

GENERAL NOTES



1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 1995, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 1996, AND ITS LATEST REVISIONS.
2. DESIGN IS FOR MS-22.5 LIVE LOADING.
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES CELSIUS OR AS NOTED OTHERWISE.
4. EXISTING SIGNS NOT REUSED SHALL BE THE PROPERTY OF THE STATE OF VERMONT. THESE SIGNS SHALL BE STOCKPILED ON THE PROJECT AND THEN LOADED ON A TRUCK SUPPLIED BY THE DISTRICT. CONTACT THE DISTRICT 9 DTA, DALE PERRON AT 334-4340 TO ARRANGE REMOVAL FROM THE PROJECT.
5. ACCESS TO ALL DRIVES WITHIN THE PROJECT/APPROACH LIMITS SHALL BE MAINTAINED AT ALL TIMES.
6. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

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| SPACING | +/- 25 MILLIMETERS |
| CLEARANCE | +/- 6 MILLIMETERS |
7. THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE 50 ALONG WALL FACES AGAINST EARTH, AND 75 mm ELSEWHERE UNLESS DETAILED OTHERWISE.
8. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
9. JOINTS AND SCORE MARKS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
10. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25mm X 25mm.
11. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, EXCEPT THE UNDERSIDE OF THE BRIDGE DECK BETWEEN DRIP NOTCHES AND THE MSE WALL.
12. TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT A RATE OF 0.068 KG/SM BETWEEN SUCCESSIVE COURSES OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
13. ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED FOR REMOVAL OF THE EXISTING STRUCTURE INCLUDING THE SUPERSTRUCTURE, PIERS, AND ABUTMENTS. PIERS LOCATED AT STA 1+358 RT AND 1+388 RT SHALL BE REMOVED TO THE BOTTOM OF THE STONE FILL. ALL OTHER PIERS AND ABUTMENTS SHALL BE REMOVED TO A MINIMUM OF 1000mm BELOW THE FINISHED GRADE.
14. PAYMENT FOR THE REMOVAL OF EXISTING BITUMINOUS CONCRETE PAVEMENT ON THE BRIDGE SHALL BE MADE UNDER THE ITEM 529.10 "REMOVAL OF BRIDGE PAVEMENT". THE MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF PROPERLY AT AN OFF-SITE LOCATION.
15. THE STONEFILL TYPE 11 UNDER THE BRIDGE SHALL BE PLACED BEFORE THE BEAMS ARE SET.
16. NO CONCRETE ABOVE BRIDGE SEATS SHALL BE POURED UNTIL THE GIRDERS HAVE BEEN PLACED AND THE BEAM PROFILES HAVE BEEN TAKEN AND THE FINISH GRADES HAVE BEEN DETERMINED BY THE RESIDENT ENGINEER.
17. ALL FIELD CONNECTIONS SHALL BE MADE USING M22 X 2.5 TYPE 3 BOLTS MEETING THE AASHTO M 164M REQUIREMENTS. ANY CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL.
18. FLEMMING BRACKETS SHALL BE DESIGNED BY THE CONTRACTOR, BUT SHALL BE LIMITED TO A MAXIMUM SPACING OF 1200 MILLIMETERS.
19. ANY HOLES IN THE FASCIA BEAMS NOT OTHERWISE FILLED SHALL BE FILLED WITH BOLTS CONFORMING TO AASHTO M 164M TYPE 3.
20. THE DECK POUR IS TO BE PLACED IN ONE CONTINUOUS PLACEMENT WITH A MAXIMUM DURATION OF EIGHT HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTORS CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, AN ADDITIONAL CONSTRUCTION JOINT SHALL BE USED. A 96 HOUR DELAY BETWEEN THE COMPLETION OF ONE DAYS PLACEMENT AND THE BEGINNING OF ANOTHER PLACEMENT SHALL BE OBSERVED.
21. ALL REINFORCING STEEL IN THE CONCRETE DECK AND CURBS SHALL BE EPOXY COATED AND PAID FOR UNDER THE ITEM 507.17 "EPOXY COATED REINFORCING STEEL". WHEN EPOXY COATED REINFORCING STEEL IS CUT THE UNCOATED ENDS SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE COATING MANUFACTURER. FLAME CUTTING OF EPOXY COATED REINFORCING STEEL WILL NOT BE PERMITTED.
22. ALL VERTICAL CONCRETE SURFACES SHALL BE GIVEN A RUBBED FINISH PER VAOT STANDARD SPECIFICATIONS SUB-SECTION 501.16 (a) 2. PAYMENT FOR THE RUBBED FINISH SHALL BE SUBSIDIARY TO THE APPLICABLE CONCRETE ITEM.
23. THE CONCRETE IN THE DECK AND ALL CURBS SHALL BE CONCRETE, CLASS A (HPC-A). ALL OTHER CONCRETE SHALL BE CLASS B (HPC-B) UNLESS NOTED OTHERWISE.
24. THE STEEL BEAMS IN THE EXISTING STRUCTURE SHALL BE DISPOSED OF AS FOLLOWS:
 - i) FOUR 29 METER GIRDER LENGTHS OF THE MAIN GIRDERS WILL REMAIN THE PROPERTY OF THE STATE OF VERMONT. THESE LENGTHS SHALL BE SELECTED AND MARKED PRIOR TO THEIR REMOVAL. THEY SHALL BE CUT BY THE CONTRACTOR AT APPROXIMATELY THE CENTERLINE OF BEARING OVER THE PIERS.
 - ii) FIFTEEN OF THE FLOOR BEAMS WILL REMAIN THE PROPERTY OF THE STATE OF VERMONT. THESE FLOOR BEAMS WILL BE SELECTED AND MARKED PRIOR TO THEIR REMOVAL. THEY SHALL BE REMOVED AS TO MINIMIZE THE DAMAGE.
 - iii) THE REMAINDER OF THE STEEL SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

THE RETAINED STEEL SHALL BE DELIVERED TO THE DISTRICT GARAGE IN BARTON. STATE FORCES WILL BE AVAILABLE TO UNLOAD THE STEEL AT THE DISTRICT GARAGE. CONTACT DALE PERRON DISTRICT 9 TRANSPORTATION ADMINISTRATOR TO MAKE ARRANGEMENTS FOR STEEL DELIVERY AT (802) 334-4340.

PAYMENT FOR THE SALVAGE AND DELIVERY OF STEEL TO THE DISTRICT GARAGE WILL BE INCLUDED IN THE BID PRICE FOR THE ITEM 529.15 "REMOVAL OF STRUCTURE."
25. THE STEEL IN THE EXISTING STRUCTURE IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. ANY STEEL THAT IS NOT RETAINED BY THE STATE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND CAN BE DISPOSED OF OR RETAINED FOR FUTURE USE. THE CONTRACTOR SHALL INFORM THE ENGINEER OF HIS/HER PLANS FOR THE DISPOSAL OR RETAINAGE PRIOR TO ITS REMOVAL.
26. THE TELEGRAPH LINE OWNED BY AND RUNNING PARALLEL TO THE NORTHERN VERMONT RAIL ROAD MAY BE REMOVED WITHIN THE PROJECT LIMITS WHEN NECESSARY TO CONSTRUCT THE PROPOSED PROJECT. THE COST OF REMOVING POLES, LINES, ANCHORS AND ASSOCIATED MATERIAL SHALL BE SUBSIDIARY TO THE ITEM 201.11 "CLEARING AND GRUBBING".
27. PORTLAND CIL PIPELINE SHALL BE NOTIFIED BY THE CONTRACTOR WHEN WORK IS BEING CONDUCTED WITHIN 2 METERS OF THE PIPELINE. A CONSTRUCTION FENCE SHALL BE INSTALLED INSIDE OF THE SILT FENCE FROM STA 1+295.000 LT TO 1+380.000 LT. THE FENCE WILL BE PAID FOR UNDER THE ITEM 620.70 "SNOW FENCE".
28. THE EXISTING GROUND ALONG THE PROPOSED NEW ALIGNMENT CONTAINS MANY BOULDERS AT THE SURFACE. THESE BOULDERS SHALL BE REMOVED PRIOR TO PLACING FILL. THE COST OF REMOVAL SHALL BE PAID UNDER THE ITEM 203.16 "SOLID ROCK EXCAVATION" IF THE BOULDERS ARE LARGER THAN 1.5 CUBIC METERS. IF THE BOULDERS ARE SMALLER THAN 1.5 CUBIC METERS REMOVAL SHALL BE PAID UNDER THE ITEM 203.15 "COMMON EXCAVATION".
29. PERMANENT SHEET PILING SHALL BE INSTALLED AS SHOWN ADJACENT TO ABUTMENT #2. THE SHEET PILING SHALL EXTEND FROM THE BOTTOM OF THE STONE FILL TO THE TOP OF LEDGE. NO FILL SHALL BE PLACED FOR THE CONSTRUCTION OF ABUTMENT #2 UNTIL THE SHEET PILING IS INSTALLED. THE SHEET PILING SHALL BE PZ-27 OR GREATER.
30. THE RESIDENT ENGINEER SHALL MONITOR THE VERTICAL AND HORIZONTAL ALIGNMENT OF THE RAILROAD TRACKS DURING THE PLACEMENT OF THE FILL FOR ABUTMENT #1 AND #2, AND DURING THE CONSTRUCTION OF THE BRIDGE. IF ANY MOVEMENT IS DETECTED THE WORK SHALL BE HALTED IMMEDIATELY AND THE ROAD MASTER OF THE NORTHERN VERMONT RAILROAD RANDY WHITE @ 802-334-6540 AND THE GEOTECHNICAL ENGINEER SHALL BE NOTIFIED.
31. THE SPACE BETWEEN THE CAST IN PLACE COPING ON TOP OF THE MSE WALL AND THE TOE OF THE ABUTMENTS SHALL BE FILLED WITH 20mm WASHED STONE. PAYMENT FOR THE 20mm WASHED STONE SHALL BE MADE UNDER THE ITEM 613.10 "STONE FILL, TYPE 1 (MOD1)".
32. THE EXISTING TRAFFIC LIGHT SYSTEM ON THE PROJECT MAY NOT BE USED DURING THE CONSTRUCTION OF THIS PROJECT. AS SOON AS THE TEMPORARY TRAFFIC SIGNAL SYSTEM IS OPERATIONAL, THE EXISTING TRAFFIC LIGHT SYSTEM SHALL BE CAREFULLY DISMANTLED AND STOCK PILED ON THE PROJECT FOR REMOVAL BY THE THE STATE OF VERMONT. THE PAYMENT FOR DISMANTLING THE EXISTING TRAFFIC SIGNAL SYSTEM SHALL BE SUBSIDIARY TO THE ITEM 678.40 "TEMPORARY TRAFFIC SIGNAL SYSTEM." TO SCHEDULE THE REMOVAL OF THE TRAFFIC SIGNAL COMPONENTS CONTACT DALE PERRON DISTRICT 9 TRANSPORTATION ADMINISTRATOR AT (802) 334-4340.
33. DURING THE BID PERIOD CONTRACTORS MAY VIEW THE RECORD PLANS OF THE EXISTING BRIDGE IN THE CONTRACT ADMINISTRATION OFFICE BY APPOINTMENT.
34. THE 150mm UNDERDRAIN AT THE BASE OF EMBANKMENT FILL SHALL BE INSTALLED AS THE EMBANKMENT IS CONSTRUCTED. TRENCH EXCAVATION WILL NOT BE PAID FOR THE INSTALLATION OF THE UNDERDRAIN UNLESS EXISTING GROUND MUST BE EXCAVATED FOR SATISFACTORY INSTALLATION.
35. THE 150 UNDERDRAIN SHALL BE BACKFILLED WITH 10mm STONE. THE 10mm STONE SHALL BE PAID UNDER THE ITEM 613.10 "STONE FILL TYPE 1 (MOD 2)".
36. THE ITEM 203.28 "EXCAVATION OF SURFACES AND PAVEMENTS" SHALL BE USED IN LOCATIONS WHERE EXISTING APPROACH PAVEMENT WOULD NOT OTHERWISE BE REMOVED UNDER THE ITEM 203.15 "COMMON EXCAVATION". IT SHALL BE USED TO PREVENT EXISTING PAVEMENT FROM BEING EXPOSED OR BURIED IN THE PROPOSED EMBANKMENTS.

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