

PROJECT NOTES

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 2001, AND ITS LATEST REVISIONS.
2. DURING CONSTRUCTION, TRAFFIC SHALL BE MAINTAINED ON THE EXISTING STRUCTURE. ACCESS TO ALL EXISTING SIDE ROADS, DRIVES, AND PARKING AREAS SHALL BE MAINTAINED AT ALL TIMES. ALL COSTS INCURRED FOR MAINTAINING THE EXISTING STRUCTURE AND ROADWAY APPROACHES DURING CONSTRUCTION, INCLUDING ANY SHORING OF THE EXISTING STRUCTURE, SHALL BE PAID FOR UNDER ITEM 527.10, "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS".
3. ALL CONSTRUCTION SIGNING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE CONSIDERED SUBSIDIARY TO ITEM 635.10, "MOBILIZATION". EXISTING SIGNS NOT REUSED SHALL REMAIN THE PROPERTY OF THE TOWN OF HUNTINGTON.
4. THE EXISTING STRUCTURAL STEEL IS PAINTED WITH A MATERIAL THAT MAY CONTAIN LEAD. THE CONTRACTOR SHALL FOLLOW ALL APPLICABLE REGULATIONS WHEN HANDLING AND WORKING WITH THIS STEEL. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS, AND EMPLOYEES HARMLESS CONCERNING THE CONTRACTOR'S DISPOSITION OF THE EXISTING STRUCTURAL STEEL.
5. ALL DIMENSIONS SHOWN ON THE PLANS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 20 DEGREES CELSIUS.

EARTHWORK AND RELATED ITEMS

6. TO IMPROVE SIGHT DISTANCE TO THE SOUTH FOR MOTORISTS ENTERING ONTO T.H. 22 FROM THE RECONSTRUCTED FACILITY, THINNING AND TRIMMING OF BRUSH AND TREES ON THE EAST SIDE OF T.H. 21 SHALL BE PERFORMED AT THE LOCATION INDICATED ON THE PLANS. THIS WORK SHALL BE PERFORMED WITHIN THE EXISTING R.O.W. LIMITS AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT SHALL BE MADE UNDER ITEM 201.30, "THINNING AND TRIMMING".
7. THE "STONE FILL, TYPE I" SHALL BE USED AS SHOWN IN THE PLANS AND AT THE DISCRETION OF THE RESIDENT ENGINEER TO PREVENT EROSION BEHIND THE WINGWALLS.
8. THE "STONE FILL, TYPE III" UNDER THE BRIDGE AS SHOWN IN THE PLANS SHALL BE PLACED PRIOR TO FORMING THE CONCRETE DECK SLAB.
9. AT THE DISCRETION OF THE RESIDENT ENGINEER, AREAS OF EXISTING CHANNEL BANKS THAT APPEAR ADEQUATELY ANCHORED IN THOSE AREAS OF PROPOSED NEW "STONE FILL, TYPE III" AS SHOWN IN THE PLANS, MAY REMAIN UNDISTURBED. THE TRANSITION FROM NEW STONE FILL TO EXISTING STONE FILL SHALL BE SMOOTH AND SHALL NOT IMPEDE NORMAL CHANNEL FLOW.
10. THE CONTRACTOR SHALL TAKE THE MEASURES NECESSARY TO NOT DISTURB THE EXISTING APPLE TREES WHEN PERFORMING NEW DITCH CONSTRUCTION IN THE AREA OF STA. 10+050 RT.
11. THE EXISTING STRUCTURE SHALL BE REMOVED IN ITS ENTIRETY. 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".
12. PAYMENT UNDER ITEM 529.15, "REMOVAL OF STRUCTURE" SHALL INCLUDE REMOVAL AND DISPOSAL OF ALL EXISTING CONCRETE BLOCKS AND MASONRY IN THE STREAM AND WITHIN PROJECT CONSTRUCTION LIMITS.
13. THE CONTRACTOR SHALL DEVELOP A PLAN FOR SEPARATING THE TRAVELING PUBLIC FROM NEW BRIDGE CONSTRUCTION AT ABUTMENT NO. 2. ALL COSTS ASSOCIATED WITH THE DESIGN, DETAILING, INSTALLATION AND REMOVAL UNDER THE PROPOSED PLAN SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 208.40, "COFFERDAM (STA. 10+027.200)".

CONCRETE AND REINFORCING STEEL

14. ALL DECK SLAB AND SUBSTRUCTURE CONCRETE SHALL BE HIGH PERFORMANCE CLASS B AND SHALL BE PAID FOR UNDER ITEM 501.34, "CONCRETE, HIGH PERFORMANCE CLASS B".
15. WHEN POURING THE DECK SLAB, THE CONCRETE SHALL BE PLACED PARALLEL TO THE CENTERLINE OF BEARING.
16. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE TOP OF DECK SLAB AND THE UNDERSIDE OF DECK SLAB BETWEEN DRIP NOTCHES.
17. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 25 MILLIMETERS X 25 MILLIMETERS.
18. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
19. 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.
20. ALL SUPERSTRUCTURE 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.
21. MINIMUM COVER FOR REINFORCING STEEL SHALL BE AS INDICATED IN THE PLANS.
22. REINFORCING PLACEMENT TOLERANCES SHALL BE:
 - SPACING: +/- 25 MILLIMETERS
 - CLEARANCE: +/- 25 MILLIMETERS

NO CONSTRUCTION JOINT IN ABUT #1 OR ABUT #2
PER ROGER WHITCOMB, PROJECT MANAGER

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of HUNTINGTON	Bridge No. 34
Highway No. T.H. 21	Log Sta. Surv. Sta.
T.H. 21 OVER BRUSH BROOK	
PROJECT NOTES	
Designed By M. LOZIER	Drawn By L. BULLOCK
Checked By M. LOZIER	Date 5/03
PROJECT MANAGER R.R. WHITCOMB Date 6/03	
PROJECT HUNTINGTON	PROJECT NO. BR01445 (21)
I.G.C. Info. <i>str 3/93, 1029/s 1029.mdn</i> <i>s 1029.ppl</i>	
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