

**GENERAL**

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. a) 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.  
b) THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL APPLICABLE ENVIRONMENTAL PERMITS AND INSURE THAT ALL CONDITIONS ARE MET.
4. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE INTO THE OTTER CREEK.
5. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES C UNLESS OTHERWISE NOTED.
6. 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.
7. THE EXISTING SUPERSTRUCTURE INCLUDING THE BEAMS, DECK AND RAILING SHALL BE REMOVED DOWN TO THE EXISTING BRIDGE SEATS. THIS WORK SHALL BE PAID FOR UNDER THE ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE".
8. PAYMENT FOR REMOVAL OF EXISTING BITUMINOUS PAVEMENT ON THE BRIDGE SHALL BE MADE UNDER THE ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT." THE MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF PROPERLY AT AN OFFSITE LOCATION.
9. TEMPORARY FENCING SHALL BE PLACED BETWEEN STATIONS S/L STA 2+022 RT - S/L STA 2+070 RT AND MAIN LINE STATIONS 1+153 LT - 1+230 LT TO RESTRICT ACCESS TO AN AREA THAT IS ARCHAEOLOGICALLY SENSITIVE. THIS WORK WILL BE PAID FOR AS ITEM 620.70, "SNOW FENCE" (MOD.-ARCH).
10. ALL WORK REQUIRED FOR THE CONSTRUCTION OF TOWN HIGHWAY 12 (JERUSALEM ROAD) SHALL BE CONDUCTED FROM THE ROADWAY.
11. THE CONTRACTOR SHALL NOT REMOVE ANY EXISTING TOPSOIL OR OTHER MATERIAL IN THE VICINITY OF THE FIELD DRIVE LOCATED AT STATION 1+026 LT. THE CONTRACTOR SHALL PLACE THE FILL AND SUBBASE MATERIALS FOR THIS DRIVE WITHIN THE DRIVE LIMITS..
12. THE CONTRACTOR SHALL NOT USE ANY OF THE LAND THAT IS IDENTIFIED ON THE PLANS AS AN "ARCHAEOLOGICALLY SENSITIVE AREA" FOR STAGING, WASTE OR BORROW AREA.
13. THE EXISTING CONCRETE ABUTMENTS SHALL BE REMOVED IN THEIR ENTIRETY. THIS WORK SHALL BE PAID FOR UNDER ITEM 204.25, "STRUCTURE EXCAVATION".
14. THE EXISTING PIERS SHALL BE REMOVED TO 600mm BELOW THE STREAMBED ELEVATION THOSE PORTIONS OF THE PIERS THAT FALL WITHIN THE COFFERDAM'S PAY LIMITS WILL BE PAID FOR AS "COFFERDAM EXCAVATION, ROCK". THOSE PORTIONS OF THE PIERS THAT FALL OUTSIDE THE COFFERDAMS SHALL BE PAID AS "UNCLASSIFIED CHANNEL EXCAVATION".
15. ALL PILES SHALL BE FURNISHED WITH REINFORCED PILE POINT OF PREFABRICATED CAST STEEL AS PER SUBSECTION 505.04(E) AND 730.01.
16. THE VERMONT RAILWAY OR A CONTRACTOR IN THEIR EMPLOY WILL CONSTRUCT THE NEW RAILROAD CROSSING AND UPGRADE THE FLASHING SIGNAL SYSTEM FOR THE RAILROAD CROSSING LOCATED AT PROJECT STATION 0+994.253. THE CONTRACTOR FOR THE BRIDGE REPLACEMENT PROJECT WILL BE REQUIRED TO COORDINATE THEIR WORK WITH THE RAILROAD AND WILL NOT BE COMPENSATED DIRECTLY FOR THIS COORDINATION OR FOR ANY EXTRA WORK THAT MAY BE REQUIRED TO WORK AROUND OR WITH THE RAILROAD CREWS PERFORMING THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR PAVING THE RAILROAD CROSSING. THIS WORK WILL BE PAID FOR AS ITEM 406.25, "BITUMINOUS CONCRETE PAVEMENT".
17. THE CONTRACTOR SHALL ARRANGE FOR INSPECTION OF THE HOUSE FOUNDATION (STA. 1+040 RT.) PRIOR TO PILE DRIVING AND FOR MONITORING OF THE FOUNDATIONS DURING PILE DRIVING AT EACH ABUTMENT. THIS WORK WILL BE INCIDENTAL TO THE ITEM 504.10, "FURNISHING EQUIPMENT FOR DRIVING PILING". SEE SPECIAL PROVISIONS.
18. EXISTING TRAFFIC SIGNS AND SIGN POSTS SHALL BE REMOVED AND STOCKPILED ON THE PROJECT. THEY WILL REMAIN THE PROPERTY OF THE TOWN. THE CONTRACTOR SHALL BE PREPARED TO LOAD THE SIGNS ON TRUCKS FURNISHED AT THE SITE BY THE TOWN FOR REMOVAL FROM THE SITE BY THE TOWN. NOTIFICATION MUST BE GIVEN ONE WEEK IN ADVANCE TO THE TOWN INDICATING WHEN THE MATERIAL WILL BE AVAILABLE. CONTACT ARLAN PIDGEON, ROAD FOREMAN AT (802) 247-2961. THIS WORK WILL BE PAID FOR UNDER THE ITEM 675.50, "REMOVING SIGNS".
19. A WATER QUALITY AND QUANTITY TEST WILL BE PERFORMED FOR THE WELL LOCATED AT STA 1 + 053(+/-) RT PRIOR TO AND IMMEDIATELY AFTER CONSTRUCTION. THIS WORK WILL BE PERFORMED BY AGENCY STAFF AND/OR DESIGNEES.

**STRUCTURAL STEEL**

20. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
21. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF VERMONT SPECIFICATION 506.10.
22. 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.
23. ANY HOLES IN THE WEBS OF THE FASCIA BEAMS/GIRDERS THAT ARE NOT OTHERWISE FILLED SHALL BE FILLED AS DESCRIBED IN NOTE 24 FOR PAINTED AND UNPAINTED AREAS. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19 OF THE STANDARD SPECIFICATION.
24. ALL FIELD CONNECTIONS SHALL BE MADE WITH 22 mm DIAMETER AASHTO DESIGNATION M 164M TYPE III BOLTS IN 24 mm DIAMETER HOLES EXCEPT FOR CONNECTIONS IN PAINTED AREAS AT THE ABUTMENT NO. 1 END WHERE 22 mm DIAMETER BOLTS MEETING AASHTO M164, TYPE I GALVANIZED SHALL BE USED.
25. THE DESIGN OF THE FLEMING BRACKETS SHALL BE LEFT UP TO THE CONTRACTOR BUT SHALL BE LIMITED TO A MAXIMUM OF 1.220 METER SPACING.
26. ALL STRUCTURAL STEEL WITHIN 2.4 METERS OF THE GIRDER ENDS AT ABUTMENT NUMBER ONE SHALL BE PAINTED. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE BROWN AND SHALL CONFORM WITH FEDERAL STANDARD NUMBER 595, COLOR CHIP NUMBER 20059. THIS WORK WILL BE PAID FOR UNDER THE ITEMS 513.25, "STRUCTURAL PAINTING, SHOP APPLIED (6 TONNES)" AND 513.40, "SURFACE PREPARATION, SHOP APPLIED (6 TONNES)."
27. THE ENDS OF THE GIRDERS AT ABUTMENT NO. ONE, THE END DIAPHRAGMS AND BEARING STIFFENERS SHALL BE GREASED AS PER SECTION 513.06(d) OF THE SUPPLEMENTAL SPECIFICATION. THIS WORK WILL BE PAID FOR UNDER "STRUCTURAL PAINTING, SHOP APPLIED (6 TONNES)".

**CONCRETE**

28. 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.
29. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 mm BY 25 mm.
30. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
31. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).
32. REINFORCING PLACEMENT TOLERANCES SHALL BE:  
SPACING + - 25 mm  
CLEARANCE + - 5 mm
33. MINIMUM COVER FOR REINFORCING STEEL SHALL BE AS DETAILED IN THE PROJECT PLANS.
34. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 40mm/m. ABUTMENT SEATS SHALL BE SLOPED FULL WIDTH TOWARD THE CENTER SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTHED WITH A MAGNESIUM FLOAT FINISH.
35. 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 51 FOR DETAIL OF TRANSVERSE BRIDGE SLAB CONSTRUCTION
36. WATER REPELLENT (MOD.-SILANE) SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP BEADS.
37. NO CONCRETE IN THE ABUTMENTS OR WINGWALLS SHALL BE PLACED ABOVE THE BRIDGE SEAT ELEVATIONS UNTIL THE GIRDERS HAVE BEEN PROFILED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED.
38. 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.
39. ALL SUBSTRUCTURE CONCRETE AND THE APPROACH SLABS SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B, UNLESS OTHERWISE NOTED.
40. THE DECK AND CURBS SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A.

**TEMPORARY BRIDGE/DETOUR**

41. TRAFFIC WILL BE MAINTAINED ON A TWO-WAY TEMPORARY BRIDGE LOCATED DOWNSTREAM OF THE EXISTING STRUCTURE.
42. THE ROADWAY APPROACHES TO THE TEMPORARY BRIDGE WILL BE PAVED. THE PAVEMENT WILL BE PAID FOR UNDER ITEM 528.11, "TWO WAY TEMPORARY BRIDGE (MOD.)".
43. THE REMOVAL, COVERING AND/OR RESETTING OF EXISTING TRAFFIC SIGNS, AS DEEMED NECESSARY BY THE RESIDENT ENGINEER, WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
44. THE COST OF ALL ON-PROJECT CONSTRUCTION SIGNING AND BARRICADES SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
45. ACCESS TO DRIVES SHALL BE MAINTAINED. WHEN THE CONTRACTOR MUST TEMPORARILY RESTRICT ACCESS TO THE DRIVES, THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNERS IN ADVANCE. THIS WORK WILL BE PAID FOR UNDER THE ITEM 641.10, "TRAFFIC CONTROL".
46. THE EXISTING BERM PROTECTING THE CORN FIELD IN THE NORTHWEST QUADRANT OF THE PROJECT WILL BE EITHER MAINTAINED OR REPLACED WITH A WATERTIGHT PHYSICAL BARRIER AT OR ABOVE ITS PRESENT ELEVATION AT ALL TIMES DURING CONSTRUCTION. WHEN FINAL GRADING IS DONE THE BERM SHALL BE RETURNED TO ITS ORIGINAL CONDITION AND MEET THE APPROVAL OF THE ENGINEER AND LANDOWNER. ANY COSTS INVOLVED IN MAINTAINING AND RECONSTRUCTING THE BERM WILL BE INCIDENTAL TO OTHER CONTRACT ITEMS.

**GEOTECHNICAL INSTRUMENTATION**

47. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING WITH THE VTRANS GEOTECHNICAL ENGINEER CHRIS BENDA AT 828-6910 CONCERNING THE INSTALLATION OF THE EARTH PRESSURE CELLS. THE CONTRACTOR SHALL GIVE ADEQUATE NOTIFICATION SO THAT EACH LOAD CELL CAN BE PLACED IN THE LOCATIONS SHOWN ON THE PLANS BEFORE THE NEXT PHASE OF CONSTRUCTION BEGINS. ALL COSTS ASSOCIATED WITH THIS COORDINATION (INCLUDING ANY DELAYS) AND IN ASSISTING WITH THE INSTALLATION OF THE CELLS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 623.60, "EARTH PRESSURE CELL".

PROJECT NAME:	LEICESTER
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FILE NAME:	95\288\Structures\j288gen.xls
PROJECT LEADER:	R. R. WHITCOMB
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GENERAL NOTES SHEET	
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