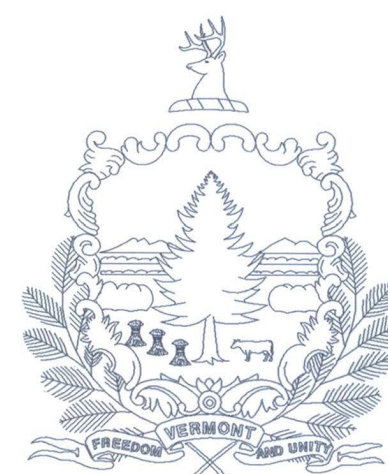


STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT BRIDGE PROJECT

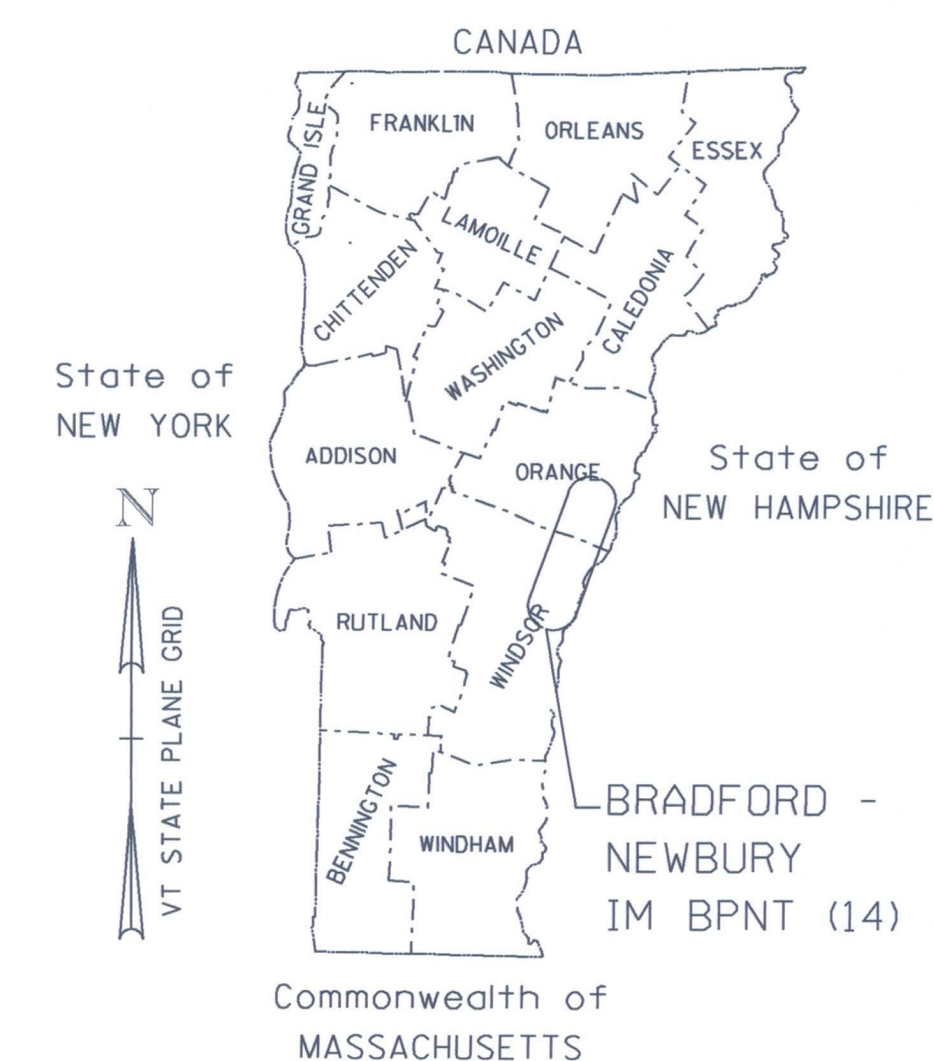
BRADFORD - NEWBURY
COUNTY OF ORANGE
TEN BRIDGES ON OR OVER I-91

INDEX OF SHEETS

- 1 TITLE SHEET
- 2 PROJECT NOTES
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- 20-22 REFERENCE SHEETS BRIDGE 62N & 62S
- 23-24 REFERENCE SHEETS BRIDGE 63N & 63S
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STANDARD SHEETS

- T-1 08-06-2012
- T-10 08-06-2012
- T-11 08-06-2012
- T-12 08-06-2012
- T-13 08-06-2012

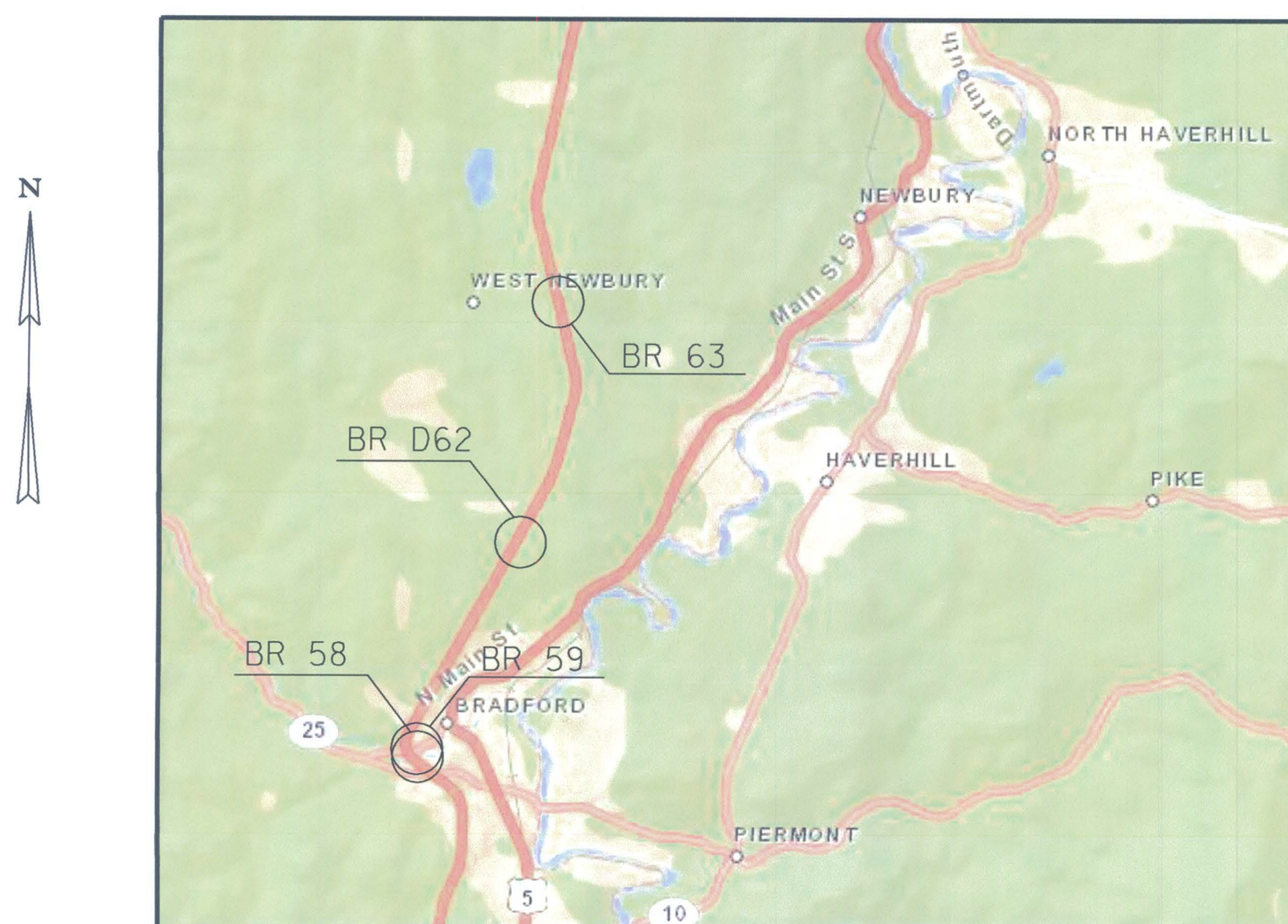


LOCATION MAP
NOT TO SCALE

RECORD PLANS	
CONTRACTOR:	MONOKO, LLC - TARPON SPRINGS, FL
RESIDENT ENGINEER:	PETE HODGSON
CONSTRUCTION BEGAN:	MAY 11, 2015
CONSTRUCTION COMPLETE:	AUGUST 19, 2016
RECORD PLANS BY:	PETE HODGSON & JESSE IVES
I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN.	
BY	RESIDENT ENGINEER
DATE	April 12, 2018
NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.	

PROJECT LOCATION: BRADFORD BRIDGES 58N & 58S (I-91 OVER VT 25) (MM 97.63)
 BRADFORD BRIDGES 59N & 59S (I-91 OVER WAITS RIVER) (MM 97.88)
 BRADFORD BRIDGES D62N & D62S (TH NO 3 OVER I-91) (MM 100.58)
 NEWBURY BRIDGES 63N & 63S (I-91 OVER TH NO 1) (MM 103.50)
 NEWBURY BRIDGES 67N & 67S (I-91 OVER WELLS RIVER) (MM 110.62)

PROJECT DESCRIPTION: THIS PROJECT INVOLVES CLEANING, LEAD PAINT REMOVAL AND REPAINTING THE EXISTING STEEL SUPERSTRUCTURE MEMBERS AND ASSOCIATED WORK.



PROJECT LOCATION PLAN
NOT TO SCALE



NEWBURY LOCATION PLAN
NOT TO SCALE

BUILT AS DESIGNED

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL	
SURVEYED BY :	N/A
SURVEYED DATE :	N/A
DATUM	
VERTICAL	N/A
HORIZONTAL	N/A

CHIEF ENGINEER OF THE HIGHWAY DIVISION	
APPROVED _____	DATE _____
PROJECT MANAGER : MARK SARGENT	
PROJECT NAME : BRADFORD-NEWBURY	
PROJECT NUMBER : IM BPNT (14)	
SHEET 1 OF 26 SHEETS	



PROJECT NOTES:

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION AND ITS LATEST REVISIONS, AND THE CONTRACT SPECIAL PROVISIONS.
- ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS. THE RIGHT-OF-WAY FOR ALL HIGHWAYS OTHER THAN I-91 SHALL BE ASSUMED TO BE A MINIMUM OF 3 RODS UNLESS SHOWN OTHERWISE ON REFERENCE PLANS.
- VTRANS WILL REVIEW CONSTRUCTION STAGING AREAS FOR ADEQUACY AND EXISTING CONDITIONS. THESE STAGING AREAS SHALL BE RESTORED TO ORIGINAL CONDITION. EROSION CONTROL MEASURES SHALL BE INCORPORATED FOR ALL DISTURBED AREAS AND WILL BE PAID UNDER THE APPROPRIATE CONTRACT ITEMS.
- ALL COSTS ASSOCIATED WITH EXTENDING OR FILLING THE DRAIN TUBES SHALL BE INCIDENTAL TO ITEM 900.645, SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
- STAGING AND CONTAINMENT STRUCTURES SHALL NOT BE ANCHORED INTO PIERS. ANCHORING INTO THE ABUTMENTS IS ALLOWED AS APPROVED BY THE ENGINEER. CONTRACTOR SHALL PROVIDE A DETAILED PLAN FOR CLEANING AND PAINTING BEARING DEVICES IF ANCHOR CABLES ARE PLACED AROUND BEARING PLATES. PAYMENT WILL BE CONSIDERED INCIDENTAL TO CONTRACT ITEM 900.645 SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES.)
- UTILITIES THAT ARE PRESENT ON THE STRUCTURES SHALL NOT BE BLASTED OR PAINTED. THESE UTILITIES MUST BE PROTECTED. SEE UTILITY SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
- THE CONTRACTOR SHALL VERIFY, THROUGH LOAD CALCULATIONS, THE CAPACITY OF THE EXISTING BRIDGE IF ANY EQUIPMENT, MATERIALS OR CONTAINMENT SYSTEM IS PLACED ON THE BRIDGE STRUCTURE. THIS IS TO INCLUDE WIND LOADING CONDITIONS, GRIT BUILD UP, EQUIPMENT, AND PERSONNEL LOADING PER SQUARE FOOT OF THE CONTAINMENT. CALCULATIONS SHALL BE PROVIDED PRIOR TO START OF WORK.
- THE CONTRACTOR SHALL NOT IMPEDE THE TOWN CONTROLLED PORTION OF THE RIGHT OF WAY WITH EQUIPMENT OR ANY STAGING MATERIALS FOR STRUCTURES CARRYING TOWN HIGHWAYS OVER THE INTERSTATE.
- WORK OUTSIDE THE SEASONAL LIMITATIONS WILL NOT BE ALLOWED UNLESS BY SPECIAL PERMISSION GRANTED BY THE PROJECT MANAGER. WORK OUTSIDE THE SEASONAL LIMITATIONS WILL ONLY BE ALLOWED FOR A SHORT PERIOD OF TIME IF GIVEN, TO FINALIZE TOUCHUPS OR OTHER REPAIRS. NO LONG TERM OUT OF SEASON WORK WILL BE ALLOWED OR CONSIDERED.
- ALL DIMENSIONS ON PLANS FOR DOWNSPOUTS AND DRAINAGE SYSTEMS ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR. CONTRACTOR TO SUBMIT FABRICATION DRAWINGS FOR ALL REPAIR ACTIVITIES.
- EXISTING GREASE PROTECTION APPLIED TO STEEL MEMBERS FOR CORROSION PROTECTION MAY NOT BE LIMITED TO THE TOP SURFACE, AS GREASE MAY HAVE PERMEATED INTO MULTIPLE LAYERS OF PAINT. THIS MAY RESULT IN PAINT LAYER REMOVAL DURING THE GREASE REMOVAL PROCESS. GREASE REMOVAL ACTIVITIES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.645 (REMOVAL OF EXISTING GREASE COATING). THE CONTRACTOR IS INVITED TO PERFORM THE NECESSARY TESTS FOR ADHESION TO THE UNDERLYING PAINT LAYERS PRIOR TO SUBMISSION OF FINAL BID.
- THE CONTRACTOR SHALL GRIND ALL EDGES OF EXISTING STEEL TO A RADIUS OF 1/16" - 1/8" PRIOR TO BLASTING THE STEEL IN PREPARATION FOR COATING.

TRAFFIC CONTROL:

- THE CONTRACTOR SHALL SUBMIT SITE SPECIFIC TRAFFIC CONTROL PLANS DEPICTING EACH PHASE OF THE PLANNED WORK ON I-91 AND OTHER ROADWAYS. THE DESIGN SHALL ENSURE STATE-REGULATED WIDE LOADS CAN BE ACCOMMODATED DURING THE LANE CLOSURES. PLANS SHALL BE SUBMITTED IN ACCORDANCE WITH SECTION 641 AND SUBSECTION 105.03 AND SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN AN APPROPRIATE DISCIPLINE IN THE STATE OF VERMONT.

TOWN	I-91 BRIDGE No	I-91 2012 AADT		CROSSROAD	CROSSROAD 2012 AADT SUM OF BOTH DIRECTIONS
		NORTHBOUND	SOUTHBOUND		
BRADFORD	58N & 58S	3750	3750	VT 25	5500
BRADFORD	59N & 59S	2750	2750	WAITS RIVER	N/A
BRADFORD	D62N & D62S	2750	2750	TH NO 3	NOT AVAILABLE
NEWBURY	63N & 63S	2750	2750	TH NO 1	NOT AVAILABLE
NEWBURY	67N & 67S	2550	2550	WELLS RIVER	N/A

- THE CONTRACTOR SHALL VERIFY THE MOST CURRENT TRAFFIC VOLUMES FOR I-91 AND CROSS ROADS FOR USE IN THE SPECIFIC TRAFFIC CONTROL PLANS.
- THE TRAFFIC CONTROL PLANS SHALL SHOW ALL RAMPS AND I-91 ACCELERATION LANES AND DECELERATION LANES.
- UNIFORMED TRAFFIC OFFICERS ARE REQUIRED FOR THE TRAFFIC CONTROL ON I-91.
- THE TRAFFIC CONTROL DEVICES SHOWN ON THESE PLANS ARE FOR ILLUSTRATIVE PURPOSES AND DO NOT RELIEVE THE CONTRACTOR FROM ADHERING TO ALL VTRANS TRAFFIC CONTROL STANDARDS, REQUIREMENTS AND SPECIFICATIONS. ALL TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE 2009 MUTCD AND ITS LATEST REVISIONS. WHERE CONFLICTS EXIST BETWEEN AOT STANDARDS AND MUTCD, THE MUTCD SHALL GOVERN.

BRIDGE NOTES:

BRADFORD, BRIDGES 58N & 58S

- BOTH STRUCTURES ARE COMPLETELY COVERED IN GREASE. REMOVE GREASE COATING ON ALL STEEL BEAMS, CROSS MEMBERS, AND BEARINGS
- CLEAN AND PAINT EXISTING STEEL, APPLYING AN ADDITIONAL INTERMEDIATE COAT OF PAINT ON ALL EXPOSED STEEL WITHIN 20' OF ABUTMENTS AND PIERS
- REMOVE AND REPLACE DOWNSPOUTS AND DRAINAGE PIPES UNDER TROUGH AT SOUTHERN END OF EACH STRUCTURE

BRADFORD, BRIDGE 59N

- STRUCTURE IS COMPLETELY COVERED IN GREASE. REMOVE GREASE COATING ON ALL STEEL BEAMS, CROSS MEMBERS, AND BEARINGS
- CLEAN AND PAINT EXISTING STEEL, APPLYING AN ADDITIONAL INTERMEDIATE COAT OF PAINT ON ALL EXPOSED STEEL WITHIN 20' OF ABUTMENTS AND PIERS

BRADFORD, BRIDGE 59S

- STRUCTURE IS COMPLETELY COVERED IN GREASE. REMOVE GREASE COATING ON ALL STEEL BEAMS, CROSS MEMBERS, AND BEARINGS
- CLEAN AND PAINT EXISTING STEEL, APPLYING AN ADDITIONAL INTERMEDIATE COAT OF PAINT ON ALL EXPOSED STEEL WITHIN 20' OF ABUTMENTS AND PIERS
- REPLACE SCUPPERS (APPROX. 8) AS DIRECTED BY ENGINEER, AND REPLACE ALL DOWNSPOUTS

BRADFORD, BRIDGES D62N & D62S

- BOTH STRUCTURES ARE COMPLETELY COVERED IN GREASE. REMOVE GREASE COATING ON ALL STEEL BEAMS, CROSS MEMBERS, AND BEARINGS
- CLEAN AND PAINT EXISTING STEEL, APPLYING AN ADDITIONAL INTERMEDIATE COAT OF PAINT ON ALL EXPOSED STEEL WITHIN 20' OF ABUTMENTS AND PIERS
- EXTEND BRIDGE DRAIN WEEPERS (APPROX. 8 PER STRUCTURE)

NEWBURY, BRIDGES 63N & 63S

- BOTH STRUCTURES ARE COMPLETELY COVERED IN GREASE. REMOVE GREASE COATING ON ALL STEEL BEAMS, CROSS MEMBERS, AND BEARINGS
- CLEAN AND PAINT EXISTING STEEL, APPLYING AN ADDITIONAL INTERMEDIATE COAT OF PAINT ON ALL EXPOSED STEEL WITHIN 20' OF ABUTMENTS AND PIERS
- EXTEND BRIDGE DRAIN WEEPERS (APPROX. 3 PER STRUCTURE)
- AT CONTRACTOR'S DISCRETION, FILL MAY BE PLACED TEMPORARILY FOR STAGING PURPOSES AT STRUCTURES. CONTRACTOR SHALL REMOVE ALL FILL PRIOR TO PROJECT COMPLETION
- CONTRACTOR IS RECOMMENDED TO UTILIZE PORTABLE CONTAINMENT OVER TRAVEL LANES ON BOTH STRUCTURES

NEWBURY, BRIDGES 67N & 67S

- BOTH STRUCTURES ARE COMPLETELY COVERED IN GREASE. REMOVE GREASE COATING ON ALL STEEL BEAMS, CROSS MEMBERS, AND BEARINGS
- CLEAN AND PAINT EXISTING STEEL, APPLYING AN ADDITIONAL INTERMEDIATE COAT OF PAINT ON ALL EXPOSED STEEL WITHIN 20' OF ABUTMENTS AND PIERS
- EXTEND BRIDGE DRAIN WEEPERS (APPROX. 6 PER STRUCTURE)
- CLEAN AND REPAINT DRAINS AND DOWNSPOUTS PRESENT AT SOUTHERN END OF STRUCTURES
- REMOVE AND REPLACE SCUPPERS (APPROX. 10 PER STRUCTURE) AS DIRECTED BY ENGINEER, AND REPLACE ALL DOWNSPOUTS

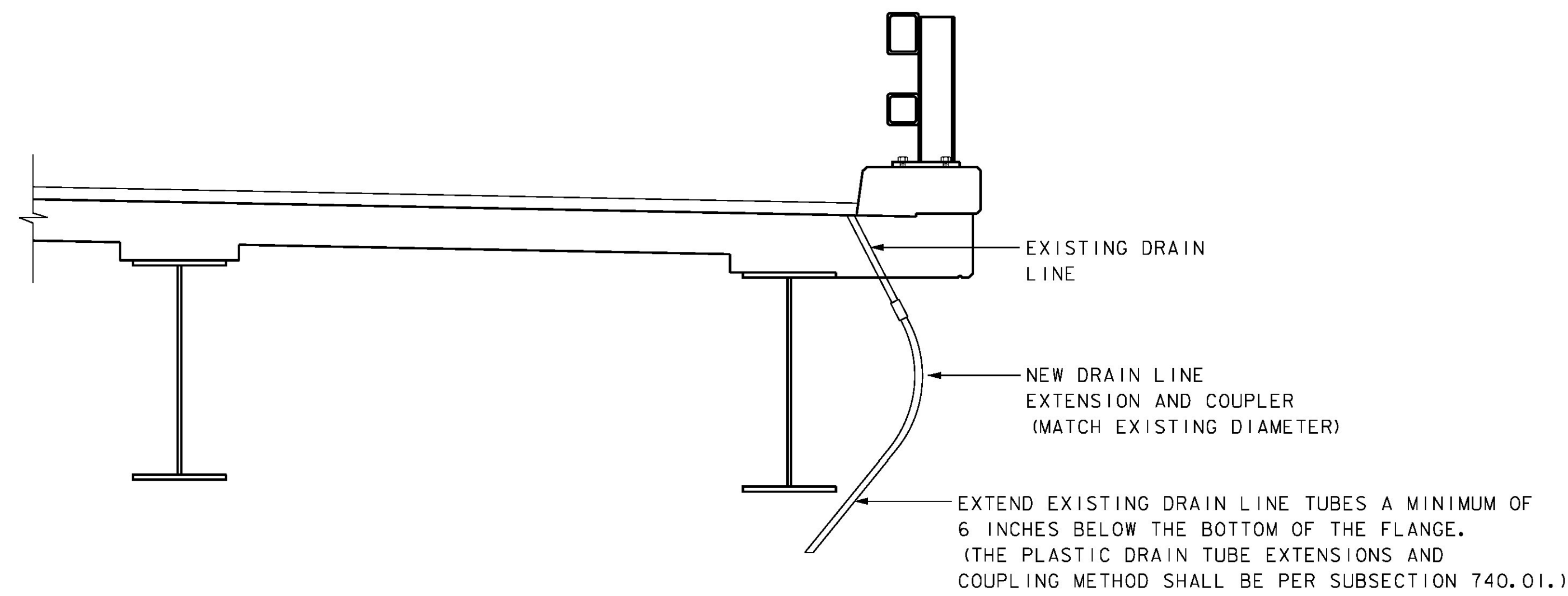
TRAFFIC CONTROL (CONTINUED):

- UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS, ALL COSTS FOR TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR ITEM 641.10, TRAFFIC CONTROL.
- THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) AND PRINT MEDIA SHALL BE IMPLEMENTED 2 WEEKS IN ADVANCE OF LANE CLOSURES AS DIRECTED BY THE ENGINEER.
- TRAFFIC BARRELS ARE FOR TEMPORARY CLOSURES ONLY, UP TO A MAXIMUM OF 3 DAYS. ALL CLOSURES LONGER THAN 3 DAYS SHALL USE CONCRETE BARRIERS, WHICH SHALL BE PAID UNDER ITEM 621.90 TEMPORARY BARRIER.
- RIGHT-OF-WAY FENCE MAY HAVE TO BE REMOVED AND RESET IN ACCORDANCE WITH SECTION 620 FOR EGRESS AND INGRESS. THIS WORK SHALL BE PAID UNDER ITEM 620.50 REMOVING AND RESETTING FENCE.

PROJECT NOTES

PROJECT NAME: BRADFORD-NEWBURY	PLOT DATE: 11-AUG-2014
PROJECT NUMBER: IM BPNT (14)	DRAWN BY: S.BROWN
FILE NAME: z525458det.dgn	CHECKED BY: R.GAUDREAU
PROJECT LEADER: G.K.DONNINGTON	SHEET 2 OF 26
DESIGNED BY: S.BROWN	
det.dgn	

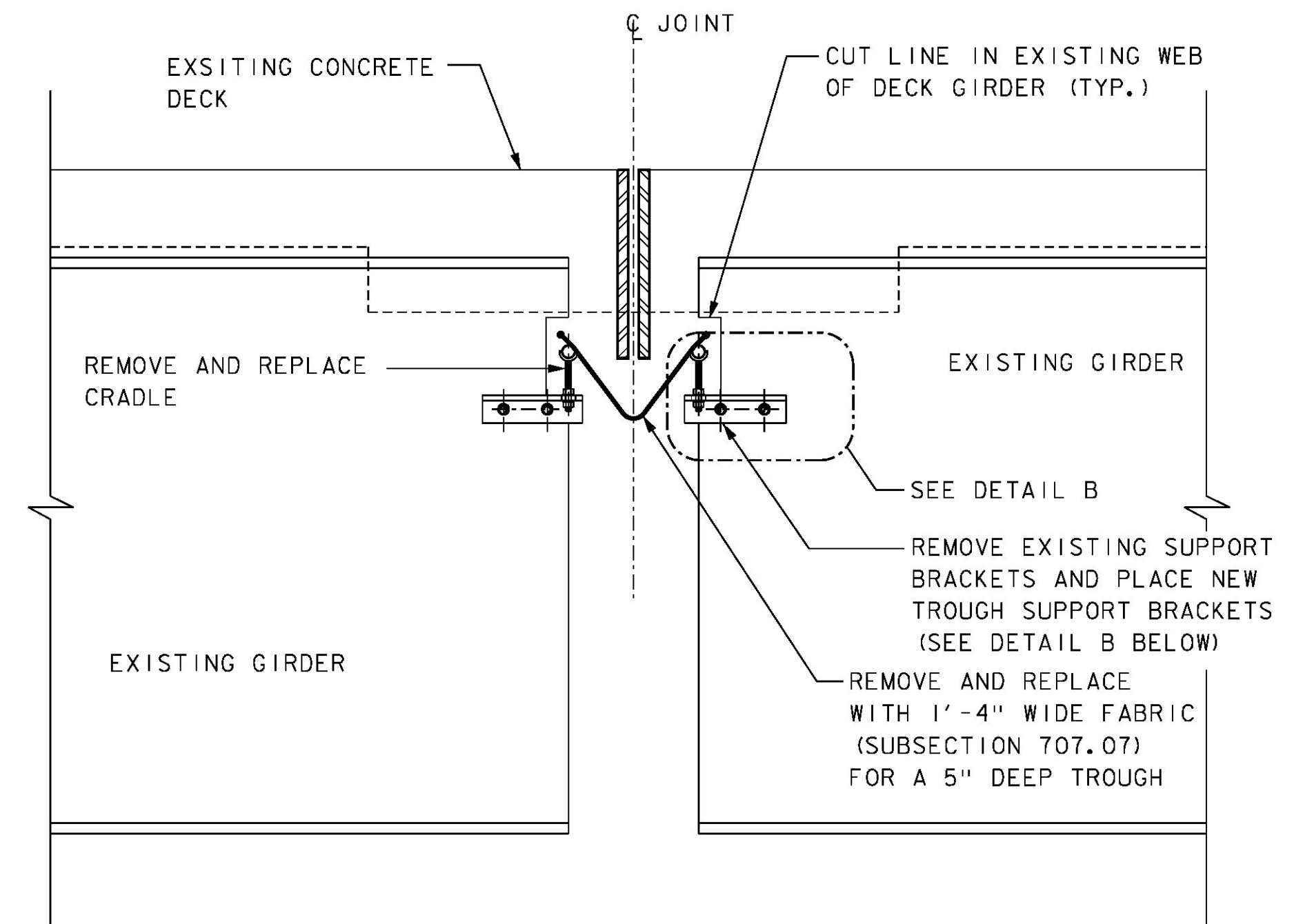




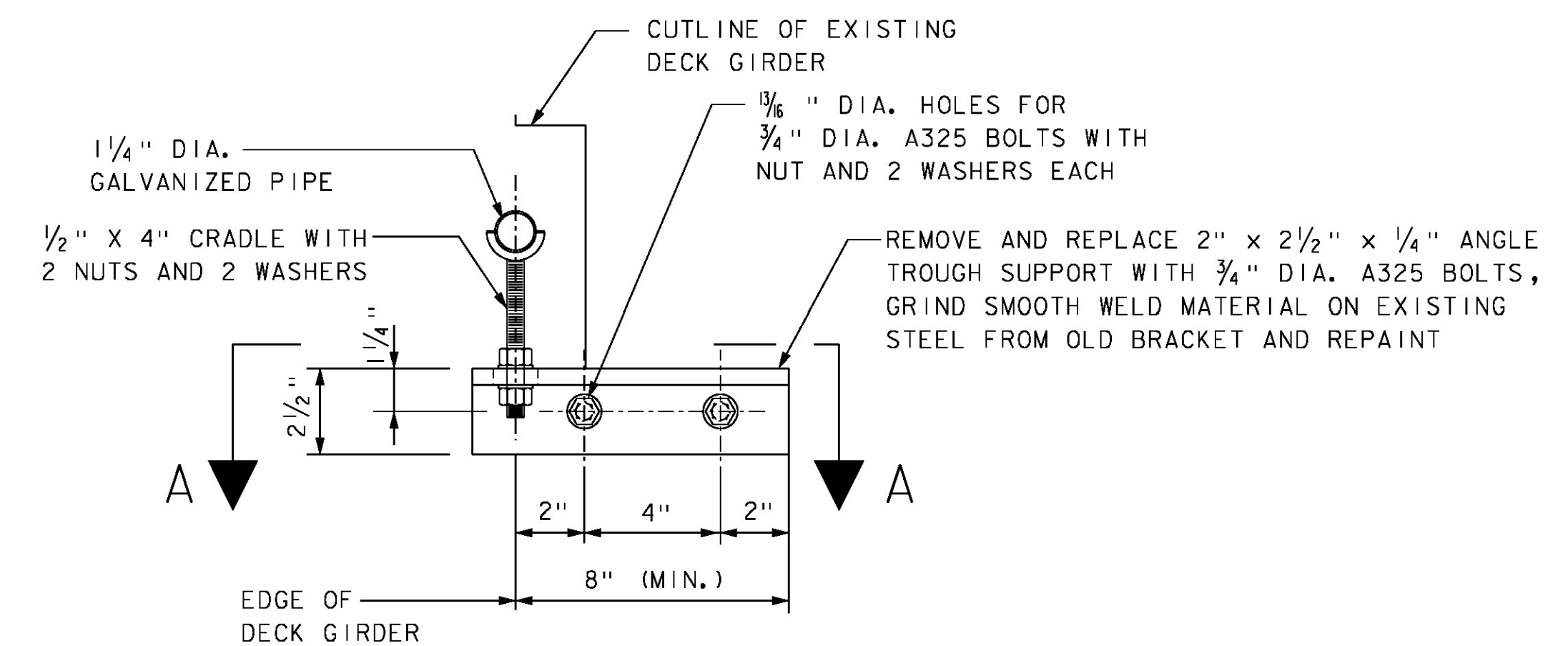
DRAIN TUBE EXTENSION DETAIL
NOT TO SCALE

DRAINAGE TUBE EXTENSION NOTE:

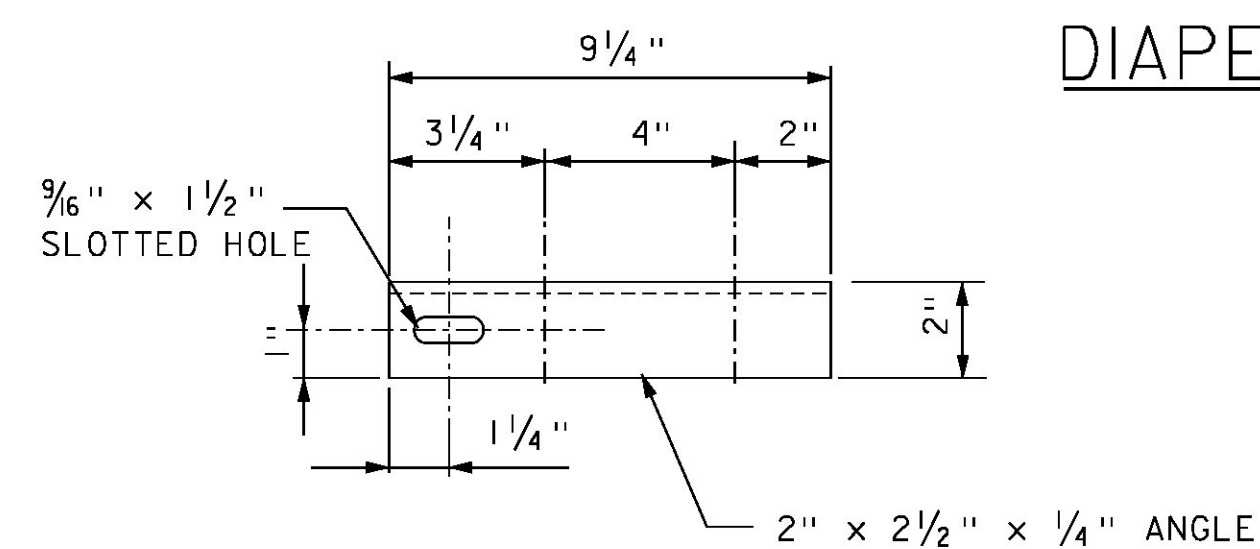
1. IF EXISTING DRAIN TUBE IS TOO SHORT TO PROVIDE ADEQUATE CONNECTION, THE CONTRACTOR SHALL COMPLETELY FILL THE TUBE WITH POLYURETHANE SEALANT CONFORMING TO SUBSECTION 707.05. TUBES TO BE FILLED WITH POLYURETHANE SEALANT SHALL BE APPROVED BY THE ENGINEER PRIOR TO BEING FILLED.



TYPICAL SECTION AT EXISTING DIAPER DRAIN
SCALE: 1" = 1'-0"



DETAIL B
3" = 1'-0"
DIAPER DRAIN REPAIR DETAILS



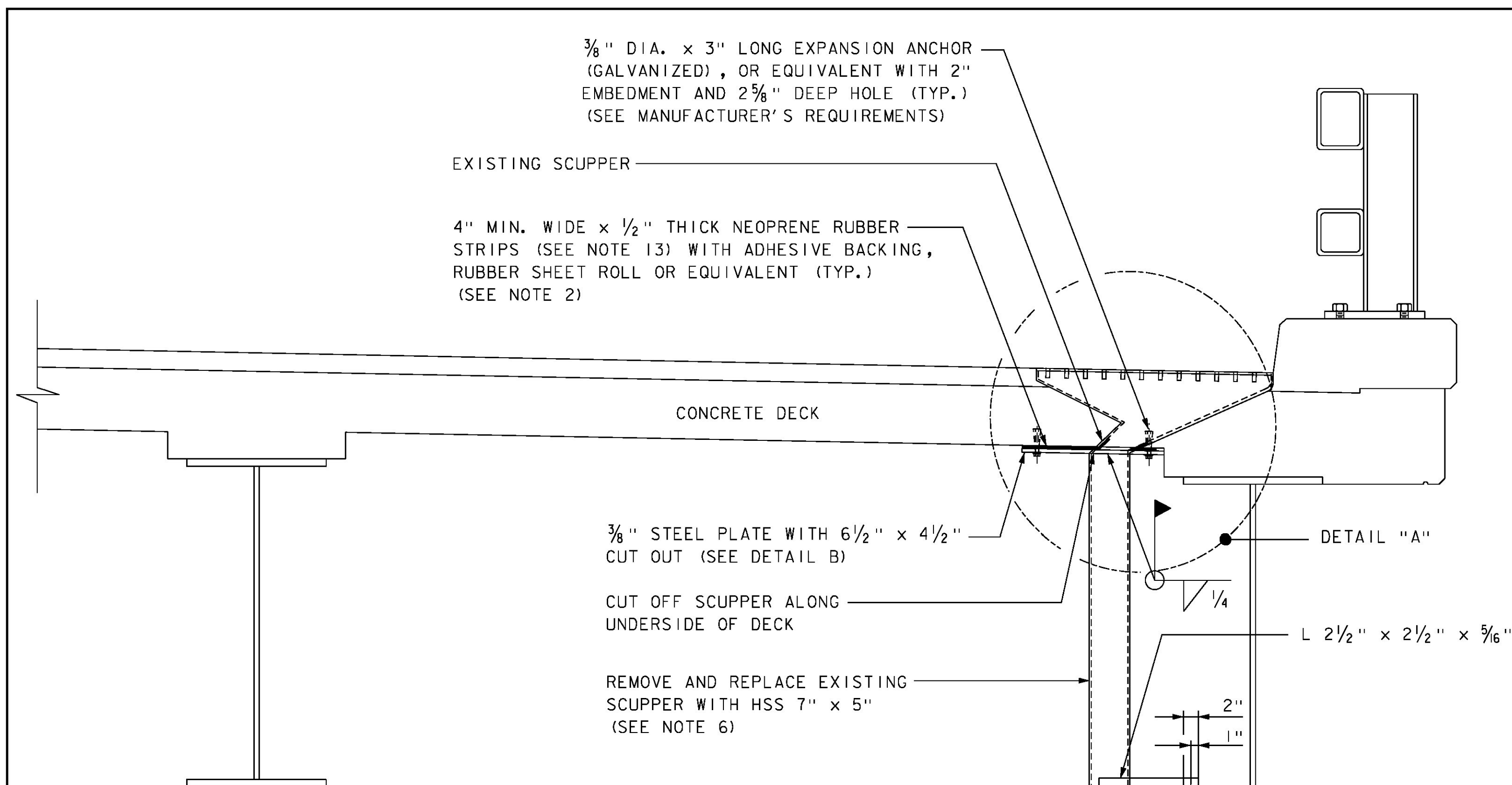
TROUGH SUPPORT BRACKET DETAIL A-A
PLAN VIEW
3" = 1'-0"

DIAPER DRAIN REPAIR NOTES:

1. TROUGH SUPPORT BRACKETS SHALL NOT BE WELDED TO GIRDER WEB.
2. STRUCTURAL STEEL TUBING SHALL CONFORM TO ASTM-500 OR ASTM-501 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A-123 AFTER FABRICATION. ALL PLATES, CRADLES, BARS AND ANGLES SHALL CONFORM TO ASTM A-36 AND SHALL ALSO BE GALVANIZED IN ACCORDANCE WITH ASTM-123 AFTER FABRICATION.
3. THE 1/4" (NOMINAL DIAMETER) GALVANIZED STEEL PIPE, PREFORMED FABRIC MATERIAL, CRADLES AND RELATED HARDWARE, TAP SCREWS, CUTTING OF THE EXISTING STRUCTURAL STEEL AS REQUIRED, REMOVAL AND DISPOSAL OF THE EXISTING DRAIN TROUGH SYSTEM AND FLUSHING OF ALL PIER CAPS SHALL BE PAID UNDER ITEM 506.75, STRUCTURAL STEEL.
4. THESE DETAILS ARE ILLUSTRATED AS AN EXAMPLE. CONTRACTOR TO SUBMIT FABRICATION DRAWINGS FOR APPROVAL.

**PROJECT STANDARD
DETAILS (1)**

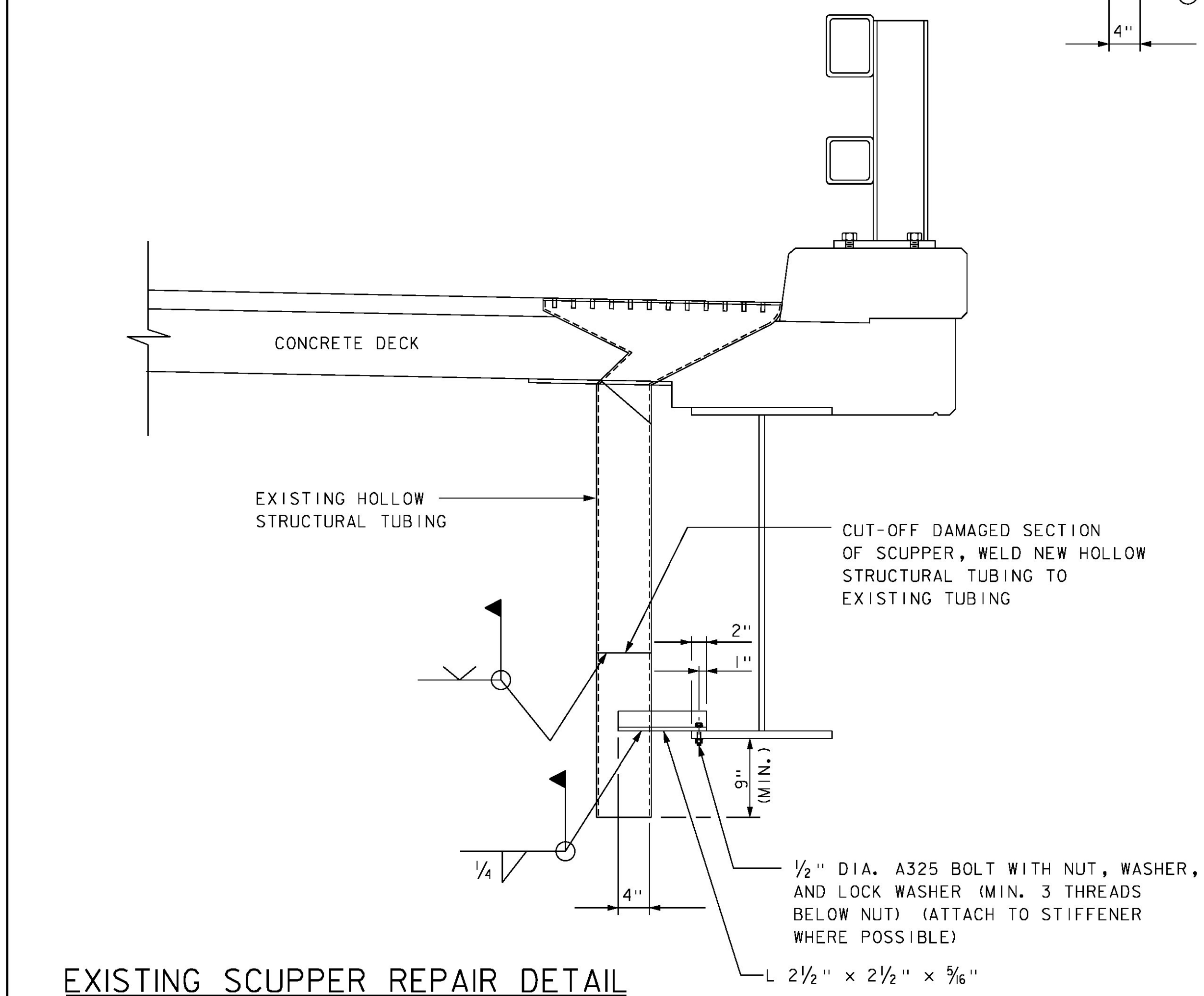
PROJECT NAME: BRADFORD-NEWBURY	PLOT DATE: 11-AUG-2014
PROJECT NUMBER: IM BPNT (14)	DRAWN BY: S.BROWN
FILE NAME: z525458det_2.dgn	CHECKED BY: R.GAUDREAU
PROJECT LEADER: G.K.DONINGTON	SHEET 3 OF 26
DESIGNED BY: S.BROWN	
det2.dgn	



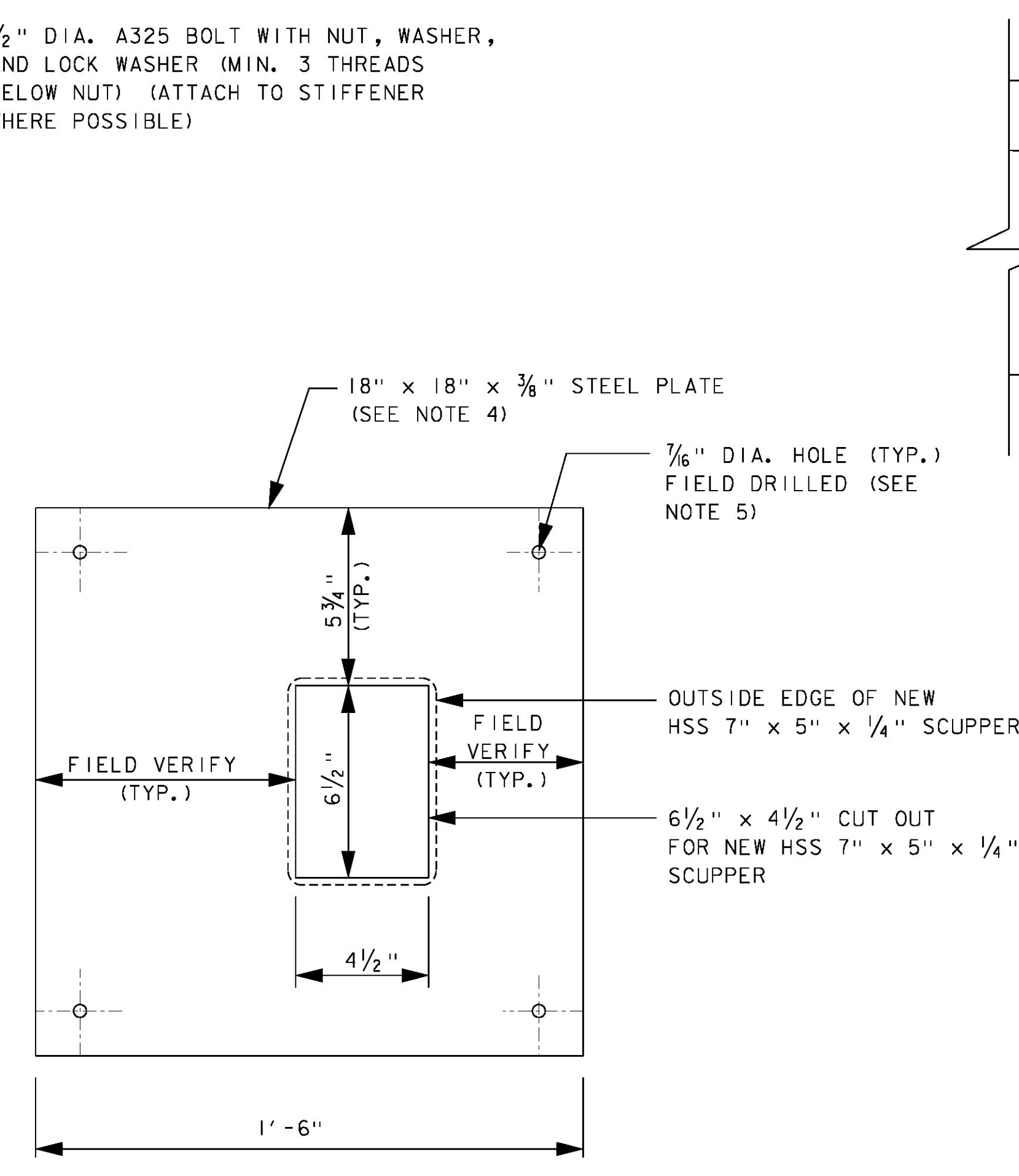
SCUPPER REPLACEMENT DETAIL
SCALE: 1" = 1'-0"

NOTES:

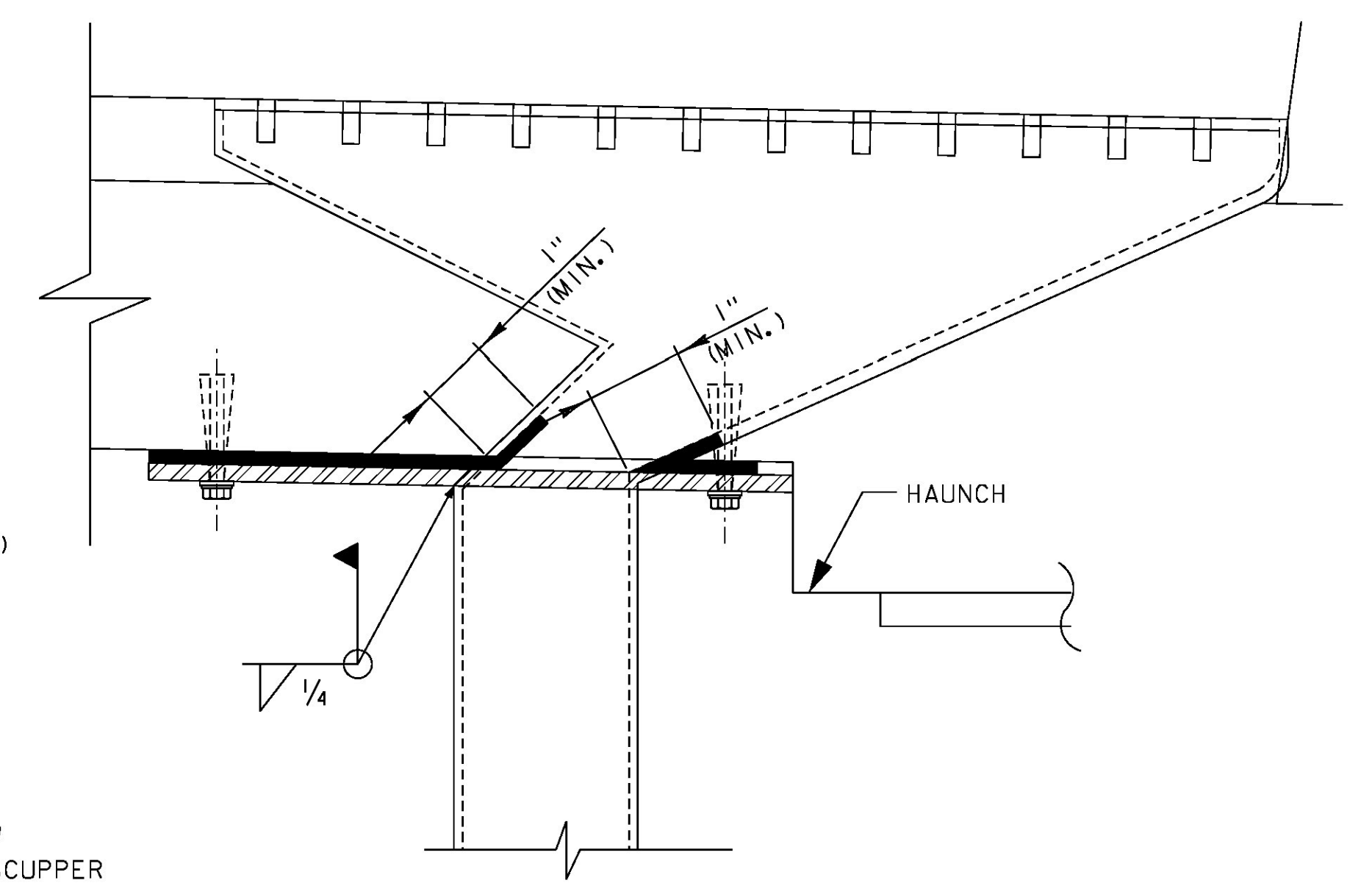
1. ALL THE DETERIORATED SCUPPERS WITH SIGNIFICANT LOSS OF SECTION SHALL BE CUT OFF ABOVE THE DETERIORATION AREA. IF THE DETERIORATION EXTENDS TO THE UNDERSIDE OF THE DECK, THE SCUPPER SHALL BE CUT OFF AND REPLACED. THE ENGINEER SHALL APPROVE THE EXTENT OF THE REPAIR FOR EACH DETERIORATED SCUPPER IDENTIFIED BY THE CONTRACTOR PRIOR TO BEING REPAIRED OR REPLACED.
2. ADHESIVE SIDE OF NEOPRENE SHALL BE PLACED ON THE UNDERSIDE OF CONCRETE DECK AND INTERIOR OF EXISTING SCUPPER AROUND PERIMETER OF DRAIN. NEOPRENE SHALL COVER ENTIRE SURFACE OF THE STEEL PLATE AND EXTEND A MINIMUM OF 1" UP INTO THE INTERIOR OF THE EXISTING SCUPPER DRAIN.
3. ALL EXISTING DIMENSIONS AND SCUPPER SIZES SHALL BE FIELD VERIFIED.
4. PLATE SHALL BE CUT IN THE FIELD TO ACCOMMODATE HAUNCH.
5. BOLT HOLES SHALL BE FIELD DRILLED AND SHALL HAVE A MINIMUM EDGE DISTANCE OF 1 1/2" EXCEPT WHERE NOTED OTHERWISE.
6. ALL NEW STEEL SHALL BE ZINC PRIMED AND COATED THE SAME NEPCOAT SYSTEM AND COLOR AS THE MAIN MEMBERS. COATING IS ONLY REQUIRED ON THE EXTERNAL SURFACE OF THE SCUPPER DOWNSPOUT.
7. ALL WELDING SHALL CONFORM WITH THE PROVISIONS OF SUBSECTION 506.10.
8. HOLLOW STRUCTURAL STEEL TUBING SHALL CONFORM TO ASTM A-500 GRADE C.
9. STEEL PLATES AND ANGLES SHALL CONFORM TO AASHTO M270, GRADE 50 (ASTM A709, GRADE 50).
10. HIGH STRENGTH BOLTS, NUTS AND CIRCULAR WASHERS SHALL CONFORM TO SUBSECTION 714.05.
11. ALL WORK TO BE PAID UNDER ITEM 506.75, STRUCTURAL STEEL.
12. THESE DETAILS ARE ILLUSTRATED AS AN EXAMPLE. CONTRACTOR TO SUBMIT FABRICATION DRAWINGS FOR APPROVAL.
13. NEOPRENE RUBBER GASKET SHALL BE CLOSED CELL, DUROMETER HARDNESS SHORE A OF 40 TO 60, TYPE EA-WATER RESISTANT, AND EF-FUEL RESISTANT.



EXISTING SCUPPER REPAIR DETAIL
SCALE: 1" = 1'-0"



DETAIL B
SCALE: 3" = 1'-0"

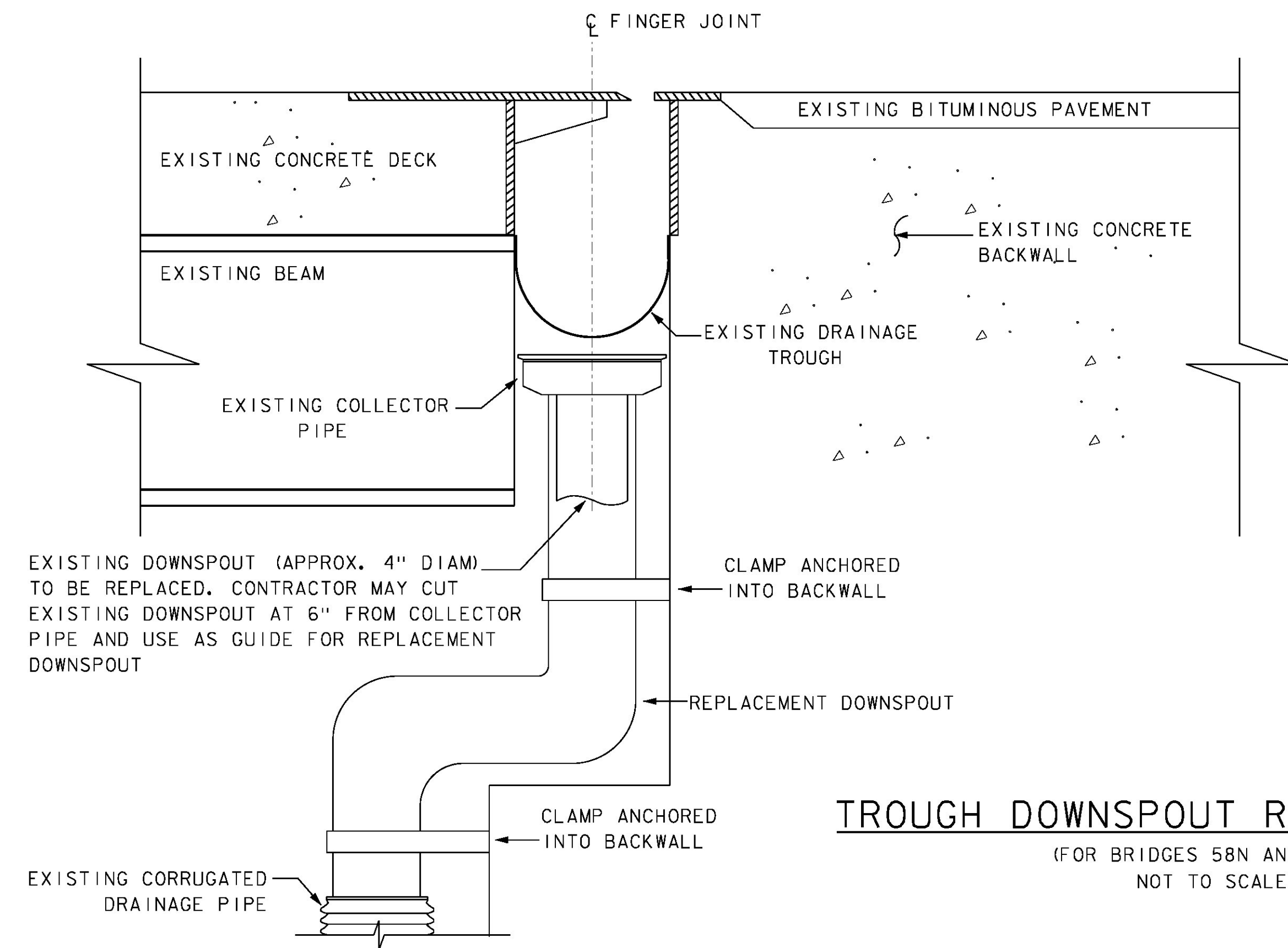


DETAIL A
SCALE: 3" = 1'-0"

**PROJECT STANDARD
DETAILS (2)**

PROJECT NAME: BRADFORD-NEWBURY	PLOT DATE: 11-AUG-2014
PROJECT NUMBER: IM BPNT (14)	DRAWN BY: S.BROWN
FILE NAME: z525458det_3.dgn	CHECKED BY: R.GAUDREAU
PROJECT LEADER: G.K.DONINGTON	SHEET 4 OF 26
DESIGNED BY: S.BROWN	
de+3.dgn	





TROUGH DOWNSPOUT REPLACEMENT DETAIL

(FOR BRIDGES 58N AND 58S)
NOT TO SCALE

NOTES:

1. ALL EXISTING DIMENSIONS SHALL BE FIELD VERIFIED.
2. REPLACEMENT DOWNSPOUT SHALL BE CONNECTED TO DRAINAGE TROUGH AS DIRECTED BY THE ENGINEER.

TROUGH DOWNSPOUT NOTES:

1. THE DRAINAGE PIPES, TAP SCREWS, CUTTING OF THE EXISTING STRUCTURAL STEEL AS REQUIRED, REMOVAL AND DISPOSAL OF THE EXISTING DOWNSPOUT, AND RELATED HARDWARE SHALL BE PAID UNDER ITEM 506.75, STRUCTURAL STEEL.
2. THESE DETAILS ARE ILLUSTRATED AS AN EXAMPLE. CONTRACTOR TO SUBMIT FABRICATION DRAWINGS FOR APPROVAL.

**PROJECT STANDARD
DETAILS (3)**

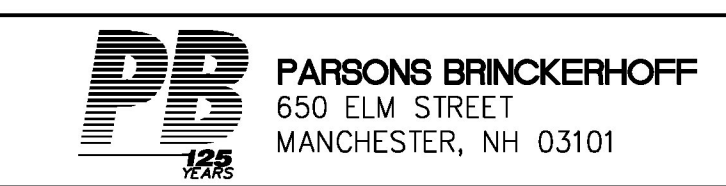
PROJECT NAME: BRADFORD-NEWBURY	PLOT DATE: 11-AUG-2014
PROJECT NUMBER: IM BPNT (14)	DRAWN BY: S.BROWN
FILE NAME: z525458det_4.dgn	CHECKED BY: D.SARGENT
PROJECT LEADER: G.K.DONINGTON	SHEET 5 OF 26
DESIGNED BY: S.BROWN	
de+4.dgn	



QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY	TRAINING	EROSION CONTROL	BRIDGE NO. 58N	BRIDGE NO. 59N	BRIDGE NO. D62N	BRIDGE NO. 63N	BRIDGE NO. 67N	FULL C.E. ITEMS		GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
							50			50		CY	COMMON EXCAVATION	203.15				
							50			50		CY	EARTH BORROW	203.30				
			1	1	1	1	1			5		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22				
			1							1		LS	STRUCTURAL STEEL (I-91 - BRIDGE NO. 58N)	506.75				
				1						1		LS	STRUCTURAL STEEL (I-91 - BRIDGE NO. 59N)	506.75				
							1			1		LS	STRUCTURAL STEEL (I-91 - BRIDGE NO. 63N)	506.75				
										1		LS	STRUCTURAL STEEL (I-91 - BRIDGE NO. 67N)	506.75				
					1					1		LS	STRUCTURAL STEEL (TH3 OVER I-91 - BRIDGE NO. D62N)	506.75				
			120	120	120	120	120			600		HR	TRUCK-MOUNTED ATTENUATOR	608.45				
										40		LF	REMOVING AND RESETTING FENCE	620.50				
			540	1830	1170	530	1670			5740		LF	TEMPORARY TRAFFIC BARRIER	621.90				
			300	300	300	300	300			1500		HR	UNIFORMED TRAFFIC OFFICERS	630.10				
			300	300	300	300	300			1500		HR	FLAGGERS	630.15				
								1		1		LS	FIELD OFFICE, ENGINEERS	631.10				
								1		1		LS	TESTING EQUIPMENT, PROTECTIVE COATINGS	631.18				
								3000		3000		DL	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.26				
		540								540		HR	EMPLOYEE TRAINEESHIP	634.10				
1										1		LS	MOBILIZATION/DEMOBILIZATION	635.11				
			1							1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 58N)	641.10				
				1						1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 59N)	641.10				
							1			1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 63N)	641.10				
										1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 67N)	641.10				
										1		LS	TRAFFIC CONTROL (TH3 OVER I-91 - BRIDGE NO. D62N)	641.10				
			30	30	30	30	30			150		DAY	PORTABLE CHANGEABLE MESSAGE SIGN RENTAL	641.17				
			1080	2205	1545	930	1620			7380		LF	6 INCH WHITE LINE	646.214				
			1080	2205	1545	1860	1620			8310		LF	6 INCH YELLOW LINE	646.215				
			1080							1080		LF	12 INCH YELLOW LINE	646.25				
			2160	4410	3090	1860	3240			14760		LF	TEMPORARY 6 INCH WHITE LINE, TEMPORARY PAVEMENT MARKING TAPE	646.6211				
			2160	4410	3090	1860	3240			14760		LF	TEMPORARY 6 IN YELLOW LINE, TEMPORARY PAVEMENT MARKING TAPE	646.6311				
				220			350			570		LF	TEMPORARY 12 IN WHITE LINE, TEMPORARY PAVEMENT MARKING TAPE	646.6611				
				16			16			32		LF	TEMPORARY 24 INCH STOP BAR, TEMPORARY PAVEMENT MARKING TAPE	646.6811				
			1080	600	600	200	600			3080		SF	PAVEMENT MARKING MASK	646.86				
		1100								1100		SY	GEOTEXTILE FOR SILT FENCE	649.51				
							20			20		LB	SEED	651.15				
							10			10		LB	FERTILIZER	651.18				
							0.1			0.1		TON	AGRICULTURAL LIMESTONE	651.20				
							0.1			0.1		TON	HAY MULCH	651.25				
			2200							2200		SY	TEMPORARY EROSION MATTING	653.20				
										1		LS	SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) (I-91 - BR. NO. 59N)	900.645				

PROJECT NAME: BRADFORD-NEWBURY
 PROJECT NUMBER: IM BPNT (14)
 FILE NAME: z525458qs.dgn
 PROJECT LEADER: G.K.DONINGTON
 DESIGNED BY: S.BROWN
 MANCHESTER, NH 03101
 PLOT DATE: 11-AUG-2014
 DRAWN BY: S.BROWN
 CHECKED BY: R.GAUDREAU
 SHEET 6 OF 26



QUANTITY SHEET 2

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
ROADWAY	TRAINING	EROSION CONTROL	BRIDGE NO. 58N	BRIDGE NO. 59N	BRIDGE NO. D62N	BRIDGE NO. 63N	BRIDGE NO. 67N	FULL C.E. ITEMS		GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
			1							1		LS	SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) (I-91- BR. NO. 58N)	900.645				
						1				1		LS	SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) (I-91- BR. NO. 63N)	900.645				
							1			1		LS	SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) (I-91- BR. NO. 67N)	900.645				
					1					1		LS	SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES)(BR. NO. D62N)	900.645				
						1				1		LS	SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL) (BR.NO. D62N)	900.645				
			1							1		LS	SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL) (I-91 -BR.NO. 58N)	900.645				
				1						1		LS	SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL) (I-91 -BR.NO. 59N)	900.645				
						1				1		LS	SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL) (I-91-BR.NO. 63N)	900.645				
							1			1		LS	SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL)(I-91- BR.NO. 67N)	900.645				
			1							1		LS	SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING) (I-91 - BR. NO. 58N)	900.645				
				1						1		LS	SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING) (I-91 - BR. NO. 59N)	900.645				
						1				1		LS	SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING) (I-91- BR. NO. 63N)	900.645				
							1			1		LS	SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING) (TH3 OVER I-91 - BR. NO. D62N)	900.645				
								1		1		LS	SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING)(I-91- BR. NO. 67N)	900.645				

PROJECT NAME: BRADFORD-NEWBURY
 PROJECT NUMBER: IM BPNT (14)
 FILE NAME: z525458qs.dgn
 PROJECT LEADER: G.K.DONINGTON
 DESIGNED BY: S.BROWN
 qs_2.dgn
 PLOT DATE: 11-AUG-2014
 DRAWN BY: S.BROWN
 CHECKED BY: R.GAUDREAU
 SHEET 7 OF 26



QUANTITY SHEET 3

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
					BRIDGE NO. 58S	BRIDGE NO. 59S	BRIDGE NO. D62S	BRIDGE NO. 63S	BRIDGE NO. 67S	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
								50		50		CY	COMMON EXCAVATION	203.15				
								50		50		CY	EARTH BORROW	203.30				
					1	1	1	1	1	5		CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22				
								1		1		LS	STRUCTURAL STEEL (I-91 - BRIDGE NO. 63S)	506.75				
									1	1		LS	STRUCTURAL STEEL (I-91 - BRIDGE NO. 67S)	506.75				
					1					1		LS	STRUCTURAL STEEL (I-91 - BRIDGE NO. 58S)	506.75				
						1				1		LS	STRUCTURAL STEEL (I-91 - BRIDGE NO. 59S)	506.75				
							1			1		LS	STRUCTURAL STEEL (TH3 OVER I-91 - BRIDGE NO. D62S)	506.75				
					120	120	120	120	120	600		HR	TRUCK-MOUNTED ATTENUATOR	608.45				
									40	40		LF	REMOVING AND RESETTNG FENCE	620.50				
					540	1830	1170	530	1670	5740		LF	TEMPORARY TRAFFIC BARRIER	621.90				
					300	300	300	300	300	1500		HR	UNIFORMED TRAFFIC OFFICERS	630.10				
					300	300	300	300	300	1500		HR	FLAGGERS	630.15				
								1		1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 63S)	641.10				
									1	1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 67S)	641.10				
					1					1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 58S)	641.10				
						1				1		LS	TRAFFIC CONTROL (I-91 - BRIDGE NO. 59S)	641.10				
							1			1		LS	TRAFFIC CONTROL (TH3 OVER I-91 - BRIDGE NO. D62S)	641.10				
					30	30	30	30	30	150		DAY	PORTABLE CHANGEABLE MESSAGE SIGN RENTAL	641.17				
					1080	2205	1545	930	1620	7380		LF	6 INCH WHITE LINE	646.214				
					1080	2205	1545	1860	1620	8310		LF	6 INCH YELLOW LINE	646.215				
					1080					1080		LF	12 INCH YELLOW LINE	646.25				
					2160	4410	3090	1860	3240	14760		LF	TEMPORARY 6 INCH WHITE LINE, TEMPORARY PAVEMENT MARKING TAPE	646.6211				
					2160	4410	3090	1860	3240	14760		LF	TEMPORARY 6 IN YELLOW LINE, TEMPORARY PAVEMENT MARKING TAPE	646.6311				
						220			350	570		LF	TEMPORARY 12 IN WHITE LINE, TEMPORARY PAVEMENT MARKING TAPE	646.6611				
						16			16	32		LF	TEMPORARY 24 INCH STOP BAR, TEMPORARY PAVEMENT MARKING TAPE	646.6811				
					1080	600	600	200	600	3080		SF	PAVEMENT MARKING MASK	646.86				
								20		20		LB	SEED	651.15				
								10		10		LB	FERTILIZER	651.18				
								0.1		0.1		TON	AGRICULTURAL LIMESTONE	651.20				
								0.1		0.1		TON	HAY MULCH	651.25				
							1			1		LS	SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) (BR. NO. D62S)	900.645				
								1		1		LS	SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) (I-91 - BR. NO. 63S)	900.645				
						1				1		LS	SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) (I-91 - BR. NO. 59S)	900.645				
									1	1		LS	SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) (I-91 - BR. NO. 67S)	900.645				
					1					1		LS	SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) (I-91 - BR. NO. 58S)	900.645				
							1			1		LS	SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL) (BR. NO. D62S)	900.645				

PROJECT NAME: BRADFORD-NEWBURY
 PROJECT NUMBER: IM BPNT (14)
 FILE NAME: z525458qs.dgn
 PROJECT LEADER: G.K.DONINGTON
 DESIGNED BY: S.BROWN
 PLOT DATE: 11-AUG-2014
 DRAWN BY: S.BROWN
 CHECKED BY: R.GAUDREAU
 SHEET 8 OF 26



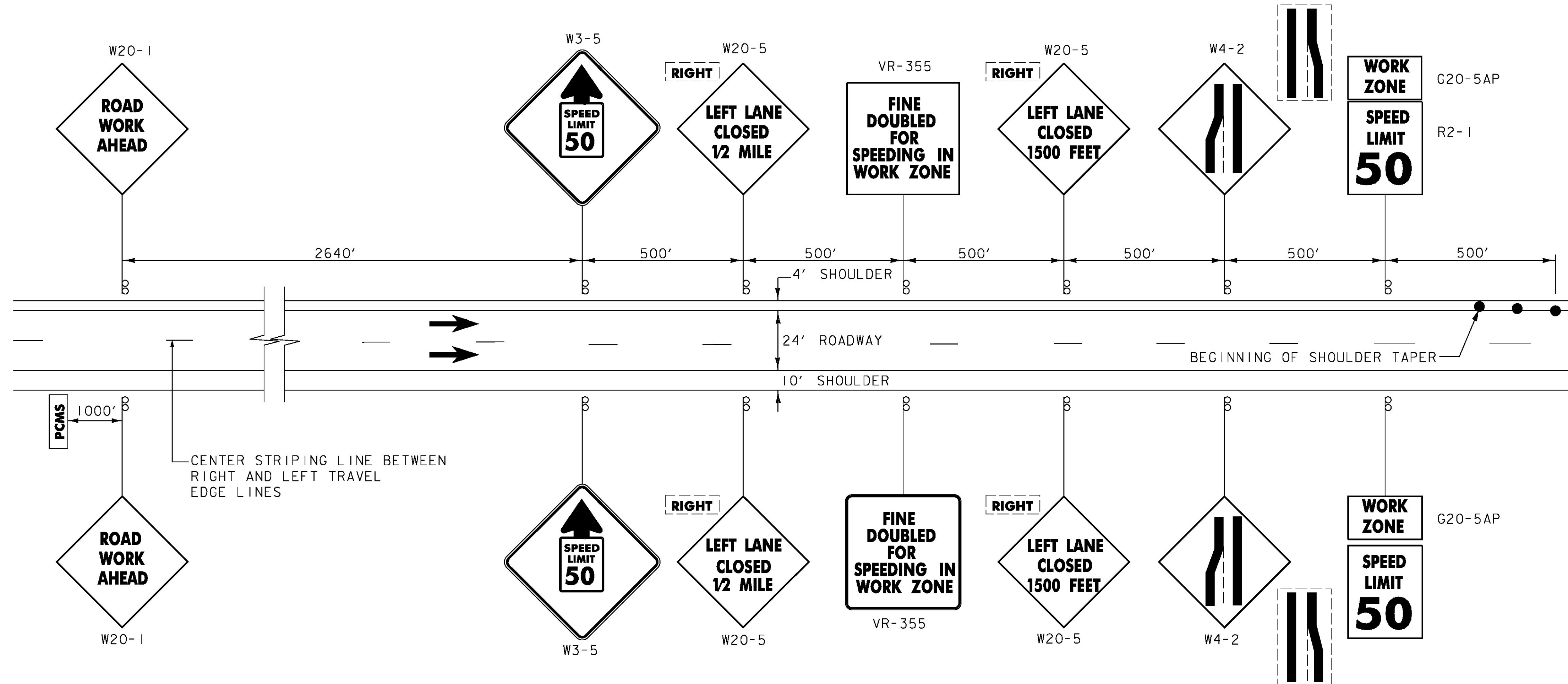
QUANTITY SHEET 4

SUMMARY OF ESTIMATED QUANTITIES										TOTALS		DESCRIPTIONS				DETAILED SUMMARY OF QUANTITIES		
					BRIDGE NO. 58S	BRIDGE NO. 59S	BRIDGE NO. D62S	BRIDGE NO. 63S	BRIDGE NO. 67S	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	ROUND	QUANTITIES	UNIT	ITEMS
						1				1		LS	SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL) (I91- BR. NO. 59S)	900.645				
					1					1		LS	SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL) (I91- BR.NO. 58S)	900.645				
								1		1		LS	SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL) (I91 -BR.NO. 63S)	900.645				
									1	1		LS	SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL) (I91 -BR.NO. 67S)	900.645				
								1		1		LS	SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING) (I91 - BR. NO. 63S)	900.645				
									1	1		LS	SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING) (I91 - BR. NO. 67S)	900.645				
					1					1		LS	SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING) (I91- BR. NO. 58S)	900.645				
						1				1		LS	SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING) (I91- BR. NO. 59S)	900.645				
								1		1		LS	SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING) (TH3 OVER I91 -BR. NO. D62S)	900.645				

PROJECT NAME: BRADFORD-NEWBURY
 PROJECT NUMBER: IM BPNT (14)
 FILE NAME: z525458qs.dgn
 PROJECT LEADER: G.K.DONINGTON
 DESIGNED BY: S.BROWN
 qs_4.dgn
 PLOT DATE: 11-AUG-2014
 DRAWN BY: S.BROWN
 CHECKED BY: R.GAUDREAU
 SHEET 9 OF 26



TRAFFIC CONTROL NOTES - I-91:



CONSTRUCTION APPROACH SIGNING ON I-91, LEFT LANE CLOSED
NOT TO SCALE

1. THE TRAFFIC CONTROL PLAN SHOWN IS A SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR BRIDGES 59N & 59S, D62N & D62S, AND 67N & 67S TO VTRANS FOR APPROVAL. PAYMENT FOR PREPARING AND SUBMITTING THE TRAFFIC CONTROL PLAN, AND MAKING NECESSARY REVISIONS TO THE PLAN, WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10 - TRAFFIC CONTROL. THE CONTRACTOR SHALL ALLOW TWO WEEKS FOR APPROVAL OF THE TRAFFIC CONTROL PLAN. NO WORK SHALL COMMENCE UNTIL THE CONTRACTOR HAS AN APPROVED TRAFFIC CONTROL PLAN.
2. THE EXISTING SPEED LIMIT FOR I-91 IS 65 MPH. THE SPEED LIMIT WILL BE REDUCED TO 50 MPH IN THE WORK ZONE FOR THIS PROJECT. ANY EXISTING SPEED LIMIT SIGNS WITHIN THE SPEED REDUCTION AREA SHALL BE COMPLETELY COVERED.
3. CONSTRUCTION SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS.
4. TRAFFIC CONTROL DEVICES NOT DETAILED IN THE VERMONT AGENCY OF TRANSPORTATION (VAOT) "STANDARD DRAWINGS" OR THE PROJECT PLANS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
5. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956J TYPE VI UNLESS OTHERWISE NOTED.
6. ROLL UP SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956J . TYPE VI UNLESS OTHERWISE NOTED.
7. CONSTRUCTION SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER.
8. CONSTRUCTION SIGN COVERS SHALL CONSIST OF A PANEL, PAINTED FLAT BLACK, THE SAME SIZE AS THE SIGN IT COVERS. THE PANEL SHALL BE MADE OF WOOD, PLYWOOD, HARDBOARD OR ANY MATERIAL SATISFACTORY TO THE ENGINEER. NO MATERIAL WILL BE APPROVED THAT WILL DETERIORATE BY EXPOSURE TO THE WEATHER DURING THE PROJECT. MOUNTING OF THE PANEL SHALL BE DONE IN SUCH A WAY AS NOT TO DAMAGE THE SIGN FACE MATERIAL.
9. SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION SATISFACTORY TO THE ENGINEER. THEY SHALL BE KEPT PLUMB AND LEVEL, AND ALWAYS PRESENT A NEAT APPEARANCE. DAMAGED, DEFACED OR DIRTY SIGNS SHALL BE REPAIRED, CLEANED OR REPLACED AS ORDERED BY THE ENGINEER.
10. NO CROSS-BRACING OR BACK-BRACING TO KEEP POSTS PLUMB WILL BE ALLOWED. CONCRETE FOUNDATIONS, COLLARS OR SOIL BEARING PLATES ARE NOT PERMITTED. CONSTRUCTION SIGNS SHALL BE PLACED ON TWO POSTS.

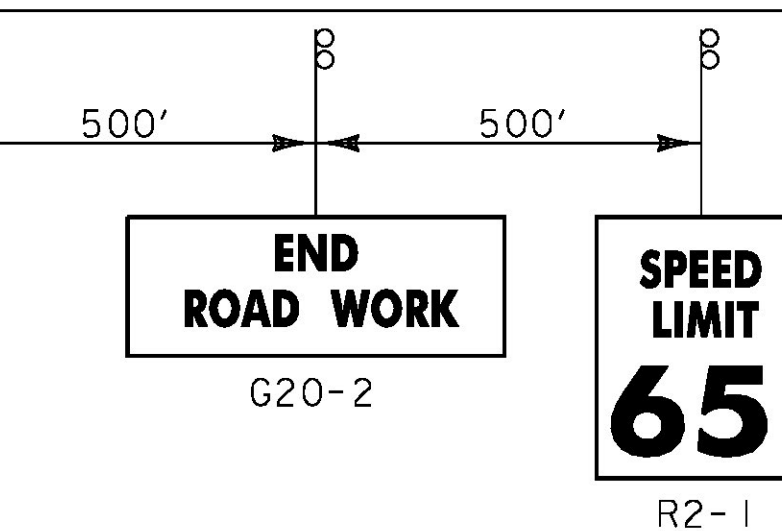
NOTES CONTINUED ON TRAFFIC CONTROL SHEET (2).

LEGEND

- FLOW OF TRAFFIC
- WORK AREA
- REFLECTORIZED PLASTIC DRUM
- TYPE III BARRICADE
- TRUCK/TRAILER MOUNTED ATTENUATOR (ATTENUATOR OPTIONAL)
- FLASHING ARROW PANEL
- PORTABLE CHANGEABLE MESSAGE SIGN

TRAFFIC CONTROL ON I-91, LEFT LANE CLOSED
NOT TO SCALE

POSTED SPEED LIMIT	TAPER LENGTHS (FT)		TANGENT W=12 FT (L/2)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	SHOULDER W=10 FT	MERCING 12 FT LANE			TAPER	TANGENT
40	90	320	160	305	40	80
45	150	540	270	360	45	90
50	170	600	300	425	50	100
55	185	660	330	495	55	110
60	200	720	360	570	60	120
65	215	780	390	645	65	130



TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 $L = WS$ FOR POSTED SPEEDS OF 45 MPH OR GREATER
 $L = WS^2/60$ FOR POSTED SPEEDS OF 40 MPH OR LESS
 L = MINIMUM LENGTH OF TAPER
 W = WIDTH OF OFFSET IN FEET
 S = POSTED SPEED IN MPH

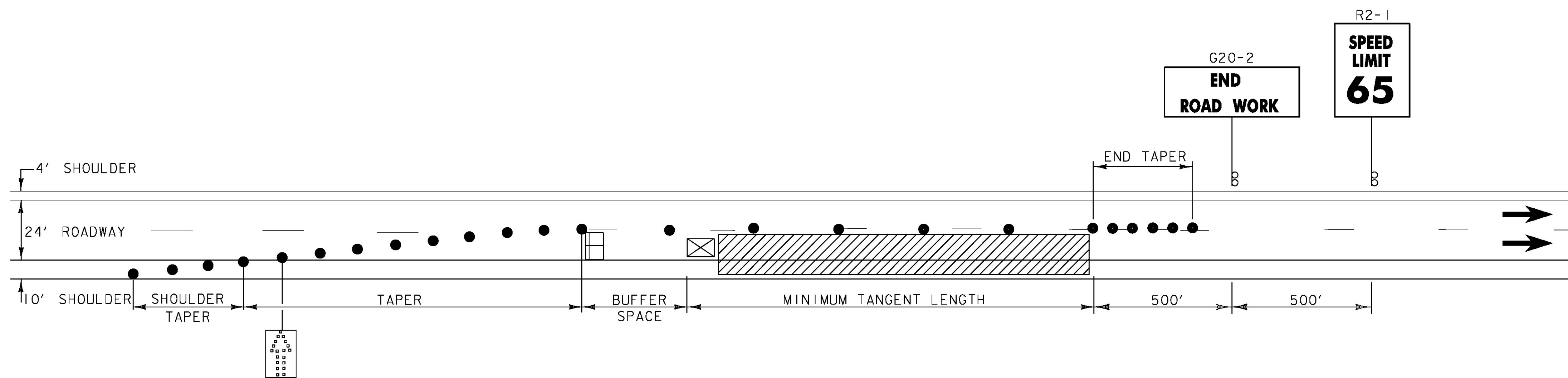
TRAFFIC CONTROL SHEET (1)

PROJECT NAME: BRADFORD-NEWBURY
 PROJECT NUMBER: IM BPNT (14)

FILE NAME: z525458tc_1.dgn
 PROJECT LEADER: G.K.DONINGTON
 DESIGNED BY: S.BROWN
 tcl.dgn

PLOT DATE: 11-AUG-2014
 DRAWN BY: S.BROWN
 CHECKED BY: J.KHERA
 SHEET 10 OF 26





TRAFFIC CONTROL ON I-91, RIGHT LANE CLOSED

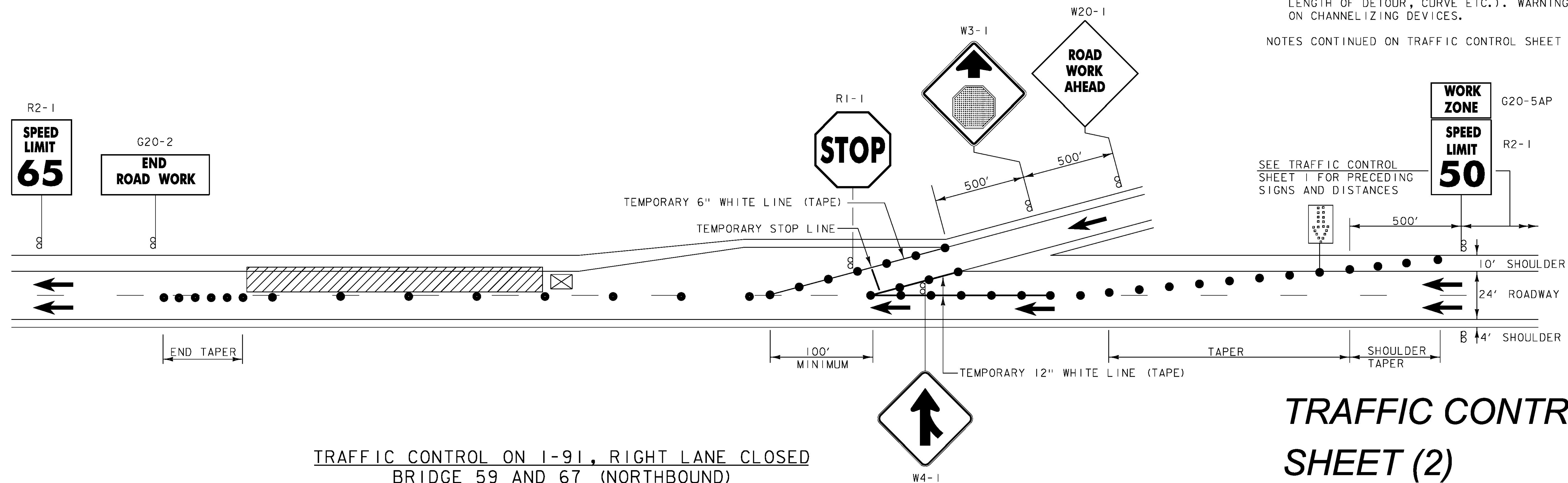
NOT TO SCALE
SEE TRAFFIC CONTROL SHEET 1 FOR SIGNING

TRAFFIC CONTROL NOTES - I-91:

NOTES CONTINUED FROM TRAFFIC CONTROL SHEET (1):

11. CONSTRUCTION SIGNS INSTALLED ON POSTS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST FIVE FEET ABOVE THE EDGE OF PAVEMENT AND THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT, FOUR FEET OUTSIDE THE GUARDRAIL, OR TWO FEET OUTSIDE THE CURBING OR SIDEWALK. THE INSTALLATION OF SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. IN URBAN AREAS, THE BOTTOM OF THE SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE SIDEWALK OR EDGE OF PAVEMENT, WHICHEVER IS HIGHER.
12. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A MINIMUM OF ONE FOOT ABOVE THE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND THE GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
13. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
14. WHERE CONSTRUCTION SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE AASHTO "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POSTS. WHEN ANCHORS ARE INSTALLED, STUBS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
15. THE CONTRACTOR SHALL HAVE SIGNS FOR CLOSURE OF LEFT OR RIGHT LANES INSTALLED BEFORE WORK COMMENCES.
16. THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE ETC.). WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.

NOTES CONTINUED ON TRAFFIC CONTROL SHEET (3).



**TRAFFIC CONTROL ON I-91, RIGHT LANE CLOSED
BRIDGE 59 AND 67 (NORTHBOUND)**

NOT TO SCALE

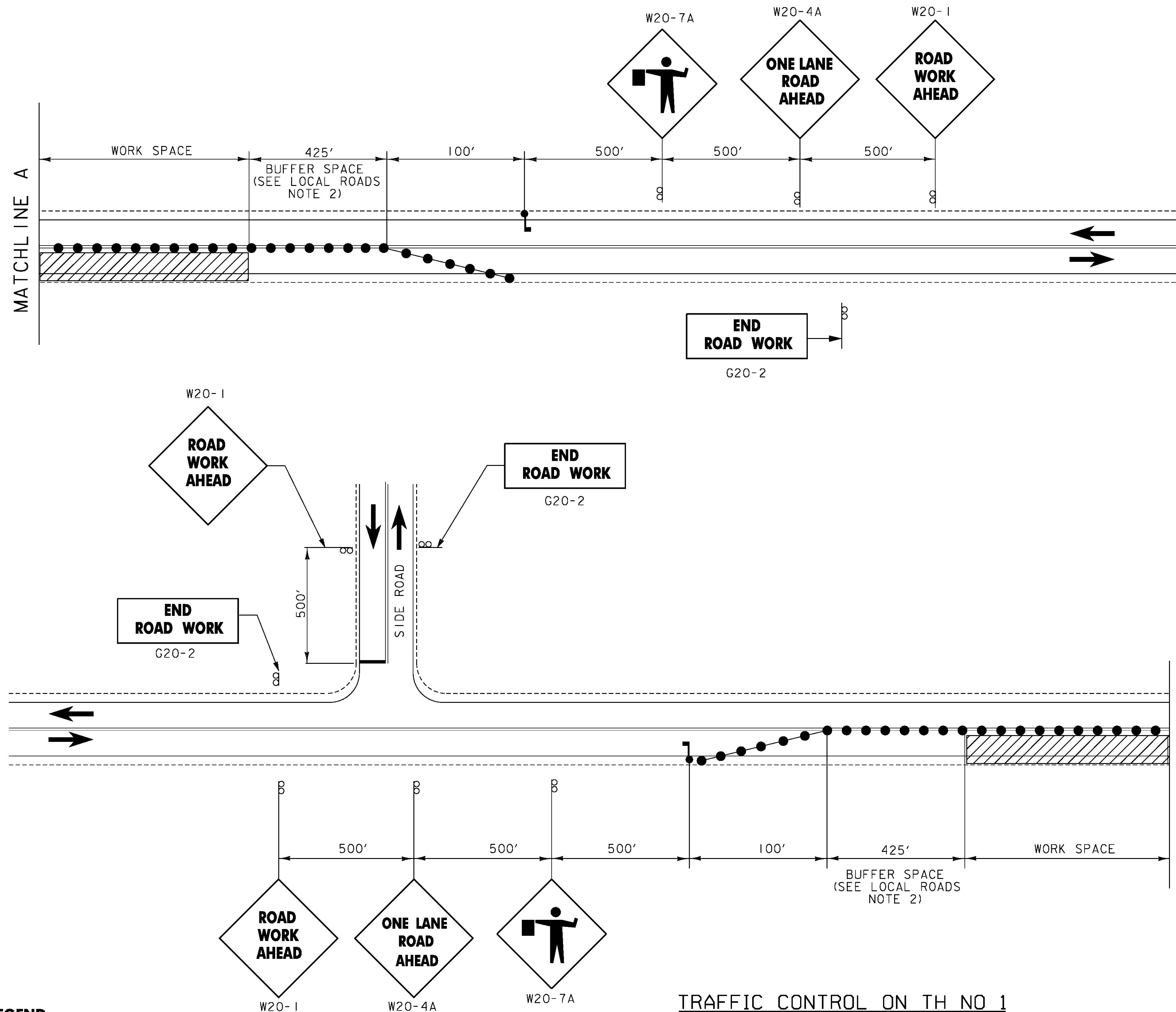
**TRAFFIC CONTROL
SHEET (2)**

PROJECT NAME: BRADFORD-NEWBURY
PROJECT NUMBER: IM BPNT (14)

FILE NAME: z525458tc_2.dgn
PROJECT LEADER: G.K.DONINGTON
DESIGNED BY: S.BROWN
tc2.dgn

PLOT DATE: 11-AUG-2014
DRAWN BY: S.BROWN
CHECKED BY: J.KHERA
SHEET 11 OF 26





**TRAFFIC CONTROL ON TH NO 1
BRIDGES 63N & 63S**
NOT TO SCALE

- LEGEND**
- FLOW OF TRAFFIC
 - FLAGGER
 - WORK AREA
 - REFLECTORIZED PLASTIC DRUM BARRIER

TRAFFIC CONTROL NOTES - I-91:

- NOTES CONTINUED FROM TRAFFIC CONTROL SHEET (2).
17. PLACE LAST CHANNELIZING DEVICE 100 FEET BEYOND THE ANTICIPATED WORK ZONE TERMINAL POINT EACH DAY AND START THE END TAPER. THE END TAPER SHALL BE CONSTRUCTED OF 5 ADDITIONAL RETROREFLECTIVE DRUMS SPACED AT 10 FEET ON CENTER.
 18. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED FOR I-91 LANE CLOSURES AND AT THE DISCRETION OF THE ENGINEER FOR LANE CLOSURES ON OTHER ROADWAYS.
 19. TRAVEL LANES SHALL BE A MINIMUM OF 12 FEET WIDE ON I-91.
 20. AT NO TIME WILL THE CONTRACTOR BE ALLOWED TO HAVE WORKERS' VEHICLES, CONSTRUCTION EQUIPMENT OR STOCKPILED MATERIALS WITHIN THE CLEAR ZONE OF I-91 WITHOUT POSITIVE PROTECTION. POSITIVE PROTECTION SHALL BE AS DIRECTED BY THE ENGINEER.
THE CLEAR ZONE IS DEFINED AS FOLLOWS:
I-91 - 34 FEET FROM THE EDGE OF TRAVELED WAY
 21. THE ARROW BOARD SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY, OR IF PRACTICAL, FURTHER FROM THE TRAVELED LANE AT THE END OF THE SHOULDER TAPER.
 22. BRIDGES 59S AND 67S, I-91 SOUTHBOUND ONE LANE CLOSURE: PROVIDE A GAP IN THE REFLECTORIZED PLASTIC DRUMS IN THE END TAPER SO THAT VEHICLES MAY EXIT I-91.
 23. BRIDGES 59N AND 67N, CONTRACTOR SHALL ENSURE ADEQUATE SIGHT VISIBILITY OF ONCOMING TRAFFIC FOR VEHICLES ENTERING ONTO I-91 FROM A STOPPED CONDITION AT ON-RAMP.
 24. SEE TRAFFIC CONTROL SHEET (1) FOR LEGEND, TAPER RATES, AND DEVICE SPACING TABLE.

TRAFFIC CONTROL NOTES - LOCAL ROADS:

- SEE NOTES ON TRAFFIC CONTROL SHEETS (1) AND (2).
1. THE TRAFFIC CONTROL PLAN SHOWN IS A SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR BRIDGES 58N&S, AND 63N&S TO VTRANS FOR APPROVAL. PAYMENT FOR PREPARING AND SUBMITTING THE TRAFFIC CONTROL PLAN, AND MAKING NECESSARY REVISIONS TO THE PLAN, WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10 - TRAFFIC CONTROL. THE CONTRACTOR SHALL ALLOW TWO WEEKS FOR APPROVAL OF THE TRAFFIC CONTROL PLAN. NO WORK SHALL COMMENCE UNTIL THE CONTRACTOR HAS AN APPROVED TRAFFIC CONTROL PLAN.
 2. THE BUFFER SPACES SHOULD BE EXTENDED SO THAT THE TWO-WAY TRAFFIC TAPER IS PLACED BEFORE A HORIZONTAL (OR CREST VERTICAL) CURVE TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGER AND A QUEUE OF STOPPED VEHICLES.
 3. AT NO TIME WILL THE CONTRACTOR BE ALLOWED TO HAVE WORKERS' VEHICLES, CONSTRUCTION EQUIPMENT OR STOCKPILED MATERIALS WITHIN THE CLEAR ZONE WITHOUT POSITIVE PROTECTION. POSITIVE PROTECTION SHALL BE AS DIRECTED BY THE ENGINEER.
THE CLEAR ZONE IS DEFINED AS FOLLOWS:
VT 25 - 20'
TH NO. 1 - 14'
- CONTINUED ON TRAFFIC CONTROL SHEET (4).

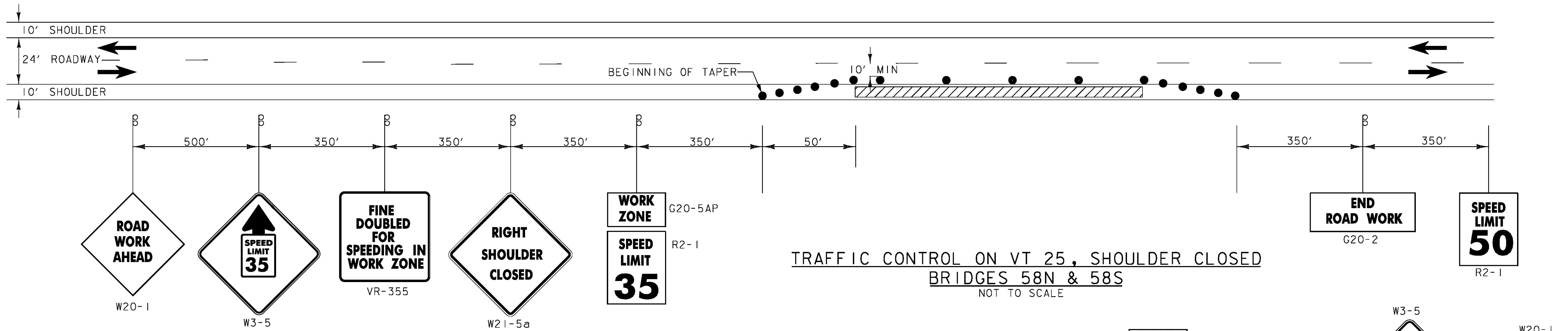
TRAFFIC CONTROL SHEET (3)

PROJECT NAME: BRADFORD-NEWBURY	
PROJECT NUMBER: IM BPNT (14)	
FILE NAME: z525458tc_3.dgn	PLOT DATE: 11-AUG-2014
PROJECT LEADER: G.K.DONINGTON	DRAWN BY: S.BROWN
DESIGNED BY: S.BROWN	CHECKED BY: J.KHERA
tc3.dgn	SHEET 12 OF 26

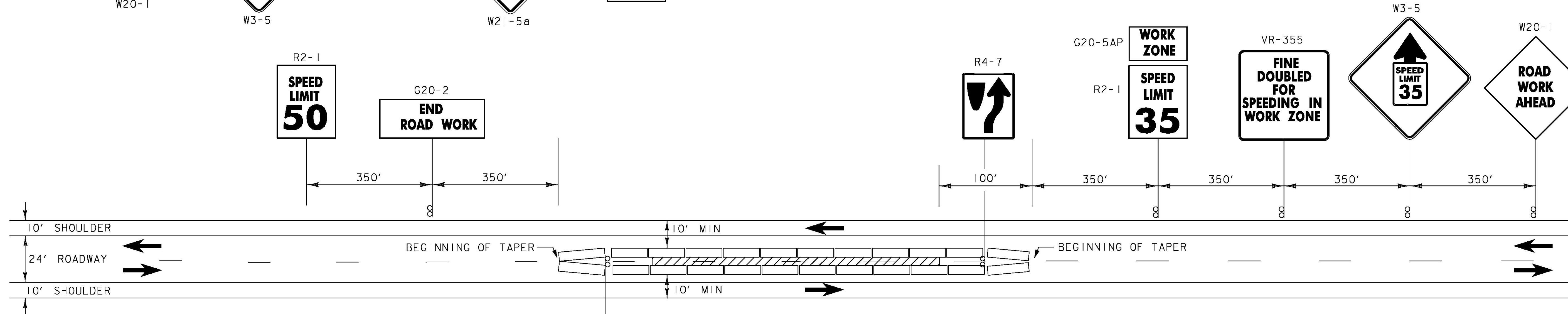


TRAFFIC CONTROL NOTES - LOCAL ROADS:
 NOTES CONTINUED FROM TRAFFIC CONTROL SHEET (3):

- THE SPEED LIMIT ON VT 25 SHALL BE REDUCED TO 35 MPH IN THE WORK ZONE FOR THIS PROJECT. ANY EXISTING SPEED LIMIT SIGNS WITHIN THE SPEED REDUCTION AREA SHALL BE COMPLETELY COVERED.



TRAFFIC CONTROL ON VT 25, SHOULDER CLOSED
 BRIDGES 58N & 58S
 NOT TO SCALE

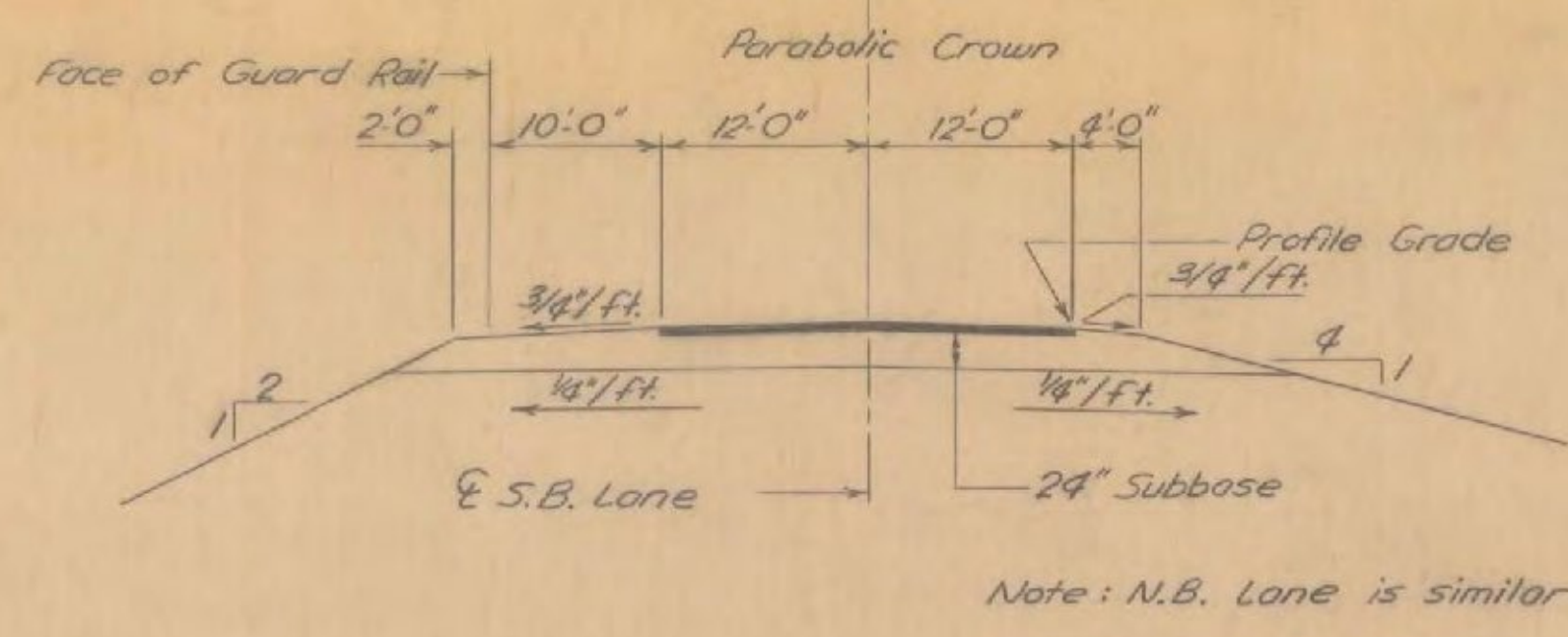


TRAFFIC CONTROL ON VT 25, CENTER PORTION CLOSED
 BRIDGES 58N & 58S
 NOT TO SCALE

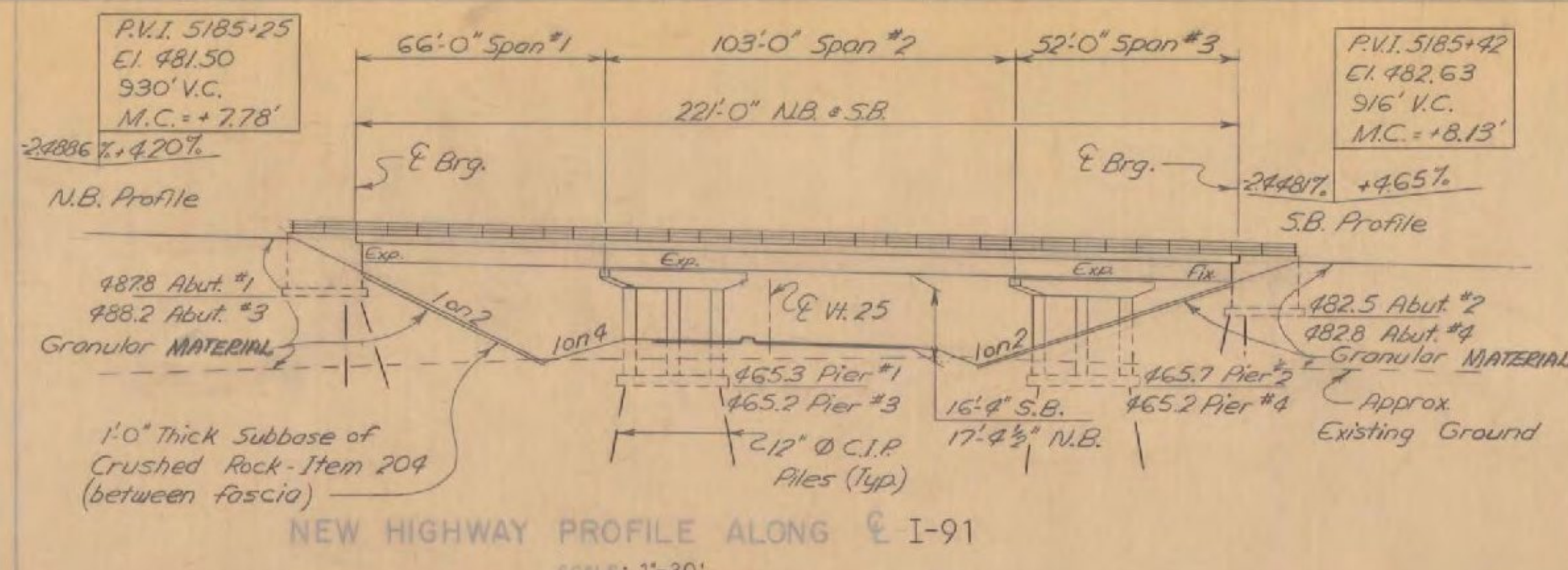
TRAFFIC CONTROL SHEET (4)

PROJECT NAME:	BRADFORD-NEWBURY
PROJECT NUMBER:	IM BPNT (14)
FILE NAME:	z525458tc_4.dgn
PROJECT LEADER:	G.K.DONINGTON
DESIGNED BY:	S.BROWN
tc4.dgn	
PLOT DATE:	11-AUG-2014
DRAWN BY:	S.BROWN
CHECKED BY:	J.KHERA
SHEET	13 OF 26

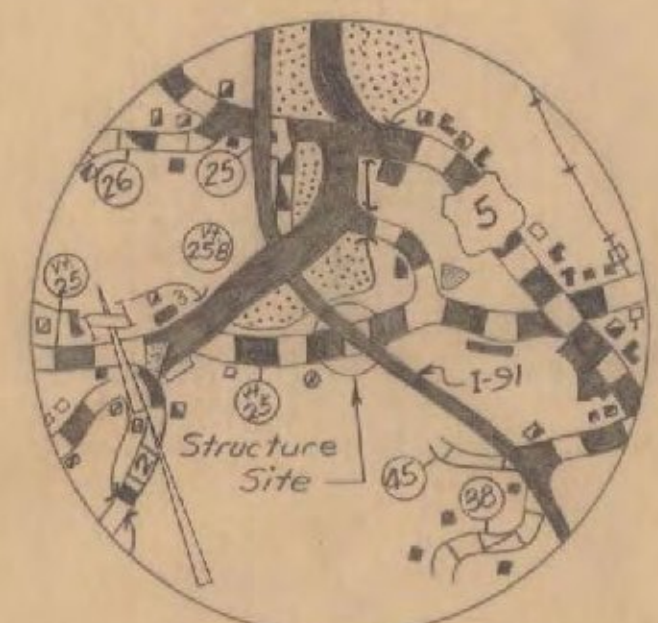
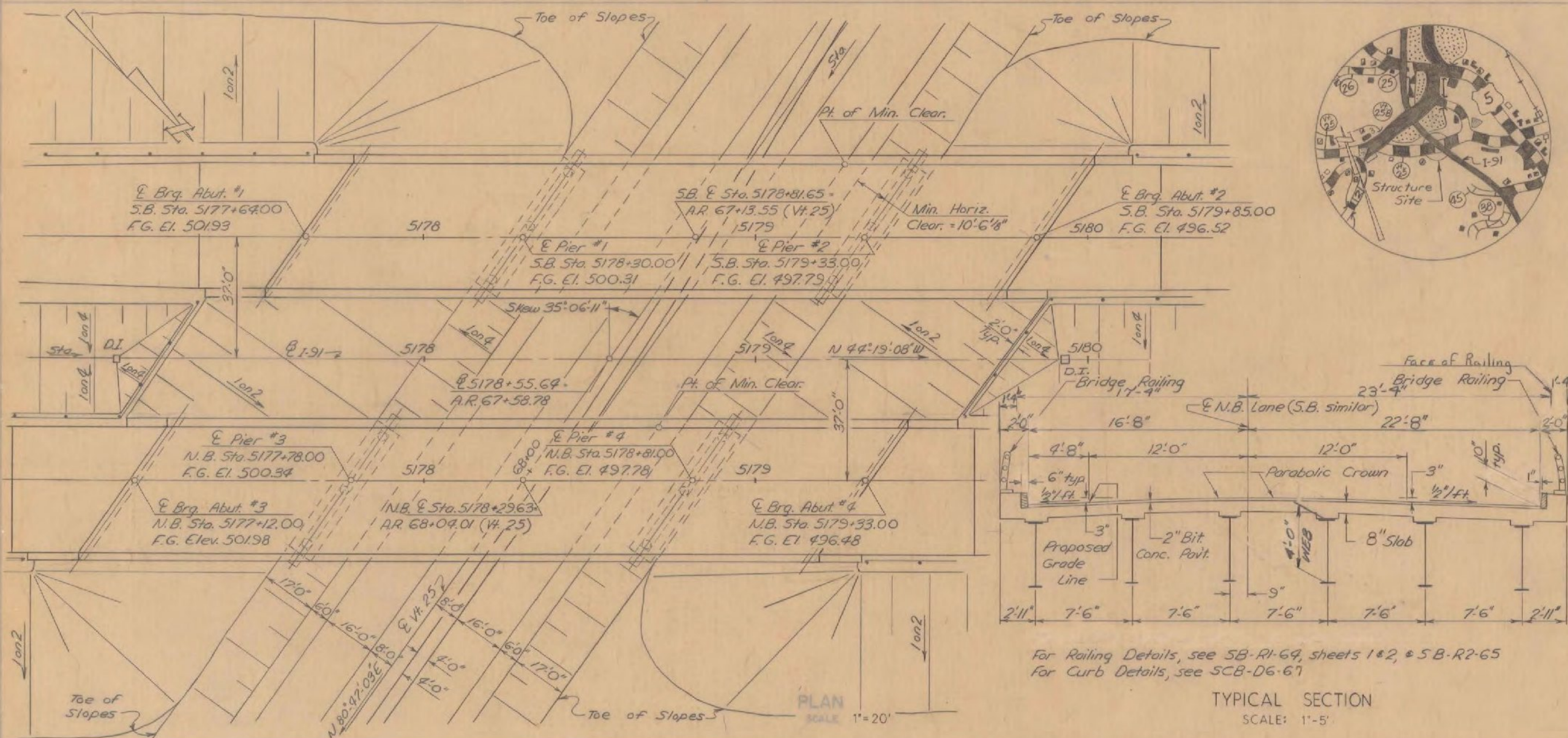




NEW HIGHWAY SECT. STA. 5175+00 TO STA. 5182+00
SCALE: 1"=10'



NEW HIGHWAY PROFILE ALONG E-I-91
SCALE: 1"=30'



For Railing Details, see SB-R1-69, sheets 1 & 2, & SB-R2-65
For Curb Details, see SCB-D6-67

TYPICAL SECTION
SCALE: 1"=5'

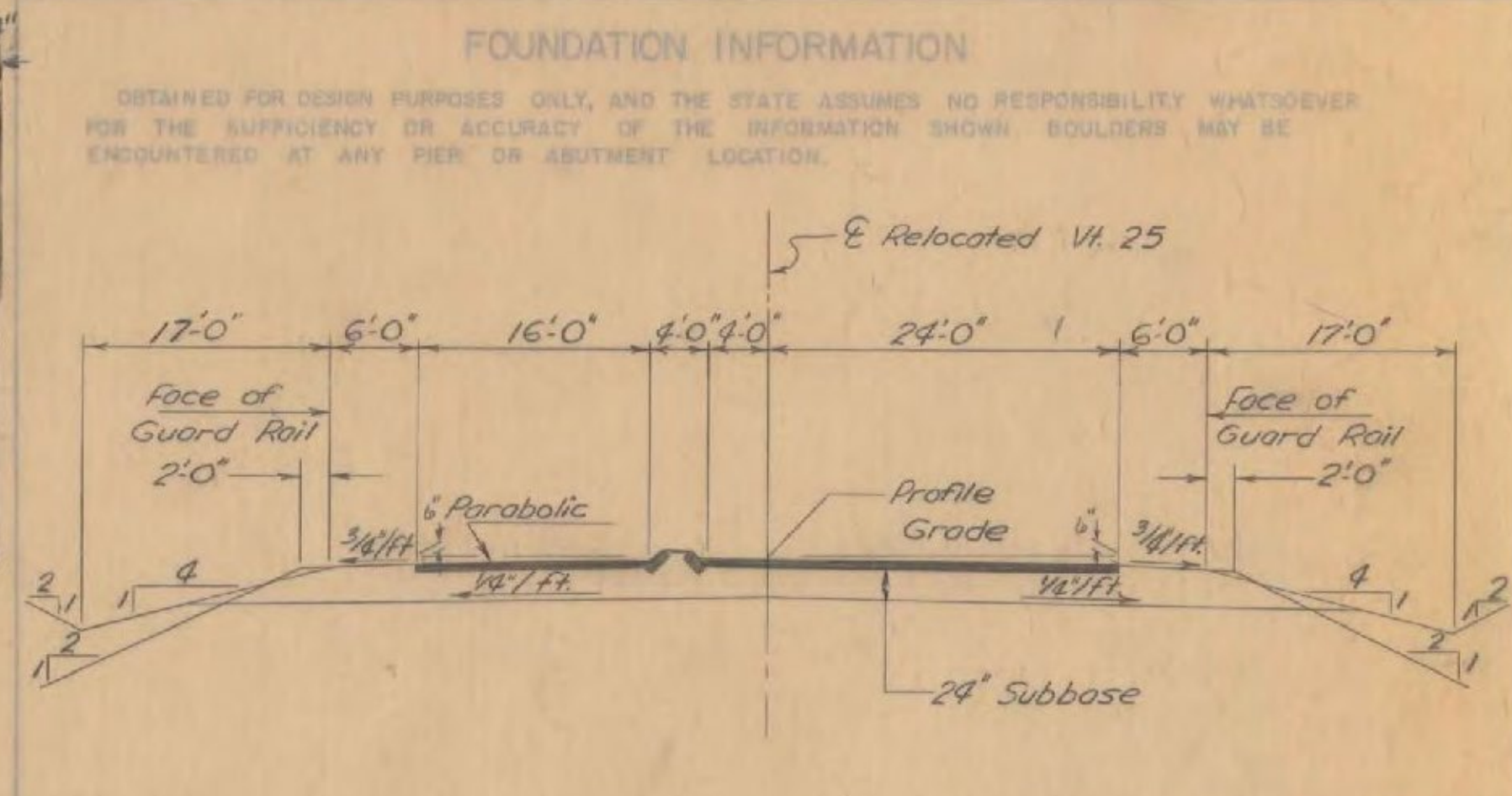
HIGHWAY NO I 91 NAME OF HIGHWAY INTERSTATE ROUTE 91
STRUCTURE NO COUNTY ORANGE TOWN BRADFORD
PROJECT NO. I 91-2101 LOCATION I-91 OVER VT. 25 (BRADFORD INTERCHANGE)

EXISTING STRUCTURE

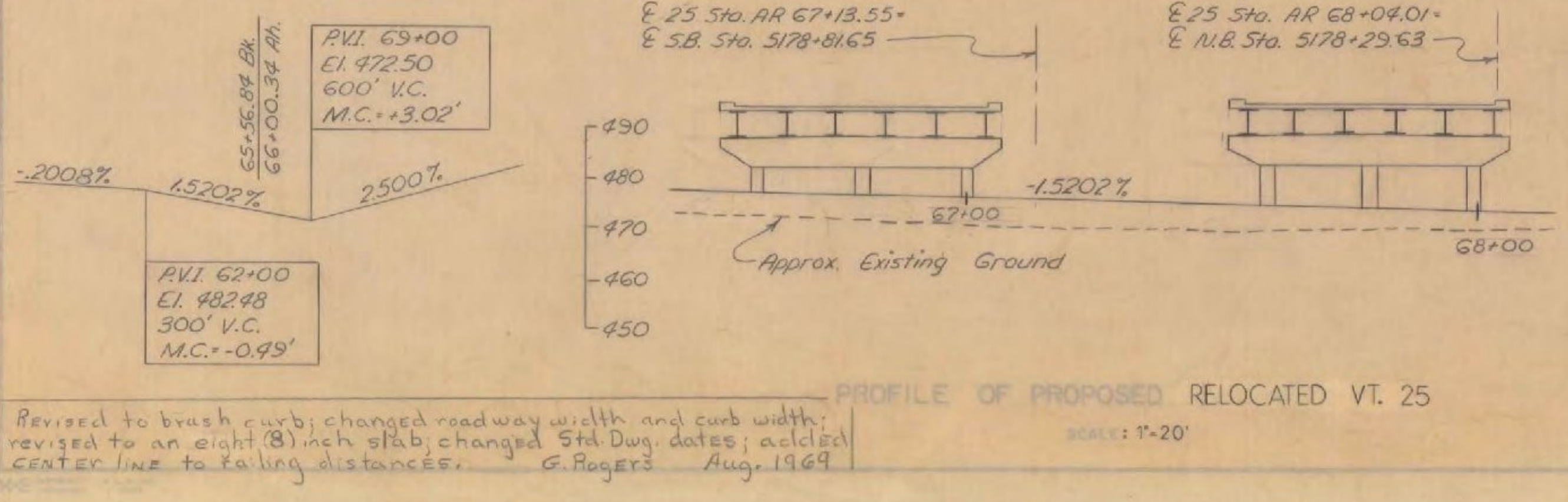
- RATED LOADS OF EXISTING STRUCTURE
- TYPE OF EXISTING STRUCTURE
- UNDERCUTS: ELEVATION OF EXISTING STRUCTURE
- WHAT DISPOSITION SHOULD BE MADE OF EXISTING STRUCTURE? COST OF REMOVAL
- SHOULD EXISTING STRUCTURE BE USED TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF NEW STRUCTURE?
- SHOULD NEW TEMPORARY STRUCTURE BE BUILT?
- ORDINARY HIGH WATER SURFACE ELEV. AT EXISTING STRUCTURE WATERWAY TO ORDINARY H.W.
- EXTREME HIGH WATER AT EXISTING STRUCTURE WATERWAY TO EXTREME H.W.
- SPAN OF EXISTING BRIDGE UPSTREAM WATERWAY TO EXTREME H.W.
- SPAN OF EXISTING BRIDGE DOWNSTREAM WATERWAY TO EXTREME H.W.
- TYPE OF FOUNDATION UNDER EXISTING ABUTMENTS
- DOES ALL WATER AT FLOOD ELEVATION PASS THROUGH EXISTING STRUCTURE?
- IF NOT AT WHAT ELEVATION IS RELIEF AFFORDED?
- ADDITIONAL WATERWAY AREA PROVIDED

NEW STRUCTURE

- RECOMMENDED TYPE OF STRUCTURE Three Span Continuous Welded Plate Girder, Composite
- RECOMMENDED CLEAR SPAN OR SPANS 66'-0", 103'-0", 52'-0"
- MEASURED PARALLEL TO E NEW HIGHWAY 66'-0", 103'-0", 52'-0"
- MEASURED AT RIGHT ANGLES TO E STREAM
- ARE THERE OBJECTIONS TO A PIER IN THE STREAM? ANSWER YES OR NO
- ORDINARY HIGH WATER ELEVATION AT NEW STRUCTURE SOURCE OF INFORMATION
- EXTREME HIGH WATER ELEVATION AT NEW STRUCTURE SOURCE OF INFORMATION
- DOES STREAM REACH ITS MAXIMUM HIGH WATER ELEVATION RAPIDLY? IS ORDINARY RISE RAPID?
- LOW WATER ELEVATION AT NEW STRUCTURE
- DRAINAGE AREA IN ACRES ABOVE STRUCTURE CHARACTER OF TERRAIN
- IS STREAM EVER DRY
- VELOCITY OF STREAM AT HIGH WATER STAGE ESTIMATED DISCHARGE
- AREA FULL OPENING AREA BELOW ORDINARY H.W.
- CHARACTER OF SCOUR DRIFT ICE
- ESTIMATED DRAINAGE AREA ABOVE NATURAL OR ARTIFICIAL STORAGE
- VERTICAL CLEARANCE ABOVE FLOOD ELEVATION
- ARE SIDEWALKS REQUIRED? IF SO ON WHAT SIDE? No BOTH SIDES
- RECOMMENDED TYPE OF PAVEMENT 2" Bituminous Concrete, 8" Concrete
- TRAFFIC TO BE MAINTAINED UNDER ITEM NO. ONE OR TWO WAYS PROBABLE COST
- PROBABLE COST OF CLEARING AND GRUBBING STREAM CHANNEL AT STRUCTURE SITE
- SHOULD PROVISIONS BE MADE FOR PUBLIC UTILITIES? No
- ESTIMATED ALLOWABLE LOAD ON FOUNDATIONS 40 Tons/ft² SHOULD PILES BE USED? Yes EST. LTH. See Boring Log



TYPICAL APPROACH SECTION (VT. RTE 25)
SCALE: 1"=10'



PROFILE OF PROPOSED RELOCATED VT. 25
SCALE: 1"=20'

Note:
All materials and construction shall conform to the State of Vermont, Department of Highways, Standard Specifications for Highway and Bridge Construction dated April 1969 and AASHTO Standard Specifications dated 1969.

Structure designed for HS 20-44 loading modified for National System of Interstate Highways, applied in accordance with the provisions of the AASHTO Standard Specifications Art 1-2.8.

Design Stresses
Concrete: $f_c = 3000$ psi, $f_c = 1200$ psi
Structural Steel: $f_s = 20,000$ psi
(A-36 other steels as per AASHTO specifications)
Reinforcing Steel: $f_s = 20,000$ psi (tension)
 $f_s = 16,000$ psi (compression)

RECOMMENDED FOR APPROVAL	<i>[Signature]</i>	12/18/69	DATE
CONSTRUCTION ENGINEER			
RECOMMENDED FOR APPROVAL	<i>[Signature]</i>	12/18/69	DATE
DESIGN ENGINEER			
RECOMMENDED FOR APPROVAL	<i>[Signature]</i>	12/18/69	DATE
SEAL OF ENGINEER			

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

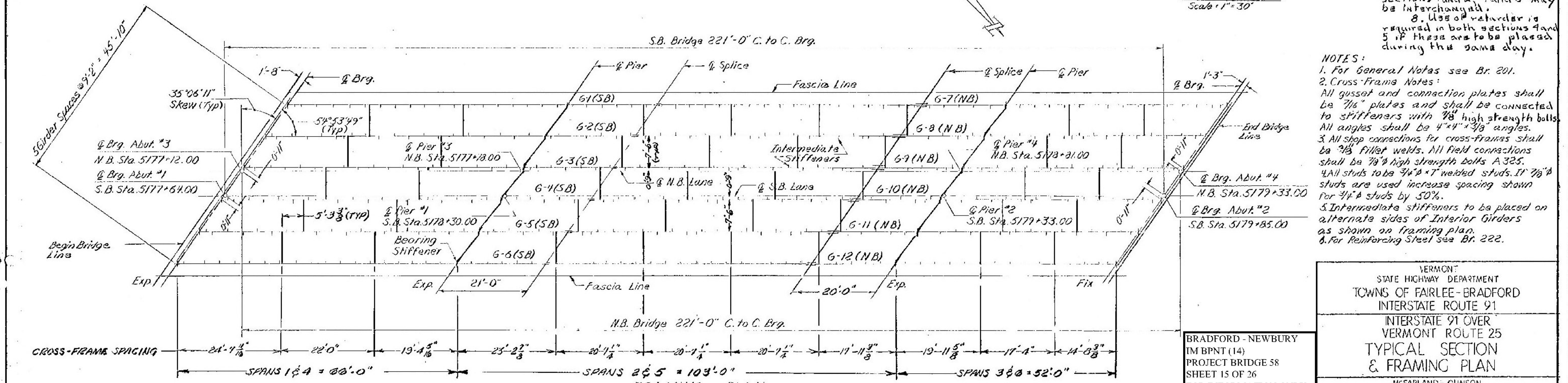
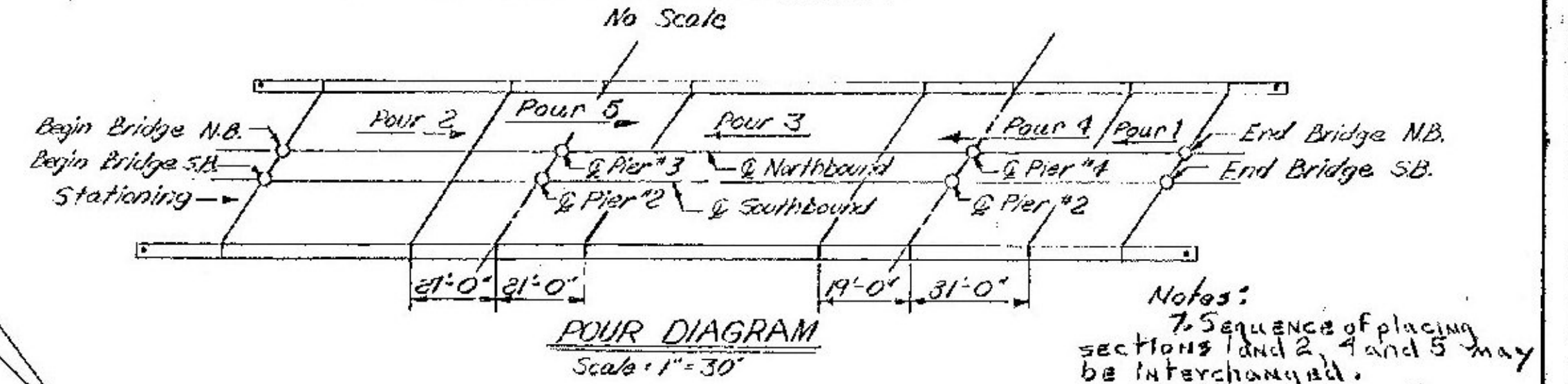
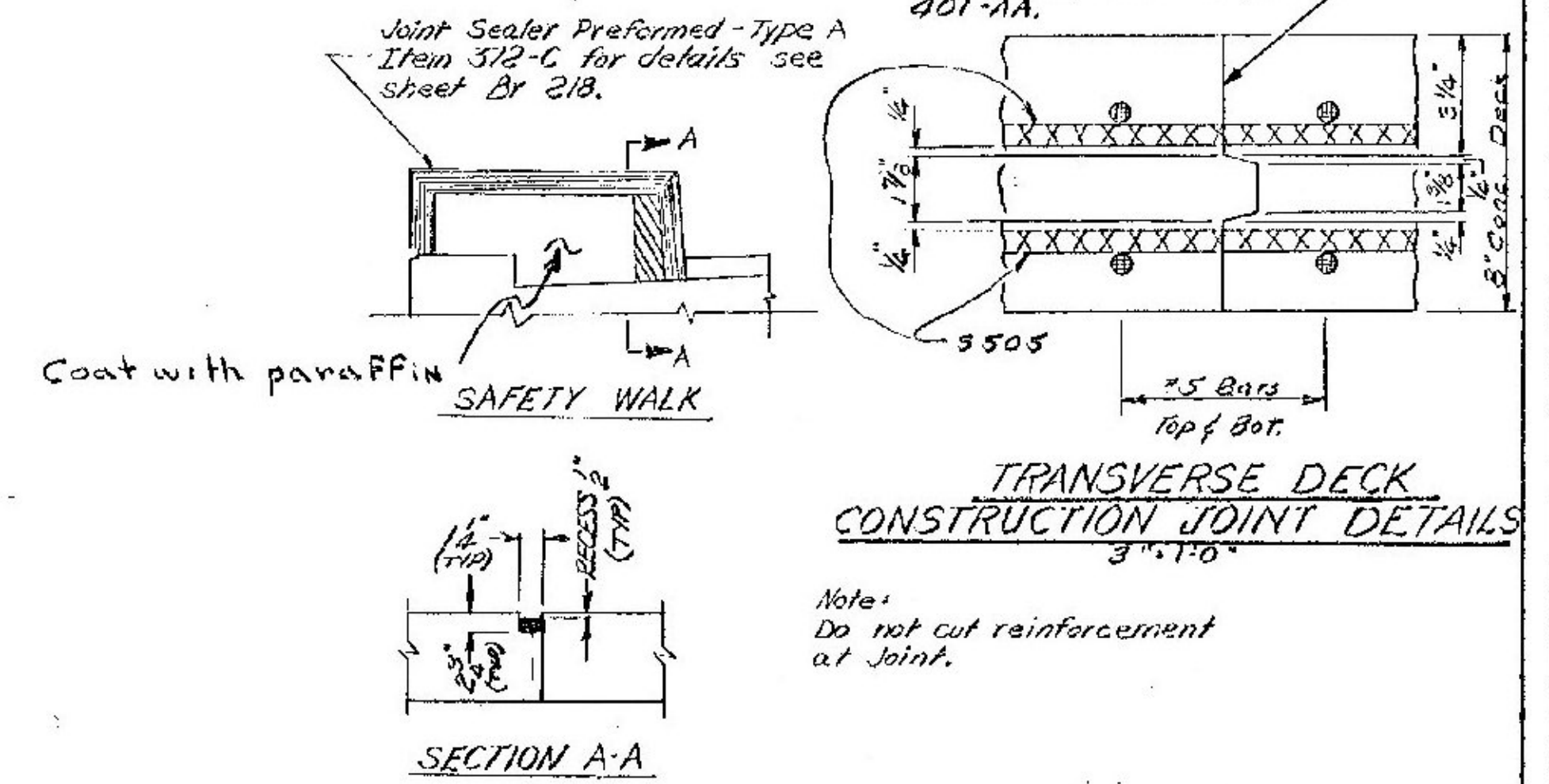
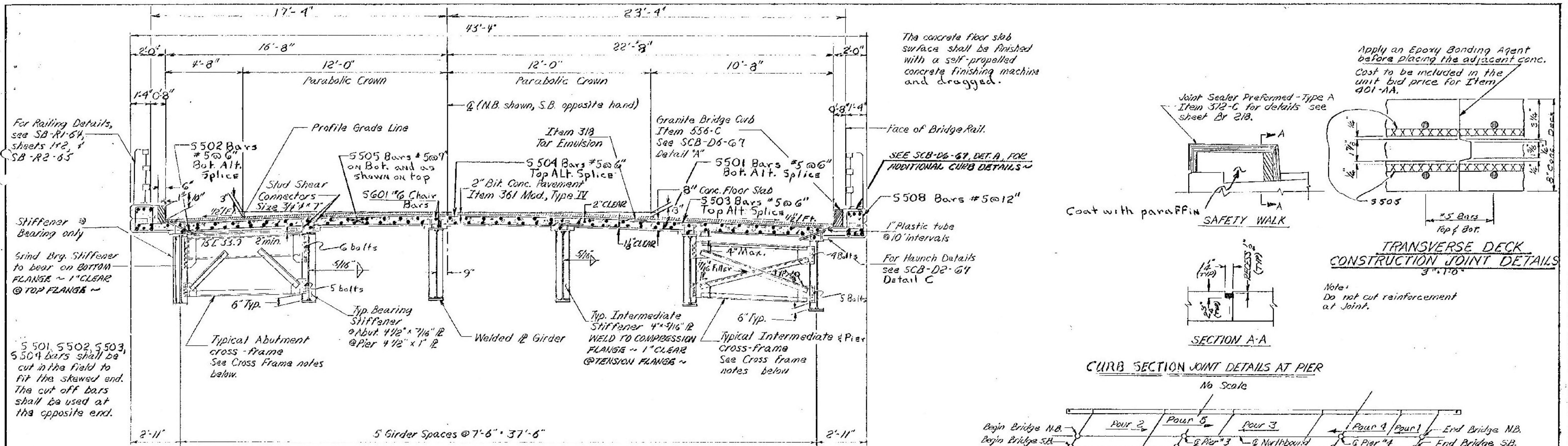
191 IN THE TOWNS OF
FAIRLEE - BRADFORD

ROUTE NO I 91 LOG STA NB 5178+29.63
SB 5178+81.65
INTERSTATE 91 OVER VERMONT RTE. 25

MCFARLAND - JOHNSON
CONSULTING ENGINEERS

PROJECT NO I 91-2101 SHEET 171 OF 868

BRADFORD - NEWBURY
IM BPNT (14)
PROJECT BRIDGE 58
SHEET 14 OF 26
FOR INFORMATION ONLY



BRADFORD - NEWBURY (M BPT) (14) PROJECT BRIDGE 58 SHEET 15 OF 26 FOR INFORMATION ONLY

VERMONT STATE HIGHWAY DEPARTMENT TOWNS OF FAIRLEE - BRADFORD INTERSTATE ROUTE 91 INTERSTATE 91 OVER VERMONT ROUTE 25 TYPICAL SECTION & FRAMING PLAN

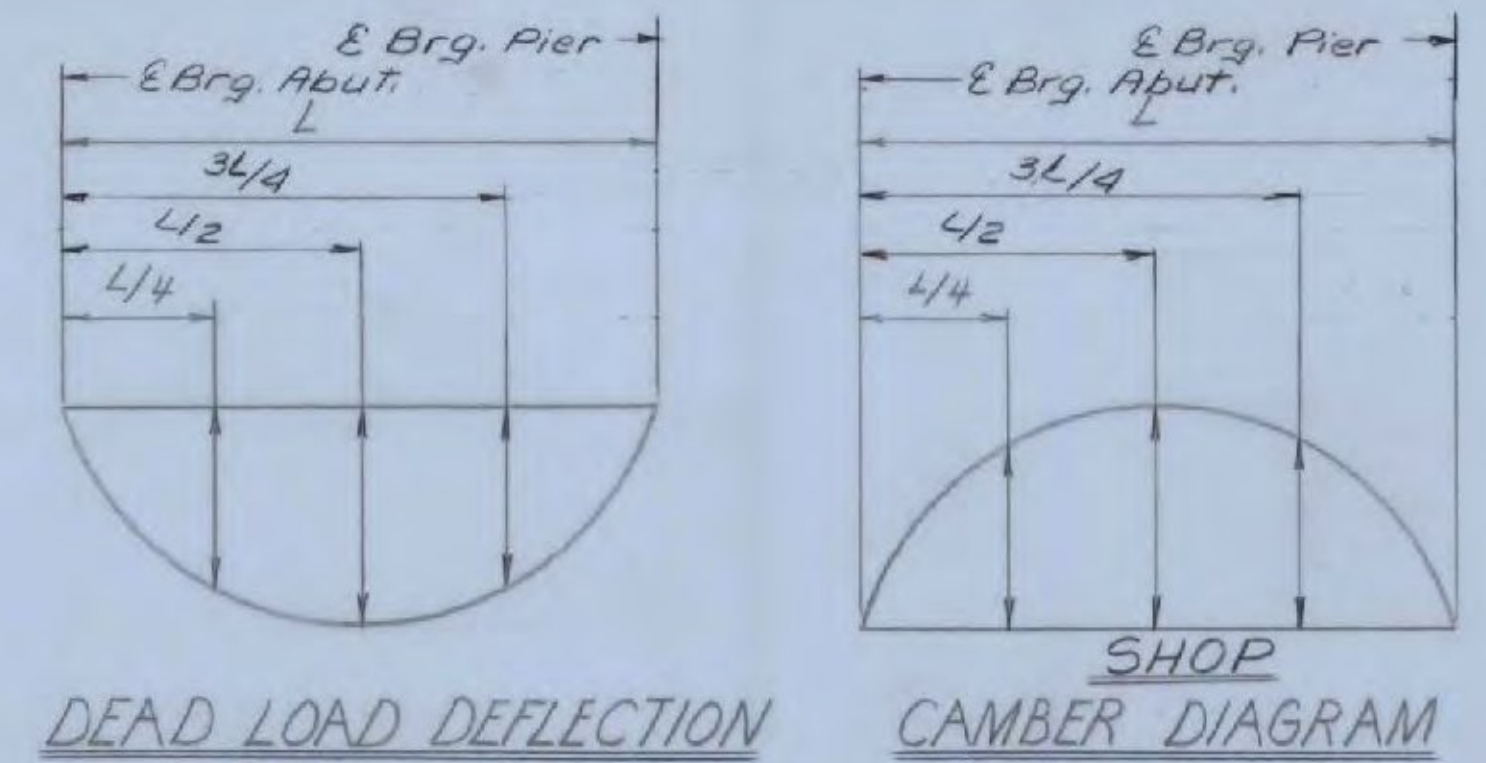
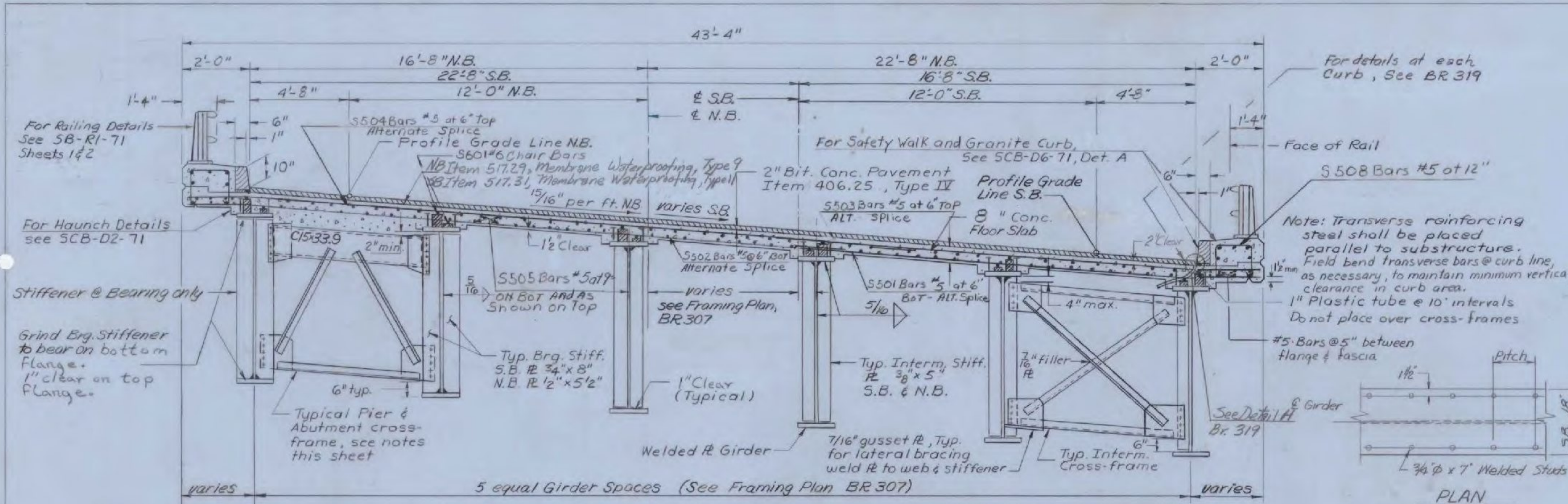
McFARLAND-CHINSON CONSULTING ENGINEERS BINGHAMTON, NEW YORK

DESIGNED NA CHECKED R.F.C. DATE 5-5-67
DRAWN J.F.M. IN CHARGE H.G.C. SCALE AS SHOWN

PROJECT NO. I 91-2(10) SH 173 OF 868

Rev. to brush curb; added deck reinf.; chg. roadway width and curb width; added notes 7 and 8 to pour diagram; chg. 5th Div. dates; added crown details; added note on use of paraffin on curb; chg. two rows of intermediate cross-frames to pier cross-frames; added note on fit of stiffeners; chg. notes 2 & 3. Aug 1969

Revised Typical Section to reflect the change in size of stiffeners, revised spacing of cross frames LIND - JAR - 12/67



Maximum Live Load Deflection: N.B. 3/4"
 S.B. 1/8"

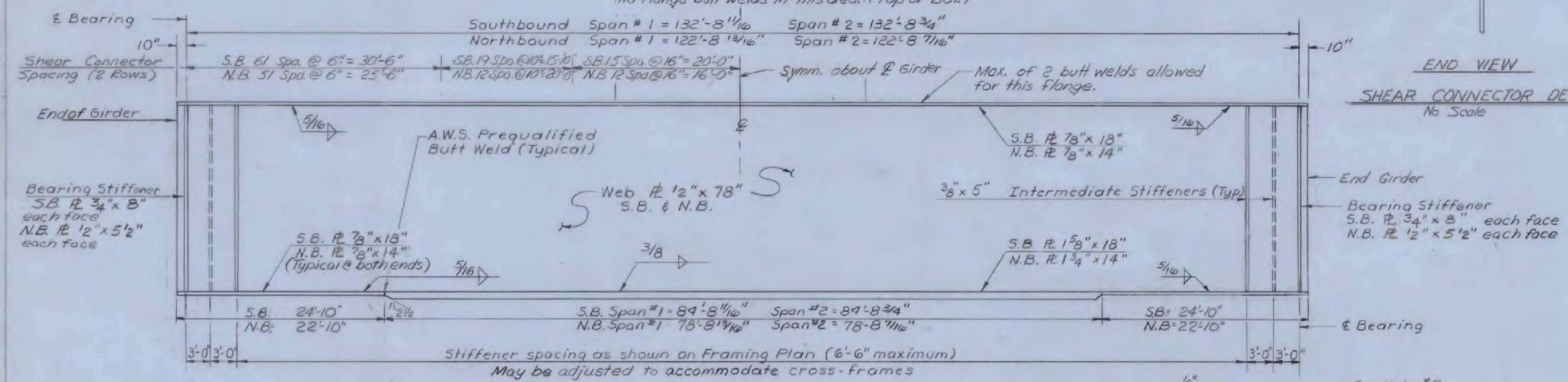
DEAD LOAD DEFLECTION TABLE

	1/4	1/2	3/4
S.B. Fascia	2 1/2"	3 3/8"	2 1/2"
S.B. Interior	2 1/8"	3 1/8"	2 3/8"
N.B. Fascia	2 3/8"	2 1/8"	2 3/8"
N.B. Interior	2 1/4"	2 1/8"	2 1/4"

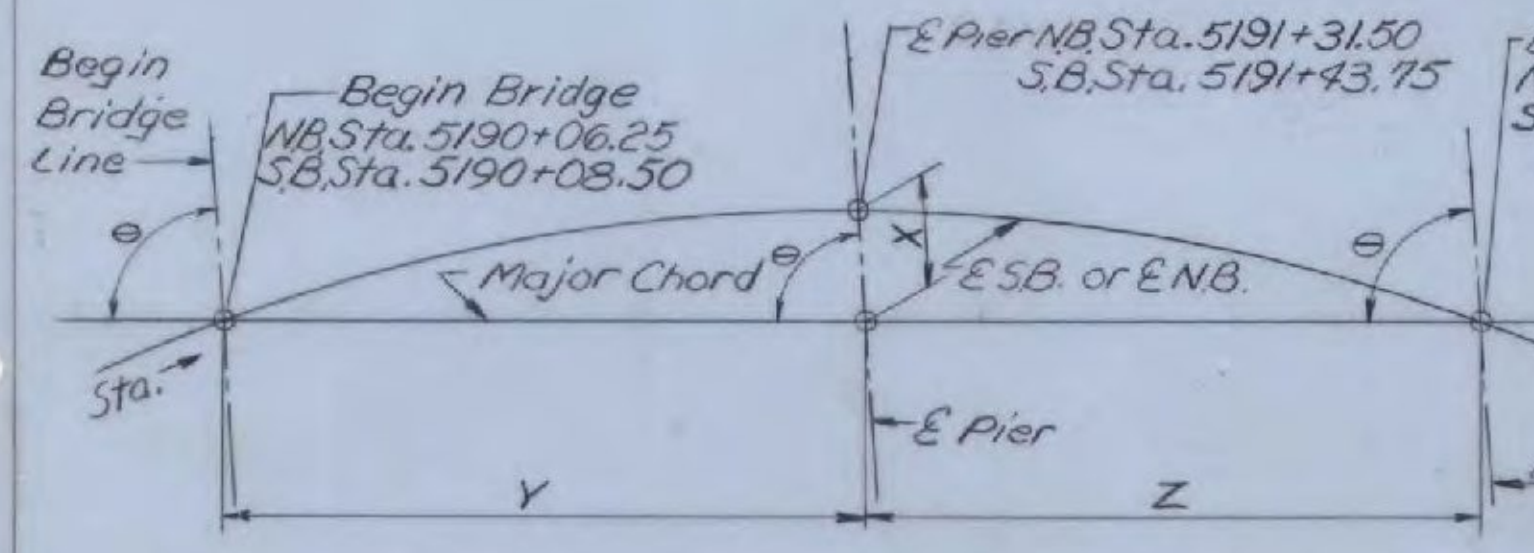
~ SHOP CAMBER TABLE ~

	1/4	1/2	3/4
S.B. Fascia Span #1	3 1/8"	4 3/8"	3 1/8"
S.B. Interior Span #1	3 1/4"	4 3/8"	3 1/4"
S.B. Fascia Span #2	3 3/8"	4 3/8"	3 3/8"
S.B. Interior Span #2	3 1/4"	4 3/8"	3 1/4"
N.B. Fascia Span #1	2 3/4"	3 1/8"	2 3/4"
N.B. Interior Span #1	2 1/8"	3 1/8"	2 1/8"
N.B. Fascia Span #2	2 3/4"	3 1/8"	2 3/4"
N.B. Interior Span #2	2 1/8"	3 1/8"	2 1/8"

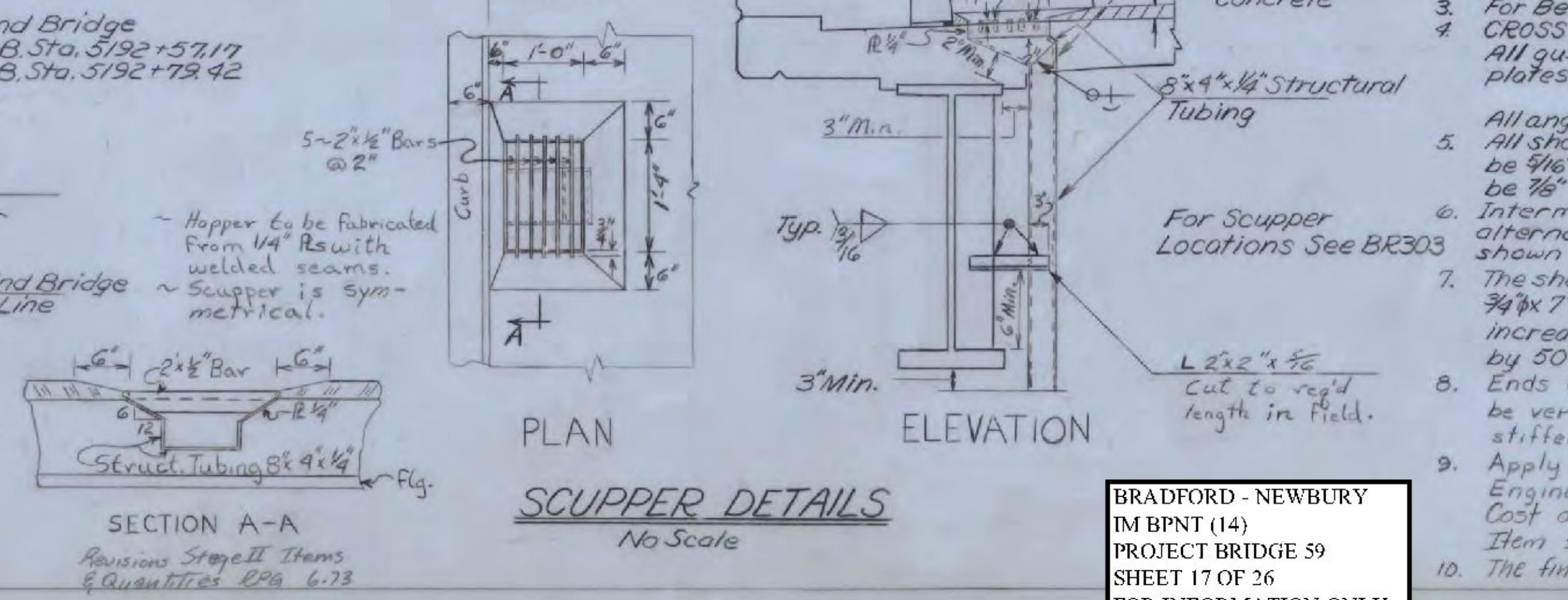
Stage II Construction



- NOTES:**
- For General Notes, see BR303.
 - For Joint Details, see BR303.
 - For Beam Haunch Details, see SCB-D2-71 C
 - CROSS-FRAME NOTES:** All gusset and connection plates shall be 7/16" plates. All angles shall be 4"x4"x 3/8" angles. All shop connections for cross-frames shall be 5/16" fillet welds. All field connections shall be 7/8" high strength bolts. Intermediate stiffeners to be placed on alternate sides of Interior Girders as shown on Framing Plan. The shear connectors are designed to be 3/4"x7" welding studs. If 1/2" are used increase the spacing shown for 3/4" studs by 50%. Ends of girders and bearing stiffeners shall be vertical in erected position. Intermediate stiffeners shall be perpendicular to the flanges. Apply epoxy bonding agent as approved by the Engineer prior to placing deck concrete. Cost of this work shall be incidental to Item 501.20. The final coat of field paint shall be green.



LOCATION	θ	X	Y	Z
S.B. BRIDGE	91°44'25"	4.94'	134.99'	135.70'
N.B. BRIDGE	86°52'50"	4.81'	125.40'	125.28'



Revised scupper details, rev. of FF. G. Rogers 12/8/69

Revisions

Rdwy Rev. to 39'4"
 Safety Walk Rev. to 2'-0"
 Deck Steel added to TYPICAL SECTION
 Rev. Cross Frame Connections on Details
 Deck Thickness Rev. to 8"

R. ALDRICH
 7/16/69

VERMONT
 STATE HIGHWAY DEPARTMENT
 TOWN OF BRADFORD
 INTERSTATE ROUTE 91

INTERSTATE 91 OVER BR 59
 WAITS RIVER

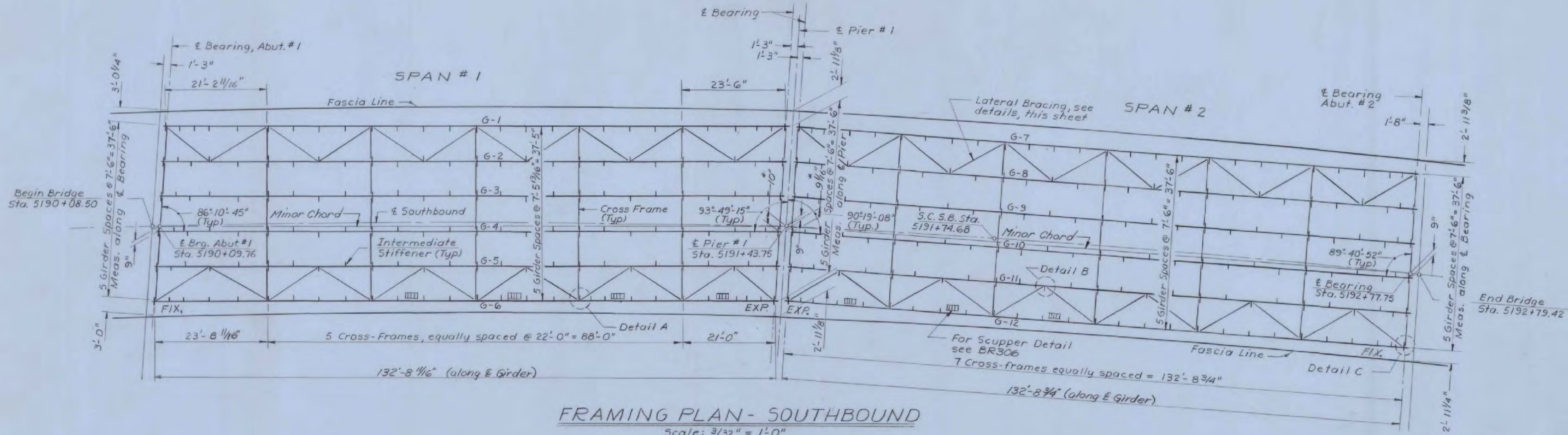
TYP SECTION & GIRDER DETAILS

MSFARLAND-JOHNSON
 CONSULTING ENGINEERS
 BINGHAMTON, NEW YORK

DESIGNED MA CHECKED RJC DATE 7-24-67
 DRAWN SMC IN CHARGE HBC SCALE As Shown

PROJECT NO. I91-2(26) SH 387 OF 430.

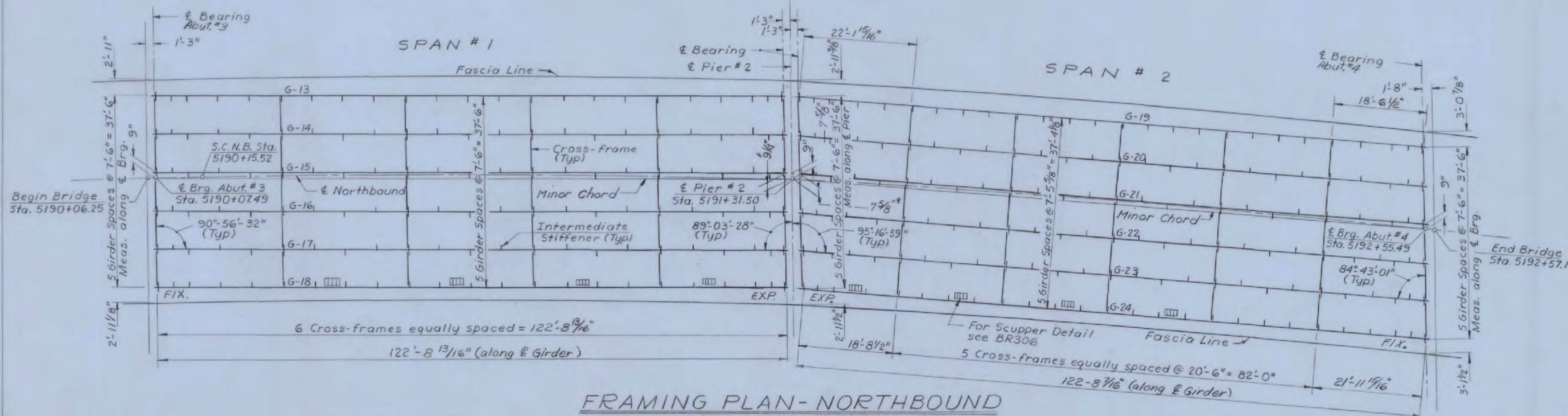
BRADFORD - NEWBURY
 IM BPNT (14)
 PROJECT BRIDGE 59
 SHEET 17 OF 26
 FOR INFORMATION ONLY



FRAMING PLAN - SOUTHBOUND

Scale: 3/32" = 1'-0"

* See Detail A on BR.317 & BR.318



FRAMING PLAN - NORTHBOUND

Scale: 3/32" = 1'-0"

NOTES

1. For General Notes, see BR303.
2. For Bearing Details, see BR308.
3. For Scupper Details, see BR306.
4. For Railing & Curb Plan, see BR308.
5. For Joint Detail at abutments and piers see BR309.
6. For Beam Haunch Details, see SCB-D2-71.
7. All shop connections for cross-frames shall be 5/16" fillet welds. All field connections shall be 7/8" φ high strength bolts.
8. For Scupper Spacing, see BR303.
9. If Deck Overhang Forms are Supported by Flanging Type Brackets, their Max. Spacing Shall be 4'-0".

Revisions

Lateral Bracing Rev. From L4"x4"x3/8" To WT5 x 14.5
R. Blodish 9/17/69

VERMONT STATE HIGHWAY DEPARTMENT
TOWN OF BRADFORD
INTERSTATE ROUTE 91
WAITS RIVER BR 59

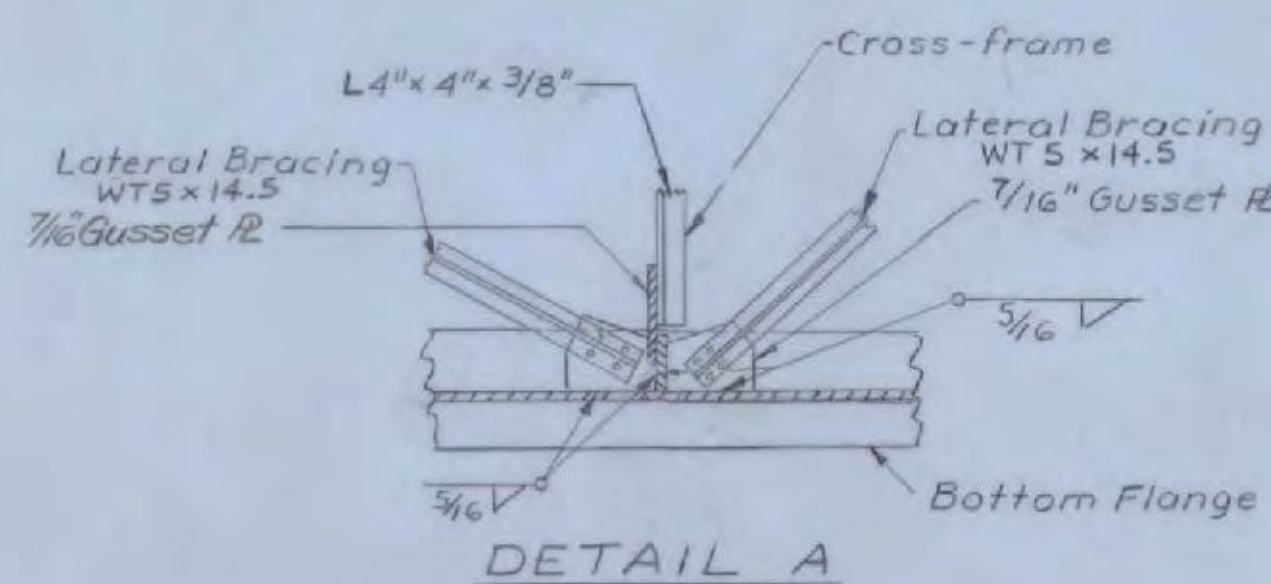
FRAMING PLAN

McFARLAND - JOHNSON
CONSULTING ENGINEERS
BINGHAMTON, NEW YORK

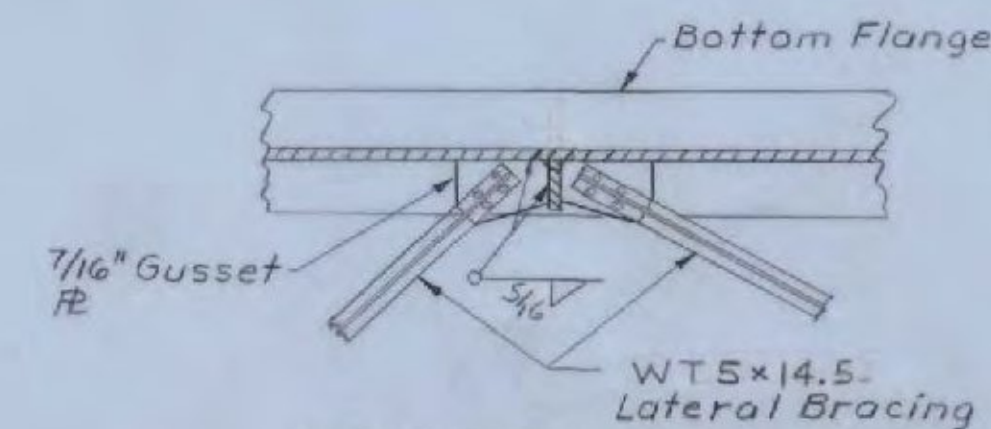
DESIGNED BRK CHECKED RFD DATE 7-24-67
DRAWN RMS IN CHARGE HGC SCALE AS SHOWN

PROJECT NO. I91-2(74) SH 66 OF 181

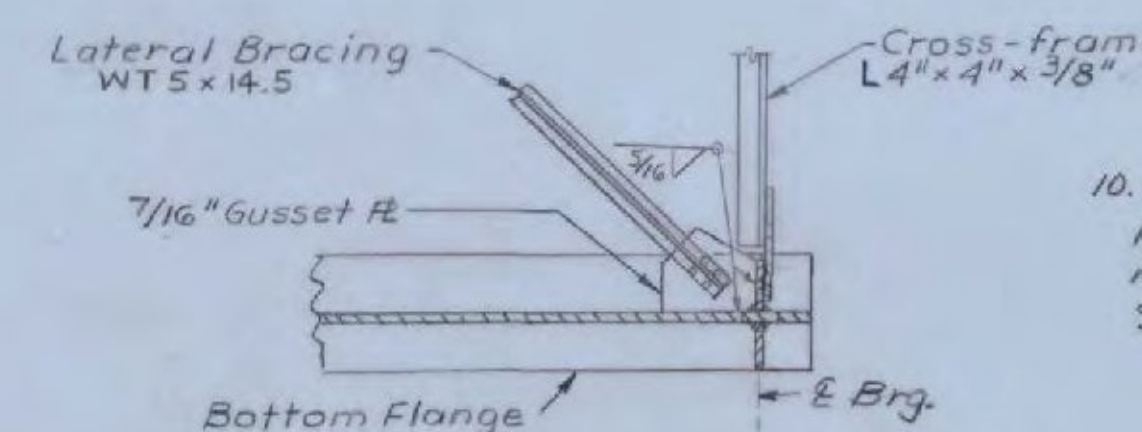
BR 307



DETAIL A



DETAIL B



DETAIL C

LATERAL BRACING DETAILS

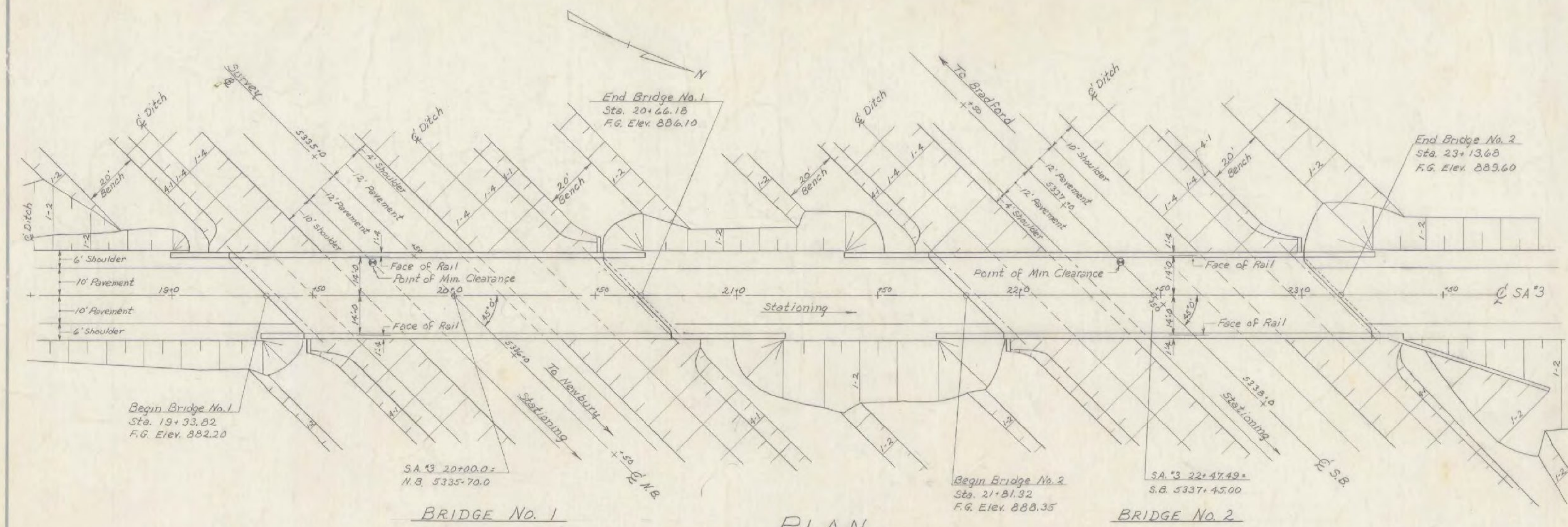
No Scale

10. All Structural Steel shall be cleaned prior to shop painting using any method specified in Section 513.03, Surface Preparation.

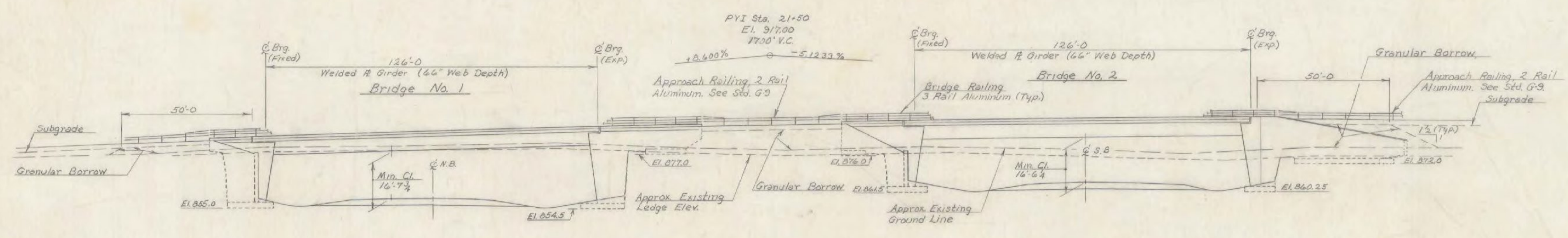
BRADFORD - NEWBURY
IM BPNT (14)
PROJECT BRIDGE 59
SHEET 18 OF 26
FOR INFORMATION ONLY

GENERAL NOTES

1. For additional General Notes, see Std. Sh. SCB-DI-71
2. Elevation Datum is sea level based on nearest U.S. Government vertical control.
3. Superstructure Concrete shall be Concrete Class A, Item 501.2.0. All other concrete shall be Concrete Class B, Item 501.2.5
4. For construction joint details see SCB-D6-71, Det. B.
5. No scuppers shall be used on this structure.
6. Reinforcing steel shall have 3" clear cover in abutment footings and 2" elsewhere except where otherwise noted.
7. Wingwall concrete shall not be placed above adjacent bridge seat elevation until beams have been profiled and final grade established by the Engineer.
8. Abutment No. 2 & 4 backwalls shall be coated with Paint Waterproofing. Bridge seats at Abutments No. 2 & 4 shall be coated with Epoxy Coating Compound. Backwalls & bridge seats at Abutments No. 1 & 3 and all other exposed abutment concrete not otherwise treated shall be coated with Water Repellent.
9. Concrete at ends of wings adjacent to deck shall not be placed until expansion joints or waterstops are set. This may be done with a blocked-out section or an additional construction joint full length of wing.



PLAN
Scale: 1" = 20'



ELEVATION
Scale: 1" = 20'

REFERENCE DRAWINGS

Plan Sheet I 91 N.B. & S.B. Sta. 5323+0 to Sta. 5339+0
 Profile Sheets I 91 N.B. & S.B. Sta. 5323+0 to Sta. 5339+0
 SA #3 Sta. 12+0 to Sta. 37+0
 Section Sheets I 91 N.B. Sta. 5334+0 to Sta. 5338+50
 I 91 S.B. Sta. 5336+50 to Sta. 5339+0
 SA #3 Sta. 19+0 to Sta. 24+50

STANDARD DRAWINGS

G-9
 SB-R1-71 Sh. 1 of 2 8-24-71
 SB-R1-71 Sh. 2 of 2 10-5-71 R
 SCB-D1-71 12-14-71
 SCB-D4-71 12-14-71
 SCB-D6-71 Det. A & B 12-14-71
 SCB-D9-71 Det. B 12-14-71

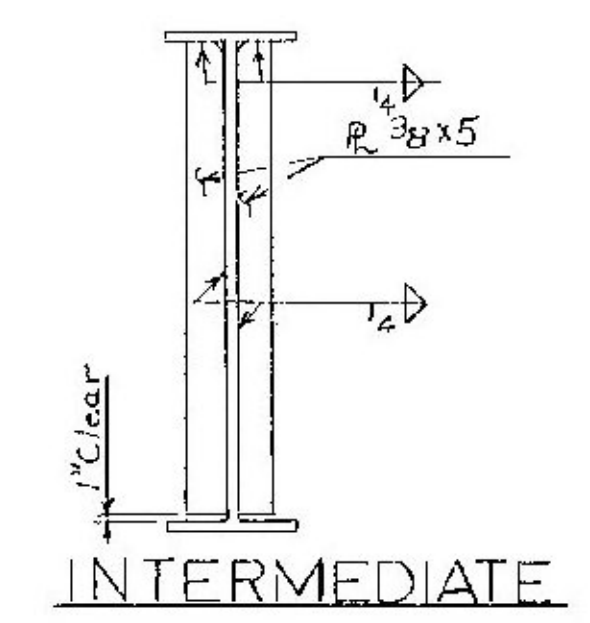
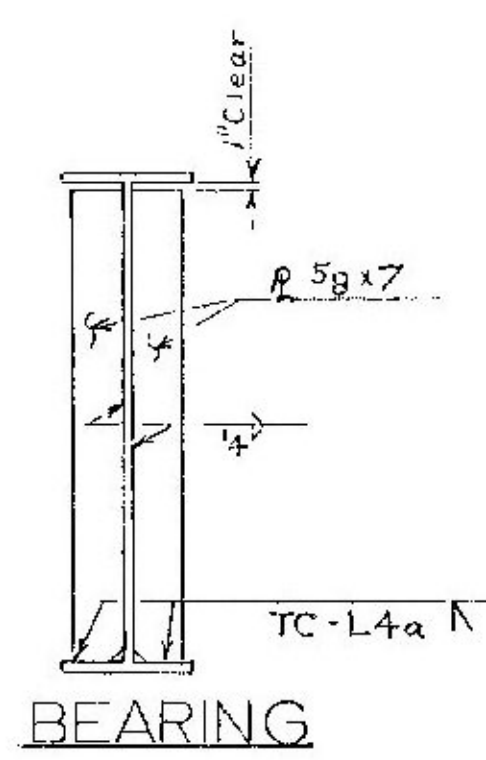
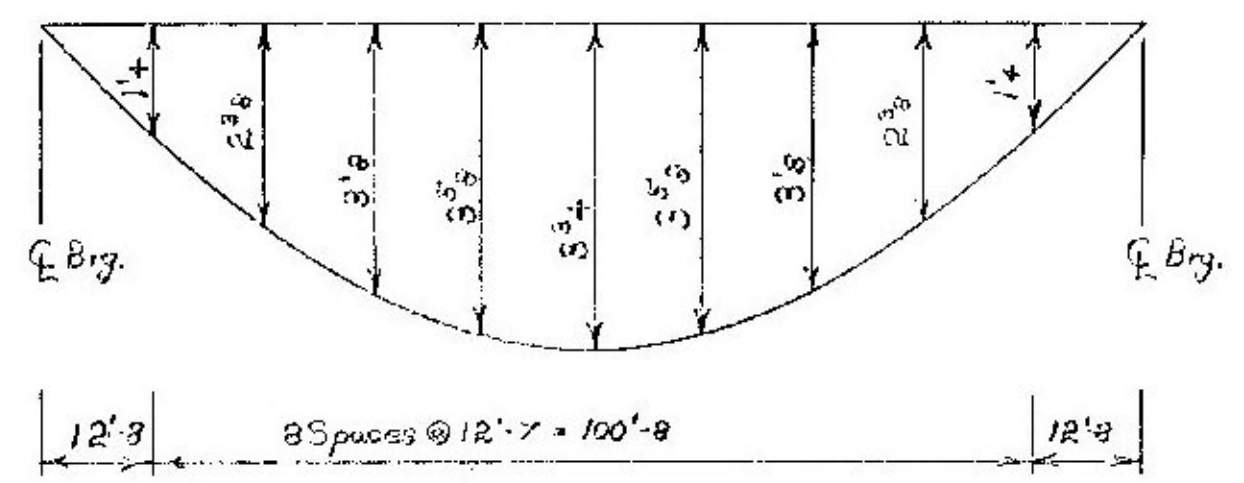
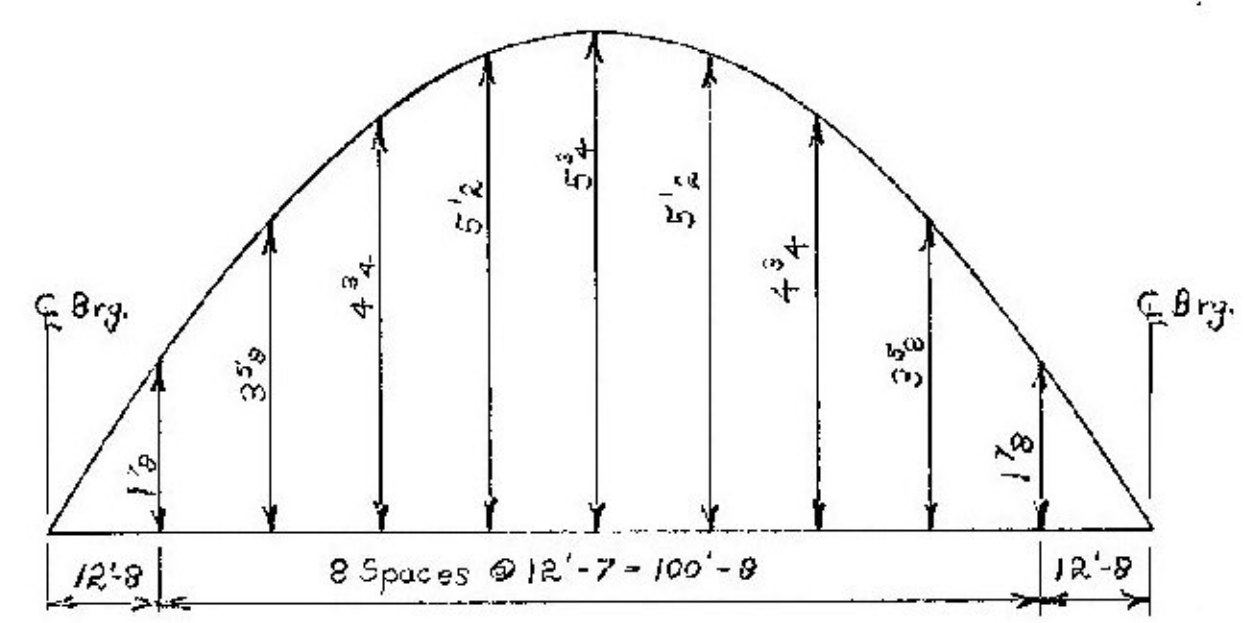
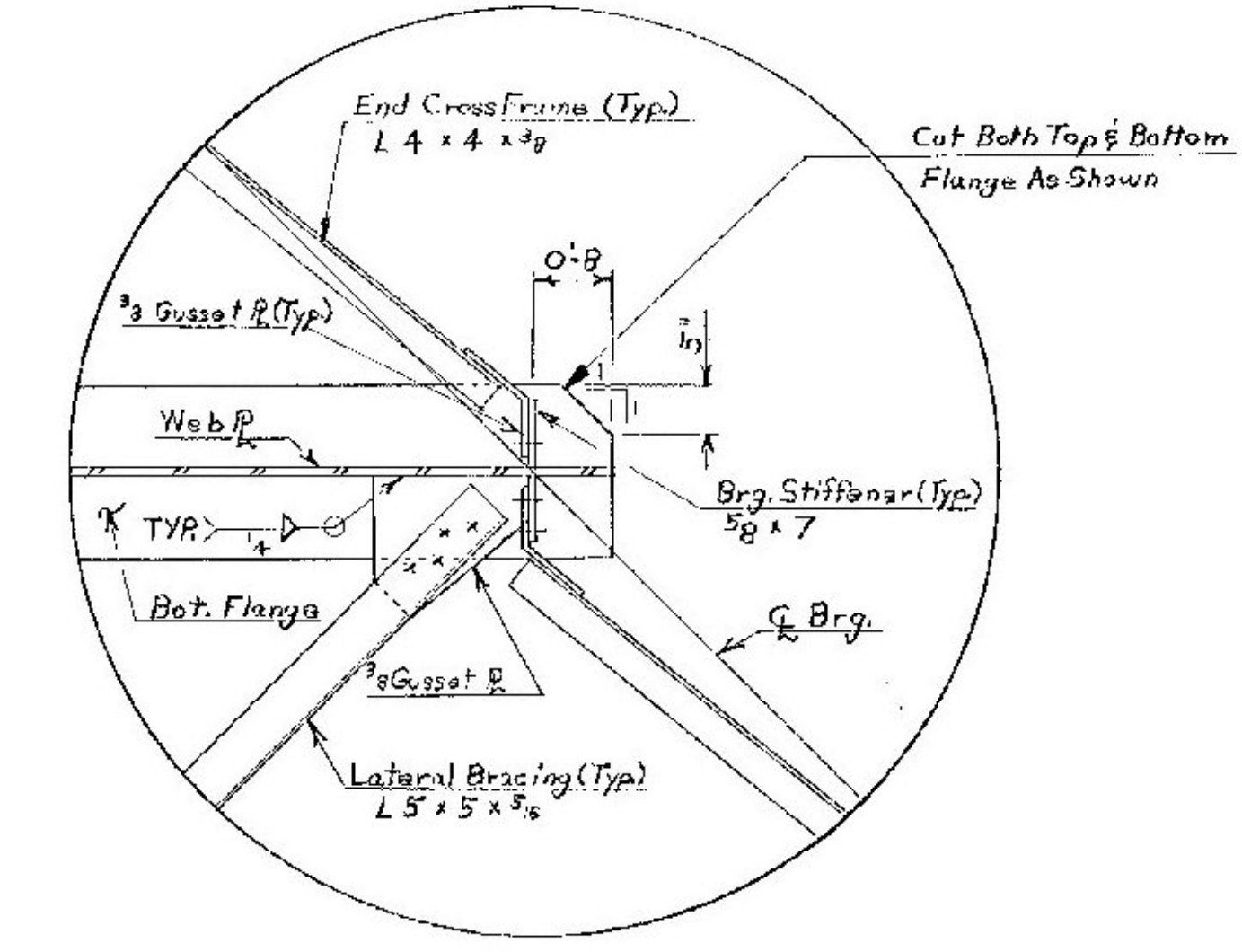
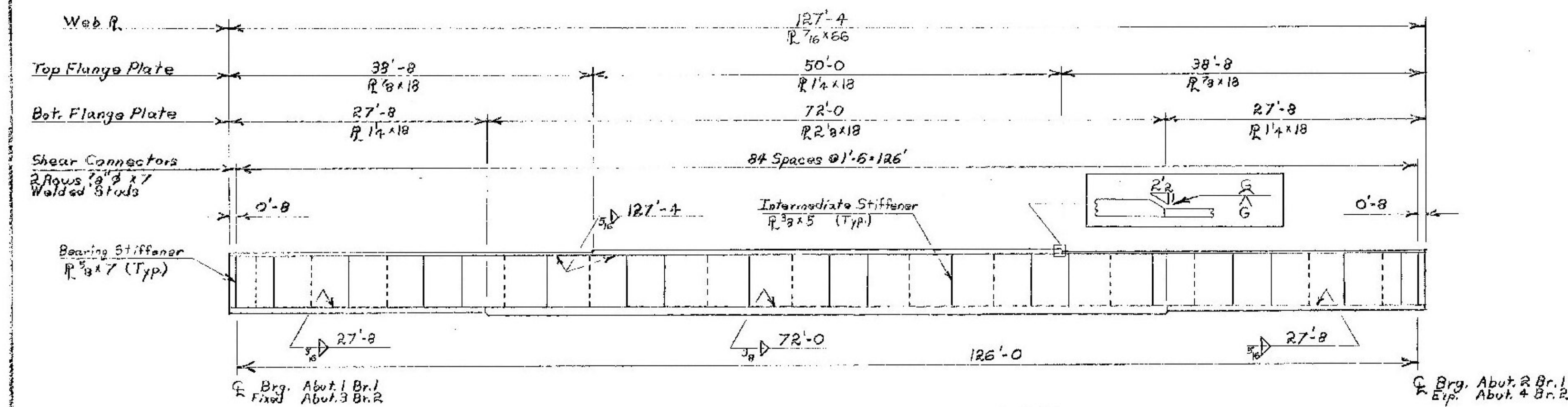
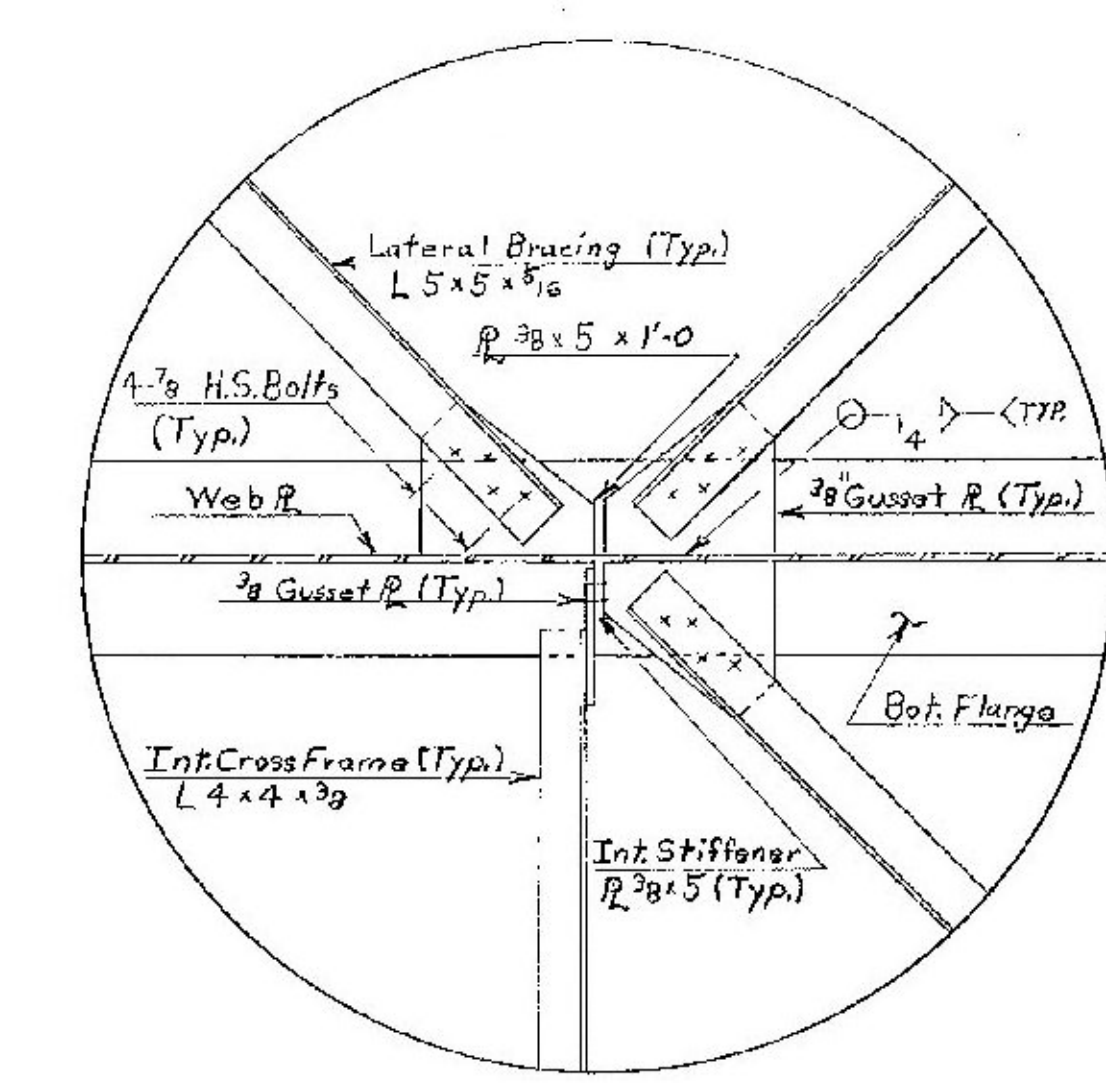
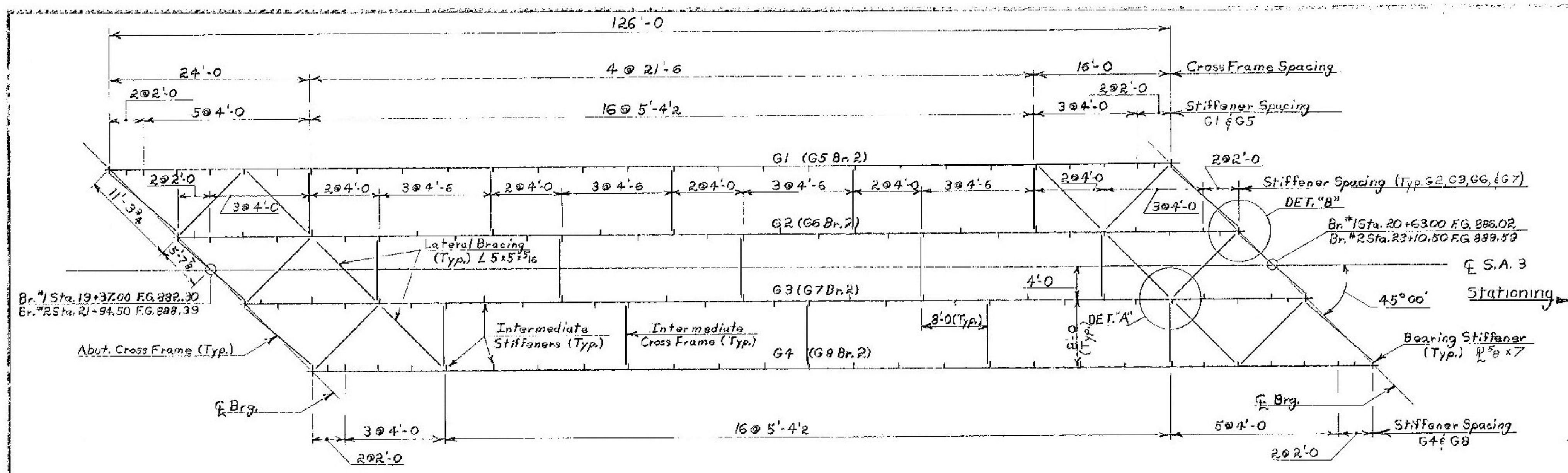
LIST OF BRIDGE SHEETS

BR. 101 Plan, Elevation, & General Notes
 BR. 102 Quantity Sheet
 BR. 103 Preliminary Information Sheet
 BR. 104 Boring Log
 BR. 105 Framing Plan & Details
 BR. 106 Typical Section, Curb & Railing Layout
 BR. 107 Joint Details
 BR. 108 Bearing Devices
 BR. 109 Abutment No. 1
 BR. 110 Abutment No. 1 - Details
 BR. 111 Abutment No. 2
 BR. 112 Abutment No. 2 - Details
 BR. 113 Abutment No. 3
 BR. 114 Abutment No. 3 - Details
 BR. 115 Abutment No. 4
 BR. 116 Abutment No. 4 - Details
 BR. 117 Abutment No. 4 Right Wing
 BR. 118-121 Reinforcing Schedules

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT BRADFORD-NEWBURY
 TOWN OF BRADFORD BR #62
 ROUTE NO. I 91 STA. 5336+50
STATE AID NO. 3 OVER I 91
 PLAN, ELEVATION & GENERAL NOTES
 SCALE AS NOTED
 SECTION SUPERVISOR J. WOOD
 DRAWN BY W. TRIPP CHECKED BY R. SHATTUCK
 PROJECT NO. I 91-2(11) CONT. 2
 SHEET 84 OF 347 BR. 101

BRADFORD-NEWBURY
 IM BPNT (14)
 PROJECT BRIDGE 62
 SHEET 20 OF 26
 FOR INFORMATION ONLY



STIFFENER P DETAILS
SCALE: 1/2" = 1'-0"

BRADFORD-NEWBURY
IM BNPT (14)
PROJECT BRIDGE 62
SHEET 21 OF 26
FOR INFORMATION ONLY

See Br. 106 for Notes.

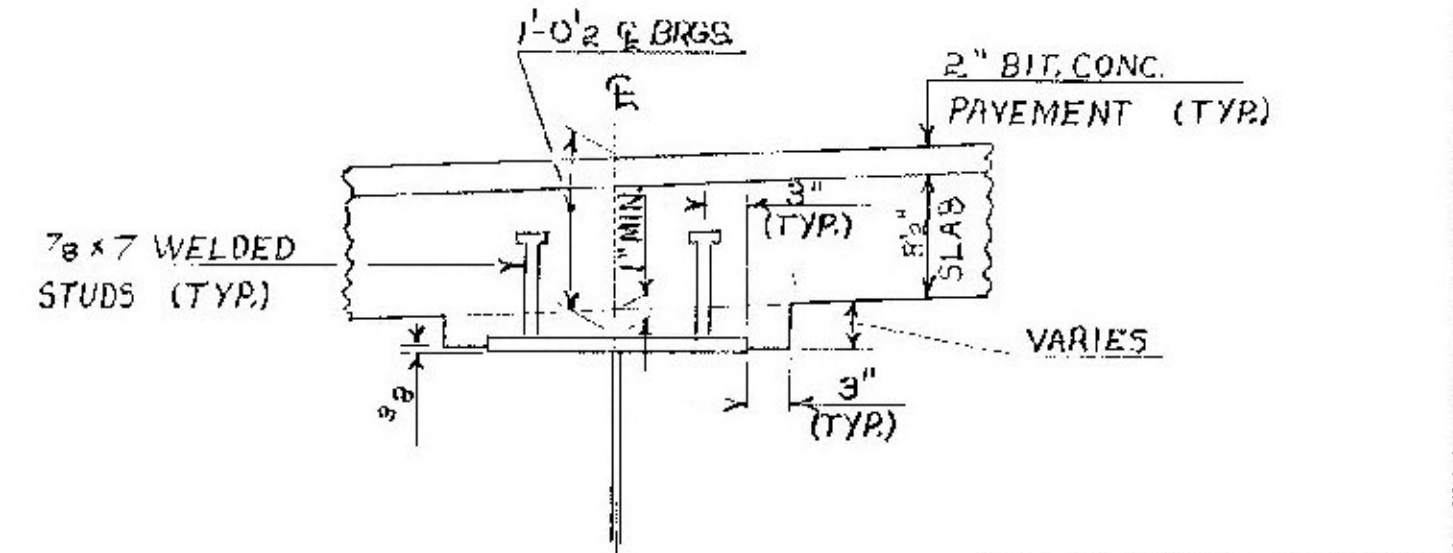
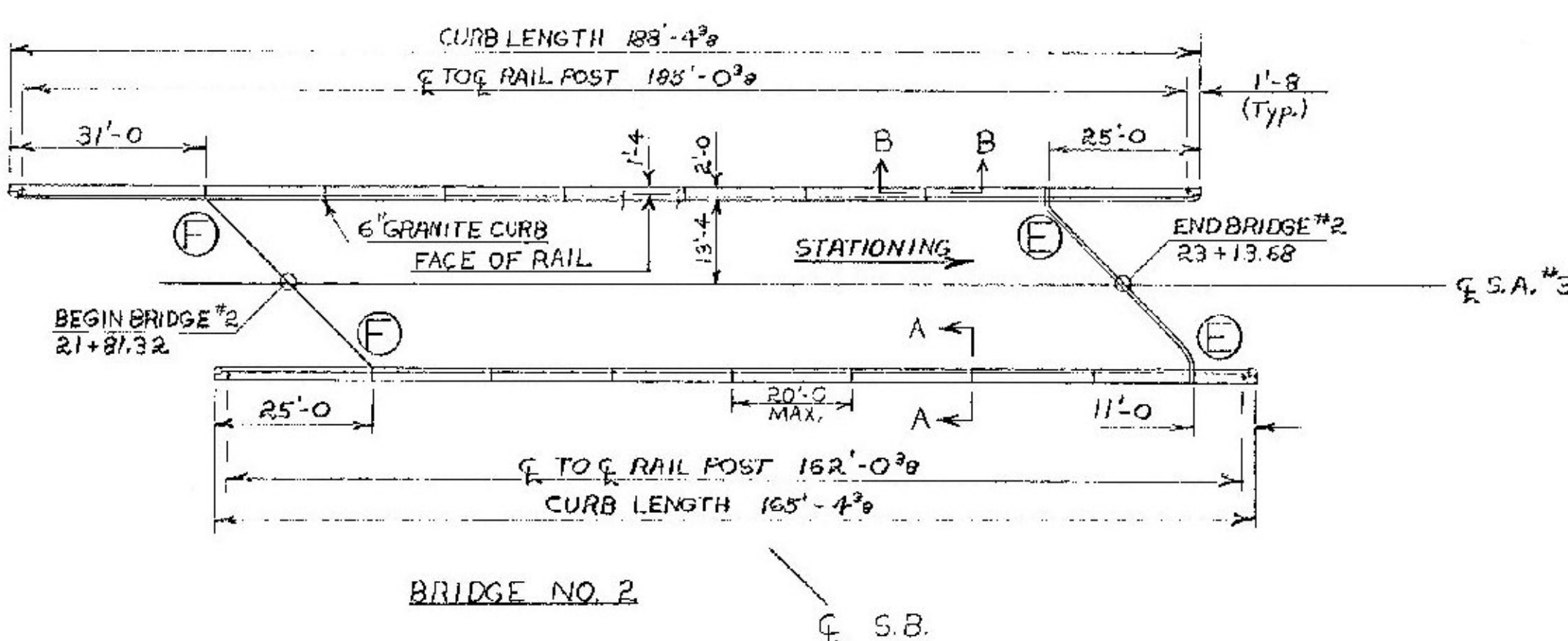
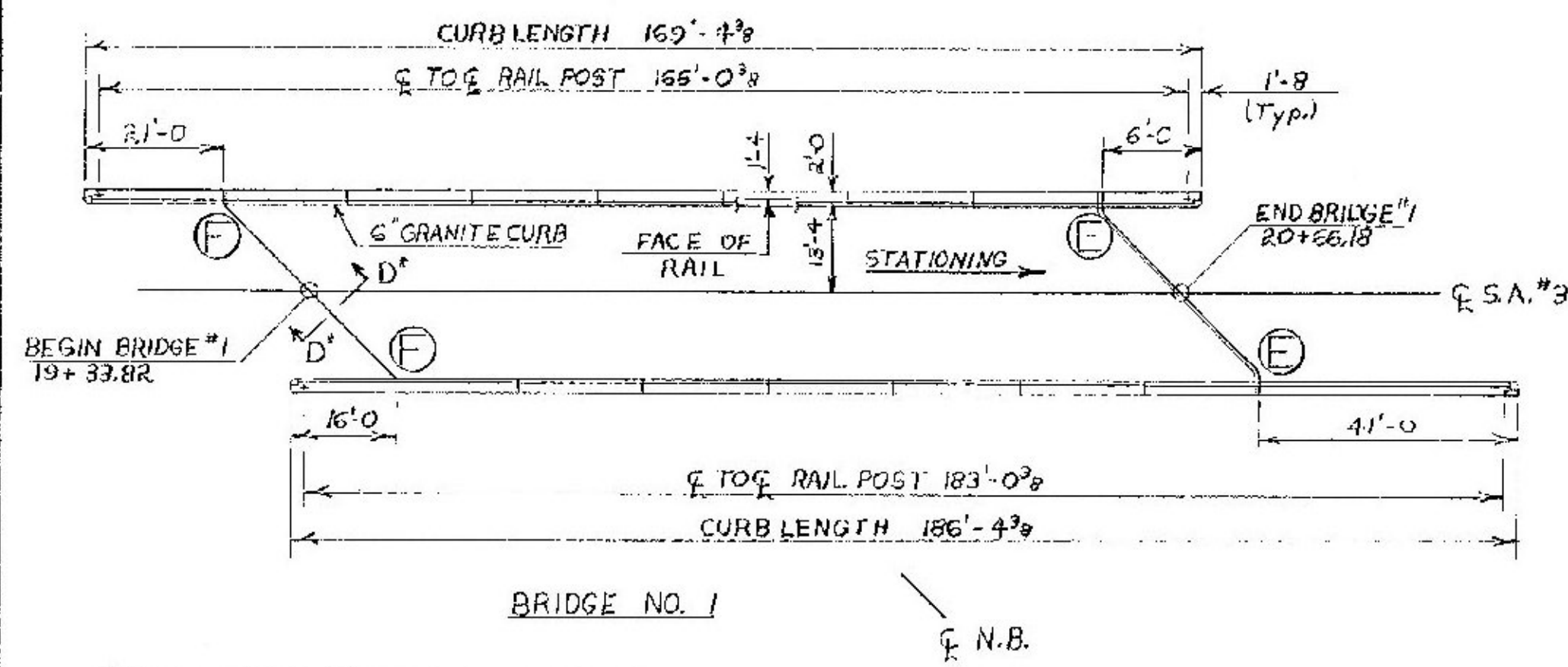
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

PROJECT BRADFORD-NEWBURY
TOWN OF BRADFORD

ROUTE No. I-91 STA. 5336+50±
S.A. # 3 OVER I-91

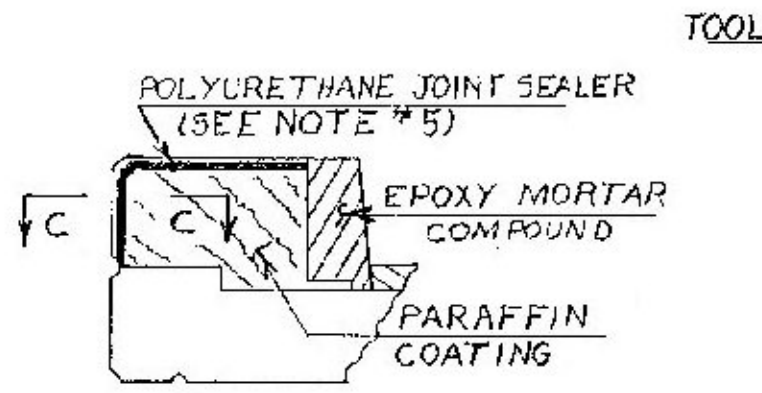
FRAMING PLAN & DETAILS
SCALE AS NOTED
SECTION SUPERVISOR J. WOOD
DRAWN BY N. DANEGRIK CHECKED BY W. TRIPP, EIT

PROJECT NO. I-91-BJM, CONT. # 2
SHEET 23 OF 342 BR 105

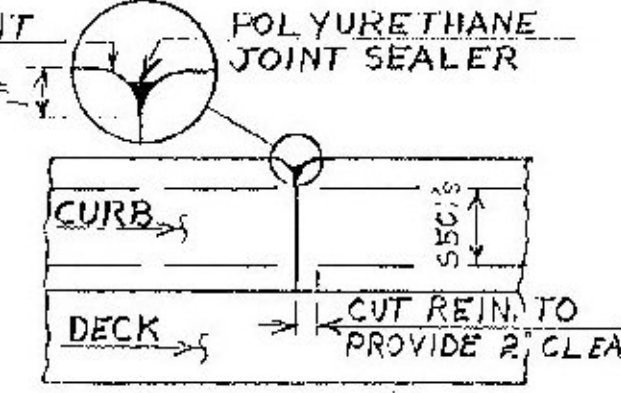


*NOTE: FOR SECTION D-D SEE BR. 107
 (D): PROVIDE 2" EXPANSION IN RAIL AT THIS JOINT.
 (E): PROVIDE 3" EXPANSION IN RAIL AT THIS JOINT.

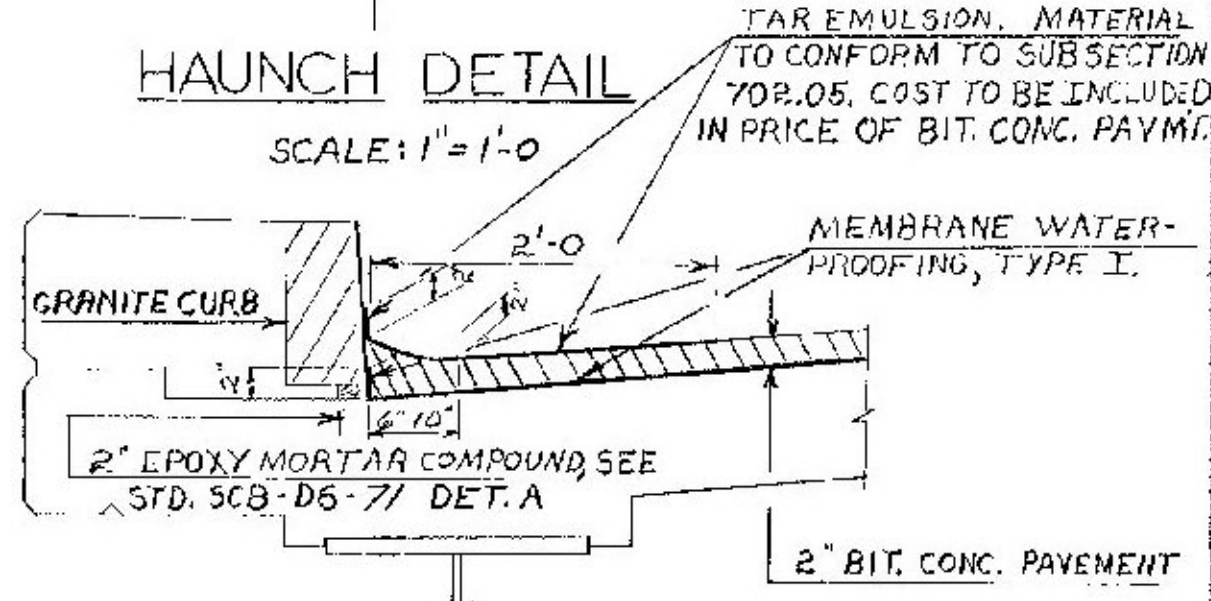
CURB & RAILING LAYOUTS
 SCALE: 1" = 20'



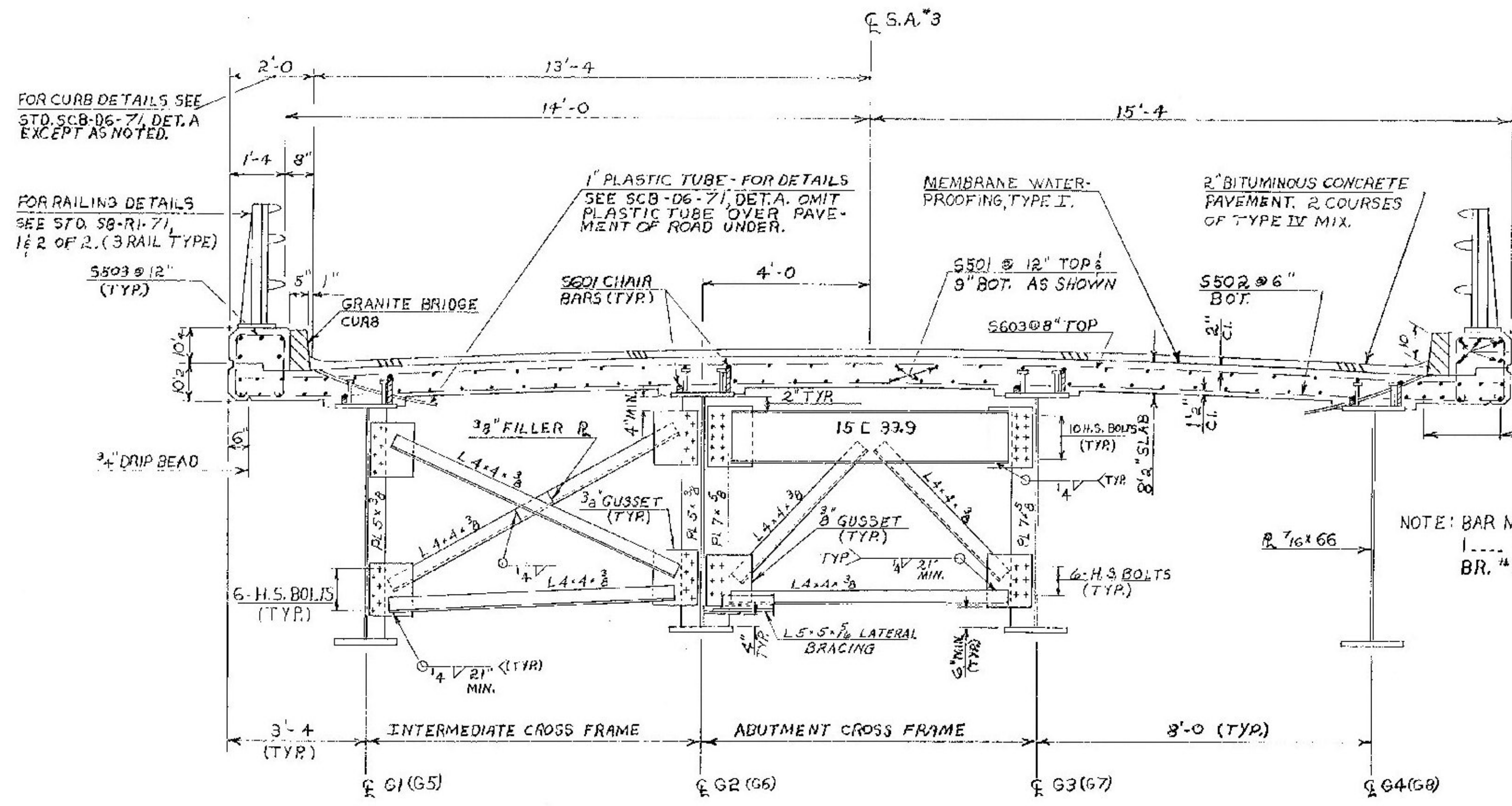
SECTION A-A
 SCALE: 3/4" = 1'-0"



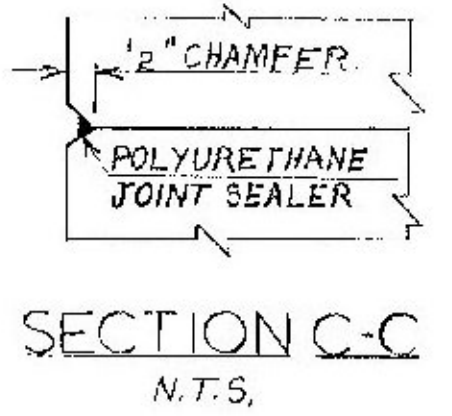
SECTION B-B
 SCALE: 3/4" = 1'-0"



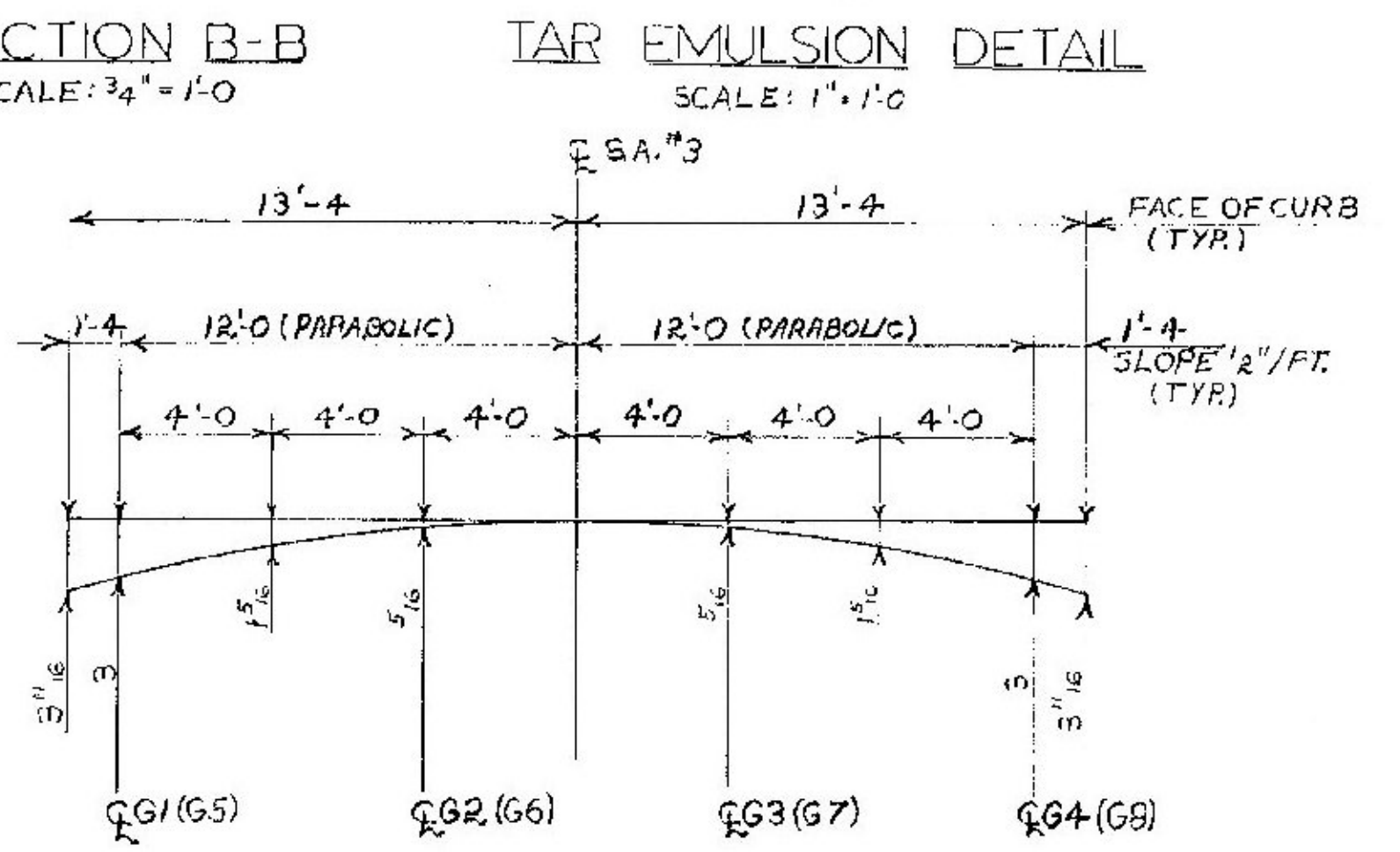
TAR EMULSION DETAIL
 SCALE: 1" = 1'-0"



TYPICAL SECTION
 SCALE: 1/2" = 1'-0"



SECTION C-C
 N.T.S.



DETAIL OF PARABOLIC CROWN OF SLAB
 N.T.S.

NOTE: BAR MARKS ARE TO BE PREFIXED
 1.... FOR BR. #1 AND 2.... FOR
 BR. #2.

NOTES

- SEE BR. 101 FOR GENERAL NOTES.
- BEARING STIFFENERS ARE TO BE SET VERTICAL, INTERMEDIATE STIFFENERS ARE TO BE SET PERPENDICULAR TO FLANGES.
- ENDS OF GIRDERS ARE TO BE CUT VERTICAL.
- CURB SECTIONS TO BE A MAXIMUM OF 80'-0" WITH JOINT TO BE LOCATED AT A GRANITE BRIDGE CURB JOINT AND SPACED 1'-0" MIN. FROM ADJACENT RAIL POST.
- TOOL OR FORM SLOT IN CONCRETE CURB JOINT AND SEAL WITH POLYURETHANE JOINT SEALER CONFORMING TO SECTION 513.03, PARAFFIN AND POLYURETHANE JOINT SEALER TO BE INCLUDED IN THE UNIT PRICE BID FOR CONCRETE CLASS A.
- CURB CONCRETE IS TO BE PLACED IN ALTERNATE SECTIONS WITH 48 HOURS MINIMUM BETWEEN ADJACENT POURS.
- PAYMENT FOR EPOXY MORTAR COMPOUND SHALL BE INCLUDED IN THE UNIT PRICE BID FOR GRANITE BRIDGE CURB, ITEM 616.17.
- ALL STRUCTURAL STEEL SHALL BE CLEANED PRIOR TO SHOP PAINTING USING ANY METHOD SPECIFIED IN SECTION 513.03, SURFACE PREPARATION.
- FORM SUPPORTS FOR SLAB OVERHANG SHALL BE PLACED AT 4'-0" C.C. MAX.

NOTE: THE BRIDGE FLOOR SHALL BE CONCRETE CLASS A, 8" THICK, DAPPED AS SHOWN ON THE HAUNCH DETAIL.

BRADFORD - NEWBURY
 IM BNPT (14)
 PROJECT BRIDGE 62
 SHEET 22 OF 26
 FOR INFORMATION ONLY

STATE OF VERMONT
 DEPARTMENT OF HIGHWAYS

PROJECT BRADFORD - NEWBURY
 TOWN OF BRADFORD

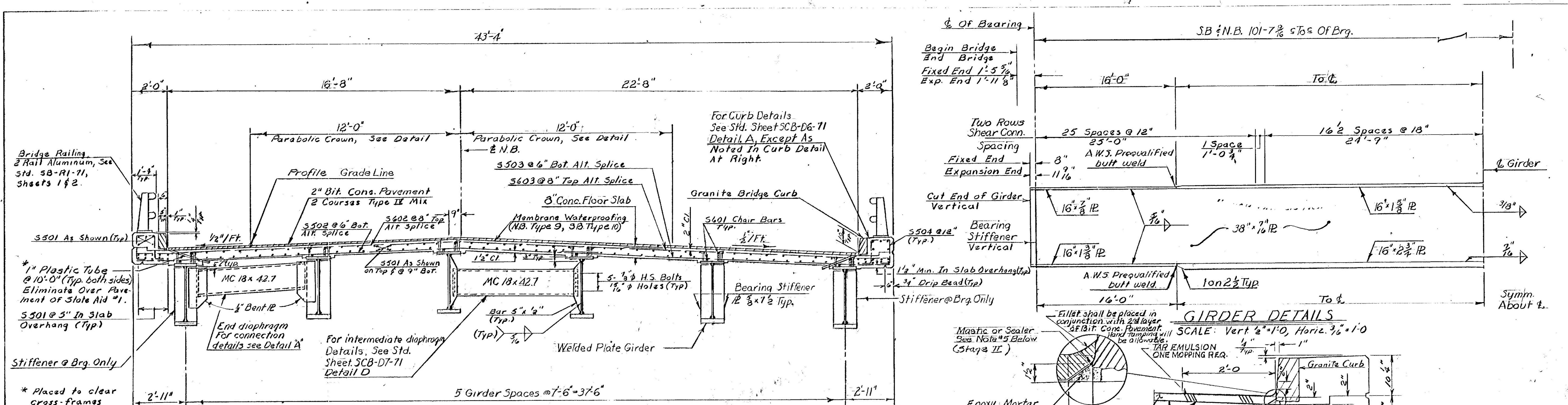
ROUTE No. I 91 STA. 5536+50±
 S.A. #3 OVER I-91

TYPICAL SECTION CURB & RAILING LAYOUT
 SCALE AS NOTED

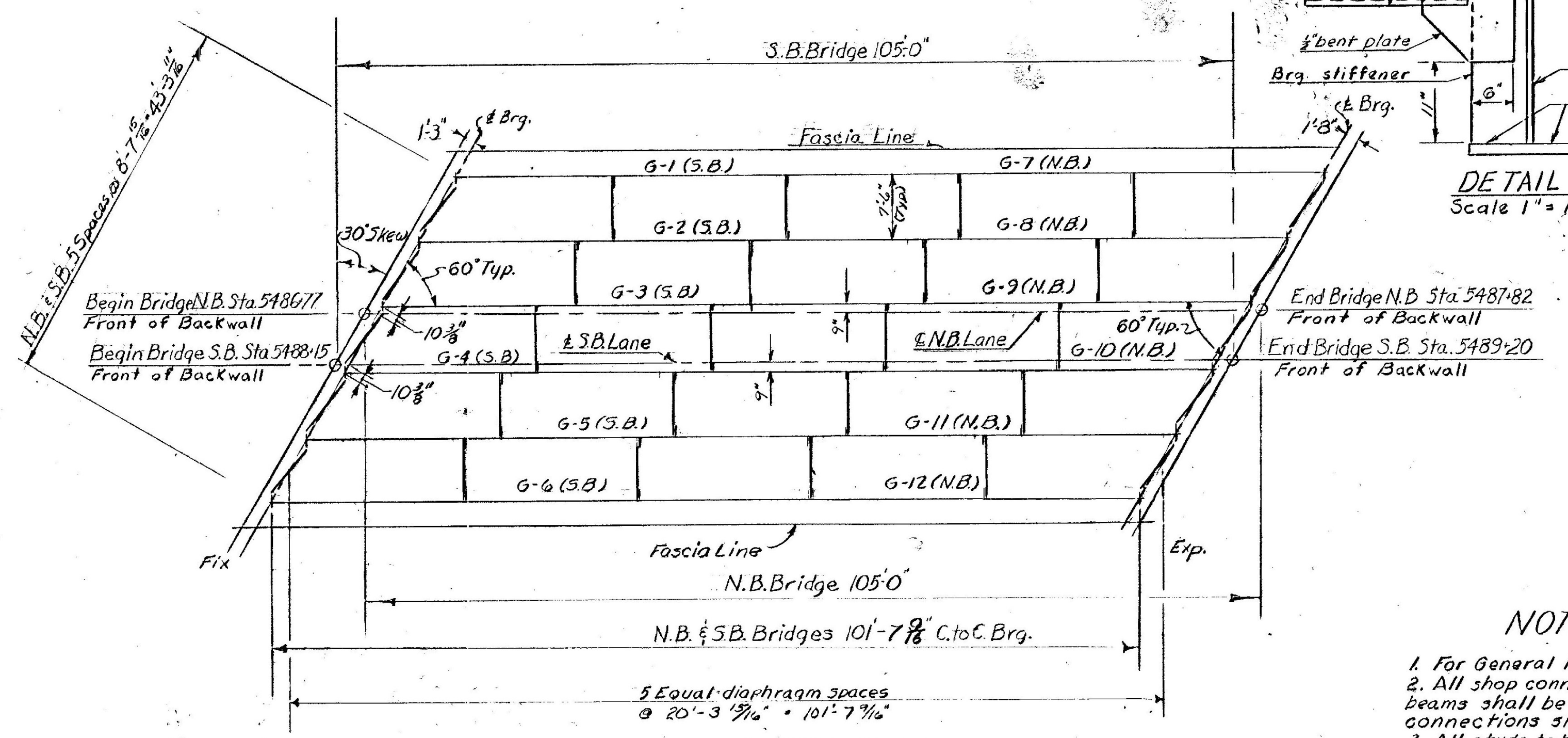
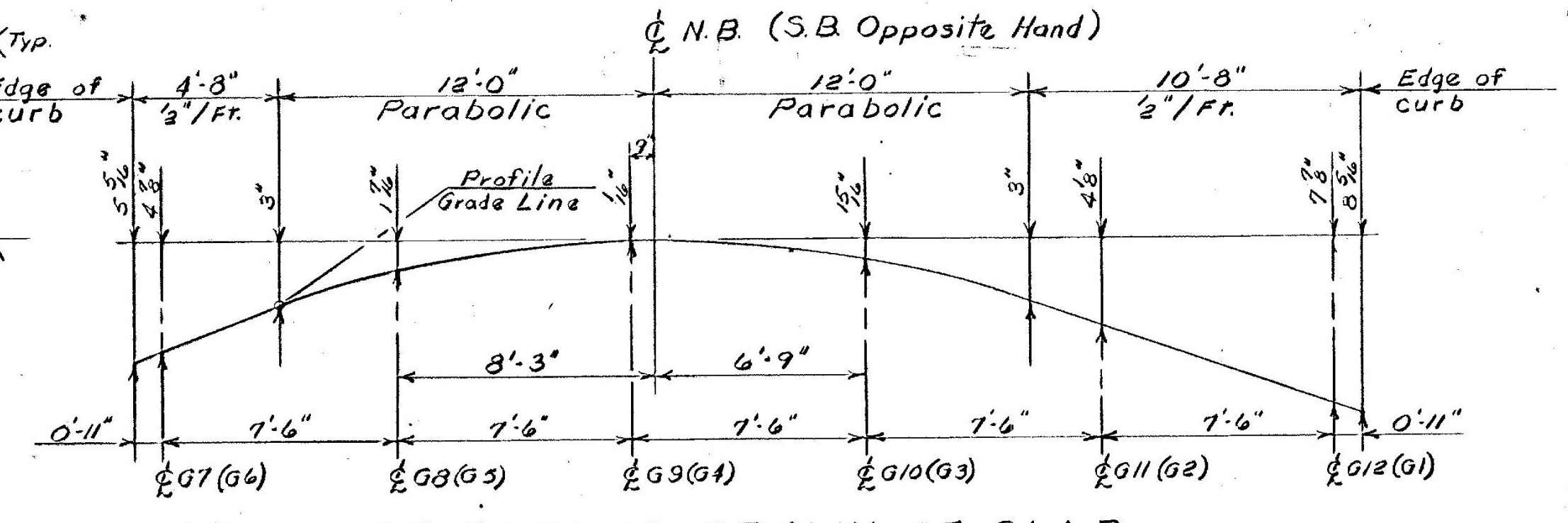
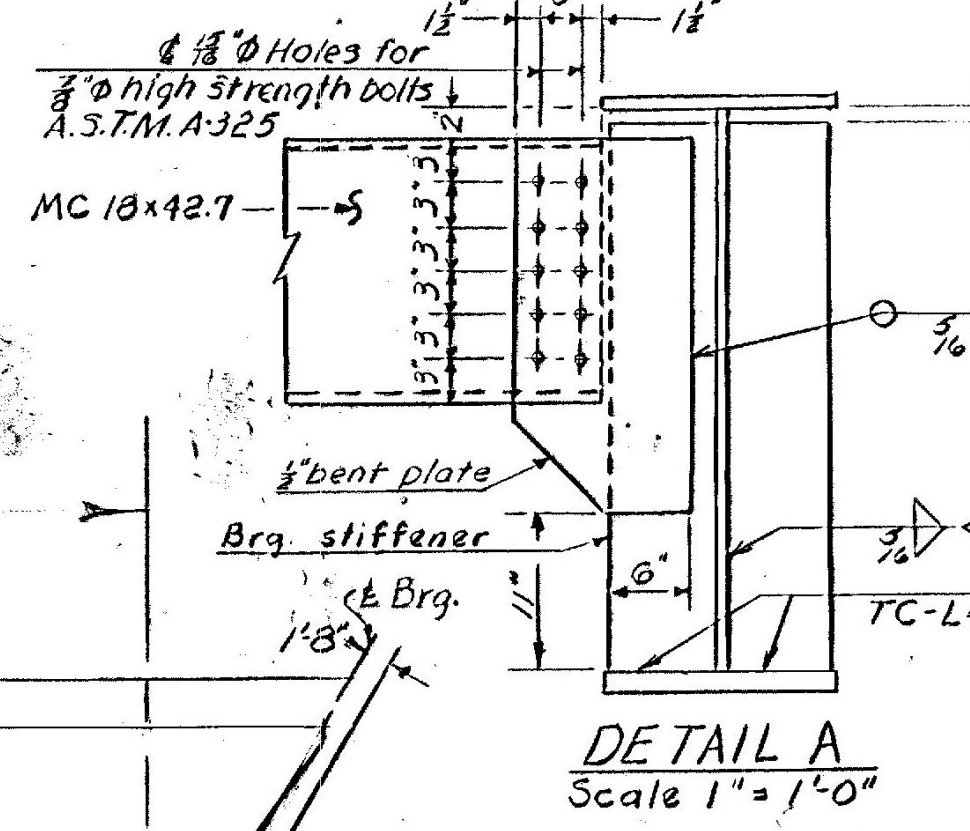
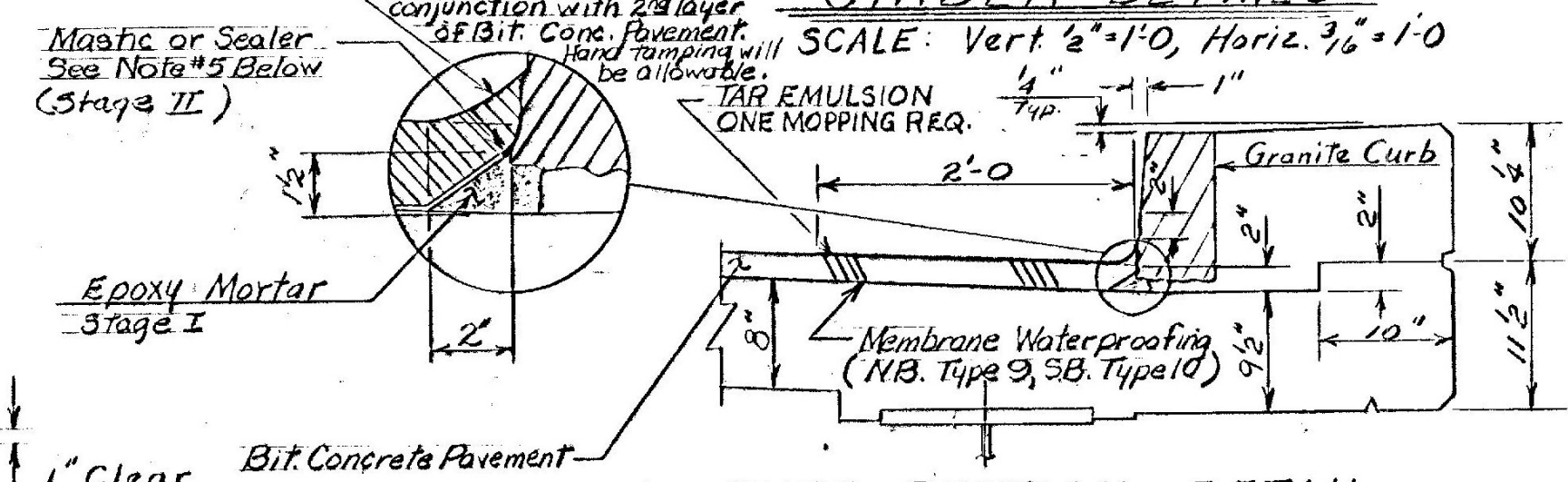
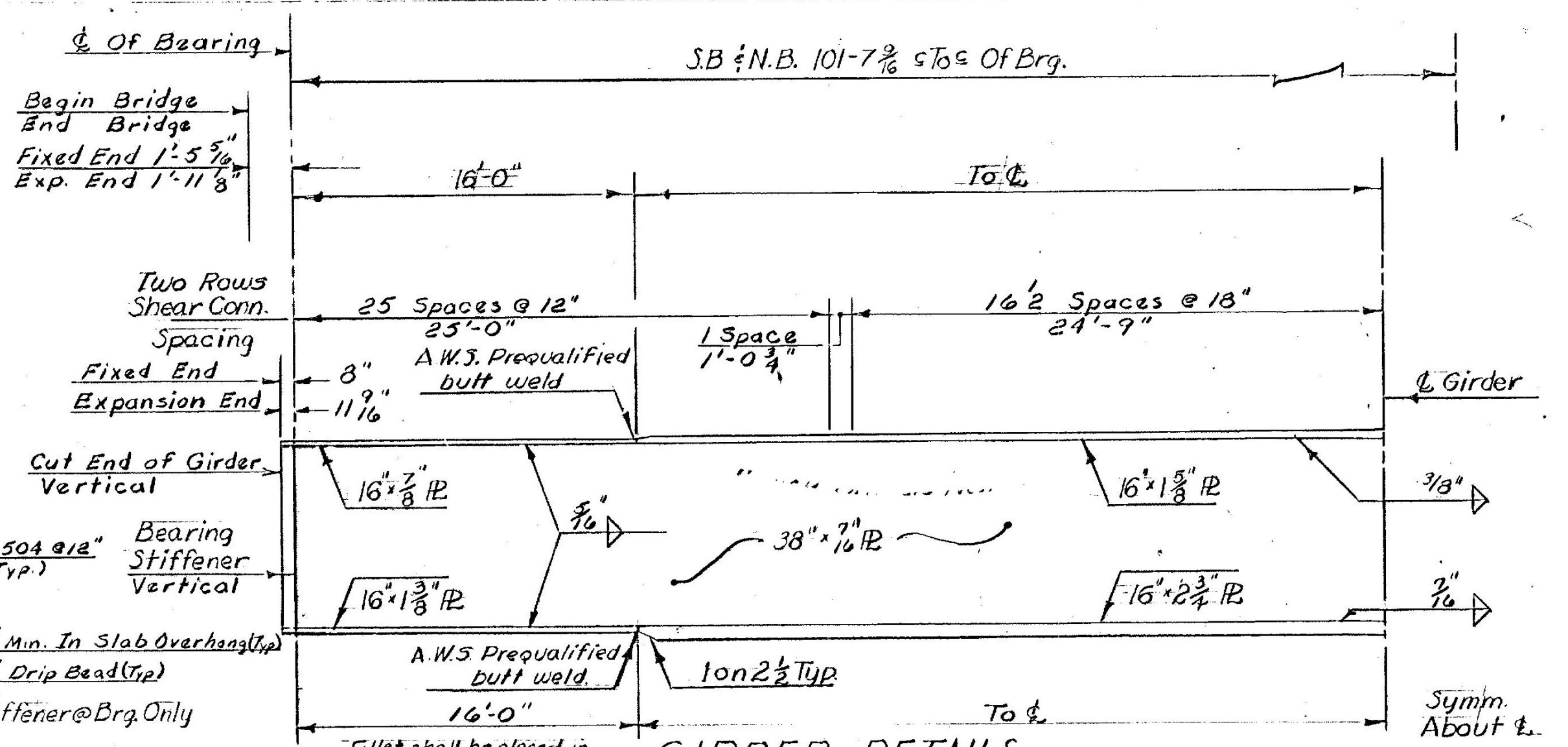
SECTION SUPERVISOR J. WOOD

DRAWN BY N. DANFORTH, CHECKED BY V. TRIER, J. TL.

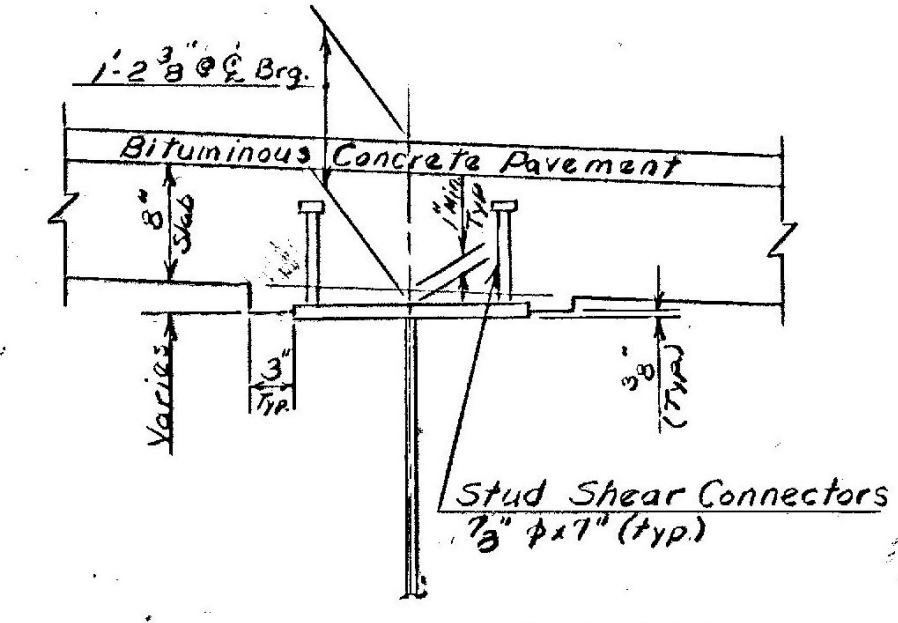
PROJECT No. I 91-201CONC #2
 SHEET 22 OF 347 BR. 106



Note:
Bar marks are to be prefixed
1--- for S.B. Superstructure
and 2--- for N.B. Superstructure.

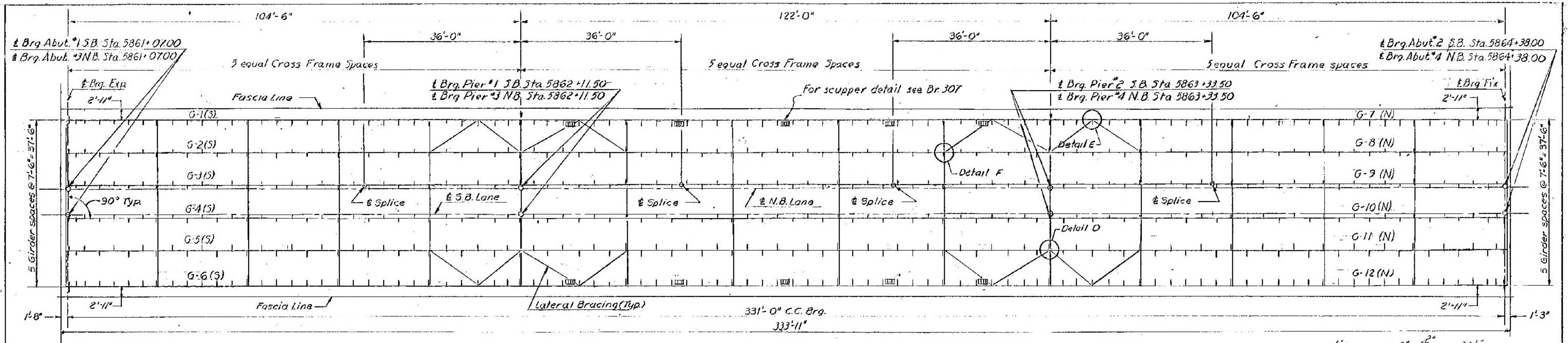


- NOTES**
1. For General Notes see BR 301
 2. All shop connections for diaphragm beams shall be $\frac{3}{8}''$ fillet welds. All field connections shall be high strength bolts A325.
 3. All studs to be $3/8 \times 7$ welding studs.
 4. Concrete bridge deck slab shall be increased to $9 \frac{1}{2}''$ thickness at slab overhang.
 5. Seal with an Approved Mastic or Sealer which is compatible with the adjacent materials. Payment to be included in Bid Price for Membrane Waterproofing.

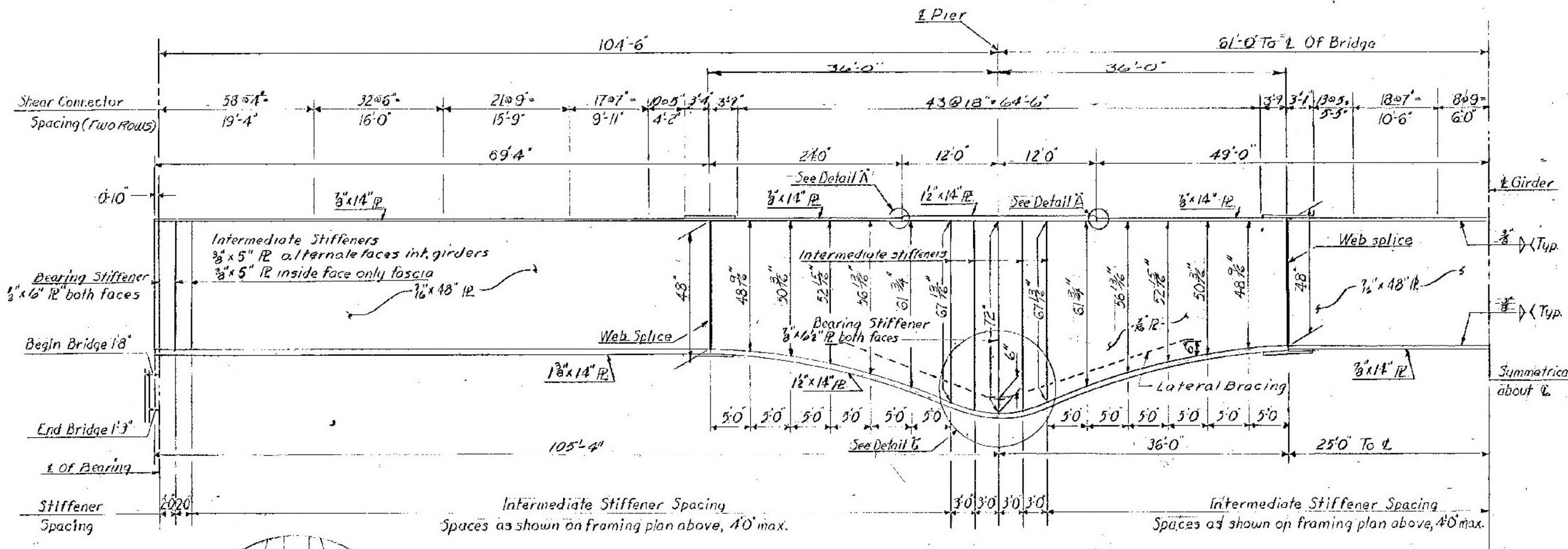


REVISIONS	
1. Revised girder, slab, and reinforcing. Added details.	
2. Revised Membrane Waterproofing and curb Section Detail.	10-71 D. Lathrop D. Lathrop 6-73
VERMONT STATE HIGHWAY DEPARTMENT TOWNS OF BRADFORD-NEWBURY INTERSTATE ROUTE 91 INTERSTATE OVER STATE AID #1 SUPERSTRUCTURE DETAILS & FRAMING PLAN	
M ^c FARLAND - JOHNSON CONSULTING ENGINEERS BINGHAMTON, NEW YORK	
DESIGNED <i>NA</i>	CHECKED <i>AMC</i> DATE 12-12-66
DRAWN <i>RC</i>	IN CHARGE <i>HGC</i> SCALE <i>As shown</i>
PROJECT NO. 191-2(26) SH 113 OF 430.	
BR 305	

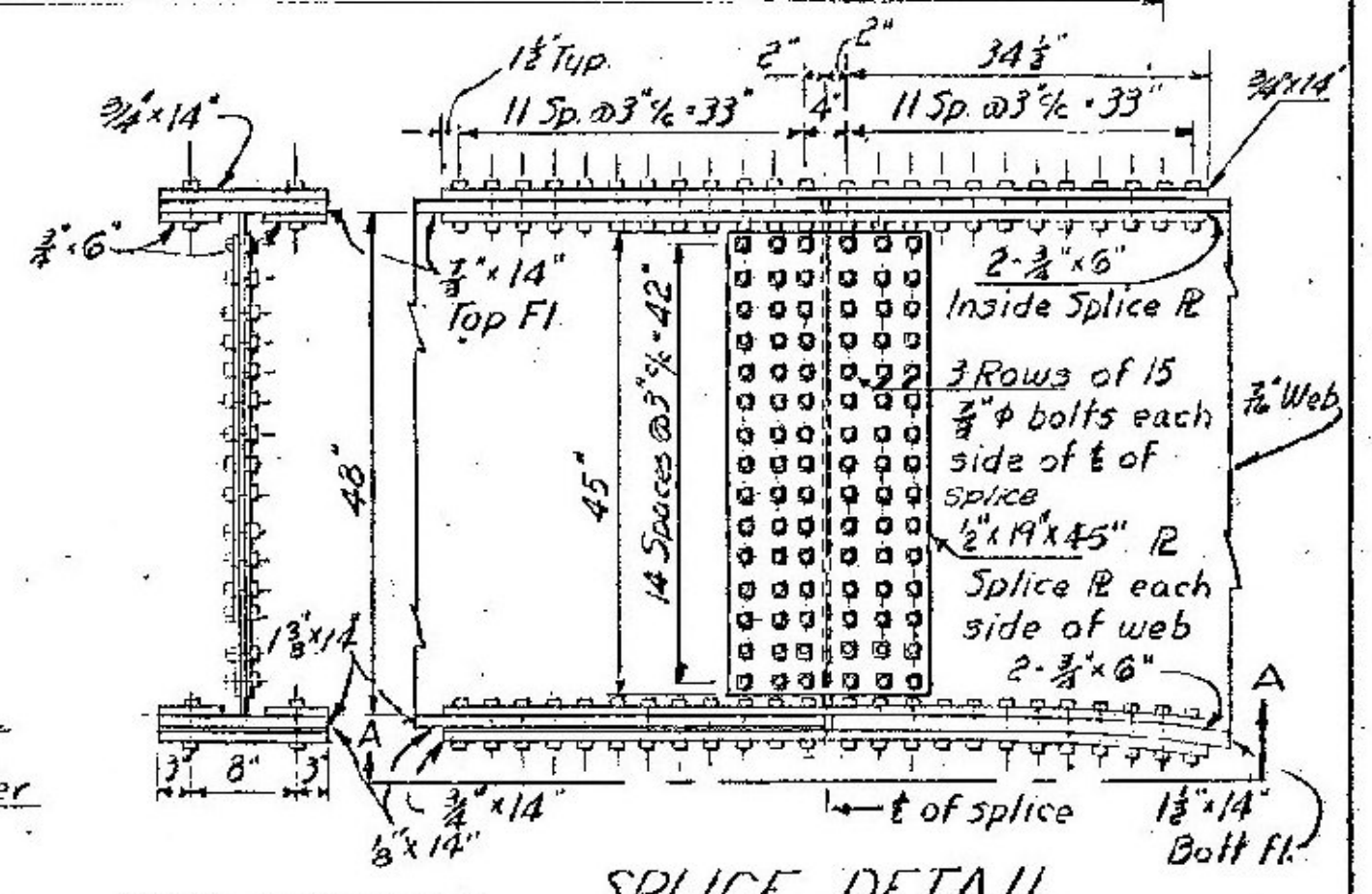
BRADFORD - NEWBURY
IM BPNT (14)
PROJECT BRIDGE 63
SHEET 24 OF 26
FOR INFORMATION ONLY



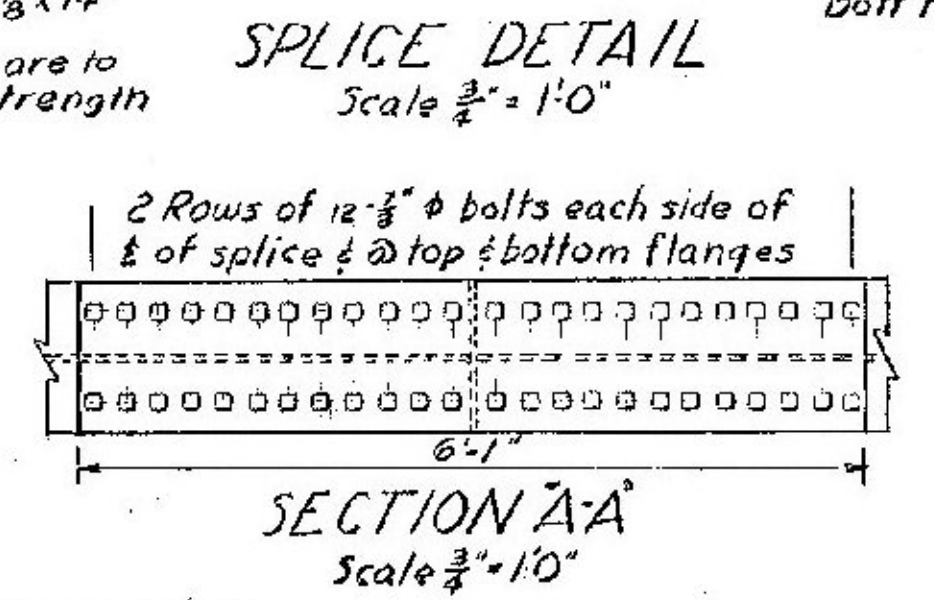
FRAMING PLAN N+S BOUND BRIDGES
Scale 1/8" = 1'-0"



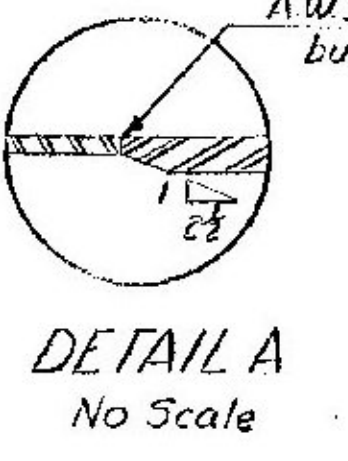
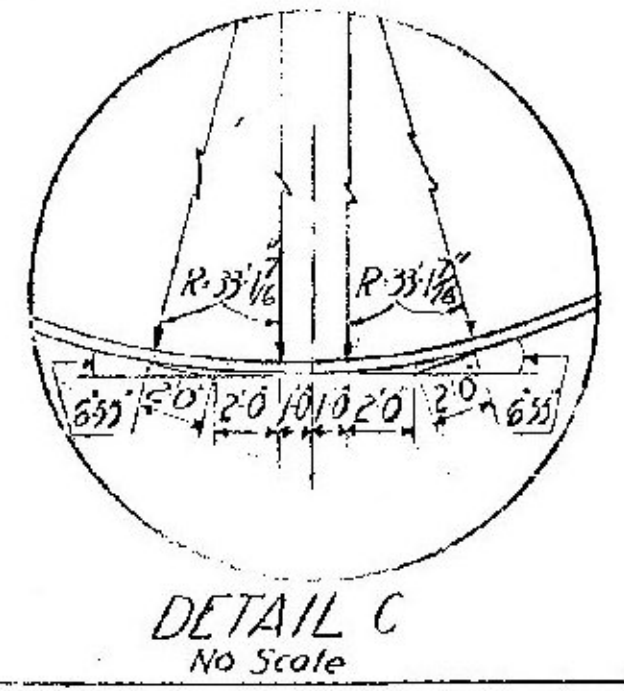
GIRDER DETAILS N+S BOUND BRIDGES
Scale Vert. 1/4" = 1'-0"
Horiz. 1/8" = 1'-0"



NOTE: Bolts are to be 3/4" High strength ASTM A-325.



SPlice NOTE:
3/8" x 14" or 3/8" x 14" Filler Plate or Plates are to be provided at the bottom flange, with no filler plate needed at the top flange, for the interior splice. Other details are as shown above in the Splice Detail.



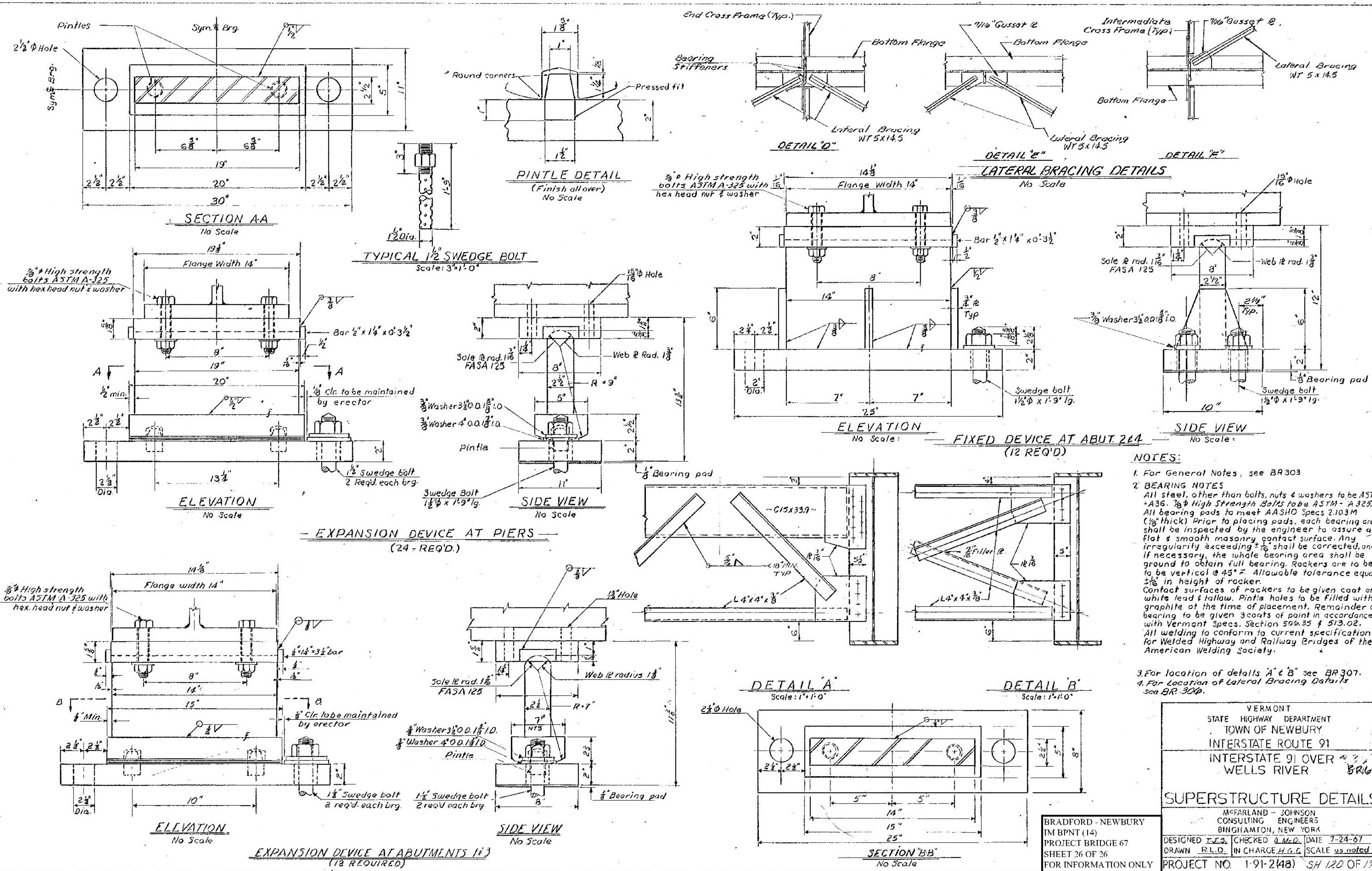
Girder bottom flanges were changed from 1 1/2" x 14" & 1 1/2" x 14" to 1 3/8" x 14" & 3/8" x 14". Intermediate stiffeners were changed to 3/8" x 5" from 1/2" x 5".
Vermont Highway Dept
JAE & JRB 12/11

NOTES

1. For general notes see Br.303
2. For joint details at abutments see Br.309
3. For bearing device details see Br.308
4. For stud shear connector details see Br.307
5. For beam haunch details see SCB-D2-71
6. For lateral bracing details see Br.308 (Details D, E & F)

BRADFORD - NEWBURY
IM BNPT (14)
PROJECT BRIDGE 67
SHEET 25 OF 26
FOR INFORMATION ONLY

VERMONT
STATE HIGHWAY DEPARTMENT
TOWN OF NEWBURY
INTERSTATE ROUTE 91
INTERSTATE 91 OVER
WELLS RIVER BR 67
SUPERSTRUCTURE DETAILS
M'FARLAND-JOHNSON
CONSULTING ENGINEERS
BINGHAMTON, NEW YORK
DESIGNED T.T.S. CHECKED H.G.G. DATE 7-24-67
DRAWN R.C. IN CHARGE H.G.G. SCALE as noted
PROJECT NO. 191-2(48) SH 118 OF 176
BRJ06



NOTES:

1. For General Notes, see BR 303
2. BEARING NOTES
All steel, other than bolts, nuts & washers to be ASTM A36. 3/8" High Strength Bolts to be ASTM - A325. All bearing pads to meet AASHTO Specs 2.103M (1/2" thick) Prior to placing pads, each bearing area shall be inspected by the engineer to assure a flat & smooth masonry contact surface. Any irregularity exceeding 1/16" shall be corrected, and if necessary, the whole bearing area shall be ground to obtain full bearing. Rockers are to be to be vertical @ 45°. Allowable tolerance equals 3/16" in height of rocker. Contact surfaces of rockers to be given coat of white lead & tallow. Pintle holes to be filled with graphite at the time of placement. Remainder of bearing to be given 3 coats of paint in accordance with Vermont Specs, Section 592.35 & 513.02. All welding to conform to current specifications for Welded Highway and Railway Bridges of the American Welding Society.
3. For location of details 'A' & 'B' see BR 307.
4. For Location of Lateral Bracing Details see BR 300P.

VERMONT STATE HIGHWAY DEPARTMENT TOWN OF NEWBURY INTERSTATE ROUTE 91 INTERSTATE 91 OVER WELLS RIVER	
BR 167	
SUPERSTRUCTURE DETAILS	
McFARLAND - JOHNSON CONSULTING ENGINEERS BINGHAMTON, NEW YORK	
DESIGNED J.E.S.	CHECKED A.M.D. DATE 7-24-67
DRAWN R.L.D.	IN CHARGE H.G.G. SCALE as noted
PROJECT NO. 1-91-2(48) SH 120 OF 176	

BRADFORD - NEWBURY
IM BPNT (14)
PROJECT BRIDGE 67
SHEET 26 OF 26
FOR INFORMATION ONLY

INDEX OF SHEETS:

- C-1 TITLE SHEET
- C-2 GENERAL NOTES (1 OF 2)
- C-3 GENERAL NOTES (2 OF 2)
- BRIDGE NOS. 58N & 58S (ORANGE COUNTY) I-91 OVER VT 25 (BRADFORD)
- C-4 PLAN & ELEVATION
- C-5 CONTAINMENT SECTION DETAILS (1 OF 2)
- C-6 CONTAINMENT SECTION DETAILS (2 OF 2)
- BRIDGE NOS. 59N & 59S (ORANGE COUNTY) I-91 OVER WAITS RIVER (BRADFORD)
- C-7 PLAN & ELEVATION
- C-8 CONTAINMENT SECTION DETAILS
- BRIDGE NOS. D62N & D62S (ORANGE COUNTY) TH NO. 3 OVER I-91 (BRADFORD)
- C-9 PLAN & ELEVATION
- C-10 CONTAINMENT SECTION DETAILS (1 OF 2)
- C-11 CONTAINMENT SECTION DETAILS (2 OF 2)
- BRIDGE NOS. 63N & 63S (ORANGE COUNTY) I-91 OVER TH NO. 1 (NEWBURY)
- C-12 PLAN & ELEVATION
- C-13 CONTAINMENT SECTION DETAILS
- BRIDGE NOS. 67N & 67S (ORANGE COUNTY) I-91 OVER WELLS RIVER (NEWBURY)
- C-14 PLAN & ELEVATION
- C-15 CONTAINMENT SECTION DETAILS
- C-16 CONTAINMENT MISCELLANEOUS DETAILS (1 OF 4)
- C-17 CONTAINMENT MISCELLANEOUS DETAILS (2 OF 4)
- C-18 CONTAINMENT MISCELLANEOUS DETAILS (3 OF 4)
- C-19 CONTAINMENT MISCELLANEOUS DETAILS (4 OF 4)

VERMONT DEPARTMENT OF TRANSPORTATION

PROJECT NO. IM BPNT (14)
TEN BRIDGES ON OR OVER
I-91 IMPROVEMENTS PLANS
BRIDGE NOS. 58N, 58S, 59N, 59S,
D62N, D62S, 63N, 63S, 67N, & 67S
ORANGE COUNTY, VERMONT

ABRASIVE BLASTING CONTAINMENT PLANS

PREPARED FOR:

MONOKO, LLC.

1037 PENINSULA AVENUE
TARPON SPRINGS, FL 34689
PHONE (727) 940-3244
FAX (727) 279-8795

PREPARED BY:

A2B ENGINEERING, LLC.

5406 N. HOOVER BLVD., SUITE 12
TAMPA, FL 33634
PHONE (813) 249-2220
FAX (813) 793-4692

ENGINEER OF RECORD, PAUL R. STEIJLEN, P.E.
VT P.E. LICENSE NUMBER 107795



SPECIFICATIONS:

VERMONT DEPARTMENT OF TRANSPORTATION (VTDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2012 EDITION, AND SUPPLEMENTS THERETO.

DESIGN CRITERIA:

DEAD LOAD (PLATFORM): 3 PSF
 220 LBS. (32"x28" MAX. 500 LBS. RATED)
 DEAD LOAD (SCAFFOLD): 12 PSF (WEIGHT OF 1/2" STEEL SHOT)
 LIVE LOAD (UNIFORM PLATFORM): 6 PSF (WEIGHT OF 1/4" STEEL SHOT)
 LIVE LOAD (UNIFORM SCAFFOLD): 500 LBS. (TWO WORKERS MAX.)
 LIVE LOAD (CONCENTRATED):

MATERIAL PROPERTIES:

ASTM A36, F_y = 36,000 PSI
 STRUCTURAL SHAPES, PLATES & BARS: ASTM A500, GRADE B, F_y = 46,000 PSI
 STRUCTURAL TUBING: ASTM A325
 STRUCTURAL BOLTS: SOUTHERN PINE NO. 2 (OR BETTER)
 TIMBER: 6x19 IWRC EIP
 CABLES: 9-GAUGE GALVANIZED
 CHAIN LINK:

REQUIRED PLATFORM CABLE SIZES (3/8" Ø MIN. SUPPORT HANGER SPACING = 25'-0" MAX.)		
OPTION #	PLATFORM CABLE	PLATFORM CABLE SPACING
1	1/2" Ø	3'-9" (MAX.)
2	3/8" Ø	5'-3" (MAX.)

USE 1/2" Ø MIN. SCAFFOLD CABLE WITH 3/8" Ø MIN. SUPPORT HANGERS SPACED AT 25'-0" MAXIMUM.

NO MORE THAN 2 WORKERS SHALL BE ALLOWED PER PLATFORM CABLE OR SCAFFOLD CABLE. LIMIT 500 LB TOTAL WEIGHT OF WORKERS AND ABRASIVE BLASTING ON 500 LB RATED SCAFFOLD.

STRUCTURAL IMPACT:

THE PLATFORM CONTAINMENT STRUCTURE HAS BEEN ANALYZED FOR AN AVERAGE LIVE LOAD ALLOWANCE OF 16 PSF (APPROXIMATELY 1/2" DEPTH OF STEEL SHOT, 1.5" MINERAL SLAG ABRASIVE OR 1.5" SAND ABRASIVE, PLUS THE UNIFORM WORKER LOADING) WITH A MAXIMUM OF 1" DEPTH OF STEEL SHOT (3" MINERAL SLAG ABRASIVE OR 3" SAND ABRASIVE) FOR THE CHAIN LINK. WHEN THE DEPTH OF SPENT ABRASIVES NEARS THE DEPTHS SPECIFIED, THE CONTRACTOR WILL CEASE ABRASIVE BLASTING OPERATIONS AND VACUUM THE SPENT ABRASIVES.

DEAD, LIVE AND WIND LOADS IMPOSED ON THE BRIDGE DUE TO INSTALLATION OF THE PROPOSED PLATFORM & CONTAINMENT SYSTEMS WILL HAVE NO ADVERSE EFFECT ON THE BRIDGE STRUCTURE, AS DEFINED IN (A) AASHTO STANDARDS SPECIFICATIONS FOR HIGHWAY BRIDGES (SIXTEEN EDITION), FIGURE 3.7.6B AND (B) AASHTO MANUAL FOR CONDITION EVALUATION OF BRIDGES (SECOND EDITION), CHAPTER 6.6. THE BRIDGE HAS NOT BEEN ANALYZED FOR LOADS IMPOSED BY THE GRIT RECYCLING MACHINE (IF APPLICABLE). AS RESULT, THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE OWNER FOR PLACEMENT OF ALL EQUIPMENT ALONG THE BRIDGE. THE GRIT RECYCLING MACHINE REAR AXLES SHALL BE CENTERED OVER THE PIERS.

THE CONTAINMENT STRUCTURE HAS BEEN ANALYZED FOR A MAXIMUM WIND VELOCITY OF 40 MPH. IF WINDS NEARING OR EXCEEDING 40 MPH (OR A LESSER WIND IS SPECIFIED IN THE CONTRACT SPECIFICATIONS) ARE PREDICTED, BLASTING AND PAINTING OPERATIONS SHALL CEASE, THE CONTRACTOR SHALL THOROUGHLY COLLECT AND REMOVE ALL SPENT

ABRASIVE MATERIAL AND DEBRIS GENERATED FROM THE BLASTING AND PAINTING ACTIVITIES USING A VACUUM TRUCK AND/OR PUMP, AND THE PAINT CONTAINMENT TARPULINS SHALL BE ROLLED AND SECURED IN PLACE.

BASED ON THE MAXIMUM WIND VELOCITY OF 40 MPH (8 PSF WIND LOAD PER AASHTO), THE RESULTING LOAD TRANSFERRED TO A BRIDGE STRUCTURE IS 244 PLF, BASED ON A CONTAINMENT HEIGHT OF 70'-0" FROM THE TOP OF THE BRIDGE PARAPETS TO GRADE (ONE-HALF OF THE CONTAINMENT HEIGHT APPLIED TO THE BRIDGE). SINCE AASHTO SPECIFIES A LATERAL LOADING OF 300 PLF FOR DESIGN OF GIRDER BRIDGES, THE MAXIMUM ANTICIPATED WIND LOAD OF 244 PLF IS ACCEPTABLE. WIND LOADING ON GIRDER BRIDGES DOES NOT GOVERN.

FOR PROJECTS INVOLVING THE INSTALLATION OF SUSPENDED PLATFORM, AASHTO ALLOWS A 36% INCREASE IN STRESS FOR TEMPORARY LOADS (18 KSI INVENTORY RATING VERSUS 24.5 KSI OPERATING RATING). THE UNIFORM DESIGN FOR LOAD GIRDERS BRIDGES IS 64 PSF, AND THUS, THE ANTICIPATED WEIGHT OF THE PLATFORM CONTAINMENT (APPROX. 19 PSF) ADDED TO THIS ORIGINAL DESIGN LOADING RESULTS IN A MAXIMUM D+L LOADING OF 83 PSF ON THE GIRDERS (19 PSF + 64 PSF EQUIVALENT LIVE LOADING). TEMPORARY LOADING APPLIED TO THE BRIDGE MEMBERS RESULT IN A MAXIMUM 30% INCREASE, WHICH IS BELOW THE 36% INCREASE ALLOWED BY AASHTO. SINCE THE METHOD ASSUMES THAT THE EXISTING BRIDGE MEMBERS ARE 100% STRESSED PRIOR TO LOADING, THIS GENERAL COMPARISON IS CONSIDERED VERY CONSERVATIVE.

GENERAL:

THESE DRAWINGS DEPICT THE PAINT CONTAINMENT DESIGNS TO BE UTILIZED BY MONOKO, LLC., FOR ORANGE COUNTY, VERMONT FOR THE FOLLOWING BRIDGES:

BRIDGE NO. 58N (ORANGE) I-91 OVER VT 25 (BRADFORD)
 BRIDGE NO. 58S (ORANGE) I-91 OVER VT 25 (BRADFORD)

BRIDGE NO. 59N (ORANGE) I-91 OVER WAITS RIVER (BRADFORD)
 BRIDGE NO. 59S (ORANGE) I-91 OVER WAITS RIVER (BRADFORD)

BRIDGE NO. D62N (ORANGE) TH NO. 3 OVER I-91 (BRADFORD)
 BRIDGE NO. D62S (ORANGE) TH NO. 3 OVER I-91 (BRADFORD)

BRIDGE NO. 63N (ORANGE) I-91 OVER TH NO. 1 (NEWBURY)
 BRIDGE NO. 63S (ORANGE) I-91 OVER TH NO. 1 (NEWBURY)

BRIDGE NO. 67N (ORANGE) I-91 OVER WELLS RIVER (NEWBURY)
 BRIDGE NO. 67S (ORANGE) I-91 OVER WELLS RIVER (NEWBURY)

WORKERS WILL ACCESS THE BELOW-DECK CONTAINMENTS AT THE ABUTMENTS, FROM THE BRIDGE DECK ABOVE USING OSHA-APPROVED LADDERS. THE LADDERS WILL BE SECURED TO THE BRIDGE RAILINGS AND/OR TRUSS STEEL AT THE TOP AND TO THE PLATFORM SYSTEMS AT THE BOTTOM.

FOR WORK PERFORMED FROM 500 LBS RATED ALUMINUM SCAFFOLDS SUPPORTED BY 1/2" Ø CABLES RIGGED ALONG THE ENTIRE LENGTH OF THE BRIDGE, WORKER SAFETY TIE-OFF CABLES AND WORKER HARNESSSES WILL BE UTILIZED DURING ALL WORK, INCLUDING INSTALLATION & REMOVAL OF THE PLATFORM SYSTEMS & DURING TRAVEL UP & DOWN THE LADDERS, IN ACCORDANCE WITH OSHA GUIDELINES.

THE ABRASIVE BLASTING CONTAINMENT AND/OR SUSPENDED PLATFORM DESIGNS, DETAILS AND INSTALLATION SPECIFICATIONS INCLUDED IN THIS PACKAGE WERE PREPARED UNDER THE DIRECTION OF THE CONTRACTOR. BY ACCEPTING THESE PLANS FOR SUBMITTAL, THE CONTRACTOR CONFIRMS THAT THE PLANS HAVE BEEN REVIEWED FOR CORRECTNESS, AND THAT THE SYSTEMS WILL BE INSTALLED IN ACCORDANCE WITH THE PLANS.

THE CONTRACTOR FULLY UNDERSTANDS & AGREES THAT A2B ENGINEERING, LLC. AND THEIR CERTIFYING ENGINEER(S) ARE NOT RESPONSIBLE FOR THE ULTIMATE

TECHNIQUES AND/OR METHODS OF CONSTRUCTION USED ON THIS PROJECT, OR THE SAFETY PRECAUTIONS & PROGRAMS INCIDENT THERETO, OR FOR ANY LOSS OR DAMAGES RESULTING FROM THE CONTRACTOR'S FAILURE TO COMPLY WITH LAWS AND REGULATIONS (PRIMARILY OSHA) APPLICABLE TO THE FURNISHING, INSTALLING AND/OR PERFORMANCE OF WORK.

THE CONTRACTOR FULLY UNDERSTANDS & AGREES THAT A2B ENGINEERING, LLC. HAS PREPARED THESE SUBMITTALS WITH THE UNDERSTANDING THAT THE CONTRACTOR AND THEIR EMPLOYEES HAVE THE KNOWLEDGE & EXPERTISE IN THE PROPER RIGGING OF THE CATENARY CONTAINMENT & WORKER ACCESS SYSTEMS PRESENTED ON THESE DRAWINGS, INCLUDING ALL OSHA REQUIREMENTS, AND IS NOT IN NEED OF DETAILED INSTALLATION AND/OR DISMANTLING PROCEDURES FOR SUCH INSTALLATIONS.

THE CONTRACTOR FULLY UNDERSTANDS & AGREES THAT BY ACCEPTING THESE DRAWINGS FOR SUBMITTAL, THEY ARE FULLY RESPONSIBLE FOR COMPLYING WITH ALL FEDERAL, STATE & LOCAL CODES & REGULATIONS (PRIMARILY OSHA) AND HERE-BY HOLDS A2B ENGINEERING, LLC. AND THEIR CERTIFYING ENGINEER(S) HARMLESS, AND INDEMNIFIES THEM FOR ANY LOSS OR DAMAGES RESULTING FROM THE CONTRACTOR'S FAILURE TO COMPLY WITH ANY/ALL APPLICABLE CODES, REGULATIONS AND/OR ANY MANUFACTURER'S INSTALLATION REQUIREMENTS, REGARDLESS OF WHETHER SAID INFORMATION IS OR IS NOT INCLUDED AS PART OF THESE SUBMITTALS.

THESE DRAWINGS & CALCULATIONS (IF APPLICABLE) HAVE BEEN PREPARED FOR THIS PROJECT ONLY. A2B ENGINEERING, LLC. AND THEIR CERTIFYING ENGINEER(S) HAVE NO LIABILITY SHOULD ANY PORTIONS OF THESE DRAWINGS AND/OR CALCULATIONS BE USED FOR DIFFERENT PROJECT.

THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. DUE TO UNCERTAINTIES OF THE EXISTING STRUCTURE, THE CONTRACTOR MAY MAKE MINOR MODIFICATIONS TO THE PAINT CONTAINMENT STRUCTURE DETAILED IN THESE PLANS. A2B ENGINEERING, LLC. SHALL BE NOTIFIED OF ANY MODIFICATIONS TO ENSURE THAT THE STRUCTURAL INTEGRITY OF THE PAINT CONTAINMENT STRUCTURE IS NOT COMPROMISED.



Bridge Nos. ALL

REVISIONS			PAUL STEIJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	DRAWN BY: BDN 02/15 CHECKED BY: PDB 02/15 DESIGNED BY: MAT 02/15 CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: GENERAL NOTES (1 OF 2)	REF. DWG. NO.
DATE	BY	DESCRIPTION				ROAD NO.	COUNTY	PROJECT ID		
						I-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-2

CONTAINMENT ENCLOSURE:

THE ABRASIVE BLASTING CONTAINMENT SYSTEM SHALL CONFORM TO THE REQUIREMENTS OF OSHA 1926 SUBPART L, OSHA 29 CFR 1910.28, ANSI A10.8 AND SSPC GUIDE 6.

ALL ABRASIVE BLAST CLEANING CONTAINMENTS, INCLUDING GROUND COVER, SIDEWALLS AND ENDWALLS, SHALL BE CONSTRUCTED OF 100% AIR IMPERMEABLE FIRE RESISTANT TARPULINS. ADJACENT TARPULIN PANELS SHALL BE FASTENED TOGETHER BY ROLLING AND CLAMPING OR BY CLAMPING TO LUMBER TO CREATE A CONTINUOUS IMPENETRABLE SEAL. THE CONTRACTOR MAY USE ANY APPROPRIATE METHOD AVAILABLE (TAPE, SPRAY FOAM, ETC) TO PROVIDE A CONTINUOUS SEAL TO CONTAIN DUST EMISSIONS (ABRASIVE BLASTING) AND/OR SOLVENT CLEANING/WATER WASHING OPERATIONS. SEE MISCELLANEOUS CONTAINMENT DETAILS SHEETS.

FOR BRIDGE TO GRADE CONTAINMENTS, THE TARPULIN BASE SHALL BE SEALED WITH SANDBAGS OR SIMILAR WEIGHTS. FOR SSPC CLASS 1A CONTAINMENTS, LUMBER PLANKS OR ALUMINUM SCAFFOLDS SHALL BE PLACED BELOW THE SANDBAGS TO PROVIDE A "CONTINUOUS" SEAL. FOR CLASS 2A CONTAINMENTS (OR LESSER), USE SANDBAGS OR SIMILAR WEIGHTED MATERIAL AT 5 FT (±) INTERVALS. FOR VERTICAL CONTAINMENTS, THE CONTRACTOR MAY UTILIZE CABLES ANCHORED WITH WEIGHTS OR ANCHORED TO THE GROUND TO SUPPORT THE VERTICAL TARPULIN WALLS.

FOR PLATFORM AND CABLE SUPPORTED CONTAINMENTS, TARPULIN WALLS SHALL BE SECURED TO APPROPRIATE BRIDGE ELEMENTS TO SEAL THE ENCLOSURE.

EXISTING BRIDGE DRAINS ENCLOSED WITHIN THE PAINT CONTAINMENT STRUCTURE SHALL BE TEMPORARILY PLUGGED OR WATER RUNOFF DIRECTED AWAY FROM THE CONTAINMENT ENCLOSURE AS SPECIFIED OR PERMITTED IN THE CONTRACT SPECIFICATIONS. AT THE CONCLUSION OF EACH WORK DAY, ALL PLUGGED DECK DRAINS SHALL BE UNPLUGGED TO RESTORE DECK DRAINAGE. AT THE CONCLUSION OF THE BRIDGE CLEANING AND PAINTING OPERATIONS RESTORE BRIDGE DRAINAGE TO THE SATISFACTION OF THE ENGINEER.

WHEN ABRASIVE BLASTING IS PERFORMED NEAR THE TARPULIN WALL, THE ABRASIVE BLAST SHALL BE DIRECTED AWAY FROM THE TARPULIN WALL. WHEN WORK IS PERFORMED NEAR AN INLET OPENING, THE OPENING SHALL BE TEMPORARILY SEALED TO MINIMIZE LOSS OF EMISSIONS.

TARPULINS SHALL BE 100% AIR/WATER IMPERMEABLE TO CONTAIN THE WASTE WATER AND BLASTING DEBRIS AND ALLOW FOR VACUUMING.

FOR SSPC TYPE 1A CONTAINMENTS, WORKERS SHALL ACCESS EACH CONTAINMENT THROUGH DOUBLE DOOR AIRLOCK ENTRANCE WHICH ALLOWS THE WORKERS TO SEAL ONE DOOR PRIOR TO ENTERING/EXITING THE CONTAINMENT THROUGH THE OTHER DOOR. TARPULIN DOORS SHALL BE CLOSED AND SEALED DURING BLASTING OPERATIONS TO PREVENT LOSS OF EMISSIONS. MINIMIZE PASSAGE IN AND OUT OF CONTAINMENT STRUCTURES DURING BLASTING OPERATIONS. DURING SANDBLASTING OPERATIONS, ALL WORKERS/PERSONAL SHALL BE CLEANED WITH A HEPA VACUUM PRIOR TO LEAVING THE CONTAINMENT.

FOR SSPC TYPE 2A CONTAINMENTS (OR LESSER), WORKERS SHALL ACCESS EACH CONTAINMENT THROUGH OVERLAPPING TARPULIN DOORS. TARPULIN DOORS SHALL BE CLOSED AND SEALED DURING BLASTING OPERATIONS TO PREVENT LOSS OF EMISSIONS. MINIMIZE PASSAGE IN AND OUT OF CONTAINMENT STRUCTURES DURING BLASTING OPERATIONS, SEE MISCELLANEOUS CONTAINMENT DETAILS SHEETS.

AT THE CONCLUSION OF EACH WORK DAY, THE CONTRACTOR SHALL THOROUGHLY COLLECT AND REMOVE ALL SPENT ABRASIVE MATERIAL AND DEBRIS GENERATED FROM THE BLASTING AND PAINTING ACTIVITIES USING A VACUUM TRUCK AND/OR PUMP. DURING SANDBLASTING OPERATIONS, ALL WORKER/PERSONNEL SHALL BE CLEANED WITH A HANDHELD HEPA VACUUM

PRIOR TO LEAVING THE CONTAINMENT.

PRIOR TO DISSEMBLING THE PAINT CONTAINMENT STRUCTURE, ALL SURFACES WITHIN THE CONTAINMENT, INCLUDING SIDEWALLS, ENDWALLS AND GROUND COVER, SHALL BE BLOWN DOWN TO ACHIEVE THE CLEANLINESS SPECIFIED IN THE CONTRACT, OR GENERALLY ACCEPTED PAINTING PRACTICES.

ALL WASTE DEBRIS SHALL BE SEALED AND STORED IN ACCORDANCE WITH THE CONTRACTOR'S APPROVED WASTE HANDLING PLANS. COLLECTED AND SEALED WASTE MATERIAL SHALL BE APPROPRIATELY LABELED AS HAZARDOUS WASTE. THE STORAGE SITE AREA SHALL PROVIDE FOR DRAINAGE TO PREVENT WATER RUN-OFF FROM PONDING AROUND THE SEALED CONTAINERS. THE WASTE STORAGE SITE SHALL BE SECURED TO PREVENT UNAUTHORIZED ACCESS.

IF THE ENGINEER DETERMINES THAT THE PAINT CONTAINMENT SYSTEM IS NOT EFFECTIVE IN RESTRICTING BLASTING AND PAINTING EMISSIONS, OR IN COLLECTING BLASTING DEBRIS, BLASTING AND PAINTING OPERATIONS SHALL CEASE AND DEFICIENCIES CORRECTED PRIOR TO RESUMING WORK.

CONTAINMENT NOTES:

ALL WORK SHALL BE ASSEMBLED IN ACCORDANCE WITH THESE DRAWINGS, THE MANUFACTURER'S INSTRUCTIONS AND CRITERIA, INDUSTRY GUIDELINES AND THE MOST CURRENT EDITION OF ALL FEDERAL, STATE AND LOCAL REGULATIONS, STATUTES ORDINANCES, AND THE PROJECT SPECIFICATIONS. A2B ENGINEERING, LLC. SHALL BE NOTIFIED WHERE DISCREPANCIES EXIST BETWEEN THESE DRAWINGS AND THE MANUFACTURER'S INSTRUCTIONS TO VERIFY THE APPROPRIATE CRITERIA.

THE CONTRACTOR IS SOLELY RESPONSIBLE TO ENSURE THAT ALL FALL PROTECTION IS INSTALLED PER OSHA AND PROJECT SPECIFICATIONS.

PRIOR TO CONSTRUCTION OF THE PAINT CONTAINMENT STRUCTURE ALL MATERIAL SHALL BE THOROUGHLY INSPECTED TO ENSURE THAT THEY CONTAIN NO DEFICIENCIES THAT WILL COMPROMISE THE STRUCTURAL INTEGRITY OF THE PAINT CONTAINMENT STRUCTURE. THE CONTRACTOR SHALL PERFORM PERIODIC INSPECTIONS OF THE PAINT CONTAINMENT STRUCTURE TO ENSURE THE STRUCTURAL INTEGRITY OF THE STRUCTURE REMAINS SECURE.

VENTILATION SYSTEM:

THE CONTRACTOR SHALL PROVIDE MECHANICAL EXHAUST VENTILATION FOR THE ABRASIVE BLASTING CONTAINMENT STRUCTURES USING ONE OR MORE MOBILE DUST COLLECTORS. THE CONTRACTOR PROPOSES TO USE ONE (1) 45,000 AT 13" W.G. CFM MOBILE DUST COLLECTOR MANUFACTURED BY ADVANCED RECYCLING SYSTEMS, INC. THE DUST COLLECTOR HAS AN ASSUMED DUST EXHAUST CAPACITY BASED ON THE NUMBER OF DUCTS PROVIDED AS:

- EXHAUST CAPACITY WITH 4 - 20 INCH DIAMETER DUCTS: 48,000 CFM
- EXHAUST CAPACITY WITH 3 - 20 INCH DIAMETER DUCTS: 45,000 CFM
- EXHAUST CAPACITY WITH 2 - 20 INCH DIAMETER DUCTS: 40,000 CFM
- EXHAUST CAPACITY WITH 1 - 20 INCH DIAMETER DUCT: 24,000 CFM

REFER TO PLAN SHEETS FOR NUMBER OF EXHAUST DUCTS AND INLET AREA REQUIREMENTS.

THE MAIN OBJECTIVE FOR USING THE NEGATIVE AIR EXHAUST VENTILATION SYSTEM IS TO CONTAIN AIRBORNE PARTICULATE WITHIN THE CONTAINMENT STRUCTURE AND PROVIDE AIR FLOW THROUGH THE CONTAINMENT STRUCTURE. CONTAINMENT SIDEWALLS, ENDWALLS AND GROUND COVERS SHALL BE CONSTRUCTED AND SEALED TO PREVENT EXCESSIVE LEAKS BETWEEN THE PANELS AND ALONG THE GROUND. A PRELIMINARY VENTILATION SYSTEM TEST OF EACH CONTAINMENT SHALL BE PERFORMED PRIOR TO STARTING ABRASIVE BLASTING OPERATIONS. AIR FLOW THROUGH THE CONTAINMENT SHALL BE VERIFIED AT MULTIPLE LOCATIONS THROUGHOUT THE CONTAINMENT USING A HAND-HELD MANOMETER. IF THE EXHAUST VENTILATION SYSTEM IS UNABLE TO ACHIEVE THE SPECIFIED AIR FLOW THROUGH THE CONTAINMENT STRUCTURE OR ADEQUATELY REMOVE AIRBORNE PARTICULATE MATTER, THE CONTRACTOR

SHALL PROVIDE ADDITIONAL DUST COLLECTORS AND EXHAUST DUCTS, OR REDUCE THE SIZE OF THE ACTIVE PAINT CONTAINMENT ENCLOSURE BY INSTALLING INTERNAL TARPULIN WALLS. THE EXHAUST VENTILATION SYSTEM SHALL REMAIN IN OPERATION DURING CLEANING AND VACUUMING OPERATIONS.

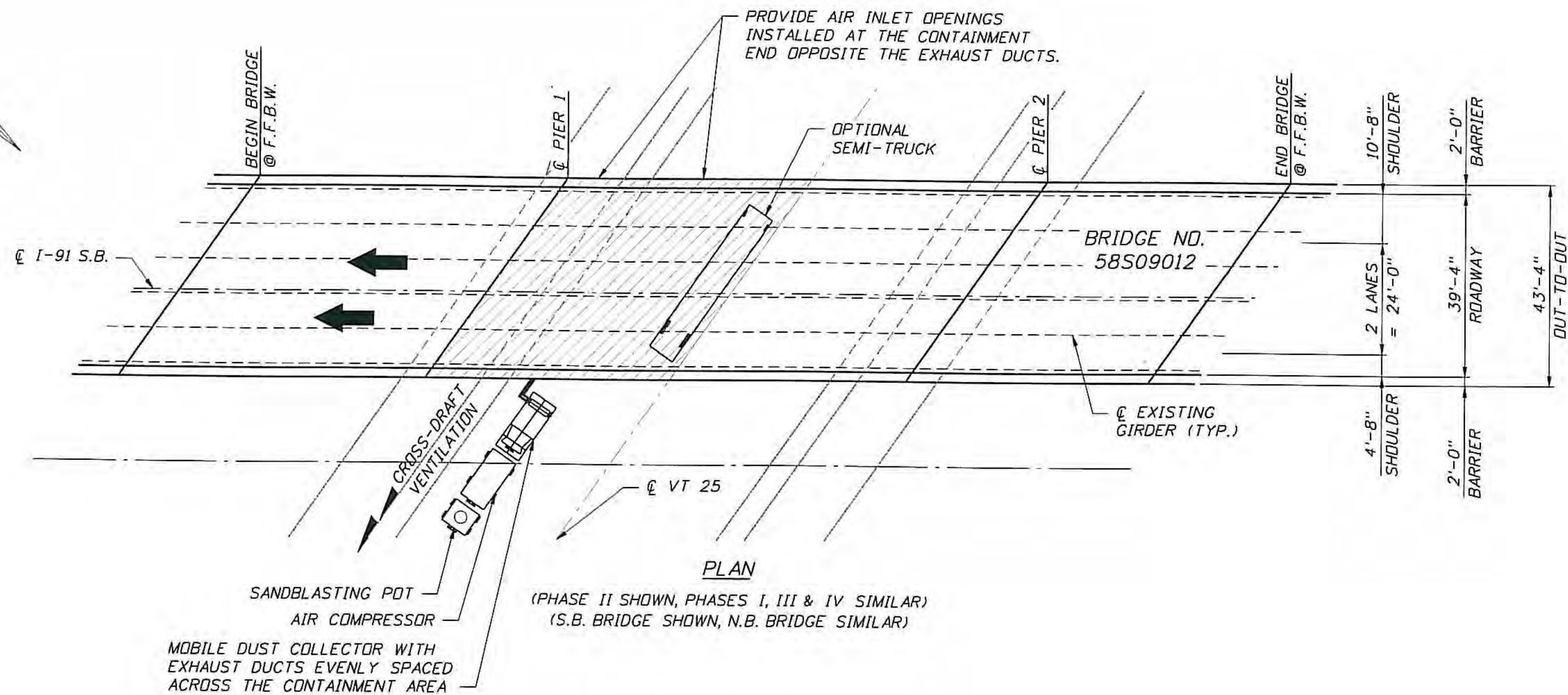
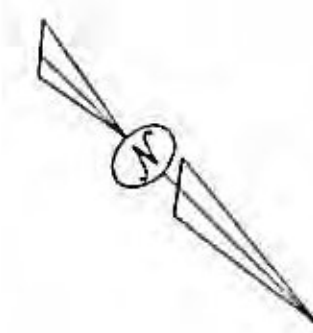
NO. OF 20" Ø DUCTS PROVIDED	4	3	2	1
VOLUME Q, CFM	48,000	45,000	24,000	20,000
MAX. CONTAINMENT AREA, SQ. FT. (V=100 FT/MIN.)	480.0	450.0	240.0	200.0
MIN. CONTAINMENT AREA, SQ. FT. (V=300 FT/MIN.)	160.0	150.0	80.0	66.7
MAX. INLET AREA, SQ. FT. (V=700 FT/MIN)	68.6	64.3	34.3	28.6
MIN. INLET AREA, SQ. FT. (V=1000 FT/MIN)	48.0	45.0	24.0	20.0



Bridge Nos. ALL

REVISIONS			PAUL STEILEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPOON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	DRAWN BY: BDN 02/15 CHECKED BY: PDB 02/15 DESIGNED BY: MAT 02/15 CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: GENERAL NOTES (2 OF 2)	REF. DWG. NO.
DATE	BY	DESCRIPTION				ROAD NO.	COUNTY	PROJECT ID		
						1-91	ORANGE	1M BPNT (114)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	SHEET NO. C-3

p:\187 monoko, llc\14 bradford-newbury\m bprn11 containment plans\cadd\B0GenNotes01.dgn

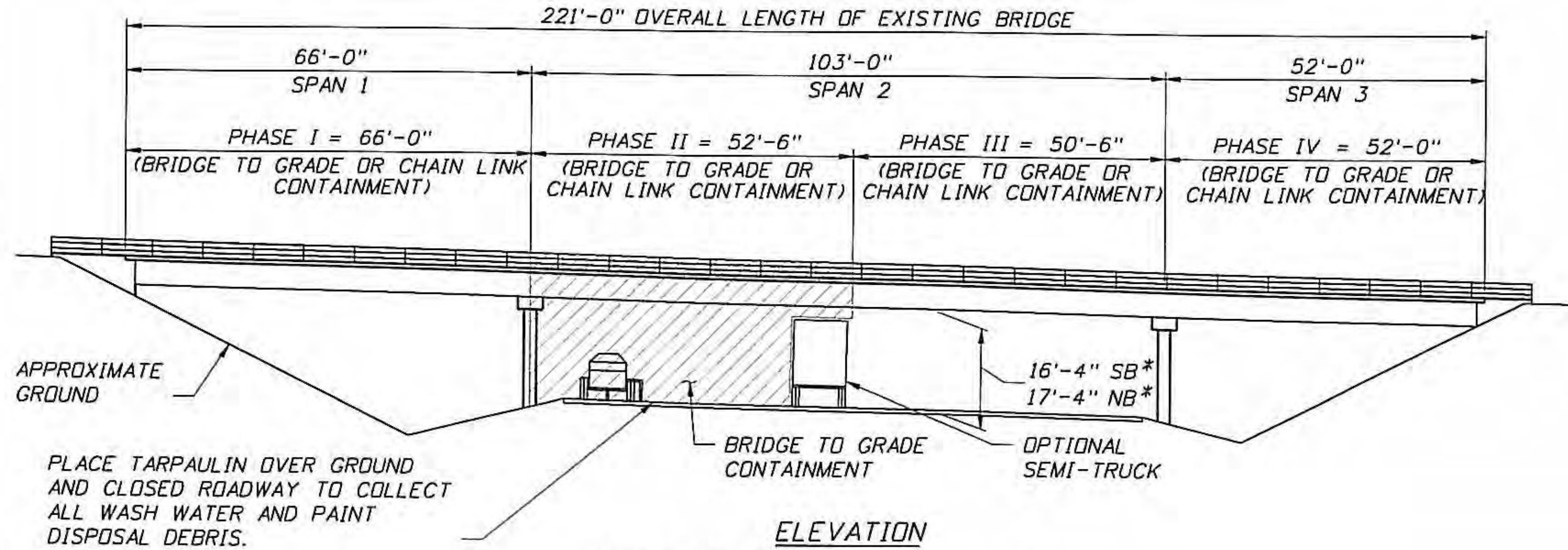


PLAN

(PHASE II SHOWN, PHASES I, III & IV SIMILAR)
(S.B. BRIDGE SHOWN, N.B. BRIDGE SIMILAR)

NOTES:

1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. WORK PHASES I-IV SHOWN SCHEMATICALLY. REFERENCE MOT PLANS FOR LIMITS OF WORK PHASES.
3. WORK PHASES I-IV MAY BE WORKED IN ANY ORDER AT THE CONVENIENCE OF THE CONTRACTOR'S MEANS AND METHODS, TRAFFIC PATTERNS AND DENSITY, OR OTHER SITE CHARACTERISTICS THAT INFLUENCE A PREFERRED WORK AREA.
4. THE CONTRACTOR HAS THE OPTION TO USE ADDITIONAL MOBILE DUST COLLECTORS, OR PLACE LONGITUDINAL OR TRANSVERSE INTERMEDIATE TARPULIN WALL.
5. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.



ELEVATION

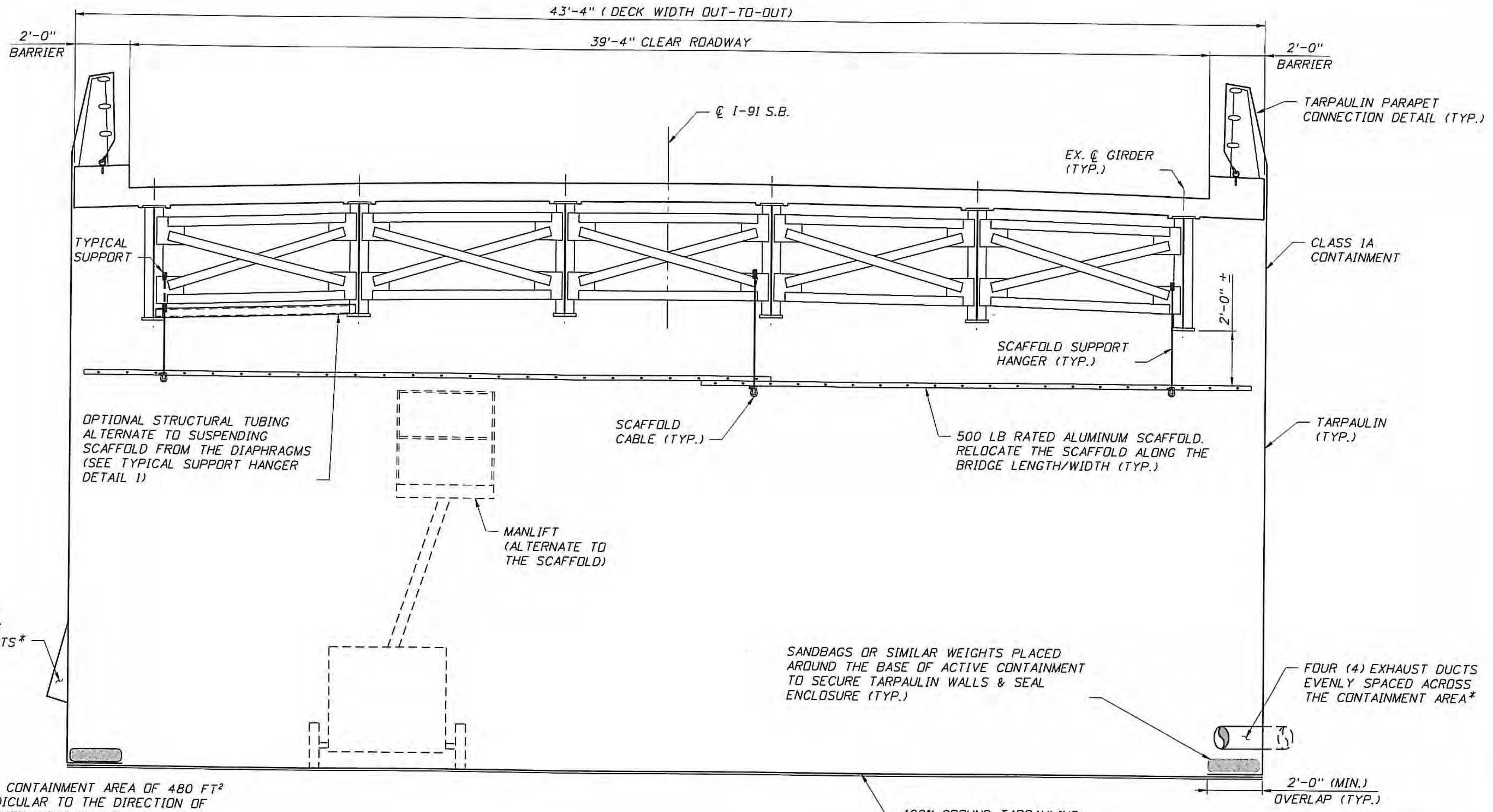
(PHASE II SHOWN, PHASES I, III & IV SIMILAR)
(S.B. BRIDGE SHOWN, N.B. BRIDGE SIMILAR)

* EXISTING MINIMUM VERTICAL CLEARANCE BASED ON EXISTING BRIDGE PLANS. CONTRACTOR SHALL OBTAIN APPROVAL FOR REDUCTION OF EXISTING VERTICAL CLEARANCE AND RAISE CABLE AS NEEDED OVER ACTIVE ROADWAY.



Bridge Nos. 58N & 58S (BRADFORD)

REVISIONS			PAUL STEJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPOON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	DRAWN BY: BDN 02/15 CHECKED BY: PDB 02/15 DESIGNED BY: MAT 02/15 CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: PLAN & ELEVATION	REF. DWG. NO.
DATE	BY	DESCRIPTION				ROAD NO.	COUNTY	PROJECT ID		
						1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	



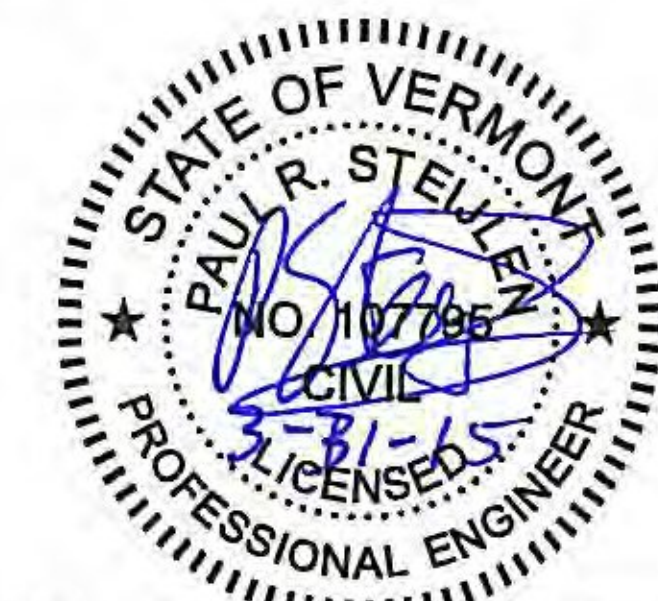
APPROXIMATELY 48 FT² OF AIR INLET OPENINGS OPPOSITE EXHAUST DUCTS*

* BASED ON MAXIMUM CONTAINMENT AREA OF 480 FT² AS MEASURED PERPENDICULAR TO THE DIRECTION OF CROSS-DRAFT (SEE VENTILATION SYSTEM TABLE ON GENERAL NOTES SHEETS)

NOTES:

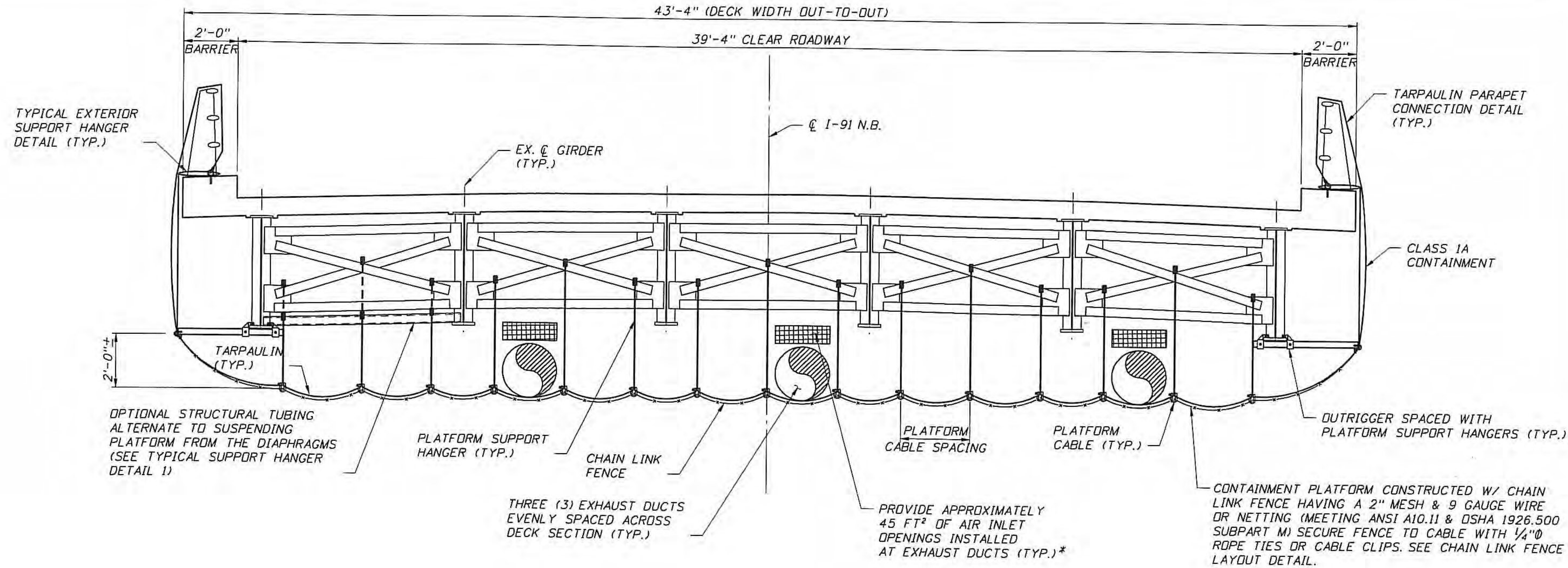
1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. THE CONTRACTOR SHALL AVOID ATTACHING/CONNECTING TO BRIDGE ELEMENTS EXHIBITING SIGNIFICANT SECTION LOSS.
3. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.
4. INSPECTIONS SHALL BE PERFORMED FROM MANLIFT.
5. CONTRACTOR TO PROVIDE LIFE LINES MEETING OSHA 1910.66 APPENDIX C AS REQUIRED.

TYPICAL SECTION
(PHASES I-IV)
(MOBILE DUST COLLECTOR NOT SHOWN FOR CLARITY)
(S.B. BRIDGE SHOWN, N.B. BRIDGE SIMILAR)



Bridge Nos. 58N & 58S (BRADFORD)

REVISIONS			PAUL STEIJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	DRAWN BY: BDN 02/15 CHECKED BY: PDB 02/15 DESIGNED BY: MAT 02/15 CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CONTAINMENT SECTION DETAILS (1 OF 2)	REF. DWG. NO.
DATE	BY	DESCRIPTION				ROAD NO.	COUNTY	PROJECT ID		
						1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-5

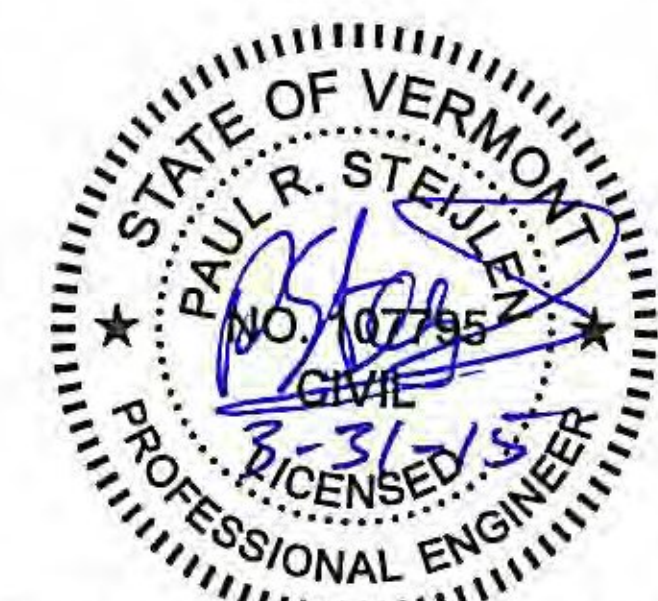


* BASED ON MAXIMUM CONTAINMENT AREA OF 480 FT² AS MEASURED PERPENDICULAR TO THE DIRECTION OF CROSS-DRAFT (SEE VENTILATION SYSTEM TABLE ON GENERAL NOTES SHEETS)

NOTES:

1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. THE CONTRACTOR SHALL AVOID ATTACHING/CONNECTING TO BRIDGE ELEMENTS EXHIBITING SIGNIFICANT SECTION LOSS.
3. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.
4. INSPECTIONS SHALL BE PERFORMED FROM MANLIFT.
5. CONTRACTOR TO PROVIDE LIFE LINES MEETING DSHA 1910.66 APPENDIX C AS REQUIRED.

TYPICAL SECTION
 (PHASES I-IV)
 (MOBILE DUST COLLECTOR NOT SHOWN FOR CLARITY)
 (S.B. BRIDGE SHOWN, N.B. BRIDGE SIMILAR)
 (3'-9" CABLE SPACING SHOWN, 5'-3" CABLE SPACING SIMILAR)



Bridge Nos. 58N & 58S (BRADFORD)

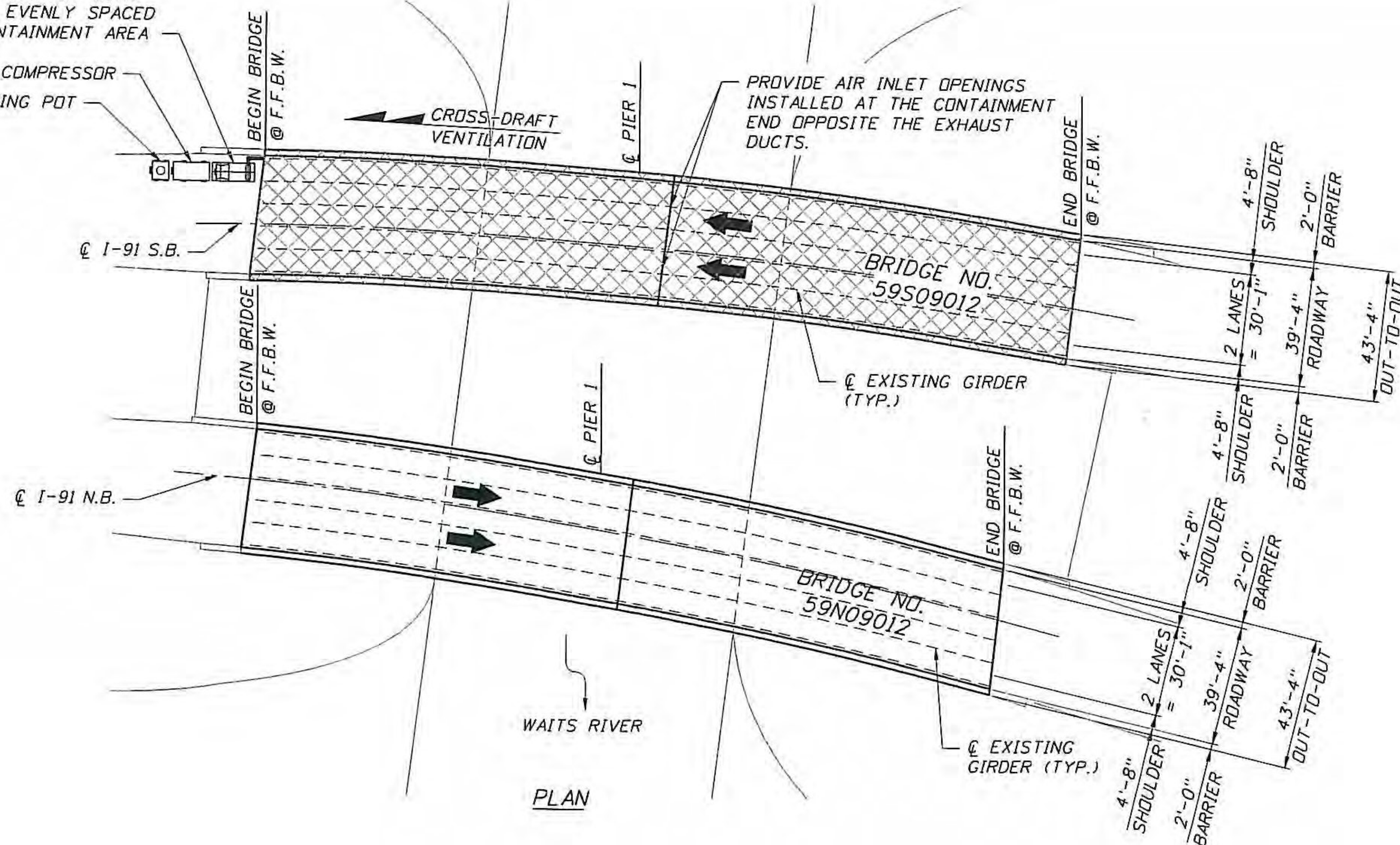
REVISIONS			DATE	BY	DESCRIPTION	DRAWN BY: BDN 02/15	CHECKED BY: PDB 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CONTAINMENT SECTION DETAILS (2 OF 2)	REF. DWG. NO.
DATE	BY	DESCRIPTION						ROAD NO.	COUNTY	PROJECT ID		
								1-91	ORANGE	1N BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-6

MOBILE DUST COLLECTOR WITH EXHAUST DUCTS EVENLY SPACED ACROSS THE CONTAINMENT AREA

AIR COMPRESSOR
SANDBLASTING POT

CROSS-DRAFT VENTILATION

PROVIDE AIR INLET OPENINGS INSTALLED AT THE CONTAINMENT END OPPOSITE THE EXHAUST DUCTS.

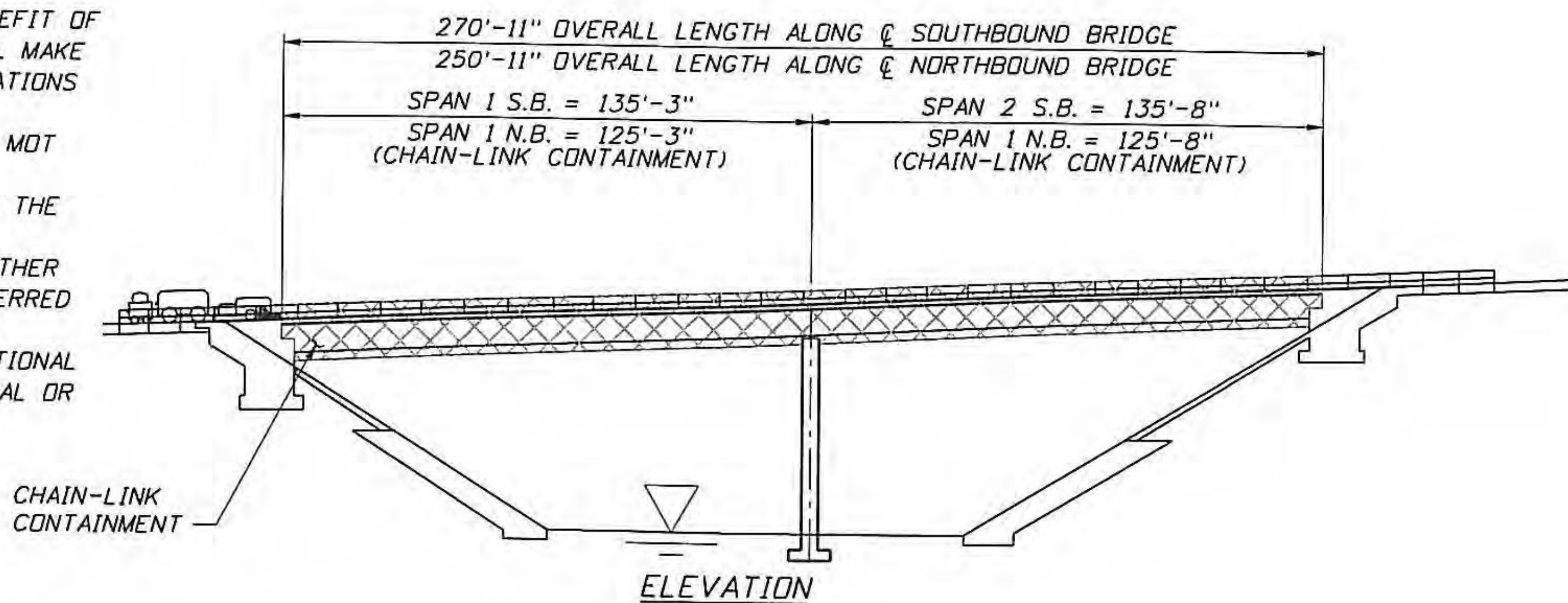


WAITS RIVER

PLAN

NOTES:

1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. WORK PHASE SHOWN SCHEMATICALLY. REFERENCE MOT PLANS FOR LIMITS OF WORK PHASES.
3. WORK PHASE MAY BE WORKED IN ANY ORDER AT THE CONVENIENCE OF THE CONTRACTOR'S MEANS AND METHODS, TRAFFIC PATTERNS AND DENSITY, OR OTHER SITE CHARACTERISTICS THAT INFLUENCE A PREFERRED WORK AREA.
4. THE CONTRACTOR HAS THE OPTION TO USE ADDITIONAL MOBILE DUST COLLECTORS, OR PLACE LONGITUDINAL OR TRANSVERSE INTERMEDIATE TARPULIN WALL.
5. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.



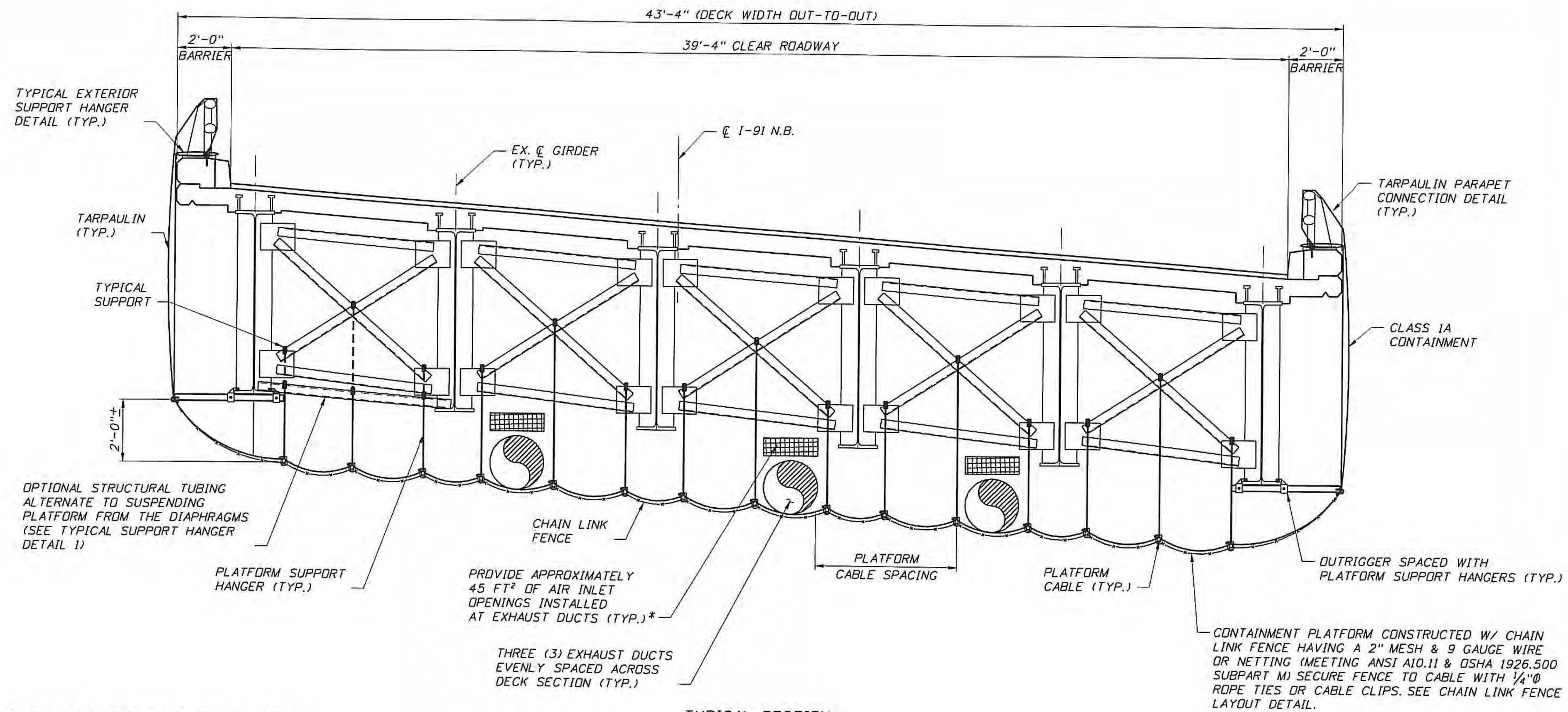
CHAIN-LINK CONTAINMENT

ELEVATION



Bridge Nos. 59N & 59S (BRADFORD)

REVISIONS			PAUL STEIJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE		REF. DWG. NO.
DATE	BY	DESCRIPTION			ROAD NO.	COUNTY	PROJECT ID	PLAN & ELEVATION		
					1-91	ORANGE	1M BPNT (14)	PROJECT NAME: TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS		SHEET NO. C-7



* BASED ON MAXIMUM CONTAINMENT AREA OF 405 FT² AS MEASURED PERPENDICULAR TO THE DIRECTION OF CROSS-DRAFT (SEE VENTILATION SYSTEM TABLE ON GENERAL NOTES SHEETS)

NOTES:

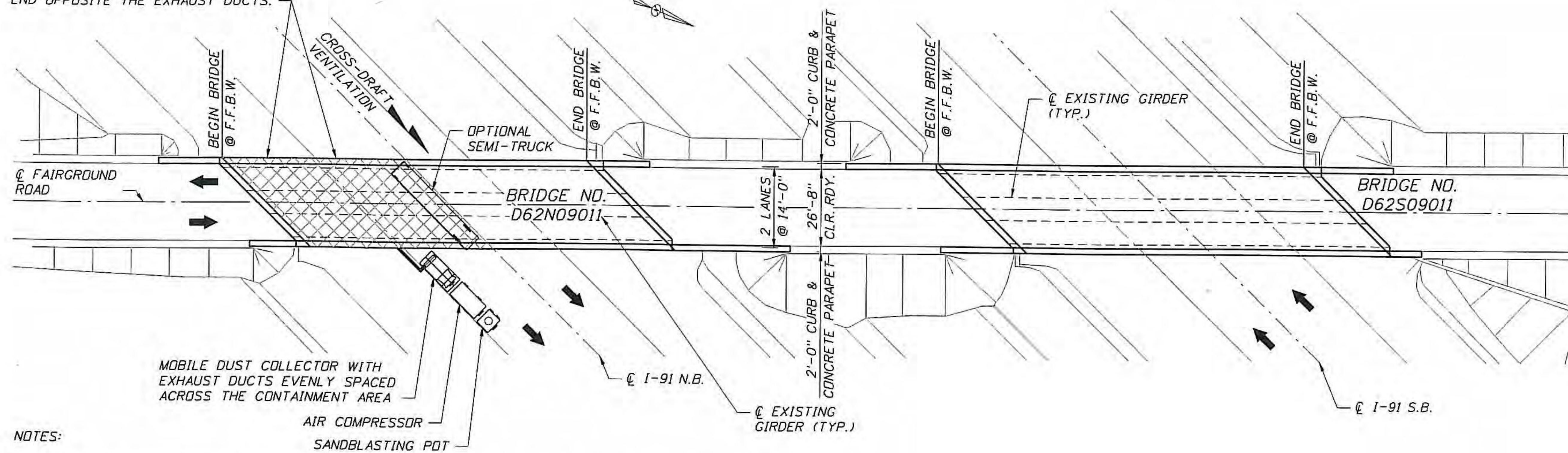
1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. THE CONTRACTOR SHALL AVOID ATTACHING/CONNECTING TO BRIDGE ELEMENTS EXHIBITING SIGNIFICANT SECTION LOSS.
3. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.
4. CONTRACTOR TO PROVIDE LIFE LINES MEETING OSHA 1910.66 APPENDIX C AS REQUIRED.



REVISIONS			PAUL STEIJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CONTAINMENT SECTION DETAILS		REF. DWG. NO.
DATE	BY	DESCRIPTION			ROAD NO.	COUNTY	PROJECT ID	PROJECT NAME:	SHEET NO.	
					1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-B	

Bridge Nos. 59N & 59S (BRADFORD)

PROVIDE AIR INLET OPENINGS
INSTALLED AT THE CONTAINMENT
END OPPOSITE THE EXHAUST DUCTS.

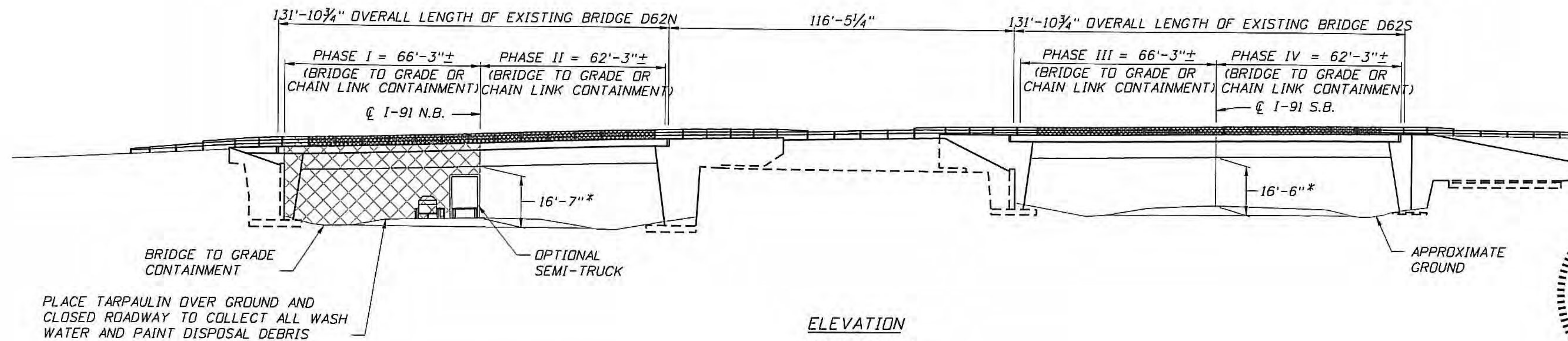


NOTES:

1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. WORK PHASES I-IV SHOWN SCHEMATICALLY. REFERENCE MOT PLANS FOR LIMITS OF WORK PHASES.
3. WORK PHASES I-IV MAY BE WORKED IN ANY ORDER AT THE CONVENIENCE OF THE CONTRACTOR'S MEANS AND METHODS, TRAFFIC PATTERNS AND DENSITY, OR OTHER SITE CHARACTERISTICS THAT INFLUENCE A PREFERRED WORK AREA.
4. THE CONTRACTOR HAS THE OPTION TO USE ADDITIONAL MOBILE DUST COLLECTORS, OR PLACE LONGITUDINAL OR TRANSVERSE INTERMEDIATE TARPULIN WALL.
5. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.

PLAN
(PHASE I SHOWN,
PHASES II-IV SIMILAR)

* EXISTING MINIMUM VERTICAL CLEARANCE
BASED ON EXISTING BRIDGE PLANS. CONTRACTOR
SHALL OBTAIN APPROVAL FOR REDUCTION OF
EXISTING VERTICAL CLEARANCE AND RAISE
CABLE AS NEEDED OVER ACTIVE ROADWAY.



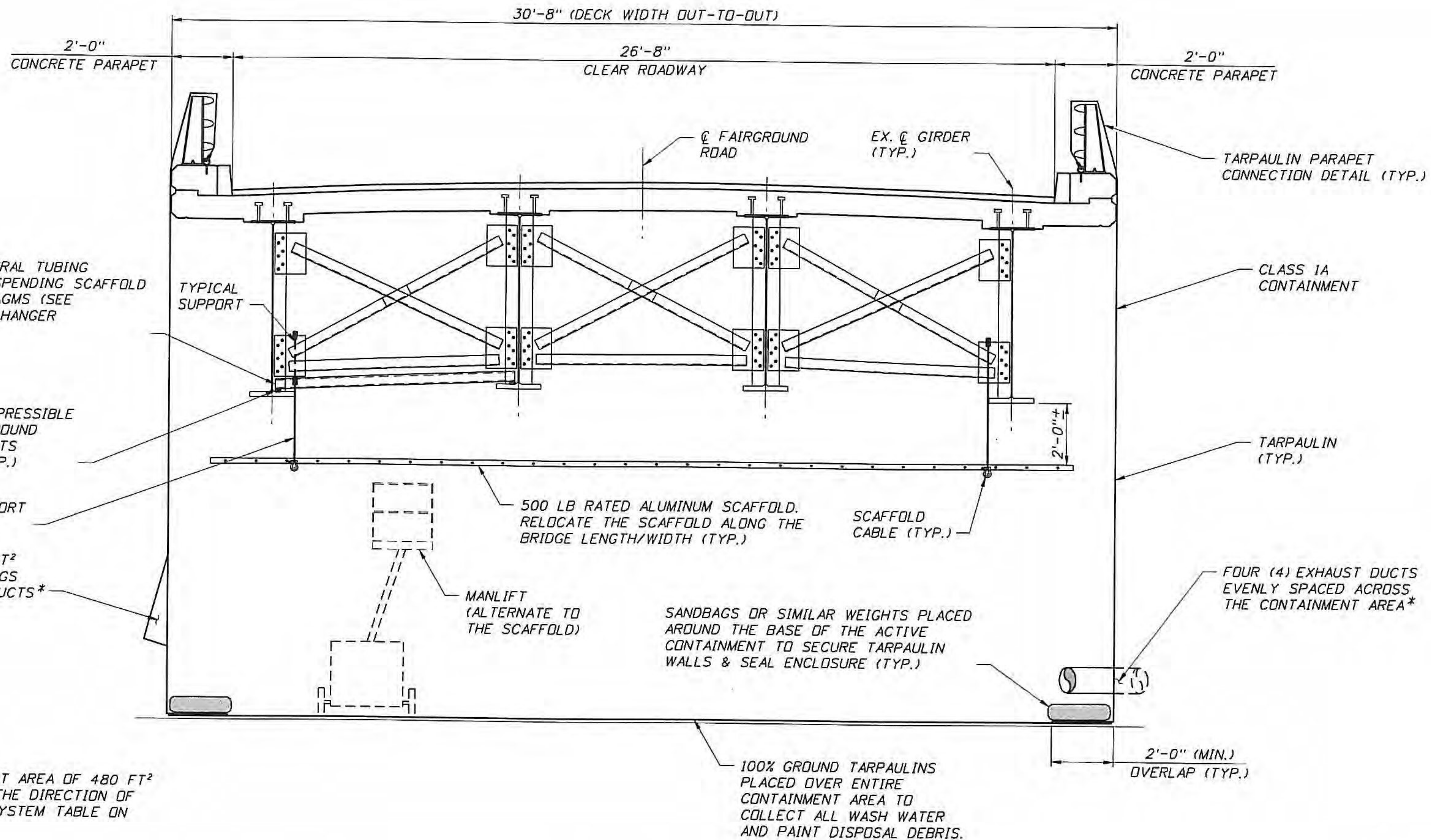
ELEVATION
(PHASE I SHOWN,
PHASES II-IV SIMILAR)

PLACE TARPULIN OVER GROUND AND
CLOSED ROADWAY TO COLLECT ALL WASH
WATER AND PAINT DISPOSAL DEBRIS



Bridge Nos. D62N & D62S (BRADFORD)

REVISIONS			PAUL STEJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	DRAWN BY: BDN 02/15 CHECKED BY: PDB 02/15 DESIGNED BY: MAT 02/15 CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: PLAN AND ELEVATION	REF. DWG. NO.
DATE	BY	DESCRIPTION				ROAD NO.	COUNTY	PROJECT ID		
						1-91	ORANGE	1W BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-9



* BASED ON MAXIMUM CONTAINMENT AREA OF 480 FT² AS MEASURED PERPENDICULAR TO THE DIRECTION OF CROSS-DRAFT (SEE VENTILATION SYSTEM TABLE ON GENERAL NOTES SHEETS)

NOTES:

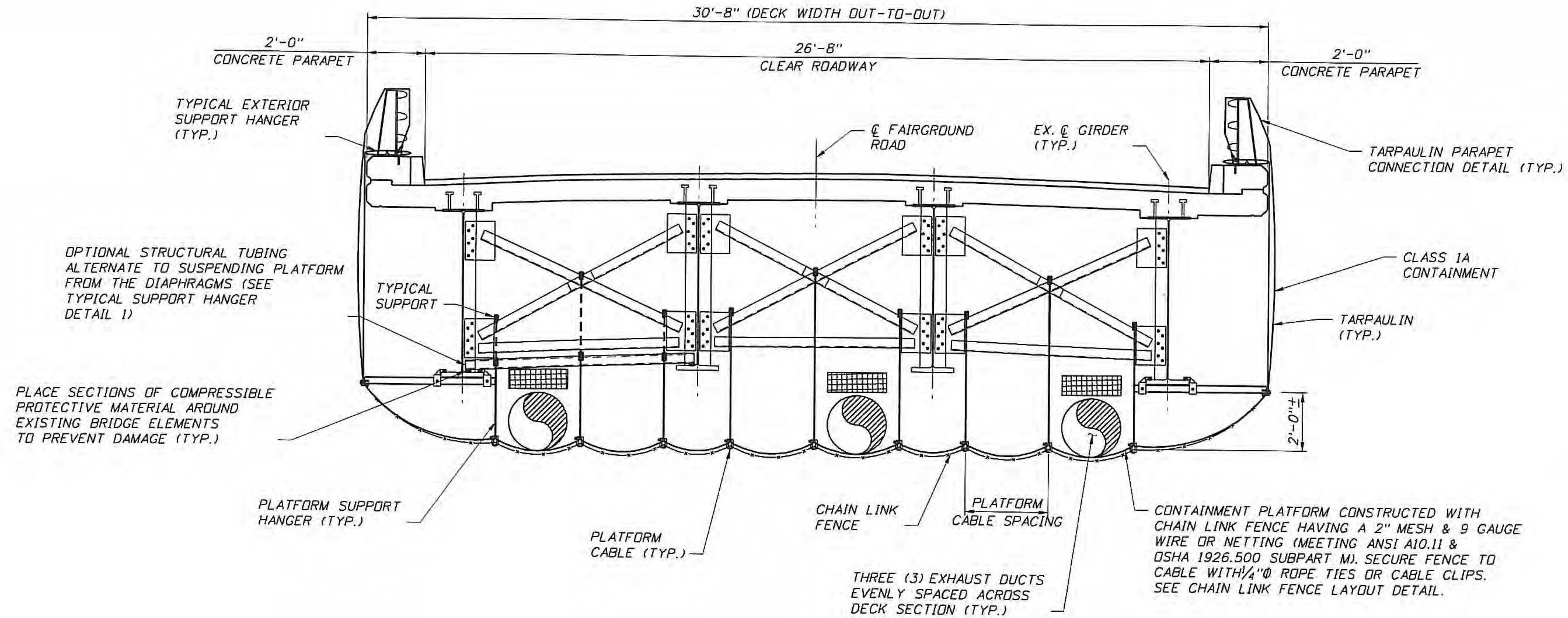
1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. THE CONTRACTOR SHALL AVOID ATTACHING/CONNECTING TO BRIDGE ELEMENTS EXHIBITING SIGNIFICANT SECTION LOSS.
3. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.
4. CONTRACTOR TO PROVIDE LIFE LINES MEETING OSHA 1910.66 APPENDIX C AS REQUIRED.
5. INSPECTIONS SHALL BE PERFORMED FROM MANLIFT.

TYPICAL SECTION
(MOBILE DUST COLLECTOR NOT SHOWN FOR CLARITY)



Bridge Nos. D62N & D62S (BRADFORD)

REVISIONS			PAUL STEJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	DRAWN BY: BDN 02/15 CHECKED BY: PDB 02/15 DESIGNED BY: MAT 02/15 CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CONTAINMENT SECTION DETAILS (1 OF 2)	REF. DWG. NO.
DATE	BY	DESCRIPTION				ROAD NO.	COUNTY	PROJECT ID		
						1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-10



* BASED ON MAXIMUM CONTAINMENT AREA OF 480 FT² AS MEASURED PERPENDICULAR TO THE DIRECTION OF CROSS-DRAFT (SEE VENTILATION SYSTEM TABLE ON GENERAL NOTES SHEETS)

NOTES:

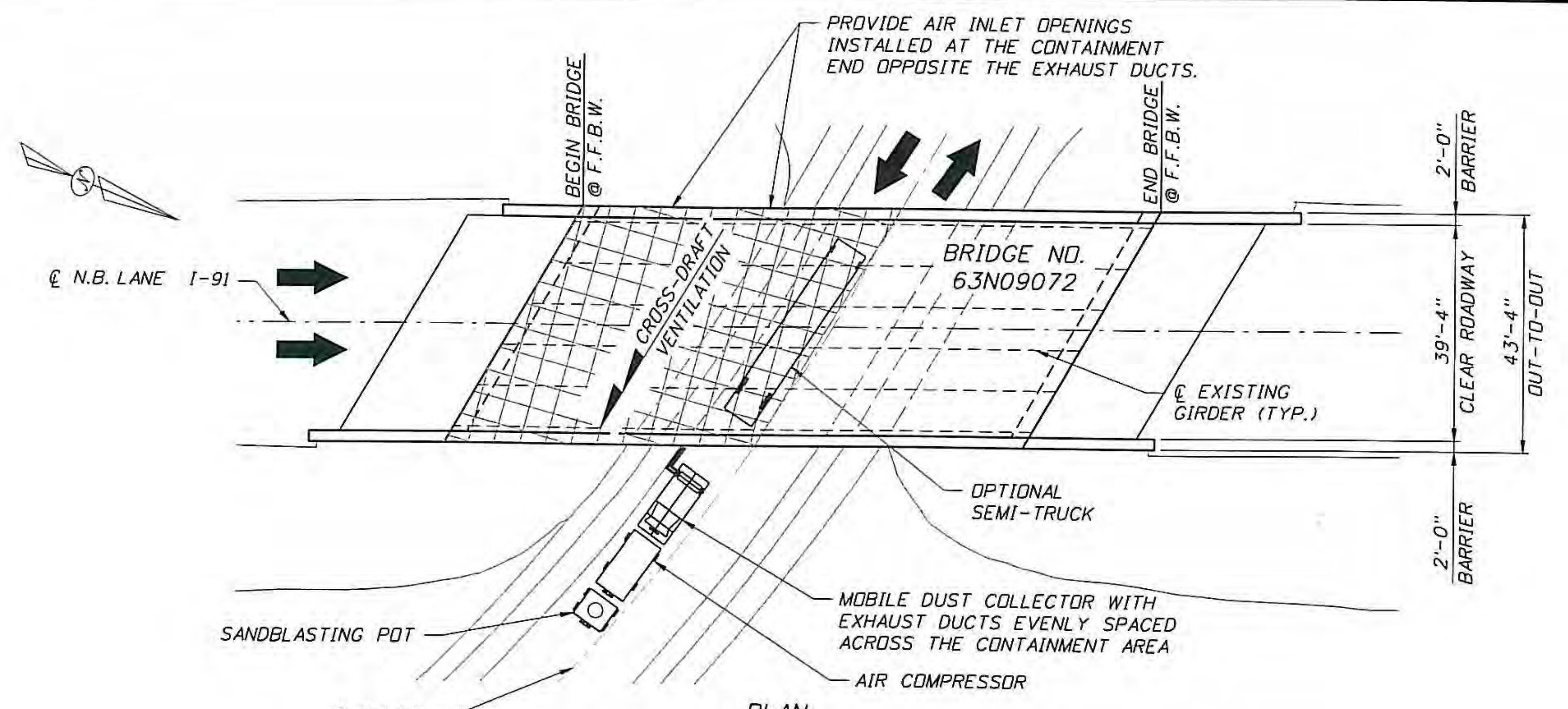
1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. THE CONTRACTOR SHALL AVOID ATTACHING/CONNECTING TO BRIDGE ELEMENTS EXHIBITING SIGNIFICANT SECTION LOSS.
3. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.
4. CONTRACTOR TO PROVIDE LIFE LINES MEETING OSHA 1910.66 APPENDIX C AS REQUIRED.
5. INSPECTIONS SHALL BE PERFORMED FROM MANLIFT.

TYPICAL SECTION
 (MOBILE DUST COLLECTOR NOT SHOWN FOR CLARITY)
 (3'-9" CABLE SPACING SHOWN, 5'-3" CABLE SPACING SIMILAR)

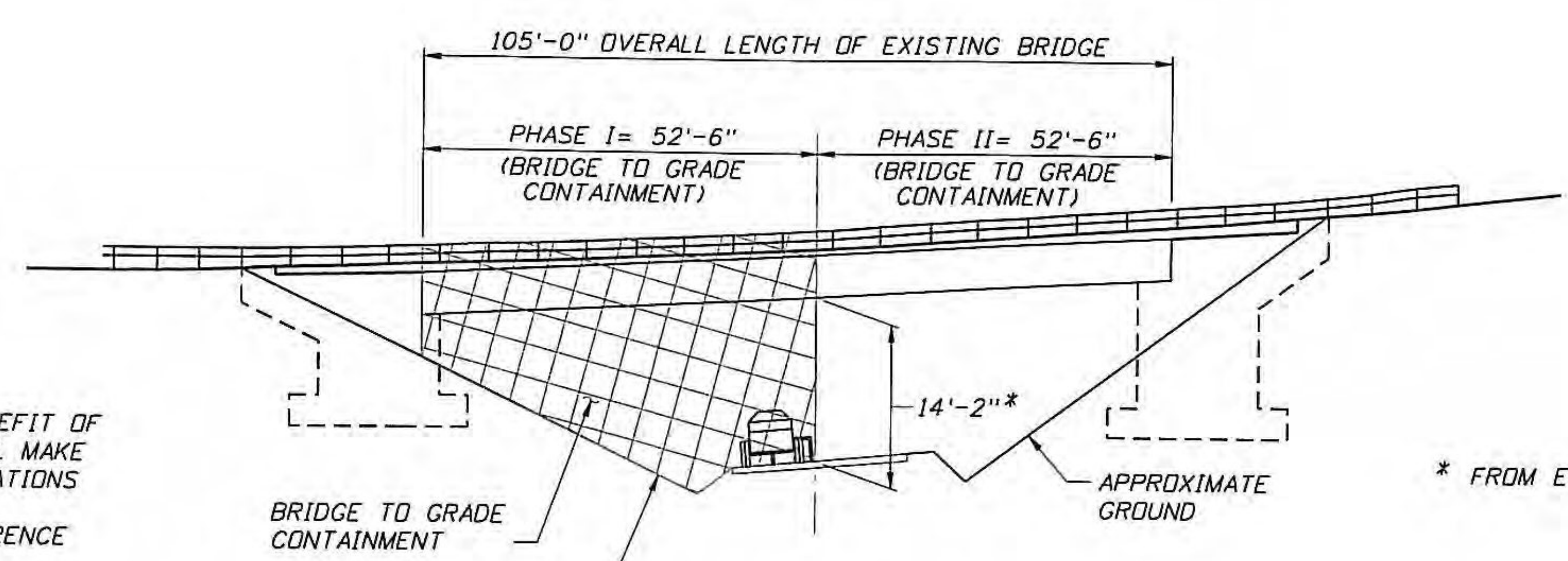


Bridge Nos. D62N & D62S (BRADFORD)

REVISIONS			PAUL STEJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	DRAWN BY: BDN 02/15 CHECKED BY: PDB 02/15 DESIGNED BY: MAT 02/15 CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CONTAINMENT SECTION DETAILS (2 OF 2)	REF. DWG. NO.
DATE	BY	DESCRIPTION				ROAD NO.	COUNTY	PROJECT ID		
						1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER 1-91 IMPROVEMENT PLANS	C-11



PLAN
 (PHASE I SHOWN, PHASE II SIMILAR)
 (N.B. BRIDGE SHOWN, S.B. BRIDGE SIMILAR)



ELEVATION
 (PHASE I SHOWN, PHASE II SIMILAR)
 (N.B. BRIDGE SHOWN, S.B. BRIDGE SIMILAR)

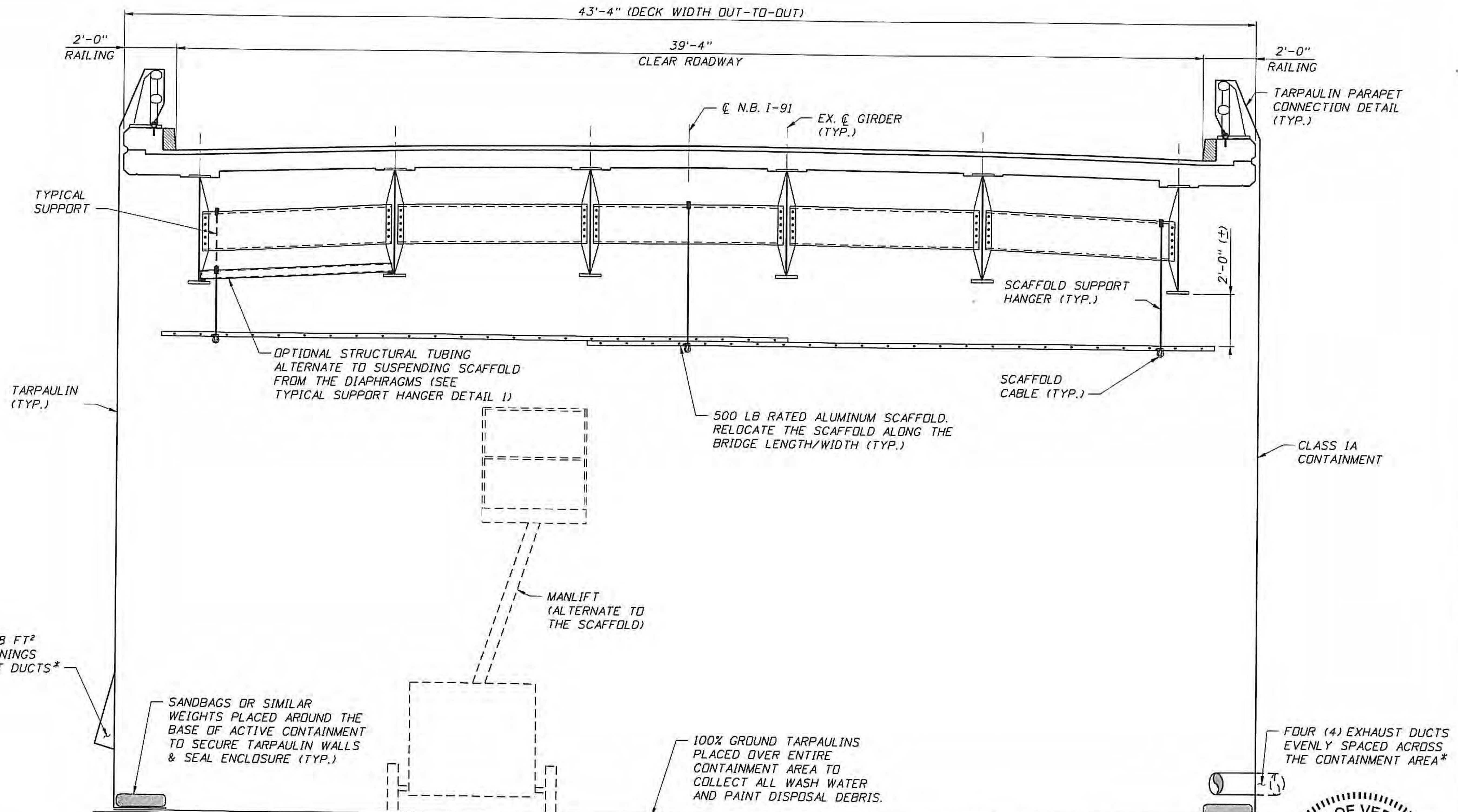
- NOTES:**
1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
 2. WORK PHASES I-II SHOWN SCHEMATICALLY. REFERENCE MOT PLANS FOR LIMITS OF WORK PHASES.
 3. WORK PHASES I-II MAY BE WORKED IN ANY ORDER AT THE CONVENIENCE OF THE CONTRACTOR'S MEANS AND METHODS, TRAFFIC PATTERNS AND DENSITY, OR OTHER SITE CHARACTERISTICS THAT INFLUENCE A PREFERRED WORK AREA.
 4. THE CONTRACTOR HAS THE OPTION TO USE ADDITIONAL MOBILE DUST COLLECTORS, OR PLACE LONGITUDINAL OR TRANSVERSE INTERMEDIATE TARPAULIN WALL.
 5. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.

* FROM EXISTING BRIDGE PLANS.



Bridge Nos. 63N & 63S (NEWBURY)

REVISIONS			PAUL STEJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE	
DATE	BY	DESCRIPTION			ROAD NO.	COUNTY	PROJECT ID	PLAN & ELEVATION	
					1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	
								PROJECT NAME	REF. DWG. NO.
									SHEET NO.
									C-12



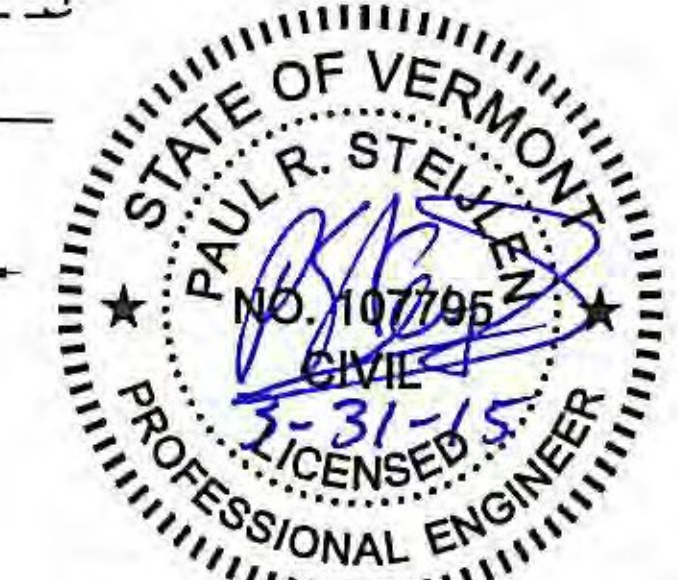
APPROXIMATELY 48 FT² OF AIR INLET OPENINGS OPPOSITE EXHAUST DUCTS*

NOTES:

1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. THE CONTRACTOR SHALL AVOID ATTACHING/CONNECTING TO BRIDGE ELEMENTS EXHIBITING SIGNIFICANT SECTION LOSS.
3. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.
4. CONTRACTOR TO PROVIDE LIFE LINES MEETING OSHA 1910.66 APPENDIX C AS REQUIRED.
5. INSPECTIONS SHALL BE PERFORMED FROM MANLIFT.

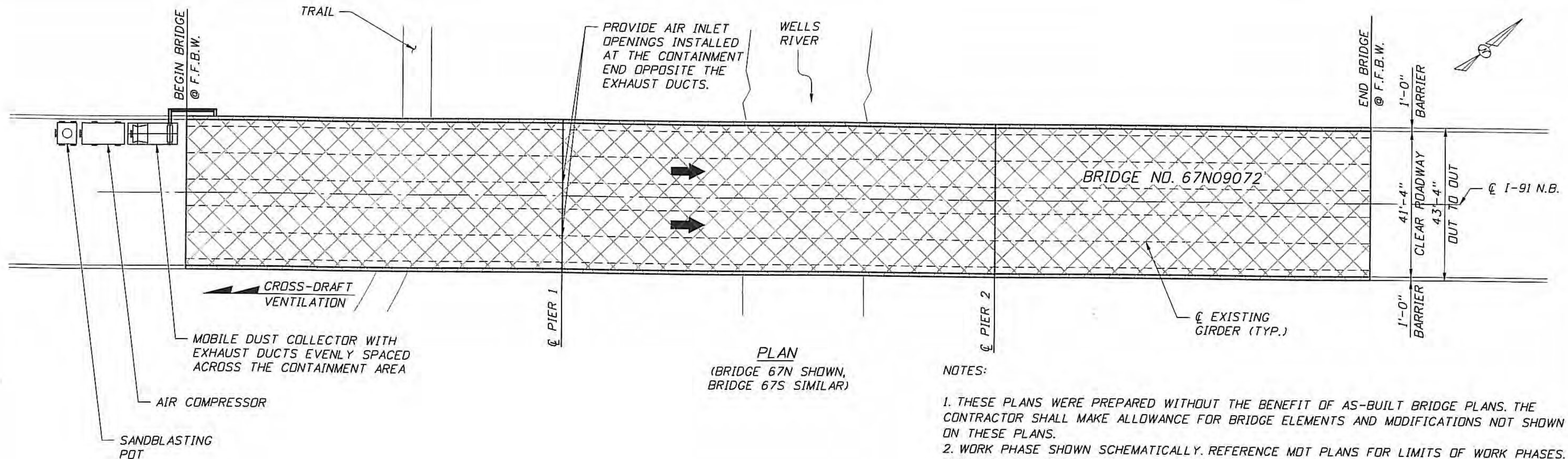
TYPICAL SECTION
(MOBILE DUST COLLECTOR NOT SHOWN FOR CLARITY)
(N.B. BRIDGE SHOWN, S.B. BRIDGE SIMILAR)

* BASED ON MAXIMUM CONTAINMENT AREA OF 480 FT² AS MEASURED PERPENDICULAR TO THE DIRECTION OF CROSS-DRAFT (SEE VENTILATION SYSTEM TABLE ON GENERAL NOTES SHEETS)



Bridge Nos. 63N & 63S (NEWBURY)

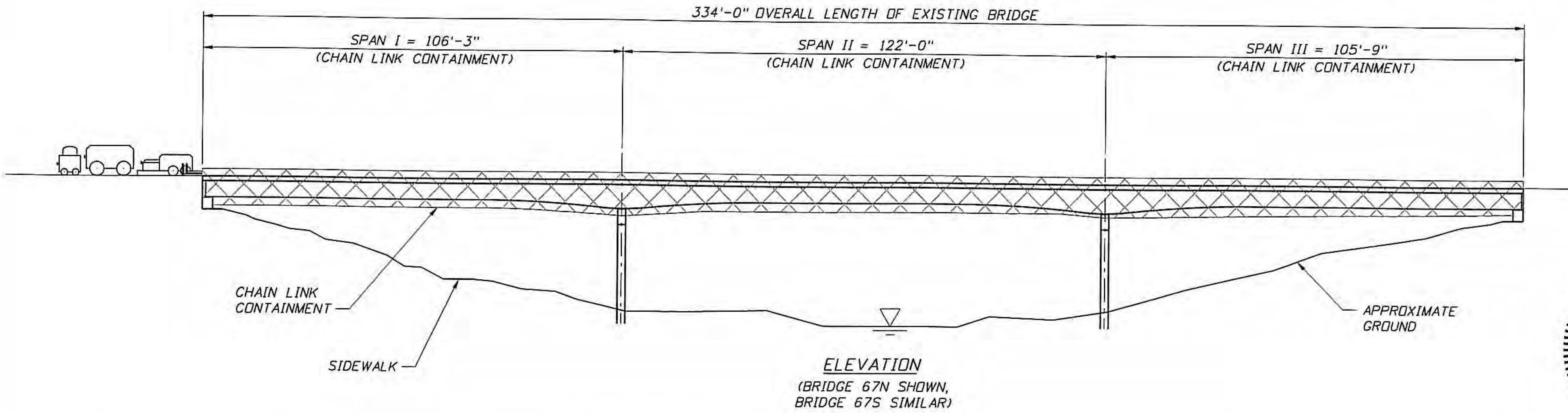
REVISIONS			DATE	BY	DESCRIPTION	DRAWN BY: BDN 02/15	CHECKED BY: PDB 02/15	DESIGNED BY: MAT 02/15	CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CONTAINMENT SECTION DETAILS	REF. DWG. NO.
DATE	BY	DESCRIPTION								ROAD NO.	COUNTY	PROJECT ID		
										1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-13



PLAN
(BRIDGE 67N SHOWN,
BRIDGE 67S SIMILAR)

NOTES:

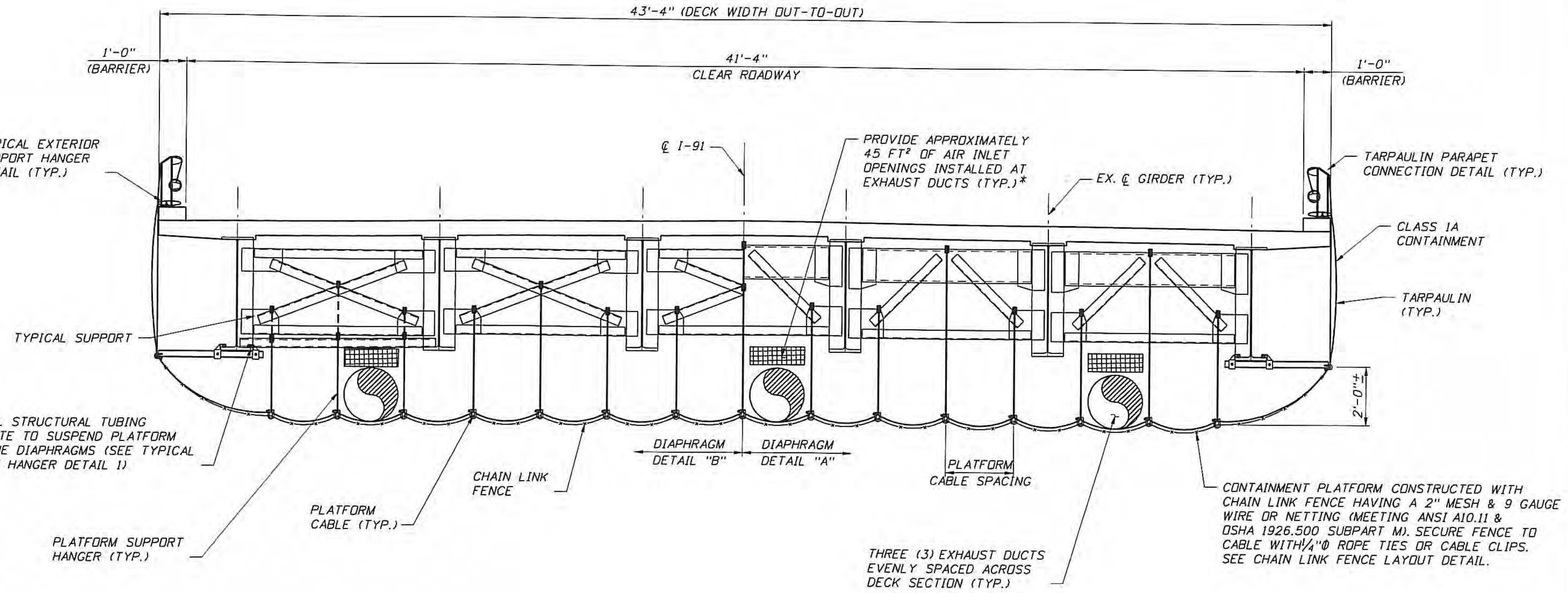
1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. WORK PHASE SHOWN SCHEMATICALLY. REFERENCE MOT PLANS FOR LIMITS OF WORK PHASES.
3. WORK PHASE MAY BE WORKED IN ANY ORDER AT THE CONVENIENCE OF THE CONTRACTOR'S MEANS AND METHODS, TRAFFIC PATTERNS AND DENSITY, OR OTHER SITE CHARACTERISTICS THAT INFLUENCE A PREFERRED WORK AREA.
4. THE CONTRACTOR HAS THE OPTION TO USE ADDITIONAL MOBILE DUST COLLECTORS, OR PLACE LONGITUDINAL OR TRANSVERSE INTERMEDIATE TARPULIN WALL.
5. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.



Bridge Nos. 67N & 67S (NEWBURY)

REVISIONS		PAUL STEJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	DRAWN BY: BDN 02/15 CHECKED BY: PDB 02/15 DESIGNED BY: MAT 02/15 CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: PLAN AND ELEVATION	REF. DWG. NO.
DATE	BY			DESCRIPTION	ROAD NO.	COUNTY	PROJECT ID	PROJECT NAME:	SHEET NO.
			1-91	ORANGE	1N BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-14		

p:\1187 monoko, llc\14 bradford-newbury lm bpnt\1 containment plan\cadd\B67PlanElev.dgn



* BASED ON MAXIMUM CONTAINMENT AREA OF 300 FT² AS MEASURED PERPENDICULAR TO THE DIRECTION OF CROSS-DRAFT (SEE VENTILATION SYSTEM TABLE ON GENERAL NOTES SHEET)

NOTES:

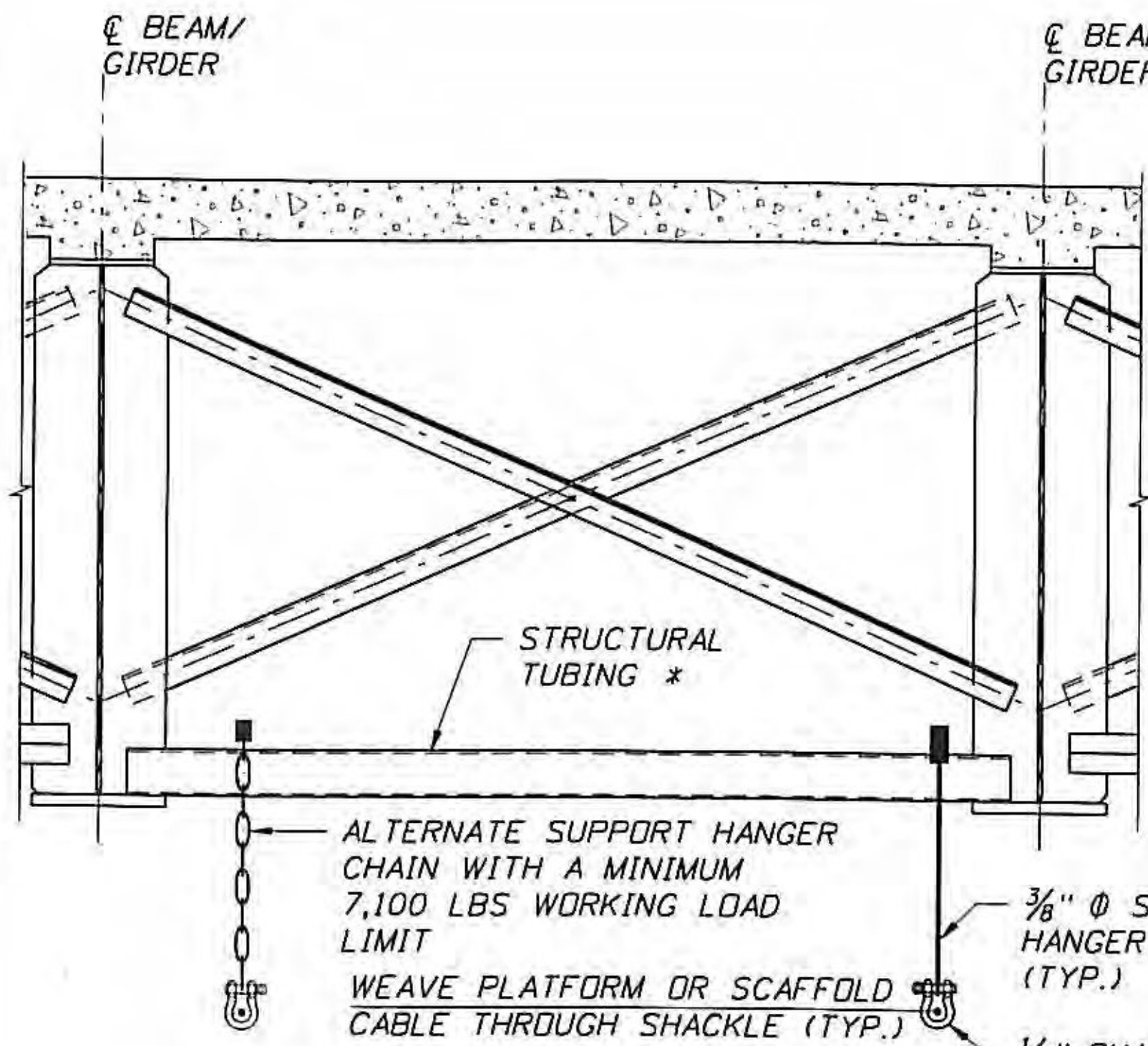
1. THESE PLANS WERE PREPARED WITHOUT THE BENEFIT OF AS-BUILT BRIDGE PLANS. THE CONTRACTOR SHALL MAKE ALLOWANCE FOR BRIDGE ELEMENTS AND MODIFICATIONS NOT SHOWN ON THESE PLANS.
2. THE CONTRACTOR SHALL AVOID ATTACHING/CONNECTING TO BRIDGE ELEMENTS EXHIBITING SIGNIFICANT SECTION LOSS.
3. FOR ADDITIONAL DETAILS, SEE CONTAINMENT MISCELLANEOUS DETAILS SHEETS.
4. CONTRACTOR TO PROVIDE LIFE LINES MEETING OSHA 1910.66 APPENDIX C AS REQUIRED.

TYPICAL SECTION
(MOBILE DUST COLLECTOR NOT SHOWN FOR CLARITY)
(3'-9" CABLE SPACING SHOWN, 5'-3" CABLE SPACING SIMILAR)

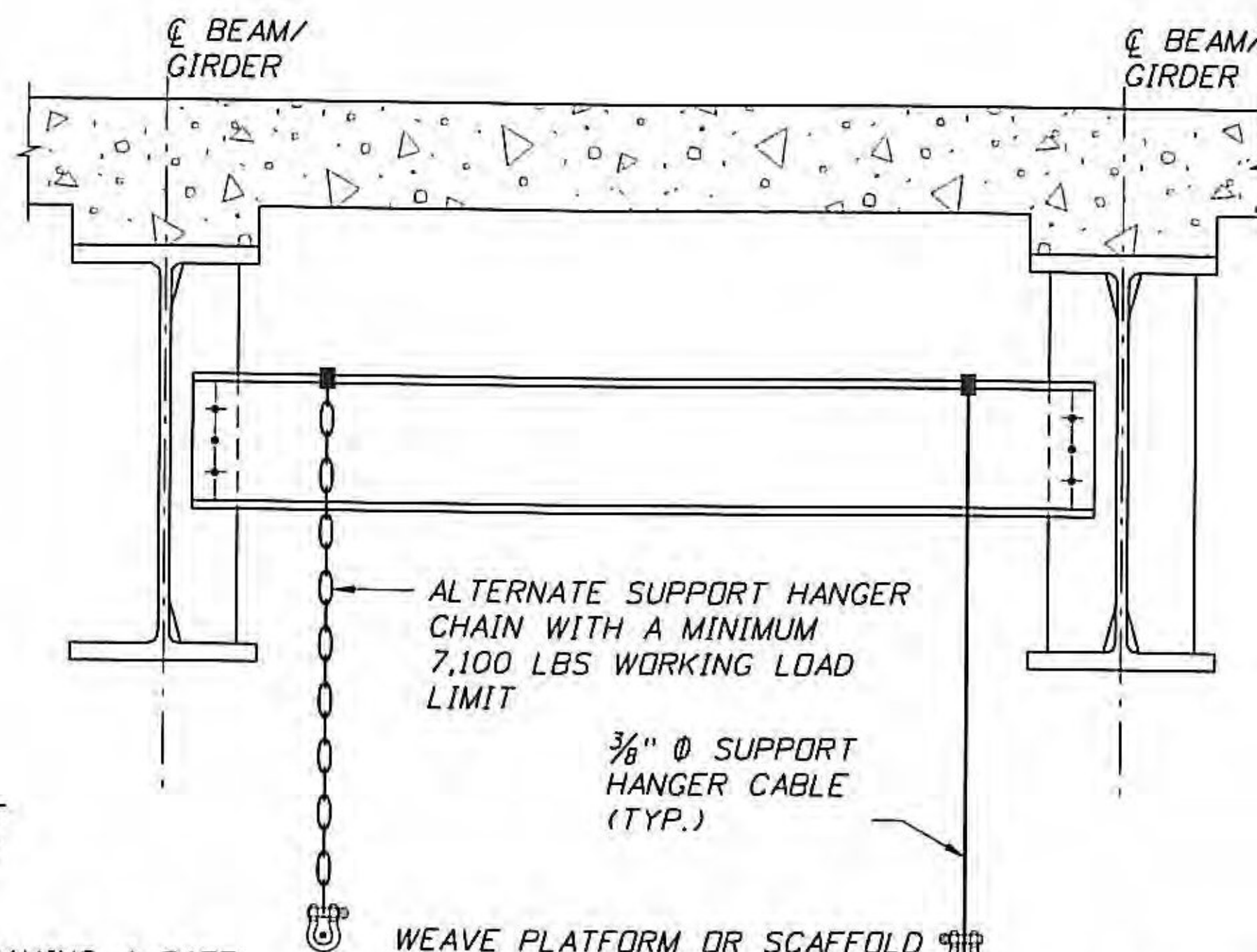


Bridge Nos. 67N & 67S (NEWBURY)

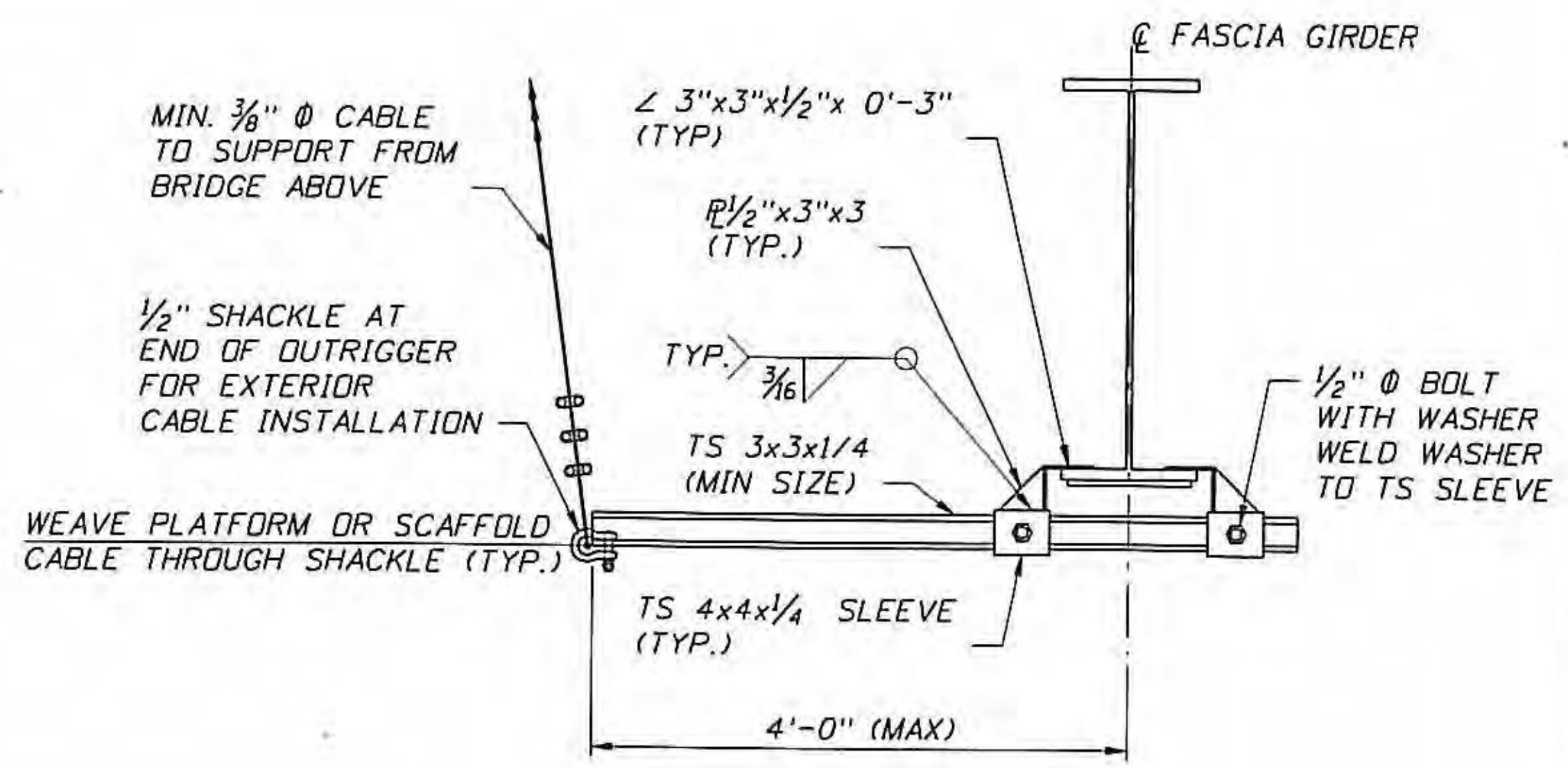
REVISIONS			PAUL STEJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	VERMONT DEPARTMENT OF TRANSPORTATION			CONTAINMENT SECTION DETAILS	
DATE	BY	DESCRIPTION			ROAD NO.	COUNTY	PROJECT ID	PROJECT NAME	REF. DWG. NO.
					1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-15



DETAIL 1



DETAIL 2



TYPICAL OUTRIGGER DETAIL

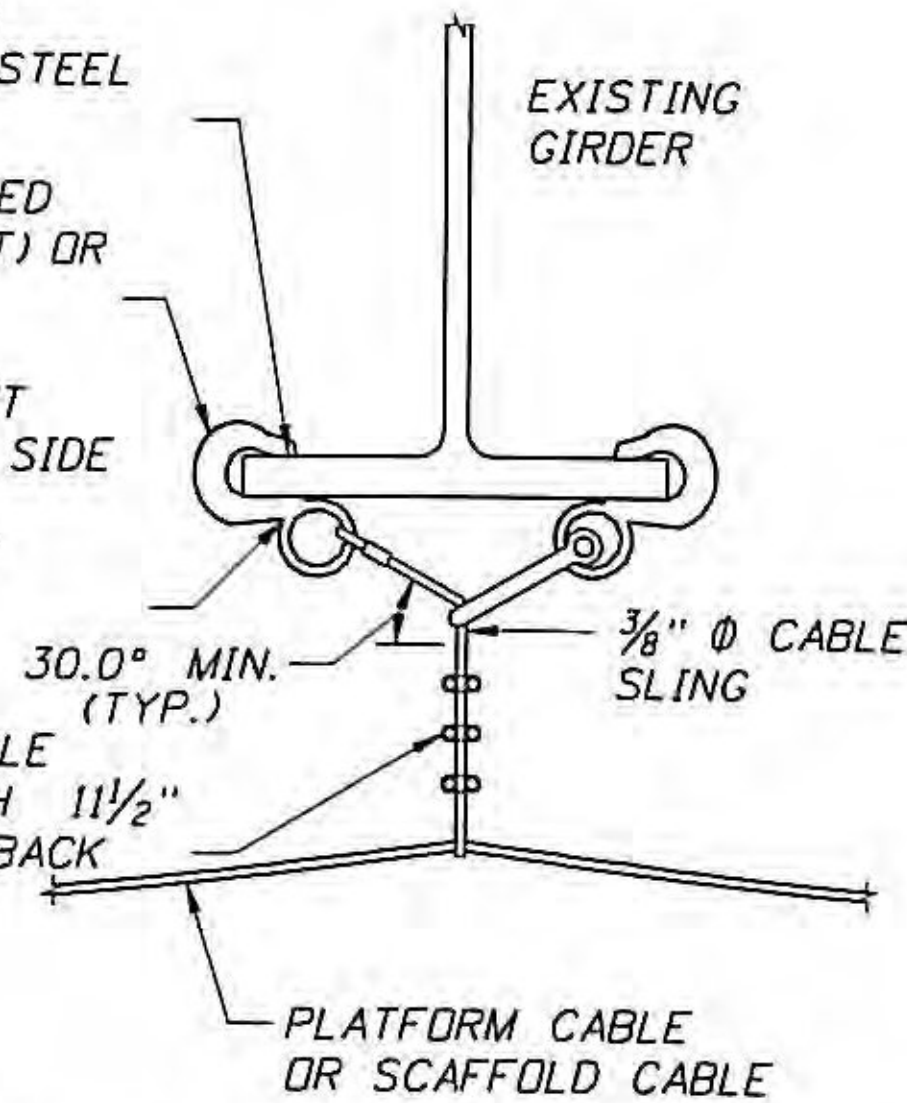
* USE TS 4X4X1/4 FOR SPACING UP TO 9'-6" OR TS 4X4X3/8 FOR SPACING UP TO 11'-0"

EYE-HOOK HANGERS MAY NOT CAUSE MARRING OR DAMAGE TO STEEL SURFACES

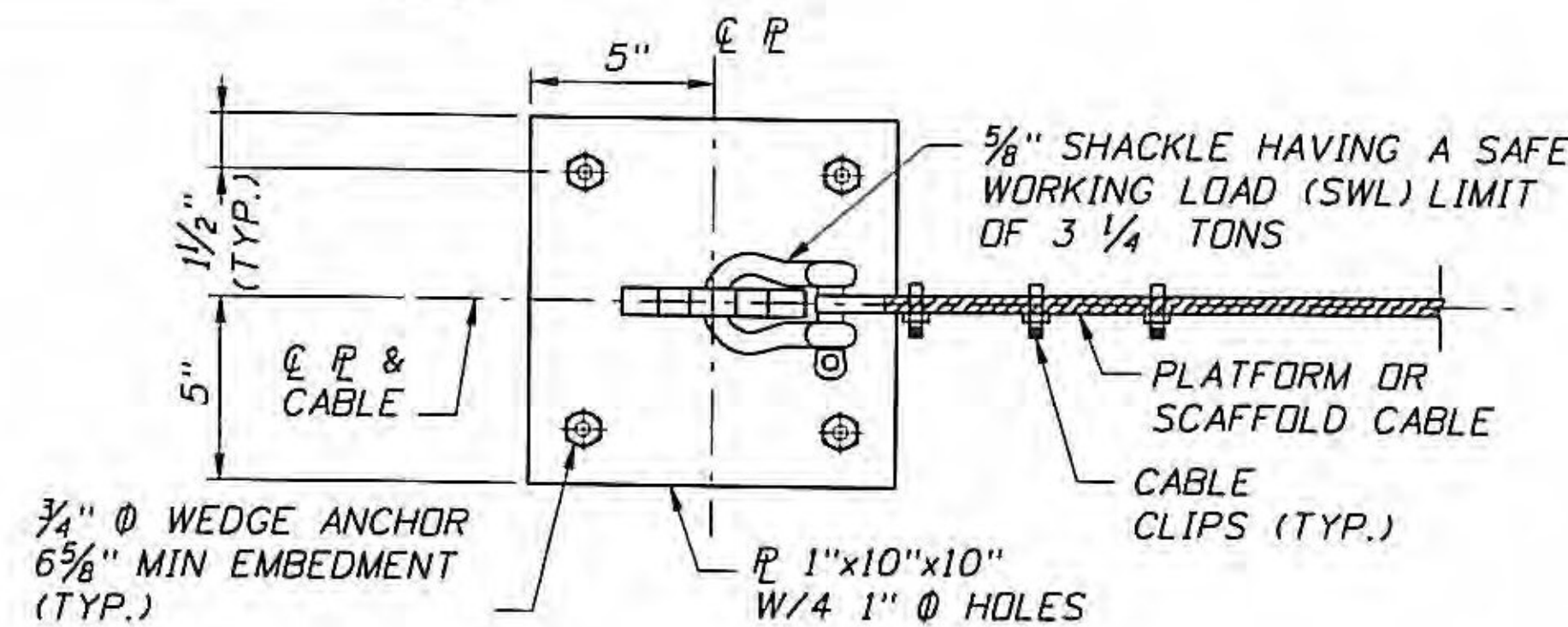
(2) 1-TON RATED EYE HOOKS (1T) OR GREATER

EYE-HOOK OR BENT BAR ON OPPOSITE SIDE OF FLANGE TO PROVIDE POSITIVE ATTACHMENT

(3) 3/8" CABLE CLIPS WITH 1 1/2" MIN. TURN BACK

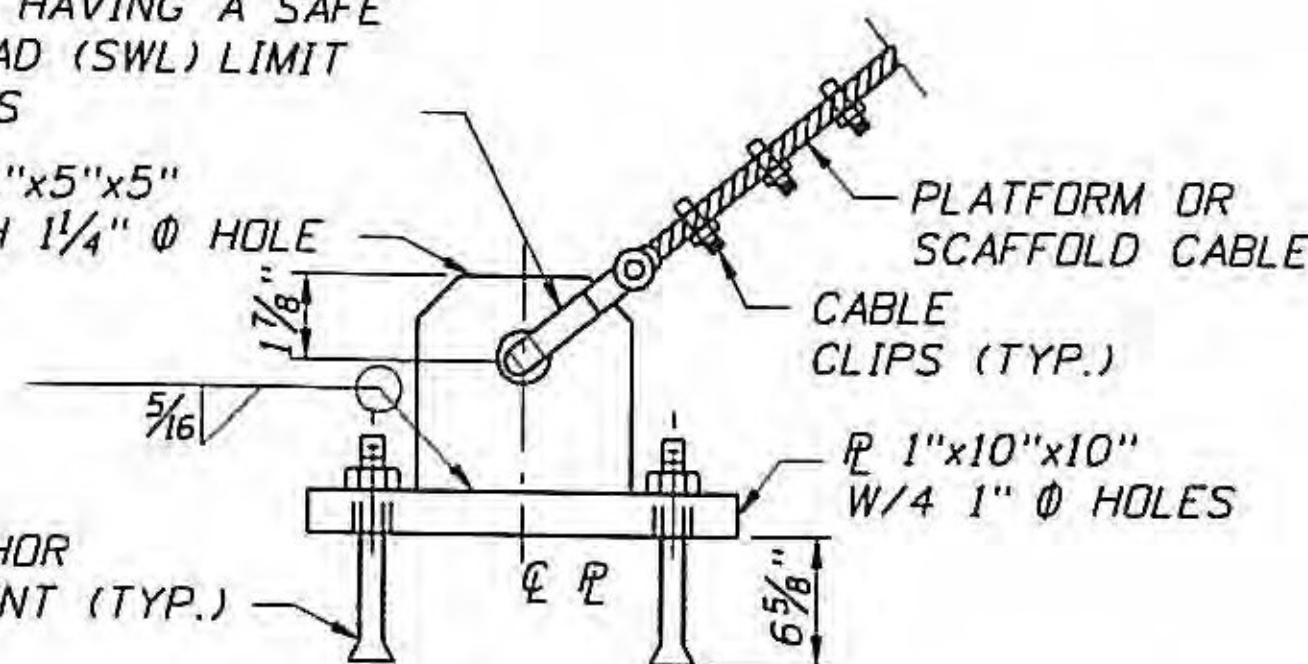


ALTERNATE SUPPORT HANGER



5/8" SHACKLE HAVING A SAFE WORKING LOAD (SWL) LIMIT OF 3 1/4 TONS

3/4" x 5" x 5" WITH 1/4" Ø HOLE



3/4" Ø WEDGE ANCHOR 6 5/8" MIN EMBEDMENT (TYP.)

OPTIONAL ANCHOR PLATE ATTACHMENT

GENERAL NOTES:

1. OBTAIN APPROVAL FROM OWNER OR THE RESIDENT ENGINEER PRIOR TO INSTALLATION OF THE ANCHOR PLATE. CONSULT WITH RESIDENT ENGINEER REGARDING ANY ENCASED CONDUITS, PIPES, OR ANY OTHER KNOWN OBSTRUCTIONS PRIOR TO DRILLING.
2. STRUCTURAL STEEL SHALL CONFORM TO ASTM A36.
3. WELD ELECTRODES SHALL BE E70XX.
4. TO RESTORE CONCRETE:
 - REMOVE ANCHORS COMPLETELY WITHOUT DAMAGING THE CONCRETE ELEMENT.
 - FINISH SURFACE WITH DOT APPROVED METHODS AND NON-SHRINK GROUT.
5. MINIMUM 8" EDGE DISTANCE AND 6" CENTER TO CENTER OF BOLTS IS REQUIRED.
6. CONTRACTOR SHALL ATTACH THE ANCHOR PLATES TO SOUND CONCRETE. CONCRETE THAT IS SPALLED SHALL NOT BE CONSIDERED AS SOUND. CONCRETE WITH MAP CRACKS AND EFFLORESCENCE SHOULD HAVE PULL OUT TESTS CONDUCTED ON ALL ANCHOR BOLTS TO ENSURE THAT THE PROPER CAPACITY CAN BE ACHIEVED.
7. ANCHOR PLATE SHALL NOT BE ATTACHED TO PRESTRESSED PILES OR BEAMS.

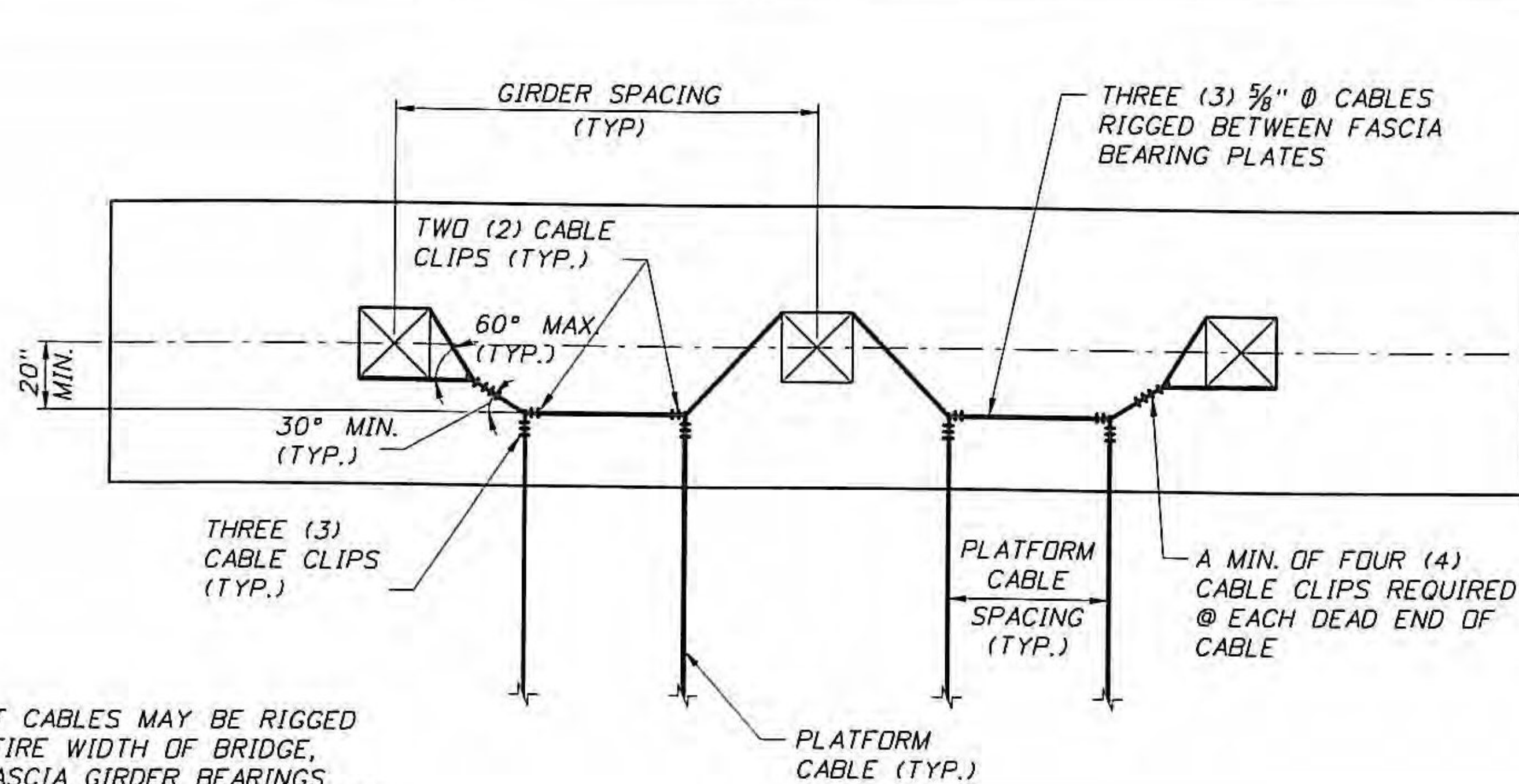
INSTALLATION NOTES:

1. DRILL (4) HOLES, USING THE MANUFACTURER'S RECOMMENDED DRILL BIT SIZE, INTO CONCRETE USING ANCHOR PLATE AS A TEMPLATE. (HOLES FOR ANCHOR BOLTS SHALL BE DRILLED 1/4" MINIMUM DEEPER THAN THE MINIMUM EMBEDMENT LENGTH FOR ALL ANCHOR BOLTS.)
2. INSTALL ANCHOR BOLTS PER MANUFACTURER'S INSTRUCTIONS.
3. INSTALL 5/8" SHACKLE (OR GREATER) ONTO THE ANCHOR PLATE.
4. INSTALL MAIN CABLE ONTO SHACKLE.



Bridge Nos. ALL

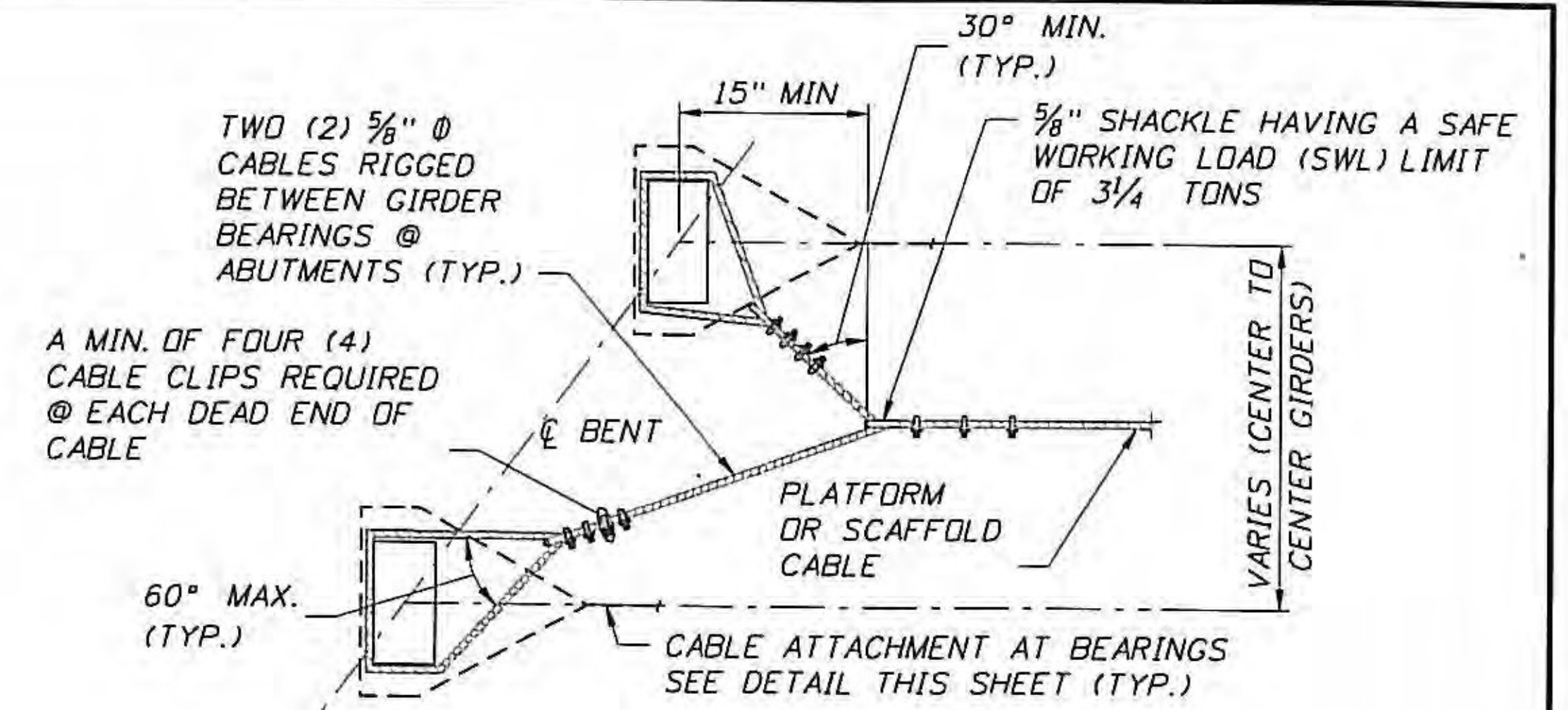
REVISIONS			PAUL STEJLEN P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	DRAWN BY: BDN 02/15 CHECKED BY: PDB 02/15 DESIGNED BY: MAT 02/15 CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CONTAINMENT MISCELLANEOUS DETAILS (1 OF 4)	REF. DWG. NO.
DATE	BY	DESCRIPTION				ROAD NO.	COUNTY	PROJECT ID		
						1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-16



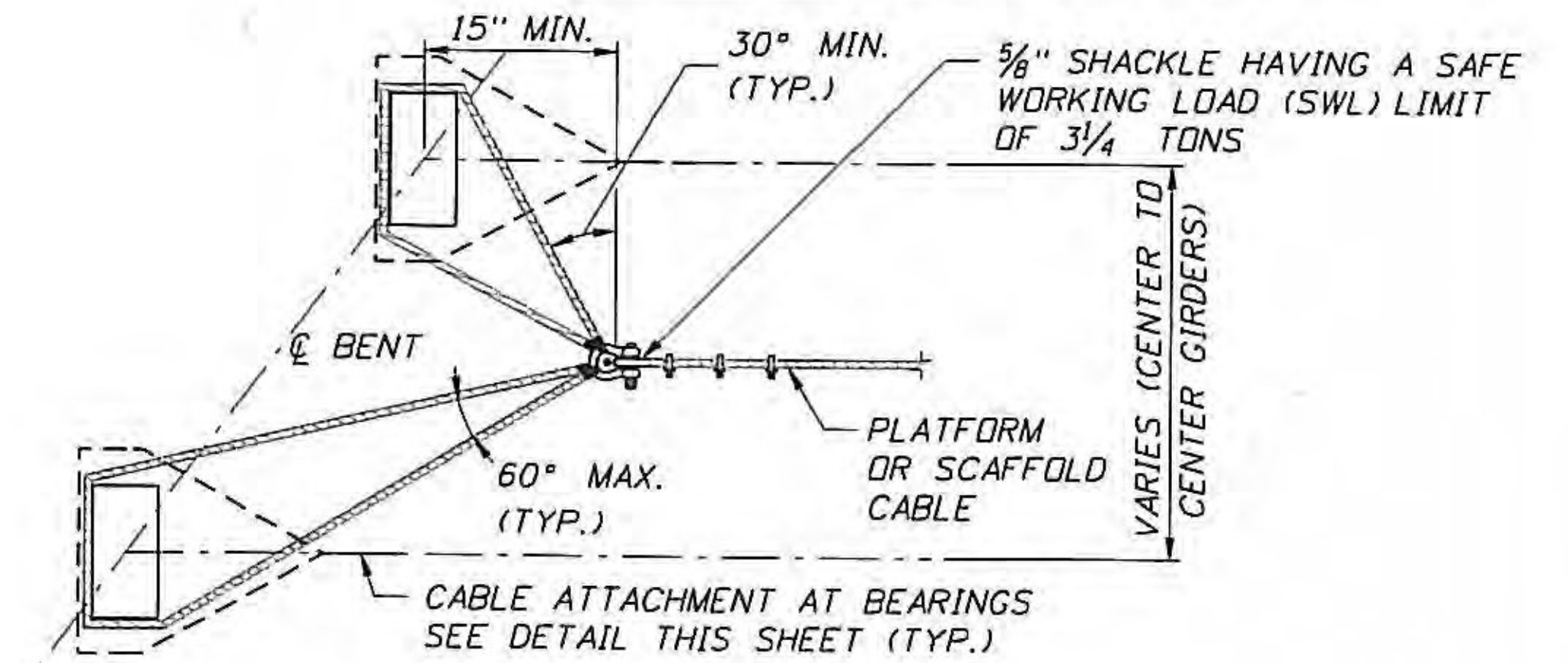
NOTE:

ATTACHMENT CABLES MAY BE RIGGED ACROSS ENTIRE WIDTH OF BRIDGE, BETWEEN FASCIA GIRDER BEARINGS AND/OR BETWEEN INDIVIDUAL PAIRS OF BEARINGS.

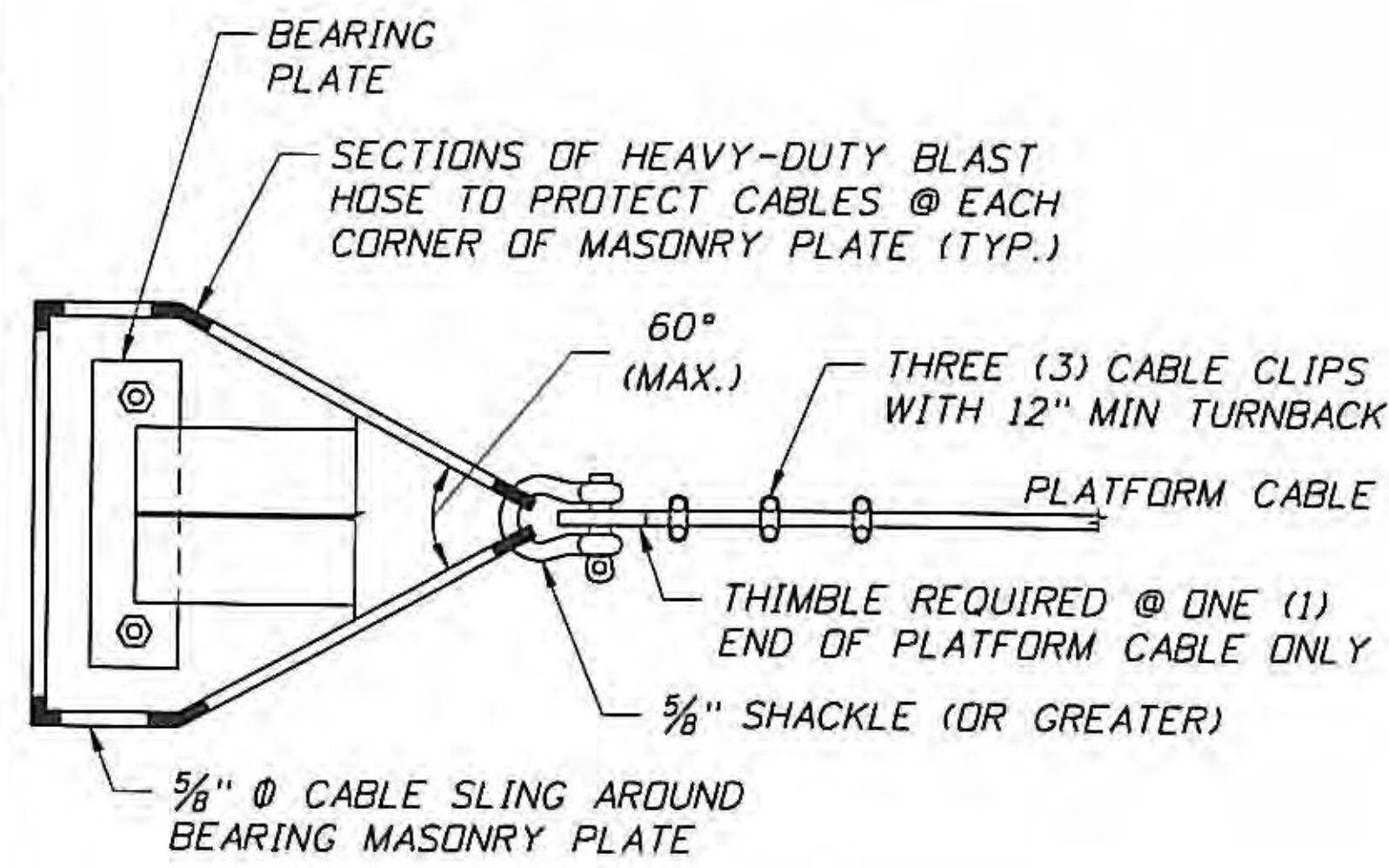
TRANSVERSE CABLE ATTACHMENT



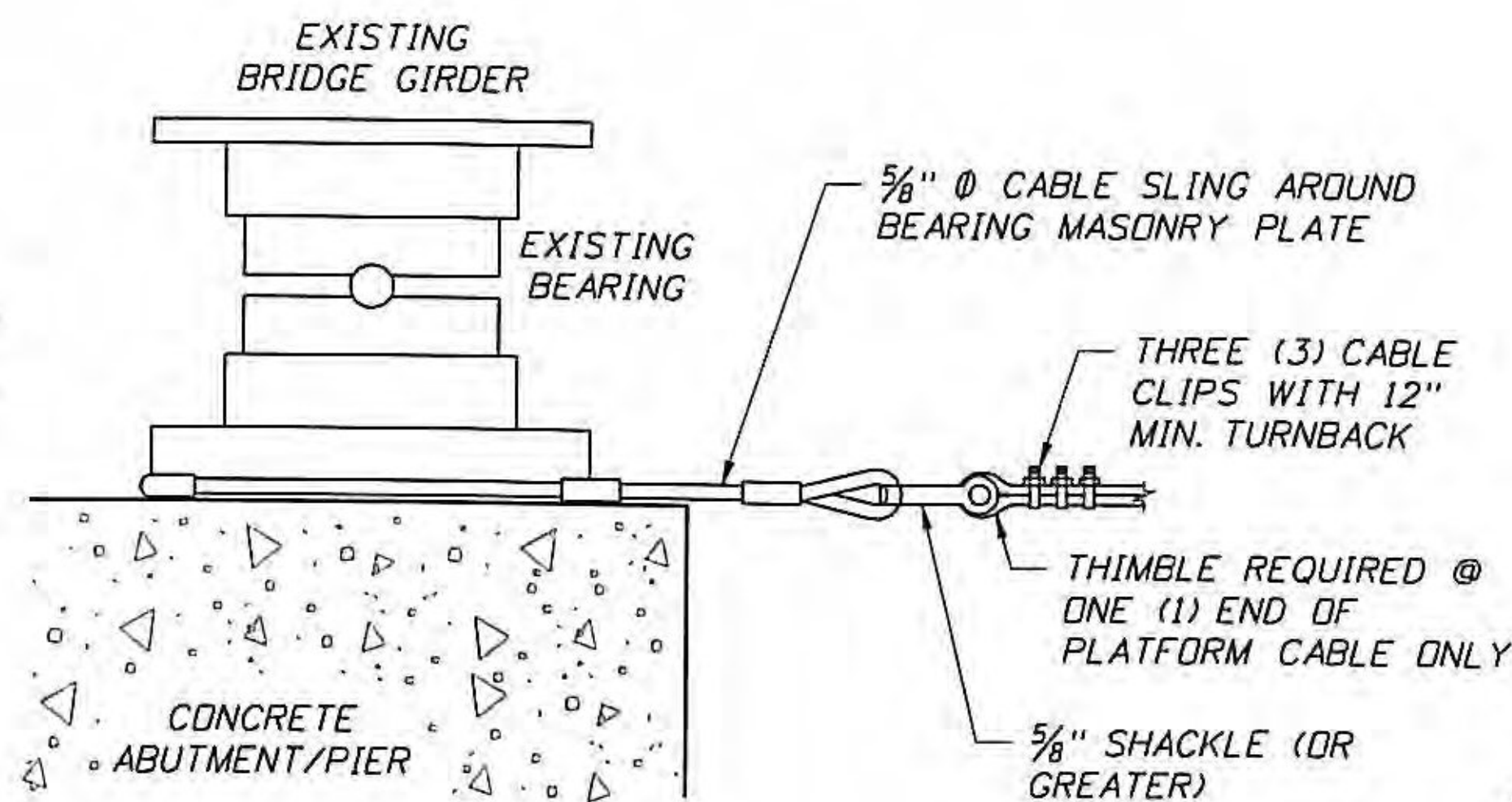
MID BAY CABLE ATTACHMENTS



MID BAY CABLE ATTACHMENTS ALTERNATE



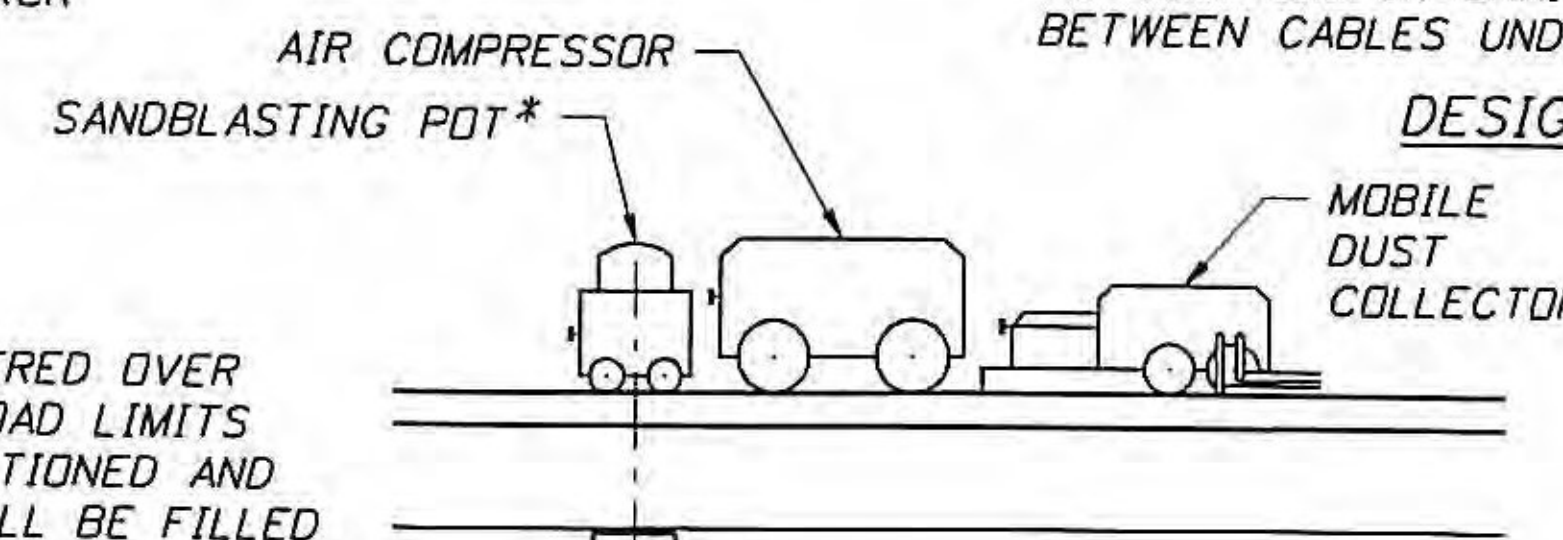
PLAN VIEW



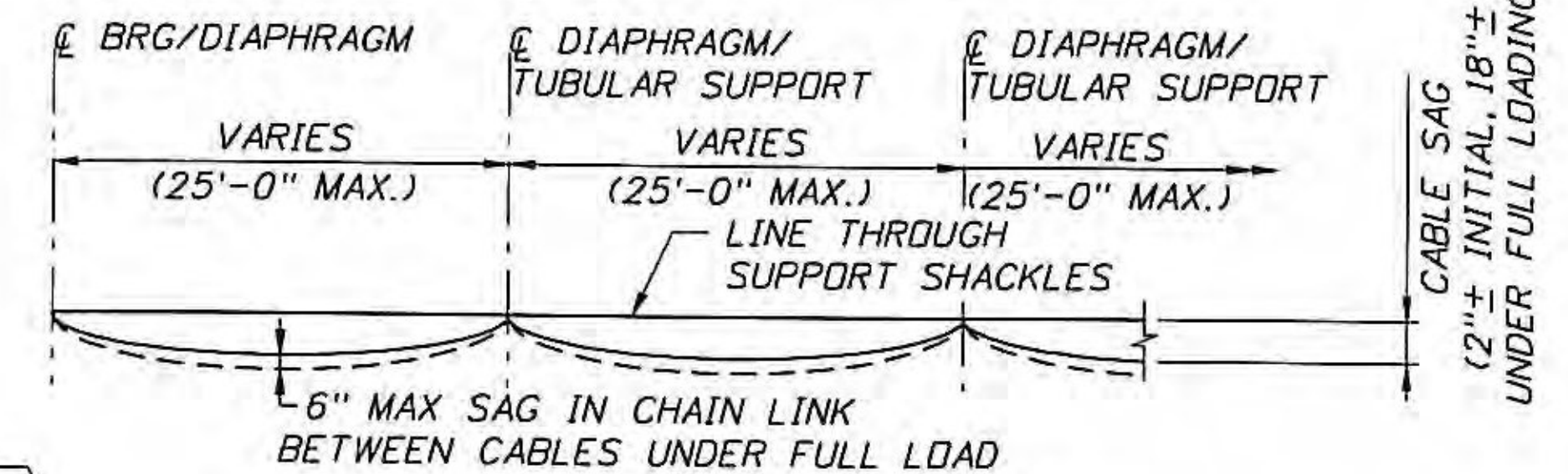
ELEVATION

CABLE ATTACHMENT AT BEARINGS

* SANDBLASTING POT SHALL BE CENTERED OVER PIER. IF EQUIPMENT EXCEEDS LEGAL LOAD LIMITS WHEN FULL, EQUIPMENT SHALL BE POSITIONED AND REMOVED ONLY WHILE EMPTY AND SHALL BE FILLED IN PLACE AS REQUIRED TO PREVENT OVERLOAD CONDITION ON BRIDGE. ANY LOAD THAT EXCEEDS LEGAL LOAD LIMIT SHALL BE SUBMITTED TO THE DEPARTMENT FOR REVIEW AND APPROVAL.



CONTRACTOR EQUIPMENT ON BRIDGE (SCHEMATIC)

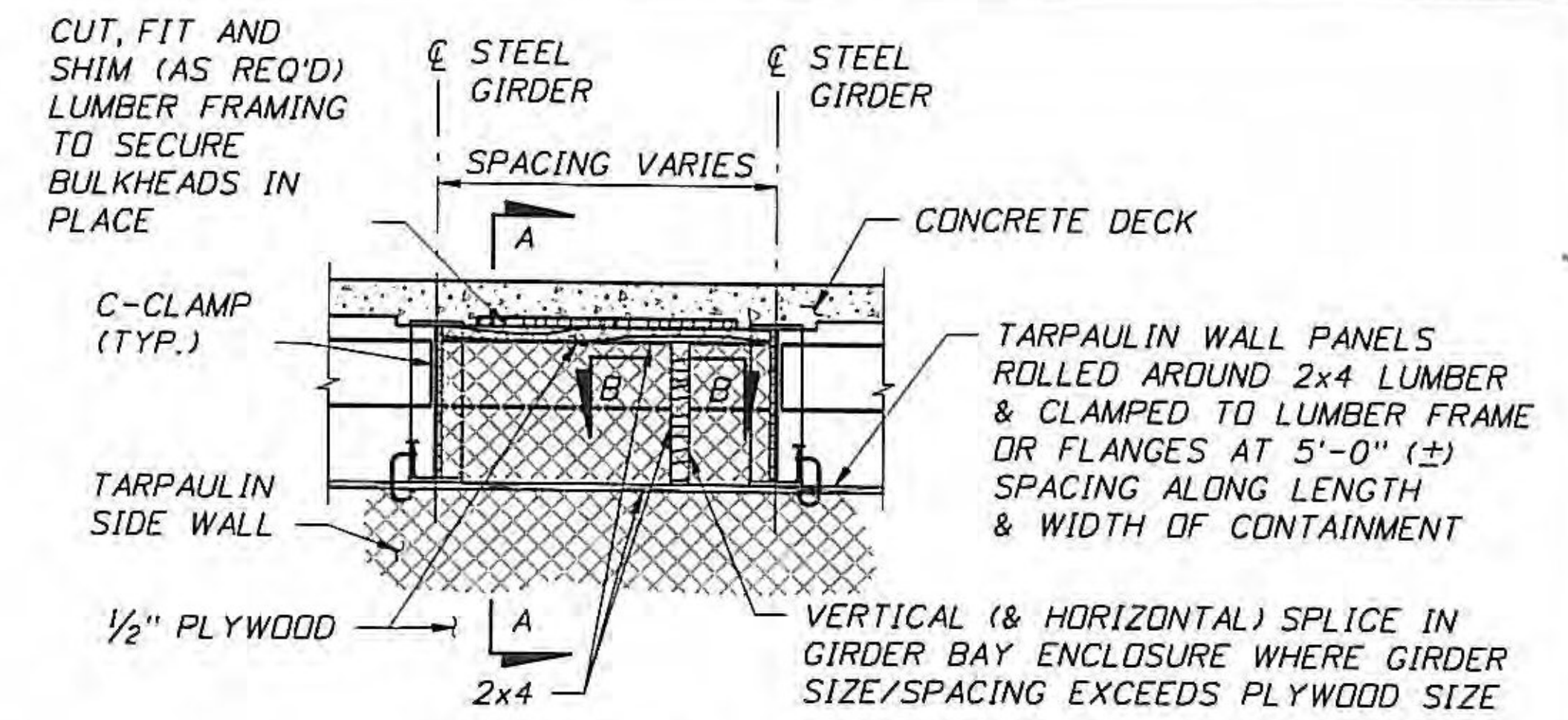


DESIGN CABLE SAG



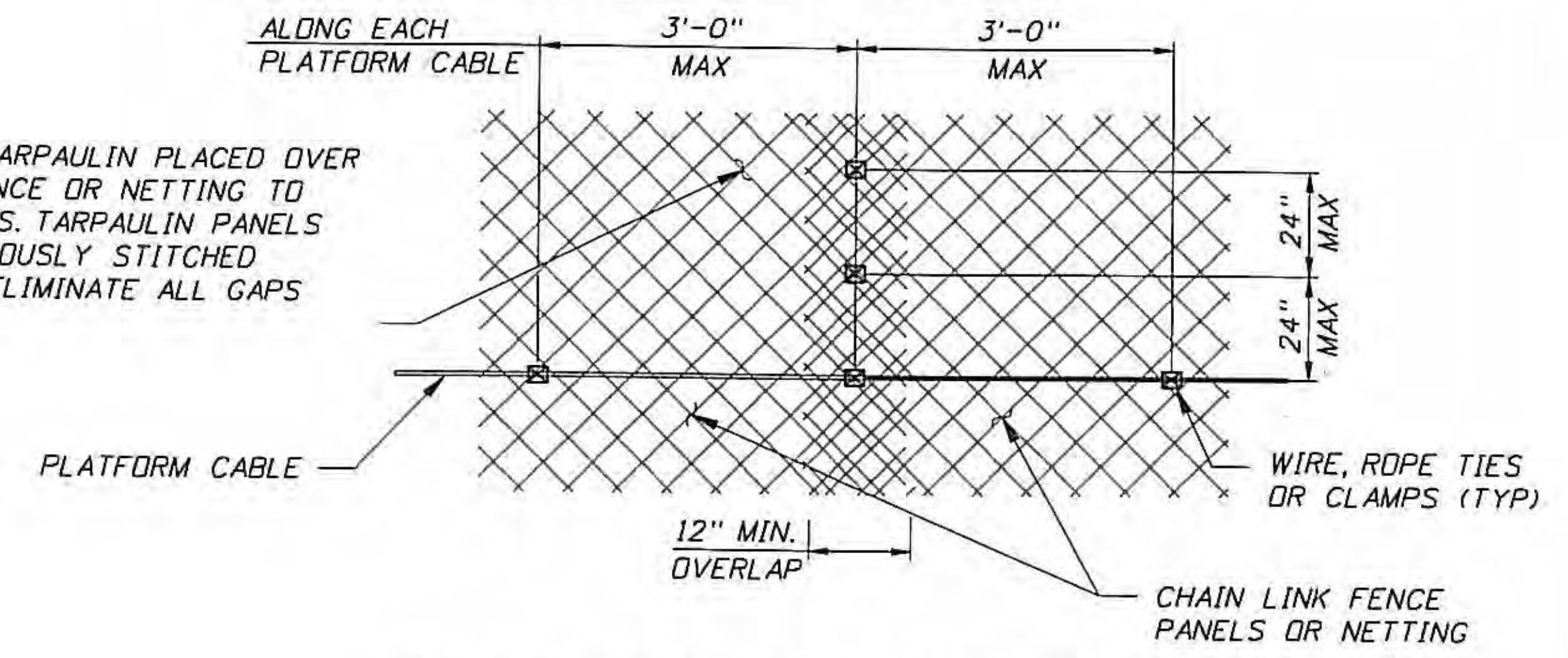
Bridge Nos. ALL

REVISIONS			DATE	BY	DESCRIPTION	DRAWN BY: BDN 02/15	CHECKED BY: PDB 02/15	DESIGNED BY: MAT 02/15	CHECKED BY: PRS 02/15	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CONTAINMENT MISCELLANEOUS DETAILS (2 OF 4)	REF. DWG. NO.
DATE	BY	DESCRIPTION								ROAD NO.	COUNTY	PROJECT ID		
										1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-17

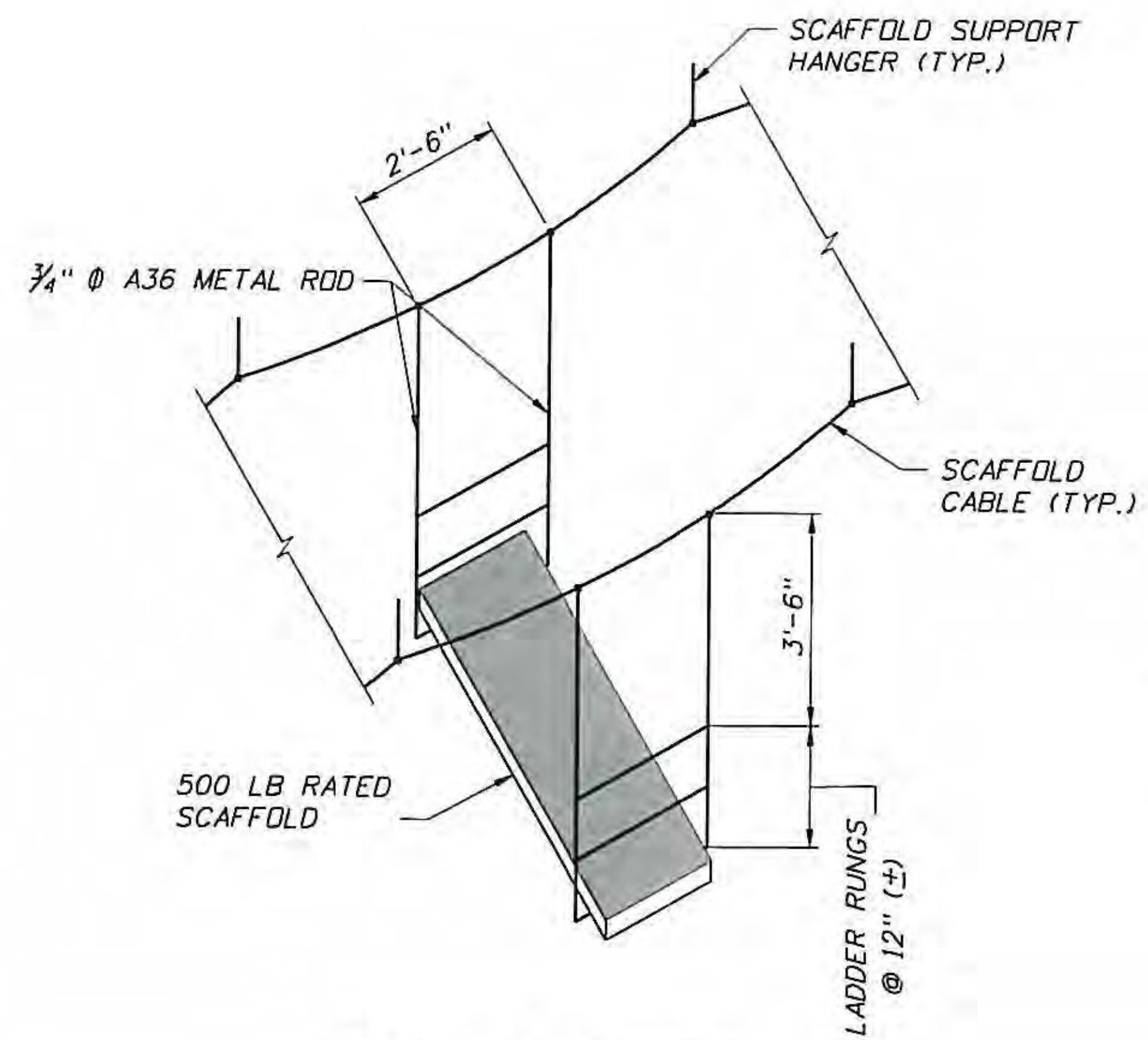


GIRDER BAY ENCLOSURE

HEAVY DUTY TARPAULIN PLACED OVER CHAIN LINK FENCE OR NETTING TO COLLECT DEBRIS. TARPAULIN PANELS TO BE CONTINUOUSLY STITCHED TOGETHER TO ELIMINATE ALL GAPS (TYP.)



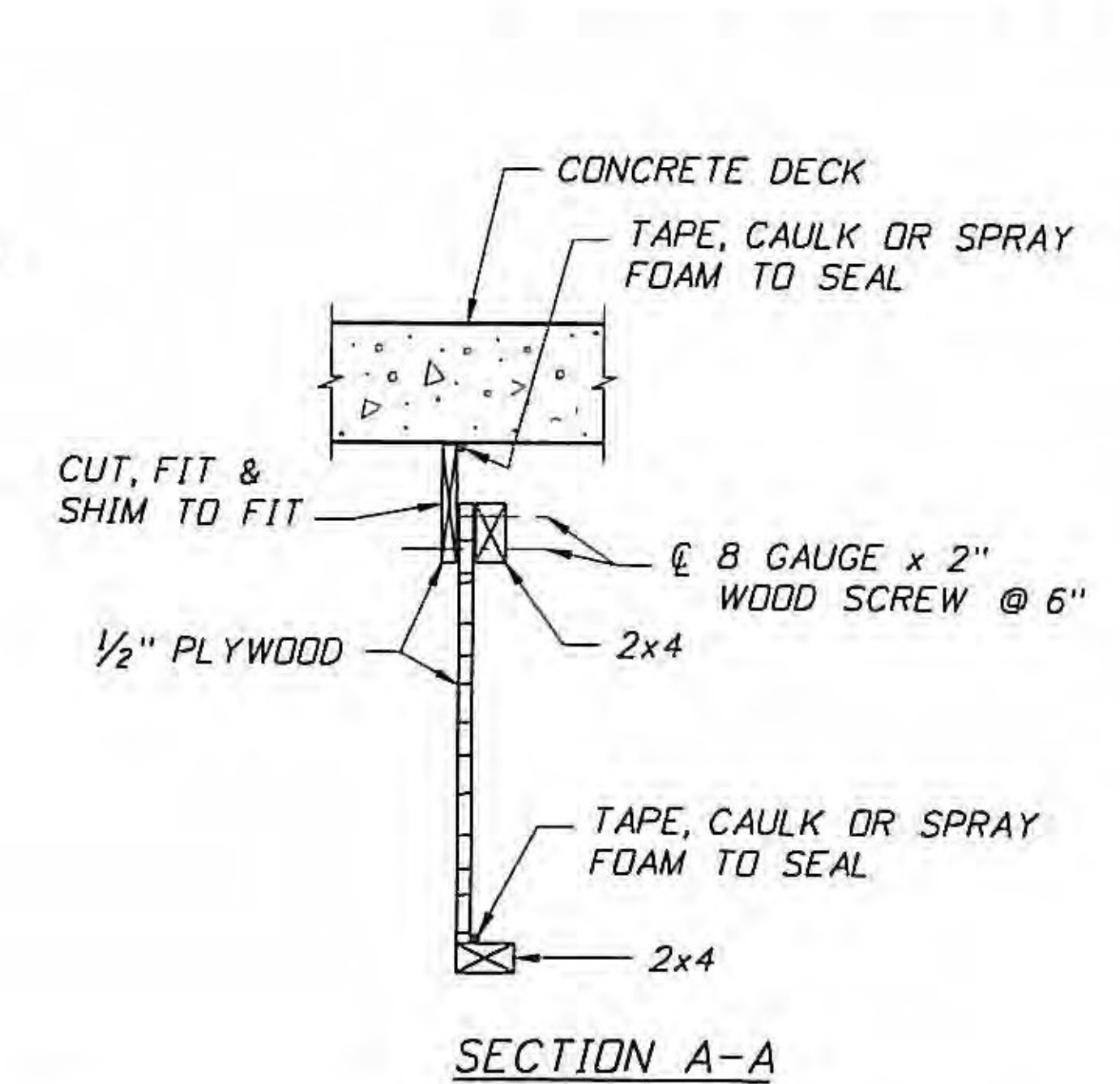
CHAIN LINK FENCE OR NETTING LAYOUT



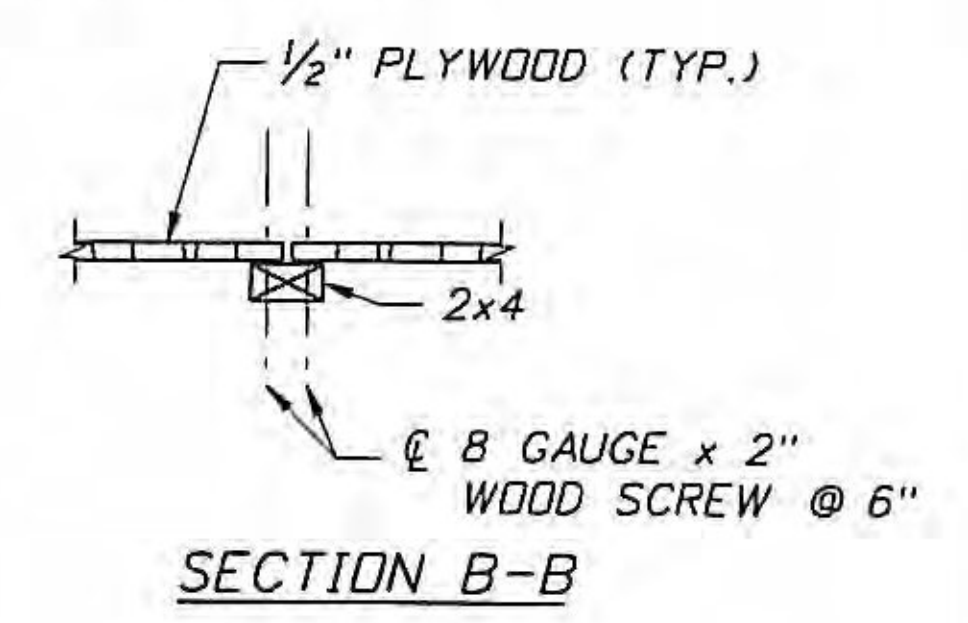
SCAFFOLD ISOMETRIC (OPTIONAL SUSPENDED SCAFFOLD)

CABLE CLIP INSTALLATION			
CABLE DIA	MIN. CABLE TURNBACK, IN.	MIN. TORQUE FT-LBS	NO. OF CLIPS
3/8"	11"	45	3
1/2"	11.5"	65	3
5/8"	12"	95	3
3/4"	12"	95	3

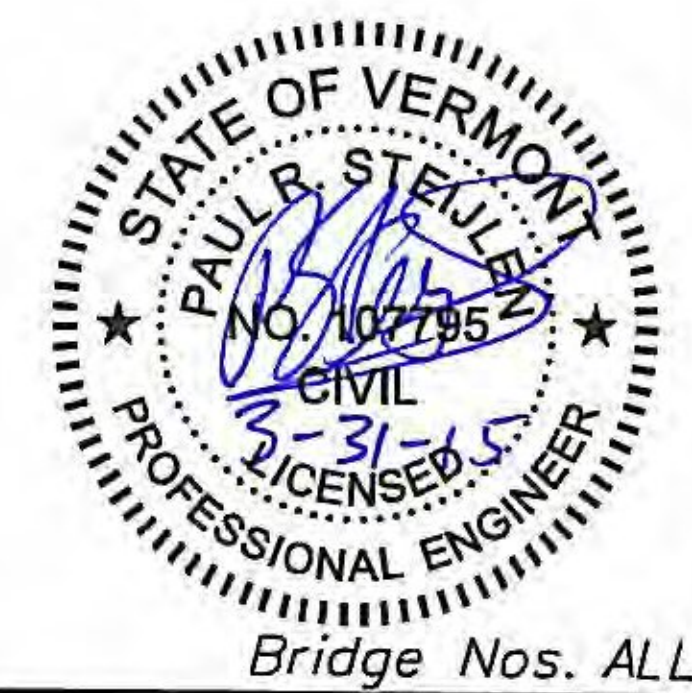
NOTE:
ALL CABLES & CLIPS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED PROCEDURES. IF CABLES SEPARATE AT 60° MAX. ANGLE, ADD ONE ADDITIONAL CLIP.



SECTION A-A

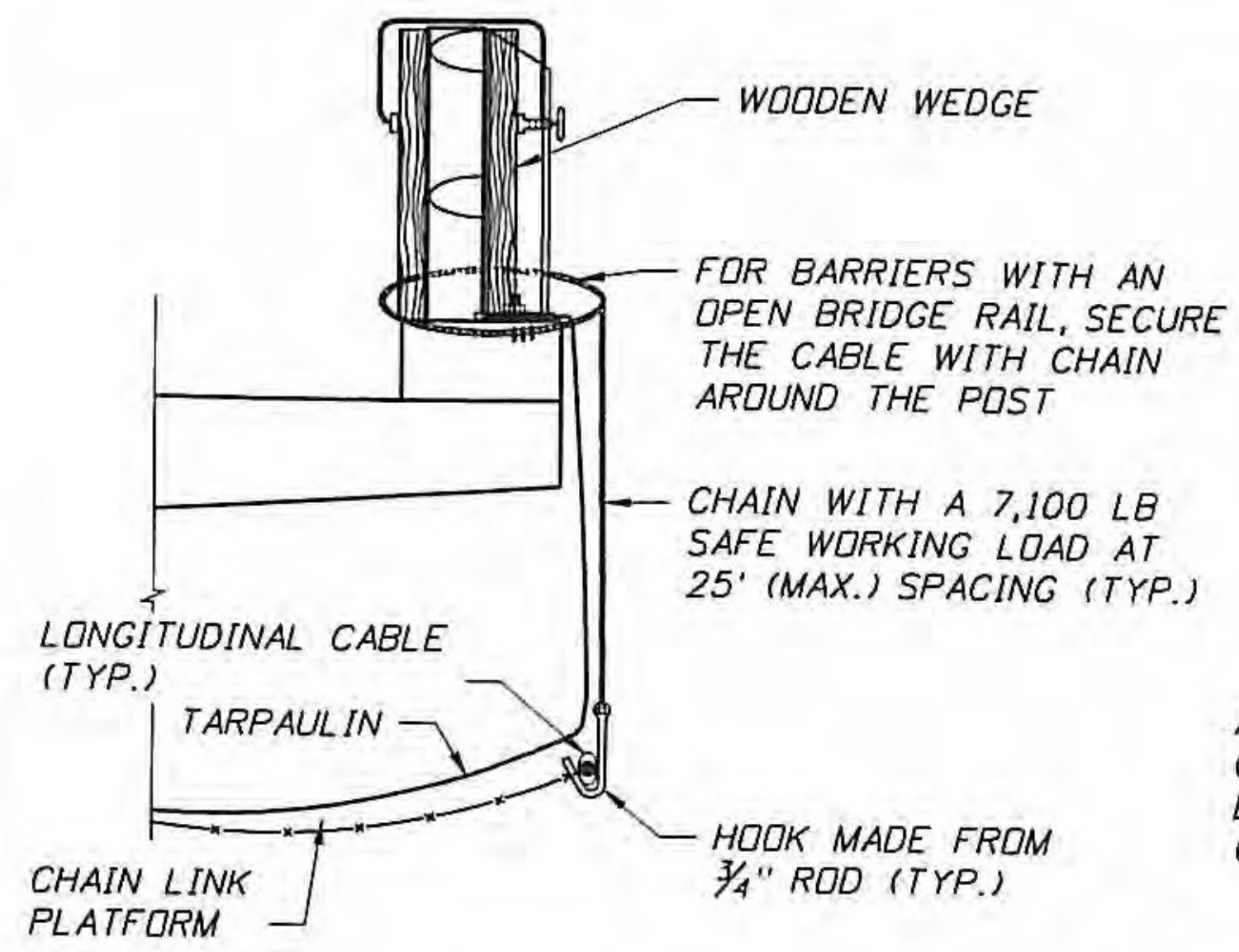


SECTION B-B

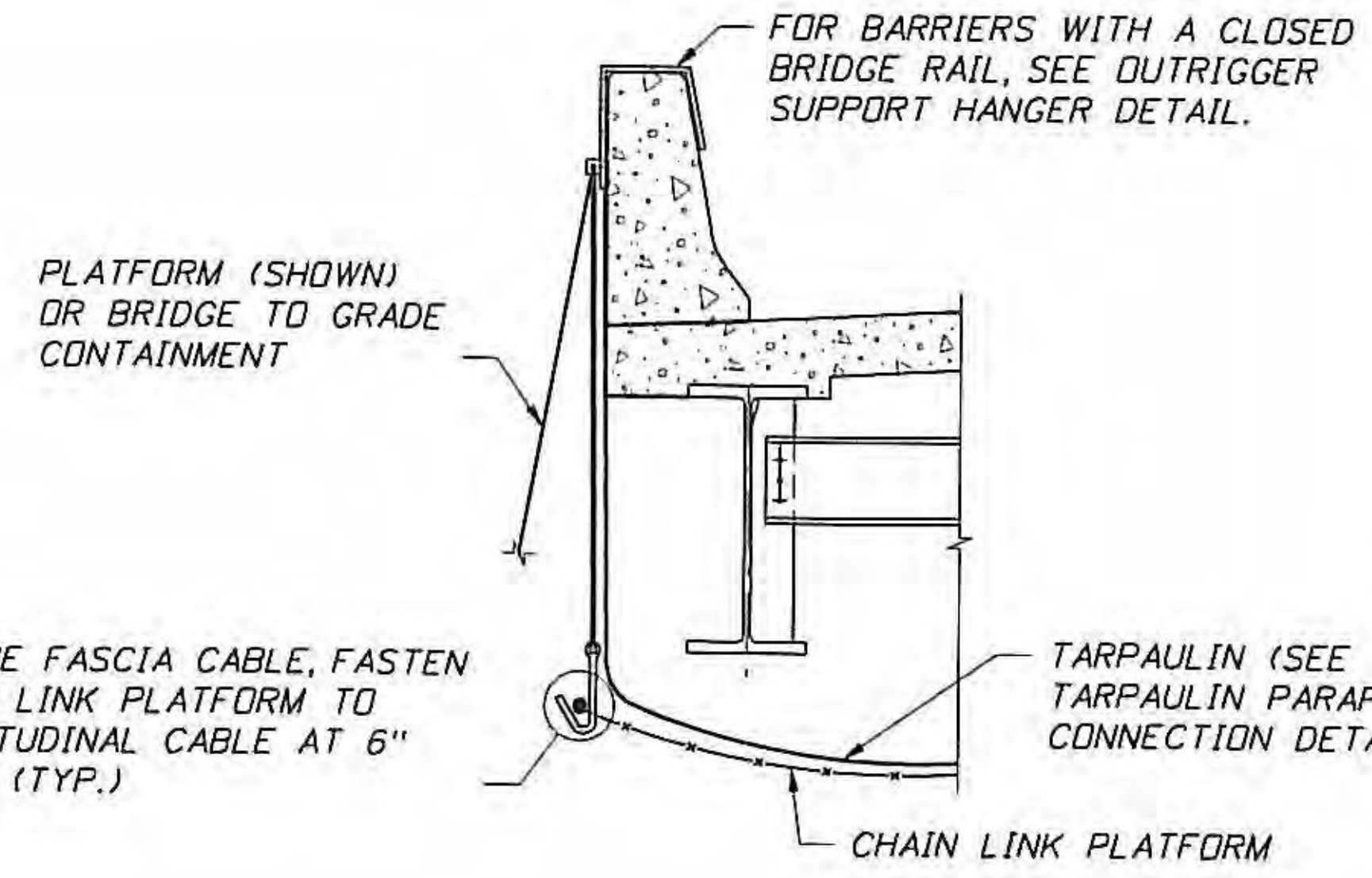


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DATE	BY	DESCRIPTION				ROAD NO.	COUNTY	PROJECT ID		
						1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-18

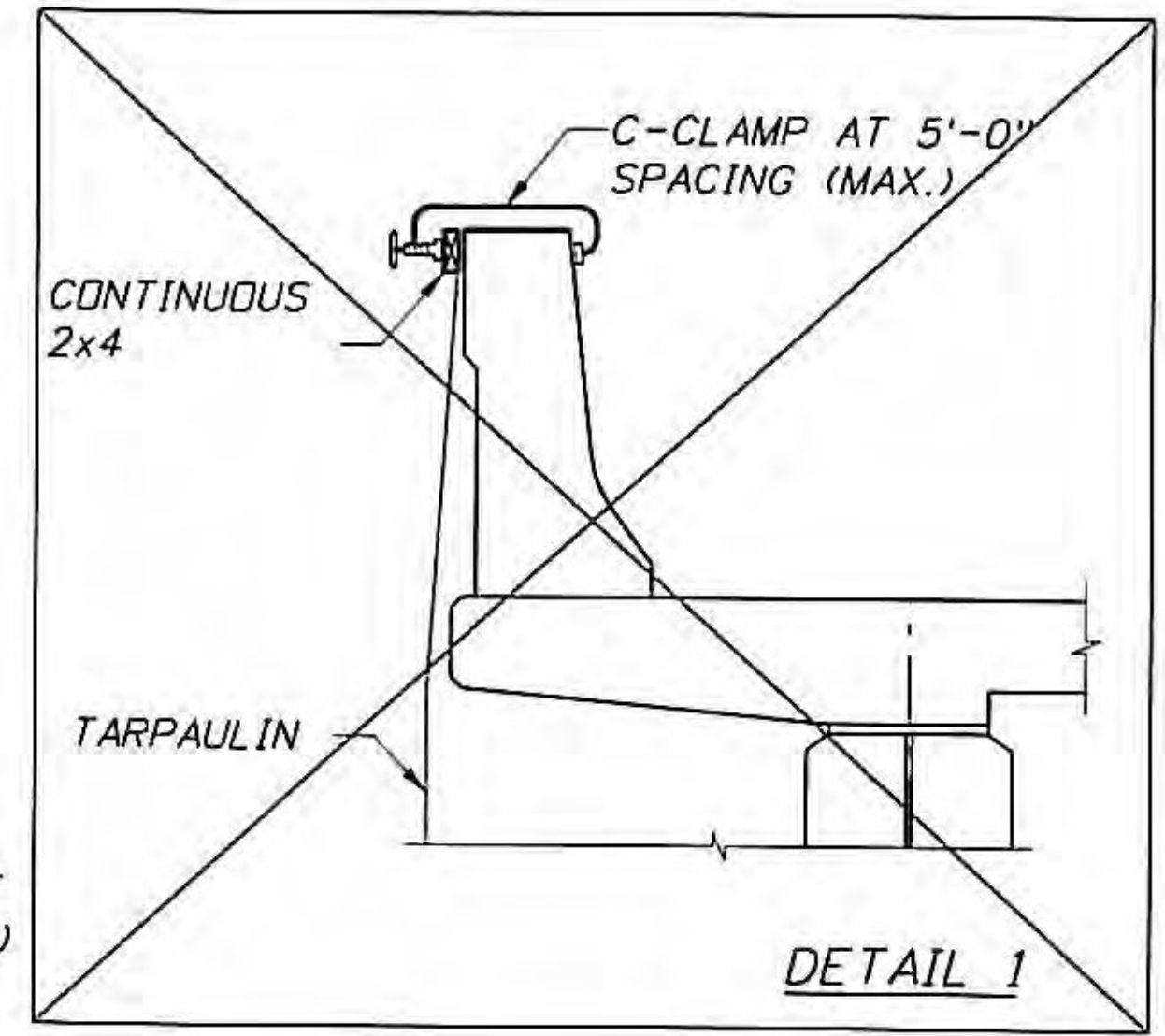
p1187 monoko, llc14 bradford-newbury tm bprn11 containment plans\cadd\B0Details01.dgn



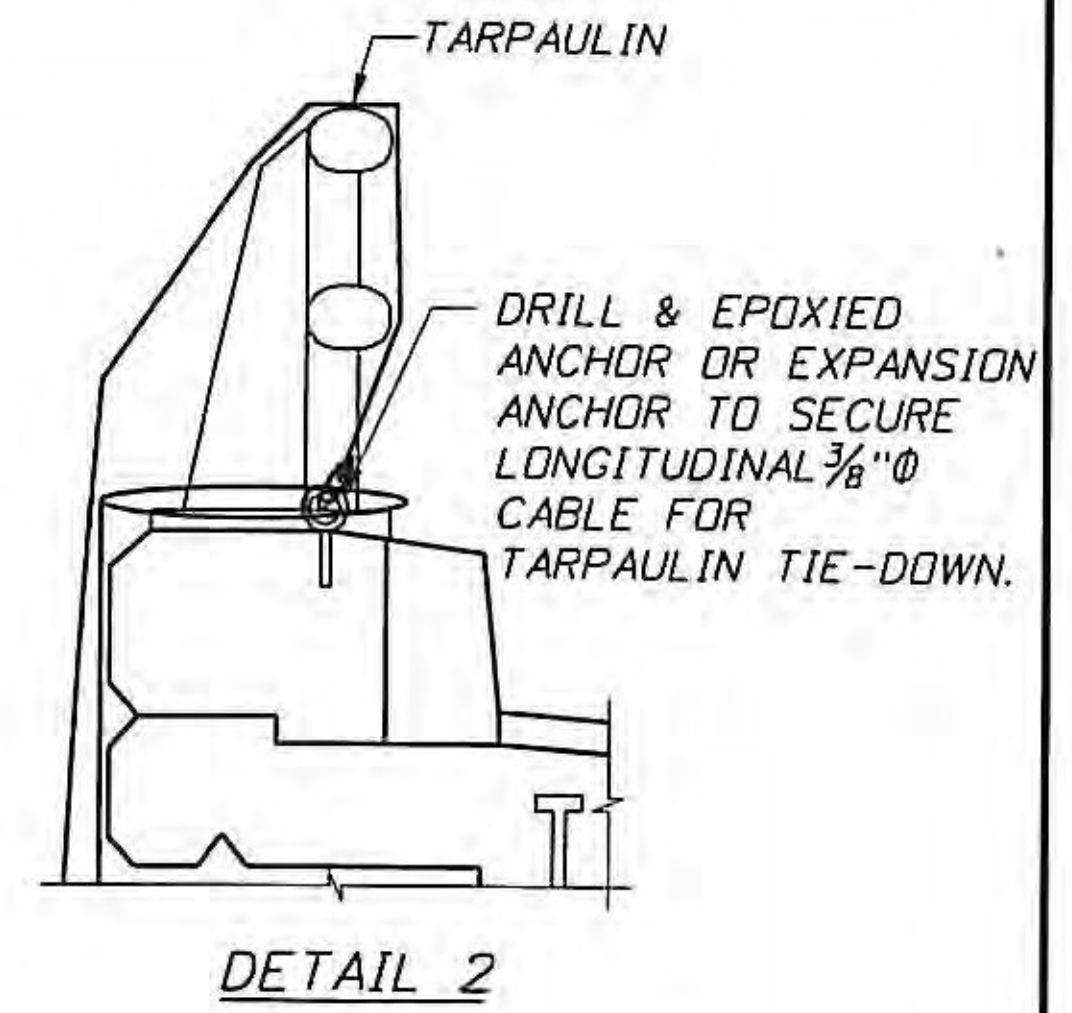
DETAIL 1



DETAIL 2

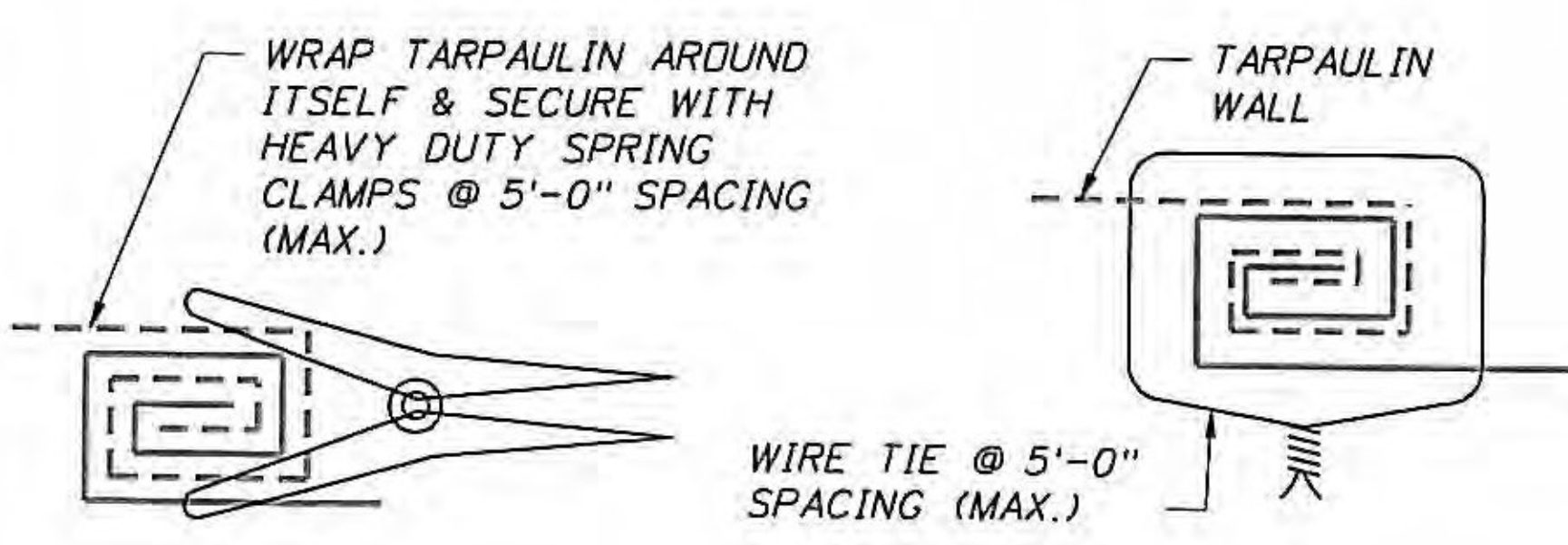
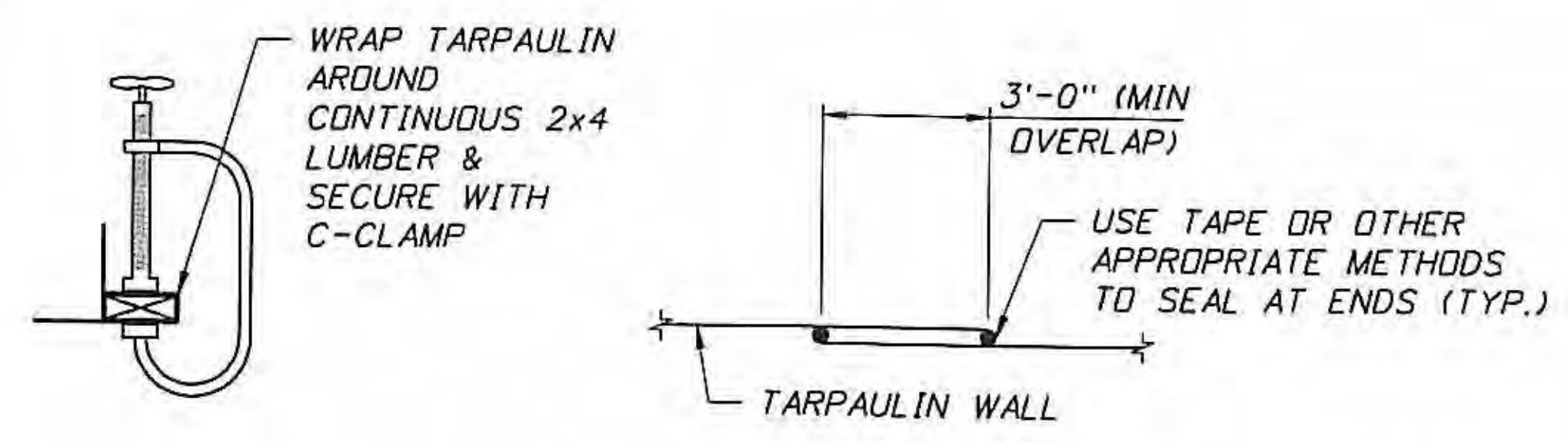


DETAIL 1

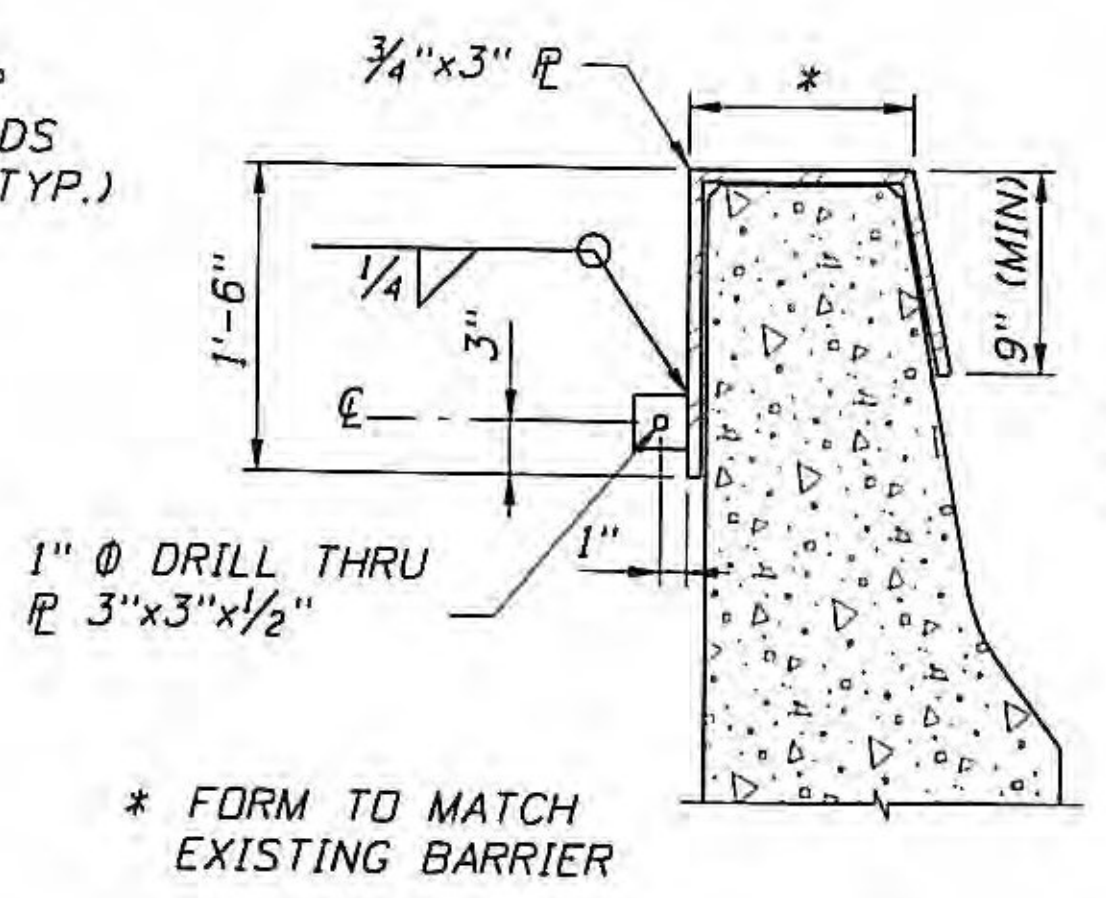


DETAIL 2

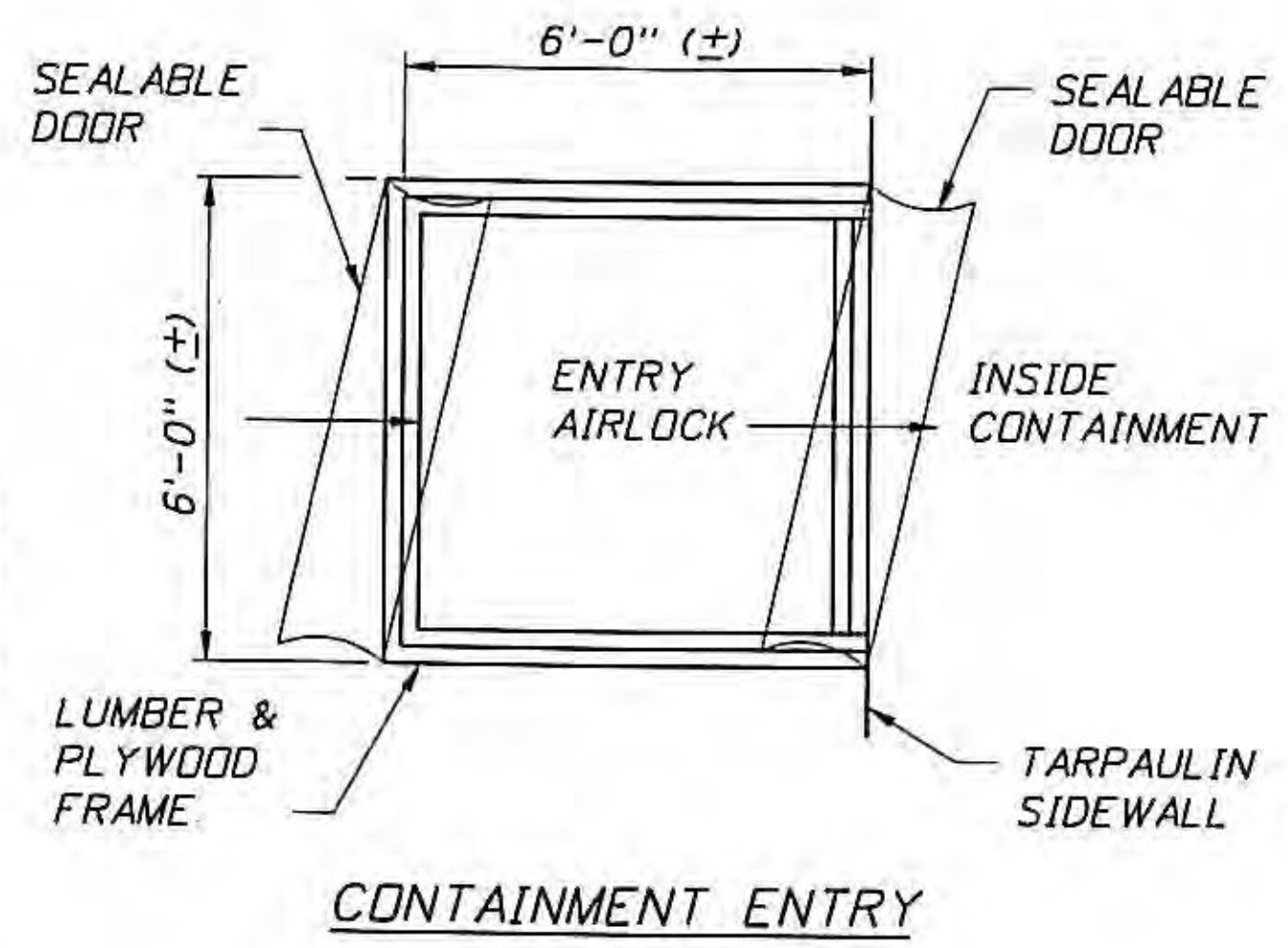
EXTERIOR SUPPORT HANGER
(CHAIN LINK PLATFORM SHOWN, NETTING OR METAL DECKING IS SIMILAR)



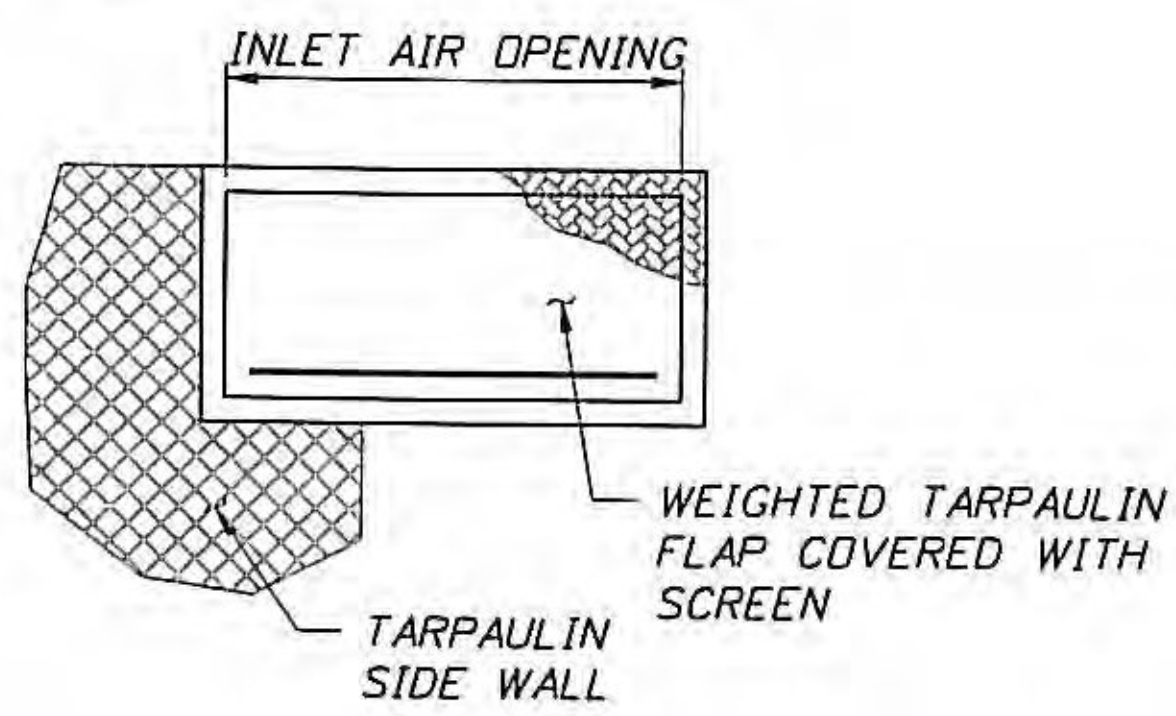
ADJACENT TARPAULIN CONNECTION ALTERNATIVES



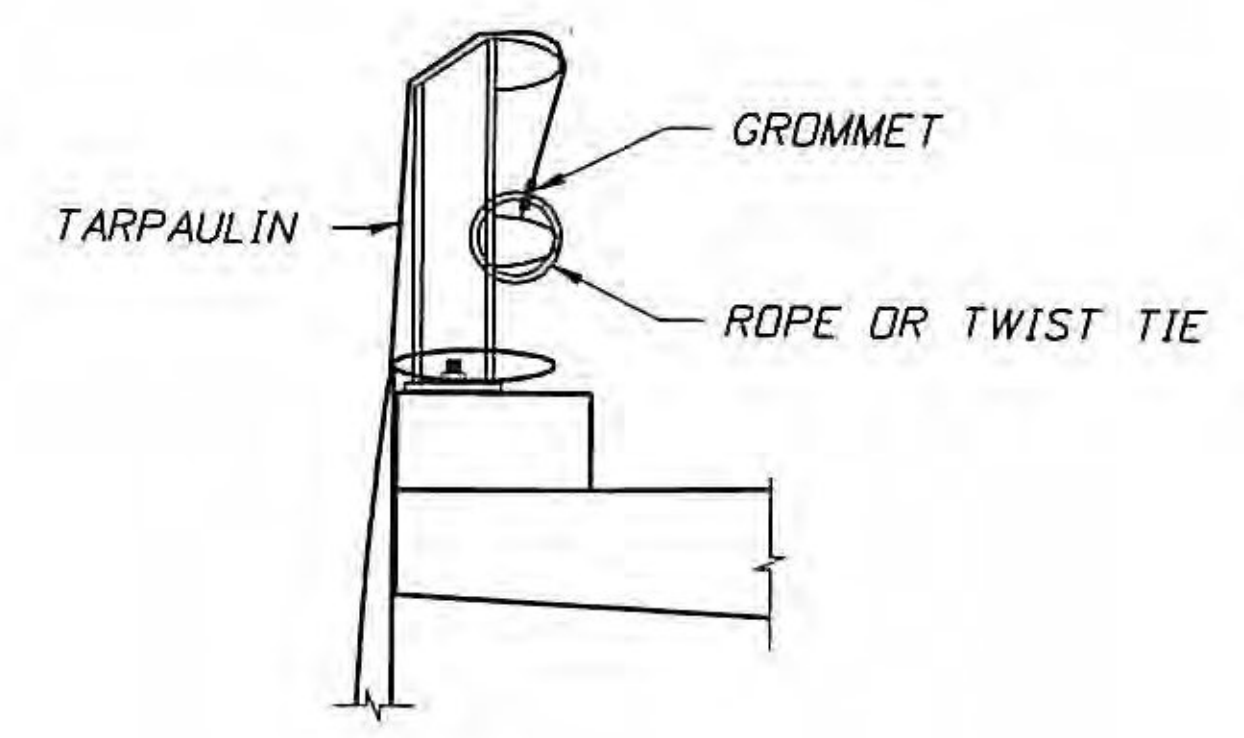
OUTRIGGER SUPPORT HANGER DETAIL



CONTAINMENT ENTRY



INLET AIR OPENING
INSTALL INLET AIR OPENINGS WITHIN TARPAULIN WALLS AND/OR GIRDER BAY ENCLOSURES AS REQUIRED



DETAIL 3

TARPAULIN PARAPET CONNECTION



REVISIONS			PAUL STEJLE P.E. P.E. LICENSE NUMBER 107795 A2B ENGINEERING, LLC. 5406 N. HOOVER BLVD., SUITE 12 TAMPA, FL 33634	MONOKO, LLC. 1037 PENINSULA AVENUE TARPON SPRINGS, FL 34689 PHONE (727) 940-3244 FAX (727) 279-8795	VERMONT DEPARTMENT OF TRANSPORTATION			SHEET TITLE: CONTAINMENT MISCELLANEOUS DETAILS (4 OF 4)		REF. DWG. NO.
DATE	BY	DESCRIPTION			ROAD NO.	COUNTY	PROJECT ID	PROJECT NAME:	SHEET NO.	
				1-91	ORANGE	1M BPNT (14)	TEN BRIDGES ON OR OVER I-91 IMPROVEMENT PLANS	C-19		