

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE VERMONT AGENCY OF TRANSPORTATION 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE 2012 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, AND THEIR LATEST REVISIONS.
2. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
3. NO ADJUSTMENTS TO THE BITUMINOUS WEARING SURFACE ON THE BRIDGE SHALL BE MADE TO ACCOUNT FOR THE DIFFERENCE BETWEEN DECK CAMBER AND THE THEORETICAL ROADWAY PROFILE. THE WEARING SURFACE SHALL BE SHIMMED TRANSVERSELY AS NECESSARY TO ACCOUNT FOR POTENTIAL DIFFERENTIAL CAMBER BETWEEN THE DECK CONSTRUCTION PHASES.
4. THERE ARE EXISTING AERIAL ELECTRIC AND TELEPHONE LINES THAT RUN PARALLEL TO VT 9 ON BOTH SIDES OF THE PROJECT THAT WILL BE MOVED TO THE NORTHERN SIDE. THE CONTRACTOR SHALL WORK AROUND AND PROTECT THESE LINES. SEE UTILITY SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

TRAFFIC CONTROL

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING THE TRAFFIC CONTROL PACKAGE IDENTIFYING THE CONSTRUCTION PROJECT BEFORE, DURING, AND AFTER THE EXISTING TRAFFIC PATTERN IS ALTERED. THE CONTRACTOR SHALL SUBMIT A DETAILED TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR ALL STAGES OF CONSTRUCTION, FOR APPROVAL PER SUBSECTION 105.03. ALL COSTS SHALL BE INCLUDED IN ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)". SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
6. ALL SIGNING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN. FOR ADDITIONAL SIGNING INSTRUCTIONS SEE THE E SERIES OF THE STANDARDS.
7. ALL ITEMS REQUIRED TO IMPLEMENT THE CONTRACTOR'S TRAFFIC CONTROL PLAN WILL NOT BE PAID FOR DIRECTLY BUT WILL BE CONSIDERED INCLUDED IN THE BID PRICE FOR ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
8. AT LEAST ONE PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) SHALL BE POSITIONED IN ADVANCE OF EACH APPROACH TO THE WORK ZONE ADVISING OF THE ACTIVITY AHEAD.

EARTHWORK

9. REMOVAL OF THE EXISTING STRUCTURE SHALL BE PAID FOR UNDER ITEM 529.15, "REMOVAL OF STRUCTURE". THIS WORK SHALL INCLUDE REMOVAL OF ANY PORTIONS OF THE EXISTING ABUTMENTS THAT FALL OUTSIDE THE LIMITS OF STRUCTURE EXCAVATION OR UNCLASSIFIED CHANNEL EXCAVATION.
10. THE "STONE FILL, TYPE III" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE GIRDERS ARE SET.

CONCRETE

11. TEST BARS SHALL BE PROVIDED IN ACCORDANCE WITH THE "VERMONT AGENCY OF TRANSPORTATION MATERIAL SAMPLING MANUAL" AVAILABLE ON THE AGENCY WEBSITE. A MINIMUM OF TWO TEST SECTIONS ARE REQUIRED FOR EACH SIZE, BRAND, AND GRADE OR TYPE OF REINFORCING. SEE THE MANUAL FOR ACCEPTABLE DIMENSIONS OF TEST SECTIONS.
12. TIE WIRES AND CHAIRS FOR REINFORCEMENT SHALL BE COMPOSED OF THE SAME MATERIAL AS ANY STEEL BEING CONTACTED OR SHALL BE PLASTIC.
13. ITEM 514.10, "WATER REPELLENT, SILANE", SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON THE BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE, WITH THE EXCEPTION OF THE BOTTOM OF THE DECK BETWEEN THE DRIP NOTCHES.
14. THE DECK, CURBS, AND ABUTMENTS & WINGWALLS ABOVE THE BRIDGE SEAT SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A. THE APPROACH SLABS AND ABUTMENTS & WINGWALLS BELOW THE BRIDGE SEAT SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B.
15. CONCRETE FOR THE DECK CLOSURE POUR SHALL MEET THE REQUIREMENTS OF ITEM 900.608, "SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, RAPID SET)".
16. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH X 1 INCH.
17. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE".
18. FORMWORK FOR SURFACES THAT WILL BE IN CONTACT WITH DECK CLOSURE POUR SHALL BE TREATED WITH CONCRETE SURFACE RETARDER, OR SIMILAR, TO PROVIDE A ROUGHENED SURFACE; AND POWER WASHED WITH WATER PRIOR TO PLACEMENT OF CLOSURE POUR CONCRETE.
19. CONCRETE PORTIONS OF THE ABUTMENTS AND WINGWALLS ABOVE THE BRIDGE SEAT SHALL NOT BE PLACED UNTIL FINISH GRADES HAVE BEEN DETERMINED BY THE RESIDENT ENGINEER.
20. IN ACCORDANCE WITH SUBSECTION 506.23(A) AND AS DIRECTED BY THE RESIDENT ENGINEER, THE CONTRACTOR SHALL TAKE MEASURES NECESSARY TO PROTECT ALL SUBSTRUCTURE CONCRETE FROM STAINING DUE TO OXIDE FORMATION ON THE STRUCTURAL STEEL PRIOR TO PLACEMENT OF THE DECK. THESE MEASURES WILL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B". ANY SUCH STAINING THAT OCCURS PRIOR TO DECK PLACEMENT SHALL BE REMOVED AT NO ADDITIONAL COST TO THE STATE.
21. THE DECK IS TO BE POURED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT HOURS FOR EACH PHASE OF CONSTRUCTION. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A TRANSVERSE CONSTRUCTION JOINT SHALL BE USED BETWEEN ADJACENT POURS. A MINIMUM 96 HOUR DELAY BETWEEN ADJACENT POURS SHALL BE OBSERVED.
22. ALL REINFORCING STEEL IN THE DECK, CURBS, AND ABUTMENTS & WINGWALLS ABOVE THE BRIDGE SEAT SHALL MEET THE REQUIREMENTS FOR LEVEL III CORROSION RESISTANCE IN ACCORDANCE WITH SECTION 507. BARS DENOTED WITH A ".3" INDICATE LEVEL III CORROSION RESISTANCE.

23. REINFORCING STEEL IN THE APPROACH SLABS AND ABUTMENTS & WINGWALLS BELOW THE BRIDGE SEAT SHALL MEET THE REQUIREMENTS FOR LEVEL I CORROSION RESISTANCE IN ACCORDANCE WITH SECTION 507.

STRUCTURAL STEEL

24. STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01.
25. ANY HOLES IN THE WEBS OF FASCIA GIRDERS NOT OTHERWISE FILLED SHALL BE FILLED WITH BUTTON HEAD BOLTS. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
26. ANY CONNECTIONS NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL.
27. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.
28. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH STRENGTH BOLTS IN 15/16" DIAMETER HOLES, PER SECTION 506 UNLESS OTHERWISE NOTED.
29. FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE PLACED AT A MAXIMUM SPACING OF 4 FEET. THE BRACKETS SHALL BEAR NEAR THE BOTTOM FLANGE AND IN NO CASE SHALL THEY BEAR ABOVE THE BOTTOM QUARTER WEB.
30. AFTER THE GIRDERS HAVE BEEN ERECTED, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF THE GIRDERS AS DIRECTED BY THE RESIDENT ENGINEER, FOR USE IN DETERMINING THE FINISHED GRADE.
31. GIRDER WEBS AND CROSS FRAMES SHALL BE PLUMB IN FINAL POSITION.
32. ALL BOLTS SHALL BE TENSIONED BY THE DIRECT TENSION INDICATOR METHOD IN ACCORDANCE WITH SUBSECTION 506.19.

H-PILES

33. THE PILE LOCATIONS SHALL BE PRE-EXCAVATED WITH A MINIMUM PENETRATION OF 3 FEET INTO COMPETENT BEDROCK. THE MINIMUM REQUIRED PILE LENGTH IS 10 FEET. IF COMPETENT BEDROCK IS ENCOUNTERED SHALLOWER THAN 7 FEET BELOW THE BOTTOM OF THE PILE CAP, PRE-EXCAVATION TO A MINIMUM DEPTH OF 10 FEET BELOW THE PILE CAP IS REQUIRED.
34. ALL PRE-EXCAVATED HOLES SHALL BE 20 INCHES IN DIAMETER. THE ENTIRE PRE-EXCAVATED HOLE SHALL BE BACKFILLED WITH SAND AFTER THE PILE IS SET. SAND SHALL CONFORM TO THE REQUIREMENTS OF SUBSECTION 703.03. REFER TO THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
35. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. THE ACTUAL IN PLACE LENGTHS MAY VARY.
36. THE TOPS OF THE PILES AFTER BACKFILLING WITH SAND SHALL NOT VARY FROM THE POSITION SHOWN ON THE PLANS BY MORE THAN 3 INCHES. THE PILE ORIENTATION SHALL NOT VARY BY MORE THAN 5 DEGREES. THE CONTRACTOR SHALL DEMONSTRATE TO THE SATISFACTION OF THE ENGINEER HOW THE TOLERANCES WILL BE MET. THESE MEASURES SHALL BE DEMONSTRATED IN A SUBMITTAL TO BE ACCEPTED BEFORE PILE PLACEMENT COMMENCES.
37. PRE-EXCAVATION IS REQUIRED AT ALL PILE LOCATIONS. PAYMENT SHALL BE PAID FOR UNDER ITEM 900.640, "SPECIAL PROVISION (PRE-EXCAVATION OF INTEGRAL ABUTMENTS PILES, EARTH)" OR ITEM 900.640, "SPECIAL PROVISION (PRE-EXCAVATION OF INTEGRAL ABUTMENTS PILES, ROCK)".

MISCELLANEOUS

38. ITEM 520.10, "MEMBRANE WATERPROOFING, SPRAY APPLIED" SHALL BE APPLIED TO THE BRIDGE DECK AS PER THE MANUFACTURER'S INSTRUCTIONS AND EXTEND ONTO THE APPROACH SLABS TWO FEET BEYOND THE BEGIN BRIDGE/END OF BRIDGE. IF TRAFFIC WILL BE DRIVING DIRECTLY ON THE MEMBRANE SURFACE, AN AGGREGATE WEARING SURFACE SHALL BE ADHERED TO THE TOP MEMBRANE COAT PER THE SPECIFICATIONS.
39. EXISTING CONDITIONS SHEET HAS BEEN INCLUDED FOR THE CONTRACTOR TO USE FOR SUBMITTALS.

△ -SHEET REVISED 5/7/2014.
REPLACES SHEET 3 IN CONTRACT PLANS.

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| PROJECT NAME: | MARLBORO |
| PROJECT NUMBER: | BRF 010-1(43) |
| FILE NAME: | sl0414gen.dgn |
| PROJECT LEADER: | K. HIGGINS |
| DESIGNED BY: | R. KLINEFELTER |
| GENERAL NOTES | |
| PLOT DATE: | 07-MAY-2014 |
| DRAWN BY: | K. FRIEDLAND |
| CHECKED BY: | J. SALVATORI |
| SHEET | 3 OF 50 |

