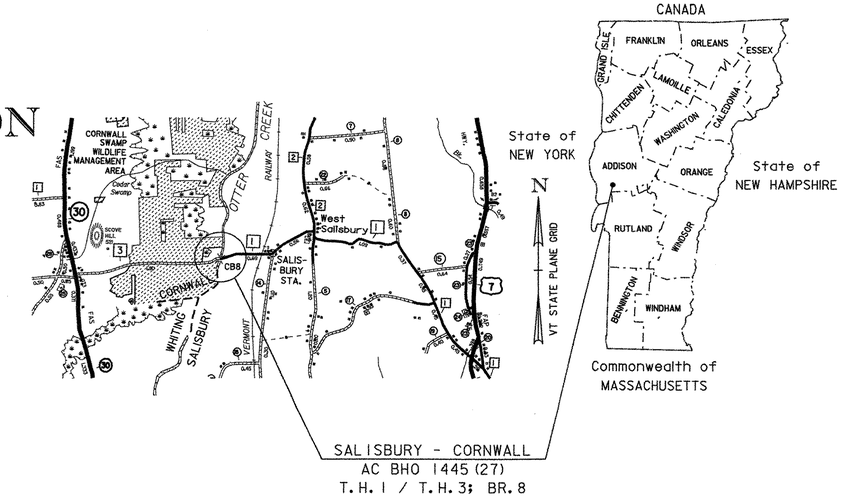
SEE SHEET 2 FOR INDEX OF SHEETS
AND LIST OF STANDARDS.

STATE OF VERMONT
AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWNS OF SALISBURY & CORNWALL

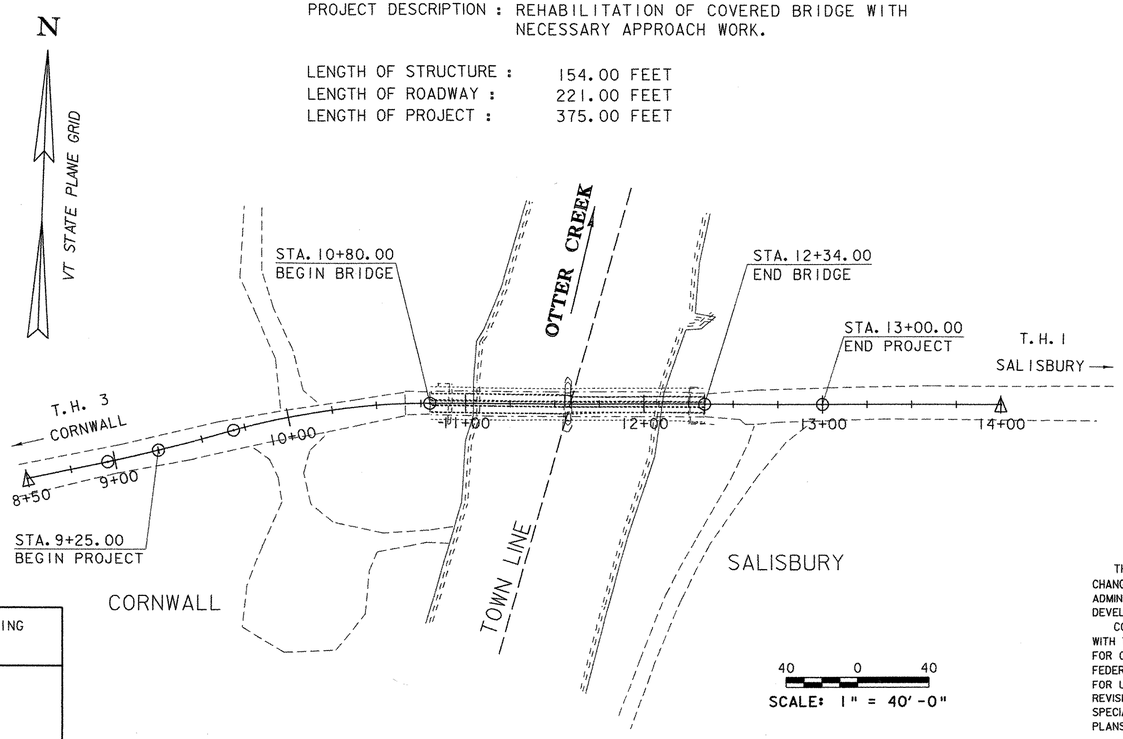
COUNTY OF ADDISON

ROUTE NO : T.H. 1/ T.H. 3 CL. 2 BRIDGE NO : 8 (CEDAR SWAMP)

PROJECT LOCATION : BEGINNING AT A POINT ON T.H. 3 IN THE TOWN OF CORNWALL APPROXIMATELY 1.88 MILES EASTERLY FROM ITS INTERSECTION WITH VT 30 AND PROCEEDING EASTERLY 0.071 MILES TO A POINT ON T.H. 1 IN THE TOWN OF SALISBURY.

PROJECT DESCRIPTION : REHABILITATION OF COVERED BRIDGE WITH NECESSARY APPROACH WORK.

LENGTH OF STRUCTURE : 154.00 FEET
LENGTH OF ROADWAY : 221.00 FEET
LENGTH OF PROJECT : 375.00 FEET



CONVENTIONAL SYMBOLS

COUNTY LINE
TOWN LINE
LIMITS OF ACCESS
POINT OF ACCESS
FENCE LINE
STONE WALL
TRAVELED WAY
GUARD RAIL
RAILROAD
SURVEY LINE
CULVERT
POWER POLE
TELEPHONE POLE
TREES
CONTROL OF ACCESS
PROPERTY LINE
R.O.W. TAKING LINE
SLOPE RIGHTS (SR SR SR)
TOP OF CUT
TOE OF SLOPE

SURVEYED BY : DUBOIS & KING
SURVEYED DATE : 06/99

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (96)

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY ADMINISTRATION OR THE DIRECTOR OF PROGRAM DEVELOPMENT.

CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2006, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JUNE 15, 2006 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

sj268tit.i PLOTTED 30-MAR-2007

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATOR
APPROVED Tod Randall DATE 4-9-2007
DIRECTOR OF PROGRAM DEVELOPMENT
APPROVED James V. Bush DATE 3-30-2007
PROJECT MANAGER : R.R. WHITCOMB

PROJECT NAME : SALISBURY - CORNWALL
PROJECT NUMBER : AC BHO 1445(27)

SHEET 1 OF 60 SHEETS

STATE OF VERMONT
AGENCY OF TRANSPORTATION

PRELIMINARY INFORMATION SHEET

INDEX OF SHEETS

1. TITLE SHEET
2. PRELIMINARY INFORMATION SHEET
3. BRIDGE TYPICAL SECTIONS
4. EARTHWORK TYPICAL SECTIONS
5-6. QUANTITY SHEETS
7. TIE SHEET
8. LAYOUT SHEET
9. PROFILE
10. TRAFFIC SIGN LAYOUT SHEET
11. TRAFFIC SIGN SUMMARY SHEET
12. PLAN AND ELEVATION
13. EROSION CONTROL NOTES
14. EXISTING CONDITIONS SITE PLAN
15. EROSION PREVENTION & SEDIMENT CONTROL PLAN
16. FINAL CONDITIONS SITE PLAN
17-19. EROSION CONTROL DETAILS
20. GENERAL NOTES
21. COVERED BRIDGE END DETAILS
22. ROOF FRAMING PLAN
23. FLOOR FRAMING PLAN
24. DECK FRAMING PLAN
25. CURB AND RUNNER BOARD LAYOUT
26. MISCELLANEOUS PROJECT DETAILS
27. EXISTING TRUSS ELEVATIONS
28-33. EXISTING TRUSS LAYER 1 - 6
34. BEARING DETAILS
35. ABUTMENT PARTIAL REMOVAL DETAILS
36. ABUTMENT NO. 1 DETAILS
37. ABUTMENT NO. 2 DETAILS
38. FOOTING REINFORCING DETAILS
39. STEM REINFORCING DETAILS
40. ABUTMENT NO. 2 CONCRETE FACING DETAILS
41. WINGWALL DETAILS
42. PIER DETAILS
43. GUARDRAIL LAYOUT
44-46. STEEL BACKED TIMBER GUARDRAIL DETAILS
47. REINFORCING STEEL SCHEDULE
48. BANKING DIAGRAM & MATERIAL TRANSITION DETAIL
49-52. ROADWAY CROSS SECTIONS
53-56. CHANNEL CROSS SECTIONS
57-60. REFERENCE SHEETS

LIST OF STANDARDS

B-71	STANDARDS FOR RESIDENTIAL AND COMMERCIAL DRIVES	07/08/2005
E-102	CONSTRUCTION SIGN DETAILS	06/30/2003
E-102A	CONSTRUCTION SIGN DETAILS	05/01/2004
E-106	TRAFFIC CONTROL - MISCELLANEOUS DETAILS	03/01/2004
E-107	DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS	06/30/2003
E-107A	BREAKAWAY BARRICADE DETAILS	08/08/1995
E-120	STANDARD SIGN PLACEMENT - EXPRESSWAY & FREEWAY	08/08/1996
E-121	STANDARD SIGN PLACEMENT - CONVENTIONAL ROAD	08/08/1997
E-155	WARNING SIGN DETAILS	05/01/2004
E-160	FLANGED CHANNEL STEEL SIGN POST	05/20/1999
E-164	SQUARE STEEL SIGN POST	05/20/1999

LOAD FACTOR - LOAD RATING (TONS)

LOADING LEVELS	TRUCK						
	H	HS	3S2	6 AXLE	3A. STR.	4A. STR.	5A. SEMI
INVENTORY	18						
POSTED	22						
OPERATING							

COMMENTS: FLOOR BEAM CONTROLS.

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT
2002	330	45	57	8	30
2022	440	60	57	8	40

20 year ESAL for flexible pavement from 2002 to 2022 : 297,000
40 year ESAL for flexible pavement from 2002 to 2042 : 678,000
Design Speed : 35 mph

DESIGN CRITERIA

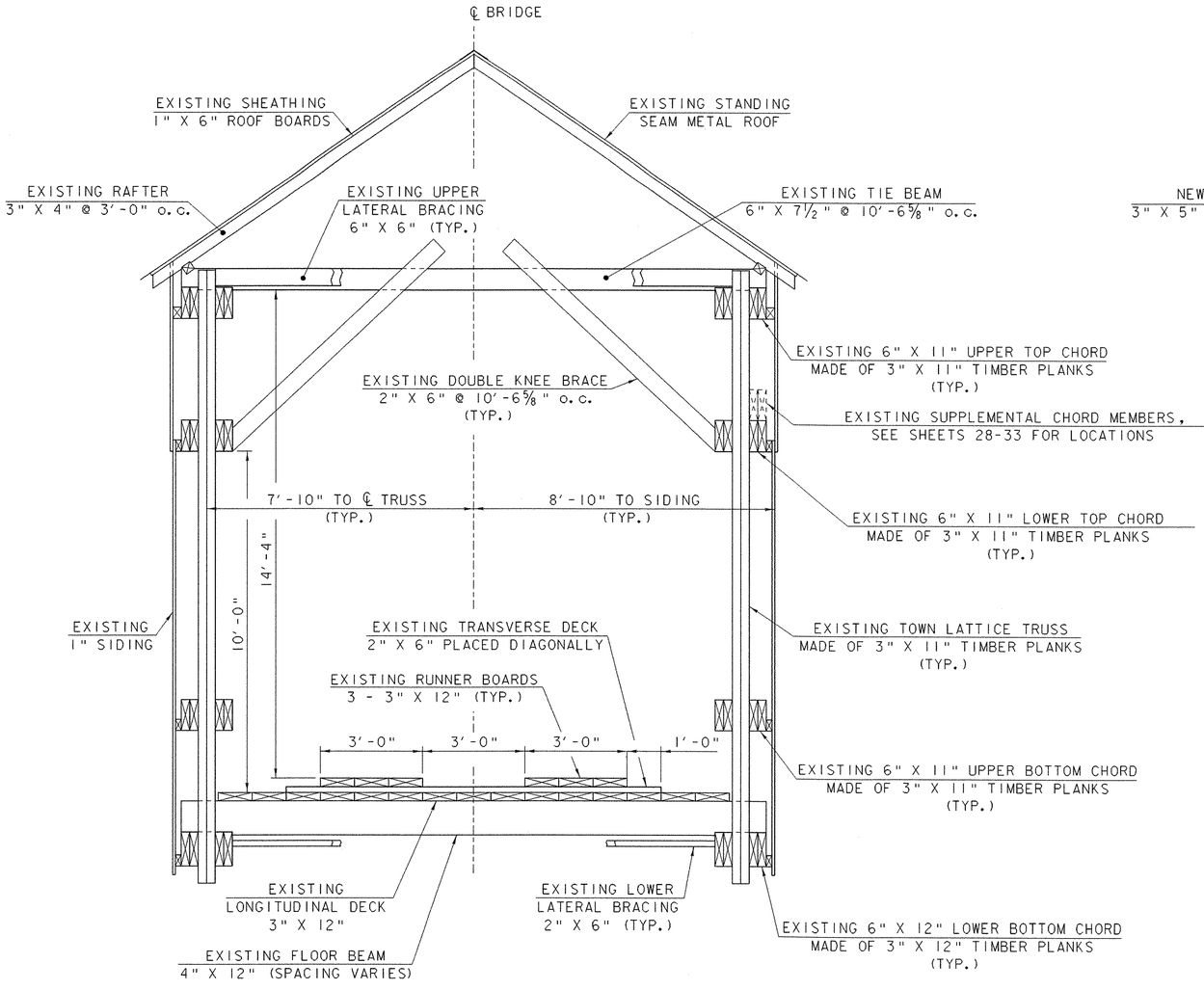
1. DESIGN LIVE LOAD AASHTO H 20-44
2. DESIGN SPAN SPAN 1: 77'-3 7/8"; SPAN 2: 76'-8 1/8"
3. ALLOWABLE LOAD FOR SPREAD FOOTINGS ON SOIL N/A
   ON LEDGE N/A
4. ALLOWABLE LOAD FOR PILING N/A
   TYPE N/A
   ESTIMATED LENGTH N/A
5. STRUCTURAL STEEL AASHTO M270MM270 GRADE N/A
6. REINFORCING STEEL GRADE 60
7. CONCRETE, HIGH PERFORMANCE CLASS A f'c: 4000 psi
   CONCRETE, HIGH PERFORMANCE CLASS B f'c: 3500 psi
8. DESIGN SOIL UNIT WEIGHT 140 pcf
9. DESIGN LOAD FOR SPREAD FOOTINGS ON SOIL N/A

TRAFFIC MAINTENANCE

1. IS TRAFFIC TO BE MAINTAINED? NO (DETOUR ROUTE TO BE USED INSTEAD)
   IF YES, ON EXISTNG STRUCTURE? N/A
   OR ON TEMPORARY BRIDGE? N/A
   ONE OR TWO-WAY TRAVEL? N/A
2. TRAFFIC CONTROL SIGNALS REQUIRED? N/A
3. ARE SIDEWALKS REQUIRED? NO
   IF SO, ON WHAT SIDE? N/A

PROJECT NAME: **SALISBURY**
PROJECT NUMBER: **BHO 1445 (27)**

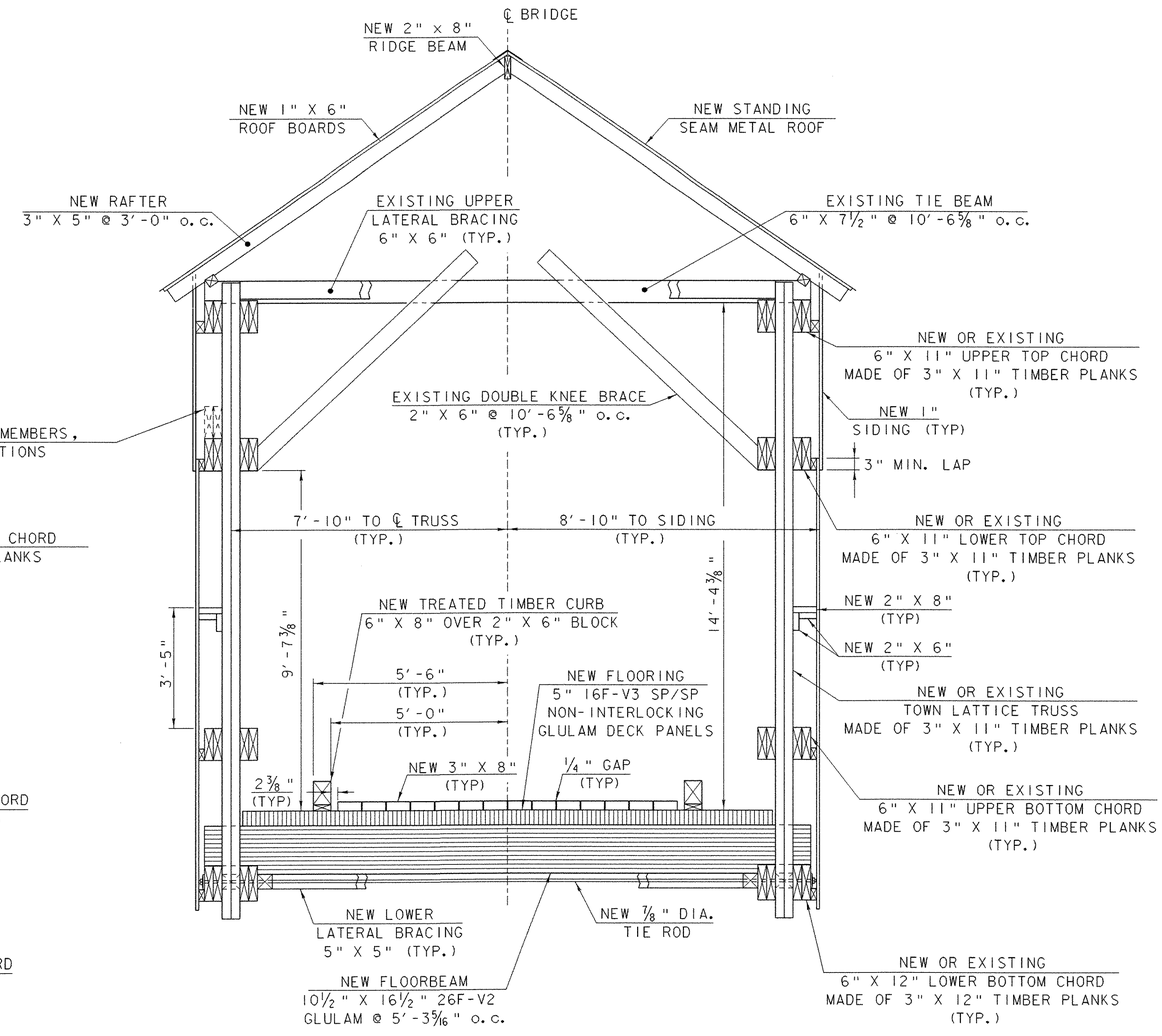
FILE NAME: **\96J268\Structures\sj268pi.xls** PLOT DATE: **11/15/2006**
PROJECT MANAGER: **R. R. WHITCOMB** DRAWN BY: **G. ROY**
DESIGNED BY: **C. CARLSON** CHECKED BY: **C. CARLSON**
PRELIMINARY INFORMATION SHEET SHEET **2** OF **60**



EXISTING BRIDGE TYPICAL SECTION

1 0 1 2 3 4

SCALE: ½" = 1'-0"



REHABILITATED BRIDGE TYPICAL SECTION

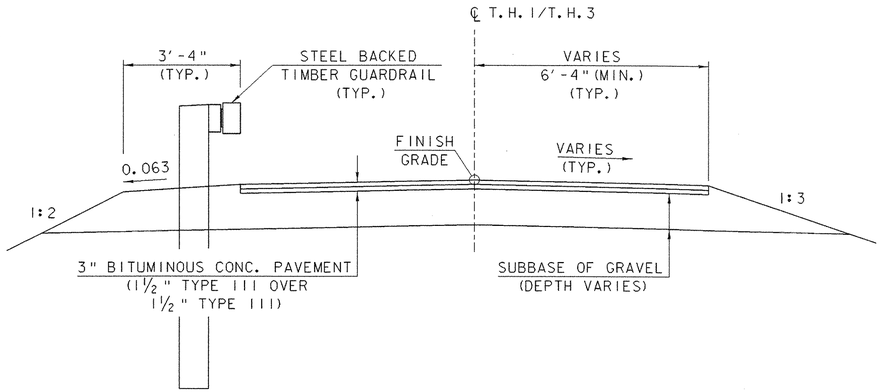
1 0 1 2 3 4

SCALE: ½" = 1'-0"

BRIDGE TYPICAL SECTIONS

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)

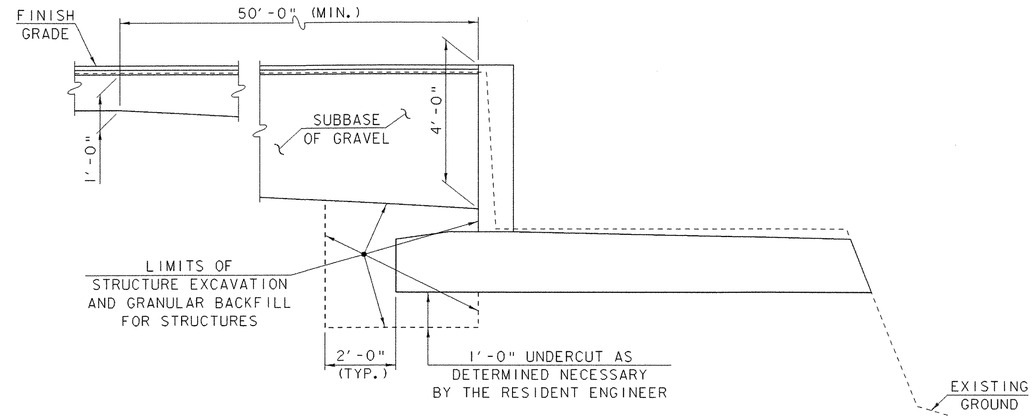
FILE NAME: 96j268\Structures\sj268cbtyp.l		PLOT DATE:	02-APR-2007
PROJECT MANAGER:	R.R. WHITCOMB	DRAWN BY:	G. ROY
DESIGNED BY:	C. CARLSON	CHECKED BY:	C. CARLSON
		SHEET	3 OF 60



ROADWAY TYPICAL SECTION

1 0 1 2 3 4

SCALE: ½" = 1'-0"

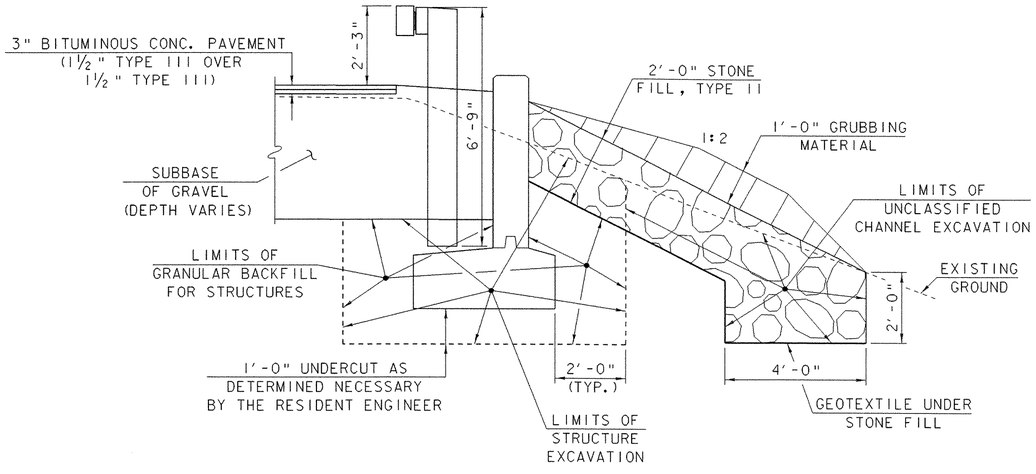


ABUTMENT TYPICAL SECTION

1 0 1 2 3 4

SCALE: ½" = 1'-0"

SEE SHEET 35 FOR LIMITS OF "PARTIAL REMOVAL OF STRUCTURE" AT THE ABUTMENTS.



WINGWALL TYPICAL SECTION

1 0 1 2 3 4

SCALE: ½" = 1'-0"

SCOPE OF WORK
CONTRACTOR TO DETERMINE EXACT SEQUENCE OF REPAIR WORK

1. INSTALL APPROPRIATE SIGNING AND CLOSE ROAD.
2. REHABILITATION OF EXISTING ABUTMENT NO. 1.
3. REHABILITATION OF EXISTING ABUTMENT NO. 2.
4. COMPLETE REPLACEMENT OF EXISTING TRUSS FLOOR SYSTEM, WITH NEW FLOORBEAMS, DECKING, CURBS AND LOWER LATERAL BRACING.
5. ADD NEW 8" X 12" VERTICAL POSTS AND BOLSTER BEAMS AT PIER.
6. PARTIAL REPLACEMENT OF EXISTING TRUSS MEMBERS OR ADDITION OF NEW LATTICE MEMBERS.
7. ADD NEW 2" X 8" AND 2" X 6" LONGITUDINALS BETWEEN LOWER TOP CHORD AND UPPER BOTTOM CHORD ON EACH TRUSS.
8. COMPLETE REMOVAL OF SIDING AND REPLACEMENT WITH NEW BOARDS.
9. OTHER MISCELLANEOUS TIMBER REPAIRS.
10. REPLACE ROOF RAFTERS, BOARDS, AND STANDING SEAM METAL ROOF.
11. APPROACH ROADWAY WORK, INCLUDING INSTALLATION OF GUARDRAIL AND SIGNING.
12. REMOVAL OF CHANNEL DEBRIS AT PIER.

MATERIAL ITEM	TOLERANCE
PAVEMENT	±¼" TOTAL THICKNESS
SUBBASE	± 1"

EARTHWORK TYPICAL SECTIONS

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96j268\Structures\sj268ets.i
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES

FULL E & C	TRAINING	ROADWAY	EROSION CONTROL	CHANNEL	PIER	ABUT. NO. 2	ABUT. NO. 1	SUPER STRUCTURE	BRIDGE QUANTITY	ROUND	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER
		1									1		LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10
		350									350		CY	COMMON EXCAVATION	203.15
		10		80					80		90		CY	UNCLASSIFIED CHANNEL EXCAVATION	203.27
			10								10		CY	TRENCH EXCAVATION OF EARTH	204.20
						30	30		60		60		CY	STRUCTURE EXCAVATION	204.25
						20	20		40		40		CY	GRANULAR BACKFILL FOR STRUCTURES	204.30
		190									190		SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10
		450	10								460		CY	SUBBASE OF GRAVEL	301.15
		0.7									1		CWT	EMULSIFIED ASPHALT	404.65
		100									100		TON	BITUMINOUS CONCRETE PAVEMENT (PG 58-28)	406.25
						29	22		51		51		CY	CONCRETE, HIGH PERFORMANCE CLASS B	501.34
								1	1		1		LS	SHORING SUPERSTRUCTURE	502.10
								630	630		630		LB	STRUCTURAL STEEL	506.60
						4450	3660		8110		8110		LB	REINFORCING STEEL	507.15
								15.1	15.1		15		MFBM	STRUCTURAL LUMBER AND TIMBER, UNTREATED	522.20
								6.5	6.5		7		MFBM	STRUCTURAL LUMBER AND TIMBER, TREATED	522.25
								11.3	11.3		11		MFBM	NONSTRUCTURAL LUMBER, UNTREATED	522.30
								1.3	1.3		1		MFBM	NONSTRUCTURAL LUMBER, TREATED	522.35
								1	1		1		LS	STRUCTURAL GLUED LAMINATED TIMBER (11.4 MBFM) (DECK PANELS)	522.40
								1	1		1		LS	STRUCTURAL GLUED LAMINATED TIMBER (7.6 MBFM) (FLOORBEAMS)	522.40
						0.5	0.5		1		1		EACH	PARTIAL REMOVAL OF STRUCTURE	529.20
				20					20		20		HR	DRAGLINE RENTAL, TYPE I	608.20
			5								5		HR	ALL PURPOSE EXCAVATOR RENTAL, TYPE I	608.25
		40	10								50		CY	STONE FILL, TYPE I	613.10
				80					80		80		CY	STONE FILL, TYPE II	613.11
		227									227		LF	STEEL BACKED TIMBER GUARDRAIL	621.18
1											1		LS	FIELD OFFICE, ENGINEERS	631.10
1											1		LS	TESTING EQUIPMENT, CONCRETE	631.16
1											1		LU	FIELD OFFICE TELEPHONE (N.A.B.I.)	631.25
	520										520		HR	EMPLOYEE TRAINEESHIP	634.10
		1									1		LS	MOBILIZATION / DEMOBILIZATION	635.11
		1									1		LS	TRAFFIC CONTROL	641.10
				230					230		230		SY	GEOTEXTILE UNDER STONE FILL	649.31
			130								130		SY	GEOTEXTILE FOR SILT FENCE	649.51
			10								10		LB	SEED	651.15
			10								10		LB	SEED, WINTER RYE	651.17
			80								80		LB	FERTILIZER	651.18
			1								1		TON	AGRICULTURAL LIMESTONE	651.20
			1								1		TON	HAYMULCH	651.25
			10								10		CY	TOPSOIL	651.35
				220					220		220		SY	GRUBBING MATERIAL	651.40

1

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		TEMPORARY EROSION CONTROL ITEMS
		(INCLUDED IN EROSION CONTROL ITEMS)
10	CY	204.20 TRENCH EXCAVATION OF EARTH
10	CY	301.15 SUBBASE OF GRAVEL
5	HR	608.25 ALL PURPOSE EXCAVATOR RENTAL, TYPE I
10	CY	613.10 STONE FILL, TYPE I
130	SY	649.51 GEOTEXTILE FOR SILT FENCE
10	LB	651.17 SEED, WINTER RYE*
10	EACH	653.15 HAY BALES
140	SY	653.20 TEMPORARY EROSION MATTING
30	CY	653.35 VEHICLE TRACKING PAD
		* 50/50 MIX OF ANNUAL RYEGRASS (LOLIUM MUTILFLORUM) AND CEREAL (WINTER) RYE
		EARTHWORKS SUMMARY
		FILL AVAILABLE:
350	CY	COMMON EXCAVATION: 350 X 1.0
54	CY	UNCLASSIFIED CHANNEL EXCAVATION: 90 X 0.6
6	CY	TRENCH EXCAVATION OF EARTH: 10 X 0.6
36	CY	STRUCTURE EXCAVATION: 60 X 0.6
446	CY	SUBTOTAL
4	CY	ROUNDING
450	CY	TOTAL
450	CY	FILL AVAILABLE
30	CY	FILL REQUIRED
420	**CY**	**WASTE**

N.A.B.I. = NOT A BID ITEM

1 ADDENDUM #1: REVISED APRIL 25, 2007

PROJECT NAME: **SALISBURY - CORNWALL**
PROJECT NUMBER: **BHO 1445(27)**

FILE NAME: **96j268\Structures\sj268qs.xls**
PROJECT MANAGER: **R. WHITCOMB**
DESIGNED BY: **C. CARLSON**
QUANTITY SHEET #1

PLOT DATE: **4/25/2007**
DRAWN BY: **G. ROY**
CHECKED BY: **C. CARLSON**
SHEET **5** OF **60**

STATE OF VERMONT
AGENCY OF TRANSPORTATION

QUANTITY SHEET

SUMMARY OF ESTIMATED QUANTITIES														TOTALS			DESCRIPTIONS			DETAILED SUMMARY OF QUANTITIES		
FULL E & C		ROADWAY		EROSION CONTROL		CHANNEL		PIER		ABUT. NO. 2		ABUT. NO. 1	SUPER STRUCTURE	BRIDGE QUANTITY	ROUND	GRAND TOTAL	FINAL	UNIT	ITEMS	ITEM NUMBER	QUANTITIES	UNIT	ITEMS
				1												1		LS	EPSC PLAN	652.10			
				50												50		HR	MONITORING EPSC PLAN	652.20			
				1												1		LU	MAINTENANCE OF EPSC PLAN (N.A.B.I.)	652.30			
				10												10		EA	HAY BALES	653.15			
				140												140		SY	TEMPORARY EROSION MATTING	653.20			
				30												30		CY	VEHICLE TRACKING PAD	653.35			
				720												720		LF	PROJECT DEMARCATION FENCE	635.55			
		101														101		SF	TRAFFIC SIGNS, TYPE A	675.20			
																			*** BEGIN OPTION POSTS ***				
		288														288		LF	FLANGED CHANNEL SIGN POST	675.301			
		288														288		LF	SQUARE TUBE SIGN POSTS AND ANCHOR	675.341			
																			*** END OPTION POSTS ***				
		3														3		EACH	REMOVING SIGNS	675.50			
								2		4		4		10		10		EACH	SPECIAL PROVISION (BEARING DEVICE ASSEMBLY, COVERED BRIDGE)	900.620			
								5		5		5		15		15		GAL	SPECIAL PROVISION (WATER REPELLENT, SILANE)	900.625			
													1	1		1		LS	SPECIAL PROVISION (TIMBER PAINTING, ENVIRONMENTAL PROTECTION)	900.645			
													1	1		1		LS	SPECIAL PROVISION (TIMBER PAINTING, FIRE RETARDANT)	900.645			
													1	1		1		LS	SPECIAL PROVISION (TIMBER PAINTING, INSECTICIDE/FUNGICIDE)	900.645			
													3840	3840		3840		SF	SPECIAL PROVISION (METAL ROOFING)	900.670			

PROJECT NAME: **SALISBURY - CORNWALL**
PROJECT NUMBER: **BHO 1445(27)**

FILE NAME: **96j268\Structures\sj268qs.xls**
PROJECT MANAGER: **R. WHITCOMB**
DESIGNED BY: **C. CARLSON**
QUANTITY SHEET #2

PLOT DATE: **4/5/2007**
DRAWN BY: **G. ROY**
CHECKED BY: **C. CARLSON**
SHEET **6** OF **60**

GPS CONTROL POINTS

CEDAR SWAMP
STATION MARK IS A SURVEY DISK SET INTO THE TOP OF A METAL PIPE DRIVEN INTO THE GROUND. THE MARK IS STAMPED CEDAR SWAMP 1999.

NORTHING: 157776.073
EASTING: 446437.574
ELEVATION: 106.94

LOCATION:
SALISBURY, VT

FROM THE Y INTERSECTION OF CREEK ROAD AND DEWEY ROAD, GO WEST ALONG CREEK ROAD FOR 0.1 MI TO THE AT GRADE CROSSING OF THE VERMONT RAILWAY TRACKS. CONTINUE STRAIGHT AHEAD AND GO WEST ALONG CREEK ROAD FOR 0.2 MI TO THE SITE OF THE MARK ON THE RIGHT. THE MARK IS SET FLUSH WITH THE GROUND SURFACE IN THE TOP OF A FERNO STYLE MONUMENT DRIVEN 3.0 FEET DEEP. IT IS 12.5 FEET NORTH OF AND ABOUT 0.3 FEET LOWER THAN THE CENTERLINE OF CREEK ROAD, 20.3 FEET WEST OF THE CENTERLINE OF A FIELD DRIVE, 33.1 FEET SOUTHWEST OF A 4 INCH ASH, AND 39.4 FEET SOUTHEAST OF A IRON PIPE WHICH PROJECTS 1.0 FOOT ABOVE GROUND SURFACE.

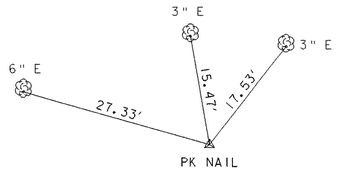
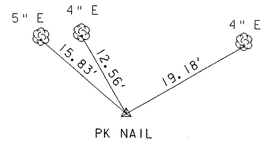
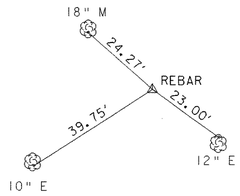
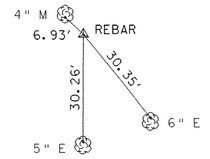
H 17
STATION MARK IS A SURVEY DISK SET IN A ROCK OUTCROP. THE MARK IS STAMPED H 17 1935.

NORTHING: 157901.316
EASTING: 446806.902
ELEVATION: 110.72

LOCATION:
SALISBURY, VT

FROM THE Y INTERSECTION OF CREEK ROAD AND DEWEY ROAD, GO WEST ALONG CREEK ROAD FOR 0.1 MI TO THE AT GRADE CROSSING OF THE VERMONT RAILWAY TRACKS. PARK VEHICLE AND GO NORTH ALONG RAILROAD TRACKS FOR 434.7 FEET TO THE SITE OF THE MARK ON THE RIGHT. THE MARK IS A U.S. COAST AND STATE SURVEY DISK SET FLUSH WITH GROUND SURFACE IN THE TOP OF A 1.6 FOOT X 1.0 FOOT ROCK OUTCROP. IT IS 22.3 FEET EAST OF AND ABOUT 6.6 FEET HIGHER THAN THE EAST RAIL, 4.9 FEET WEST OF THE RIGHT OF WAY FENCE AND A FIBERGLASS WITNESS POST.

TRAVERSE TIES

TRAVERSE PT. 3	TRAVERSE PT. 4	TRAVERSE PT. 5	TRAVERSE PT. 8
N = 7605.4050	N = 7598.0000	N = 7576.1940	N = 7547.9860
E = 3128.6430	E = 2959.3160	E = 2746.9220	E = 2550.7410
Z = 347.361	Z = 348.929	Z = 349.955	Z = 344.288
			

ALIGNMENT TIES

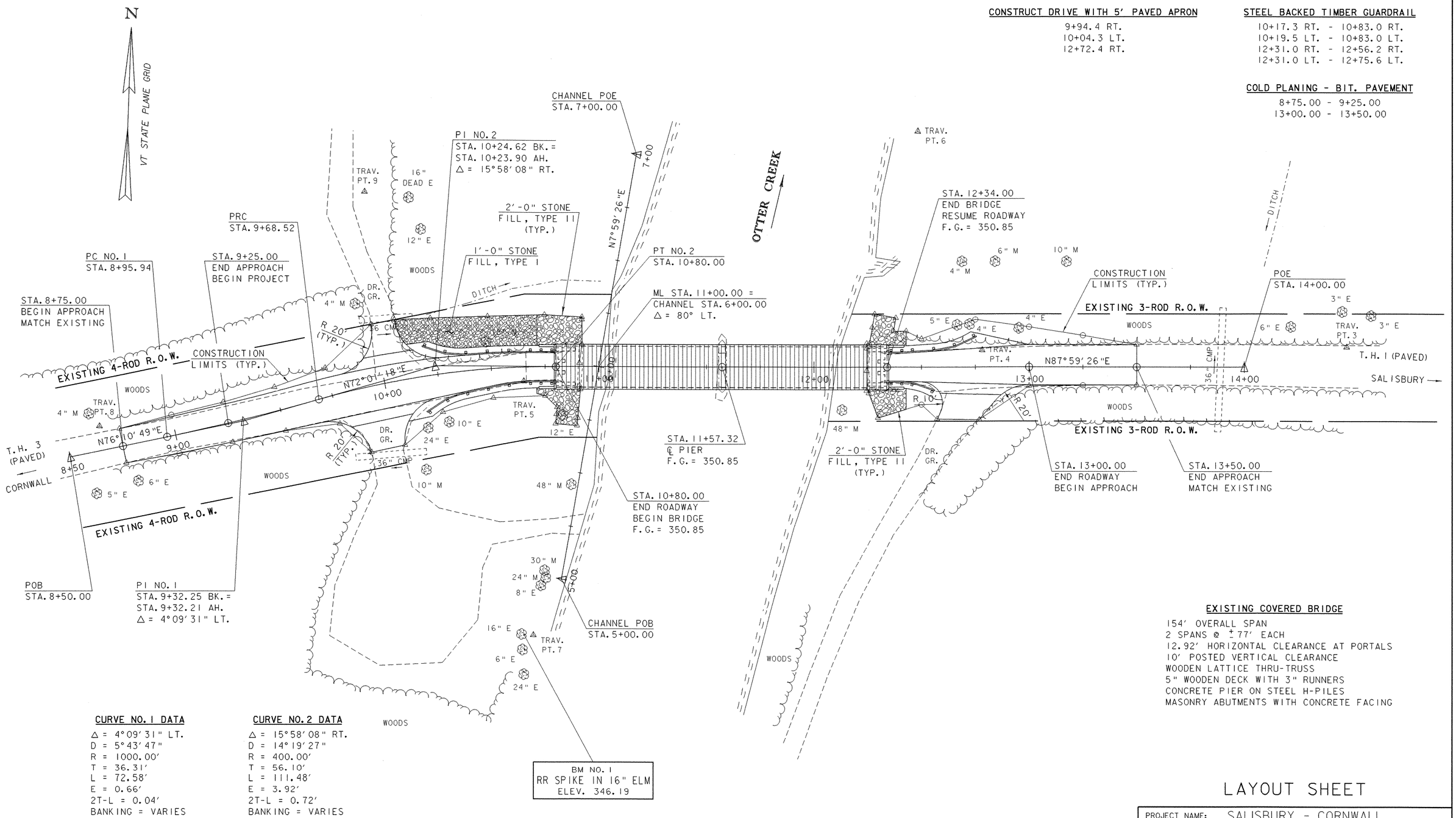
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STA. 10+00.00	STA. 10+52.73	STA. 10+80.00	STA. 13+15.00
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E = 2682.9776	E = 2734.5068	E = 2761.5322	E = 2996.3877

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (1996)

TIE SHEET

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96j268\Structures\sj268tie.i
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: G. ROY
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 7 OF 60

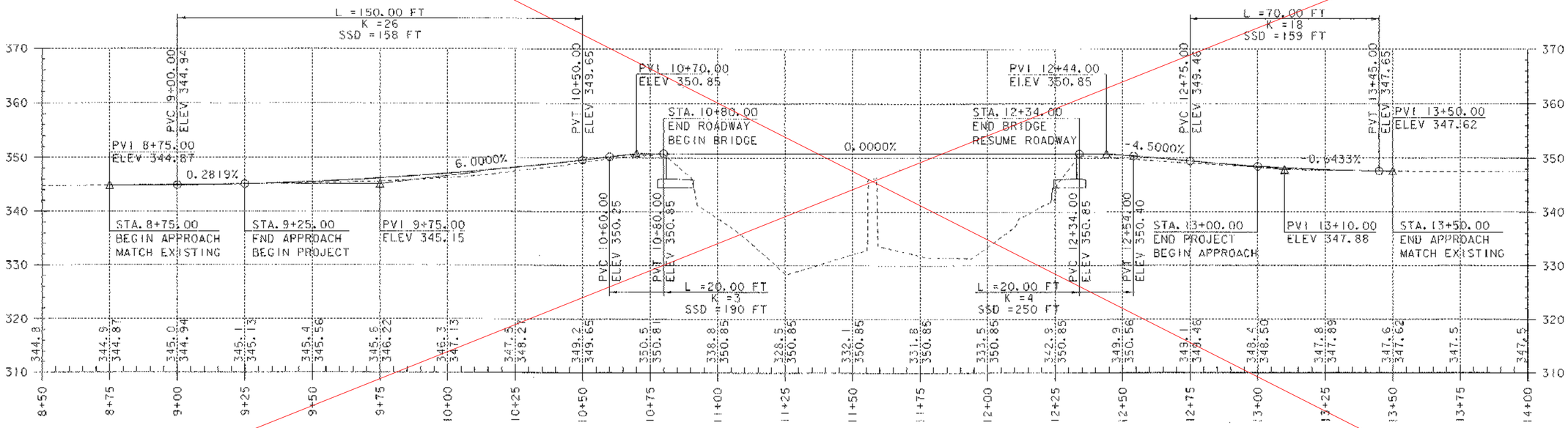


LAYOUT SHEET

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

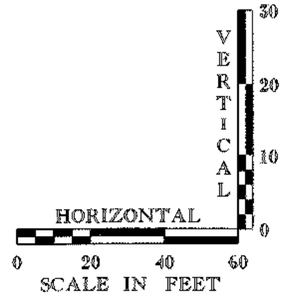
FILE NAME: 96j268\Structures\sj26810l.i
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 8 OF 60

PROFILE ALONG T.H. 1/T.H. 3 CENTERLINE



NOTE:
ELEVATIONS SHOWN TO THE NEAREST TENTH
ARE EXISTING GROUND ALONG PROPOSED CENTERLINE.
ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH
ARE FINISH GRADE ALONG PROPOSED CENTERLINE.

SEE REVISED SHEET

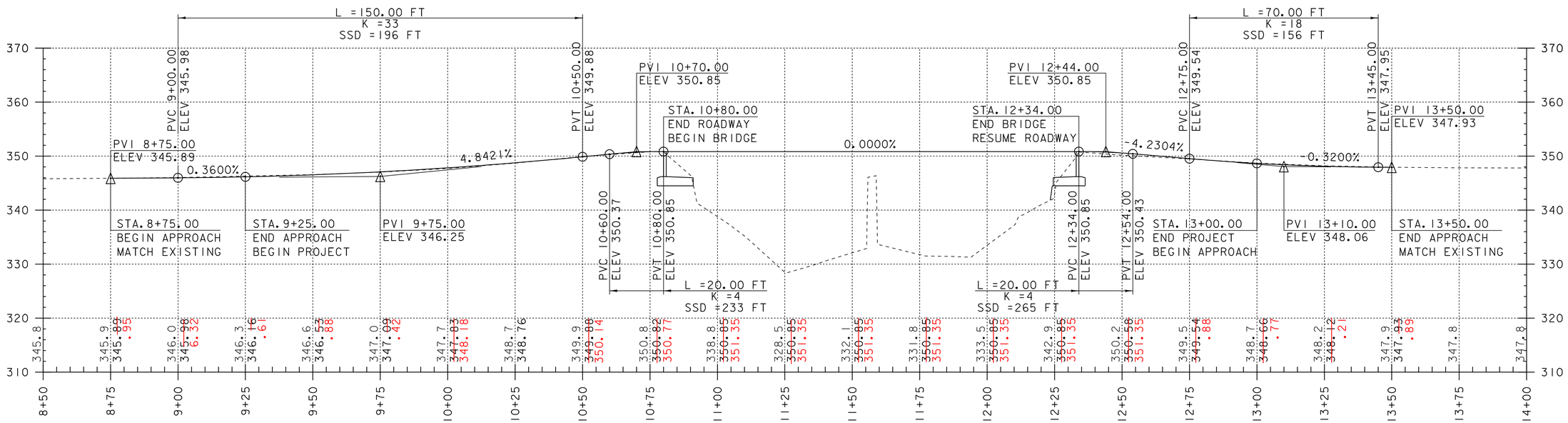


PROFILE

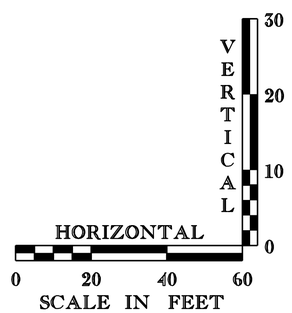
PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268pf1
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 9 OF 60

PROFILE ALONG T.H. 1/T.H. 3 CENTERLINE ⚠1



NOTE:
ELEVATIONS SHOWN TO THE NEAREST TENTH
ARE EXISTING GROUND ALONG PROPOSED CENTERLINE.
ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH
ARE FINISH GRADE ALONG PROPOSED CENTERLINE.



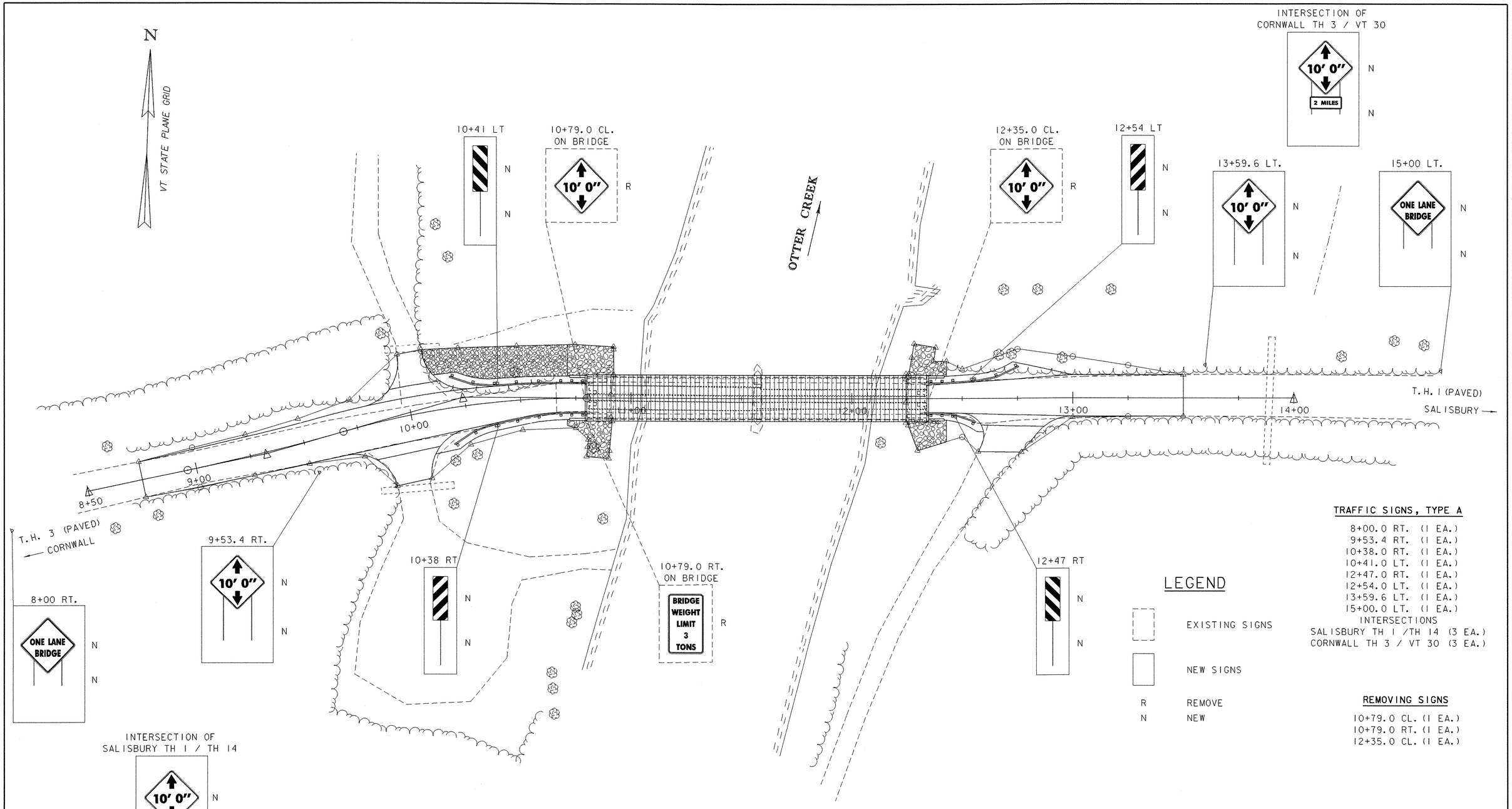
REVISION NOTE:
NEW EXISTING GROUND ELEVATIONS RECEIVED
9/17/2007 FROM RESIDENT ENGINEER ERIC FOSTER.
TOWN HAS RAISED GRADE AFTER ORIGINAL SURVEY.

KEY	DATE	BY	REVISION REVISED
⚠1	09/18/2007	VAOT	MODIFIED VERTICAL ALIGNMENT.

PROFILE

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268pf.i
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
PLOT DATE: 19-OCT-2009 09:5
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 9 OF 60



TRAFFIC SIGNS, TYPE A

8+00.0 RT. (1 EA.)
9+53.4 RT. (1 EA.)
10+38.0 RT. (1 EA.)
10+41.0 LT. (1 EA.)
12+47.0 RT. (1 EA.)
12+54.0 LT. (1 EA.)
13+59.6 LT. (1 EA.)
15+00.0 LT. (1 EA.)
INTERSECTIONS
SALISBURY TH 1 /TH 14 (3 EA.)
CORNWALL TH 3 / VT 30 (3 EA.)

LEGEND

EXISTING SIGNS

NEW SIGNS

R REMOVE

N NEW

REMOVING SIGNS

10+79.0 CL. (1 EA.)
10+79.0 RT. (1 EA.)
12+35.0 CL. (1 EA.)

20 0 20

SCALE: 1" = 20'-0"

TRAFFIC SIGN LAYOUT SHEET

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268trf.1
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 10 OF 60

STATE OF VERMONT
AGENCY OF TRANSPORTATION

TRAFFIC SIGN SUMMARY SHEET

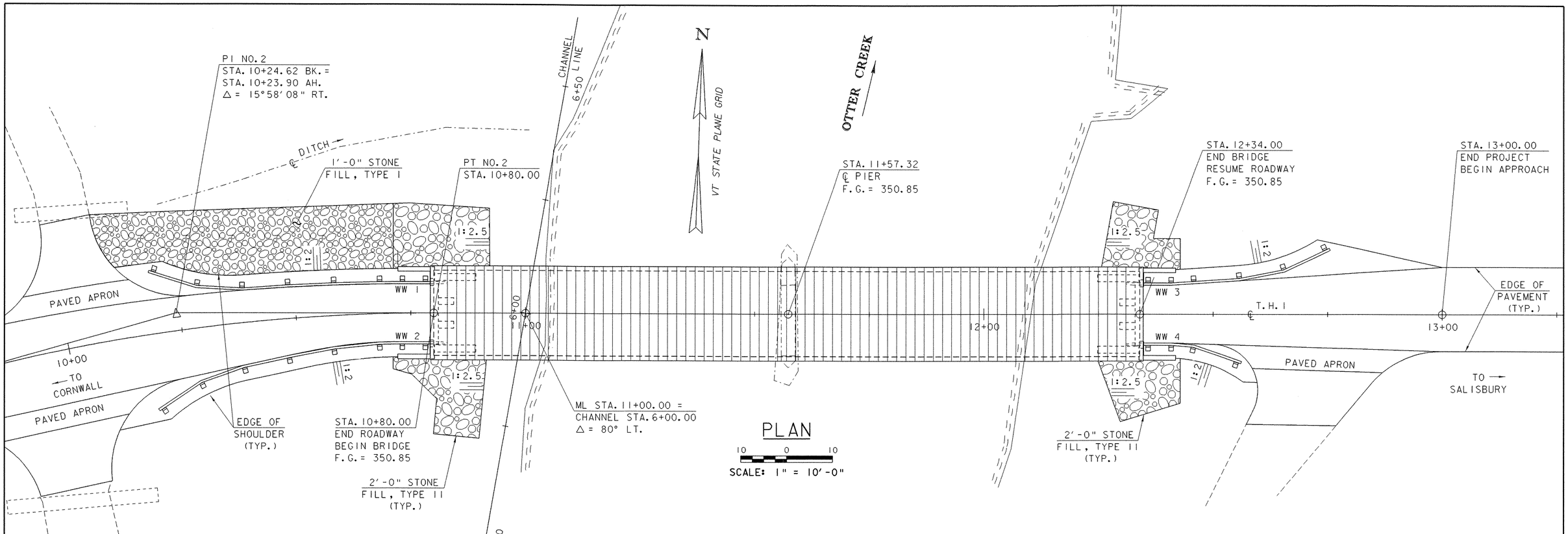
MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	NEW & SALVAGED SIGNS: EA	SIGN DIMENSIONS: WIDTH (In)	SIGN DIMENSIONS: HEIGHT (In)	NEW & SALVAGED SIGNS: "A"	NEW & SALVAGED SIGNS: "B"	NEW & SALVAGED SIGNS: SALV SIGN	NEW & SALVAGED SIGNS: SALV TIS	EXIST POST: RETAIN	EXIST POST: SALVAGE	NEW SIGN POSTS: NO. OF POSTS	FLANGED CHANNEL lb/ft: 1.12	FLANGED CHANNEL lb/ft: 2.0	FLANGED CHANNEL lb/ft: 3.0	SQUARE STEEL (In) 1.75 lb/ft: 1.88	SQUARE STEEL (In) 2.0 lb/ft: 2.16	SQUARE STEEL (In) 2.5 lb/ft: 3.35	ANCHOR	SLEEVE	TUBULAR ALUMINUM Ø (In) 3.0 lb/ft: 1.3	TUBULAR ALUMINUM Ø (In) 4.0 lb/ft: 1.7	TUBULAR ALUMINUM Ø (In) 4.0 MOD lb/ft: 1.7	TUBULAR STEEL FOUNDATION	TUBULAR STEEL Ø (In) 3.0 lb/ft: 7.6	TUBULAR STEEL Ø (In) 3.5 lb/ft: 9.0	TUBULAR STEEL Ø (In) 4.0 lb/ft: 10.8	TUBULAR STEEL Ø (In) 5.0 lb/ft: 14.6	W-SHAPE STEEL FTG. SIZE 24"	W-SHAPE STEEL FTG. SIZE 30"	W-SHAPE STEEL WEIGHT	W-SHAPE STEEL POST SIZE	REMARKS	SIGN DETAIL: DETAIL ON SHEET NUMBER	SIGN DETAIL: STD. SHEET NUMBER
														OPTION ITEMS																						
8+00 RT.	ONE LANE BRIDGE	1	36	36	9.00						2			16 ~~14~~		14		X															W5-3 (SEE THE LATEST VERSION OF THE MUTCD FOR SIGN DIMENSIONS/DETAILS)	—	—
9+53.4 RT.	10' 0"	1	36	36	9.00						2			15,16 ~~14~~		14		X															W12-2	—	E-155
10+38.0 RT		1	12	36	3.00						1			11 ~~14~~		14		X															OM-3R	—	E-120
10+41.0 LT		1	12	36	3.00						1			11 ~~14~~		14		X															OM-3L	—	E-120
12+47.0 RT		1	12	36	3.00						1			11 ~~14~~		14		X															OM-3L	—	E-120
12+54.0 LT		1	12	36	3.00						1			11 ~~14~~		14		X															OM-3R	—	E-120
13+59.6 LT.	10' 0"	1	36	36	9.00						2			14		14		X															W12-2	—	E-155
15+00 LT.	ONE LANE BRIDGE	1	36	36	9.00						2			15,16 ~~14~~		14		X															W5-3 (SEE THE LATEST VERSION OF THE MUTCD FOR SIGN DIMENSIONS/DETAILS)	—	—
INTERSECTION SALISBURY TH1/TH14	BRIDGE OUT 1 MILE AHEAD LOCAL TRAFFIC ONLY	1	60	30	12.5						2			16		16		X															R11-3b (SEE THE LATEST VERSION OF THE MUTCD FOR SIGN DIMENSIONS/DETAILS)	—	—
INTERSECTION CORNWALL VT30/TH3	BRIDGE OUT 2 MILES AHEAD LOCAL TRAFFIC ONLY	1	60	30	12.5						2			16		16		X															R11-3b (SEE THE LATEST VERSION OF THE MUTCD FOR SIGN DIMENSIONS/DETAILS)	—	—
INTERSECTION SALISBURY TH1/TH14	10' 0"	1	36	36	9.00						2			16 ~~14~~		14		X															W12-2 (SEE THE LATEST VERSION OF THE MUTCD FOR SIGN DIMENSIONS/DETAILS)	—	E-155
INTERSECTION SALISBURY TH1/TH14	1 MILE	1	30	24	5.00						—			—		—		—															W16-3a	—	—
INTERSECTION CORNWALL VT30/TH3	10' 0"	1	36	36	9.00						2			16 ~~14~~		14		X															W12-2	—	E-155
INTERSECTION CORNWALL VT30/TH3	2 MILES	1	30	24	5.00						—			—		—		—															W16-3a	—	—
TOTALS		SF 101	SF	EA.	SF							FT 288			FT 288				EA	LB			EA.	LB												

TRAFFIC SIGN SUMMARY SHEET

FINAL POST LENGTHS ARE TO BE DETERMINED IN THE FIELD. POST SIZES ARE COMPUTED BASED ON INFORMATION FURNISHED ON THE STANDARD SHEETS AND THE TRAFFIC & SAFETY DIVISION'S "SIGN POST DESIGN GUIDELINE."

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268fss.i
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: G. ROY
PLOT DATE: 05-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 11 OF 60



PLAN AND ELEVATION

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268pe.1	PLOT DATE: 02-APR-2007
PROJECT MANAGER: R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
	SHEET 12 OF 60

PROJECT DESCRIPTION

THIS COVERED BRIDGE PROJECT "SALISBURY - CORNWALL BHO 1445(27)" WILL REHABILITATE BRIDGE NO. 8 ON TH 1 OVER THE OTTER CREEK IN THE TOWNS OF SALISBURY AND CORNWALL. THE COVERED BRIDGE IS A SINGLE LANE, TWO SPAN, WOODEN LATTICE TRUSS BRIDGE WITH A WOODEN DECK, CONCRETE PIER ON STEEL H-PILES AND MASONRY ABUTMENTS WITH CONCRETE FACING. THE BRIDGE WILL BE CLOSED TO TRAFFIC DURING CONSTRUCTION. THE REHABILITATION INCLUDES REPLACING THE FLOOR SYSTEM, SOME LATTICE MEMBERS, SIDING, ROOF AND OTHER NECESSARY REPAIRS. APPROACH ROADWAY WILL BE MINIMAL WITH NEW GUARDRAIL. THERE IS ALSO SOME MINOR CHANNEL WORK.

THE PROJECT BEGINS AT A POINT ON TH 3 APPROXIMATELY 4.38 MILES FROM INTERSECTION OF VT 7 AND TH 1 AND PROCEED EASTERLY 0.071 MILES ALONG TH 3/TH 1.

THE TOTAL DISTURBED AREA (EXCLUDING WASTE, BORROW AND STAGING AREAS) IS APPROXIMATELY 0.26 ACRES. THE CONTRACTOR WILL BE RESPONSIBLE FOR ADDITIONAL PERMITTING WITH THE AGENCY OF NATURAL RESOURCES IF THE TOTAL DISTURBED AREA CHANGES AND THE RESULT IS ONE (1) OR MORE ACRES OF EARTH DISTURBANCE OR THE PROJECT BECOMES PART OF A COMMON PLAN OF DEVELOPMENT.

THIS REHABILITATION PROJECT WILL LAST MORE THAN ONE CONSTRUCTION SEASON.

SITE INVENTORY & ANALYSIS

OFF SITE DRAINAGE CHARACTERISTICS.
THE LAND IN THE PROJECT AREA IS MOUNTAINOUS, ROLLING HILLS TO OPEN FIELDS. IT CONSISTS OF OPEN LAWN, A FEW AREAS GROWING IN WITH BRUSH, SOFTWOOD AND HARDWOOD TREES. THE SOIL CONSISTS OF DEEP, WELL DRAINED SOILS ON FLOOD PLAINS.

DRAINAGE, WATERWAYS, BODIES OF WATER
THE BRIDGE CROSSES THE OTTER CREEK. THE BROOK IS PERENNIAL, SINUOUS AND UNBRAIDED.

TOPOGRAPHY, EXISTING ROADS, BUILDINGS, UTILITIES
THE PROJECT SITE IS RELATIVELY FLAT AT THE CONSTRUCTION SITE BUT CHANGES TO HILLY AND MOUNTAINOUS OUTSIDE OF THE PROJECT LIMITS. TH 1 AND TH 3 ARE PAVED ROADS. THERE IS A FISHING ACCESS JUST SOUTHWEST OF THE BRIDGE. THERE ARE NO BUILDINGS OR UTILITIES WITHIN THE PROJECT AREA.

VEGETATION
THERE ARE STRIPS OF TREES ON EITHER SIDE OF THE RIVER, AS WELL AS SOME OVERGROWN BRUSH. THERE ARE FIELD AREAS GROWING ON EITHER SIDE OF TH 1. STONE FILL CAPPED WITH GRUBBING MATERIAL WILL STABILIZE SLOPES STEEPER THAN 66%. SEED & MULCH WILL STABILIZE SLOPES FLATTER THAN 66%.

SOILS
THE SOIL CONSERVATION SERVICE "SOIL SURVEY OF ADDISON COUNTY" IDENTIFIES THE ONE SOIL TYPES IN THE PROJECT SITE ARE HADLEY VERY FINE SANDY LOAM AND WINOOSKI VERY FINE SANDY LOAM. HADLEY SERIES ARE DEEP AND WELL DRAINED AND RETAIN MOISTURE WELL. WINOOSKI SERIES CONSISTS OF DEEP, MODERATELY WELL DRAINED, LOAMY SOILS THAT WERE FORMED IN SILT LOAM AND VERY FINE SANDY LOAM DEPOSITS ON THE FLOOD PLAINS OF STREAMS.

SENSITIVE RESOURCE AREAS
A 50' RIPARIAN BUFFER BORDERS THE BROOK. MINIMIZE IMPACTS WITHIN THE BUFFER. RESTORE DISTURBED AREAS TO THEIR PREVIOUS CONDITIONS. WETLANDS ARE LOCATED ON BOTH BANKS OF THE BROOK. THERE ARE ARCHAEOLOGICAL SENSITIVE AREAS LOCATED ON BOTH BANKS OF THE BROOK.

TEMPORARY EROSION PREVENTION & SEDIMENT CONTROL

PROJECT DEMARCATION FENCING DELINEATES THE CONSTRUCTION AREA FOR CONSTRUCTION EQUIPMENT. THIS MEASURE LIMITS THE AREA THAT CAN BE DISTURBED AND EXPOSED TO EROSION.

TRACKING & MULCHING TEMPORARILY STABILIZES SLOPES. USE TRACKING FOR SHORT TERM (TWO WEEKS) EXPOSED SLOPES. DRIVE HEAVY EQUIPMENT ON THE SLOPES TO LEAVE LEVEL TRACKS (SMALL CHECK DAMS) THAT WILL CATCH WATER FLOW. STABILIZE SLOPES WITHIN 48 HOURS OR SOONER CONSIDERING RAIN.

SEEDING & MULCHING STABILIZES SLOPES RANGING FROM 0% TO 66%. ADD BIODEGRADABLE "EROSION CONTROL MATTING" (OR EQUIVALENT) TO SLOPES RANGING FROM 33% TO 66%. USE SEEDING FOR LONG TERM EXPOSED SLOPES. GRASS TAKES 2 WEEKS TO ESTABLISH ITSELF. STABILIZE SLOPES WITHIN 48 HOURS OR SOONER CONSIDERING RAIN.

TRACKING & MULCHING EXPOSED SLOPES WITH HEAVY EQUIPMENT TRACKS AND TEMPORARY MULCH STABILIZES SLOPES EXPOSED FOR SEVERAL DAYS PRIOR TO FINAL GRADING. CONSIDER RAINFALL FORECASTS.

STONE CHECK DAMS PLACED IN DITCHES REDUCE FLOW VELOCITIES AND PREVENT

EROSION. PLACE DAMS IN DITCHES SO THAT THE ELEVATION OF THE TOP OF A CHECK DAM IS LEVEL WITH THE TOE OF THE NEXT UPSLOPE CHECK DAM. SEE THE "EROSION CONTROLS DETAILS" SHEET. THE CHECK DAMS MAY BE REMOVED ONCE THE STONE LINING OF THE DITCHES IS COMPLETE AND THE SURROUNDING AREA STABILIZED.

SILT FENCE PLACED LEVEL ON SLOPES CONTROL SHEET FLOW SEDIMENT TRANSPORT. PLACE LEVEL SILT FENCE 5 TO 10 FEET FROM THE TOE OF SLOPES.

TURN THE ENDS OF SILT FENCE SLIGHTLY UPHILL TO STOP CONCENTRATED WATER FROM FLOWING AROUND THE ENDS. THE MAXIMUM SLOPE LENGTH BETWEEN SEPARATE RUNS OF SILT FENCE IS 100 FEET. PLACE SILT FENCE BEFORE BEGINNING UPSLOPE EARTHWORK.

STABILIZED CONSTRUCTION ENTRANCES CONTROL TRACKING OF SEDIMENT TRANSPORT ON TO PUBLIC ROADS. THE ENTRANCE IS A STABILIZED PAD OF CRUSHED STONE LOCATED WHEREVER CONSTRUCTION VEHICLES LEAVE CONSTRUCTION AREAS. THE SITES INCLUDE: THE PROJECT SITE; STAGING AREAS; AND WASTE AND BORROW AREAS. THE MINIMUM AREA IS 12 FEET X 15 FEET. PIPE ALL SURFACE WATER FLOWING TO OR DIVERTED TOWARDS A CONSTRUCTION ENTRANCE UNDER THE STONE. SIZE PIPES FOR THEIR WATERSHEDS. THE MINIMUM PIPE DIAMETER IS 6 INCHES. SEE THE "EROSION CONTROLS DETAILS" SHEET 18.

CHECK MEASURES (E.G. STONE CHECK DAMS, SILT FENCE, AND SAND BAGS) REGULARLY FOR ACCUMULATION OF SEDIMENT. REMOVE SEDIMENT BUILD-UP WHEN

THE LEVEL OF SEDIMENT REACHES ONE-HALF THE HEIGHT OF THE CONTROL MEASURE. DISPOSE OF SEDIMENTS IN AN APPROVED AREA WHERE THEY WILL NOT

BE SUBJECT TO EROSION.

HAY BALES ARE UNACCEPTABLE ALTERNATIVES TO SILT FENCES, SAND BAGS, OR

CHECK DAMS.

PERMANENT EROSION CONTROL MEASURES

BITUMINOUS CONCRETE PAVEMENT ON THE ROAD SURFACE WILL PREVENT EROSION.

GRAVEL OR CRUSHED STONE SUB BASE BENEATH THE SURFACE WILL PREVENT EROSION.

SAND BENEATH THE SUB BASE WILL PREVENT EROSION.

SEEDING & MULCHING WILL ESTABLISH VEGETATION ON SIDE SLOPES LESS THAN 66% THAT WILL PREVENT EROSION AND CONTROL SEDIMENT TRANSPORT. ADD BIODEGRADABLE "EROSION CONTROL MATTING" (OR EQUIVALENT) TO SLOPES RANGING FROM 33% TO 66%.

ROADWAY DITCHES BESIDE THE ROAD WILL CONTROL CONCENTRATED FLOWS AND PREVENT EROSION.
CULVERTS WILL CONVEY CONCENTRATED FLOW UNDER ROADS AND PREVENT EROSION.

STONE FILL, TYPE I IN ROADWAY DITCHES WILL PREVENT EROSION AND CONTROL SEDIMENT TRANSPORT. SEE EROSION CONTROL DETAIL SHEET FOR TYPICAL DITCH SECTION.

STONE FILL, TYPE I AT THE ENDS OF THE WING WALLS WILL PREVENT EROSION AND CONTROL SEDIMENT TRANSPORT. STONE FILL, TYPE II AROUND THE ABUTMENTS ON SLOPES GREATER THAN 66% WILL PREVENT EROSION AND CONTROL SEDIMENT TRANSPORT.

GEOTEXTILE UNDER STONE FILL WILL PREVENT EROSION AND CONTROL SEDIMENT TRANSPORT.

GENERAL EROSION & SEDIMENT CONTROL GUIDELINES

THE EROSION CONTROL PLANS ARE GUIDELINES FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT THROUGHOUT THE LIFE OF THE PROJECT. THE PURPOSE OF THE PLAN IS TO MINIMIZE SOIL LOSS AND THE POLLUTION AND SEDIMENTATION OF RECEIVING WATERS.

COORDINATE THE INSTALLATION, USE, AND REMOVAL OF EROSION AND SEDIMENT CONTROL MEASURES WITH CONSTRUCTION ACTIVITIES TO ENSURE ECONOMICAL, EFFECTIVE AND CONTINUOUS EROSION AND SEDIMENT CONTROL. EMPLOY TEMPORARY STABILIZATION PRACTICES IN INCREMENTAL STAGES AS CONSTRUCTION PROCEEDS. USE ADDITIONAL EROSION CONTROL MEASURES AS NECESSARY DURING THE SEQUENCE OF CONSTRUCTION AND AS DIRECTED BY THE ENGINEER. SEE SECTION 105.23 OF THE VERMONT AOT STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006.

MAINTAIN EXISTING AND PLANTED VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS WHEREVER POSSIBLE.

COLLECT AND ROUTE CLEAN OFFSITE RUNOFF AROUND OR THROUGH THE PROJECT SITE USING DIVERSION BERMS, DIVERSION CHANNELS, CULVERTS AND/OR TEMPORARY PIPES. CONTROL ONLY SEDIMENT-LADEN RUNOFF FROM THE PROJECT SITE.

INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN IN THE EROSION CONTROL PLAN OR AS DIRECTED BY THE ENGINEER. DO NOT MODIFY THE TYPE, SIZE OR LOCATION OF ANY CONTROL OR PRACTICE WITHOUT APPROVAL OF THE ENGINEER. NOTE ANY CHANGES ON THE PLANS, IN THE WEEKLY INSPECTION REPORT, AND REPORT THEM TO THE APPROPRIATE AUTHORITY IN A TIMELY MANNER. INSPECT ALL CONTROL MEASURES WEEKLY AND AFTER EACH RAINFALL EVENT. REPAIR MEASURES PROMPTLY ONCE DAMAGE IS DISCOVERED.

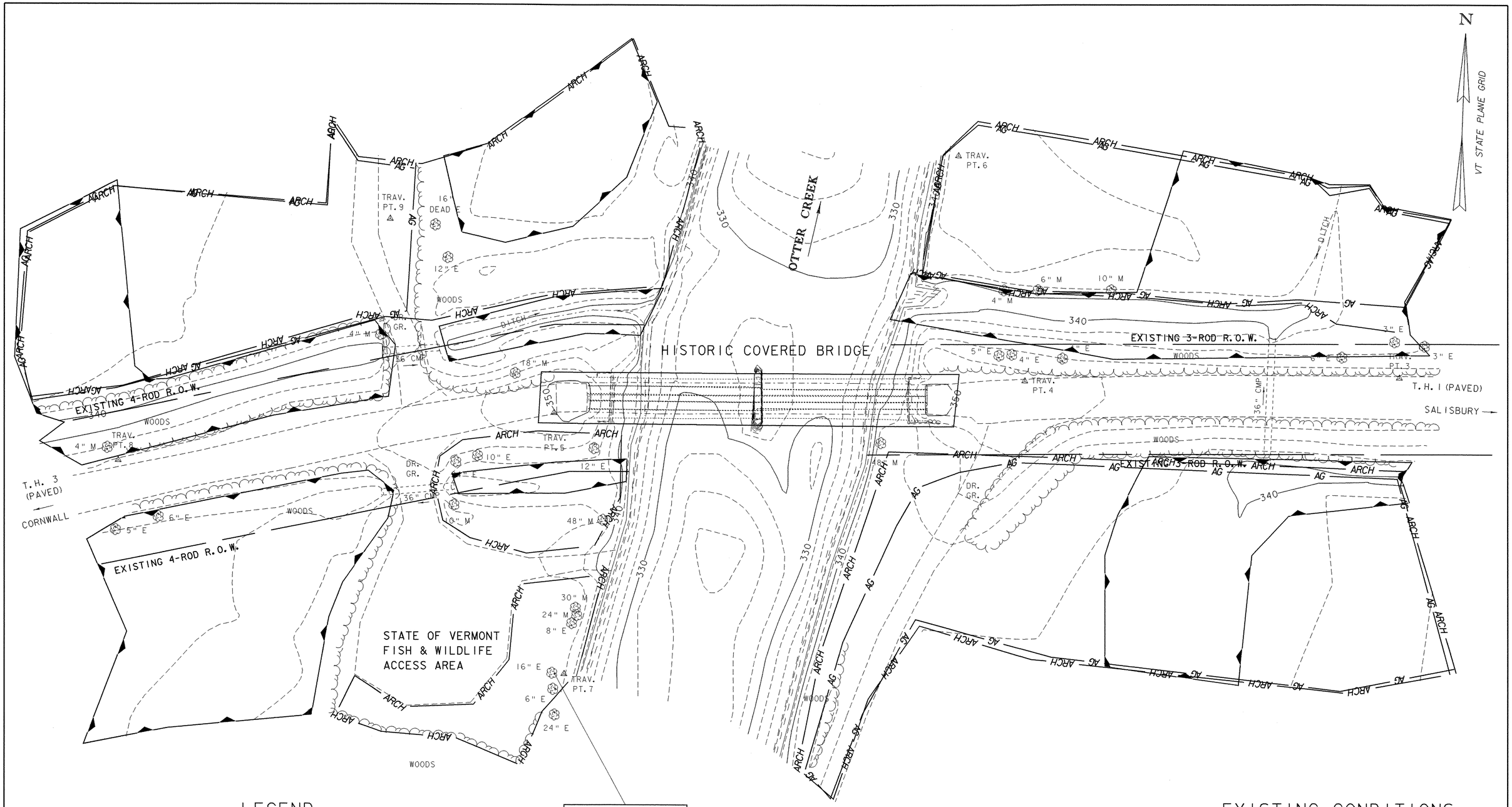
PREVENTING INITIAL SOIL EROSION IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. THEREFORE, STABILIZE ALL DISTURBED AREAS PROMPTLY AFTER CONSTRUCTION ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED. ESTABLISH TEMPORARY VEGETATION IF THE DISTURBED AREA IS TO BE WITHOUT CONSTRUCTION ACTIVITY FOR A PERIOD OF 14 DAYS. INSTALL PERIMETER CONTROL MEASURES FOLLOWING CLEARING AND BEFORE THE START OF ANY GRUBBING OR GRADING ACTIVITY. INSTALL OTHER TEMPORARY CONTROLS IN INCREMENTAL STAGES AS CONSTRUCTION PROCEEDS.

OPERATE CONSTRUCTION EQUIPMENT ONLY WITHIN PERIMETER CONTROL MEASURES.

EROSION CONTROL NOTES

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268ecn.i
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: M. HALE
PLOT DATE: 05-APR-2007
DRAWN BY: M. HALE
CHECKED BY: C. CARLSON
SHEET 13 OF 60



LEGEND

- ARCH — ARCHEOLOGICAL RESOURCE
- AG — AGRICULTURAL RESOURCE
- WETLAND RESOURCE

20 0 20

SCALE: 1" = 20'-0"

EXISTING CONDITIONS SITE PLAN

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

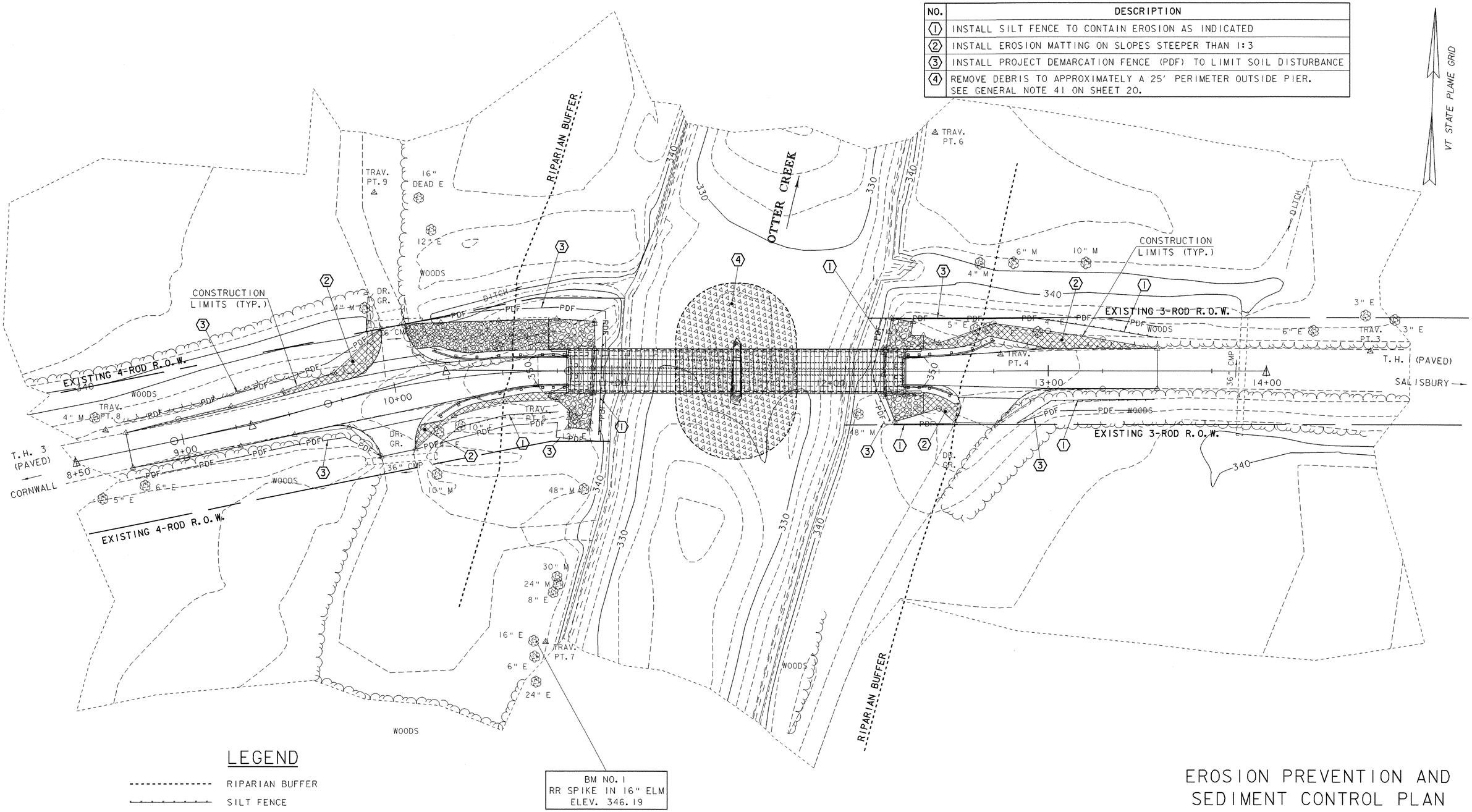
FILE NAME: 96j268\Structures\sj268ecl.i
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: M. HALE
PLOT DATE: 02-APR-2007
DRAWN BY: M. HALE
CHECKED BY: C. CARLSON
SHEET 14 OF 60

EROSION PREVENTION AND SEDIMENT CONTROL INDEX

NO.	DESCRIPTION
①	INSTALL SILT FENCE TO CONTAIN EROSION AS INDICATED
②	INSTALL EROSION MATTING ON SLOPES STEEPER THAN 1:3
③	INSTALL PROJECT DEMARCATION FENCE (PDF) TO LIMIT SOIL DISTURBANCE
④	REMOVE DEBRIS TO APPROXIMATELY A 25' PERIMETER OUTSIDE PIER. SEE GENERAL NOTE 41 ON SHEET 20.

N

VT STATE PLANE GRID



LEGEND

- RIPARIAN BUFFER
- SILT FENCE
- PDF — PROJECT DEMARCATION FENCING
- EROSION CONTROL MATTING
- DEBRIS REMOVAL

BM NO. 1
RR SPIKE IN 16" ELM
ELEV. 346.19

NOTE:

PRIOR TO THE BEGINNING OF WORK AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS, THE CONTRACTOR SHALL SUBMIT FOR THE RESIDENT ENGINEER'S APPROVAL AN EROSION PREVENTION AND SEDIMENT CONTROL PLAN SEPARATE FROM THIS SHEET.

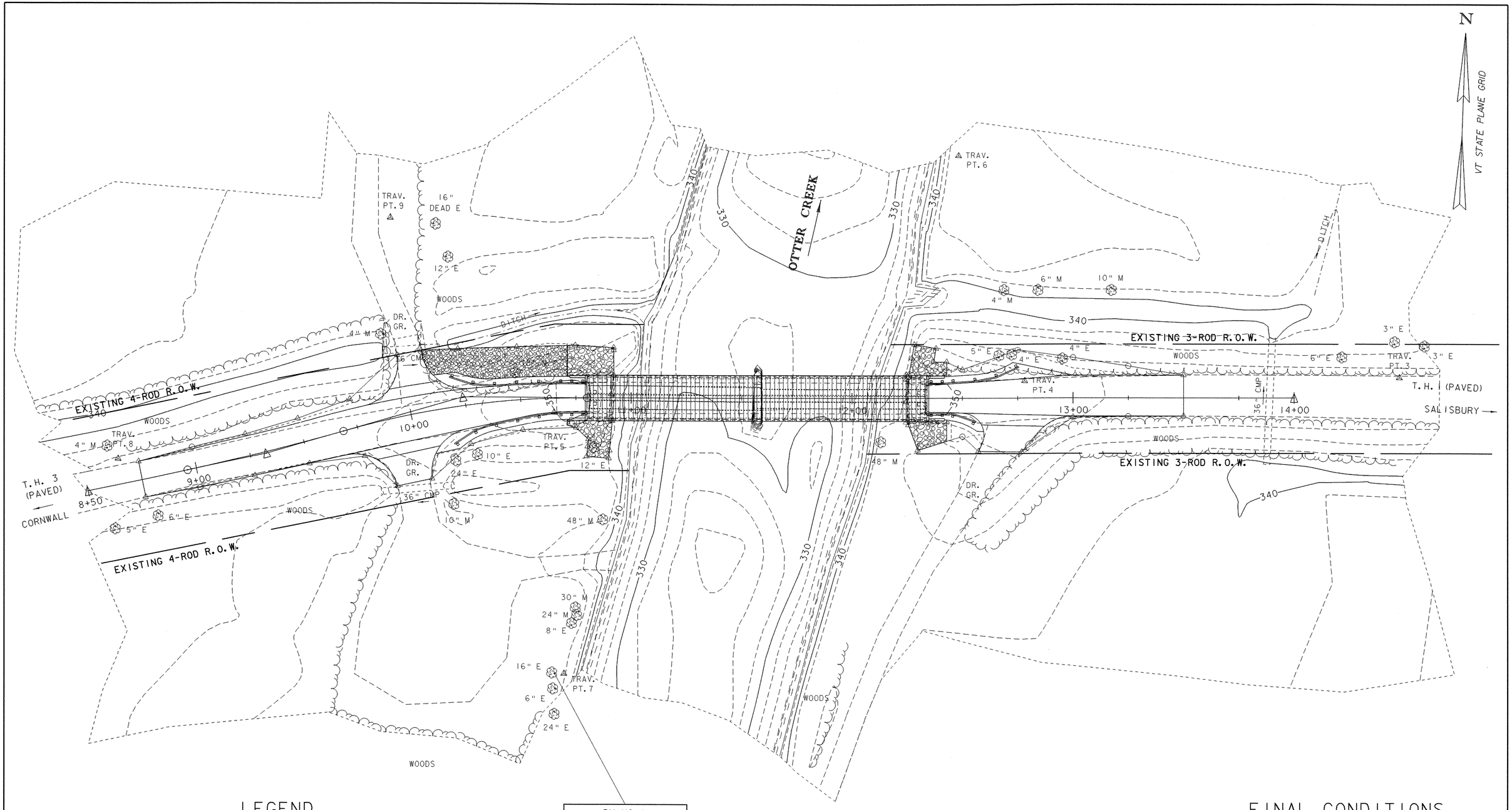
20 0 20

SCALE: 1" = 20'-0"

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96j268\Structures\sj268ec2.i
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: M. HALE
PLOT DATE: 02-APR-2007
DRAWN BY: M. HALE
CHECKED BY: C. CARLSON
SHEET 15 OF 60



LEGEND

---------- RIPARIAN BUFFER

NOTE:

FINAL CONTOURS ARE NOT SHOWN. SEE CROSS SECTIONS FOR FINAL GRADE INFORMATION.

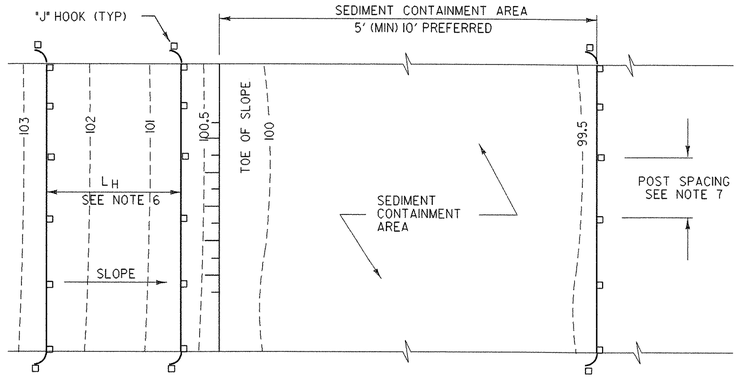
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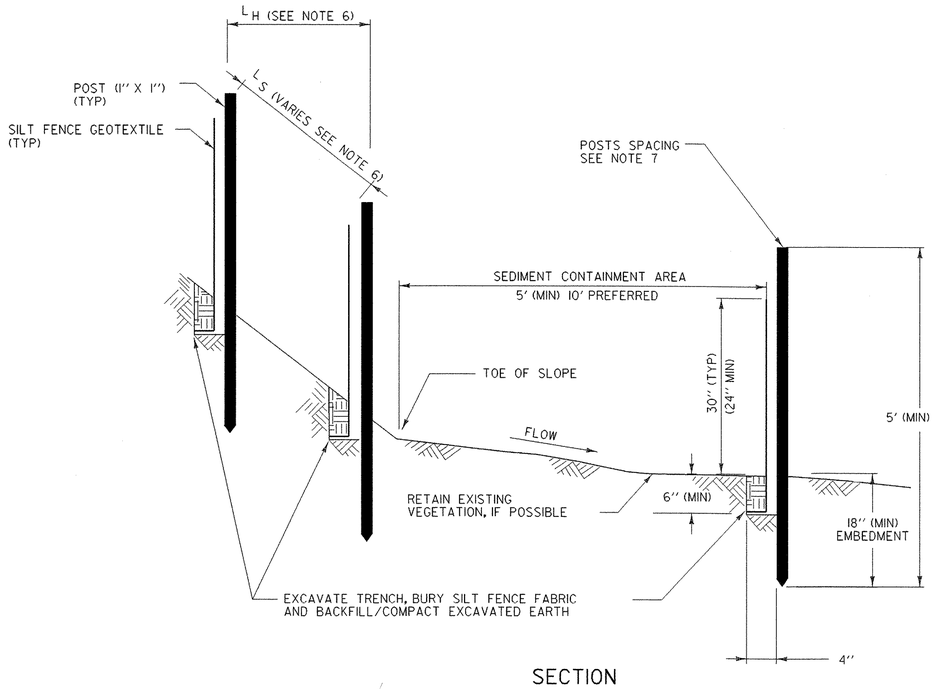
FINAL CONDITIONS SITE PLAN

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96j268\Structures\sj268ec3.i
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: M. HALE
PLOT DATE: 02-APR-2007
DRAWN BY: M. HALE
CHECKED BY: C. CARLSON
SHEET 16 OF 60



PLAN



SECTION

SILT FENCE - TEMPORARY

NOT TO SCALE

SILT FENCE

APPLICATION NOTES:

A. THE PRIMARY PURPOSE OF SILT FENCE IS TO REDUCE RUNOFF VELOCITY AND TRAP SEDIMENT. VELOCITY IS REDUCED, WATER IS IMPOUNDED BEHIND THE MEASURE, AND SEDIMENT FALLS OUT OF SUSPENSION.

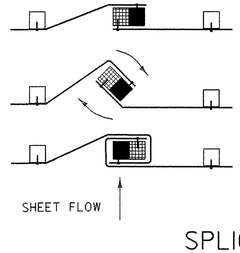
B. SILT FENCE SHALL NOT BE USED ACROSS CONCENTRATED FLOW.

GENERAL NOTES:

1. SILT FENCE SHALL GENERALLY BE PLACED A MINIMUM OF 5 FEET BEYOND TOE OF SLOPE, 10 FEET PREFERRED, TO PROVIDE ADEQUATE AREA FOR SEDIMENT STORAGE AND FACILITATE MAINTENANCE OF SEDIMENT CONTAINMENT AREA.
2. SILT FENCE SHALL BE INSTALLED ON A LINE OF EQUAL ELEVATION (CONTOUR). IT MAY BE INSTALLED AT INTERMEDIATE POINTS UP SLOPES AS WELL AS AT THE BOTTOM, AS SHOWN IN THE DETAIL.
3. ALL ENDS SHALL BE "J" HOOKED TO TRAP SEDIMENT.
4. IN AREAS WITH TWO SLOPES, SILT FENCE SHALL BE USED TO ERECT A DAM AND TRAP SEDIMENT AT THE BASE OF THE STEEPER SLOPE.
5. THE BOTTOM EDGE OF SILT FENCE SHALL BE BURIED A MINIMUM OF 6 INCHES BELOW GROUND, AND KEYED IN 4 INCHES. THE FENCE SHALL BE INSTALLED WITH THE POSTS ON THE DOWNSTREAM SIDE OF THE FABRIC.
6. MAXIMUM DRAINAGE AREA TRIBUTARY TO 100 FEET OF SILT FENCE SHALL BE 0.25 ACRES.
7. THE FOLLOWING ARE MAXIMUM LENGTHS FOR SILT FENCE INSTALATIONS:

CONSTRUCTED SLOPE	SLOPE LENGTH (LS) FT	HORIZONTAL LENGTH (LH) FT
3H : 1V	80	75
4H : 1V	130	125
5H : 1V	200	200
> 5H : 1V	250	250

8. WHERE ELONGATION IS >50%, POST SPACING SHALL NOT EXCERED 4 FEET. WHERE ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6 FEET.
9. SILT FENCE SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
10. SILT FENCE SHALL BE CLEANED AND REPAIRED AS NEEDED. SEDIMENT SHALL BE REMOVED WHEN ACCUMULATION REACHES ONE-HALF OF THE MEASURE HEIGHT. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED WASTE SITE.
11. SILT FENCE SHALL BE REMOVED WHEN THE AREA HAS BEEN STABILIZED. AT TIME OF REMOVAL OF THE SILT FENCE, THE DISTURBED AREA SHALL BE REPAIRED AND STABILIZED.



1. PLACE THE END POST OF ONE FENCE INSIDE THE END POST OF THE OTHER FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL
3. DRIVE BOTH POSTS 18 INCHES INTO THE GROUND AND BURY THE FLAP IN THE TRENCH.

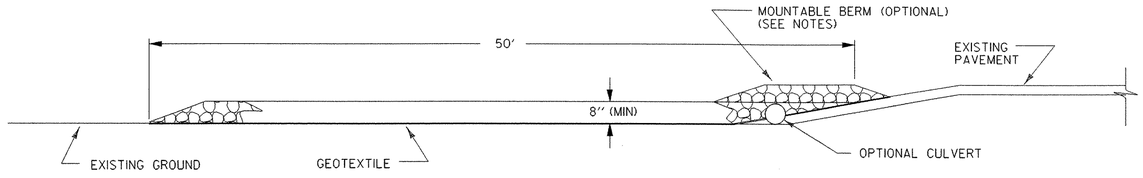
SPLICING DETAIL

NOT TO SCALE

EROSION CONTROL DETAILS

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

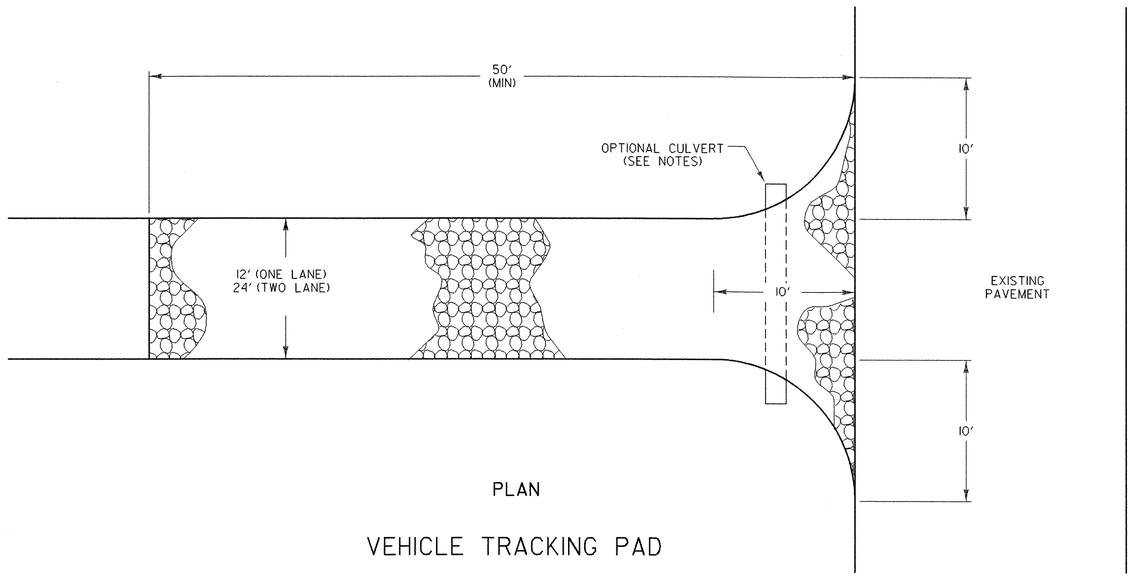
FILE NAME: 96J268\Structures\sj268ecdl.i
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: M. HALE
PLOT DATE: 02-APR-2007
DRAWN BY: M. HALE
CHECKED BY: C. CARLSON
SHEET 17 OF 60



PROFILE

VEHICLE TRACKING PAD

NOT TO SCALE



PLAN

VEHICLE TRACKING PAD

NOT TO SCALE

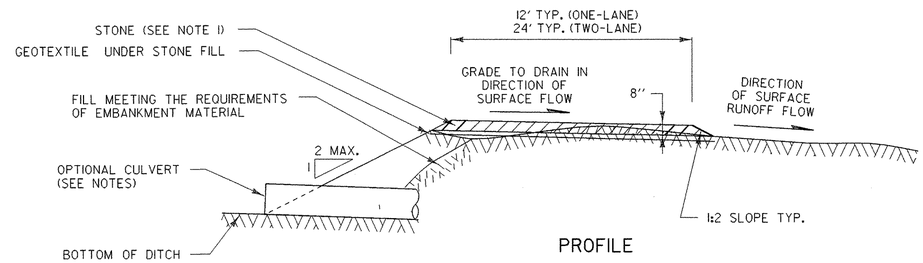
VEHICLE TRACKING PAD

APPLICATION NOTES:

A. THE PURPOSE OF A VEHICLE TRACKING PAD IS TO REDUCE OR ELIMINATE THE TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS OF WAY OR STREETS.

GENERAL NOTES:

1. STONE SIZE - USE CLEAN STONE THAT MEETS THE GRADATION REQUIREMENTS SPECIFIED IN THE CONTRACT DOCUMENTS.
2. LENGTH - 50 FEET (MIN.)
3. THICKNESS - 8 INCHES (MIN)
4. WIDTH - 12 FEET (MIN)
5. GEOTEXTILE UNDER STONE SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE AS DIRECTED BY THE ENGINEER. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. PROPOSED DRAINAGE PIPES SHALL BE SIZED WITH SUFFICIENT CAPACITY TO CARRY DITCH FLOWS. ALTERNATIVE WAYS OF TRANSPORTING DITCH DRAINAGE ACROSS CONSTRUCTION ENTRANCES MAY BE PROPOSED BY THE CONTRACTOR FOR APPROVAL BY THE ENGINEER.
8. WHEN A VEHICLE TRACKING PAD ALONE IS NOT CAPABLE OF PREVENTING TRACKING OF SEDIMENT ONTO THE ROAD SURFACE THE CONTRACTOR SHALL TAKE ADDITIONAL STEPS BEFORE VEHICLES LEAVE THE CONSTRUCTION AREA.
9. VEHICLE TRACKING PAD SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
10. VEHICLE TRACKING PAD SHALL BE MAINTAINED WHEN THE AGGREGATE BECOMES CLOGGED AND NO LONGER PREVENTS TRACKING OF SEDIMENT ONTO THE PUBLIC RIGHT-OF-WAY. ADDITIONAL AGGREGATE MAY BE ADDED ON TOP OF EXISTING AGGREGATE ONLY TO A POINT WHICH ALLOWS A SMOOTH TRANSITION BETWEEN THE ROAD SURFACE AND CONSTRUCTION AREA.
11. AT THE TIME OF REMOVAL OF THE VEHICLE TRACKING PAD, THE DISTURBED AREA SHALL BE REPAIRED AND STABILIZED.



PROFILE

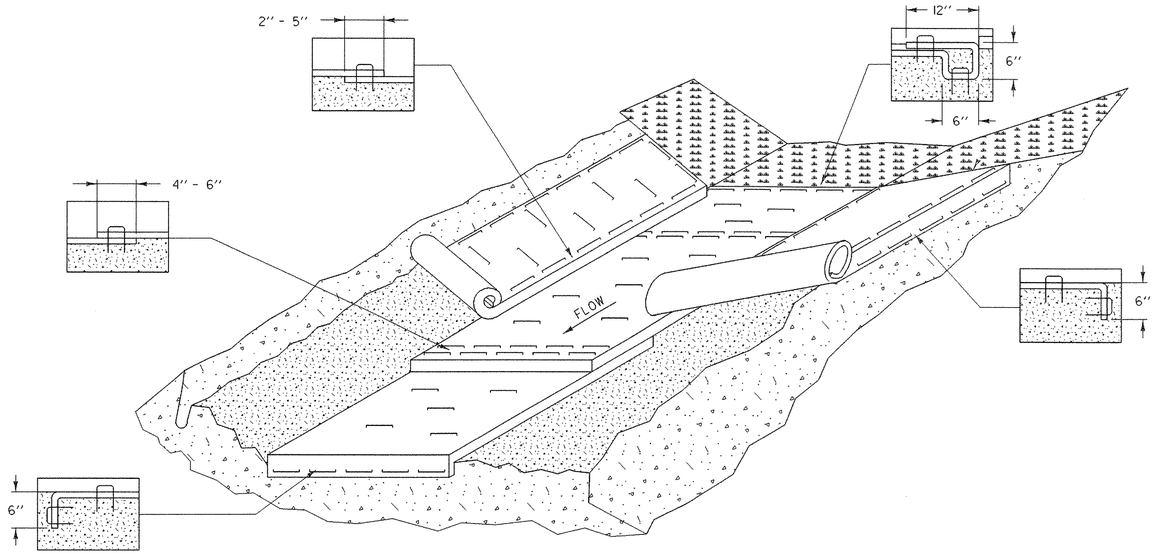
VEHICLE TRACKING PAD

NOT TO SCALE

EROSION CONTROL DETAILS

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268ecd4.i
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: M. HALE
PLOT DATE: 02-APR-2007
DRAWN BY: M. HALE
CHECKED BY: C. CARLSON
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EROSION MATTING FOR DITCHES

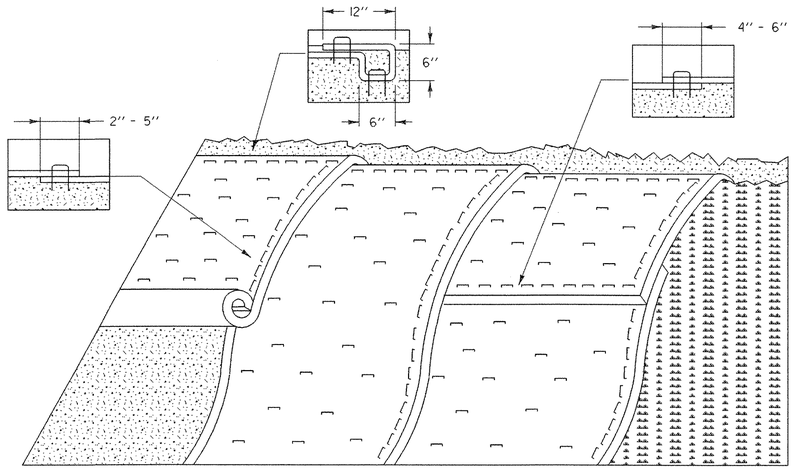
APPLICATION NOTES:

A. THE PURPOSE OF LINING THE DITCH WITH EROSION MATTING IS TO REDUCE EROSION AND AID THE ESTABLISHMENT OF VEGETATION AT LOW VELOCITIES.

B. TYPE OF EROSION MATTING TO BE USED SHOULD BE BASED ON FACTORS SPECIFIC TO EACH APPLICATION. SEE SPECIFICATIONS AND PRODUCT RECOMMENDATIONS FOR SUITABILITY.

GENERAL NOTES:

1. WATER MAY NEED TO BE DIVERTED TO ALLOW PROPER MATTING INSTALLATION.
2. GRADE AND SMOOTH CHANNEL TO PROVIDE GOOD MATTING TO SOIL SURFACE CONTACT.
3. APPLY FERTILIZER, LIME, AND SEED PRIOR TO PLACING MATTING.
4. INSTALL MATTING IN THE CENTER OF THE CHANNEL, IN THE DIRECTION OF THE WATER FLOW.
5. INSTALL MATTING ON THE SIDE SLOPES OF THE CHANNEL, OVERLAPPING THE CENTER MAT.
6. ANCHOR MATTING AS SHOWN, UTILIZING ANCHOR STAPLES. STAPLE PLACEMENT SHALL BE DETERMINED BY THE MANUFACTURER'S INTALLATION INSTRUCTIONS.
7. EROSION MATTING SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
8. EROSION MATTING SHALL BE REPAIRED AND RESTAPLED AS NECESSARY TO ENSURE PROPER FUNCTION.



EROSION MATTING FOR SLOPES

APPLICATION NOTES:

A. THE PURPOSE OF EROSION MATTING ON SLOPES IS TO REDUCE EROSION AND AID THE ESTABLISHMENT OF VEGETATION

B. EROSION CONTROL MATTING SHALL BE USED FOR THE FOLLOWING REASONS:

- SLOPES > 3H:1V
- AREAS WHERE SEED AND MULCH WILL NOT STAY IN PLACE ALONE
- WHERE SEEDING IS OUTSIDE THE GROWING SEASON.

GENERAL NOTES:

1. GRADE AND SMOOTH THE SLOPE TO PROVIDE GOOD MATTING TO SOIL SURFACE CONTACT.
2. APPLY FERTILIZER, LIME, AND SEED PRIOR TO PLACING MATTING.
3. ANCHOR MATTING AS SHOWN, UTILIZING ANCHOR STAPLES. STAPLE PLACEMENT SHALL BE DETERMINED BY THE MANUFACTURER'S INTALLATION INSTRUCTIONS.
4. UNROLL EROSION MATTING VERTICALLY DOWN SLOPE IN THE DIRECTION OF WATER FLOW.
5. OVERLAP UPPER MATTING OVER LOWER MATTING AS SHOWN.
6. OVERLAP ADJACENT MATTING AS SHOWN.
7. CUT EXCESS MATTING AT END OF SLOPE AND ANCHOR THE END.
8. EROSION MATTING SHALL BE INSPECTED EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF A STORM EVENT GREAT ENOUGH TO CAUSE WATER TO LEAVE THE CONSTRUCTION SITE.
9. EROSION MATTING SHALL BE REPAIRED AND RESTAPLED AS NECESSARY TO ENSURE PROPER FUNCTION.

SEEDING FORMULA
RURAL AREAS

% WT.	LBS./A.	NAME	PUR %	GERM %
37.5	22.5	CREEPING RED FESCUE	98	85
37.5	22.5	TALL FESCUE	95	90
5.0	3.0	RED TOP	95	90
15.0	9.0	BIRDSFOOT TREFOIL	98	85
5.0	3.0	ANNUAL RYEGRASS	95	85
100.0	60.0			

SEEDING NOTES

SEED MIXTURE: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.

SEED: TO BE APPLIED PER SEEDING FORMULAS OR AS DIRECTED BY THE ENGINEER.

FERTILIZER: FORMULA 10-20-10. TO BE USED WITH SEED, APPLIED AT THE RATE OF 500 LBS./ACRE. (HYDRO SEEDERS MAY USE 19-19-19 FORMULA).

AGRICULTURAL LIMESTONE: TO BE APPLIED AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, OR AS DIRECTED BY THE ENGINEER.

TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

EROSION CONTROL DETAILS

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268ecd5.i PLOT DATE: 02-APR-2007
PROJECT MANAGER: R. R. WHITCOMB DRAWN BY: M. HALE
DESIGNED BY: M. HALE CHECKED BY: C. CARLSON
SHEET 19 OF 60

GENERAL

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2006, AND ITS LATEST REVISIONS, AND THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION, DATED 2002 AND ITS LATEST REVISIONS.

2. DESIGN OF THE REHABILITATED STRUCTURE IS FOR H20-44 LIVE LOADING.

3. BRIDGE 8 WILL BE CLOSED TO ALL PEDESTRIANS AND VEHICULAR TRAFFIC DURING CONSTRUCTION. THE TOWN CLERKS OF SALISBURY AND CORNWALL SHALL BE NOTIFIED TWO WEEKS PRIOR TO THE CLOSING OF THE 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 LINES SHALL MATCH EXISTING CONDITIONS.

5. ALL ON-PROJECT SIGNS AND BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE INCIDENTAL TO THE ITEM 641.10, "TRAFFIC CONTROL".

6. ALL OFF-PROJECT SIGNING SHALL BE THE RESPONSIBILITY OF THE TOWN EXCEPT FOR THE "BRIDGE OUT" SIGNS PLACED AT INTERSECTIONS OF TH 3/VT 30 IN CORNWALL AND TH 1/TH 14 IN SALISBURY WHICH WILL BE PAID FOR UNDER ITEM 675.20. THOSE TWO SIGNS SHALL REMAIN IN PLACE WHILE THE BRIDGE IS CLOSED AND BE MAINTAINED IN ACCORDANCE WITH ITEM 641 WITH THE COSTS OF MAINTENANCE AND THEIR REMOVAL, WHEN NO LONGER NEEDED, INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".

7. THE REMOVAL AND/OR RESETTING OF EXISTING TRAFFIC SIGNS OR CONSTRUCTION TRAFFIC SIGNS, AS DEEMED NECESSARY BY THE RESIDENT ENGINEER WILL BE PAID FOR UNDER THE ITEM 641.10, "TRAFFIC CONTROL".

8. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES F OR AS NOTED OTHERWISE.

9. THIS COVERED BRIDGE IS HOME TO A MATERNITY COLONY OF BROWN BATS. THE CONTRACTOR SHALL BE CONSIDERATE OF THE BATS AND TAKE NECESSARY PRECAUTIONS SO AS NOT TO KILL OR INJURE THE BATS.

EARTHWORK AND RELATED ITEMS

10. ITEM 529.20 "PARTIAL REMOVAL OF STRUCTURE" SHALL INCLUDE:
    - REMOVAL OF PORTIONS OF THE EXISTING SUBSTRUCTURE AS SHOWN ON SHEET 35.
    - DISMANTLING OF EXISTING SUPERSTRUCTURE NECESSARY FOR THE ADDITION OR REPLACEMENT OF MEMBERS.
    - REMOVAL OF END POSTS, SIDING, DECK, CURBS, FLOOR BEAMS, LOWER CROSS BRACING, LOWER AND UPPER BOTTOM CHORDS REQUIRED TO BE REMOVED, LATTICE MEMBERS THAT NEED TO BE REPLACED, BOLSTER BEAMS AT ABUTMENTS, RAFTERS AND NAILERS.
    - SALVAGE AND REUSE OF CROSS TIE BEAMS, UPPER LATERAL BRACING, PORTAL FRAMEWORK, UPPER AND LOWER CHORDS, KNEE BRACES AND LATTICES.
    - REMOVAL AND DISPOSAL OF THE EXISTING STANDING SEAM ROOFING, ROOF BOARDS AND ROOFING NAILERS

11. N/A

12. ALL MATERIAL NOT REUSED SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THIS MATERIAL SHALL BE DISPOSED OF PROPERLY OR RETAINED FOR FUTURE USE.

13. ACCESS TO DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED. WHEN THE CONTRACTOR MUST TEMPORARILY RESTRICT ACCESS TO THE DRIVES, NOTICE TO THE PROPERTY OWNERS SHALL BE GIVEN IN ADVANCE BY THE CONTRACTOR. THIS WORK WILL BE CONSIDERED TO BE INCIDENTAL TO ITEM 641.10 " TRAFFIC CONTROL".

STRUCTURAL AND NON-STRUCTURAL LUMBER AND TIMBER

14. THE CONTRACTOR SHALL SUBMIT JACKING AND SHORING PLANS TO THE STRUCTURES ENGINEER FOR REVIEW AND COMMENT. APPROVAL OF THE INFORMATION IS REQUIRED PRIOR TO COMMENCEMENT OF THE WORK.

15. THE PLANS ARE BASED ON THE REPLACEMENT OF STRUCTURAL COMPONENTS WITH THE STRUCTURE SUPPORTED BY A TEMPORARY FALSEWORK SYSTEM IN ITS CURRENT LOCATION.

16. THE INTENDED ERECTION SEQUENCE FOR THE NEW FLOOR BEAMS ASSUMES NEW "SISTER" LATTICE MEMBERS AND REPLACEMENT LATTICES, PORTIONS OF UPPER AND LOWER BOTTOM CHORDS, AND THE TIE RODS BENEATH FLOOR BEAMS WILL BE INSTALLED PRIOR TO THE FLOOR BEAM INSTALLATION. THIS WOULD BE FOLLOWED BY THE INSTALLATION OF FLOOR BEAM BRACING.

17. IF THE CONTRACTOR CHOOSES TO REMOVE THE BRIDGE FROM ITS PRESENT LOCATION TO DO THE REHABILITATION WORK, ALL COSTS INVOLVED IN MOVING AND SHORING IN A NEW LOCATION AND REINSTALLING IN ITS FINAL LOCATION WILL BE INCLUDED IN ITEM 502.10, "SHORING SUPERSTRUCTURE". DETAILS, PROCEDURES AND CALCULATIONS ASSOCIATED WITH ALL PHASES OF THE MOVEMENTS SHALL BE SUBMITTED IN ACCORDANCE WITH SECTIONS 502.02 AND 502.03. THE CONTRACTOR WILL BE LIABLE FOR ANY DAMAGE DONE TO THE STRUCTURE IN PERFORMING THIS WORK.

18. WHEN COMPLETED, THE BRIDGE SHALL BE STRAIGHT ALONG A HORIZONTAL LINE BETWEEN THE ABUTMENTS AND NOT BE RACKED. DURING CONSTRUCTION, ALL WORK SHALL BE PLANNED AND PERFORMED SO THAT A POSITIVE OVERALL CAMBER IS MAINTAINED IN THE BRIDGE.

19. ALL STRUCTURAL MEMBERS AND CONNECTORS INDICATED TO BE RETAINED AND/OR REUSED, SHALL BE CHECKED IN THE FIELD FOR DAMAGE AND DECAY AND SHALL BE REMOVED AND REPLACED AS DEEMED NECESSARY BY THE RESIDENT ENGINEER. PAYMENT SHALL BE UNDER THE APPROPRIATE LUMBER PAY ITEM.

20. ALL LUMBER AND TIMBER SHALL BE FULL SAWN TO THE DIMENSIONS GIVEN IN THE PLANS AS DESCRIBED IN SECTION 709.01(D) (1). WHERE DIMENSIONS ARE NOT GIVEN, MEMBERS WILL BE SAWN TO THE DIMENSIONS OF THE MEMBER BEING REPLACED.

21. FULL SAWN STRUCTURAL LUMBER AND TIMBER SHALL INCLUDE THE FOLLOWING MEMBERS:

    A. ITEM 522.20, STRUCTURAL LUMBER AND TIMBER, UNTREATED.
    - NEW RIDGE BEAM (SPRUCE-PINE-FIR, NO.1 GRADE)
    - NEW ROOF RAFTERS (SPRUCE-PINE-FIR, NO.1 GRADE)
    - NEW ROOF BOARDS (SPRUCE-PINE-FIR, NO.1 GRADE)
    - NEW BRACING FOR LATTICE (SPRUCE-PINE-FIR, NO.1 GRADE)
    - CROSS TIE BEAMS (ASSUMED 20% REPLACEMENT)(SPRUCE-PINE-FIR, NO.1 GRADE)
    - UPPER LATERAL CROSS BRACING COMPONENTS (ASSUMED 20% REPLACEMENT) (SPRUCE-PINE-FIR, NO.1 GRADE)
    - UPPER TOP CHORDS (ASSUMED 20% REPLACEMENT) (SPRUCE-PINE-FIR, NO.1 GRADE)
    - LOWER TOP CHORDS (ASSUMED 20% REPLACEMENT) (SPRUCE-PINE-FIR, NO.1 GRADE)
    - PORTAL FRAMING (ASSUMED 10% REPLACEMENT) (SPRUCE-PINE-FIR, NO.1 GRADE)
    - LATTICE MEMBERS (ASSUMED 15% REPLACEMENT) (SPRUCE-PINE-FIR, NO.1 GRADE)
    - KNEE BRACES (ASSUMED 50% REPLACEMENT) (SPRUCE-PINE-FIR, NO.1 GRADE)
    - NEW 3" X 8" RUNNING BOARDS (WHITE OAK, STRUCTURAL GRADE NO. 3 OR BETTER)
    - NEW TRUNNELS (WHITE OAK OR WHITE ASH, NO. 1 GRADE)

    B. ITEM 522.25, STRUCTURAL LUMBER AND TIMBER, TREATED.
    - NEW VERTICAL END POSTS (SOUTHERN PINE, NO.1 GRADE)
    - NEW VERTICAL POSTS AT PIER (SOUTHERN PINE NO. 1 GRADE)
    - NEW BOLSTER BEAMS AT PIER (SOUTHERN PINE NO. 1 GRADE)
    - NEW LOWER LATERAL CROSS BRACING, CONNECTION BLOCKING AND DOWELS (SOUTHERN PINE, NO.1 GRADE)
    - UPPER BOTTOM CHORDS (ASSUMED 25% REPLACEMENT) (SOUTHERN PINE, NO.1 GRADE)
    - LOWER BOTTOM CHORDS (ASSUMED 40% REPLACEMENT) (SOUTHERN PINE, NO.1 GRADE)
    - NEW BOLSTER BEAMS AND BLOCKING, BEARING BLOCKS, BEDDING TIMBERS (SOUTHERN PINE, NO.1 GRADE)
    - SHIMS, IF REQUIRED (WHITE OAK OR WHITE ASH)

22. FULL SAWN NON-STRUCTURAL LUMBER SHALL INCLUDE THE FOLLOWING MEMBERS:

    A. ITEM 522.30, NON-STRUCTURAL LUMBER, UNTREATED.
    - NEW SHIPLAPPED SIDING (WHITE PINE OR EASTERN SPRUCE, NO.1 GRADE)
    - NAILING STRIPS (SPRUCE-PINE-FIR, STANDARD GRADE)
    - NEW ROOF FASCIA AND SOFFIT BOARD NAILERS (SPRUCE-PINE-FIR, NO.1 GRADE)
    - NEW ROOF RETURNS AND CORNICES (SPRUCE-PINE-FIR, NO.1 GRADE)

    B. ITEM 522.35, NON-STRUCTURAL LUMBER, TREATED.
    - CURBS AND BLOCKING (SOUTHERN PINE, STANDARD GRADE)
    - TIE ROD BLOCKING (SOUTHERN PINE, STANDARD GRADE) ⚠1

23. ITEM 522.40, STRUCTURAL GLUED LAMINATED TIMBER
    - NEW DECK PANELS: SOUTHERN PINE, #16F-V3 SP/SP
    - NEW FLOOR BEAMS: SOUTHERN PINE, #26F-V2 SP/SP, 2600 PSI BENDING STRESS PRIOR TO TREATMENT.
    - STRUCTURAL GLUED LAMINATED DECK PANELS SHALL BE TREATED PRIOR TO GLUING AND SHALL COMPLY WITH STANDARD SPECIFICATION 726.01 PRESERVATION TREATMENT TYPE II OR TYPE III.
    - STRUCTURAL GLUED LAMINATED FLOOR BEAMS SHALL COMPLY WITH STANDARD SPECIFICATION 726.01 PRESERVATION TREATMENT TYPE II.

24. THE DECK SHALL CONSIST OF 4 PANELS OF EQUAL WIDTHS. THE END JOINTS OVER THE FLOOR BEAMS WILL BE STAGGERED.

25. PLAN QUANTITIES FOR "UNTREATED LUMBER AND TIMBER" AND "TREATED LUMBER AND TIMBER" ARE FOR ESTIMATING PURPOSES ONLY. PLAN QUANTITIES INCLUDE THE ASSUMED PERCENTAGES OF REPLACEMENT SHOWN ABOVE. ACTUAL QUANTITIES MAY VARY DEPENDING ON CONDITION OF LUMBER SCHEDULED TO BE RETAINED.

26. 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.

27. ALL NEW WOOD TRUNNELS SHALL BE UNTREATED, DRIED (MAXIMUM MOISTURE CONTENT OF 19%), WHITE OAK OR WHITE ASH, AND SHALL BE DRIVEN IN A MANNER WHICH AVOIDS SPLITTING OF THE TRUNNELS OR THE PIECES CONNECTED BY THEM. TRUNNELS SHALL BE 1-7/8 INCHES IN DIAMETER. FOR PAY MEASUREMENT PURPOSES THEY SHALL BE TAKEN AS 2 INCHES X 2 INCHES X ACTUAL IN-PLACE LENGTH. TRUNNELS MAY BE DIPPED IN BOILED LINSEED OIL PRIOR TO DRIVING. TRUNNEL MATERIAL AND INSTALLATION WILL BE PAID FOR UNDER ITEM 522.20.

28. IF DEEMED NECESSARY BY THE RESIDENT ENGINEER, TRUNNEL HOLES IN EXISTING MEMBERS THAT ARE TO BE RETAINED AND ARE OVERSIZED DUE TO WEAR OR WILL NOT ACHIEVE SATISFACTORY ALIGNMENT SHALL BE PLUGGED WITH A COMPATIBLE WOODEN PLUG GLUED IN PLACE AND REDRILLED. THE COST OF THIS WORK WILL BE PAID UNDER ITEM 522.20.

29. THE EXISTING COVERED BRIDGE TRUSSES ARE NOT PERFECTLY SYMMETRICAL AND THE FLOOR BEAM SPACING MAY VARY SLIGHTLY. TO HELP FACILITATE CONNECTING THE GLUED LAMINATED DECK PANELS TO THE FLOOR BEAMS, THE LEAD HOLES FOR THE LAG SCREWS WILL BE DRILLED IN THE FIELD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT THE END PANEL CONNECTION JOINTS WILL OCCUR AT THE CENTERLINE OF THE FLOOR BEAMS.

30. ALL SIDING AND NAILERS SHALL BE FASTENED WITH NO.8 GALVANIZED SCREWS, COST INCIDENTAL TO SIDING.

31. LEAD HOLES FOR THE LAG SCREWS WILL BE DOUBLE DRILLED. THE DIAMETER OF THE LEAD HOLE FOR THE THREADED PORTION OF THE LAG SCREW WILL BE 1/4 INCH FOR THE 1/2 INCH DIAMETER LAG SCREW AND 7/16 INCH FOR THE 3/4 INCH LAG SCREW. THE LEAD HOLE FOR THE UNTHREADED SHANK MUST BE THE SAME DIAMETER AS THE SHANK AND EXTEND TO THE SAME DEPTH AS THE UNTHREADED PORTION.

STRUCTURAL STEEL AND BEARINGS

32. ITEM 506.60, "STRUCTURAL STEEL" SHALL INCLUDE ALL TIE RODS BETWEEN TRUSSES AND CORRESPONDING TURNBUCKLES, NUTS AND OGEE WASHERS. TIE RODS SHALL MEET ASTM A 307. ALL OTHER HARDWARE SHALL BE INCIDENTAL TO THE ITEM TO WHICH IT IS ATTACHED. ALL NEW BOLTS, LAG SCREWS, NUTS AND WASHERS SHALL BE ASTM A 307. ALL STRUCTURAL STEEL, HARDWARE AND STEEL IN THE BEARING DEVICE ASSEMBLIES SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO SPECIFICATION M 232.

33. ITEM 900.620, "SPECIAL PROVISION (BEARING DEVICE ASSEMBLY, COVERED BRIDGE)" SHALL INCLUDE MATERIAL COSTS AND PLACEMENT OF ANCHOR BOLTS, NUTS, WASHERS, STEEL PLATES, STEEL ANGLES, CUTTING EXISTING ANCHOR BOLTS, AND DRILLING AND GROUTING OF NEW ANCHOR BOLTS.

34. THE PLANING OF TIMBER BLOCKS IN ORDER TO MATCH GRADES SHALL BE INCIDENTAL TO ITEM 522.25, "STRUCTURAL LUMBER AND TIMBER, TREATED".

CONCRETE AND REINFORCING STEEL

35. 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.

36. JOINTS IN THE CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

37. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1 INCH X 1 INCH.

38. ITEM 900.625, "SPECIAL PROVISION (WATER REPELLENT, SILANE)" SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES, INCLUDING THE EXISTING EXPOSED CONCRETE SURFACES AT THE PIERS AND ABUTMENTS.

39. THE MINIMUM COVER FOR REINFORCING STEEL IN THE SUBSTRUCTURES SHALL BE THREE INCHES UNLESS DETAILED OTHERWISE.

40. REINFORCING STEEL PLACEMENT TOLERANCES SHALL BE AS FOLLOWS:
    - SPACING +/- 1 INCH
    - CLEARANCE +/- 1/4 INCH

MISCELLANEOUS

41. AFTER THE COVERED BRIDGE HAS BEEN FULLY REPAIRED AND DECK REPLACED, THE BRIDGE SHALL BE COATED WITH A FIRE RETARDANT COATING AND AN INSECTICIDE/FUNGICIDE COATING. (SEE SPECIAL PROVISIONS FOR APPLICATION DATE RESTRICTIONS) ALL NEW WOOD AND WOOD TO BE RETAINED WILL BE COATED. THE FIRE RETARDANT COATING AND INSECTICIDE/FUNGICIDE COATING SHALL BE PAID UNDER ITEM 900.645, "SPECIAL PROVISION (FIRE RETARDANT COATING)" AND ITEM 900.645, SPECIAL PROVISION (INSECTICIDE/FUNGICIDE COATING)".

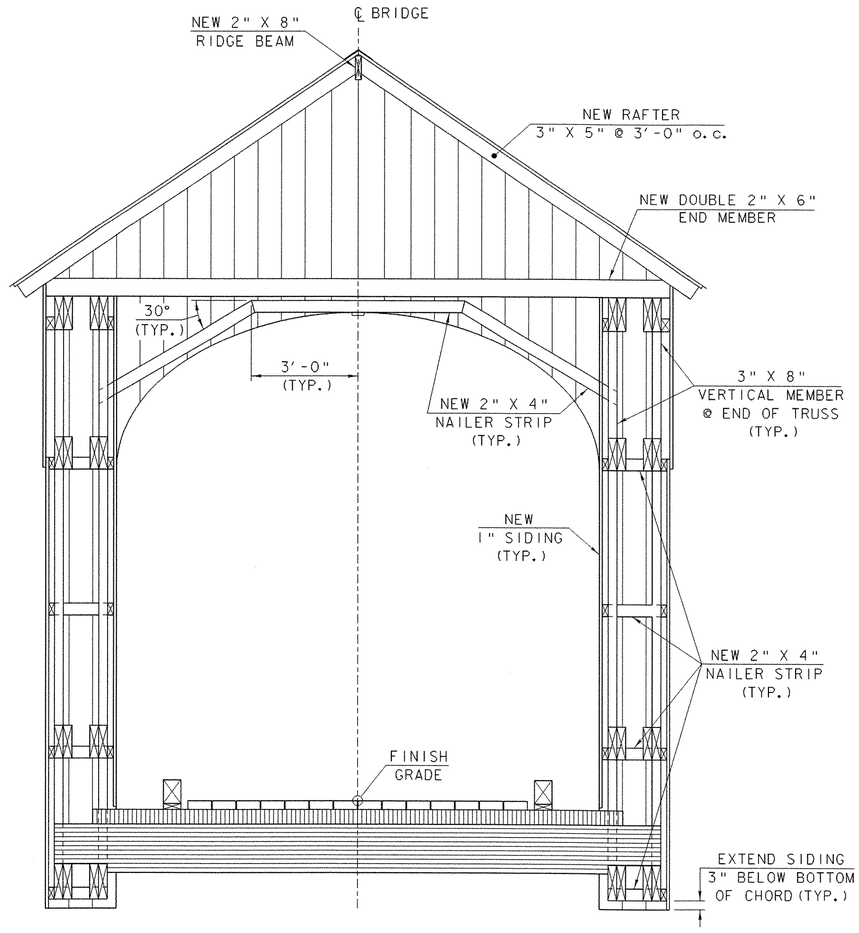
42. THE NEW STANDING SEAM METAL ROOF SHALL BE PAID FOR UNDER ITEM 900.670, "SPECIAL PROVISION (METAL ROOFING)".

43. THE CONTRACTOR SHALL REMOVE ALL WOOD AND OTHER DEBRIS THAT EXISTS AROUND THE PIER. THIS WORK SHALL BE PAID FOR UNDER ITEM 608.20, "DRAGLINE RENTAL, TYPE I". THE DEBRIS SHALL BE REMOVED FROM AN AREA OF APPROXIMATELY 4000 SQUARE FEET. THE QUANTITY IS DERIVED FROM AN AREA WITHIN A PERIMETER LINE 25 FEET PARALLEL TO THE PIER PERIMETER. THE ENGINEER MAY MOVE THE OUTSIDE PERIMETER TO BETTER ENCOMPASS THE DEBRIS FIELD BUT THE AREA WILL REMAIN AT OR NEAR THE 4000 SQUARE FEET. THE DEBRIS SHALL BE REMOVED TO THE DEPTH OF EXISTING STREAM BOTTOM BUT SHALL ONLY INCLUDE WOOD AND OTHER MATERIALS THAT DO NOT BELONG IN THE RIVER. DEPOSITS OF SAND, SILT OR OTHER RIVER BOTTOM MATERIALS DO NOT HAVE TO BE REMOVED. THIS ITEM SHALL INCLUDE THE REMOVAL AND PROPER DISPOSAL OF THE DEBRIS.

⚠1 ADDENDUM #1: REVISED APRIL 25, 2007

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

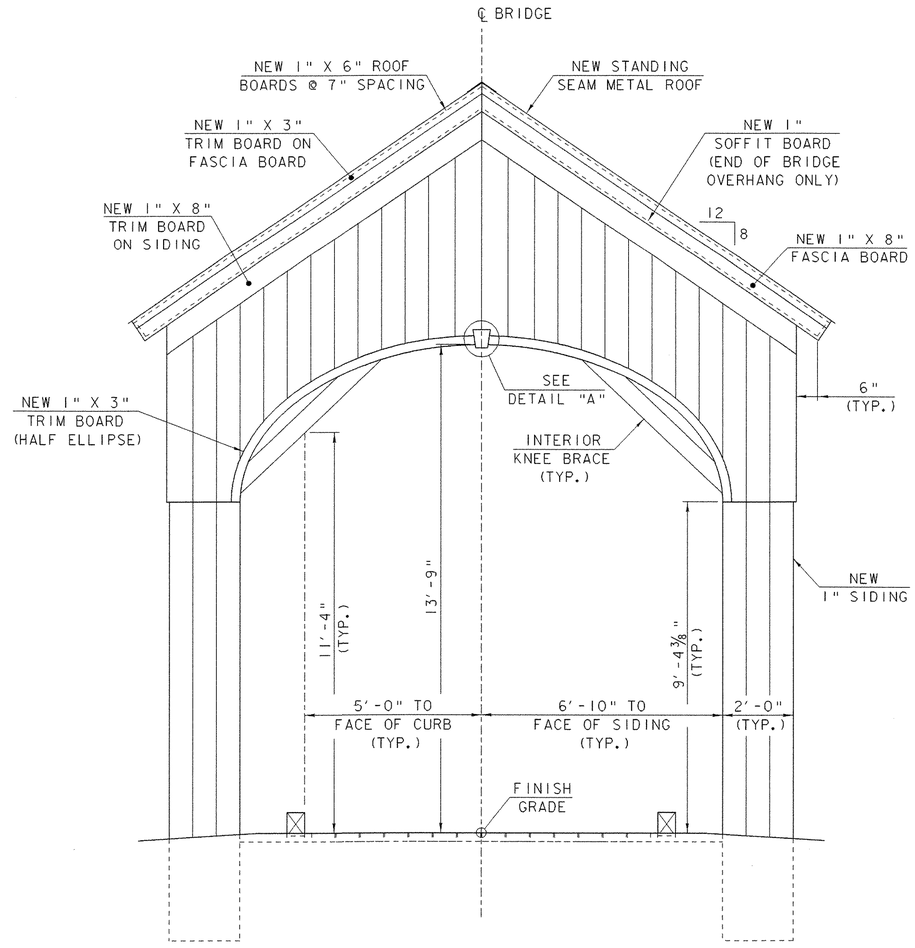
FILE NAME: 96J268\Structures\sj268gn.1 PLOT DATE: 25-APR-2007
PROJECT MANAGER: R.R. WHITCOMB DRAWN BY: G. ROY
DESIGNED BY: C. CARLSON CHECKED BY: C. CARLSON
SHEET 20 OF 60



INTERIOR END ELEVATION

1 0 1 2 3 4

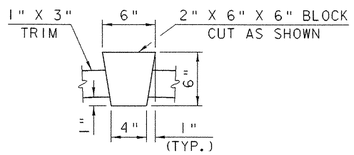
SCALE: ½" = 1'-0"



EXTERIOR END ELEVATION

1 0 1 2 3 4

SCALE: ½" = 1'-0"



DETAIL "A"

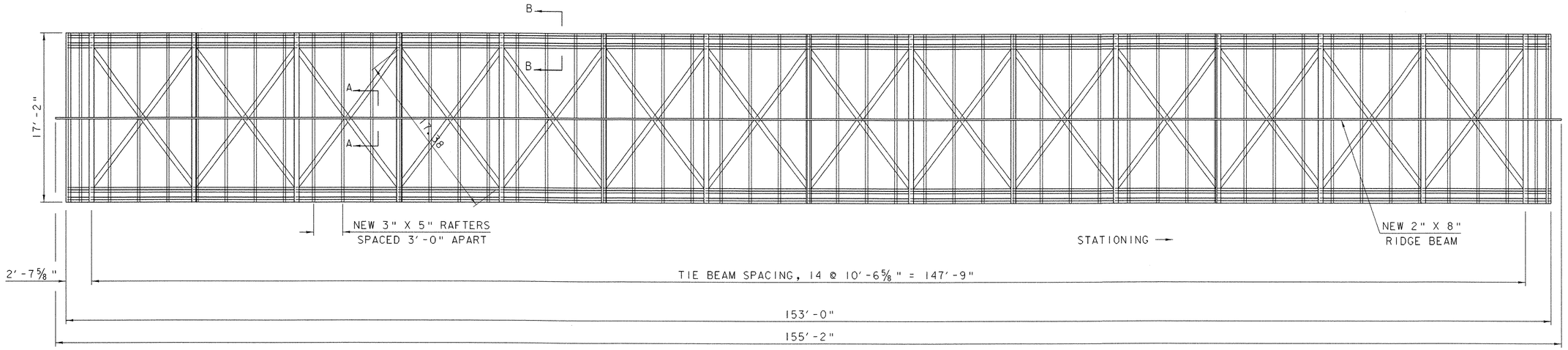
1 0 1 2

SCALE: 1½" = 1'-0"

COVERED BRIDGE END DETAILS

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

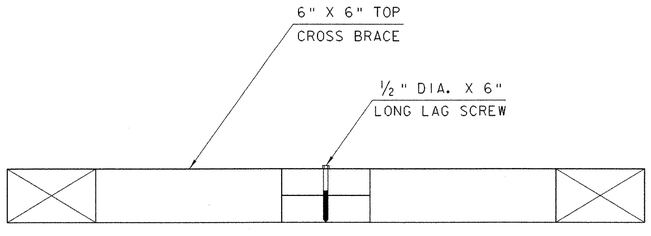
FILE NAME: 96j268\Structures\sj268cbed.i
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: C. CARLSON
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 21 OF 60



ROOF FRAMING PLAN

1 0 1 2 3 4 5 6

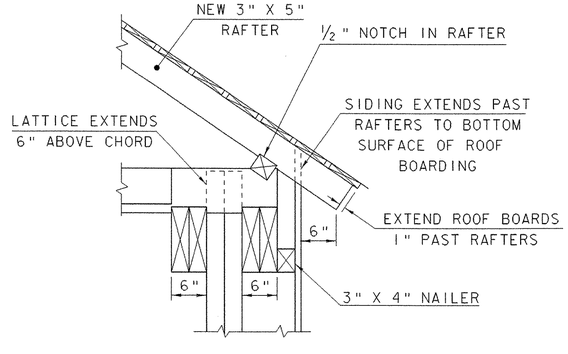
SCALE: 3/16" = 1'-0"



SECTION A-A

1 0 1 2

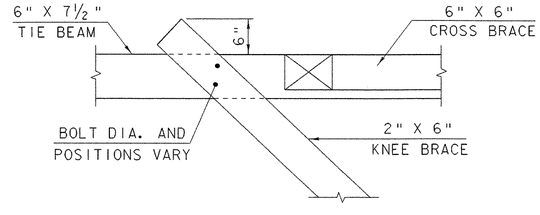
SCALE: 1½" = 1'-0"



SECTION B-B

1 0 1 2

SCALE: 1" = 1'-0"



KNEE BRACE TO TIE BEAM CONNECTION

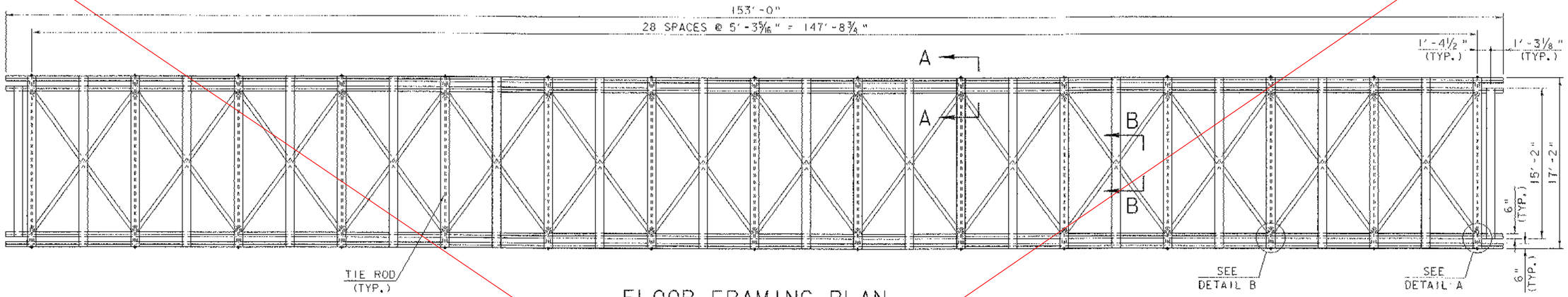
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SCALE: 1" = 1'-0"

ROOF FRAMING PLAN

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)

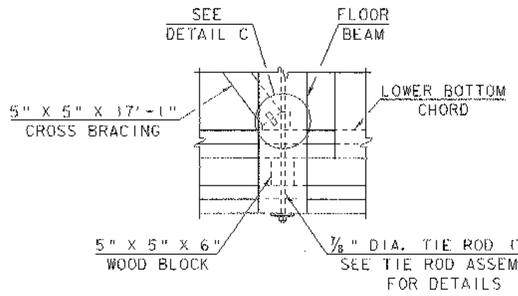
FILE NAME: 96J268\Structures\sj268rfp.i	PLOT DATE: 02-APR-2007
PROJECT MANAGER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. CARLSON	CHECKED BY: C. CARLSON
	SHEET 22 OF 60



FLOOR FRAMING PLAN

0 1 2 3 4 5 6

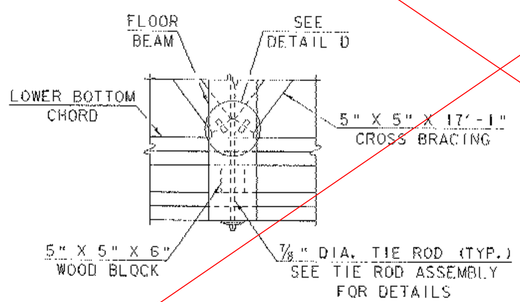
SCALE: 3/16" = 1'-0"



DETAIL A

1 0 1 2 3

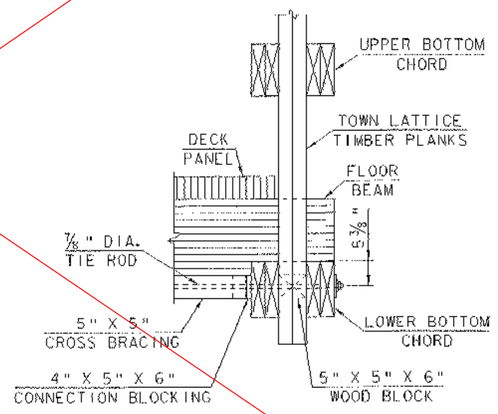
SCALE: 3/4" = 1'-0"



DETAIL B

1 0 1 2 3

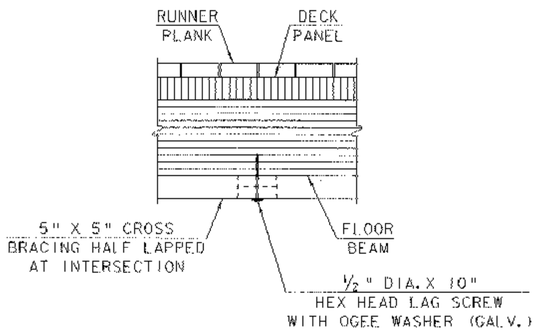
SCALE: 3/4" = 1'-0"



SECTION A-A

1 0 1 2 3

SCALE: 3/4" = 1'-0"



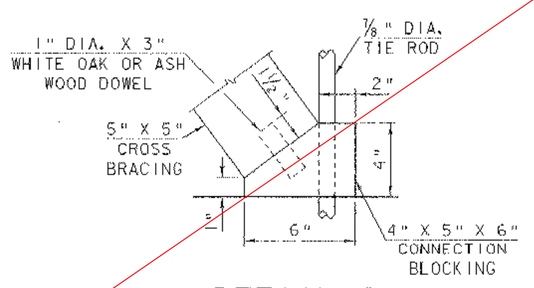
SECTION B-B

1 0 1 2 3

SCALE: 3/4" = 1'-0"

(TYP. AT EACH CROSS BRACING INTERSECTION)

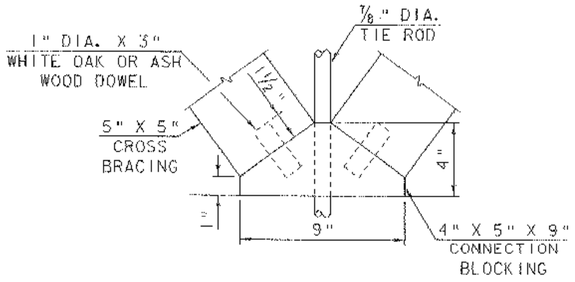
SEE REVISED SHEET



DETAIL C

0.5 0.25 0 0.25 0.5

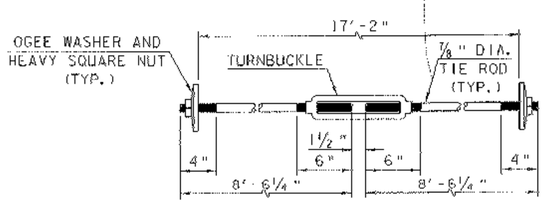
SCALE: 3" = 1'-0"



DETAIL D

0.5 0.25 0 0.25 0.5

SCALE: 3" = 1'-0"



TIE ROD ASSEMBLY

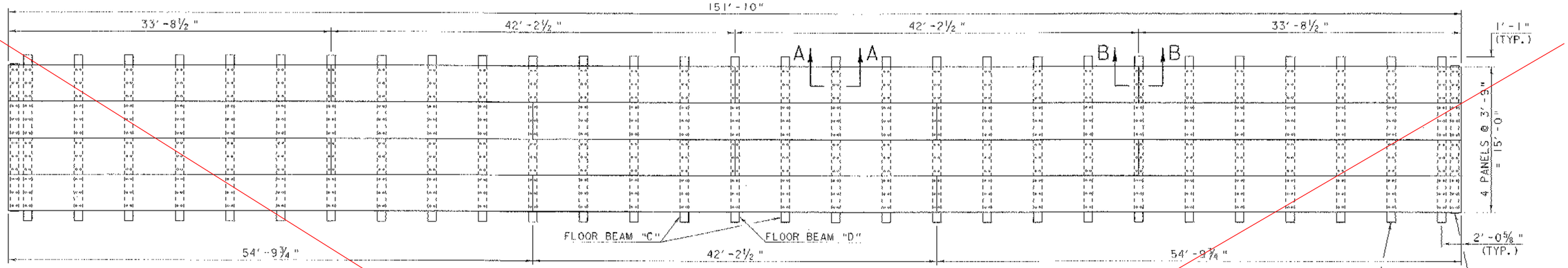
(GALVANIZED)

0 1 2

SCALE: 1 1/2" = 1'-0"

FLOOR FRAMING PLAN

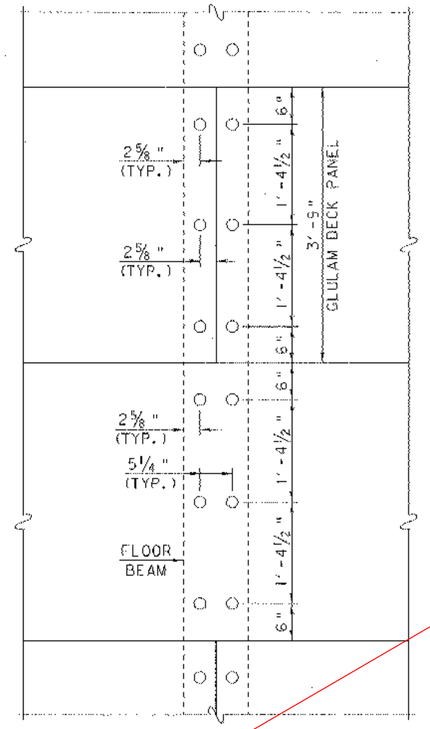
PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)
FILE NAME: 96J268\Structures\sJ268ffp.i	PLOT DATE: 02-APR-2007
PROJECT MANAGER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. CARLSON	CHECKED BY: CARLSON
	SHEET 23 OF 60



DECK FRAMING PLAN

0 1 2 3 4 5 6

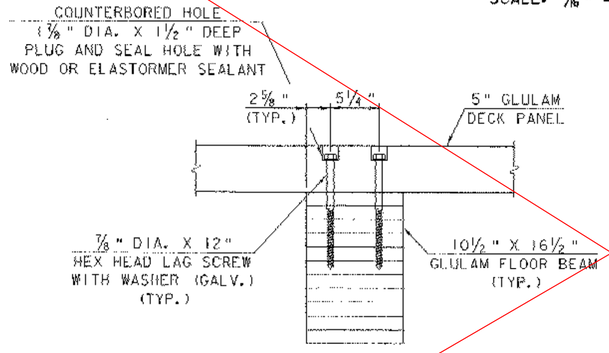
SCALE: 3/16" = 1'-0"



DECK PANEL SPLICE DETAIL

1 0 1 2

SCALE: 1" = 1'-0"

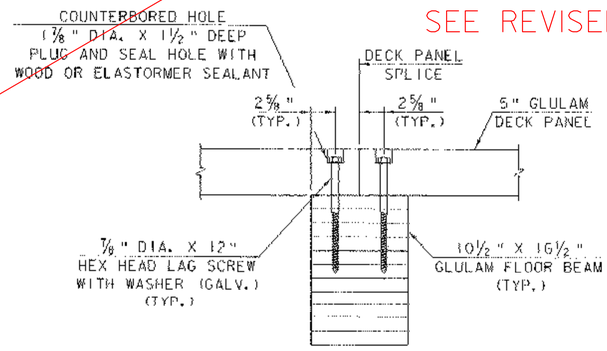


SECTION A-A

1 0 1 2

SCALE: 1½" = 1'-0"

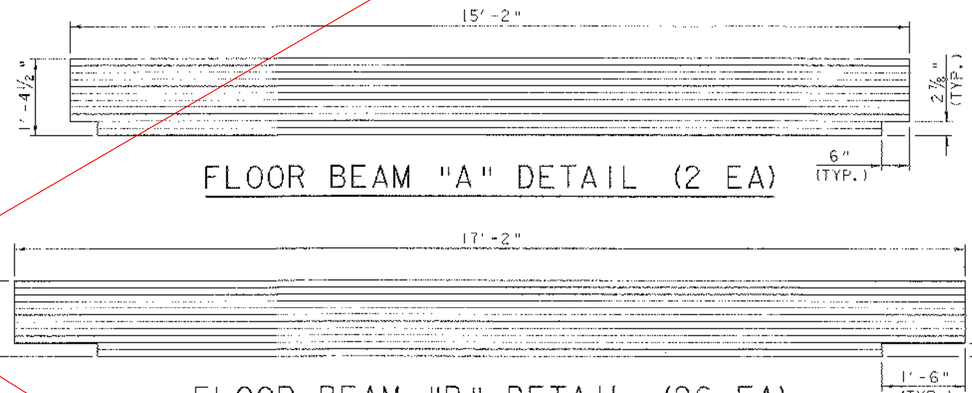
SEE REVISED SHEET



SECTION B-B

1 0 1 2

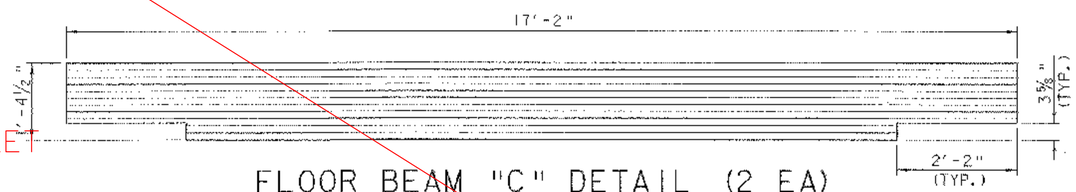
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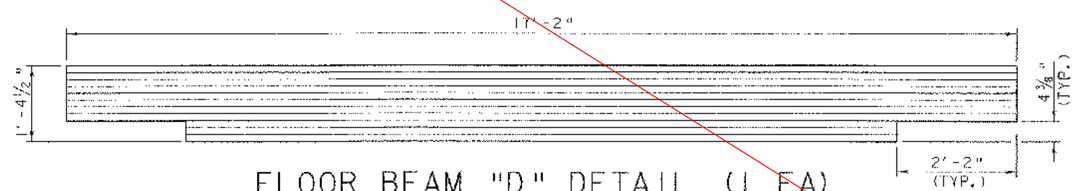
FLOOR BEAM "A" DETAIL (2 EA)



FLOOR BEAM "B" DETAIL (26 EA)



FLOOR BEAM "C" DETAIL (2 EA)



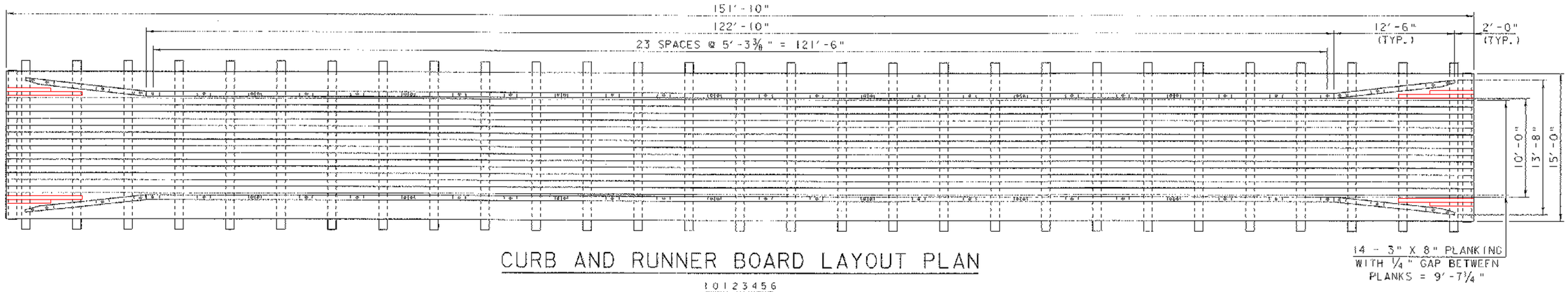
FLOOR BEAM "D" DETAIL (1 EA)

1 0 1 2 3

SCALE: ¾" = 1'-0"

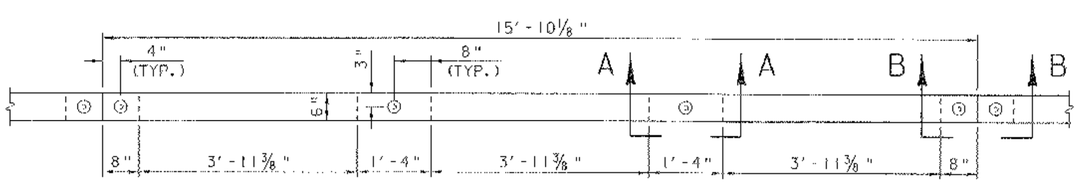
DECK FRAMING PLAN

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)
FILE NAME: 96j268\Structures\sj268dfp.1	PLOT DATE: 02-APR-2007
PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. CARLSON	CHECKED BY: C. CARLSON
	SHEET 24 OF 60



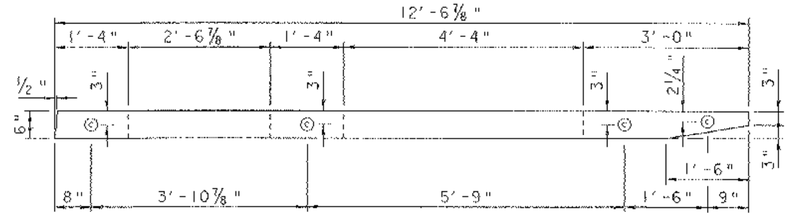
CURB AND RUNNER BOARD LAYOUT PLAN

SCALE: 3/16" = 1'-0"



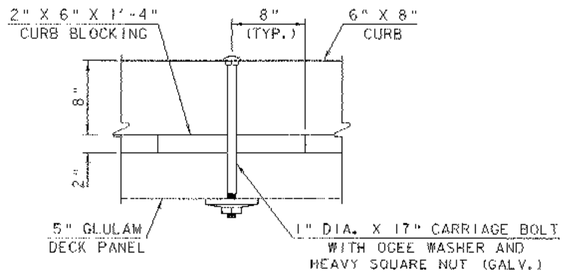
CURB SPLICE DETAIL

SCALE: ¾" = 1'-0"



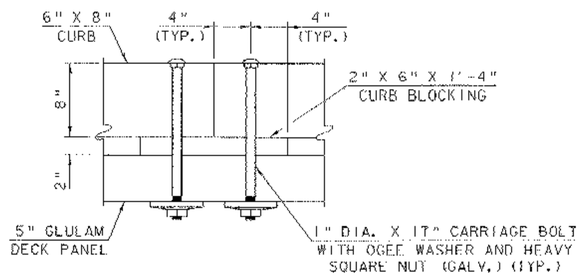
END CURB DETAIL

SCALE: ¾" = 1'-0"



SECTION A-A

SCALE: 1½" = 1'-0"

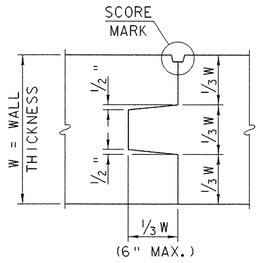


SECTION B-B

SCALE: 1½" = 1'-0"

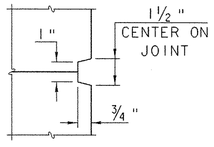
CURB AND RUNNER BOARD LAYOUT

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)
FILE NAME: 961268\Structures\sj268crb.1	PLOT DATE: 02-APR-2007
PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: C. CARLSON	CHECKED BY: C. CARLSON
	SHEET 25 OF 60



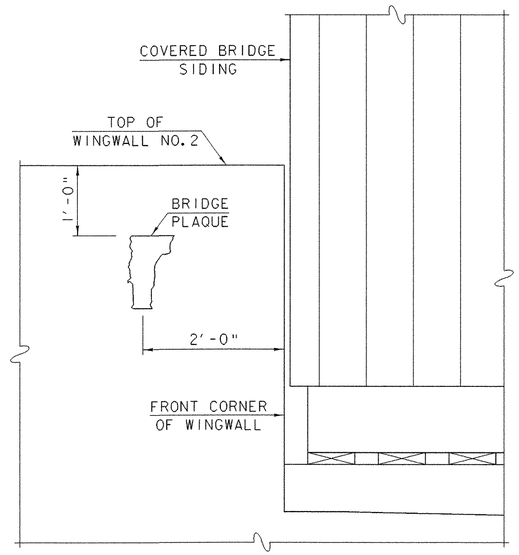
TYPICAL CONCRETE CONSTRUCTION JOINT

NOT TO SCALE



SCORE MARK DETAIL

NOT TO SCALE



BRIDGE PLAQUE DETAIL

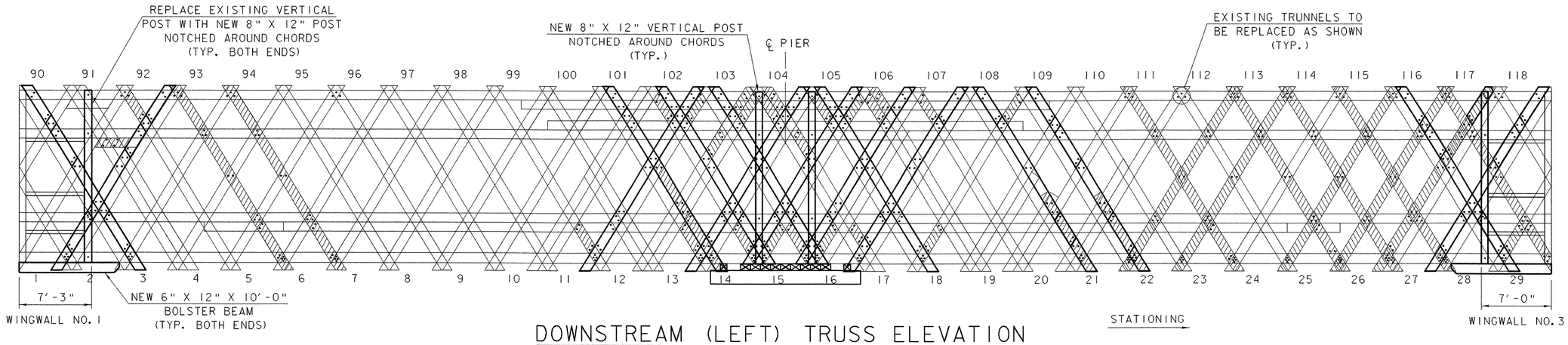
NOT TO SCALE

THE BRIDGE PLAQUE WILL BE SUPPLIED BY THE AGENCY OF TRANSPORTATION AND SHALL BE INSTALLED BY THE CONTRACTOR AS SHOWN OR AS DIRECTED BY THE ENGINEER.

MISCELLANEOUS PROJECT DETAILS

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268mpd.i		PLOT DATE:	02-APR-2007
PROJECT MANAGER:	R.R. WHITCOMB	DRAWN BY:	G. ROY
DESIGNED BY:	C. CARLSON	CHECKED BY:	CARLSON
		SHEET	26 OF 60

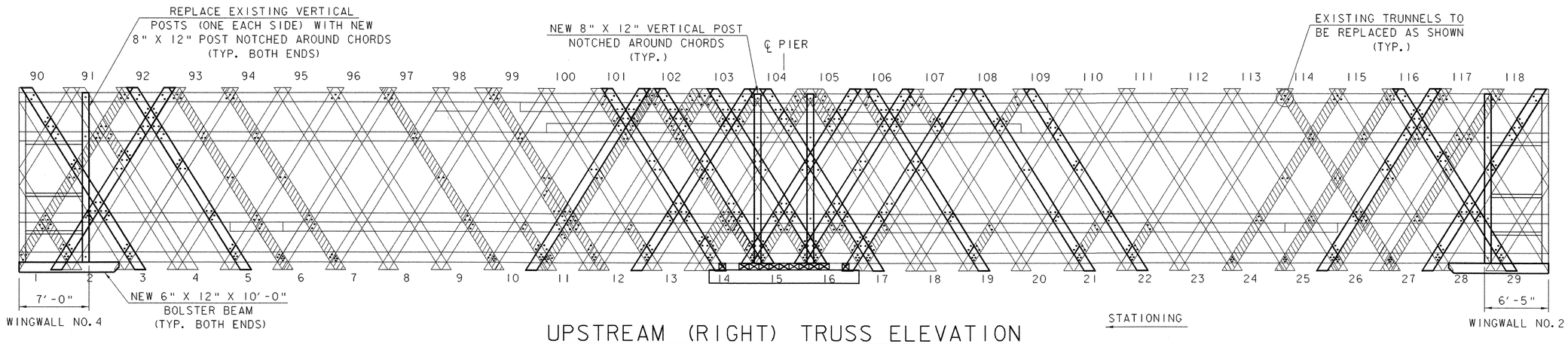


DOWNSTREAM (LEFT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

1 0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"



UPSTREAM (RIGHT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

1 0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"

NOTES (FOR LATTICE MEMBERS):

1. THE LATTICE MEMBERS HATCHED AND MARKED AS NEW SHALL BE REPLACED REGARDLESS OF THE CURRENT CONDITION. THE LATTICE MEMBERS MARKED AS NEW SHALL BE A SINGLE PIECE OF 3" X 11" LUMBER, SAWN TO FULL DIMENSIONS INDICATED. LATTICE MEMBERS SHALL BE SPRUCE-PINE-FIR, NO.1 GRADE AND PAID FOR UNDER ITEM 522.20, "STRUCTURAL LUMBER AND TIMBER, UNTREATED".

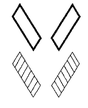
2. ALL OTHER EXISTING LATTICE MEMBERS SHALL BE INSPECTED FOR DECAY AND CONDITION. ANY ADDITIONAL LATTICE MEMBERS THAT APPEAR TO HAVE CONDITION PROBLEMS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER. THE RESIDENT ENGINEER IN CONSULTATION WITH THE PROJECT MANAGER SHALL MAKE THE DETERMINATION ABOUT WHETHER ANY ADDITIONAL LATTICE MEMBERS WILL BE REPLACED. CONSIDERATION WILL BE GIVEN TO ANTICIPATED STRESS IN THE INDIVIDUAL LATTICE MEMBERS IN QUESTION.

3. IF IT IS DEEMED NECESSARY TO REPLACE ANY ADDITIONAL LATTICE MEMBERS, THEY SHALL BE REPLACED WITH 3" X 11" LUMBER, SAWN TO FULL DIMENSIONS INDICATED. THESE LATTICE MEMBERS SHALL BE SPRUCE-PINE-FIR, NO.1 GRADE AND SHALL BE PAID FOR UNDER ITEM 522.20, "STRUCTURAL LUMBER AND TIMBER, UNTREATED".

4. AS SHOWN IN THE TRUSS ELEVATIONS, APPROXIMATELY 1350 TRUNNELS WILL HAVE TO BE REPLACED/ADDED. THE RESIDENT ENGINEER IN CONSULTATION WITH THE PROJECT MANAGER SHALL MAKE THE DETERMINATION ABOUT WHETHER ANY ADDITIONAL TRUNNELS WILL BE REPLACED. WHERE EVER POSSIBLE, A MINIMUM EDGE DISTANCE OF 3" SHALL BE PROVIDED FROM THE EDGE OF WOOD MEMBER TO THE CENTER OF TRUNNEL.

REFER TO SHEETS 30 & 31 FOR MORE DETAIL

LEGEND



ADD SISTER MEMBER (NEW 3 X 11 LATTICE)

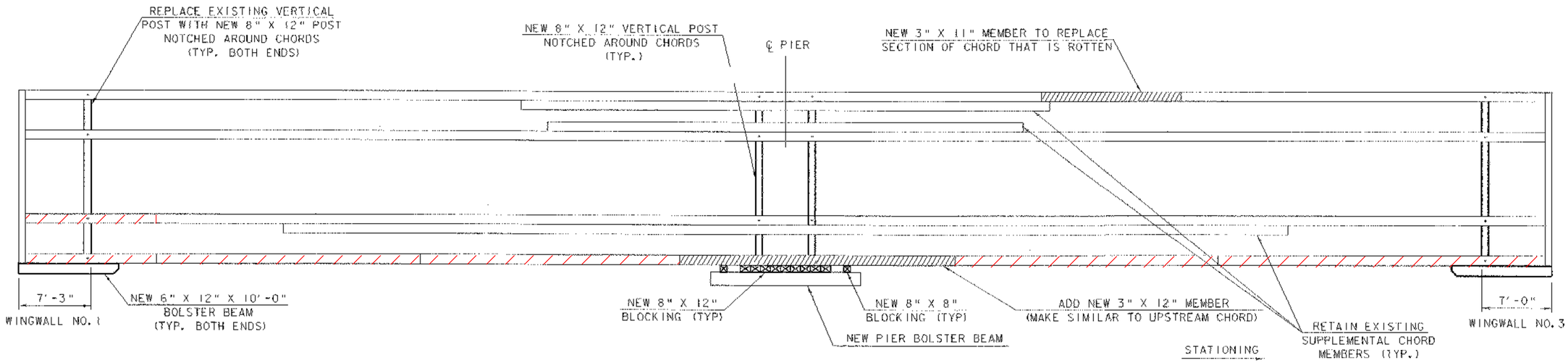
REPLACE MEMBER (NEW 3 X 11 LATTICE)

(23) MEMBER NUMBERS WERE USED FOR ANALYSIS AND ARE SHOWN FOR IDENTIFICATION PURPOSES

TRUSS ELEVATIONS

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268ete.i
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: C. CARLSON
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 27 OF 60

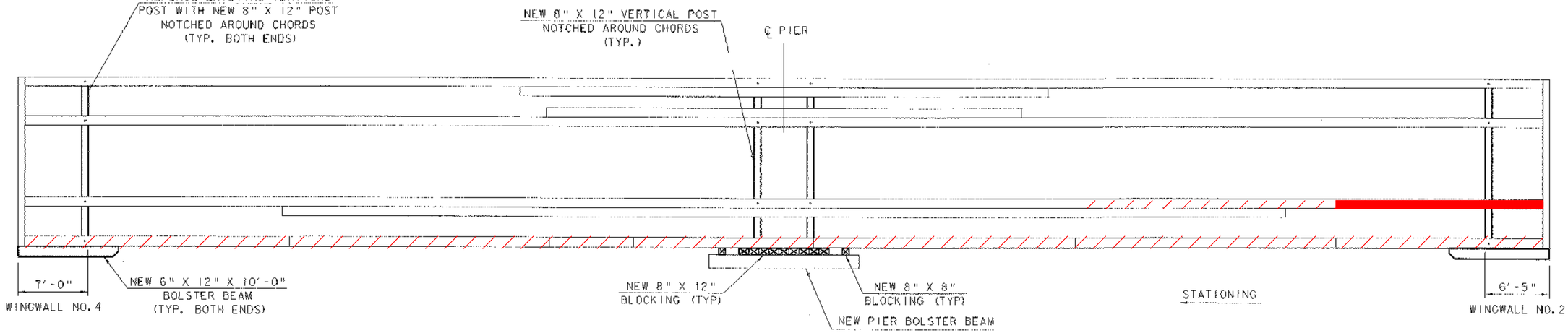


DOWNSTREAM (LEFT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

1 0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"

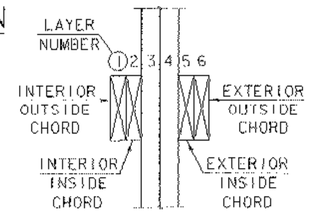


UPSTREAM (RIGHT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

1 0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"



TRUSS LAYER LEGEND

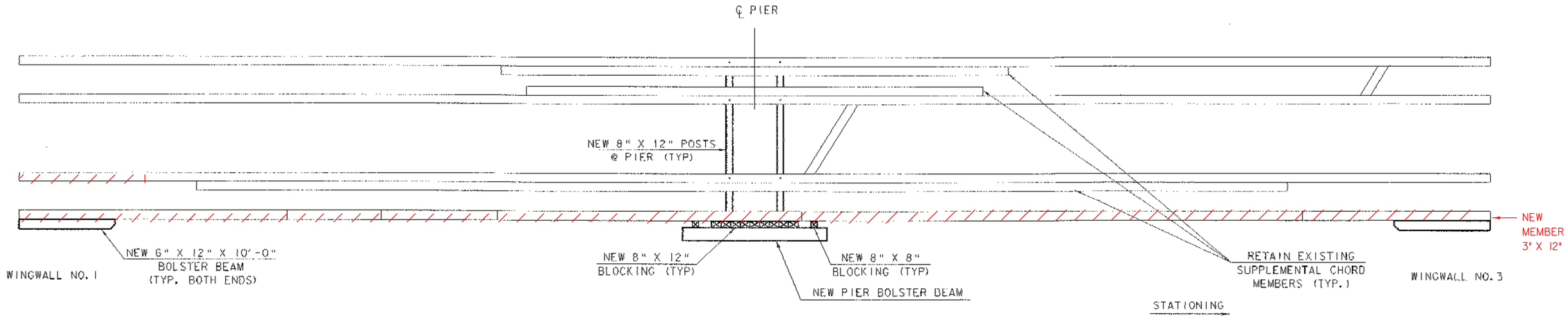
TRUSS REPAIR - LAYER 1

PROJECT NAME: SALISBURY - CORNWALL

PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268fill
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: C. CARLSON

PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 28 OF 60

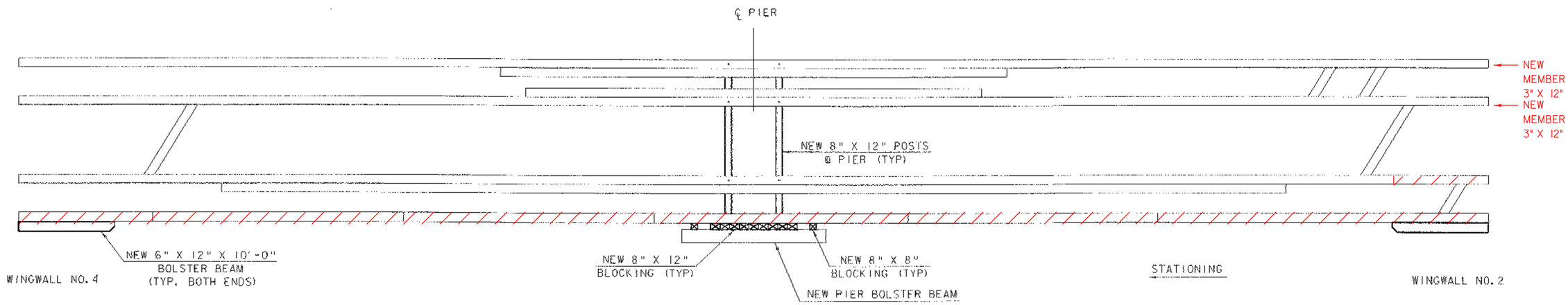


DOWNSTREAM (LEFT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"

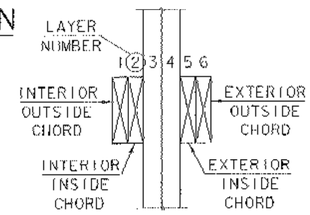


UPSTREAM (RIGHT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"



TRUSS LAYER LEGEND

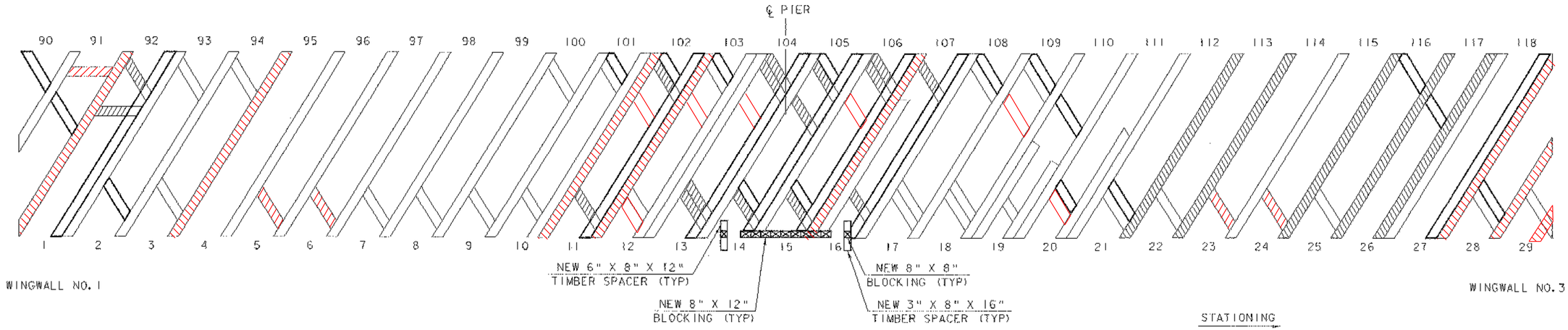
TRUSS REPAIR - LAYER 2

PROJECT NAME: SALISBURY - CORNWALL

PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 961268\Structures\sj268t12.i
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: C. CARLSON

PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON

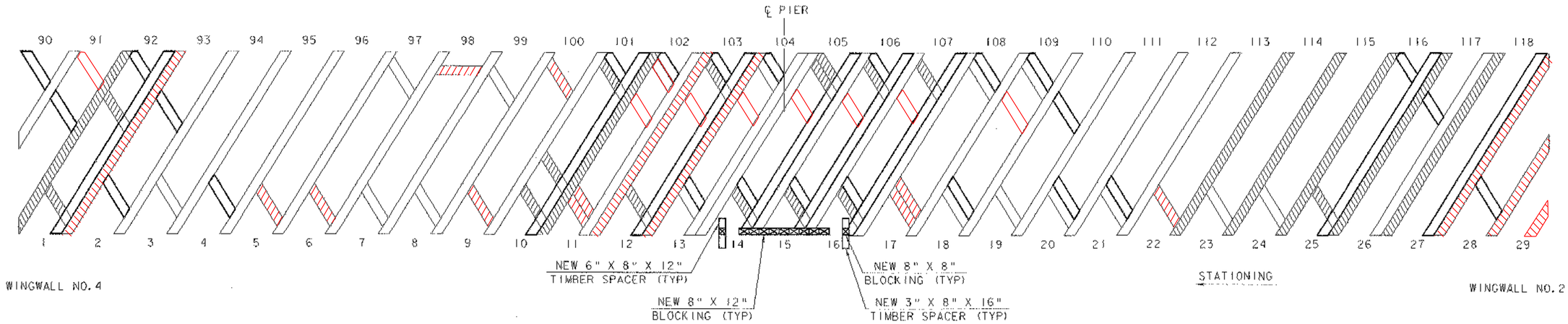


DOWNSTREAM (LEFT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"



UPSTREAM (RIGHT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

0 1 2 3 4 5 6

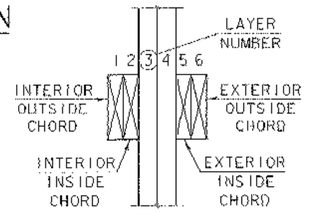
SCALE: 3/16" = 1'-0"

LEGEND

ADD SISTER MEMBER (NEW 3 X 11 LATTICE)

REPLACE MEMBER (NEW 3 X 11 LATTICE)

(23) MEMBER NUMBERS WERE USED FOR ANALYSIS AND ARE SHOWN FOR IDENTIFICATION PURPOSES

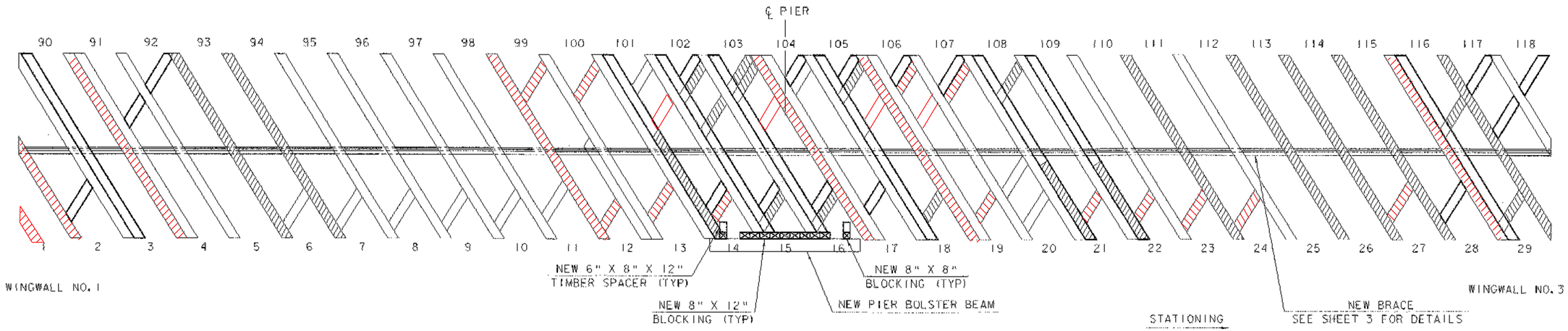


TRUSS LAYER LEGEND

TRUSS REPAIR - LAYER 3

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sJ268f13.i
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: C. CARLSON
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 30 OF 60

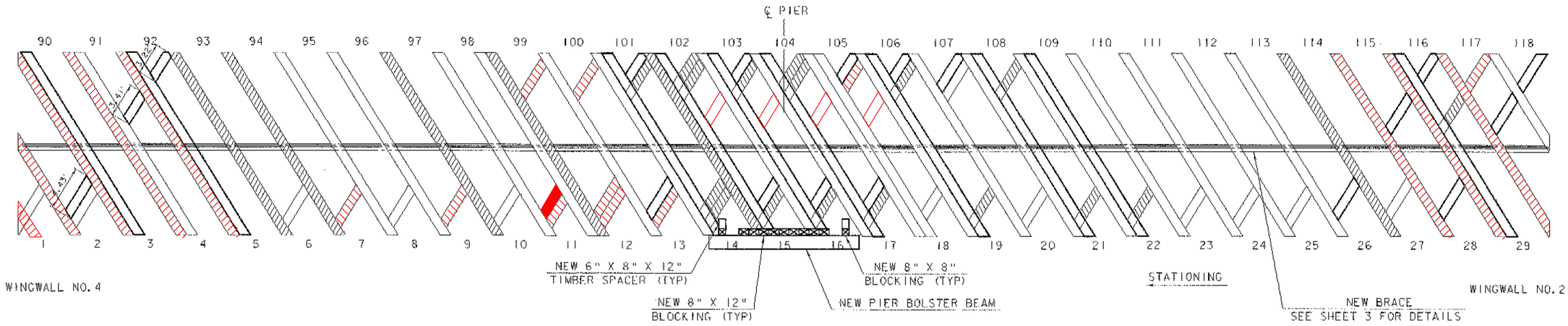


DOWNSTREAM (LEFT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"



UPSTREAM (RIGHT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

0 1 2 3 4 5 6

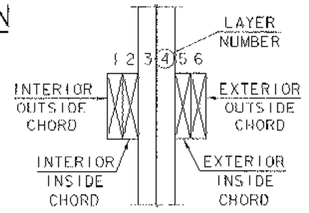
SCALE: 3/16" = 1'-0"

LEGEND

ADD SISTER MEMBER (NEW 3 X 11 LATTICE)

REPLACE MEMBER (NEW 3 X 11 LATTICE)

(23) MEMBER NUMBERS WERE USED FOR ANALYSIS AND ARE SHOWN FOR IDENTIFICATION PURPOSES



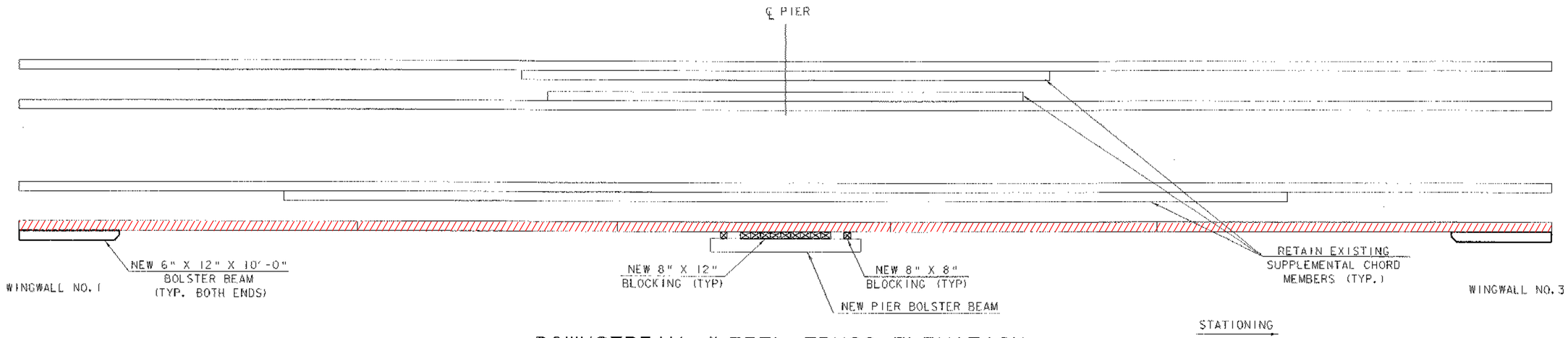
TRUSS LAYER LEGEND

TRUSS REPAIR - LAYER 4

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96I268\Structures\s1268f14.I
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: C. CARLSON

PLOT DATE: 02-APR-2007
DRAWN BY: C. ROY
CHECKED BY: C. CARLSON
SHEET 31 OF 60

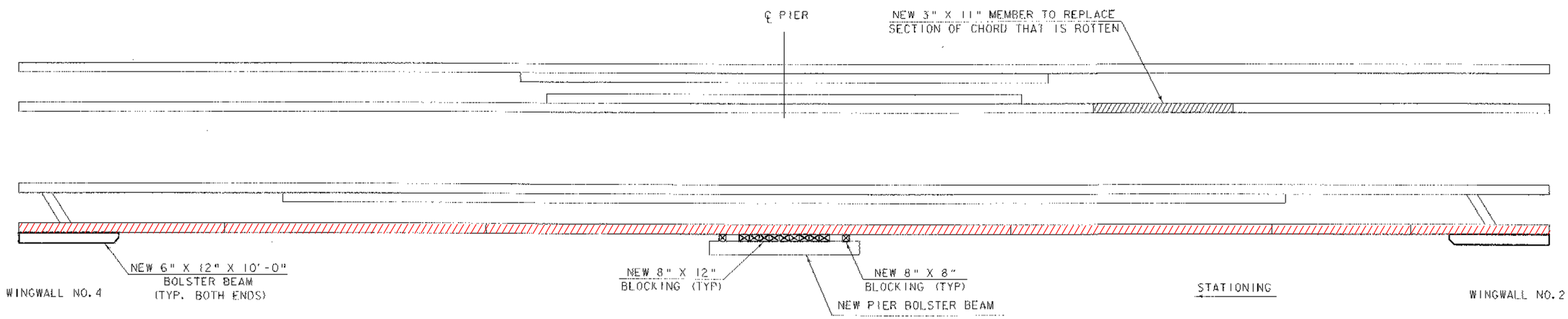


DOWNSTREAM (LEFT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

1 0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"

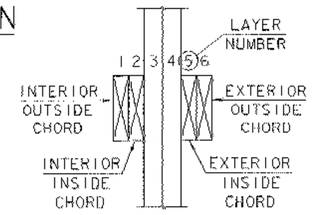


UPSTREAM (RIGHT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

1 0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"



TRUSS LAYER LEGEND

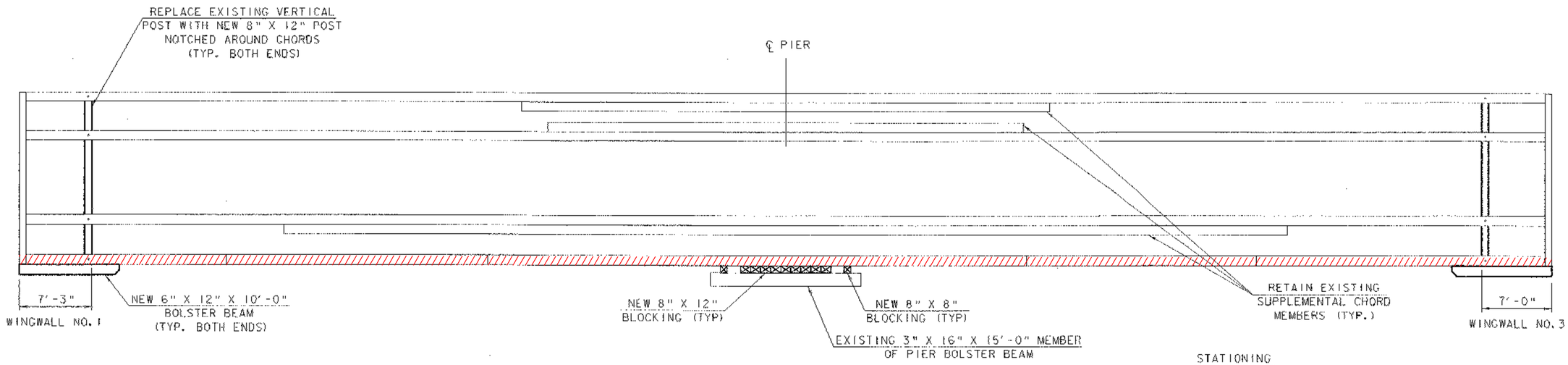
TRUSS REPAIR - LAYER 5

PROJECT NAME: SALISBURY - CORNWALL

PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sJ268f15.j
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: C. CARLSON

PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON

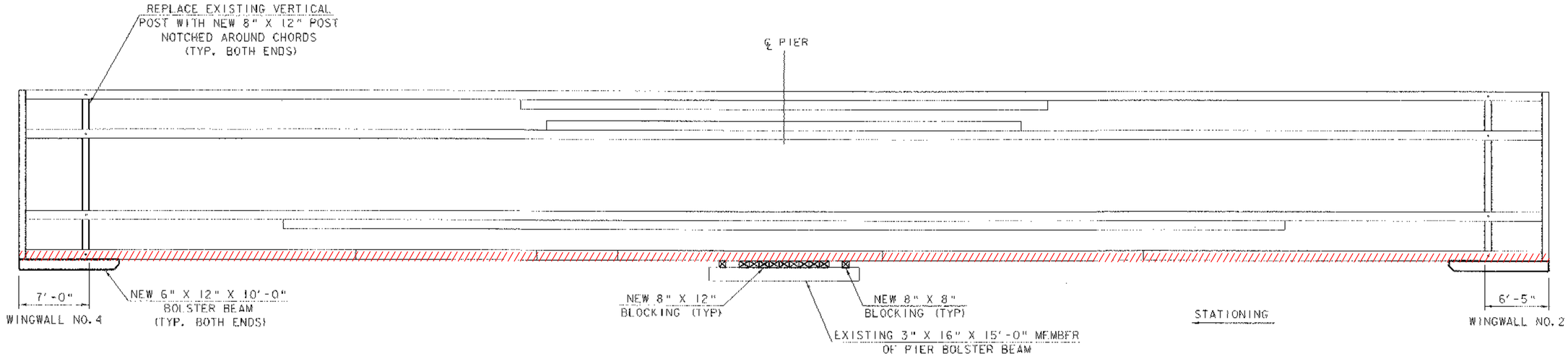


DOWNSTREAM (LEFT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

1 0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"

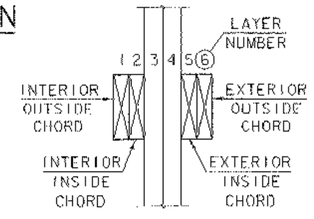


UPSTREAM (RIGHT) TRUSS ELEVATION

(VIEWED FROM INSIDE)

1 0 1 2 3 4 5 6

SCALE: 3/16" = 1'-0"



TRUSS LAYER LEGEND

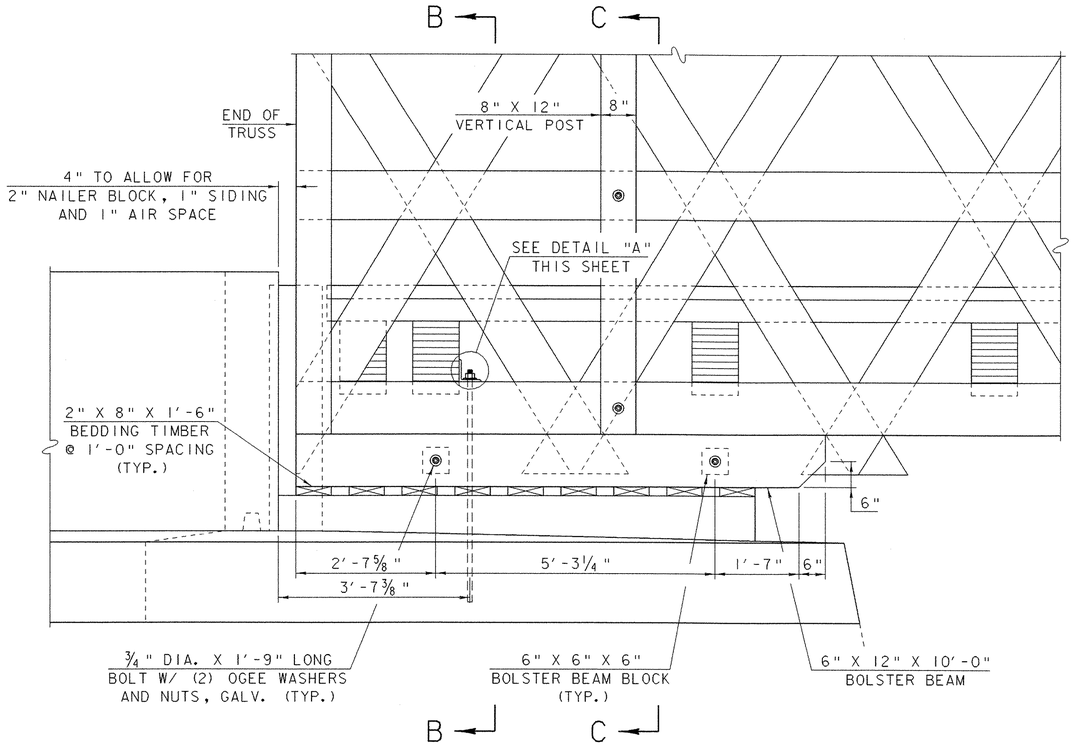
TRUSS REPAIR - LAYER 6

PROJECT NAME: SALISBURY - CORNWALL

PROJECT NUMBER: BHO 1445 (27)

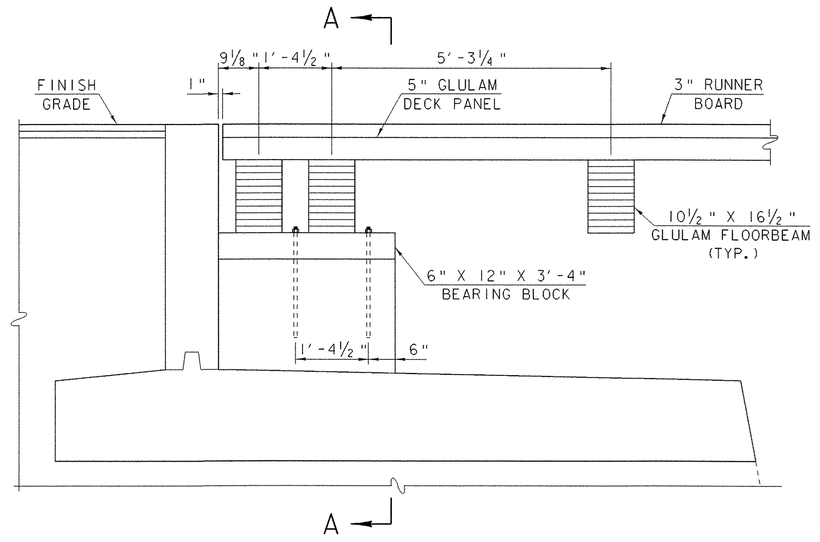
FILE NAME: 96I268\Structures\s1268t16.I
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: C. CARLSON

PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON



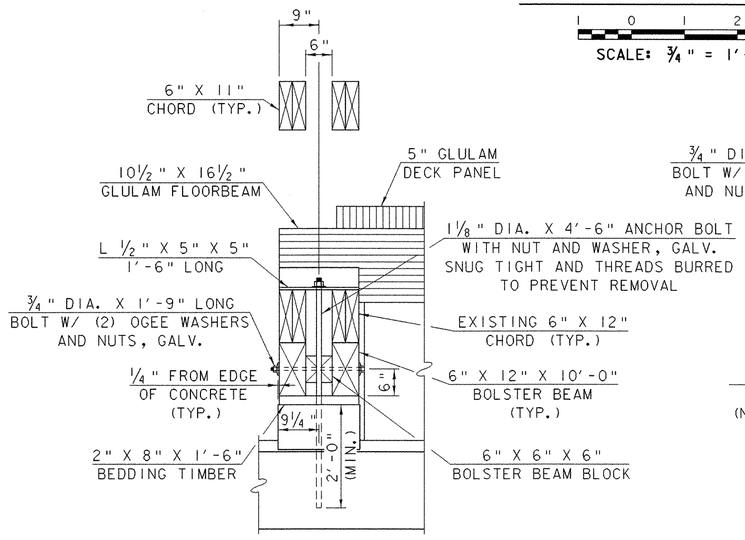
BOLSTER BLOCK DETAIL

SCALE: 3/4" = 1'-0"



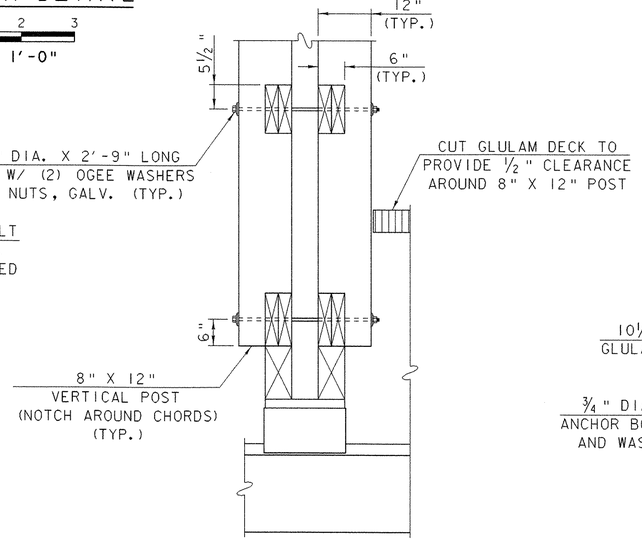
BEARING BLOCK DETAIL

SCALE: 3/4" = 1'-0"



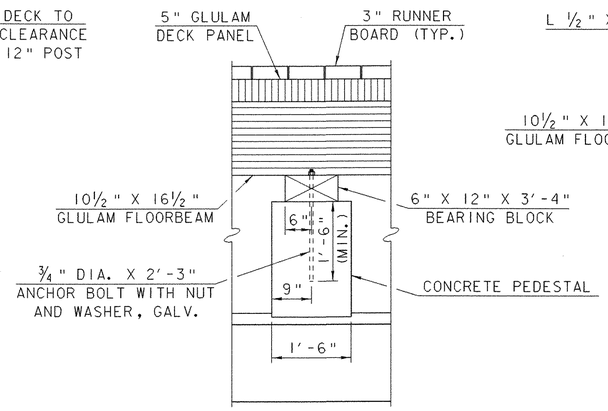
SECTION B-B

SCALE: 3/4" = 1'-0"



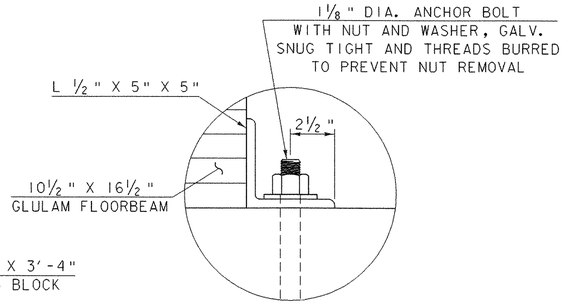
SECTION C-C

SCALE: 3/4" = 1'-0"



SECTION A-A

SCALE: 3/4" = 1'-0"



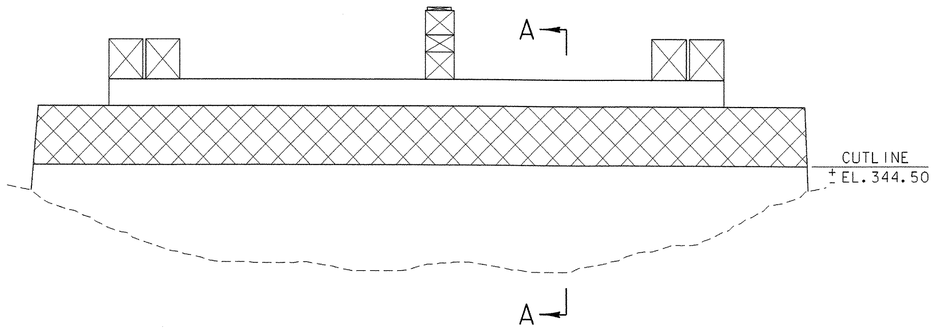
DETAIL "A"

SCALE: 3" = 1'-0"

BEARING DETAILS

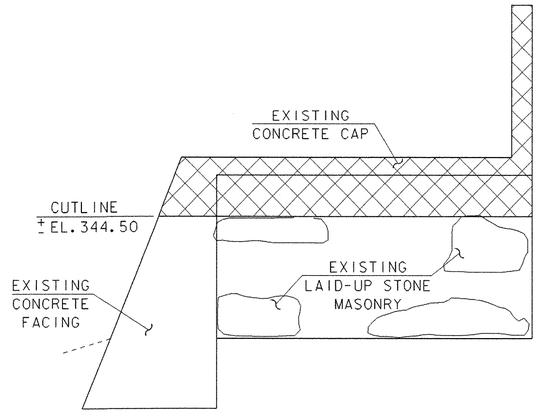
PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)

FILE NAME: 96j268\Structures\sj268brg.i		PLOT DATE: 02-APR-2007	
PROJECT MANAGER: R. WHITCOMB		DRAWN BY: G. ROY	
DESIGNED BY: C. CARLSON		CHECKED BY: C. CARLSON	
		SHEET 34 OF 60	



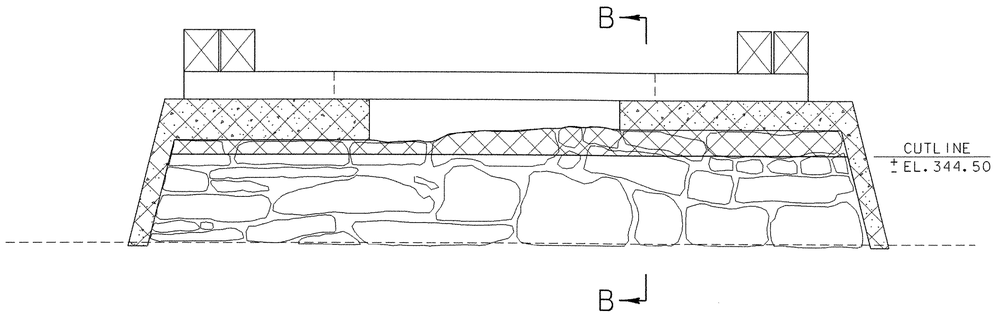
ABUTMENT NO. 1 ELEVATION

SCALE: ½" = 1'-0"



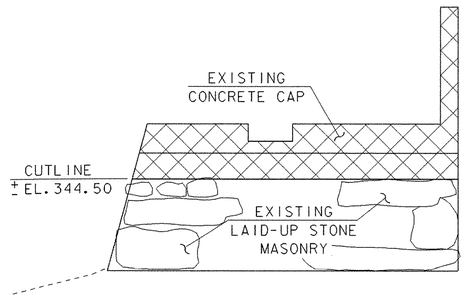
SECTION A-A

SCALE: ½" = 1'-0"



ABUTMENT NO. 2 ELEVATION

SCALE: ½" = 1'-0"



SECTION B-B

SCALE: ½" = 1'-0"

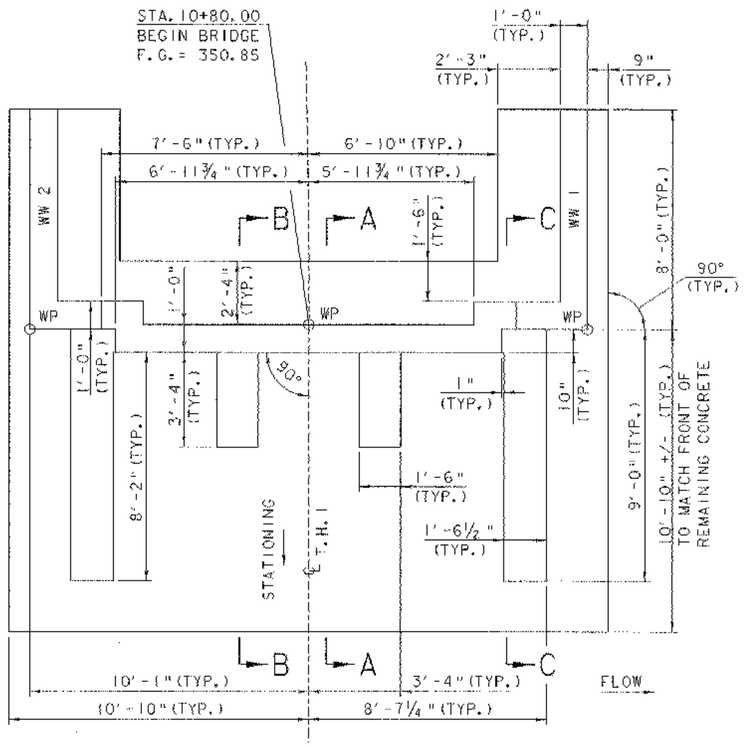
NOTES:

1. ANY STONES WITHIN THE CUT LINE SHALL BE REMOVED IN THEIR ENTIRETY.
2. ALL EXISTING BLOCKING AND BOLSTER BEAMS SHALL BE REMOVED AND REPLACED WITH NEW TIMBERS AS SHOWN IN THE PLANS.
3. LIMITS OF EXISTING CONCRETE AND/OR LAID-UP STONE MASONRY TO BE COMPLETELY REMOVED. PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE".
4. JOINING NEW CONCRETE TO EXISTING CONCRETE SHALL BE DONE IN ACCORDANCE WITH SECTION 541.13(b).

ABUTMENT PARTIAL REMOVAL DETAILS

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

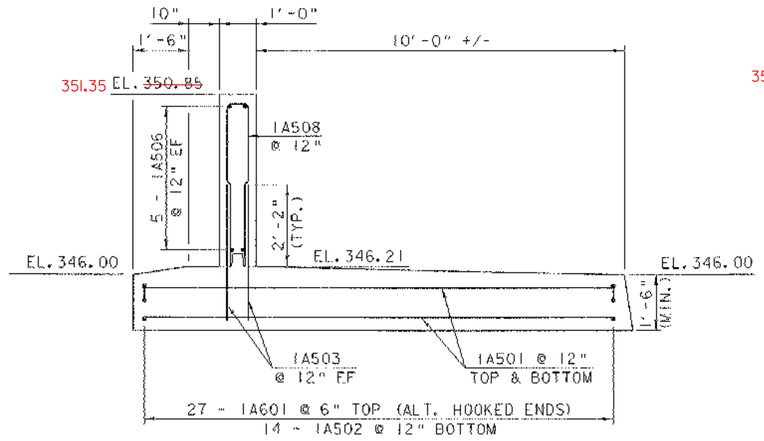
FILE NAME: 96J268\Structures\sj268aprd.i
PROJECT MANAGER: R. WHITCOMB
DESIGNED BY: C. CARLSON
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 35 OF 60



ABUTMENT NO. 1 PLAN

1 0 1 2 3 4 5

SCALE: ⅜" = 1'-0"

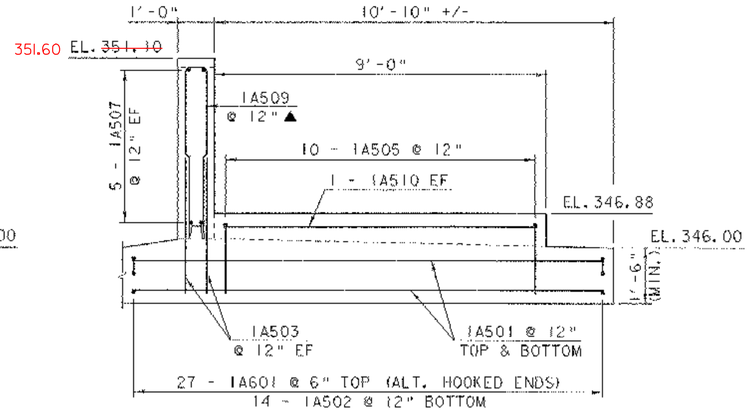


SECTION A-A

1 0 1 2 3 4

SCALE: ½" = 1'-0"

(ABUTMENT NO. 2 SIMILAR)

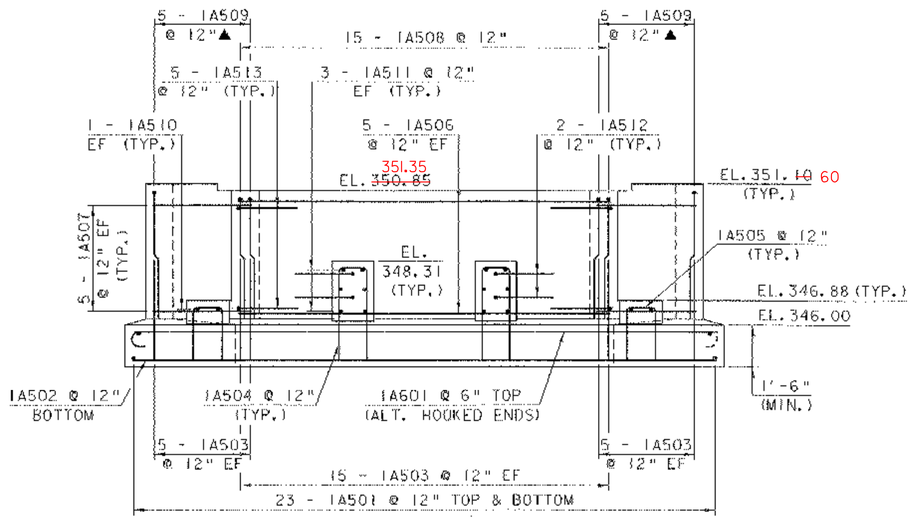


SECTION C-C

1 0 1 2 3 4

SCALE: ½" = 1'-0"

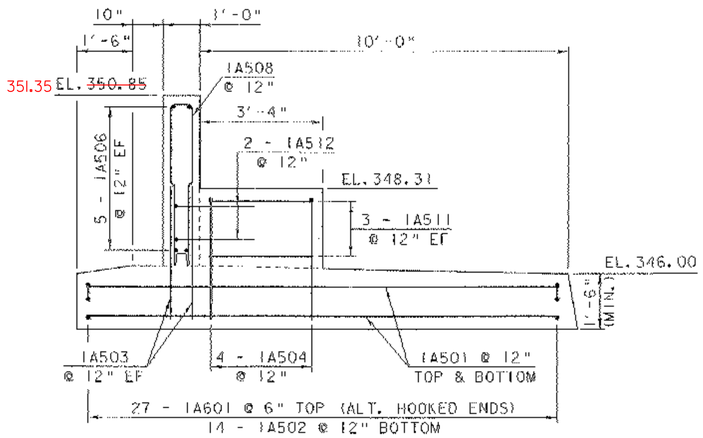
(ABUTMENT NO. 2 SIMILAR)



ABUTMENT NO. 1 ELEVATION

1 0 1 2 3 4 5

SCALE: ⅜" = 1'-0"



SECTION B-B

1 0 1 2 3 4

SCALE: ½" = 1'-0"

(ABUTMENT NO. 2 SIMILAR)

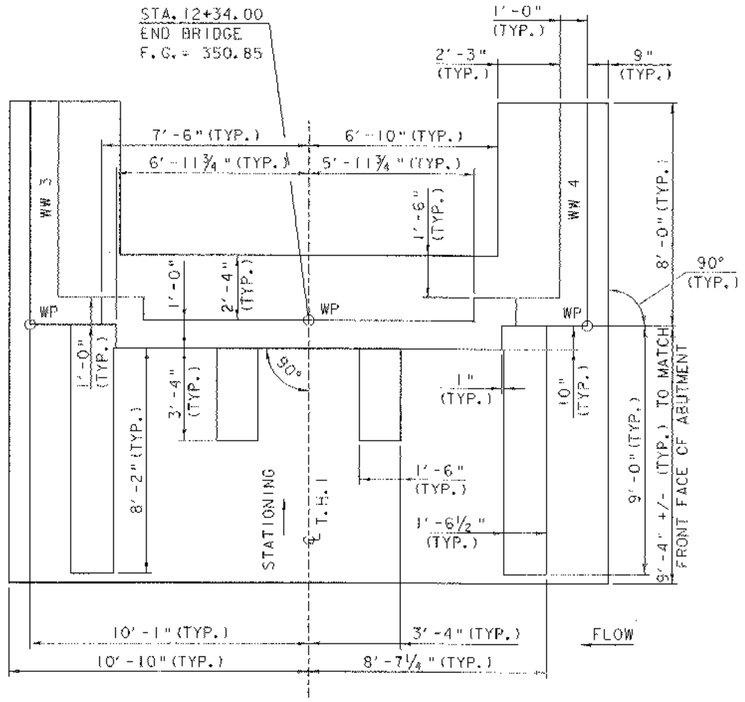
NOTE:

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

ABUTMENT NO. 1 DETAILS

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

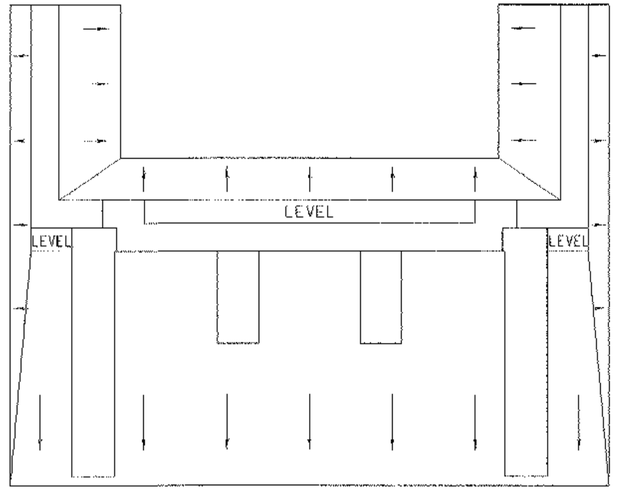
FILE NAME: 96]268\Structures\s]268ab1.1
PROJECT MANAGER: R. WHITCOMB
DESIGNED BY: C. CARLSON
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 36 OF 60



ABUTMENT NO. 2 PLAN

1 0 1 2 3 4 5

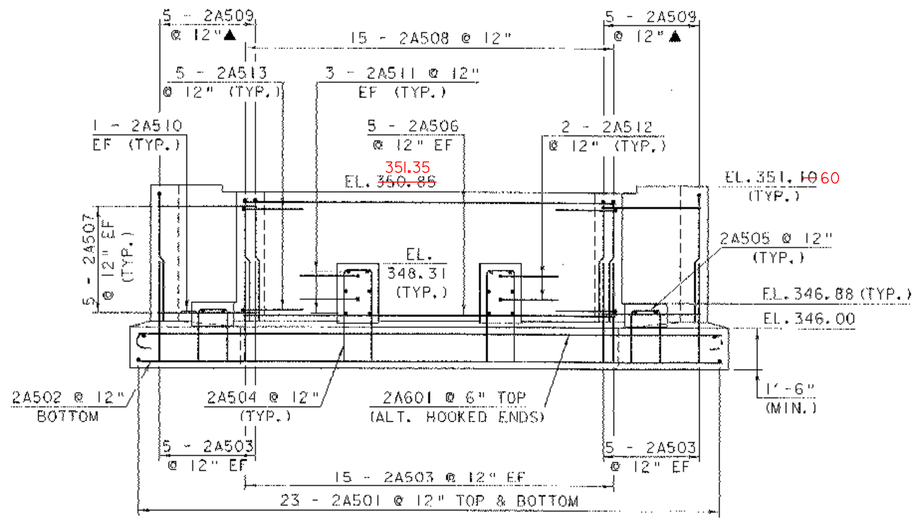
SCALE: ⅜" = 1'-0"



TYPICAL TOP OF ABUTMENT FOOTING SLOPE PLAN

1 0 1 2 3 4 5

SCALE: ⅜" = 1'-0"



ABUTMENT NO. 2 ELEVATION

1 0 1 2 3 4 5

SCALE: ⅜" = 1'-0"

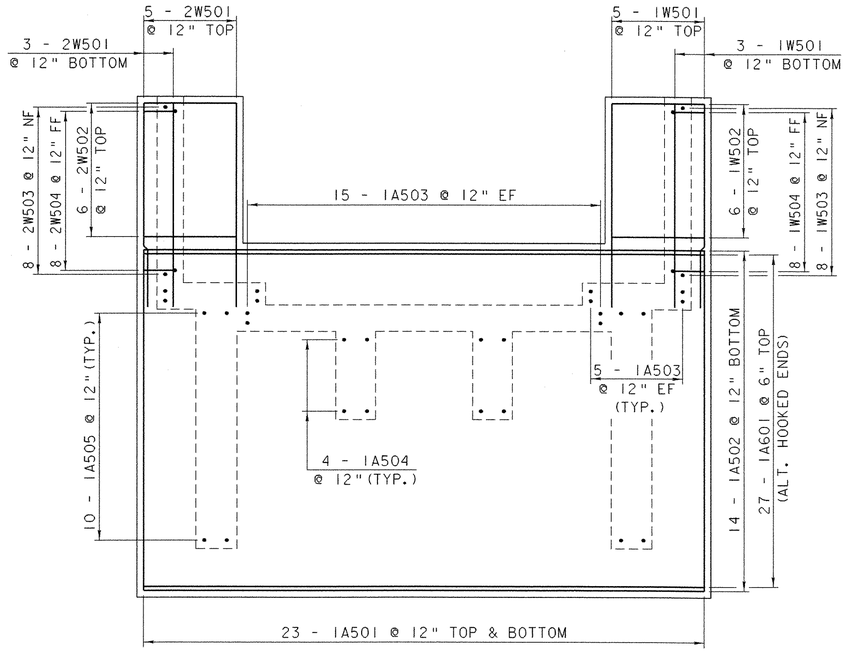
NOTE:

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

ABUTMENT NO. 2 DETAILS

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

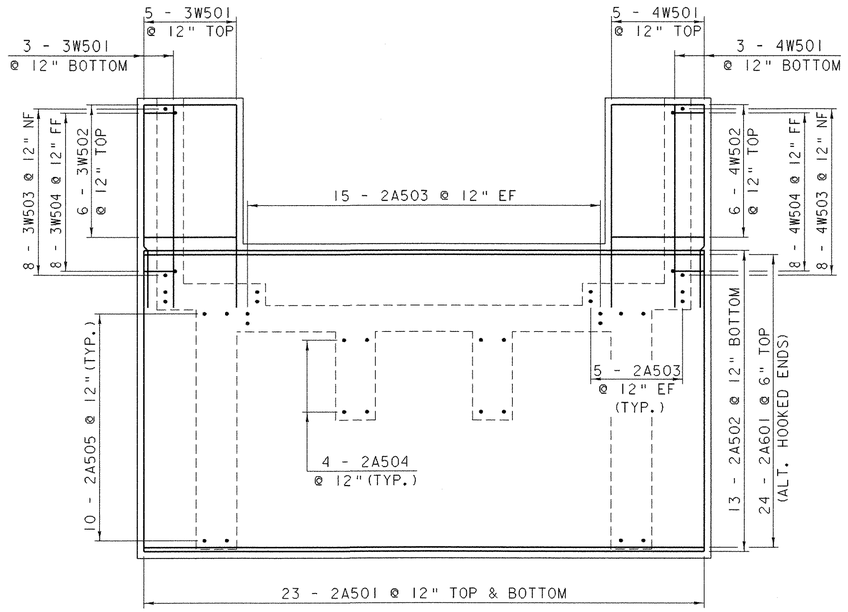
FILE NAME: 96j268\Structures\sj268ab2.i
PROJECT MANAGER: R. WHITCOMB
DESIGNED BY: C. CARLSON
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 37 OF 60



ABUTMENT NO. 1 FOOTING REINFORCING PLAN

1 0 1 2 3 4 5

SCALE: 3/8" = 1'-0"



ABUTMENT NO. 2 FOOTING REINFORCING PLAN

1 0 1 2 3 4 5

SCALE: 3/8" = 1'-0"

NOTE:

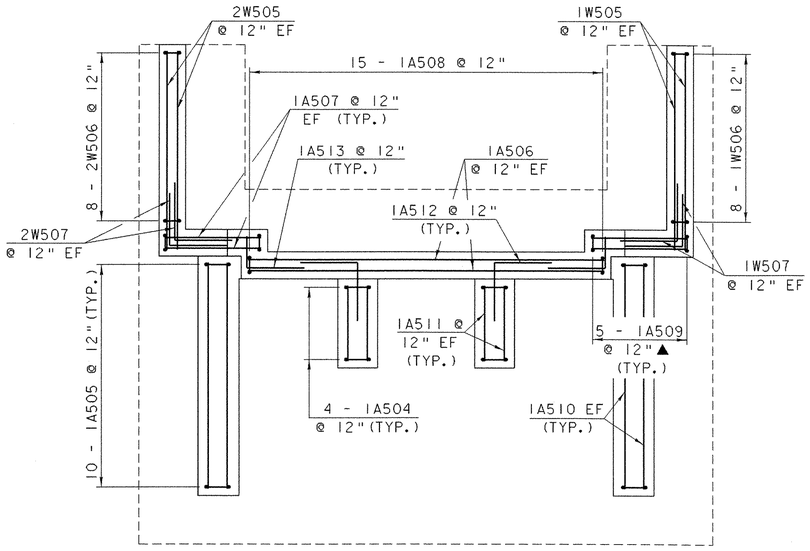
NF = NEAR FACE
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EF = EACH FACE
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3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

FOOTING REINFORCING DETAILS

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268frd.i
PROJECT MANAGER: R. WHITCOMB
DESIGNED BY: C. CARLSON

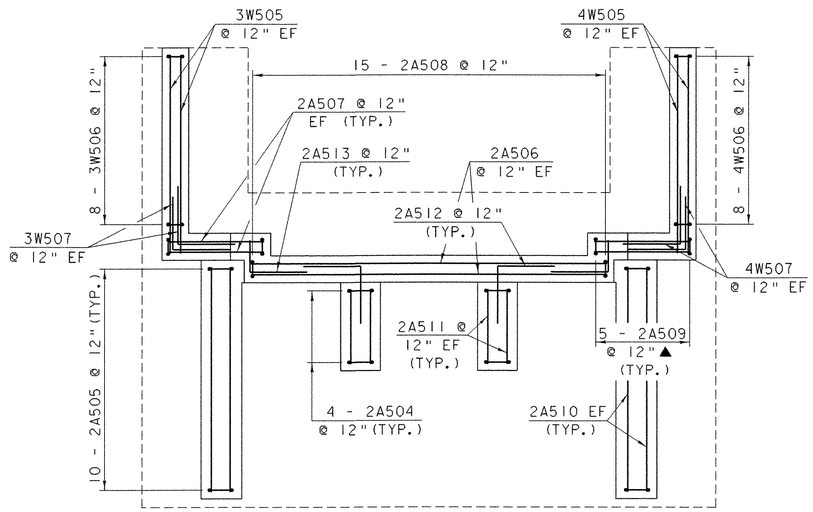
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 38 OF 60



ABUTMENT NO. 1 STEM REINFORCING PLAN

1 0 1 2 3 4 5

SCALE: 3/8" = 1'-0"



ABUTMENT NO. 2 STEM REINFORCING PLAN

1 0 1 2 3 4 5

SCALE: 3/8" = 1'-0"

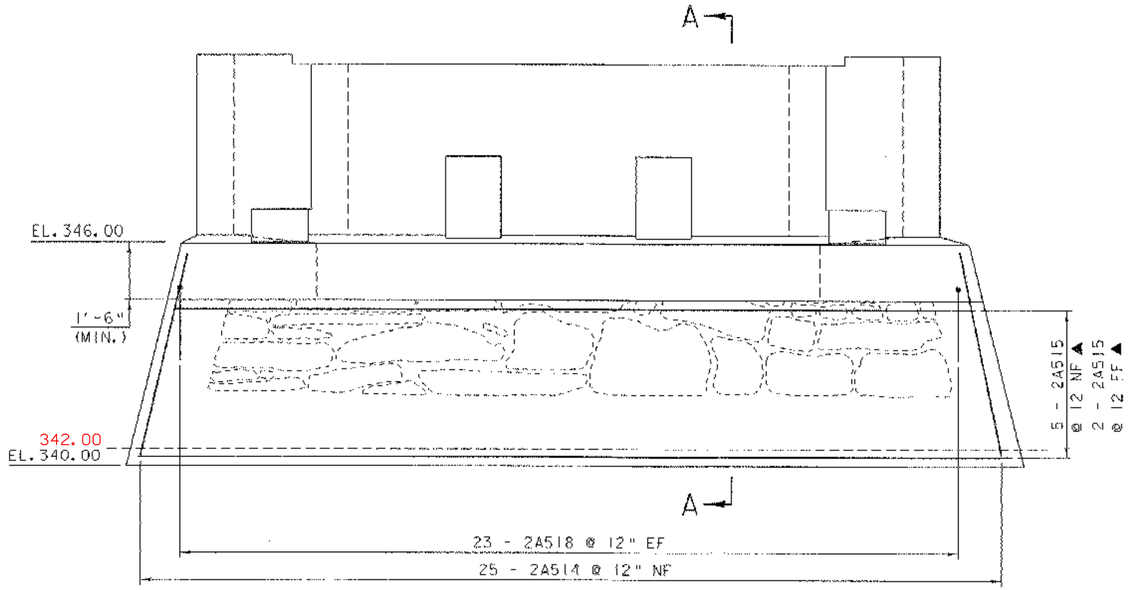
NOTE:

NF = NEAR FACE
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EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

STEM REINFORCING DETAILS

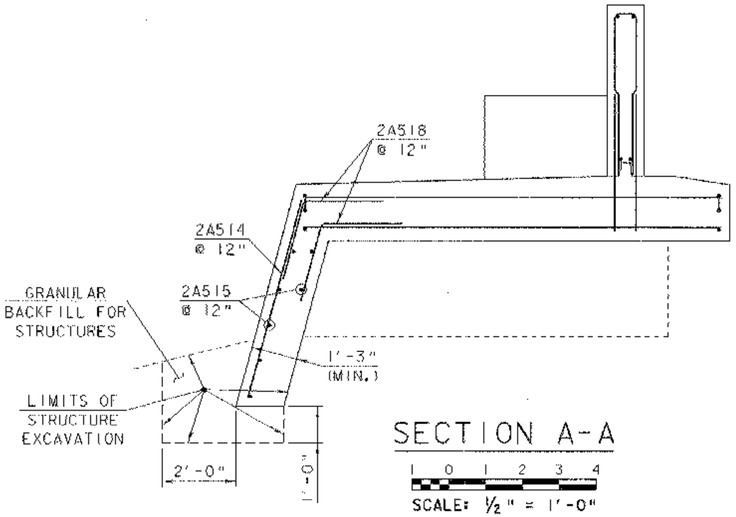
PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96j268\Structures\sj268srd.i
PROJECT MANAGER: R. WHITCOMB
DESIGNED BY: C. CARLSON
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 39 OF 60



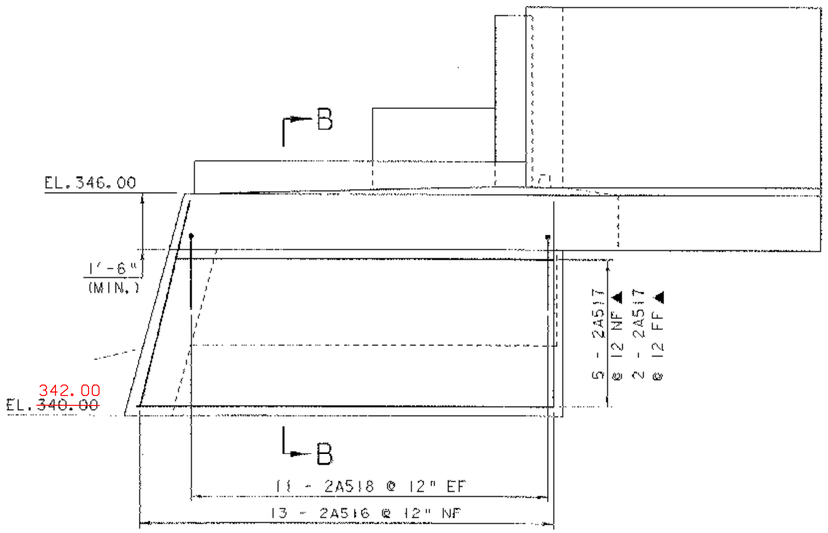
ABUTMENT NO. 2 ELEVATION

SCALE: ½" = 1'-0"



SECTION A-A

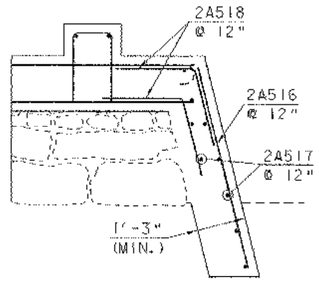
SCALE: ½" = 1'-0"



WINGWALL NO. 4 ELEVATION

SCALE: ½" = 1'-0"

(WINGWALL NO. 3 SIMILAR)



SECTION B-B

SCALE: ½" = 1'-0"

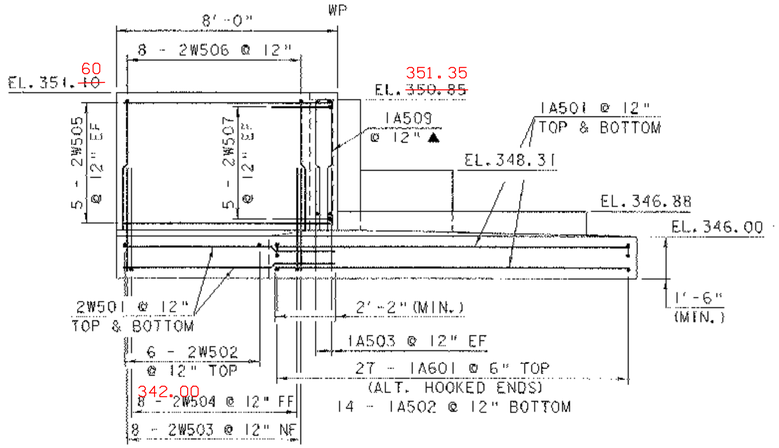
NOTE:

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

ABUTMENT NO. 2 CONCRETE FACING DETAILS

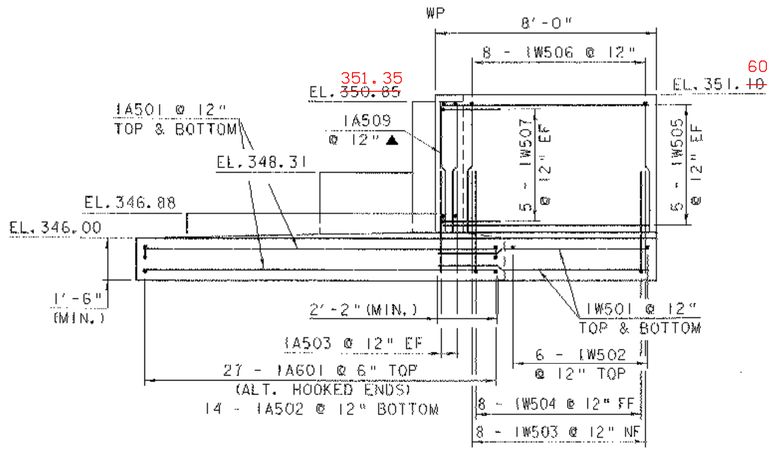
PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 961268\Structures\s1268cfd.dgn
PROJECT MANAGER: R. WHITCOMB
DESIGNED BY: C. CARLSON
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 40 OF 60



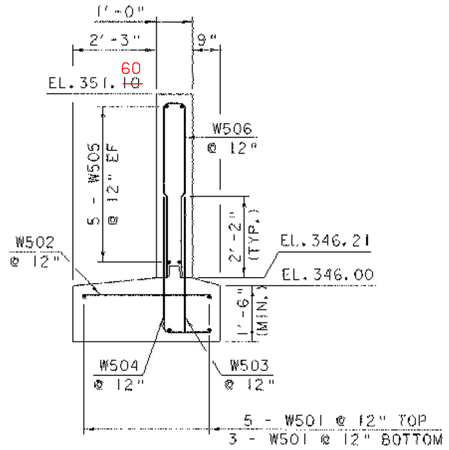
WINGWALL NO. 2 ELEVATION

SCALE: 3/8" = 1'-0"



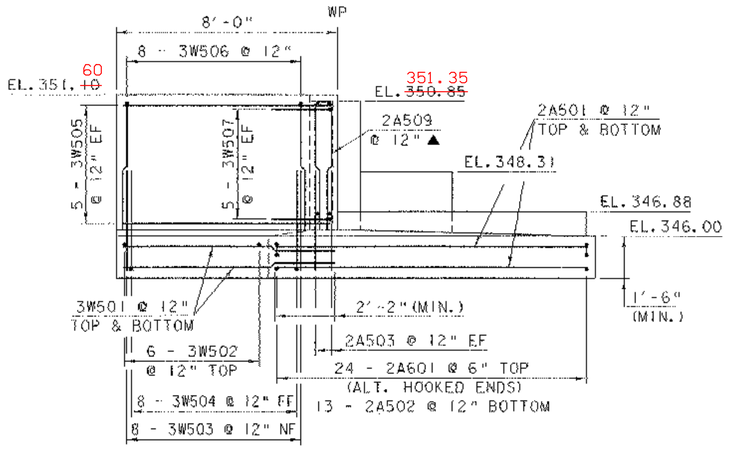
WINGWALL NO. 1 ELEVATION

SCALE: 3/8" = 1'-0"



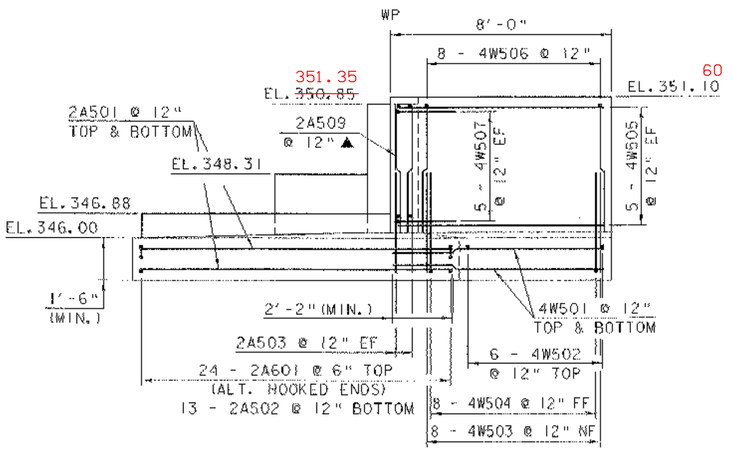
WINGWALL TYPICAL SECTION

SCALE: 1/2" = 1'-0"



WINGWALL NO. 3 ELEVATION

SCALE: 3/8" = 1'-0"



WINGWALL NO. 4 ELEVATION

SCALE: 3/8" = 1'-0"

NOTE:

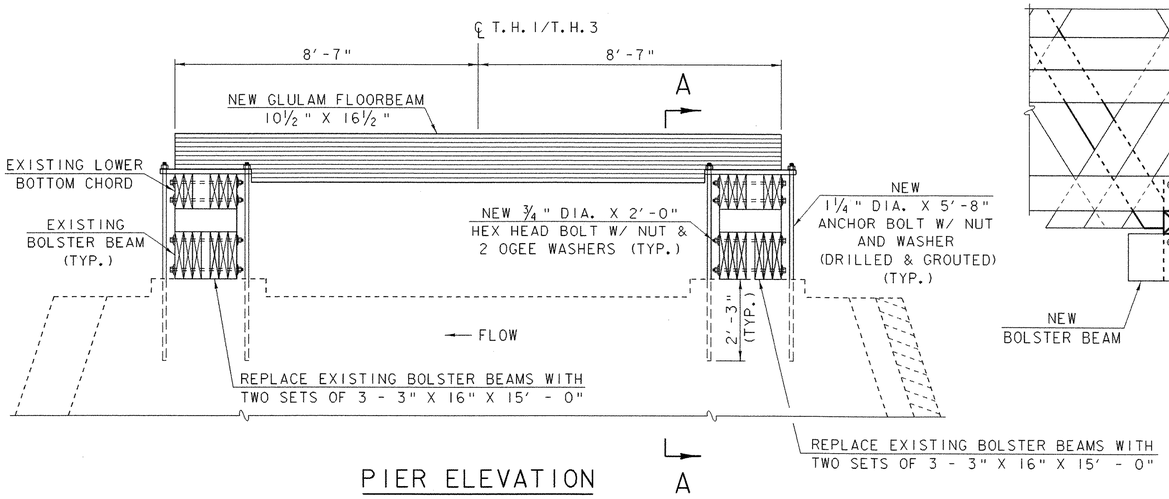
NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT TO FIT IN FIELD
3" CLR. UNLESS OTHERWISE SPECIFIED ON THE PLANS.

WINGWALL DETAILS

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)

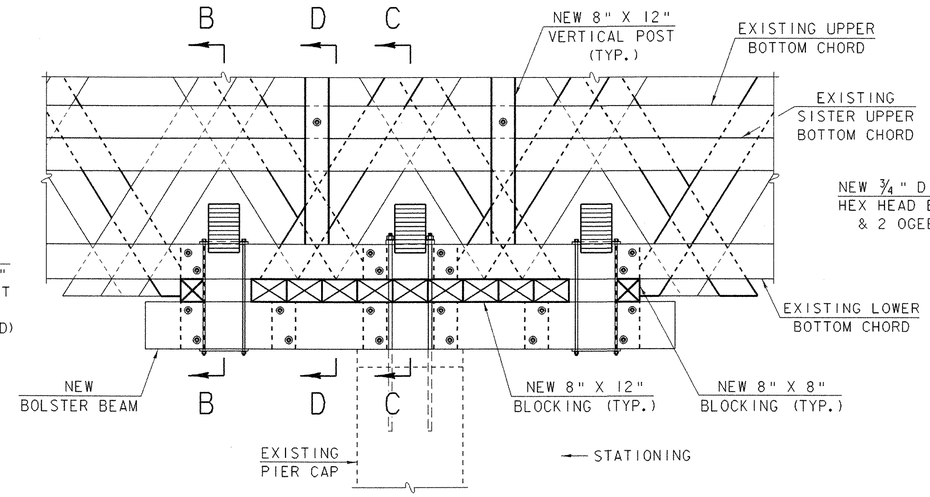
FILE NAME: 96J268\Structures\sJ268wwd1		PLOT DATE:	02-APR-2007
PROJECT MANAGER:	R. WHITCOMB	DRAWN BY:	G. ROY
DESIGNED BY:	C. CARLSON	CHECKED BY:	C. CARLSON
		SHEET	41 OF 60

NOTE:
EXISTING ANCHOR BOLTS SHALL BE
CUT FLUSH WITH TOP OF CONCRETE.



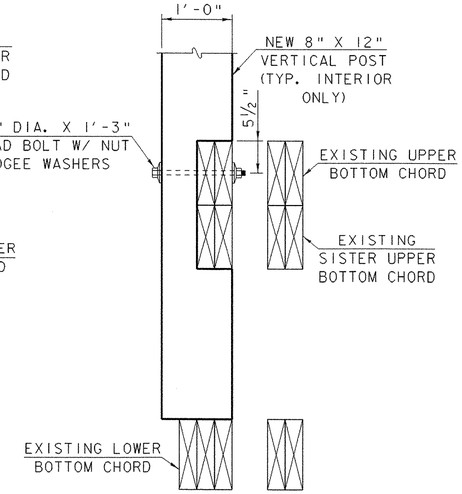
PIER ELEVATION

SCALE: ½" = 1'-0"



SECTION A-A

SCALE: ½" = 1'-0"



SECTION D-D

SCALE: 1" = 1'-0"

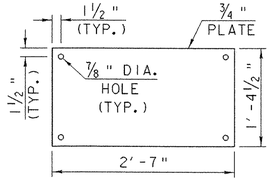


PLATE "A"

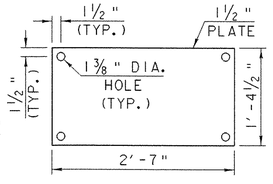
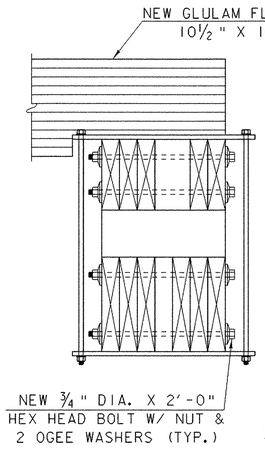


PLATE "B"

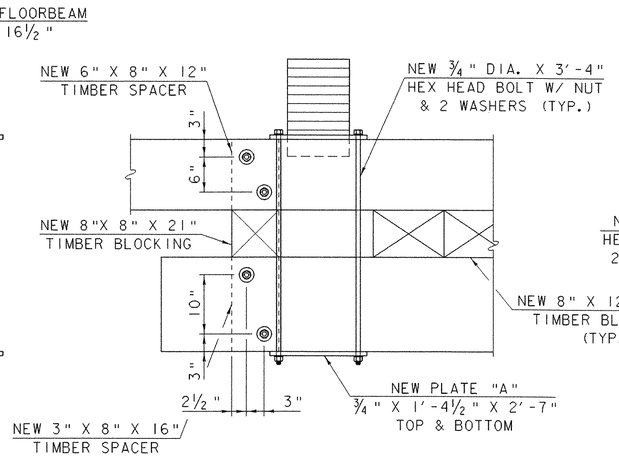
PLATE DETAILS

SCALE: 1" = 1'-0"



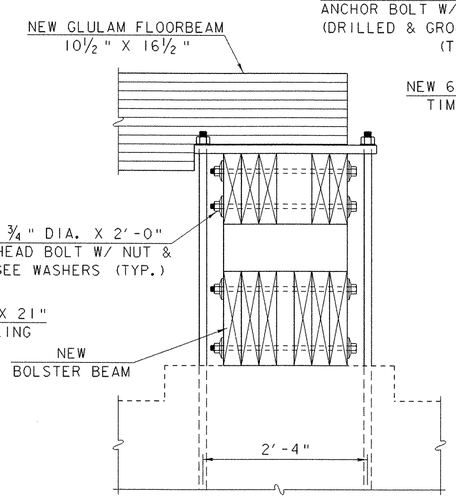
SECTION B-B

SCALE: 1" = 1'-0"



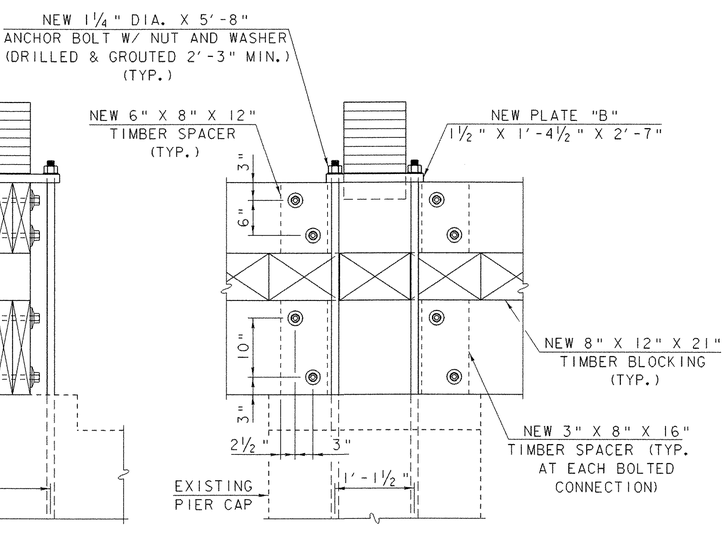
ELEVATION B-B

SCALE: 1" = 1'-0"



SECTION C-C

SCALE: 1" = 1'-0"



ELEVATION C-C

SCALE: 1" = 1'-0"

PIER DETAILS

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)
FILE NAME: 96j268\Structures\sj268pier.i	PLOT DATE: 02-APR-2007
PROJECT MANAGER: R. WHITCOMB	DRAWN BY: M. HALE
DESIGNED BY: C. CARLSON	CHECKED BY: C. CARLSON
	SHEET 42 OF 60

N

VT STATE PLANE GRID

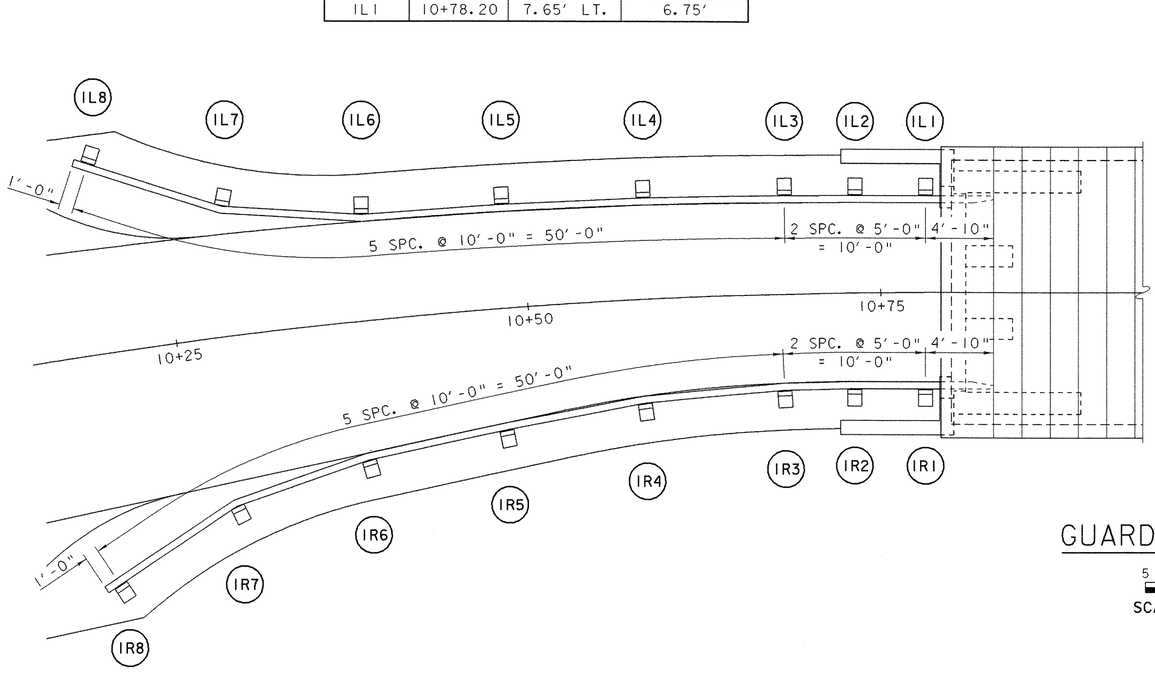
FLOW

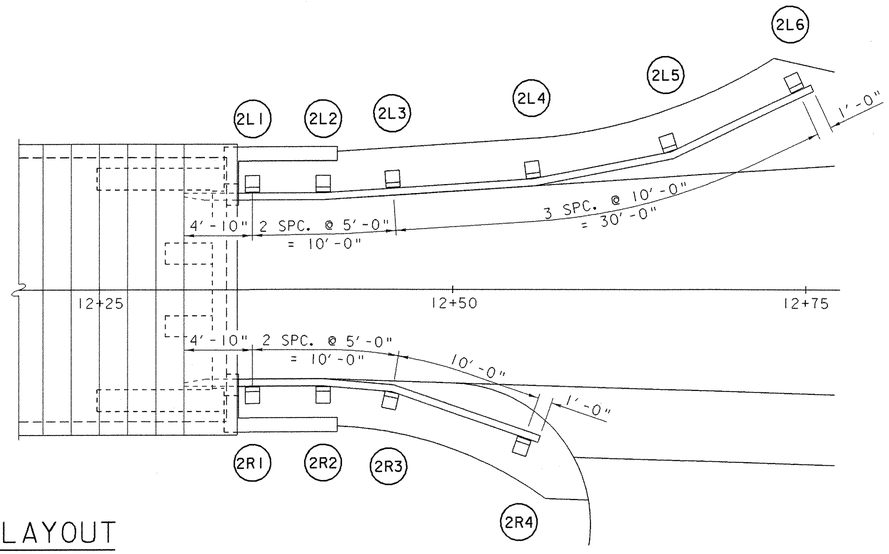
NORTHWEST GUARDRAIL

POST NO.	STATION	OFFSET	POST LENGTH
1L8	10+20.96	14.22′ LT.	8.00′
1L7	10+29.58	10.00′ LT.	8.00′
1L6	10+38.98	8.36′ LT.	8.00′
1L5	10+48.71	8.16′ LT.	8.00′
1L4	10+58.54	7.97′ LT.	8.00′
1L3	10+68.37	7.79′ LT.	8.00′
1L2	10+73.30	7.70′ LT.	6.75′
1L1	10+78.20	7.65′ LT.	6.75′

NORTHEAST GUARDRAIL

POST NO.	STATION	OFFSET	POST LENGTH
2L1	12+35.83	7.65′ LT.	6.75′
2L2	12+40.83	7.65′ LT.	6.75′
2L3	12+45.73	7.98′ LT.	8.00′
2L4	12+55.63	8.64′ LT.	8.00′
2L5	12+65.21	10.50′ LT.	8.00′
2L6	12+74.09	14.72′ LT.	8.00′





GUARDRAIL LAYOUT

5 0 5

SCALE: 1" = 5′-0"

SOUTHWEST GUARDRAIL

POST NO.	STATION	OFFSET	POST LENGTH
1R8	10+18.81	17.04′ RT.	8.00′
1R7	10+28.01	12.76′ RT.	8.00′
1R6	10+37.81	10.61′ RT.	8.00′
1R5	10+47.90	9.41′ RT.	8.00′
1R4	10+57.96	8.16′ RT.	8.00′
1R3	10+68.03	7.59′ RT.	8.00′
1R2	10+73.03	7.59′ RT.	6.75′
1R1	10+78.13	7.65′ RT.	6.75′

SOUTHEAST GUARDRAIL

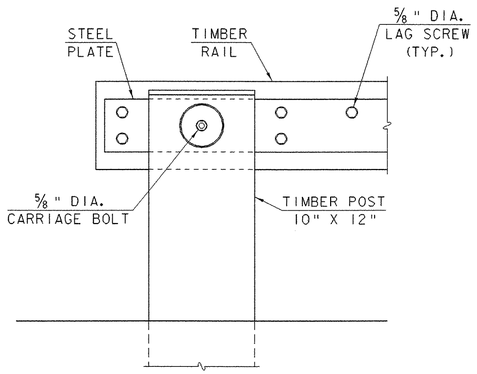
POST NO.	STATION	OFFSET	POST LENGTH
2R1	12+35.83	7.65′ RT.	6.75′
2R2	12+40.83	7.65′ RT.	6.75′
2R3	12+45.54	8.03′ RT.	8.00′
2R4	12+54.83	11.27′ RT.	8.00′

NOTE:
INFORMATION GIVEN TO CENTER OF 10" X 12" POST.

GUARDRAIL LAYOUT

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268grl.i
PROJECT MANAGER: R. WHITCOMB
DESIGNED BY: G. ROY
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 43 OF 60



END POST CONNECTION ELEVATION

1 0 1 2

SCALE: 1 1/2 " = 1'-0"

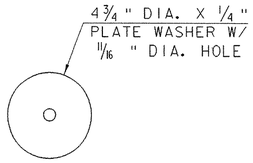


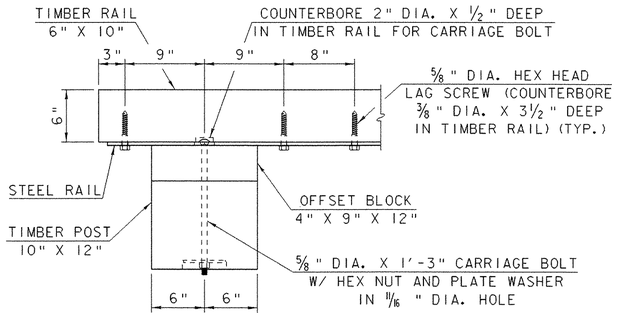
PLATE WASHER DETAIL

0.5 0.25 0 0.25 0.5

SCALE: 3" = 1'-0"

NOTES

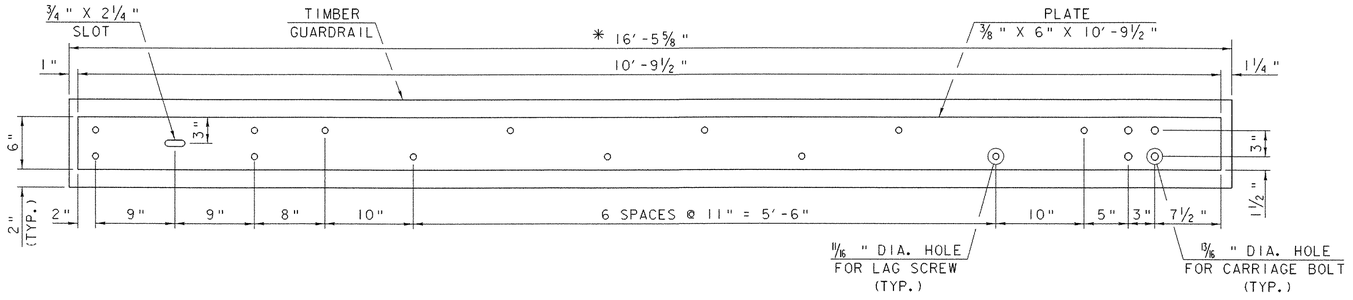
1. THE STEEL BACKED TIMBER GUARDRAIL SHALL BE PAID FOR UNDER ITEM 621.18, "STEEL BACKED TIMBER GUARDRAIL". THE QUANTITY MEASURED FOR PAYMENT SHALL BE ALONG THE FACE OF THE RAIL . THE ORDINARY POST SPACING SHALL BE 10'-0". IN LOCATIONS WHERE POST SPACING IS DETAILED AT 5'-0", THE QUANTITY FOR PAYMENT SHALL BE FACTORED BY 1.4.
2. DRIVE POSTS INTO PILOT HOLES THAT ARE PUNCHED OR DRILLED. THE DIMENSIONS OF THE PILOT HOLE SHALL NOT EXCEED THE DIMENSIONS OF THE POST BY MORE THAN ONE INCH. SET THE POSTS PLUMB, BACKFILL AND COMPACT.
3. IF AN IMPENETRABLE HOLE IS ENCOUNTERED WHILE PLACING POSTS, ENLARGE THE HOLE TO PROVIDE NOT LESS THAN SIX INCHES CLEARANCE ON ALL SIDES AND TO A MINIMUM DEPTH OF 2'-6". SET THE POST IN CONCRETE TO WITHIN SIX INCHES OF THE TOP OF THE HOLE. BACKFILL AND COMPACT THE REMAINING SIX INCHES WITH AN ACCEPTABLE MATERIAL.
4. THE TIMBER POSTS, BLOCKOUTS, AND RAIL ELEMENTS SHALL CONFORM TO SECTION 728.01 AND 728.02 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION. IN ADDITION, ALL TIMBER USED IN THE RAIL SHALL HAVE A MINIMUM ALLOWABLE BENDING STRESS OF 1450 PSI.
5. FIELD CUT TIMBER RAILS TO PRODUCE A CLOSE FIT AT ALL JOINTS. TREAT FIELD CUTS WITH TWO COATS OF COPPER NAPHTHENATE SOLUTION.
6. THE STEEL PLATES AND SPLICE PLATES SHALL CONFORM TO AASHTO M 27M/ M 270 GRADE 50W (WEATHERING STEEL).
7. ALL BOLTS AND LAG SCREWS SHALL CONFORM TO ASTM A 307 GRADE A. ALL WASHERS SHALL CONFORM TO ASTM F 844. ALL NUTS SHALL CONFORM TO ASTM A 27. ALL FASTENER HARDWARE SHALL BE GALVANIZED ACCORDING TO AASHTO M 232.
8. THE FABRICATOR OF THE STEEL PLATES AND SPLICE PLATES SHALL SUBMIT FABRICATION DRAWINGS TO THE STRUCTURES SECTION FOR APPROVAL IN ACCORDANCE WITH SECTION 506.04 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.



END POST CONNECTION PLAN

1 0 1 2

SCALE: 1 1/2 " = 1'-0"



END STEEL PLATE DETAIL FOR 10'-0" POST SPACING

1 0 1 2

SCALE: 1 1/2 " = 1'-0"

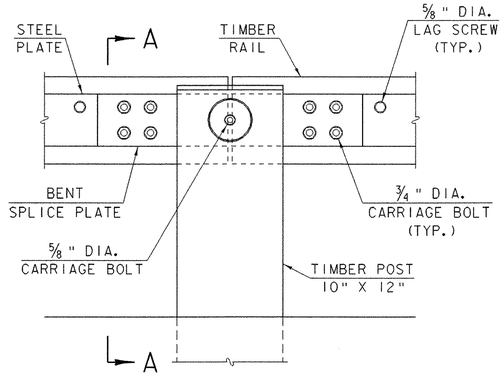
* DIMENSION IS MEASURED ALONG BACK FACE OF TIMBER RAIL FOR 10'-0" POST SPACING. SEE "Y" VALUE IN TABLES AND DETAIL "A" ON NEXT SHEET TO ADD/SUBTRACT FROM TIMBER RAIL DIMENSION TO ACHIEVE FRONT FACE OF RAIL LENGTH AND ESTABLISH CUTTING ANGLE.

STEEL BACKED TIMBER GUARDRAIL DETAILS (1)

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

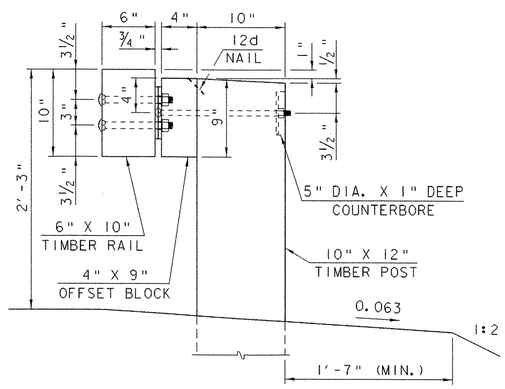
FILE NAME: 96J268\Structures\sj268gr1.i
PROJECT MANAGER: R. WHITCOMB
DESIGNED BY: G. ROY

PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON



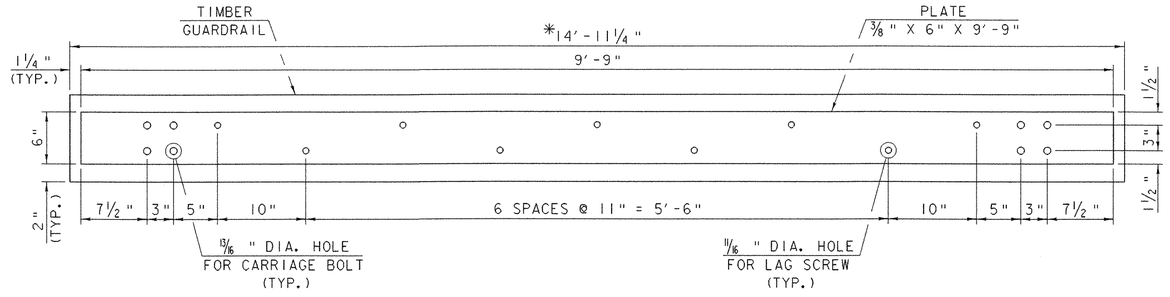
INTERMEDIATE POST CONNECTION ELEVATION

SCALE: 1½" = 1'-0"



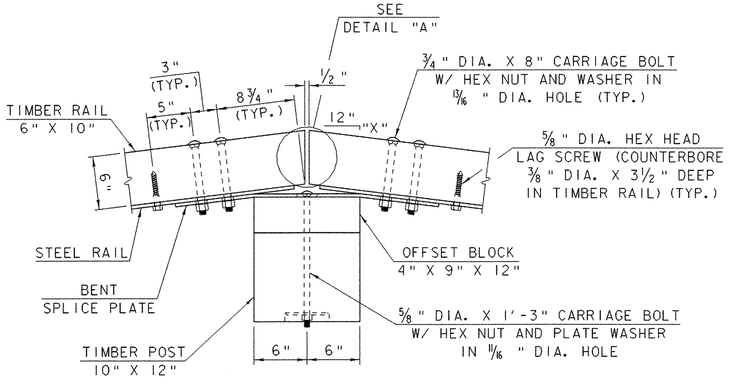
SECTION A-A

SCALE: 1½" = 1'-0"



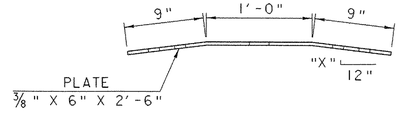
INTERMEDIATE STEEL PLATE DETAIL FOR 10'-0" POST SPACING

SCALE: 1½" = 1'-0"

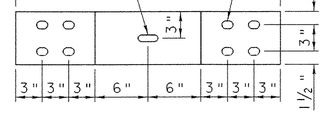


INTERMEDIATE POST CONNECTION PLAN

SCALE: 1½" = 1'-0"



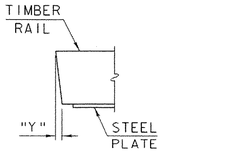
PLAN



ELEVATION

BENT SPLICE STEEL PLATE DETAIL

SCALE: 1½" = 1'-0"



DETAIL "A"

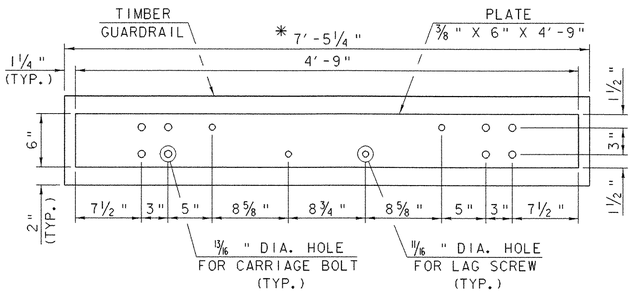
SCALE: 1½" = 1'-0"

POST NO.	"X"	"Y"
1L7	1½"	¾"
1L6	¾"	⅜"
1L5	⅛"	1/16"
1L4	⅛"	1/16"
1L3	⅛"	1/16"
1L2	1/16"	1/32"

POST NO.	"X"	"Y"
2L2	⅜"	3/16"
2L3	0"	0"
2L4	¾"	⅜"
2L5	1½"	¾"

POST NO.	"X"	"Y"
1R7	1½"	¾"
1R6	¾"	⅜"
1R5	⅛"	1/16"
1R4	½"	¼"
1R3	½"	¼"
1R2	¼"	⅛"

POST NO.	"X"	"Y"
2R2	½"	¼"
2R3	1½"	¾"



INTERMEDIATE STEEL PLATE DETAIL FOR 5'-0" POST SPACING

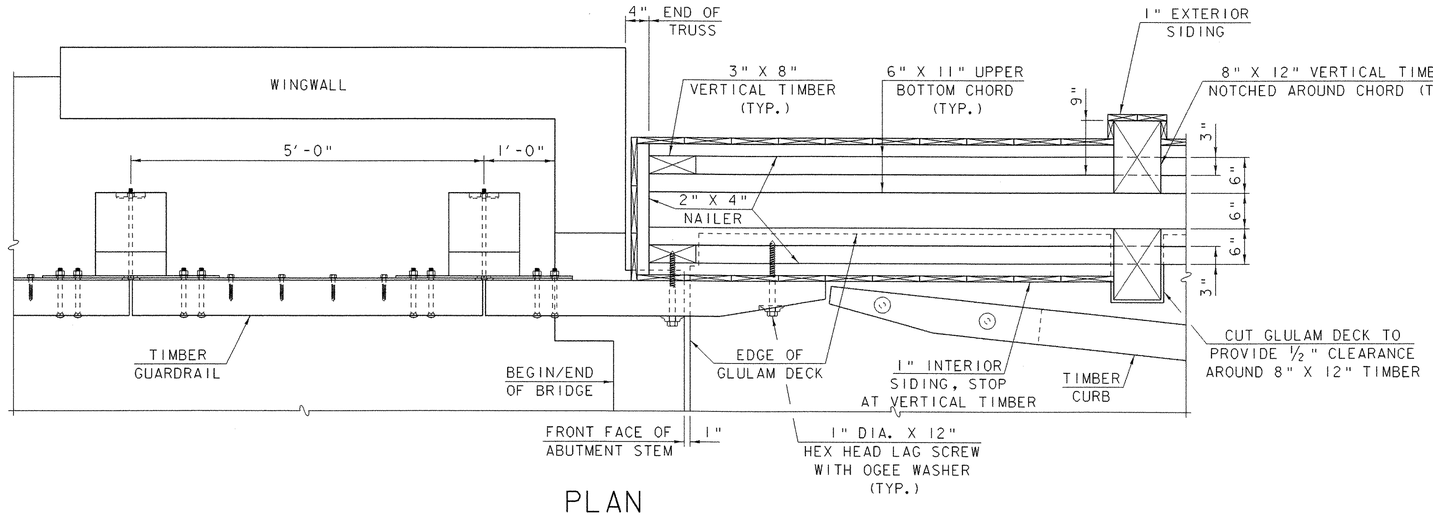
SCALE: 1½" = 1'-0"

* DIMENSION IS MEASURED ALONG BACK FACE OF TIMBER RAIL FOR 10'-0" AND 5'-0" POST SPACING. SEE "Y" VALUE IN TABLES TO ADD/SUBTRACT FROM TIMBER RAIL DIMENSION TO ACHIEVE FRONT FACE OF RAIL LENGTH AND ESTABLISH CUTTING ANGLE.

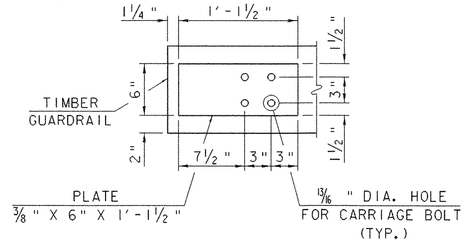
STEEL BACKED TIMBER GUARDRAIL DETAILS (2)

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

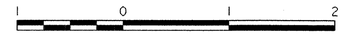
FILE NAME: 96j268\Structures\sj268grd2.i
PROJECT MANAGER: R. WHITCOMB
DESIGNED BY: G. ROY
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 45 OF 60



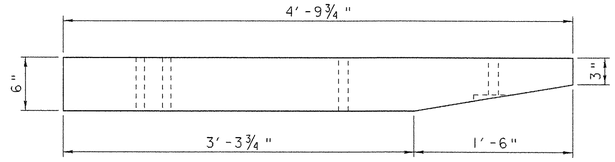
PLAN



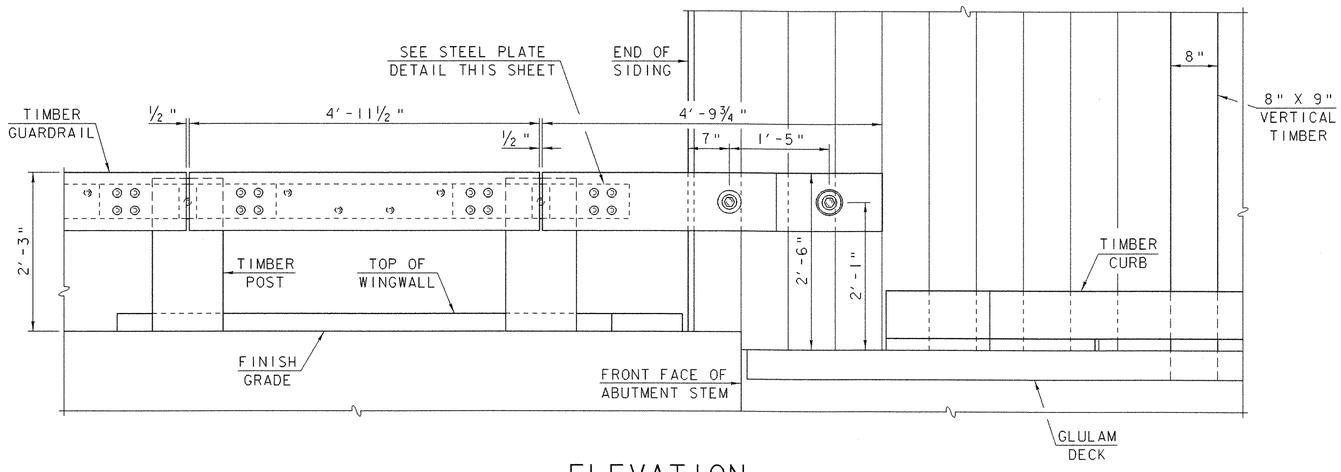
STEEL PLATE DETAIL AT FIRST POST OFF BRIDGE



SCALE: 1½" = 1'-0"

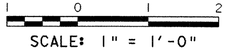


PLAN

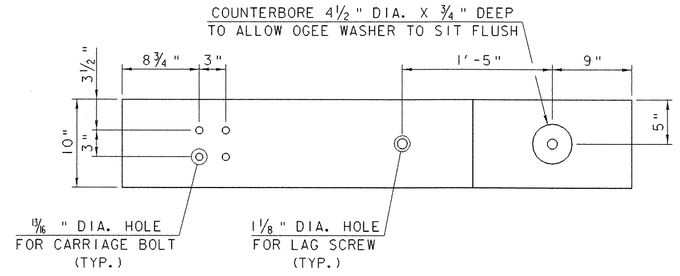


ELEVATION

GUARDRAIL DETAIL AT END OF COVERED BRIDGE

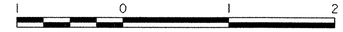


SCALE: 1" = 1'-0"



ELEVATION

TIMBER GUARDRAIL DETAIL AT COVERED BRIDGE



SCALE: 1½" = 1'-0"

STEEL BACKED TIMBER GUARDRAIL DETAILS (3)

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268grd3.i		PLOT DATE:	02-APR-2007
PROJECT MANAGER:	R. WHITCOMB	DRAWN BY:	G. ROY
DESIGNED BY:	G. ROY	CHECKED BY:	C. CARLSON
		SHEET	46 OF 60

STATE OF VERMONT
AGENCY OF TRANSPORTATION

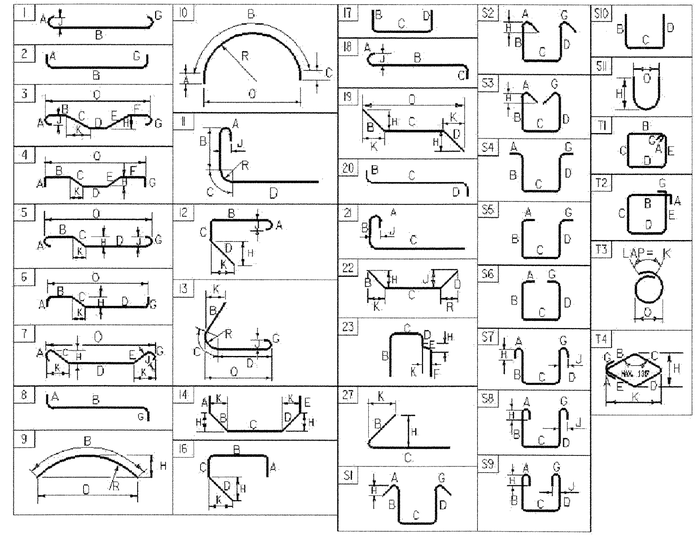
REINFORCING STEEL SCHEDULE

ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O
	ABUTMENT NO. 1																
	46	5	12'- 10"	1A501	STR												
	14	5	21'- 2"	1A502	STR												
	50	5	3'- 8"	1A503	STR												
	10	5	13'- 6"	1A506	STR												
	20	5	3'- 7"	1A507	STR												
	4	5	8'- 6"	1A510	STR												
	12	5	2'- 10"	1A511	STR												
	8	5	7'- 8"	1A504	S10		3'- 4"	1'- 0"	3'- 4"								
	20	5	4'- 10"	1A505	S10		1'- 11"	1'- 0"	1'- 11"								
	15	5	12'- 2"	1A508	S10		5'- 10"	0'- 6"	5'- 10"								
▲	10	5	12'- 8"	1A509	S10		6'- 1"	0'- 6"	6'- 1"								
	4	5	4'- 4"	1A512	17		2'- 2"	2'- 2"	----								
	10	5	3'- 6"	1A513	17		1'- 4"	2'- 2"	----								
✳	28	6	21'- 10"	1A601	1		0'- 8"	21'- 2"				----		0'- 6"			
	WINGWALL NO. 1																
	8	5	7'- 8"	1W501	STR												
	6	5	3'- 6"	1W502	STR												
	8	5	3'- 8"	1W503	STR												
✳	11	5	7'- 6"	1W505	STR												
	8	5	4'- 11"	1W504	17		3'- 8"	1'- 3"	----								
	8	5	12'- 8"	1W506	S10		6'- 1"	0'- 6"	6'- 1"								
	10	5	4'- 4"	1W507	17		2'- 2"	2'- 2"	----								
	WINGWALL NO. 2																
	8	5	7'- 8"	2W501	STR												
	6	5	3'- 6"	2W502	STR												
	8	5	3'- 8"	2W503	STR												
✳	11	5	7'- 6"	2W505	STR												
	8	5	4'- 11"	2W504	17		3'- 8"	1'- 3"	----								
	8	5	12'- 8"	2W506	S10		6'- 1"	0'- 6"	6'- 1"								
	10	5	4'- 4"	2W507	17		2'- 2"	2'- 2"	----								
	ABUTMENT NO. 2																
	46	5	11'- 4"	2A501	STR												
	13	5	21'- 2"	2A502	STR												
	50	5	3'- 8"	2A503	STR												
	10	5	13'- 6"	2A506	STR												
	20	5	3'- 7"	2A507	STR												
	4	5	8'- 6"	2A510	STR												
	12	5	2'- 10"	2A511	STR												
✳	26	5	5'- 8"	2A514	STR												
▲	7	5	23'- 9"	2A515	STR												
	24	5	5'- 8"	2A516	STR												
▲	10	5	11'- 4"	2A517	STR												
	8	5	7'- 8"	2A504	S10		3'- 4"	1'- 0"	3'- 4"								
	20	5	4'- 10"	2A505	S10		1'- 11"	1'- 0"	1'- 11"								
	15	5	12'- 2"	2A508	S10		5'- 10"	0'- 6"	5'- 10"								
▲	10	5	12'- 8"	2A509	S10		6'- 1"	0'- 6"	6'- 1"								
	4	5	4'- 4"	2A512	17		2'- 2"	2'- 2"	----								
	10	5	3'- 6"	2A513	17		1'- 4"	2'- 2"	----								
	90	5	4'- 4"	2A518	19		2'- 2"	2'- 2"	----				2'- 1"		0'- 6"		
✳	25	6	21'- 10"	2A601	1		0'- 8"	21'- 2"				----		0'- 6"			
	WINGWALL NO. 3																
	8	5	7'- 8"	3W501	STR												
	6	5	3'- 6"	3W502	STR												
	8	5	3'- 8"	3W503	STR												
	10	5	7'- 6"	3W505	STR												
	8	5	4'- 11"	3W504	17		3'- 8"	1'- 3"	----								
	8	5	12'- 8"	3W506	S10		6'- 1"	0'- 6"	6'- 1"								
	10	5	4'- 4"	3W507	17		2'- 2"	2'- 2"	----								
	WINGWALL NO. 4																
	8	5	7'- 8"	4W501	STR												
	6	5	3'- 6"	4W502	STR												
	8	5	3'- 8"	4W503	STR												
✳	11	5	7'- 6"	4W505	STR												
	8	5	4'- 11"	4W504	17		3'- 8"	1'- 3"	----								
	8	5	12'- 8"	4W506	S10		6'- 1"	0'- 6"	6'- 1"								
	10	5	4'- 4"	4W507	17		2'- 2"	2'- 2"	----								

ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O

~ NOTES ~

1. UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M 31 (ASTM A 615-SI). ALL BARS SHALL BE GRADE 60, UNLESS OTHERWISE DESIGNATED.
2. FOR TYPICAL BENDING DETAILS, RECOMMENDED PIN DIAMETER "D" OF BENDS AND HOOKS, AND OTHER STANDARD PRACTICE, SEE CURRENT CONCRETE REINFORCING STEEL INSTITUTE "MANUAL OF STANDARD PRACTICE".
3. BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
4. ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180 DEGREE AND 135 DEGREE HOOKS.
5. "J" DIMENSION ON 180 DEGREE HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE. OTHERWISE, STANDARD HOOKS ARE TO BE USED.
6. "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
7. WHERE SLOPE DIFFERS FROM 45 DEGREES, DIMENSIONS "H" AND "K" MUST BE SHOWN.
8. ▲ DENOTES BARS TO BE CUT IN FIELD.
9. ✳ DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.
10. △ DENOTES TWO EXTRA BARS ADDED FOR TESTING PURPOSES.
11. E IN BAR MARK PREFIX DENOTES EPOXY COATED REINFORCING STEEL.



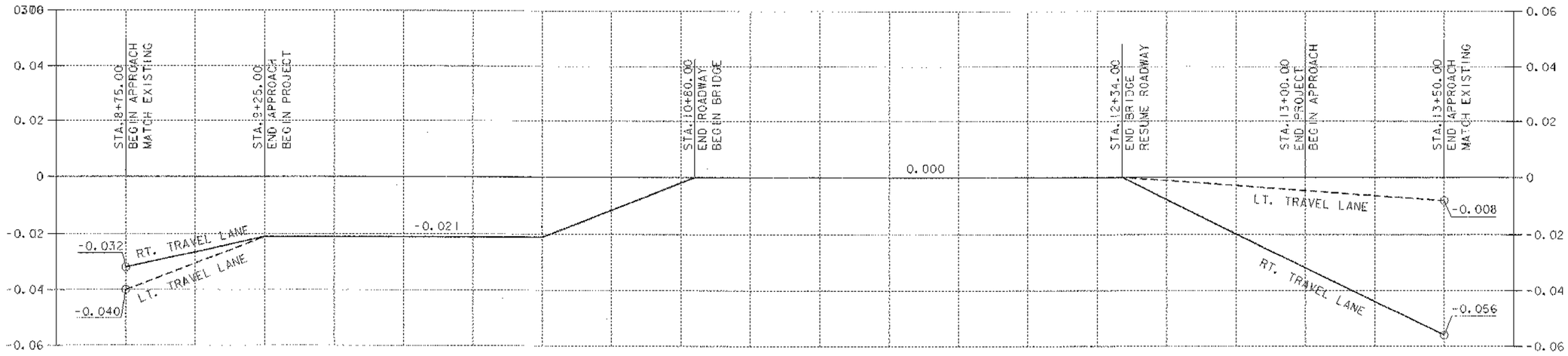
ASTM STANDARD REINFORCING BARS

BAR SIZE DESIGNATION	WEIGHT POUNDS PER FOOT	NOMINAL DIMENSIONS ROUND SECTION DIAMETER INCHES	AREA INCHES^2	PERIMETER INCHES
#3	0.376	0.375	0.11	1.178
#4	0.668	0.500	0.20	1.571
#5	1.043	0.625	0.31	1.963
#6	1.502	0.750	0.44	2.356
#7	2.044	0.875	0.60	2.749
#8	2.670	1.000	0.79	3.142
#9	3.400	1.128	1.00	3.544
#10	4.303	1.270	1.27	3.990
#11	5.313	1.410	1.56	4.430
#14	7.65	1.693	2.25	5.32
#18	13.60	2.257	4.00	7.09

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96j268\Structures\sj268rss.xls
PROJECT MANAGER: R. R. WHITCOMB
DESIGNED BY: C. CARLSON
REINFORCING STEEL SCHEDULE

PLOT DATE: 3/14/2007
DRAWN BY: D. PETERSON
CHECKED BY: G. ROY
SHEET 47 OF 60



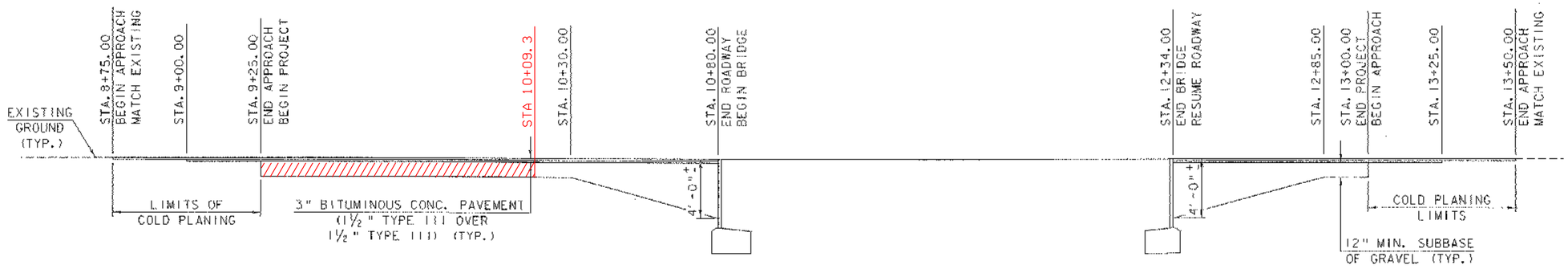
BANKING DIAGRAM

20 0 20

HORIZONTAL SCALE: 1" = 20'-0"

10 0 10

VERTICAL SCALE: 1" = 0.020 '/'



MATERIAL TRANSITION DETAIL

20 0 20

HORIZONTAL SCALE: 1" = 20'-0"

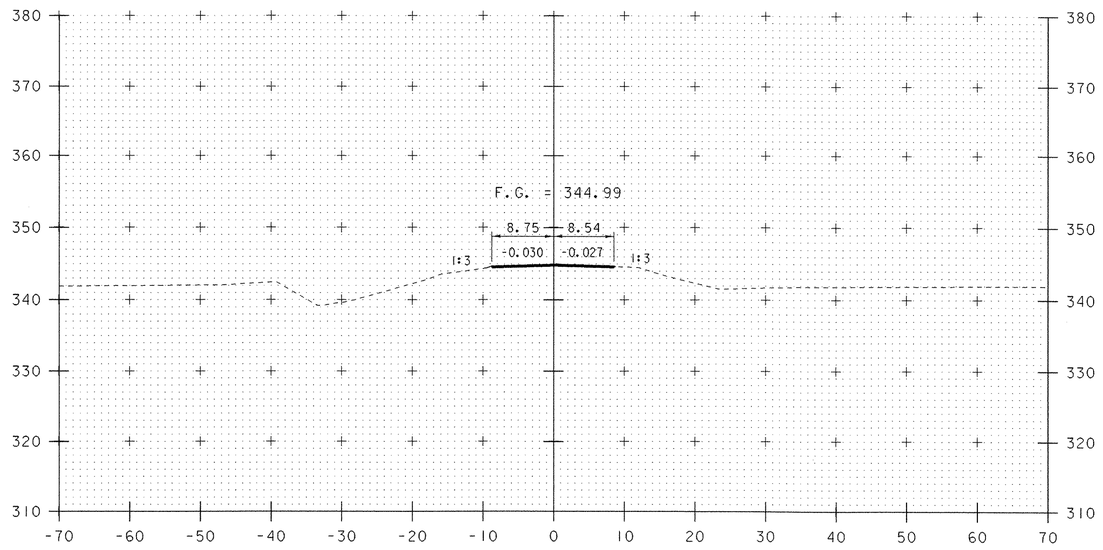
4 0 4

VERTICAL SCALE: 1" = 4'-0"

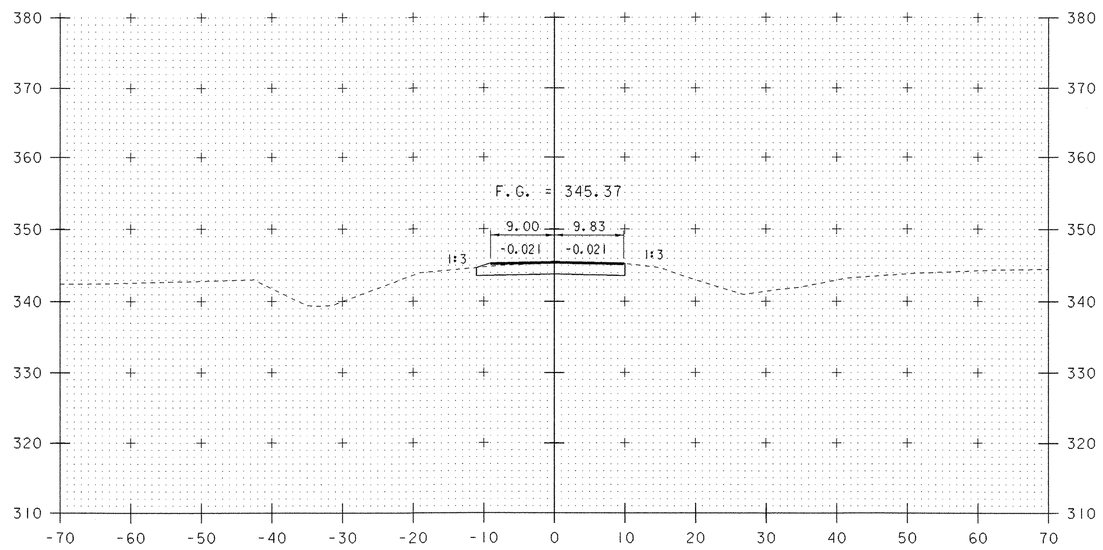
BANKING DIAGRAM & MATERIAL TRANSITION DETAIL

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)

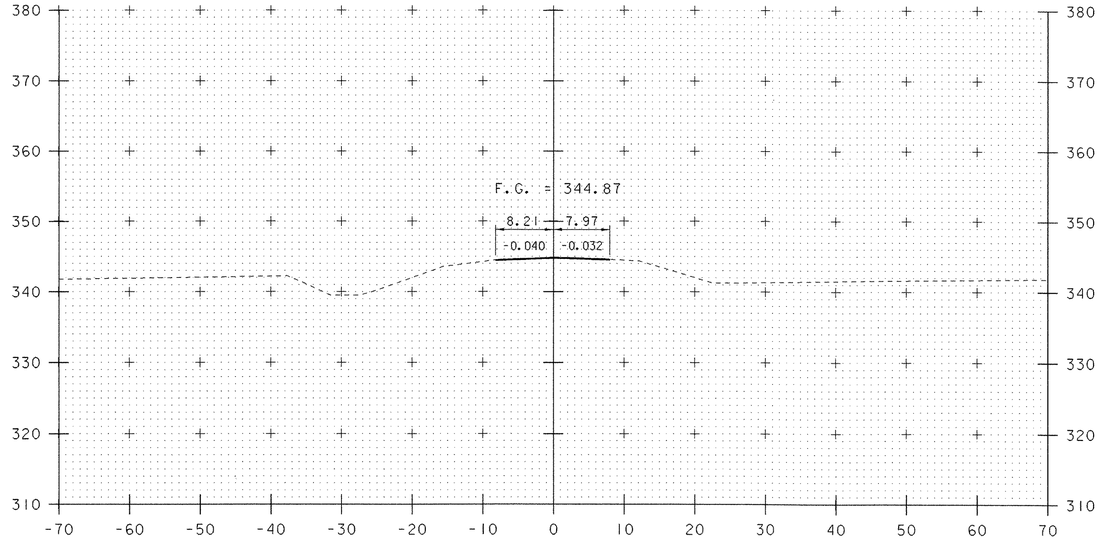
FILE NAME: 96J268\Structures\sj268bdmtdJ		PLOT DATE:	02-APR-2007
PROJECT MANAGER:	R. R. WHITCOMB	DRAWN BY:	C. ROY
DESIGNED BY:	G. ROY	CHECKED BY:	C. CARLSON
		SHEET	48 OF 60



9+00

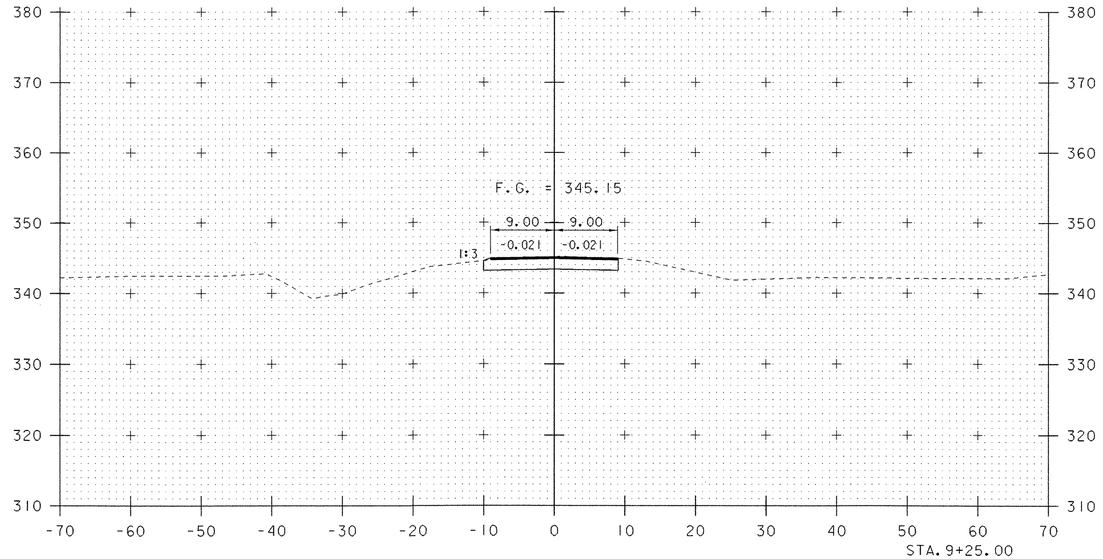


9+50



8+75

STA. 8+75.00
BEGIN APPROACH
MATCH EXISTING



9+25

STA. 9+25.00
END APPROACH
BEGIN PROJECT

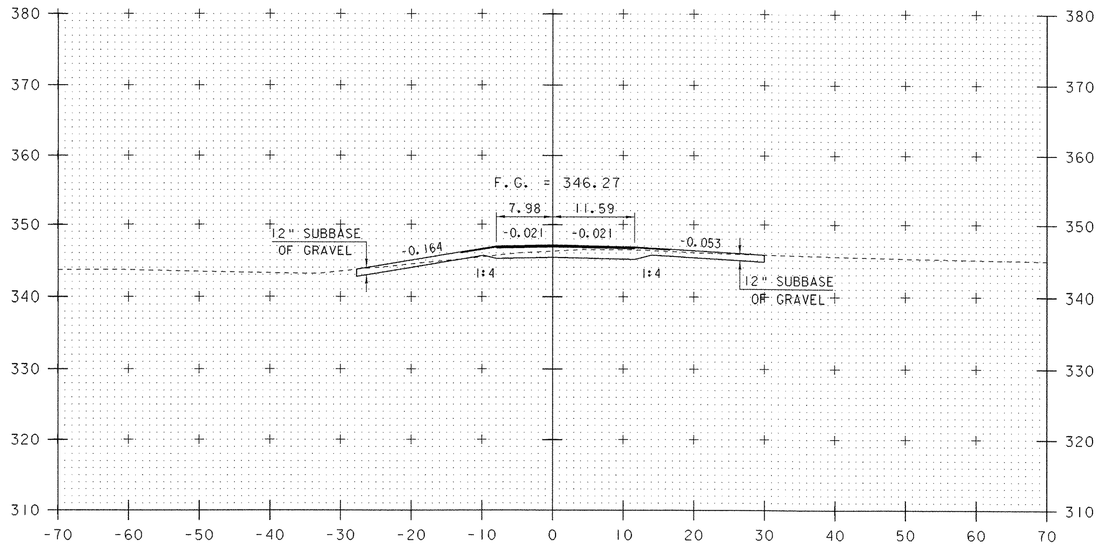
10 0 10
SCALE: 1" = 10'-0"

ROADWAY CROSS SECTIONS (1)

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96j268\Structures\sj268m01.i
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
STA. 8+75 - STA. 9+50

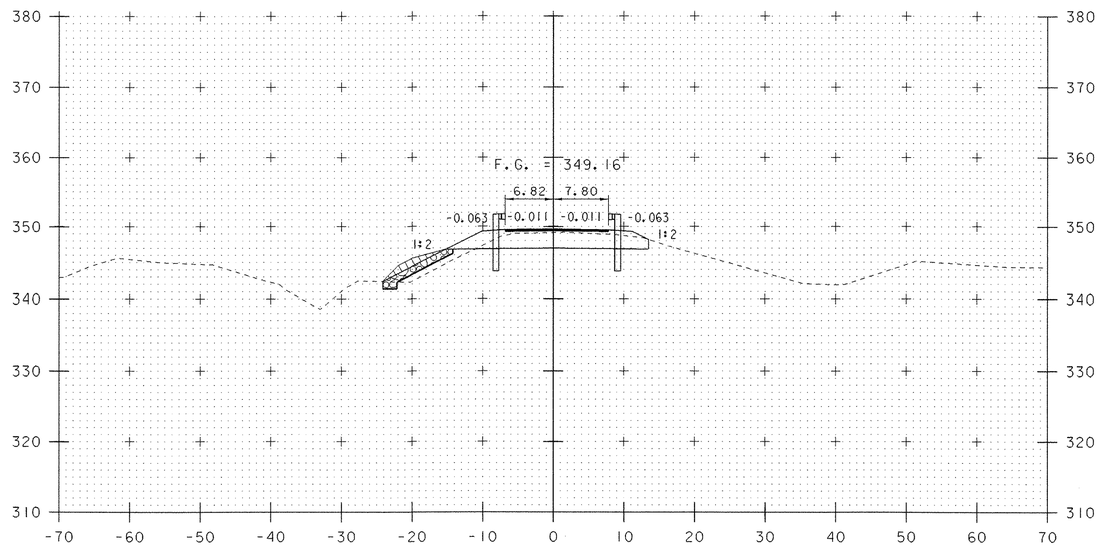
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 49 OF 60



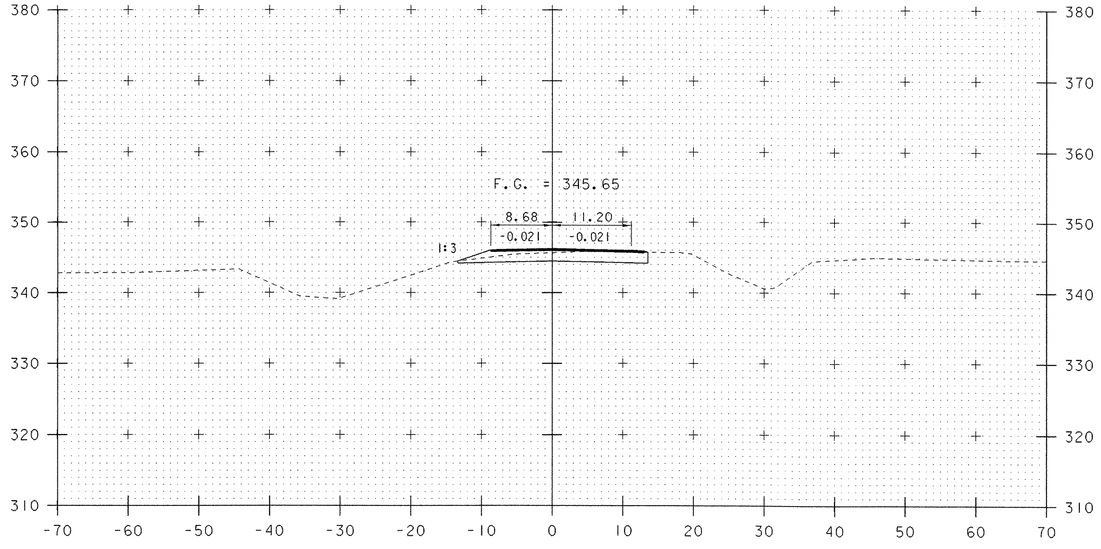
STA. 10+04.3 LT.
CONSTRUCT DRIVE

10+00

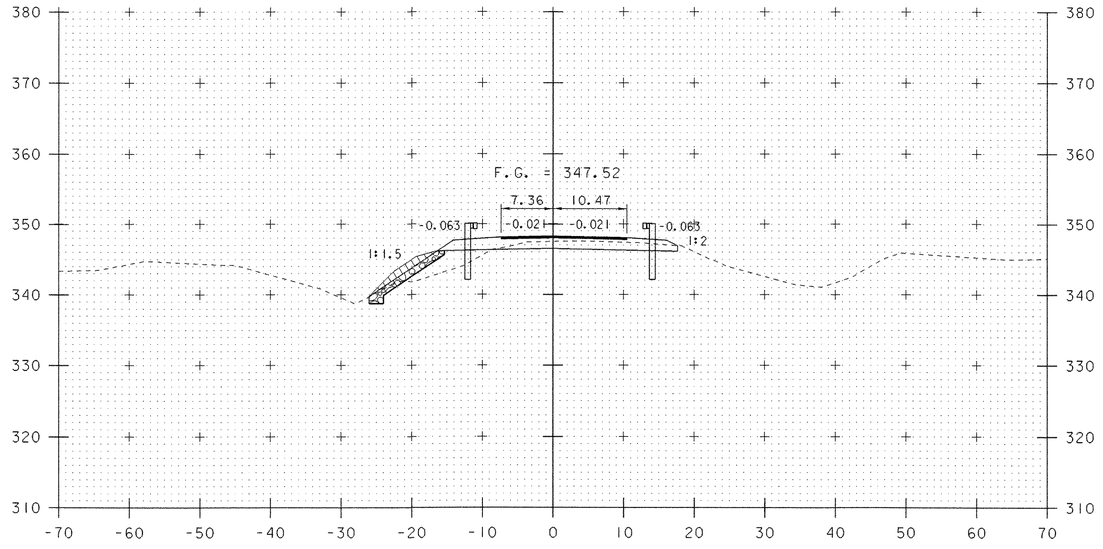
STA. 9+94.4 RT.
CONSTRUCT DRIVE



10+50



9+75



STA. 10+09.3 LT.
BEGIN STONE FILL, TYPE I SLOPE

10+25

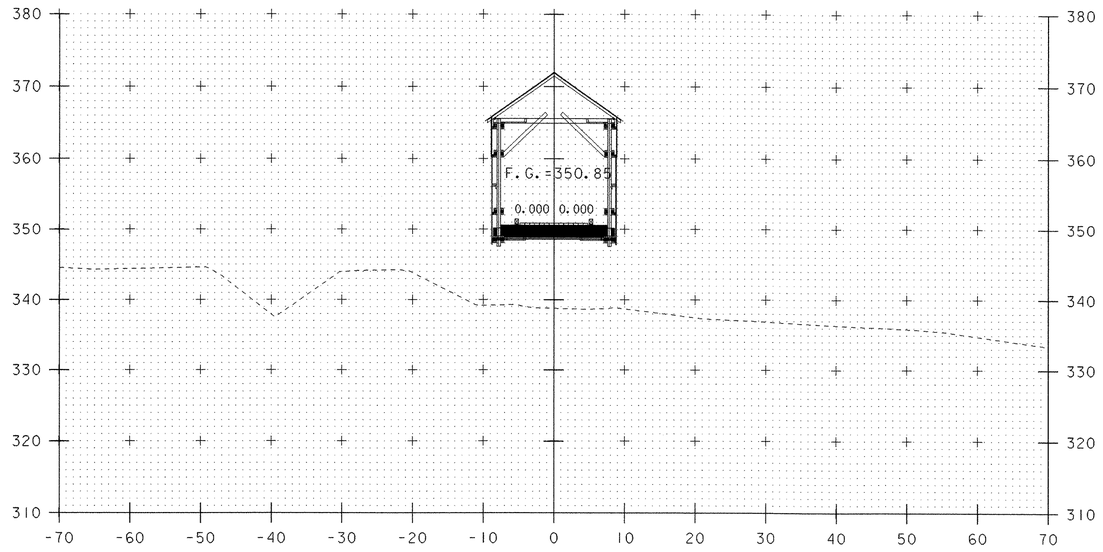
10 0 10
SCALE: 1" = 10'-0"

ROADWAY CROSS SECTIONS (2)

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

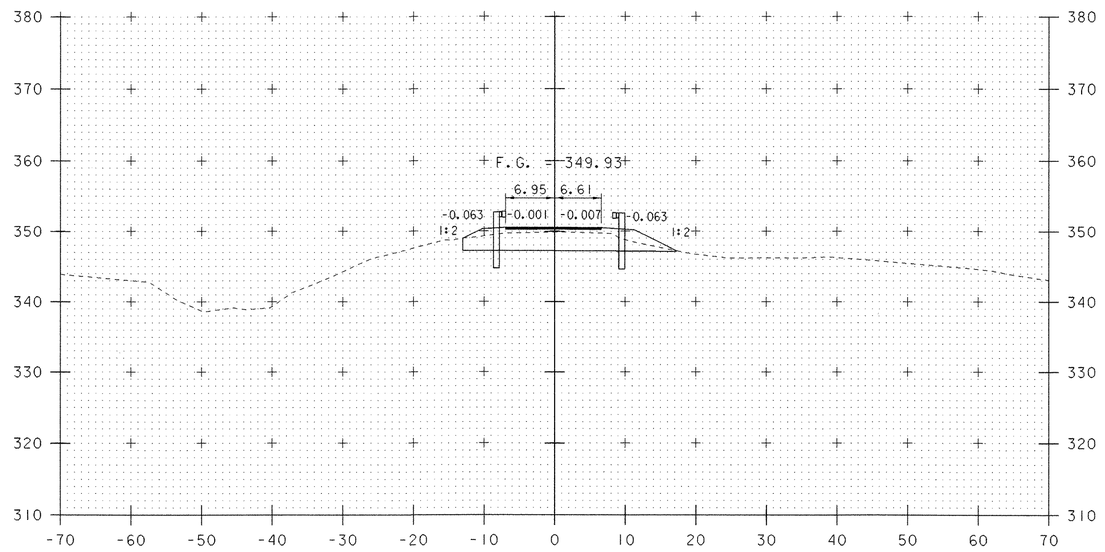
FILE NAME: 96J268\Structures\sj268m02.1
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
STA. 9+75 - STA. 10+50

PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 50 OF 60



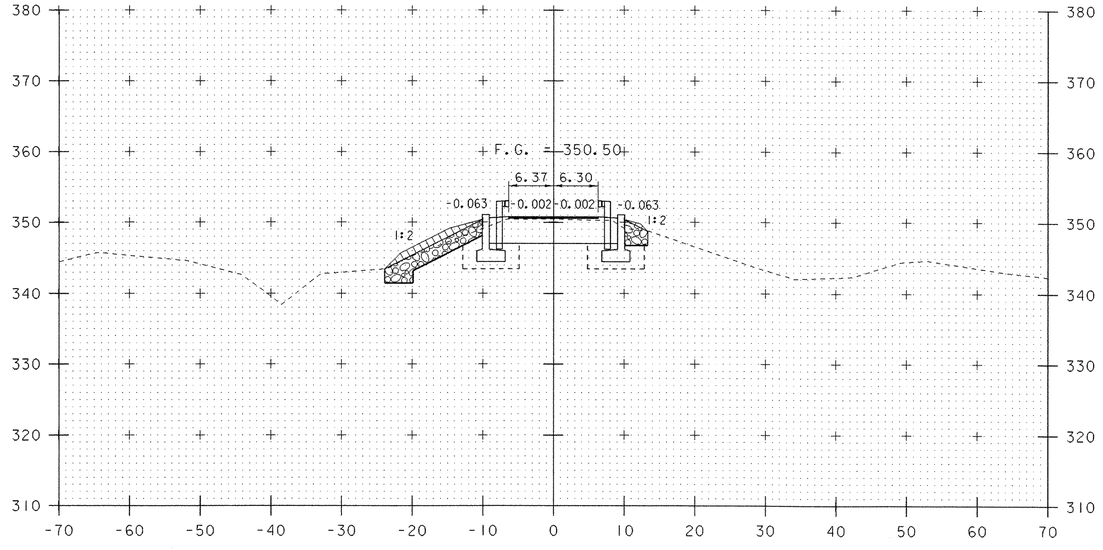
11+00

STA. 10+80.00
END ROADWAY
BEGIN BRIDGE



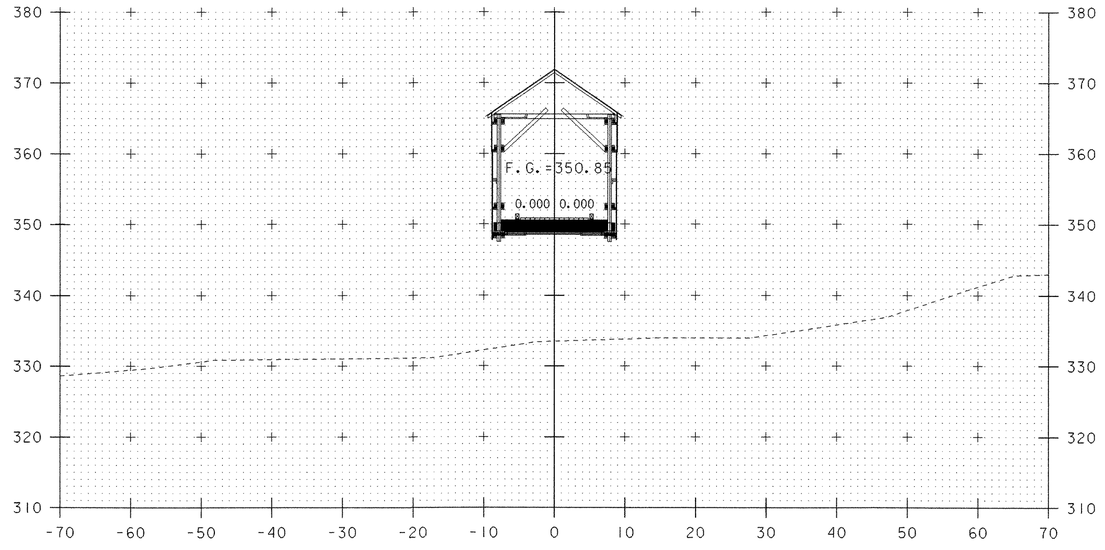
12+50

STA. 12+34.00
END BRIDGE
RESUME ROADWAY



STA. 10+71.2 LT.
END STONE FILL, TYPE I SLOPE
BEGIN STONE FILL, TYPE II SLOPE

10+75



12+00

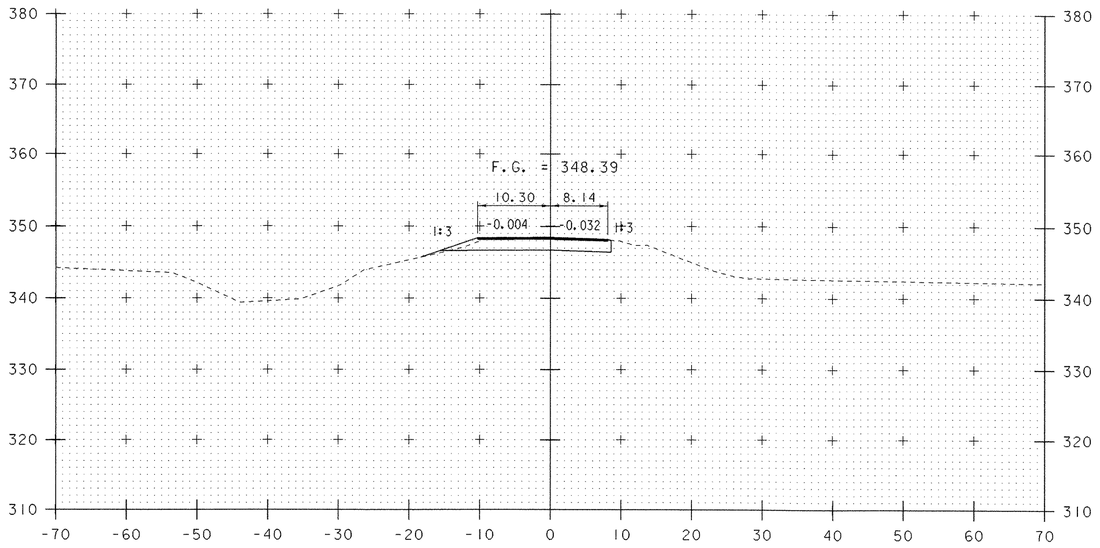
10 0 10
SCALE: 1" = 10'-0"

ROADWAY CROSS SECTIONS (3)

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

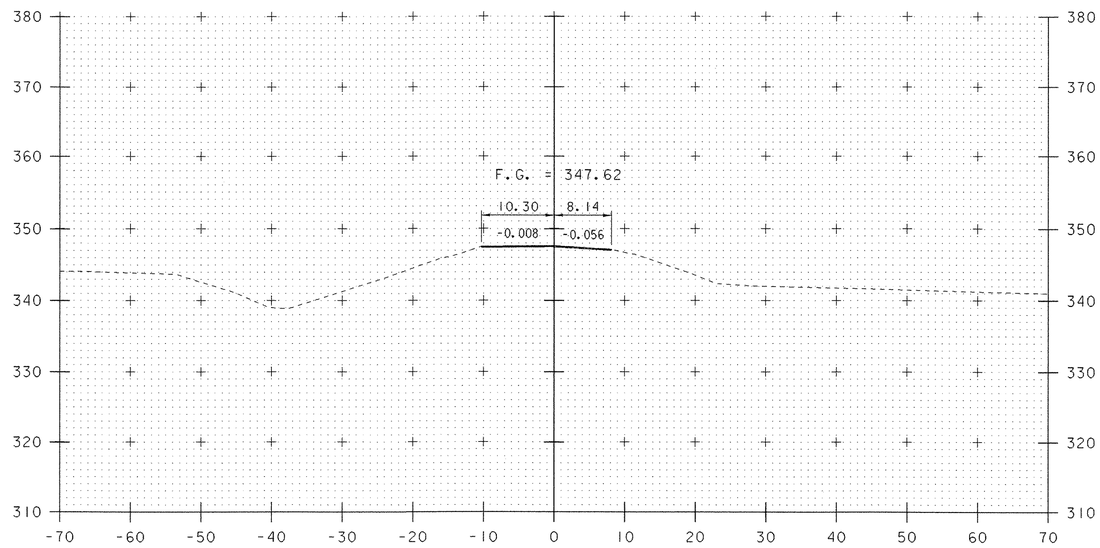
FILE NAME: 96J268\Structures\sj268m03.1
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
STA. 10+75 - STA. 12+50

PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 51 OF 60



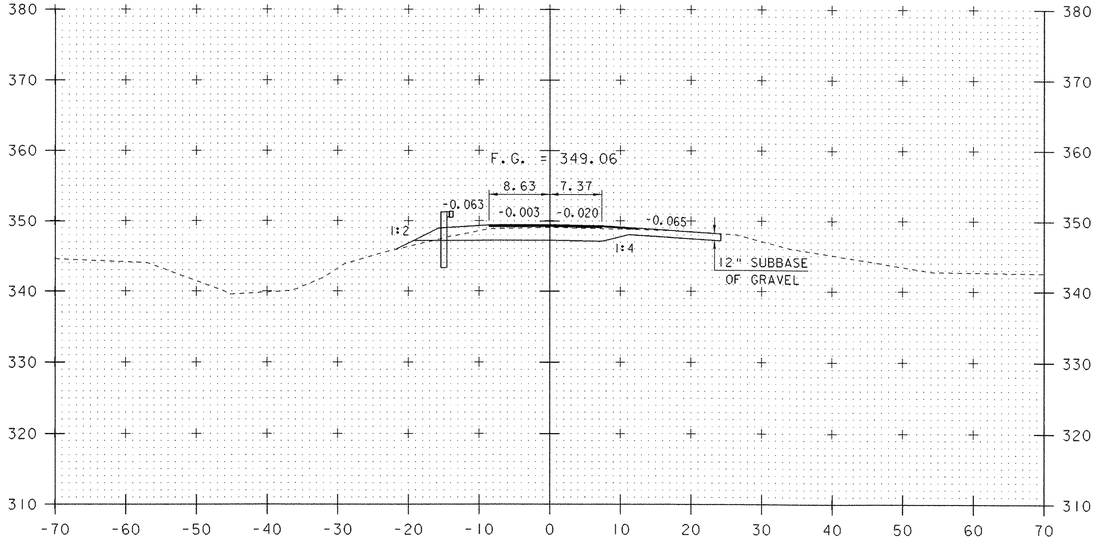
13+00

STA. 13+00.00
END PROJECT
BEGIN APPROACH



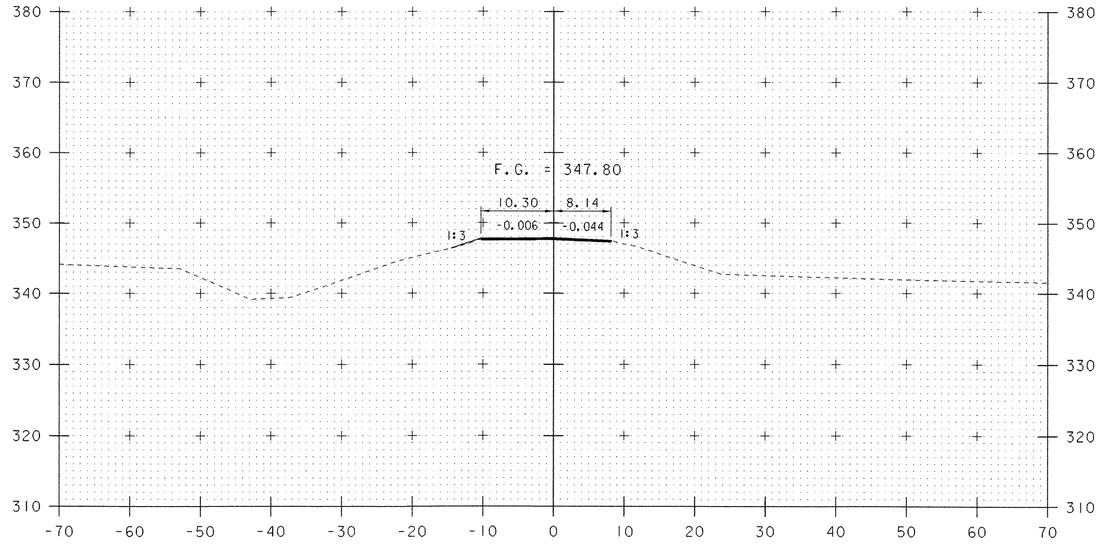
13+50

STA. 13+50.00
END APPROACH
MATCH EXISTING



12+75

STA. 12+72.4 RT.
CONSTRUCT DRIVE



13+25

10 0 10

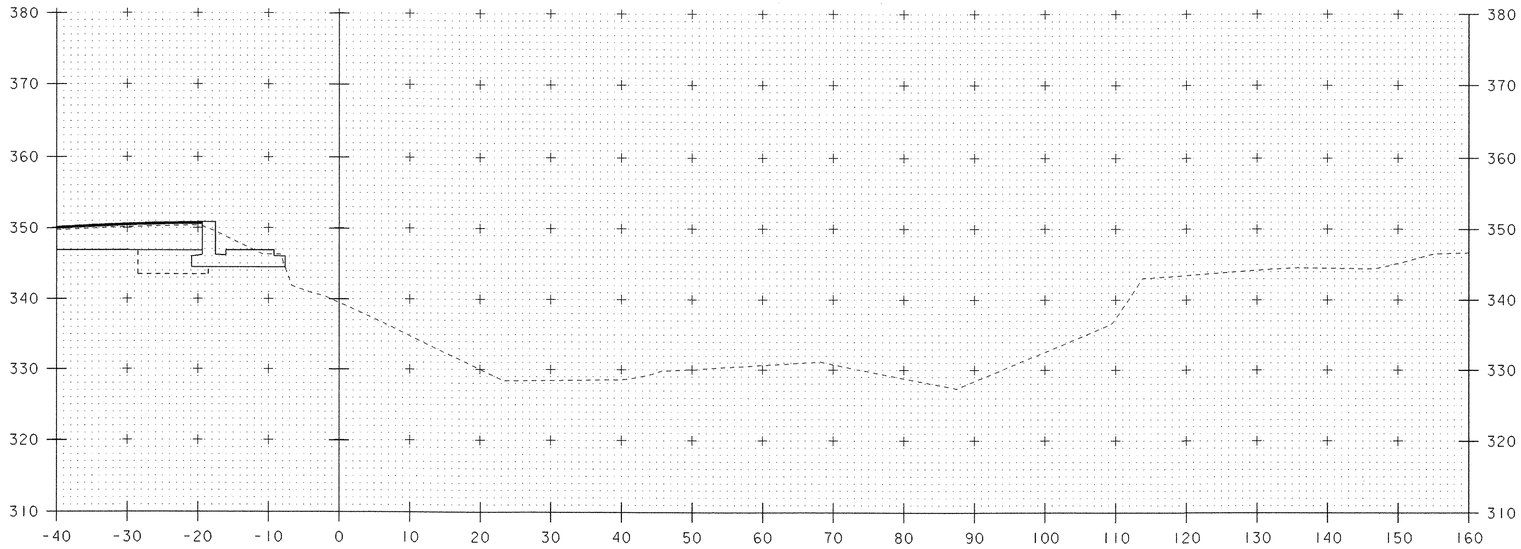
SCALE: 1" = 10'-0"

ROADWAY CROSS SECTIONS (4)

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

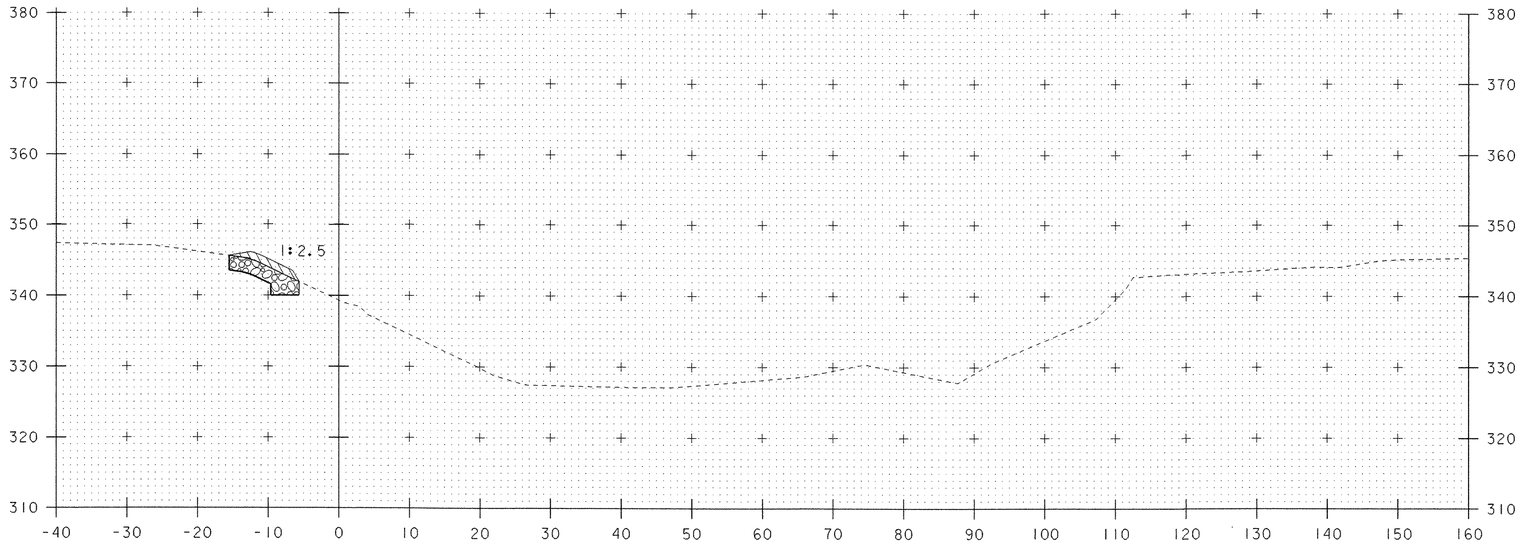
FILE NAME: 96j268\Structures\sj268m04.1
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
STA. 12+75 - STA. 13+50

PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 52 OF 60



CHANNEL STA. 5+82.2 LT.
BEGIN STRUCTURE EXCAVATION
GRANULAR BACKFILL FOR STRUCTURES

5+90



CHANNEL STA. 5+71.4 LT.
BEGIN UNCLASS. CHANNEL EXCAVATION
GEOTEXTILE UNDER STONE FILL
STONE FILL, TYPE II
GRUBBING MATERIAL

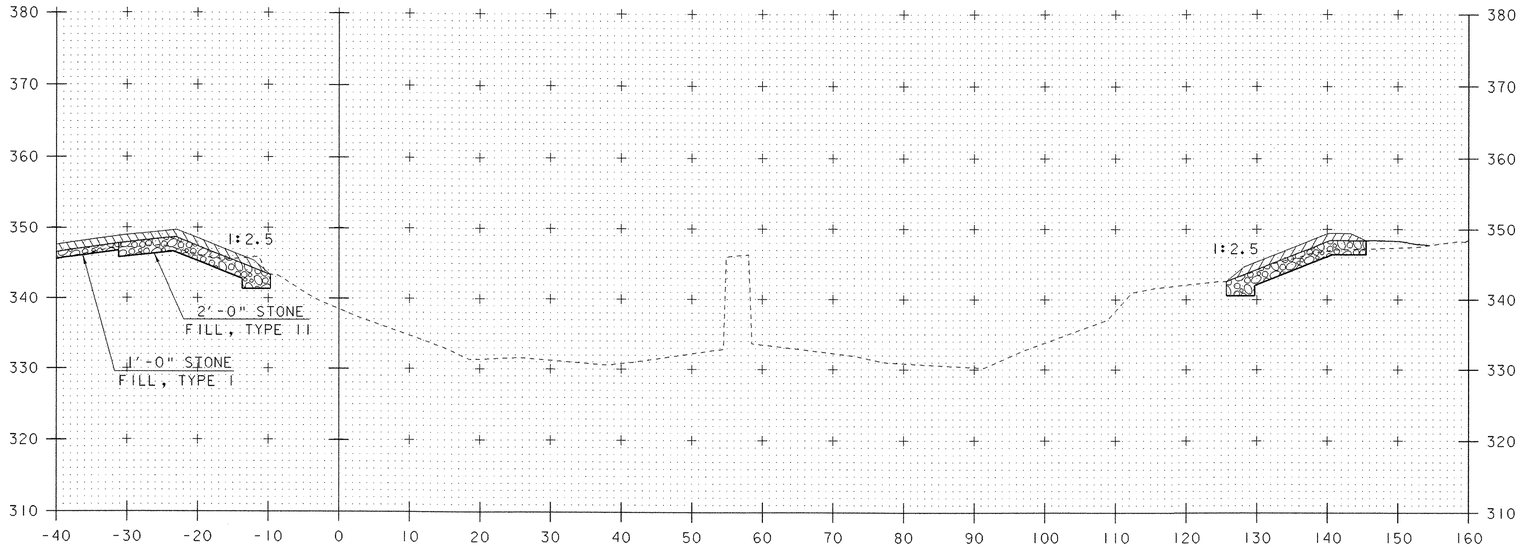
5+75

10 0 10
SCALE: 1" = 10'-0"

CHANNEL CROSS SECTIONS (1)

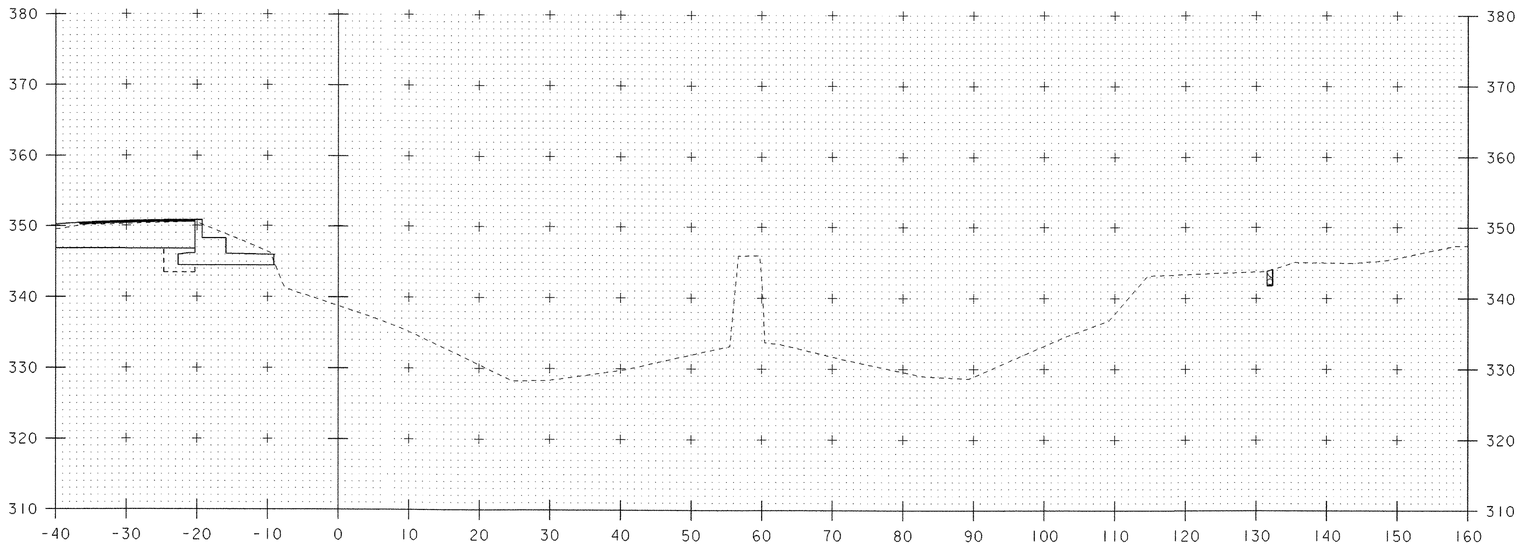
PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268c01.i	PLOT DATE: 02-APR-2007
PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 5+75 - STA. 5+90	SHEET 53 OF 60



CHANNEL STA. 6+09.1 LT.
END STRUCTURE EXCAVATION
GRANULAR BACKFILL FOR STRUCTURES

6+10



6+00

CHANNEL STA. 5+99.5 RT.
BEGIN UNCLASS. CHANNEL EXCAVATION
GEOTEXTILE UNDER STONE FILL
STONE FILL, TYPE II
GRUBBING MATERIAL

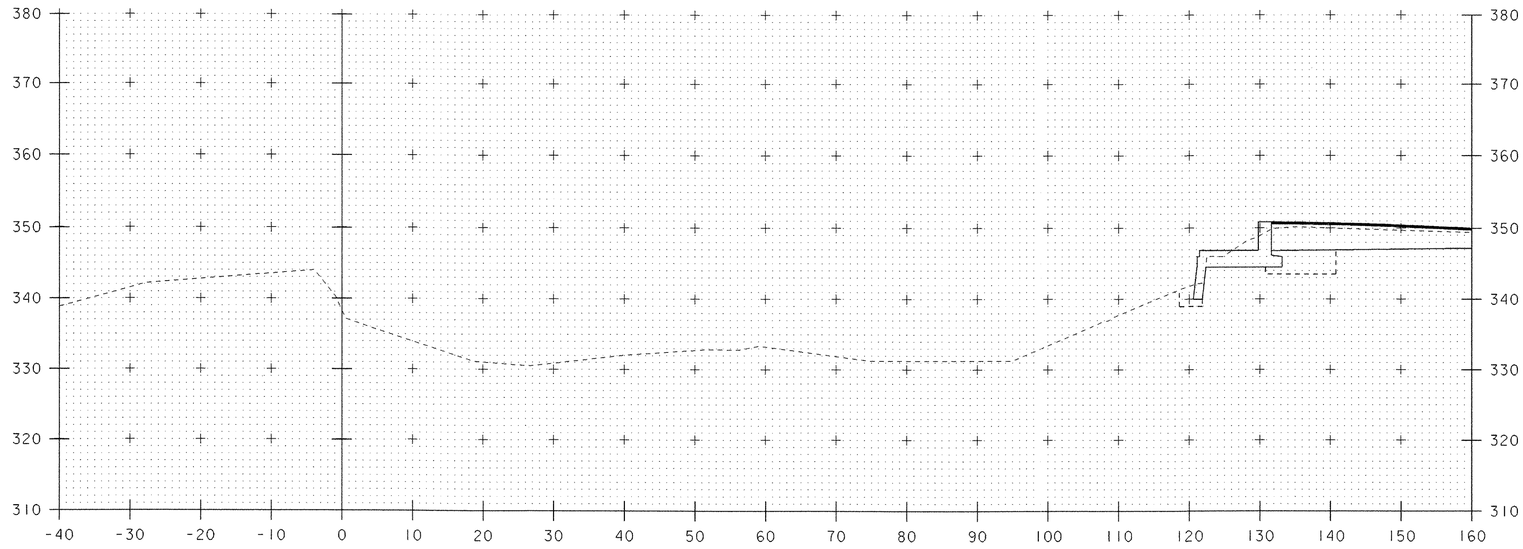
10 0 10
SCALE: 1" = 10'-0"

CHANNEL CROSS SECTIONS (2)

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

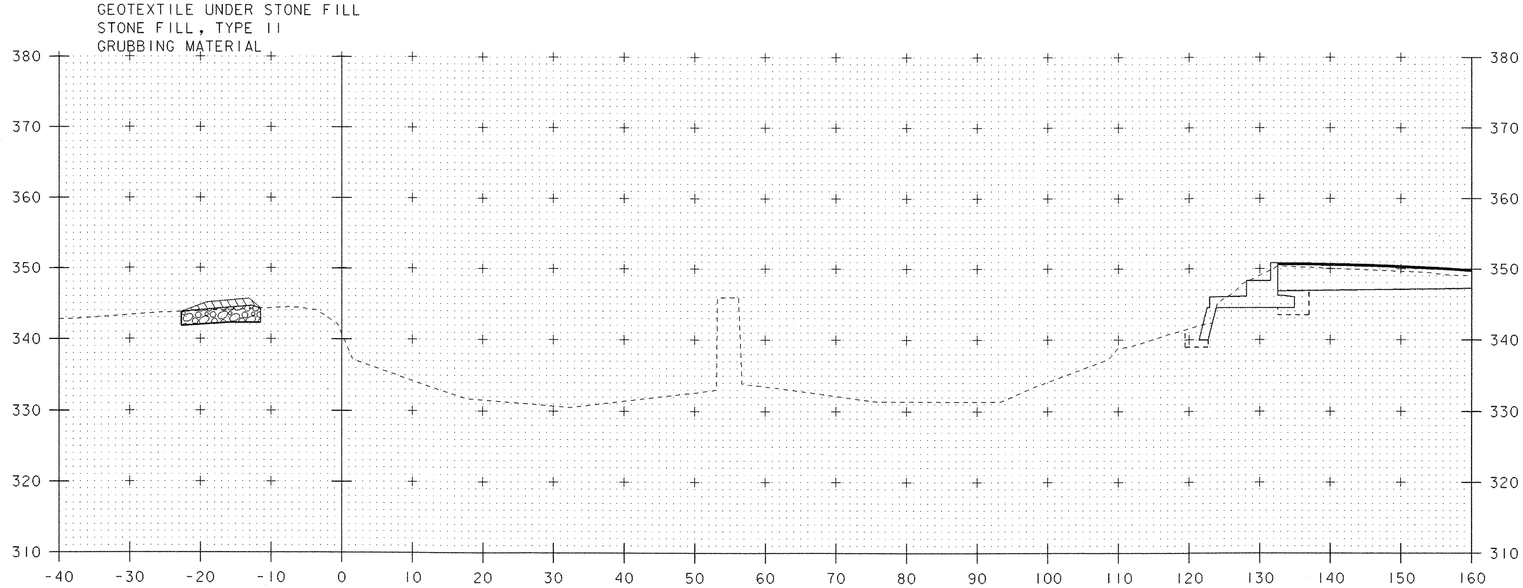
FILE NAME: 96j268\Structures\sj268c02.1
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
STA. 6+00 - STA. 6+10

PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 54 OF 60



CHANNEL STA. 6.21.1 LT.
END UNCLASS. CHANNEL EXCAVATION
GEOTEXTILE UNDER STONE FILL
STONE FILL, TYPE II
GRUBBING MATERIAL

6+30



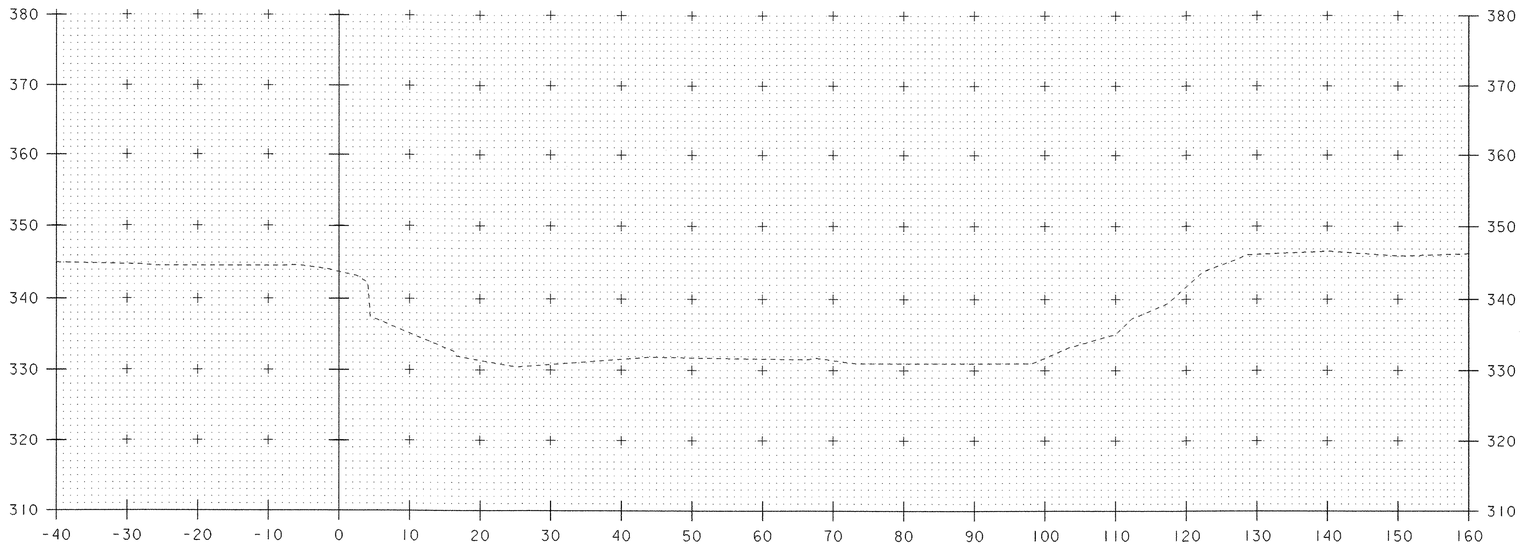
6+20

CHANNEL STA. 6+11.0 RT.
BEGIN STRUCTURE EXCAVATION
GRANULAR BACKFILL FOR STRUCTURES

10 0 10
SCALE: 1" = 10'-0"

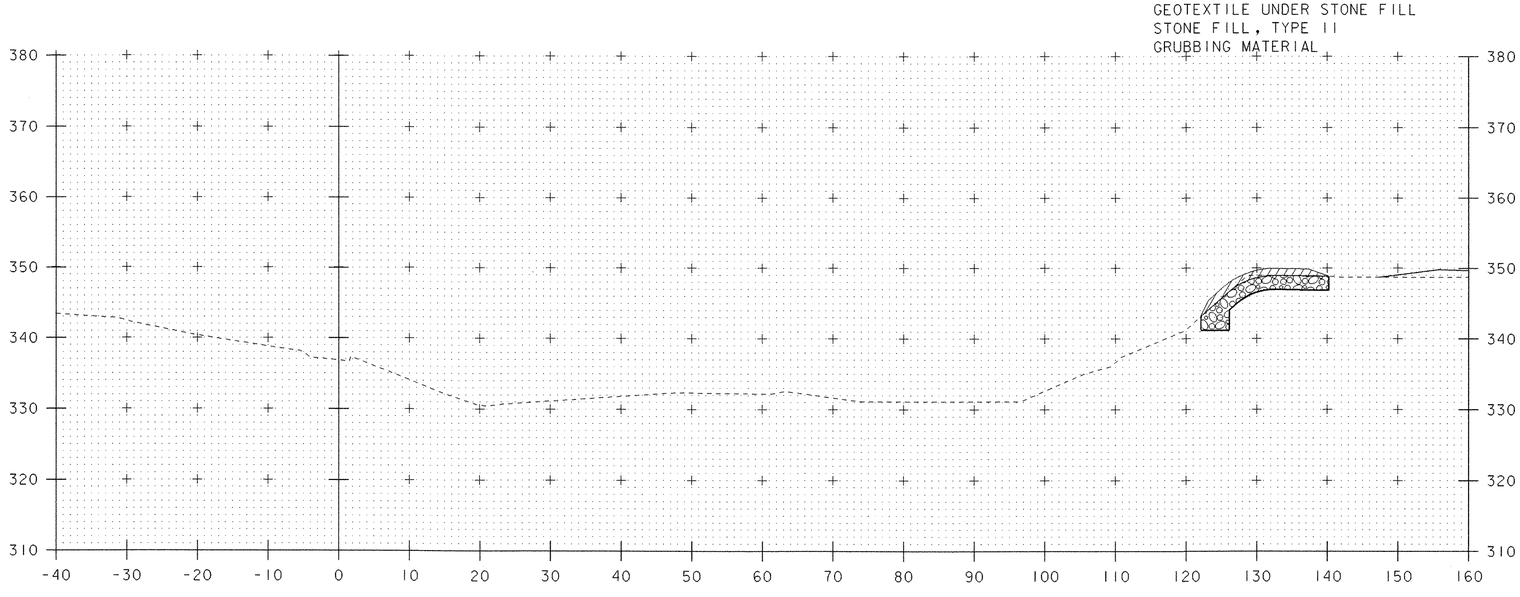
CHANNEL CROSS SECTIONS (3)

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)
FILE NAME: 96J268\Structures\sj268c03.1	PLOT DATE: 02-APR-2007
PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 6+20 - STA. 6+30	SHEET 55 OF 60



6+50

CHANNEL STA. 6+46.3 RT.
END UNCLASS. CHANNEL EXCAVATION
GEOTEXTILE UNDER STONE FILL
STONE FILL, TYPE II
GRUBBING MATERIAL



6+40

CHANNEL STA. 6+37.6 RT.
END STRUCTURE EXCAVATION
GRANULAR BACKFILL FOR STRUCTURES

10 0 10

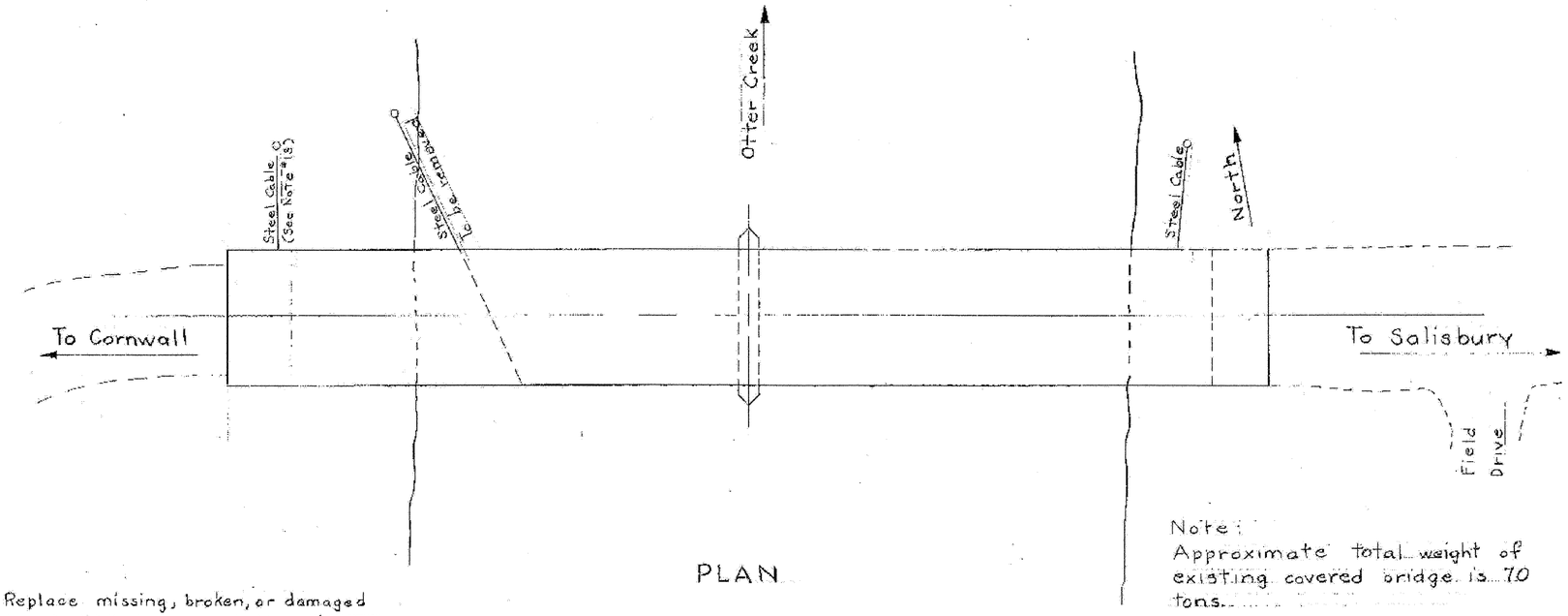
SCALE: 1" = 10'-0"

CHANNEL CROSS SECTIONS (4)

PROJECT NAME: SALISBURY - CORNWALL
PROJECT NUMBER: BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268c04.i
PROJECT MANAGER: R.R. WHITCOMB
DESIGNED BY: G. ROY
STA. 6+40 - STA. 6+50

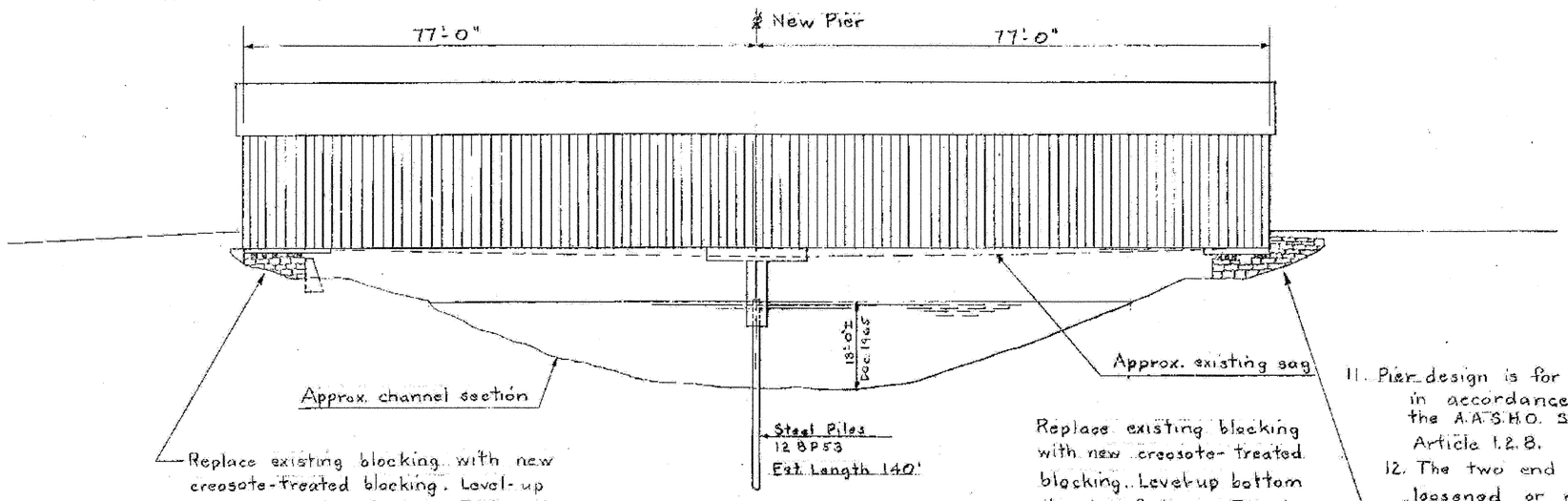
PLOT DATE: 02-APR-2007
DRAWN BY: G. ROY
CHECKED BY: C. CARLSON
SHEET 56 OF 60



PLAN

Note:
Approximate total weight of existing covered bridge is 70 tons.

Replace missing, broken, or damaged boards and planks on the sides of the bridge, flooring and portals. Re-nail all loosened pieces.



Replace existing blocking with new creosote-treated blocking. Level-up bottom chords of truss. Face up front of abutment with concrete, repair and point up loose masonry on the sides.

Replace existing blocking with new creosote-treated blocking. Level-up bottom chords of truss. Repair and point-up loose masonry.

ELEVATION

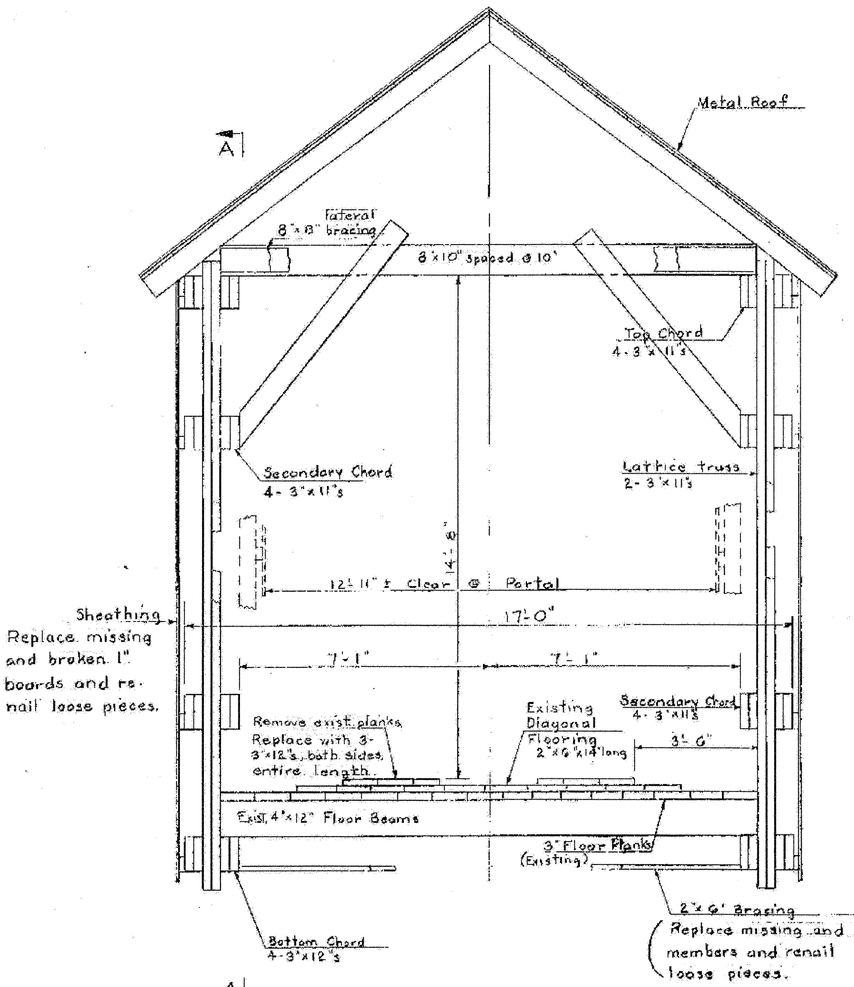
General Notes

1. All materials and construction shall conform to the State of Vermont, Department of Highways, Standard Specifications, for Road and Bridge Construction, dated April 1964 and the AASHO Standard Specifications dated 1961.
2. All sheathing used to repair existing superstructure shall be unpainted, weathered boards of a color compatible with the adjacent boards.
3. All new structural timber is to be of Eastern Spruce, 1200f Structural Grade, or an approved equivalent as specified in Item 509.02 of the Standard Specifications.
4. All new structural timber is to be treated with creosote oil, with a minimum net retention of 6 lbs./cu.ft. empty cell.
5. The cost of nails shall be included in the unit price bid for Item 509, Structural Timber.
6. The cost of bolts and other hardware used for truss repair shall be paid for under Item 404-A Structural Steel.
7. All connections shall be checked before and after jacking. Damaged pins or bolts are to be removed and replaced using equivalent materials and size. The cost of replacing up to 150 wood pins is to be paid for under Item 509, Structural Timber. Payment for pins will be on the basis of 10 board feet per pin. The cost of additional wood pins will be paid for as Extra Work or by Supplementary Agreement.
8. Steel piles (12 BP 53) are to be driven to a min. safe bearing capacity of 35 tons/pile.
9. The bridge shall be kept open to traffic as much as possible during construction.
10. The Contractor shall submit details for jacking the superstructure to the State for approval.
11. Pier design is for H10-44 loading applied in accordance with the provisions of the A.A.S.H.O. Standard Specifications, Article 1.2.8.
12. The two end guy cables are to be loosened or removed prior to jacking, leveling, and plumbing the superstructure and are to be re-fastened and adjusted when this work is completed.
13. For other notes not listed on this sheet see BR-4,5,&6.
14. The number of wood pins to be used for truss repair will be determined by the Engineer.

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF SALISBURY-Cornwall
ROAD NO. S.A. #1 BRIDGE NO. 8
S.A. #1 OVER OTTER CREEK
PLAN & ELEVATION

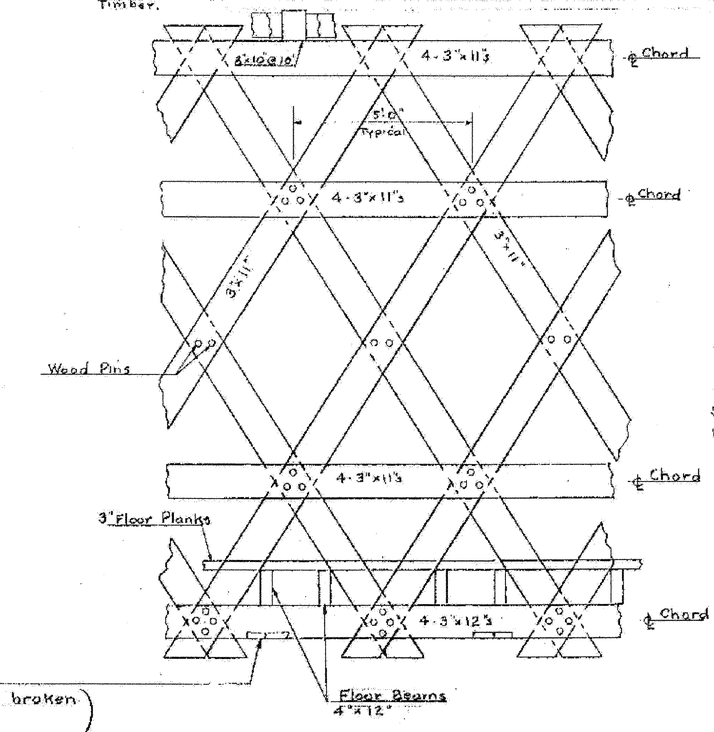
SALISBURY-CORNWALL
BHO 1445 (27)
SHEET 57 OF 60
FOR INFORMATION PURPOSES ONLY



TYPICAL SECTION
SCALE 1/2" = 1'-0"

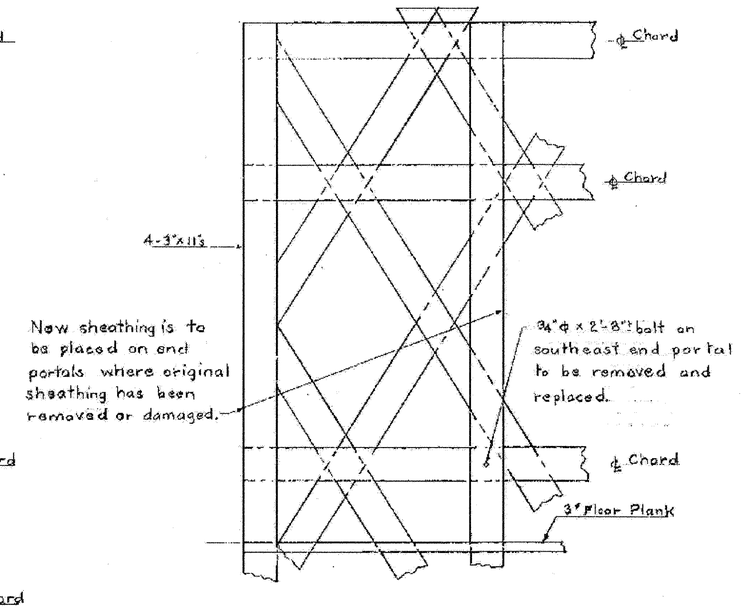
NOTES

1. Item 442, Removal of Present Superstructure, to provide for removal of a section of the existing roof, sheathing, and flooring in order to drive the steel piles at the pier. The area to be removed for this work shall be determined by the Engineer. This section is to be removed in such a manner as to cause no damage to the present superstructure and to salvage as much of the material as possible. The section of the flooring is to be removed in such a manner that it can be replaced in a condition strong enough to support traffic. Replacing the roof section, sheathing, and floor system removed to permit driving piles shall be included in this item. Any additional material is to be paid for under Item 504, Structural Timber.



SECTION A-A
SCALE 1/2" = 1'-0"

2. Item 507, Shoring Superstructure, to provide that jacking operations shall remove the sag of the present superstructure and approximate a level profile on the bridge as much as possible without causing any damage to the wood trusses. The superstructure at the ends of the bridge shall be jacked and shored to permit repairing and leveling-up of the abutments. Truss portals and trusses shall be vertical and square after the superstructure is lowered to final blocking. The removal of the center guy cable and the loosening of the two end guy cables prior to jacking and re-adjusting them after the superstructure has been finally lowered shall be included in this item.



ELEVATION - END PORTAL
SCALE 1/2" = 1'-0"

5. An allowance is made in the estimate under Item 404-A, Structural Steel, to cover the cost of supplying up to 300 - ¾" dia. machine bolts, nuts, and washers, based on a length of 2'-0", for repairing the trusses. The length of the ¾" dia. machine bolts is to be checked in the field before ordering. Installing bolts for truss repair is to be paid for under Item 509.
6. The number of machine bolts to be used for truss repair will be determined by the Engineer.

NOTES

2. (cont.) No jacking of the superstructure at the pier shall take place until the concrete in the pier cap has set and cured for a period of fourteen (14) days.

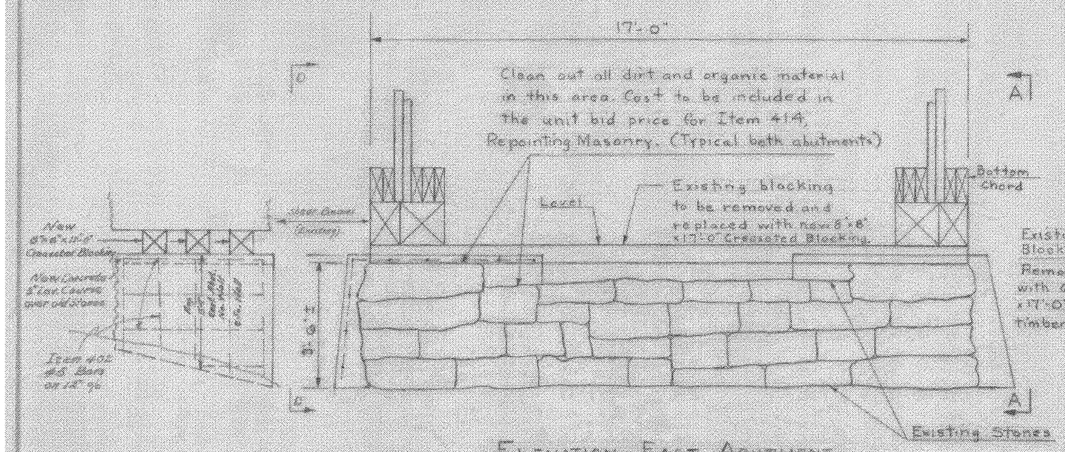
3. Item 509, Structural Timber, to provide for repairing or replacing the 1" sheathing, floor system, bottom laterals, replacing and leveling the blocking at the abutments, constructing shear beams and blocking at the pier, and other repair work to the trusses which may be required, as directed by the Engineer, shall be included in this item. An allowance of 1000 bf. has been made in the estimate under Item 509 for repairing and replacing broken members in the trusses. Any amount above 1000 bf. will be paid for as Extra Work or by Supplementary Agreement.

4. The contractor shall notify the District Engineer one (1) week prior to the start of construction so that he can arrange with the Town for the proper signs to be erected at the termini of this road to indicate that the road is closed due to bridge construction. This requirement shall not relieve the contractor of any responsibility for maintaining proper signs, lights, and barricades at the project.

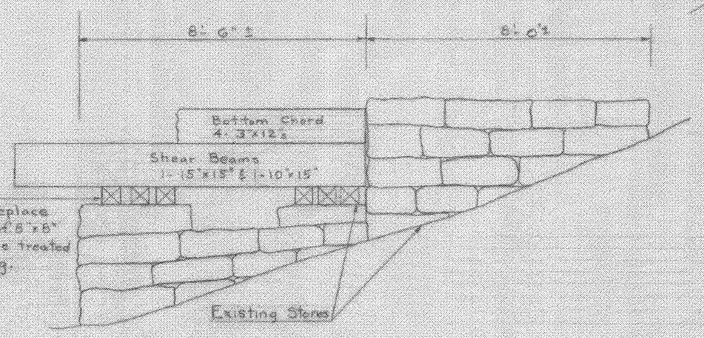
STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF SALISBURY-CORNWALL
ROAD NO. S.A. 1 BRIDGE NO. 8
S.A.#1 OVER OTTER CREEK
SUPERSTRUCTURE DETAILS

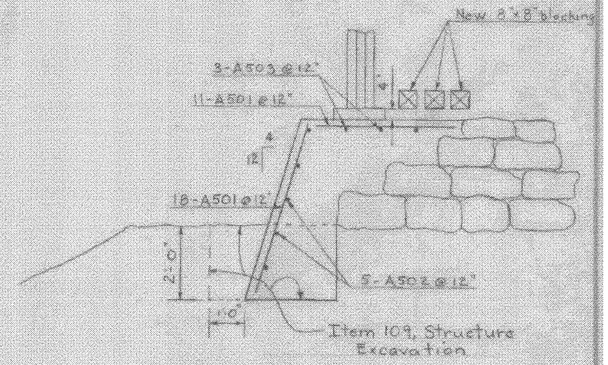
SALISBURY-CORNWALL
BHO 1445 (27)
SHEET 58 OF 60
FOR INFORMATION PURPOSES ONLY



Elevation - East Abutment



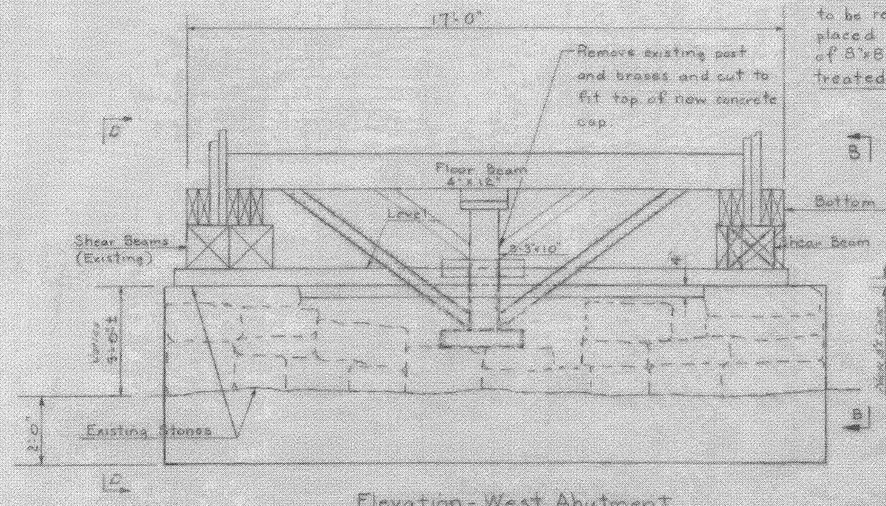
View A-A



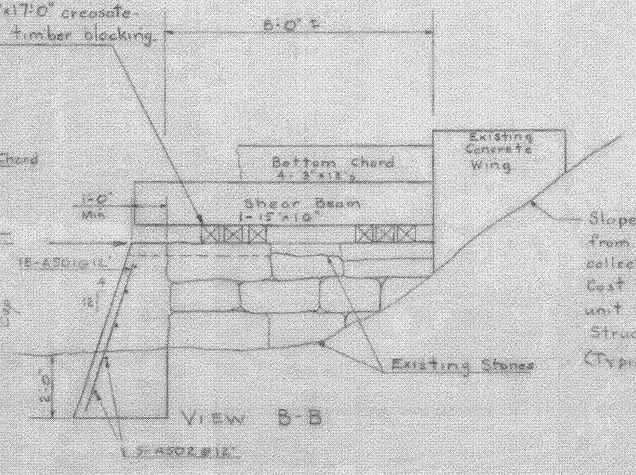
Section C-C

View D-D

West Abutment:
No. wall 4-#8 bars (Av.)
So. wall 6-#8 bars (Av.)
Typ. 3" face bars



Elevation - West Abutment



View B-B

End walls built integral with concrete See View D-D, West Abutment.

Slope embankment away from abutment so no water collects on bridge seat area. Cost to be included in the unit bid price for Item 109, Structure Excavation (Typical both abutments)

Notes:

1. East Abutment - Abutment and wings are to be repointed where stones or mortar are loose.
2. West Abutment - Front of abutment is to be faced with Concrete Class B, Item 401-B, 1'-0" minimum thickness. The sides and the wings of the abutment are to be repointed where stones or mortar are loose.
3. Repointing is to be paid for under Item 414, Repointing Masonry.
4. Approximate jacking load at each abutment for each truss is 18 tons without the pier and 8 tons with the pier in place.
5. Item 109, Structure Excavation, shall provide for sloping the embankments away from the sides of both abutments so that no water or drainage can collect in the bridge seat areas.

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

TOWN OF SALISBURY-CORNWALL
ROAD NO. S.A.1 BRIDGE NO. 8
S.A.#1 OVER OTTER CREEK
ABUTMENT DETAILS

SALISBURY-CORNWALL
BHO 1445 (27)
SHEET 59 OF 60
FOR INFORMATION PURPOSES ONLY

No. of Piles	Size	Est Length of Piles	Splices allowed for piles not exceeding Plan Length (To be paid for only if used)	Splices estimated for piles exceeding Plan Length (To be paid for only if used)
5	12 BP53	140'	10	1

PLAN
Scale 1/2" = 1'-0"

ELEVATION
Scale 1/2" = 1'-0"

NOSING DETAIL
Scale 3/4" = 1'-0"

SECTION B-B
Scale 1/2" = 1'-0"

SECTION A-A
Scale 1/2" = 1'-0"

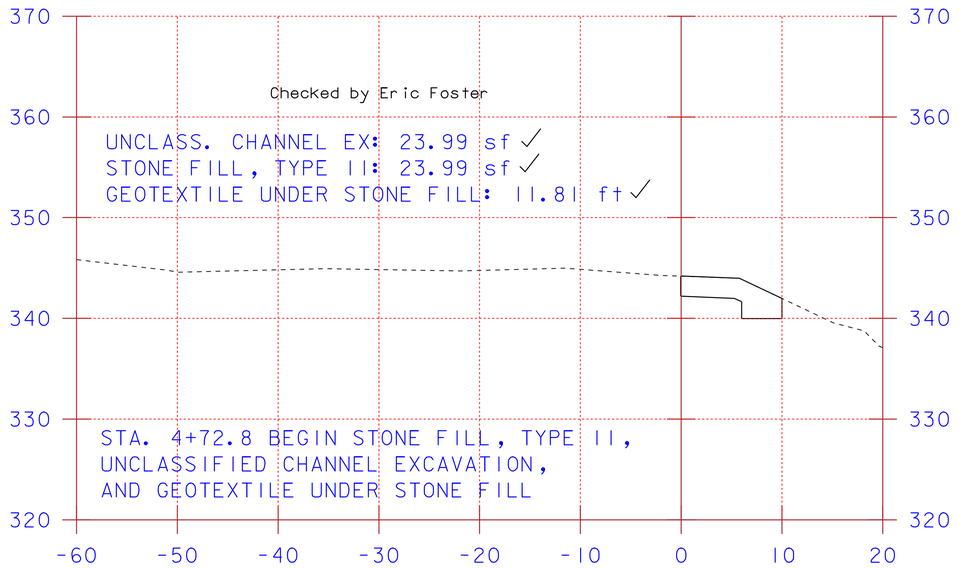
ANCHOR BOLT DETAILS
Scale 1" = 1'-0"

1. The length of all 3/4" dia machine bolts is to be checked in the field before ordering.
2. Chamfer all exposed edges of new concrete 1" ⊏.
3. Top of new concrete pier is to be 0'-6" ± below existing bottom chord before jacking.
4. Reinforcing steel is to have a minimum clear cover of 3" unless otherwise noted.
5. Anchor bolts, plates, nosing, machine bolts, and washers for truss work are to be paid for under Item 404-A, Structural Steel.
6. For details of pile splices see Std. Sh. SCB-DG-65 Det F.

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS

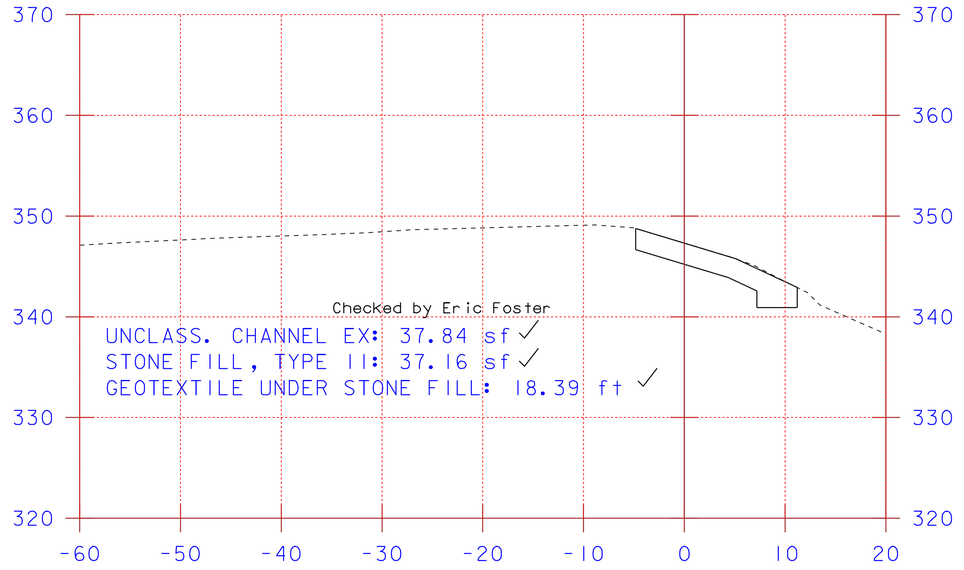
TOWN OF SALISBURY-CORNWALL
ROAD NO. S.A.1 BRIDGE NO. 8
SA #1 over OTTER CREEK
PIER DETAILS

SALISBURY-CORNWALL
BHO 1445 (27)
SHEET 60 OF 60
FOR INFORMATION PURPOSES ONLY



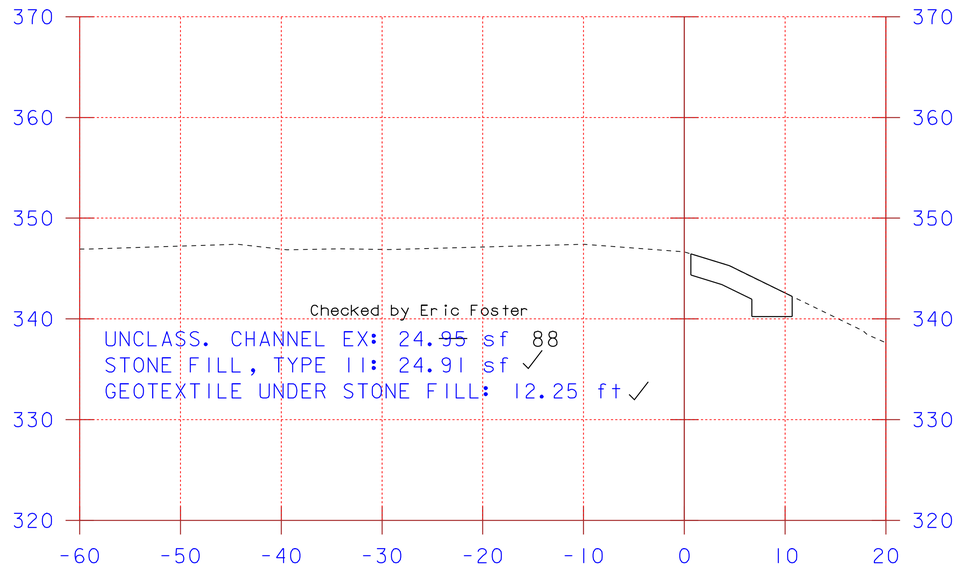
ABUTMENT #1
SCALE: 1"=10'

4+73.7



ABUTMENT #1
SCALE: 1"=10'

4+86.7

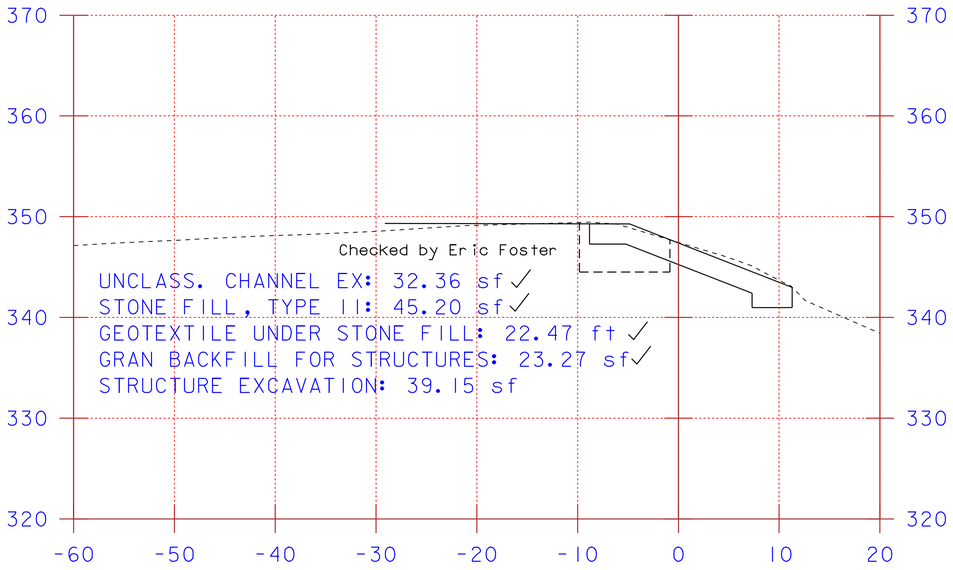


ABUTMENT #1
SCALE: 1"=10'

4+81.3

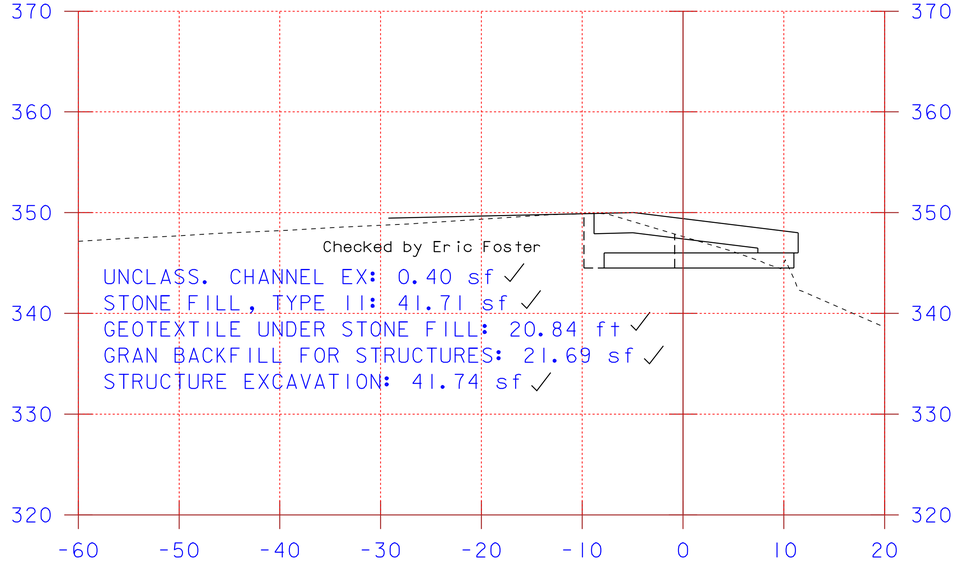
PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BH0 1445 (27)

FILE NAME: 96J268\Structures\sj268m01.i	PLOT DATE: 19-OCT-2009 09:5
PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 8+75 - STA. 9+50	SHEET 61 OF 60



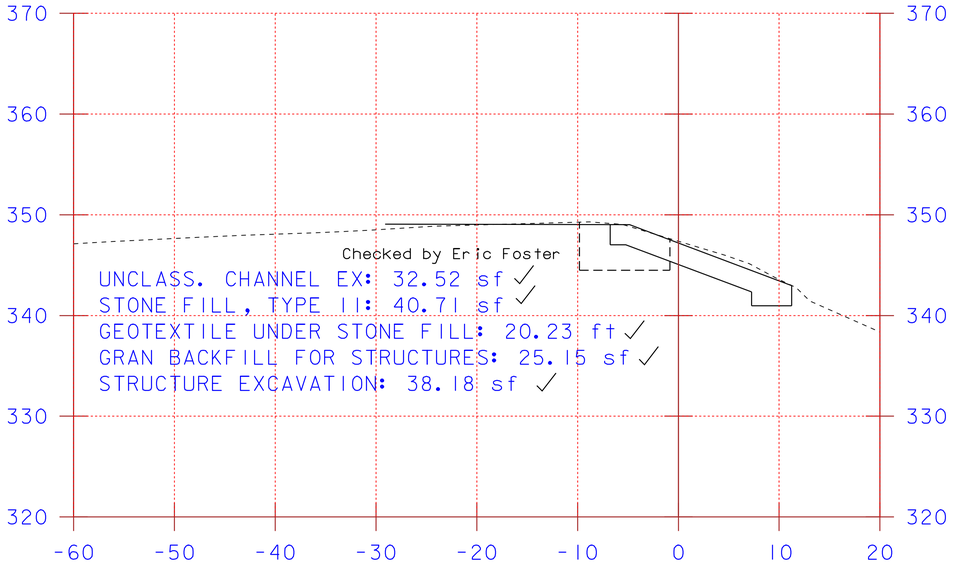
ABUTMENT #1
SCALE: 1"=10'

4+87.7



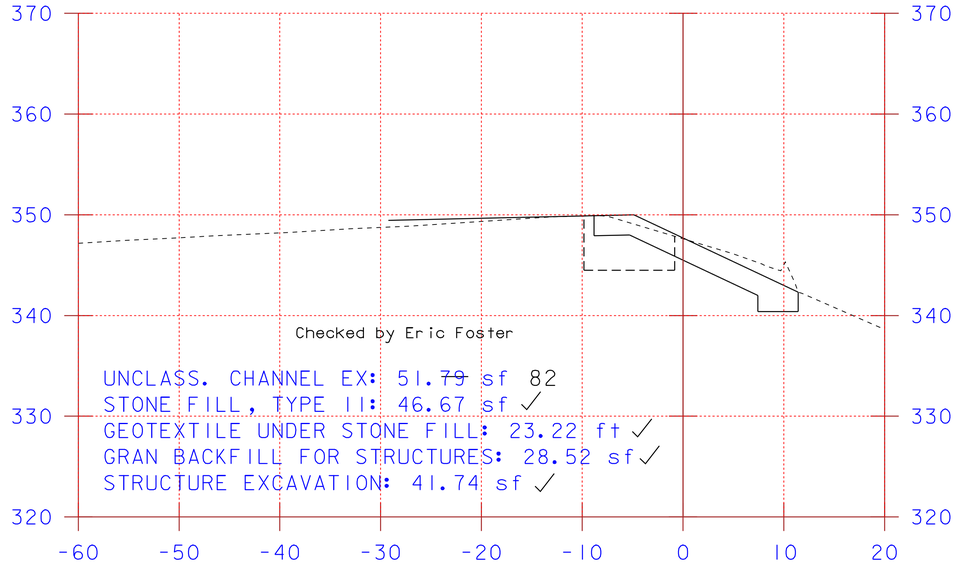
ABUTMENT #1
SCALE: 1"=10'

4+89.2 ahead



ABUTMENT #1
SCALE: 1"=10'

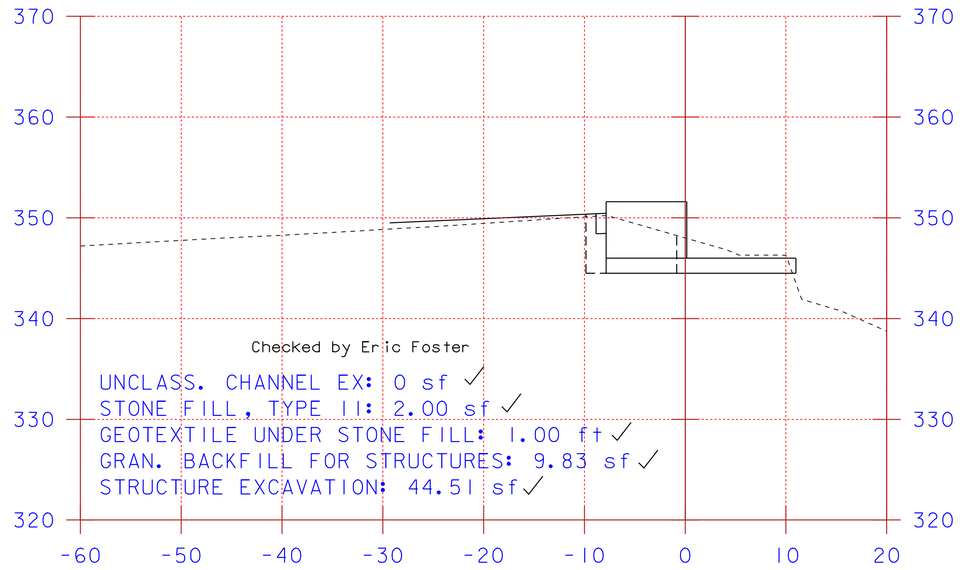
4+87.2



ABUTMENT #1
SCALE: 1"=10'

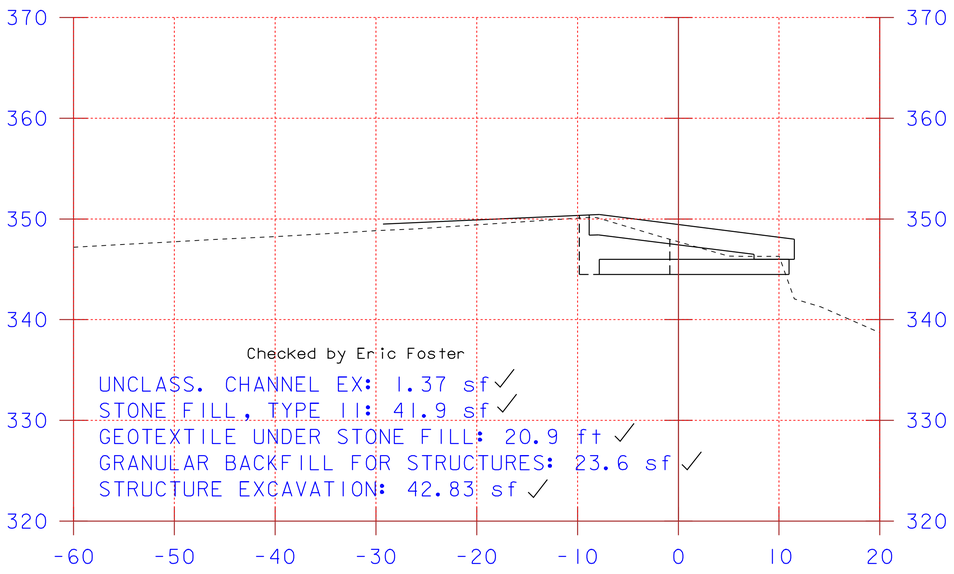
4+89.2 behind

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BH0 1445 (27)
FILE NAME: 96J268\Structures\sj268m01.i	PLOT DATE: 19-OCT-2009 09:5
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DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 8+75 - STA. 9+50	SHEET 62 OF 60



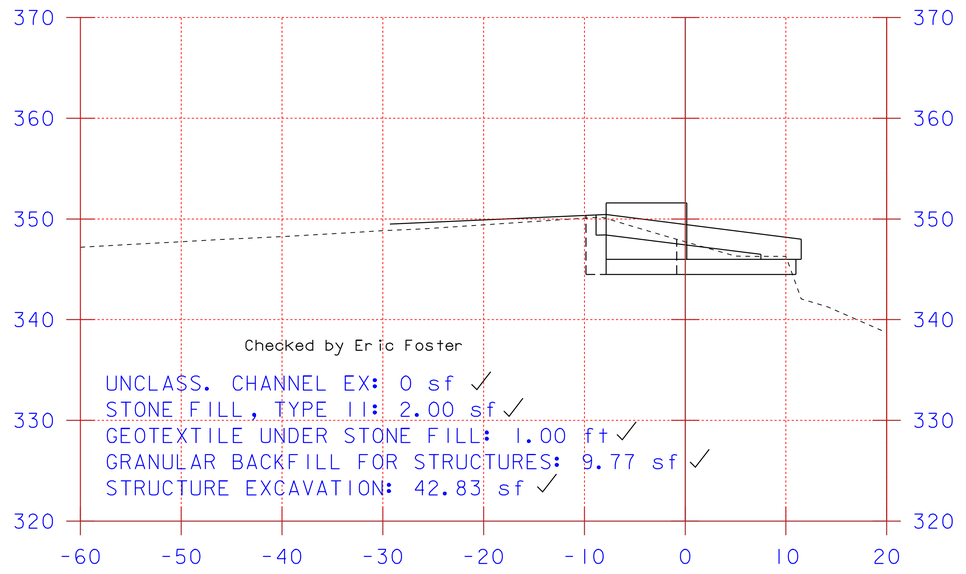
ABUTMENT #1
SCALE: 1"=10'

4+90.3



ABUTMENT #1
SCALE: 1"=10'

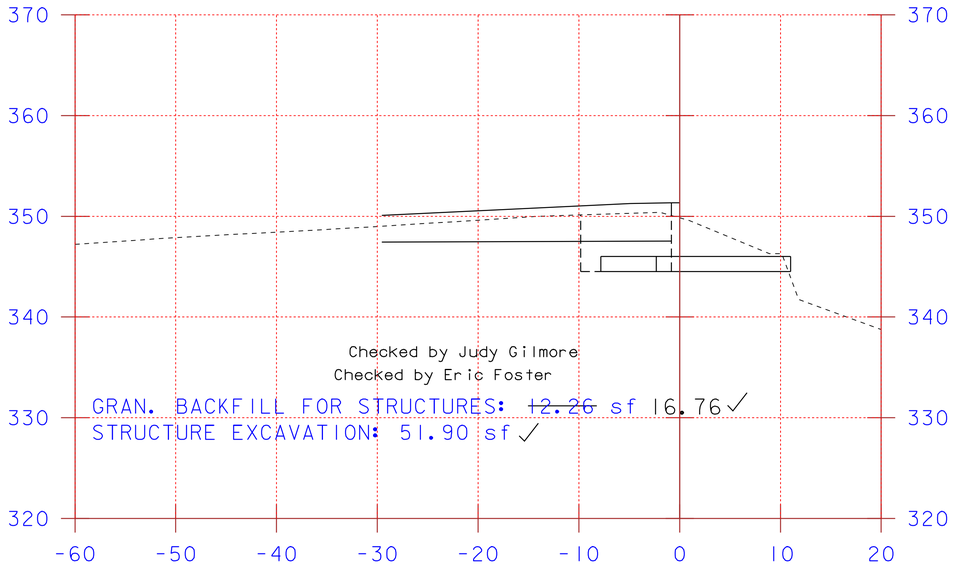
4+89.9 behind



ABUTMENT #1
SCALE: 1"=10'

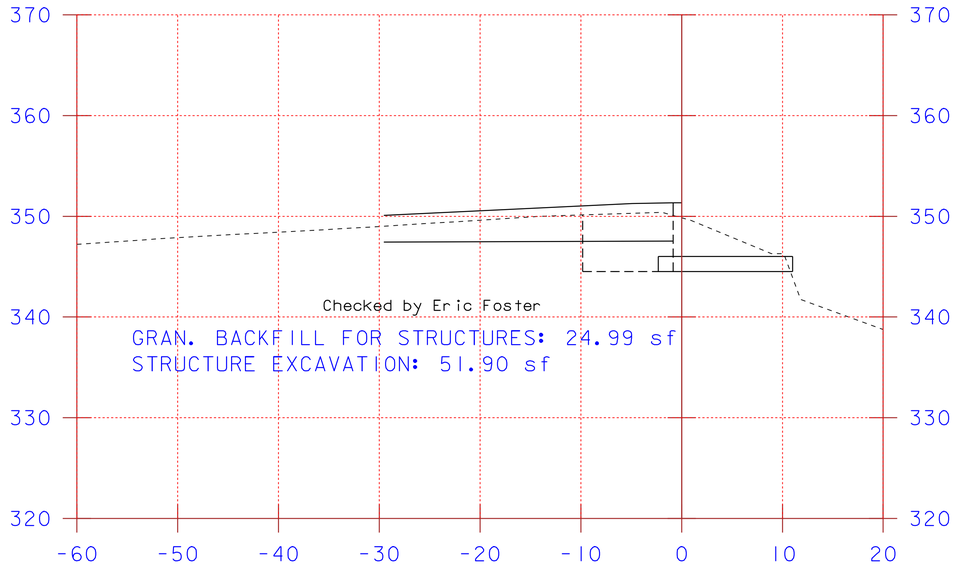
4+89.9 ahead

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BH0 1445 (27)
FILE NAME: 96J268\Structures\sj268m01.i	PLOT DATE: 19-OCT-2009 09:5
PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 8+75 - STA. 9+50	SHEET 63 OF 60



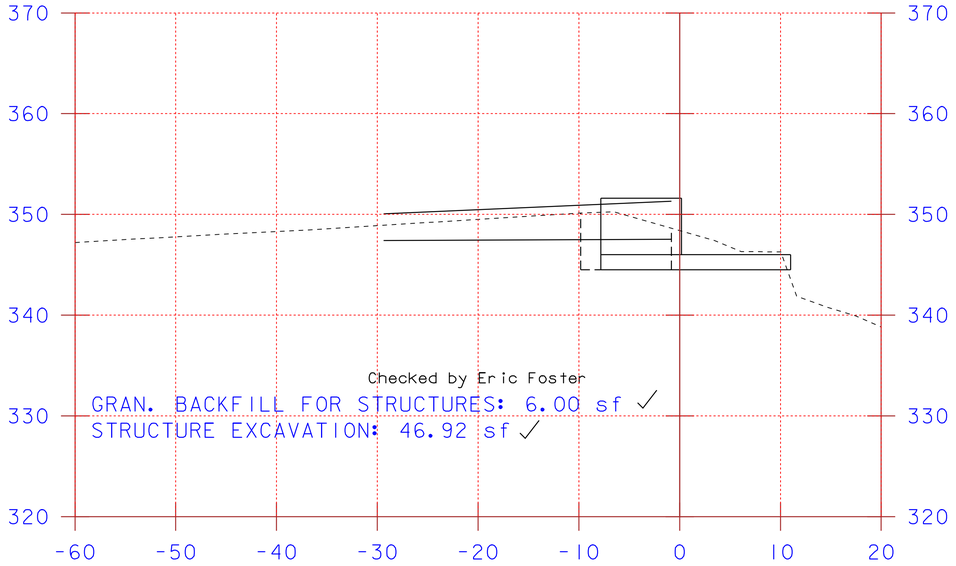
ABUTMENT #1
SCALE: 1"=10'

4+93.2 behind



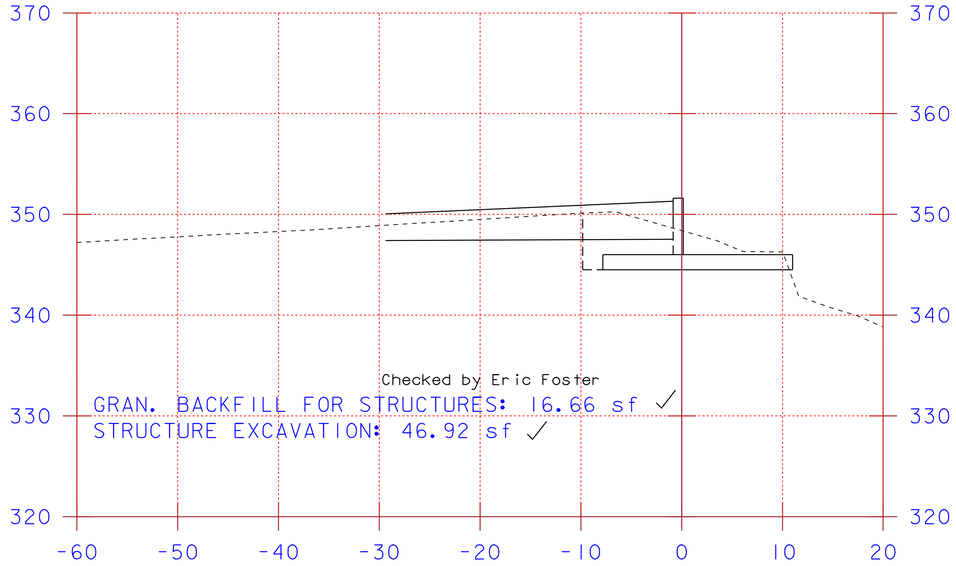
ABUTMENT #1
SCALE: 1"=10'

4+93.2 ahead



ABUTMENT #1
SCALE: 1"=10'

4+90.9 behind

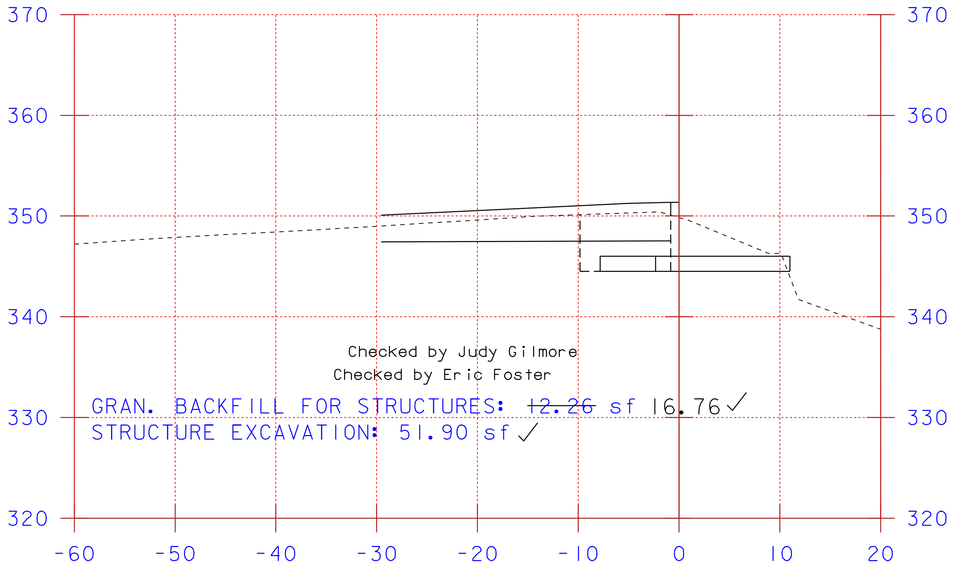


ABUTMENT #1
SCALE: 1"=10'

4+90.9 ahead

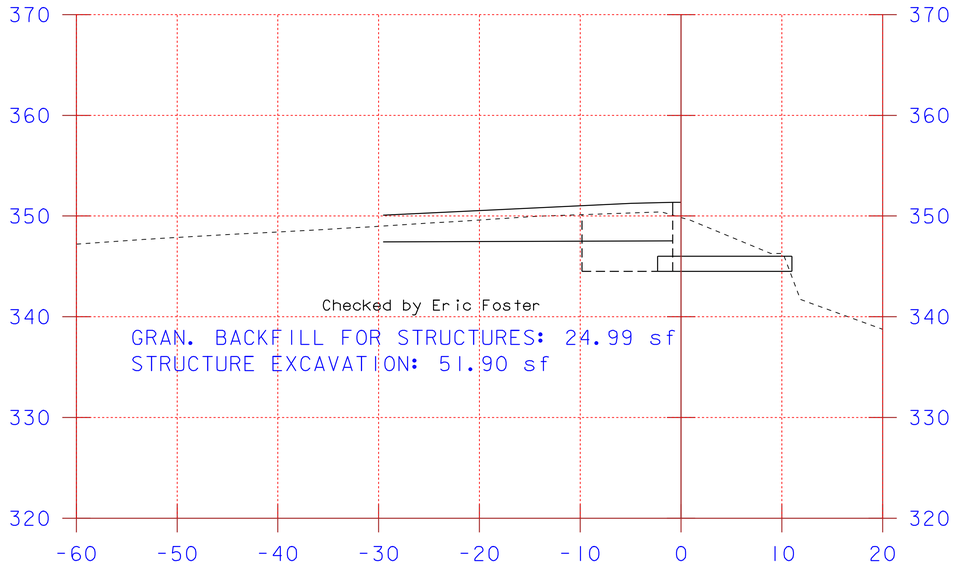
PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BH0 1445 (27)

FILE NAME: 96J268\Structures\sj268m01.i	PLOT DATE: 19-OCT-2009 09:5
PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 8+75 - STA. 9+50	SHEET 64 OF 60



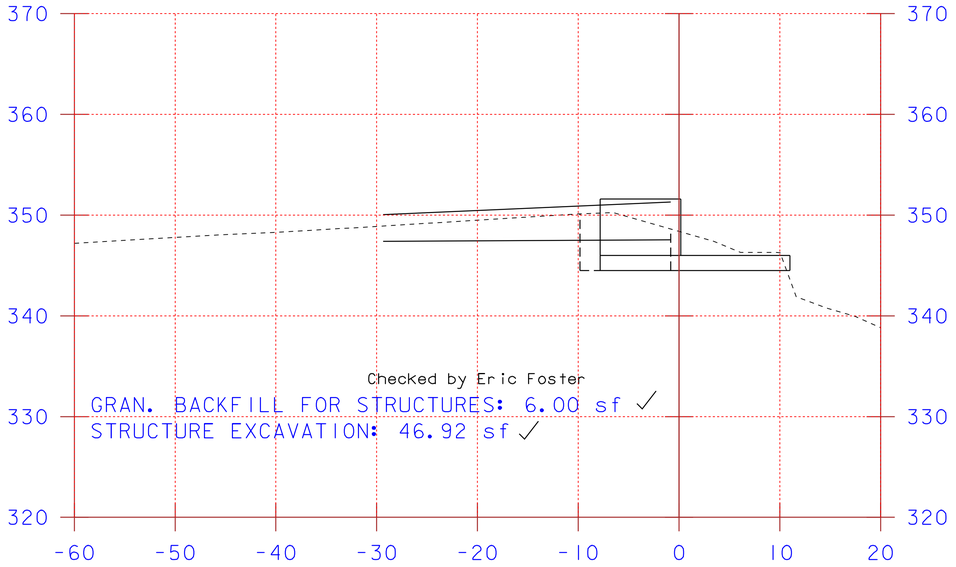
ABUTMENT #1
SCALE: 1"=10'

4+93.2 behind



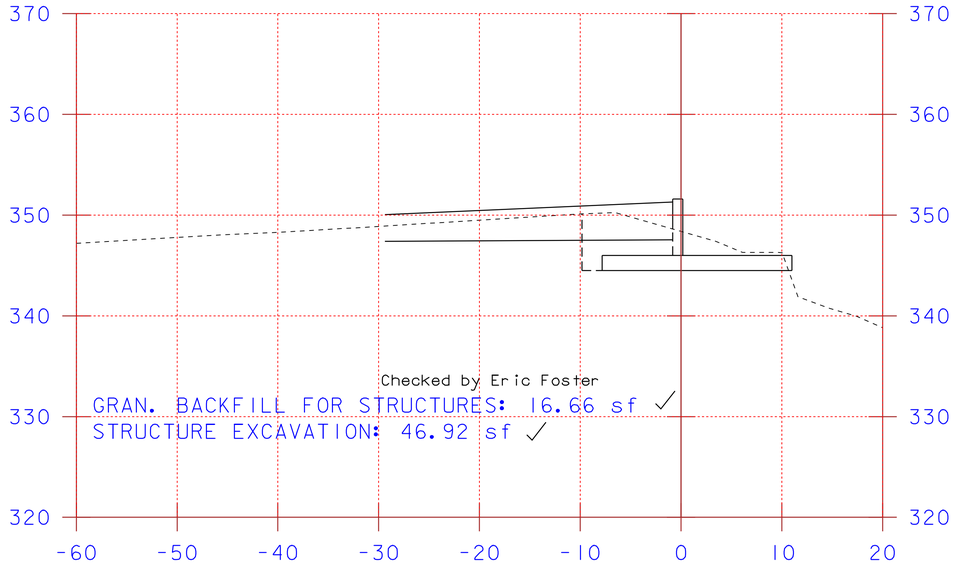
ABUTMENT #1
SCALE: 1"=10'

4+93.2 ahead



ABUTMENT #1
SCALE: 1"=10'

4+90.9 behind

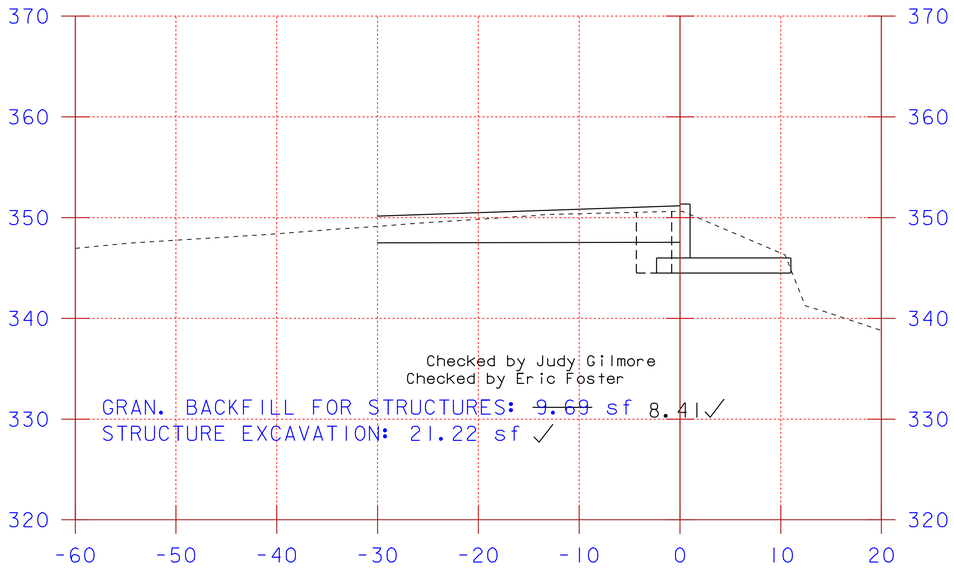


ABUTMENT #1
SCALE: 1"=10'

4+90.9 ahead

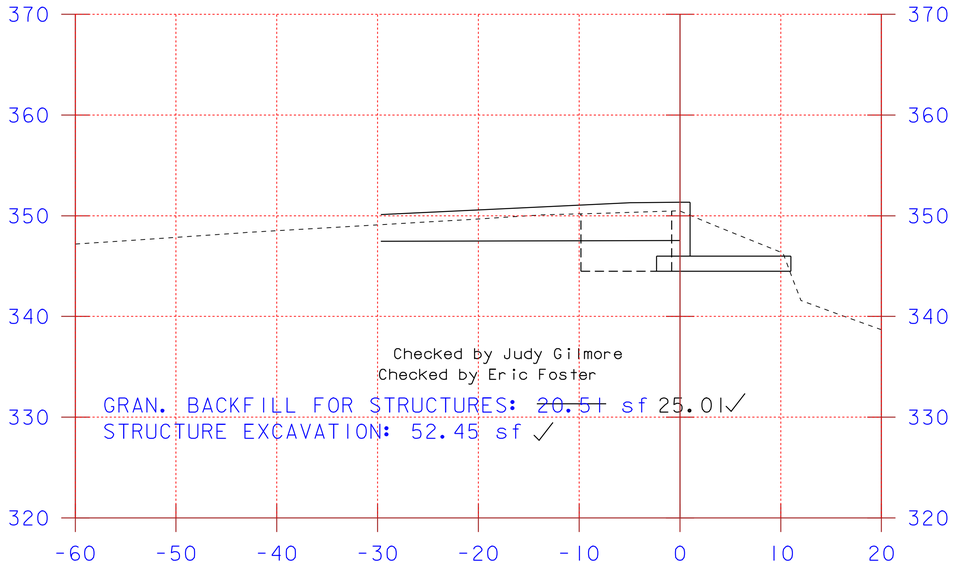
PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)

FILE NAME: 96J268\Structures\sj268m01.i	PLOT DATE: 19-OCT-2009 09:5
PROJECT MANAGER: R. R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 8+75 - STA. 9+50	SHEET 65 OF 60



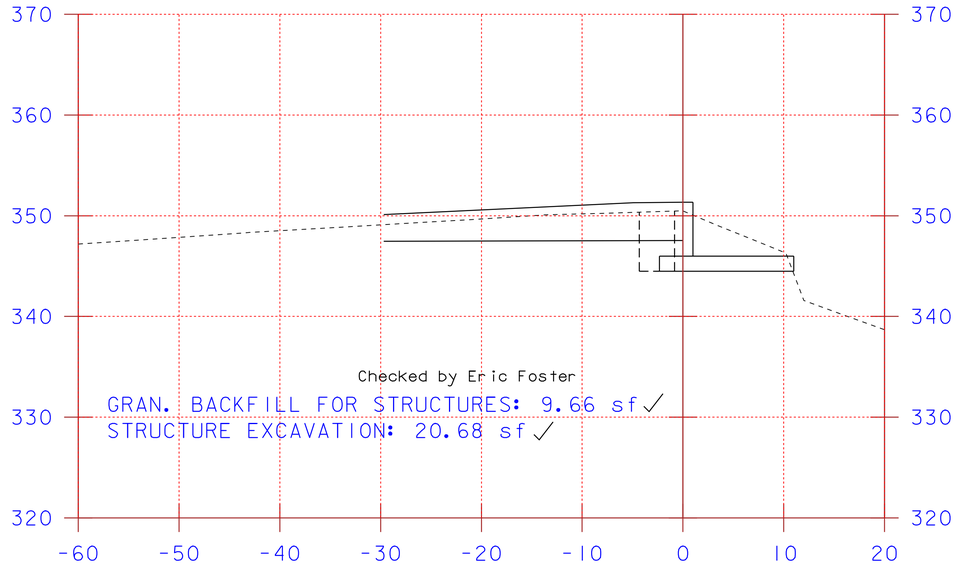
ABUTMENT #1
SCALE: 1"=10'

5+00



ABUTMENT #1
SCALE: 1"=10'

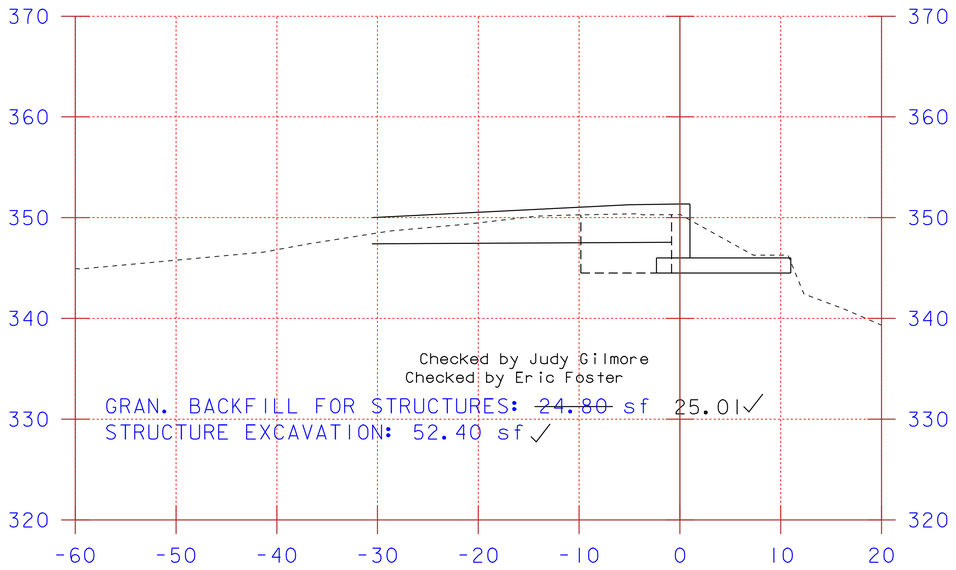
4+95.2 behind



ABUTMENT #1
SCALE: 1"=10'

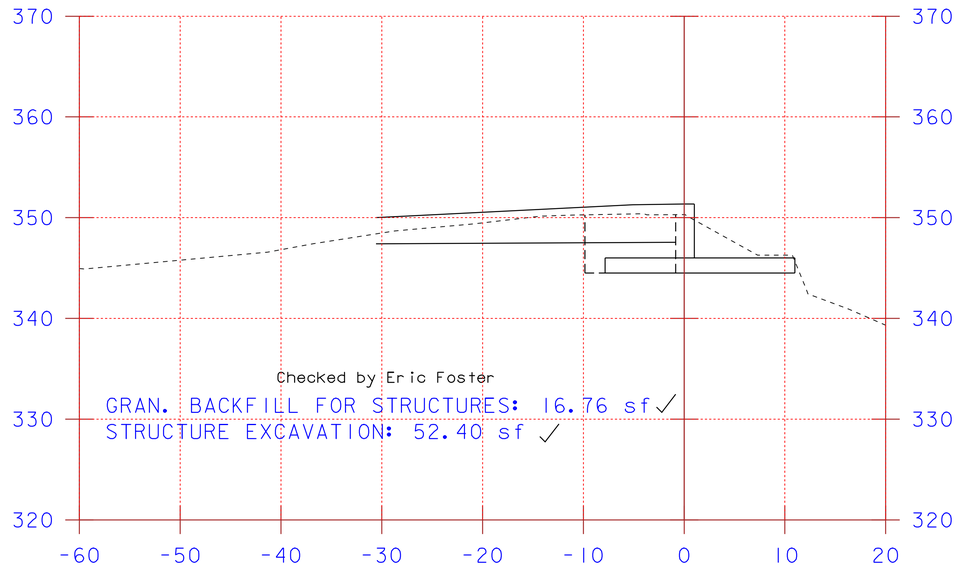
4+95.2 ahead

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)
FILE NAME: 96J268\Structures\sj268m01.i	PLOT DATE: 19-OCT-2009 09:5
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DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 8+75 - STA. 9+50	SHEET 66 OF 60



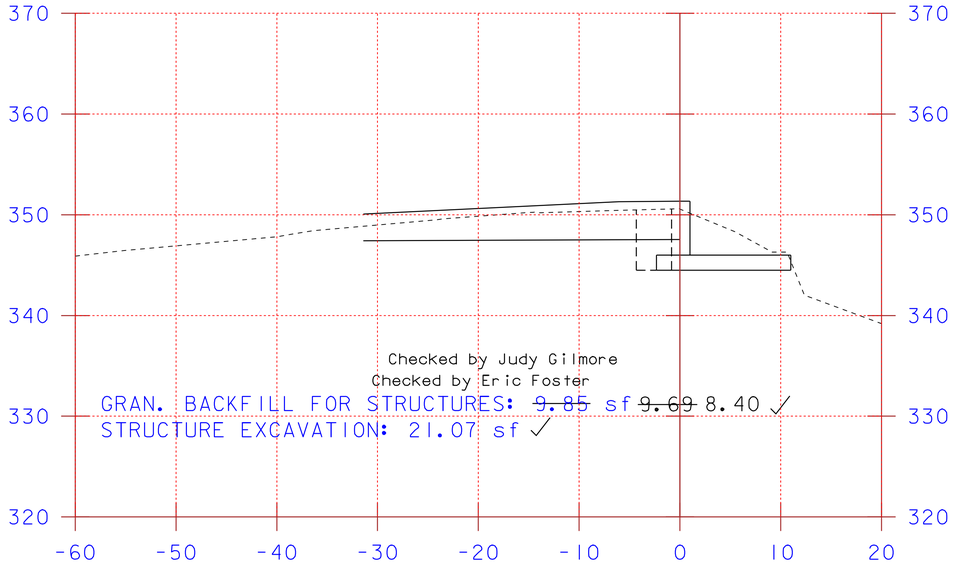
ABUTMENT #1
SCALE: 1"=10'

5+06.8 behind



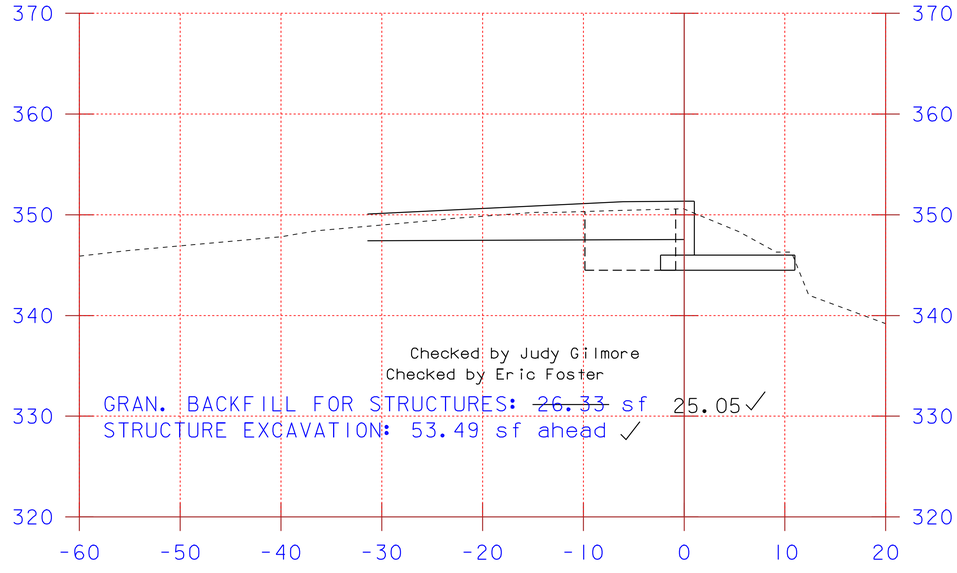
ABUTMENT #1
SCALE: 1"=10'

5+06.8 ahead



ABUTMENT #1
SCALE: 1"=10'

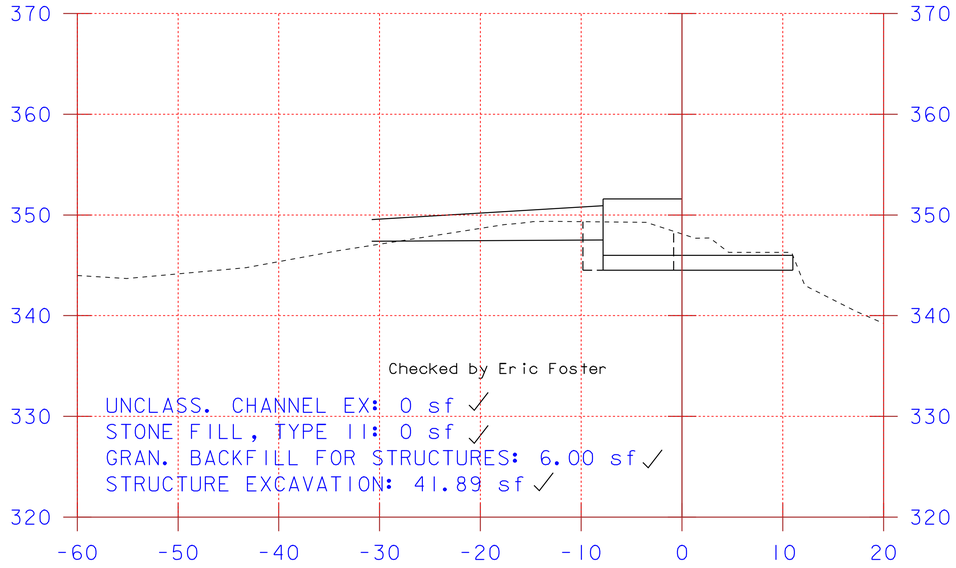
5+04.8 behind



ABUTMENT #1
SCALE: 1"=10'

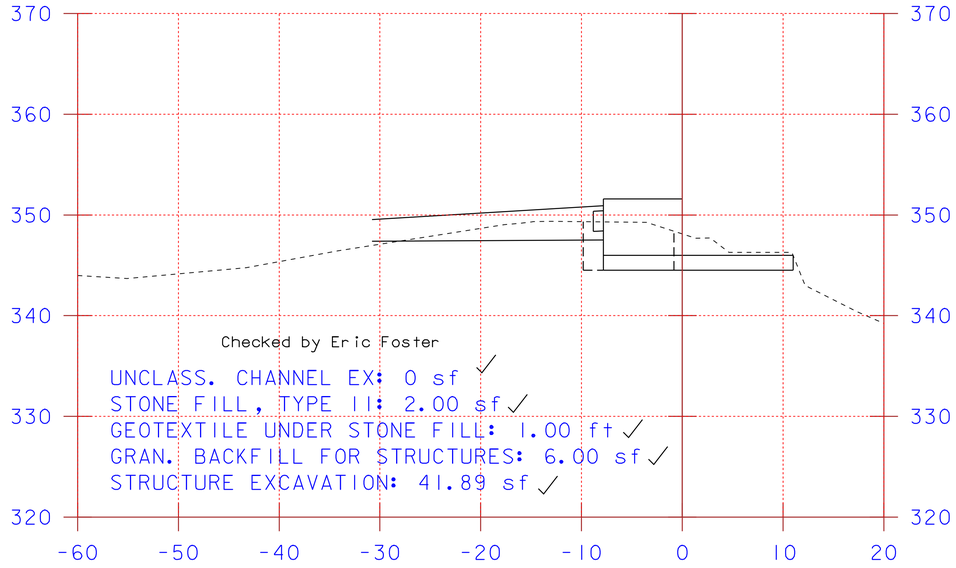
5+04.8 ahead

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BH0 1445 (27)
FILE NAME: 96j268\Structures\sj268m01.i	PLOT DATE: 19-OCT-2009 09:5
PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 8+75 - STA. 9+50	SHEET 67 OF 60



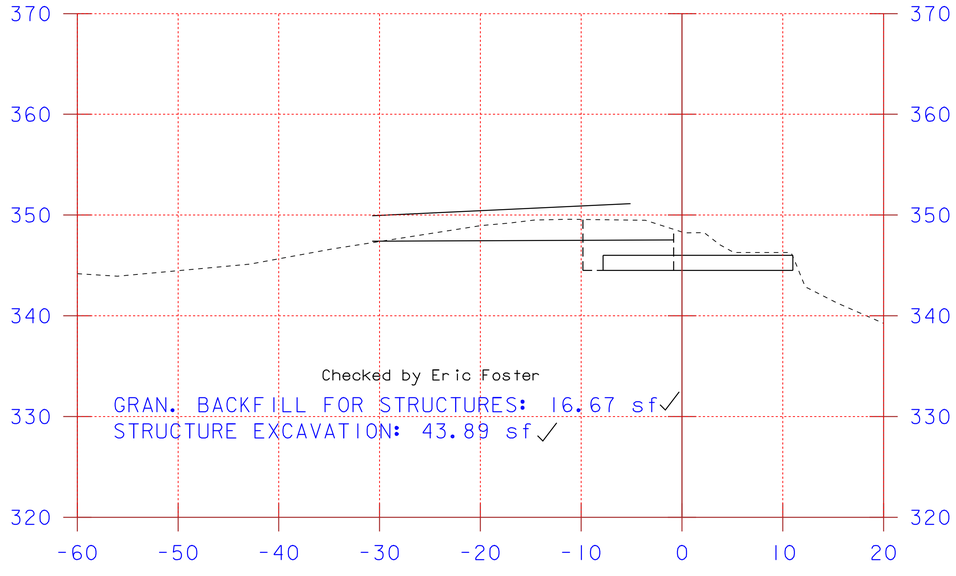
ABUTMENT #1
SCALE: 1"=10'

5+09.7 behind



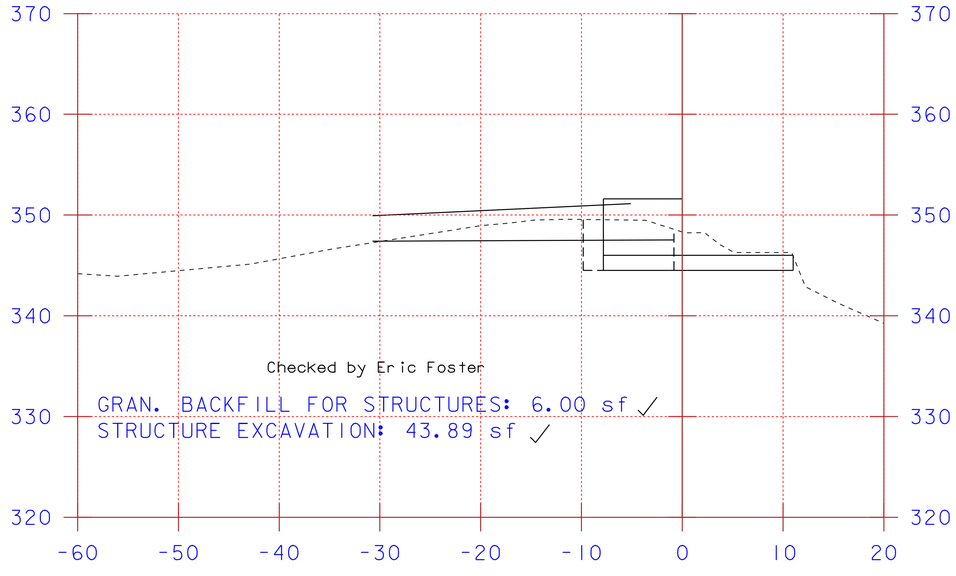
ABUTMENT #1
SCALE: 1"=10'

5+09.7 ahead



ABUTMENT #1
SCALE: 1"=10'

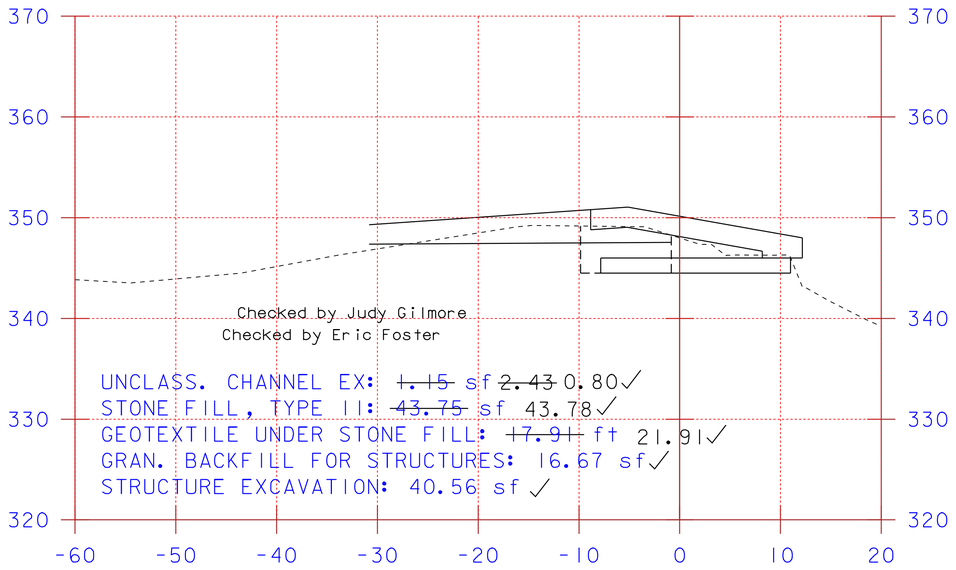
5+09.1 behind



ABUTMENT #1
SCALE: 1"=10'

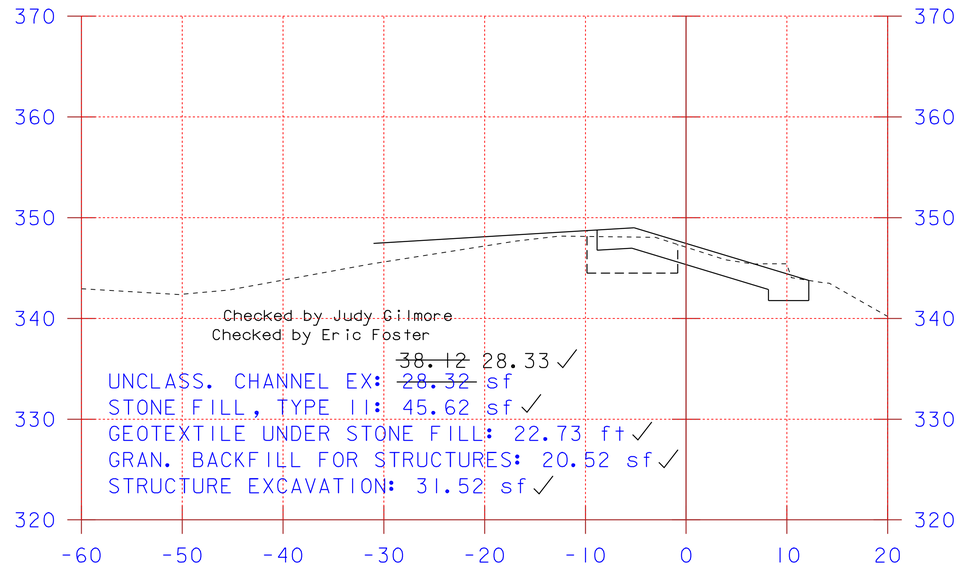
5+09.1 ahead

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BH0 1445 (27)
FILE NAME: 96J268\Structures\sj268m01.i	PLOT DATE: 19-OCT-2009 09:5
PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 8+75 - STA. 9+50	SHEET 68 OF 60



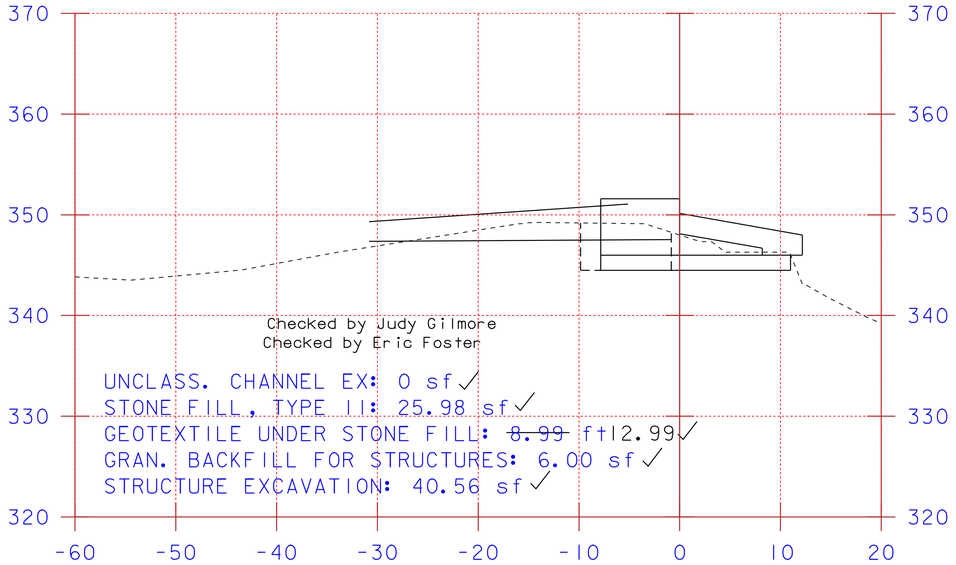
ABUTMENT #1
SCALE: 1"=10'

5+10.1 ahead



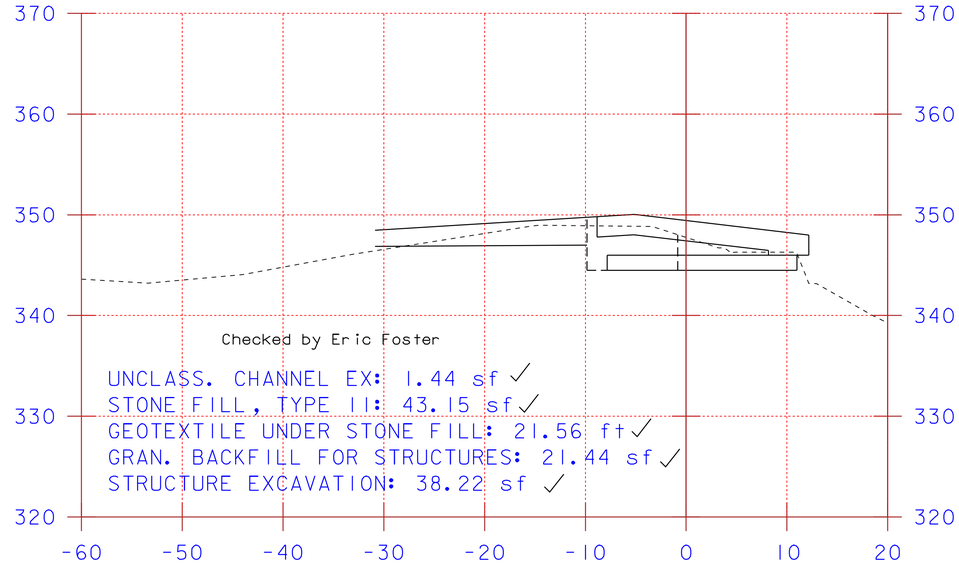
ABUTMENT #1
SCALE: 1"=10'

5+12.8 behind



ABUTMENT #1
SCALE: 1"=10'

5+10.1 behind

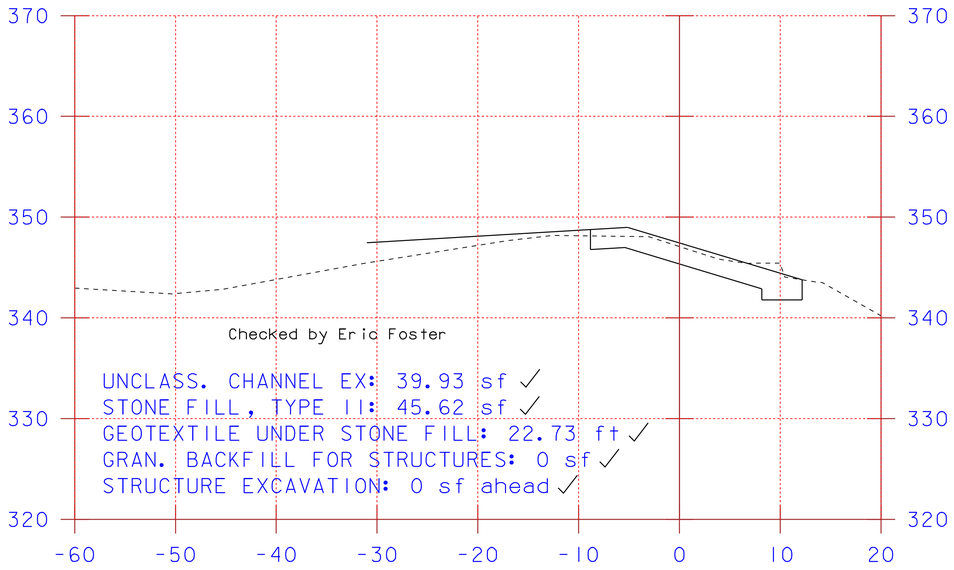


ABUTMENT #1
SCALE: 1"=10'

5+10.8 behind

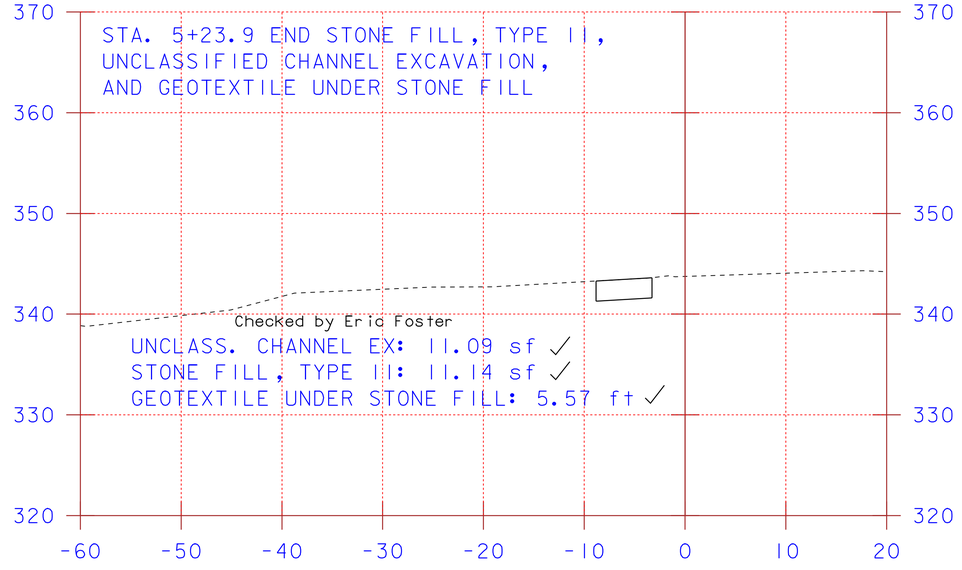
PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BH0 1445 (27)

FILE NAME: 96J268\Structures\sj268m01.i	PLOT DATE: 19-OCT-2009 09:5
PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 8+75 - STA. 9+50	SHEET 69 OF 60



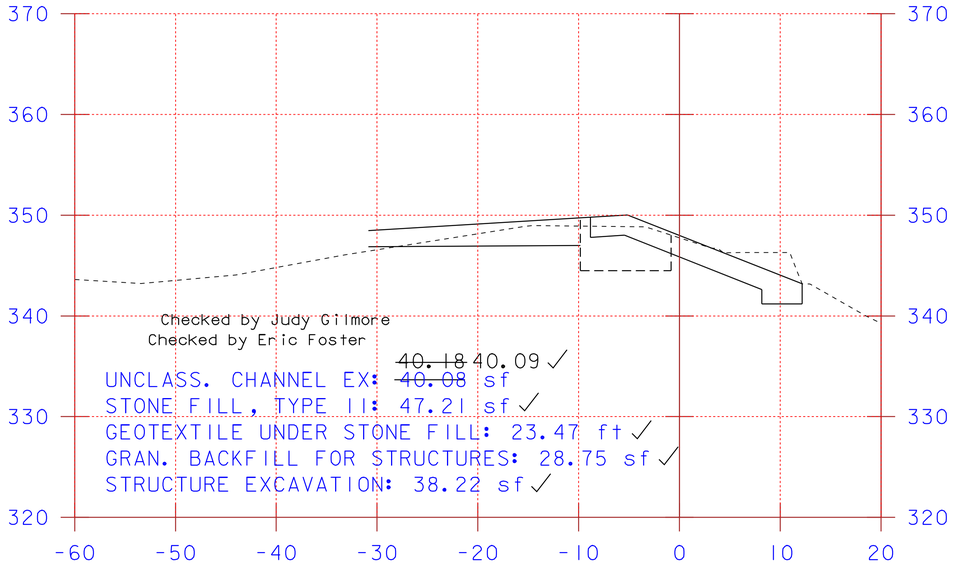
ABUTMENT #1
SCALE: 1"=10'

5+12.8 ahead



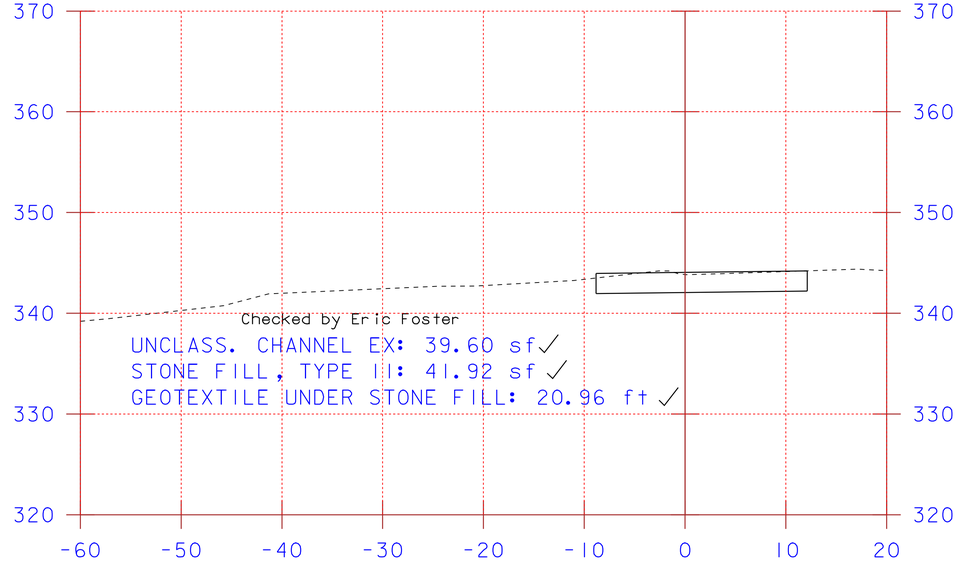
ABUTMENT #1
SCALE: 1"=10'

5+23.8



ABUTMENT #1
SCALE: 1"=10'

5+10.8 ahead



ABUTMENT #1
SCALE: 1"=10'

5+22.8

PROJECT NAME:	SALISBURY - CORNWALL
PROJECT NUMBER:	BHO 1445 (27)
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PROJECT MANAGER: R.R. WHITCOMB	DRAWN BY: G. ROY
DESIGNED BY: G. ROY	CHECKED BY: C. CARLSON
STA. 8+75 - STA. 9+50	SHEET 70 OF 60