

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION, AND ITS LATEST REVISIONS.
2. BRIDGE IS DESIGNED FOR MS 22.5 LIVE LOAD WITH NO ALLOWANCE FOR FUTURE PAVEMENT.
3. IN-STREAM CONSTRUCTION SHALL BE RESTRICTED TO JUNE 1 TO OCTOBER 1, UNLESS THE CONTRACTOR OBTAINS WRITTEN PERMISSION FROM THE AGENCY OF NATURAL RESOURCES TO DO WORK OUTSIDE OF THAT TIME FRAME.
4. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE OR CONCRETE WASH WATER, INTO THE LESURE AND ROARING BROOKS.
5. THE CONTRACTOR SHALL NOT REMOVE ANY MORE TREES OR BRUSH THAN IS ABSOLUTELY NECESSARY FOR SATISFACTORY CONSTRUCTION OF THE PROJECT. THE NECESSITY FOR REMOVAL SHALL BE DETERMINED BY THE RESIDENT ENGINEER.
6. THE COST OF ON-PROJECT SIGNS AND BARRICADES REQUIRED SHALL BE PAID AS THE ITEM 641.10 "TRAFFIC CONTROL."
7. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES C UNLESS OTHERWISE NOTED.
8. THE STONE FILL, TYPE IV SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE DECK IS POURED.
9. 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.
10. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT, ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
11. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 mm BY 25 mm.
12. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
13. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).  
  
REINFORCING PLACEMENT TOLERANCES SHALL BE:  
SPACING + - 5 mm  
CLEARANCE + - 5 mm
14. MINIMUM COVER FOR REINFORCING STEEL SHALL BE 50 mm ALONG THE BACK FACES OF WALLS AGAINST EARTH, 80 mm ALONG THE TOP SURFACE OF THE DECK, 50 mm ALONG THE BOTTOM SURFACE OF THE DECK AND 80 mm ELSEWHERE, UNLESS OTHERWISE NOTED.
15. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP BEADS.
16. ALL CONCRETE SHALL BE "CONCRETE, HIGH PERFORMANCE CLASS B," UNLESS OTHERWISE NOTED.
17. THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE REMOVED STRUCTURAL STEEL IS TO BECOME 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.
18. THE EXISTING SUPERSTRUCTURE INCLUDING THE BEAMS, AND DECK SHALL BE REMOVED DOWN TO THE EXISTING BRIDGE SEAT ELEVATION. THIS WORK SHALL BE PAID FOR UNDER THE ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE".
19. a) THE EXISTING CONCRETE ABUTMENTS THAT FALL WITHIN INDICATED LIMITS OF THE COFFERDAM SHALL BE REMOVED UNDER THE ITEM "COFFERDAM EXCAVATION, ROCK".  
  
b) ANY PORTION OF THE EXISTING CONCRETE ABUTMENTS THAT FALL OUTSIDE THE INDICATED LIMITS OF THE COFFERDAM SHALL BE REMOVED TO 300 mm BELOW THE FINISH GRADE OF THE CHANNEL AND PAID FOR UNDER THE ITEM "UNCLASSIFIED CHANNEL EXCAVATION".
20. DUE TO THE CLOSE PROXIMITY OF THE TEMPORARY BRIDGE AND THE NEED TO MAINTAIN TRAFFIC ON THE TEMPORARY BRIDGE, THE COFFERDAM AT EACH ABUTMENT WILL REQUIRE PHASING. THIS WILL MEAN INSTALLATION OF A COFFERDAM FOR THE MAJORITY OF ABUTMENTS AND THEN SUBSEQUENT INSTALLATION OF COFFERDAMS FOR CONSTRUCTION OF REMAINING PORTIONS OF WINGWALLS 1 AND 3. THIS WORK WILL BE PAID AS ONE LUMP SUM FOR EACH ABUTMENT AS PER QUANTITY SHEET WITH NO EXTRA PAYMENT DUE FOR PHASING OF COFFERDAMS.
21. DURING CONSTRUCTION AND REMOVAL OF TEMPORARY DETOUR NORTHERN APPROACH, CUTTING OF VEGETATION ALONG STEEP EMBANKMENT SHALL BE MINIMIZED. THE DETOUR AS SHOWN ON THE SECTIONS AND LAYOUT WILL NOT REQUIRE ANY CUTTING OF THIS EMBANKMENT. IF THE CONTRACTOR CHOOSES TO MODIFY THIS DETOUR IN ANY MANNER WHICH WILL REQUIRE CUTTING INTO THE EMBANKMENT, THEN THE CONTRACTOR WILL BE REQUIRED TO PLACE A PERMANENT RETAINING WALL STRUCTURE (SUCH AS SHEET PILING, 3'x3' CONCRETE BLOCK WALL, ETC.) AT NO COST TO THE STATE. THIS RETAINING WALL STRUCTURE MUST BE DESIGNED BY A PROFESSIONAL ENGINEER AND APPROVED BY THE STRUCTURES ENGINEER PRIOR TO PLACEMENT OF THE WALL.
22. SEE SHEET 14 "EROSION CONTROL NARRATIVE" FOR NOTES REGARDING EROSION CONTROL.
23. THE EXISTING POST AND STEEL BEAM GUARD RAIL ON THE BRIDGE WILL BE REMOVED UNDER THE ITEM 525.10, "REMOVAL OF EXISTING RAILING" AND WILL REMAIN THE PROPERTY OF THE TOWN OF STAMFORD AND STORED ON SITE FOR REMOVAL BY THE TOWN. CONTACT ROAD COMMISSIONER JOHN TATRO AT (802) 694-1322 TO COORDINATE REMOVAL OF THE RAILING FROM PROJECT SITE.
24. IN LIEU OF THE COFFERDAMS, THE CONTRACTOR MAY PROPOSE AN ALTERNATE WATER DIVERSION PLAN TO BE APPROVED BY THE RESIDENT ENGINEER AND FRED NICHOLSON, THE STREAM ALTERATION ENGINEER. ALL WORK ASSOCIATED WITH THIS ALTERNATE WATER DIVERSION PLAN, INCLUDING ANY TEMPORARY SHEETING FOR TRAFFIC CONTROL, WILL BE PAID UNDER THE ITEMS COFFERDAM (ABUTMENT #1 STA. 1+042.500), COFFERDAM (ABUTMENT #2 STA 1+050.500), COFFERDAM EXCAVATION, EARTH AND COFFERDAM EXCAVATION, ROCK.

PROJECT NAME:	<b>STAMFORD</b>	
PROJECT NUMBER:	<b>TH3 9411</b>	
FILE NAME:	TransFANS/94/072/sj072gen.xl	PLOT DATE: 9/19/2003
PROJECT LEADER:	G. S. ROGERS	DRAWN BY: J. GILMORE
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