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GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS; AND THE AASHTO SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
2. A DETAILED FIELD SURVEY FOR THIS PROJECT WAS NOT PERFORMED. REFERENCES TO ELEVATIONS AND DIMENSIONS ARE BASED ON THE ORIGINAL INTERSTATE PROJECT CONSTRUCTED IN 1961. COPIES OF THESE ORIGINAL PLANS ARE INCLUDED. THE ONLY SURVEY PERFORMED IS AS DETAILED ON SHEET 5 AND AS DETAILED ON SHEET 8 AS, "APPROXIMATE EXISTING GROUND COVER OVER FOOTING" DETAIL AND TABLE, AND SPECIFIED BELOW.
 - A. EXISTING GROUND AT FACE OF SQUARE PIER END COLUMNS ON US ROUTE 2 SIDE. SEE TABLE.
 - B. EXISTING GROUND AT BACK OF PIER FOOTING AT END COLUMNS, ABUTMENT SIDE. SEE TABLE.
 - C. FACE OF US ROUTE 2 GUARD RAIL. MEASURED FROM FACE OF EXISTING PIER COLUMNS.
3. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES.
4. ALL EXPOSED EDGES OF NEW CONCRETE SHALL BE CHAMFERED 1" X 1", UNLESS OTHERWISE NOTED.
5. REINFORCEMENT PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:
 - SPACING: +/- 1"
 - CLEARANCE: +/- 1/4"
6. THE CONTRACTOR SHALL CONSTRUCT THIS PROJECT USING METHODS AND TECHNIQUES OF THE CONTRACTOR'S CHOOSING, WHICH MEET THE FOLLOWING GENERAL TRAFFIC FLOW REQUIREMENTS AT ALL POINTS IN TIME.
 - A. US 2 SHALL HAVE A MINIMUM OF TWO PAVED TWELVE FOOT TRAVEL LANES THROUGH THE PROJECT AREA. IN ADDITION TO THE 12 FOOT LANES, ANOTHER TWO FOOT DISTANCE TO THE RIGHT SIDE OF EACH LANE WILL BE KEPT CLEAR OF ALL OBJECTS. THE CONTRACTOR, WITH APPROVAL FROM THE ENGINEER, MAY TEMPORARILY MOVE THE CENTERLINE OF US 2 HORIZONTALLY TO MEET THE CONSTRUCTION NEEDS. THE CONTRACTOR SHALL DELINEATE AND MAINTAIN CLEAR LANE MARKINGS DURING ALL CONSTRUCTION PHASES.
 - B. THE CONTRACTOR SHALL LEAVE THE TRAVEL WAY OF INTERSTATE 89 IN ITS EXISTING CONDITION.
 - C. THE CONTRACTOR SHALL PLAN AND SCHEDULE OPERATIONS SUCH THAT EITHER THERE WILL BE NO IMPACT, OR THE CONFLICTS WILL BE MINIMIZED FOR THE USERS OF INTERSTATE 89, US 2, THE PARK & RIDE FACILITY, INTERSTATE RAMPS, VT 17, AND ALL OTHER TRANSPORTATION FEATURES.
7. THE ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE", HAS BEEN INCLUDED TO REMOVE EACH OF THE EXISTING PIERS BETWEEN THE LIMITS OF THE BOTTOM FLANGE OF THE BEAMS AND THE TOP ELEVATION OF THE EXISTING FOOTINGS. THIS INCLUDES THE PIER BEARINGS, CONCRETE PIER CAP AND COLUMNS, AND THEIR STEEL REINFORCEMENT. THE CONTRACTOR SHALL USE CARE TO PROTECT THE VERTICAL REINFORCEMENT COMING OUT OF THE FOOTING SO THAT IT MAY BE REUSED.
8. THE CONTRACTOR SHALL ORGANIZE OPERATIONS TO RECONSTRUCT THE PIERS IN THE FOLLOWING ORDER: SOUTHBOUND PIER #2; NORTHBOUND PIER #4; SOUTHBOUND PIER #1; NORTHBOUND PIER #3. AT LEAST ONE END OF THE SPAN DIRECTLY OVER US 2 SHALL BE SUPPORTED ON A PERMANENT PIER AT ALL TIMES. THE CONTRACTOR SHALL SUBMIT AN ALTERNATE PLAN FOR APPROVAL IF HE PROPOSES A DIFFERENT CONSTRUCTION SEQUENCE.
9. IN ACCORDANCE WITH SUBSECTION 502.03, THE BEAMS SPANNING US 2 SHALL BE SHORED IN PLACE WITH MINIMUM CHANGE IN ELEVATION (LESS THAN 1/2 INCH). AN ASSUMPTION HAS BEEN MADE THAT NONE OF THE EXISTING BEARINGS HAVE BEEN CHANGED OR SHIMMED FROM THE ORIGINAL DESIGN PLANS.
10. TRAFFIC CONTROL ON US 2 WILL BE MAINTAINED IN ACCORDANCE WITH THE APPROPRIATE 'E' STANDARDS REFERENCED IN THE PLANS, AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS & HIGHWAYS, 2003 EDITION.
11. THERE ARE UNDERGROUND UTILITY LINES WITHIN PROXIMITY OF THE PIER FOUNDATIONS. NO UTILITY PROVISIONS HAVE BEEN MADE FOR THIS PROJECT. DEPENDING ON THE PROPOSED CONSTRUCTION TECHNIQUE, THE CONTRACTOR SHALL MAKE ANY NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANIES. THE CONTRACTOR SHALL COMPLY WITH DIG SAFE FOR BURIED UTILITIES.
12. THE SIGN PACKAGE ON US 2 INCLUDES THE REDUCTION OF THE SPEED LIMIT TO 30 MPH. SEE SHEETS 26 TO 28 FOR SIGN PACKAGE, LANE SHIFTS, AND SHOULDER CLOSURES.
13. THE MINIMUM REINFORCING COVER FOR PIER COLUMNS AND PIER CAPS IS 4 INCHES.
14. ITEM #621.90, "TEMPORARY TRAFFIC BARRIER", HAS BEEN INCLUDED FOR USE ON US 2 TO PROTECT THE TRAVELLING PUBLIC FROM THE CONTRACTOR'S WORK ON THE PIERS.
15. ANY PAVING OF US 2 IN THE AREA OF THE PIER EXCAVATIONS, AND/OR SHEETING, WILL BE INCIDENTAL TO ITEM #204.25, "STRUCTURE EXCAVATION".
16. ALL EXISTING PIERS SHALL BE REPLACED DOWN TO THE TOPS OF THE EXISTING FOOTINGS AS SHOWN ON SHEETS 8 & 9. THE CONTRACTOR SHALL PROVIDE TEMPORARY SUPERSTRUCTURE SHORING FOR REPLACEMENT OF PIERS 1, 2, 3, & 4. THE SCHEME FOR TEMPORARY SHORING SHALL BE SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL. ALSO, THE CONTRACTOR SHALL SUBMIT DETAILS AND CALCULATIONS, PREPARED BY A QUALIFIED REGISTERED PROFESSIONAL ENGINEER, TO THE STRUCTURES ENGINEER (FOR INFORMATION ONLY) AT LEAST 2 WEEKS PRIOR TO PERFORMING WORK. SHORING SHALL BE DESIGNED FOR HS20 LOADING. WELDING TO EXISTING STEEL SHALL NOT BE PERMITTED. ALL COSTS SHALL BE INCLUDED IN ITEM #502.10, "SHORING SUPERSTRUCTURE (BRIDGE 56N)", AND ITEM #502.10, "SHORING SUPERSTRUCTURE (BRIDGE 56S)".
17. ITEM #506.80, "DRAIN TROUGH" SHALL INCLUDE ALL INCIDENTAL WORK AND MATERIALS FOR THE REMOVAL AND REPLACEMENT OF THE BRIDGE TROUGH AS DETAILED ON SHEET 13.

SCOPE OF WORK - PHASED CONSTRUCTION

SOME OF THE MAJOR ACCOMPLISHMENTS TO BE MADE UNDER THIS REHABILITATION PROJECT INCLUDE BUT ARE NOT LIMITED TO THE FOLLOWING:

- INSTALLATION OF PROJECT SIGNING AND TRAFFIC CONTROL.
- RELOCATE STREET LIGHT POWER CONDUIT.
- EXCAVATION AROUND PIER COLUMNS.
- SHORING SUPERSTRUCTURE AT PIERS.
- COMPLETE REMOVAL OF ALL BEARINGS AT ALL PIERS, REMOVAL OF PIER CAP AND COLUMNS TO THE TOP OF EXISTING FOOTINGS.
- CONSTRUCTION OF NEW COLUMNS, PIER CAP AND PLACEMENT OF NEW BEARINGS. REMOVAL OF SHORING AND BACKFILLING AROUND PIER.
- REPLACE EXISTING DRAIN TROUGHS OVER PIERS.
- PROJECT CLEAN UP AND COMPLETION.

INDEX OF SHEETS AND GENERAL NOTES

PROJECT NAME:	RICHMOND	
PROJECT NUMBER:	IM 089-2(38)	
FILE NAME:	05a236\str\sa236ind.xls	PLOT DATE: 11/2/05
PROJECT LEADER:	SHERWARD FARNSWORTH	DRAWN BY: R. PELLETT
DESIGNED BY:	G. SPILAK	CHECKED BY: S. FARNSWORTH
iparm sa236ind.j		SHEET 2 OF 43