

GENERAL NOTES (CONT'D.)

27. ALL JOINTS IN THE GRANITE CURBS SHALL BE REPOINTED WITH 'MORTAR, TYPE I' AS DETERMINED BY THE ENGINEER, AS PER SHEET 23. PAYMENT FOR REMOVAL AND REPLACEMENT SHALL BE SUBSIDIARY TO ALL OTHER ITEMS IN THIS PROJECT.
28. THE ITEM 'INSULATION BOARD' SHALL BE PAID UNDER ITEM 622.10 IN THE TRANSVERSE DECK JOINTS BETWEEN CURBS ONLY. CARE MUST BE TAKEN TO INSURE THAT MEMBRANE PRIMER AND SEALANT DO NOT COME IN CONTACT WITH INSULATION BOARD BECAUSE THE POLYSTYRENE INSULATION BOARD WILL DISINTEGRATE. INSULATION BOARD USED AS BACKING MATERIAL SHALL BE CONSIDERED SUBSIDIARY TO THAT ITEM WHICH IT SUPPORTS.
29. PRIOR TO FILLING WINDSLOTS, THE ASPHALTIC ASBESTOS COATING SHALL BE REMOVED FROM WINDSLOT AREA. THIS WORK SHALL BE PAID FOR UNDER ITEM 529.10, 'REMOVAL OF BRIDGE PAVEMENT'.
30. CONCRETE FILL HOLES DRILLED THROUGH THE TOP OF CURB/ SIDEWALK TO THE WINDSLOT VOID SHALL BE A MINIMUM OF FOUR (4) INCHES IN DIAMETER. THEY SHALL BE BORED USING A ROTARY, NON-IMPACT DRILL. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 501.21, 'CONCRETE, CLASS AA'. ALTERNATE METHODS FOR FILLING WINDSLOTS MAY BE SUBMITTED BY THE CONTRACTOR FOR APPROVAL BY THE RESIDENT ENGINEER.
31. IF THE ENGINEER DETERMINES THAT TWO-WAY TRAFFIC CANNOT EXIST DURING NON-WORKING HOURS, HE SHALL AUTHORIZE AND UTILIZE FLAGGERS TO MAINTAIN ONE-WAY TRAFFIC UNTIL THE ENGINEER DEEMS OTHERWISE. DURING NIGHT-TIME OPERATIONS, THE FLAGGERS SHALL BE ILLUMINATED AS NOTED IN SUBSECTION 630.02. ANY SIGNS, LIGHTS, EQUIPMENT, MATERIALS, AND LABOR NECESSARY TO PROVIDE THE NECESSARY ILLUMINATION AND ADVANCE WARNING SHALL BE INCLUDED IN THE UNIT PRICE OF ITEM 630.15, 'FLAGGERS'.
32. MEMBRANE INFORMATION:
- A. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES AS SPECIFIED UNDER THE TRAFFIC CONTROL PLAN.
- B. BEFORE APPLYING THE SHEET MEMBRANE WATERPROOFING, THE DECK SURFACE SHALL BE MADE SMOOTH TO THE SATISFACTION OF THE ENGINEER, USING ONE OR BOTH OF THE FOLLOWING METHODS:
- (1) FILL IN ALL POCK MARKS, GOUGES OR OTHER DEPRESSIONS WITH QUICK SET CEMENT UNDER THE ITEM 501.52, 'CONCRETE, CLASS AA, QUICK SETTING' (C.F.). CONTACT VERMONT AGENCY OF TRANSPORTATION MATERIALS DIVISION TO OBTAIN A LIST OF ACCEPTABLE MATERIALS FOR 'CONCRETE, CLASS AA, QUICK SETTING'.
- (2) GRIND SMOOTH ALL ROUGH AREAS, RIDGES, OR OTHER HIGH SPOTS UNDER THE ITEM 'SURFACE PREPARATION FOR MEMBRANE'.
- C. THE MEMBRANE IS TO BE INSTALLED ACCORDING TO THE SPECIFICATIONS CALLED FOR UNDER ITEM 519. SINCE THE DECK CANNOT BE WATERPROOFED AND PAVED IN A CONTINUOUS OPERATION, THE MEMBRANE SHALL EXTEND BEYOND THE LANE LINE SO THAT THE MEMBRANE CAN BE TIED INTO AFTER THE TRAFFIC HAS BEEN SHIFTED OVER TO THE COMPLETED LANE OR CONSTRUCTION OPERATIONS HAVE BEEN RESUMED. ANY PART OF THE MEMBRANE THAT EXTENDS BEYOND THE NECESSARY LANE WIDTH TO MAINTAIN TRAFFIC SHALL BE COVERED WITH RELEASE PAPER AND BITUMINOUS CONCRETE. ANY REMOVAL OF THIS BITUMINOUS CONCRETE SHALL BE SUBSIDIARY TO THE ITEM 'BITUMINOUS CONCRETE PAVEMENT'. AT LEAST THE FIRST LIFT OF PAVEMENT SHALL BE PLACED ON THE NEWLY INSTALLED MEMBRANE FOR THE ENTIRE LENGTH OF THE BRIDGE, PRIOR TO ROUTING TRAFFIC ONTO THIS LANE. NOTE THAT THERE ARE TWO LIFTS OF BITUMINOUS CONCRETE PAVEMENT, AND THE LONGITUDINAL JOINTS SHALL BE OFFSET A MINIMUM OF 6 INCHES.
33. OVERLAY INFORMATION: IF, UPON REMOVAL OF THE PAVEMENT AND MARKING OF AREAS NEEDING REPAIR ON THE DECK, THE ENGINEER DETERMINES THAT AN OVERLAY IS DESIRED, THEN THE FOLLOWING NOTES SHALL APPLY AND PRICES FOR 501.45 (MOD.), AND 501.46 (MOD.), SHALL BE 90% OF THE BID PRICE FOR THAT BRIDGE.
- A. THE OVERLAY SHALL BE 'CONCRETE, CLASS AA', TWO (2) INCHES IN DEPTH, AND MATCHING THE EXISTING CROSS SECTION. SEE SECTION 501 FOR FURTHER DETAILS ON PLACEMENT, CURING, AND TRAFFIC. IF FINISH GRADE OF NEW OVERLAY IS HIGHER THAN OLD GRADE, TRANSITION SHIMS OF BITUMINOUS CONCRETE SHALL BE PAVED AS DIRECTED BY THE ENGINEER. ALL WORK INCLUDED IN THE CONSTRUCTION OF THESE SHIMS SHALL BE PAID UNDER ITEM 406.25, 'BITUMINOUS CONCRETE PAVEMENT'. CONCRETE SHALL BE CURED IN ACCORDANCE WITH SECTION 501.17a AND 501.17b EXCEPT PARAGRAPH 6 WILL NOT BE ALLOWED FOR OVERLAYS.
- B. REMOVAL AND REPLACEMENT OF THE CONCRETE SHALL BE PAID AS ITEM 501.45 (MOD.), ITEM 501.46 (MOD.), OR ITEM 529.25 (MOD.) AS DETERMINED BY THE ENGINEER. SEE GENERAL NOTES NO. 13 AND NO. 16 AND SECTIONS 501.19 AND 501.20. ALL AREAS WITH A HALF CELL POTENTIAL OF 0.40 OR GREATER SHALL BE REMOVED AS ITEM 501.46 (MOD.) OR 529.25 (MOD.).
- C. CONTRACTOR MAY USE A SCARIFIER OR PLANER TO REMOVE CONCRETE TO WITHIN ONE HALF (1/2) INCH OF THE TOP MAT OF REINFORCING STEEL. THIS IS TO PREVENT MACHINE FROM GETTING ENTANGLED IN THE REBAR. IF A GRINDING MACHINE IS USED, THE GRINDINGS SHALL BE DISPOSED OF IN ACCORDANCE WITH SUBSECTIONS 105.24 AND 105.25.
- D. AFTER COMPLETION OF CONCRETE REMOVAL, ALL DECK SURFACE AND ALL EXPOSED STEEL WHICH WILL HAVE CONCRETE PLACED AGAINST OR AROUND IT (I.E., METAL PLATE EXPANSION JOINTS, SCUPPERS, FINGER PLATE EXPANSION JOINTS, REINFORCING STEEL, ETC.), SHALL BE SANDBLASTED A MAXIMUM OF 24 HOURS PRIOR TO PLACING THE NEW CONCRETE. THE AREA SHALL BE VACUUMED OR FLUSHED, USING HIGH PRESSURE AIR OR WATER TO REMOVE ALL LOOSE PARTICLES, DUST AND DEBRIS. AFTER SANDBLASTING, ONCE THE CONCRETE IS WET, WHETHER FROM FLUSHING OR RAIN, THE CONCRETE MUST BE KEPT WET UNTIL THE PLACING OF NEAT CEMENT, AND PLACING THE OVERLAY (WHICH SHALL BE CONCURRENT). IF THE CONCRETE IS ALLOWED TO DRY OUT, THE AREA MUST BE SANDBLASTED AGAIN AND THE ENTIRE AREA VACUUMED OR FLUSHED AGAIN. THIS WORK SHALL BE SUBSIDIARY TO ITEMS 501.45 (MOD.) AND 501.46 (MOD.), OR 529.25 (MOD.).
- E. EPOXY BONDING COMPOUND SHALL BE APPLIED TO THE LONGITUDINAL JOINT PRIOR TO PLACEMENT OF SECOND LANE OVERLAY. PAYMENT FOR THIS WORK SHALL BE PAID UNDER ITEM 530.25, 'EPOXY BONDING COMPOUND'.
34. THE COST OF FLUSHING FABRIC TROUGHS, METAL TROUGHS, AND DOWNSPOUTS SHALL BE SUBSIDIARY TO ALL OTHER ITEMS IN THE CONTRACT.
35. 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 THE EXPOSED CONCRETE ON ABUTMENTS AND WINGWALLS BUT NOT ON PIER CAPS OR COLUMNS.
36. IT IS THE RESPONSIBILITY OF THE CONTRACTOR, PRIOR TO WORKING IN ANY AREA, TO DETERMINE IF THERE ARE ANY UTILITY FACILITIES, PARTICULARLY UNDERGROUND, THAT MIGHT BE SUBJECT TO DISTURBANCE BY CONSTRUCTION ACTIVITY. IT IS ALSO THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY SUCH UTILITY COMPANY, AT LEAST FIVE WORKING DAYS PRIOR TO STARTING WORK; KEEP THEM INFORMED OF HIS ACTIVITIES; AND ARRANGE FOR ANY ADJUSTMENTS THAT MAY BE NECESSARY. ANY AND ALL ADJUSTMENTS ARE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- THERE WILL BE NO EXTRA COMPENSATION PAID TO THE HIGHWAY CONTRACTOR FOR ANY INCONVENIENCE CAUSED BY WORKING AROUND AND WITH THE UTILITY COMPANIES AND THEIR FACILITIES.
37. FOLLOWING PAVING, ANY BITUMINOUS CONCRETE PAVEMENT THAT BECOMES LODGED IN THE EXPANSION JOINTS OR ENTERS DRAIN TROUGHS, SCUPPERS, OR DOWNSPOUTS WILL BE REMOVED BY THE CONTRACTOR AT NO COST TO THE STATE.
38. HYDRO-DEMOLITION WILL BE AN ACCEPTABLE METHOD OF REMOVING CONCRETE FOR THE WORK REQUIRED UNDER GENERAL NOTES NO. 12 AND NO. 33. THE SLURRY GENERATED FROM THIS OPERATION SHALL BE DISPOSED OF IN ACCORDANCE WITH SUBSECTIONS 105.24 AND 105.25.

<b>STATE OF VERMONT AGENCY OF TRANSPORTATION</b>			
Town Of <b>LUDLOW-MT. HOLLY</b>	Bridge No. _____	Log Sta. _____	Surv. Sta. _____
Highway No. <b>VT. 100 &amp; VT. 103</b>			
<b>DECK REHABILITATION GENERAL</b>			
<b>NOTES</b>			
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Bridge Sheet No. _____	Sheet <b>8</b> of <b>40</b>		