

GENERAL NOTES (CONTINUED):

25. ITEM 514.10, "WATER REPELLENT" SHALL BE APPLIED TO ALL EXPOSED CONCRETE ON THE SUPERSTRUCTURE, EXCEPT THE BOTTOM OF THE DECK BETWEEN THE DRIP BEADS. IT SHALL ALSO BE APPLIED TO ALL EXPOSED SUBSTRUCTURES, EXCEPT AS NOTED IN NOTE 26.

26. WATER REPELLENT SHALL NOT BE APPLIED TO SURFACES THAT ARE TO BE COVERED BY FIBER REINFORCED POLYMER WRAP. IN ADDITION, THESE SURFACES SHALL BE PROTECTED FROM OVER-SPRAY OF WATER REPELLENT.

27. ABUTMENT AND PIER CONCRETE REPAIRS SHALL BE PERFORMED AS SHOWN IN THE SUBSTRUCTURE REPAIR DETAILS AND NOTES, BRIDGE SHEET C-46. THE SUBSTRUCTURE CONDITION SHEETS, BRIDGE SHEETS SC-1 THROUGH SC-23, WERE DEVELOPED FROM NOTES OF AN OCTOBER 1996 PRELIMINARY INSPECTION, AND SHALL BE USED ONLY AS AN INDICATION OF THE GENERAL CONDITION OF THE SUBSTRUCTURE. A THOROUGH INSPECTION BY THE RESIDENT ENGINEER WILL BE MADE OF ALL SUBSTRUCTURE AREAS AT THE TIME OF CONSTRUCTION, AND THOSE AREAS FOUND TO HAVE SPALLED, DELAMINATED OR OTHERWISE UNSOUND CONCRETE WILL BE REPAIRED. THE CONTRACTOR SHALL SUPPLY ANY STAGING AND LADDERS REQUIRED FOR THIS INSPECTION, THE COST FOR WHICH SHALL BE SUBSIDIARY TO ITEM 635.10, "MOBILIZATION".

28. ALL FABRIC TROUGHS AND DOWNSPOUTS SHALL BE THOROUGHLY FLUSHED BY THE CONTRACTOR AFTER ALL PAVING IS COMPLETED. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE SUBSIDIARY TO ITEM 408.25, "BITUMINOUS CONCRETE PAVEMENT". FOLLOWING PAVING, ANY BITUMINOUS CONCRETE PAVEMENT THAT IS LODGED IN THE EXPANSION JOINTS, OR THAT ENTERS DRAIN TROUGHS, SCUPPERS, HOPPERS OR DOWNSPOUTS, SHALL BE REMOVED BY THE CONTRACTOR AT NO COST TO THE STATE.

29. SNOW FENCE SHALL BE INSTALLED ON BRIDGE RAIL OVER ALL ROADWAYS AS SHOWN ON STANDARD SHEET BR3-97, AND PAID FOR UNDER ITEM 620.75, "SNOW BARRIER - GALVANIZED".

~~30. ALL NEW PILING AT PIER 2 (BR 51N) AND PIER 3 (BR 51S) SHALL BE CAST-IN-PLACE CONCRETE PILING, WITH A MAXIMUM DESIGN LOAD OF 200 KIPS. METAL SHELLS FOR THE CAST-IN-PLACE CONCRETE PILES SHALL BE CLOSED END PP 12 1/2" WITH A MINIMUM WALL THICKNESS OF 3/8" CONFORMING TO ASTM 252 GRADE 2. A 1" THICK FLAT STEEL PLATE CONFORMING TO AASHTO M270 GRADE 36 SHALL BE WELDED TO THE END OF THE SHELLS AS SHOWN IN THE TYPICAL BRIDGE DETAILS, BRIDGE SHEET C-46. THE FIRST PILE DRIVEN AT EACH PIER SHALL BE DYNAMICALLY TESTED IN ACCORDANCE WITH THE SPECIAL PROVISIONS. PILES SHALL BE DRIVEN TO AN ULTIMATE LOAD CAPACITY OF 450 KIPS. ALL COSTS TO BE INCLUDED UNDER ITEM 505.25, "CAST-IN-PLACE CONCRETE PILING".~~

BRIDGE 51N AND 51S WERE NOT PART OF THIS PROJECT.

31. COSTS FOR ALL WORK REQUIRED FOR REMOVAL OF EXISTING CONCRETE BRUSH CURBS, CONCRETE DECK, CURTAINWALLS, EXPANSION JOINT HARDWARE, BEARINGS, WINGWALLS, ABUTMENT AND PIER CONCRETE, ACCORDING TO THE LIMITS OF WORK DEFINED IN THE PLANS, SHALL BE INCLUDED UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (BRXXX)". PAYMENT FOR THIS ITEM SHALL INCLUDE ALL INCIDENTAL EXCAVATION NECESSARY TO PERFORM THE REQUIRED STRUCTURE REMOVAL WORK UNLESS OTHERWISE SHOWN IN THE PLANS. PAYMENT FOR BACKFILL AROUND ABUTMENTS AND PIERS FOLLOWING PLACEMENT OF NEW CONCRETE SHALL BE MADE UNDER ITEM 204.30, "GRANULAR BACKFILL FOR STRUCTURES".

32. PAYMENT FOR REMOVAL OF EXISTING BRIDGE PAVEMENT SHALL BE MADE UNDER ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT". PAYMENT FOR REMOVAL OF EXISTING APPROACH SLABS, AND EXCAVATION REQUIRED FOR NEW APPROACH SLAB CONSTRUCTION SHALL BE MADE UNDER ITEM 204.25, "STRUCTURE EXCAVATION".

33. EXISTING STEEL BEAMS TO BE REMOVED SHALL BE DELIVERED AND UNLOADED BY THE CONTRACTOR TO THE VAOT DISTRICT 6 MIDDLESEX MAINTENANCE GARAGE. THE CONTRACTOR IS RESPONSIBLE FOR UNLOADING STRUCTURAL STEEL AT THE GARAGE. CARE SHALL BE TAKEN NOT TO DAMAGE EXISTING BEAMS DURING REMOVAL OR TRANSPORTATION, AND ALL EXISTING CONCRETE SHALL BE REMOVED. THE BEAMS SHALL BE MARKED WITH IDENTIFICATION INFORMATION AS ORDERED BY THE ENGINEER. ALL COSTS ASSOCIATED WITH REMOVAL AND SALVAGE OF EXISTING STEEL BEAMS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURES (MOD. - EXISTING STEEL BEAMS - BRXX)" IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

34. ALL EXISTING BRIDGE RAIL SHALL BE SALVAGED AND DELIVERED TO THE VAOT DISTRICT 6 MIDDLESEX MAINTENANCE GARAGE. CARE SHALL BE TAKEN NOT TO DAMAGE THE RAIL DURING REMOVAL OR TRANSPORTATION. THE CONTRACTOR IS RESPONSIBLE FOR UNLOADING THE RAIL AT THE GARAGE. ALL COSTS ASSOCIATED WITH REMOVAL, TRANSPORT AND UNLOADING OF THE BRIDGE RAIL SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 525.10, "REMOVAL OF EXISTING RAILING (MOD. - SALVAGE)" IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

35. REMOVAL OF ALL EXISTING BRIDGE APPROACH RAIL AND GUARD RAIL AT LOCATIONS SHOWN ON THE PLANS SHALL BE PAID FOR UNDER ITEM 621.80, "REMOVAL AND DISPOSAL OF GUARD RAIL".

36. ALL EXISTING GRANITE CURB SHALL BE SALVAGED AND DELIVERED TO THE VAOT DISTRICT 6 MIDDLESEX MAINTENANCE GARAGE. CARE SHALL BE TAKEN NOT TO DAMAGE THE CURB DURING REMOVAL OR TRANSPORTATION. THE CONTRACTOR IS RESPONSIBLE FOR UNLOADING THE CURB AT THE GARAGE. ALL COSTS ASSOCIATED WITH REMOVAL AND SALVAGE OF THE CURB SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (BRXXX)".

37. THE CONTRACTOR SHALL REMOVE VEGETATION AROUND EXISTING SUBSTRUCTURE COMPONENTS AS ORDERED BY THE ENGINEER, INCLUDING THE SMALL TREES UNDER BRIDGE 51N&S. COSTS FOR THIS WORK SHALL BE SUBSIDIARY TO ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (BRXXX)".

~~38. A PAD OF CONCRETE (CLASS A) 4' x 4' x 0.5' IN PLACE OF~~
38. A PAD OF STONE FILL, TYPE II (MINIMUM SIZE 8' x 6' x 2' THICK) SHALL BE CONSTRUCTED UNDER EACH SCUPPER DOWNSPOUT WHERE INADEQUATE PROTECTION AGAINST EROSION EXISTS IN THE OPINION OF THE ENGINEER. STONE FILL, TYPE II SHALL BE PLACED ON SLOPES ADJACENT TO WINGWALLS WHERE, IN THE JUDGEMENT OF THE ENGINEER, RUN-OFF MAY CAUSE POTENTIAL EROSION. IN ADDITION, ABUTMENT SLOPES SHALL BE REPAIRED BY PLACING STONE FILL AND RE-GRADING AS DIRECTED BY THE ENGINEER. STONE FILL SHALL BE PROVIDED UNDER ITEMS 613.10, 613.11, AND 613.13, AS DIRECTED BY THE ENGINEER AT EACH LOCATION. COSTS FOR RE-GRADING SLOPES SHALL BE SUBSIDIARY TO THE APPLICABLE STONE FILL ITEM.

39. TEMPORARY EROSION CONTROL MEASURES SHALL INCLUDE PLACEMENT OF SILT FENCE, HAY BALES AND EROSION CONTROL MATTING AROUND WINGWALLS, ABUTMENTS AND PIERS WHERE EXCAVATION AND BACKFILL IS PERFORMED, AS DIRECTED BY THE ENGINEER.

40. THE CONTRACTOR SHALL CALL "DIG-SAFE" PRIOR TO PERFORMING ANY EXCAVATION, IN ACCORDANCE WITH DIG-SAFE'S RULES OF NOTIFICATION. THE COST OF COORDINATING WITH DIG-SAFE AND THE FOLLOWING UTILITY COMPANIES SHALL BE SUBSIDIARY TO ITEM 635.10, "MOBILIZATION"; BELL ATLANTIC, BOLTON WATERWORKS, GREEN MOUNTAIN POWER CORP., AND NOVA CABLE. THE COST OF ANY EXPLORATORY EXCAVATION BY THE CONTRACTOR TO ASCERTAIN UTILITY LOCATIONS SHALL BE PAID UNDER ITEM 204.20, "TRENCH EXCAVATION OF EARTH" IN ACCORDANCE WITH THE SPECIAL PROVISIONS. ANY DAMAGE TO UTILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED IMMEDIATELY AS DIRECTED BY THE RESPECTIVE UTILITY COMPANY OR THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.

41. FOR TRAFFIC CONTROL NOTES, SEE BRIDGE SHEETS TC-1A AND TC-1B.

42. AN ESTIMATED QUANTITY OF ITEM 404.65, "EMULSIFIED ASPHALT" HAS BEEN INCLUDED TO BE USED, AT THE DISCRETION OF THE ENGINEER, AS A TACK COAT BETWEEN THE LIFTS OF ALL PAVEMENT AT AN APPLICATION RATE OF 0.015 GAL/SY.

STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	MIDDLESEX-BOLTON	Bridge No.	
Highway No.	1-89	Log Sta.	
		Surv. Sta.	
GENERAL NOTES (2 OF 2)			
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Checked By	Date	Bridge Design Supervisor	
J.P. HALSTEAD	10/99	J.P. HALSTEAD	Date 10/99
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