

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S 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 F UNLESS OTHERWISE NOTED.
3. ITEM 404.65 "EMULSIFIED ASPHALT" IS TO BE APPLIED AT A RATE OF 0.025 GAL/SY BETWEEN SUCCESSIVE COURSES OF PAVEMENT, OR AS DIRECTED BY THE ENGINEER.
4. THE STEEL PLATES INSTALLED IN THE NORTH BOUND LANE SHALL REMAIN PROPERTY OF THE AGENCY. SEE SPECIAL PROVISION 20 FOR THE REMOVAL AND DISPOSAL OF THE STEEL PLATES.

TRAFFIC CONTROL

5. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE FULLY OPERATIONAL A MINIMUM OF TWO WEEKS PRIOR TO THE BRIDGE CLOSURE PERIOD.
6. DURING THE ACTUAL CLOSURE. ELIMINATE PHASE 3 FOR S-1, AND REMOVE S-2 (SEE DETOUR PLAN).
7. A UNIFORMED TRAFFIC CONTROL OFFICER SHALL BE POSTED AT THE CLOSEST INTERSECTIONS TO THE CONSTRUCTION SITE DURING NIGHTTIME HOURS OF THE CLOSURE.
8. PAYMENT FOR ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR IMPLEMENTING THE DETOUR WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
9. DETOUR SIGNS SHALL BE LOCATED ADJACENT TO EXISTING INTERSECTION ROUTE MARKER ASSEMBLIES WHERE APPLICABLE.
10. CONFIRMATION ROUTE MARKERS SHALL BE INSTALLED IMMEDIATELY FOLLOWING EACH TURN AND AT ALL LOCATIONS ALONG DETOUR WHERE ROUTE MARKERS EXIST FOR THE PARENT ROUTE.
11. ANY EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED AS DIRECTED BY THE ENGINEER.
12. THE CONTRACTOR CANNOT BEGIN CONSTRUCTION UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED.

EARTHWORK

13. THE CONTRACTOR MAY SUBSTITUTE SUBBASE MATERIAL FOR THE SAND BORROW AS SHOWN IN THE MATERIAL TRANSITION DETAIL. THE SUBBASE MATERIAL SHALL BE THE TYPE SPECIFIED IN THE CONTRACT AND BE PLACED TO MEET THE SUBBASE SPECIFICATIONS. IF SUBBASE IS PLACED IN LIEU OF SAND BORROW, A GEOTEXTILE MEETING THE REQUIREMENTS OF ITEM 649.11 "GEOTEXTILE FOR ROADBED SEPARATOR" SHALL BE PLACED BETWEEN THE SUBGRADE AND SUBBASE MATERIAL. THIS GEOTEXTILE SHALL BE INCIDENTAL TO ITEM 301.35 "SUBBASE OF DENSE GRADED CRUSHED STONE".
14. THE AREA OF DISTURBANCE FOR THIS CULVERT HAS BEEN DEEMED BY THE VTRANS ARCHAEOLOGY OFFICER TO BE PREVIOUSLY DISTURBED.
15. CONCRETE BOUNDARY MARKERS ARE TO BE LOCATED AND RESET BY A LICENSED LAND SURVEYOR. PAYMENT SHALL BE MADE UNDER ITEM 619.20 "REMOVING AND RESETTING PROPERTY MARKERS".

PRECAST CONCRETE

16. ALL CONCRETE SHALL BE PRECAST. NO SUBSTITUTIONS WILL BE ALLOWED.
17. ITEM 540.10 "PRECAST CONCRETE STRUCTURE" INCLUDES ALL PRECAST CONCRETE COMPONENTS INCLUDING ALL BOX SEGMENTS, BAFFLES, CUT OFF WALLS, HEADWALLS, WINGWALLS AND ALL CONNECTIONS BETWEEN THESE COMPONENTS. SAID CONNECTIONS SHALL BE DESIGNED BY THE PRECAST FABRICATOR AND SUBMITTED TO THE VTRANS ENGINEER. THE SOIL PROPERTIES AND DESIGN PARAMETERS USED FOR THIS PROJECT ARE AS INDICATED BELOW:
 - A. SOIL UNIT WEIGHT = 140 PCF
 - B. DESIGN LIVE LOAD = HL-93
 - C. NOMINAL BEARING RESISTANCE (BEDROCK) = N/A
 - D. NOMINAL BEARING RESISTANCE (GRANULAR BACKFILL) = 3.69 KSF
 - E. BEARING RESISTANCE FACTOR = 0.45
 - F. DESIGN FILL OVER BOX = SEE PLAN DETAILS
 - G. AT-REST EARTH PRESSURE (K_o) = 0.43
 - H. CONCRETE COMPRESSIVE STRENGTH = SEE SUBSECTION 540.05(e)FURTHER DATA CAN BE FOUND IN THE GEOTECHNICAL REPORT DATED SEPTEMBER 24TH, 2015
18. THE PRECAST CONCRETE STRUCTURE SHALL BE DESIGNED FOR HYDROSTATIC PRESSURE UNLESS RAPID DRAINING MATERIAL MEETING THE REQUIREMENTS OF SUBSECTION 704.16 IS USED.
19. THE PRECAST BOX SECTIONS ARE SHOWN FOR REFERENCE ONLY. THE ACTUAL DIMENSIONS AND SHAPE WILL BE DEPENDENT ON THE FABRICATOR. THE MINIMUM INSIDE DIMENSIONS SHALL BE 7'-0" IN HEIGHT AND 10'-0" IN WIDTH. THE OVERALL LENGTH OF THE BOX SHALL BE 90'-0" ALONG THE STREAMBED GRADE. THE EXPOSED ENDS OF THE FIRST AND LAST UNITS SHALL BE VERTICAL.

20. ALL LIFTING HOLES AND BOLT POCKETS SHALL BE FILLED WITH MORTAR TYPE IV AFTER BEING SET IN THEIR FINAL POSITION. FILLING THE JOINTS BETWEEN SEGMENTS WITH GROUT IS NOT REQUIRED.
21. NO ADDITIONAL WORK (I.E. BACKFILLING OR MEMBRANE) IS ALLOWED UNTIL THE GROUT HAS REACHED A STRENGTH OF 2000 PSI OR 30% OF MAXIMUM.
22. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" X 1".
23. WATER REPELLENT, SILANE SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 514 AND SHALL BE APPLIED TO ALL EXPOSED EXTERIOR SURFACES OF THE PRECAST CONCRETE STRUCTURE.
24. SHEET MEMBRANE WATERPROOFING, PREFORMED SHEET, MEETING THE REQUIREMENTS OF SUBSECTION 519.02 SHALL BE APPLIED TO THE TOP AND THREE (3) FEET DOWN THE SIDES OF THE JOINTS BETWEEN ADJACENT PRECAST CONCRETE BOXES. PAYMENT FOR MEMBRANE WILL BE INCIDENTAL TO CONTRACT ITEM 540.10 "PRECAST CONCRETE STRUCTURE (10'-0" X 7'-0" X 90'-0" BOX)".
25. GEOTEXTILE FABRIC SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 649 AND SHALL BE APPLIED TO THE INTERFACE OF THE BOX SEGMENT AND WINGWALLS. PAYMENT FOR THIS GEOTEXTILE FABRIC WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 540.10 "PRECAST CONCRETE STRUCTURE (10'-0" X 7'-0" X 90'-0" BOX)".
26. A BRIDGE PLAQUE FURNISHED BY THE AGENCY SHALL BE CAST INTO WINGWALL 2. SEE SD-502.00 FOR FURTHER DETAILS.
27. BAFFLES SHALL BE DESIGNED BY THE FABRICATOR AND SHALL BE SPACED A MAXIMUM OF EVERY 8'-0" AND AT THE INLET AND OUTLET.

REINFORCING STEEL

28. ALL REINFORCING STEEL SHALL BE LEVEL I (EPOXY) REINFORCING STEEL IN ACCORDANCE WITH SECTION 507.
29. ALL REINFORCING STEEL SHALL HAVE A MINIMUM CLEAR COVER OF 2"
30. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:
 - A. SPACING +/- 1"
 - B. CLEARANCE +/- ¼"

ENVIRONMENTAL

31. EROSION CONTROL MEASURES SHALL BE UTILIZED AS REQUIRED AND SHALL BE PER SECTION 105 OF THE STANDARD SPECIFICATIONS AND THE LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL FROM THE AGENCY OF NATURAL RESOURCES. SEE SUBSECTION 105.23 FOR EROSION CONTROL PLAN REQUIREMENTS.
32. THE CONTRACTOR SHALL PREVENT ANY MATERIAL FROM ENTERING THE WATERWAY DURING EXCAVATION, OR THE INSTALLATION OF THE NEW STRUCTURE.
33. THE DESIGN INTENT IS TO ALLOW THE CONTRACTOR TO STAGE IN THE TRAVELED ROADWAY OF THE APPROACHES TO THE BRIDGE DURING THE CLOSURE PERIOD. ANY STAGING AREAS OUTSIDE OF THIS SHALL BE CLEARED FOR RESOURCES THROUGH THE VTRANS ENVIRONMENTAL UNIT.
34. AN EXISTING CONDITIONS SHEET HAS BEEN INCLUDED IN THE PLANS FOR USE OF THE CONTRACTOR IN SUBMITTALS.

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FILE NAME: sl2c598notes.dgn	PLOT DATE: 10-JAN-2017
PROJECT LEADER: J.B. MCCARTHY	DRAWN BY: J. SALVATORI
DESIGNED BY: J. SALVATORI	CHECKED BY: J.B.MCCARTHY
PROJECT NOTES	SHEET 4 OF 29