

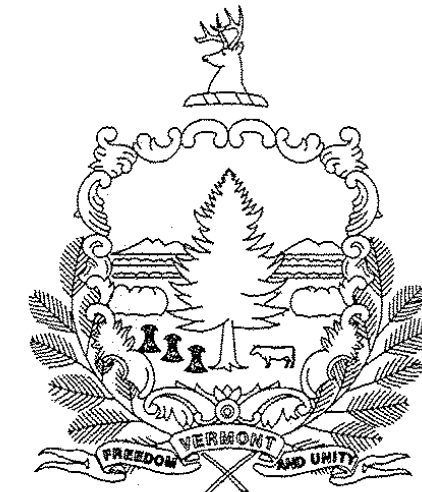
INDEX OF SHEETS

1. TITLE SHEET
2. QUANTITY SHEET
3. - 5. TRAFFIC CONTROL SHEETS
6. PROJECT NOTES AND DETAILS
7. - 10. REFERENCE PLANS - BRIDGES 70 N&S

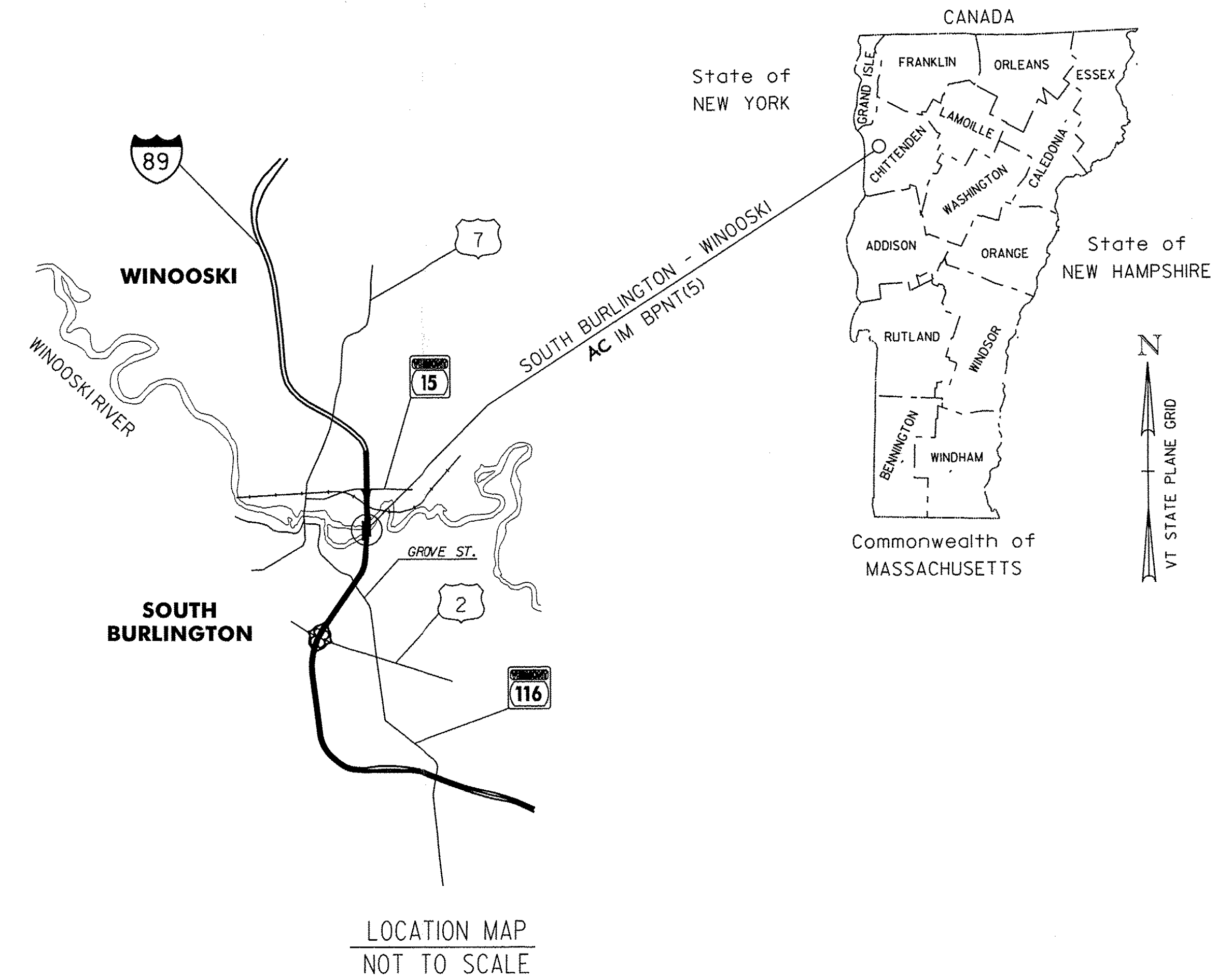
VAOT STANDARD SHEETS

E-100	01/02/04
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STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT BRIDGE PROJECT TOWNS OF SOUTH BURLINGTON, WINOOSKI COUNTY OF CHITTENDEN PROJECT IM BPNT(5)



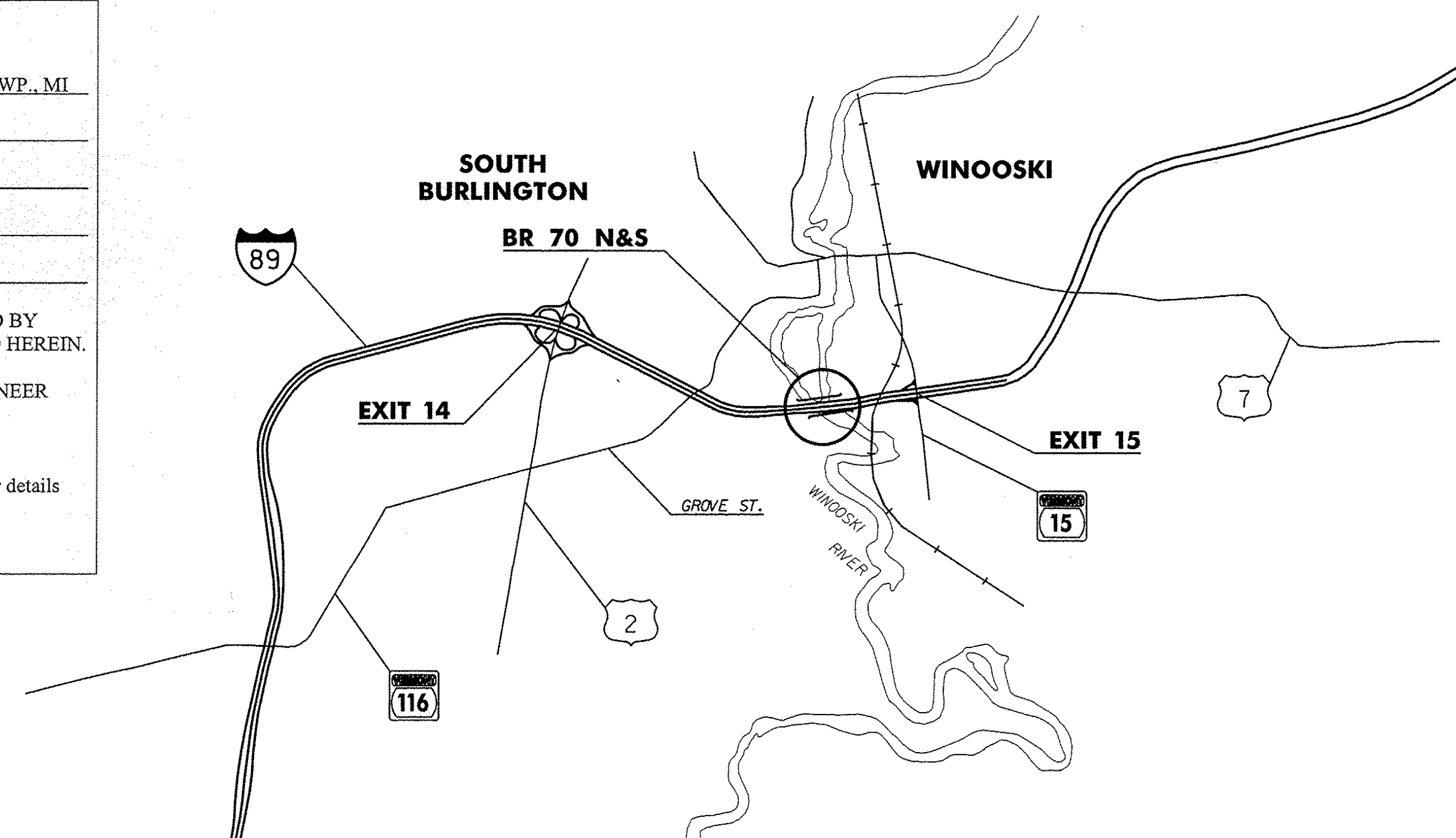
ROUTE NO.: INTERSTATE 89

BRIDGE NO.: 70N&S

PROJECT LOCATION: BR 70N&S OVER WINOOSKI RIVER (MM 90.008)

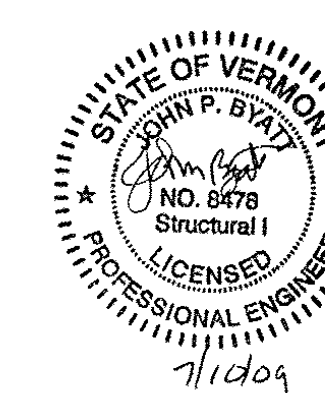
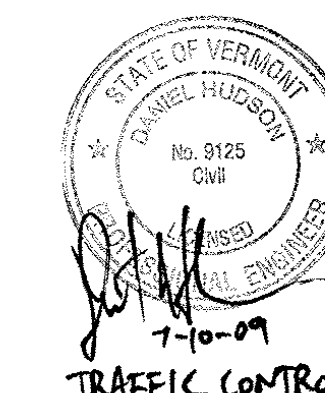
PROJECT DESCRIPTION: THIS PROJECT INVOLVES CLEANING AND REPAINTING THE EXISTING STEEL SUPERSTRUCTURE MEMBERS AND MINOR RELATED WORK.

SURVEYED BY : N/A SURVEYED DATE : N/A	RECORD PLANS CONTRACTOR: ATSA LIS BROTHERS PAINTING CO. - CLINTON TWP., MI RESIDENT ENGINEER: SCOTT WHEATLEY CONSTRUCTION BEGAN: SEPTEMBER 7, 2010 CONSTRUCTION COMPLETE: MARCH 23, 2012 RECORD PLANS BY: SCOTT WHEATLEY I HEREBY CERTIFY THAT ALL THE CONSTRUCTION REQUIRED BY THIS SET OF DRAWINGS HAS BEEN ACCOMPLISHED AS INDICATED HEREIN. BY <u>Scott Wheatley</u> RESIDENT ENGINEER DATE <u>7/9/12</u> NOTE: Any further information concerning final quantities, amounts or other details relative to this project may be found at Central Files in the electronic archives.
DATUM VERTICAL N/A HORIZONTAL N/A	
CONVENTIONAL SYMBOLS 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 TOE OF SLOPE	

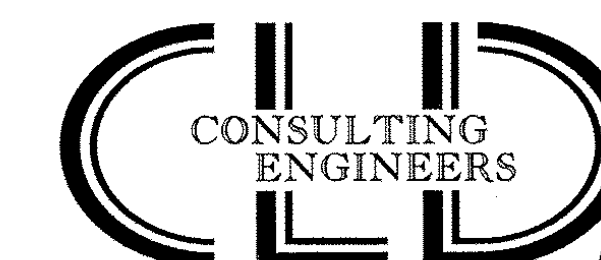


2009 AADTs	
NORTHBOUND	SOUTHBOUND
26,700	26,700

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.



PLANS PREPARED BY:



540 Commercial Street Manchester, NH 03101
(603) 668-8223 • Fax: (603) 668-8802
email: oldeng@oldeng.com • www.oldeng.com
Maine • New Hampshire • Vermont

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATOR

APPROVED Ted Knudsen DATE 8/24/09

DIRECTOR OF PROGRAM DEVELOPMENT

APPROVED John P. Weaver DATE 7-22-09

PROJECT MANAGER : JOHN WEAVER

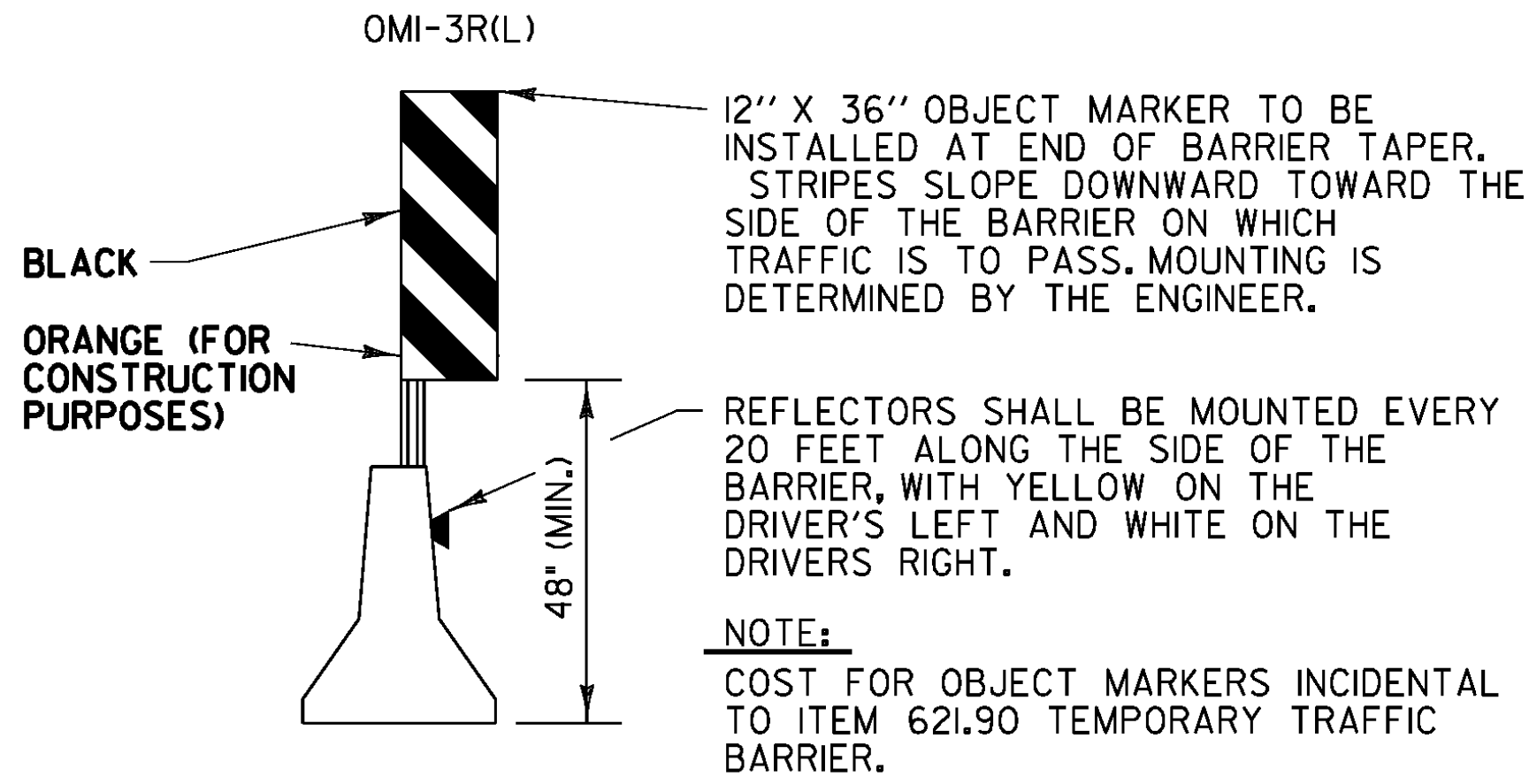
PROJECT NAME : SOUTH BURLINGTON - WINOOSKI

PROJECT NUMBER : AC IM BPNT(5)

SHEET 1 OF 10 SHEETS

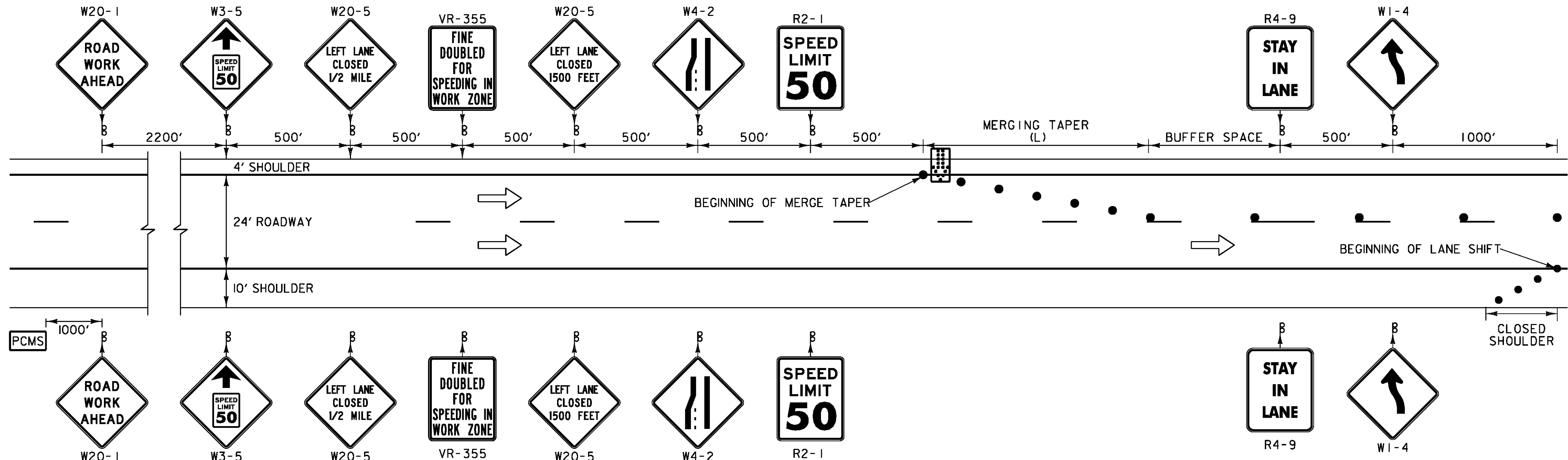
QUANTITY SHEET 1

[illegible]

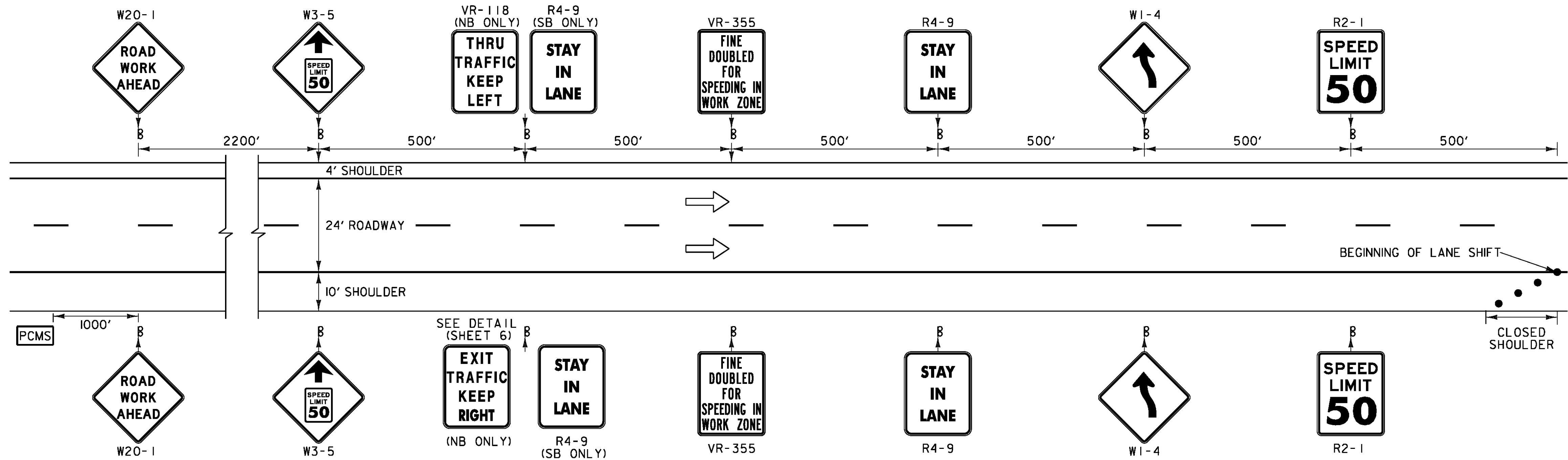


TRAFFIC CONTROL NOTES:

- A LEFT LANE CLOSURE IS SHOWN. HOWEVER, LANE CAN ONLY BE CLOSED FOR NIGHT OPERATIONS (7:00 PM TO 5:00 AM).
- THE EXISTING SPEED LIMIT IS 55 MPH. THE SPEED LIMIT WILL BE REDUCED TO 50 MPH IN THE WORK ZONE FOR THIS PROJECT. ANY EXISTING SPEED LIMIT SIGNS WITHIN THE SPEED REDUCTION AREA SHALL BE COMPLETELY COVERED. ANY SIGNS CONFLICTING WITH TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED.
- SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS.
- ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS" BOOK (SHS) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
- SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING AASHTO M 268 REQUIREMENTS, UNLESS OTHERWISE NOTED.
- ROLL UP SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING AASHTO M 268.
- SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
- FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT. THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT OR FOUR FEET OUTSIDE GUARDRAIL.
- PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A ONE FOOT MINIMUM ABOVE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
- WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED STUB SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
- THE CONTRACTOR SHALL HAVE SIGNS FOR CLOSURE OF RIGHT AND LEFT LANES ON PROJECT BEFORE WORK COMMENCES.
- THE NUMBER OF CHANNELIZING DEVICES, TYPE THREE BARRICADE AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.). WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.
- PLACE LAST CHANNELIZING DEVICE 100 FEET BEYOND THE ANTICIPATED WORK ZONE TERMINAL POINT EACH DAY AND THEN START THE END TAPER. THE END TAPER SHALL BE CONSTRUCTED OF 5 ADDITIONAL RETROREFLECTIVE DRUMS SPACED AT 10 FEET ON CENTER.
- THE ARROW BOARD SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY, OR IF PRACTICAL FURTHER FROM THE TRAVELED LANE AT THE END OF THE SHOULDER TAPER.
- THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED AT THE DISCRETION OF THE ENGINEER. THE PCMS SHALL BE USED IN ACCORDANCE WITH SECTION 6F.55 OF THE MUTCD. THE PCMS SHALL READ "LEFT (OR RIGHT) LANE CLOSED AHEAD, PLEASE MERGE EARLY".
- TRAVEL LANE SHALL BE A MINIMUM OF 11' FEET WIDE.
- ALL TRAFFIC CONTROL EQUIPMENT SHOULD BE USED AND SET UP IN A MANNER TO ACCOMMODATE TRUCK TRAFFIC.
- LIGHTING SHALL BE PROVIDED ON BARRIER SIDE OF LANE SHIFT.



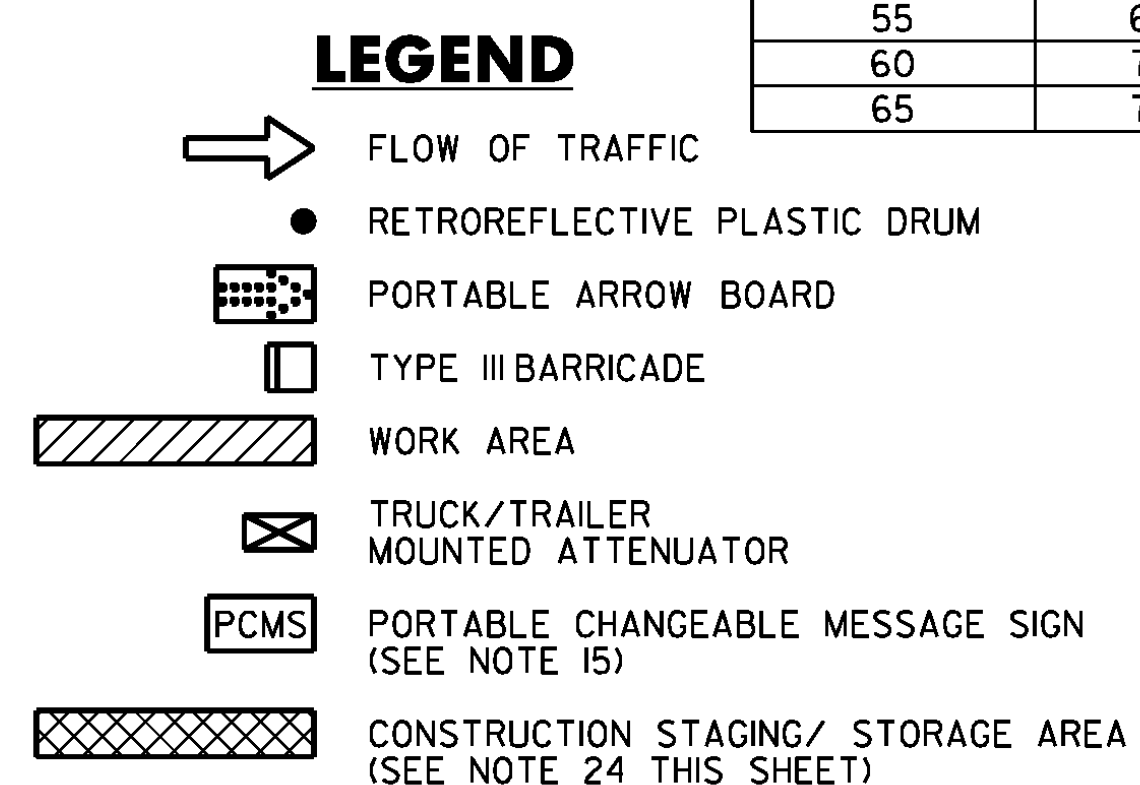
CONSTRUCTION APPROACH SIGNING ON INTERSTATE 89 LANE SHIFT RIGHT WITH TEMPORARY LEFT LANE CLOSURE (NIGHT WORK ONLY)



CONSTRUCTION APPROACH SIGNING ON INTERSTATE 89 LANE SHIFT LEFT

CONCRETE MEDIAN BARRIER NOTES:

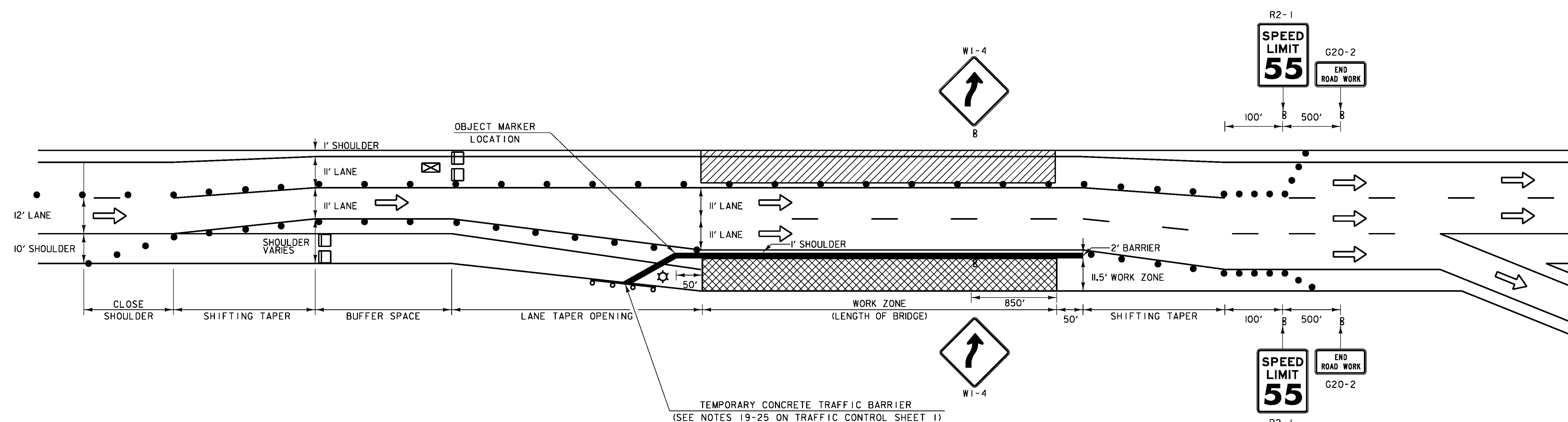
- IT IS ASSUMED EXISTING TRAVEL LANE WIDTHS CANNOT BE MAINTAINED (SEE NOTE 16).
- TEMPORARY TAPE EDGELINES SHALL BE APPLIED AND SHALL MAINTAIN A ONE FOOT MINIMUM DISTANCE FROM THE BARRIER WITH TWO FEET BEING DESIRABLE.
- REFLECTORIZED PAVEMENT MARKINGS (RPM'S) SHALL BE PLACED TO THE OUTSIDE OF THE TEMPORARY TAPE AT 20 FOOT SPACING.
- PROVIDE A MINIMUM TAPER RATE AS SHOWN IN THE TABLE THIS SHEET, WITH A MINIMUM OF 50 FEET OF TANGENT SECTION PRIOR TO THE BEGINNING OF THE WORK ZONE.
- THE END OF THE BARRIER FACING APPROACHING TRAFFIC SHALL MEET THE FOLLOWING REQUIREMENTS.
 - WHEN NO GUARDRAIL IS PRESENT, A 30 FOOT OFFSET SHALL BE USED FROM THE EDGE OF TRAVELED WAY. IF A 30' OFFSET IS NOT ATTAINABLE, THEN AN ENERGY ABSORPTION ATTENUATOR SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 621 (COST INCIDENTAL TO ITEM 621.90 TEMPORARY TRAFFIC BARRIER).
 - IF GUARDRAIL IS PRESENT, THEN TEMPORARY CONCRETE TRAFFIC BARRIER SHALL BE CONNECTED TO EXISTING GUARDRAIL (COST INCIDENTAL TO ITEM 621.90 TEMPORARY TRAFFIC BARRIER) (COSTS FOR DISMANTLING BARRIER CONNECTION AND RESTORING EXISTING BARRIER TO ORIGINAL CONFIGURATION SHALL BE INCIDENTAL TO ITEM 621.90 TEMPORARY TRAFFIC BARRIER.)
- ALL EQUIPMENT SHALL BE PARKED BEHIND TEMPORARY CONCRETE TRAFFIC BARRIERS WHEN NOT IN USE.
- RETROREFLECTIVE PLASTIC DRUM SPACING SHALL BE 40 FOOT MAX. BETWEEN TEMPORARY CONCRETE TRAFFIC BARRIER AND END OF WORK ZONE.



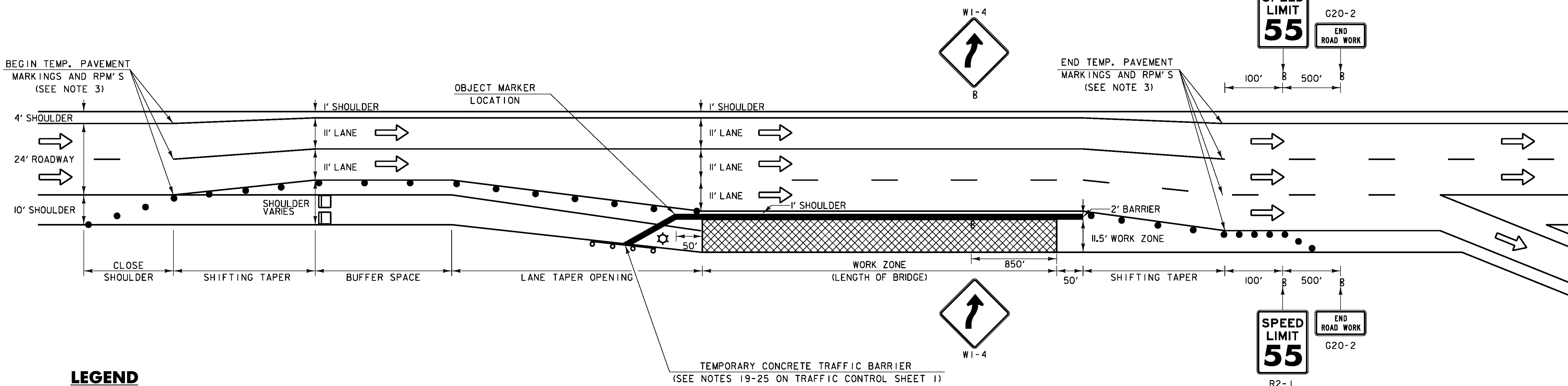
POSTED SPEED (MPH)	TAPER LENGTHS (FT)			TANGENT W=12 FT (L/2)	BARRIER FLARE RATE (MINIMUM)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	MERGING 12 FT LANE (L)	SHIFTING W=16 FT (L/2)	SHOULDER W=10 FT (L/3)				TAPER (S)	TANGENT (2S)
≤40	320	215	90	160	1:9	305	40	80
45	540	360	150	270	1:9	360	45	90
50	600	400	170	300	1:11	425	50	100
55	660	440	185	330	1:13	495	55	110
60	720	480	200	360	1:13	570	60	120
65	780	560	215	390	1:13	645	65	130

TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATION:
L = WS FOR POSTED SPEEDS OF 45 MPH OR GREATER
L = WS²/60 FOR POSTED SPEEDS OF 40 MPH OR LESS
L = MINIMUM LENGTH OF TAPER
W = WIDTH OF OFFSET IN FEET, (TYPICAL)
S = POSTED SPEED IN MPH

PROJECT NAME:	SOUTH BURLINGTON - WINOOSKI	
PROJECT NUMBER:	IM BPNT(5)	
FILE NAME:	O3-TCP BR 70.dgn	PLOT DATE: 8/16/2009
PROJECT LEADER:	JPB	DRAWN BY: NCF/JJB
DESIGNED BY:	JJB	CHECKED BY: DH
TRAFFIC CONTROL SHEET 1		SHEET 3 OF 10



TRAFFIC CONTROL FOR BRIDGE 70 NORTHBOUND ON INTERSTATE 89 LANE SHIFT LEFT WITH TEMPORARY LEFT LANE CLOSURE (NIGHT WORK ONLY) AND CONCRETE TRAFFIC BARRIER



TRAFFIC CONTROL FOR BRIDGE 70 NORTHBOUND ON INTERSTATE 89 LANE SHIFT LEFT WITH TEMPORARY CONCRETE TRAFFIC BARRIER

- LEGEND**
- ➡ FLOW OF TRAFFIC
 - RETROREFLECTIVE PLASTIC DRUM
 - ▨ PORTABLE ARROW BOARD
 - TYPE III BARRICADE
 - ⚙ LIGHTING
 - ▨ TEMPORARY WORK AREA
 - ⊠ TRUCK/TRAILER MOUNTED ATTENUATOR
 - PCMS PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 15 ON TRAFFIC CONTROL SHEET 1)
 - ▨ CONSTRUCTION STAGING/ STORAGE AREA/ PERMANENT WORK AREA (SEE NOTE 24 ON TRAFFIC CONTROL SHEET 1)

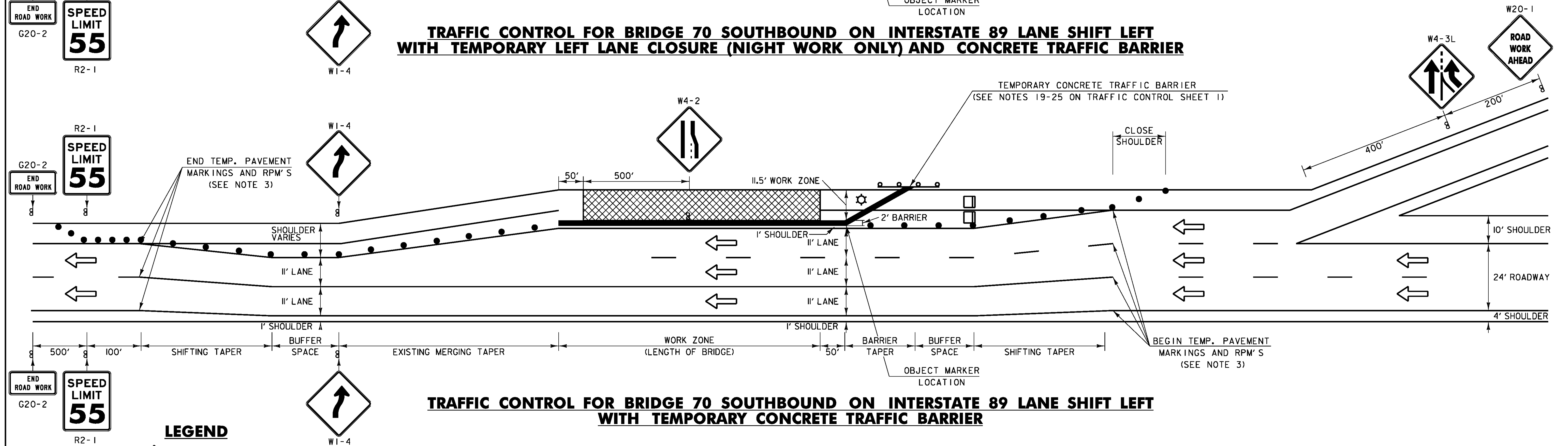
POSTED SPEED (MPH)	TAPER LENGTHS (FT)			TANGENT W=12 FT (L/2)	BARRIER FLARE RATE (MINIMUM)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	MERCING 12 FT LANE (L)	SHIFTING 16 FT LANE (L/2)	SHOULDER W=10 FT (L/3)				TAPER (S)	TANGENT (2S)
≤40	320	215	90	160	1:9	305	40	80
45	540	360	150	270	1:9	360	45	90
50	600	400	170	300	1:11	425	50	100
55	660	440	185	330	1:13	495	55	110
60	720	480	200	360	1:13	570	60	120
65	780	560	215	390	1:13	645	65	130

TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATION:
 $L = WS$ FOR POSTED SPEEDS OF 45 MPH OR GREATER
 $L = WS^2/60$ FOR POSTED SPEEDS OF 40 MPH OR LESS
 L = MINIMUM LENGTH OF TAPER
 W = WIDTH OF OFFSET IN FEET. (TYPICAL)
 S = POSTED SPEED IN MPH

TRAFFIC CONTROL NOTES:

- SEE THE TRAFFIC CONTROL NOTES ON TRAFFIC CONTROL SHEET 1 FOR ADDITIONAL NOTES AND APPROACH SIGNING FOR LANE CLOSURES.
- SEE THE CONCRETE MEDIAN BARRIER NOTES ON THE PREVIOUS SHEET (TRAFFIC CONTROL SHEET 1) FOR ADDITIONAL NOTES FOR LANE CLOSURES.
- EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY LANE SHIFT LAYOUT SHALL BE MASKED FOR DURATION OF PROJECT.

PROJECT NAME: SOUTH BURLINGTON - WINOOSKI
 PROJECT NUMBER: IM BPNT(5)
 FILE NAME: 04-TCP BR 70.dgn
 PROJECT LEADER: JPB
 DESIGNED BY: JJB
TRAFFIC CONTROL SHEET 2
 PLOT DATE: 8/16/2009
 DRAWN BY: NCF/JJB
 CHECKED BY: DH
 SHEET 4 OF 10



POSTED SPEED (MPH)	TAPER LENGTHS (FT)			TANGENT W=12 FT (L/2)	BARRIER FLARE RATE (MINIMUM)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	MERGING 12 FT LANE (L)	SHIFTING 16 FT LANE (L/2)	SHOULDER W=10 FT (L/3)				TAPER (S)	TANGENT (2S)
≤40	320	215	90	160	1:9	305	40	20
45	540	360	150	270	1:9	360	45	90
50	600	400	170	300	1:11	425	50	100
55	660	440	185	330	1:13	495	55	110
60	720	480	200	360	1:13	570	60	120
65	780	560	215	390	1:13	645	65	130

L = MINIMUM LENGTH OF TAPER
W = WIDTH OF OFFSET IN FEET. (TYPICAL)
S = POSTED SPEED IN MPH

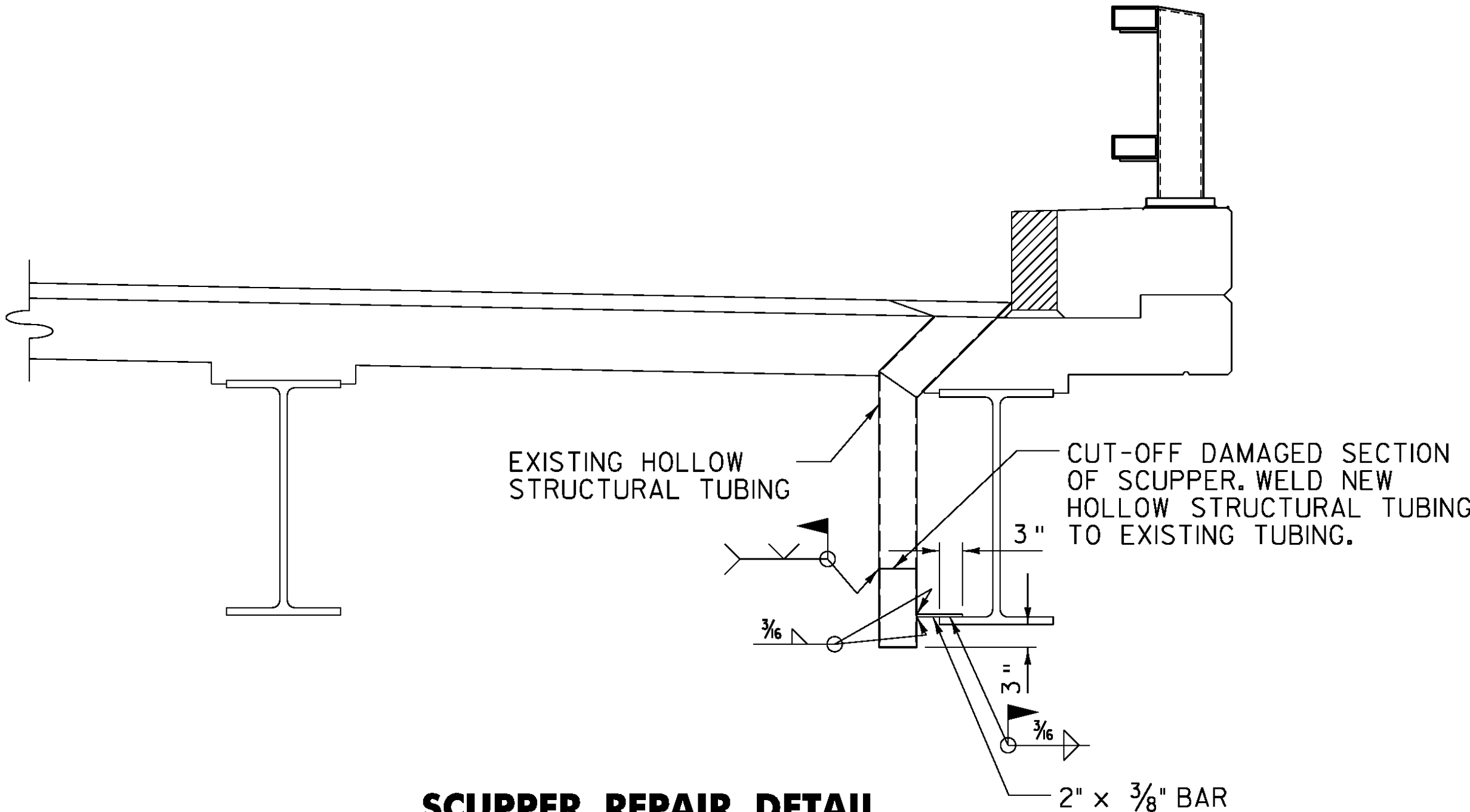
1. SEE THE TRAFFIC CONTROL NOTES ON TRAFFIC CONTROL SHEET I FOR ADDITIONAL NOTES AND APPROACH SIGNING FOR THE LANE CLOSURES.
2. SEE THE CONCRETE MEDIAN BARRIER NOTES ON TRAFFIC CONTROL SHEET I FOR ADDITIONAL NOTES FOR LANE CLOSURES.
3. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY LANE SHIFT LAYOUT SHALL BE MASKED FOR DURATION OF PROJECT.

FILE NAME: 04-TCP BR 70.dgn	PLOT DATE: 8/16/2009
PROJECT LEADER: JPB	DRAWN BY: NCF/JJB
DESIGNED BY: JJB	CHECKED BY: DH
TRAFFIC CONTROL SHEET 3	SHEET 5 OF 10

PROJECT NOTES

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2006 STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2002, AND ITS LATEST REVISIONS.
2. ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS.
3. STAGING AREAS OFF THE PAVEMENT SHALL UNDERGO VTRANS CONSTRUCTION STAGING REVIEW. ALL DISTURBED STAGING AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. EXCEPT FOR EXPENSES COVERED UNDER ITEM 649.51 GEOTEXTILE FOR SILT FENCE AND ITEM 653.20 TEMPORARY EROSION MATTING, ALL COSTS SHALL BE COVERED UNDER SUBSECTION 105.29 (a).
4. ALL COSTS ASSOCIATED WITH REPAIRING SCUPPERS SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
5. ALL WELDING SHALL CONFORM WITH THE PROVISIONS OF SUBSECTION 506.10.
6. HOLLOW STRUCTURAL STEEL TUBING SHALL CONFORM TO ASTM A-500 GRADE C.
7. ALL BARS SHALL CONFORM TO AASHTO 270 GRADE 50.
8. IT IS ANTICIPATED THAT LESS THAN 1 ACRE OF EARTH DISTURBANCE WILL OCCUR DURING PROJECT CONSTRUCTION. SHOULD THE CONTRACTOR'S OPERATIONS RESULT IN MORE THAN 1 ACRE OF EARTH DISTURBANCE, FOR TEMPORARY STAGING AREAS OR OTHERWISE, THE CONTRACTOR WILL BE RESPONSIBLE FOR ADDITIONAL PERMITTING WITH THE AGENCY OF NATURAL RESOURCES (ANR) VIA FILING A JOINT NOTICE OF INTENT WITH THE TOWN FOR COVERAGE UNDER THE APPROPRIATE CONSTRUCTION GENERAL PERMIT (I.E. CGP-3-9020 (2006) OR INDIVIDUAL PERMIT) PRIOR TO SUCH DISTURBANCE. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY NECESSARY EROSION PREVENTION AND SEDIMENT CONTROL MEASURES NEEDED TO SATISFY ANY SUCH PERMIT REQUIREMENTS, SPECIFICALLY ITEM 649.51 GEOTEXTILE FOR SILT FENCE AND ITEM 653.20 TEMPORARY EROSION MATTING. HOWEVER, IT SHOULD BE NOTED THAT THE CONTRACTOR IS ALWAYS RESPONSIBLE FOR ENSURING THAT PROPER EROSION PREVENTION AND SEDIMENT CONTROL TECHNIQUES ARE USED DURING CONSTRUCTION. EXCEPT FOR EXPENSES COVERED UNDER ITEM 649.51 GEOTEXTILE FOR SILT FENCE AND ITEM 653.20 TEMPORARY EROSION MATTING, ALL COSTS SHALL BE COVERED UNDER SUBSECTION 105.29 (a). GUIDANCE ON EROSION PREVENTION AND SEDIMENT CONTROL CAN BE FOUND IN ANR'S PUBLICATIONS ENTITLED "THE LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL" AND THE "VERMONT EROSION PREVENTION AND SEDIMENT CONTROL FIELD GUIDE."



SCUPPER REPAIR DETAIL

NOT TO SCALE

9. SURFACE PREPARATION SHALL INCLUDE TOTAL REMOVAL OF THE EXISTING COATING FROM ALL BRIDGE STEEL BY ABRASIVE BLAST CLEANING IN ACCORDANCE WITH SSPC-SP 10, "NEAR WHITE METAL". PREPARED SURFACES SHALL THEN BE COATED WITH AN APPROVED THREE COAT PAINT SYSTEM CONSISTING OF AN ORGANIC ZINC PRIMER COAT, AN EPOXY INTERMEDIATE COAT, AND A URETHANE FINISH COAT.
10. THE COLOR OF THE FINAL COAT OF PAINT SHALL BE BROWN CONFORMING TO SUBSECTION 708.03.
11. GREASE COATING SHALL BE APPLIED TO THE FULL DEPTH OF ALL STEEL WITHIN 20 FEET OF BRIDGE EXPANSION JOINTS.

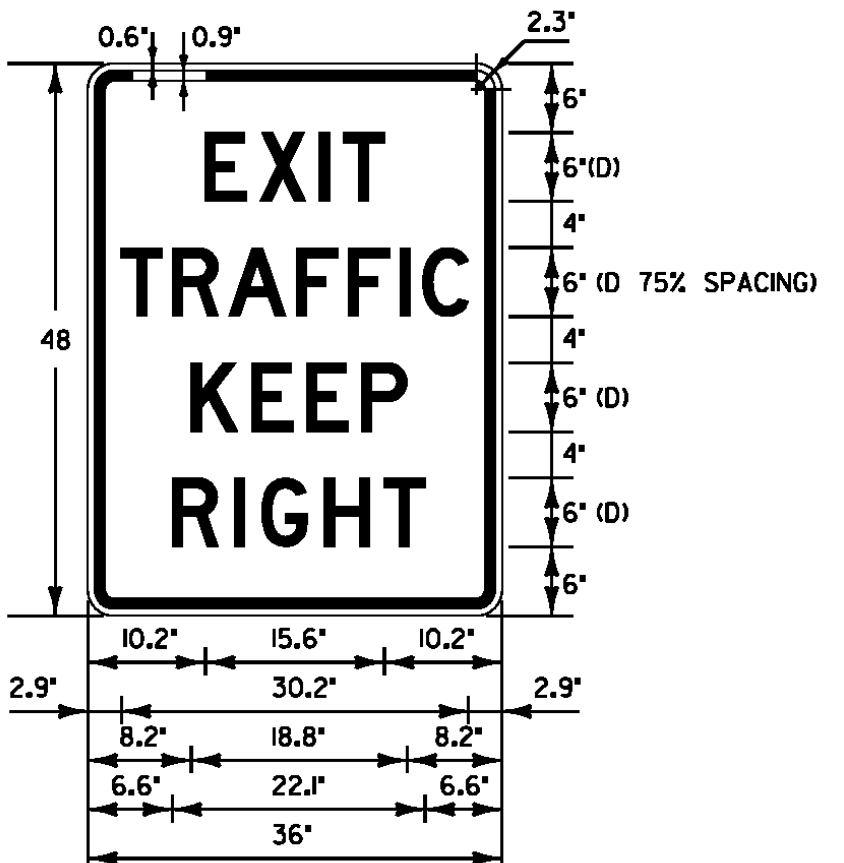
TRAFFIC CONTROL

12. THE CONTRACTOR SHALL SUBMIT SITE SPECIFIC TRAFFIC CONTROL PLANS DEPICTING EACH PHASE OF THE PLANNED WORK FOR ANY WORK ON I-89. PLANS SHALL BE SUBMITTED IN ACCORDANCE WITH SUBSECTION 105.03 AND SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN AN APPROPRIATE DISCIPLINE IN THE STATE OF VERMONT.
13. THE CONTRACTOR SHALL REQUEST TRAFFIC VOLUMES FROM VTTRANS FOR USE IN THE TRAFFIC CONTROL PLANS.
14. IN ORDER TO COORDINATE WITH OTHER I-89 PROJECTS, WORK ON THE BRIDGES SHALL BE COMPLETED IN THE FOLLOWING CONSTRUCTION YEARS: 2010 - 2011
15. UNIFORMED TRAFFIC OFFICERS ARE REQUIRED FOR THE TRAFFIC CONTROL DESIGN ON I-89.
16. UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS, ALL COSTS FOR TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING TRAFFIC BARRIERS, SIGNS, AND SIGN POSTS WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL, ITEM 641.10.

UTILITIES

17. THERE ARE NO KNOWN UTILITIES ON THE BRIDGES.

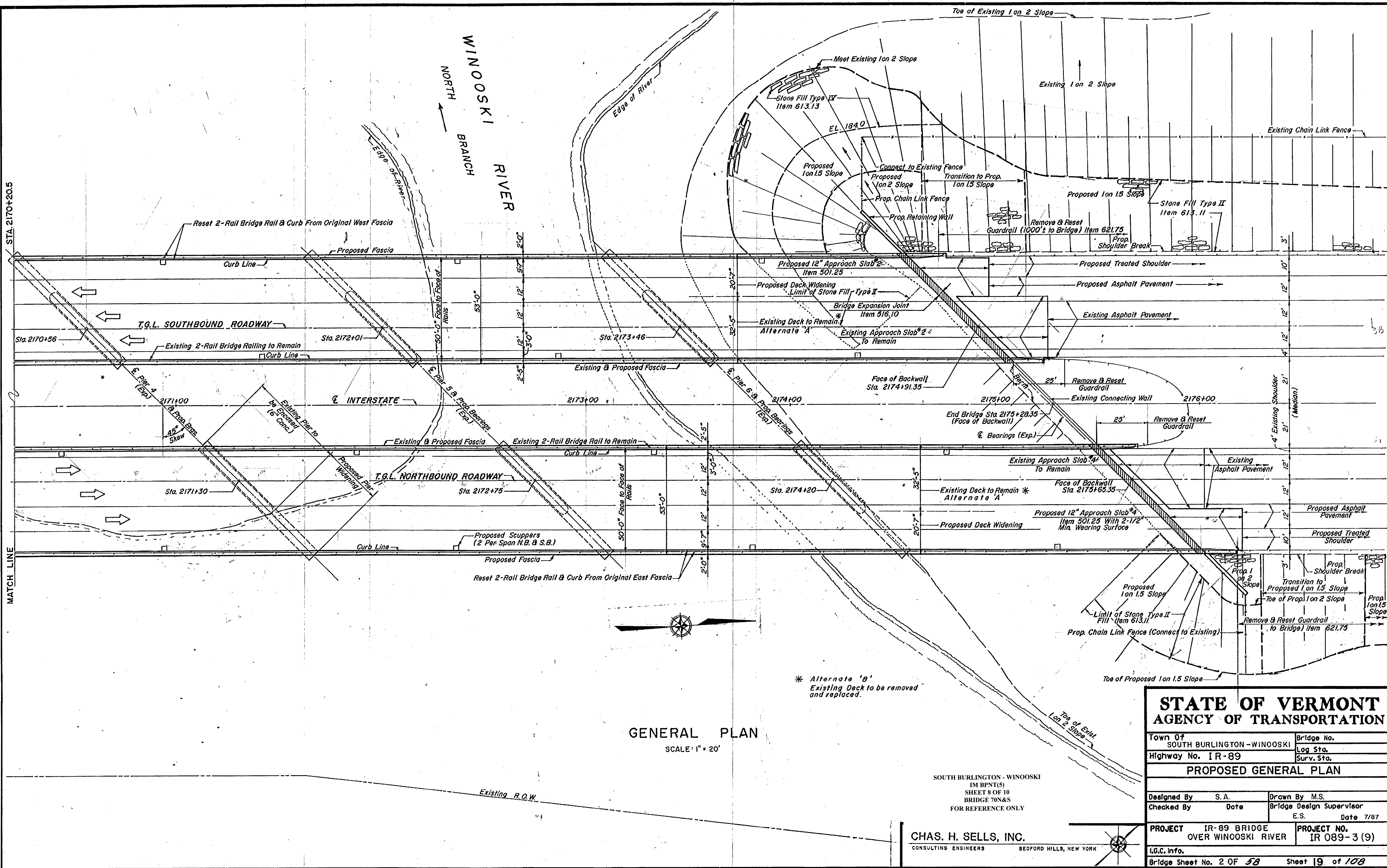
1. ALL DETERIORATED SCUPPERS WITH SIGNIFICANT LOSS OF SECTION THAT CAN NOT BE SUFFICIENTLY REPAIRED BY CLEANING AND PAINTING SHALL BE CUT-OFF ABOVE DETERIORATION AND REPAIRED. THE ENGINEER SHALL APPROVE EACH DETERIORATED SCUPPER IDENTIFIED BY THE CONTRACTOR PRIOR TO BEING REPAIRED.



EXIT TRAFFIC KEEP RIGHT

LEGEND - BLACK
BACKGROUND - ORANGE (RETROREFLECTIVE)

PROJECT NAME: SOUTH BURLINGTON - WINOOSKI	
PROJECT NUMBER: IM BPNT(5)	
FILE NAME: 06-Br Notes.dgn	PLOT DATE: 8/16/2009
PROJECT LEADER: JPB	DRAWN BY: MWS
DESIGNED BY: SRB	CHECKED BY: JPB
PROJECT NOTES AND DETAILS	SHEET 6 OF 10

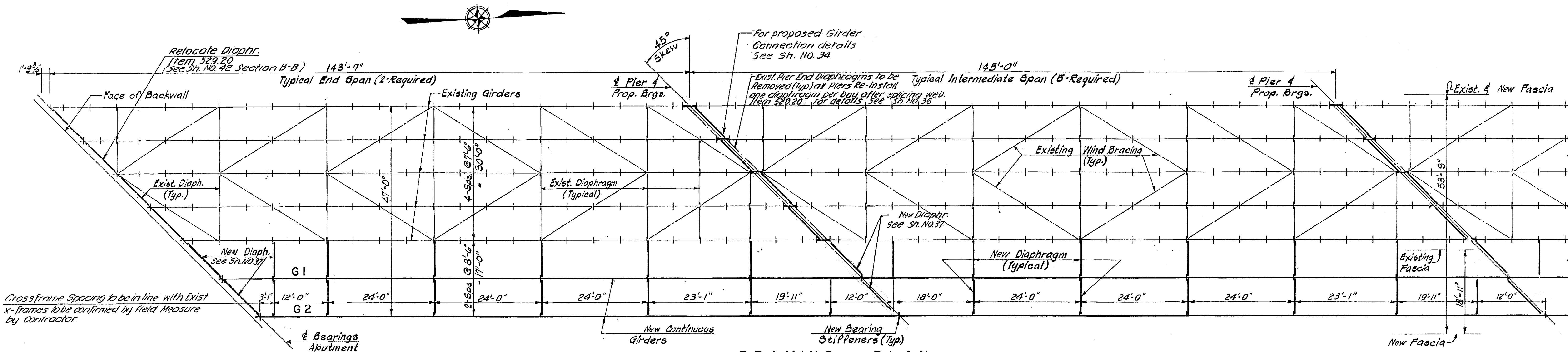


GENERAL PLAN
SCALE: 1" = 20'

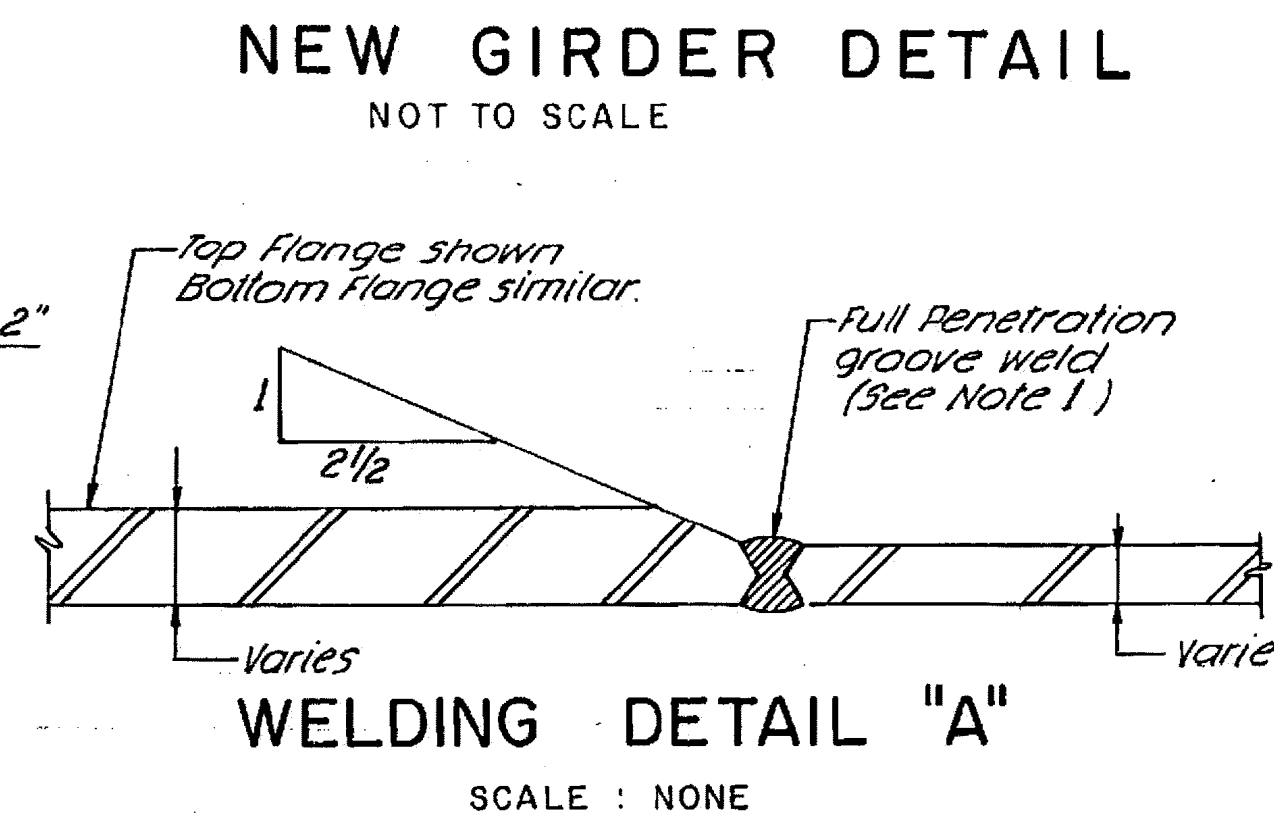
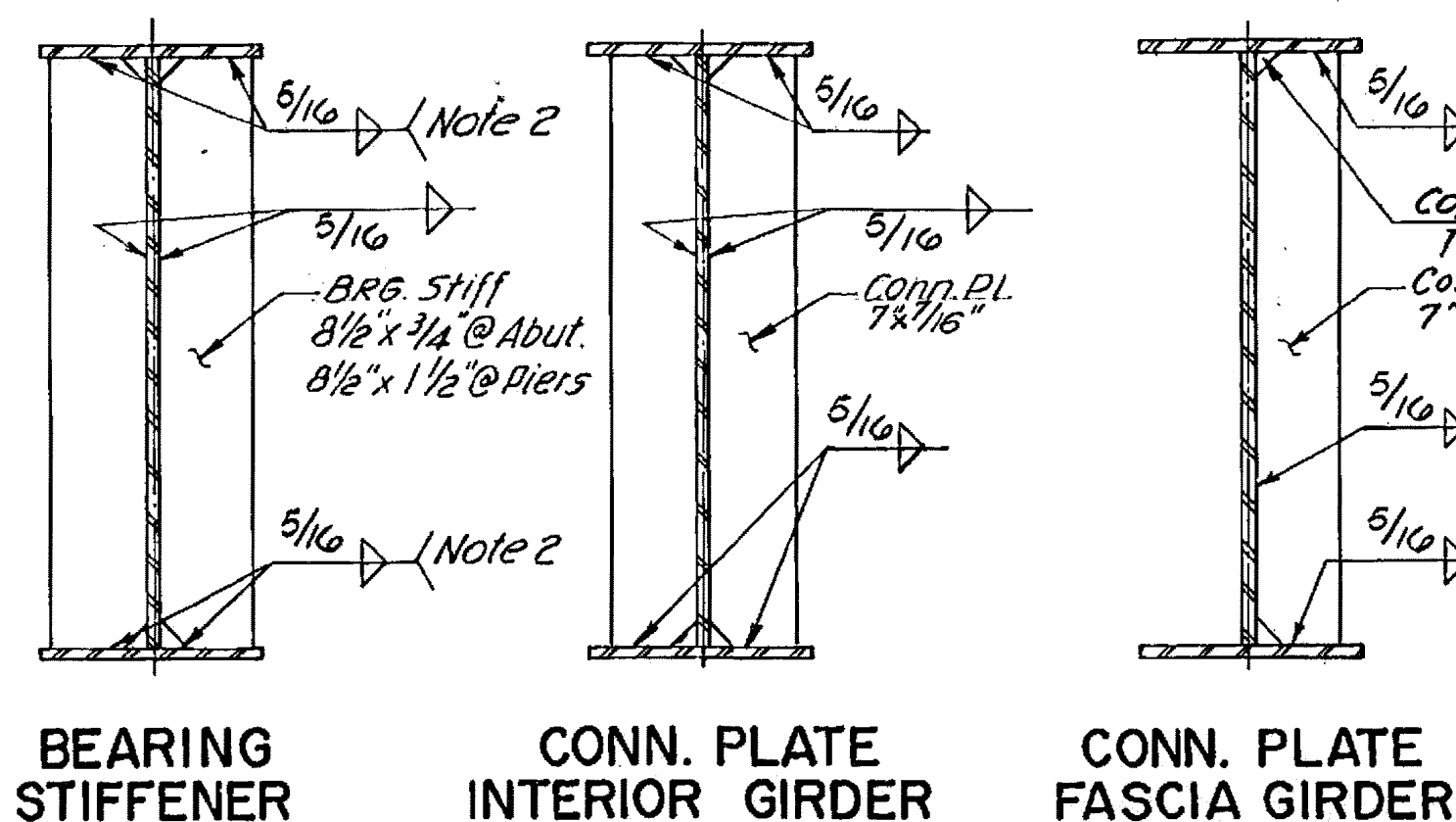
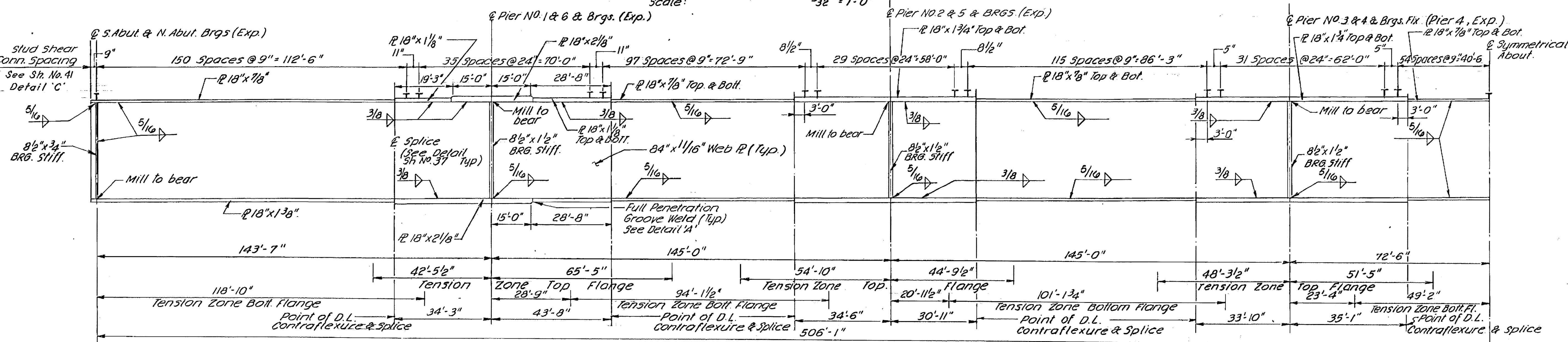
SOUTH BURLINGTON - WINOOSKI
IM BPT(S)
SHEET 8 OF 10
BRIDGE 70N&S
FOR REFERENCE ONLY

CHAS. H. SELLS, INC.
CONSULTING ENGINEERS
BEDFORD HILLS, NEW YORK

STATE OF VERMONT AGENCY OF TRANSPORTATION	
Town of SOUTH BURLINGTON - WINOOSKI	Bridge No.
Highway No. IR-89	Log Sta. Surv. Sta.
PROPOSED GENERAL PLAN	
Designed By S.A.	Drawn By M.S.
Checked By Date	Bridge Design Supervisor E.S. Date 7/87
PROJECT IR-89 BRIDGE OVER WINOOSKI RIVER	PROJECT NO. IR 089-3 (9)
I.G.C. info. Bridge Sheet No. 2 OF 58 Sheet 19 of 108	



DESIGN LOAD TABLE			
	UNIT	G1	G2
		KIPS/FT	KIPS/FT
D. L.	SLAB	.903	.950
	MISC. MET.	.025	.013
	GIRDER	.305	.305
	HAUNCH	.038	.019
	TOTALS	1.271	1.287
S. D. L.	WEARING SURFACE	.266	.266
	BRUSH CURB	.086	.086
	RAILING	.011	.011
	TOTALS	.363	.363
LIVE LOAD		HS 25	



NOTES:

- The cost of radiographic inspection and of preparation for radiography, together with the cost of providing access and of furnishing adequate facilities for the review of radiographs in the shop or field, shall be included in the price bid for structural steel.
- No welding of bearing stiffeners to tension flanges. Plates shall be "Milled to bear" for bearing stiffeners.
- Within the tension zones delineated, there shall be no welding permitted other than what is detailed on the Plans. Welding for the attachment of forms, ties etc. shall not be permitted.
- For painting of structural steel, see Note 3. "General Notes" Sh. NO. 20
- All new steel to be A36 in accordance with AASHTO M 183, unless otherwise noted.

JACKING LOADS (EXISTING BEAMS)
FASCIA BEAMS: 111 KIPS (ea. end)
INTERIOR BEAMS: 117 KIPS (ea. end)
(Payment Item 502.11 Shoring Superstructure bearings)

SOUTH BURLINGTON - WINOOSKI
IM BPNT(S)
SHEET 9 OF 10
BRIDGE 70N&S
FOR REFERENCE ONLY

BR 18 OF 58

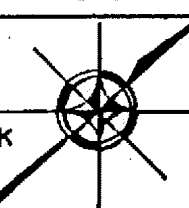
PORTATION
IR 089-3 (9)

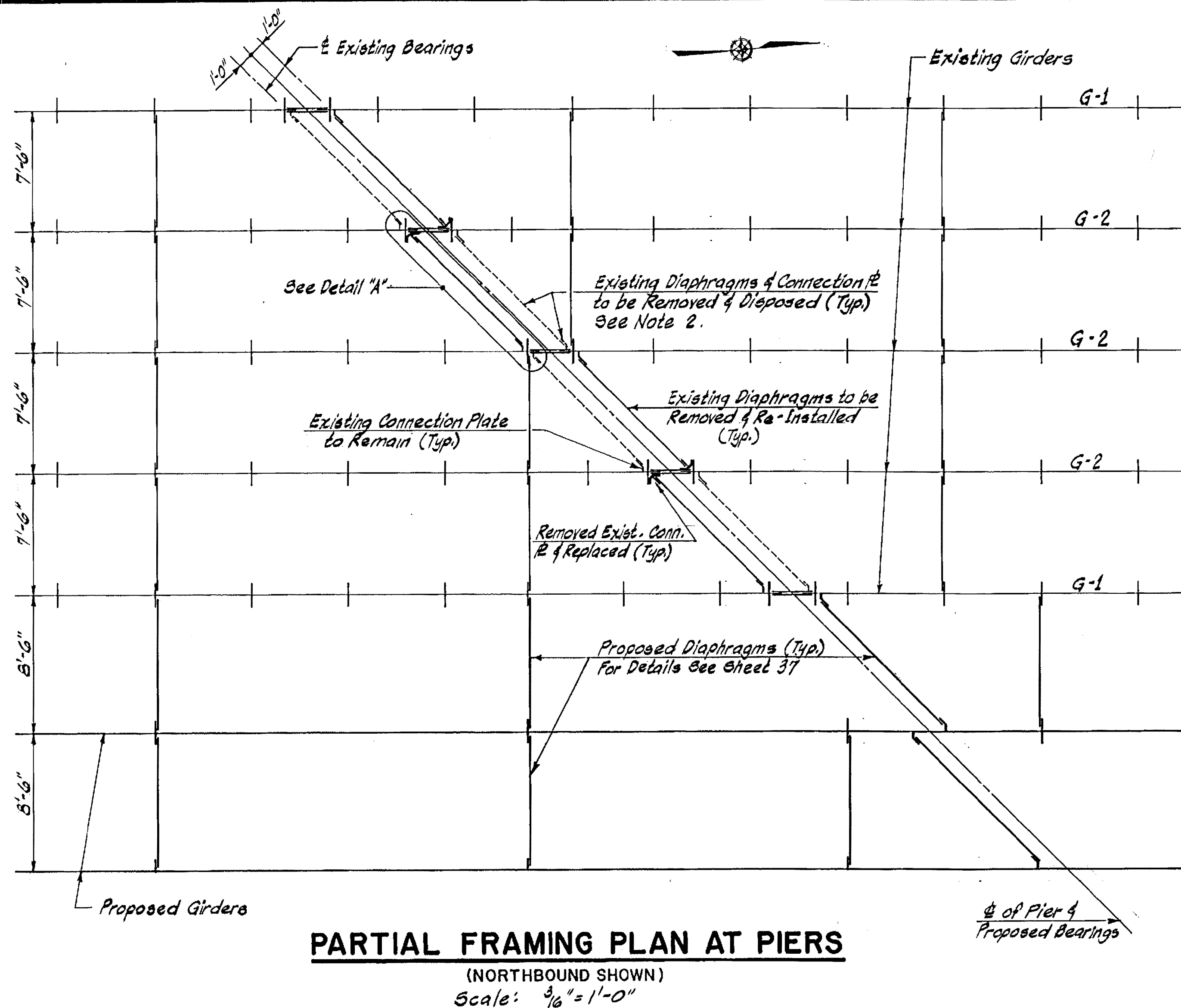
EXISTING & PROPOSED FRAMING PLAN AND NEW GIRDER DETAILS

DATE JULY 1987 SCALE AS NOTED SHEET NO. 35

CHAS. H. SELLS, INC.
CONSULTING ENGINEERS

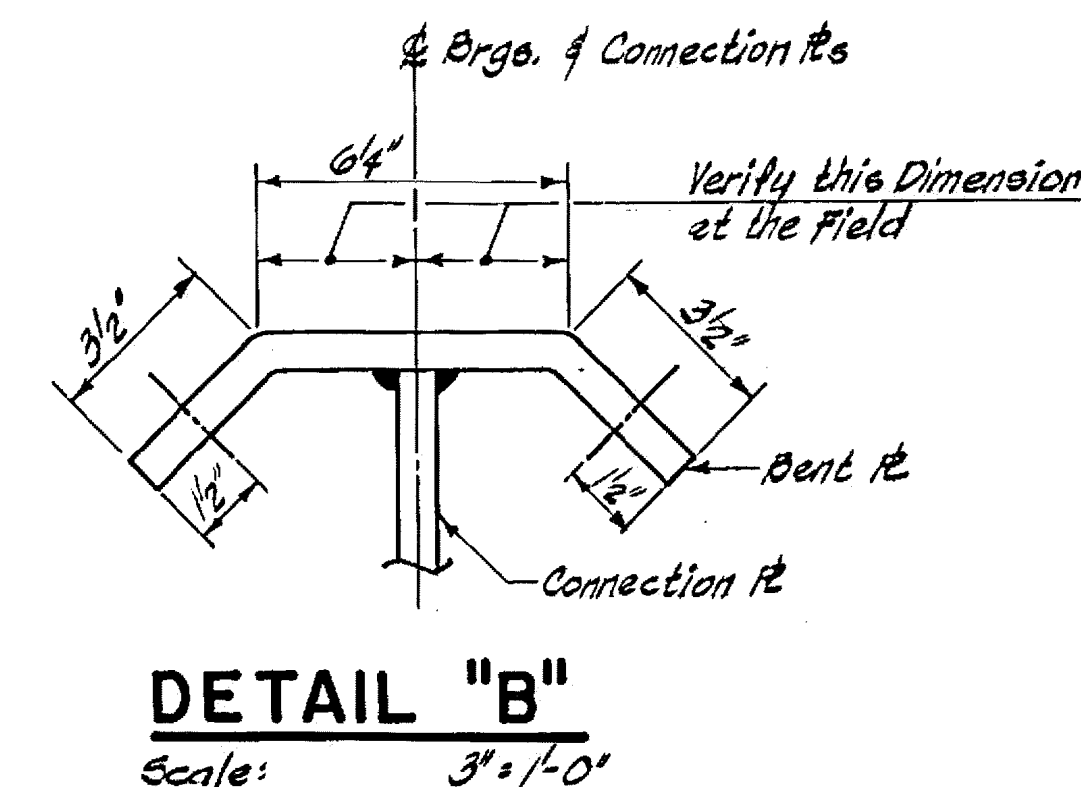
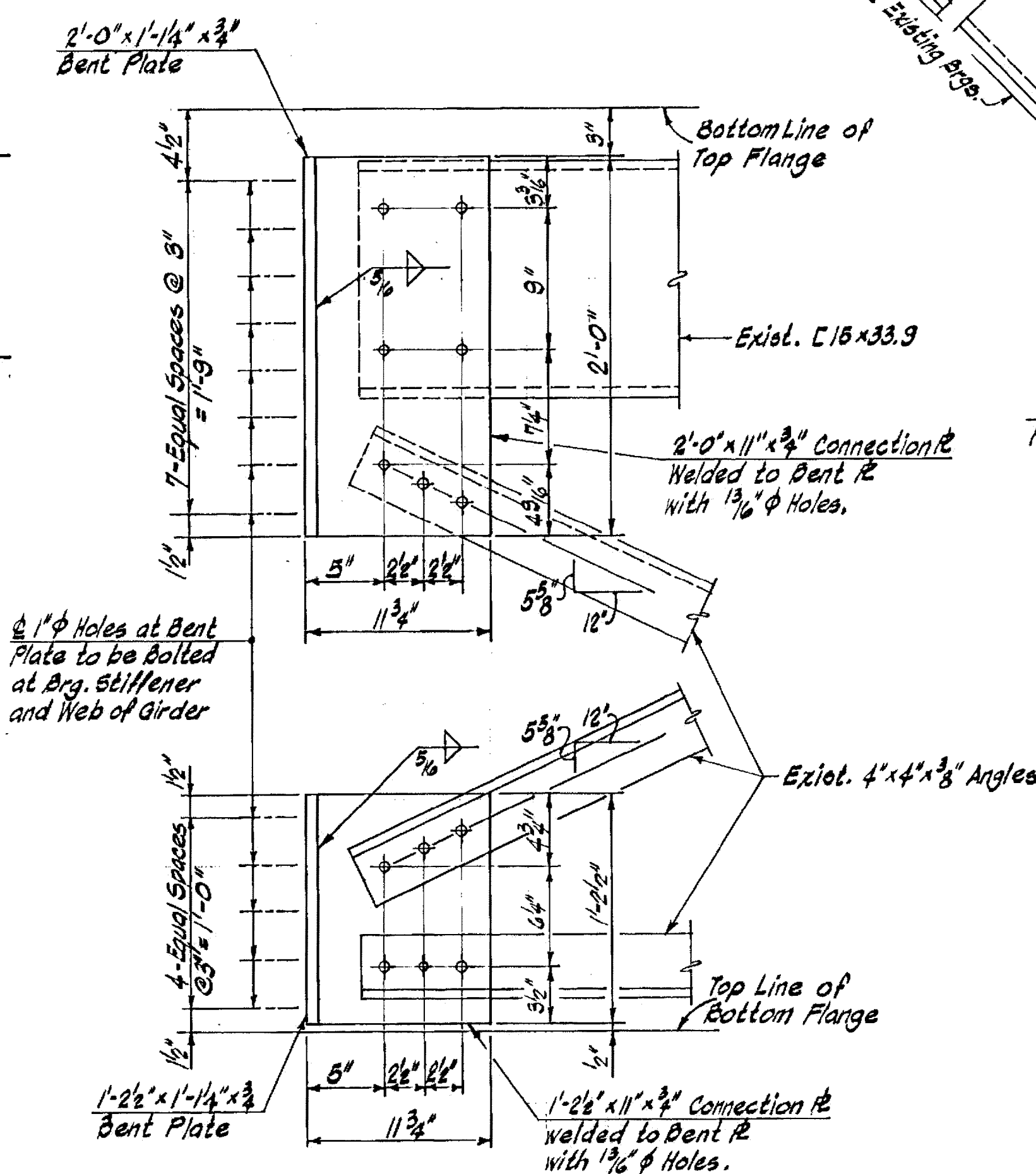
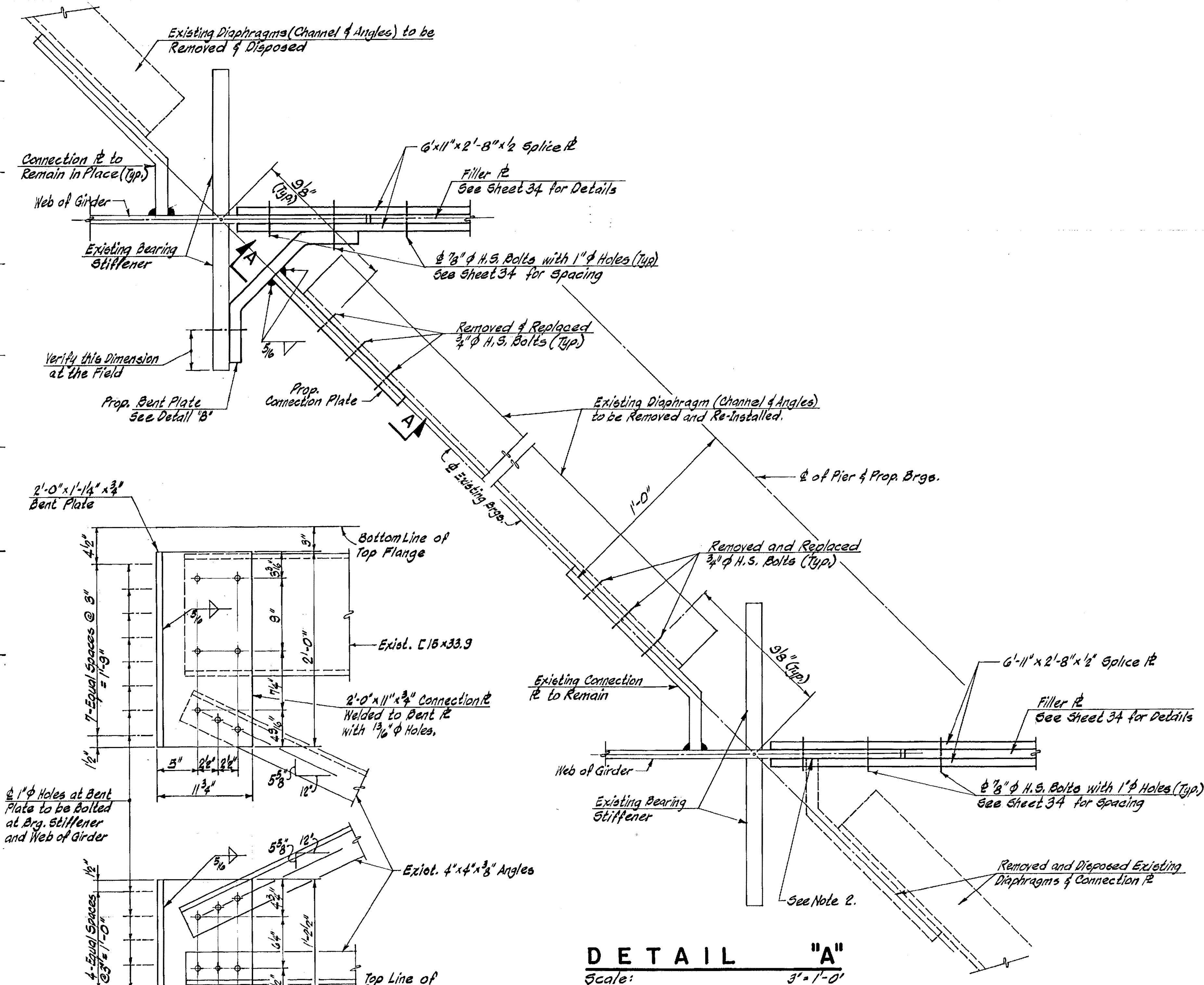
REDFORD HILLS, NEW YORK
REV. 3/28/88





NOTES:

1. Dimensions shown are based on Original Plans and Shop Drawings. Contractor to verify all dimensions in the field prior to fabrication.
2. Burn Off Connection Plates Between Existing Bearing Stiffener and Grind Smooth (Typ.).
3. Payment for Each Diaphragm Removed and Disposed, or Each Diaphragm Removed and Re-Installed, to be Under Item 823.20



SOUTH BURLINGTON - WINOOSKI
IM BPNT(5)
SHEET 10 OF 10
BRIDGE 70N&S
FOR REFERENCE ONLY

CHAS. H. SE
CONSULTING ENGINEER

STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of SOUTH BURLINGTON - WINOOSKI	Bridge No.
Highway No. IR - 89	Log Sta.
	Surv. Sta.

DIAPHRAGM DETAILS AT PIERS

Designed By VAT	Drawn By MMC
Checked By S.A. Date	Bridge Design Supervisor E. S. Date 7/87
PROJECT IR-89 BRIDGE OVER WINOOSKI RIVER	PROJECT NO. IR 089-3 (9)
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Bridge Sheet No. 19 OF 58	Sheet 36 of 108