

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, DATED 2012, AND ITS LATEST REVISIONS.
2. THE BRIDGE WAS DESIGNED FOR THE HL-93 LIVE LOAD WITH AN ALLOWANCE FOR 2½" OF FUTURE PAVEMENT.
3. ALL PRECAST CONCRETE ELEMENTS TO BE FABRICATED TO THE SPECIFIED DIMENSIONS WITHIN THE TOLERANCES DICTATED IN THE PRECAST/PRESTRESSED CONCRETE INSTITUTE TOLERANCE MANUAL FOR PRECAST AND PRESTRESSED CONCRETE CONSTRUCTION, MNL 135-00, AND ITS LATEST REVISIONS.
4. DUE TO STABILITY CONCERNS AT THE ABUTMENTS DURING THE ERECTION OF THE SUPERSTRUCTURE THE CONTRACTOR SHALL SUBMIT THE ERECTION PLAN A MINIMUM OF 30 WORKING DAYS PRIOR TO THE BRIDGE CLOSURE PERIOD. UNDER NO CIRCUMSTANCES SHALL A BRIDGE CLOSURE PERIOD BEGIN PRIOR TO HAVING AN ACCEPTED ERECTION PLAN.
5. THE METHOD OF FORMING FOR SUBSEQUENT POURS AFTER PLACING PRECAST/PRESTRESSED SUPERSTRUCTURE UNITS SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR IS ENCOURAGED TO WORK WITH THE FABRICATOR IF ADDITIONAL SUPPORTS MAY BE REQUIRED. IN NO CASE SHALL THE CONTRACTOR ATTACH ADDITIONAL FORM OR SCREED SUPPORTS BY DRILLING OR SIMILAR MEANS INTO ANY PRECAST/PRESTRESSED SUPERSTRUCTURE UNIT.
6. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL AND VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
7. THE CONTRACTOR SHALL BE MADE AWARE THAT EXISTING UTILITIES ARE WITHIN THE CONSTRUCTION LIMITS OF BRIDGE 35. THE UTILITIES WILL BE RELOCATED BY OTHERS PRIOR TO THE START OF CONSTRUCTION. THE LOCATION OF ANY UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. NO CLAIMS ARE MADE AS TO THE ACCURACY OR COMPLETENESS OF THE UTILITIES SHOWN. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR LOCATING AND PROTECTING FROM DAMAGE ALL UTILITIES ON SITE DURING ALL STAGES OF CONSTRUCTION. SEE LAYOUT PLAN AND SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
8. NO SUBSTITUTION FOR PRECAST CONCRETE WILL BE PERMITTED.
9. A TEMPORARY DETOUR ACCESS ROAD ON THE WEST SIDE OF THE RIVER WILL BE USED BY THE HOMEOWNER AT THE END OF PALMER ROAD DURING THE BRIDGE CLOSER PERIOD. THE TOWN OF RANDOLPH IS RESPONSIBLE FOR THE TEMPORARY ACCESS ROAD AND IT IS ONLY INTENDED TO BE USED BY THE HOMEOWNER AND TOWN EMERGENCY VEHICLES. NO CONSTRUCTION VEHICLES OR EQUIPMENT SHALL USE THIS ACCESS FOR ANY PURPOSE, AS INDICATED IN THE ENVIRONMENTAL STIPULATIONS FOR THE PROJECT.
10. THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL APPLICABLE ENVIRONMENTAL PERMITS AND ENSURE THAT ALL CONSTRUCTION CONDITIONS ARE MET.
11. SLOPE ROUNDING: ALL CUT SLOPES TO BE ROUNDED IN ACCORDANCE WITH STANDARD SHEET B-5.

EARTHWORK

12. REMOVAL OF THE EXISTING STRUCTURE SHALL BE UNDER ITEM 529.15, "REMOVAL OF STRUCTURE (EXISTING ORIGINAL STRUCTURE)". THIS WORK SHALL INCLUDE REMOVAL OF ANY PORTIONS OF THE EXISTING STRUCTURE, INCLUDING EXISTING GUARDRAIL, THE SUPERSTRUCTURE, ABUTMENTS, AND WINGWALLS, THAT FALL OUTSIDE THE LIMITS OF STRUCTURE EXCAVATION OR UNCLASSIFIED CHANNEL EXCAVATION. REMOVAL OF THE TEMPORARY BRIDGE SHALL BE PAID UNDER ITEM 529.15, "REMOVAL OF STRUCTURE (EXISTING TEMPORARY STRUCTURE)". SEE NOTE 47 FOR MORE DETAILS.
13. THE "STONE FILL, TYPE IV" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE NEW BEAMS ARE SET.

CONCRETE AND REINFORCING STEEL

14. "WATER REPELLENT, SILANE" SHALL BE APPLIED IN ACCORDANCE WITH SECTION 514 TO ALL EXPOSED CONCRETE ON THE BRIDGE SUPERSTRUCTURE AND SUBSTRUCTURE, WITH THE EXCEPTION OF THE BOTTOM OF THE PRECAST NEXT BEAMS BETWEEN DRIP NOTCHES. THIS WORK SHALL BE PAID FOR UNDER THE CONTRACT OPTIONAL PRECAST ABUTMENT BID ITEM, OR CONTRACT ITEM 900.640, "SPECIAL PROVISION (PRESTRESSED CONCRETE NEXT D BEAMS) (NEXT 28 D)" AS APPROPRIATE.
15. ALL CONCRETE PLACED INTEGRALLY WITH THE SUPERSTRUCTURE SHALL BE ITEM 900.608," SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, RAPID SET)".
16. ALL PRECAST SUBSTRUCTURE CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 540 - PRECAST CONCRETE.
17. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE".
18. PAYMENT FOR REINFORCING STEEL IN PRECAST OR PRESTRESSED COMPONENTS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE APPROPRIATE PRECAST OR PRESTRESSED CONCRETE CONTRACT ITEM. ALL REINFORCING STEEL PLACED WITHIN THE BEAM-END CLOSURE POURS SHALL BE PAID FOR UNDER CONTRACT OPTIONAL PRECAST ABUTMENT BID ITEM. ALL REINFORCING STEEL PLACED WITHIN THE NEXT BEAM FLANGE CLOSURE POUR SHALL BE PAID FOR UNDER CONTRACT ITEM 900.640, "SPECIAL PROVISION (PRESTRESSED CONCRETE NEXT D BEAMS) (28D)".
19. ALL REINFORCING STEEL IN THE PRECAST ABUTMENTS SHALL MEET THE REQUIREMENTS FOR REINFORCING STEEL, LEVEL 1, UNLESS NOTED OTHERWISE. ALL REINFORCING STEEL IN THE NEXT BEAMS, NEXT BEAM FLANGE CLOSURE POUR, BEAM-END CLOSURE POUR, AND PRECAST WINGWALLS SHALL MEET THE REQUIREMENTS FOR REINFORCING STEEL, LEVEL 1, EPOXY COATED.
20. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE AS FOLLOWS:

ALONG BACK FACES OF WALLS AGAINST EARTH:	2.00 INCHES
ALONG TOP SURFACE OF DECK SLAB:	3.50 INCHES
ALONG BOTTOM SURFACE OF DECK SLAB:	1.75 INCHES
BEAM-END CLOSURE POUR:	2.00 INCHES
ELSEWHERE UNLESS OTHERWISE INDICATED:	3.00 INCHES
21. TEST BARS SHALL BE PROVIDED IN ACCORDANCE WITH THE "VERMONT AGENCY OF TRANSPORTATION MATERIALS SAMPLING MANUAL".

H-PILES

22. TO PREVENT DAMAGE TO THE PILES, PILE SHOES ARE REQUIRED AND SHALL CONFORM TO SUBSECTION 505.04 (f).
23. THE TOPS OF THE PILES AFTER DRIVING SHALL NOT VARY FROM THE POSITION SHOWN ON THE PLANS BY MORE THAN THREE INCHES. THE PILE ORIENTATION SHALL NOT VARY BY MORE THAN FIVE DEGREES. THE CONTRACTOR SHALL DEMONSTRATE TO THE SATISFACTION OF THE ENGINEER HOW THE TOLERANCES WILL BE MET. THESE MEASURES SHALL BE DEMONSTRATED IN A SUBMITTAL TO BE ACCEPTED BEFORE PILE DRIVING COMMENCES.
24. THE PILES SHALL BE DRIVEN TO A NOMINAL PILE DRIVING RESISTANCE (RNDR) OF 207.9 KIPS, AS DETERMINED BY THE RESULTS OF DYNAMIC TESTING, AND AS INTERPRETED BY THE ENGINEER. HOWEVER, THE PILES SHALL BE DRIVEN TO A MINIMUM DEPTH OF 20 FEET BELOW THE BOTTOM OF THE PRECAST ABUTMENT.
25. TO ENSURE THAT THE NOMINAL CAPACITY HAS BEEN ATTAINED AND TO PREVENT THE OVERSTRESSING OF THE PILES DURING DRIVING OPERATIONS, DYNAMIC TESTING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 505. A MINIMUM OF ONE DYNAMIC PILE TEST SHALL BE CONDUCTED ON THE FIRST PILE DRIVEN FOR EACH SUBSTRUCTURE UNIT, FOR A TOTAL OF TWO TESTS. MORE TESTS MAY BE ORDERED BY THE ENGINEER. ADDITIONAL TEST(S) ORDERED BY THE ENGINEER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR CONTRACT ITEM 505.45.
26. STRESSES IN THE PILE DURING DRIVING SHALL NOT EXCEED THE MAXIMUM DRIVING STRESS. THE MAXIMUM DRIVING STRESS SHALL BE DETERMINED AS 90 PERCENT OF THE PILE STEEL STRENGTH MULTIPLIED BY A RESISTANCE FACTOR OF 1.00.
27. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED TO BE AS SHOWN ON THE BORING LOGS. THE ACTUAL IN PLACE LENGTH MAY VARY.

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