

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.
2. ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS. THE RIGHT-OF-WAY FOR ALL HIGHWAYS OTHER THAN I-91, SHALL BE ASSUMED TO BE 3 RODS UNLESS SHOWN OTHERWISE ON REFERENCE PLANS.
3. STAGING AREAS OFF THE PAVEMENT SHALL UNDERGO VTRANS CONSTRUCTION STAGING REVIEW. ALL DISTURBED STAGING AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. TEMPORARY STAGING AREAS OFF PAVEMENT, IF APPROVED, SHALL UTILIZE ITEMS 649.51 GEOTEXTILE FOR SILT FENCE AND 653.20 TEMPORARY EROSION MATTING TO PREVENT EROSION AND CONTROL SEDIMENT FROM THE STAGING AREAS.
4. ALL COSTS ASSOCIATED WITH EXTENDING OR FILLING THE DRAIN TUBES SHALL BE INCIDENTAL TO ITEM 900.645, SPECIAL PROVISION (QC/OA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
5. GREASE COATING SHALL BE APPLIED TO ALL BEAMS AND DIAPHRAGMS WITHIN 20 FEET OF EACH ABUTMENT (FIXED AND EXPANSION JOINTS); AND AT PIERS FROM BEAM END TO A LENGTH EQUAL TO TWO TIMES THE BEAM DEPTH FROM POINT OF BEARING AND SHALL INCLUDE ALL EXPOSED SURFACE AREAS OF ATTACHMENTS OR MEMBERS WITHIN THE DISTANCE. COST SHALL BE INCIDENTAL TO ITEM 900.645, SPECIAL PROVISION (QC/OA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
6. THE CONTRACTOR SHALL NOT DRILL OR DOWEL INTO THE PIERS FOR CONTAINMENT SUPPORT OR ANY OTHER WORK.
7. MINIMUM VERTICAL CLEARANCE BELOW CONTAINMENT STRUCTURES SHALL BE SHOWN ON THE CONTAINMENT SUBMITTAL AND TRAFFIC CONTROL SUBMITTAL. VERTICAL CLEARANCE OVER TRAFFIC SHALL NOT BE REDUCED TO LESS THAN 14'-6".
8. EXISTING MINIMUM VERTICAL CLEARANCE UNDER BRIDGES (FROM VTRANS BRIDGE INSPECTION REPORTS):

BRIDGE NO.	CLEARANCE
18 N	17'-6"
18 S	14'-4"
31	17'-0"
39 N	16'-10"
39 S	16'-4"

BRIDGE NO.	CLEARANCE
40 N	N/A
40 S	N/A
46	15'-11"
48 N	15'-7"
48 S	14'-8"

9. EXISTING GREASE PAINT REMOVAL SHALL BE PAID AS ITEM 900.645, SPECIAL PROVISION (QC/OA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
10. BRIDGE-MOUNTED TRAFFIC SIGNS SHALL NOT BE COVERED AT ANYTIME.
11. PIER-MOUNTED JOINT DOWNSPOUTS SHALL BE CLEANED AND PAINTED UNDER CONTRACT ITEMS. THE CONTRACTOR SHALL PROTECT THE PIER FROM PAINT OVERSPRAY.
12. ALL WATERLINE HANGERS AT BRIDGE NO 46 SHALL BE CLEANED AND PAINTED UNDER CONTRACT ITEMS 900.645, SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) AND 900.645, SPECIAL PROVISION (QC/OA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL). WATERLINE SHALL BE PROTECTED FROM OVERSPRAY AND SHALL NOT BE PAINTED.
13. ACCESS TO THE EXISTING HYDRANT AT BRIDGE NO. 39 SHALL BE MAINTAINED AT ALL TIMES.
14. THE EXISTING WIRES FOR DECK MONITORING AT BRIDGE NO. 18 SB HAVE BEEN CUT OR DISCONNECTED. THE CONTRACTOR SHALL VERIFY IT IS NOT A LIVE WIRE PRIOR TO COMMENCEMENT OF WORK.

TRAFFIC CONTROL

1. THE CONTRACTOR SHALL SUBMIT SITE SPECIFIC TRAFFIC CONTROL PLANS DEPICTING EACH PHASE OF THE PLANNED WORK FOR ANY WORK ON I-91 OR FROM THE ROADS ABOVE OR BELOW THE BRIDGES. THE DESIGN SHALL ENSURE STATE-REGULATED WIDE LOADS CAN BE ACCOMMODATED DURING LANE CLOSURES. TRAFFIC CONTROL PLANS SHALL BE DEVELOPED IN ACCORDANCE WITH THE 2009 M.U.T.C.D. AND VTRANS STANDARDS INCLUDING E-103 AND E-106. SITE CONDITIONS MAY WARRANT ADDITIONAL CONSIDERATIONS FOR SAFETY. MINIMUM VERTICAL CLEARANCE OVER LIVE TRAFFIC SHALL BE SHOWN ON TRAFFIC CONTROL PLAN SUBMITTALS. 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.
2. THE CONTRACTOR SHALL OBTAIN THE MOST CURRENT TRAFFIC VOLUMES FOR I-91 FOR USE IN THE PROJECT SPECIFIC TRAFFIC CONTROL PLANS.
3. THE TRAFFIC CONTROL PLANS SHALL SHOW ALL RAMPS, BIKE LANES, SIDEWALKS, INTERSECTIONS, AND I-91 ACCELERATION AND DECELERATION LANES AS APPLICABLE TO EACH BRIDGE SITE. PEDESTRIANS SHALL BE ACCOMMODATED IN ACCORDANCE WITH A.D.A. GUIDELINES.
4. UNIFORMED TRAFFIC OFFICERS ARE REQUIRED FOR THE TRAFFIC CONTROL DESIGN ON I-91.
5. NIGHT WORK WILL NOT BE ALLOWED UNLESS APPROVED BY THE RESIDENT ENGINEER.
6. UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS, ALL COSTS FOR TEMPORARY TRAFFIC CONTROL DEVICES WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL, ITEM 641.10.
7. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED 2 WEEKS IN ADVANCE OF LANE CLOSURE AS DIRECTED BY THE ENGINEER. ADDITIONAL PCMS MAY BE NECESSARY FOR REDUCED VERTICAL CLEARANCE OVER I-91. PAYMENT SHALL BE MADE UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.
8. RIGHT-OF-WAY FENCE MAY HAVE TO BE REMOVED AND RESET IN ACCORDANCE WITH SECTION 620 FOR EGRESS AND INGRESS. THIS WORK SHALL BE INCIDENTAL TO TRAFFIC CONTROL, ITEM 641.10.
9. ALL EQUIPMENT AND CONTAINMENT FACILITIES SHALL BE PROTECTED BY A CONCRETE BARRIER OVERNIGHT AND DURING NON-WORKING HOURS. PERMANENT LANE CLOSURES SHALL UTILIZE TEMPORARY TRAFFIC BARRIER AND SHALL BE INDICATED IN THE SITE SPECIFIC TRAFFIC CONTROL PLANS. ALSO SEE GENERAL SPECIAL PROVISION 621.07, TEMPORARY TRAFFIC BARRIER, FOR ADDITIONAL REQUIREMENTS.

UTILITIES

1. REFER TO UTILITIES SPECIAL PROVISIONS.

SCUPPERS

1. ALL DETERIORATED SCUPPERS WITH SIGNIFICANT DOWNSPOUT LOSS OF SECTION THAT CAN NOT BE SUFFICIENTLY REPAIRED BY CLEANING AND PAINTING SHALL BE CUT-OFF ABOVE DETERIORATION AND REPAIRED. IF THE DETERIORATION EXTENDS TO THE UNDERSIDE OF THE DECK, THE SCUPPER SHALL BE CUT-OFF AND REPLACED. THE ENGINEER SHALL APPROVE EACH DETERIORATED SCUPPER IDENTIFIED BY THE CONTRACTOR PRIOR TO BEING REPAIRED OR REPLACED. WORK SHALL BE PAID UNDER ITEM 506.60, STRUCTURAL STEEL.
2. ADHESIVE SIDE OF NEOPRENE SHALL BE PLACED ON UNDERSIDE OF CONCRETE DECK AND INTERIOR OF EXISTING SCUPPER AROUND PERIMETER OF DRAIN. NEOPRENE SHALL COVER ENTIRE SURFACE OF THE STEEL PLATE AND EXTEND A MINIMUM OF INCH UP INTO THE INTERIOR OF THE EXISTING SCUPPER DRAIN. NEOPRENE, EXPANSION ANCHOR AND OTHER MATERIALS NECESSARY FOR SCUPPER REPAIR OR REPLACEMENT SHALL BE INCIDENTAL TO ITEM 506.60.
3. ALL EXISTING DIMENSIONS AND SCUPPER SIZES SHALL BE FIELD VERIFIED.
4. PLATE WILL BE CUT IN THE FIELD TO ACCOMMODATE HAUNCH.
5. BOLT HOLES SHALL BE FIELD DRILLED AND SHALL HAVE A MINIMUM EDGE DISTANCE OF 1.5 INCHES.
6. ALL NEW STEEL SHALL BE ZINC PRIMED AND PAINTED WITH THE PROJECT APPROVED PAINT SYSTEM.
7. ALL WELDING SHALL CONFORM WITH THE PROVISIONS OF SUBSECTION 506.10. THERE SHALL BE NO WELDING TO THE EXISTING BEAMS AND GIRDERS.
8. HOLLOW STRUCTURAL STEEL TUBING AND STRUCTURAL STEEL PIPE SHALL CONFORM TO ASTM A-500 GRADE B OR ASTM A-501.
9. STEEL PLATES AND ANGLES SHALL CONFORM TO AASHTO M270, GRADE 50 (ASTM A709, GRADE 50).
10. HIGH STRENGTH BOLTS, NUTS, AND CIRCULAR WASHERS SHALL CONFORM TO SUBSECTION 714.05 OF THE 2006 STANDARD SPECIFICATIONS.

PROJECT NAME: WESTMINSTER-NORWICH

PROJECT NUMBER: 1M BPNT (8)

FILE NAME: z10a178not.dgn
 PROJECT LEADER: S. M. GUNN
 DESIGNED BY: S. M. GUNN
 PROJECT NOTES

PLOT DATE: 9/12/2011
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