

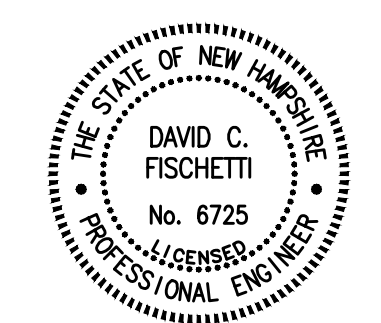
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S1

NEW PORTAL FOR BOTH ENDS

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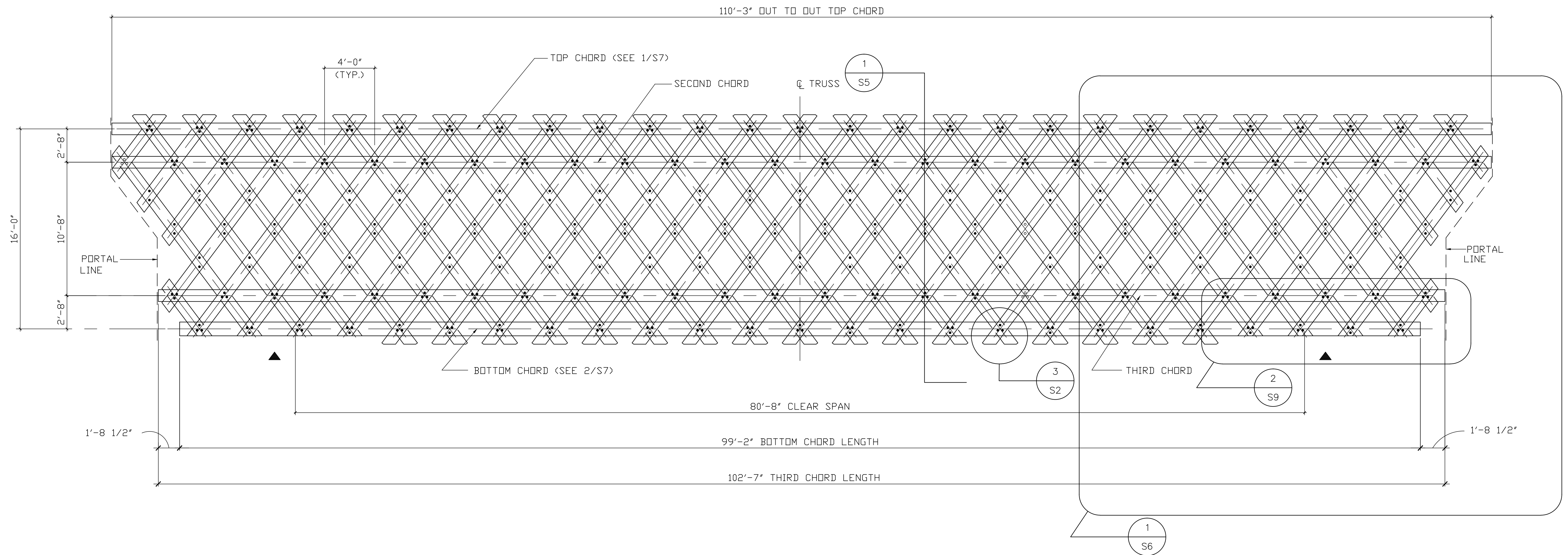
PROJECT NO. 94033
 SULLIVAN COUNTY
 STATION: N/A
 S1.DWG

TOWN OF NEWPORT
 SULLIVAN CO. NEW HAMPSHIRE
 CORBIN COVERED BRIDGE
 OVER NORTH BRANCH
 OF SUGAR RIVER
 BETWEEN NORTHVILLE AND RT. 10

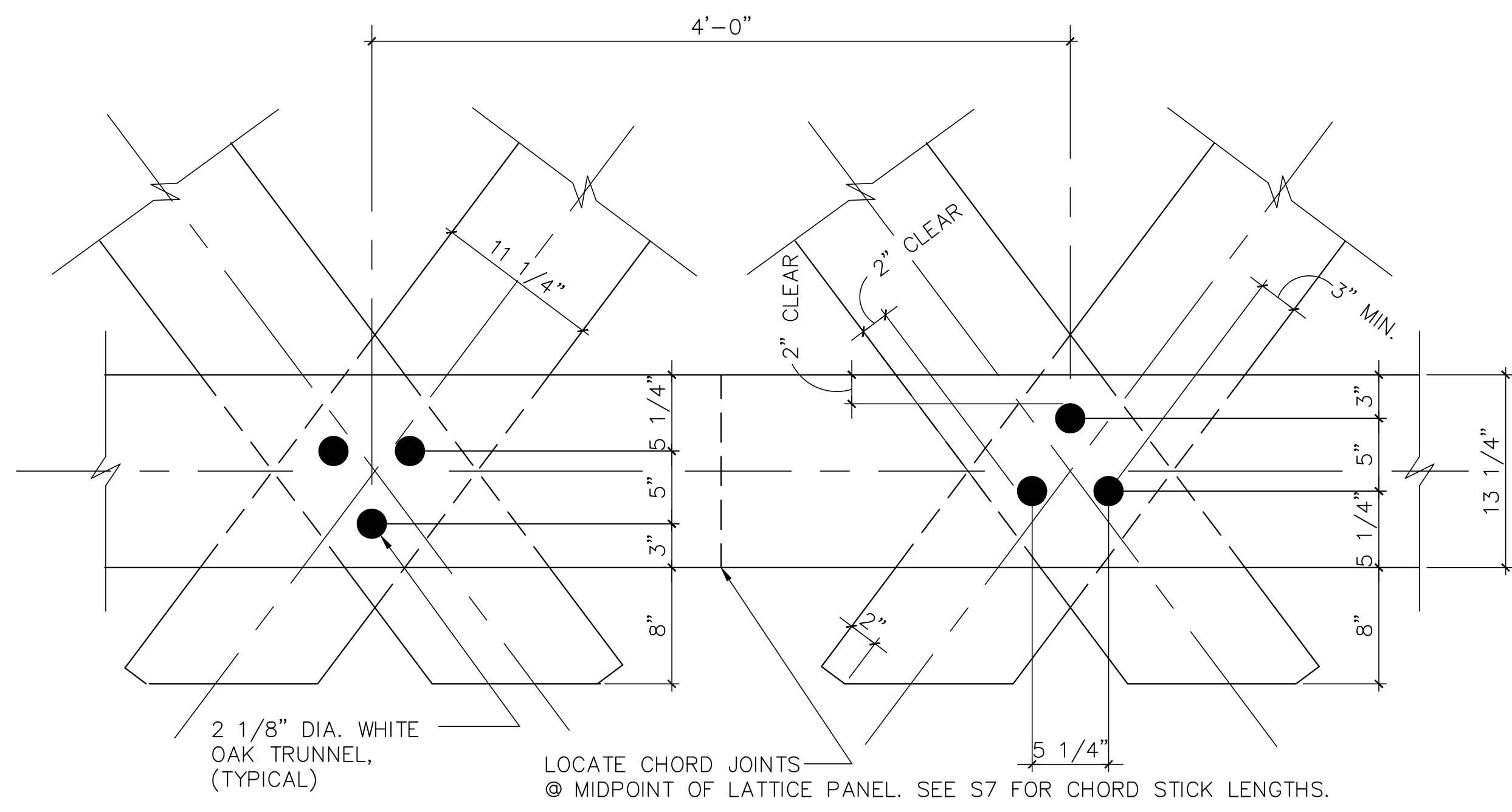


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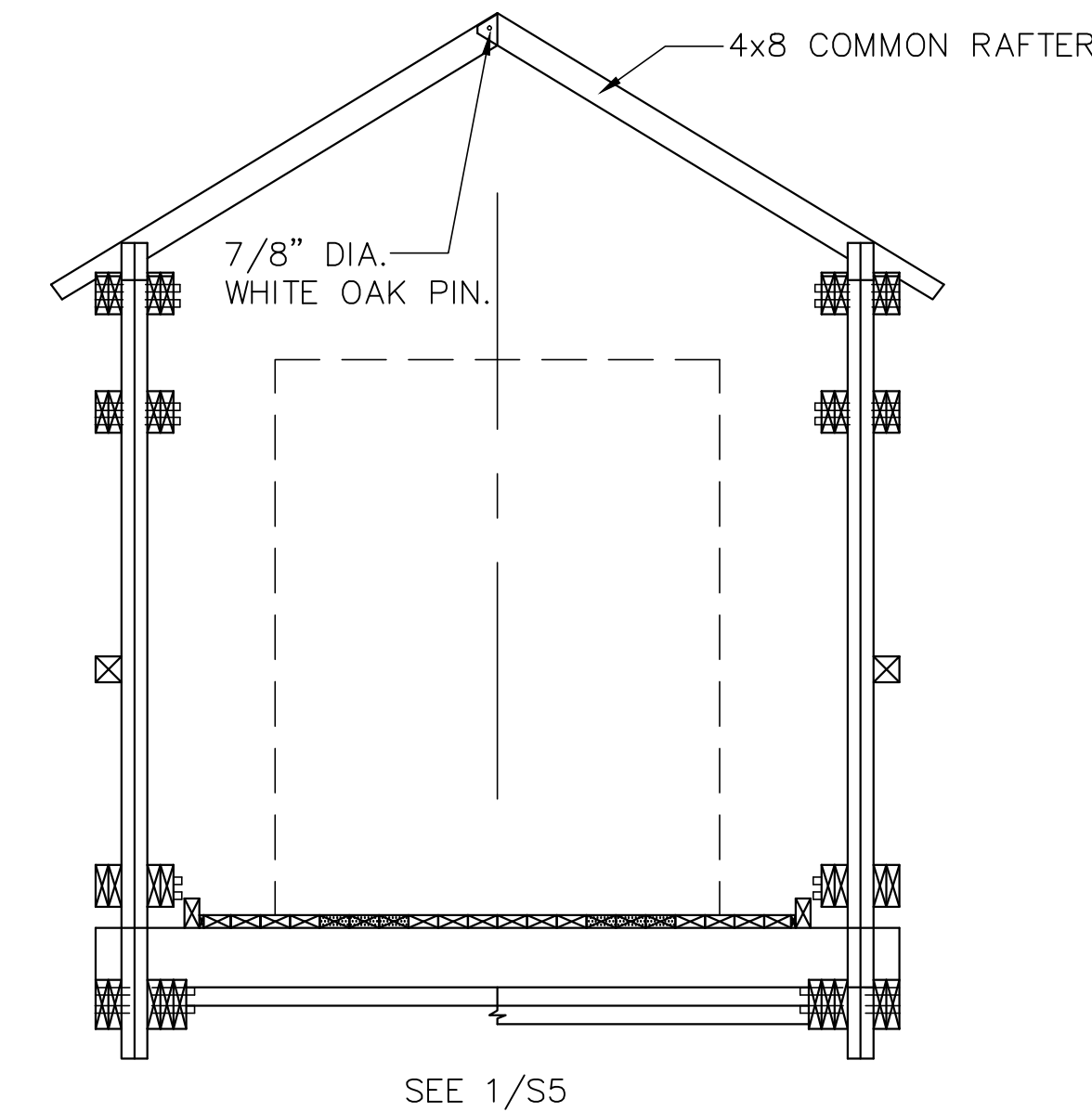
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 CHECKED BY : D.C. FISCHETTI DATE : 6/15/94



1 TOWN LATTICE TRUSS LAYOUT
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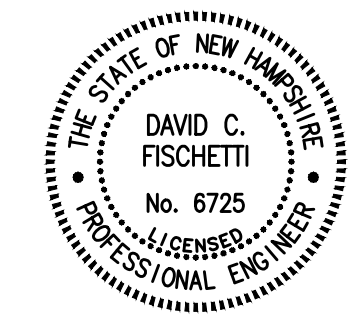
3 LATTICE DETAIL
 S2 SCALE: 1 1/2"=1'-0" LATDETL.DWG



2 BRIDGE CROSS SECTION
 S2 SCALE 1/4"=1'-0" BCRSECT.DWG

PROJECT NO. 94033
 SULLIVAN COUNTY
 STATION: N/A
 S2.DWG

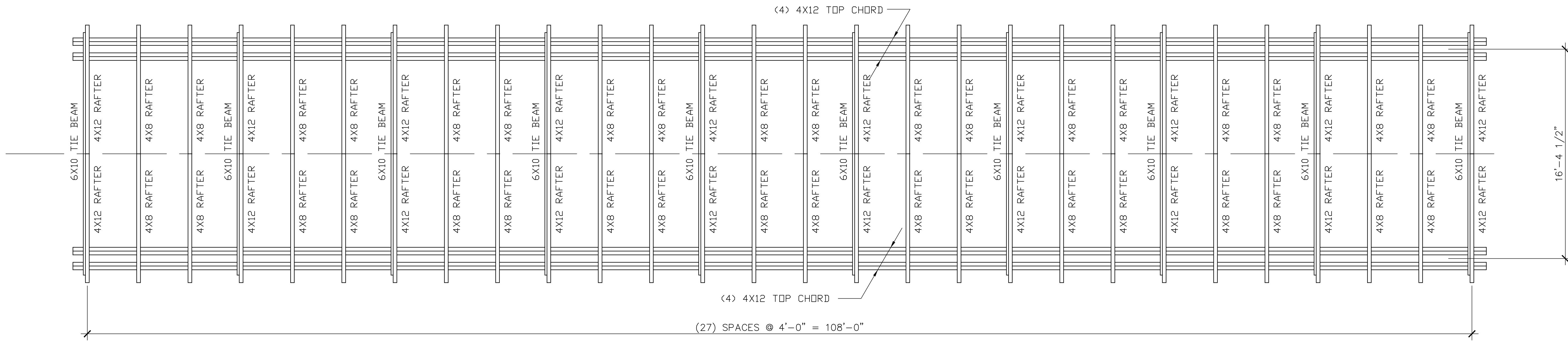
TOWN OF NEWPORT
 SULLIVAN CO. NEW HAMPSHIRE
 CORBIN COVERED BRIDGE
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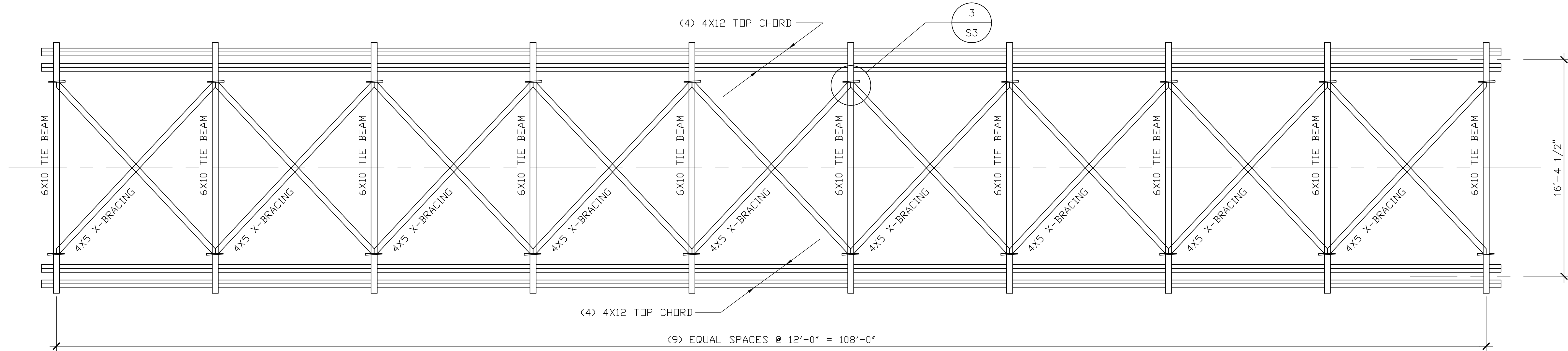
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JUNE 1994

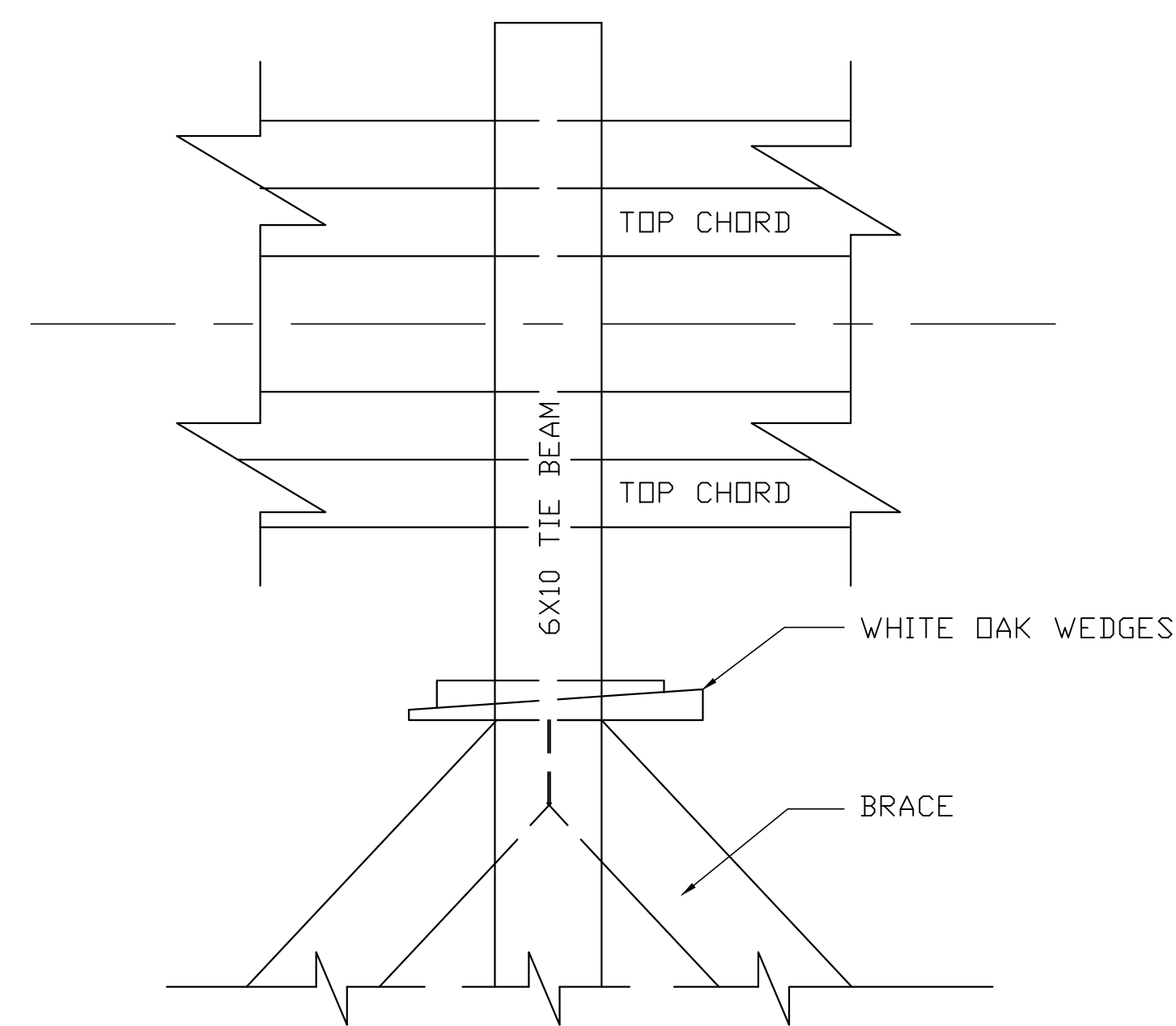
TOTAL SHEETS 9



1 ROOF FRAMING PLAN
 S3 SCALE: 1/4"=1'-0" R00FFRP.DWG



2 UPPER CHORD X-BRACING
 S3 SCALE: 1/4"=1'-0" UPCORX.DWG

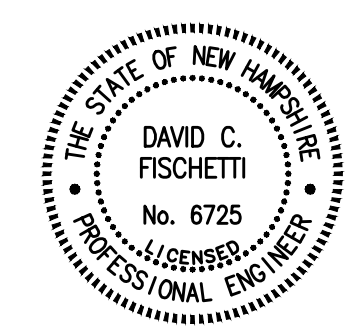


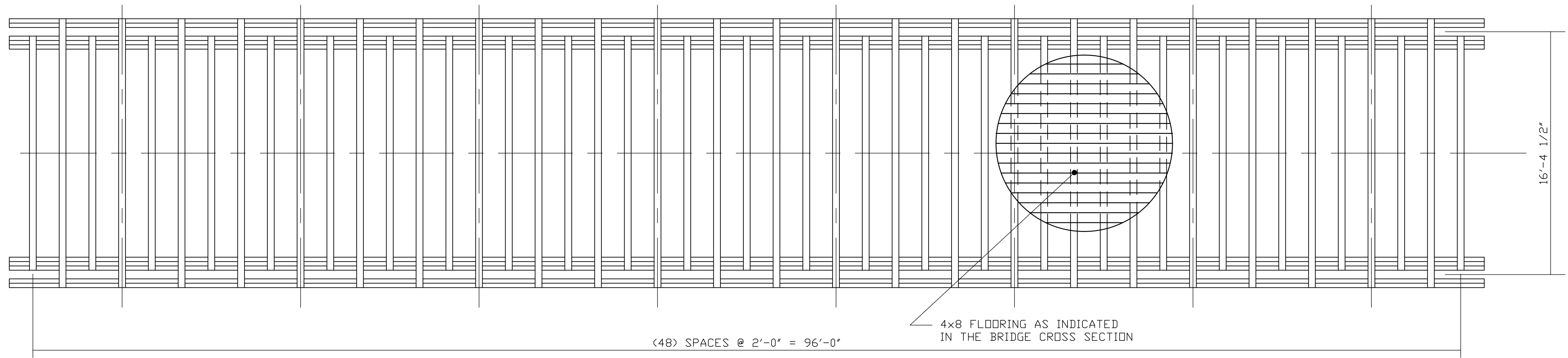
3 X-BRACING DETAIL (PLAN)
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PROJECT NO. 94033
 SULLIVAN COUNTY
 STATION: N/A
 S3.DWG

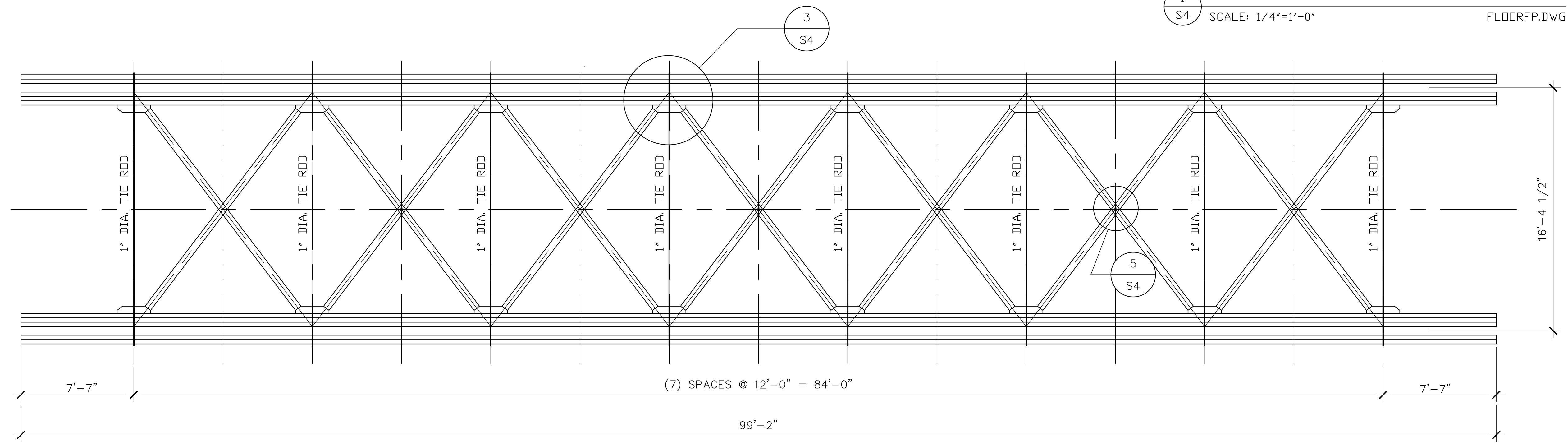
TOWN OF NEWPORT
 SULLIVAN CO. NEW HAMPSHIRE
 CORBIN COVERED BRIDGE
 OVER NORTH BRANCH
 OF SUGAR RIVER
 BETWEEN NORTHVILLE AND RT. 10

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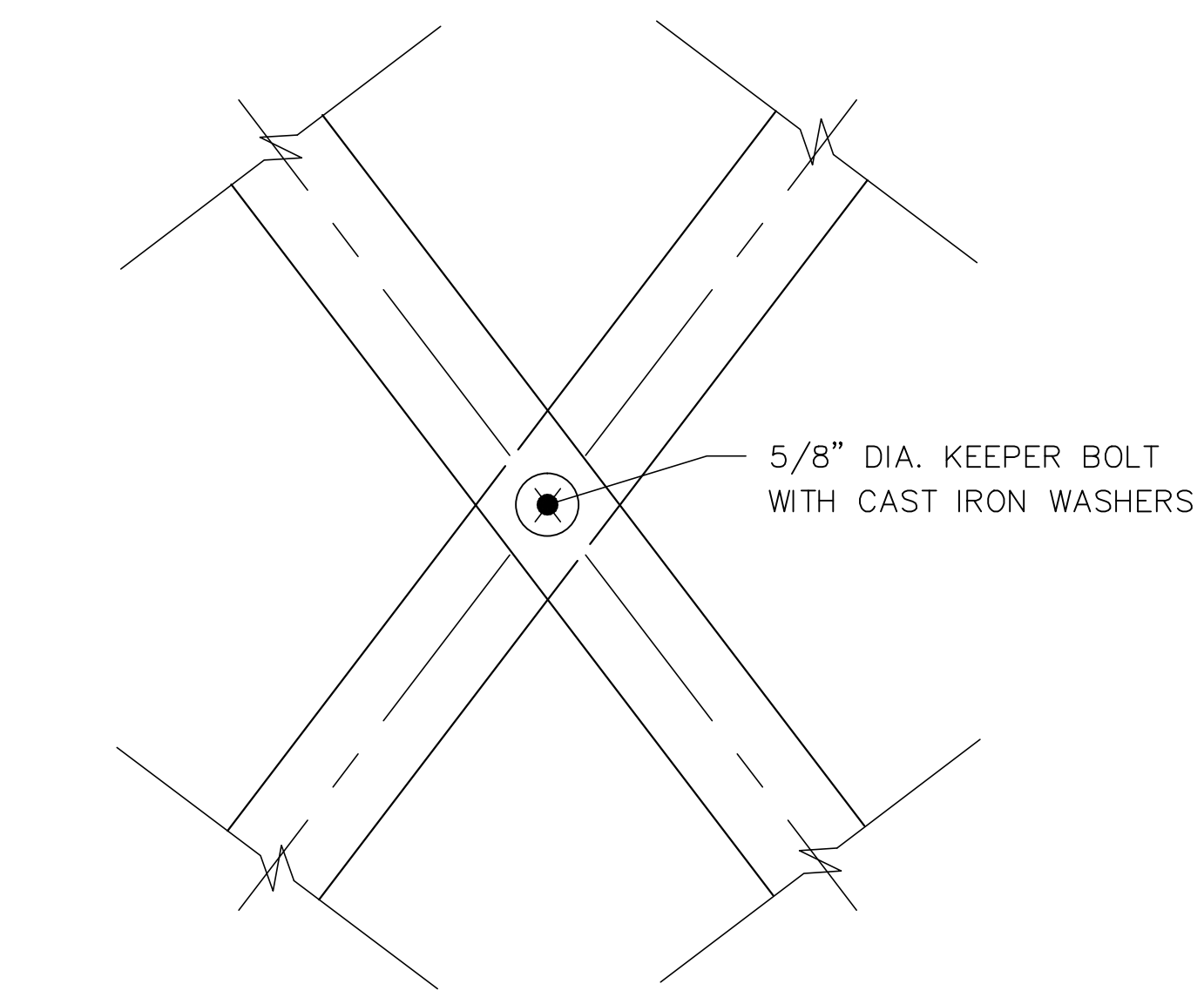




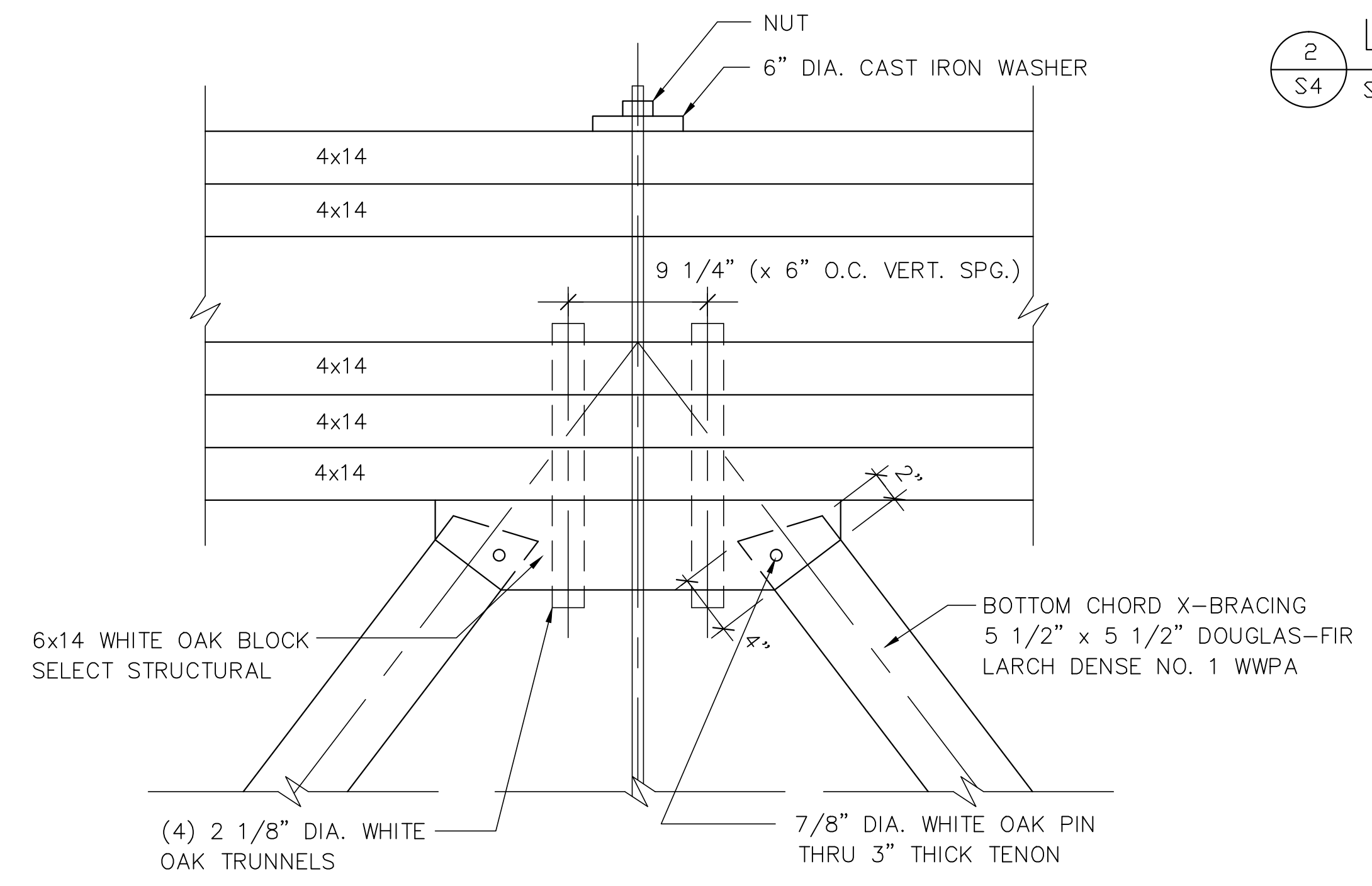
1 FLOOR FRAMING PLAN
S4 SCALE: 1/4"=1'-0" FLOORFP.DWG



2 LOWER CHORD X-BRACING
S4 SCALE: 1/4"=1'-0" LOCHORX.DWG



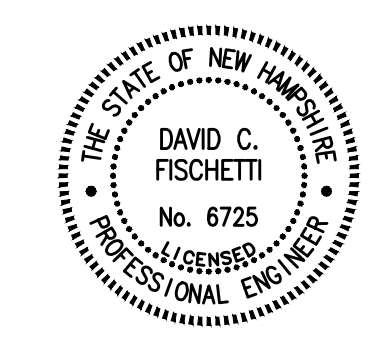
5 X-BRACING INTERSECTION
S4 SCALE: 1 1/2"=1'-0" XBRACE.DWG



3 X-BRACING DETAIL (PLAN)
S4 SCALE: 1 1/2"=1'-0" XBRACEPL.DWG

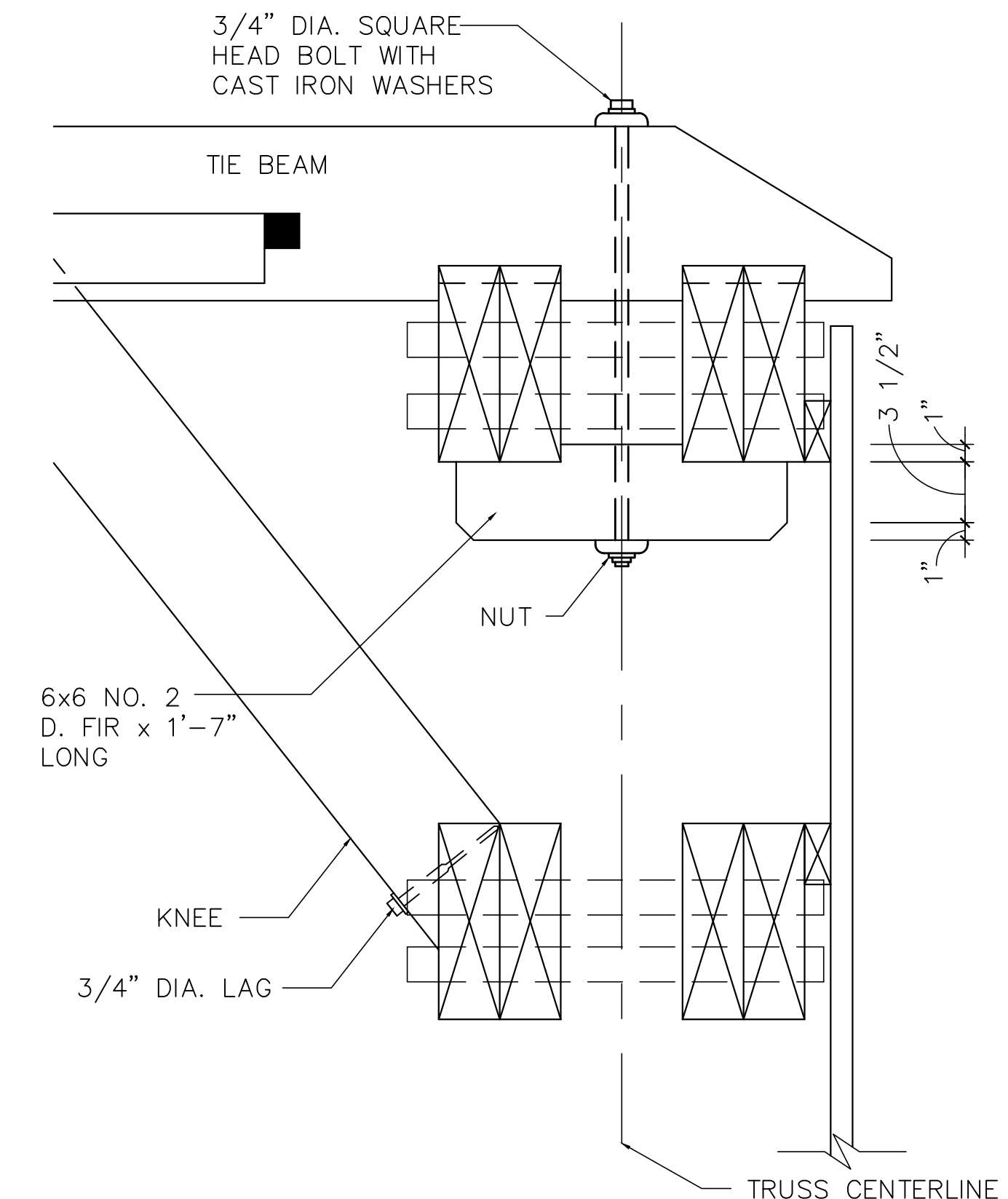
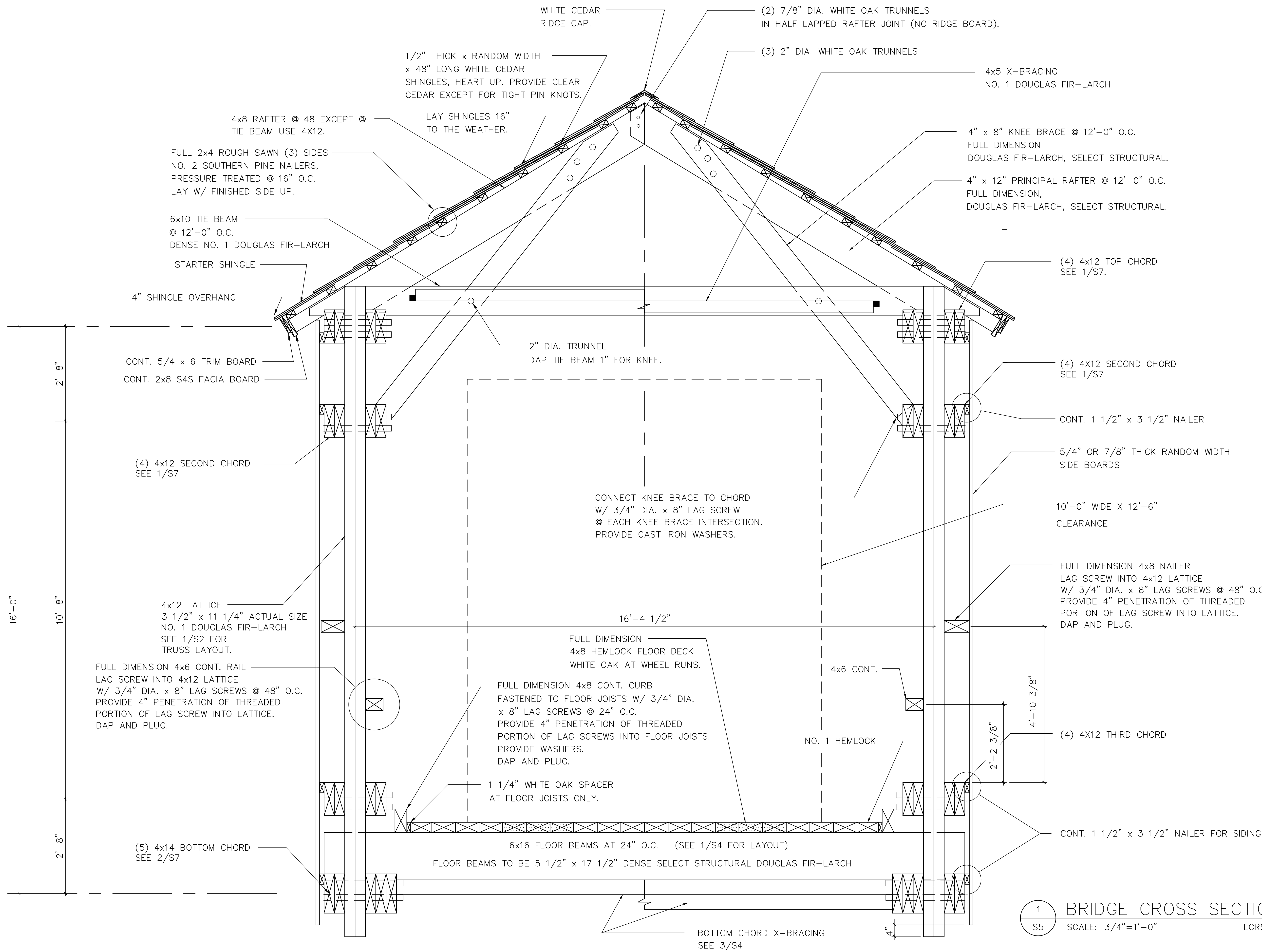
PROJECT NO. 94033
SULLIVAN COUNTY
STATION: N/A
S4.DWG

TOWN OF NEWPORT
SULLIVAN CO. NEW HAMPSHIRE
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BETWEEN NORTHVILLE AND RT. 10
JUNE 1994

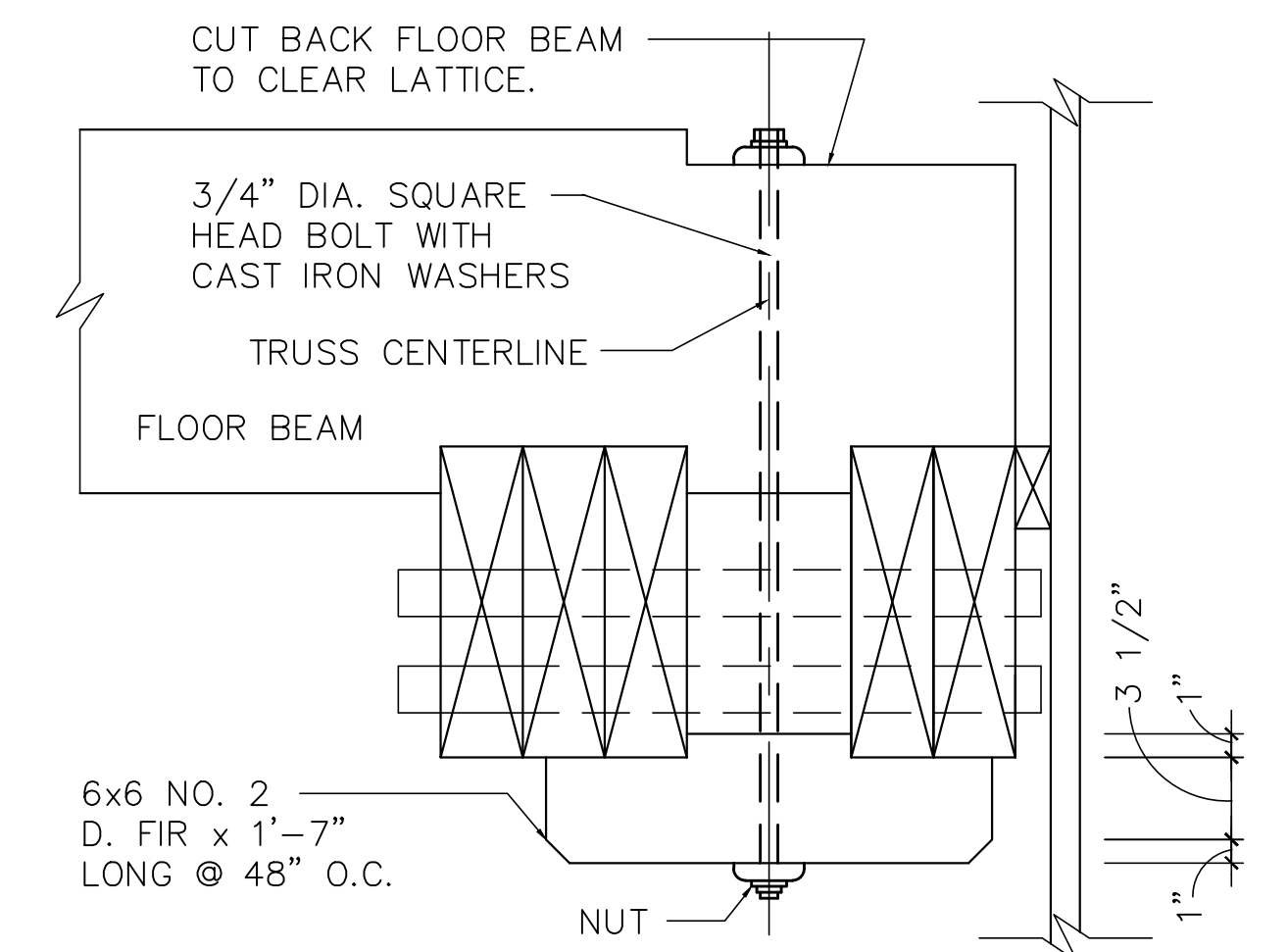


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2 BOLT AND BUTTON DETAIL
S5 SCALE 1 1/2"=1'-0" EAVE.DWG



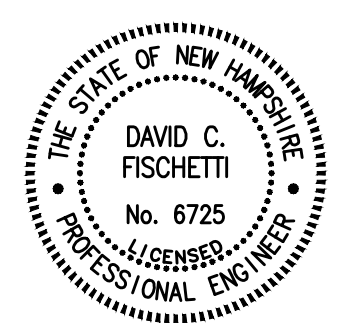
3 DETAIL @ FLOOR BEAM
S5 SCALE 1 1/2"=1'-0" FLRBEAM.DWG

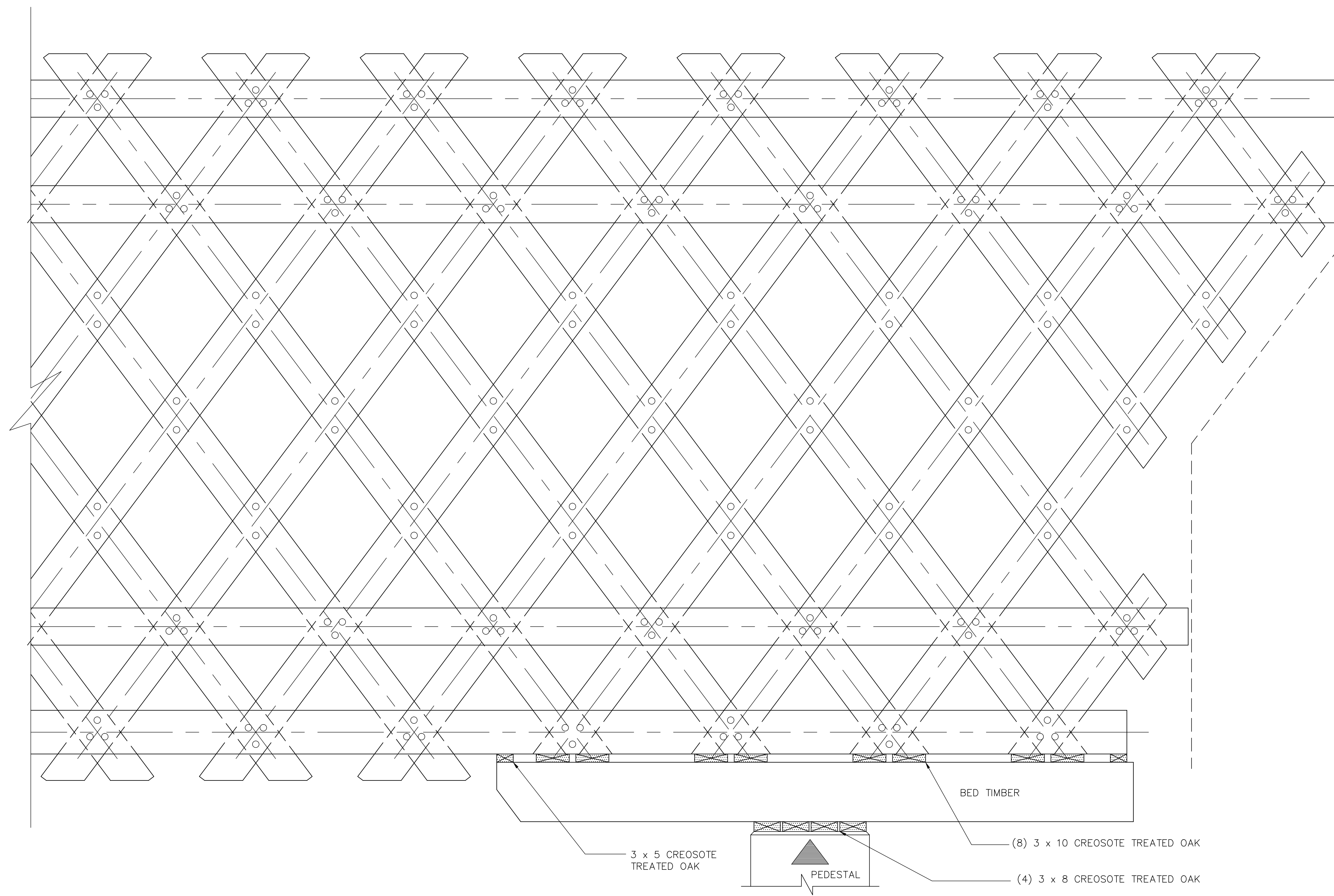
1 BRIDGE CROSS SECTION
S5 SCALE: 3/4"=1'-0" LCRSECT.DWG

PROJECT NO. 94033
SULLIVAN COUNTY
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TOWN OF NEWPORT
SULLIVAN CO. NEW HAMPSHIRE
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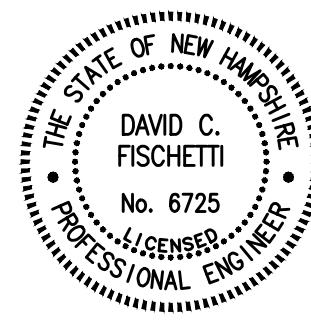


1 TRUSS BEARING DETAIL
S6 SCALE: 3/4"=1'-0" TRSEND.DWG

PROJECT NO. 94033
SULLIVAN COUNTY
STATION: N/A
S6.DWG

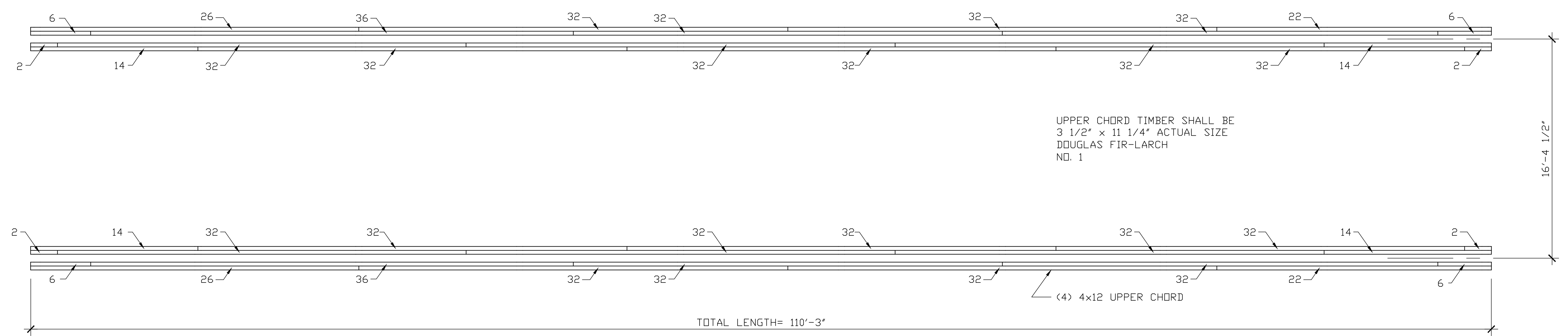
TOWN OF NEWPORT
SULLIVAN CO. NEW HAMPSHIRE
CORBIN COVERED BRIDGE
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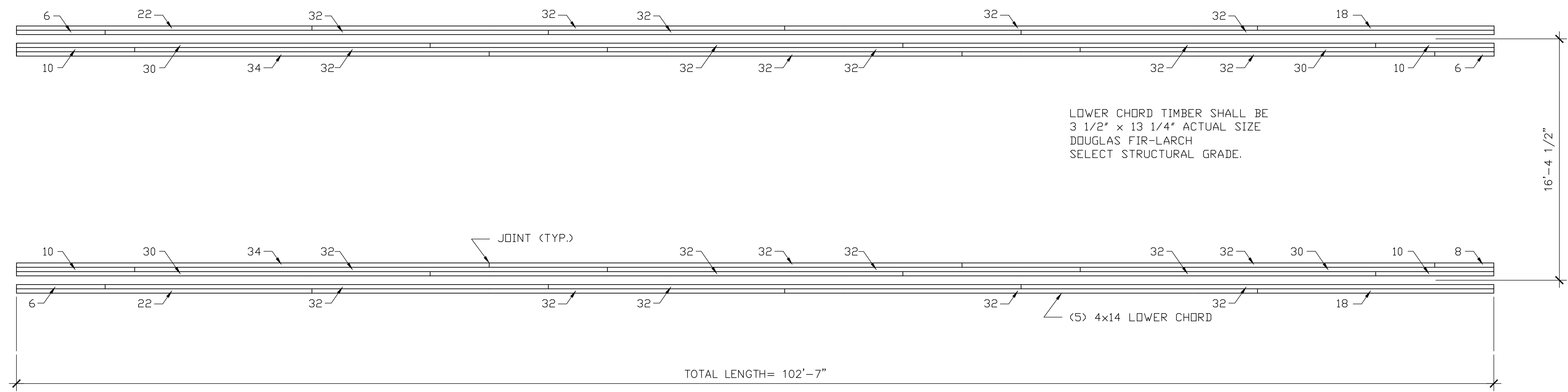
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CHECKED BY : D.C. FISCHETTI DATE : 6/15/94



UPPER CHORD TIMBER SHALL BE
 3 1/2" x 11 1/4" ACTUAL SIZE
 DOUGLAS FIR-LARCH
 NO. 1

TOTAL LENGTH= 110'-3"

1 UPPER CHORD
 S7 SCALE: 1/4"=1'-0" UPCHOR.DWG

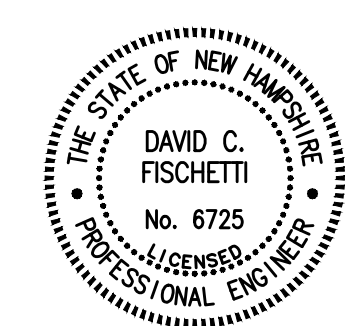


LOWER CHORD TIMBER SHALL BE
 3 1/2" x 13 1/4" ACTUAL SIZE
 DOUGLAS FIR-LARCH
 SELECT STRUCTURAL GRADE.

TOTAL LENGTH= 102'-7"

2 LOWER CHORD
 S7 SCALE: 1/4"=1'-0" LOCHOR.DWG

PROJECT NO. 94033
 SULLIVAN COUNTY
 STATION: N/A
 S7.DWG



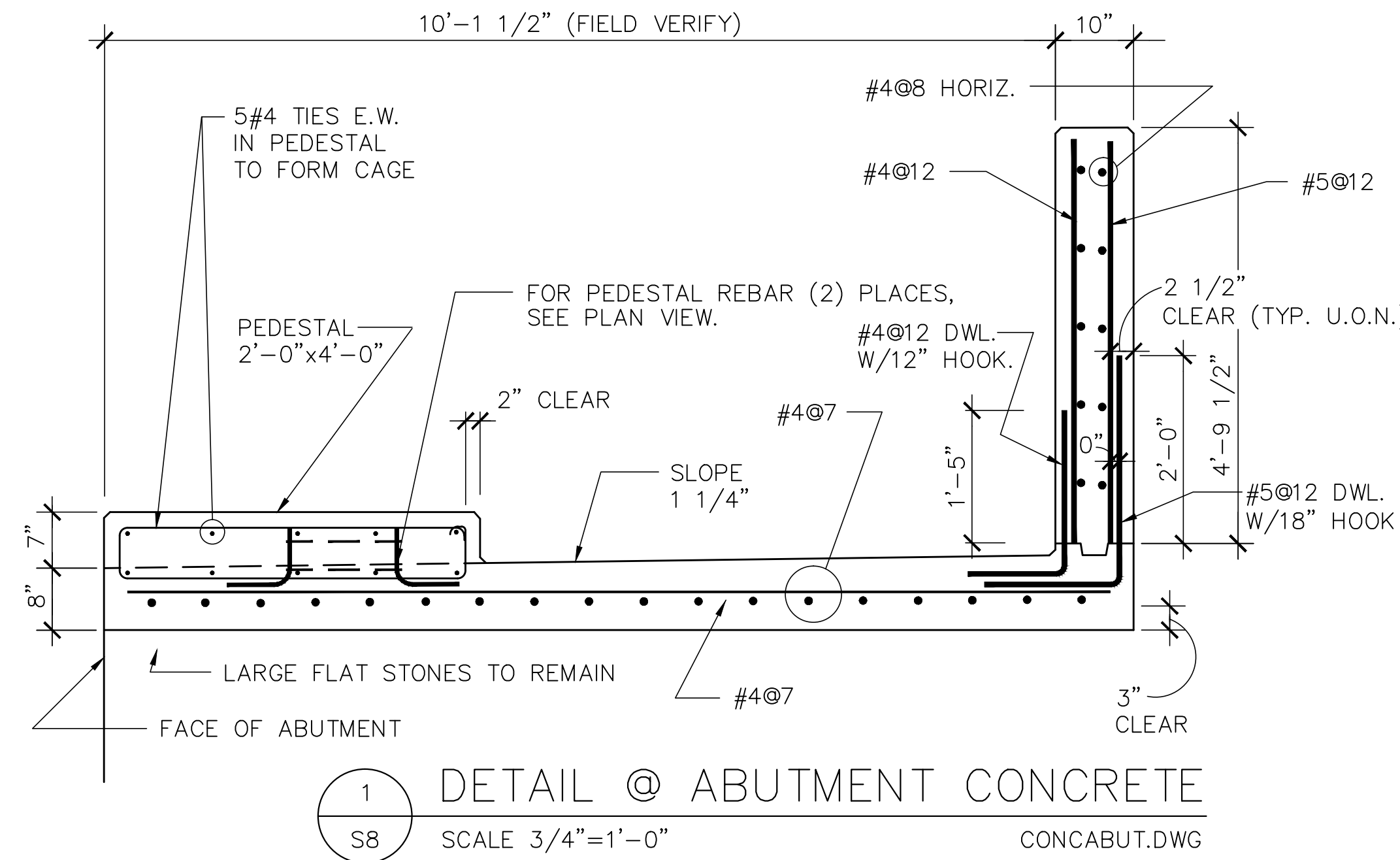
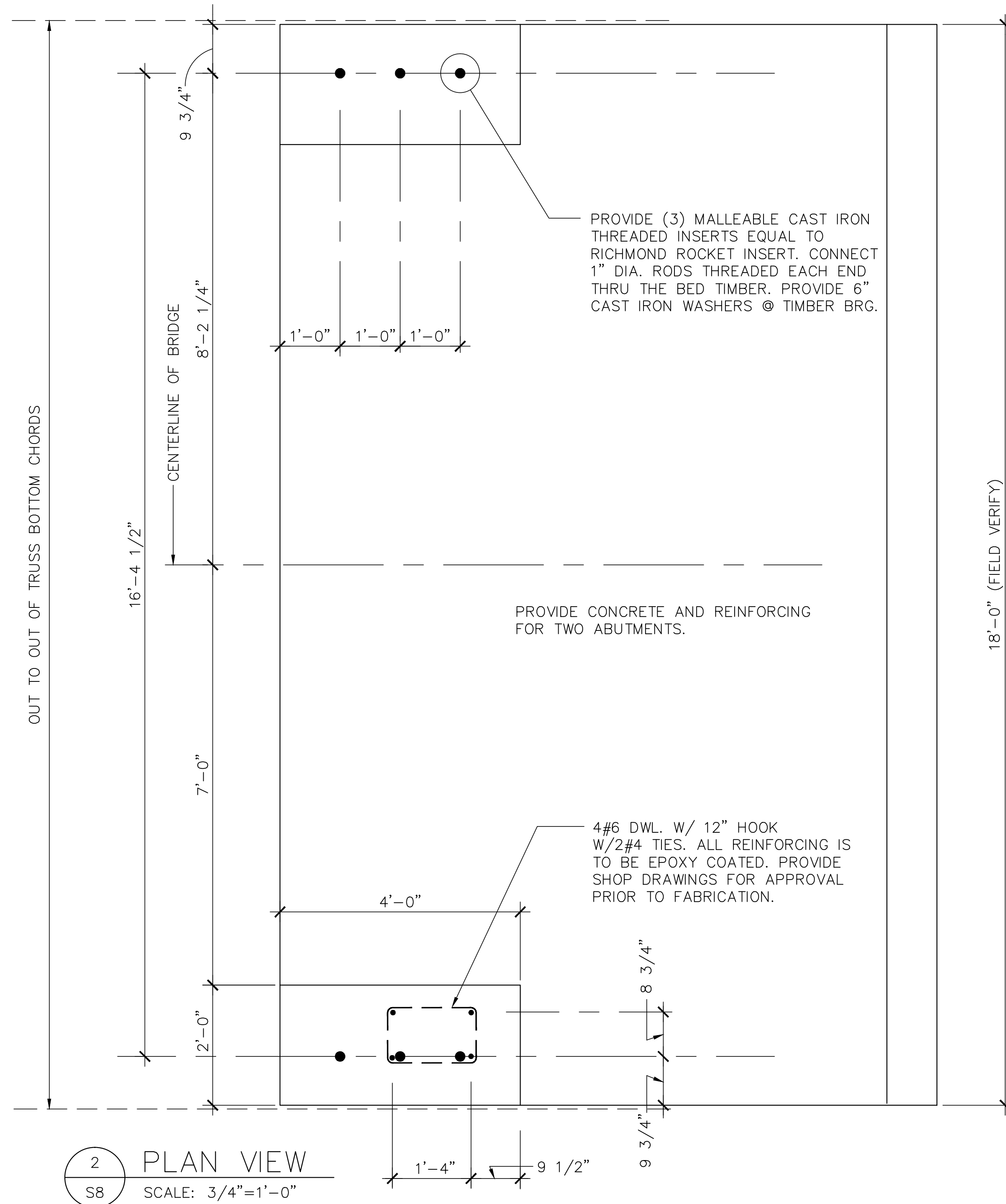
TOWN OF NEWPORT
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 TOTAL SHEETS 9

DRAWN BY : CG DATE :
 CHECKED BY : D.C. FISCHETTI DATE : 6/15/94



GENERAL NOTES

A. LIVE LOADS

- 1. ROOF LIVE LOAD 30 PSF (1993 BOCA)
- 2. WIND LOAD (BASIC WIND SPEED) 80 MPH (1993 BOCA)
- 3. FLOOR (ROADWAY) AASHTO HS20-44

NHDOT STRUCTURAL DESIGN MANUAL
AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES (1992 WITH INTERIMS)
AITC TIMBER CONSTRUCTION MANUAL
NDS 1991 NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION

B. BACKGROUND

- 1. THIS BRIDGE IS TO BE BUILT IN GENERAL CONFORMANCE WITH THE 1835 PLANK-LATTICE DESIGN PATENTED BY ITHIEL TOWN (1784-1844) OF NEW HAVEN, CONNECTICUT.
- 2. THE DRAWINGS REPRESENT A REPLICATION OF THE CORBIN COVERED BRIDGE (CA. 1835) WHICH BURNED MAY 25, 1993.

C. FOUNDATIONS

- 1. THE ASSUMED SOIL BEARING PRESSURE USED FOR DESIGN IS 1500 PSF.
- 2. ALL FILL SHALL BE PLACED IN EIGHT INCH MAXIMUM LOOSE LIFTS AND SHALL BE COMPACTED TO A MINIMUM OF 95 PERCENT WITH ASTM D-698 (STANDARD PROCTOR METHOD).

D. CAST-IN-PLACE CONCRETE

- 1. CONCRETE WORK SHALL CONFORM TO ACI SPECIFICATIONS.
- 2. ALL CAST-IN-PLACE CONCRETE 29-DAY COMPRESSIVE STRENGTH SHALL BE 3500 PSI IN ACCORDANCE WITH ACI 318.

E. REINFORCING STEEL

- 1. ALL REINFORCING STEEL SHALL BE ASTM A-615, GRADE 60.
- 2. PLACEMENT OF THE REINFORCING STEEL SHALL BE REVIEWED BY THE STRUCTURAL ENGINEER PRIOR TO PLACING CONCRETE.
- 3. DETAIL AND FABRICATE REINFORCING STEEL IN ACCORDANCE WITH ACI-315. REINFORCING STEEL SHALL BE PLACED IN ACCORDANCE WITH THE PROJECT DOCUMENTS.
- 4. FABRICATE IN ACCORDANCE WITH APPROVED SHOP DRAWINGS.
- 5. DO NOT HEAT BEND REINFORCING BARS.

F. STONE WORK

- 1. STONEMWORK SHALL MATCH THE ORIGINAL STONE ABUTMENTS IN MATERIAL AND WORKMANSHIP.
- 2. RE-WORK THE EXISTING WALL AS INDICATED IN THE DRAWINGS BY PLACING TIE STONES AT CRITICAL LOCATIONS SUCH AS CORNERS. TURN THE BEST SIDE OF REPLACEMENT STONES FACING OUT.

G. HEAVY TIMBER CONSTRUCTION

- 1. DOUGLAS FIR LATTICE MEMBERS SHALL BE NO. 1 OR NO. 1 DENSE, OR SELECT STRUCTURAL GRADED IN ACCORDANCE TO WCLIB OR WWPA GRADING RULES. SEE DETAILS.
- 2. STRUCTURAL LUMBER SHALL BE ROUGH SAWN CONFORMING TO NO.1 DOUGLAS FIR LARCH GRADED IN ACCORDANCE WITH WCLIB OR WWPA GRADING RULES. TIMBER FOR OPEN ROOF SHEATHING SHALL BE S4S PRESSURE TREATED NO. 2 SOUTHERN PINE GRADED IN ACCORDANCE WITH THE SOUTHERN PINE INSPECTION BUREAU. TIMBER FOR RAFTERS, AND BLOCKING MAY BE LOCAL SPECIES EQUIVALENT TO NO. 2 EASTERN WHITE SPRUCE GRADED IN ACCORDANCE WITH THE NORTHEASTERN LUMBER MANUFACTURERS ASSOCIATION OR THE NATIONAL LUMBER GRADES AUTHORITY.
- 3. FABRICATION AND CONNECTIONS SHALL CONFORM TO AITC TIMBER DESIGN SPECIFICATIONS.
- 4. MATERIALS AND EXECUTION SHALL FOLLOW THE REQUIREMENTS OF THE 1991 EDITION OF THE NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION PUBLISHED BY THE NATIONAL FOREST PRODUCTS ASSOCIATION.
- 5. ALL BOLTS AND KEEPER PINS SHALL HAVE WASHERS AT TIMBER BEARING LOCATIONS. WASHERS SHALL BE CAST IRON WASHERS AS DETAILED.

- 6. DRILLING FOR TRUNNELS IN THE FIELD MUST BE VERY ACCURATE. ALL HOLES IN TIMBER MUST BE SQUARE TO THE FACE OF THE MEMBER. A TIGHT FIT REQUIRING EXCESSIVE FORCE IN DRIVING TRUNNELS IS NOT RECOMMENDED.
- 7. TRUNNEL BORING BITS SHALL BE KEPT SHARP IN ORDER TO PRODUCE ACCURATE HOLES OF UNIFORM SIZE.
- 8. TRUNNELS SHALL BE MADE OF CLEAR, AIR DRIED WHITE OAK, TURNED ON A LATHE.
- 9. LATTICE AND CHORD TIMBER SHALL BE DRIED TO A MOISTURE CONTENT OF 16%.
- 10. THE LATTICE TRUSS SHALL BE CAREFULLY FITTED AND CLAMPED TOGETHER.
- 11. CHORD JOINTS ARE TO BE "SAWED-UP" TO ENSURE CLOSE TO 100% BEARING AT MEMBER ENDS.
- 12. HOLES FOR TRUNNELS SHALL BE BORED WITH A TRIPOD MOUNTED DRILL USING TEMPLATES TO MARK TRUNNEL HOLES.
- 13. TRUNNELS SHALL BE MANUALLY DRIVEN WITH A 16 POUND HAMMER, UTILIZING A STEEL DRIVING CAP.
- 14. LATTICE MEMBERS SHALL BE LAID UP WITH THE HEART SIDES TOWARDS EACH OTHER.
- 15. ALL BRIDGE COMPONENTS MUST BE PROPERLY BRACED TO RESIST ALL FORCES ENCOUNTERED DURING CONSTRUCTION.
- 16. FLOOR DECK SHALL BE 4X8 RED OR WHITE OAK AT WHEEL RUNS AND 4X8 HEMLOCK (FULL DIMENSION) AT INTERMEDIATE LOCATIONS.
- 17. FOR FACE NAILING FLOOR DECK USE 3/8 INCH DIAMETER X 8 INCH LONG ANNULARLY THREADED HOT-DIPPED GALVANIZED DECK SPIKES AS PRODUCED BY INDEPENDENT NAIL INC., BRIDGEWATER, MASS. 02324, (508) 697-6992. (SEE DETAIL).
- 18. PRESERVATIVE FOR BRUSH ON AND DIP APPLICATIONS SHALL BE OSMOSE CLEAR WOOD PRESERVATIVE, PRODUCT NUMBER 201, CONTAINING ZINC NAPHTHENATE. CONTACT OSMOSE WOOD PRESERVING, INC., GRIFFEN, GA., (800) 522-9663. APPLY PRESERVATIVE BY BRUSHING TO THE CUT ENDS OF TIMBERS.

H. CARPENTRY

- 1. SHINGLES SHALL BE EASTERN WHITE CEDAR. SEE SPECIFICATIONS.
- 2. SIDING SHALL BE NO. 1 HEART PINE, RANDOM WIDTH, PLANED TO A 7/8 INCH THICKNESS WITH THE HEART SIDE EXPOSED TO THE WEATHER.
- 3. SIDING NAILS SHALL BE 8d ANNULAR THREADED STAINLESS STEEL SMALL FLAT HEAD, BLUNT DIAMOND POINT WOOD SIDING NAILS.
- 4. SHINGLE NAILS SHALL BE TYPE 304 STAINLESS STEEL, SLENDER SHANK, ANNULAR THREADED, 7/32 INCH DIAMETER FLAT HEAD NAILS.
- 5. NON-FERROS STAINLESS STEEL NAILS SHALL BE PROVIDED BY SWAN SECURE PRODUCTS, INC., BALTIMORE, MD., (410) 646-2800, FAX (410) 646-2756. PROVIDE S.S TYPE 304.

J. MISCELLANEOUS

- 1. THE STRUCTURAL DRAWINGS SHALL BE USED IN CONJUNCTION WITH AND COORDINATED WITH THE SPECIFICATIONS AND OTHER CONTRACT DOCUMENTS.
- 2. THE CONTRACTOR SHALL VERIFY ALL EXISTING SITE CONDITIONS INDICATED ON THESE DRAWINGS. ANY VARIATION OF CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE PROCEEDING WITH CONSTRUCTION.

K. MISCELLANEOUS STEEL

- 1. APPLICABLE STANDARDS:
 - A. "SPECIFICATION FOR THE DESIGN, FABRICATION AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS" OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION.
 - B. "CODE OF STANDARD PRACTICE" OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION.
 - C. "APPLICATION OF THE EXTRACTS FROM CODE FOR ARC AND GAS WELDING IN BUILDING CONSTRUCTION" BY THE AMERICAN WELDING SOCIETY.
- 2. STEEL FOR MISCELLANEOUS CONNECTIONS SHALL CONFORM TO ASTM A-36.
- 3. UTILIZE SQUARE HEAD ASTM A-307 HOT DIPPED GALVANIZED BOLTS WHERE INDICATED ON THE PROJECT DRAWINGS. PROVIDE OVERSIZED NUTS FOR GALVANIZING WHERE REQUIRED.

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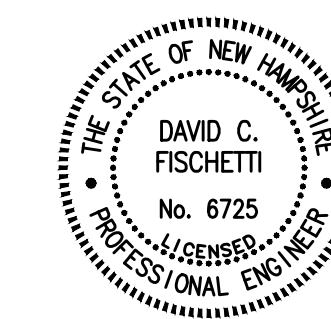
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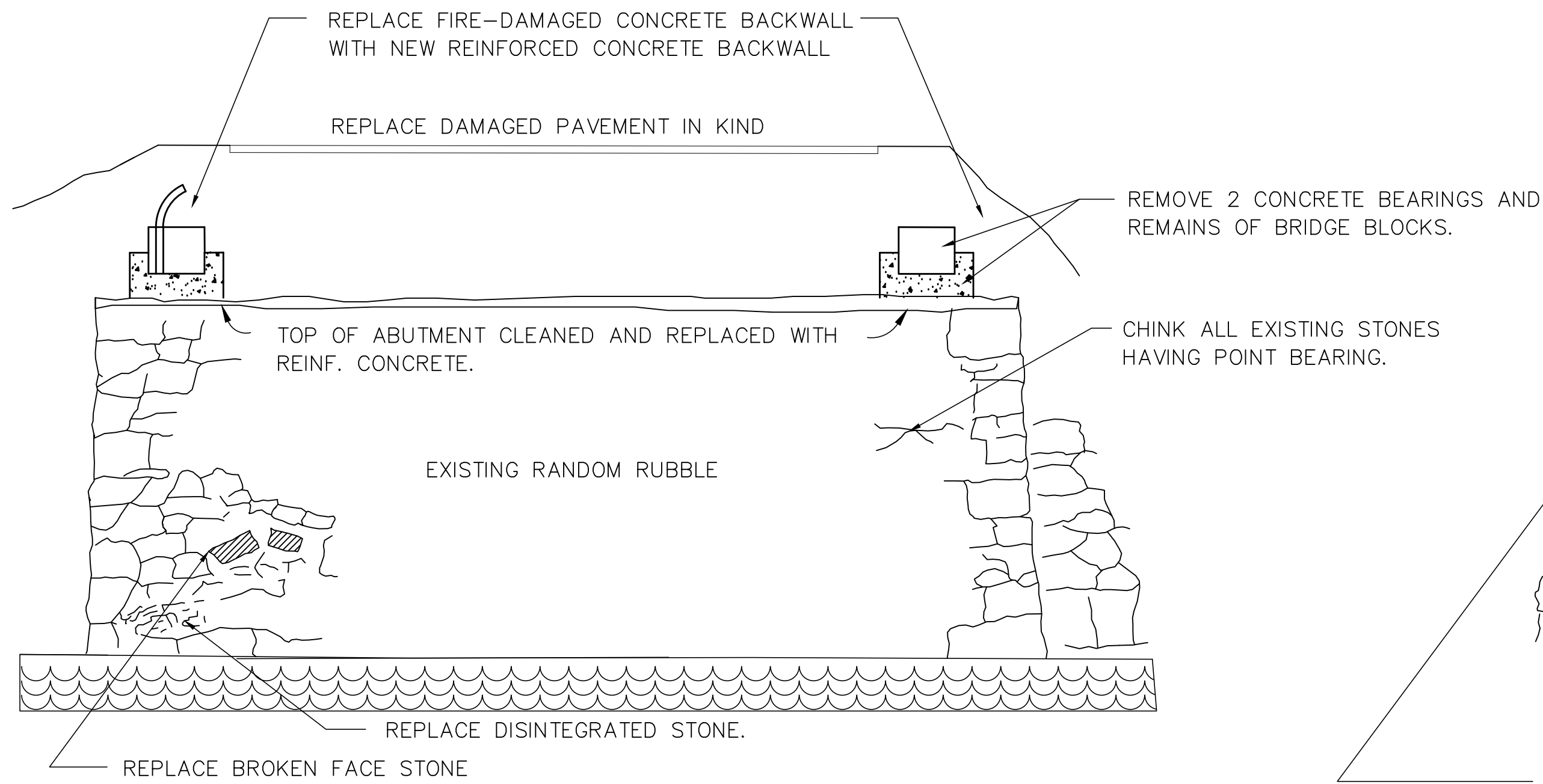
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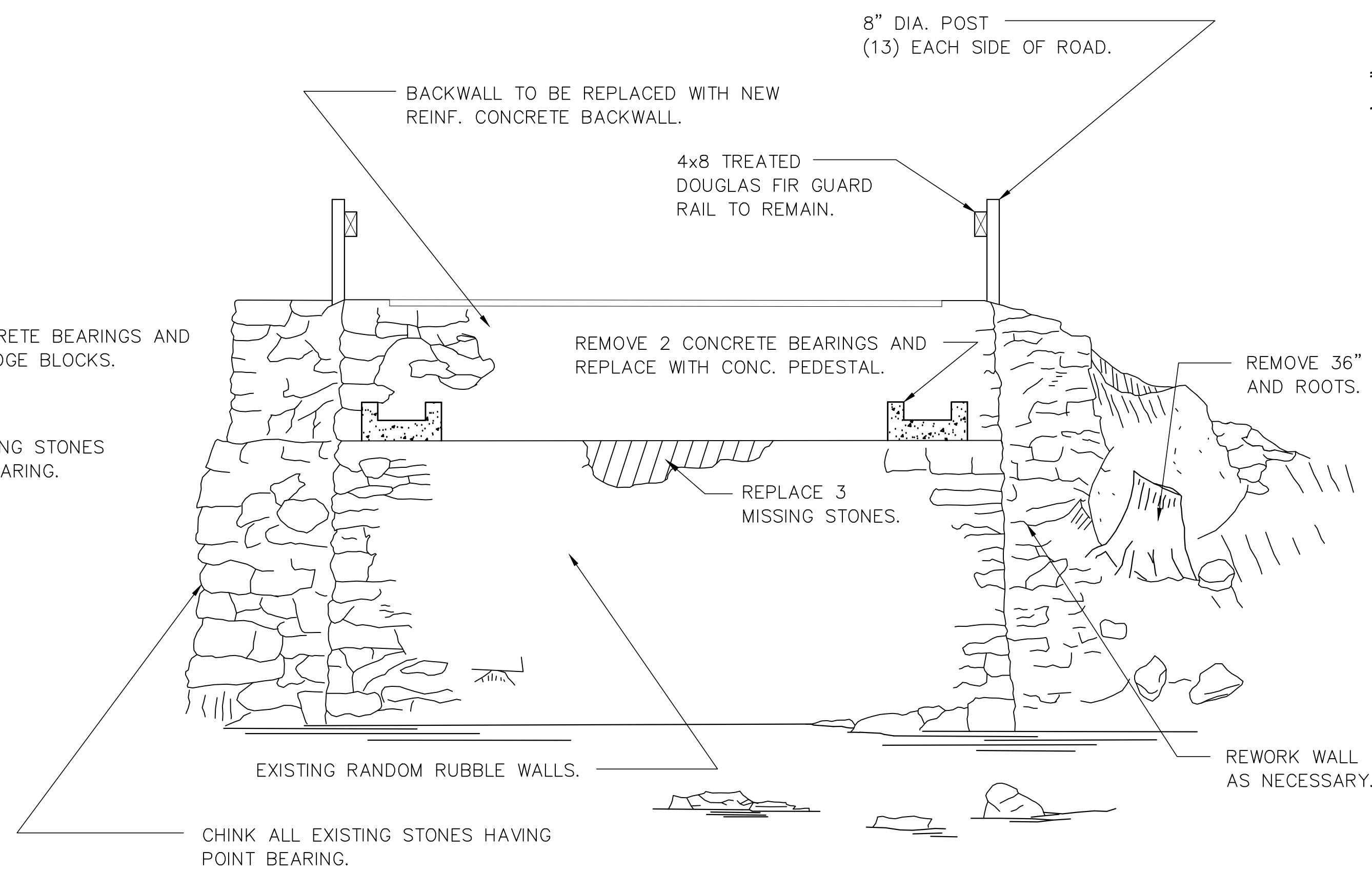
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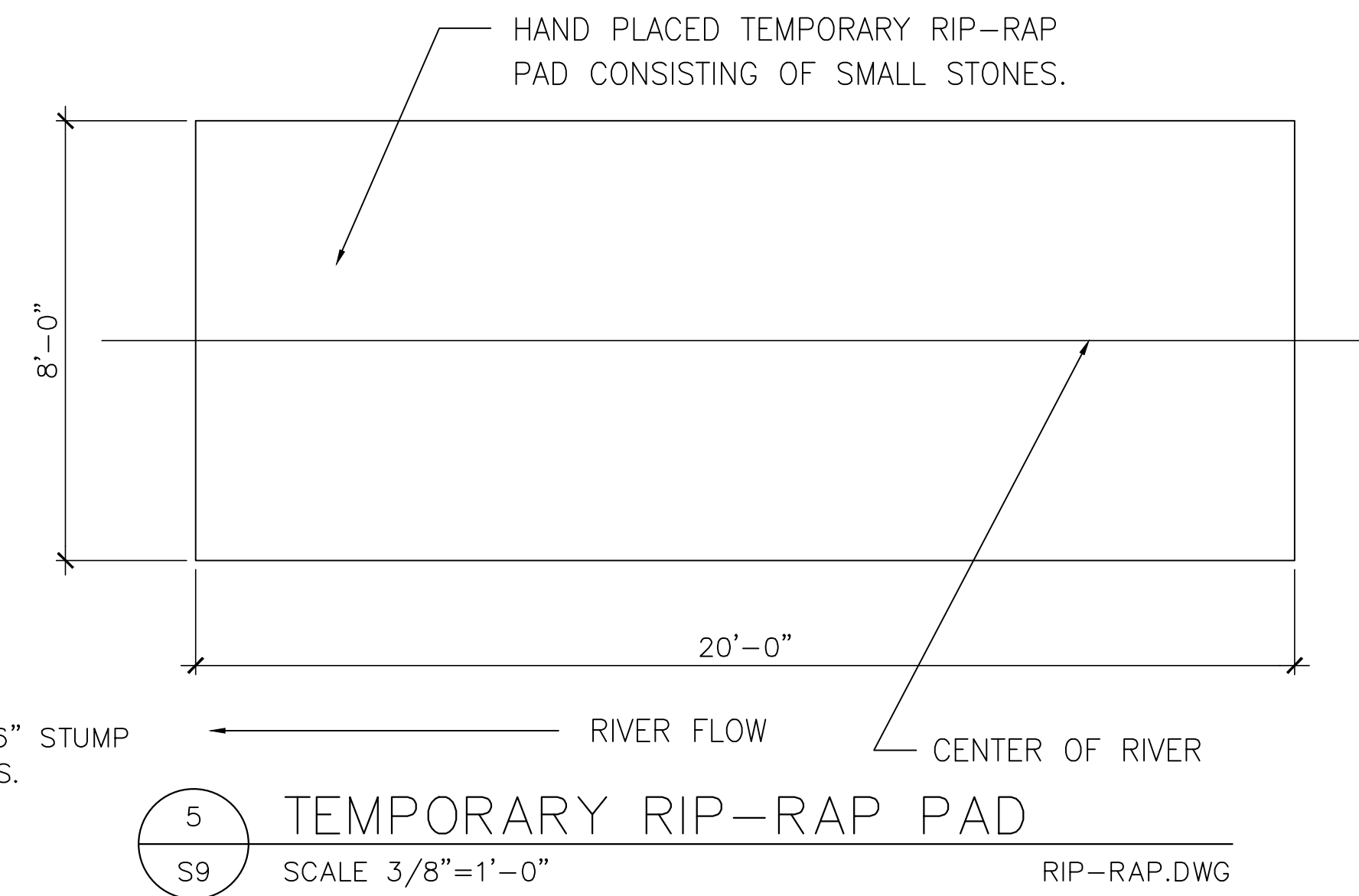




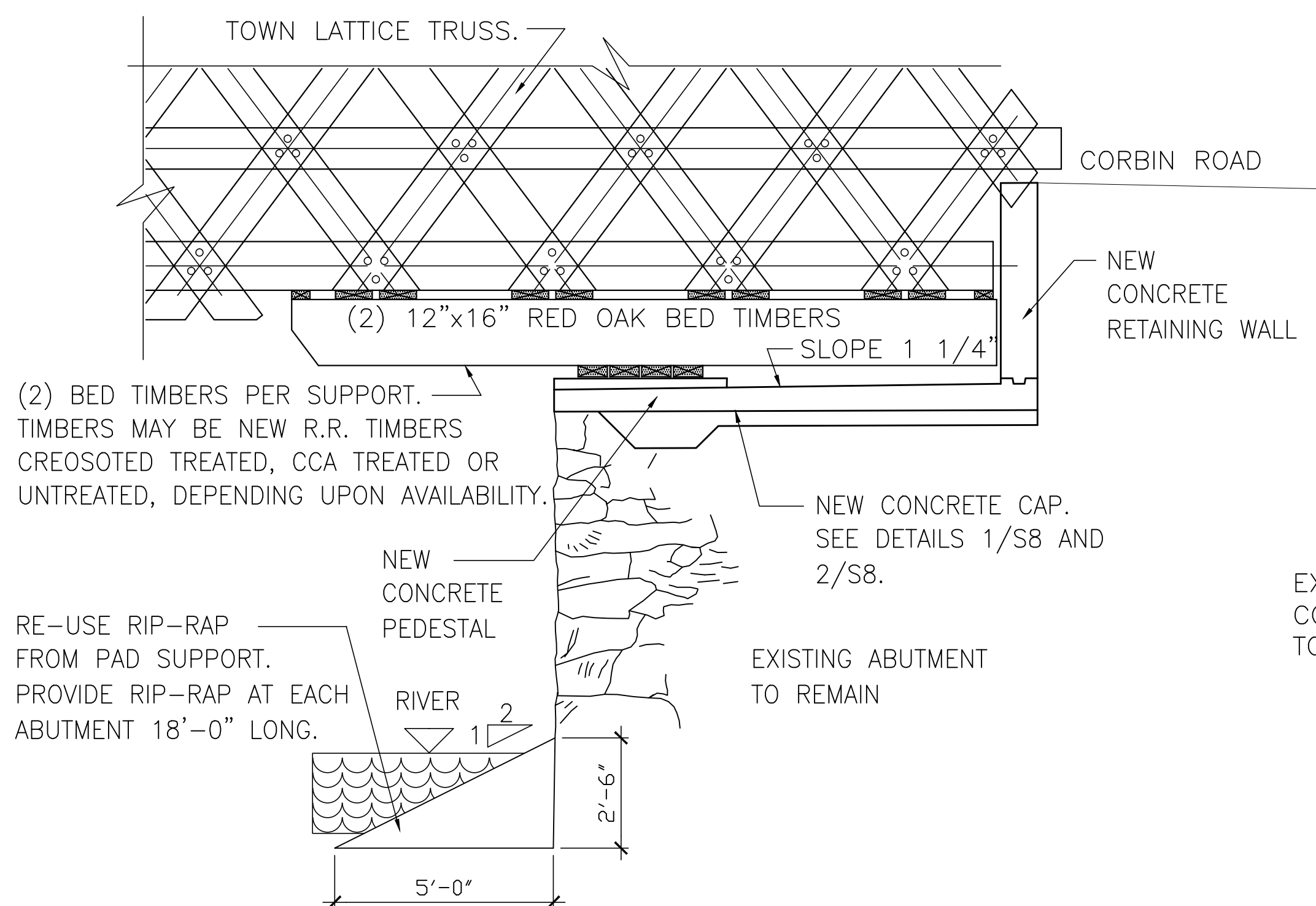
4 ELEVATION WEST ABUTMENT
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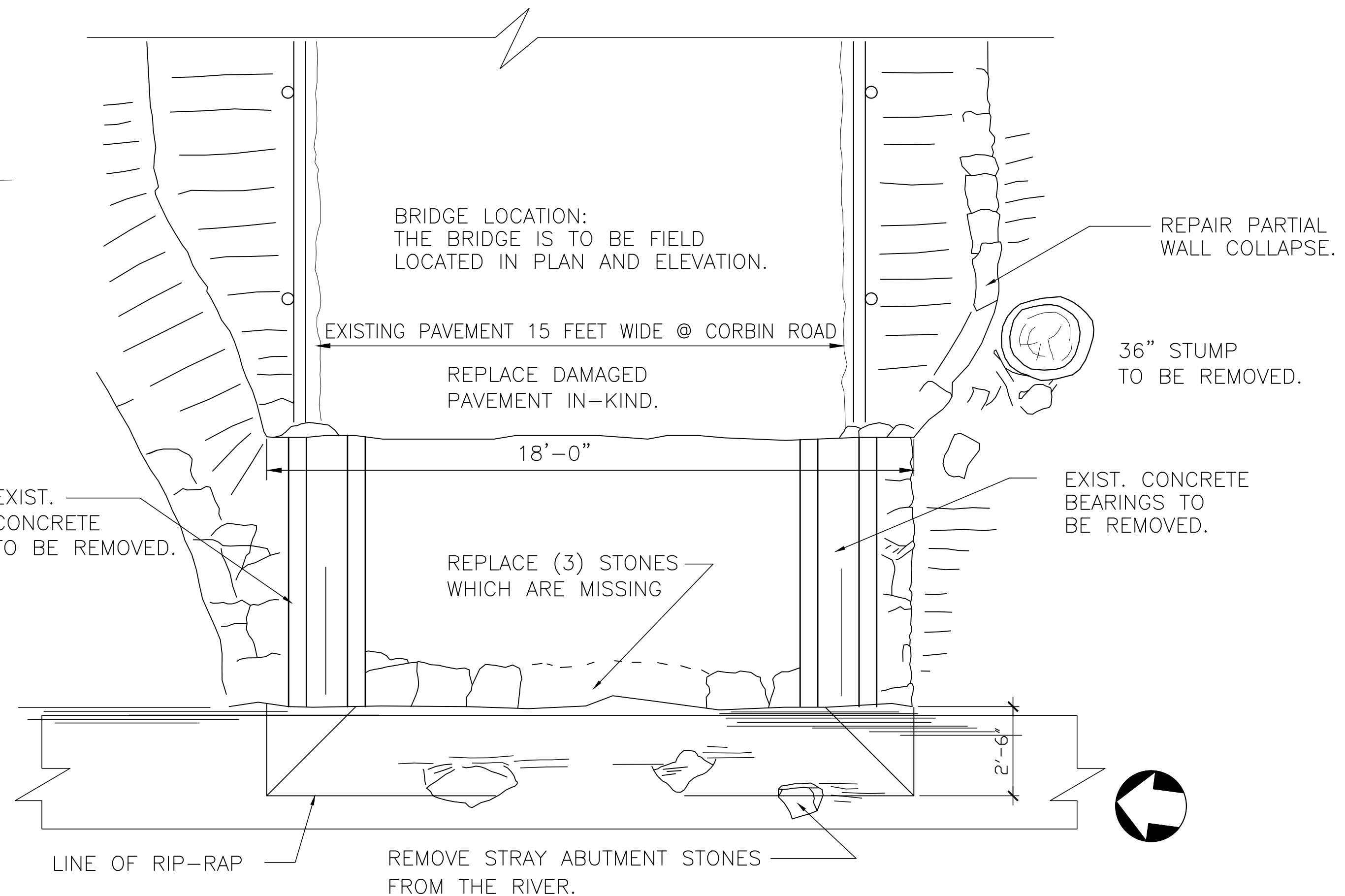
1 ELEVATION EAST ABUTMENT
S9 SCALE 3/8"=1'-0" ELEVEAST.DWG



5 TEMPORARY RIP-RAP PAD
S9 SCALE 3/8"=1'-0" RIP-RAP.DWG



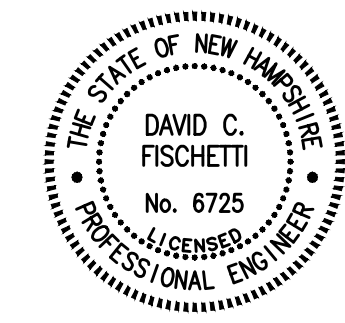
2 DETAIL FOR BOTH ABUTMENTS
S9 SCALE: 3/8"=1'-0" ABUT.DWG



3 EXIST. PLAN EAST ABUTMENT
S9 SCALE: 3/8"=1'-0" PLANEAST.DWG

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STATION: N/A
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SHEET No. S9
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