

## PROJECT NOTES

### GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO 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, EXCEPT FOR WORK ASSOCIATED WITH THE TEMPORARY BRIDGE. NO ADDITIONAL PERMANENT R.O.W. RIGHTS ARE ANTICIPATED FOR THIS PROJECT.
3. NO EQUIPMENT SHALL BE PLACED IN THE WATERCOURSE. MATERIALS SHALL NOT BE PLACED IN THE WATERCOURSE, EXCEPT FOR CONSTRUCTION OF THE TEMPORARY BRIDGE PIER. AREA OF MATERIAL IMPACT FOR THE TEMPORARY PIER SHALL BE LIMITED TO 300 SF AND SHALL BE COMPLETELY REMOVED AT THE END OF CONSTRUCTION.
4. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AT 68 DEGREES FAHRENHEIT.
5. PLANS FOR THE EXISTING BRIDGE ARE NOT AVAILABLE. DIMENSIONS SHOWN ON EXISTING DETAILS ARE TAKEN FROM FIELD MEASUREMENTS MADE BY THE DESIGN ENGINEER AND ARE NOT GUARANTEED. THE CONTRACTOR SHALL DETERMINE AND VERIFY ALL DIMENSIONS AND EXISTING DETAILS NECESSARY FOR THE COMPLETION OF ALL WORK BY FIELD MEASUREMENT AND SURVEY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUACY AND ACCURACY THEREOF, AND SHALL NOT ORDER ANY MATERIAL OR COMMENCE ANY FABRICATION UNTIL THEY HAVE MADE THE REQUIRED MEASUREMENTS ON THE EXISTING STRUCTURE.
6. THE ITEMS 502.II, "SHORING SUPERSTRUCTURE BEARINGS (STA. 2+51.70) AND 502.II, "SHORING SUPERSTRUCTURE BEARINGS (STA. 3+76.70) SHALL BE PAYMENT FOR SUPPORTING THE SUPERSTRUCTURE WHILE THE SUBSTRUCTURES AND BEARINGS ARE BEING REPAIRED. THE BEARINGS AT ABUTMENTS NO. 1 AND NO. 2 SHALL BE JACKED SIMULTANEOUSLY ABOVE THE EXISTING TOP OF THE BEAM SEAT. ITEM 502.I0, "SHORING SUPERSTRUCTURE" SHALL BE PAYMENT FOR SUPPORTING THE SUPERSTRUCTURE IN PLACE DURING REPAIRS OR REMOVAL OFF-SITE FOR REPAIRS, AT THE DISCRETION OF THE CONTRACTOR.
7. THE FOLLOWING SHALL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE"; REMOVAL AND DISPOSAL OF THE EXISTING CONCRETE BRIDGE DECK, BRIDGE CURBS, BRIDGE SIDEWALKS, BACKWALLS, AND ALL STEEL MEMBERS THAT ARE TO BE REPLACED AS DETAILED IN THE CONTRACT PLANS OR AS DIRECTED BY THE ENGINEER. REMOVAL OF BRIDGE PAVEMENT SHALL BE PAID FOR UNDER ITEM 529.I0, "REMOVAL OF BRIDGE PAVEMENT". 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. TEN DAYS PRIOR TO COMMENCING WORK WHICH INVOLVES THE HANDLING OR DISTURBANCE OF PAINTED COMPONENTS, THE CONTRACTOR SHALL PROVIDE DOCUMENTS TO THE ENGINEER, AS REFERENCED IN SECTION 513 OF THE SPECIFICATIONS.

### CONCRETE AND REINFORCING STEEL

8. CONCRETE FOR THE DECK, EXPANSION JOINT BLOCKOUT AND CURBS SHALL BE HIGH PERFORMANCE CLASS A AND WILL BE PAID FOR UNDER ITEM 501.33, "CONCRETE, HIGH PERFORMANCE CLASS A (FPQ)". 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.
9. WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES.
10. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1".

11. CONCRETE CONSTRUCTION JOINTS SHALL BE CONSTRUCTED AS SHOWN ON SHEET 25 OF THE PLANS OR AS DIRECTED BY THE ENGINEER.
12. ALL SUPERSTRUCTURE REINFORCING STEEL SHALL BE EPOXY COATED AND PAID FOR UNDER ITEM 507.I7, "EPOXY COATED REINFORCING STEEL" UNLESS NOTED OTHERWISE. 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.
13. ALL SUBSTRUCTURE REINFORCING STEEL SHALL BE PAID FOR UNDER ITEM 507.I5, "REINFORCING STEEL".
14. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH AND APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE."
15. MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE TWO INCHES ALONG WALL FACES AGAINST EARTH, AND THREE INCHES ELSEWHERE UNLESS DETAILED OTHERWISE.
16. REINFORCING PLACEMENT TOLERANCES SHALL BE:  
SPACING +/- 1"  
CLEARANCE +/- 1/4"
17. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL. THE BRIDGE SEAT SURFACE SHALL BE GIVEN A STEEL TROWEL FINISH.

### STRUCTURAL STEEL

18. ALL STRUCTURAL COMPONENTS OF THE BRIDGE SHALL BE INSPECTED BY THE CONTRACTOR AND THE ENGINEER FOR ADDITIONAL AREAS IN NEED OF REPAIR NOT SHOWN ON THE CONTRACT DOCUMENTS. SOME OF THE AREAS INDICATED ON THESE PLANS AS REQUIRING PATCHES MAY HAVE BEEN PATCHED SUBSEQUENT TO DEVELOPMENT OF THESE PLANS, AND ADDITIONAL AREAS OF PATCHING ARE ANTICIPATED. ANY ADDITIONAL REPAIRS SHALL BE MADE AT THE DISCRETION OF THE ENGINEER AND SHALL BE APPROVED BY THE ENGINEER. THE PLATES USED FOR PATCHING SHALL BE 3/8" THICK AND CUT TO THE REQUIRED SIZE BASED ON FIELD MEASUREMENTS. ADDITIONAL REPAIRS SHALL BE PAID FOR UNDER CONTRACT ITEM 506.60.
19. ALL NEW STEEL BEAMS, CHANNELS, CONNECTION ANGLES, PLATES, WASHER PLATES AND BOLTS SHALL BE PAID FOR UNDER ITEM 506.50, "STRUCTURAL STEEL, ROLLED BEAM". ALL 3/8" PATCHING PLATES, SCUPPERS AND DOWNSPOUTS SHALL BE PAID FOR UNDER ITEM 506.60, "STRUCTURAL STEEL".
20. ALL STRUCTURAL STEEL PAID UNDER THE ITEM 506.50, "STRUCTURAL STEEL, ROLLED BEAM" SHALL CONFORM TO AASHTO M 270M/M 270 GRADE 50 UNLESS NOTED OTHERWISE ON THE PLANS. ALL STRUCTURAL STEEL PAID UNDER THE ITEM 506.60, "STRUCTURAL STEEL" SHALL CONFORM TO AASHTO M 270M/M 270 GRADE 36 OR HIGHER UNLESS NOTED OTHERWISE ON THE PLANS. EXCEPT ALL STRUCTURAL TUBING SHALL CONFORM TO SUBSECTIONS 714.II OR 732.03, AS NOTED ON THE PLANS.
21. ANY EXISTING RIVETS THAT ARE MISSING OR REMOVED FOR REPAIRS AS DETAILED ON THE PLANS OR AS ORDERED BY THE ENGINEER SHALL BE REPLACED WITH 7/8" DIAMETER HIGH STRENGTH BOLTS MEETING THE REQUIREMENTS OF NOTE 22 AND 23. WHERE RIVET HEADS ARE IN DIRECT CONTACT WITH MEMBERS TO BE RETAINED, TORCHES AND/OR THE USE OF FLAME CUTTING WILL NOT BE PERMITTED FOR ANY PORTION OF THE RIVET REMOVAL. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING HOLE DIAMETER IS 15/16" AND BRING ANY DISCREPANCIES TO THE ATTENTION OF THE ENGINEER. THE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.I9 OF THE STANDARD SPECIFICATIONS.

22. ALL NEW CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH STRENGTH BOLTS, MEETING AASHTO M-164 TYPE I. ALL BOLTS SHALL BE FULL DIAMETER BODY ROUND HEAD BOLTS MEETING ANSI/ASME B 18.5 REQUIREMENTS. EXCEPT BOLTS FOR THE NEW BRIDGE RAILING AND SIDEWALK STRINGERS SHALL BE 3/4" DIAMETER MEETING THE REQUIREMENTS ABOVE. CONNECTIONS NOT DESIGNATED SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
23. ALL BOLTS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M-298. BOLTS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCIDENTAL TO ITEM 506.50, "STRUCTURAL STEEL, ROLLED BEAMS". THE FASTENERS SHALL RECEIVE INTERMEDIATE AND FINAL COATS OF THE PAINT SYSTEM AFTER INSTALLATION.
24. THE SURFACE PREPARATION OF THE EXISTING STEEL SHALL INCLUDE 100% REMOVAL OF THE EXISTING PAINT SYSTEM.
25. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE GREEN CONFORMING TO SUBSECTION 708.03.
26. THE EXISTING HANDRAIL TO BE RETAINED SHALL HAVE THE EXISTING PAINT REMOVED AND BE PAINTED USING THE SAME PAINT SYSTEM AS THE BRIDGE STEEL. THE REMOVAL OF EXISTING PAINT AND PAINTING OF THE RETAINED HANDRAIL SHALL BE INCIDENTAL TO ITEMS 513.41, "SURFACE PREPARATION, FIELD (30 TONS)", 513.36, "CONTAINMENT & ENVIRONMENTAL PROTECTION, FIELD", AND 513.30, "STRUCTURAL PAINTING, FIELD APPLIED (30 TONS)".
27. ALL NEW STEEL ELEMENTS PROVIDED UNDER THE ITEMS 506.50, "STRUCTURAL STEEL, ROLLED BEAMS", 900.640, "SPECIAL PROVISIONS (BOX BEAM GUARD RAIL, TRUSS)" AND 900.640, "SPECIAL PROVISION (BRIDGE RAILING, TRUSS)" SHALL BE GIVEN A SHOP APPLIED PRIMER, INTERMEDIATE AND TOP COATING OF PAINT PER SECTION 513. THE PRIMER SYSTEM USED IN THE SHOP SHALL BE THE SAME SYSTEM AS THAT EMPLOYED FOR THE FIELD APPLIED PAINT SYSTEM.
28. AFTER THE FINAL COAT OF FIELD APPLIED PAINT HAS BEEN APPLIED AND THOROUGHLY CURED, BUT PRIOR TO THE REMOVAL OF THE ENVIRONMENTAL PROTECTION, THE FOLLOWING STRUCTURAL STEEL SHALL BE GREASED PER SECTION 513; ENTIRE BRIDGE FLOOR SYSTEM, EXCEPT THE UNDERSIDE OF THE DECK. ALL TRUSS COMPONENTS BELOW THE TOP OF THE CURB, AND THE BEARINGS. PAYMENT FOR THE GREASE SHALL BE INCIDENTAL TO THE ITEM 513.30 "STRUCTURAL PAINTING, FIELD APPLIED (30 TONS)". THE COLOR OF THE GREASE SHALL BE GREEN.

### EROSION CONTROL

29. APPROPRIATE EROSION CONTROL MEASURES SHALL BE UTILIZED THROUGHOUT THE DURATION OF THE CONSTRUCTION AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER.



Stantec

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FILE NAME: ...Design\Rich-notes.dgn PLOT DATE: 12/18/2007  
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DESIGNED BY: SEB CHECKED BY: MJC  
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