

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATION FOR CONSTRUCTION, DATED 2011, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION, AND ITS LATEST REVISIONS.
2. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS OTHERWISE NOTED.
3. ITEM 529.15 REMOVAL OF STRUCTURE IS FOR THE COMPLETE REMOVAL OF THE EXISTING BRIDGE, INCLUDING COMPLETE REMOVAL OF THE EXISTING SUPERSTRUCTURE AND ALL PORTIONS OF THE EXISTING ABUTMENTS NOT REMOVED UNDER STRUCTURE EXCAVATION.
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.
5. FOR INFORMATION REGARDING THE SEWER MAIN CHANGES AND RELOCATIONS, REFER TO SPECIAL PROVISIONS AND CONSULTANT SEWER MAIN DRAWINGS, INCLUDED IN THIS PLAN SET.
6. THE DETAILS AND DIMENSIONS SHOWN ON THE PROJECT SPECIFIC PLAN AND DETAIL SHEETS TAKE PRECEDENCE OVER THE MORE GENERAL "STRUCTURES DETAIL SHEETS" PROVIDED AFTER THE PLAN SHEETS IN THE INDEX.
7. PAYMENT FOR REMOVAL OF THE EXISTING SEWER MANHOLE WILL BE PAID UNDER ITEM 204.21, TRENCH EXCAVATION OF ROCK.

TRAFFIC CONTROL

8. DURING CONSTRUCTION, BRIDGE STREET WILL BE CLOSED TO THROUGH TRAFFIC. THE TOWN OF BARRE WILL PURCHASE AND INSTALL THE DETOUR SIGNS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ON PROJECT SIGNS, BARRICADES AND TRAFFIC CONTROL FOR THE CLOSING OF THE BRIDGE AND MAINTAINING LOCAL TRAFFIC. THE CONTRACTOR SHALL NOT CLOSE THE BRIDGE PRIOR TO THE PLACEMENT OF THE DETOUR SIGNS.
9. ACCESS TO ALL DRIVES, INCLUDING PEDESTRIAN ACCESS TO THE RECREATION PATH, SHALL BE MAINTAINED DURING CONSTRUCTION. PEDESTRIAN ACCESS ACROSS STEVENS BRANCH IS NOT REQUIRED. PAYMENT WILL BE INCLUDED UNDER CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE). FLAGGERS WILL BE PAID FOR SEPARATELY UNDER ITEM 630.15 "FLAGGERS".
10. FOR ADDITIONAL CONSTRUCTION SIGNING INSTRUCTIONS SEE E-100 SERIES STANDARDS AND THE LATEST EDITION OF THE MUTCD. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.

EARTHWORK

11. THE STONE FILL, TYPE II SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE STRUCTURAL STEEL HAS BEEN SET.
12. THE HEIGHT OF THE FILL BEHIND THE NEW ABUTMENTS SHALL BE LIMITED TO THE BRIDGE SEAT ELEVATION UNTIL THE DECK HAS BEEN POURED AND CURED.

CONCRETE

13. NO TRAFFIC SHALL BE ALLOWED ON THE NEW DECK UNTIL THE CURE PERIOD IS UP AND THE 28 DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
14. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL; OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 4.0% TOWARDS MID-SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTHED WITH A MAGNESIUM FLOAT.
15. WATER REPELLENT SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP NOTCHES.
16. NO CONCRETE IN THE ABUTMENTS OR WINGWALLS SHALL BE PLACED ABOVE THE BRIDGE SEAT ELEVATIONS UNTIL THE GIRDERS HAVE BEEN PROFILED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED.

17. ALL APPROACH SLAB AND SUBSTRUCTURE CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED AND SHALL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B". THE DECK AND BRIDGE SIDEWALK CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A AND SHALL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A". ANY CONCRETE REQUIRED FOR SUBFOOTINGS SHALL BE CONCRETE, CLASS C AND SHALL BE PAID FOR UNDER ITEM 541.30 "CONCRETE, CLASS C. THE RAIL CONCRETE WILL BE CONCRETE, HIGH PERFORMANCE CLASS A AND SHALL BE PAID FOR UNDER ITEM 900.640 SPECIAL PROVISION (BRIDGE RAILING, GALVANIZED METAL HAND RAILING/CONCRETE PARAPET COMBINATION)

18. RAIL REINFORCING STEEL SHOWN IN THE PLANS WITH THE DESIGNATION "ER" SHALL BE PAID FOR UNDER ITEM 900.640 SPECIAL PROVISION (BRIDGE RAILING, GALVANIZED METAL HAND RAILING/CONCRETE PARAPET COMBINATION).

19. IN ACCORDANCE WITH SUBSECTION 506.23(A) AND AS DIRECTED BY THE RESIDENT ENGINEER, THE CONTRACTOR SHALL TAKE MEASURES NECESSARY TO PROTECT ALL SUBSTRUCTURE CONCRETE FROM STAINING DUE TO OXIDE FORMATION ON THE STRUCTURAL STEEL PRIOR TO PLACEMENT OF THE DECK. THESE MEASURES WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B". ANY SUCH STAINING THAT OCCURS PRIOR TO DECK PLACEMENT SHALL BE REMOVED AT NO ADDITIONAL COST TO THE STATE.

20. THE ABANDONED PIPE ON THE ABUTMENT 2 SIDE WILL BE FILLED WITH FLOWABLE CONCRETE AND WILL BE PAID UNDER CONTRACT ITEM 541.45.

STRUCTURAL STEEL

21. SITE CONDITIONS AND GEOMETRY OF THE BRIDGE MAY CONTRIBUTE TO DIFFICULTIES IN ERECTING THE STRUCTURAL STEEL. THE CONTRACTOR IS ENCOURAGED TO VISIT THE SITE PRIOR TO BIDDING TO DETERMINE ANY COMPLICATIONS THAT MAY ARISE WHEN SETTING THE STEEL. ALL COSTS ASSOCIATED WITH ERECTION OF THE STRUCTURAL STEEL SHALL BE INCIDENTAL TO ITEM 506.56 "STRUCTURAL STEEL, CURVED PLATE GIRDER".

22. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.

23. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.

24. ANY HOLES IN THE WEBS OF THE FASCIA GIRDERS THAT ARE NOT OTHERWISE FILLED, SHALL BE FILLED WITH BUTTON HEAD BOLTS. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTIONS 506.19.

25. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH STRENGTH BOLTS IN 15/16" DIAMETER HOLES, PER SECTION 506 UNLESS OTHERWISE NOTED.

26. FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE PLACED AT A MAXIMUM SPACING OF 4 FEET. THE BRACKETS SHALL BEAR NEAR THE BOTTOM FLANGE AND IN NO CASE SHALL THEY BEAR ABOVE THE BOTTOM QUARTER OF THE WEB.

27. AFTER THE GIRDERS HAVE BEEN ERECTED, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF THE GIRDERS, AS DIRECTED BY THE RESIDENT ENGINEER, FOR USE IN DETERMINING THE FINISHED GRADE.

28. STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01.

29. GIRDER WEBS AND CROSS FRAMES SHALL BE PLUMB IN THE FINAL POSITION.

30. CONNECTION PLATES FOR SEWER MAIN SUPPORTS AND ASSOCIATED ATTACHMENT HARDWARE FOR SEWER MAIN SHALL BE PAID FOR UNDER ITEM 900.645 SPECIAL PROVISION (SEWER MAIN ON BRIDGE).

PILES

31. THE PILES SHALL BE HP 14 x 117.

32. A MINIMUM OF THREE DYNAMIC PILE TESTS SHALL BE CONDUCTED.

33. THE PILES SHALL BE DRIVEN TO A NOMINAL RESISTANCE OF 627 KIPS. TO PREVENT DAMAGE TO THE PILES, PILE SHOES ARE REQUIRED AND SHALL BE SUITABLE FOR EMBEDMENT ON BEDROCK SLOPES GREATER THAN 25°.

34. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. ACTUAL IN PLACE LENGTHS MAY VARY.

SUBSTRUCTURES ON BEDROCK

35. IT IS ANTICIPATED THAT THE BEDROCK WILL BE SEVERELY SLOPED AND VARIABLE AT ABUTMENT #2.

36. FOOTINGS OR SUBFOOTINGS FOR SUBSTRUCTURES FOUNDED ON BEDROCK SHALL BE PLACED ON CLEAN COMPETENT ROCK. ALL LOOSE ROCK AND DEBRIS SHALL BE REMOVED.

37. UPON COMPLETION OF THE EXCAVATION FOR SUBSTRUCTURES FOUNDED ON BEDROCK AND PRIOR TO PLACING FORMWORK, THE RESIDENT ENGINEER SHALL NOTIFY THE PROJECT MANAGER AND THE VTRANS SOILS AND FOUNDATION ENGINEER. THE SOILS AND FOUNDATION ENGINEER WILL DETERMINE IF THE BEDROCK IS COMPETENT TO OBTAIN THE NOMINAL BEARING RESISTANCE AS SHOWN ON THE PLANS. FIVE (5) WORKING DAYS FROM NOTIFICATION SHALL BE ALLOWED TO MAKE THE INSPECTION AND THE DETERMINATION FOR THE COMPETENCY OF THE BEDROCK.

38. ONCE THE ELEVATION OF COMPETENT BEDROCK HAS BEEN DETERMINED, THE CONTRACTOR SHALL PROVIDE A BEDROCK PROFILE TO THE PROJECT MANAGER TO DETERMINE WHETHER THE DESIGN BOTTOM OF FOOTING ELEVATION SHALL BE RAISED OR LOWERED AND WHETHER A SUBFOOTING SHALL BE REQUIRED. FOOTING ELEVATIONS SHALL NOT BE ADJUSTED WITHOUT APPROVAL OF THE PROJECT MANAGER. THREE (3) WORKING DAYS FROM RECEIPT OF THE BEDROCK PROFILE SHALL BE ALLOWED TO MAKE THIS DETERMINATION. NO WORK SHALL BE DONE ON THE FOOTINGS UNTIL A REPLY IS RECEIVED.

39. THE LIMITS OF SUBFOOTINGS SHALL BE 6" OUTSIDE OF THE HORIZONTAL LIMITS OF THE FOOTING. THE TOP SURFACE OF ALL SUBFOOTINGS SHALL BE INTENTIONALLY ROUGHENED TO 1/4" AMPLITUDE.

40. ANY BEDROCK THAT NEEDS TO BE REMOVED SHALL BE PAID FOR WITH THE CORRESPONDING EXCAVATION ITEM INCLUDED IN THE CONTRACT.

41. OVERBREAKAGE BEYOND THE AVERAGE MAXIMUM ALLOWANCE SPECIFIED IN SUBSECTIONS 204.09(B) (1) AND 208.11(C) SHALL BE AT THE CONTRACTOR'S EXPENSE.

42. DOWELS SHALL BE DRILLED AND GROUTED INTO BEDROCK WHEN SHOWN ON THE PLANS OR AS ORDERED BY THE ENGINEER. THE DOWELS SHALL HAVE A 4'-0" MINIMUM EMBEDMENT IN THE BEDROCK AND SHALL EXTEND IN THE FOOTING OR SUBFOOTING A MINIMUM OF 1'-6", UNLESS NOTED OTHERWISE.

PROJECT NAME: BARRE TOWN

PROJECT NUMBER: BRF 6100(7)

FILE NAME: s06j002gennotes.dgn

PROJECT LEADER: J. LACROIX

DESIGNED BY: T. FILLBACH

GENERAL NOTES I

PLOT DATE: 09-OCT-2012

DRAWN BY: R. PELLETT

CHECKED BY: T. FILLBACH

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