

**PROJECT NOTES**

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2002, AND ITS LATEST REVISIONS.
2. DURING CONSTRUCTION, TRAFFIC SHALL BE MAINTAINED ON THE EXISTING TEMPORARY BRIDGE CONSTRUCTED DOWNSTREAM OF THE EXISTING TRUSS STRUCTURE.
3. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL ON AND OFF-PROJECT SIGNS AND BARRICADES AS SHOWN IN THE VAOT STANDARDS AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL."
4. FULL ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL." WHEN THE CONTRACTOR MUST TEMPORARILY RESTRICT ACCESS TO THE DRIVES, THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNERS IN ADVANCE.
5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, IN PARTICULAR THE DISCHARGE OF RAW CONCRETE INTO THE HOOSIC RIVER, AS DIRECTED BY THE RESIDENT ENGINEER AND STANDARD SPECIFICATIONS SECTION 105.
6. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE
7. THE "STONE FILL, TYPE II" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE NEW STEEL GIRDERS ARE SET.
8. NO WORK ON THIS PROJECT IS ANTICIPATED BELOW ORDINARY HIGH WATER; THEREFORE, THERE IS NO CORPS OF ENGINEERS (COE) PERMIT. DURING CONTRACT ONE, THE PERMITTING AGENCIES ALLOWED A CROSSING BETWEEN THE EASTERLY RIVER BANK AND THE MID-STREAM ISLAND. IF THIS OR ANY OTHER IN-STREAM OR BELOW ORDINARY HIGH WATER WORK IS DESIRED, THE CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING A COE PERMIT AND/OR AMENDMENTS TO THE STREAM ALTERATION PERMIT.
9. THE MABEY TRUSS IS DESIGNED FOR AN HS-20 LIVE LOAD. IF THE CONTRACTOR WISHES TO LOAD THE BRIDGE WITH ANYTHING LARGER FOR THE STEEL ERECTION OR ANY OTHER OPERATION, HE WILL BE REQUIRED TO SUBMIT THE LOADINGS TO MABEY BRIDGE & SHORING, INC. FOR EVALUATION. THE CONTRACTOR WILL PROVIDE THE LOADING DETAILS AND THE RESULTS OF THE MABEY BRIDGE EVALUATION IN A SUBMITTAL TO THE ENGINEER FOR HIS APPROVAL PRIOR TO PLACING THE LOADS ON THE BRIDGE. ALL COSTS FOR THESE SUBMITTALS, REVIEWS AND ADDITIONAL SUPPORTS, SHORING AND/OR PERMITTING WILL BE CONSIDERED INCIDENTAL TO ITEM 506.55.

**REMOVAL ITEMS**

10. THE EXISTING FOUNDATION WALL AND CONCRETE SLAB LOCATED ADJACENT TO ABUTMENT NO. 2 WILL BE REMOVED AS SHOWN IN THE PLANS. THIS REMOVAL WORK WILL BE PAID FOR AS ITEM 203.16, "SOLID ROCK EXCAVATION".
11. **REMOVAL OF EXISTING TEMPORARY BRIDGE:** THE ITEM 529.15, "REMOVAL OF STRUCTURE (5200 SF-EST)" SHALL INCLUDE THE REMOVAL OF THE EXISTING TEMPORARY "MABEY" BRIDGE, EXISTING H-PILE PIERS AND THE EXISTING CONCRETE ABUTMENTS. THE EXISTING ABUTMENTS SHALL BE REMOVED IN THEIR ENTIRETY. THE EXISTING PIER H-PILES SHALL BE REMOVED DOWN TO ELEVATION 501.00. ALSO, INCLUDED IN THIS ITEM IS THE REMOVAL OF THE EXISTING CONCRETE BARRIERS LOCATED AT EACH END OF THE EXISTING TRUSSES AND ALONG THE RAILROAD INCLUDING THE ENERGY ATTENUATOR AND THE EXISTING APPROACH RAILING LOCATED AT EACH END OF THE EXISTING "MABEY" BRIDGE.
12. THE EXISTING CONCRETE BARRIERS, ENERGY ATTENUATOR AND EXISTING APPROACH RAILING SHALL BE DELIVERED TO THE DISTRICT GARAGE IN BENNINGTON. THE ITEMS SHALL BE REMOVED WITH CARE AND STOCKPILED ON THE PROJECT SITE. ANY DAMAGE TO THESE ITEMS DURING THEIR REMOVAL SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AT NO ADDITIONAL COST TO THE AGENCY. THE CONTRACTOR SHALL CONTACT WAYNE GAMMELL, DTA #1 AT LEAST TWO WEEK PRIOR TO THE REMOVAL OF THESE ITEMS. SEE SPECIAL PROVISIONS, FOR ADDITIONAL INFORMATION AND REQUIREMENTS. THE DELIVERY OF THESE ITEMS SHALL BE INCLUDED IN PAY ITEM, 529.15, "REMOVAL OF STRUCTURE (5200 SF-EST)".
13. THE CONTRACTOR SHALL COORDINATE THE REMOVAL OF THE "MABEY" BRIDGE BY CONTACTING TAMMY ELLIS, DTA #3 AT LEAST TWO WEEK PRIOR TO THE REMOVAL. TAMMY ELLIS CAN BE CONTACTED AT (802) 786-5826. THE "MABEY" BRIDGE SHALL BE DISASSEMBLED, CLEANED, SORTED, BUNDLED, LOADED AND DELIVERED TO THE DISTRICT GARAGE IN MENDON. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

14. EXISTING SIGNS AND POSTS LISTED AS BEING REMOVED AS SHOWN ON SHEETS (19-20) SHALL REMAIN THE PROPERTY OF DISTRICT 1. THE SIGNS AND POSTS SHALL BE STOCKPILED FOR THE DISTRICT FORCES TO REMOVE.
15. THE EXISTING GARAGE LOCATED AT STATION 10+00 LT SHALL BE REMOVED IN ITS ENTIRETY. THIS WORK WILL BE PAID FOR UNDER THE ITEM 202.10, "DEMOLITION AND DISPOSAL OF BUILDING".
16. **REMOVAL OF EXISTING TRUSS BRIDGES:** THE EXISTING STEEL TRUSSES, FLOOR SYSTEM, RAILING, LATERAL BRACING AND PLATES THAT MAKE UP THE TRUSSES ARE 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. **REMOVAL OF THE EXISTING BRIDGE 41 SUPERSTRUCTURE IN ITS ENTIRETY INCLUDING BEARINGS AND BRIDGE RAILING SHALL BE PAID FOR UNDER ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE".** THE EXISTING ABUTMENTS AND PIERS SHALL BE REMOVED TO THE "CUT LINE" LIMITS SHOWN ON THE PLANS. THIS WORK WILL BE PAID FOR UNDER THE ITEM 529.25, "REMOVAL OF CONCRETE AND MASONRY."
17. THE EXISTING ROADWAY PAVEMENT LOCATED BETWEEN THE NEW DRIVEWAY AT STATION 2+00 RT AND THE ABUTMENT AT THE WEST END OF THE EXISTING TEMPORARY BRIDGE SHALL BE REMOVED UNDER THE PAY ITEM 203.28, "EXCAVATION OF SURFACES AND PAVEMENTS."
18. THE EXISTING ROADWAY PAVEMENT FROM WWTF SIDELINE STATION 5+12 RT TO WWTF SIDELINE STATION 6+50 RT +/- THAT RUNS PARALLEL TO THE RAILROAD TRACKS SHALL BE REMOVED UNDER THE PAY ITEM 203.28, "EXCAVATION OF SURFACES AND PAVEMENTS."
19. PAYMENT FOR REMOVAL OF EXISTING BITUMINOUS PAVEMENT ON THE EXISTING TRUSS BRIDGES SHALL BE MADE UNDER THE ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT". THE MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF PROPERLY AT AN OFFSITE LOCATION.

**STRUCTURAL STEEL AND PILES**

20. STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS.
21. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8 INCH DIAMETER BOLTS MEETING SUBSECTION 714.05.
22. ALL STRUCTURAL STEEL WITHIN 8 FEET OF THE GIRDER ENDS AT ABUTMENT NUMBER TWO SHALL BE PAINTED. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE BROWN AND SHALL CONFORM TO FEDERAL STANDARD NUMBER 595, COLOR CHIP NUMBER 20059. THIS WORK WILL BE PAID FOR UNDER THE ITEMS 513.25, "STRUCTURAL PAINTING, SHOP APPLIED (3.5 TONS)" AND 513.40, "SURFACE PREPARATION, SHOP APPLIED (3.5 TONS)".
23. THE ABUTMENT ENDS OF THE GIRDERS SHALL BE GREASED AS PER SUBSECTION 513.06(d). THIS WORK WILL BE PAID FOR UNDER "STRUCTURAL PAINTING, SHOP APPLIED (3.5 TONS)".
24. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE RESIDENT ENGINEER FOR USE IN DETERMINING FINISHED GRADES.
25. 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.
26. 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.
27. ENDS OF GIRDERS ARE TO BE VERTICAL IN FINAL POSITION.
28. ALL PILES SHALL BE FURNISHED WITH REINFORCED PILE POINTS. SEE SUBSECTION 505.04 (e) OF THE VAOT STANDARD SPECIFICATIONS.

**CONCRETE**

29. ABUTMENTS, PIER, APPROACH SLABS, REINFORCED CONCRETE DROP INLETS AND HEADWALL CONCRETE SHALL BE HIGH PERFORMANCE, CLASS B AND SHALL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B". SUPERSTRUCTURE CONCRETE SHALL BE HIGH PERFORMANCE CLASS A AND SHALL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A".
30. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. ALL OTHER AREAS OF BRIDGE SEATS SHALL BE SLOPED 1/2 INCH PER FOOT. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A FLOAT FINISH.

31. CONCRETE PORTIONS OF ABUTMENTS AND WINGWALLS ABOVE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL FINISH GRADES HAVE BEEN DETERMINED BY THE RESIDENT ENGINEER.
32. IN ACCORDANCE WITH SUBSECTION 506.23(A) OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION 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 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.
33. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH X 1 INCH.
34. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN DRIP NOTCHES. THIS ALSO INCLUDES THE EXPOSED SURFACES OF THE EXISTING PIER AND ABUTMENTS THAT ARE NOT RECONSTRUCTED. EXISTING CONCRETE SURFACES TO RECEIVE SILANE WATERPROOFING SHALL BE PRESSURE WASHED PRIOR TO APPLICATION OF SILANE. SURFACE MOISTURE REQUIREMENTS SHALL BE MET PRIOR TO WATERPROOFING. THIS WORK WILL BE INCIDENTAL TO ITEM 514.10, "WATER REPELLENT, SILANE".
35. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
36. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
37. ALL SUPERSTRUCTURE REINFORCING STEEL SHALL BE EPOXY COATED AND PAID FOR UNDER ITEM 507.17, "EPOXY COATED REINFORCING STEEL". CUTTING AND REPAIRING DAMAGED AREAS OF COATED REINFORCING STEEL SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 507.04 OF THE STANDARD SPECIFICATIONS.
38. MINIMUM COVER FOR REINFORCING STEEL SHALL BE AS INDICATED IN THE PLANS.

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

**MISCELLANEOUS**

39. THE CONTRACTOR SHALL PLACE NEW CHAIN LINK FENCE AS SHOWN IN THE PLANS ADJACENT TO THE WASTEWATER TREATMENT FACILITY ROAD. THE NEW CHAIN LINK FENCE SHALL BE CONNECTED TO AND ALIGNED WITH THE EXISTING FENCE. THE EXISTING SECTION OF ANGLED FENCE SHALL BE REMOVED AND CAN BE REUSED AT THE END OF THE FENCE CLOSEST TO THE INTERSECTION OF DEAN ROAD. THIS WORK WILL BE INCIDENTAL TO ITEM 620.12, "CHAIN-LINK FENCE, 6 FT."
40. THE OPERATING RAILROAD WILL BE RESPONSIBLE FOR THE INSTALLATION, WIRING AND ACTIVATION OF THE NEW BASE AND SIGNAL HEAD SHOWN AT STATION 14+50 LEFT. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE EXCAVATION AND BACKFILL FOR THIS WORK AND COORDINATING THE TIMING OF THE WORK WITH THE RAILROAD. THE EXCAVATION SHALL BE PAID FOR UNDER ITEM 204.20, "TRENCH EXCAVATION OF EARTH" AND THE BACKFILL SHALL BE DONE IN CONFORMANCE WITH SUBSECTION 601.08 AND PAID FOR AS ITEM 204.30, "GRANULAR BACKFILL FOR STRUCTURES."
41. EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 0.02 GAL/SY OR AS DIRECTED BY THE ENGINEER ON ALL EXISTING PAVEMENT SURFACES, ON COLD PLANED SURFACES, AND BETWEEN ALL COURSES OF PAVEMENT.
42. THE CONTRACTOR SHALL DETERMINE THE MAXIMUM DRY DENSITY OF THE SUBBASE MATERIAL IN ACCORDANCE WITH THE VTRANS IN-HOUSE SPECIFICATION AOT-MRD-54. **SEE SUBSECTION 301.06, "COMPACTION".**

PROJECT NOTE SHEET

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PROJECT NUMBER:	BRZ 144I(19) C/2
FILE NAME: /87e045/s+tr/se045pn.dgn	PLOT DATE: 10-MAR-2008
PROJECT LEADER: ROGER WHITCOMB	DRAWN BY: C. CARLSON
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