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# GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS. THE SUPERSTRUCTURE SHALL CONFORM TO AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, DATED 1998, AND ITS LATEST REVISIONS. THE SUBSTRUCTURE SHALL CONFORM TO AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2001, AND ITS LATEST REVISIONS.

2. DESIGN IS FOR HL-93 LIVE LOADING.

3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES CELSIUS OR AS NOTED OTHERWISE.

4. TH 50 WILL REMAIN CLOSED TO THRU TRAFFIC DURING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE TOWN OF CORINTH IN WRITING TWO WEEKS PRIOR TO CLOSING. ACCESS TO RESIDENCES SHALL BE BY DETOUR ALONG TH 50 AND TH 40. SEE TEMPORARY DETOUR SHEET (SHEET 10).

5. ITEM 641.10 "TRAFFIC CONTROL" WILL BE USED TO PAY FOR THE DETOUR SIGNING AS DETAILED ON THESE PLANS.

6. THE STONEFILL TYPE II UNDER THE BRIDGE SHALL BE PLACED BEFORE THE BEAMS ARE SET.

7. THE FENCE TO BE REMOVED AND RESET BETWEEN STATIONS 1+040 RIGHT AND 1+084 RIGHT SHALL BE RESET ALONG THE NEW RIGHT-OF-WAY LINE. REFER TO THE PROJECT SPECIAL PROVISIONS FOR APPLICABLE SPECIAL AGREEMENTS.

8. AFTER THE SUPERSTRUCTURE STEEL HAS BEEN SET ON THE ANCHOR BOLTS, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF EACH BEAM UNDER THE DIRECTION OF THE RESIDENT ENGINEER. THESE ELEVATIONS SHALL BE USED IN DETERMINING THE FINAL GRADE.

9. ALL FIELD CONNECTIONS SHALL BE MADE USING M22 X 2.5 TYPE 3 BOLTS MEETING THE AASHTO M 164M REQUIREMENTS. ANY CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL. HOLE DIAMETER SHALL BE 24 MILLIMETERS.

10. FLEMING BRACKETS SHALL BE DESIGNED BY THE CONTRACTOR, BUT SHALL BE LIMITED TO A MAXIMUM SPACING OF 1200 MILLIMETERS.

11. ANY HOLES IN THE FASCIA BEAMS NOT OTHERWISE FILLED SHALL BE FILLED WITH BOLTS CONFORMING TO AASHTO M 164M TYPE 3.

12. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

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| SPACING | +/- 25 MILLIMETERS |
| CLEARANCE | +/- 6 MILLIMETERS |

13. 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.

14. JOINTS AND SCORE MARKS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

15. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 X 25.

16. WATER REPELLENT SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, EXCEPT THE UNDERSIDE OF THE BRIDGE DECK BETWEEN DRIP NOTCHES.

17. THE DECK POUR IS TO BE PLACED IN ONE CONTINUOUS PLACEMENT 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. A 96 HOUR DELAY BETWEEN THE COMPLETION OF ONE DAY'S PLACEMENT AND THE BEGINNING OF ANOTHER PLACEMENT SHALL BE OBSERVED.

18. THE DECK SHALL BE GIVEN A TURF DRAG FINISH. SEE SPECIAL PROVISIONS.

19. ALL CONCRETE ABOVE ABUTMENT CONSTRUCTION JOINT ELEVATION, INCLUDING THE DECK AND CURB SHALL BE SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT). ALL OTHER SUBSTRUCTURE CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B, UNLESS NOTED OTHERWISE.

20. ALL REINFORCING STEEL SHALL BE EPOXY COATED AND PAID FOR UNDER THE ITEM 507.17 "EPOXY COATED REINFORCING STEEL".

21. THE PILES SHALL BE HP 310 X 93.

22. THE PILES WILL REQUIRE PILE SHOES. THE SHOES SHALL BE CAST STEEL AND SHALL CONFORM TO SECTION 505.

23. THE PILES SHALL BE DRIVEN TO LEDGE WITH AN ULTIMATE CAPACITY OF 2300 KILONEWTONS AS DETERMINED BY THE RESIDENT ENGINEER.

24. TO ENSURE THAT THE ULTIMATE AXIAL CAPACITY HAS BEEN ATTAINED AND TO PREVENT THE OVERSTRESSING OF THE PILES DURING DRIVING OPERATIONS, DYNAMIC MONITORING SHALL BE PERFORMED FOR THE FIRST PILE DRIVEN AT EACH ABUTMENT. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 505.04(C)(2). PAYMENT FOR PILE TESTING SHALL BE MADE UNDER ITEM 505.45, "DYNAMIC PILE LOADING TEST". ADDITIONAL TESTS MAY BE REQUIRED BY THE RESIDENT ENGINEER.

25. NOT USED

26. THE EXISTING STEEL TRUSS SHALL BE REMOVED USING ITEM 900.645 SPECIAL PROVISION (STEEL BRIDGE TRUSS REMOVAL AND DELIVERY). SEE SPECIAL PROVISIONS FOR DETAILS.

27. ITEM 529.15 "REMOVAL OF STRUCTURE" SHALL BE USED FOR REMOVAL OF ALL OF THE SUPERSTRUCTURE NOT REMOVED UNDER ITEM 900.645 SPECIAL PROVISION (STEEL BRIDGE TRUSS REMOVAL AND DELIVERY) AND FOR ANY PORTION OF THE ABUTMENTS OUTSIDE THE LIMITS OF "STRUCTURE EXCAVATION" OR "UNCLASSIFIED CHANNEL EXCAVATION". THE BID PRICE FOR CONTRACT ITEM 529.15 SHALL INCLUDE ANY NECESSARY BACKFILL BELOW THE LIMITS SHOWN FOR "STRUCTURE EXCAVATION" OR "UNCLASSIFIED CHANNEL EXCAVATION".

28. THE EXISTING STEEL BEAMS AND H-PILES USED AS TEMPORARY SHORING SHALL REMAIN THE PROPERTY OF THE TOWN OF CORINTH. THE CONTRACTOR SHALL DELIVER THESE BEAMS, AND UNLOAD THEM, AT A LOCATION SPECIFIED BY THE TOWN WITHIN 10 MILES OF THE PROJECT. PAYMENT FOR THIS WORK SHALL BE INCLUDED UNDER THE ITEM 529.15 "REMOVAL OF STRUCTURE". CONTACT ROAD FOREMAN JOE BLODGETT AT 439-6272 FOR DETAILS.

29. EXCEPT AS NOTED ABOVE, 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. EXISTING STRUCTURAL STEEL REMOVED AND NOT RETAINED BY THE STATE 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.

30. THE EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF CORINTH AND SHALL BE STOCKPILED ON SITE. THE TOWN ROAD FOREMAN, JOE BLODGETT, SHALL BE NOTIFIED TO PICK UP THE SIGNS AT 439-6272.

31. THE TELEPHONE JUNCTION BOX AT STATION 1+105.3 RIGHT SHALL BE MOVED BY OTHERS. SEE SPECIAL PROVISIONS.

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| PROJECT: CORINTH | PROJECT NO.: STP BRO 1447 (22) (RE-ADVERTISED) |
| DESIGN FILE NAME: sj042note.dgn | |
| IPARM FILE NAME: sj042note.i | PLOT DATE: 16-JUL-2008 |
| DESIGNED BY: H.I. SALLS | DRAWN BY: H.I. SALLS |
| SQUAD LEADER: C.P. WILLIAMS | CHECKED BY: R.S. YOUNG |
| GENERAL NOTES | SHEET: 19 OF 42 |