

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011 AND ITS LATEST REVISIONS, THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS SIXTH EDITION, DATED 2012 AND IT'S LATEST REVISIONS.
2. BRIDGE #68 WAS DESIGNED FOR HL-93 LIVE LOAD.
3. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS OTHERWISE NOTED.
4. THE DETAILS AND DIMENSIONS SHOW ON THE PROJECT SPECIFIC PLAN AND DETAIL SHEETS TAKE PRECEDENCE OVER THE MORE GENERAL "STRUCTURES DETAIL SHEETS" PROVIDED IN THE PLAN SET.

EARTHWORK AND RELATED ITEMS

5. THE CONTRACTOR MAY SUBSTITUTE SUBBASE OF DENSE GRADED CRUSHED STONE FOR THE SAND BORROW SHOWN ON THE PLANS. IF PLACEMENT OF SUBBASE IS IN LIEU OF SAND BORROW, PLACE A GEOTEXTILE MEETING THE REQUIREMENTS OF SECTION 649 FOR "GEOTEXTILE FOR ROAD BED SEPARATOR" BETWEEN THE SUBGRADE AND THE SUBBASE MATERIAL. ANY SUBSTITUTED MATERIAL WILL BE PAID AT THE UNIT PRICE BID FOR ITEM 203.31, "SAND BORROW". ALL COSTS ASSOCIATED WITH THE INSTALLATION OF THE GEOTEXTILE FOR ROADBED SEPARATOR WILL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 203.31, "SAND BORROW".
6. THE STONE FILL UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE GIRDERS ARE SET.
7. THE BACKFILL BEHIND THE ABUTMENTS SHALL NOT BE PLACED HIGHER THAN THE BRIDGE SEATS UNTIL THE ABUTMENTS AND DECK CONSTRUCTION IS COMPLETED. THE DIFFERENCE IN ELEVATION OF FILL BEHIND THE ABUTMENTS AT ANY TIME DURING BACKFILLING OPERATIONS SHALL NOT EXCEED 2 FEET.
8. ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL INCLUDE:
 - THE REMOVAL OF THE EXISTING SUPERSTRUCTURE AND ANY PORTION OF THE EXISTING ABUTMENTS NOT REMOVED UNDER STRUCTURE EXCAVATION OR UNCLASSIFIED CHANNEL EXCAVATION.

STRUCTURAL STEEL

9. ALL NEW STRUCTURAL STEEL SHALL CONFORM TO SUBSECTION 714.03 FOR AASHTO M 270M/M 270, GRADE 50, WEATHERING STEEL.
10. CHARPY V-NOTCH TEST: TEST STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS IN ACCORDANCE WITH SUBSECTION 714.01.
11. BOLTS FOR ALL BOLTED FIELD CONNECTIONS SHALL BE 7/8 INCH DIAMETER HIGH STRENGTH BOLTS IN 15/16 INCH DIAMETER HOLES UNLESS OTHERWISE NOTED.
12. CONNECTIONS NOT SHOWN IN THE PLANS SHALL BE DETAILED BY THE FABRICATOR IN THE FABRICATION DRAWINGS AND SUBMITTED TO THE RESIDENT ENGINEER FOR APPROVAL.
13. DUE TO STABILITY CONCERNS AT THE ABUTMENTS DURING THE ERECTION OF THE SUPERSTRUCTURE, THE CONTRACTOR SHALL SUBMIT THE ERECTION PLAN A MINIMUM OF 30 WORKING DAYS PRIOR TO ERECTING THE SUPERSTRUCTURE.

14. 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.
15. AFTER THE SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF GIRDERS SHALL BE TAKEN UNDER DIRECTION OF THE ENGINEER FOR USE IN DETERMINING THE FINAL GRADE AND HAUNCH DEPTHS.
16. CONCRETE PORTIONS OF ABUTMENTS AND WINGWALLS ABOVE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL FINISH GRADES HAVE BEEN DETERMINED BY THE ENGINEER.
17. FLEMING BRACKETS OR SIMILAR FALSE WORK: SPACE FLEMING BRACKETS OR SIMILAR FALSEWORK AS REQUIRED BY DESIGN WITH 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.
18. HOLES IN WEB: FILL ANY BOLT HOLES IN THE WEBS OF THE BEAMS NOT OTHERWISE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS MEETING AASHTO M164 TYPE 3. TIGHTEN THE BOLTS IN ACCORDANCE WITH SUBSECTION 506.19 OF THE STANDARD SPECIFICATIONS.
19. GIRDER WEBS AND DIAPHRAGMS SHALL BE PLUMB IN THE FINAL POSITION.

CONCRETE AND REINFORCING STEEL

20. INDIVIDUAL POURED SEGMENTS ARE TO BE PLACED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A CONSTRUCTION JOINT SHALL BE USED BETWEEN ADJACENT POURS. A MINIMUM 96 HOUR DELAY BETWEEN ADJACENT POURS SHALL BE OBSERVED.
21. ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A" SHALL BE USED FOR THE DECK, INTEGRAL ABUTMENT CURTAIN WALL AND WINGWALLS ABOVE THE PILE CAP CONSTRUCTION JOINT. ALL SUBSTRUCTURE CONCRETE BELOW THE BRIDGE SEATS AND ALL APPROACH SLAB CONCRETE SHALL BE ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B."
22. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP NOTCHES.
23. ALL REINFORCING STEEL IN OR EXTENDING INTO CONCRETE, HPC A SHALL BE LEVEL II UNLESS OTHERWISE NOTED. REINFORCING STEEL IN APPROACH SLABS SHALL BE LEVEL I. ALL OTHER REINFORCING STEEL SHALL BE LEVEL I. PAYMENT FOR REINFORCING STEEL WILL BE MADE UNDER THE APPROPRIATE SECTION 507 CONTRACT ITEM.

SUBSTRUCTURE

24. ITEM 505.16 "STEEL PILING, HP 12 X 74". REINFORCE THE DRIVING TIP ACCORDING TO SUBSECTION 505.04(F).

25. A MINIMUM OF ONE DYNAMIC PILE TEST SHALL BE CONDUCTED PER ABUTMENT. MORE TESTS MAY BE REQUIRED BY THE RESIDENT ENGINEER. ADDITIONAL TEST(S) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR ITEM 505.45 "DYNAMIC PILE LOADING TEST". THE NOMINAL PILE DRIVING RESISTANCE FOR EACH PILE IS 346 KIPS. A PILE RESISTANCE FACTOR OF 0.65 WAS USED BASED ON THE DYNAMIC TESTING REQUIREMENT.
26. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AND ARE SHOWN ON THE BORING LOGS. THE ACTUAL IN PLACE LENGTHS MAY VARY. PILES SHALL HAVE A MINIMUM EMBEDMENT OF 30 FT MEASURED FROM THE BOTTOM OF THE PILE CAP.

TRAFFIC CONTROL

27. TRAFFIC SHALL BE MAINTAINED ON A TWO-WAY TEMPORARY BRIDGE PLACED UPSTREAM OF THE EXISTING BRIDGE.
28. THE TEMPORARY BRIDGE APPROACHES SHALL BE PAVED. A WOODEN DECK WILL NOT BE ALLOWED.
29. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF A SITE SPECIFIC TRAFFIC CONTROL PLAN. THIS WORK WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
30. FULL ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".

MISCELLANEOUS

31. THE ARBOR LOCATED AT APPROXIMATELY STA. 120+89 LT SHALL BE MOVED DURING CONSTRUCTION AND THE LANDSCAPING LOCATED AROUND IT SHALL BE SALVAGED AND RESET BEFORE THE END OF THE PROJECT OR COMPLETELY REPLACED TO THE APPROVAL OF THE PROPERTY OWNER. THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE (1630 SF)".
32. THE CONTRACTOR SHALL TAKE CARE TO AVOID DISTURBING THE FLOWER GARDEN LOCATED AT STATION 120+95 LT, ALONG THE SIDE OF THE BUILDING.
33. DURING CONSTRUCTION THE SATELLITE LOCATED AT STA. 121+92.80, 23.8' RT SHALL BE RELOCATED TO A LOCATION WHERE IT CAN RECEIVE A SIGNAL OF SIMILAR QUALITY TO THAT IN IT'S CURRENT LOCATION. THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE (1630 SF)".
34. ALL STEEL COMPONENTS OF BRIDGE RAILING, APPROACH RAILING AND BOX BEAM GUARDRAIL SHALL BE GALVANIZED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND SURFACE PREPARED FOR PAINTING IN ACCORDANCE WITH ASTM D 6386. COMPONENTS SHALL BE PAINTED BLACK IN ACCORDANCE WITH SUBSECTION 708.03.
35. ALL BRIDGE, APPROACH AND GUARDRAIL SHALL BE PAINTED BLACK (CHIP COLOR #27038) EXCEPT HARDWARE AND ANCHORAGE CAST IN CONCRETE.
36. THE CONTRACTOR SHALL INSTALL FABRIC FILTER OVER THE EXISTING DRY WELL LOCATED AT STATION 121+50 (+/-), 55 FT (LT) PRIOR TO CONSTRUCTION OF THE TEMPORARY BRIDGE. THE COST OF THE FABRIC WILL BE CONSIDERED INCIDENTAL TO ITEM 528.11, "TWO WAY TEMPORARY BRIDGE".

PROJECT NAME:	WARDSBORO
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FILE NAME: s98b283gn.dgn	PLOT DATE: 21-JUL-2015
PROJECT LEADER: C. CARLSON	DRAWN BY: STR3
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