

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. THE 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 REVIEW AND UNDERSTAND ALL APPLICABLE ENVIRONMENTAL PERMITS AND PROJECT SPECIAL PROVISIONS TO INSURE THAT ALL CONDITIONS ARE MET, SPECIFICALLY, THE CONTRACTOR'S RESPONSIBILITY FOR TIMELY NOTIFICATION OF UTILITY PERSONNEL SHOULD ANY LINES REQUIRE MOVING.
5. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE, INTO THE PACIFIC BROOK.
6. THE EXISTING SUPERSTRUCTURE SHALL BE REMOVED UNDER THE PAY ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE." THIS INCLUDES EXISTING TRUSSES, BEAMS, H-PILES AND DECKING. THE REMOVED COMPONENTS WILL BECOME THE PROPERTY OF THE CONTRACTOR. THESE COMPONENTS MAY BE PAINTED WITH MATERIAL THAT CONTAINS LEAD. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S USE OR DISPOSITION OF THESE COMPONENTS.
7. THE EXISTING ABUTMENTS SHALL BE REMOVED TO THE LIMITS SHOWN ON THE CHANNEL SECTIONS UNDER THE PAY ITEM 203.27 "UNCLASSIFIED CHANNEL EXCAVATION".
8. THE COST OF ON-PROJECT CONSTRUCTION SIGNS AND BARRICADES REQUIRED SHALL BE PAID FOR UNDER THE ITEM 641.40 "TRAFFIC CONTROL." THIS ITEM SHALL ALSO INCLUDE ALL WORK AND MATERIALS NECESSARY FOR THE SAFE SEPARATION OF TRAFFIC FROM WORK AREAS. THE PROPOSED METHOD FOR SEPARATING TRAFFIC FROM WORK AREAS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
9. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES C UNLESS OTHERWISE NOTED.
10. ONE-WAY TRAFFIC WILL BE MAINTAINED ON THE EXISTING STRUCTURE, DURING CONSTRUCTION, TO BE PAID AS THE ITEM 527.10 "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS (MOD)."
11. ACCESS TO DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED. WHEN THE CONTRACTOR MUST TEMPORARILY RESTRICT ACCESS TO THE DRIVES, NOTICE TO THE PROPERTY OWNERS SHALL BE GIVEN IN ADVANCE BY THE CONTRACTOR. THIS WORK SHALL BE INCIDENTAL TO ITEM 527.10 "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS (MOD)."
12. THE REMOVAL AND/OR RESETTING OF CONSTRUCTION TRAFFIC SIGNS, AS DEEMED NECESSARY BY THE RESIDENT ENGINEER, WILL BE PAID FOR UNDER THE ITEM 641.40 "TRAFFIC CONTROL."
13. BRIDGE RAILING AND HEAVY DUTY STEEL BEAM GUARD RAIL W/ WOOD POSTS SHALL BE WEATHERING STEEL. (SEE NOTE 4 ON STD. DWG. SB-R6-82.) THE HANDRAIL ON THE BRIDGE SHALL BE COLOR GALVANIZED BROWN (TO MATCH WEATHERING STEEL). THE COLOR GALVANIZING WILL BE PAID FOR UNDER THE ITEM 525.43, "BRIDGE RAILING, HDSS/PASCIA MOUNTED/HANDRAIL, TYPE E (MOD)."
14. THE CONTRACTOR SHALL INSPECT THE HOUSES AT STATIONS 1+000 RT AND 1+160 LT. THE INSPECTION WILL INCLUDE THE INSIDE AND OUTSIDE OF EACH HOUSE AND THE HOUSE FOUNDATIONS PRIOR TO COMMENCEMENT AND AFTER PROJECT COMPLETION. THIS WORK WILL BE INCIDENTAL TO THE STRUCTURE EXCAVATION PAY ITEM.
15. WATER QUALITY AND QUANTITY TESTS WILL BE PERFORMED FOR APPLICABLE WATER SUPPLIES LOCATED NEAR THE PROJECT. THIS WORK WILL BE PERFORMED BY AGENCY STAFF AND/OR DESIGNEES PRIOR TO AND IMMEDIATELY AFTER CONSTRUCTION.
16. THE CONTRACTOR SHALL AVOID PLACING HEAVY EQUIPMENT ON THE DRIVE AT STA 1+142 LT. THE LEACH FIELD FOR THIS PROPERTY OWNER IS LOCATED APPROXIMATELY IN THE DRIVEWAY. APPROPRIATE CARE SHALL BE USED. ANY DAMAGE THAT OCCURS WILL BE FIXED AND THE CONTRACTOR WILL PAY FOR THE DAMAGES.
17. FLOWERS LOCATED BETWEEN STATIONS 1+136 +/- LT TO 1+150 +/- LT SHALL BE REMOVED AND REPLANTED AS DIRECTED BY THE RESIDENT ENGINEER. THE RESIDENT ENGINEER SHALL CONSULT WITH THE PROPERTY OWNER TO DETERMINE THE LOCATION THE FLOWERS WILL BE TRANSPLANTED TO. THIS WORK WILL BE PAID FOR UNDER THE ITEM, "656.50, "TRANSPLANTING SHRUBS." ALL OF THE PLANTS IN THE FLOWER BED WILL BE PAID AS ONE UNIT OF PAYMENT. (I.E IF THE CONTRACTOR MOVES 10 PLANTS OR 20 PLANTS THEY WILL BE PAID ONLY FOR 1 (ONE).)
18. THE CEDAR TREES LOCATED APPROXIMATELY BETWEEN STATIONS 1+122 LT AND 1+130 LT SHALL BE SAVED. IF THEY ARE DAMAGED BY CONSTRUCTION ACTIVITIES, THE TREES SHALL BE REPLACED, IN KIND, AT THE EXPENSE OF THE CONTRACTOR.
19. THERE WILL BE 3 - (80 - 100 mm CALIPER) MAPLE TREES PLANTED NEAR THE SOUTHEAST END OF THE BRIDGE. THE EXACT LOCATION OF THESE TREES SHALL BE DETERMINED BY THE RESIDENT ENGINEER AND THE PROPERTY OWNER. THE APPROXIMATE LOCATIONS OF THESE TREES HAVE BEEN SHOWN ON SHEET 9. THE TREES WILL BE PAID FOR UNDER ITEM 656.30, "DECIDUOUS TREES".

CONCRETE

20. 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.
21. 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.
22. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 mm BY 25 mm.
23. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
24. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).
25. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING +/- 25 mm
CLEARANCE +/- 5 mm
26. MINIMUM COVER FOR REINFORCING STEEL SHALL BE 50 mm ALONG THE BACK FACES OF WALLS AGAINST EARTH, 40 mm ALONG THE BOTTOM SURFACE OF THE DECK AND 80 mm ELSEWHERE, UNLESS OTHERWISE NOTED.
27. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL, OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 4.0 % TOWARDS MID-SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTHED WITH A MAGNESIUM FLOAT FINISH.
28. DECK POUR IS TO BE DONE IN ONE POUR WITHIN A MAXIMUM OF EIGHT HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A MINIMUM DELAY OF NINETY-SIX (96) HOURS BETWEEN THE COMPLETION OF ONE DAY'S POUR AND THE BEGINNING OF ANY OTHER POUR WILL BE ADHERED TO. SEE SHEET 26 FOR DETAIL OF TRANSVERSE BRIDGE SLAB CONSTRUCTION JOINT.
29. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP BEADS.
30. NO CONCRETE IN THE ABUTMENTS OR WINGWALLS SHALL BE PLACED ABOVE THE BRIDGE SEAT ELEVATIONS UNTIL THE BEAMS/GIRDERS HAVE BEEN PROFILED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED.
31. ALL SUBSTRUCTURE CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED.
32. THE DECK AND CURBS SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A. THE DECK SHALL BE BROOM FINISHED PERPENDICULAR TO THE DIRECTION OF TRAFFIC. APPLYING A BROOM FINISH WILL NOT BE PAID SEPARATELY, BUT WILL BE MADE INCIDENTAL TO THE PAY ITEM 501.33 "CONCRETE, HIGH PERFORMANCE CLASS A".

STRUCTURAL STEEL

33. NOT USED.
34. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
35. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF VERMONT SPECIFICATION 506.10.
36. ALL MEMBERS MARKED (CVN) MUST MEET THE CHARPY V-NOTCH TESTING REQUIREMENTS AS INDICATED IN SECTION 714 OF THE VERMONT AGENCY OF TRANSPORTATION SPECIFICATIONS FOR CONSTRUCTION.
37. ANY HOLES IN THE WEBS OF THE FASCIA BEAMS/GIRDERS THAT ARE NOT OTHERWISE FILLED, SHALL BE FILLED WITH EITHER BUTTON HEAD OR HEX HEAD BOLTS. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH VERMONT SPECIFICATION 506.19.
38. ALL FIELD CONNECTIONS SHALL BE MADE WITH 22 mm DIAMETER AASHTO DESIGNATION M 164M TYPE III BOLTS IN 24 mm DIAMETER HOLES.
39. THE DESIGN OF THE FLEMING BRACKETS SHALL BE LEFT UP TO THE CONTRACTOR BUT SHALL BE LIMITED TO A MAXIMUM OF 1.22 METER SPACING.
40. AFTER THE SUPERSTRUCTURE HAS BEEN ERECTED, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF THE BEAMS/GIRDERS, AS DIRECTED BY THE RESIDENT ENGINEER, FOR USE IN DETERMINING THE FINISHED GRADE.

LEDGE

41. IF LEDGE IS ENCOUNTERED MORE THAN 600 mm BELOW THE INDICATED BOTTOM OF FOOTING ELEVATIONS AS SHOWN ON THE PLANS, THE STRUCTURES SECTION SHALL BE CONTACTED. PROFILES OF THE LEDGE MAY BE REQUIRED TO ADJUST THE FOOTING ELEVATIONS AND SIZE. NO FURTHER WORK SHALL BE DONE ON THE FOOTINGS UNTIL A REPLY IS RECEIVED FROM THE STRUCTURES SECTION.
42. FOOTINGS SHALL BE PLACED ON SOUND, CLEAN LEDGE, ALL OVER BREAKAGE BELOW INDICATED BOTTOM OF FOOTING SHALL BE REPLACED WITH "CONCRETE, HIGH PERFORMANCE CLASS B." A MAXIMUM OF 150 mm AVERAGE DEPTH FOR OVER BREAKAGE SHALL BE PAID FOR AS "CONCRETE, HIGH PERFORMANCE CLASS B," AND ADDITIONAL CONCRETE REQUIRED BELOW THAT DEPTH SHALL BE PLACED AT THE CONTRACTOR'S EXPENSE. THE ADDITIONAL 150 mm OVERBREAKAGE QUANTITY IS INCLUDED IN THE QUANTITY OF "CONCRETE, HIGH PERFORMANCE CLASS B".

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