

PROJECT NOTES

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2011, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6TH EDITION, AND ITS LATEST REVISIONS.
2. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
3. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE CONDITION OF ALL STRUCTURES THAT HAVE THE POTENTIAL FOR DAMAGE FROM CONSTRUCTION ACTIVITIES. THIS DOCUMENTATION SHALL BE IN THE FORM OF VIDEO OR PICTURES, WITH SUFFICIENT DESCRIPTION, AND SHALL BE SUPPLIED TO THE ENGINEER PRIOR TO ANY EXCAVATION OR DRIVING OF SHEET PILING. THE COST OF PREPARING THIS DOCUMENTATION WILL NOT BE PAID FOR DIRECTLY, BUT SHALL BE CONSIDERED INCIDENTAL TO ALL CONTRACT ITEMS. SEE SPECIAL PROVISIONS.
4. THE BRIDGE IS DESIGNED FOR HL-93 LIVE LOAD WITH A 2.5 INCH ALLOWANCE FOR FUTURE PAVEMENT.
5. THE LIMITS OF THE COFFERDAM ARE TO BE DETERMINED BY THE CONTRACTOR.
6. A TEMPORARY BRIDGE IS IN PLACE OVER THE EXISTING, FAILED STRUCTURE. REMOVAL OF THIS TEMPORARY BRIDGE SHALL BE PAID FOR UNDER ITEM 900.645, "SPECIAL PROVISION (REMOVAL OF TEMPORARY BRIDGE)". REMOVAL OF ABUTMENT NO. 1 WILL NOT BE PAID FOR SEPARATELY, BUT IS INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645 "SPECIAL PROVISION (REMOVAL OF TEMPORARY BRIDGE)". THE TEMPORARY BRIDGE IS THE PROPERTY OF VTRANS AND SHALL BE RETURNED TO THE VTRANS MAINTENANCE FACILITY IN SPRINGFIELD, VT. CONTACT BILL SARGENT AT (802) 828-2699 TO MAKE NECESSARY ARRANGEMENTS AS PER THE SPECIAL PROVISIONS.

TRAFFIC CONTROL

7. THE CONTRACTOR SHALL IMPLEMENT THE TRAFFIC CONTROL AND DETOUR AS SHOWN ON THE PLANS.
8. DURING CONSTRUCTION, TRAFFIC SHALL BE MAINTAINED ON A TWO-WAY TEMPORARY BRIDGE LOCATED DOWNSTREAM OF THE NEW STRUCTURE. THE TEMPORARY BRIDGE AND DETOUR SHALL BE PAVED. THE CONTRACTOR SHALL PROVIDE A NEW TWO-WAY TEMPORARY BRIDGE. CONSTRUCTION AND MAINTENANCE OF THE TEMPORARY BRIDGE AND ITS APPROACHES SHALL BE PAID FOR UNDER ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE".
9. FULL ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL (ER BRF 0162(18))".
10. UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS OR NOTED OTHERWISE, ALL COSTS FOR WORK SHOWN ON THE TRAFFIC CONTROL SHEETS AND FOR TEMPORARY TRAFFIC CONTROL DEVICES WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL, ITEM 641.10, "TRAFFIC CONTROL (ER BRF 0162(BRF))". THIS INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS:
 - TEMPORARY TRAFFIC BARRIERS
 - RETROREFLECTIVE DRUMS
 - SIGNS
 - SIGN POSTS
 - ENERGY ABSORPTION ATTENUATORS
11. TEMPORARY TRAFFIC BARRIER AND ENERGY ABSORPTION ATTENUATOR(S) SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 621.
12. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).

EARTHWORK

13. REMOVAL OF THE EXISTING ABUTMENT NO. 2 STRUCTURE SHALL BE UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE". THIS WORK SHALL INCLUDE REMOVAL OF ANY PORTIONS OF THE EXISTING ABUTMENT NO. 2 THAT FALLS OUTSIDE THE LIMITS OF STRUCTURE EXCAVATION OR UNCLASSIFIED CHANNEL EXCAVATION.
14. THE CONTRACTOR'S ATTENTION IS DIRECTED TO SUBSECTION 301.06 REGARDING THE COMPACTION OF THE SUBBASE MATERIAL.
15. A COFFERDAM IS REQUIRED FOR THE CONSTRUCTION OF ABUTMENT NO 2. REFER TO THE "TYPICAL EARTHWORKS SECTIONS" FOR COFFERDAM NOTES.
16. THE HEIGHT OF FILL BEHIND ABUTMENT NO. 1 WILL BE LIMITED TO THE HORIZONTAL CONSTRUCTION JOINT ELEVATION UNTIL THE DECK HAS BEEN POURED AND THE CURING PERIOD IS UP.
17. STONE FILL, TYPE III SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE NEW GIRDERS ARE SET, AS SHOWN ON THE PLANS.
18. TEMPORARY CONSTRUCTION FILLS WITHIN THE WATERCOURSE FOR ANY PURPOSE SHALL CONSIST OF CLEAN STONE FILL ONLY. NO OTHER FILLING IN THE STREAM SHALL OCCUR WITHOUT THE APPROVAL OF THE STREAM ALTERATION ENGINEER.
19. ANY TEMPORARY EXCAVATION AND FILL NECESSARY TO MAINTAIN TRAFFIC SHALL BE INCIDENTAL TO ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE".
20. ANY TEMPORARY MEANS OF SUPPORTING EXCAVATION NECESSARY TO MAINTAIN TRAFFIC SHALL BE INCIDENTAL TO ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE" AND SHALL MEET THE REQUIREMENTS OF SECTION 204. ASSOCIATED CONSTRUCTION DRAWINGS SHALL BE SUBMITTED IN ACCORDANCE WITH SECTION 105.
21. THE AREA DISTURBED BY THE TEMPORARY DETOUR SHALL BE RESTORED TO ITS ORIGINAL GRADE AND VEGETATED. THE COST OF THE SEED, FERTILIZER, MULCH AND LIME WILL BE INCIDENTAL TO ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE".

STRUCTURAL STEEL

22. ALL STRUCTURAL STEEL PAID UNDER ITEM 506.55, "STRUCTURAL STEEL, PLATE GIRDER (FPQ)" SHALL CONFORM TO AASHTO M270M/M270 GRADE 50W.
23. ALL STRUCTURAL STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC).
24. ALL MEMBERS MARKED (CVN) MUST MEET THE CHARPY V-NOTCH TESTING REQUIREMENTS AS INDICATED IN SUBSECTION 714.01.
25. ALL FIELD CONNECTIONS SHALL BE MADE WITH $\frac{7}{8}$ " DIAMETER HIGH-STRENGTH BOLTS IN $\frac{1}{2}$ " DIAMETER HOLES, PER SECTION 506.
26. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.
27. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
28. AFTER THE STRUCTURAL STEEL HAS BEEN SET ON THE BEARINGS, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF EACH GIRDER UNDER THE DIRECTION OF THE RESIDENT ENGINEER. THESE ELEVATIONS SHALL BE USED IN DETERMINING THE FINAL GRADE.
29. ANY HOLES IN FASCIA GIRDERS NOT OTHERWISE FILLED SHALL BE FILLED WITH BOLTS CONFORMING TO ASTM A325 TYPE III. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
30. BEARING STIFFENERS AND GIRDER ENDS SHALL BE VERTICAL UNDER FULL DEAD LOAD DEFLECTION.
31. THE FAYING SURFACES ON THE CONNECTION PLATES SHALL BE PREPARED AS CLASS "B". THESE SURFACES SHALL BE PROTECTED FROM DAMAGE AND CORROSION PRIOR TO THE CONNECTION.

STRUCTURAL STEEL CONTINUED

32. THE CONTRACTOR MAY INCLUDE AN OPTIONAL FIELD SPLICE TO FACILITATE TRANSPORTATION OF THE STEEL GIRDERS. THE FIELD SPLICE SHALL BE DESIGNED BY THE FABRICATOR. DESIGN CALCULATIONS SHALL BE SUBMITTED WITH THE FABRICATION DRAWINGS STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF VERMONT. THE STEEL QUANTITY SHALL NOT BE INCREASED TO ACCOUNT FOR THE ADDITIONAL WEIGHT OF STEEL FOR THE OPTIONAL FIELD SPLICE. ALL COSTS FOR THE OPTIONAL FIELD SPLICE SHALL BE INCLUDED IN ITEM 506.55, "STRUCTURAL STEEL, PLATE GIRDER (FPQ)".

H-PILES

33. ABUTMENT PILES
 - A. THE PILES SHALL BE HP 12 X 84
 - B. THE PILES SHALL BE DRIVEN TO A NOMINAL PILE DRIVING RESISTANCE (RNDR) OF 409 KIPS, PROVIDED A MINIMUM PENETRATION OF 35 FEET BELOW THE BOTTOM OF PILE CAP HAS BEEN ACHIEVED.
34. TO PREVENT DAMAGE TO THE PILES, PILE SHOES ARE REQUIRED AND SHALL CONFORM TO SUBSECTION 505.04 (f).
35. A MINIMUM OF TWO DYNAMIC TESTS ARE REQUIRED AT ABUTMENT NO. 1 DURING PILE INSTALLATION. PAYMENT IS ITEM 505.45. "DYNAMIC PILE LOADING TEST".
36. THE TOPS OF THE PILES AFTER DRIVING 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 DRIVING COMMENCES.
37. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. THE ACTUAL IN PLACE LENGTHS MAY VARY.



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