

PLAN NOTES:

- DIMENSIONS SHOWN ARE FOR BIDDING PURPOSE ONLY. ALL DIMENSIONS AND MEMBER SIZES SHOULD BE VERIFIED.
- TRUSS NODES ARE LOCATED AT THE CENTER OF THE INTERSECTION OF LATTICE MEMBERS AND CHORD 4.
- SIDING SUPPORTS NOT SHOWN FOR CLARITY.
- RACKING EXISTS IN TRUSSES. TRUSSES ARE TO BE PLUMBED AND STRAIGHTENED TO VERTICAL.
- CHORD 3 AND 4 OF BOTH THE NORTH AND SOUTH TRUSS ARE OUT OF ALIGNMENT AND CONTAIN 6" TO 12" OF SWEEP. CHORDS ARE TO BE RETURNED TO THE ORIGINAL STRAIGHT CONDITION.
- SEE SHEET 8 FOR LATTICE CONNECTION DETAILS. NEW TRUNNEL ORIENTATION TO MATCH EXISTING.
- SPLICE LOCATIONS IN CHORD 4 ARE APPROXIMATE AND ARE BASED UPON A VISUAL SURVEY.
- CHORD 4 SHALL BE REMOVED AND LATER REPLACED IN ITS ENTIRETY FROM EACH TRUSS FOR INSPECTION. THE COST OF THIS WORK WILL BE PAID FOR UNDER ITEM 502.10. THE COST OF TRUNNEL REMOVAL FROM CHORD 4 WILL BE PAID FOR UNDER ITEM 529.20 (MOD.) AND SHALL INCLUDE THE COST OF REDRILLING THE EXISTING HOLE (IF DISTORTED) AND INSTALLING A NEW TRUNNEL BASED ON THE NEW HOLE DIAMETER. IF, IN THE OPINION OF THE RESIDENT ENGINEER, THE EXISTING TRUNNEL AND HOLE ARE ADEQUATE FOR REUSE, THE EXISTING TRUNNELS SHALL BE REUSED. TRUNNEL REMOVAL AND INSTALLATION FOR ALL OTHER CHORD AND LATTICE REPLACEMENT SHALL BE INCIDENTAL TO THAT PAY ITEM.

CAMBER NOTES:

- ALL VALUES IN CAMBER TABLE ARE MEASURED FROM A REFERENCE LINE THAT IS A STRAIGHT LEVEL LINE CONNECTING POINTS LOCATED AT THE TOP OF CHORD 3. NEGATIVE VALUES INDICATE DOWN DIRECTIONS (SAG).
- THE TEMPORARY BRIDGE SHORING SHALL BE IN PLACE PRIOR TO THE START OF JACKING OPERATIONS. INSTALLATION OF NEW TRUSS MEMBERS SHALL NOT BEGIN UNTIL JACKING OPERATIONS ARE COMPLETE.
- DUE TO THE SMALL AMOUNT OF TRUSS MEMBERS REPLACEMENT IT IS NOT ANTICIPATED THAT ADDITIONAL CAMBER CAN BE ADDED TO THE TRUSSES. THE CONTRACTOR SHALL JACK THE BRIDGE TO A MAXIMUM 1/4" MIDSPAN CAMBER PRIOR TO REPLACING TRUSS MEMBERS.
- THE CONTRACTOR SHALL ASSIST THE RESIDENT ENGINEER WITH THE MEASUREMENT OF THE AS BUILT CAMBER.

EXISTING AND AS-BUILT TRUSS CAMBER (INCHES) * +										
NODES	(1A)	(1B)	(2A)	(2B)	MIDDLE	NODES	(1A)	(1B)	(2A)	(2B)
1						10	0.88	1.23	3.00	3.48
2						11	0.95	1.32	2.64	3.24
3	0.00	0.00		1.44		12	0.54	0.81	2.28	2.76
4	0.31	0.21	1.92	2.04		13	0.26	0.54	1.92	2.28
5	0.39	0.66	2.40	2.64		14	0.09	0.51	1.44	1.92
6	0.70	0.75	2.88	3.00		15	0.17	0.00	0.96	1.32
7	1.14	1.32	3.00	3.48		16	0.00			0.84
8	1.09	1.41	3.03	3.48		17				
9	1.04	1.26	3.12	3.48		18				

(1A) EXISTING CAMBER NORTH TRUSS * NEGATIVE VALUES INDICATE SAG
 (1B) EXISTING CAMBER SOUTH TRUSS + NODES WITHOUT EXISTING CAMBER VALUE WERE NOT ACCESSIBLE AT TIME OF SURVEY.
 (2A) AS-BUILT CAMBER NORTH TRUSS
 (2B) AS-BUILT CAMBER SOUTH TRUSS

LEGEND

- TRUSS NODE
- MEMBER TO BE REPLACED
- N.T.S. NOT TO SCALE:

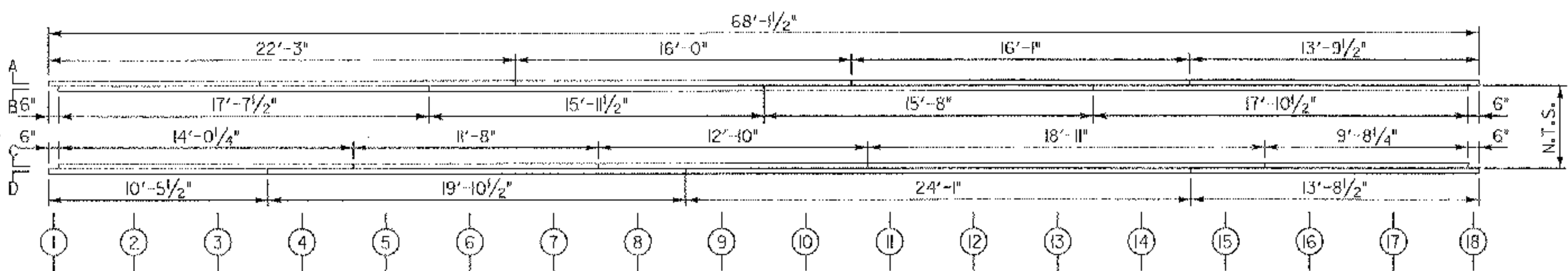


STATE OF VERMONT AGENCY OF TRANSPORTATION

Town Of MONTGOMERY	Bridge No. 41
Highway No. 42	Log Sta. —
	Surv. Sta. —
COMSTOCK COVERED BRIDGE	
NORTH TRUSS ELEVATION & CHORD PLAN	
Designed By J.W. ROCKWELL	Drawn By J.D. GEER
Checked By ST. JAMES	Date 1-2003
PROJECT MONTGOMERY	PROJECT NO. BHO 1448(26)
I.G.C. Info. —	Z1304TRSI
Bridge Sheet No. 7	Sheet 7 of 18

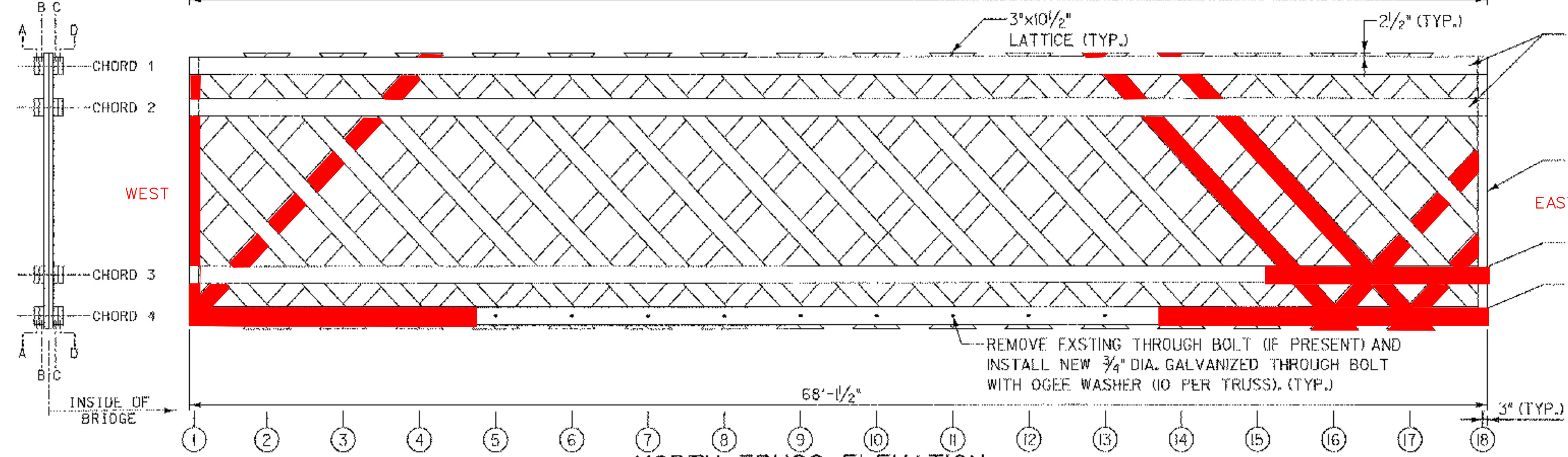
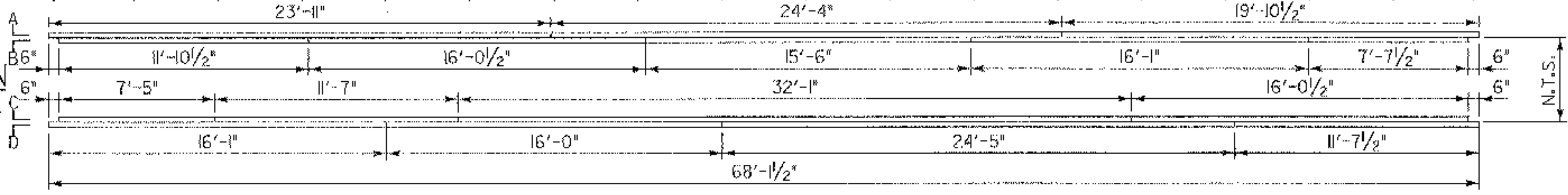
CHORD 1 PLAN

SCALE: 1/4" = 1'-0" HORIZ.



CHORD 2 PLAN

SCALE: 1/4" = 1'-0" HORIZ.



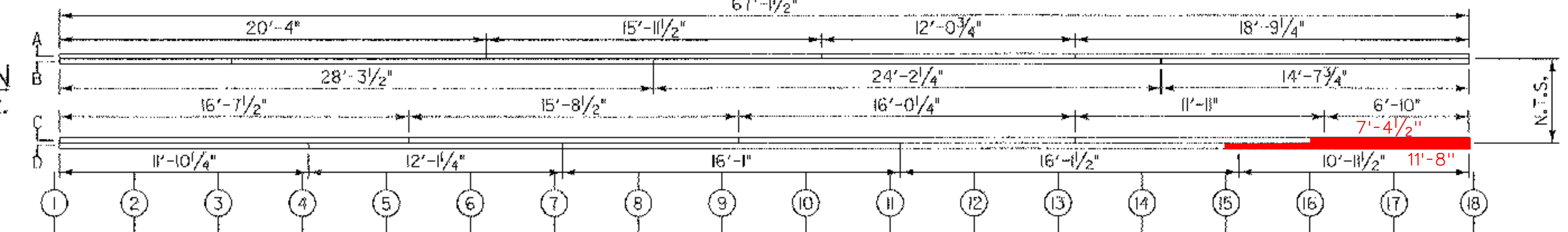
NORTH TRUSS ELEVATION

(LOOKING NORTH)

SCALE: 1/4" = 1'-0"

CHORD 3 PLAN

SCALE: 1/4" = 1'-0" HORIZ.



CHORD 4 PLAN

SCALE: 1/4" = 1'-0" HORIZ.

