

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOURTH EDITION, AND ITS LATEST REVISIONS AND THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, SECOND EDITION, AND ITS LATEST REVISIONS.
2. THE BRIDGE IS DESIGNED FOR HL-93 LIVE LOAD WITH A 2" ALLOWANCE FOR FUTURE PAVEMENT.
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FARENHEIT UNLESS OTHERWISE NOTED.
4. 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.

EARTHWORK

5. THE HEIGHT OF FILL BEHIND ABUTMENTS WILL BE LIMITED TO THE BRIDGE SEAT ELEVATION UNTIL THE DECK HAS BEEN POURED AND THE CURING PERIOD IS UP.

CONCRETE

6. THE AGENCY WILL PROVIDE THE BRIDGE PLAQUE FOR THE CONTRACTOR TO INSTALL AS SHOWN ON THE PLANS.
7. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP NOTCHES.
8. ALL CONCRETE BELOW THE CONSTRUCTION JOINT SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED.
9. ALL CONCRETE ABOVE THE CONSTRUCTION JOINT SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A UNLESS OTHERWISE NOTED.

STONE FILL

10. THE STONE FILL, TYPE IV SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE DECK IS POURED.

TRAFFIC CONTROL

11. AS PART OF ITEM 641.10 TRAFFIC CONTROL, THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE ROADWAY, TRAFFIC, AND SAFETY ENGINEER FOR APPROVAL PER SUBSECTION 105.03.
12. ACCESS TO ALL DRIVES SHALL BE MAINTAINED DURING CONSTRUCTION.
13. IT SHALL BE THE RESPONSIBILITY OF THE TOWN TO SIGN THE OFFSITE DETOUR.
14. FOR ADDITIONAL CONSTRUCTION SIGNING INSTRUCTIONS SEE E-100 SERIES STANDARDS AND THE LATEST EDITION OF THE MUTCD. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.

PILES

15. THE PILES SHALL BE HP 12X84.
16. THE PILES SHALL BE EMBEDDED INTO THE GROUND A MINIMUM OF 30 FEET (ELEV. 963.00) AND BE DRIVEN TO A NOMINAL RESISTANCE OF 250 KIPS. TO PREVENT DAMAGE TO THE PILES, PILE SHOES SHALL BE REQUIRED AND SHALL CONFORM TO SECTION 505.
17. PILE TESTING AND SEQUENCE - A MINIMUM OF ONE DYNAMIC LOAD TEST SHALL BE CONDUCTED AT EACH SUBSTRUCTURE UNIT. MORE TESTS MAY BE REQUIRED BY THE ENGINEER. THE FIRST PRODUCTION PILE DRIVEN FOR EACH SUBSTRUCTURE UNIT SHALL BE USED FOR THE FIRST PILE TEST. THE PILE SHALL BE DRIVEN AND TESTED IN ITS FINAL LOCATION.
18. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. THE ACTUAL IN PLACE LENGTHS MAY VARY.

PROJECT NAME: MENDON  
PROJECT NUMBER: BRO 1443(43)

FILE NAME: s0JJ272gennote.dgn PLOT DATE: 07-SEP-2010  
PROJECT LEADER: K. HIGGINS DRAWN BY: R. PELLET  
DESIGNED BY: G. LAROCHE CHECKED BY: G. LAROCHE  
GENERAL NOTES SHEET 3 OF 32