

FILE NAME: h:\4506\main\plan\4506_gen_notes.dgn
DATE/TIME: 10/12/2009
USER: 2562

GENERAL:

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION, AND ITS LATEST REVISIONS.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE, FUEL AND/OR LUBRICANTS, INTO THE WINOOSKIRIVER AS DIRECTED BY THE RESIDENT ENGINEER AND STANDARD SPECIFICATION SECTION 105.
- REFERENCE SHEETS FROM THE RECORD PLANS AND FABRICATION DRAWINGS FOR THE EXISTING BRIDGE ARE INCLUDED IN THE PLANS FOR THE CONTRACTOR'S USE (SHTS. 52-63). THE CONTRACTOR IS ADVISED TO FIELD VERIFY DIMENSIONS TO ENSURE THE WORK CAN BE CONSTRUCTED AS PROPOSED IN THE PLANS. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO MATCH THE FINAL PRODUCT AS DESCRIBED IN THE PLANS WITH THE EXISTING FIELD CONDITION.
- ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68°F, UNLESS SHOWN OTHERWISE.
- ANY DAMAGE DONE TO EXISTING SUBSTRUCTURE, SUPERSTRUCTURE, UTILITIES, TRAFFIC SIGNALS OR ANY OTHER FACILITIES RELATED TO THIS PROJECT TO BE RETAINED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE STATE OF VERMONT.
- IT IS ANTICIPATED THAT CONSTRUCTION STAGING AND ACCESS AREAS WILL BE REQUIRED TO COMPLETE THE PROPOSED WORK SHOWN ON THE PLANS. POTENTIAL STAGING AND ACCESS AREAS ARE DETAILED ON SHT. 23, EPSC CONSTRUCTION SITE PLAN, AND ARE SUMMARIZED AS FOLLOWS:

NORTHERN STAGING AREA

THE APPROXIMATE LIMITS OF THE PROPOSED STAGING AREA SHALL BE BETWEEN STA. 13+25 AND 14+17.25. THE STAGING AREA SHALL BE CONTAINED WITHIN THE EXISTING TAYLOR STREET RIGHT-OF-WAY. PLACEMENT OF THE REQUIRED TEMPORARY TRAFFIC BARRIER SHALL NOT PRECLUDE A SOUTHBOUND BUS (AASHTO CLASSIFICATION BUS-45) FROM EXECUTING A TURNING MANEUVER TO REVERSE DIRECTION ON TAYLOR STREET. IT IS ASSUMED THAT THE NORTHERN PARKING AREA OF THE EXISTING VTRANS BUS DEPOT AND THE EXISTING TAYLOR STREET NORTHBOUND TRAVELWAY WILL BE UTILIZED FOR THIS MOVEMENT.

SOUTHERN STAGING AREA AND TEMPORARY CONSTRUCTION ACCESS

THE APPROXIMATE LOCATION OF THE PROPOSED STAGING AREA SHALL BE BETWEEN STA. 15+87.75 AND STA. 16+25. FOR LAYOUT PURPOSES, THE STAGING AREA HAS BEEN SHOWN CONTAINED WITHIN THE EXISTING SIDEWALK LIMITS ON TAYLOR STREET. TEMPORARY TRAFFIC BARRIER SHALL BE PLACED TO INCORPORATE THE TEMPORARY PEDESTRIAN DETOUR SHOWN ON SHT. 44.

IT IS ASSUMED THAT TEMPORARY CONSTRUCTION ACCESS MAY BE REQUIRED FOR THE PROPOSED ABUTMENT 2 REHABILITATION WORK. TEMPORARY CONSTRUCTION ACCESS, IF REQUIRED, SHALL BE ACCOMMODATED IN THE SOUTHWEST QUADRANT OF THE PROJECT.

IT SHOULD BE NOTED THAT THE CITY OF MONTPELIER CURRENTLY OWNS THE PROPERTY IN THE SOUTHWEST QUADRANT OF THE PROJECT. IT IS ASSUMED THAT SHOULD TEMPORARY CONSTRUCTION ACCESS OR ADDITIONAL STAGING AREA BE REQUIRED THE CONTRACTOR SHALL NEGOTIATE TEMPORARY USE OF THIS PROPERTY DIRECTLY WITH THE CITY. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY ENVIRONMENTAL PERMITS FOR ANY STAGING AREA OUTSIDE THE LIMITS OF THE PROJECT AT NO ADDITIONAL COST TO THE STATE OF VERMONT.

SUPERSTRUCTURE REMOVAL NOTES:

- COMPLETE REMOVAL AND DISPOSAL OF THE EXISTING BITUMINOUS BRIDGE PAVEMENT SHALL BE PAID FOR UNDER ITEM 529.10, REMOVAL OF BRIDGE PAVEMENT.
- COMPLETE REMOVAL AND DISPOSAL OF ALL MATERIALS NECESSARY TO COMPLETE THE WORK REQUIRED IN THE CONTRACT SHALL BE PAID FOR UNDER ITEM 529.20, PARTIAL REMOVAL OF STRUCTURE.

STRUCTURAL STEEL NOTES:

- ALL NEW STRUCTURAL STEEL SHALL BE AASHTO M270M/M270 GRADE 50 PAINTED EXCEPT AS SHOWN OTHERWISE. NEW STRUCTURAL STEEL FOR THE TRUSS FLOOR SYSTEM, BOTTOM LATERAL BRACING, STRINGER CONNECTION ANGLES, SCUPPERS AND DOWNSPOUTS SHALL BE PAID FOR UNDER ITEM 506.50, STRUCTURAL STEEL, ROLLED BEAM. ALL NEW STRUCTURAL STEEL WHICH CONNECTS TO EXISTING STRUCTURAL STEEL (FLOORBEAM CONNECTION ANGLES, LATERAL BRACING CONNECTION PLATES, REPLACEMENT VERTICALS, BRIDGE RAIL, SIDEWALK RAIL BALUSTERS AND ANY OTHER STEEL DESIGNATED OR ORDERED BY THE RESIDENT ENGINEER FOR REPLACEMENT IN KIND) SHALL BE PAID FOR UNDER ITEM 506.60, STRUCTURAL STEEL. PAINTING OF ALL NEW STEEL SHALL BE PAID FOR UNDER ITEM 513.25, STRUCTURAL PAINTING, SHOP APPLIED.
- THE CONTRACTOR AND FABRICATOR SHALL BE RESPONSIBLE FOR DETAILING AND FIT-UP OF ALL NEW STRUCTURAL STEEL. FABRICATION DRAWINGS FOR ALL NEW STRUCTURAL STEEL SHALL BE SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL AS PER SUBSECTION 506.03 OF THE STANDARD SPECIFICATIONS.
- ALL FIELD CONNECTIONS SHALL BE MADE USING HIGH STRENGTH BOLTS MEETING AASHTO M164, TYPE 1 GALVANIZED. THE BOLTS SHALL RECEIVE AN INTERMEDIATE COAT OF PAINT, AS WELL AS A FINAL COAT AFTER INSTALLATION. ALL CONNECTIONS SHALL BE 7/8" BOLTS INSTALLED IN 1 1/8" HOLES UNLESS OTHERWISE NOTED. ANY CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
- MEMBERS DESIGNATED "CVN" SHALL MEET CHARPY V-NOTCH REQUIREMENTS FOR MAIN MEMBERS AS INDICATED IN SECTION 506 OF THE STANDARD SPECIFICATIONS.
- ALL MEMBERS SHALL BE PLACED WITH MILL CAMBER UP.
- THE CONTRACTOR IS REMINDED THAT ALL HARDWARE FOR CONNECTIONS IS NOT PAID FOR DIRECTLY BUT IS CONSIDERED INCIDENTAL TO THE STRUCTURAL STEEL ITEMS (INCLUDING ALL RIVET REMOVAL IN ORDER TO CONNECT NEW PLATES OR MEMBERS TO EXISTING PLATES OR MEMBERS WITH NEW HIGH STRENGTH BOLTS). THE CONTRACTOR SHALL MAKE A DETAILED COUNT OF ALL HARDWARE NECESSARY TO COMPLETE THE WORK AS SHOWN ON THE PLANS. BOLT LENGTHS SHALL BE FIELD VERIFIED BY THE CONTRACTOR TO HAVE SUFFICIENT THREAD LENGTH TO TIGHTEN.

TRUSS REHABILITATION NOTES:

- ANY NECESSARY SHORING OF THE TRUSS, INCLUDING BUT NOT LIMITED TO THAT NECESSARY TO REPLACE OR REHABILITATE EXISTING BEARINGS, SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 502 OF THE STANDARD SPECIFICATIONS AND SHALL BE PAID FOR UNDER ITEM 502.10, SHORING SUPERSTRUCTURE. THE CONTRACTOR SHALL TAKE CARE SUCH THAT THE TRUSS REMAINS STABLE DURING DISMANTLING OF THE EXISTING FLOOR SYSTEM AND DURING REPAIR WORK TO TRUSS MEMBERS, SUBSTRUCTURES AND BEARINGS. THE CONTRACTOR SHALL SUBMIT CONSTRUCTION DRAWINGS FOR DISMANTLING AND SHORING, INCLUDING ASSOCIATED DESIGN CALCULATIONS, TO THE STRUCTURES ENGINEER FOR APPROVAL PRIOR TO BEGINNING WORK. CONSTRUCTION DRAWINGS SHALL BE SUBMITTED IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 105. PLANS AND DESIGN CALCULATIONS SHALL BE STAMPED BY A QUALIFIED PROFESSIONAL ENGINEER.
- ALL EXISTING STEEL RETAINED IN THE REHABILITATED STRUCTURE SHALL BE CLEANED TO BARE METAL AND REPAINTED. WHERE STEEL IS TO BE CONNECTED TO EXISTING STEEL, THE SURFACE OF THE EXISTING STEEL SHALL BE CLEANED TO BARE METAL, REMOVING ALL RUST, AND PRIMED BEFORE ATTACHING NEW STEEL. ALL CLEANING OF EXISTING STEEL SHALL BE PAID FOR UNDER ITEM 513.41, SURFACE PREPARATION, FIELD. PAINTING OF EXISTING STEEL SHALL BE PAID FOR UNDER ITEM 513.30, STRUCTURAL PAINTING, FIELD APPLIED. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE GREEN IN ACCORDANCE WITH SUBSECTION 708.03. THE CONTRACTOR SHALL ENSURE COMPATIBILITY BETWEEN THE SHOP AND FIELD PAINT SYSTEMS.
- 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 WILL 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 REMOVED STRUCTURAL STEEL.
- THE REPAIRS TO THE TRUSS MEMBERS INDICATED ON THE PLANS ARE A MINIMUM REQUIREMENT. THESE MEMBERS SHALL BE REPLACED IN KIND TO THE EXTENT FEASIBLE WITH MEMBERS HAVING SIMILAR GEOMETRY AND STRUCTURAL SECTION PROPERTIES TO THOSE DETAILED ON THE PLANS AND REFERENCE SHEETS. FOR THOSE MEMBERS NOT DESIGNATED FOR REPAIR AND IN THE OPINION OF THE RESIDENT ENGINEER HAVE INCURRED GREATER THAN 15 PERCENT SECTION LOSS, THE RESIDENT ENGINEER SHALL CONTACT THE STRUCTURES ENGINEER FOR FURTHER REPAIR RECOMMENDATIONS. AREAS LIKELY TO REQUIRE THE SPECIAL ATTENTION OF THE RESIDENT ENGINEER INCLUDE, BUT ARE NOT LIMITED TO: INTERIOR GUSSET PLATES AT TRUSS PANEL POINTS, SIDEWALK FRAMING OBSTRUCTED BY THE WATER MAIN ENCLOSURE, MISCELLANEOUS RIVETS AND BOTTOM CHORD SPLICE PLATES. ANY ADDITIONAL WORK REQUIRED SHALL BE PAID AT THE BID PRICE FOR THE APPROPRIATE BID ITEMS.
- FINISHED GRADES FOR THE TRUSS SPAN PROVIDED IN THE PLANS ARE THEORETICAL AND ARE BASED ON ASSUMPTIONS REGARDING TRUSS DEFLECTION AND CAMBER. THE CONTRACTOR SHALL CONSTRUCT THE FLOOR SYSTEM AS SHOWN IN THE PLANS, INCLUDING CONCRETE HAUNCHES FOR STRINGERS AS SHOWN ON SHT. 28. BEAM PROFILES ARE NOT REQUIRED FOR DETERMINING FINISHED GRADES.
- ALL CONNECTIONS ON THE TRUSS ARE BELIEVED TO BE 7/8" DIAMETER RIVETS IN 1 1/8" DIAMETER HOLES. THE CONTRACTOR SHALL VERIFY DIAMETER OF ACTUAL RIVET OR BOLT SIZE BEFORE ORDERING REPLACEMENTS.
- ALL RIVETS REMOVED FROM THE TRUSS SHALL BE REPLACED WITH EQUIVALENT DIAMETER BOLTS MEETING AASHTO M-164, TYPE 1 GALVANIZED. HEX HEADS BOLTS SHALL BE USED, EXCEPT WHERE THE RESIDENT ENGINEER ORDERS DOME HEADED BOLTS SO AS NOT TO DETRACT FROM THE HISTORIC VALUE OF THE BRIDGE. THOSE RIVETS THAT ARE DEEMED BY THE RESIDENT ENGINEER TO BE DETERIORATED BEYOND THEIR USEFUL LIFE, BUT ARE NOT OTHERWISE TO BE REMOVED AND REPLACED UNDER THE STRUCTURAL STEEL ITEMS, SHALL BE REMOVED AND REPLACED UNDER ITEM 900.620, SPECIAL PROVISION (THROUGH TRUSS RIVET REPLACEMENT).

PROJECT NOTES (1)

PROJECT NAME: MONTPELIER
PROJECT NUMBER: BHF 6400(31)

FILE NAME: \$FILES\$	PLOT DATE: 10/12/2009
PROJECT MANAGER: SUSAN SCRIBNER	DRAWN BY: D. D'AMATO
DESIGNED BY: D. D'AMATO	CHECKED BY: P. PERKINS
BRIDGE DESIGN SUPERVISOR: P. HALSTEAD	SHEET 25 OF 63

