

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 FOURTH EDITION, DATED 2007, AND ITS LATEST REVISIONS.
2. THE BRIDGE IS DESIGNED FOR HL-93 LIVE LOAD WITH AN ALLOWANCE FOR 3" OF FUTURE PAVEMENT.
3. EXISTING SIGNS NOT REUSED SHALL REMAIN PROPERTY OF THE STATE OF VERMONT. THESE SIGNS SHALL BE STOCKPILED ON THE PROJECT SITE AND THEN LOADED ON A TRUCK SUPPLIED BY DISTRICT II. CONTACT DTA. WAYNE GAMMELL AT (802) 251-2001 TO ARRANGE REMOVAL FROM THE PROJECT SITE.
4. ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED FOR REMOVAL OF THE EXISTING STRUCTURE INCLUDING THE SUPERSTRUCTURE, TEMPORARY BENT, PIER AND ANY PORTION OF THE ABUTMENTS OUTSIDE THE LIMITS OF STRUCTURE EXCAVATION OR UNCLASSIFIED CHANNEL EXCAVATION. THE PIER AND ABUTMENT NO. 2 SHALL BE REMOVED TO THE TOP OF FOOTING ELEVATION OR 3 FEET BELOW STREAMBED, WHICHEVER IS HIGHER. ABUTMENT NO.1 SHALL BE REMOVED IN ITS ENTIRETY.
5. DURING CONSTRUCTION, TRAFFIC SHALL BE MAINTAINED ON A TWO-WAY TEMPORARY BRIDGE CONSTRUCTED UPSTREAM OF THE EXISTING STRUCTURE. THE TEMPORARY BRIDGE AND THE APPROACHES TO THE TEMPORARY BRIDGE SHALL BE PAVED WITH 3 INCHES OF PAVEMENT.
6. THE AREA DISTURBED BY THE TEMPORARY DETOUR SHALL BE SEEDED AND MULCHED AFTER ALL OF THE FILL IS REMOVED TO THE ORIGINAL GROUND SURFACE. THE COST OF THE SEED, FERTILIZER, AND MULCH WILL BE PAID FOR UNDER THE BID PRICE FOR THE RESPECTIVE ITEMS.
7. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.

EARTHWORK AND RELATED ITEMS

8. THE "STONE FILL, TYPE III" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE NEW STEEL GIRDERS ARE SET.
9. "STONE FILL, TYPE I" SHALL BE USED FOR EROSION CONTROL AS SHOWN ON THE PLANS AND AT THE DISCRETION OF THE RESIDENT ENGINEER.

STRUCTURAL STEEL

10. 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.
11. STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS.
12. ALL FIELD CONNECTIONS SHALL BE MADE USING 7/8 INCH BOLTS IN 15/16 INCH HOLES PER SECTION 506. ANY CONNECTIONS NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
13. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE RESIDENT ENGINEER TO DETERMINE IF THE GIRDER ELEVATIONS NEED TO BE ADJUSTED AND FOR USE IN DETERMINING FINISHED GRADES.
14. FLEMING BRACKETS OR SIMILAR FALSEWORK SHALL BE SPACED AS REQUIRED BY DESIGN, BUT SHALL BE LIMITED TO A MAXIMUM SPACING OF 4 FEET. THE DESIGN OF FALSEWORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
15. 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.

STRUCTURAL STEEL, H-PILE

16. THE PILES SHALL HP 12 X 74.
17. PILE SHOES SHALL BE REQUIRED AND SHALL CONFORM TO SECTION 505.
18. THE PILES SHALL BE DRIVEN TO A NOMINAL RESISTANCE OF 428 KIPS, AS DETERMINED BY THE RESULTS OF DYNAMIC TESTING, AS INTERPRETED BY THE RESIDENT ENGINEER. HOWEVER, THE PILES SHALL BE DRIVEN TO A MINIMUM DEPTH OF 30 FEET BELOW THE BOTTOM OF STEM ELEVATION.
19. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED TO BE 80 FEET BELOW GRADE. THE ACTUAL IN PLACE LENGTHS MAY VARY.
20. TO ENSURE THAT THE NOMINAL CAPACITY HAS BEEN ATTAINED AND TO PREVENT THE OVERSTRESSING OF THE PILES DURING DRIVING OPERATIONS, DYNAMIC TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 505.04 (c) - 2 OF THE STANDARD SPECIFICATIONS. PAYMENT FOR PILE TESTING SHALL BE MADE UNDER ITEM 505.45 "DYNAMIC PILE LOADING TEST". A MINIMUM OF ONE DYNAMIC PILE TEST SHALL BE CONDUCTED ON THE FIRST PILE DRIVEN FOR EACH SUBSTRUCTURE UNIT, FOR A TOTAL OF 2 TESTS. MORE TESTS MAY BE REQUIRED BY THE RESIDENT ENGINEER.

CONCRETE

21. SUBSTRUCTURE CONCRETE SHALL BE PAID FOR UNDER ITEM 501.34 "CONCRETE, HIGH PERFORMANCE CLASS B". THE SUBSTRUCTURE SHALL INCLUDE THE STEM BELOW THE CONSTRUCTION JOINT AND THE PORTION OF THE WINGWALLS BELOW THE CONSTRUCTION JOINT. ITEM 900.608 "SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT)" SHALL BE USED TO PAY FOR THE DECK, THE STEM ABOVE THE CONSTRUCTION JOINT, THE WINGWALLS ABOVE THE CONSTRUCTION JOINT AND THE APPROACH SLABS. ITEM 900.640 "SPECIAL PROVISION (BRIDGE RAILING, F-SHAPE CONCRETE)" SHALL BE USED TO PAY FOR CONCRETE BRIDGE RAILING.
22. NO CONCRETE IN THE ABUMENTS OR WINGWALLS SHALL BE PLACED ABOVE THE BRIDGE SEAT ELEVATIONS UNTIL THE GIRDERS HAVE BEEN PROFILED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED.
23. 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.
24. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH X 1 INCH.
25. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP NOTCHES. THE DECK AND APPROACH SLAB SURFACES SHALL BE CLEANED BY BEING PRESSURE WASHED, AFTER GROOVING OPERATIONS, PRIOR TO TREATMENT. PRESSURE WASHING SHALL BE INCIDENTAL TO ITEM 514.10 "WATER REPELLENT, SILANE".
26. THE TOP SURFACE OF THE PILE CAP SHALL BE GIVEN A FLOAT FINISH TO GRADE. THE CONCRETE WITHIN THE REINFORCING CAGE SHALL BE ROUGHENED BY RAKING PARALLEL TO THE FACE OF THE ABUTMENT TO AN AMPLITUDE OF 1/2 INCH. THE CONCRETE OUTSIDE THE REINFORCING CAGE SHALL REMAIN SMOOTH.
27. THE DECK AND APPROACH SLABS WILL HAVE A LOGITUDINAL GROOVED FINISH. THIS WORK WILL BE PAID FOR UNDER ITEM 900.675 "SPECIAL PROVISION (LONGITUDINAL DECK GROOVING)".
28. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:
 SPACING: +/- 1 INCH
 CLEARANCE: +/- 1/4 INCH

TRAFFIC CONTROL

29. TEMPORARY APPROACH TRAFFIC SIGNS SHALL BE LOCATED ACCORDING TO VERMONT STATE STANDARD E-107 AND E-100A AND THE 2003 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
30. FULL ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
31. FOR ADDITIONAL SIGNING INSTRUCTIONS SEE STDS E-100, E-100A, E-101, E-102A, E-106, AND E-142.
32. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL TEMPORARY SIGNS ON AND OFF-PROJECT ALONG WITH 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".
33. THE CONTRACTOR SHALL COVER OR REMOVE ANY SIGNS THAT CONTRADICT TEMPORARY TRAFFIC CONTROL SIGNS. ALL SIGNS REMOVED OR COVERED BY THE CONTRACTOR SHALL BE REPLACED OR UNCOVERED BY THE CONTRACTOR WHEN THE TRAFFIC CONTROL PLAN IS DISASSEMBLED. PAYMENT FOR REMOVAL AND REPLACEMENT, COVERING AND UNCOVERING OF SIGNS AND PLACEMENT AND REMOVAL OF TEMPORARY OVERLAYS SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL". ANY DAMAGE TO EXISTING SIGNS BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR WITH NO EXTRA COMPENSATION.
34. LIMITS OF TEMPORARY DETOUR MUST BE WITHIN THE RIGHT-OF-WAY. ALL WORK NECESSARY TO MEET THIS CONDITION WILL BE INCIDENTAL TO ITEM 528.11 "TWO-WAY TEMPORARY BRIDGE".

PROJECT:	CHESTER	PROJECT NO.:	BRF 016-1 (25)
DESIGN FILE NAME:	88b194\Structures\88b194note.dgn		
IPARM FILE NAME:	88b194gen.i	PLOT DATE:	
DESIGNED BY:	E. L. RUSTAY	DRAWN BY:	H. I. SALLS
SQUAD LEADER:	C. P. WILLIAMS	CHECKED BY:	R. S. YOUNG
GENERAL NOTES		SHEET:	22 OF 50