

GENERAL NOTES

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 20 DEGREES CELSIUS, UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL APPLICABLE ENVIRONMENTAL PERMITS AND ENSURE THAT ALL CONSTRUCTION CONDITIONS ARE MET.
- A THOROUGH INSPECTION BY THE RESIDENT ENGINEER WILL BE MADE OF ALL AREAS AT THE TIME OF CONSTRUCTION. THE CONTRACTOR SHALL SUPPLY ANY MATERIALS REQUIRED FOR THE INSPECTION. THE COST OF MATERIALS AND LABOR FOR THE INSPECTION SHALL BE SUBSIDIARY TO ITEM 635.10, "MOBILIZATION".
- NO BACKFILL WILL BE PLACED AGAINST ANY STRUCTURAL ELEMENTS UNTIL THE RESIDENT ENGINEER HAS APPROVED THIS WORK. ~~THE HEIGHT OF BACKFILL BEHIND THE ABUTMENTS SHALL BE LIMITED TO THE BRIDGE SEAT ELEVATIONS UNTIL THE NEW BRIDGE HAS BEEN SET.~~ *Waived To Permit 6072 & 10 Water*
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO PRIVATE OR PUBLIC PROPERTY CAUSED BY THE CONTRACTOR, AT THE SOLE COST TO THE CONTRACTOR.
- ANY PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE SAW CUT, AND THE PAVEMENT SHALL BE REPLACED TO MATCH FINISHED GRADE. PAYMENT FOR THIS WORK SHALL BE SUBSIDIARY TO PAY ITEM 406.25, "BITUMINOUS CONCRETE PAVEMENT".
- THE CONTRACTOR, AT THE EXPENSE OF THE CONTRACTOR, SHALL REPAIR DAMAGE TO CONCRETE WALLS RESULTING FROM IMPROPER BACKFILLING.
- ITEM 514.10, "WATER REPELLENT", SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON THE BRIDGE SUBSTRUCTURE AND THE NEW CONCRETE RETAINING WALL.
- ALL CONCRETE SHALL BE HIGH PERFORMANCE CONCRETE, CLASS B UNLESS OTHERWISE SPECIFIED.
- ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25mm BY 25mm, UNLESS OTHERWISE NOTED.
- JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- KEY IN CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT UNLESS OTHERWISE INDICATED. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
- ALL NEW STRUCTURAL STEEL SHALL BE AS SPECIFIED BY THE MANUFACTURER, UNLESS OTHERWISE NOTED.
- ANY LAWN AREAS DISTURBED DURING CONSTRUCTION SHALL BE REGRADED WITH TOPSOIL, SEEDING AND MULCHED. PAYMENT FOR THIS WORK SHALL BE SUBSIDIARY TO THE APPLICABLE ITEMS.
- THE OWNER WILL REMOVE THE EXISTING PARKING METERS LOCATED NEAR THE MAIN STREET SIDEWALK. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND RELOCATION OF THE EXISTING TRAFFIC SIGN ASSEMBLY LOCATED NEAR STA. I+144 LEFT. THE LOCATION OF THE RELOCATED SIGN ASSEMBLY WILL BE NEAR STA. I+140, RIGHT, AS SHOWN ON THESE PLANS. THE RESIDENT ENGINEER SHALL DETERMINE THE FINAL LOCATION OF THE SIGN ASSEMBLY.
- PAY ITEM 404.65, "EMULSIFIED ASPHALT", SHALL BE APPLIED ON ALL PAVED SURFACES TO BE PAVED AT THE RATE OF 0.12 L/SM.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAINTAINING THE BASELINE THROUGHOUT THE PROJECT.
- THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF BRATTLEBORO FOR SPECIFIC ACCESS TO THE BRIDGE SITE FROM US ROUTE 5 AND/OR FLAT STREET PRIOR TO MOBILIZATION.
- BACKFILL AGAINST A WATERPROOFED SURFACE SHALL BE PLACED CAREFULLY TO AVOID DAMAGE TO THE WATERPROOFING MATERIAL.
- ALL EXISTING PAVEMENT IN THE PROJECT LIMITS OF THE NEW PATHWAY SHALL BE REMOVED AND DISPOSED OF UNDER PAY ITEM 203.15, "COMMON EXCAVATION".
- ALL WORK ASSOCIATED WITH INSTALLING THE BITUMINOUS CONCRETE PAVEMENT (TEXTURED) AT THE LOCATIONS SHOWN ON THESE PLANS SHALL BE PAID UNDER PAY ITEM 618.15, "BITUMINOUS CONCRETE SIDEWALK (MOD. - TEXTURED)". THE CONTRACTOR SHALL USE STREETPRINT PAVEMENT. THE COLOR SHALL BE BRICK AND THE STYLE SHALL BE OFFSET BRICK.
- WORK ASSOCIATED WITH PATHWAY CONSTRUCTION, INCLUDING THE NEW PARKING IN THE NORTHERN SEGMENT OF THE BROOKSIDE PLAZA LOT, SHALL BE COMPLETED PRIOR TO THE RECONFIGURATION OF THE ENTRANCE ON U.S. ROUTE 5.

PREFABRICATED MULTI-MODAL BRIDGE NOTES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH THE FIELD REPRESENTATIVE OF THE PREFABRICATED MULTI-MODAL BRIDGE. THE INTENT IS TO HAVE THE SUPPLIER REPRESENTATIVE VISIT THE SITE PRIOR TO INSTALLATION OF THE BRIDGE TO ENSURE THAT ABUTMENTS AND OTHER APPLICABLE CONDITIONS ARE SUITABLE FOR INSTALLATION OF THE BRIDGE.
- THE BRIDGE SEAT DIMENSIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THESE DIMENSIONS AS NECESSARY TO PROPERLY ACCOMMODATE THE REQUIREMENTS OF THE SPECIFIC TYPE OF PREFABRICATED BRIDGE. ANY ADJUSTMENTS IN THE DIMENSIONS OR ELEVATIONS SHALL BE CLEARLY INDICATED ON FABRICATION DRAWINGS.
- BRIDGE BEARINGS AND ANCHOR BOLTS ARE NOT SHOWN ON THESE PLANS FOR CLARITY. THE CONTRACTOR SHALL ENSURE THAT ALL ANCHOR BOLT INFORMATION IS CLEARLY INDICATED ON THE FABRICATION DRAWINGS.
- LUMP SUM COST FOR ITEM 545.20, "PREFABRICATED MULTI-MODAL BRIDGE", SHALL INCLUDE ALL COSTS FOR MATERIAL AND WORK REQUIRED TO DELIVER, INSTALL AND CONSTRUCT BRIDGE AT SITE.
- CONDUIT AND NECESSARY BRACKETS AND OTHER ITEMS FOR INSTALLATION OF CONDUIT UNDER BRIDGE TO BE SUPPLIED AND INSTALLED BY BRIDGE SUPPLIER AND TO BE PAID INCIDENTAL TO ITEM 545.20, "PREFABRICATED MULTI-MODAL BRIDGE".

UTILITY RELOCATION NOTES

- THE CONTRACTOR SHALL CONTACT DIG-SAFE AND REQUEST MARKING OF ALL BURIED UTILITIES WITHIN THE PROJECT LIMITS PRIOR TO ANY EXCAVATION.
- THE LOCATION OF EXISTING UTILITIES SHOWN ON THESE PLANS IS APPROXIMATE AND MAY NOT SHOW ALL EXISTING UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO EXCAVATION ACTIVITIES.
- NO UTILITIES ARE TO BE DISTURBED WITHOUT PRIOR WRITTEN CONSENT FROM THE UTILITY OWNER. ANY DAMAGE TO EXISTING UTILITIES AS A RESULT OF CONTRACTOR'S OPERATIONS SHALL BE REPAIRED TO THE SATISFACTION OF THE OWNER AT THE SOLE COST OF THE CONTRACTOR.
- THE CONTRACTOR SHALL CONTACT THE TOWN OF BRATTLEBORO PUBLIC WORKS DIRECTOR, CENTRAL VERMONT PUBLIC SERVICE, VERIZON AND ADELPHI REPRESENTATIVES AND ANY OTHER APPROPRIATE PARTY (IE: PROPANE GAS SUPPLIER FOR BAST BUILDING) RELATIVE TO UTILITIES, ARRANGE AND ATTEND A PRE-CONSTRUCTION MEETING TO DISCUSS UTILITIES AND RELOCATION PRIOR TO EXCAVATION ACTIVITIES OR ORDERING UTILITY RELATED MATERIALS (IE: CONDUIT AND WIRING, MOUNTING BRACKETS, ETC).
- THE CONTRACTOR IS RESPONSIBLE FOR THE INITIAL AND CONTINUED COORDINATION WITH UTILITY OWNERS TO ENSURE THAT THE SCHEDULING OF UTILITY WORK RESULTS IN THE SMOOTH PROGRESSION OF THE PROJECT.
- ALL ELECTRICAL WORK PERFORMED BY THE CONTRACTOR SHALL BE DONE BY A QUALIFIED VERMONT LICENSED ELECTRICIAN AND WILL BE IN ACCORDANCE WITH APPLICABLE TOWN, STATE AND NATIONAL ELECTRICAL CODES.
- THE CONTRACTORS ATTENTION IS DIRECTED TO THE CLOSE PROXIMITY OF THE EXISTING TOWN OWNED SANITARY SEWER LOCATED IN THE PRESTON PARKING LOT TO THE LIMITS OF EXCAVATION FOR ABUTMENT 1. THE CONTRACTOR SHALL DISCUSS THIS ISSUE WITH THE RESIDENT ENGINEER AND CONFIRM HIS ABILITY TO EXCAVATE THE SOIL AND CONSTRUCT THE FOOTING WITHOUT DAMAGING THE SEWER LINE.
- THE CONTRACTORS ATTENTION IS ALSO DIRECTED TO THE BACKSIDE OF THE BAST BUILDING (FACING WHETSTONE BROOK) IN THE VICINITY OF THE NEW PRIMARY UNDERGROUND ELECTRICAL TRENCH. THE CONTRACTOR IS ADVISED OF THE PRESENCE OF PROPANE GAS AND ELECTRICAL SERVICE LINES AND METERS LOCATED ON THE WALL OF THE BUILDING. THE LOCATION OF THESE SERVICES IS NOT SHOWN ON THE PLANS.
- THE LOCATION OF THE PRIMARY UNDERGROUND ELECTRICAL TRENCH FROM POLE NO. 5-1-I (BEHIND THE BAST BUILDING) IS APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING AND COORDINATING WITH THE APPROPRIATE UTILITY OWNERS (CVPS, PROPANE GAS SUPPLIER, DIG-SAFE) AND IDENTIFYING AND MARKING THE LOCATION OF THIS TRENCH IN THE FIELD PRIOR TO ANY EXCAVATION ACTIVITIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE EXCAVATION AND BACKFILLING OF THE PRIMARY UNDERGROUND ELECTRICAL TRENCH AND FOR ASPHALT PAVING OVER THE TRENCH IN ACCORDANCE WITH THE TYPICAL DETAIL SHOWN IN THESE PLANS. THE CONTRACTOR IS ALSO RESPONSIBLE FOR PROVIDING THE PROPER AMOUNT OF CONDUIT AND MOUNTING BRACKETS FOR POLE 5-1-I AND NEW POLE IC ELECTRICAL WARNING TAPE AND ALL OTHER MATERIALS NECESSARY TO INSTALL THE PRIMARY POWER AS REQUIRED BY CVPS. THE CONTRACTOR IS ALSO RESPONSIBLE FOR CONCRETE CORING AND SEALING A SMALL HOLE THROUGH THE EXISTING CONCRETE WALL AT STATION I+102 LEFT TO ALLOW PENETRATION OF THE PRIMARY ELECTRICAL POWER CONDUIT TO THE NEW POLE IC.
- CENTRAL VERMONT PUBLIC SERVICE COMPANY (CVPS) WILL BE RESPONSIBLE FOR THE SUPPLY AND INSTALLATION OF THE PRIMARY POWER WIRE FROM POLE 5-1-I TO THE NEW POLE IC WHICH WILL REPLACE EXISTING POLE IC. CVPS WILL ALSO BE RESPONSIBLE FOR THE SUPPLY AND INSTALLATION OF NEW POLE IC.
- CENTRAL VERMONT PUBLIC SERVICE COMPANY IS RESPONSIBLE FOR THE REMOVAL OF EXISTING UTILITY POLES AND OVERHEAD LINES AND FOR THE PLACEMENT OF NEW UTILITY POLES IDENTIFIED ON THESE PLANS.
- OVERHEAD LINES BETWEEN THE FOLLOWING UTILITY POLES ARE TO BE REMOVED; NO. 5-1-I TO NO. 6-ID, NO. 6-ID TO NO. IC, NO. IC TO NO. 1B 1/2S NET&T, NO. 1B 1/2S NET&T TO NO. 1/2IA NET&T. UTILITY POLES ARE TO REMAIN, BE REPLACED OR REMOVED AS SHOWN ON THE PLANS.
- POLE 1/2IA NET&T SHALL REMAIN IN PLACE AND PROVIDE ELECTRICAL SERVICE UNTIL THE NEW UNDERGROUND ELECTRICAL SERVICE FROM POLE 5-1-I IS INSTALLED AND OPERATIONAL. UPON COMPLETION OF THE NEW UNDERGROUND ELECTRICAL SERVICE LINE FROM STA. I+105 LEFT TO STA. I+144 LEFT, ELECTRICAL SERVICE WILL BE SWITCHED FROM POLE 1/2IA NET&T TO THE NEW UNDERGROUND ELECTRICAL LINE. ONCE SERVICE HAS BEEN TRANSFERRED, POLE 1/2IA NET&T SERVICE WILL BE DISCONNECTED AND THE POLE WILL BE REMOVED.
- THE CONTRACTOR IS RESPONSIBLE FOR SUPPLYING AND INSTALLING ALL NECESSARY MATERIALS TO SWITCH POWER FROM POLE 1/2IA NET&T TO THE NEW UNDERGROUND SERVICE. CVPS IS RESPONSIBLE FOR THE REMOVAL OF POLE 1/2IA NET&T AND THE ASSOCIATED OVERHEAD LINES.
- THE EXISTING ELECTRICAL CONTROL PANEL NEAR STA. I+102 LEFT IS TO BE REMOVED AND REPLACED. 5 NEW ELECTRICAL CIRCUITS SHALL BE UTILIZED TO PROVIDE SERVICE ASSOCIATED WITH THIS PROJECT. SEE LIGHTING PANEL DETAILS SHEET 14. THE PANEL SHALL BE LOCATED NEAR STA. I+102, LEFT, NEAR THE CORNER OF THE CONCRETE WALLS. THE FINAL LOCATION WILL BE DETERMINED BY THE RESIDENT ENGINEER.
- ALL WORK ASSOCIATED WITH REMOVAL OF THE EXISTING SUPPLY AND INSTALLATION OF THE NEW ELECTRICAL CONTROL PANEL, INCLUDING, BUT NOT LIMITED TO ALL COMPONENTS ILLUSTRATED ON THE ELECTRICAL SERVICE STANCHION DETAILS AND NOTES AND ALL OTHER WORK AND COMPONENTS NOT SHOWN THAT WILL RESULT IN A COMPLETE AND PROPERLY FUNCTIONING ELECTRICAL POWER STANCHION THAT MEETS APPLICABLE ELECTRICAL CODES SHALL BE PAID FOR UNDER ITEM 679.28 "POWER STANCHION".
- ALL TRENCH EXCAVATION AND BACKFILLING FOR PRIMARY AND SECONDARY ELECTRICAL POWER WILL BE PAID FOR UNDER PAY ITEMS 203.31, "SAND BORROW", 204.20, "TRENCH EXCAVATION OF EARTH", 301.26 "SUBBASE OF CRUSHED GRAVEL (FINE GRADED)", 406.25 "BITUMINOUS CONCRETE PAVEMENT", 678.21, "ELECTRICAL CONDUIT" AND 678.23, "WIRED CONDUIT." WARNING TAPE, COORDINATION AND COMMUNICATIONS, MOUNTING BRACKETS, CONCRETE CORING AND SEALING AND ALL OTHER WORK NECESSARY TO INSTALL THE ELECTRICAL WORK SHALL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO THE ABOVE REFERENCED PAY ITEMS.
- THE CONTRACTORS ATTENTION IS DIRECTED TO THE EXISTING UNDERGROUND CONCRETE TELEPHONE VAULT OWNED BY VERIZON, LOCATED NEAR STA. I+145 RIGHT. THE EXISTING ACCESS MANHOLE IS LOCATED IN THE SIDEWALK. THE SIDEWALK IS TO BE REMOVED AND CONVERTED TO PART OF THE ENTRANCE INTO THE BAST PARKING LOT. VERIZON REPRESENTATIVES HAVE CONFIRMED THAT THE ACCESS MANHOLE CAN BE LOWERED TO ROAD GRADE ELEVATION AND THE VAULT WILL NOT BE IMPACTED AS A RESULT.
- THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING AND COORDINATING WITH VERIZON OFFICIALS REGARDING THE SCHEDULING OF THIS WORK. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF THE EXISTING CONCRETE SIDEWALK, INCLUDING EXPOSURE OF THE ACCESS MANHOLE SUFFICIENT FOR VERIZON TO LOWER THE ACCESS MANHOLE TO THE NEW ROAD GRADE AND THEN CONSTRUCTION OF THE NEW ENTRANCE. VERIZON IS RESPONSIBLE FOR THE WORK TO LOWER THE ACCESS MANHOLE.

**SEEDING FORMULA
URBAN AREAS**

% WT.	Kg/ha	NAME	PUR %	GERM %
42.5	38.0	CREeping RED FESCUE	98	85
10.0	9.0	PERENNIAL RYE GRASS	95	90
42.5	38.0	KENTUCKY BLUE GRASS	85	85
5.0	5.0	ANNUAL RYE GRASS	95	85
100.0	90.0			

GENERAL NOTES

- SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- SEED: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.
- FERTILIZER: FORMULA 10-20-10, TO BE USED WITH SEED, APPLIED AT THE RATE OF 5600 kg/ha. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).
- AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 4500 kg/ha, OR AS DIRECTED BY THE ENGINEER.
- HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 4500 kg/ha, OR AS DIRECTED BY THE ENGINEER.
- TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.



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<p>engineering planning management development</p>	TOWN OF BRATTLEBORO BRATTLEBORO, VERMONT		DRAWN BY SJB	DATE FEB. 2004
	WHETSTONE BROOK PATHWAY PROJECT STP BIKE (27) S		CHECKED BY J.K.	PROJ. NO. R16544
	GENERAL NOTES SHEET		PROJ. ENG. SJB	DRAW. NO. 11447
			SHEET	19 OF 30