

GENERAL

1. ALL MATERIAL 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, DATED 2012, AND ITS LATEST REVISIONS.
2. THE BRIDGE WAS DESIGNED FOR THE HL-93 LIVE LOAD WITH 2½" FUTURE PAVEMENT.
3. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL AND VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
4. THE CONTRACTOR SHALL BE MADE AWARE THAT EXISTING UTILITIES ARE WITHIN THE CONSTRUCTION LIMITS OF BRIDGE 3. THE LOCATION OF ANY UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. NO CLAIMS ARE MADE AS TO THE ACCURACY OR COMPLETENESS OF THE UTILITIES SHOWN. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR LOCATING AND PROTECTING FROM DAMAGE ALL UTILITIES ON SITE DURING ALL STAGES OF CONSTRUCTION. SEE UTILITY PLANS AND SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
5. THE REMOVAL OF THE EXISTING WATER LINE ON THE BRIDGE SHALL BE INCIDENTAL TO ITEM 529.15 - REMOVAL OF STRUCTURE.
6. ALL PG BINDER USED IN BITUMINOUS CONCRETE PAVEMENT SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
7. EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL COLD PLANED SURFACES AT THE RATE OF 0.040 GAL/SY AND BETWEEN ALL COURSES OF PAVEMENT AT THE RATE OF 0.025 GAL/SY OR AS DIRECTED BY THE ENGINEER.
8. ANY REQUIRED SAWCUT OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO THE WEARING COURSE PAY ITEM.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO PRIVATE OR PUBLIC PROPERTY CAUSED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.
10. UPON COMPLETION OF THE BRIDGE CONSTRUCTION THE CONTRACTOR SHALL REMOVE THE DETOUR, RESTORE THE DETOUR SITE TO THE ORIGINAL GRADE AND STABILIZE AS SHOWN ON THE EPSC FINAL CONDITIONS PLAN.
11. SLOPE ROUNDING: ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET B-5.
12. NO WINTER WORK WILL BE ALLOWED. ALL PROVISIONS OF SUBSECTION 108.09 SHALL APPLY.
13. SHEET 79 IS INCLUDED FOR REFERENCE ONLY. ALL WORK SHOWN ON SHEET 79 WILL BE COMPLETED PRIOR TO CONSTRUCTION AND BY OTHERS.

EARTHWORK AND RELATED ITEMS

14. 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.
15. THE "STONE FILL, TYPE IV" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE NEW STEEL GIRDERS ARE SET.
16. ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED FOR THE REMOVAL OF THE EXISTING STRUCTURE INCLUDING THE SUPERSTRUCTURE, PIER, AND ABUTMENTS OUTSIDE THE LIMITS OF STRUCTURE EXCAVATION OR UNCLASSIFIED CHANNEL EXCAVATION. THE PIER SHALL BE REMOVED TO ELEVATION 722.0.

H-PILES

17. TO PREVENT DAMAGE TO THE PILES, PILE SHOES ARE REQUIRED AND SHALL CONFORM TO SUB-SECTION 505.04 (f).
18. PILES SHALL BE DRIVEN WITHIN 3 INCHES OF THE LOCATION SHOWN ON THE PLANS. THE PILE ORIENTATION SHALL NOT VARY MORE THAN 5 DEGREES. THE CONTRACTOR SHALL DEMONSTRATE HOW THE TOLERANCE WILL BE MET TO THE SATISFACTION OF THE RESIDENT ENGINEER.
19. 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. 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 ENGINEER. ADDITIONAL TEST REQUIRED BY THE ENGINEER WILL BE PAID FOR AT THE UNIT PRICE BID FOR CONTRACT ITEM 505.45.
20. THE PILES SHALL BE DRIVEN TO A NOMINAL PILE DRIVING RESISTANCE (RNDR) OF 400 KIPS, AS DETERMINED BY THE RESULTS OF DYNAMIC TESTING, AND AS INTERPRETED BY THE RESIDENT ENGINEER. HOWEVER, THE PILES SHALL BE DRIVEN TO A MINIMUM DEPTH OF 30 FEET BELOW THE BOTTOM OF THE PILE CAP.
21. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED TO BE AS SHOWN ON THE BORING LOGS. THE ACTUAL IN PLACE LENGTH MAY VARY.

STEEL

22. THE EXISTING STRUCTURAL STEEL IS PAINTED WITH 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.

CONCRETE

23. CONCRETE USED FOR DECK, APPROACH SLABS, END DIAPHRAGMS, AND SHEET PILE RETAINING WALL CAP SHALL BE HIGH PERFORMANCE CONCRETE CLASS A AND WILL BE PAID UNDER CONTRACT ITEM 501.33. CONCRETE USED FOR PILE CAP SHALL BE HIGH PERFORMANCE CONCRETE CLASS B. AND WILL BE PAID UNDER CONTRACT ITEM 501.34
24. WATER REPELLENT, SILANE, SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP NOTCHES.
25. ALL REINFORCING STEEL IN THE DECK AND END DIAPHRAGMS SHALL BE LEVEL II - STAINLESS CLAD OR DUAL COATED REINFORCING STEEL. REINFORCEMENT IN THE PILE CAP, APPROACH SLABS, AND SHEET PILE WALL CAP SHALL BE LEVEL I. LEVEL I EPOXY COATED REINFORCEMENT IS DESIGNATED BY AN "E" IN THE BAR MARK PREFIX.
26. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING INSTITUTE".
27. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS:

ALONG BACKFACES OF WALLS AGAINST EARTH:	2.0 INCH
ALONG TOP SURFACE OF DECK SLAB:	3.0 INCH
ALONG BOTTOM SURFACE OF DECK SLAB:	1.5 INCH
ELSEWHERE UNLESS OTHERWISE INDICATED:	3.0 INCH

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PROJECT LEADER: J. BYATT DRAWN BY: M. SMITH
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