

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION 2006 STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS, THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FIFTH EDITION, DATED 2010 AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS THIRD EDITION, DATED 2010 AND ITS LATEST REVISIONS.
2. THERE HAS BEEN NO SURVEY OF THE PROJECT LOCATION AND ONLY LIMITED EXISTING PLANS ARE AVAILABLE. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE ANY CONSTRUCTION ACTIVITIES COMMENCE. ANY CONFLICTS BETWEEN FIELD DIMENSIONS AND THESE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER PRIOR TO BEGINNING CONSTRUCTION.
3. ALL DIMENSIONS SHOWN ON THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
4. ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE" WILL BE FULL COMPENSATION FOR ALL MATERIAL, LABOR, EQUIPMENT AND INCIDENTALS NEEDED TO COMPLETELY REMOVE THE EXISTING DECK DOWN TO THE TOP FLANGE OF THE EXISTING BEAMS TO INCLUDE BUT NOT LIMITED TO THE CURBS, BRIDGE RAILING, SHEAR STUDS, PAVEMENT AND THE WING WALLS TO THE LIMITS SHOWN ON THE PLANS.
5. ITEM 620.75, "SNOW BARRIER, GALVANIZED" WILL BE ATTACHED TO THE BRIDGE RAIL OVER TH 6. SEE SHEET 12 FOR DETAILS.
6. THIS BRIDGE PASSES OVER TH 6 WHICH WILL NEED TO BE PROTECTED FROM CONSTRUCTION ACTIVITIES. THIS WORK WILL BE PAID FOR UNDER ITEM 900.645, "SPECIAL PROVISION (PUBLIC PROTECTION FOR BRIDGE PROJECTS)".
7. THERE ARE 2 DROP INLETS INSIDE THE PROJECT AREA; THESE WILL NEED TO BE PROTECTED DURING THE COLD PLANING AND PAVING OPERATIONS. PAYMENT FOR ANY ADJUSTMENT TO THE ELEVATION OF THE DROP INLETS TO MATCH THE NEW FINAL GRADE (IF NEEDED) WILL BE MADE UNDER ITEM 604.40, "CHANGING ELEVATION OF DROP INLETS, CATCH BASINS, OR MANHOLES". THE DROP INLETS WILL BE CLEANED AND FLUSHED AT THE END OF THE PROJECT. PAYMENT FOR CLEANING AND FLUSHING WILL BE CONSIDERED INCIDENTAL TO ALL OTHER CONTRACT ITEMS.

TRAFFIC CONTROL

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF A SITE SPECIFIC TRAFFIC CONTROL PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING THE LOCAL TRAFFIC CONTROL PACKAGE IDENTIFYING THE PROJECT BEFORE, DURING AND AFTER THE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A DETAILED TRAFFIC CONTROL PLAN TO THE ENGINEER FOR ALL STAGES OF CONSTRUCTION. NO WORK SHALL BEGIN UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED. SEE CONTRACT SPECIAL PROVISIONS FOR DETAILS. ALL COST SHALL BE INCLUDED IN ITEM 900.645 "SPECIAL PROVISION, (TRAFFIC CONTROL, ALL-INCLUSIVE)."
9. THE COSTS FOR ALL ITEMS REQUIRED TO IMPLEMENT THE CONTRACTOR'S TRAFFIC CONTROL PLAN; INCLUDING BUT NOT LIMITED TO TEMPORARY TRAFFIC BARRIER, TEMPORARY PAVEMENT MARKINGS, AND CONSTRUCTION SIGNS, WILL BE INCLUDED UNDER CONTRACT ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)". SEE SHEET 13 FOR DETAILS.
10. THE CONTRACTOR SHALL ADD SIGN G20-5AP TO THE TOP OF ALL TEMPORARY SPEED LIMIT SIGNS AS DETAILED IN THE MUTCD.

APPROACH WORK

11. PRIOR TO STARTING ANY EARTH WORK, ROADWAY PROFILES SHALL BE TAKEN AT 5'-0" INTERVALS ALONG THE CENTERLINE OF INTERSTATE 89 NORTH BOUND ON THE BRIDGE AND EXTENDING A MINIMUM OF 120 FEET FROM EACH END OF THE BRIDGE. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT ITEMS.
12. BOTH THE DECK AND PAVEMENT THICKNESS WILL BE INCREASED 1 INCH EACH FROM THAT WHICH IS SHOWN ON THE REFERENCE PLANS. THE NEW GRADE SHALL MATCH BACK INTO EXISTING GRADE WITHIN 120 FEET FROM BEGIN AND END BRIDGE.

STEEL

13. AFTER THE EXISTING CONCRETE DECK HAS BEEN REMOVED, THE CONTRACTOR SHALL TAKE ELEVATIONS ALONG THE TOP OF THE BEAMS, AT 5'-0" INTERVALS. THE ELEVATIONS SHALL THEN BE SENT TO THE PROJECT MANAGER FOR USE IN DETERMINING THE HAUNCH DEPTHS. THE CONTRACTOR SHOULD EXPECT 4 WORKING DAYS FOR VTRANS TO PREPARE THE HAUNCH DEPTH CALCULATIONS.
14. THE EXISTING STRUCTURAL STEEL IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE REGULATIONS WHEN HANDLING AND WORKING WITH THIS STEEL. ANY REMOVED STRUCTURAL STEEL IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE REMOVED STRUCTURAL STEEL.
15. UPON REMOVING THE DECK, THE TOPS OF THE BEAMS SHALL BE CLEANED IN THE AREAS OF THE SHEAR STUDS IN ACCORDANCE WITH SECTION 513 PRIOR TO THE WELDING OF THE NEW SHEAR STUDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY LEAD ABATEMENT PERMITS. THIS WORK SHALL BE PAID FOR UNDER ITEM 513.41, "SURFACE PREPARATION, FIELD"
16. SPACE FLEMING BRACKETS AS REQUIRED BY DESIGN WITH A MAXIMUM SPACING OF 4'. THE DESIGN OF FLEMING BRACKETS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
17. THE EXISTING SHEAR STUDS SHALL BE REMOVED ABOVE THE WELD, SEE NOTE 4 ON THIS SHEET FOR PAYMENT. THE NEW SHEAR STUDS SHALL BE SPACED AS PER PLAN, SEE SHEET 7. PAYMENT FOR THE NEW STUDS WILL BE MADE UNDER ITEM 508.15, "SHEAR CONNECTORS".

REINFORCED CONCRETE

18. ALL CONCRETE SHALL CONFORM TO THE SPECIFICATIONS FOR ITEM 900.608, SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT).
19. ALL REINFORCING STEEL SHALL BE EPOXY COATED AND MEET THE REQUIREMENTS OF SECTION 507 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.
20. APPLY WATER REPELLENT, SILANE TO ALL EXPOSED SURFACES OF CONCRETE ON THE BRIDGE, EXCEPT THE BOTTOM OF THE DECK BETWEEN THE DRIP NOTCHES. SILANE SHALL ALSO BE APPLIED TO THE NEW WING WALL CAPS AND NEW TYPE B CURBING.
21. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:
SPACING: +/- 1"
CLEARANCE: +/- ¼"

ENVIRONMENTAL

22. EROSION CONTROL MEASURES SHALL BE UTILIZED AS REQUIRED AND SHALL BE PER SECTION 105 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION AND THE AGENCY OF NATURAL RESOURCES LOW-RISK HANDBOOK FOR CONSTRUCTION SITES. SEE SUBSECTION 105.23 FOR EROSION CONTROL PLAN REQUIREMENTS. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ALL OTHER CONTRACT ITEMS.

PROJECT NAME: BROOKFIELD
PROJECT NUMBER: IM 089-I(59)

FILE NAME: s10o074gennote.dgn PLOT DATE: 25-OCT-2011
PROJECT LEADER: C.P. WILLIAMS DRAWN BY: H.J. SALLS
DESIGNED BY: H.J. SALLS CHECKED BY: R.S. YOUNG
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