

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 4TH EDITION, DATED 2007 AND ITS LATEST REVISIONS.
2. THE BRIDGE IS DESIGNED FOR HL 93 LIVE LOAD WITH AN ALLOWANCE FOR 2" OF FUTURE PAVEMENT.
3. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS OTHERWISE NOTED.
4. THE AREA DISTURBED BY THE EXISTING TEMPORARY BRIDGE SHALL BE SEEDED AND MULCHED AFTER ALL OF THE FILL IS REMOVED AS SHOWN ON THE CROSS SECTIONS. THE COST OF THE SEED, FERTILIZER, AND MULCH WILL BE PAID FOR UNDER THEIR RESPECTIVE ITEMS.
5. THE STONE FILL, TYPE III SHALL BE PLACED IN FRONT OF THE ABUTMENTS BEFORE THE STRUCTURAL STEEL HAS BEEN SET.
6. DURING CONSTRUCTION, TRAFFIC SHALL BE MAINTAINED ON A ONE-WAY TEMPORARY BRIDGE CONSTRUCTED DOWNSTREAM OF THE PROPOSED STRUCTURE. THE TEMPORARY BRIDGE IS ALREADY IN PLACE. MAINTENANCE OF THE TEMPORARY BRIDGE AND ITS APPROACHES SHALL BE PAID FOR UNDER ITEM 527.10. MAINTENANCE OF STRUCTURES AND APPROACHES. REMOVAL OF THE EXISTING TEMPORARY BRIDGE AND SUBSTRUCTURE UNITS WILL BE PAID FOR UNDER ITEM 529.15 REMOVAL OF STRUCTURE.

CONCRETE

7. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH BY 1 INCH.
8. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
9. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING +/- 1 INCH
CLEARANCE +/- 1/4 INCH
10. THE DECK AND SUBSTRUCTURE CONCRETE ABOVE THE CONSTRUCTION JOINT SHALL BE SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT).
11. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP NOTCHES.
12. ALL ABUTMENT CONCRETE ABOVE THE CONSTRUCTION JOINT SHALL BE PLACED MONOLITHICALLY WITH THE DECK.
13. THE SUBSTRUCTURE CONCRETE BELOW THE JOINT SHALL BE CONCRETE, HIGH PERFORMANCE CLASS B.
14. THE TOP SURFACE OF THE PILE CAP SHALL INITIALLY BE GIVEN A FLOAT FINISH TO GRADE. THE CONCRETE WITHIN THE REINFORCING CAGE SHALL THEN BE ROUGHENED BY RAKING PARALLEL TO THE FACE OF THE ABUTMENT TO AN AMPLITUDE OF 1/8 INCH. THE CONCRETE OUTSIDE THE REINFORCING CAGE AND UNDER THE BEARING PADS SHALL REMAIN SMOOTH.
15. IN ACCORDANCE WITH SUBSECTION 506.23 (a) OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE RESIDENT ENGINEER, THE CONTRACTOR SHALL TAKE MEASURES NECESSARY TO PROTECT ALL SUBSTRUCTURE CONCRETE FROM STAINING DUE TO OXIDE FORMATION ON THE STRUCTURAL STEEL PRIOR TO PLACEMENT OF THE DECK. THESE MEASURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO ITEM 501.34 "CONCRETE, HIGH PERFORMANCE CLASS B". ANY SUCH STAINING THAT OCCURS PRIOR TO DECK PLACEMENT SHALL BE REMOVED AT NO ADDITIONAL COST TO THE STATE.

STRUCTURAL STEEL

16. 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.
17. ALL STRUCTURAL STEEL SHALL BE GRADE 50W CONFORMING TO SUBSECTION 714.03 AND SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC).

18. STRUCTURAL STEEL MEMBERS DESIGNATED AS "FCM" (FRACTURE CRITICAL MEMBER) IN PLANS SHALL MEET THE FOLLOWING CONSTRUCTION AND TESTING REQUIREMENTS:

- A. MEMBERS SHALL BE IMPACT TESTED TO THE FRACTURE CRITICAL REQUIREMENTS AS ALL FRACTURE CRITICAL MEMBERS SHALL BE FABRICATED ACCORDING TO SECTION 12 OF THE AASHTO/AWS D1.5M/D1.5 BRIDGE.
- B. ALL FRACTURE CRITICAL MEMBERS SHALL BE FABRICATED IN A PLANT HAVING AN AISC FRACTURE CRITICAL ENDORSEMENT OR THE FABRICATOR SHALL PROVIDE TO THE STRUCTURES ENGINEER PRIOR TO FABRICATION AN ACCEPTABLE FRACTURE CONTROL PLAN MEETING THE REQUIREMENTS OF AASHTO/AWS D1.5.
- C. ALL FRACTURE CRITICAL SPECIFIED IN AASHTO M270M/M270.

19. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10 "WELDING".
20. ANY BOLT HOLES IN THE WEBS OF THE FASCIA GIRDERS NOT OTHERWISE FILLED SHALL BE FILLED WITH EITHER BUTTON HEAD OR HEX HEAD BOLTS CONFORMING TO AASHTO M164 TYPE 3. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19 OF THE STANDARD SPECIFICATIONS.
21. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8 INCH DIAMETER BOLTS CONFORMING TO AASHTO M164 TYPE 3 IN 15/16 INCH DIAMETER HOLES PER 506.19(a). ANY CONNECTIONS NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
22. FLEMING BRACKETS OR SIMILAR FALSEWORK SHALL BE SPACED AS REQUIRED BY DESIGN, BUT SHALL BE LIMITED TO A MAXIMUM SPACING OF 4 FEET AND SHALL BEAR AT THE BOTTOM QUARTER OF THE GIRDER AND BE ATTACHED TO THE TOP FLANGE. THE DESIGN OF THE FALSEWORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

PILES

23. THE PILES SHALL BE HP 12X84.
24. THE PILES SHALL BE EMBEDDED IN THE GROUND A MINIMUM OF 30 FEET AND BE DRIVEN TO A NOMINAL RESISTANCE OF 550 KIP. TO PREVENT DAMAGE TO THE PILES, PILE SHOES SHALL BE REQUIRED AND SHALL CONFORM TO SECTION 505.
25. ALL PILES SHALL HAVE A DYNAMIC LOAD TEST. IF THE MINIMUM PILE LENGTH CAN NOT BE ACHIEVED, OR IF THE DYNAMIC LOAD TEST INDICATES AN UNACCEPTABLE AMOUNT OF PILE DAMAGE, AS DETERMINED BY THE ENGINEER, THEN THE PILE SHALL BE PULLED. THE CONTRACTOR SHALL THEN EXCAVATE TO THE MINIMUM TIP ELEVATION AND REDRIVE THE PILE. THIS WORK SHALL BE PAID FOR UNDER ITEM 503.20 PRE-EXCAVATION OF INTEGRAL ABUTMENT PILES. THE MAXIMUM DEPTH OF THE EXCAVATION SHALL BE 30 FEET.
26. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. THE ACTUAL IN PLACE LENGTHS MAY VARY.

TRAFFIC CONTROL

27. AS PART OF 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL INCLUSIVE), THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE ROADWAY, TRAFFIC, AND SAFETY ENGINEER FOR APPROVAL PER SUBSECTION 105.03. SEE SPECIAL PROVISIONS.
28. ALL ITEMS REQUIRED TO IMPLEMENT THE CONTRACTOR'S TRAFFIC CONTROL PLAN WILL NOT BE PAID FOR DIRECTLY BUT WILL BE INCLUDED IN THE BID PRICE FOR ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE). THIS INCLUDES BUT IS NOT LIMITED TO THE FOLLOWING

ITEMS: TEMPORARY TRAFFIC BARRIER
FLAGGERS
CONSTRUCTION SIGHING
29. FOR ADDITIONAL SIGHING INSTRUCTIONS SEE STANDARDS E-100, E-100A, E-107 & E-107A.

PROJECT NAME: JAMAICA
PROJECT NUMBER: BRO 1442(27)

FILE NAME: e961068gen.dgn
PROJECT LEADER: K. HIGGINS
DESIGNED BY: J. LACROIX
GENERAL NOTES

PLOT DATE: 03-NOV-2009
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