

**GENERAL**

- ITEM 529.15, REMOVAL OF STRUCTURE (6190 SF -EST.) (BR 2) SHALL BE USED FOR REMOVAL OF BRIDGE 2. THE EXISTING STRUCTURE INCLUDING THE SUPERSTRUCTURES, AND ANY PORTION OF THE ABUTMENTS ABOVE ELEVATION 516.00 AND THE EXISTING PIER ABOVE ELEVATION 511.00 SHALL BE REMOVED USING THIS ITEM.

**TRAFFIC MAINTENANCE DURING CONSTRUCTION**

- ANY TEMPORARY MEANS OF SUPPORTING FILL SHALL BE INCIDENTAL TO THE ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE) (BR 2)". CONSTRUCTION DRAWINGS SHALL BE REQUIRED AS PER SUBSECTION 105.03.
- FULL ACCESS TO ALL DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. IF THE CONTRACTOR MUST RESTRICT ACCESS, THEN THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNERS IN ADVANCE. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE) (BR 2)".

**EARTHWORK AND RELATED ITEMS**

- THE "STONE FILL, TYPE III" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE NEW STEEL GIRDERS ARE SET.
- THE STONE RAILROAD ABUTMENT LOCATED AT STA 105+70 RIGHT SHALL BE REMOVED ABOVE FINISHED GRADE ELEVATION. THIS WORK SHALL BE PAID FOR UNDER ITEM 203.16, SOLID ROCK EXCAVATION. THE LARGE STONE BLOCKS LOCATED ALONG THE LEFT SIDE OF THE EXISTING ALIGNMENT OF TH 8 (RIVER STREET) FROM ABOUT STATION 104+00 TO 106+25 SHALL ALSO BE REMOVED, AND THIS WORK SHALL BE PAID UNDER ITEM 203.16, SOLID ROCK EXCAVATION.

**STRUCTURAL STEEL**

- SOME OF 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.
- UNLESS OTHERWISE NOTED, ALL NEW STRUCTURAL STEEL SHALL CONFORM TO AASHTO M270/M270M GRADE 50W AND SHALL BE PAID FOR UNDER ITEM 506.55, "STRUCTURAL STEEL (PLATE GIRDER). THE DOWNSPOUT ASSEMBLY, SHOWN ON DOWNSPOUT DETAILS, SHALL CONFORM TO AASHTO M270/M270M GRADE 50.
- BOTH ENDS OF ALL FIVE GIRDERS SHALL BE PAINTED FOR A DISTANCE OF 10 FEET FROM THE ABUTMENT 1 CENTERLINE OF BEARING. ALL CROSS-FRAMES, DIAPHRAGMS, CONNECTION AND STIFFENER PLATES IN THIS AREA SHALL ALSO BE PAINTED. THE FINAL COLOR SHALL BE BROWN IN CONFORMANCE WITH SUBSECTION 708.03 OF THE STANDARD SPECIFICATIONS. BROWN GREASE, CONFORMING TO SUBSECTION 708.04 SHALL BE APPLIED TO ALL PAINTED AREAS. PAYMENT FOR THIS WORK SHALL BE MADE UNDER CONTRACT ITEM 900.645, SPECIAL PROVISION (QC/QA/ CLEANING AND PAINTING STRUCTURAL COMPONENTS).
- FLEMING BRACKETS OR SIMILAR FALSEWORK SHALL BE SPACED AS REQUIRED BY DESIGN, BUT SHALL BE LIMITED TO A MAXIMUM SPACING OF 4 FEET. THE DESIGN OF FALSEWORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- FLEMING BRACKETS SHOULD EXTEND AS NEAR AS POSSIBLE TO THE BOTTOM FLANGE, BUT IN NO CASE SHALL THE FLEMING BRACKETS BE LESS THAN 3/4 OF THE WEB DEPTH IN DEPTH.
- ANY BOLT HOLES IN THE WEBS OF FASCIA GIRDERS NOT OTHERWISE FILLED SHALL BE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19 OF THE STANDARD SPECIFICATIONS.
- STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS.
- ALL WELDING SHALL CONFORM TO THE PROVISIONS OF VERMONT SPECIFICATION 506.10.
- AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE ENGINEER FOR USE IN DETERMINING FINISHED GRADES.

**PILES**

- PILE SHOES SHALL BE REQUIRED AND SHALL CONFORM TO SECTION 505.

- TO ENSURE THAT THE NOMINAL RESISTANCE HAS BEEN ATTAINED AND TO PREVENT THE OVERSTRESSING OF THE PILES DURING DRIVING OPERATIONS, DYNAMIC TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 505.04 OF THE STANDARD SPECIFICATIONS. PAYMENT FOR PILE TESTING SHALL BE MADE UNDER ITEM 505.45 "DYNAMIC PILE LOADING TEST". A MINIMUM OF ONE DYNAMIC PILE TEST SHALL BE CONDUCTED ON THE FIRST PILE DRIVEN FOR EACH SUBSTRUCTURE UNIT, FOR A TOTAL OF 2 TESTS. MORE TESTS MAY BE REQUIRED BY THE ENGINEER.
- THE PILES IN THE ABUTMENTS AND WINGWALLS SHALL BE DRIVEN TO THE NOMINAL RESISTANCES AND MINIMUM EMBEDMENT GIVEN IN THE TABLE ON THIS SHEET. ALL PILE NOMINAL RESISTANCES SHALL BE AS DETERMINED BY THE RESULTS OF DYNAMIC TESTING, AS INTERPRETED BY THE ENGINEER.
- FOR ESTIMATING PURPOSES, THE PILE LENGTHS WERE ASSUMED TO BE 75 FEET AT ABUTMENT 1 AND 65 FEET AT ABUTMENT 2. THE ACTUAL IN-PLACE LENGTH MAY VARY.

LOCATION	PILE SIZE	NOMINAL RESISTANCE	MINIMUM EMBEDMENT
ABUTMENT1	HP 14 X 117	640 KIPS	29 FEET
ABUTMENT 2	HP 12 X 84	489 KIPS	28 FEET

**DRILLED SHAFT**

- PERMANENT CASING IS NOT REQUIRED. DUE TO THE GRANULAR NATURE OF THE SOIL, THE DRY METHOD OF CONSTRUCTION WILL NOT BE ALLOWED.

**CONCRETE**

- SUBSTRUCTURE CONCRETE AT ABUTMENT 1, INCLUDING WINGWALLS 1 AND 2, THE PIER, AND APPROACH SLABS SHALL BE HIGH PERFORMANCE CLASS B AND SHALL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B". CONCRETE FOR ABUTMENT 2 AND WINGWALLS 3 AND 4 SHALL BE "CONCRETE HIGH PERFORMANCE CLASS B" BELOW THE CONSTRUCTION JOINT AND CONCRETE, HIGH PERFORMANCE CLASS A" ABOVE THE CONSTRUCTION JOINT AND WILL BE PAID FOR UNDER THE APPLICABLE PAY ITEMS.
- DECK (INCLUDING BACKWALLS AND APPROACH SLAB BRACKETS) CONCRETE SHALL BE "CONCRETE, HIGH PERFORMANCE CLASS A" AND SHALL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A".
- CONCRETE FOR "SPECIAL PROVISION (BRIDGE RAILING TEXAS) (FPQ)" SHALL BE CONCRETE, HIGH PERFORMANCE CLASS SCC, AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "SPECIAL PROVISION (BRIDGE RAIL TEXAS) (FPQ)."
- A RETARDING AND A SHRINKAGE COMPENSATION ADMIXTURE, BOTH APPROVED BY THE AGENCY OF TRANSPORTATION MATERIALS LABORATORY SHALL BE USED FOR SPECIAL PROVISION (BRIDGE RAIL TEXAS) (FPQ), AND FOR THE SIDEWALK ON THE BRIDGE. THE PAYMENT FOR THESE ADMIXTURES SHALL BE INCIDENTAL TO SPECIAL PROVISION (BRIDGE RAIL TEXAS) (FPQ) OR CONCRETE, HIGH PERFORMANCE CLASS A.
- CONCRETE PORTIONS OF ABUTMENTS AND WINGWALLS ABOVE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL BEAM PROFILES HAVE BEEN TAKEN AND THE FINISH GRADES HAVE BEEN DETERMINED BY THE ENGINEER.
- IN ACCORDANCE WITH SUBSECTION 506.23(A), AND AS DIRECTED BY THE 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 SHALL 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.
- ALL SUPERSTRUCTURE REINFORCING STEEL, ALL REINFORCING IN THE BACKWALL OF ABUTMENT 1 AND ALL REINFORCING IN ABUTMENT 2 SHALL MEET THE REQUIREMENTS OF AND BE PAID FOR AS ITEM 507.12, "REINFORCING STEEL, LEVEL II".
- REINFORCING STEEL USED IN "SPECIAL PROVISION (BRIDGE RAILING TEXAS) (FPQ)" SHALL BE REINFORCING STEEL LEVEL II AND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "SPECIAL PROVISION (BRIDGE RAILING TEXAS) (FPQ)".

- REINFORCING IN THE DRILLED SHAFT SHALL BE REINFORCING STEEL LEVEL I AND SHALL BE INCLUDED IN THE UNIT PRICE FOR "SPECIAL PROVISION (DRILLED SHAFT, EARTH) (8 FT)".
- ALL OTHER REINFORCING STEEL SHALL MEET THE REQUIREMENTS FOR AND BE PAID FOR AS ITEM 507.11, "REINFORCING STEEL LEVEL I.
- CUTTING AND REPAIRING DAMAGED AREAS OF COATED REINFORCING STEEL SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 507.04.

**FENCE**

- GATES FOR CHAIN LINK FENCE LOCATED AT STA 103+99 AND STA 107+58 SHALL BE DRIVE GATES FOR CHAIN LINK FENCE, TYPE I. THEY SHALL BE CONSTRUCTED AS SHOWN ON STANDARD DRAWING F-2. THE MINIMUM HORIZONTAL OPENING FOR EACH OF THESE GATES SHALL BE 20 FEET.
- THE GATE FOR CHAIN LINK FENCE LOCATED AT STA 502+12 SHALL BE A SINGLE PANEL CANTILEVER SLIDE GATE. THE MINIMUM HORIZONTAL OPENING SHALL BE 16 FEET. THE MAXIMUM GAP BETWEEN THE BOTTOM OF THE GATE AND THE GROUND SURFACE, WHEN THE GATE IS CLOSED, SHALL BE 4 INCHES. FABRICATION DRAWINGS CONFORMING TO SECTION 105.03 WILL BE REQUIRED FOR THIS ITEM. SEE PUMP HOUSE GRADING PLAN FOR MORE INFORMATION CONCERNING FINAL GROUND SURFACE ELEVATIONS.

**LANDSCAPING**

- ANY EXISTING TREES LOCATED BETWEEN TH 10 (DORR DRIVE) AND THE STONE WALL ON THE RIGHT SIDE OF DORR DRIVE, SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR UNDER ITEM 201.10, CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS.
- ON THE LAYOUT SHEETS, TREES HAVE BEEN IDENTIFIED WHICH MAY NEED TO BE REMOVED TO ACCOMMODATE THE CONSTRUCTION OF THE STONE MASONRY WALL. NO TREES SHALL BE REMOVED FROM THIS AREA WITHOUT HE ENGINEER'S APPROVAL. IF THEY ARE REMOVED, PAYMENT WILL BE CONSIDERED TO BE INCLUDED IN THE PRICE BID FOR 201.10, CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS.
- ANY TREES REMOVED TO ACCOMMODATE THE CONSTRUCTION OF THE STONE MASONRY WALL, WHICH ARE GREATER THAT 2" IN DIAMETER, SHALL BE REPLACED, IN A LOCATION APPROVED BY THE ENGINEER AND THE LANDOWNER. THE CONTRACTOR SHALL EMPLOY A QUALIFIED ARBORIST TO ASSIST IN DETERMINING THE TYPE, SIZE, AND LOCATION OF REPLACEMENT TREES. AN ESTIMATED QUANTITY OF 656.30, DECIDUOUS TREES (ACER SACCHARUM, 2 1/2" - 3" CAL), HAVE BEEN INCLUDED FOR THIS PURPOSE.

THERE SHALL BE NO TREES REPLANTED BETWEEN TH-10 (DORR DRIVE) AND THE STONE MASONRY WALL. THIS AREA WILL BE RE-VEGETATED WITH GRASS ONLY.

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