

NOTES:

1. ALL NECESSARY SURFACE PREPARATION INVOLVING PATCHING, POTHOLE REPAIR, AND CRACK SEALING SHALL BE PERFORMED PRIOR TO APPLICATION OF ANY SPOT LEVELING OR PLACEMENT OF THE WEARING COURSE. ALL CRACKS GREATER THAN 0.10 INCH AND UP TO ONE INCH IN WIDTH SHALL BE SEALED USING THE "BLOW AND GO" FLUSH FILL METHOD. ALL COSTS ASSOCIATED WITH THIS WORK SHALL BE PAID FOR UNDER ITEM 417.20, BITUMINOUS CRACK SEALING, "BLOW AND GO" METHOD. THE PATCHING OF ALL CRACKS GREATER THAN ONE INCH AND ALL OTHER PATCHING AND POTHOLE REPAIR SHALL BE COMPLETED USING BITUMINOUS CONCRETE PAVEMENT IN ACCORDANCE WITH ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT SURFACE PREPARATION, TYPE 1). AN ESTIMATED QUANTITY FOR THIS ITEM HAS BEEN INCLUDED TO COVER ALL COSTS ASSOCIATED WITH THIS WORK.

2. FOLLOWING COMPLETION OF COLD PLANING, THE MILLED SURFACE FOR ALL BRIDGES SHALL RECEIVE CRACK SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, AS DIRECTED BY THE ENGINEER.

3. ALL EXISTING PAVEMENT MARKINGS SHALL BE REMOVED PRIOR TO ANY CRACK SEALING BEING PERFORMED AND PRIOR TO APPLYING THE THIN BITUMINOUS SURFACE TREATMENT. ALL LANE DELINEATION IS TO BE MAINTAINED DURING CONSTRUCTION BY THE USE OF LINE STRIPING TARGETS OR TEMPORARY PAINT.

4. A 50' COLD PLANED TRANSITION SHALL BE CONSTRUCTED AT THE PROJECT BEGIN, PROJECT END, AND AT ALL BRIDGE APPROACHES OR AS DIRECTED BY THE ENGINEER. ANY SAW CUTTING AT BUTT JOINTS SHALL BE INCIDENTAL TO ITEM 210.10, COLD PLANING, BITUMINOUS PAVEMENT. THE CONTRACTOR SHALL USE CAUTION WHEN COLD PLANING AND PAVING OPERATIONS OCCUR ADJACENT TO EXISTING DROP INLETS OR CATCH BASINS. ANY DAMAGE WHICH OCCURS TO THESE DRAINAGE STRUCTURES AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE STATE OF VERMONT.

BRIDGES WITHIN THE PROJECT LIMITS ARE:

BENNINGTON:

BRIDGE NUMBER 9 MM 6.420 THREE SPAN STEEL CONCRETE CIP, LENGTH 252' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)

WOODFORD:

BRIDGE NUMBER 9A MM 0.163 48" ACCGMP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 10 MM 1.110 8' X 4.5' CONCRETE SLAB (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 11 MM 1.215 THREE SPAN STEEL CONCRETE CIP, LENGTH 279' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 12 MM 2.814 THREE SPAN STEEL CONCRETE CIP, LENGTH 237' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 13 MM 3.705 48" ACCGMP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 13A MM 4.085 48" ACCGMP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 14 MM 5.587 5' X 5' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 15 MM 5.925 5' X 5.5' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 15A MM 6.372 4' X 3.5' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 16 MM 8.676 10' X 6.5' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 17 MM 8.796 72" CGMP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 18 MM 9.033 84" CGMP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)

SEARSBURG:

BRIDGE NUMBER 19 MM 0.067 108" CGMP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 20 MM 0.641 84" CGMP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 21MM 1.704 50" X 31" ACCGMP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 22 MM 2.253 58" X 36" ACCGMP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 23 MM 3.236 15.5' X 11.75' CONCRETE CIP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 24 MM 3.911 25' X 7' CONCRETE I-BEAM (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 25 MM 3.972 THREE SPAN STEEL CONCRETE CIP, LENGTH 240' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 25A MM 4.187 TWO SPAN STEEL CONCRETE CIP, LENGTH 293' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 25B MM 4.415 THREE SPAN STEEL CONCRETE CIP, LENGTH 276' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)

WILMINGTON:

BRIDGE NUMBER 26 MM 0.121 11' CAMPPA (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 27 MM 1.234 10' CAMPPA (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 30 MM 2.270 THREE SPAN STEEL CONCRETE CIP, LENGTH 74' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 31 MM 3.064 CONCRETE-CONCRETE CIP, LENGTH 59' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 32 MM 3.462 STEEL CONCRETE CIP, LENGTH 84' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 33 MM 3.719 4' X 4' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 34 MM 4.283 STEEL CONCRETE CIP, LENGTH 64' (COLD PLANE 1" THEN OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 35 MM 4.920 10' X 7' CONCRETE BOX (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 36 MM 5.060 CONCRETE CIP, LENGTH 25' (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 37 MM 5.550 48" PCCSP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 38 MM 6.054 13.9' X 8.6' CGM PLATE (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 39 MM 6.298 CONCRETE BOX, LENGTH 24' (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 40 MM 6.389 81" X 59" CAAPA (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 41 MM 6.678 48" CAAP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)
BRIDGE NUMBER 42 MM 7.075 48" CAAP (OVERLAY WITH THE FINAL ALTERNATIVE SURFACE TREATMENT)

5. IF IT IS DETERMINED BY THE ENGINEER IN AREAS ALONG THE BASE OF THE GUARDRAIL THAT WINTER SAND AND OTHER DEBRIS HAS ACCUMULATED SUFFICIENTLY TO AFFECT PROPER CRACK SEALING AND RELATED PATCHING AND POTHOLE REPAIR TREATMENTS, THIS MATERIAL SHALL BE REMOVED PRIOR TO CRACK SEALING, PATCHING, AND POTHOLE REPAIR AS DIRECTED BY THE ENGINEER. AN ESTIMATED QUANTITY FOR ITEM 203.40 SHOULDER BERM REMOVAL HAS BEEN INCLUDED TO COVER THE COSTS ASSOCIATED WITH THIS WORK.

6. TWO APPLICATIONS OF FOG SEAL SURFACE TREATMENT SHALL BE APPLIED TO THE COMPLETED CENTERLINE RUMBLE STRIPS AT A RATE OF 0.15 GAL./SY. WITH A TOLERANCE OF +/- 0.05 GAL./SY. OR AS DIRECTED BY THE ENGINEER. THERE SHALL BE A 14 DAY CURE TIME FOR THE FOG SEAL SURFACE TREATMENT BEFORE ANY PAVEMENT MARKING CAN BE APPLIED.

7. THERE ARE R.W.I.S. SENSORS IN THE PAVEMENT IN WOODFORD AT +/- MM 4.196 EASTBOUND THAT MAY BE IMPACTED BY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CONTACT MARK GERRISH, FIBER OPTIC PROJECT MANAGER, VTRANS OPERATIONS AND MAINTENANCE BUREAU AT 802-461-5570 TWO WEEKS PRIOR TO BEGINNING ANY WORK IN THIS AREA SO THAT MARK OR HIS REPRESENTATIVE CAN REMOVE THESE SENSORS. INSTALLATION OF NEW SENSORS WILL BE PERFORMED BY OTHERS FOLLOWING COMPLETION OF THE PROJECT.

RUMBLE STRIP LOCATIONS

NOTE: PRIOR TO PLACEMENT OF RUMBLE STRIPS ALL LOCATION SHALL BE FIELD VERIFIED BY THE ENGINEER AND PROJECT MANAGER.

BENNINGTON VT ROUTE 9	WOODFORD VT ROUTE 9	SEARSBURG VT ROUTE 9	WILMINGTON VT ROUTE 9
6.508MM 6.206 - 6.211	MM 0.000 - 0.369	MM 0.0431 - 0.539	MM 0.000 - 0.362
6.616MM 6.602 - 6.850	1.570MM 1.586 - 4.613 4.727	MM 0.5916 0.7886	MM 0.425 - 0.638
	4.789MM 4.795 - 4.995 5.137	MM 1.01005 1.37067	MM 0.918 - 1.071
	5.766MM 5.615 - 5.852 6.016	MM 2.378 - 3.420	MM 1.221 - 1.793
	6.278MM 6.121 - 6.387 6.556	MM 3.598 - 5.562	MM 4.273 - 5.162
	6.758MM 6.583 - 6.732 6.907	MM 1.411 - 1.483	5.230MM 5.225 - 6.492
	6.959MM 6.789 - 8.275 8.346	MM 1.571 - 1.659	MM 6.601 - 7.014
	8.665MM 8.532 - 9.576 9.535	MM 1.896 - 1.980	
		MM 2.027 - 2.116	
		MM 2.358 - 3.417	
		MM 3.586 - 4.471	
		MM 4.508 - 5.562	

PROJECT NAME:	BENNINGTON-WILMINGTON
PROJECT NUMBER:	NH SURF (51)
FILE NAME:	p14v201Bennington-Wilmington.dg
PROJECT LEADER:	M. FOWLER
DESIGNED BY:	N. PAPPAS
PROJECT NOTES	
DRAWN BY:	N. PAPPAS
CHECKED BY:	M. FOWLER
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