

INDEX OF SHEETS

1	TITLE SHEET
2	INDEX OF SHEETS AND GENERAL NOTES
3	QUANTITY SHEET 1
4	QUANTITY SHEET 2
5	TRAFFIC CONTROL PLAN (1 OF 4)
6	TRAFFIC CONTROL PLAN (2 OF 4)
7	TRAFFIC CONTROL PLAN (3 OF 4)
8	TRAFFIC CONTROL PLAN (4 OF 4)
9	BITUMINOUS CONCRETE REMOVAL PLAN
10	BITUMINOUS CONCRETE DETAIL SHEET
11	PAVEMENT JOINT DETAILS
12-18	REFERENCE PLANS - BR 63 N&S
19-28	REFERENCE PLANS - BR 67
29-38	REFERENCE PLANS - BR 84 N&S

VAOT STANDARD SHEETS

E-100	CONSTRUCTION APPROACH SIGNS	01/02/04
E-100A	SIDE ROAD CONSTRUCTION - APPROACH SIGNS	01/02/04
E-101	CONSTRUCTION SIGN DETAILS	05/30/03
E-102	CONSTRUCTION SIGN DETAILS	06/30/03
E-102A	CONSTRUCTION SIGN DETAILS	05/01/04
E-106	TRAFFIC CONTROL- MISCELLANEOUS DETAILS	03/01/04
E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06/30/03
E-107A	BREAKAWAY BARRICADE DETAILS	06/08/09
E-110	MAJOR MAINTENANCE OPERATION LANE CLOSURE	08/08/95
E-120	STANDARD SIGN PLACEMENT - EXPRESSWAY & FREEWAY	08/08/95
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	08/08/95
E-140	REGULATORY SIGN DETAILS	08/30/96
E-155	WARNING SIGN DETAILS	05/01/04
E-164	SQUARE STEEL SIGN POST	06/08/09
E-191	PAVEMENT MARKING DETAILS	02/01/99
E-192	PAVEMENT MARKING DETAILS	10/12/00
E-193	PAVEMENT MARKING DETAILS	08/18/95

GENERAL NOTES

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2006 STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS, AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, DATED 2010, AND ITS LATEST REVISIONS.
- WATER REPELLENT, SILANE SHALL BE APPLIED TO THE CURBS AND FASCIAE AS SHOWN ON DETAIL A, SHEET 10, AND ALL OTHER EXPOSED CONCRETE SURFACES EXCEPT THE PIERS AND THE UNDERSIDE OF THE DECK. THIS WORK WILL BE PAID FOR UNDER ITEM 514.10, "WATER REPELLENT, SILANE".
- ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS.
- FOLLOWING THE COMPLETION OF ALL OTHER CONSTRUCTION ACTIVITIES, ALL FABRIC DRAIN TROUGH, DOWNSPOUTS AND SCUPPERS WITHIN THE LIMITS OF CONSTRUCTION AS SHOWN ON THE BITUMINOUS CONCRETE REMOVAL PLAN, SHALL BE THOROUGHLY FLUSHED BY THE CONTRACTOR. COST FOR FLUSHING THE FABRIC DRAIN TROUGH, DOWNSPOUTS AND SCUPPERS WILL BE INCIDENTAL TO ALL OTHER ITEMS IN THE CONTRACT.
- TWO (2) W12-2 (LOW CLEARANCE) SIGNS WITH THE VERTICAL CLEARANCE DISTANCE OF 13'-11" DISPLAYED ON THEM SHALL BE LOCATED ON BALLARD ROAD (T.H. 6) EAST AND WEST OF BRIDGES 84N AND 84S. THE SIGNS SHALL BE 30" BY 30" AND MOUNTED ON 2" SQUARE STEEL SIGN POSTS. THE SIGN FOR THE WESTBOUND LANE OF BALLARD ROAD (T.H. 6) SHALL BE LOCATED 290 FEET EAST OF BRIDGE 84N. THE SIGN FOR THE EASTBOUND LANE OF BALLARD ROAD (T.H. 6) SHALL BE LOCATED 250 FEET WEST OF BRIDGE 84S.

TRAFFIC CONTROL NOTES

- TEMPORARY TRAFFIC CONTROL DETAILS PROVIDED IN THE PLANS ARE INTENDED FOR DAYTIME USE ONLY. ANY COSTS ASSOCIATED WITH PROVIDING AN OVERNIGHT TRAFFIC CONTROL PACKAGE FOR BRIDGES 67, 84N AND 84S, IF PROPOSED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10, "TRAFFIC CONTROL". SEE THE PROJECT SPECIAL PROVISIONS FOR TRAFFIC CONTROL REQUIREMENTS AND LIMITS ON LANE CLOSURES DURING DAYTIME AND NIGHTTIME HOURS FOR BRIDGES 63N AND 63S.
- UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS OR NOTED OTHERWISE, ALL COSTS FOR WORK SHOWN ON THE TRAFFIC CONTROL SHEETS, TEMPORARY DETOUR SHEETS AND FOR TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING RETROREFLECTIVE DRUMS, SIGNS, AND SIGN POSTS SHALL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR ITEM 641.10, "TRAFFIC CONTROL".
- TRAFFIC SHALL BE ALLOWED TO DRIVE ON THE BARE CONCRETE BRIDGE DECK AFTER THE REMOVAL OF THE BARRIER MEMBRANE, BUT 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 SHALL BE ALLOWED ON THE DECK UNTIL THE FIRST LIFT OF BITUMINOUS CONCRETE PAVEMENT IS IN PLACE OVER THE ENTIRE LENGTH OF THE BRIDGE.

BRIDGE 67 TEMPORARY SIGNAL NOTES

- SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE ENGINEER SHALL BE ACCOMPLISHED WITHIN 24 HOURS AFTER BEING REQUESTED BY THE ENGINEER. PAYMENT SHALL BE INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM" THE CONTRACTOR, AT THE DIRECTION OF THE ENGINEER, SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL. PAYMENT SHALL BE INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
- THE PORTABLE WIRELESS VEHICLE DETECTION SYSTEM OR A TEMPORARY VEHICLE DETECTOR SYSTEM SHALL BE USED TO PREVENT TRAFFIC FROM BACKING UP ON RAMP C. THE CONTRACTOR SHALL ADJUST THE LOCATION OF THE PORTABLE WIRELESS VEHICLE DETECTION SYSTEM OR TEMPORARY VEHICLE DETECTOR SYSTEM, AS DIRECTED BY THE ENGINEER, TO ALLOW VEHICLES EXITING I-89 PROPER SIGHT DISTANCE TO STOPPED VEHICLES ON RAMP C. THE PORTABLE WIRELESS VEHICLE DETECTION SYSTEM OR TEMPORARY DETECTOR SYSTEM SHALL BE ABLE TO COMMUNICATE WITH BOTH PORTABLE TRAFFIC SIGNALS. THE PORTABLE WIRELESS VEHICLE DETECTION SYSTEM OR TEMPORARY VEHICLE DETECTOR SYSTEM SHALL BE INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM". PAYMENT FOR ADJUSTING THE WIRELESS VEHICLE DETECTION SYSTEM OR TEMPORARY VEHICLE DETECTOR SYSTEM SHALL ALSO BE INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
- SIGNAL FACES SHALL BE L.E.D. AND CONSIST OF 12" LENSES (RED, AMBER, AND GREEN).
- THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL NOT BE LESS THAN 16.5 FEET NOR MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. THE BOTTOM OF A SIGNAL FACE NOT MOUNTED OVER A ROADWAY SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE ROADWAY. CAUTION SHOULD BE USED TO INSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROAD GRADE.
- SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER FACES.
- ONE SIGNAL HEAD SHALL BE SUPPORTED FROM A CANTILEVER MAST ARM, WHICH SHALL BE IN THE CONE OF VISION OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD SHALL BE MOUNTED TO THE POST OF THE CANTILEVER MAST ARM. THE PORTABLE TRAFFIC SIGNAL SHALL BE LOCATED SO AS TO PLACE THE POST MOUNTED SIGNAL HEAD AT A DISTANCE OF NO GREATER THAN 14.5 FEET FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40 FEET FROM THE SIGNAL HEAD. CONSULT THE M.U.T.C.D. 2009 EDITION FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
- SIGNAL HEAD LOCATION SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES. PAYMENT FOR SIGNAL HEAD ADJUSTMENT SHALL BE INCLUDED IN ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
- THE TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL CONSIST OF A MINIMUM OF TWO (2) PORTABLE TRAFFIC SIGNALS, ONE (1) PORTABLE WIRELESS VEHICLE DETECTION SYSTEM, LUMINARIES, AND ASSOCIATED PAVEMENT MARKINGS.
- ALL PORTABLE TRAFFIC SIGNALS, SIGNS, ETC., SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR REMOVAL INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, PORTABLE WIRELESS VEHICLE DETECTION SYSTEMS, ETC.
- PORTABLE LIGHT TOWERS WITH A MINIMUM OF A 250 WATT MER/150 WATT HPS LUMINAIRE MOUNTED ON A MAST AT A HEIGHT OF 30 FEET ABOVE THE ROADWAY CENTERLINE SHALL BE PROVIDED AS SHOWN ON TRAFFIC CONTROL PLAN (4 OF 4), SHEET 8. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS, STOP BAR AND START OF THE TEMPORARY TRAFFIC BARRIER FOR INCREASED VISIBILITY. THE ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT. LIGHTING SHALL BE PAID INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
- TEMPORARY STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 120' FROM THE NEAREST SIGNAL HEAD. TEMPORARY STOP BARS SHALL BE PAID INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
- SEE STD. E-140 FOR "STOP HERE ON RED" SIGN DETAIL AND E-101 FOR "SIGNAL AHEAD" SYMBOL SIGN. SEE STD. E-121 FOR SIGN PLACEMENT.
- ALL STOP SIGNS AND ANY OTHER TRAFFIC SIGNS MADE IRRELEVANT DUE TO THE TEMPORARY SIGNAL SHALL BE COVERED DURING OPERATION OF THE TEMPORARY SIGNAL OR AT THE DISCRETION OF THE ENGINEER. THE COSTS OF COVERING AND UNCOVERING THESE SIGNS SHALL BE PAID INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL (I-89 - BRIDGE NO. 67)".
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING SIGNAL PHASING. THE CONTRACTOR SHALL SUBMIT A PHASING DIAGRAM TO THE ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL MAKE SIGNALS OPERATIONAL ONLY AFTER RECEIVING APPROVAL OF THE PHASING DIAGRAM BY THE ENGINEER. DEVELOPMENT OF THE PHASING DIAGRAM SHALL BE PAID INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
- ALL WORK DESCRIBED HEREIN FOR TEMPORARY TRAFFIC SIGNAL SYSTEM, AND NOT SPECIFIED FOR PAYMENT UNDER A SEPARATE CONTRACT ITEM, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".

PAVEMENT REMOVAL NOTES

- 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 PAVEMENT WILL BE INCIDENTAL TO ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT". COLD PLANING TO REMOVE PAVEMENT OVER APPROACH SLAB WILL BE INCIDENTAL TO ITEM 210.10, "COLD PLANING, BITUMINOUS 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.
- 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 THE CONCRETE SUPERSTRUCTURE SURFACE SHALL BE UNDER ITEMS 580.10, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS I", 580.11, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS II", AND 580.12, "REPAIR OF CONCRETE SUPERSTRUCTURE SURFACE, CLASS III". QUANTITIES FOR ITEMS 580.10, 580.11, AND 580.12 AS SHOWN ON THE QUANTITY SHEET ARE ESTIMATED.
- 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 ABOVE THE SECTION 519 SPECIFICATIONS OR THE MANUFACTURER'S SPECIFICATIONS, WHICHEVER IS LESS.
- ANY TIME THE RUMBLE STRIPS ARE TO BE TEMPORARILY FILLED WITH BITUMINOUS CONCRETE PAVEMENT, THE COST FOR TEMPORARILY FILLING AND UNFILLING THE RUMBLE STRIPS WITH BITUMINOUS CONCRETE PAVEMENT SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".

PAVEMENT NOTES

- 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 406.27, "MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT" IN TWO 1/4" LIFTS (SEE TYPICAL APPROACH SECTION ON BITUMINOUS CONCRETE DETAIL SHEET, SHEET 10). THE PAVEMENT SHALL BE TYPE IV FOR BOTH LIFTS, NO EXCEPTIONS. 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 INCIDENTAL TO ITEM 406.27, "MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT". 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 SECTION 406 OF THE GENERAL SPECIAL PROVISIONS AND SPECIAL PROVISIONS.
- IF COLD PLANING OF THE RIGHT ROADWAY SHOULDERS ALONG BRIDGE APPROACHES EXPOSES GRAVEL SUBBASE DUE TO AN EXISTING PAVEMENT DEPTH THAT IS LESS THAN THE COLD PLANING DEPTH, THEN A 2" BASE OF TYPE III PAVEMENT SHALL BE PLACED ALONG THE SHOULDERS IN ADDITION TO THE 2 1/2" PAVEMENT TO BE PLACED IN ALL OTHER LOCATIONS. PAYMENT FOR THE ADDITIONAL 2" OF BASE (TYPE III) PAVEMENT WILL BE MADE UNDER ITEM 406.27, "MEDIUM DUTY BITUMINOUS CONCRETE PAVEMENT", ITEM 608.25, "ALL PURPOSE EXCAVATOR RENTAL, TYPE I", AND ITEM 608.37, "TRUCK RENTAL".
- 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.

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PROJECT LEADER: M.A. COLGAN

DRAWN BY: J.W. GOLEK

DESIGNED BY: J.W. GOLEK

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INDEX OF SHEETS AND GENERAL NOTES

SHEET 2 OF 38