

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. DURING CONSTRUCTION, TRAFFIC SHALL BE MAINTAINED ON THE EXISTING BRIDGE DOWNSTREAM OF THE NEW STRUCTURE. PAYMENT FOR MAINTENANCE OF THE EXISTING STRUCTURE WILL BE PAID FOR UNDER ITEM 527.10 "MAINTENANCE OF STRUCTURES AND APPROACHES".
3. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.

EARTHWORK AND RELATED ITEMS

4. REMOVAL OF THE EXISTING SUPERSTRUCTURE AND THOSE PORTIONS OF THE EXISTING SUBSTRUCTURES NOT REMOVED UNDER ITEM 203.27, "UNCLASSIFIED CHANNEL EXCAVATION" WILL BE PAID FOR UNDER ITEM 529.15 "REMOVAL OF STRUCTURE" (400 SF - EST).
5. THE "STONE FILL, TYPE IV" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE SLAB IS POURED.
6. THE BACKFILL BEHIND THE ABUTMENTS SHALL NOT BE PLACED HIGHER THAN THE BRIDGE SEATS UNTIL THE ABUTMENTS AND SLAB CONSTRUCTION IS COMPLETED.
7. IF BEDROCK IS ENCOUNTERED IN THE SLOPE FROM APPROXIMATELY STA. 20+75 RT TO STA. 22+00 RT. PAYMENT FOR ANY BEDROCK REMOVAL IN THE SLOPE WILL BE PAID FOR UNDER ITEM 203.16, "SOLID ROCK EXCAVATION". ANY BEDROCK ENCOUNTERED IN A LOCATION WHERE SUBBASE MATERIAL TO BE PLACED, WILL BE PAID FOR UNDER ITEM 205.20 "DRILLING AND BLASTING OF SOLID ROCK SUBGRADE".

STRUCTURAL STEEL

8. 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.

CONCRETE

9. ALL CONCRETE FOR THE SUPERSTRUCTURE AND SUBSTRUCTURE, EXCLUDING THE SUBFOOTINGS, WILL BE PAID FOR UNDER ITEM 501.34 "CONCRETE, HIGH PERFORMANCE CLASS B".
10. THE CONCRETE SLAB SHALL BE TURF DRAGGED per 501.16(d) (2).
11. CONCRETE FOR SUBFOOTING WILL BE PAID FOR UNDER ITEM 541.30, "CONCRETE, CLASS C". PAYMENT FOR SUBFOOTING CONCRETE WILL BE MADE ONLY FOR CONCRETE WITHIN THE LIMITS FOR SUBFOOTING SHOWN ON THE PLANS.
12. THE TOP SURFACE OF SUBFOOTING POURS SHALL BE ROUGHENED TO A RAKE FINISH TO HELP PREVENT SLIDING AT THE SUBFOOTING/FOOTING INTERFACE.
13. THE SLAB SHALL BE POURED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A TRANSVERSE CONSTRUCTION JOINT SHALL BE USED BETWEEN ADJACENT POURS. A MINIMUM 96 HOUR DELAY BETWEEN ADJACENT POURS SHALL BE OBSERVED.
14. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH X 1 INCH.
15. ITEM 514.10 "WATER REPELLENT, SILANE" SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, EXCEPT THE UNDERSIDE OF THE SLAB BETWEEN DRIP NOTCHES. PAYMENT FOR WATER REPELLENT, SILANE WILL BE MADE UNDER ITEM 514.10, WATER REPELLENT, SILANE.
16. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
17. ALL REINFORCING STEEL IN THE CONCRETE SLAB SHALL BE ITEM 507.11 REINFORCING STEEL, LEVEL I (EPOXY COATED). ALL OTHER STEEL SHALL BE LEVEL I.

18. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:
 SPACING: +/- 1 INCH
 CLEARANCE: +/- 1/4 INCH

SUBSTRUCTURES ON BEDROCK

19. THE SUBFOOTING FOR THE ABUTMENTS AND WINGWALLS WILL BE FOUNDED ON BEDROCK AND SHALL BE PLACED ON CLEAN COMPETENT ROCK. ALL LOOSE ROCK AND DEBRIS SHALL BE REMOVED.
20. ONCE THE CONTRACTOR HAS EXCAVATED FOR THE SUBFOOTINGS; THE RESIDENT ENGINEER WILL CONTACT THE PROJECT MANAGER AND AGENCY GEOLOGIST TO DETERMINE IF THE BEDROCK IS COMPETENT. FIVE (5) WORKING DAYS FROM NOTIFICATION WILL BE ALLOWED TO MAKE THE INSPECTION AND THE DETERMINATION FOR THE COMPETENCY OF THE BEDROCK.
21. ANY BEDROCK THAT NEEDS TO BE REMOVED WILL BE PAID FOR WITH THE APPROPRIATE EXCAVATION ITEM. INCLUDED IN THE CONTRACT. OVERBREAKAGE BEYOND THE AVERAGE MAXIMUM ALLOWANCE SPECIFIED IN SUBSECTION 204.09(B) (1) WILL BE AT THE CONTRACTOR'S EXPENSE.
22. DOWELS SHALL BE DRILLED AND GROUTED INTO BEDROCK AS SHOWN ON THE PLANS OR AS ORDERED BY THE ENGINEER. THE DOWELS SHALL HAVE A 2'-0" MINIMUM EMBEDMENT IN THE BEDROCK AND SHALL EXTEND THROUGH THE SUBFOOTING INTO THE FOOTING A MINIMUM OF 1'-6", UNLESS NOTED OTHERWISE. DRILLING AND GROUTING THROUGH THE SUBFOOTING WILL BE ALLOWED BUT PAYMENT SHALL ONLY BE FOR DRILLING INTO LEDGE AS SHOWN IN PLANS.
23. THE SUBSTRUCTURES HAVE BEEN DESIGNED FOR THE FOOTING ELEVATIONS SHOWN ON THE PLANS. THE INTENTION IS TO USE SUBFOOTINGS OF CONCRETE, CLASS "C" IN AREAS WHERE THE BEDROCK IS MORE THAN 6 INCHES BELOW THE DESIGN BOTTOM OF FOOTING ELEVATIONS. AFTER THE BEDROCK HAS BEEN EXPOSED, ADJUSTMENTS TO THE BOTTOM OF FOOTING ELEVATIONS MAY BE NECESSARY TO MINIMIZE THE BEDROCK REMOVAL AND/OR REDUCE THE AMOUNT OF SUBFOOTING CONCRETE. CONTACT THE PROJECT MANAGER FOR POSSIBLE REDESIGN IF THE BEDROCK PROFILES DIFFER FROM THOSE SHOWN ON THE PLANS. NO FURTHER WORK SHALL BE DONE ON THE FOOTINGS UNTIL A REPLY IS RECEIVED FROM THE STRUCTURES SECTION. A TURN-AROUND TIME OF UP TO FIVE BUSINESS DAYS MAY BE EXPECTED.

TRAFFIC CONTROL

24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF A SITE SPECIFIC TRAFFIC CONTROL PLAN. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A DETAILED TRAFFIC CONTROL PLAN TO THE ENGINEER FOR ALL STAGES OF CONSTRUCTION. NO CONSTRUCTION OPERATIONS WILL BEGIN UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS, ALL COSTS WILL BE INCLUDED IN ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
25. THE CONTRACTOR SHALL NOTE THE PROXIMITY OF THE EXISTING BRIDGE TO WINGWALL #1. ANY WORK OUTSIDE OF THE COFFERDAM LIMITS TO MAINTAIN THE EXISTING STRUCTURE WILL BE PAID FOR UNDER ITEM 527.10 "MAINTENANCE OF STRUCTURES AND APPROACHES".
26. TEMPORARY SHORING FOR THE NEW DECK SLAB CAN BE PLACED ANYWHERE INSIDE THE STONE FILL LIMITS SHOWN IN THE PLANS WITHOUT REQUIRING ANY ADDITIONAL PERMITTING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY ADDITIONAL PERMITS FROM THE U.S. ARMY CORPS OF ENGINEERS FOR ANY WORK OUTSIDE THE PROJECT LIMITS.
27. THE CONTRACTOR SHALL BE AWARE THAT THE EXISTING BRIDGE #32 ON TH #22 APPROXIMATELY 0.55 MILES WEST OF BRIDGE #30 IS POSTED FOR 16,000 LBS. THE CONTRACTOR WILL NEED TO OBTAIN A PERMIT FROM THE TOWN TO CROSS THIS STRUCTURE WITH EQUIPMENT EXCEEDING THAT LOAD. THE CONTRACTOR SHALL SUPPLY THE AGENCY WITH INFORMATION ON OVERLOAD VEHICLES REQUIRED TO COMPLETE THE NEW BRIDGE CONSTRUCTION THAT WILL EXCEED THIS WEIGHT, SO THAT THE AGENCY MAY MAKE A RECOMMENDATION TO THE TOWN ABOUT THE VEHICLE CROSSING THE STRUCTURE. IF ADDITIONAL WORK IS REQUIRED TO THE EXISTING BRIDGE IN ORDER TO ALLOW THE VEHICLE TO PASS, IT SHALL BE PAID FOR AS EXTRA WORK IN ACCORDANCE WITH 104.03.

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PROJECT LEADER: C. CARLSON	DRAWN BY: R. PELLETT
DESIGNED BY: D. PETERSON	CHECKED BY: D. PETERSON
PROJECT NOTES	SHEET 4 OF 44

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