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GENERAL NOTES

- 1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
- 2. DIMENSIONS, ANGLES, BEARINGS, AND ELEVATIONS OF THE EXISTING BRIDGES SHOWN ON THESE PLANS HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURES AND LIMITED FIELD INVESTIGATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING FIELD MEASUREMENTS OF ALL EXISTING STRUCTURE COMPONENTS TO ASSURE CONSISTENCY WITH THE PROPOSED MODIFICATIONS. ANY DISCREPANCIES IN DIMENSIONS, CHARACTER OR EXTENT OF THE EXISTING FEATURES SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER, BEFORE ADVANCING THE WORK. NOTE THAT ALL REFERENCE SHEETS ARE SCANS AND NOT TO SCALE.
- 3. FOLLOWING COMPLETION OF ALL OTHER CONSTRUCTION ACTIVITIES, ALL FABRIC DRAIN TROUGHS, METAL DOWNSPOUTS, AND BRIDGE SCUPPERS SHALL BE THOROUGHLY FLUSHED BY THE CONTRACTOR WITH THE COST TO BE INCIDENTAL TO ALL OTHER ITEMS IN THE CONTRACT.

PAVEMENT REMOVAL NOTES

- 1. THE FINAL ON EHALF INCH OF PAVEMENT ON THE BRIDGE DECK AND APPROACH SLABS SHALL BE REMOVED BY LOADER, GRADER, OR EQUIPMENT APPROVED BY THE ENGINEER. USE OF COLD PLANER TO REMOVE BRIDGE AND APPROACH SLAB PAVEMENT SHALL BE INCIDENTAL TO ITEM 529.10 "REMOVAL OF BRIDGE PAVEMENT". THE REMOVAL OF EXISTING SHEET MEMBRANE SHALL BE INCIDENTAL TO ITEM 529.10 "REMOVAL OF BRIDGE PAVEMENT".

- 2. DURING BRIDGE AND APPROACH SLAB PAVEMENT REMOVAL, THE CONTRACTORS SHALL EXERCISE CARE TO INSURE THAT NO DAMAGE OCCURS TO THE EXISTING PORTLAND CEMENT CONCRETE DECK OR THE APPROACH SLABS. IF THE CONTRACTOR DAMAGES AREAS OF THE DECK OR APPROACH SLABS, THEN THE REQUIRED REPAIRS SHALL BE AS PER SECTION 580.04 OF THE SPECIFICATION AND WILL BE AT THE CONTRACTOR'S EXPENSE.
- 3. WHERE TRAFFIC IS TO BE MAINTAINED ON ONE LANE OF A BRIDGE WHILE THE OTHER LANE IS BEING REPAIRED, THE EXISTING PAVEMENTS SHALL BE RETAINED TO INSURE A SMOOTH RIDE AND LESS IMPACT DAMAGE TO THE REPAIRS MADE.
- 4. THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE HYDROPIPLETS, CATCH BASINS, MANHOLES OR BRIDGE SCUPPERS AT ANY STAGE DURING THE CONSTRUCTION. DAMAGE TO THESE STRUCTURES SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST FOR SUCH WORKS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

WATERPROOFING NOTES

- 1. FOLLOWING REMOVAL OF BRIDGE PAVEMENT, THE CONCRETE BRIDGE DECK SHALL BE CLEANED AND PREPARED IN ACCORDANCE WITH SUBSECTION 580.04 AND TO THE SATISFACTION OF THE ENGINEER AND SHALL BE PAID FOR AS ITEM 580.16 "SURFACE PREPARATION FOR MEMBRANE".
- 2. ANY AREA OF THE BRIDGE DECK THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED AT THE SOLE COST OF THE CONTRACTOR. ANY AREA OF CONCRETE BELOW THE MEMBRANE THAT IS FOUND TO BE UNSOUND SHALL BE IDENTIFIED BY THE CONTRACTOR AND BROUGHT TO THE ATTENTION OF THE ENGINEER. THE ENGINEER SHALL MAKE A DETERMINATION AS TO HOW TO REPAIR THE DETERIORATED PORTION OF THE DECK AND AS TO THE EXTENT OF THE REPAIRS.
- 3. UPON APPROVAL OF THE DECK CONDITION BY THE ENGINEER, SHEET MEMBRANE WATERPROOFING, TORCH APPLIED, SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 519. IF THE DECK CANNOT BE WATERPROOFED AND PAVED IN ITS ENTIRETY, IN A CONTINUOUS OPERATION, OR IF TRAFFIC IS TO BE MAINTAINED ON ONE LANE WHILE THE OTHER LANES BEING REPAIRED, THEN THE FOLLOWING SHALL APPLY:
 - a. THE MEMBRANE SHALL EXTEND 1+/- FOOT BEYOND THE LANE LINE OF THE REPAIRED LANE SO THAT THE MEMBRANE CAN BE LAPPEL ON TO WHEN WATERPROOFING THE SECOND LANE OR WHEN CONSTRUCTION OPERATIONS HAVE RESUMED.
 - b. BOTH LIFTS OF PAVEMENT SHALL BE PLACED ON THE NEWLY INSTALLED MEMBRANE FOR THE ENTIRE LENGTH OF THE BRIDGE PRIOR TO ALLOWING TRAFFIC ON TO THIS LANE.
 - c. THAT PART (1+/-) OF THE MEMBRANE THAT EXTENDS BEYOND THE NECESSARY LANE WIDTH TO MAINTAIN TRAFFICS SHALL BE COVERED WITH RELEASE PAPER AND BITUMINOUS CONCRETE PAVEMENT. WHEN WATERPROOFING THE SECOND LANE, REMOVAL OF THE PAVEMENT ON THE RELEASE PAPER IN ORDER TO OVERLAP THE MEMBRANES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.680 "SEGAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY)".
- 4. WATER REPELLENT, SILANE, SHALL BE APPLIED TO ALL EXPOSED CONCRETE, EXCEPT FOR PERS AND THE UNDERSIDE OF THE DECK BETWEEN THE DRIP NOTCHES. THIS WORK SHALL BE PAID FOR AS ITEM 514.10 "WATER REPELLENT, SILANE".

PAVEMENT NOTES

- 1. FOLLOWING INSTALLATION OF SHEET MEMBRANE WATERPROOFING ON THE BRIDGE DECK, THE BRIDGE DECKS AND AT-GRADE APPROACH SLABS SHALL BE PAVED CURB TO CURB WITH ITEM 900.680 "SEGAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY)", IN TWO COURSES.
- 2. CARE SHALL BE EXERCISED TO SMOOTHLY TRANSITION THE NEW BRIDGE PAVEMENT INTO THE EXISTING PAVEMENT (50' MINIMUM, SEE DETAIL SHEET). ANY COLD PLANING NECESSARY FOR SHAPING BRIDGE APPROACHES ALONG THE EXISTING MAINLINE SHALL BE PAID FOR UNDER ITEM 210.10 "COLD PLANING, BITUMINOUS PAVEMENT". ANY COLD PLANING ALONG SIDE ROADS SHALL BE DONE AT THE RESIDENT ENGINEER'S DISCRETION.
- 3. LONGITUDINAL JOINTS IN THE PAVEMENTS SHALL BE TAPERED IN ACCORDANCE WITH SECTION 490 OF THE SPECIFICATION.
- 4. EMULSIFIED ASPHALTS SHALL BE APPLIED TO TACK CONTACT SURFACE AT A RATE OF .025 GAL/SY. THIS WORK SHALL BE PAID FOR AS ITEM 404.65 "EMULSIFIED ASPHALT".

- 5. TESTING FOR PAVEMENT DENSITY WILL REQUIRE CORES OF THE PAVEMENT ON THE BRIDGED ECK, POSSIBLY RESULTING IN DAMAGE TO THE MEMBRANE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGED MEMBRANE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS. THE COST FOR THIS WORK SHALL BE INCIDENTAL TO ITEM 900.680 "SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY)".

EXPANSION JOINT NOTES

- 1. BRIDGE EXPANSION JOINTS HAVE BEEN EVALUATED ON A CASE BY CASE BASIS AND SHALL BE TREATED AS FOLLOWS:
 - a. US 2, BRIDGE 48 – THE NORTHERN JOINT IS A "SAWCUT JOINT" AND SHALL BE REMOVED. THE REMOVAL WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 529.10 "REMOVAL OF BRIDGE PAVEMENT". A NEW ASPHALTIC PLUG JOINT SHALL BE INSTALLED AS SHOWN ON DETAIL SHEET. THE NEW JOINT SHALL BE PAID FOR AS ITEM 516.10 "BRIDGE EXPANSION JOINT, ASPHALTIC PLUG". THE SOUTHERN JOINT IS A "FINGER JOINT". THE DRAIN TROUGH SHALL BE FLUSHED AND EVALUATED. THIS SHALL BE CONSIDERED INCIDENTAL TO ITEM 529.10 "REMOVAL OF BRIDGE PAVEMENT".
 - b. VT 100B BRIDGE 4 – THE NORTHERN JOINT IS A "SAWCUT JOINT" AND SHALL BE REMOVED. THE REMOVAL WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 529.10 "REMOVAL OF BRIDGE PAVEMENT". A NEW ASPHALTIC PLUG JOINT SHALL BE INSTALLED AS SHOWN ON DETAIL SHEET. THE NEW JOINT SHALL BE PAID FOR AS ITEM 516.10 "BRIDGE EXPANSION JOINT, ASPHALTIC PLUG". THE SOUTHERN JOINT IS A "VERMONT JOINT". THE DRAIN TROUGH SHALL BE FLUSHED AND EVALUATED. THIS SHALL BE CONSIDERED INCIDENTAL TO ITEM 529.10 "REMOVAL OF BRIDGE PAVEMENT".
- 2. AT THE BEGINNING AND END OF EACH AT-GRAD E APPROACH SLAB, NO TADJACENT TO THE BRIDGE DECK, A SAWCUT PAVEMENT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL SHOWN ON DETAIL SHEET. PAYMENT FOR THE SAWCUT JOINT SHALL BE MADE AS ITEM 524.11 "JOINT SEALER, HOTPOURED" OR 524.13 "JOINT SEALER, COLDPOURED" AT THE OPTION OF THE CONTRACTOR.

TRAFFIC CONTROL

- 1. A MINIMUM OF ONE WAY TRAFFICS SHALL BE MAINTAINED THROUGHOUT ALL PHASES OF THIS PROJECT. WORK IS TO BE PERFORMED IN ACCORDANCE WITH THE MUTCD (2003), AND THE APPROPRIATE VTRANS STANDARD DRAWINGS.
- 2. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN, AND A SCHEDULE FOR IMPLEMENTATION AND MAINTENANCE OF TRAFFIC CONTROL FOR ALL WORK ASSOCIATED WITH THIS PROJECT. THE SUBMISSION SHALL BE MADE AT LEAST 30 CALENDAR DAYS PRIOR TO IMPLEMENTATION, THROUGH THE ENGINEER TO VTRANS TRAFFIC DESIGN FOR APPROVAL PRIOR TO IMPLEMENTATION.
- 3. TEMPORARY ROAD AND/OR SHOULDER CLOSURES WILL BE ALLOWED DURING WORKING HOURS ONLY. THE ROADWAYS SHALL BE RESTORED TO FULL CAPACITY AT THE CLOSE OF DAILY CONSTRUCTION ACTIVITIES.
- 4. ALL COSTS ASSOCIATED WITH PROTECTION OF TRAFFIC DURING REMOVAL OF THE BRIDGE PAVEMENT WILL BE INCIDENTAL TO ITEM 641.10 "TRAFFIC CONTROL".
- 5. ALL SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES SHALL BE CLEANED WEEKLY OR AS DIRECTED BY THE RESIDENT ENGINEER. EXISTING PERMANENT SIGNS THAT CONTRADICT TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE REMOVED AND REPLACED OR COVERED FOR THE PERIOD OF TIME THAT THE TRAFFIC CONTROL PLAN IS IMPLEMENTED. COST FOR THIS WORKS SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10 "TRAFFIC CONTROL".
- 6. THE CONTRACTOR SHALL COORDINATE ITS WORK ACTIVITIES AND TRAFFIC CONTROL WITH ANY OTHER CONTRACTOR WORKING WITHIN THE PROJECT AREAS.
- 7. PAYMENT FOR TEMPORARY CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES NOT OTHERWISE PAID FOR UNDER A SEPARATE CONTRACT ITEM WILL BE INCLUDED IN THE UNIT BID PRICE FOR CONTRACT ITEM 641.10 "TRAFFIC CONTROL".

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FILE NAME: 08e14notes.dgn	PLOT DATE: 17-FEB-2009
PROJECT LEADER: C.P.WILLIAMS	DRAWN BY: D.D.BEARD
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