

GENERAL NOTES:

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 5TH EDITION, DATED 2010, WITH LATEST INTERIM REVISIONS.
2. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
3. ALL WORK SHALL BE COMPLETED WITHIN THE EXISTING RIGHT-OF-WAY. IF THE CONTRACTOR DESIRES TO WORK OUTSIDE OF THE EXISTING RIGHT-OF-WAY, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN THE NECESSARY RIGHTS.
4. THE CONTRACTOR SHALL SUBMIT AN EROSION PREVENTION AND SEDIMENT CONTROL PLAN (EPSC PLAN) FOR APPROVAL. THE PLAN SHALL BE IN ACCORDANCE WITH THE 2006 LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL, PUBLISHED BY THE VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION. REFERENCE SHOULD BE MADE TO THE WINTER STABILIZATION AND DEWATERING ACTIVITIES SECTIONS OF THE HANDBOOK. PAYMENT FOR PREPARING THE PLAN AS WELL AS MODIFICATIONS AND RESUBMITTALS SHALL BE MADE UNDER ITEM 900.645, "SPECIAL PROVISION (EPSC PLAN)".
5. THE EXISTING STRUCTURE SHALL BE REMOVED IN ITS ENTIRETY, INCLUDING THE FOOTINGS, ABUTMENTS, WINGWALLS, DECK SLAB, RAILINGS, TEMPORARY PIPES, AND TEMPORARY CONCRETE BARRIERS. ALL REMOVAL OF THE EXISTING STRUCTURE SHALL BE PAID FOR UNDER ITEM 529.15, "REMOVAL OF STRUCTURE (640 SF-EST.)". THE EXISTING 78" CMP PIPES SHALL BE CAREFULLY REMOVED AND RETURNED TO THE DISTRICT 5 WAITSFIELD GARAGE. PAYMENT FOR REMOVAL AND RETURN OF THE EXISTING 78" CMP PIPES SHALL BE INCLUDED UNDER ITEM 529.15, "REMOVAL OF STRUCTURE (640 SF-EST.)". THE FOLLOWING CONTACT INFORMATION IS PROVIDED REGARDING COORDINATION FOR RETURNING THE PIPES:

DAVE BLACKMORE
DISTRICT ADMINISTRATOR
DISTRICT 5 #802-655-1580

6. THE DEBRIS PILE, CONSISTING OF CONCRETE, STEEL RAILING, AND OTHER EXISTING BRIDGE DEBRIS, LOCATED IMMEDIATELY TO THE NORTHEAST OF THE BRIDGE, SHALL BE REMOVED AND DISPOSED OF. PAYMENT FOR REMOVAL AND DISPOSAL SHALL BE INCLUDED UNDER ITEM 529.15, "REMOVAL OF STRUCTURE (640 SF-EST.)".
7. LEDGE ENCOUNTERED DURING EXCAVATION SHALL BE EXCAVATED TO A DEPTH OF 1'-0" BELOW THE BOTTOM OF FOOTING THEN BACKFILLED AND COMPACTED TO THE BOTTOM OF FOOTING ELEVATION WITH GRANULAR BACKFILL FOR STRUCTURES. EXCAVATION OF LEDGE SHALL BE PAID FOR UNDER ITEM 208.35, "COFFERDAM EXCAVATION, ROCK".
8. ALL PRECAST CONCRETE COMPONENTS INCLUDING THE RIGID FRAME, HEADWALLS, WINGWALLS, AND ALL CONNECTIONS BETWEEN THESE COMPONENTS SHALL BE DESIGNED BY THE PRECAST FABRICATOR. THE FOOTINGS AND PEDESTAL WALLS HAVE BEEN DESIGNED AND INCLUDED WITH THE PLANS. THE SOIL PROPERTIES AND DESIGN PARAMETERS USED FOR THIS BRIDGE SITE ARE AS INDICATED BELOW:

NOMINAL BEARING RESISTANCE : 12.21 KSF
FOUNDATION SOIL UNIT WEIGHT : 110 LB/FT³
FOUNDATION SOIL FRICTION ANGLE : 28-DEGREES
BEARING RESISTANCE FACTOR : 0.45
SLIDING RESISTANCE FACTOR : 0.80

9. THE DIMENSIONS AND DETAILS SHOWN ON THE PLANS ARE FOR CAST-IN-PLACE CONCRETE FOOTINGS AND PEDESTAL WALLS. IF THE CONTRACTOR CHOOSES TO USE PRECAST CONCRETE FOOTINGS AND PEDESTAL WALLS, THEN THE PRECAST MANUFACTURER SHALL SUBMIT, TO THE ENGINEER, DRAWINGS AND CALCULATIONS FOR APPROVAL. REFER TO SPECIAL PROVISION (PEDESTAL WALL) FOR ADDITIONAL REQUIREMENTS AND METHOD OF PAYMENT.

PRECAST CONCRETE RIGID FRAME NOTES:

1. THE RIGID FRAME, HEADWALLS, AND WINGWALLS SHALL BE PRECAST CONCRETE CONFORMING TO SECTION 540 OF THE SPECIFICATIONS, AND SHALL MEET THE DIMENSIONS INDICATED IN THE PLANS. ALL PRECAST COMPONENTS OF THE STRUCTURE WILL BE PAID FOR UNDER ITEM 540.10, "PRECAST CONCRETE STRUCTURE (32'-0" X 7'-5" X 37'-0" RIGID FRAME)".

PRECAST CONCRETE RIGID FRAME NOTES (CONT.)

2. ALL ELEMENTS OF THE PRECAST STRUCTURE(S) SHALL BE DESIGNED BY THE PRECAST SUPPLIER, INCLUDING ANCHORAGE AND CONNECTIONS BETWEEN ELEMENTS. ALL ELEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH THE FABRICATOR'S RECOMMENDATIONS. THE CONTRACTOR SHALL SUBMIT FABRICATION DRAWINGS FOR THE PRECAST RIGID FRAME FOR APPROVAL. IN ADDITION TO FABRICATION DRAWINGS, THE FABRICATOR OF THE PRECAST RIGID FRAME SHALL ALSO PROVIDE A LOAD RATING AND BACKUP CALCULATIONS IN ACCORDANCE WITH THE AASHTO SPECIFICATIONS REFERENCED IN GENERAL NOTE 1 AND THE VTRANS STRUCTURES DESIGN MANUAL, 2010, WHICH PROVIDES SPECIFIC LOAD RATING INSTRUCTIONS. THE RATING AND BACKUP CALCULATIONS SHALL BE SIGNED, STAMPED, AND DATED BY A PROFESSIONAL ENGINEER LICENSED TO PRACTICE ENGINEERING IN THE STATE OF VERMONT. NOTE THAT THE FABRICATOR ASSUMES ALL LIABILITY FOR THE ADEQUACY AND ACCURACY OF THE RIGID FRAME DESIGN AND LOAD RATING.
3. THE DESIGN OF THE PRECAST CONCRETE RIGID FRAME SHALL BE FOR HL-93 LIVE LOADING, AND SHALL BE DESIGNED FOR A 75-YEAR DESIGN LIFE.
4. ALL EXPOSED EDGES OF THE PRECAST COMPONENTS SHALL BE CHAMFERED 1" X 1".
5. DRILLING OF HOLES IN THE PRECAST RIGID FRAME SHALL NOT BE PERMITTED UNLESS APPROVED IN WRITING BY THE RESIDENT ENGINEER. IF DRILLING OF HOLES, OR THE USE OF INSERTS IN THE PRECAST RIGID FRAME IS REQUIRED FOR SECURING THE TEMPORARY TRAFFIC BARRIER DURING CONSTRUCTION, THE FABRICATION DRAWINGS SHALL DETAIL THE CONFIGURATION AND FINAL SURFACE TREATMENT, AND SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
6. ~~SHEET MEMBRANE WATERPROOFING, TORCH APPLIED SHALL BE APPLIED TO THE PRECAST RIGID FRAME, ON ALL SURFACES OF THE BURIED-SIDES, INCLUDING THE INSIDE SURFACES OF THE HEADWALLS. SHEET MEMBRANE WATERPROOFING, TORCH APPLIED SHALL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS, WHICH MAY NECESSITATE APPLICATION IN A CONTROLLED ENVIRONMENT, PRIOR TO ARRIVAL ON-SITE. PAYMENT WILL BE MADE UNDER ITEM 519.20, "SHEET MEMBRANE WATERPROOFING, TORCH APPLIED".~~
~~NOT DONE~~
7. ~~SHEET MEMBRANE WATERPROOFING, PREFORMED SHEET SHALL BE APPLIED, IN A 2'-0" STRIP, TO THE JOINTS BETWEEN INDIVIDUAL RIGID FRAME SECTIONS, THE RIGID FRAME AND HEADWALL, AND THE RIGID FRAME AND WINGWALLS. SHEET MEMBRANE WATERPROOFING, PREFORMED SHEET MAY BE APPLIED ON-SITE AFTER PLACEMENT OF THE MEMBERS. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 540.10, "PRECAST CONCRETE STRUCTURE (32'-0" X 7'-5" X 37'-0" RIGID FRAME)".~~
~~NOT USED. USED SPECIAL PROVISION SPRAY ON MEMBRANE~~
8. THE PRECAST HEADWALLS SHALL BE ABLE TO ACCEPT THE SPECIFIED BRIDGE RAIL AND BE DESIGNED FOR A RAILING IMPACT LOAD IN ACCORDANCE WITH SECTION 13 OF THE AASHTO SPECIFICATIONS REFERED TO IN GENERAL NOTE 1.
9. EPOXY COATED REINFORCING STEEL SHALL BE USED IN THE HEADWALLS AND THE TOP MAT OF THE RIGID FRAME.
10. JOINTS BETWEEN ALL ABUTTING PRECAST UNITS SHALL BE WATERTIGHT AND MECHANICALLY CONNECTED.

REINFORCING STEEL NOTES:

1. REINFORCING STEEL USED IN THE FOOTINGS AND PEDESTAL WALLS SHALL BE GRADE 60, CONFORMING TO SUBSECTION 713.01 OF THE SPECIFICATIONS.
2. THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE 2" ALONG WALL FACES AGAINST EARTH, AND 3" ELSEWHERE, UNLESS DETAILED OTHERWISE.
3. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

SPACING +/- 1"
CLEARANCE +/- 1/4"

DATUM
VERTICAL ASSUMED
HORIZONTAL ASSUMED

DuBois
& King

PROJECT NOTES

PROJECT NAME: WARREN
PROJECT NUMBER: ER-STP 013-4 (36)
FILE NAME: PLOT DATE: 11/6/2011
PROJECT LEADER: JWT DRAWN BY: BMB
DESIGNED BY: RHB CHECKED BY: EPD
PLOT FILE: SHEET 5 OF 19