

## PROJECT NOTES

### GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2006 STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2002, AND ITS LATEST REVISIONS.
2. ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS. UNLESS SHOWN OTHERWISE ON REFERENCE PLANS, THE RIGHT-OF-WAY LIMITS FOR UNDERPASS ROADWAYS AND PATHS SHALL BE ASSUMED TO BE 3 RODS.
3. PAYMENT FOR THE REMOVAL AND RESETTING OF RIGHT-OF-WAY FENCE FOR STAGING OR CONSTRUCTION ACCESS SHALL BE UNDER ITEM 620.50 REMOVING AND RESETTING FENCE.
4. STAGING AREAS OFF THE PAVEMENT SHALL UNDERGO VTRANS CONSTRUCTION STAGING REVIEW. ALL DISTURBED STAGING AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. EXCEPT FOR EXPENSES COVERED UNDER ITEM 649.51 GEOTEXTILE FOR SILT FENCE AND ITEM 653.20 TEMPORARY EROSION MATTING, ALL COSTS SHALL BE COVERED UNDER SUBSECTION 105.29 (g).
5. ALL COSTS ASSOCIATED WITH EXTENDING OR FILLING THE DRAIN TUBES AND REPAIRING SCUPPERS SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
6. ALL WELDING SHALL CONFORM WITH THE PROVISIONS OF SUBSECTION 506.10.
7. HOLLOW STRUCTURAL STEEL TUBING SHALL CONFORM TO ASTM A-500 GRADE C.
8. ALL BARS SHALL CONFORM TO AASHTO 270 GRADE 50.
9. IT IS ANTICIPATED THAT LESS THAN 1 ACRE OF EARTH DISTURBANCE WILL OCCUR DURING PROJECT CONSTRUCTION. SHOULD THE CONTRACTOR'S OPERATIONS RESULT IN MORE THAN 1 ACRE OF EARTH DISTURBANCE, FOR TEMPORARY STAGING AREAS OR OTHERWISE, THE CONTRACTOR WILL BE RESPONSIBLE FOR ADDITIONAL PERMITTING WITH THE AGENCY OF NATURAL RESOURCES (ANR) VIA FILING A JOINT NOTICE OF INTENT WITH THE TOWN FOR COVERAGE UNDER THE APPROPRIATE CONSTRUCTION GENERAL PERMIT (I.E. CGP-3-9020 (2006) OR INDIVIDUAL PERMIT) PRIOR TO SUCH DISTURBANCE. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY NECESSARY EROSION PREVENTION AND SEDIMENT CONTROL MEASURES NEEDED TO SATISFY ANY SUCH PERMIT REQUIREMENTS, SPECIFICALLY ITEM 649.51 GEOTEXTILE FOR SILT FENCE AND ITEM 653.20 TEMPORARY EROSION MATTING. HOWEVER, IT SHOULD BE NOTED THAT THE CONTRACTOR IS ALWAYS RESPONSIBLE FOR ENSURING THAT PROPER EROSION PREVENTION AND SEDIMENT CONTROL TECHNIQUES ARE USED DURING CONSTRUCTION. EXCEPT FOR EXPENSES COVERED UNDER ITEM 649.51 GEOTEXTILE FOR SILT FENCE AND ITEM 653.20 TEMPORARY EROSION MATTING, ALL COSTS SHALL BE COVERED UNDER SUBSECTION 105.29 (g). GUIDANCE ON EROSION PREVENTION AND SEDIMENT CONTROL CAN BE FOUND IN ANR'S PUBLICATIONS ENTITLED "THE LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL" AND THE "VERMONT EROSION PREVENTION AND SEDIMENT CONTROL FIELD GUIDE."

### PROTECTIVE COATINGS

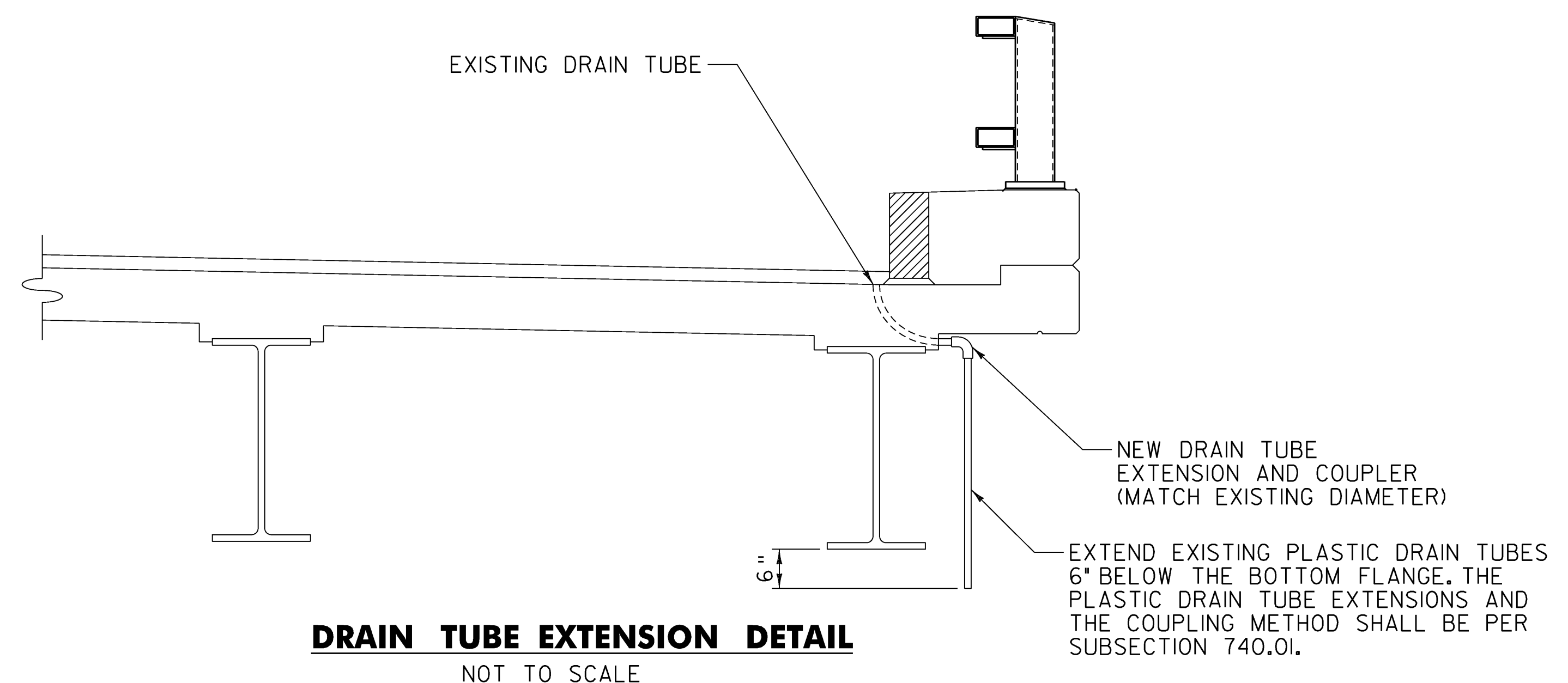
10. SURFACE PREPARATION SHALL INCLUDE TOTAL REMOVAL OF THE EXISTING COATING FROM ALL BRIDGE STEEL BY ABRASIVE BLAST CLEANING IN ACCORDANCE WITH SSPC-SP 10, "NEAR WHITE METAL". PREPARED SURFACES SHALL THEN BE COATED WITH AN APPROVED THREE COAT PAINT SYSTEM CONSISTING OF AN ORGANIC ZINC PRIMER COAT, AN EPOXY INTERMEDIATE COAT, AND A URETHANE FINISH COAT.
11. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE BROWN CONFORMING TO SUBSECTION 708.03.
12. GREASE COATING SHALL BE APPLIED TO THE FULL DEPTH OF ALL STEEL FROM THE BEAMS ENDS TO A LENGTH EQUAL TO THE END DEPTH OF THE MEMBER.

### TRAFFIC CONTROL

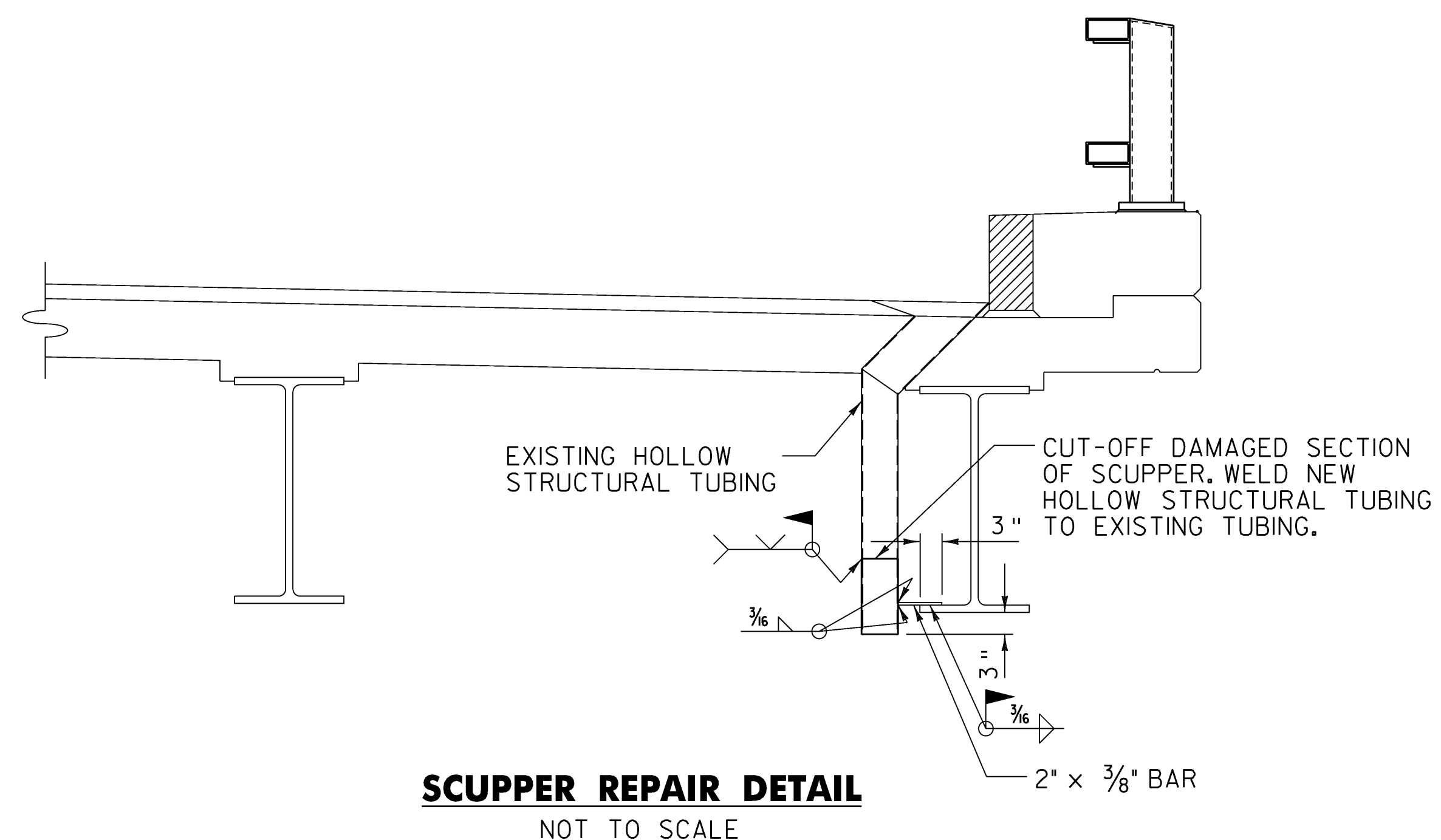
13. THE CONTRACTOR SHALL SUBMIT SITE SPECIFIC TRAFFIC CONTROL PLANS DEPICTING EACH PHASE OF THE PLANNED WORK FOR ANY WORK ON I-89 OR FROM THE ROADS BELOW THE BRIDGES. PLANS SHALL BE SUBMITTED IN ACCORDANCE WITH SUBSECTION 105.03 AND SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN AN APPROPRIATE DISCIPLINE IN THE STATE OF VERMONT.
14. THE CONTRACTOR SHALL REQUEST TRAFFIC VOLUMES FROM VTRANS FOR USE IN THE PROJECT SPECIFIC TRAFFIC CONTROL PLANS.
15. IN ORDER TO COORDINATE WITH OTHER I-89 PROJECTS, WORK ON THE BRIDGES SHALL BE COMPLETED IN THE FOLLOWING CONSTRUCTION YEARS: 2010 - 2011
16. UNIFORMED TRAFFIC OFFICERS ARE REQUIRED FOR THE TRAFFIC CONTROL DESIGN ON I-89.
17. UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS, ALL COSTS FOR TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING TRAFFIC BARRIERS, SIGNS, AND SIGN POSTS, AS WELL AS ALL PROTECTION FOR TRAIL TRAFFIC WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL, ITEM 641.10.

### UTILITIES

18. THERE ARE NO KNOWN UTILITIES ON THE BRIDGES.



1. DRAIN TUBE EXTENSION DETAIL TO BE USED WHERE THE END OF EXISTING TUBES ARE LESS THEN 6" BELOW ADJACENT BEAM.
2. IF EXISTING DRAIN TUBE IS TOO SHORT TO PROVIDE AN ADEQUATE CONNECTION, THE CONTRACTOR SHALL COMPLETELY FILL THE TUBE WITH POLYURETHANE SEALANT CONFORMING TO SUBSECTION 707.05. TUBES TO BE FILLED WITH POLYURETHANE SEALANT SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING FILLED.



1. ALL DETERIORATED SCUPPERS WITH SIGNIFICANT LOSS OF SECTION THAT CAN NOT BE SUFFICIENTLY REPAIRED BY CLEANING AND PAINTING SHALL BE CUT-OFF ABOVE DETERIORATION AND REPAIRED. THE ENGINEER SHALL APPROVE EACH DETERIORATED SCUPPER IDENTIFIED BY THE CONTRACTOR PRIOR TO BEING REPAIRED.

PROJECT NAME: ST. ALBANS - HIGHGATE

PROJECT NUMBER: IM BPNT(4)

FILE NAME: 10-Br Notes.dgn

PLOT DATE: 8/17/2009

PROJECT LEADER: JPB

DRAWN BY: MWS

DESIGNED BY: SRB

CHECKED BY: JPB

**PROJECT NOTES AND DETAILS**

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