

GENERAL NOTES:

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DATED 2002, AND ITS LATEST REVISIONS.
2. ALL INFORMATION, DIMENSIONS, AND DETAILS PROVIDED IN THE PLANS SHALL BE CHECKED AND VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCING THE WORK.
3. ALL WORK IS TO BE COMPLETED WITHIN THE AVAILABLE TOWN-OWNED RIGHT-OF-WAY. THE THREE ROD R.O.W. PORTION IS ASSUMED TO BE APPROXIMATELY CENTERED ABOUT THE EXISTING CENTER LINE OF THE BRIDGE OR ROADWAY. NO PROVISIONS HAVE BEEN MADE TO GO OUTSIDE THE EXISTING RIGHT-OF-WAY AND NO WORK SHALL BE PERFORMED OR PAID FOR OUTSIDE THE EXISTING TOWN-OWNED RIGHT-OF-WAY LIMITS. SHOULD THE CONTRACTOR REQUIRE ANY ADDITIONAL R.O.W., IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL EASEMENTS.
4. GREAT CARE SHALL BE TAKEN BY THE CONTRACTOR TO PREVENT ANY MATERIAL FROM ENTERING THE STREAM BED PER SECTION 105 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION. ANY MATERIAL THAT DOES ESCAPE THE CONTRACTOR'S CONTAINMENT SYSTEM WILL BE RECOVERED IMMEDIATELY.
5. ALL WORK SHALL PROCEED IN A CAREFUL, ORDERLY MANNER SO THAT AFFECTED HISTORIC STRUCTURES ARE NOT DAMAGED IN ANY WAY. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ALL DAMAGE TO THE STRUCTURE AS A RESULT OF ITS OPERATIONS AT NO COST TO THE STATE. ALL DAMAGE WILL BE REPORTED TO THE PROJECT MANAGER IMMEDIATELY AND NO REPAIRS WILL BE MADE UNTIL APPROVED BY THE AGENCY.
6. THE BRIDGE IS NOW CLOSED AND WILL REMAIN CLOSED DURING CONSTRUCTION. PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL SUBMIT A SEQUENCE OF CONSTRUCTION FOR THE ENGINEER'S APPROVAL. THE SEQUENCE OF CONSTRUCTION SUBMITTAL WILL BE CONSIDERED INCIDENTAL TO THE WORK REQUIRED FOR ITEM 635.11, MOBILIZATION / DEMOBILIZATION. DETOURS, AS DETAILED IN STANDARD E-107, WILL NOT BE ENCOUNTERED. HOWEVER, GENERAL PLACEMENT OF APPROACH SIGNING AND "ROAD CLOSED" SIGNS WILL BE AS SHOWN ON STANDARD E-107. THE CONTRACTOR MAY CHOOSE TO SUBMIT TRAFFIC CONTROL PLANS FOR REVIEW.
7. WITHIN EXISTING R.O.W. LIMITS, CLEARING AND GRUBBING SHALL INCLUDE ALL WORK REQUIRED TO REMOVE TREES, STUMPS, AND VEGETATION UP TO 6 FEET FROM EXISTING ABUTMENT AND WINGWALL FACES, AND IN OTHER AREAS AS DETERMINED BY THE ENGINEER.
8. EXCEPT AS NOTED OTHERWISE, ITEM 529.20, PARTIAL REMOVAL OF STRUCTURE, SHALL INCLUDE ANY WORK NECESSARY TO FACILITATE AND ACCOMPLISH THE PROJECT SCOPE OF WORK AS DEFINED BY THE CONTRACT DOCUMENTS AND AS DIRECTED BY THE ENGINEER: REMOVING AND DISPOSING OF SUPERSTRUCTURE MEMBERS AND PORTIONS OF MEMBERS; AS WELL AS REMOVING AND STOCKPILING MEMBERS AND PORTIONS OF MEMBERS FOR RE-USE, INCLUDING REMOVING AND STOCKPILING MEMBERS AND PORTIONS OF MEMBERS FOR THE CONTRACTOR'S METHODS OF REHABILITATION. NO BURNING OF REMOVED MATERIALS AT THE PROJECT SITE WILL BE ALLOWED. EXISTING COVERED BRIDGE LUMBER AND TIMBERS MAY CONTAIN HAZARDOUS WOOD PRESERVATIVES. THE CONTRACTOR SHALL INDEMNIFY AND HOLD THE STATE, ITS OFFICERS, AND EMPLOYEES HARMLESS REGARDING THE CONTRACTOR'S HANDLING OF THESE MATERIALS AND SUBSEQUENT USE, RE-USE, AND DISPOSAL OF THIS LUMBER OR TIMBERS.
9. EXCEPT AS NOTED, ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1"x1".
10. WHERE NOT NOTED, ALL LUMBER AND TIMBER DIMENSIONS ARE IN INCHES.
11. UNLESS NOTED OTHERWISE, ALL NEW STRUCTURAL LUMBER AND TIMBER SHALL BE UNTREATED, FULL SAWN (TO THE INDICATED CROSS SECTION DIMENSIONS) ROUGH SURFACE MEMBERS OR BOARDS. WHEN SPECIFIED, PRESSURE TREATMENT SHALL BE TYPE II, PER SECTION 726 OF THE STANDARD SPECS.
12. THE WORK PAID FOR UNDER ITEM 506.60, STRUCTURAL STEEL, SHALL INCLUDE: NEW GALVANIZED 1/2"x10"x10" STEEL PLATES; 3/4" Ø TIE RODS, TURNBUCKLES, BOLTS, NUTS & WASHERS. FABRICATION PLAN AND ERECTION PLAN SUBMITTALS WILL NOT BE REQUIRED FOR STEEL COMPONENTS FURNISHED UNDER PAY ITEM 506.60. ALL ROD ASSEMBLIES SHALL BE SNUG TIGHT OR TIGHTENED AS DIRECTED BY THE ENGINEER.
13. IN THE SHORED OR UNLOADED CONDITION, THE CONTRACTOR AND RESIDENT ENGINEER WILL INSPECT THE TRUSSES TO DETERMINE IF THEY HAVE RESIDUAL POSITIVE CAMBER. IF SO, THIS CAMBER SHALL BE MAINTAINED IN THE FINAL REHABILITATED PROFILE OF THE SUPERSTRUCTURE. IF NO POSITIVE CAMBER IS EVIDENT, THEN THE TRUSSES SHALL BE REHABILITATED WITH A SLIGHT POSITIVE CAMBER AS DIRECTED BY THE ENGINEER.

DRY MASONRY NOTES:

1. DUE TO THE HISTORIC NATURE OF THE BRIDGE AND ABUTMENTS, THE WORK DEFINED IN THIS SUBSECTION IS CONSTRUCTION REQUIRING A STONE MASON WHO IS HIGHLY KNOWLEDGEABLE AND EXPERIENCED IN THE CONSTRUCTION OF DRY STONE MASONRY WALLS AND FASCIA. THE CONTRACTOR'S STONE MASON PERFORMING THE WORK MUST DEMONSTRATE AT LEAST FIVE YEARS EXPERIENCE IN THE CONSTRUCTION OF DRY STONE MASONRY WALLS. DOCUMENTATION OF EXPERIENCE, INCLUDING A LIST OF PREVIOUS PROJECTS AND REFERENCES, SHALL BE SUBMITTED TO THE ENGINEER.
2. THE FOUNDATION COURSE FOR NEW WALL CONSTRUCTION SHALL CONSIST OF LARGE STONES WITH FAIRLY UNIFORM PROFILE AND SUFFICIENTLY FLAT BASE TO PROVIDE AN EVEN LOAD DISTRIBUTION. THE LENGTH OF INDIVIDUAL FOUNDATION STONES (AS MEASURED PERPENDICULAR TO THE FACE OF WALL) SHALL BE AT LEAST ONE QUARTER TO NO LESS THAN ONE FIFTH OF THE HEIGHT OF THE WALL. WHERE STONES DO NOT EXTEND ACROSS THE FULL WIDTH OF THE BASE, THEY SHALL BE PARTNERED WITH SINGLE STONES TO MAKE UP THE DIFFERENCE; THESE 'PARTNERS' SHALL BE OF SIMILAR (BUT NOT GREATER) THICKNESS THAN THE FACE STONES. UNLESS THE STONES ARE ALL (OR MUCH) THE SAME DIMENSION, SHORTER AND LONGER FOUNDATION STONES SHALL ALTERNATE ALONG THE LENGTH OF THE WALL.
3. TO WITHSTAND VIBRATION CAUSED BY VEHICULAR TRAFFIC, THE ENTIRE NEW WALL SECTIONS SHALL BE BUILT USING LONG, HEAVY STONES OF SIMILAR SIZE THROUGHOUT, USING A GRADUAL DECREMENT IN SIZE (IN THE VERTICAL DIMENSION) FROM BOTTOM TO TOP. ALL STONES SHALL BE PLACED (LAID, SET) WITH THEIR LENGTH INTO THE WALL, I.E., THEIR LONG AXIS SHOULD BE PERPENDICULAR TO THE FACE OF THE WALL.
4. FOR NEW WALL CONSTRUCTION, FACE STONES SHALL BE OVERLAPPED BY 'BACK' STONES (THOSE LITERALLY ON THE BACK SIDE OF THE WALL) TO THE GREATEST EXTENT POSSIBLE. IN GENERAL, FACE STONES SHALL NOT BE SHORTER THAN ONE THIRD THE THICKNESS OF THE WALL. AS WITH THE FOUNDATION COURSE, BACK STONES SHALL NOT BE GREATER IN HEIGHT THAN THEIR CORRESPONDING FACE STONES.
5. FOR NEW WALL CONSTRUCTION, THROUGH STONES (THOSE ALL THE WAY THROUGH THE WALL) SHALL BE PLACED IN HORIZONTAL ROWS USING SPACINGS OF THREE FEET BETWEEN STONES AND TWO TO THREE FEET BETWEEN ROWS (ASSUMING THAT THE STONES THEMSELVES ARE SMALLER THAN THESE DIMENSIONS). THIS IS ESPECIALLY IMPORTANT IF MORE THAN 30% OF THE FACE STONES ARE SHORTER THAN ONE HALF THE WIDTH OF THE WALL.
6. THE HEARTING (PACKING STONES) OF NEW WALL SECTIONS MUST BE DENSE AND SHALL CONSIST OF STONES APPROPRIATELY SIZED TO COMPLEMENT THE MAIN BUILDING STONES AND THROUGH STONES. THE PACKING STONES SHALL NOT BE TOO LARGE OR TOO SMALL. THE CHOICE AND PLACING OF PACKING STONES SHALL REQUIRE THE SAME EFFORT AS THE CHOICE AND PLACING OF FACE STONES.
7. NO MORTAR SHALL BE USED FOR CONSTRUCTION OF DRY MASONRY.

SUGGESTED SEQUENCE OF CONSTRUCTION:

1. PERFORM ALL SUBSTRUCTURE WORK AND RE-POINTING.
2. REMOVE EXISTING PLANK ROADWAY DECK AND RUNNER PLANKS.
3. SHORE SUPERSTRUCTURE AT SITE, OR MOVE TO A WORK SITE.
4. REHABILITATE BRIDGE SUPERSTRUCTURE COMPONENTS.
5. REMOVE SUPERSTRUCTURE SHORING, OR REINSTALL AT ORIGINAL SITE.
6. INSTALL NEW FLOOR BEAMS, ROADWAY DECK, RUNNER PLANKS AND CURBS.
7. APPLY INSECTICIDE AND FIRE RETARDANT COATINGS.

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PROJECT NOTES	
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