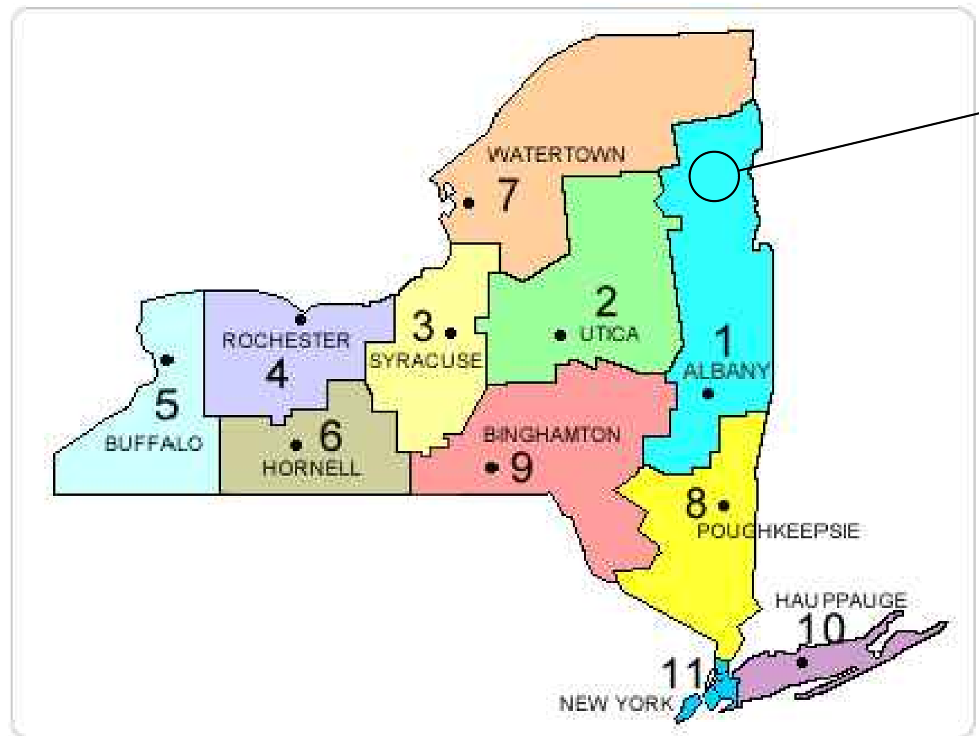


TRACY ROAD OVER ASH CRAFT BROOK CULVERT REPLACEMENT
B.I.N. N/A
P.I.N. 1761.06

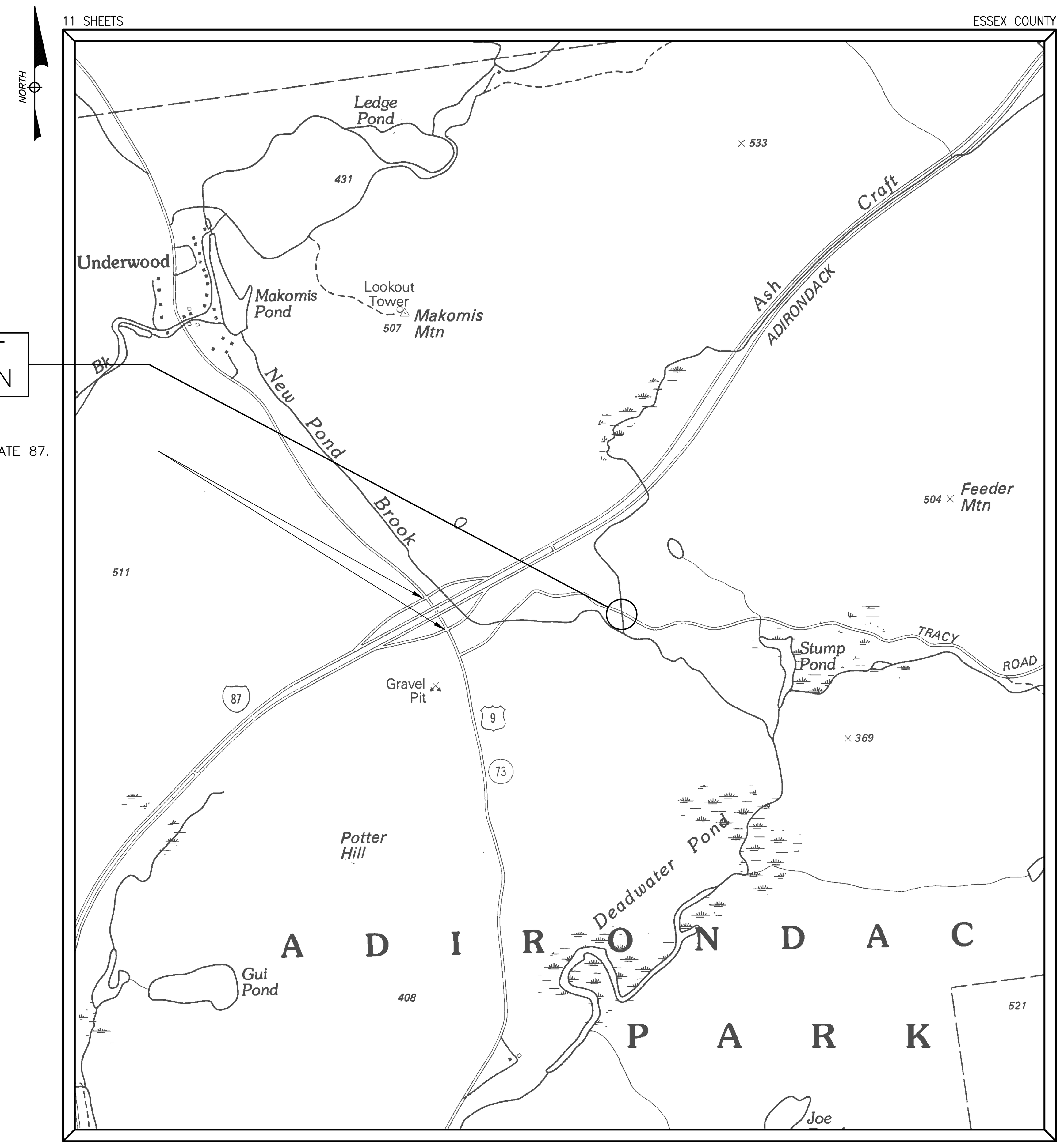
STANDARD NOTES

THE LATEST REVISIONS OF THE STANDARD SHEETS MAINTAINED BY THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION ("DEPARTMENT", OR "NYSDOT"), WHICH ARE CURRENT ON THE DATE OF ADVERTISEMENT FOR BIDS, SHALL BE CONSIDERED TO BE IN EFFECT. ALL PAY ITEMS AND WORK CONTAINED IN THE CONTRACT AND ANY ADDITIONAL PAY ITEMS AND WORK ENCOUNTERED DURING THE COURSE OF THE CONTRACT SHALL BE SUBJECT TO THE APPLICABLE STANDARD SHEET(S) UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

ALL WORK CONTEMPLATED UNDER THIS CONTRACT IS TO BE COVERED BY AND IN CONFORMITY WITH THE STANDARD SPECIFICATIONS (US CUSTOMARY UNITS) OF JANUARY 1, 2021, EXCEPT AS MODIFIED BY THESE PLANS AND IN THE ITEMIZED PROPOSAL. CONTRACT LIMITS INCLUDE THE LIMITS SHOWN ON THE CONTRACT DOCUMENTS INCLUDING ALL SIGNING AND DETOURS.

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

APPLICABLE NYSDOT STANDARD SHEETS INCLUDE, BUT ARE NOT LIMITED TO: 203-01, 203-02, 203-03, 209-01, 209-02, 209-05, 209-06, 209-07, 402-01, 554-01, 606-04, 611-01, 619-01, 619-02, 619-04, 619-10, 619-11, 619-12, 619-60, 619-66, 625-01, 645-01, 645-02, 645-03, 646-13, 646-14, 646-15, 685-01,BD-CB10ER1, BD-CB11E, BD-CB12E, AND BD-EE1ER1 THROUGH BD-EE16ER1



PROJECT LOCATION
N.T.S.

ERIK C.F. SANDBLOM, P.E.
LIC. NO. 076491

INDEX		
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RECOMMENDED BY:
JAMES DOUGAN, SUPERINTENDENT
ESSEX COUNTY DEPT. OF PUBLIC WORKS
1/26/2021
DATE

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SRA PROJECT NUMBER 18-392.17
TRACY ROAD OVER
ASH CROFT BROOK
B.I.N. N/A
P.I.N. 1761.06
TOWN OF NORTH HUDSON, ESSEX COUNTY
SUBMISSION: PS&E REVIEW
MAY 29, 2020

FED. ROAD REG. NO.	STATE	SHEET NO.	TOTAL SHEETS
-	N.Y.	1	11

DESIGN SUPERVISOR E. SANDBLOM
JOB MANAGER E. SANDBLOM
DESIGNED BY T. PRIME
CHECKED BY E. SANDBLOM
ESTIMATED BY R. LATIF
DRAFTED BY R. LATIF/J. LAFAVE OR A. BESWICK
CHECKED BY E. SANDBLOM

GENERAL NOTES

1. DESIGN SPECIFICATIONS: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION – 2017 INCLUDING ALL CURRENT REVISIONS.

2. CONTRACT, WORK, AND MATERIAL SPECIFICATIONS: REFER TO THE TITLE SHEET STANDARD NOTES FOR APPLICABLE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT) SPECIFICATIONS AND STANDARD SHEETS.

3. STREAM PROTECTION: DURING THE COURSE OF CONSTRUCTION, THE WORK SHALL BE CONDUCTED IN A MANNER AS TO PREVENT OR REDUCE TO A MINIMUM ANY DAMAGE TO THE STREAM FROM POLLUTION BY DEBRIS, SEDIMENT OR OTHER FOREIGN MATERIAL, OR FROM MANIPULATION OF EQUIPMENT AND/OR MATERIALS IN OR NEAR THE STREAM.

4. WATER WHICH HAS BEEN USED FOR WASH PURPOSES OR OTHER SIMILAR OPERATIONS WHICH CAUSE THIS WATER TO BECOME POLLUTED WITH SAND, SILT, CEMENT, OIL, OR OTHER IMPURITIES, SHALL NOT BE RETURNED TO THE STREAM. IF WATER IS USED FROM THE STREAM, AN INTAKE OR TEMPORARY DAM SHALL BE CONSTRUCTED TO PROTECT AND MAINTAIN WATER RIGHTS AND TO PROTECT FISH LIFE DOWNSTREAM.

5. DUE TO THE NATURE OF RECONSTRUCTION PROJECTS, THE EXACT EXTENT OF RECONSTRUCTION WORK CANNOT ALWAYS BE ACCURATELY DETERMINED PRIOR TO THE COMMENCEMENT OF WORK. THE CONSTRUCTION DOCUMENTS HAVE BEEN PREPARED BASED ON FIELD INSPECTIONS AND OTHER AVAILABLE INFORMATION. ACTUAL FIELD CONDITIONS MAY REQUIRE MODIFICATIONS TO THE CONSTRUCTION DETAILS AND WORK QUANTITIES.

6. THE OWNER HAS OBTAINED PERMITS FOR THIS PROJECT FROM APPROPRIATE REGULATORY AGENCIES. PERMIT CONDITIONS SHALL BE CONSIDERED A PART OF THIS WORK AND SHALL BE STRICTLY ADHERED TO, INCLUDING NOTIFICATION AND SIGN POSTING REQUIREMENTS. COPIES OF PERMITS ARE AVAILABLE FROM THE ESSEX COUNTY COMMUNITY RESOURCES IN ELIZABETHTOWN, NY AND ARE PROVIDED IN THE BID SPECIFICATION (PROJECT CONSTRUCTION MANUAL). THE CONTRACTOR SHALL BE RESPONSIBLE FOR SIGN POSTING AND NOTIFICATION REQUIREMENTS PER THE PERMIT CONDITIONS.

7. UNDERGROUND PIPELINE AND UTILITY LOCATIONS, IF INDICATED, ARE QUALITY LEVEL C. THE LOCATIONS OF ALL UTILITIES SHALL BE DETERMINED PRIOR TO COMMENCING CONSTRUCTION AND PROTECTED OR REROUTED AS REQUIRED TO PREVENT DAMAGE OR INTERRUPTION OF UTILITY SERVICE.

8. SUBMITTALS: THE CONTRACTOR SHALL SUBMIT MIN. (5) COPIES OF SHOP DRAWINGS AND SUBMITTALS FOR THE FOLLOWING ITEMS FOR REVIEW BY ESSEX COUNTY AND THE ENGINEER. IN LIEU OF (5) HARD COPIES, (1) COPY OF SHOP DRAWINGS AND SUBMITTALS MAY BE TRANSMITTED ELECTRONICALLY. NO FABRICATION OF THESE ITEMS SHALL BE PERMITTED UNTIL THE SUBMITTALS HAVE BEEN REVIEWED AND ACCEPTED.

   A. PRECAST CONCRETE THREE–SIDED STRUCTURE CALCULATIONS
   B. PRECAST CONCRETE THREE–SIDED STRUCTURE SHOP DRAWINGS
   C. CONCRETE MIX DESIGNS
   D. CONCRETE REINFORCING STEEL SHOP DRAWINGS
   E. SILT FENCE
   F. ADHESIVE NON–SHRINK GROUT (FOR SHEAR KEYS AND FOR ANCHOR BOLTS)
   G. JOINT SEALANTS AND CAULKING
   H. GUIDE RAIL SHOP DRAWINGS
   I. DEWATERING PLAN
   J. BACKFILL, EMBANKMENT, AND SUBBASE MATERIAL
   K. DRAINAGE BOARD
   L. SEALANTS AND PENETRATING SEALER
   M. STORM DRAINAGE PIPING
   N. PRECAST FILL TYPE SEGMENTAL RETAINING WALL DESIGN CALCULATIONS AND INSTALLATION MANUAL
   O. PRECAST FILL TYPE SEGMENTAL RETAINING WALL SHOP DRAWINGS
   P. GEOTEXTILE FABRICS
   Q. TRAFFIC CONTROL PLAN
   R. TEMPORARY EARTH SHORING PLAN(S)
   S. DEWATERING PLAN
   T. EMERGENCY OPERATION PLAN

9. THE WORK SHALL CONFORM WITH THE REQUIREMENTS OF NYSDOT SPEC SECTION 107–05 – "SAFETY AND HEALTH REQUIREMENTS" AT ALL TIMES.

SURVEY NOTES

1. THE BASE MAP IS BASED ON A TOPOGRAPHIC SURVEY COMPLETED BY DAVID F. BARRASS, LAND SURVEYOR, 5 MAPLE STREET, CORINTH, NEW YORK. FIELD DATA WAS COLLECTED ON DECEMBER 7, 2017.

2. ELEVATIONS ARE BASED ON AN ARBITRARY VERTICAL DATUM.

3. ONE FOOT CONTOUR INTERVAL.

4. THE HIGHWAY BOUNDARY SHOWN IS BASED ON A 3 ROD (49.5') WIDE RIGHT OF WAY AS SHOWN ON ESSEX COUNTY TAX MAPPING CENTERED ON THE EXISTING PAVED SURFACE AND SHOULD BE CONSIDERED APPROXIMATE ONLY.

EROSION AND SEDIMENT CONTROL NOTES

1. SOIL EROSION AND SEDIMENT CONTROL SHALL BE PERFORMED IN ACCORDANCE WITH NYSDOT STANDARD SPEC. 209.

2. ALL PERIMETER SILT FENCES SHALL BE IN PLACE AT LOCATIONS INDICATED IN ACCORDANCE WITH THE DETAILS BEFORE COMMENCEMENT OF ANY DISTURBANCE OF EXISTING GROUND SURFACE. SEDIMENT FILTER BAGS AND THEIR SURROUNDING SILT FENCE SHOULD BE INSTALLED AFTER THE REMOVAL OF ASPHALT PAVEMENT BUT BEFORE ANY WORK BEGINS IN THE RIVER.

3. ALL EXPOSED CUT AND FILL EARTHWORK SURFACES SHALL BE COVERED WITH MIN. 4" OF TOPSOIL AND TURFED IN ACCORDANCE WITH NYSDOT SPEC. SECTION 713, UNLESS NOTED TO BE COVERED BY PAVEMENT OR STRUCTURES.

4. ALL AREAS UNWORKED FOR MORE THAN 14 DAYS MUST BE SEEDED WITH ANNUAL RYE GRASS AND PROTECTED WITH STRAW MULCH.

5. AFTER EVERY STORM EVENT IN EXCESS OF 1/2" RAINFALL, INSPECT ALL SILT FENCES. REMOVE ACCUMULATED MATERIAL, FILL ERODED AREAS AND RESET SILT FENCES.

6. ENCLOSE ALL STOCKPILES WITH SILT FENCE.

7. EROSION CONTROL MEASURES SHALL CONFORM WITH THE REQUIREMENTS OF NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.

8. THE CONTRACTOR SHALL PROVIDE A DUMPSTER AT THE SITE FOR DISPOSAL OF DEBRIS, GARBAGE AND LITTER.

9. SILT FENCES SHALL REMAIN IN PLACE UNTIL A STABLE GROWTH OF TURF IS PRESENT AT ALL DISTURBED AREAS.

10. THE CONTRACTOR SHALL PROVIDE AN APPROVED SECONDARY CONTAINMENT SYSTEM AT EACH SITE FOR ALL FUEL AND PETROLEUM PRODUCTS TEMPORARILY STORED ON THE SITE.

DEMOLITION AND REMOVAL NOTES

1. THE CONTRACTOR SHALL VISIT THE SITE AND VERIFY ALL DEMOLITION QUANTITIES AND CONDITIONS WHICH MAY EFFECT THE WORK AND SHALL INCLUDE IN HIS/HER BID ALL COSTS ASSOCIATED WITH THE REQUIRED DEMOLITION OF THE EXISTING STRUCTURES.

2. DURING DEMOLITION AND REMOVAL OPERATIONS, DO NOT DROP WASTE CONCRETE, TIMBER, STEEL, DEBRIS OR OTHER MATERIAL INTO THE AREA BELOW. PLATFORMS, NETS, SCREENS OR OTHER PROTECTIVE DEVICES SHALL BE USED TO CATCH DEMOLITION DEBRIS. IF, IN THE OPINION OF THE OWNER, ADEQUATE PROTECTION DEVICES ARE NOT BEING EMPLOYED, THE WORK SHALL BE SUSPENDED UNTIL ADEQUATE PROTECTION IS PROVIDED. ANY DEBRIS FALLING INTO THE WATERWAY SHALL BE PROMPTLY REMOVED.

3. THE CONTRACTOR SHALL EXERCISE DUE CARE SUCH THAT ANY MATERIALS THAT ARE TO REMAIN IN PLACE OR THAT WILL BE SALVAGED WILL NOT BE DAMAGED. ANY SUCH ITEMS DAMAGED DURING THE COURSE OF WORK SHALL BE REPLACED OR REPAIRED TO THE SATISFACTION OF ESSEX COUNTY AT THE EXPENSE OF THE CONTRACTOR.

4. UNLESS SPECIFICALLY NOTED OTHERWISE, ALL ITEMS TO BE REMOVED IN THE CONTRACT SHALL BE DISPOSED OF OFF–SITE IN A PERMITTED WASTE SITE.

5. THE CONTRACTOR SHALL TAKE ALL PRUDENT MEASURES INCLUDING IMPLEMENTING SAFE WORK PRACTICES AND THE PROPER USE OF PPE, TO PROTECT THEIR WORKERS AT ALL TIMES DURING DEMOLITION OPERATIONS.

EARTHWORK NOTES

1. EXCAVATION SHALL BE TO ELEVATIONS INDICATED WITH A TOLERANCE OF PLUS OR MINUS 1". EXCAVATIONS SHALL BE OF SUFFICIENT SIZE FOR PLACING AND REMOVING FORMS, AS WELL AS INSPECTIONS.

2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL STAKE OUT ALL IMPROVEMENTS AND VERIFY GRADES AND ELEVATIONS. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER.

3. BACKFILL MATERIALS SHALL BE SELECT STRUCTURAL FILL CONFORMING WITH NYSDOT SPEC SECTION 203. ALL BACKFILL SHALL BE PLACED IN MAXIMUM 12" LIFTS AND COMPACTED TO 95% OF THE MAXIMUM DENSITY AS ESTABLISHED THROUGH THE MODIFIED PROCTOR COMPACTION TEST PER ASTM D1557.

4. SUBBASE COURSE MATERIAL FOR APPROACH ROADWAYS SHALL BE A TYPE 2 SUBBASE CONFORMING WITH NYSDOT SPEC. SECTIONS 304 AND 733–04.

5. EMBANKMENT FILL MATERIAL FOR ROADWAYS SHALL CONFORM WITH NYSDOT SPEC. SECTIONS 203. ALL EMBANKMENT FILL SHALL BE PLACED IN MAXIMUM 12" LIFTS AND COMPACTED TO 95% OF THE MAXIMUM DENSITY AS ESTABLISHED THROUGH THE MODIFIED PROCTOR COMPACTION TEST PER ASTM D1557.

6. MATERIAL STOCKPILES, IF REQUIRED, SHALL BE LOCATED WHOLLY WITHIN THE WORK AREA. ADDITIONAL SILT FENCES SHALL BE PROVIDED AT THE BASE OF ALL STOCKPILES AND AS DIRECTED IN THE FIELD BY THE ENGINEER OR THE OWNER.

7. ALL TRENCHES AND OTHER EXCAVATED SIDE SLOPES INDICATED ON THE DRAWINGS ARE DIAGRAMMATIC ONLY AND ARE NOT INTENDED TO INDICATE A STABLE EXCAVATION SLOPE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ADEQUACY AND STABILITY OF ALL EXCAVATION SLOPES, SHEETING, SHORING, TRENCH BOXES, AND ANY OTHER MEANS REQUIRED FOR A SAFE WORK ENVIRONMENT AND FOR PROTECTION OF ADJACENT ROADWAYS AND OTHER STRUCTURES. ALL EXCAVATION WORK SHALL COMPLY WITH THE REQUIREMENTS OF THE FOLLOWING REGULATORY AGENCIES:

   –SUBPART 23–4, "EXCAVATION OPERATIONS", OF NEW YORK DEPARTMENT OF LABOR INDUSTRIAL CODE RULE 23.

   –SUBPART P, "EXCAVATIONS" OF THE UNITED STATES DEPARTMENT OF LABOR OSHA REGULATIONS FOR CONSTRUCTION.

   –ALL OTHER MUNICIPAL, COUNTY, STATE OR FEDERAL AGENCIES, REGULATIONS OR LAWS PERTAINING TO EXCAVATION SAFETY AS MAY APPLY AT THE WORK SITE.

8. THE MORE STRINGENT PROVISION IN EACH OF THE ABOVE CODES SHALL APPLY. THESE PROVISIONS SHALL BE CONSIDERED MINIMUM REQUIREMENTS AND SHALL BE INCREASED IF NECESSARY TO PROVIDE SAFE WORKING CONDITIONS.

9. ALL NEW GRADES SHALL BE BLENDED SMOOTHLY WITH EXISTING GRADES TO PROVIDE A SMOOTH TRANSITION BETWEEN NEW GRADING AND EXISTING SURFACES TO REMAIN.

10. GEOTEXTILE FABRIC SHALL COMPLY WITH NYSDOT STANDARD SPEC. SECTION 737–01. ALL FABRIC SHALL APPEAR ON THE NYSDOT LIST OF APPROVED MATERIALS FOR THE USAGE INDICATED.

11. THE OWNER SHALL RETAIN AN INDEPENDENT QUALIFIED GEOTECHNICAL TESTING AGENCY TO PERFORM SOIL COMPACTION TESTING. SUBMIT ONE COPY OF ALL TEST REPORTS TO THE OWNER AND THE ENGINEER. FIELD IN–PLACE DENSITY TESTS SHALL BE PERFORMED BY EITHER ASTM D1556 (SAND CONE METHOD) OR ASTM D2922 (NUCLEAR METHOD). TESTS SHALL BE PERFORMED IN ALL BACKFILL, ONE TEST PER 250 SQUARE FEET OF BACKFILL SURFACE FOR EACH LIFT, MINIMUM (2) TESTS PER LIFT.

12. TOPSOIL, SEEDING AND MULCHING SHALL COMPLY WITH NYSDOT STANDARD SPEC. SECTION 713. CONTRACTOR SHALL ONLY USE NATIVE SEED MATERIAL FOR SITE RESTORATION.

13. CONTRACTOR SHALL NOTE THAT AMBIENT AIR TEMPERATURE DURING THE CONSTRUCTION PERIOD FOR THIS PROJECT MAY BE BELOW FREEZING. CONTRACTOR SHALL PROTECT ALL SUBGRADES AND PREVIOUSLY INSTALLED BACKFILL LIFTS FROM FREEZING. COSTS FOR ALL BLANKETS, GROUND HEATERS OR OTHER ACCEPTABLE METHODS AS REQUIRED TO PROTECT IN–PLACE SOILS FROM FREEZING SHALL BE INCLUDED IN HIS BID. THE PLACEMENT OF FILL MATERIALS ON FROZEN SOILS OR USE OF FROZEN BACKFILL MATERIALS IS STRICTLY PROHIBITED.

STREAM CHANNEL NOTES

1. STREAM CHANNEL WORK SHALL CONFORM WITH NYSDOT STANDARD SPEC. 620.

2. STREAM CHANNEL REGRADING SHALL USE NATIVE MATERIAL TO MATCH THE BED MATERIAL UPSTREAM AND DOWNSTREAM OF THE STRUCTURE. DIRECTION FOR STREAM BED MATERIAL TYPE AND SIZE SHALL BE PROVIDED BY THE U.S. FISH AND WILDLIFE SERVICE.

RIPRAP NOTES

1. RIPRAP SHALL CONFORM TO NYSDOT STANDARD SPEC. 733–21 STONE FILLING TO THE GRADATION INDICATED ON THE PLANS.

2. ALL RIPRAP SHALL BE SOUND CLEAN ANGULAR STONE OF THE SIZES INDICATED ON THE DRAWINGS. RIPRAP SHALL BE FREE OF ORGANIC MATERIALS, DEBRIS, SOIL AND OTHER DELETERIOUS MATTER.

3. STONE SIZES SHALL CONFORM TO THE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATION SECTION 620 AND SHALL BE WELL GRADED WITHIN THE LIMITS INDICATED WITH SUFFICIENT SMALLER STONE TO FILL THE VOIDS BETWEEN LARGER STONES. ALL RIPRAP SHALL BE MACHINE OR HAND PLACED AND HAND CHINKED TO PROVIDE A UNIFORM FINISH SURFACE TRUE TO THE GRADES INDICATED ON THE DRAWINGS. STONE SIZES SHALL BE EVENLY DISTRIBUTED THROUGHOUT.

4. THE MINIMUM LAYER THICKNESS SHALL BE AS INDICATED ON THE DRAWINGS.

DEWATERING NOTES

1. DEWATERING FACILITIES SHALL BE PROVIDED BY THE CONTRACTOR TO DEWATER AREAS WHERE EXCAVATION WORK WILL BE PERFORMED AS NECESSARY TO COMPLETELY DEWATER WORK AREAS FOR NEW ABUTMENT CONSTRUCTION, RETAINING WALL CONSTRUCTION, AND CHANNEL EXCAVATION.

2. THE CONTRACTOR SHALL RETAIN A PROFESSIONAL ENGINEER LICENSED TO PRACTICE IN NEW YORK STATE TO DESIGN A DEWATERING SYSTEM FOR THE PROJECT. THE CONTRACTOR SHALL SUBMIT A DEWATERING PLAN, SEALED AND SIGNED BY THEIR PROFESSIONAL ENGINEER, WHICH SHALL INDICATE PROPOSED COFFERDAM SIZES, LOCATIONS AND MATERIALS, PROPOSED DIVERSION PUMP SIZES AND LOCATIONS, PIPING SIZES AND OTHER ELEMENTS OF THE DEWATERING SYSTEM. THE DEWATERING PLAN SHALL BE DESIGNED TO PROVIDE A STABLE EXCAVATION DEWATERED TO A LEVEL BELOW THE BOTTOM OF FOOTING ELEVATIONS. THE CONTRACTOR SHALL SUBMIT THE DEWATERING PLAN, INCLUDING CALCULATIONS, SIGNED AND SEALED BY THE DEWATERING DESIGN ENGINEER, FOR REVIEW AND ACCEPTANCE BY THE OWNER AND ENGINEER, BEFORE COMMENCING ANY EXCAVATION OR DEMOLITION WORK FOR THE PROJECT.

3. THE DEWATERING SYSTEM DESIGN SHALL INCLUDE PUMPS TO DISCHARGE WATER FROM THE EXCAVATION AREA TO SEDIMENT FILTRATION BAGS ENCLOSED WITHIN A SILT FENCE TO BE INSTALLED AT LOCATIONS INDICATED ON THE SITE PLAN.

4. THE CONTRACTOR SHALL PROVIDE A STANDBY PUMP OF EQUAL CAPACITY TO THE PUMPS TO BE USED IN THE DEWATERING SYSTEM.

CONCRETE NOTES

1. CAST–IN–PLACE CONCRETE FOR THE FOR THE FOOTINGS SHALL CONFORM TO NYSDOT SPEC. SECTION 501, CLASS A.

2. CONCRETE WORK SHALL BE PERFORMED IN STRICT CONFORMANCE WITH THE REQUIREMENTS OF NYSDOT SPEC. SECTION 555, "STRUCTURAL CONCRETE".

3. GROUT MATERIAL FOR BRIDGE SECTION JOINTS AND FOOTING SHEAR KEY SHALL COMPLY WITH THE REQUIREMENTS OF NYSDOT SPECIFICATION SECTION 701–06 "SHEAR KEY GROUT".

4. GROUT MATERIAL FOR ANCHOR DOWELS SHALL COMPLY WITH THE REQUIREMENTS OF NYSDOT SPECIFICATION SECTION 701–05 "CONCRETE GROUTING AND ANCHORING MATERIAL".

5. CONTRACTOR TO NOTE THAT AMBIENT AIR TEMPERATURE DURING THE CONSTRUCTION PERIOD ANTICIPATED FOR CONSTRUCTION OF CONCRETE WORK FOR THIS PROJECT MAY REQUIRE PROVISIONS FOR COLD WEATHER CONCRETING. CONTRACTOR SHALL INCLUDE IN HIS BID ALL LABOR AND MATERIALS NECESSARY FOR SUCH COLD WEATHER CONCRETING PROVISIONS. COLD WEATHER CONCRETING SHALL BE PERMITTED ONLY WHEN SUCH PROVIONS ARE IN–PLACE AND ARE FOLLOWED.

6. ALL REINFORCING STEEL SHALL BE EPOXY COATED IN CONFORMANCE WITH THE REQUIREMENTS OF NYSDOT SPEC SECTION 709–04, UNLESS NOTED OTHERWISE. REINFORCING STEEL SHALL BE PLACED IN CONFORMANCE WITH THE REQUIREMENTS OF NYSDOT SPEC. SECTION 556.

7. THE OWNER SHALL RETAIN A TESTING LABORATORY CERTIFIED BY THE NYS DEPARTMENT OF TRANSPORTATION TO CONDUCT CONCRETE TESTING DURING CONSTRUCTION. REPRESENTATIVES OF THE TESTING LABORATORY SHALL BE PRESENT ON–SITE DURING ALL CONCRETE PLACEMENT OPERATIONS AS SPECIFIED IN NYSDOT SPEC. SECTION 555. THE FOLLOWING TESTING SHALL BE PERFORMED:

   –SAMPLING FRESH CONCRETE: ASTM C172 EXCEPT AS MODIFIED FOR SLUMP TO COMPLY WITH ASTM C94.
   –SLUMP: ASTM C143, ONE TEST AT THE POINT OF DISCHARGE FOR EACH SET OF COMPRESSIVE TEST SPECIMENS. PERFORM ADDITIONAL TESTS WHEN THE CONSISTENCY OF THE CONCRETE APPEARS TO CHANGE.

   –AIR CONTENT: ASTM C173, VOLUMETRIC METHOD OR ASTM C231, PRESSURE METHOD FOR EACH SET OF COMPRESSIVE TEST SPECIMENS.
   –CONCRETE TEMPERATURE: ASTM C1064 FOR EACH SET OF COMPRESSIVE TEST SPECIMENS. TEST HOURLY WHEN AIR TEMPERATURE FALLS BELOW 40 DEG. F. OR WHEN AIR TEMPERATURE EXCEEDS 80 DEG, F.
   –COMPRESSIVE TEST SPECIMENS: ASTM C31 ONE SET OF 4 STANDARD CYLINDERS FOR EACH COMPRESSIVE STRENGTH TEST. MOLD AND STORE CYLINDERS FOR LABORATORY CURED TEST SPECIMENS.
   –COMPRESSIVE STRENGTH TESTS: ASTM C39, ONE SET FOR EACH DAY'S PLACEMENT EXCEEDING 5 CU. YDS. PLUS ONE ADDITIONAL SET FOR EACH ADDITIONAL 20 CU. YDS. PLACED IN ANY ONE DAY. TEST ONE SAMPLE AT 7 DAYS AND TWO AT 28 DAYS, WITH ONE SAMPLE HELD IN RESERVE FOR LATER TESTING. WHEN FREQUENCY OF TESTING WILL PROVIDE LESS THAN 5 STRENGTH TESTS CONDUCT ADDITIONAL TESTS FROM RANDOMLY SELECTED BATCHES.
   –TEST REPORTS: TEST RESULTS WILL BE REPORTED IN WRITING TO ESSEX CO. DPW AND TO THE ENGINEER WITHIN 24 HOURS OF THE TESTS. REPORTS SHALL CONTAIN THE PROJECT IDENTIFICATION NAME AND NUMBER, DATE OF PLACEMENT, NAME OF THE TESTING SERVICE, CONCRETE TYPE AND CLASS, LOCATION OF THE CONCRETE IN THE STRUCTURE, DESIGN COMPRESSIVE STRENGTH, BATCH PROPORTIONS AND MATERIALS, COMPRESSIVE BREAKING STRENGTH AND TYPE OF BREAK FOR BOTH 7 AND 28 DAYS TESTS.

8. PREFABRICATED DRAINAGE BOARD SHALL BE MIRAFI G–SERIES AS MANUFACTURED BY TenCate GEOSYNTHETICS OR EQUIVALENT. WRAP DRAINAGE BOARD IN FILTER FABRIC.

PRECAST CONCRETE THREE–SIDED STRUCTURE NOTES

1. BRIDGE DESIGN CRITERIA: THE REPLACEMENT BRIDGE SHALL BE A PRECAST REINFORCED CONCRETE THREE–SIDED STRUCTURE CONFORMING WITH THE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATION SECTION 562 WITH CAST–IN–PLACE CONCRETE FOOTINGS, NYSDOT BRIDGE DETAIL SHEETS BD–CB1ER1 THROUGH BD–CB12E, THE NYSDOT BRIDGE MANUAL, THE NYSDOT PRESTRESSED CONCRETE CONSTRUCTION MANUAL (PCCM) AND THE AASHTO LRFD BRIDGE DESIGN SPECIFICATION.

2. THE FOLLOWING PARAMETERS SHALL BE USED IN THE DESIGN OF THE PRE–ENGINEERED STRUCTURE:
   VEHICULAR LIVE LOAD:
   HL–93 – DESIGN TRUCK OR DESIGN TANDEM AND DESIGN LANE LOAD.
   DEAD LOADS:
   PER AASHTO REQUIREMENTS PLUS 20 PSF ALLOWANCE FOR FUTURE ASPHALT WEARING SURFACE.

   DEFLECTION CHECK SHALL BE INCLUDED IN THE DESIGN CALCULATIONS. MAXIMUM DEFLECTION UNDER VEHICULAR LIVE LOAD SHALL BE L/800.

3. THE PRECAST CONCRETE SUPPLIER SHALL MEET OR EXCEED THE REQUIREMENTS OF THE PCCM AND SHALL BE A MEMBER OF THE PRECAST/PRESTRESSED CONCRETE INSTITUTE. THE SUPPLIER SHALL BE REGULARLY ENGAGED IN THE DESIGN AND FABRICATION OF PRECAST PRESTRESSED CONCRETE BRIDGE UNITS FOR A MINIMUM OF 5 YEARS.

4. ALL PRECAST CONCRETE UNITS SHALL BE FABRICATED AND INSTALLED IN STRICT ACCORDANCE WITH ALL AASHTO AND PCCM REQUIREMENTS.

5. THE PRECAST CONCRETE SUPPLIER SHALL DESIGN ALL PRECAST MEMBERS UNDER THE DIRECT SUPERVISION AND CONTROL OF A PROFESSIONAL ENGINEER LICENSED TO PRACTICE IN NEW YORK STATE. ALL SHOP DRAWINGS AND CALCULATION SUBMITTALS SHALL BE SEALED AND SIGNED BY THE LICENSED DESIGN ENGINEER.

6. REINFORCING STEEL SHALL BE EPOXY COATED.

WORK ZONE TRAFFIC CONTROL NOTES

1. WORK ZONE TRAFFIC CONTROL SHALL BE PERFORMED IN ACCORDANCE WITH NYSDOT STANDARD SPEC. 619.

2. TRACY ROAD WILL BE CLOSED DURING CONSTRUCTION. WHEN THE ROAD IS CLOSED, DETOUR SIGNAGE SHALL BE IN PLACE IN ACCORDANCE WITH SHEET C–1.

3. THE SAFE MAINTENANCE AND PROTECTION OF TRAFFIC IN AND AROUND THE SITE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR DURING THE COURSE OF THE WORK.

4. TEMPORARY CONCRETE BARRIERS SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR WHERE SHOWN ON THE DRAWINGS. BARRIERS AND BARRICADES SHALL REMAIN IN PLACE UNTIL THE WORK IS COMPLETE.

5. THE LOCATIONS OF THE SIGNS INDICATED ON DRAWING C–1 MAY BE ADJUSTED BASED ON SIGHT DISTANCE AND FIELD CONDITIONS. THE FINAL SIGN LOCATIONS ARE SUBJECT TO APPROVAL BY THE ENGINEER.

6. ANY EXISTING SIGNS WHICH CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL SIGN LAYOUT SHALL BE COVERED OR REMOVED AND STORED. EXISTING SIGNS SHALL BE UNCOVERED OR REINSTALLED ONCE TRAFFIC PATTERNS HAVE BEEN RESTORED TO THEIR ORIGINAL CONDITION.

7. TEMPORARY TRAFFIC DIVERSION SIGNS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES 2009 ED. AND NYSDOT STANDARD SHEETS 619–12 SHEETS 1 AND 2.

TREE REMOVAL NOTES

1. ALL TREE AND BRUSH REMOVAL WORK HAS BEEN COMPLETED BY THE COUNTY.

2. IF ANY ADDITIONAL TREES ARE TO BE REMOVED, A SURVEY FOR THE PRESENCE OF BATS IN THE VICINITY OF THE TREES TO BE REMOVED SHALL BE PERFORMED BY THE COUNTY THE NIGHT PRIOR TO THE CUTTING OF ANY TREES. THE CONTRACTOR SHALL PROVIDE AT LEAST FOUR WORKING DAYS NOTICE TO THE COUNTY BEFORE TREE CUTTING WORK IS SCHEDULED TO BE PERFORMED. NO CUTTING OF TREES SHALL BE PERFORMED BEFORE THE BAT CONSULTANT ADVISES THE CONTRACTOR THAT NO BATS ARE PRESENT IN THE WORK AREA.

WINGWALL SYSTEM NOTES

1. WINGWALLS SHALL BE A PRE–ENGINEERED PRECAST CONCRETE FILL–TYPE RETAINING WALL IN ACCORDANCE WITH NYSDOT STANDARD SPECIFICATION SECTION 554. THE WAA SYSTEM USED AS A BASIS FOR DESIGN IS T–WALL, AS MANUFACTURED BY THE FORT MILLER COMPANY, SCHUYLERVILLE, NEW YORK.

2. DESIGN PARAMETERS FOR THE WINGWALL SYSTEMS SHALL BE AS FOLLOWS:
   – WALL HEIGHTS AS INDICATED.
   – BACKFILL FILL SLOPES AS INDICATED.
   – PRECAST CONCRETE WALL SYSTEM UNITS.
   – VERTICAL FRONT FACE.
   – FILL PROPERTIES TO CONFORM TO NYSDOT SPEC. SECTION 733–04, SUBBASE MATERIAL, TYPE 2.
   – WALL SYSTEMS TO BE STABLE FOR THE HEIGHTS INDICATED WITHOUT THE NEED FOR METAL MESH OR GEOGRID FABRIC REINFORCING ELEMENTS WITHIN THE SOIL BACKFILL.
   – CAST–IN–PLACE REINFORCED CONCRETE FOOTING, AS INDICATED ON THE DRAWINGS, TO BE USED AS THE LEVELING PAD FOR THE BASE COURSE.

3. ALL EXPOSED SURFACES OF PRECAST CONCRETE WINGWALL UNITS SHALL RECEIVE AN EXPOSED AGGREGATE FINISH, COLOR BROWN OR GRAY.

4. THE PRECAST CONCRETE WINGWALLS SHALL BE PRE–ENGINEERED SYSTEMS. SUBMIT SHOP DRAWINGS AND DESIGN CALCULATIONS, BOTH SEALED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED TO PRACTICE IN NEW YORK STATE, FOR REVIEW AND APPROVAL BY THE OWNER PRIOR TO FABRICATION OF THE WALL UNITS. THE CONTRACTOR SHALL ALSO SUBMIT SHOP DRAWINGS PREPARED BY THE WALL SYSTEM SUPPLIER WHICH SHALL INDICATE PROPOSED WALL SYSTEM PLAN, SECTION AND ELEVATION VIEWS.

5. THE TOPS OF THE WALL SYSTEM ELEMENTS SHALL BE UNIFORMLY SLOPED BETWEEN CONTROL ELEVATIONS INDICATED ON THE DRAWINGS.

6. THE WALL SYSTEM FABRICATION AND INSTALLATION SHALL COMPLY WITH THE REQUIREMENTS OF NYSDOT SPEC. SECTION 554 AND ALL SYSTEM MANUFACTURER'S AND DESIGNER'S REQUIREMENTS.

7. THE PRECAST CONCRETE SUPPLIER SHALL BE REGULARLY ENGAGED IN THE DESIGN AND FABRICATION OF PRECAST CONCRETE SEGMENTAL BLOCK RETAINING WALL SYSTEMS FOR A MINIMUM OF 5 YEARS.

GUIDE RAIL NOTES

1. GUIDE RAIL SHALL COMPLY NYSDOT SPEC. SECTIONS 606 AND 710–21.

2. FABRICATION AND INSTALLATION OF GUIDE RAIL SHALL COMPLY WITH NYSDOT STANDARD DETAIL SHEET 606–04, BOX BEAM GUIDE RAIL.

3. ALL STEEL SHAPES, PLATES, ETC. FOR THE GUIDE RAIL SHALL BE HOT–DIP GALVANIZED CONFORMING WITH ASTM A123 AND NYSDOT SPEC. SECTION 719–01. REPAIRS TO DAMAGED GALVANIZING SHALL COMPLY WITH NYSDOT SPEC. SECTION 719–01.

4. STEEL BOLTS, NUTS, WASHERS AND MISC. HARDWARE SHALL BE HOT DIP GALVANIZED CONFORMING WITH ASTM A153 AND NYSDOT SPEC. SECTION 719–01.

ABBREVIATIONS

A.B.	ANCHOR BOLT	EQUIP.	EQUIPMENT	LVL	LAMINATED VENEER LUMBER	S.P.F.	SPRUCE PINE FIR
ADD'L.	ADDITIONAL	EX. or EXIST.	EXISTING	M.O.	MASONRY OPENING	SOUTH. PINE	SOUTHERN PINE
A.F.F.	ABOVE FINISHED FLOOR	EXP. BOLT	EXPANSION BOLT	MAX.	MAXIMUM	SCJ	SAW CUT CONTROL JOINT
APPROX.	APPROXIMATELY	EXP. JT.	EXPANSION JOINT	MECH.	MECHANICAL	SCH.	SCHEDULE
ARCH.	ARCHITECTURAL	F.N.	PLYWOOD FIELD NAIL	MEP	MECH./ELEC./PLUMBING	SECT.	SECTION
BM.	BEAM	F/RAIL	FACE OF GUIDERAIL	MEZZ.	MEZZANINE	SHT.	SHEET
B/DECK	BOTTOM OF DECK	F.S.	FAR SIDE	mil.	1/1000 INCH	SLBB	SHORT LEGS BACK TO BACK
B/FTG.	BOTTOM OF FOOTING	FDN.	FOUNDATION	MIN.	MINIMUM	SLV	SHORT LEG VERTICAL
B/STL.	BOTTOM OF STEEL	FIN.	FINISH	N.S.	NEAR SIDE	SPEC.	SPECIFICATIONS
BOT. or BOTT.	BOTTOM	FLG.	FLANGE	O.F.	OUTSIDE FACE	SQ.	SQUARE
C.F.	COLD FORMED	FLR.	FLOOR	O.H.W.M.	ORDINARY HIGH WATER MARK	STA.	STATION
C.J.	CONTROL JOINT	FTG.	FOOTING	OPNG.	OPENING	STD.	STANDARD
C–C.	CENTER TO CENTER	FT	FOOT or FEET	P.A.F.	POWDER ACTUATED FASTENER	STIFF.	STIFFENER
CL.	CLEAR	ga.	GAUGE	P.E.M.B.	PRE–ENGINEERED METAL BUILDING	STL.	STEEL
C.M.U.	CONCRETE MASONRY UNIT	GALV.	GALVANIZED	P.E.N.	PLYWOOD EDGE NAILING	STRUCT.	STRUCTURAL
CMP	CORRUGATED METAL PIPE	GPM	GALLONS PER MINUTE	P.J.F.	PRE–FORMED JOINT FILLER	T & B	TOP AND BOTTOM
COL.	COLUMN	GR.	GRADE	P.W.	PLYWOOD	T & G	TONGUE AND GROOVE
CONC.	CONCRETE	GTG.	GRATING	PC	POINT OF CURVE	T/BANK	TOP OF EMBANKMENT
CONN.	CONNECTION	G.W.B.	GYPSUM WALL BOARD	PCC	POINT OF CHANGE OF CURVE	T/BENCH	TOP OF FLOOD BENCH
CONT.	CONTINUOUS	H.	HIGH	PI	POINT OF TANGENT INTERSECTION	T/DECK	TOP OF DECK
COORD.	COORDINATE	H.S.	HIGH STRENGTH	PL.	PLATE	T/FTG.	TOP OF FOOTING
D. or DP.	DEEP or DEPTH	H.D.G.	HOT DIP GALVANIZED	PPT	PRESSURE PRESERVATIVE TREATED	T/HEADWALL	TOP OF HEADWALL
DEG.	DEGREES	HDPE	HIGH DENSITY POLYETHYLENE	PT	POINT OF TANGENT	T/WALL	TOP OF WALL
DET.	DETAIL	HGR.	HANGER	PVC	POINT OF VERTICAL CURVE	T/WINGWALL	TOP OF WINGWALL
DIA.	DIAMETER	HORIZ.	HORIZONTAL	PVT	POINT OF VERTICAL TANGENT	T/STL.	TOP OF STEEL
d.o.	DITTO	HSS	HOLLOW STRUCTURAL STEEL	QTY.	QUANTITY	THK.	THICK or THICKNESS
DWG.	DRAWING	HT.	HEIGHT	R.O.	ROUGH OPENING	TS	TUBE STEEL
E/S	EDGE OF SHOULDER	I.F.	INSIDE FACE	RD	ROAD	TYP.	TYPICAL
E/P	EDGE OF PAVEMENT	IN.	INCH or INCHES	REF.	REFERENCE or REFER	U.N.O.	UNLESS NOTED OTHERWISE
E.W.	EACH WAY	INFO.	INFORMATION	REINF.	REINFORCEMENT	U.S.	UNDERSIDE
EA.	EACH	INV.	INVERT	REQ'D.	REQUIRED	VERT.	VERTICAL
E.C.	EPOXY COATED	L.W.	LIGHTWEIGHT	RT.	RIGHT	V.I.F.	VERIFY IN FIELD
EL.	ELEVATION	LBS.	POUNDS	RTE	ROUTE	WD.	WIDE or WIDTH
ELEC.	ELECTRICAL	LF.	LINEAR FEET	S.C.	SLIP CRITICAL	WF	WIDE FLANGE
EMBED.	EMBEDMENT	LG.	LONG or LENGTH	S.F.	SQUARE FEET	WT.	WEIGHT
EQ. or EQUIV.	EQUIVALENT	LLBB	LONG LEGS BACK TO BACK	S.S.	STAINLESS STEEL	WCJ	WALL CONTROL JOINT
EQ. SP.	EQUAL SPACING	LLV	LONG LEG VERTICAL	S.I.F.	STEP IN FOOTING	W.W.F.	WELDED WIRE FABRIC
		LT.	LEFT	S.O.G.	SLAB ON GRADE		

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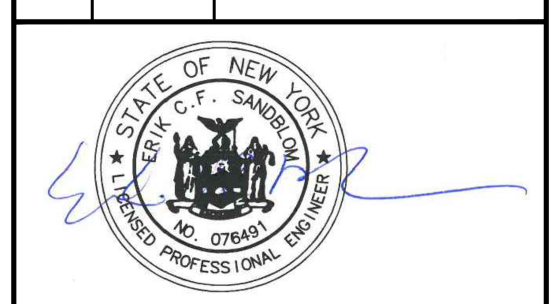

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ESSEX COUNTY DEPARTMENT OF PUBLIC WORKS
Elizabethtown, NY

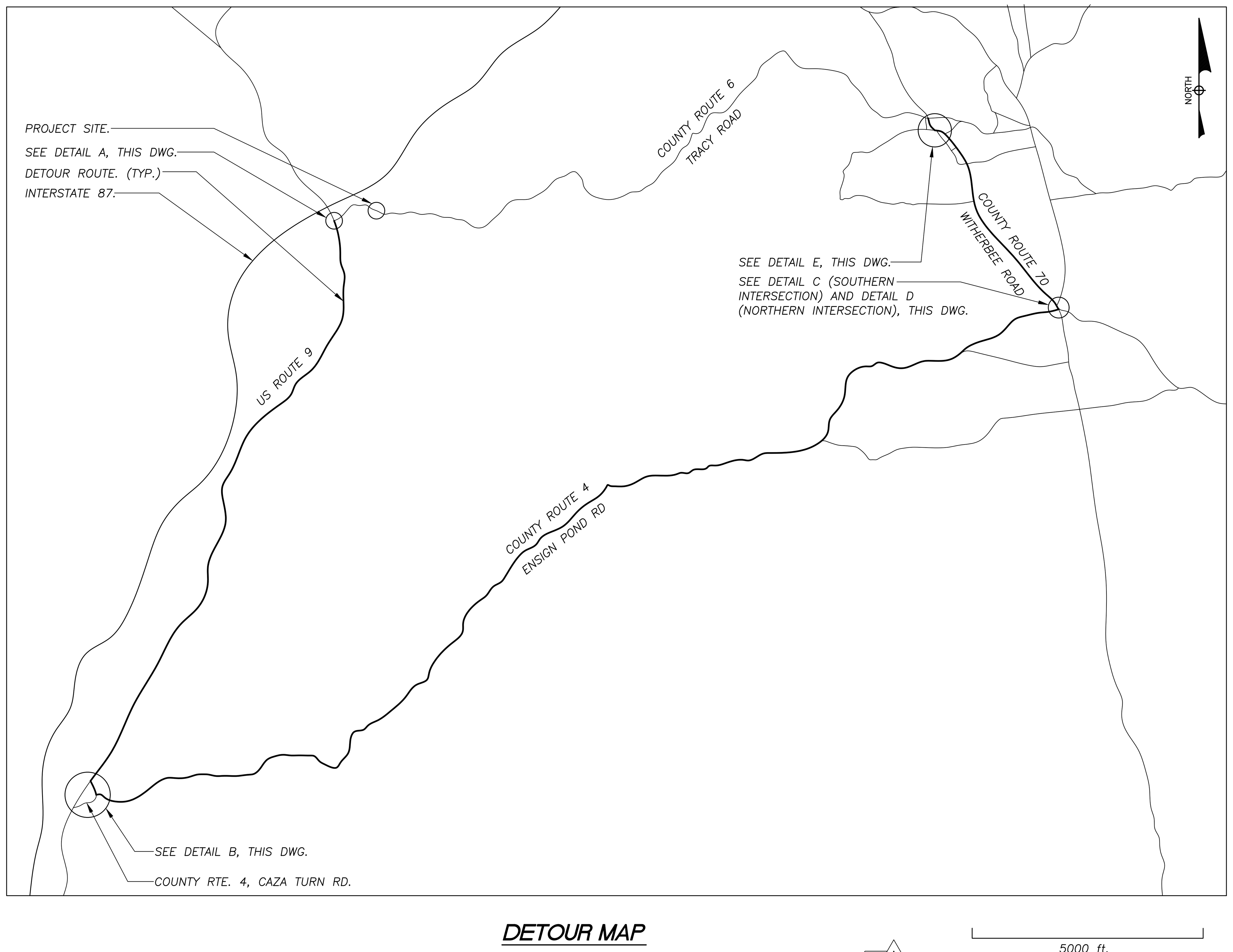
DRAWING TITLE
TRACY ROAD CULVERT REPLACEMENT

NOTES

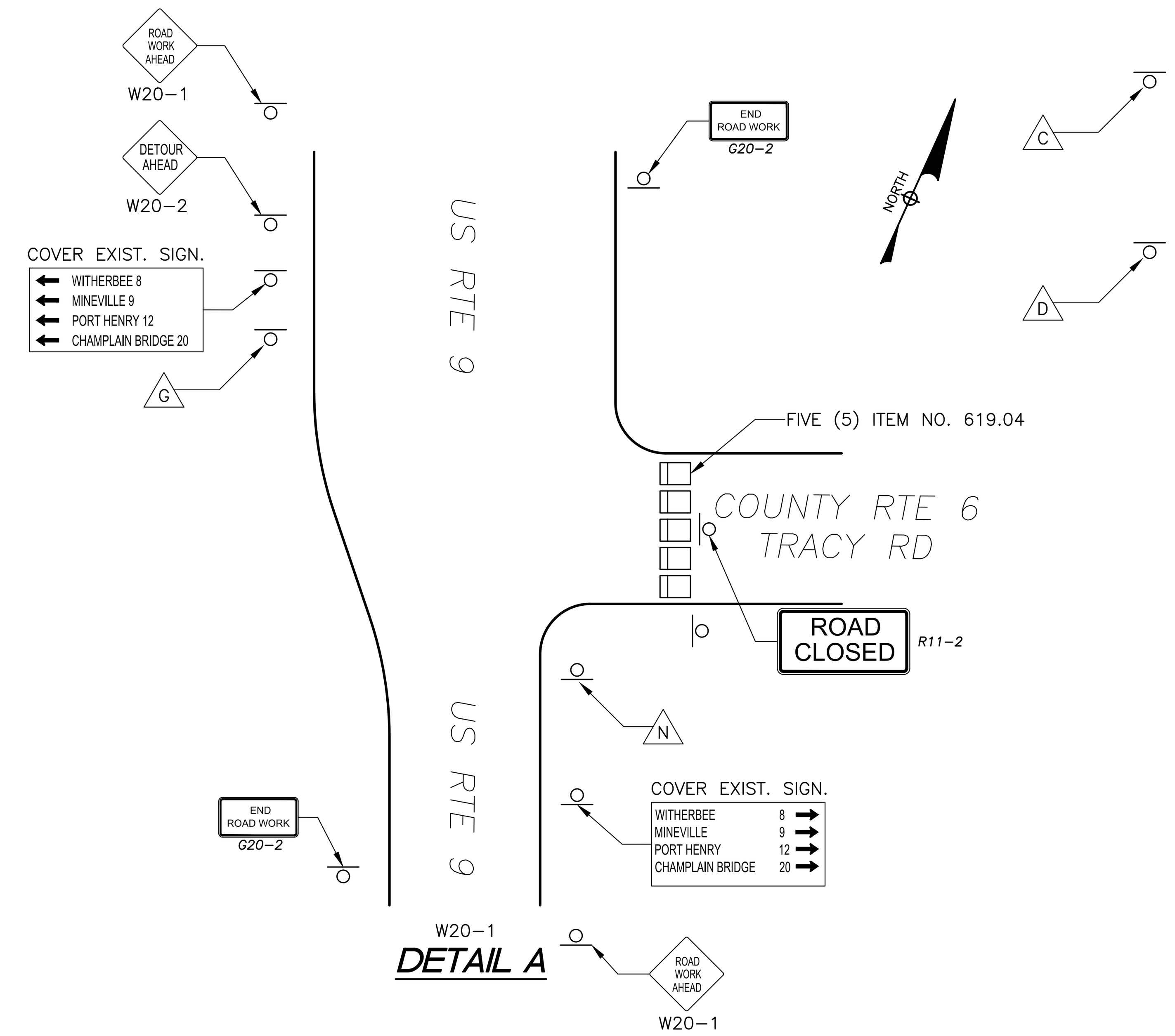
DRAWING NO.
N–1

SHT. 1 OF 1

REV. 0



DETOUR MAP



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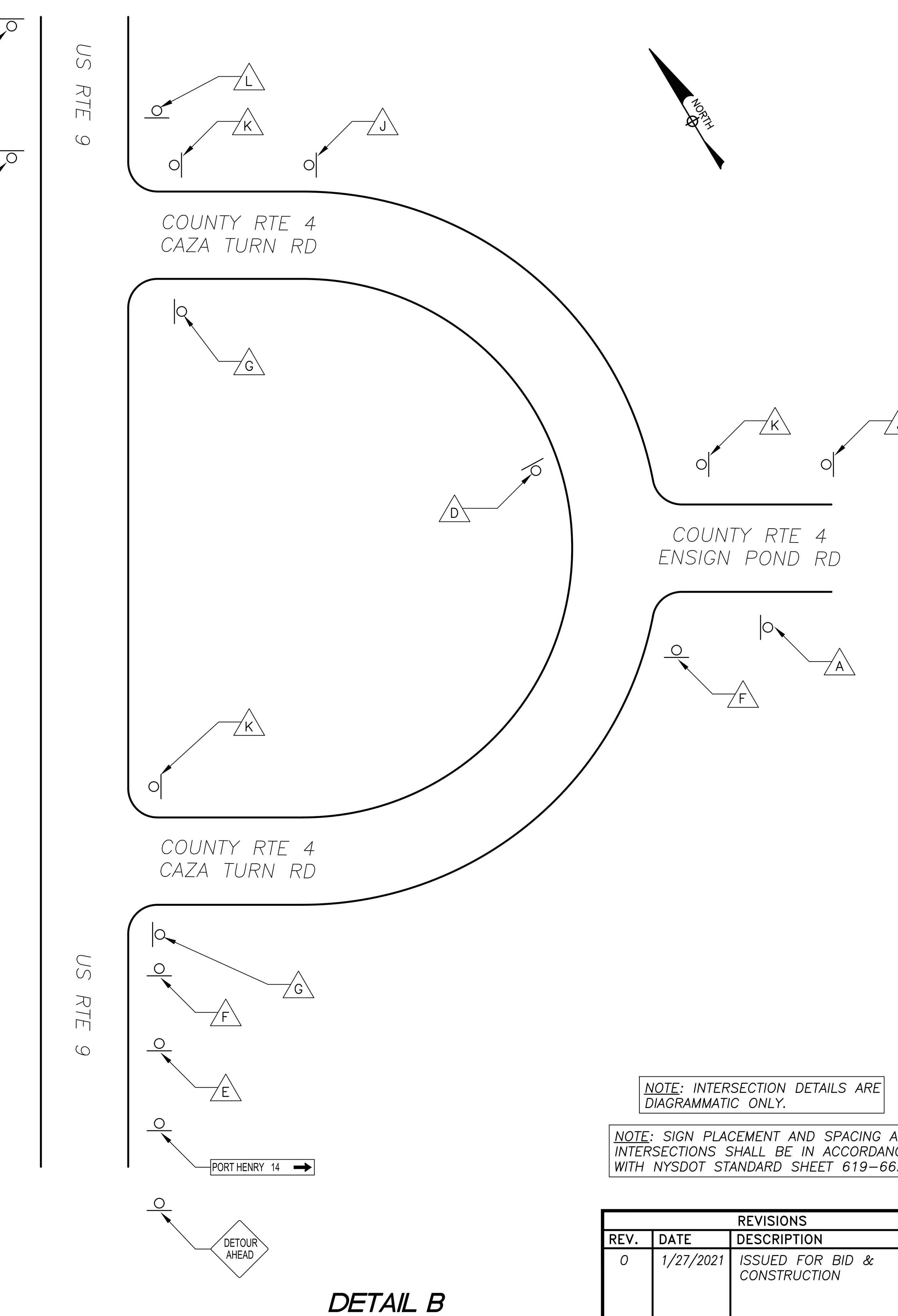
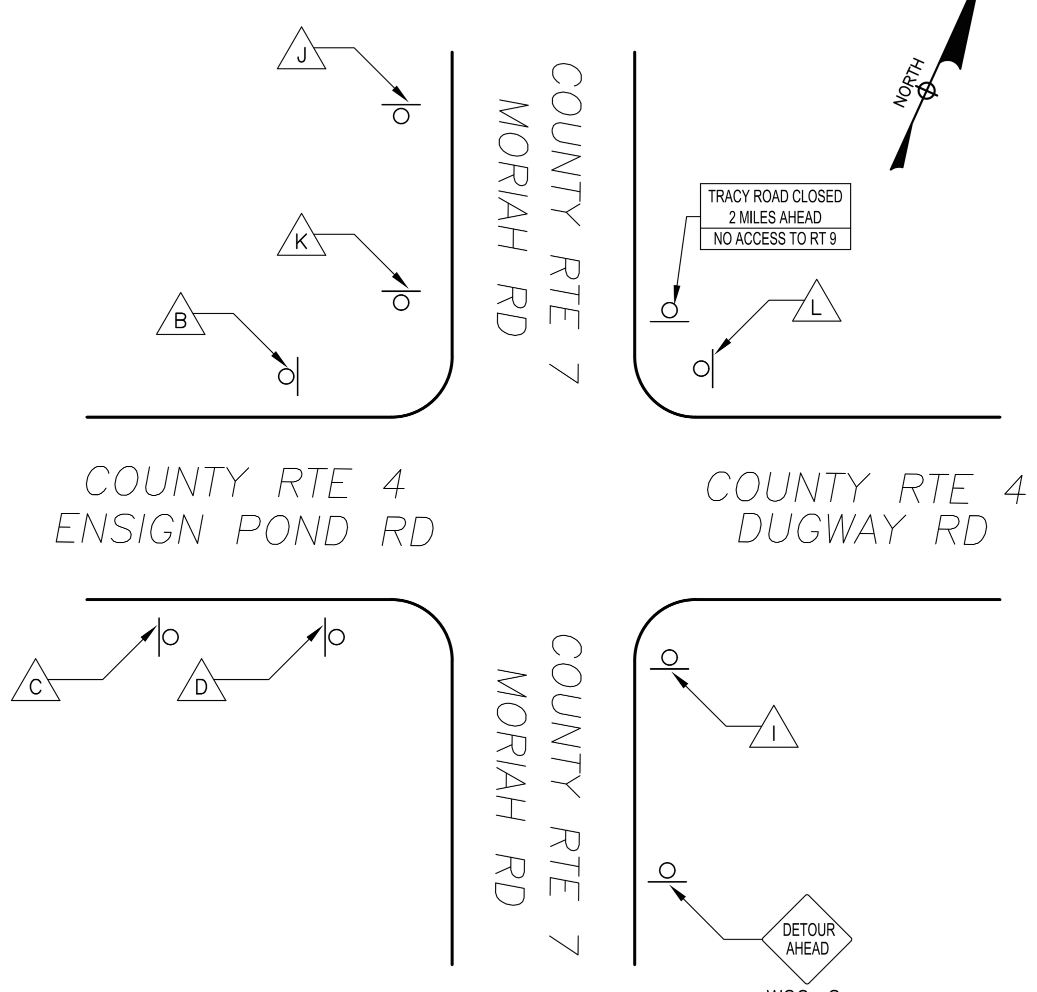


DETAIL B

NOTE: INTERSECTION DETAILS ARE DIAGRAMMATIC ONLY.

NOTE: SIGN PLACEMENT AND SPACING AT INTERSECTIONS SHALL BE IN ACCORDANCE WITH NYSDOT STANDARD SHEET 619-66.



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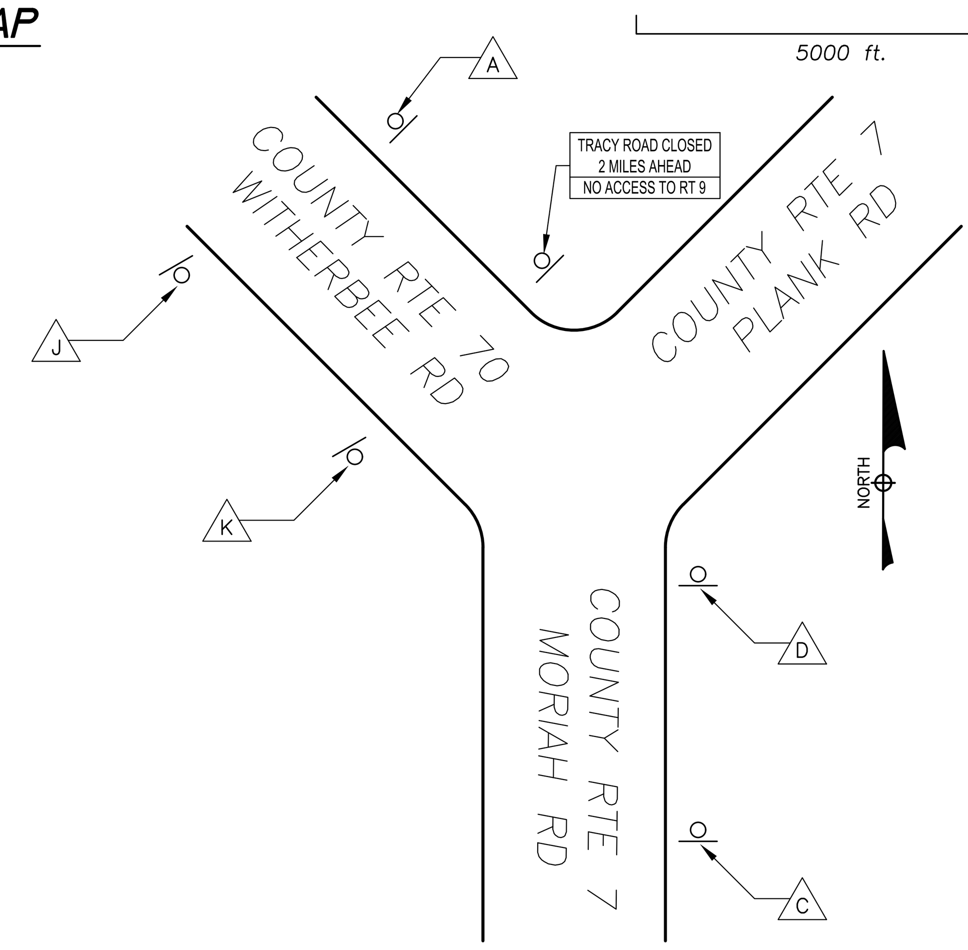

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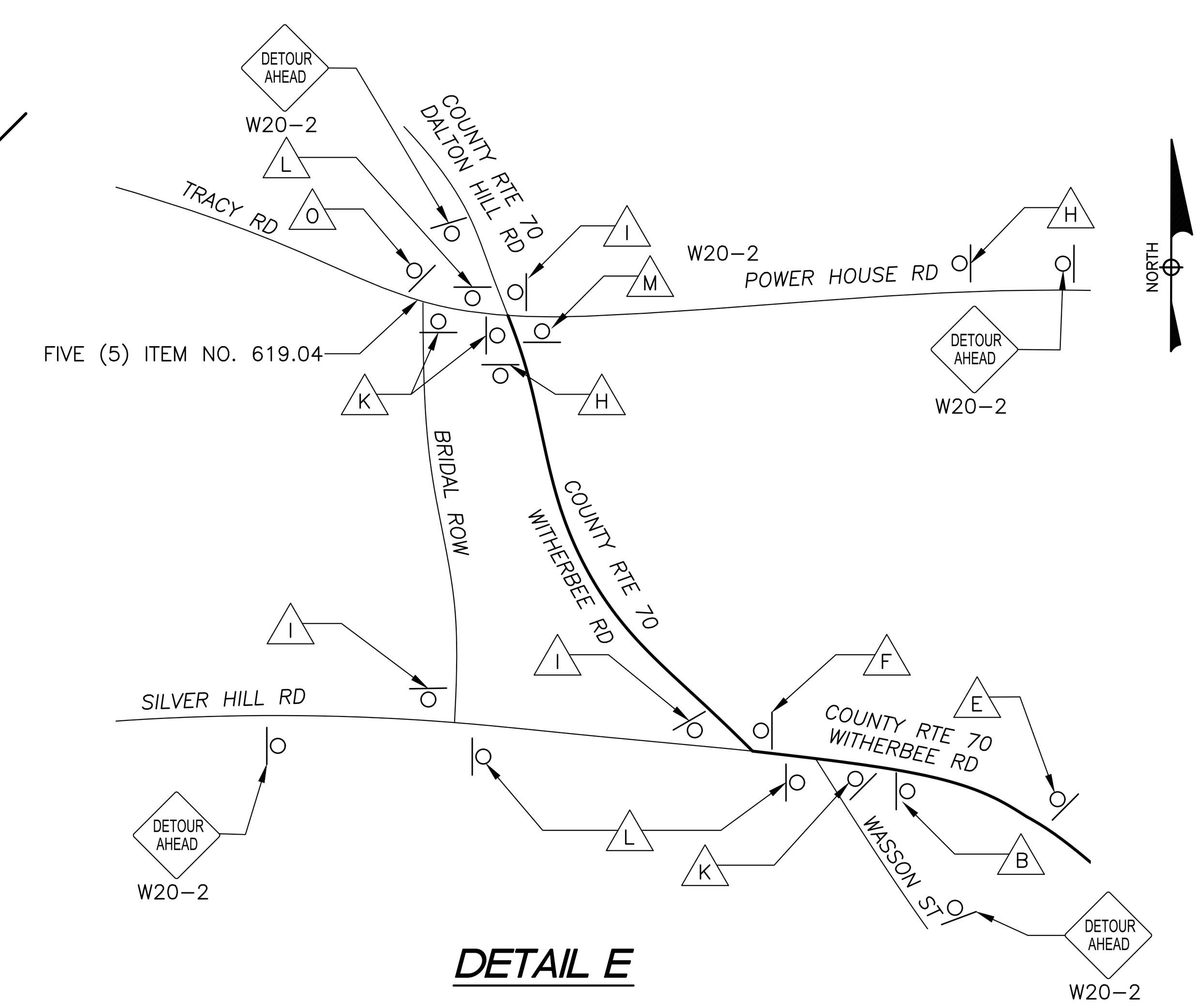
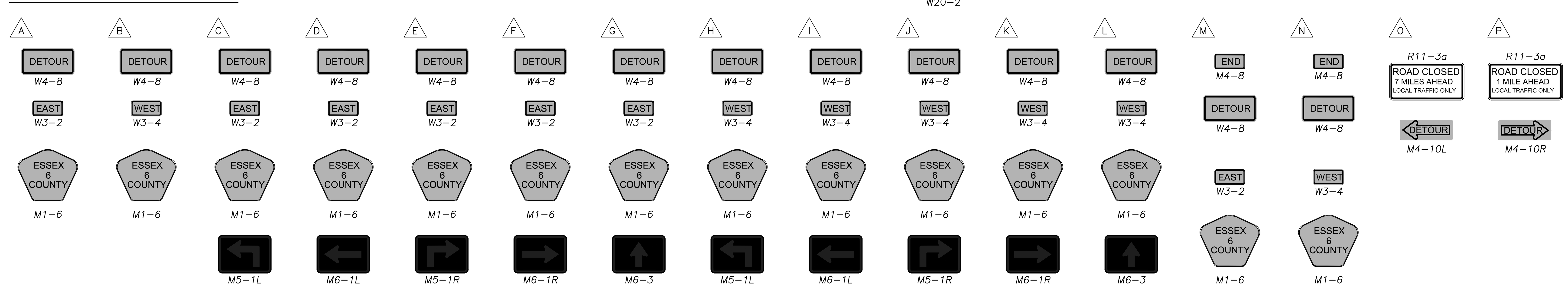


DETAIL E

DETOUR SIGN SCHEDULE



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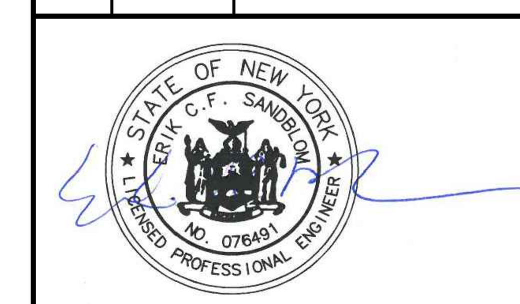

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DRAWING TITLE
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DETOUR SIGNAGE PLAN

DRAWING NO.
C-1

SHT. 1 OF 6
REV. 0

SITE REMOVALS AND EROSION CONTROL PLAN

1"=20'

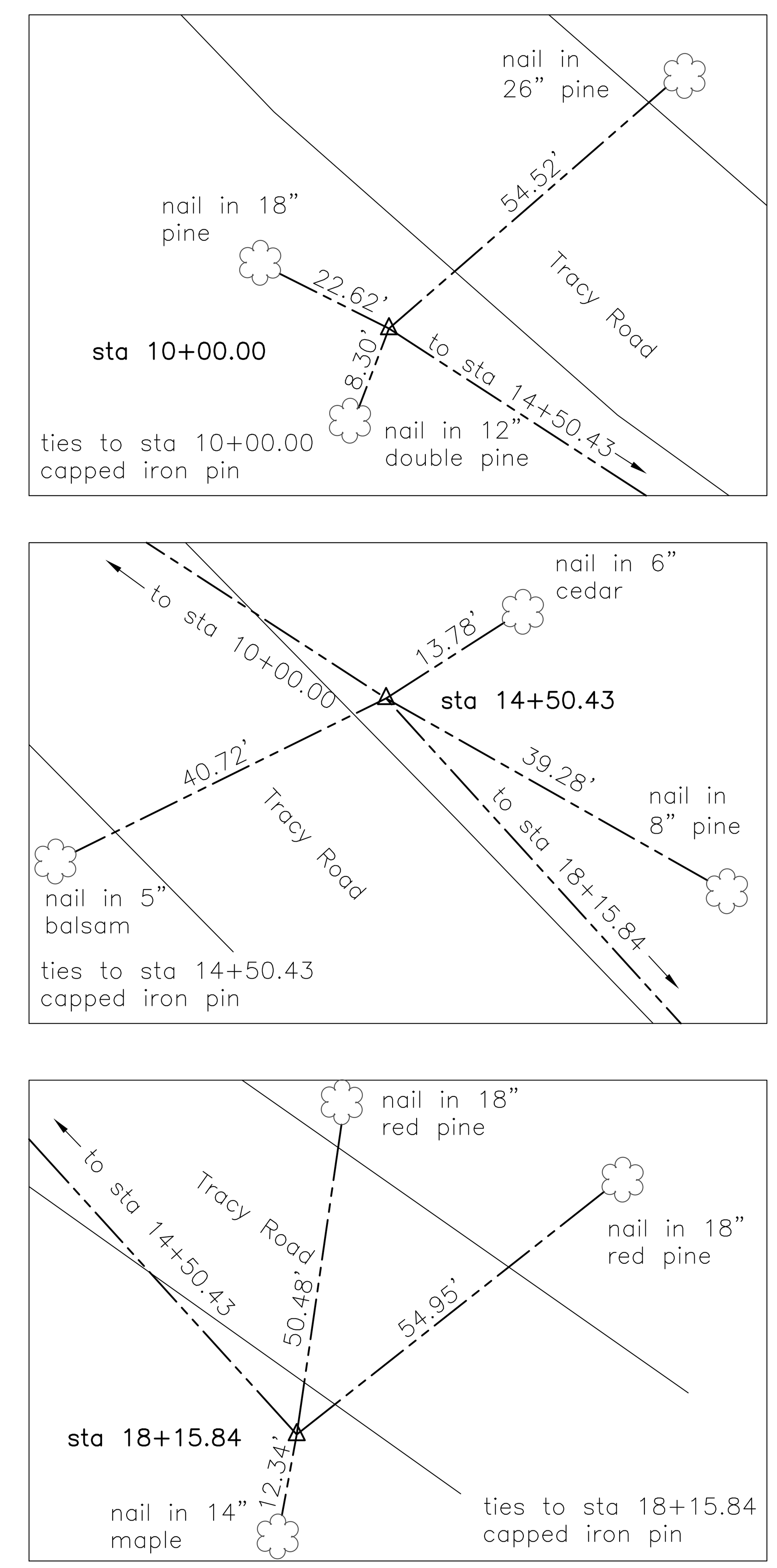
LEGEND

- 194 — EXIST. CONTOUR
- EXIST. EDGE OF STREAM
- B1 · · · B2 — WETLAND FLAGS
- REMOVED TREES
- ROW — EXIST. ROW
- EXIST. TREELINE

REMOVED AND EXISTING TREE TABLE

R 1 14" PINE
R 2 6" ASH
3 TRIPLE 10" MAPLE
4 6" BALSAM
5 8" BALSAM
6 8" BALSAM
7 6" MAPLE
8 12" MAPLE
9 14" BIRCH
10 4" MAPLE
11 4" BALSAM
12 12" DEAD
13 8" DEAD
R 14 12" PINE
15 5" BALSAM
R 16 4" BALSAM
17 4" BALSAM
18 6" BALSAM
19 5" BALSAM
20 5" BALSAM
21 5" BALSAM
22 4" BALSAM
23 5" BALSAM
24 6" OAK
25 6" BALSAM
26 5" BALSAM
27 12" CEDAR
R 28 8" BALSAM
R 29 5" BALSAM
R 30 5" BALSAM
R 31 6" CEDAR
R 32 10" BALSAM
R 33 12" PINE
R 34 5" PINE
R 35 5" BALSAM
36 5" BALSAM
37 5" PINE
38 6" PINE
39 6" DEAD
R 40 5" BALSAM
R 41 6" BALSAM
42 5" OAK
43 8" BALSAM
44 12" MAPLE
45 14" MAPLE
46 4" BALSAM
47 6" BALSAM
48 6" BIRCH
49 5" MAPLE
50 12" CEDAR
51 14" PINE
52 5" BALSAM
53 6" HARDWOOD
54 24" PINE
55 18" PINE
56 8" BALSAM
57 8" CEDAR
58 6" MAPLE
59 6" MAPLE
60 14" PINE
61 5" MAPLE
62 4" HEMLOCK
63 8" HEMLOCK
64 10" POPLAR
65 5" BEECH
66 12" PINE
67 14" PINE
68 5" ASH
69 10" BALSAM
R 70 10" BALSAM
71 30" PINE
72 8" HEMLOCK
73 14" HEMLOCK
74 12" HEMLOCK
75 7" MAPLE
76 5" HEMLOCK
77 4" BALSAM
78 12" MAPLE
79 5" HEMLOCK
R 80 15" PINE
R 81 6" PINE
R 82 5" PINE
R 83 5" BALSAM
84 DBL 6" CHERRY
85 DBL 6" MAPLE
86 28" PINE
87 5" HEMLOCK
R 88 10" BALSAM
R 89 6" HEMLOCK
90 4" BALSAM
91 6" MAPLE
R 92 30" PINE
R 93 10" HEMLOCK
R 94 6" BIRCH
95 10" HEMLOCK
96 5" MAPLE
97 5" MAPLE
98 14" CEDAR
99 6" BALSAM
100 5" BALSAM
101 4" HEMLOCK
102 4" MAPLE
103 4" MAPLE

NOTE: "R 21 5" BALSAM " INDICATES REMOVED TREE. (ESSEX. CO. DPW REMOVED TREES IN 2018) NO ADDITIONAL REMOVAL OF EXISTING TREES SHALL BE PERMITTED.



BASELINE STATION TIES

N.T.S.

SURVEYED BY
DAVID F. BARRASS
LAND SURVEYOR
5 MAPLE STREET
CORINTH, NEW YORK

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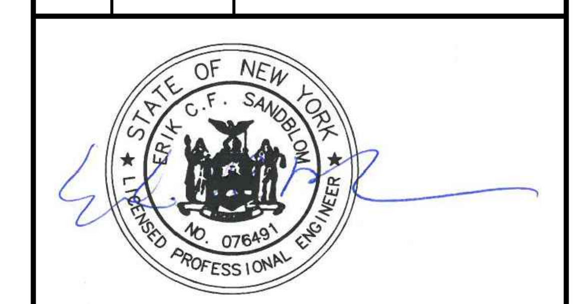

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Elizabethtown, N.Y.

DRAWING TITLE
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REMOVALS & SEDIEMENT CONTROL PLAN

DRAWING NO. C-2

SHT. 2 OF 6

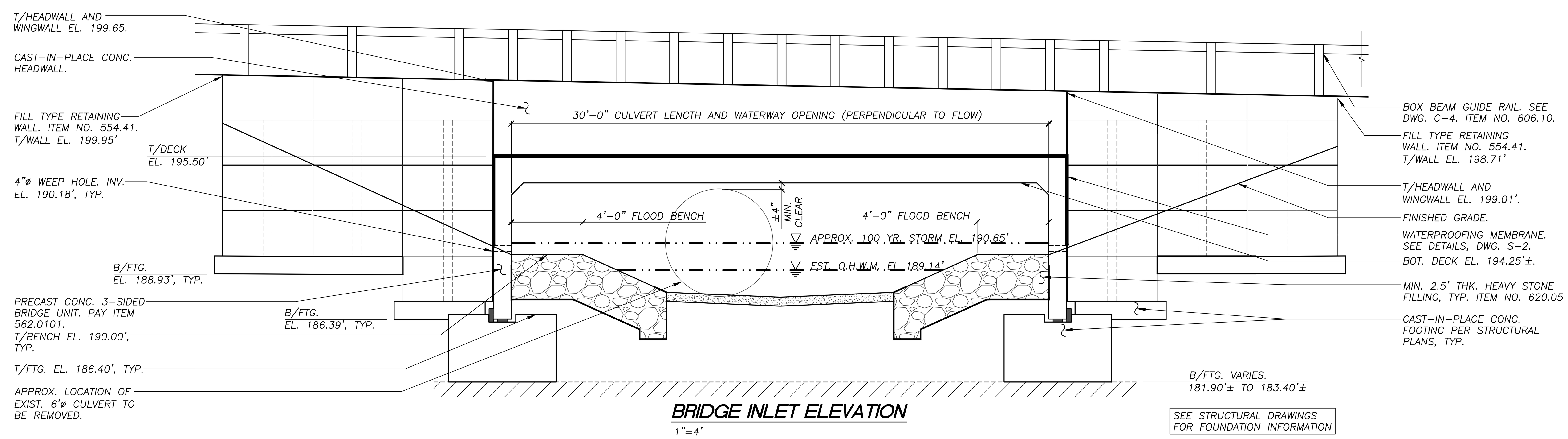
REV. 1

BRIDGE INSTALLATION PLAN

1"=20'

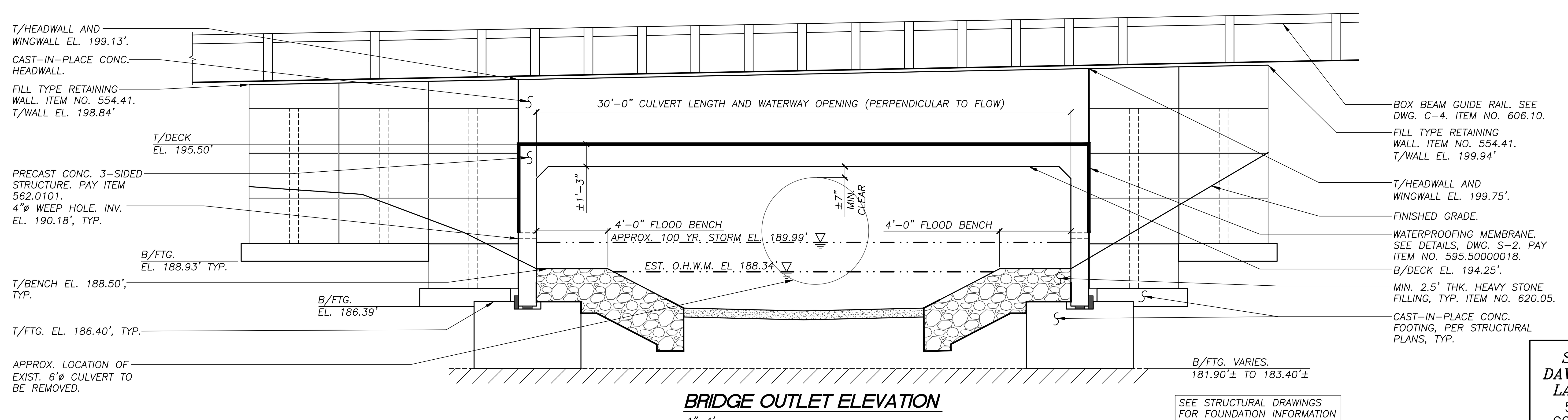
LEGEND

------196------	EXIST. CONTOUR
——196——	NEW CONTOUR
----188----	NEW STREAM CHANNEL CONTOUR
—·—·—·—	EXIST. EDGE OF STREAM
B1 · · · · · · B2	WETLAND FLAGS
B-1	BORING LOCATION
—— — ——	EXIST. ROW
︶︶︶︶	EXIST. TREELINE



BRIDGE INLET ELEVATION

1"=4'



BRIDGE OUTLET ELEVATION

1"=4'

SURVEYED BY
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5 MAPLE STREET
CORINTH, NEW YORK

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STATE OF NEW YORK · ERIK C. F. SANDBLOM · NO. 076491 · LICENSED PROFESSIONAL ENGINEER

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DRAWING TITLE
TRACY ROAD CULVERT REPLACEMENT

INSTALLATION PLAN & ELEVATIONS

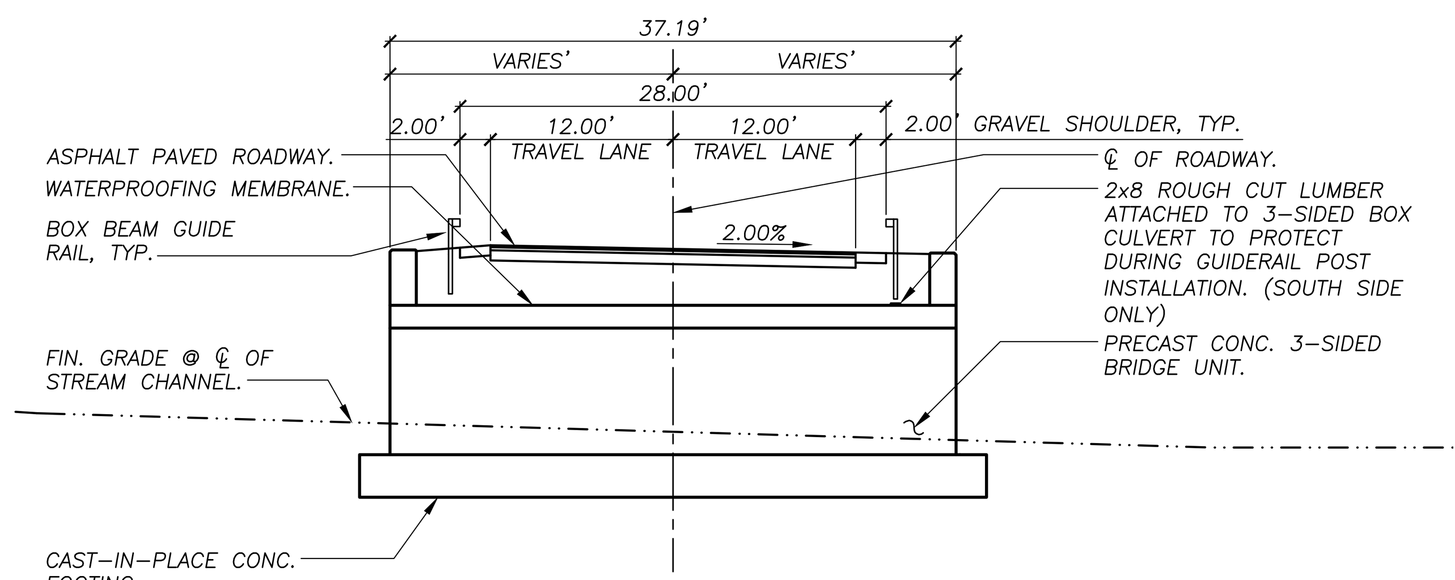
DRAWING NO. C-3 | SHT. 3 OF 6 | REV. 0

LEGEND

------196------	EXIST. CONTOUR
——196——	NEW CONTOUR
------188------	NEW STREAM CHANNEL CONTOUR
—·—·—·—	EXIST. EDGE OF STREAM
B1 • · · · · · · • B2	WETLAND FLAGS
B-1	BORING LOCATION
— — —	EXIST. ROW
⌒⌒⌒⌒	EXIST. TREELINE

SITE PLAN

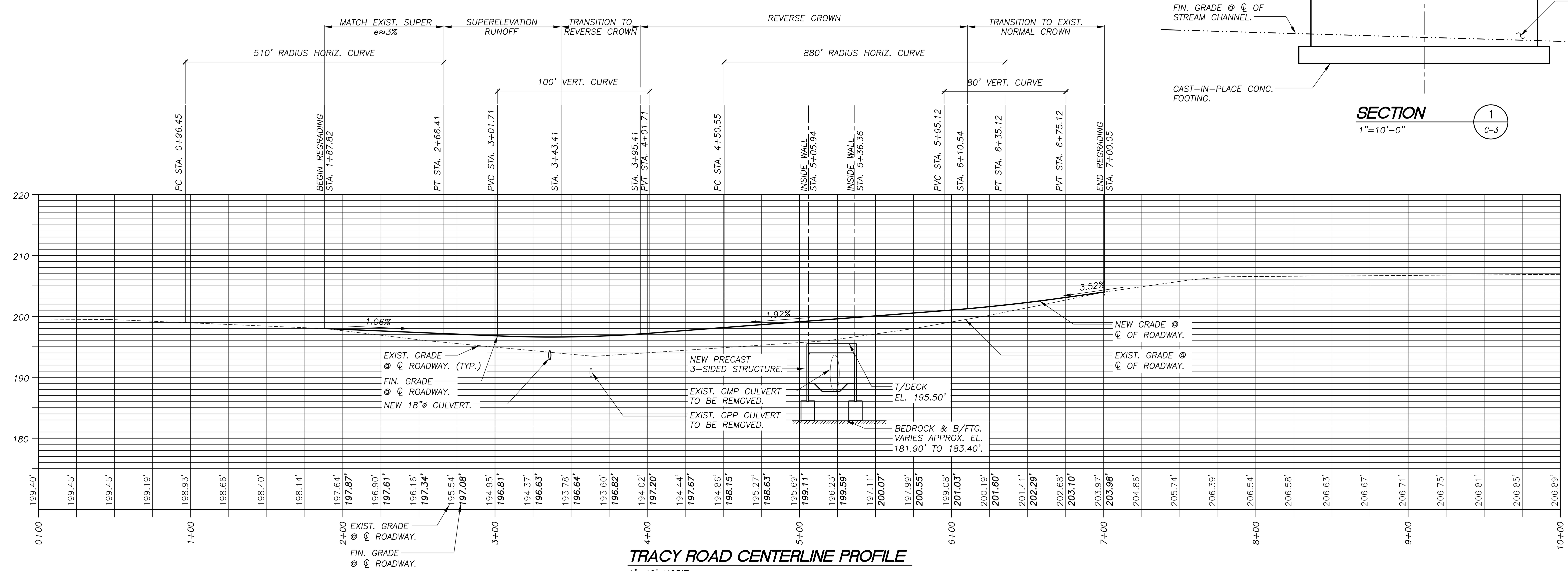
1"=20'



SECTION

1"=10'-0"

1 / C-3



TRACY ROAD CENTERLINE PROFILE

1"=40' HORIZ.
1"=10' VERT.

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CORINTH, NEW YORK

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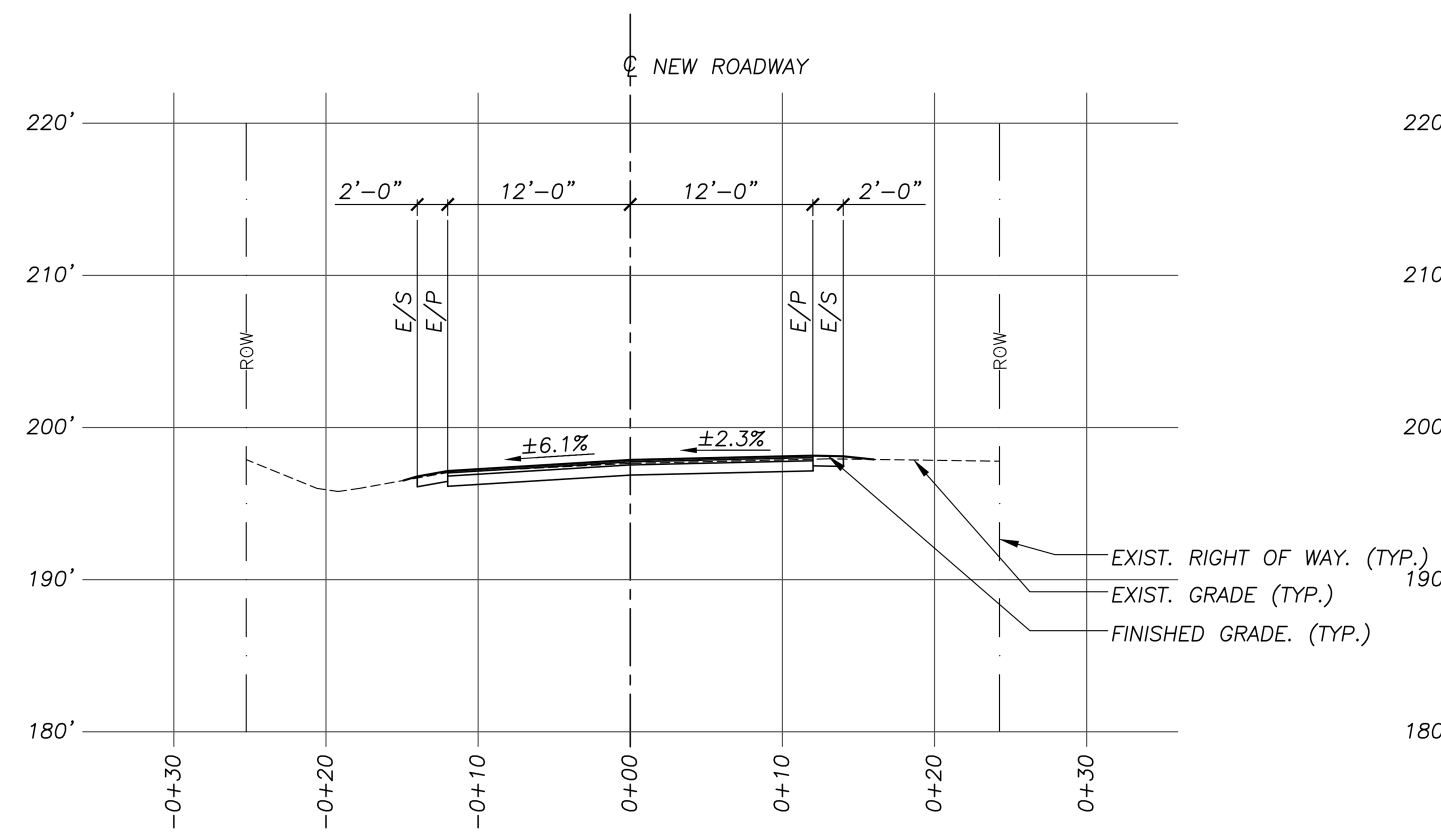
DRAWING TITLE
TRACY ROAD CULVERT REPLACEMENT

SITE PLAN, PROFILE & SECTION

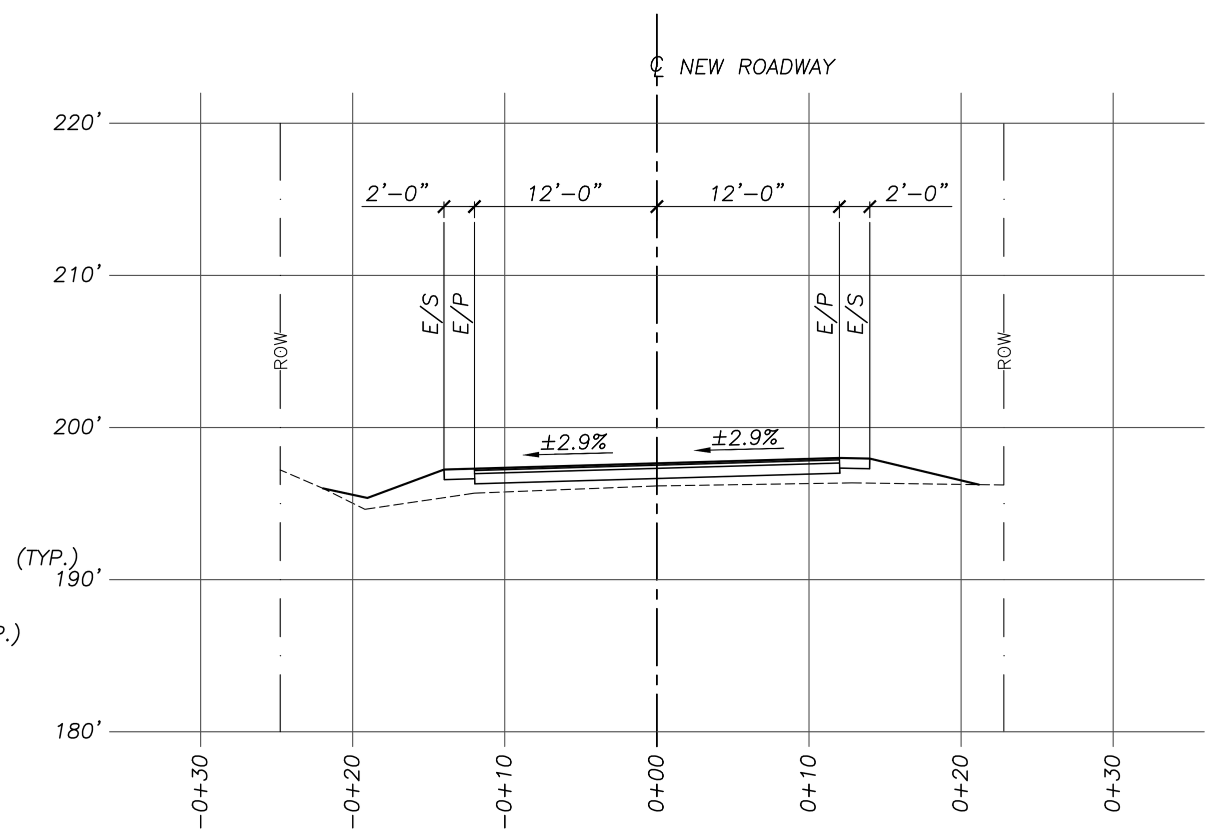
DRAWING NO. C-4

SHT. 4 OF 6

REV. 0



STA 2+00
1"=10' (HORIZ. & VERT.)



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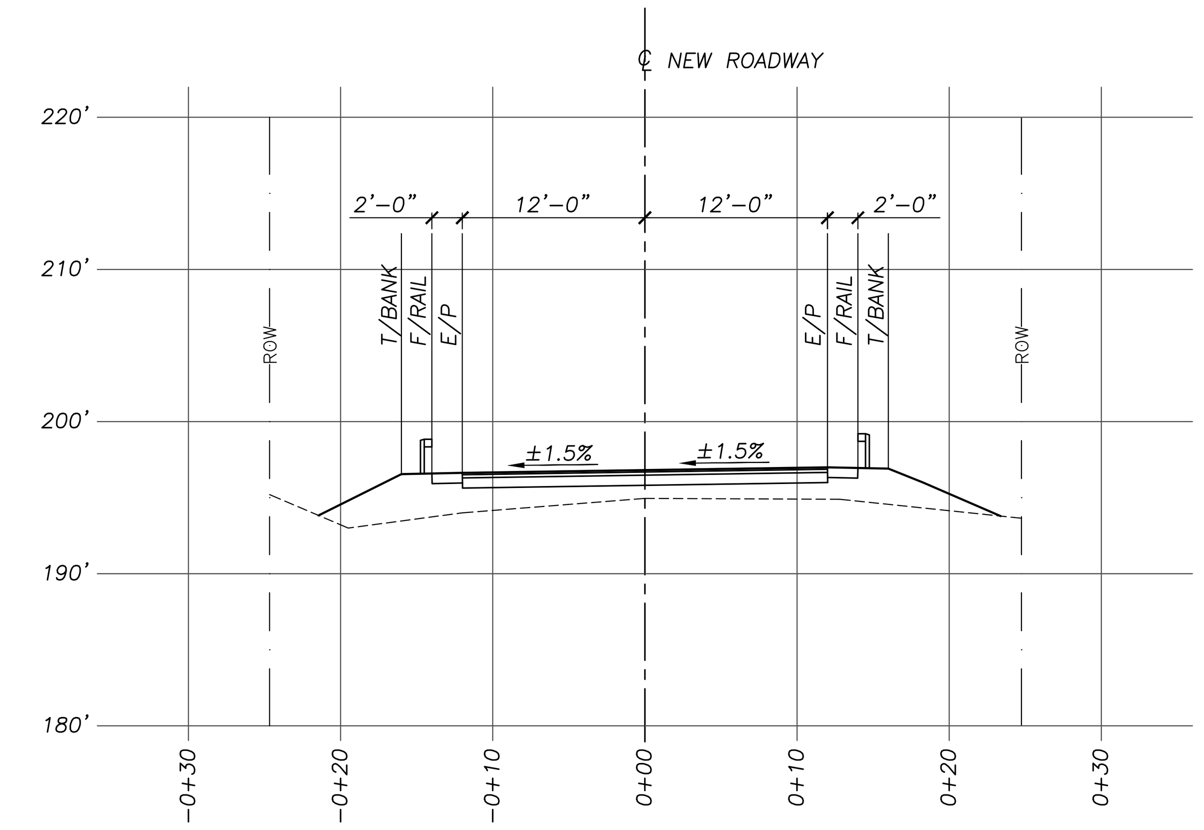

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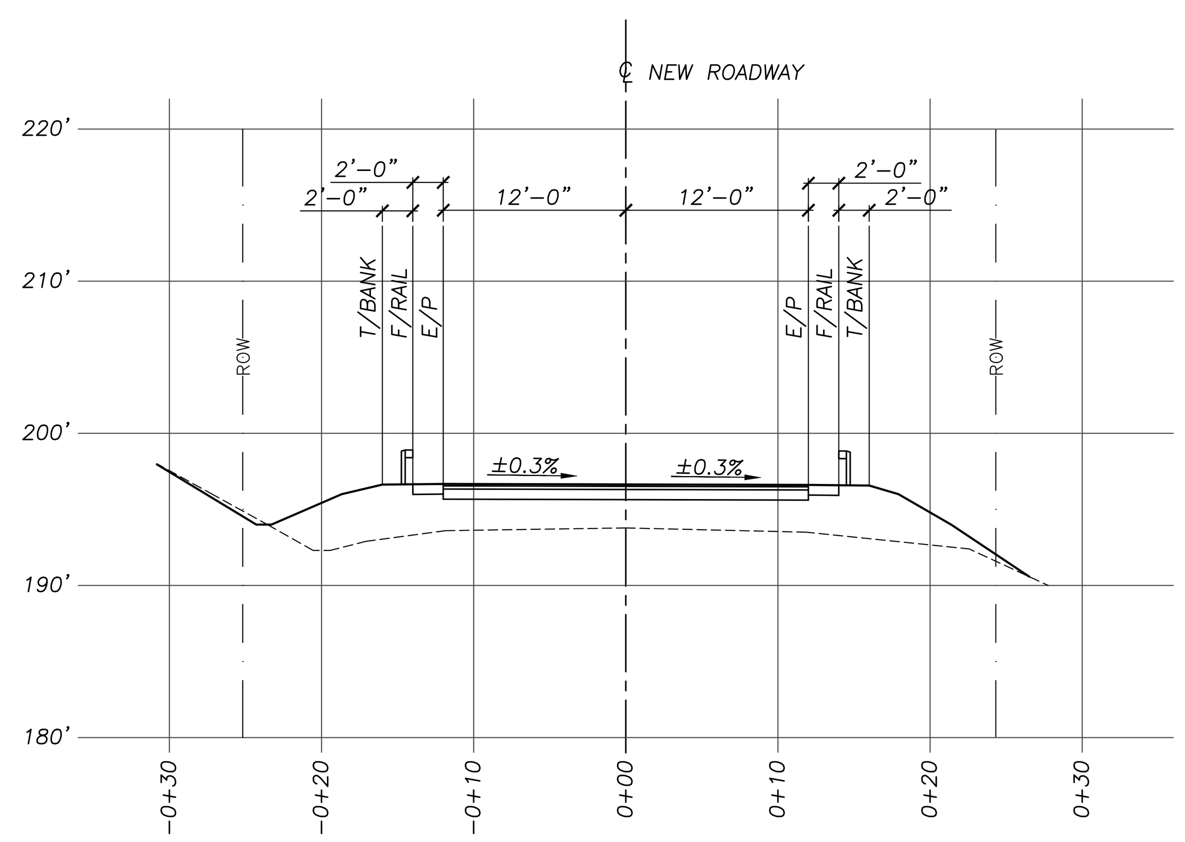
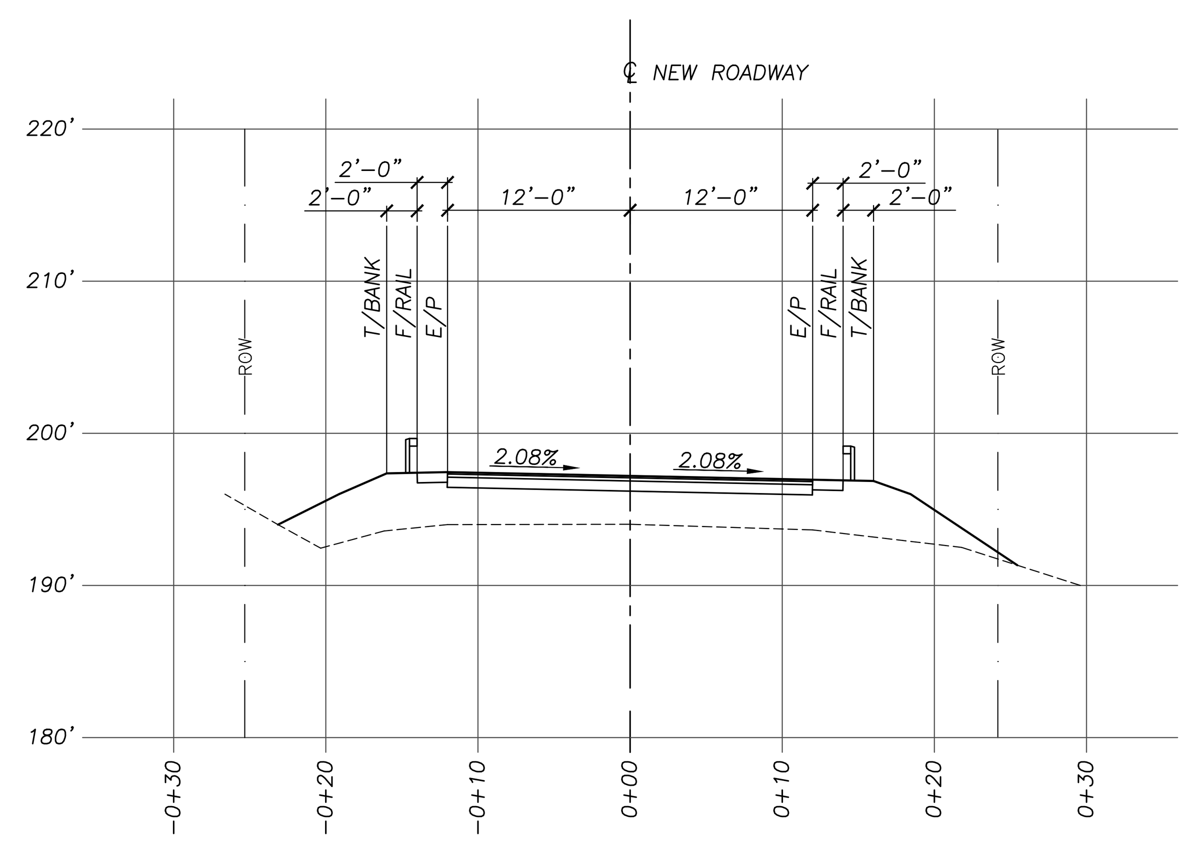
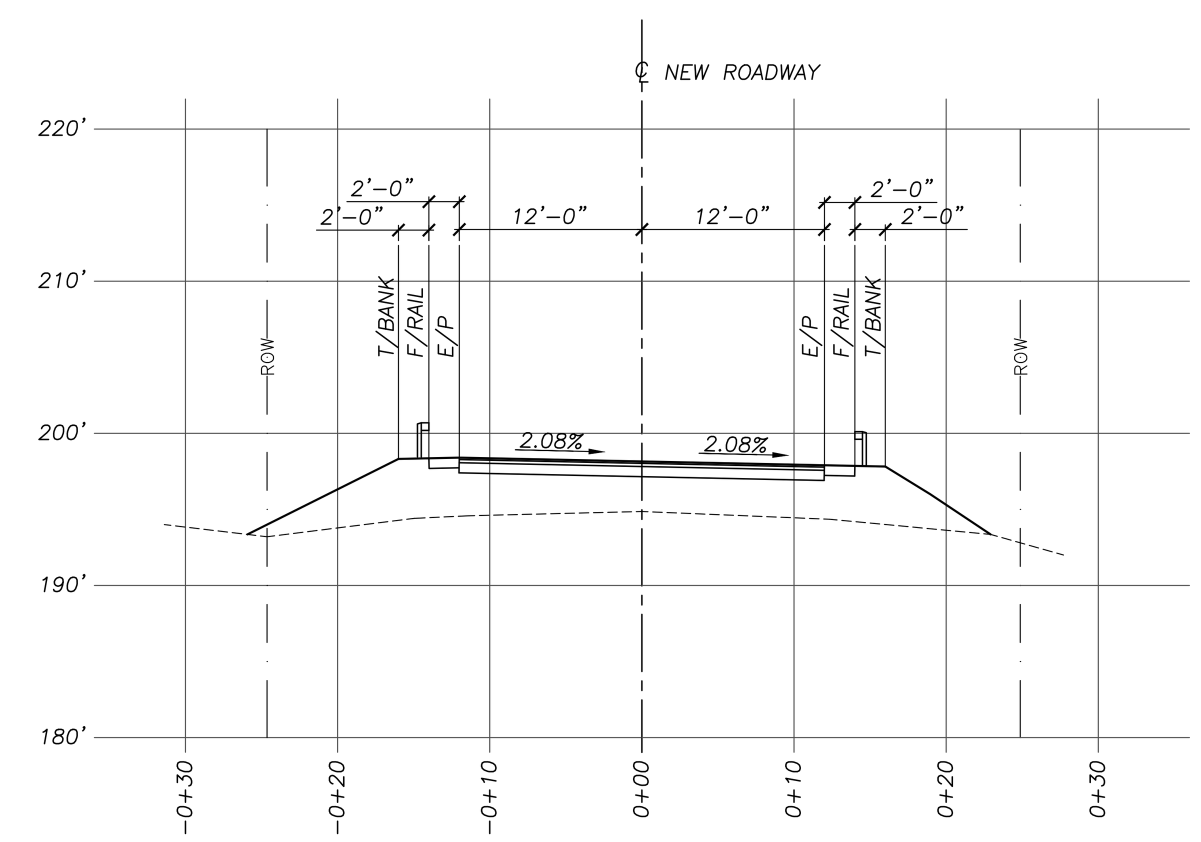


STA 3+50
1"=10' (HORIZ. & VERT.)



STA 4+00
1"=10' (HORIZ. & VERT.)



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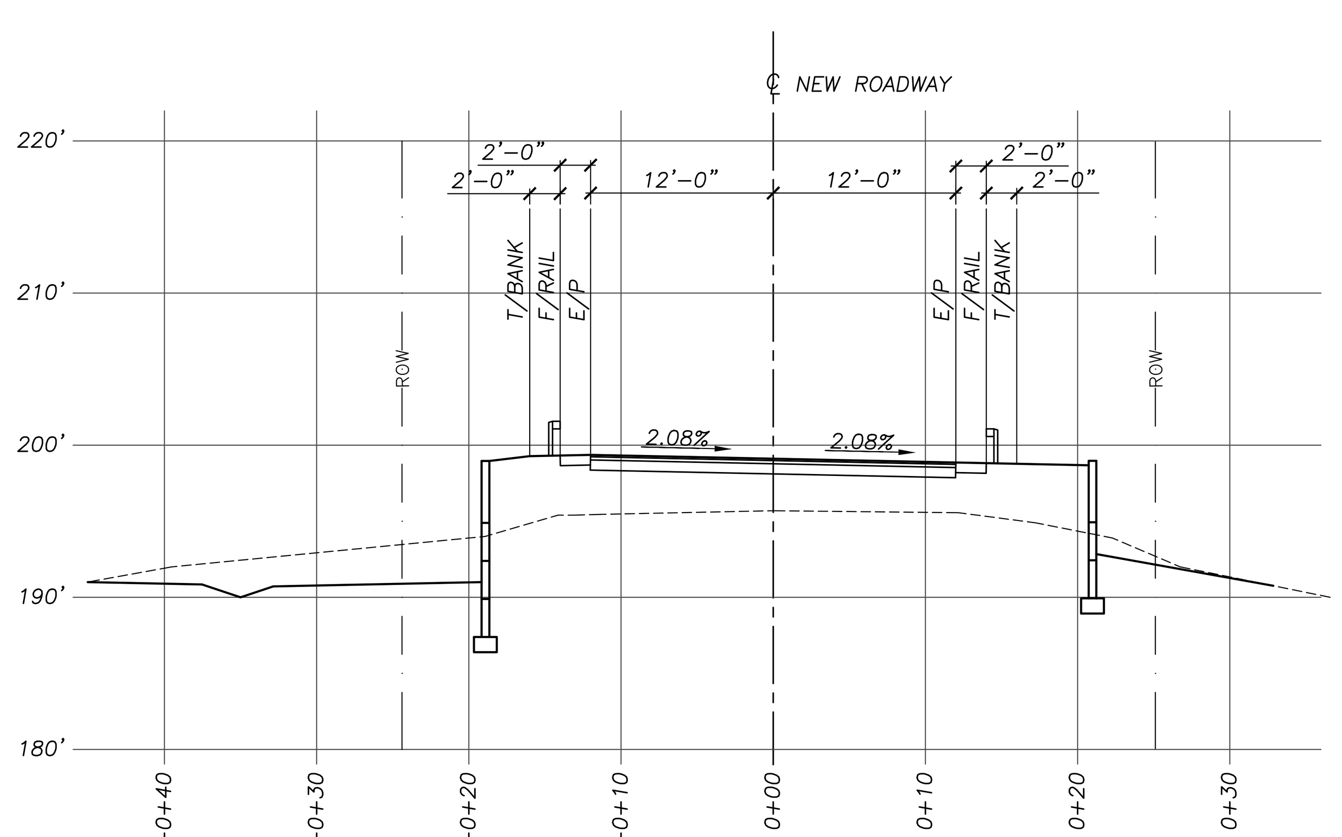
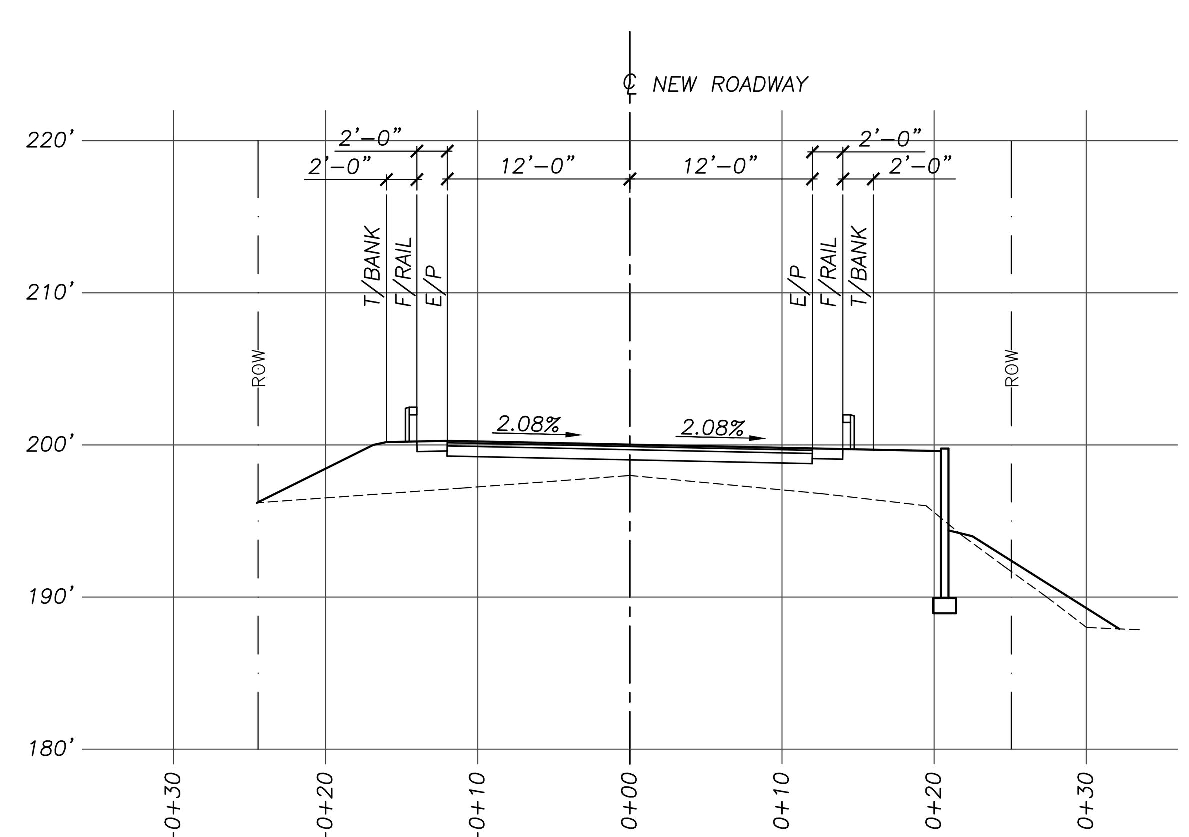
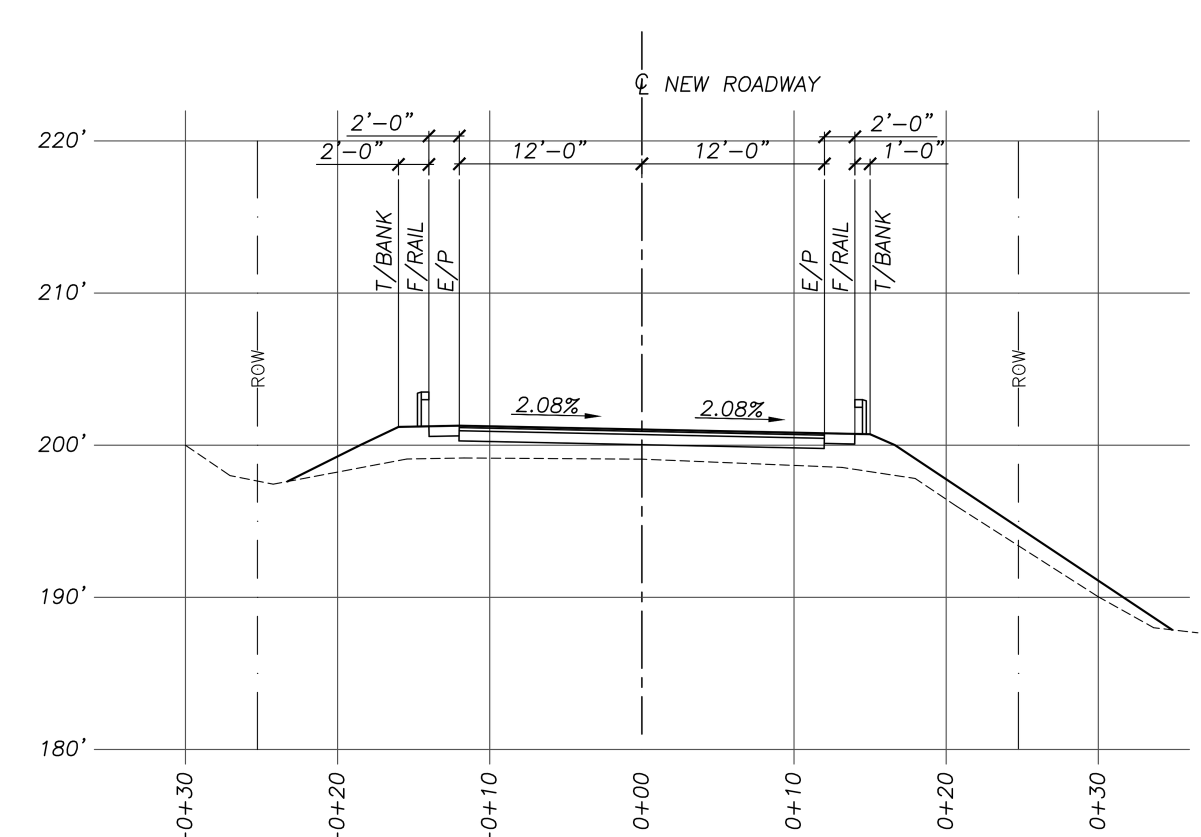
1"=10' (HORIZ. & VERT.)



STA 5+00
1"=10' (HORIZ. & VERT.)



STA 5+50
1"=10' (HORIZ. & VERT.)



STA 6+00
1"=10' (HORIZ. & VERT.)

REVISIONS

REV.	DATE	DESCRIPTION
0	1/27/2021	ISSUED FOR BID & CONSTRUCTION

STATE OF NEW YORK
ERIK C.F. SANDBLOM
NO. 076491
LICENSED PROFESSIONAL ENGINEER

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DATE: 1/27/2021	ENG. BY: RAL
PROJ. NO: 18-392.17	CHK'D BY: ES

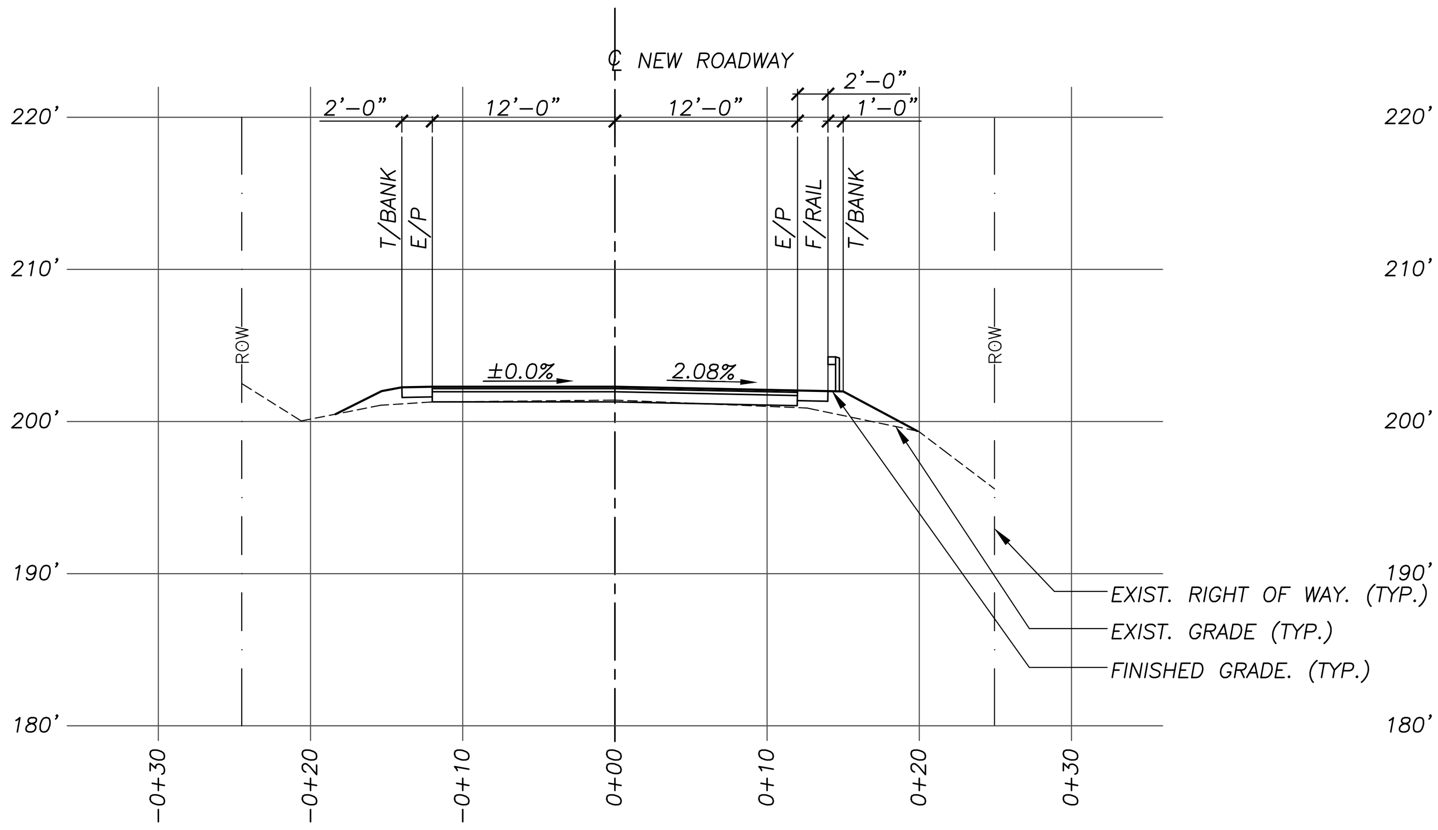
CLIENT NAME
ESSEX COUNTY DEPARTMENT OF PUBLIC WORKS
Elizabethtown, N.Y.

DRAWING TITLE
TRACY ROAD CULVERT REPLACEMENT

SECTIONS

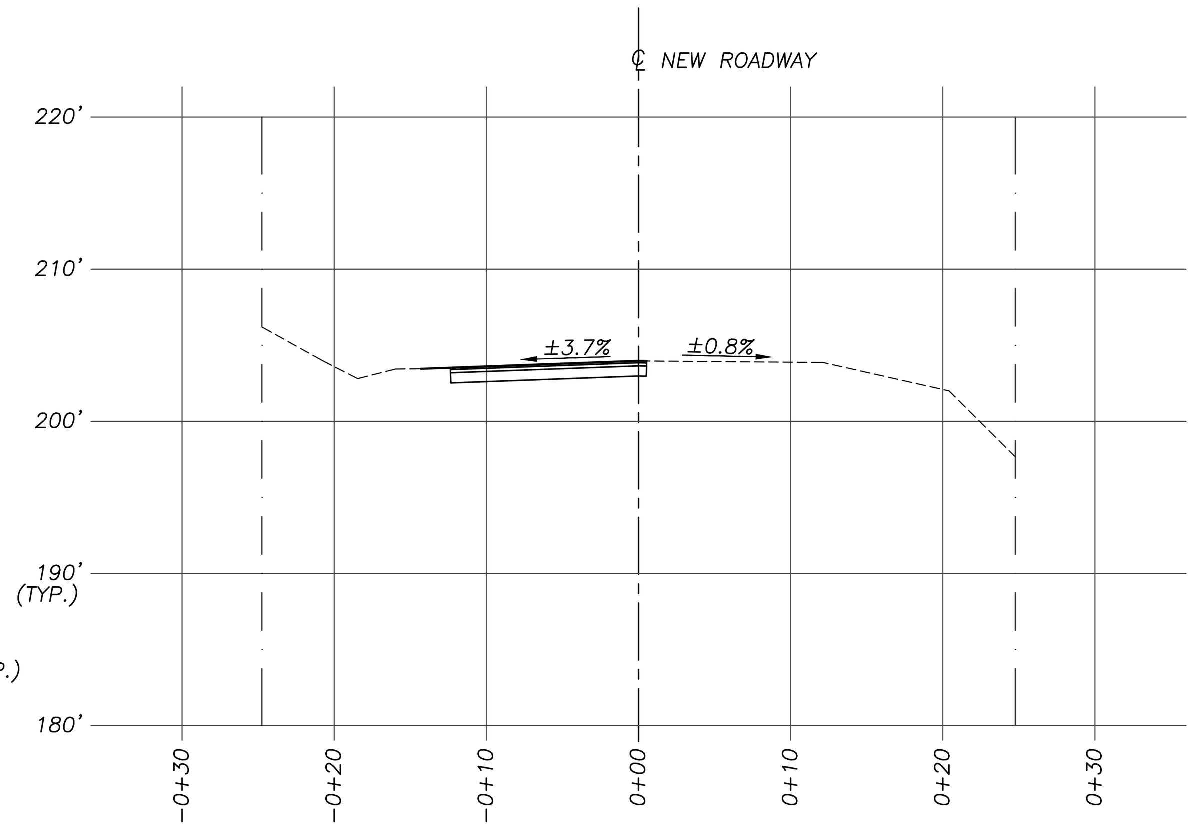
DRAWING NO.
C-5

SHT. 5 OF 6
REV. 0



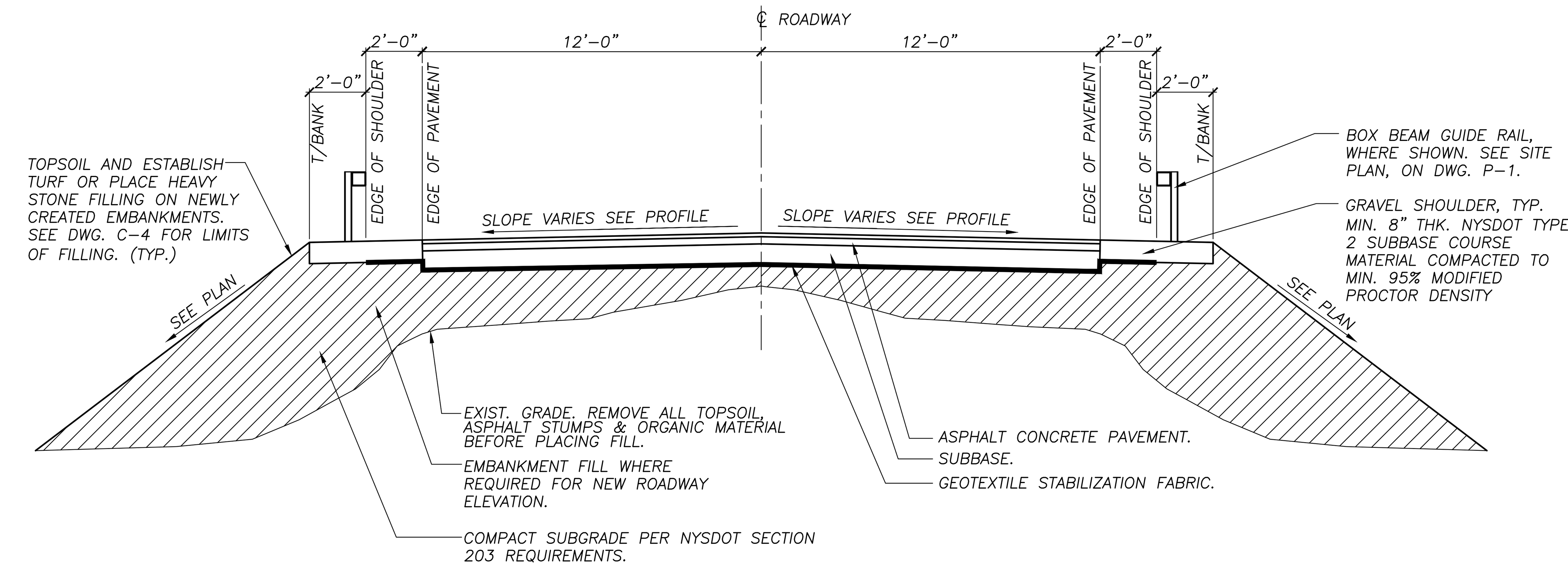
STA 6+50

1"=10' (HORIZ. & VERT.)



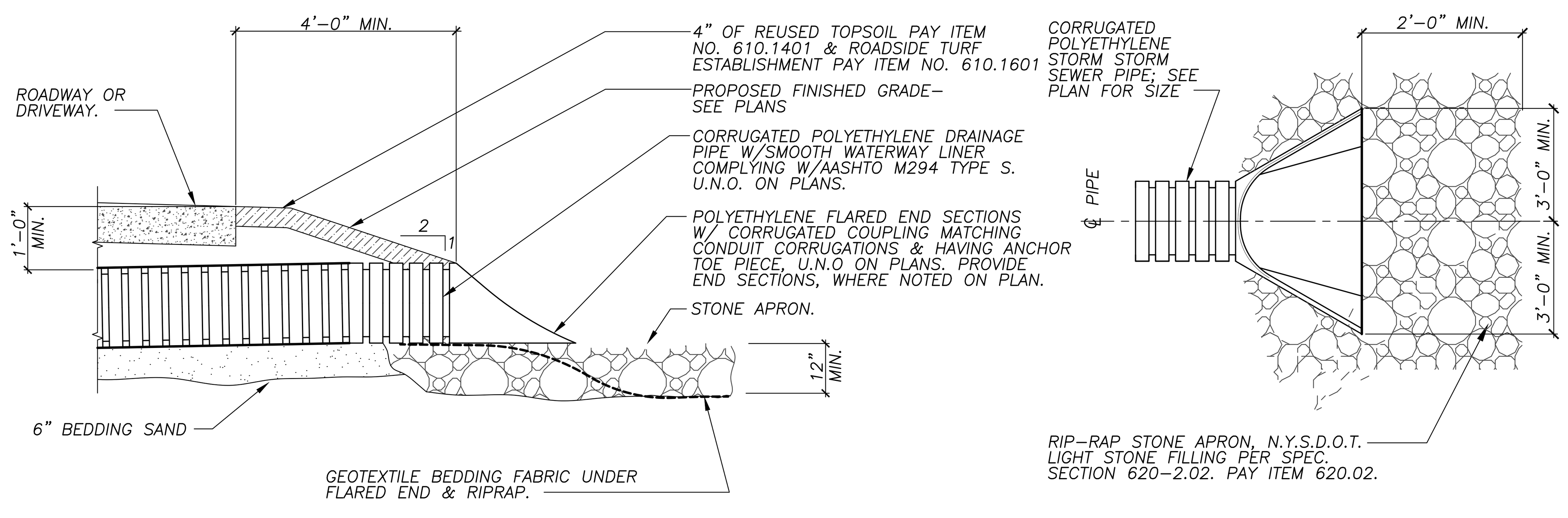
STA 7+00

1"=10' (HORIZ. & VERT.)



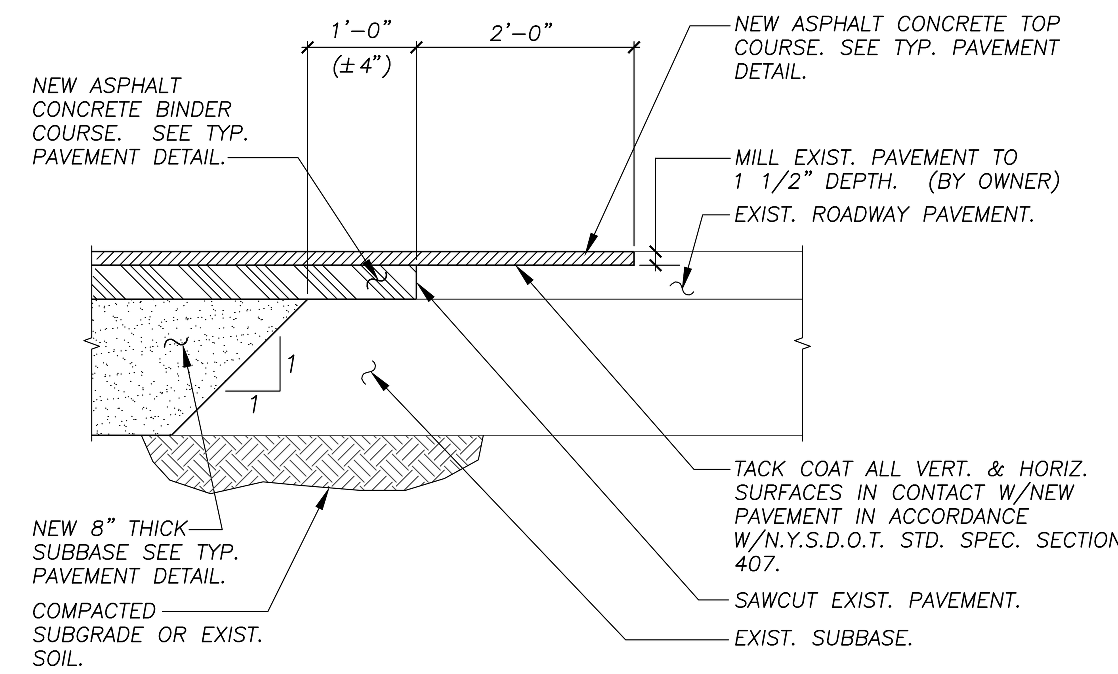
TYPICAL ROADWAY SECTION

1" = 4'



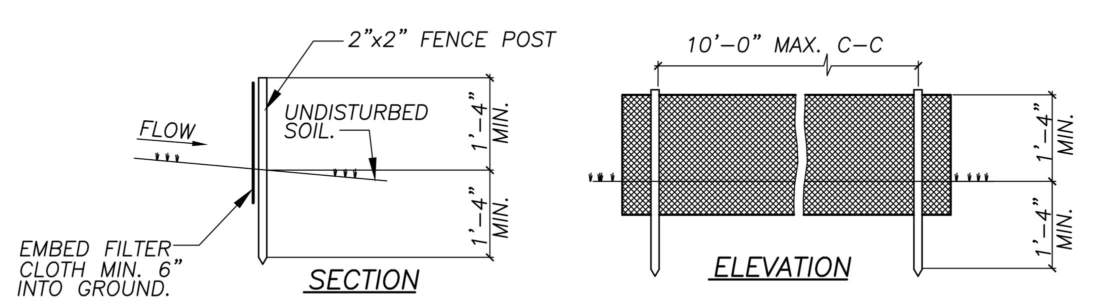
TYPICAL CULVERT DETAIL

N.T.S.



ASPHALT PAVEMENT TRANSITION DETAIL

N.T.S.

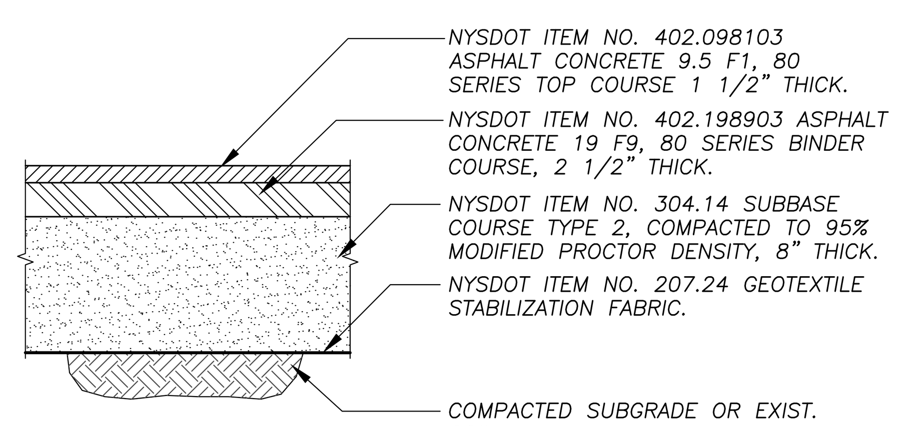


NOTES

1. FILTER CLOTH TO BE FASTENED SECURELY TO POSTS WITH STAPLES OR TIES AT 6" MAX. SPACING.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" AND FOLDED.
3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

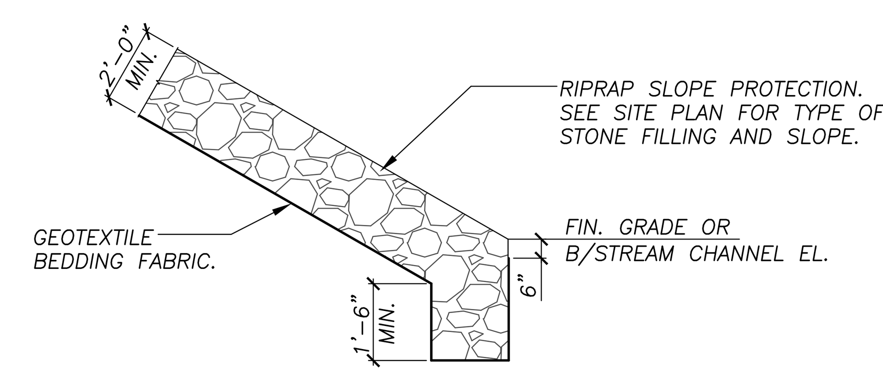
SILT FENCE DETAIL

N.T.S.



TYPICAL ASPHALT PAVEMENT DETAIL

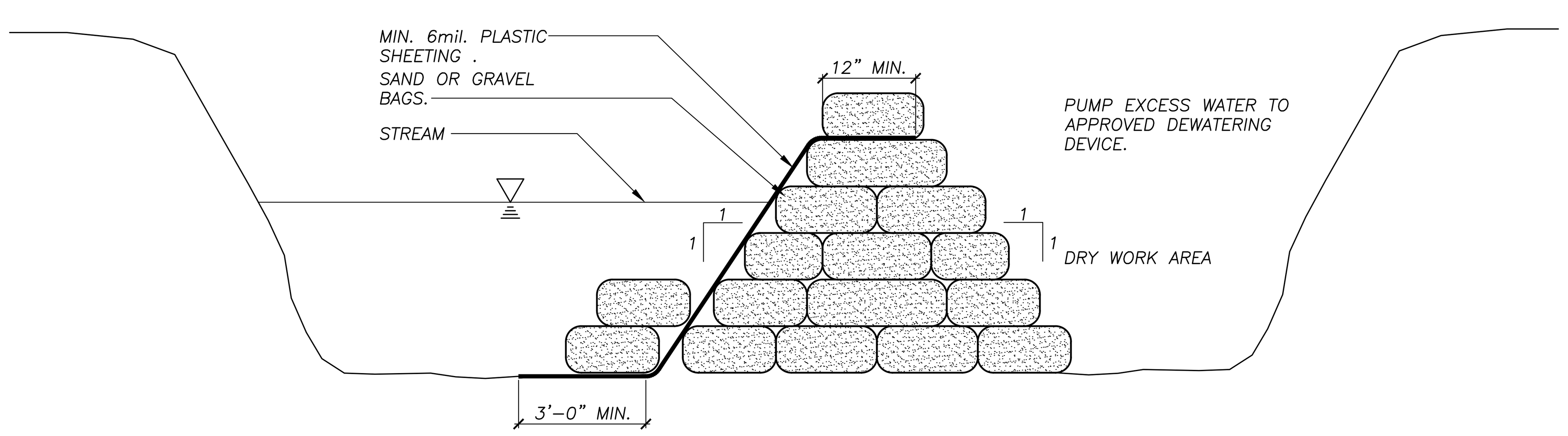
N.T.S.



NOTE: RIPRAP SHALL BE KEYED INTO FINISH GRADE AS SHOWN AT ALL LOCATIONS. WHERE RIPRAP ADJOINS FINISH GRADE OR STREAM CHANNEL.

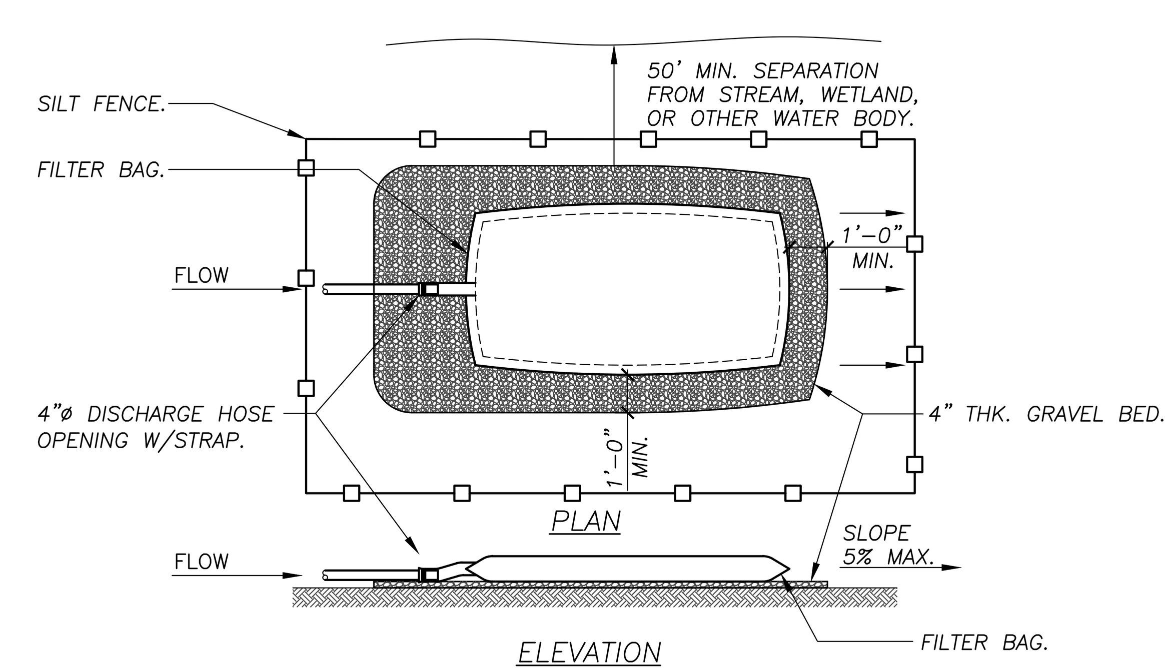
RIPRAP KEYING DETAIL

N.T.S.



SAND OR GRAVEL BAG COFFERDAM DETAIL

N.T.S.



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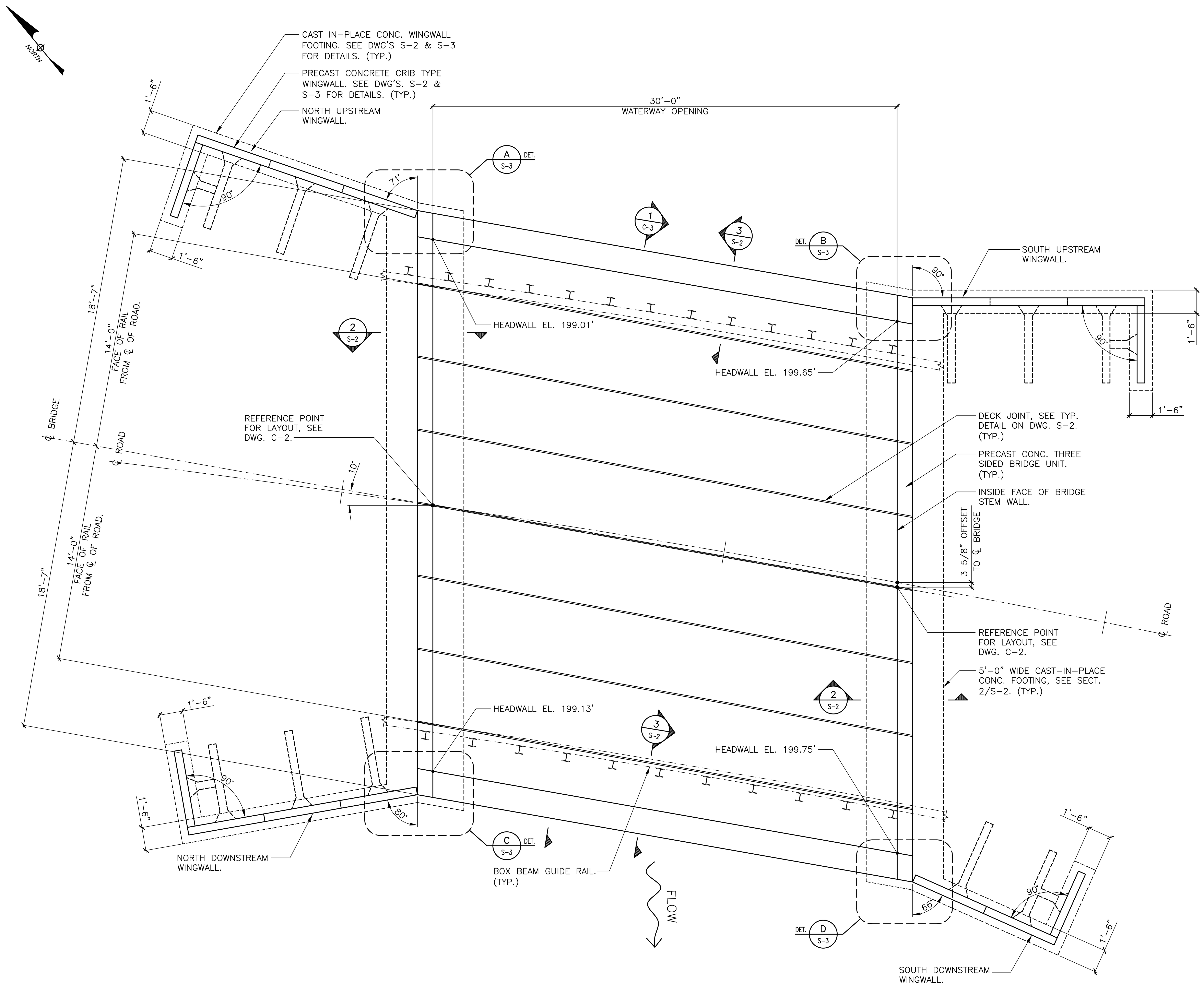
Elizabethtown, N.Y.

DRAWING TITLE
TRACY ROAD CULVERT REPLACEMENT

DETAILS & SECTIONS

DRAWING NO.
C-6

SHT. 6 OF 6
REV. 0



BRIDGE PLAN

1/4"=1'-0"

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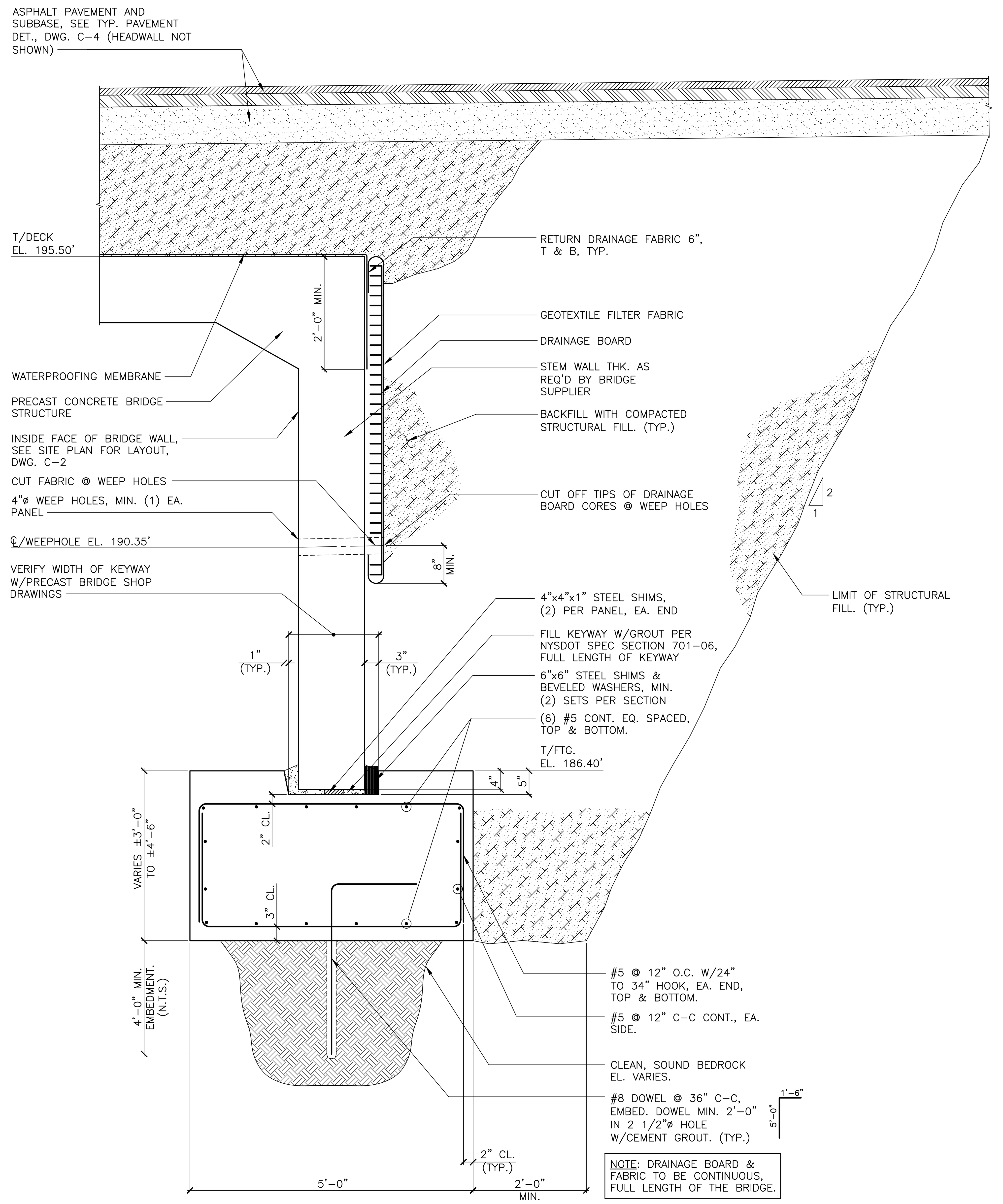
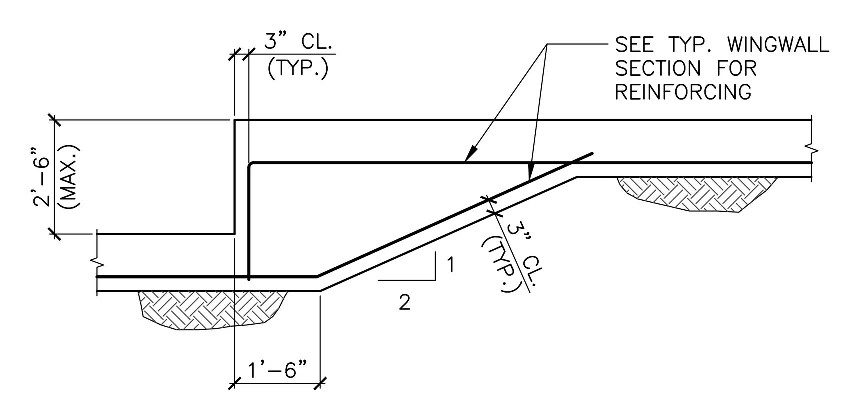
DRAWING TITLE
TRACY ROAD BRIDGE OVER ASH CRAFT BROOK REPLACEMENT

BRIDGE PLAN

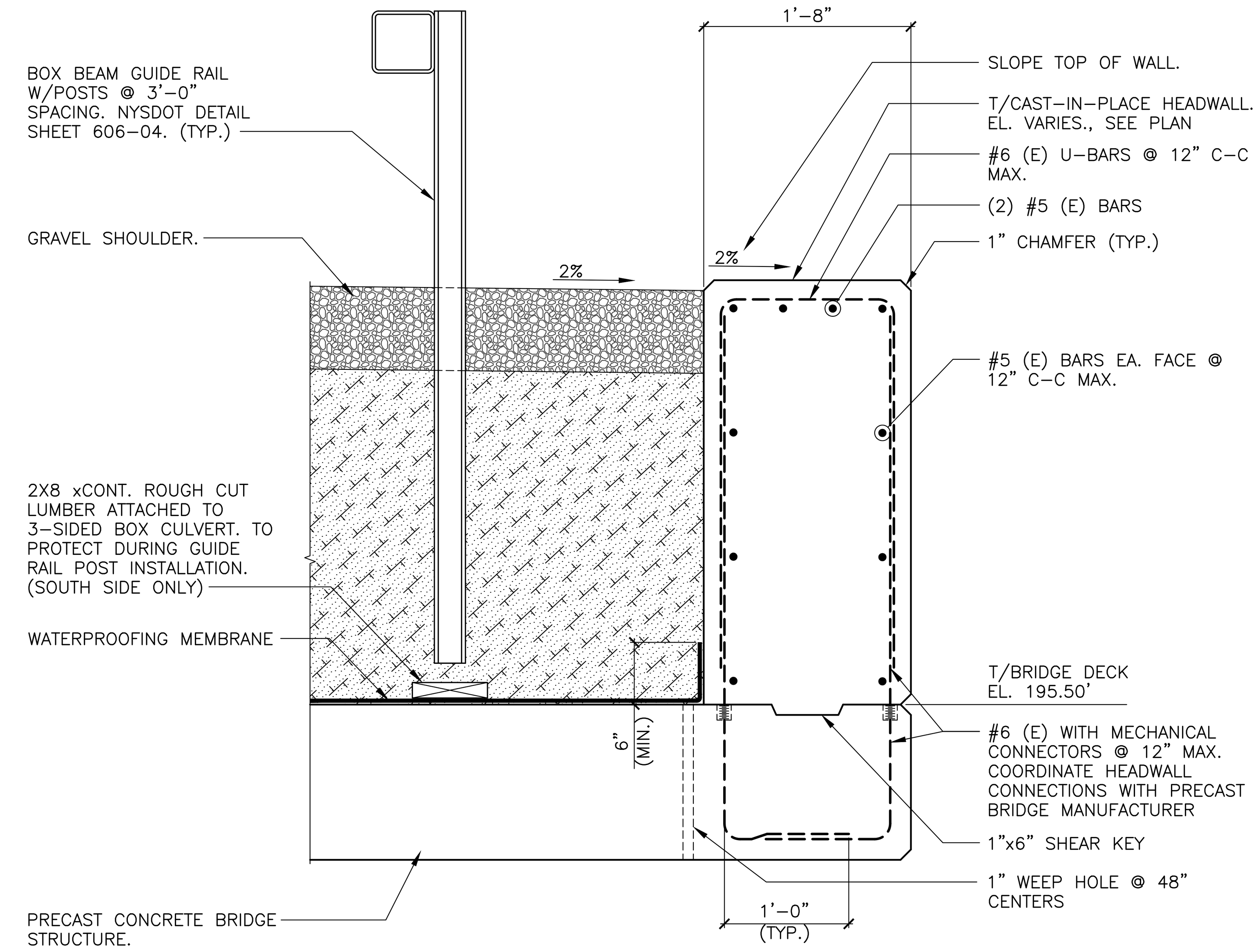
DRAWING NO. S-1 | SHT. 1 OF 3 | REV. 0



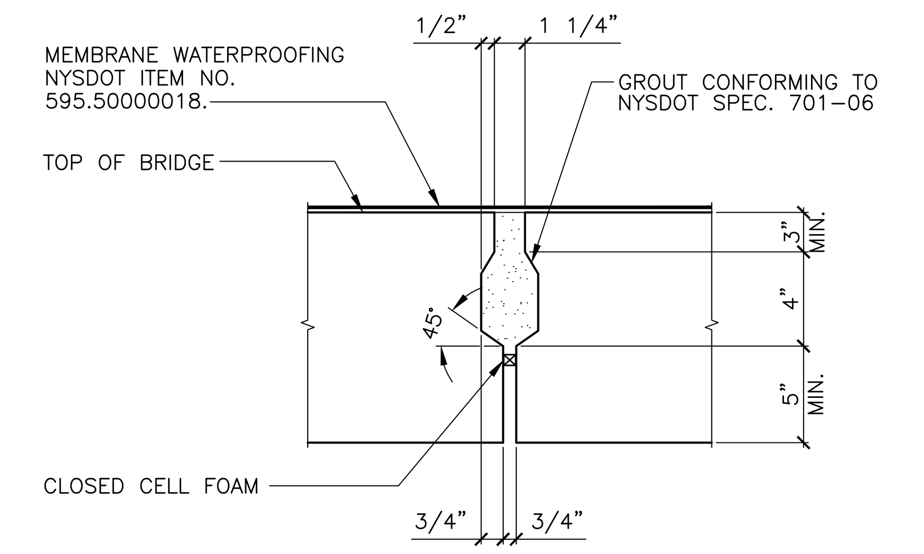
SECTION 2 / S-2
3/4"=1'-0"



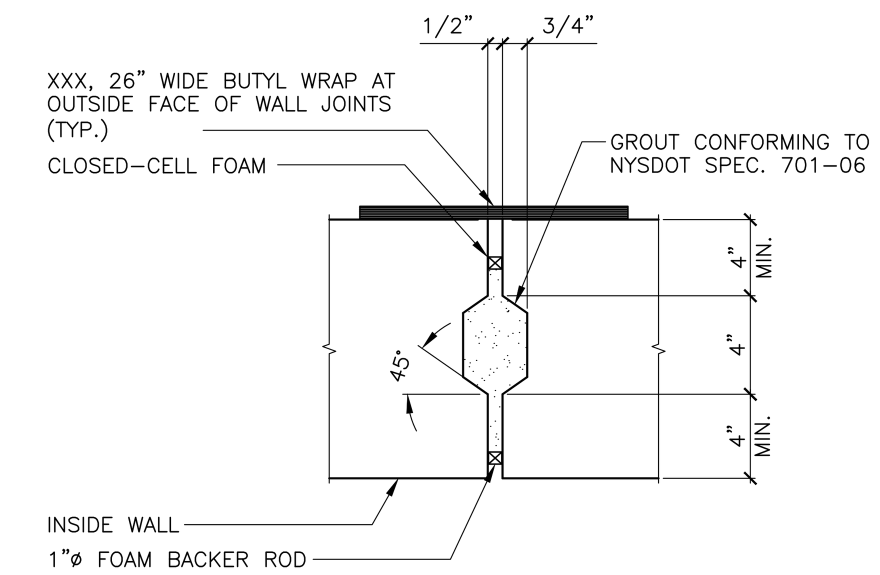
TYPICAL STEPPED FOOTING DETAIL
N.T.S.



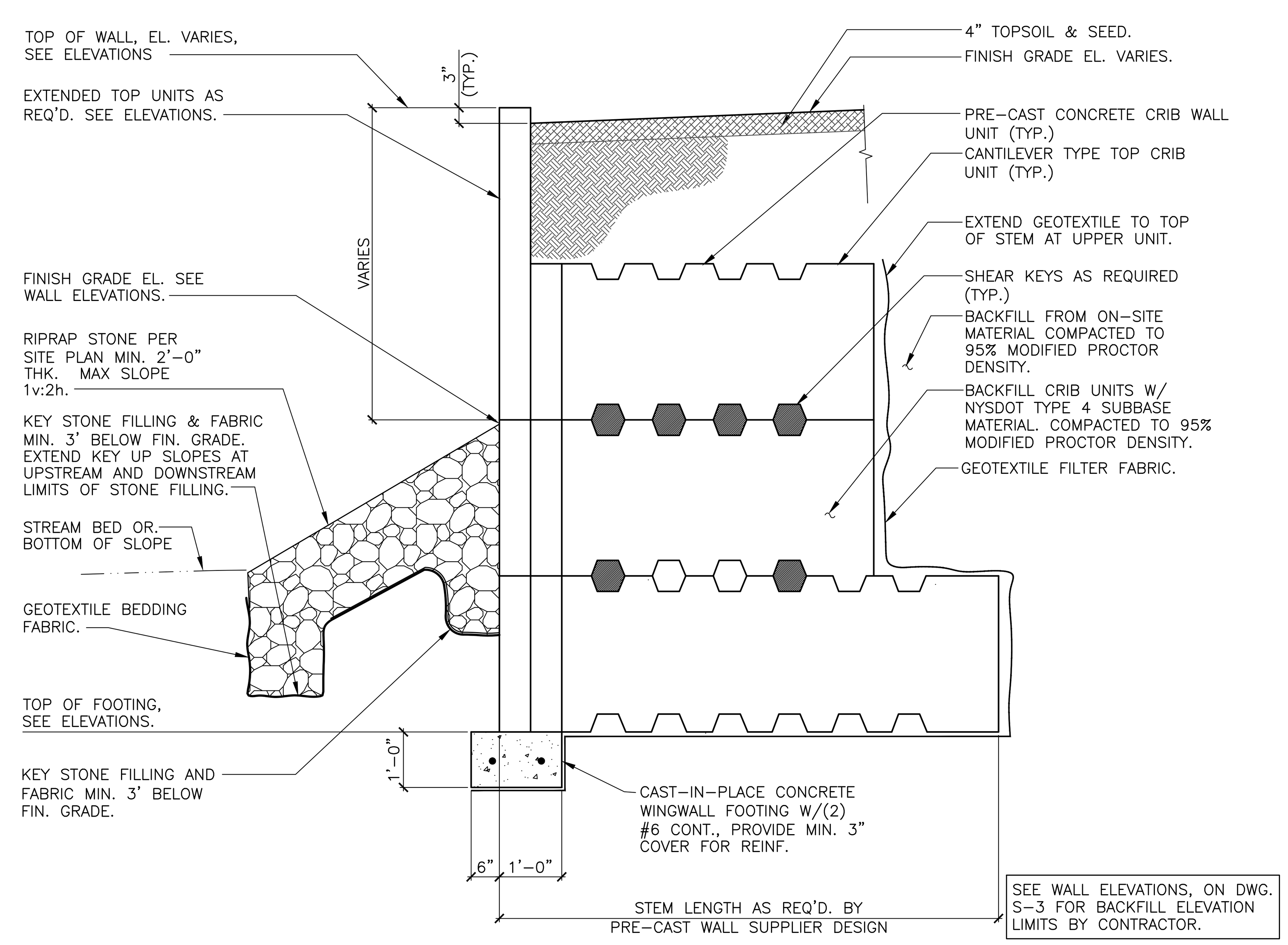
SECTION 3 / S-2
1'=1'-0"



TYPICAL BRIDGE DECK JOINT DETAIL
N.T.S.



TYPICAL BRIDGE WALL JOINT DETAIL
N.T.S.



TYPICAL PRECAST CONCRETE CRIB-TYPE WINGWALL SECTION
N.T.S.

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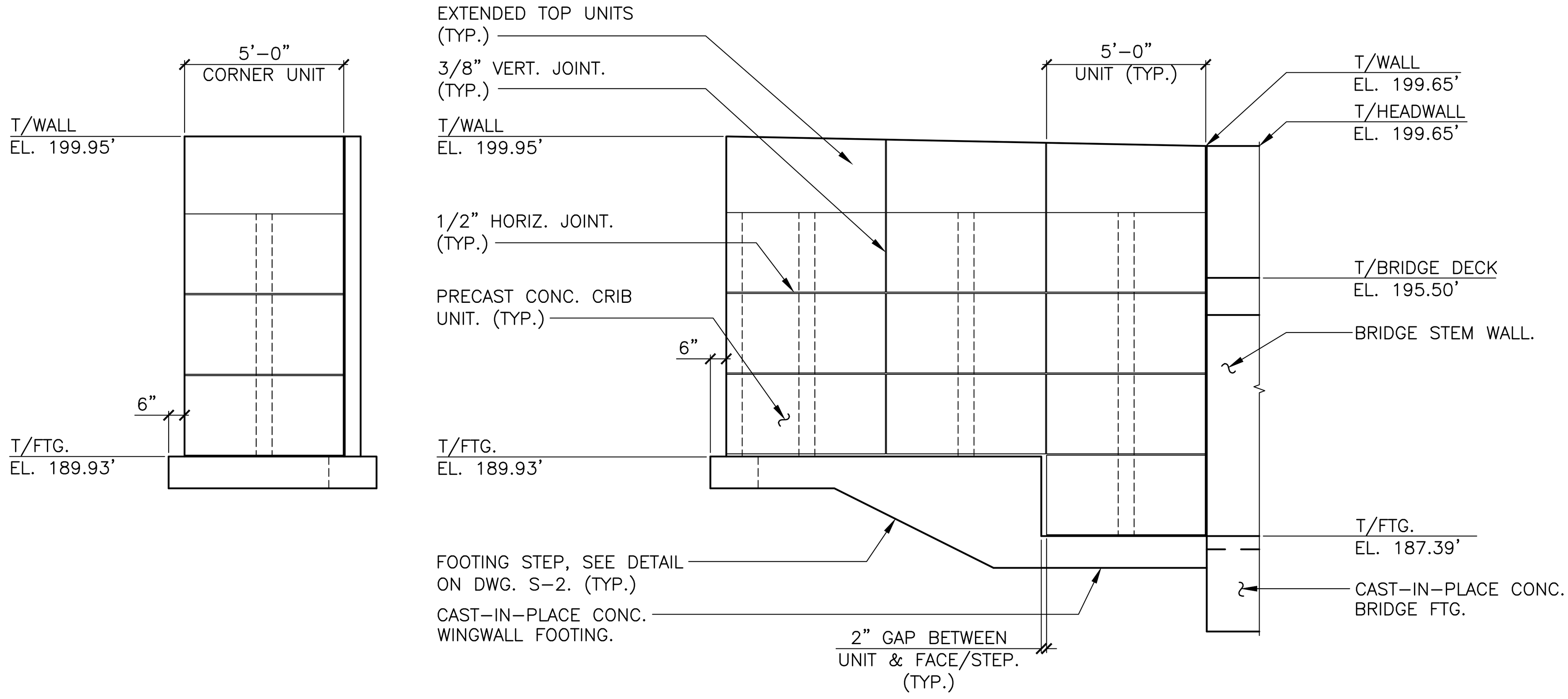
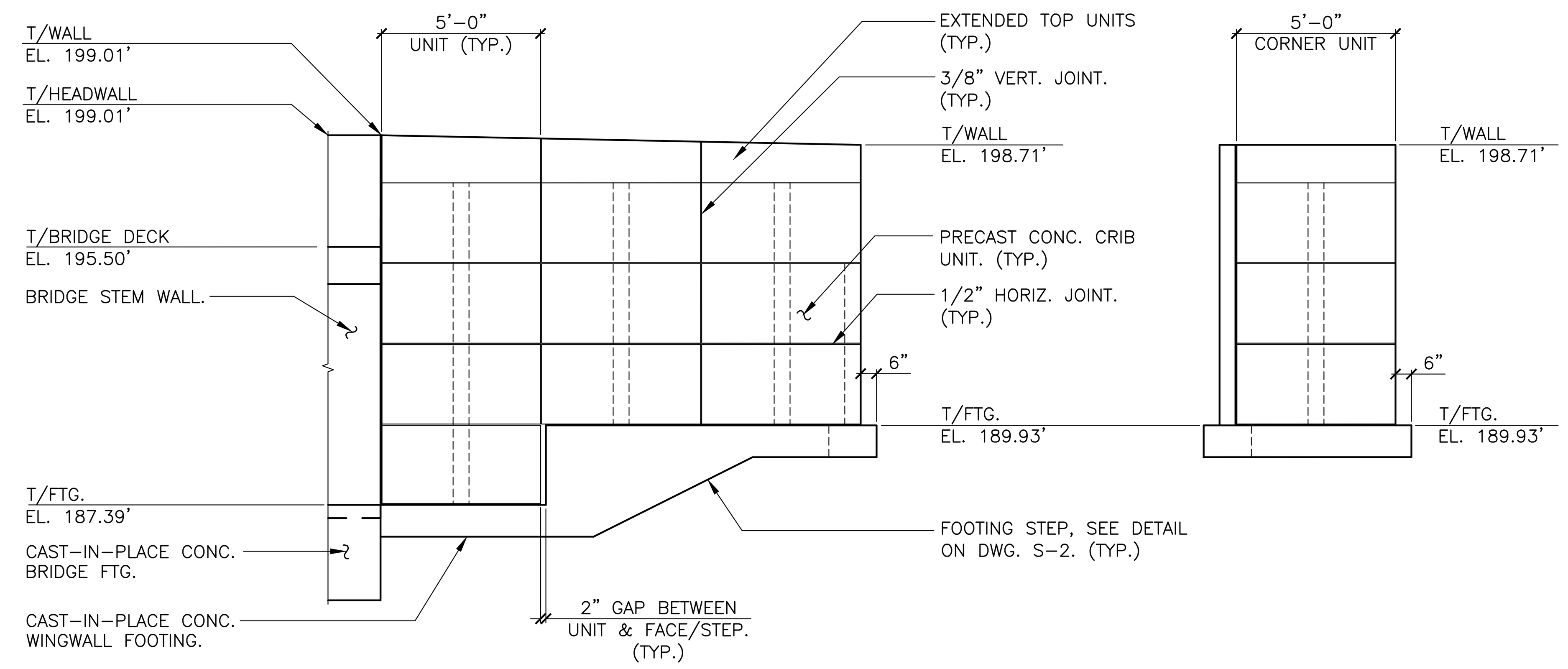
DRAWING TITLE
TRACY ROAD BRIDGE OVER ASH CRAFT BROOK REPLACEMENT

SECTIONS

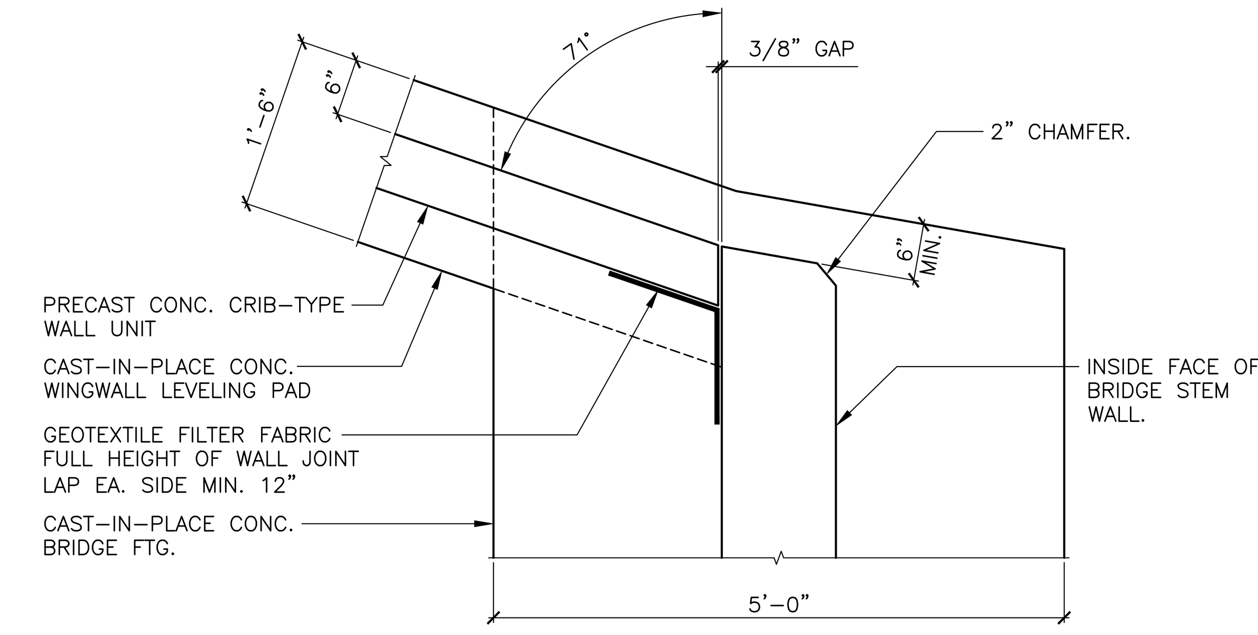
DRAWING NO. S-2 | SHT. 2 OF 3 | REV. 0



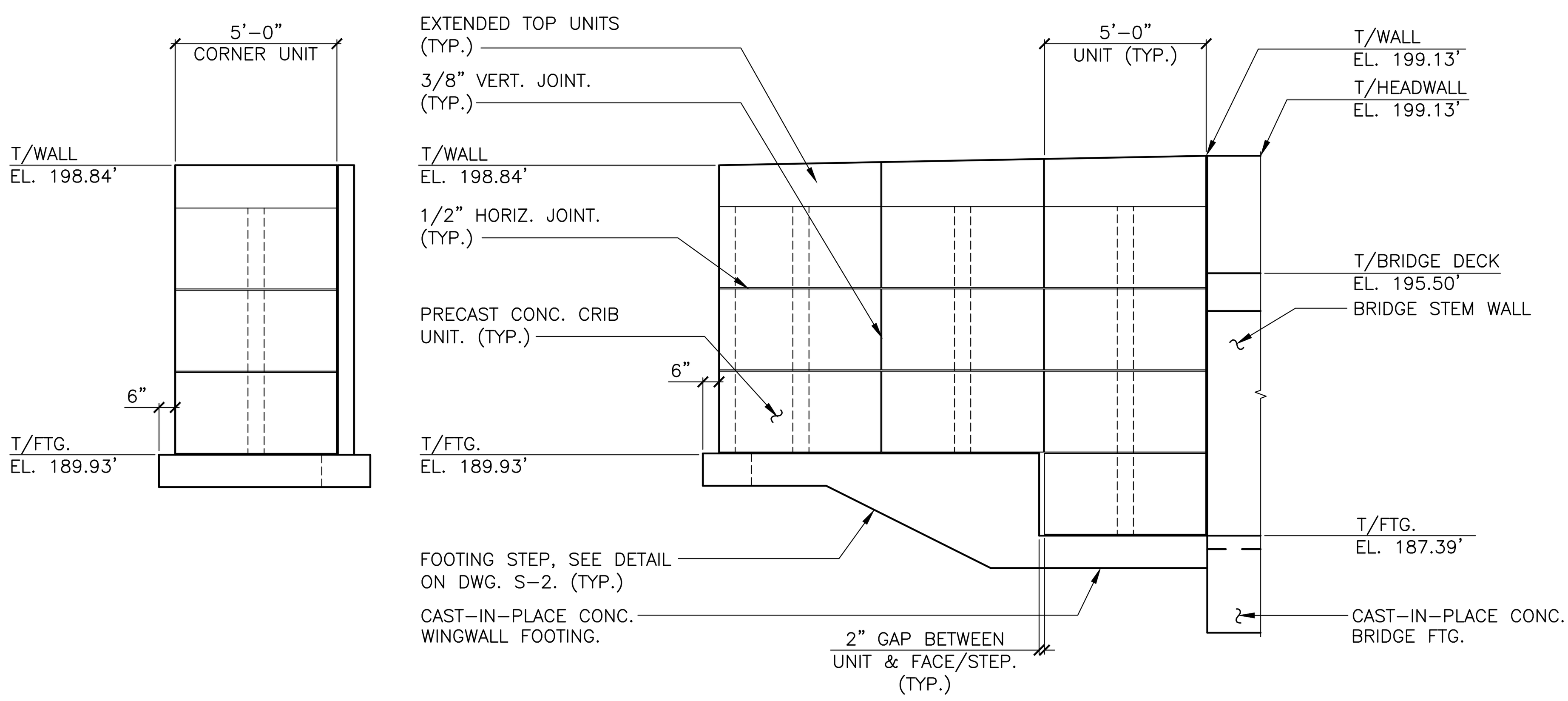
SOUTH UPSTREAM WINGWALL ELEVATION
1/4"=1'-0"



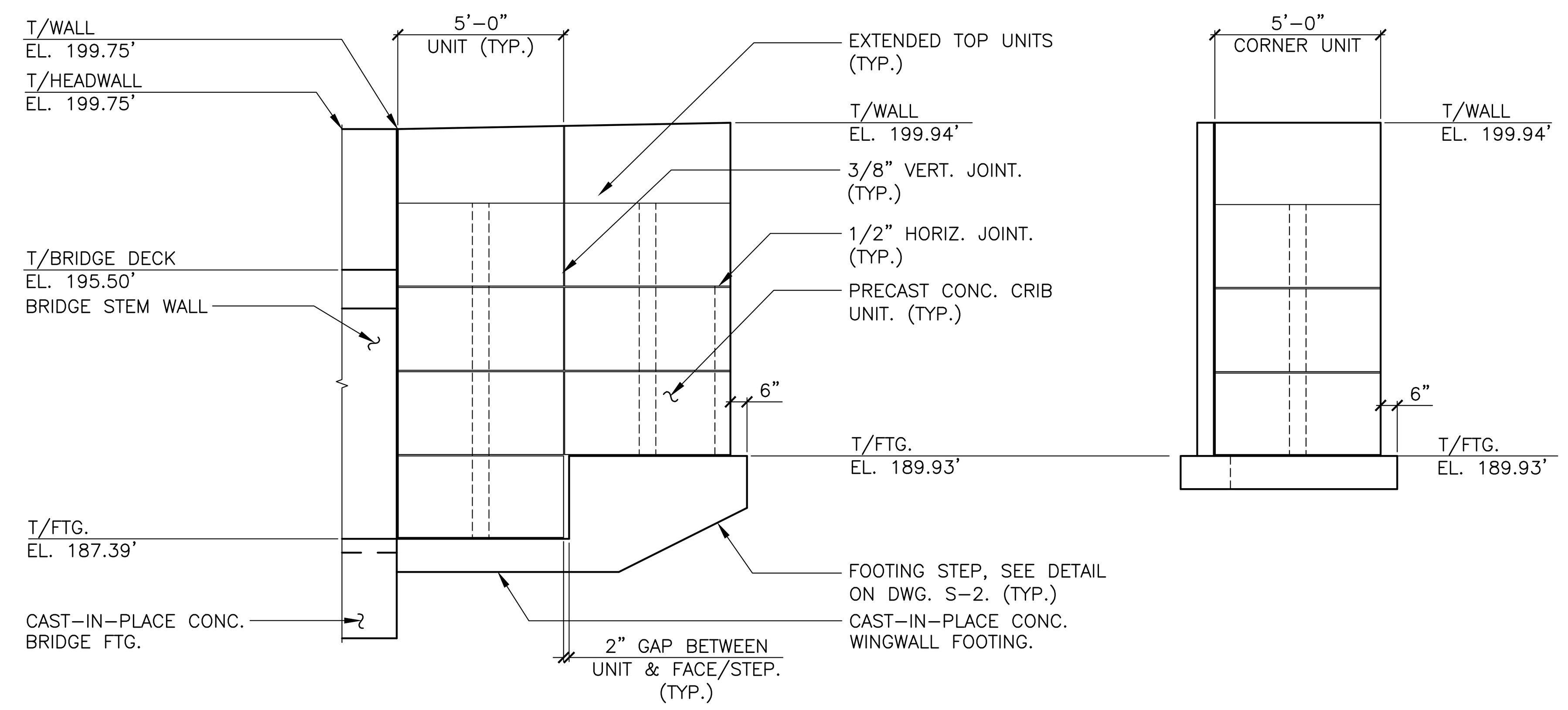
NORTH UPSTREAM WINGWALL ELEVATION
1/4"=1'-0"



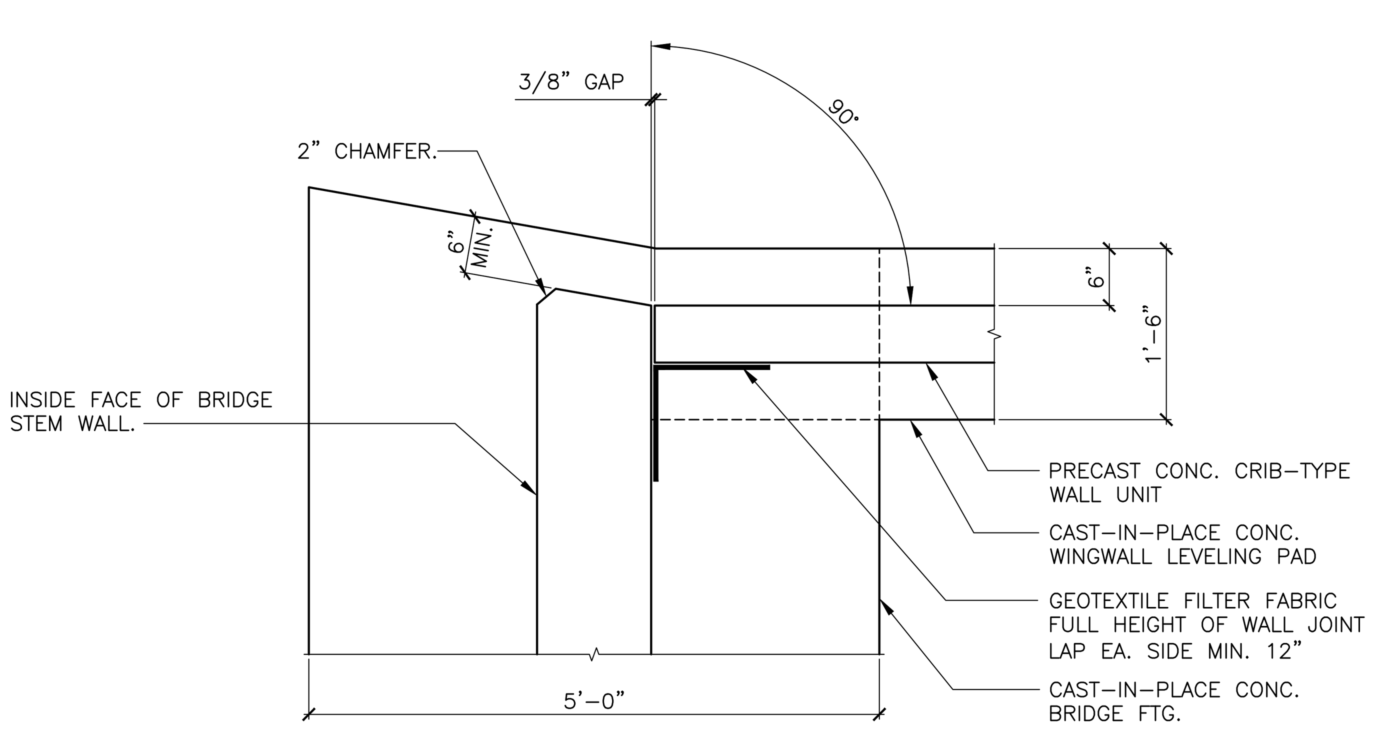
DETAIL A S-3
3/4"=1'-0"



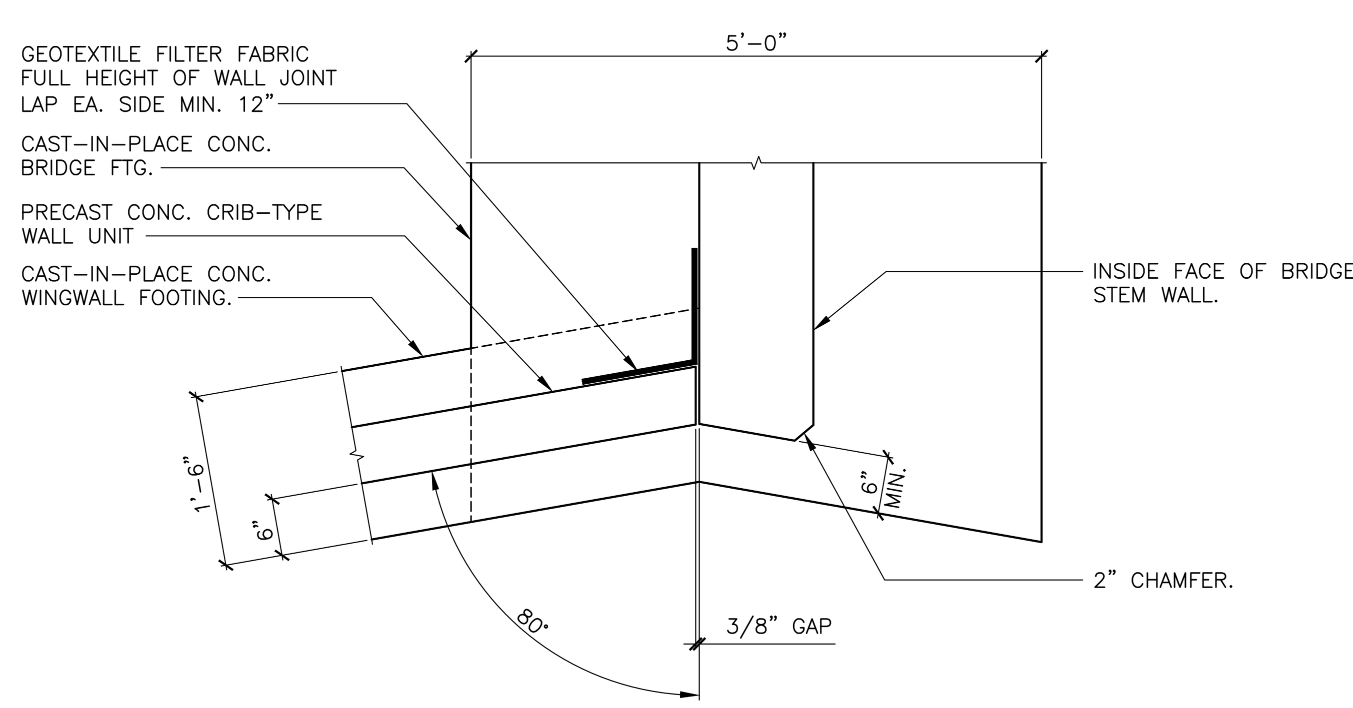
NORTH DOWNSTREAM WINGWALL ELEVATION
1/4"=1'-0"



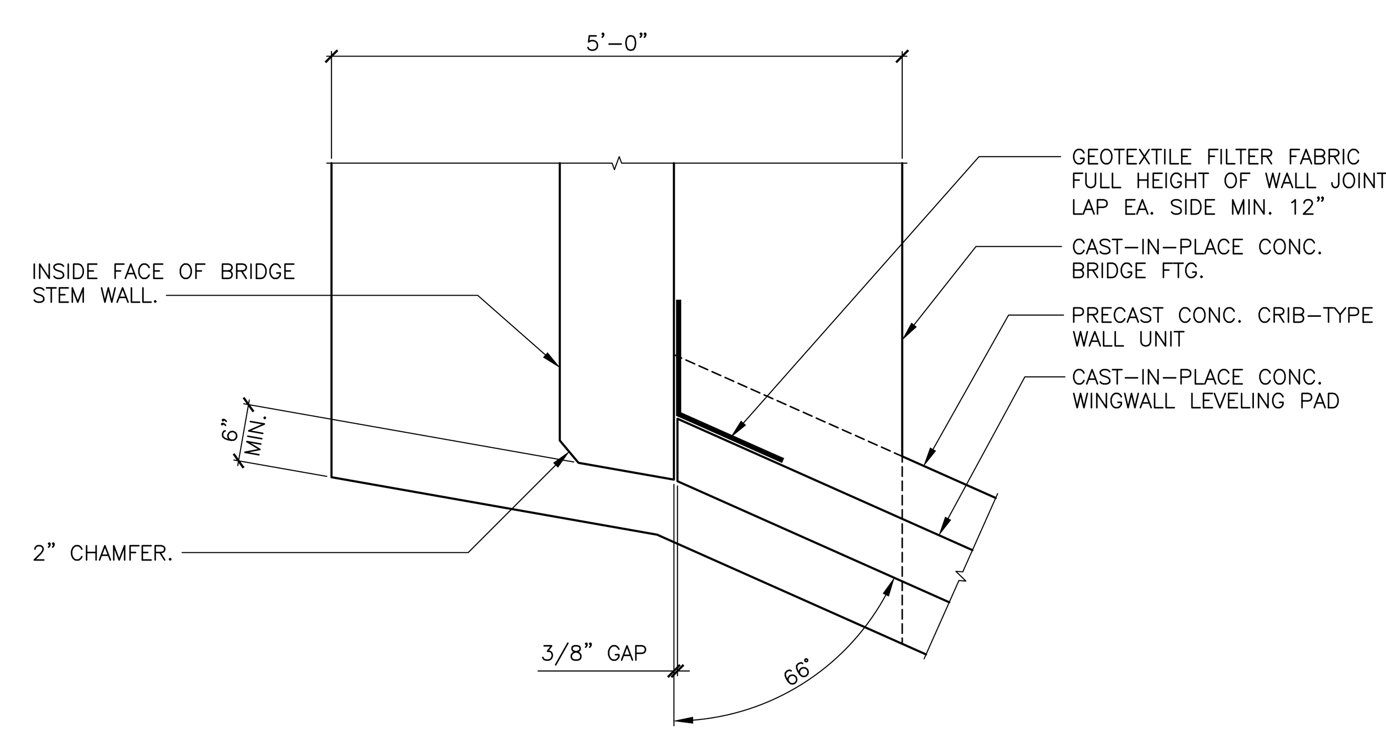
SOUTH DOWNSTREAM WINGWALL ELEVATION
1/4"=1'-0"



DETAIL B S-3
3/4"=1'-0"



DETAIL C S-3
3/4"=1'-0"



DETAIL D S-3
3/4"=1'-0"

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WINGWALL ELEVATIONS & DETAILS

DRAWING NO. S-3

SHT. 3 OF 3

REV. 0