

GENERAL NOTES

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION DATED 2002.
2. DESIGN OF THE REHABILITATED STRUCTURE IS FOR H6 TRUCK LOAD. SEE SHEET 2 FOR MORE INFORMATION.
3. BRIDGE 33 WILL BE CLOSED TO ALL PEDESTRIAN AND VEHICULAR TRAFFIC DURING CONSTRUCTION. ACCESS TO TH 48 SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE TOWN OF TUNBRIDGE IN WRITING TWO WEEKS PRIOR TO CLOSING THE CILLEY COVERED BRIDGE.
4. THE INTENT OF THE PROJECT IS TO RESTORE THE ORIGINAL DIMENSIONAL GEOMETRY OF THE BRIDGE AND TO MAINTAIN CONNECTION TYPES AND DETAILS. ALL EXISTING DIMENSIONS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO COMMENCING THE WORK. ACTUAL WORK SHALL MATCH FIELD CONDITIONS.
5. ALL ON-PROJECT CONSTRUCTION SIGNS AND BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCLUDED IN THE ITEM 641.10 "TRAFFIC CONTROL". ALL OFF-PROJECT SIGNING SHALL BE THE RESPONSIBILITY OF THE TOWN.
6. THE "CILLEY BRIDGE" AND "1883" SIGNS ON THE COVERED BRIDGE SHALL BE REMOVED, SALVAGED, AND REPLACED BACK IN THE SAME LOCATION. PAYMENT SHALL BE INCIDENTAL TO ITEM 675.20 "TRAFFIC SIGNS, TYPE A".
7. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F OR AS NOTED OTHERWISE.
8. ALL CONSTRUCTION SHALL TAKE PLACE INSIDE EXISTING RIGHT OF WAY. THE COST OF ACQUIRING RIGHTS AND/OR PERMITS TO PERFORM WORK OUTSIDE THE RIGHT OF WAY SHALL BE AT THE CONTRACTORS EXPENSE.

SUBSTRUCTURE

9. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT. UPWARD KEYS SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
10. JOINTS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
11. ALL EXPOSED EDGES OF PLAIN CONCRETE SHALL BE CHAMFERED 1" X 1".
12. THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE TWO INCHES ALONG WALL FACES AGAINST EARTH, AND THREE INCHES ELSEWHERE UNLESS DETAILED OTHERWISE.
13. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

SPACING +/- 1"	
CLEARANCE	+/- 1/4"
14. SURFACES OF BRIDGE SEATS UNDER THE BEARING DEVICES SHALL BE LEVEL. OTHER AREAS OF THE BRIDGE SEAT SHALL BE SLOPED 1/4" PER FOOT. THE ABUTMENT SEATS SHALL BE SLOPED FULL WIDTH TOWARD MIDSPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE GIVEN A STEEL TROWEL OR MAGNESIUM FLOAT FINISH.

SUPERSTRUCTURE

15. ITEM 502.10 "SHORING SUPERSTRUCTURE (MOD.)" SHALL BE USED TO PAY FOR ANY JACKING OR SHORING REQUIRED TO REHABILITATE THE SUBSTRUCTURES, FOR SUPPORTING THE TRUSS OR REMOVING THE TRUSS TO A STAGING AREA WHILE MEMBERS ARE REPLACED, AND FOR PLUMBING UP THE PORTAL END AT ABUTMENT NO. 2. THE CONTRACTOR SHALL SUBMIT SHORING DETAILS TO BE APPROVED BY THE PROJECT MANAGER. THE CONTRACTOR SHALL ALSO SUBMIT DETAILS ON HOW HE/SHE INTENDS TO PLUMB UP THE PORTAL END AT ABUTMENT NO. 2.
16. ITEM 502.10 SHALL ALSO INCLUDE THE FOLLOWING:
 - PAYMENT FOR SETTING THE BRIDGE BACK ONTO THE REHABILITATED ABUTMENTS AT THE NEW ELEVATIONS.
 - THIS BRIDGE HAS A NEW ROOF. ANY DAMAGE TO THIS ROOF CAUSED BY THE CONTRACTOR DURING SHORING OR PLUMBING OPERATIONS MUST BE REPAIRED AT THE CONTRACTORS EXPENSE.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE RELOCATION OF UTILITIES IF HE/SHE CHOOSES TO MOVE THE TRUSS TO A STAGING AREA FOR REPAIR.
17. ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE" SHALL INCLUDE BUT NOT BE LIMITED TO:
 - DISPOSAL OF ALL MATERIAL NOT REUSED OR RETAINED BY THE TOWN OF TUNBRIDGE.
 - REMOVAL OF GUY WIRES AT ABUTMENT NO. 2.
 - REMOVAL OF THE TIE BEAM AND KNEE BRACING DETAILED ON SHEETS 12-14.
 - REMOVAL OF EXISTING DECKING AND FLOOR BEAMS.
 - REMOVAL OF A SECTION OF THE BOTTOM CHORD & TWO VERTICAL TRUSS MEMBERS DETAILED ON SHEETS 12-14.
 - REMOVAL OF PORTIONS OF THE EXISTING SUBSTRUCTURE AS DETAILED ON SHEETS 18 AND 19.
 - REMOVAL OF ANY MATERIAL REQUIRED TO MAKE ADDITIONAL REPAIRS AS ORDERED BY THE ENGINEER.
 - REMOVAL OF EXISTING BEARING ASSEMBLIES.
 - SALVAGE AND REUSE OF ALL BRIDGE COMPONENTS THAT WILL BE REINSTALLED.
 - STOCKPILING ON THE PROJECT ANY MATERIAL RETAINED BY THE TOWN OF TUNBRIDGE.
18. THE EXISTING FLOOR BEAMS, DECKING, SECTIONS OF THE BOTTOM CHORD, KING POSTS, TIE BEAM, AND KNEE BRACING REMOVED SHALL REMAIN THE PROPERTY OF THE TOWN OF TUNBRIDGE. THEY SHALL BE CAREFULLY REMOVED AND STOCKPILED ON THE PROJECT FOR REMOVAL BY THE TOWN. ANY MATERIAL NOT RETAINED BY THE TOWN OR REUSED SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THIS MATERIAL SHALL BE DISPOSED OF PROPERLY OR RETAINED FOR FUTURE USE.
19. THE CONTRACTOR SHALL AVOID UNNECESSARY DISASSEMBLY OF THE MULTIPLE KING POST TRUSS. ONLY THE JOINTS THAT HAVE TO BE DISASSEMBLED TO EFFECT REPAIRS TO THE TRUSS SHALL BE DISASSEMBLED.
20. ALL HOLES THAT ARE DRILLED IN STRUCTURAL LUMBER OR TIMBER SHALL BE TREATED WITH A COPPER NAPHTHINATE SOLUTION PER SUPPLEMENTAL SPECIFICATION 522.
21. UNLESS NOTED OTHERWISE, ALL NEW BOLTS, SCREWS, NUTS, AND WASHERS SHALL BE ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO SPECIFICATION M232. THE BOLTS FOR THE BOTTOM CHORD SPLICE SHALL BE ASTM A325. THE BARS USED IN THE BOTTOM CHORD SPLICE SHALL BE A36 STEEL AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO SPECIFICATION M111. MATERIAL AND INSTALLATION COSTS OF BOLTS, LAG SCREWS, AND BARS SHALL BE INCIDENTAL TO THE ITEMS 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED", AND 522.25 "STRUCTURAL LUMBER AND TIMBER - TREATED".
22. ALL NAILS AND SPIKES SHALL CONFORM TO ASTM F 1667 AND BE GALVANIZED IN ACCORDANCE WITH AASHTO SPECIFICATION M232, UNLESS NOTED OTHERWISE.
23. AFTER THE BRIDGE IS COMPLETE AND ALL TIMBER HAS BEEN INSTALLED THE BRIDGE SHALL BE COATED WITH INSECTICIDE AND FIRE RETARDANT SPRAYS. PAYMENT SHALL BE UNDER THE ITEM 513.30 "STRUCTURAL PAINTING, FIELD APPLIED (MOD.)" AND ITEM 513.36 "CONTAINMENT AND ENVIRONMENTAL PROTECTION, FIELD (MOD.)". SEE SPECIAL PROVISIONS FOR MORE DETAILS.

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