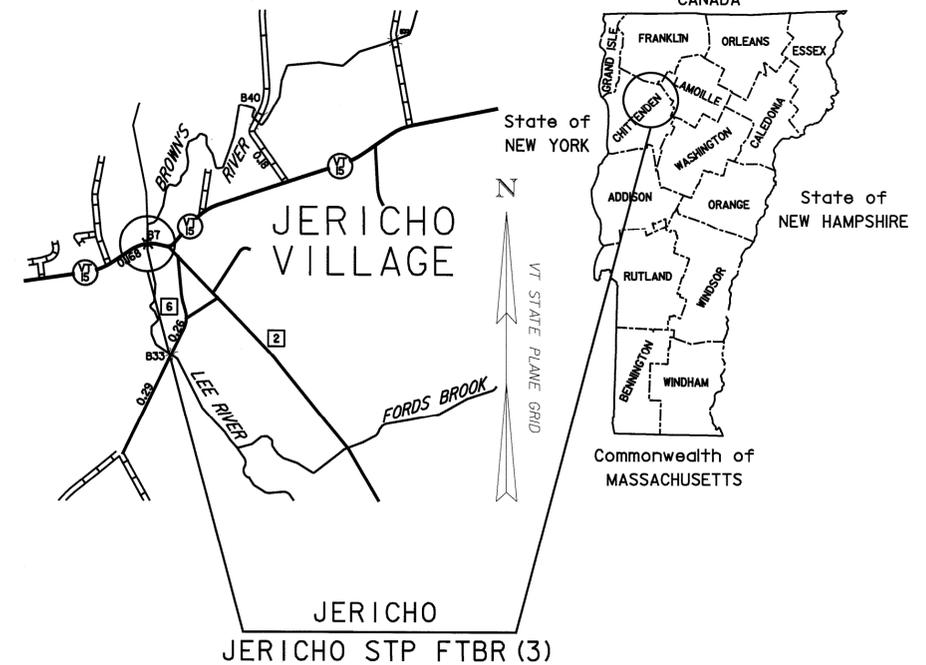


STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT BRIDGE PROJECT TOWN OF JERICHO COUNTY OF CHITTENDEN



ROUTE NO : VT 15 (MINOR ARTERIAL) BRIDGE NO : PEDESTRIAN BRIDGE

PROJECT LOCATION: LOCATED IN THE COUNTY OF CHITTENDEN, TOWN OF JERICHO, ADJACENT TO BRIDGE NO. 7 ON VT 15 OVER BROWNS RIVER, APPROXIMATELY 0.45 MILE EAST OF THE ESSEX-JERICHO TOWN LINE.

PROJECT DESCRIPTION: CONSTRUCTION OF A NEW PEDESTRIAN BRIDGE, APPROACH WALKWAYS AND ADJACENT RETAINING WALL, COLD PLANING AND PAVING OF VT 15 AND RED MILL DRIVE.

LENGTH OF STRUCTURE : 72.00 FEET
LENGTH OF ROADWAY : 94.70 FEET
LENGTH OF PROJECT : 166.70 FEET



PLANS PREPARED BY



111 Winners Circle, PO Box 5269 • Albany, NY 12205-0269
Main: (518) 453-4500 • www.chacompanies.com

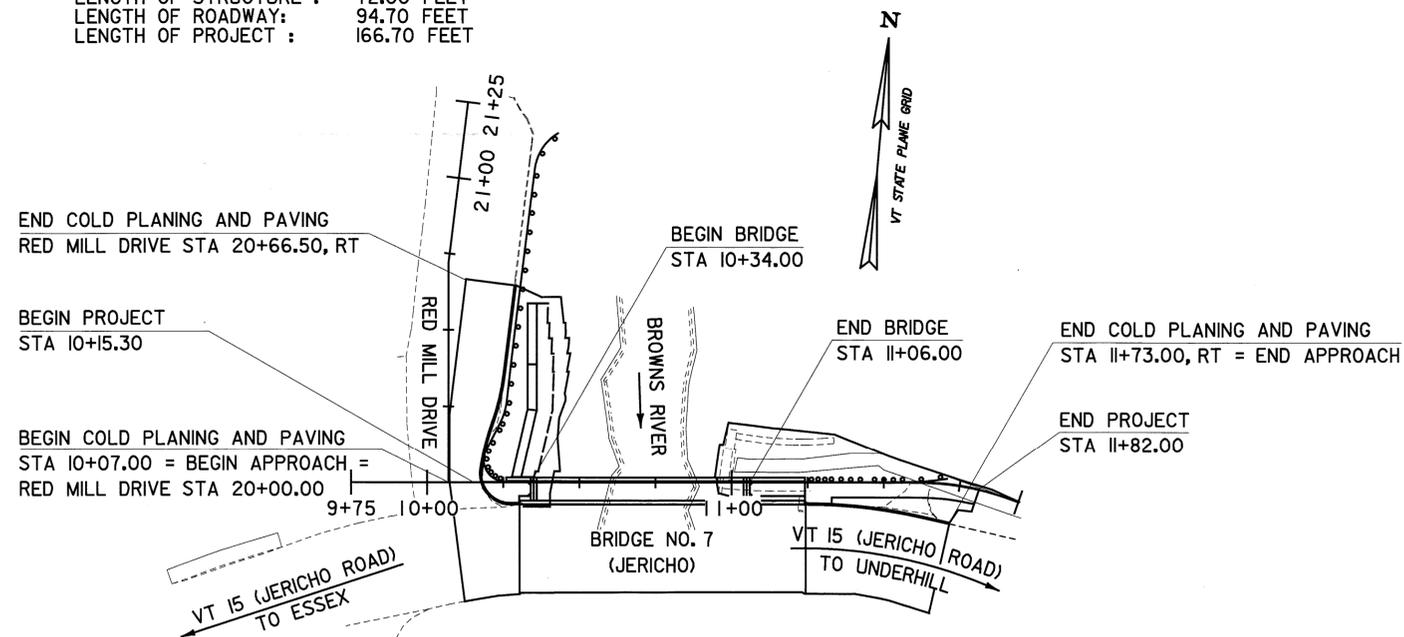
QUALITY ASSURANCE PROGRAM: LEVEL 2

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	
TOP OF CUT	
TOE OF SLOPE	

SURVEYED BY : L. ORVIS
SURVEYED DATE : OCTOBER 2006

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (92)



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 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

DIRECTOR OF PROGRAM DEVELOPMENT	
APPROVED _____	DATE _____
PROJECT MANAGER: MARK SARGENT	
PROJECT NAME: JERICHO	
PROJECT NUMBER: STP FTBR (3)	
SHEET 1 OF 62 SHEETS	

FILE NAME = V:\P\6163\6163\VT15\21113\CADD\MTIN\08F004\Consult\ten.tus\208F004\title.dgn
DATE/TIME = 4/7/2014
USER = 4916

PRELIMINARY INFORMATION SHEET

INDEX OF SHEETS

1. TITLE SHEET
 2. PRELIMINARY INFORMATION SHEET
 - 3.-6. PROJECT TYPICAL SECTIONS I-4
 - 7.-8. PROJECT NOTES SHEETS I-2
 - 9.-11. QUANTITY SHEETS I-3
 12. ITEM DETAIL SUMMARY SHEET
 13. DRAINAGE DETAIL SHEET
 14. TIE SHEET
 15. ALIGNMENT AND CURB TIE PLAN
 16. LAYOUT PLAN
 17. PEDESTRIAN BRIDGE/SIDEWALK PROFILE
 18. TRAFFIC CONTROL LAYOUT SHEET
 19. SIGNING AND PAVEMENT MARKING PLAN
 20. CONSTRUCTION APPROACH SIGNING SHEET
 21. BORING INFORMATION SHEET
 - 22.-24. BORING LOGS I-3
 25. PLAN AND ELEVATION
 26. DECK REINFORCING PLAN AND DETAILS
 27. DECK REINFORCING DETAILS
 28. FRAMING PLAN AND STRUCTURAL STEEL DETAILS
 29. BEARING DETAILS
 30. SUBSTRUCTURE REMOVAL DETAILS
 31. DEMOLITION PLAN AND DETAILS
 32. ABUTMENT 1 PLAN AND DETAILS
 33. STONE MASONRY WALL PLAN AND DETAILS
 34. ABUTMENT 2 PLAN AND DETAILS
 35. ABUTMENT 1 FOUNDATION PLAN
 36. ABUTMENT 2 FOUNDATION PLAN
 37. ROCK DOWEL DETAILS
 38. MISCELLANEOUS DETAILS
 39. REINFORCING STEEL SCHEDULE
 40. BRIDGE RAILING DETAILS
 - 41.-43. GUARDRAIL APPROACH SECTION DETAILS I-3
 - 44.-47. PEDESTRIAN BRIDGE/SIDEWALK CROSS SECTIONS I-4
 - 48.-49. RED MILL DRIVE CROSS SECTIONS I-2
 - 50.-52. CHANNEL CROSS SECTIONS I-3
 53. RESOURCE LAYOUT PLAN
 - 54.-55. EPSC NOTES I-2
 56. EROSION CONTROL EXISTING CONDITION SHEET
 57. EROSION CONTROL CONSTRUCTION SITE PLAN
 58. EROSION CONTROL FINAL CONDITION PLAN
 - 59.-60. EROSION CONTROL DETAILS SHEETS I-2
 61. R.O.W. DETAIL SHEET
 62. R.O.W. LAYOUT SHEET
- REFERENCE SHEET 1 OF 4: ABUTMENT NO. 1
 REFERENCE SHEET 2 OF 4: ABUTMENT NO. 2
 REFERENCE SHEET 3 OF 4: NEW BRIDGE TYPICAL ALTERNATE C
 REFERENCE SHEET 4 OF 4: CURB AND RAIL DETAILS ALTERNATE C

LIST OF STANDARDS

- | | | |
|--------|----------|--|
| B-5 | 06-01-94 | |
| B-11 | 06-01-94 | |
| C-3A | 03-10-08 | |
| C-10 | 02-11-08 | |
| D-8 | 01-03-00 | |
| D-9 | 06-01-94 | |
| D-15 | 06-01-94 | |
| D-16 | 06-01-94 | |
| D-30 | 08-13-07 | |
| E-121 | 08-08-95 | |
| E-173 | 08-09-95 | |
| E-180A | 08-09-95 | |
| E-180B | 08-09-95 | |
| E-191 | 02-01-99 | |
| E-193 | 08-18-95 | |
| G-1 | 01-03-00 | |
| G-1D | 01-03-00 | |
| T-1 | 08-06-12 | |
| T-10 | 08-06-12 | |
| T-17 | 08-06-12 | |
| T-24 | 08-06-12 | |
| T-28 | 08-06-12 | |
| T-29 | 08-06-12 | |
| T-30 | 08-06-12 | |
| T-31 | 08-06-12 | |
| T-35 | 08-06-12 | |
| T-36 | 08-06-12 | |
| T-40 | 08-06-12 | |
| T-45 | 08-06-12 | |

STRUCTURES DETAIL INDEX

- | | | |
|-----------|----------------------------------------------------------|--|
| SD-501.00 | CONCRETE DETAILS AND NOTES 02-09-12 | |
| SD-502.00 | CONCRETE DETAILS AND NOTES 10-10-12 | |
| SD-601.00 | STRUCTURAL STEEL DETAILS AND NOTES 06-04-10 | |
| SD-602.00 | STRUCTURAL STEEL PLATE GIRDER DETAILS AND NOTES 05-02-11 | |

NOTE:
HCL = HORIZONTAL CONTROL LINE

FINAL HYDRAULIC REPORT

<p>HYDROLOGIC DATA Date: Oct. 2012</p> <p>DRAINAGE AREA : 38.5 sq. mi. CHARACTER OF TERRAIN : Hilly to mountainous, mixed land cover. STREAM CHARACTERISTICS : Natural ledge gorge at site. NATURE OF STREAMBED : Uneven ledge</p> <p>PEAK FLOW DATA</p> <table border="0" style="width: 100%;"> <tr><td>Q 2.33 = 1800 cfs</td><td>Q 50 = 5000 cfs</td></tr> <tr><td>Q 10 = 3400 cfs</td><td>Q 100 = 6000 cfs</td></tr> <tr><td>Q 25 = 4300 cfs</td><td>Q 500 = 8400 cfs</td></tr> </table> <p>DATE OF FLOOD OF RECORD : Unknown ESTIMATED DISCHARGE: Unknown WATER SURFACE ELEV.: Unknown</p> <p>NATURAL STREAM VELOCITY : @ Q50 = N/A ICE CONDITIONS : slight DEBRIS: slight DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? Yes IS ORDINARY RISE RAPID? Yes IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? Yes IF YES, DESCRIBE: Small dam downstream backs water up through the site.</p> <p>WATERSHED STORAGE: < 1% HEADWATERS: UNIFORM: X IMMEDIATELY ABOVE SITE:</p> <p style="text-align: center;">EXISTING STRUCTURE INFORMATION</p> <p>STRUCTURE TYPE: Previous pedestrian bridge has been removed YEAR BUILT: N/A CLEAR SPAN(NORMAL TO STREAM): 60' VERTICAL CLEARANCE ABOVE STREAMBED: 27' WATERWAY OF FULL OPENING: Approximately 1420 sq. ft. DISPOSITION OF STRUCTURE: Previously removed TYPE OF MATERIAL UNDER SUBSTRUCTURE: ledge</p> <p>WATER SURFACE ELEVATIONS AT:</p> <table border="0" style="width: 100%;"> <tr><td>Q2.33 = N/A</td><td>VELOCITY = N/A</td></tr> <tr><td>Q10 = 511.8'</td><td>" N/A</td></tr> <tr><td>Q25 = N/A</td><td>" N/A</td></tr> <tr><td>Q50 = 514.9'</td><td>" N/A</td></tr> <tr><td>Q100 = 517.0'</td><td>" N/A</td></tr> </table> <p>LONG TERM STREAMBED CHANGES: Ledge gorge, so minimal changes</p>	Q 2.33 = 1800 cfs	Q 50 = 5000 cfs	Q 10 = 3400 cfs	Q 100 = 6000 cfs	Q 25 = 4300 cfs	Q 500 = 8400 cfs	Q2.33 = N/A	VELOCITY = N/A	Q10 = 511.8'	" N/A	Q25 = N/A	" N/A	Q50 = 514.9'	" N/A	Q100 = 517.0'	" N/A	<p>PROPOSED STRUCTURE</p> <p>STRUCTURE TYPE: Single span pedestrian bridge</p> <p>CLEAR SPAN(NORMAL TO STREAM): 68' VERTICAL CLEARANCE ABOVE STREAMBED: 27' WATERWAY OF FULL OPENING: Approximately 1470 sq. ft.</p> <p>WATER SURFACE ELEVATIONS AT:</p> <table border="0" style="width: 100%;"> <tr><td>Q2.33 = N/A</td><td>VELOCITY= N/A</td></tr> <tr><td>Q10 = 511.8'</td><td>" N/A</td></tr> <tr><td>Q25 = N/A</td><td>" N/A</td></tr> <tr><td>Q50 = 514.9'</td><td>" N/A</td></tr> <tr><td>Q100 = 517.0'</td><td>" N/A</td></tr> </table> <p>IS THE ROADWAY OVERTOPPED BELOW Q100: No FREQUENCY: Above Q500 RELIEF ELEVATION: 533.9' DISCHARGE OVER ROAD @Q100: None</p> <p>AVERAGE LOW ELEVATION OF SUPERSTRUCTURE: 533.0' VERTICAL CLEARANCE: @ Q50 = 18.1'</p> <p>SCOUR: N/A. Abutments are on solid ledge above the Q500.</p> <p>REQUIRED CHANNEL PROTECTION: None needed</p> <p style="text-align: center;">PERMIT INFORMATION</p> <p>AVERAGE DAILY FLOW: N/A DEPTH OR ELEVATION: N/A ORDINARY LOW WATER: N/A N/A ORDINARY HIGH WATER: N/A N/A</p> <p style="text-align: center;">TEMPORARY BRIDGE REQUIREMENTS</p> <p>STRUCTURE TYPE: No temporary bridge required. CLEAR SPAN (NORMAL TO STREAM): N/A VERTICAL CLEARANCE ABOVE STREAMBED: N/A WATERWAY AREA OF FULL OPENING: N/A</p> <p style="text-align: center;">ADDITIONAL INFORMATION</p> <p>This bridge spans a ledge gorge and is above the Q500. No hydraulic study was done for this project. Peak flow values are from a 1993 study of VT 15 Bridge 7. Reported water surface elevations are from the 1980 Jericho Flood Insurance Study.</p>	Q2.33 = N/A	VELOCITY= N/A	Q10 = 511.8'	" N/A	Q25 = N/A	" N/A	Q50 = 514.9'	" N/A	Q100 = 517.0'	" N/A
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Q25 = N/A	" N/A																										
Q50 = 514.9'	" N/A																										
Q100 = 517.0'	" N/A																										

<p>IS THE ROADWAY OVERTOPPED BELOW Q100: No FREQUENCY: Above Q500 RELIEF ELEVATION: 533.9' DISCHARGE OVER ROAD @Q100: None</p> <p style="text-align: center;">UPSTREAM STRUCTURE</p> <p>TOWN: Jericho DISTANCE: 3500' HIGHWAY #: TH 17 STRUCTURE #: 40 CLEAR SPAN: 58' CLEAR HEIGHT: 11' YEAR BUILT: 1966 FULL WATERWAY: N/A STRUCTURE TYPE: Single span steelbeam bridge</p> <p style="text-align: center;">DOWNSTREAM STRUCTURE</p> <p>TOWN: Jericho DISTANCE: 10' HIGHWAY #: VT 15 STRUCTURE #: 7 CLEAR SPAN: 88' CLEAR HEIGHT: 28' YEAR BUILT: Built 1929, Rehab. 1972 & 1996 FULL WATERWAY: N/A STRUCTURE TYPE: Single span steelbeam bridge</p>	<p style="text-align: center;">DESIGN CRITERIA</p> <ol style="list-style-type: none"> 1. DESIGN LIVE LOAD AASHTO PEDESTRIAN 2. DESIGN SPAN 70' 3. ALLOWABLE LOAD FOR SPREAD FOOTINGS ON SOIL N/A ON LEDGE TO TSF 4. ALLOWABLE LOAD FOR PILING N/A TYPE N/A ESTIMATED LENGTH N/A 5. STRUCTURAL STEEL AASHTO M270M/M270 GRADE 50 WEATHERING 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 <p style="text-align: center;">TRAFFIC MAINTENANCE</p> <table border="0" style="width: 100%;"> <tr><td>1. IS TRAFFIC TO BE MAINTAINED?</td><td>YES</td></tr> <tr><td>IF YES, ON EXISTING STRUCTURE?</td><td>YES, ON ADJACENT BRIDGE NO. 7</td></tr> <tr><td>OR ON TEMPORARY BRIDGE?</td><td>N/A</td></tr> <tr><td>ONE OR TWO-WAY TRAVEL?</td><td>N/A</td></tr> <tr><td>2. TRAFFIC CONTROL SIGNALS REQUIRED?</td><td>NO</td></tr> <tr><td>3. ARE SIDEWALKS REQUIRED?</td><td>NO</td></tr> <tr><td>IF SO, ON WHAT SIDE?</td><td>N/A</td></tr> </table>	1. IS TRAFFIC TO BE MAINTAINED?	YES	IF YES, ON EXISTING STRUCTURE?	YES, ON ADJACENT BRIDGE NO. 7	OR ON TEMPORARY BRIDGE?	N/A	ONE OR TWO-WAY TRAVEL?	N/A	2. TRAFFIC CONTROL SIGNALS REQUIRED?	NO	3. ARE SIDEWALKS REQUIRED?	NO	IF SO, ON WHAT SIDE?	N/A
1. IS TRAFFIC TO BE MAINTAINED?	YES														
IF YES, ON EXISTING STRUCTURE?	YES, ON ADJACENT BRIDGE NO. 7														
OR ON TEMPORARY BRIDGE?	N/A														
ONE OR TWO-WAY TRAVEL?	N/A														
2. TRAFFIC CONTROL SIGNALS REQUIRED?	NO														
3. ARE SIDEWALKS REQUIRED?	NO														
IF SO, ON WHAT SIDE?	N/A														

LRFR LOAD RATING FACTORS							
LOADING LEVELS	TRUCK						
	H-20	HL-93	3S2	6 AXLE	3A STR.	4A STR.	5A SEMI
TONNAGE							
INVENTORY							
POSTING							
OPERATING							
COMMENTS:							
TRAFFIC DATA							
YEAR	ADT	DHV	%D	%T	ADTT		
20 year ESAL for flexible pavement from 2012 to 2032 :							
40 year ESAL for flexible pavement from 2012 to 2052 :							
Design Speed:	mph						

PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
PROJECT NUMBER: STP FTBR (3)	
PROJECT LEADER: M. SARGENT	DRAWN BY: D. D'AMATO
DESIGNED BY: D. D'AMATO	CHECKED BY: T. PAPILE
PRELIMINARY INFORMATION SHEET	SHEET 2 OF 62

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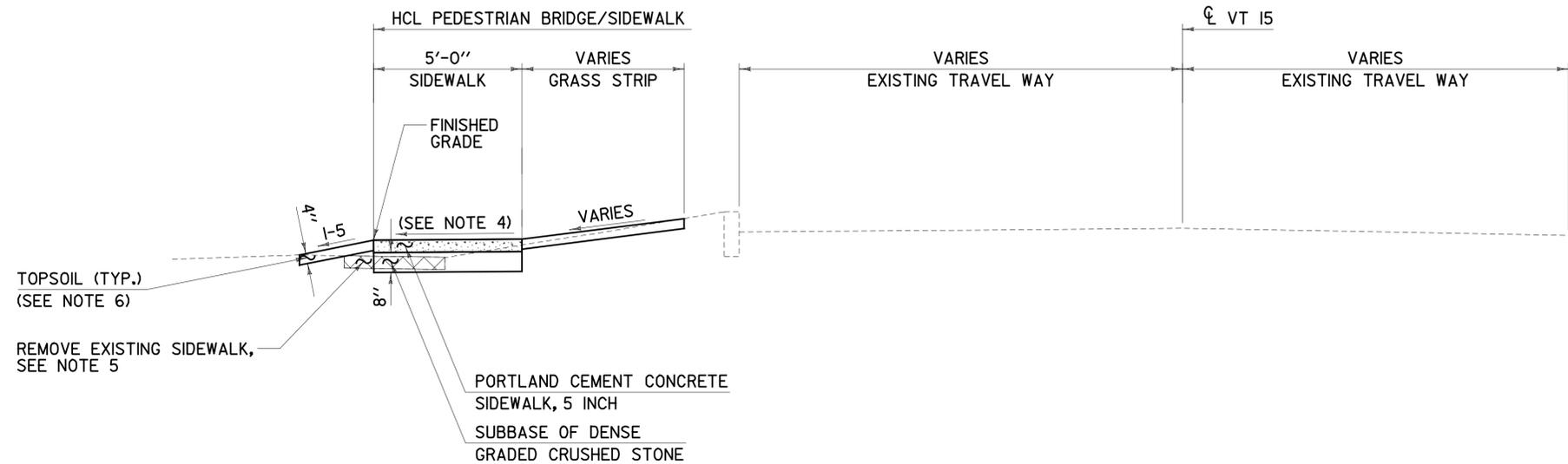


TYPICAL SECTIONS

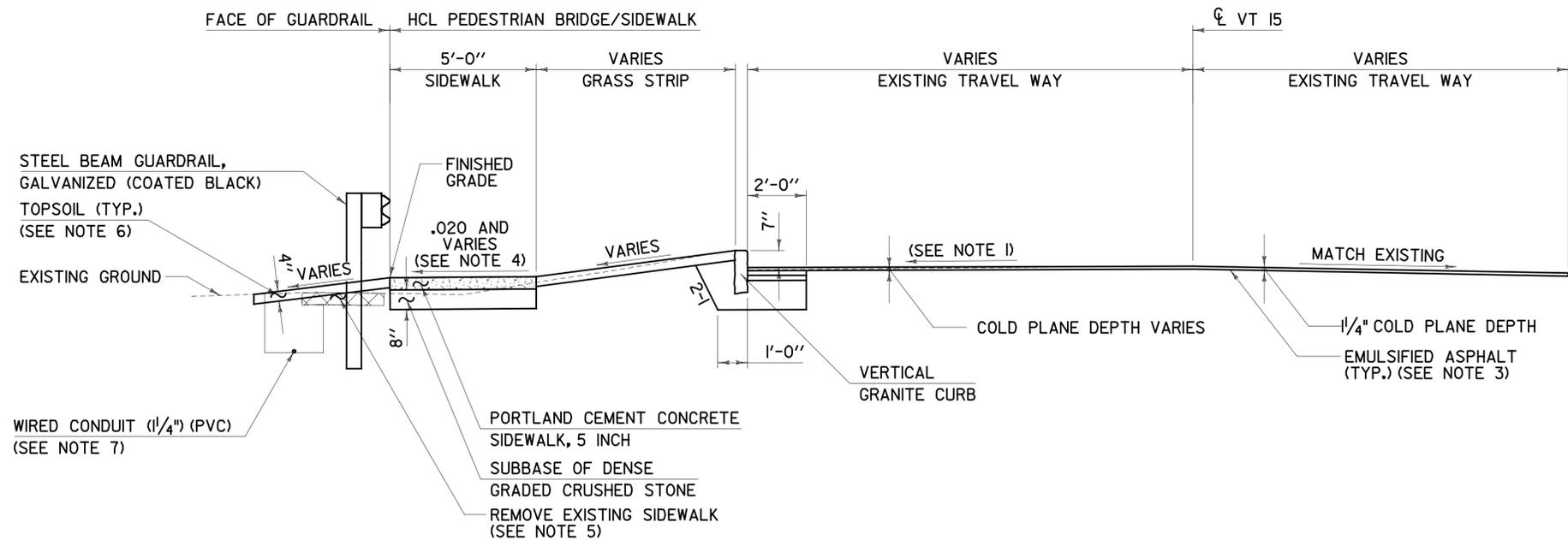
MATERIAL ITEM
PAVEMENT (TOTAL DEPTH)
SUBBASE

THICKNESS TOLERANCE
+1/4"
+1"

1 1/4" WEARING COURSE, SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY), TYPE IVS
4" BASE COURSE, BITUMINOUS CONCRETE GUTTER AND TRAFFIC ISLAND, TYPE IIS, 2 - 2" LIFTS
12" SUBBASE OF DENSE GRADED CRUSHED STONE



TYPICAL EAST APPROACH - SIDEWALK WITH GRASS STRIP
STA II+73.00 TO STA II+82.00



TYPICAL EAST APPROACH - SIDEWALK WITH GRASS STRIP & CURB
STA II+32.85 TO STA II+73.00

NOTES

1. MODIFY ROADWAY CROSS SLOPE ON EAST APPROACH AS REQUIRED TO MATCH EXISTING GRADE AT THE VT 15 CROWN LINE AND TO ACHIEVE THE 7" (TYP.) CURB REVEAL. TRANSITION ROADWAY CROSS SLOPE TO MATCH EXISTING OVER FINAL 10' OF APPROACH, STA II+63.0 TO STA II+73.0.
2. FOR AREAS OF NEW CURB INSTALLATION, EXISTING PAVEMENT SHALL BE SAWCUT 2' FROM PROPOSED FACE OF NEW GRANITE CURB. SAWCUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY).
3. COLD PLANED SURFACES SHALL HAVE A TACK COAT APPLICATION RATE OF 0.08 GAL/SQ. YD. OF CRS-IH OR RS-IH. TACK COAT APPLICATION ON ALL OTHER PAVED SURFACES SHALL BE 0.025 TO 0.040 GAL/SQ. YD. OF CRS-IH OR RS-IH. TACK COAT SHALL BE PAID FOR UNDER ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH).
4. TRANSITION SIDEWALK CROSS SLOPE FROM -.020 AT STA II+30.0 TO +.020 AT STA II+60.0. TRANSITION SIDEWALK CROSS SLOPE TO MATCH EXISTING CROSS SLOPE AT END PROJECT.
5. REMOVE EXISTING CONCRETE SIDEWALK FROM STA II+00.6 LT TO STA II+82.0 RT, PAID UNDER ITEM 203.16 SOLID ROCK EXCAVATION. SHOULD BACKFILL MATERIAL BE REQUIRED, IT SHALL COME FROM THE PROJECT'S EARTHWORK SURPLUS AND MEET THE MATERIAL REQUIREMENTS OF EARTH BORROW, SUBSECTION 703.02 OF THE STANDARD SPECIFICATIONS.
6. TURF SHALL BE ESTABLISHED ON TOPSOILED AREAS AS SHOWN ON THE EROSION CONTROL FINAL CONDITION PLAN SHEET, SHEET 58, AND THE EROSION CONTROL DETAILS SHEET #2, SHEET 60.
7. THE CONTRACTOR'S ATTENTION IS DIRECTED TO SECTIONS 204, 678, AND 679 OF THE STANDARD SPECIFICATIONS FOR DETAILS ON THE CONSTRUCTION OF WIRED CONDUIT. WIRED CONDUIT SHALL BE INSTALLED FROM THE PULL BOX AT STA II+74.0, RT, TO THE RESET LIGHT POLE AT STA II+35.0, 4.0' LT. SEE STREET LIGHTING NOTES, SHEET 7, FOR FURTHER DETAILS.

SCALE 3/8" = 1'-0"
1 0 1 2 3 4

CHA

PROJECT TYPICAL SECTIONS #2

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)

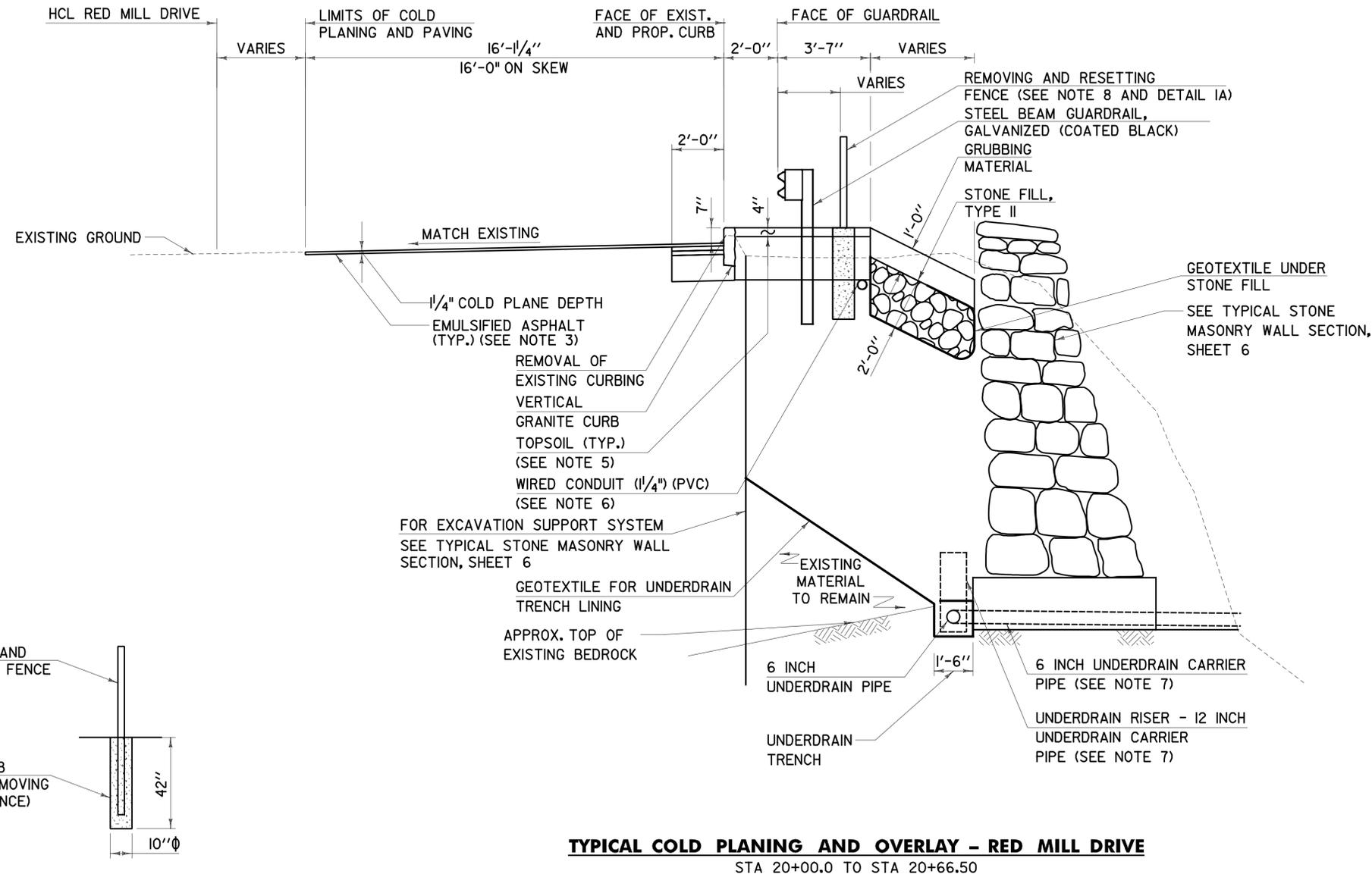
PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: TYP-2

PLOT DATE: 4/7/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 4 OF 62

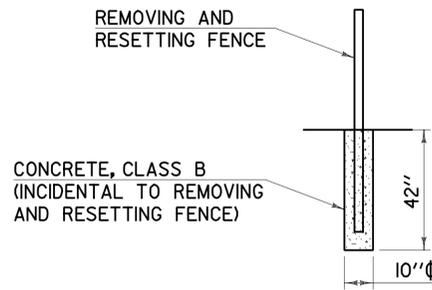
TYPICAL SECTIONS

MATERIAL ITEM	THICKNESS TOLERANCE
PAVEMENT (TOTAL DEPTH)	+1/4"
SUBBASE	+1"

1 1/4"	WEARING COURSE, SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY), TYPE IVS
4"	BASE COURSE, BITUMINOUS CONCRETE GUTTER AND TRAFFIC ISLAND, TYPE IIS, 2 - 2" LIFTS
12"	SUBBASE OF DENSE GRADED CRUSHED STONE



TYPICAL COLD PLANING AND OVERLAY - RED MILL DRIVE
STA 20+00.0 TO STA 20+66.50



DETAIL 1A

NOTES

- RED MILL DRIVE SHALL BE COLD PLANED AND PAVED TO THE DIMENSIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- FOR AREAS OF NEW CURB INSTALLATION, EXISTING PAVEMENT SHALL BE SAWCUT 2' FROM PROPOSED FACE OF NEW GRANITE CURB. SAWCUT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY).
- COLD PLANED SURFACES SHALL HAVE A TACK COAT APPLICATION RATE OF 0.08 GAL/SQ. YD. OF CRS-IH OR RS-IH. TACK COAT APPLICATION ON ALL OTHER PAVED SURFACES SHALL BE 0.025 TO 0.040 GAL/SQ. YD. OF CRS-IH OR RS-IH. TACK COAT SHALL BE PAID FOR UNDER ITEM 900.683 SPECIAL PROVISION (EMULSIFIED ASPHALT) (RS-IH OR CRS-IH).
- TRANSITION CURB REVEAL ADJACENT TO SIDEWALK RAMP FROM 1" AT STA 20+00.0 TO 7" AT STA 20+06.3. SEE RED MILL DRIVE CROSS SECTIONS FOR DETAILS.
- TURF SHALL BE ESTABLISHED ON TOPSOILED AREAS AS SHOWN ON THE EROSION CONTROL FINAL CONDITION PLAN SHEET, SHEET 58, AND THE EROSION CONTROL DETAILS SHEET #2, SHEET 60.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO SECTIONS 204, 678, AND 679 OF THE STANDARD SPECIFICATIONS FOR DETAILS ON THE CONSTRUCTION OF WIRED CONDUIT. WIRED CONDUIT SHALL BE INSTALLED FROM THE JUNCTION BOX AT STA 20+76.0, RT, TO THE NEW LIGHT POLE AT STA 20+07.0, RT. SEE STREET LIGHTING NOTES, ON PROJECT NOTES SHEET 7, FOR FURTHER DETAILS. CONDUIT ROUTING SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO SECTION 605 OF THE STANDARD SPECIFICATIONS AND VTRANS' STD. SHEETS D-16 AND D-30 FOR DETAILS ON THE CONSTRUCTION OF UNDERDRAIN. 6" UNDERDRAIN PIPE SHALL BE INSTALLED FROM STA 20+03.0 TO STA 20+59.1. THE UNDERDRAIN SHALL OUTLET THROUGH A 6 INCH UNDERDRAIN CARRIER PIPE PLACED THROUGH THE C.I.P. CONCRETE LEVELING PAD AT STA 20+14.6. UNDERDRAIN RISERS, CONSISTING OF 12 INCH UNDERDRAIN CARRIER PIPE SHALL BE CONSTRUCTED AT LOCATIONS WHERE THE C.I.P. FOOTING CHANGES ELEVATION, AS SHOWN ON THE LAYOUT PLAN, SHEET 16, AND ON THE STONE MASONRY WALL PLAN AND DETAILS, SHEET 33. CONNECTION BETWEEN 6 INCH UNDERDRAIN AND UNDERDRAIN RISER SHALL BE IN CONFORMANCE WITH VTRANS' STD. SHEET D-16, SECTION 605 OF THE STANDARD SPECIFICATIONS AND ANY APPLICABLE MANUFACTURER SPECIFICATIONS. UNDERDRAIN FLUSHING BASINS SHALL BE CONSTRUCTED AT STA'S 20+03.0 AND 20+59.1. THIS WORK SHALL BE PAID UNDER THE UNDERDRAIN FLUSHING BASIN AND 6 INCH UNDERDRAIN CARRIER PIPE ITEMS.
- THE CONTRACTOR'S ATTENTION IS DIRECTED TO SECTION 620 OF THE STANDARD SPECIFICATIONS FOR DETAILS ON THE REMOVING AND RESET FENCE. THE EXISTING WROUGHT IRON FENCE SHALL BE REMOVED AND RESET TO THE LOCATIONS SHOWN ON THE LAYOUT PLAN, SHEET 16, OR AS DIRECTED BY THE ENGINEER. CYLINDRICAL FOOTINGS SHALL BE CONSTRUCTED TO A DEPTH OF 42" AND WITH A DIAMETER OF 10". THIS WORK SHALL BE PAID UNDER THE REMOVING AND RESET FENCE ITEM. IT IS ANTICIPATED THAT THERE WILL BE AN EXCESS OF REMOVED FENCE. FENCE WHICH IS REMOVED AND NOT RESET SHALL REMAIN PROPERTY OF THE TOWN, AND BE DELIVERED TO A LOCATION SPECIFIED BY THE ENGINEER. THIS WORK SHALL BE PAID UNDER THE REMOVAL OF EXISTING FENCE ITEM.

SCALE 3/8" = 1'-0"
1 0 1 2 3 4

CHA

PROJECT TYPICAL SECTIONS #3

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)

PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: TYP-3

PLOT DATE: 4/7/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 5 OF 62

GENERAL NOTES:

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE AGENCY OF TRANSPORTATION'S 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION, THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SIXTH EDITION, THE AASHTO LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES, DATED DECEMBER 2009, AND ALL THE LATEST REVISIONS.
2. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO PREVENT SILTATION OR POLLUTION, ESPECIALLY THE DISCHARGE OF RAW CONCRETE INTO BROWNS RIVER AS DIRECTED BY THE ENGINEER AND SECTION 105 OF THE STANDARD SPECIFICATIONS.
3. ALL DIMENSIONS ARE HORIZONTAL OR VERTICAL AND ARE GIVEN AT 68 DEGREES FAHRENHEIT UNLESS OTHERWISE NOTED.
4. THE CONTRACTOR SHALL CONTACT DIG SAFE SYSTEM, INC. (811 OR 1-888-344-7233) A MINIMUM OF 48 HOURS PRIOR TO ANY IN-GROUND WORK.

LEDGE NOTES:

1. NO BORINGS WERE TAKEN IN THE NORTHEAST QUADRANT OF THE PROJECT. SUBSURFACE CONDITIONS MAY VARY FROM THE CONDITIONS ASSUMED FOR DESIGN. HAND SOUNDINGS AND SURVEY DATA OF EXISTING OUTCROPPINGS WERE USED TO DETERMINE THE APPROXIMATE DEPTH OF LEDGE.
2. IF LEDGE IS ENCOUNTERED MORE THAN (2) FEET BELOW THE INDICATED BOTTOM OF FOOTING ELEVATIONS AS SHOWN ON THE PLANS, THE STRUCTURES ENGINEER SHALL BE CONTACTED. PROFILES OF THE LEDGE MAY BE REQUIRED TO ADJUST THE FOOTING ELEVATIONS AND SIZE. NO FURTHER WORK SHALL BE DONE ON THE FOOTINGS UNTIL A REPLY IS RECEIVED FROM THE STRUCTURES SECTION.
3. FOOTINGS SHALL BE PLACED ON SOUND, CLEAN LEDGE. ALL OVER BREAKAGE BELOW INDICATED BOTTOM OF FOOTING ELEVATIONS SHALL BE REPLACED WITH CONCRETE, CLASS C. A MAXIMUM OF 6" AVERAGE DEPTH SHALL BE PAID FOR AS ITEM 541.30 CONCRETE, CLASS C, ADDITIONAL CONCRETE REQUIRED TO REPLACE OVERBREAKAGE SHALL BE PLACED AT THE CONTRACTOR'S EXPENSE.

STRUCTURAL STEEL NOTES:

1. ALL STRUCTURAL STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC).
2. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
3. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.10.
4. ANY HOLES IN THE WEBS OF THE FASCIA STRINGER THAT ARE NOT OTHERWISE FILLED, SHALL BE FILLED WITH EITHER BUTTON HEAD OR HEX HEAD BOLTS. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.19.
5. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER ASTM DESIGNATION A-325 TYPE III BOLTS IN 15/16" DIAMETER HOLES.
6. CONTRACTOR IS RESPONSIBLE FOR STABILITY OF STRINGERS DURING CONSTRUCTION. CONTRACTOR SHALL USE FLEMING BRACKETS OR SIMILAR FALSE WORK AND DETERMINE THE APPROPRIATE BRACKET SPACING.
7. ENDS OF STRINGERS SHALL BE VERTICAL IN THEIR FINAL POSITION.

RAILING NOTE:

1. ALL STEEL BRIDGE RAILING, ORNAMENTAL FENCE, AND APPROACH GUARDRAIL COMPONENTS SHALL BE POWDER COATED BLACK AFTER GALVANIZING IN ACCORDANCE WITH ASTM D7803. COLOR SHALL MATCH EXISTING WROUGHT IRON FENCE ADJACENT TO THE BRIDGE ALONG RED MILL DRIVE.

CONCRETE NOTES:

1. AFTER THE SUPERSTRUCTURE HAS BEEN ERECTED, ELEVATIONS SHALL BE TAKEN ALONG THE TOP OF THE STRINGERS, AS DIRECTED BY THE ENGINEER, FOR USE IN DETERMINING THE FINISHED GRADE.
2. NO CONCRETE IN WINGWALLS SHALL BE PLACED ABOVE THE BRIDGE SEAT ELEVATIONS UNTIL THE STRINGERS HAVE BEEN PROFILED AND THE FINISHED GRADE OF THE DECK HAS BEEN DETERMINED.
3. FOR BRIDGE DECK POURS, THE MAXIMUM TIME LIMIT FOR ANY COMBINATION OF POURS DONE IN ANY ONE DAY SHALL BE EIGHT HOURS. THERE SHALL BE A MINIMUM OF 96 HOURS BETWEEN THE COMPLETION OF ONE DAY'S POUR AND THE BEGINNING OF OTHER ADJACENT POURS. ALL INDIVIDUAL DECK POURS SHALL START FROM THE LOW END OF THE BRIDGE.
4. THE KEY IN CONCRETE CONSTRUCTION JOINTS SHALL BE MONOLITHIC AND CONTINUOUS FOR THE FULL LENGTH OF THE JOINT, ANY UPWARD KEY SHALL BE PLACED INTEGRALLY WITH THE CONCRETE BELOW THE JOINT.
5. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" BY 1".
6. JOINTS AND SCORE MARKS IN CONCRETE SHALL BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
7. ALL REINFORCING STEEL SHALL BE DETAILED AND FABRICATED USING PROCEDURES AND TOLERANCES IN ACCORDANCE WITH APPLICABLE PUBLICATIONS OF THE CONCRETE REINFORCING STEEL INSTITUTE (CRSI).
8. REINFORCING PLACEMENT TOLERANCES SHALL BE:
SPACING +/- 1"
CLEARANCE +/- 1/4"
9. SURFACES OF BRIDGE SEATS UNDER BEARING DEVICES SHALL BE LEVEL, OTHER BRIDGE SEAT AREAS SHALL BE SLOPED 1/2" PER FOOT TOWARDS MID-SPAN. THE ENTIRE BRIDGE SEAT SURFACE SHALL BE SMOOTH STEEL TROWEL FINISHED.
10. THE HEIGHT OF FILL BEHIND ABUTMENTS WILL BE LIMITED TO THE BRIDGE SEAT ELEVATION UNTIL THE CURTAIN WALL HAS BEEN POURED AND THE CURING PERIOD IS UP.
11. NO TRAFFIC SHALL BE ALLOWED ON THE NEW DECK UNTIL THE CURE PERIOD IS UP AND THE 28 DAY DESIGN STRENGTH IS ATTAINED, AS EVIDENCED BY TEST CYLINDERS CURED UNDER FIELD CONDITIONS.
12. WATER REPELLENT SHALL BE APPLIED TO ALL EXPOSED CONCRETE SURFACES EXCEPT THE UNDERSIDE OF THE DECK BETWEEN THE DRIP BEADS.

STREET LIGHTING NOTES:

1. EXISTING ORNAMENTAL LIGHT POLES ALONG RED MILL DRIVE AND THE SIDEWALK APPROACH TO THE REMOVED PEDESTRIAN BRIDGE SHALL BE REMOVED PRIOR TO EXCAVATION ACTIVITIES IN THESE AREAS. FOLLOWING OR IN CONJUNCTION WITH PROPOSED CONSTRUCTION, THE REMOVED LIGHT POLES SHALL BE RESET ON NEW LIGHT POLE BASES. FINAL ELECTRICAL CONNECTIONS TO THE PROPOSED WIRED CONDUIT SHALL BE INCIDENTAL TO OTHER CONTRACT ITEMS.
2. A NEW ORNAMENTAL LIGHT POLE SHALL BE ERECTED ON A NEW LIGHT POLE BASE AT STA 20+07 RT. THIS POLE SHALL MATCH THE REMOVED AND RESET POLES WITHIN THE PROJECT AREA, AND BE ORDERED FROM THE SAME MANUFACTURER TO SPECIFICATIONS TO BE PROVIDED BY THE TOWN OF JERICHO. THIS WORK SHALL BE PAID UNDER ITEM 900.620 SPECIAL PROVISION (ORNAMENTAL STREET LIGHT).
3. PROPOSED WIRED CONDUIT (1 1/4") (PVC) SHALL BE INSTALLED FROM THE PROPOSED PULL BOXES TO THE REMOVED AND RESET AND NEW LIGHT POLES. THIS WORK SHALL CONFORM TO SECTIONS 204, 678, AND 679 OF THE STANDARD SPECIFICATIONS. TRENCH EXCAVATION OF EARTH SHALL ONLY BE PAID OUTSIDE AREAS OF COMMON EXCAVATION AND STRUCTURE EXCAVATION. CONDUIT SHALL BE SCHEDULE 80 PVC AND WIRING SHALL BE WITH #6 CONDUCTORS.
4. THE CONTRACTOR SHALL COORDINATE WITH THE TOWN OF JERICHO AND THE UTILITY COMPANY REGARDING THE LOCATIONS OF THE PULL BOXES, EXISTING CONDUIT, AND FINAL ELECTRICAL WIRING.

TRAFFIC CONTROL NOTES:

1. TWO-WAY TRAFFIC SHALL BE MAINTAINED ON VT 15 THROUGHOUT CONSTRUCTION WITH THE EXCEPTION OF SHORT DURATION LANE CLOSURES UTILIZING ALTERNATING ONE-WAY TRAFFIC WITH FLAGGERS OR UNIFORMED TRAFFIC OFFICERS. ACCESS TO RED MILL DRIVE SHALL BE MAINTAINED AT ALL TIMES, AS SHOWN ON THE TRAFFIC CONTROL LAYOUT SHEET, SHEET 18, OR AS DIRECTED BY THE ENGINEER.
2. PEDESTRIAN TRAFFIC SHALL BE MAINTAINED ON THE NORTH SHOULDER OF VT 15. A 4' MARKED PATH SHALL BE PROVIDED FROM THE CONCRETE SIDEWALK RAMP IN FRONT OF THE CHAMPLAIN OIL PROPERTY TO THE EXISTING CONCRETE SIDEWALK ADJACENT TO THE DIAT STA 11+63.0. THE CONTRACTOR SHALL MAINTAIN A ACCESSIBLE ROUTE BETWEEN SIDEWALKS AT THE DIRECTION OF THE ENGINEER. GRADING OR ANY OTHER REQUIRED WORK SHALL BE INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL.
3. TEMPORARY TRAFFIC BARRIER AND ENERGY ABSORPTION ATTENUATORS SHALL CONFORM TO SECTION 621 OF THE STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL COVER OR REMOVE ANY SIGNS THAT CONTRADICT TEMPORARY TRAFFIC CONTROL SIGNS. ALL SIGNS REMOVED OR COVERED BY THE CONTRACTOR SHALL BE REPLACED OR UNCOVERED BY THE CONTRACTOR WHEN THE TRAFFIC CONTROL PLAN IS DISASSEMBLED. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL. ANY DAMAGE TO EXISTING SIGNS BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION.
5. THE CONTRACTOR SHALL REMOVE EXISTING CROSSWALK MARKINGS AS SHOWN ON THE TRAFFIC CONTROL LAYOUT SHEET 18. THESE MARKINGS SHALL BE REPLACED FOLLOWING CONSTRUCTION AND OPENING OF THE PROPOSED SIDEWALK. THE CONTRACTOR SHALL REMOVE THE EXISTING CENTER LINE AND EDGE LINES OF VT 15, WITHIN THE TEMPORARY STRIPING LIMITS. REMOVAL OF MARKINGS SHALL BE PAID UNDER ITEM 646.85 REMOVAL OF EXISTING PAVEMENT MARKINGS.
6. SEE CONSTRUCTION APPROACH SIGNING SHEET, SHEET 20, FOR APPROACH SIGNING DETAILS.
7. CONSTRUCTION SIGNING, TYPE III BARRICADES AND ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH VTRANS STANDARDS AND SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
8. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VTRANS' STANDARDS.
9. CONSTRUCTION SIGNS SHALL BE OF THE SIZES SHOWN ON THE PLAN WITH BLACK LEGENDS ON FLUORESCENT ORANGE BACKGROUNDS. CONSTRUCTION SIGNS SHALL BE ASTM D4956 TYPE III RETROREFLECTORIZED SHEETING.
10. PAYMENT FOR THE INSTALLATION, MAINTENANCE, AND REMOVAL OF ALL CONSTRUCTION SIGNING, TYPE III BARRICADES, AND ALL TEMPORARY TRAFFIC CONTROL DEVICES NOT PAID UNDER A SEPARATE CONTRACT ITEM WILL BE PAID UNDER ITEM 641.10 TRAFFIC CONTROL.
11. ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT (NCHRP) 350 COMPLIANT.
12. PROPOSED CONSTRUCTION SIGNS SHALL NOT INTERFERE WITH SIGHT LINES. EXACT SIGN LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

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PROJECT NOTES SHEET 1	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: D.M.D.
	PROJECT LEADER: M.D.S.	CHECKED BY: P.M.P.
	DESIGNED BY: D.M.D.	SHEET 7 OF 62
	DWG. NO.: PROJNOTES-1	

TRAFFIC CONTROL NOTES CONT'D:

13. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MUTCD, PART 6.
14. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
15. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCED NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET, A 5 FOOT BY 5 FOOT PASSING SPACE SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
16. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
17. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
18. THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS EXCEPT WHERE PROPER PROTECTION AND A TPAR HAVE BEEN PROVIDED.
19. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPARS AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC. PAYMENT FOR PROVIDING AND IMPLEMENTING THE TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.I.O.

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**PROJECT
NOTES
SHEET 2**

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)

PROJECT LEADER: M.D.S.
DESIGNED BY: D.M.D.
DWG. NO.: PROJNOTES-2

PLOT DATE: 4/7/2014
DRAWN BY: D.M.D.
CHECKED BY: P.M.P.
SHEET 8 OF 62

QUANTITY SHEET 1

SUMMARY OF ESTIMATED QUANTITIES

EROSION CONTROL	BRIDGE	FULL C.E.	ROADWAY	QUANTITIES GRAND TOTAL	UNIT	ITEMS	ITEM NO.	ROUNDING
			1	1	LS	CLEARING AND GRUBBING, INCLUDING INDIVIDUAL TREES AND STUMPS	201.10	-
			120	120	CY	COMMON EXCAVATION	203.15	12
	110		10	120	CY	SOLID ROCK EXCAVATION	203.16	5
			45	45	CY	TRENCH EXCAVATION OF EARTH	204.20	2.2
			3	3	CY	TRENCH EXCAVATION OF ROCK	204.21	0.6
			1	1	CY	TRENCH EXCAVATION OF EARTH, EXPLORATORY (N.A.B.I.)	204.22	EST.
	640			640	CY	STRUCTURE EXCAVATION	204.25	2
	320			320	CY	GRANULAR BACKFILL FOR STRUCTURES	204.30	8
			300	300	SY	COLD PLANING, BITUMINOUS PAVEMENT	210.10	7
			25	25	CY	SUBBASE OF DENSE GRADED CRUSHED STONE	301.35	2
			1	1	LU	PRICE ADJUSTMENT ASPHALT CEMENT (N.A.B.I.)	406.50	-
	20			20	CY	CONCRETE, HIGH PERFORMANCE CLASS A	501.33	1
	77		3	80	CY	CONCRETE, HIGH PERFORMANCE CLASS B	501.34	-
	15,400			15,400	LB	STRUCTURAL STEEL, ROLLED BEAM	506.50	7
	8,390		215	8,605	LB	REINFORCING STEEL, LEVEL I	507.11	9
	6,405			6,405	LB	REINFORCING STEEL, LEVEL III	507.13	2
	50			50	LF	DRILLING AND GROUTING DOWELS	507.16	3
	1			1	LS	SHEAR CONNECTORS (244 - 1/8" x 6")	508.15	-
	10			10	GAL	WATER REPELLENT, SILANE	514.10	-
	31			31	LF	JOINT SEALER, HOT POURED	524.11	0.2
	99			99	LF	BRIDGE RAILING, GALVANIZED 4 RAIL BOX BEAM (COATED BLACK)	525.34	0.5
	1			1	EACH	REMOVAL OF STRUCTURE (200 SF - EST.)	529.15	-
	1			1	EACH	PARTIAL REMOVAL OF STRUCTURE	529.20	-
	30			30	CY	REMOVAL OF CONCRETE OR MASONRY	529.25	4
	4			4	EACH	BEARING DEVICE ASSEMBLY, STEEL REINFORCED ELASTOMERIC PAD	531.17	-
	20			20	CY	CONCRETE, CLASS C	541.30	EST.
			12	12	LF	15" CPEP	601.0910	-
	200			200	CY	DRY MASONRY	602.20	7
			1	1	EACH	CAST IRON GRATE WITH FRAME, TYPE D	604.47	-
			58	58	LF	6 INCH UNDERDRAIN PIPE	605.10	2
			36	36	LF	6 INCH UNDERDRAIN CARRIER PIPE	605.20	1.8
			14	14	LF	12 INCH UNDERDRAIN CARRIER PIPE	605.23	1.7
			2	2	EACH	UNDERDRAIN FLUSHING BASIN	605.95	-
			60	60	CY	STONE FILL, TYPE II	613.11	10
			130	130	LF	VERTICAL GRANITE CURB	616.21	0.5
			55	55	LF	REMOVAL OF EXISTING CURB	616.41	0.1
			8	8	TON	BITUMINOUS CONCRETE GUTTERS AND TRAFFIC ISLANDS	616.47	1
			55	55	SY	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	618.10	2.7

DETAILED SUMMARY OF QUANTITIES

QUANTITIES	UNIT	ITEMS
		COMMON EXCAVATION
100	CY	PEDESTRIAN BRIDGE/SIDEWALK
8	CY	RED MILL DRIVE
12	CY	ROUNDING
120	CY	TOTAL
		COLD PLANING, BITUMINOUS PAVEMENT
74	SY	PEDESTRIAN BRIDGE/SIDEWALK - WEST APPROACH
128	SY	PEDESTRIAN BRIDGE/SIDEWALK - EAST APPROACH
91	SY	RED MILL DRIVE
7	SY	ROUNDING
300	SY	TOTAL
		SUBBASE OF DENSE GRADED CRUSHED STONE
17	CY	PEDESTRIAN BRIDGE/SIDEWALK
6	CY	RED MILL DRIVE
2	CY	ROUNDING
25	CY	TOTAL
		TRENCH EXCAVATION OF EARTH
12.5	CY	DRAINAGE STRUCTURES
7.1	CY	PIPE
17.7	CY	PEDESTRIAN BRIDGE/SIDEWALK
5.5	CY	RED MILL DRIVE
2.2	CY	ROUNDING
45	CY	TOTAL

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QUANTITY SHEET #1

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)

PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: QUAN-1

PLOT DATE: 4/7/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 9 OF 62

ITEM DETAIL SUMMARY SHEET

LOCATION			UNDERDRAIN				CURB		SIDEWALK		GUARDRAIL				MISCELLANEOUS								REMARKS				
BEGIN STATION	END STATION	POS.	605.10 6 IN. UND. PIPE LF	605.20 6 IN. UND. CAR. PIPE LF	605.23 12 IN. UND. CAR. PIPE LF	605.95 UND. FLSH. BASIN EACH	616.21 VERT. GRAN. CRB. LF	616.41 REM. OF EX. CRB. LF	618.10 PCC SW 5 IN SY	618.30 DET. WARN. SURF. SF	621.20 (S.B. OR GALV) (COATED BLK)	621.60 ANCHOR FOR S.B. RAIL	621.73 (GR APPR. SECT. 4 RL BX. BM) (COATED BLK)	621.80 R&D OF GR LF	204.20 TRENCH EX. OF EARTH CY	620.50 REM. & RES. FENCE LF	620.55 REM. OF EX. FENCE LF	678.23 WIRED CONDUIT (1/4" MPVC) LF	678.25 PULL BOX, STD. EACH	679.21 LT. POLE BASE EACH	679.25 R&R LT. POLE EACH	900.620 S.P. (ORN. ST. LT.) EACH		900.640 S.P. (REM. TTB) LF			
PEDESTRIAN BRIDGE/ SIDEWALK																											
10+17.2	10+30.0	LT/RT					16.0																				SEE VTRANS' STD. C-10, TYPICAL SECTIONS #1, AND PEDESTRIAN BRIDGE/SIDEWALK CROSS SECTION #1 FOR INSTALLATION DETAILS.
10+17.8	10+34.0	RT							10.0	12.5																	INSTALL PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, WITH SIDEWALK RAMP TYPE I. INSTALL DETECTABLE WARNING SURFACE AS SHOWN ON VTRANS' STD. SHEET C-3A.
10+26.9	10+31.9	LT															12.0										
11+04.9	11+34.6	LT															30.0										
11+05.6	11+21.7	LT															16.0										
11+06.0	11+82.0	RT							42.3																		SEE TYPICAL SECTIONS #2 AND #3 PEDESTRIAN BRIDGE/SIDEWALK AND CROSS SECTION #2 AND #3 FOR CROSS SLOPE AND WIDTH TRANSITION DETAILS.
11+08.4	11+74.0	LT/RT												17.7			42.6	1	2	2							SEE SECTIONS 204, 678, AND 679 OF THE STANDARD SPECIFICATIONS AND VTRANS' STD SHEETS E-173, E-180A AND E-180B FOR CONSTRUCTION DETAILS. EXCAVATION TO DETERMINE EXACT LOCATION OF THE PULL BOX AT STA 11+74 SHALL BE PAID UNDER THE TRENCH EXCAVATION OF EARTH, EXPLORATORY, ITEM 204.22. REMOVE CONDUIT WEST OF THIS LOCATION.
11+24.0	11+73.0	RT					47.7	14.7																			SEE PEDESTRIAN BRIDGE/SIDEWALK CROSS SECTIONS #2 AND #3 FOR TOP OF CURB ELEVATIONS. REMOVE EXISTING GRANITE CURBING ADJACENT REMOVED DI. REMOVED GRANITE CURBING TO REMAIN PROPERTY OF THE TOWN.
11+24.0	11+70.3	LT									14.5	1	1	30.3													SEE VTRANS' STD. SHEETS G-1 AND G-1D FOR CONSTRUCTION DETAILS. SEE GUARDRAIL APPROACH SECTION DETAILS 2 AND 3, SHEETS 42 AND 43 FOR GUARDRAIL APPROACH SECTION DETAILS. PLACE ANCHOR AT STA 11+61.0. REMOVE EXISTING GUARDRAIL.
RED MILL DRIVE																											
20+00.0	20+64.6	RT					65.8	40.2																			SEE RED MILL DRIVE CROSS SECTION #1 FOR TOP OF CURB ELEVATIONS. REMOVE EXISTING CONCRETE CURBING ALONG RED MILL DRIVE.
20+00.0	21+18.3	RT									77.0	1	1	29.3													SEE VTRANS' STD. SHEETS G-1 AND G-1D FOR CONSTRUCTION DETAILS. SEE GUARDRAIL APPROACH SECTION DETAILS 1-3, SHEETS 41-43 FOR GUARDRAIL APPROACH SECTION DETAILS. PLACE ANCHOR AT STA 21+08. REMOVE EXISTING GUARDRAIL.
20+02.0	20+64.5	RT														65.0	32.0										REMOVE AND RESET FENCE IN THE LOCATIONS SHOWN ON THE LAYOUT PLAN, SHEET 16, OR AS DIRECTED BY THE ENGINEER. REMOVED FENCE, WHICH IS NOT RESET, TO REMAIN PROPERTY OF THE TOWN. THE CONTRACTOR SHALL COORDINATE DELIVERY LOCATION THROUGH THE ENGINEER.
20+37.9	20+59.7	RT																									
20+03.0	20+59.1	RT	56.0	34.2	12.3	2																					SEE LAYOUT PLAN, SHEET 16, AND STONE MASONRY PLAN AND DETAILS, SHEET 33, FOR LAYOUT. SEE VTRANS' STD. SHEETS D-16 AND D-30 FOR CONSTRUCTION DETAILS. EXCAVATION SHALL BE PAID AS SHOWN ON PROJECT TYPICAL SECTIONS #4.
20+07.0	20+77.1	RT												5.5			66.8	1	3	2	1						SEE SECTIONS 204, 678, AND 679 OF THE STANDARD SPECIFICATIONS AND VTRANS' STD SHEETS E-173, E-180A AND E-180B FOR CONSTRUCTION DETAILS. EXCAVATION TO DETERMINE EXACT LOCATION OF THE JUNCTION BOX AT STA 20+77 SHALL BE PAID UNDER THE TRENCH EXCAVATION OF EARTH, EXPLORATORY, ITEM 204.22. REMOVE CONDUIT SOUTH OF THIS LOCATION, INCIDENTAL TO STRUCTURE EXCAVATION (BRIDGE ITEM).
20+15.1	20+43.4	RT																						36.0			SEE LAYOUT PLAN, SHEET 16 FOR LOCATION OF BARRIER TO BE REMOVED. REMOVED BARRIER TO REMAIN PROPERTY OF THE TOWN. THE CONTRACTOR SHALL COORDINATE DELIVERY LOCATION THROUGH THE ENGINEER.
SUBTOTALS:			56.0	34.2	12.3	2	129.5	54.9	52.3	12.5	91.5	2	2	59.6	23.2	65.0	90.0	109.4	2	5	4	1	36.0				
ROUNDING			2.0	1.8	1.7	-	0.5	0.1	2.7	0.5	-	-	-	0.4	-	-	-	5.6	-	-	-	-	-				
TOTALS:			58.0	36.0	14.0	2	130.0	55.0	55.0	13.0	91.5	2	2	60.0	23.2	65.0	90.0	115.0	2	5	4	1	36.0				

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ITEM DETAIL SUMMARY SHEET	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: C.R.H.
	PROJECT LEADER: M.D.S.	CHECKED BY: D.E.G.
	DESIGNED BY: C.R.H.	DWG. NO.: IDS-1
		SHEET 12 OF 62

GPS CONTROL POINTS

HVCTRL #1

ESSEX 15
 NORTH = 731391.71
 EAST = 1505689.56
 ELEV. = 578.48

GENERAL DESCRIPTION, ESSEX CENTER, 1 MI (1.6 KM) EAST OF, .5 MI (0.8 KM) WEST OF JERICO,
 5 MI (8.0 KM) EAST ESSEX JUNCTION TO REACH FROM JUNCTION OF VERMONT ROUTE 15 AND VERMONT
 ROUTE 128 IN ESSEX CENTER PROCEED EAST ALONG ROUTE 15 FOR 2.6 MI (4.2 KM) TO THE
 JUNCTION WITH TOWN HIGHWAY (WEED ROAD) ON THE NORTH. THENCE PROCEED NORTHWEST ALONG TOWN
 HIGHWAY FOR 0.3 MI (0.5 KM) TO THE STATION ON THE RIGHT (NORTH). THE STATION IS SET IN
 A LEDGE OUTCROP, 6 M (19.7 FT) NORTH AND .4 M (1.3 FT) LOWER THAN THE CENTERLINE OF TOWN
 HIGHWAY, 2.5 M (8.2 FT) EAST OF A WHITE BIRCH, 1 M (3.3 FT) WEST OF FIBERGLASS WITNESS
 POST.

HVCTRL #2

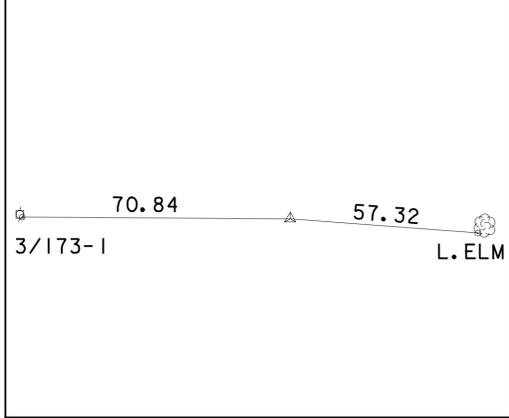
ESSEX 15 AZ
 NORTH = 730696.73
 EAST = 1508046.45
 ELEV. = 551.41

GENERAL DESCRIPTION, ESSEX CENTER, 1 MI (1.6 KM) EAST OF, .5 MI (0.8 KM) WEST OF JERICO,
 5 MI (8.0 KM) EAST ESSEX JUNCTION TO REACH FROM JUNCTION OF VERMONT ROUTE 15 AND VERMONT
 ROUTE 128 IN ESSEX CENTER PROCEED EAST ALONG ROUTE 15 FOR 2.7 MI (4.3 KM) TO THE
 JUNCTION WITH A GRAVEL DRIVE ON THE LEFT (NORTH). THENCE PROCEED NORTH ALONG GRAVEL
 DRIVE FOR 0.1 MI (0.2 KM), THENCE PROCEED EAST ACROSS A BARB WIRE FENCE AND THROUGH A
 PASTURE FOR 40 M (131.2 FT) TO THE STATION. THE STATION IS SET IN A LEDGE OUTCROP, 40 M
 (131.2 FT) EAST OF AND 4 M (13.1 FT) HIGHER THAN THE CENTERLINE OF GRAVEL DRIVE, 12M
 SOUTH OF UTILITY POLE NUMBER 176-1.

TRAVERSE TIES

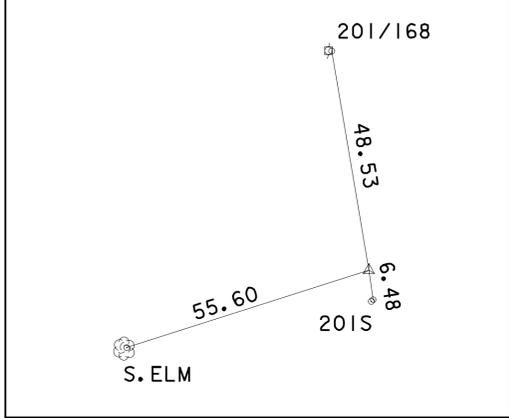
HVCTRL #3

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 EAST = 1508316.19
 ELEV. = 543.04



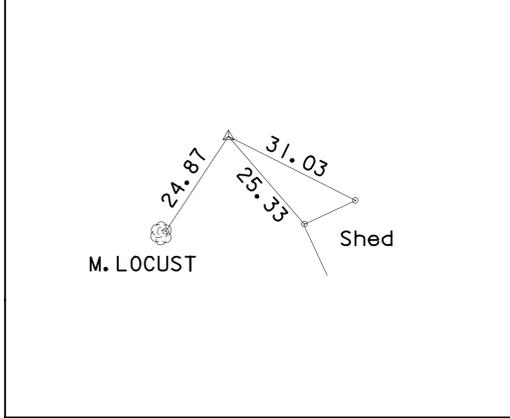
HVCTRL #4

NORTH = 730469.59
 EAST = 1509138.34
 ELEV. = 533.54



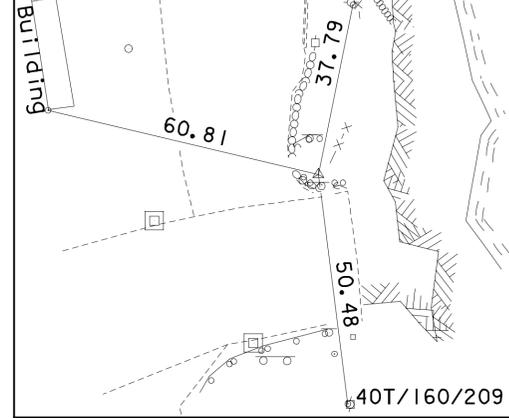
HVCTRL #5

NORTH = 730606.76
 EAST = 1509646.27
 ELEV. = 520.48



HVCTRL #6

NORTH = 730924.19
 EAST = 1510090.03
 ELEV. = 535.12



NORTH =
EAST =
ELEV. =

*MAIN TRAVERSE COMPLETED 10/02/2006 BY L. ORVIS P.C & G. HITCHCOCK

FILE NAME = V:\Projects\JERICHO\STN\08F004\Consult\entia\208F004.ste.dgn
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 USER =

DATUM	
VERTICAL	NAD 88
HORIZONTAL	NAVD 83(92)
ADJUSTMENT	None

NOT TO SCALE

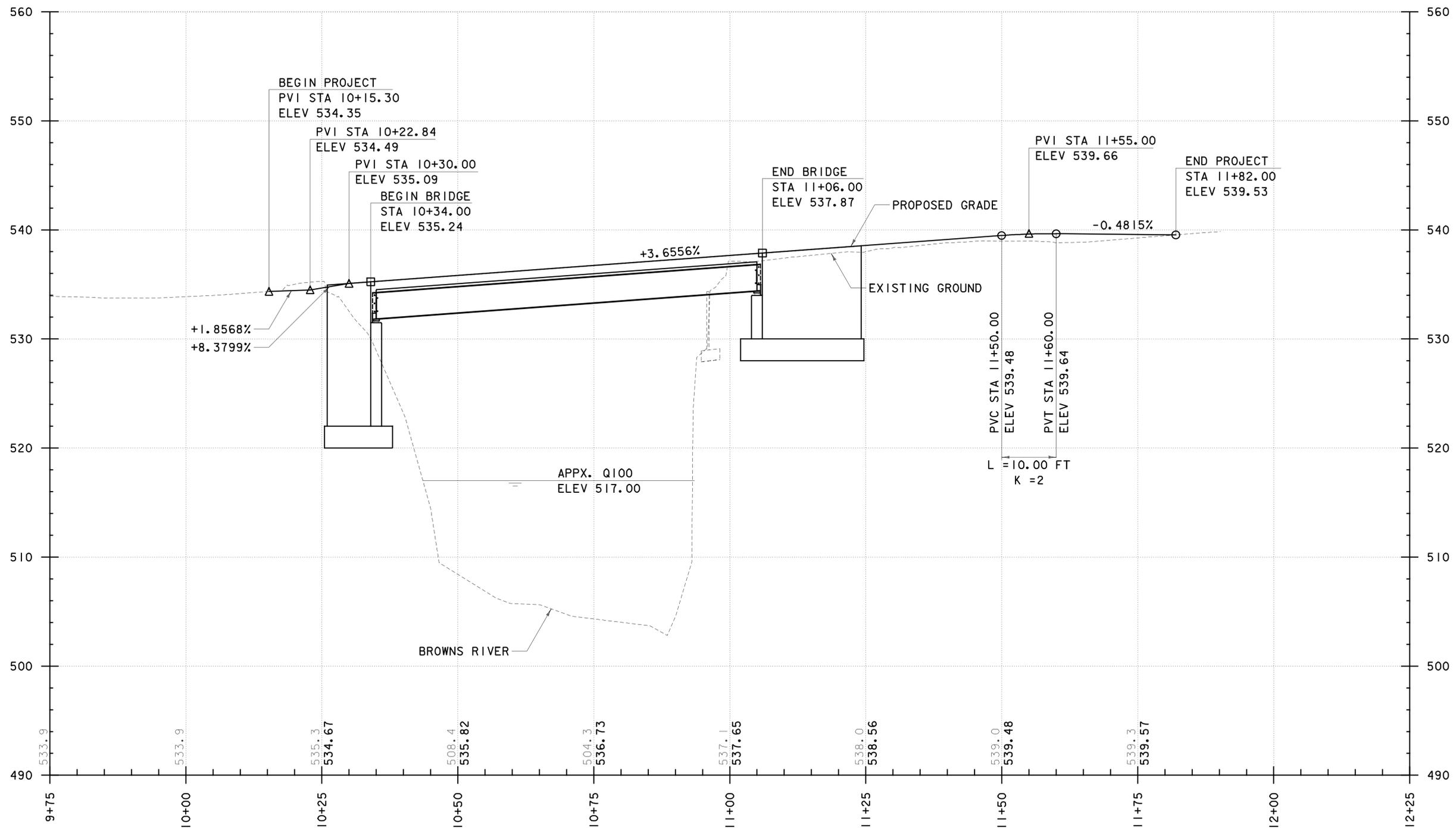


TIE SHEET

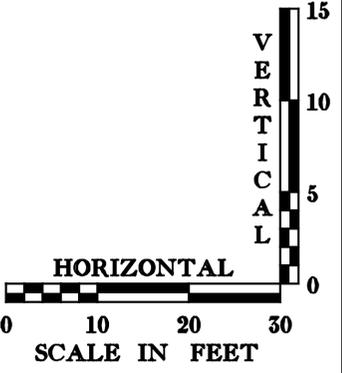
PROJECT NAME: JERICO
 PROJECT NUMBER: STP FTBR (3)

PROJECT LEADER: M.D.S.
 DESIGNED BY: C.R.H.
 DWG. NO.: TIE-1

PLOT DATE: 4/7/2014
 DRAWN BY: C.R.H.
 CHECKED BY: D.E.G.
 SHEET 14 OF 62



**PROFILE
PEDESTRIAN BRIDGE /
SIDEWALK**



- NOTES:**
- GRADES SHOWN TO NEAREST TENTH REPRESENT EXISTING GROUND ELEVATIONS ALONG BACK OF SIDEWALK.
 - GRADES SHOWN TO NEAREST HUNDREDTH REPRESENT FINISHED GRADE ELEVATIONS ALONG BACK OF SIDEWALK.
 - GRADES BASED ON RESIDUAL CAMBER AFTER ALL DEAD LOADS ARE APPLIED.

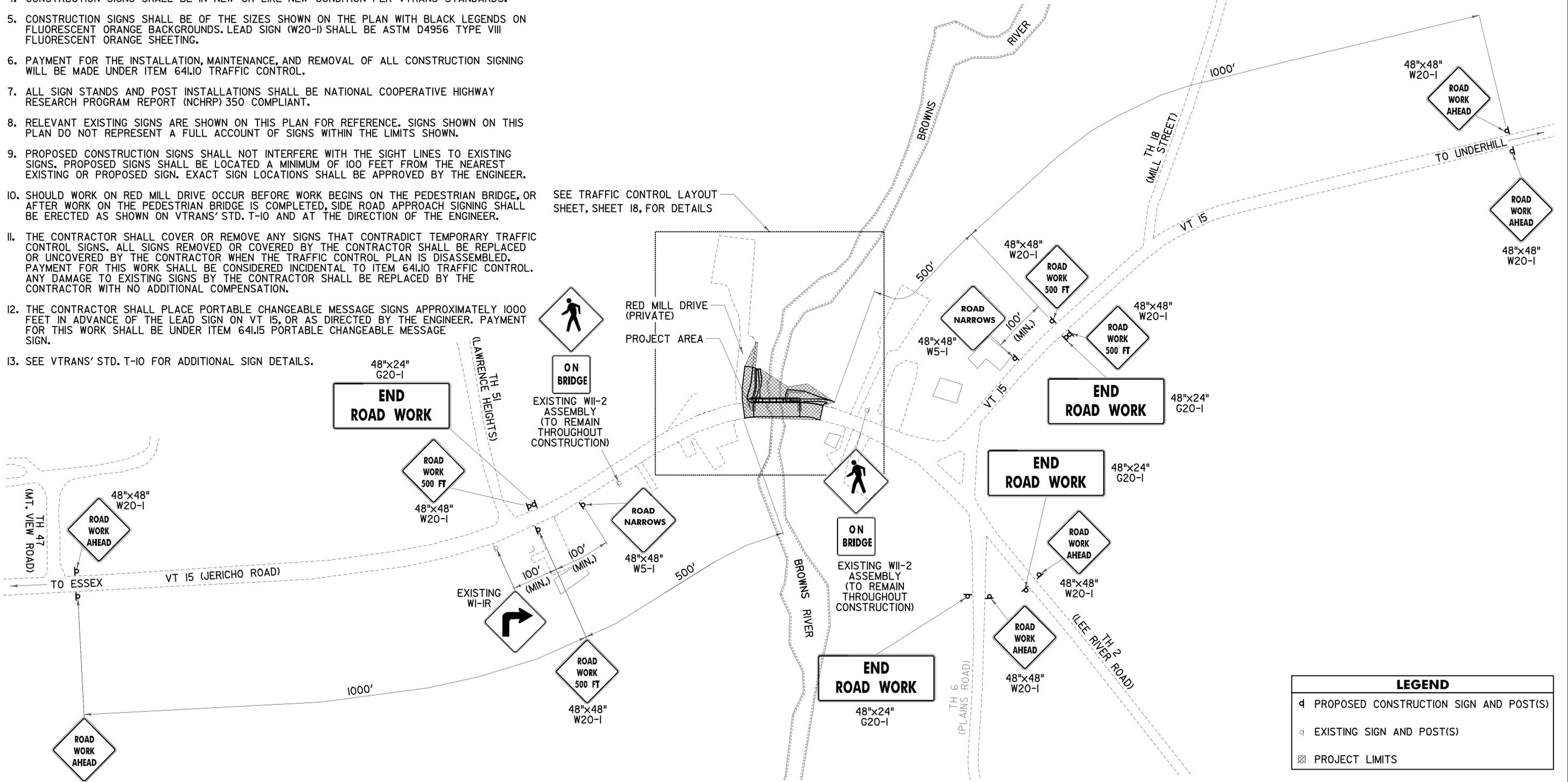
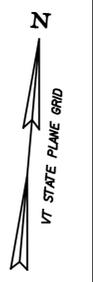


PEDESTRIAN BRIDGE/ SIDEWALK PROFILE	PROJECT NAME: JERICO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: C.R.H.
	PROJECT LEADER: M.D.S.	CHECKED BY: D.E.G.
	DESIGNED BY: C.R.H.	SHEET 17 OF 62
	DWG. NO.: PRO-1	

FILE NAME = N:\p\projects\NY\K2\21113\CADD\NISTIN\08F00A\Consultants\208F004\profile.dgn
 DATE/TIME = 4/7/2014 4:49:16
 USER = 4916

NOTES

1. ALL DISTANCES SHOWN ARE DESIRABLE MINIMUMS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT OF CONSTRUCTION SIGNS. SEE VTRANS' STD. T-10 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
2. SEE TRAFFIC CONTROL LAYOUT SHEET, SHEET 18, FOR FURTHER DETAILS WITHIN THE PROJECT AREA.
3. CONSTRUCTION SIGNING AND ALL TEMPORARY TRAFFIC CONTROL MEASURES SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VTRANS' STANDARDS.
5. CONSTRUCTION SIGNS SHALL BE OF THE SIZES SHOWN ON THE PLAN WITH BLACK LEGENDS ON FLUORESCENT ORANGE BACKGROUNDS. LEAD SIGN (W20-1) SHALL BE ASTM D4956 TYPE VIII FLUORESCENT ORANGE SHEETING.
6. PAYMENT FOR THE INSTALLATION, MAINTENANCE, AND REMOVAL OF ALL CONSTRUCTION SIGNING WILL BE MADE UNDER ITEM 641.10 TRAFFIC CONTROL.
7. ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT (NCHRP) 350 COMPLIANT.
8. RELEVANT EXISTING SIGNS ARE SHOWN ON THIS PLAN FOR REFERENCE. SIGNS SHOWN ON THIS PLAN DO NOT REPRESENT A FULL ACCOUNT OF SIGNS WITHIN THE LIMITS SHOWN.
9. PROPOSED CONSTRUCTION SIGNS SHALL NOT INTERFERE WITH THE SIGHT LINES TO EXISTING SIGNS. PROPOSED SIGNS SHALL BE LOCATED A MINIMUM OF 100 FEET FROM THE NEAREST EXISTING OR PROPOSED SIGN. EXACT SIGN LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
10. SHOULD WORK ON RED MILL DRIVE OCCUR BEFORE WORK BEGINS ON THE PEDESTRIAN BRIDGE, OR AFTER WORK ON THE PEDESTRIAN BRIDGE IS COMPLETED, SIDE ROAD APPROACH SIGNING SHALL BE ERECTED AS SHOWN ON VTRANS' STD. T-10 AND AT THE DIRECTION OF THE ENGINEER.
11. THE CONTRACTOR SHALL COVER OR REMOVE ANY SIGNS THAT CONTRADICT TEMPORARY TRAFFIC CONTROL SIGNS. ALL SIGNS REMOVED OR COVERED BY THE CONTRACTOR SHALL BE REPLACED OR UNCOVERED BY THE CONTRACTOR WHEN THE TRAFFIC CONTROL PLAN IS DISASSEMBLED. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL. ANY DAMAGE TO EXISTING SIGNS BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION.
12. THE CONTRACTOR SHALL PLACE PORTABLE CHANGEABLE MESSAGE SIGNS APPROXIMATELY 1000 FEET IN ADVANCE OF THE LEAD SIGN ON VT 15, OR AS DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK SHALL BE UNDER ITEM 641.15 PORTABLE CHANGEABLE MESSAGE SIGN.
13. SEE VTRANS' STD. T-10 FOR ADDITIONAL SIGN DETAILS.



SEE TRAFFIC CONTROL LAYOUT SHEET, SHEET 18, FOR DETAILS

LEGEND	
	PROPOSED CONSTRUCTION SIGN AND POST(S)
	EXISTING SIGN AND POST(S)
	PROJECT LIMITS

NOT TO SCALE



CONSTRUCTION APPROACH SIGNING SHEET	PROJECT NAME: JERICO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: C.R.H.
	PROJECT LEADER: M.D.S.	CHECKED BY: D.E.G.
	DESIGNED BY: C.R.H.	SHEET 20 OF 62
	DWG. NO.: CSP-1	

FILE NAME = V:\Projects\Projects\ANY\K2\21113\CADD\NISTN\08\F00A\Cconsult\entia\208102014.csp.dgn
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SOIL CLASSIFICATION

AASHTO

A1	GRAVEL AND SAND
A2	SILTY OR CLAYEY GRAVEL AND SAND
A3	FINE SAND
A4	SILTY SAND - LOW COMPRESSIBILITY
A5	SILTY SAND - HIGHLY COMPRESSIBLE
A6	CLAYEY SOIL - LOW COMPRESSIBILITY
A7	CLAYEY SOIL - HIGHLY COMPRESSIBLE

ROCK QUALITY DESIGNATION

R.Q.D. (%)	ROCK DESCRIPTION
<25	VERY POOR
25 to 50	POOR
51 to 75	FAIR
76 to 90	GOOD
>90	EXCELLENT

SHEAR STRENGTH

UNDRAINED SHEAR STRENGTH IN P.S.F.	CONSISTENCY
<250	VERY SOFT
250-500	SOFT
500-1000	MED. STIFF
1000-2000	STIFF
2000-4000	VERY STIFF
>4000	HARD

CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

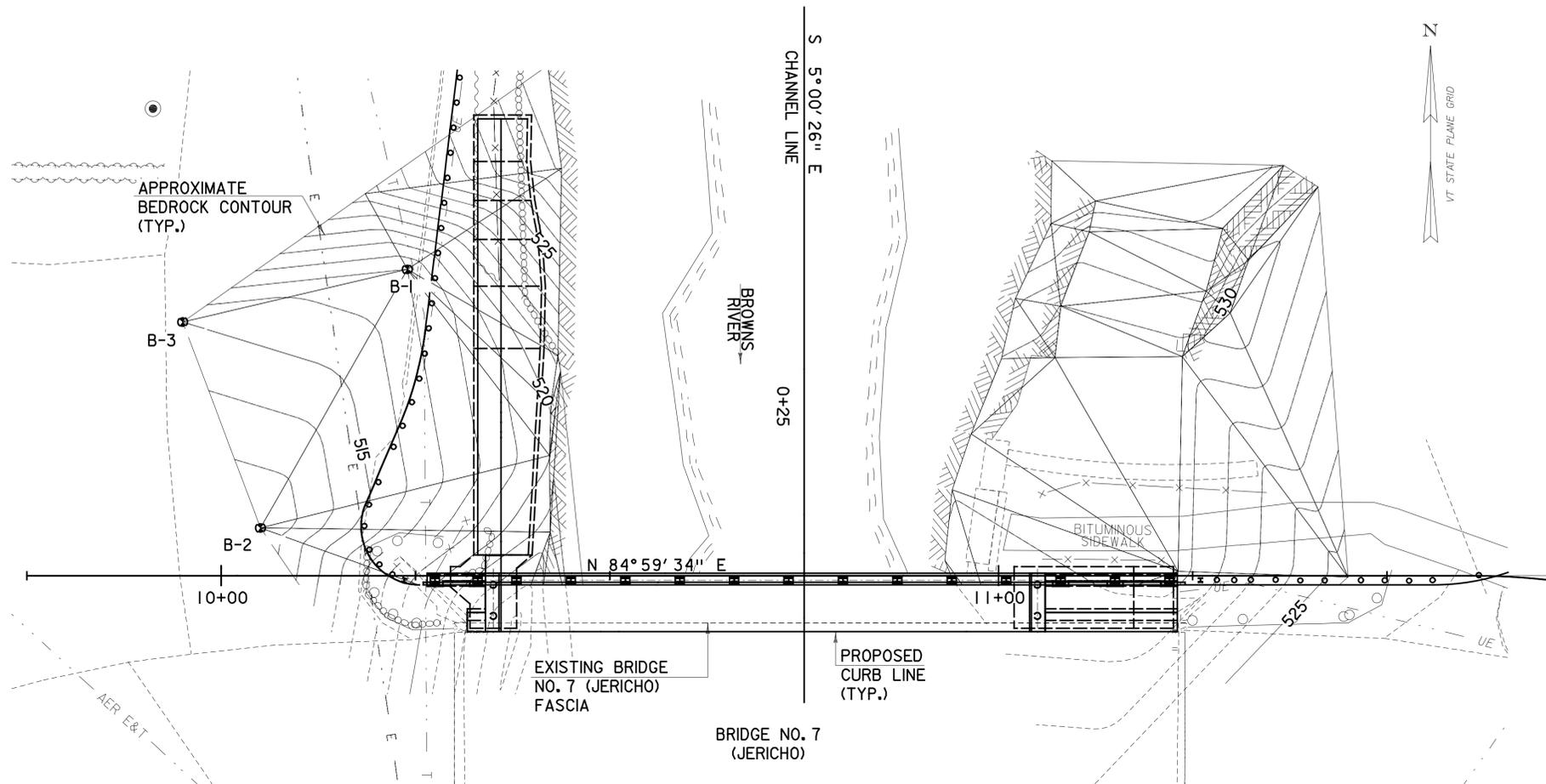
DENSITY (GRANULAR SOILS)		CONSISTENCY (COHESIVE SOILS)	
N	DESCRIPTIVE TERM	N	DESCRIPTIVE TERM
<5	VERY LOOSE	<2	VERY SOFT
5-10	LOOSE	2-4	SOFT
11-24	MED. DENSE	4-15	MED. STIFF
25-50	DENSE	16-30	STIFF
>50	VERY DENSE	31-60	VERY STIFF
		>60	HARD
			VERY HARD

COMMONLY USED SYMBOLS

- ▼ WATER ELEVATION
- ⊙ STANDARD PENETRATION BORING
- ⊕ AUGER BORING
- ⊖ ROD SOUNDING
- ⊙ SAMPLE
- S STANDARD PENETRATION TEST BLOW COUNT PER FOOT FOR: 2" O.D. SAMPLER
- 1 3/8" I.D. SAMPLER
- 1 3/8" I.D. SAMPLER
- HAMMER WEIGHT OF 140 LBS.
- HAMMER FALL OF 30"
- VS FIELD VANE SHEAR TEST
- US UNDISTURBED SOIL SAMPLE
- B BLAST
- DC DIAMOND CORE
- MD MUD DRILL
- WA WASH AHEAD
- HSA HOLLOW STEM AUGER
- AX CORE SIZE 1 1/8"
- BX CORE SIZE 1 3/8"
- NX CORE SIZE 2 1/8"
- M DOUBLE TUBE CORE BARREL USED
- LL LIQUID LIMIT
- PL PLASTIC LIMIT
- PI PLASTICITY INDEX
- NP NON PLASTIC
- w MOISTURE CONTENT (DRY WGT. BASIS)
- D DRY
- M MOIST
- MTW MOIST TO WET
- w WET
- Sat SATURATED
- Bo BOULDER
- Gr GRAVEL
- Sd SAND
- Sl SILT
- Cl CLAY
- HP HARDPAN
- Le LEDGE
- NLTD NO LEDGE TO DEPTH
- CNPF CAN NOT PENETRATE FURTHER
- TLOB TOP OF LEDGE OR BOULDER
- NR NO RECOVERY
- Rec. RECOVERY
- %Rec. PERCENT RECOVERY
- RQD ROCK QUALITY DESIGNATION
- CBR CALIFORNIA BEARING RATIO
- < LESS THAN
- > GREATER THAN
- R REFUSAL (N > 100)
- VTSPG NAD83 - SEE NOTE 7

COLOR

b/k	BLACK	pnk	PINK
bl	BLUE	pu	PURPLE
brn	BROWN	rd	RED
dk	DARK	tn	TAN
gr/y	GRAY	wh	WHITE
gn	GREEN	yel	YELLOW
lt	LIGHT	mtc	MULTICOLORED
or	ORANGE		



BORING LAYOUT

SCALE 1" = 10'-0"

BORING CHART

HOLE NO.	SURV. STATION	OFFSET	GROUND EL.	EL. TLOB
B-1	10+24	40.5 LT	536	517
B-2	10+05	7.3 LT	534	512
B-3	9+95	33.7 LT	535	515

DEFINITIONS (AASHTO)

- BEDROCK (LEDGE) - ROCK IN ITS NATIVE LOCATION OF INDEFINITE THICKNESS.
- BOULDER - A ROCK FRAGMENT WITH AN AVERAGE DIMENSION > 12 INCHES.
- COBBLE - ROCK FRAGMENTS WITH AN AVERAGE DIMENSION BETWEEN 3 AND 12 INCHES.
- GRAVEL - ROUNDED PARTICLES OF ROCK < 3" AND > 0.075" (#10 SIEVE).
- SAND - PARTICLES OF ROCK < 0.075" (#10 SIEVE) AND > 0.0025" (#200 SIEVE).
- SILT - SOIL < 0.0025" (#200 SIEVE), NON OR SLIGHTLY PLASTIC AND EXHIBITS NO STRENGTH WHEN AIR-DRIED.
- CLAY - FINE GRAINED SOIL, EXHIBITS PLASTICITY WHEN MOIST AND CONSIDERABLE STRENGTH WHEN AIR-DRIED.
- VARVED - ALTERNATE LAYERS OF SILT AND CLAY.
- HARDPAN - EXTREMELY DENSE SOIL, CEMENTED LAYER, NOT SOFTENED WHEN WET.
- MUCK - SOFT ORGANIC SOIL (CONTAINING > 10% ORGANIC MATERIAL).
- MOISTURE CONTENT - WEIGHT OF WATER DIVIDED BY DRY WEIGHT OF SOIL.
- FLOWING SAND - GRANULAR SOIL SO SATURATED (LOOSE) THAT IT FLOWS INTO DRILL CASING DURING EXTRACTION OF WASH ROD.
- STRIKE - ANGLE FROM MAGNETIC NORTH TO LINE OF INTERSECTION OF BED WITH A HORIZONTAL PLANE.
- DIP - INCLINATION OF BED WITH A HORIZONTAL PLANE.

GENERAL NOTES

- THE SUBSURFACE EXPLORATIONS SHOWN HEREIN WERE MADE BETWEEN SEPTEMBER 6 AND SEPTEMBER 8, 2006 BY GEODESIGN, INC.
- SOIL AND ROCK CLASSIFICATIONS, PROPERTIES AND DESCRIPTIONS ARE BASED ON ENGINEERING INTERPRETATION FROM AVAILABLE SUBSURFACE INFORMATION BY THE AGENCY AND MAY NOT NECESSARILY REFLECT ACTUAL VARIATIONS IN SUBSURFACE CONDITIONS THAT MAY BE ENCOUNTERED BETWEEN INDIVIDUAL BORING OR SAMPLE LOCATIONS.
- OBSERVED WATER LEVELS AND/OR CONDITIONS INDICATED ARE AS RECORDED AT THE TIME OF EXPLORATION AND MAY VARY ACCORDING TO THE PREVAILING RAINFALL, METHODS OF EXPLORATION AND OTHER FACTORS.
- ENGINEERING JUDGMENT WAS EXERCISED IN PREPARING THE SUBSURFACE INFORMATION PRESENTED HEREIN. ANALYSIS AND INTERPRETATION OF SUBSURFACE DATA WAS PERFORMED AND INTERPRETED FOR AGENCY DESIGN AND ESTIMATING PURPOSES. PRESENTATION OF THE INFORMATION IN THE CONTRACT IS INTENDED TO PROVIDE THE CONTRACTOR ACCESS TO THE SAME DATA AVAILABLE TO THE AGENCY. THE SUBSURFACE INFORMATION IS PRESENTED IN GOOD FAITH AND IS NOT INTENDED AS A SUBSTITUTE FOR PERSONAL INVESTIGATION, INDEPENDENT INTERPRETATION, INDEPENDENT ANALYSIS OR JUDGMENT BY THE CONTRACTOR.
- PICTORIAL STRUCTURE DETAILS SHOWN ON THE BORING PLAN LAYOUT OR SOILS PROFILE ARE FOR ILLUSTRATIVE PURPOSES ONLY AND MAY NOT ACCURATELY PORTRAY FINAL CONTRACT DETAILS.
- TERMINOLOGY USED ON BORING LOGS TO DESCRIBE THE HARDNESS, DEGREE OF WEATHERING, AND SPACING OF FRACTURES, JOINTS AND OTHER DISCONTINUITIES IN THE BEDROCK IS DEFINED IN THE AASHTO MANUAL ON SUBSURFACE INVESTIGATIONS, 1988.

SCALE 1" = 10'-0"

PROJECT NAME: JERICHO
PROJECT NUMBER: STP FTBR (3)

PROJECT LEADER: M.D.S.
DESIGNED BY: D.M.D.
BORING INFORMATION SHEET

PLOT DATE: 4/7/2014
DRAWN BY: D.M.D.
CHECKED BY: P.M.P.
SHEET 21 OF 62

 <p>GEODESIGN INCORPORATED Geotechnical Construction Environmental Engineers and Scientists P.O. Box 699 Windsor, VT 05089 1233 Shelburne Rd., Suite 360 So. Burlington, VT 05403 Phone: 802-674-2033/Fax: 802-674-5943 Phone: 802-652-5140</p>		<p align="center">BORING LOG</p> <p align="center">Project Name Jericho Pedestrian Bridge (VAOT JERICOPB-400) Jericho, VT</p>		Boring No.: B-2 Page No.: 1 of 2 File No.: 750-04.6 Checked By: SPK																																																																																																																																																																								
Boring Company: M & W Soils Engineering Foreman: Craig Fairbank GeoDesign Rep.: Jason Gaudette Date Started: September 7, 2006 Date Finished: September 7, 2006 N. Coordinate: E. Coordinate: Ground Surface Elevation (feet): 534		Casing: Sampler: Groundwater Observations Type: H.S.A. SS Date Depth Elev. Notes I.D.: 4.25 in. 1.38 in.		Hammer Wt.: NA 140 lbs Hammer Fall: NA 30 in. Rig Type: Acker Soil Max Hammer Type: Safety																																																																																																																																																																								
<table border="1"> <thead> <tr> <th rowspan="2">Depth (ft)</th> <th rowspan="2">Casing Blow (ft)</th> <th rowspan="2">Number</th> <th rowspan="2">Type</th> <th rowspan="2">Penetration (blows)</th> <th rowspan="2">Recovery (inches)</th> <th colspan="4">Blows / 6 inch Interval</th> <th rowspan="2">Coring Time (min.)</th> <th rowspan="2">Moisture Content (%)</th> <th rowspan="2">Strata Description</th> <th rowspan="2">Symbol</th> <th rowspan="2">Sample Description</th> </tr> <tr> <th>0-6</th> <th>6-12</th> <th>12-18</th> <th>18-24</th> </tr> </thead> <tbody> <tr> <td>0.6</td> <td></td> <td>Bituminous Concrete</td> <td></td> <td>S1) Medium dense, light brown fine to medium SAND, trace to little Silt, trace fine Gravel, damp.</td> </tr> <tr> <td>3</td> <td></td> <td>Note 6</td> <td>Silty Sand (FILL)</td> <td></td> <td>S2) Medium dense. Top 25 cm (10 in): Similar to S1. Bottom 20 cm (8 in): Dark grayish brown fine to medium SAND, little fine Gravel, little Silt, damp. With trace brick pieces.</td> </tr> <tr> <td>5</td> <td></td> <td>Gravelly Sand (FILL)</td> <td></td> <td>S3) Medium dense, similar to bottom of S2 except bottom 10 cm (4 in) oxidized reddish yellow, moist.</td> </tr> <tr> <td>10</td> <td></td> <td>S4) Loose, light gray to reddish brown and orange (with dark brown seams), fine to medium SAND and SILT, little fine Gravel, moist.</td> </tr> <tr> <td>15</td> <td></td> <td>S5) Medium dense, light grayish brown fine to medium SAND, little Silt, trace fine Gravel, wet.</td> </tr> <tr> <td>20</td> <td></td> <td>S6) Medium dense, light grayish brown fine SAND and SILT, wet.</td> </tr> <tr> <td>25</td> <td></td> <td>S7) Very dense, greenish brown fine to coarse GRAVEL, some fine to medium Sand, little Silt, moist. With weathered phyllitic rock pieces.</td> </tr> <tr> <td>30</td> <td></td> <td>S8) Medium dense, similar to S7 except bottom 10 cm (4 in) fine to medium SAND, layered with SILT, trace fine Sand, wet.</td> </tr> <tr> <td></td> <td>C1) Light (weathered) to dark (fresh) greenish gray, moderately hard to hard, fresh to slightly weathered along fracture surfaces, closely to moderately jointed, good quality METAGRAYWACKE. No reaction to diluted HCl.</td> </tr> <tr> <td></td> <td>C2) Similar rock type to C1 except with 15 cm (6 in) white quartz/calcite band at 9.45 m (31 ft) deep. Quartz/calcite banding reacts weakly</td> </tr> </tbody> </table>		Depth (ft)	Casing Blow (ft)	Number	Type	Penetration (blows)	Recovery (inches)	Blows / 6 inch Interval				Coring Time (min.)	Moisture Content (%)	Strata Description	Symbol	Sample Description	0-6	6-12	12-18	18-24	0.6												Bituminous Concrete		S1) Medium dense, light brown fine to medium SAND, trace to little Silt, trace fine Gravel, damp.	3											Note 6	Silty Sand (FILL)		S2) Medium dense. Top 25 cm (10 in): Similar to S1. Bottom 20 cm (8 in): Dark grayish brown fine to medium SAND, little fine Gravel, little Silt, damp. With trace brick pieces.	5												Gravelly Sand (FILL)		S3) Medium dense, similar to bottom of S2 except bottom 10 cm (4 in) oxidized reddish yellow, moist.	10														S4) Loose, light gray to reddish brown and orange (with dark brown seams), fine to medium SAND and SILT, little fine Gravel, moist.	15														S5) Medium dense, light grayish brown fine to medium SAND, little Silt, trace fine Gravel, wet.	20														S6) Medium dense, light grayish brown fine SAND and SILT, wet.	25														S7) Very dense, greenish brown fine to coarse GRAVEL, some fine to medium Sand, little Silt, moist. With weathered phyllitic rock pieces.	30														S8) Medium dense, similar to S7 except bottom 10 cm (4 in) fine to medium SAND, layered with SILT, trace fine Sand, wet.															C1) Light (weathered) to dark (fresh) greenish gray, moderately hard to hard, fresh to slightly weathered along fracture surfaces, closely to moderately jointed, good quality METAGRAYWACKE. No reaction to diluted HCl.															C2) Similar rock type to C1 except with 15 cm (6 in) white quartz/calcite band at 9.45 m (31 ft) deep. Quartz/calcite banding reacts weakly	Station: Offset: ft Hammer Type: Safety	
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BORING LOGS #2	PROJECT NAME: JERICOH PROJECT NUMBER: STP FTBR (3)	PLOT DATE: 4/7/2014 DRAWN BY: D.M.D. CHECKED BY: P.M.P. SHEET 23 OF 62
	PROJECT LEADER: M.D.S. DESIGNED BY: D.M.D.	Boring No.: B-2

 <p>GEODESIGN INCORPORATED Geotechnical Construction Environmental Engineers and Scientists P.O. Box 699 Windsor, VT 05089 1233 Shelburne Rd., Suite 360 So. Burlington, VT 05403 Phone: 802-674-2033/Fax: 802-674-5943 Phone: 802-652-5140</p>		<p align="center">BORING LOG</p> <p align="center">Project Name</p> <p align="center">Jericho Pedestrian Bridge (VAOT JERICOPB-400) Jericho, VT</p>		Boring No.: B-3 Page No.: 1 of 2 File No.: 750-04.6 Checked By: SPK																																																																											
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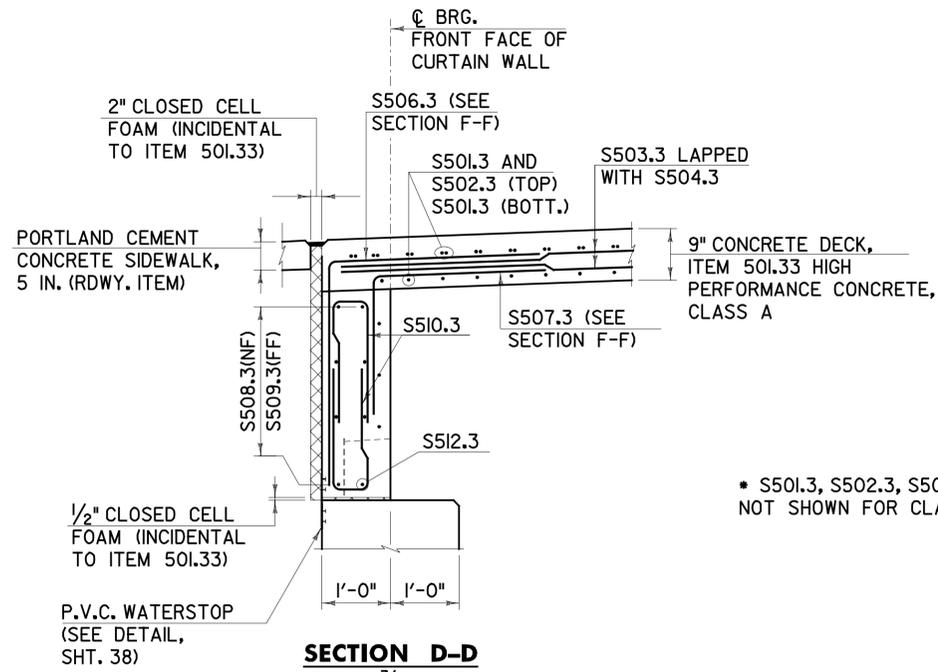
 <p>GEODESIGN INCORPORATED Geotechnical Construction Environmental Engineers and Scientists P.O. Box 699 Windsor, VT 05089 1233 Shelburne Rd., Suite 360 So. Burlington, VT 05403 Phone: 802-674-2033/Fax: 802-674-5943 Phone: 802-652-5140</p>		<p align="center">BORING LOG</p> <p align="center">Project Name</p> <p align="center">Jericho Pedestrian Bridge (VAOT JERICOPB-400) Jericho, VT</p>		Boring No.: B-3 Page No.: 2 of 2 File No.: 750-04.6 Checked By: SPK																																																																											
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BORING LOGS #3

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 PROJECT NUMBER: STP FTBR (3)
 PROJECT LEADER: M.D.S.
 DESIGNED BY: D.M.D.

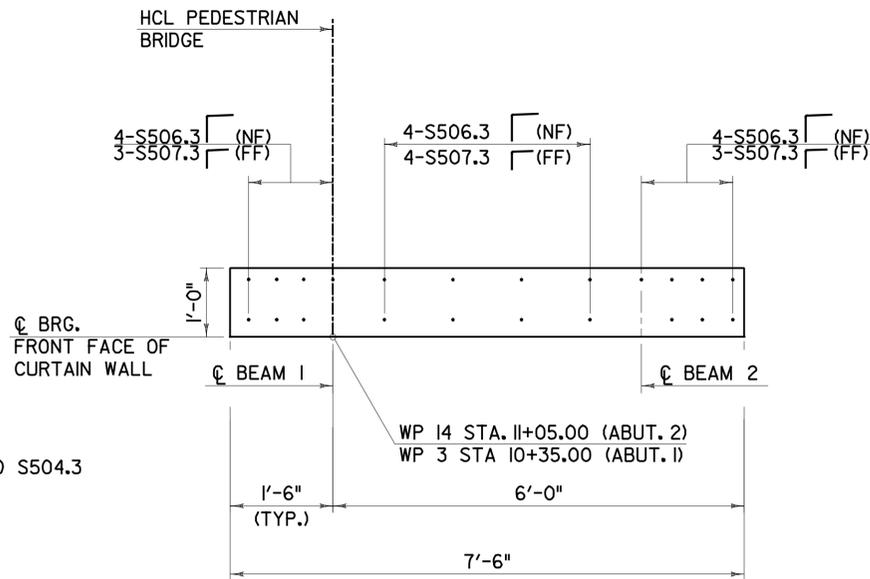
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 CHECKED BY: P.M.P.
 SHEET 24 OF 62

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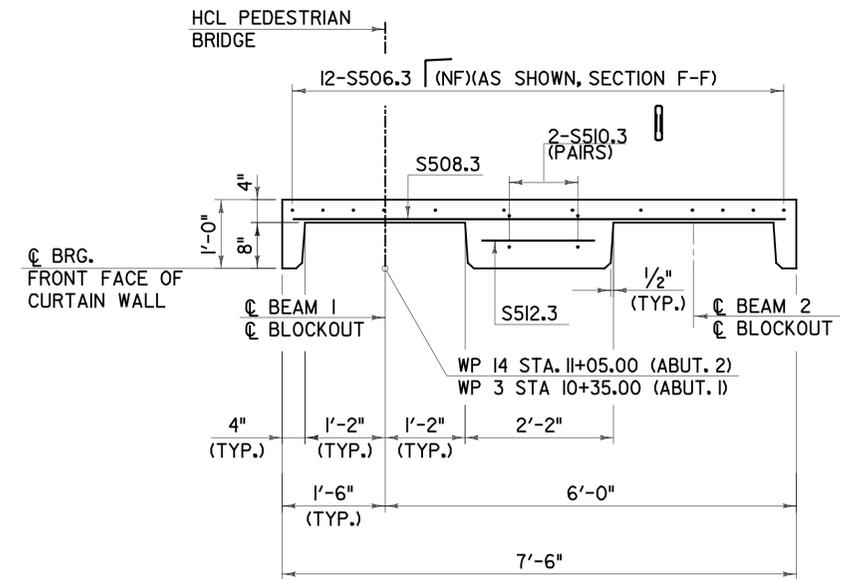


SECTION D-D
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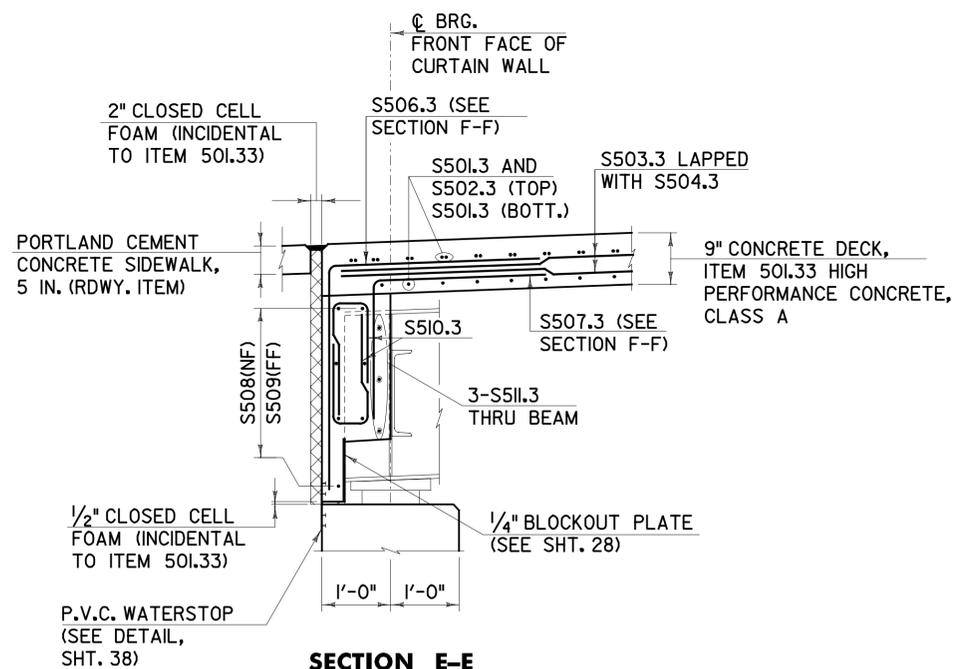
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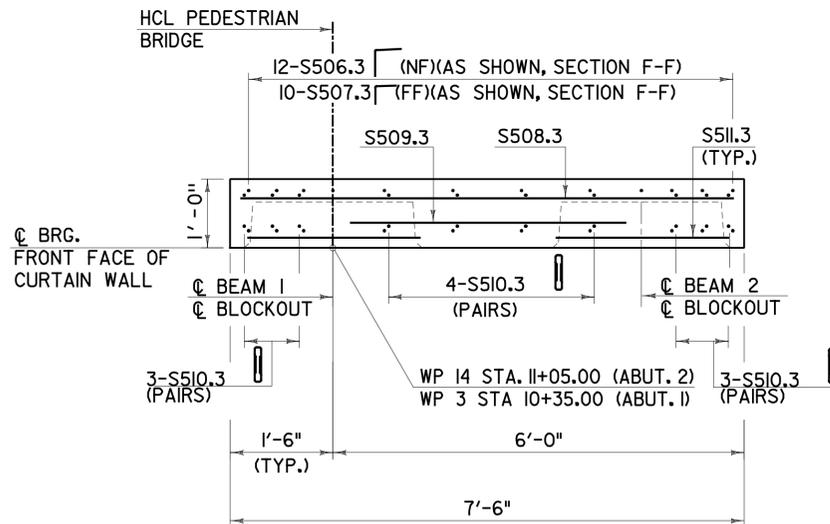
SECTION F-F
(ABUT. 2 SHOWN, ABUT. 1 OPP. HAND)
SCALE 3/4" = 1'-0"



SECTION H-H
(ABUT. 2 SHOWN, ABUT. 1 OPP. HAND)
SCALE 3/4" = 1'-0"



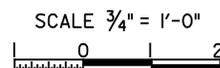
SECTION E-E
SCALE 3/4" = 1'-0"



SECTION G-G
(ABUT. 2 SHOWN, ABUT. 1 OPP. HAND)
SCALE 3/4" = 1'-0"

NOTES:

- 2" CLR. IN CURTAIN WALL UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- ALL CONCRETE IN THE DECK AND CURTAIN WALLS SHALL BE HIGH PERFORMANCE, CLASS A AND SHALL BE PAID UNDER ITEM 501.33 HIGH PERFORMANCE CONCRETE, CLASS A.
- ALL REINFORCING STEEL IN THE DECK AND CURTAIN WALL SHALL BE SOLID STAINLESS STEEL AND SHALL BE PAID FOR UNDER ITEM 507.13 REINFORCING STEEL, LEVEL III.



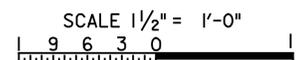
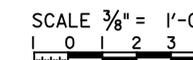
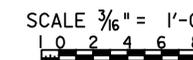
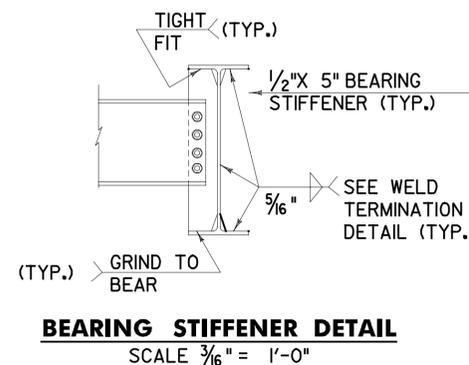
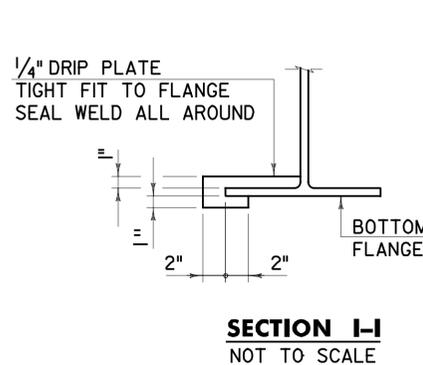
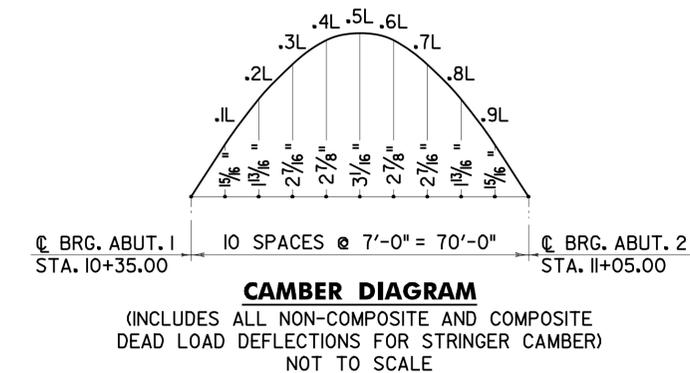
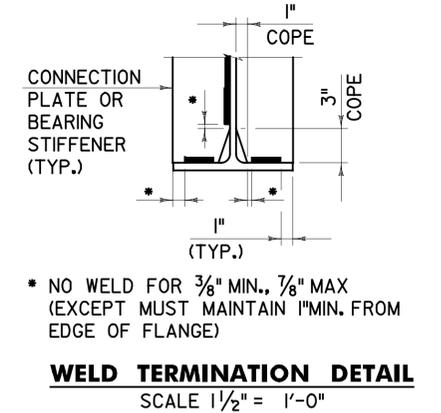
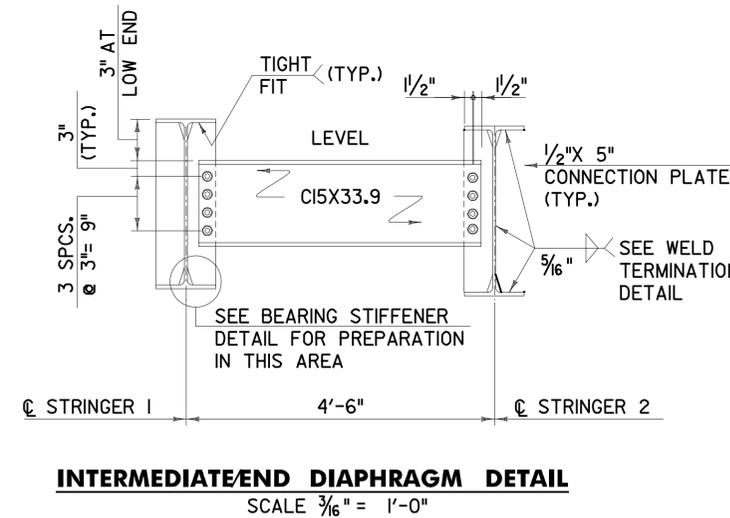
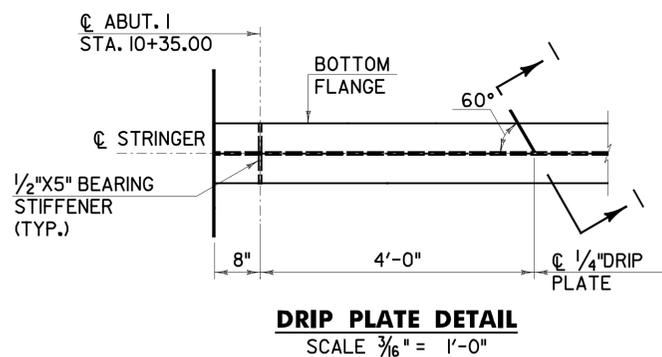
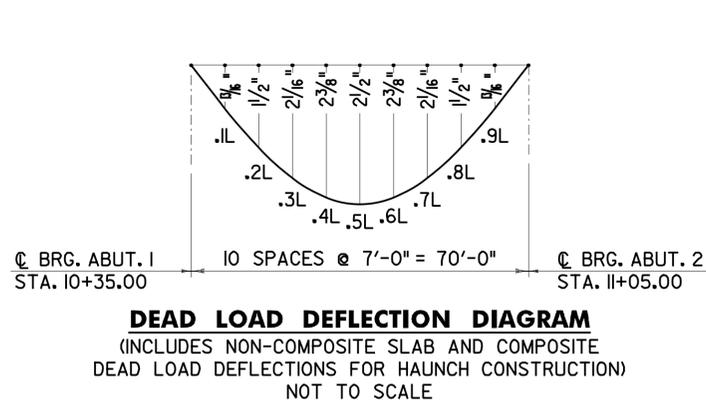
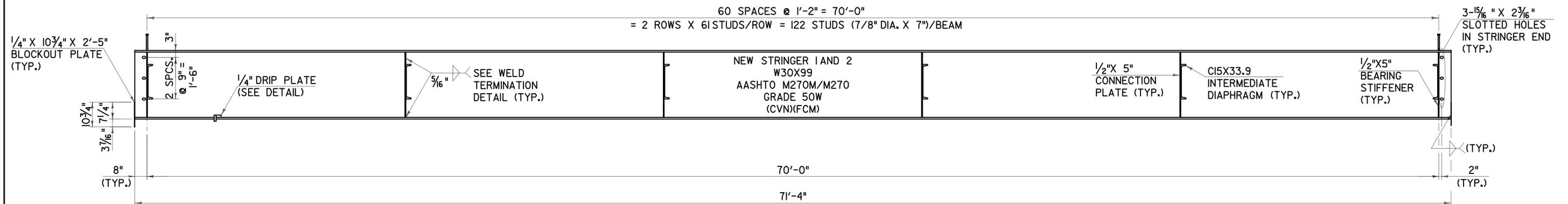
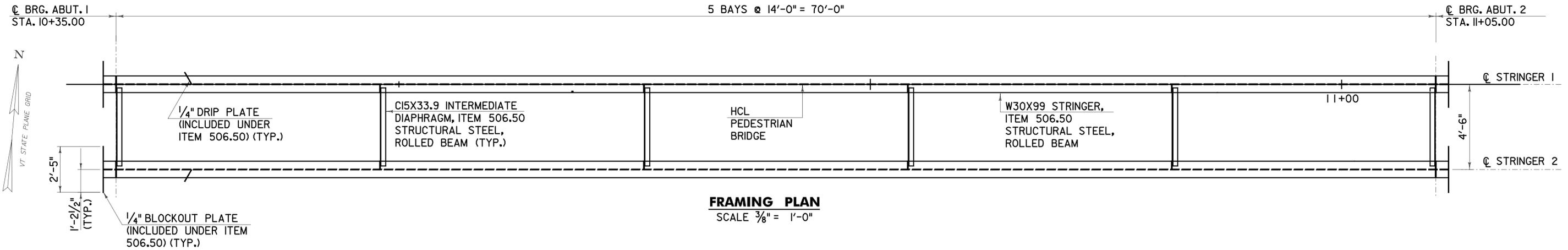
LEGEND:

- NF = NEAR FACE
- FF = FAR FACE
- EF = EACH FACE
- ▲ = CUT IN FIELD



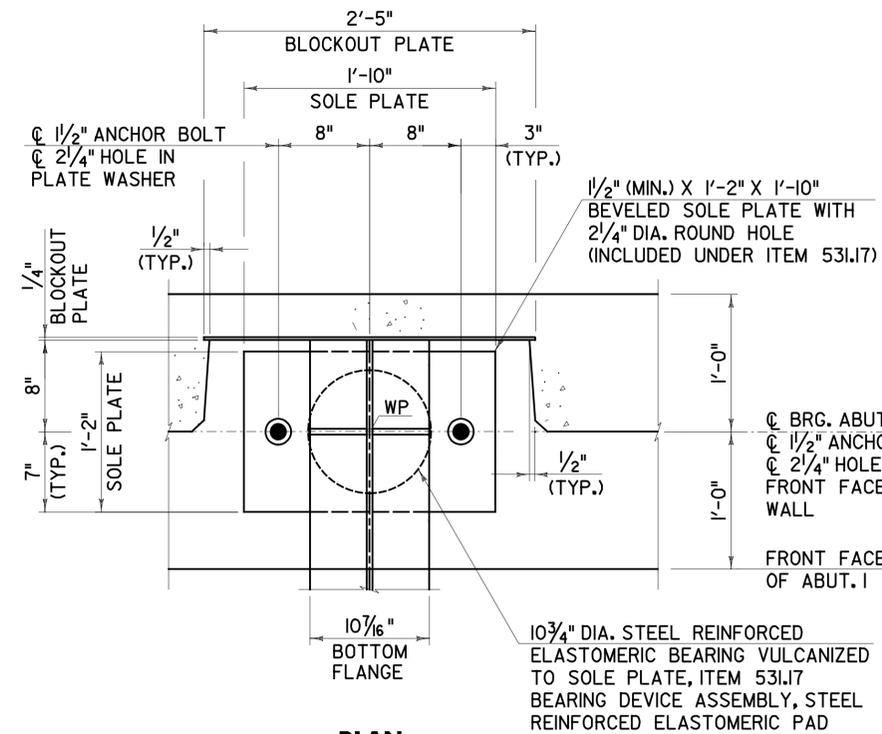
DECK REINFORCING DETAILS	PROJECT NAME: JERICO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: D.M.D.
	PROJECT LEADER: M.D.S.	CHECKED BY: P.M.P.
	DESIGNED BY: D.M.D.	SHEET 27 OF 62

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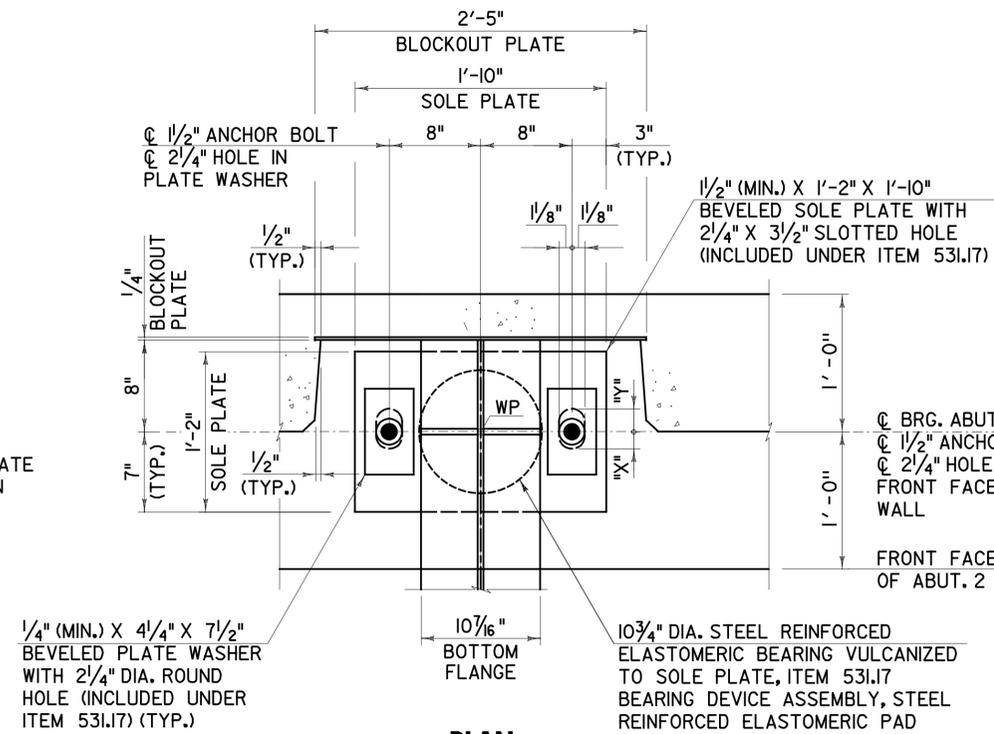


FRAMING PLAN AND STRUCTURAL STEEL DETAILS	PROJECT NAME: JERICO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: D.M.D.
	PROJECT LEADER: M.D.S.	CHECKED BY: P.M.P.
	DESIGNED BY: D.M.D.	SHEET 28 OF 62

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PLAN
(ABUT. 1 - FIXED BEARING)
SCALE: 1/2" = 1'-0"

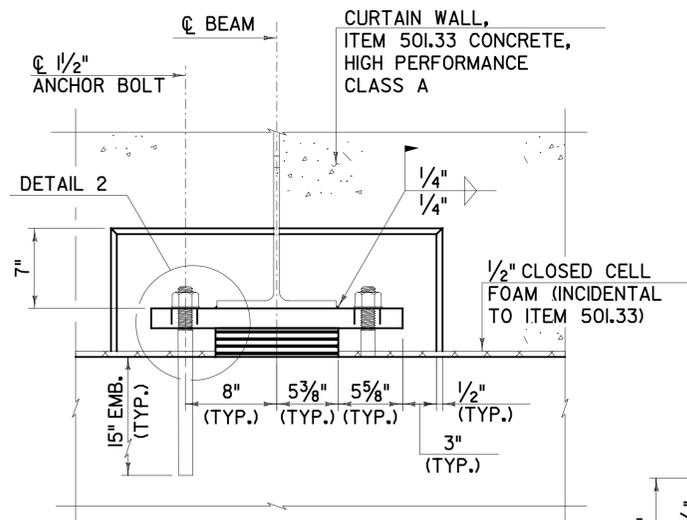


PLAN
(ABUT. 2 - EXPANSION BEARING)
SCALE: 1/2" = 1'-0"

SETTING CHART (ABUT. 2)		
TEMP.	"X" DIST.	"Y" DIST.
0° F	1 5/8"	1 7/8"
15° F	1 3/4"	1 3/4"
30° F	1 7/8"	1 5/8"
45° F	2"	1 1/2"
60° F	2 1/8"	1 3/8"
75° F	2 1/4"	1 1/4"
90° F	2 3/8"	1 1/8"
105° F	2 1/2"	1"

BEARING NOTES:

- BEARINGS SHALL CONFORM TO SECTION 531 OF THE STANDARD SPECIFICATIONS.
- BEARING DEVICE ASSEMBLIES SHALL BE PAID UNDER ITEM 531.17 BEARING DEVICE ASSEMBLY, STEEL REINFORCED ELASTOMERIC PAD. SOLE PLATES, ANCHOR BOLTS AND PLATE WASHERS SHALL NOT BE PAID FOR DIRECTLY, BUT SHALL BE INCLUDED UNDER ITEM 531.17.
- SOLE PLATES, NUTS AND PLATE WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH STANDARD SPECIFICATION SUBSECTION 726.08.
- THE CENTERLINE OF ALL BEARING COMPONENTS SHALL BE IN LINE AT 45° F.
- THE CONTRACTOR SHALL INCLUDE THE BEARING INSTALLATION PROCEDURE WITH THE FABRICATION DRAWING PACKAGE REQUIRED UNDER STANDARD SPECIFICATION SUBSECTION 531.03. PROCEDURE SHALL INCLUDE BEARING ADJUSTMENT SETTING DEPENDING UPON TEMPERATURE AT TIME OF ERECTION.
- ANCHOR BOLTS AT ABUTMENT 1 SHALL BE INSTALLED WITH THE NUT HAND TIGHTENED. BURR ANCHOR BOLT THREADS ABOVE THE NUT TO PREVENT REMOVAL.
- ANCHOR BOLTS AT ABUTMENT 2 SHALL BE INSTALLED WITH AN 1/8" GAP BETWEEN THE BOTTOM OF THE NUT AND THE TOP OF THE PLATE WASHER. BURR ANCHOR BOLT THREADS ABOVE THE NUT TO PREVENT REMOVAL.



FRONT ELEVATION
(SHOWN AT FRONT FACE OF CURTAIN WALL)
(ABUT. 1 SHOWN, ABUT. 2 SIMILAR)
SCALE: 1/2" = 1'-0"

BEARING DESIGN CRITERIA				
DESIGN LOADS			TOTAL ROTATION (RAD)	ONE-WAY MOVEMENT (IN)
TOTAL DL (KIPS)	TOTAL LL+I (KIPS)	HORIZONTAL (KIPS)		
25	32	4	.013	.41"

NOTE:

THE ONE WAY MOVEMENT SHOWN ON THE BEARING TABLE IS THE MAXIMUM MOVEMENT (EXPANSION OR CONTRACTION) OF THE SUPERSTRUCTURE WHEN BEARINGS AND SUPERSTRUCTURE ARE SET AT 45° F.

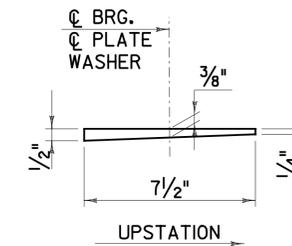
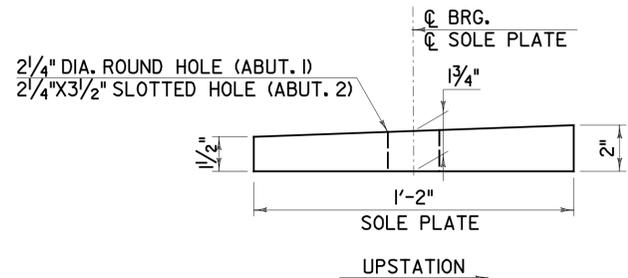
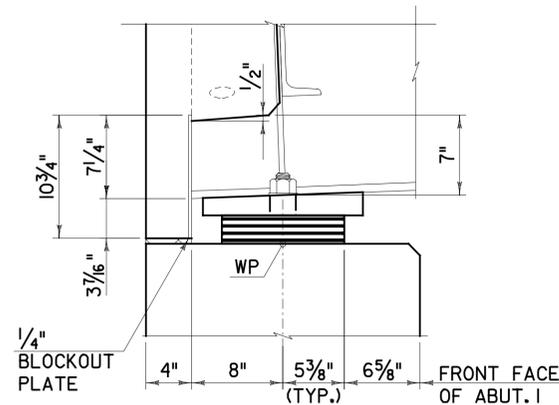


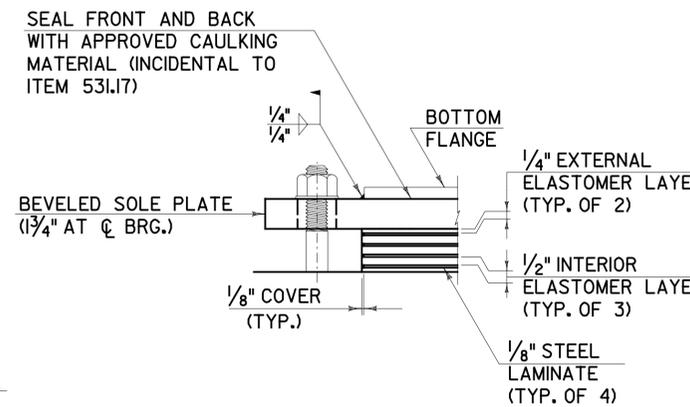
PLATE WASHER DETAIL
SCALE: 3" = 1'-0"



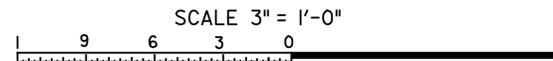
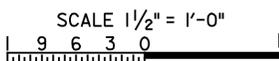
SOLE PLATE DETAIL
SCALE: 3" = 1'-0"



SIDE ELEVATION
(ABUT. 1 SHOWN, ABUT. 2 SIMILAR)
SCALE: 1/2" = 1'-0"



DETAIL 2
(ABUT. 1 SHOWN, ABUT. 2 SIMILAR)
NOT TO SCALE

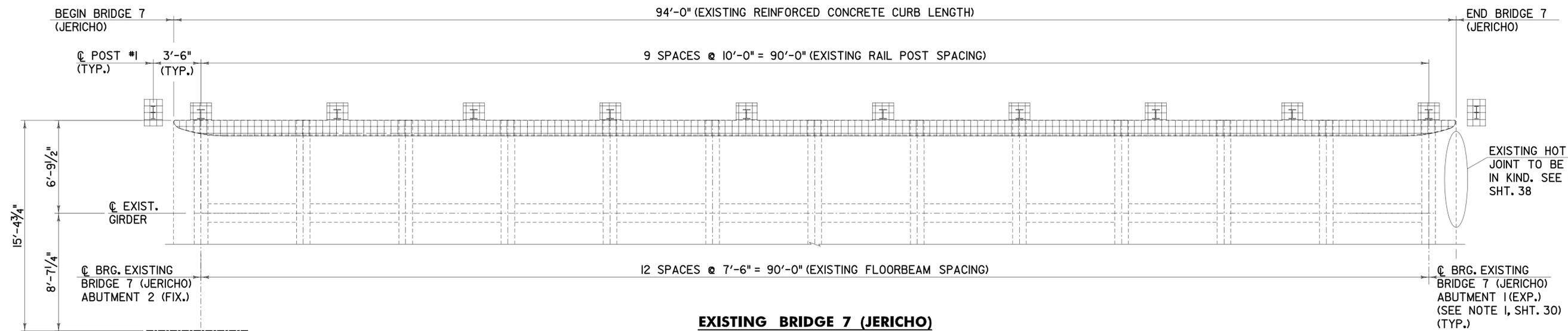


BEARING DETAILS

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)

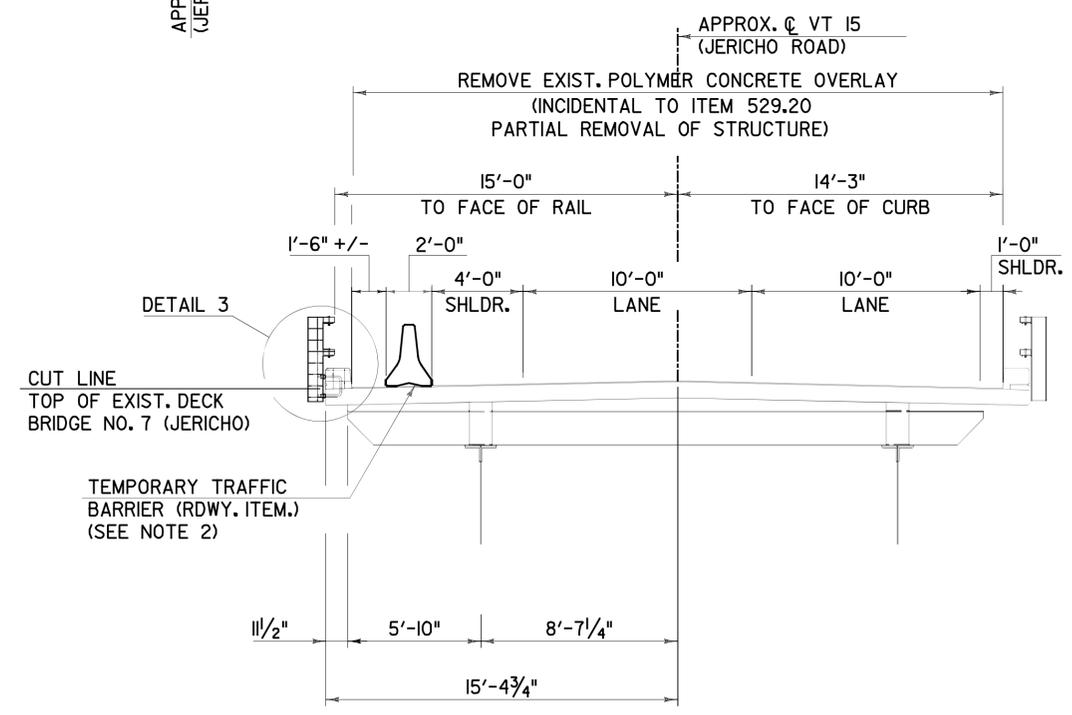
PROJECT LEADER: M.D.S.
DESIGNED BY: D.M.D.

PLOT DATE: 4/7/2014
DRAWN BY: D.M.D.
CHECKED BY: P.M.P.
SHEET 29 OF 62

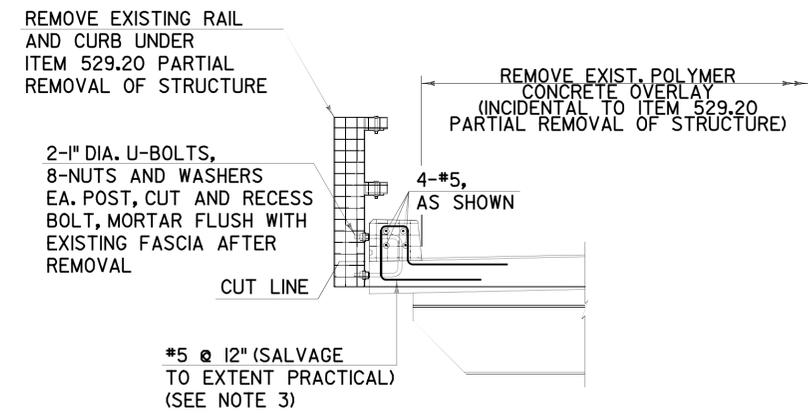


**EXISTING BRIDGE 7 (JERICHO)
FRAMING AND DECK PLAN**
SCALE 1/4" = 1'-0"

EXISTING HOT POURED JOINT TO BE REPLACED IN KIND. SEE DETAIL, SHT. 38



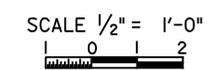
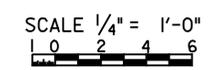
**EXISTING BRIDGE 7 (JERICHO)
TYPICAL SECTION**
SCALE 1/4" = 1'-0"



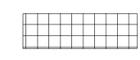
DETAIL 3
SCALE 1/2" = 1'-0"

NOTES:

1. SEE REFERENCE SHTS. FOR RELEVANT 1995 DECK REPLACEMENT DRAWINGS.
2. MINIMUM LANE AND SHOULDER WIDTHS SHOWN ARE TO BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. SEE SHT. 18 FOR TRAFFIC CONTROL DETAILS.
3. THE EXISTING CURB CONTAINS BOTH HORIZONTAL AND VERTICAL REINFORCEMENT AS SHOWN ON THE REFERENCE SHTS. MARK ESS13, AS DETAILED ON SHT. 26, HAS BEEN INCLUDED UNDER ITEM 507.16 DRILLING AND GROUTING OF DOWELS TO PROVIDE REPLACEMENT OF EXISTING VERTICAL REINFORCEMENT DAMAGED BEYOND SALVAGE DURING CURB RECONSTRUCTION.



LEGEND

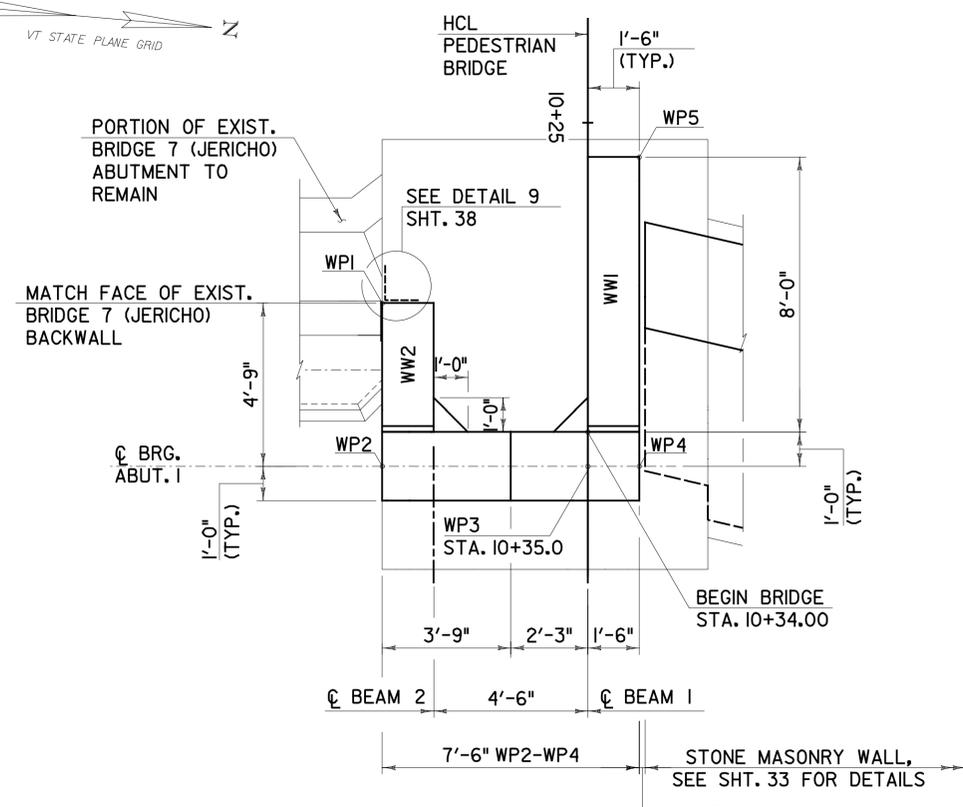


EXISTING STRUCTURE TO BE PARTIALLY REMOVED UNDER ITEM 529.20 PARTIAL REMOVAL OF STRUCTURE AS SHOWN ON THE PLANS.

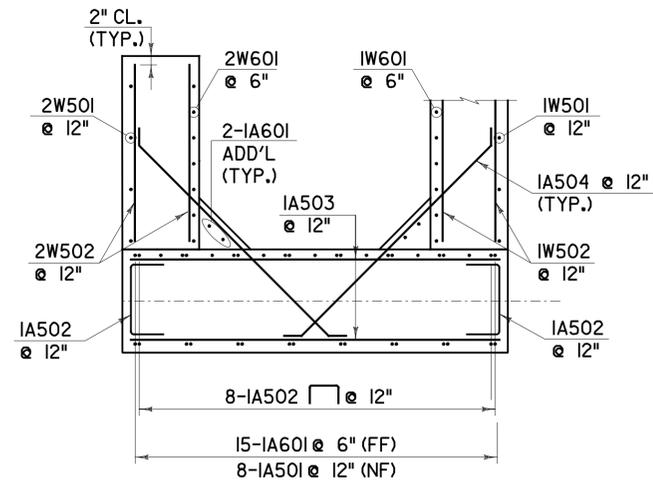


DEMOLITION PLAN AND DETAILS	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: D.M.D.
	PROJECT LEADER: M.D.S.	CHECKED BY: P.M.P.
	DESIGNED BY: D.M.D.	SHEET 31 OF 62

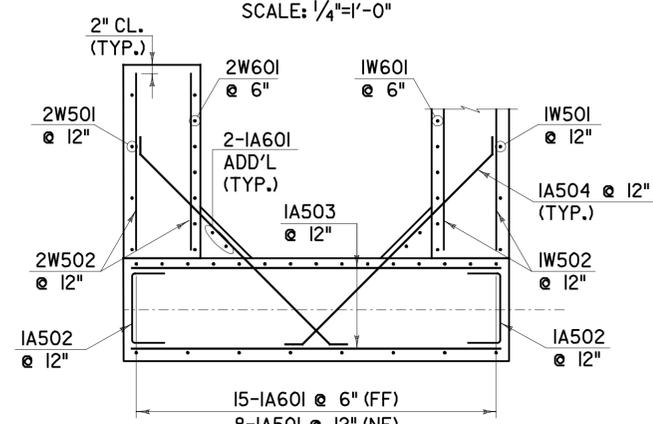
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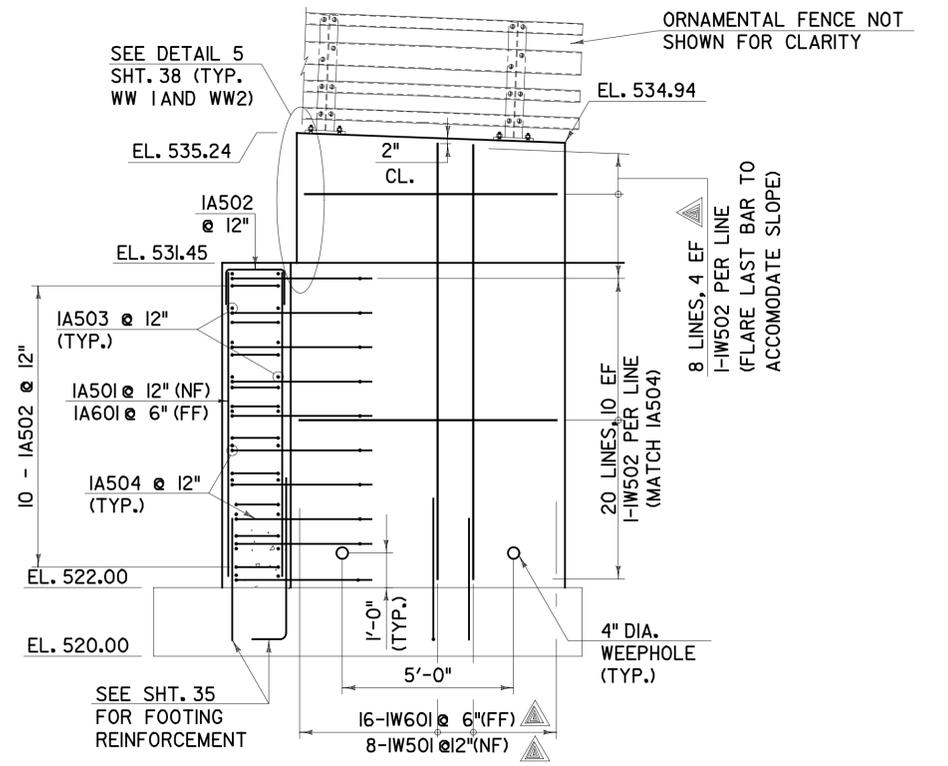
PLAN
SCALE: 3/8" = 1'-0"



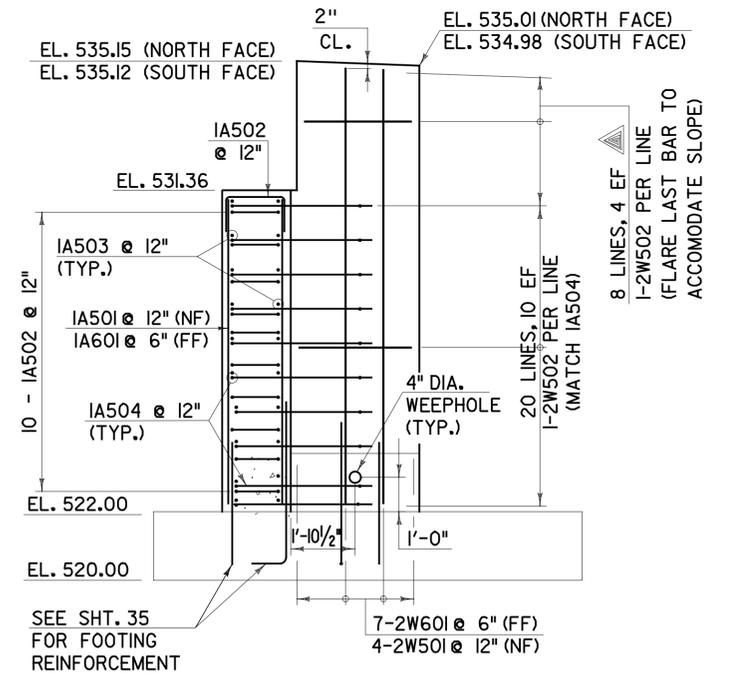
SECTION L-L
SCALE: 1/4" = 1'-0"



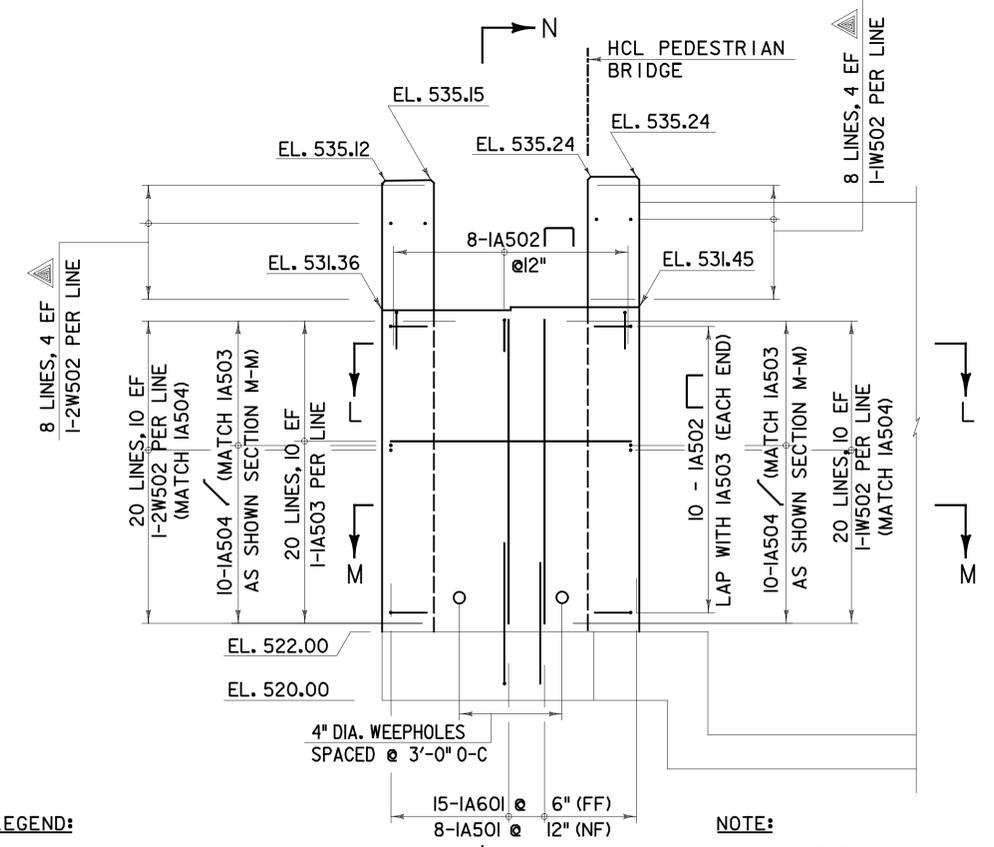
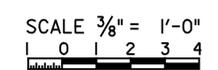
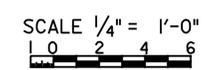
SECTION M-M
SCALE: 1/4" = 1'-0"



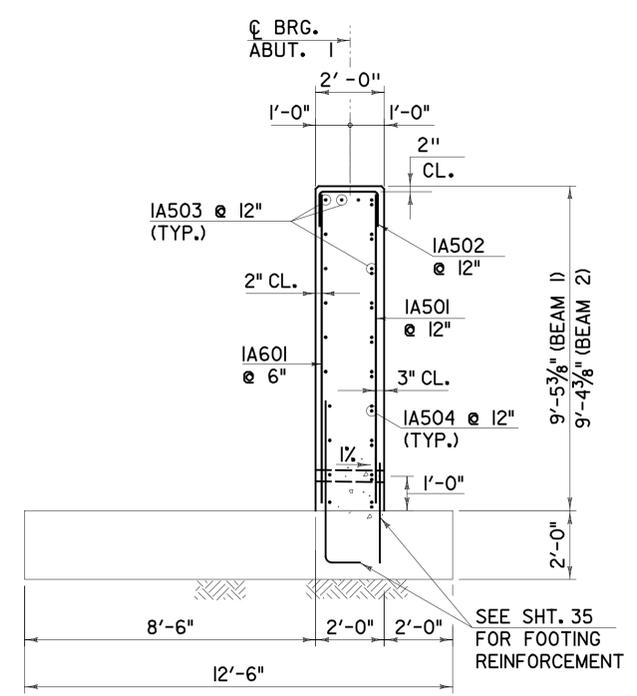
WINGWALL 1 ELEVATION
(LOOKING SOUTH)
SCALE: 3/8" = 1'-0"



WINGWALL 2 ELEVATION
(LOOKING NORTH)
SCALE: 3/8" = 1'-0"



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



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

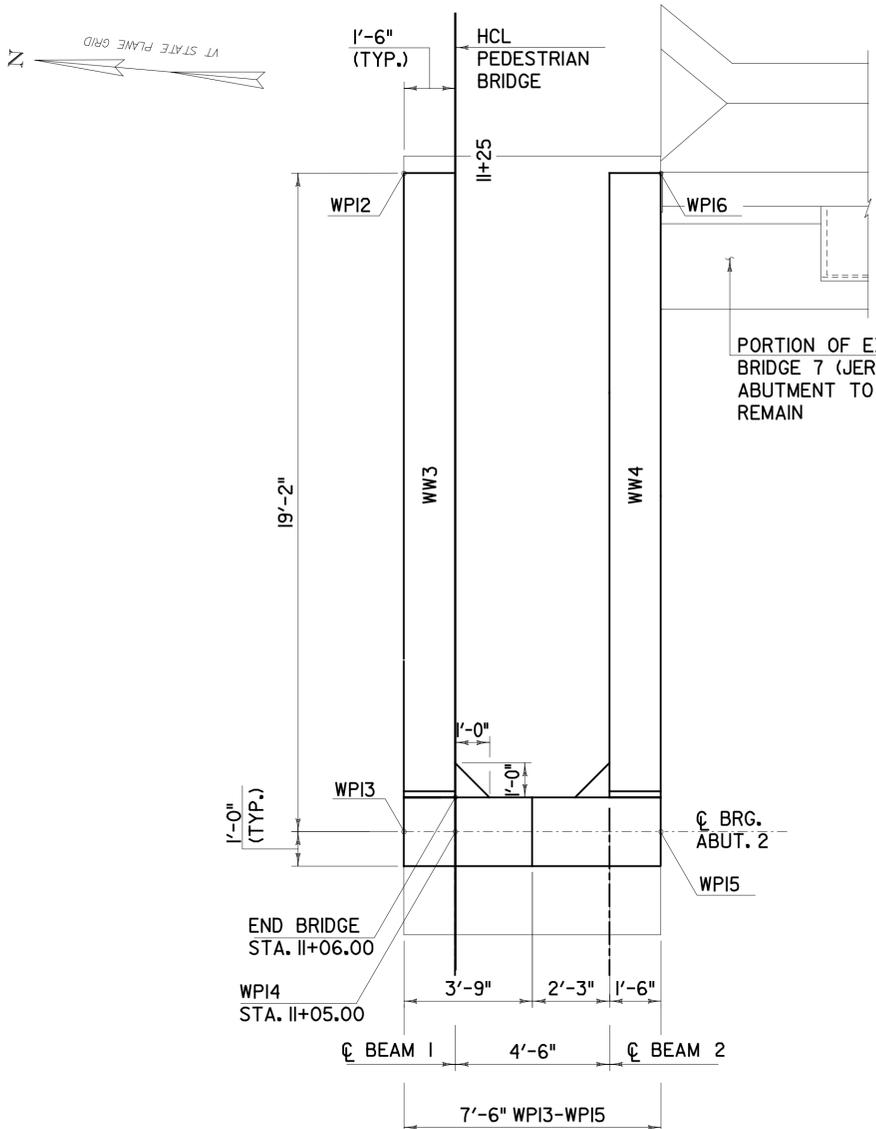
LEGEND:
NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT IN FIELD

NOTE:
ALL REINFORCING STEEL IN THE ABUTMENT AND WINGWALL STEMS SHALL BE PLAIN REINFORCING STEEL AND SHALL BE PAID FOR UNDER ITEM 507.11 REINFORCING STEEL, LEVEL 1

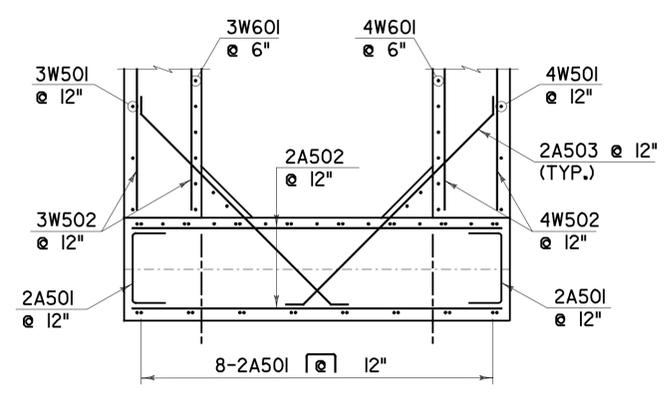


ABUTMENT 1 PLAN AND DETAILS	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: D.M.D.
	PROJECT LEADER: M.D.S. DESIGNED BY: D.M.D.	CHECKED BY: P.M.P. SHEET 32 OF 62

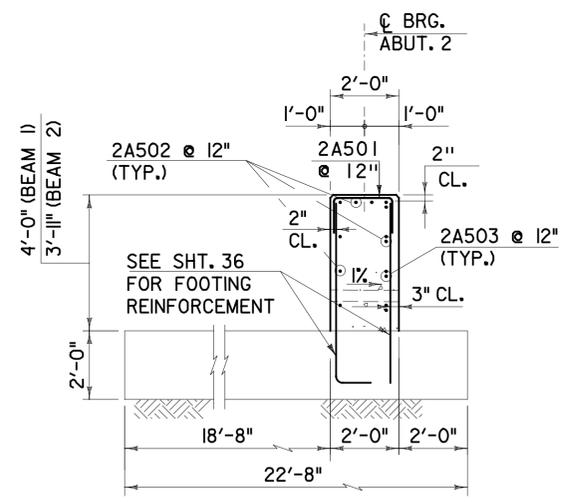
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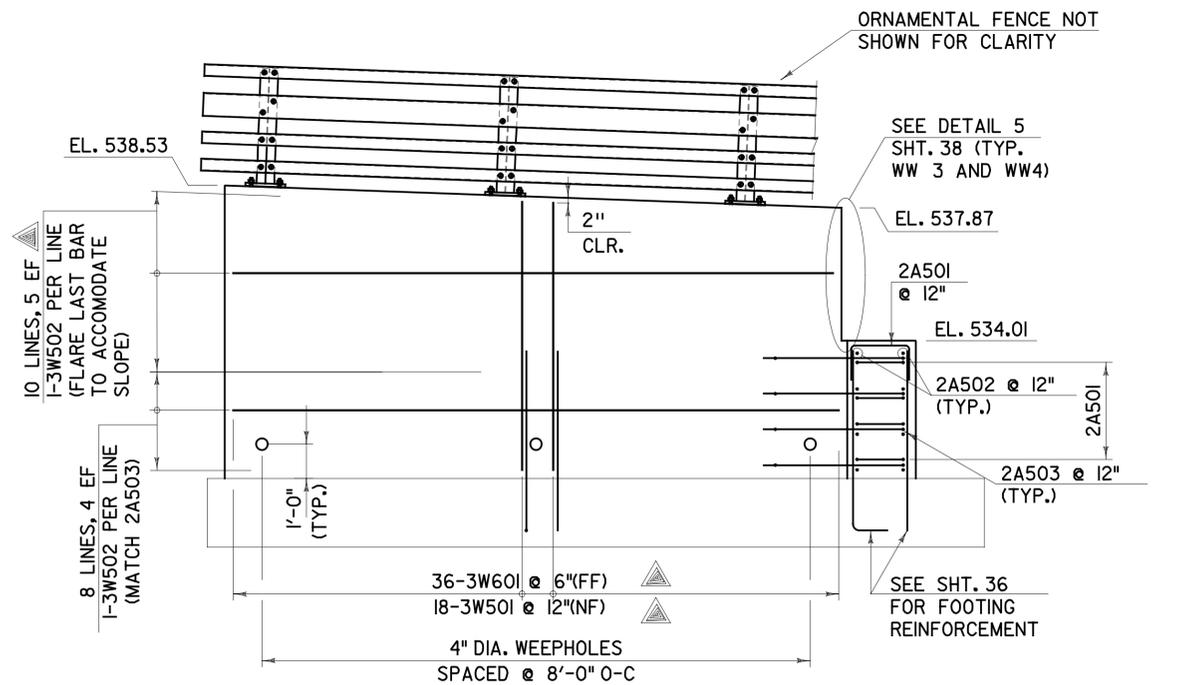
PLAN
SCALE: 3/8" = 1'-0"



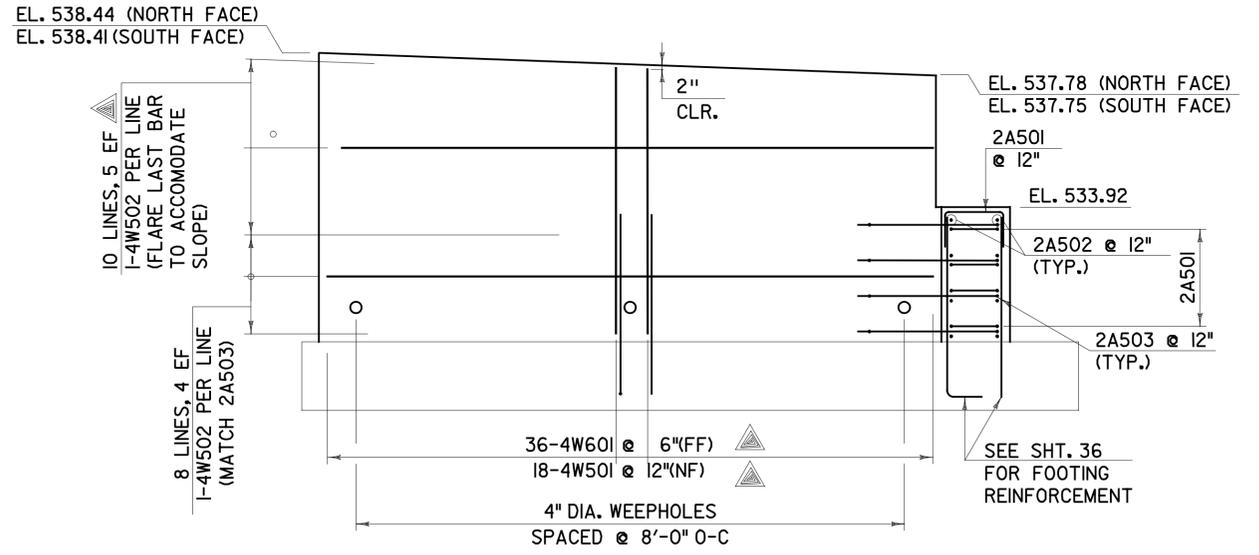
SECTION P-P
SCALE: 1/4" = 1'-0"



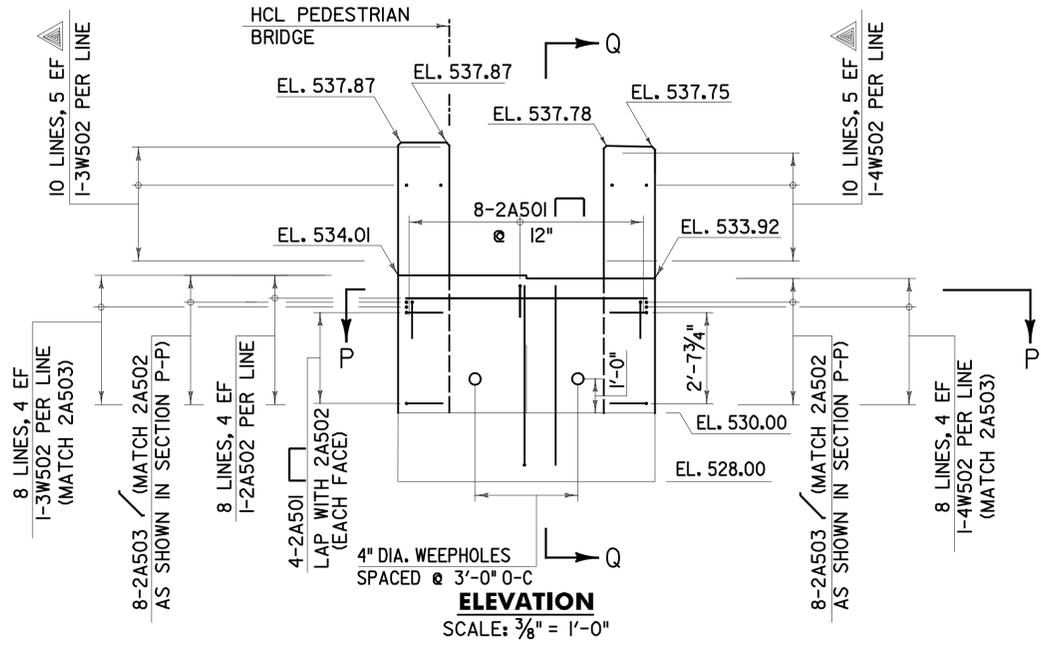
SECTION Q-Q
SCALE: 3/8" = 1'-0"



WINGWALL 3 ELEVATION
(LOOKING SOUTH)
SCALE: 3/8" = 1'-0"



WINGWALL 4 ELEVATION
(LOOKING NORTH)
SCALE: 3/8" = 1'-0"



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

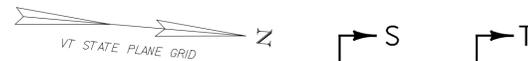
NOTE:
ALL REINFORCING STEEL IN THE ABUTMENT AND WINGWALL STEMS SHALL BE PLAIN REINFORCING STEEL AND SHALL BE PAID FOR UNDER ITEM 507.11 REINFORCING STEEL, LEVEL I

LEGEND:
NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT IN FIELD



ABUTMENT 2 PLAN AND DETAILS	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	
	PROJECT LEADER: M.D.S.	DRAWN BY: D.M.D.
	DESIGNED BY: D.M.D.	CHECKED BY: P.M.P.
		SHEET 34 OF 62

FILE NAME: N:\p\projects\NY\K2\21113\CADD\WSTN\08\F00A\Consult\abutment2.dgn
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REMOVAL OF EXISTING DRY MASONRY WALL INCLUDED UNDER ITEM 204.25 STRUCTURE EXCAVATION (TYP.)

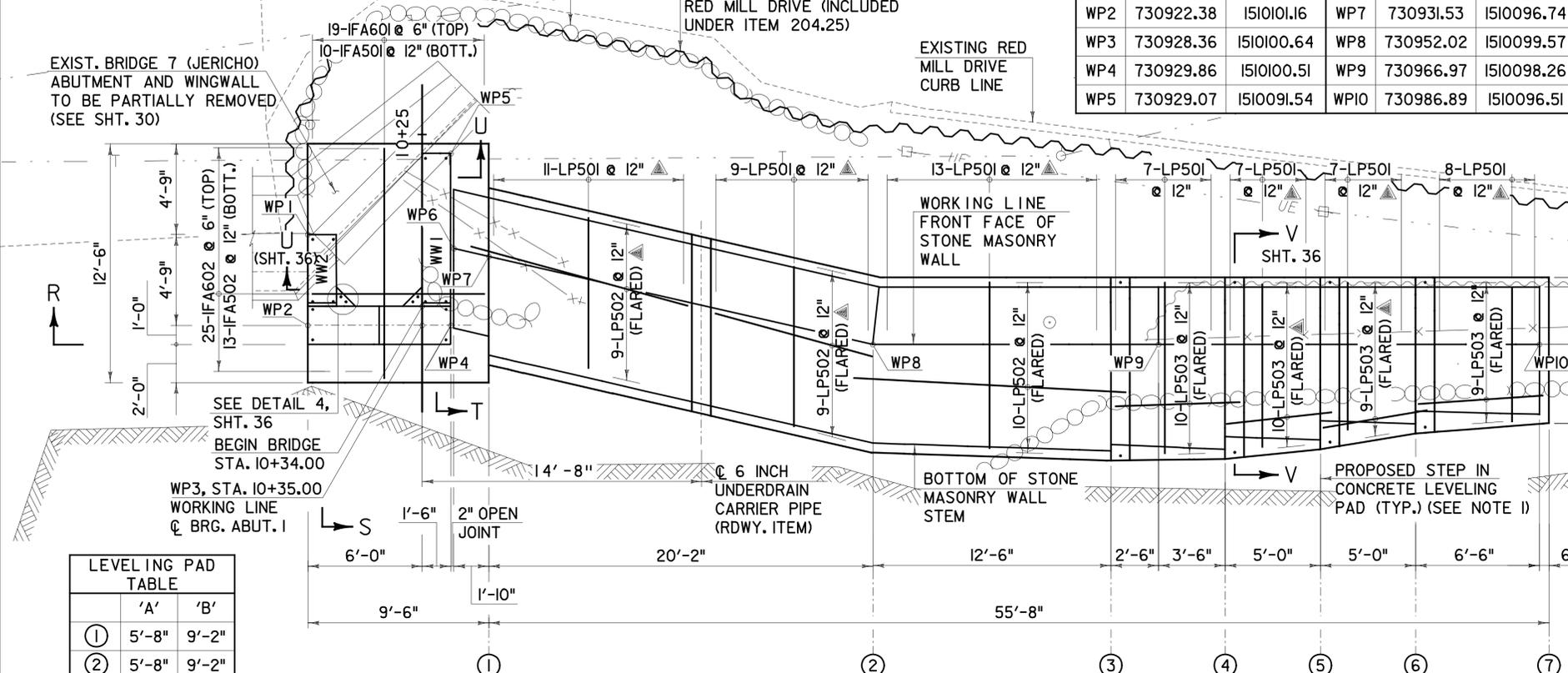
EXCAVATION SUPPORT REQUIRED TO PROTECT RED MILL DRIVE (INCLUDED UNDER ITEM 204.25)

EXISTING RED MILL DRIVE CURB LINE

ABUTMENT 1			DRY MASONRY WALL		
WP	NORTHING	EASTING	WP	NORTHING	EASTING
WP1	730921.97	1510096.43	WP6	730929.67	1510096.49
WP2	730922.38	1510101.16	WP7	730931.53	1510096.74
WP3	730928.36	1510100.64	WP8	730952.02	1510099.57
WP4	730929.86	1510100.51	WP9	730966.97	1510098.26
WP5	730929.07	1510091.54	WP10	730986.89	1510096.51

NOTES:

- STONE MASONRY WALL LEVELING PAD AND ABUTMENT FOOTING ELEVATIONS ARE BASED ON APPROXIMATION OF THE EXISTING BEDROCK PROFILE. THE DESIGN HEIGHT OF THE SUBSTRUCTURE ELEMENTS WERE DETERMINED BASED ON THE ELEVATIONS SHOWN. TO SUIT ACTUAL FIELD CONDITIONS, THE CONTRACTOR MAY PROPOSE ALTERNATE LEVELING PAD, FOOTING ELEVATIONS AND STEP LOCATIONS TO THE STRUCTURES ENGINEER FOR APPROVAL.
- FOR BIDDING PURPOSES, A QUANTITY OF 20 CY HAS BEEN INCLUDED UNDER ITEM 541.30 CONCRETE, CLASS C FOR CONSTRUCTION OF THE UNREINFORCED CONCRETE SHIM, AS REQUIRED FOR LEVELING.
- FOR BIDDING PURPOSES, A QUANTITY OF 220 LF HAS BEEN INCLUDED UNDER ITEM 900.640 SPECIAL PROVISION (ROCK DOWELING). THE FINAL LAYOUT AND QUANTITY OF ITEM 900.640 SPECIAL PROVISION (ROCK DOWELING) SHALL BE DETERMINED IN THE FIELD BY THE GEOTECHNICAL DESIGN CONSULTANT. THE CONTRACTOR SHALL STRIP LEDGE AND NOTIFY THE ENGINEER THAT THE AREA IS READY FOR INSPECTION.
- THE GEOTECHNICAL DESIGN CONSULTANT FOR THIS PROJECT, GEODESIGN, INCORPORATED, PERFORMED DESIGN FOR WORK SHOWN ON SHEETS 21-24, 33 & 37, WITH DRAFTING AND DETAIL ASSISTANCE FROM CHA.
- 3" CLR. UNLESS OTHERWISE SPECIFIED ON PLANS.
- ALL REINFORCING STEEL IN THE FOOTING AND LEVELING PAD SHALL BE PLAIN REINFORCING STEEL AND SHALL BE PAID FOR UNDER ITEM 507.11 REINFORCING STEEL, LEVEL 1.

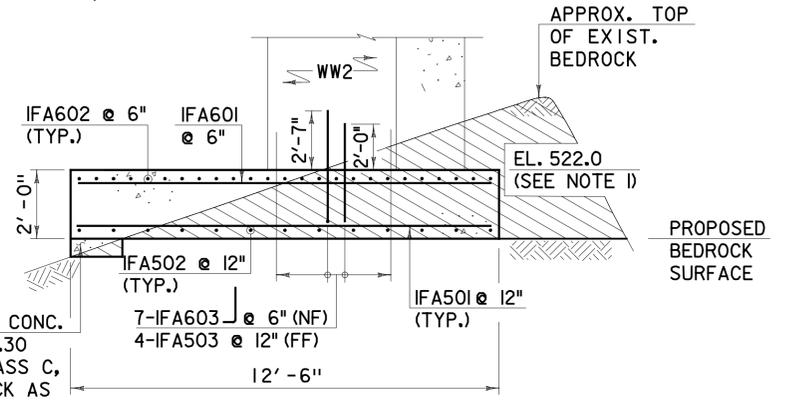


LEVELING PAD TABLE

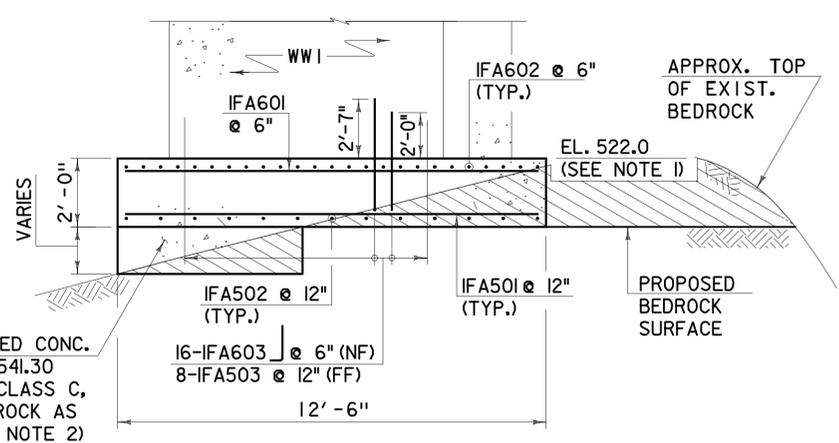
	'A'	'B'
①	5'-8"	9'-2"
②	5'-8"	9'-2"
③	6'-1"	9'-7"
④	6'-0"	9'-6"
⑤	5'-6"	9'-0"
⑥	4'-8"	8'-2"
⑦	4'-2"	7'-8"

ABUTMENT 1 FOUNDATION PLAN
SCALE: 1/4" = 1'-0"

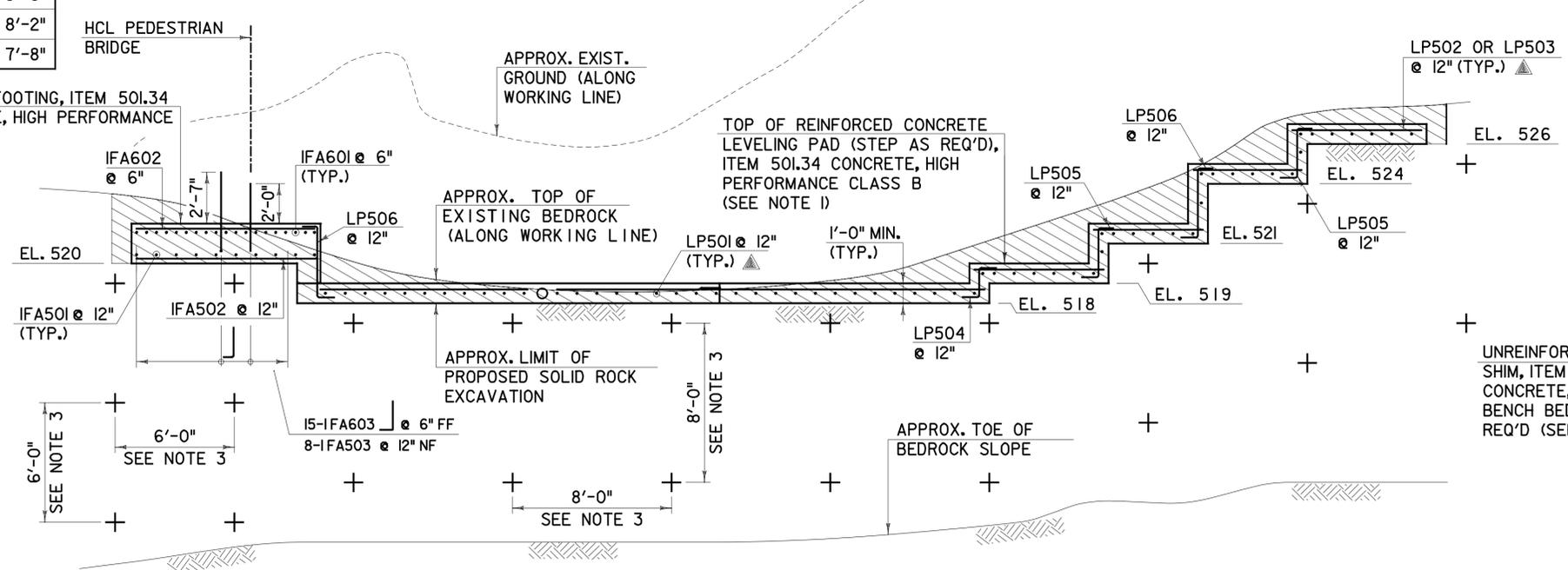
SEE LEVELING PAD TABLE FOR 'A' AND 'B' DIMENSIONS



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



SECTION T-T
SCALE: 3/8" = 1'-0"



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

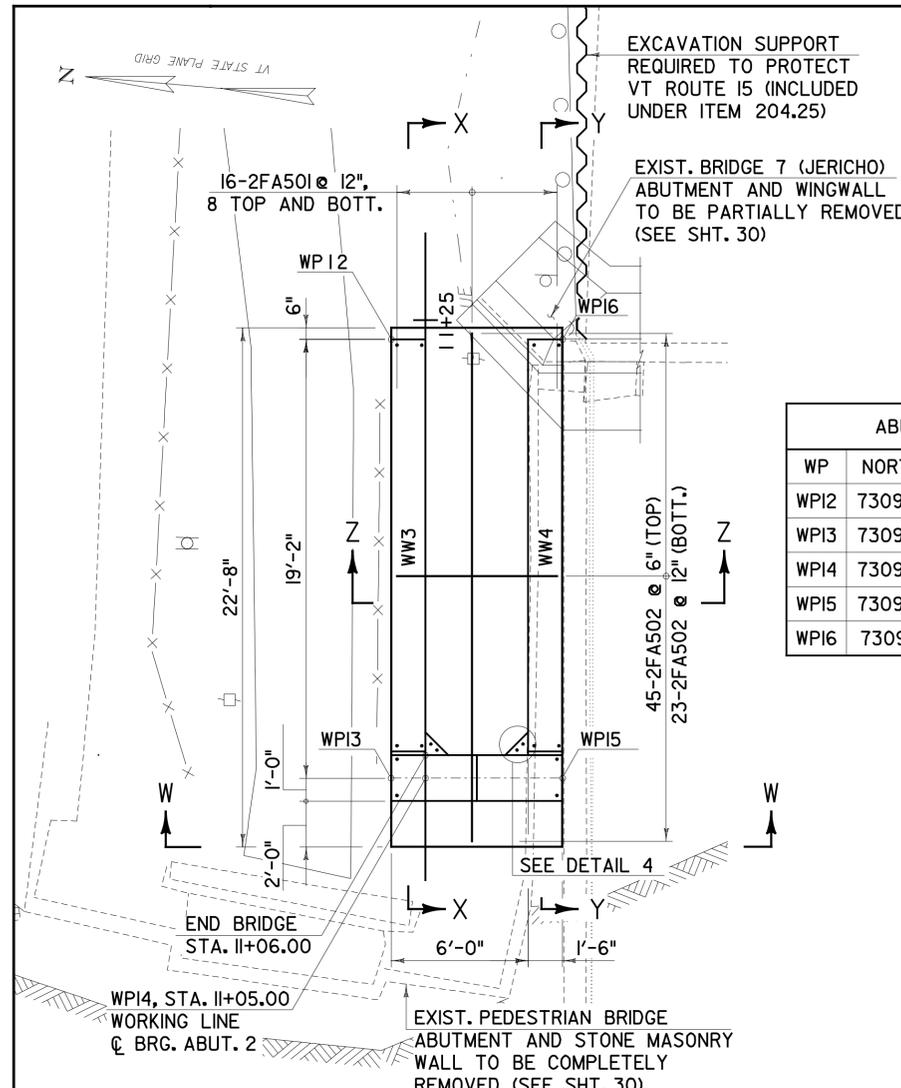
- LEGEND 1**
- APPROXIMATE LIMIT OF ITEM 203.16 SOLID ROCK EXCAVATION (SEE NOTE 1)
 - APPROXIMATE LOCATION OF ITEM 900.640 SPECIAL PROVISION (ROCK DOWELING) (SEE NOTE 3 AND DETAILS SHT. 37)

- LEGEND 2**
- NF = NEAR FACE
 - FF = FAR FACE
 - EF = EACH FACE
 - ▲ = CUT IN FIELD



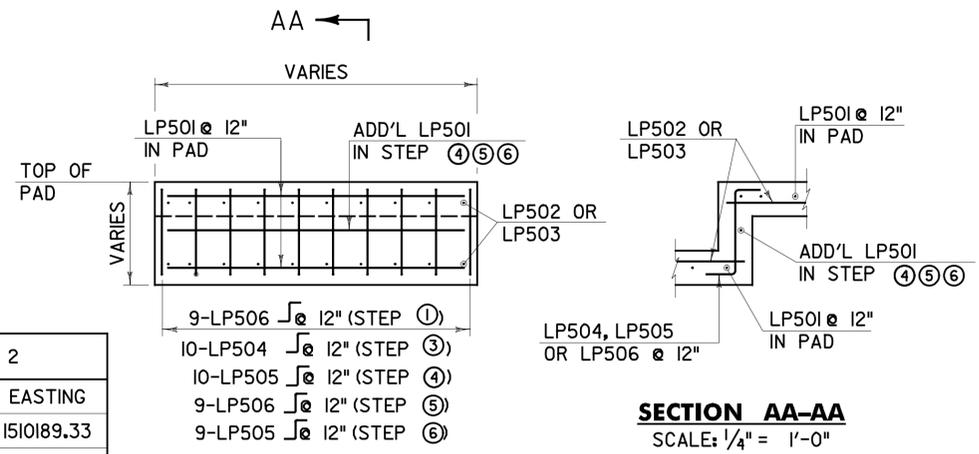
ABUTMENT 1 FOUNDATION PLAN	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: D.M.D.
	PROJECT LEADER: M.D.S.	CHECKED BY: P.M.P.
	DESIGNED BY: D.M.D.	SHEET 35 OF 62

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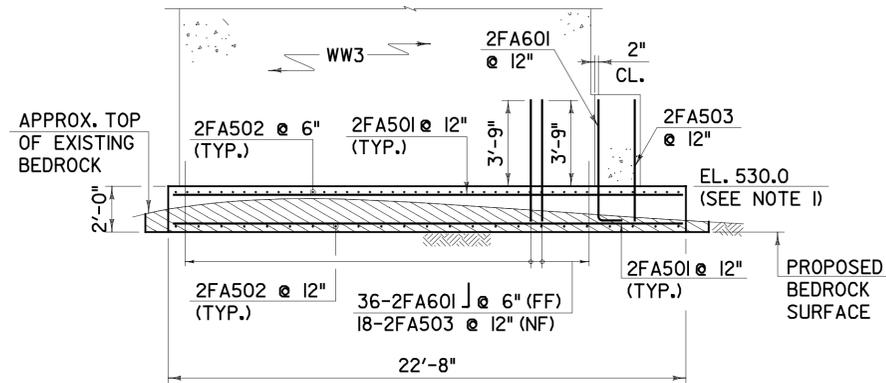


ABUTMENT 2		
WP	NORTHING	EASTING
WPI2	730937.64	1510189.33
WPI3	730935.97	1510170.24
WPI4	730934.47	1510170.37
WPI5	730928.49	1510170.89
WPI6	730930.17	1510189.99

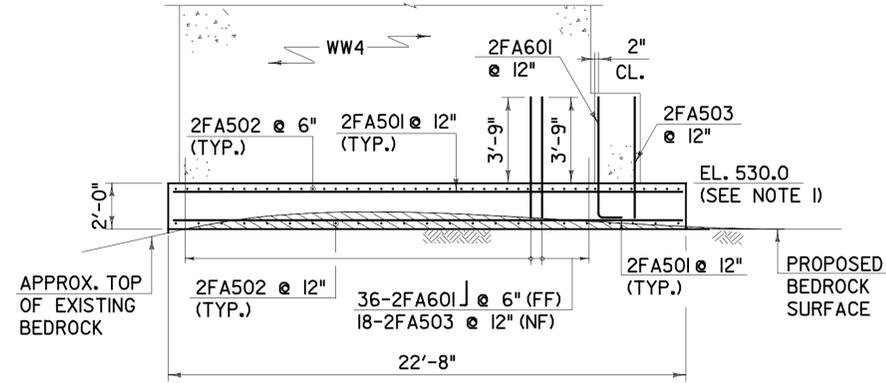
ABUTMENT 2 FOUNDATION PLAN
SCALE: 1/4" = 1'-0"



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



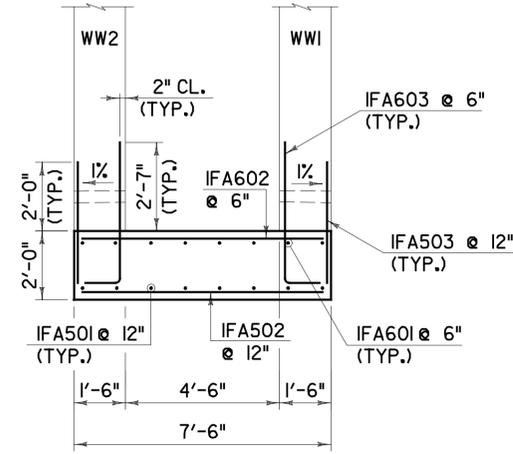
SECTION X-X
SCALE: 1/4" = 1'-0"



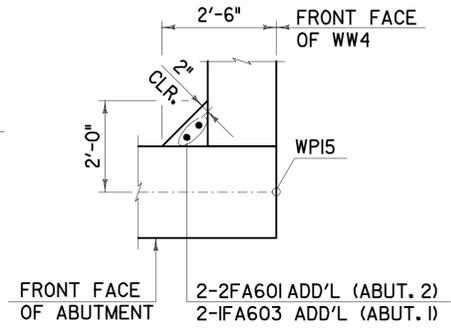
SECTION Y-Y
SCALE: 1/4" = 1'-0"

NOTES:

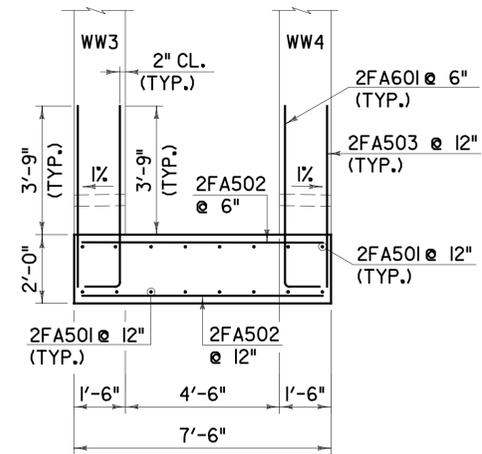
1. ABUTMENT 2 FOOTING ELEVATIONS ARE BASED ON APPROXIMATION OF THE EXISTING BEDROCK PROFILE. THE DESIGN HEIGHT OF THE SUBSTRUCTURE ELEMENTS WERE DETERMINED BASED ON THE ELEVATIONS SHOWN. TO SUIT ACTUAL FIELD CONDITIONS, THE CONTRACTOR MAY PROPOSE ALTERNATE FOOTING ELEVATIONS TO THE STRUCTURES ENGINEER FOR APPROVAL.
2. 3" CLR. UNLESS OTHERWISE SPECIFIED ON PLANS.
3. ALL REINFORCING STEEL IN THE FOOTING AND LEVELING PAD SHALL BE PLAIN REINFORCING STEEL AND SHALL BE PAID FOR UNDER ITEM 507.11 REINFORCING STEEL, LEVEL 1.



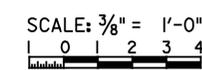
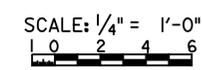
SECTION U-U
SCALE: 3/8" = 1'-0"



DETAIL 4
(ABUT. 2, SOUTH CHAMFER SHOWN, OTHER LOCATIONS SIMILAR)
SCALE: 1/2" = 1'-0"



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



LEGEND 1

APPROXIMATE LIMIT OF ITEM 203.16 SOLID ROCK EXCAVATION (SEE NOTE 1)

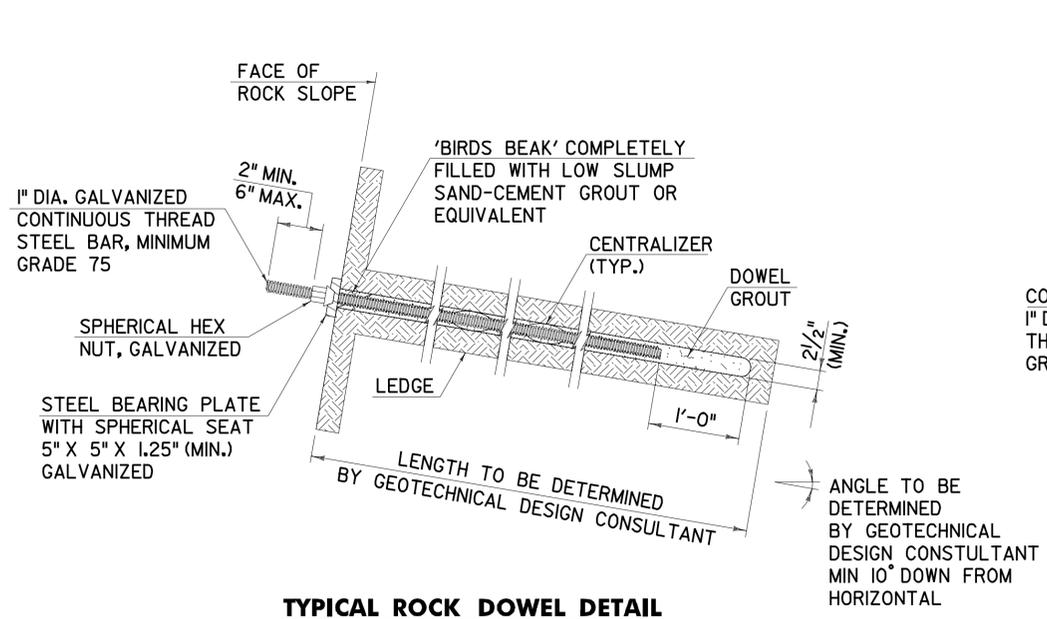
LEGEND 2

NF = NEAR FACE
FF = FAR FACE
EF = EACH FACE
▲ = CUT IN FIELD

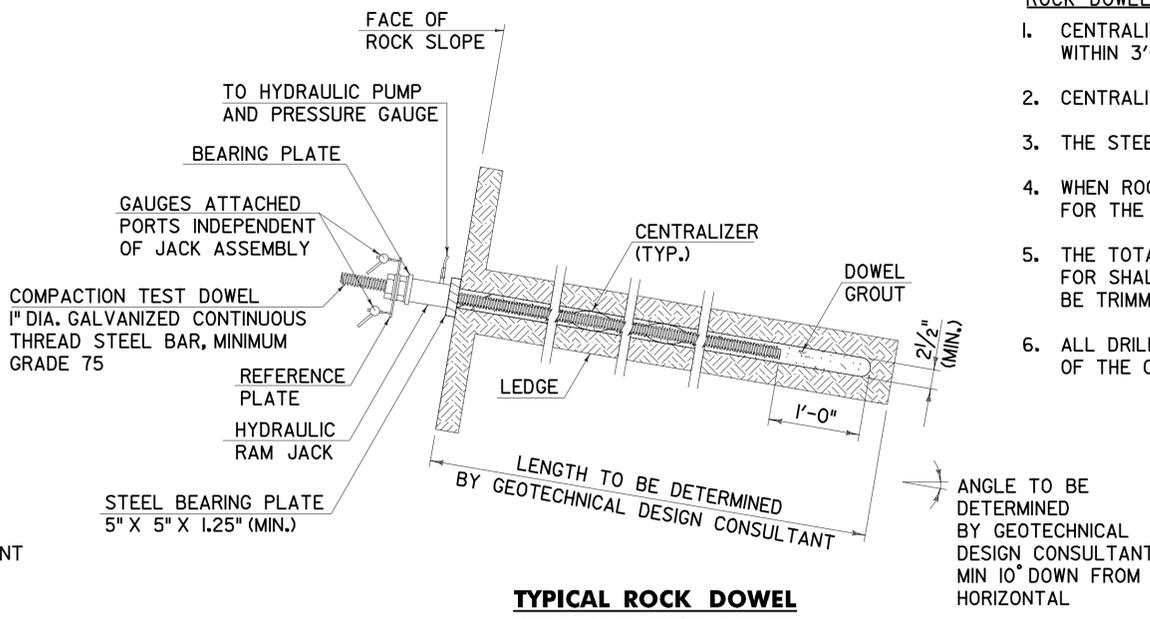


ABUTMENT 2 FOUNDATION PLAN	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: D.M.D.
	PROJECT LEADER: M.D.S.	CHECKED BY: P.M.P.
	DESIGNED BY: D.M.D.	SHEET 36 OF 62

FILE NAME = V:\Projects\NY\K2\21113\CADD\WSTN\08F00A\Consult\entia\208F00A\foundatstomp\lan2.dgn
 DATE/TIME = 4/7/2014 11:26:14
 USER = 4916



TYPICAL ROCK DOWEL DETAIL
NOT TO SCALE



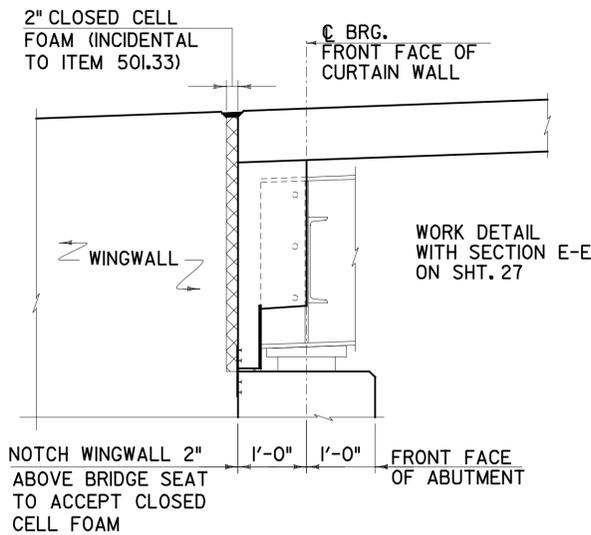
TYPICAL ROCK DOWEL PULL-OUT TEST DETAIL
NOT TO SCALE

ROCK DOWEL NOTES:

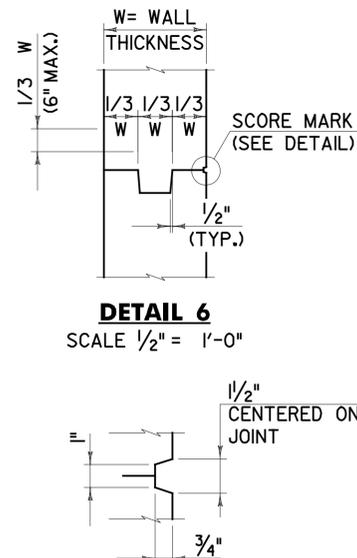
1. CENTRALIZERS TO BE PLACED AT A MAXIMUM OF 7'-0" ON CENTER AND WITHIN 3'-0" FROM THE TOP AND BOTTOM OF DRILL HOLE ON CENTER.
2. CENTRALIZERS SHALL BE MADE OF PVC.
3. THE STEEL BEARING PLATE SHALL COVER THE DRILL HOLE COMPLETELY.
4. WHEN ROCK AROUND THE DRILL HOLE OPENING HAS BROKEN, A CEMENT PAD FOR THE STEEL BEARING PLATE SHALL BE INSTALLED AS REQUIRED.
5. THE TOTAL LENGTH OF THE CONTINUOUS THREAD STEEL BAR TO BE PAID FOR SHALL BE EQUAL TO THE LENGTH OF THE DRILL HOLE. THE BAR MAY BE TRIMMED AFTER INSTALLATION.
6. ALL DRILL HOLES SHALL BE OVERDRILLED BY 1'-0" BETWEEN THE END OF THE CONTINUOUS THREAD STEEL BAR AND BOTTOM OF DRILL HOLE.

FILE NAME = V:\Projects\JERICHO\21113\CADD\WSTN\08F00A\Consult\entia\208F00A\rockdowel.dwg
 DATE/TIME = 4/7/2014 11:49:16
 USER = 4916

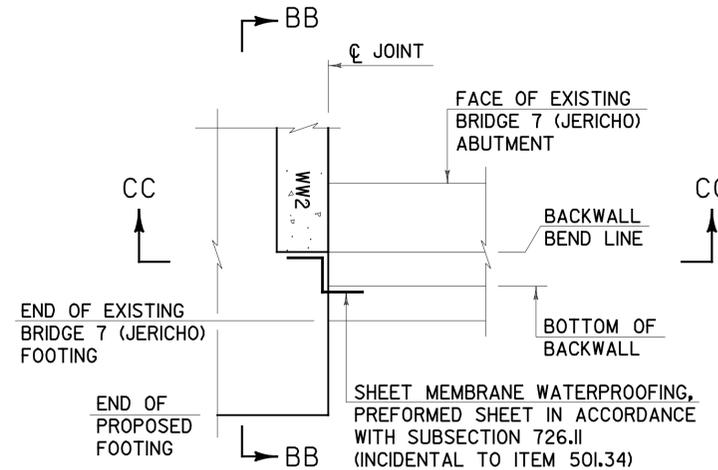
ROCK DOWEL DETAILS	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: D.M.D.
	PROJECT LEADER: M.D.S.	CHECKED BY: P.M.P.
	DESIGNED BY: D.M.D.	SHEET 37 OF 62



DETAIL 5
SCALE 3/4" = 1'-0"



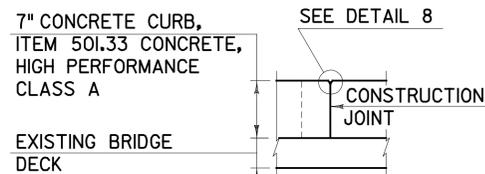
DETAIL 6
SCALE 1/2" = 1'-0"
SCORE MARK DETAIL
NOT TO SCALE



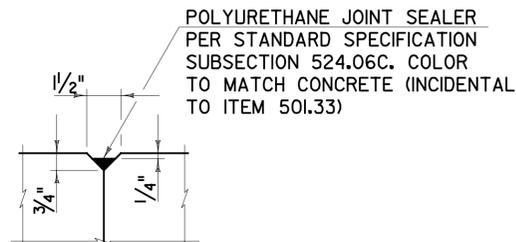
DETAIL 9
(ABUT. 1 SHOWN, ABUT. 2 SIMILAR)
SCALE 3/8" = 1'-0"

NOTES:

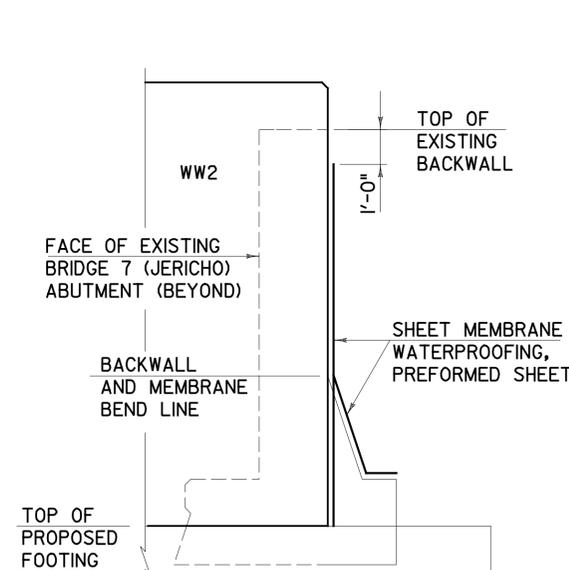
1. CONSTRUCTION JOINTS THROUGH CONCRETE CURBS SHALL BE SPACED AT A MAXIMUM OF 15'-0" CENTER TO CENTER. CONCRETE SHALL BE PLACED IN ALTERNATING SECTIONS WITH A MINIMUM OF 48 HOURS BETWEEN ADJACENT POURS. THE CONTRACTOR HAS THE OPTION TO ELIMINATE THE CURB JOINTS AND MAKE THE CURB PLACEMENT USING A SHRINKAGE ADMIXTURE APPROVED BY THE VTRANS MATERIALS AND RESEARCH LABORATORY. THE COST OF ANY SUCH ADMIXTURE SHALL BE INCIDENTAL TO ITEM 501.33.
2. LONGITUDINAL REINFORCING SHALL PASS THROUGH CONCRETE CURB CONSTRUCTION JOINTS.
3. WATERSTOP MATERIAL SHALL BE IN ACCORDANCE WITH STANDARD SPECIFICATION SUBSECTION 707.10. THE SELECTED WATERSTOP SYSTEM SHALL BE APPROVED BY THE VTRANS MATERIALS AND RESEARCH LABORATORY. THE COST FOR P.V.C. WATERSTOP SHALL BE INCIDENTAL TO ITEM 501.33.



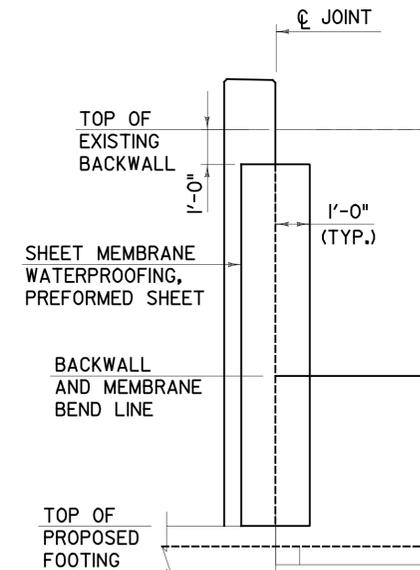
DETAIL 7
SCALE 3/4" = 1'-0"



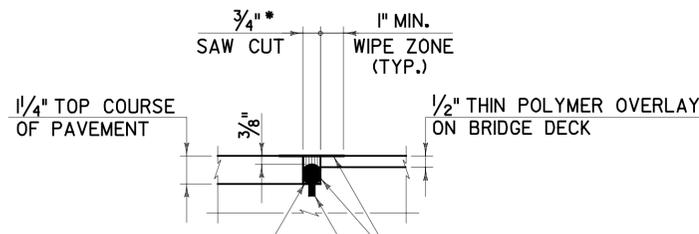
DETAIL 8
NOT TO SCALE



SECTION BB-BB
SCALE 3/8" = 1'-0"



SECTION CC-CC
SCALE 3/8" = 1'-0"



7/8" DIA. HEAT RESISTANT BACKER ROD, COMPRESSION FIT REQUIRED TO INSURE THAT POSITION IS MAINTAINED DURING FILLING OPERATION (INCIDENTAL TO ITEM 524.11)

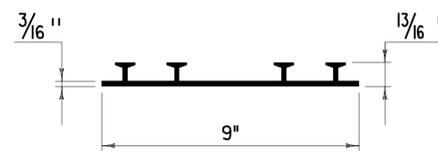
SURFACES TO BE SANDBLASTED ON BOTH SIDES OF JOINT

1/4" WIDE X 1/2" DEEP SAW CUT INTO BOTTOM COURSE OF PAVEMENT TO BE MADE DURING THE SAME WORKDAY AS PLACEMENT

* JOINT IS TO BE LOCATED ACCURATELY BY STRING LINING, OR OTHER MEANS, PRIOR TO PAVING, SO THAT THE SAW CUTS WILL BE MADE DIRECTLY OVER THE END OF THE CONCRETE DECK. JOINT SHALL BE CUT DRY IN A SINGLE PASS AND BE SEALED WITHIN 24 HOURS OR PRIOR TO EXPOSURE TO TRAFFIC. JOINT SHALL BE CLEANED PRIOR TO APPLYING THE JOINT SEALER.

HOT POURED JOINT SHALL BE PAID FOR UNDER ITEM 524.11 JOINT SEALER, HOT POURED.

HOT POURED JOINT DETAIL
NOT TO SCALE



P.V.C. WATERSTOP
NOT TO SCALE

SCALE 1/2" = 1'-0"

SCALE 3/4" = 1'-0"



MISCELLANEOUS DETAILS

PROJECT NAME: JERICHO
PROJECT NUMBER: STP FTBR (3)

PROJECT LEADER: M.D.S.
DESIGNED BY: D.M.D.

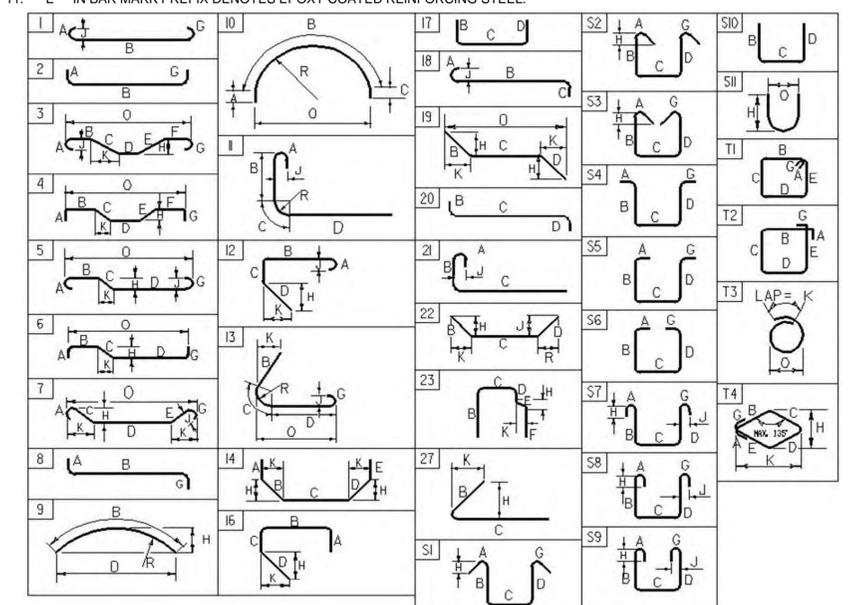
PLOT DATE: 4/7/2014
DRAWN BY: D.M.D.
CHECKED BY: P.M.P.
SHEET 38 OF 62

REINFORCING STEEL SCHEDULE

ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O	ITEM	EACH	SIZE	LENGTH	MARK	TYPE	A	B	C	D	E	F	G	H	J	K	R	O					
DECK																																								
*	145	5	7'-2"	S501.3	STR																																			
	144	7	8'-0"	S502.3	1	10"	7'-2"					0"		7"																										
	24	5	40'-0"	S503.3	STR																																			
	36	5	34'-0"	S504.3	STR																																			
	94	5	1'-6"	S505.3	17		8"	10"	0"																															
	24	5	6'-3"	S506.3	27			3'-3"					3'-0"		13/8"																									
	20	5	4'-6"	S507.3	27		3'-0"	2'-0"					2'-6"		1 1/8"																									
	8	5	7'-0"	S508.3	STR																																			
	6	5	3'-9"	S509.3	STR																																			
	40	5	4'-1"	S510.3	17	1'-9"	7"	1'-9"																																
	12	5	2'-8"	S511.3	STR																																			
	2	5	1'-9"	S512.3	STR																																			
LEVELING PAD (STONE MASONRY WALL)																																								
▲	62	5	9'-0"	LP501	STR																																			
▲	28	5	14'-3"	LP502	STR																																			
▲	28	5	6'-6"	LP503	STR																																			
	10	5	2'-6"	LP504	20		6"	1'-6"	6"																															
	19	5	3'-6"	LP505	20		6"	2'-6"	6"																															
	18	5	4'-6"	LP506	20		6"	3'-6"	6"																															
ABUTMENT 1 FOOTING																																								
	10	5	12'-0"	1FA501	STR																																			
	13	5	9'-0"	1FA502	STR																																			
	20	5	3'-9"	1FA503	STR																																			
*	20	6	12'-0"	1FA601	STR																																			
	25	6	9'-0"	1FA602	STR																																			
	42	6	5'-4"	1FA603	17	1'-0"	4'-4"	0"																																
ABUTMENT 2 FOOTING																																								
	16	5	22'-2"	2FA501	STR																																			
*	69	5	7'-0"	2FA502	STR																																			
	44	5	5'-5"	2FA503	STR																																			
	84	6	6'-5"	2FA601	17	1'-0"	5'-5"	0"																																
ABUTMENT 1 STEM																																								
	19	6	9'-0"	1A601	STR																																			
	8	5	9'-0"	1A501	STR																																			
	28	5	3'-7"	1A502	17	1'-0"	1'-7"	1'-0"																																
	22	5	7'-0"	1A503	STR																																			
	20	5	7'-0"	1A504	22	1'-0"	5'-0"	1'-0"				8 1/2"	8 1/2"	8 1/2"	8 1/2"																									
ABUTMENT 2 STEM																																								
	16	5	3'-7"	2A501	17	1'-0"	1'-7"	1'-0"																																
	10	5	7'-0"	2A502	STR																																			
	8	5	7'-0"	2A503	22	1'-0"	5'-0"	1'-0"				8 1/2"	8 1/2"	8 1/2"	8 1/2"																									
WINGWALL 1																																								
▲	16	6	13'-0"	1W601	STR																																			
▲	8	5	13'-0"	1W501	STR																																			
▲	28	5	7'-6"	1W502	STR																																			
WINGWALL 2																																								
	7	6	12'-10"	2W601	STR																																			
	4	5	12'-9"	2W501	STR																																			
▲	28	5	3'-3"	2W502	STR																																			
WINGWALL 3																																								
▲	36	6	8'-4"	3W601	STR																																			
▲	18	5	8'-4"	3W501	STR																																			
▲	18	5	17'-8"	3W502	STR																																			
WINGWALL 4																																								
▲	36	6	8'-3"	4W601	STR																																			
▲	18	5	8'-3"	4W501	STR																																			
▲	18	5	17'-8"	4W502	STR																																			

~ NOTES ~

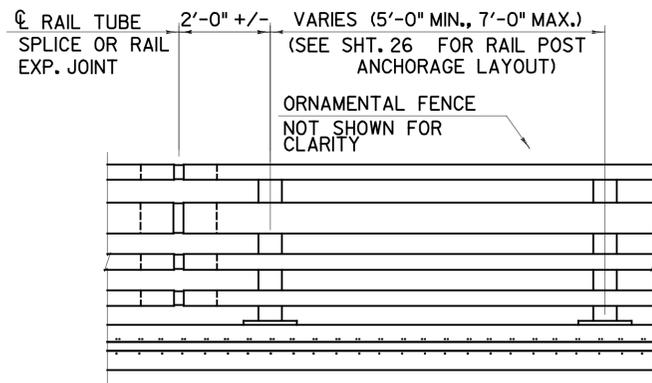
- UNLESS OTHERWISE DESIGNATED, ALL BAR REINFORCEMENT FOR CONCRETE IN SIZES UP TO AND INCLUDING NO. 18 SHALL CONFORM TO THE REQUIREMENTS OF THE "SPECIFICATIONS FOR DEFORMED BILLET-STEEL BARS FOR CONCRETE REINFORCEMENT", AASHTO M 31 (ASTM A 615-S1). ALL BARS SHALL BE GRADE 60, UNLESS OTHERWISE DESIGNATED.
- 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".
- BARS WHICH REQUIRE MORE ACCURATE BENDING THAN STANDARD PRACTICES SHOULD HAVE LIMITS INDICATED.
- ALL DIMENSIONS ARE OUT TO OUT OF BAR EXCEPT "A" AND "G" ON STANDARD 180 DEGREE AND 135 DEGREE HOOKS.
- "J" DIMENSION ON 180 DEGREE HOOKS TO BE SHOWN ONLY WHERE NECESSARY TO RESTRICT HOOK SIZE. OTHERWISE, STANDARD HOOKS ARE TO BE USED.
- "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
- "H" DIMENSION ON STIRRUPS TO BE SHOWN ONLY WHEN NECESSARY TO MAINTAIN CLEARANCES.
- WHERE SLOPE DIFFERS FROM 45 DEGREES, DIMENSIONS "H" AND "K" MUST BE SHOWN.
- ▲ DENOTES BARS TO BE CUT IN FIELD.
- * DENOTES ONE EXTRA BAR ADDED FOR TESTING PURPOSES.
- △ DENOTES TWO EXTRA BARS ADDED FOR TESTING PURPOSES.
- 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

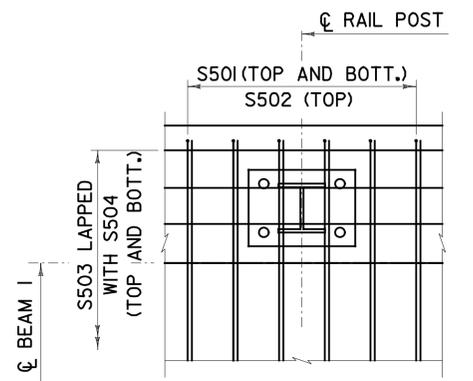
PROJECT NAME: **JERICHO**
 PROJECT NUMBER: **STP FTBR (3)**
 FILE NAME: **x06x505_rebar_schedule** PLOT DATE: **11/28/2012**
 PROJECT MANAGER: **D.E.G.** DRAWN BY: **D.M.D.**
 DESIGNED BY: **D.M.D.** CHECKED BY: **P.M.P.**
REINFORCING STEEL SCHEDULE SHEET **39** OF **62**





BRIDGE RAILING ELEVATION
SCALE: 1/2" = 1'-0"

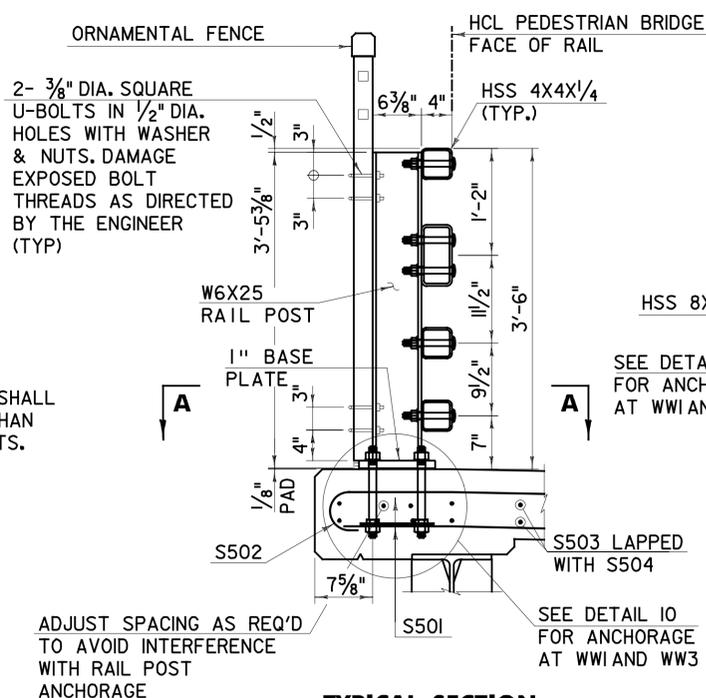
NOTE: HOLES IN RAILS SHALL BE 1/8" LARGER THAN CONNECTION BOLTS.



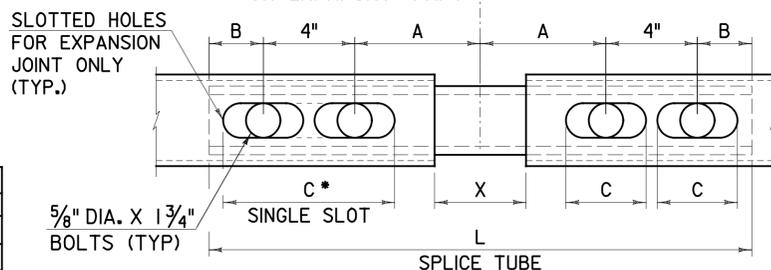
REINFORCING PLAN AT RAIL POST ANCHORAGE
SCALE: 1" = 1'-0"

SPLICE TABLE					
T	A	B	C	L	X
N/A	4"	2"	--	20"	3/4"
EXPANSION JOINT TABLE					
<4"	4"	2"	2 1/2"	20"	2 1/2"
>4" <6 1/2"	5 1/2"	2 3/8"	3 1/2"	23 3/4"	4"
>6 1/2" <9"	6 1/2"	3 3/8"	9"*	27 3/4"	5"
>9" <13"	8 1/2"	4 3/8"	11"*	33 3/4"	7"

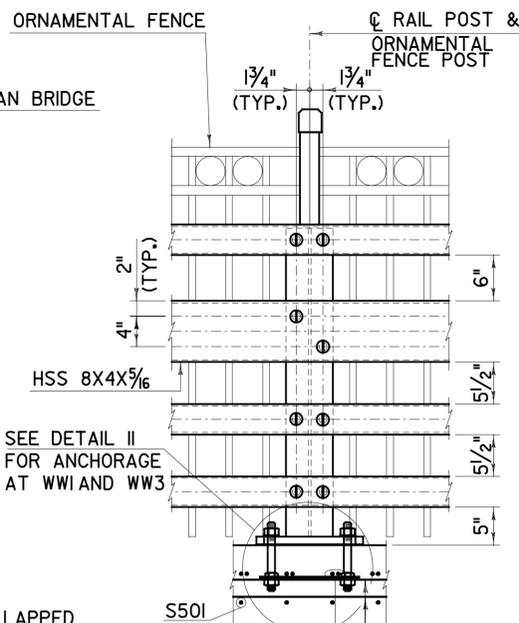
T = TOTAL MOVEMENT BETWEEN BRIDGE EXP. JOINTS (SEE NOTE 5).
* = SINGLE SLOT



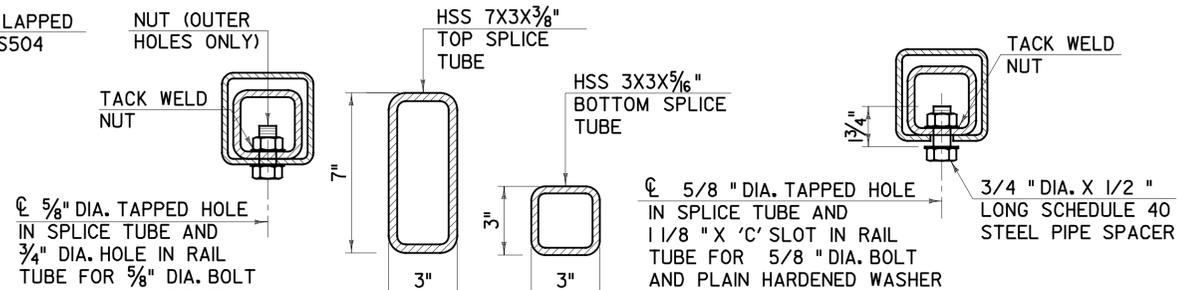
TYPICAL SECTION
SCALE: 1" = 1'-0"



RAIL TUBE SPLICE AND RAIL EXPANSION JOINT DETAIL
(BOTTOM VIEW)
SCALE: 3" = 1'-0"

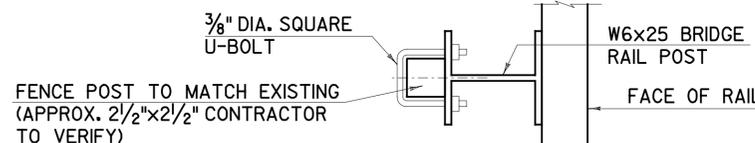


ELEVATION
SCALE: 1" = 1'-0"

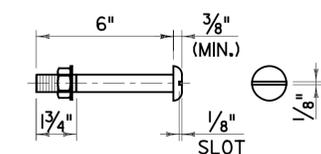


RAIL TUBE SPLICE SECTION
SCALE: 3" = 1'-0"

EXPANSION JOINT SECTION
FOR DETAILS NOT SHOWN, SEE "RAIL TUBE SPLICE SECTION."
SCALE: 3" = 1'-0"

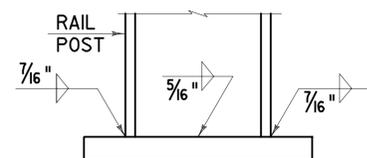


SECTION A-A



3/4" DIA. ROUND HEAD BOLT

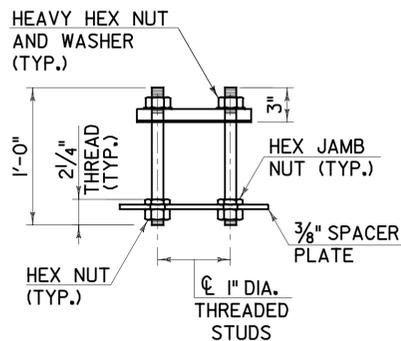
(WITH WASHER AND PREVAILING TORQUE TYPE LOCK NUT) (SEE NOTE 7) ONLY FULL DIAMETER BODY BOLTS WILL BE ALLOWED.



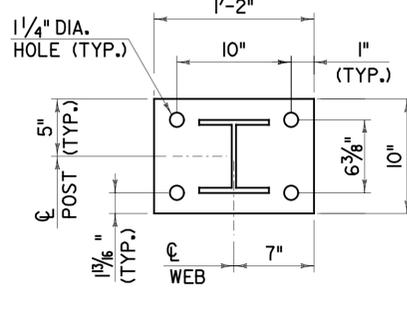
BASE WELD DETAIL
SCALE: 3" = 1'-0"

NOTES:

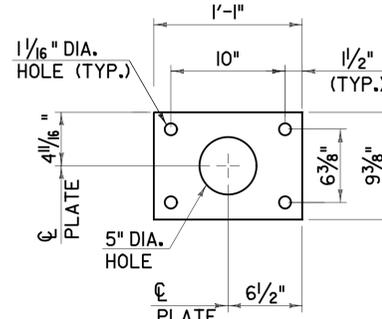
- ALL WORK AND MATERIALS SHALL CONFORM TO STANDARD SPECIFICATION SECTION 525.
- ALL EXPOSED CUT OR SHEARED EDGES SHALL BE ROUNDED TO A 1/16" RADIUS AND BE FREE OF BURRS.
- RAIL POSTS SHALL BE SET NORMAL TO GRADE.
- SECTIONS OF RAIL TUBE SHALL BE ATTACHED TO A MINIMUM OF TWO (2) RAIL POSTS AND PREFERABLY TO AT LEAST FOUR (4) POSTS.
- RAIL TUBE EXPANSION JOINTS SHALL BE PROVIDED IN ANY RAIL BAY SPANNING A SUPERSTRUCTURE EXPANSION JOINT. EXPANSION JOINT WIDTH SHALL BE "X" AT 45° F AND WILL BE ADJUSTED IN THE FIELD BY THE ENGINEER FOR OTHER TEMPERATURES.
- RAIL POSTS ANCHORING NUTS SHALL BE TIGHTENED TO A SNUG FIT AND GIVEN AN ADDITIONAL ONE-EIGHTH TURN.
- RAIL TUBES SHALL BE ATTACHED USING 3/4" FULL DIAMETER BODY ROUND HEAD BOLTS INSERTED THROUGH THE FACE OF THE TUBE. HOLES IN POSTS SHALL BE 1/16" LARGER THAN THE BOLT SIZE.
- HOLES IN RAILS FOR RAIL TUBE ATTACHMENT MAY BE FIELD-DRILLED. HOLES SHALL BE COATED WITH AN APPROVED ZINC-RICH PAINT PRIOR TO ERECTION.
- ANY BENDING OF RAIL SHALL BE BY SHOP PROCEDURE ONLY.
- THE FABRICATOR SHALL SUBMIT FABRICATION DRAWINGS INCLUDING WELDING PROCEDURES TO THE STRUCTURES ENGINEER FOR APPROVAL. ALL WELDING SHALL CONFORM WITH SUBSECTION 506.10.
- FOR MORE INFORMATION AND REQUIREMENTS REGARDING ORNAMENTAL FENCE, SEE THE SPECIAL PROVISIONS.



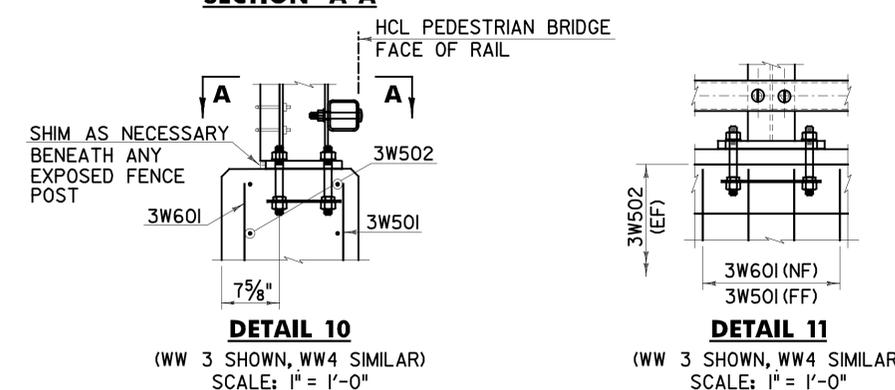
RAIL POST ANCHORAGE
SCALE: 1/2" = 1'-0"



POST AND BASE PLATE
SCALE: 1/2" = 1'-0"



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

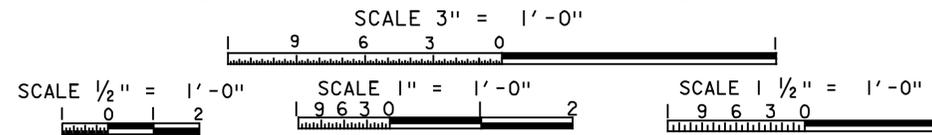


DETAIL 10

(WW 3 SHOWN, WW 4 SIMILAR)
SCALE: 1" = 1'-0"

DETAIL 11

(WW 3 SHOWN, WW 4 SIMILAR)
SCALE: 1" = 1'-0"



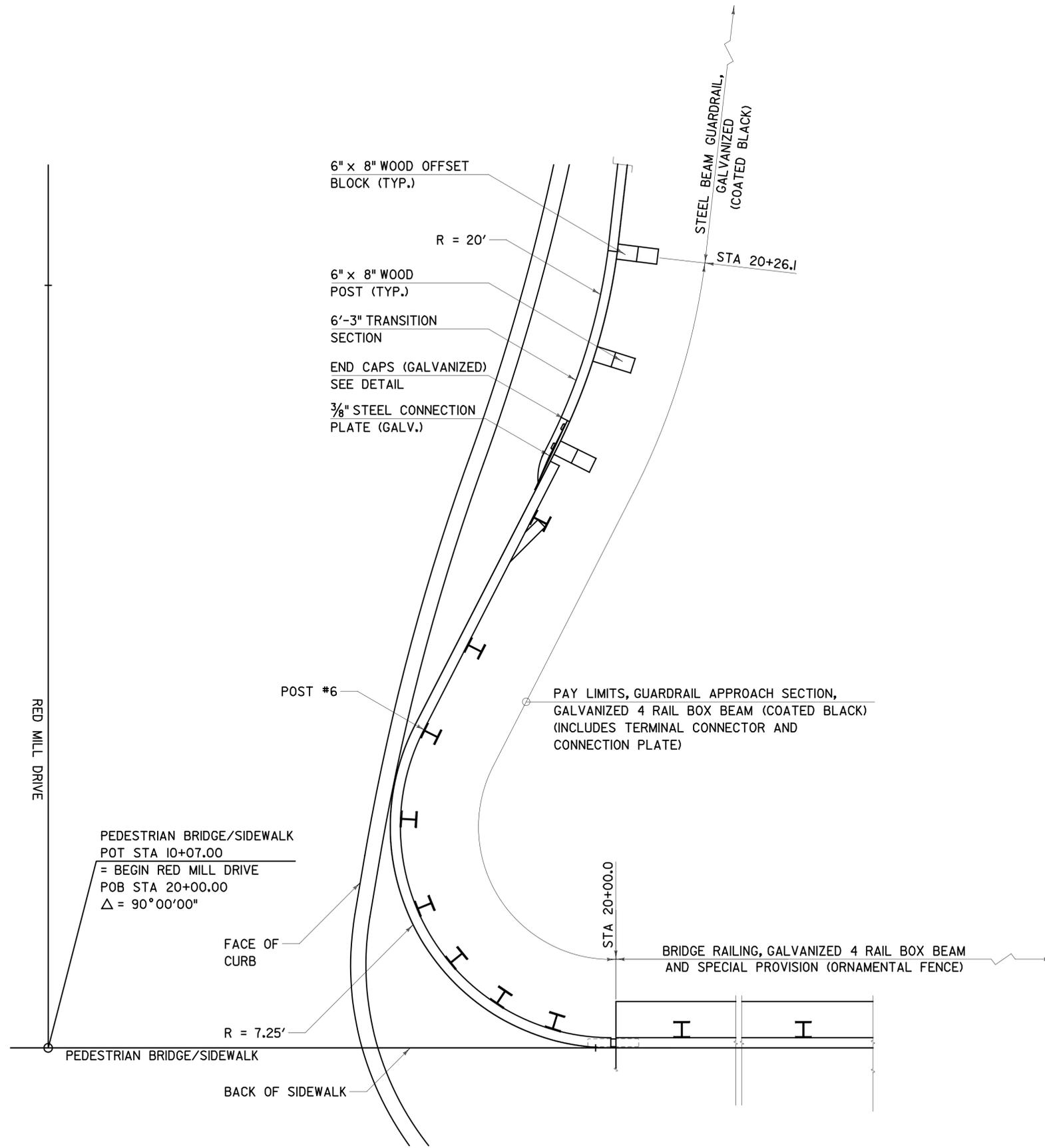
FILE NAME: V:\Projects\NYNY\K2\21113\CADD\NISTN\08F00A\Consult\entia\208F004brsrdgera11.dgn DATE/TIME: 4/7/2014 4:49:16 USER: 4916



BRIDGE RAILING DETAILS

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)
PROJECT LEADER: M.D.S.
DESIGNED BY: D.M.D.

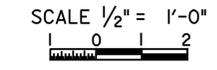
PLOT DATE: 4/7/2014
DRAWN BY: D.M.D.
CHECKED BY: P.M.P.
SHEET 40 OF 62



PLAN VIEW - GUARDRAIL APPROACH SECTION, GALVANIZED 4 RAIL BOX BEAM
 STA 20+00.0 - STA 20+26.1

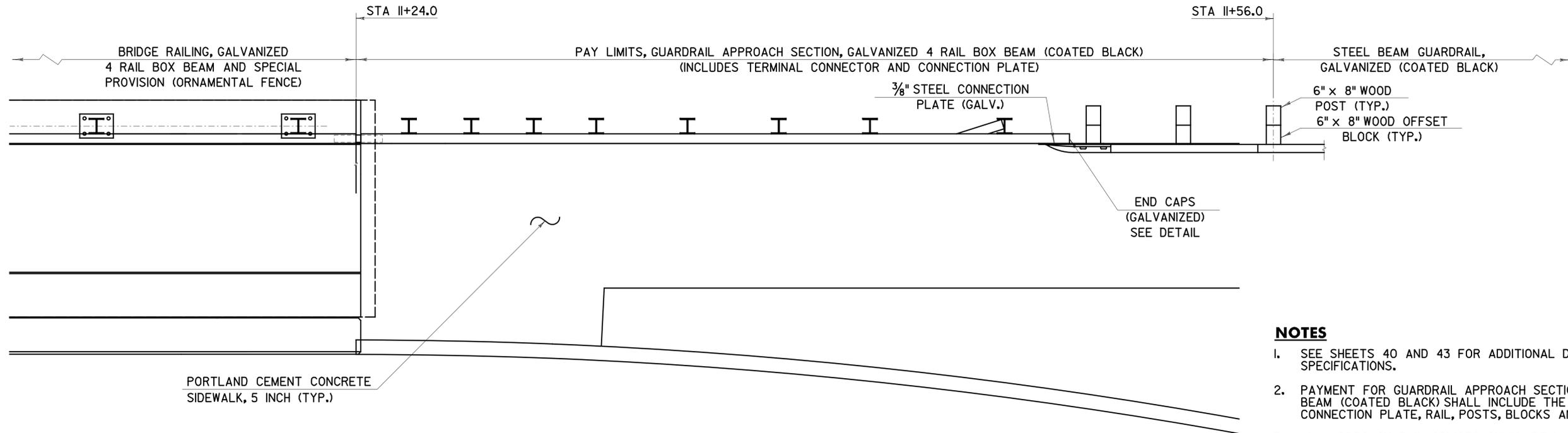
NOTES

1. SEE SHEET 42 FOR ELEVATION VIEW, ALL DIMENSIONS SHALL BE MEASURED ALONG THE FACE OF RAIL. SEE SHEETS 40, 42 AND 43 FOR ADDITIONAL DETAILS, NOTES, AND SPECIFICATIONS.
2. PAYMENT FOR GUARDRAIL APPROACH SECTION, GALVANIZED 4 RAIL BOX BEAM (COATED BLACK) SHALL INCLUDE THE TERMINAL CONNECTOR, THE CONNECTION PLATE, RAIL, POSTS, BLOCKS AND ATTACHMENT HARDWARE.
3. ALL APPROACH RAIL SPLICES SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW.
4. ALL BRIDGE APPROACH RAIL MATERIALS, DIMENSION SIZES AND NOTES SHALL BE THE SAME AS THOSE OF THE BRIDGE RAIL, UNLESS OTHERWISE NOTED.
5. CARRIAGE BOLTS SHALL BE AASHTO M164 AND NUTS SHALL BE ASTM A563 GRADE A OR BETTER (GALVANIZED).
6. WELD SPLICE BARS TO FIT BEND. USE COMPLETE PENETRATION WELD (B-U2).
7. FROM THE END SPLICE AT THE LIMITS OF BRIDGE RAIL TO POST #6, THE RAILS SHALL BE SHOP BENT TO A RADIUS OF 7.25'.
8. THE 6'-3" TRANSITION SECTION SHALL BE FIELD BENT TO A RADIUS OF 20'.
9. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS FOR ORNAMENTAL FENCE.



GUARDRAIL APPROACH SECTION DETAILS #1	PROJECT NAME: JERICO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: C.R.H.
	PROJECT LEADER: M.D.S.	CHECKED BY: D.E.G.
	DESIGNED BY: C.R.H.	SHEET 41 OF 62
	DWG. NO.: GRAPP-1	

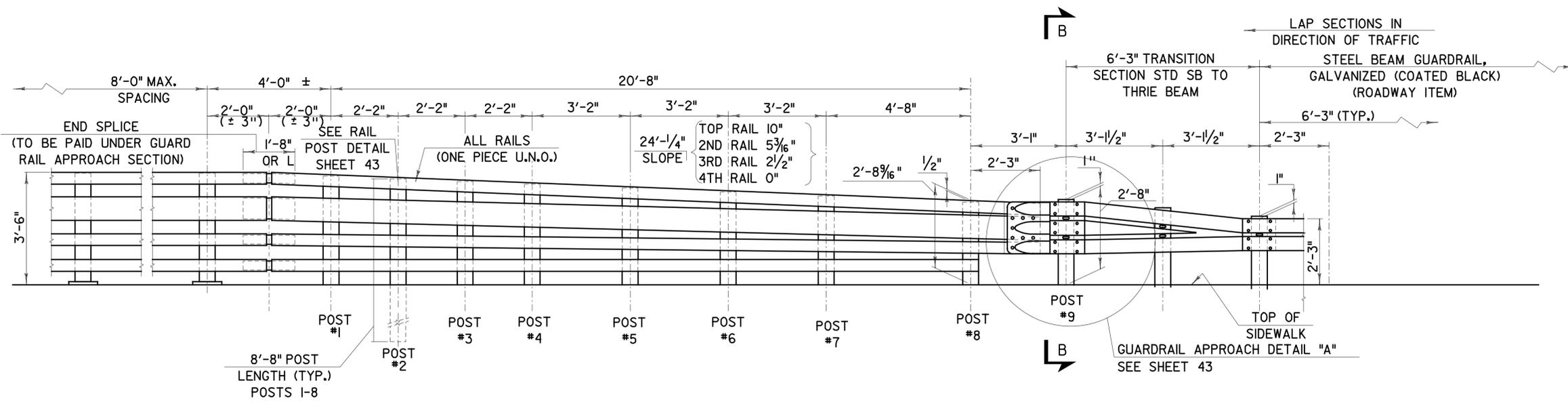
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 USER = 4916



PLAN VIEW - GUARDRAIL APPROACH SECTION, GALVANIZED 4 RAIL BOX BEAM (COATED BLACK)
STA 11+24.0 - STA 11+56.0

NOTES

- SEE SHEETS 40 AND 43 FOR ADDITIONAL DETAILS, NOTES, AND SPECIFICATIONS.
- PAYMENT FOR GUARDRAIL APPROACH SECTION, GALVANIZED 4 RAIL BOX BEAM (COATED BLACK) SHALL INCLUDE THE TERMINAL CONNECTOR, THE CONNECTION PLATE, RAIL, POSTS, BLOCKS AND ATTACHMENT HARDWARE.
- ALL APPROACH RAIL SPLICES SHALL BE LAPPED IN THE DIRECTION OF TRAFFIC FLOW.
- ALL BRIDGE APPROACH RAIL MATERIALS, DIMENSION SIZES AND NOTES SHALL BE THE SAME AS THOSE OF THE BRIDGE RAIL, UNLESS OTHERWISE NOTED.
- CARRIAGE BOLTS SHALL BE AASHTO M164 AND NUTS SHALL BE ASTM A563 GRADE A OR BETTER (GALVANIZED).
- WELD SPLICE BARS TO FIT BEND. USE COMPLETE PENETRATION WELD (B-U2).
- SEE SHEET 43 FOR SECTION B-B.



TYPICAL ELEVATION - GUARDRAIL APPROACH SECTION, GALVANIZED 4 RAIL BOX BEAM (COATED BLACK)

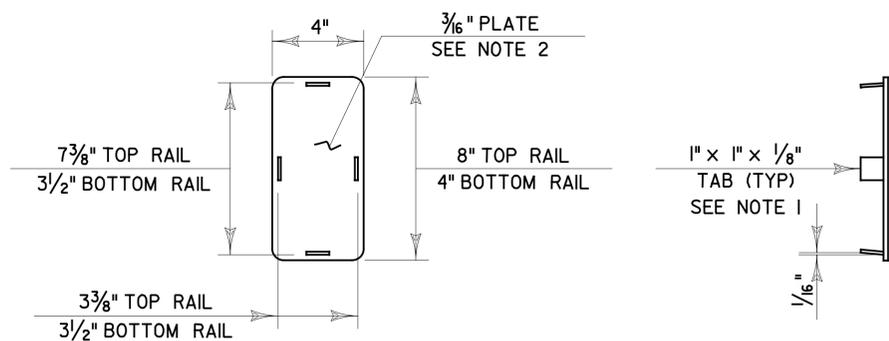
SCALE 1/2" = 1'-0"



GUARDRAIL APPROACH SECTION DETAILS #2

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)
PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: GRAPP-2

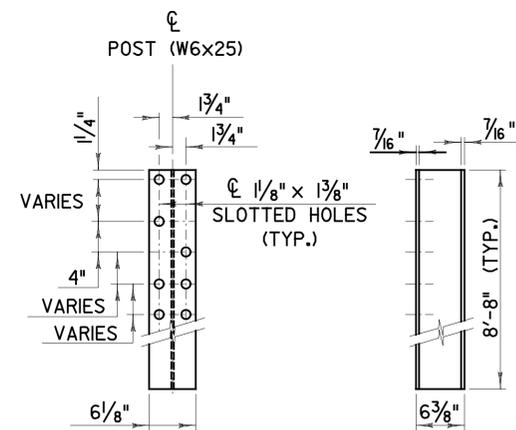
PLOT DATE: 4/7/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 42 OF 62



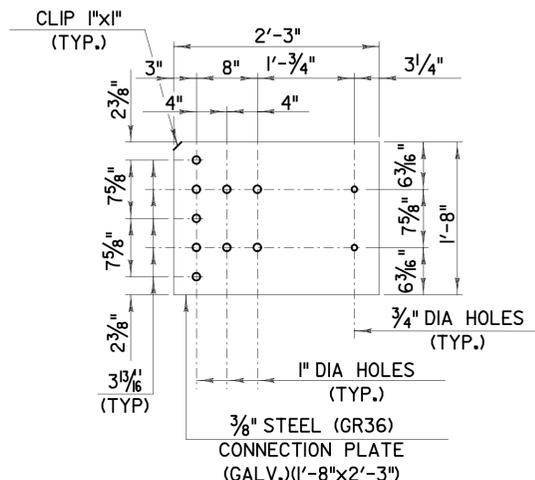
END CAP DETAIL

END CAP NOTES

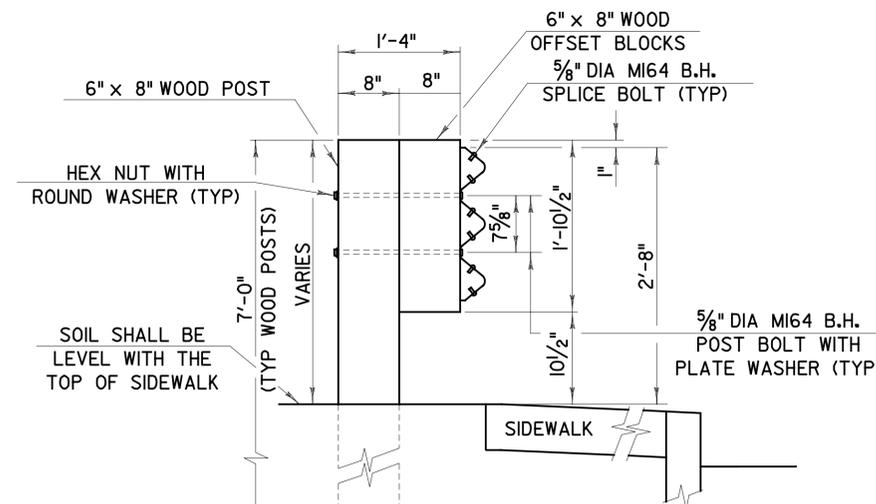
1. WELD TABS TO END CAP PLATE IN TAPERED POSITION SO CAP CAN BE JAMMED INTO END OF RAIL TUBE.
2. ROUND CORNERS 1/2" RADIUS (TYP)



RAIL POST

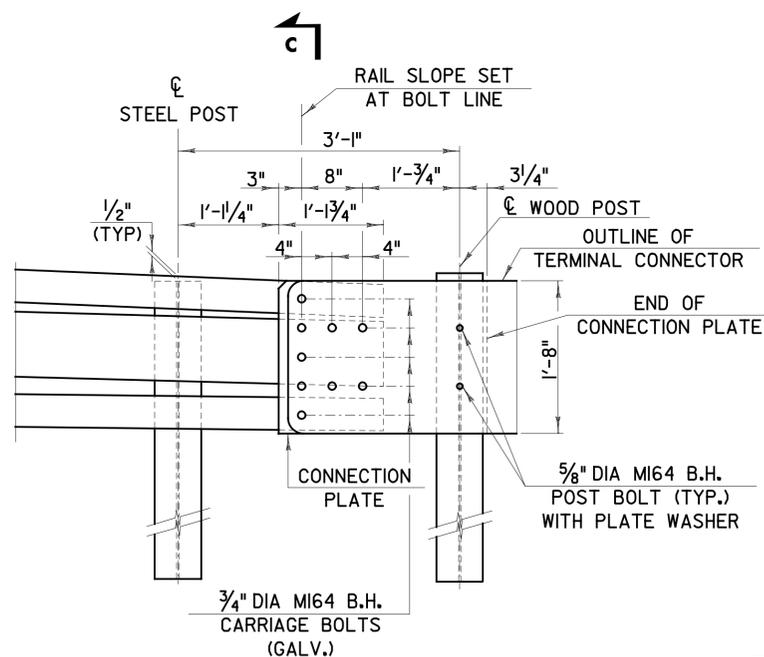


CONNECTION PLATE



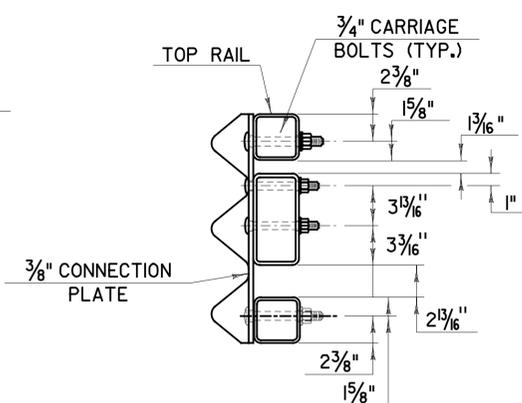
SECTION B-B (POST RAIL ASSEMBLY)

SEE SHEET 42 FOR SECTION B-B LOCATION

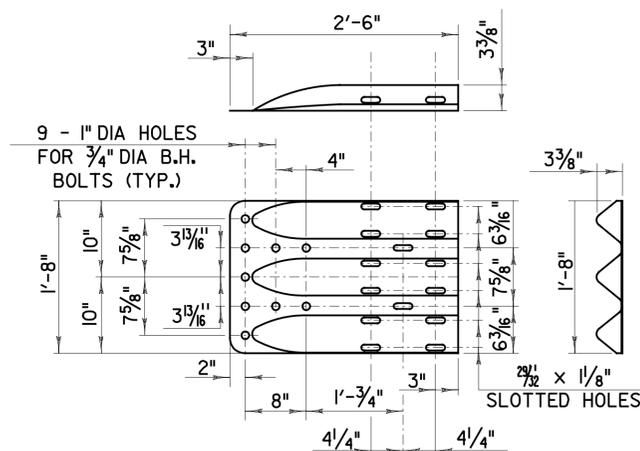


GUARDRAIL APPROACH DETAIL A

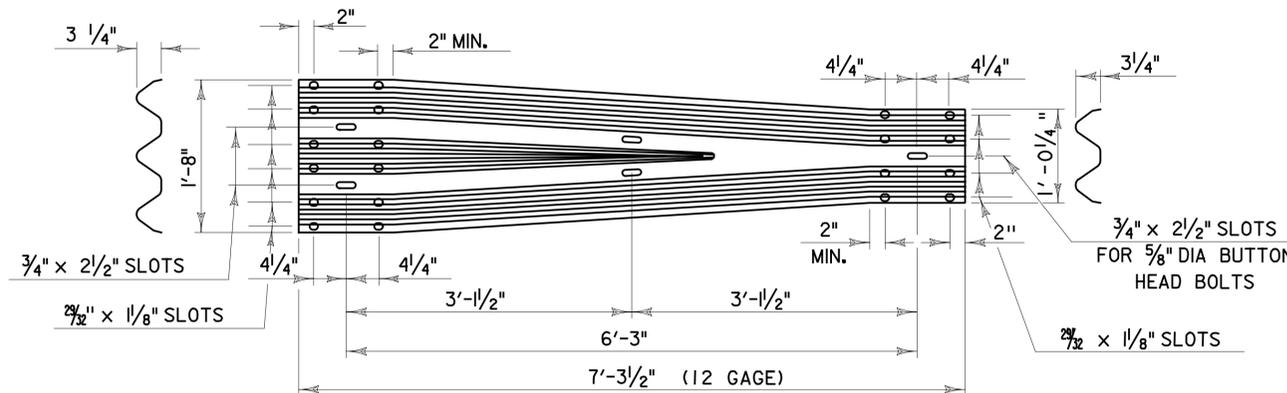
SEE SHEET 42 FOR GUARDRAIL APPROACH DETAIL A LOCATION



SECTION C-C (CONNECTION PLATE)



THREE-BEAM TERMINAL CONNECTOR



THREE-BEAM TO STD SB TRANSITION SECTION

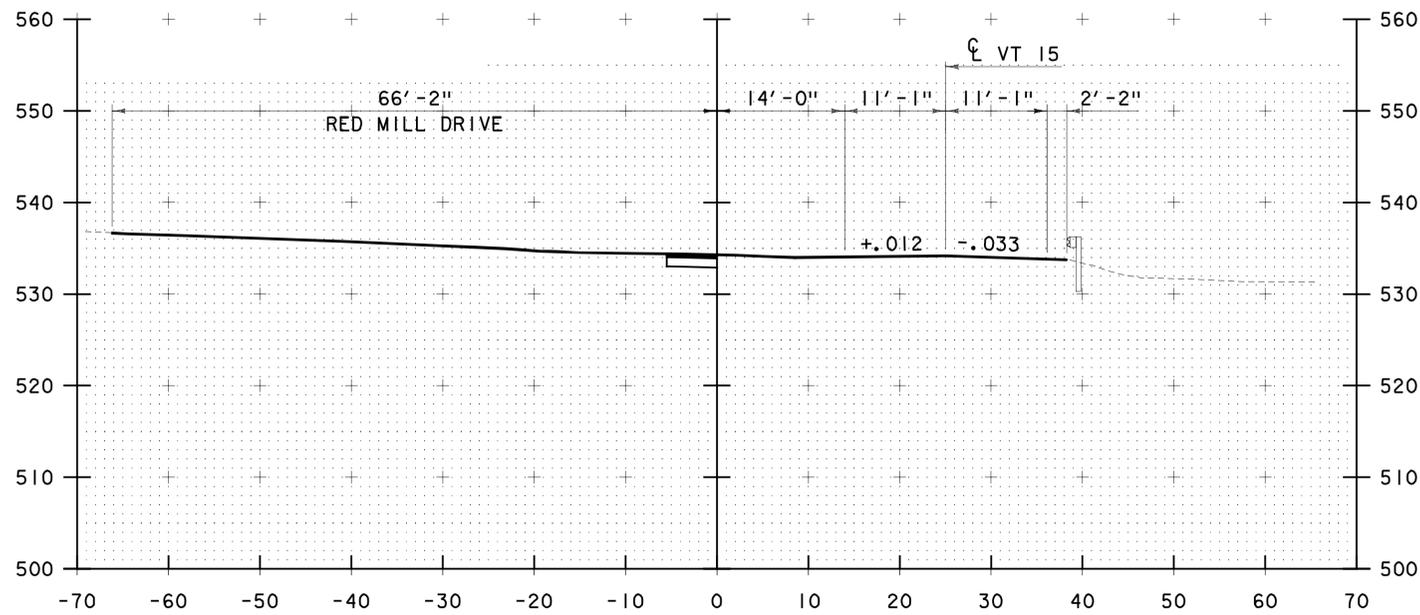
NOT TO SCALE



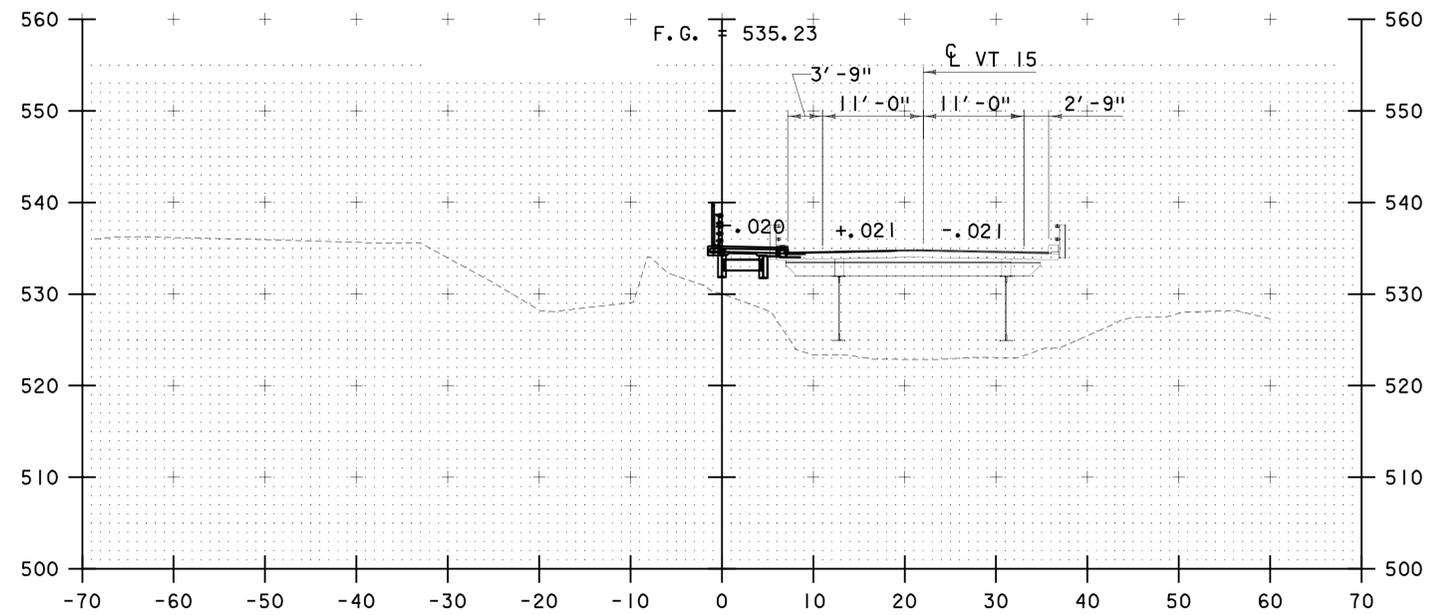
GUARDRAIL APPROACH SECTION DETAILS #3

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)
PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: GRAPP-3

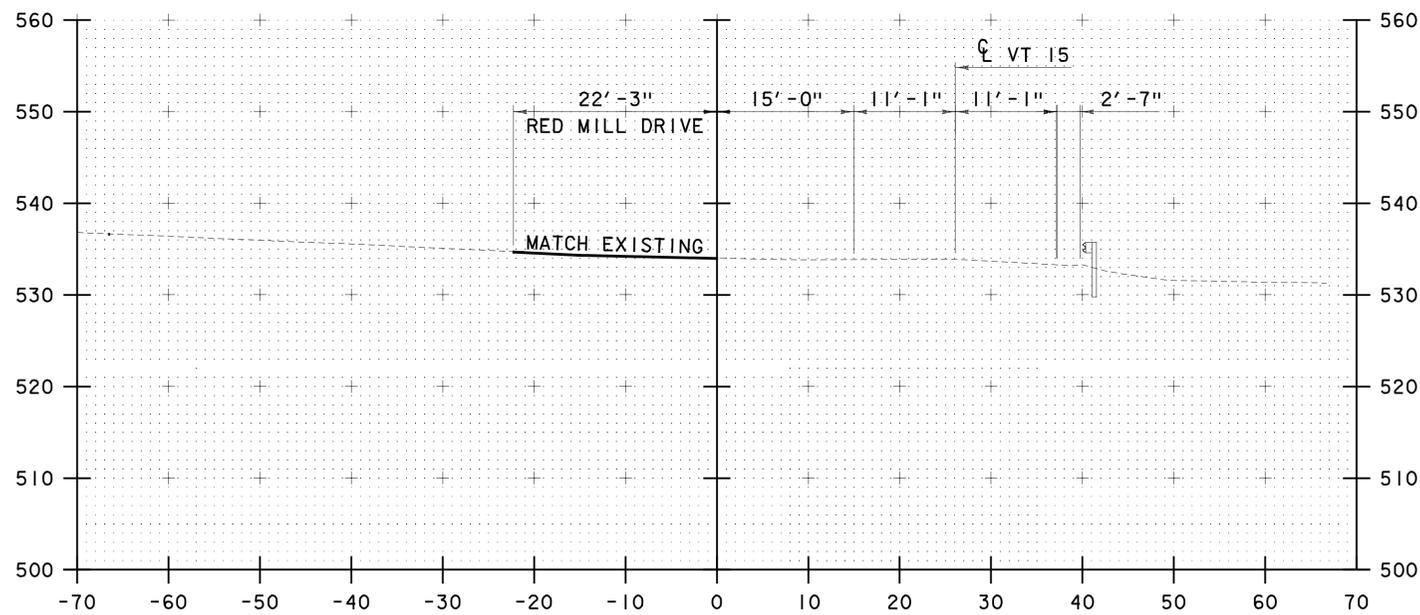
PLOT DATE: 4/7/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 43 OF 62



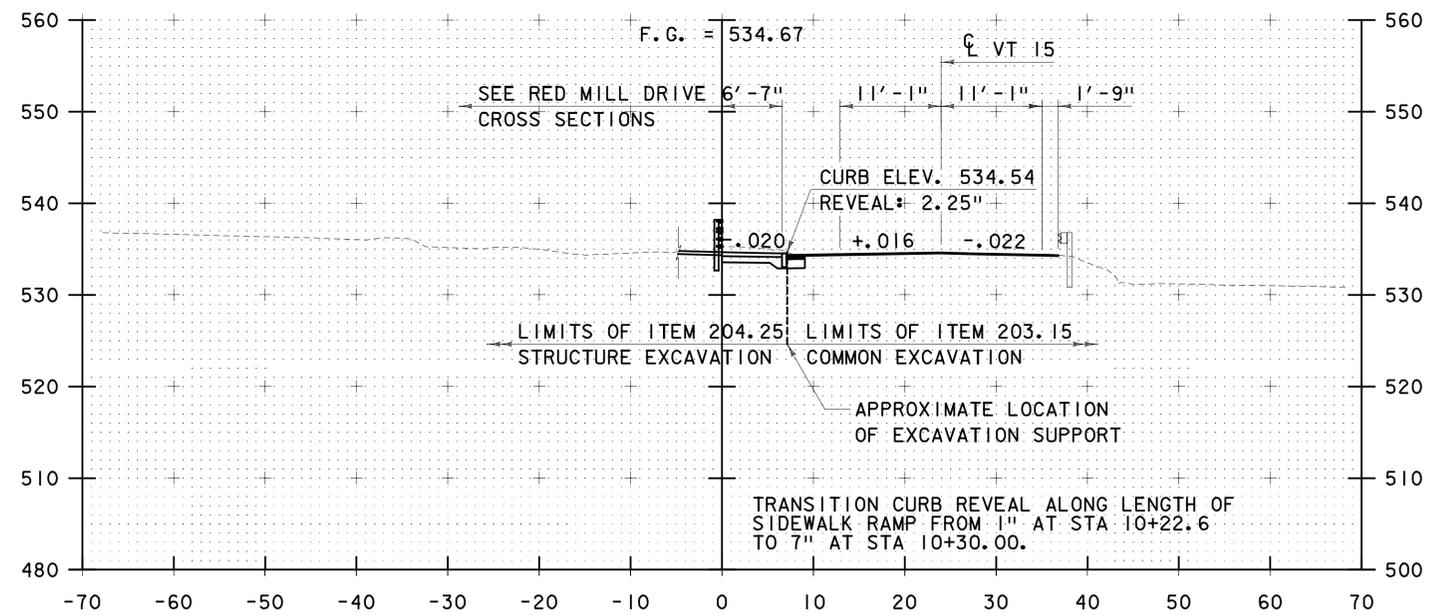
10+15.30
BEGIN PROJECT 10+15.30



10+34
BEGIN BRIDGE 10+34.00



10+07
BEGIN APPROACH 10+07.00



10+25

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



**PEDESTRIAN
BRIDGE/
SIDEWALK
CROSS
SECTIONS #1**

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)

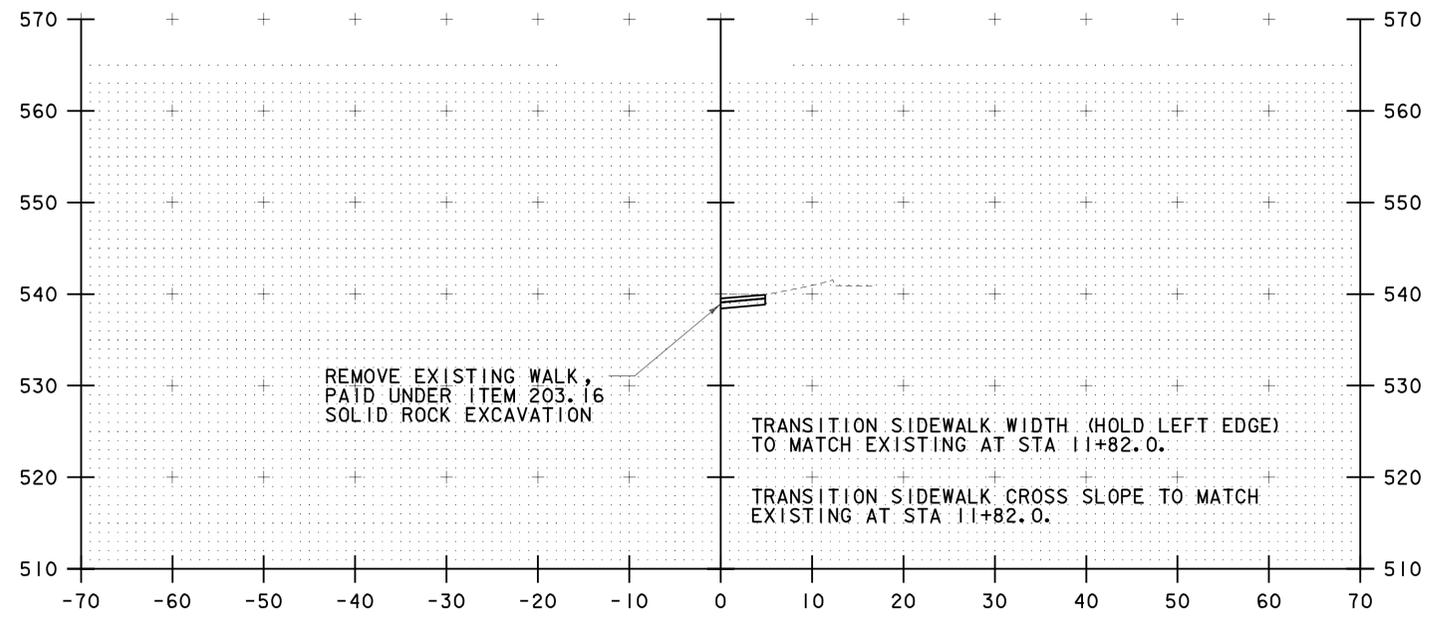
PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: PBXS-1

PLOT DATE: 4/7/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 44 OF 62

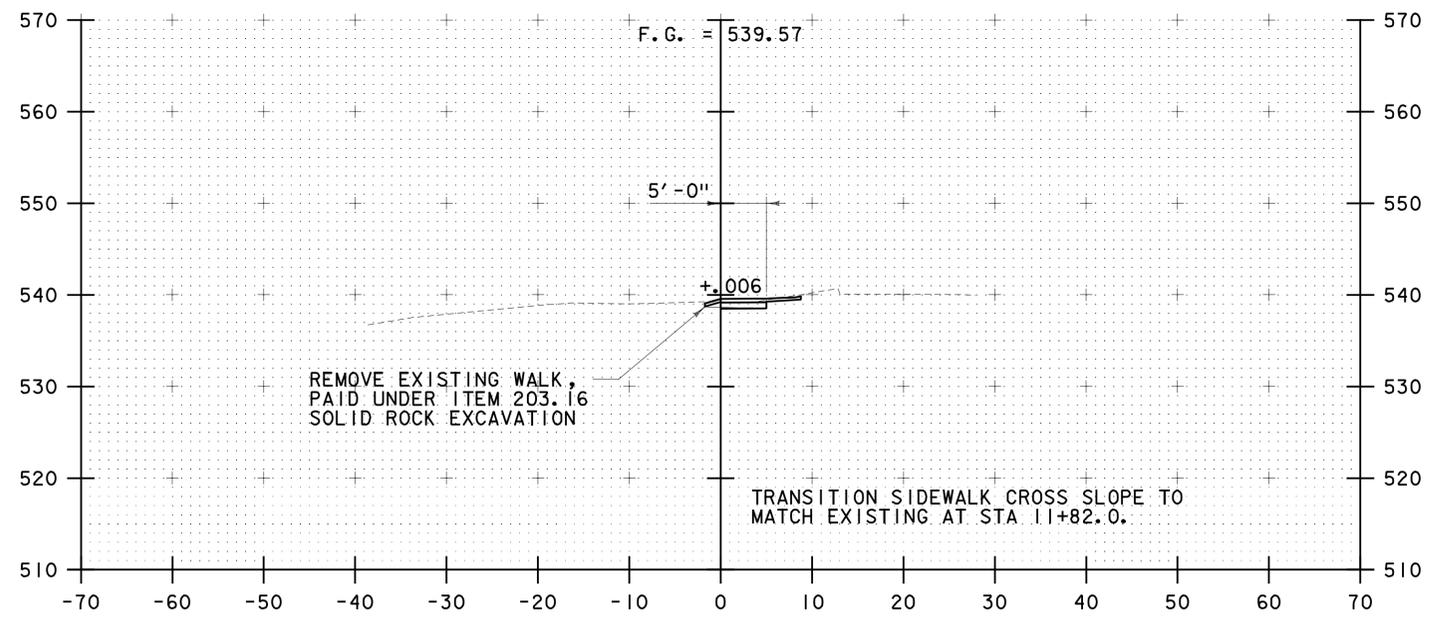
STA 10+07 TO STA 10+34

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11+82
END PROJECT STA 11+82.00



11+75
END APPROACH STA 11+73.00

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



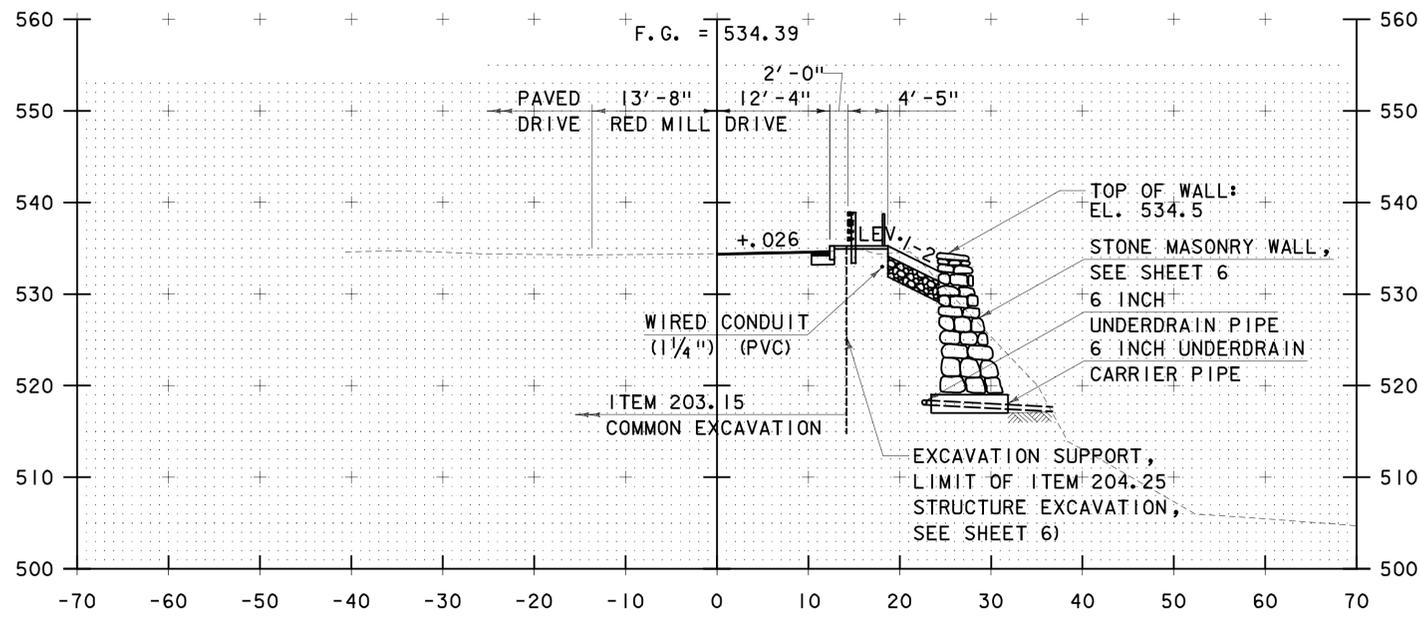
**PEDESTRIAN
BRIDGE/
SIDEWALK
CROSS
SECTIONS #4**

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)

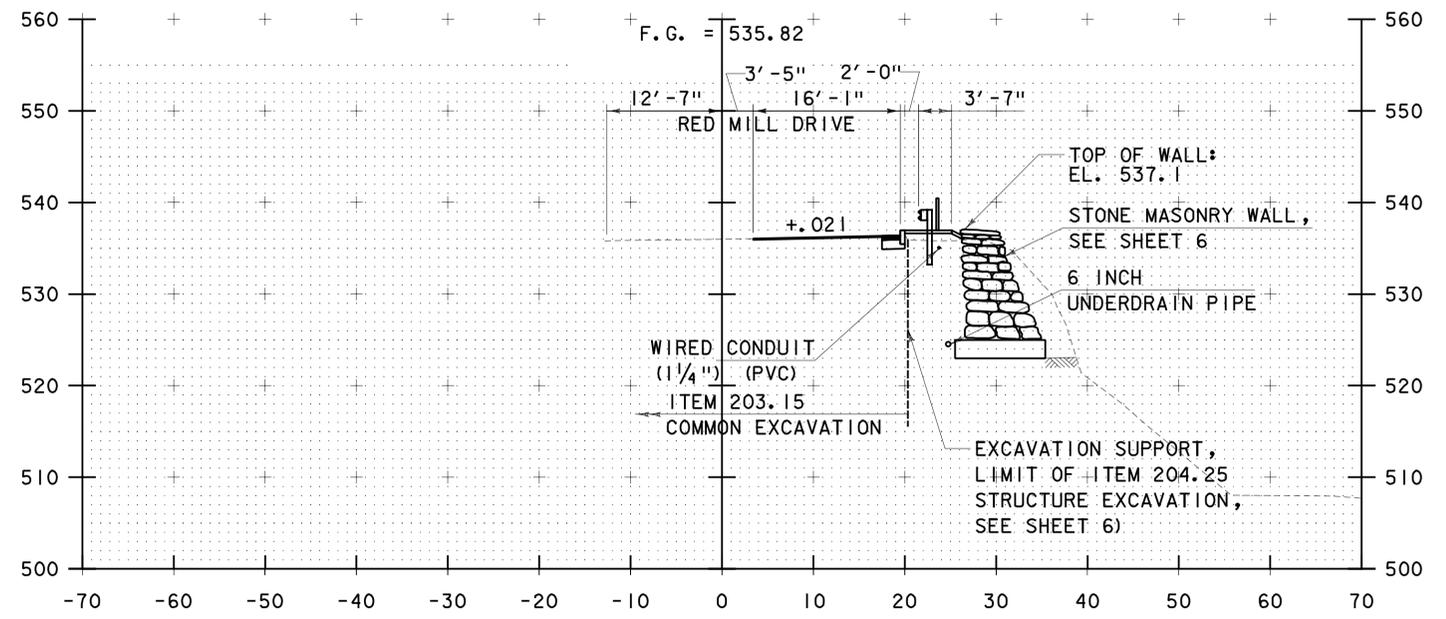
PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: PBXS-4

PLOT DATE: 4/7/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 47 OF 62

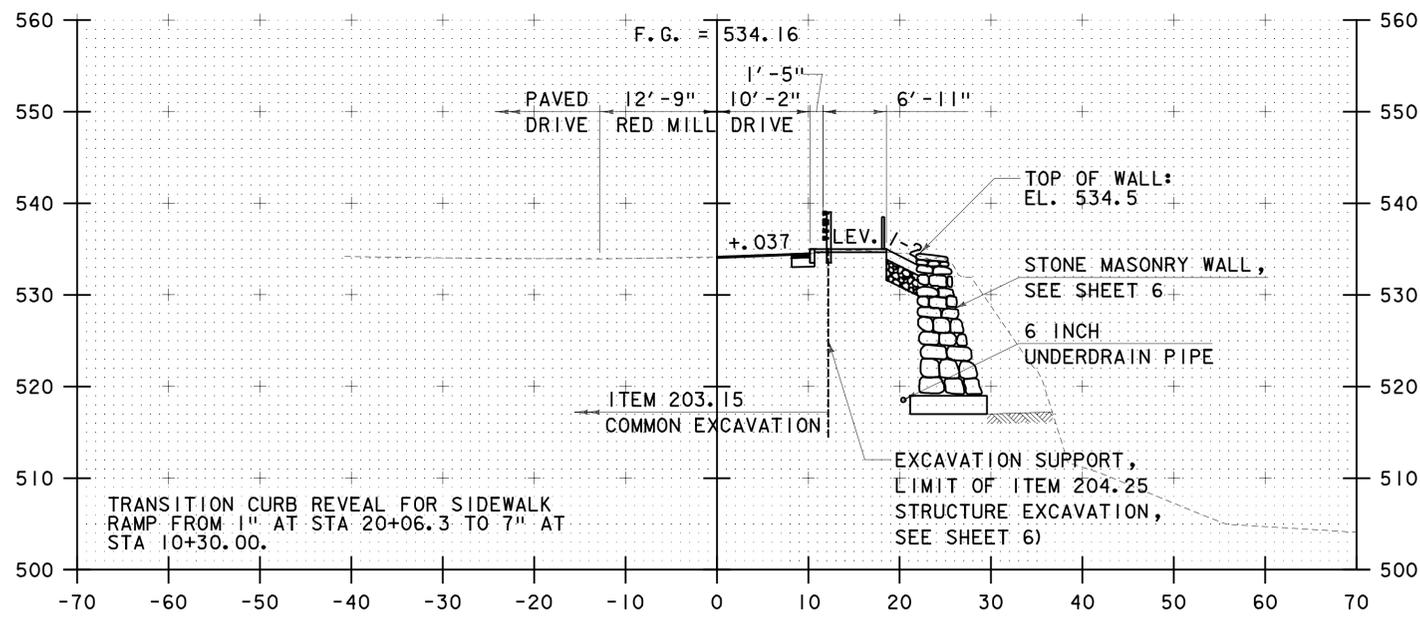
STA 11+75 TO STA 11+82



20+15

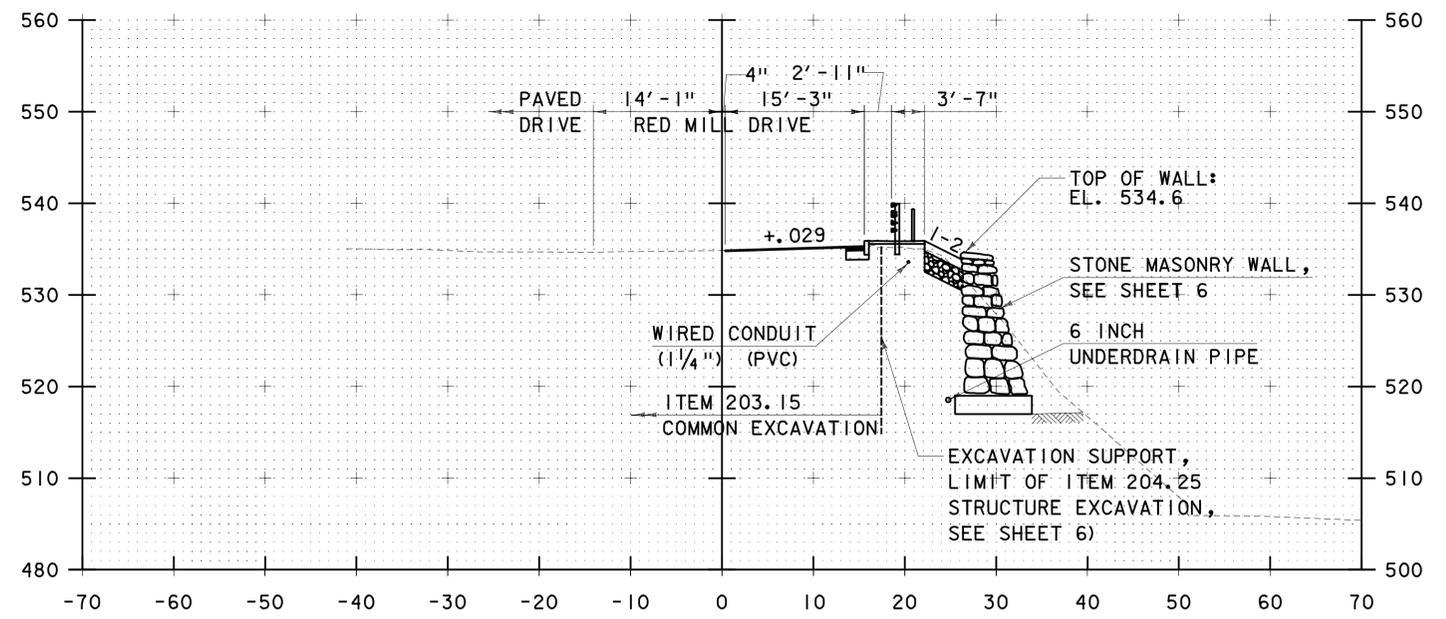


20+50



20+05

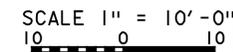
BEGIN RED MILL DRIVE STA 20+00
 BEGIN COLD PLANE AND OVERLAY STA 20+00



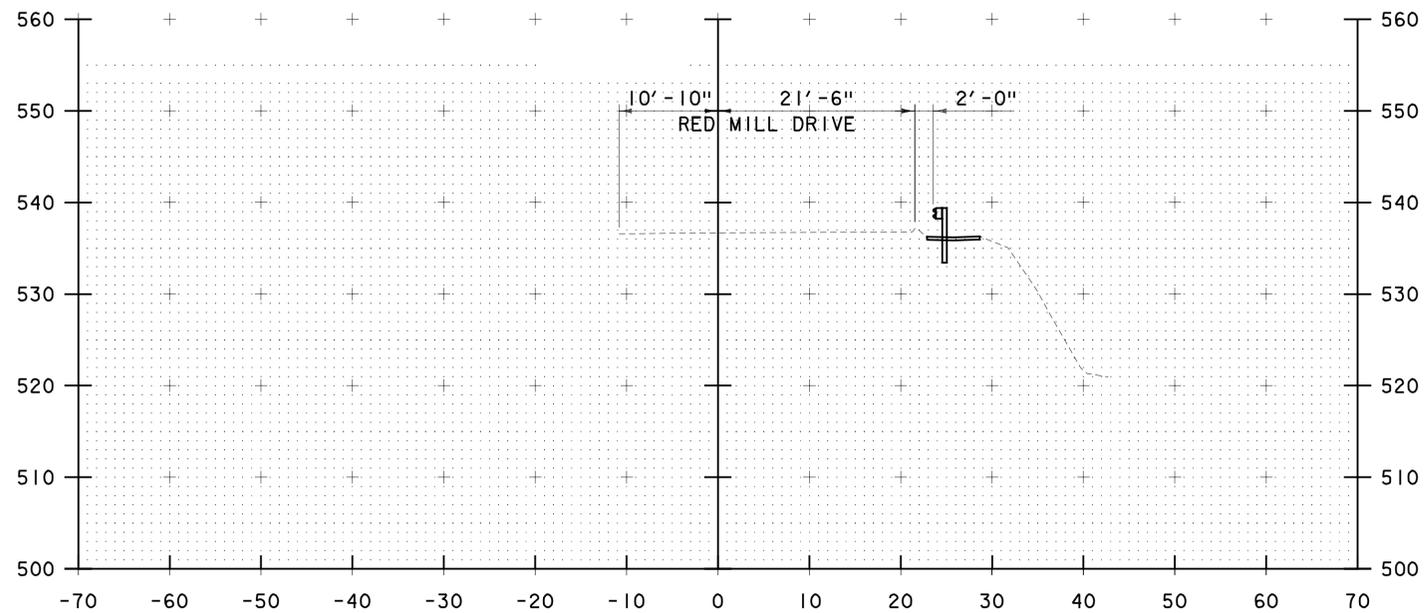
20+25

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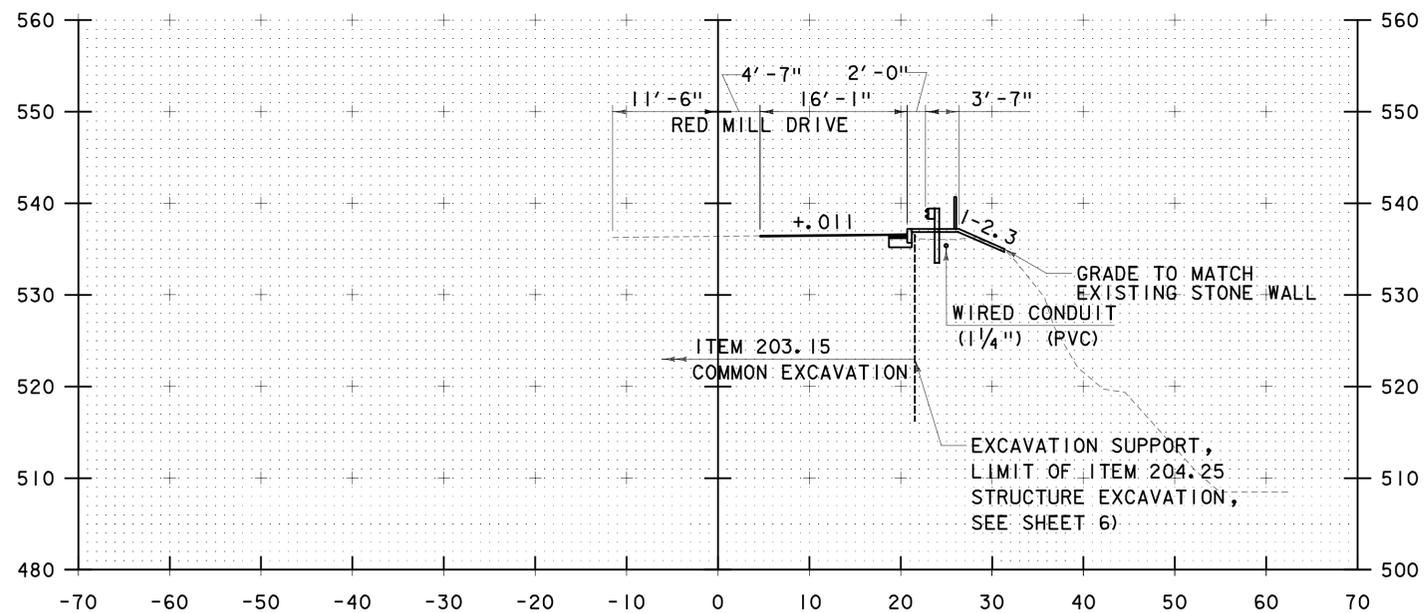
STA 20+05 TO STA 20+50



RED MILL DRIVE CROSS SECTIONS #1	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014 DRAWN BY: C.R.H. CHECKED BY: D.E.G. SHEET 48 OF 62
	PROJECT NUMBER: STP FTBR (3)	
	PROJECT LEADER: M.D.S.	
	DESIGNED BY: C.R.H.	
	DWG. NO.: RDXS-1	



20+66.50
END COLD PLANING AND PAVING
STA 20+66.50



20+60

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



RED MILL DRIVE CROSS SECTIONS #2

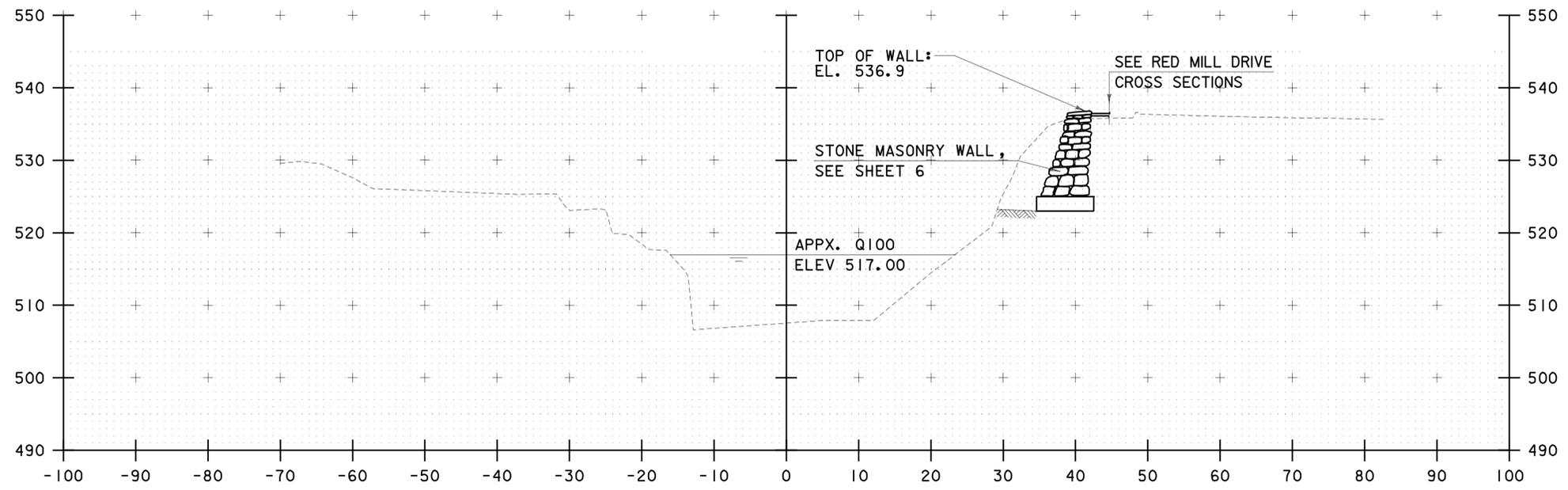
PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)

PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: RMXS-2

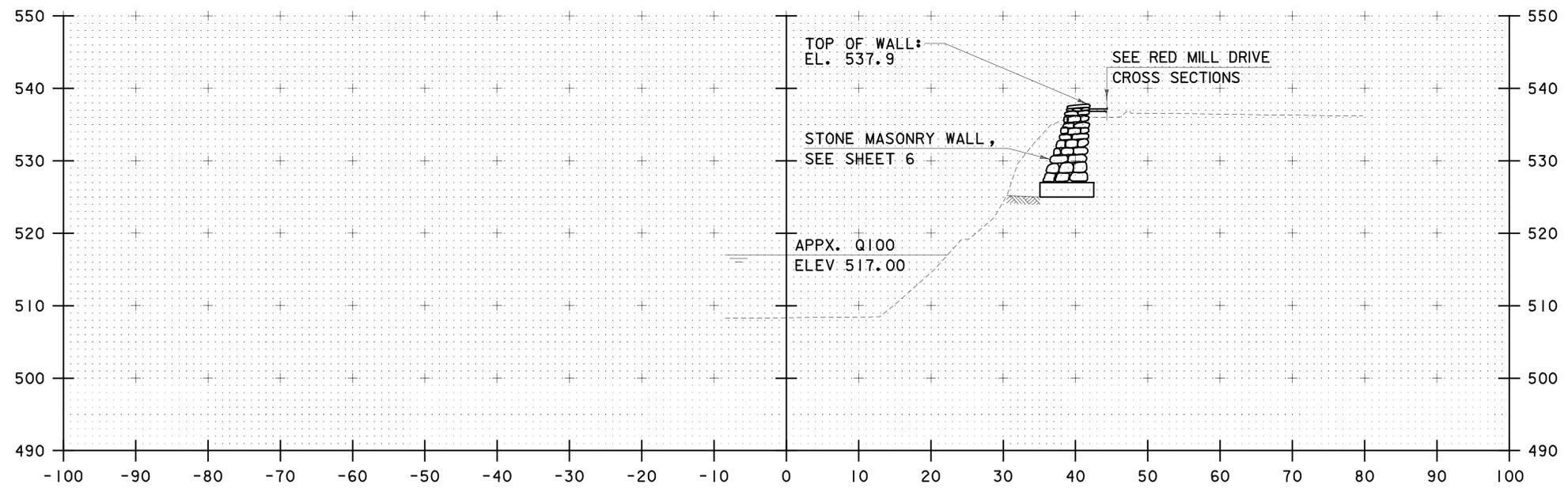
PLOT DATE: 4/7/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 49 OF 62

STA 20+60 TO STA 20+66.50

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0+25



0+15

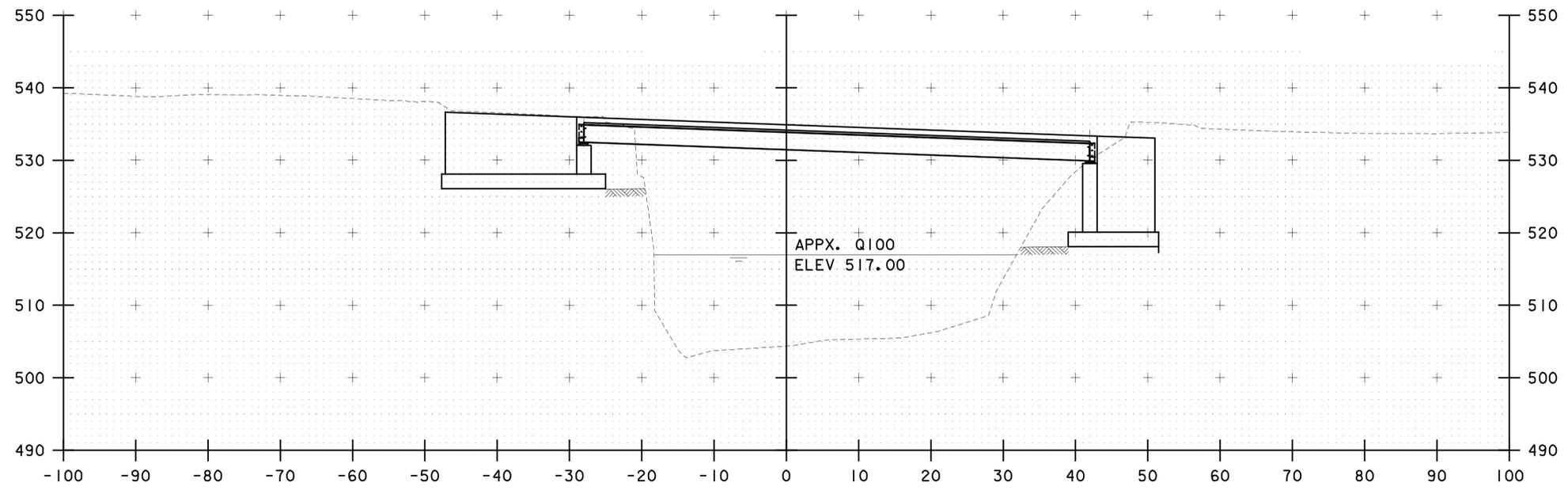
SCALE 1" = 10'-0"



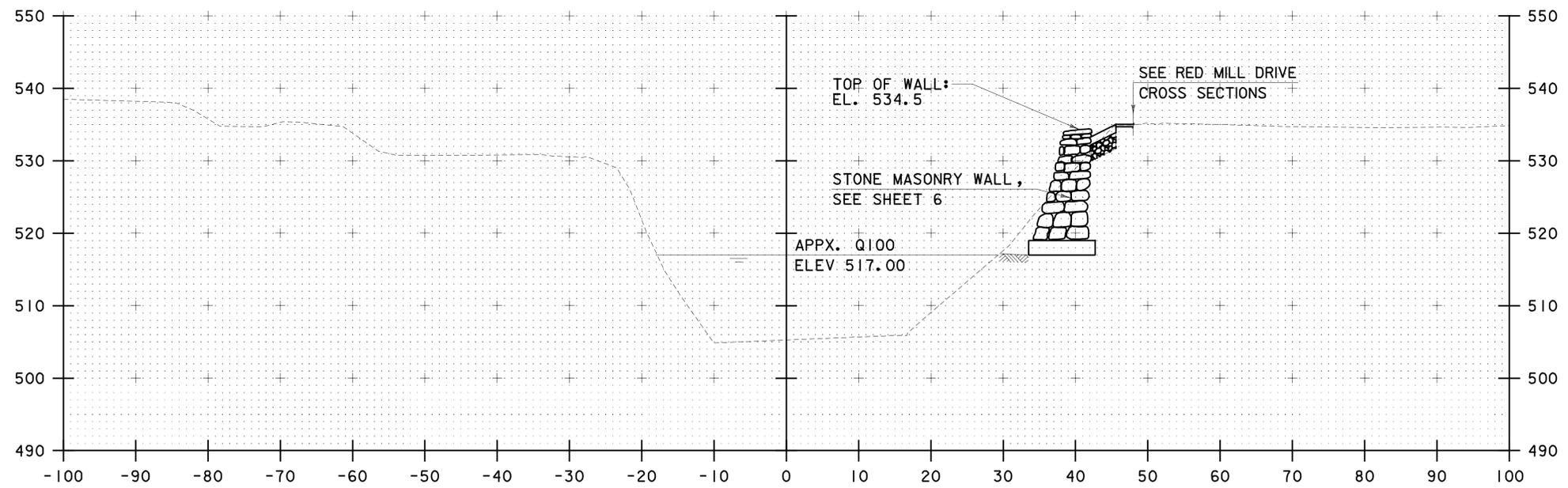
CHANNEL CROSS SECTIONS #1	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: C.R.H.
	PROJECT LEADER: M.D.S.	CHECKED BY: D.E.G.
	DESIGNED BY: C.R.H.	SHEET 50 OF 62
	DWG. NO.: CHANXS-1	

STA 0+15 TO STA 0+25

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 USER = 4916



0+75



0+50

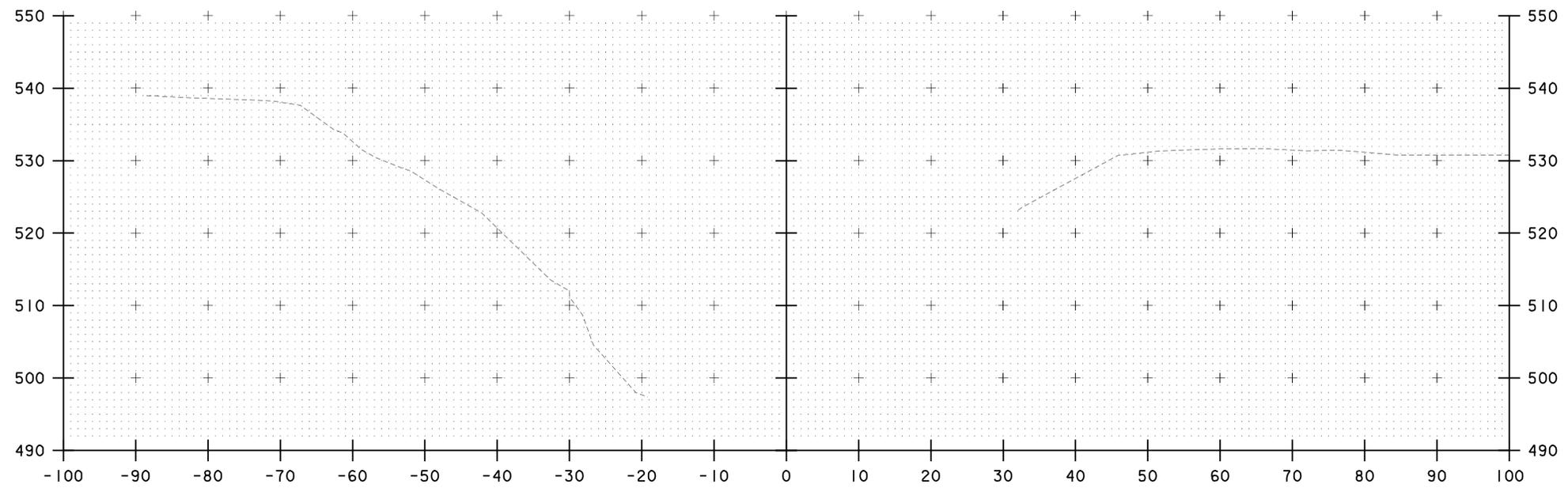
SCALE 1" = 10'-0"



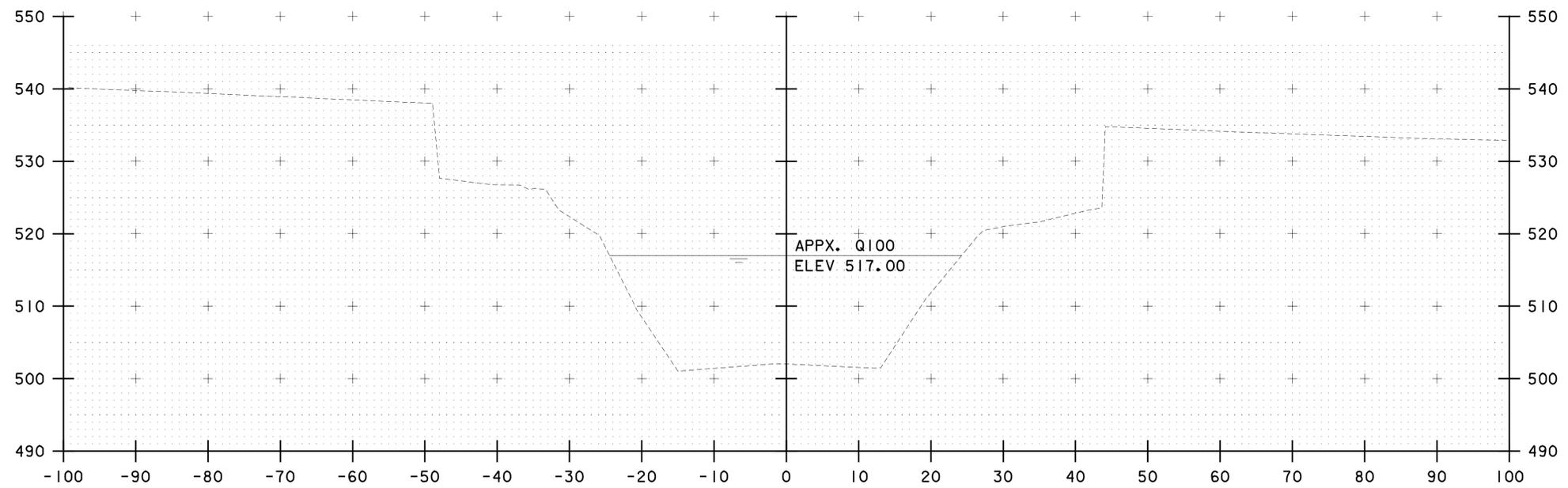
CHANNEL CROSS SECTIONS #2	PROJECT NAME: JERICHO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	
	PROJECT LEADER: M.D.S.	DRAWN BY: C.R.H.
	DESIGNED BY: C.R.H.	CHECKED BY: D.E.G.
	DWG. NO.: CHANXS-2	SHEET 51 OF 62

STA 0+50 TO STA 0+75

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 DATE/TIME = 4/7/2014 10:49:16
 USER = JERICHO



I+25



I+00

STA I+00 TO STA I+25

SCALE 1" = 10'-0"



**CHANNEL
 CROSS
 SECTIONS #3**

PROJECT NAME: JERICO
 PROJECT NUMBER: STP FTBR (3)

PROJECT LEADER: M.D.S.
 DESIGNED BY: C.R.H.
 DWG. NO.: CHANXS-3

PLOT DATE: 4/7/2014
 DRAWN BY: C.R.H.
 CHECKED BY: D.E.G.
 SHEET 52 OF 62

EPSC PLAN NARRATIVE (CON'T.)

I.4.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES SHALL BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSION POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS.

CHECK DAMS SHALL BE UTILIZED AS PROPOSED ON THE EPSC PLANS.

I.4.7 CONSTRUCT PERMANENT CONTROLS

NO PERMANENT STORMWATER TREATMENT DEVICES ARE PROPOSED.

I.4.8 STABILIZE EXPOSED SOILS DURING CONSTRUCTION

ALL AREAS OF DISTURBANCE MUST HAVE TEMPORARY STABILIZATION IN PLACE WITHIN 48 HOURS OF DISTURBANCE.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS. BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1-3.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SOILS.

I.4.9 WINTER STABILIZATION

VARIOUS MEASURES SPECIFIC TO WINTER MAY BE NECESSARY SHOULD THE PROJECT EXTEND INTO WINTER (OCTOBER 15 THROUGH APRIL 15). REFER TO THE LOW RISK SITE HANDBOOK FOR GUIDANCE. IT IS NOT ANTICIPATED THAT THIS PROJECT SHALL REQUIRE ANY WINTER STABILIZATION MEASURES.

I.4.10 STABILIZE SOIL AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

SEED, MULCH, FERTILIZER, LIME, AND TOPSOIL SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1-3, BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED INSTEAD OF MULCH. FOR SLOPES 1-2 OR STEEPER, 24" OF TYPE II STONE FILL SHALL BE USED AND COVERED WITH 12" OF GRUBBING MATERIAL.

I.4.11 DE-WATERING ACTIVITIES

DISCHARGE FROM DE-WATERING ACTIVITIES THAT FLOWS OFF OF THE CONSTRUCTION SITE MUST NOT CAUSE OR CONTRIBUTE TO A VIOLATION OF THE VERMONT WATER QUALITY STANDARDS.

IT IS NOT ANTICIPATED THAT ANY DE-WATERING MEASURES WILL BE REQUIRED FOR THIS PROJECT.

I.4.12 INSPECT YOUR SITE

INSPECT THE PROJECT SITE BASED ON SPECIAL PROVISION REQUIREMENTS OR CONSTRUCTION GENERAL PERMIT AUTHORIZATION STIPULATIONS.

I.5 SEQUENCE AND STAGING

THIS SECTION WILL BE DEVELOPED BY THE CONTRACTOR USING THE GUIDANCE OUTLINED IN THE VTRANS EPSC PLAN CONTRACTOR CHECKLIST.

I.5.1 CONSTRUCTION SEQUENCE

I.5.2 OFF-SITE ACTIVITIES

IN ADDITION TO THE CONTRACTOR CHECKLIST, ANY ACTIVITIES OUTSIDE THE CONSTRUCTION LIMITS SHALL FOLLOW SUBSECTIONS 105.25- 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

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DATE/TIME = 4/7/2014 4:49:16
USER =



EROSION PREVENTION AND SEDIMENT CONTROL NOTES #2	PROJECT NAME: JERICO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: C.R.H.
	PROJECT LEADER: M.D.S.	CHECKED BY: D.E.G.
	DESIGNED BY: C.R.H.	SHEET 55 OF 62
	DWG. NO.: ERONAR-2	

END RED MILL DRIVE
POE STA 21+25.00

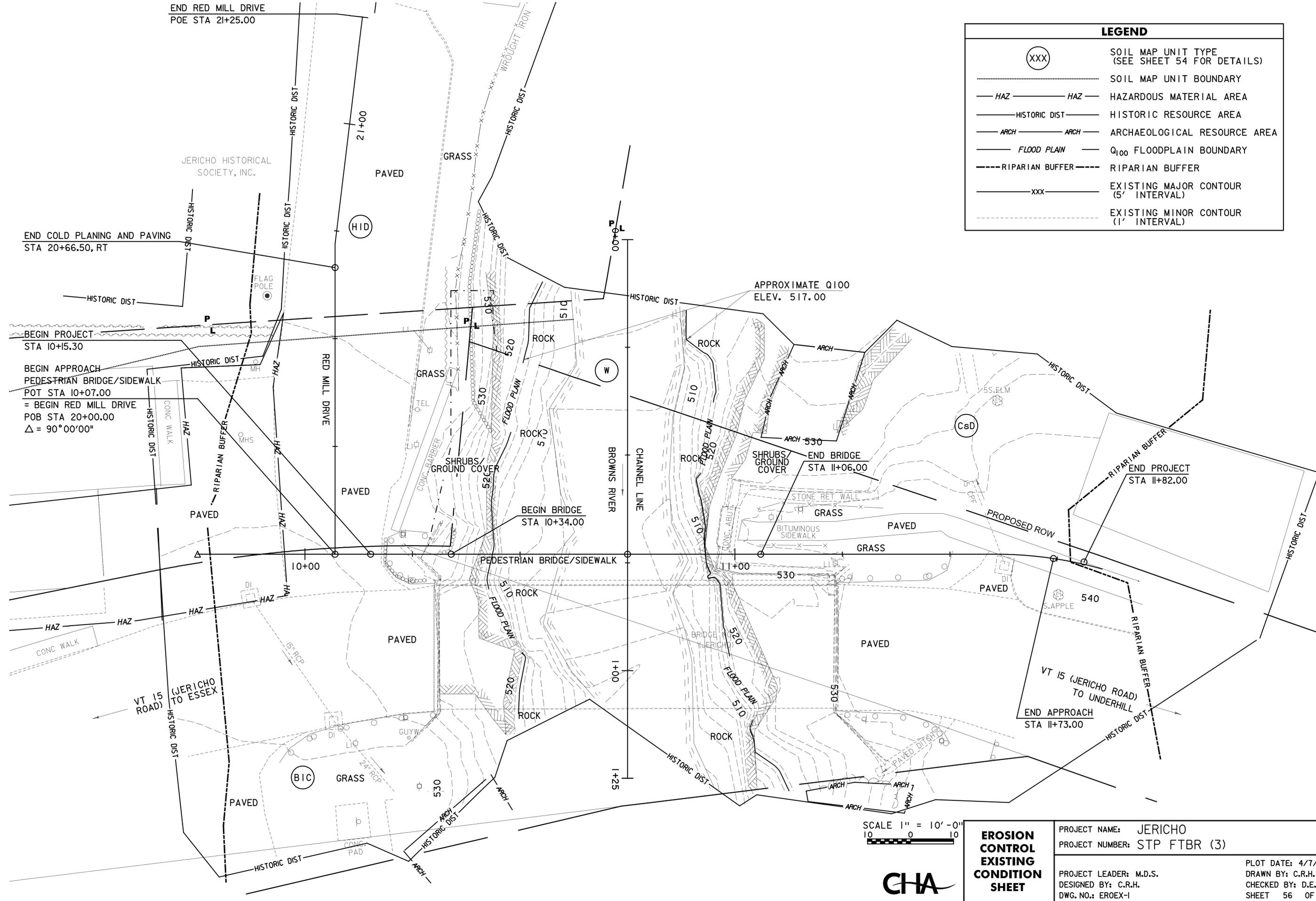
END COLD PLANING AND PAVING
STA 20+66.50, RT

BEGIN PROJECT
STA 10+15.30

BEGIN APPROACH
PEDESTRIAN BRIDGE/SIDEWALK
POT STA 10+07.00
= BEGIN RED MILL DRIVE
POB STA 20+00.00
 $\Delta = 90^{\circ}00'00''$

LEGEND

(XXX)	SOIL MAP UNIT TYPE (SEE SHEET 54 FOR DETAILS)
-----	SOIL MAP UNIT BOUNDARY
---HAZ---	HAZARDOUS MATERIAL AREA
---HISTORIC DIST---	HISTORIC RESOURCE AREA
---ARCH---	ARCHAEOLOGICAL RESOURCE AREA
---FLOOD PLAIN---	Q ₁₀₀ FLOODPLAIN BOUNDARY
---RIPARIAN BUFFER---	RIPARIAN BUFFER
---xxx---	EXISTING MAJOR CONTOUR (5' INTERVAL)
---	EXISTING MINOR CONTOUR (1' INTERVAL)



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 USER = 4916

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



EROSION CONTROL EXISTING CONDITION SHEET	PROJECT NAME: JERICO	PLOT DATE: 4/7/2014
	PROJECT NUMBER: STP FTBR (3)	DRAWN BY: C.R.H.
	PROJECT LEADER: M.D.S.	CHECKED BY: D.E.G.
	DESIGNED BY: C.R.H.	SHEET 56 OF 62
	DWG. NO.: EROEX-1	

END RED MILL DRIVE
POE STA 21+25.00

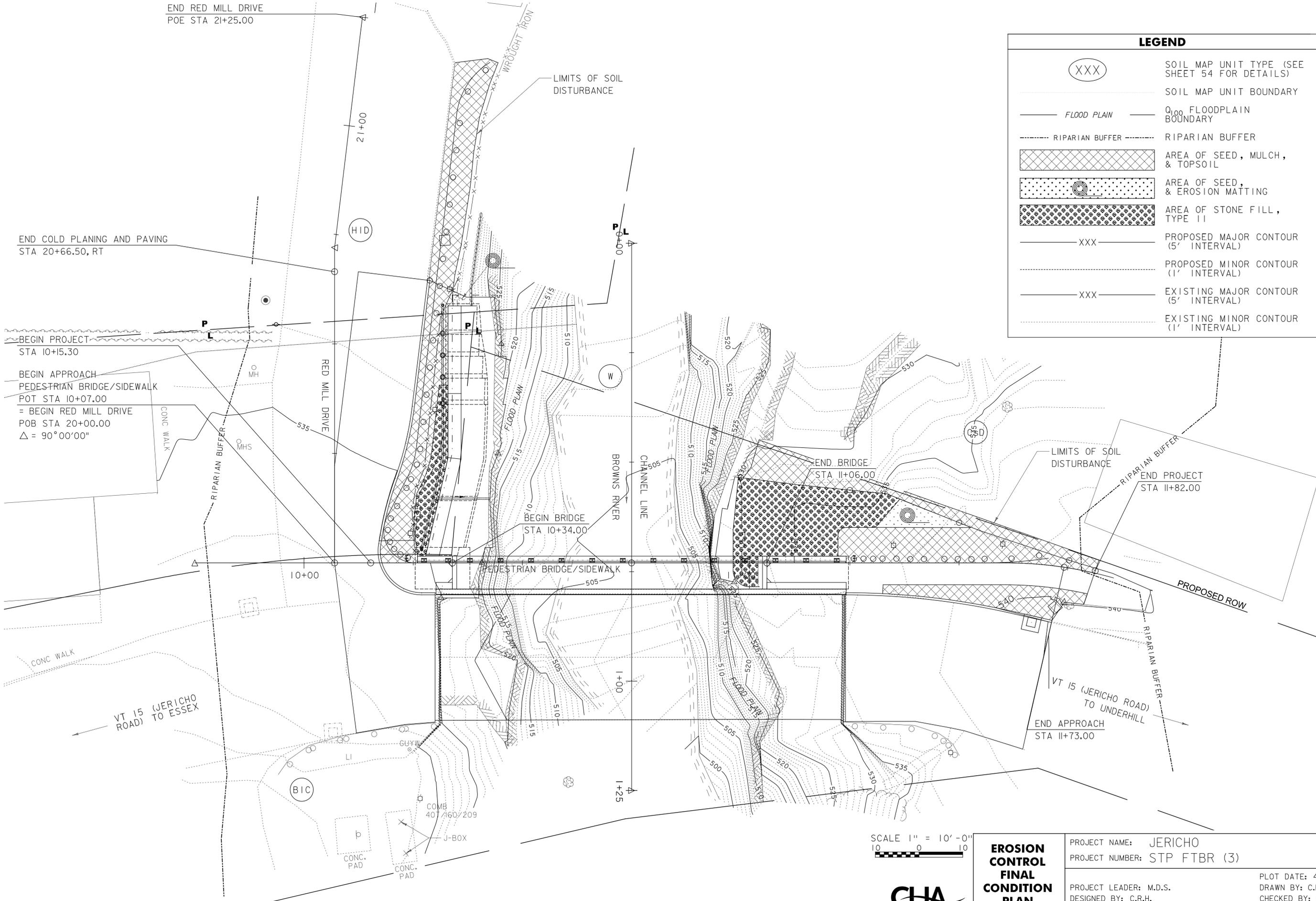
END COLD PLANING AND PAVING
STA 20+66.50, RT

BEGIN PROJECT
STA 10+15.30

BEGIN APPROACH
PEDESTRIAN BRIDGE/SIDEWALK
POT STA 10+07.00
= BEGIN RED MILL DRIVE
POB STA 20+00.00
 $\Delta = 90^\circ 00' 00''$

LIMITS OF SOIL
DISTURBANCE

LEGEND	
(XXX)	SOIL MAP UNIT TYPE (SEE SHEET 54 FOR DETAILS)
---	SOIL MAP UNIT BOUNDARY
---	FLOOD PLAN
---	Q ₁₀₀ FLOODPLAIN BOUNDARY
---	RIPARIAN BUFFER
---	RIPARIAN BUFFER
[Cross-hatched pattern]	AREA OF SEED, MULCH, & TOPSOIL
[Dotted pattern]	AREA OF SEED, & EROSION MATTING
[Stippled pattern]	AREA OF STONE FILL, TYPE II
---	PROPOSED MAJOR CONTOUR (5' INTERVAL)
---	PROPOSED MINOR CONTOUR (1' INTERVAL)
---	EXISTING MAJOR CONTOUR (5' INTERVAL)
---	EXISTING MINOR CONTOUR (1' INTERVAL)



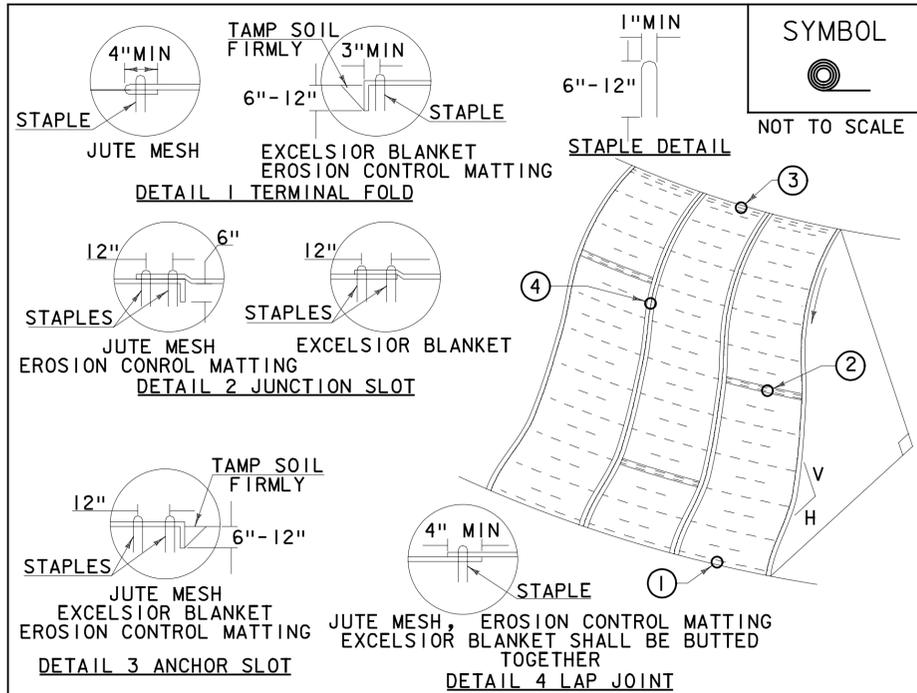
SCALE 1" = 10'-0"
10 0 10



**EROSION CONTROL
FINAL
CONDITION
PLAN**

PROJECT NAME: JERICO	PLOT DATE: 4/8/2014
PROJECT NUMBER: STP FTBR (3)	DRAWN BY: C.R.H.
PROJECT LEADER: M.D.S.	CHECKED BY: D.E.G.
DESIGNED BY: C.R.H.	SHEET 58 OF 62
DWG. NO.: EROFIN-I	

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USER = 4079



CONSTRUCTION SPECIFICATIONS

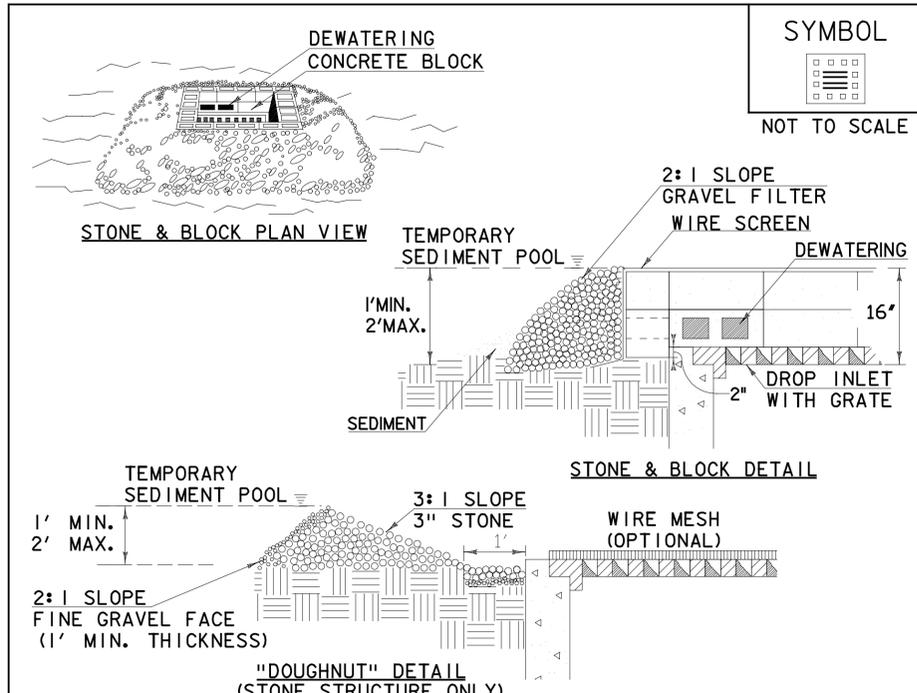
1. APPLY TO SLOPES GREATER THAN 3H:1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4'X225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4'X150' ROLL OF MATERIAL.
4. DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
5. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

ROLLED EROSION CONTROL PRODUCT (RECP) SIDE SLOPE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 AND AS SHOWN IN THE PLANS FOR TEMPORARY EROSION MATTING (PAY ITEM 653.20) OR PERMANENT EROSION MATTING (PAY ITEM 653.21).

REVISIONS	
APRIL 16, 2007	JMF
JANUARY 13, 2009	WHF



CONSTRUCTION SPECIFICATIONS

1. LAY ONE BLOCK ON EACH SIDE OF THE STRUCTURE ON ITS SIDE FOR DEWATERING. FOUNDATION SHALL BE 2" MINIMUM BELOW REST OF INLET AND BLOCKS SHALL BE PLACED AGAINST INLET FOR SUPPORT.
2. HARDWARE CLOTH OR 1/2" WIRE MESH SHALL BE PLACED OVER BLOCK OPENINGS TO SUPPORT STONE.
3. USE CLEAN STONE OR GRAVEL 1/2" - 3/4" IN DIAMETER PLACED 2" BELOW TOP OF THE BLOCK ON A 2:1 SLOPE OR FLATTER.
4. FOR STONE STRUCTURES ONLY, A 1' THICK LAYER OF THE FILTER STONE WILL BE PLACED AGAINST THE 3" STONE AS SHOWN ON THE DRAWINGS.
5. MAXIMUM DRAINAGE AREA 1 ACRE

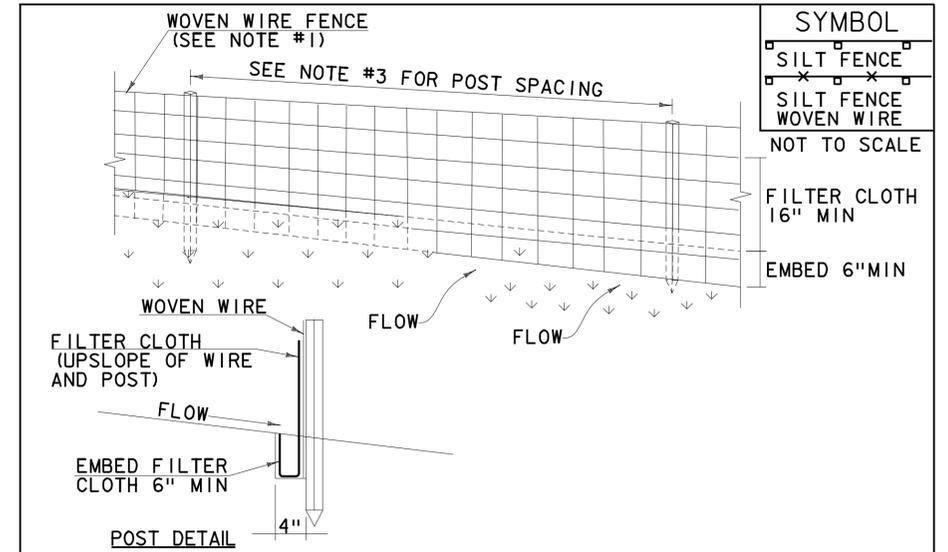
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

STONE & BLOCK DROP INLET PROTECTION

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR INLET PROTECTION DEVICE, TYPE 1 (PAY ITEM 653.40).

REVISIONS	
MARCH 6, 2008	WHF
JANUARY 13, 2009	WHF



CONSTRUCTION SPECIFICATIONS

1. WOVEN WIRE REINFORCED FENCE IS REQUIRED WITHIN 100' UPSLOPE OF RECEIVING WATERS WHEN THE PROJECT FALLS UNDER A CONSTRUCTION STORMWATER PERMIT. WOVEN WIRE SHALL BE A MIN. 14 GAUGE WITH A 6" MAX. MESH OPENING.
2. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAF1100X, STABILINKA T140N OR APPROVED EQUIVALENT.
3. POST SPACING FOR WIRE-BACKED FENCE SHALL BE 10' MAXIMUM. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS >50%, POST SPACING SHALL NOT EXCEED 4' AND WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6'.
4. WOVEN WIRE FENCE IS TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. FILTER CLOTH IS TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
5. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" AND FOLDED.
6. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SILT FENCE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006- "FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 649 AND AS SHOWN IN THE PLANS FOR GEOTEXTILE FOR SILT FENCE (PAY ITEM 649.51) OR GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED (PAY ITEM 649.515).

REVISIONS	
MARCH 21, 2008	WHF
DECEMBER 11, 2008	WHF
JANUARY 13, 2009	WHF

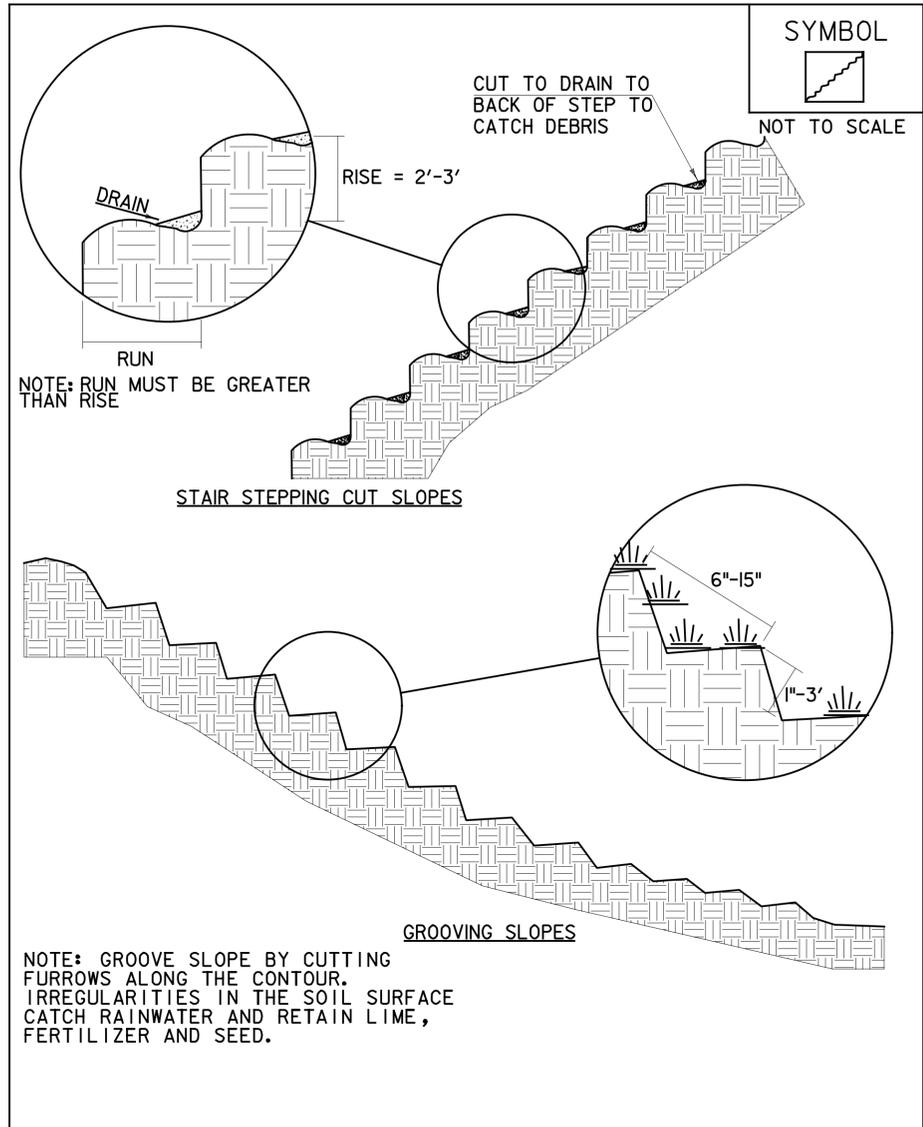
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DATE/TIME = 4/7/2014 4:49:16
USER = 4916



EROSION CONTROL DETAILS SHEET #1

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)
PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: ERODET-1

PLOT DATE: 4/7/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 59 OF 62



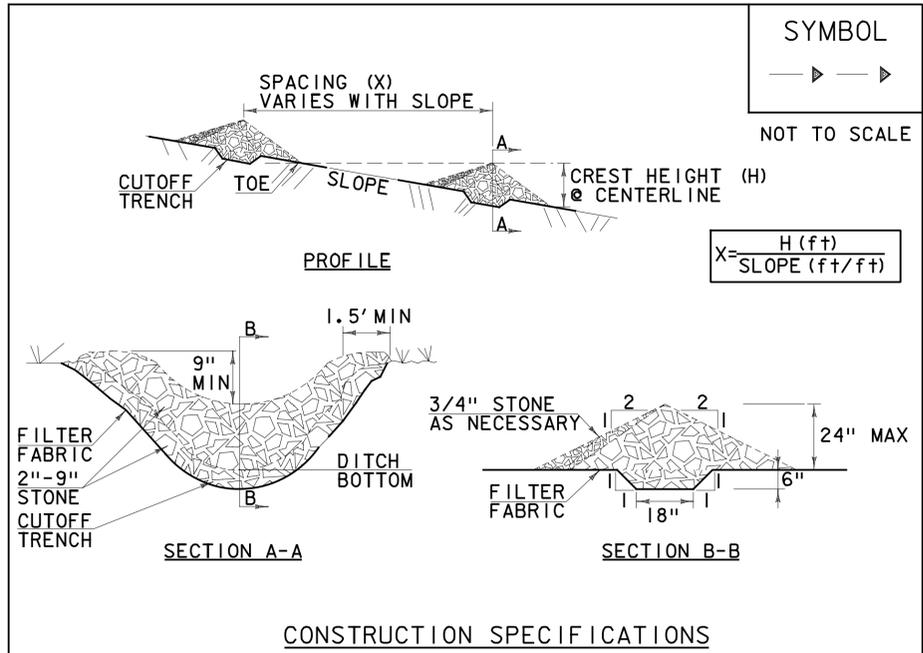
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SURFACE ROUGHENING

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR
EROSION PREVENTION & SEDIMENT CONTROL -2006-" FROM
THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL
GUIDANCE.

REVISIONS	
APRIL 1, 2008	WHF
JANUARY 13, 2009	WHF

THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE
CONTRACT



- CONSTRUCTION SPECIFICATIONS**
1. STONE WILL BE PLACED ON A FILTER FABRIC FOUNDATION.
 2. CHECK DAMS SHALL BE SPACED SO THAT THE ELEVATION OF THE CREST OF THE DOWNSTREAM DAM IS AT THE SAME ELEVATION AS THE TOE OF THE UPSTREAM DAM.
 3. 3/4" FILTERING STONE MAY BE ADDED TO THE FACE OF THE CHECK DAM AS NECESSARY.
 4. EXTEND THE STONE A MINIMUM OF 1.5' BEYOND THE DITCH BANKS TO PREVENT CUTTING AROUND THE DAM.
 5. PROTECT CHANNEL DOWNSTREAM OF THE LOWEST CHECK DAM FROM SCOUR AND EROSION WITH STONE OR LINER AS APPROPRIATE.
 6. ENSURE THAT CHANNEL APPURTENANCES SUCH AS CULVERT ENTRANCES BELOW CHECK DAMS ARE NOT SUBJECT TO DAMAGE OR BLOCKAGE FROM DISPLACED STONE.
 7. MAXIMUM DRAINAGE AREA 2 ACRES.

ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC
ORIGINALLY DEVELOPED BY USDA-NRCS
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

CHECK DAM

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR
EROSION PREVENTION & SEDIMENT CONTROL -2006-" FROM
THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL
GUIDANCE.

REVISIONS	
MARCH 21, 2008	WHF
JANUARY 8, 2009	WHF

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH
SECTION 653 FOR TEMPORARY STONE CHECK DAM, TYPE 1 (PAY
ITEM 653.25)

VAOT RURAL AREA MIX					
% WEIGHT	LBS/AC		NAME	GERM %	PURITY %
	BROADCAST	HYDROSEED			
37.5%	22.5	45	CREeping RED FESCUE	85%	98%
37.5%	22.5	45	TALL FESCUE	90%	95%
5.0%	3	6	RED TOP	90%	95%
15.0%	9	18	BIRDSFOOT TREFOIL	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	85%	95%
100%	60	120			

VAOT URBAN AREA MIX					
% WEIGHT	LBS/AC		NAME	GERM %	PURITY %
	BROADCAST	HYDROSEED			
42.5%	34	68	CREeping RED FESCUE	85%	98%
10.0%	8	16	PERENNIAL RYE GRASS	90%	95%
42.5%	34	68	KENTUCKY BLUE GRASS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	85%	95%
100%	80	160			

SOIL AMENDMENT GUIDANCE			
FERTILIZER		LIME	
BROADCAST	HYDROSEED	BROADCAST	HYDROSEED
10-20-10	FOLLOW	PELLETIZED	FOLLOW
500 LBS/AC	MANUFACTURER	2 TONS/AC	MANUFACTURER

- CONSTRUCTION GUIDANCE**
1. RURAL SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
 2. URBAN SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED LAWN AREAS DISTURBED BY THE CONTRACTOR.
 3. ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
 4. FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
 5. HAY MULCH: TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE, ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
 6. TOPSOIL: TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
 7. HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED
 8. TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEPTEMBER 15 AND AFTER APRIL 15 CAN BETTER ENSURE A VIGOROUS GROWTH OF GRASS.

ADAPTED FROM VTRANS TECHNICAL LANDSCAPE MANUAL FOR
ROADWAYS AND TRANSPORTATION FACILITIES

TURF ESTABLISHMENT

REVISIONS	
JUNE 23, 2009	WHF
JANUARY 15, 2010	WHF
FEBRUARY 16, 2011	WHF

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DATE/TIME = 4/7/2014 4:49:16
USER = 4916



EROSION CONTROL DETAILS SHEET #2

PROJECT NAME: JERICO
PROJECT NUMBER: STP FTBR (3)
PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: ERODET-2
PLOT DATE: 4/7/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 60 OF 62

601.0910 15" CPEP
 STA 11+63.0 - STA 11+67.6 RT (4.6 LF)
 604.47 CAST IRON GRATE WITH FRAME, TYPE D
 STA 11+67.6 RT (1 EACH)
 605.10 6 INCH UNDERDRAIN PIPE
 STA 20+03.0 - STA 20+59.1 RT (56.0 LF)
 605.20 6 INCH UNDERDRAIN CARRIER PIPE
 STA 10+29.7 - STA 10+42.5 LT (12.8 LF)
 STA 20+03.0 RT (12.7 LF)
 STA 20+59.1 RT (8.7 LF)
 605.23 12 INCH UNDERDRAIN CARRIER PIPE
 STA 20+36.4 RT (2.1 LF)
 STA 20+42.4 RT (3.1 LF)
 STA 20+47.4 RT (4.1 LF)
 STA 20+52.4 RT (3.0 LF)
 605.95 UNDERDRAIN FLUSHING BASIN
 STA 20+03.0 RT (1 EACH)
 STA 20+59.1 RT (1 EACH)
 END COLD PLANE AND OVERLAY
 STA 20+66.50, RT

2
JERICO HISTORICAL SOCIETY, INC.

616.21 VERTICAL GRANITE CURB
 STA 10+17.2 - STA 10+30.0 RT (12.8 LF)
 STA 11+24.0 - STA 11+73.0 RT (49.0 LF)
 STA 20+00.0 - STA 20+64.55 RT (64.55 LF)
 616.41 REMOVAL OF EXISTING CURB
 STA 11+64.8 - STA 11+73.0 RT (8.2 LF)
 STA 20+24.7 - STA 20+65.6 RT LF (40.9 LF)
 618.10 PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
 STA 10+17.8 - STA 10+34.0 (16.2 SY)
 STA 11+06.0 - STA 11+95.0 (89.0 SY)
 618.30 DETECTABLE WARNING SURFACE
 STA 10+22.8 - 10+24.8 RT (2.0 SF)

620.50 REMOVING AND RESETTING FENCE
 STA 20+02.0 - STA 20+65.4 RT (63.4 LF)
 620.55 REMOVE EXISTING FENCE
 STA 10+26.9 - STA 10+31.9 LT (-)
 STA 11+04.9 - STA 11+34.6 LT (-)
 STA 11+05.6 - STA 11+21.7 LT (-)
 STA 20+37.9 - STA 20+59.7 RT (21.8)
 621.60 ANCHOR FOR STEEL BEAM GUARDRAIL
 STA 11+61.0 LT (1 EACH)
 STA 21+08.0 RT (1 EACH)
 621.80 REMOVAL AND DISPOSAL OF GUARDRAIL
 STA 11+24.3 RT - STA 11+50.6 LT (26.3 LF)
 STA 20+05 RT - PB/S STA 10+30.0 CL (29.3 LF)
 900.620 SPECIAL PROVISION (GUARDRAIL APPROACH SECTION, GALVANIZED/PAINED 4 RAIL BOX BEAM
 STA 11+24.0 - STA 11+56.0 LT (1 EACH)
 STA 20+00.00 - STA 20+26.1 RT (1 EACH)
 900.640 SPECIAL PROVISION (STEEL BEAM GUARDRAIL, GALVANIZED/PAINED)
 STA 11+56.0 - STA 11+70.3 LT (14.3 LF)
 STA 20+26.1 - STA 21+18.3 RT (92.2 LF)
 900.640 SPECIAL PROVISION (REMOVAL OF TEMPORARY TRAFFIC BARRIER)
 STA 20+15.1 - STA 20+43.4 RT (28.3 LF)



NOTES

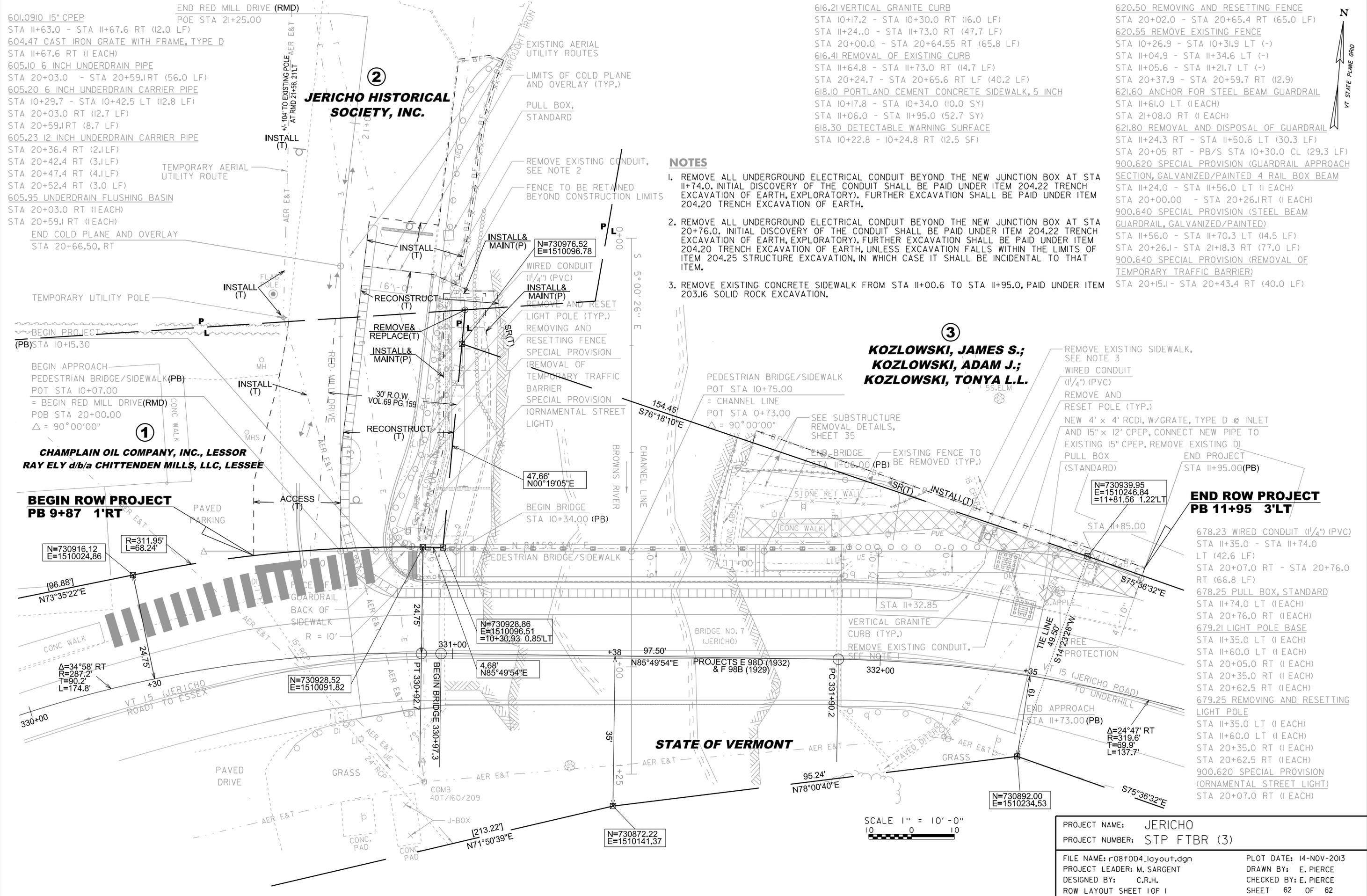
1. REMOVE ALL UNDERGROUND ELECTRICAL CONDUIT BEYOND THE NEW JUNCTION BOX AT STA 11+74.0. INITIAL DISCOVERY OF THE CONDUIT SHALL BE PAID UNDER ITEM 204.22 TRENCH EXCAVATION OF EARTH, EXPLORATORY). FURTHER EXCAVATION SHALL BE PAID UNDER ITEM 204.20 TRENCH EXCAVATION OF EARTH.
2. REMOVE ALL UNDERGROUND ELECTRICAL CONDUIT BEYOND THE NEW JUNCTION BOX AT STA 20+76.0. INITIAL DISCOVERY OF THE CONDUIT SHALL BE PAID UNDER ITEM 204.22 TRENCH EXCAVATION OF EARTH, EXPLORATORY). FURTHER EXCAVATION SHALL BE PAID UNDER ITEM 204.20 TRENCH EXCAVATION OF EARTH, UNLESS EXCAVATION FALLS WITHIN THE LIMITS OF ITEM 204.25 STRUCTURE EXCAVATION, IN WHICH CASE IT SHALL BE INCIDENTAL TO THAT ITEM.
3. REMOVE EXISTING CONCRETE SIDEWALK FROM STA 11+00.6 TO STA 11+95.0, PAID UNDER ITEM 203.16 SOLID ROCK EXCAVATION.

3
KOZLOWSKI, JAMES S.; KOZLOWSKI, ADAM J.; KOZLOWSKI, TONYA L.L.

1
CHAMPLAIN OIL COMPANY, INC., LESSOR RAY ELY d/b/a CHITTENDEN MILLS, LLC, LESSEE

BEGIN ROW PROJECT PB 9+87 1'RT

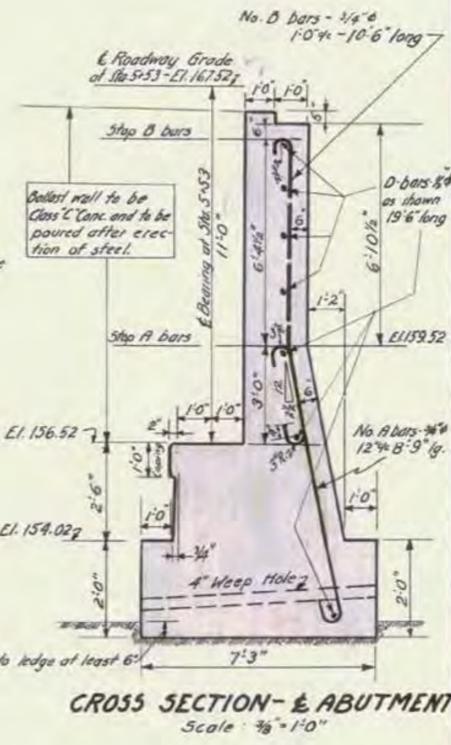
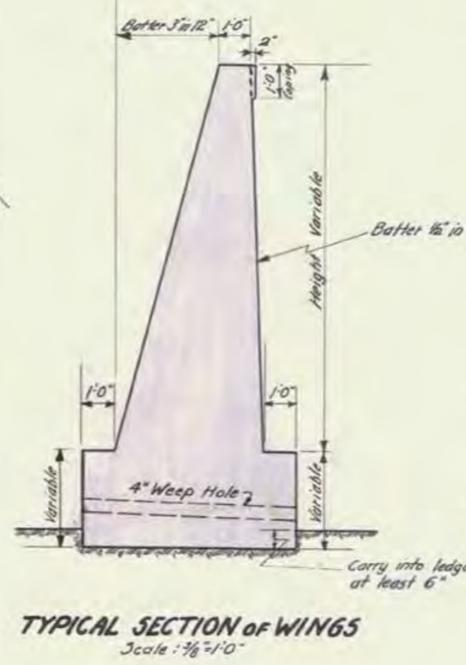
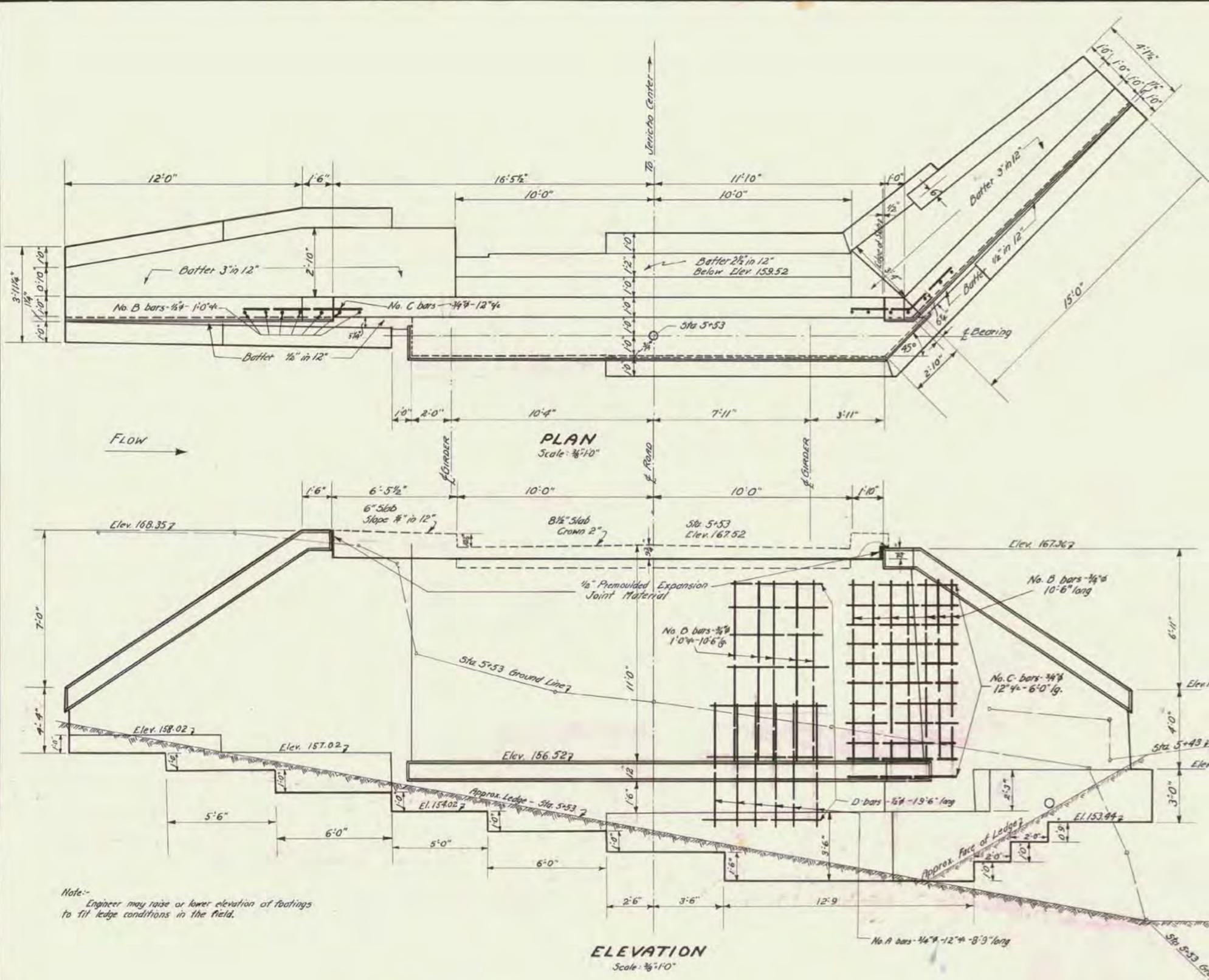
END ROW PROJECT PB 11+95 3'LT



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

PROJECT NAME:	JERICO
PROJECT NUMBER:	STP FTBR (3)
FILE NAME:	r08f004_layout.dgn
PROJECT LEADER:	M. SARGENT
DESIGNED BY:	C.R.H.
ROW LAYOUT SHEET 1 OF 1	
PLOT DATE:	14-NOV-2013
DRAWN BY:	E. PIERCE
CHECKED BY:	E. PIERCE
SHEET	62 OF 62

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	Vt.	98B	1929	8	10



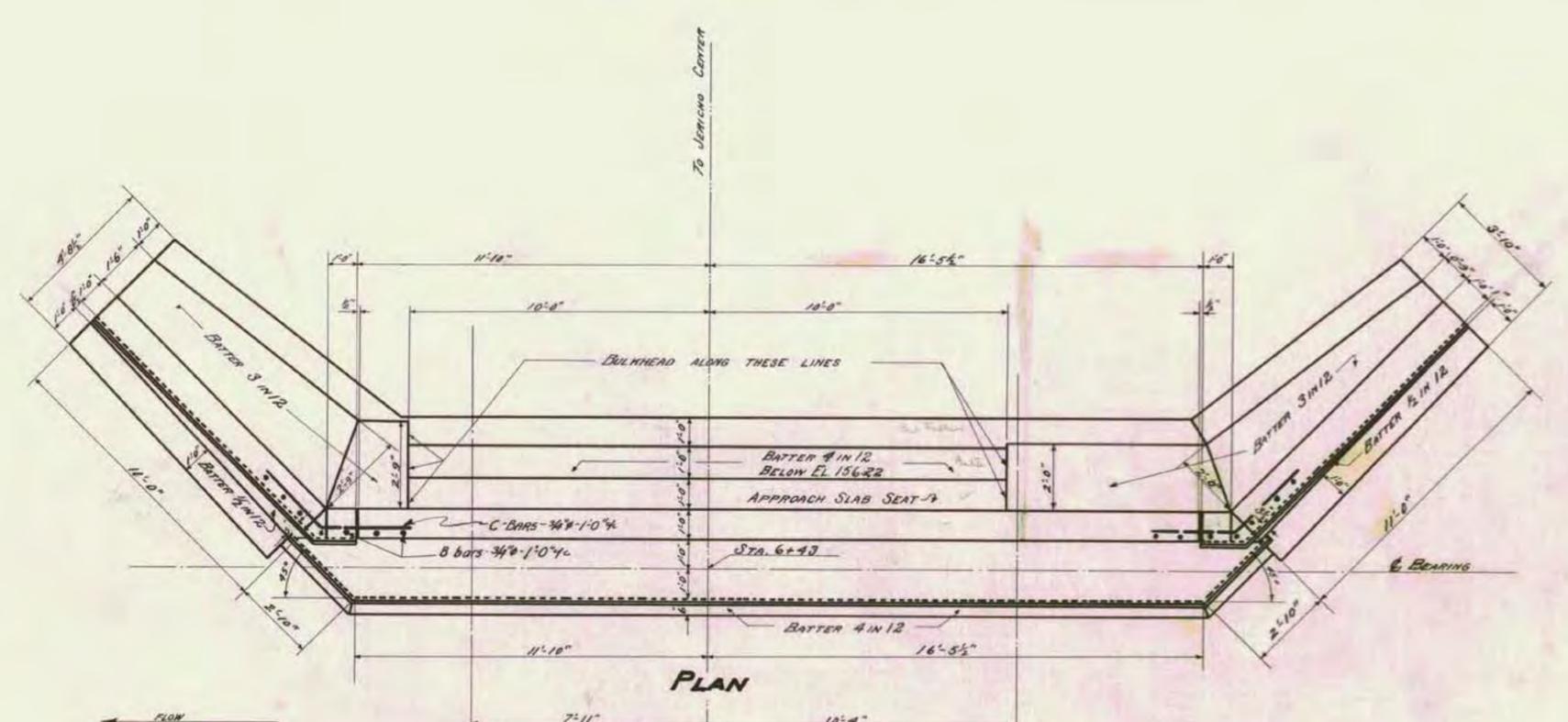
REFERENCES:-
 S.B. No. 2, Details 5-204, 5-220, 5-221
 S.B. No. 1 Detail 5-10 Modified, Total length of plate 282".
 Sidewalk detail omitted.
 All gravity sections and footings to be Class "B" Concrete. Ballast wall to be Class "C" Concrete.

**ABUTMENT NO. 1
 JERICO TOWN BRIDGE
 JERICO, VT.**

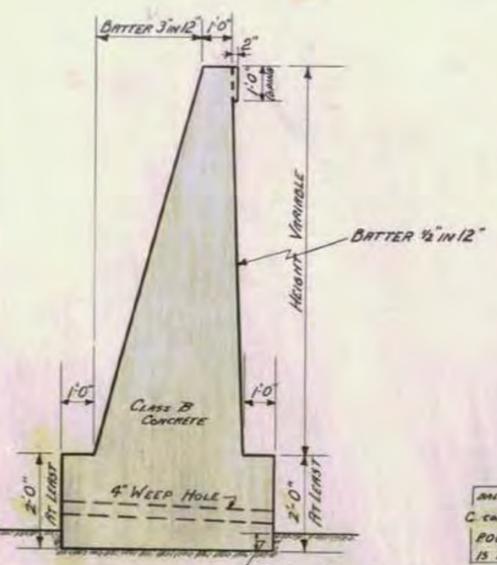
ESTIMATED QUANTITIES	
Structure Excavation	270 Cu Yds.
Class "B" Concrete (1:2:5)	68 " "
Class "C" " (1:2:4)	16 " "
Reinforcing Steel	1120 Lbs.

Surveyed by	PUTNAM	3-6-29
Designed by	M.W.D.	4-13-29
Drawn by	M.W.D.	4-13-29
Traced by	A.G.	4-16-29
Checked by	P.M.S.	5-3-29
Series	F No. 98B	Filed
Sheet 8 of 15 Sheets		

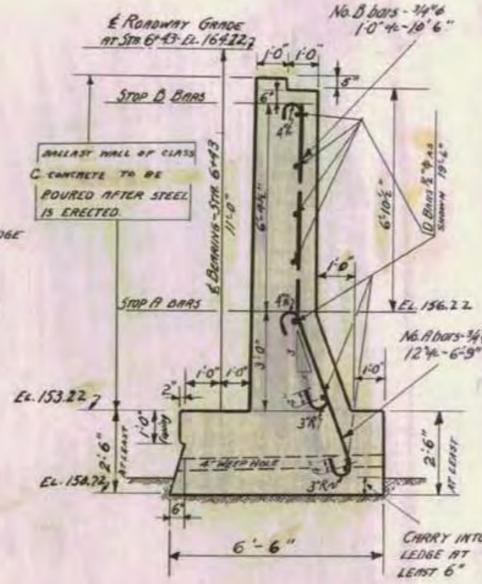
Note:-
 Engineer may raise or lower elevation of footings to fit ledge conditions in the field.



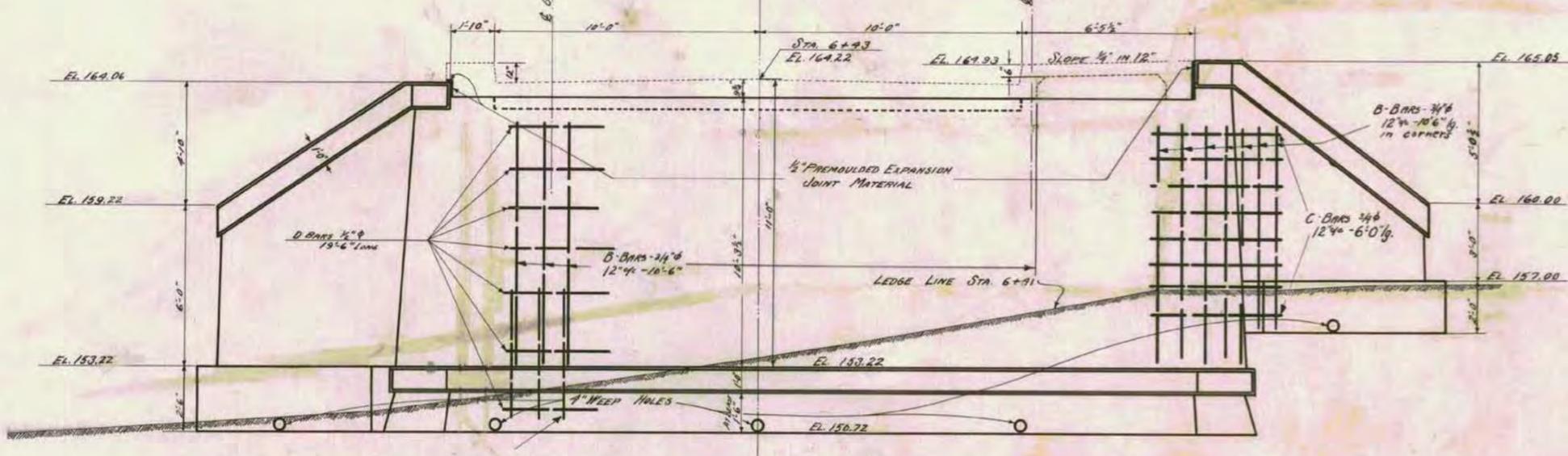
PLAN



TYPICAL SECTION OF WINGS



CROSS SECTION - ABUTMENT



ELEVATION

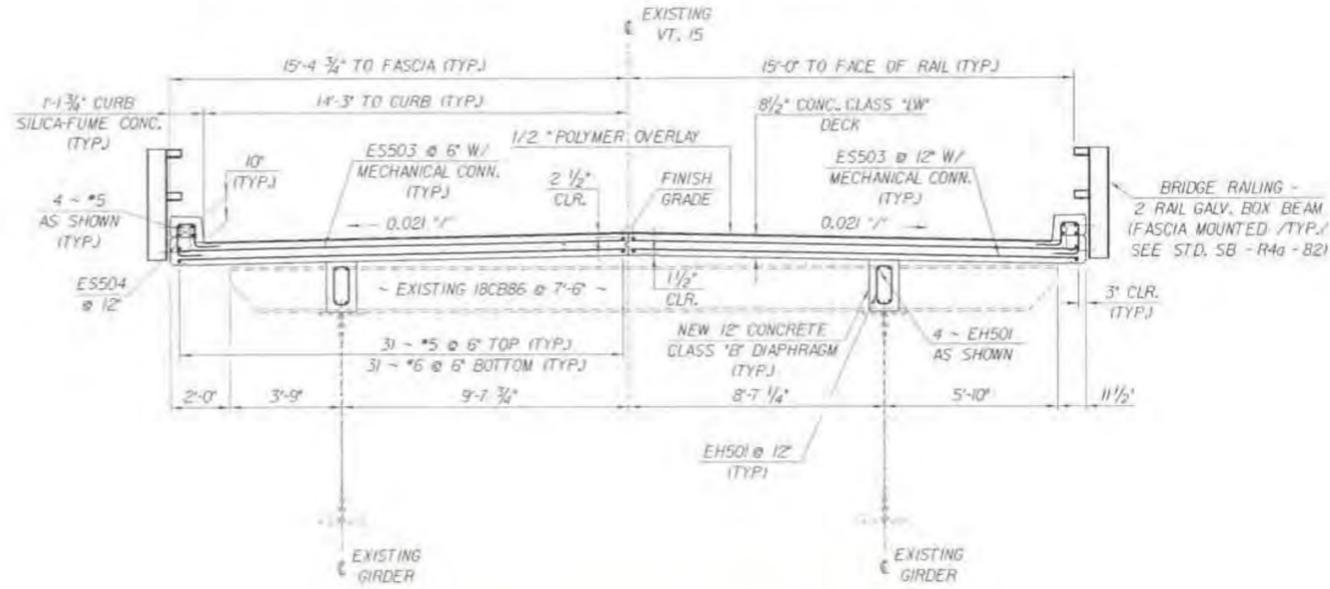
NOTE:-
ENGINEER MAY RAISE OR LOWER ELEVATION OF FOOTINGS TO FIT LEDGE CONDITIONS FOUND IN FIELD.

REFERENCES:-
S.D. No 2, Details 5-204, 5-220, 5-221.
S.B. No 1, Details 510 (Modified)
TOTAL LENGTH PLATE 28'-2" SIDEWALK
DETAIL OMITTED.
ALL GRAVITY SECTIONS AND FOOTINGS TO BE CLASS B CONCRETE. BALLAST WALL TO BE CLASS C CONCRETE.

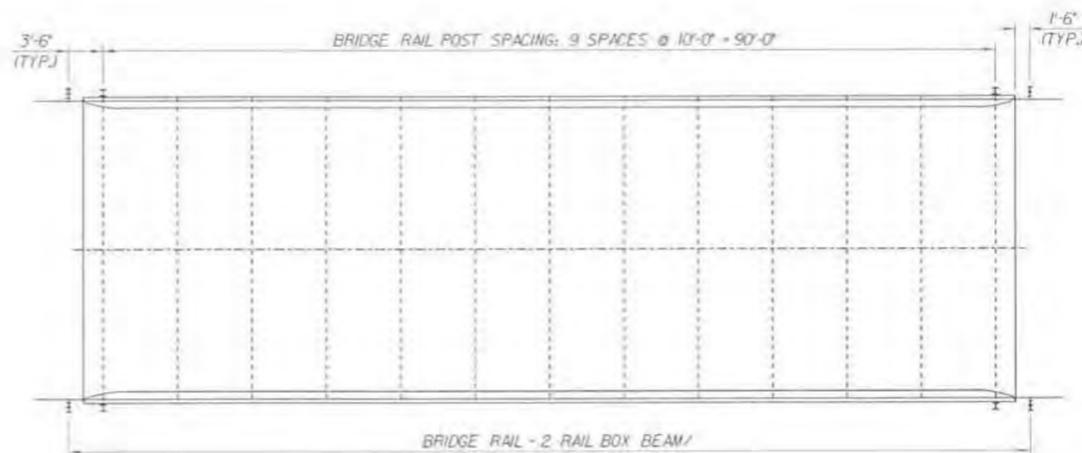
**ABUTMENT NO. 2
JERICO TOWN BRIDGE
JERICO, VT.
SCALE: 3/8"=1'-0"**

ESTIMATED QUANTITIES	
Structure Excavation	53 Cu. Yds.
Concrete Class B (1:2 1/2:5)	43 Cu. Yds.
Concrete Class C (1:2:4)	16 Cu. Yds.
Reinforcing Steel	1000 Lbs.

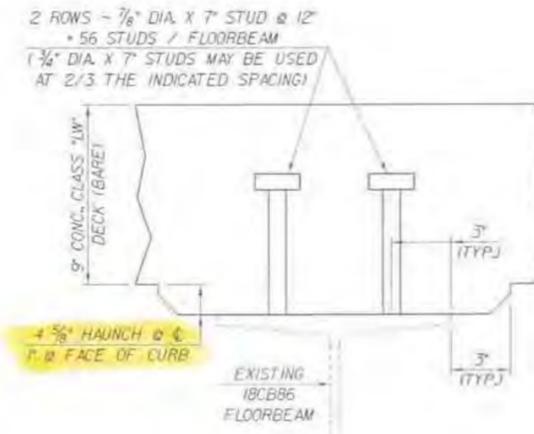
Surveyed by	P. W. H. 2-6-29
Designed by	M. R. D. 4-13-29
Drawn by	M. R. D. 4-23-29
Traced by	M. R. D. 4-15-29
Checked by	P. M. S. 5-3-29
Series	F No. 988 Filed
	Sheet 9 of 15 Sheets



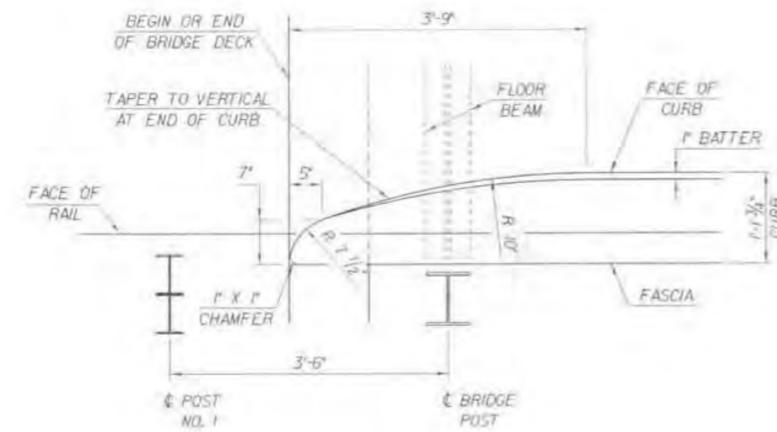
NEW BRIDGE TYPICAL ~ ALTERNATE C
SCALE: 3/8" = 1'-0"



BRIDGE RAIL LAYOUT
SCALE: 1/8" = 1'-0"



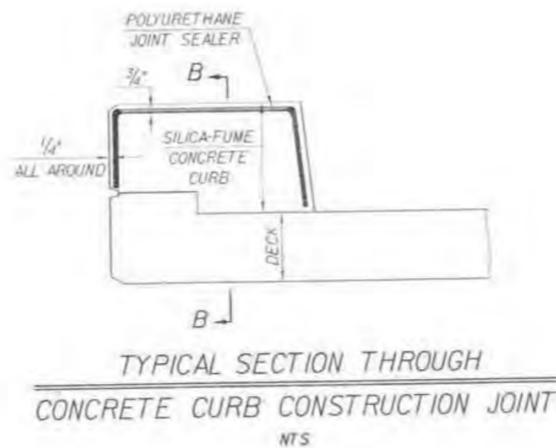
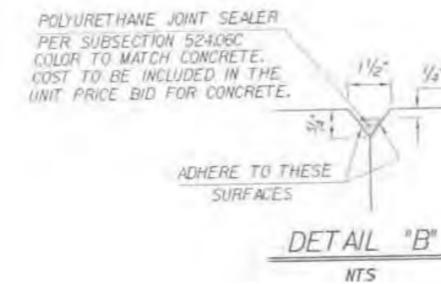
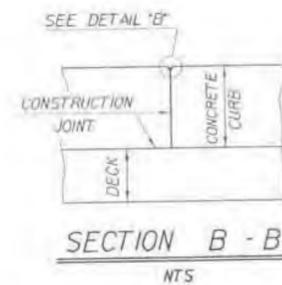
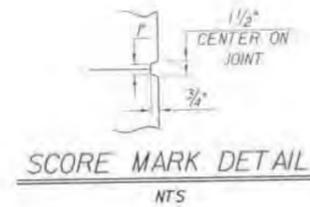
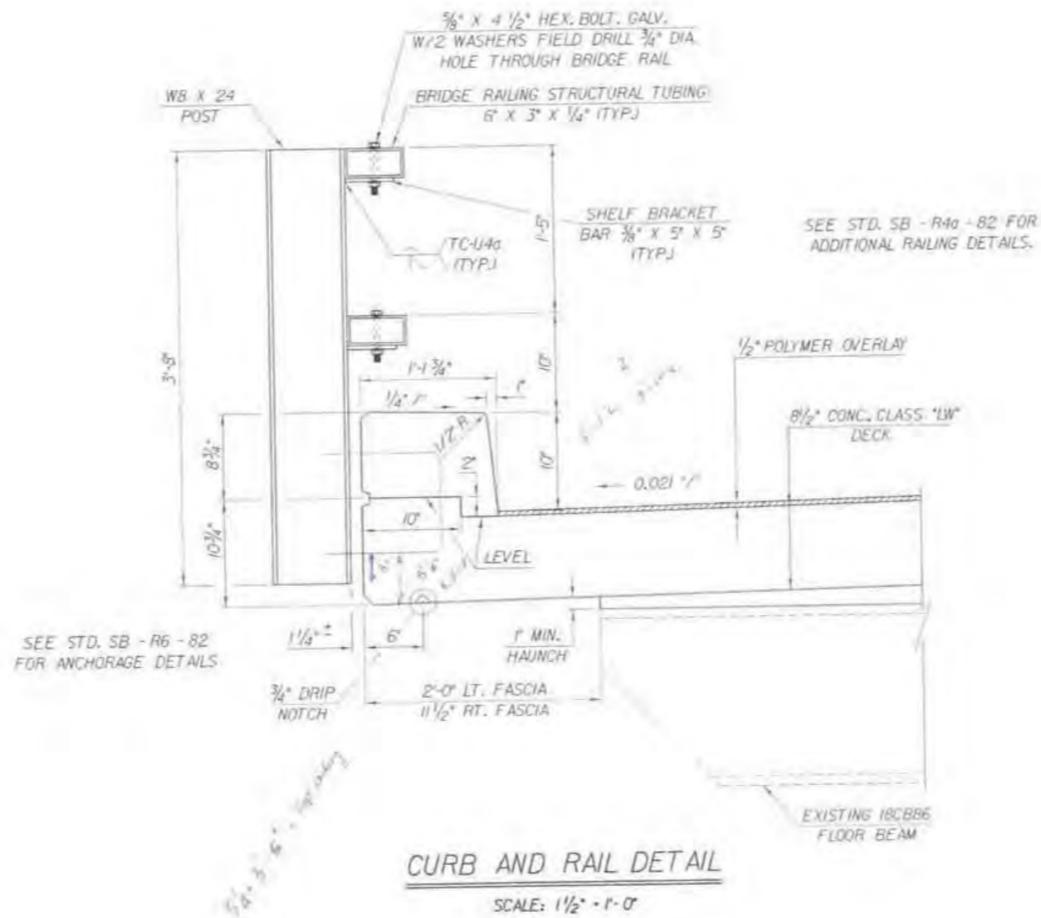
SHEAR CONNECTOR DETAIL
SCALE: 3" = 1'-0"



CURB TAPER DETAIL
SCALE: 1" = 1'-0"

BUILT AS DESIGNED

STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	JERICO	Bridge No.	7
Highway No.	VT. 15	Log Sta.	20 + #
		Surv. Sta.	5 + 98.30
VT. 15 OVER THE BROWNS RIVER			
NEW BRIDGE TYPICAL ALTERNATE C			
Designed By	D. HOYNE	Drawn By	G. ROY
Checked By	D. HOYNE	Date	4/95
		Bridge Design Supervisor	J. H. WEAVER
		Date	4/95
PROJECT	JERICO	PROJECT NO.	STP DECK (35)
USC Info: /str/1946036/sb36cdp		sb36cdp	
Bridge Sheet No.		Sheet	23 of 36



NOTES:

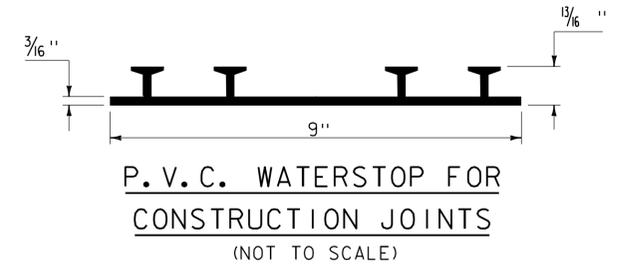
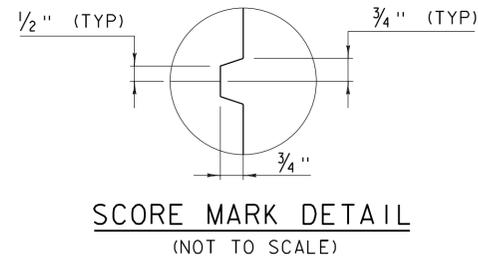
1. CONSTRUCTION JOINTS THROUGH CONCRETE CURBS SHALL BE SPACED MAXIMUM 15'-0" CENTER TO CENTER AND SHALL BE 1'-6" MINIMUM FROM THE CENTER OF THE NEAREST BRIDGE RAIL POST. CONCRETE SHALL BE PLACED IN ALTERNATING SECTIONS WITH A MINIMUM OF 48 HOURS DELAY BETWEEN ADJACENT POURS.
2. LONGITUDINAL REINFORCING SHALL PASS THROUGH CONCRETE CURB CONSTRUCTION JOINTS.
3. CONSTRUCTION JOINTS THROUGH SIDEWALKS SHALL BE SIMILAR TO CONCRETE CURB CONSTRUCTION JOINTS.

BUILT AS DESIGNED

STATE OF VERMONT AGENCY OF TRANSPORTATION			
Town Of	JERICO	Bridge No.	7
Highway No.	VT. 15	Log Sta.	29 + 44
		Surv. Sta.	5 + 98.30
VT. 15 OVER THE BROWNS RIVER			
CURB AND RAIL DETAILS ALTERNATE C			
Designed By	D. MOYNE	Drawn By	G. ROZ
Checked By	D. MOYNE	Bridge Design Supervisor	J.H. WEAVER
Date	4/95	Date	4/95
PROJECT	JERICO	PROJECT NO.	STP DECK (35)
LOG. Info.	/str/3/94/35/st36.dgn		sh36.d2j
Bridge Sheet No.		Sheet	24 of 36

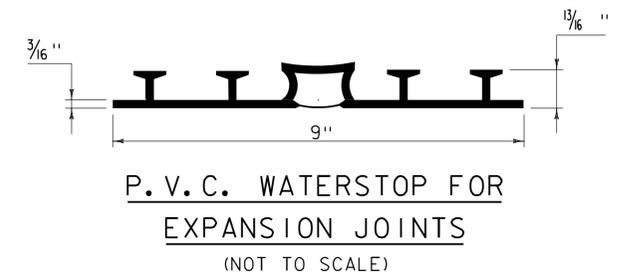
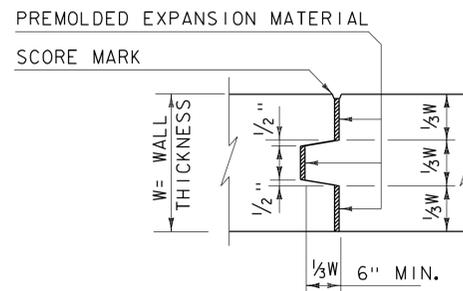
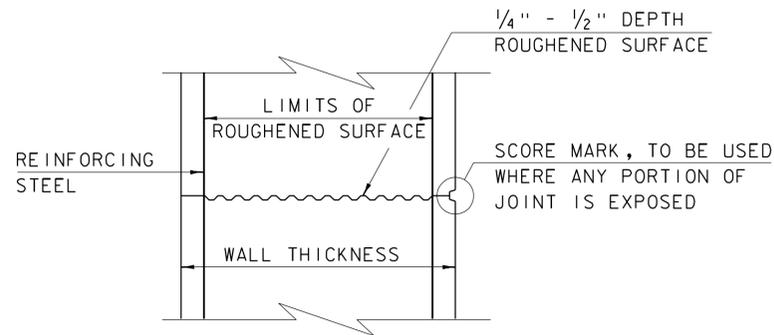
CONCRETE GENERAL NOTES

1. ALL EXPOSED EDGES OF CONCRETE SHALL BE CHAMFERED 1" x 1"
2. REINFORCING STEEL SIZE AND SPACING SHOWN IN THE PLANS IS BASED ON 60 KSI STEEL, UNLESS NOTED OTHERWISE. WITH THE ENGINEER'S PERMISSION, BAR SIZE AND SPACING MAY BE MODIFIED ACCORDING TO THE LATEST AASHTO LRFD BRIDGE DESIGN SPECIFICATION AND STRUCTURES DESIGN MANUAL WHEN USING HIGHER STRENGTH STEEL.



PAYMENT FOR THE P.V.C. WATERSTOP SHALL BE INCIDENTAL TO THE UNIT BID PRICE FOR THE ADJACENT CONCRETE.

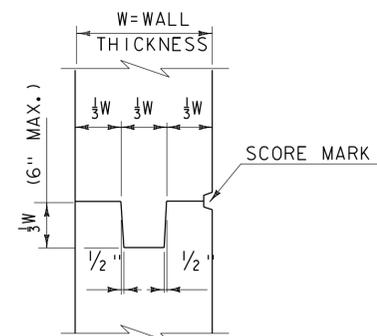
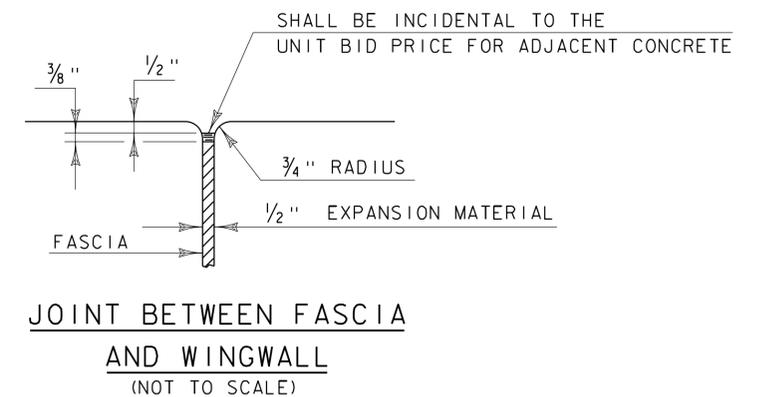
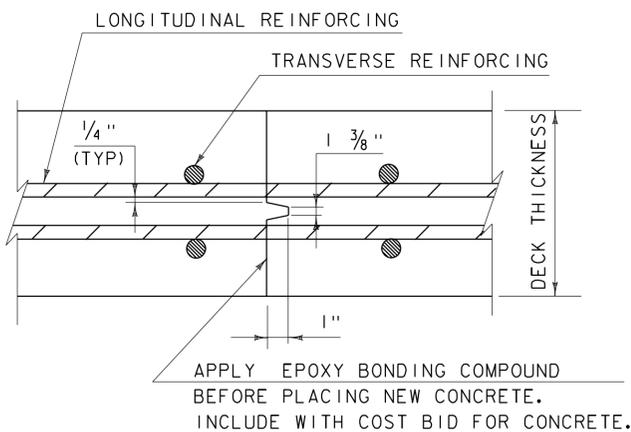
OTHER CONFIGURATIONS OF WATERSTOP MAY BE USED UPON APPROVAL OF THE ENGINEER.



PAYMENT FOR THE P.V.C. WATERSTOP SHALL BE INCIDENTAL TO THE UNIT BID PRICE FOR THE ADJACENT CONCRETE.

OTHER CONFIGURATIONS OF WATERSTOP MAY BE USED UPON APPROVAL OF THE ENGINEER.

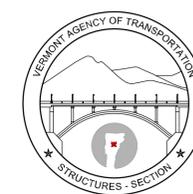
1. THE SURFACE OF THE CONCRETE CONSTRUCTION JOINTS SHALL BE CLEANED AND FREE OF LAITANCE.
2. IMMEDIATELY BEFORE NEW CONCRETE IS PLACED, ALL CONSTRUCTION JOINTS SHALL BE WETTED AND STANDING WATER REMOVED.



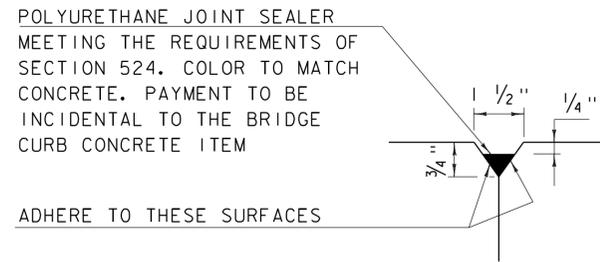
TYPICAL CONCRETE CONSTRUCTION JOINT
(NOT TO SCALE)

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
FEBRUARY 9, 2012	REBAR SUBSTITUTION ALLOWANCE ADDED TO CONCRETE GENERAL NOTES.

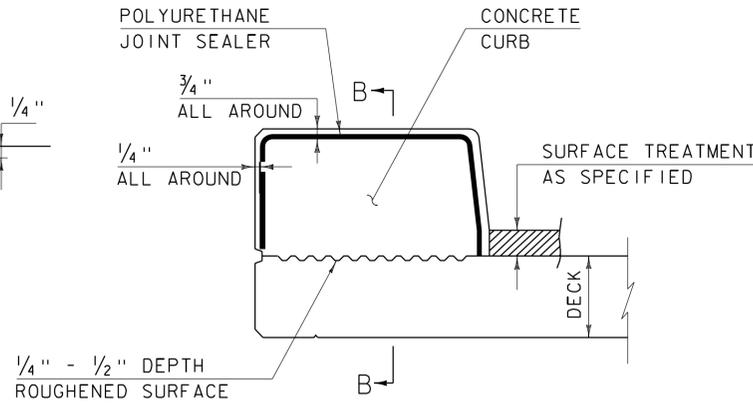
**CONCRETE
DETAILS AND NOTES**



**STRUCTURES
DETAIL
SD-501.00**

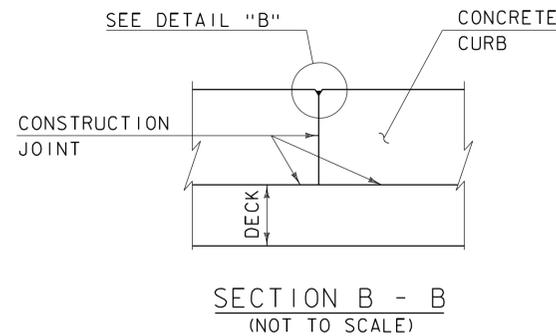


DETAIL "B"
(NOT TO SCALE)

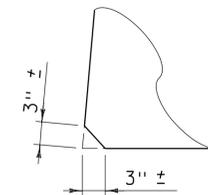


CONCRETE CURB JOINT SECTION
(NOT TO SCALE)

1. SEE TYPICAL HORIZONTAL CONSTRUCTION JOINT DETAIL FOR ADDITIONAL INFORMATION



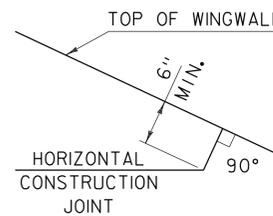
SECTION B - B
(NOT TO SCALE)



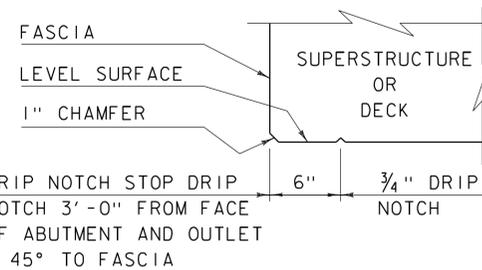
ACUTE ANGLE
CLIP DETAIL
(NOT TO SCALE)

CONCRETE CURB JOINT NOTES

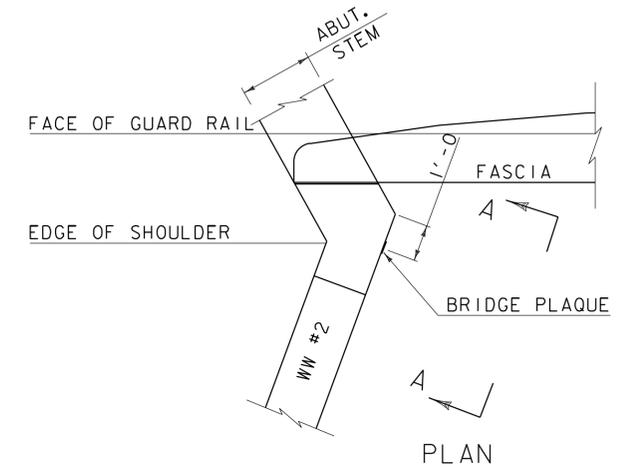
1. CONCRETE CURBS MAY BE PLACED IN ONE CONTINUOUS OPERATION IF AN APPROVED SHRINKAGE REDUCING ADMIXTURE LISTED IN THE SPECIAL PROVISIONS IS USED WITH THE CONCRETE MIX DESIGN. PAYMENT FOR THE SHRINKAGE REDUCING ADMIXTURE WILL BE INCIDENTAL TO THE BRIDGE CURB CONCRETE ITEM.
2. IF THE CONTRACTOR CHOOSES NOT TO USE AN APPROVED SHRINKAGE REDUCING ADMIXTURE, THE CURBS SHALL BE CONSTRUCTED WITH CONSTRUCTION JOINTS SPACED AT A MAXIMUM OF 15'-0" CENTER TO CENTER AND 2'-0" MINIMUM FROM THE CENTER OF NEAREST BRIDGE RAILING POST.
3. ON MULTI-SPAN CONTINUOUS SUPERSTRUCTURES, REGARDLESS OF WHETHER APPROVED SHRINKAGE REDUCING ADMIXTURE IS USED, CURB JOINTS SHALL BE LOCATED OVER THE CENTERLINE OF PIERS AND 7'-0" EACH SIDE OF THE CENTERLINE OF EACH PIER.
4. WHEN CURB JOINTS ARE USED THE CURBS SHALL BE PLACED IN ALTERNATE SECTIONS WITH A MINIMUM OF 48 HOUR DELAY BETWEEN ADJACENT PLACEMENTS.
5. LONGITUDINAL REINFORCING SHALL BE CONTINUOUS THROUGH CURB CONSTRUCTION JOINTS. CURB STIRRUP BARS SHALL BE TURNED AS NECESSARY TO MAINTAIN COVER IN THE FLARED CURB ENDS.
6. THE JOINT SPACING AND DETAILS SHOWN SHALL APPLY TO SIDEWALKS WHEN SHOWN IN THE PLANS.



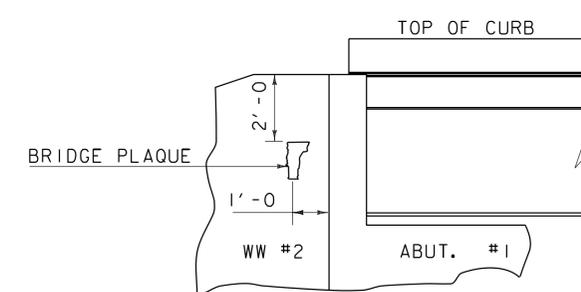
HORIZONTAL WINGWALL
CONSTRUCTION JOINT
(NOT TO SCALE)



DRIP NOTCH DETAIL
(NOT TO SCALE)



PLAN



VIEW "A - A"

BRIDGE PLAQUE
(NOT TO SCALE)

THE BRIDGE PLAQUE WILL BE SUPPLIED BY THE AGENCY OF TRANSPORTATION AND SHALL BE INSTALLED BY THE CONTRACTOR AT ABUTMENT #1 ON THE RIGHT SIDE AS SHOWN OR AS DIRECTED BY THE ENGINEER.

PAYMENT FOR INSTALLATION OF THE BRIDGE PLAQUE SHALL BE INCIDENTAL TO THE ADJACENT CONCRETE.

REVISIONS

MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
JUNE 4, 2010	MODIFIED AND ADDED TWO DETAILS
OCTOBER 10, 2012	MODIFIED HORZ. JOINT WINGWALL ADD 6" MIN. DIMENSION

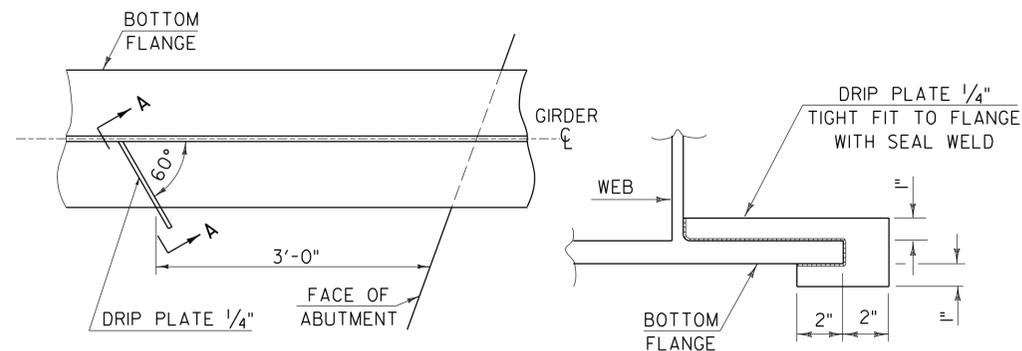
CONCRETE
DETAILS AND NOTES



STRUCTURES
DETAIL
SD-502.00

STRUCTURAL STEEL GENERAL NOTES:

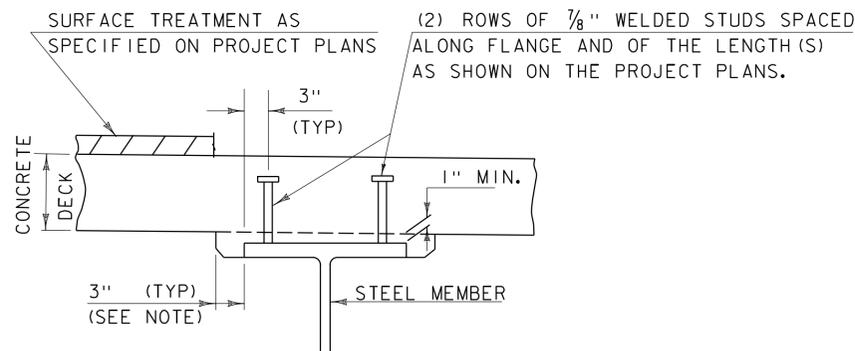
1. ALL FIELD CONNECTIONS SHALL BE MADE WITH 7/8" DIAMETER HIGH-STRENGTH BOLTS IN 15/16" DIAMETER HOLES, PER SUBSECTION 506.I9, UNLESS OTHERWISE SPECIFIED.
2. ALL HOLES IN THE WEBS OF THE FASCIA GIRDERS THAT ARE NOT OTHERWISE FILLED, SHALL BE FILLED WITH EITHER BUTTON HEAD OR HEX HEAD BOLTS. THESE BOLTS SHALL BE TIGHTENED IN ACCORDANCE WITH SUBSECTION 506.I9.
3. ALL WELDING SHALL CONFORM TO THE PROVISIONS OF SUBSECTION 506.I0.
4. ANY CONNECTIONS THAT ARE NOT DETAILED ON THE PLANS SHALL BE DETAILED BY THE FABRICATOR AND SUBMITTED TO THE STRUCTURES ENGINEER FOR APPROVAL.
5. STRUCTURAL STEEL MEMBERS DESIGNATED "CVN" IN THE PLANS SHALL BE CHARPY V-NOTCH TESTED IN ACCORDANCE WITH SUBSECTION 714.01 OF THE STANDARD SPECIFICATIONS.
6. ENDS OF GIRDERS ARE TO BE VERTICAL IN THEIR FINAL POSITION.
7. AFTER SUPERSTRUCTURE STEEL HAS BEEN ERECTED, ELEVATIONS ALONG THE TOP OF THE GIRDERS SHALL BE TAKEN AS DIRECTED BY THE RESIDENT ENGINEER FOR USE IN DETERMINING FINISHED GRADES.



PLAN DRIP PLATE

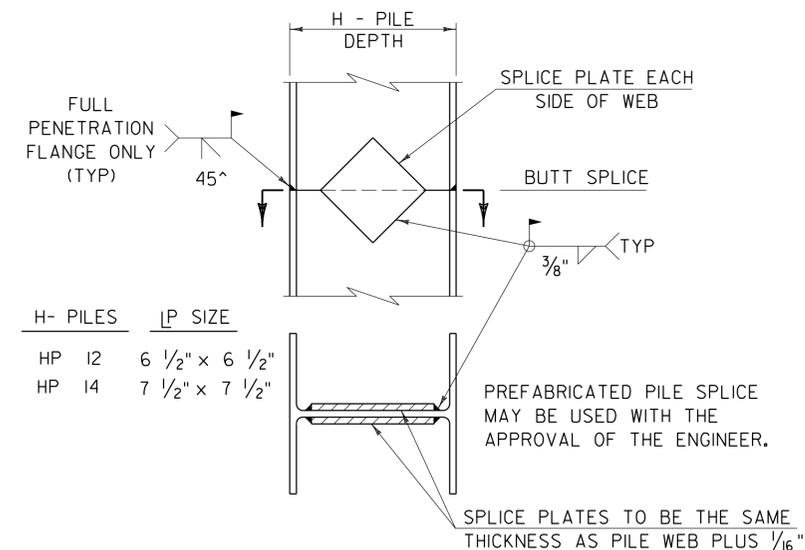
SECTION A - A

NOTE: DRIP PLATES SHALL BE PLACED ON OUTSIDE EDGE OF FASCIA GIRDERS ON THE HIGH SIDE OF ALL PIERS AND ABUTMENTS OR AS INDICATED ON PROJECT PLANS.



NOTE:
THE 3" HORIZONTAL SECTION MAY BE ELIMINATED FOR FORMING SYSTEMS DESIGNED FOR THE CONSTRUCTION OF VERTICAL HAUNCHES. ANY VOIDS RESULTING FROM FORMING SYSTEM ELEMENTS SHALL BE FILLED WITH JOINT SEALER, POLYURETHANE MEETING THE REQUIREMENTS OF SECTION 524. THE COST OF THE JOINT SEALER, POLYURETHANE SHALL BE INCIDENTAL TO THE ADJACENT CONCRETE.

HAUNCH AND SHEAR CONNECTOR DETAIL



DETAIL OF PILE SPLICE

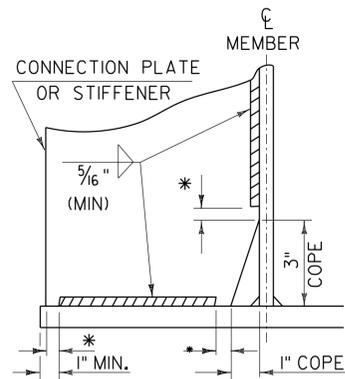
DETAILS ON THIS SHEET ARE "NOT TO SCALE" UNLESS NOTED OTHERWISE.

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
JUNE 4, 2010	MODIFIED NOTES

STRUCTURAL STEEL DETAILS & NOTES

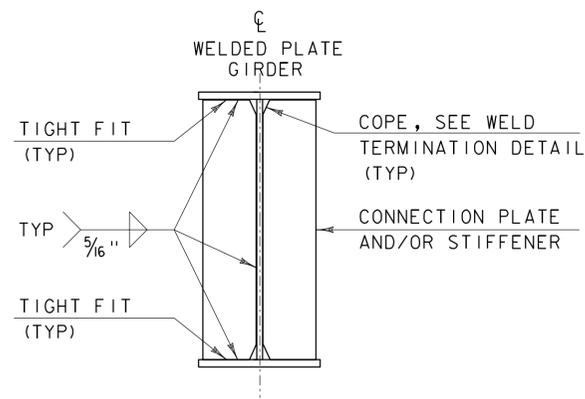


STRUCTURES DETAIL SD-601.00



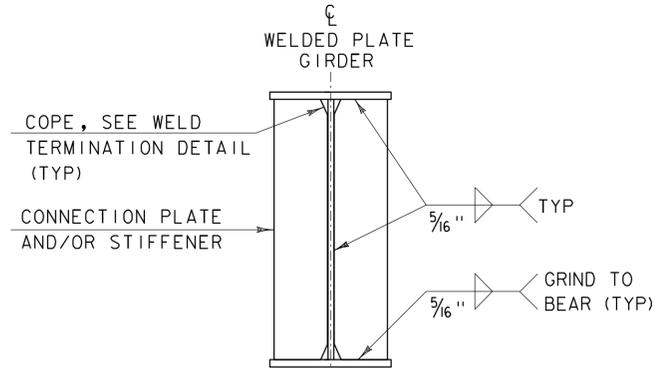
WELD TERMINATION AND COPING
DETAILS FOR STEEL MEMBERS

*NO WELD FOR 3/8" MIN. 7/8" MAX. (EXCEPT MUST MAINTAIN 1" MINIMUM FROM EDGE OF FLANGE)

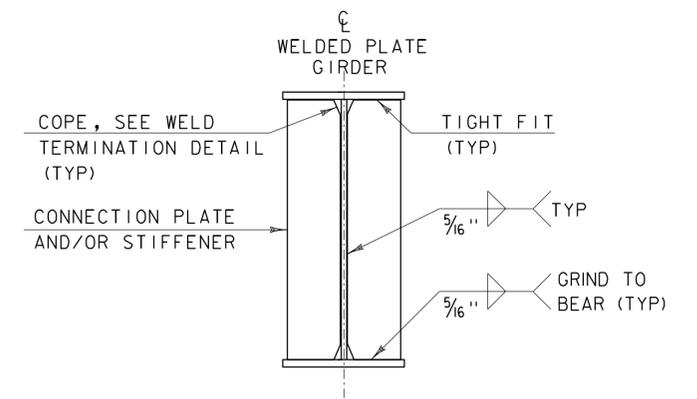


INTERMEDIATE CONNECTION PLATES
AND/OR STIFFENERS FOR WELDED
PLATE GIRDERS

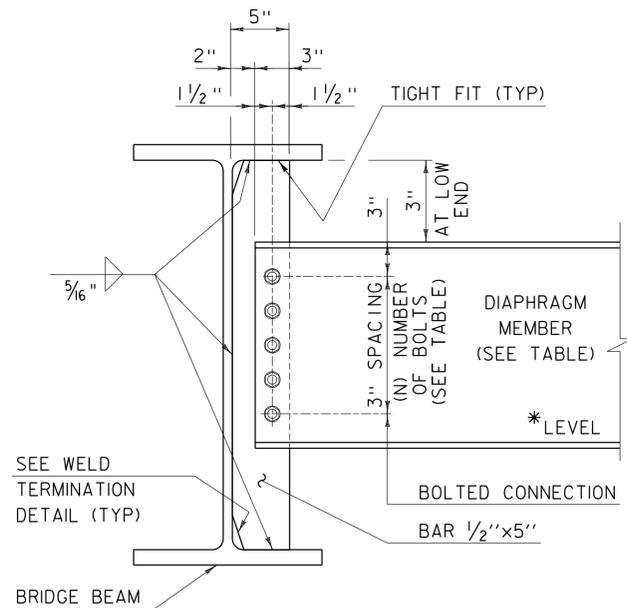
INTERMEDIATE DETAIL IS ONLY USED WHEN PLATE DOES NOT OCCUR AT AN ABUTMENT OR PIER.



ABUTMENT BEARING STIFFENERS
AND/OR CONNECTION PLATES
FOR WELDED PLATE GIRDERS



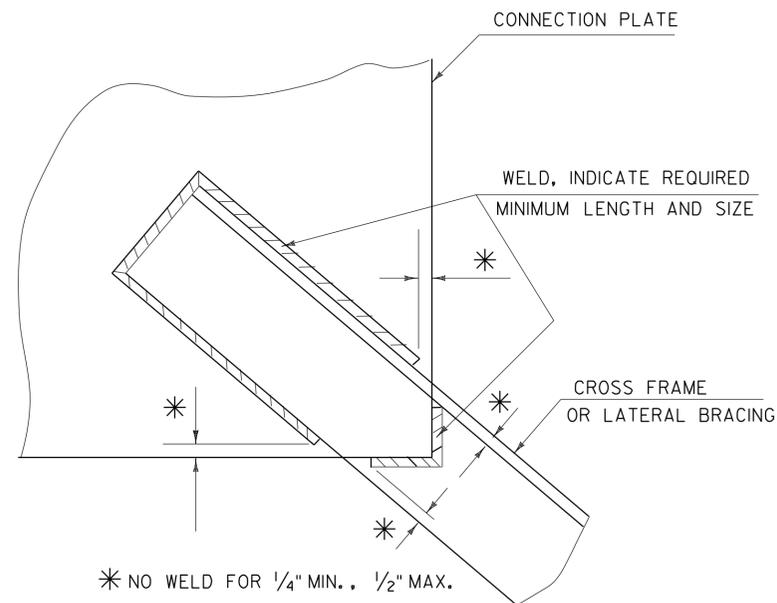
PIER BEARING STIFFENERS
AND/OR CONNECTION PLATES
FOR WELDED PLATE GIRDERS



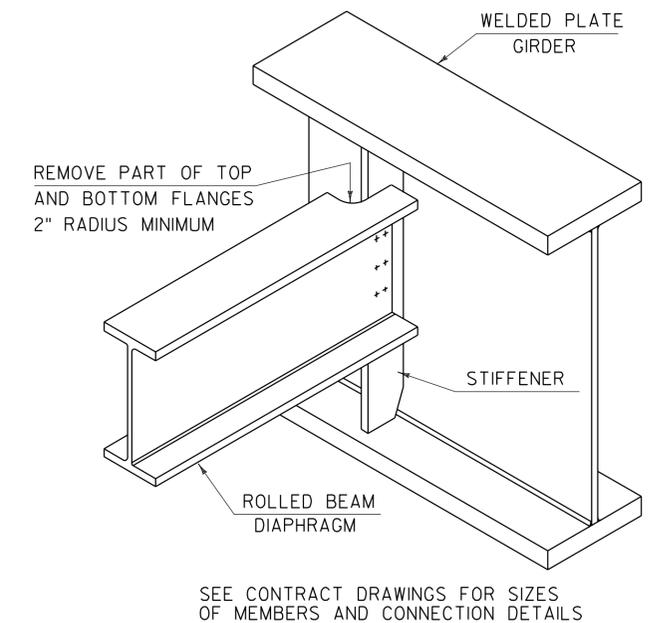
INTERMEDIATE DIAPHRAGMS
FOR 24" TO 48" BRIDGE BEAMS

* IF CLEARANCE CANNOT BE MET, DIAPHRAGM MAY BE SLOPED.

	DEPTH	DIAPHRAGM MEMBER	(N) BOLTS
ROLLED BEAM	24"	C15x33.9	4
	30"		
	31"	MC18x42.7	5
	36"		
PLATE GIRDER WEB	37"	W21x44	6
	42"		
	31"	W27x84	7
	36"		
37"	W33x118	9	
42"			
	43"	W36x135	10
	48"		



WELD LOCATION DETAIL AT CROSS
FRAMES AND LATERAL BRACING



ROLLED BEAM USED AS DIAPHRAGM

DETAILS ON THIS SHEET ARE "NOT TO SCALE" UNLESS NOTED OTHERWISE.

REVISIONS	
MAY 7, 2010	APPROVED FOR USE BY VAOT STRUCTURES SECTION
MAY 2, 2011	ADD INTERMEDIATE DIAPHRAGMS DETAIL & ADD NOT TO SCALE NOTE

STRUCTURAL STEEL PLATE GIRDER DETAILS AND NOTES



STRUCTURES DETAIL SD-602.00