

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS; AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
2. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 20 DEGREES CELSIUS, UNLESS NOTED OTHERWISE.
3. DURING CONSTRUCTION, TRAFFIC SHALL BE MAINTAINED ON A TWO-WAY TEMPORARY BRIDGE CONSTRUCTED UPSTREAM OF THE EXISTING STRUCTURE. THE TEMPORARY BRIDGE AND THE APPROACHES TO THE TEMPORARY BRIDGE SHALL BE PAVED WITH 2 INCHES OF PAVEMENT. THIS WORK SHALL BE PAID FOR UNDER ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE".
4. A TIMBER CRIBBING IS PRESENT BELOW THE EXISTING ABUTMENTS. THE TIMBER WILL REMAIN IN PLACE AFTER THE REMOVAL OF THE ABUTMENTS. IF THE TIMBER IS WITHIN THE CONSTRUCTION LIMITS FOR THE NEW ABUTMENT IT SHALL BE SAWN OFF AND REMOVED TO THE LIMITS NECESSARY FOR THE NEW ABUTMENT. THIS WORK SHALL BE INCIDENTAL TO ITEM 204.25, "STRUCTURE EXCAVATION".

EARTHWORK

5. REMOVAL OF THE EXISTING SUPERSTRUCTURE SHALL BE UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE". THIS WORK SHALL INCLUDE REMOVAL OF THE SUPERSTRUCTURE AND ANY PORTIONS OF THE EXISTING ABUTMENTS THAT FALL OUTSIDE THE LIMITS OF STRUCTURE EXCAVATION OR UNCLASSIFIED CHANNEL EXCAVATION.
6. EXCAVATION OF SOILS TO THE LIMITS SHOWN ON THE TYPICAL ABUTMENT SECTION SHALL BE PAID FOR UNDER ITEM 204.25, "STRUCTURE EXCAVATION". ALL NECESSARY EXCAVATION OUTSIDE OF THESE LIMITS SHALL BE PAID FOR UNDER ITEM 203.27, "UNCLASSIFIED CHANNEL EXCAVATION".
7. THE CONTRACTOR MAY SUBSTITUTE SUBBASE MATERIAL FOR THE SAND BORROW SHOWN ON THE PLANS. THE SUBBASE MATERIAL SHALL MEET THE TYPE SPECIFIED IN THE CONTRACT AND BE PLACED TO MEET THE SUBBASE SPECIFICATIONS. IF PLACEMENT OF SUBBASE IS IN LIEU OF SAND BORROW, PLACE A GEOTEXTILE MEETING THE REQUIREMENTS OF SECTION 64.9 FOR "GEOTEXTILE FOR ROADBED SEPARATOR" BETWEEN THE SUBGRADE AND THE SUBBASE MATERIAL. ALL COSTS ASSOCIATED WITH THE SUBSTITUTION INCLUDING THE GEOTEXTILE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 203.31, "SAND BORROW".
8. PLACE STONE FILL UNDER THE BRIDGE BEFORE POURING THE DECK.

CONCRETE

9. ITEM 514.10, "WATER REPELLENT, SILANE", SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON THE BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE, WITH THE EXCEPTION OF THE BOTTOM OF THE DECK BETWEEN THE DRIP NOTCHES.
10. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 BY 25, UNLESS OTHERWISE NOTED. A 12 RADIUS SHALL BE USED ON THE TOP INSIDE CORNER OF THE CURBS.
11. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
12. ALL SUPERSTRUCTURE CONCRETE AND CONCRETE PLACED INTEGRALLY WITH THE SUPERSTRUCTURE SHALL BE ITEM 900.608, "SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT)". ALL SUBSTRUCTURE AND APPROACH SLAB CONCRETE SHALL BE ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B".
13. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE".
14. ALL REINFORCING STEEL SHALL BE EPOXY COATED GRADE 420. CUTTING AND REPAIRING DAMAGED AREAS OF COATED REINFORCING STEEL SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 507.04 OF THE STANDARD SPECIFICATIONS.

15. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS:

ALONG BACK FACES OF WALLS AGAINST EARTH	50
ALONG TOP SURFACE OF DECK SLAB	60
ALONG BOTTOM SURFACE OF DECK SLAB	40
ELSEWHERE UNLESS OTHERWISE INDICATED	80

REINFORCEMENT STEEL PLACEMENT TOLERANCES SHALL BE:

SPACING = +/- 25
CLEARANCE = +/- 6

STRUCTURAL STEEL

16. THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE REMOVED STRUCTURAL STEEL IS TO BECOME 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.
17. CHARPY V-NOTCH TEST: TEST STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS IN ACCORDANCE WITH SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS.
18. BOLTS FOR ALL BOLTED FIELD CONNECTIONS SHALL BE 22 DIAMETER HIGH STRENGTH BOLTS IN 24 DIAMETER HOLES UNLESS OTHERWISE NOTED.
19. CONNECTIONS NOT SHOWN IN THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE RESIDENT ENGINEER FOR APPROVAL.
20. AFTER THE SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF BEAMS SHALL BE TAKEN UNDER DIRECTION OF THE RESIDENT ENGINEER FOR USE IN DETERMINING THE FINAL GRADE AND HAUNCH DEPTHS.
21. FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE SPACED AS REQUIRED BY DESIGN WITH A MAXIMUM SPACING OF 1200 MM. THE DESIGN OF FALSE WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
22. FILL ANY BOLT HOLES IN THE WEBS OF THE BEAMS NOT OTHERWISE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS MEETING AASHTO M 164M TYPE I. TIGHTEN THE BOLTS IN ACCORDANCE WITH SUBSECTION 506.19 OF THE STANDARD SPECIFICATIONS.
23. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE BROWN (COLOR CHIP 20059).
24. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.

H-PILES

25. TO PREVENT DAMAGE TO THE PILES, PILE SHOES ARE REQUIRED AND SHALL CONFORM TO SECTION 505.04 (e).
26. THE PILES SHALL BE DRIVEN TO AN ULTIMATE AXIAL PILE CAPACITY OF 2105 KN OR REFUSAL, PROVIDED A MINIMUM TIP ELEVATION OF 92.5 HAS BEEN ACHIEVED.
27. A MINIMUM OF ONE DYNAMIC PILE TEST SHALL BE CONDUCTED ON ONE PILE AT EACH ABUTMENT. PAYMENT IS ITEM 505.45, "DYNAMIC PILE LOADING TEST".

MISCELLANEOUS

28. FOUR (4) SUGAR MAPLE TREES ARE TO REPLACE THE EXISTING TREES THAT WILL BE REMOVED FROM THE SCHOOL PARKING LOT IN ORDER TO CONSTRUCT THE TEMPORARY BRIDGE. THE EXACT LOCATION OF THE NEW TREES SHALL BE DETERMINED BY THE RESIDENT ENGINEER AND THE PROPERTY OWNER. THIS WORK WILL BE PAID FOR UNDER THE ITEM 656.30, "DECIDUOUS TREES (ACER SACCHARUM) (B&B) (100 mm CAL)".

29. IN 2009, A CONSTRUCTION PROJECT WAS COMPLETED WHICH INVOLVED SILVER STREET FROM THE BRIDGE TO THE INTERSECTION OF VT 116. THE INTERSECTION WAS REDESIGNED AND THE ROADWAY GRADES CHANGED. PRIOR TO ANY EXCAVATION ON SILVER STREET, THE CONTRACTOR AND RESIDENT ENGINEER SHALL SURVEY THE CENTERLINE OF THE ROAD AND OBTAIN THE EXISTING GRADES OF SILVER STREET TO THE BEGINNING OF THE BRIDGE. THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE ITEM 635.10, "MOBILIZATION/DEMOBILIZATION".

30. ANY TEMPORARY PIPE EXTENSION AT THE SCHOOL ENTRANCE REQUIRED FOR THE CONSTRUCTION OF THE TEMPORARY DETOUR SHALL BE INCIDENTAL TO PAY ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE".

31. THE CONTRACTOR SHALL USE EXTREME CARE WHILE WORKING IN AND AROUND THE DRY HYDRANT LOCATED AT STA 1+102.91 RT. ANY DAMAGE TO THE DRY HYDRANT AND THE INTAKE PIPE WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

32. UNDERDRAIN WAS PLACED IN THE DITCH AT APPROXIMATELY STA 1+050 LT DURING THE 2009 INTERSECTION PROJECT. THE CONTRACTOR SHALL LOCATE THE UNDERDRAIN PRIOR TO CONSTRUCTION OF THE TEMPORARY DETOUR. ONCE LOCATED, THE CONTRACTOR AND RESIDENT ENGINEER SHALL DETERMINE IF THE UNDERDRAIN WILL NEED TO BE EXTENDED OR REPLACED WHEN THE TEMPORARY IS CONSTRUCTED. ALSO, WHEN THE NEW BRIDGE AND ROADWAY IS CONSTRUCTED, THE CONTRACTOR AND RESIDENT ENGINEER WILL NEED TO MAKE A DETERMINATION IF THE UNDERDRAIN HAS TO BE MOVED OR REPLACED IN THE FINAL CONDITION. AN ESTIMATED QUANTITY OF ITEM 805.10, "150 MM UNDERDRAIN PIPE" IS INCLUDED IN THE ESTIMATE FOR THE EXTENSION OR REPLACEMENT OF UNDERDRAIN FOR EITHER TEMPORARY OR FINAL ROADWAY CONDITIONS.

PROJECT NAME: HINESBURG
PROJECT NUMBER: STP 0199(2)

FILE NAME: O1J282/str/s01J282gen.dgn	PLOT DATE: 10-MAR-2011
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