

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, THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FIFTH EDITION, DATED 2012 AND ITS LATEST REVISIONS AND THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS THIRD EDITION, DATED 2010 AND ITS LATEST REVISIONS.
- 2. THE BRIDGE IS DESIGNED FOR HL-93 LIVE LOAD.
- 3. TOWN HIGHWAY 14 WILL BE CLOSED TO THROUGH TRAFFIC DURING CONSTRUCTION OF THE NEW BRIDGE.
- 4. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT, UNLESS NOTED OTHERWISE.
- 5. THE TOWN OF STAMFORD IS REQUESTING 2 LARGE BOULDERS TO BE PLACED AT THE END OF WOODS DRIVE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ALL OTHER CONTRACT ITEMS. SEE LAYOUT SHEET FOR DETAILS. THE CONTRACTOR SHALL CONTACT THE TOWN OF STAMFORD TO DETERMINE THE PLACEMENT OF ROCKS.
- 6. FULL ACCESS TO ALL DRIVES AND SIDE ROADS WITHIN PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. WHEN THE CONTRACTOR MUST TEMPORARILY RESTRICT ACCESS TO THE DRIVES, THE CONTRACTOR SHALL NOTIFY THE PROPERTY OWNERS GIVE 24 HOUR ADVANCE NOTICE.
- 7. THE CONTRACTOR SHALL MAINTAIN THE FLOW OF WATER WHILE THE STREAM BED IS BEING RECONSTRUCTED. PAYMENT FOR THIS WORK SHALL BE MADE UNDER ITEM 900.645 SPECIAL PROVISION (TEMPORARY RELOCATION OF STREAM).

EARTHWORK AND RELATED ITEMS

- 8. ITEM 529.15 "REMOVAL OF STRUCTURE" (100 SF - EST) WILL INCLUDE THE REMOVAL OF THE EXISTING SUPERSTRUCTURE, ANY PORTION OF THE EXISTING LAID UP STONE ABUTMENTS, AND CONCRETE WINGWALLS NOT REMOVED UNDER THE ITEM COFFERDAM EXCAVATION OR UNCLASSIFIED CHANNEL EXCAVATION.
- 9. THE "STONE FILL, TYPE IV" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED BEFORE THE SLAB IS POURED.
- 10. THE BACKFILL BEHIND EACH ABUTMENT SHALL NOT BE PLACED HIGHER THAN TWO FEET BELOW THE BRIDGE SEAT UNTIL THE CONCRETE SLAB HAS BEEN POURED.

CONCRETE

- 11. ALL CONCRETE FOR THE SUPERSTRUCTURE AND SUBSTRUCTURE, EXCLUDING THE SUBFOOTINGS, WILL BE PAID FOR UNDER ITEM 501.34 "CONCRETE, HIGH PERFORMANCE CLASS B".
- 12. CONCRETE FOR SUBFOOTING WILL BE PAID FOR UNDER ITEM 541.30, "CONCRETE, CLASS C". PAYMENT FOR SUBFOOTING CONCRETE WILL BE MADE ONLY FOR CONCRETE WITHIN THE LIMITS FOR SUBFOOTING SHOWN ON THE PLANS.
- 13. THE CONCRETE DECK SHALL BE GIVEN A SUITABLE TEXTURE WITH A TURF DRAG FINISH IN ACCORDANCE WITH SUBSECTION 501.16, "CONCRETE FINISHING".
- 14. THE TOP SURFACE OF SUBFOOTING POURS SHALL BE ROUGHENED TO A RAKE FINISH TO HELP PREVENT SLIDING AT THE SUBFOOTING/FOOTING INTERFACE. PAYMENT FOR THIS WORK WILL BE INCIDENTAL TO ITEM 541.30 "CONCRETE, CLASS C".
- 15. THE SLAB 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.
- 16. ITEM 514.10, "WATER REPELLENT, SILANE", SHALL BE SUPPLIED TO ALL EXPOSED CONCRETE ON THE BRIDGE SUPERSTRUCTURE, INCLUDING THE CURBS, AND SUBSTRUCTURE, WITH THE EXCEPTION OF THE BOTTOM OF THE DECK BETWEEN DRIP NOTCHES.
- 17. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER, SEE DETAIL SHEET SD 501.00.

- 18. ALL REINFORCING STEEL IN THE CONCRETE SLAB SHALL BE CORROSION PROTECTION LEVEL I (EPOXY COATED) ITEM 507.11 REINFORCING STEEL, LEVEL I (EPOXY COATED), ALL OTHER REINFORCING STEEL SHALL BE ITEM 507.11 REINFORCING STEEL, LEVEL I.
- 19. THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURE SHALL BE THREE INCHES UNLESS DETAILED OTHERWISE.
- 20. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:
SPACING: +/- 1 INCH
CLEARANCE: +/- 1/4 INCH

SUBSTRUCTURES ON BEDROCK

- 21. THE SUBFOOTING FOR THE ABUTMENT 1 AND WINGWALLS 1 AND 2 WILL BE FOUNDED ON BEDROCK AND SHALL BE PLACED ON CLEAN COMPETENT ROCK. ALL LOOSE ROCK AND DEBRIS SHALL BE REMOVED.
- 22. ONCE THE CONTRACTOR HAS EXCAVATED FOR THE SUBFOOTINGS, THE RESIDENT ENGINEER SHALL CONTACT THE PROJECT MANAGER AND GEOTECHNICAL ENGINEERING MANAGER TO DETERMINE IF THE BEDROCK IS COMPETENT. THREE (3) WORKING DAYS FROM NOTIFICATION WILL BE ALLOWED TO MAKE THE INSPECTION AND THE DETERMINATION FOR THE COMPETENCY OF THE BEDROCK.
- 23. ANY BEDROCK THAT NEEDS TO BE REMOVED WILL BE PAID FOR WITH THE CORRESPONDING EXCAVATION ITEM INCLUDED IN THE CONTRACT. OVERBREAKAGE EXCEEDING THE AVERAGE MAXIMUM ALLOWANCE SPECIFIED IN SUBSECTION 204.09 (B) (1) WILL BE AT THE CONTRACTOR'S EXPENSE.
- 24. DOWELS, ITEM 507.11 REINFORCING STEEL, LEVEL I, SHALL BE DRILLED AND GROUTED INTO BEDROCK AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE DOWELS SHALL HAVE A 2'-0" MINIMUM EMBEDMENT IN THE BEDROCK AND SHALL EXTEND IN THE SUBFOOTING A MINIMUM OF 9".
- 25. THE SUBSTRUCTURES HAVE BEEN DESIGNED FOR THE FOOTING ELEVATIONS SHOWN ON THE PLANS. ON ABUTMENT #1 THE INTENTION IS TO USE SUBFOOTINGS OF CONCRETE, CLASS "C" IN AREAS WHERE THE LEDGE IS MORE THAN 6 INCHES BELOW THE DESIGN BOTTOM OF FOOTING ELEVATIONS. AFTER THE BEDROCK HAS BEEN EXPOSED, ADJUSTMENTS TO THE BOTTOM OF FOOTING ELEVATIONS MAY BE NECESSARY TO MINIMIZE THE BEDROCK REMOVAL AND/OR REDUCE THE AMOUNT OF SUBFOOTING CONCRETE. CONTACT THE PROJECT MANAGER FOR POSSIBLE REDESIGN IF THE BEDROCK PROFILES DIFFER FROM THOSE SHOWN ON THE PLANS. NO FURTHER WORK SHALL BE DONE ON THE FOOTINGS UNTIL A REPLY IS RECEIVED FROM THE PROJECT MANAGER. A TURN-AROUND TIME OF UP TO FIVE BUSINESS DAYS MAY BE EXPECTED.

TRAFFIC CONTROL

- 26. THE TOWN WILL BE RESPONSIBLE FOR SIGNING THE DETOUR; THE CONTRACTOR SHALL GIVE THE TOWN 21 DAYS NOTICE PRIOR TO ANY ROAD CLOSURE.
- 27. ALL ON PROJECT SIGNS AND BARRICADES AS REQUIRED FOR TRAFFIC CONTROL OR AS ORDERED BY THE RESIDENT ENGINEER WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WILL BE PAID FOR UNDER THE ITEM 641.10 "TRAFFIC CONTROL". ALL SIGNS AND BARRICADES SHALL BE INSPECTED DAILY AND REPLACED AS NECESSARY. ALL SIGNS AND BARRICADES SHALL BE CLEARED OF DUST AND DEBRIS WEEKLY.

PROJECT NAME:	STAMFORD
PROJECT NUMBER:	STP 1441 (29)
FILE NAME: s96j226qty.dgn	PLOT DATE: 30-DEC-2015
PROJECT LEADER: C.W. CARLSON	DRAWN BY: D.KARABEGOVIC
DESIGNED BY: H. SALLS	CHECKED BY: H. SALLS
PROJECT NOTES	SHEET 5 OF 44