

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 STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SIXTEENTH EDITION, AND ITS LATEST REVISIONS.
2. THE BRIDGE IS DESIGNED FOR HS 25 LIVE LOAD WITH NO ALLOWANCE FOR ADDITIONAL FUTURE PAVEMENT.
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS NOTED OTHERWISE.
4. THE CONTRACTOR SHALL USE EXTREME CARE WHILE WORKING AROUND THE EXISTING WATER LINE WHICH IS BURIED AT THE WEST END OF THE BRIDGE AND IN THE AREA UPSTREAM OF THE PORTION OF THE BRIDGE THAT IS TO BE REHABILITATED. ANY DAMAGE THAT IS INCURRED WILL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE.
5. THE DETAILS AND DIMENSIONS ON THE PROJECT SPECIFIC PLAN AND DETAIL SHEETS SHALL TAKE PRECEDENCE OVER THE MORE GENERAL "STRUCTURES DETAIL SHEETS" PROVIDED IN THE PLAN SET.
6. TACK COAT: EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 0.04 GAL/SY ON ALL COLD PLANED SURFACES AND BETWEEN SUCCESSIVE COURSES OF PAVEMENT, BOTH ON THE BRIDGE AND IN THE ROADWAY SECTION.
7. THE BRIDGE PLAQUE SHALL BE FURNISHED BY THE AGENCY OF TRANSPORTATION AND INSTALLED BY THE CONTRACTOR AS SHOWN ON SHEET SD-502.00. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 501.34, CONCRETE, HIGH PERFORMANCE CLASS B.
8. ITEM 529.20 PARTIAL REMOVAL OF STRUCTURE IS FOR THE REMOVAL AND DISPOSAL OF A PORTION OF THE DECK AS SHOWN ON THE DECK PLAN SHEET AND ON THE FRAMING PLAN. THE PRICE BID SHALL INCLUDE THE COST FOR SALVAGING 3'-0" OF THE DECK REINFORCING, ALONG WITH CLEANING AND REPAIRING OF THAT STEEL AS NEEDED, IN ORDER TO SPLICE THAT REINFORCING STEEL TO THE NEW DECK REINFORCING STEEL.
9. THE REMOVAL OF THE BITUMINOUS CONCRETE PAVEMENT ON THE BRIDGE, IN THE AREA WHERE THE DECK IS TO BE REMOVED, SHALL BE PAID FOR UNDER ITEM 529.10, REMOVAL OF BRIDGE PAVEMENT.
10. HEIGHT OF FILL BEHIND THE ABUTMENT WILL BE LIMITED TO THE BRIDGE SEAT ELEVATION UNTIL THE DECK HAS BEEN PLACED AND THE CURING PERIOD IS COMPLETE.

TRAFFIC MAINTENANCE DURING CONSTRUCTION

11. TRAFFIC WILL BE MAINTAINED ON A TWO-WAY TEMPORARY BRIDGE TO BE PLACED UPSTREAM IF THE EXISTING BRIDGE.
12. THE DETOUR ALIGNMENT SHALL BE DESIGNED FOR A MINIMUM DESIGN SPEED OF 25 MPH. THE TEMPORARY DETOUR SHALL BE PAVED. ALL WORK ASSOCIATED WITH THE INSTALLATION AND REMOVAL OF THE TEMPORARY BRIDGE AND ITS APPROACHES, INCLUDING TEMPORARY TRAFFIC BARRIER, PAVEMENT, PAVEMENT MARKINGS, AND REMOVING AND RESETTING THE EXISTING GUARDRAIL (SEE PLAN SHEET (2) AND PLAN SHEET (3)) WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE".
13. SIX TREES NEED TO BE REMOVED IN ORDER TO INSTALL THE TEMPORARY DETOUR (SEE PLAN SHEET (1)). PAYMENT FOR THE REMOVAL OF THESE TREES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 201.10, CLEARING AND GRUBBING INCLUDING INDIVIDUAL TREES AND STUMPS.
14. ADVISORY SIGNS SHALL BE POSTED IN ACCORDANCE WITH VAOT STANDARD E-107. PAYMENT FOR ALL AND OFF PROJECT SIGNING AND TRAFFIC CONTROL DEVICES, INCLUDING DRUMS AND BARRICADES, WILL BE PAID FOR UNDER CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
15. LIMITS OF THE TEMPORARY DETOUR MUST BE WITHIN THE RIGHT-OF-WAY. SEE ROW SHEETS.
16. THE AREA DISTURBED BY THE TEMPORARY DETOUR SHALL BE SEEDED AND MULCHED AFTER ALL THE FILL IS REMOVED TO THE FINAL GROUND ELEVATION. THE COST OF THE SEED, FERTILIZER AND MULCH WILL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS. ANY DAMAGE TO THE EXISTING PAVEMENT AS A RESULT OF THE TEMPORARY DETOUR SHALL BE REPAIRED TO THE ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.

CONCRETE

17. DEWATERING OF THE EXCAVATED AREA FOR THE SUBSTRUCTURE IS ANTICIPATED. PAYMENT FOR DESIGNING, CONSTRUCTING AND MAINTAINING A DEWATERING AREA SHALL BE CONSIDERED INCIDENTAL TO CONTRACT ITEM 204.25, STRUCTURE EXCAVATION.
18. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH BY 1 INCH.
19. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
20. REINFORCING PLACEMENT TOLERANCES SHALL BE:
 SPACING ± 1 INCH
 CLEARANCE ± ¼ INCH
21. THE DECK, CURBS ON THE BRIDGE, AND THE PORTIONS OF ABUTMENT # 1 ABOVE THE CONSTRUCTION JOINT IN THE BACKWALL (SEE EXPANSION JOINT DETAILS), SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A. ALL OTHER CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B.
22. FOR BRIDGE DECK PLACEMENT, THE MAXIMUM TIME LIMIT FOR ANY COMBINATION OF PLACEMENTS DONE IN ANY ONE DAY SHALL BE EIGHT HOURS. THERE SHALL BE A MINIMUM OF 96 HOURS BETWEEN THE COMPLETION OF ONE DAY'S PLACEMENT AND THE BEGINNING OF OTHER ADJACENT PLACEMENT. ALL INDIVIDUAL DECK PLACEMENTS SHALL START FROM THE LOW END OF THE SECTION BEING PLACED.
23. NO CONCRETE IN THE ABUTMENTS OR WINGWALLS SHALL BE PLACED ABOVE THE BRIDGE SEAT CONSTRUCTION JOINT UNTIL THE GIRDERS HAVE BEEN PROFILED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED.
24. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. ALL OTHER AREAS OF THE BRIDGE SEATS SHALL BE SLOPED AWAY FROM THE BEARING DEVICES AT A RATE OF 0.04 FT/FT. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A MAGNESIUM FLOAT FINISH.
25. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP NOTCHES.
26. FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE PLACED AT A MAXIMUM SPACING OF 4'-0" ALONG THE FASCIA GIRDERS. THE BRACKETS SHALL BEAR NEAR THE BOTTOM FLANGE AND IN NO CASE SHALL THEY BEAR ABOVE THE BOTTOM QUARTER OF THE WEB DEPTH.
27. ALL REINFORCING IN THE DECK, BRIDGE CURBS AND IN THE BACKWALL SHALL BE EPOXY COATED. EPOXY COATED REINFORCING STEEL IS DENOTED IN THE REINFORCING STEEL SCHEDULE WITH A PREFIX OF "E". ALL OTHER REINFORCING SHALL BE PLAIN REINFORCING.
28. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED IN ACCORDANCE WITH THE PROCEDURES AND TOLERANCES IN APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE".
29. ALL EPOXY REINFORCING STEEL TO BE CUT IN THE FIELD SHALL BE SAW CUT AND THE EXPOSED ENDS TREATED WITH AN APPROVED TWO-PART EPOXY REPAIR MATERIAL.
30. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS:
 ALONG BACK FACES OF WALLS AGAINST EARTH: 2 INCHES
 ALONG TOP SURFACE OF DECK SLAB: 2.5 INCHES
 ALONG BOTTOM SURFACE OF DECK SLAB: 1.5 INCHES
 ELSEWHERE UNLESS OTHERWISE INDICATED: 3 INCHES

STRUCTURAL STEEL

31. THE COST FOR CUTTING THE EXISTING STEEL AND FIELD DRILLING THE HOLES IN THE EXISTING STEEL, FOR THE NEW FIELD SPLICE WILL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR CONTRACT ITEM 506.55, STRUCTURAL STEEL PLATE GIRDER. THE COST FOR FIELD DRILLING THE HOLES NEEDED TO ATTACH THE WATER MAIN SUPPORTS TO INTERMEDIATE CROSS FRAMES AND TO THE INTERMEDIATE WATER LINE SUPPORTS SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 900.645 SPECIAL PROVISION (WATER MAIN ON BRIDGE) (16") (CL 52).
32. UNLESS OTHERWISE NOTED, ALL NEW STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270M/M270 GRADE 50W AND SHALL BE PAID FOR UNDER ITEM 506.55, STRUCTURAL STEEL, PLATE GIRDER. THE STRUCTURAL STEEL FOR THE DOWNSPOUT AND HARDWARE SHALL BE AS SPECIFIED ON DOWNSPOUT DETAILS SHEET AND SHALL ALSO BE PAID FOR UNDER ITEM 506.55, STRUCTURAL STEEL, PLATE GIRDER.
33. CHARPY V-NOTCH TEST: TEST STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS IN ACCORDANCE WITH SUBSECTION 714.01.

34. THE WESTERN ENDS OF ALL SIX GIRDERS SHALL BE PAINTED FOR A DISTANCE OF 10 FEET FROM THE CENTERLINE OF BEARING AT ABUTMENT 1. ALL CROSS-FRAMES, DIAPHRAGMS AND CONNECTION OR STIFFENER PLATES IN THIS AREA SHALL ALSO BE PAINTED. THE FINAL COLOR SHALL BE BROWN IN CONFORMANCE WITH SUBSECTION 708.03 OF THE STANDARD SPECIFICATIONS. BROWN GREASE, CONFORMING TO SUBSECTION 708.04 SHALL BE APPLIED TO ALL PAINTED AREAS. PAYMENT WILL BE MADE UNDER ITEM 900.645 SPECIAL PROVISION (QC/QA CLEANING AND PAINTING STRUCTURAL COMPONENTS).
35. THE ENDS OF THE GIRDERS SHALL BE VERTICAL UNDER FULL DEAD LOAD.
36. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
37. ANY HOLES IN THE WEBS OF THE FASCIA GIRDERS THAT ARE NOT OTHERWISE FILLED WILL BE FILLED WITH EITHER BUTTON HEAD OR HEX HEAD BOLTS, WHICH SHALL BE TIGHTENED AS PER SUBSECTION 506.19.
38. ALL FIELD CONNECTIONS SHALL BE MADE USING 7/8" DIAMETER, AASHTO M164M/M164 BOLTS IN 15/16" HOLES UNLESS OTHERWISE NOTED.
39. AFTER THE GIRDERS HAVE BEEN ERECTED, ELEVATIONS SHALL BE TAKEN ALONG THE TOPS OF THE GIRDERS, AS DIRECTED BY THE ENGINEER, FOR USE IN DETERMINING THE FINAL GRADE.

STONE FILL

40. THE STONE FILL, TYPE IV SHALL BE PLACED IN FRONT OF THE ABUTMENT AND AROUND PIER 1 BEFORE THE STRUCTURAL STEEL HAS BEEN SET.

WATER LINE

41. ANY DAMAGE TO THE EXISTING ROADWAY INCURRED DURING THE RELOCATION OF THE EXISTING WATER MAIN SHALL BE REPAIRED TO THE ORIGINAL CONDITION. THIS WORK SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (WATER MAIN ON BRIDGE)(16") (CL52).
42. THE DESIGN AND INSTALLATION OF A TEMPORARY WATER MAIN SYSTEM WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DONE IN ACCORDANCE TO THE PLANS AND TO SECTION 629. THE SYSTEM SHALL MAINTAIN THE SAME DESIGN FLOWS AS THE EXISTING SYSTEM. PAYMENT FOR THE TEMPORARY WATER MAIN AND ANY PIPES, FITTINGS, ATTACHMENTS, TESTING AND EXCAVATION REQUIRED TO BUILD A COMPLETE, FUNCTIONAL SYSTEM TO THE SATISFACTION OF THE ENGINEER SHALL BE INCLUDED IN THE COST FOR CONTRACT ITEM 900.645 SPECIAL PROVISION (MAINTENANCE OF EXISTING FLOWS).
43. THE WATER MAIN THAT IS CURRENTLY IN USE, WHICH CONNECTS TO THE WATER MAIN ON THE BRIDGE AT APPROXIMATELY STA. 66+24 AND IS BURIED BETWEEN STA. 64+65 AND 66+10, SHALL REMAIN IN PLACE UNTIL SOME OTHER METHOD OF MAINTAINING THE WATER FLOW HAS BEEN ESTABLISHED. WHEN THIS MAIN IS NO LONGER NECESSARY, IT SHALL BE REMOVED. THE REMOVED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (WATER MAIN ON BRIDGE) (16") (CL 52).

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