

GENERAL

- 1. NO ADJUSTMENTS TO THE BITUMINOUS WEARING SURFACE ON THE BRIDGE SHALL BE MADE TO ACCOUNT FOR THE DIFFERENCE BETWEEN BEAM CAMBER AND THE THEORETICAL ROADWAY PROFILE. STEEL SHIMS, SPECIFIED ON THE BEARING SHEET, MAY BE UTILIZED TO SHIM THE BEAMS DURING ERECTION AS NECESSARY TO ACCOUNT FOR POTENTIAL DIFFERENTIAL CAMBER OF ADJACENT BEAMS.
- 2. THE REMOVAL OF THE EXISTING BRIDGE SUPERSTRUCTURE, APPROACH SLABS, ABUTMENTS, AND WINGWALLS TO THE LIMITS/ELEVATIONS SHOWN IN THE PLANS WILL BE INCLUDED IN THE PAYMENT OF ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE".
- 3. TEMPORARY MAILBOXES SHALL BE INSTALLED IN ACCORDANCE TO THE UNITED STATES POSTAL SERVICE MAILBOX GUIDELINES. <http://www.usps.com/manage/mailboxes.htm>

19. ALL REINFORCING STEEL FOR THE PRECAST SOLID SLAB BEAMS SHALL MEET THE REQUIREMENTS OF ITEM 507.11 "REINFORCING STEEL, LEVEL I (EPOXY)". COSTS FOR THIS REINFORCING STEEL SHALL BE INCLUDED IN THE PAYMENT OF ITEM 510.25 "PRESTRESSED CONCRETE SOLID SLABS (18"x44.5")".



CONCRETE AND REINFORCING STEEL

- 4. ALL CONCRETE FOR THE BRIDGE SEATS AND WINGWALLS SHALL BE SPECIAL PROVISION (CONCRETE, HIGH PERFORMANCE CLASS A) AND SHALL BE PAID FOR UNDER ITEM 900.608 "SPECIAL PROVISION (CONCRETE, HIGH PERFORMANCE CLASS A)".
- 5. ALL CONCRETE FOR THE APPROACH SLABS SHALL BE SPECIAL PROVISION (CONCRETE, HIGH PERFORMANCE CLASS B) AND SHALL BE PAID FOR UNDER ITEM 900.608 "SPECIAL PROVISION (CONCRETE, HIGH PERFORMANCE CLASS B)".
- 6. REINFORCING EXTENDING INTO THE EXISTING ABUTMENTS TO THE SPECIFIED DEPTH SHOWN HEREIN SHALL BE DRILLED AND GROUTED WITH A TYPE IV MORTAR PER SUBSECTION 707.03. PAYMENT FOR DRILLING AND GROUTING BARS INTO THE EXISTING ABUTMENTS WILL BE INCLUDED IN THE PAYMENT OF ITEM 507.16 "DRILLING AND GROUTING DOWELS".
- 7. THE METHOD OF FORMING FOR SUBSEQUENT POURS AFTER PLACING THE SUPERSTRUCTURE SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR IS ENCOURAGED TO WORK WITH THE FABRICATOR IF ADDITIONAL SUPPORTS ARE REQUIRED. IN NO CASE SHALL THE CONTRACTOR ATTACH ADDITIONAL FORM OR SCREED SUPPORTS BY DRILLING OR SIMILAR MEANS INTO ANY PRECAST SUPERSTRUCTURE UNIT.
- 8. THE EFFECTIVE CURE TIME OF THE BRIDGE RAIL CURB MAY BE REDUCED TO A MINIMUM OF (7) SEVEN DAYS PROVIDED THAT THE CONCRETE HAS REACHED 85% OF THE 28-DAY COMPRESSIVE STRENGTH. THE BRIDGE RAIL CURB CONCRETE SHALL MEET ALL OTHER SPECIFICATIONS OF ITEM 900.680 "SPECIAL PROVISION (CONCRETE, HIGH PERFORMANCE CLASS A)".

PRECAST SOLID SLAB BEAMS

- 9. THE CONTRACTOR SHALL CONFIRM AT THE TIME OF FABRICATION DRAWING REVIEW THAT THE CALCULATED CAMBER ESTIMATE IS COMPATIBLE WITH THE GRADES AND ELEVATIONS OF THE REST OF THE STRUCTURE.
- 10. THE CONTRACTOR SHALL SUBMIT THE ERECTION PLAN A MINIMUM OF 30 CALENDAR DAYS PRIOR TO ERECTION. UNDER NO CIRCUMSTANCES SHALL THE SUPERSTRUCTURE BE ERECTED PRIOR TO HAVING AN ACCEPTED ERECTION PLAN.
- 11. THE CONTRACTOR SHALL MAINTAIN A MINIMUM CRANE CLEARANCE OF 7'-0" BETWEEN THE BACK OF THE ABUTMENTS AND THE CRANE MATS DURING THE ERECTION OF THE SUPERSTRUCTURE.
- 12. NO HOLES MAY BE DRILLED IN ANY PRECAST ELEMENTS WITHOUT THE APPROVAL OF THE FABRICATOR AND THE AGENCY.
- 13. ALL LIFTING POINTS IN THE SUPERSTRUCTURE SHALL BE REMOVABLE TO THE MINIMUM CLEAR COVER FOR REINFORCING STEEL SPECIFIED IN THE PLANS. PAYMENT FOR THIS WORK WILL BE INCLUDED IN THE PAYMENT OF ITEM 510.25 "PRESTRESSED CONCRETE SOLID SLABS (18"x44.5")".
- 14. ALL RECESSED LIFTING POINTS, ANCHOR BOLTS, AND BLOCK OUTS SHALL BE FILLED WITH A TYPE IV MORTAR PER SUBSECTION 707.03. PAYMENT WILL BE INCLUDED IN THE PAYMENT OF ITEM 510.25 "PRESTRESSED CONCRETE SOLID SLABS (18"x44.5")".

LONGITUDINAL JOINTS

- 15. THE CONTRACTOR SHALL DETERMINE THE METHOD OF FORMING THE LONGITUDINAL CLOSURE POUR. FORMS SHALL BE REMOVABLE AND ABLE TO ACCOMMODATE DIFFERENTIAL CAMBER. FORM SUPPORTS SHALL NOT BE ATTACHED TO ANY PREFABRICATED SUPERSTRUCTURE ELEMENT BY DRILLING OR SIMILAR MEANS.
- 16. THE CONCRETE EDGES ALONG THE LONGITUDINAL CLOSURE POURS SHALL BE TREATED TO PROVIDE A ROUGHEND/ EXPOSED AGGREGATE SURFACE. THE AMPLITUDE OF THE EXPOSED AGGREGATE SHALL BE A MINIMUM OF 1/8" AND BE COMPLETE PRIOR TO ERECTION OF THE BEAMS. THE FABRICATOR SHALL INDICATE THE METHOD USED TO ACHIEVE THIS PROFILE ON FABRICATION DRAWINGS AND METHOD USED TO PROTECT THE REINFORCING STEEL.
- 17. SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, RAPID SET) SHALL BE CURED UNTIL IT HAS REACHED A COMPRESSIVE STRENGTH OF 5 KSI.

MISCELLANEOUS

- 18. A THOROUGH INSPECTION OF THE EXISTING SUBSTRUCTURES TO BE RETAINED SHALL BE MADE BY THE CONTRACTOR AND ENGINEER. AREAS OF CONCRETE FOUND TO BE SPALLED, DELAMINATED OR OTHERWISE UNSOUND SHALL BE REPAIRED. THE AREAS THAT NEED TO BE REPAIRED WILL BE INCLUDED IN THE PAYMENT OF ITEM 580.13 "REPAIR OF CONCRETE SUBSTRUCTURE, CLASS I" AND ITEM 580.14 "REPAIR OF CONCRETE SUBSTRUCTURE, CLASS II".

PROJECT NAME: CALAIS
 PROJECT NUMBER: BHF 037-2(12)

FILE NAME: sl2bl48gennotes.dgn PLOT DATE: 24-SEP-2020
 PROJECT LEADER: G. LAROCHE DRAWN BY: G. ROKES
 DESIGNED BY: S. COLEY CHECKED BY: A. LEMIEUX
 PROJECT NOTES (12) SHEET 50 OF 135

REVISION	DATE	BY	DESCRIPTION
1	09/24/2020	VAOT	ADDED NOTE 19

GENERAL

- 1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE PCI NORTHEAST'S NEXT D STANDARDS DATED JANUARY 2010, WITH 2015 REVISIONS.
- 2. TEMPORARY MAILBOXES SHALL BE INSTALLED IN ACCORDANCE TO THE UNITED STATES POSTAL SERVICE MAILBOX GUIDELINES. <https://www.usps.com/manage/mailboxes.htm>

EARTHWORK

- 3. ITEM 529.15 "REMOVAL OF STRUCTURE" WILL BE USED FOR THE COMPLETE REMOVAL AND DISPOSAL OF THE EXISTING SUPERSTRUCTURE AND SUBSTRUCTURE, INCLUDING ANY PORTION OF THE ABUTMENTS AND WINGWALLS OUTSIDE THE LIMITS OF STRUCTURE EXCAVATION OR UNCLASSIFIED CHANNEL EXCAVATION.
- 4. ABUTMENTS MAY BE BACKFILLED TO 1'-6" BELOW THE BRIDGE SEAT PRIOR TO ERECTING THE SUPERSTRUCTURE.

H-PILES

- 5. TO ENSURE THAT THE NOMINAL CAPACITY HAS BEEN ATTAINED AND TO PREVENT THE OVERSTRESSING OF THE PILES DURING DRIVING OPERATIONS, A DYNAMIC PILE TEST SHALL BE CONDUCTED ON THE FIRST PILE DRIVEN AT EACH ABUTMENT. MORE TESTS MAY BE ORDERED BY THE ENGINEER. ADDITIONAL TEST(S) ORDERED BY THE ENGINEER WILL BE PAID FOR AT THE UNIT PRICE BID FOR CONTRACT ITEM 505.45, "DYNAMIC PILE LOADING TEST".
- 6. THE PILE SHALL HAVE A MINIMUM PENETRATION OF 35 FEET BELOW THE BOTTOM OF PILE CAP.
- 7. FOR ESTIMATING PURPOSES, THE PILE TIP ELEVATIONS WERE ASSUMED AS SHOWN ON THE BORING LOGS. THE ACTUAL IN-PLACE LENGTHS MAY VARY BASED ON BEDROCK LOCATION.

CONCRETE AND REINFORCING STEEL

- 8. THE METHOD OF FORMING FOR SUBSEQUENT POURS AFTER PLACING PRECAST/PRESTRESSED SUPERSTRUCTURE UNITS SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR IS ENCOURAGED TO WORK WITH THE FABRICATOR IF ADDITIONAL SUPPORTS MAY BE REQUIRED. IN NO CASE SHALL THE CONTRACTOR ATTACH ADDITIONAL FORM OR SCREED SUPPORTS BY DRILLING OR SIMILAR MEANS INTO ANY PRECAST/PRESTRESSED SUPERSTRUCTURE OR SUBSTRUCTURE UNITS.
- 9. ALL MECHANICAL CONNECTORS ABOVE THE BRIDGE SEAT IN THE SUBSTRUCTURE SHALL BE LEVEL 2. BELOW THE BRIDGE SEAT IN THE SUBSTRUCTURE AND IN THE APPROACH SLABS SHALL BE LEVEL 1 (EPOXY COATED). ALL MECHANICAL BAR CONNECTORS SHALL BE PAID FOR UNDER ITEM 507.19 "MECHANICAL BAR CONNECTORS".
- 10. ALL CONCRETE FOR THE SUBSTRUCTURE BELOW THE BRIDGE SEAT, AND THE APPROACH SLABS SHALL BE SPECIAL PROVISION (CONCRETE, HIGH PERFORMANCE CLASS B), AND SHALL BE PAID FOR UNDER ITEM 900.608 "SPECIAL PROVISION (CONCRETE, HIGH PERFORMANCE CLASS B)".

NEXT D BEAMS

- 11. NEXT D BEAMS ARE A NON-PROPRIETARY SHAPE DEVELOPED BY PCI NORTHEAST (PCINE). STANDARDIZED SECTION PROPERTIES AND DETAILS MAY BE FOUND AT <http://www.pcine.org>.
- 12. ALL LIFTING POINTS IN THE SUPERSTRUCTURE SHALL BE REMOVABLE TO THE MINIMUM CLEAR COVER FOR REINFORCING STEEL SPECIFIED IN THE PLANS. PAYMENT FOR THIS WORK WILL BE INCLUDED IN THE PAYMENT OF ITEM 510.26 "PRESTRESSED CONCRETE NEXT D BEAMS".
- 13. ALL RECESSED LIFTING POINTS AND BLOCKOUTS SHALL BE FILLED WITH A TYPE IV MORTAR PER SUBSECTION 707.03. PAYMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 510.26 "PRESTRESSED CONCRETE NEXT D BEAMS".
- 14. DUE TO STABILITY CONCERNS AT THE ABUTMENTS DURING THE ERECTION OF THE SUPERSTRUCTURE, THE CONTRACTOR SHALL SUBMIT THE ERECTION PLAN A MINIMUM OF 30 CALENDAR DAYS PRIOR TO ERECTION. UNDER NO CIRCUMSTANCES SHALL THE SUPERSTRUCTURE BE ERECTED PRIOR TO HAVING AN ACCEPTED ERECTION PLAN.
- 15. THE CONTRACTOR SHALL MAINTAIN A MINIMUM CLEARANCE EQUIVALENT TO THE BACKFILL HEIGHT BETWEEN THE ABUTMENT AND THE CRANE MATS DURING ERECTION OF THE SUPERSTRUCTURE. IF THE CONTRACTOR PROPOSES A CLOSER DISTANCE BETWEEN THE ABUTMENT AND THE CRANE MATS THEN THEY SHALL SUBMIT CALCULATIONS STAMPED BY A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF VERMONT TO THE PROJECT MANAGER FOR APPROVAL. THE CALCULATIONS SHALL SUBSTANTIATE THAT THE PROPOSED CONFIGURATION WILL NOT OVERSTRESS THE PILES OR ROTATE THE ABUTMENT BEYOND 0.01 RADIAN. ALL COSTS ASSOCIATED WITH THIS WORK WILL BE INCLUDED IN THE PAYMENT OF ITEM 510.26, "PRESTRESSED CONCRETE NEXT D BEAMS".
- 16. NO ADJUSTMENTS TO THE BITUMINOUS WEARING SURFACE ON THE BRIDGE SHALL BE MADE TO ACCOUNT FOR THE DIFFERENCE BETWEEN BEAM CAMBER AND THE THEORETICAL ROADWAY PROFILE. STEEL SHIMS, SPECIFIED ON THE BEARING SHEET, MAY BE UTILIZED TO SHIM THE BEAMS DURING ERECTION AS NECESSARY TO ACCOUNT FOR POTENTIAL DIFFERENTIAL CAMBER OF ADJACENT BEAMS.

LONGITUDINAL JOINTS / ABUTMENT CLOSURE POUR

- 17. FORMS FOR LONGITUDINAL BEAM JOINTS SHALL BE REMOVABLE AND ABLE TO ACCOMMODATE DIFFERENTIAL CAMBER
- 18. THE CONCRETE EDGES ALONG THE LONGITUDINAL CLOSURE POURS SHALL BE TREATED TO PROVIDE A ROUGHENED/ EXPOSED AGGREGATE SURFACE. THAT AMPLITUDE OF THE EXPOSED AGGREGATE SHALL BE A MINIMUM OF 1/8" AND BE COMPLETED PRIOR TO ERECTION OF THE BEAMS. THE FABRICATOR SHALL INDICATE THE METHOD USED TO ACHIEVE THIS PROFILE ON THE FABRICATION DRAWINGS AND METHOD USED TO PROTECT THE REINFORCING STEEL.

19. SPECIAL PROVISION (HIGH PERFORMANCE CONCRETE, RAPID SET) SHALL BE CURED UNTIL IT HAS REACHED A COMPRESSIVE STRENGTH OF 5 KSI.

ADDITIONAL NOTES

20. ALL REINFORCING STEEL FOR THE NEXT D BEAMS SHALL MEET THE REQUIREMENTS OF ITEM 507.12 "REINFORCING STEEL, LEVEL II". COSTS FOR THIS REINFORCING STEEL SHALL BE INCLUDED IN THE PAYMENT OF ITEM 510.26 "PRESTRESSED CONCRETE NEXT D BEAMS."



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FILE NAME: sl2bl46gennotes.dgn PLOT DATE: 24-SEP-2020
PROJECT LEADER: G. LAROCHE DRAWN BY: S. COLEY
DESIGNED BY: S. COLEY CHECKED BY: F. BARROWS
PROJECT NOTES (III) SHEET 86 OF 135

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1	09/24/2020	VAOT	ADDED NOTE 20