

## PROJECT NOTES

### 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 SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2002, AND ITS LATEST REVISIONS.
2. ALL WORK ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS. NO ADDITIONAL R.O.W. RIGHTS ARE ANTICIPATED FOR THIS PROJECT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY PROJECT SIGNING AND BARRICADES SHOWN ON THE PLANS. ALL COSTS ASSOCIATED WITH THIS WORK WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.
4. DURING CONSTRUCTION, TOWN HIGHWAY 3 WILL BE CLOSED TO THROUGH TRAFFIC. ACCESS TO ALL EXISTING SIDE ROADS, DRIVES AND PARKING AREAS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR WILL NOTIFY THE TOWN OF CLARENDON, ADMINISTRATIVE ASSISTANT, LINDA TROMBLEY AT (802)-747-4074, TWO WEEKS AHEAD OF TIME, OF THEIR INTENTION TO CLOSE THE ROAD.
5. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AT 68 DEGREES FAHRENHEIT.
6. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS, CONSTRUCTION DIMENSIONS AND ELEVATIONS. ANY DISCREPANCIES SHALL BE BROUGHT IMMEDIATELY TO THE ATTENTION OF THE ENGINEER.

### EARTHWORK AND RELATED ITEMS

7. THE FOLLOWING SHALL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE": REMOVAL AND DISPOSAL OF THE EXISTING BRIDGE DECK, CURBS, BRIDGE RAIL, STEEL BEAMS AND BACK WALLS. REMOVAL AND DISPOSAL OF THE BRIDGE PAVEMENT SHALL BE PAID FOR UNDER ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT." PARTIAL REMOVAL OF STRUCTURE WILL ALSO INCLUDE REMOVING ANY PART OF THE EXISTING ABUTMENTS WHICH IS ABOVE ELEVATION 844.33. THE EXISTING STRUCTURAL STEEL ON THIS PROJECT WAS PAINTED WITH A MATERIAL WHICH MAY CONTAIN LEAD. 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 STRUCTURAL STEEL.
8. BACKFILLING BEHIND ABUTMENTS SHALL NOT BEGIN UNTIL THE ABUTMENT AND DECK CONSTRUCTION IS COMPLETE AND THE CURING PERIOD IS UP. THE DIFFERENCE IN ELEVATION OF FILL BEHIND THE ABUTMENTS AT ANY TIME DURING BACKFILLING OPERATIONS SHALL NOT EXCEED TWO (2) FEET.

### CONCRETE AND REINFORCING STEEL

9. CONCRETE FOR THE DECK, CURBS AND CURTAIN WALL SHALL BE HIGH PERFORMANCE CLASS A AND WILL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A". ALL OTHER CONCRETE SHALL BE HIGH PERFORMANCE CLASS B AND WILL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B" UNLESS OTHERWISE NOTED.
10. THE DECK IS TO BE PLACED IN ONE CONTINUOUS POUR WITH A MAXIMUM DURATION OF EIGHT (8) HOURS. IF CIRCUMSTANCES BEYOND THE CONTRACTORS CONTROL PREVENT THIS FROM BEING ACCOMPLISHED, A CONSTRUCTION JOINT SHALL BE USED AS SHOWN ON SHEET 20 OF THE PLANS. A NINETY-SIX (96) HOUR DELAY BETWEEN THE COMPLETION OF ONE DAY'S POUR AND THE BEGINNING OF ANY OTHER POUR SHALL BE OBSERVED.
  11. NO TRAFFIC SHALL BE ALLOWED ON THE DECK UNTIL THE CURE PERIOD IS UP AND THE 28-DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
12. WHEN CONSTRUCTING THE DECK, THE CONCRETE SHALL BE PLACED PARALLEL TO THE CENTERLINE OF BEARING SO AS TO LOAD THE BEAMS EQUALLY.
13. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF DECK BETWEEN DRIP BEADS.
14. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED ONE (1) INCH.
15. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN ON SHEET 20 OF THE PLANS OR AS DIRECTED BY THE ENGINEER.
16. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
17. ALL SUPERSTRUCTURE AND CURTAIN WALL REINFORCING STEEL SHALL BE EPOXY COATED AND PAID FOR UNDER ITEM 507.17, "EPOXY COATED REINFORCING STEEL". WHEN EPOXY COATED REINFORCING STEEL IS TO BE CUT, THE UNCOATED ENDS SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE COATING MANUFACTURER. FLAME CUTTING OF EPOXY COATED REINFORCING STEEL WILL NOT BE PERMITTED.
18. ALL SUBSTRUCTURE REINFORCING STEEL SHALL BE PAID FOR UNDER ITEM 507.15, "REINFORCING STEEL".
19. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE."
20. MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURE SHALL BE TWO (2) INCHES ALONG WALL FACES AGAINST EARTH, AND THREE (3) INCHES ELSEWHERE UNLESS DETAILED OTHERWISE.

21. REINFORCING PLACEMENT TOLERANCES SHALL BE:  
SPACING +/- 1"  
CLEARANCE +/- 1/4"
22. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 1/2" PER FOOT. ABUTMENT SEATS SHALL BE SLOPED FULL WIDTH TOWARD MID-SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A MAGNESIUM FLOAT FINISH.

### STRUCTURAL STEEL

23. ALL STRUCTURAL STEEL SHALL BE PAID FOR UNDER ITEM 506.50, "STRUCTURAL STEEL, ROLLED BEAM" AND SHALL CONFORM TO SECTION 506 OF THE STANDARD SPECIFICATIONS.
24. AFTER SUPERSTRUCTURE STEEL HAS BEEN SET ON THE BEARINGS, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF EACH BEAM UNDER THE DIRECTION OF THE ENGINEER. THESE ELEVATIONS SHALL BE USED IN DETERMINING FINAL GRADES.
25. FASCIA OVERHANG BRACKETS OR SIMILAR FALSE WORK SHALL BE SPACED AT A MAXIMUM OF FOUR (4) FEET. THE DESIGN OF THE FALSE WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
26. ANY HOLES IN THE FASCIA BEAMS NOT OTHERWISE FILLED SHALL BE FILLED WITH BUTTON HEAD OR HEX HEAD BOLTS CONFORMING TO AASHTO M164 TYPE 3. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
27. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER BOLTS CONFORMING TO AASHTO M164 TYPE 3. HOLES SHALL BE 15/16" DIAMETER, UNLESS OTHERWISE NOTED. CONNECTIONS NOT DESIGNED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
28. THE CHARPY V-NOTCH TEST IS REQUIRED ONLY FOR THOSE MEMBERS DESIGNATED AS SUCH IN THE PLANS AS SPECIFIED IN SUBSECTION 714.01.



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DESIGNED BY: SEB CHECKED BY: MJC  
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