

GENERAL NOTES:

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
2. DESIGN CRITERIA:
DESIGN LIVE LOAD FOR NEW SUPERSTRUCTURE: MS22.5
SEISMIC PERFORMANCE CATEGORY: A
3. THE FOLLOWING MATERIAL CRITERIA, DESIGNATIONS AND UNIT WEIGHTS APPLY TO THESE PLANS FOR DESIGN PURPOSES:
 CONCRETE: HIGH PERFORMANCE CLASS "AA" $f'c = 30$ MPa
 HIGH PERFORMANCE CLASS "A" $f'c = 30$ MPa
 HIGH PERFORMANCE CLASS "B" $f'c = 25$ MPa
 REINFORCING STEEL: AASHTO M 31M GRADE 420
 UNIT WEIGHT OF SOIL: 2243 kg/m³
 ALLOWABLE BEDROCK BEARING PRESSURE: 950 kPa
 ALLOWABLE SOIL BEARING PRESSURE AT ABUTMENT NO. 2 = 190 kPa
4. FEATURES OF THE EXISTING BRIDGE SHOWN ON THESE PLANS HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND LIMITED FIELD INVESTIGATION AND MAY NOT ACCURATELY REFLECT ACTUAL FIELD CONDITIONS.
5. FULL SIZE COPIES OF THE EXISTING BRIDGE PLANS INCLUDED IN THIS SET ARE AVAILABLE FOR REVIEW DURING THE BIDDING PERIOD AT THE CONTRACT ADMINISTRATION OFFICE OF THE VERMONT AGENCY OF TRANSPORTATION.
6. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES CELSIUS, UNLESS NOTED OTHERWISE.
7. SEE SHEET 63 FOR BEARING NOTES.
8. SEE SHEET 77 FOR MSE WALL NOTES.

CONSTRUCTION NOTES:

1. AN ESTIMATED QUANTITY FOR ITEM 649.61, GEOTEXTILE FOR FILTER CURTAIN HAS BEEN ADDED TO THE QUANTITY SUMMARY IN THE EVENT IT IS REQUIRED DURING CONSTRUCTION. THIS ITEM IS NOT DETAILED ON THE PLANS.
2. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION, POLLUTION, AND DISCHARGE OF RAW CONCRETE INTO THE WINOOSKI RIVER AS DIRECTED BY THE RESIDENT ENGINEER.
3. TRAFFIC WILL BE MAINTAINED DURING CONSTRUCTION BY UTILIZING THE EXISTING BRIDGE WITH TWO LANES OF TRAFFIC, ONE LANE NORTHBOUND AND ONE LANE SOUTHBOUND AT ALL TIMES. ALL WORK REQUIRED TO MAINTAIN TRAFFIC DURING CONSTRUCTION SHALL BE PAID AS ITEM 527.10, MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS OR ITEM 641.10, TRAFFIC CONTROL.
4. ITEM 505.36, TEMPORARY STEEL SHEET PILING IS INCLUDED AS TEMPORARY EXCAVATION SUPPORT TO SAFELY SEPARATE THE WORK AREA FROM TRAFFIC.
5. ITEM 204.25, STRUCTURE EXCAVATION SHALL BE USED TO EXCAVATE TO THE LIMITS SHOWN ON THE PLANS. SEE EARTHWORK TYPICALS ON SHEET 17.
6. THE BRIDGE PLAQUE SHALL BE FURNISHED BY THE AGENCY OF TRANSPORTATION AND SHALL BE INSTALLED BY THE CONTRACTOR AS SHOWN ON THE PLANS. ALL COSTS SHALL BE INCIDENTAL TO ITEM 501.34, CONCRETE, HIGH PERFORMANCE CLASS B.
7. THE CONTRACTOR SHALL ERECT, MAINTAIN, REMOVE, AND/OR RESET AS REQUIRED ALL ON-PROJECT SIGNS AND BARRICADES. ALL SIGNS AND BARRICADES SHALL BE INSPECTED AND REPAIRED DAILY. ALL SIGNS AND BARRICADES SHALL BE CLEANED OF DUST AND DEBRIS WEEKLY. THE COST OF ALL CONSTRUCTION SIGNS AND BARRICADES SHALL BE INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL. ADDITIONAL WORKZONE SIGNAGE WILL BE REQUIRED ON VT 15. THE VT 15 TRAFFIC CONTROL PLAN SHALL BE SUBMITTED AS PER THE REQUIREMENTS OF SECTION 641, AND SHALL BE PAID AS ITEM 641.10, TRAFFIC CONTROL.
8. ANY EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF COLCHESTER OR CITY OF SOUTH BURLINGTON. THESE SIGNS SHALL BE REMOVED BY THE CONTRACTOR AND STOCKPILED AS DIRECTED BY THE RESIDENT ENGINEER FOR REMOVAL BY THE TOWN/CITY AND SHALL BE PAID AS ITEM 675.50, REMOVING SIGNS.
9. GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL IN THE AREA UNDER THE BRIDGE.
10. FULL ACCESS TO ALL DRIVES WITHIN THE PROJECT/APPROACH LIMITS SHALL BE MAINTAINED AT ALL TIMES.
11. THE STONE FILL TYPE II UNDER THE BRIDGE SHALL BE PLACED BEFORE THE BOX BEAMS ARE SET.
12. CONCRETE PORTIONS OF THE WINGWALLS ABOVE THE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE FINISH GRADE HAS BEEN DETERMINED BY THE RESIDENT ENGINEER.

CONSTRUCTION NOTES CONTINUED:

13. THE NEW ENGLAND CENTRAL RAILROAD (NECR) OR A CONTRACTOR IN THEIR EMPLOY WILL CONSTRUCT A TEMPORARY RAILROAD CROSSING FOR THE BRIDGE CONTRACTOR'S ACCESS TO THE SOUTH SIDE OF THE RAILROAD. THE CONTRACTOR FOR THE BRIDGE REPLACEMENT PROJECT WILL BE REQUIRED TO COORDINATE HIS WORK WITH THE RAILROAD AND WILL NOT BE COMPENSATED DIRECTLY FOR THIS COORDINATION OR FOR ANY WORK THAT MAY BE REQUIRED TO WORK AROUND OR WITH THE RAILROAD CREWS PERFORMING THE CROSSING WORK. ALL COST FOR RAILROAD COORDINATION OR WORK WITH THE RAILROAD CREWS SHALL BE INCLUDED UNDER ITEM 635.11, MOBILIZATION/DEMobilIZATION. ALL COST FOR NECR FLAGGERS SHALL BE INCLUDED UNDER ITEM 630.15, FLAGGERS (MOD. - RAILROAD). SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
14. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THAT THE EXISTING RETAINING WALL ALONG NECR (STA 10+368.6 LT 27 m) IS NOT DAMAGED. ANY DAMAGE TO THE RETAINING WALL SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.
15. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL BURIED AND AERIAL UTILITIES AND POLES PRIOR TO STARTING WORK. SOME UTILITIES WERE RELOCATED DURING PLAN PREPARATION AND THE CONTRACTOR WILL NEED TO COORDINATE WITH ALL UTILITY OWNERS TO CONFIRM ACTUAL LOCATIONS PRIOR TO CONSTRUCTION.

REINFORCING STEEL NOTES:

1. UNLESS SHOWN OTHERWISE ALL REINFORCING STEEL IN THE ABUTMENT WALLS, LOOKOUT, AND FOOTINGS SHALL BE PAID AS ITEM 507.15, REINFORCING STEEL. REINFORCING STEEL MECHANICAL CONNECTORS SHALL BE PAID AS ITEM 507.19, MECHANICAL BAR CONNECTOR. ALL OTHER REINFORCING STEEL SHALL BE EPOXY COATED AND PAID AS ITEM 507.17, EPOXY COATED REINFORCING STEEL.
2. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS:
 ALONG BACK FACES OF WALLS AGAINST EARTH: 50 MILLIMETERS
 ALONG TOP SURFACE OF DECK OVERLAY: 65 MILLIMETERS
 ALONG BOTTOM SURFACE OF DECK OVERLAY: 40 MILLIMETERS
 IN PIERS AND PIER CAPS: 100 MILLIMETERS
 IN ARCHES AND ARCH FOUNDATIONS: 100 MILLIMETERS
 IN PRECAST SUPERSTRUCTURE COMPONENTS: 50 MILLIMETERS
 ELSEWHERE UNLESS OTHERWISE INDICATED: 80 MILLIMETERS
3. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:
 SPACING: ± 25 MILLIMETERS
 CLEARANCE: ± 5 MILLIMETERS
4. ALL REINFORCING STEEL IN THE CONCRETE BRIDGE RAIL SHALL BE EPOXY COATED AND PAID UNDER ITEM 525.50, CAST-IN-PLACE CONCRETE BRIDGE RAIL.
5. ALL REINFORCING STEEL IN THE BOX BEAMS AND SOLID SLABS SHALL BE EPOXY COATED AND PAID UNDER ITEM 510.21, PRESTRESSED CONCRETE BOX BEAMS AND 510.22, PRESTRESSED CONCRETE VOIDED SLABS (MOD. SOLID SLABS).
6. 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.

CONCRETE NOTES:

1. CONCRETE PAYMENT AND CLASSIFICATION SHALL BE AS FOLLOWS:
 ITEM 501.32, CONCRETE, HIGH PERFORMANCE CLASS AA: OVERLAY AND SOLID SLAB CLOSURE POURS
 ITEM 501.33, CONCRETE, HIGH PERFORMANCE CLASS A: CURBS AND SIDEWALK
 ITEM 501.34, CONCRETE, HIGH PERFORMANCE CLASS B (ARCH RIBS AND PIERS): CONCRETE ARCHES AND PIER BENTS
 ITEM 501.34, CONCRETE, HIGH PERFORMANCE CLASS B: LOOKOUT, ARCH FOUNDATION, APPROACH SLABS, AND ALL OTHER BRIDGE CAST-IN-PLACE COMPONENTS UNLESS OTHERWISE NOTED.
2. ITEM 514.10, WATER REPELLENT (MOD - SILANE), SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON BRIDGE SUPERSTRUCTURE EXCEPT THE BOTTOM OF THE BOX BEAMS AND SOLID SLABS. WATER REPELLENT SHALL ALSO BE APPLIED TO THE EXPOSED CONCRETE ON THE ABUTMENTS, PIERS, FLOORBEAMS, ARCHES, MSE WALL, LOOKOUT, AND ARCH FOUNDATIONS TO 300 MILLIMETERS BELOW FINISH GRADE.
3. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 MILLIMETERS BY 25 MILLIMETERS, UNLESS OTHERWISE NOTED. A 15 MILLIMETER RADIUS SHALL BE USED ON THE TOP INSIDE CORNER OF CURBS AND SIDEWALKS.
4. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
5. SURFACES OF THE BRIDGE SEATS UNDER THE BEARING DEVICE SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 6 MILLIMETERS PER 300 MILLIMETERS.
6. THE KEY ON CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT UNLESS OTHERWISE INDICATED. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.

REMOVAL NOTES:

1. REMOVAL OF EXISTING BRIDGE PAVEMENT SHALL BE PAID AS 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.
2. ITEM 529.15, REMOVAL OF STRUCTURE SHALL INCLUDE:
 A. REMOVAL OF THE EXISTING BRIDGE SUPERSTRUCTURE, ARCH, PIERS AND ABUTMENTS TO A MINIMUM OF 300 mm BELOW FINISH GRADE UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER.
 B. ERECTION, MAINTENANCE, AND REMOVAL OF TEMPORARY STRUCTURES TO PREVENT DEBRIS FROM FALLING INTO THE WINOOSKI RIVER OR ONTO THE NECR TRACK.
3. THE CONTRACTOR'S METHODS FOR REMOVAL OF THE EXISTING STRUCTURE SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO ANY REMOVAL WORK.
4. ALL COMPONENTS OF THE THE EXISTING BRIDGE SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL SUBMIT A DISPOSAL PLAN TO THE RESIDENT ENGINEER FOR APPROVAL PRIOR TO REMOVAL.

PILE NOTES:

1. THE DESIGN PILE LOAD IS 356 KN. PILES SHALL BE DRIVEN TO AN ULTIMATE CAPACITY OF 979 KN.
2. PILES SHALL BE DRIVEN TO BEDROCK.
3. PILE TIP REINFORCEMENT SHALL CONFORM TO SUBSECTION 505.04 (e).
4. ESTIMATED PILE TIP EL = 68.64.

STATE OF VERMONT AGENCY OF TRANSPORTATION	
Town Of COLCHESTER-SOUTH BURLINGTON	Bridge No. 6
Highway No. TH 4/3	Log Sta. Surv. Sta.
TH 4/3 OVER WINOOSKI RIVER & N.E.C.R.	
GENERAL NOTES (1 OF 2)	
Designed By J. T. KLEIN	Drawn By B. J. MASSE
Checked By M. A. COLGAN	Bridge Design Supervisor S. M. GUNN
Date 4/05	Date 4/05
PROJECT COLCHESTER-SOUTH BURLINGTON	PROJECT NO. BRM 5600 (6) S C/2
I.G.C. Info.	
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