

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO 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 1996, AND ITS LATEST REVISIONS.
2. IN STREAM CONSTRUCTION SHALL BE RESTRICTED TO THE PERIOD FROM JUNE 1 TO OCTOBER 1. ANY DEVIATION FROM THIS TIME PERIOD SHALL BE APPROVED IN WRITING BY THE AGENCY OF NATURAL RESOURCES.
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES CELSIUS.
4. THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. 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 STRUCTURAL STEEL.
5. THE EXISTING CONCRETE JERSEY BARRIER ON THE UPSTREAM SIDE OF BRIDGE BELONGS TO THE TOWN OF BRATTLEBORO. THE CONTRACTOR SHALL REMOVE AND DELIVER THE BARRIER TO A SITE SELECTED BY BRATTLEBORO PUBLIC WORKS DIRECTOR, STEVE BARRETT. THE EQUIPMENT AND LABOR FOR THIS WORK WILL BE INCIDENTAL TO ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE".
6. PEDESTRIAN ACCESS TO ALL OF THE BUILDINGS WITHIN THE PROJECT APPROACH LIMITS SHALL BE MAINTAINED AT ALL TIMES FOR RESIDENCES AND DURING BUSINESS HOURS OR OPERATING HOURS FOR PUBLIC OR PRIVATE ESTABLISHMENTS. ACCESS TO THE EXISTING FIRE ESCAPES AT ABUTMENT NO.2 (LT. & RT.) DOES NOT HAVE TO BE MAINTAINED DURING CONSTRUCTION.
7. THE EXISTING GREEN, ORNATE BRIDGE RAIL ON THE DOWNSTREAM SIDE WILL BECOME THE PROPERTY OF THE TOWN OF BRATTLEBORO. THE CONTRACTOR SHALL REMOVE AND DELIVER THE RAIL IN LENGTHS EQUAL TO THE SPACING OF THE BRIDGE RAIL FASCIA SUPPORTS TO A SITE SELECTED BY BRATTLEBORO PUBLIC WORKS DIRECTOR, STEVE BARRETT. THE EQUIPMENT AND LABOR FOR THIS WORK WILL BE INCIDENTAL TO ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE" .
8. BRATTLEBORO POLICE DEPARTMENT HAS EXPRESSED INTEREST IN PROVIDING OFFICERS FOR THE ITEM 630.10, "UNIFORMED TRAFFIC OFFICERS".

EARTHWORK AND RELATED ITEMS

9. THE FOLLOWING WILL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE":
 - REMOVAL AND DISPOSAL OF EXISTING SUPERSTRUCTURE
 - SALVAGE AND DELIVERY OF EXISTING CONCRETE JERSEY BARRIER AND BRIDGE RAIL TO THE TOWN OF BRATTLEBORO.
 - REMOVAL AND DISPOSAL OF EXISTING TELEPHONE CONDUIT BEAMS.
 - PARTIAL REMOVAL AND DISPOSAL OF EXISTING BACKWALLS.
 - PARTIAL REMOVAL AND DISPOSAL OF EXISTING FIRE ESCAPES.
10. ALL SUBSTRUCTURE WORK SHALL BE KEPT SEPARATED FROM THE STREAM BY MEANS APPROVED BY THE ENGINEER.
11. WHEREVER PAVEMENT IS WITHIN EXCAVATION AREAS, THE OUTSIDE LIMITS OF EXCAVATION WILL BE SAW CUT TO THE FULL DEPTH OF PAVEMENT TO PROVIDE A NEAT CUT LINE. SAW CUT SHALL BE DONE BEFORE NEW PAVEMENT IS PLACED. PAYMENT FOR THE SAW CUTTING WILL BE INCIDENTAL TO ADJACENT EXCAVATION PAY ITEMS.
12. EXCAVATION OF THE PORTION OF THE EXISTING LAID-UP STONE RETAINING WALL REQUIRED FOR CONSTRUCTING THE NEW ABUTMENT EXTENSION BEARING CAP WILL BE PAID FOR AS ITEM 204.25, "STRUCTURE EXCAVATION".
13. STONES FROM THE RETAINING WALL EXCAVATION WILL BE SALVAGED AND STOCKPILED. THE STONES WILL BE USED TO REBUILD AREAS OF THE LAID-UP STONE RETAINING WALL DISTURBED DURING EXCAVATION AND TO PAVE THE SURFACE AREA BETWEEN THE TOP OF WALL AND BACK OF NEW SIDEWALK. THE COST OF SALVAGING, STOCKPILING, PAVING AND REBUILDING THE RETAINING WALL SHALL BE INCLUDED IN THE ITEM 602.20, "DRY RUBBLE MASONRY".
14. CARE SHALL BE TAKEN WHEN EXCAVATING FOR THE ABUTMENT EXTENSION AND THE CAST-IN-PLACE SIDEWALK ALONG BRIDGE STREET SO AS TO NOT DISTURB OR DAMAGE THE REMAINING PORTION OF THE LAID-UP STONE RETAINING WALL. ANY DAMAGE DONE OUTSIDE THE IMMEDIATE VICINITY OF THE REQUIRED EXCAVATION WILL BE REPAIRED BY THE CONTRACTOR, AT THE CONTRACTOR'S EXPENSE.
15. ITEM 208.40, COFFERDAM, HAS BEEN INCLUDED AT THE REINFORCED CONCRETE JUNCTION BOX LOCATION TO PAY FOR MEASURES NECESSARY TO PROTECT WORKERS AND THE TRAVELING PUBLIC DURING THE CONSTRUCTION OF THIS DEEP DRAINAGE STRUCTURE.
16. NOT USED
17. NOT USED

CONCRETE AND REINFORCING STEEL

18. THE DECK AND SIDEWALK CONCRETE ON BRIDGE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A. ALL OTHER CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS NOTED OTHERWISE.
19. SURFACES OF BRIDGE SEATS UNDER THE BEARING DEVICES SHALL BE LEVEL. OTHER AREAS OF THE BRIDGE SEAT SHALL BE SLOPED 2 PERCENT. THE ABUTMENT SEATS SHALL BE SLOPED FULL WIDTH TOWARD MIDSPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A STEEL TROWEL OR MAGNESIUM FLOAT FINISH.
20. CONCRETE PORTIONS OF THE ABUTMENT AND ABUTMENT EXTENSION ABOVE THE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE FINISH GRADE HAS BEEN DETERMINED BY THE RESIDENT ENGINEER.
21. THE DECK FOR EACH PHASE IS TO BE PLACED IN ONE CONTINUOUS PLACEMENT WITH A MAXIMUM DURATION OF EIGHT HOURS. IF CIRCUMSTANCES PREVENT THIS FROM BEING ACCOMPLISHED, A CONSTRUCTION JOINT SHALL BE USED. A 96-HOUR DELAY BETWEEN THE COMPLETION OF ONE DAY'S PLACEMENT AND THE BEGINNING OF ANOTHER PLACEMENT SHALL BE OBSERVED.
22. WHEN POURING THE DECK, THE CONCRETE SHALL BE DEPOSITED PARALLEL TO THE CENTERLINE OF BEARING SO AS TO LOAD THE GIRDERS EQUALLY.
23. NO TRAFFIC SHALL BE ALLOWED ON THE NEW DECK UNTIL THE CURE PERIOD FOR DECK AND SIDEWALK IS UP AND THE 28-DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
24. 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.
25. JOINTS AND SCORE MARKS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
26. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 MILLIMETERS X 25 MILLIMETERS.
27. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP NOTCHES.
28. THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE 75 MILLIMETERS UNLESS DETAILED OTHERWISE.
29. ALL REINFORCING STEEL IN THE CONCRETE DECK AND BRIDGE CURBS SHALL BE EPOXY COATED AND PAID FOR UNDER THE ITEM 507.17, "EPOXY COATED REINFORCING STEEL".
30. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

SPACING: +/- 25 MILLIMETERS
 CLEARANCE: +/- 6 MILLIMETERS

STRUCTURAL STEEL

31. ALL STRUCTURAL STEEL PAID UNDER THE ITEM 506.55, "STRUCTURAL STEEL (PLATE GIRDER)" SHALL CONFORM TO AASHTO M270/M270M GRADE 345W UNLESS NOTED OTHERWISE ON PLANS.
32. THE CHARPY V-NOTCH TEST IS REQUIRED ONLY FOR THOSE MEMBERS DESIGNATED AS SUCH ON THE PLANS AS SPECIFIED IN SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.
33. AFTER THE SUPERSTRUCTURE STEEL HAS BEEN SET ON THE BEARINGS, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF EACH GIRDER UNDER THE DIRECTION OF THE RESIDENT ENGINEER. THESE ELEVATIONS SHALL BE USED IN DETERMINING THE FINAL GRADE.
34. ALL FIELD CONNECTIONS SHALL BE MADE USING M22 X 2.5 TYPE 3 BOLTS CONFORMING TO AASHTO M 164M TYPE 3. HOLES SHALL BE 24 MILLIMETER DIAMETER, UNLESS OTHERWISE NOTED.
35. FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE DESIGNED BY THE CONTRACTOR AND SHALL BE LIMITED TO A MAXIMUM SPACING OF 1200 MILLIMETERS.
36. ANY HOLES IN THE FASCIA BEAMS NOT OTHERWISE FILLED SHALL BE FITTED WITH BUTTON HEAD OR HEX HEAD BOLTS CONFORMING TO AASHTO M164M TYPE 3 AND SUBSECTION 506.19 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

TELEPHONE LINES

37. THE EXISTING TELEPHONE CONDUIT SUPPORT BEAMS SHALL BE REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR. THE COST OF THIS WORK WILL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE".
38. THE COST AND INSTALLATION OF THE TELEPHONE CONDUIT DIAPHRAGMS AND CONNECTIONS WILL BE PAID FOR AS ITEM 506.55, "STRUCTURAL STEEL (PLATE GIRDER)".
39. THE CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING FOUR NEW TELEPHONE CONDUITS BETWEEN THE FRONT FACES OF THE BACKWALLS AND HANGING ALL TWELVE TELEPHONE CONDUITS (4 NEW, 8 EXISTING) FROM THE DIAPHRAGMS INCLUDING FIELD DRILLING OF HOLES IN THE DIAPHRAGMS FOR THE HANGERS. THE COST OF DRILLING HOLES, LABOR, TOOLS AND EQUIPMENT REQUIRED FOR THIS WORK WILL BE PAID FOR AS ITEM 625.16, "DUCTS ON BRIDGE". VERIZON WILL PROVIDE CONTRACTOR WITH THE HANGER ASSEMBLIES, NEW CONDUITS AND ALL ASSOCIATED HARDWARE AND MATERIALS NEEDED TO DO THE WORK.

WATERLINE

40. THE COST AND INSTALLATION OF WATERLINE DIAPHRAGMS AND CONNECTION PLATES WILL BE PAID FOR AS ITEM 506.55, "STRUCTURAL STEEL (PLATE GIRDER)".
41. CONTRACTOR WILL VERIFY LOCATION OF WATER MAIN IN THE FIELD TO INSURE THAT IT WILL NOT INTERFERE WITH THE ANCHOR BOLTS OF THE NEW BEARINGS. A MINIMUM OF 100 MILLIMETERS CLEARANCE BETWEEN OUTERMOST EDGE OF WATER MAIN AND ANCHOR BOLT IS REQUIRED.
42. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER WHO WILL CONTACT STEVE BARRETT OF BRATTLEBORO PUBLIC WORKS AT (802) 254-4255, TWO WEEKS PRIOR TO COMMENCING WORK ON THE WATERLINE.
43. THE 25mm DIAMETER THREADED HANGER RODS USED IN THE WATERLINE INSTALLATION SHALL CONFORM TO ASTM A449.

FIRE ESCAPES

44. A PORTION OF THE TOP STEP OR PLATFORM OF THE EXISTING FIRE ESCAPES WILL NEED TO BE TRIMMED OFF IN ORDER TO ALLOW ENOUGH CLEARANCE FOR THE NEW BRIDGE DECK. THE COST OF THIS REMOVAL AND DISPOSAL WILL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE" .
45. IF ANY ADDITIONAL MODIFICATIONS OR SUPPORTS ARE REQUIRED TO MAINTAIN THE SAFETY AND INTEGRITY OF THE FIRE ESCAPE, THE COST OF THIS WORK WILL BE PAID FOR AS EXTRA WORK ON A FORCE ACCOUNT BASIS AS DESCRIBED IN SECTION 109.06 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

GUARD RAIL

46. THE ORNAMENTAL PEDESTRIAN RAIL, INCLUDING ORNAMENTAL POSTS, ANCHORAGE ASSEMBLIES, BASE PLATES AND GATES FOR THE FIRE ESCAPES, WILL BE PAID FOR AS ITEM 525.15, "METAL HAND RAILING (MOD.)". THE PEDESTRIAN RAILING WILL BE PAINTED BLACK.
47. THE THREE-RAIL BOX BEAM BRIDGE RAIL WILL BE PAID FOR AS ITEM 525.32, "BRIDGE RAILING-GALVANIZED BOX BEAM/PEDESTRIAN (MOD.)". THE BRIDGE RAIL WILL BE GALVANIZED AND PAINTED BLACK.

DETOURS AND SIGNING

48. ALL NEW SIGNS AND POSTS DETAILED IN THE DETOUR SIGN SUMMARY SHEETS WILL BE REMOVED BY THE CONTRACTOR AT THE END OF THE PROJECT OR AS DIRECTED BY THE RESIDENT ENGINEER. THE SIGNS WILL BE STOCKPILED AS DIRECTED BY THE RESIDENT ENGINEER AND WILL BECOME THE PROPERTY OF THE TOWN OF BRATTLEBORO. THE COST OF REMOVING THESE SIGNS AND STOCKPILING THEM WILL BE INCIDENTAL TO ITEM 675.20, "TRAFFIC SIGNS (TYPE A) (MOD.)". THE COST OF REMOVING THE POSTS WILL BE INCIDENTAL TO ITEM 675.301, "FLANGED CHANNEL SIGN POST (MOD.)". SALVAGED SIGNS DETAILED IN THE TRAFFIC SIGN SUMMARY SHEET WILL REMAIN IN THEIR FINAL PLACEMENT AS SHOWN IN THE PLANS AFTER PROJECT COMPLETION.
49. ALL OTHER CONSTRUCTION APPROACH SIGNING NOT DETAILED IN THE DETOUR SIGN SUMMARY SHEETS WILL BE INCIDENTAL TO ITEM 527.10, "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS".
50. ALL COSTS INVOLVED IN MAINTAINING AND ADJUSTING ALL DETOUR SIGNING AS DIRECTED BY THE RESIDENT ENGINEER WILL BE CONSIDERED INCIDENTAL TO ITEM 527.10, "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS".
51. THE TEMPORARY TRAFFIC BARRIER SHALL BE PAID FOR BY THE UNIT PRICE FOR EACH PHASE INSTALLATION AS SHOWN ON THE PLANS. ANY INCIDENTAL MOVES MADE TO ACCOMMODATE THE CONTRACTORS OPERATIONS WILL NOT BE PAID FOR UNLESS APPROVED BY THE ENGINEER PRIOR TO THE NEW PLACEMENT.

PROJECT NOTES

PROJECT NAME:	BRATTLEBORO
PROJECT NUMBER:	BHF 2000 (17)
FILE NAME:	94J078\Structures\J078pn.i
PROJECT MANAGER:	R. R. WHITCOMB
DESIGNED BY:	T. SUMNER
PLOT DATE:	06-FEB-2003
DRAWN BY:	G. ROY
CHECKED BY:	T. SUMNER
SHEET	32 OF 71