURES ON LEDGE:

- THE FOOTINGS FOR THE SUBSTRUCTURES SHALL BE FOUNDED ON LEDGE, WHICH SHALL BE CLEANED OF ALL LOOSE ROCK AND OTHER DEBRIS. THE LEDGE SHALL BE REMOVED AS REQUIRED TO ENSURE THE FOOTINGS ARE PLACED ON COMPETENT ROCK.
- UPON COMPLETION OF STRUCTURE EXCAVATION AND PRIOR TO PLACING FORMWORK, THE RESIDENT ENGINEER SHALL CONTACT THE SOILS AND FOUNDATION ENGINEER/ENGINEERING GEOLOGIST FROM THE VERMONT AGENCY OF TRANSPORTATION TO INSPECT THE LEDGE TO DETERMINE IF IT IS COMPETENT TO SUPPORT THE DESIGN PRESSURE AS SHOWN ON THE PLANS. THE GEOLOGIST SHALL BE ALLOWED 5 WORKING DAYS FROM NOTICE OF EXCAVATION TO MAKE THE INSPECTION AND THE DETERMINATION OF THE COMPETENCY OF THE LEDGE.
- LEDGE THAT IS EXCAVATED FOR THE PLACEMENT OF FOOTINGS SHALL BE EXCAVATED TO PROVIDE A LEVEL SURFACE OR AS DIRECTED BY THE RESIDENT ENGINEER.
- A MAXIMUM OF 150mm OVERBREAKAGE WILL BE ALLOWED AND REPLACED WITH "CONCRETE, HIGH PERFORMANCE CLASS B". OVERBREAKAGE BEYOND 150mm WILL BE REPLACED WITH "CONCRETE, HIGH PERFORMANCE CLASS B" AT THE EXPENSE OF THE CONTRACTOR.
- FOR ALL SUBSTRUCTURE UNITS WHERE LEDGE IS WITHIN 300mm OF THE BOTTOM OF THE FOOTING AS DESIGNED, THE FOOTING MAY BE POURED TO THE TOP OF THE LEDGE USING "CONCRETE, HIGH PERFORMANCE CLASS B".
- FOR ALL SUBSTRUCTURE UNITS WHERE LEDGE IS BELOW THE BOTTOM OF FOOTING BY MORE THAN 300mm, A LEDGE PROFILE SHALL BE PROVIDED TO THE PROJECT MANAGER TO DETERMINE IF THE FOOTING MAY BE LOWERED OR IF A SUBFOOTING IS REQUIRED.
- IF LEDGE IS ABOVE THE DESIGN BOTTOM OF FOOTING, THE FOOTING ELEVATION MAY BE RAISED. BEFORE ANY ADJUSTMENT IS MADE IN FOOTING ELEVATIONS THE PROJECT MANAGER SHALL BE CONTACTED FOR APPROVAL.
- #25 DOWELS SHALL BE DRILLED AND GROUTED INTO LEDGE AS SHOWN ON THE PLANS. THE DOWELS SHALL HAVE A 600mm EMBEDMENT IN THE LEDGE AND SHALL EXTEND IN THE FOOTING A MINIMUM OF 450mm UNLESS NOTED OTHERWISE. THE DRILLING AND GROUTING SHALL BE PAID FOR UNDER THE ITEM 507.16 "DRILLING AND GROUTING DOWELS". HOWEVER, THE DOWELS SHALL BE PAID FOR UNDER THE ITEM 507.15 "REINFORCING STEEL".



PLAN

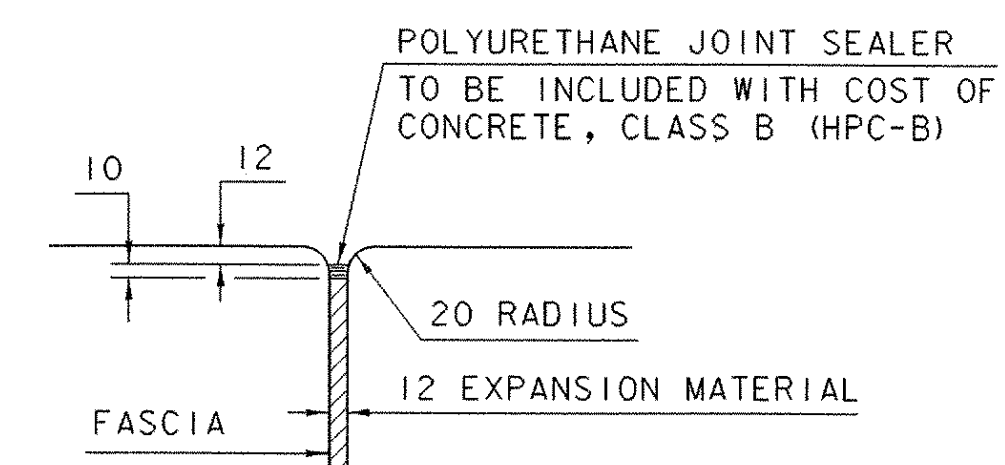


VIEW "A - A"

LOCATE BRIDGE PLAQUE

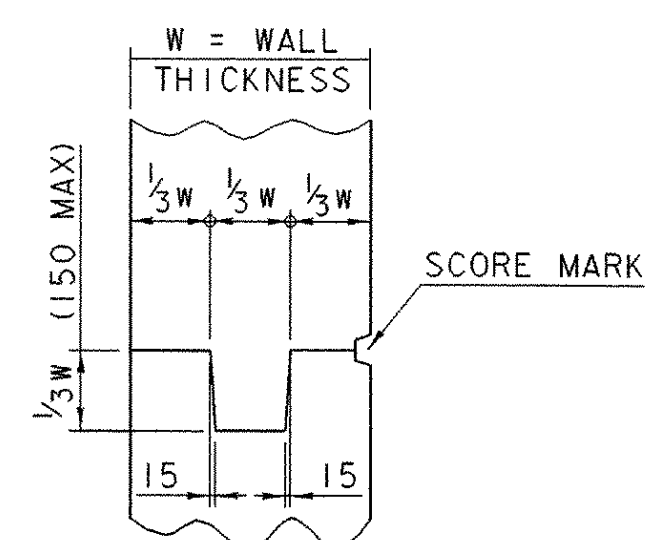
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The bridge plaque will be supplied by The Agency of Transportation and shall be installed by the contractor at abutment #1 on the right side as shown or as directed by the engineer.



JOINT BETWEEN FASCIA AND WINGWALL

NTS



TYPICAL CONCRETE CONSTRUCTION JOINT

NTS

RAIL FLARE AT WINGWALLS #1 & #2

NTS

PROJECT:	VERSHIRE	PROJECT NO.:	BRO 1444 (32)
DESIGN FILE NAME:	/93j027/structures/sj027sup.dgn	PLOT DATE:	24-FEB-2006
IPARM FILE NAME:	sj027not.i	DRAWN BY:	P.K. PERRY
DESIGNED BY:	P.K. PERRY	CHECKED BY:	K.M. HIGGINS
SQUAD LEADER:	C.P. WILLIAMS	NOTES AND MISCELLANEOUS DETAILS	SHEET: 12 OF 34