

**GENERAL**

- 1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2011, WITH ITS LATEST REVISIONS AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6TH EDITION WITH INTERIMS THROUGH 2012.
- 2. THE BRIDGE IS DESIGNED FOR HL-93 LIVE LOADING.
- 3. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AT 70°F, UNLESS NOTED OTHERWISE.
- 4. NO PROVISIONS HAVE BEEN MADE FOR THE CONTRACTOR TO PERFORM WORK OR SET UP STAGING OUTSIDE THE EXISTING RIGHT-OF-WAY.
- 5. EXISTING AERIAL ELECTRIC AND TELEPHONE LINES AND POLES SHALL BE REMOVED AND PERMANENTLY RELOCATED BY OTHERS. CONTRACTOR SHALL COORDINATE ALL BRIDGE REPLACEMENT AND APPROACH RECONSTRUCTION WORK WITH UTILITY RELOCATION WORK AS REQUIRED. SEE UTILITY SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

**EARTHWORK AND RELATED ITEMS**

- 6. ITEMS 613.11 "STONE FILL, TYPE II", AND 613.13 "STONE FILL, TYPE IV" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE SUPERSTRUCTURE IS SET.
- 7. TEMPORARY CONSTRUCTION FILLS USED FOR ANY PURPOSE WITHIN THE WATERCOURSE SHALL CONSIST OF CLEAN STONE FILL ONLY. NO OTHER FILLING IN THE STREAM SHALL OCCUR WITHOUT THE APPROVAL OF THE STREAM ALTERATION ENGINEER.
- 8. EXCAVATION OUTSIDE OF LIMITS SHOWN ON THE LAYOUT SHEET AND THE BRIDGE AND EARTHWORKS TYPICAL SECTIONS SHEET SHALL BE PAID UNDER ITEM 900.645 "SPECIAL PROVISION (TEMPORARY ROADWAY)".
- 9. ITEM 613.10, "STONE FILL, TYPE I" SHALL BE USED TO REPAIR AREAS OF EMBANKMENT AND SLOPE EROSION AS ORDERED BY THE ENGINEER AND TO CONSTRUCT STONE PAD AS DETAILED IN THE PLANS.

**CONCRETE**

- 10. ALL PORTIONS OF THE SUPERSTRUCTURE AND THE INTEGRAL ABUTMENT ABOVE THE BRIDGE SEAT CONSTRUCTION JOINT, EXCEPT GROUT BEDDING FOR PRECAST PRESTRESSED DECK PANELS, SHALL BE "CONCRETE, HIGH PERFORMANCE CLASS A". BEDDING FOR PRECAST PRESTRESSED DECK PANELS SHALL BE "MORTAR, TYPE IV" MEETING THE REQUIREMENTS OF SUBSECTION 707.03 AND SHALL BE PAID UNDER ITEM 900.620 "SPECIAL PROVISION (PRECAST PRESTRESSED CONCRETE DECK PANEL)".
- 11. THE ABUTMENT BELOW THE BRIDGE SEAT CONSTRUCTION JOINT, PEDESTALS, AND APPROACH SLABS SHALL BE ITEM 501.34 "CONCRETE, HIGH PERFORMANCE CLASS B".
- 12. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1"x1", UNLESS NOTED OTHERWISE.
- 13. WATER REPELLENT, SILANE, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP NOTCHES.
- 14. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE".
- 15. ALL REINFORCING STEEL SHALL BE LEVEL I OR LEVEL II IN ACCORDANCE WITH SECTION 507. PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:  
 SPACING +/- 1 INCH  
 CLEARANCE +/- ¼ INCH
- 16. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS:  
 ALONG TOP SURFACE OF DECK SLAB 3.0 INCH  
 ALONG BOTTOM SURFACE OF DECK SLAB 1.5 INCH  
 SURFACES CAST AGAINST EARTH 3.0 INCH  
 CURBS 3.0 INCH  
 ELSEWHERE, UNLESS NOTED OTHERWISE 2.0 INCH
- 17. THE BRIDGE DECK CONCRETE SHALL BE PLACED IN ONE CONTINUOUS POUR AND SHALL REMAIN PLASTIC THROUGHOUT THE ENTIRE POUR.
- 18. THE BRIDGE DECK CONCRETE SHALL BE DEPOSITED PARALLEL TO THE CENTERLINE OF BEARING SO AS TO LOAD THE GIRDERS EQUALLY.
- 19. ALL REINFORCING STEEL LAP LENGTHS WERE DESIGNED ASSUMING EPOXY-COATED REINFORCING STEEL.

**PILE FOUNDATIONS**

- 20. THE PILES SHALL BE HP 12 X 74.
- 21. PILE SHOES ARE REQUIRED AND SHALL CONFORM TO SUBSECTION 505.04(F) OF THE STANDARD SPECIFICATIONS.

- 22. THE TOPS OF PILES AFTER DRIVING SHALL NOT VARY FROM THE PLAN POSITION BY MORE THAN 3 INCHES. THE CONTRACTOR SHALL DEMONSTRATE TO THE SATISFACTION OF THE ENGINEER HOW THE TOLERANCES WILL BE MET REGARDLESS OF INSTALLATION METHOD.
- 23. THE PILES SHALL BE DRIVEN TO A NOMINAL RESISTANCE OF 585 KIPS AS DETERMINED BY THE RESULTS OF DYNAMIC TESTING, AS INTERPRETED BY THE ENGINEER.
- 24. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. THE ACTUAL LENGTHS MAY VARY.
- 25. TO ENSURE THAT THE NOMINAL RESISTANCE HAS BEEN ATTAINED AND TO PREVENT THE OVERSTRESSING OF THE PILES DURING DRIVING OPERATIONS, DYNAMIC TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 505.04(d)-2 OF THE STANDARD SPECIFICATIONS. ONE PILE TEST SHALL BE CONDUCTED ON THE FIRST PILE DRIVEN AT EACH ABUTMENT, FOR A TOTAL OF TWO (2) TESTS. MORE TESTS MAY BE REQUIRED BY THE ENGINEER.

**STRUCTURAL STEEL**

- 26. THE WEB AND BOTTOM FLANGE PLATES OF THE GIRDER SHALL BE CHARPY V-NOTCH (CVN) TESTED IN ACCORDANCE WITH SUBSECTION 714.01.
- 27. BOLTS USED IN FIELD CONNECTIONS SHALL BE TYPE 3, 7/8" DIA., AND MEET THE REQUIREMENTS OF SUBSECTION 714.05. HOLE DIAMETERS SHALL BE 15/16".
- 28. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED AND BEFORE ANY FORMWORK OR OTHER LOADS ARE ADDED TO THE GIRDERS, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE ENGINEER FOR USE IN DETERMINING FINISHED GRADES.
- 29. ANY BOLT HOLES IN THE WEBS OF FASCIA GIRDERS NOT OTHERWISE FILLED SHALL BE FILLED WITH BUTTON HEAD OR HEX HEAD TYPE 3 BOLTS. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19 OF THE STANDARD SPECIFICATIONS.
- 30. ENDS OF GIRDERS SHALL BE VERTICAL IN THEIR FINAL POSITION.

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