

PROJECT NOTES

GENERAL

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. IN STREAM CONSTRUCTION SHALL BE RESTRICTED TO THE PERIOD FROM JUNE 1 TO OCTOBER 1. ANY DEVIATION FROM THIS TIME PERIOD SHALL BE APPROVED IN WRITING BY THE AGENCY OF NATURAL RESOURCES.
3. FULL ACCESS TO ALL DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. THIS WORK SHALL BE SUBSIDIARY TO ITEM 635.10, "MOBILIZATION".
4. ALL ON-PROJECT SIGNS AND BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE SUBSIDIARY TO THE ITEM 635.10, "MOBILIZATION". ALL OFF-PROJECT SIGNING SHALL BE THE RESPONSIBILITY OF THE TOWN.
5. THE UNIT WEIGHT OF SOIL USED IN DESIGN WAS 140 PCF.
6. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F.

EARTHWORK AND RELATED ITEMS

7. THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. 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 STRUCTURAL STEEL.
8. ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE" SHALL BE USED FOR REMOVAL OF THE EXISTING SUPERSTRUCTURE AND ANY PORTIONS OF THE SUBSTRUCTURE NOT REMOVED UNDER THE ITEM 203.27, "UNCLASSIFIED CHANNEL EXCAVATION". EXISTING ABUTMENT ONE WILL BE REMOVED DOWN TO BOTTOM OF NEW STONE FILL, TYPE IV. EXISTING ABUTMENT TWO WILL BE REMOVED DOWN TO AN ELEVATION THAT MATCHES THE TOP OF THE EXISTING ADJACENT RETAINING WALLS.
9. RELOCATION OF THE EXISTING BARN AT STA. 12+95 TO BOTH ITS TEMPORARY AND PERMANENT LOCATION SHALL BE PAID FOR UNDER ITEM 529.15, "REMOVAL OF STRUCTURE (MOD.)".
10. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER TWO WEEKS PRIOR TO COMMENCING WORK ON THE WATERLINE RELOCATION.
11. ANY TEMPORARY CONSTRUCTION FILL WITHIN THE WATER COURSE SHALL CONSIST OF CLEAN STONE FILL ONLY, NO OTHER FILLING IN THE STREAM SHALL OCCUR WITHOUT THE APPROVAL OF THE STREAM ALTERATION ENGINEER.
12. THE STONE FILL, TYPE IV UNDER THE BRIDGE SHALL BE PLACED BEFORE THE BEAMS ARE SET.
13. 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.
14. THE HEIGHT OF FILL BEHIND ABUTMENTS WILL BE LIMITED TO THE BRIDGE SEAT ELEVATION UNTIL THE DECK HAS BEEN POURED AND THE CURING PERIOD IS UP.

CONCRETE AND REINFORCING STEEL

15. THE DECK AND CURB CONCRETE SHALL BE CONCRETE, CLASS A (HPC-A). ALL OTHER CONCRETE SHALL BE CONCRETE, CLASS B (HPC-B) UNLESS NOTED OTHERWISE.
16. SURFACES OF BRIDGE SEATS UNDER THE BEARING DEVICES SHALL BE LEVEL. OTHER AREAS OF THE BRIDGE SEAT SHALL BE SLOPED 1/4 INCH PER FOOT. THE ABUTMENT SEATS SHALL BE SLOPED FULL WIDTH TOWARD MIDSPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A STEEL TROWEL OR MAGNESIUM FLOAT FINISH.
17. CONCRETE PORTIONS OF THE ABUTMENT AND WINGWALLS ABOVE THE ADJACENT BRIDGE SEAT ELEVATIONS SHALL NOT BE PLACED UNTIL THE FINISH GRADE HAS BEEN DETERMINED BY THE RESIDENT ENGINEER.
18. THE DECK IS TO BE PLACED IN ONE CONTINUOUS PLACEMENT WITH A MAXIMUM DURATION OF EIGHT HOURS. IF CIRCUMSTANCES PREVENT THIS FROM BEING ACCOMPLISHED, A CONSTRUCTION JOINT SHALL BE USED. A 96-HOUR DELAY BETWEEN THE COMPLETION OF ONE DAY'S PLACEMENT AND THE BEGINNING OF ANOTHER PLACEMENT SHALL BE OBSERVED.
19. WHEN POURING THE DECK, THE CONCRETE SHALL BE DEPOSITED PARALLEL TO THE CENTERLINE OF BEARING SO AS TO LOAD THE GIRDERS EQUALLY.
20. NO TRAFFIC SHALL BE ALLOWED ON THE NEW DECK UNTIL THE CURE PERIOD IS UP AND THE 28-DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
21. 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.
22. JOINTS AND SCORE MARKS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
23. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH X 1 INCH.
24. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP NOTCHES.
25. THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE TWO INCHES ALONG WALL FACES AGAINST EARTH, AND THREE INCHES ELSEWHERE UNLESS DETAILED OTHERWISE.
26. ALL REINFORCING STEEL IN THE CONCRETE DECK AND BRIDGE CURBS SHALL BE EPOXY COATED AND PAID FOR UNDER THE ITEM 507.17, "EPOXY COATED REINFORCING STEEL". WHEN EPOXY COATED REINFORCING STEEL IS CUT, THE UNCOATED ENDS SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE COATING MANUFACTURER. FLAME CUTTING OF EPOXY COATED REINFORCING STEEL WILL NOT BE PERMITTED.
27. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

SPACING: +/- 1 INCH
CLEARANCE: +/- 1/4 INCH

STRUCTURAL STEEL

28. ALL STRUCTURAL STEEL PAID UNDER THE ITEM 506.55, "STRUCTURAL STEEL (PLATE GIRDER)" SHALL CONFORM TO AASHTO M270 GR. 50W UNLESS NOTED OTHERWISE ON THE PLANS.
29. THE CHARPY V-NOTCH TEST IS REQUIRED ONLY FOR THOSE MEMBERS DESIGNATED AS SUCH ON THE PLANS AS SPECIFIED IN SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.
30. AFTER THE SUPERSTRUCTURE STEEL HAS BEEN SET ON THE BEARINGS, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF EACH GIRDER UNDER THE DIRECTION OF THE RESIDENT ENGINEER. THESE ELEVATIONS SHALL BE USED IN DETERMINING THE FINAL GRADE.
31. ALL FIELD CONNECTIONS SHALL BE MADE USING 7/8 INCH DIAMETER BOLTS CONFORMING TO AASHTO M 164 TYPE 3. HOLES SHALL BE 1/8 INCH DIAMETER, UNLESS OTHERWISE NOTED.
32. FLEMING BRACKETS OR SIMILAR FALSEWORK SHALL BE DESIGNED BY THE CONTRACTOR AND SHALL BE LIMITED TO A MAXIMUM SPACING OF 4 FEET.
33. ANY HOLES IN THE FASCIA BEAMS NOT OTHERWISE FILLED SHALL BE FITTED WITH BUTTON HEAD OR HEX HEAD BOLTS CONFORMING TO AASHTO M164 TYPE 3. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

MISCELLANEOUS

34. AS SHOWN IN THE LAYOUT SHEET, THE EXISTING LILACS AND BOULDERS FROM STA. 11+74 LT. - STA. 11+78 LT. AND EXISTING LILY PATCH AT STA. 12+41 LT. SHALL BE REMOVED AND RESET TO THE SATISFACTION OF THE RESIDENT ENGINEER AND PROPERTY OWNER. THIS WORK SHALL BE PAID FOR UNDER ITEM 565.50, "TRANSPLANTING SHRUBS".
35. THE CONTRACTOR SHALL TAKE CARE NOT TO UNDERMINE EXISTING CONCRETE RETAINING WALL WHEN EXCAVATING FOR WINGWALL NO. 3. ANY DAMAGE TO THE RETAINING WALL WILL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
36. THE REQUIRED CHANGE IN ELEVATIONS FOR THE EXISTING DROP INLET AT STA. 15+46 RT AND THE ELEVATIONS FOR THE NEW DROP INLET AT STA. 15+48 RT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. THE OUTLET INVERT OF THE NEW 8+8 INCH, 22 FOOT LONG PIPE WILL BE 3 INCHES HIGHER THAN THE EXISTING PIPE THAT IS LEAVING THE EXISTING DROP INLET AT STA. 15+46 RT. THE COST OF A NEW PIPE OPENING FOR THE EXISTING DROP INLET AT STA. 15+46 RT WILL BE SUBSIDIARY TO TRENCH EXCAVATION.
37. THE STAINLESS STEEL COMPONENTS OF THE WATER MAIN PIPE HANGERS WILL CONFORM TO ASTM F593 WITH 120 KSI MINIMUM TENSILE STRENGTH FOR THE RODS, ASTM F594 ALLOY GROUP 1,2,3 FOR THE NUTS AND ASTM A276 TYPE 304 FOR THE WASHERS.

STATE OF VERMONT AGENCY OF TRANSPORTATION

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| Town Of | MIDDLEBURY | Bridge No. | 20 |
| Highway No. | T.H. 33 | Log Sta. | |
| | T.H. 33 OVER THE MIDDLEBURY RIVER | Surv. Sta. | |
| PROJECT NOTES | | | |
| Designed By | T. SUMNER | Drawn By | K. CHISHOLM |
| Checked By | T. SUMNER | Date | 7/00 |
| | | Project Manager | R.R. WHITCOMB |
| | | Date | 8/00 |
| PROJECT | MIDDLEBURY | PROJECT NO. | BRZ 1445 (19) |
| U.G.C. Info. | 90106AStructures\1061pndgn | | s1061pnd |
| Bridge Sheet No. | Sheet 18 of 55 | | |