

GENERAL NOTES

GENERAL

- 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, 16TH EDITION DATED 1996, AND ITS LATEST REVISIONS.
- 2) DESIGN OF THE REHABILITATED STRUCTURE IS FOR H20-44 LIVE LOADING. SEE SHEET 2 FOR MORE INFORMATION.
- 3) BRIDGE 4 WILL BE CLOSED TO ALL PEDESTRIAN AND VEHICULAR TRAFFIC DURING CONSTRUCTION. TRAFFIC SHALL BE MAINTAINED ON THE EXISTING TEMPORARY BRIDGE.
- 4) ALTHOUGH THIS PROJECT INVOLVES MAJOR REHABILITATION OF THE EXISTING COVERED BRIDGE, INCLUDING REPLACEMENT OF MANY MEMBERS, THE INTENT OF THE PROJECT IS TO MAINTAIN THE DIMENSIONAL GEOMETRY OF THE BRIDGE ALONG WITH MOST OF THE CONNECTION TYPES AND DETAILS. ALL EXISTING DIMENSIONS, SHOWN ON THE PLANS SHALL BE CHECKED IN THE FIELD PRIOR TO COMMENCING THE WORK. ACTUAL WORK WILL MATCH FIELD CONDITIONS. SIDING AND ROOF PITCH SHALL MATCH EXISTING 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 527.10 "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS". ALL OFF-PROJECT SIGNING SHALL BE THE RESPONSIBILITY OF THE TOWN.
- 6) ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F OR AS NOTED OTHERWISE.
- 7) THIS DESIGN HAS BEEN PREPARED ASSUMING THAT THE BRIDGE WILL BE DISASSEMBLED INTO MAJOR COMPONENTS AND MOVED TO A STAGING AREA AND THEN THE REHABILITATED BRIDGE MOVED BACK ONTO NEW ABUTMENTS. ALL COSTS ASSOCIATED WITH MOVING THE BRIDGE AND OR COMPONENTS OF THE BRIDGE TO AND FROM THE STAGING AREA AND SETTING THE REASSEMBLED BRIDGE ONTO THE NEW ABUTMENTS SHALL BE PAID UNDER THE ITEM 502.10 "SHORING SUPERSTRUCTURE (MOD)". THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE STAGING AREA INCLUDING ALL NECESSARY PERMITS AND CLEARANCES. THE WEST APPROACH AREA INSIDE OF THE ROW LIMITS MAY BE USED AS A STAGING AREA WITHOUT ADDITIONAL PERMITS OR CLEARANCES.
- 8) THE CONTRACTOR MAY PROPOSE TO THE PROJECT MANAGER, A METHOD OF SUPPORTING THE BRIDGE IN THE CURRENT LOCATION THAT WILL ALLOW ALL NECESSARY SUPERSTRUCTURE AND SUBSTRUCTURE WORK TO BE COMPLETED AS REQUIRED IN THE CONTRACT OR ORDERED BY THE RESIDENT ENGINEER. REGARDLESS OF WHETHER THE BRIDGE IS SUPPORTED IN PLACE OR MOVED TO A STAGING AREA, ALL COSTS ASSOCIATED WITH MOVING AND OR SUPPORTING THE STRUCTURE WHILE IT IS REHABILITATED WILL BE PAID AT THE LUMP SUM BID PRICE FOR THE ITEM 502.10 "SHORING SUPERSTRUCTURE (MOD)".
- 9) THE CONTRACTOR SHALL SUBMIT TO THE PROJECT MANAGER FOR APPROVAL CONSTRUCTION DRAWINGS PER SECTION 105.03 OF THE VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION FOR ALL NECESSARY MOVING, JACKING, LIFTING AND SHORING OF THE BRIDGE BEFORE AND AFTER REHABILITATION. THE CONSTRUCTION DRAWINGS SHALL COVER ALL PHASES OF THE PROJECT. THE CONSTRUCTION DRAWINGS SHALL BE STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF VERMONT AND NO WORK SHALL COMMENCE UNTIL THE DRAWINGS HAVE BEEN APPROVED.

TEMPORARY BRIDGE

- 10) THE TEMPORARY BRIDGE AND APPROACH FILLS SHALL BE REMOVED UNDER THE ITEMS 529.15 "REMOVAL OF STRUCTURE (MOD 1)" AND 529.15 "REMOVAL OF STRUCTURE (MOD 2)". SEE THE SPECIAL PROVISIONS FOR THE MODIFICATION INFORMATION FOR THE ITEMS 529.15 "REMOVAL OF STRUCTURE (MOD 1)" AND 529.15 "REMOVAL OF STRUCTURE (MOD 2)".
- 11) THE ENTIRE AREA UNDER THE EXISTING TEMPORARY BRIDGE APPROACH FILLS SHALL BE REGRADED WITH 6" OF WEED FREE, SCREENED TOPSOIL AFTER THE FILL HAS BEEN REMOVED. THE TOPSOIL WILL BE PAID UNDER THE ITEM 651.35 "TOPSOIL".

SUPERSTRUCTURE

- 12) ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE" SHALL INCLUDE BUT NOT BE LIMITED TO:
 - REMOVAL OF PORTIONS OF THE EXISTING SUBSTRUCTURE NOT REMOVED UNDER ITEMS 208.30 "COFFERDAM EXCAVATION, EARTH", 208.35 "COFFERDAM EXCAVATION, ROCK", OR ITEM 203.27, "UNCLASSIFIED CHANNEL EXCAVATION".
 - DISMANTLING OF EXISTING SUPERSTRUCTURE AS NECESSARY TO EFFECT REPAIRS AND DISPOSAL OF ALL MATERIAL NOT REUSED OR RETAINED BY THE TOWNS OR STATE OF VERMONT.
 - SALVAGE AND REUSE OF ALL BRIDGE COMPONENTS THAT WILL BE REINSTALLED.
 - REMOVAL AND DISPOSAL OF THE EXISTING ROOFING
 - STOCKPILING ON THE PROJECT ANY MATERIAL RETAINED BY THE TOWNS OR THE STATE OF VERMONT
- 13) THE CONTRACTOR SHALL AVOID UNNECESSARY DISASSEMBLY OF THE TOWN LATTICE TRUSSES. ONLY THE JOINTS THAT MUST BE DISASSEMBLED TO EFFECT REPAIRS TO THE TRUSSES SHALL BE DISASSEMBLED. AT NO POINT IN THE CONSTRUCTION SEQUENCE SHALL THE TRUSSES BE DISASSEMBLED TO THE EXTENT THAT THE EXISTING GEOMETRY AND MEMBER LOCATION IS LOST.
- 14) THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS GIVEN IN THESE PLANS WITH ACTUAL FIELD CONDITIONS. ACTUAL FIELD CONDITIONS WILL GOVERN WITH THE EXCEPTION THAT THE NEW BOTTOM CHORDS SHALL BE THE LENGTH GIVEN IN THE PLANS. ANY TIMBER LENGTHS FOR NEW MEMBERS OR REPAIRS NOT DETAILED IN THE PLANS SHALL BE DETERMINED BY THE CONTRACTOR.
- 15) EXTREME CARE SHALL BE TAKEN TO ENSURE THAT ANY EXISTING HOLES IN MEMBERS TO BE RETAINED SHALL NOT BE ENLARGED OR ENLARGED. THIS INCLUDES BUT IS NOT LIMITED TO BOLT HOLES, TRUNNEL HOLES, AND SPLIT RING GROOVES. THE CONTRACTOR SHALL DEMONSTRATE HIS/HER METHOD OF INSTALLING THE NEW MEMBERS WHILE MAINTAINING THE EXISTING HOLE PATTERN IN ADJACENT RETAINED MEMBERS TO THE RESIDENT ENGINEER FOR APPROVAL.
- 16) ALL EXISTING WOOD TRUNNELS THAT ARE REMOVED IN THE REHABILITATION PROCESS, ARE TO BE REPLACED WITH NEW WOOD TRUNNELS. EXISTING TRUNNELS THAT ARE NOT REMOVED BUT HAVE DAMAGE OR DECAY WILL ALSO BE REPLACED WITH NEW WOOD TRUNNELS AS DEEMED NECESSARY BY THE RESIDENT ENGINEER. ANY TRUNNELS MISSING IN EXISTING JOINTS SHALL BE REPLACED WITH NEW TRUNNELS.

- 17) ALL NEW WOOD TRUNNELS SHALL BE UNTREATED, DRIED (MAXIMUM MOISTURE CONTENT OF 16%), WHITE OAK, AND SHALL BE DRIVEN IN A MANNER WHICH AVOIDS SPLITTING OF THE TRUNNELS OR THE PIECES CONNECTED BY THEM. TRUNNELS MAY BE DIPPED IN BOILED LINSSEED OIL PRIOR TO DRIVING.
- 18) AS DEEMED NECESSARY, TRUNNEL HOLES IN EXISTING MEMBERS THAT ARE TO BE RETAINED WHICH ARE OVERSIZED DUE TO WEAR OR WHICH WILL NOT ACHIEVE SATISFACTORY ALIGNMENT SHALL BE PLUGGED WITH A COMPATIBLE WOODEN FILLER AS DEEMED NECESSARY BY THE RESIDENT ENGINEER, AND RE DRILLED PER PROCEDURES AND MATERIALS APPROVED BY THE RESIDENT ENGINEER.
- 19) MATERIAL AND INSTALLATION COSTS OF ALL TRUNNELS AND WOODEN FILLER PLUGS SHALL BE SUBSIDIARY TO THE ITEMS 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED", 522.25 "STRUCTURAL LUMBER AND TIMBER - TREATED", 522.40 "STRUCTURAL GLUED LAMINATED TIMBER" AND 522.30 "NON-STRUCTURAL LUMBER - UNTREATED"
- 20) ALL HOLES THAT ARE DRILLED IN STRUCTURAL LUMBER OR TIMBER AND GLUED LAMINATED TIMBER SHALL BE TREATED WITH A COPPER NAPHTHINATE SOLUTION PER SECTION 726.04 OF THE SPECIAL PROVISIONS.
- 21) THE GLUED LAMINATED TIMBER SHALL BE FURNISHED IN AN ARCHITECTURAL APPEARANCE GRADE AS DEFINED BY AITC 110.84. PRIOR TO FABRICATION OF THE GLUED LAMINATED MEMBERS, THE FABRICATOR SHALL SUBMIT FABRICATION DRAWINGS PER SECTION 105.03 OF THE VAOT STANDARD SPECIFICATIONS FOR HIGHWAY PROJECTS TO THE PROJECT MANAGER FOR APPROVAL.
- 22) THE CAMBER OF THE TRUSSES BEFORE THE APPLICATION OF ANY DEAD LOAD SHALL BE 10 INCHES AT MIDSPAN. THE CAMBER SHALL BE MEASURED FROM ONE END OF THE BRIDGE TO THE OTHER AND SHALL BE A CONTINUOUS SMOOTH CURVE. THE BRIDGE SHALL BE STRAIGHT ALONG A HORIZONTAL LINE BETWEEN THE ABUTMENTS AND NOT BE RACKED WHEN COMPLETED.
- 23) ALL SIDING AND NAILERS SHALL BE FASTENED WITH NO.8 GALVANIZED SCREWS, COST INCIDENTAL TO SIDING.
- 24) THE EXISTING FLOOR BEAMS AND THE LONGITUDINAL DISTRIBUTION STRINGERS SHALL REMAIN THE PROPERTY OF THE TOWNS OF PROCTOR AND PITTSFORD. THEY SHALL BE CAREFULLY REMOVED AND STOCKPILED ON THE PROJECT FOR REMOVAL BY THE TOWNS.
- 25) SIX OF THE EXISTING LATTICE MEMBERS THAT ARE TO BE REPLACED AS DETAILED IN THE CONTRACT SHALL BECOME THE PROPERTY OF THE STATE OF VERMONT. THESE SHALL BE CHOSEN BY THE PROJECT MANAGER PRIOR TO THE REMOVAL OF ANY LATTICE MEMBERS. THEY SHALL BE STOCKPILED ON THE PROJECT FOR REMOVAL BY THE STATE OF VERMONT.
- 26) ALL OTHER MATERIAL NOT REUSED SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THIS MATERIAL SHALL BE DISPOSED OF PROPERLY OR RETAINED FOR FUTURE USE.
- 27) PAYMENT FOR THE TIE RODS BETWEEN TRUSSES AND CORRESPONDING, TURNBUCKLES, NUTS AND OGEE WASHERS SHALL BE MADE UNDER THE ITEM 506.60 "STRUCTURAL STEEL". TIE RODS SHALL MEET ASTM A 307 AND BE GALVANIZED IN ACCORDANCE WITH AASHTO M 232M/M 232.
- 28) ALL NEW BOLTS, LAG SCREWS, SPLIT RING CONNECTORS, NUTS AND WASHERS SHALL BE ASTM A 307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO SPECIFICATION M 232. MATERIAL AND INSTALLATION COSTS OF BOLTS, LAG SCREWS, AND SPLIT RING CONNECTORS SHALL BE SUBSIDIARY TO THE ITEMS 522.20 "STRUCTURAL LUMBER AND TIMBER - UNTREATED", 522.25 "STRUCTURAL LUMBER AND TIMBER - TREATED" AND 522.40 "STRUCTURAL GLUED LAMINATED TIMBER".
- 29) AFTER THE BRIDGE IS COMPLETE AND ALL TIMBER HAS BEEN INSTALLED THE BRIDGE SHALL BE COATED WITH A FIRE RETARDANT SPRAY. THE FIRE RETARDANT SPRAY WILL BE PAID UNDER THE ITEM 513.30. SEE SPECIAL PROVISIONS FOR MORE DETAIL.

SUBSTRUCTURE

- 30) THE HP 14X73 PILES SHALL BE DRIVEN TO LEDGE AND SHALL ATTAIN AN ULTIMATE BEARING CAPACITY OF 529 KIPS.
- 31) THE PILES WILL REQUIRE PILE SHOES. THE PILE SHOES SHALL BE CAST STEEL AND SHALL CONFORM TO VAOT STANDARD SPECIFICATIONS FOR CONSTRUCTION SECTION 505.04(E).

CONCRETE AND REINFORCING STEEL

- 32) 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.
- 33) JOINTS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 34) ALL EXPOSED EDGES OF PLAIN CONCRETE SHALL BE CHAMFERED 1" X 1". EXPOSED EDGES OF CONCRETE IN AREAS THAT ARE TO RECEIVE THE FORM LINER FINISH SHALL BE PER APPROVED WORKING DRAWINGS.
- 35) 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.
- 36) REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:

SPACING +/- 1"
CLEARANCE +/- 1/4"

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GENERAL NOTE SHEET	