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PROJECT NOTES

GENERAL

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6TH EDITION, AND ITS LATEST REVISIONS.
- ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS.
- WATER REPELLENT, SILANE SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE PIERS, THE UNDERSIDE OF THE DECK, AND THE SIDEWALK. THIS WORK WILL BE PAID FOR UNDER ITEM 514.10 WATER REPELLENT, SILANE.
- TREE LIMBS AND/OR ANY PLANTS/BUSHES THAT PREVENT THE APPLICATION OF WATER REPELLENT, SILANE TO THE ABUTMENTS OR WING WALLS SHALL BE REMOVED. THE COST OF REMOVING THESE TREE LIMBS AND/OR PLANTS/BUSHES SHALL BE INCIDENTAL TO ITEM 514.10.
- FOLLOWING THE COMPLETION OF ALL OTHER CONSTRUCTION ACTIVITIES, ALL BEAM SEATS SHALL BE CLEANED OFF, AND ALL DOWNSPOUTS AND SCUPPERS WITHIN THE LIMITS OF CONSTRUCTION AS SHOWN ON THE BITUMINOUS CONCRETE REMOVAL PLAN SHALL BE THOROUGHLY FLUSHED BY THE CONTRACTOR. THE COST FOR CLEANING BEAM SEATS AND FLUSHING THE DOWNSPOUTS AND SCUPPERS WILL BE INCIDENTAL TO ALL OTHER ITEMS IN THE CONTRACT.

PAVEMENT REMOVAL AND DECK REPAIRS

- THE FINAL ONE HALF INCH OF PAVEMENT ON THE CONCRETE BRIDGE DECK AND APPROACH SLABS SHALL BE REMOVED BY LOADER, GRADER OR EQUIPMENT APPROVED BY THE ENGINEER. COLD PLANING TO REMOVE BRIDGE AND APPROACH SLAB PAVEMENT WILL BE INCIDENTAL TO ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT".
- DURING BRIDGE AND APPROACH SLAB PAVEMENT REMOVAL, THE CONTRACTOR SHALL EXERCISE CARE TO INSURE THAT NO DAMAGE OCCURS TO THE EXISTING CONCRETE BRIDGE DECK AND THE EXISTING APPROACH SLABS. ANY DAMAGE TO THE CONCRETE BRIDGE DECK OR APPROACH SLABS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. REPAIRS SHALL BE MADE IN ACCORDANCE WITH SECTION 580.
- CARE SHALL BE TAKEN TO PROTECT ANY SCUPPERS OR DROP INLETS AT ALL STAGES OF CONSTRUCTION. ANY DAMAGE TO THESE STRUCTURES SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE.
- ALL SCUPPERS ON BRIDGES SHALL BE CLEANED TO REMOVE ANY DIRT AND DEBRIS THAT HAS ACCUMULATED IN THEM TO ALLOW WATER TO FLOW FREELY THROUGH THE SCUPPER. PAYMENT FOR CLEANING THE SCUPPERS WILL BE INCIDENTAL TO ITEM 529.10 "REMOVAL OF BRIDGE PAVEMENT". A COMPLETE INVENTORY OF PLUGGED SCUPPERS HAS NOT BEEN PERFORMED.
- AFTER THE REMOVAL OF THE BRIDGE PAVEMENT, THE BARRIER MEMBRANE SHALL BE REMOVED AND THE CONCRETE BRIDGE DECK SHALL BE CLEANED IN ACCORDANCE WITH SUBSECTION 580.04 AND TO THE SATISFACTION OF THE ENGINEER. REMOVAL OF THE BARRIER MEMBRANE AND THE CLEANING OF THE CONCRETE BRIDGE DECK WILL BE PAID FOR UNDER ITEM 580.16, "SURFACE PREPARATION FOR MEMBRANE".
- ONCE THE BARRIER MEMBRANE IS REMOVED, ANY AREAS ON THE CONCRETE BRIDGE DECK THAT ARE FOUND TO BE UNSOUND SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. THE METHOD FOR DETERMINING AREAS OF UNSOUND CONCRETE SHALL BE APPROVED BY THE ENGINEER. THE ENGINEER SHALL MAKE A DETERMINATION AS TO HOW TO REPAIR THE DETERIORATED PORTION OF THE CONCRETE BRIDGE DECK AND THE LIMITS OF THE REPAIR. PAYMENT FOR REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE SHALL BE MADE UNDER ITEMS 580.10 "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS II", 580.11 "REPAIR OF CONCRETE SUPERSTRUCTURE CLASS II" AND 580.12 "REPAIR OF CONCRETE SUPERSTRUCTURE CLASS III". QUANTITIES FOR ITEMS 580.10, 580.11 AND 580.12 AS SHOWN ON THE QUANTITY SHEET ARE ESTIMATED. ANY ADDITIONAL REINFORCING STEEL NEEDED SHALL MEET THE REQUIREMENTS OF SECTION 507 AND WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE 580 REPAIR OF CONCRETE SUPERSTRUCTURE ITEM.

PAVEMENT AND MEMBRANE

- UPON THE ENGINEER'S APPROVAL OF THE CONCRETE BRIDGE DECK'S CONDITION, ITEM 519.20, "SHEET MEMBRANE WATERPROOFING, TORCH APPLIED" SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 519. SHEET MEMBRANE WATERPROOFING SHALL NOT BE APPLIED WHEN THE DECK CONCRETE AND/OR DECK PATCH AREA'S MOISTURE CONTENT IS/ARE ABOVE THE SECTION 519 SPECIFICATIONS OR THE MANUFACTURER'S SPECIFICATIONS, WHICHEVER IS LESS.
- FOLLOWING THE INSTALLATION OF THE NEW SHEET MEMBRANE WATERPROOFING ON THE CONCRETE BRIDGE DECK, THE CONCRETE BRIDGE DECK AND THE AT-GRADE APPROACH SLABS SHALL BE PAVED WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) IN TWO 1/4" LIFTS (SEE SHEET BD-01). THE PAVEMENT SHALL BE TYPE IVS FOR BOTH LIFTS. EMULSIFIED ASPHALT SHALL BE APPLIED TO ALL COLD PLANED SURFACES AND BETWEEN PAVEMENT LIFTS.

- CARE SHALL BE EXERCISED TO SMOOTHLY TRANSITION THE NEW BRIDGE PAVEMENT INTO THE EXISTING PAVEMENT. ANY COLD PLANING NECESSARY FOR SHAPING BRIDGE APPROACHES SHALL BE PAID FOR UNDER ITEM 210.10, "COLD PLANING, BITUMINOUS PAVEMENT".
- TESTING FOR PAVEMENT DENSITY WILL REQUIRE CORES OF THE PAVEMENT ON THE BRIDGE. THE COST FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 900.680 BITUMINOUS CONCRETE PAVEMENT SMALL QUANTITY. ANY DAMAGE TO THE NEW SHEET MEMBRANE CAUSED BY CORING THE PAVEMENT SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT THE CONTRACTOR'S EXPENSE.
- FOR PG BINDER GRADE SEE SPECIAL PROVISIONS FOR PAY ITEM 900.680.
- EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 0.08 GAL/SY TO ALL COLD PLANED SURFACES AND AT A RATE OF 0.03 TO 0.04 GAL/SY BETWEEN LIFTS. PAYMENT SHALL BE UNDER ITEM 900.683, SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-1H OR CRS-1H).
- THE CONTRACTOR SHALL INSTALL TEMPORARY PAVEMENT MARKINGS ON ALL PAVED SURFACES THAT WILL NOT HAVE THE PERMANENT MARKINGS APPLIED WITHIN 14 CALENDAR DAYS OF THE FINAL PAVING OPERATIONS AS DIRECTED BY THE ENGINEER.
- UPON COMPLETION OF ALL PAVING OPERATIONS FINAL PAVEMENT MARKINGS SHALL BE INSTALLED TO REPLICATE THE EXISTING CONFIGURATION.

TRAFFIC CONTROL

- THE TRAFFIC CONTROL PLANS ARE SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR ONE LANE CLOSURES PER THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. THE CONTRACTOR SHALL ALLOW THE RESIDENT ENGINEER 14 CALENDAR DAYS TO REVIEW AND ACCEPT THE PROPOSED PLANS BEFORE THEY ARE TO BE IMPLEMENTED. NO WORK SHALL COMMENCE UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED. DEVELOPMENT AND IMPLEMENTATION OF THE TRAFFIC CONTROL PLAN SHALL BE INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL.
- UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS OR NOTED OTHERWISE, ALL COSTS FOR WORK SHOWN ON THE TRAFFIC CONTROL SHEETS FOR TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING RETROREFLECTIVE DRUMS, SIGNS AND SIGN POSTS WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL, ITEM 641.10.
- TRAFFIC WILL BE ALLOWED TO DRIVE ON THE BARE CONCRETE BRIDGE DECK AFTER THE REMOVAL OF THE BARRIER MEMBRANE AND PRIOR TO THE DECK BEING CLEANED AND PREPARED FOR THE NEW SHEET MEMBRANE. ONCE THE CONCRETE BRIDGE DECK IS PREPARED FOR THE NEW SHEET MEMBRANE, NO TRAFFIC WILL BE ALLOWED ON THE DECK UNTIL TWO LIFTS OF BITUMINOUS CONCRETE PAVEMENT ARE IN PLACE OVER THE ENTIRE LENGTH OF THE MEMBRANE.
- SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS OR CORNER SIGHT DISTANCE FROM HIGHWAYS OR DRIVES.
- ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
- ORANGE SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" ASTM D-4956 TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED.
- ROLL UP SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ASTM D-4956 TYPE VI.

NOTES CONTINUED ON SHEET ID-02

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 PROJECT LEADER: G. BOGUE  
 DESIGNED BY: D. DEBAIE  
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