

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SIXTEENTH EDITION, AND ITS LATEST REVISIONS.
2. BRIDGE IS DESIGNED FOR HS 25 LIVE LOAD WITH NO ALLOWANCE FOR FUTURE PAVEMENT.
3. THE EXISTING BRIDGE SUPERSTRUCTURE, AND ANY PART OF THE ASSOCIATED WINGWALLS AND RETAINING WALLS WHICH ARE OUTSIDE OF THE COFFERDAM EXCAVATION LIMITS AND OUTSIDE OF THE UNCLASSIFIED CHANNEL EXCAVATION LIMITS DEFINED IN THE PLANS, WILL BE REMOVED UNDER ITEM 529.15, REMOVAL OF STRUCTURE (475 SF - EST.). PORTIONS OF THE ABUTMENTS, WINGWALLS AND RETAINING WALLS THAT ARE WITHIN THE COFFERDAM LIMITS, WILL BE REMOVED AS EITHER COFFERDAM EXCAVATION EARTH OR COFFERDAM EXCAVATION ROCK, AS APPROPRIATE. PORTIONS OF THE ABUTMENTS, WINGWALLS AND COFFERDAMS THAT ARE WITHIN THE UNCLASSIFIED CHANNEL EXCAVATION LIMITS WILL BE REMOVED UNDER ITEM 203.27.
4. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE, INTO ANY BROOK, STREAM OR RIVER.
5. THE STRUCTURE AT STA. 219+75 RIGHT WILL BE REMOVED AND DISPOSED OF. PAYMENT FOR THIS WORK WILL BE MADE UNDER ITEM 202.10, DEMOLITION AND DISPOSAL OF BUILDING.
6. A 5' WIDE PAVED PEDESTRIAN WALKWAY WILL BE PROVIDED FROM DETOUR STA. 305+40 TO STA. 305+65. A 4' HIGH RAILING SHALL SEPARATE THE PEDESTRIAN WALKWAY FROM THE PROPOSED DETOUR. THE RAILING SHALL BE ORNAMENTAL STEEL AS SHOWN ON SHEET 69. PAYMENT FOR MATERIALS, EQUIPMENT, AND LABOR NECESSARY FOR THE INSTALLATION OF THE RAILING WILL BE MADE UNDER ITEM 900.640 SPECIAL PROVISION (PEDESTRIAN HAND RAILING).
7. EMULSIFIED ASPHALT IS TO BE APPLIED AT A RATE OF 0.015 GALLONS PER SQUARE YARD BETWEEN SUCCESSIVE COURSES OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
8. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND GIVEN AT 68 DEGREES FAHRENHEIT UNLESS OTHERWISE NOTED.
9. THE BITUMINOUS CONCRETE SIDEWALK LOCATED AT VT 64 STA. 220+90 LEFT WILL BE RE-PAVED TO A DEPTH OF 1 INCH AS A PART OF THIS PROJECT. THE WORK REQUIRED TO ACCOMPLISH THIS WILL BE PAID FOR UNDER ITEM 406.25, BITUMINOUS CONCRETE PAVEMENT (PG 58-34). TESTING OF BITUMINOUS MATERIAL IS WAIVED FOR THIS SIDEWALK.
10. THE CURB REVEAL WILL VARY FROM 0" AT STA. 218+18 LT TO 10" AT STA. 218+73 LT. THE CURB REVEAL WILL VARY FROM 10" AT STA. 219+11.5 LT TO 0" AT STA. 219+21.5 LT.
11. THE SHRUB TO BE TRANSPLANTED, LOCATED AT STA. 220+52 LT, SHALL BE REPLANTED AT APPROXIMATELY THE SAME LOCATION, OR AS DIRECTED BY THE ENGINEER UPON COMPLETION OF THE REMOVAL OF THE OLD DI AND CONSTRUCTION OF THE NEW DI.

CONCRETE

12. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
13. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" BY 1".
14. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
15. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING + - 1"
CLEARANCE + - 1/4"
16. MINIMUM COVER FOR REINFORCING STEEL SHALL BE TWO (2) INCHES ALONG THE BACK FACES OF WALLS AGAINST EARTH, TWO AND ONE-HALF (2 1/2) INCHES ALONG THE TOP SURFACE OF THE DECK, ONE AND ONE-HALF (1 1/2) INCHES ALONG THE BOTTOM SURFACE OF THE DECK AND THREE (3) INCHES ELSEWHERE, UNLESS OTHERWISE NOTED.
17. ALL REINFORCING STEEL USED IN THE SLAB AND THE APPROACH SLABS WILL BE EPOXY COATED AND PAID FOR UNDER ITEMS 507.17. WHEN EPOXY COATED REINFORCING STEEL IS CUT, THE UNCOATED ENDS SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE MANUFACTURER. FLAME CUTTING OF EPOXY COATED REINFORCING WILL NOT BE PERMITTED.
18. 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.

19. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE SLAB BETWEEN THE DRIP BEADS.
20. ALL SUBSTRUCTURE CONCRETE SHALL BE CONCRETE HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED.
21. THE CAST-IN-PLACE SLAB AND THE APPROACH SLABS SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B.
22. THE CURBS AND SIDEWALKS SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A.
23. THE CURB AND SIDEWALK ON THE BRIDGE MAY BE PLACED IN ONE CONTINUOUS POUR, WITHOUT CONSTRUCTION JOINTS.

TEMPORARY ROADWAY

24. STATE HIGHWAY 64 IS TO BE CLOSED, BETWEEN HEBERT ROAD AND ROUTE 14, TO THRU TRAFFIC DURING CONSTRUCTION.
25. TRAFFIC WILL BE MAINTAINED ON A TWO-WAY PAVED TEMPORARY DETOUR LOCATED SOUTH OF THE EXISTING ROADWAY. CONSTRUCTION OF THE DETOUR ALSO INCLUDES CONSTRUCTION OF A PAVED PARKING LOT FOR THE RANDOLPH NATIONAL BANK, LOCATED AT STATION 304+25, LEFT OF THE TEMPORARY DETOUR. CONSTRUCTION OF THE DETOUR WILL ALSO INCLUDE INSTALLATION OF A TEMPORARY ENTRANCE FOR THE RANDOLPH NATIONAL BANK ONTO VT 14, (SEE NOTE 25) AND INSTALLATION OF A PEDESTRIAN WALKWAY AS SHOWN ON SHEET 23. ALL OF THIS WORK WILL BE INCLUDED IN THE UNIT PRICE BID FOR 900.645, SPECIAL PROVISIONS (TEMPORARY ROADWAY).
26. THE TEMPORARY ENTRANCE FROM VT 14 INTO THE PARKING LOT IN FRONT OF THE RANDOLPH NATIONAL BANK SHALL CONSIST OF A DRIVE, 12 FEET WIDE, AS SHOWN ON SHEET 23 OF 108. THIS DRIVE WILL HAVE A SUBBASE OF 15" OF SUBBASE OF DENSE GRADED CRUSHED STONE, AND WILL BE PAVED WITH 2 1/2" OF BITUMINOUS CONCRETE PAVEMENT (PG 58-34). THE COST OF THIS WORK WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645, SPECIAL PROVISION (TEMPORARY ROADWAY).
27. THE LOCATION OF THE TEMPORARY ROADWAY WILL REQUIRE THAT SOME OF WINGWALL 2 AS DESIGNED, BE CONSTRUCTED AND THE AREA BACKFILLED PRIOR TO INSTALLATION OF THE TEMPORARY ROADWAY, SEE SHEET 60 FOR THE LIMITS OF THIS WORK. IF THE CONTRACTOR PROPOSES TO CHANGE THE DESIGN SO THAT THE TEMPORARY DETOUR CAN BE INSTALLED PRIOR TO CONSTRUCTING ANY OF THE SUBSTRUCTURE. THE CONTRACTORS COFFERDAM DESIGN SHALL INDICATE HOW THIS WORK WILL BE DONE. NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR, FOR THIS ALTERNATE DESIGN.
28. PAYMENT FOR TWO COFFERDAM ITEMS ARE INCLUDED IN THIS CONTRACT. IF THE CONTRACTOR CHOSSES TO USE ONE COFFERDAM TO CONSTRUCT THE PORTION OF WINGWALL 2 DESIGNATED TO BE BUILT PRIOR TO THE INSTALLATION OF THE TEMPORARY ROADWAY AND ANOTHER FOR THE CONSTRUCTION OF THE REMAINDER OF ABUTMENT 1 AND WINGWALL 1, PAYMENT FOR BOTH PORTIONS OF THIS COFFERDAM WILL BE INCLUDED IN THE BID PRICE FOR 208.40 COFFERDAM (@ STA. 218+97).
29. THE CONTRACTOR SHALL NOTIFY MAINTENANCE DISTRICT 6; ~~ERNIE ENGLEHARDT~~, WAYNE GAMMELL DISTRICT TRANSPORTATION ADMINISTRATOR, 802-828-2691 AND THE TOWN OF WILLIAMSTOWN; ED MAGEE, TOWN MANAGER, 802-433-6671 A MINIMUM OF TWO (2) WEEKS PRIOR TO MOVING TRAFFIC TO THE DETOUR LOCATION.
30. WHEN THE TEMPORARY DETOUR IS NO LONGER NEEDED, SOME OF THE PAVEMENT BETWEEN DETOUR STATIONS 300+35 AND 304+25 WILL BE REMOVED, AS SHOWN ON SHEET 31 OF 108. WHERE THE PAVEMENT IS REMOVED, THE AREA WILL BE COVERED WITH A 6 INCH DEPTH OF TOPSOIL, SEEDED AND MULCHED. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 900.645, SPECIAL PROVISION (TEMPORARY ROADWAY).
31. ACCESS TO ALL DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES.
32. THE COST OF ALL ON AND OFF PROJECT TRAFFIC CONTROL SIGNS AND BARRICADES REQUIRED WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. PAYMENT WILL BE MADE UNDER ITEM 641.10, TRAFFIC CONTROL.

LEDGE

33. THE FOOTINGS FOR THE SUBSTRUCTURE SHALL BE FOUNDED ON LEDGE, WHICH SHALL BE CLEANED OF ALL LOOSE ROCK AND OTHER DEBRIS. THE LEDGE SHALL BE REMOVED AS REQUIRED TO ENSURE THAT THE FOOTINGS ARE PLACED ON COMPETENT ROCK.
34. UPON COMPLETION OF THE COFFERDAM EXCAVATION AND PRIOR TO PLACING FORMWORK, THE RESIDENT ENGINEER WILL CONTACT THE SOILS AND FOUNDATIONS ENGINEER/ ENGINEERING GEOLOGIST FROM THE VERMONT AGENCY OF TRANSPORTATION TO INSPECT THE LEDGE TO DETERMINE IF IT IS COMPETENT TO SUPPORT THE DESIGN PRESSURES AS SHOWN ON THE PLANS. THE GEOLOGIST SHALL BE ALLOWED 5 WORKING DAYS FROM NOTICE OF EXCAVATION COMPLETION TO MAKE THE INSPECTION AND THE DETERMINATION OF THE COMPETENCY OF THE LEDGE.
35. LEDGE THAT IS EXCAVATED FOR THE PLACEMENT OF FOOTINGS SHALL BE EXCAVATED TO PROVIDE A LEVEL SURFACE OR AS DIRECTED BY THE ENGINEER.

36. A MAXIMUM OF 6" OVERBREAKAGE WILL BE ALLOWED AND WILL BE REPLACED WITH CONCRETE, HIGH PERFORMANCE, CLASS B. OVERBREAKAGE BEYOND THE 6" WILL BE REPLACED WITH CONCRETE, HIGH PERFORMANCE, CLASS B AT THE CONTRACTOR'S EXPENSE.
37. FOR ALL SUBSTRUCTURE UNITS WHERE LEDGE IS 1 FOOT OR LESS BELOW THE BOTTOM OF THE FOOTING AS DESIGNED, THE FOOTING MAY BE POURED TO THE TOP OF THE LEDGE USING CONCRETE, HIGH PERFORMANCE CLASS B.
38. FOR ALL SUBSTRUCTURE UNITS WHERE THE LEDGE IS BELOW THE DESIGNED BOTTOM OF FOOTING ELEVATION BY MORE THAN 1 FOOT, A LEDGE PROFILE SHALL BE PROVIDED TO THE PROJECT MANAGER SO THAT IT MAY BE DETERMINED WHETHER THE FOOTING MAY BE LOWERED OR IF A SUB-FOOTING IS REQUIRED. IF A SUB-FOOTING IS REQUIRED IT WILL BE PAID FOR UNDER THE ITEM 541.30, CONCRETE, CLASS C.
39. IF A SUBFOOTING IS USED, #8 DOWELS WILL BE DRILLED AND GROUTED INTO LEDGE AS SHOWN ON THE SUBFOOTING DETAIL ON SHEET 57, DOWELS WILL ALSO BE USED TO CONNECT THE FOOTING TO THE SUBFOOTING AS SHOWN IN THE DETAIL. THE DOWELS WILL BE SPACED AT 4'-0", AND WILL HAVE AN EMBEDMENT OF 2'-0" IN THE LEDGE AND A MINIMUM EMBEDMENT OF 1'6" IN BOTH THE SUBFOOTING AND THE FOOTING. THE DRILLING AND GROUTING WILL BE PAID FOR UNDER ITEM 507.16 DRILLING AND GROUTING DOWELS, HOWEVER THE DOWELS WILL BE PAID FOR UNDER 507.15 "REINFORCING STEEL".
40. IF LEDGE IS ABOVE THE DESIGNED BOTTOM OF FOOTING ELEVATION, THE FOOTING ELEVATION MAY BE RAISED. BEFORE ANY ADJUSTMENT IN THE FOOTING ELEVATION IS MADE, THE PROJECT MANAGER WILL BE CONTACTED FOR APPROVAL.
41. THE ABUTMENTS AND WINGWALLS ARE DESIGNED FOR A MAXIMUM FOOTING PRESSURE OF 10 KSF.

STONE FILL

42. THE STONE FILL, TYPE II MAY NOT BE REQUIRED IN AREAS OF EXPOSED LEDGE, AS DETERMINED BY THE ENGINEER.

UTILITIES

43. THE CONTRACTOR IS ALERTED TO THE PRESENCE OF A SEWER MAIN LOCATED ON THE LEFT SIDE OF VT 64. IN THE AREA OF THE EXISTING BRIDGE, THIS SEWER MAIN IS WITHIN A TRENCH EXCAVATED INTO THE LEDGE, AND IS COVERED WITH CONCRETE. THIS SEWER MAIN IS TO REMAIN IN PLACE AND IN SERVICE. A PORTION OF WINGWALL #3 AND ABUTMENT #1 WILL BE CONSTRUCTED ON TOP OF THE CONCRETE ENCASUREMENT. THE CONTRACTOR WILL USE CARE IN WORKING AROUND THIS SEWER MAIN AND IS DUE NO EXTRA COMPENSATION FOR THE INCONVENIENCE OF WORKING AROUND THIS UTILITY. ANY DAMAGE THAT OCCURS TO THIS SEWER MAIN DURING CONSTRUCTION WILL BE CORRECTED AT THE CONTRACTOR'S EXPENSE. THE APPROXIMATE LOCATION OF THIS SEWER MAIN IS SHOWN ON THE PLANS. THE CONTRACTOR SHALL VERIFY THE LOCATION IN THE FIELD.
44. THE CONTRACTOR IS ALERTED TO THE PRESENCE OF A WATER LINE LOCATED ON THE RIGHT SIDE OF VT 64. THIS WATER LINE RUNS THROUGH THE AREA THAT MUST BE EXCAVATED TO CONSTRUCT WINGWALL #2. THIS WATER LINE IS TO REMAIN IN PLACE, AND IN SERVICE. THE CONTRACTOR WILL USE CARE IN WORKING AROUND THIS WATER LINE AND IS DUE NO EXTRA COMPENSATION FOR THE INCONVENIENCE OF WORKING AROUND THIS UTILITY. ANY DAMAGE THAT OCCURS TO THIS WATER LINE DURING CONSTRUCTION WILL BE CORRECTED AT THE CONTRACTOR'S EXPENSE. THE APPROXIMATE LOCATION OF THIS WATER LINE IS SHOWN ON THE PLANS. THE CONTRACTOR SHALL VERIFY THE LOCATION IN THE FIELD.
45. THE CONTRACTOR IS ALERTED TO THE PRESENCE OF A WATER LINE LOCATED ON THE LEFT SIDE OF VT 64. THIS WATER LINE RUNS THROUGH THE AREA THAT MUST BE EXCAVATED TO INSTALL THE PIPE AT STATION 220+45. THIS WATER LINE IS TO REMAIN IN PLACE AND IN SERVICE. THE CONTRACTOR WILL USE CARE IN WORKING AROUND THIS WATER LINE AND IS DUE NO EXTRA COMPENSATION FOR THE INCONVENIENCE OF WORKING AROUND THIS UTILITY. ANY DAMAGE THAT OCCURS TO THIS WATER LINE DURING CONSTRUCTION WILL BE CORRECTED AT THE CONTRACTOR'S EXPENSE. THE APPROXIMATE LOCATION OF THIS WATER LINE IS SHOWN ON THE PLANS. THE CONTRACTOR SHALL THE VERIFY THE LOCATION IN THE FIELD.

GENERAL NOTES

PROJECT NAME: WILLIAMSTOWN

PROJECT NUMBER: BRS 0204(4)

FILE NAME: STRUCTURES\SEI\EXCEL.DGN

PLOT DATE: 07-APR-2008

PROJECT LEADER: M. EVANS-MONGEON

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