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GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 1986, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, THIRTEENTH EDITION, AND ITS LATEST REVISIONS.
2. THIS PROJECT HAS BEEN SET UP FOR ALTERNATE BIDS.
 - A. CAST-IN-PLACE CONCRETE WALL
 - B. TIMBER BINWALL
3. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE.
4. IN ALL HORIZONTAL CONSTRUCTION JOINTS, SHEAR KEYS SHALL BE FORMED, AS DETAILED ON DETAIL SHEET 5, AND THEY SHALL BE CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
5. MINIMUM COVER FOR REINFORCING STEEL SHALL BE 2 INCHES IN BACK FACES OF WALLS AGAINST EARTH AND 3 INCHES ELSEWHERE.
6. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH BY 1 INCH.
7. ALLOWABLE DESIGN STRESSES:

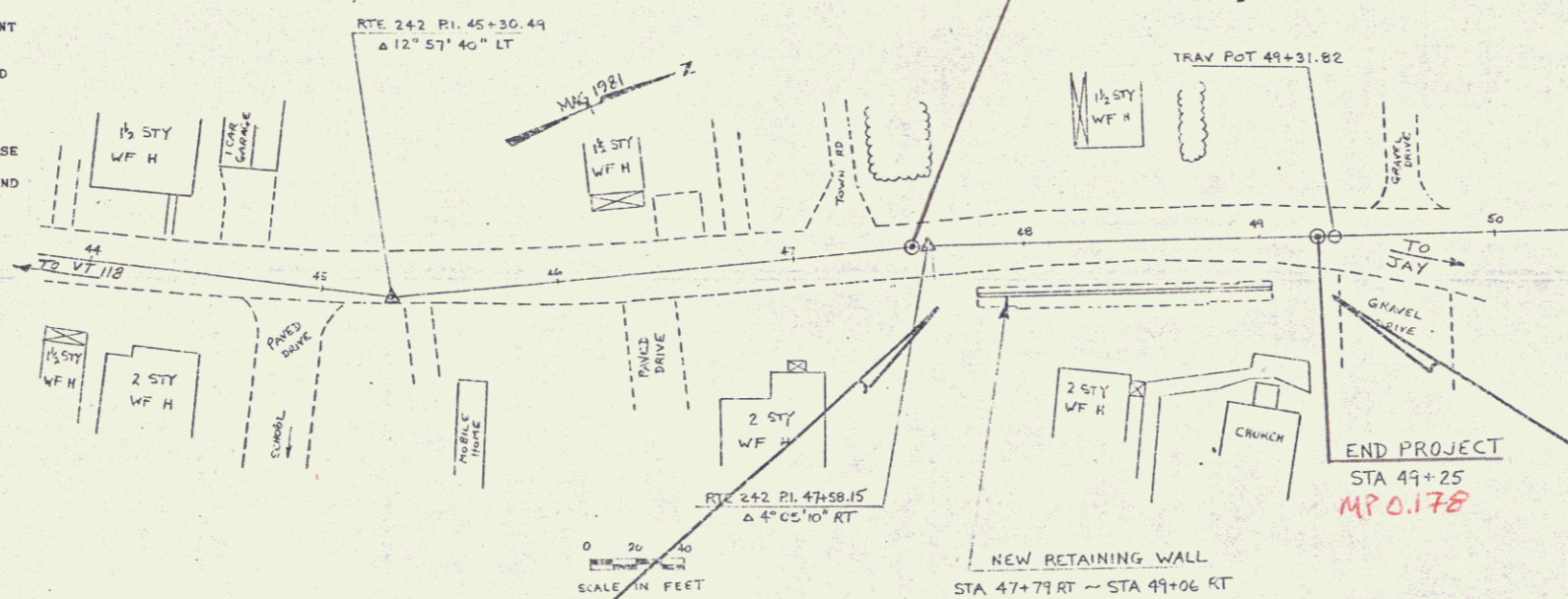
CONCRETE CLASS 'B'	GRADE 60 STEEL
$f'_c = 3500 \text{ psi}$	TENSION 24,000 psi
$f_c = 1400 \text{ psi}$	COMPRESSION 20,000 psi
8. REINFORCING PLACEMENT PLUS OR MINUS TOLERANCES SHALL BE AS FOLLOWS:

CLEARANCE TOLERANCE:	PLUS OR MINUS 1/4 INCH
SPACING TOLERANCE:	PLUS OR MINUS 1 INCH
9. TURN ESTABLISHMENT SHALL BE CONSIDERED SUBSIDIARY TO ALL OTHER ITEMS IN THE CONTRACT. SEE GENERAL SPECIAL PROVISIONS.
10. NO BORINGS WERE TAKEN ON THIS PROJECT. SUBSURFACE CONDITIONS MAY VARY FROM THE CONDITIONS ASSUMED FOR DESIGN. THE WALLS FOOTINGS ARE TO BE UNDERCUT ONE FOOT (1'-0") AND PAID FOR UNDER THE ITEM "STRUCTURE EXCAVATION". THIS AREA SHALL BE BACKFILLED WITH "GRANULAR BACKFILL FOR STRUCTURES".
11. THE HISTORY OF FILL BEHIND WALLS SHALL BE LIMITED TO FIVE FEET UNTIL SUB-BASE OF GRAVEL HAS BEEN PLACED IN FRONT OF WALL.
12. THE 6" UNDERDRAIN AT THE BACK OF THE WALLS IS TO BE PLACED AS 6" UNDERDRAIN AND PAID FOR UNDER THE ITEM "6 INCH UNDERDRAIN CARRIER PIPE".
13. THE REMOVAL OF EXISTING WALL, EXCAVATION FOR NEW WALL, EXCAVATION FOR UNDERDRAIN, AND REMOVAL OF EXISTING SUB-BASE AS DETAILED ON PLANS SHALL BE PAID FOR UNDER THE ITEM "STRUCTURE EXCAVATION". THE EXCAVATION FOR 16" CSP PIPE AND D1 SHALL BE PAID FOR UNDER THE ITEM "TRENCH EXCAVATION OF EARTH". THE ITEM "COMMON EXCAVATION" IS AN ESTIMATED QUANTITY FOR USE IF DEEMED NECESSARY BY THE RESIDENT CONVENTIONAL SIGNS

- ENGINEER
- NOTES CONTINUED ON THIS SHEET
- COUNTY LINE
 - TOWN LINE
 - LIMITS OF ACCESS
 - POINT OF ACCESS
 - FENCE LINE
 - STONE WALL
 - TRAVELED WAY
 - GUARD RAIL
 - RAILROAD
 - SURVEY LINE
 - CULVERT
 - POWER POLE
 - TELEPHONE POLE
 - TREES
 - CONTROL OF ACCESS
 - PROPERTY LINE
 - R.O.W. TAKING LINE
 - SLOPE RIGHTS
 - TOP OF CUT
 - TOP OF SLOPE

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

BEGIN R.O.W. PROJECT
STA. 47+60 RT.



R.O.W. PLANS

STATE OF VERMONT
AGENCY OF TRANSPORTATION



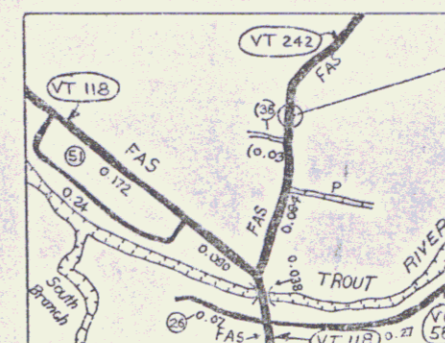
PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWN OF MONTGOMERY
COUNTY OF FRANKLIN

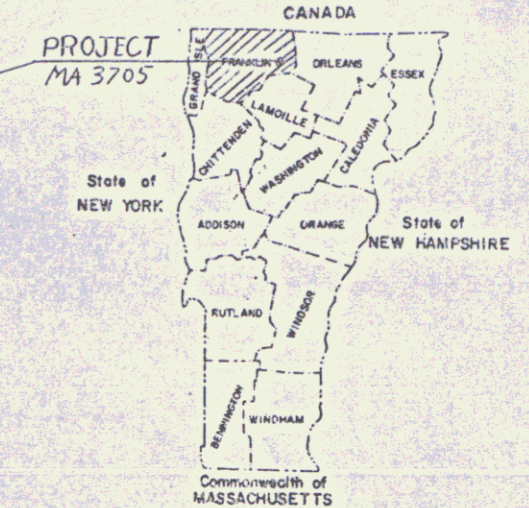
ROUTE NO. VT 242

PROJECT LOCATION: BEGINNING AT A POINT APPROX. 0.14 MI NORTHEASTERLY OF
ALONG VT 242
THE INTERSECTION OF VT RTE 118 & VT RTE 242 AND EXTENDING NORTHEASTERLY FOR 0.032 MI
PROJECT DESCRIPTION: REMOVE OLD CONCRETE RETAINING WALL AND REPLACE WITH
NEW WALL AND RELATED DRAINAGE SYSTEM

LENGTH OF PARTICIPATION ROADWAY:	FEET
LENGTH OF NON-PARTICIPATION ROADWAY:	FEET
LENGTH OF PROJECT:	175.0 FEET
LENGTH OF R.O.W. PROJECT	171.0 FEET



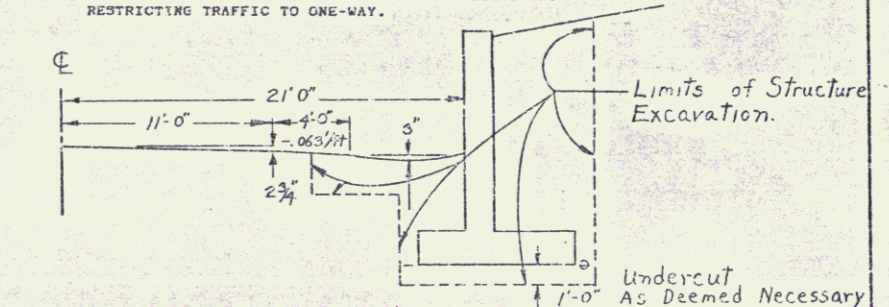
MONTGOMERY CENTER SCALE 0.2 LOCATION MAP



CONTINUED OF GENERAL NOTES

(TRACED FROM COUNTY MAP)

14. THE CHURCH DRAIN PIPE AT 48+87 RT. WITHIN THE EXCAVATION LIMITS OF THE WALL WILL BE REPLACED WITH A 6" PVC PIPE WITH "Y" AS DETAILED ON CROSS SECTION, SHEETS 7 AND 14. COST SHALL BE CONSIDERED SUBSIDIARY TO ALL OTHER ITEMS IN THE CONTRACT.
15. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL, AND ARE GIVEN AT 68 DEGREES FAHRENHEIT.
16. IF THIS PROJECT GOES WITH THE TIMBER BINWALL ALTERNATE THEN THE RESIDENT ENGINEER SHALL CONTACT THE STRUCTURES ENGINEER FOR LAYOUT INFORMATION OF STEP TIMBER WALL.
17. THE FOUR FOOT WIDE SHOULDERS ARE TO BE PAVED WITH THREE (3) INCHES OF BITUMINOUS CONCRETE PAVEMENT APPLIED IN TWO COURSES AND PAID FOR UNDER THE ITEM "BITUMINOUS CONCRETE PAVEMENT". THE AREA BETWEEN THE SHOULDERS AND WALL IS TO BE PAVED WITH TWO INCHES OF BITUMINOUS CONCRETE PAVEMENT APPLIED IN TWO COURSES AND PAID FOR UNDER THE ITEM "BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS".
18. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES & TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE". SEE SHEETS 4 & 5, STANDARD D-6, D-16, AND SPECIAL PROVISIONS. THE REINFORCING STEEL SCHEDULE SHALL BE COMPLETED BY THE REINFORCING STEEL FABRICATOR. REINFORCING STEEL QUANTITIES SHOWN ON THE QUANTITY SHEET ARE ESTIMATED FOR BID PURPOSES. THE CONTRACTOR SHALL BE PAID FOR THE REINFORCING STEEL BASED ON THE SUPPLIER'S ACTUAL INVOICES FOR ALL REINFORCING STEEL USED ON THE PROJECT AS VERIFIED BY THE RESIDENT ENGINEER. ALL BAR REINFORCEMENT FOR CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATIONS FOR "DEFORMED BILLET STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M-31 (ASTM A-615-81), GRADE 60.
19. THE RESIDENT ENGINEER SHALL NOTIFY CONSTRUCTION DIVISION AND TOWN OF MONTGOMERY WHEN CONTRACTOR WILL START RESTRICTING TRAFFIC TO ONE-WAY.



TYPICAL REINFORCED CONCRETE WALL SECTION

Scale 1" = 5'

END R.O.W. PROJECT
STA. 49+31 RT.

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE VERMONT A.O.T. CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 1986, FOR USE ON THESE PROJECTS, INCLUDING ALL SUBSEQUENT PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

APPROVED: David B. Kelley, DATE: 6/7/89
Dir., Dept. of Engineering and Construction

APPROVED: Paul D., DATE: 6/7/89
Chief, Property Administration

MONTGOMERY
PROJECT No. MA 3705

SHEET 1 OF 2 SHEETS

D-10 SJB 7/21/81

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checked mlc 2/24/00

8/9/90