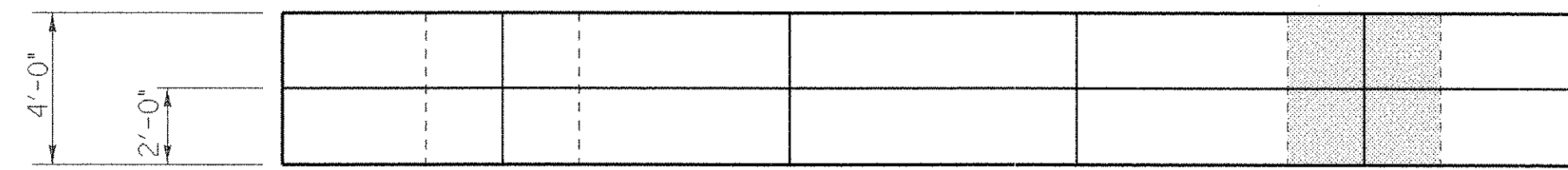


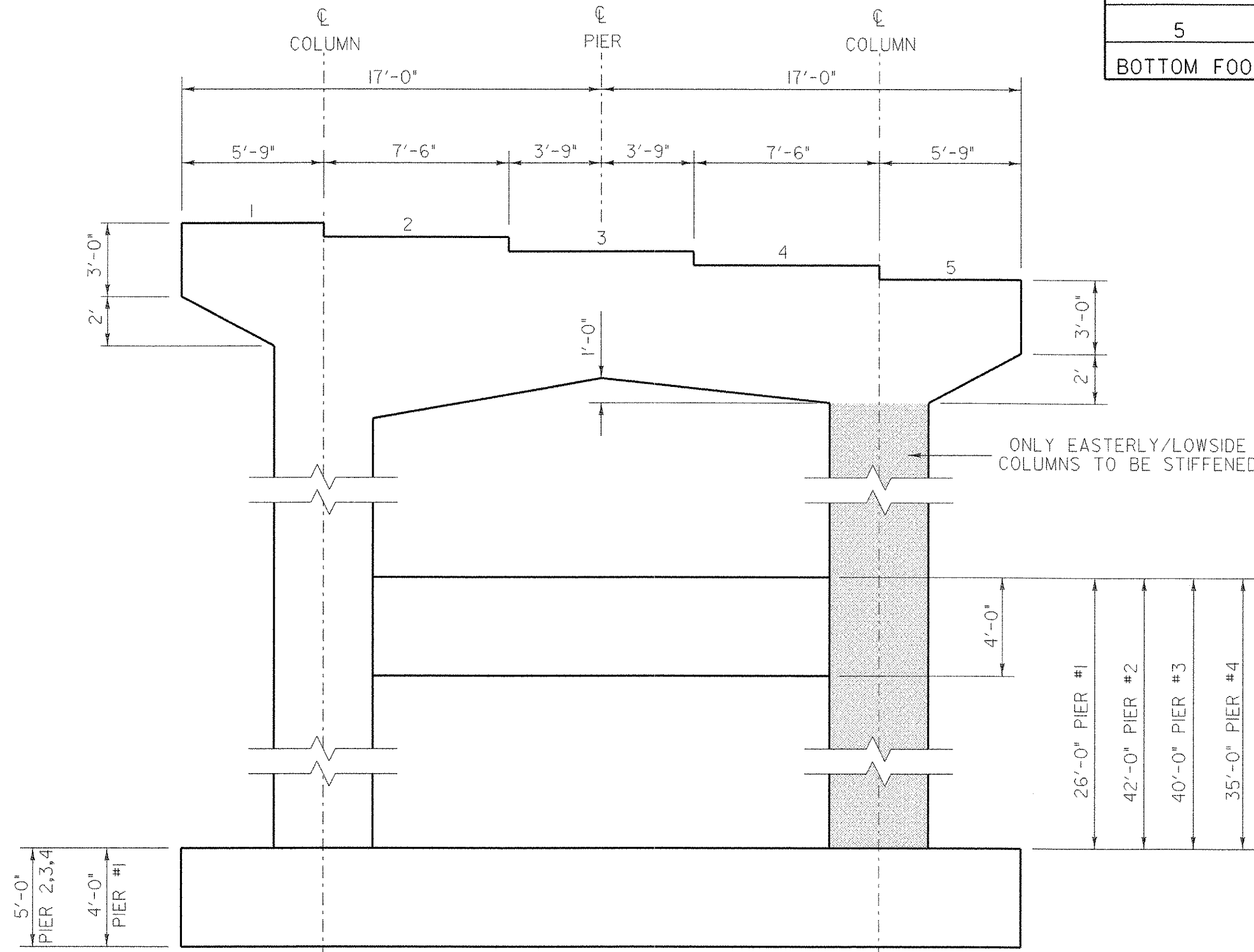
NOTE: ALL ELEVATIONS ARE REFERENCED TO THE ORIGINAL RECORD 1958, CONSTRUCTION PLANS



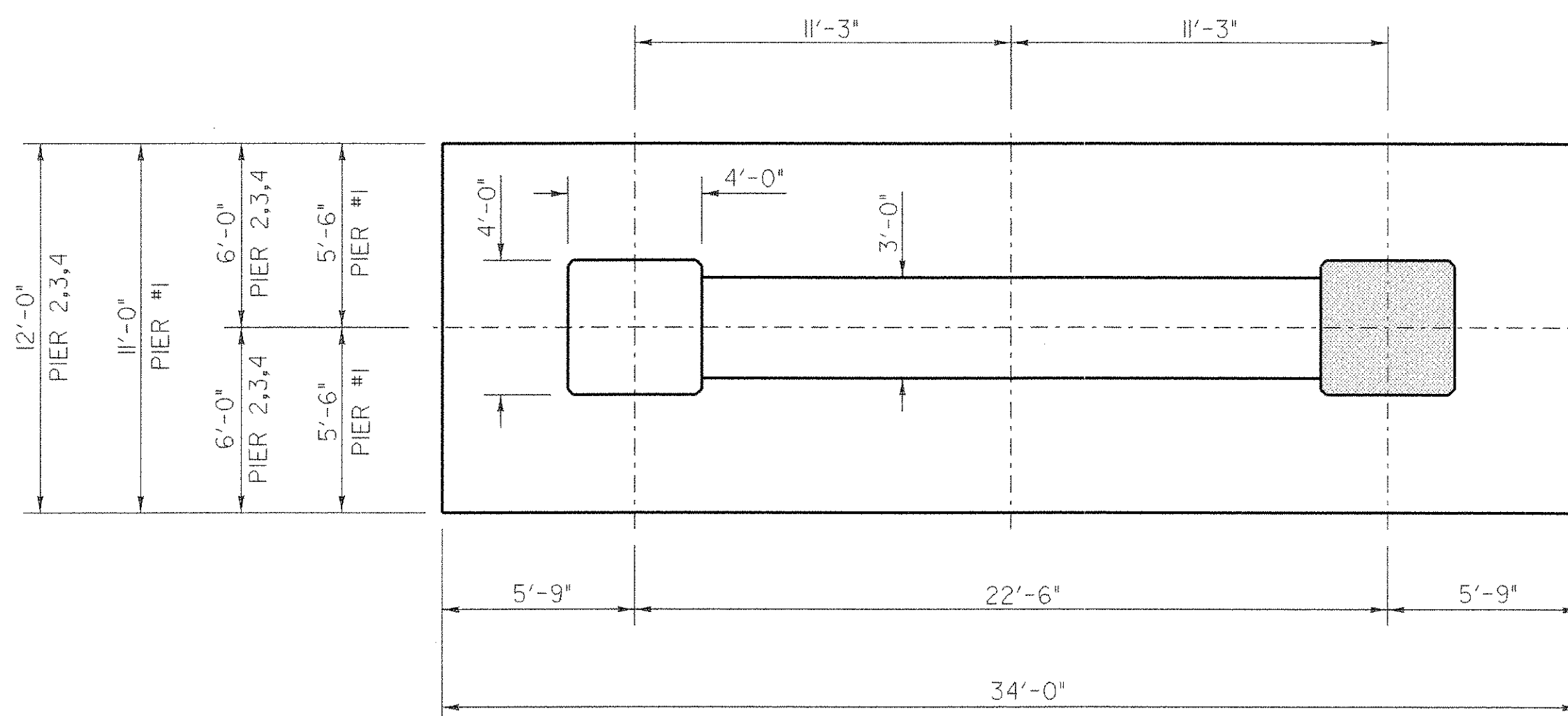
TYPICAL EXISTING PIER PLAN

BRIDGE SEAT	SOUTHBOUND BRIDGE SEAT ELEVATIONS							
	PIER #1		PIER #2		PIER #3		PIER #4	
	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH
1	412.01	411.85	409.49	409.31	406.95	406.76	404.40	404.20
2	411.41	411.28	408.91	408.73	406.36	406.17	403.80	403.61
3	410.86	410.71	408.33	408.14	405.77	405.58	403.20	403.01
4	410.29	410.14	407.75	407.56	405.17	404.99	402.60	402.41
5	409.72	409.57	407.17	406.98	404.58	404.40	402.00	401.81
BOTTOM FOOTING	353.90		318.90		318.90		326.90	

BRIDGE SEAT	NORTHBOUND BRIDGE SEAT ELEVATIONS							
	PIER #1		PIER #2		PIER #3		PIER #4	
	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH
1	412.16	412.01	409.55	409.36	406.90	406.71	404.25	404.06
2	411.59	411.44	408.97	408.78	406.31	406.12	403.65	403.46
3	411.02	410.87	408.39	408.20	405.72	405.53	403.05	402.86
4	410.45	410.30	407.80	407.62	405.13	404.94	402.45	402.26
5	409.88	409.73	407.22	407.04	404.53	404.35	401.85	401.66
BOTTOM FOOTING	353.90		318.90		318.90		326.90	



TYPICAL EXISTING PIER AND FOOTING ELEVATION



TYPICAL EXISTING COLUMN AND FOOTING PLAN

0 2 4  
SCALE: 1/4" = 1'-0"

NOTE: SHADED AREAS REPRESENT COLUMNS REQUIRING REINFORCEMENT.

GENERAL NOTES

1. THE INTENT OF THIS PROJECT IS TO PARTIALLY STIFFEN THE EXISTING DETERIORATED PIER COLUMNS. ONLY THE EASTERLY MOST COLUMNS AT EACH PIER ARE INCLUDED FOR REHABILITATION. ALL MATERIAL AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION, AND ITS LATEST REVISIONS.

2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY IN THE FIELD ALL EXISTING DIMENSIONS SHOWN IN THE PLANS. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS OTHERWISE NOTED.

3. ALL WORK ASSOCIATED WITH THIS PROJECT HAS BEEN DESIGNED TO BE CONSTRUCTED WITHIN THE EXISTING STATE OF VERMONT RIGHT-OF-WAY.

4. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO IDENTIFY AND RESOLVE ANY POTENTIAL CONFLICTS WITH UTILITIES THAT MAY BE CAUSED BY THE PROPOSED WORK ASSOCIATED WITH THIS PROJECT.

5. UNDER A SEPARATE CONTRACT THE AGENCY IS ALSO SCHEDULED TO HAVE THE EXISTING BRIDGE DECK JOINTS REPAIRED THROUGH THE INSTALLATION OF ASPHALTIC PLUG TYPE SYSTEMS. FLOYD ROBERTS, DISTRICT TRANSPORTATION ADMINISTRATOR FOR DISTRICT #2 IS IN CHARGE OF THESE REPAIRS AND SHALL BE CONTACTED BY PHONE AT (802)-254-5011 FOR ANY NECESSARY DETAILS. IT IS NOT ANTICIPATED THAT THE JOINT REPAIR OPERATION WILL BE IN CONFLICT WITH ANY OF THE WORK ASSOCIATED WITH THIS CONTRACT. HOWEVER, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY WHETHER OR NOT THIS WILL BE THE CASE AND SCHEDULE HIS/HER WORK ACCORDINGLY.

6. ITEM 204.30, GRANULAR BACKFILL FOR STRUCTURES (MOD.) HAS BEEN MODIFIED BY DELETING THE REQUIREMENTS IN SECTION 204.02 MATERIALS, FOR GRANULAR BACKFILL FOR STRUCTURES, 704.08, AND REPLACING IT WITH THE REQUIREMENTS FOR COARSE AGGREGATE FOR CONCRETE, 704.02A, 3/8" STONE. THIS MATERIAL SHALL BE USED TO BED AND BACKFILL THE CONCRETE PADS AT THE BASE OF THE SPLINT/REINFORCEMENT ASSEMBLIES. ALL EXCAVATION AND DISPOSAL OF MATERIAL REMOVED ASSOCIATED WITH THE CONSTRUCTION OF THE CONCRETE PADS WILL BE PAID UNDER ITEM 608.26, ALL PURPOSE EXCAVATOR RENTAL, TYPE II.

7. ITEM 506.60, STRUCTURAL STEEL (MOD.) (HP 12 x 53) HAS BEEN MODIFIED BY ADDING TO SECTION 506.02 MATERIALS, ALL OF THE REQUIREMENTS ASSOCIATED WITH SUBSECTION 730.01, STEEL PILING.

8. THE STEEL FOR THIS PROJECT WHICH INCLUDES THE STEEL PILING, CHANNELS, AND PLATES SHALL MEET AS A MINIMUM THE REQUIREMENTS OF AASHTO M 270, GRADE 250 (GRADE 36). STEEL PILING WILL BE PAID UNDER ITEM 506.60 STRUCTURAL STEEL (MOD. - HP 12 X 53). ALL OTHER STEEL COMPONENTS, INCLUDING THE PLATES, CHANNELS, RODS, BOLTS, NUTS, AND WASHERS WILL BE PAID UNDER ITEM 506.60 STRUCTURAL STEEL (CHANNELS AND TENSION RODS). THE BOLTS AND THREADED ROD SHALL MEET OR EXCEED THE REQUIREMENTS OF ASTM A 307 AND THE NUTS AND WASHERS SHALL CONFORM TO AASHTO M 291.

9. IT HAS BEEN ASSUMED THE CONTRACTOR WILL COMPLETE ALL WORK ASSOCIATED WITH THIS CONTRACT FROM BENEATH THE INTERSTATE AND ALL ACCESS TO THE SITE WOULD BE MADE FROM WILLIAMS STREET OR THE SOUTHERLY MEDIAN OPENING OF I-91. ITEM 641.10, TRAFFIC CONTROL HAS BEEN INCLUDED AS PAYMENT FOR ALL WORK ASSOCIATED WITH MAINTAINING TRAFFIC ON WILLIAMS STREET AND NEAR ANY ACCESS POINTS TO THE PROJECT AREA, EXCEPT FOR FLAGGERS WHICH WILL BE PAID FOR SEPARATELY UNDER THE APPROPRIATE ITEM. SHOULD IT BE DETERMINED THAT STAGING FROM THE INTERSTATE IS NECESSARY TO COMPLETE ANY OF THE WORK DETAILED IN THESE PLANS THEN IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DEVELOP A TRAFFIC CONTROL PLAN AND SUBMIT IT FOR APPROVAL TO THE STRUCTURES ENGINEER VIA THE RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH THE NECESSARY WORK INCURRED BY CHOOSING TO WORK FROM THE INTERSTATE SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 641.10, TRAFFIC CONTROL. ANY WORK ASSOCIATED WITH GAINING ACCESS OFF OF WILLIAMS STREET OR THE INTERSTATE SHALL BE CONSIDERED INCIDENTAL TO ITEM 635.10, MOBILIZATION.

10. WORK ON AND AROUND PIERS 2 AND 3 WILL BRING THE CONTRACTOR AND THEIR EQUIPMENT IN CLOSE PROXIMITY TO THE EDGE OF WHETSTONE BROOK. AS DIRECTED AND APPROVED BY THE ENGINEER THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE, INTO THE BROOK.

11. ITEM 649.51, GEOTEXTILE FOR SILT FENCE, HAS BEEN INCLUDED AND SHALL BE INSTALLED IN LOCATIONS DETERMINED AND AS DIRECTED BY THE ENGINEER. AS PER SPECIFICATION, MAINTENANCE OF THE SILT FENCE INSTALLATION WILL NOT BE PAID FOR SPERATELY BUT IS CONSIDERED TO BE INCLUDED IN THE BID UNIT PRICE FOR ITEM 649.51.

12. ESTIMATED QUANTITIES FOR SEED, FERTILIZER, AGRICULTURAL LIMESTONE, AND HAY MULCH HAVE BEEN INCLUDED TO BE USED AT THE DISCRETION OF THE ENGINEER ON AREAS DISTURBED IN COMPLETING THE NECESSARY WORK ASSOCIATED WITH THIS PROJECT. THE ENGINEER SHALL DETERMINE THOSE AREAS THAT ARE ELIGIBLE FOR PAYMENT AND WILL DIRECT THE CONTRACTOR TO STABILIZE ANY AND ALL DISTURBED AREAS AS SOON AS PRACTICALLY POSSIBLE, BUT IN NO MORE THAN 24 HOURS OF DISTURBANCE. DISTURBANCE FOR THIS PROJECT IS DEFINED AS SOILS THAT ARE MADE EROSION SUSCEPTIBLE IN COMPLETING THE WORK.

13. IN AREAS WHERE TURF ESTABLISHMENT IS NOT PRACTICAL ITEMS 651.27, CEDAR BARK MULCH (MOD.), AND 654.10, EROSION MATTING, HAVE BEEN INCLUDED FOR EROSION PREVENTION. THESE PRODUCTS SHALL BE USED AS DIRECTED BY THE ENGINEER AND SHALL BE USED IN CONJUNCTION WITH OR AS AN ALTERNATIVE TO SEED AND HAY MULCH. ITEM 651.27 HAS BEEN MODIFIED TO DELETE THE REQUIREMENT THAT CEDAR STOCK IS THE PRIMARY COMPONENT OF THE BARK MULCH MIX. FOR USE ON THIS PROJECT THE MIX OF BARK MULCH SHALL BE ANY MIX OF SOFTWOOD COMPONENTS AS ARE READILY AVAILABLE BY SUPPLIERS.

PROJECT NAME: BRATTLEBORO  
PROJECT NUMBER: ST 091 - 1(52)

FILE NAME: 03a050/str/s03a050.dgn PLOT DATE: 24-JUN-2004  
PROJECT LEADER: S. FARNSWORTH DRAWN BY: S. MORIN  
DESIGNED BY: S. FARNSWORTH CHECKED BY: M. FOWLER  
s03a050gen.j SHEET 2 OF 15

GENERAL NOTES AND TYPICAL EXISTING PIER DETAILS