GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION AND ITS LATEST REVISIONS, AND THE 2014 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, AND ITS LATEST REVISIONS.

2. ANY IN-STREAM WORK THAT IS NOT SEPARATED FROM THE RIVER BY THE TEMPORARY SHEET PILING IS TO BE CONDUCTED BETWEEN JULY 1ST AND OCTOBER 1ST. INSTALLATION AND REMOVAL OF STEEL SHEET PILING MAY BE CONDUCTED AT ANY TIME OF YEAR.

3. THE AGENCY OF TRANSPORTATION CONDUCTED A FIELD INVESTIGATION INCLUDING SOIL BORINGS, TESTING, ANALYSIS AND RECOMMENDATIONS FOR THE PROPOSED CONSTRUCTION. THE INVESTIGATIONS ARE SUMMARIZED IN MEMORANDA DATED 11/22/2013, 12/4/2015, AND A GEOTECHNICAL REPORT DATED 06/22/2006 THAT ARE AVAILABLE FROM THE AGENCY.

CONCRETE AND REINFORCING STEEL

4. NEW REINFORCING STEEL SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

ELEMENT	PAY ITEM	CORROSION LEVEL
CAST IN PLACE SIDEWALK & CURB	**	LEVEL III
CAST IN PLACE BRIDGE DECK (FLARED END)	**	LEVEL III
APPROACH SLABS	507.11	LEVEL I (UNCOATED)
ABUTMENTS & WINGWALLS	507.11	LEVEL I (UNCOATED), UNLESS OTHERWISE NOTED
PRECAST BRIDGE DECK PANELS	**	LEVEL III
PIER CAPS	540.10	LEVEL I (UNCOATED)
BRIDGE DECK CLOSURE POURS	**	LEVEL III
DRILLED SHAFTS	*	LEVEL I (UNCOATED)
PIER COLUMNS	507.11	LEVEL I (UNCOATED)
BRIDGE RAILING	*	LEVEL III

* INCIDENTAL TO ASSOCIATED SPECIAL PROVISION ITEM.

** INCIDENTAL TO 900.670 SPECIAL PROVISION (PRECAST CONCRETE DECK PANEL).

5. CLEAR COVER ON LEVEL I REINFORCING STEEL SHALL BE PER THE FOLLOWING TABLE UNLESS NOTED OTHERWISE.

LOCATION	CLEAR COVER (INCHES)
PIER CAPS	4
WINGWALLS	3
CAST AGAINST EARTH	3
ALL LOCATIONS OTHER THAN ABOVE	2

CLEAR COVER ON LEVEL III REINFORCING STEEL SHALL BE PER THE FOLLOWING TABLE UNLESS NOTED OTHERWISE.

LOCATION	CLEAR COVER (INCHES)
UNDERSIDE OF BRIDGE DECK	1.5
TOP OF PAVED BRIDGE DECK	2
CURB, SIDEWALK AND RAILINGS	2

CONCRETE AND REINFORCING STEEL (CONTINUED)

6. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACE IN ACCORDANCE WITH ITEM 514.10. THE BRIDGE RAILING CURB AND SIDEWALK SHALL RECEIVE 2 COATS OF WATER REPELLENT. THE FIRST COAT SHALL BE APPLIED PRIOR TO INTERIM COMPLETION IN 2018, AND THE SURFACE SHALL BE PRESSURE WASHED AND RECOATED IN THE SPRING OF 2019.

7. CONCRETE FOR CONSTRUCTION OF THE BRIDGE ELEMENTS SHALL BE IN ACCORDANCE WITH THE FOLLOWING TABLE:

ELEMENT	ITEM	DESCRIPTION
CAST IN PLACE SIDEWALK & CURB (ON BRIDGE)	501.33	CONCRETE, HIGH PERFORMANCE CLASS A
CAST IN PLACE BRIDGE DECK (FLARED END)	501.33	CONCRETE, HIGH PERFORMANCE CLASS A
APPROACH SLABS	501.34	CONCRETE, HIGH PERFORMANCE CLASS B
ABUTMENTS (BELOW BEAM SEATS) & WINGWALLS	501.34	CONCRETE, HIGH PERFORMANCE CLASS B
PRECAST BRIDGE DECK PANELS	900.670	SPECIAL PROVISION (PRECAST CONCRETE DECK PANEL)
PIER CAPS	540.10	PRECAST CONCRETE STRUCTURE (PIER CAP)
ABUTMENT (ABOVE BEAM SEAT)	501.33	CONCRETE, HIGH PERFORMANCE CLASS A
BRIDGE DECK CLOSURE POURS	501.33	CONCRETE, HIGH PERFORMANCE CLASS A
DRILLED SHAFTS	900.640	SPECIAL PROVISION (DRILLED SHAFT IN EARTH)
PIER COLUMNS	501.34	CONCRETE, HIGH PERFORMANCE CLASS B
BRIDGE RAILING	900.640	SPECIAL PROVISION (BRIDGE RAILING, TEXAS)

8. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 1/4 INCH PER FOOT TOWARD MIDSPAN. THE ENTIRE BRIDGE SEAT ON THE PIER SURFACE SHALL BE GIVEN A MAGNESIUM FLOAT FINISH.

9. POLYURETHANE JOINT SEALER SHALL BE USED IN CURB, SIDEWALK AND BRIDGE RAIL CONSTRUCTION JOINTS IN ACCORDANCE WITH THE CURB JOINT DETAILS IN SD-502.00, THE COST SHALL BE INCIDENTAL TO THE ASSOCIATED CONCRETE ITEM.

STRUCTURAL STEEL

10. ALL CONNECTIONS SHALL BE MADE USING 7/8 INCH DIAMETER BOLTS, CONFORMING TO AASHTO M 164 TYPE 3. HOLES SHALL BE 15/16 INCH DIAMETER, UNLESS OTHERWISE NOTED. BOLTS THAT HAVE BEEN FULLY TIGHTENED SHALL NOT BE REUSED.

11. ANY HOLES IN THE FASCIA BEAMS NOT OTHERWISE FILLED SHALL BE FITTED WITH BUTTON HEAD OR HEX HEAD BOLTS CONFORMING TO AASHTO M 164 TYPE 3. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19 OF THE STANDARD SPECIFICATIONS.

12. CONNECTIONS NOT DETAILED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.

REMOVAL OF EXISTING BRIDGE

13. ITEM 529.15, "REMOVAL OF STRUCTURE" SHALL INCLUDE BUT NOT BE LIMITED TO:

    (A) COMPLETE REMOVAL OF THE EXISTING SUPERSTRUCTURE AND APPROACH SLABS.

    (B) REMOVAL OF EXISTING PIER TO 2'-0" BELOW STREAM BED.

    (C) REMOVAL OF EXISTING ABUTMENTS AND WINGWALLS TO 2'-0" BELOW PROPOSED GRADE OR AS REQUIRED TO BUILD THE PROPOSED STRUCTURE.

    (D) ANY STONE FILL, TEMPORARY EXCAVATION SUPPORT AND/OR SAND BAG WATER DIVERSION STRUCTURES NECESSARY TO REMOVE THE EXISTING STRUCTURE TO THE SPECIFIED LIMITS SHALL BE INCIDENTAL TO ITEM 529.15.

14. 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.

Stantec

PROJECT NAME: EAST MONTPELIER
PROJECT NUMBER: BRF 037-1(7)

FILE NAME: z98b252br_notes.dgn
PROJECT LEADER: T. KNIGHT
DESIGNED BY: T. KNIGHT
GENERAL NOTES

PLOT DATE: 2/21/2017
DRAWN BY: J. SOTER
CHECKED BY: P. GREENBERG