

GENERAL ITEMS:

1. A FIELD SURVEY WAS CONDUCTED IN WHICH THE FACES OF ABUTMENTS AND PIER SURFACES OF THE EXISTING BRIDGES WERE LOCATED. THIS INFORMATION WAS THEN USED, IN COMBINATION WITH THE ORIGINAL BRIDGE DESIGN PLANS, TO DEVELOP THE APPROXIMATE EXISTING STRUCTURE INFORMATION SHOWN IN THESE PLANS. THE ORIGINAL BRIDGE DESIGN PLANS (I-001-I16) CIRCA 1956) ARE INCLUDED IN THIS PLAN SET, AND ARE FOR INFORMATION ONLY. TRAFFIC CONTROL PLANS WERE DEVELOPED BASED ON BOTH SURVEY DATA AND THE ORIGINAL HIGHWAY DESIGN PLANS. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ANY AND ALL DIMENSIONS APPLICABLE TO THIS PROJECT PRIOR TO BEGINNING WORK.
2. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" (2006) AND ITS LATEST REVISIONS, AND AASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" (2002) AND ITS LATEST REVISIONS.
3. DESIGN OF NEW COMPONENTS IS FOR HS-25 LOADING APPLIED IN ACCORDANCE WITH THE PROVISIONS OF AASHTO STANDARD SPECIFICATIONS, WITH NO ALLOWANCE FOR FUTURE PAVEMENT.
4. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 °F, UNLESS SHOWN OTHERWISE.
5. ANY REFERENCE TO "LEFT" AND/OR "RIGHT" ON THE PLANS REFERS TO THE DIRECTION OF STATIONING AND NOT THE DIRECTION OF TRAFFIC.
6. THE FOLLOWING TABLE OF DESIGN STRENGTHS APPLIES TO THESE PLANS FOR DESIGN PURPOSES:
 CONCRETE:
 f'c = 4,000 PSI (BRIDGE DECKS AND BARRIERS)
 f'c = 3,500 PSI (PIERS AND ABUTMENTS)
 REINFORCING STEEL:
 FY = 60,000 PSI (GRADE 60)
 STRUCTURAL STEEL: AASHTO M270, GR50W
 FY = 50,000 PSI
 STEEL PILES: AASHTO M270, GR36
 FY = 36,000 PSI

TRAFFIC CONTROL AND STAGED CONSTRUCTION:

7. TRAFFIC ON I-91 SHALL BE CONTROLLED AND MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE TRAFFIC CONTROL NOTES AND PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
8. BRIDGE 3N SHALL BE REHABILITATED DURING PHASE I UNDER STAGED CONSTRUCTION. I-91 NORTHBOUND THROUGH-TRAFFIC SHALL BE CARRIED ON BRIDGE 3S VIA A MEDIAN CROSSOVER, AND ONE LANE OF NORTHBOUND TRAFFIC FROM THE WELCOME CENTER SHALL BE MAINTAINED ON BRIDGE 3N DURING BOTH STAGES OF CONSTRUCTION. SEE STAGED CONSTRUCTION DETAILS AND TRAFFIC CONTROL PLANS FOR FURTHER DETAILS.
9. DURING PHASE I CONSTRUCTION (BRIDGE 3N), THE CONTRACTOR SHALL HAVE THE OPTION TO CLOSE BROAD BROOK ROAD IN THE IMMEDIATE VICINITY OF THE BRIDGES FOR A SINGLE PERIOD OF FOUR (4) MONTHS (MAXIMUM) TO PERFORM NECESSARY REHABILITATION. ONCE BROAD BROOK ROAD HAS BEEN CLOSED, THE CONTRACTOR SHALL BEGIN WORK IMMEDIATELY AND PROCEED IN A TIMELY MANNER THROUGH COMPLETION IN ORDER TO MINIMIZE INCONVENIENCE TO THE TRAVELING PUBLIC. SEE TRAFFIC CONTROL PLANS FOR FURTHER DETAILS AND PROJECT SPECIAL PROVISIONS.

DEMOLITION AND REMOVAL:

10. COSTS FOR ALL WORK REQUIRED FOR REMOVAL OF EXISTING CONCRETE BRUSH CURBS, GRANITE CURBS, CONCRETE DECK, EXPANSION JOINT HARDWARE, WINGWALLS, ABUTMENT AND PIER CONCRETE, ACCORDING TO THE LIMITS OF WORK DEFINED IN THE PLANS, SHALL BE INCLUDED UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (DECK & SUBSTRUCTURES)". PAYMENT FOR THIS ITEM SHALL INCLUDE ALL INCIDENTAL EXCAVATION NECESSARY TO PERFORM THE REQUIRED STRUCTURE REMOVAL WORK.
11. PAYMENT FOR REMOVAL OF EXISTING BRIDGE PAVEMENT SHALL BE MADE UNDER ITEM 529.10, "REMOVAL OF BRIDGE PAVEMENT".

12. PAYMENT FOR REMOVAL OF EXISTING APPROACH SLABS, AND EXCAVATION REQUIRED FOR NEW APPROACH SLAB CONSTRUCTION SHALL BE MADE UNDER ITEM 204.25, "STRUCTURE EXCAVATION".
13. EXISTING STRUCTURAL STEEL TO BE REMOVED SHALL BECOME PROPERTY OF THE CONTRACTOR. ALL COSTS ASSOCIATED WITH REMOVAL OF EXISTING STRUCTURAL STEEL SHALL BE INCLUDED IN THE BID PRICES FOR ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (STRUCTURAL STEEL)".
14. EXISTING BRIDGE AND APPROACH RAIL SHALL BE SALVAGED AND DELIVERED TO THE VTRANS DISTRICT 2 DUMMERSTON MAINTENANCE GARAGE PER SCHEDULE BELOW: VERMONT AGENCY OF TRANSPORTATION, 870 US RTE 5, DUMMERSTON, VT 05301, PHONE (802) 254-5011, FAX (802) 251-2000. CARE SHALL BE TAKEN NOT TO DAMAGE THE RAIL DURING REMOVAL OR TRANSPORTATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR UNLOADING THE RAIL AT THE GARAGE. ALL COSTS ASSOCIATED WITH REMOVAL, TRANSPORT AND UNLOADING OF THE BRIDGE RAIL SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 525.10, "REMOVAL OF EXISTING RAILING" IN ACCORDANCE WITH THE SPECIAL PROVISIONS. ALL REMAINING RAIL AND APPURTENANCES SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
15. REMOVAL AND DISPOSAL OF ROADWAY GUARDRAIL AS INDICATED IN THE PLANS SHALL BE PAID FOR UNDER ITEM 621.80, "REMOVAL AND DISPOSAL OF GUARDRAIL".
16. THE CONTRACTOR SHALL REMOVE VEGETATION AROUND EXISTING SUBSTRUCTURE COMPONENTS AS ORDERED BY THE ENGINEER. COSTS FOR THIS WORK SHALL BE INCIDENTAL TO ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE (DECK AND SUBSTRUCTURES)".
- 16A. ALL WORK ASSOCIATED WITH THE SHORING OF NORTHBOUND PIER CAPS IN ORDER TO MAINTAIN TRAFFIC OVER THE BRIDGE FROM THE WELCOME CENTER WILL BE PAID FOR UNDER THE ITEM 502.10 "SHORING SUPERSTRUCTURE".

STRUCTURAL STEEL:

17. ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO DESIGNATION M270, GRADE 50W, EXCEPT AS NOTED IN THE PLANS.
18. ALL CONNECTIONS OF UNPAINTED MEMBERS SHALL BE MADE WITH 7/8" DIAMETER AASHTO M-164, TYPE 3 BOLTS IN 1 5/16" DIAMETER HOLES, EXCEPT AS NOTED IN THE PLANS. BOLTS THAT HAVE BEEN FULLY TIGHTENED SHALL NOT BE RE-USED.
19. CONNECTIONS NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
20. ALL WELDING AND DIMENSIONAL TOLERANCES OF WELDED MEMBERS SHALL CONFORM TO THE LATEST ANSI/AASHTO/AWS BRIDGE WELDING CODE AND ITS LATEST REVISIONS.
21. WHERE GALVANIZING HAS BEEN REMOVED BY ANY MEANS FROM ANY BRIDGE COMPONENTS, IT SHALL BE REPAIRED IN ACCORDANCE WITH SPECIFICATION 513. COSTS FOR THIS WORK SHALL BE INCIDENTAL TO THE ITEM UNDER WHICH THE GALVANIZED COMPONENT IS PROVIDED.
22. ANY FORM BRACKET HOLES (IF REQUIRED) IN FASCIA GIRDERS OR GIRDER WEBS SHALL BE FILLED WITH BUTTONHEAD OR HEX-HEAD BOLTS, TYPE 3. IF REQUIRED, FORM BRACKETS SHALL BE DESIGNED BY THE CONTRACTOR. MAXIMUM SPACING SHALL NOT EXCEED 4'-0" (TYP.).
23. ALL NEW PILING AT BRIDGE 3N ABUTMENTS 1 AND 2 SHALL BE HP 12X53 STEEL PILING, WITH A MAXIMUM DESIGN LOAD OF 140 KIPS (ALLOWABLE LOAD). PILES SHALL BE DRIVEN TO AN ULTIMATE CAPACITY OF 315 Kips.

SALVAGE SCHEDULE	
AMT	DESCRIPTION
250 FT	TOP RAIL WITH SPLICES
10 EA.	TOP RAIL SPLICES
10 EA.	MIDDLE OR BOTTOM RAIL SPLICES

STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	GUILFORD	Bridge No.	3N&S
Highway No.	I-91	Log Sta.	
		Surv. Sta.	
I-91 OVER BROAD BROOK & BROAD BROOK ROAD			
GENERAL NOTES (1 OF 2)			
Designed By	M.J. MOZER	Drawn By	G.K. MORZE
Checked By	Date	Bridge Design Supervisor	
P.W. SZUSTAK	01/03	J.P. HALSTEAD	Date 01/03
PROJECT	GUILFORD	PROJECT NO.	IM 091-I(33)
TVGA CAD Drawing No.	G GEN NOTES.dgn	Date	06/10/08
Bridge Sheet No.	BRI01	Sheet	27 of 114

