GENERAL

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 STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 1996, AND ITS LATEST REVISIONS.

2. IN-STREAM CONSTRUCTION SHALL BE RESTRICTED TO THE PERIOD JUNE 1 TO OCTOBER 1. ANY DEVIATION FROM THIS TIME PERIOD SHALL BE APPROVED IN WRITING BY THE VERMONT AGENCY OF NATURAL RESOURCES.

3. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, IN PARTICULAR THE DISCHARGE OF RAW CONCRETE INTO WEAVER BROOK, AS DIRECTED BY THE RESIDENT ENGINEER AND STANDARD SPECIFICATION SECTION 105.

4. ALL DIMENSIONS SHOWN IN THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68°F.

5. THIS PROJECT WILL BE CONSTRUCTED IN CONJUNCTION WITH PROJECT GRAFTON-ROCKINGHAM STP 0126 (11)S. CONTRACTOR SHALL COORDINATE THE PROGRESS OF WORK SO AS TO MINIMIZE THE NUMBER OF TIMES TRAFFIC FLOW IS MODIFIED.

6. AS A MINIMUM, ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL NOTIFY BOTH THE TOWN OF ROCKINGHAM (TOWN CLERK'S OFFICE - TELEPHONE NO. (802) 463-4336) AND VAOT DISTRICT NO. 2 (DISTRICT TRANSPORTATION ADMINISTRATOR FLOYD ROBERTS - TELEPHONE NO. (802) 254-5011) A MINIMUM OF TWO WEEKS PRIOR TO RESTRICTING TRAFFIC ON VT 121 AND BRIDGE 7 TO ONE LANE. ALL MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY FOR MAINTAINING ONE-WAY TRAFFIC, EXCLUSIVE OF THAT PAID FOR UNDER OTHER CONTRACT ITEMS AS INDICATED ON SHEETS 4-5 OF THE PLANS, SHALL BE PAID FOR UNDER THE LUMP SUM PRICE BID FOR ITEM 527.10, "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS". IF THE CONTRACTOR ELECTS TO USE A TRAFFIC CONTROL METHOD DIFFERENT FROM THE PHASED CONSTRUCTION SHOWN IN THE PLANS, A DETAILED SUBMITTAL MUST BE PRESENTED TO THE ENGINEER FOR APPROVAL. ALLOW TWO WEEKS FOR THE APPROVAL PROCESS. THE TWO WEEK REVIEW PROCESS WILL BEGIN WHEN THE REVIEWER DETERMINES ALL DETAILS REQUIRED FOR THE TRAFFIC CONTROL PLAN ARE RECEIVED.

7. ACCESS TO ALL EXISTING SIDE ROADS, DRIVES, AND PARKING AREAS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

8. ALL MATERIALS, LABOR, EQUIPMENT, AND INCIDENTALS NECESSARY FOR THE INSTALLATION OF THE TEMPORARY TRAFFIC SIGNAL SYSTEM, AS ILLUSTRATED ON SHEET 9 OF THE PLANS, SHALL BE PAID FOR UNDER THE LUMP SUM PRICE BID FOR ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".

9. ENERGY ABSORPTION ATTENUATORS SHALL BE PAID FOR UNDER ITEM 621.56, "ENERGY ABSORPTION ATTENUATOR", AND SHALL BE PLACED AS SHOWN ON SHEET 10 OF THE PLANS TO ALLOW THE CONTRACTOR ACCESS TO WORK AREAS. THEY SHALL MEET THE REQUIREMENTS OF THE 1989 AASHTO ROADSIDE DESIGN GUIDE, AND ITS LATEST REVISIONS, AND SHALL BE DESIGNED FOR A 4500 LB. VEHICLE TRAVELING AT 30 MPH.

10. IF AN ATTENUATOR IS DAMAGED BY AN ERRANT VEHICLE, ANY COST TO THE CONTRACTOR FOR REPLACEMENT OF ANY PART OR ALL OF THE ATTENUATOR SHALL BE PAID FOR AS EXTRA WORK AS PER SUBSECTION 109.06 OF THE STANDARD SPECIFICATIONS.

11. FOR THE PURPOSE OF IMMEDIATE REPLACEMENT OF DAMAGED ATTENUATORS, THE CONTRACTOR SHALL PROVIDE A SPARE FOR EACH TYPE OF ATTENUATOR USED ON THE PROJECT. ONE EXTRA ATTENUATOR IS INCLUDED IN THE QUANTITY FOR THIS ITEM ON SHEET 4 OF THE PLANS. THE COST FOR ON-SITE STORAGE OF EXTRA ATTENUATORS SHALL BE PAID FOR AS SPECIFIED IN THE SPECIAL PROVISIONS.

EARTHWORK AND RELATED ITEMS

12. TEMPORARY CONSTRUCTION FILLS WITHIN THE WATERCOURSE FOR ANY PURPOSE SHALL CONSIST OF CLEAN STONE FILL ONLY. NO OTHER FILLING IN THE STREAM SHALL OCCUR WITHOUT THE APPROVAL OF THE STREAM ALTERATION ENGINEER.

13. COFFERDAMS WILL BE REQUIRED FOR THE CONSTRUCTION OF THE NEW BRIDGE ABUTMENTS. COFFERDAMS SHALL CONSIST OF STEEL SHEETING ONLY.

14. BLASTING WILL NOT BE ALLOWED FOR THE REMOVAL OF LEDGE WITHIN COFFERDAM LIMITS.

15. REMOVAL AND DISPOSAL OF EXISTING BRIDGE PAVEMENT SHALL BE PAID FOR UNDER ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT".

16. REMOVAL OF THE EXISTING SUPERSTRUCTURE AND THOSE PORTIONS OF THE EXISTING SUBSTRUCTURE NOT REMOVED UNDER ITEM 208.35, "COFFERDAM EXCAVATION, ROCK" OR ITEM 203.27, "UNCLASSIFIED CHANNEL EXCAVATION" SHALL BE PAID FOR UNDER ITEM 529.15, "REMOVAL OF STRUCTURE".

17. THE "STONE FILL, TYPE II" SHALL BE USED AROUND THE WINGWALLS AS SHOWN IN THE PLANS AND AS DIRECTED BY THE RESIDENT ENGINEER.

CONCRETE AND REINFORCING STEEL

18. CONCRETE FOR BRIDGE SLAB, APPROACH SLABS, ABUTMENTS AND CAST-IN-PLACE DROP INLET CONSTRUCTION SHALL BE "CONCRETE, HIGH PERFORMANCE CLASS B."

19. CONCRETE FOR CURBS SHALL BE "CONCRETE, HIGH PERFORMANCE CLASS A."

20. CONCRETE FOR ABUTMENT NO.2 SUBFOOTING SHALL BE "CONCRETE, CLASS C."

21. THE SUBSTRUCTURES HAVE BEEN DESIGNED FOR THE FOOTING ELEVATIONS SHOWN ON THE PLANS. A MINIMUM AMOUNT OF LEDGE REMOVAL IS DESIRED BECAUSE OF THE PROXIMITY OF THE HISTORIC MILL SITE. AFTER THE LEDGE HAS BEEN EXPOSED, ADJUSTMENTS TO THE BOTTOM OF FOOTING ELEVATIONS MAY BE NECESSARY TO MINIMIZE THE LEDGE REMOVAL AND/OR REDUCE THE AMOUNT OF SUBFOOTING CONCRETE. CONTACT THE PROJECT MANAGER FOR POSSIBLE REDESIGN IF THE LEDGE PROFILES DIFFER FROM THOSE SHOWN ON PLANS.

22. THE COST OF LEDGE EXCAVATION SHALL BE PAID UNDER ITEM 208.35,"COFFERDAM EXCAVATION, ROCK." ALL OVERBREAKAGE SHALL BE REPLACED WITH "CONCRETE, CLASS C." A MAXIMUM OF 6" AVERAGE OVERBREAKAGE DEPTH SHALL BE PAID FOR. ANY ADDITIONAL CONCRETE SHALL BE AT THE CONTRACTOR'S EXPENSE.

23. "CONCRETE, CLASS C" SUBFOOTINGS FOR SUBSTRUCTURES SHALL BE FOUNDED ON LEDGE WHICH HAS BEEN CLEANED OF ALL LOOSE ROCK AND DEBRIS.

24. THE TOP SURFACE OF SUBFOOTING POURS SHALL BE ROUGHENED TO A RAKE FINISH TO INCREASE SLIDING RESISTANCE AT THE FOOTING-SUBFOOTING INTERFACE.

25. TRAFFIC SHALL NOT BE ALLOWED ON NEW SLAB SECTIONS UNTIL THE CURE PERIOD IS UP AND THE 28 DAY DESIGN STRENGTH HAS BEEN ATTAINED AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.

26. IN AREAS WHERE NEW CONCRETE WILL BE MATED TO EXISTING CONCRETE, THE EXISTING SURFACE SHALL BE PREPARED ACCORDING TO SUBSECTION 501.13(B) OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

27. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF BRIDGE SLAB BETWEEN DRIP NOTCHES.

28. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" X 1".

29. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

30. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.

31. A QUANTITY OF #8 BARS HAS BEEN INCLUDED FOR DOWELS WHICH SHALL BE DRILLED AND GROUTED INTO THE LEDGE UNDER THE SUBFOOTING AS SHOWN IN THE PLANS. PAYMENT FOR DRILLING AND GROUTING SHALL BE MADE UNDER ITEM 507.16, "DRILLING AND GROUTING DOWELS".

32. ALL NEW BRIDGE SLAB AND APPROACH SLAB 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.

33. MINIMUM COVER FOR REINFORCING STEEL SHALL BE AS INDICATED IN THE PLANS.

34. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:
    SPACING: +/- 1"
    CLEARANCE: +/- 1/4"

CONSPAN PRECAST
CONCRETE ARCH USED
VALUE ENGINEERING
SEE PAGES 040 TO 088.

PROJECT NOTES

PROJECT NAME: ROCKINGHAM
PROJECT NUMBER: TH2 - 9103

FILE NAME: 90c053\structures\6c053prj.f
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
PLOT DATE: 19-AUG-2003
DRAWN BY: G. ROY
CHECKED BY: R. WHITCOMB