

GENERAL NOTES (Continued From Sheet 1)

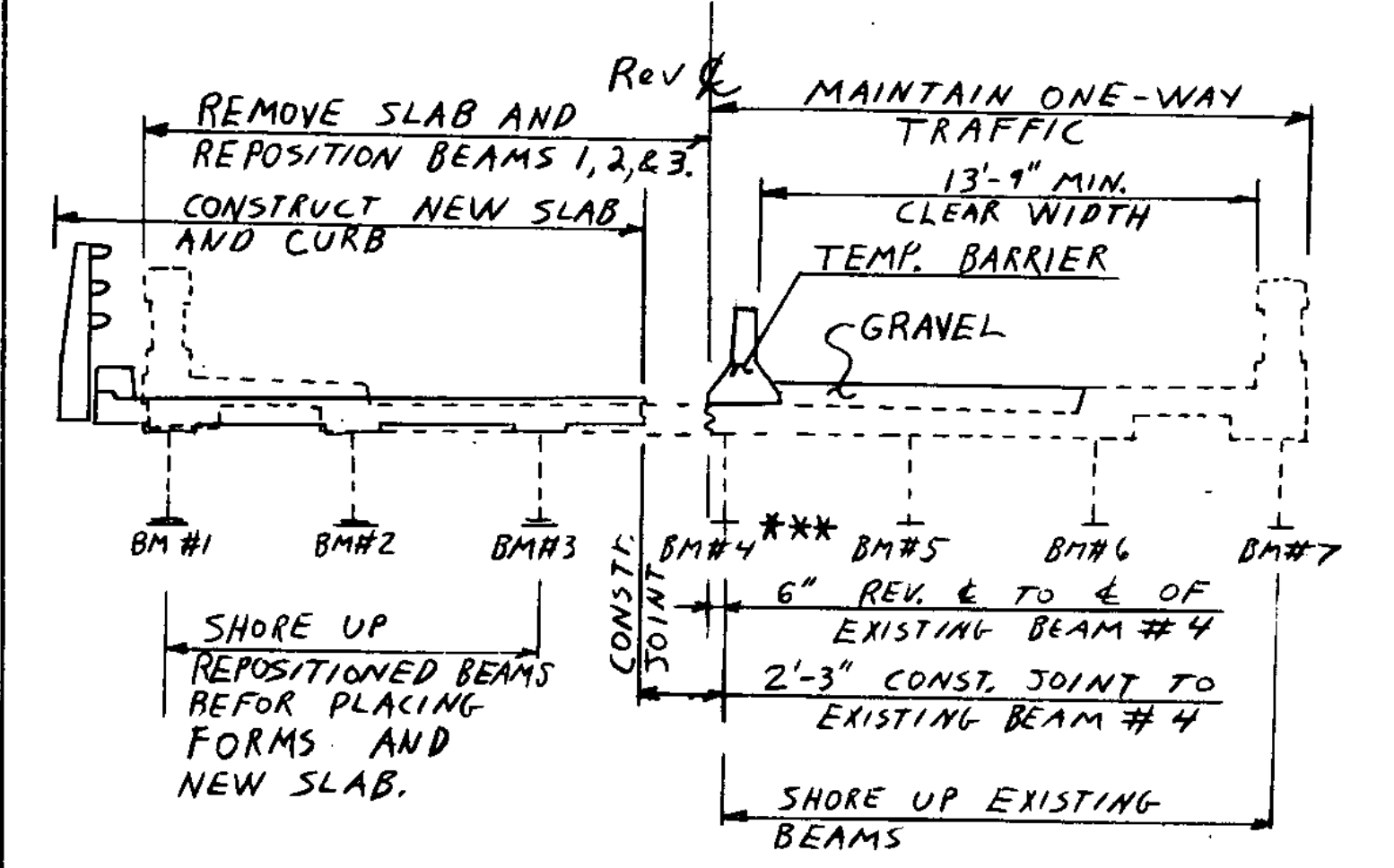
- CONCRETE MEDIAN BARRIER MB5 (NEW JERSEY CONCRETE MEDIAN BARRIER) SHALL BE USED AS TEMPORARY BARRIER RAIL ACROSS THE BRIDGE AND AT THE APPROACHES TO THE BRIDGE. COST TO BE SUBSIDIARY TO THE ITEM "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS". SEE GENERAL SPECIAL PROVISIONS, SECTION 621.02(b).
- THE TEMPORARY CONCRETE MEDIAN BARRIER SHALL BE IN PLACE BEFORE REMOVAL OF THE EXISTING DECK.
- IN ALL HORIZONTAL CONSTRUCTION JOINTS, SHEAR KEYS SHALL BE FORMED AS DETAILED ON STANDARD DRAWING SCB-D6-73, DETAIL "B", 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.
- THE PREFORMED JOINT FILLER, CLOSED CELL FOAM, SHALL MEET THE REQUIREMENTS OF SUBSECTION 707.23. SEE GENERAL SPECIAL PROVISIONS FOR THIS PROJECT. PAYMENT SHALL BE INCLUDED IN THE UNIT BID PRICE FOR "CONCRETE, CLASS A".
- SEE ADDITIONAL NOTES PERTAINING TO BEARINGS AND BRIDGE SEATS ON SHEET 11 OF 30.
- THE FINAL POSITION OF BEAM # 4 SHALL BE THE SAME AS ITS EXISTING POSITION. THE REVISED CENTERLINE ACROSS THE BRIDGE SHALL BE LOCATED 6" TO THE LEFT (TOWARD BEAM # 3) OF BEAM # 4. THE EXACT TRANSITION FROM THE SURVEY CENTERLINE TO THE REVISED CENTERLINE BEFORE THE BRIDGE SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- THE BRIDGE SEATS SHALL BE SLOPED 1/2" PER FOOT EXCEPT UNDER BEARINGS WHERE THE SURFACES SHALL BE LEVEL. THE BRIDGE SEATS SHALL BE SLOPED EACH WAY FROM THE CENTERLINE OF BEARINGS. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH STEEL TROWEL FINISHED.
- COUPLERS FOR REINFORCING STEEL SHALL PROVIDE A MINIMUM YIELD STRENGTH EQUAL TO 125% OF THAT OF THE REINFORCING STEEL. COST OF THE COUPLERS AND THEIR INSTALLATION SHALL BE SUBSIDIARY TO THE ITEM "REINFORCING STEEL".
- ALL SURFACES OF EXISTING STEEL BEAMS AND DIAPHRAGMS SHALL BE BLAST CLEANED AS SPECIFIED UNDER SECTION 506.47(b)(1). PAINTING OF EXISTING STRUCTURAL STEEL WILL BE PAID FOR UNDER THE ITEM "PAINTING, BLAST CLEANING". THE PAINTING OF NEW STRUCTURAL STEEL SHALL BE UNDER THE SAME ITEM. SEE NOTE NUMBER 20 FOR PAINTING OPTION. FINAL COAT SHALL BE GREEN.
- THE CONTRACTOR HAS THE OPTION OF USING A RUST-OLEUM PAINT SYSTEM. THE SURFACE PREPARATION SHALL BE THE SAME AS SPECIFIED IN SECTION 513 OF THE STANDARD SPECIFICATIONS. THE COATING SYSTEM SHALL INCLUDE THREE COATS AS FOLLOWS:
 FIRST COAT - RUST-OLEUM #1069 HEAVY DUTY RED PRIMER - 3 MILS DRY FILM THICKNESS.
 SECOND COAT - RUST-OLEUM #1060 HEAVY DUTY RUST INHIBITIVE PRIMER, 3 MILS MINIMUM DRY FILM THICKNESS.
 FINAL COAT - RUST-OLEUM #1282, GREEN, 2 MILS MINIMUM DRY FILM.
- THE ITEM "TOPSOIL" IS TO BE USED ON THIS PROJECT AS DETAILED ON THE ROADWAY TYPICAL. THE ITEMS "SEED", "HAY MULCH", "FERTILIZER", AND "AGRICULTURAL LIMESTONE" SHALL BE CONSIDERED SUBSIDIARY TO THE ITEM "TOPSOIL" FOR THIS PROJECT.
- IN-STREAM CONSTRUCTION SHALL BE RESTRICTED TO JUNE 1 THROUGH OCTOBER 1, UNLESS THE CONTRACTOR OBTAINS PERMISSION FROM THE AGENCY OF ENVIRONMENTAL CONSERVATION TO DO WORK OUTSIDE THAT TIME FRAME.
- THE EXISTING 8" DUCTILE IRON WATERLINE SHOWN WAS TAKEN FROM OTHER PLANS AND MAY NOT ACCURATELY REPRESENT ITS TRUE LOCATION. EXTREME CAUTION SHALL BE TAKEN TO AVOID DISTURBING THE WATERLINE, BOTH WHERE IT IS UNPROTECTED AND ALSO WHERE IT IS ENCASED IN CONCRETE BENEATH THE STREAM. SEE UTILITY SPECIAL PROVISIONS.
- BRIDGE APPROACH PAVEMENT THICKNESS SHALL NOT EXCEED 4". WHERE NECESSARY, EXISTING PAVEMENT SHALL BE SCARIFIED AND SHIPPED TO WITHIN 24" OF FINAL GRADE WITH GRAVEL. COST TO BE PAID FOR UNDER THE ITEM "SUB-BASE OF GRAVEL".
- THE CONTRACTOR SHALL BE REQUIRED TO SHORE UP THE EXISTING DECK UNDER EXISTING BEAM NUMBERS 4, 5, 6 & 7 (SEE SHEET 9) DURING STEP 1 WHILE TRAFFIC IS BEING MAINTAINED. IN ADDITION, THE CONTRACTOR SHALL BE REQUIRED TO SHORE UP BEAMS BEFORE THE PLACEMENT OF CONCRETE DECK. SHORING SHALL BE MAINTAINED UNDER BEAM NUMBERS 1, 2 & 3 DURING THE POUR OF STEP 1 AND NOT REMOVED UNTIL 21 DAYS AFTER THE POURING OF STEP 2. AT THIS TIME, SHORING CAN BE REMOVED UNDER ALL BEAMS. ALL SHORING WILL BE PAID UNDER THE ITEM "SHORING SUPERSTRUCTURE".
- TRAFFIC SHALL NOT BE ALLOWED ON THE NEW DECK UNTIL 30 DAYS AFTER IT IS POURED AND AFTER THE TEST CYLINDERS ARE BROKEN AND HAVE BEEN EVALUATED.
- THE SIDEWALK AND CONCRETE CURB SHALL BE RAMPED UP OVER A DISTANCE OF SEVEN (7) FEET.
- A MINIMUM OF ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES AT THIS CROSSING. COST OF MAINTAINING TRAFFIC SHALL BE PAID FOR UNDER THE ITEMS "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS" AND "TRAFFIC CONTROL SIGNALS".
- THE CONTRACTOR SHALL INSTALL AND MAINTAIN TEMPORARY EROSION CONTROL FEATURES AS DIRECTED BY THE ENGINEER. COST OF ITEMS FOR THIS PURPOSE SHALL BE SUBSIDIARY TO ALL OTHER CONTRACT ITEMS.
- EXISTING ROAD SIGNS WILL BE REMOVED AND RESET UNDER THE DIRECTION OF THE RESIDENT ENGINEER. THE COST OF REMOVING AND RESETTING EXISTING ROAD SIGNS, BOTH TEMPORARILY AND PERMANENTLY, WILL BE SUBSIDIARY TO THE ITEM "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS".

TEMPORARY TRAFFIC SIGNAL NOTES

- THE CONTRACTOR SHALL SUBMIT THE POLE LAYOUT AND DETOUR DESIGN FOR REVIEW PRIOR TO CONSTRUCTION. THE SUBMITTAL SHALL INCLUDE SIGNAL TIMING SEQUENCES AND PHASING. ALLOW TWO WEEKS FOR REVIEW.
- THE CONTRACTOR SHALL INSURE THAT THE SIGNAL INSTALLATION CONFORMS TO THE MANUAL OF TRAFFIC CONTROL DEVICES WITH THE SUPPORTING STRUCTURES AS PER AASHTO'S STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGN, LUMINAIRES AND TRAFFIC SIGNALS.
- SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE RESIDENT ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD AND PAYMENT SHALL BE SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM. THE ALL-RED CLEARANCE INTERVAL IS BASED ON AN ASSUMED SPEED OF 25 MPH. THE RESIDENT ENGINEER SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
- SIGNAL FACES SHALL CONSIST OF 12" LENSES. (RED, YELLOW & GREEN)
- THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL BE NOT LESS THAN 164 FEET NOR MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. THE BOTTOM OF A SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK, OR, IF NONE, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY. CAUTION SHOULD BE USED TO INSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROAD GRADE.
- SIGNAL FACES FOR ANY ONE APPROACH SHALL BE NOT LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER OF FACES.
- A "SIGNAL AHEAD" SIGN MAY BE PLACED AT LEAST 750' FROM THE SIGNAL OR AT A POSITION TO BE DETERMINED BY THE ENGINEER. ALL POSTS, SIGNS, AND PAVEMENT MARKINGS SHALL BE CONSIDERED AS SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM.
- SIGNAL HEADS MAY BE HUNG ON A SPAN WIRE OR ON A CANTILEVERED MAST ARM. AT LEAST ONE SIGNAL HEAD SHALL BE IRREVERSIBLY IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD MAY BE POST MOUNTED, LOCATED AT A DISTANCE NO GREATER THAN 144' FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40' FROM THE SIGNAL HEAD. CONSULT THE MUTCD FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
- A 400 WATT LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH AT A MOUNTING HEIGHT OF 30' ABOVE ROADWAY CENTERLINE. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE RESIDENT ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT.
- POLES SUPPORTING SPAN WIRES AND/OR MAST ARMS SHALL BE ADEQUATELY BRACED OR GUYED AND SHALL NOT BE PLACED SO AS TO CREATE A HAZARD TO THE TRAVELING PUBLIC.
- PAVEMENT MARKINGS AND SIGNING IS SUBSIDIARY TO THE ITEM 678.15, "TRAFFIC CONTROL SIGNALS" (STOP BARS, 'STOP HERE ON RED', 'SIGNAL AHEAD').
- SIGNAL HEAD PLACEMENT SHOWN IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
- STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 120' FROM THE NEAREST SIGNAL HEAD.
- SEE STANDARD SHEET E-15 FOR "STOP HERE ON RED" SIGN DETAILS AND STANDARD SHEET E-16 FOR "SIGNAL AHEAD" SYMBOL SIGN. THE "SIGNAL AHEAD" SIGN SHALL HAVE AN ORANGE BACKGROUND (REFLECTORIZED). SEE STANDARD E-29 FOR SIGN PLACEMENT. SEE STANDARD E-34 AND E-36 FOR ADDITIONAL INFORMATION ON SIGNALS AND DETECTORS.
- THE SIGNAL SYSTEM SHALL CONSIST OF POLES, SIGNS AND POSTS. PAVEMENT MARKINGS AND SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE DESIGN.

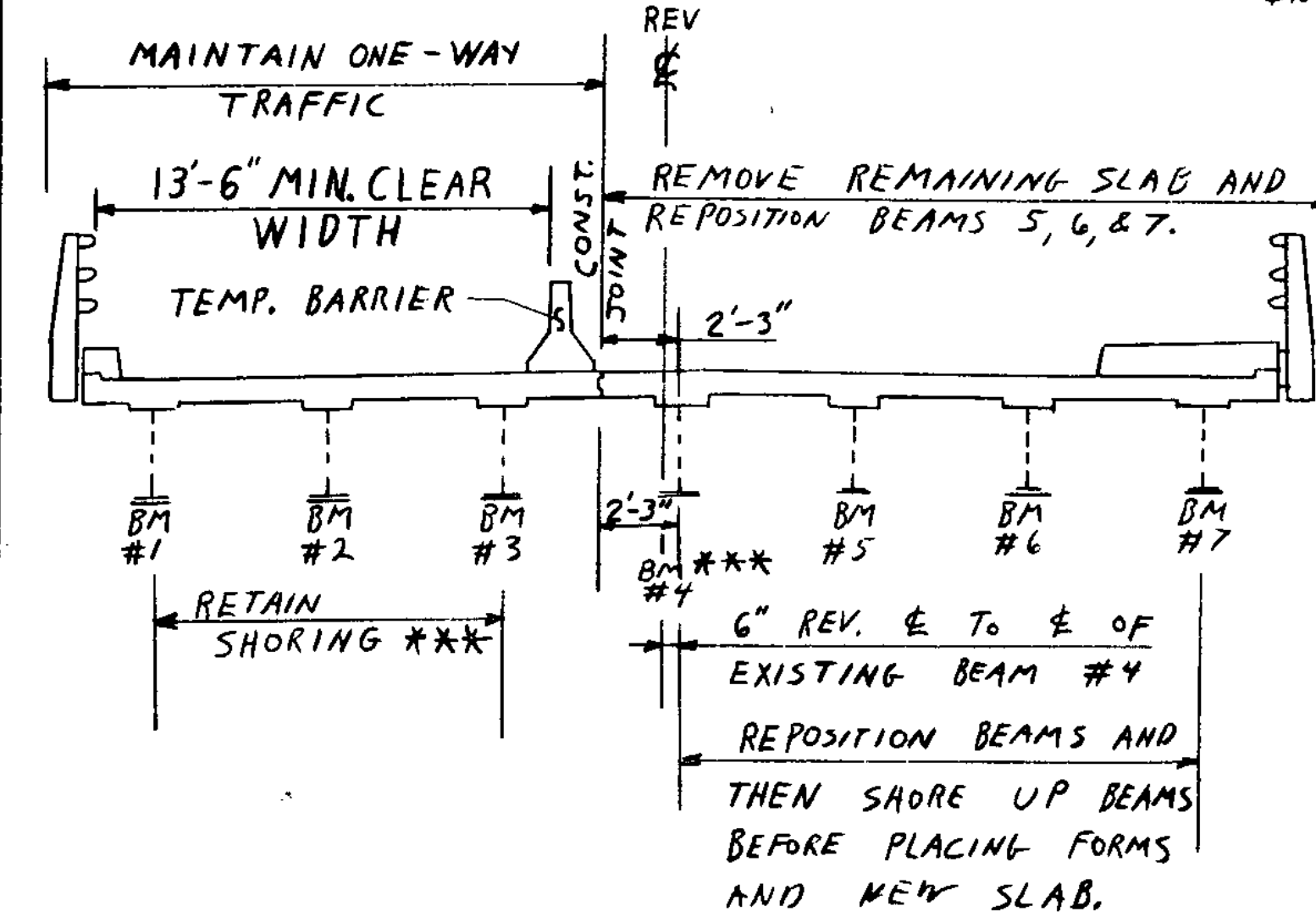
CONSTRUCTION SEQUENCE

SCALE: 1" = 5'-0"



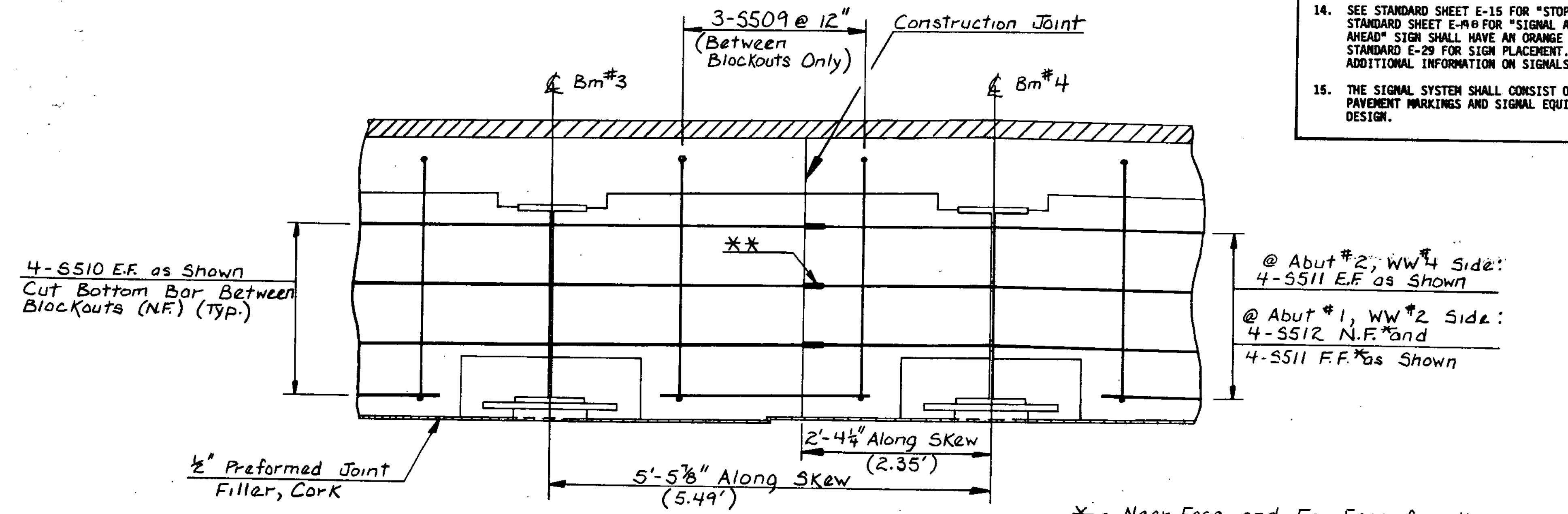
STEP # 1

***- SEE GENERAL NOTES # 16 & 25 FOR ADDITIONAL INFORMATION.



STEP # 2

- THE CONTRACTOR SHALL PROVIDE AN ACTUATED CONTROLLER. EACH APPROACH SHALL HAVE A TEMPORARY VEHICLE DETECTOR. THE TYPE OF DETECTION - SONIC, INDUCTANCE, ETC. - IS TO BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE RESIDENT ENGINEER. IF LONG LOOPS ARE USED FOR DETECTION, THEY SHALL OPERATE IN THE NON-LOCKING MODE (PRESENCE DETECTION). WITH SMALL DETECTION AREAS, LOCKING DETECTION SHALL BE USED. THE CONTROLLER, VEHICLE DETECTORS AND ALL OTHER SIGNAL EQUIPMENT SHALL MEET OR EXCEED ALL N.E.M.A. STANDARDS.
- THE NEAR PORTION OF THE VEHICLE DETECTOR SHALL BE LOCATED ABOUT 5' BEHIND THE STOP BAR.
- TWO-WAY TRAFFIC SHALL BE MAINTAINED WHENEVER POSSIBLE. DURING TWO-WAY TRAFFIC, THE SIGNALS SHALL BE SET ON FLASHING.
- APPROACH WIDTHS SHALL BE AS DETAILED IN SECTION 638.04(3). TO MINIMIZE VEHICLE DELAY, SIGNAL POLES SHALL BE PLACED SO AS TO USE AS MUCH OF THE AVAILABLE APPROACH AS POSSIBLE.



Curtain Wall Elevation
Scale: 1" = 1'-0"

* - Near Face and Far Face for these Bars as if Looking at back of Abut.#1.
 ** - Reinforcing Steel Couplers. Cost to be Subsidiary to the Item "Reinforcing Steel."

STATE OF VERMONT AGENCY OF TRANSPORTATION	
Town Of MONTGOMERY	Bridge No. 15
Highway No. VT. RTE. 118	Log Sta. 269+30
VT. RTE. 118 over TROUT RIVER	
Curtain Wall and Joint Sealer Details	
Designed By R. Sikora	Drawn By E. Blodgett
Checked By R. Sikora	Date 8/84
Bridge Design Supervisor F.W. Bolcum Date 12/84	
PROJECT MONTGOMERY	PROJECT NO. BHS 0283 (6) S
I.G.C. Info.	
Bridge Sheet No.	Sheet 10 of 46