

**GENERAL NOTES:**

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
- DESIGN CRITERIA:  
DESIGN LIVE LOAD FOR NEW SUPERSTRUCTURE: HS 25  
SEISMIC PERFORMANCE CATEGORY: A
- THE FOLLOWING MATERIAL CRITERIA, DESIGNATIONS AND UNIT WEIGHTS APPLY TO THESE PLANS FOR DESIGN PURPOSES:  

CONCRETE: HIGH PERFORMANCE CLASS AA (MOD. - RAPID CURE)	f'c = 4000 PSI
HIGH PERFORMANCE CLASS A (MOD.)	f'c = 4000 PSI
HIGH PERFORMANCE CLASS B	f'c = 3500 PSI
HIGH PERFORMANCE CLASS B (MOD. - SCC)	f'c = 3500 PSI

REINFORCING STEEL: AASHTO M 31 GRADE 60  
UNIT WEIGHT OF SOIL: 140 lb/ft<sup>3</sup>
- FEATURES OF THE EXISTING BRIDGE SHOWN ON THESE PLANS HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND LIMITED FIELD INVESTIGATION AND MAY NOT ACCURATELY REFLECT ACTUAL FIELD CONDITIONS. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAKING FIELD MEASUREMENTS OF ALL EXISTING STRUCTURE COMPONENTS IMPACTED BY THE NEW WORK TO ASSURE CONSISTENCY WITH THE PROPOSED MODIFICATIONS. ANY DISCREPANCIES IN DIMENSIONS, CHARACTER, OR EXTENT OF THE EXISTING FEATURES SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER BEFORE ADVANCING THE WORK.
- FULL SIZE COPIES OF THE EXISTING BRIDGE PLANS INCLUDED IN THIS SET ARE AVAILABLE FOR REVIEW DURING THE BIDDING PERIOD AT THE CONTRACT ADMINISTRATION OFFICE OF THE VERMONT AGENCY OF TRANSPORTATION.
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
- SEE SHEET 36 FOR BEARING NOTES.
- SEE SHEET 40 FOR COFFERDAM NOTES.

**CONSTRUCTION NOTES:**

- ESTIMATED QUANTITIES FOR THE FOLLOWING HAVE BEEN INCLUDED:  
613.10, STONE FILL, TYPE I (MOD. - CHECK DAM)  
613.10, STONE FILL, TYPE I (MOD. - CONSTRUCTION ENTRANCE)  
613.10, STONE FILL, TYPE I (MOD. - INLET PROTECTION)  
ITEM 649.61, GEOTEXTILE FOR FILTER CURTAIN  
  
THESE ITEMS ARE NOT CURRENTLY DETAILED ON THE PLANS BUT ARE INCLUDED FOR USE WITH THE CONTRACTOR'S PROPOSED EROSION PREVENTION AND SEDIMENT CONTROL PLAN.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION, POLLUTION, AND DISCHARGE OF RAW CONCRETE INTO THE OTTAUQUECHEE RIVER AS DIRECTED BY THE RESIDENT ENGINEER.
- ALL WORK REQUIRED TO MAINTAIN TRAFFIC DURING CONSTRUCTION SHALL BE PAID AS ITEM 641.10, TRAFFIC CONTROL OR ITEM 527.10, MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS (MOD.).
- NOTE NOT USED.
- THE BRIDGE PLAQUE SHALL BE FURNISHED BY THE AGENCY OF TRANSPORTATION AND SHALL BE INSTALLED BY THE CONTRACTOR AS SHOWN ON THE PLANS. ALL COSTS SHALL BE INCIDENTAL TO ITEM 501.34, CONCRETE, HIGH PERFORMANCE CLASS B.
- THE CONTRACTOR SHALL ERECT, MAINTAIN, REMOVE, AND/OR RESET AS REQUIRED ALL ON-PROJECT SIGNS AND BARRICADES. ALL SIGNS AND BARRICADES SHALL BE INSPECTED AND REPAIRED DAILY. ALL SIGNS AND BARRICADES SHALL BE CLEANED OF DUST AND DEBRIS WEEKLY. THE COST OF ALL CONSTRUCTION SIGNS AND BARRICADES SHALL BE INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL. THE REGIONAL TRAFFIC CONTROL PLAN SHALL BE SUBMITTED AS PER THE REQUIREMENTS OF SECTION 641, AND SHALL BE PAID AS ITEM 641.10, TRAFFIC CONTROL.
- ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF WOODSTOCK. THESE SIGNS SHALL BE REMOVED BY THE CONTRACTOR AND STOCKPILED AS DIRECTED BY THE RESIDENT ENGINEER FOR REMOVAL BY THE TOWN AND SHALL BE PAID AS ITEM 675.50, REMOVING SIGNS.
- GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL AROUND THE PIER OR UNDER THE BRIDGE.
- FULL ACCESS TO ALL DRIVES WITHIN THE PROJECT/APPROACH LIMITS SHALL BE MAINTAINED AT ALL TIMES.

- STONE FILL, TYPE III SHALL BE USED TO CHINK EXISTING STONE FILL VOIDS AROUND PIER 2 AND SHALL BE PLACED AT ABUTMENTS 1 AND 2 TO THE PROPOSED GRADE SHOWN ON SHEETS 38 AND 39.
- CONCRETE ON TOP OF THE WINGWALLS AND RETAINING WALLS ADJACENT TO THE BRIDGE SEATS SHALL NOT BE PLACED UNTIL THE FINISH GRADE HAS BEEN DETERMINED BY THE RESIDENT ENGINEER SO THAT THE FINAL TOP OF CURB/SIDEWALK ELEVATIONS MATCH TOP OF WALLS.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THAT THE EXISTING STONE RETAINING WALL ADJACENT TO THE THEATER IS NOT DAMAGED. ANY DAMAGE TO THE RETAINING WALL SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BURIED AND AERIAL UTILITIES AND POLES PRIOR TO STARTING WORK. SOME UTILITIES WERE RELOCATED DURING THE PREPARATION OF THESE PLANS AND THE CONTRACTOR WILL NEED TO COORDINATE WITH ALL UTILITY OWNERS TO CONFIRM ACTUAL LOCATIONS PRIOR TO CONSTRUCTION.
- YIELDING MARKER POSTS ARE TO BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER.
- EMULSIFIED ASPHALT TACK COAT IS TO BE APPLIED AT THE RATE 0.125 LB/SY BETWEEN SUCCESSIVE COURSES OF PAVEMENT AS DIRECTED BY THE ENGINEER.

**GENERAL CONSTRUCTION SEQUENCING & TRAFFIC CONTROL NOTES:**

- HIGHWAY TRAFFIC SHALL BE MAINTAINED DURING CONSTRUCTION WITH A REGIONAL DETOUR AND A VILLAGE TRAFFIC CONTROL PLAN. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED DURING CONSTRUCTION WITH A DETOUR VIA RIVER STREET AND MOUNTAIN AVENUE (ACROSS THE COVERED BRIDGE). THE PEDESTRIAN DETOUR SIGNAGE SHALL NOT BE REMOVED PRIOR TO OPENING THE NEW SIDEWALK ON THE BRIDGE. THE CONTRACTOR SHALL SUBMIT A PEDESTRIAN DETOUR PLAN FOR APPROVAL PRIOR TO THE COMMENCEMENT OF WORK.
- ALL REGIONAL DETOUR SIGNS SHALL BE IN PLACE AND COVERED A MINIMUM OF ONE WEEK PRIOR TO BRIDGE CLOSURE AND SHALL BE COVERED AGAIN WITHIN 8 HOURS OF RE-OPENING THE BRIDGE TO TWO-WAY TRAFFIC.
- ALL PEDESTRIAN DETOUR SIGNAGE AND LINE STRIPING SHALL BE REMOVED AT THE COMPLETION OF CONSTRUCTION. ALL COSTS ASSOCIATED WITH THE REGIONAL DETOUR, VILLAGE TRAFFIC CONTROL PLAN, AND PEDESTRIAN DETOUR (WITH THE EXCEPTION OF ITEM 641.17, PORTABLE CHANGEABLE MESSAGE SIGN RENTAL) SHALL BE PAID UNDER ITEM 641.10, TRAFFIC CONTROL.
- SEE THE SPECIAL PROVISIONS FOR ADDITIONAL REGIONAL DETOUR AND TRAFFIC CONTROL REQUIREMENTS.
- IT IS ANTICIPATED THAT THE MAJORITY OF THE CONCRETE REPAIRS FOR ABUTMENTS AND PIERS AND THE CONCRETE ENCASEMENT FOR THE PIERS CAN BE COMPLETED UNDER TRAFFIC WITH THE EXISTING SUPERSTRUCTURE IN PLACE. A CONSTRUCTION JOINT HAS BEEN ADDED TO THE PIER ENCASEMENTS JUST BELOW THE BRIDGE SEATS SO THAT ALL CONCRETE BELOW THE JOINT CAN BE COMPLETED UNDER TRAFFIC AND CONCRETE ABOVE THE JOINT CAN BE PLACED AFTER THE SUPERSTRUCTURE HAS BEEN REMOVED. ITEM 502.10, SHORING SUPERSTRUCTURE, HAS BEEN ADDED TO THE CONTRACT TO SHORE THE EXISTING SUPERSTRUCTURE AT THE PIERS.
- UPON COMPLETION OF ALL IDENTIFIED WORK TO OPEN THE BRIDGE TO TWO-WAY TRAFFIC, THE CONTRACTOR MAY COMPLETE ITEMS SUCH AS LIGHTING AND BRIDGE RAILINGS UNDER TRAFFIC BY PLACING TEMPORARY BARRIERS AND PROVIDING TEMPORARY PAVEMENT MARKINGS. TWO TEMPORARY TRAVEL LANES SHALL BE MAINTAINED AT A MINIMUM OF 10'-0" WIDE EACH AT ALL TIMES. THE CONTRACTOR SHALL SUBMIT A DETAILED PLAN AND HOURLY SCHEDULE FOR THIS WORK FOR APPROVAL AT THE PRE-CONSTRUCTION CONFERENCE. ESTIMATED QUANTITIES OF ITEM 621.90, TEMPORARY TRAFFIC BARRIER (MOD.) AND 646.76, LINE STRIPING TARGETS HAVE BEEN ADDED TO THE QUANTITY SUMMARY SHEETS FOR THIS USE. ALL OTHER COSTS ASSOCIATED WITH MAINTAINING TRAFFIC ON THE BRIDGE DURING CONSTRUCTION SHALL BE INCIDENTAL TO ALL OTHER ITEMS.
- ALL WORK FOR SHEET MEMBRANE WATERPROOFING (MOD. - TORCH APPLIED) AND BITUMINOUS CONCRETE PAVEMENT ON THE BRIDGE SHALL BE COMPLETED USING TEMPORARY LANE CLOSURES. THE CONTRACTOR SHALL ENSURE THAT BOTH MEMBRANE AND THE FIRST COURSE OF PAVEMENT ARE APPLIED TO A SPECIFIC LANE ALL IN ONE DAY.
- ITEM 641.17, PORTABLE CHANGEABLE MESSAGE SIGN RENTAL SHALL BE UTILIZED AS SHOWN ON THE REGIONAL DETOUR PLANS. THE CONTRACTOR SHALL NOTE THAT THIS ITEM MAY BE REQUIRED FOR USE IN WARNING THE PUBLIC OF THE UPCOMING CONSTRUCTION BEFORE BRIDGE CLOSURE AND POTENTIAL LANE CLOSURES AFTER BRIDGE CLOSURE.
- SEE SHEET 17 FOR VILLAGE TRAFFIC CONTROL PLAN.
- SEE SHEET 15 FOR REGIONAL DETOUR.

**REMOVAL AND REPAIR NOTES:**

- REMOVAL OF EXISTING BRIDGE PAVEMENT SHALL BE PAID AS ITEM 529.10, REMOVAL OF BRIDGE PAVEMENT.
- ITEM 529.20, PARTIAL REMOVAL OF STRUCTURE SHALL INCLUDE:
  - REMOVAL OF THE EXISTING BRIDGE RAILING, CONCRETE CURBS, CONCRETE BRIDGE DECK, AND CURTAIN WALLS.
  - REMOVAL OF THE EXISTING STRUCTURAL STEEL BEAMS AND DIAPHRAGMS.
- SEE SPECIAL PROVISION FOR ADDITIONAL INFORMATION.
- REMOVAL OF ALL THE BEARING DEVICES.
- REMOVAL OF PORTIONS OF THE EXISTING ABUTMENTS, WINGWALLS AND PIERS AS SHOWN ON THE PLANS AND DIRECTED BY THE RESIDENT ENGINEER.
- ERECTION, MAINTENANCE, AND REMOVAL OF TEMPORARY STRUCTURES TO PREVENT DEBRIS FROM FALLING INTO THE RIVER.
- REMOVAL OF EXISTING ABANDONED WATERLINE.
- THE CONTRACTOR'S METHODS FOR PARTIAL REMOVAL OF THE EXISTING STRUCTURE SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO ANY REMOVAL WORK.
- THE RESIDENT ENGINEER SHALL ESTABLISH ACTUAL REMOVAL AND REPAIR LIMITS ON THE ABUTMENTS AND PIERS AFTER A JOINT INSPECTION BY THE CONTRACTOR AND THE ENGINEER. AREAS OF CONCRETE FOUND TO BE SPALLED, DELAMINATED, OR OTHERWISE UNSOUND WILL BE REMOVED. THE CONTRACTOR SHALL SUPPLY ANY STAGING AND LADDERS REQUIRED FOR THIS INSPECTION. EXISTING ELEVATIONS SHALL BE FIELD VERIFIED TO ENSURE THE REMOVAL LIMITS ARE ADEQUATE TO OBTAIN THE REQUIRED DIMENSIONS AND ELEVATIONS OF THE NEW CONSTRUCTION. ALL COSTS ASSOCIATED WITH THE INSPECTION AND FIELD VERIFICATION SHALL BE INCLUDED UNDER ITEM 635.11, MOBILIZATION/DEMOLITION.
- SAWCUTS SHALL BE 1 INCH DEEP ALONG ALL EXPOSED REMOVAL LINES WHERE NEW CONCRETE IS PLACED AGAINST EXISTING CONCRETE. THIS REQUIREMENT SHALL BE FOR ABUTMENT REPAIR ONLY. ALL COSTS SHALL BE INCLUDED IN ITEM 580.14, REPAIR OF CONCRETE SUBSTRUCTURE SURFACE CLASS II (MOD. - SCC).
- NO AREAS OF ABUTMENT CONCRETE REPAIR HAVE BEEN IDENTIFIED ON THE PLANS, HOWEVER SOME REPAIR MAY BE REQUIRED BASED UPON THE JOINT INSPECTION BY THE CONTRACTOR AND THE ENGINEER AFTER EXCAVATION AND REMOVAL OF THE WINGWALLS. SEE SHEET 37 FOR ADDITIONAL ABUTMENT REMOVAL INFORMATION. CONCRETE REPAIRS SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 580.
- AN ESTIMATED QUANTITY OF ITEM 580.14, REPAIR OF CONCRETE SUBSTRUCTURE SURFACE CLASS II (MOD. - SCC), AND ITEM 580.15, REPAIR OF CONCRETE SUBSTRUCTURE SURFACE CLASS III (MOD. - SCC) HAS BEEN INCLUDED IN THE CONTRACT FOR POTENTIAL ABUTMENT REPAIRS.
- THE PIERS HAVE SIGNIFICANT AREAS OF CONCRETE REMOVAL AND REPAIR ESTIMATED ON SHEET 40. THIS ANTICIPATED WORK IS BASED UPON A MAY 1995 INSPECTION AND IS FOR INFORMATION ONLY. ACTUAL REMOVAL LIMITS WILL BE ESTABLISHED DURING THE JOINT INSPECTION BY THE CONTRACTOR AND THE ENGINEER.
- EXISTING REINFORCING STEEL EXPOSED DURING REMOVAL OPERATIONS, WITHIN THE LIMITS OF THE NEW MASONRY, SHALL BE RETAINED AND INCORPORATED INTO THE NEW MASONRY UNLESS OTHERWISE NOTED. EXISTING REINFORCING STEEL TO BE RETAINED SHALL BE CLEANED OF ALL CONCRETE, DIRT, DETRIMENTAL SCALE, PAINT, OIL AND OTHER FOREIGN SUBSTANCES. ALL COSTS SHALL BE INCLUDED IN ITEM 529.20, PARTIAL REMOVAL OF STRUCTURE.
- EXISTING REINFORCING STEEL THAT WILL NOT BE INCORPORATED INTO THE NEW MASONRY SHALL BE REMOVED A MINIMUM OF 1 INCH INTO THE EXISTING MASONRY SURFACE. CAVITIES PRODUCED BY REINFORCING STEEL REMOVAL SHALL BE CLEANED, SATURATED WITH WATER, AND POINTED AND TRUED WITH MORTAR PER SECTION 501. ALL COSTS SHALL BE INCLUDED IN ITEM 529.20, PARTIAL REMOVAL OF STRUCTURE OR THE APPLICABLE 580 ITEM.
- EXISTING ANCHOR BOLTS SHALL BE PARTIALLY REMOVED OR INCORPORATED INTO THE NEW WORK AS DIRECTED BY THE RESIDENT ENGINEER. DETAILS FOR PARTIAL REMOVAL OR INCORPORATION INTO THE NEW WORK SHALL BE SIMILAR TO THOSE FOR REINFORCING STEEL.
- THE ENGINEER SHALL ORDER REPLACEMENT OF ANY EXISTING SUBSTRUCTURE REINFORCING STEEL THAT IS DETERIORATED (WITH MORE THAN 25% SECTION LOSS) WITH NEW REINFORCING STEEL OF THE SAME SIZE. ALL REINFORCING STEEL SHALL HAVE A MINIMUM 2'-0" LAP SPLICE. ALL NEW REINFORCING STEEL SHALL BE PAID UNDER ITEM 507.15, REINFORCING STEEL.

**STATE OF VERMONT  
AGENCY OF TRANSPORTATION**

Town Of	WOODSTOCK	Bridge No.	50
Highway No.	U. S. ROUTE 4	Log Sta.	
		Surv. Sta.	
U. S. ROUTE 4 OVER OTTAUQUECHEE RIVER			

**GENERAL NOTES (1 OF 2)**

Designed By	J. T. KLEIN	Drawn By	B. J. MASSE
Checked By	M. A. COLGAN	Bridge Design Supervisor	M. A. COLGAN
Date	10/06	Date	10/06

PROJECT	WOODSTOCK	PROJECT NO.	BHF 020-2 (32)
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REVISION	DATE	BY
△ NOTE CHANGE	11/21/06	M. COLGAN

**VHB Vanasse Hangen Brustlin, Inc.**