

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 5/16" 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 JERICO. 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 JERICO 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.

PROJECT NOTES SHEET 1

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

PROJECT LEADER: M.D.S.
DESIGNED BY: D.M.D.
DWG. NO.: PROJNOTES-1

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

