

GENERAL NOTES

1. 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, SIXTEENTH EDITION, AND ITS LATEST REVISIONS.
2. THE BRIDGES ARE DESIGNED FOR 110 LIVE LOAD. THE ELEVATED WALKWAY IS DESIGNED FOR PEDESTRIAN LOAD ONLY. NO CONSTRUCTION EQUIPMENT WILL BE ALLOWED TO TRAVEL ON ANY OF THESE STRUCTURES.
3. CONSTRUCTION IN THE TOWN OF COLCHESTER AND DELTA PARK SHALL BE RESTRICTED TO SEPTEMBER 2 THROUGH MARCH 15, EXCEPT THAT PAVING BETWEEN STATIONS 27+05 AND 28+62, WILL BE ALLOWED TO TAKE PLACE OUTSIDE OF THAT TIME FRAME.
4. THE CONTRACTOR WILL COORDINATE OPERATIONS AND SCHEDULING WITH THE RESIDENT ENGINEER, AND WITH THE CONTRACTOR FOR PROJECT BURLINGTON-COLCHESTER STP BIKE (45). NO EXTRA COMPENSATION WILL BE DUE TO THE CONTRACTOR AS A RESULT OF THE INCONVENIENCE OF WORKING IN CLOSE PROXIMITY TO THE CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER THE WINNOSKI RIVER, BURLINGTON-COLCHESTER STP BIKE (45). THE CONTRACTOR WILL MAKE EVERY EFFORT TO ACCOMMODATE THE CONTRACTOR DOING THE WINOOSKI RIVER PROJECT.
5. THERE WILL BE NO IN-STREAM WORK IN THE WINOOSKI RIVER.
6. CLEARING OF TREES WILL ONLY BE ALLOWED WITHIN THE CONSTRUCTION LIMITS SHOWN ON THE LAYOUT SHEETS. TREES TO BE REMOVED SHALL BE CUT OFF AT OR NEAR THE GROUND LINE. NO STUMP REMOVAL OR EXCAVATION OF ROOTS WILL BE ALLOWED. ANY TREES, LARGER THAN 8" IN DIAMETER, WITHIN THE CONSTRUCTION LIMITS, THAT CAN BE SAVED, WITHOUT COMPROMISING CONSTRUCTION, SHALL BE LEFT STANDING.
7. THE CONTRACTOR WILL NOTIFY THE TOWN OF COLCHESTER AND THE WINOOSKI VALLEY PARK DISTRICT TWO WEEKS PRIOR TO BEGINNING CONSTRUCTION IN DELTA PARK AND THE TOWN OF COLCHESTER.
8. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE, INTO ANY BROOK, STREAM OR RIVER.
9. THE COST OF ON-PROJECT TEMPORARY, CONSTRUCTION SIGNS AND BARRICADES REQUIRED SHALL BE SUBSIDIARY TO THE ITEM MOBILIZATION.
10. THE FOLLOWING TABLE OF ALLOWABLE STRESSES AND WEIGHTS APPLY TO THESE PLANS FOR DESIGN PURPOSES:

CONCRETE, HIGH PERFORMANCE CLASS B:	$f'c = 3500$ PSI	$fc = 1200$ PSI
CONCRETE, CLASS B:	$f'c = 3500$ PSI	$fc = 1200$ PSI
REINFORCING STEEL:	$Ft = 24,000$ PSI	GRADE 60
CONCRETE FOR PRESTRESSED CONCRETE	$f'c = 6000$ PSI UNLESS OTHERWISE NOTED	

SOIL: UNIT WEIGHT 140 PCF
11. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT, ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
12. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" BY 1".
13. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
14. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).
15. REINFORCING PLACEMENT TOLERANCES SHALL BE:

SPACING + - 1/4"
CLEARANCE + - 1/4"
16. MINIMUM COVER FOR REINFORCING STEEL SHALL BE TWO (2) INCHES ALONG THE BACK FACES OF WALLS AGAINST EARTH, AND THREE INCHES (3") ELSEWHERE, UNLESS OTHERWISE NOTED.
17. FOOTING PRESSURE DESIGN:

PATH ABUTMENT NO. 1	2.5 KSF
PATH ABUTMENT NO. 2	3.5 KSF

PILE ULTIMATE CAPACITY 150,000 POUNDS
18. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F UNLESS OTHERWISE NOTED.
19. ALL STRUCTURAL STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC).
20. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY

- THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
21. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF VERMONT SPECIFICATION 506.10.
 22. THE REMOVAL AND/OR RESETTING OF TRAFFIC SIGNS, AS DEEMED NECESSARY BY THE RESIDENT ENGINEER, WILL BE CONSIDERED SUBSIDIARY TO MOBILIZATION.
 23. THREE HAND AUGERS FOR THIS PROJECT WERE TAKEN IN NOVEMBER OF 2001, AND ARE INCLUDED IN THIS SET OF PLANS. THREE STANDARD PENETRATION BORINGS WERE TAKEN IN NOVEMBER OF 2002, AND ARE ALSO INCLUDED IN THESE PLANS. THREE DYNAMIC PILE LOAD TESTS WERE COMPLETED IN FEBRUARY OF 2003. THE RESULTS OF THESE LOAD TESTS ARE INCLUDED IN THE CONTRACT DOCUMENTS. THE ESTIMATED PILE LENGTHS ARE GIVEN IN THE PLANS. ACTUAL PILE LENGTHS WILL BE BASED ON OBTAINING AN ULTIMATE RESISTANCE OF 150 KIIPS PER PILE.
 24. ALL SUBSTRUCTURE CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED. CONCRETE, CLASS B WILL BE USED TO FILL THE STEEL CASINGS FOR THE CAST-IN-PLACE CONCRETE PILES.
 25. THE KIOSK LOCATED AT STA. 27+75 RT. IS TO BE REMOVED AND RELOCATED FARTHER TO THE RIGHT. THE FINAL LOCATION WILL BE APPROVED BY THE WINOOSKI VALLEY PARK DISTRICT. PAYMENT FOR THIS WORK WILL BE MADE UNDER ITEM 680.40, RELOCATE INFORMATION PLAZA, TYPE A (MOD.)
 26. THE EXISTING OVERLOOK AT STATION 15+50, 25 FEET LEFT, IS TO BE REMOVED UNDER ITEM 529.15, REMOVAL OF STRUCTURE (MOD.) STA 15+50. THE PRICE BID FOR THIS REMOVAL SHALL INCLUDE THE COST OF CUTTING OFF THE STRUCTURE AT GROUND ELEVATION, LOADING IT, AND TRANSPORTING IT, IN ONE PIECE, FROM DELTA PARK TO THE ETHAN ALLEN HOMESTEAD IN BURLINGTON, AND UNLOADING IT THERE. WINOOSKI VALLEY PARK DISTRICT PERSONNEL WILL PROVIDE A PLACE TO UNLOAD THE STRUCTURE.
 27. THE EXISTING BOLLARD FENCES WHICH ARE LOCATED AT STA. 22+65, 23+85, AND 28+25 WILL BE REMOVED AND THE SALVAGED TIMBER WILL BE DELIVERED TO THE ETHAN ALLEN HOMESTEAD, AT A LOCATION TO BE DETERMINED BY THE WINOOSKI VALLEY PARK DISTRICT PERSONNEL. THE REMOVAL AND TRANSPORTATION OF THIS MATERIAL WILL BE PAID FOR UNDER ITEM 620.55, REMOVAL OF EXISTING FENCE.
 28. THE PERSON TO CONTACT RELATIVE TO THESE RELOCATION ITEMS IS SETH COFFEY, PARK MANAGER, WINOOSKI VALLEY PARK DISTRICT. PHONE - 802-863-5744
 29. THE EXISTING BOARDWALKS, AND RUBBERIZED MATS, WHICH BELONG TO THE WINOOSKI VALLEY PARK DISTRICT, MUST BE REMOVED BEFORE CONSTRUCTION STARTS. THE REMOVAL OF THESE BOARDWALKS IS THE RESPONSIBILITY OF THE WINOOSKI VALLEY PARK DISTRICT AND "LOCAL MOTION".
 30. A TEMPORARY ACCESS IS AVAILABLE THROUGH DELTA PARK AS SHOWN ON THE LAYOUT SHEETS. THE LIMITS OF CONSTRUCTION WITHIN DELTA PARK, WILL BE LINED ON BOTH SIDES WITH SNOW FENCE AS SHOWN ON THE LAYOUT SHEETS AND THE TYPICAL WALKWAY SECTION. NO EQUIPMENT OR PERSONNEL WILL BE ALLOWED OUTSIDE THE SNOW FENCE LIMITS UNLESS APPROVED, IN WRITING, BY THE RESIDENT ENGINEER.
 31. DURING THE CONSTRUCTION SEASON (SEPT. THRU MID MARCH), TWO 10 INCH GAPS WILL BE LEFT IN THE SNOW FENCE, ON BOTH SIDES OF THE CONSTRUCTION AREA. THESE WILL BE AT APPROXIMATELY STA. 15+00 AND 20+00.
 32. PAYMENT FOR SNOW FENCE WILL BE MADE ONCE PER CONSTRUCTION SEASON. IF DAMAGE OCCURS TO THE SNOW FENCE DURING THE CONSTRUCTION SEASON, THE CONTRACTOR WILL IMMEDIATELY REPAIR OR REPLACE THE DAMAGED PARTS. PAYMENT FOR THIS REPAIR OR REPLACEMENT WILL NOT BE MADE DIRECTLY, AND WILL BE CONSIDERED SUBSIDIARY TO THE BID ITEM.
 33. NO FILL (TEMPORARY OR PERMANENT) CAN BE PLACED WITHIN THE TOWN OF COLCHESTER/ DELTA PARK, EXCEPT AS SHOWN ON THE PLANS, WITHOUT APPROVAL OF THE RESIDENT ENGINEER, ADDITIONALLY, NO SEEDING IS ALLOWED WITHIN THE TOWN OF COLCHESTER/ DELTA PARK.
 34. FROM STA 26+65 TO 27+40 THE FENCING WILL BE 6'-0", BLACK, VINYL COATED, CHAIN LINK FENCE (MOD) (TOP BAR). PAYMENT FOR THE FENCE AND ALL HARWARE EQUIPMENT AND LABOR NECESSARY FOR IT'S INSTALLATION WILL BE MADE UNDER ITEM 620.12, CHAIN-LINK FENCE, 6 FEET (MOD) (TOP BAR). ALL PIPE, HARDWARE, AND FABRIC WILL BE BLACK IN COLOR.
 35. FROM STA 8+76 TO 10+14.25 THE FENCING WILL BE 6'-0" HIGH, BLACK, EITHER PAINTED STEEL (ALTERNATE 1), AS SHOWN ON SHEETS 56-57, OR ORNAMENTAL STEEL (ALTERNATE 2), AS SHOWN ON SHEETS 61-63. PAYMENT FOR THE MATERIALS, EQUIPMENT AND LABOR NECESSARY FOR THIS INSTALLATION WILL BE MADE UNDER ITEM 620.12, CHAIN-LINK FENCE, 6 FEET (MOD.) (PAINTED STEEL) - ALTERNATE 1, OR ITEM 620.12, CHAIN-LINK FENCE, 6 FEET (MOD.) (ORNAMENTAL STEEL) - ALTERNATE 2.
 36. A 6'-0" GATE WILL BE LOCATED AT STA. 10+00 LEFT. THIS GATE WILL EITHER BE PAINTED STEEL (ALTERNATE 1) OR ORNAMENTAL STEEL (ALTERNATE 2). PAYMENT FOR THE MATERIALS, EQUIPMENT AND LABOR NECESSARY FOR THIS INSTALLATION WILL BE MADE UNDER ITEM 620.16, GATE FOR CHAIN-LINK FENCE, 6 FEET (MOD.) (PAINTED STEEL) - ALTERNATE 1, OR ITEM 620.16, GATE FOR CHAIN-LINK FENCE, 6 FEET (MOD.)

- (ORNAMENTAL STEEL) - ALTERNATE 2.
37. FOUR OF THE POSTS FOR THE PAINTED STEEL FENCE WILL BE FASCIA MOUNTED ON THE NEW CONCRETE AT THE COLCHESTER ABUTMENT. SEE SHEETS 56 AND 57 FOR DETAILS. ALL OF THIS WORK WILL BE INCLUDED IN THE PRICE BID FOR 620.12, CHAIN LINK FENCE, 6 FEET (MOD.) (PAINTED STEEL) - ALTERNATE 1.
 38. FOUR OF THE POSTS FOR THE ORNAMENTAL STEEL FENCE WILL BE MOUNTED ON TOP OF THE NEW CONCRETE AT THE COLCHESTER ABUTMENT. SEE SHEET 63 FOR DETAILS. ALL OF THIS WORK WILL BE INCLUDED IN THE PRICE BID FOR 620.12, CHAIN LINK FENCE, 6 FEET (MOD.) (ORNAMENTAL STEEL) - ALTERNATE 2.
 39. CHAIN LINK FENCE SHOP DRAWINGS SHALL BE SUBMITTED FOR ENGINEERS APPROVAL.
 40. IF THE PAINTED STEEL ALTERNATE FOR RAILING IS UTILIZED, THE RAILING WILL BE 52 INCHES HIGH FROM STA. 10+14.23 TO 12+14.96, AND 42 INCHES HIGH FROM STA 12+14.96 TO STA. 27+05.54.
 41. IF THE ORNAMENTAL STEEL RAILING ALTERNATE IS UTILIZED, THE RAILING WILL BE 48 INCHES HIGH FROM STA. 10+14.23 TO STA. 27+05.54.
 42. THE EXISTING TIMBER WALL LOCATED AT STA. 8+90 TO 9+09 RIGHT SHALL BE REMOVED ABOVE EXISTING GROUND ELEVATION, AND DISPOSED OF. ITEMS TO BE REMOVED ARE STEEL SIGN POSTS AND TIMBER WALL. THIS WORK SHALL BE PAID FOR UNDER ITEM 529.15, REMOVAL OF STRUCTURE (MOD.) (STA. 8+90).

PRECAST

43. PRESTRESSED PRECAST MEMBERS SHALL:
 - A) CONFORM TO SECTION 510. OF THE STANDARD SPECIFICATIONS, "PRESTRESSED CONCRETE"
 - B) HAVE THE ENDS OF THE PRESTRESSING STRANDS RECESSED AND GROUTED
 - C) USE CONCRETE WITH $f'c = 6000$ PSI UNLESS OTHERWISE NOTED
 - D) USE CONCRETE WHICH CONTAINS AN APPROVED CORROSION INHIBITOR ADMIXTURE AT A DOSAGE RATE OF 4 GALLONS PER CUBIC YARD.
 - E) CONTAIN PRESTRESSING STRANDS WHICH ARE 0.6" IN DIAMETER, 270 KSI, LOW RELAXATION STEEL STRANDS, CONFORMING TO SECTION 713.06 OF THE STANDARD SPECIFICATIONS, FULLED TO 75% OF THEIR YIELD.
44. THE FABRICATOR MAY, WITH THE APPROVAL OF THE STRUCTURES ENGINEER, ALTER THE DESIGN, AS DETAILED, TO MEET THE PLANT'S PRESTRESSING OPERATION AND MATERIAL REQUIREMENTS. AN ALTERNATE STRAND CONFIGURATION MAY BE SUBMITTED FOR APPROVAL, PROVIDED THAT THE DESIGN IS STAMPED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF VERMONT, AND THAT THE DESIGN MEETS ALL OF THE APPLICABLE DESIGN CRITERIA, LOADINGS AND CODES, SPECIFIED IN THESE PLANS.
45. THE PRICE PER PRECAST UNIT SHALL INCLUDE DELIVERY TO THE PROJECT IN COLCHESTER, AT THE MOUTH OF THE WINOOSKI RIVER, AND SHALL INCLUDE THE 1/2" DIAMETER TRANSVERSE TENDONS, GALVANIZED CHUCKS WITH 1/2" FLATE, THE 1 1/4" ANCHOR BOLTS, AND THE HOT POURED JOINT SEALER, AND MORTAR TYPE IV, AS SHOWN IN THE PLANS.
46. THE 1/2" DIAMETER TRANSVERSE TENDONS SHALL BE POLYSTRAND OR EQUIVALENT. THE 1/2" FLATE SHALL CONFORM TO AASHTO M270 GR 36. THE 1/2" FLATE, AND THE CHUCKS SHALL BE GALVANIZED AFTER FABRICATION, ACCORDING TO AASHTO M232. ALL WORK COVERED IN THIS NOTE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "PRESTRESSED CONCRETE MEMBER".
47. THE JOINTS BETWEEN THE SLABS SHALL BE FILLED WITH MORTAR, TYPE IV, IN ACCORDANCE WITH SECTION 510.13b. THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR THE "PRESTRESSED CONCRETE MEMBER".
48. THE TRANSVERSE STRANDS SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF THE MORTAR.
49. MATERIALS, LABOR AND EQUIPMENT FOR ALL DRILLING, GROUTING AND THE COLD POURED JOINT FILLER SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "PRESTRESSED CONCRETE MEMBER", THE GROUT SHALL CONFORM TO MORTAR, TYPE IV.
50. BEARING NOTES
 - A. The bearing shape factor shall be between 5.0 and 12.0
 - B. Any necessary reinforcement between layers of elastomeric shall be steel ASTM grade A36. The Agency will not permit fabric reinforcement.
 - C. When using steel reinforcement, these plans refer to the top and bottom layers of elastomeric as bedding layers. The minimum thickness of these layers shall be 1/4". The bedding layers are included in the "Effective Rubber Thickness" (ERT).
 - D. Bearing Design Information:

Loads (unfactored):	$R(d1+sdl) = 5.7$ kips; $R(l1) = 2.9$ kips
Design Method:	Design Method A for bearing design
Temperature:	80 deg. F.

PROJECT NAME:	Colchester		
PROJECT NUMBER:	STP BIKE (48)		
FILE NAME:	s#038gnote.xls	PLOT DATE:	7/16/2003
PROJECT LEADER:	C. S. Keller	DRAWN BY:	M. Evans
DESIGNED BY:	M. Evans-Mongeon	CHECKED BY:	
GENERAL NOTES SHEET #1		SHEET	30 OF 87