

## **GENERAL**

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION 2006 STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD DESIGN SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2002, AND ITS LATEST REVISIONS.
2. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES CELSIUS.

## **TRAFFIC CONTROL**

3. THE CONTRACTOR SHALL ERECT AND MAINTAIN ALL TEMPORARY ON PROJECT SIGNS, BARRICADES AND OFF-PROJECT SIGNS AS SHOWN ON SHEET 19 OR AS DIRECTED BY THE RESIDENT ENGINEER.

THE COVERED BRIDGE AND ITS APPROACHES IN THE PROJECT AREA WILL BE CLOSED TO VEHICULAR TRAFFIC. THE TOWN WILL SIGN THE DETOUR EXCEPT FOR THE SIGNS MENTIONED ABOVE. PEDESTRIAN AND BICYCLE TRAFFIC SHALL BE MAINTAINED ON THE COVERED BRIDGE. THE TOWN WILL BE RESPONSIBLE FOR ROUTINE MAINTENANCE OF THE COVERED BRIDGE DURING THE CONSTRUCTION OF THIS PROJECT.

THE TEMPORARY PAVEMENT MARKINGS, TRAFFIC CONTROL BARRIER FENCE, TEMPORARY TRAFFIC BARRIER, SIGNS, AND BARRICADES WILL BE PAID FOR UNDER ITEM 641.10, "TRAFFIC CONTROL". REPOSITIONING OF ANY TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE TRAFFIC CONTROL ITEM.

FULL ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN THE 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 IN ADVANCE.

IF THE PROJECT IS CLOSED DOWN FOR THE WINTER, TOWN HIGHWAY 10 SHALL BE RE-OPENED TO VEHICULAR TRAFFIC. THE CONTRACTOR MAY CLOSE IT AGAIN WHEN CONSTRUCTION RESUMES IN THE SPRING. BEFORE CLOSING FOR THE WINTER, THE CONTRACTOR SHALL RESTORE ANY DISTURBED ROADWAY AND GUARD RAIL TO THE CONDITION FOUND WHEN THE PROJECT BEGINS. PAYMENT FOR ANY COSTS INVOLVED IN OPENING AND CLOSING THE ROAD WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL."

## **EARTHWORK**

4. AREAS LABELED "REMOVE EXISTING PAVEMENT" SHALL BE PAID FOR UNDER ITEM 203.28, "EXCAVATION OF SURFACES AND PAVEMENTS". AREAS OF REMOVAL SHALL BE TOPSOILED, SEEDED AND MULCHED.
5. BACKFILL ABUTMENTS BY SIMULTANEOUSLY RAISING THE ELEVATIONS OF THE BACKFILL IN FRONT OF AND BEHIND THE ABUTMENTS AND WINGWALLS.
6. THE CONTRACTOR'S ATTENTION IS DIRECTED TO SUBSECTION 301.06 REGARDING THE COMPACTION OF SUBBASE MATERIAL FOR THIS PROJECT.
7. 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 ITEM 649.11 "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 INCIDENTAL TO 203.31 "SAND BORROW".

## **REINFORCED CONCRETE**

8. ITEM 900.608, "SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, CLASS A LOW CEMENT)": USE FOR THE DECK, SIDEWALKS, AND INTEGRAL ABUTMENT CURTAIN WALL AND WING WALLS ABOVE THE PILE CAP CONSTRUCTION JOINT. PAYMENT FOR THIS ITEM SHALL INCLUDE INSTALLING THE BRIDGE PLAQUE PROVIDED BY THE AGENCY.
9. ITEM 501.34 "CONCRETE, HIGH PERFORMANCE CLASS B": USE FOR THE APPROACH SLABS AND INTEGRAL ABUTMENT PILE CAPS AND WING WALLS BELOW THE PILE CAP CONSTRUCTION JOINT.
10. ITEM 507.17 "EPOXY COATED REINFORCING STEEL": ALL REINFORCING STEEL IN THE SUPERSTRUCTURE, SUBSTRUCTURE AND APPROACH SLABS SHALL BE EPOXY COATED REINFORCING STEEL. CUTTING AND REPAIRING DAMAGED AREAS OF COATED REINFORCING STEEL SHALL BE PERFORMED IN ACCORDANCE WITH SUBSECTION 507.04 OF THE STANDARD SPECIFICATIONS.
11. CHAMFERS: CHAMFER ALL EXPOSED EDGES OF CONCRETE WITH 25 MM BY 25 MM CHAMFERS, UNLESS OTHERWISE NOTED. ROUND THE TOP CORNERS OF SIDEWALKS TO A 15 MM RADIUS.
12. SCORE MARKS: CONSTRUCT SCORE MARKS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
13. ITEM 514.10 "WATER REPELLENT, SILANE": APPLY REPELLENT TO ALL EXPOSED SURFACES OF CONCRETE ON THE BRIDGE, EXCEPT THE BOTTOM OF THE DECK BETWEEN THE DRIP NOTCHES.

## **STRUCTURAL STEEL/PILES**

14. NEW STRUCTURAL STEEL SHALL BE AASHTO M 270M, GRADE 345W UNLESS OTHERWISE NOTED.
15. CHARPY V-NOTCH TEST: TEST STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHOULD BE TESTED IN ACCORDANCE WITH SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS.
16. BOLTS FOR ALL BOLTED FIELD CONNECTIONS SHALL BE 22 MM DIAMETER HIGH STRENGTH BOLTS IN 24 MM DIAMETER HOLES UNLESS OTHERWISE NOTED.
17. CONNECTIONS NOT SHOWN IN THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE RESIDENT ENGINEER FOR APPROVAL.
18. LIMITED SUBSURFACE INFORMATION INDICATES BEDROCK IS SHALLOW AT ABUTMENT NO. 2. THE H-PILES ARE EXPECTED TO BE SHORTER THAN FOUR METERS. HOWEVER, THE CONTRACTOR SHOULD BE PREPARED FOR LONGER PILE LENGTHS.
19. THE PILES SHALL BE DRIVEN TO AN ULTIMATE AXIAL PILE CAPACITY OF 2370 KN.
20. ITEM 505.45 "DYNAMIC PILE LOADING TEST". A MINIMUM OF ONE DYNAMIC PILE TEST SHALL BE CONDUCTED ON THE FIRST PILE DRIVEN IN ABUTMENT ONE AND PILE #1 IN ABUTMENT TWO. MORE TESTS MAY BE REQUIRED BY THE ENGINEER. PAYMENT FOR ADDITIONAL TEST(S), IF REQUIRED, WILL BE MADE AT THE UNIT PRICE BID FOR CONTRACT ITEM 505.45.

21. FOR ESTIMATING PURPOSES, THE H PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. THE ACTUAL IN PLACE LENGTHS MAY VARY.
23. GIRDER PROFILES: AFTER THE SUPERSTRUCTURE STEEL HAS BEEN SET ON THE ANCHOR BOLTS, TAKE ELEVATIONS ALONG THE TOP OF THE GIRDERS AS DIRECTED BY THE RESIDENT ENGINEER FOR DETERMINING HAUNCH DEPTHS.
23. FLEMING BRACKETS OR SIMILAR FALSEWORK: SPACE FLEMING BRACKETS OR SIMILAR FALSEWORK AS REQUIRED BY DESIGN WITH A MAXIMUM SPACING OF 1200 MILLIMETERS. THE DESIGN OF FALSEWORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
24. HOLES IN WEB. FILL ANY BOLT HOLES IN THE WEBS OF FASCIA GIRDERS NOT OTHERWISE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS MEETING AASHTO M164M TYPE 3. TIGHTEN THE BOLTS IN ACCORDANCE WITH SUBSECTION 506.19 OF THE STANDARD SPECIFICATIONS.

## **UTILITIES**

25. AN EXISTING SEWER LINE PASSES UNDER AND BEHIND ABUTMENT NO. 2. THE APPROXIMATE LOCATION OF THE LINE IS SHOWN IN THE PLANS. ITEM 204.22, "TRENCH EXCAVATION OF EARTH EXPLORATORY" HAS BEEN INCLUDED TO VERIFY THE LOCATION.
26. THE EXISTING FIRE HYDRANT LOCATED AT STATION 10+082.6 LT SHALL BE RELOCATED TO A LOCATION ON GUILFORD ST. (APPROXIMATELY STA 10 +060 LT) EXACT LOCATION TO BE DETERMINED BY THE "BRATTLEBORO UTILITIES DIVISION". THE CONTRACTOR SHALL CONTACT GARY KING, ENGINEERING TECHNICIAN OR SKIP FLETCHER, BRATTLEBORO UTILITIES SUPERVISOR AT (802) 254-4255 TO MEET ON THE PROJECT AND DETERMINE THE EXACT LOCATION OF THE RELOCATED HYDRANT.

## **MISCELLANEOUS**

27. EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 0.068 L/SM OR AS DIRECTED BY THE RESIDENT ENGINEER, ON COLD PLANED SURFACES AND BETWEEN ALL COURSES OF PAVEMENT.
28. THE CONTRACTOR SHALL REMOVE AND SALVAGE THE BUS SHELTER LOCATED AT STATION 10+162 RT. THE SHELTER WILL BE DISMANTLED AND STOCKPILED ON THE PROJECT SITE. ANY DAMAGE TO THE SHELTER DURING THE DISMANTLING SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AT NO COST TO THE AGENCY. THE CONTRACTOR SHALL CONTACT THE BRATTLEBORO PUBLIC WORKS DIRECTOR, STEPHEN BARRETT AT (802) 254-4255 TO ARRANGE THE REMOVAL AND SALVAGE OF THESE ITEMS. THIS WORK WILL BE PAID FOR AS ITEM 900.645, "SPECIAL PROVISION (REMOVE AND SALVAGE EXISTING BUS SHELTER)".
29. THE EXISTING SIGNS AND POSTS LISTED AS REMOVAL ON SHEETS 23 SHALL REMAIN THE PROPERTY OF THE TOWN. THE SIGNS AND POSTS SHALL BE STOCKPILED FOR THE TOWN TO REMOVE. CONTACT STEPHAN BARRETT AT (802) 254-4255.
30. SIX (6) EVERGREEN TREES ARE INCLUDED IN THIS PROJECT. THE LOCATION OF THE TREES SHALL BE DETERMINED BY THE RESIDENT ENGINEER AND PROPERTY OWNER ROB PROHASKA OF 46 GUILFORD STREET. THIS WORK WILL BE PAID FOR UNDER THE ITEM 656.20, "EVERGREEN TREES (PINUS STROBUS) (B&B) (2.5 M -4.0 M).

## **GENERAL NOTES**

PROJECT NAME: BRATTLEBORO  
PROJECT NUMBER: BRF 2000(2)S

FILE NAME: 96J228\SJ228gen.dgn  
PROJECT MANAGER: R. WHITCOMB  
DESIGNED BY: W. LAMMER  
PLOT DATE: 27-MAY-2009  
DRAWN BY: W. LAMMER  
CHECKED BY: C. CARLSON  
SHEET 3 OF 77