

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, SIXTEENTH 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 COST OF INSTALLING, MAINTAINING, AND REMOVING ALL TEMPORARY CONSTRUCTION SIGNING AND BARRICADES, AND ANY ADDITIONAL SIGNS DEEMED NECESSARY BY THE RESIDENT ENGINEER SHALL BE PAID UNDER ITEM 641.10 - TRAFFIC CONTROL.
5. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES CELSIUS UNLESS OTHERWISE NOTED.
6. A TACK COAT OF EMULSIFIED ASPHALT IS TO BE APPLIED AT THE RATE OF 0.07 KG PER SQUARE METER BETWEEN SUCCESSIVE COURSES OF PAVEMENT AS DIRECTED BY THE ENGINEER.

REMOVAL OF STRUCTURE

7. ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE" SHALL BE USED FOR REMOVAL OF THE EXISTING SUPERSTRUCTURE AND PORTIONS OF THE SUBSTRUCTURE. EXISTING SUBSTRUCTURES WILL BE REMOVED DOWN TO THE ELEVATIONS SHOWN ON THE CHANNEL SECTIONS. SPECIAL CARE SHALL BE TAKEN TO INSURE THAT DEBRIS FROM "PARTIAL REMOVAL OF STRUCTURE" DOES NOT FALL INTO MENDON BROOK.
8. THE EXISTING STRUCTURAL STEEL IN THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. THE REMOVED STRUCTURAL STEEL IS TO BECOME PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICES AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTORS USE OR DISPOSITION OF THE STRUCTURAL STEEL.
9. THE EXISTING BEAMS THAT REST ON TOP OF THE BRIDGE DECK AT THE FASCIAS WILL REMAIN THE PROPERTY OF DISTRICT 3. THE CONTRACTOR SHALL CONTACT DAVE LATHROP AT 802-786-0029 NO LESS THAN TWO WEEKS PRIOR TO THE REMOVAL OF THESE BEAMS. THE CONTRACTOR SHALL COORDINATE WITH THE DISTRICT AND SHALL LOAD THESE BEAMS ONTO TRUCKS PROVIDED BY THE DISTRICT. THE COST OF THE EQUIPMENT AND LABOR FOR THIS WORK WILL BE INCIDENTAL TO ITEM 529.10, "PARTIAL REMOVAL OF STRUCTURE".

STONE FILL

10. THE STONE FILL, TYPE IV SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE DECK IS POURED.

CONCRETE

11. 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 COMPLETED.
12. NO TRAFFIC SHALL BE ALLOWED ON THE NEW DECK UNTIL THE CURE PERIOD IS COMPLETED AND THE 28 DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
13. 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.
14. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 mm BY 25 mm.

15. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
16. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 2.0% TOWARDS MID-SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH STEEL TROWEL FINISHED.
17. FOR BRIDGE DECK POURS, THE MAXIMUM TIME LIMIT FOR ANY COMBINATION OF POURS DONE IN ANY ONE DAY SHALL BE EIGHT HOURS. THERE SHALL BE A MINIMUM OF 96 HOURS BETWEEN THE COMPLETION OF ONE DAY'S POUR AND THE BEGINNING OF OTHER ADJACENT POURS. ALL INDIVIDUAL DECK POURS SHALL START FROM THE LOW END OF THE BRIDGE.
18. WATER REPELLENT (MOD. - SILANE) SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP BEADS.
19. 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.
20. ALL SUBSTRUCTURE CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED.
21. THE DECK AND CURBS SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A.
22. WHEN POURING THE DECK, THE CONCRETE SHALL BE DEPOSITED PARALLEL TO THE CENTERLINE OF BEARING SO AS TO LOAD THE GIRDERS EQUALLY.

STRUCTURAL STEEL

23. 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 STANDARD SPECIFICATION 506.19.
24. ALL FIELD CONNECTIONS SHALL BE MADE WITH 22 mm DIAMETER AASHTO DESIGNATION M 164M TYPE III BOLTS IN 24 mm DIAMETER HOLES. EXCEPT FIELD CONNECTIONS AT THE EXPANSION END, WHERE THE GIRDERS AND ABUTMENT CROSS FRAMES ARE PAINTED, WILL BE MADE WITH GALVANIZED M164 TYPE I BOLTS.
25. FLEMING BRACKETS OR SIMILAR FALSE WORK SHALL BE PLACED AT A MAXIMUM SPACING OF 1.2 m.
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. ALL STRUCTURAL STEEL WITHIN A DISTANCE OF 2.0 m FROM THE ENDS OF THE GIRDERS AT THE EXPANSION ABUTMENT SHALL BE COATED WITH A PROTECTIVE PAINT SYSTEM AS PER VERMONT STANDARD SPECIFICATION 513. REFER TO PAGE 47 FOR DETAILS ON GREASING OF THE ENDS OF THE GIRDERS AFTER PAINTING.
28. ASPHALTIC PLUG-TYPE JOINT WILL BE PAID FOR AS ITEM 516.10 "BRIDGE EXPANSION JOINT (ASPHALTIC PLUG)".

TEMPORARY BRIDGE

29. TRAFFIC WILL BE MAINTAINED ON A 2-WAY TEMPORARY BRIDGE LOCATED DOWN STREAM OF THE EXISTING STRUCTURE.
30. THE ROADWAY APPROACHES TO THE TEMPORARY BRIDGE WILL BE PAVED.
31. BLANK
32. TEMPORARY BRIDGE ABUTMENTS SHALL BE PLACED IN A MANNER AS TO CAUSE NO FILL IN THE STREAM OR ALONG THE STREAMBANK BELOW ORDINARY HIGH WATER ELEVATION.
33. SPECIAL CARE SHALL BE TAKEN TO INSURE THAT DEBRIS FROM REMOVING THE TEMPORARY BRIDGE DOES NOT FALL INTO MENDON

BROOK.

34. TEMPORARY DETOUR FILL WILL BE REMOVED TO ORIGINAL GROUND OR TO THE FINAL GRADES OF TH #1 FILL SLOPES.

SPECIAL REQUIREMENTS

35. THE CITY OF RUTLAND'S POTABLE WATER INTAKE FACILITY IS APPROXIMATELY 77 METERS DOWNSTREAM OF THE CENTERLINE OF THE PROPOSED NEW BRIDGE. THEREFORE, GREAT CARE SHALL BE TAKEN TO AVOID FILL, SEDIMENT, EROSION, CONSTRUCTION DEBRIS, AND OTHER CONTAMINATES FROM ENTERING MENDON BROOK DURING ALL PHASES OF CONSTRUCTION.
36. IN THE CASE OF AN UNFORESEEN EVENT OR ACCIDENT THAT RESULTS IN SEDIMENT OR CONTAMINANTS ENTERING THE STREAM, IMMEDIATELY CALL MIKE GAROFANO OF THE CITY OF RUTLAND'S WATER TREATMENT FACILITY AT (802)773-0379 SO THAT THE WATER INTAKE CAN BE TEMPORARILY SHUT OFF.
37. IT MAY BE PRUDENT FOR THE CONTRACTOR TO HAVE A REPRESENTATIVE FROM THE CITY OF RUTLAND'S WATER TREATMENT FACILITY ON THE PROJECT DURING CERTAIN CONSTRUCTION ACTIVITIES THAT ARE NEAR OR OVER MENDON BROOK.

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PROJECT MANAGER: C. KELLER	DRAWN BY: K. RUTTER
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