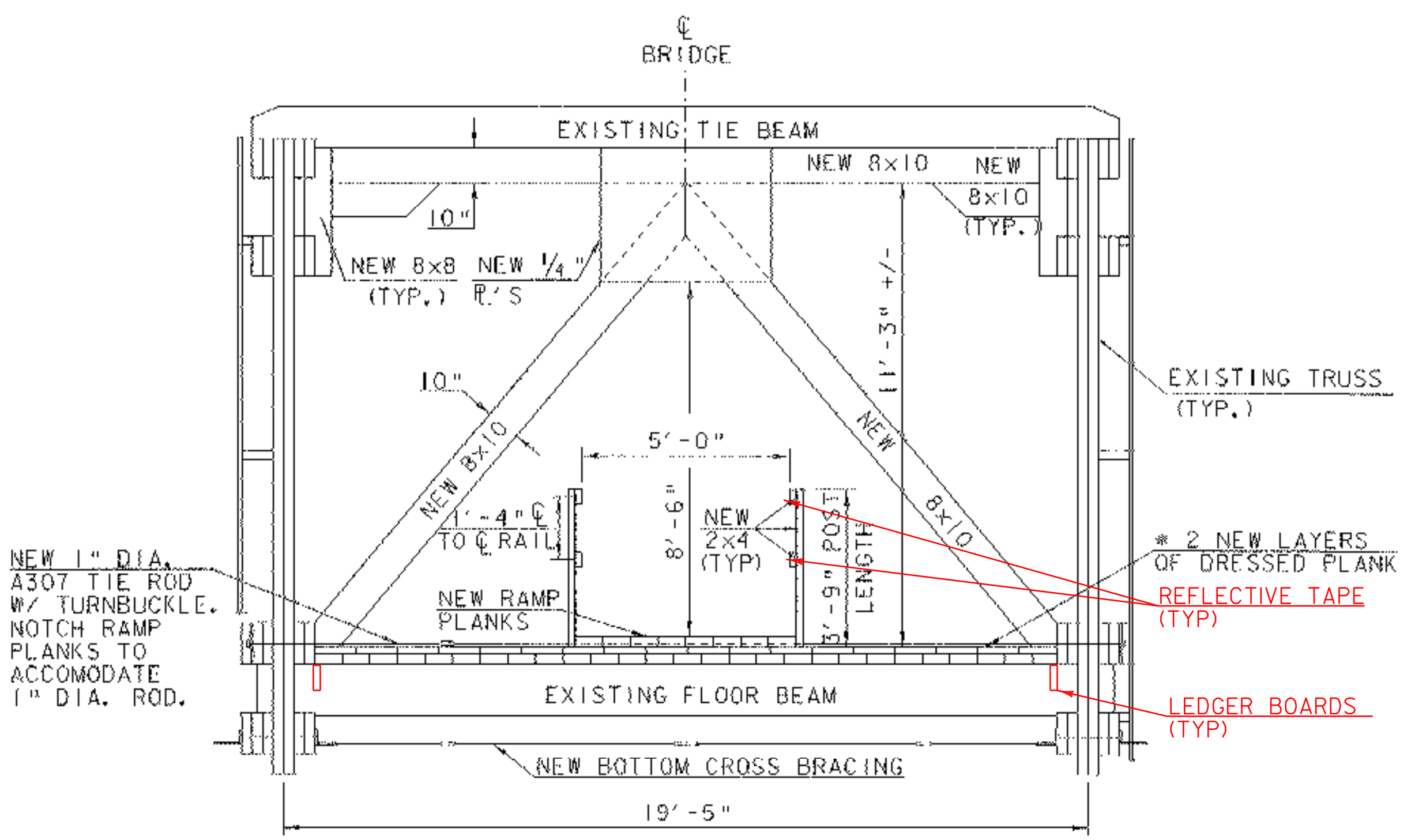


EXISTING SECTION
HAMMOND BRIDGE
SCALE: 3/8" = 1'-0"



NEW SECTION
HAMMOND BRIDGE
(NEAR PORTAL)
SCALE: 3/8" = 1'-0"

* BOTTOM LAYER 3" NOMINAL,
TOP LAYER 2" NOMINAL
DIMENSION

NOTE: K-BRACES,
RAMPS AND PEDESTRIAN
RAILS @ ENDS ONLY.
FOR LOCATION OF K-BRACES
SEE NEW TOP BRACING
ON SHEET 4 OF 5

GENERAL NOTES:

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2001, AND IT'S LATEST REVISIONS AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, SEVENTEENTH EDITION, AND IT'S LATEST REVISIONS.
2. ON-PROJECT SIGNS AND BARRICADES REQUIRED SHALL NOT BE MEASURED AND PAID FOR SEPARATELY. THESE DEVICES ARE CONSIDERED INCIDENTAL TO THE MOBILIZATION/DEMOLITION ITEM.
3. ALL CONSTRUCTION ACTIVITIES SHALL BE PERFORMED WITHIN AN ASSUMED 3 ROD ROW, 1 1/2 RODS EACH SIDE OF THE CENTERLINE OF THE BRIDGE. NO PROVISIONS HAVE BEEN MADE TO GO OUTSIDE THE EXISTING RIGHT-OF-WAY AND NO CONTRACT WORK SHALL BE PERFORMED OR PAID FOR OUTSIDE OF EXISTING 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. ALL CONSTRUCTION STAGING ACTIVITIES SHALL TAKE PLACE IN THE EXISTING PARKING AREA WEST OF THE BRIDGE AND ON EXISTING APPROACHES TO THE WEST AND EAST OF THE BRIDGE, INCLUDING THE ABANDONED TOWN ROAD.
5. IT IS ANTICIPATED THAT NO WORK WILL TAKE PLACE WITHIN THE STREAMBEDS. FOR ANY CONTRACTOR'S REQUIRED OPERATIONS IN THE STREAM, AND ERECTING STAGING, IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL PERMITS.
6. GREAT CARE SHALL BE TAKEN BY THE CONTRACTOR TO PREVENT ANY MATERIAL FROM ENTERING THE STREAMBEDS PER SECTION 105 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION. ANY MATERIAL THAT DOES ESCAPE THE CONTRACTOR'S CONTAINMENT SYSTEM WILL BE RECOVERED IMMEDIATELY.
7. IT IS NOT ANTICIPATED THAT ANY UTILITIES WILL REQUIRE ADJUSTMENT. THE CONTRACTOR IS CAUTIONED TO PROTECT THESE FACILITIES FROM DAMAGE. ALL DAMAGE TO UTILITIES AS RESULT OF THE CONTRACTOR'S OPERATIONS WILL BE REPAIRED AT NO COST TO THE STATE. SHOULD THE CONTRACTOR DESIRE UTILITY RELOCATIONS FOR ITS OWN BENEFIT, ALL COORDINATION WITH UTILITY OWNERS AND ALL COSTS WILL BE THE CONTRACTOR'S RESPONSIBILITY.
8. 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.
9. EXCEPT FOR DECK PLANKS AND BOARDING, ALL STRUCTURAL LUMBER AND TIMBER (INCLUDING RAMP PLANKS AND RAILINGS) SHALL BE FULL SAWN, ROUGH FINISH, SPRUCE/PINE/FIR, STRUCTURAL GRADE NO. 1 OR BETTER. DECK PLANKS SHALL BE THE SAME MATERIAL, EXCEPT DRESSED (S4S) LUMBER. ALL WOOD DOWELS SHALL BE WHITE OAK, NO. 1 GRADE OR BETTER.
10. ALL BOARDING REQUIRED TO PATCH THE SIDING WHICH IS REMOVED TO FACILITATE INSTALLATION OF NEW AND TEMPORARY MEMBERS SHALL BE MATERIAL APPROVED BY THE ENGINEER AND PAID FOR UNDER ITEM 522.20 STRUCTURAL LUMBER AND TIMBER-UNTREATED.
11. THE WORK PAID FOR UNDER ITEM 529.20 PARTIAL REMOVAL OF STRUCTURE SHALL INCLUDE:
 - A. REMOVAL AND DISPOSAL OF ALL BOARDING NECESSARY TO INSTALL NEW PERMANENT AND TEMPORARY MEMBERS.
 - B. REMOVAL AND DISPOSAL OF THE LONGITUDINAL BEAMS, CURBS AND 8" THICK LAMINATED DECK WITH BITUMINOUS WEARING COURSE. BITUMINOUS SURFACE MATERIAL SHALL NOT BE ALLOWED TO FALL INTO THE OTTER CREEK.
 - C. REMOVAL AND DISPOSAL OF EXISTING SNOW FENCE AT THE WEST PORTAL.
12. THE WORK PAID FOR UNDER ITEM 506.60 STRUCTURAL STEEL (MOD.) SHALL INCLUDE:
 - A. THREADED RODS (ALSO TIE RODS)
 - B. ANGLES
 - C. PLATES
 - D. TURNBUCKLES
 - E. CLEVISSES
 THE WORK PAID FOR SHALL ALSO INCLUDE ALL LABOR, MATERIALS AND INCIDENTALS REQUIRED TO PROVIDE ANCHORAGE HOLES IN THE EXISTING BRIDGE LUMBER AND TIMBER MEMBERS. SHOP PLAN SUBMITTAL WILL NOT BE REQUIRED FOR STRUCTURAL STEEL.
13. THE WORK PAID FOR UNDER ITEM 506.60 STRUCTURAL STEEL (MOD.) SHALL EXCLUDE:
 - A. HIGH STRENGTH CONNECTION BOLTS
 - B. NAILS, SPIKES, AND LAG SCREWS

14. ALL TURNBUCKLE/ROD ASSEMBLIES SHALL BE SNUG TIGHT OR TIGHTENED AS DIRECTED BY THE ENGINEER.
15. ALL STRUCTURAL SHAPES SHALL CONFORM TO ASTM A36/A36M SPECIFICATIONS. ALL STEEL SHALL BE GALVANIZED PER AASHTO M 11M/M111 OR M 232M/M232, AS APPROPRIATE.
16. ALL MATERIALS AND LABOR REQUIRED FOR THE TEMPORARY SUPPORTS AND ANCHORS SHALL BE PAID FOR UNDER ITEM 502.10 SHORING SUPERSTRUCTURE (MOD.). STEEL MATERIALS FOR TEMPORARY SUPPORTS DO NOT REQUIRE GALVANIZING. WHEN NO LONGER NEEDED, ALL TEMPORARY BRACING MATERIALS (EXCEPT ANCHORS) SHALL REMAIN THE PROPERTY OF THE CONTRACTOR AND BE REMOVED FROM THE PROJECT SITE.
17. THE CONTRACTOR SHALL BE PROHIBITED FROM MOVING ANY HEAVY (GRATER THAN ONE (HALF TON) EQUIPMENT ACROSS THE BRIDGE SUPERSTRUCTURE.
18. IN ORDER TO PROTECT THE STRUCTURE FROM WEATHERING, THE CONTRACTOR SHALL INSTALL AWNINGS OVER THE CUT OUTS IN THE SIDING WHERE THE ANGLE PLATES HAVE BEEN INSTALLED ON THE BOTTOM CORD

SUGGESTED SEQUENCE OF CONSTRUCTION:

1. INSTALL TEMPORARY END BRACES (TIE RODS) EAST, THEN WEST.
2. INSTALL 1 1/4" DIA. LONGITUDINAL THREADED RODS AND ANCHORS ALONG LOWER BOTTOM CHORDS.
3. STARTING @ THE EAST END, INCREMENTALLY REMOVE THE LONGITUDINAL BEAMS AND INSTALL NEW BOTTOM CHORD X-BRACING. EXCEPT NEAR THE ENDS OF THE BRIDGE DO NOT REMOVE MORE THAN 16' OF THE LONGITUDINAL BEAMS AT A TIME, WITHOUT INSTALLING MORE X-BRACING.
4. REMOVE THE EXISTING PLANK CURBS.
5. STARTING @ THE CENTER OF SPAN, INCREMENTALLY INSTALL THE NEW TOP X-BRACING ONE BAY AT A TIME, MOVING TOWARD THE END PORTALS.
6. STARTING @ THE WEST END, INCREMENTALLY REMOVE THE 8" THICK NAIL-LAM DECK AND INSTALL THE NEW TWO LAYERED PLANK DECK. DO NOT LEAVE MORE THAN 16' OF THE DECK OPEN AT ONE TIME.
7. INSTALL THE END K-BRACES.
8. REMOVE THE TEMPORARY END BRACES (TIE RODS).
9. INSTALL END RAMPS AND PEDESTRIAN RAILINGS.
10. THE BRIDGE IS PRESENTLY CLOSED. PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL SUBMIT A SEQUENCE OF CONSTRUCTION FOR THE ENGINEER'S APPROVAL.

QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	TOTAL
502.10	SHORING SUPERSTRUCTURE (MOD.)	LS	1
506.60	STRUCTURAL STEEL (MOD.)	LBS	9,800
522.20	STRUCTURAL LUMBER AND TIMBER-UNTREATED	MPBM	3.9
522.20	STRUCTURAL LUMBER AND TIMBER-UNTREATED (DECK-PLANKS)	MPBM	14.4
529.20	PARTIAL REMOVAL OF STRUCTURE	EACH	1
621.00	TEMPORARY TRAFFIC BARRIER (MOD.)	LF	20
630.15	FLAGGERS	HR	5
631.10	FIELD OFFICE - ENGINEERS	LS	1
631.25	FIELD OFFICE - TELEPHONE	LU	1
635.11	MOBILIZATION / DEMOBILIZATION	LS	1

PILOT HOLES IN WOOD FOR LAG SCREWS
 1/2" DIA. LAG SCREWS = 1/4" THREADED PORTION, 1/2" SHANK PORTION
 3/4" DIA. LAG SCREWS = 3/16" THREADED PORTION, 3/4" SHANK PORTION
 1" DIA. LAG SCREWS = 5/8" THREADED PORTION, 1" SHANK PORTION

PROJECT:	PITTSFORD	ST HMND (1)
DESIGN FILE NAME:		
IFARM FILE NAME:		
DESIGNED BY: J. WEAVER		PLOT DATE: 28-APR-2005
		DRAWN BY: J. WHITE
		CHECKED BY: J. WEAVER
NOTES AND QUANTITIES		SHEET: 2 OF 5