

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION, AND ITS LATEST REVISIONS.
2. THE BRIDGE IS DESIGNED FOR HL 93 LIVE LOAD WITH 3" OF FUTURE PAVEMENT.
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS OTHERWISE NOTED.
4. ITEM 529.15 REMOVAL OF STRUCTURE IS FOR THE COMPLETE REMOVAL OF THE EXISTING BRIDGE, INCLUDING COMPLETE REMOVAL OF THE EXISTING SUPERSTRUCTURE, ALL PORTIONS OF THE EXISTING ABUTMENTS NOT REMOVED UNDER STRUCTURE EXCAVATION OR COFFERDAM EXCAVATION, AND REMOVAL OF THE EXISTING PIER DOWN TO ELEVATION 540.00 FT. THE COST OF A TEMPORARY CAUSEWAY TO REMOVE THIS PIER (IF REQUIRED) WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 529.15 REMOVAL OF STRUCTURE.
5. 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. 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 REMOVED EXISTING STRUCTURAL STEEL.
6. THERE ARE WATER AND SEWER LINES IN THE PROJECT AREA. THE CONTRACTOR SHALL WORK AROUND AND PROTECT THESE LINES. THESE LINES SHALL BE EXPOSED AND IDENTIFIED PRIOR TO ANY OTHER EXCAVATION OCCURRING. ANY EXCAVATION REQUIRED TO LOCATE AND EXPOSE THE EXISTING UTILITIES, OUTSIDE THE LIMITS OF EXCAVATION PAID UNDER OTHER CONTRACT ITEMS, AND ALL WORK REQUIRED TO ENSURE THAT THESE LINES ARE PROTECTED DURING CONSTRUCTION OF THIS PROJECT WILL BE INCLUDED FOR PAYMENT UNDER CONTRACT ITEM 204.22. ANY DAMAGE DONE TO EXISTING UTILITIES AS A RESULT OF THE CONTRACTOR'S OPERATIONS, AS DETERMINED BY THE ENGINEER, WILL BE REPAIRED AT THE SOLE EXPENSE OF THE CONTRACTOR.

TRAFFIC CONTROL

7. DURING CONSTRUCTION, TH 6 WILL BE CLOSED TO THROUGH TRAFFIC. THE TOWN OF SPRINGFIELD WILL SIGN THE DETOUR. THE CONTRACTOR WILL BE RESPONSIBLE FOR SIGNING REQUIRED FOR THE ROAD CLOSURE.
8. ACCESS TO ALL DRIVES MUST BE MAINTAINED DURING CONSTRUCTION. AS PART OF ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE) THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR APPROVAL.
9. FOR ADDITIONAL CONSTRUCTION SIGNING INSTRUCTIONS SEE INCLUDED E-SERIES STANDARDS AND THE LATEST EDITION OF THE MUTCD. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.

EARTHWORK

10. THE HEIGHT OF BACKFILL BEHIND ABUTMENT #1 SHALL BE LIMITED TO THE BRIDGE SEAT ELEVATION UNTIL THE DECK HAS BEEN POURED AND THE CURING PERIOD IS UP.
11. THE HEIGHT OF BACKFILL BEHIND ABUTMENT #2 SHALL BE LIMITED TO TWO FEET BELOW THE BRIDGE SEAT ELEVATION UNTIL THE DECK HAS BEEN POURED AND THE CURING PERIOD IS UP.
12. THE STONE FILL, TYPE IV SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE STRUCTURAL STEEL HAS BEEN SET.

CONCRETE

13. 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.
14. 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.
15. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP BEADS.
16. 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.
17. ALL APPROACH SLAB AND SUBSTRUCTURE CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED.

18. THE DECK SHALL BE SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT).
19. SCREED RAIL SUPPORTS SHALL NOT BE LOCATED WITHIN THE DECK CONCRETE FOR BARE CONCRETE BRIDGE DECKS.

STRUCTURAL STEEL

20. THE BOTTOM FLANGE OF THE GIRDERS SHALL CONFORM TO ASTM A709 GRADE HPS 70W AND SHALL BE PAID UNDER SPECIAL PROVISION (HIGH PERFORMANCE STEEL, CURVED PLATE GIRDER, GRADE 70W)
21. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
22. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.
23. ANY HOLES IN THE WEBS OF THE FASCIA BEAMS/GIRDERS THAT ARE NOT OTHERWISE FILLED, SHALL BE FILLED WITH EITHER BUTT HEAD OR HEX HEAD BOLTS. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
24. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH STRENGTH BOLTS IN 15/16" DIAMETER HOLES, PER SECTION 506.
25. FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE PLACED AT A MAXIMUM SPACING OF 4 FEET. THE BRACKETS SHALL BEAR NEAR THE BOTTOM FLANGE AND IN NO CASE SHALL THEY BEAR ABOVE THE BOTTOM QUARTER OF THE WEB.
26. 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.
27. THE PORTION OF THE GIRDERS WITHIN 10 FEET OF THE EXPANSION JOINT AND ANY DIAPHRAGMS LOCATED WITHIN 10 FEET OF THE EXPANSION JOINT ALONG ANY GIRDER LINE SHALL BE PAINTED.

PILES

28. THE PILES SHALL BE HP 14 x 89.
29. A MINIMUM OF THREE DYNAMIC PILE TESTS SHALL BE CONDUCTED.
30. THE PILES SHALL BE DRIVEN TO A NOMINAL RESISTANCE OF 270 KIPS. TO PREVENT DAMAGE TO THE PILES, PILE SHOES SHALL BE REQUIRED AND SHALL CONFORM TO SECTION 505.
31. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. ACTUAL IN PLACE LENGTHS MAY VARY.

SUBSTRUCTURES ON BEDROCK

32. IT IS ANTICIPATED THAT THE BEDROCK WILL BE SEVERELY SLOPED AND VARIABLE AT ABUTMENT #2.
33. FOOTINGS OR SUBFOOTINGS FOR SUBSTRUCTURES FOUNDED ON BEDROCK SHALL BE PLACED ON CLEAN COMPETENT ROCK. ALL LOOSE ROCK AND DEBRIS SHALL BE REMOVED.
34. UPON COMPLETION OF THE EXCAVATION FOR SUBSTRUCTURES FOUNDED ON BEDROCK AND PRIOR TO PLACING FORMWORK, THE RESIDENT ENGINEER SHALL NOTIFY THE PROJECT MANAGER AND THE VTRANS SOILS AND FOUNDATION ENGINEER. THE SOILS AND FOUNDATION ENGINEER WILL DETERMINE IF THE BEDROCK IS COMPETENT TO OBTAIN THE NOMINAL BEARING RESISTANCE AS SHOWN ON THE PLANS. FIVE (5) WORKING DAYS FROM NOTIFICATION SHALL BE ALLOWED TO MAKE THE INSPECTION AND THE DETERMINATION FOR THE COMPETENCY OF THE BEDROCK.
35. ONCE THE ELEVATION OF COMPETENT BEDROCK HAS BEEN DETERMINED, THE CONTRACTOR SHALL PROVIDE A BEDROCK PROFILE TO THE PROJECT MANAGER TO DETERMINE WHETHER THE DESIGN BOTTOM OF FOOTING ELEVATION SHALL BE RAISED OR LOWERED AND WHETHER A SUBFOOTING SHALL BE REQUIRED. FOOTING ELEVATIONS SHALL NOT BE ADJUSTED WITHOUT APPROVAL OF THE PROJECT MANAGER. THREE (3) WORKING DAYS FROM RECEIPT OF THE BEDROCK PROFILE SHALL BE ALLOWED TO MAKE THIS DETERMINATION. NO WORK SHALL BE DONE ON THE FOOTINGS UNTIL A REPLY IS RECEIVED.
36. THE LIMITS OF SUBFOOTINGS SHALL BE 1'-0" OUTSIDE OF THE HORIZONTAL LIMITS OF THE FOOTING. THE TOP SURFACE OF ALL SUBFOOTINGS SHALL BE INTENTIONALLY ROUGHENED TO 1/4" AMPLITUDE.

37. ANY CONCRETE REQUIRED FOR SUBFOOTINGS SHALL BE PAID FOR WITH ITEM 541.30 CONCRETE, CLASS C. AN ESTIMATED QUANTITY OF ITEM 541.30 HAS BEEN INCLUDED IN THE CONTRACT.
38. ANY BEDROCK THAT NEEDS TO BE REMOVED SHALL BE PAID FOR WITH THE CORRESPONDING EXCAVATION ITEM INCLUDED IN THE CONTRACT.
39. OVERBREAKAGE BEYOND THE AVERAGE MAXIMUM ALLOWANCE SPECIFIED IN SUBSECTIONS 204.09(B)(1) AND 208.11(C) WILL BE AT THE CONTRACTOR'S EXPENSE.
40. DOWELS SHALL BE DRILLED AND GROUTED INTO BEDROCK WHEN SHOWN ON THE PLANS OR AS ORDERED BY THE ENGINEER. THE DOWELS SHALL HAVE A 2'-0" MINIMUM EMBEDMENT IN THE BEDROCK AND SHALL EXTEND IN THE FOOTING OR SUBFOOTING A MINIMUM OF 1'-6", UNLESS NOTED OTHERWISE.

PROJECT NAME: SPRINGFIELD	
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FILE NAME: s95j282gennotes.dgn	PLOT DATE: 14-SEP-2011
PROJECT LEADER: K. HIGGINS	DRAWN BY: R. PELLET
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