

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 1990, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 1996, AND ITS LATEST REVISIONS.
2. DESIGN IS FOR HS-25 LIVE LOADING.
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F UNLESS NOTED OTHERWISE.
4. EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF ROYALTON. THESE SIGNS SHALL BE STOCKPILED ON THE PROJECT AND THEN LOADED ON A TRUCK SUPPLIED BY THE TOWN. CONTACT THE TOWN ROAD FOREMAN (763-7667) TO ARRANGE FOR REMOVAL FROM THE PROJECT.
5. TACK COAT: EMULSIFIED ASPHALT IS TO BE APPLIED AT A RATE OF 0.015 GAL/SY BETWEEN SUCCESSIVE COURSES OF PAVEMENT OR AS DIRECTED BY THE ENGINEER.
6. THE STONE FILL TYPE IV UNDER THE BRIDGE SHALL BE PLACED BEFORE THE GIRDERS ARE SET.
7. ESTIMATED QUANTITIES FOR THE ITEMS 575.20 "TRAFFIC SIGNS, TYPE A" AND 575.301 "FLANGE CHANNEL SIGN POST" HAVE BEEN ADDED TO THE CONTRACT TO BE USED AT THE DISCRETION OF THE RESIDENT ENGINEER IN ORDERING ADDITIONAL TRAFFIC SIGNS.
8. THE CONTRACTOR SHALL INSTALL A PLAQUE SUPPLIED BY THE TOWN OF ROYALTON IN A LOCATION TO BE DETERMINED LATER. THE PLAQUE WILL BE SET INTO THE STONE MASONRY FACING ON ONE OF THE TOWERS TO THE SATISFACTION OF THE TOWN OF ROYALTON AND THE RESIDENT ENGINEER. PAYMENT FOR INSTALLATION OF THE BRIDGE PLAQUE WILL BE SUBSIDIARY TO THE ITEM 602.25 "STONE MASONRY FACING".
9. COSTS FOR ALL NECESSARY ANCHOR BOLTS FOR THE INSTALLATION OF THE STREET LIGHTING POLES SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE ITEM 679.15 "STREET LIGHTING".
10. THE ITEM 604.22 "INSTALLATION OF SEWER MANHOLE (MOD)" SHALL BE PAYMENT FOR INSTALLING A PRECAST CONCRETE TOP WITH A MANHOLE FRAME AND CAST IRON COVER OVER THE CAST-IN-PLACE DROP INLET AT SIDELINE STATION 23+20 35' LT. THE UNIT BID PRICE SHALL BE FULL COMPENSTION FOR ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO INSTALL THE COVER DESCRIBED ABOVE. THE CAST IRON COVER SHALL HAVE "STORM" LETTERED ON TOP.
11. THE ITEM 620.30 "DRIVE GATE FOR WOVEN WIRE FENCE (MOD)" SHALL BE PAYMENT FOR INSTALLING A PREFABRICATED, GALVANIZED STEEL FARM GATE AT THE LOCATION SHOWN ON THE PLANS. THE GATE SHALL BE A MINIMUM OF 15' WIDE AND 3' HIGH. THE GATE SHALL BE INSTALLED AND HINGED ON A GATE POST OF ADAQUATE STRENGTH TO SUPPORT THE GATE. THE GATE SHALL CLOSE AGAINST A GATE POST. THE GATE POSTS SHALL BE EITHER GALVANIZED STEEL OR PRESSURE TREATED TIMBER. THE CONTRACTOR SHALL PROVIDE THE RESIDENT ENGINEER WITH A PROPOSED GATE AND POST SIZE FOR APPROVAL. THE UNIT BID PRICE SHALL BE FULL COMPENSATION FOR ALL MATERIALS, EQUIPMENT AND LABOR NECESSARY TO INSTALL THE GATE AND POSTS DESCRIBED ABOVE.
12. THE CONTRACTOR SHALL RELOCATE THE DRY HYDRANT FROM ITS EXISTING LOCATION TO A NEW LOCATION SHOWN ON THE PLANS. PAYMENT FOR MOVING THE HYDRANT SHALL BE PAID UNDER THE ITEM 629.24 "DUCTILE IRON PIPE, CEMENT LINED 8" (MOD). THE UNIT BID PRICE SHALL BE FULL COMPENSATION FOR ALL MATERIALS, EQUIPMENT, AND LABOR NECESSARY TO RELOCATE THE DRY HYDRANT.

TEMPORARY DETOUR

13. TWO-WAY TRAFFIC ON TOWN HIGHWAY 1 SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION EXCEPT AS NOTED BELOW. TRAFFIC SHALL BE MAINTAINED USING A COMBINATION OF THE EXISTING TRUSS STRUCTURE AND A TEMPORARY BRIDGE SPAN.
14. PEDESTRIAN TRAFFIC ALONG TOWN HIGHWAY 1 SHALL BE MAINTAINED THROUGH THE PROJECT AT ALL TIMES DURING CONSTRUCTION EXCEPT AS NOTED BELOW. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED USING A COMBINATION OF MODIFYING THE SIDEWALK ON THE EXISTING TRUSS STRUCTURE AND A TEMPORARY BRIDGE SPAN WITH A SIDEWALK.

15. TOWN HIGHWAY 1 MAY BE CLOSED TO THROUGH TRAFFIC FOR A MAXIMUM OF TWO WEEKS TO ALLOW ERECTION OF THE TEMPORARY BRIDGE. THE PROJECT MAY ALSO BE CLOSED TO PEDESTRIAN TRAFFIC FOR A MAXIMUM OF TWO WEEKS. WRITTEN NOTICE OF THIS ROAD CLOSURE SHALL BE SENT TO THE TOWN OF ROYALTON A MINIMUM OF TWO WEEKS PRIOR TO CLOSURE.
16. THE TEMPORARY BRIDGE SPAN MAY BE LEFT IN PLACE OVER THE WINTER. THE MINIMUM CLEAR SPAN SHALL BE 100 FEET WITH THE BOTTOM OF STEEL NO LOWER THAN 474.0.
17. A SIDEWALK SHALL BE INCORPORATED INTO THE DESIGN OF THE TEMPORARY BRIDGE SPAN AND INCLUDED IN THE BID PRICE FOR ITEM 528.11 "TWO-WAY TEMPORARY BRIDGE". CRITERIA FOR THE SIDEWALK SHALL BE ACCORDING TO SECTION 528. THE SIDEWALK SHALL BE PROTECTED FROM THE ROADWAY BY A VEHICULAR RAIL.
18. PEDESTRIAN TRAFFIC OVER THE EXISTING TRUSS SHALL BE MAINTAINED USING A NEW TEMPORARY SIDEWALK ATTACHED TO THE DOWNSTREAM SIDE OF THE EXISTING TRUSS. THE COST OF THIS SIDEWALK SHALL BE PAID UNDER ITEM 528.12 TEMPORARY FOOT BRIDGE (MOD).
19. PORTIONS OF THE EXISTING SIDEWALK ON THE UPSTREAM SIDE OF THE EXISTING TRUSS MAY BE REMOVED TO PERMIT CONSTRUCTION OF THE NEW STRUCTURE. REMOVAL OF THE SIDEWALK FROM THE EXISTING TRUSS STRUCTURE REGARDLESS OF PROJECT SEQUENCE, SHALL BE PAID UNDER ITEM 529.15 "REMOVAL OF STRUCTURE".
20. THE TWO-WAY TEMPORARY BRIDGE AND THE TEMPORARY FOOT BRIDGE SHALL BE DESIGNED AND DETAILED PER THE VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION 528.04 AS MODIFIED BY THE SPECIAL PROVISIONS. THE DESIGNS SHALL BE SUBMITTED TO THE PROJECT MANAGER FOR REVIEW.
21. FULL ACCESS TO ALL DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES.
- 21a. ALL ON AND OFF PROJECT SIGNS AND BARRICADES AS REQUIRED FOR THE DETOUR AND/OR ORDERED BY THE RESIDENT ENGINEER WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE PAID FOR UNDER THE ITEM 527.10 "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS" ALL SIGNS AND BARRICADES SHALL BE INSPECTED AND REPAIRED AS NECESSARY DAILY. ALL SIGNS AND BARRICADES SHALL BE CLEANED OF DUST AND DEBRIS WEEKLY.

REMOVAL OF STRUCTURE

22. ITEM 529.15 "REMOVAL OF STRUCTURE" ITEMS SHALL BE USED FOR REMOVAL OF THE EXISTING SUPERSTRUCTURES AND ANY PORTIONS OF THE SUBSTRUCTURE NOT REMOVED UNDER THE ITEMS 208.35 "COFFERDAM EXCAVATION, ROCK" OR 203.27 "UNCLASSIFIED CHANNEL EXCAVATION".
23. ITEM 529.15 "REMOVAL OF STRUCTURE (STA 103+70 - STA 105+50)" SHALL BE PAYMENT FOR REMOVAL OF THE EXISTING CONCRETE SUPERSTRUCTURE, INCLUDING RAILINGS, UTILITY LINES, REMOVAL OF THE SOUTHERLY ABUTMENT, AND THE TWO INTERIOR PIERS UNDER THE CONCRETE SUPERSTRUCTURE. THE PIERS AND ABUTMENT SHALL BE COMPLETELY REMOVED TO THE BOTTOM OF FOOTING ELEVATION.
24. ITEM 529.15 "REMOVAL OF STRUCTURE (STA 105+50 - STA 107+75)" SHALL BE PAYMENT FOR THE REMOVAL OF THE EXISTING TRUSS SUPERSTRUCTURE, RAILINGS, CONCRETE DECK, UTILITY LINES, THE NORTHERLY ABUTMENT, AND THE PIER AT THE SOUTH END. THE TRUSS DOES NOT NEED TO BE SALVAGED (PER PROGRAMMATIC AGREEMENT DATED 7/7/98). THE PIER SHALL BE REMOVED DOWN TO STREAMBED ELEVATION AND THE ABUTMENT SHALL BE COMPLETELY REMOVED TO THE BOTTOM OF FOOTING ELEVATION.
25. THE EXISTING STEEL IN THE TRUSS TO BE REMOVED UNDER THE ITEM 529.15 "REMOVAL OF STRUCTURE (STA 105+50 - 107+75)" IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. ALL STEEL REMOVED UNDER THIS ITEM IS THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR MAY DISPOSE OF IT OR RETAIN IT FOR FUTURE USE. THE CONTRACTOR SHALL INFORM THE ENGINEER OF HIS/HER PLANS FOR THE STEEL PRIOR TO ITS REMOVAL.

PROJECT NAME:	ROYALTON BRZ 1444 (22)
PROJECT NUMBER:	
FILE NAME: 89j099/structures/sj099notes.dgn	PLOT DATE: 26-SEP-2000
IPARM NAME: sj099notes1.i	DRAWN BY: P. ROWE
PROJECT LEADER: C.P. WILLIAMS	CHECKED BY: W.B. SYMONDS
DESIGNED BY: W.B. SYMONDS	SHEET 8 OF 118
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