

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 LRFD BRIDGE DESIGN SPECIFICATIONS, 6TH EDITION, AND ITS LATEST REVISIONS.
- 2. ALL PRECAST CONCRETE ELEMENTS TO BE FABRICATED TO THE SPECIFIED DIMENSIONS WITHIN THE TOLERANCES DICTATED IN THE PRECAST/PRESTRESSED CONCRETE INSTITUTE TOLERANCE MANUAL FOR PRECAST AND PRESTRESSED CONCRETE CONSTRUCTION, MNL 135-00, AND ITS LATEST REVISIONS.
- 3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
- 4. THE BRIDGE IS DESIGNED FOR HL-93 LIVE LOAD.
- 5. ITEM 529.15 "REMOVAL OF STRUCTURE" IS FOR THE COMPLETE REMOVAL AND DISPOSAL OF THE EXISTING BRIDGE SUBSTRUCTURE AND SUPERSTRUCTURE, INCLUDING ALL BRIDGE RAIL WHERE THE REMOVAL IS OUTSIDE OF THE AREAS COVERED BY ANY OF THE EXCAVATION ITEMS.
- 6. NO SUBSTITUTION FOR PRECAST CONCRETE WILL BE PERMITTED.
- 7. PLACE TWO FREE-STANDING CONTRACTOR GRADE 30-FOOT FIBERGLASS EXTENSION LADDERS INSIDE THE ARCH, ONE AT EACH ABUTMENT, TO FACILITATE FUTURE MAINTENANCE AND INSPECTIONS. COST TO BE INCLUDED IN ALL CONTRACT PAY ITEMS. LADDERS ARE IN ADDITION TO THE INSPECTION RUNGS INCLUDED IN THE PRECAST ARCH.

TRAFFIC CONTROL

- 8. THE CONTRACTOR SHALL IMPLEMENT THE ROAD CLOSURE, TRAFFIC CONTROL, AND DETOUR AS SHOWN ON THE PLANS.
- 9. THE CONTRACTOR SHALL NOTIFY THE TOWN A MINIMUM OF TWO (2) WEEKS PRIOR TO CLOSING THE ROAD.
- 10. FULL ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES.
- 11. UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS OR NOTED OTHERWISE, ALL COSTS FOR WORK SHOWN ON THE TRAFFIC CONTROL SHEETS AND FOR TEMPORARY TRAFFIC CONTROL DEVICES WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR ITEM 641.10, "TRAFFIC CONTROL". THIS INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS:
 - TEMPORARY TRAFFIC BARRIERS
 - RETROREFLECTIVE DRUMS
 - SIGNS
 - SIGN POSTS AND STANDS
- 12. TEMPORARY TRAFFIC BARRIER SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 621.
- 13. 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).

EARTHWORK

- 14. THE CONTRACTOR'S ATTENTION IS DIRECTED TO SUBSECTION 301.06 REGARDING THE COMPACTION OF THE SUBBASE MATERIAL.

STRUCTURAL STEEL

- 15. ALL STRUCTURAL STEEL PAID UNDER ITEM 506.60, "STRUCTURAL STEEL (FPQ)" SHALL CONFORM TO AASHTO M270M/M270 GRADE 50 AND SHALL BE GALVANIZED.
- 16. ALL STRUCTURAL STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC).
- 17. ALL MEMBERS MARKED (CVN) MUST MEET THE CHARPY V-NOTCH TESTING REQUIREMENTS AS INDICATED IN SUBSECTION 714.01.
- 18. ALL FIELD CONNECTIONS SHALL BE MADE WITH 3/4" DIAMETER HIGH-STRENGTH BOLTS IN 3/8" DIAMETER HOLES, PER SECTION 506.
- 19. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.
- 20. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
- 21. SUPPORT BEAM ENDS SHALL BE VERTICAL UNDER FULL DEAD LOAD DEFLECTION.
- 22. THE FAYING SURFACES ON THE CONNECTION PLATES SHALL BE PREPARED AS CLASS "B". THESE SURFACES SHALL BE PROTECTED FROM DAMAGE AND CORROSION PRIOR TO THE CONNECTION.

CONCRETE

- 23. ALL PRECAST SUBSTRUCTURE, APPROACH SLAB, ARCH, AND ARCHITECTURAL PANEL CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 540 - PRECAST CONCRETE.
- 24. THE CONNECTION BETWEEN APPROACH SLAB UNITS SHALL MEET THE REQUIREMENTS OF ITEM 900.608, "SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE RAPID SET) (FPQ)".
- 25. CONCRETE FOR THE BRIDGE DECK OVERLAY, SIDEWALK ON BRIDGE, COPING, AND ARCHITECTURAL PANEL CLOSURE POURS SHALL BE ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A (FPQ)".
- 26. ALL OTHER CAST-IN-PLACE SUBSTRUCTURE CONCRETE, INCLUDING SUBFOOTING, SHALL BE ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B" UNLESS OTHERWISE NOTED.
- 27. THE OVERLAY 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.
- 28. RELATIVE TO GRADE, ALL SUPERSTRUCTURE RELATED POURS SHALL BEGIN FROM THE LOW ELEVATION END AND PROCEED TOWARDS THE HIGH ELEVATION END.
- 29. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH X 1 INCH UNLESS OTHERWISE NOTED.
- 30. ITEM 514.10, "WATER REPELLENT, SILANE", SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON THE BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE EXCEPT THE UNDERSIDE OF THE NEXT BEAMS AND THE PRECAST ARCH.
- 31. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 32. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT.
- 33. MINIMUM COVER FOR REINFORCING STEEL SHALL BE 2" ALONG THE BACK FACES OF WALLS AGAINST EARTH, 1 1/2" ALONG THE BOTTOM SURFACE OF NEXT BEAM FLANGE AND 3" ELSEWHERE, UNLESS OTHERWISE NOTED.
- 34. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).
- 35. EXPOSED FACES OF CAST-IN-PLACE PORTIONS OF WINGWALLS SHALL HAVE AN AESTHETIC FINISH IN ACCORDANCE WITH SECTION 501.

CONCRETE CONTINUED

- 36. REINFORCING STEEL IN THE OVERLAY, SIDEWALK ON BRIDGE, PARAPETS, COPING, AND CAST-IN-PLACE SECTIONS OF WINGWALLS AND CURTAIN WALLS SHALL BE PAID UNDER ITEM 507.12 REINFORCING STEEL, LEVEL 11. REINFORCING STEEL IN THE PRECAST SECTIONS OF WINGWALLS, ARCHITECTURAL PANELS, AND NEXT BEAMS SHALL MEET THE REQUIREMENTS OF SECTION 507 FOR LEVEL 11 REINFORCING STEEL AND WILL BE PAID UNDER THE APPROPRIATE CONCRETE ITEM. ALL REINFORCING STEEL IN THE PRECAST ABUTMENT STEMS, FOOTINGS, ARCH, AND APPROACH SLABS SHALL MEET THE REQUIREMENTS OF SECTION 507 FOR LEVEL 1 REINFORCING STEEL AND WILL BE PAID UNDER THE APPROPRIATE SECTION 540 CONTRACT ITEM.
- 37. CUTTING AND REPAIRING DAMAGED AREAS OF COATED REINFORCING STEEL SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 507.04 OF THE STANDARD SPECIFICATIONS.

SUBSTRUCTURE ON LEDGE

- 38. FOOTINGS AND SUB-FOOTINGS SHALL BE FOUNDED ON LEDGE WHICH HAS BEEN CLEANED OF ALL LOOSE ROCK AND DEBRIS TO ENSURE THAT SUBSTRUCTURES ARE PLACED ON COMPETENT ROCK.
- 39. UPON COMPLETION OF THE EXCAVATION FOR SUBSTRUCTURES FOUNDED ON BEDROCK AND PRIOR TO PLACING FORMWORK, THE RESIDENT ENGINEER SHALL NOTIFY THE PROJECT MANAGER AND THE VTRANS GEOLOGIST. THE GEOLOGIST WILL DETERMINE IF THE BEDROCK IS STABLE AND COMPETENT TO OBTAIN THE REQUIRED NOMINAL BEARING RESISTANCE. THE CONTRACTOR SHALL NOTIFY THE GEOLOGIST 48 HOURS PRIOR TO WHEN THE ANALYSIS WILL BE NEEDED.
- 40. LEDGE THAT IS EXCAVATED FOR PLACEMENT OF FOOTINGS SHALL BE EXCAVATED TO PROVIDE A LEVEL SURFACE OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 41. THE SUBSTRUCTURE UNITS HAVE BEEN DESIGNED FOR THE TOP OF FOOTING ELEVATIONS SHOWN ON THE PLANS. LEDGE SHALL BE EXCAVATED DOWN TO THE INDICATED BOTTOM OF FOOTING, INCLUDING 3" MIN GROUT BED, FOR THE FULL WIDTH (TOE TO HEEL) OF THE CONFIGURATION. IF THE LEDGE ELEVATION IS GREATER THAN 6" BELOW THE DESIGN BOTTOM OF FOOTING, A SUBFOOTING SHALL BE POURED SO THAT THE DESIGN TOP OF FOOTING IS AT THE REQUIRED ELEVATION. GROUT BED WILL BE PAID UNDER THE APPROPRIATE SECTION 540 CONTRACT ITEM. SUBFOOTINGS, IF REQUIRED, SHALL BE PAID UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B".
- 42. THE LIMITS OF THE SUBFOOTING (IF REQUIRED) SHALL BE 1'-0" OUTSIDE THE LIMITS OF THE FOOTING OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 43. SEE SECTIONS 203 AND 205 AND DRILLING AND BLASTING SPECIAL PROVISION FOR ADDITIONAL INFORMATION.

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PROJECT NOTES	(1 OF 3)
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SHEET	6 OF 104

