

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2002, AND ITS LATEST REVISIONS.
2. DURING CONSTRUCTION, TRAFFIC SHALL BE MAINTAINED ON A TWO-WAY TEMPORARY BRIDGE CONSTRUCTED DOWNSTREAM OF THE EXISTING STRUCTURE. CONSTRUCTION AND MAINTENANCE OF THE TEMPORARY BRIDGE AND ITS APPROACHES SHALL BE PAID FOR UNDER ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE (MOD.)."
3. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL TEMPORARY ON AND OFF-PROJECT SIGNS AND BARRICADES AS SHOWN IN THE PLANS AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL."
4. 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."
5. ANY EXISTING SIGNS, POSTS, BARRICADES OR OTHER SALVAGEABLE ITEMS NOT RE-USED SHALL REMAIN THE PROPERTY OF THE STATE OF VERMONT. THE CONTRACTOR SHALL STOCKPILE THESE ITEMS AT THE PROJECT SITE FOR REMOVAL BY THE STATE. THE CONTRACTOR SHALL CONTACT DTA, DALE PERRON (TELEPHONE NO. (802)334-7934) WHEN THESE ITEMS ARE READY FOR REMOVAL FROM THE PROJECT SITE.
6. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, IN PARTICULAR THE DISCHARGE OF RAW CONCRETE INTO THE EAST BRANCH OF THE PASSUMPSIC RIVER, AS DIRECTED BY THE RESIDENT ENGINEER AND STANDARD SPECIFICATIONS SECTION 105.
7. THE LOCATION SHOWN IN THE PLANS FOR A NEW GATE AT THE HEAD OF THE EXISTING WOODS DRIVE (MAINLINE STA. 3+540 LT.) IS A PROPOSED LOCATION ONLY. AFTER CONSULTATION WITH THE PROPERTY OWNER, THE RESIDENT ENGINEER SHALL DETERMINE THE FINAL LOCATION OF THE GATE. PAYMENT FOR THE GATE AND ITS INSTALLATION SHALL BE MADE UNDER ITEMS 620.15, "GATE FOR CHAIN-LINK FENCE, 1.2 M" AND 620.20, "BRACING ASSEMBLY FOR CHAIN-LINK FENCE, 1.2 M".
8. FOR INFORMATION REGARDING UTILITIES, SEE THE SPECIAL PROVISIONS.
9. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES CELSIUS.

EARTHWORK AND RELATED ITEMS

10. THE TEMPORARY BRIDGE AND ITS APPROACHES SHALL BE CONSTRUCTED AND PAID FOR IN ACCORDANCE WITH ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE (MOD.)". THE APPROACHES TO THE TEMPORARY BRIDGE SHALL BE PAVED WITH 80 MILLIMETERS OF PAVEMENT. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS ON THIS ITEM.
11. TEMPORARY CONSTRUCTION FILLS WITHIN THE WATERCOURSE FOR ANY PURPOSE SHALL CONSIST OF CLEAN STONE FILL ONLY. NO OTHER FILLING IN THE STREAM SHALL OCCUR WITHOUT THE APPROVAL OF THE STREAM ALTERATION ENGINEER.
12. REMOVAL OF THE EXISTING SUPERSTRUCTURE AND THOSE PORTIONS OF THE EXISTING SUBSTRUCTURES NOT REMOVED UNDER ITEM 208.35, "COFFERDAM EXCAVATION, ROCK" OR ITEM 203.27, "UNCLASSIFIED CHANNEL EXCAVATION" SHALL BE PAID FOR UNDER ITEM 529.15 "REMOVAL OF STRUCTURE".
13. COFFERDAMS ARE REQUIRED FOR THE CONSTRUCTION OF THE NEW SUBSTRUCTURE UNITS. COFFERDAMS SHALL CONSIST OF STEEL SHEETING ONLY. PAYMENT FOR COFFERDAM EXCAVATION WILL BE MADE ONLY FOR SUCH EXCAVATION WITHIN THE LIMITS SHOWN ON THE PLANS.
14. THE SUBSTRUCTURES HAVE BEEN DESIGNED FOR THE FOOTING ELEVATIONS SHOWN ON THE PLANS. THE INTENTION IS TO USE SUBFOOTINGS OF CONCRETE, CLASS "C" IN AREAS WHERE THE LEDGE IS MORE THAN 150 MILLIMETERS BELOW THE DESIGN BOTTOM OF FOOTING ELEVATIONS. AFTER THE LEDGE HAS BEEN EXPOSED, ADJUSTMENTS TO THE BOTTOM OF FOOTING ELEVATIONS MAY BE NECESSARY TO MINIMIZE THE LEDGE REMOVAL AND/OR REDUCE THE AMOUNT OF SUBFOOTING CONCRETE. CONTACT THE PROJECT MANAGER FOR POSSIBLE REDESIGN IF THE LEDGE PROFILES DIFFER FROM THOSE SHOWN ON THE PLANS. NO FURTHER WORK SHALL BE DONE ON THE FOOTINGS UNTIL A REPLY IS RECEIVED FROM THE STRUCTURES SECTION. A TURN-AROUND TIME OF UP TO FIVE BUSINESS DAYS MAY BE EXPECTED.
15. THE COST OF LEDGE EXCAVATION SHALL BE PAID UNDER ITEM 208.35, "COFFERDAM EXCAVATION, ROCK". ALL OVERBREAKAGE SHALL BE REPLACED WITH "CONCRETE, CLASS C". A MAXIMUM OF 150 MILLIMETERS AVERAGE OVERBREAKAGE DEPTH SHALL BE PAID FOR. ANY ADDITIONAL CONCRETE SHALL BE AT THE CONTRACTOR'S EXPENSE.
16. THE "STONE FILL, TYPE IV" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE NEW STEEL GIRDERS ARE SET.
17. "STONE FILL, TYPE I" SHALL BE USED FOR EROSION CONTROL AS SHOWN IN THE PLANS AND AT THE DISCRETION OF THE RESIDENT ENGINEER. PAYMENT FOR MATERIAL AND PLACEMENT SHALL BE MADE UNDER ITEM 613.10, "STONE FILL, TYPE I".

STRUCTURAL STEEL

18. 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.
19. UNLESS OTHERWISE NOTED, ALL NEW STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270M/M270 GRADE 345W AND SHALL BE PAID FOR UNDER ITEM 506.55, "STRUCTURAL STEEL (PLATE GIRDER)".
20. STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS.
21. ALL FIELD CONNECTIONS SHALL BE MADE USING M22 BOLTS MEETING AASHTO M164, TYPE 3. UNLESS OTHERWISE NOTED, HOLE DIAMETER SHALL BE 24 MILLIMETERS. ANY CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
22. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE RESIDENT ENGINEER FOR USE IN DETERMINING FINISHED GRADES.
23. FLEMING BRACKETS OR SIMILAR FALSEWORK SHALL BE SPACED AS REQUIRED BY DESIGN, BUT SHALL BE LIMITED TO A MAXIMUM SPACING OF 1200 MILLIMETERS. THE DESIGN OF FALSEWORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
24. ANY BOLT HOLES IN THE WEBS OF FASCIA GIRDERS NOT OTHERWISE FILLED SHALL BE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19 OF THE STANDARD SPECIFICATIONS.

CONCRETE

25. SUBSTRUCTURE CONCRETE AND APPROACH SLABS SHALL BE HIGH PERFORMANCE CLASS B AND SHALL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B". DECK (INCLUDING CURTAIN WALLS AND APPROACH SLAB BRACKETS) AND CURB CONCRETE SHALL BE HIGH PERFORMANCE CLASS A AND SHALL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A".
26. CONCRETE FOR SUBFOOTING SHALL BE PAID FOR UNDER ITEM 501.30, "CONCRETE, CLASS C". PAYMENT FOR SUBFOOTING CONCRETE WILL BE MADE ONLY FOR CONCRETE WITHIN THE LIMITS FOR SUBFOOTING SHOWN ON THE PLANS.
27. THE TOP SURFACE OF SUBFOOTING POURS SHALL BE ROUGHENED TO A RAKE FINISH TO HELP PREVENT SLIDING AT THE SUBFOOTING/FOOTING INTERFACE.
28. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. ALL OTHER AREAS OF BRIDGE SEATS SHALL BE SLOPED 40 MILLIMETERS PER METER. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A FLOAT FINISH.
29. CONCRETE PORTIONS OF ABUTMENTS AND WINGWALLS ABOVE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL FINISH GRADES HAVE BEEN DETERMINED BY THE RESIDENT ENGINEER.
30. IN ACCORDANCE WITH SUBSECTION 506.23(A) OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION AND AS DIRECTED BY THE RESIDENT ENGINEER, THE CONTRACTOR SHALL TAKE MEASURES NECESSARY TO PROTECT ALL SUBSTRUCTURE CONCRETE FROM STAINING DUE TO OXIDE FORMATION ON THE STRUCTURAL STEEL PRIOR TO PLACEMENT OF THE DECK. THESE MEASURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B". ANY SUCH STAINING THAT OCCURS PRIOR TO DECK PLACEMENT SHALL BE REMOVED AT NO ADDITIONAL COST TO THE STATE.
31. 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 AS SHOWN ON SHEET 37 OF THE PLANS SHALL BE USED BETWEEN ADJACENT POURS. A MINIMUM NINETY-SIX (96) HOUR DELAY BETWEEN ADJACENT POURS SHALL BE OBSERVED.
32. LOADING ALLOWANCE ON THE NEW DECK SHALL BE IN ACCORDANCE WITH SUBSECTION 501.18(B) OF THE STANDARD SPECIFICATIONS.
33. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 MILLIMETERS X 25 MILLIMETERS.
34. WATER REPELLENT (MOD.-SILANE) SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP NOTCHES.
35. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
36. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
37. ALL SUPERSTRUCTURE REINFORCING STEEL SHALL BE EPOXY COATED AND PAID FOR UNDER ITEM 507.17, "EPOXY COATED REINFORCING STEEL". CUTTING AND REPAIRING DAMAGED AREAS OF COATED REINFORCING STEEL SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 507.04 OF THE STANDARD SPECIFICATIONS.
38. MINIMUM COVER FOR REINFORCING STEEL SHALL BE AS INDICATED IN THE PLANS.
39. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:
 SPACING: +/- 25 MILLIMETERS
 CLEARANCE: +/- 6 MILLIMETERS

PROJECT NOTES

PROJECT NAME:	LYNDON
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PROJECT MANAGER:	R. R. WHITCOMB
DESIGNED BY:	S. SCRIBNER
PLOT DATE:	29-NOV-2005
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