

RECOMMENDED SEQUENCE OF WORK

- RS-1. INSTALL PORTABLE CONCRETE BARRIER AT THE VT ROUTE 30 APPROACH (EAST APPROACH) AND CONSTRUCTION WARNING SIGNS AND REFLECTORIZED PLASTIC DRUMS ON THE WEST APPROACH.
- RS-2. REMOVE CHAIN LINK FENCES, EXISTING DECK, SIDING, AND TOWN LATTICE STRINGERS.
- RS-3. INSTALL TEMPORARY SHORING TOWERS TO SUPPORT THE KING POST SPANS. ONCE THE KING POST SPANS ARE SHORED, INSTALL TOWN LATTICE SHORING FROM THE WEST APPROACH. FOUR (4) WEEKS PRIOR TO COMMENCEMENT OF THE WORK THE CONTRACTOR SHALL SUBMIT PLANS AND DESIGN CALCULATIONS FOR THE PROPOSED WORK TO THE RESIDENT ENGINEER IN ACCORDANCE WITH SECTION 105.
- RS-4. PRIOR TO COMMENCEMENT OF REALIGNMENT OPERATIONS THE CONTRACTOR SHALL SUBMIT THE PROPOSED METHOD OF WORK TO THE RESIDENT ENGINEER IN ACCORDANCE WITH SECTION 105 OF STANDARD SPECIFICATIONS. (SEE ITEM 900.645, SPECIAL PROVISION (REHABILITATING COVERED BRIDGE SUPERSTRUCTURE)).
- RS-5. REPLACE AND INSTALL REMAINING NEW BRIDGE MEMBERS AS DETAILED IN CONTRACT DRAWINGS.
- RS-6. COMPLETE SUBSTRUCTURE WORK.
- RS-7. REMOVE TEMPORARY SHORING OR RE-ERECT BRIDGE.
- RS-8. COMPLETE REMAINING WORK ITEMS AS DETAILED IN THE CONTRACT DOCUMENTS.

ENVIRONMENTAL PROTECTION

- E-1. DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT OPERATIONS IN SUCH A MANNER AS TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO ANY STREAM FROM POLLUTION BY DEBRIS, SEDIMENT, OR OTHER FOREIGN MATERIAL OR FROM MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR SUCH STREAMS. THE CONTRACTOR SHALL NOT RETURN DIRECTLY TO A STREAM ANY WATER WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATIONS WHICH CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES. IF THE CONTRACTOR USES WATER FROM A STREAM, THE CONTRACTOR SHALL CONSTRUCT AN INTAKE OR TEMPORARY DAM REQUIRED TO PROTECT AND SUSTAIN AQUATIC LIFE.

SIDING

- SN-1. THE ENTIRE UPSTREAM AND DOWNSTREAM SIDING SHALL BE CAREFULLY REMOVED FROM THE BRIDGE. ALL PROTRUDING NAILS IN THE SIDING SUPPORTS SHALL BE REMOVED AFTER SIDING REMOVAL. PORTIONS OF THE EXISTING SIDING ARE TO BE SALVAGED AND REUSED ON THE PORTAL AND END RETURNS AFTER JOINT INSPECTION BY THE ENGINEER AND THE CONTRACTOR. ALL COSTS FOR SALVAGING AND REINSTALLING SIDING ON THE PORTALS WILL BE PAID UNDER ITEM 900.645, SPECIAL PROVISION (REHABILITATING COVERED BRIDGE SUPERSTRUCTURE). THE SALVAGED SIDING MUST MEET THE FOLLOWING REQUIREMENTS:
- BE FREE OF LOOSE OR MISSING KNOTS.
 - HAVE ALL NAIL HOLES PLUGGED WITH A WOOD EPOXY.
 - BE CONTINUOUS PIECES FREE OF CUP, SPLITS OR
 - STORED UNDER COVER UNTIL IT IS REINSTALLED.
- SN-2. ALL SIDING WITH THE EXCEPTION OF PORTAL SIDING SHALL BE INSTALLED WITH 2 ½" LONG (TRIM) OR 2" LONG (SIDING) STAINLESS STEEL RING SHANK NAILS. PORTAL SIDING SHALL BE INSTALLED WITH 2 ½" LONG GALVANIZED CUT NAILS.
- SN-3. THE NEW SIDING SHALL BE CONTINUOUS FULL HEIGHT PIECES.

MOBILIZATION

- MN-1. NO TEMPORARY OR PERMANENT EASEMENTS HAVE BEEN OBTAINED FOR THIS PROJECT.
- MN-2. THE CONTRACTOR SHALL BE LIMITED TO MOBILIZATION WITHIN THE RIGHT-OF-WAY. ADDITIONAL MOBILIZATION AREAS REQUIRED BY THE CONTRACTOR SHALL BE COORDINATED BY THE CONTRACTOR WITH THE AFFECTED PROPERTY OWNER AND SHALL BE AT THE CONTRACTOR'S EXPENSE.

SUBSTRUCTURE REHABILITATION

- SR-1. EXISTING CONCRETE ON PIER 1, PIER 2, PIER 3 AND ABUTMENT 2 SHALL BE INSPECTED FOR UNSOUND CONCRETE JOINTLY BY THE ENGINEER AND CONTRACTOR. ALL UNSOUND CONCRETE BEYOND WHAT IS IDENTIFIED IN THE PLANS SHALL BE REMOVED AND REPLACED IN ACCORDANCE WITH ITEM 580.14, REPAIR OF CONCRETE SUBSTRUCTURE SURFACE, CLASS II UNLESS INDICATED OTHERWISE.
- SR-2. REMOVAL OF THE DETERIORATED AND UNDERMINED CONCRETE FOOTING AT THE NORTHEAST CORNER OF PIER 2 SHALL BE PAID UNDER ITEM 529.25, REMOVAL OF CONCRETE OR MASONRY. PRIOR TO PLACING NEW CONCRETE, THE ENTIRE REPAIR AREA SHALL BE BLAST CLEANED AND SATURATED SURFACE-DRY.
- SR-3. HOLES DRILLED IN EXISTING CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF ITEM 507.16, DRILLING AND GROUTING DOWELS.

WINTER PROTECTION

- WP-1. IF A WINTER SHUTDOWN IS UTILIZED, THE FOLLOWING CONDITIONS MUST BE MET:
- THE BRIDGE SHALL HAVE AN EQUIVALENT WATER TIGHTNESS DURING THE SHUTDOWN TO WHAT IT CURRENTLY HAS.
 - SUFFICIENT SHORING SHALL REMAIN IN PLACE TO SUPPORT ALL BRIDGE DEAD, WIND AND SNOW LOADS.
 - ACCESS TO THE BRIDGE SHALL BE RESTRICTED WITH CHAIN LINK FENCE OR EQUIVALENT MEASURES APPROVED BY THE ENGINEER. COST FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 502.10, SHORING SUPERSTRUCTURE.

TIMBER RAIL

- TR-1. ITEM 900.640 SPECIAL PROVISION (TIMBER GUARD RAIL) (WOOD POSTS) SHALL INCLUDE RAILS, POSTS, SPACER PLATES, SPLICE PLATES, RAIL ASSEMBLY BOLTS, NUTS AND WASHERS AS APPROPRIATE. STEEL COMPONENTS SHALL MEET THE FOLLOWING REQUIREMENTS:
- ASTM A36: SPACER PLATES AND SPLICE PLATES.
 - ASTM A307 GRADE A: RAIL BOLTS.
 - ASTM F844: WASHERS.
 - AASHTO M291: NUTS.
- TR-2. ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION IN CONFORMANCE WITH AASHTO M 111M/M 111 AND AASHTO M232M/M 232. GALVANIZED SURFACES SHALL HAVE A UNIFORM APPEARANCE AND GALVANIZED MATERIAL SHALL BE PROPERLY STORED.
- TR-3. STRUCTURAL TIMBER POSTS SHALL BE 6" X 8" (DRESSED) SOUTHERN PINE NO. 1 OR BETTER HAVING A MINIMUM ALLOWABLE BENDING STRESS OF 1350 PSI.
- TR-4. STRUCTURAL TIMBER RAILS SHALL BE 4" X 6" (DRESSED) SOUTHERN PINE NO. 1 OR BETTER HAVING A MINIMUM ALLOWABLE BENDING STRESS OF 1650 PSI.
- TR-5. ALL TIMBER RAILS AND POSTS SHALL BE TREATED IN ACCORDANCE WITH SUBSECTION 726.01 AND 726.04 USING A COPPER NAPHTHENATE SOLUTION. EXCESSIVE RESIDUAL PRESERVATIVE MATERIAL WILL BE REJECTED.
- TR-6. EACH PIECE OF WOOD OR TIMBER SHALL BE GRADED, BY A RECOGNIZED LUMBER GRADING AGENCY. INDIVIDUAL PIECES SHOULD NOT BE STAMPED WITH A GRADE STAMP. A CERTIFICATE OF COMPLIANCE SHALL BE SUBMITTED FOR ALL WOOD.

CONCRETE AND REINFORCING STEEL

- C-1. REINFORCING STEEL SHALL BE LEVEL I EPOXY COATED AND CONFORM TO SECTION 507 AND DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE" (CRSI).
- C-2. WHEN EPOXY COATED REINFORCING IS CUT, THE UNCOATED ENDS SHALL BE REPAIRED WITH MATERIALS AND PROCEDURES APPROVED BY THE COATING MANUFACTURER. FLAME CUTTING OF EPOXY COATED REINFORCING STEEL IS NOT PERMITTED.
- C-3. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT; ANY DOWNWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE ABOVE THE JOINT.
- C-4. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING +/- 1"
CLEARANCE +/- 1/4"
- C-5. MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE 2 ½" UNLESS NOTED OTHERWISE.
- C-6. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" X 1" UNLESS NOTED OTHERWISE.
- C-7. THE PROPOSED CONCRETE FOR THE ABUTMENT A BACKWALL AND CAP, PIER 2, AND ABUTMENT B SHALL BE HIGH PERFORMANCE CONCRETE CLASS B AND PAID UNDER ITEM 501.34, CONCRETE, HIGH PERFORMANCE CLASS B.
- C-8. ALL NEW AND EXISTING EXPOSED CONCRETE SURFACES SHALL BE SEALED AND STAINED. PAYMENT WILL BE MADE UNDER ITEM 900.625, SPECIAL PROVISION (CONCRETE STAINING AND SEALING).

TOWNSHEND DAM COORDINATION

- D-1. TOWNSHEND DAM (NATION ID # VT00004) IS LOCATED APPROXIMATELY 0.4 MILES UPSTREAM FROM THE PROJECT LOCATION.

UTILITY OWNER INFORMATION
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- D-2. ALL INSTREAM WORK SHALL BE COORDINATED WITH THE DAM OPERATOR 24 HOURS IN ADVANCE.

**Hoyle, Tanner
& Associates, Inc.**

HTA PROJECT	MODEL
904225	904225Notes2

PROJECT NAME: TOWNSHEND
PROJECT NUMBER: STP SCTT(I)

FILE NAME: 904225Notes.dgn
PROJECT LEADER: M.D.SARGENT
DESIGNED BY: J.C.RIPLEY
PROJECT NOTES (2 OF 2)

PLOT DATE: 8/13/2015
DRAWN BY: T.A.GELINAS
CHECKED BY: S.T.JAMES
SHEET 8 OF 60