

PROJECT NOTES

GENERAL NOTES

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT AGENCY OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2011, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002, AND ITS LATEST REVISIONS.
- DESIGN OF THE REHABILITATED STRUCTURE IS FOR AN AASHTO H10 LIVE LOAD. SEE SHEET 2 FOR MORE INFORMATION.
- ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS NOTED OTHERWISE.
- THE CONTRACTOR SHALL REVIEW AND UNDERSTAND ALL APPLICABLE ENVIRONMENTAL PERMITS AND ENSURE THAT ALL CONSTRUCTION CONDITIONS ARE MET.
- THE CONTRACTOR SHALL TAKE SPECIAL CARE AND PRECAUTION TO ENSURE THAT NO DEBRIS FALLS INTO THE OTTAUQUECHEE RIVER DURING CONSTRUCTION. ALL MATERIAL FALLING INTO THE AREA BELOW AND ADJACENT TO THE BRIDGE SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AT NO COST TO THE STATE.
- ALL WORK SHALL BE COMPLETED WITHIN THE EXISTING 3-ROD R.O.W. SHOWN IN THESE PLANS. THE RIGHT-OF-WAY SHOWN IS ASSUMED TO BE APPROXIMATELY CENTERED ABOUT THE EXISTING CENTER LINE OF THE BRIDGE AND ROADWAY. NO PROVISIONS HAVE BEEN MADE FOR WORK OR ACTIVITIES OUTSIDE THE EXISTING RIGHT-OF-WAY LIMITS. SHOULD THE CONTRACTOR REQUIRE ANY ADDITIONAL RIGHT-OF-WAY IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL EASEMENTS, AND BEAR THE COSTS OF SUCH EASEMENTS WITHOUT FURTHER COMPENSATION.
- THE LOCATION OF ANY UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE AND NO CLAIMS ARE MADE AS TO THE ACCURACY OR COMPLETENESS OF THE UTILITIES SHOWN. THE OVERHEAD UTILITIES DEPICTED ON SHEET 8 INCLUDE LINES DESIGNATED WITH AN "N" (NEW) AND "REM (B.O.)" (REMOVE BY OTHERS). ALL OF THE OVERHEAD UTILITY RELOCATION WORK WILL BE COMPLETED BY THE UTILITY COMPANIES PRIOR TO THE PROJECT START DATE. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR LOCATING AND PROTECTING FROM DAMAGE ALL UTILITIES ON SITE DURING ALL STAGES OF CONSTRUCTION. THE CONTRACTOR SHALL USE CAUTION WHEN WORKING AROUND OVERHEAD UTILITIES, AND COORDINATE ALL WORK WITH THE UTILITY COMPANIES. SEE THE UTILITY SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
- THESE CONTRACT DOCUMENTS HAVE BEEN PREPARED BASED ON LIMITED FIELD INSPECTIONS AND OTHER INFORMATION AVAILABLE AT THE TIME OF BIDDING. ALL DIMENSIONS SHOWN ON THE PLANS SHALL BE CHECKED BY THE CONTRACTOR IN THE FIELD PRIOR TO COMMENCING THE WORK. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE DIMENSIONS AND DETAILS OF EXISTING BRIDGE FEATURES AND COMPONENTS PRIOR TO FABRICATION OF NEW BRIDGE COMPONENTS. ACTUAL WORK SHALL MATCH FIELD CONDITIONS UNLESS NOTED OTHERWISE. ANY DISCREPANCIES IN DIMENSIONS, CHARACTER OR EXTENT OF THE EXISTING FEATURES SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER BEFORE PROCEEDING WITH THE WORK.
- EXCEPT AS NOTED OTHERWISE, ITEM 529.20, PARTIAL REMOVAL OF STRUCTURE, SHALL INCLUDE ANY WORK NECESSARY TO FACILITATE AND ACCOMPLISH THE SCOPE OF THE PROJECT WORK AS INDICATED BY THE CONTRACT DOCUMENTS AND DIRECTED BY THE RESIDENT ENGINEER: REMOVING AND DISPOSING OF BRIDGE 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. THE EXISTING COVERED BRIDGE TIMBERS AND LUMBER 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, OR DISPOSAL OF THESE MATERIALS.
- SPECIAL CARE SHALL BE TAKEN TO AVOID DAMAGE TO MEMBERS THAT ARE TO REMAIN AND TO AVOID MOVEMENT OF THE TRUSSES AND ARCHES THAT COULD RESULT IN DISTORTION OR MISALIGNMENT OF THE TRUSS AND ITS JOINTS. MEMBERS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AS DIRECTED BY THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.
- IF THE CONTRACTOR CHOOSES TO WORK THROUGH THE WINTER, THE CONTRACTOR SHALL PREPARE AND SUBMIT A WINTER STABILIZATION/PROTECTION PLAN TO THE RESIDENT ENGINEER FOR APPROVAL PRIOR TO OCTOBER 15. COSTS WILL BE INCLUDED UNDER CONTRACT ITEM 635.11.
- THE MAJORITY OF THE SPAN 1 (WESTERN) TIMBER SUPERSTRUCTURE HAS BEEN REMOVED AND STOCKPILED IN THE TOWN OF WOODSTOCK, AND THE EXISTING ARCHES HAVE BEEN RETAINED. THE CONTRACTOR SHALL RETAIN THESE MEMBERS AND INCORPORATE THESE INTO THE PROJECT. COST SHALL BE INCLUDED TO ITEM 900.645, SPECIAL PROVISION (INCORPORATING SALVAGED BRIDGE COMPONENTS).
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A SUITABLE STAGING AREA, INCLUDING OBTAINING NECESSARY PERMITS AND CLEARANCES.
- THE CONTRACTOR'S BRIDGE SHORING SYSTEM SHALL NOT SIGNIFICANTLY RESTRICT THE EXISTING WATERWAY AND SHALL INCORPORATE A SEQUENCE WHERE SHORING IN THE CHANNEL IMPACTS ONE SPAN AT A TIME.

TRAFFIC CONTROL NOTES

- BRIDGE NO. CB45 HAS BEEN CLOSED TO ALL PEDESTRIAN AND VEHICULAR TRAFFIC. THE CONTRACTOR SHALL NOTIFY THE TOWNS OF WOODSTOCK, HARTFORD AND POMFRET AT LEAST TWO (2) WEEKS PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES.
- TRAFFIC HAS BEEN AND SHALL BE TEMPORARILY REROUTED AROUND THE PROJECT SITE DURING CONSTRUCTION. THE TOWN OF WOODSTOCK WILL PROVIDE AND MAINTAIN THE NECESSARY OFF-PROJECT TRAFFIC CONTROL DEVICES, INCLUDING TEMPORARY DETOUR SIGNS AS CONCEPTUALLY DEPICTED ON SHEETS 17 AND 18.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGNING, ERECTING AND MAINTAINING (AS WELL AS REMOVING AND RESETTING) ALL ON-PROJECT TEMPORARY TRAFFIC CONTROL DEVICES, INCLUDING BUT NOT LIMITED TO CONSTRUCTION SIGNS, BARRICADES, CONCRETE TRAFFIC BARRIERS AND OTHER REQUIRED DEVICES USED TO REGULATE, WARN AND GUIDE TRAFFIC DURING CONSTRUCTION. TRAFFIC CONTROL DEVICES SHALL MEET THE REQUIREMENTS OF LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND PERTINENT E-SERIES STANDARDS, AND SHALL BE SUBMITTED TO THE RESIDENT ENGINEER, WHO WILL FORWARD THE PLAN FOR REVIEW AND APPROVAL BY THE TRAFFIC AND SAFETY ENGINEER. THE COST OF ALL ON-PROJECT TEMPORARY TRAFFIC CONTROL ZONE DEVICES (EXCEPT PRECAST CONCRETE BARRIERS) SHALL BE PAID FOR UNDER ITEM 641.10, TRAFFIC CONTROL.
- ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AT ALL TIMES AND SHALL BE REPAIRED, REPLACED OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.
- ALL SIGNS SHALL BE PLACED WITHIN EXISTING STATE OR TOWN RIGHTS-OF-WAY.
- PRECAST CONCRETE BARRIERS SHALL BE PLACED ON THE TAFTSVILLE COVERED BRIDGE ROAD, TOWN HIGHWAY 89 AND QUECHEE MAIN STREET APPROACHES TO LIMITS APPROVED BY THE RESIDENT ENGINEER TO PREVENT TRAFFIC FROM ENTERING THE BRIDGE WORK AREA. COST TO INCORPORATE THESE DURING NON-WORKING HOURS, AS WELL AS RELOCATING THESE DURING WORKING HOURS, SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 621.90, TEMPORARY TRAFFIC BARRIER.
- NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF THE EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.

STRUCTURAL STEEL NOTES

- EXCEPT AS NOTED OTHERWISE IN THE CONTRACT PLANS, ITEM 506.75, STRUCTURAL STEEL, SHALL INCLUDE THE FOLLOWING:
 - LOWER LATERAL BRACING TIE RODS
 - UPPER LATERAL BRACING TIE RODS
 - ARCH TIE RODS
 - TRUSS DOUBLE TENSION RODS
 - KNEE BRACE TIE RODS
 - BOLSTER BEAM U-BOLT ASSEMBLIES WITH TIE RODS
 - LOWER CHORD STRAPS
 - ARCH STRAPS
 - LOWER CHORD SPLICE U-BOLTS, RODS, BEARING PLATES, AND SPACER WASHERS
 - ASSOCIATED NUTS, PLATES, WASHERS, TURNBUCKLES, AND OTHER APPURTENANCES
- FABRICATION DRAWINGS AND ERECTION PLAN SUBMITTALS ARE NOT REQUIRED FOR ITEM 506.75, STRUCTURAL STEEL.
- ALL NEW STRUCTURAL STEEL SHOWN IN THE PLANS INCLUDING PLATES, BOLTS, LAG BOLTS, TURNBUCKLES, NUTS, WASHERS, RODS, ANGLES AND MISCELLANEOUS STEEL, SHALL BE HOT DIP GALVANIZED IN ACCORDANCE WITH AASHTO M 232M/M 232 EXCEPT FOR PLATES WHICH SHALL BE GALVANIZED PER AASHTO M 111M/M 111. ALL STEEL PLATES AND RODS SHALL BE ASTM A36, UNLESS NOTED OTHERWISE.

REINFORCED CONCRETE NOTES

- REINFORCING STEEL SHALL CONFORM TO SECTION 507 OF THE STANDARD SPECIFICATIONS AND BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE "CONCRETE REINFORCING STEEL INSTITUTE" (CRSI).
- REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE:

SPACING:	+/- ONE INCH
CLEARANCE:	+/- ONE-QUARTER INCH
- THE MINIMUM CLEAR COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE TWO (2) INCHES ALONG WALL FACES AGAINST EARTH, AND THREE (3) INCHES ELSEWHERE, UNLESS NOTED OTHERWISE.
- REINFORCING STEEL SHALL BE LEVEL I (LIMITED CORROSION RESISTANCE) AND INCLUDE CARBON STEEL REINFORCING STEEL AND EPOXY COATED REINFORCING STEEL. ALL REINFORCING STEEL BARS WITH A MARK CONTAINING AN "E" ON THE REINFORCING STEEL SUMMARY SHALL BE EPOXY COATED. ALL OTHER REINFORCING STEEL BARS SHALL BE PLAIN REINFORCING.

- ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" X 1" UNLESS NOTED OTHERWISE.
- THE FOLLOWING CONCRETE SHALL BE INCORPORATED:

CONCRETE, HIGH PERFORMANCE CLASS B:	ABUTMENT NO. 1 STEM, BACKWALL & WINGWALLS
	PIER CAP
CONCRETE, CLASS C:	ABUTMENT NO. 1 SUB-FOOTING
CONCRETE, CLASS AA:	ABUTMENT NO.2 PEDESTALS & PIER PEDESTALS
- WATER REPELLENT, SILANE, SHALL BE APPLIED TO ALL EXPOSED NEW CONCRETE SURFACES AND PAID UNDER ITEM 514.10, WATER REPELLENT, SILANE.

SUPERSTRUCTURE NOTES

- ALL TIMBER CONSTRUCTION SHALL COMPLY WITH THE LATEST AASHTO SPECIFICATIONS, THE NATIONAL DESIGN SPECIFICATION (NDS) AND SUPPLEMENT FOR WOOD CONSTRUCTION, AND THE AMERICAN INSTITUTE OF TIMBER CONSTRUCTION (AITC) SPECIFICATION.
- THE CONTRACTOR SHALL AVOID UNNECESSARY DISASSEMBLY OF THE TRUSSES. ONLY THE JOINTS THAT MUST BE DISASSEMBLED TO EFFECT REPAIRS TO THE TRUSSES SHALL BE DISASSEMBLED.
- THE MAXIMUM IN PLACE MOISTURE CONTENT OF THE TIMBER USED SHALL BE AS FOLLOWS:

MEMBERS LESS THAN 5" THICK:	16%
MEMBERS GREATER THAN 5" THICK:	19%
TRUNNELS:	10%
- NEW SIDING SHALL BE INSTALLED TO LIMITS DETAILED ON SHEET 32. ALL SIDING SHALL BE PAINTED RED MEETING REQUIREMENTS OF ANDEK "RED PEPPER".
- FOR INVENTORY OF ESTIMATED TIMBER QUANTITIES, SEE TIMBER TABLE ON SHEET 56.
- ALL EXISTING MEMBERS SHOWN TO BE REPLACED ARE TO BE REPLACED "IN-KIND" WITH NEW MEMBERS IDENTICAL IN DIMENSIONS AND CONFIGURATIONS AS THE MEMBERS ORIGINALLY USED IN THE COVERED BRIDGE (INCLUDING MORTISES, TENONS, NOTCHES, HOLES, ETC.) UNLESS NOTED OTHERWISE IN THESE PLANS.
- EXTREME CARE SHALL BE TAKEN TO ENSURE THAT ANY EXISTING HOLES IN MEMBERS SHALL NOT BE ELONGATED OR ENLARGED. THIS INCLUDES, BUT IS NOT LIMITED TO, BOLT HOLES AND TRUNNEL HOLES. THE CONTRACTOR SHALL DEMONSTRATE THEIR METHOD OF INSTALLING NEW MEMBERS WHILE MAINTAINING THE EXISTING HOLE PATTERN IN ADJACENT RETAINED MEMBERS TO THE RESIDENT ENGINEER FOR APPROVAL.
- ALL JOINTS IN REPLACED MEMBERS SHALL MATCH THE EXISTING JOINTS, INCLUDING ALL NAILS, BOLTS OR SCREWS REQUIRED UNLESS NOTED OTHERWISE.
- ALL NEW WOOD TRUNNELS SHALL BE MADE OF WHITE OAK. NEW HOLES FOR TRUNNELS SHALL BE BORED WITH A BIT THE SAME DIAMETER AS THE TRUNNEL TO PROVIDE A FRICTION FIT. TRUNNELS SHALL BE DRIVEN IN A MANNER WHICH AVOIDS SPLITTING THE TRUNNELS OR THE CONNECTED MEMBERS. TRUNNELS SHALL BE DIPPED IN BOILED LINSEED OIL, MINERAL OIL OR AN APPROVED WAX PRIOR TO DRIVING.
- THE CONTRACTOR SHALL REPAIR LOWER ENDS OF SPLIT TRUSS POSTS AND OTHER TRUSS MEMBERS VIA APPROVED EPOXY. THE CONTRACTOR SHALL SUBMIT A MATERIAL SPECIFICATION AND PROCEDURE TO THE RESIDENT ENGINEER PRIOR TO COMMENCING THE WORK. FOR ESTIMATING PURPOSES, TWENTY (20) MEMBERS HAVE BEEN ASSUMED TO NEED REPAIR, WITH THE DECISION ON WHICH MEMBERS TO BE REPAIRED TO BE IDENTIFIED BY THE RESIDENT ENGINEER. PAYMENT SHALL BE MADE UNDER ITEM 900.620, SPECIAL PROVISION (WOOD EPOXY REPAIRS).
- THE CONTRACTOR SHALL PROVIDE SURVEY ELEVATIONS ALONG THE TOP OF THE LOWER CHORDS AT EACH POST TO THE VTRANS PROJECT MANAGER FOR THE PURPOSES OF ESTIMATING THE EXISTING BRIDGE CAMBER. THIS INFORMATION, ALONG WITH AN UNDERSTANDING OF THE CONTRACTOR'S METHOD OF REHABILITATING THE COVERED BRIDGE SUPERSTRUCTURE, WILL BE CONSIDERED IN DEVELOPING THE REQUIRED POSITIVE CAMBER OF THE REALIGNED BRIDGE IN ITS FINAL CONDITION. THE CONTRACTOR SHALL JACK THE BRIDGE TO THE MAXIMUM MIDSPAN CAMBER PRIOR TO STRENGTHENING THE LOWER CHORDS AND REHABILITATING THE TRUSS. THE REQUIRED CAMBER IS 0.5 INCHES (SPAN 1) AND 1.0 INCHES (SPAN 2). ALL COST SHALL BE INCLUDED UNDER ITEM 900.645, SPECIAL PROVISION (REHABILITATING COVERED BRIDGE SUPERSTRUCTURE).
- THE CONTRACTOR AND RESIDENT ENGINEER SHALL JOINTLY INSPECT EXISTING METAL FASTENERS AND CONNECTIONS FOR CORROSION AND TIGHTNESS TO DETERMINE THE REQUIRED LEVEL OF REHABILITATION. ALL NEW METAL FASTENERS SHALL BE ASTM A307 AND GALVANIZED IN ACCORDANCE WITH AASHTO M 232M/M 232. MATERIAL AND INSTALLATION COSTS OF BOLTS, LAG SCREWS AND OTHER METAL CONNECTORS SHALL BE PAID FOR UNDER THE APPROPRIATE SECTION 522 ITEMS.

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