

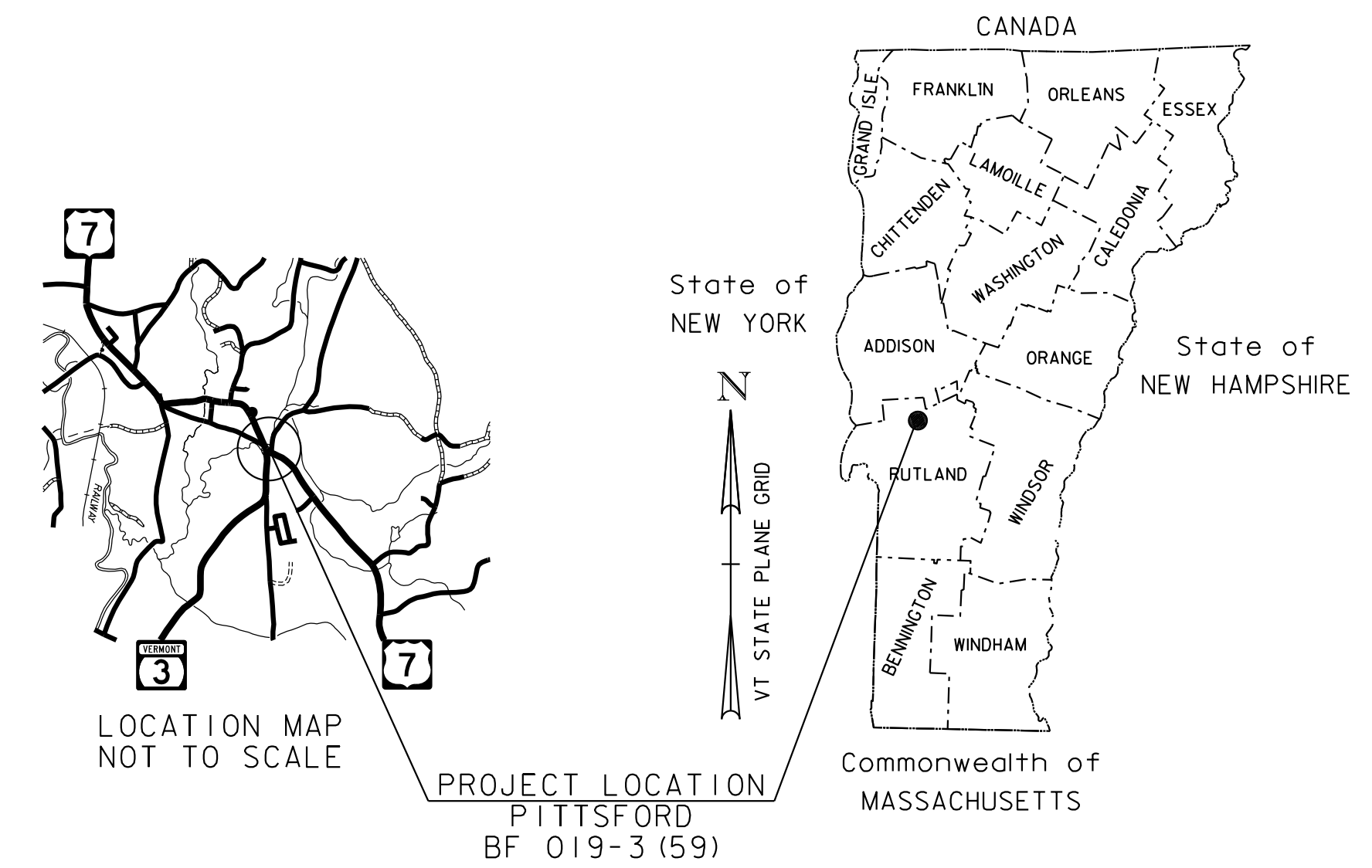
PRELIMINARY PLANS REVIEWER NOTES

- 1) BRIDGE 108 GEOMETRY IS COMPLEX DUE TO THE SPLIT OFF FOR VT ROUTE 3. THE BRIDGE TRANSVERSE SLOPE IS BANKED AT 4% BASED ON THE US ROUTE 7 HORIZONTAL AND VERTICAL CURVE GEOMETRY I.E. TRANSVERSE TO THE US ROUTE 7 HORIZONTAL CURVE.
- 2) THIS BRIDGE GEOMETRY PROVIDES AN INTERIM LAYOUT OF THE VT ROUTE 3 AND US ROUTE 7 INTERSECTION. INTERSECTION MAY BE WIDENED AND ALTERED AS PART OF A FUTURE US ROUTE 7 ROADWAY PROJECT.
- 3) THREE PHASE CONSTRUCTION OF THE BRIDGE IS PLANNED. CONSIDERATIONS FOR MAINTAINING A MINIMUM OF TWO LANES OF TRAFFIC AT ALL TIMES WERE MADE.
- 4) THE EXISTING FLASHING BEACONS AT THE US ROUTE 7 / VT ROUTE 3 INTERSECTION WILL NEED TO BE RELOCATED DURING THE UTILITY RELOCATION PHASE OF THE PROJECT PRIOR TO TEMPORARY SIGNAL INSTALLATION. DURING CONSTRUCTION, THE BEACONS WILL NEED TO BE REMOVED. AFTER BRIDGE CONSTRUCTION IS COMPLETED, THE BEACONS AT THE US ROUTE 7 / VT ROUTE 3 INTERSECTION WILL NEED TO BE REPLACED ON A NEW SPAN WIRE.
- 5) PEDESTRIAN TRAFFIC WILL BE MAINTAINED ON AN OFF ALIGNMENT TEMPORARY BRIDGE.
- 6) THE INTENT OF THIS PROJECT IS TO PUT A NEW, SHORTER, SINGLE SPAN BRIDGE WITHIN THE FOOTPRINT OF THE EXISTING BRIDGE AND TO MATCH THE EXISTING ROADWAY CONFIGURATION. THE BANKING HAS BEEN MODIFIED TO BALANCE THE EXISTING CONDITIONS AND THE FUTURE US ROUTE 7 PROJECT WHILE MEETING CONSTRUCTABILITY LIMITATIONS OF THREE PHASE CONSTRUCTION.

# STATE OF VERMONT AGENCY OF TRANSPORTATION



## PROPOSED IMPROVEMENT BRIDGE PROJECT TOWN OF PITTSFORD COUNTY OF RUTLAND



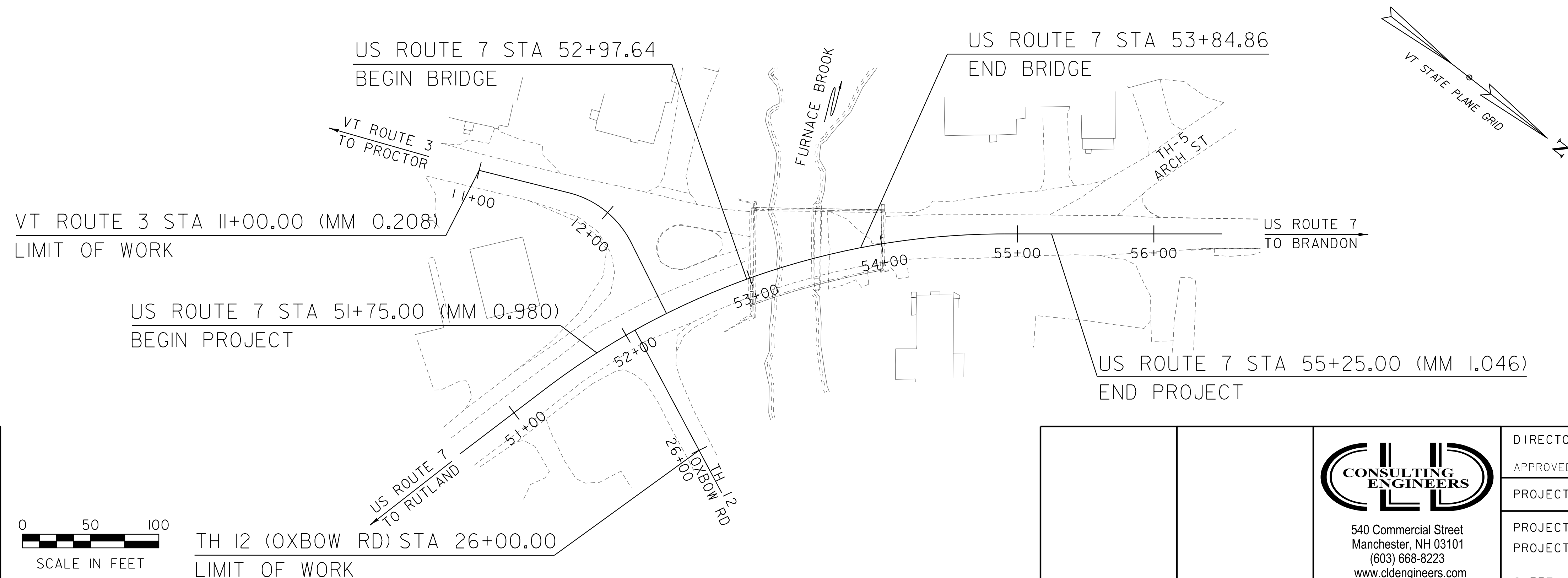
### US ROUTE 7 (PRINCIPAL ARTERIAL - NHS) BRIDGE NO. 108

- 7) AN EXISTING WATER MAIN CROSSES FURNACE BROOK SUSPENDED ON THE EXISTING BRIDGE. THE WATER MAIN WILL BE TEMPORARILY RELOCATED ON THE TEMPORARY PEDESTRIAN BRIDGE DURING CONSTRUCTION. THE WATER MAIN WILL BE PERMANENTLY SUPPORTED BY THE NEW BRIDGE AFTER THE BRIDGE IS CONSTRUCTED.
- 8) THE WATER MAIN RELOCATION WILL BE FUNDED BY THE TOWN BUT WILL BE INCORPORATED INTO THIS CONTRACT. PRELIMINARY WATER MAIN RELOCATION PLANS HAVE BEEN INCLUDED HEREIN.

**PROJECT LOCATION:** LOCATED IN THE TOWN OF PITTSFORD ON US ROUTE 7 AT THE INTERSECTION OF US ROUTE 7 AND VT ROUTE 3 OVER FURNACE BROOK AND EXTENDING APPROXIMATELY 350 FT TO THE END.

**PROJECT DESCRIPTION:** WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES FULL REPLACEMENT OF EXISTING BRIDGE 108 INCLUDING RELATED ROADWAY WORK.

LENGTH OF STRUCTURE US ROUTE 7: 87.22 FEET  
 LENGTH OF ROADWAY US ROUTE 7: 262.78 FEET  
 LENGTH OF PROJECT US ROUTE 7: 350.00 FEET



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.

QUALITY ASSURANCE PROGRAM : LEVEL I
SURVEYED BY : L.ORVIS (VA0T)
SURVEYED DATE : 12-18-2013
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83 (1992)

**PRELIMINARY PLANS  
MARCH 31, 2017**

 540 Commercial Street Manchester, NH 03101 (603) 668-8223 www.cldengineers.com	DIRECTOR OF PROJECT DELIVERY
	APPROVED _____ DATE _____
	PROJECT MANAGER : DOUGLAS BONNEAU, P. E.
	PROJECT NAME : PITTSFORD PROJECT NUMBER : BF 019-3 (59)
SHEET 1 OF 60 SHEETS	

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FINAL HYDRAULIC REPORT

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STANDARDS LIST

STRUCTURES DETAIL SHEETS

HYDROLOGIC DATA

Date: October 2016

DRAINAGE AREA : 28.6 sq. mi.  
 CHARACTER OF TERRAIN : Mixture fields and woods  
 STREAM CHARACTERISTICS : Sinuous and alluvial  
 NATURE OF STREAMBED : Gravel, cobbles

PEAK FLOW DATA - ANNUAL EXCEEDANCE PROBABILITY (AEP)

43% =	1,350 cfs	2% =	4,350 cfs
10% =	2,700 cfs	1% =	5,200 cfs
4% =	3,550 cfs	0.2% =	7,300 cfs

DATE OF FLOOD OF RECORD : Unknown  
 ESTIMATED DISCHARGE : Unknown  
 WATER SURFACE ELEV.: Unknown  
 NATURAL STREAM VELOCITY : @ 2% AEP = 15.4 fps  
 ICE CONDITIONS : Moderate  
 DEBRIS : Light  
 DOES THE STREAM REACH MAXIMUM HIGHWATER ELEV. RAPIDLY? No  
 IS ORDINARY RISE RAPID? No  
 IS STAGE AFFECTED BY UPSTREAM OR DOWNSTREAM CONDITIONS? No  
 IF YES, DESCRIBE:

WATERSHED STORAGE: <1% HEADWATERS:  
 UNIFORM: X  
 IMMEDIATELY ABOVE SITE:

EXISTING STRUCTURE INFORMATION

STRUCTURE TYPE: 2-span concrete T-beam  
 YEAR BUILT: 1931, reconstructed 1959  
 CLEAR SPAN(NORMAL TO STREAM): 93'  
 VERTICAL CLEARANCE ABOVE STREAMBED: 26'  
 WATERWAY OF FULL OPENING: 1580 sf  
 DISPOSITION OF STRUCTURE: Remove and replace  
 TYPE OF MATERIAL UNDER SUBSTRUCTURE: See borings

WATER SURFACE ELEVATIONS AT:

43% AEP =	418.7'	VELOCITY =	11.0 fps
10% AEP =	419.6'	"	13.5 fps
4% AEP =	421.0'	"	14.6 fps
2% AEP =	422.2'	"	15.5 fps
1% AEP =	423.4'	"	16.4 fps

LONG TERM STREAMBED CHANGES: None noted

IS THE ROADWAY OVERTOPPED BELOW 1% AEP: No  
 FREQUENCY: N/A  
 RELIEF ELEVATION: 438.5'  
 DISCHARGE OVER ROAD @ 1% AEP: N/A

UPSTREAM STRUCTURE

TOWN: Pittsford DISTANCE: 6,830'  
 HIGHWAY #: TH 3 STRUCTURE #:   
 CLEAR SPAN: CLEAR HEIGHT:   
 YEAR BUILT: FULL WATERWAY:   
 STRUCTURE TYPE:

DOWNSTREAM STRUCTURE

TOWN: Pittsford DISTANCE: 11,000'  
 HIGHWAY #: TH 13 STRUCTURE #: 13  
 CLEAR SPAN: CLEAR HEIGHT:   
 YEAR BUILT: FULL WATERWAY:   
 STRUCTURE TYPE:

LRFR LOAD RATING FACTORS

LOADING LEVELS	TRUCK						
	H-20	HL-93	3S2	6 AXLE	3A STR.	4A STR.	5A SEMI
TONNAGE	20	36	36	66	30	34.5	38
INVENTORY							
POSTING							
OPERATING							
COMMENTS:							

AS BUILT "REBAR" DETAIL		
LEVEL I	LEVEL II	LEVEL III
TYPE:	TYPE:	TYPE:
GRADE:	GRADE:	GRADE:

TRAFFIC DATA

YEAR	ADT	DHV	% D	% T	ADTT	
2017	9800	1100	56	5.3	810	20 year ESAL for flexible pavement from 2017 to 2037 : 7128000
2037	10400	1200	56	7.5	1200	40 year ESAL for flexible pavement from 2017 to 2057 : 16407000
						Design Speed : 35 mph

PROPOSED STRUCTURE

STRUCTURE TYPE: Single span steel beam girder  
 CLEAR SPAN(NORMAL TO STREAM): 72'  
 VERTICAL CLEARANCE ABOVE STREAMBED: ~24'  
 WATERWAY OF FULL OPENING: 1440 sf

WATER SURFACE ELEVATIONS AT:

43% AEP =	416.1'	VELOCITY =	10.4 fps
10% AEP =	418.7'	"	13.0 fps
4% AEP =	420.0'	"	14.1 fps
2% AEP =	420.6'	"	13.6 fps
1% AEP =	421.7'	"	14.4 fps

IS THE ROADWAY OVERTOPPED BELOW 1% AEP: No  
 FREQUENCY: N/A  
 RELIEF ELEVATION: 438.5'  
 DISCHARGE OVER ROAD @ 1% AEP: N/A

BRIDGE LOW CHORD ELEVATION: 434.7'  
 FREEBOARD: @ 2% AEP = 14.1'

SCOUR: Contraction scour = 0' up to 0.5% AEP. Foundations built to ledge or 6' below streambed.  
 REQUIRED CHANNEL PROTECTION: Stone Fill, Type IV

PERMIT INFORMATION

AVERAGE DAILY FLOW: - DEPTH OR ELEVATION:  
 ORDINARY LOW WATER: -  
 ORDINARY HIGH WATER: -

TEMPORARY BRIDGE REQUIREMENTS

STRUCTURE TYPE: None required  
 CLEAR SPAN (NORMAL TO STREAM):  
 VERTICAL CLEARANCE ABOVE STREAMBED:  
 WATERWAY AREA OF FULL OPENING:

ADDITIONAL INFORMATION

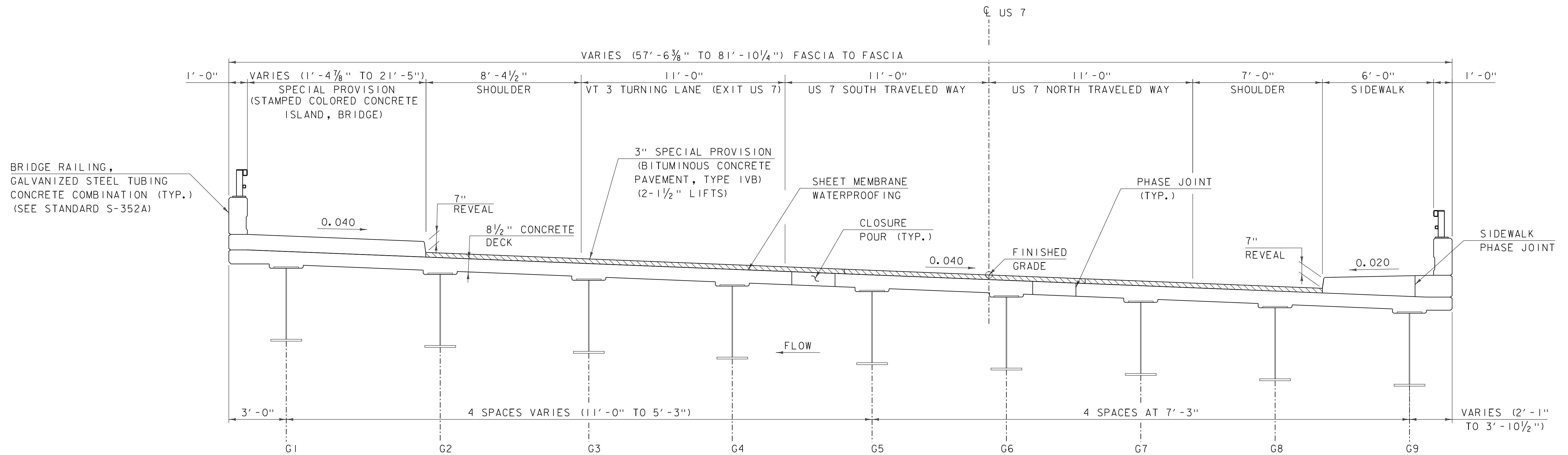
TRAFFIC MAINTENANCE NOTES

1. MAINTAIN TWO-WAY TRAFFIC ON THE EXISTING STRUCTURE.
2. TRAFFIC SIGNALS ARE NOT NECESSARY.
3. SIDEWALKS ARE NOT NECESSARY
4. A TEMPORARY PEDESTRIAN BRIDGE WILL BE CONSTRUCTED UPSTREAM.

DESIGN VALUES

1. DESIGN LIVE LOAD	HL-93
2. FUTURE PAVEMENT	d <sub>p</sub> : 3.0 INCH
3. DESIGN SPAN	L: 81.00 FT
4. MIN. MID-SPAN POS. CAMBER @ RELEASE (PRESTRESSED UNITS)	Δ: ---
5. PRESTRESSING STRAND	f <sub>y</sub> : ---
6. PRESTRESSED CONCRETE STRENGTH	f'c: ---
7. PRESTRESSED CONCRETE RELEASE STRENGTH	f'c <sub>r</sub> : ---
8. CONCRETE, HIGH PERFORMANCE CLASS AA	f'c: ---
9. CONCRETE, HIGH PERFORMANCE CLASS A	f'c: 4.0 KSI
10. CONCRETE, HIGH PERFORMANCE CLASS B	f'c: 3.5 KSI
11. CONCRETE, CLASS C	f'c: 3.0 KSI
12. REINFORCING STEEL	f <sub>y</sub> : 60 KSI
13. STRUCTURAL STEEL AASHTO M270 (WEATHERING)	f <sub>y</sub> : 50 KSI
14. NOMINAL BEARING RESISTANCE OF SOIL	q <sub>n</sub> : 4.0 KSF
15. SOIL BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	φ: 0.45
16. NOMINAL BEARING RESISTANCE OF ROCK	q <sub>n</sub> : 70.0 KSF
17. ROCK BEARING RESISTANCE FACTOR (REFER TO AASHTO LRFD)	φ: 0.45
18. PILE RESISTANCE FACTOR	φ: ---
19. LATERAL PILE DEFLECTION	Δ: ---
20. BASIC WIND SPEED	V <sub>3s</sub> : ---
21. MINIMUM GROUND SNOWLOAD	p <sub>g</sub> : ---
22. SEISMIC DATA	PGA: 0
	S: ---
	S <sub>1</sub> : ---
23.	---
24.	---
25.	---
26.	---

PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)  
 FILE NAME: 86e048/cos/z13b266pi.dgn PLOT DATE: 3/31/2017  
 PROJECT LEADER: J.BYATT DRAWN BY: M.SMITH  
 DESIGNED BY: S.BEAUMONT CHECKED BY: A.GIRALDI  
 PRELIMINARY INFORMATION SHEET SHEET 2 OF 60



PROPOSED BRIDGE TYPICAL SECTION

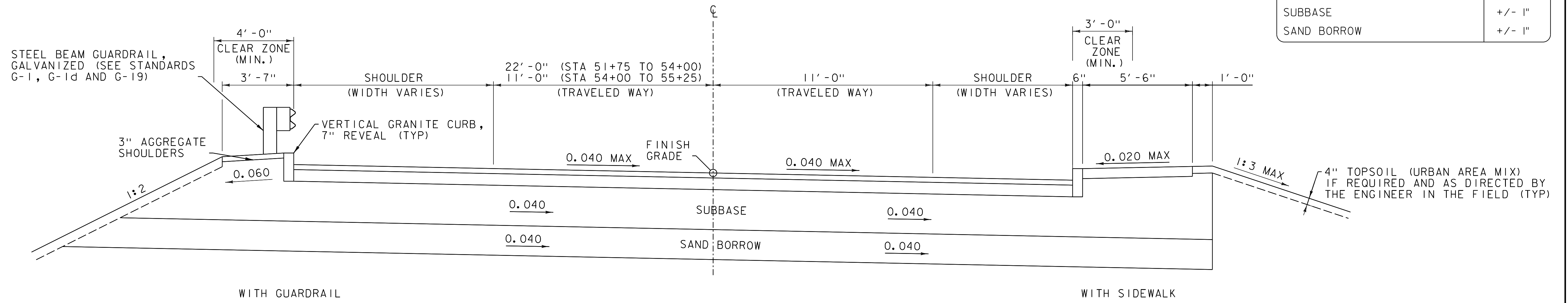
SCALE: 3/8" = 1'-0"

PROJECT NAME: PITTSFORD	
PROJECT NUMBER: BF 019-3(59)	
FILE NAME: z13b266sup.dgn	PLOT DATE: 3/31/2017
PROJECT LEADER: J. BYATT	DRAWN BY: M. SMITH
DESIGNED BY: N. CARON	CHECKED BY: S. BEAUMONT
TYPICAL BRIDGE SECTION	SHEET 3 OF 60



3" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, TYPE IVB) (2-1½" LIFTS)  
 7" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) (2-3½" LIFTS) (TYPE IIS)  
 24" SUBBASE OF DENSE GRADED CRUSHED STONE  
 18" SAND BORROW

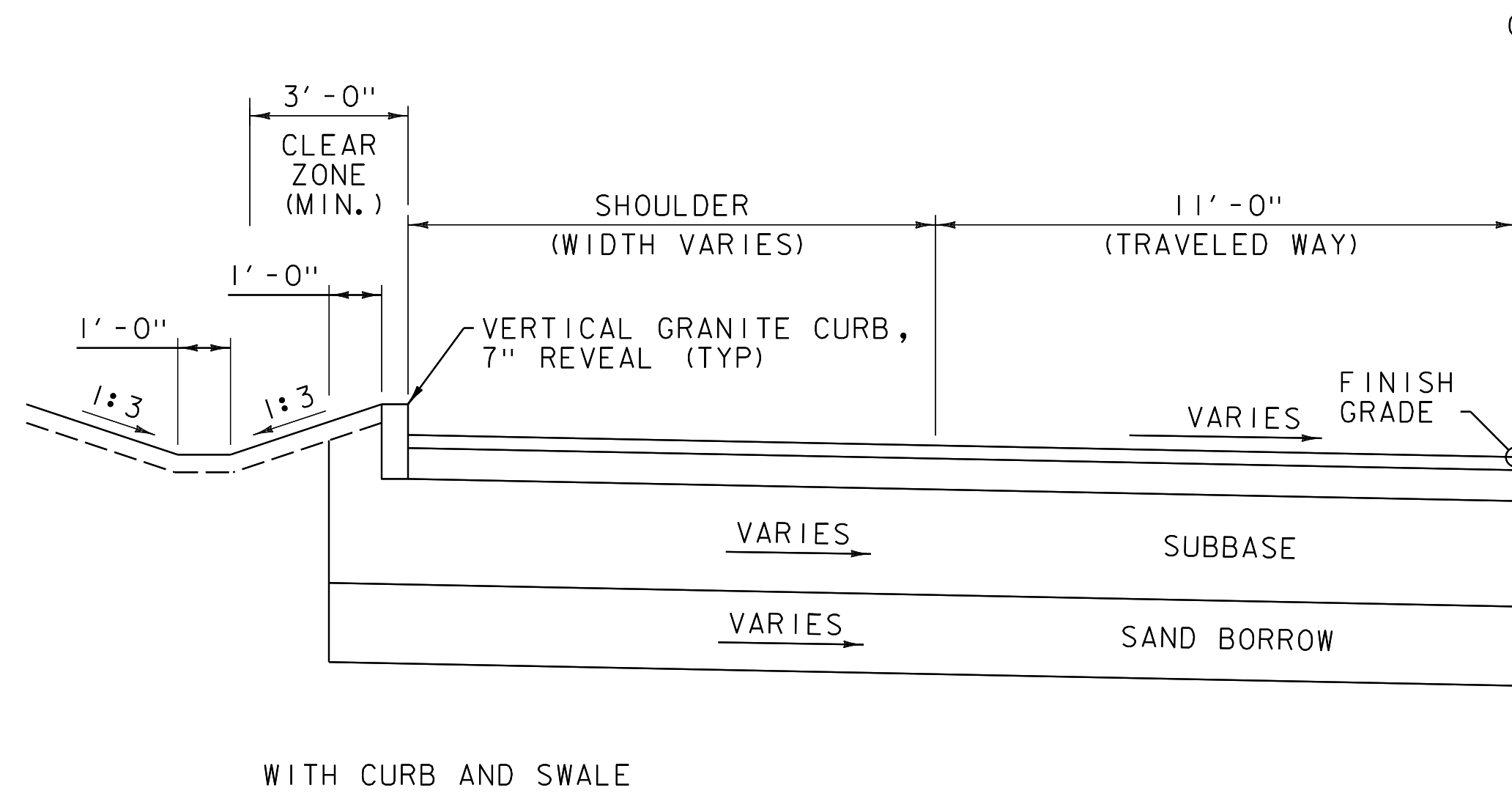
MATERIAL TOLERANCES (IF USED ON PROJECT)	
SURFACE	
- PAVEMENT (TOTAL THICKNESS)	+/- ¼"
- AGGREGATE SURFACE COURSE	+/- ½"
SUBBASE	+/- 1"
SAND BORROW	+/- 1"



### US ROUTE 7 MAXIMUM BANKED SECTION

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

3" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, TYPE IVB) (2-1½" LIFTS)  
 7" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) (2-3½" LIFTS) (TYPE IIS)  
 24" SUBBASE OF DENSE GRADED CRUSHED STONE  
 18" SAND BORROW



### US ROUTE 7 BANKED SECTION

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

PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

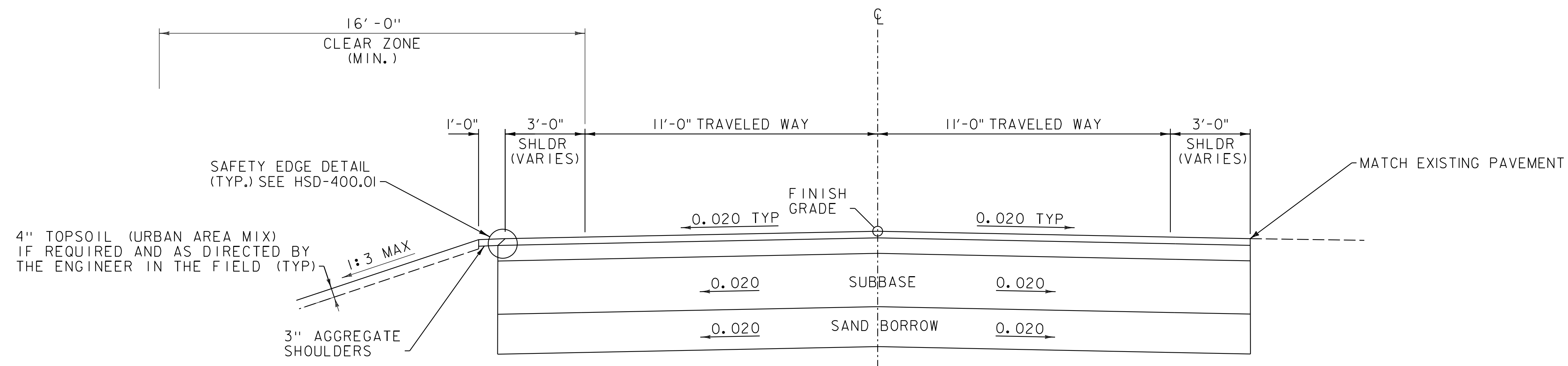
FILE NAME: z13b266frm.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: M. HALEY  
 TYPICAL ROADWAY SECTIONS SHEET 1

PLOT DATE: 3/31/2017  
 DRAWN BY: S. GOODWIN  
 CHECKED BY: P. SHEDD  
 SHEET 4 OF 60





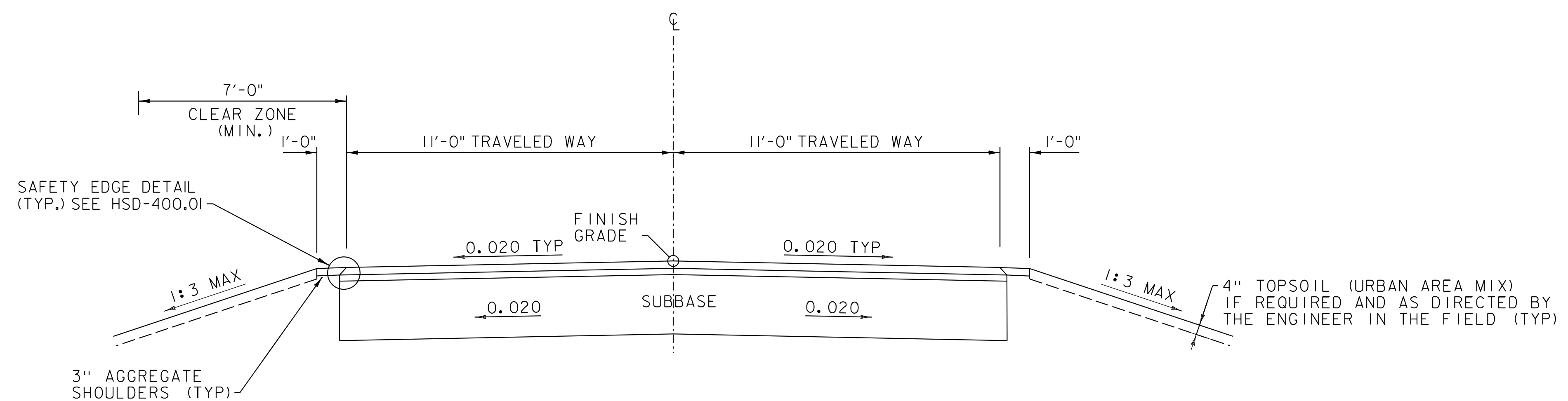
3" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, TYPE 1VB) (2-1½" LIFTS)  
 7" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) (2-3½" LIFTS) (TYPE 11S)  
 24" SUBBASE OF DENSE GRADED CRUSHED STONE  
 18" SAND BORROW



**VT ROUTE 3 TYPICAL SECTION**

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

3" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, TYPE 1VB) (2-1½" LIFTS)  
 2" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) (1-2" LIFT) (TYPE 11S)  
 24" SUBBASE OF DENSE GRADED CRUSHED STONE



**OXBOW RD TYPICAL SECTION**

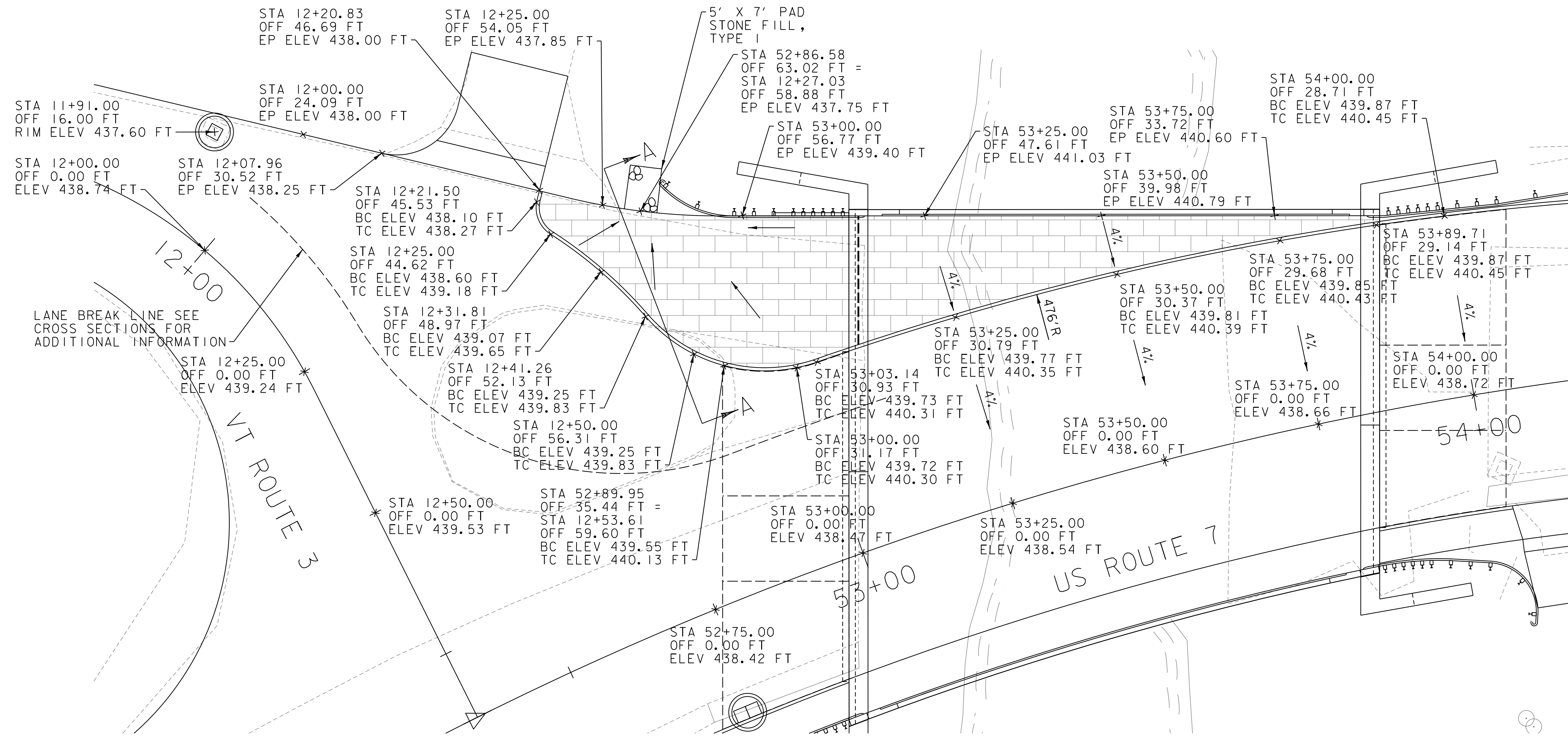
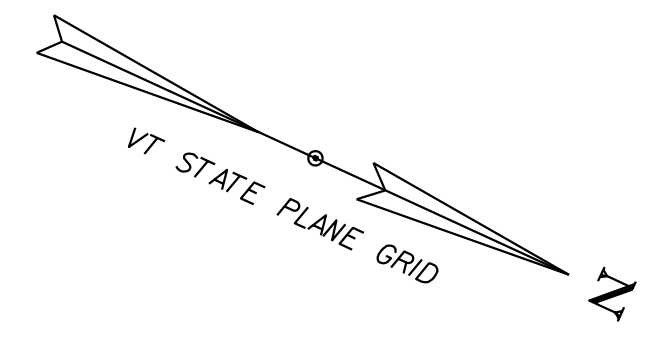
SCALE: 3/8" = 1'-0"

PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266frm.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: M. HALEY  
 TYPICAL ROADWAY SECTIONS SHEET 2

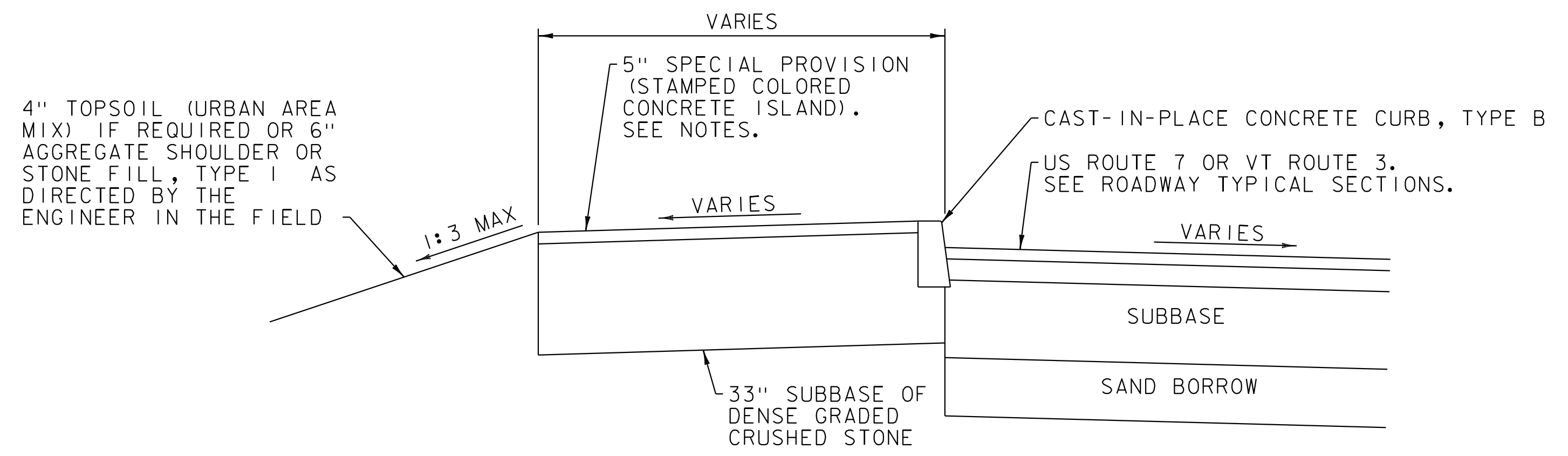
PLOT DATE: 3/31/2017  
 DRAWN BY: S. GOODWIN  
 CHECKED BY: P. SHEDD  
 SHEET 5 OF 60





**SPECIAL PROVISION (STAMPED COLORED CONCRETE ISLAND) DETAIL**

SCALE: 1" = 10'



**CONCRETE ISLAND SECTION A-A**

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

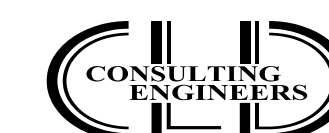
**SPECIAL PROVISION (STAMPED COLORED CONCRETE ISLAND) NOTES**

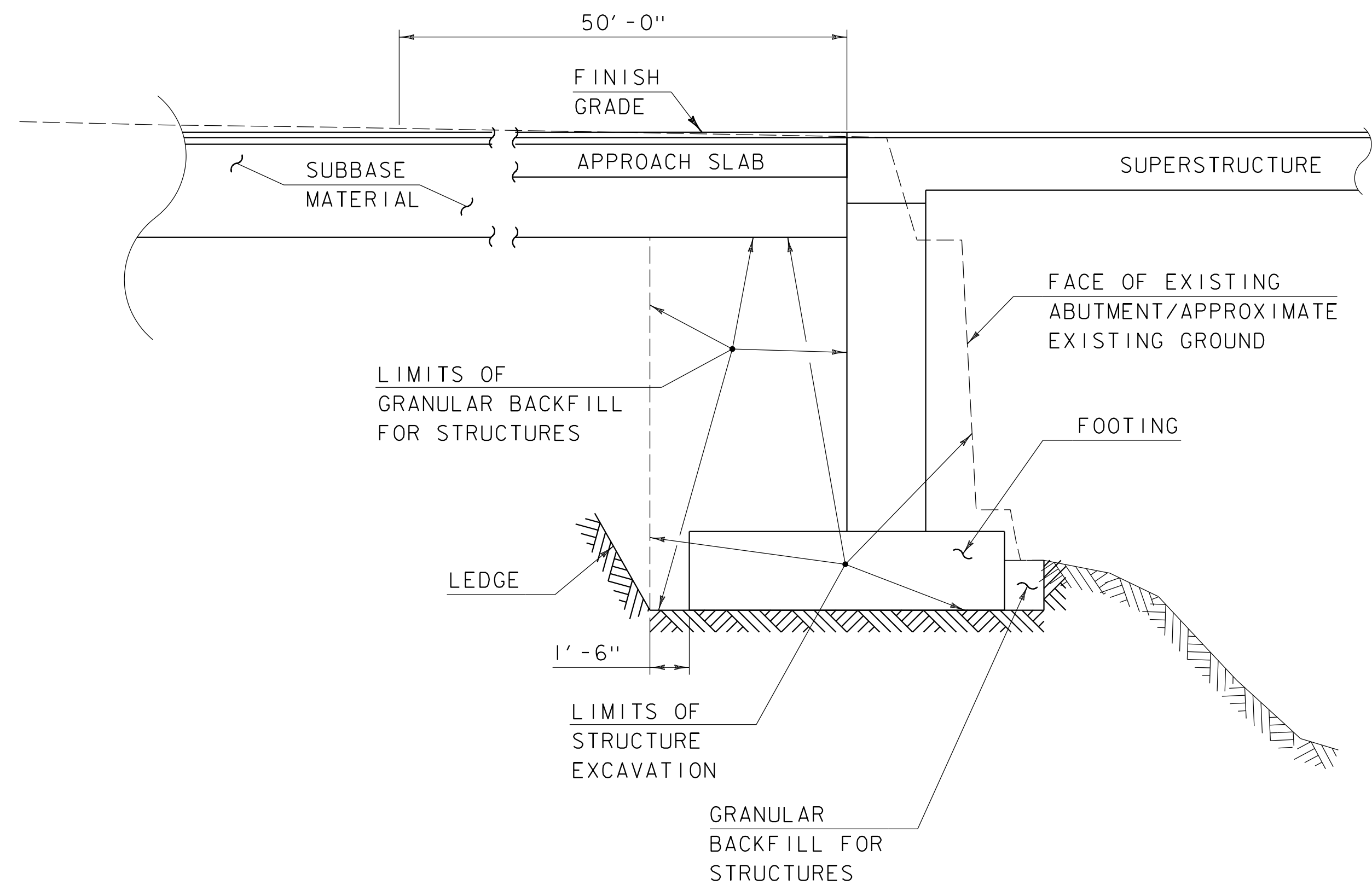
1. CONCRETE FOR THE ISLAND OFF OF THE BRIDGE SHALL BE PAID FOR UNDER ITEM 900.675, "SPECIAL PROVISION (STAMPED COLORED CONCRETE ISLAND)". CONCRETE SHALL COMPLY WITH SECTION 541 FOR CONCRETE, CLASS B.
2. CONCRETE FOR THE ISLAND ON THE BRIDGE SHALL BE PAID FOR UNDER ITEM 900.675, "SPECIAL PROVISION (STAMPED COLORED CONCRETE ISLAND, BRIDGE)". CONCRETE SHALL COMPLY WITH SECTION 501 FOR HIGH PERFORMANCE CONCRETE, CLASS A.
3. THE COLOR OF THE CONCRETE AGGREGATE SHALL MATCH THAT OF THE COLORED CONCRETE.
4. CONCRETE SHALL BE STAMPED WITH RUNNING BOND PATTERN. COLOR SHALL BE LIGHT GRAY.
5. CONCRETE ISLAND SHALL HAVE A SAWED PAVEMENT JOINT CONSTRUCTED ALONG THE BRIDGE JOINT.

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

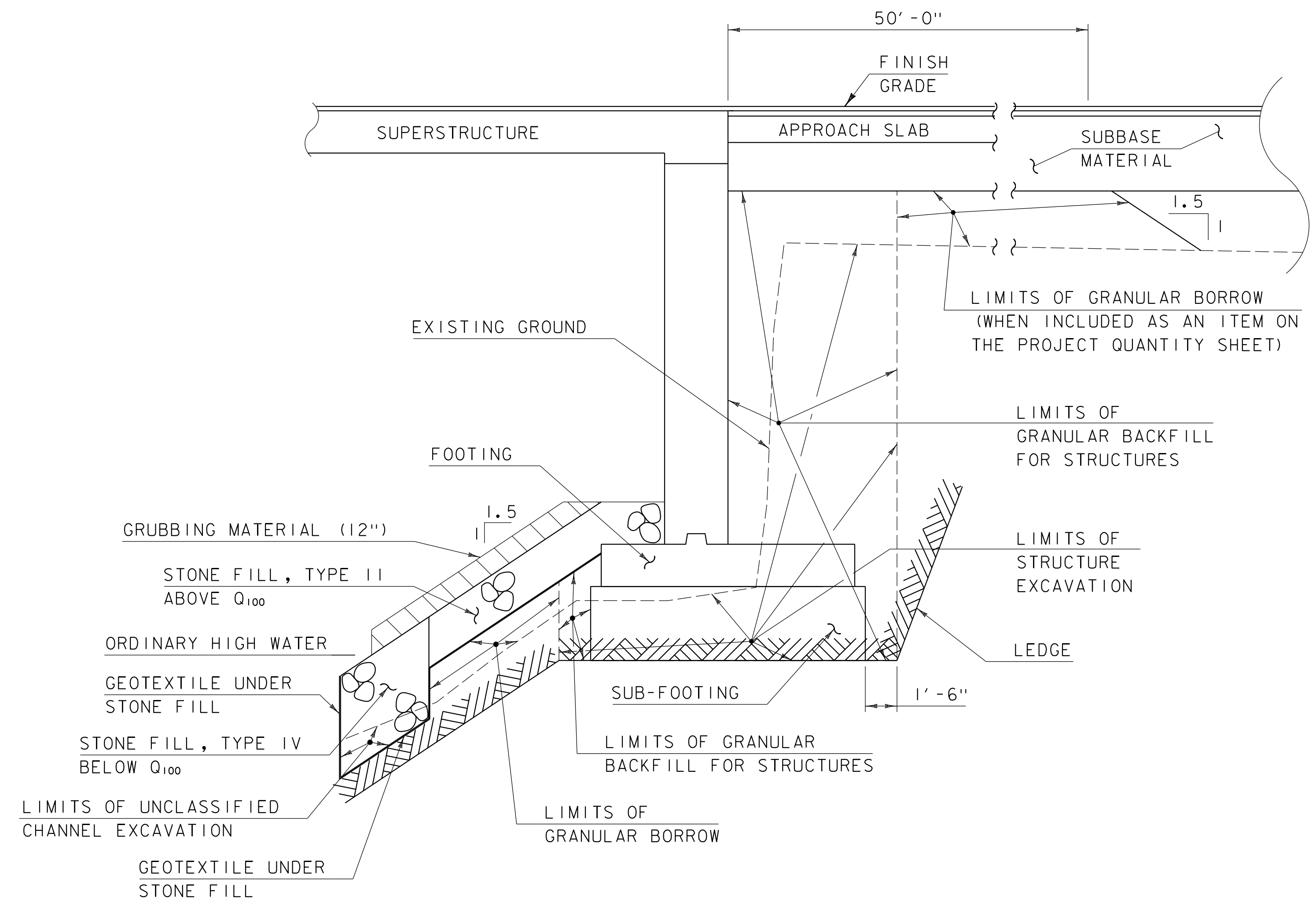
FILE NAME: z13b266frm.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
DETAIL SHEET 1

PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 6 OF 60

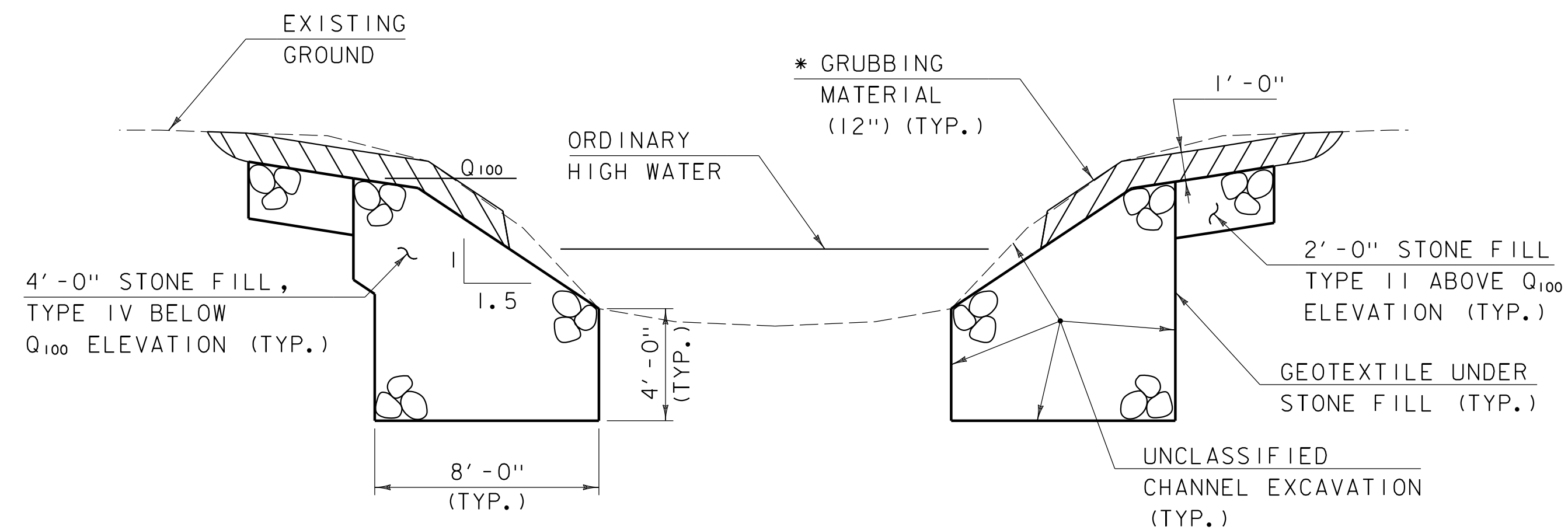




**TYPICAL ABUTMENT 1 EARTHWORK SECTION**  
NOT TO SCALE



**TYPICAL ABUTMENT 2 EARTHWORK SECTION**  
NOT TO SCALE



**TYPICAL CHANNEL SECTION**  
NOT TO SCALE

\* WHENEVER CHANNEL SLOPE INTERSECTS ROADWAY SUBBASE, GRUBBING MATERIAL SHALL BEGIN AT THE BOTTOM OF SUBBASE.

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266sub.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: N. CARON  
TYPICAL EARTHWORK SECTIONS

PLOT DATE: 3/31/2017  
DRAWN BY: M. SMITH  
CHECKED BY: S. BEAUMONT  
SHEET 7 OF 60



**GENERAL INFORMATION**

**SYMBOLGY LEGEND NOTE**

THE SYMBOLGY ON THIS SHEET IS INTENDED TO COVER STANDARD CONVENTIONAL SYMBOLGY. THE SYMBOLGY IS USED FOR EXISTING & PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROJECT ANNOTATION, AS NOTED ON PROJECT PLAN SHEETS. THIS LEGEND SHEET COVERS THE BASICS. SYMBOLGY ON PLANS MAY VARY, PLAN ANNOTATIONS AND NOTES SHOULD BE USED TO CLARIFY AS NEEDED.

**R. O. W. ABBREVIATIONS (CODES) & SYMBOLS**

POINT CODE	DESCRIPTION
CH	CHANNEL EASEMENT
CONST	CONSTRUCTION EASEMENT
CUL	CULVERT EASEMENT
D&C	DISCONNECT & CONNECT
DIT	DITCH EASEMENT
DR	DRAINAGE EASEMENT
DRIVE	DRIVEWAY EASEMENT
EC	EROSION CONTROL
HWY	HIGHWAY EASEMENT
I&M	INSTALL & MAINTAIN EASEMENT
LAND	LANDSCAPE EASEMENT
R&RES	REMOVE & RESET
R&REP	REMOVE & REPLACE
SR	SLOPE RIGHT
UE	UTILITY EASEMENT
(P)	PERMANENT EASEMENT
(T)	TEMPORARY EASEMENT
■	BNDNS BOUND SET
▣	BNDNS BOUND TO BE SET
●	IPNS IRON PIN SET
⊙	IPNS IRON PIN TO BE SET
⊠	CALC EXISTING ROW POINT
○	PROW PROPOSED ROW POINT
[LENGTH]	LENGTH CARRIED ON NEXT SHEET

**COMMON TOPOGRAPHIC POINT SYMBOLS**

POINT CODE	DESCRIPTION
⊕	APL BOUND APPARENT LOCATION
□	BM BENCHMARK
▣	BND BOUND
⊠	CB CATCH BASIN
⊕	COMB COMBINATION POLE
⊠	DITHR DROP INLET THROATED DNC
⊕	EL ELECTRIC POWER POLE
○	FPOLE FLAGPOLE
○	GASFIL GAS FILLER
○	GP GUIDE POST
×	GSO GAS SHUT OFF
○	GUY GUY POLE
○	GUYW GUY WIRE
×	GV GATE VALUE
⊕	H TREE HARDWOOD
△	HCTRL CONTROL HORIZONTAL
△	HVCTRL CONTROL HORIZ. & VERTICAL
◇	HYD HYDRANT
○	IP IRON PIN
●	IPIPE IRON PIPE
⊠	LI LIGHT - STREET OR YARD
⊕	MB MAILBOX
○	MH MANHOLE (MH)
⊠	MM MILE MARKER
⊠	PM PARKING METER
⊠	PMK PROJECT MARKER
○	POST POST STONE/WOOD
⊠	RRSIG RAILROAD SIGNAL
⊕	RRSL RAILROAD SWITCH LEVER
⊕	S TREE SOFTWOOD
⊕	SAT SATELLITE DISH
⊕	SHRUB SHRUB
⊕	SIGN SIGN
⊕	STUMP STUMP
⊕	TEL TELEPHONE POLE
○	TIE TIE
⊕	TSIGN SIGN W/DOUBLE POST
⊕	VCTRL CONTROL VERTICAL
○	WELL WELL
×	WSO WATER SHUT OFF

THESE ARE COMMON VAOT SURVEY POINT SYMBOLS FOR EXISTING FEATURES, ALSO USED FOR PROPOSED FEATURES WITH HEAVIER LINEWEIGHT, IN COMBINATION WITH PROPOSED ANNOTATION.

**PROPOSED GEOMETRY CODES**

CODE	DESCRIPTION
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
CC	CENTER OF CURVE
PT	POINT OF TANGENCY
PCC	POINT OF COMPOUND CURVE
PRC	POINT OF REVERSE CURVE
POB	POINT OF BEGINNING
POE	POINT OF ENDING
STA	STATION PREFIX
AH	AHEAD STATION SUFFIX
BK	BACK STATION SUFFIX
D	CURVE DEGREE OF (100FT)
R	CURVE RADIUS OF
T	CURVE TANGENT LENGTH
L	CURVE LENGTH OF
E	CURVE EXTERNAL DISTANCE

**UTILITY SYMBOLGY**

**UNDERGROUND UTILITIES**

— UGU —	UTILITY (GENERIC-UNKNOWN)
— UT —	TELEPHONE
— UE —	ELECTRIC
— UC —	CABLE (TV)
— UEC —	ELECTRIC+CABLE
— UET —	ELECTRIC+TELEPHONE
— UCT —	CABLE+TELEPHONE
— UECT —	ELECTRIC+CABLE+TELEP.
— G —	GAS LINE
— W —	WATER LINE
— S —	SANITARY SEWER (SEPTIC)

**ABOVE GROUND UTILITIES (AERIAL)**

— AGU —	UTILITY (GENERIC-UNKNOWN)
— T —	TELEPHONE
— E —	ELECTRIC
— C —	CABLE (TV)
— EC —	ELECTRIC+CABLE
— ET —	ELECTRIC+TELEPHONE
— AER E&T —	ELECTRIC+TELEPHONE
— CT —	CABLE+TELEPHONE
— ECT —	ELECTRIC+CABLE+TELEP.
—	UTILITY POLE GUY WIRE

**PROJECT CONSTRUCTION SYMBOLGY**

**PROJECT DESIGN & LAYOUT SYMBOLGY**

— — — CZ — — —	CLEAR ZONE
—————	PLAN LAYOUT MATCHLINE

**PROJECT CONSTRUCTION FEATURES**

▲ —▲—▲—▲—▲	TOP OF CUT SLOPE
○ —○—○—○—○	TOE OF FILL SLOPE
⊗ ⊗ ⊗ ⊗ ⊗	STONE FILL
-----	BOTTOM OF DITCH
-----	CULVERT PROPOSED
-----	STRUCTURE SUBSURFACE
PDF ——— PDF ———	PROJECT DEMARCATION FENCE
BF — x — x — x — BF — x — x —	BARRIER FENCE
xxxxxxxxxxxxxxxxxxxxxxxx	TREE PROTECTION ZONE (TPZ)
//// //// //// ////	STRIPING LINE REMOVAL
~~~~~	SHEET PILES

**CONVENTIONAL BOUNDARY SYMBOLGY**

**BOUNDARY LINES**

—————	TOWN BOUNDARY LINE
—————	COUNTY BOUNDARY LINE
—————	STATE BOUNDARY LINE
———	PROPOSED STATE R.O.W. (LIMITED ACCESS)
———	PROPOSED STATE R.O.W.
———	STATE ROW (LIMITED ACCESS)
———	STATE ROW
———	TOWN ROW
-----	PERMANENT EASEMENT LINE (P)
-----	TEMPORARY EASEMENT LINE (T)
-----	SURVEY LINE
— P — P —	PROPERTY LINE (P/L)
— L — L —	PROPERTY LINE (P/L)
▲ — SR — SR — SR —	SLOPE RIGHTS
6f ——— 6f ———	6F PROPERTY BOUNDARY
4f ——— 4f ———	4F PROPERTY BOUNDARY
HAZ ——— HAZ ———	HAZARDOUS WASTE

**EPSC LAYOUT PLAN SYMBOLGY**

**EPSC MEASURES**

ONNOONNOONNO	FILTER CURTAIN
—○—○—○—○—○—○—	SILT FENCE
—x—x—x—x—x—x—	SILT FENCE WOVEN WIRE
▶ —▶—▶—▶—▶—▶—	CHECK DAM
▣	DISTURBED AREAS REQUIRING RE-VEGETATION
⊠	EROSION MATTING

SEE EPSC DETAIL SHEETS FOR ADDITIONAL SYMBOLGY

**ENVIRONMENTAL RESOURCES**

———	WETLAND BOUNDARY
-----	RIPARIAN BUFFER ZONE
-----	WETLAND BUFFER ZONE
-----	SOIL TYPE BOUNDARY
—— T&E ———	THREATENED & ENDANGERED SPECIES
—— HAZ ———	HAZARDOUS WASTE AREA
—— AG ———	AGRICULTURAL LAND
—— HABITAT ———	FISH & WILDLIFE HABITAT
—— FLOOD PLAIN ———	FLOOD PLAIN
—— OHW ———	ORDINARY HIGH WATER (OHW)
——	STORM WATER
——	USDA FOREST SERVICE LANDS
——	WILDLIFE HABITAT SUIT/CONN

**ARCHEOLOGICAL & HISTORIC**

—— ARCH ———	ARCHEOLOGICAL BOUNDARY
—— HISTORIC DIST ———	HISTORIC DISTRICT BOUNDARY
—— HISTORIC ———	HISTORIC AREA
Ⓜ	HISTORIC STRUCTURE

**CONVENTIONAL TOPOGRAPHIC SYMBOLGY**

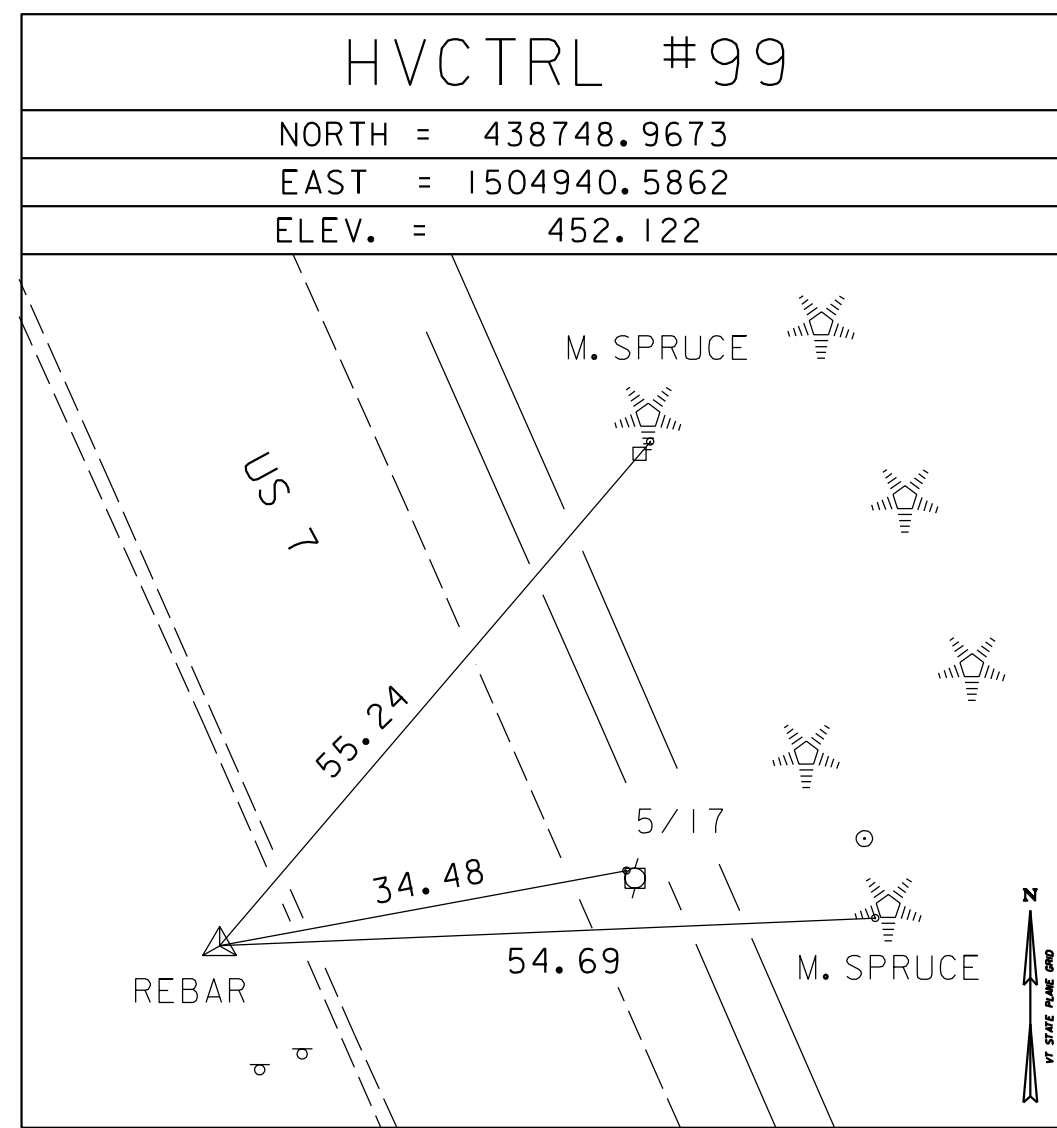
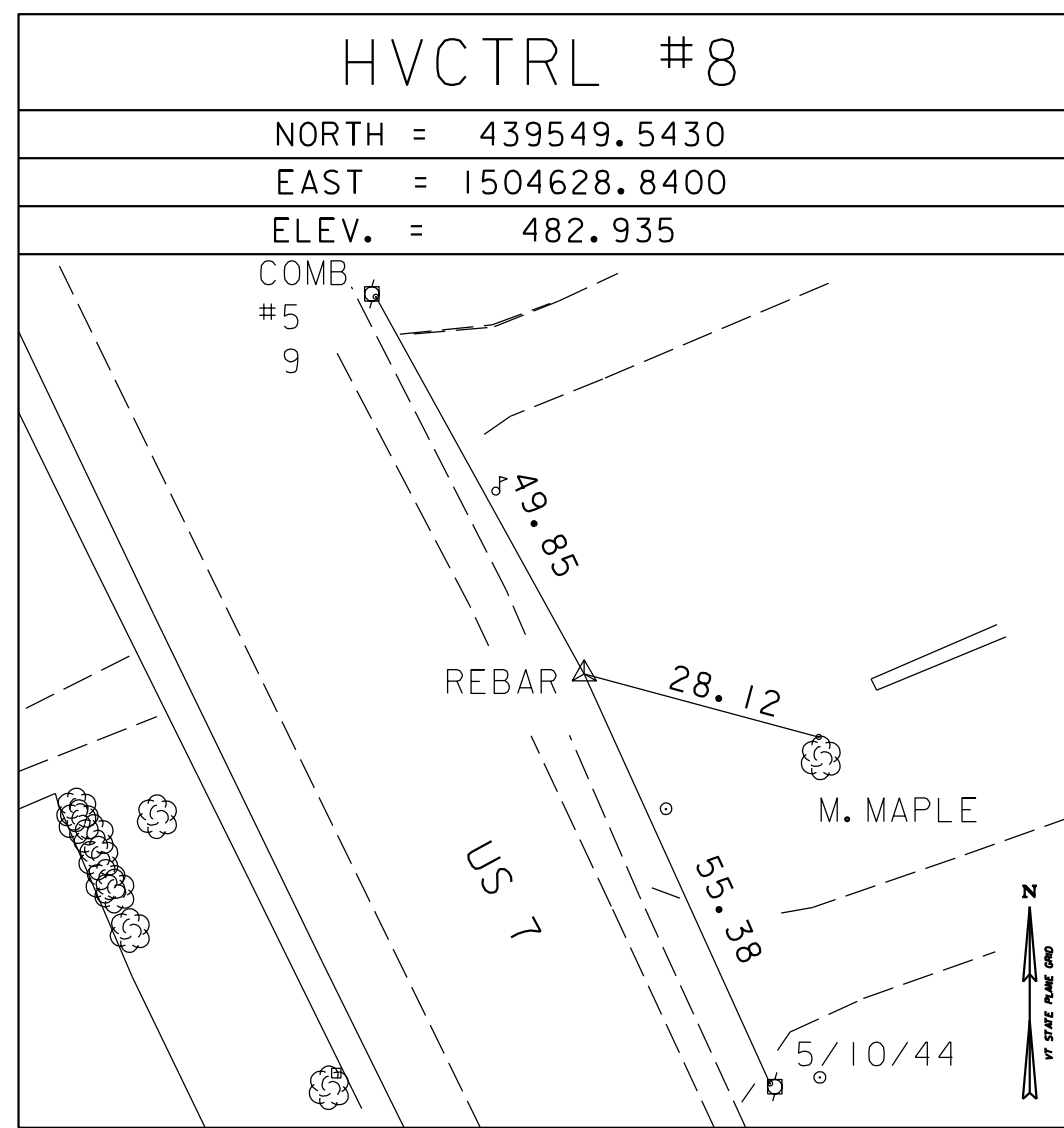
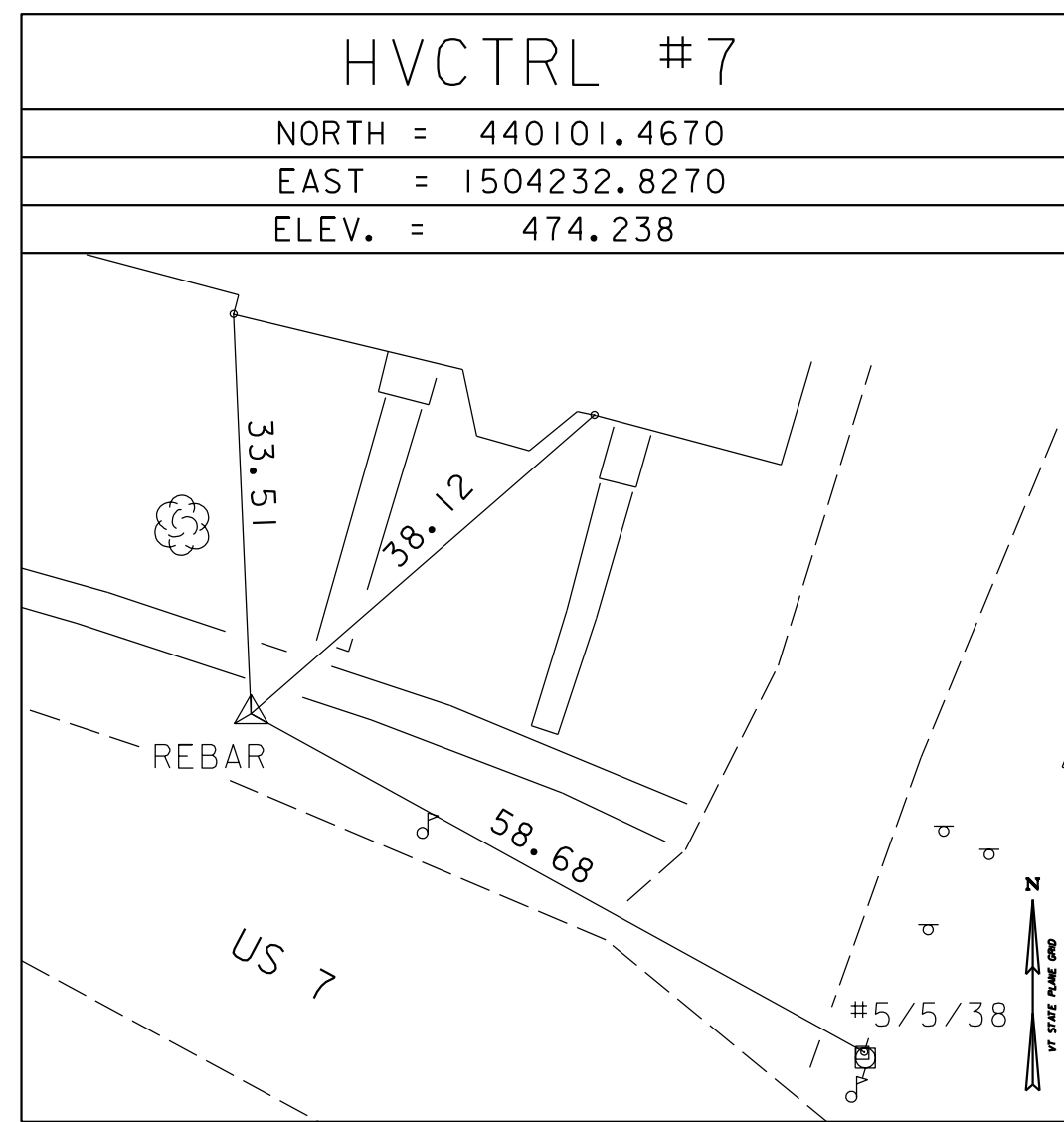
**EXISTING FEATURES**

-----	ROAD EDGE PAVEMENT
-----	ROAD EDGE GRAVEL
-----	DRIVEWAY EDGE
-----	DITCH
-----	FOUNDATION
x — x — x — x — x —	FENCE (EXISTING)
□ —□—□—□—□—□—	FENCE WOOD POST
○ —○—○—○—○—○—	FENCE STEEL POST
~~~~~	GARDEN
○ —○—○—○—○—○—	ROAD GUARDRAIL
	RAILROAD TRACKS
-----	CULVERT (EXISTING)
-----	STONE WALL
-----	WALL
~~~~~	WOOD LINE
~~~~~	BRUSH LINE
~~~~~	HEDGE
-----	BODY OF WATER EDGE
-----	LEDGE EXPOSED

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

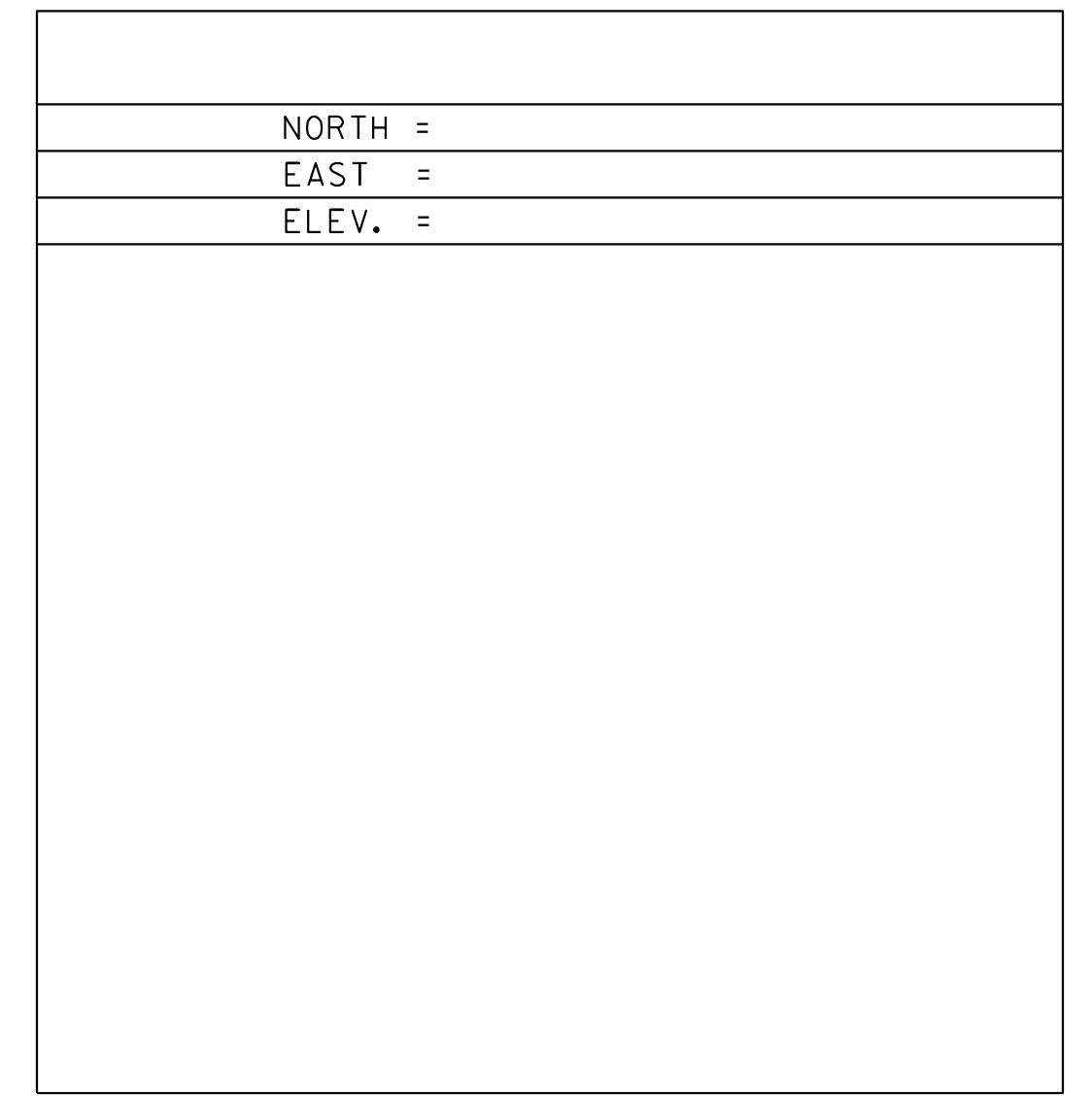
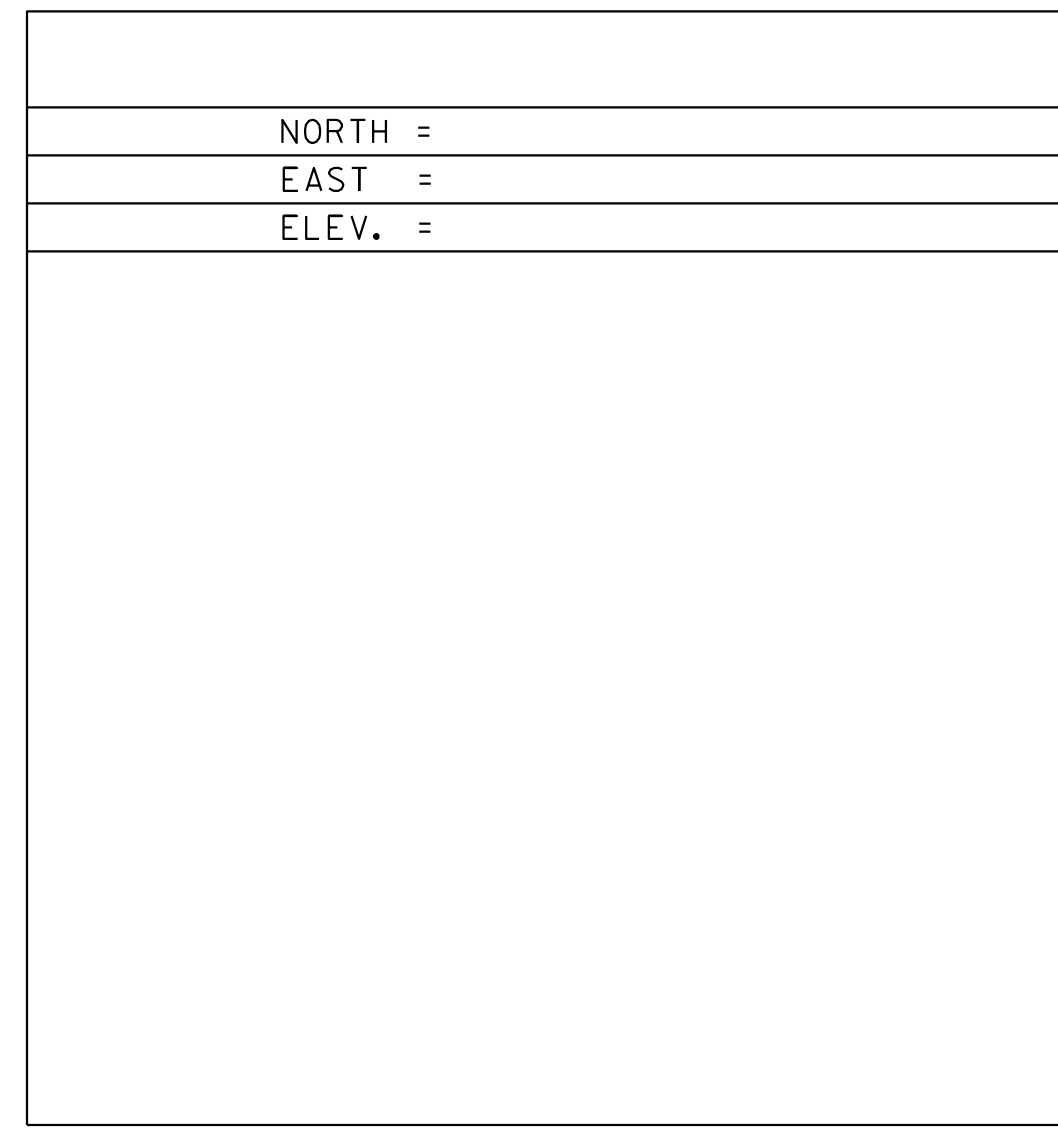
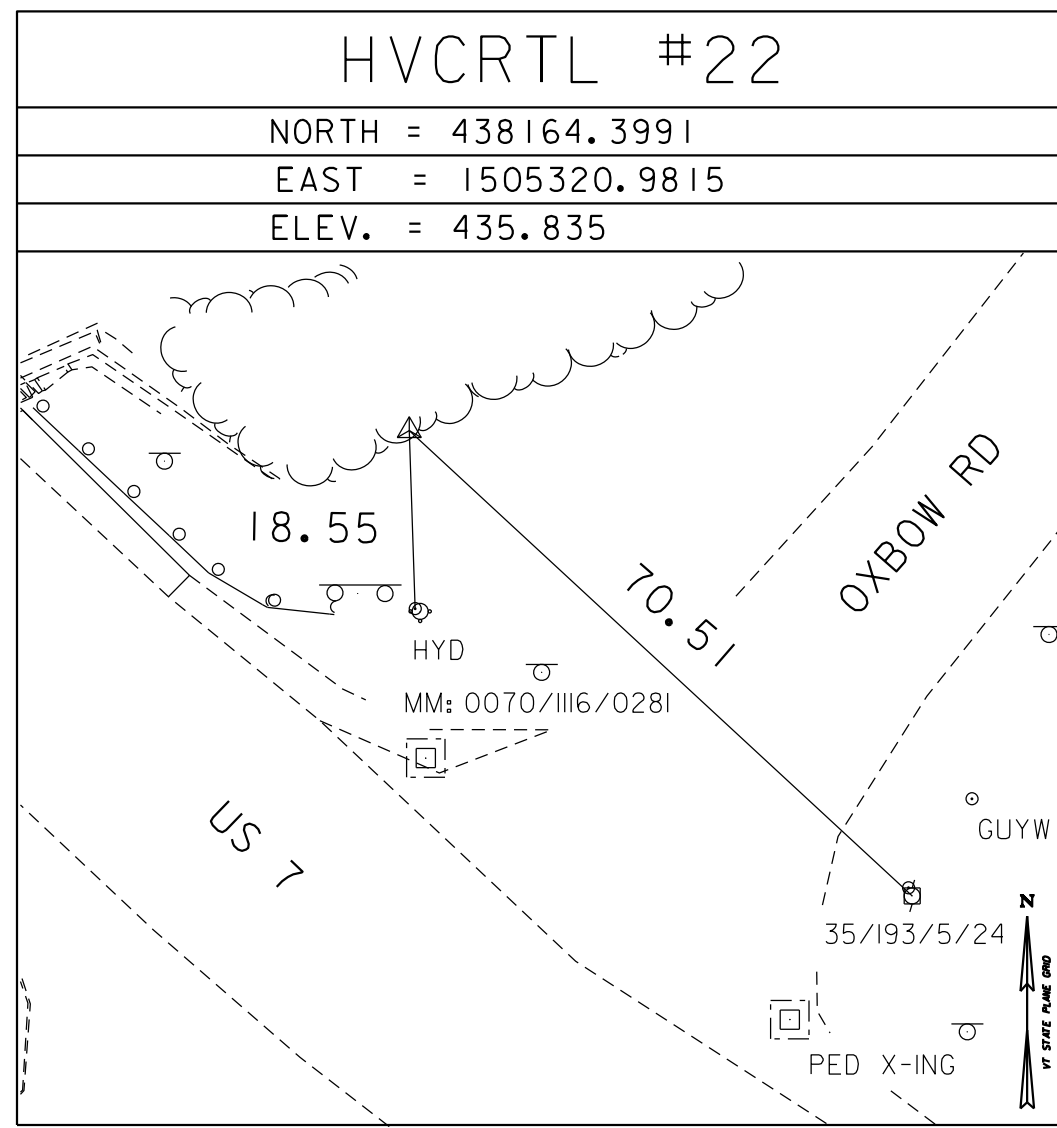
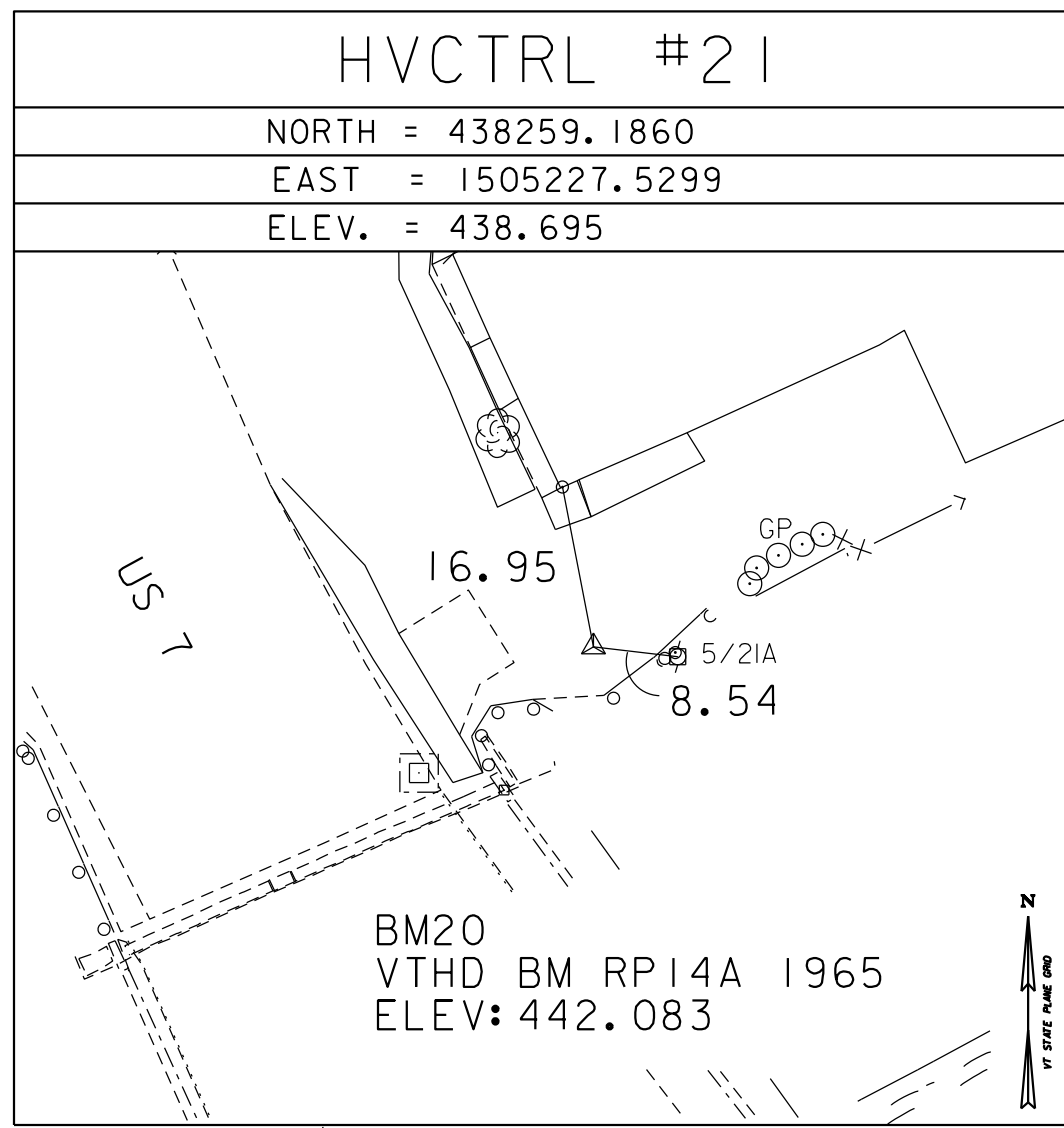
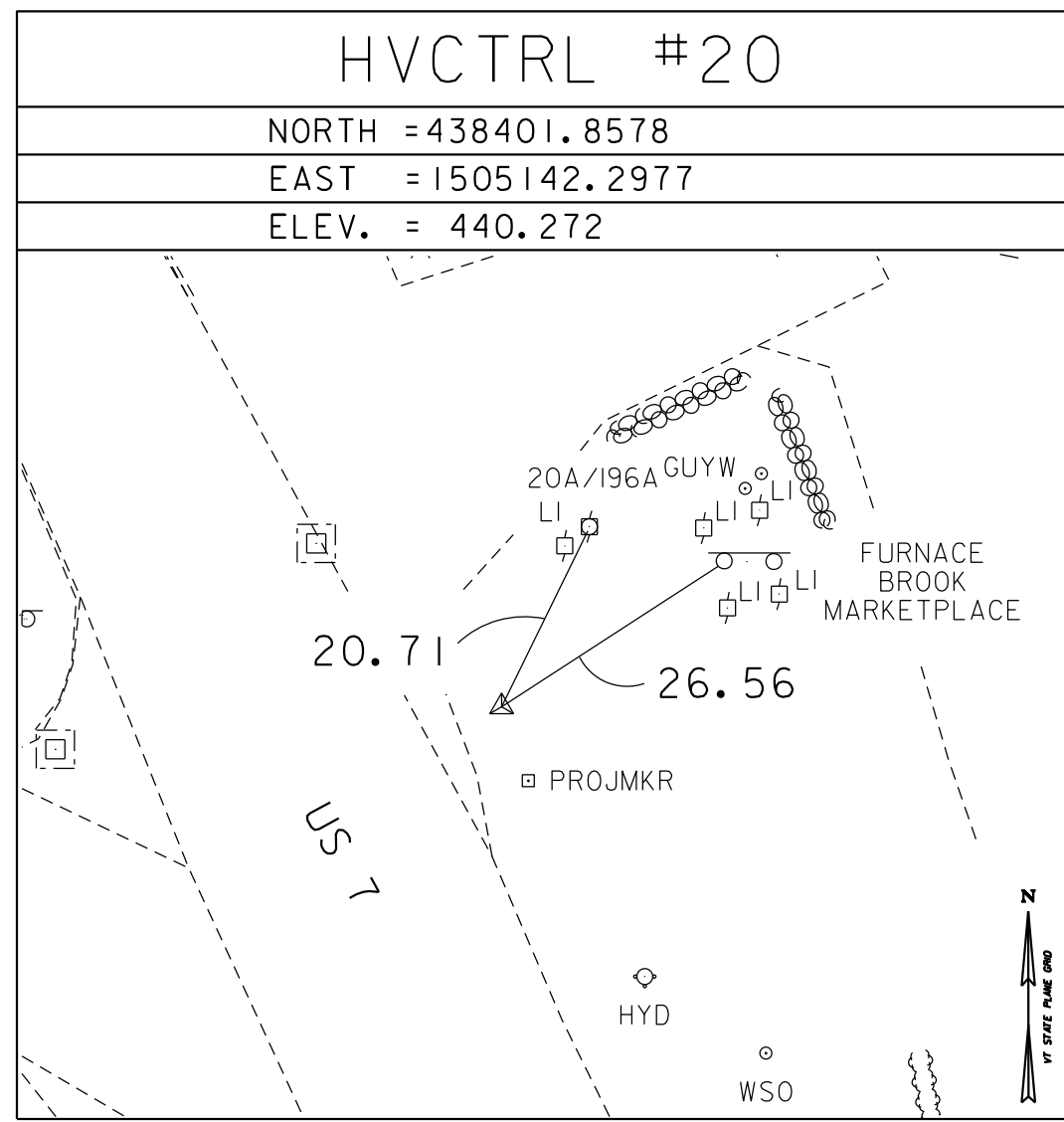
FILE NAME: z13b266frm.dgn PLOT DATE: 3/31/2017  
PROJECT LEADER: J. BYATT DRAWN BY: S. GOODWIN  
DESIGNED BY: M. HALEY CHECKED BY: P. SHEDD  
CONVENTIONAL SYMBOLGY LEGEND SHEET SHEET 8 OF 60

TRAVERSE POINTS



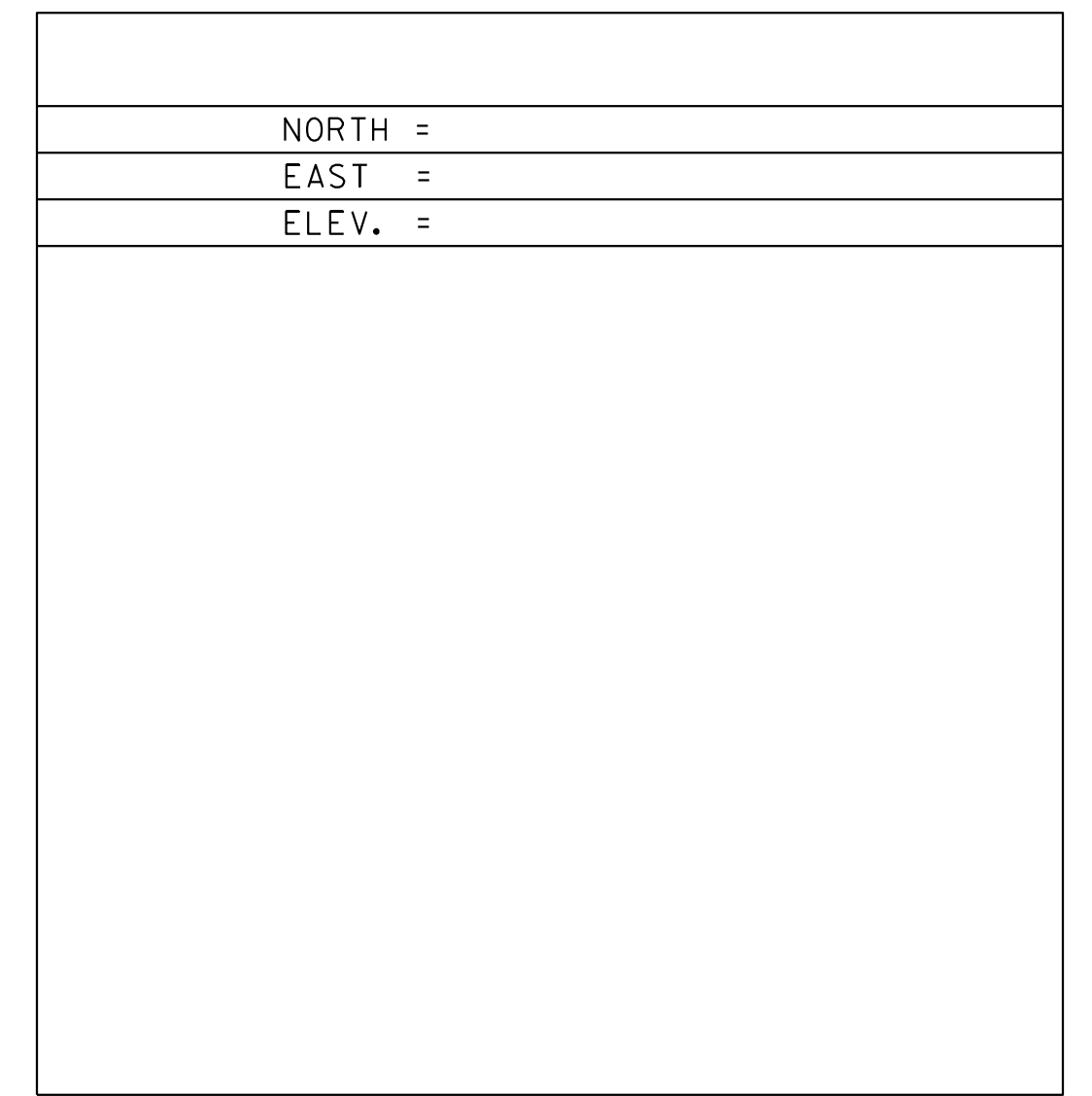
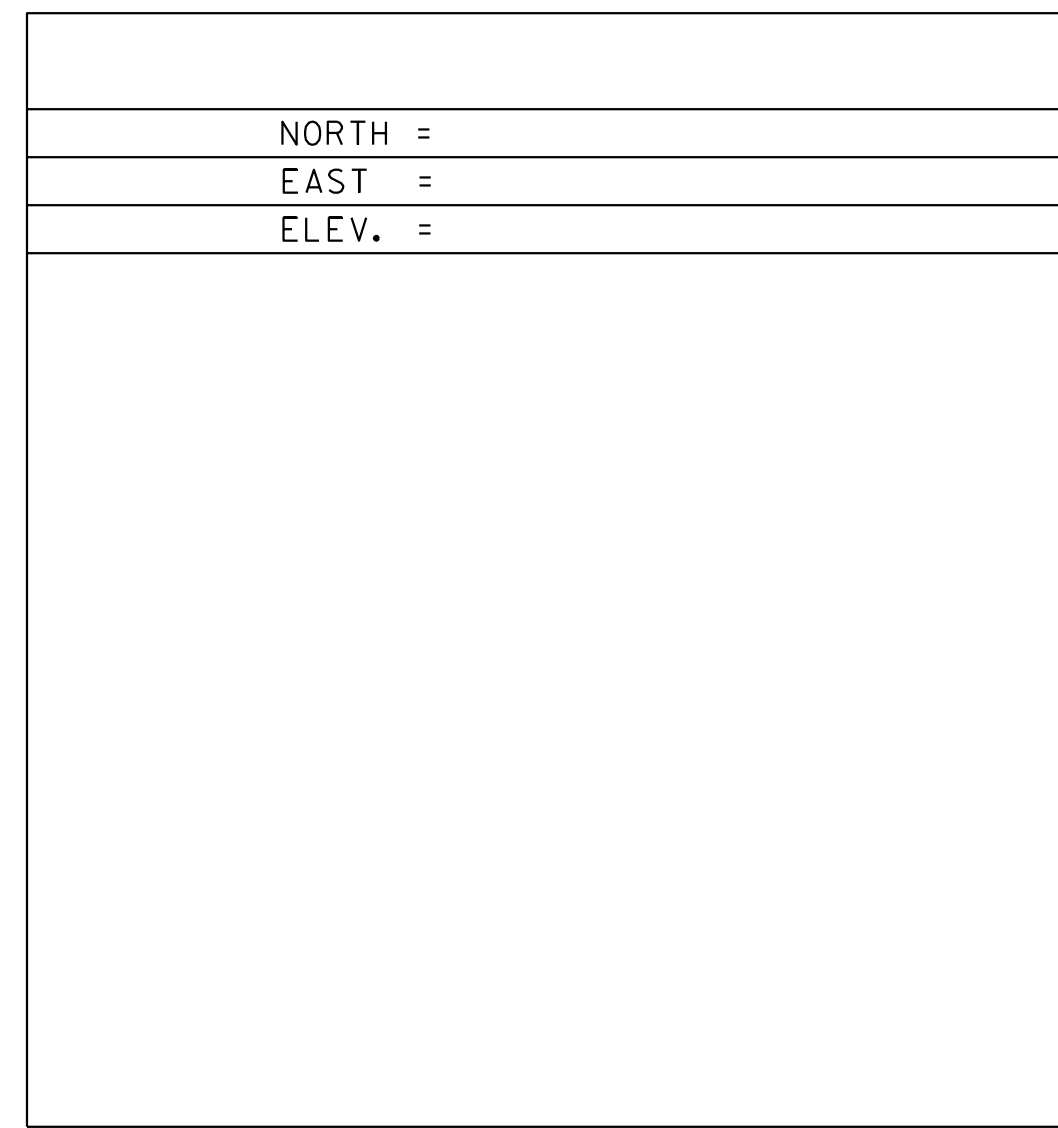
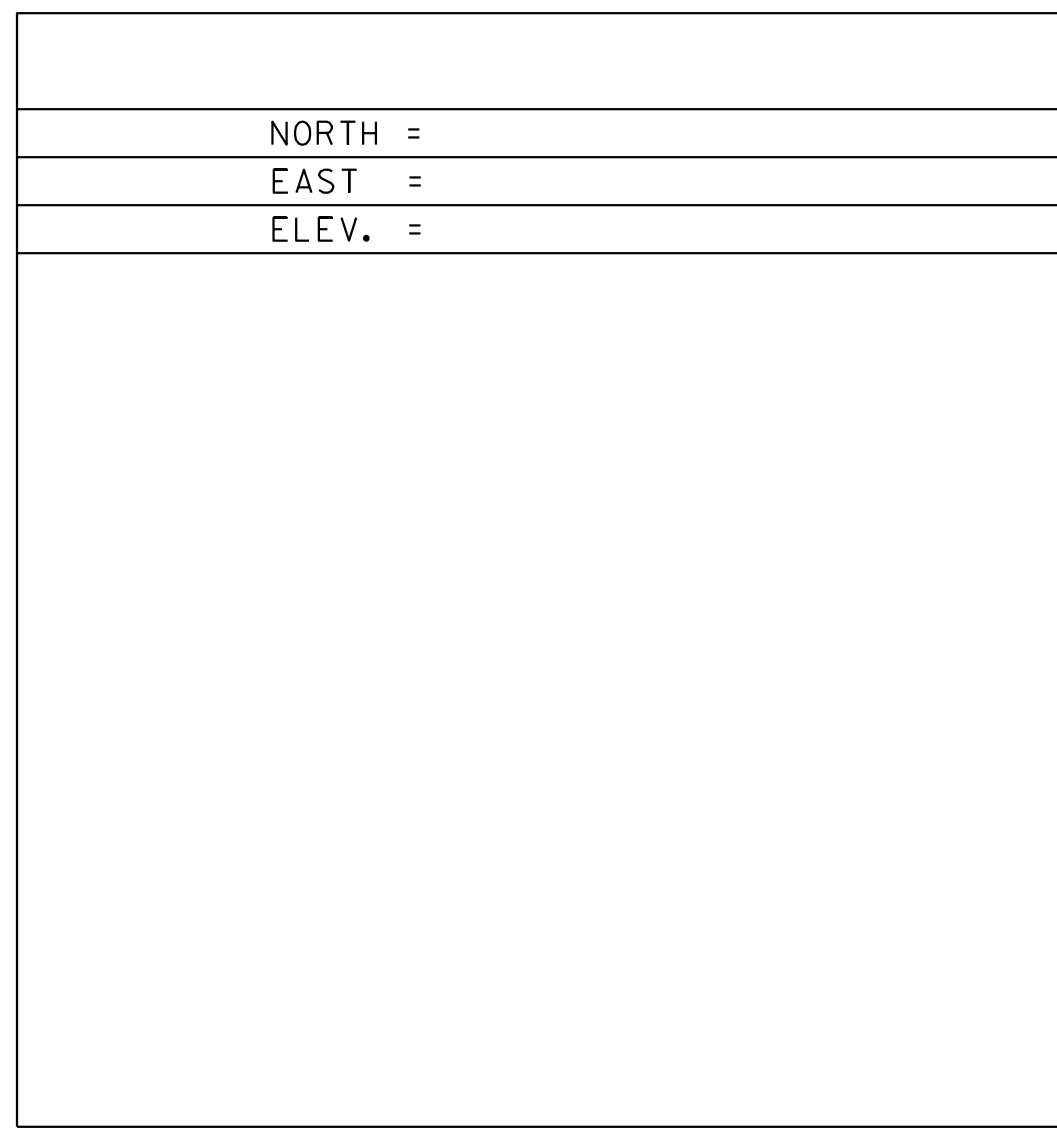
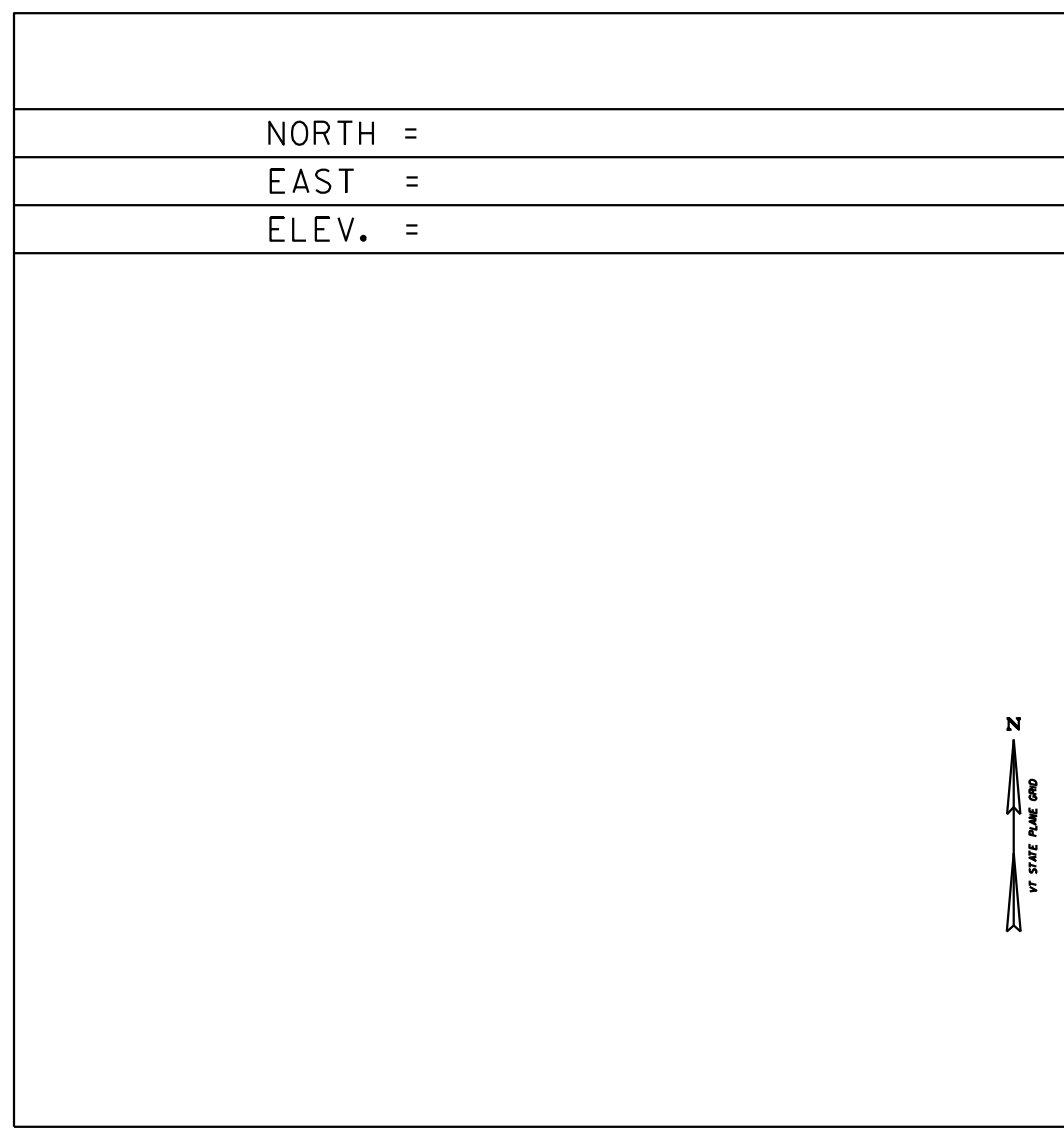
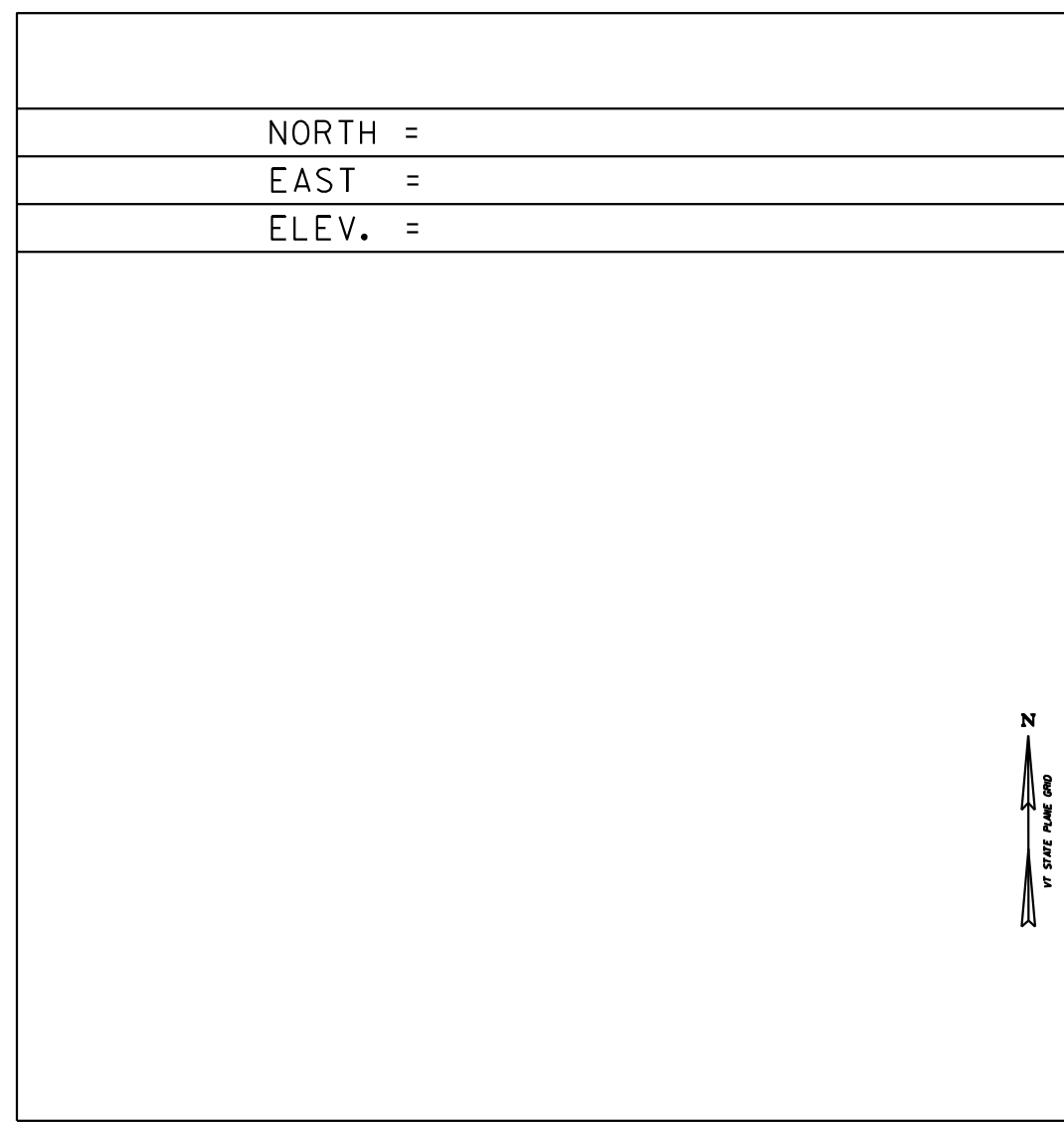
\* MAIN TRAVERSE COMPLETED: BY R.GILMAN, T.COMPANION & D.BREER ON 2/23/1999 - RECOVERED BY L.ORVIS PC/H.MCGOAN, G.HITCHCOCK 12/18/2013

TRAVERSE TIES



\*TRAVERSE COMPLETED 12/18/2013 BY L.ORVIS P.C. & G.HITCHCOCK, H.MCGOWAN

ALIGNMENT TIES



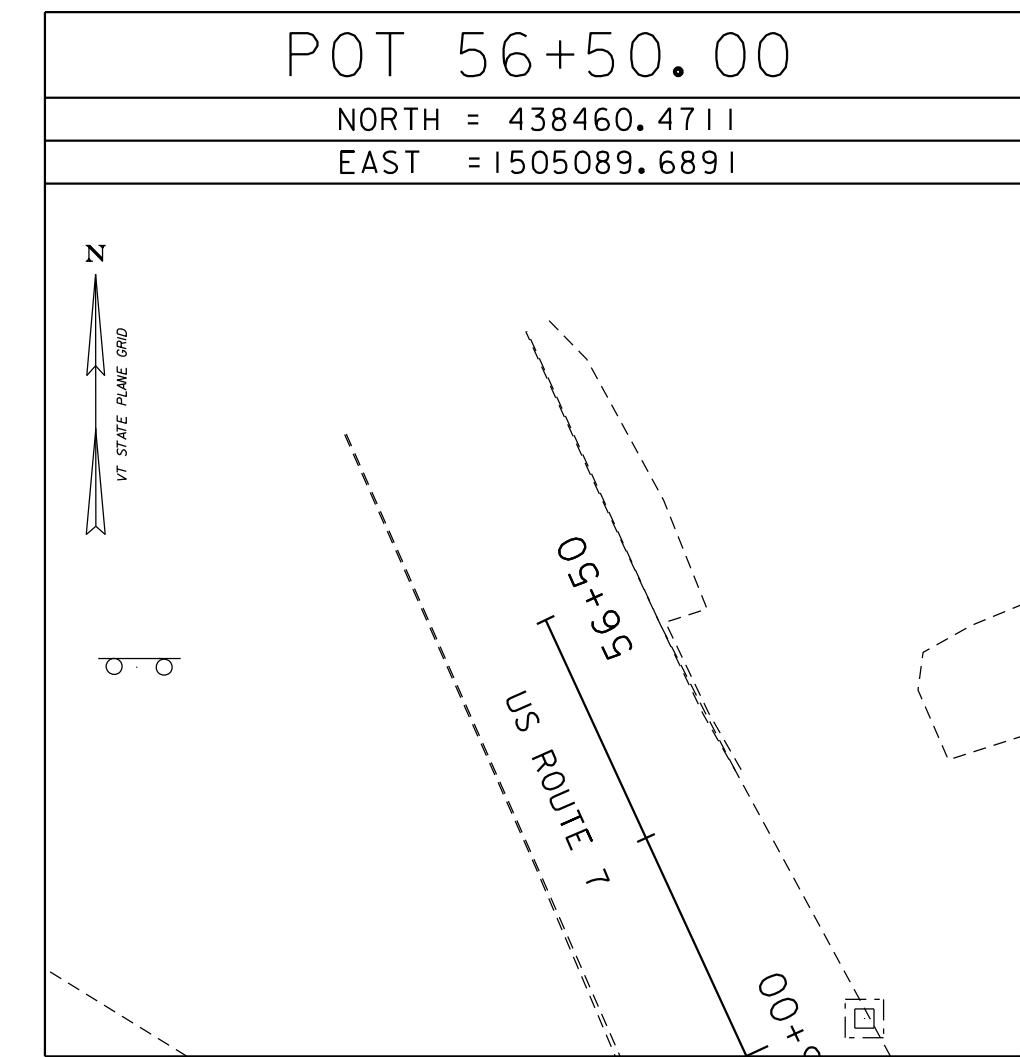
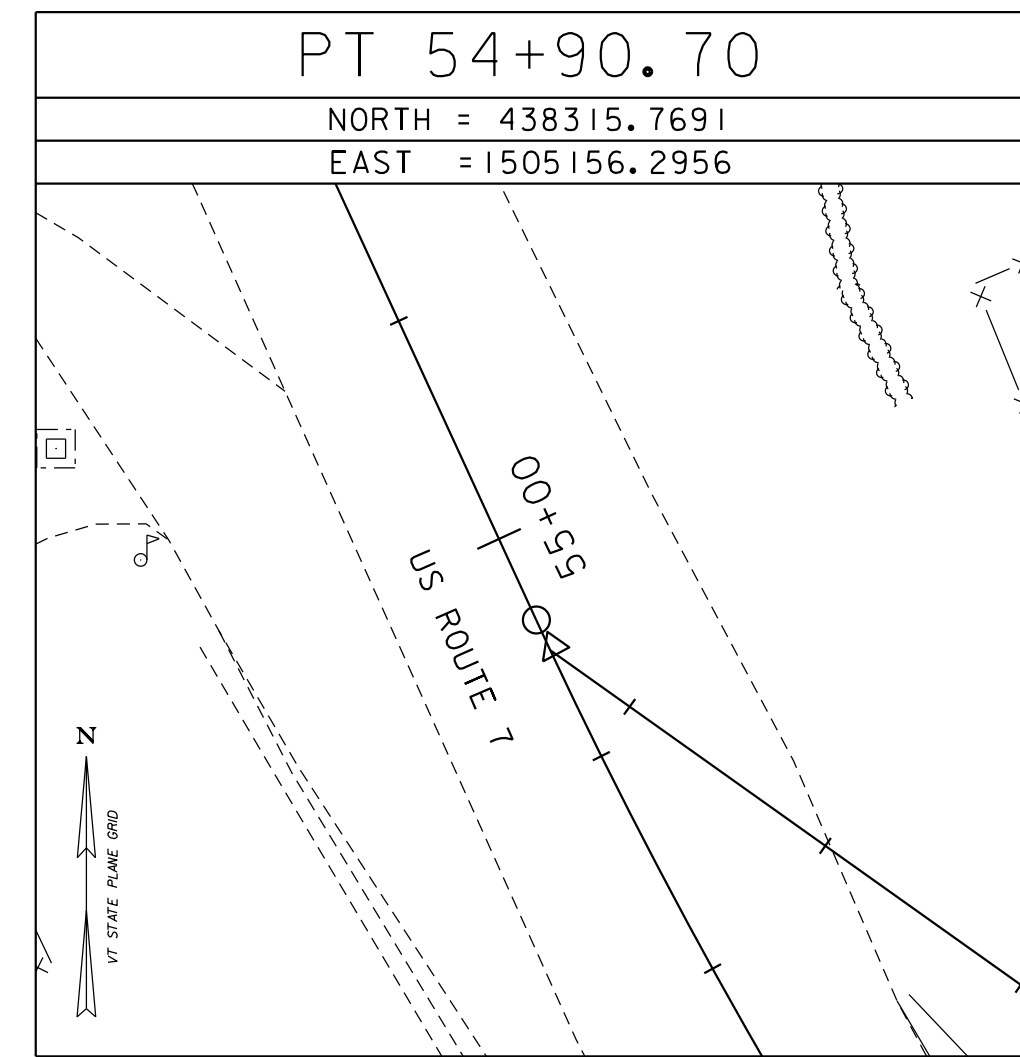
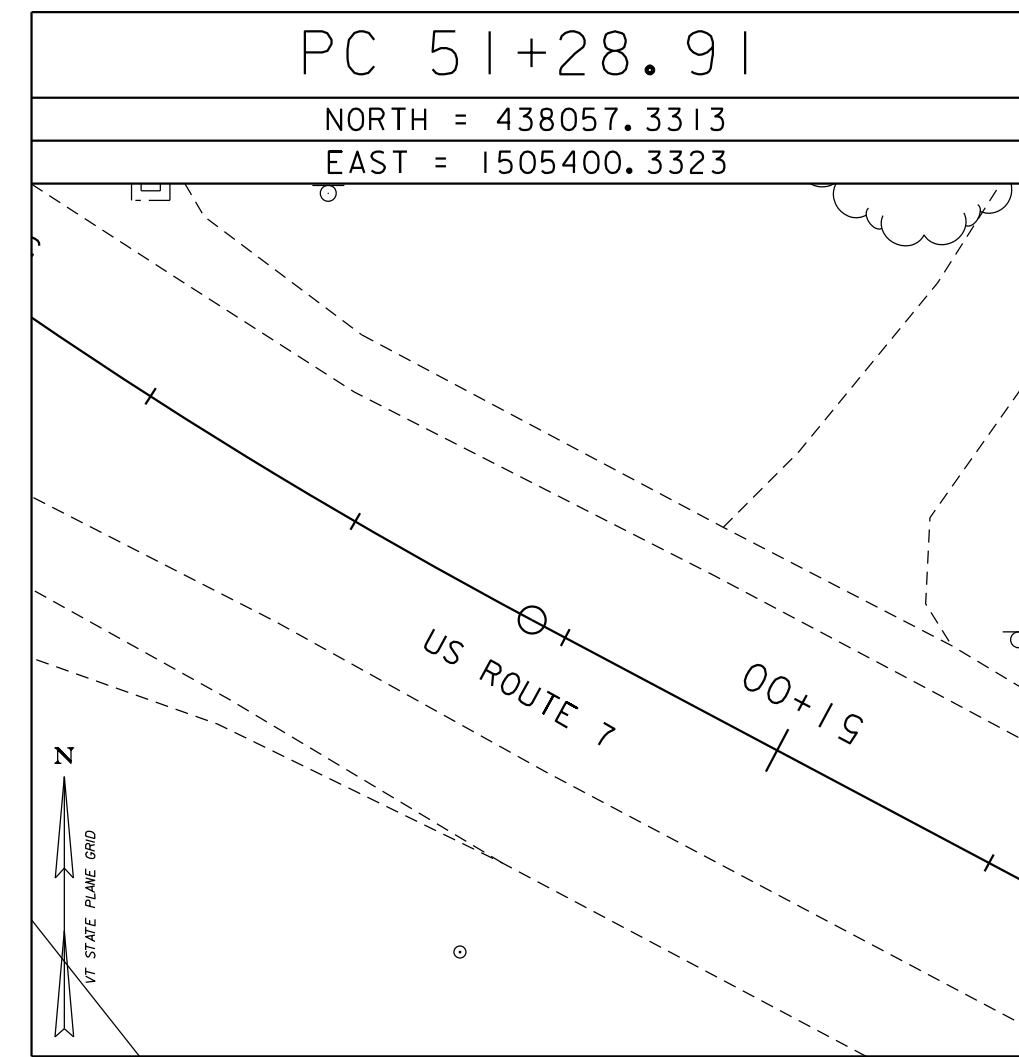
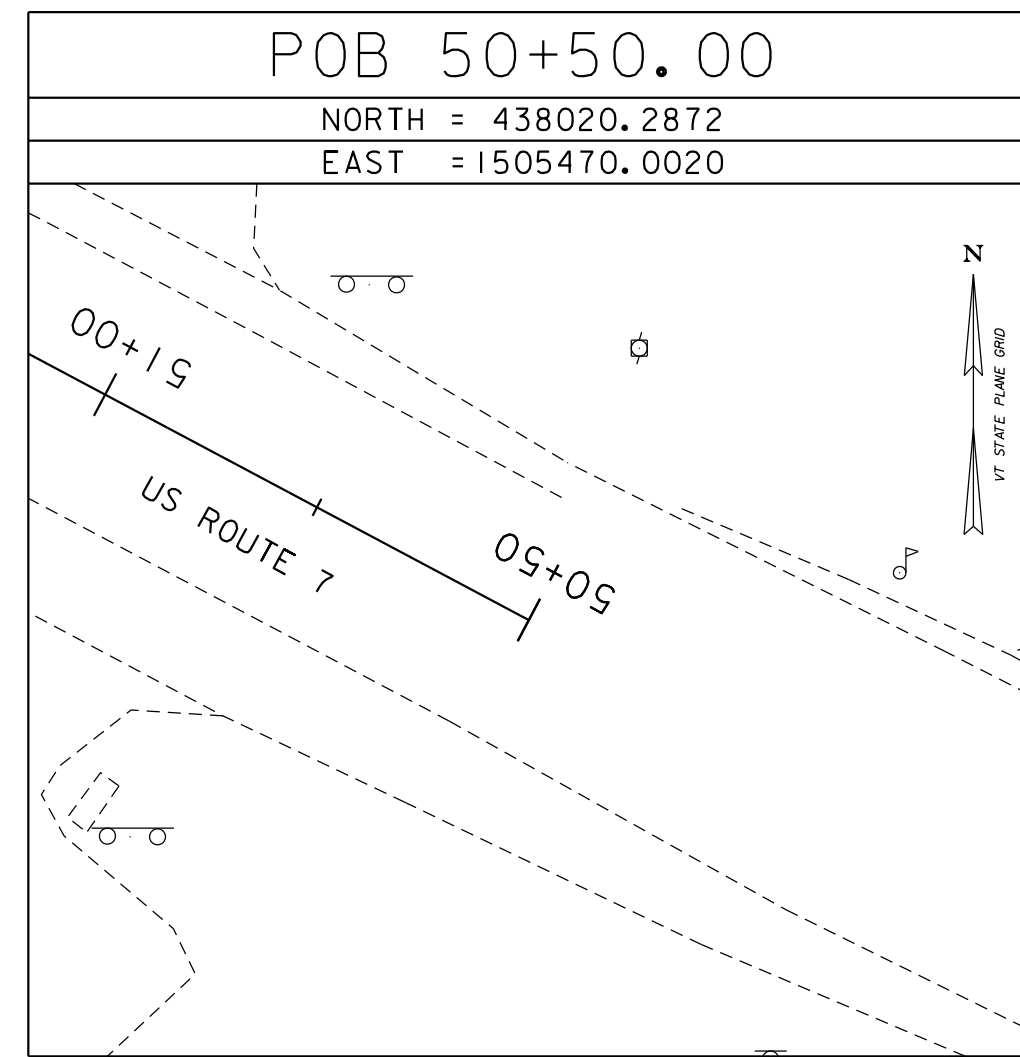
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VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (1992)
ADJUSTMENT	COMPASS

PROJECT NAME:	PITTSFORD
PROJECT NUMBER:	BF 019-3(59)
FILE NAME:	X13B266T1.DGN
PROJECT LEADER:	C. WILLIAMS
DESIGNED BY:	VTRANS
TIE SHEET I	
PLOT DATE:	3/31/2017
DRAWN BY:	G. HITCHCOCK
CHECKED BY:	P. BEYOR
SHEET	9 OF 60



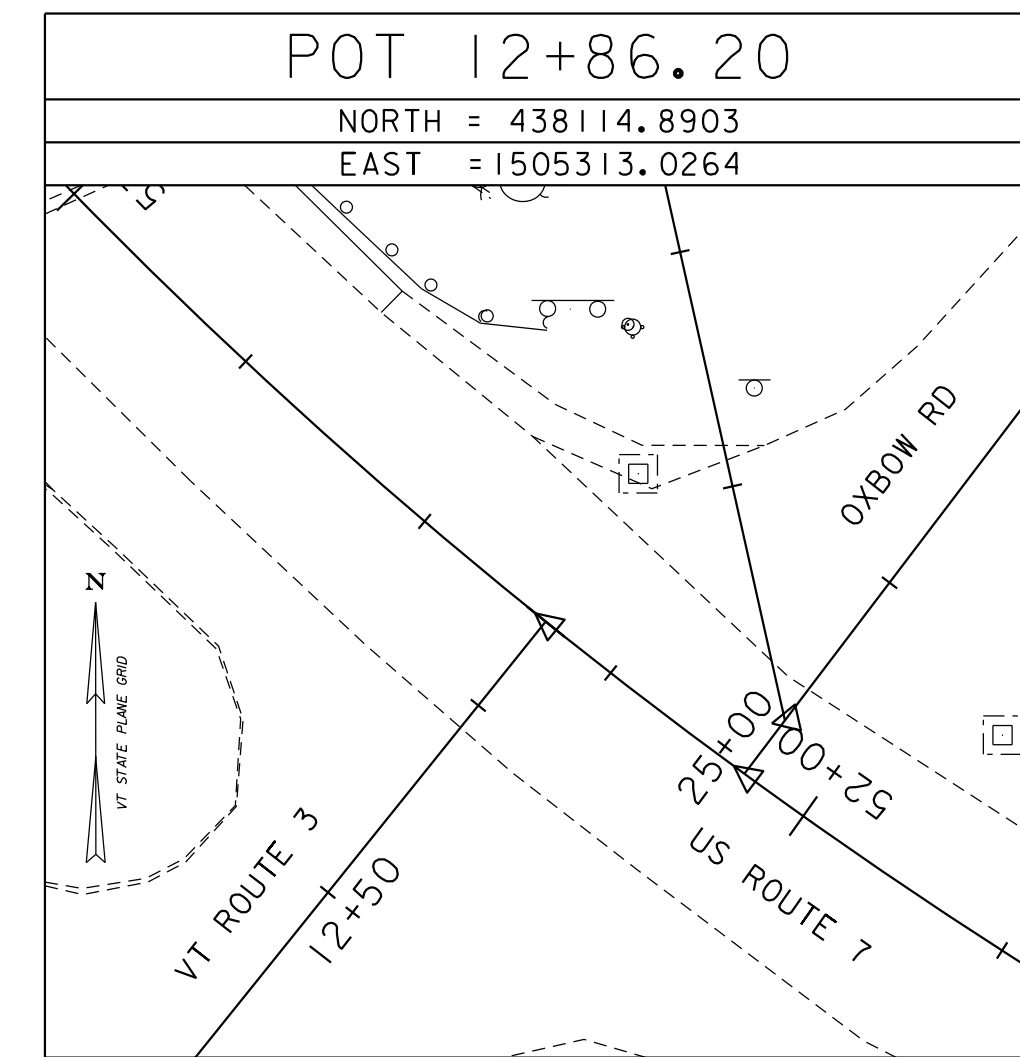
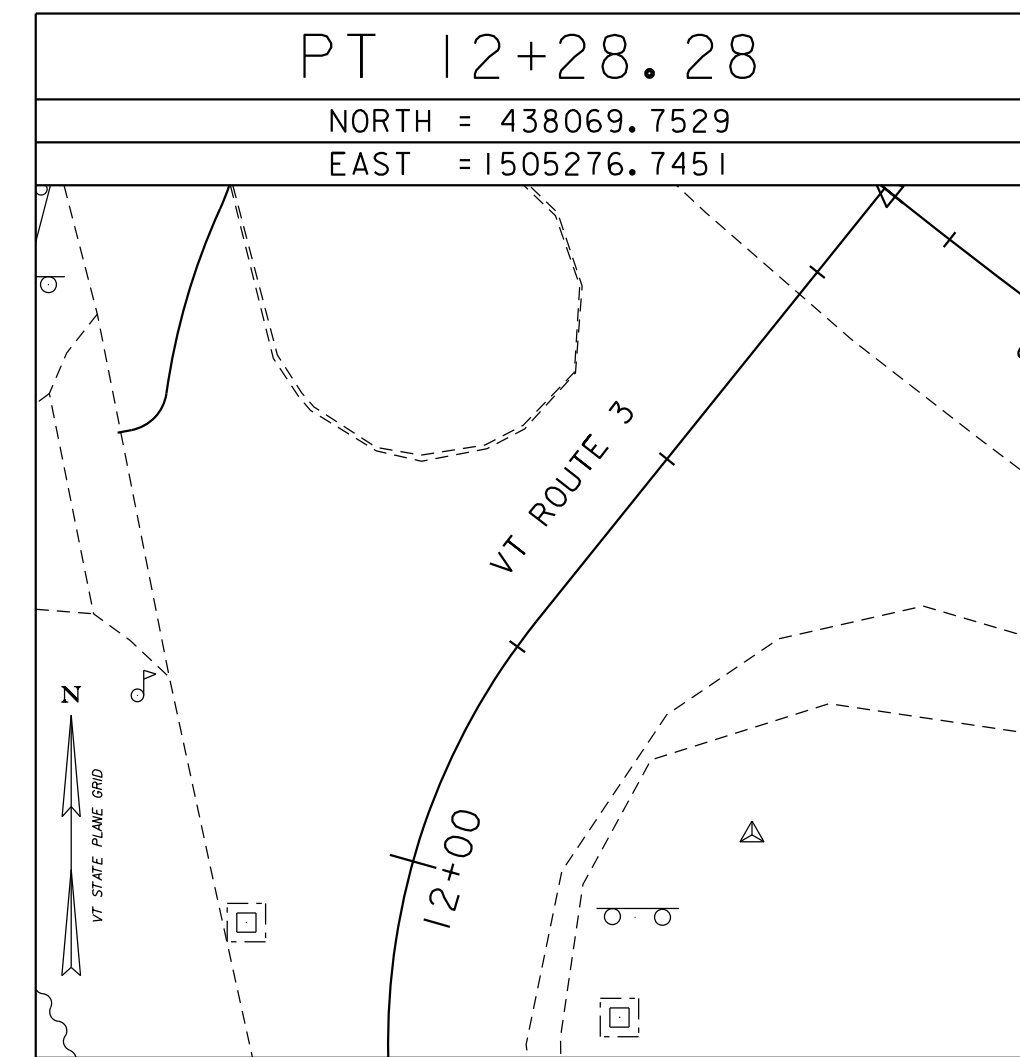
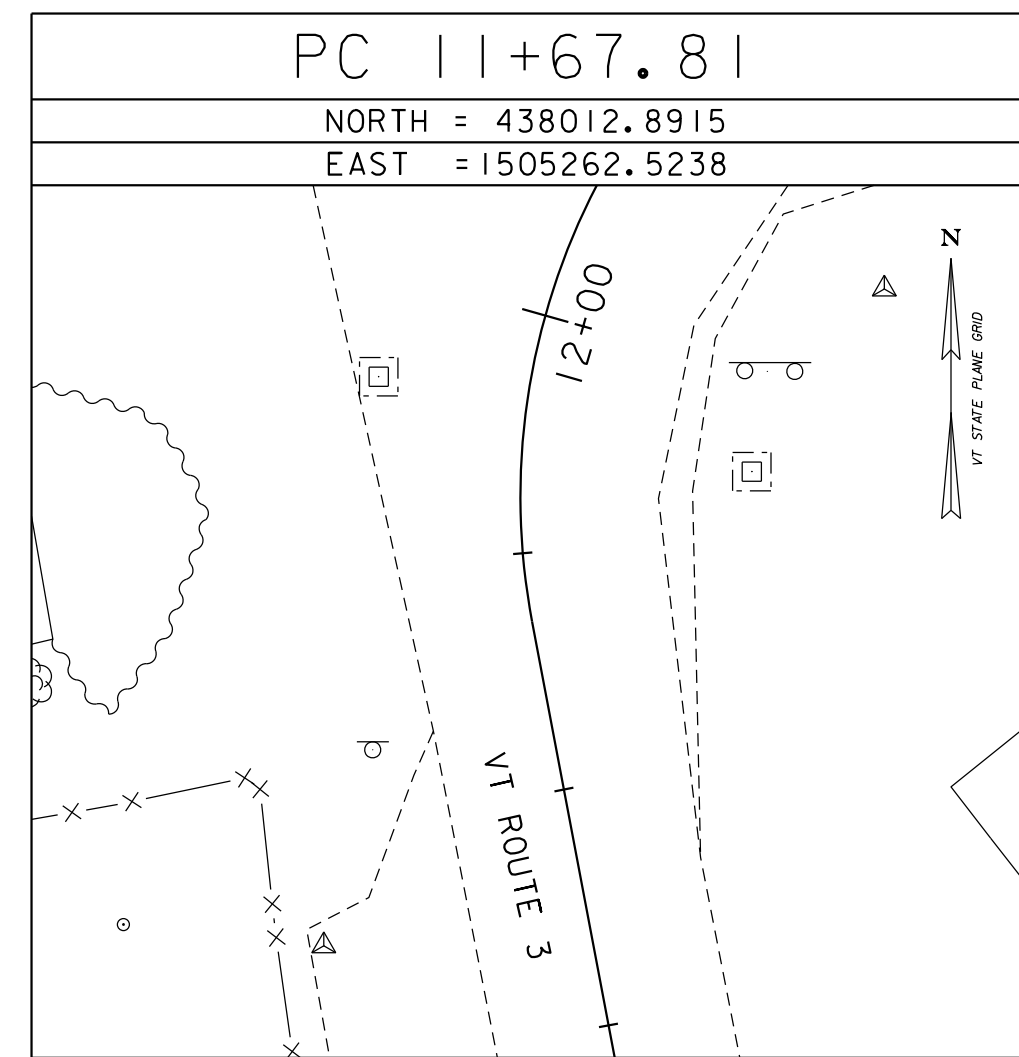
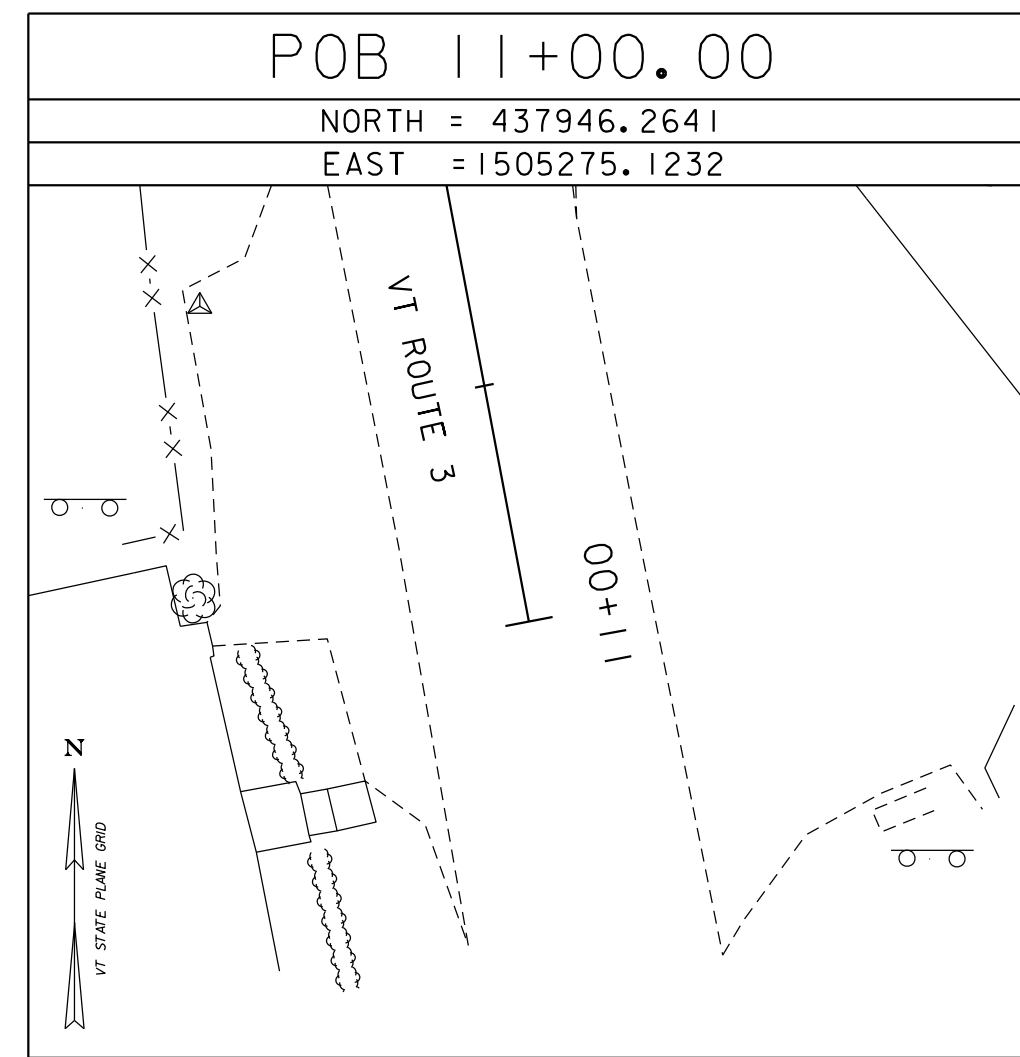
ALIGNMENT TIES

US ROUTE 7



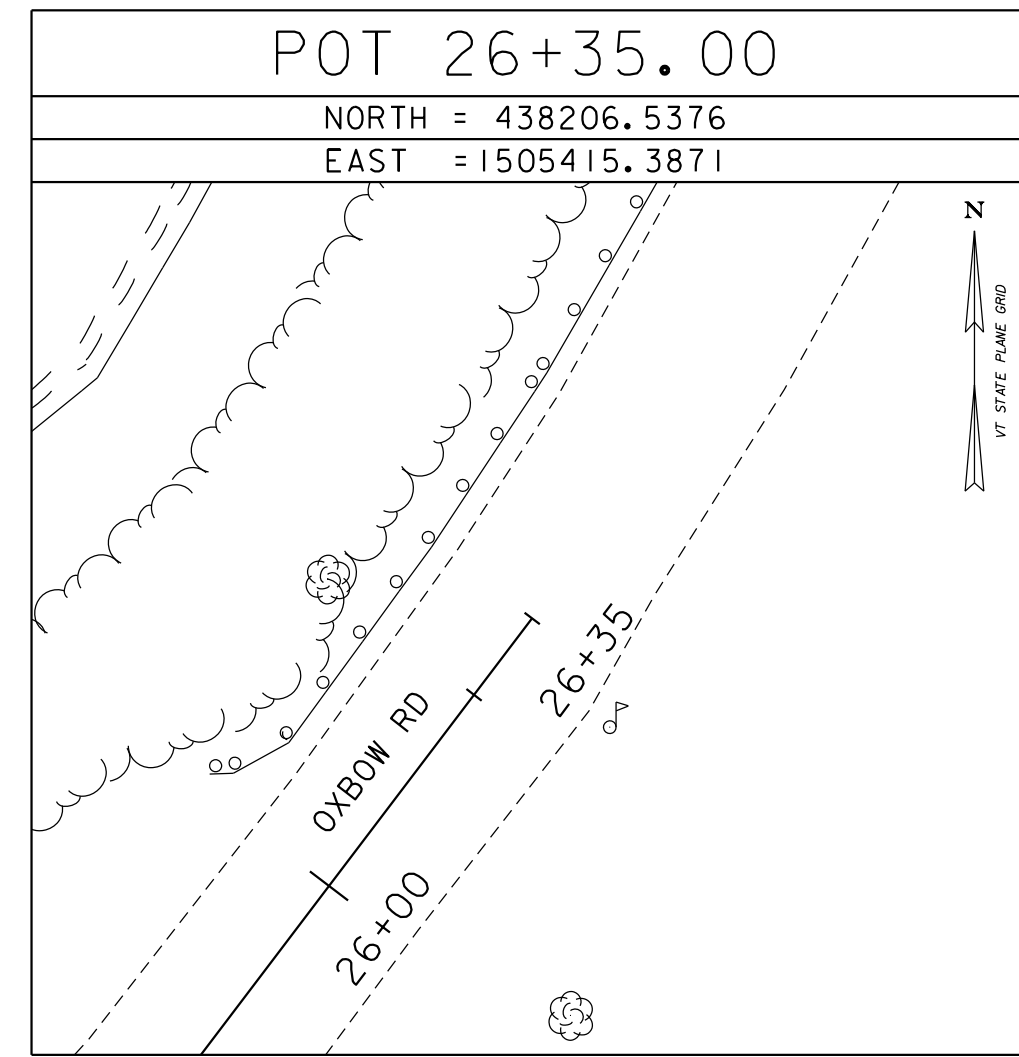
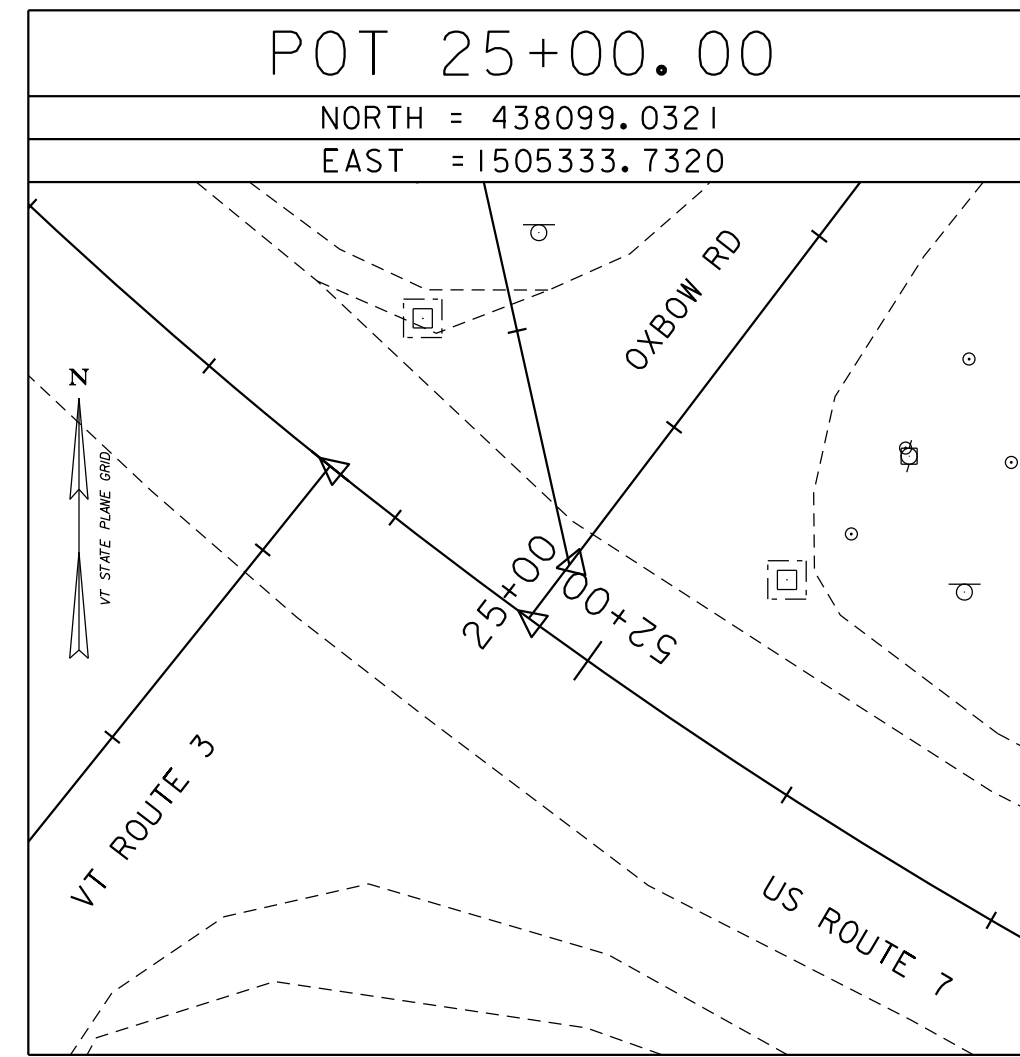
ALIGNMENT TIES

VT ROUTE 3



ALIGNMENT TIES

OXBOW RD



PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

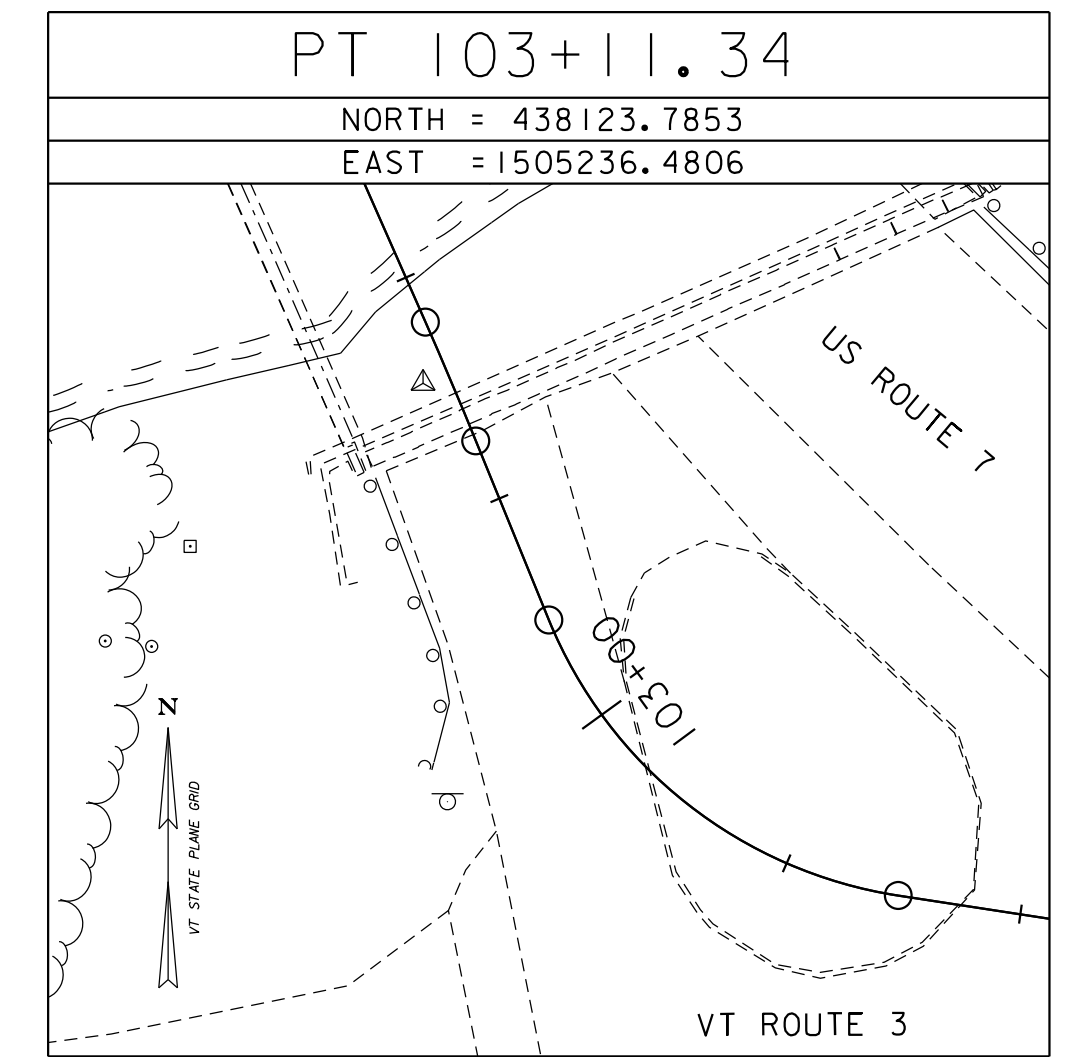
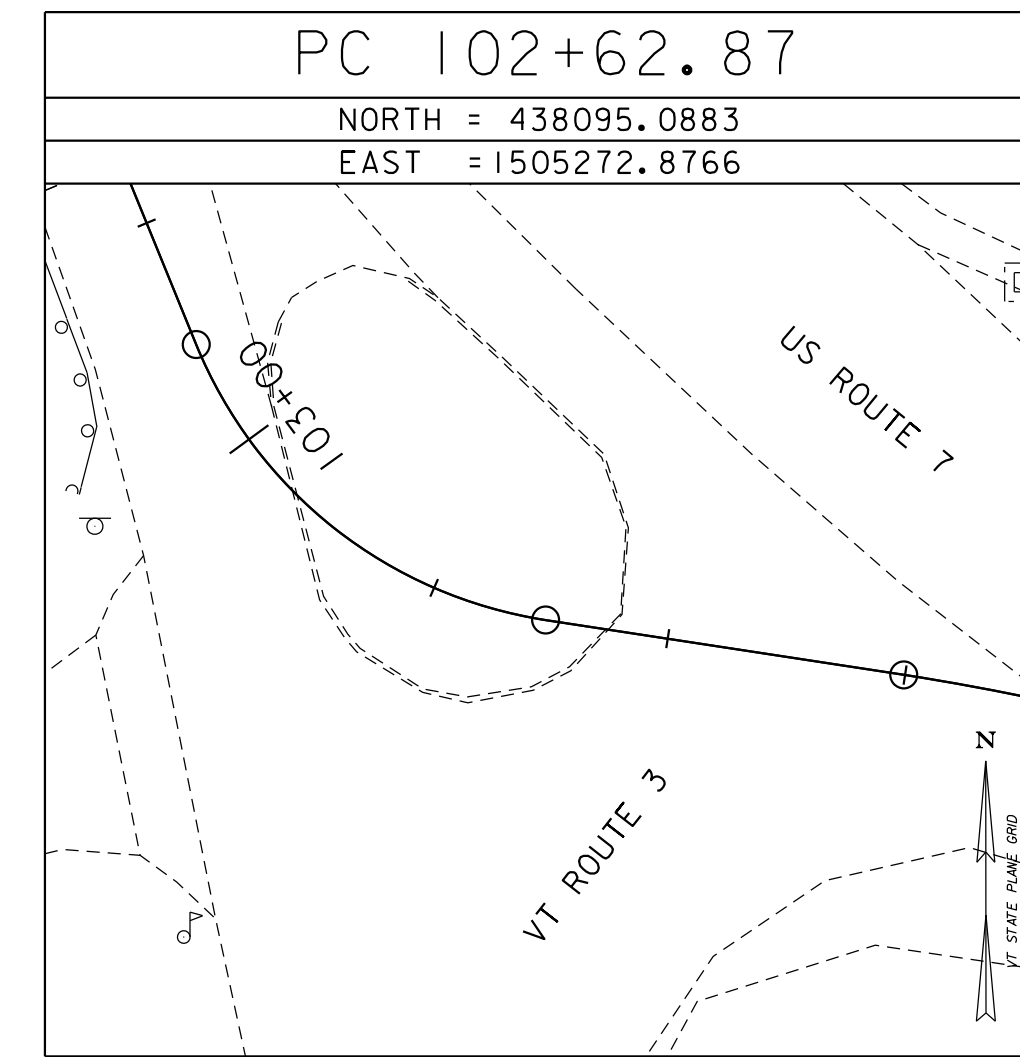
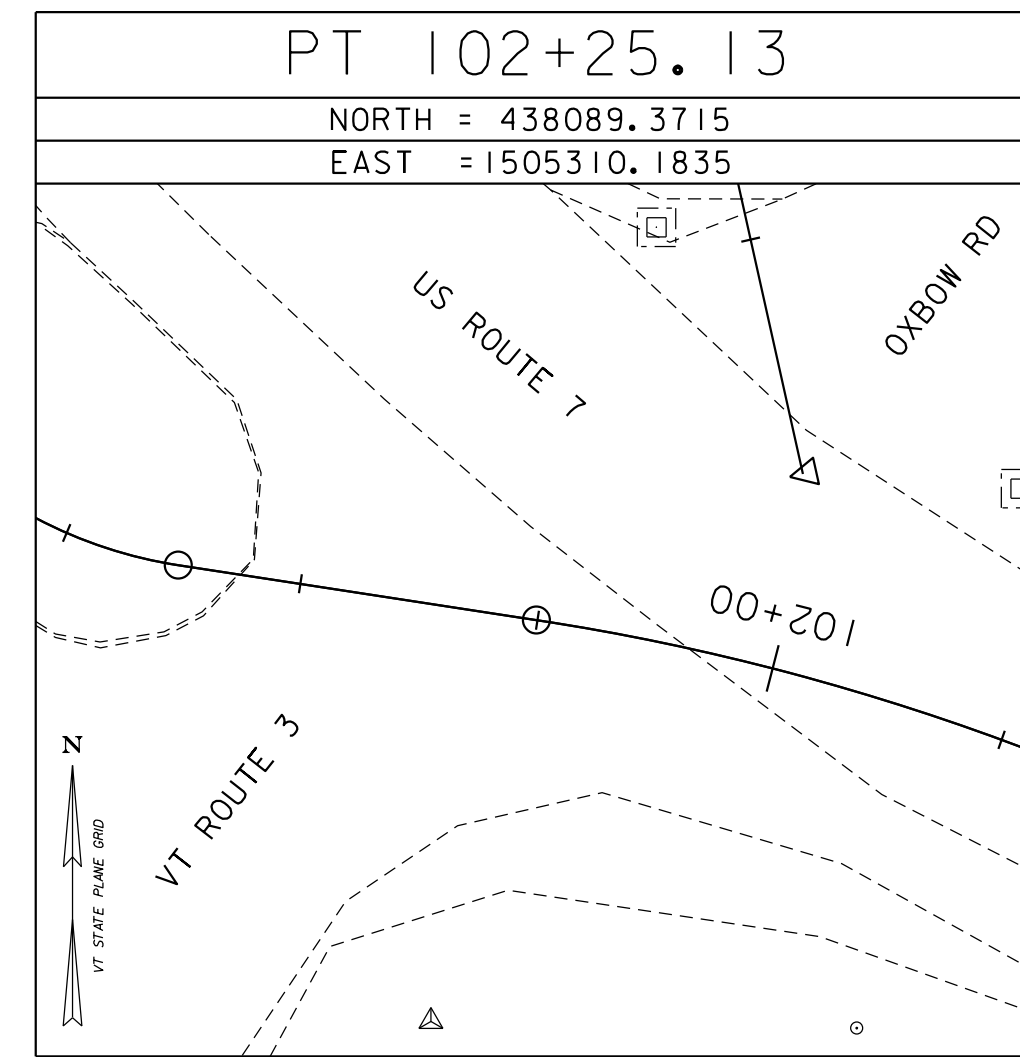
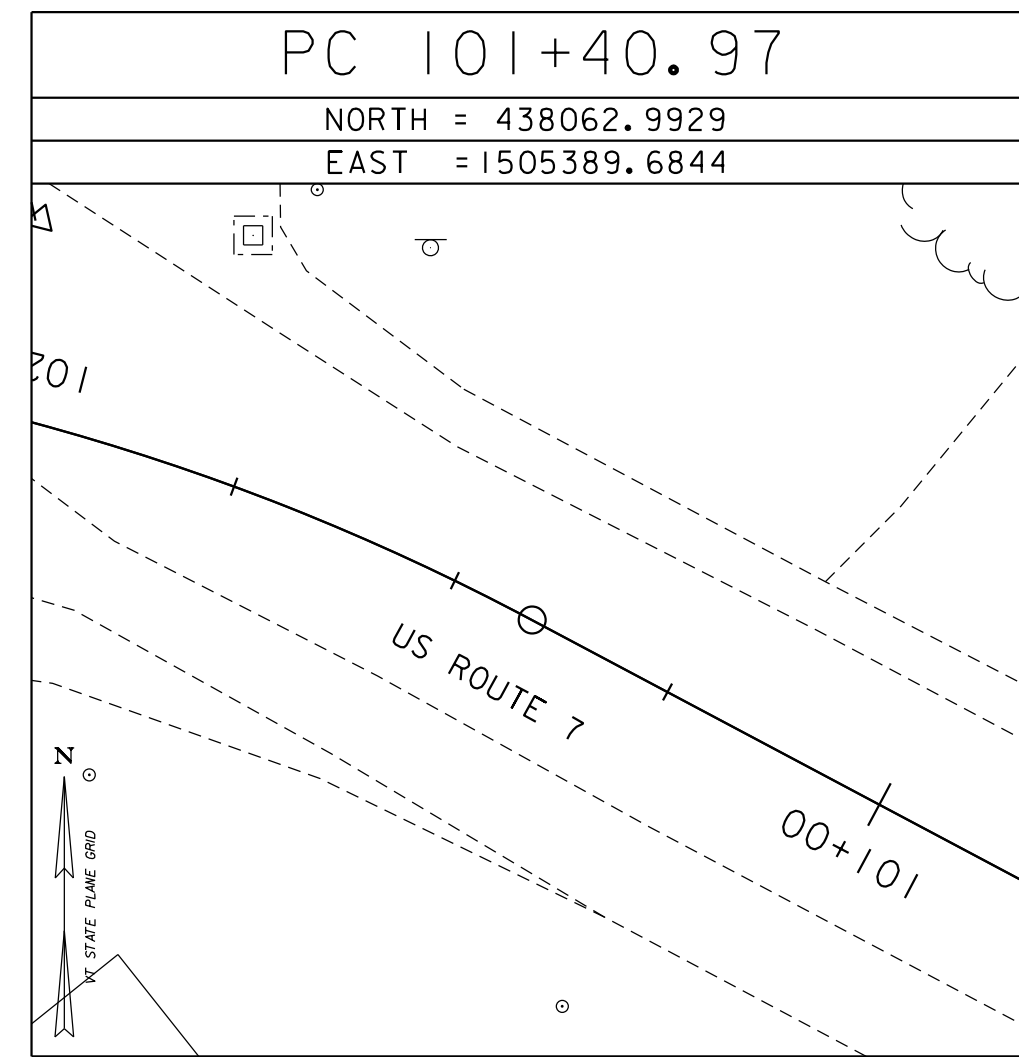
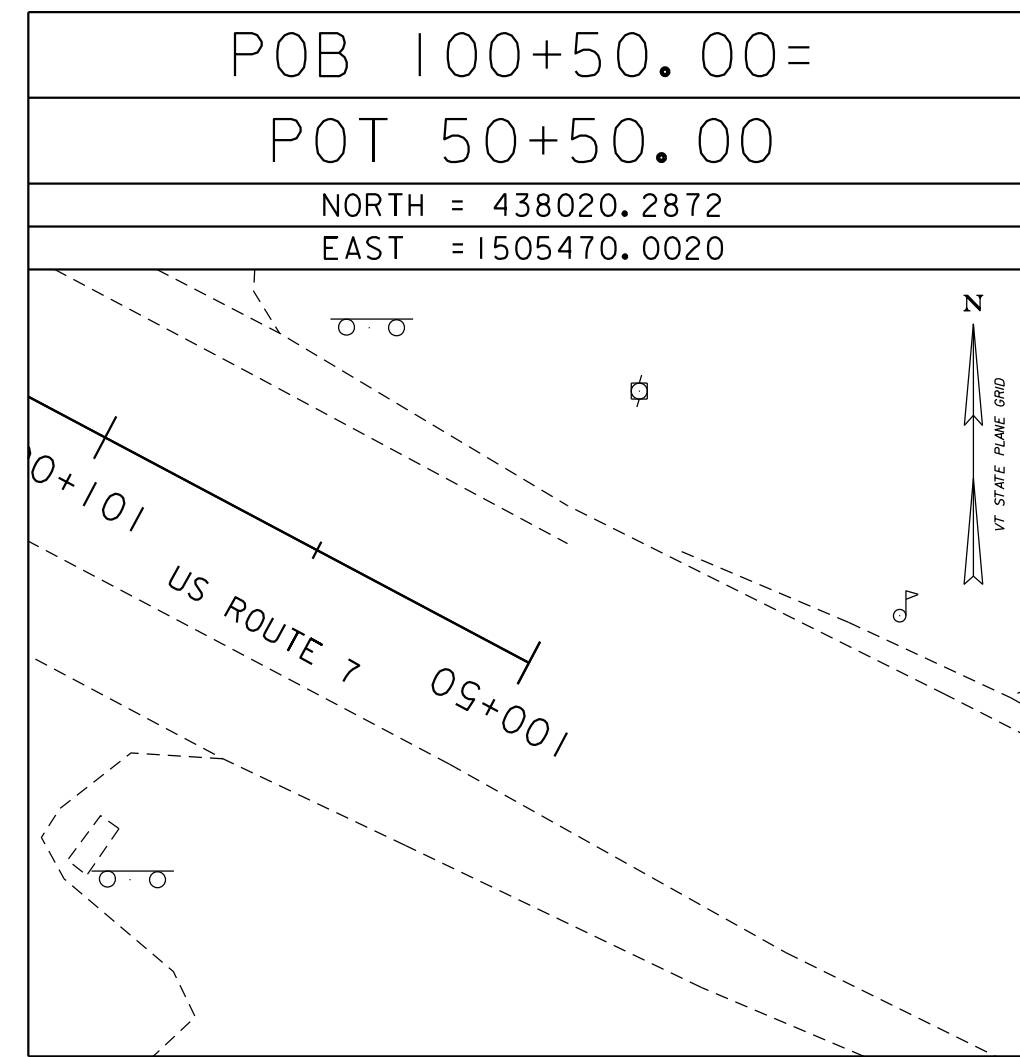
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PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
TIE SHEET 2

PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 10 OF 60



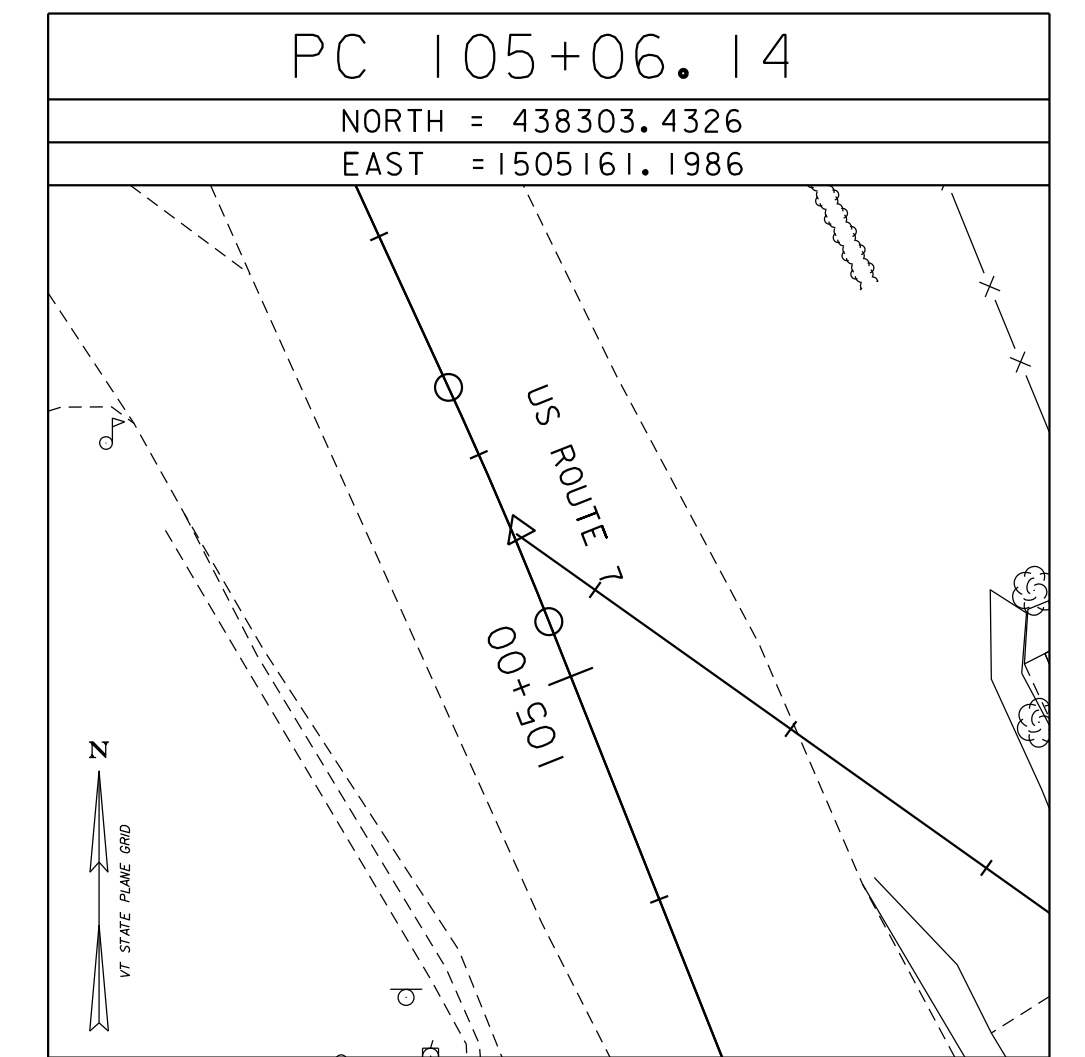
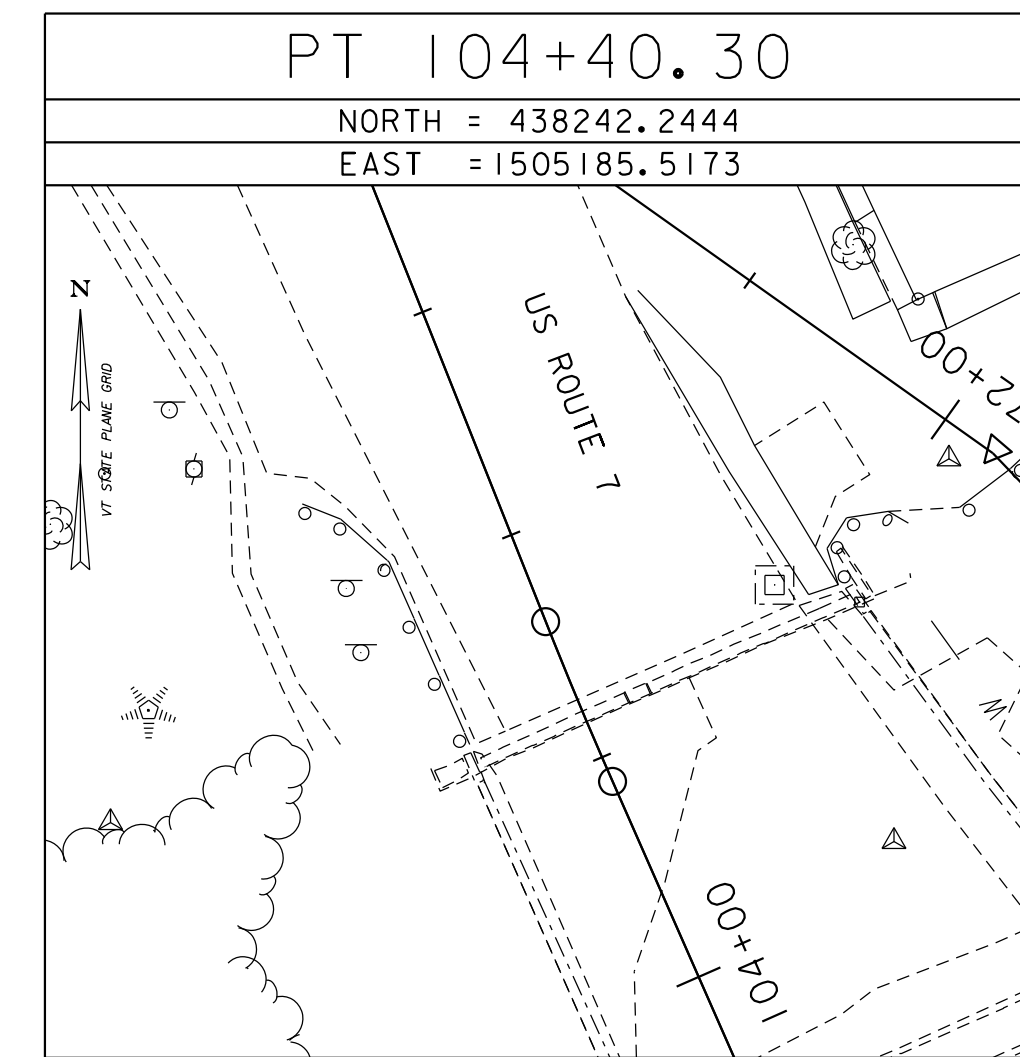
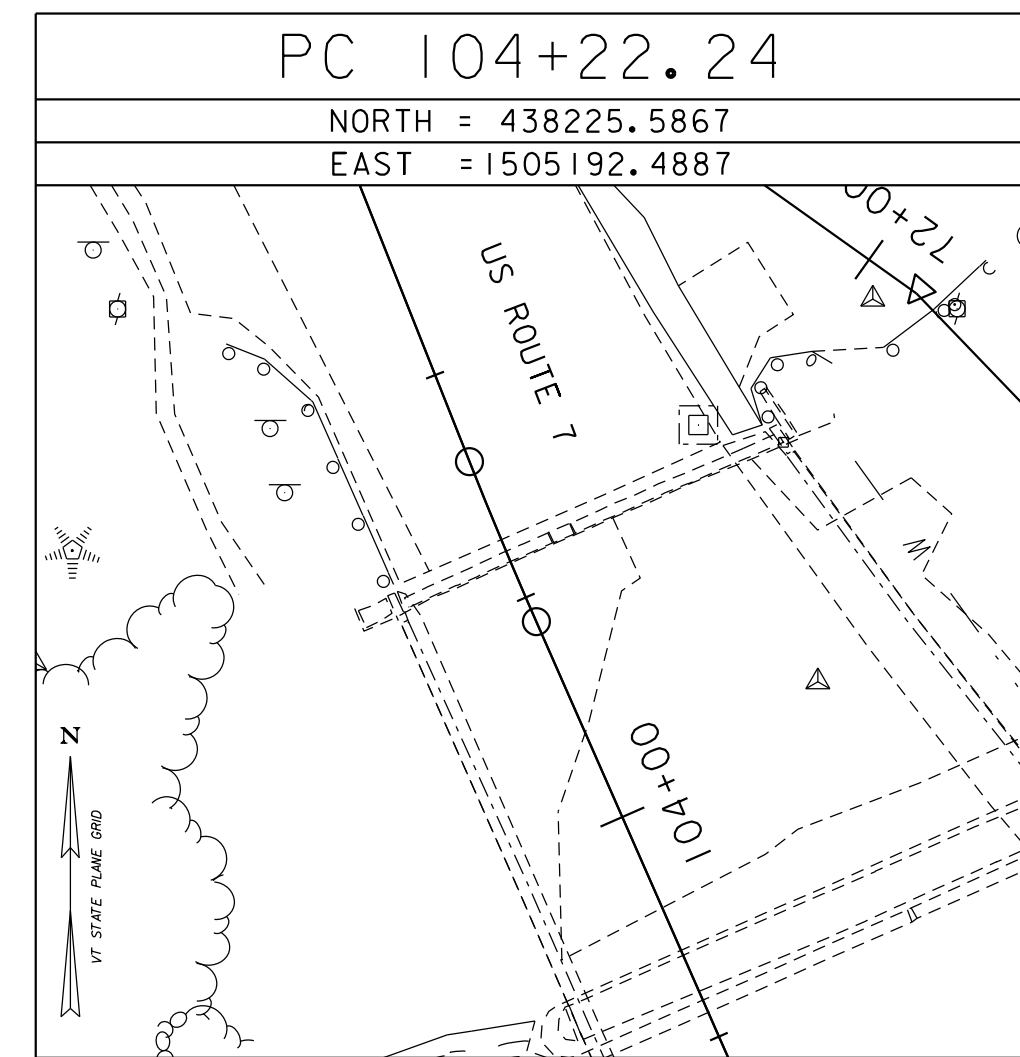
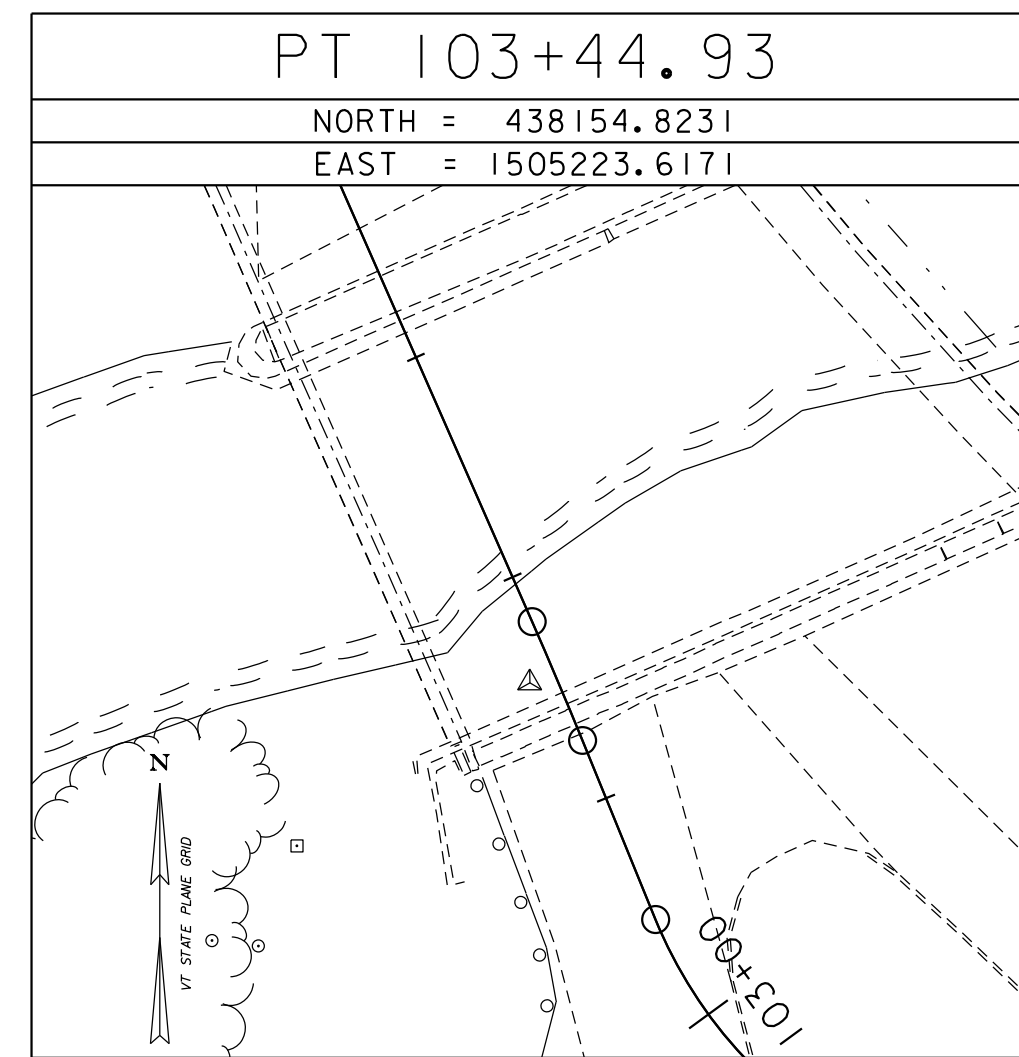
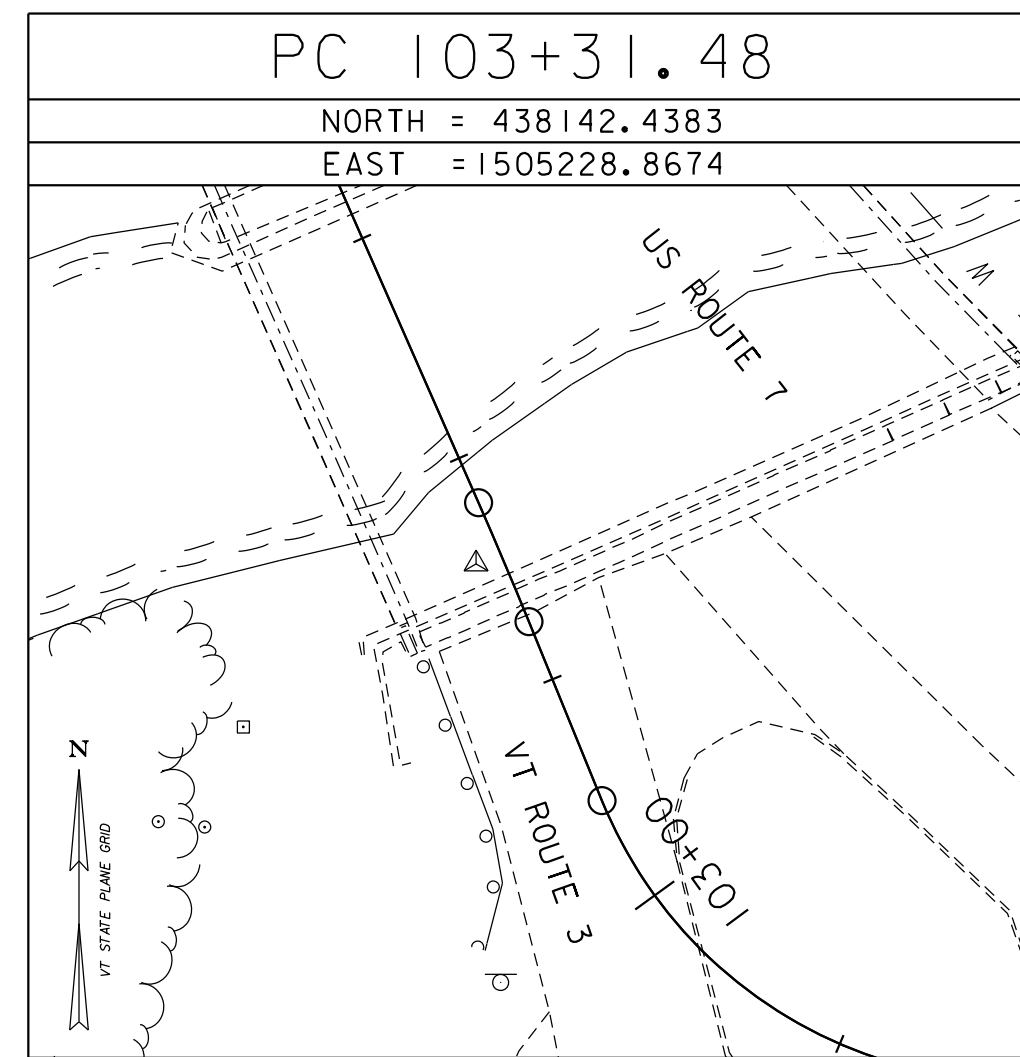
ALIGNMENT TIES

TRAFFIC CONTROL  
PHASE I



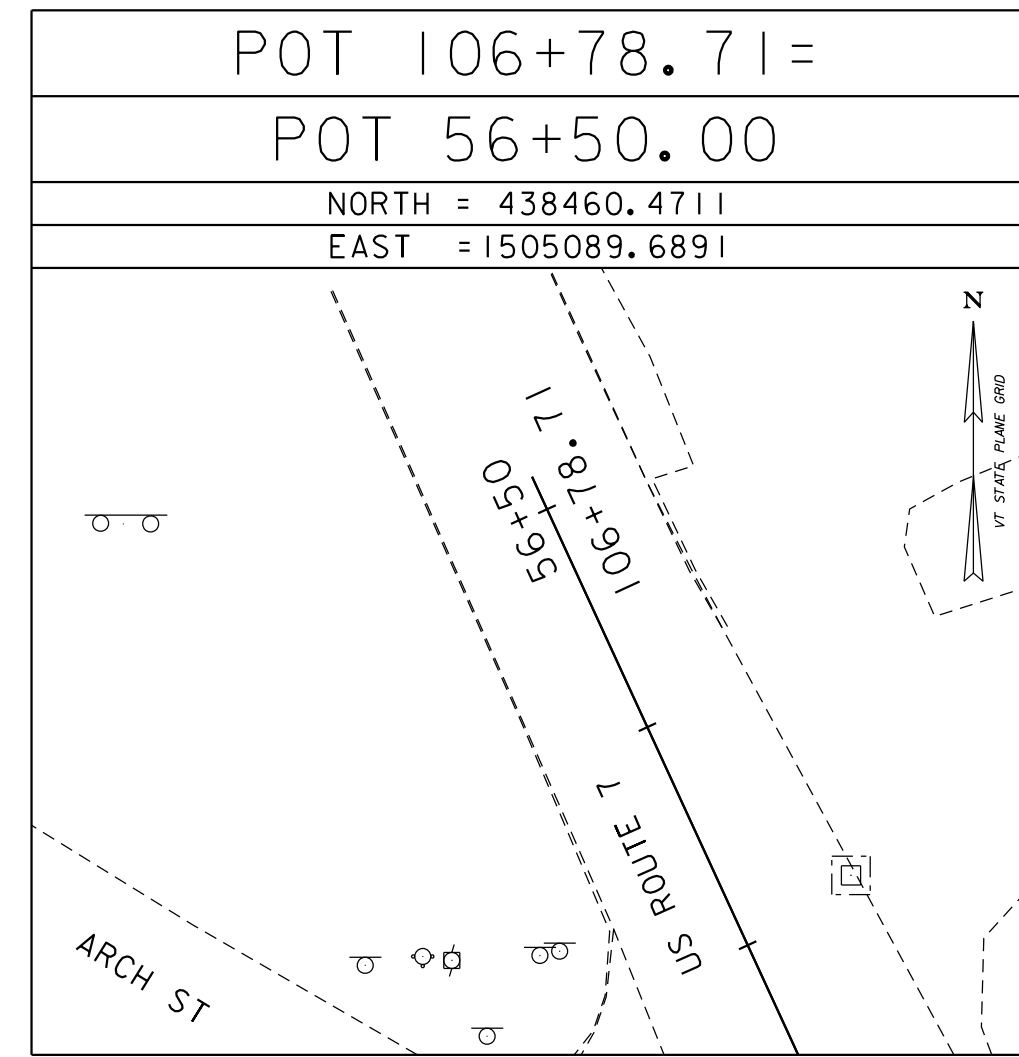
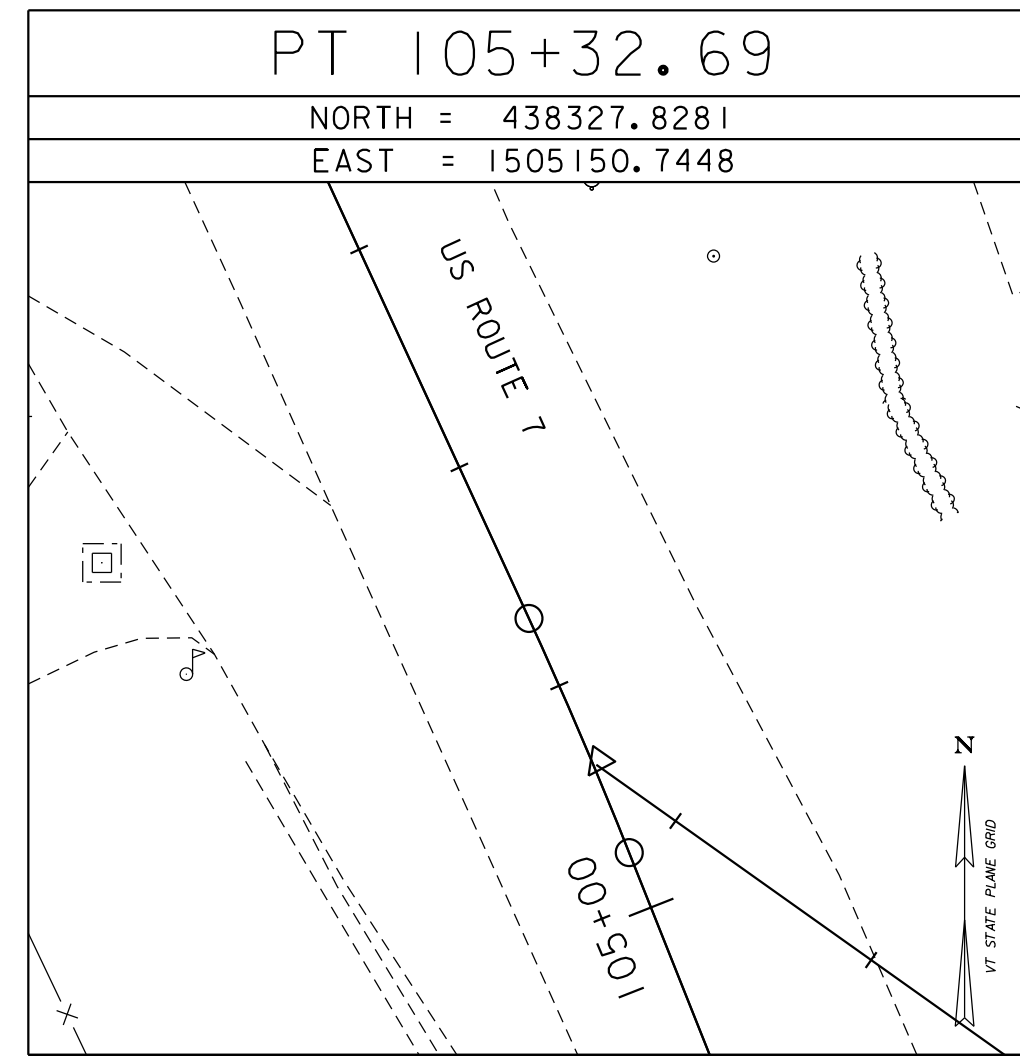
ALIGNMENT TIES

TRAFFIC CONTROL  
PHASE I



ALIGNMENT TIES

TRAFFIC CONTROL  
PHASE I



PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

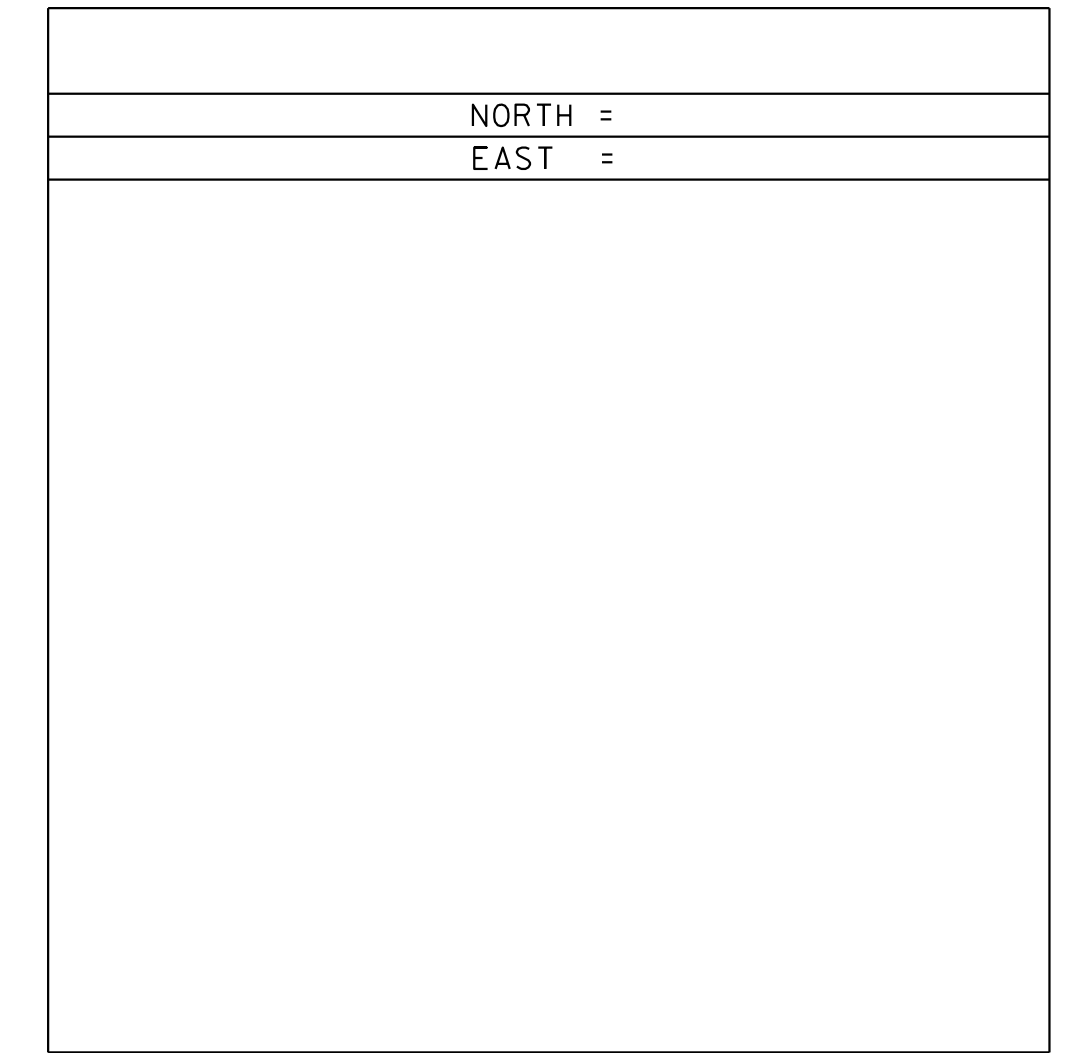
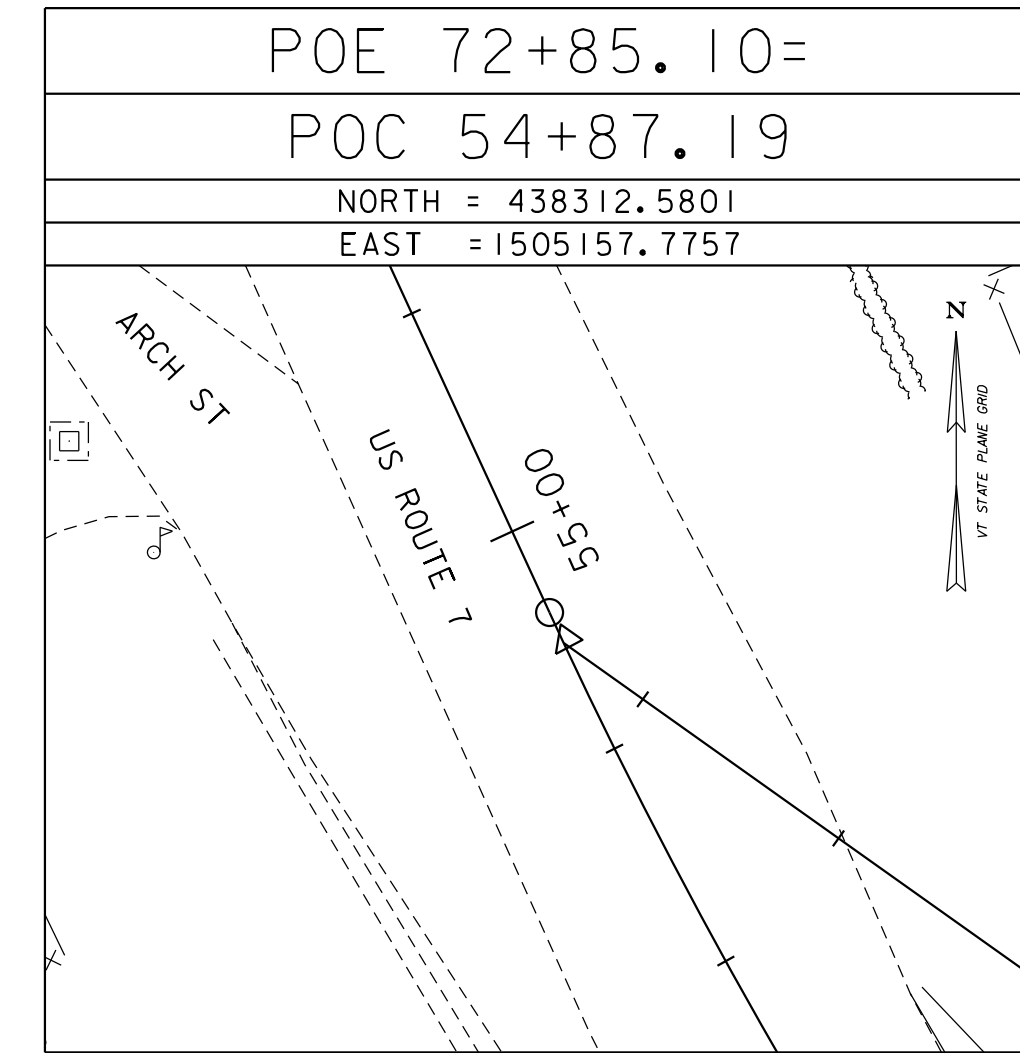
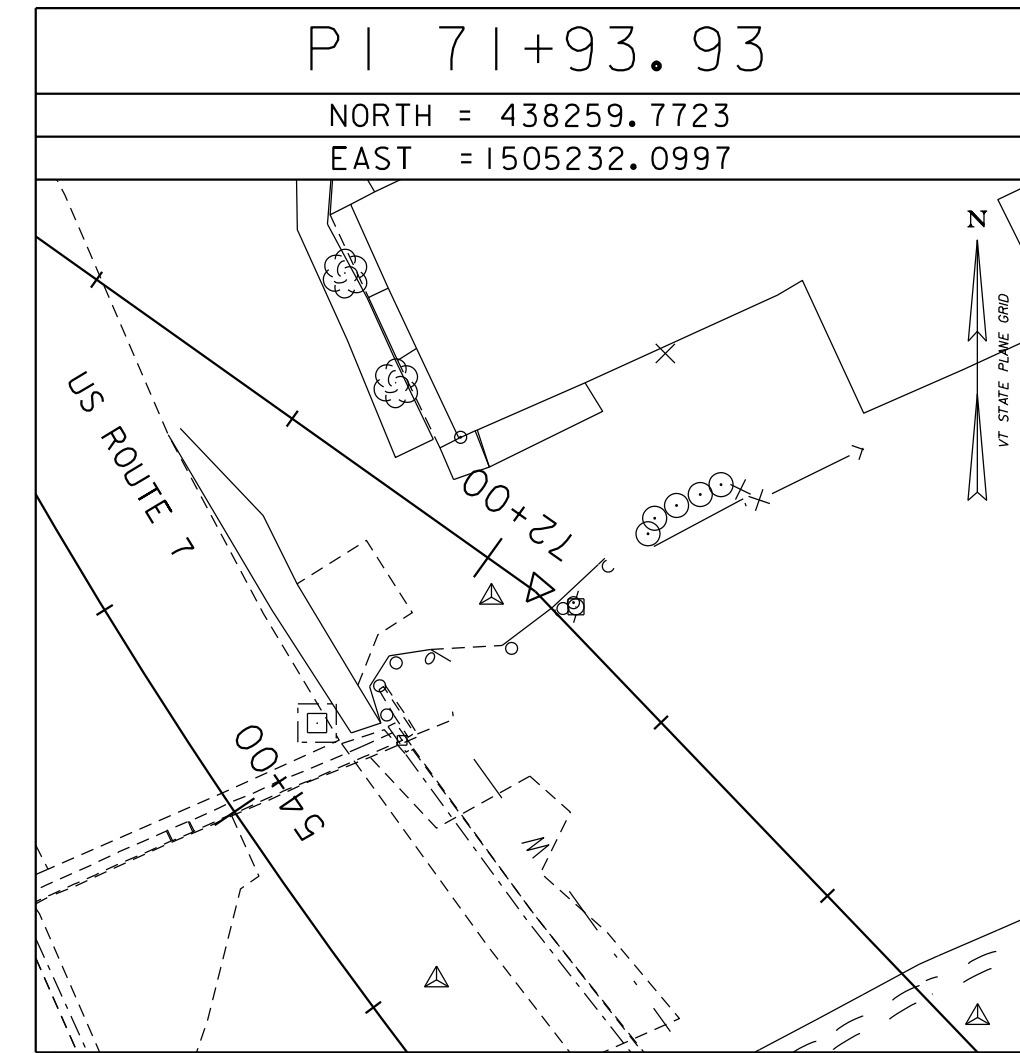
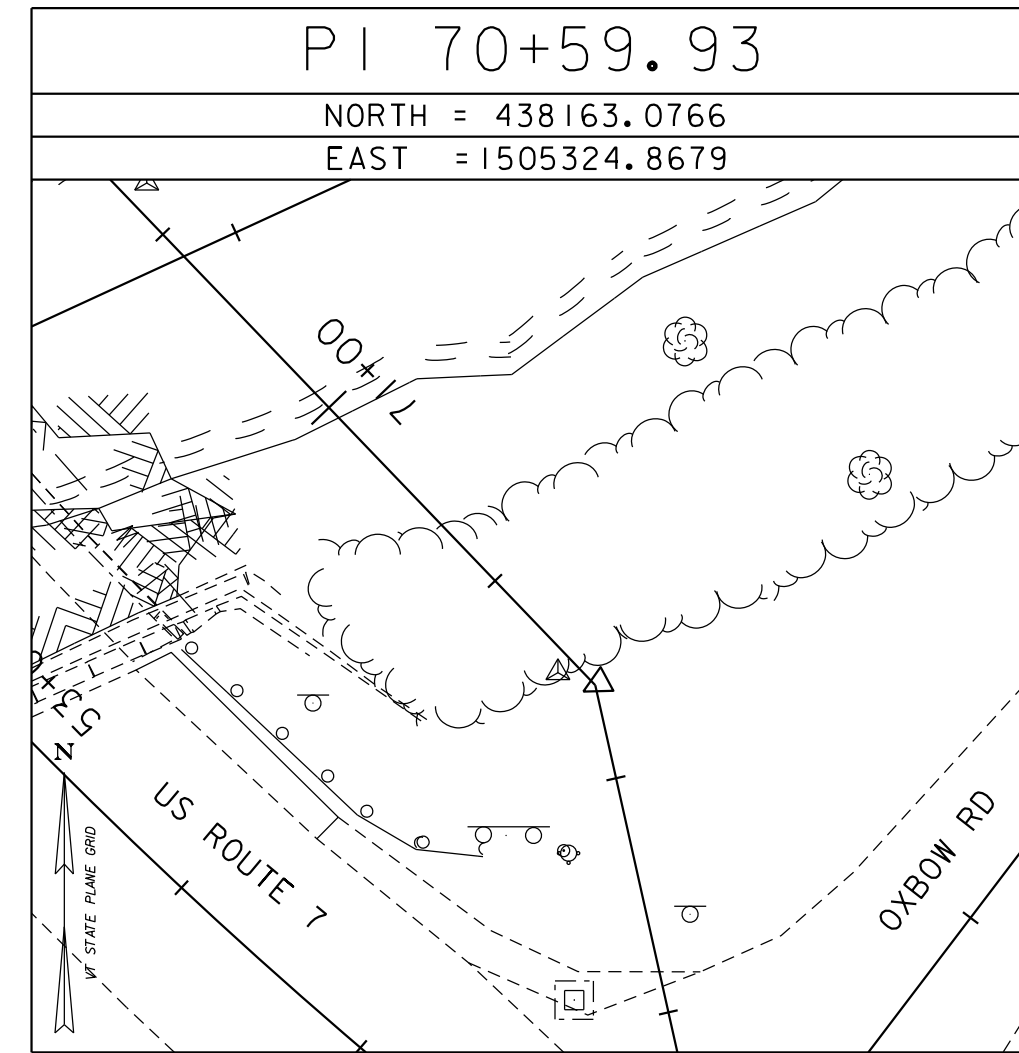
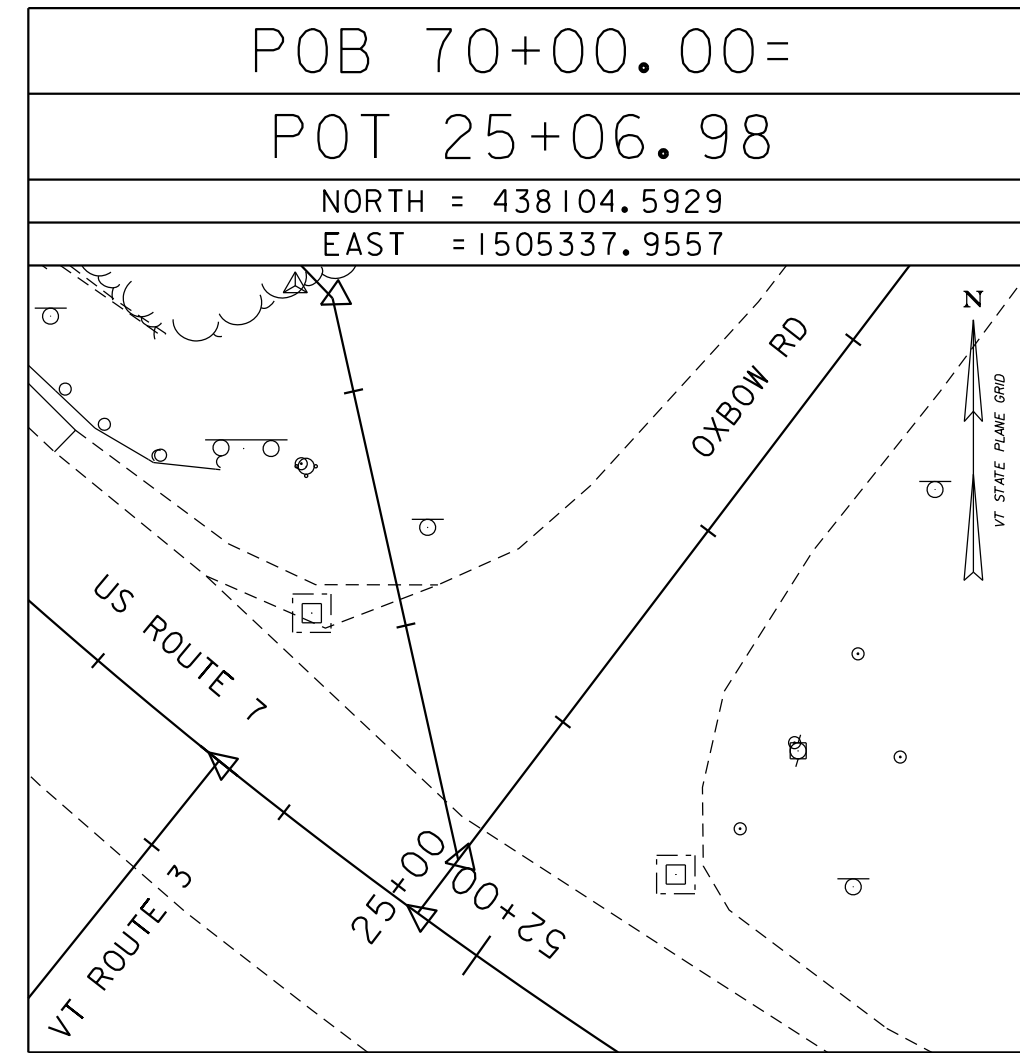
FILE NAME: z13b266t.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: M. HALEY  
 TIE SHEET 3



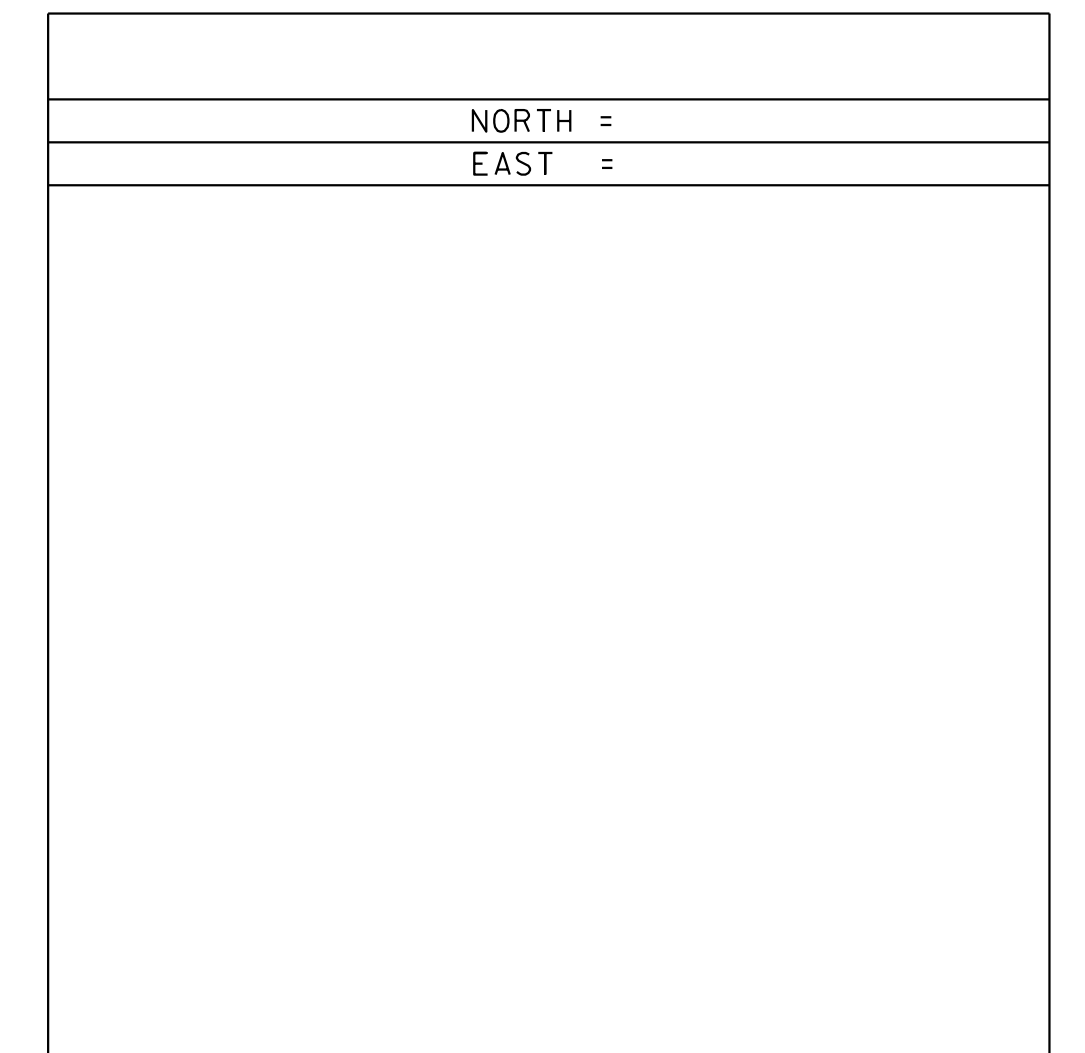
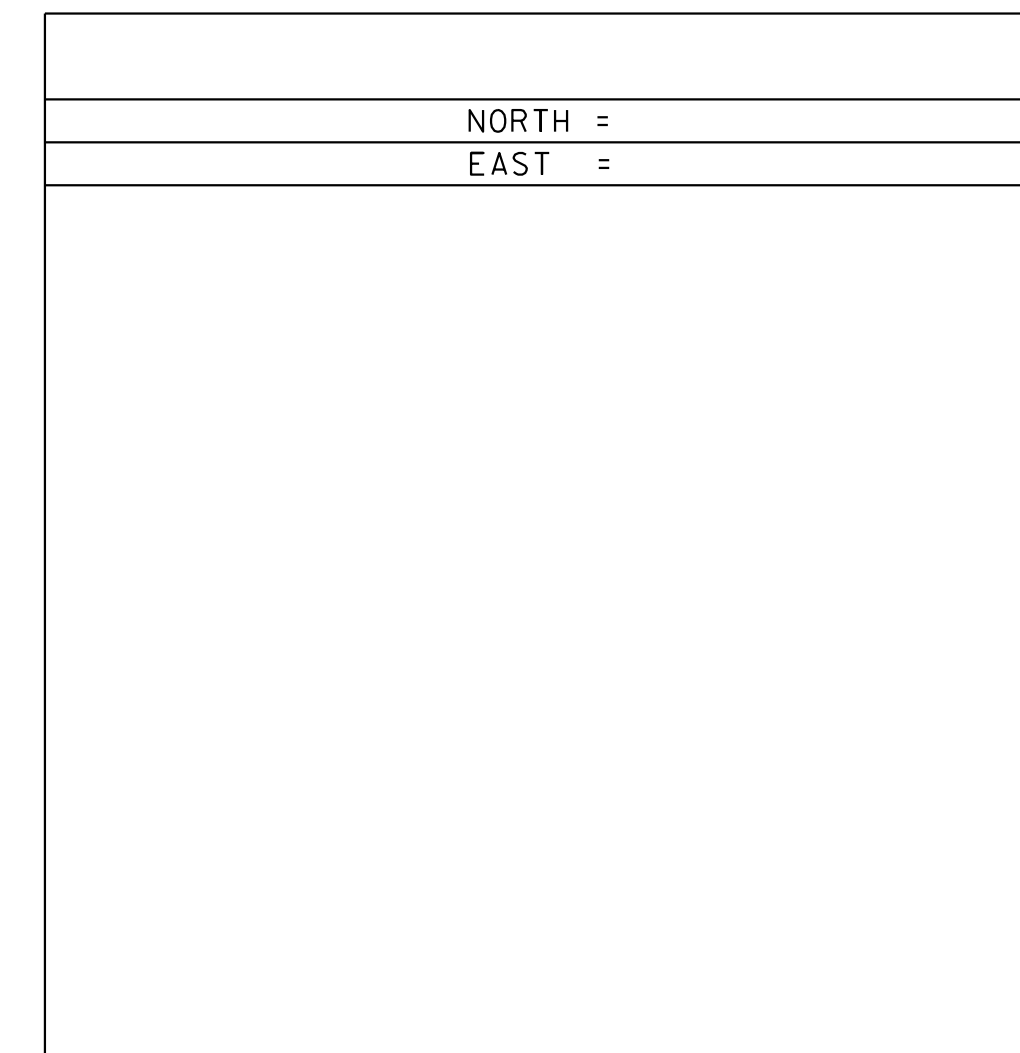
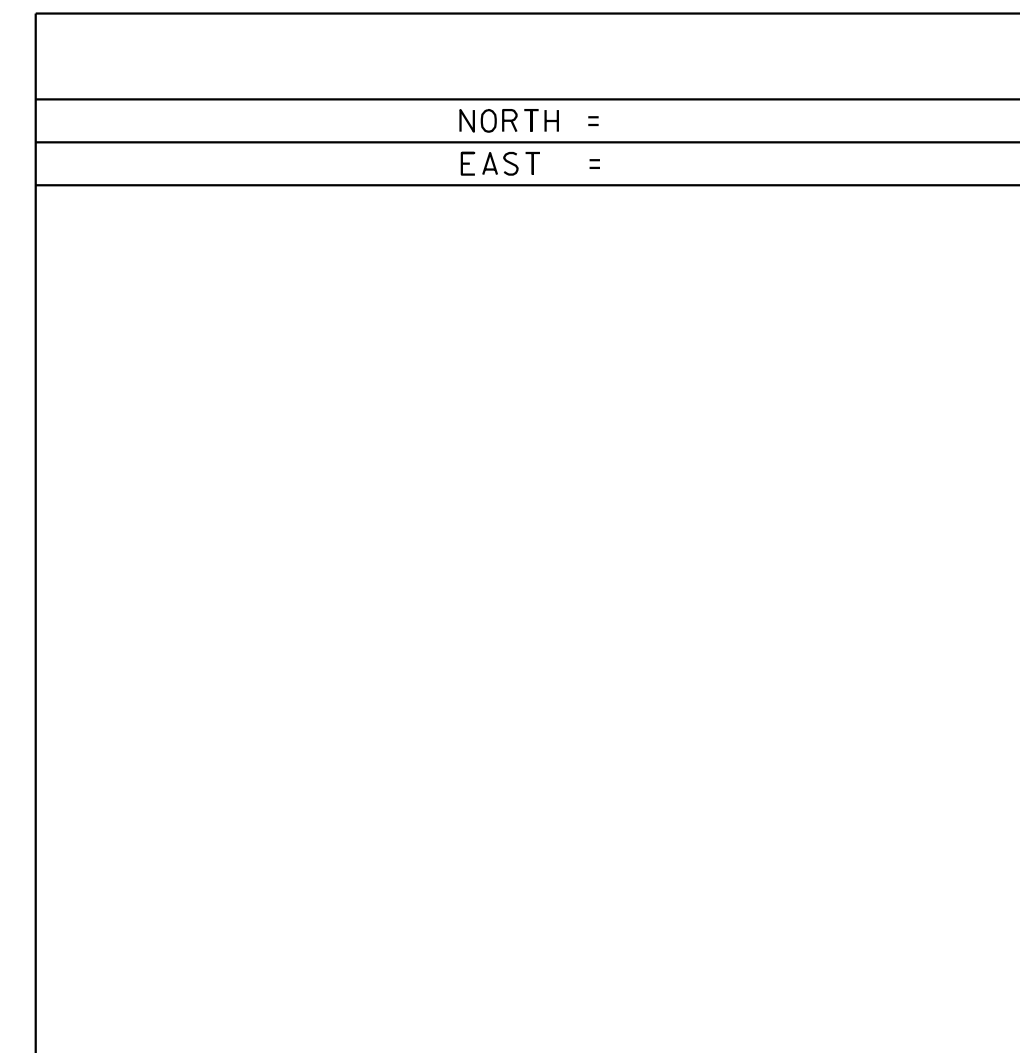
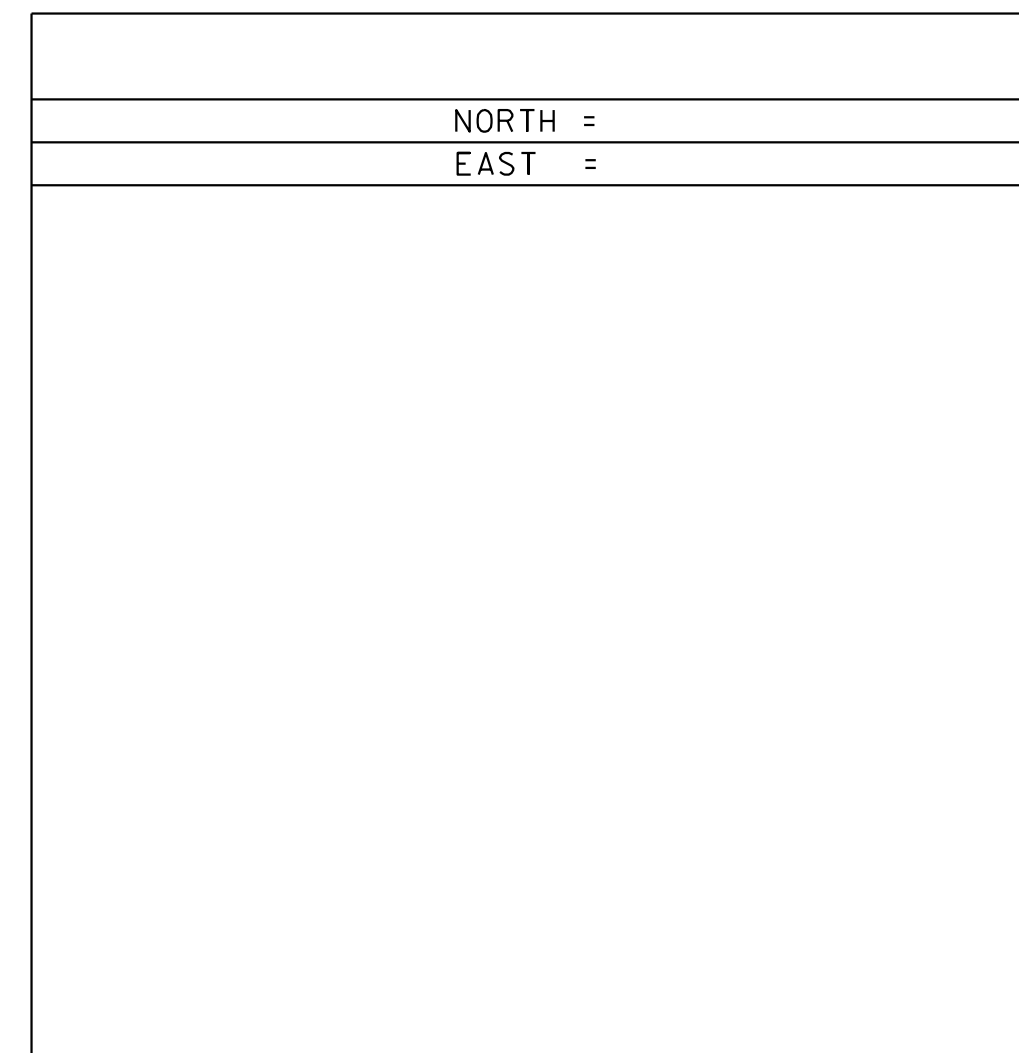
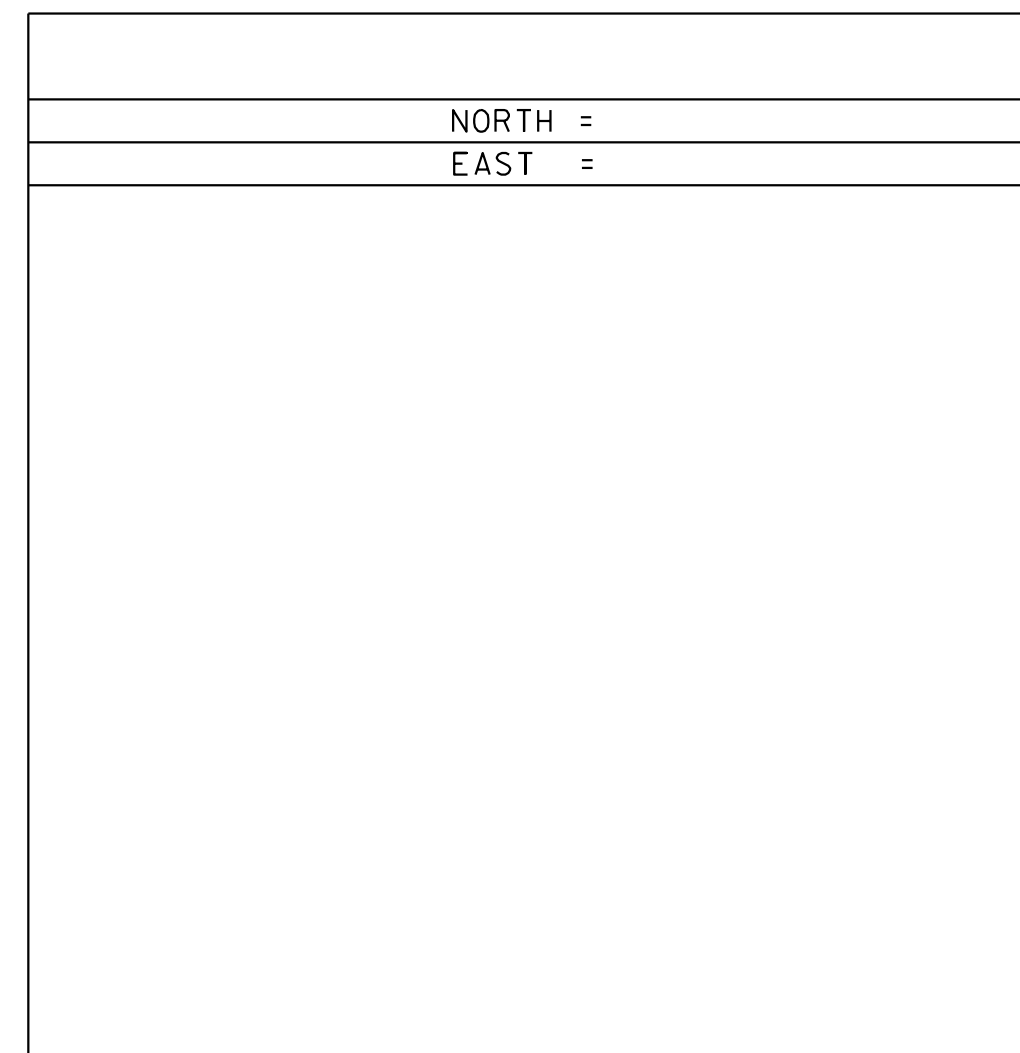
PLOT DATE: 3/31/2017  
 DRAWN BY: P. MCKECHNIE  
 CHECKED BY: P. SHEDD  
 SHEET 11 OF 60

ALIGNMENT TIES

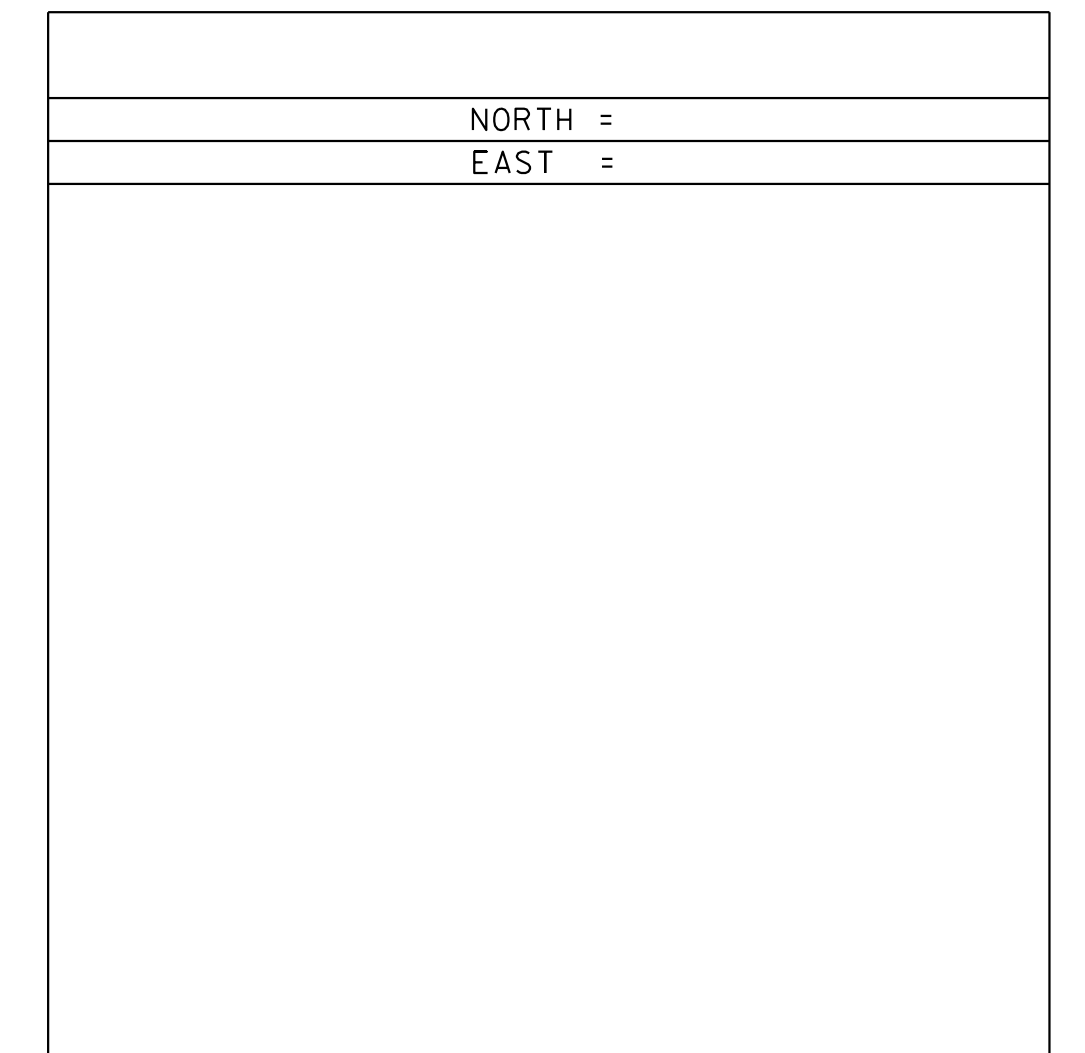
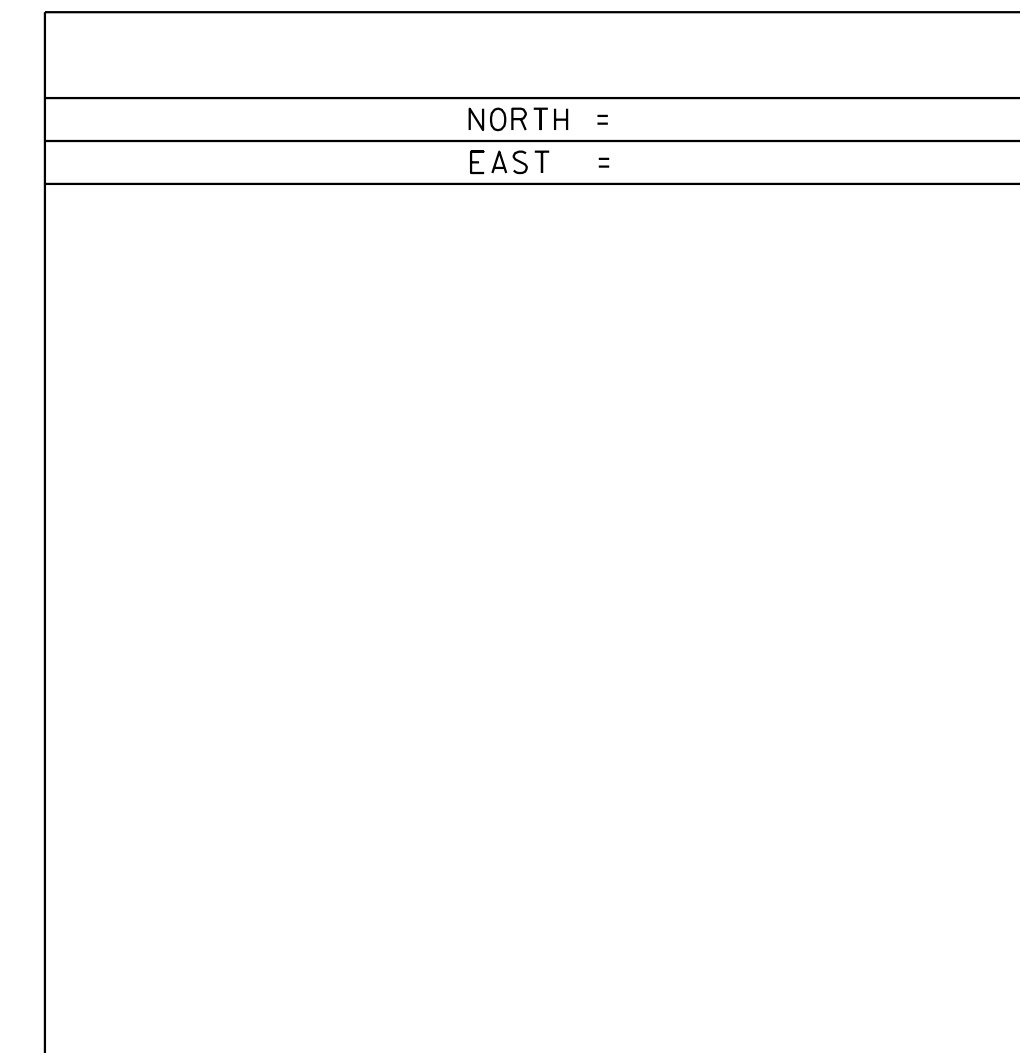
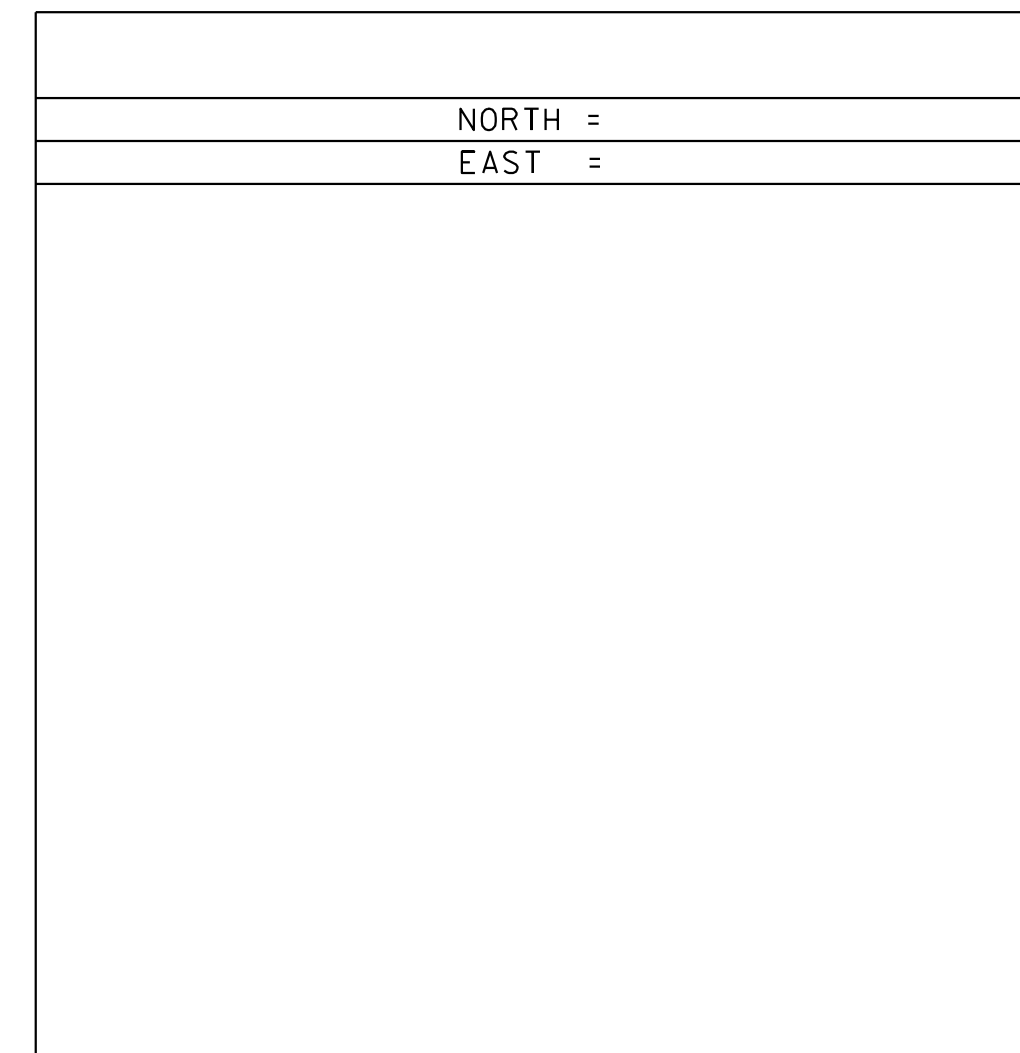
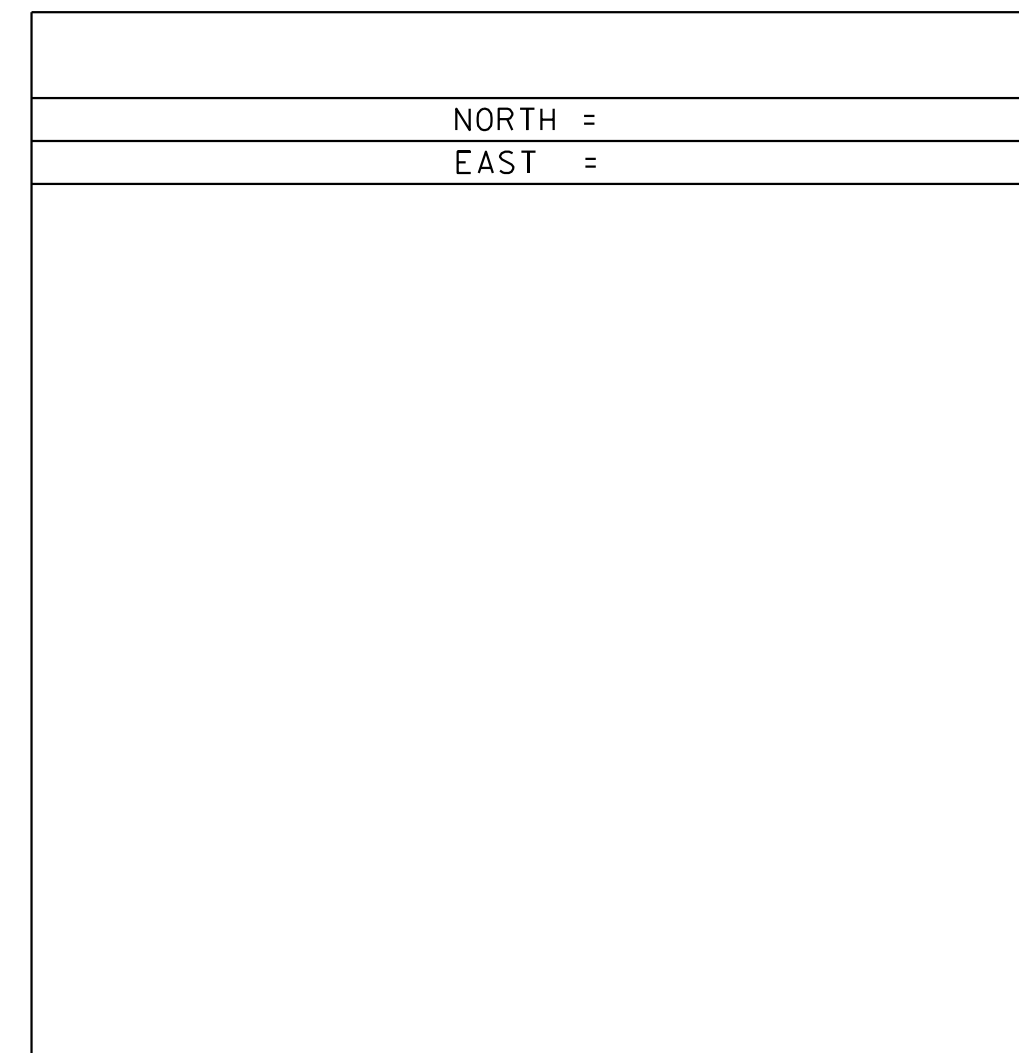
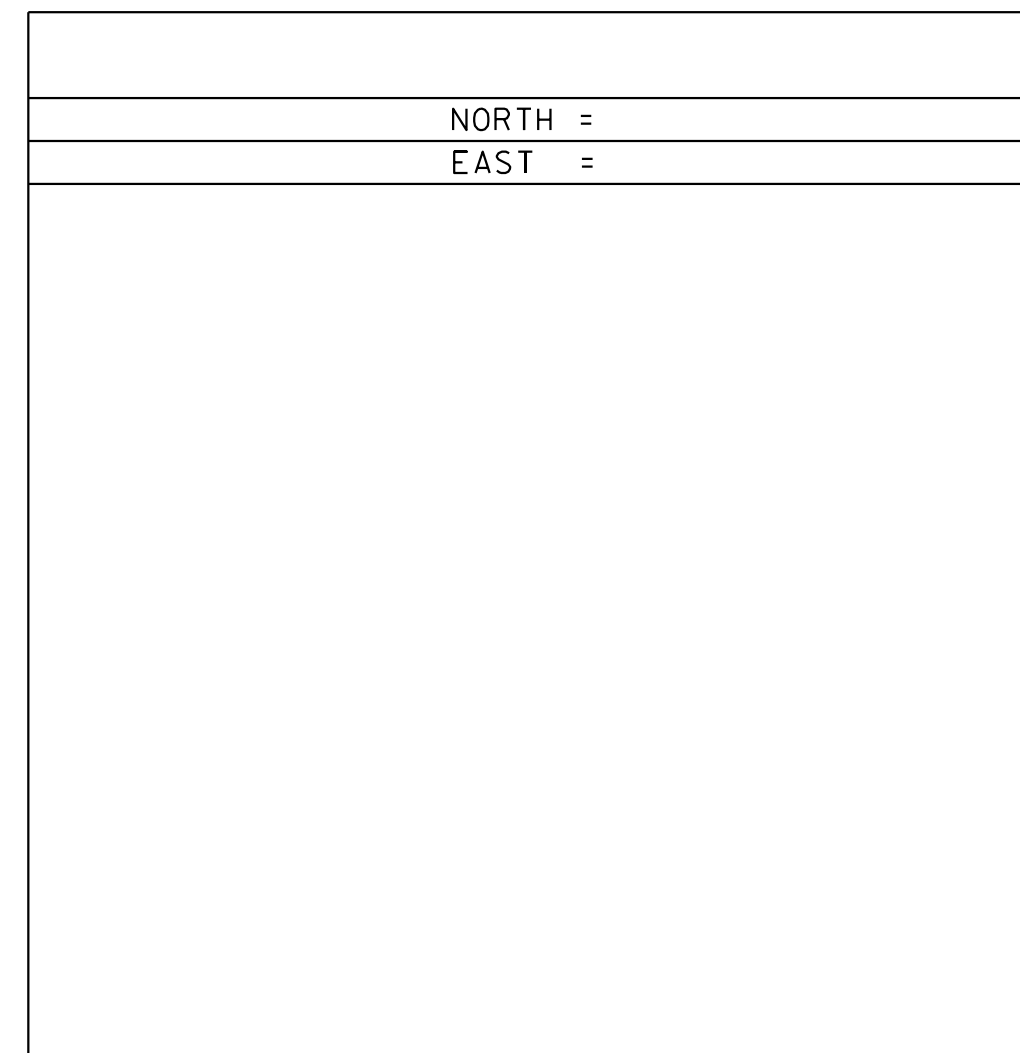
TEMPORARY PEDESTRIAN ACCESS ROUTE



ALIGNMENT TIES



ALIGNMENT TIES

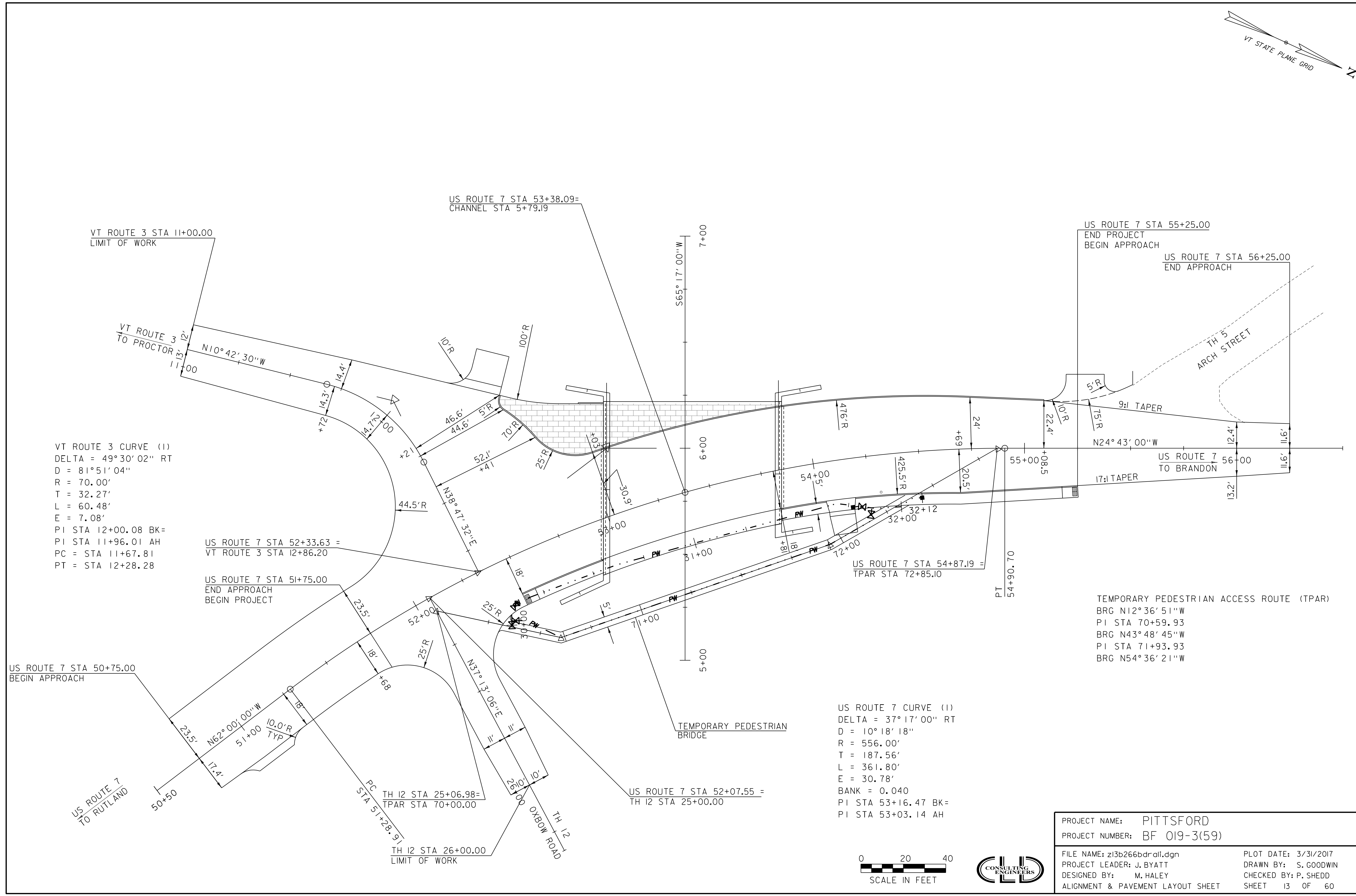
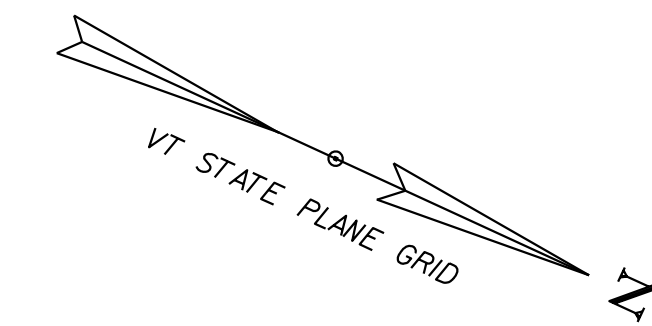


PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266t1.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: M. HALEY  
 TIE SHEET 4



PLOT DATE: 3/31/2017  
 DRAWN BY: P. MCKECHNIE  
 CHECKED BY: P. SHEDD  
 SHEET 12 OF 60



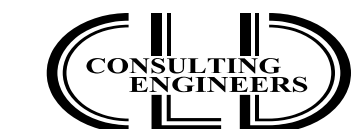
VT ROUTE 3 CURVE (1)  
 DELTA = 49° 30' 02" RT  
 D = 81° 51' 04"  
 R = 70.00'  
 T = 32.27'  
 L = 60.48'  
 E = 7.08'  
 PI STA 12+00.08 BK=  
 PI STA 11+96.01 AH  
 PC = STA 11+67.81  
 PT = STA 12+28.28

US ROUTE 7 STA 52+33.63 =  
 VT ROUTE 3 STA 12+86.20  
 US ROUTE 7 STA 51+75.00  
 END APPROACH  
 BEGIN PROJECT

US ROUTE 7 CURVE (1)  
 DELTA = 37° 17' 00" RT  
 D = 10° 18' 18"  
 R = 556.00'  
 T = 187.56'  
 L = 361.80'  
 E = 30.78'  
 BANK = 0.040  
 PI STA 53+16.47 BK=  
 PI STA 53+03.14 AH

TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR)  
 BRG N12° 36' 51" W  
 PI STA 70+59.93  
 BRG N43° 48' 45" W  
 PI STA 71+93.93  
 BRG N54° 36' 21" W

PROJECT NAME:	PITTSFORD	PLOT DATE:	3/31/2017
PROJECT NUMBER:	BF 019-3(59)	DRAWN BY:	S. GOODWIN
FILE NAME:	z13b266bdr.dgn	CHECKED BY:	P. SHEDD
PROJECT LEADER:	J. BYATT	SHEET	13 OF 60
DESIGNED BY:	M. HALEY	ALIGNMENT & PAVEMENT LAYOUT SHEET	





**CONSTRUCT DRIVES**

51+04 RT (20.5 FT WIDE, 4' PAVED APRON)  
54+10 RT (12.0 FT WIDE, 2' PAVED APRON)  
55+28 LT (18.0 FT WIDE, PAVED RES.)  
12+18 LT (16.0 FT WIDE, GRAVEL RES., 4' PAVED APRON) (VT 3)

**GUARDRAIL APPROACH SECTION, CONC COMB BRIDGE RAILING TL-3**

52+69.5 TO 52+88.5 RT  
52+99.0 TO 53+14.5 LT  
53+80.0 TO 53+98.3 RT  
53+91.0 TO 54+08.0 LT

**STEEL BEAM GUARDRAIL, GALVANIZED**

25+46 TO 25+58 LT (TH 12)  
52+91 TO 52+99 LT  
54+03.8 RT (ROUNDED "W" BEAM END SECTION)  
54+08 TO 54+42.2 LT

**REMOVAL AND DISPOSAL OF GUARDRAIL**

52+53.5 TO 52+92.5 RT  
52+92 TO 53+15.5 LT  
53+98.5 TO 54+00 RT  
53+99 TO 54+04.5 RT  
54+06.5 TO 54+36 LT

**SPECIAL PROVISION (STEEL BEAM GUARDRAIL GALVANIZED) (8 FEET RADIUS)**  
53+98.3 TO 54+03.8 RT

**SPECIAL PROVISION (STEEL BEAM GUARDRAIL GALVANIZED) (25 FEET RADIUS)**  
52+69.5 TO 25+46 RT

**DELINEATOR WITH STEEL POST**  
52+91 LT  
54+04 RT  
54+42 LT  
25+58 LT (TH 12)

**SPECIAL PROVISION (STAMPED COLORED CONCRETE ISLAND)**  
12+21 LT (VT 3) TO 53+14.5 LT

**SPECIAL PROVISION (STAMPED COLORED CONCRETE ISLAND, BRIDGE)**  
53+14.5 TO 53+90 LT

**CAST-IN-PLACE CONCRETE CURB, TYPE B**  
12+21 LT (VT 3) TO 53+09 LT

**VERTICAL GRANITE CURB**  
52+48 TO 52+90.7 RT  
53+80.8 TO 54+03 RT  
53+90.4 TO 55+09 LT  
54+18 TO 55+25 RT

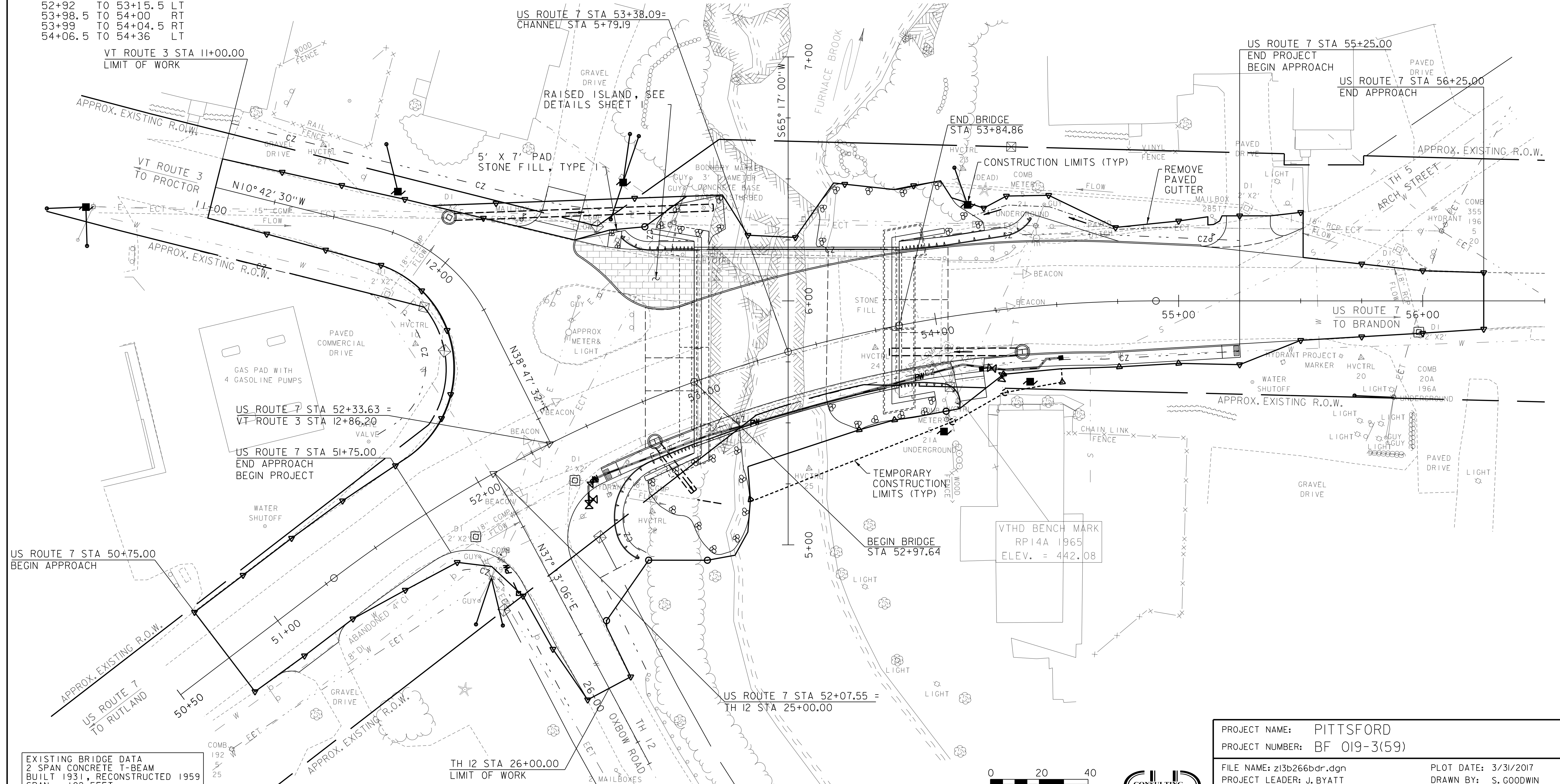
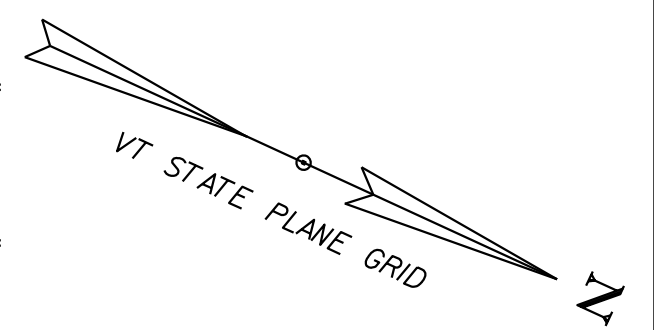
**PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH**  
52+48 TO 52+90.7 RT  
53+80.8 TO 55+25 RT

**DETECTABLE WARNING SURFACE (DWS)**  
52+50 RT  
55+23 RT

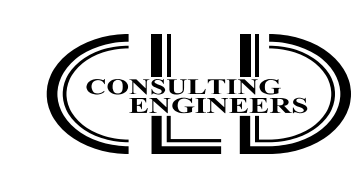
**RELOCATE MAILBOX, SINGLE SUPPORT**  
55+13 LT  
12+08 LT (VT 3)

**STONE FILL, TYPE I GEOTEXTILE UNDER STONE FILL**  
52+85 TO 52+92 LT

**STONE FILL, TYPE II GEOTEXTILE UNDER STONE FILL**  
52+63 TO 53+09 RT  
53+02 TO 53+31 LT  
53+49 TO 53+93 RT  
53+60 TO 54+24 LT

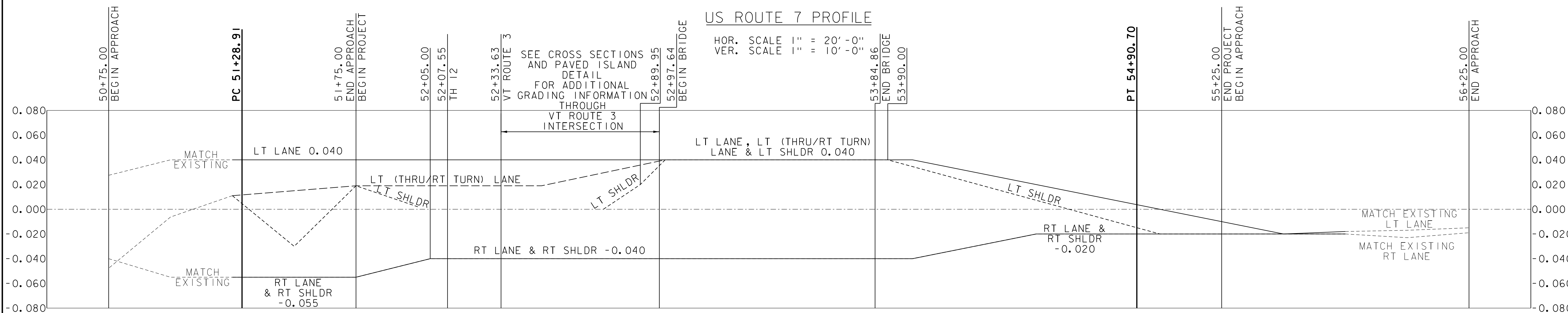
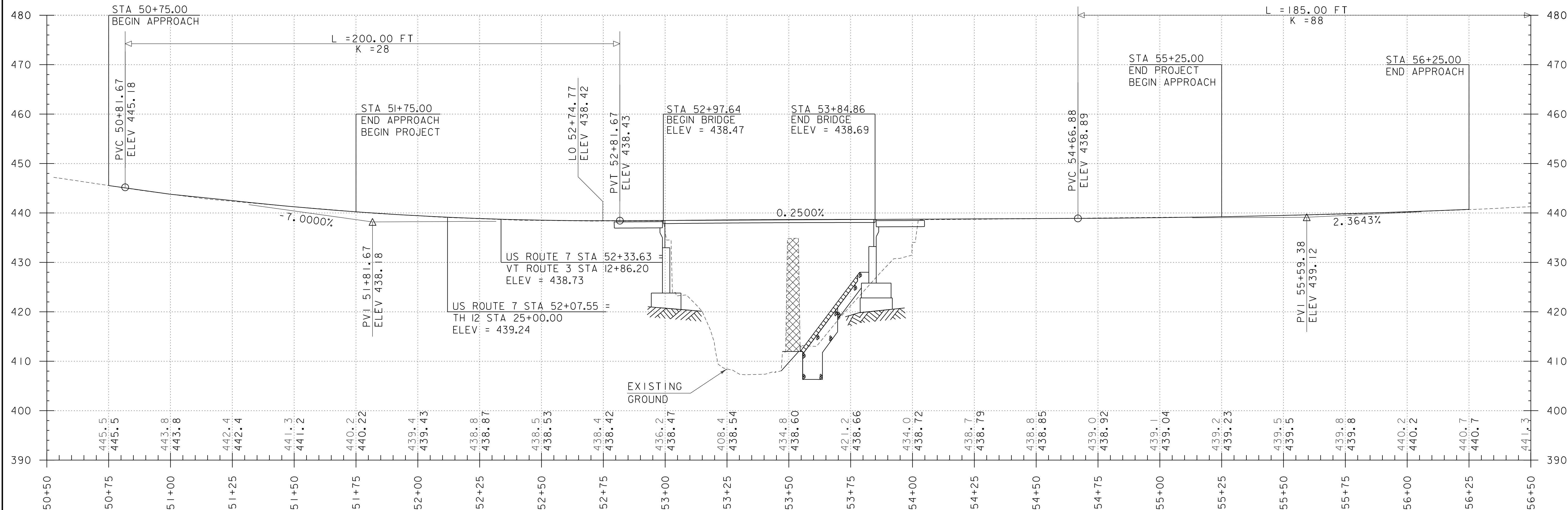


**EXISTING BRIDGE DATA**  
2 SPAN CONCRETE T-BEAM  
BUILT 1931, RECONSTRUCTED 1959  
SPAN = 102 FEET  
MAX WIDTH = 45'-0"



PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)  
FILE NAME: z13b266bdr.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
LAYOUT SHEET  
PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 14 OF 60





STATIONS AND ELEVATIONS ARE IN FEET.

THE ELEVATIONS SHOWN TO THE NEAREST TENTH ARE THE OLD GROUND ALONG THE CENTERLINE.

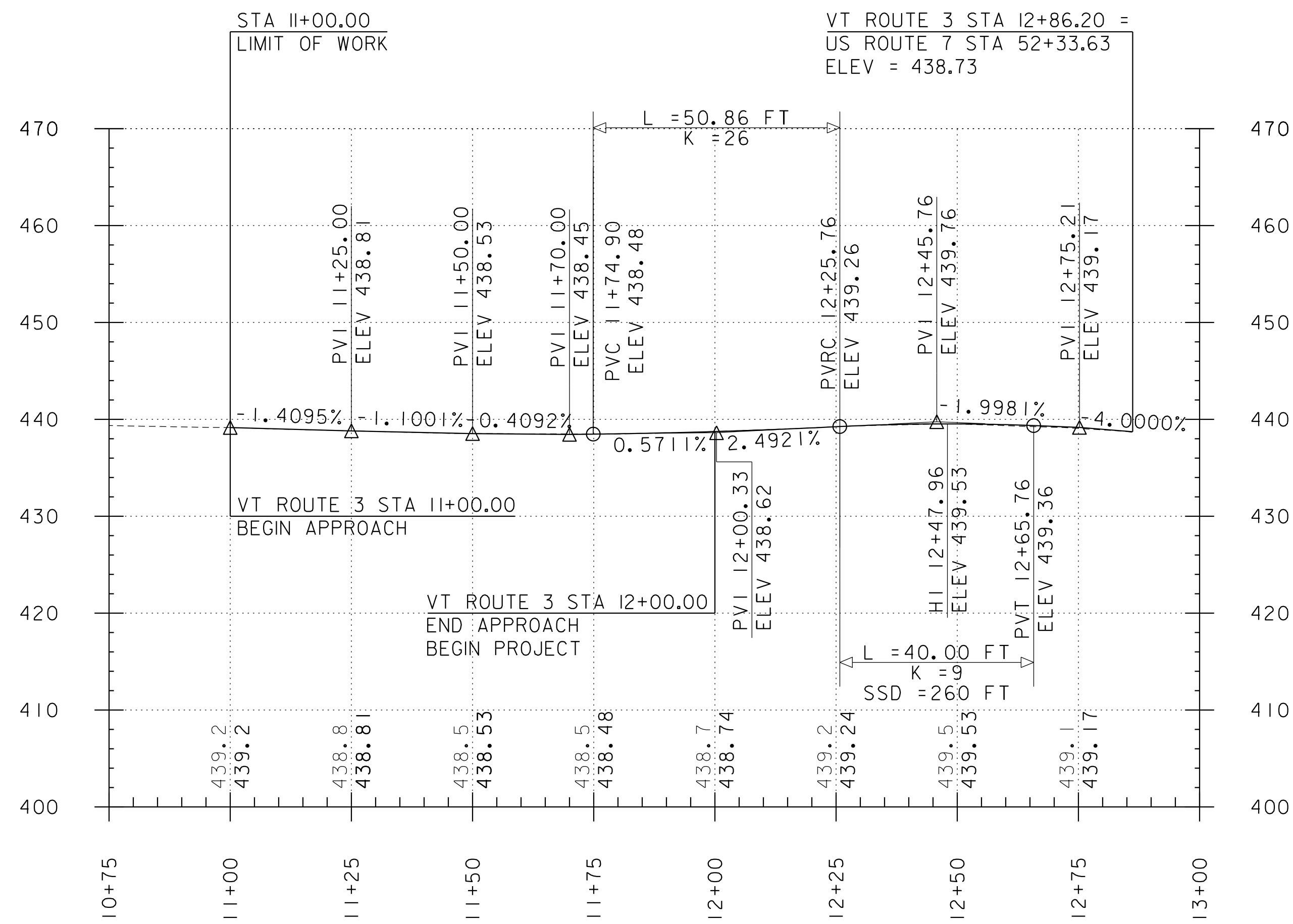
THE ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH ARE THE PROPOSED FINISHED GRADE ALONG THE CENTERLINE.

**BANKING DIAGRAM**

NOT TO SCALE

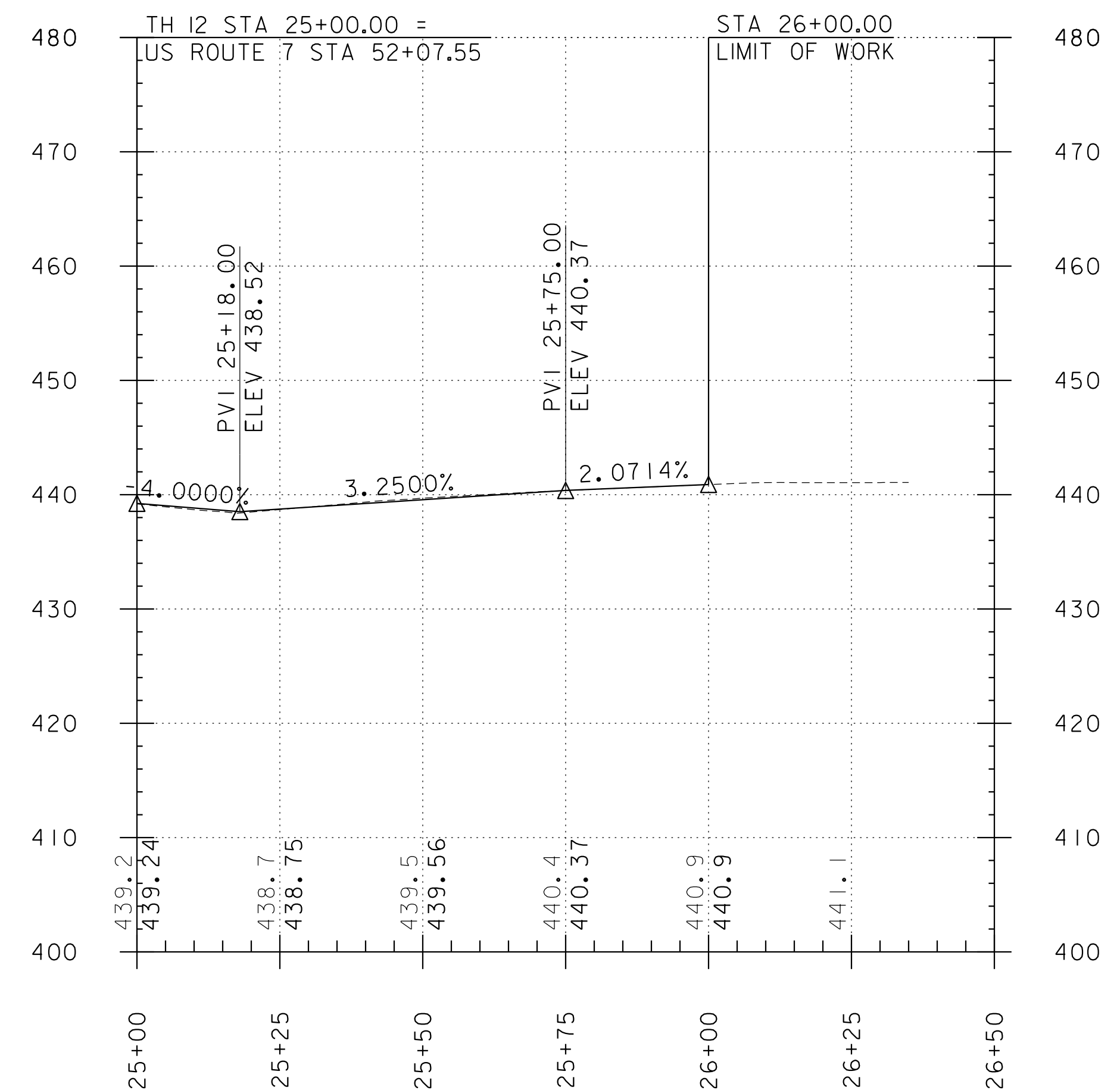
PROJECT NAME:	PITTSFORD
PROJECT NUMBER:	BF 019-3(59)
FILE NAME:	z13b266pro.dgn
PROJECT LEADER:	J. BYATT
DESIGNED BY:	M. HALEY
US ROUTE 7 PROFILE AND BANKING DIAGRAM	SHEET 15 OF 60
PLOT DATE:	3/31/2017
DRAWN BY:	S. GOODWIN
CHECKED BY:	P. SHEDD





VT ROUTE 3 PROFILE

HOR. SCALE 1" = 20' - 0"  
 VER. SCALE 1" = 10' - 0"



TH 12 (OXBOW ROAD) PROFILE

HOR. SCALE 1" = 20' - 0"  
 VER. SCALE 1" = 10' - 0"

STATIONS AND ELEVATIONS ARE IN FEET.

THE ELEVATIONS SHOWN TO THE NEAREST TENTH ARE THE OLD GROUND ALONG THE CENTERLINE.

THE ELEVATIONS SHOWN TO THE NEAREST HUNDRETH ARE THE PROPOSED FINISHED GRADE ALONG THE CENTERLINE.

PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266pro.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: M. HALEY  
 VT ROUTE 3 & TH 12 PROFILE

PLOT DATE: 3/31/2017  
 DRAWN BY: S. GOODWIN  
 CHECKED BY: P. SHEDD  
 SHEET 16 OF 60



TRAFFIC CONTROL NOTES

1. ANY USE OF UNIFORMED TRAFFIC OFFICERS SHALL BE PAID UNDER ITEM 630.I0, "UNIFORMED TRAFFIC OFFICERS". ANY USE OF FLAGGERS SHALL BE PAID UNDER ITEM 630.I5, "FLAGGERS".
2. TRAFFIC CONTROL SHALL CONSIST OF TWO-WAY TRAFFIC UNDER SIGNALIZED CONTROL, TEMPORARY TRAFFIC BARRIER, TEMPORARY TRAFFIC BARRIER-BOLTED, TEMPORARY TRAFFIC BARRIER-BRACED, TRAFFIC CONTROL DEVICES, TEMPORARY SIGNALS, TEMPORARY PAVEMENT MARKINGS, REMOVAL OF EXISTING AND TEMPORARY PAVEMENT MARKINGS, AND OTHER ITEMS REQUIRED TO CONSTRUCT, INSPECT, MAINTAIN AND REMOVE THE TEMPORARY DETOUR WILL BE INCLUDED UNDER PAY ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)". ALL OTHER ITEMS RELATED TO TRAFFIC CONTROL, INCLUDING THE PROJECT TRAFFIC CONTROL PLAN AND ALL OTHER ON AND OFF-PROJECT TEMPORARY CONSTRUCTION SIGNING, WILL BE INCLUDED UNDER PAY ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
3. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WARNING MOTORISTS OF THE CONSTRUCTION PROJECT AND CHANGING TRAFFIC PATTERNS WILL BE INCLUDED UNDER PAY ITEM 641.I5, "PORTABLE CHANGEABLE MESSAGE SIGN". THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO DETERMINE APPROPRIATE LOCATIONS FOR PCMS.
4. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THE PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
5. UNLESS OTHERWISE NOTED ON THE PLANS, ACCESS TO ALL EXISTING DRIVES SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.
6. INSTALLATION OF NECESSARY SIGNS SHALL NOT BLOCK ANY EXISTING TRAFFIC CONTROL SIGN ASSEMBLIES. THE CONTRACTOR SHALL COVER EXISTING SIGNS THAT CONFLICT WITH PROPOSED TRAFFIC CONTROL SIGN ASSEMBLIES.
7. THE CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-344-7233 PRIOR TO COMMENCING ANY WORK.
8. ALL TRAFFIC SIGNS, TYPE A THAT ARE 36" X 36" OR LARGER SHALL BE MOUNTED ON TWO POSTS.
9. ALL SIGN PACKAGES SHALL CONFORM TO THE 2009 MUTCD OR ITS LATEST REVISION.
10. NON-CRASHWORTHY FEATURES RESULTING FROM CONSTRUCTION ACTIVITIES THAT ARE LOCATED WITHIN THE CLEAR ZONE SHALL BE PROPERLY PROTECTED. ALL TEMPORARY DEVICES SHALL BE NCHRP REPORT 350 OR MASH COMPLIANT AND SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 621.
11. WHERE TEMPORARY BARRIER IS USED, BARRIER ENDS FACING ONCOMING TRAFFIC SHALL BE TAPERED BEYOND THE CLEAR ZONE OR PROTECTED WITH AN ENERGY ABSORPTION ATTENUATOR. ENERGY ABSORPTION ATTENUATORS WILL BE INCLUDED UNDER PAY ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
12. REFER TO MUTCD PART 6 AND THE TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION REGARDING REQUIRED SIGNAGE AND SIGN LOCATIONS.

PEDESTRIAN TEMPORARY TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER UTILIZING A PEDESTRIAN BRIDGE DURING CONSTRUCTION. THE PEDESTRIAN BRIDGE SHALL MEET THE REQUIREMENTS OF SECTION 528. ANY ADDITIONAL EASEMENTS AND APPLICABLE PERMITS THAT ARE NECESSARY AS A RESULT OF REVISIONS TO THE WORK SHOWN ON THE PLANS SHALL BE THE CONTRACTOR'S RESPONSIBILITY. PAYMENT FOR THIS WORK SHALL BE PAID FOR UNDER ITEM 528.I2, "TEMPORARY PEDESTRIAN BRIDGE (8 FT X 132 FT)". ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF MUTCD, PART 6.
2. 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.
3. PEDESTRIAN TRAFFIC AT THE INTERSECTION OF US ROUTE 7, VT ROUTE 3 AND OXBOW ROAD WILL BE UNDER SIGNAL CONTROL.
4. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
5. THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS, EXCEPT WHERE PROPER PROTECTION AND A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) HAVE BEEN PROVIDED.
6. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL BY THE ENGINEER A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING, 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, RESIDENCES, ETC.
7. PROVISION OF THE TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) AND ALL OF ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES IS TO BE PAID FOR INCIDENTAL TO ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".

SIGNAL OPERATION NOTES

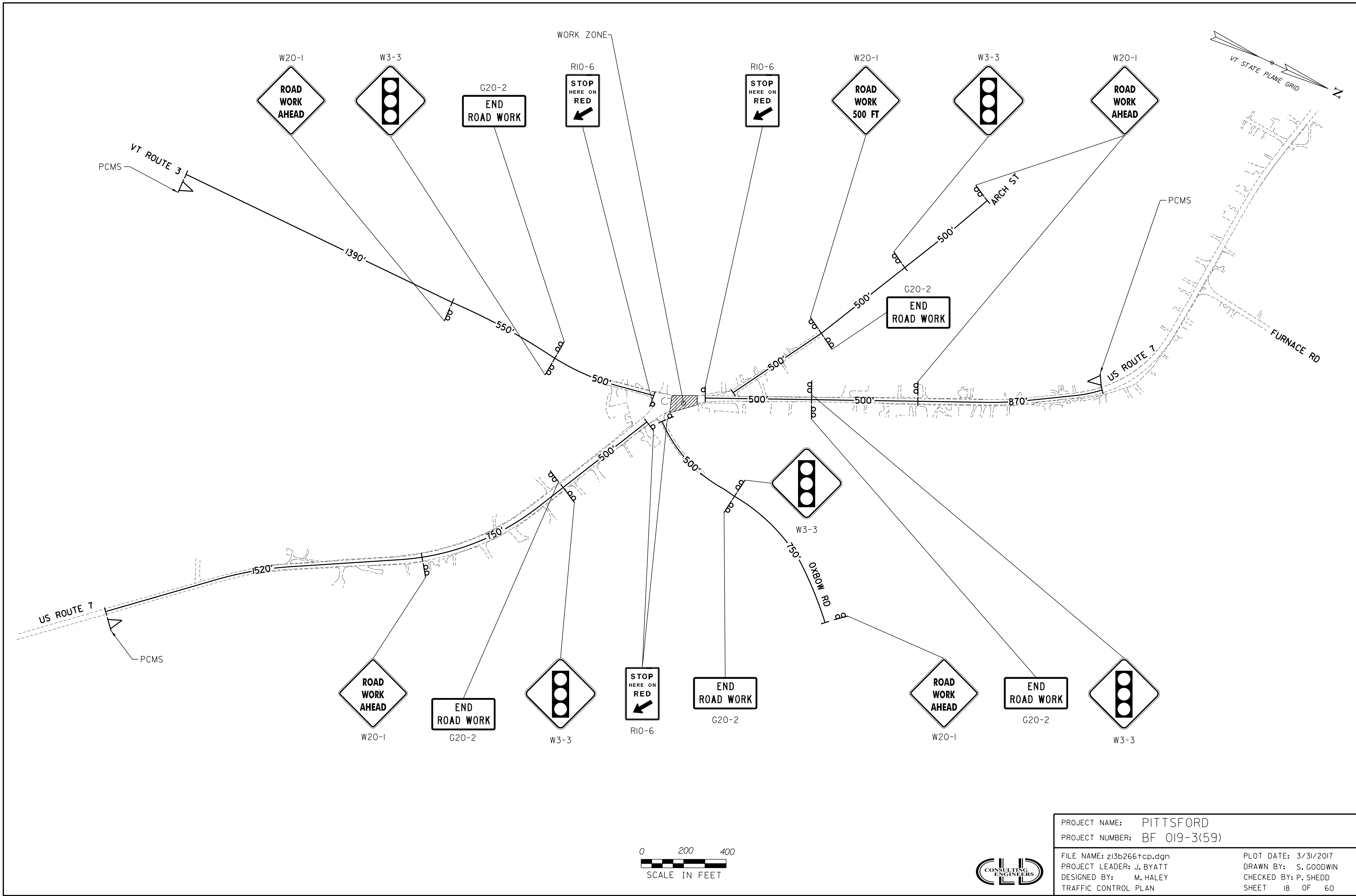
1. TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL COMPLY WITH THE REQUIREMENTS OF SECTION 678, "TRAFFIC CONTROL SIGNALS" AND WILL BE CONSIDERED INCIDENTAL TO ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
2. THE SIGNAL SYSTEM SHALL CONSIST OF POLES, SIGNS, AND POSTS, WARNING SIGNS, LUMINAIRES, ASSOCIATED PAVEMENT MARKINGS AND SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE DESIGN. IT ALSO INCLUDES PERMITS AND COSTS ASSOCIATED WITH PROVIDING ELECTRICAL POWER.
3. THE CONTRACTOR SHALL INSTALL PORTABLE TRAFFIC SIGNAL TRAILERS IN PLACE OF A STATIC SIGNAL SYSTEM AS SHOWN ON THE PLANS. THE TRAILERS SHALL COMMUNICATE VIA RADIO INTERFACE TO FUNCTION AS A SINGLE CONTROL SYSTEM. AT LEAST ONE SIGNAL HEAD SHALL BE UNMISTAKABLY IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD MAY BE POST MOUNTED ON THE TRAILER, LOCATED AT A DISTANCE OF 14.5 FEET FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40 FEET FROM THE SIGNAL HEAD. CONSULT THE LATEST EDITION OF THE MUTCD FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
4. THE BOTTOM OF A SIGNAL FACE NOT MOUNTED OVER A ROADWAY SHALL NOT BE LESS THAN 8.0 FEET NOR MORE THAN 15.0 FEET ABOVE THE GROUND. CAUTION SHOULD BE USED TO ENSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROADWAY GRADE.
5. SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER FACES.
6. SIGNAL FACES SHALL BE L.E.D. AND CONSIST OF 12 INCH LENSES (RED, YELLOW AND GREEN)
7. SIGNAL HEAD PLACEMENT IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES BETWEEN EACH PHASE OF CONSTRUCTION.
8. THE TRAFFIC SIGNALS SHALL NOT OPERATE WITHOUT THE PAVEMENT MARKINGS AND SIGNAL RELATED SIGNING IN PLACE.
9. INSTALL WIRING BETWEEN POWER SOURCES AND SIGNAL TRAILERS TO PROVIDE FOR A SAFE INSTALLATION. ANY NECESSARY CONNECTIONS TO UTILITY POLES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE UTILITY COMPANY.
10. ANY TEMPORARY POLES SHALL BE PLACED BEHIND GUARDRAIL, BARRIER, OR BE OUTSIDE OF THE CLEAR ZONE.
11. LUMINAIRES SHALL BE INSTALLED AT EACH OF THE APPROACHES TO ADEQUATELY ILLUMINATE THE STOP BAR AREAS. 250 WATT HIGH PRESSURE SODIUM, 150 WATT MERCURY OR AN EQUIVALENT WATTAGE L.E.D. LAMP ARE ALL ACCEPTABLE FORMS OF LUMINAIRE. THE MOUNTING HEIGHT SHALL BE 30 FEET ABOVE THE CENTERLINE OR AS DIRECTED BY THE ENGINEER. WHILE THE INTENT IS TO ILLUMINATE THE TEMPORARY SIGNAL SYSTEM, MEASURED NIGHTTIME ILLUMINANCE AT EACH STOP BAR SHALL NOT BE LESS THAN 1.0 FOOT-CANDLE. THE ENGINEER SHALL ORDER CHANGES TO THE LIGHTING COMPONENTS IF DETERMINED TO BE INSUFFICIENT.
12. ALL TRAFFIC SIGNS, INCLUDING STOP SIGNS, MADE IRRELEVANT DUE TO THE TEMPORARY SIGNAL SHALL BE COMPLETELY COVERED DURING OPERATION OF THE TEMPORARY SIGNAL OR AT THE DISCRETION OF THE ENGINEER.
13. CONSTRUCTION APPROACH SIGNS SHALL BE PROVIDED ON EACH APPROACH PER THE TRAFFIC CONTROL PLANS IN THIS PLAN SET. ADDITIONAL SIGNS SHALL BE INSTALLED AS REQUIRED BY THE ENGINEER, PER STANDARD T-1 AND T-10.
14. SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE-TUNING BY THE ENGINEER IN THE FIELD BASED ON TRAFFIC OBSERVATION. COST OF ADJUSTMENTS SHALL BE INCIDENTAL TO ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
15. WHEN THE TEMPORARY TRAFFIC CONTROL SIGNALS ARE CHANGED TO FLASHING MODE, EITHER MANUALLY OR AUTOMATICALLY, RED SIGNAL INDICATIONS SHALL BE FLASHED TO ALL APPROACHES.
16. ALL TEMPORARY SIGNAL EQUIPMENT, SIGNS, ETC., SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR REMOVAL INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, UTILITY POLES, WIRES, ETC.

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

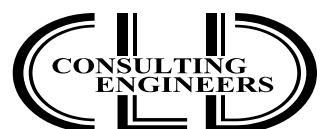
FILE NAME: z13b266frm.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
TRAFFIC CONTROL NOTES

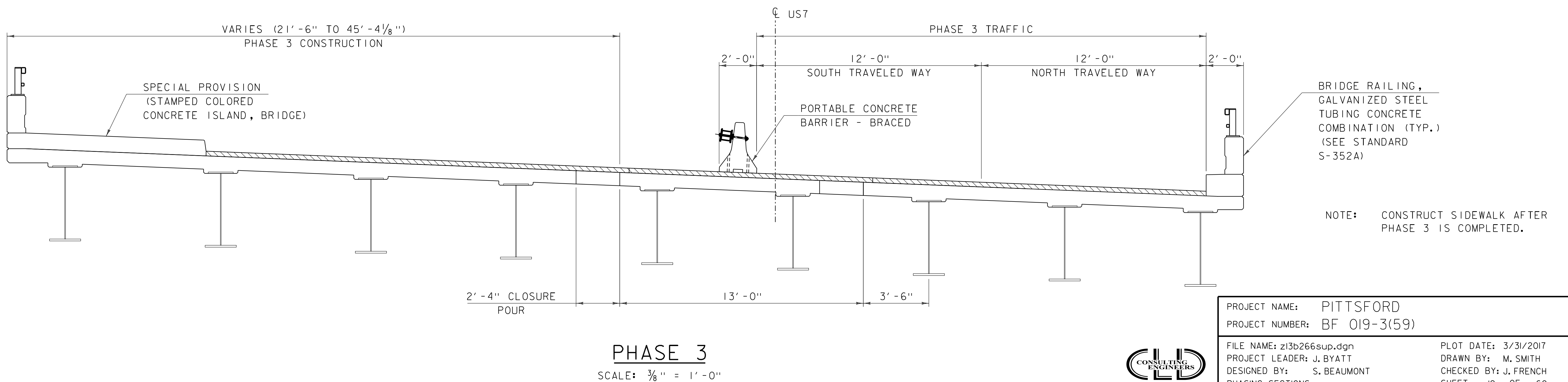
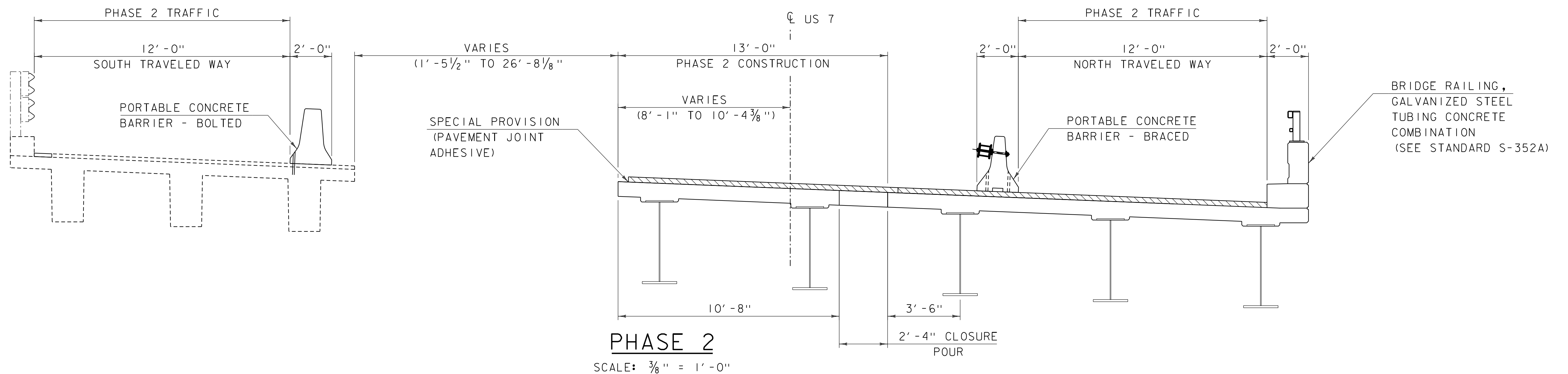
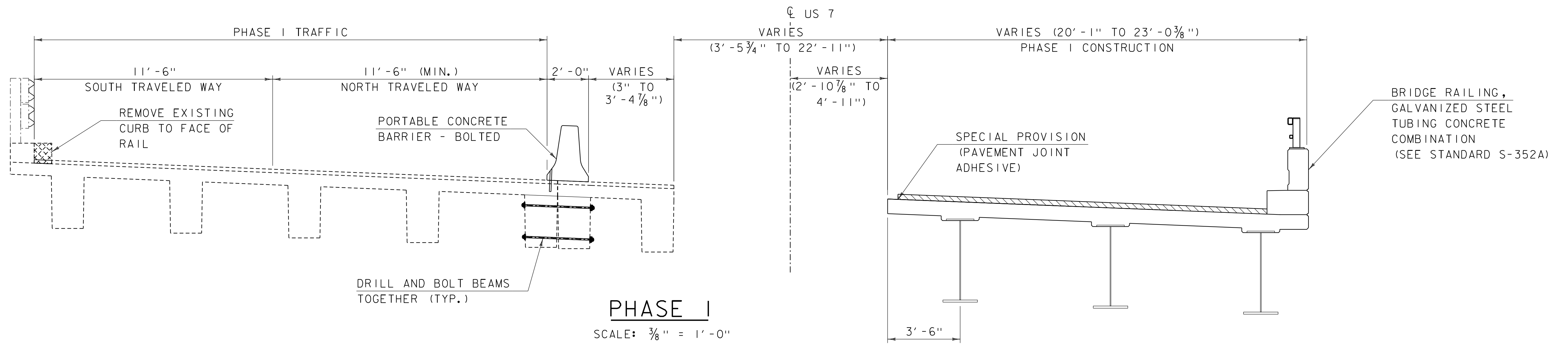
PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 17 OF 60





PROJECT NAME:	PITTSFORD	PLOT DATE:	3/31/2017
PROJECT NUMBER:	BF 019-3(59)	DRAWN BY:	S. GOODWIN
FILE NAME:	z13b266+cp.dgn	DESIGNED BY:	M. HALEY
PROJECT LEADER:	J. BYATT	TRAFFIC CONTROL PLAN	CHECKED BY: P. SHEDD
			SHEET 18 OF 60

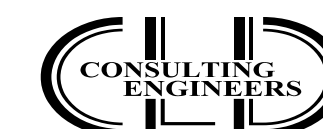




PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266sup.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: S. BEAUMONT  
 PHASING SECTIONS

PLOT DATE: 3/31/2017  
 DRAWN BY: M. SMITH  
 CHECKED BY: J. FRENCH  
 SHEET 19 OF 60





**NOTES**

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SIGNS AND BARRICADES SHOWN ON THIS SHEET. THEY SHALL BE PAID FOR UNDER ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
2. ANY TEMPORARY TRAFFIC BARRIER, TEMPORARY TRAFFIC BARRIER-BRACED, AND TEMPORARY TRAFFIC BARRIER-BOLTED REQUIRED SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)" AND FURNISHED IN ACCORDANCE WITH SECTION 62I.
3. REMOVAL OF EXISTING PAVEMENT MARKINGS AND APPLICATION OF TEMPORARY PAVEMENT MARKINGS AS NOTED ON THIS SHEET WILL BE INCLUDED UNDER PAY ITEM 900.645, "SPECIAL PROVISION (TEMPORARY ROADWAY)" AND FURNISHED IN ACCORDANCE WITH SECTION 646. CONSTRUCTION NOTES ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.
4. TRAFFIC MAY NEED TO BE REDUCED TO ONE LANE UTILIZING ONE-WAY ALTERNATING TRAFFIC DURING NIGHTTIME HOURS FOR REMOVAL AND INSTALLATION OF STEEL GIRDERS. THE CONTRACTOR SHALL COORDINATE THIS EFFORT WITH THE ENGINEER PRIOR TO REDUCING TRAFFIC TO ONE LANE. ALL SIGNAGE, STRIPING, SIGNALS, TEMPORARY TRAFFIC BARRIER, AND CHANNELIZATION DEVICES REQUIRED TO MAINTAIN ONE LANE OF TRAFFIC SHALL CONFORM TO MUTCD AND VAOT STANDARDS. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
5. AT THE NORTH SIDE OF THE INTERSECTION OF US ROUTE 7 AND OXBOW ROAD, CONTRACTOR SHALL INSTALL THREE PANELS OF STEEL BEAM GUARDRAIL AND ADJUST LOCATION OF TEMPORARY WALKWAY TO ALLOW FOR PEDESTRIAN ACCESS TO AND FROM THE TEMPORARY WALKWAY. REMAINDER OF GUARDRAIL INSTALLATION MAY BE COMPLETED AFTER NEW SIDEWALK IS INSTALLED AND TEMPORARY WALKWAY IS REMOVED.

TEMPORARY 4 INCH WHITE LINE, PAINT  
 101+25 LT TO 11+75 RT (SOLID)  
 11+75 TO 105+50 LT (SOLID)  
 25+50 TO 105+50 RT (SOLID)

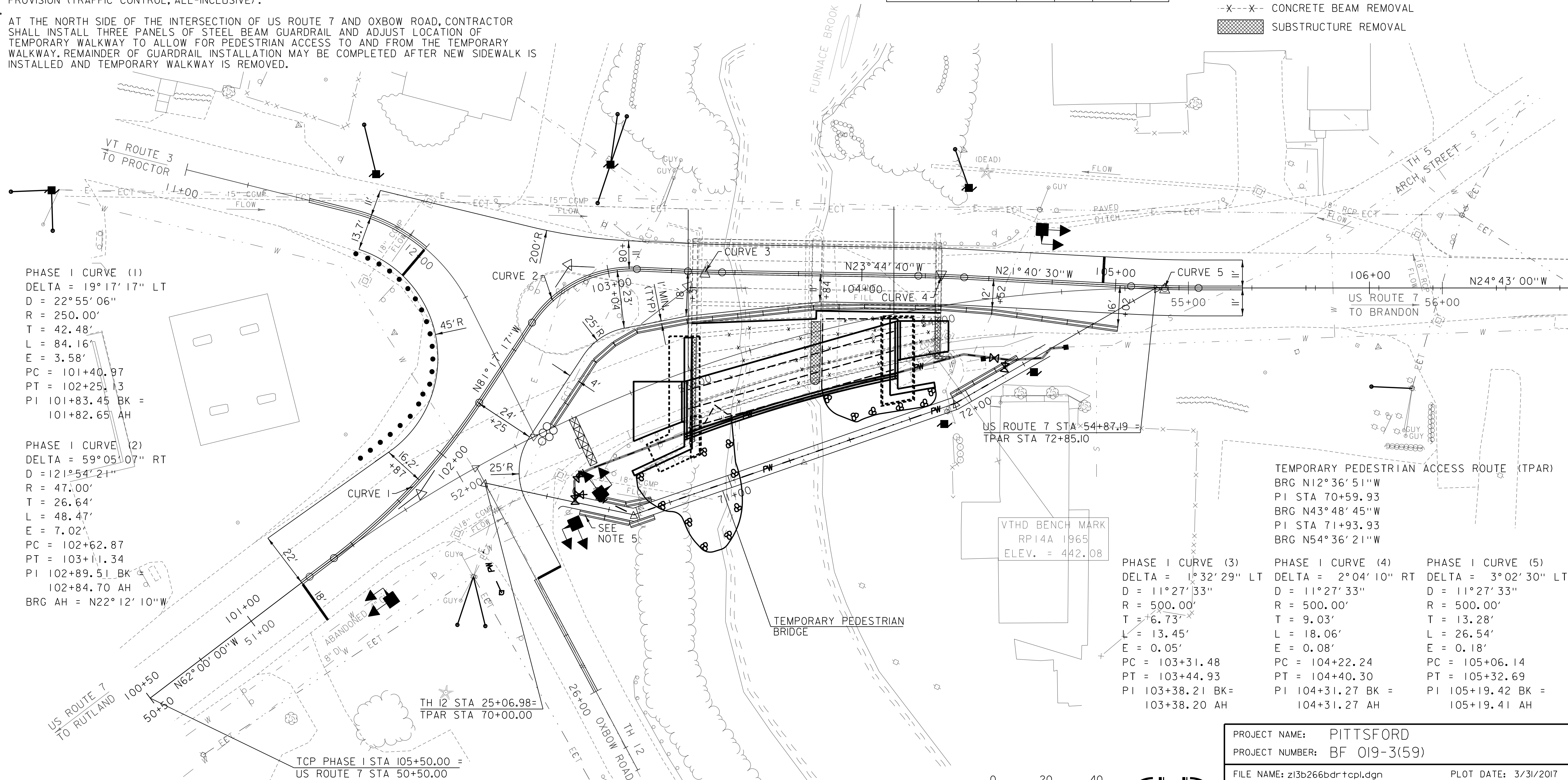
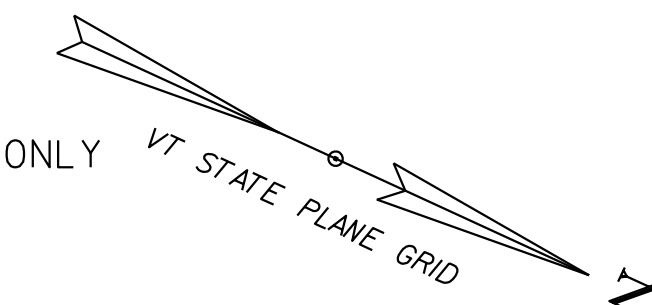
TEMPORARY 4 INCH YELLOW LINE, PAINT  
 101+25 TO 105+50 LT & RT (SOLID)  
 11+50 TO 12+00 LT & RT (SOLID)  
 25+50 TO 26+00 LT & RT (SOLID)

TEMPORARY 24 INCH STOP BAR, PAINT  
 101+25 RT (18')  
 104+95 LT (11')  
 12+00 RT (13')  
 25+50 LT (10')

SIGNAL PHASING DATA					
SIGNAL PHASING (ALL ENTRIES BELOW ARE IN SECONDS)					
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5
INITIAL	--	--	--	--	--
VEHICLE EXT.	--	--	--	--	--
MAX. 1	--	--	--	--	--
MAX. 2	--	--	--	--	--
YELLOW	--	--	--	--	--
RED	--	--	--	--	--
RECALL	--	--	--	--	--
DELAY	--	--	--	--	--

**LEGEND**

- N/C NEW SIGN/CONSTRUCTION ONLY
- B/O BLACK/ORANGE
- B/W BLACK/WHITE
- ☒ TYPE III BARRICADE
- ☒ TYPE III BARRICADE (MOD.)
- ▬ TEMPORARY TRAFFIC BARRIER
- RETROREFLECTIVE PLASTIC DRUM
- ➡ TEMPORARY TRAFFIC SIGNAL
- ⊗ ENERGY ABSORPTION ATTENUATOR
- X-X- CONCRETE BEAM REMOVAL
- ▨ SUBSTRUCTURE REMOVAL



PHASE I CURVE (1)  
 DELTA = 19°17'17" LT  
 D = 22°55'06"  
 R = 250.00'  
 T = 42.48'  
 L = 84.16'  
 E = 3.58'  
 PC = 101+40.97  
 PT = 102+25.13  
 PI 101+83.45 BK =  
 101+82.65 AH

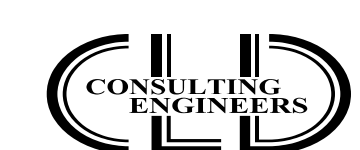
PHASE I CURVE (2)  
 DELTA = 59°05'07" RT  
 D = 121°54'21"  
 R = 47.00'  
 T = 26.64'  
 L = 48.47'  
 E = 7.02'  
 PC = 102+62.87  
 PT = 103+11.34  
 PI 102+89.51 BK =  
 102+84.70 AH  
 BRG AH = N22°12'10"W

PHASE I CURVE (3)  
 DELTA = 1°32'29" LT  
 D = 11°27'33"  
 R = 500.00'  
 T = 6.73'  
 L = 13.45'  
 E = 0.05'  
 PC = 103+31.48  
 PT = 103+44.93  
 PI 103+38.21 BK =  
 103+38.20 AH

TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR)  
 BRG N12°36'51"W  
 PI STA 70+59.93  
 BRG N43°48'45"W  
 PI STA 71+93.93  
 BRG N54°36'21"W

PHASE I CURVE (4)  
 DELTA = 2°04'10" RT  
 D = 11°27'33"  
 R = 500.00'  
 T = 9.03'  
 L = 18.06'  
 E = 0.08'  
 PC = 104+22.24  
 PT = 104+40.30  
 PI 104+31.27 BK =  
 104+31.27 AH

PHASE I CURVE (5)  
 DELTA = 3°02'30" LT  
 D = 11°27'33"  
 R = 500.00'  
 T = 13.28'  
 L = 26.54'  
 E = 0.18'  
 PC = 105+06.14  
 PT = 105+32.69  
 PI 105+19.42 BK =  
 105+19.41 AH



PROJECT NAME:	PITTSFORD
PROJECT NUMBER:	BF 019-3(59)
FILE NAME:	z13b266bdr+cpl.dgn
PROJECT LEADER:	J. BYATT
DESIGNED BY:	M. HALEY
TRAFFIC CONTROL SHEET PHASE I	
PLOT DATE:	3/31/2017
DRAWN BY:	S. GOODWIN
CHECKED BY:	P. SHEDD
SHEET	20 OF 60

**NOTES**

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SIGNS AND BARRICADES SHOWN ON THIS SHEET. THEY SHALL BE PAID FOR UNDER ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
2. ANY TEMPORARY TRAFFIC BARRIER, TEMPORARY TRAFFIC BARRIER-BRACED, AND TEMPORARY TRAFFIC BARRIER-BOLTED REQUIRED SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)" AND FURNISHED IN ACCORDANCE WITH SECTION 621.
3. REMOVAL OF EXISTING PAVEMENT MARKINGS AND APPLICATION OF TEMPORARY PAVEMENT MARKINGS AS NOTED ON THIS SHEET WILL BE INCLUDED UNDER PAY ITEM 900.645, "SPECIAL PROVISION (TEMPORARY ROADWAY)" AND FURNISHED IN ACCORDANCE WITH SECTION 646. CONSTRUCTION NOTES ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.
4. TRAFFIC MAY NEED TO BE REDUCED TO ONE LANE UTILIZING ONE-WAY ALTERNATING TRAFFIC DURING NIGHTTIME HOURS FOR REMOVAL AND INSTALLATION OF STEEL GIRDERS. THE CONTRACTOR SHALL COORDINATE THIS EFFORT WITH THE ENGINEER PRIOR TO REDUCING TRAFFIC TO ONE LANE. ALL SIGNAGE, STRIPING, SIGNALS, TEMPORARY TRAFFIC BARRIER, AND CHANNELIZATION DEVICES REQUIRED TO MAINTAIN ONE LANE OF TRAFFIC SHALL CONFORM TO MUTCD AND VAOT STANDARDS. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
5. AT THE NORTH SIDE OF THE INTERSECTION OF US ROUTE 7 AND OXBOW ROAD, CONTRACTOR SHALL INSTALL THREE PANELS OF STEEL BEAM GUARDRAIL AND ADJUST LOCATION OF TEMPORARY WALKWAY TO ALLOW FOR PEDESTRIAN ACCESS TO AND FROM THE TEMPORARY WALKWAY. REMAINDER OF GUARDRAIL INSTALLATION MAY BE COMPLETED AFTER NEW SIDEWALK IS INSTALLED AND TEMPORARY WALKWAY IS REMOVED.

**TEMPORARY 4 INCH WHITE LINE, PAINT**  
 51+25 RT TO 11+75 RT (SOLID)  
 11+75 TO 55+25 LT (SOLID)  
 25+50 TO 55+25 RT (SOLID)

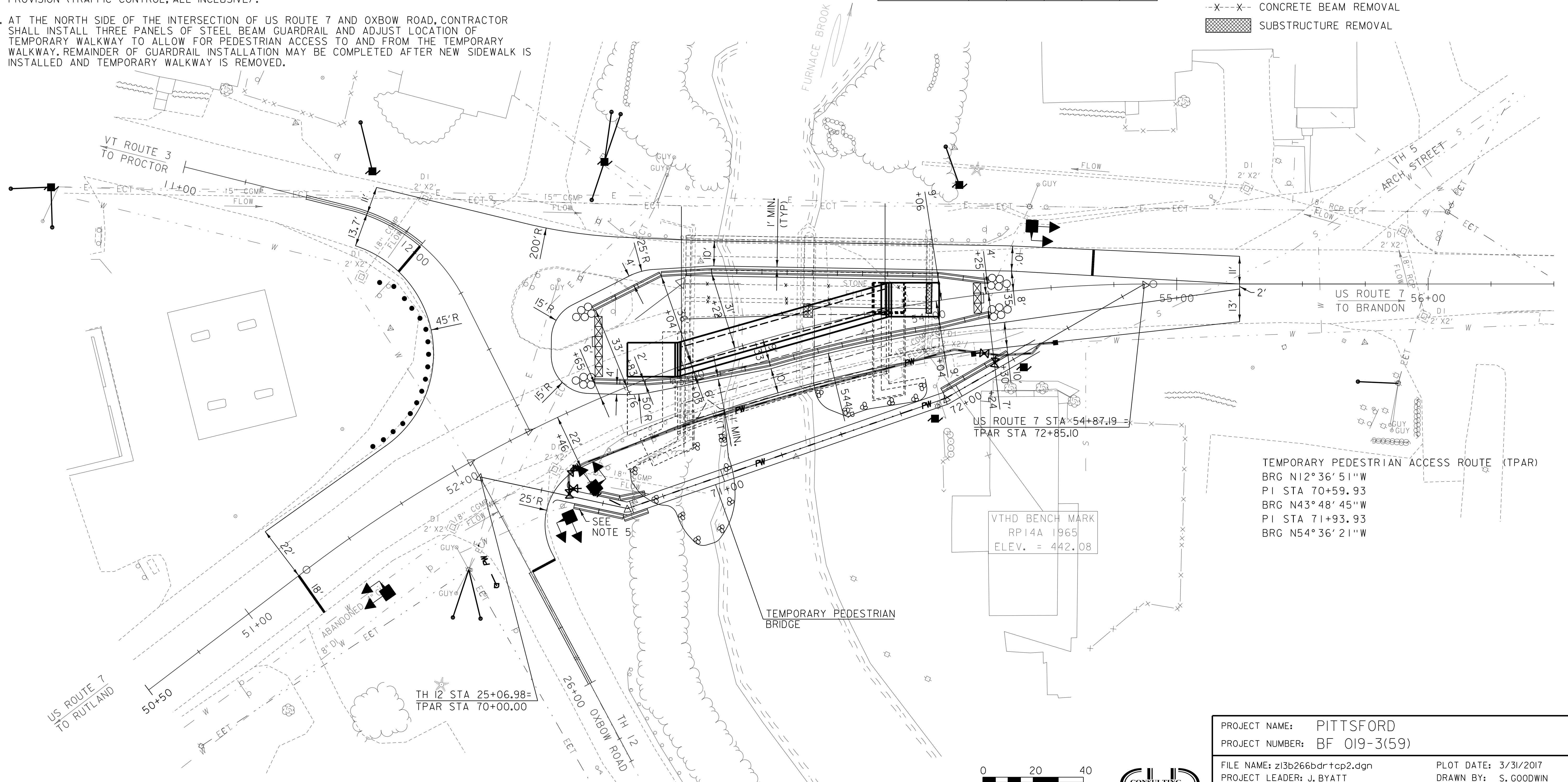
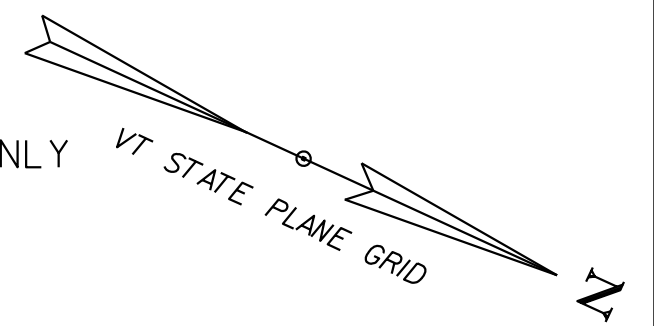
**TEMPORARY 4 INCH YELLOW LINE, PAINT**  
 52+52 TO 55+25 LT (SOLID)  
 52+52 LT TO 55+25 RT (SOLID)  
 11+50 TO 12+00 LT & RT (SOLID)  
 25+50 TO 26+00 LT & RT (SOLID)

**TEMPORARY 24 INCH STOP BAR, PAINT**  
 51+25 RT (18')  
 54+67 LT (10')  
 12+00 RT (13')  
 25+50 LT (10')

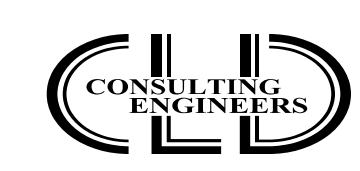
SIGNAL PHASING DATA					
SIGNAL PHASING (ALL ENTRIES BELOW ARE IN SECONDS)					
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5
INITIAL	--	--	--	--	--
VEHICLE EXT.	--	--	--	--	--
MAX. 1	--	--	--	--	--
MAX. 2	--	--	--	--	--
YELLOW	--	--	--	--	--
RED	--	--	--	--	--
RECALL	--	--	--	--	--
DELAY	--	--	--	--	--

**LEGEND**

- N/C NEW SIGN/CONSTRUCTION ONLY
- B/O BLACK/ORANGE
- B/W BLACK/WHITE
- ☒ TYPE III BARRICADE
- ☒ TYPE III BARRICADE (MOD.)
- ▬ TEMPORARY TRAFFIC BARRIER
- RETROREFLECTIVE PLASTIC DRUM
- ➡ TEMPORARY TRAFFIC SIGNAL
- ⊗ ENERGY ABSORPTION ATTENUATOR
- X-X- CONCRETE BEAM REMOVAL
- ▨ SUBSTRUCTURE REMOVAL



TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR)  
 BRG N12° 36' 51" W  
 PI STA 70+59.93  
 BRG N43° 48' 45" W  
 PI STA 71+93.93  
 BRG N54° 36' 21" W



PROJECT NAME:	PITTSFORD	FILE NAME:	z13b266bdr+cp2.dgn	PLOT DATE:	3/31/2017
PROJECT NUMBER:	BF 019-3(59)	PROJECT LEADER:	J. BYATT	DRAWN BY:	S. GOODWIN
		DESIGNED BY:	M. HALEY	CHECKED BY:	P. SHEDD
		TRAFFIC CONTROL SHEET PHASE 2		SHEET	21 OF 60



**NOTES**

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SIGNS AND BARRICADES SHOWN ON THIS SHEET. THEY SHALL BE PAID FOR UNDER ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
2. ANY TEMPORARY TRAFFIC BARRIER, TEMPORARY TRAFFIC BARRIER-BRACED, TEMPORARY TRAFFIC BARRIER-BOLTED REQUIRED SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)" AND FURNISHED IN ACCORDANCE WITH SECTION 621.
3. REMOVAL OF EXISTING PAVEMENT MARKINGS AND APPLICATION OF TEMPORARY PAVEMENT MARKINGS AS NOTED ON THIS SHEET WILL BE INCLUDED UNDER PAY ITEM 900.645, "SPECIAL PROVISION (TEMPORARY ROADWAY)" AND FURNISHED IN ACCORDANCE WITH SECTION 646. CONSTRUCTION NOTES ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY.
4. TRAFFIC MAY NEED TO BE REDUCED TO ONE LANE UTILIZING ONE-WAY ALTERNATING TRAFFIC DURING NIGHTTIME HOURS FOR REMOVAL AND INSTALLATION OF STEEL GIRDERS. THE CONTRACTOR SHALL COORDINATE THIS EFFORT WITH THE ENGINEER PRIOR TO REDUCING TRAFFIC TO ONE LANE. ALL SIGNAGE, STRIPING, SIGNALS, TEMPORARY TRAFFIC BARRIER, AND CHANNELIZATION DEVICES REQUIRED TO MAINTAIN ONE LANE OF TRAFFIC SHALL CONFORM TO MUTCD AND VAOT STANDARDS. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
5. AT THE NORTH SIDE OF THE INTERSECTION OF US ROUTE 7 AND OXBOW ROAD, CONTRACTOR SHALL INSTALL THREE PANELS OF STEEL BEAM GUARDRAIL AND ADJUST LOCATION OF TEMPORARY WALKWAY TO ALLOW FOR PEDESTRIAN ACCESS TO AND FROM THE TEMPORARY WALKWAY. REMAINDER OF GUARDRAIL INSTALLATION MAY BE COMPLETED AFTER NEW SIDEWALK IS INSTALLED AND TEMPORARY WALKWAY IS REMOVED.

TEMPORARY 4 INCH WHITE LINE, PAINT  
 51+25 LT TO 11+75 RT (SOLID)  
 25+50 TO 55+50 RT (SOLID)  
 11+75 TO 55+50 LT (SOLID)

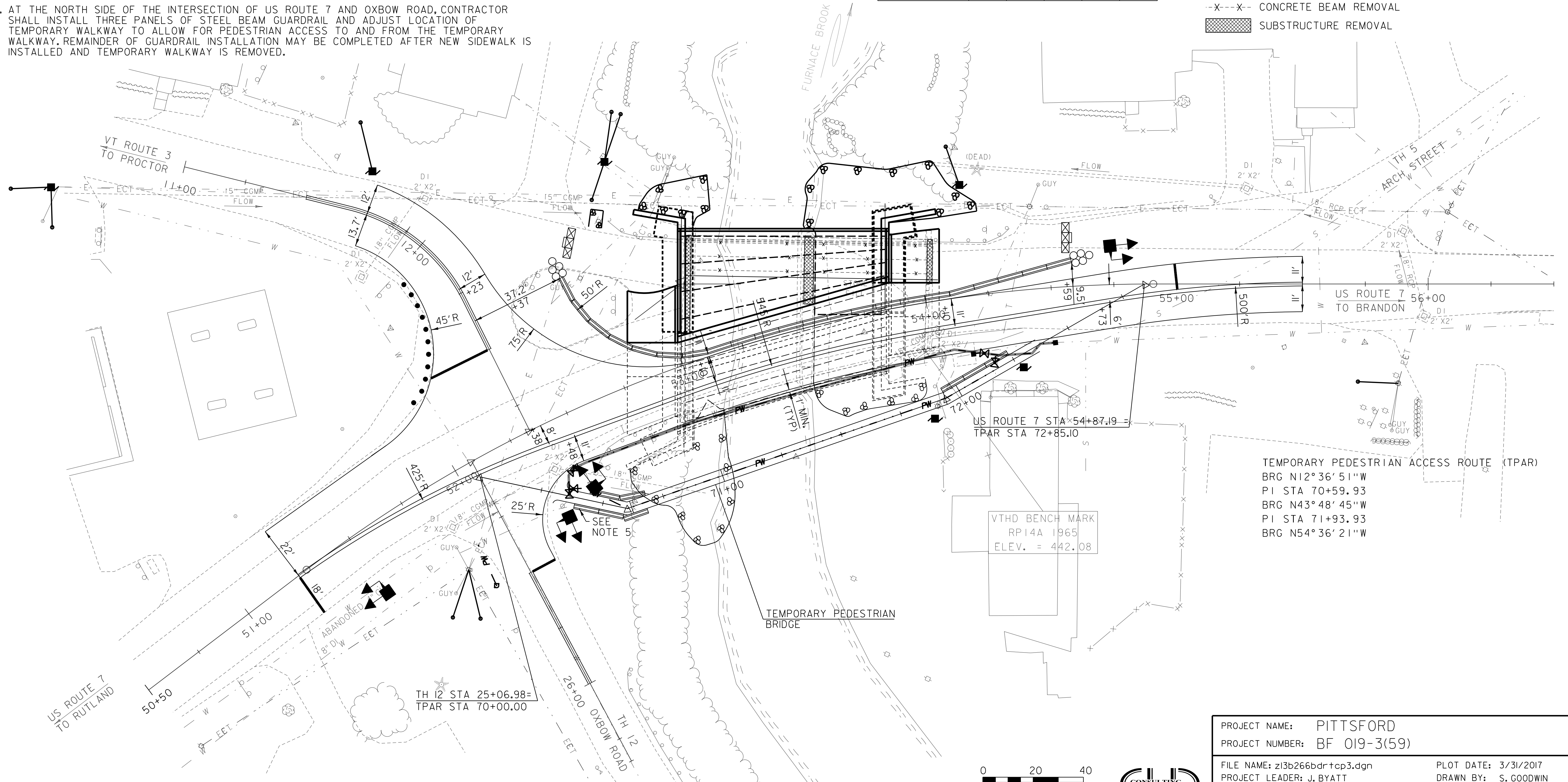
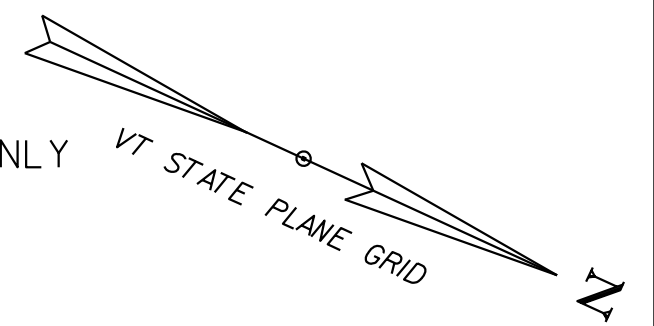
TEMPORARY 4 INCH YELLOW LINE, PAINT  
 51+25 TO 55+50 RT (DOUBLE SOLID)  
 11+50 TO 12+50 LT & RT (SOLID)  
 25+50 TO 26+00 LT & RT (SOLID)

TEMPORARY 24 INCH STOP BAR, PAINT  
 51+25 RT (18')  
 55+00 LT (11')  
 12+50 RT (25')  
 25+50 LT (10')

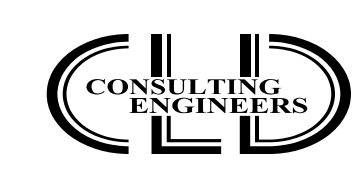
SIGNAL PHASING DATA					
SIGNAL PHASING (ALL ENTRIES BELOW ARE IN SECONDS)					
PHASE	Ø1	Ø2	Ø3	Ø4	Ø5
INITIAL	--	--	--	--	--
VEHICLE EXT.	--	--	--	--	--
MAX. 1	--	--	--	--	--
MAX. 2	--	--	--	--	--
YELLOW	--	--	--	--	--
RED	--	--	--	--	--
RECALL	--	--	--	--	--
DELAY	--	--	--	--	--

**LEGEND**

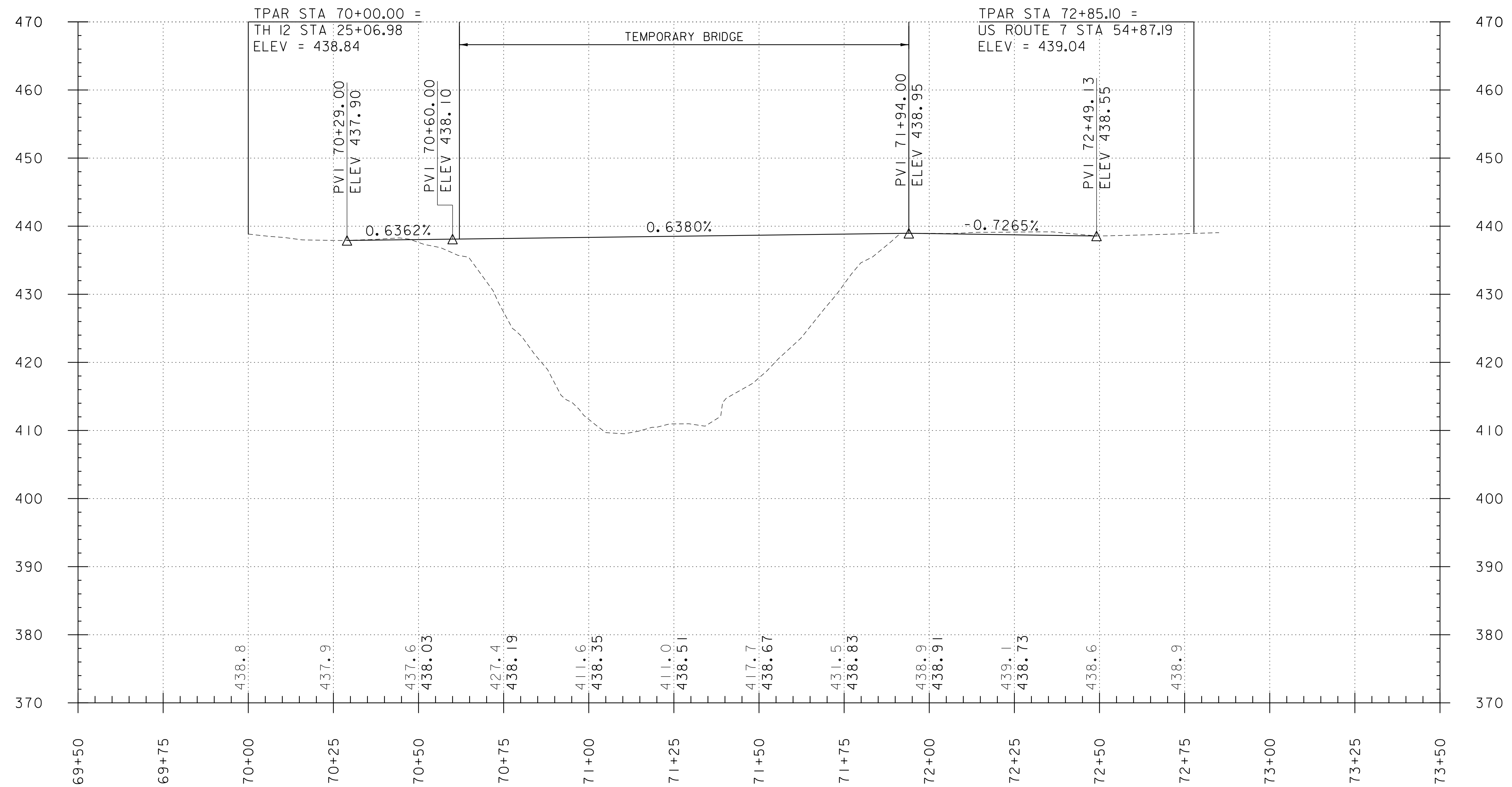
- N/C NEW SIGN/CONSTRUCTION ONLY
- B/O BLACK/ORANGE
- B/W BLACK/WHITE
- ☒ TYPE III BARRICADE
- ☒ TYPE III BARRICADE (MOD.)
- ▬ TEMPORARY TRAFFIC BARRIER
- RETROREFLECTIVE PLASTIC DRUM
- ◀▶ TEMPORARY TRAFFIC SIGNAL
- ⊙ ENERGY ABSORPTION ATTENUATOR
- X-X- CONCRETE BEAM REMOVAL
- ▨ SUBSTRUCTURE REMOVAL



TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR)  
 BRG N12°36'51"W  
 PI STA 70+59.93  
 BRG N43°48'45"W  
 PI STA 71+93.93  
 BRG N54°36'21"W



PROJECT NAME:	PITTSFORD	FILE NAME:	z13b266bdr+cp3.dgn	PLOT DATE:	3/31/2017
PROJECT NUMBER:	BF 019-3(59)	PROJECT LEADER:	J. BYATT	DRAWN BY:	S. GOODWIN
		DESIGNED BY:	M. HALEY	CHECKED BY:	P. SHEDD
		TRAFFIC CONTROL SHEET PHASE 3		SHEET	22 OF 60



TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) PROFILE

HOR. SCALE 1" = 20' - 0"  
 VER. SCALE 1" = 10' - 0"

STATIONS AND ELEVATIONS ARE IN FEET.

THE ELEVATIONS SHOWN TO THE NEAREST TENTH ARE THE OLD GROUND ALONG THE CENTERLINE.

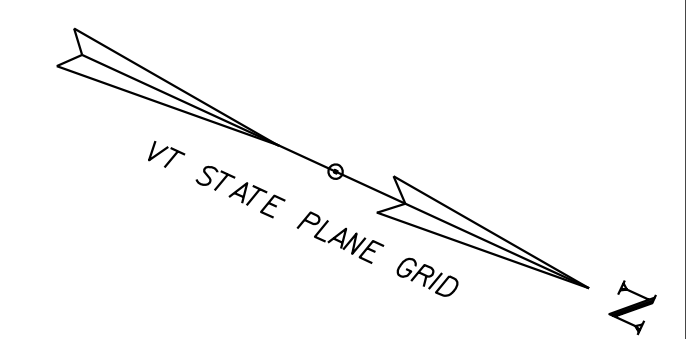
THE ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH ARE THE PROPOSED FINISHED GRADE ALONG THE CENTERLINE.

PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

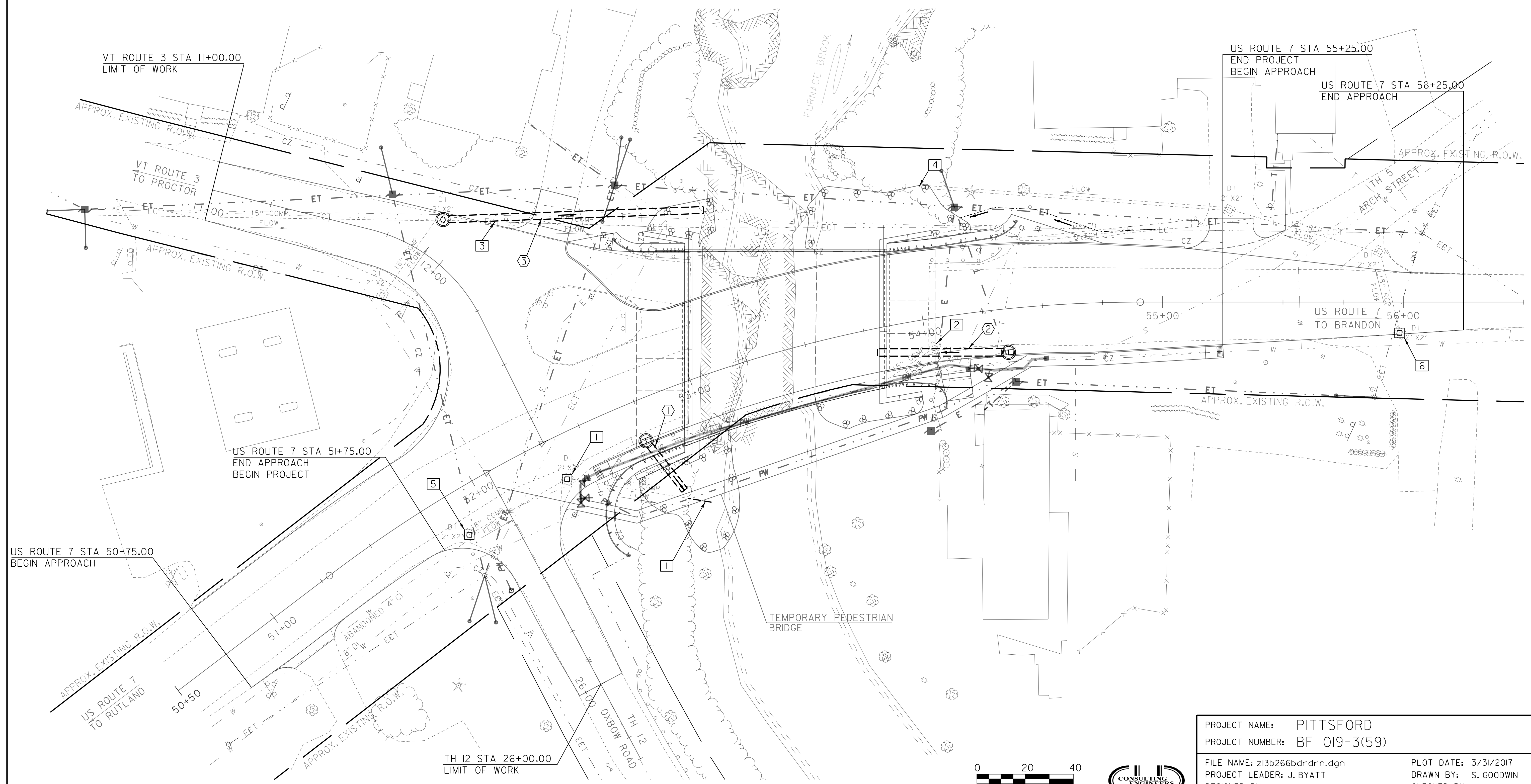
FILE NAME: z13b266pro.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: M. HALEY  
 TPAR PROFILE

PLOT DATE: 3/31/2017  
 DRAWN BY: S. GOODWIN  
 CHECKED BY: P. SHEDD  
 SHEET 23 OF 60

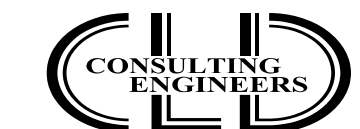




- |                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>EXISTING DRAINAGE</b></p> <p>① STA 52+35.8 TO 52+90.5 RT<br/>REMOVE 10' OF 18" CGMP<br/>REGRADE SWALE FROM OUTFALL<br/>REHAB EXISTING DI, CLASS II</p> <p>② STA 53+80.9 TO 54+02.9 RT<br/>REMOVE 23.3' OF 15" CGMP<br/>REMOVE EXISTING DI</p> <p>③ STA 11+91.2 TO 12+36.1 LT<br/>REMOVE 107.7' OF 15" CGMP<br/>REMOVE EXISTING DI<br/>CONNECT EXISTING 15" CGMP<br/>AND 18" CGMP TO NEW PRCCB</p> | <p><b>EXISTING DRAINAGE</b></p> <p>④ STA 54+06.8 LT<br/>RETAIN EXISTING 15" RCP<br/>DO NOT DISTURB EXISTING<br/>STONE HEADWALL OR BLOCK<br/>INV OUT OF EXISTING 15" RCP</p> <p>⑤ STA 51+87.5 RT REHAB<br/>EXISTING DI, CLASS II</p> <p>⑥ STA 55+98.4 RT REHAB<br/>EXISTING DI, CLASS II</p> | <p><b>PROPOSED DRAINAGE</b></p> <p>① STA 52+73.5 TO 52+81.0 RT<br/>NEW 30" X 24' CPEP(SL)<br/>NEW 5' DIA. PRCCB<br/>W/ 2 CI GRATES TYPE D AT 52+73.5 RT</p> <p>② STA 53+79.8 TO 54+34.0 RT<br/>NEW 30" X 54' CPEP(SL)<br/>NEW 5' DIA. PRCCB<br/>W/ 2 CI GRATES TYPE D AT 54+34.0 RT</p> <p>③ STA 11+91.0 TO 53+26.0 LT<br/>NEW 30" X 107' CPEP(SL)<br/>NEW 5' DIA. PRCCB<br/>W/ CI GRATE TYPE D AT 11+91.0 LT 16.0'<br/>CONNECT EXISTING 15" CGMP AND 18" CGMP</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



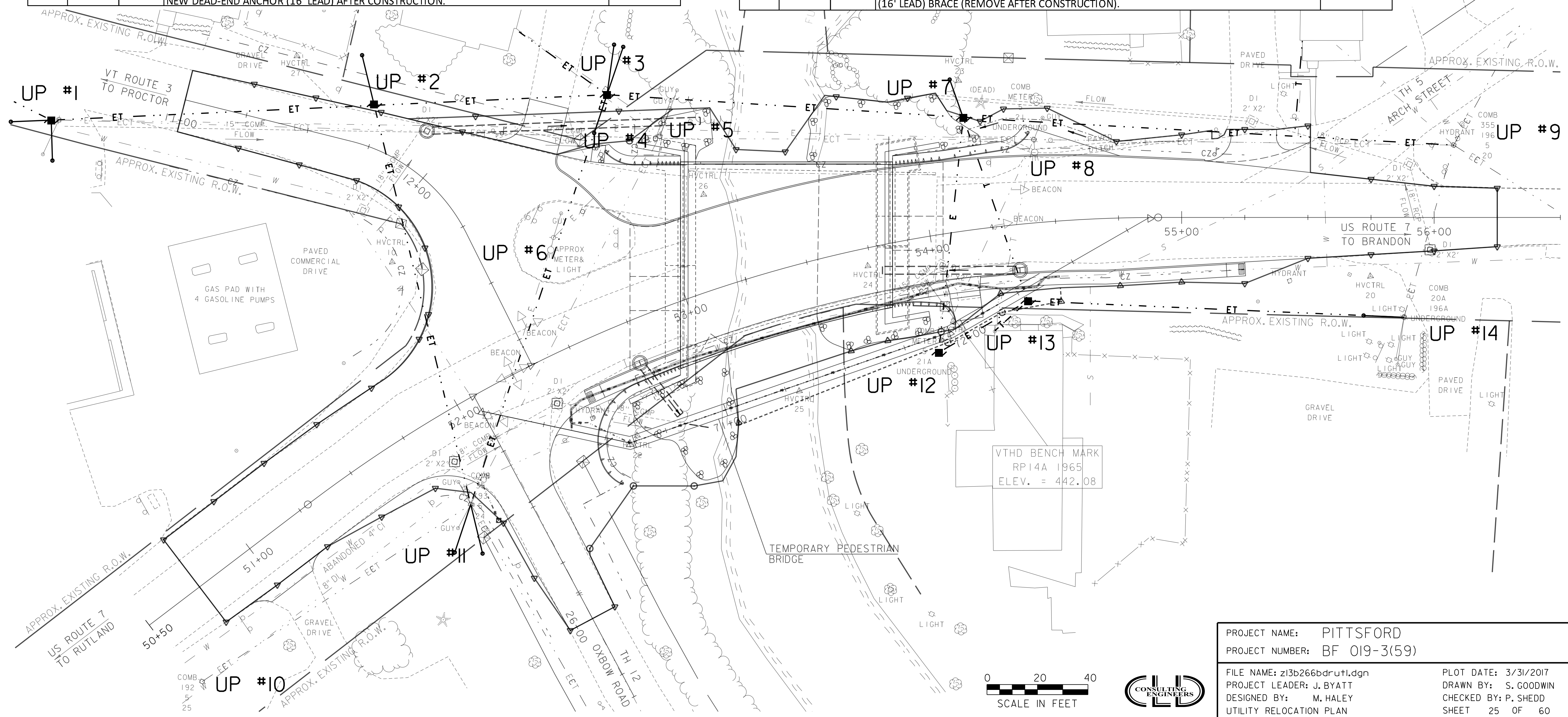
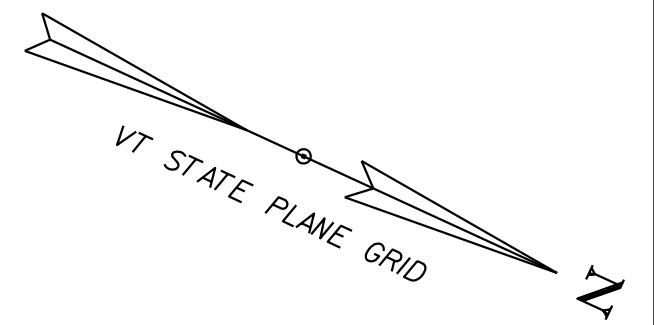
PROJECT NAME: PITTSFORD	PLOT DATE: 3/31/2017
PROJECT NUMBER: BF 019-3(59)	DRAWN BY: S. GOODWIN
FILE NAME: z13b266bdrn.dgn	CHECKED BY: P. SHEDD
PROJECT LEADER: J. BYATT	SHEET 24 OF 60
DESIGNED BY: M. HALEY	
DRAINAGE LAYOUT SHEET	



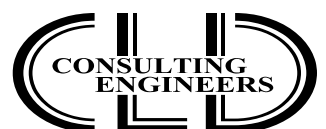


MARK	STATION	OFFSET	REMARKS	POLE NUMBER
UP#1	10+53	19.8' RT	REPLACE EXISTING POLE WITH A NEW POLE 3' TO THE SOUTH. REMOVE EXISTING ANCHOR AND INSTALL NEW BI-SECT ANCHOR (16' LEAD) AND A NEW DEAD-END ANCHOR (16' LEAD). CONNECT PERMANENT LINES TO TEMPORARY POLE # 2 AND PERMANENT POLE # 3.	-
UP#2	11+72	16.5' LT	INSTALL TEMPORARY POLE W/TEMPORARY DEAD-END ANCHOR (20' LEAD). CONNECT PERMANENT LINES TO POLE # 1 AND POLE # 3. INSTALL TEMPORARY LINE TO POLE #11. REMOVE POLE #2 AND ANCHOR AND TEMPORARY LINE TO POLE #11 AFTER CONSTRUCTION.	-
UP#3	12+16	76.4' LT	INSTALL NEW POLE WITH 2 NEW ANCHORS (ONE DEAD-END/ONE BI-SECT). CONNECT NEW PERMANENT LINES TO EXISTING POLE # 1, TEMPORARY POLE #2 AND EXISTING POLE #7. INSTALL NEW ELECTRIC AND TELEPHONE SERVICE LINES. INSTALL PERMANENT NEW LINE FROM POLE #3 TO POLE #11 AFTER CONSTRUCTION. INSTALL PERMANENT NEW PUSH BRACE AFTER CONSTRUCTION.	NEW
UP#4	53+09	64.0' LT	REMOVE EXISTING POLE AND ANCHOR. REMOVE EXISTING LINES TO POLE # 1, POLE # 6 AND POLE #8. REMOVE EXISTING ELECTRIC AND TELEPHONE SERVICE LINES.	-
UP#5	53+11	64.3' LT	REMOVE EXISTING POLE AND ANCHORS. REMOVE EXISTING LINES TO POLE # 1, POLE # 11 AND POLE #8.	-
UP#6	52+62	42.1' LT	REMOVE EXISTING POLE, ELECTRIC LINE, SPAN CABLE AND SIGNAL HEADS. REMOVE EXISTING LINES TO POLE # 4 AND POLE # 11.	-
UP#7	54+19	44.5' LT	INSTALL NEW POLE (ON TANGENT) W/ ELECTRIC RISER. CONNECT NEW PERMANENT LINES TO POLE #3 AND POLE #9. INSTALL NEW ELECTRIC SERVICE LINE TO POLE # 12 AND TELEPHONE SERVICE LINE AFTER POLE # 13 IS REMOVED (AFTER CONSTRUCTION). INSTALL PERMANENT NEW DEAD-END ANCHOR (16' LEAD) AFTER CONSTRUCTION.	NEW

MARK	STATION	OFFSET	REMARKS	POLE NUMBER
UP#8	54+44	32.9' LT	REMOVE EXISTING POLE AND ANCHORS. REMOVE EXISTING ELECTRIC LINE, SPAN CABLE AND SIGNAL HEADS TO POLE # 12. REMOVE ELECTRIC CABLE TO METER. REMOVE TELEPHONE CABLE. REMOVE EXISTING LINES TO POLES #4, #5 AND #9.	5/21
UP#9	56+08	28.7' LT	REPLACE EXISTING POLE. CONNECT NEW PERMANENT LINE WITH POLE #7. RETAIN EXISTING LINES TO POLE # 14. REMOVE EXISTING LINES TO POLE #8. REMOVE EXISTING MID-SPAN TELEPHONE SERVICE AT 55+46 LT. INSTALL NEW TELEPHONE SERVICE MID-SPAN AT 55+45 LT.	355/196/5/20
UP#10	50+53	30.4' RT	RETAIN EXISTING POLE AND ANCHOR.	192/5/25
UP#11	51+84	36.5' RT	RETAIN EXISTING POLE AND ANCHORS. RETAIN EXISTING LINES TO POLE # 10. INSTALL TEMPORARY DEAD -END ANCHOR (20' LEAD) (REMOVE AFTER CONSTRUCTION). REMOVE EXISTING LINES TO POLE # 4, POLE # 5 AND POLE #6. CONNECT TEMPORARY LINES TO POLE # 2 (REMOVE AFTER CONSTRUCTION). CONNECT PERMANENT LINES TO POLE # 3 (AFTER CONSTRUCTION). INSTALL A PERMANENT NEW DEAD-END ANCHOR (20' LEAD)(AFTER CONSTRUCTION).	35/193/5/24
UP#12	53+95.5	46.0' RT	RELOCATE EXISTING POLE AND RISER. REMOVE EXISTING ELECTRIC LINE, SPAN CABLE AND SIGNAL HEADS TO POLE #8. INSTALL NEW ELECTRIC SERVICE LINE TO POLE#7 (AFTER CONSTRUCTION). REMOVE TEMPORARY LINE TO POLE #13 (AFTER CONSTRUCTION).	5/21A
UP#13	54+36.0	30.5' RT	INSTALL TEMPORARY POLE. CONNECT TEMPORARY ELECTRIC AND TELEPHONE SERVICES TO POLE # 12 AND POLE # 14. REMOVE POLE AND TEMPORARY SERVICES AFTER CONSTRUCTION.	-
UP#14	55+88	39.5' RT	RETAIN EXISTING POLE AND ANCHORS. RETAIN EXISTING LINES TO POLE # 9. CONNECT TEMPORARY LINE TO POLE # 13 (REMOVE AFTER CONSTRUCTION). INSTALL TEMPORARY PUSH (16' LEAD) BRACE (REMOVE AFTER CONSTRUCTION).	20A/196A



PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)  
 FILE NAME: z13b266bdru1.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: M. HALEY  
 UTILITY RELOCATION PLAN  
 PLOT DATE: 3/31/2017  
 DRAWN BY: S. GOODWIN  
 CHECKED BY: P. SHEDD  
 SHEET 25 OF 60



GENERAL WATER NOTES

1. THIS PROJECT IS TO BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT DRAWINGS AND SPECIFICATIONS. ADDITIONAL REFERENCE IS MADE TO THE FOLLOWING DOCUMENTS:
  - STATE OF VERMONT, AGENCY OF TRANSPORTATION-STANDARD DRAWINGS AND STANDARD SPECIFICATIONS FOR CONSTRUCTION, DATED 2011.
  - STATE OF VERMONT, AGENCY OF NATURAL RESOURCES - WATER SUPPLY RULE, DATED 2010.
  - STATE OF VERMONT, DEPARTMENT OF ENVIRONMENTAL CONSERVATION STANDARDS AND SPECIFICATIONS FOR EROSION PREVENTION AND SEDIMENT CONTROL, DATED 2006.
  - AMERICAN WATER WORKS ASSOCIATION STANDARDS - AWWA STANDARDS, LATEST EDITIONS.
  - AMERICAN SOCIETY FOR TESTING AND MATERIALS - ASTM, LATEST EDITIONS.
2. THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES OWNING UTILITIES, EITHER OVERHEAD OR IN THE GROUND, WITHIN THE CONSTRUCTION AREA, AND SHALL COORDINATE WITH THE OWNERS OF SAID UTILITIES. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTIONS TO PROTECT ALL EXISTING UTILITIES. RELOCATION OF ANY UTILITY, IF REQUIRED, SHALL BE ONLY AS DIRECTED BY THE OWNER OF SAID UTILITY. UTILITIES THAT ARE DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED AT NO COST TO THE STATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING ALL ARRANGEMENTS FOR ANCHORING, SUPPORTING, AND/OR RELOCATING AND PROTECTING ALL UTILITIES DURING CONSTRUCTION. SEE UTILITY SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
3. THE LOCATIONS, SIZES, AND TYPES OF EXISTING UTILITIES ARE SHOWN AS AN APPROXIMATE REPRESENTATION ONLY. THE OWNER OR DESIGN ENGINEER HAVE NOT INDEPENDENTLY VERIFIED THIS INFORMATION AS SHOWN ON THE PLANS. THE UTILITY INFORMATION SHOWN DOES NOT GUARANTEE THE ACTUAL EXISTENCE, SERVICEABILITY, OR OTHER DATA CONCERNING THE UTILITIES, NOR DOES IT GUARANTEE AGAINST THE POSSIBILITY THAT ADDITIONAL UTILITIES MAY BE PRESENT THAT ARE NOT SHOWN ON THE PLANS. PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY AND DETERMINE THE EXACT LOCATIONS, SIZES, AND ELEVATIONS OF THE POINTS OF CONNECTIONS TO EXISTING UTILITIES AND SHALL CONFIRM THAT THERE ARE NO INTERFERENCES WITH EXISTING UTILITIES AND THE PROPOSED UTILITY ROUTES, INCLUDING ROUTES WITHIN THE PUBLIC RIGHTS OF WAY.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION AND PAYMENT OF ALL NECESSARY PERMITS AT NO COST TO THE STATE.
5. A QUANTITY OF 204.21 TRENCH EXCAVATION OF ROCK HAS BEEN INCLUDED AS A CONTINGENCY FOR REMOVAL OF BOULDERS IF ENCOUNTERED.
6. ALL EXCAVATIONS SHALL COMPLY WITH OSHA AND VERMONT OSHA REQUIREMENTS.
7. NO WORK WILL TAKE PLACE UNLESS THE WATER SYSTEM OWNER'S REPRESENTATIVE IS PRESENT.THE OWNER RESERVES THE RIGHT TO REJECT ANY AND ALL WORK NOT MEETING THIS REQUIREMENT.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL ENGINEERING AND RELATED COSTS ASSOCIATED WITH ANY DESIGN ALTERNATIVES IN ACCORDANCE WITH SUBSECTION 105.30 OF THE SPECIFICATIONS. DESIGN ALTERNATIVES SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO IMPLEMENTATION.
9. THE CONTRACTOR SHALL MAINTAIN "RED LINE" DRAWINGS DURING CONSTRUCTION THAT REFLECT LOCATIONS AND ELEVATIONS OF INSTALLED WORK TO INCLUDE AT A MINIMUM, PIPE INVERTS, WATER CORPORATION STOPS, AND TEE LOCATIONS.
10. TEMPORARY BYPASS UTILITIES OR TEMPORARY MODIFICATIONS TO THE EXISTING SYSTEMS MAY BE NECESSARY TO ACCOMMODATE THE INSTALLATION OF NEW WATER MAIN AND SERVICE CONNECTIONS. THIS WORK WILL BE PAID UNDER ITEM 629.42 TRANSFER TO NEW SYSTEM, WATER SYSTEM.
11. NO VERTICAL DEPTH FACTOR WILL APPLY TO EARTHWORK EXCAVATION OR BACKFILL FOR WATER WORK.
12. BUY AMERICA REQUIREMENTS APPLY TO ALL IRON AND STEEL PRODUCTS. SEE SUBSECTION 107.22 OF THE SPECIFICATIONS.
13. THE CONTRACTOR SHALL MAINTAIN EMERGENCY ACCESS TO ALL AREAS AFFECTED BY THE WORK AT ALL TIMES.
14. ALL CROSS-COUNTRY EXCAVATIONS SHALL BE THOROUGHLY SECURED WITH STEEL PLATES ON A DAILY BASIS BY THE CONTRACTOR. THE CONTRACTOR MAY ELECT TO USE STEEL PLATES OVERNIGHT FOR EXCAVATIONS IN ROADWAY LOCATIONS BUT SHALL ACCEPT LIABILITY FOR SAFETY CONCERNS.
15. TEMPORARY TRENCH PATCH WILL BE REQUIRED DURING CONSTRUCTION AT LOCATIONS AS DIRECTED BY THE ENGINEER. SAWCUT EDGE OF REMAINING PAVEMENT AND PAVE 2-INCH THICK PAVEMENT COURSE. NO PAY FACTORS WILL APPLY. NO SUBBASE IS REQUIRED. PAYMENT WIDTH SHALL BE LIMITED TO 8 FEET. THIS WORK SHALL BE PAID FOR UNDER ITEM 900.680 SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY).

DEMOLITION

1. EXISTING MANHOLES AND PIPES ENCOUNTERED WITHIN PROPOSED TRENCH THAT ARE NO LONGER NECESSARY SHALL BE COMPLETELY REMOVED. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE RELEVANT NEW PIPE ITEMS.
2. EXISTING WATER MAIN PIPE TO BE ABANDONED WITHIN ROADWAY LIMITS SHALL BE CAPPED.
3. PIPES THAT ARE NO LONGER NECESSARY AND EXTEND BEYOND THE ROADWAY LIMIT SHALL BE CAPPED AND ABANDONED UNLESS NOTED OTHERWISE ON THE PLANS OR DIRECTED BY THE ENGINEER. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 629.42 TRANSFER TO NEW SYSTEM, WATER SYSTEM, AS APPROPRIATE.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND PROPER DISPOSAL OF ALL ITEMS REMOVED DURING CONSTRUCTION.
5. EXISTING FRAMES, COVERS AND HYDRANTS SHALL BE SALVAGED TO THE OWNER. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 629.42 TRANSFER TO NEW SYSTEM, WATER SYSTEM, AS APPROPRIATE.

SURVEY NOTES

1. THE BASE MAPPING SHOWN WAS DEVELOPED BY VTRANS AND SUPPLEMENTED BY TOWN AND ENGINEER MEASUREMENTS. SOME SUBSURFACE FEATURES SHOWN WERE INPUT BASED ON THE BEST AVAILABLE DATA SUPPLIED BY THE TOWN.
2. THE CONTRACTOR WILL ESTABLISH AND MAINTAIN SURVEY CONTROL THROUGHOUT THE PROJECT. THIS WORK IS SUBJECT TO THE CHECKING, APPROVAL, AND SURVEILLANCE BY THE ENGINEER.

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266wtrdet.dgn PLOT DATE: 3/31/2017  
PROJECT LEADER: J. BYATT DRAWN BY: W. GORDON  
DESIGNED BY: D. LEWIS CHECKED BY: S. REICHERT  
WATER MAIN RELOCATION NOTES SHEET 1 SHEET 26 OF 60



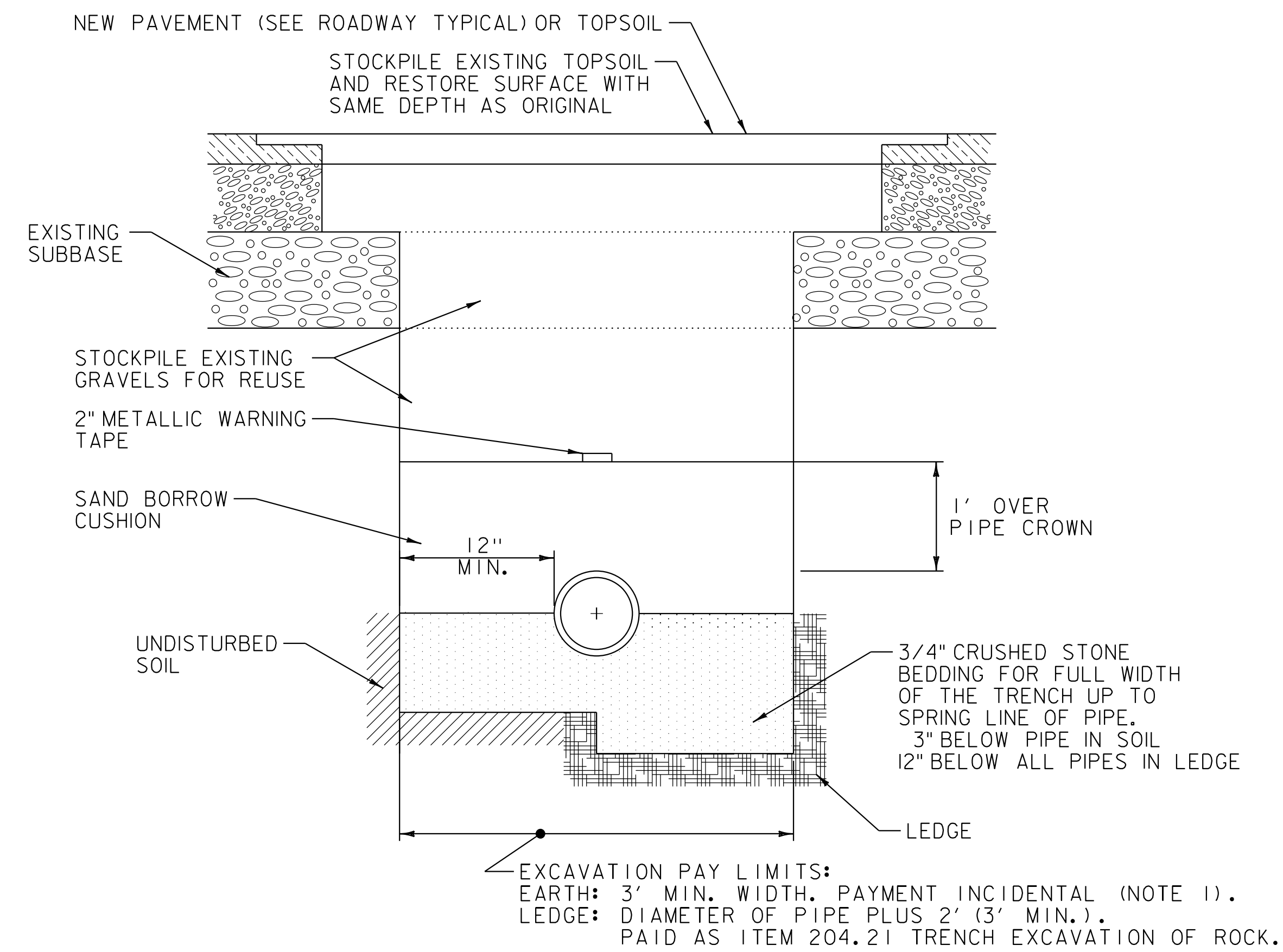
WATER CONSTRUCTION

1. ONLY TOWN PERSONNEL MAY OPERATE VALVES.
2. THE CONTRACTOR SHALL DEVELOP A PLAN TO ADDRESS TEMPORARY WATER SUPPLY DURING CONSTRUCTION. THE PLAN SHALL BE PRESENTED TO THE TOWN FOR REVIEW AND ACCEPTANCE AT LEAST TWO WEEKS PRIOR TO PLANNED IMPLEMENTATION. NO MORE THAN 1000 LF OF CONTIGUOUS TEMPORARY WATER SUPPLY PIPE SHALL BE IN SERVICE. THE EFFORT TO PREPARE AND SUBMIT THE PLAN SHALL BE CONSIDERED INCIDENTAL TO ITEM 629.42 TRANSFER TO NEW SYSTEM, WATER SYSTEM.
3. THE CONTRACTOR SHALL SUPPLY A TIE-CARD TO THE OWNER AND THE WATER CUSTOMER DOCUMENTING THE LOCATION OF EACH INSTALLED SERVICE CONNECTION (CORPORATION AND CURB STOP).
4. WATER MAIN INSTALLATION SHALL COMPLY WITH AWWA C-600 AND THE VERMONT WATER SUPPLY RULE. LEAKAGE AND HYDROSTATIC TESTING PER AWWA C-600 SHALL BE PERFORMED IN THE PRESENCE OF THE ENGINEER AND TOWN DPW PERSONNEL. THE OWNER RESERVES THE RIGHT TO REJECT WORK NOT COMPLYING WITH THIS REQUIREMENT. A SECTION BEING TESTED SHALL BE SUBJECTED TO A HYDROSTATIC PRESSURE OF AT LEAST 150 PERCENT OF WORKING PRESSURE FOR A TWO HOUR DURATION. WORKING PRESSURE IS 100 PSI.
5. PERMANENT AND TEMPORARY WATER MAIN SHALL BE FLUSHED AND DISINFECTED PER SECTION 629.THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 900.640 SPECIAL PROVISION (DUCTILE IRON PIPE, CEMENT LINED, ALL-INCLUSIVE)(10" WATER). NOTE THE FOLLOWING:
  - A. THE VERMONT WATER SUPPLY RULE, APPENDIX A, SUBSECTION 8.5.7, STATES THAT THE TABLET FORM OF DISINFECTION IS NOT ACCEPTABLE. PROVIDE PLAN AND PROPOSED METHOD FOR DISINFECTION TWO WEEKS PRIOR TO INTENDED WORK.
  - B. AFTER DISINFECTION, CHLORINATED WATER SHALL BE PUMPED INTO THE TOWN SEWER SYSTEM. PROVIDE TOWN WASTEWATER TREATMENT PLANT WITH TWO WEEKS NOTICE BEFORE DISCHARGE.
6. WATER MAIN SHALL HAVE 5.5 FT COVER MIN. (TYP.). ITEM 622.10 INSULATION BOARD SHALL BE INSTALLED OVER WATER MAIN WHERE LESS THAN 5.5 FT COVER IS PROVIDED (BASED ON FINAL GRADE). WHERE SEPARATION DISTANCE OF WATER MAIN IS CLOSER THAN 1.5 FT TO DRAINAGE PIPE OR SEWER LINE, CONTRACTOR SHALL INSULATE WATER MAIN FOR FROST PROTECTION WITH ITEM 622.10 INSULATION BOARD. REFER TO WATER DETAILS FOR ADDITIONAL INFORMATION. AT CROSSINGS, ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. IF A SEWER MAIN IS LOCATED OVER A WATER MAIN, THE FIRST SEWER PIPE JOINTS ON EITHER SIDE OF THE WATER MAIN MUST BE CONCRETE-ENCASED. WATER MAINS SHALL NOT PASS THROUGH SEWER MANHOLES OR BE SUBMERGED IN BASINS CONTAINING SEWAGE OR OTHER GROSSLY CONTAMINATED OR HAZARDOUS MATERIALS.
7. ALL PERMANENT DUCTILE IRON (DI), PIPE SHALL BE CLASS 52, DOUBLE CEMENT LINED AND SEAL COATED.
8. ALL WATER SERVICE PIPE TO BE TYPE K COPPER.
9. THRUST RESTRAINT REQUIREMENTS:
  - RETAINER GLANDS WITHIN THREE PIPE LENGTHS ON EACH SIDE SHALL BE USED IN LIEU OF THREADED ROD OR GRIP RINGS AT ALL PIPE BENDS, FITTINGS, VALVES, AND APPURTENANCES.
  - CONTRACTOR SHALL IDENTIFY SELECTION OF RESTRAINT, SIZE, AND DESIGN BASIS IN WORKING DRAWINGS PROVIDED TO ENGINEER FOR REVIEW.
  - ALL TEES, BENDS, PLUGS, AND HYDRANTS SHALL BE PROVIDED WITH THRUST RESTRAINT DESIGNED TO PREVENT MOVEMENT.
  - ALL AIR SHALL BE REMOVED FROM THE PIPES BEFORE WATER AT TEST PRESSURE LEVELS IS ADDED.
10. REPLACEMENT WATER SERVICE SIZES SHALL BE SAME SIZE AS EXISTING UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONTRACTOR SHALL CONFIRM EXISTING SERVICE SIZES AT ALL LOCATIONS PRIOR TO LAYING WATER MAIN. CONTRACTOR SHALL COORDINATE WITH WATER CUSTOMERS AND OWNER.
11. ALL HYDRANTS TO OPEN LEFT AND VALVES TO OPEN RIGHT.
12. DURING PERIODS OF DELAY AND AT THE CONCLUSION OF THE DAY'S WORK, LENGTHS OF PIPE WITH OPEN ENDS SHALL BE TIGHTLY CLOSED WITH WATERTIGHT PLUGS, SPECIAL SEALS, OR BY OTHER SUITABLE MEANS ACCEPTED BY THE ENGINEER TO PREVENT THE ENTRY OF ANIMALS, FOREIGN MATTER AND TRENCH WATER. TRENCH WATER SHALL BE PUMPED OUT BEFORE THE SEALS, PLUGS, OR OTHER TEMPORARY CLOSURES ARE REMOVED. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 629.42 TRANSFER TO NEW SYSTEM, WATER SYSTEM.
13. PROVIDE BRONZE CONDUCTIVE WEDGES ON WATER MAIN INSTALLATION.
14. PERFORM WATER TRANSITION WORK AT NIGHT (10 P.M. TO 5 A.M.) MONDAY THROUGH THURSDAY. NOTIFY TOWN AND PROPERTY OWNERS TWO WEEKS PRIOR TO PLANNED WORK.
15. EXTENSIONS TO TEMPORARY HYDRANT TO ACCOMMODATE RAISED ROADWAY PROFILE SHALL BE CONSIDERED INCIDENTAL TO ITEM 629.42 TRANSFER TO NEW SYSTEM, WATER SYSTEM. CONTRACTOR TO PROVIDE WORKING DRAWINGS FOR THIS CONSTRUCTION ELEMENT.

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266wtrdet.dgn PLOT DATE: 3/31/2017  
PROJECT LEADER: J. BYATT DRAWN BY: W. GORDON  
DESIGNED BY: D. LEWIS CHECKED BY: S. REICHERT  
WATER MAIN RELOCATION NOTES SHEET 2 SHEET 27 OF 60



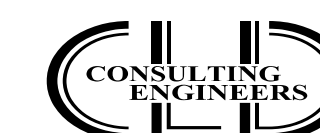


**NOTES**

1. EXCEPT FOR NEW PAVEMENT AND TRENCH EXCAVATION OF ROCK, WORK DEPICTED ON THIS DETAIL SHALL BE INCIDENTAL TO EITHER SPECIAL PROVISION WATER MAIN ITEMS.
2. FOR STREET EXCAVATIONS, SUITABLE STOCKPILED MATERIAL FOR BACKFILL SHALL BE PLACED TO MATCH THE DEPTH OF EXISTING SUBBASE. UNSUITABLE BACKFILL WILL INCLUDE STONES OVER 4 INCHES IN LARGEST DIMENSION, CLAY, WET OR UNSTABLE MATERIAL, WOOD OR OTHER ORGANIC MATERIAL, AND FROZEN MATERIAL.
3. PAYMENT FOR TRENCH EXCAVATION OF EARTH, STOCKPILING, DISPOSAL OF ALL SURPLUS MATERIAL, BACKFILL, SAND BORROW CUSHION, CRUSHED STONE BEDDING, LABOR, TOOLS, EQUIPMENT AND ALL INCIDENTALS NECESSARY TO COMPLETE THE WORK SHALL BE INCIDENTAL TO THE APPLICABLE PAY ITEM REFERENCED IN NOTE 1; EXCEPT FOR NEW PAVEMENT AND TRENCH EXCAVATION OF ROCK, WHICH WILL BE PAID FOR SEPARATELY.

**TYPICAL TRENCH DETAIL**

NOT TO SCALE

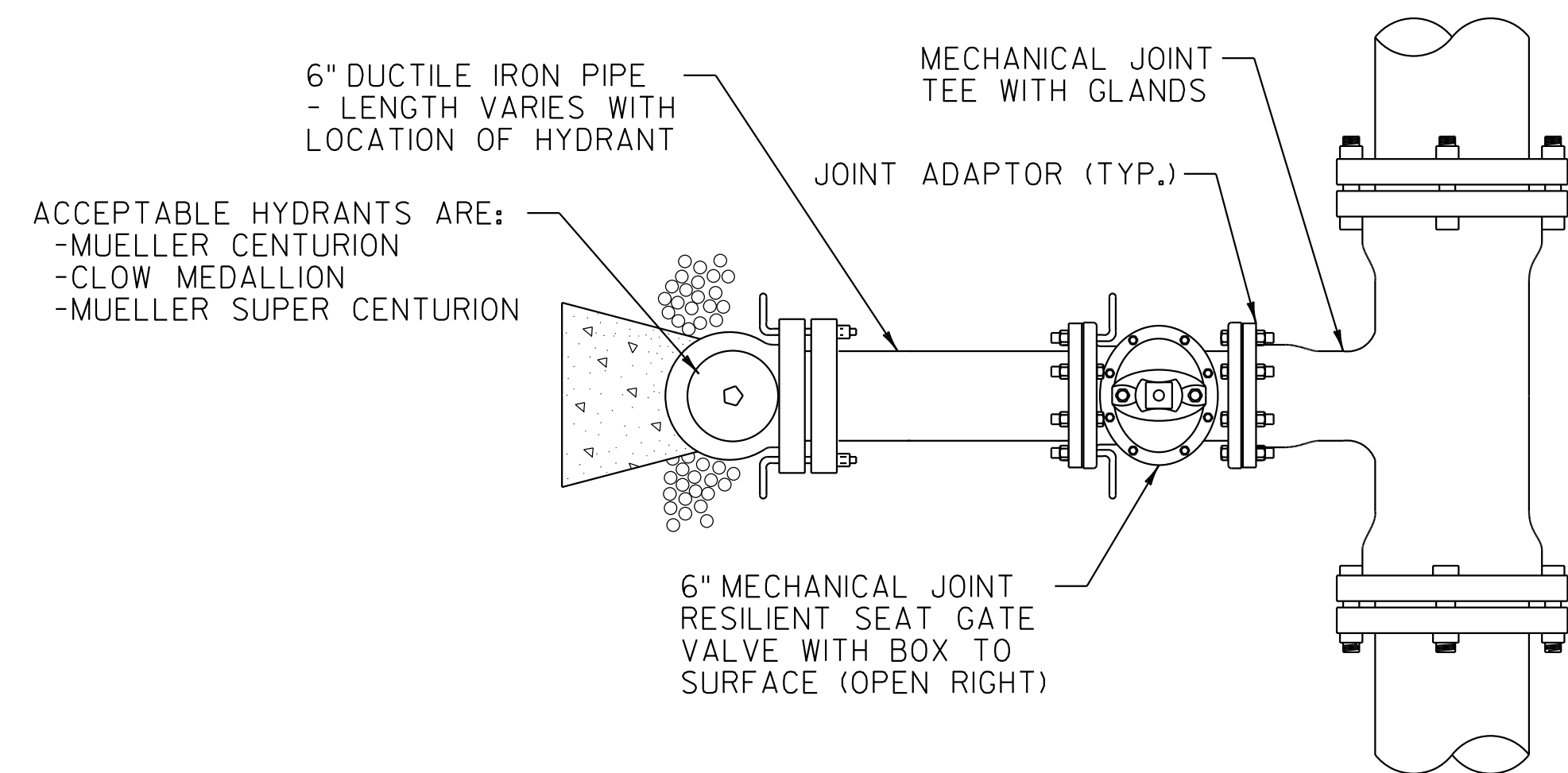


PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

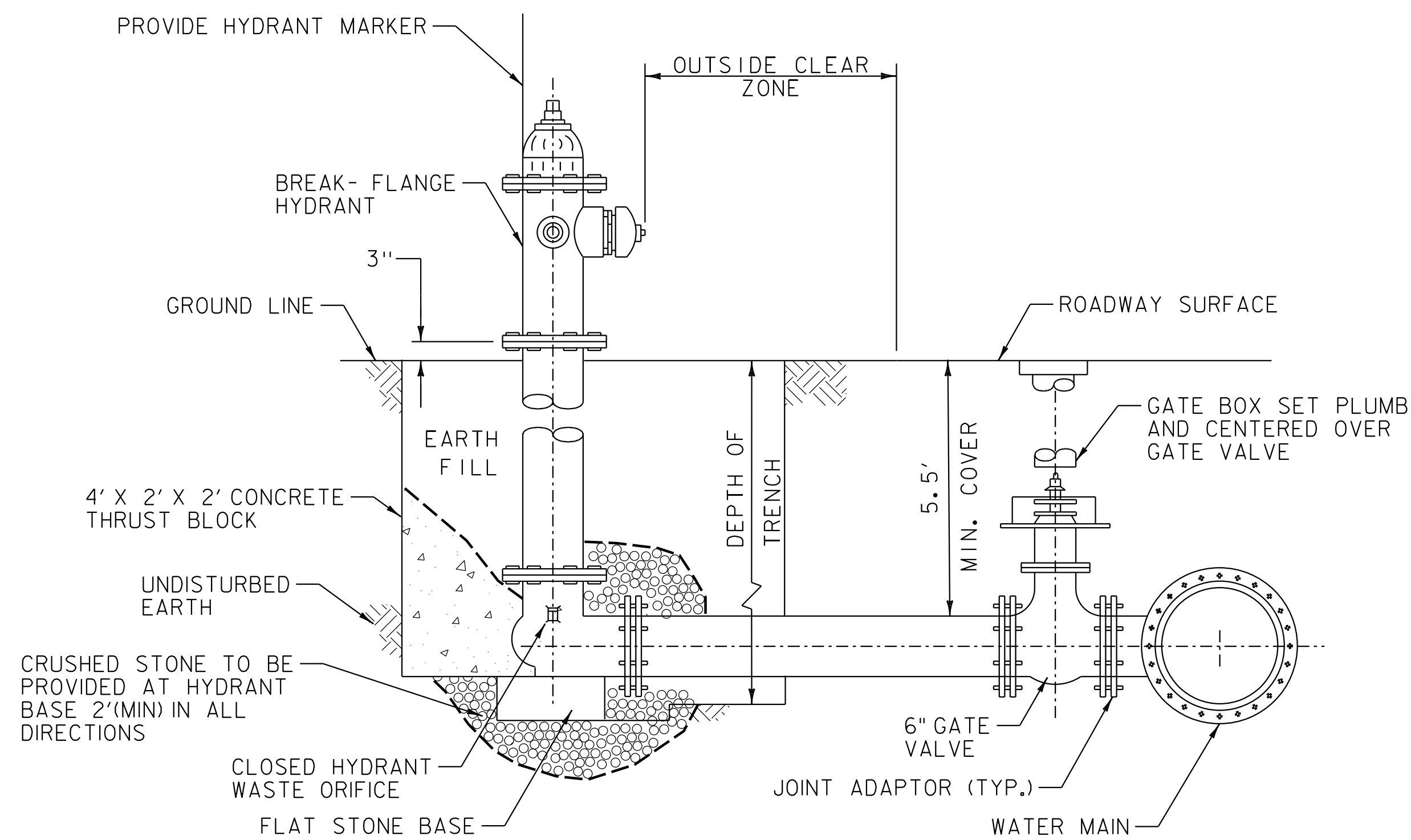
FILE NAME: z13b266wtrdet.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: D. LEWIS  
 WATER MAIN RELOCATION DETAIL SHEET 1

PLOT DATE: 3/31/2017  
 DRAWN BY: W. GORDON  
 CHECKED BY: S. REICHERT  
 SHEET 28 OF 60





PLAN VIEW



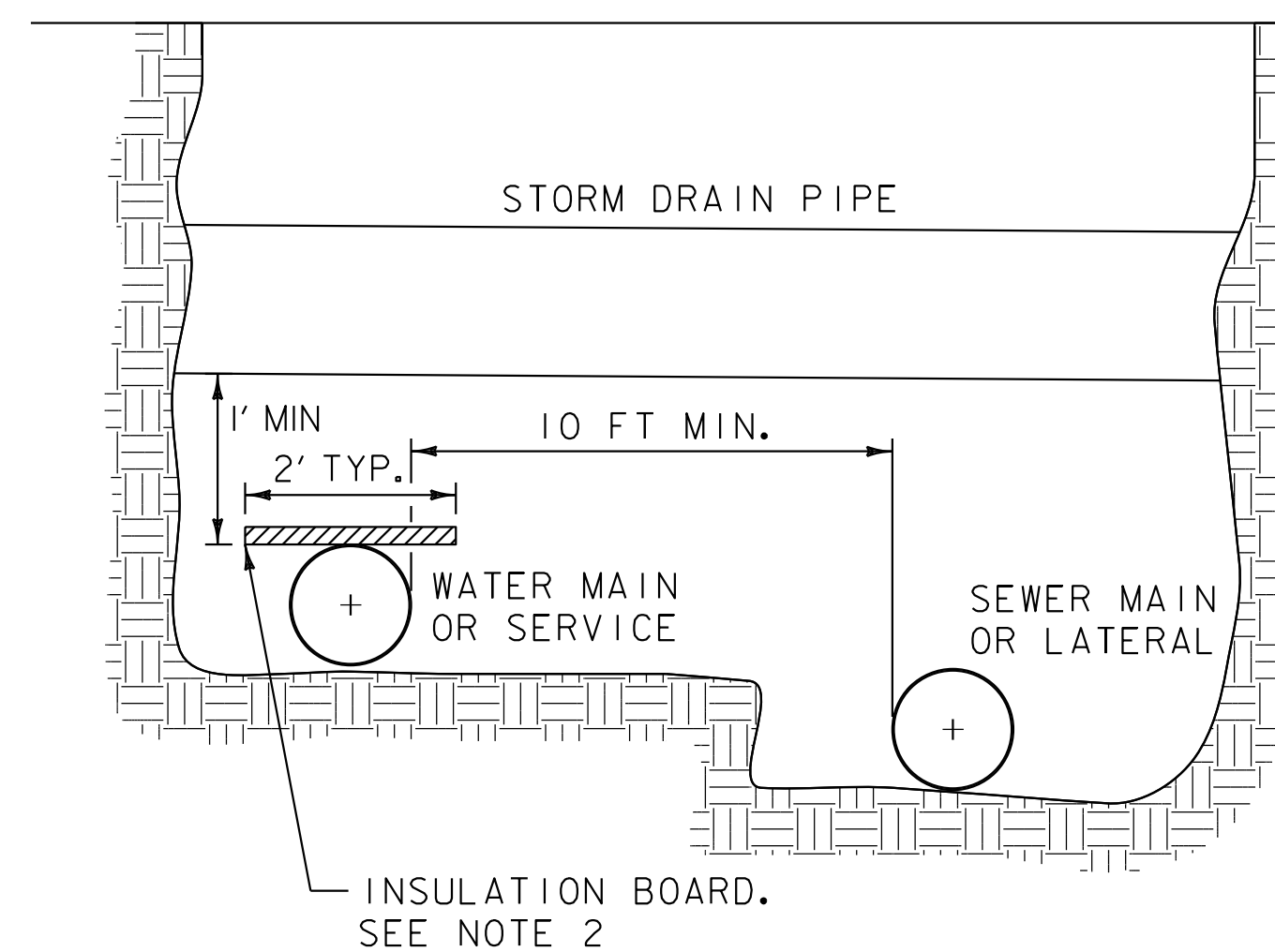
PROFILE VIEW

NOTES

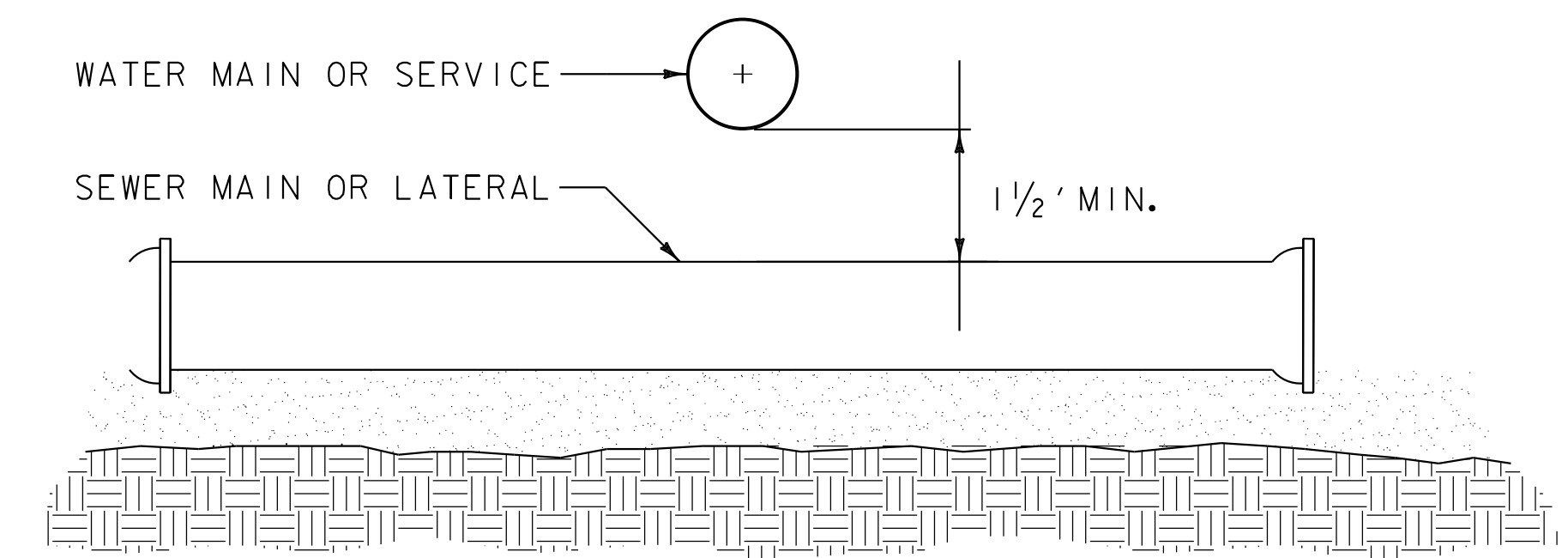
1. ALL MATERIALS AND INSTALLATION PROCEDURES SHALL CONFORM TO AWWA TECHNICAL SPECIFICATIONS.
2. SUBSTITUTE RETAINER GLANDS IN LIEU OF THREADED ROD OR GRIP RINGS. CONTRACTOR SHALL IDENTIFY SELECTION OF RESTRAINT IN WORKING DRAWING PROVIDED TO ENGINEER FOR REVIEW.
3. THE HYDRANT DRAIN PORT SHALL BE PLUGGED.
4. 6" PIPE AND GATE VALVE SHALL BE PAID FOR UNDER ITEM 900.640 SPECIAL PROVISION (DUCTILE IRON PIPE, CEMENT-LINED, ALL-INCLUSIVE) (6" WATER) AND ITEM 629.27 GATE VALVE WITH VALVE BOX. HYDRANTS SHALL BE PAID FOR UNDER ITEM 629.28 HYDRANT. ALL NECESSARY FITTINGS AND BENDS SHALL BE CONSIDERED INCIDENTAL AS NOTED IN THE SPECIFICATIONS AND SPECIAL PROVISIONS.

TYPICAL HYDRANT INSTALLATION

NOT TO SCALE



PARALLEL INSTALLATION



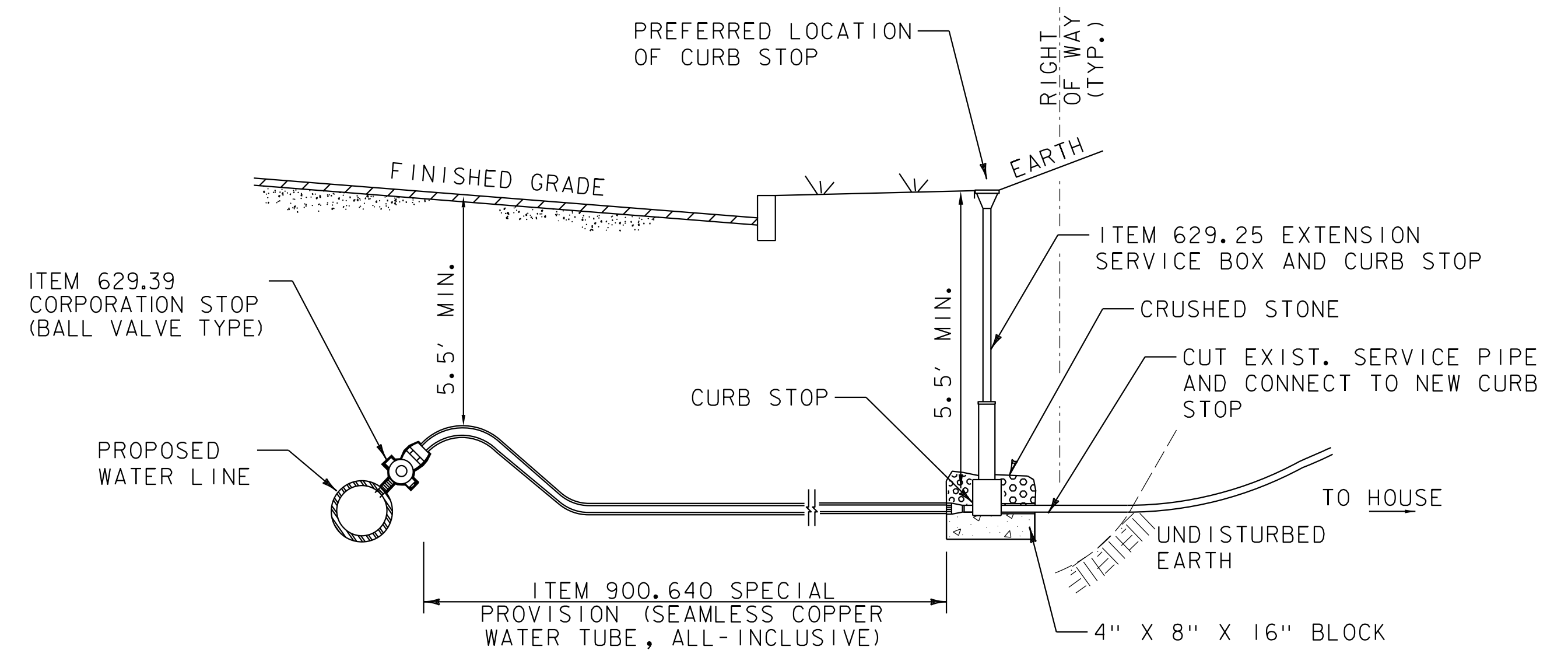
MAIN CROSSINGS

NOTES

1. WATER MAINS SHALL BE ADJUSTED AS NEEDED TO AVOID DRAINAGE AND SEWER PIPES. SEE PLANS, PROFILES AND CROSS SECTIONS FOR THE LOCATION OF UNDERGROUND FEATURES.
2. ITEM 622.10 INSULATION BOARD SHALL BE PROVIDED FOR 8' ALONG WATER MAIN WHERE WATER MAIN EXTENDS WITHIN 1.5' OF DRAINAGE PIPE OR MANHOLE FEATURES. INSULATION BOARD SHALL BE 2" THICK. THE USE OF INSULATION BOARD IS ANTICIPATED. A QUANTITY OF INSULATION BOARD HAS BEEN INCLUDED FOR USE DUE TO FIELD CHANGES OR AS DIRECTED BY THE ENGINEER.

WATER MAIN SEPARATION DETAIL

NOT TO SCALE



NOTES

1. INSTALLED SERVICE SIZE TO BE BASED ON EXISTING SERVICE LINE SIZE OR AS DIRECTED BY ENGINEER. COMPRESSION FITTINGS SHALL BE USED.
2. FIELD APPLY STRIP TYPE INSULATION SUITABLE FOR UNDERGROUND INSTALLATION TO CORPORATION STOP.
3. CURB BOX TO BE INSTALLED SUCH THAT ITS COVER IS FREE OF ANY OBSTRUCTIONS.

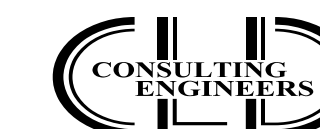
TYPICAL WATER SERVICE CONNECTION

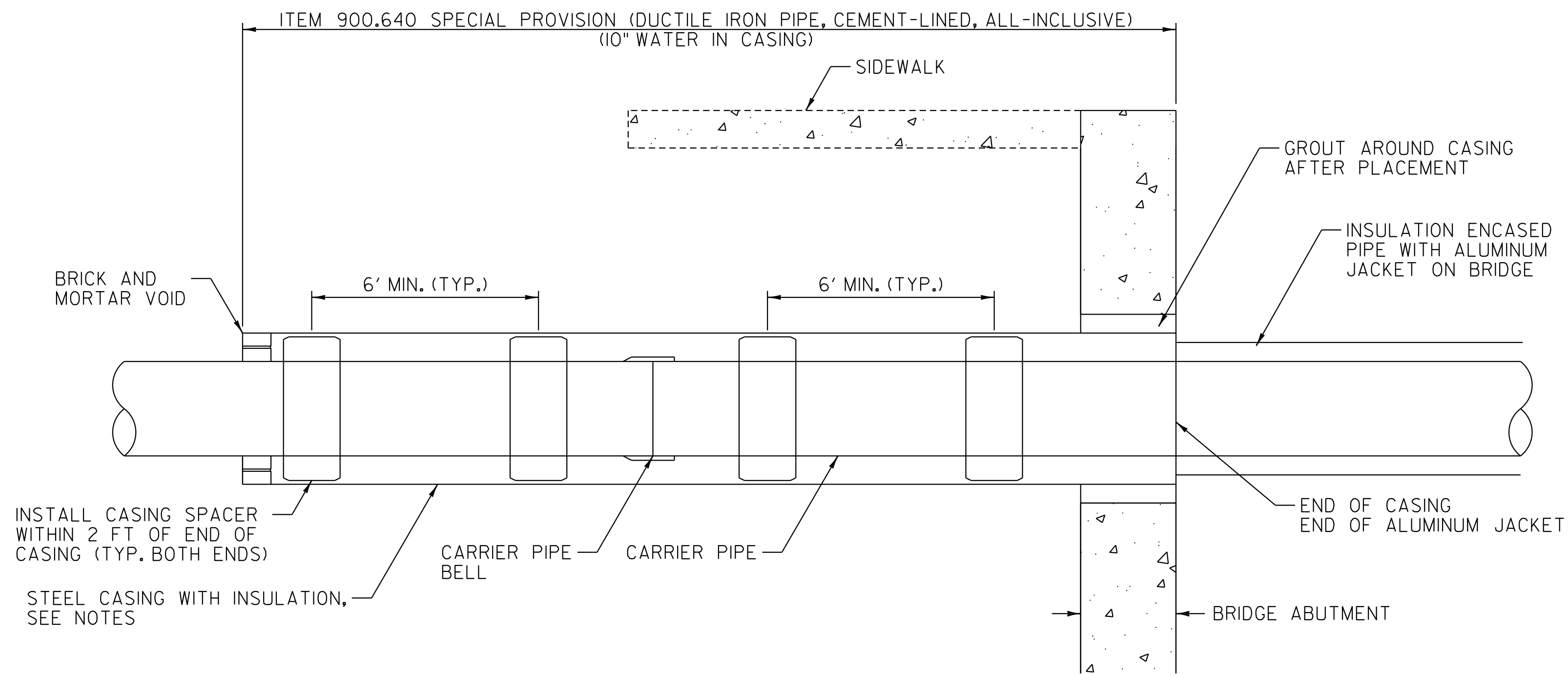
NOT TO SCALE

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266wtrdet.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: D. LEWIS  
WATER MAIN RELOCATION DETAIL SHEET 2

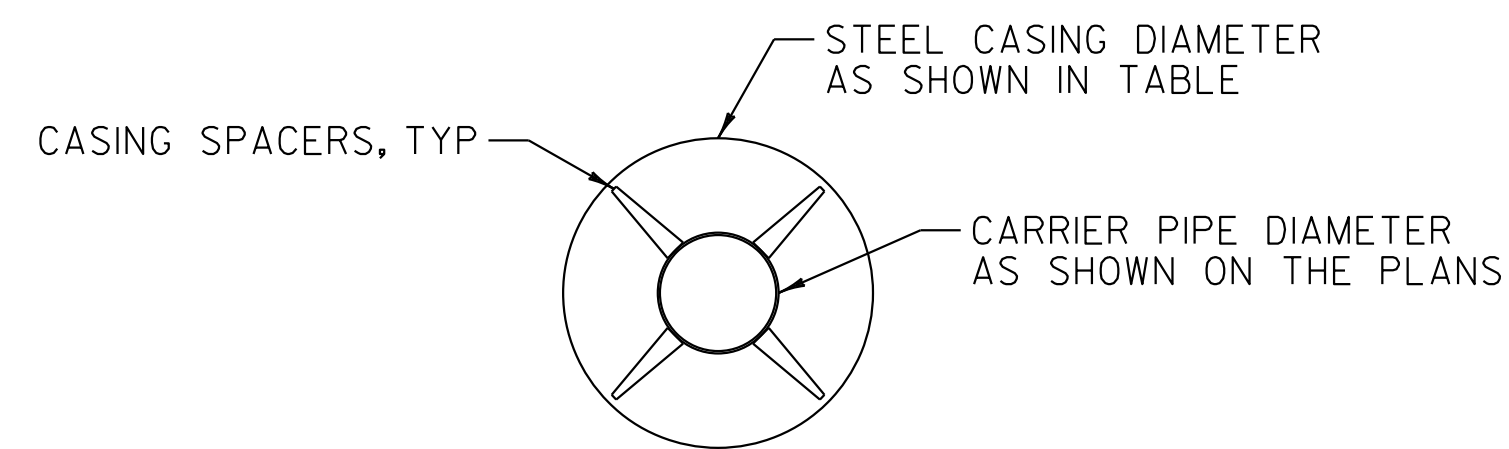
PLOT DATE: 3/31/2017  
DRAWN BY: W. GORDON  
CHECKED BY: S. REICHERT  
SHEET 29 OF 60





CARRIER PIPE	CARRIER PIPE DIA	CASING DIA REQUIRED
WATER MAIN	10"	20"

PROFILE VIEW



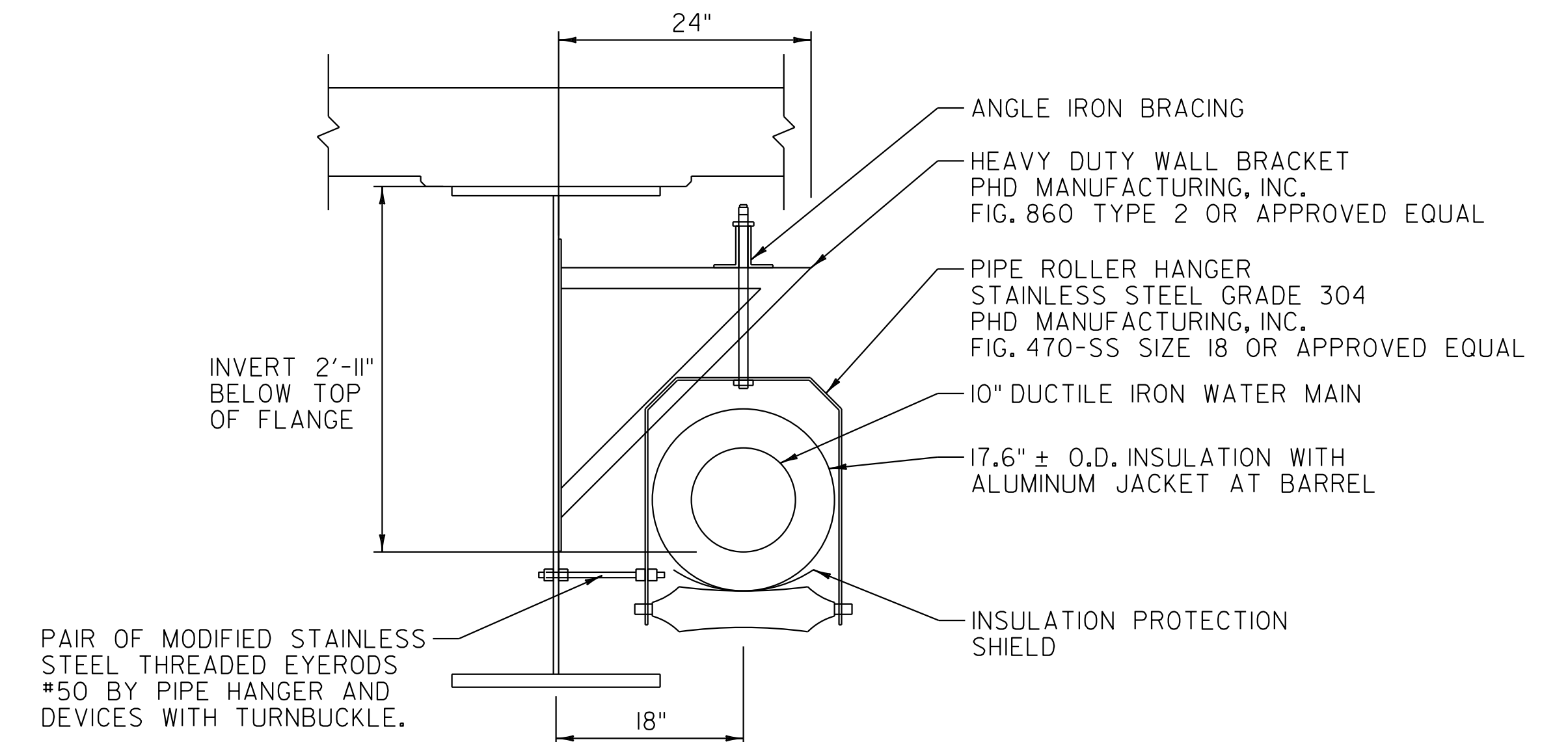
SECTION VIEW

NOTES

- HOLES IN ABUTMENT WALLS SHALL BE SIZED AND ANGLED TO ALLOW CASING AND GROUT PLACEMENT.
- STEEL PIPE CASING SHALL BE SINGLE PIECE (WITHOUT WELDS) OF SMOOTH STEEL PIPE FABRICATED IN ACCORDANCE WITH AWWA C200. LENGTHS OF CASING SHALL BE AS LONG AS PRACTICAL FOR SITE CONDITIONS, BUT MUST EXTEND 2 FEET (MIN.) PAST APPROACH SLAB.
- INSULATION SHALL BE 3-INCH POLYISOCYANURATE. INSULATION CAN BE REDUCED AT CASING SPACERS.
- STEEL PIPE CASING WALL THICKNESS SHALL BE 0.375-INCH THICK. VERIFY CASING SIZE PRIOR TO ORDERING AND SIZING CASING SPACERS. EXTERIOR COAL-TAR COATING SHALL COMPLY WITH AWWA C203.
- CASING SPACERS SHALL BE STAINLESS STEEL, RESTRAINED-TYPE BOLTED SPACERS AND SHALL HAVE A MAXIMUM SPACING AS SHOWN OR AS RECOMMENDED BY MANUFACTURER, WHICHEVER IS LESS.
- ALL MATERIALS AND WORK IN THIS DETAIL SHALL BE PAID UNDER ITEM 900.640 SPECIAL PROVISION (DUCTILE IRON PIPE, CEMENT-LINED, ALL-INCLUSIVE) (10" WATER IN CASING) AS APPLICABLE, UNLESS OTHERWISE SPECIFIED.

STEEL CASING DETAIL

NOT TO SCALE



SECTION VIEW

NOTES

- ALL PIPE JOINTS SHALL BE FULLY RESTRAINED, EBAA MEGALUG SERIES 1100 OR APPROVED EQUAL.
- PIPE SUPPORT MUST BE LOCATED ON OUTBOARD SIDES OF GIRDER. AVOID HAVING PIPE BELL AT STIFFENER LOCATIONS. AVOID HAVING SUPPORTS AT PIPE BELL LOCATIONS.
- PROVIDE AT LEAST ONE PIPE SUPPORT PER PIPE LENGTH.
- INSULATION SHALL BE 3-INCH POLYISOCYANURATE WITH A 0.020-INCH THICK ALUMINUM JACKET.
- SUPPLY DIMENSIONED WORKING PLANS STAMPED BY A VERMONT LICENSED PROFESSIONAL ENGINEER WITH STRUCTURAL CALCULATIONS AND MEANS OF ATTACHMENT. REFER TO VTRANS STRUCTURES DESIGN MANUAL FOR LOADING GUIDANCE.
- FOR WATER MAIN, INSTALL LOCKABLE 2-INCH CORPORATION FOR MANUAL AIR RELEASE AT CREST. PROVIDE WORKING PLAN TO ENGINEER FOR APPROVAL. THIS WORK SHALL BE INCIDENTAL (SEE NOTE 7).
- ALL MATERIALS, SUBMITTALS AND WORK IN THIS DETAIL SHALL BE PAID FOR UNDER ITEM 900.640 SPECIAL PROVISION (DUCTILE IRON PIPE, CEMENT LINED, ALL-INCLUSIVE) (10" WATER ON BRIDGE).

WATER MAIN ON BRIDGE DETAIL

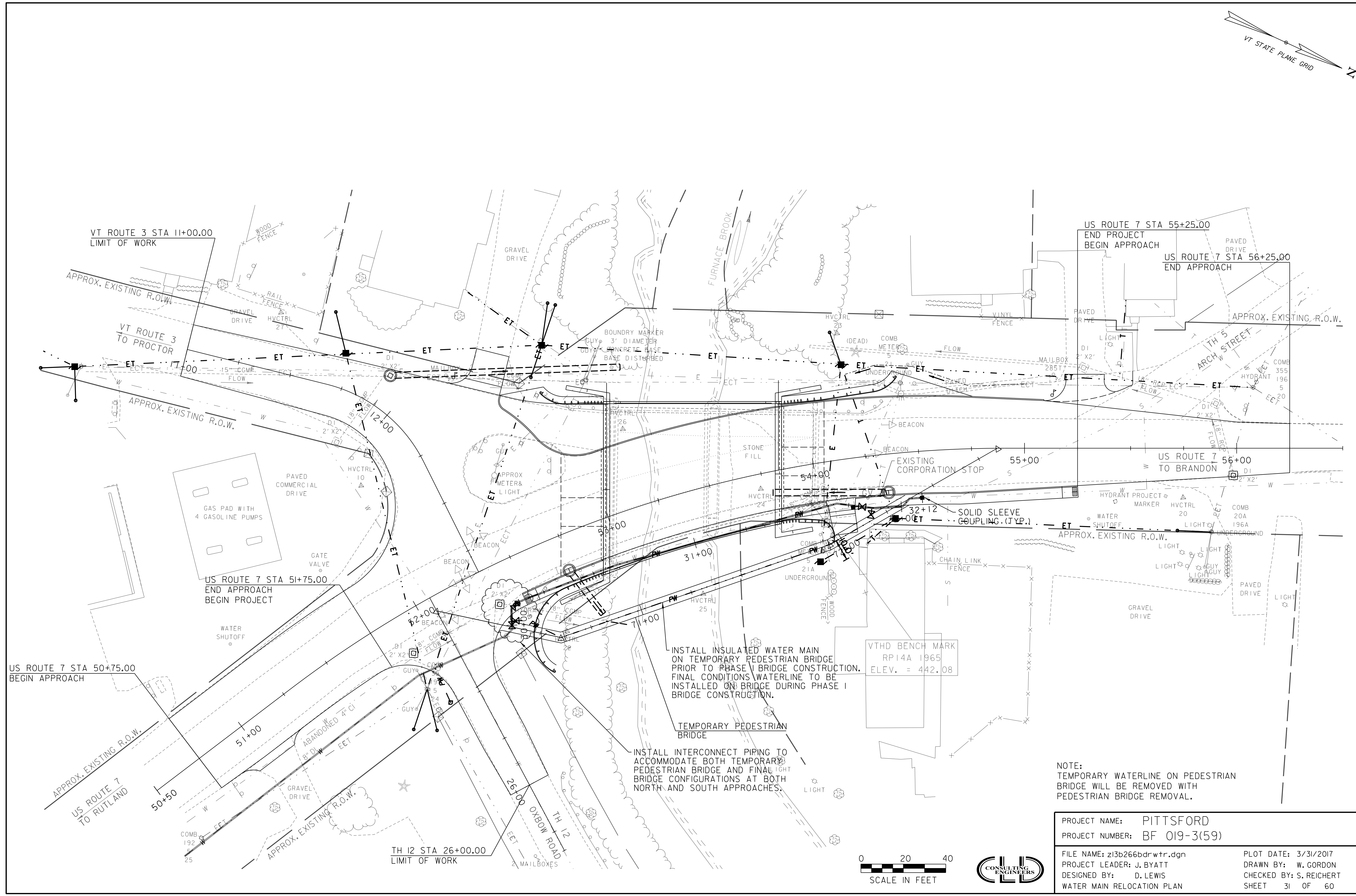
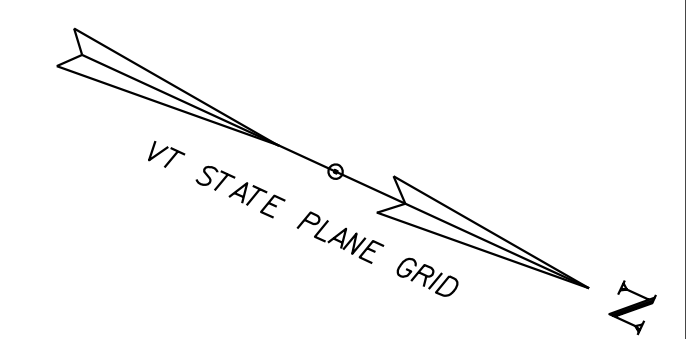
NOT TO SCALE

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266wtrdet.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: D. LEWIS  
WATER MAIN RELOCATION DETAIL SHEET 3

PLOT DATE: 3/31/2017  
DRAWN BY: W. GORDON  
CHECKED BY: S. REICHERT  
SHEET 30 OF 60





INSTALL INSULATED WATER MAIN ON TEMPORARY PEDESTRIAN BRIDGE PRIOR TO PHASE I BRIDGE CONSTRUCTION. FINAL CONDITIONS WATERLINE TO BE INSTALLED ON BRIDGE DURING PHASE I BRIDGE CONSTRUCTION.

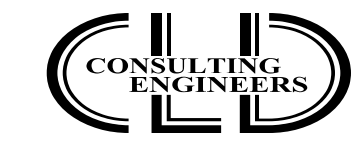
TEMPORARY PEDESTRIAN BRIDGE

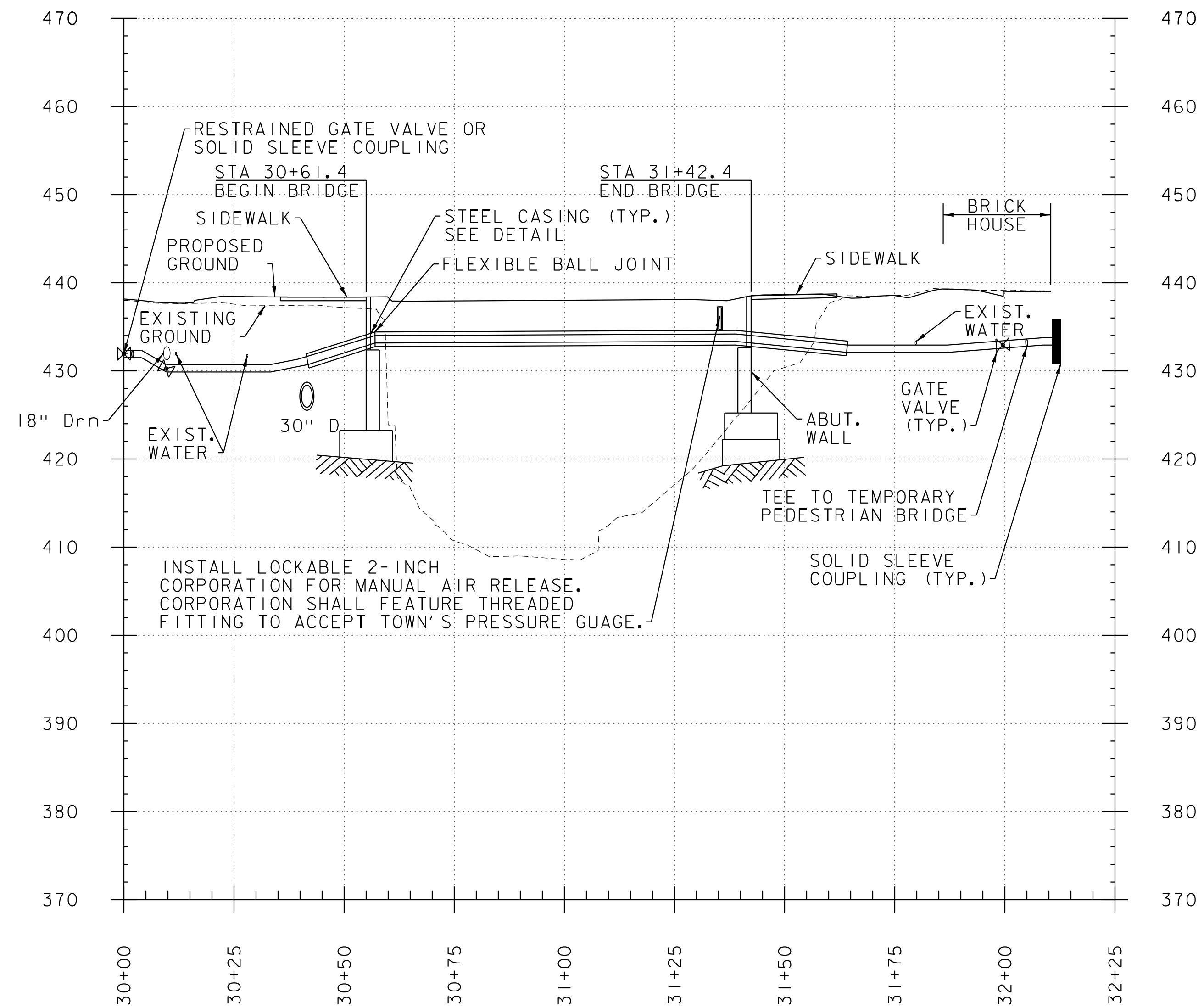
INSTALL INTERCONNECT PIPING TO ACCOMMODATE BOTH TEMPORARY PEDESTRIAN BRIDGE AND FINAL BRIDGE CONFIGURATIONS AT BOTH NORTH AND SOUTH APPROACHES.

VTHD BENCH MARK  
RP14A 1965  
ELEV. = 442.08

NOTE:  
TEMPORARY WATERLINE ON PEDESTRIAN BRIDGE WILL BE REMOVED WITH PEDESTRIAN BRIDGE REMOVAL.

PROJECT NAME: PITTSFORD	
PROJECT NUMBER: BF 019-3(59)	
FILE NAME: z13b266bdrwtr.dgn	PLOT DATE: 3/31/2017
PROJECT LEADER: J. BYATT	DRAWN BY: W. GORDON
DESIGNED BY: D. LEWIS	CHECKED BY: S. REICHERT
WATER MAIN RELOCATION PLAN	
SHEET 31 OF 60	





WATER MAIN PROFILE

HOR. SCALE 1" = 20' - 0"  
 VER. SCALE 1" = 10' - 0"

PROJECT NAME: PITTSFORD	
PROJECT NUMBER: BF 019-3(59)	
FILE NAME: z13b266wtrpro.dgn	PLOT DATE: 3/31/2017
PROJECT LEADER: J. BYATT	DRAWN BY: W. GORDON
DESIGNED BY: D. LEWIS	CHECKED BY: S. REICHERT
WATER MAIN RELOCATION PROFILE	SHEET 32 OF 60



TEMPORARY 4 INCH WHITE LINE, PAINT  
 DURABLE 4 INCH WHITE LINE, POLYUREA  
 US 7  
 50+75 LT TO 11+00 RT (VT 3) (SOLID)  
 50+75 TO 51+88 LT (DASHED) (LANE LINE)  
 50+75 TO 51+72 RT (SOLID)  
 52+54 TO 56+25 RT (SOLID)  
 52+54 TO 54+00 LT (SOLID) (LANE LINE)  
 54+00 TO 55+00 LT (DOTTED) (LANE LINE)  
 55+75 TO 56+25 LT (SOLID)  
 11+00 LT (VT 3) TO 55+25 LT (SOLID)  
 VT 3  
 11+71 TO 12+13 LT (SOLID) (NO PARKING)  
 12+21 TO 12+60 LT (SOLID) (NO PARKING)

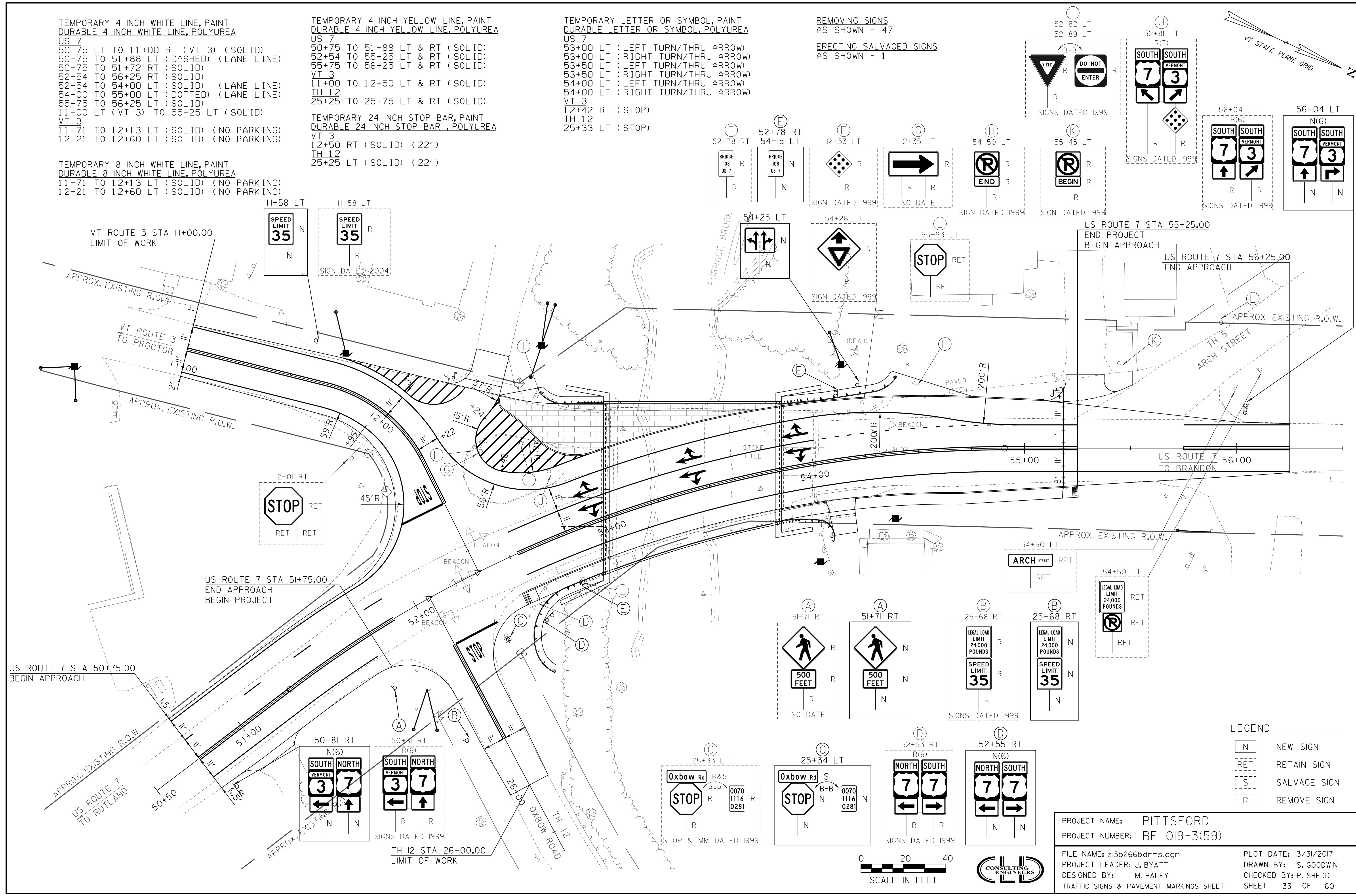
TEMPORARY 4 INCH YELLOW LINE, PAINT  
 DURABLE 4 INCH YELLOW LINE, POLYUREA  
 US 7  
 50+75 TO 51+88 LT & RT (SOLID)  
 52+54 TO 55+25 LT & RT (SOLID)  
 55+75 TO 56+25 LT & RT (SOLID)  
 VT 3  
 11+00 TO 12+50 LT & RT (SOLID)  
 TH 12  
 25+25 TO 25+75 LT & RT (SOLID)

TEMPORARY LETTER OR SYMBOL, PAINT  
 DURABLE LETTER OR SYMBOL, POLYUREA  
 US 7  
 53+00 LT (LEFT TURN/THRU ARROW)  
 53+00 LT (RIGHT TURN/THRU ARROW)  
 53+50 LT (LEFT TURN/THRU ARROW)  
 53+50 LT (RIGHT TURN/THRU ARROW)  
 54+00 LT (LEFT TURN/THRU ARROW)  
 54+00 LT (RIGHT TURN/THRU ARROW)  
 VT 3  
 12+42 RT (STOP)  
 TH 12  
 25+33 LT (STOP)

REMOVING SIGNS  
 AS SHOWN - 47  
 ERECTING SALVAGED SIGNS  
 AS SHOWN - 1

TEMPORARY 8 INCH WHITE LINE, PAINT  
 DURABLE 8 INCH WHITE LINE, POLYUREA  
 11+71 TO 12+13 LT (SOLID) (NO PARKING)  
 12+21 TO 12+60 LT (SOLID) (NO PARKING)

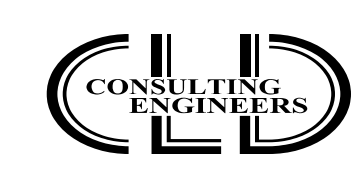
TEMPORARY 24 INCH STOP BAR, PAINT  
 DURABLE 24 INCH STOP BAR, POLYUREA  
 VT 3  
 12+50 RT (SOLID) (22')  
 TH 12  
 25+25 LT (SOLID) (22')

















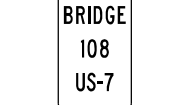
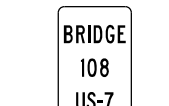
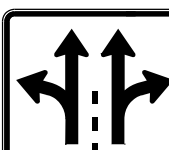






LEGEND

N	NEW SIGN
RET	RETAIN SIGN
S	SALVAGE SIGN
R	REMOVE SIGN

PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)  
 FILE NAME: z13b266bdr+ts.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: M. HALEY  
 TRAFFIC SIGNS & PAVEMENT MARKINGS SHEET  
 PLOT DATE: 3/31/2017  
 DRAWN BY: S. GOODWIN  
 CHECKED BY: P. SHEDD  
 SHEET 33 OF 60



# TRAFFIC SIGN SUMMARY SHEET #1

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	NEW SIGN POSTS												REMARKS	SIGN DETAIL						
		EA	WIDTH (in)	HEIGHT (in)	"A"	"B"	SALV SIGN			SALV TIS	SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)			W-SHAPE STEEL			SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER				
											1.75	2.0	2.5	3.0	4.0	4.0 MOD.	3.0	3.5	4.0	5.0	FTG. SIZE					WEIGHT	POST SIZE		
US ROUTE 7 50+81 RT	 	1	24	12	2.00				2		X	X												#2A	GREEN ON WHITE BLACK ON WHITE			M3-3 M3-1	
	 	1	24	24	4.00																				VMI-5	MI-4	E-136B		
	 	1	21	15	2.19																					GREEN ON WHITE BLACK ON WHITE	M6-1 M6-3		
51+71 RT		1	30	30	6.25				1		X	X														FLUORESCENT YELLOW GREEN	W11-2		
		1	24	18	3.00																					FLUORESCENT YELLOW GREEN	W16-2P		
52+55 RT	 	1	24	12	2.00				2		X	X												#2A	BLACK ON WHITE BLACK ON WHITE	M3-1 M3-3			
	 	1	24	24	4.00																						MI-4 MI-4		
	 	1	21	15	2.19																						BLACK ON WHITE BLACK ON WHITE	M6-1 M6-1	
52+78 RT		1	6	10	0.42				1	X		X														VD-701		T-42	
54+15 LT		1	6	10	0.42				1	X		X														VD-701		T-42	
54+25 LT		1	36	30	7.50				1		X	X														VR-924		E-145A	
56+04 LT	 	1	24	12	2.00				2		X	X												#2A	BLACK ON WHITE GREEN ON WHITE	M3-3 M3-3			
	 	1	24	24	4.00																					VMI-5	MI-4	E-136B	
	 	1	21	15	2.19																						BLACK ON WHITE GREEN ON WHITE	M6-3 M5-1	

FINAL POST LENGTHS ARE TO BE DETERMINED  
IN THE FIELD. POST SIZES ARE COMPUTED  
BASED ON INFORMATION FURNISHED ON THE STANDARD  
SHEETS AND VAOT "SIGN POST DESIGN GUIDELINE."

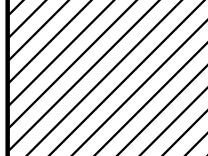
**SHEET  
TOTALS**

SF  
66.73

SF

EA.

SF



FT 20	FT 120	FT	EA	LB	LB	LB	LB	LB	LB	LB	EA.	EA.	LB
FT 140				LB				EA.	LB				



PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266tsdet.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
TRAFFIC SIGN SUMMARY SHEET #1

PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 34 OF 60

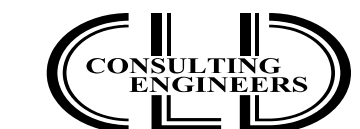
# TRAFFIC SIGN SUMMARY SHEET #2

MILEMARKER, STATION, OR SIGN NUMBER	SIGN LEGEND	SIGN DIMENSIONS		NEW & SALVAGED SIGNS				EXIST POST RETAIN SALVAGE	NO. OF POSTS	NEW SIGN POSTS												REMARKS	SIGN DETAIL				
				"A"	"B"	SALV SIGN	SALV TIS			SQUARE STEEL (in)			TUBULAR ALUMINUM Ø (in)			TUBULAR STEEL Ø (in)				W-SHAPE STEEL			SHSM	DETAIL ON SHEET NUMBER	STD. SHEET NUMBER		
		1.75	2.0					2.5	FOUNDA-TION			3.0	4.0	4.0	3.0	3.5	4.0	5.0	FTG. SIZE	WEIGHT	POST SIZE						
VT ROUTE 3 11+58 LT		I	24	30	5.00				I		X	X												R2-I			
TH 12 25+34 LT									I		X	X											INSTALL PERPENDICULAR ON TOP OF STOP SIGN				
		I	30	30	6.25																		VD-700	BACK TO BACK	RI-I	T-44	
25+68 RT		I	24	30	5.00				I		X	X											VR-017			T-70	
		I	24	30	5.00																					R2-I	

FINAL POST LENGTHS ARE TO BE DETERMINED  
IN THE FIELD. POST SIZES ARE COMPUTED  
BASED ON INFORMATION FURNISHED ON THE STANDARD  
SHEETS AND VAOT "SIGN POST DESIGN GUIDELINE."

**PROJECT  
TOTALS**

SF	SF	EA.	SF		FT	EA.	LB	EA.	EA.	LB
89.00		1			185					



PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266tsdet.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
TRAFFIC SIGN SUMMARY SHEET #2

PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 35 OF 60

**SOIL CLASSIFICATION**

**AASHTO**

A1	Gravel and Sand
A3	Fine Sand
A2	Silty or Clayey Gravel and Sand
A4	Silty Soil - Low Compressibility
A5	Silty Soil - 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	5-8	Med. Stiff
25-50	Dense	9-15	Stiff
>50	Very Dense	16-30	Very Stiff
		31-60	Hard
		>60	Very Hard

**COMMONLY USED SYMBOLS**

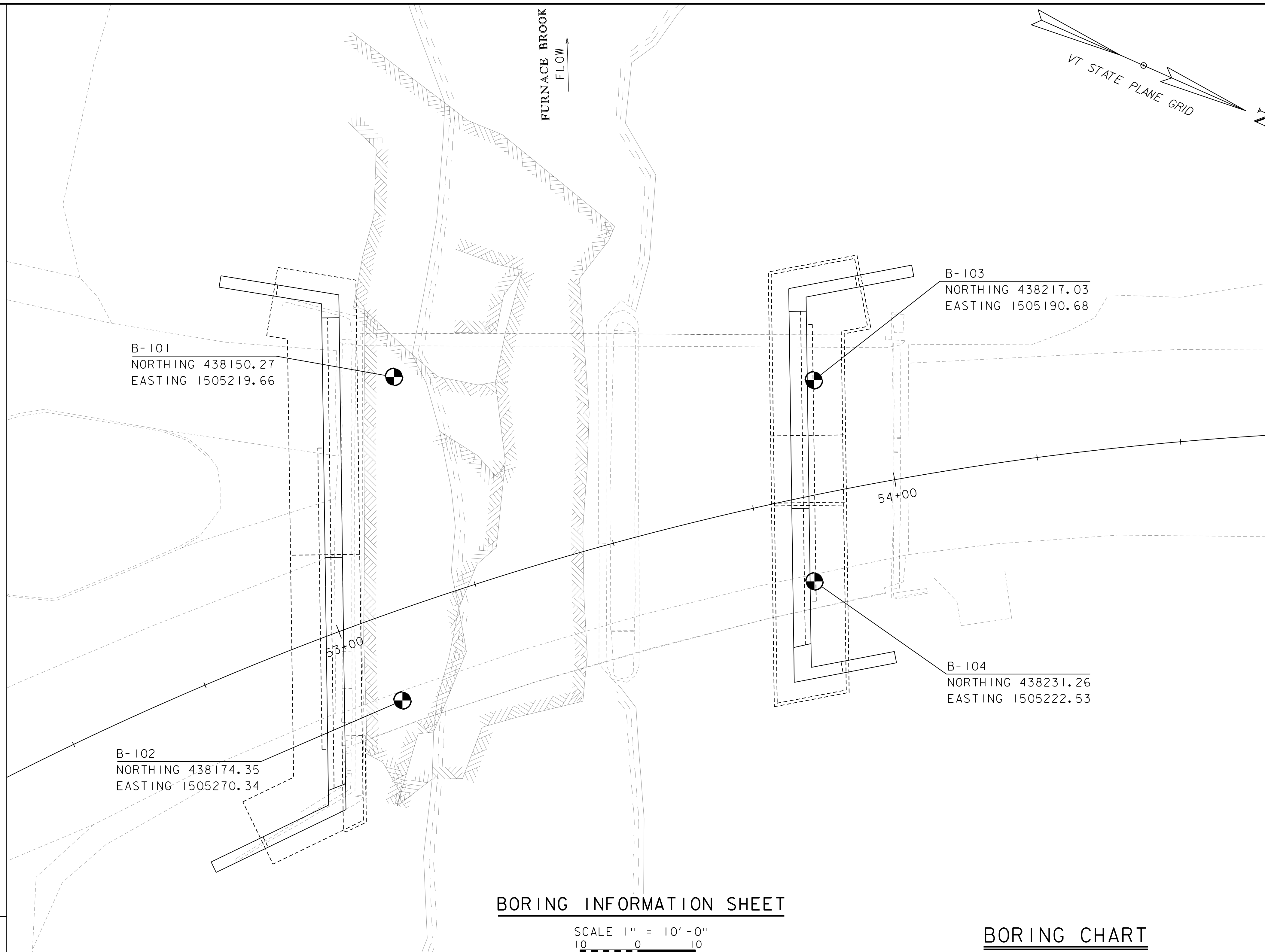
▼	Water Elevation
⊙	Standard Penetration Boring
⊕	Auger Boring
⊖	Rod Sounding
○	Sample
S	Standard Penetration Test
N	Blow Count Per Foot For: 2" O.D. Sampler 1 3/8" I.D. Sampler Hammer Weight Of 140 Lbs. Hammer Fall Of 30"
VS	Field Vane Shear Test
US	Undisturbed Soil Sample
B	Blast
DC	Diamond Core
MD	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
Sa	Sand
Si	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
ROD	Rock Quality Designation
CBR	California Bearing Ratio
<	Less Than
>	Greater Than
R	Refusal (N > 100)
VTSPG	NAD83 - See Note 7

**COLOR**

blk	Black	pnk	Pink
bl	Blue	pu	Purple
brn	Brown	rd	Red
dk	Dark	tn	Tan
gr	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		

**DEFINITIONS (AASHTO)**

<b>BEDROCK (LEDGE)</b> - Rock in its native location of indefinite thickness.	<b>VARVED</b> - Alternate layers of silt and clay.
<b>BOULDER</b> - A rock fragment with an average dimension > 12 inches.	<b>HARDPAN</b> - Extremely dense soil, cemented layer, not softened when wet.
<b>COBBLE</b> - Rock fragments with an average dimension between 3 and 12 inches.	<b>MUCK</b> - Soft organic soil (containing > 10% organic material).
<b>GRAVEL</b> - Rounded particles of rock < 3" and > 0.0787" (#10 sieve).	<b>MOISTURE CONTENT</b> - Weight of water divided by dry weight of soil.
<b>SAND</b> - Particles of rock < 0.0787" (#10 sieve) and > 0.0029" (#200 sieve).	<b>FLOWING SAND</b> - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.
<b>SLT</b> - Soil < 0.0029" (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.	<b>STRIKE</b> - Angle from magnetic north to line of intersection of bed with a horizontal plane.
<b>CLAY</b> - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.	<b>DIP</b> - Inclination of bed with a horizontal plane.



**BORING INFORMATION SHEET**

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

**GENERAL NOTES**

- The subsurface explorations shown herein were made between June 3rd and June 10th 2015 by the Agency.
- 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.
- Northing and Easting coordinates are shown in Vermont State Plane Grid North American Datum 1983 in meters and survey feet.

**BORING CHART**

HOLE NO.	SURV. STATION	OFFSET	GROUND ELEV.	ELEV. TLOB
B-101	53+22	38.6' LT	423.1'	422.4'
B-102	53+07	15.0' RT	420.2'	420.2'
B-103	53+90	19.5' LT	425.3'	420.8'
B-104	53+83	14.7' RT	425.7'	417.6'

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266bor.dgn	PLOT DATE: 3/31/2017
PROJECT LEADER: J. BYATT	DRAWN BY: M. SMITH
DESIGNED BY: S. BEAUMONT	CHECKED BY: J. BYATT
BORING INFORMATION SHEET	SHEET 36 OF 60



VT Trans		STATE OF VERMONT AGENCY OF TRANSPORTATION CONSTRUCTION AND MATERIALS BUREAU CENTRAL LABORATORY		BORING LOG		Boring No.: <b>B-101</b>				
				<b>PITTSFORD BF 019-3(59) US-7 BR-108</b>		Page No.: 1 of 1				
						Pin No.: 13B266				
						Checked By: MLM				
Boring Crew: JUDKINS, HOOK, NIETO		Casing: WB		Sampler: SS		Groundwater Observations				
Date Started: 6/05/15 Date Finished: 6/05/15		I.D.: 4 in 1.5 in		Date: 06/05/15		Notes: No water to depth.				
VTSPG NAD83: N 438150.27 ft E 1505219.66 ft		Hammer Wt: N.A. 140 lb.								
Station: 53+22 Offset: -38.60		Hammer Fall: N.A. 30 in.								
Ground Elevation: 423.1 ft		Hammer/Rod Type: Auto/AWJ								
		Rig: CME 45C SKID		C = 1.33						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (ROD %)	Drill Rate (minutes/ft)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
		Visual Description: Appears to be a manufactured Aggregate, Lt/bm, Moist, Rec. = 0.3 ft				12-R@2.5"	2.2			
0.7		0.7 ft - 2.7 ft, Light gray, Massive DOLOMITIC MARBLE, with orange staining along joint surfaces. Hard, Very slightly weathered, Poor rock, NXMDC, RMR = 27	1 (-)	38 (0)	3					
2.5		2.7 ft - 5.7 ft, Light gray, Massive DOLOMITIC MARBLE, with orange staining along joint surfaces. Hard, Very slightly weathered, Fair rock, NXMDC, RMR = 41	2 (-)	42 (33)	5					
5.0		5.7 ft - 10.7 ft, Light gray, Massive DOLOMITIC MARBLE, with orange and brown staining along joint surfaces. Hard, Very slightly weathered, Good rock, NXMDC, RMR = 61	3 (-)	100 (68)	4					
7.5					5					
10.0					4					
12.5					6					
15.0		Hole stopped @ 10.7 ft								
17.5		Remarks: 1. Boring was performed through bridge deck. 2. Ground elevation represents the ground surface elevation. 3. Boring log begins at the ground surface.  Top of Bridge Deck Data: 1. Asphalt Pavement 0.0'-0.3' 2. Concrete 0.3'-0.7' 3. Bottom of deck to ground surface = 15.6 ft.								
Notes: 1. Stratification lines represent approximate boundary between material types. Transition may be gradual. 2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor. 3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.										

BOTTOM OF  
ABUT. I FOOTING  
EL. 420.0'  
APPROX. TLOB

BORING LOG 2 PITTSFORD BF 019-3(59) GPJ VERMONT AOT.GDT 6/30/15

VT Trans		STATE OF VERMONT AGENCY OF TRANSPORTATION CONSTRUCTION AND MATERIALS BUREAU CENTRAL LABORATORY		BORING LOG		Boring No.: <b>B-102</b>				
				<b>PITTSFORD BF 019-3(59) US-7 BR-108</b>		Page No.: 1 of 1				
						Pin No.: 13B266				
						Checked By: MLM				
Boring Crew: JUDKINS, GARROW, HOOK		Casing: WB		Sampler: CORE		Groundwater Observations				
Date Started: 6/03/15 Date Finished: 6/03/15		I.D.: 4 in		Date: 06/03/15		Notes: No water to depth.				
VTSPG NAD83: N 438174.35 ft E 1505270.34 ft		Hammer Wt: N.A. N.A.								
Station: 53+07 Offset: 15.00		Hammer Fall: N.A. N.A.								
Ground Elevation: 420.2 ft		Hammer/Rod Type: CME 45C SKID		C = 1.33						
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (ROD %)	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	
		0.0 ft - 3.0 ft, Light gray, Massive DOLOMITIC MARBLE, Brown and orange staining along joint surfaces. Hard, Very slightly weathered, Poor rock, NXMDC, RMR = 33	1 (-)	52 (19)						
2.5		3.0 ft - 8.0 ft, Light gray, Massive DOLOMITIC MARBLE, Brown and orange staining along joint surfaces. Hard, Slightly weathered, Poor rock, NXMDC, RMR = 33	2 (-)	96 (12)						
5.0										
7.5										
10.0		8.0 ft - 10.0 ft, Light gray, Massive DOLOMITIC MARBLE, Brown and orange staining along joint surfaces. Hard, Very slightly weathered, Fair rock, NXMDC, RMR = 43	3 (-)	40 (40)						
12.5		Hole stopped @ 10.0 ft								
15.0		Remarks: 1. Boring was performed through bridge deck. 2. Ground elevation represents the ground surface elevation. 3. Boring log begins at the ground surface.  Top of Bridge Deck Data: 1. Asphalt Pavement 0.0'-0.15' 2. Sand 0.15'-0.50' 3. Concrete 0.50'-0.90' 4. Bottom of deck to ground surface = 17.4 ft.								
17.5										
Notes: 1. Stratification lines represent approximate boundary between material types. Transition may be gradual. 2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor. 3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.										

BOTTOM OF  
ABUT. I FOOTING  
EL. 420.0' +/-  
APPROX. TLOB

BORING LOG 2 PITTSFORD BF 019-3(59) GPJ VERMONT AOT.GDT 6/30/15

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266bor.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: S. BEAUMONT  
BORING LOGS SHEET 1

PLOT DATE: 3/31/2017  
DRAWN BY: M. SMITH  
CHECKED BY: J. BYATT  
SHEET 37 OF 60



VT Trans		STATE OF VERMONT AGENCY OF TRANSPORTATION CONSTRUCTION AND MATERIALS BUREAU CENTRAL LABORATORY		BORING LOG		Boring No.: <b>B-103</b>					
		PITTSFORD BF 019-3(59) US-7 BR-108		Page No.: 1 of 1		Pin No.: 13B266					
		Checked By: MLM									
Boring Crew: JUDKINS, HOOK, HULBERT		Type: WB SS		Casing		Sampler					
Date Started: 6/10/15 Date Finished: 6/10/15		I.D.: 4 in 1.5 in		Date		Depth					
VTSPG NAD83: N 438217.03 ft E 1505190.68 ft		Hammer Wt: N.A. 140 lb.		Notes		No water to depth.					
Station: 53+90 Offset: -19.50		Hammer Fall: N.A. 30 in.									
Ground Elevation: 425.3 ft		Hammer/Rod Type: Auto/AWJ									
		Rig: CME 45C SKID C = 1.33									
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Run (Dip deg.)	Core Rec. % (ROD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
2.5		A-1-b, SiSaGr, Dk/brn, MTW, Rec. = 0.8 ft, Lab Note: Broken Rock was within sample.					WH-5-7-3 (12)	12.1	51.0	26.7	22.3
2.5		A-2-4, SaSiGr, Dk/brn, Moist, Rec. = 0.7 ft, Lab Note: Broken Rock was within sample.					2-2-2-2 (4)	15.0	37.1	31.3	31.6
5.0		Visual Description: Broken Rock with sand, gry, Moist, Rec. = 0.1 ft 4.5 ft - 9.5 ft, Light gray, Massive DOLOMITIC MARBLE, with brown staining along joint surfaces. Hard, Very slightly weathered, Fair rock, NXMDC, Vertical joint at 5.5'-7.2', RMR = 43		1 (-)	94 (30)	5	R@6.0"	11.1			
							Top of Bedrock @ 4.5 ft				
10.0		9.5 ft - 14.5 ft, Light gray, Massive DOLOMITIC MARBLE, with brown and orange staining along joint surfaces. Hard, Very slightly weathered, Fair rock, NXMDC, RMR = 45		2 (-)	92 (43)	3					
15.0		Hole stopped @ 14.5 ft									
17.5		Remarks: 1. Boring was performed through bridge deck. 2. Ground elevation represents the ground surface elevation. 3. Boring log begins at the ground surface.									
20.0		Top of Bridge Deck Data: 1. Asphalt Pavement 0.0'-0.3' 2. Concrete 0.3'-0.9' 3. Bottom of deck to ground surface = 12.7 ft.									
22.5											
Notes: 1. Stratification lines represent approximate boundary between material types. Transition may be gradual. 2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor. 3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.											

BOTTOM OF  
ABUT. 2 FOOTING  
EL. 422.8'

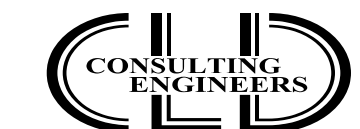
BORING LOG 2 PITTSFORD BF 019-3(59) GPJ VERMONT AOT.GDT 6/30/15

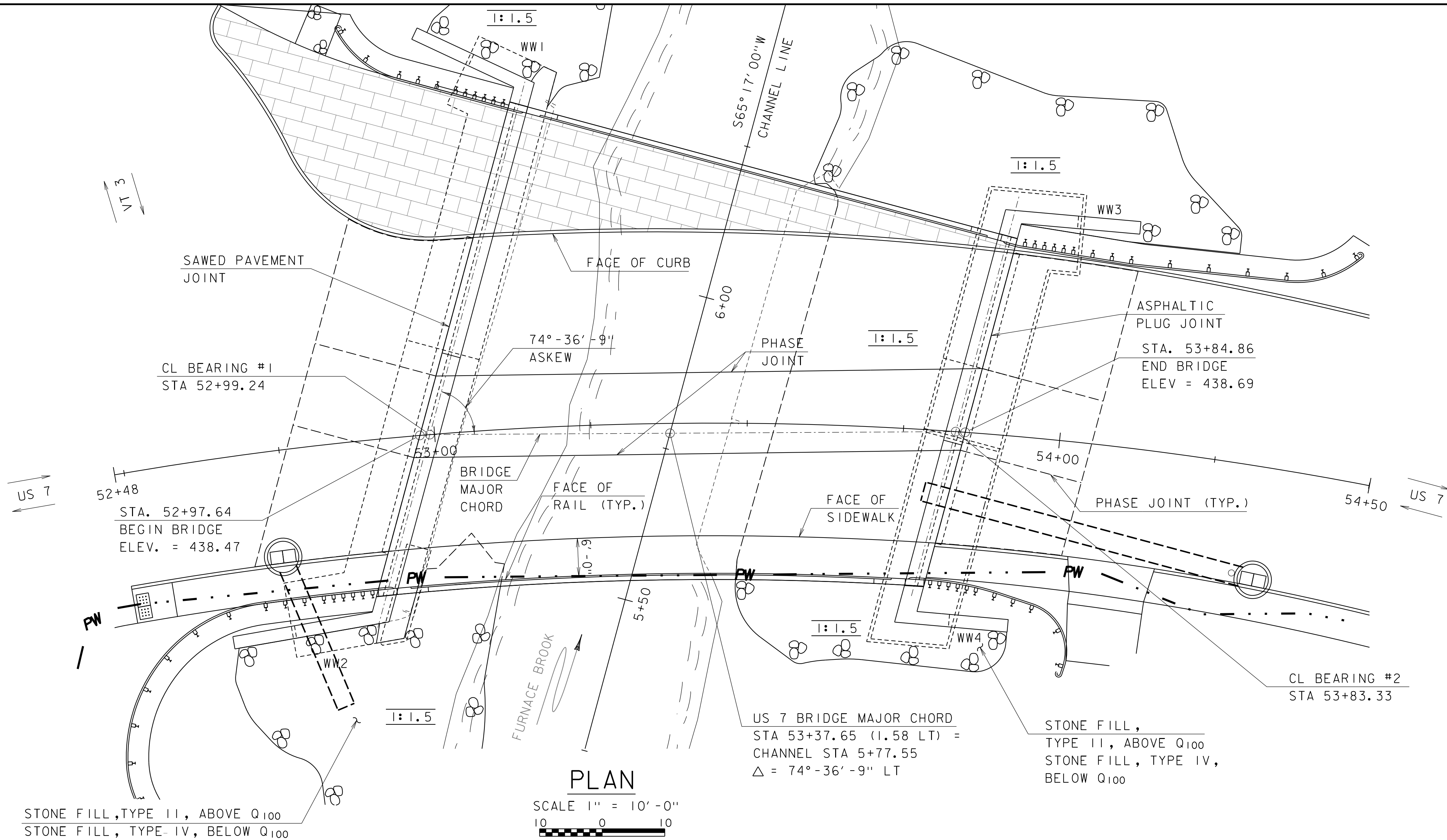
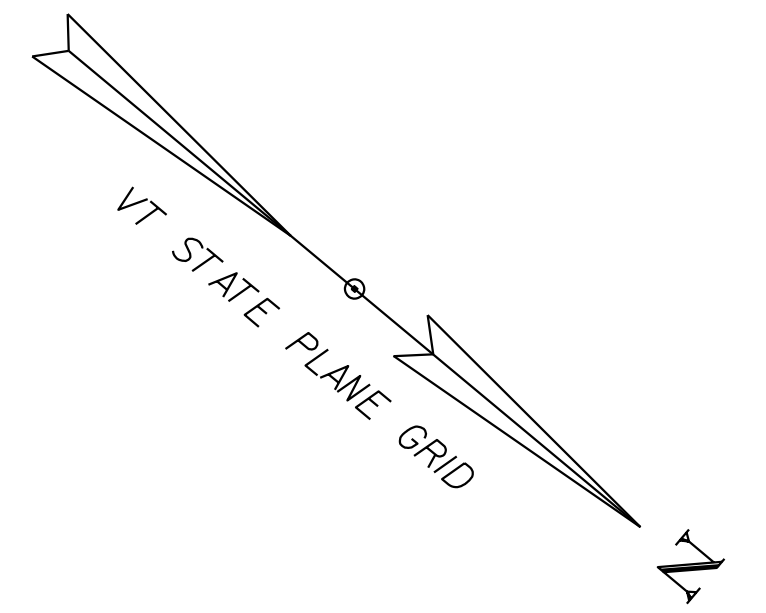
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		PITTSFORD BF 019-3(59) US-7 BR-108		Page No.: 1 of 1		Pin No.: 13B266					
		Checked By: MLM									
Boring Crew: JUDKINS, HOOK, HULBERT		Type: WB SS		Casing		Sampler					
Date Started: 6/04/15 Date Finished: 6/04/15		I.D.: 4 in 1.5 in		Date		Depth					
VTSPG NAD83: N 438231.26 ft E 1505222.53 ft		Hammer Wt: N.A. 140 lb.		Notes		No water to depth.					
Station: 53+83 Offset: 14.70		Hammer Fall: N.A. 30 in.									
Ground Elevation: 425.7 ft		Hammer/Rod Type: Auto/AWJ									
		Rig: CME 45C SKID C = 1.33									
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Run (Dip deg.)	Core Rec. % (ROD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
2.5		A-1-a, SaGr, brn-Lt/brn, Moist, Rec. = 0.8 ft, NXDC, Cleaned out casing. Lab Note: Broken Rock was within sample.					5-8-3-4 (11)	6.6	60.7	26.2	13.1
2.5		A-1-a, GrSa, Dk/brn, Moist, Rec. = 0.8 ft, NXDC, Cleaned out casing.					5-8-4-14 (12)	13.4	33.4	47.3	19.3
5.0		Field Note: No Recovery, NXDC, Cleaned out casing.					13-7-5-5 (12)				
7.5		A-1-b, SaGr, brn, MTW, Rec. = 0.9 ft, NXDC, Cleaned out casing. Lab Note: Broken Rock was within sample.					21-22-28-28 (50) R@5.0" R@1.0"	11.5	61.8	21.1	17.1
8.1		Field Note: No Recovery 8.1 ft - 11.6 ft, Light gray, Massive DOLOMITIC MARBLE, Brown and orange staining along joints. Hard, Very slightly weathered, Fair rock, NXMDC, RMR = 48		1 (-)	66 (50)	6					
							Top of Bedrock @ 8.1 ft				
10.0		11.6 ft - 13.1 ft, Light gray, Massive DOLOMITIC MARBLE, Orange staining on joints. Hard, Very slightly weathered, Fair rock, NXMDC, RMR = 43		2 (-)	24 (33)	2					
12.5		13.1 ft - 18.1 ft, Light gray, Massive DOLOMITIC MARBLE, Orange and brown staining on joints. Hard, Very slightly weathered, Fair rock, NXMDC, RMR = 43		3 (-)	100 (42)	5					
15.0		Hole stopped @ 18.1 ft									
17.5		Remarks: 1. Boring was performed through bridge deck. 2. Ground elevation represents the ground surface elevation. 3. Boring log begins at the ground surface.									
20.0		Top of Bridge Deck Data: 1. Asphalt Pavement 0.0'-0.15' 2. Concrete 0.15'-0.85' 3. Bottom of deck to ground surface = 12.15 ft.									
22.5											
Notes: 1. Stratification lines represent approximate boundary between material types. Transition may be gradual. 2. N Values have not been corrected for hammer energy. C is the hammer energy correction factor. 3. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.											

BOTTOM OF  
ABUT. 2 FOOTING  
EL. 422.8'

BORING LOG 2 PITTSFORD BF 019-3(59) GPJ VERMONT AOT.GDT 6/30/15

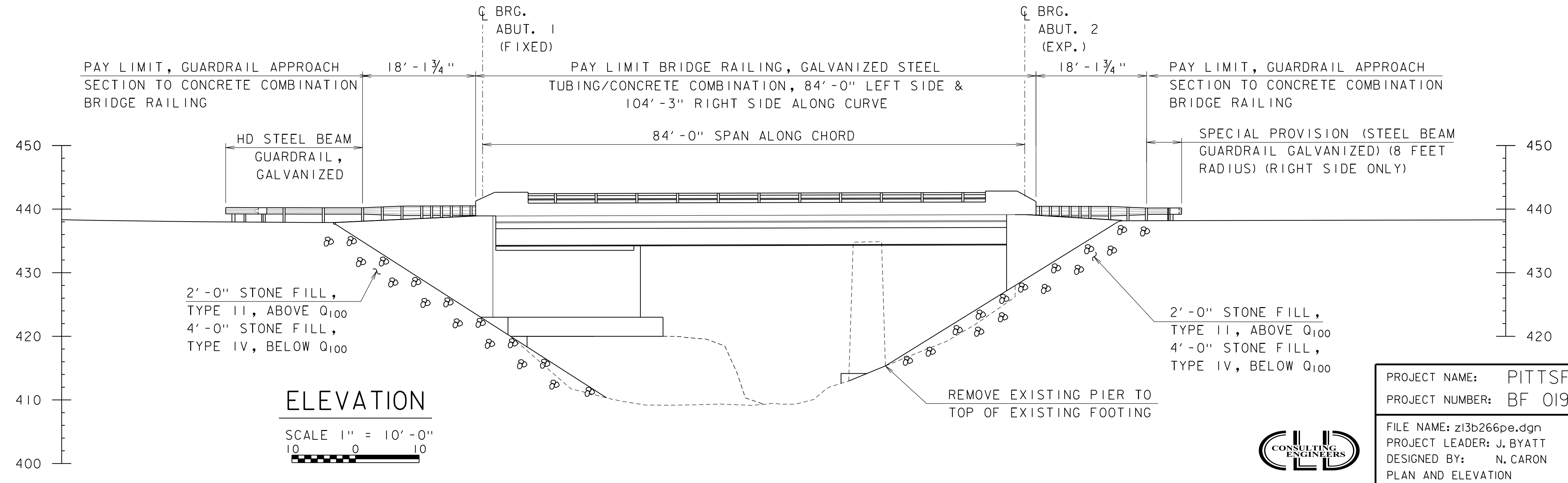
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PROJECT NUMBER:	BF 019-3(59)	PROJECT LEADER:	J. BYATT	DRAWN BY:	M. SMITH
		DESIGNED BY:	S. BEAUMONT	CHECKED BY:	J. BYATT
		BORING LOGS SHEET 2		SHEET	38 OF 60





**PLAN**

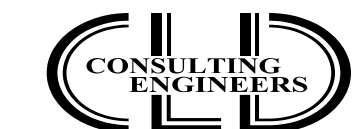
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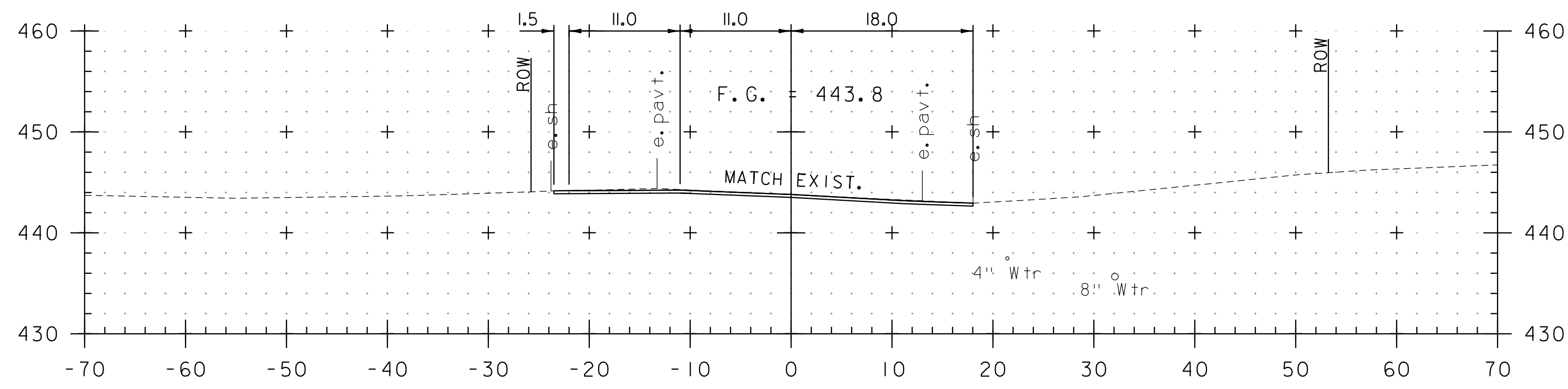


**ELEVATION**

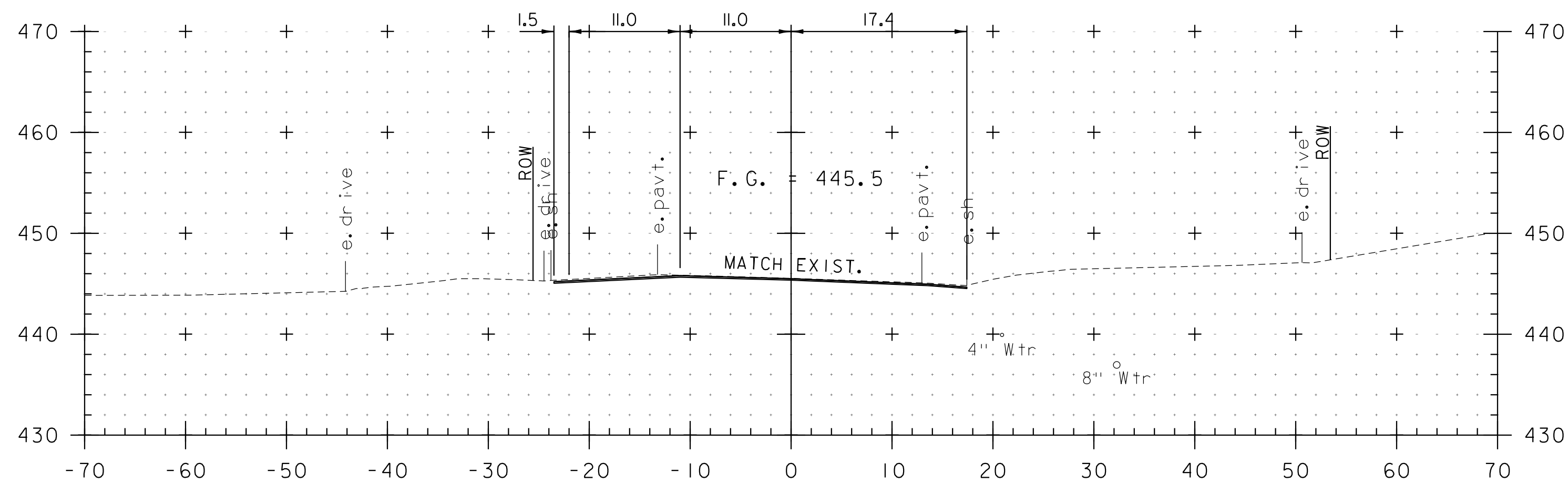
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PROJECT NAME:	PITTSFORD	PLOT DATE:	3/31/2017
PROJECT NUMBER:	BF 019-3(59)	DRAWN BY:	M. SMITH
FILE NAME:	z13b266pe.dgn	DESIGNED BY:	N. CARON
PROJECT LEADER:	J. BYATT	CHECKED BY:	S. BEAUMONT
PLAN AND ELEVATION			SHEET 39 OF 60

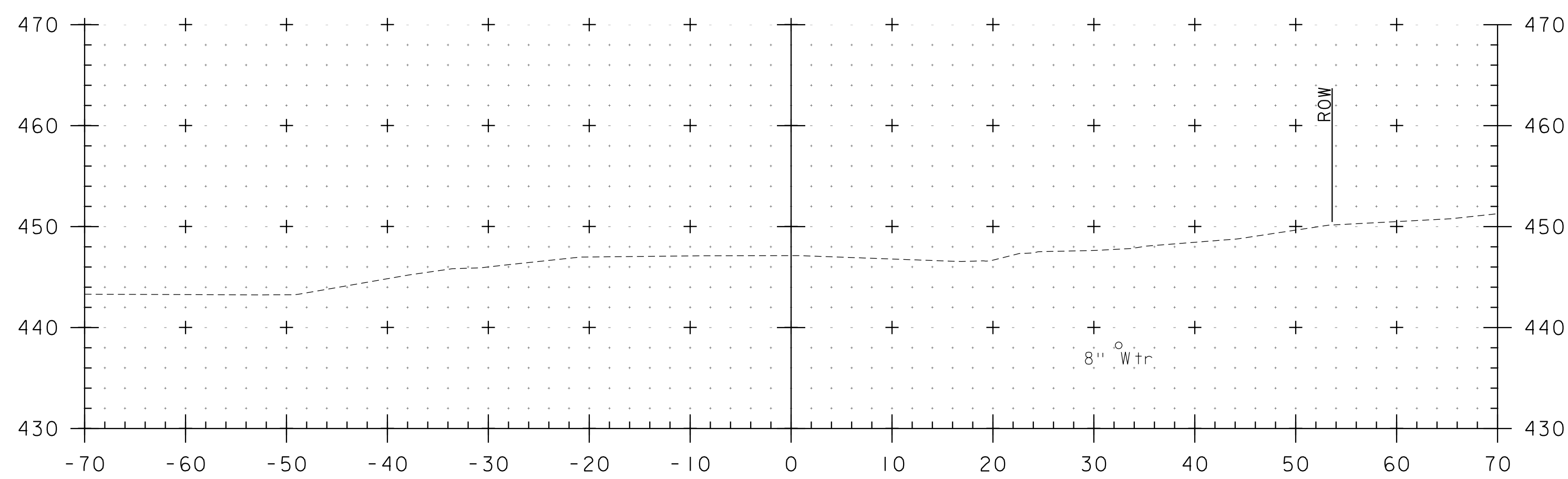




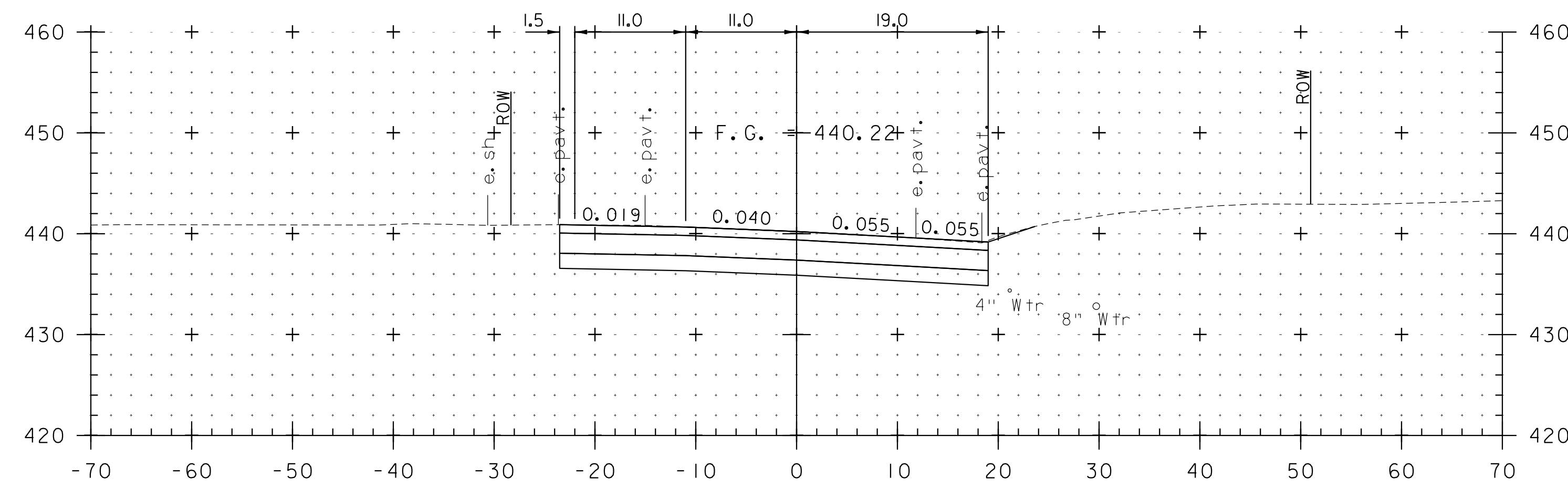
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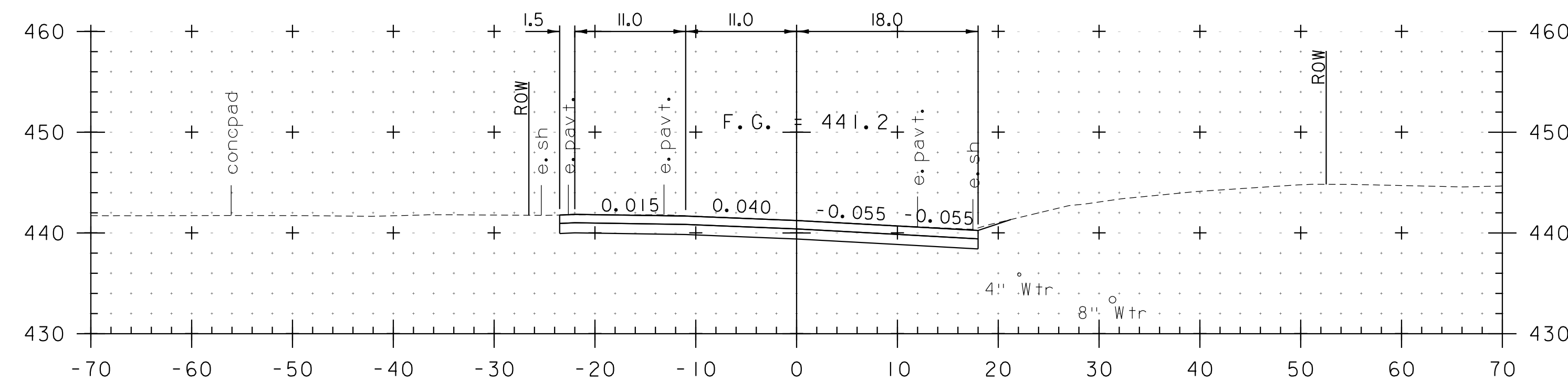
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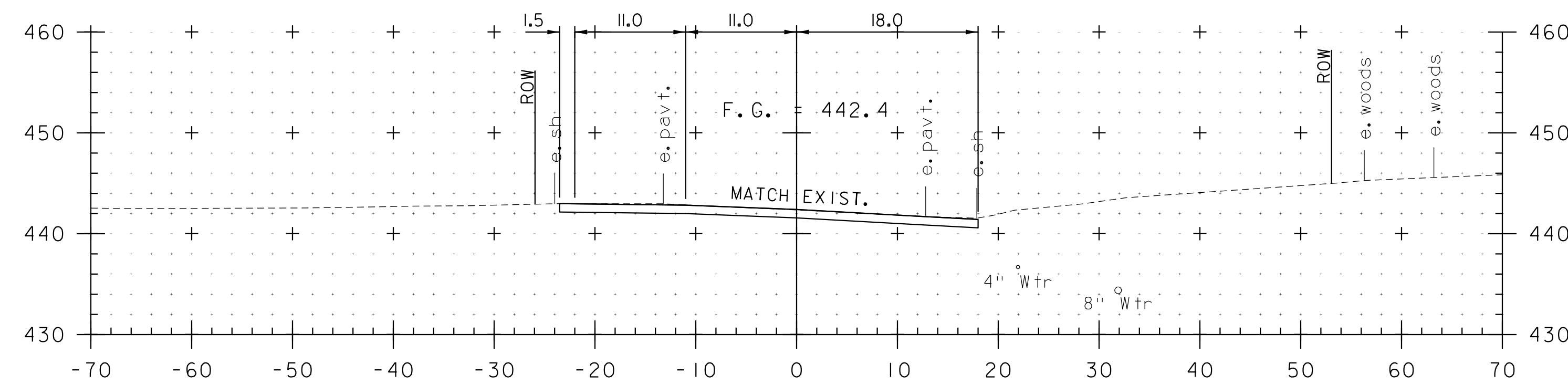
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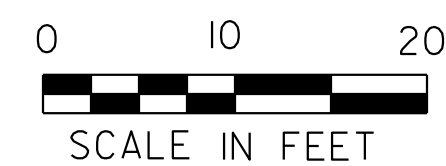
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51+50



51+25



STA. 50+50 TO STA. 51+75

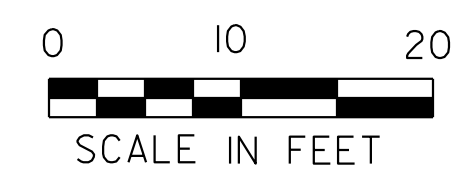
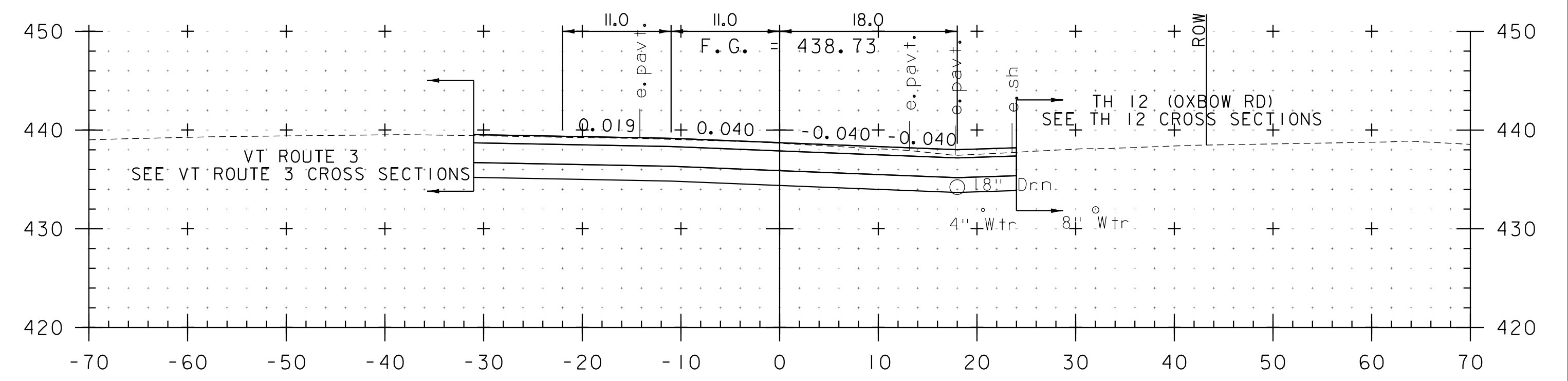
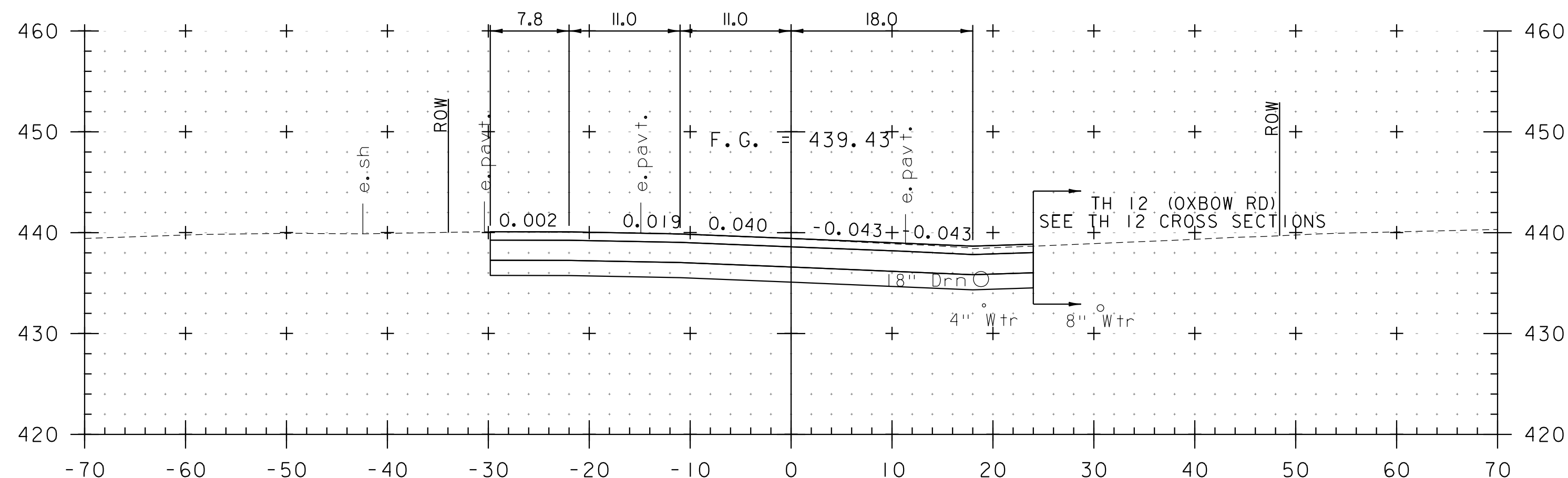
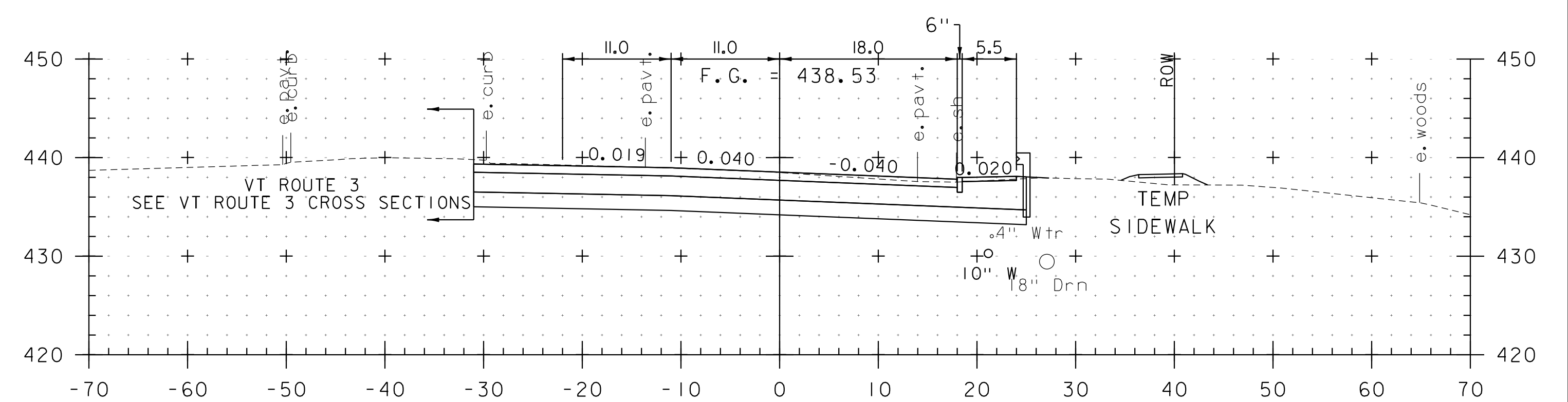
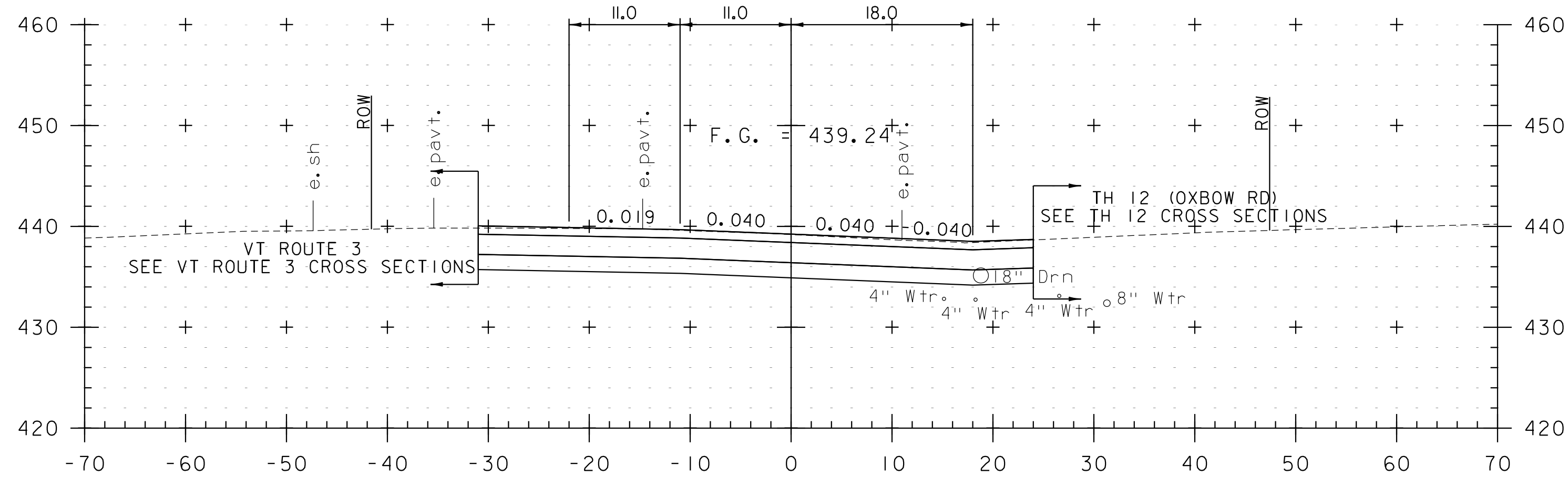
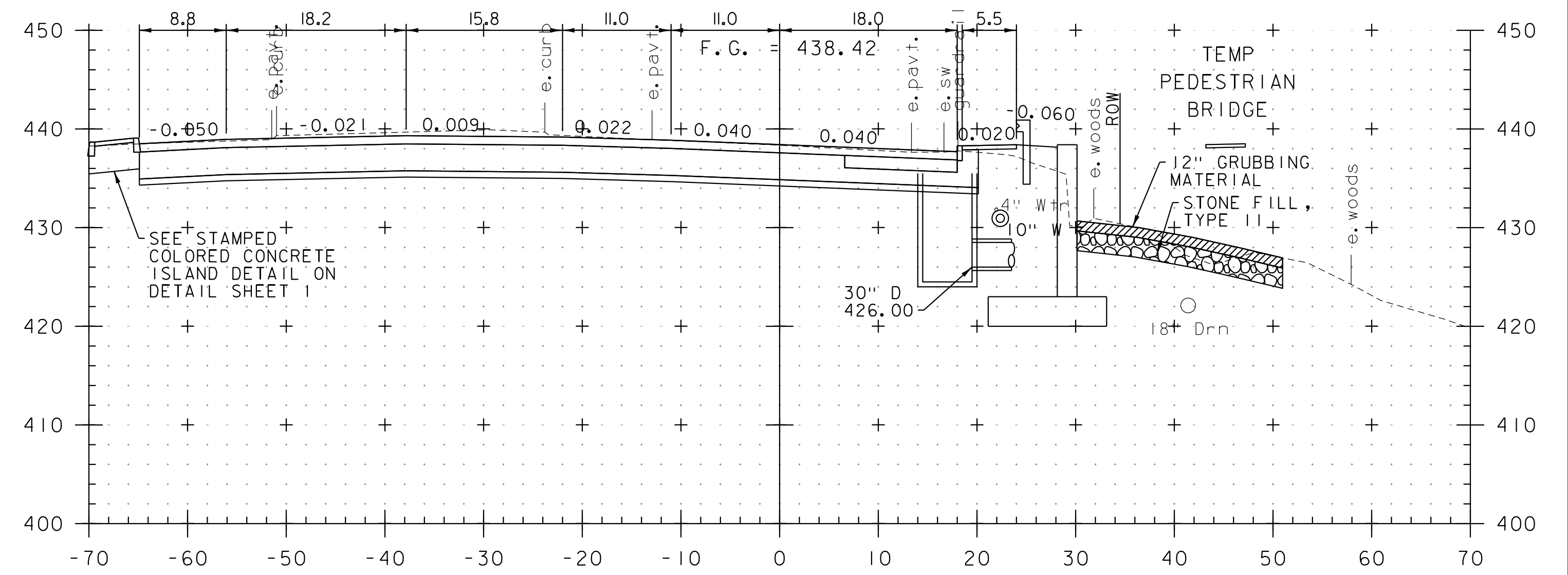
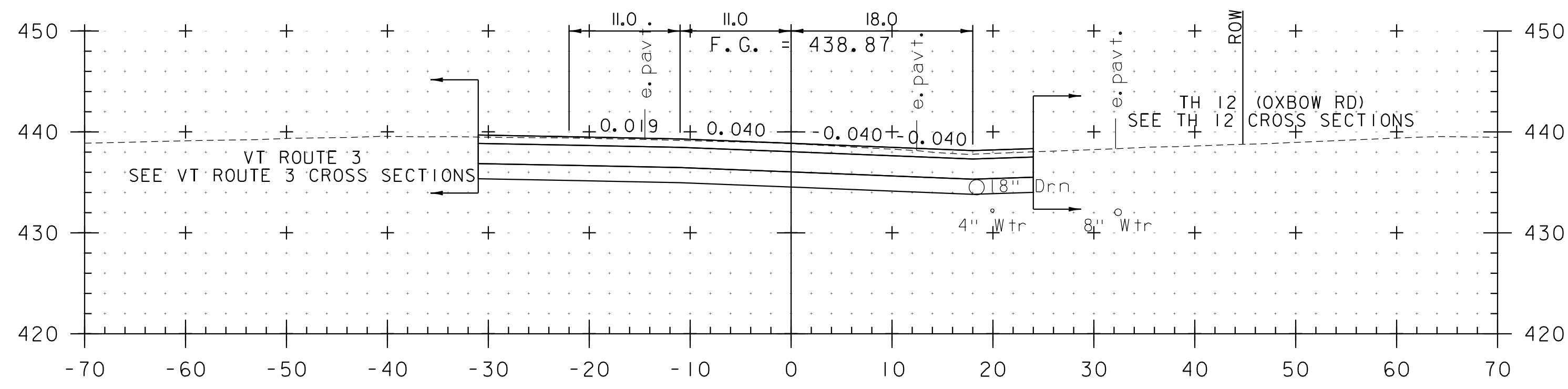


PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

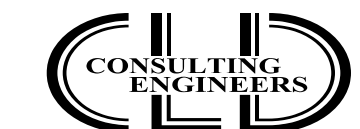
FILE NAME: z13b266xs.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
US ROUTE 7 CROSS SECTION SHEET I

PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 40 OF 60

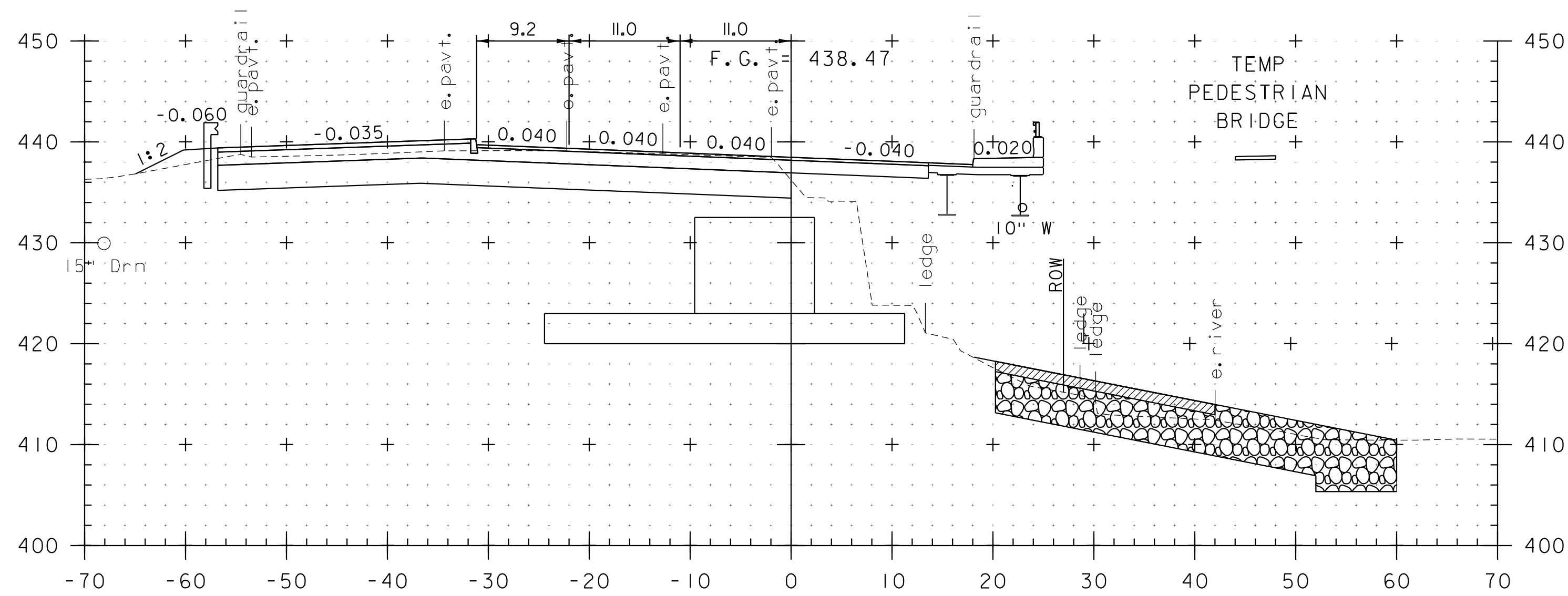




STA. 52+00 TO STA. 52+73.5

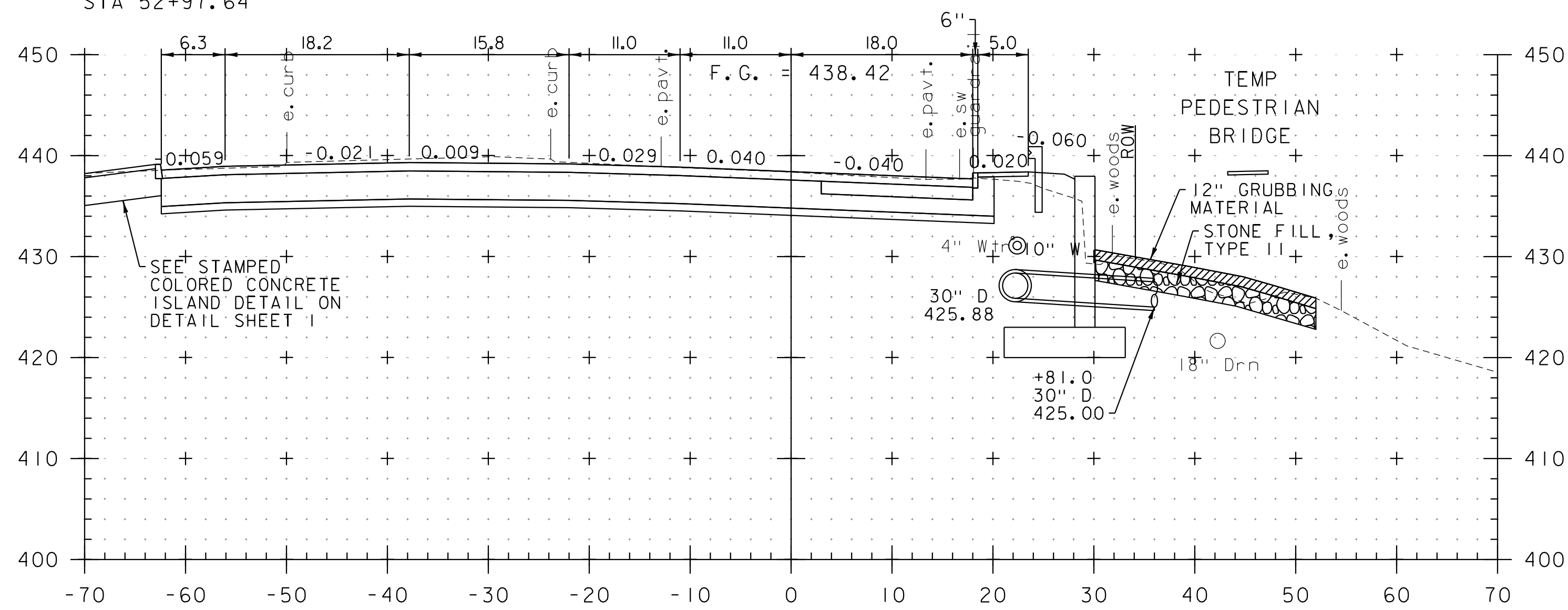


PROJECT NAME:	PITTSFORD	FILE NAME:	z13b266xs.dgn	PLOT DATE:	3/31/2017
PROJECT NUMBER:	BF 019-3(59)	PROJECT LEADER:	J. BYATT	DRAWN BY:	S. GOODWIN
		DESIGNED BY:	M. HALEY	CHECKED BY:	P. SHEDD
		US ROUTE 7 CROSS SECTION SHEET 2		SHEET	41 OF 60



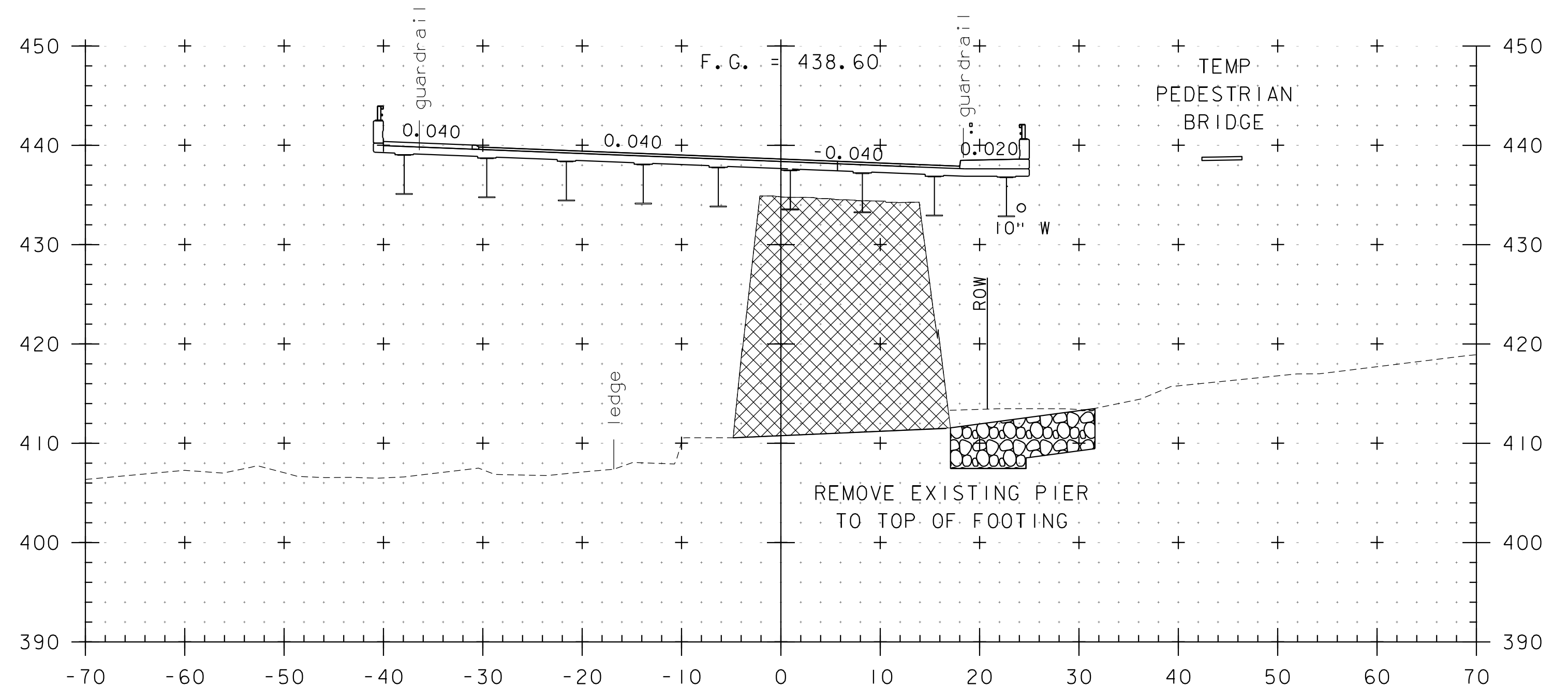
BEGIN APPROACH SLAB  
 STA 52+76.22  
 END APPROACH SLAB  
 BEGIN BRIDGE  
 STA 52+97.64

53+00

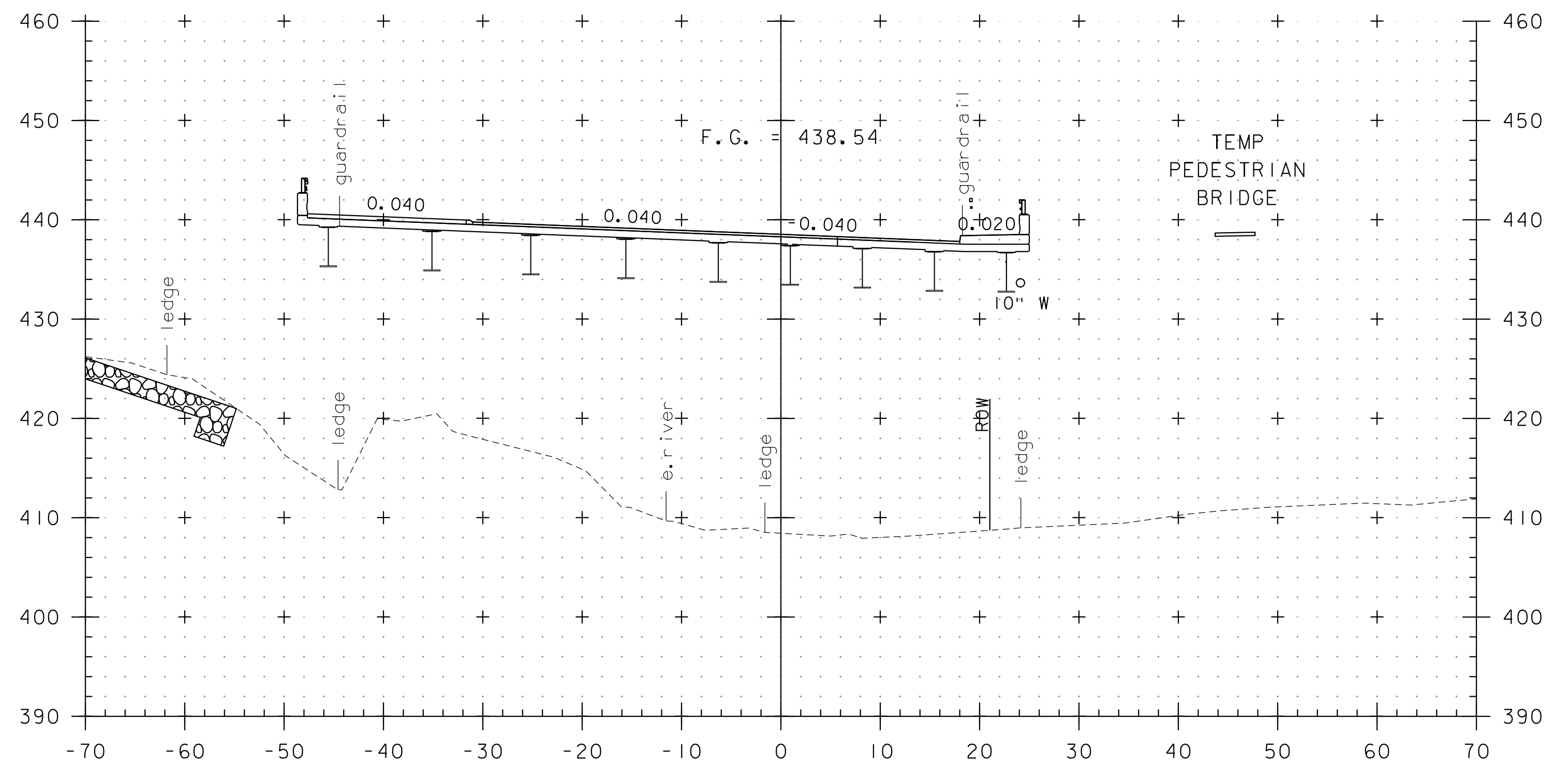


SEE STAMPED  
 COLORED CONCRETE  
 ISLAND DETAIL ON  
 DETAIL SHEET 1

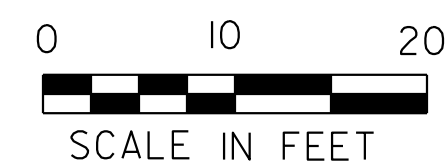
52+75



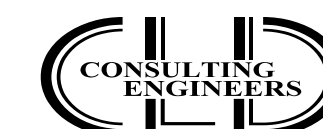
53+50



53+25



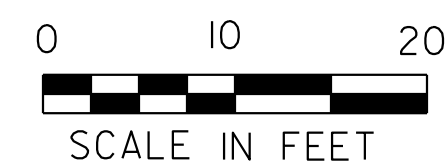
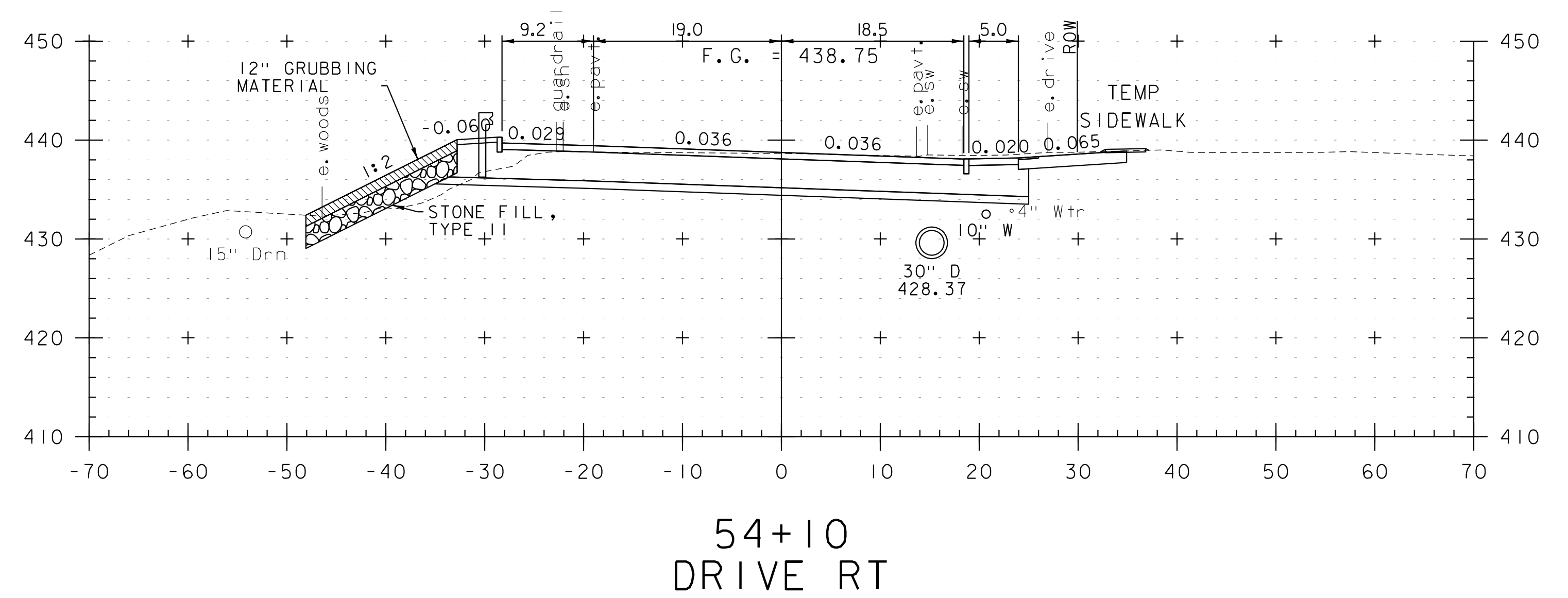
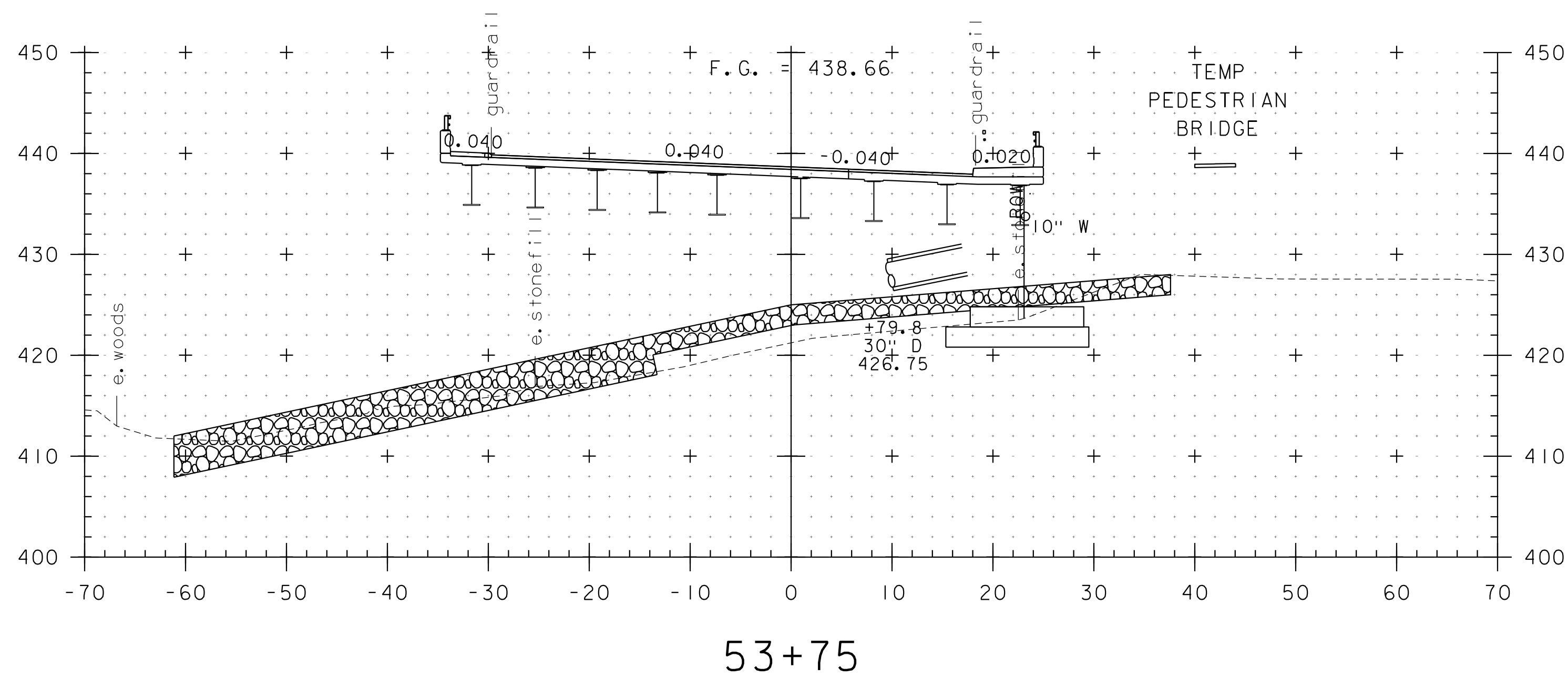
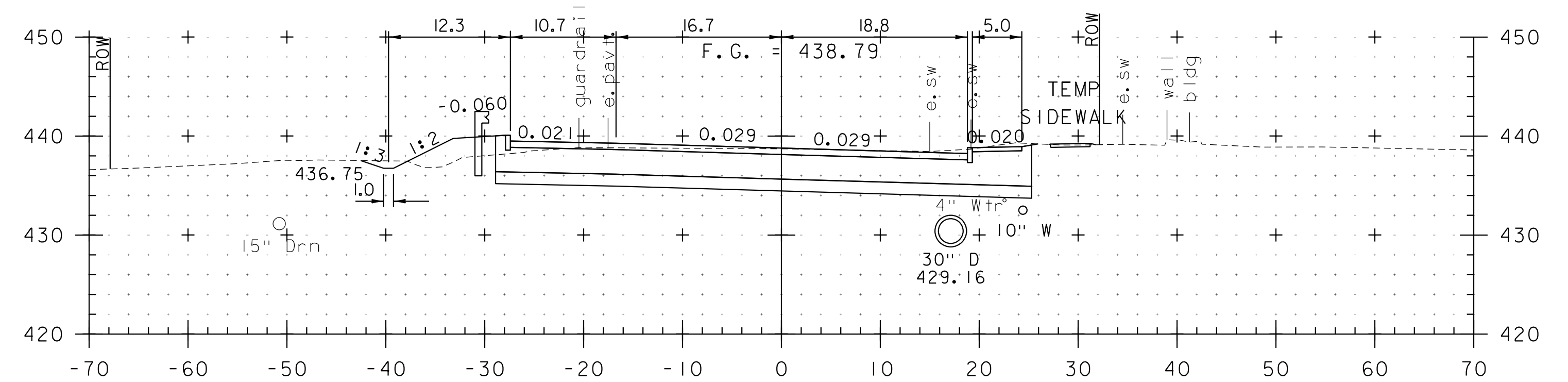
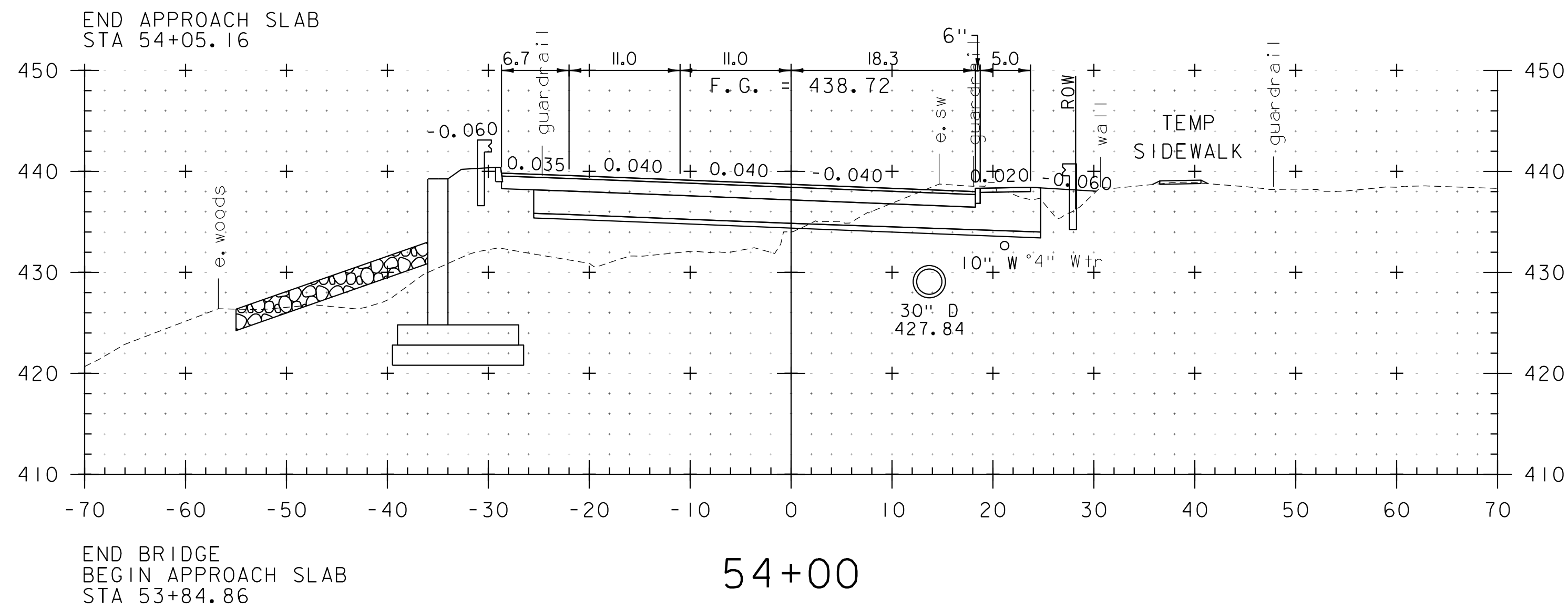
STA. 52+75 TO STA. 53+50



PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266xs.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: M. HALEY  
 US ROUTE 7 CROSS SECTION SHEET 3

PLOT DATE: 3/31/2017  
 DRAWN BY: S. GOODWIN  
 CHECKED BY: P. SHEDD  
 SHEET 42 OF 60



STA. 53+75 TO STA. 54+25



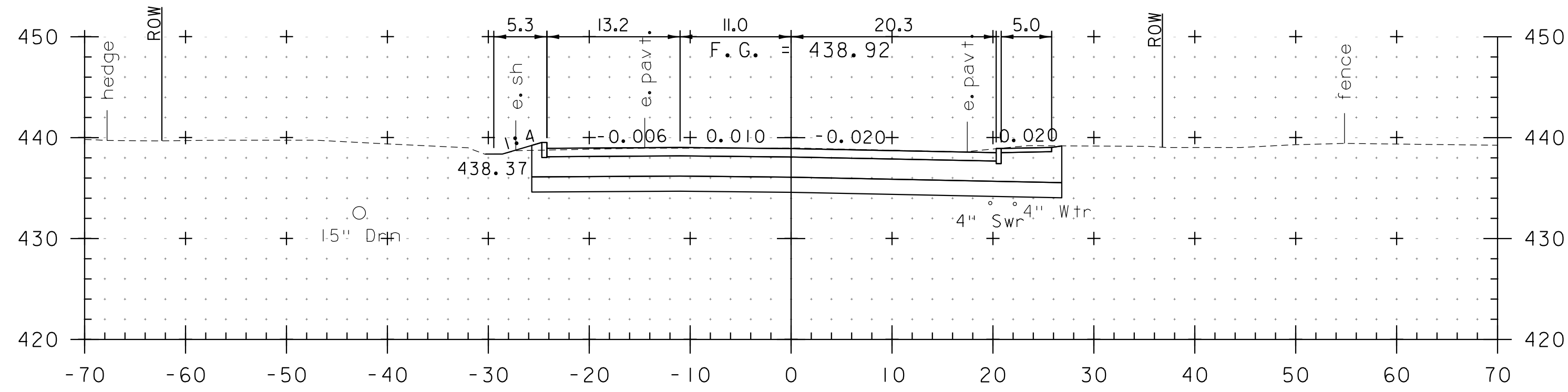
PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266xs.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY

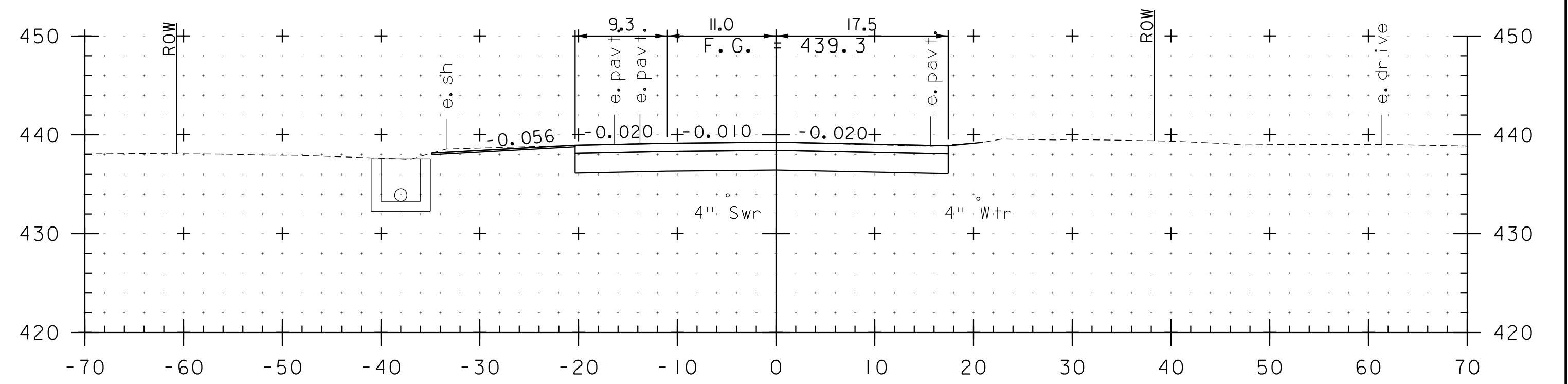
PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD

US ROUTE 7 CROSS SECTION SHEET 4

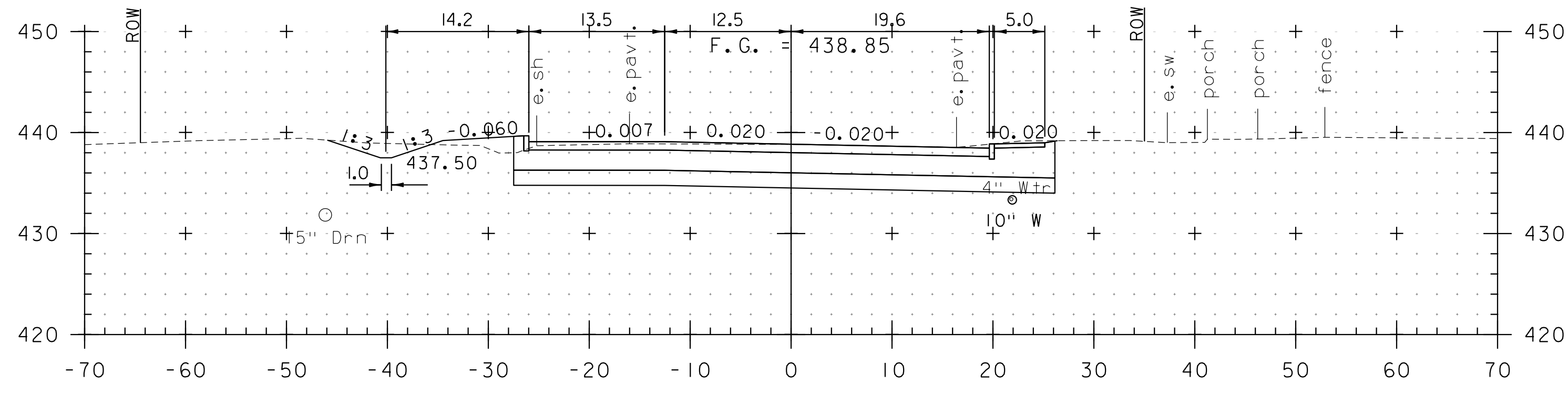
SHEET 43 OF 60



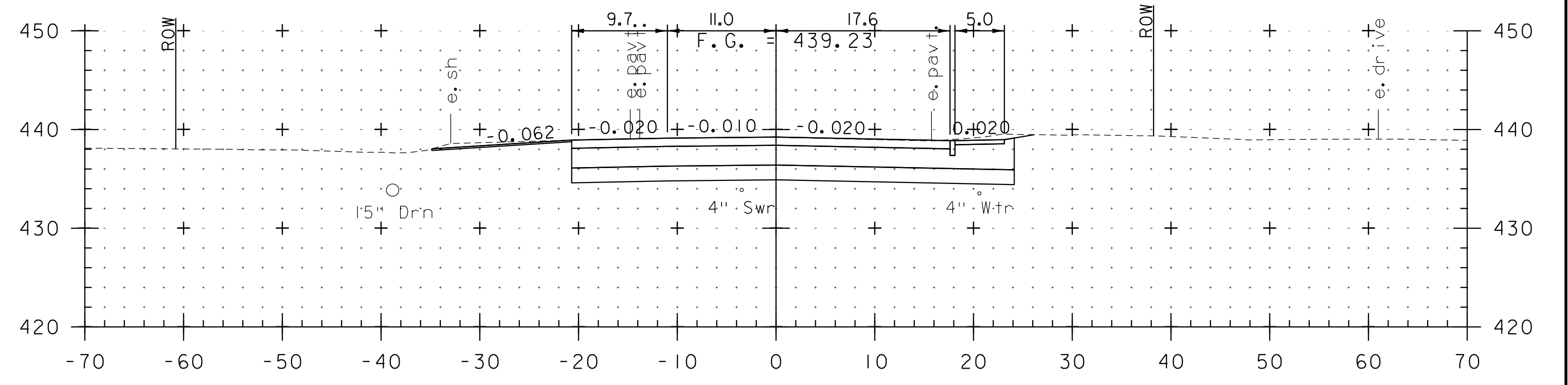
54+75



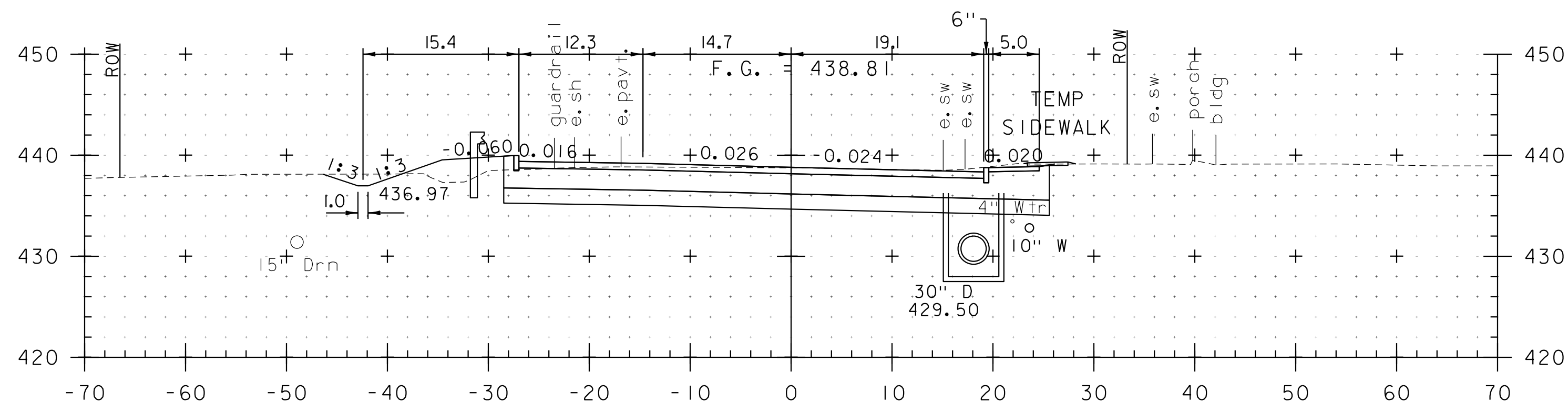
55+28  
DRIVE LT



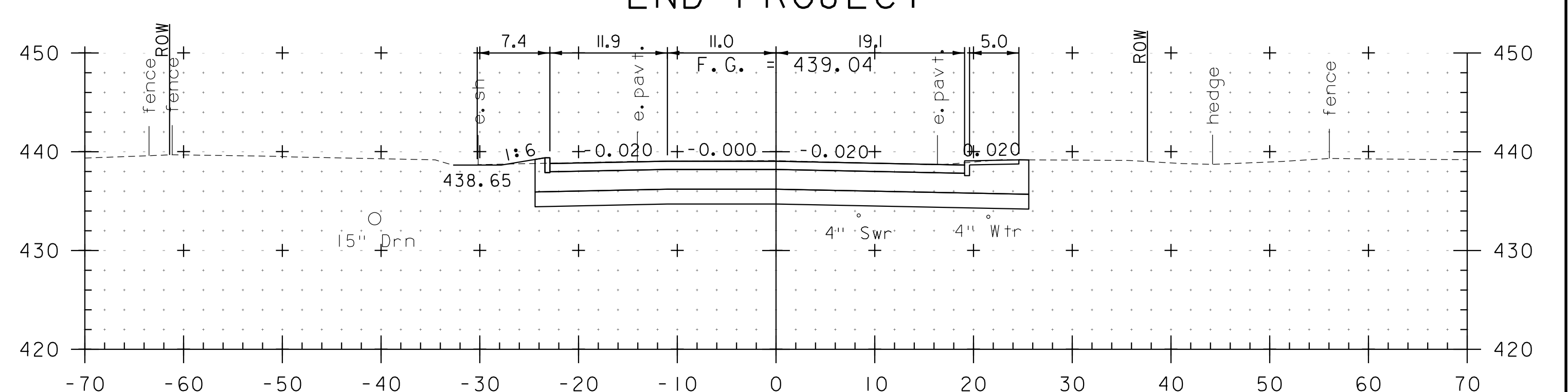
54+50



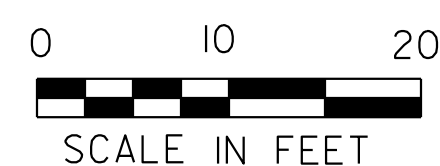
55+25  
END PROJECT



54+34



55+00



STA. 54+34 TO STA. 55+28



PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

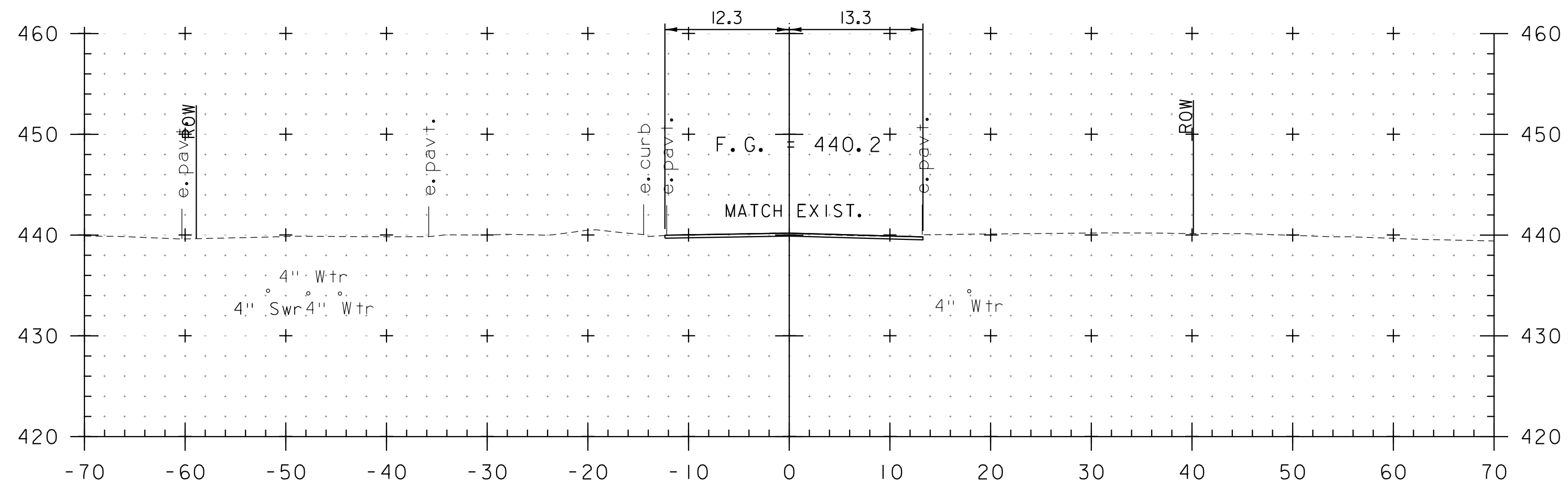
FILE NAME: z13b266xs.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY

PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD

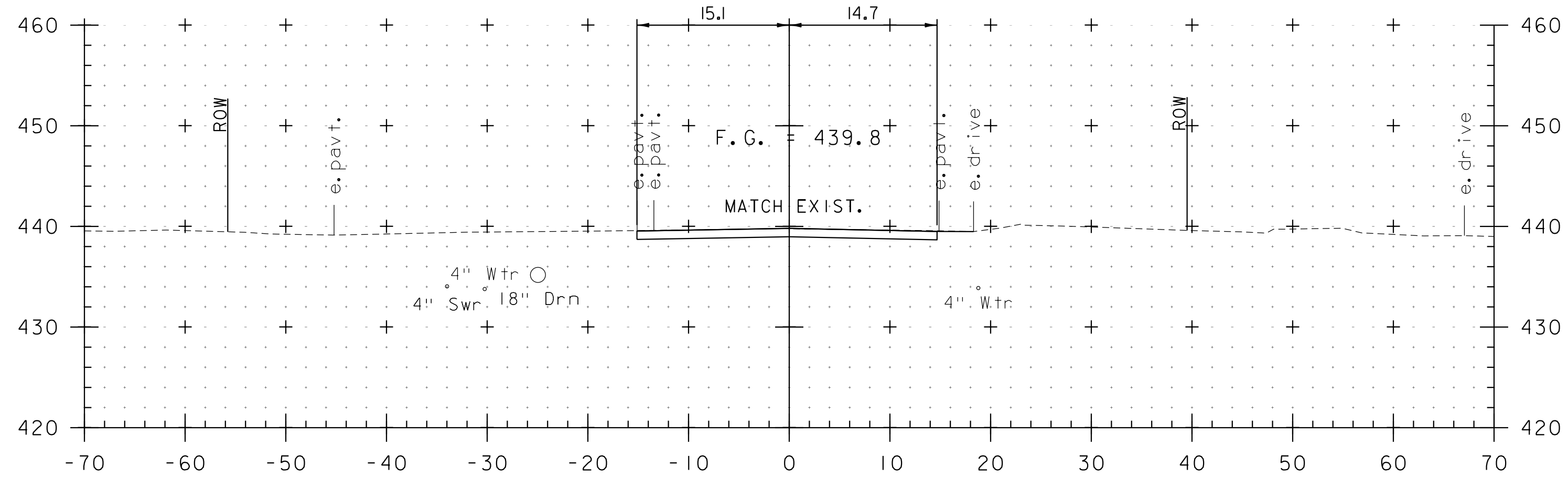
US ROUTE 7 CROSS SECTION SHEET 5

SHEET 44 OF 60

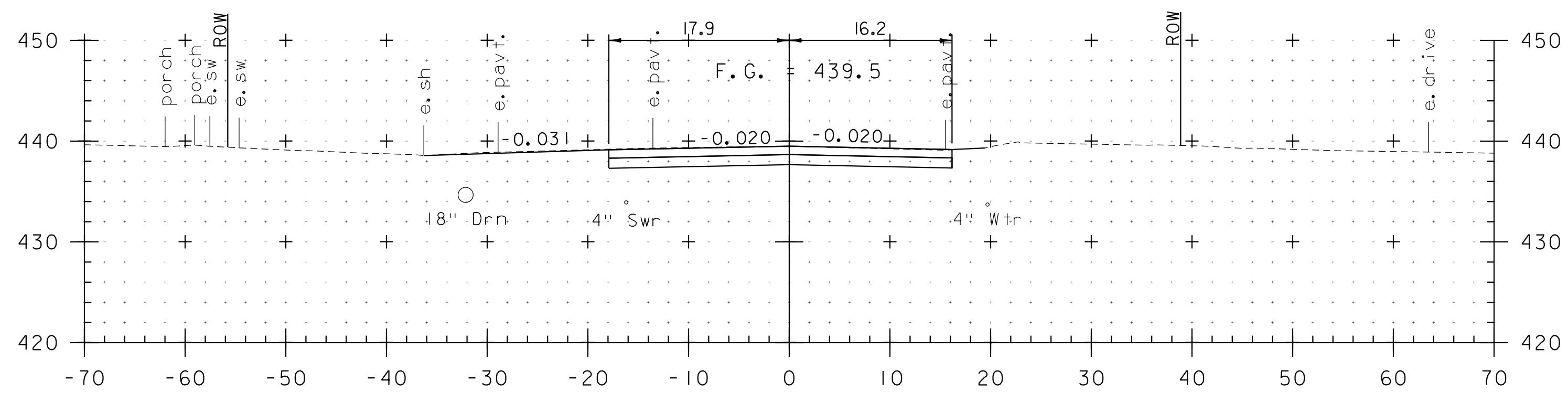




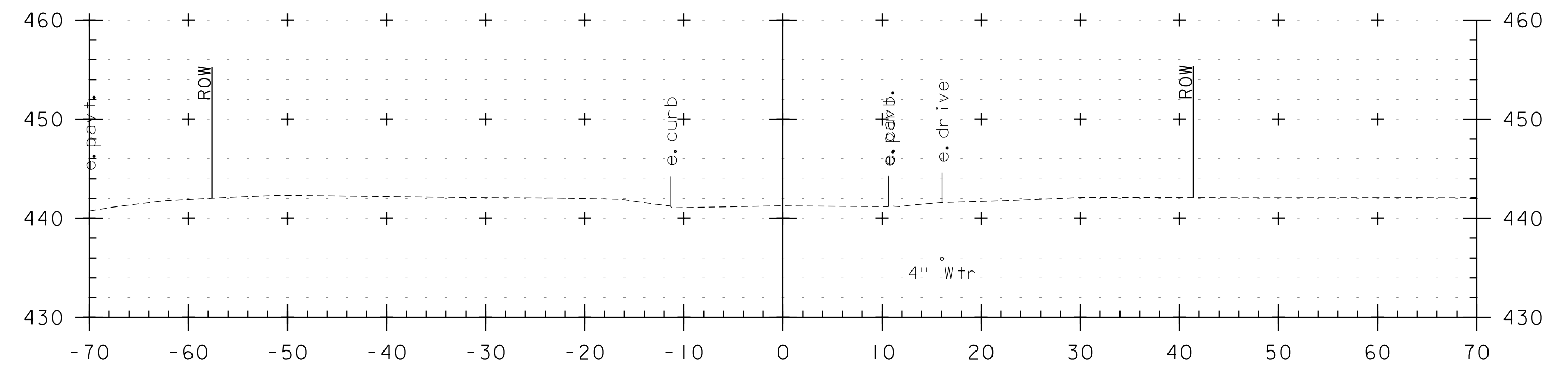
56+00



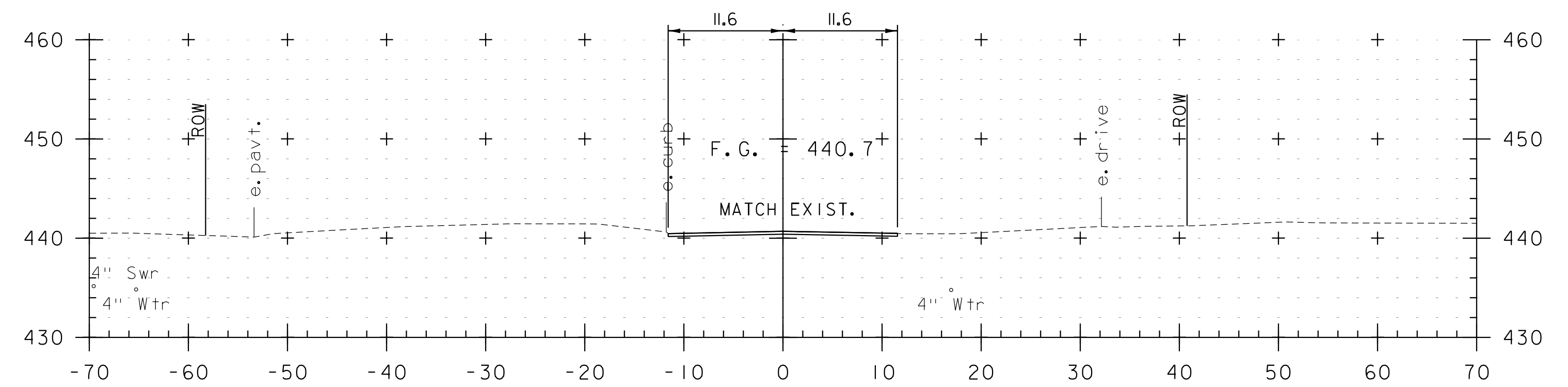
55+75



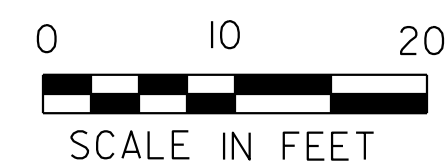
55+50



56+50



56+25  
END APPROACH



STA. 55+50 TO STA. 56+50



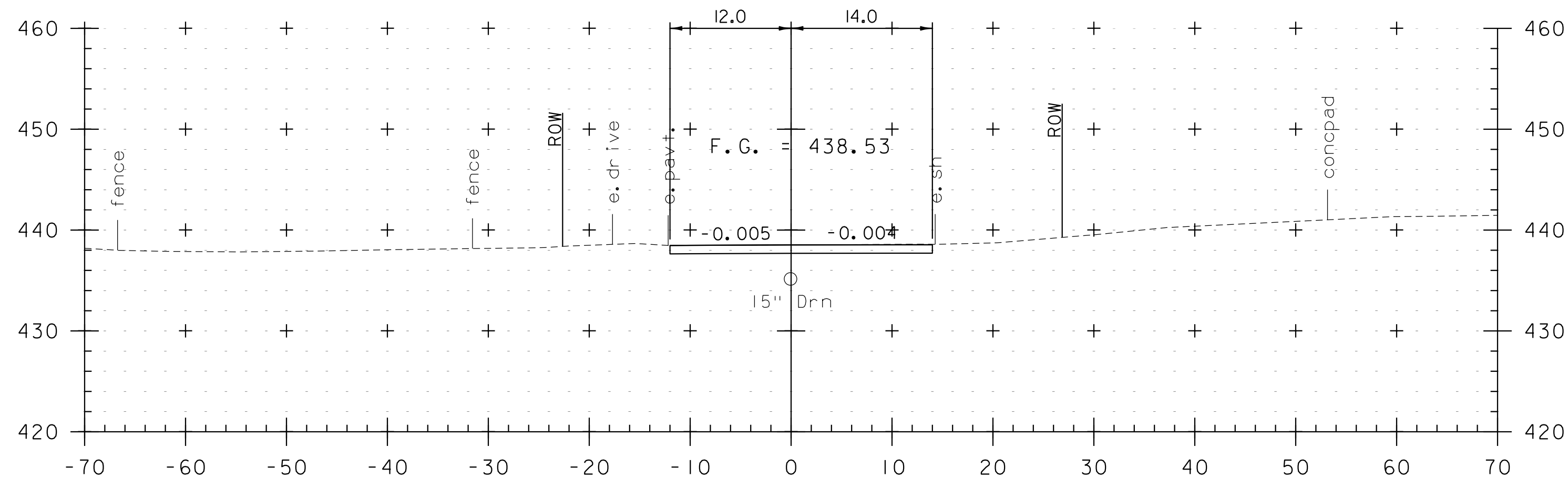
PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266xs.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY

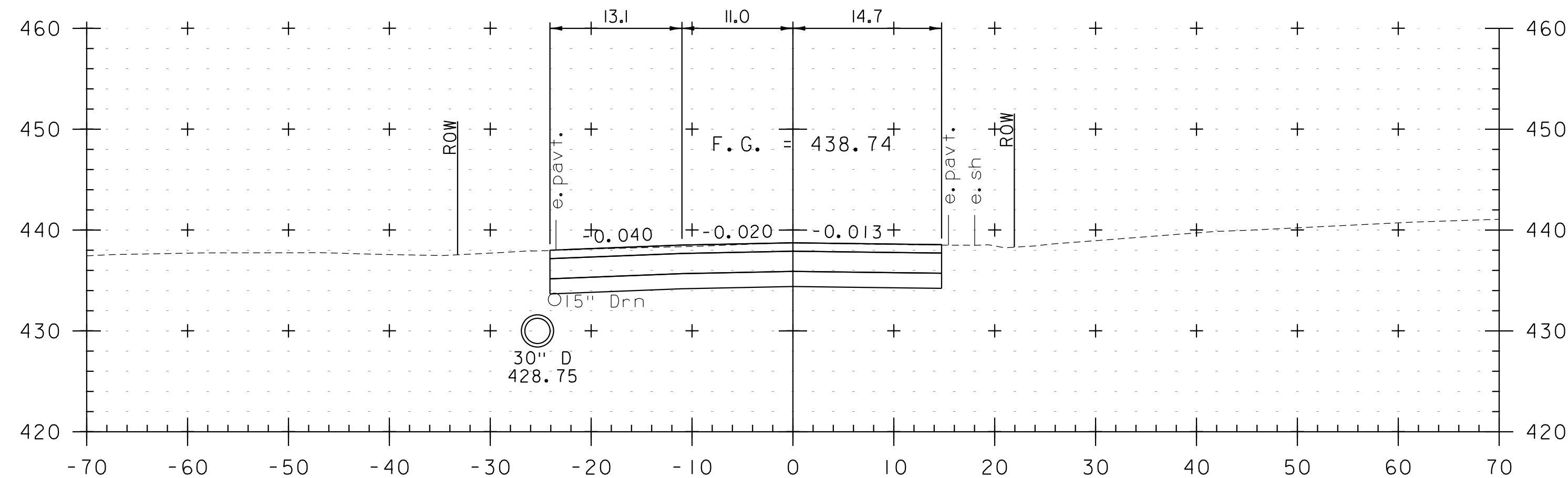
PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD

US ROUTE 7 CROSS SECTION SHEET 6

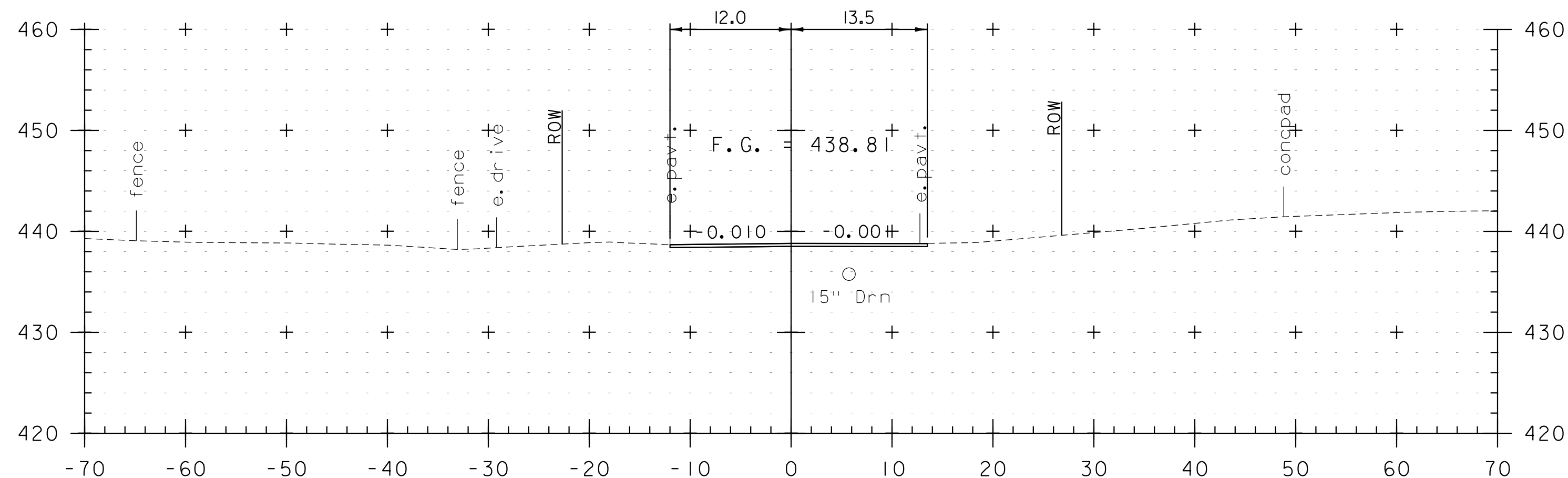
SHEET 45 OF 60



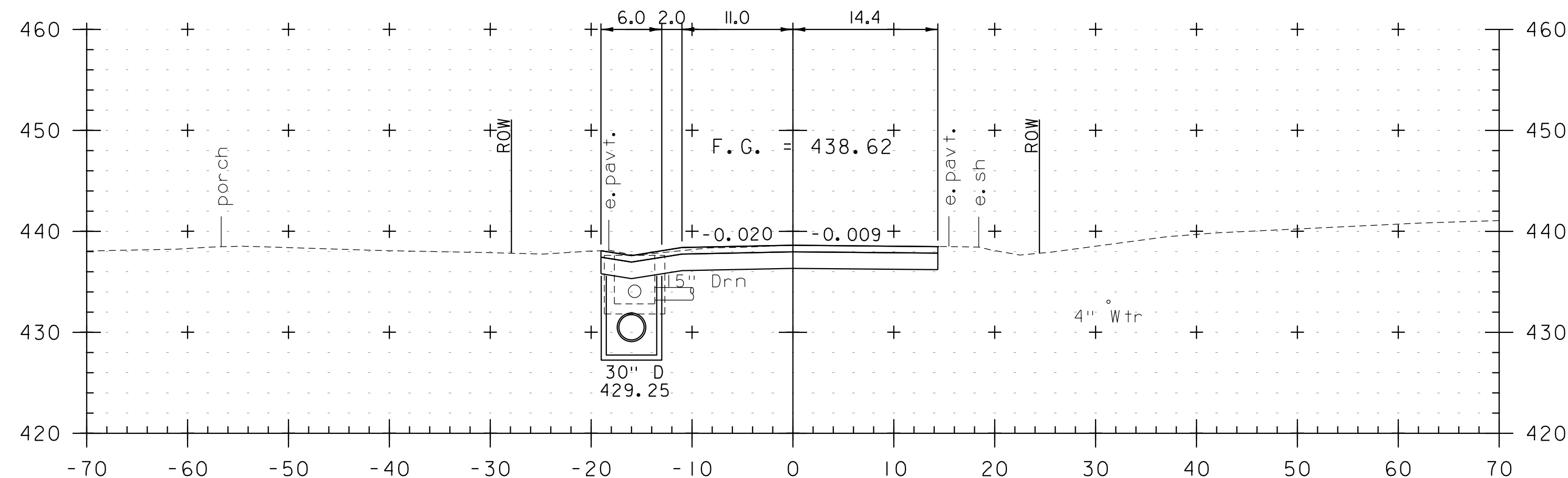
11+50



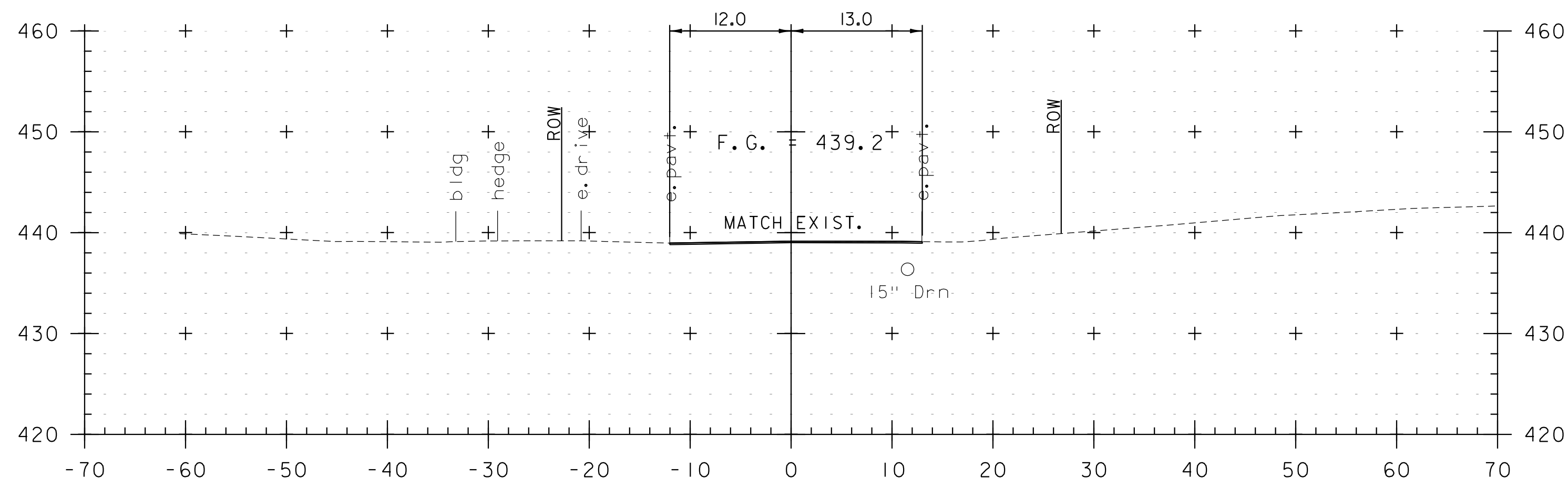
12+00



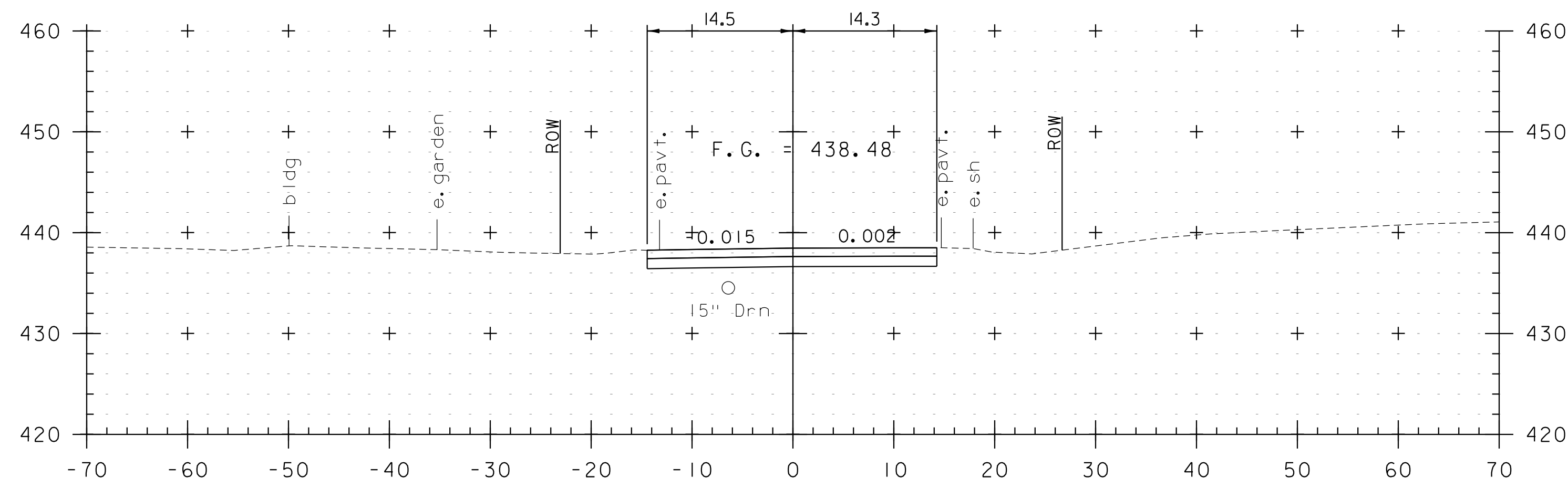
11+25



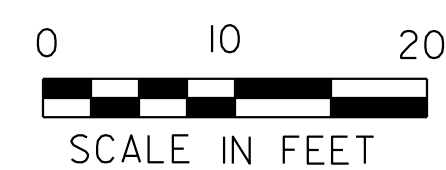
11+91



11+00  
LIMIT OF WORK



11+75



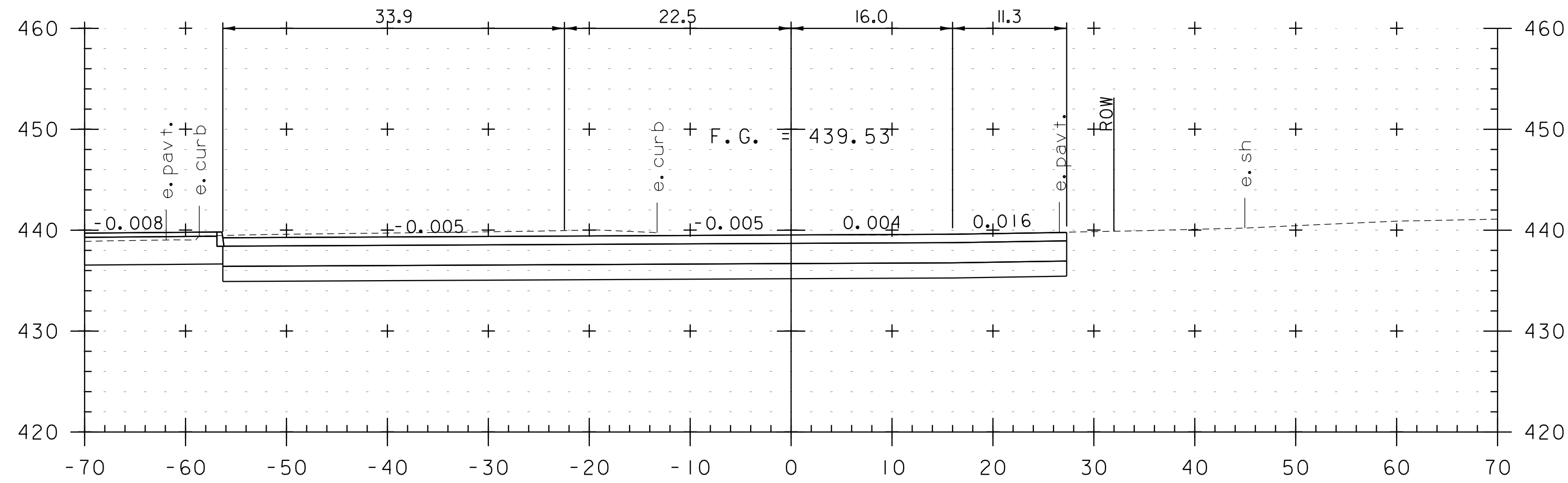
STA. 11+00 TO STA. 12+00



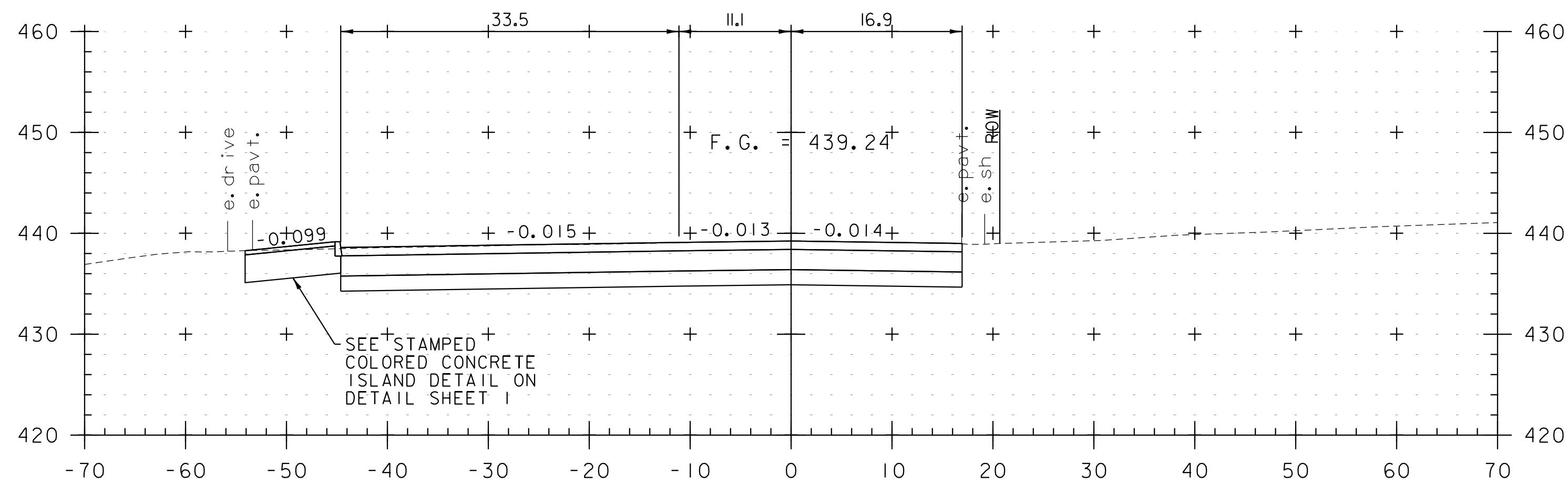
PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266xs.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
VT ROUTE 3 CROSS SECTION SHEET I

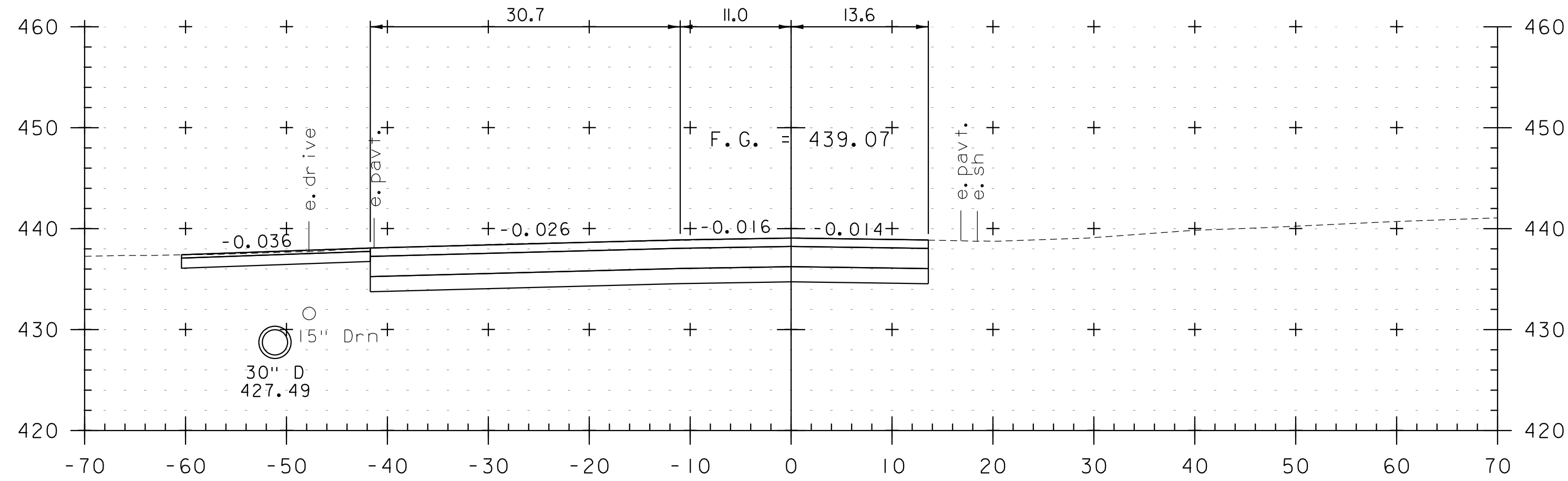
PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 46 OF 60



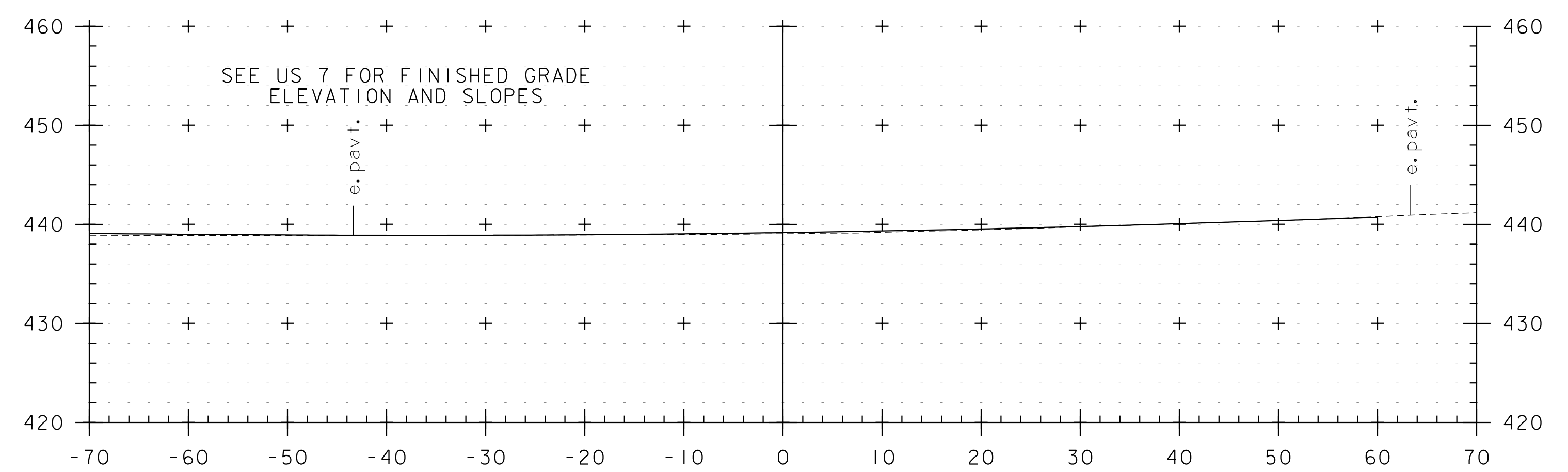
12+50



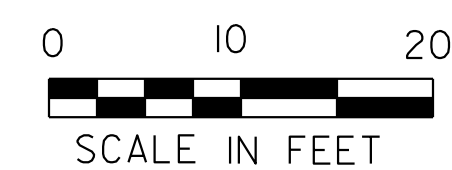
12+25



12+18  
DRIVE LT



12+75



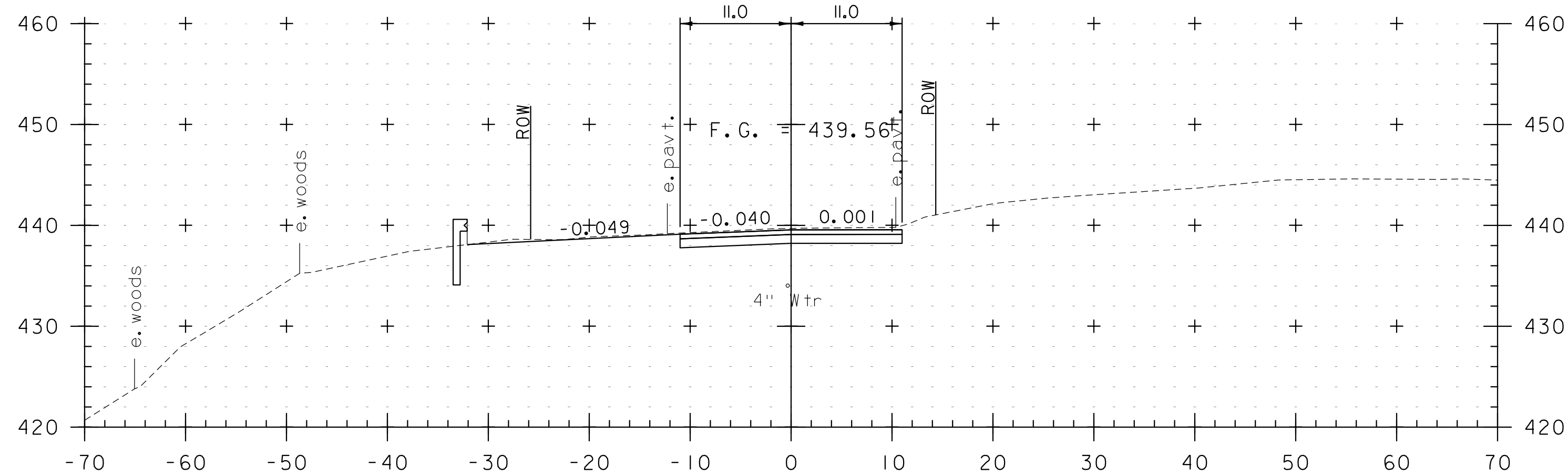
STA. 12+18 TO STA. 12+75



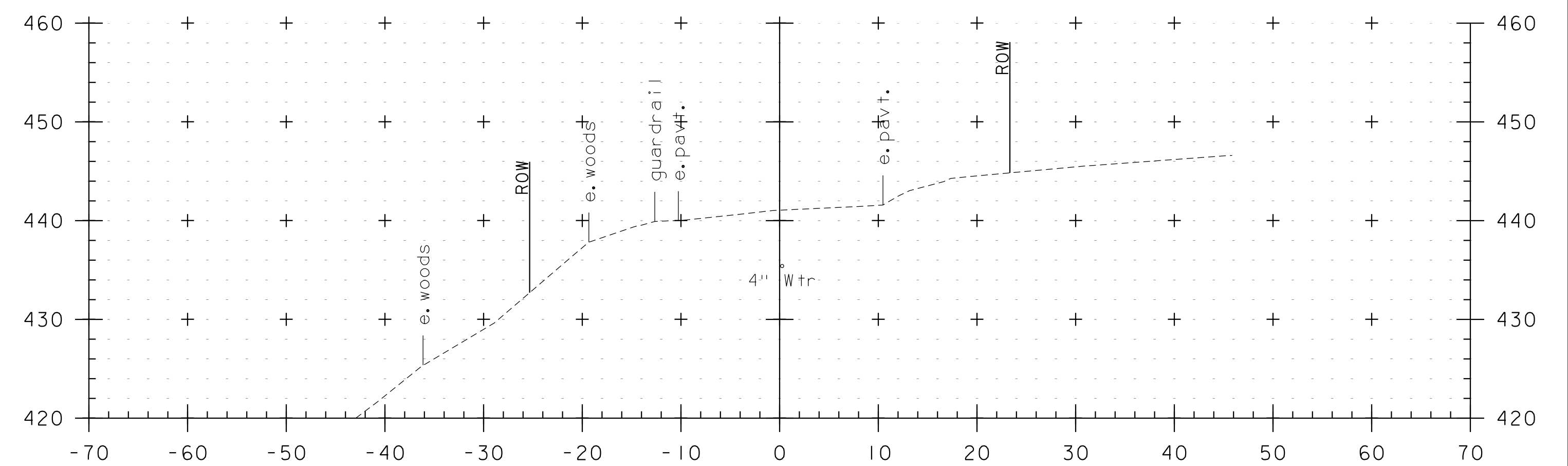
PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266xs.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
VT ROUTE 3 CROSS SECTION SHEET 2

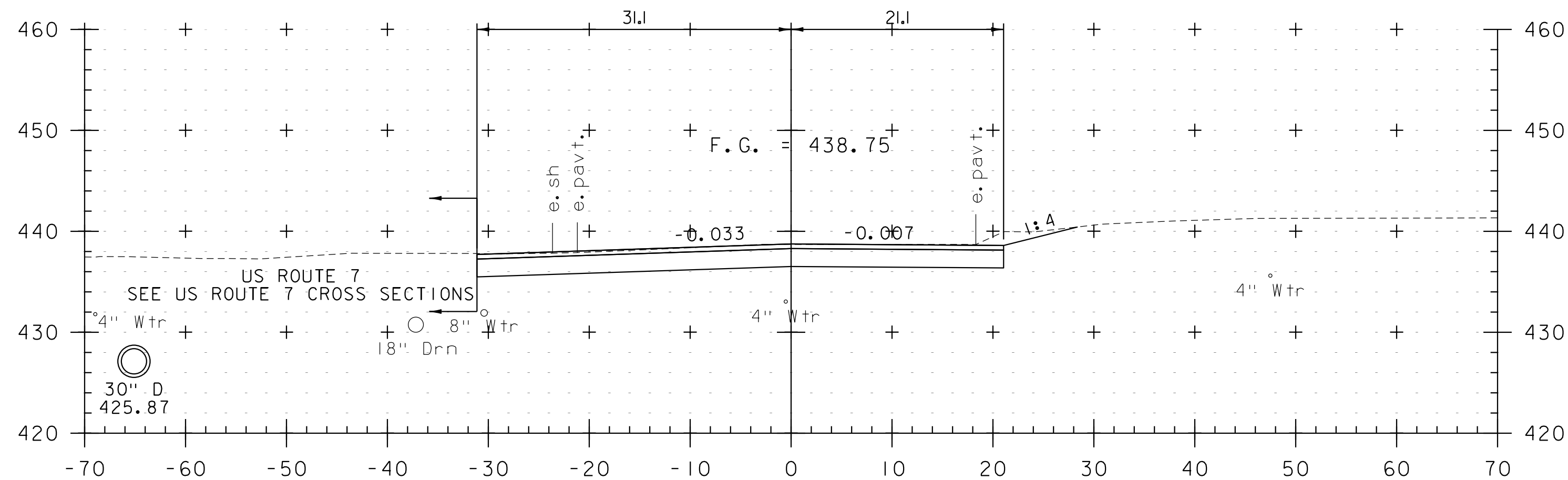
PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 47 OF 60



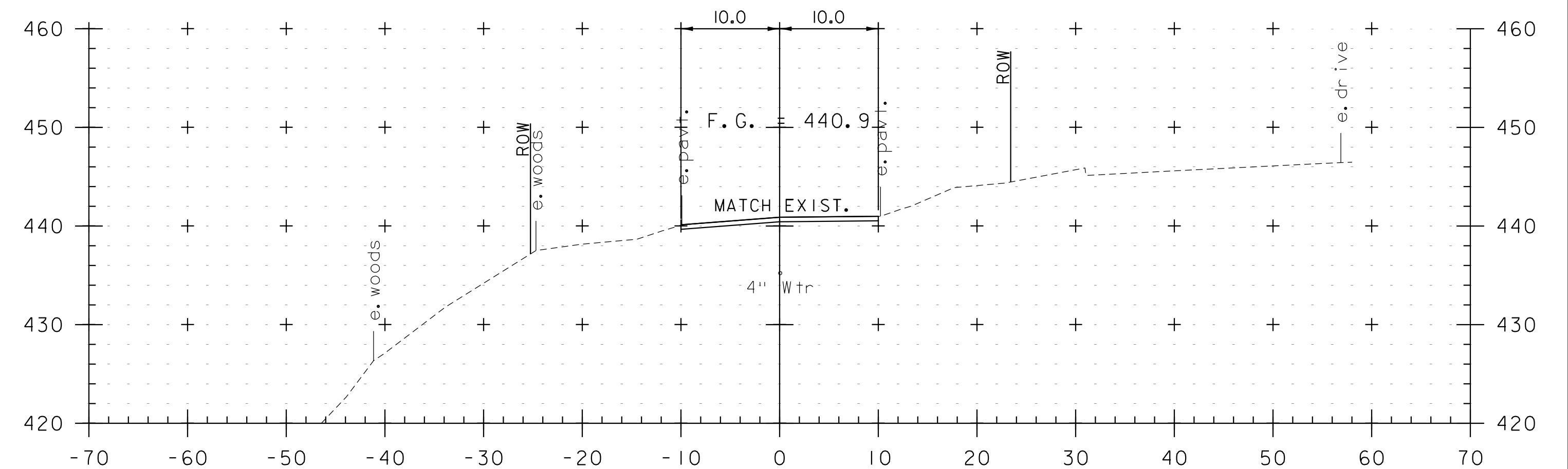
25+50



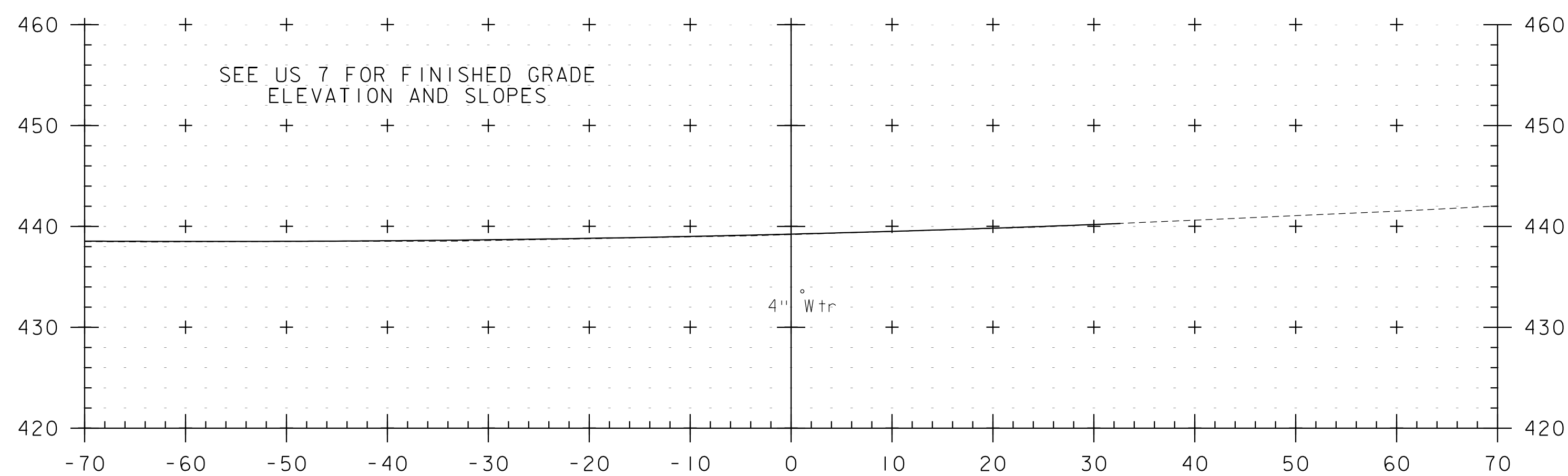
26+25



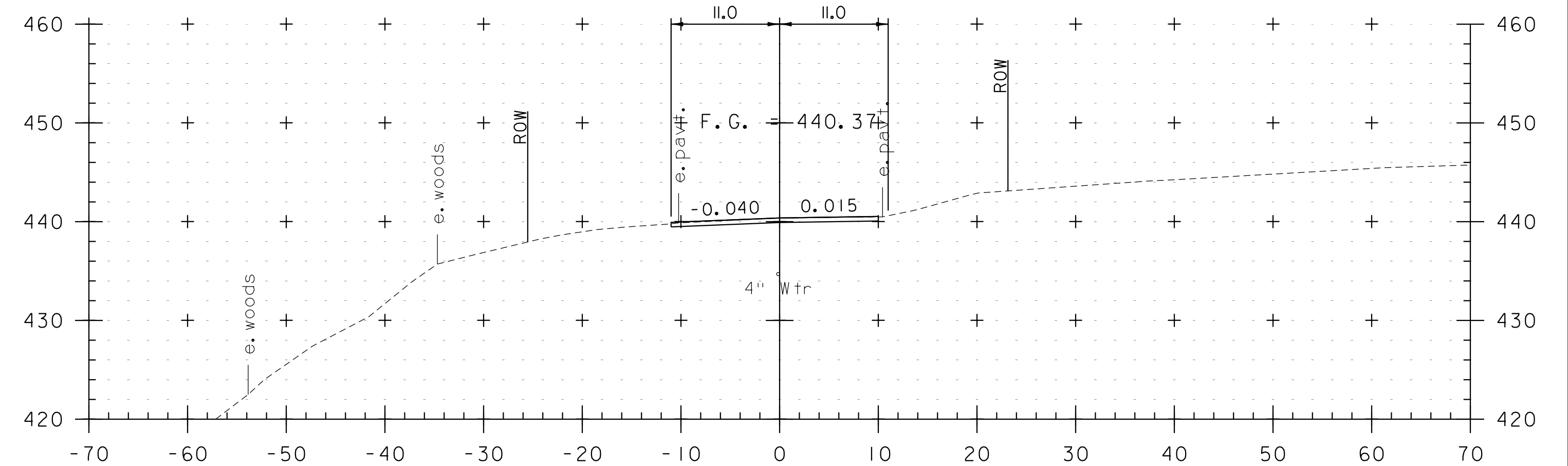
25+25



26+00  
LIMIT OF WORK



25+00

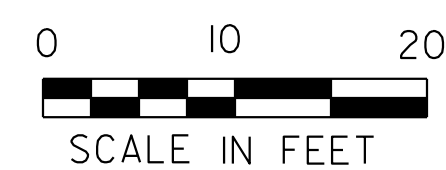


25+75

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266xs.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
OXBOW RD CROSS SECTION SHEET I

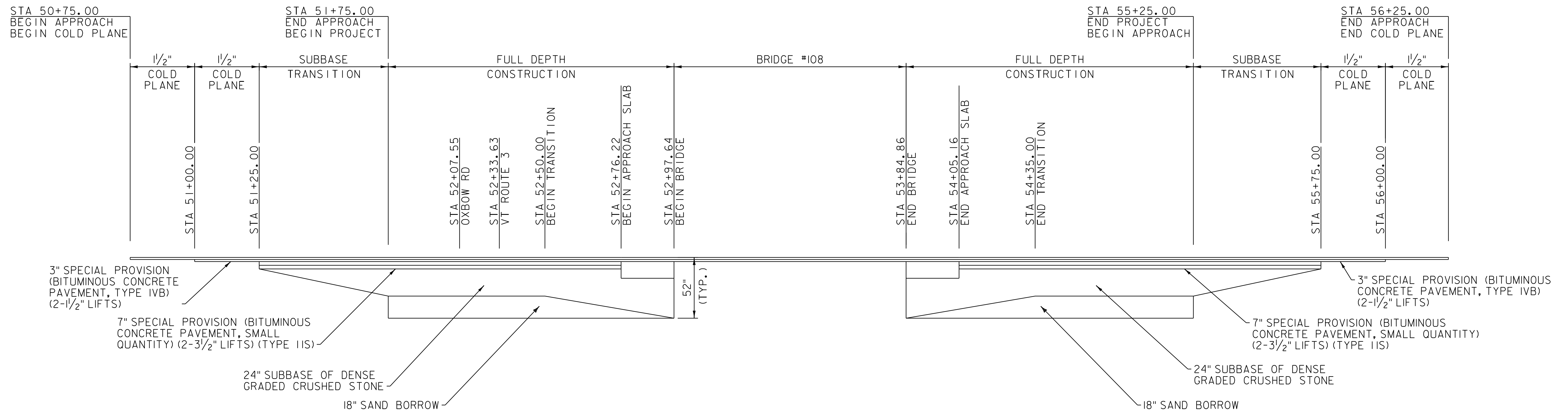
PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 48 OF 60



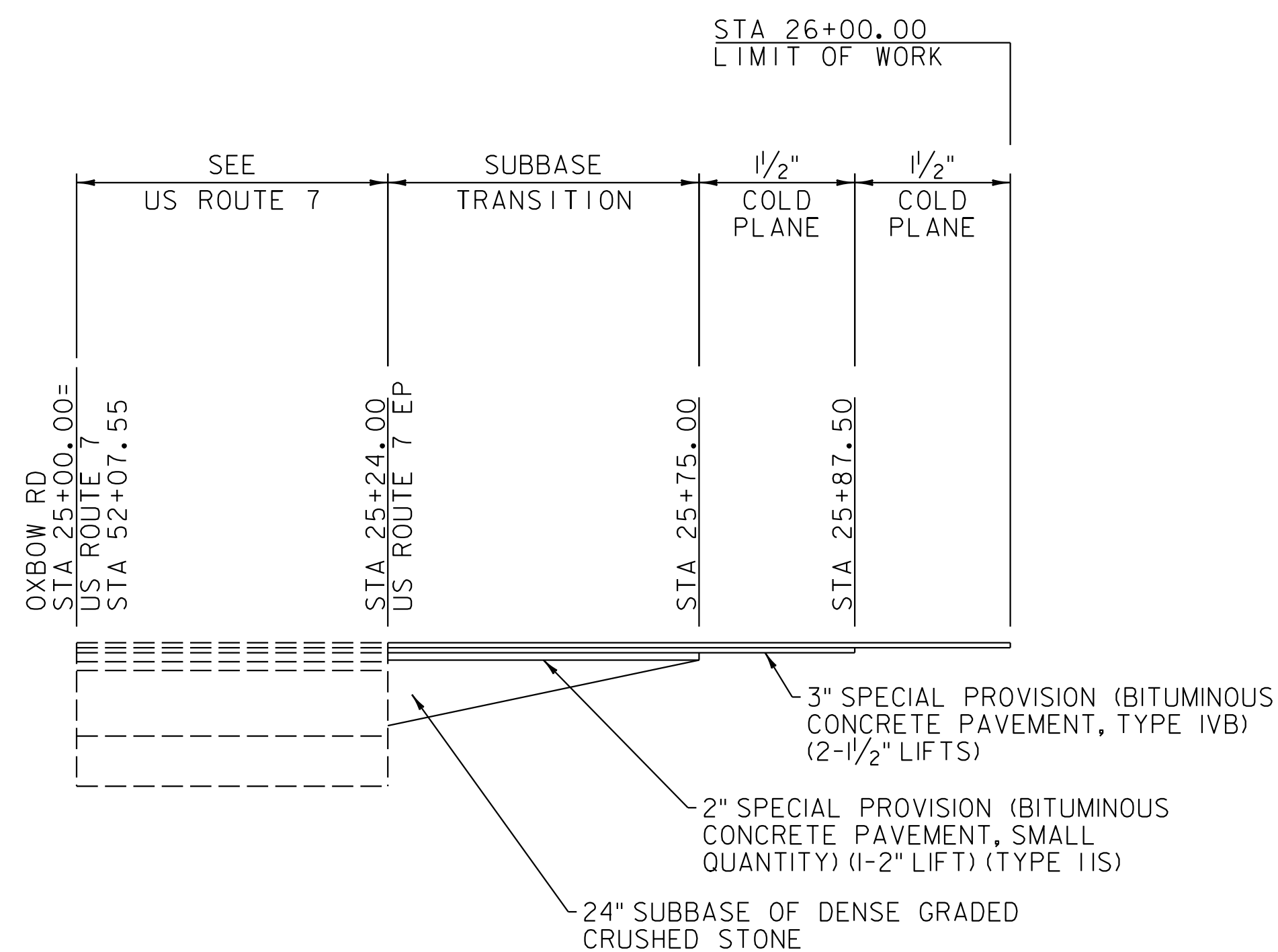
STA. 25+00 TO STA. 26+25



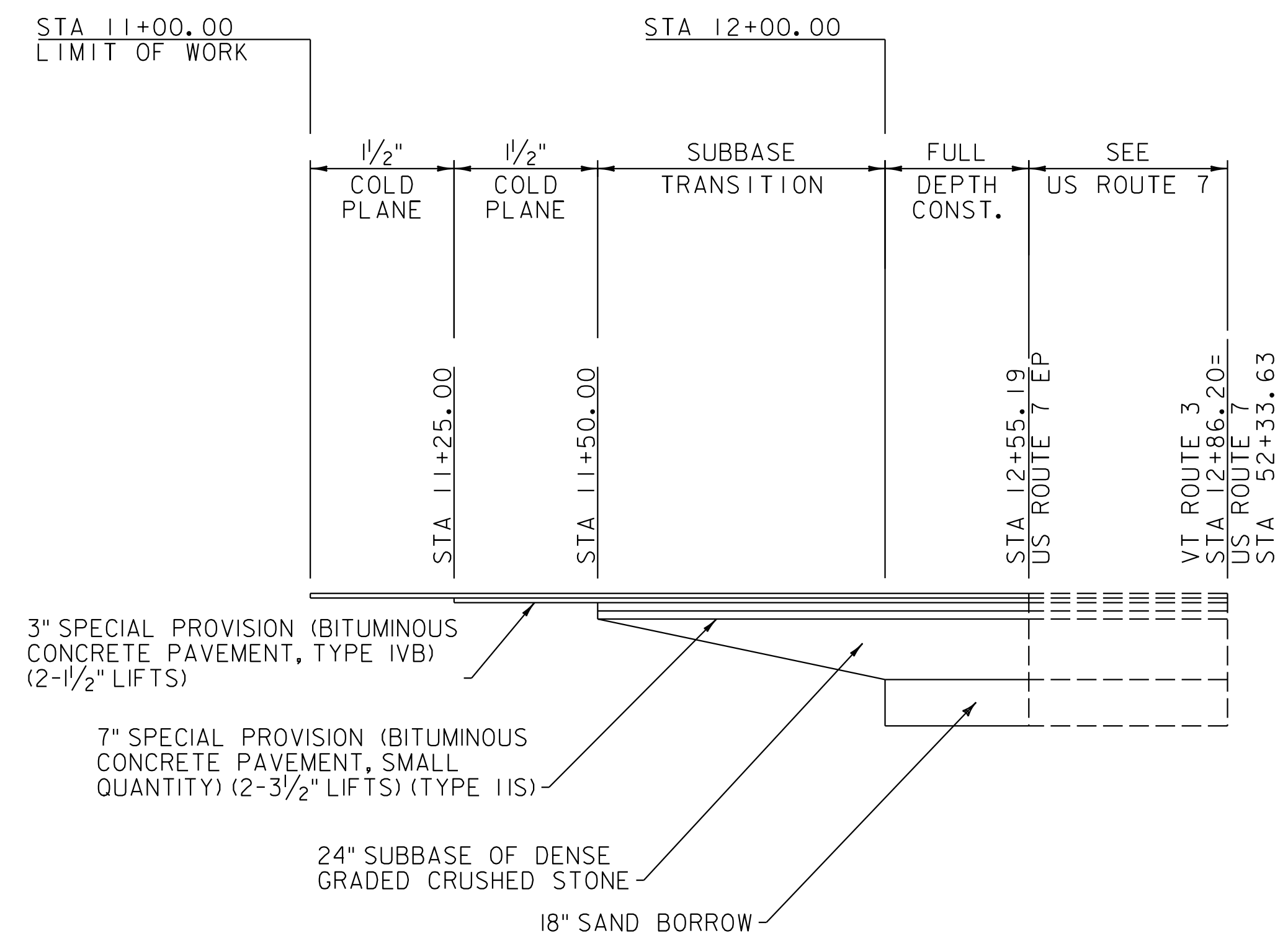




US ROUTE 7 MATERIAL TRANSITION DIAGRAM

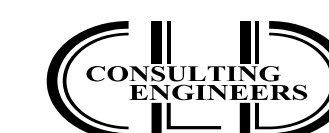


OXBOW ROAD MATERIAL TRANSITION DIAGRAM



VT ROUTE 3 MATERIAL TRANSITION DIAGRAM

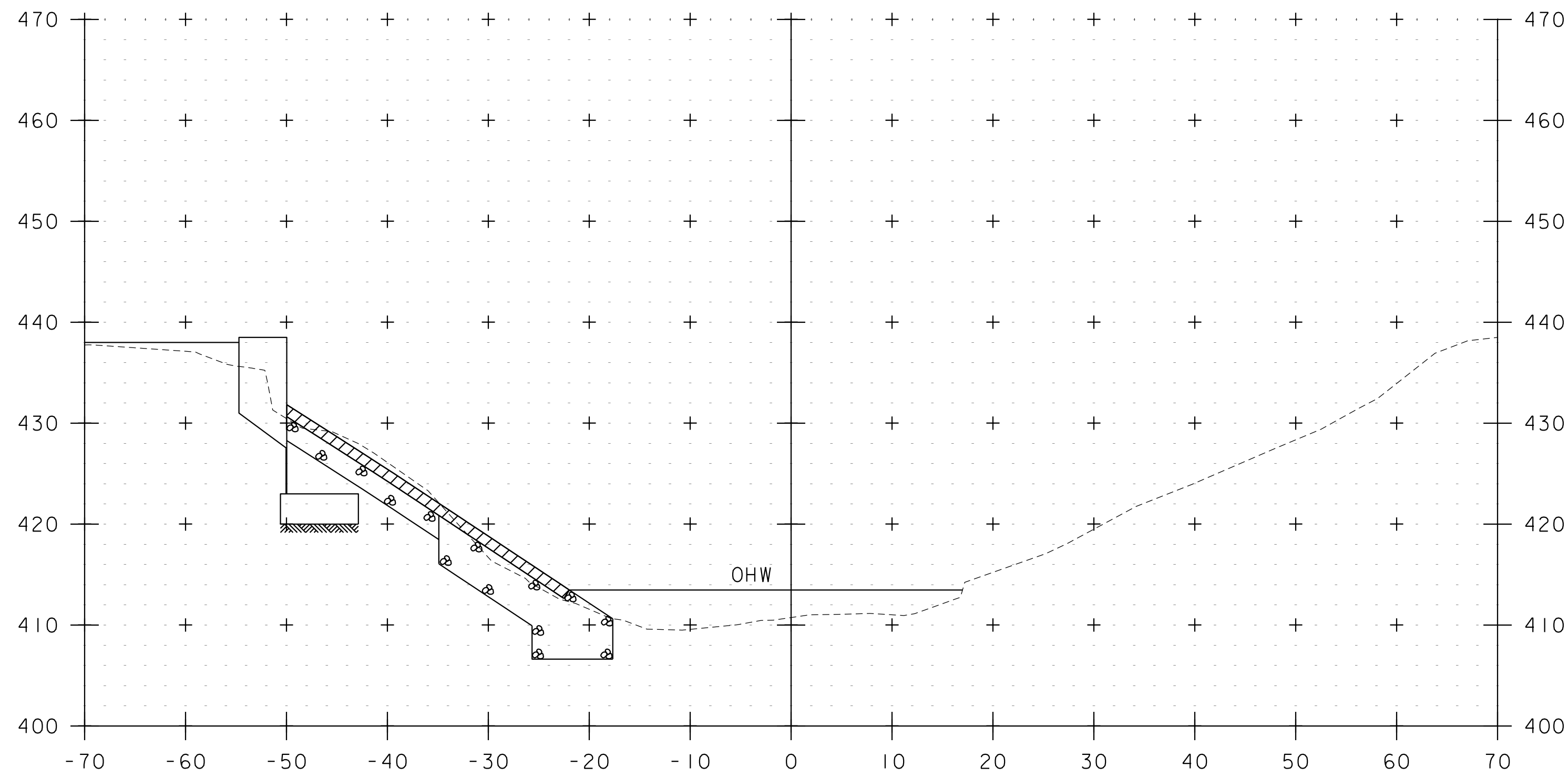
NOT TO SCALE



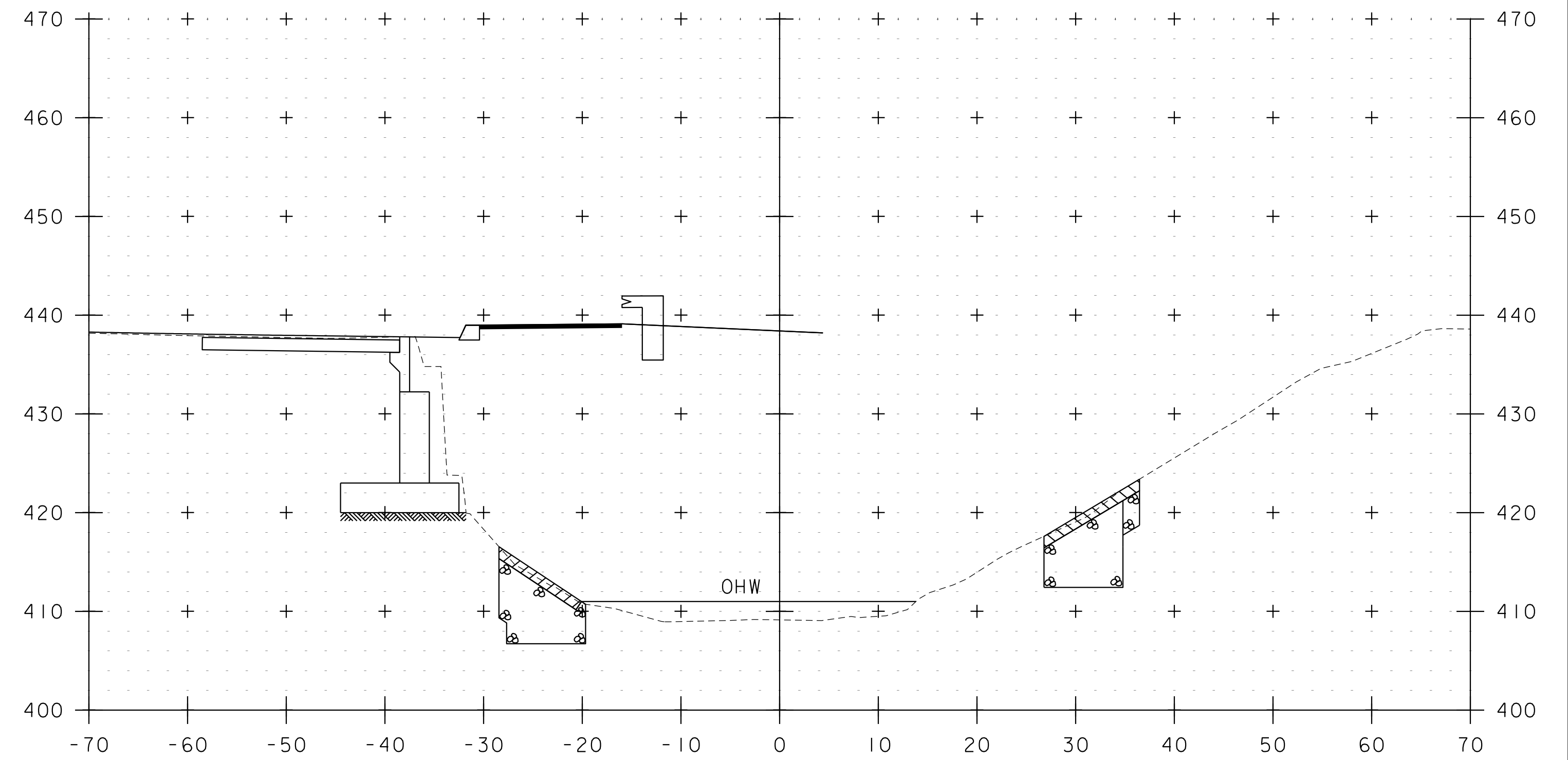
PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266frm.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: M. HALEY  
 MATERIAL TRANSITION DIAGRAMS

PLOT DATE: 3/31/2017  
 DRAWN BY: S. GOODWIN  
 CHECKED BY: P. SHEDD  
 SHEET 49 OF 60

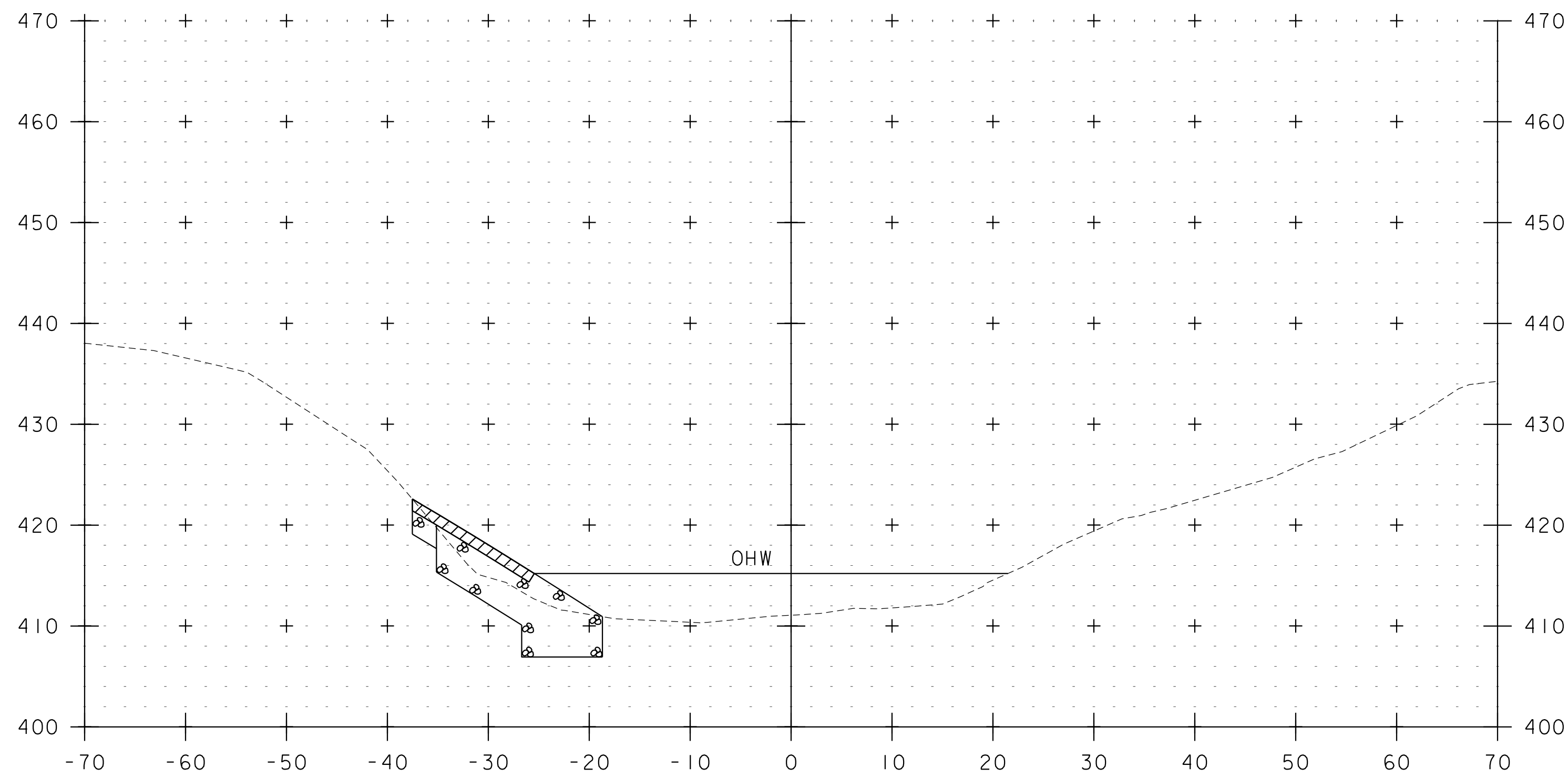


5+30



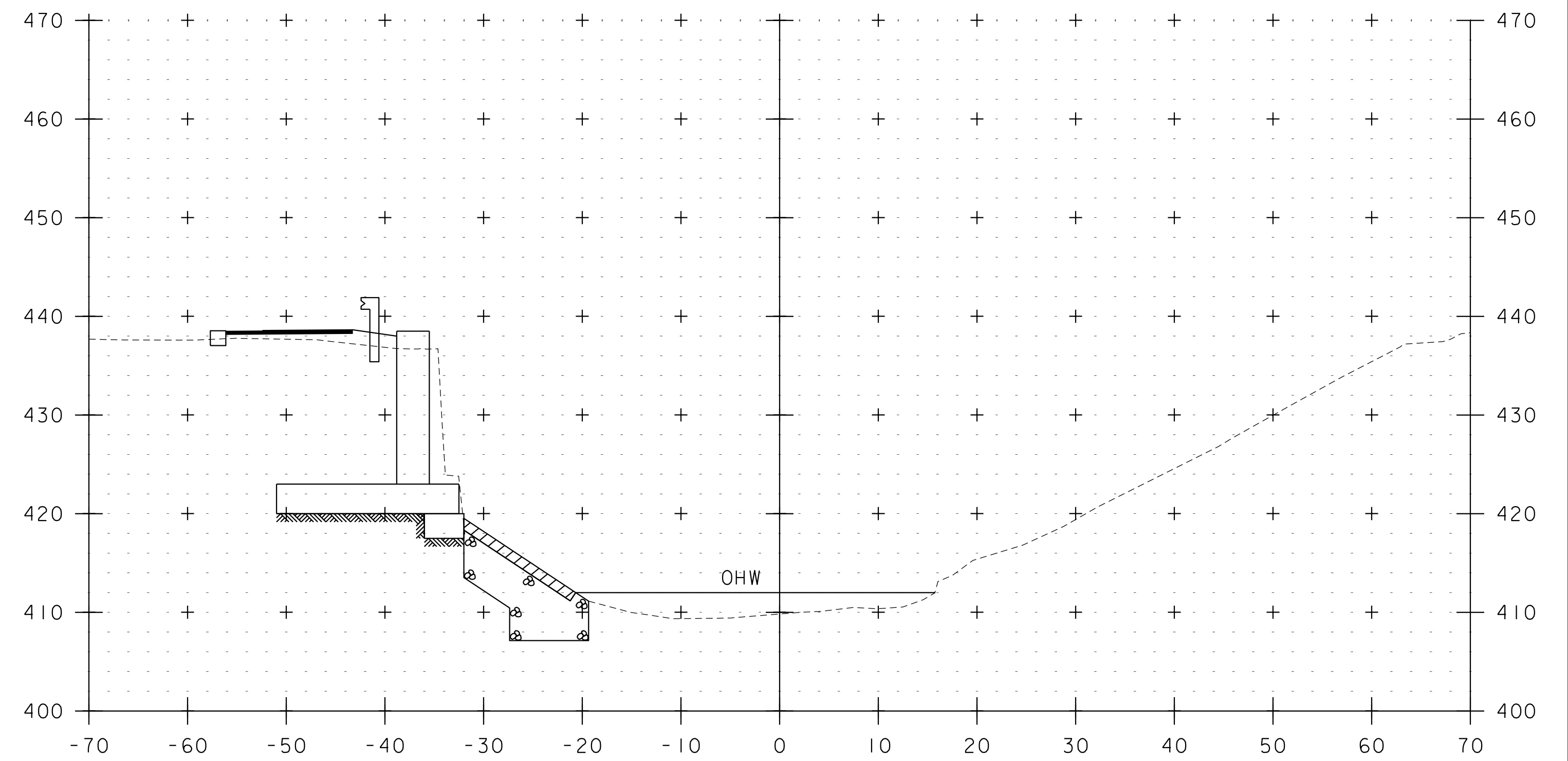
5+50

STA. 5+47 RT  
 BEGIN UNCLASSIFIED CHANNEL EXCAVATION  
 BEGIN GEOTEXTILE UNDER STONE FILL  
 BEGIN STONE FILL, TYPE II  
 BEGIN STONE FILL, TYPE IV  
 BEGIN GRUBBING MATERIAL (12")



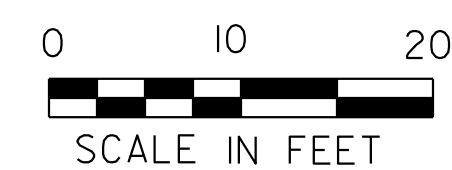
5+05

STA. 4+96 LT  
 BEGIN UNCLASSIFIED CHANNEL EXCAVATION  
 BEGIN GEOTEXTILE UNDER STONE FILL  
 BEGIN STONE FILL, TYPE II  
 BEGIN STONE FILL, TYPE IV  
 BEGIN GRUBBING MATERIAL (12")



5+40

STA. 5+34 LT  
 END STONE FILL, TYPE II



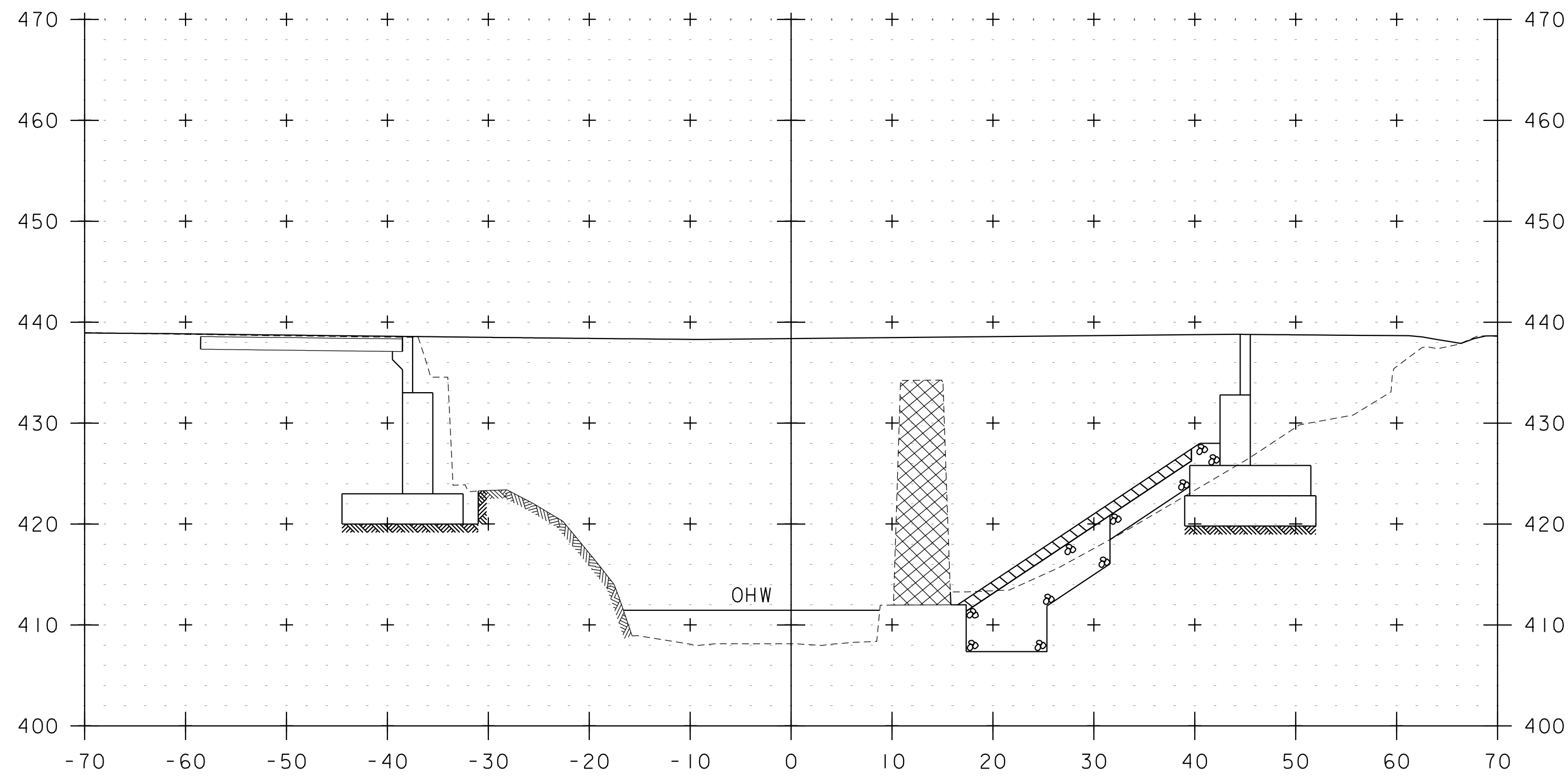
STA. 5+05 TO STA. 5+50



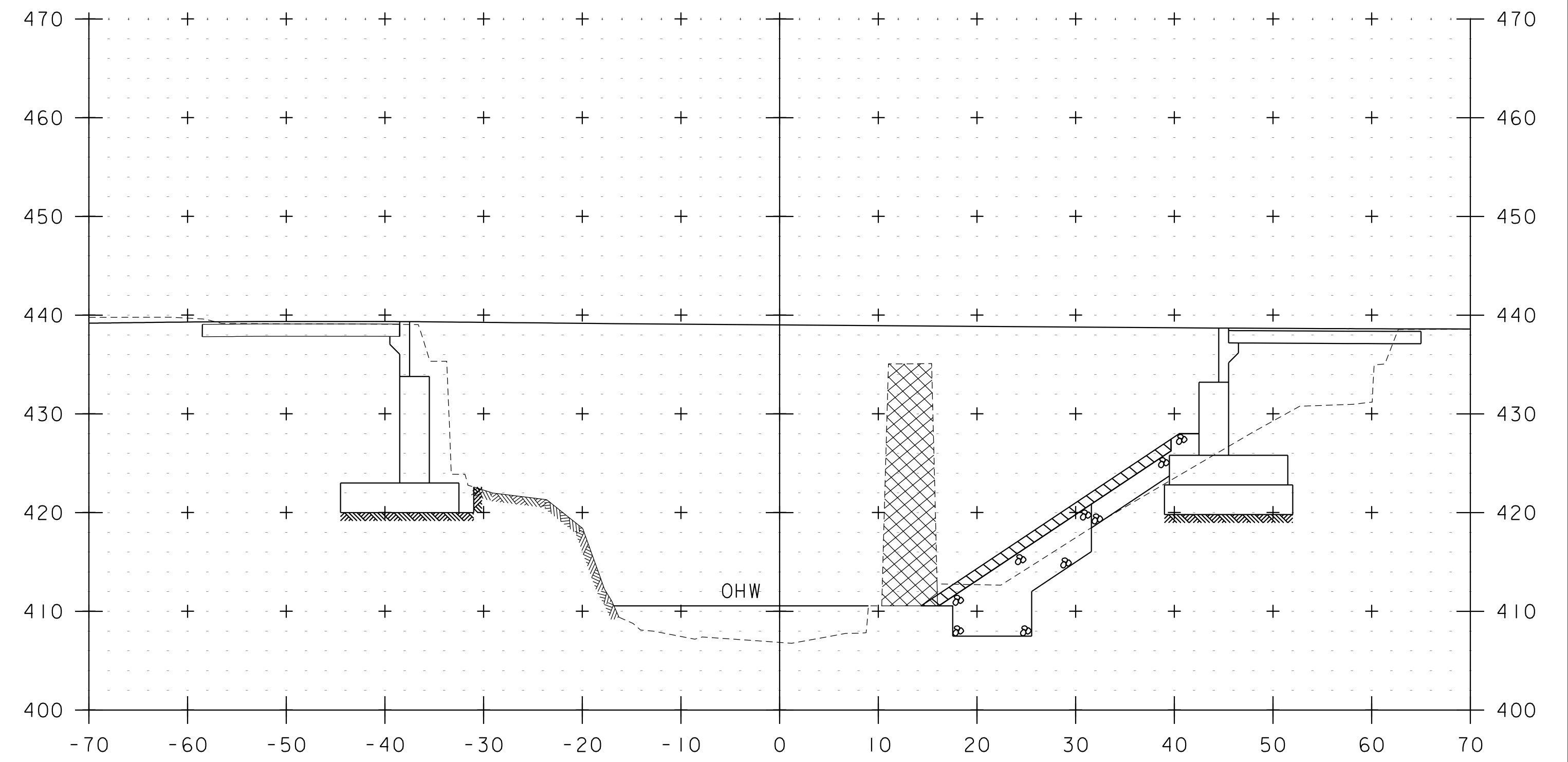
PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

FILE NAME: sl3b266xs.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: S. BEAUMONT  
 CHANNEL CROSS SECTION SHEET I

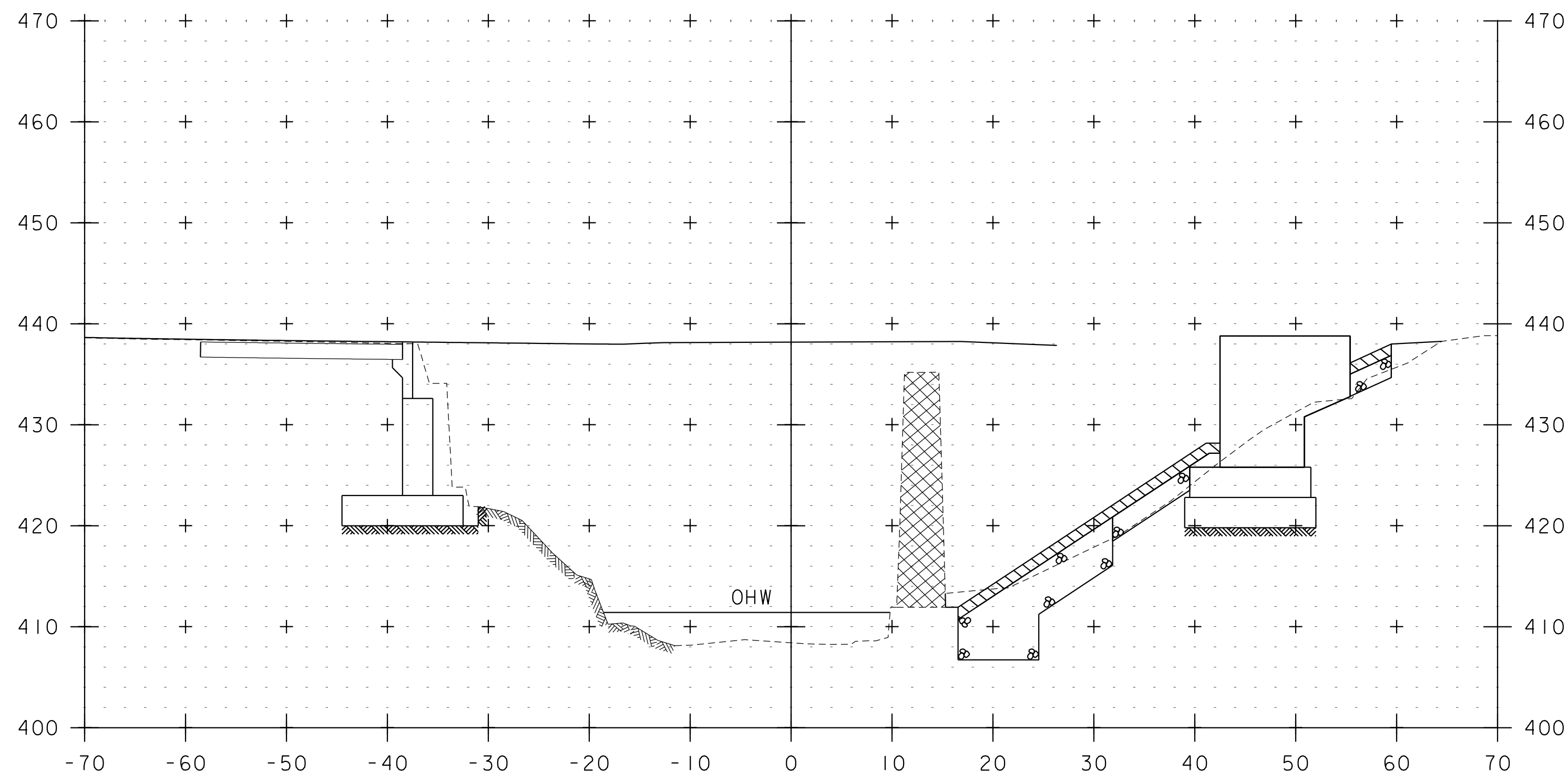
PLOT DATE: 3/31/2017  
 DRAWN BY: M. SMITH  
 CHECKED BY: N. CARON  
 SHEET 50 OF 60



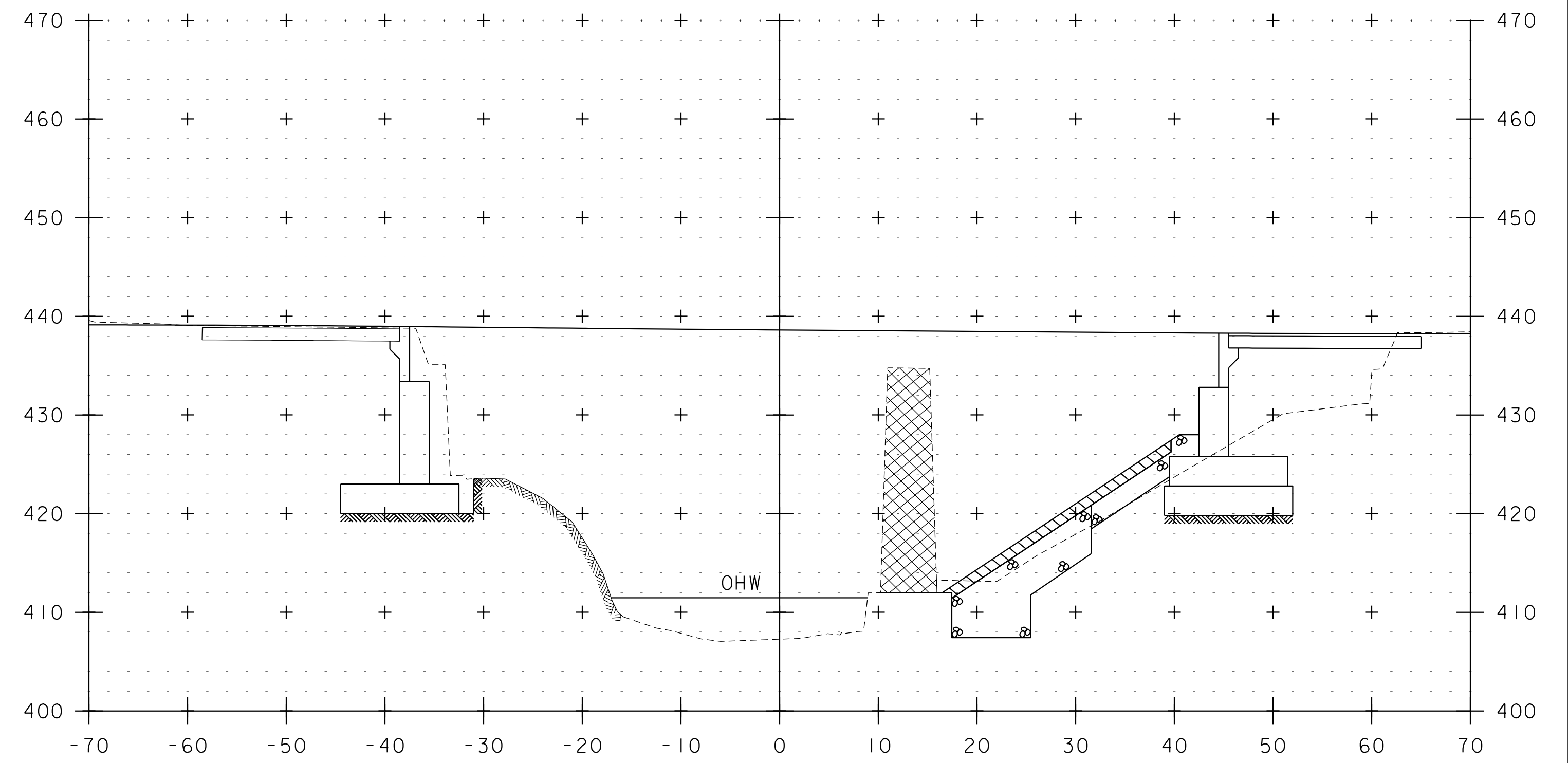
5+70



5+90



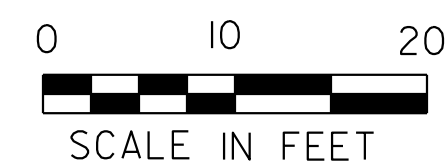
5+60



5+80

STA. 5+54 LT  
 END UNCLASSIFIED CHANNEL EXCAVATION  
 END GEOTEXTILE UNDER STONE FILL  
 END STONE FILL, TYPE IV  
 END GRUBBING MATERIAL (12")

STA. 5+57 RT  
 BEGIN GRANULAR BORROW



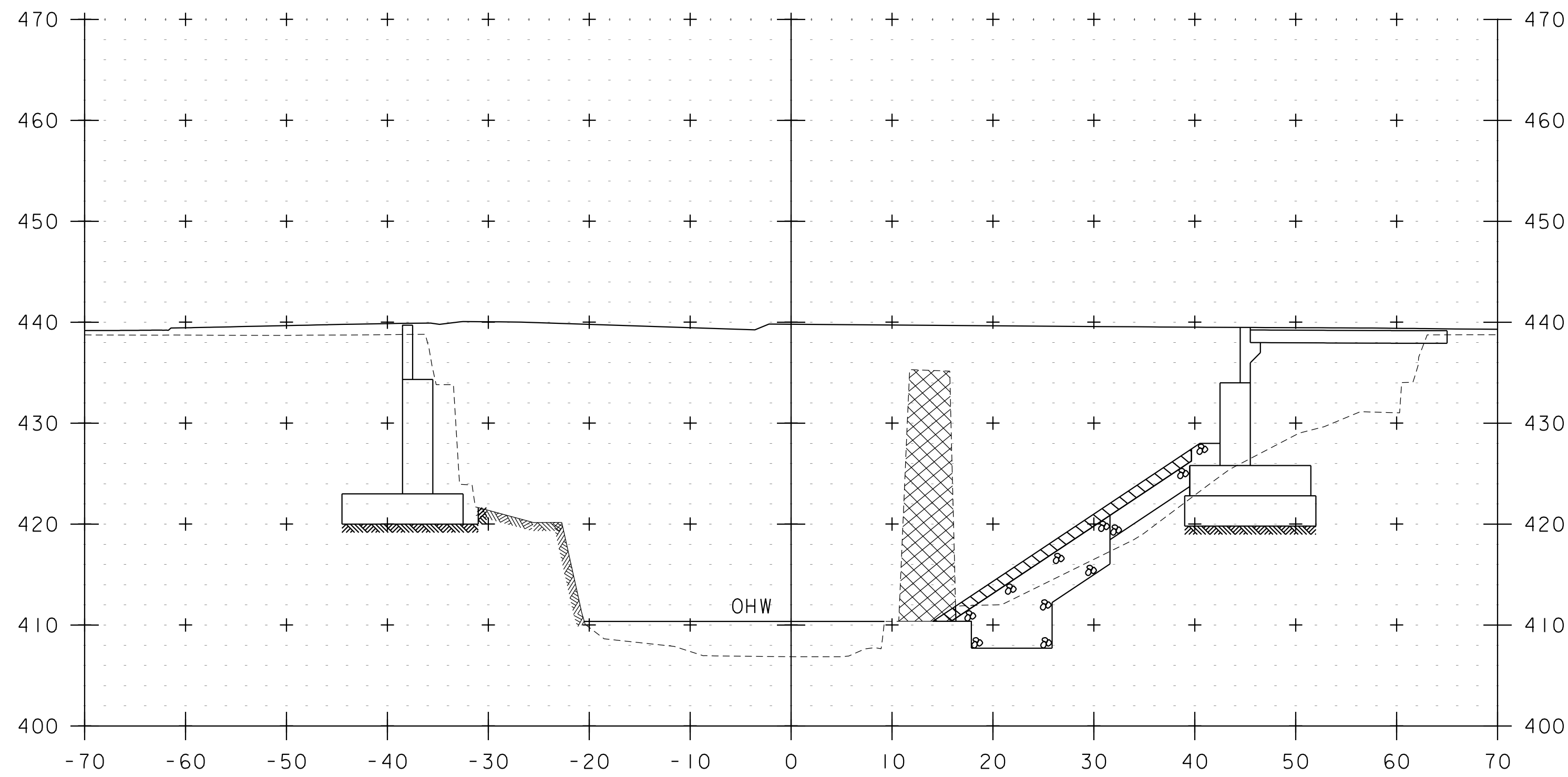
STA. 5+60 TO STA. 5+90



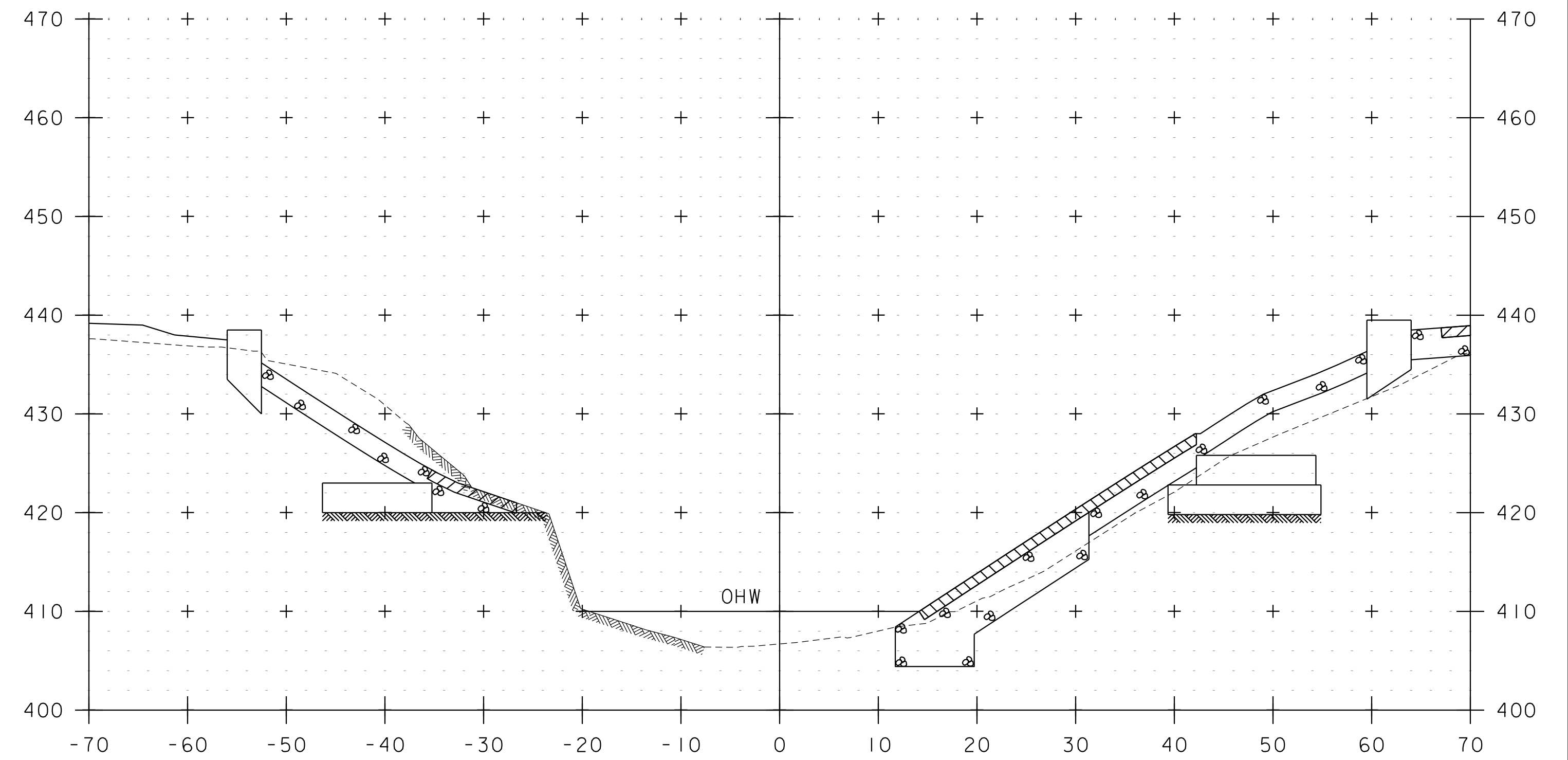
PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

FILE NAME: sl3b266xs.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: S. BEAUMONT  
 CHANNEL CROSS SECTION SHEET 2

PLOT DATE: 3/31/2017  
 DRAWN BY: M. SMITH  
 CHECKED BY: N. CARON  
 SHEET 51 OF 60

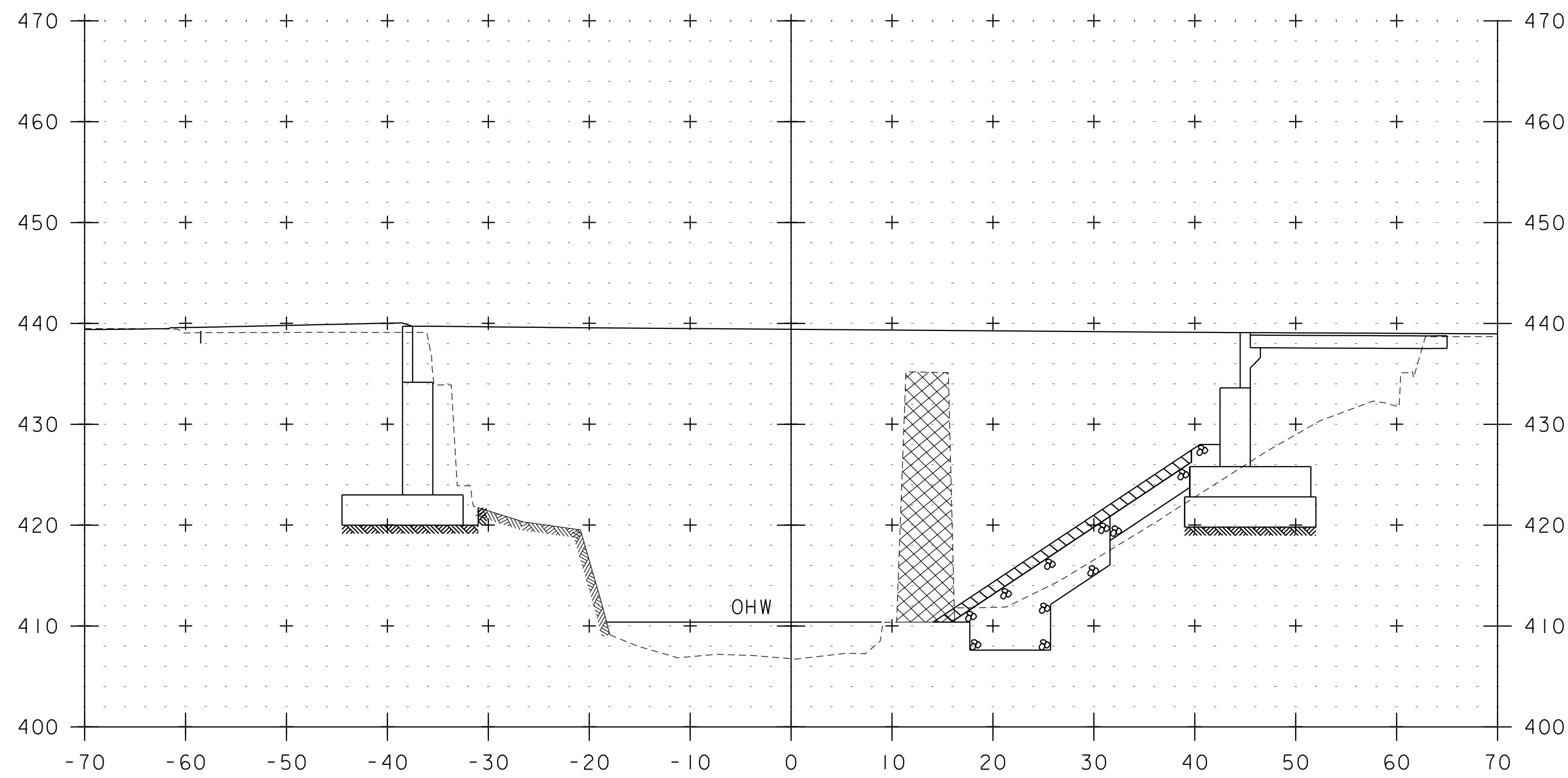


6+10

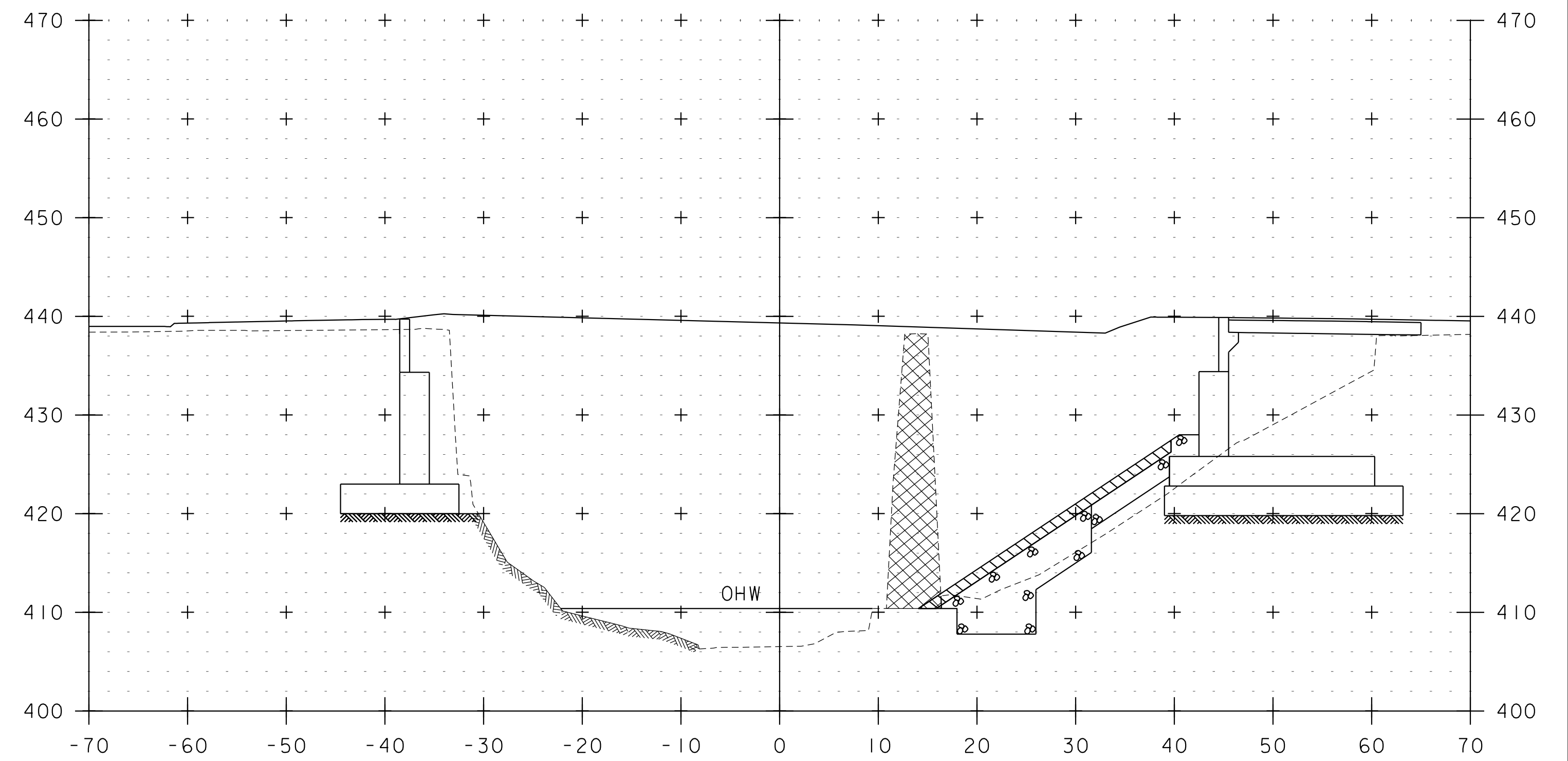


6+29

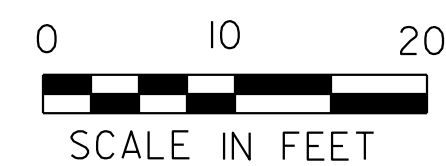
STA. 6+23 LT  
 BEGIN UNCLASSIFIED CHANNEL EXCAVATION  
 BEGIN GEOTEXTILE UNDER STONE FILL  
 BEGIN STONE FILL, TYPE II  
 BEGIN GRUBBING MATERIAL (12")



6+00



6+20



STA. 6+00 TO STA. 6+29

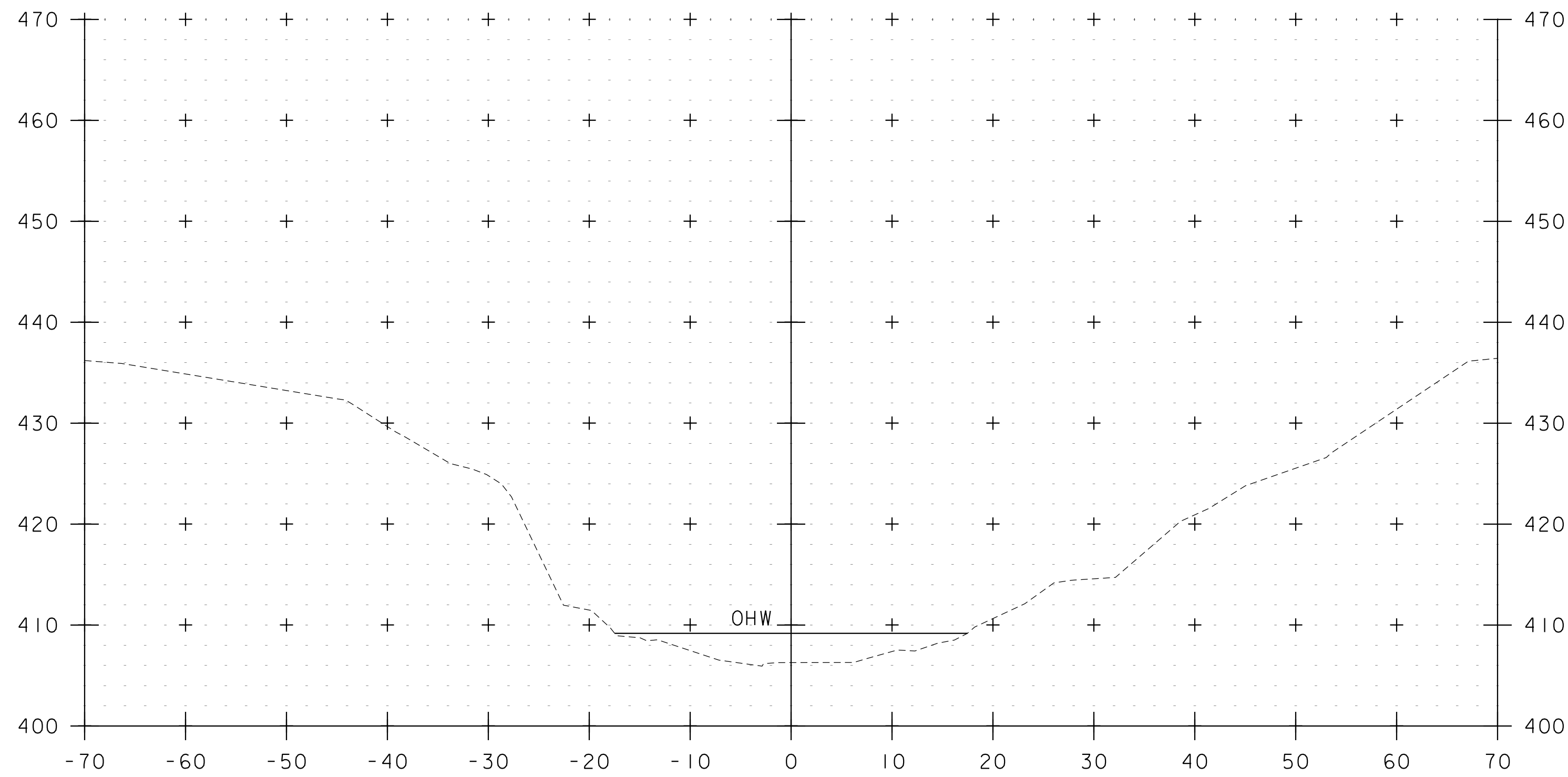


PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

FILE NAME: si3b266xs.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: S. BEAUMONT  
 CHANNEL CROSS SECTION SHEET 3

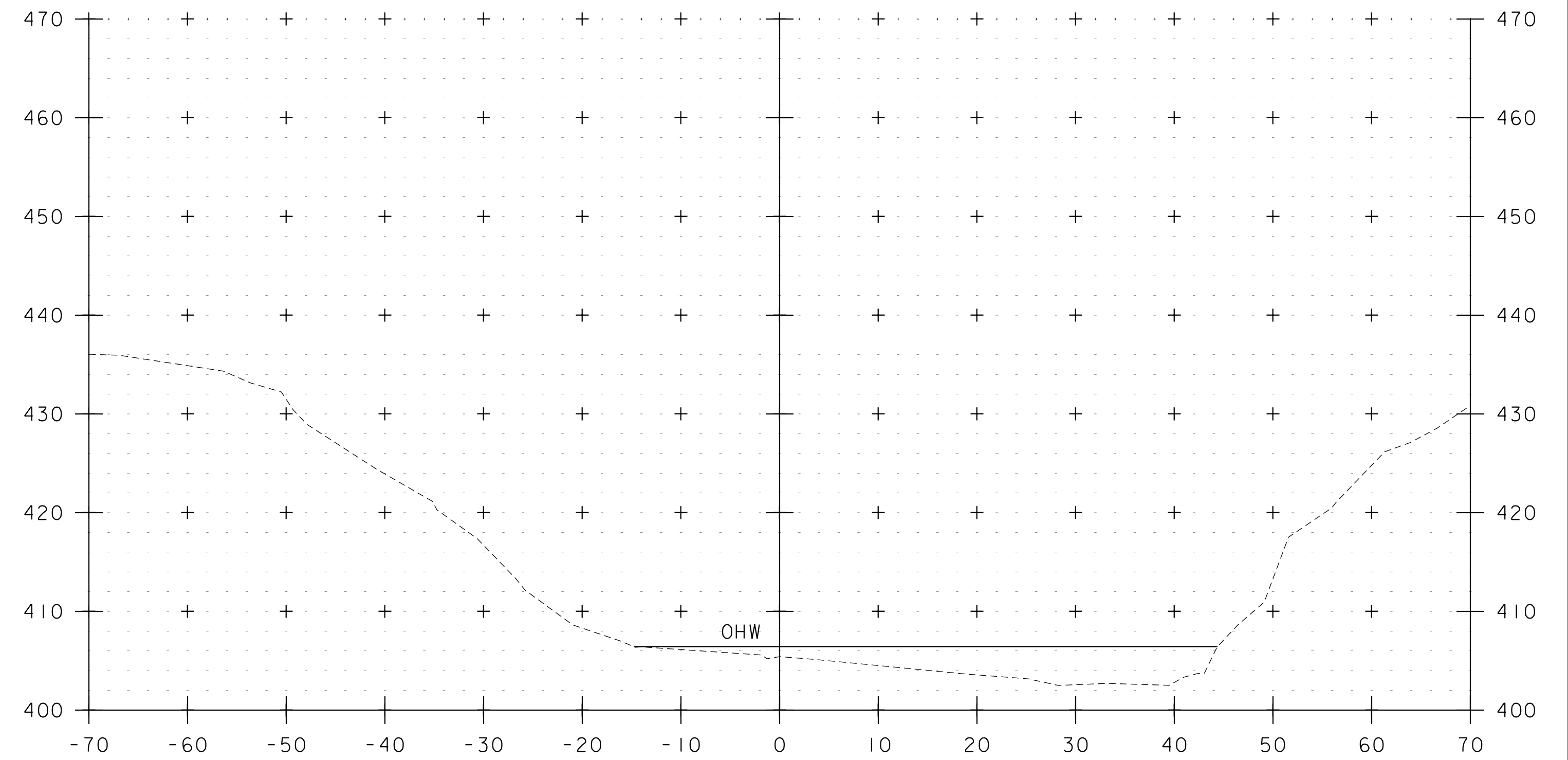
PLOT DATE: 3/31/2017  
 DRAWN BY: M. SMITH  
 CHECKED BY: N. CARON  
 SHEET 52 OF 60



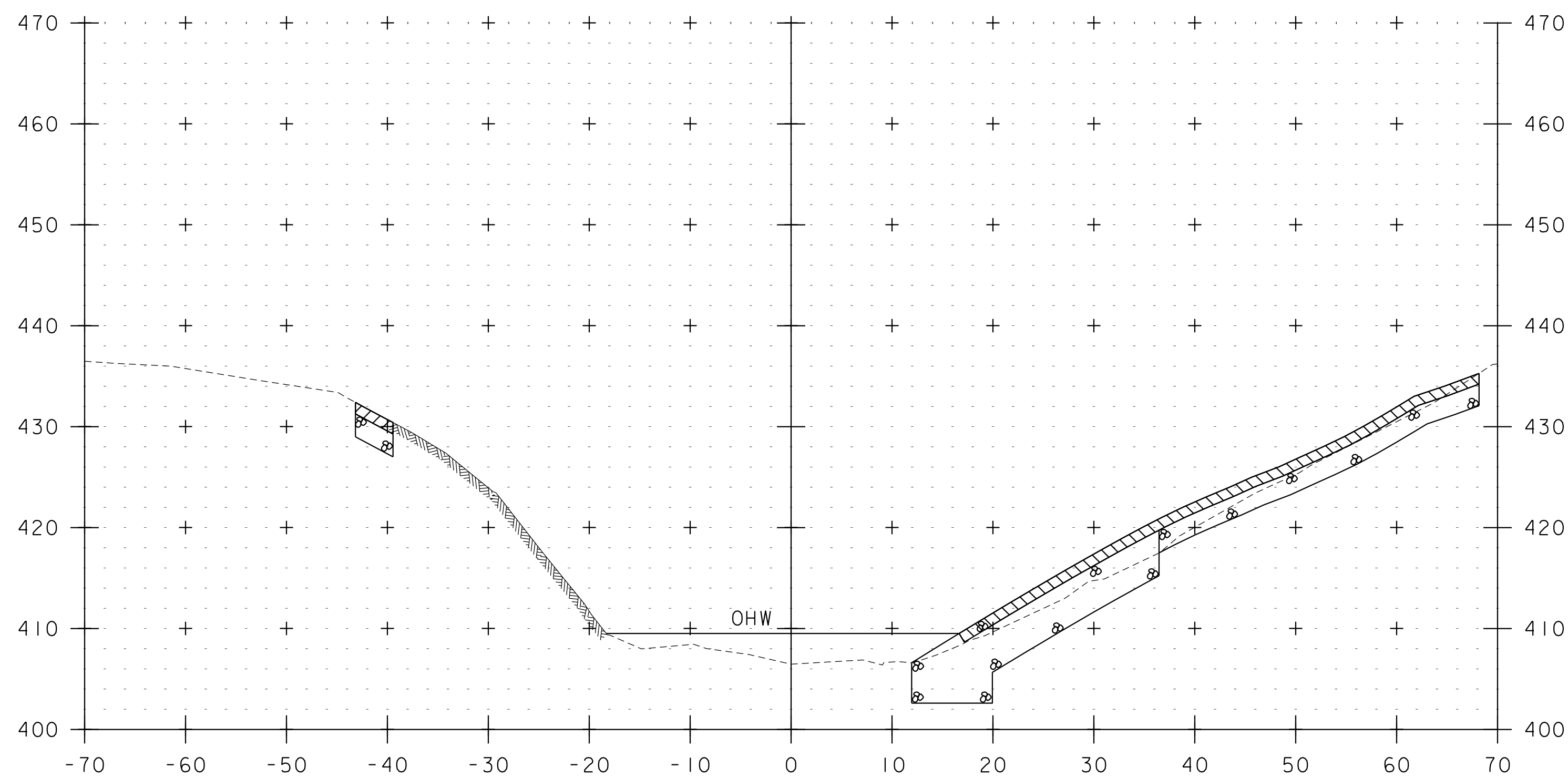


6+50

STA. 6+49 RT  
 END UNCLASSIFIED CHANNEL EXCAVATION  
 END GRANULAR BORROW  
 END GEOTEXTILE UNDER STONE FILL  
 END STONE FILL, TYPE II  
 END STONE FILL, TYPE IV  
 END GRUBBING MATERIAL (12")

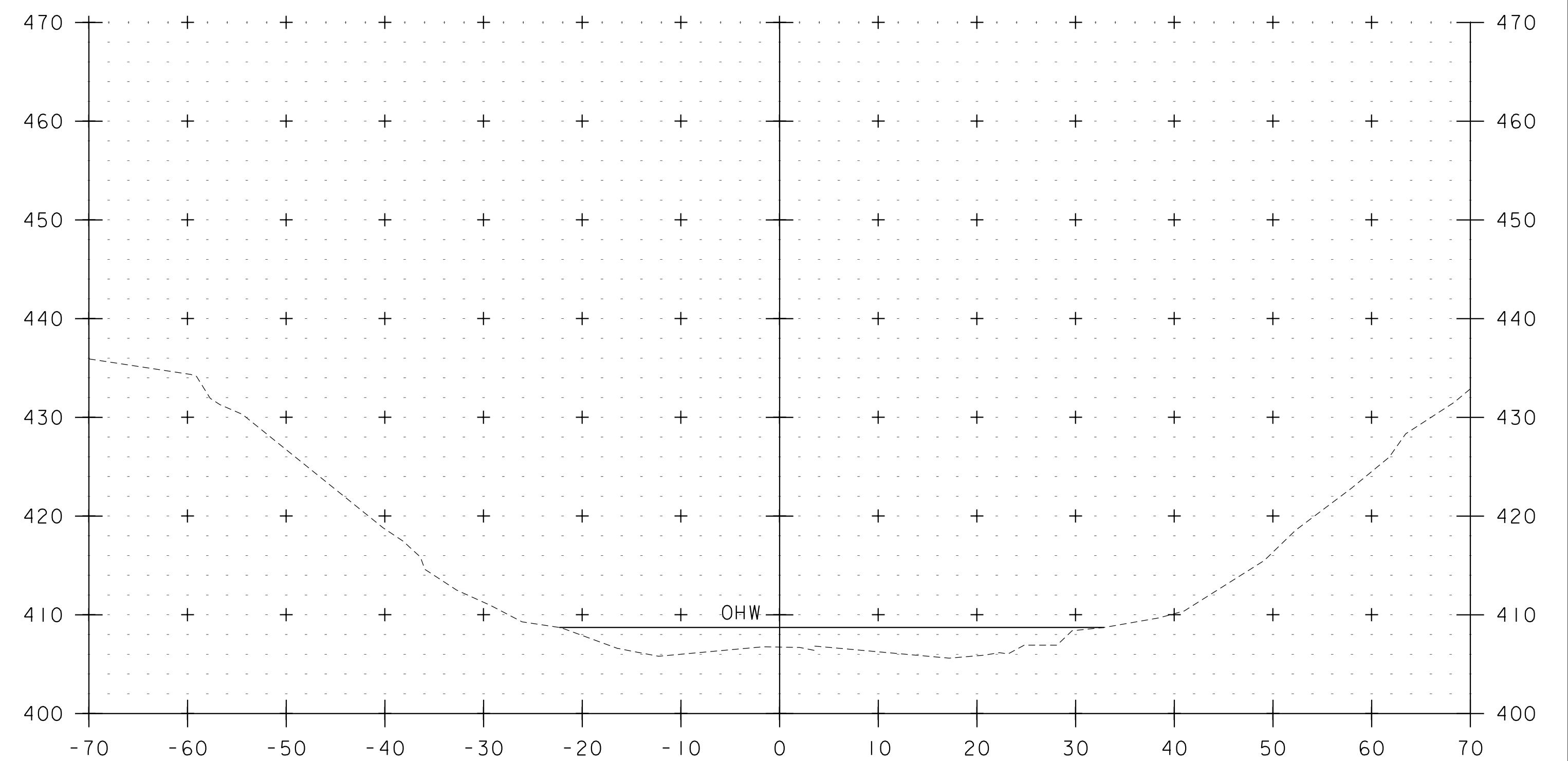


7+00

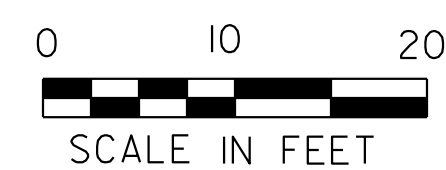


6+40

STA. 6+43 LT  
 END UNCLASSIFIED CHANNEL EXCAVATION  
 END GEOTEXTILE UNDER STONE FILL  
 END STONE FILL, TYPE II  
 END GRUBBING MATERIAL (12")



6+75



STA. 6+50 TO STA. 7+00



PROJECT NAME: PITTSFORD  
 PROJECT NUMBER: BF 019-3(59)

FILE NAME: s13b266xs.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: S. BEAUMONT  
 CHANNEL CROSS SECTION SHEET 4

PLOT DATE: 3/31/2017  
 DRAWN BY: M. SMITH  
 CHECKED BY: N. CARON  
 SHEET 53 OF 60

# EPSC PLAN NARRATIVE

## 1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE FULL REPLACEMENT OF EXISTING BRIDGE 108 INCLUDING RELATED ROADWAY WORK, SPANNING 84 FEET OVER FURNACE BROOK, ON NEW FOOTINGS ALONG THE SAME ALIGNMENT. FURNACE BROOK IS LOCATED IN THE TOWN OF PITTSFORD, ON US ROUTE 7, NORTH OF THE INTERSECTION OF US ROUTE 7, VT ROUTE 3, AND TH 12 (OXBOW ROAD).

NOTE: AREA OF DISTURBANCE INCLUDES LIMITS OF EARTH DISTURBANCE WITHIN THE PROJECT AREA, AS WELL AS WASTE, BORROW AND STAGING AREAS, AND OTHER EARTH DISTURBING ACTIVITIES WITHIN OR DIRECTLY ADJACENT TO THE PROJECT LIMITS AS SHOWN ON THE ATTACHED EPSC PLAN.

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 1.11 ACRES.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST TWO CONSTRUCTION SEASONS.

## 1.2 SITE INVENTORY

### 1.2.1 TOPOGRAPHY

THE TOPOGRAPHY OF THE AREA IS GENERALLY OPEN AT THE EDGE OF A DEVELOPED VILLAGE AREA WITH MAINTAINED LAWNS AND WOODED AREAS. US ROUTE 7, VT ROUTE 3, A GAS STATION, MULTIPLE PAVED PARKING LOTS, AND DRIVEWAYS ARE WITHIN THE PROJECT SITE. THE GAS STATION IS SOUTH OF THE PROJECT, AND OTHER BUSINESSES AND HOUSES ARE IN THE VICINITY OF THE PROJECT.

### 1.2.2 DRAINAGE, WATERWAYS, BODIES OF WATER, AND PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES

THE FURNACE BROOK IS THE ONLY WATER SOURCE ON THE PROJECT SITE. RESIDENCES AND BUSINESSES WATER SUPPLIES ARE FROM MUNICIPAL WATER. THE BROOK IS CLASSIFIED AS GRADUAL, SINUOUS, NARROW, WITH A CONFINED AND ARMORED CHANNEL AT THE SITE. THE STREAM BED CONSISTS OF GRAVEL, COBBLES AND BOULDERS. THE TRIBUTARY AREA AT THE BRIDGE CROSSING IS 28.6 MILES<sup>2</sup>. THERE ARE A NUMBER OF DROP INLETS ON SITE DRAINING FROM THE ROADWAY TO THE BROOK. DUE TO THE NATURE OF THE SURROUNDING TERRAIN THE PROJECT SITE COULD RECEIVE RUNOFF WATER FROM A FEW NEARBY SLOPES.

### 1.2.3 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF SINGULAR TREES AND GRASS WITH DENSE TREES AND SHRUBS AROUND THE BROOK. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY REPLACEMENT OF THE EXISTING BRIDGE AND ROADWAY WORK. UPON PROJECT COMPLETION, THE BROOK WILL BE ARMORED WITH STONE FILL TYPE II AS SPECIFIED ON THE PLANS. DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES.

### 1.2.4 SOILS

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE FOR THE COUNTY OF RUTLAND, VERMONT. SOILS ON THE PROJECT SITE INCLUDE: HINCKLEY, GRAVELLY LOAMY FINE SAND, 25% TO 40% SLOPES, "K FACTOR" = 0.10, THE SOIL IS CONSIDERED HIGHLY ERODIBLE; GEORGIA AND AMENIA, 3% TO 8% SLOPES, "K FACTOR" = 0.28, THE SOIL IS CONSIDERED POTENTIALLY HIGHLY ERODIBLE; SUDBURY, FINE SANDY LOAM, 3% TO 8% SLOPES, "K FACTOR" = 0.24, THE SOIL IS CONSIDERED POTENTIALLY HIGHLY ERODIBLE; AND GALWAY-NELLIS-FARMINGTON COMPLEX, ROCKY, 8% TO 15% SLOPES, "K FACTOR" = 0.37, THE SOIL IS CONSIDERED HIGHLY ERODIBLE.

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:  
0.0-0.23 = LOW EROSION POTENTIAL  
0.24-0.36 = MODERATE EROSION POTENTIAL  
0.37 AND HIGHER = HIGH EROSION POTENTIAL

### 1.2.5 SENSITIVE RESOURCE AREAS

CRITICAL HABITATS: NO. A VARIETY OF AQUATIC SPECIES OCCUR WITHIN FURNACE BROOK. IN STREAM RESTRICTIONS WILL BE REQUIRED DURING CONSTRUCTION.  
HISTORICAL OR ARCHEOLOGICAL AREAS: YES BRIDE 108 IS LOCATED WITHIN THE PITTSFORD MILLS HISTORIC DISTRICT WITH ADJACENT HISTORIC PROPERTIES. THE GREEN SPACE AT INTERSECTION OF VT ROUTE 3 IS CONSIDERED A CONTRIBUTING FEATURE OF THE HISTORIC DISTRICT. RAILING AND APPROACH RAIL WILL BE REQUIRED TO BE COMPATIBLE WITH THE HISTORIC DISTRICT.  
PRIME AGRICULTURAL LAND: NO  
THREATENED AND ENDANGERED SPECIES: NO  
WATER RESOURCE: FURNACE BROOK  
WETLANDS: NO

## 1.3 RISK EVALUATION

THIS PROJECT FALLS UNDER THE JURISDICTION OF GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES FOR LOW RISK PROJECTS. ANY MODIFICATIONS TO THE PROJECT THAT INCREASE THE RISK TO ENVIRONMENTAL RESOURCES SHALL BE EVALUATED IN ACCORDANCE WITH THE PERMIT REQUIREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

## 1.4 EROSION PREVENTION AND SEDIMENT CONTROL

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE PRINCIPLES OUTLINED IN THIS NARRATIVE CONSIST OF APPLYING MEASURES THROUGHOUT CONSTRUCTION OF THE PROJECT IN ORDER TO MINIMIZE SEDIMENT TRANSPORT TO THE RECEIVING WATERS. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION PRACTICES. THEY HAVE BEEN PROPOSED BY THE DESIGNER AS A BASIS FOR PROTECTING RESOURCES AND WILL NEED TO BE BUILT UPON BASED ON THE SPECIFIC MEANS AND METHODS OF THE CONTRACTOR. REFER TO THE LOW RISK SITE HANDBOOK AND APPROPRIATE DETAIL SHEETS FOR SPECIFIC GUIDANCE AND CONSTRUCTION DETAILING.

ALL MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

### 1.4.1 MARK SITE BOUNDARIES

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

PROJECT DEMARCATION FENCING (PDF) SHALL BE USED TO PHYSICALLY MARK SITE BOUNDARIES. BECAUSE THIS PROJECT FALLS UNDER THE CGP 3-9020, BARRIER FENCE SHALL BE USED INSTEAD OF PROJECT DEMARCATION FENCE WITHIN 100 FEET OF A WATER RESOURCE (STREAM, BROOK, LAKE, POND, WETLAND, ETC).

### 1.4.2 LIMIT DISTURBANCE AREA

PREVENTING INITIAL SOIL EROSION BY MINIMIZING THE EXPOSED AREA IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY. THIS CAN LIMIT THE AREA THAT WILL BE DISTURBED AND EXPOSED TO EROSION. EMPLOY TEMPORARY CONSTRUCTION STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE. FOR PROJECTS WHICH FALL UNDER THE CONSTRUCTION GENERAL PERMIT, ONLY THE ACREAGE LISTED ON THE PERMIT AUTHORIZATION MAY BE EXPOSED AT ANY GIVEN TIME.

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE ESTABLISHED WHEREVER POSSIBLE.

### 1.4.3 SITE ENTRANCE/EXIT STABILIZATION

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTORS PROGRESS SCHEDULE.

STABILIZED CONSTRUCTION ENTRANCES ARE NOT ANTICIPATED ON THIS PROJECT. THE EXISTING ROADWAY WILL BE USED TO ACCESS THE BRIDGE.

### 1.4.4 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED PRIOR TO ANY UP SLOPE WORK.

SILT FENCE WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN. BECAUSE THIS PROJECT FALLS UNDER THE CGP 3-9020, WOVEN WIRE REINFORCED SILT FENCE SHALL BE USED INSTEAD OF SILT FENCE WITHIN 100 FEET UPSLOPE OF RECEIVING WATERS.

### 1.4.5 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE.

THE PROJECT AREA IS RELATIVELY FLAT; HOWEVER, US ROUTE 7 NORTH AND SOUTH OF THE PROJECT AREA DRAINS TOWARD THE PROJECT AREA. RUNOFF FROM THESE AREAS MAY NEED TO BE DIVERTED AWAY FROM THE PROJECT AREA. THE CONTRACTOR SHALL REFER TO THE LOW RISK HANDBOOK FOR GUIDANCE.

### 1.4.6 SLOW DOWN CHANNELIZED RUNOFF

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

TEMPORARY STONE CHECK DAMS WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN, AT A MINIMUM.

### 1.4.7 CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH PERMIT CONDITIONS.

PERMANENT STORMWATER TREATMENT DEVICES ARE NOT ANTICIPATED TO BE NEEDED AS DESIGNED.

### 1.4.8 STABILIZE EXPOSED SOILS DURING CONSTRUCTION

ALL AREAS OF DISTURBANCE MUST HAVE TEMPORARY STABILIZATION IN PLACE WITHIN 48 HOURS OF DISTURBANCE OR IN ACCORDANCE WITH THE CONSTRUCTION GENERAL PERMIT 3-9020 AUTHORIZATION.

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.

### 1.4.9 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.

### 1.4.10 STABILIZE SOIL AT FINAL GRADE

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

SEED, MULCH, FERTILIZER AND LIME 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.

TEMPORARY EROSION MATTING AND STONE FILL SHALL BE USED TO STABILIZE ROADWAY SLOPES AT AS SHOWN ON THE PLANS.

### 1.4.11 DE-WATERING ACTIVITIES

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

TREATMENT OF DISCHARGE FROM DEWATERING ACTIVITIES IS ANTICIPATED. THE SPECIFIC MEANS FOR TREATMENT OF DISCHARGE SHALL BE PROVIDED BY THE CONTRACTOR. ALL COSTS FOR TREATMENT OF DISCHARGE SHALL BE PAID FOR UNDER CONTRACT ITEM 653.45.

### 1.4.12 INSPECT YOUR SITE

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

## 1.5 SEQUENCE AND STAGING

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

### 1.5.1 CONSTRUCTION SEQUENCE

### 1.5.2 OFF-SITE ACTIVITIES

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

### 1.5.3 UPDATES

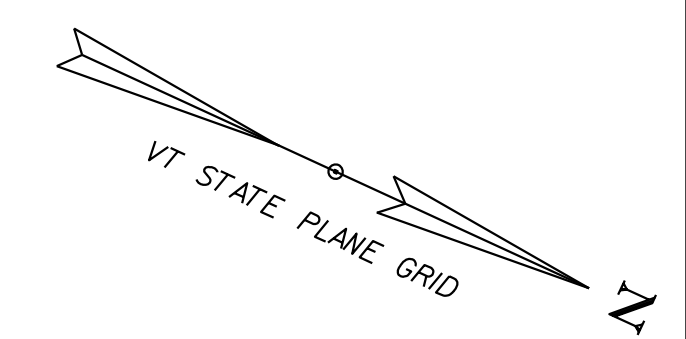
PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266erodet.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
EPSC NARRATIVE

PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 54 OF 60







SOIL INFORMATION:  
 GEORGIA AND AMENIA SOILS  
 3%-8% SLOPES  
 K = 0.28, POTENTIALLY HIGHLY ERODIBLE  
 HYDROLOGIC SOIL GROUP: C

SOIL INFORMATION:  
 GALWAY-NELLIS-FARMINGTON COMPLEX  
 ROCKY, 8%-15% SLOPES  
 K = 0.37, HIGHLY ERODIBLE  
 HYDROLOGIC SOIL GROUP: C

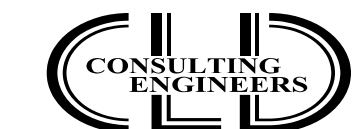
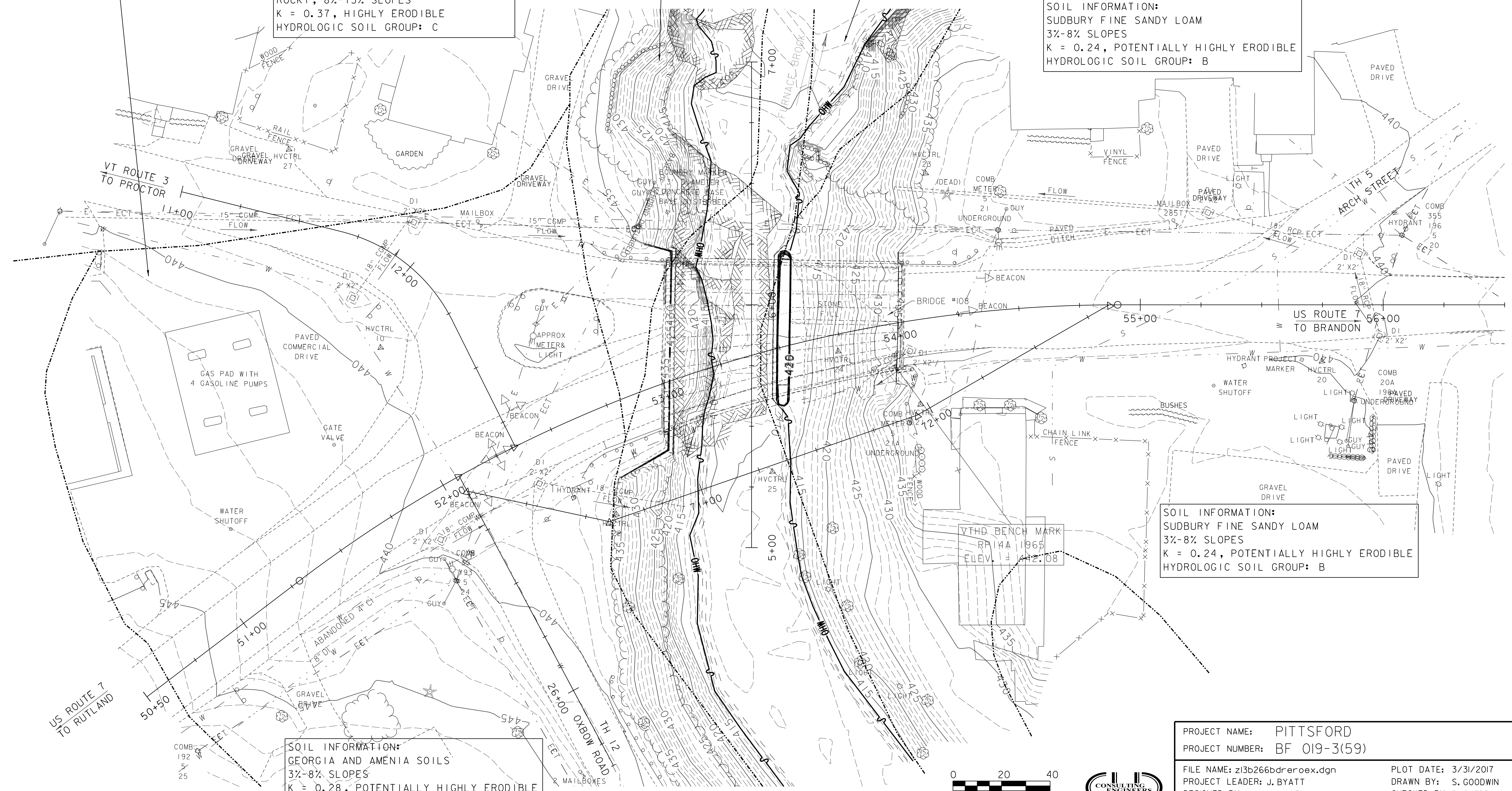
SOIL INFORMATION:  
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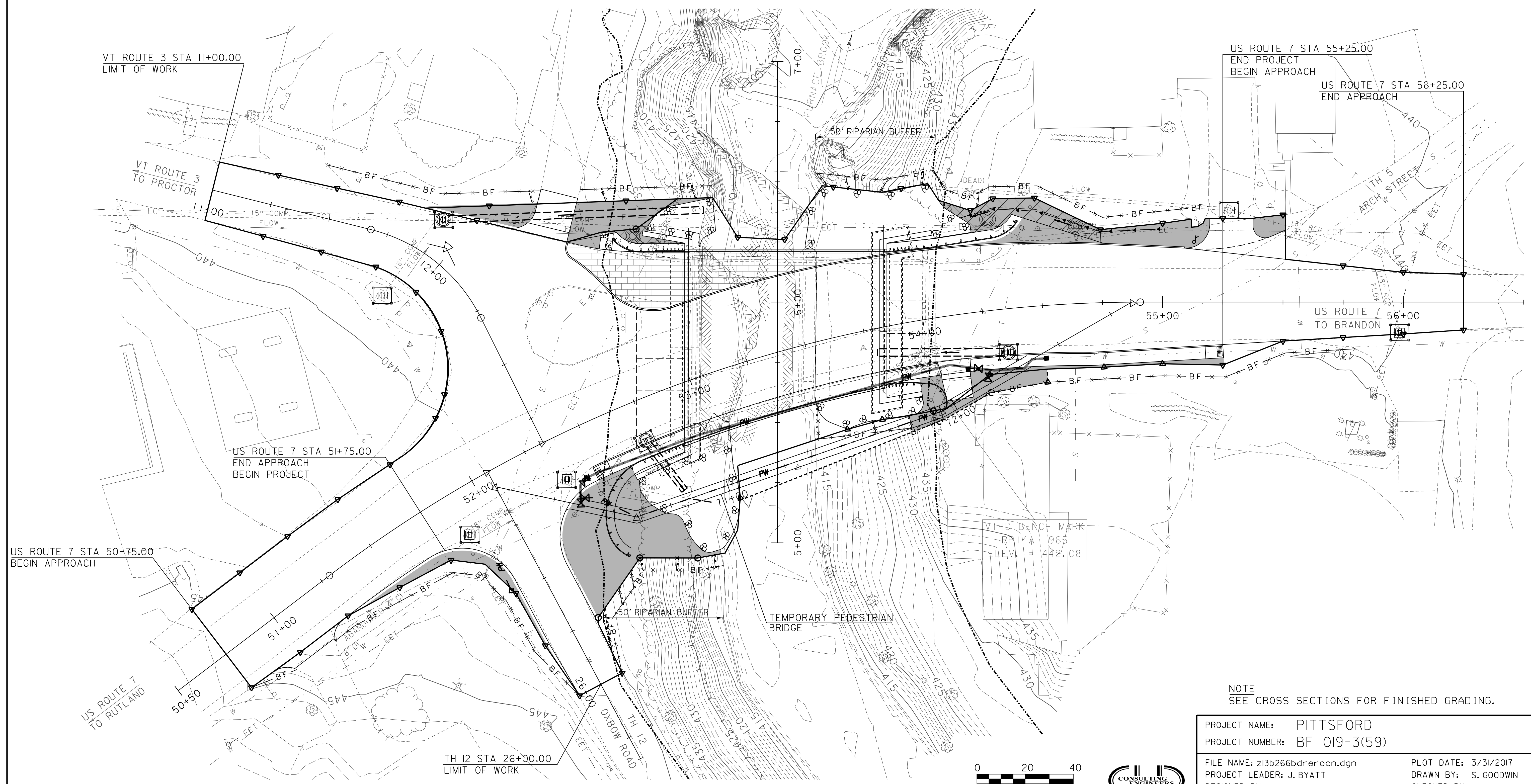
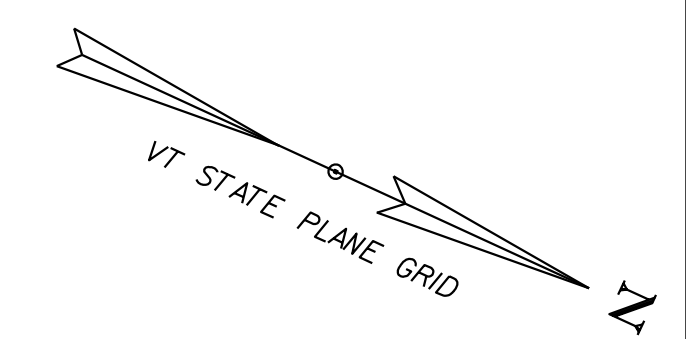
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 K = 0.24, POTENTIALLY HIGHLY ERODIBLE  
 HYDROLOGIC SOIL GROUP: B

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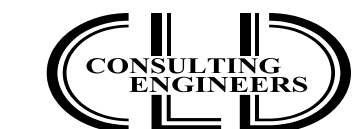


PROJECT NAME:	PITTSFORD	FILE NAME:	z13b266bdreroex.dgn	PLOT DATE:	3/31/2017
PROJECT NUMBER:	BF 019-3(59)	PROJECT LEADER:	J. BYATT	DRAWN BY:	S. GOODWIN
		DESIGNED BY:	M. HALEY	CHECKED BY:	P. SHEDD
		EPSC EXISTING PLAN SHEET		SHEET	55 OF 60

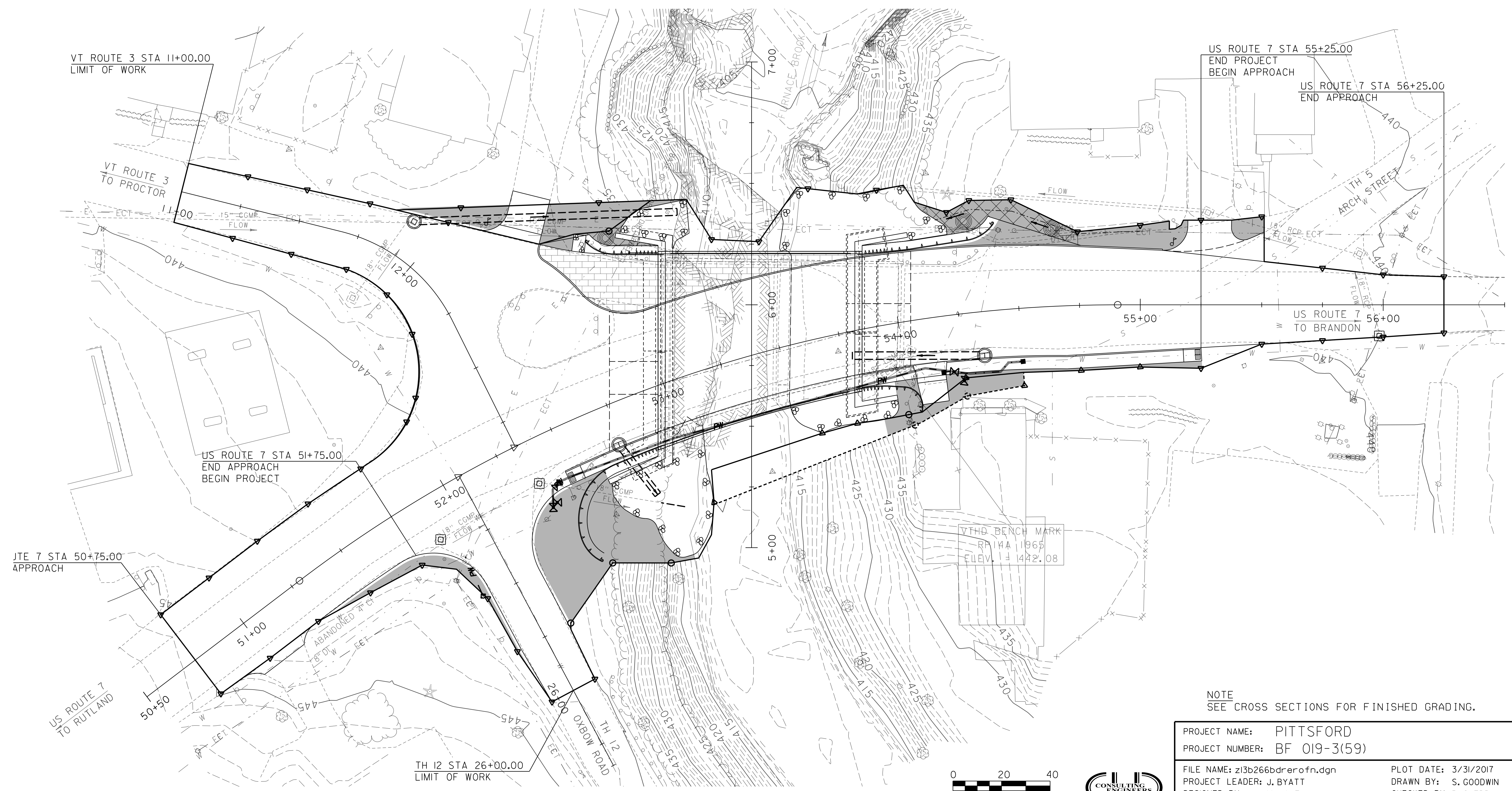
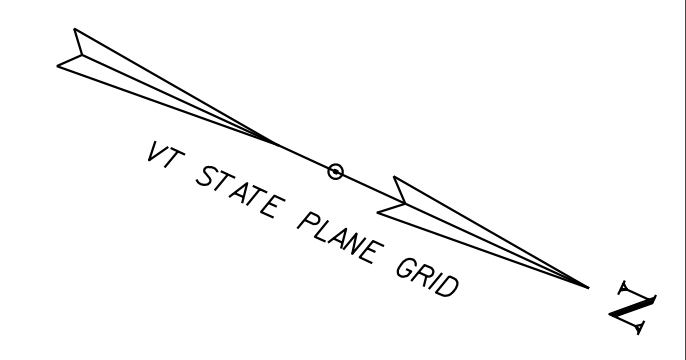


NOTE  
SEE CROSS SECTIONS FOR FINISHED GRADING.

PROJECT NAME:	PITTSFORD	FILE NAME:	z13b266bdrerocn.dgn	PLOT DATE:	3/31/2017
PROJECT NUMBER:	BF 019-3(59)	PROJECT LEADER:	J. BYATT	DRAWN BY:	S. GOODWIN
		DESIGNED BY:	M. HALEY	CHECKED BY:	P. SHEDD
		EPSC CONSTRUCTION PLAN SHEET		SHEET	56 OF 60

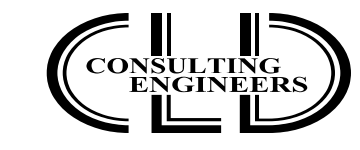






NOTE  
SEE CROSS SECTIONS FOR FINISHED GRADING.

PROJECT NAME:	PITTSFORD	PLOT DATE:	3/31/2017
PROJECT NUMBER:	BF 019-3(59)	DRAWN BY:	S. GOODWIN
FILE NAME:	z13b266bdrerofn.dgn	CHECKED BY:	P. SHEDD
PROJECT LEADER:	J. BYATT	EPSC FINAL PLAN SHEET	SHEET 57 OF 60
DESIGNED BY:	M. HALEY		



VAOT URBAN LAWN MIX						
	LBS/AC					
WEIGHT	BROADCAST	HYDROSEED	NAME	LATIN NAME	GERM	PURITY
42.5%	34	68	CREeping RED FESCUE	FESTUCA RUBRA X RUBRA	85%	98%
20.0%	16	32	PERENNIAL RYE GRASS	LOLIUM PERENNE	90%	95%
32.5%	26	52	KENTUCKY BLUE GRASS	POA PRATENSIS	85%	85%
5.0%	4	8	ANNUAL RYE GRASS	LOLIUM MULTIFLORUM	85%	95%
100%	80	160				

GENERAL AMENDMENT GUIDANCE		
FERTILIZER	LIME	
10/20/10	AG LIME	PELLITIZED
500 LBS/AC	2 TONS/AC	1 TONS/AC

**CONSTRUCTION GUIDANCE**

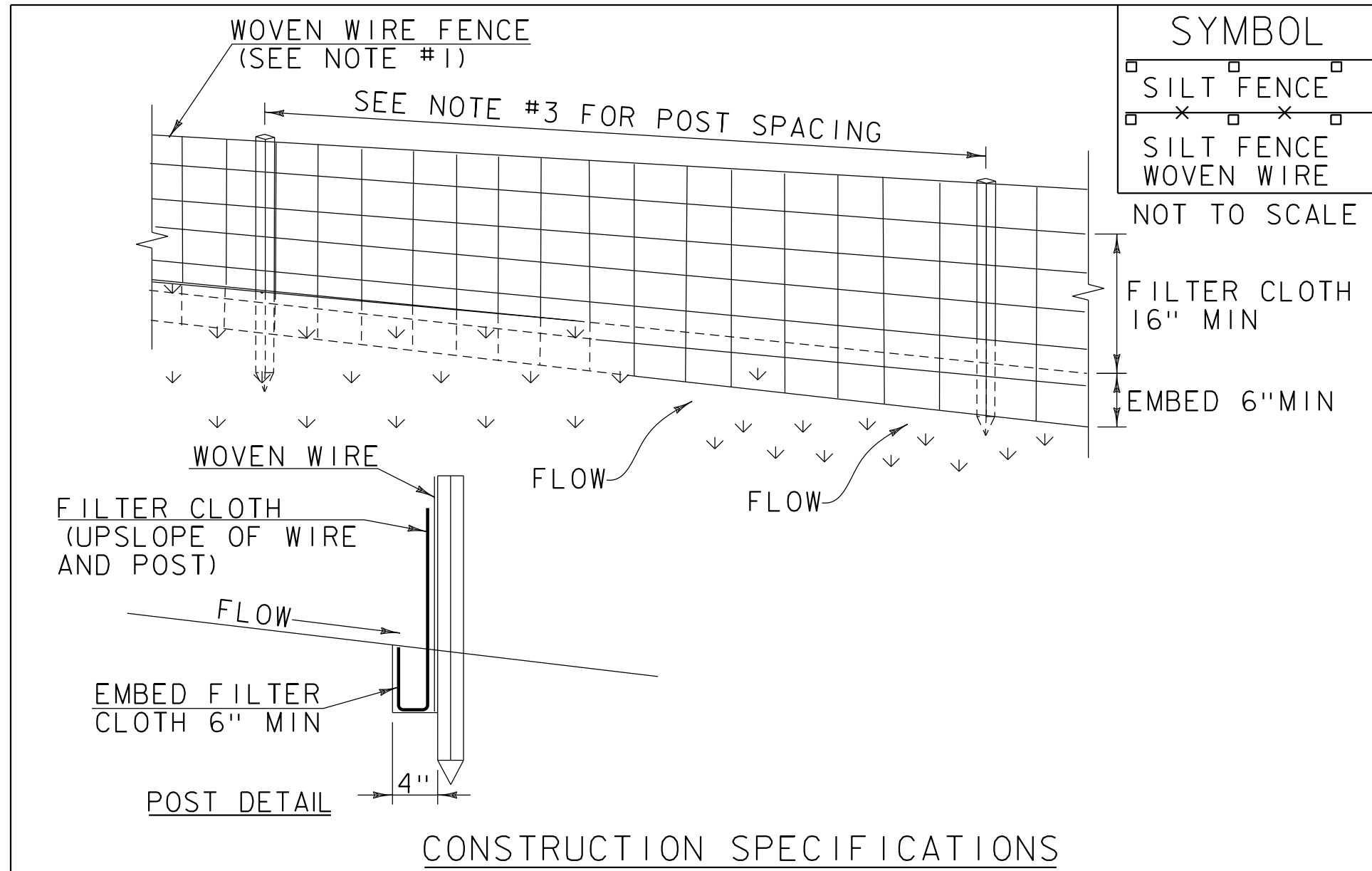
- SEED MIX: THE URBAN AREA MIX SHALL NOT BE USED IN WETLANDS OR ANY WATERS OF THE STATE OF VERMONT.
- SEED MIX: USE ONLY AS INDICATED IN THE PLANS.
- SEED MIX: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER
- 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.
- 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
- 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**

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 651 FOR SEED (PAY ITEM 651.15)

REVISIONS	
JANUARY 22, 2015	WHF



- 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.
- FILTER CLOTH SHALL BE EITHER FILTER X, MIRAF1100X, STABILINKA T140N OR APPROVED EQUIVALENT.
- 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'.
- 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.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" AND FOLDED.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

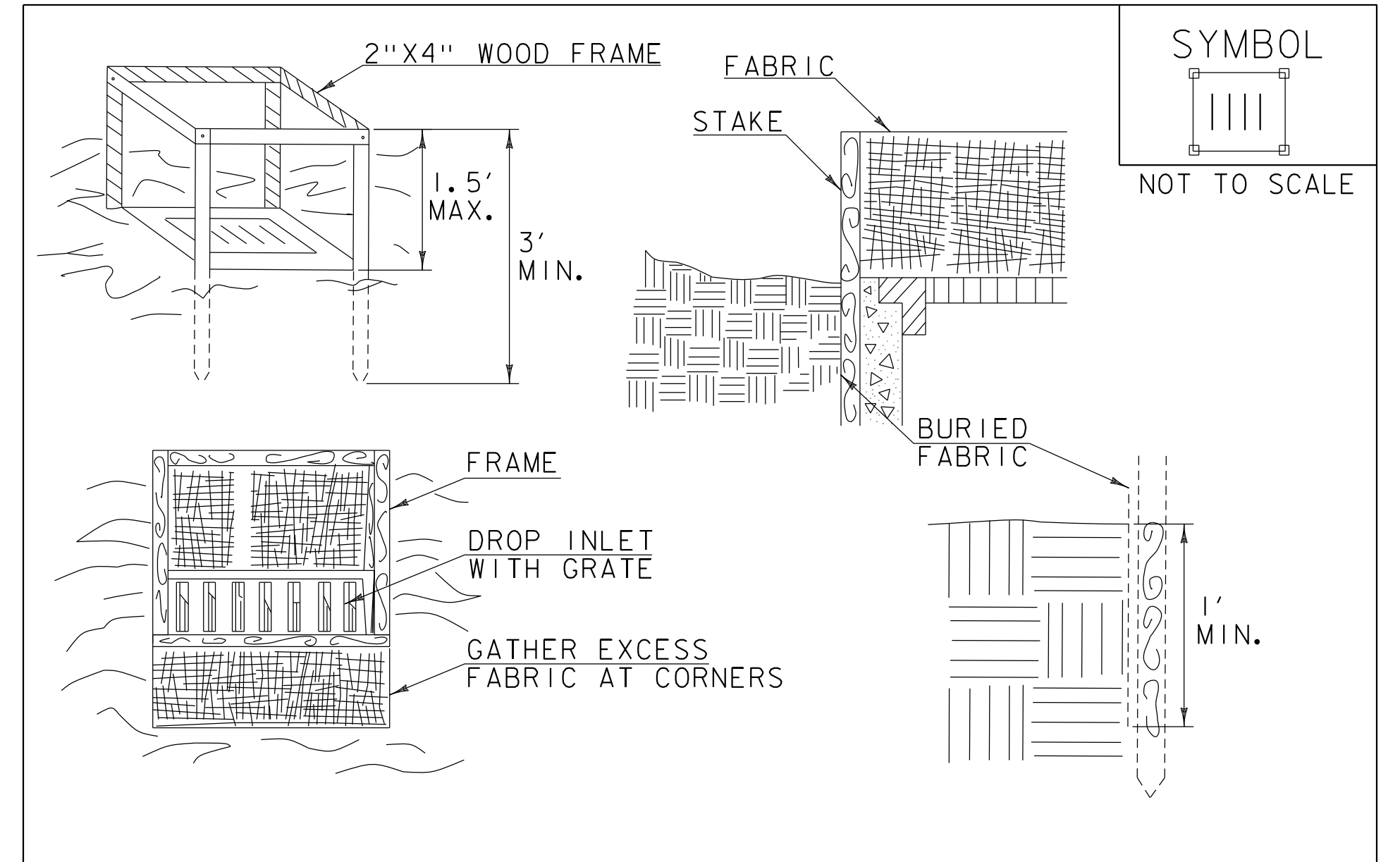
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC  
ORIGINALLY DEVELOPED BY USDA-NRCS  
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

**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



- FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS.
- CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE.
- STAKE MATERIALS WILL BE STANDARD 2" x 4" WOOD OR EQUIVALENT METAL WITH A MINIMUM LENGTH OF 3'.
- SPACE STAKES EVENLY AROUND INLET 3' APART AND DRIVE A MINIMUM 18" DEEP. SPANS GREATER THAN 3' MAY BE BRIDGED WITH THE USE OF WIRE MESH BEHIND THE FILTER FABRIC FOR SUPPORT.
- FABRIC SHALL BE EMBEDDED 1' MINIMUM BELOW GROUND AND BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STAKES AND FRAME.
- A 2" x 4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.
- MAXIMUM DRAINAGE AREA 1 ACRE

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

**FILTER FABRIC 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.

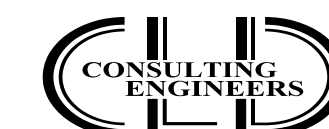
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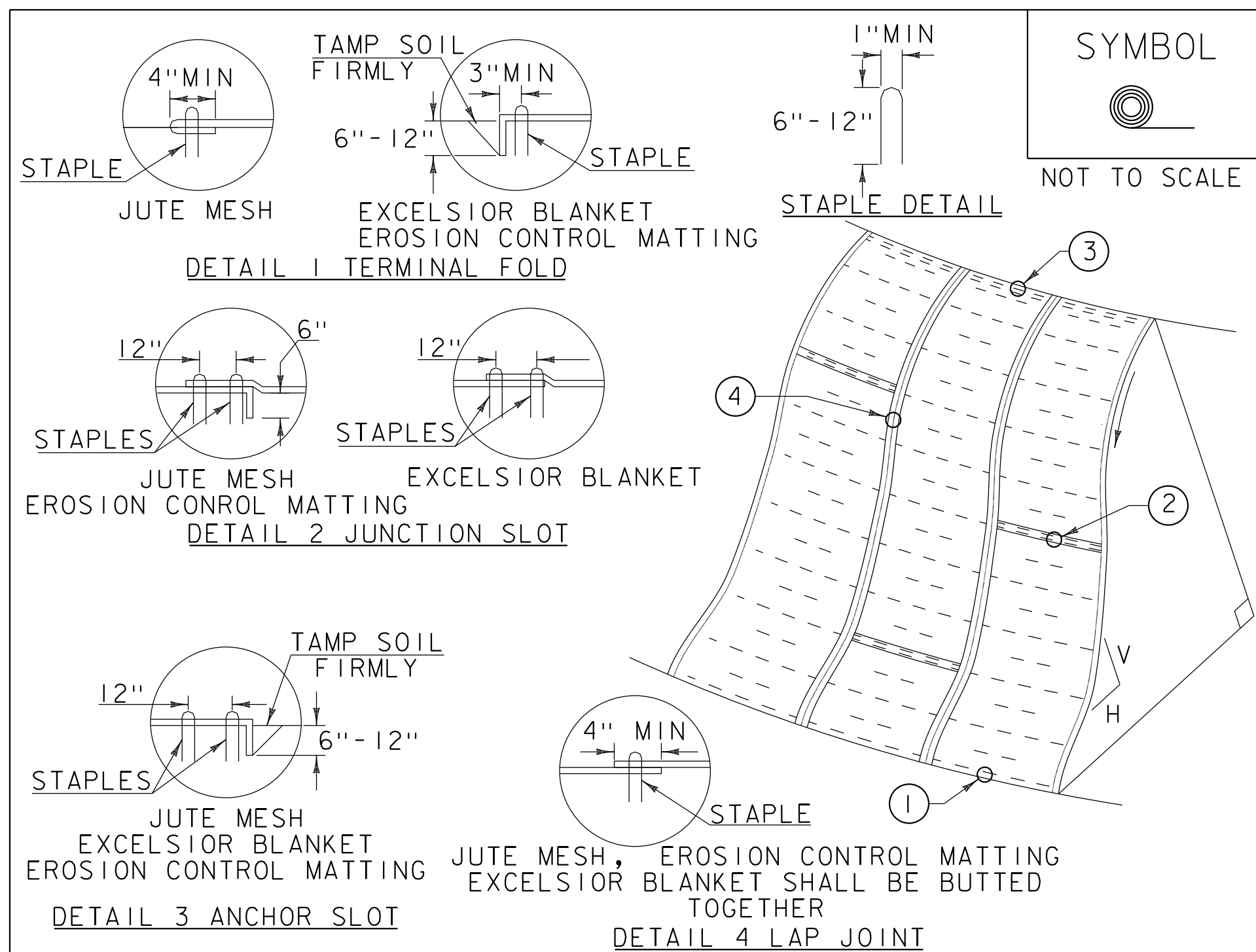
REVISIONS	
MARCH 7, 2008	WHF
JANUARY 13, 2009	WHF

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266erodet.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
EPSC DETAILS SHEET 1

PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 58 OF 60





**CONSTRUCTION SPECIFICATIONS**

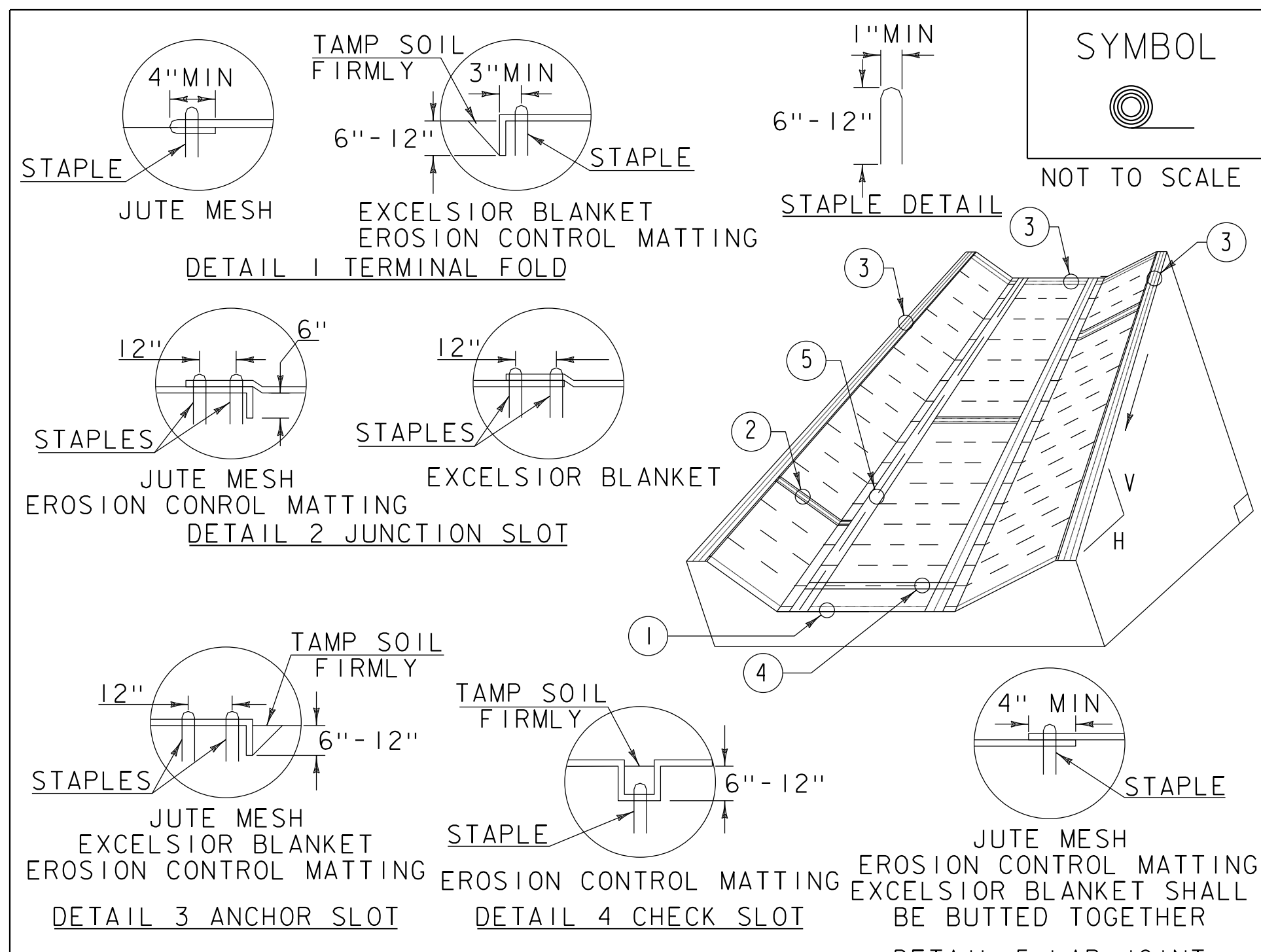
1. APPLY TO SLOPES GREATER THAN 3H:1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4' X 225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4' X 150' 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**

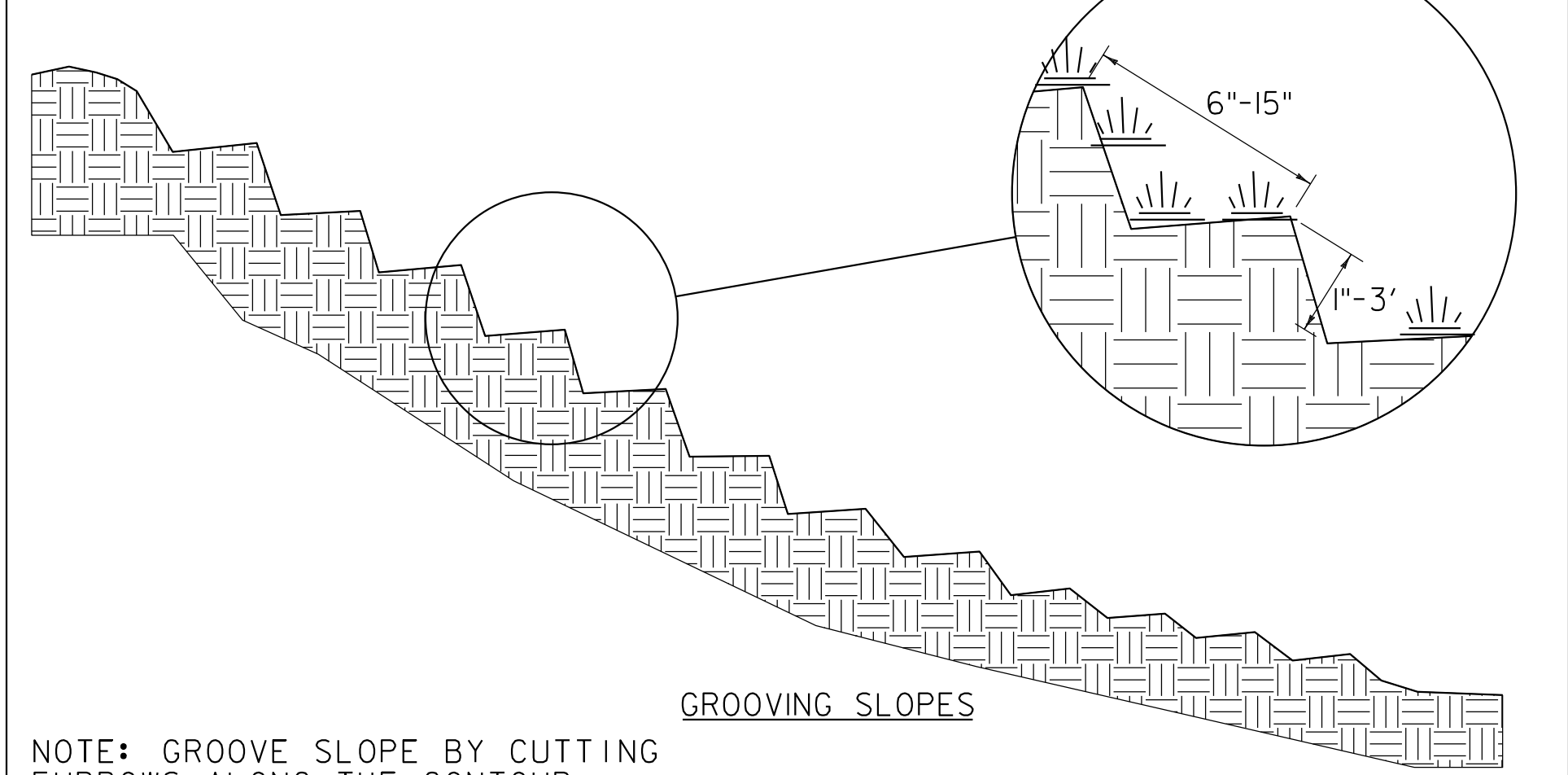
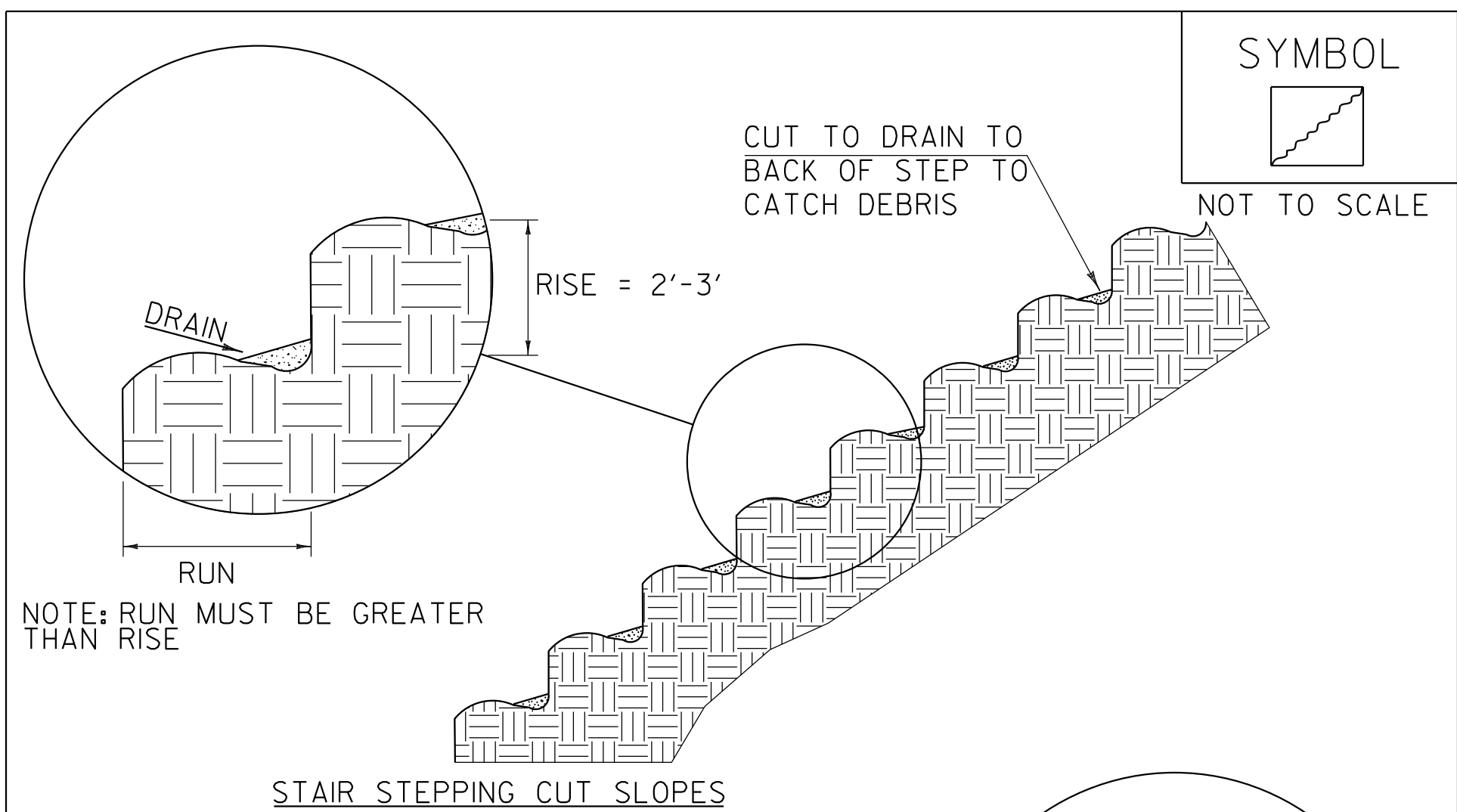
1. EROSION MATTING, CHECK SLOTS, SHALL BE SPACED IN DITCH CHANNEL SO THAT ONE OCCURS WITHIN EACH 50' ON SLOPES OF MORE THAN 4% AND LESS THAN 6%. ON SLOPES OF 6% OR MORE, THEY SHALL BE SPACED SO THAT ONE OCCURS WITHIN EACH 25'.
2. APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
3. STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4' X 225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4' X 150' 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) DITCH**

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	
MARCH 8, 2007	JMF
APRIL 16, 2007	WHF
JANUARY 13, 2009	WHF



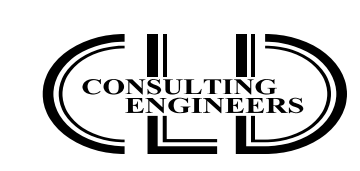
ADAPTED FROM DETAILS PROVIDED BY: NEW YORK STATE DEC  
ORIGINALLY DEVELOPED BY USDA-NRCS  
VERMONT DEPARTMENT OF ENVIRONMENTAL CONSERVATION

**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.  
THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT

REVISIONS	
APRIL 1, 2008	WHF
JANUARY 13, 2009	WHF

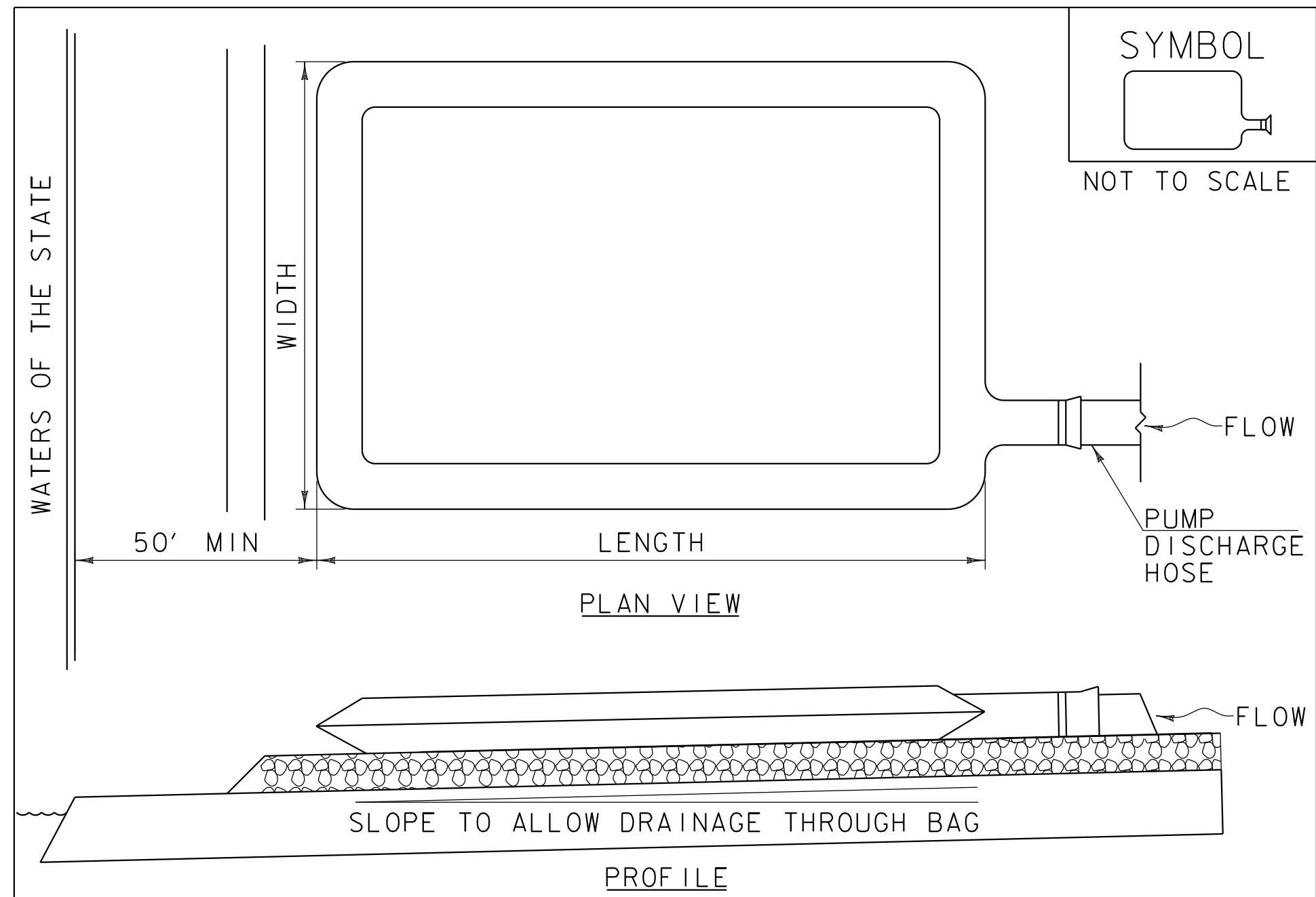
PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)



FILE NAME: z13b266erodet.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
EPSC DETAILS SHEET 2

PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 59 OF 60





**CONSTRUCTION SPECIFICATIONS**

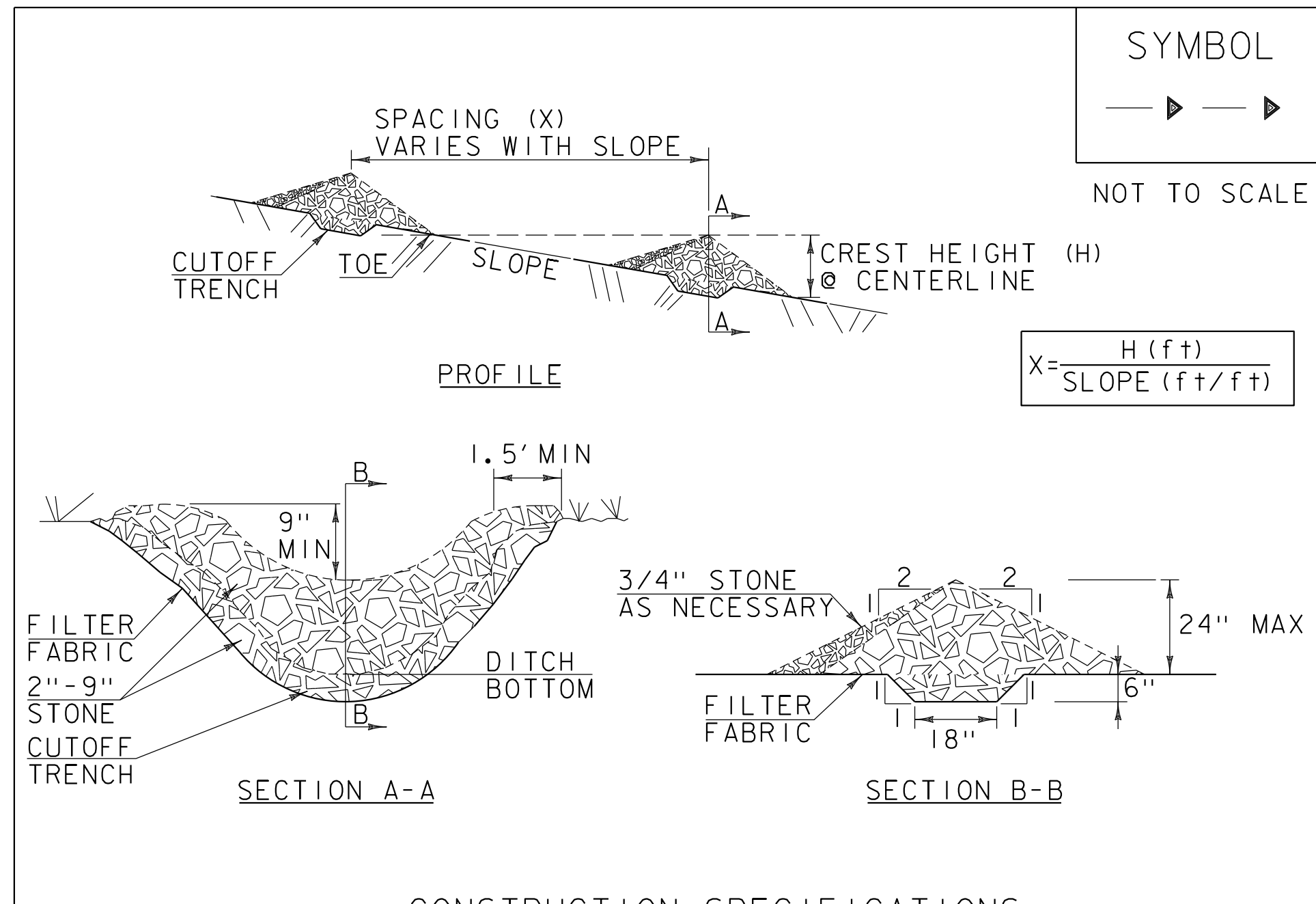
1. THE PRIMARY PURPOSE OF FILTER BAG IS TO RETAIN SILT, SAND, AND FINES DURING DEWATERING OPERATIONS.
2. FILTER BAGS SHALL BE INSTALLED ON A VEGETATED SLOPE GRADED TO ALLOW INCOMING WATER TO FLOW THROUGH THE BAG.
3. FILTER BAGS MAY ALSO BE PLACED ON COARSE AGGREGATE, STONE, OR HAYBALES TO INCREASE FILTRATION EFFICIENCY.
4. FILTER BAGS SHALL BE LOCATED A MINIMUM OF 50' FROM WATERS OF THE STATE UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. THE NECK OF THE FILTER BAG SHALL BE STRAPPED TIGHTLY TO THE DISCHARGE HOSE.
6. A FILTER BAG IS FULL WHEN IT NO LONGER CAN EFFICIENTLY FILTER SEDIMENT OR ALLOW WATER TO PASS AT A REASONABLE RATE.
7. FILTER BAG SHALL BE DISPOSED OF AS APPROVED IN THE EPSC PLAN OR AS DIRECTED BY THE ENGINEER.

FILTER BAG

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 FILTER BAG (PAY ITEM 653.45) AND AS SPECIFIED IN THE CONTRACT.

REVISIONS		
MARCH 24, 2008	WHF	
JANUARY 13, 2009	WHF	



**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.

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

REVISIONS		
MARCH 21, 2008	WHF	
JANUARY 8, 2009	WHF	

PROJECT NAME: PITTSFORD  
PROJECT NUMBER: BF 019-3(59)

FILE NAME: z13b266erodet.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: M. HALEY  
EPSC DETAILS SHEET 3

PLOT DATE: 3/31/2017  
DRAWN BY: S. GOODWIN  
CHECKED BY: P. SHEDD  
SHEET 60 OF 60

