

## GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, DATED 2010, AND ITS LATEST REVISIONS.
2. DURING CONSTRUCTION, TRAFFIC SHALL BE MAINTAINED ON AN OFF SITE DETOUR. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL TEMPORARY ON-PROJECT SIGNS AND BARRICADES AS SHOWN IN THE PLANS AND AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO SPECIAL PROVISION ITEM 900.645 (TRAFFIC CONTROL, ALL-INCLUSIVE). THE TOWN WILL BE RESPONSIBLE FOR ALL OFF-PROJECT DETOUR SIGNS.
3. FULL ACCESS TO DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. IF THE CONTRACTOR NEEDS TO MINIMIZE ACCESS, THE PROPERTY OWNERS MUST BE NOTIFIED TWO DAYS IN ADVANCE. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO SPECIAL PROVISION ITEM 900.645 (TRAFFIC CONTROL, ALL-INCLUSIVE).
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DOCUMENT THE CONDITION OF THE ADJACENT MILL POND DAM, WHICH HAS THE POTENTIAL FOR DAMAGE FROM CONSTRUCTION ACTIVITIES. THIS DOCUMENTATION SHALL BE IN THE FORM OF VIDEO OR PICTURES, WITH SUFFICIENT DESCRIPTION, AND SHALL BE SUPPLIED TO THE ENGINEER PRIOR TO ANY EXCAVATION OR REMOVAL OF EXISTING STRUCTURES. THE COST OF PREPARING THIS DOCUMENTATION WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO ALL CONTRACT ITEMS. ANY DAMAGE TO THE EXISTING DAM AS THE RESULT OF THE CONTRACTOR'S OPERATIONS, AS DETERMINED BY THE ENGINEER SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE STATE OR MUNICIPALITY.
5. ITEM 529.15 REMOVAL OF STRUCTURE SHALL INCLUDE THE REMOVAL AND DISPOSAL OF EXISTING BRIDGE SUPERSTRUCTURE AND THE REMOVAL OF THE ABUTMENTS AND PIER AS SHOWN IN THE PLANS, WHERE THEIR REMOVAL IS NOT COVERED BY ANY OF THE EXCAVATION ITEMS.
6. FOR INFORMATION REGARDING UTILITIES, SEE THE 'UTILITIES LAYOUT' SHEET AND THE SPECIAL PROVISIONS.
7. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
8. ALL EXISTING SIGNS AND SIGN POSTS NOT RE-USED SHALL REMAIN THE PROPERTY OF THE TOWN. THE CONTRACTOR SHALL CONTACT THE TOWN WHEN THESE ITEMS ARE READY FOR REMOVAL FROM THE PROJECT SITE. CONTACT INFORMATION FOR THE COLCHESTER PUBLIC WORKS DEPARTMENT (802) 264-5620.
9. 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.
10. THE ELEVATION AND LOCATION OF MUNICIPAL WATER LINE SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO ANY WORK IN THE AREA OF THE WATER LINE. THERE WILL BE NO EXTRA COMPENSATION PAID TO THE CONTRACTOR FOR ANY INCONVENIENCE CAUSED BY WORKING AROUND AND WITH THE MUNICIPALITY AND UTILITY COMPANIES. SEE UTILITIES SPECIAL PROVISION FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

## EARTHWORK AND RELATED ITEMS

11. THE CONTRACTOR MAY SUBSTITUTE SUBBASE MATERIAL FOR THE SAND BORROW SHOWN ON THE PLANS. THE SUBBASE MATERIAL SHALL BE THE TYPE SPECIFIED IN THE CONTRACT AND SHALL BE PLACED TO MEET THE SUBBASE SPECIFICATIONS. IF SUBBASE IS PLACED IN LIEU OF SAND BORROW, A GEOTEXTILE MEETING THE REQUIREMENTS OF SECTION 649 "GEOTEXTILE FOR ROAD BED SEPARATOR" SHALL BE PLACED BETWEEN THE SUBGRADE AND THE SUBBASE MATERIAL. ALL COSTS ASSOCIATED WITH THE SUBSTITUTION INCLUDING THE GEOTEXTILE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 203.31 "SAND BORROW".
12. 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.
13. THE STONE FILL ITEMS LOCATED UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE NEW SUPERSTRUCTURE IS SET.

## STRUCTURAL STEEL

14. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.

15. ANY HOLES IN THE WEBS OF THE FASCIA GIRDERS THAT ARE NOT OTHERWISE FILLED, SHALL BE FILLED WITH BUTTON HEAD BOLTS. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
16. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH STRENGTH BOLTS IN 15/16" DIAMETER HOLES, PER SECTION 506 UNLESS OTHERWISE NOTED.
17. FLEMING BRACKETS OR SIMILAR FALSEWORK 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.
18. AFTER THE GIRDERS HAVE BEEN ERECTED, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF THE GIRDERS, AS DIRECTED BY THE RESIDENT ENGINEER, FOR USE IN DETERMINING THE REQUIRED HAUNCH DIMENSIONS.
19. STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01.
20. ALL STRUCTURAL STEEL SHALL BE PAINTED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE FINAL COLOR SHALL BE BROWN IN ACCORDANCE WITH SUBSECTION 708.03. GREASE SHALL BE APPLIED FOR A DISTANCE OF 10'-0" STARTING AT THE ABUTMENT #1 END OF THE SPAN. ALL CHANNELS AND CONNECTION PLATES LOCATED IN THIS AREA SHALL ALSO BE GREASED. THE GREASE SHALL BE BROWN. THIS WORK WILL BE PAID FOR UNDER ITEM 900.645 "SPECIAL PROVISION QC/QA CLEANING AND PAINTING STRUCTURAL COMPONENTS". ANY DAMAGE CAUSED TO THE PAINT, INCLUDING THAT CAUSED BY THE CONCRETE OPERATIONS, SHALL BE REPAIRED AND THE COST SHALL BE INCIDENTAL TO ITEM 506.56, STRUCTURAL STEEL, CURVED PLATE GIRDER.

## CONCRETE

21. 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 AND IN ACCORDANCE WITH SUBSECTION 501.18(B).
22. 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.
23. WATER REPELLENT SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP NOTCHES.
24. 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.
25. ALL APPROACH SLAB AND SUBSTRUCTURE CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B UNLESS OTHERWISE NOTED AND WILL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B". THE DECK AND BRIDGE SIDEWALK CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A AND WILL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A". ANY CONCRETE REQUIRED FOR SUBFOOTINGS SHALL BE CONCRETE, CLASS C AND WILL BE PAID FOR UNDER ITEM 541.30 "CONCRETE, CLASS C. BRIDGE RAILING CONCRETE SHALL BE CONCRETE, HIGH PERFORMANCE CLASS A AND WILL BE PAID FOR UNDER ITEM 525.45 BRIDGE RAILING, GALVANIZED STEEL TUBING/CONCRETE COMBINATION.
26. ALL REINFORCING STEEL ABOVE THE BRIDGE SEAT SHALL BE CORROSION PROTECTION LEVEL II AND ALL REINFORCING STEEL BELOW THE BRIDGE SEAT, IN WINGWALLS AND IN THE APPROACH SLABS SHALL BE CORROSION PROTECTION LEVEL I. PAYMENT FOR REINFORCING STEEL, WITH THE EXCEPTION OF BRIDGE RAILING REINFORCING STEEL, WILL BE MADE UNDER THE APPROPRIATE 507 CONTRACT ITEM. SUBFOOTING DOWEL BARS WILL BE PAID SEPARATELY UNDER CONTRACT ITEM 507.11.
27. BRIDGE RAILING REINFORCING STEEL, INCLUDING THOSE BARS THAT CONNECT THE BRIDGE RAILING TO THE DECK OR SIDEWALK, SHALL BE PAID FOR UNDER ITEM 525.45 BRIDGE RAILING, GALVANIZED STEEL TUBING/CONCRETE COMBINATION.
28. RELATIVE TO GRADE, ALL DECK POURS SHALL BEGIN FROM THE LOW ELEVATION END AND PROCEED TOWARDS THE HIGH ELEVATION END.
29. THE DECK IS TO BE POURED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTOR'S CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A TRANSVERSE CONSTRUCTION JOINT SHALL BE USED BETWEEN ADJACENT POURS. A MINIMUM 96 HOUR DELAY BETWEEN ADJACENT POURS SHALL BE OBSERVED.
30. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
31. THE VERTICAL KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT.

32. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:  
SPACING: +/- 1 INCH  
CLEARANCE: +/- 1/4 INCH

## SUBSTRUCTURES ON BEDROCK

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 GEOTECHNICAL ENGINEERING MANAGER. THE GEOTECHNICAL ENGINEERING MANAGER 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 12" OUTSIDE OF THE HORIZONTAL LIMITS OF THE FOOTING. THE TOP SURFACE OF ALL SUBFOOTINGS SHALL BE INTENTIONALLY ROUGHENED TO 1/4" AMPLITUDE.
37. ANY BEDROCK THAT NEEDS TO BE REMOVED SHALL BE PAID FOR WITH THE CORRESPONDING EXCAVATION ITEM INCLUDED IN THE CONTRACT.
38. OVERBREAKAGE BEYOND THE AVERAGE MAXIMUM ALLOWANCE SPECIFIED IN SUBSECTION 204.09(B) (1) SHALL BE AT THE CONTRACTOR'S EXPENSE.
39. DOWELS SHALL BE DRILLED AND GROUTED INTO BEDROCK WHEN SHOWN ON THE PLANS OR AS ORDERED BY THE ENGINEER. THE DOWELS SHALL HAVE A 1'-6" MINIMUM EMBEDMENT IN THE BEDROCK AND SHALL EXTEND IN THE FOOTING OR SUBFOOTING A MINIMUM OF 1'-6", UNLESS NOTED OTHERWISE.

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