

## PROJECT NOTES

### GENERAL

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2011, AND ITS LATEST REVISIONS AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATION, 6<sup>TH</sup> EDITION AND ITS LATEST REVISIONS.
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
- MAINTAIN EXISTING MINIMUM VERTICAL CLEARANCE.
- 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.
- THE BRIDGE IS DESIGNED FOR HL-93 LIVE LOAD WITH A 2.5 INCH ALLOWANCE FOR FUTURE PAVEMENT.
- ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS. UNLESS SHOWN OTHERWISE ON REFERENCE PLANS, THE RIGHT-OF-WAY LIMIT SHALL BE ASSUMED TO BE 3 RODS.
- STAGING AREAS OFF THE PAVEMENT SHALL UNDERGO VTRANS CONSTRUCTION STAGING REVIEW. ALL DISTURBED STAGING AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. TEMPORARY STAGING AREAS OFF PAVEMENT, IF APPROVED, SHALL MEET THE REQUIREMENTS OF SECTION 105.
- THE PAYMENT FOR THE REMOVAL AND SALVAGE OF THE EXISTING BRIDGE 62A BRIDGE RAILING, POSTS, AND HARDWARE SHALL BE INCLUDED IN THE CONTRACT ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE" IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

### CONCRETE

- CONCRETE FOR THE DECK, CURBS AND ABUTMENTS ABOVE THE BRIDGE SEAT OR CONSTRUCTION JOINT SHALL BE ITEM 900.608, "SPECIAL PROVISION, (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT) (FPQ)".
- ALL OTHER SUBSTRUCTURE CONCRETE SHALL BE ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B" UNLESS OTHERWISE NOTED.
- NO CONCRETE IN ABUTMENT WINGWALLS SHALL BE PLACED ABOVE THE BRIDGE SEAT ELEVATIONS UNTIL THE BEAMS HAVE BEEN PROFILED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED BY THE ENGINEER.
- THE DECK IS TO BE POURED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT HOURS. 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.
- RELATIVE TO GRADE, ALL DECK POURS SHALL BEGIN FROM THE LOW ELEVATION END AND PROCEED TOWARDS THE HIGH ELEVATION END.
- STAY-IN-PLACE CORRUGATED METAL FORMS (SIPCMF) MAY BE USED TO FORM THE UNDERSIDE OF THE CONCRETE BRIDGE DECK IN ACCORDANCE WITH SUBSECTION 501.09.
- FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE DESIGNED BY THE CONTRACTOR AND PLACED AT A MAXIMUM SPACING OF 4'-0". THE BRACKET SHALL BEAR NEAR THE BOTTOM FLANGE AND IN NO CASE SHALL BEAR ABOVE THE BOTTOM QUARTER OF THE WEB DEPTH.
- ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH X 1 INCH UNLESS OTHERWISE NOTED.
- ITEM 514.10, "WATER REPELLENT, SILANE", SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON THE BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP NOTCHES.
- JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

- MINIMUM COVER FOR REINFORCING STEEL SHALL BE 2" ALONG THE BACK FACES OF WALLS AGAINST EARTH, 1 1/2" ALONG THE BOTTOM SURFACE OF THE DECK AND 3" ELSEWHERE, UNLESS OTHERWISE NOTED.
- ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTUE (CRSI).
- ALL REINFORCEMENT IN THE DECK, CURTAIN WALLS, AND CURBS SHALL MEET THE REQUIREMENTS OF SECTION 507 FOR LEVEL II REINFORCING STEEL AND WILL BE PAID FOR UNDER CONTRACT ITEM 507.12. ALL OTHER REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SECTION 507 FOR LEVEL I EPOXY COATED REINFORCING STEEL AND WILL BE PAID FOR UNDER CONTRACT ITEM 507.11.
- REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:  
SPACING +/- 1"  
CLEARANCE +/- 1/4"
- CUTTING AND REPAIRING DAMAGED AREAS OF COATED REINFORCING STEEL SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 507.04.

### TRAFFIC CONTROL

- THE CONTRACTOR SHALL NOTIFY THE TOWN A MINIMUM OF TWO (2) WEEKS PRIOR TO CLOSING THE ROAD.
- 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".
- 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).
- THE CONTRACTOR SHALL SUBMIT SITE SPECIFIC TRAFFIC CONTROL PLANS DEPICTING EACH PHASE OF THE PLANNED WORK FOR ANY WORK ON US ROUTE 5 OR FROM THE ROAD ABOVE OR RAILROAD BELOW THE BRIDGES. THE DESIGN SHALL ENSURE STATE-REGULATED WIDE LOADS CAN BE ACCOMMODATED DURING LANE CLOSURES. A MINIMUM WIDTH OF 14'-6" SHALL BE MAINTAINED BETWEEN THE FACE OF CURB AND THE TEMPORARY TRAFFIC BARRIER. TRAFFIC CONTROL PLANS SHALL BE DEVELOPED IN ACCORDANCE WITH THE 2009 M.U.T.C.D. SITE CONDITIONS MAY WARRANT ADDITIONAL CONSIDERATIONS FOR SAFETY. MINIMUM VERTICAL CLEARANCE OVER THE RAILROAD SHALL BE SHOWN ON TRAFFIC CONTROL PLAN SUBMITTALS. PLANS SHALL BE SUBMITTED IN ACCORDANCE WITH SUBSECTION 105.03 AND SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN AN APPROPRIATE DISCIPLINE IN THE STATE OF VERMONT.
- THE TRAFFIC CONTROL PLANS SHALL SHOW ALL BIKE LANES, SIDEWALKS AND INTERSECTIONS AS APPLICABLE TO EACH BRIDGE SITE. PEDESTRIANS SHALL BE ACCOMMODATED IN ACCORDANCE WITH A.D.A. GUIDELINES.
- NIGHT WORK WILL NOT BE ALLOWED UNLESS APPROVED BY THE ENGINEER.
- UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS, ALL COSTS FOR TEMPORARY TRAFFIC CONTROL DEVICES WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL, ITEM 641.10.
- THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED 2 WEEKS IN ADVANCE OF LANE CLOSURE AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE MADE UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.
- RIGHT-OF-WAY FENCE MAY HAVE TO BE REMOVED AND RESET IN ACCORDANCE WITH SECTION 620 FOR EGRESS AND INGRESS. THIS WORK SHALL BE INCIDENTAL TO TRAFFIC CONTROL, ITEM 641.10.
- ALL EQUIPMENT AND CONTAINMENT FACILITIES SHALL BE PROTECTED BY A CONCRETE BARRIER OVERNIGHT AND DURING NON-WORKING HOURS. PERMANENT LANE CLOSURES SHALL UTILIZE TEMPORARY TRAFFIC BARRIER AND SHALL BE INDICATED IN THE SITE SPECIFIC TRAFFIC CONTROL PLANS. ALSO SEE SUBSECTION 621.07 FOR ADDITIONAL REQUIREMENTS.

### RAILROAD – BRIDGES 62A AND 66

- BRIDGE LOCATIONS IN REFERENCE TO THE ROXBURY SUB-DIVISION OF THE NECR.

| US 5<br>BRIDGE NO. | ROXBURY<br>MILE POST |
|--------------------|----------------------|
| 62A                | Br 7.16              |
| 66                 | Br 9.29              |

- SEE THE RAILROAD SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

### UTILITIES

- REFER TO UTILITIES SPECIAL PROVISIONS.

### EXISTING STEEL BEAMS AND CONCRETE

- ITEM 529.20 PARTIAL REMOVAL OF STRUCTURE (US 5 BR 62A) SHALL BE USED FOR REMOVAL OF THE EXISTING SUPERSTRUCTURE INCLUDING BRIDGE RAIL COMPONENTS, CONCRETE DECK, CURBS, AND CURTAIN WALLS. THIS WORK SHALL INCLUDE THE REMOVAL OF THE EXISTING CONCRETE WINGWALLS AND THE EXISTING SPIRAL AND/OR STUD SHEAR CONNECTORS TO 1/4" ABOVE THE EXISTING STEEL BEAMS. REMOVAL AND DISPOSAL OF BRIDGE PAVEMENT WILL BE PAID FOR SEPARATELY UNDER CONTRACT ITEM 529.10.
- ITEM 529.20 PARTIAL REMOVAL OF STRUCTURE (US5 BR 66) SHALL BE USED FOR THE REMOVAL OF THE EXISTING BLAST PROTECTION MATERIAL FROM THE INTERIOR BEAMS AND DIAPHRAGMS OF SPAN NO. 2 AND SHALL BE PROPERLY DISPOSED OF. THE CONCRETE TYPE MATERIAL WITH WIRE MESH WHICH ENCASES MORE THAN TWO-THIRDS OF THE INTERIOR BEAMS LENGTH AND DIAPHRAGMS HAS BEEN TESTED AND DOES NOT CONTAIN ASBESTOS.
- THE CONTRACTOR SHALL TAKE CARE AS TO NOT DAMAGE THE EXISTING STEEL BEAMS WHILE REMOVING THE CONCRETE AND SPIRAL AND/OR STUD SHEAR CONNECTORS.
- ITEM 900.645 SPECIAL PROVISION (PUBLIC PROTECTION FOR BRIDGE PROJECTS) SHALL BE USED TO PROVIDE A TEMPORARY PROTECTION SYSTEM TO BRIDGE 62A TO PREVENT CONCRETE AND REINFORCING STEEL FROM FALLING ONTO THE TRACKS AND EMBANKMENTS UNDER THE BRIDGE.

### BRIDGE 66 DRAIN TROUGH

- THE CONTRACTOR SHALL PROVIDE AND ERECT STAGING AND/OR LADDERS SO THAT THE ENGINEER CAN INSPECT THE EXISTING DRAIN TROUGHS AT THE PIERS. PAYMENT FOR THIS WORK SHALL BE INCIDENTAL TO ITEM 900.640, "SPECIAL PROVISION (REMOVE AND RESTORE DRAIN TROUGH)".
- ITEM 900.640, "SPECIAL PROVISION (REMOVE AND REPLACE DRAIN TROUGH) SHALL INCLUDE ALL INCIDENTAL WORK AND MATERIALS FOR THE REMOVAL OF EXISTING DRAIN TROUGH AND REPLACING IT AS DETAILED IN THE PLANS.
- ITEM 900.640, "SPECIAL PROVISION (REMOVE AND RESTORE DRAIN TROUGH) SHALL INCLUDE ALL INCIDENTAL WORK FOR THE REMOVAL OF THE EXISTING DRAIN TROUGH, SALVAGING THE MATERIALS AND RESTORING THE DRAINAGE TROUGH. THE COST FOR ANY NEW CRADLES, DRAIN TROUGH SUPPORTS, AND APRON FABRIC AT THE FASCIA AS DETAILED IN THE PLANS SHALL BE INCIDENTAL TO THIS ITEM.

PROJECT NAME: HARTLAND  
PROJECT NUMBER: BHF BPNT (I2)

FILE NAME: zllc260pn.dgn  
PROJECT LEADER: M.A. COLGAN  
DESIGNED BY: S. FARNSWORTH  
PROJECT NOTES (I OF 2)

PLOT DATE: 1/3/2014  
DRAWN BY: M.C. SCOTT  
CHECKED BY: S. FARNSWORTH  
SHEET 5 OF 55