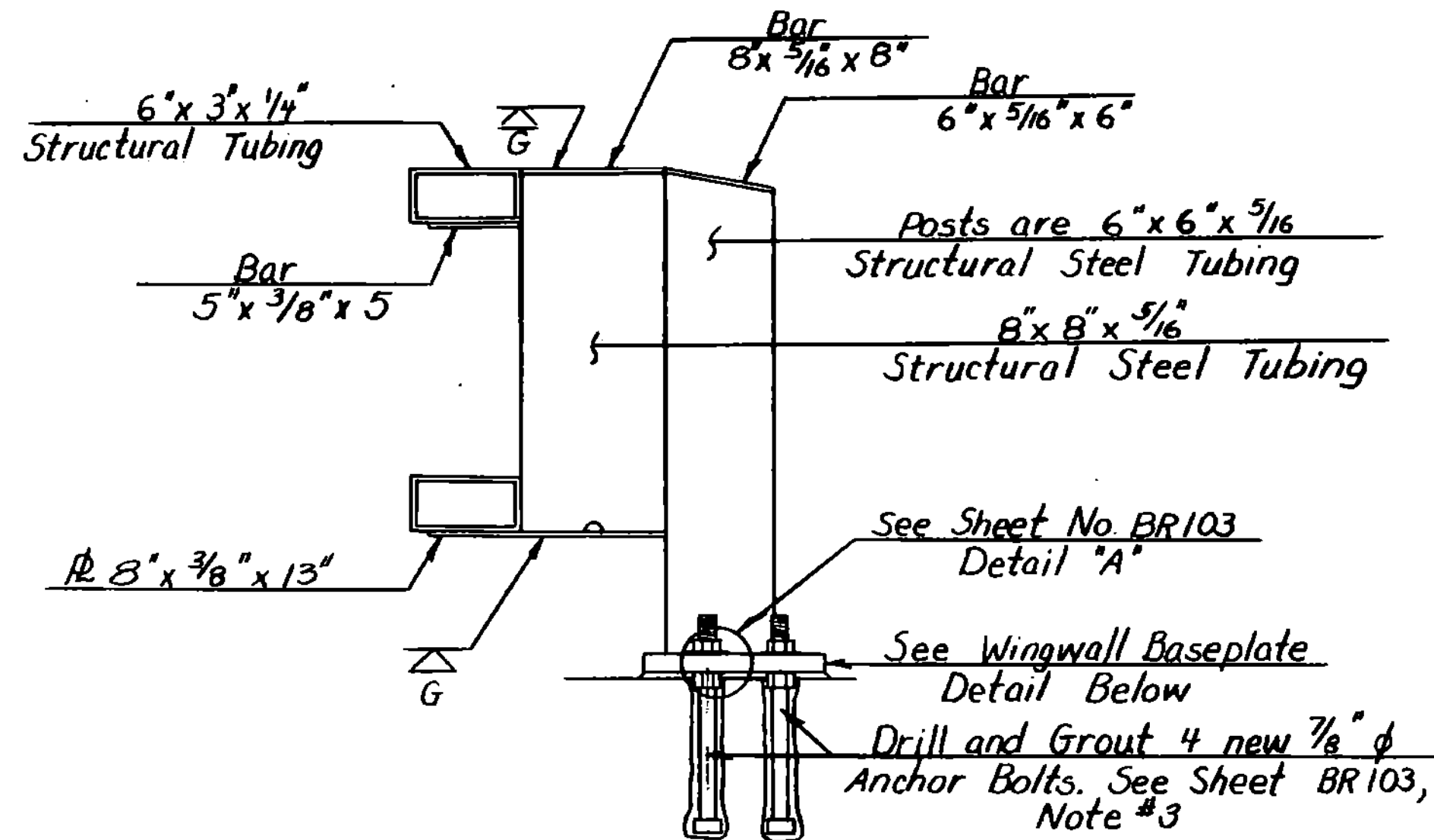


ITEM NO	ITEM	UNIT	VT103 BR 33	VT100 BR 99	US 4 BR 24	VT100 BR 234	TOTALS
406.25	BITUMINOUS CONCRETE PAVEMENT	TON				3	3
501.21	CONCRETE, CLASS AA	CY					5
501.22	CONCRETE, CLASS A	CY	1	1	2	4	8
507.15	REINFORCING STEEL	LB	20	20	200	140	380
514.10	WATER REPELLENT	GAL	1	1	1	2	5
524.20	JOINT SEALER, POLYURETHANE	GAL	1	1	1		3
525.10	REMOVAL OF EXISTING RAILING	LF	198	228	244		670
525.31	BRIDGE RAILING, 2 RAIL GALV. BOX BEAM	LF	209	239	282		730
525.41	BRIDGE RAILING-HD STEEL BEAM/FASCIA MOUNTED	LF				100	100
529.20	PARTIAL REMOVAL OF STRUCTURE	EA.			1		1
529.25	REMOVAL OF CONCRETE OR MASONRY	CY				5	5
530.30	EPOXY MORTAR COMPOUND	GAL.					15
621.70	GUARD RAIL APPROACH SECTION, TYPE I	EA	4	4	4		12

★ THESE ITEMS SHALL BE USED AS DIRECTED BY THE RESIDENT ENGINEER. THE QUANTITY SHOWN IS THE ESTIMATED TOTAL NEEDED AND THE AMOUNT REQUIRED FOR EACH BRIDGE WILL VARY. REFER TO GENERAL NOTES NO 16 AND NO 22.



MODIFIED POST FOR WINGWALL

SCALE: 1 1/2" = 1'-0"  
(To be used on VT 103, Br. 33- downstream curb only)

ITEM NO	PIECES	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J
1				U.S. 4, BR. 24	(MENDON)									
2														
3	4	5	1-1	EB501	STR									
4	8	5	1-6	EB502	STR									
5	13	5	1-6	EB501	STR									
6	32	5	2-3	EB501	STR			0-9	0-9	0-9				
7														
8														
9				VT. 103, BR. 33	(MT. HOLLY)									
10														
11	4	5	1-1	EB501	STR									
12	8	5	1-6	EB502	STR									
13														
14														
15				VT. 100, BR. 99	(LUDLOW)									
16														
17	4	5	1-1	EB501	STR									
18	8	5	1-6	EB502	STR									
19														
20														
21				VT. 100, BR. 234	(LOWELL)									
22														
23	3	5	42-0	EB501	STR									

\* DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.  
NOTE: UNLESS OTHERWISE DESIGNATED ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M 31 (ASTM A 615-51), GRADE 60.

STATEWIDE FSFTY (85) STWDFSTY.DOC 1/86 AUTHOR: NEWTON

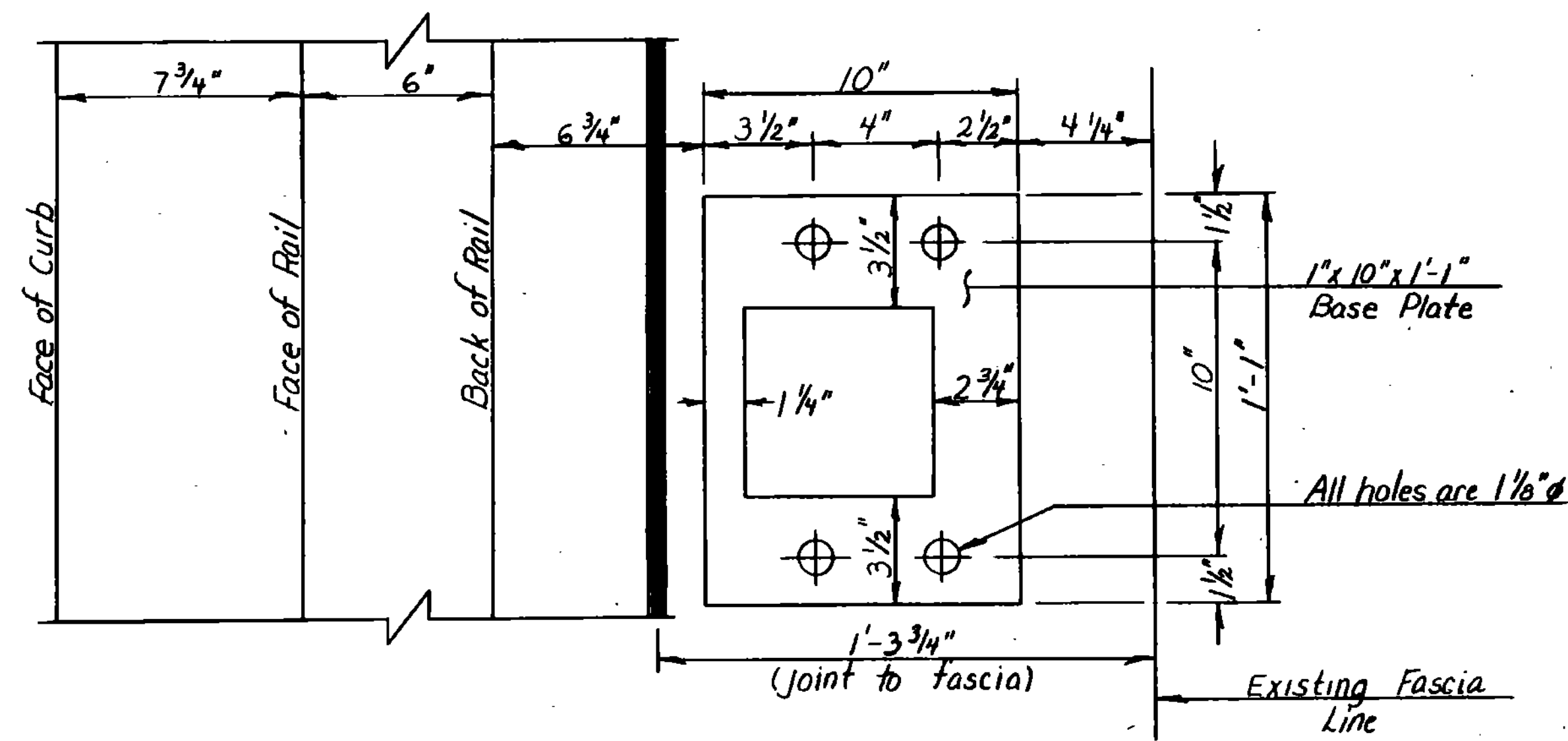
- FOR ADDITIONAL GENERAL NOTES, SEE STD. SB-D1-75, NOTES 3, 4, 6, 7, 14 & 16.
- ALL CONCRETE WILL BE "CONCRETE, CLASS A", EXCEPT AS NOTED IN GENERAL NOTE 16 ON THIS SHEET.
- PYLONS SHALL BE REMOVED TO ONE FOOT (1'-0") BELOW EXISTING SUPERSTRUCTURE CURB GRADE. REPLACE TO ELEVATION OF TOP OF EXISTING SUPERSTRUCTURE CURB GRADE. U.S. 4, BR. 24 IN MENDON IS THE ONLY STRUCTURE THAT HAS PYLONS.
- REMOVAL OF THE CONCRETE PYLONS TO THE LIMITS SHOWN AND REMOVAL OF THE GRANITE END BLOCKS ON U.S. 4, BR. 24 IN MENDON SHALL BE PAID FOR AS THE ITEM "PARTIAL REMOVAL OF STRUCTURE".
- WHEN REMOVING THE EXISTING PYLONS, RETAIN THE EXISTING VERTICAL REINFORCING STEEL AND CUT AS DETAILED.
- THE EXISTING CONCRETE SHALL BE THOROUGHLY COATED WITH NEAT CEMENT GROUT BEFORE PLACING NEW CONCRETE AS PER SUBSECTION 501.13(b).
- CONCRETE AT THE JOINTS SHALL BE CLEANED AND PREPARED AS PER SUBSECTION 524.05(b).
- NEW BRIDGE RAILING POSTS SHALL BE SET NORMAL TO GRADE.
- FOR BRIDGE RAILING DETAILS AND RELATED NOTES NOT SHOWN ON THESE PLANS, SEE STD. SB-R4A-82 AND STD. SB-R6-82.
- THE STANDARD BASE PLATE DETAILS SHOWN ON STD. SB-R4A-82 HAVE BEEN MODIFIED TO ACCOMMODATE REVISED ANCHOR BOLT PATTERNS AS DETAILED ON THESE PLANS, EXCEPT FOR MENDON, U.S. 4, BR. 24, WHICH IS PER STANDARD EXCEPT THAT THE 9 INCH OFFSET FROM FACE OF CURB TO FACE OF RAIL IS CHANGED TO 7 INCHES.
- THE MODIFIED POSTS, BASE PLATES, AND RELATED HARDWARE SHALL BE PAID FOR AS THE ITEM "BRIDGE RAILING - 2 RAIL GALVANIZED BOX BEAM".
- THE CONTRACTOR SHALL FIELD CHECK POST LAYOUT DIMENSIONS PRIOR TO SUBMISSION OF SHOP DETAILS FOR APPROVAL.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT ALL LANES SHALL BE OPEN TO TRAFFIC DURING NON-WORKING HOURS. THEREFORE, NO GAPS BETWEEN EXISTING RAILING AND NEW RAILING WILL BE PERMITTED. DETAILS FOR TEMPORARY BARRIER RAIL, IF REQUIRED TO BRIDGE THESE GAPS, SHALL BE SUBMITTED FOR APPROVAL.
- THE EXISTING BRIDGE RAILING POSTS AND HARDWARE ON U.S. 4, BR. 24; VT. 100, BR. 99; AND VT. 103, BR. 33 SHALL REMAIN THE PROPERTY OF THE STATE OF VERMONT UPON THEIR REMOVAL AND SHALL BE STOCKPILED ON THE PROJECT IN LOCATIONS SELECTED BY THE ENGINEER FOR DISPOSAL BY STATE FORCES. THE COST OF REMOVING AND STOCKPILING THIS MATERIAL SHALL BE PAID FOR AS THE ITEM "REMOVAL OF EXISTING RAILING".
- THE EXISTING STATE OF VERMONT BRONZE BRIDGE MARKERS SHALL BE CAREFULLY REMOVED FROM PYLONS ON U.S. 4, BR. 24 AND RESET IN NEW CONCRETE FASCIA AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE SUBSIDIARY TO THE ITEM "CONCRETE, CLASS A".

- "EPOXY MORTAR COMPOUND" OR "CONCRETE, CLASS AA", SHALL BE USED TO REPAIR ANY SPALLED OR CRACKED AREAS ON THE EXISTING CURBS. ALL DETEIORATED OR UNSOUND CONCRETE SHALL BE REMOVED TO THE LIMITS DEEMED NECESSARY BY THE ENGINEER. THE REMOVAL SHALL BE SUBSIDIARY TO THE ITEMS "EPOXY MORTAR COMPOUND" OR "CONCRETE, CLASS AA". THE CURBS SHALL BE PATCHED AS FOLLOWS:
  - CRACKS OR SPALLED AREAS IN THE CURBS WITH A DEPTH OF LESS THAN 1 INCH ARE TO BE FILLED WITH "EPOXY MORTAR COMPOUND".
  - CRACKS OR SPALLED AREAS IN THE CURBS WITH A DEPTH OF GREATER THAN 1 INCH ARE TO HAVE THEIR EDGES CUT SO AS TO PROVIDE A MINIMUM DEPTH OF 1 INCH. THEY THEN WILL BE COATED WITH NEAT CEMENT AND PATCHED WITH "CONCRETE, CLASS AA".
- RAILING JOINT SPLICES SHALL BE LOCATED AT ALL SUPERSTRUCTURE JOINTS OVER PIERS AND AT THE EXPANSION END OF ALL BRIDGES AT THE JOINT BETWEEN THE SUPERSTRUCTURE AND THE WINGWALLS. THE BRIDGE RAILING JOINT OPENING SHALL BE A MINIMUM OF 1 INCH.
- NEW CURB EXPANSION MATERIAL SHALL BE SUBSIDIARY TO THE ITEM "CONCRETE, CLASS A".
- ON VT. RTE. 103, BRIDGE 331 AND VT. RTE. 100, BR. 99, THERE ARE NO PYLONS TO BE REMOVED; HOWEVER, THE EXISTING GRANITE END BLOCKS WILL BE REMOVED AND REPLACED. REMOVAL OF THE EXISTING END BLOCKS SHALL BE SUBSIDIARY TO ALL OTHER ITEMS IN THE CONTRACT. THE NEW END BLOCKS SHALL BE PAID UNDER THE ITEM "CONCRETE, CLASS A".
- VT. 100, BR. 234, HAS NEITHER PYLONS NOR GRANITE END BLOCKS TO BE REMOVED; HOWEVER, THE EXISTING CONCRETE POSTS AND EXISTING CURB SHALL BE REMOVED ON THE DOWNSTREAM (LEFT) SIDE TO THE LIMITS SHOWN ON SHEET BR 101. THE EXISTING CONCRETE POSTS SHALL BE REMOVED ON THE UPSTREAM (RIGHT) SIDE, AS DETAILED ON SHEET BR 101. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF CONCRETE AND MASONRY (C.Y.)". EXISTING CURB STEEL ON DOWNSTREAM SIDE SHALL BE RETAINED AND CLEANED AS REQUIRED. ADDITIONAL #5 BARS HAVE BEEN INCLUDED ON THE REBAR SCHEDULE TO BE USED TO SUPPLEMENT EXISTING CURB STEEL AS DETERMINED BY THE ENGINEER. EXISTING REBAR STEEL IN CONCRETE POSTS UPSTREAM SHALL BE CUT OFF 2' BELOW CURB GRADE AND THE CURB REPAIRED.
- FOR APPROACH RAIL DETAILS AND RELATED NOTES NOT SHOWN ON THESE PLANS, SEE STD. DWG. SB-R4B-82 AND SB-R6-82.

LIST OF SHEETS

BR 100	GENERAL NOTES, BRIDGE QUANTITY SHEET, AND REINFORCING SCHEDULE, BR 33 WINGWALL BASE PLATE AND POST DETAILS (DOWNSTREAM CURB ONLY)
BR 101	BRIDGE RAILING PLANS, BR 24 & 234
BR 102	BRIDGE RAILING PLANS, BR 33 & 99
BR 103	POST AND CURB DETAILS

STANDARDS		
STD. DWG.	SB-D1-75	9/14/81 R
STD. DWG.	SB-R4A-82	12/13/84 R
STD. DWG.	SB-R4B-82	12/13/84 R
STD. DWG.	SB-R6-82	12/13/84 R



WINGWALL BASE PLATE DETAIL

SCALE: 3" = 1'-0"  
(To be used on VT 103, Br. 33- downstream curb only)

- EXISTING GRANITE CURB JOINTS THAT NEED REPOINTING, AS DETERMINED BY THE ENGINEER, SHALL BE RAKED OUT TO A DEPTH OF 2" AND REPOINTED WITH EPOXY MORTAR COMPOUND.

**STATE OF VERMONT AGENCY OF TRANSPORTATION**

Town of Mendon, Mt. Holly Ludlow, Lowell

Highway No. \_\_\_\_\_

General Notes, Quantity Sheet, Reinforcing Schedule

Designed By G.S. ROGERS Drawn By M.P. KEENE

Checked By D.W. NEWTON Date Jan '86 F.V. Balkum Date 3/86

PROJECT STATEWIDE PROJECT NO. FSFTY (85)

Bridge Sheet No. BR100 Sheet 14 of 200