

GENERAL

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, 4TH EDITION, AND ITS LATEST REVISIONS.
2. THE BRIDGE GIRDERS WERE DESIGNED FOR HS 25 LIVE LOAD WITH NO ALLOWANCE FOR FUTURE PAVEMENT.
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS NOTED OTHERWISE.
4. ITEM 529.15 REMOVAL OF STRUCTURE IS FOR THE COMPLETE REMOVAL AND DISPOSAL OF THE EXISTING TRUSS BRIDGE, INCLUDING THE SUBSTRUCTURE DOWN TO ELEVATION 720'.
5. THE EXISTING STRUCTURAL STEEL IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE REGULATIONS WHEN HANDLING AND WORKING WITH THIS STEEL. THE REMOVED STRUCTURAL STEEL IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THE REMOVED EXISTING STRUCTURAL STEEL.

TRAFFIC MAINTENANCE DURING CONSTRUCTION

6. AS PART OF 900.645 SPECIAL PROVISION (ALL-INCLUSIVE TRAFFIC CONTROL), THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE ROADWAY, TRAFFIC, AND SAFETY ENGINEER FOR APPROVAL PER SUBSECTION 105.03. SEE SPECIAL PROVISIONS.
7. TWO-WAY TRAFFIC WILL BE MAINTAINED ON THE EXISTING STRUCTURE, ALTHOUGH DURING THE CONSTRUCTION PERIOD, THE CONTRACTOR MAY USE ONE-WAY TRAFFIC WITH FLAGGERS.
8. BLANK
9. ALL ITEMS REQUIRED TO IMPLEMENT THE CONTRACTOR'S TRAFFIC CONTROL PLAN WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (ALL-INCLUSIVE TRAFFIC CONTROL). THIS INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS:

TEMPORARY TRAFFIC BARRIER
UNIFORMED TRAFFIC OFFICER/FLAGGER
TEMPORARY PAVEMENT MARKINGS
TRAFFIC SIGNS, TYPE A
FLANGED CHANNEL SIGN POSTS

TEMPORARY PAVEMENT MARKINGS THAT REMAIN IN PLACE FOR FEWER THAN SEVEN CALENDAR DAYS SHALL BE TYPE II RAISED PAVEMENT MARKERS. ALL OTHER TEMPORARY PAVEMENT MARKINGS SHALL BE PAINT.

PILES

10. THE PILES SHALL BE HP 14 X 117.
11. THE ABUTMENT PILES SHALL NOT BE DRIVEN UNTIL THE ENGINEER DETERMINES THAT ALL OF THE EXPECTED SETTLEMENT HAS OCCURRED DUE TO THE SURCHARGING OPERATIONS.
12. THE PILES SHALL BE DRIVEN TO A NOMINAL RESISTANCE OF 640 KIPS BUT SHALL BE EMBEDDED IN THE GROUND A MINIMUM OF 45 FEET. TO PREVENT DAMAGE TO THE PILES, PILE SHOES SHALL BE REQUIRED AND SHALL CONFORM TO SECTION 505.
13. PILE TESTING AND SEQUENCE
 - A. A MINIMUM OF ONE DYNAMIC PILE TEST SHALL BE CONDUCTED ON THE FIRST PILE DRIVEN FOR EACH SUBSTRUCTURE UNIT, FOR A TOTAL OF THREE TESTS. MORE TESTS MAY BE REQUIRED BY THE RESIDENT ENGINEER.
 - B. ABUTMENT PILES SHALL BE DRIVEN STARTING AT THE CENTERLINE OF VT 100 AND WORKING OUTWARD SO THAT THE EXTERIOR PILES ARE DRIVEN LAST.
14. BLANK
15. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. THE ACTUAL IN PLACE LENGTHS MAY VARY.

CONCRETE

16. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" BY 1".
17. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
18. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING ± 1"
CLEARANCE ± 1/4"
19. THE DECK, CURBS, PIER HEAD, ABUTMENTS AND WINGWALLS SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A.
20. ALL OTHER SUBSTRUCTURE CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B.
21. THE CONSTRUCTION LOADS AND DEFLECTIONS OF STEEL SUPERSTRUCTURE WERE CALCULATED ASSUMING THE POURING SEQUENCE SHOWN IN THE PLANS. ANY CHANGE IN THE POURING SEQUENCE SHOWN IN THE PLANS NEEDS TO BE APPROVED BY THE PROJECT MANAGER BEFORE THE STRUCTURAL STEEL FABRICATION DRAWINGS HAVE BEEN APPROVED.
22. FOR BRIDGE DECK POURS, THE MAXIMUM TIME LIMIT FOR ANY COMBINATION OF POURS DONE IN ANY ONE DAY SHALL BE EIGHT HOURS. THERE SHALL BE A MINIMUM OF 96 HOURS BETWEEN THE COMPLETION OF ONE DAY'S POUR AND THE BEGINNING OF OTHER ADJACENT POURS. ALL INDIVIDUAL DECK POURS SHALL START FROM THE LOW END OF THE BRIDGE.
23. NO CONCRETE IN THE ABUTMENTS OR WINGWALLS SHALL BE PLACED ABOVE THE BRIDGE SEAT CONSTRUCTION JOINT UNTIL THE GIRDERS HAVE BEEN PROFILED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED.
24. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTHED WITH A MAGNESIUM FLOAT.
25. NO TRAFFIC SHALL BE ALLOWED ON THE NEW DECK UNTIL THE CURE PERIOD IS UP AND THE 28 DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
26. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP BEADS.
27. CONCRETE FORMWORK AND SUPPORTS.
 - A. FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE PLACED AT A MAXIMUM SPACING OF 4'-0". THE BRACKETS SHALL BEAR NEAR THE BOTTOM FLANGE AND IN NO CASE SHALL THEY BEAR ABOVE THE BOTTOM QUARTER OF THE WEB DEPTH.
 - B. PER SUBSECTION 501.09, THE CONTRACTOR SHALL SUBMIT A CONCRETE FORMWORK DESIGN FOR THE PIER.

STONE FILL

28. THE STONE FILL, TYPE IV SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE STRUCTURAL STEEL HAS BEEN SET.
29. THE STONE FILL, TYPE IV SHALL BE PLACED AROUND THE PIER BEFORE THE STRUCTURAL STEEL HAS BEEN SET.

STRUCTURAL STEEL

30. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
31. ALL HOLES IN THE WEBS OF THE FASCIA GIRDERS THAT ARE NOT OTHERWISE FILLED, SHALL BE FILLED WITH EITHER BUTTON HEAD OR HEX HEAD BOLTS. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
32. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH-STRENGTH BOLTS IN 15/16" DIAMETER HOLES, PER SECTION 506.
33. BLANK
34. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.
35. AFTER THE GIRDERS HAVE BEEN SET ON THE ANCHOR BOLTS AND BEFORE THE MORTAR PEDESTALS HAVE BEEN POURED, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF THE GIRDERS, AS DIRECTED BY THE RESIDENT ENGINEER, TO DETERMINE IF THE ELEVATIONS AT THE END OF THE GIRDERS SHOULD BE ADJUSTED. AFTER THE MORTAR PEDESTALS HAVE BEEN POURED, MORE EXTENSIVE ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF THE GIRDERS FOR CALCULATING THE HAUNCH DEPTHS.

BACKFILL

36. ALL ABUTMENT GAGES SHALL BE INSTALLED AND FUNCTIONING PROPERLY BEFORE BACKFILLING OPERATIONS COMMENCE.
37. BACKFILLING OF THE ABUTMENTS SHALL NOT BEGIN UNTIL THE DECK HAS BEEN POURED AND CURED. IF IT IS DESIRED TO BACKFILL BEFORE THE DECK HAS BEEN CURED, THEN THE CONTRACTOR SHALL SUBMIT A PLAN FOR SUPPORTING THE ABUTMENTS TO MINIMIZE DEFLECTIONS AND ROTATIONS CAUSED BY THE BACKFILLING OPERATION. THIS PLAN SHALL BE APPROVED BY THE PROJECT MANAGER BEFORE ANY BACKFILLING OPERATIONS BEGIN. AN ACCEPTABLE METHOD OF ACHIEVING THIS WOULD BE TO MAINTAIN THE SAME HEIGHT OF FILL ON THE FRONT AND BACK FACE OF THE ABUTMENT.
38. THE ROADWAY EMBANKMENT BEHIND ABUTMENT #1 AND #2 SHALL BE SURCHARGED TO CONSOLIDATE THE SOIL IN THESE LOCATIONS. SEE SHEET 65, THE GEOTECHNICAL LAYOUT SHEET, FOR ADDITIONAL INFORMATION. THE MONITORING INSTRUMENTATION SHALL BE PAID FOR UNDER ITEMS 900.620 SPECIAL PROVISION (SETTLEMENT PLATFORM, TYPE I) AND 900.620 SPECIAL PROVISION (SETTLEMENT PLATFORM, TYPE IV). ALL OF THE OTHER WORK REQUIRED FOR SURCHARGING THE ROADWAY, INCLUDING FURNISHING THE LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO COMPLETE THE WORK SHALL BE PAID FOR UNDER ITEM 900.645 SPECIAL PROVISION (SURCHARGING).

GENERAL NOTES SHEET

PROJECT NAME: STOCKBRIDGE
PROJECT NUMBER: BRF 013-4(21)

FILE NAME: 78f238/str5/sf238gennotes.dgrPLOT DATE: 06-FEB-2008
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