

REVIEWER NOTES

1. ALL WORK WILL BE PERFORMED ON THE BRIDGE DECK, NE RETAINING WALL, AND ROADWAY EXCEPT FOR WATERPROOFING OF SUBSTRUCTURE CONCRETE, POINTING AND PATCHING MASONRY, AND INSTALLING DRAINAGE.
2. THERE ARE NO IN-STREAM OR WETLAND IMPACTS.
3. NEW DRAINAGE STRUCTURES OUTLETTING TO THE BROOK WILL BE INCLUDED.
4. THE BRIDGE WILL BE CLOSED FOR A MAXIMUM OF 10 DAYS DURING CONSTRUCTION.
5. THE SIDEWALK WILL BE CLOSED DURING THE BRIDGE CLOSURE AND FOR ONE WEEK AFTER THE BRIDGE CLOSURE.
6. THE EXISTING RAILING TO REMIAN ON THE SIDEWALK WILL BE REPAIRED AS NEEDED.

# STATE OF VERMONT AGENCY OF TRANSPORTATION



## PROPOSED IMPROVEMENT BRIDGE PROJECT

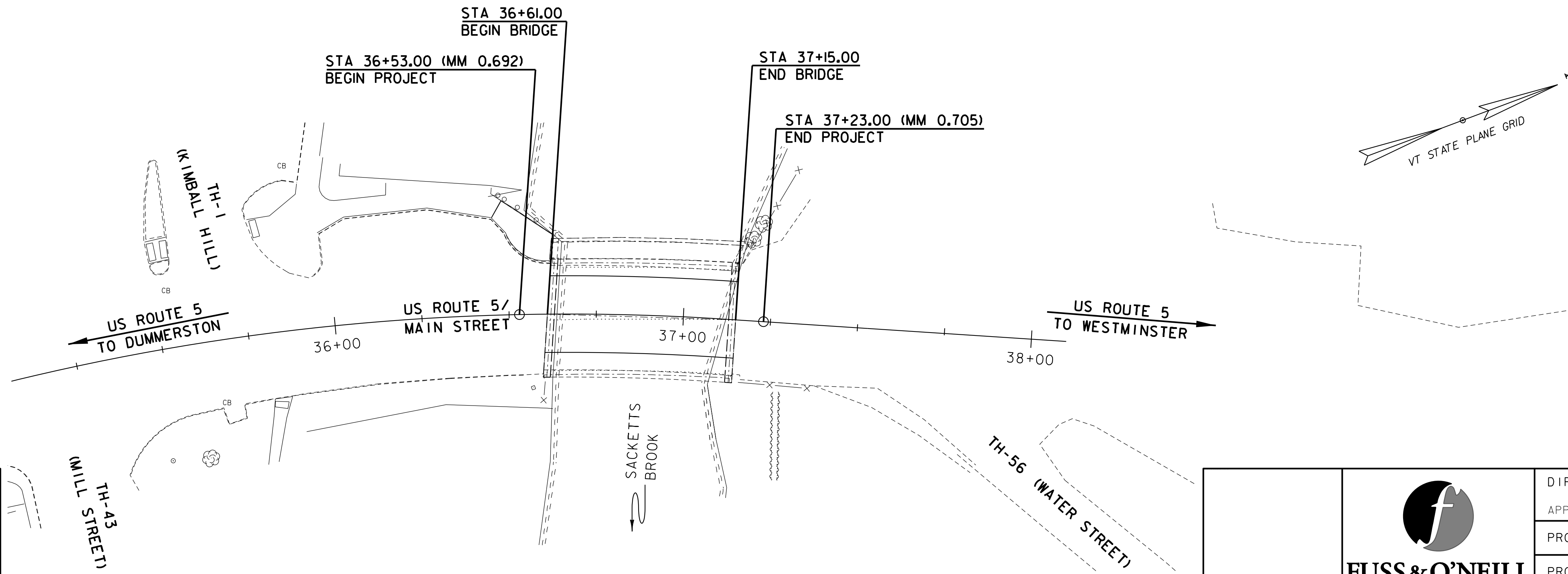
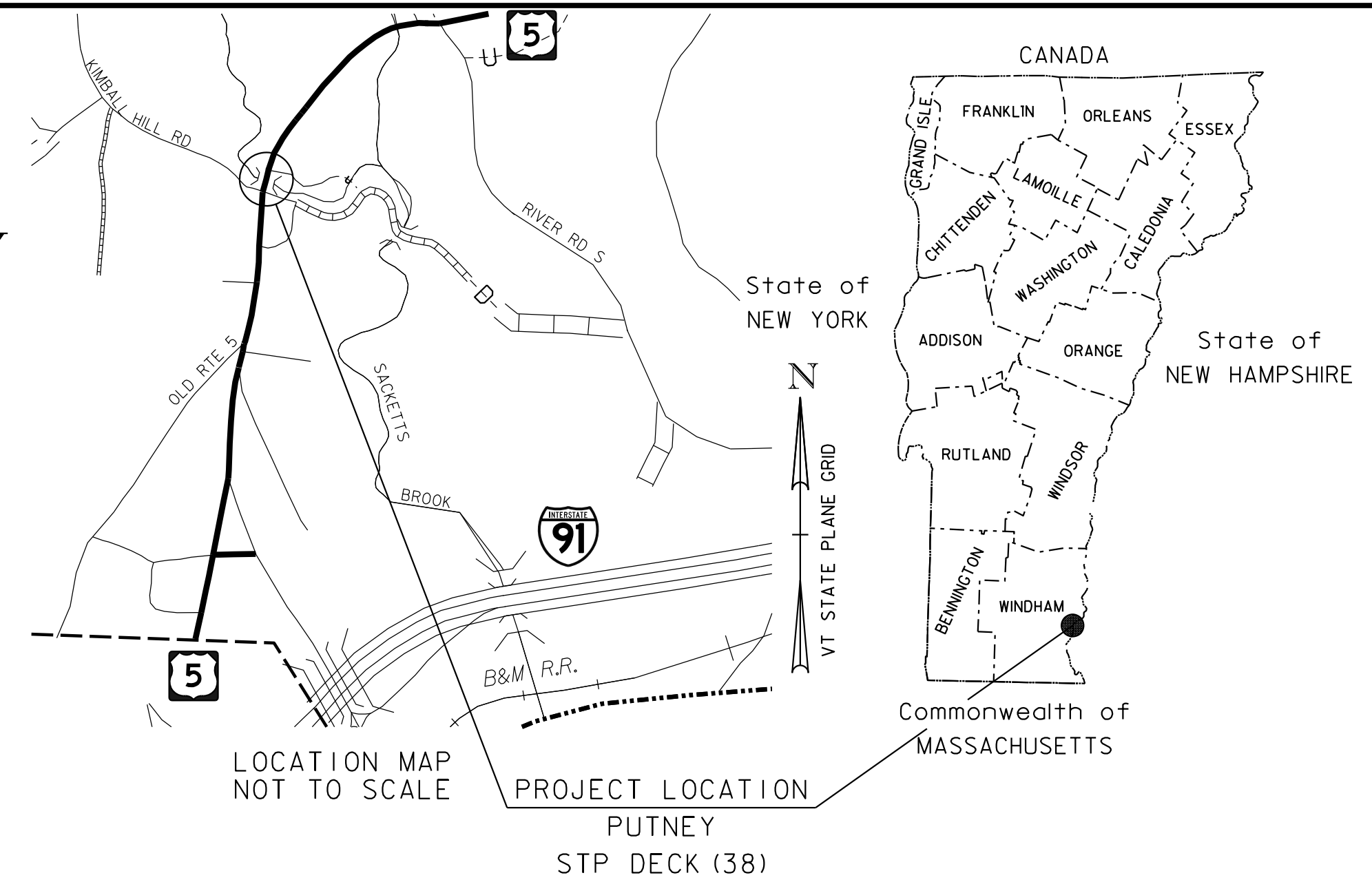
### TOWN OF PUTNEY COUNTY OF WINDHAM

## US ROUTE 5 (MAJOR COLLECTOR) BRIDGE NO. 15

**PROJECT LOCATION:** LOCATED IN THE TOWN OF PUTNEY, ON US ROUTE 5, APPROXIMATELY 0.698 MILES NORTHERLY OF THE DUMMERSTON/PUTNEY TOWN LINE.

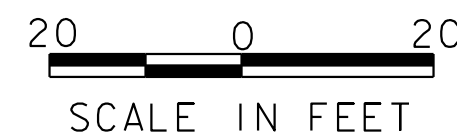
**PROJECT DESCRIPTION:** WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE REPLACEMENT OF THE EXISTING CONCRETE BRIDGE DECK INCLUDING RELATED APPROACH WORK, SIDEWALK AT NORTHWEST CORNER AND DRAINAGE IMPROVEMENTS.

**LENGTH OF STRUCTURE:** 54.00 FEET  
**LENGTH OF ROADWAY:** 16.00 FEET  
**LENGTH OF PROJECT:** 70.00 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 2
SURVEYED BY : CLD
SURVEYED DATE : 09/21/2015
DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83

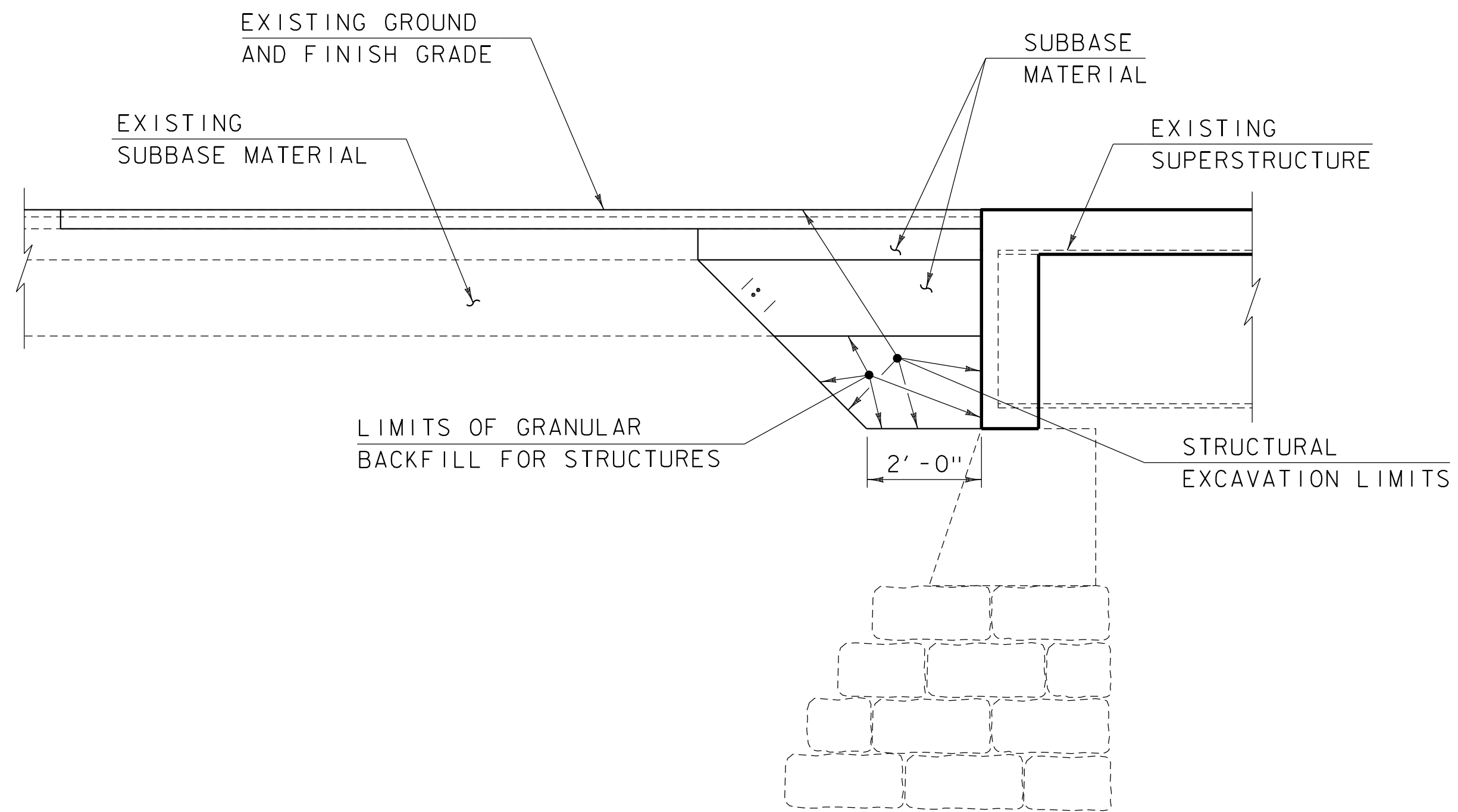


**REVISED PRELIMINARY PLANS  
APRIL 5, 2018**

**FUSS & O'NEILL**  
 540 COMMERCIAL STREET  
 MANCHESTER, NH 03101  
 603.668.8223  
 www.fando.com

DIRECTOR OF PROJECT DELIVERY
APPROVED _____ DATE _____
PROJECT MANAGER : MAHENDRA THILLIYAR, P. E.
PROJECT NAME : PUTNEY
PROJECT NUMBER : STP DECK (38)
SHEET 1 OF 22 SHEETS





**TYPICAL ABUTMENT EARTHWORK SECTION**

NOT TO SCALE

NOTE: ACTUAL EXCAVATION LIMITS SHALL BE DETERMINED BY THE CONTRACTOR. HOWEVER, PAYMENT UNDER CONTRACT ITEM 204.25 AND 204.30 WILL ONLY BE MADE TO THE LIMITS SHOWN.

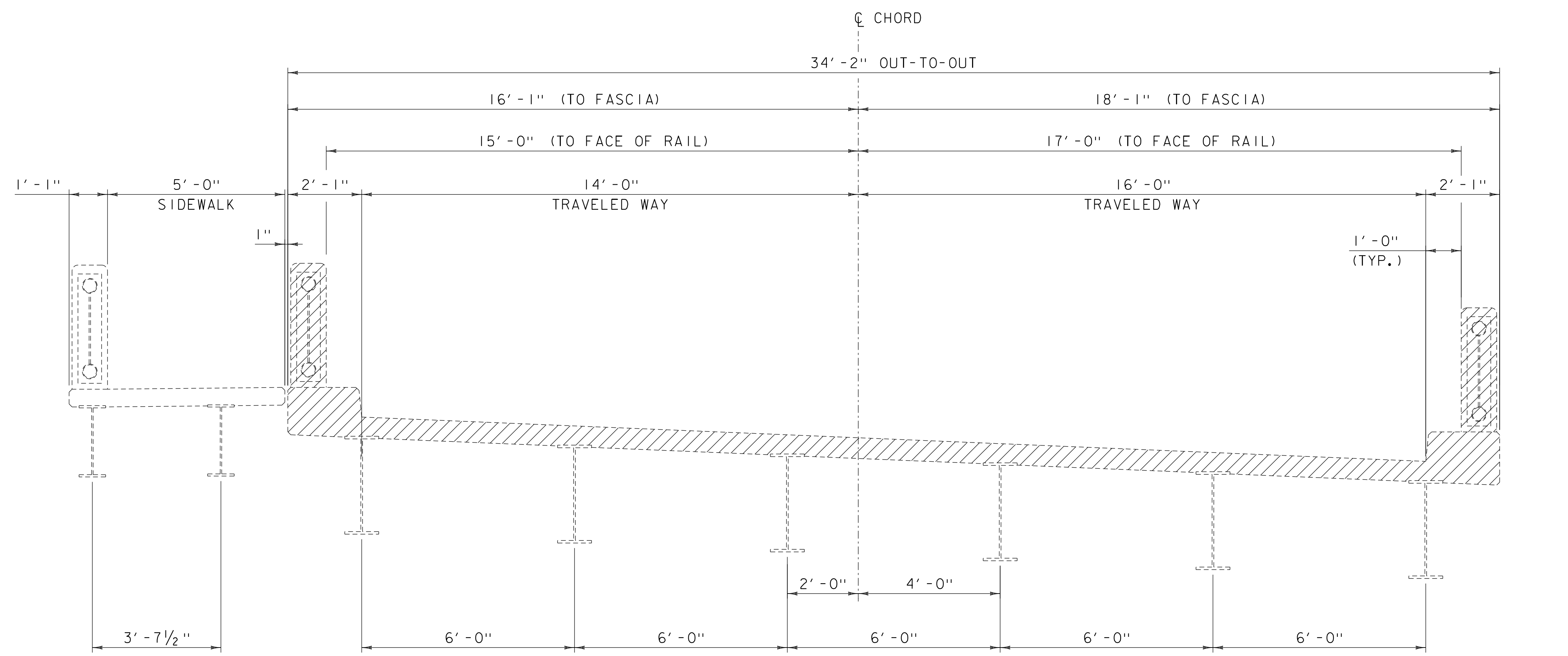
PROJECT NAME: PUTNEY  
PROJECT NUMBER: STP DECK(38)

FILE NAME: z15bl05sub-15.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: J. FRENCH  
TYPICAL EARTHWORK SECTION SHEET

PLOT DATE: 4/5/2018  
DRAWN BY: M. SMITH  
CHECKED BY: J. BYATT  
SHEET 3 OF 22



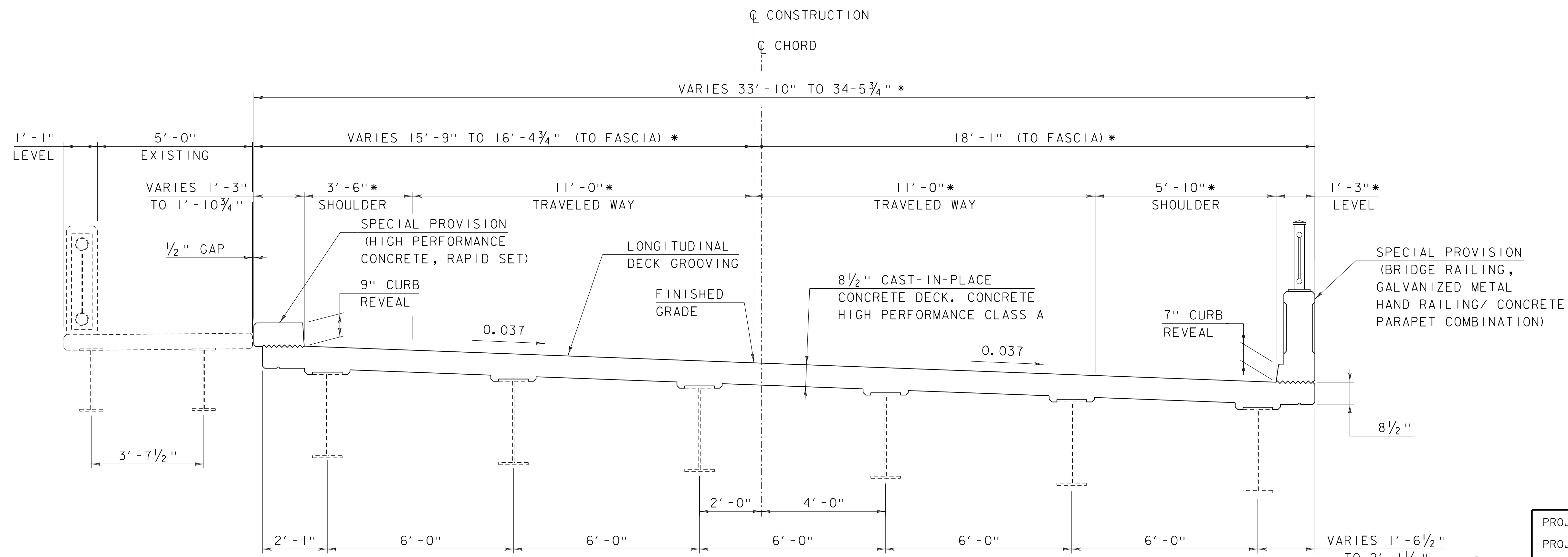
FUSS & O'NEILL



**EXISTING TYPICAL BRIDGE SECTION**

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

PARTIAL REMOVAL OF STRUCTURE



**TYPICAL BRIDGE SECTION**

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

\* RADIAL DIMENSION

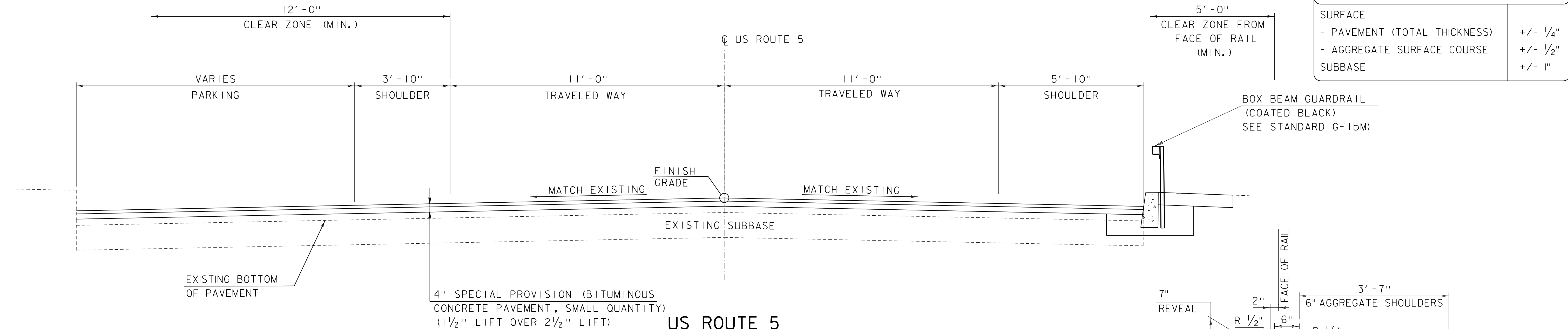
PROJECT NAME: PUTNEY  
PROJECT NUMBER: STP DECK(38)

FILE NAME: z15bl05sup-15.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: J. FRENCH  
TYPICAL BRIDGE SECTIONS SHEET

PLOT DATE: 4/5/2018  
DRAWN BY: M. SMITH  
CHECKED BY: J. BYATT  
SHEET 4 OF 22



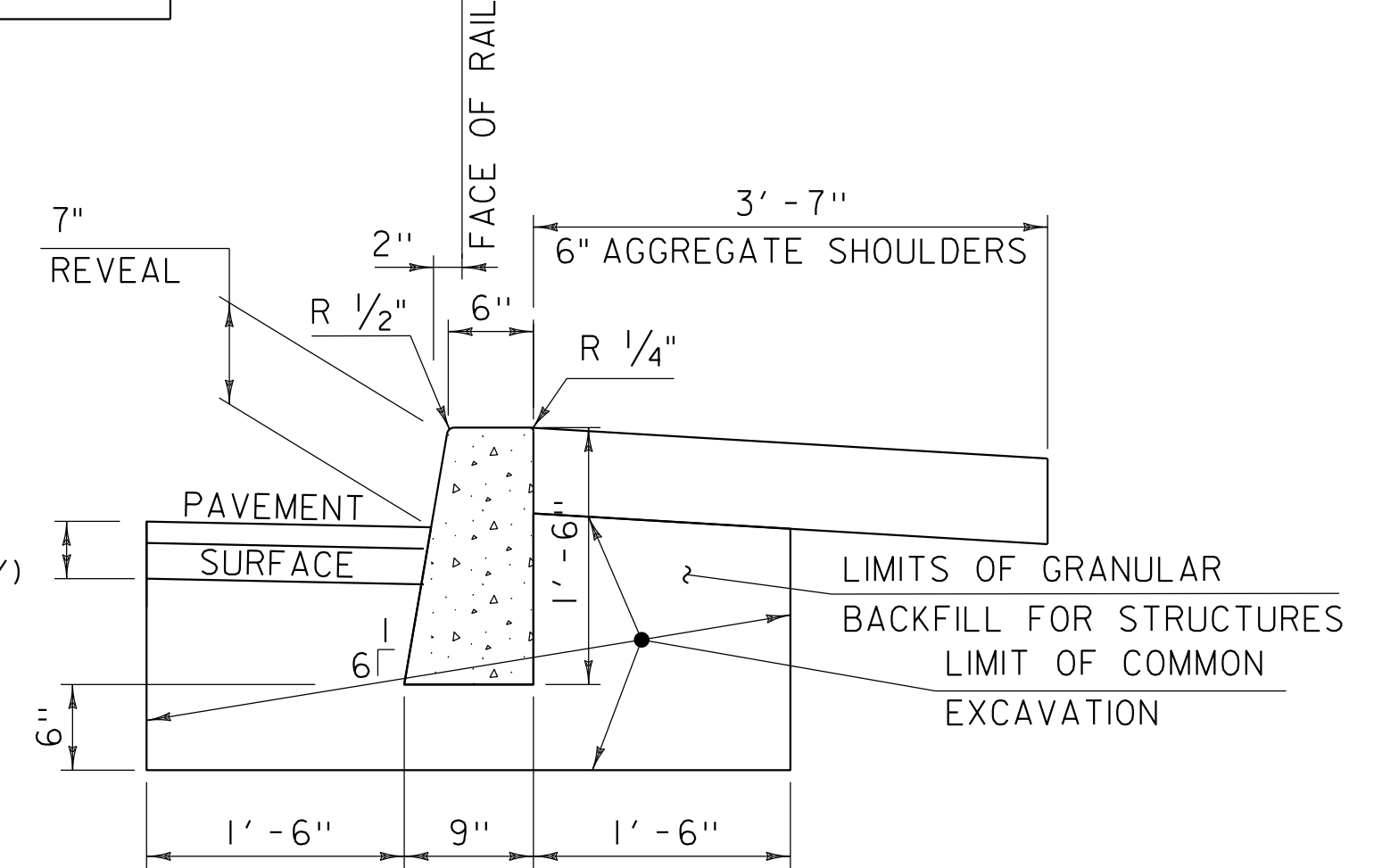
MATERIAL TOLERANCES	
SURFACE	
- PAVEMENT (TOTAL THICKNESS)	+/- 1/4"
- AGGREGATE SURFACE COURSE	+/- 1/2"
SUBBASE	+/- 1"



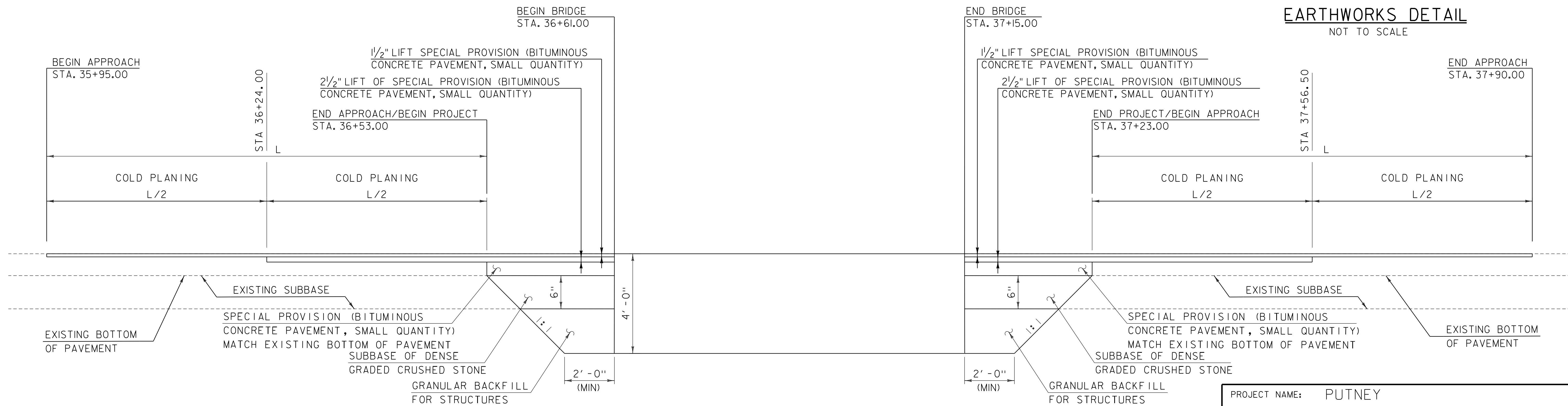
**US ROUTE 5  
TYPICAL SECTION**  
SCALE: 1/2" = 1'-0"

- NOTE:**
- EMULSIFIED ASPHALT SHALL BE APPLIED ON ALL EXISTING PAVEMENT SURFACES AND ON ALL COLD PLANED PAVEMENT SURFACES AT A RATE OF 0.080 GAL/SY AND BETWEEN ALL COURSES OF PAVEMENT AT A RATE OF 0.040 GAL/SY OR AS DIRECTED BY THE ENGINEER.
  - ANY REQUIRED SAWCUT OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO COMMON EXCAVATION.

SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY)



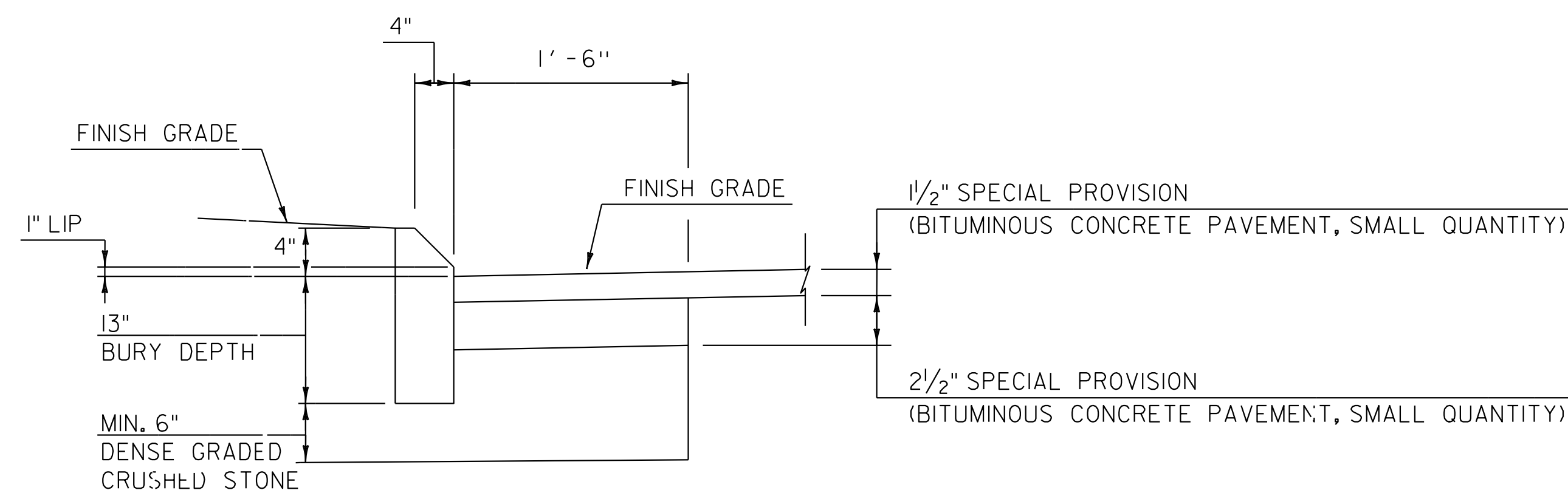
**CAST-IN-PLACE CONCRETE CURB, TYPE B  
EARTHWORKS DETAIL**  
NOT TO SCALE



**MATERIAL TRANSITION DIAGRAM**  
NOT TO SCALE

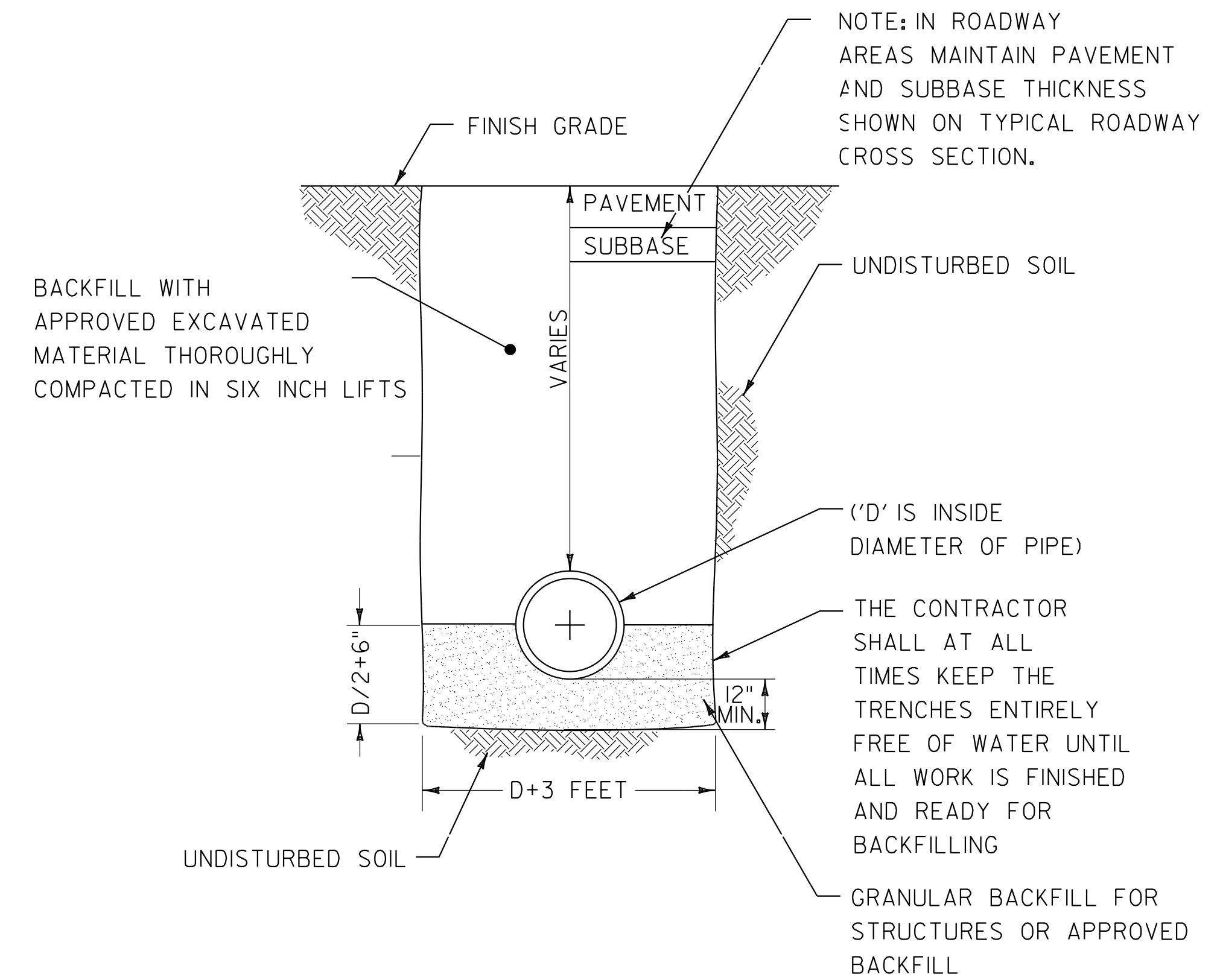


PROJECT NAME:	PUTNEY	PLOT DATE:	4/5/2018
PROJECT NUMBER:	STP DECK(38)	DRAWN BY:	M. SMITH
FILE NAME:	z15bl05frm-15.dgn	DESIGNED BY:	S. FORTIER
PROJECT LEADER:	J. BYATT	CHECKED BY:	L. GREER
TYPICAL ROADWAY SECTIONS SHEET			SHEET 5 OF 22



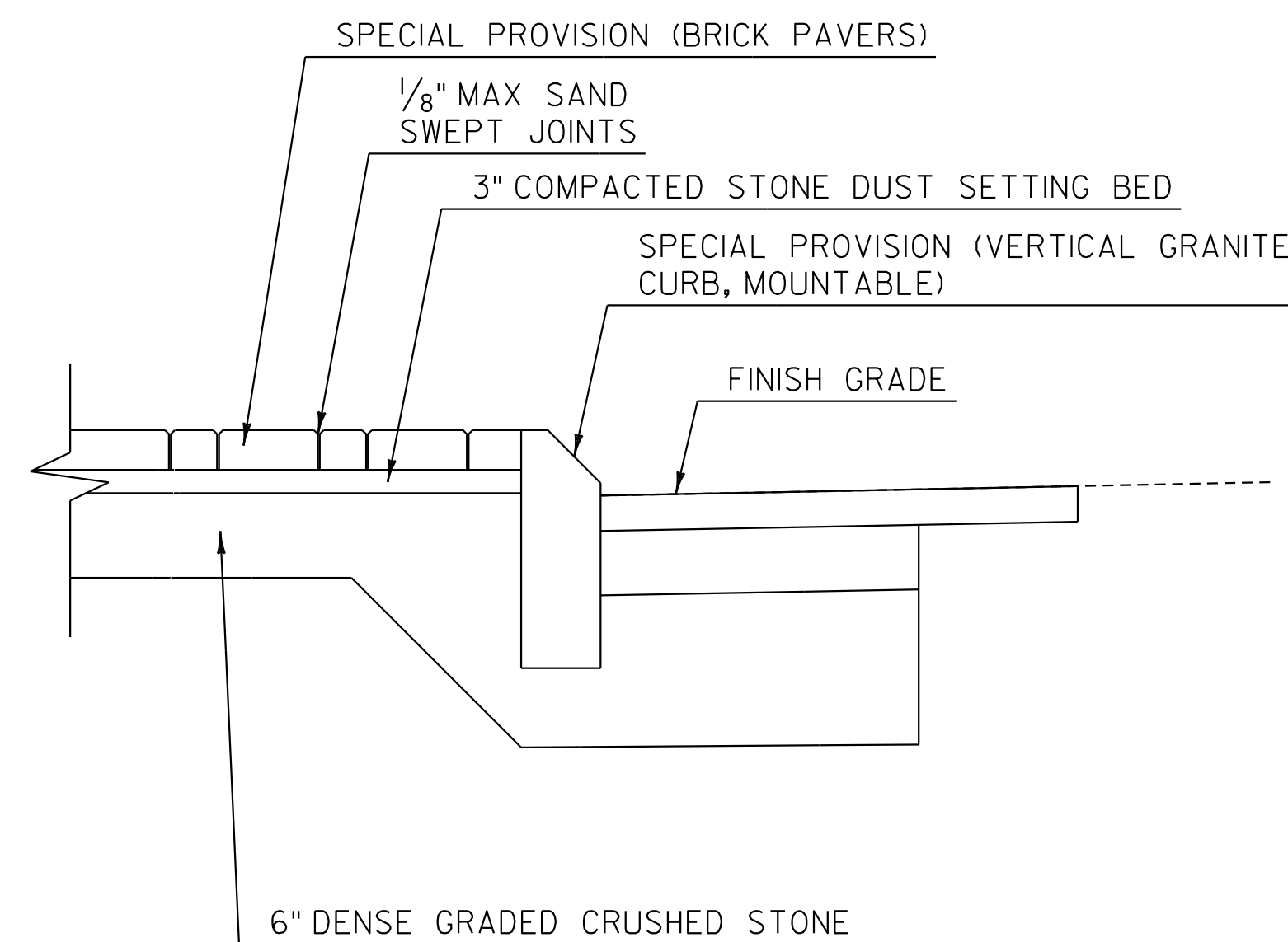
**ITEM 900.640 - SPECIAL PROVISION (VERTICAL GRANITE CURB, MOUNTABLE)**

NOT TO SCALE



**TYPICAL STORM DRAIN TRENCH**

NOT TO SCALE



**ITEM 900.670 - SPECIAL PROVISION (BRICK PAVERS)**

NOT TO SCALE

1. ITEM 900.670 - SPECIAL PROVISION (BRICK PAVERS) SHALL BE FULL COMPENSATION FOR ALL BRICK PAVERS, CUTTING TO SIZE, STONE DUST SETTING BED, COMPACTION AND SAND SWEPT JOINTS INCLUDING ALL MATERIALS AND LABOR. DENSE GRADED CRUSHED STONE BASE SHALL BE PAID FOR SEPARATELY.
2. BRICKS SHALL CONSIST OF TWO COMPLEMENTARY COLORS, 70% RED-COLOR AND 30% IRON-COLOR. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF THE BRICK COLORS FOR APPROVAL. PAVERS SHALL BE PLACED IN A RANDOM PATTERN.
3. BRICK PAVER FIELDS SHALL BE BOUND FLUSH ON ALL SIDES BY CONCRETE SIDEWALK OR GRANITE CURB, TO BE PAID FOR SEPARATELY.

PROJECT NAME: PUTNEY  
PROJECT NUMBER: STP DECK(38)

FILE NAME: z15bl05frm-15.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: S. FORTIER  
ROADWAY DETAILS SHEET

PLOT DATE: 4/5/2018  
DRAWN BY: M. SMITH  
CHECKED BY: L. GREER  
SHEET 6 OF 22



**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 × × × × BF × × ×	BARRIER FENCE
XXXXXXXXXXXXXXXXXXXX	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
—×—×—×—×—	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 — 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
× —×—×—×—×—	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: PUTNEY  
PROJECT NUMBER: STP DECK(38)

FILE NAME: z15bl05frm-15.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: S. FORTIER  
CONVENTIONAL SYMBOLGY LEGEND SHEET

PLOT DATE: 4/5/2018  
DRAWN BY: M.G. SMITH  
CHECKED BY: L. GREER  
SHEET 7 OF 22

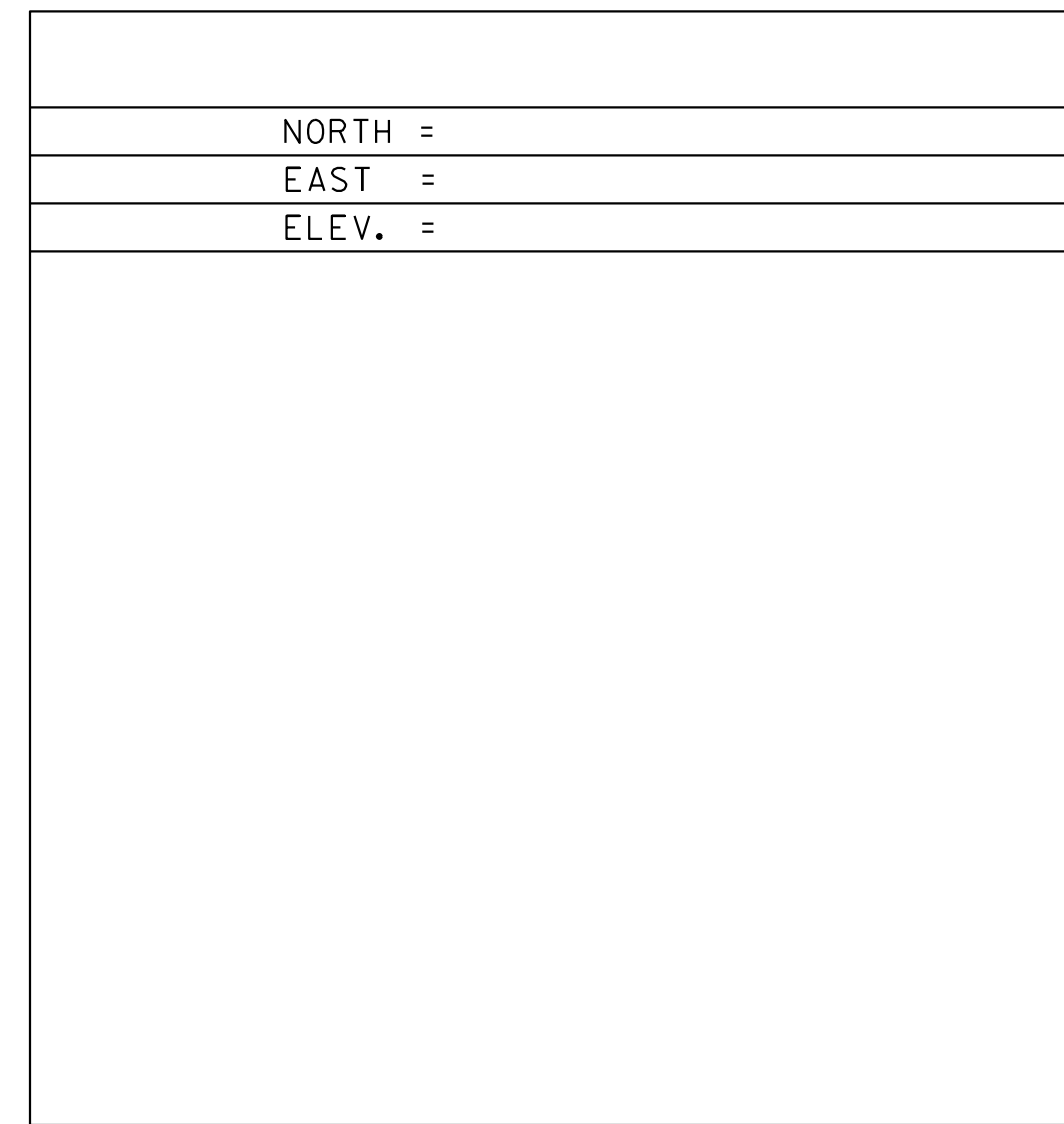
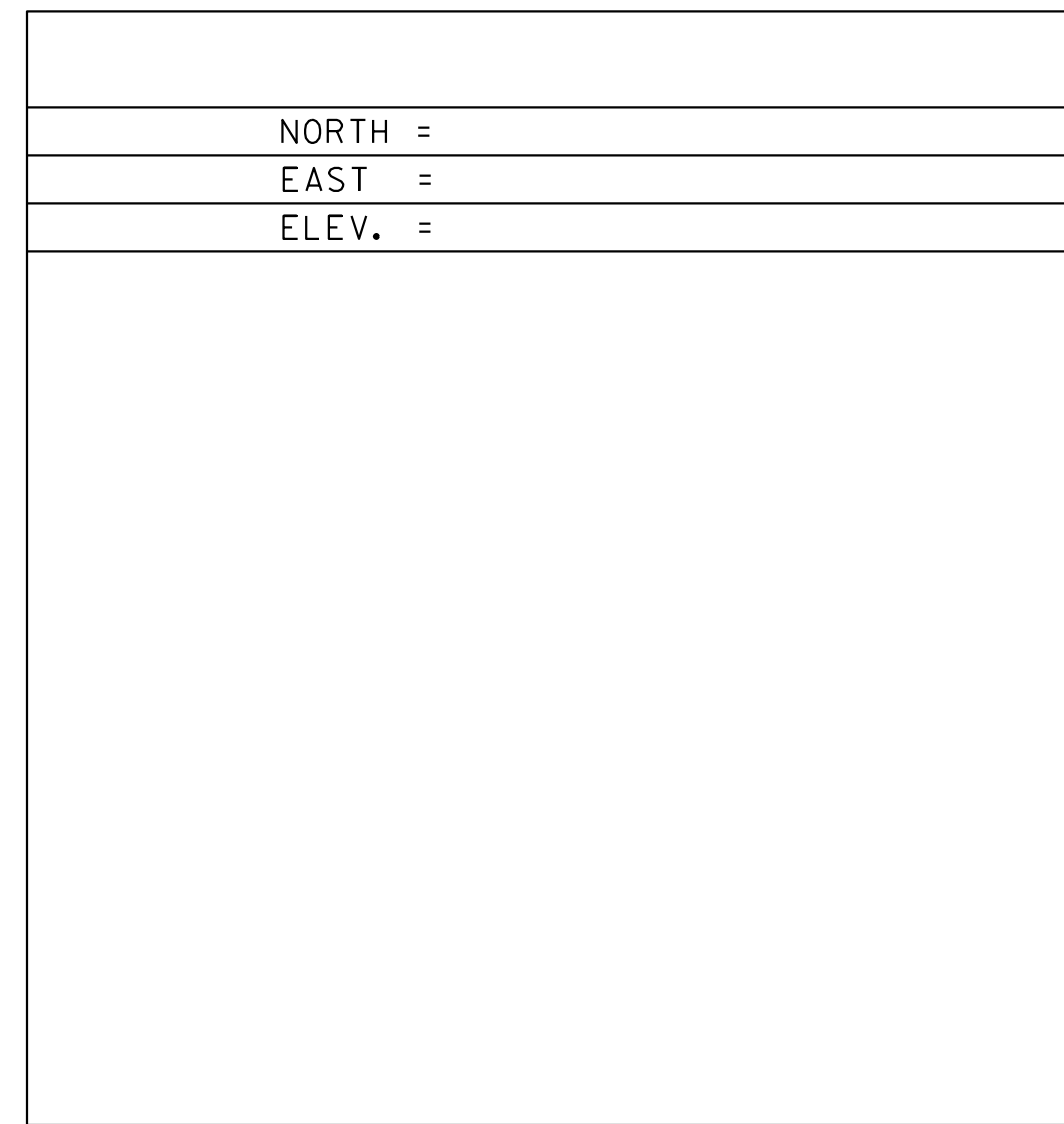
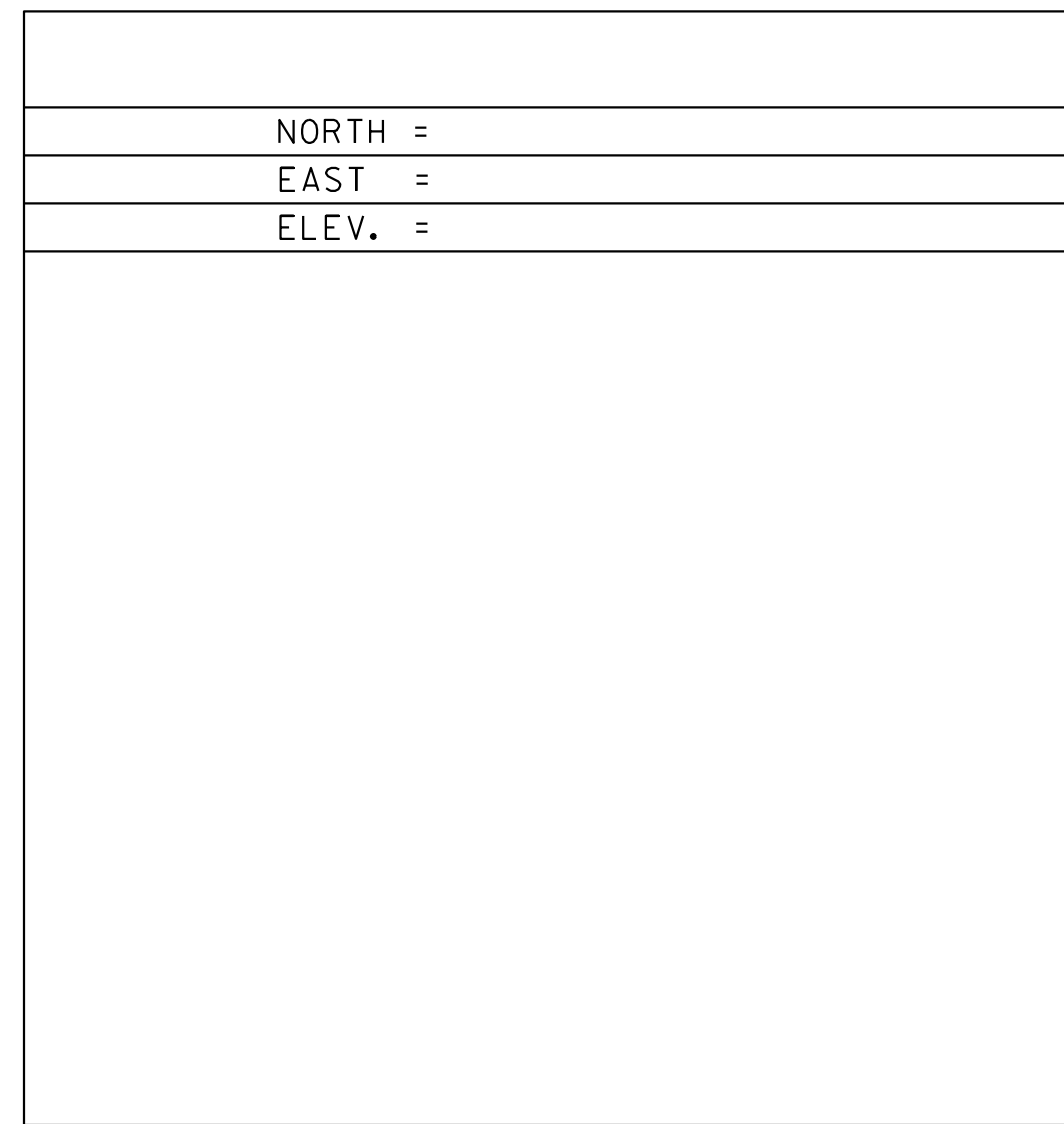
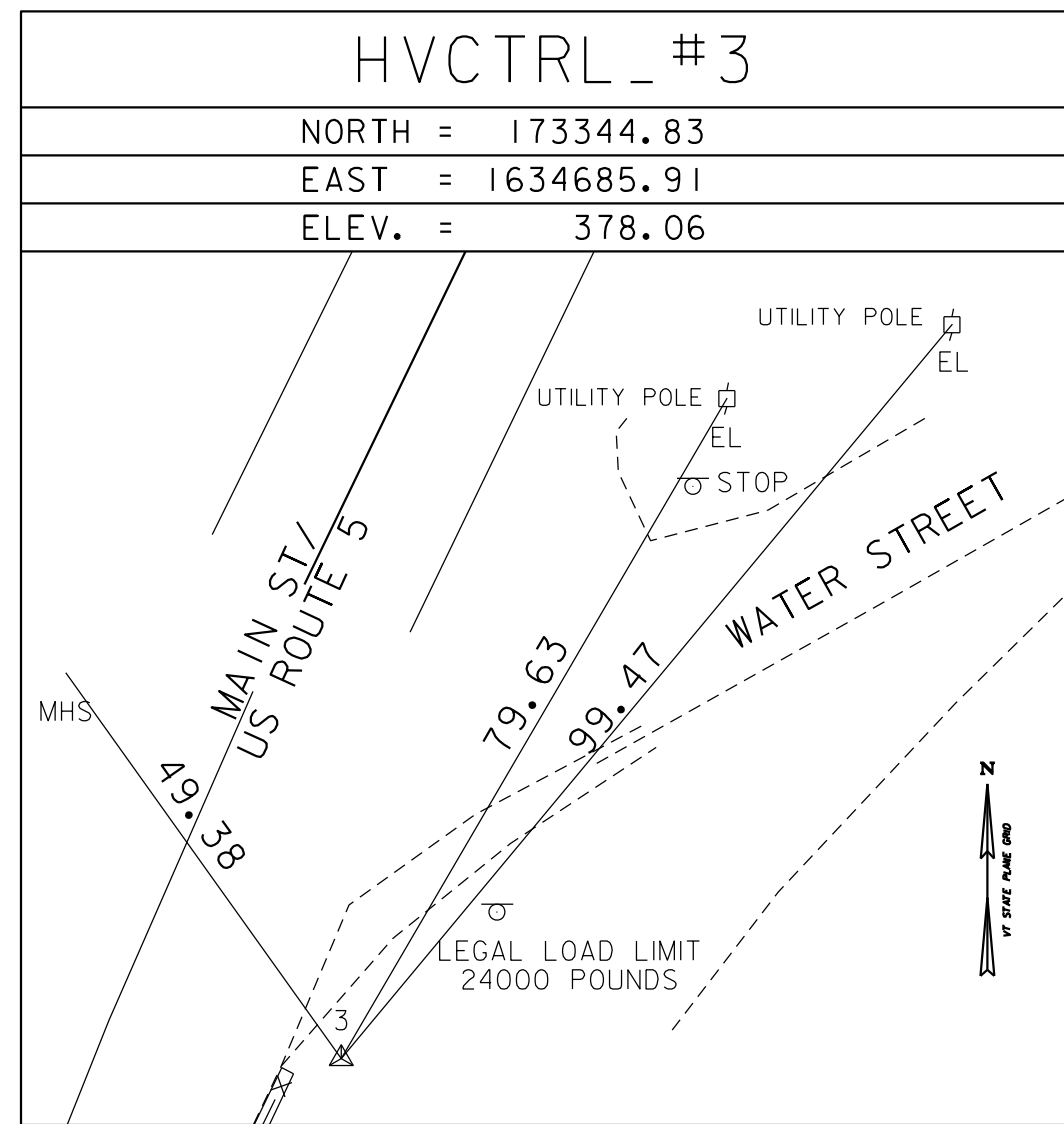
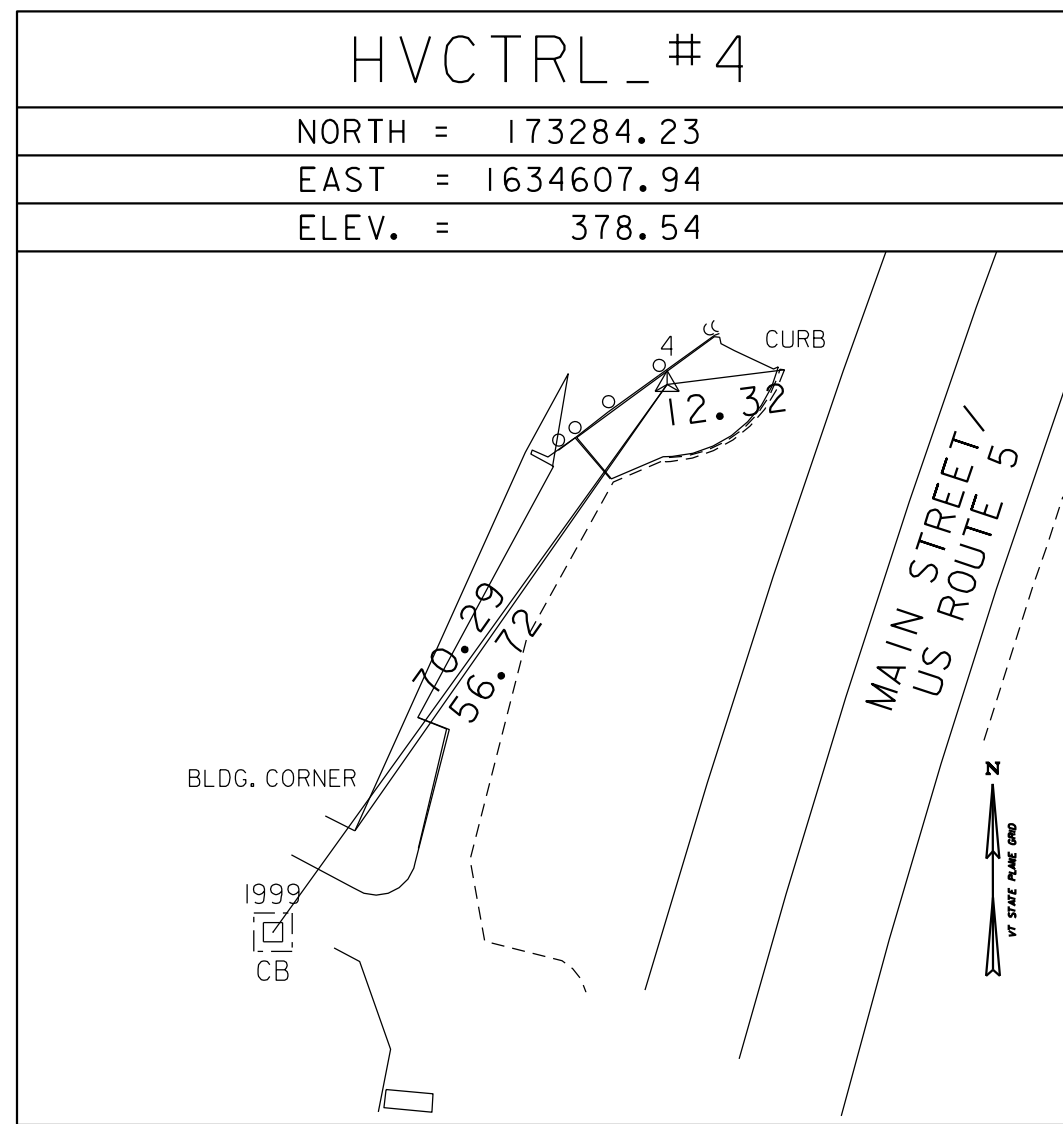


GPS CONTROL POINTS

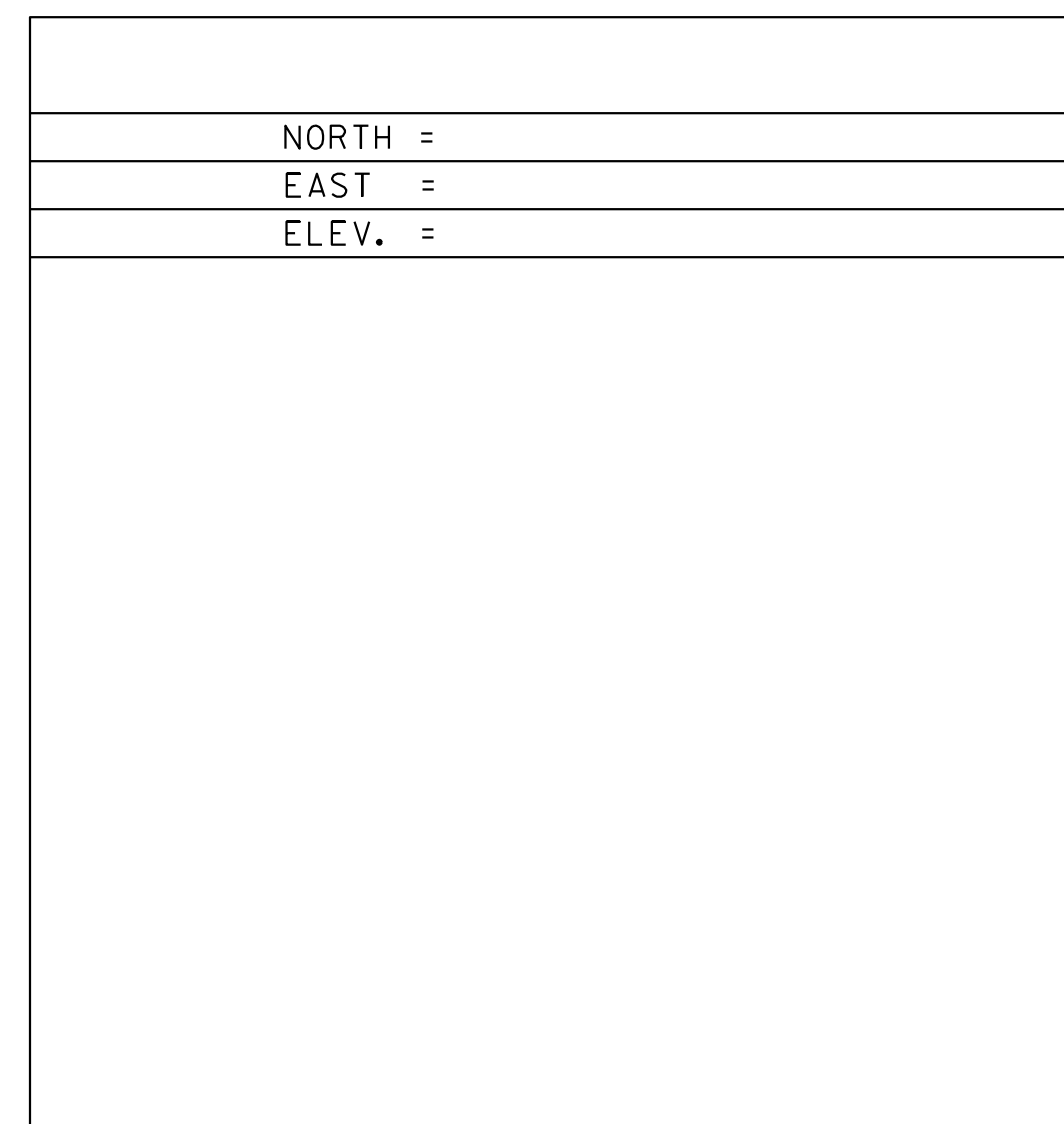
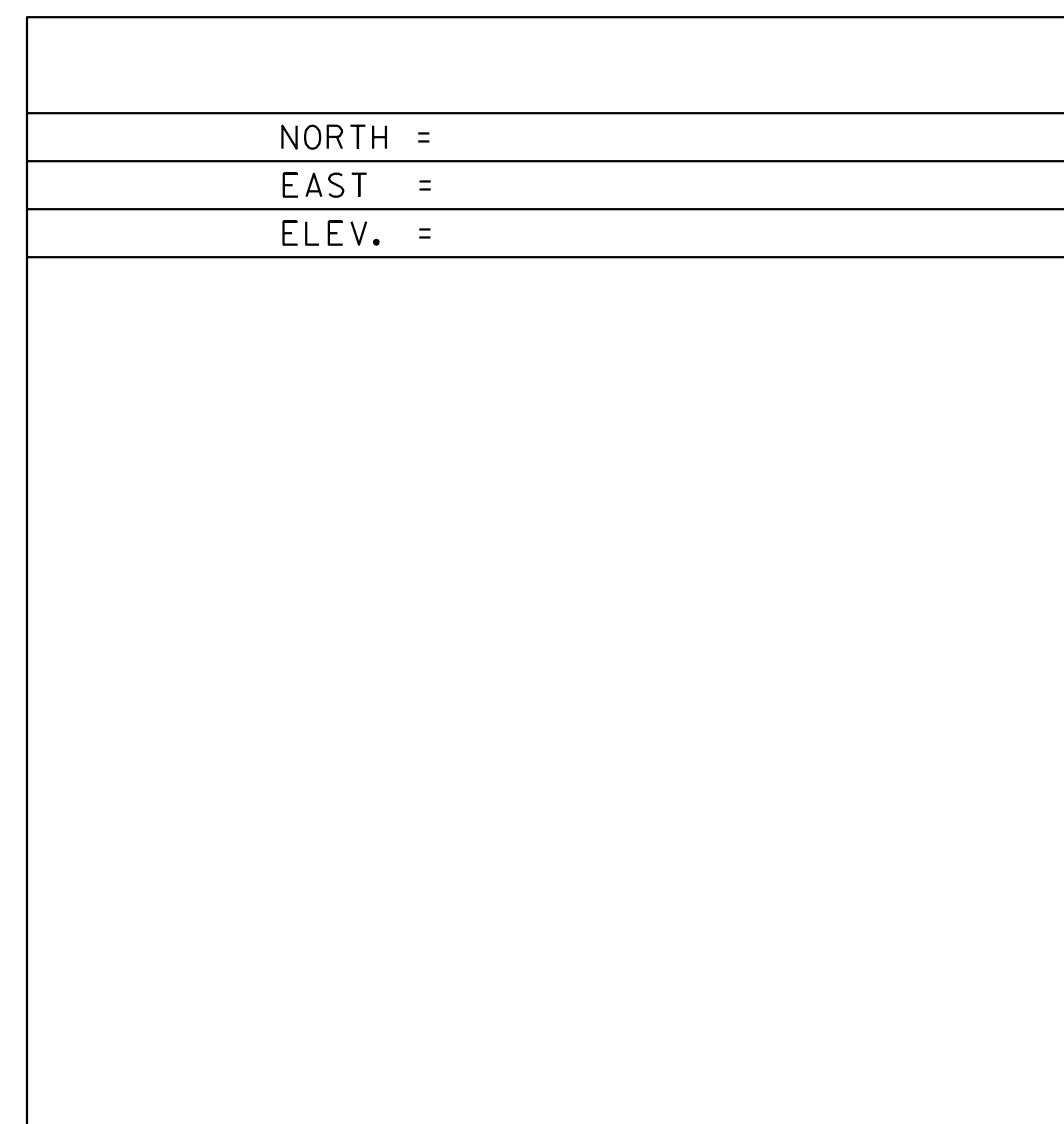
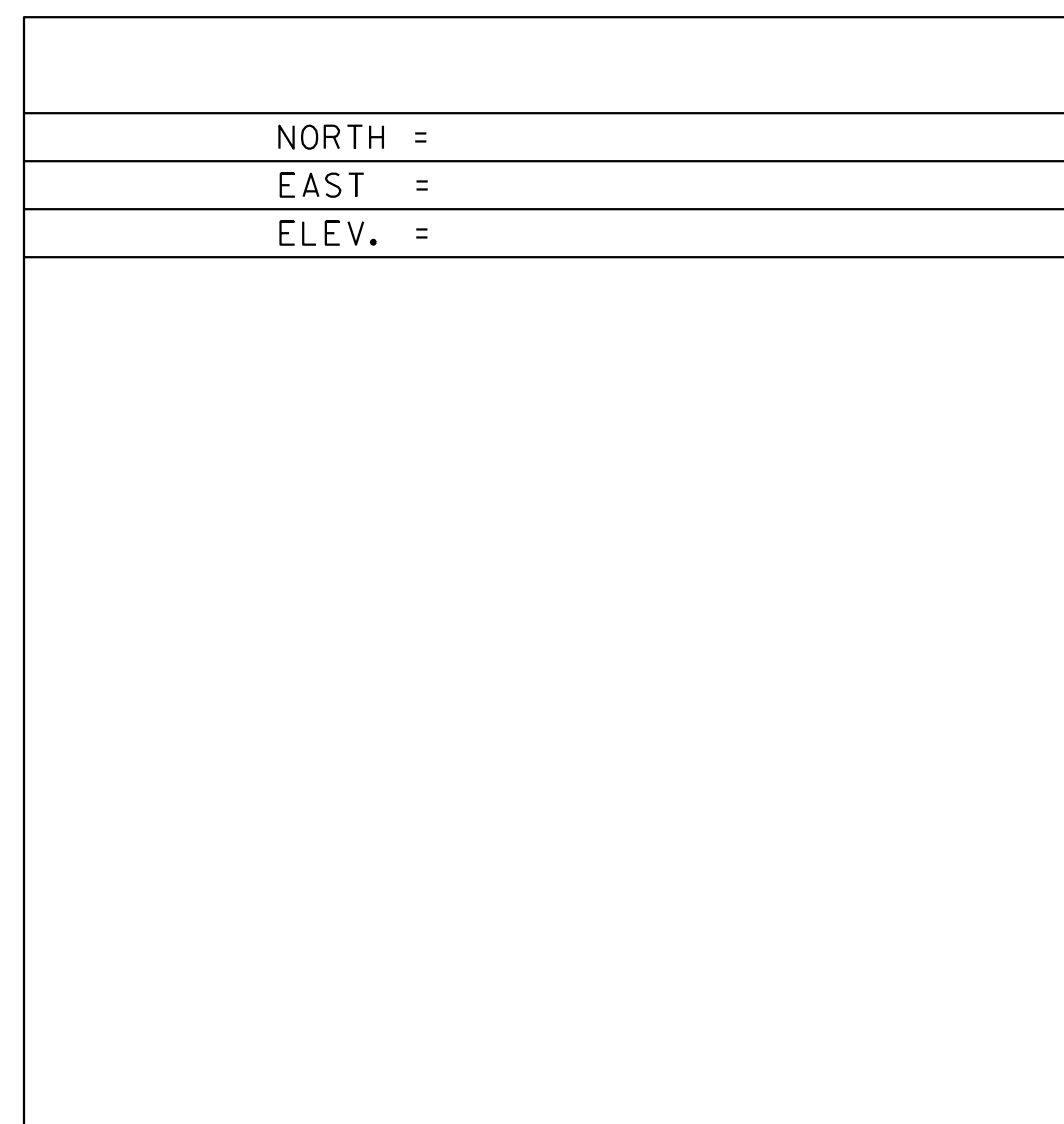
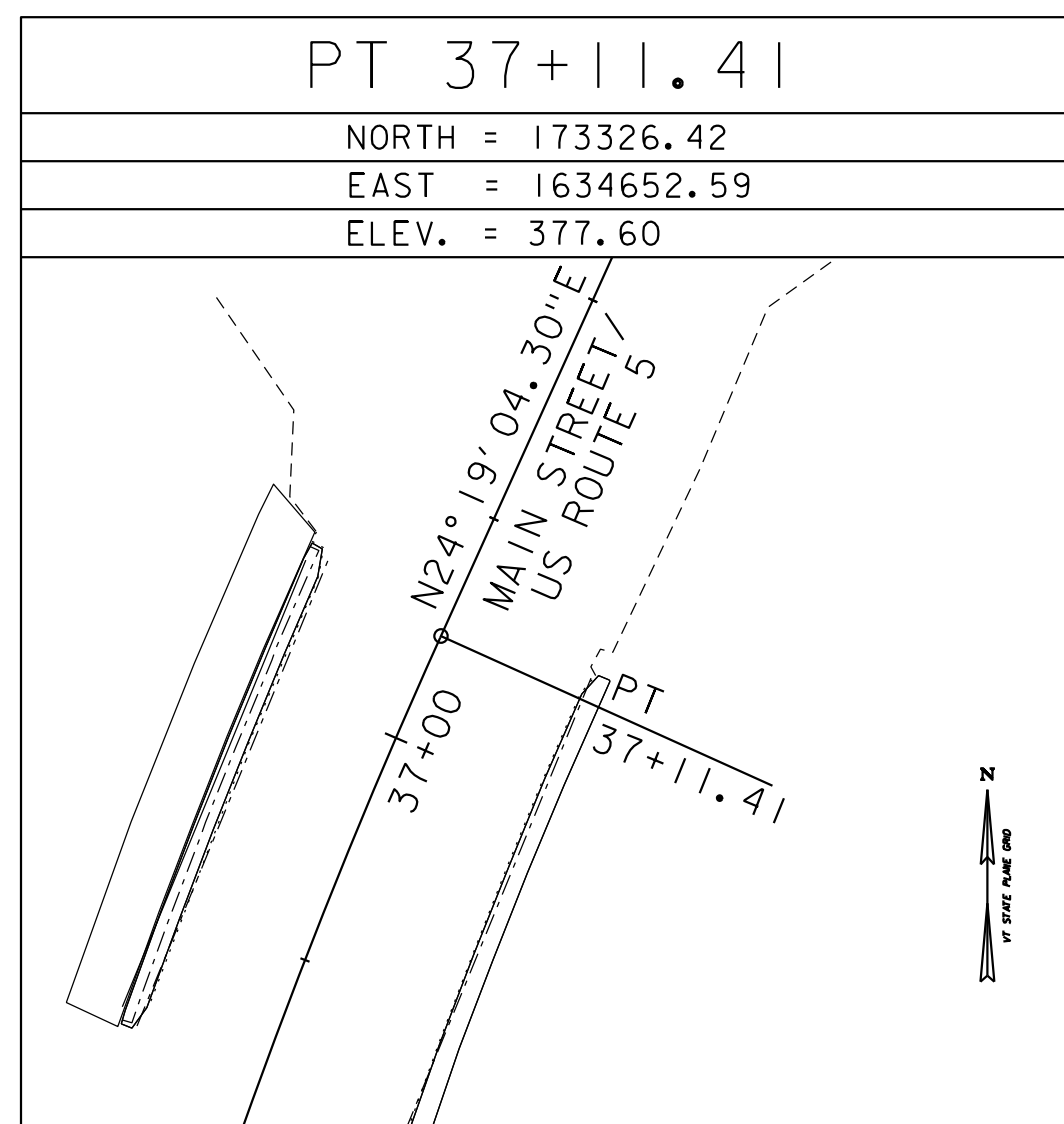
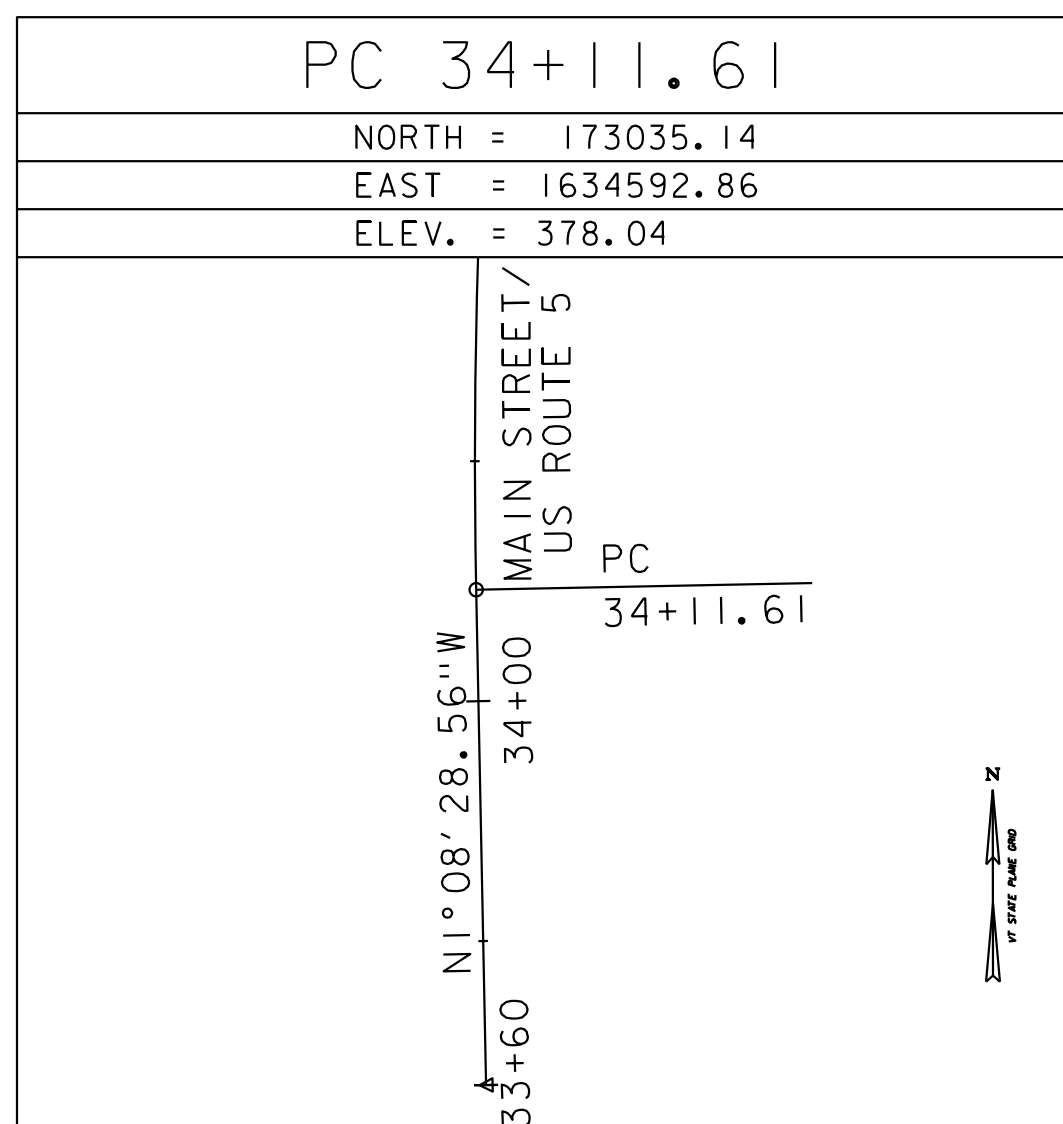
RUS  
 NORTH = 152472.45  
 EAST = 1631008.49  
 ELEV. = 125.94

GENERAL LOCATION, DUMMERSTON TOWN GARAGE, WEST ROAD, EAST DUMMERSTON, VT. 05346., OWNERSHIP, TRANSPORTATION DEPARTMENT, DEPARTMENT OF TRANSPORTATION, 870 US ROUTE 5, DUMMERSTON, VT 05301. TO REACH FROM INTERSECTION OF US ROUTE 5 AND WEST ROAD IN EAST DUMMERSTON, PROCEED WEST ON WEST ROAD THROUGH THE INTERSECTION OF MIDDLE ROAD AND BUNKER ROAD. AT 2.0 MILES THE DUMMERSTON TOWN GARAGE IS LOCATED ON LEFT. A GNSS MONUMENT, DESIGNATION "DUMMERSTON CORS ARP", ID "VTD2", IS LOCATED ON THE GARAGE ROOF ATTACHED TO THE TOP FLANGE OF A STEEL 12" X 26" "W" BEAM WHICH IS PART OF THE ROOF STRUCTURE FOR A TWO STORY STEEL FRAMED, WOOD-SIDED BUILDING WITH A 5' CONCRETE FOUNDATION. THE MAST IS A HALF-INCH DIAMETER GALVANIZED PIPE THAT IS 108 INCHES IN LENGTH. THE MAST IS FITTED WITH A 5 1/2" X 5 1/2" X 1" BASE PLATE THAT IS WELDED TO THE BASE OF THE MAST. THE BASE PLATE IS DRILLED AND TAPPED WITH 4 3/8" HOLES AND SECURED TO THE FLANGE WITH STAINLESS STEEL BOLTS. THE MAST PROJECTS THROUGH THE ROOF STRUCTURE AND HAS BEEN WEATHER PROOFED.

TRAVERSE TIES



ALIGNMENT TIES



DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83
ADJUSTMENT	COMPASS

PROJECT NAME: PUTNEY	
PROJECT NUMBER: STP DECK(38)	
FILE NAME: z15b105+1e-15	PLOT DATE: 4/5/2018
PROJECT LEADER: J. BYATT	DRAWN BY: M.G. SMITH
DESIGNED BY: S. FORTIER	CHECKED BY: L. GREER
SURVEY TIE SHEET	SHEET 8 OF 22



**PROPOSED DRAINAGE**

- ① STA 37+18.0 RT TO STA 37+44.0 RT  
NEW 12" X 23' RCP CLASS III  
NEW 4' DIA. PRCCB  
W/ CIGRATE TYPE D AT 37+18.0 RT
- ② STA 37+29.0 RT TO STA 37+44.0 RT  
NEW 12" X 16' RCP CLASS III  
NEW 4' DIA. PRCCB  
W/ CIGRATE TYPE D AT 37+44.0 RT  
END SECTION W/STONE FILL, TYPE I  
PAD (3'X6') AT OUTLET

**CONSTRUCT DRIVE**  
37+40 LT (24 FT WIDE, PAVED, COMM.)

**CHANGING ELEVATION OF SEWER MANHOLES**  
37+67 LT (PART.)

**CAST-IN-PLACE CONCRETE CURB, TYPE B**  
35+95 TO 36+60 RT  
37+15 TO 37+28 LT

**PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH**  
36+46 TO 36+62 LT  
37+16 TO 37+28 LT  
37+52 TO 37+87 LT

**PORTLAND CEMENT CONCRETE SIDEWALK, 8 INCH**  
37+28 TO 37+52 LT

**DETECTABLE WARNING SURFACE (DWS)**  
36+51 TO 36+54 LT  
37+80 TO 37+84 LT

**SPECIAL PROVISION (VERTICAL GRANITE CURB, MOUNTABLE)**  
37+52 TO 37+82 LT  
37+52 TO 37+88 LT  
37+60 TO 37+81 LT  
37+74 TO 37+87 LT

**VERTICAL GRANITE CURB**  
36+46 TO 36+62 LT  
37+82 TO 37+87 LT

**SPECIAL PROVISION (BRICK PAVERS)**  
37+15 TO 37+28 LT  
37+53 TO 37+59 LT  
37+74 TO 37+81 LT  
37+79 TO 37+87 LT

**BOX BEAM GUARDRAIL (COATED BLACK)**  
36+16 TO 36+25 RT  
37+70 TO 37+74 RT

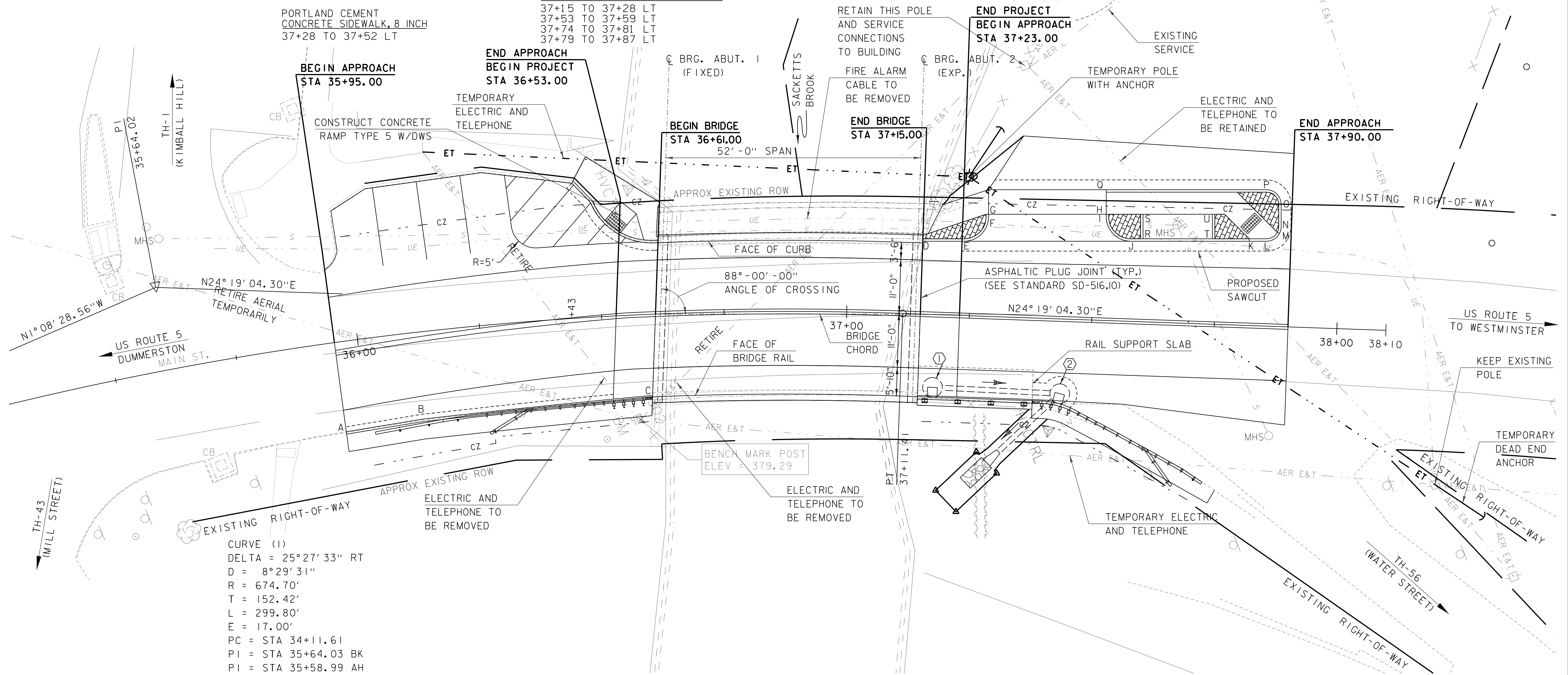
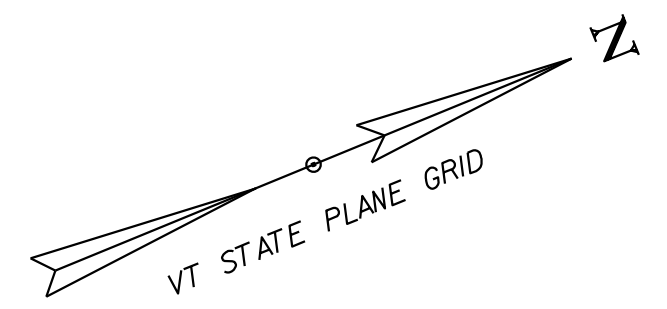
**GUARDRAIL APPROACH SECTION, GALVANIZED 3 RAIL BOX BEAM (COATED BLACK)**  
36+25 TO 36+59 RT  
37+38 TO 37+70 RT

**MANUFACTURED TERMINAL SECTION, TANGENT (COATED BLACK)**  
36+01 TO 36+16 RT

**DURABLE 4 INCH WHITE LINE**  
35+95 TO 37+90 SOLID LT/RT  
36+07 TO 36+33 SOLID LT  
36+33 TO 36+61 SOLID LT

**DURABLE 4 INCH YELLOW LINE**  
35+95 TO 37+90 SOLID LT/RT

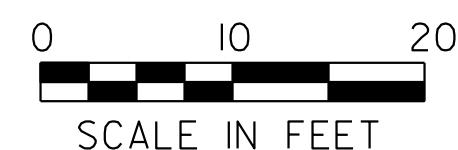
**DELINEATOR WITH STEEL POST**  
36+01 RT  
37+73 RT



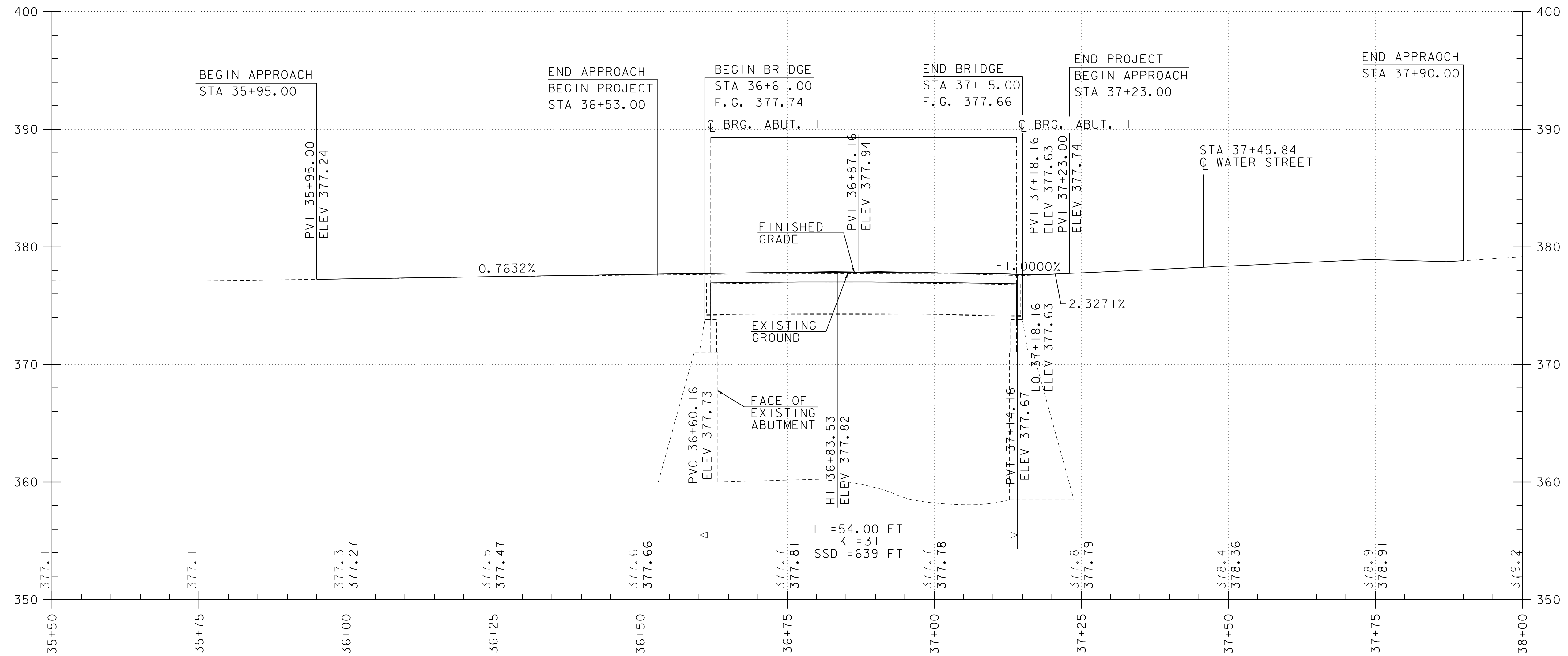
**CURVE (1)**  
DELTA = 25° 27' 33" RT  
D = 8° 29' 31"  
R = 674.70'  
T = 152.42'  
L = 299.80'  
E = 17.00'  
PC = STA 34+11.61  
PI = STA 35+64.03 BK  
PI = STA 35+58.99 AH

**EXISTING BRIDGE DATA:**  
ROLLED BEAMS, CONCRETE DECK  
SPAN = 52'-0"  
WIDTH = 40'-4" OUT-TO-OUT  
BUILT IN 1954.

**NOTE:**  
EDGE OF BROOK IS APPROXIMATE.



PROJECT NAME:	PUTNEY	FILE NAME:	z15bl05bdr-15.dgn	PLOT DATE:	4/5/2018
PROJECT NUMBER:	STP DECK(38)	PROJECT LEADER:	J. BYATT	DRAWN BY:	M. SMITH
		DESIGNED BY:	S. FORTIER	CHECKED BY:	L. GREER
		LAYOUT SHEET		SHEET	9 OF 22

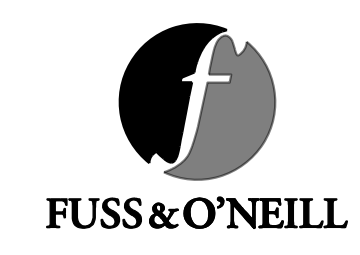


**US 5 ROUTE PROFILE**

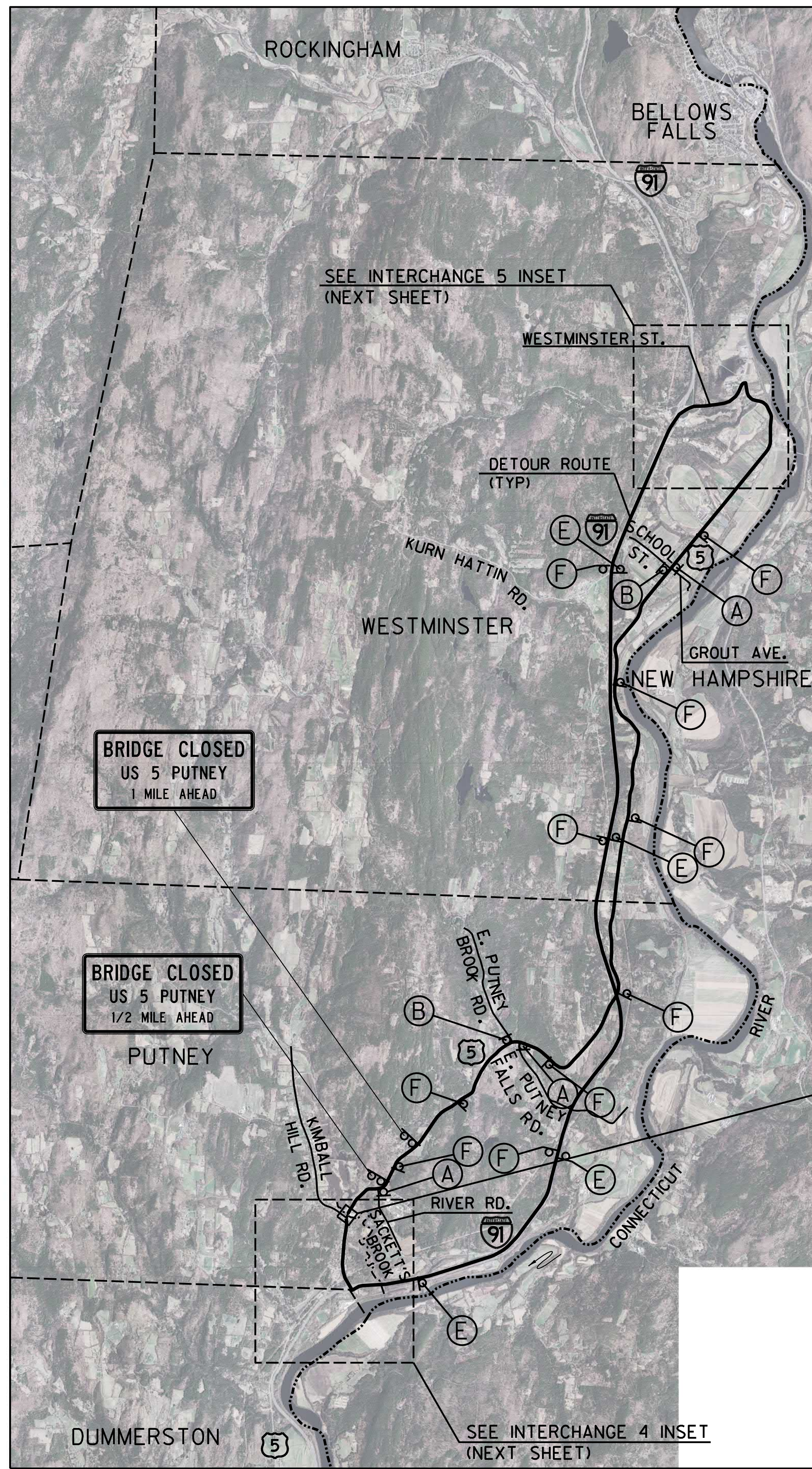
HOR. SCALE 1" = 20' - 0"  
 VER. SCALE 1" = 10' - 0"

**NOTES**

1. STATIONS AND ELEVATIONS ARE IN FEET.
2. THE ELEVATIONS SHOWN TO THE NEAREST TENTH ARE THE EXISTING GROUND ALONG THE CENTERLINE.
3. THE ELEVATIONS SHOWN TO THE NEAREST HUNDRETH ARE THE FINISHED GRADE ALONG THE CENTERLINE.

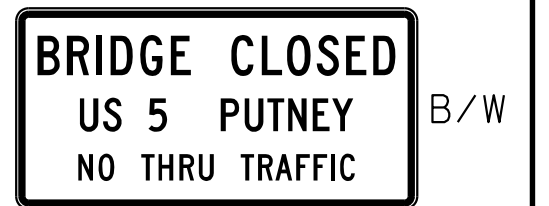
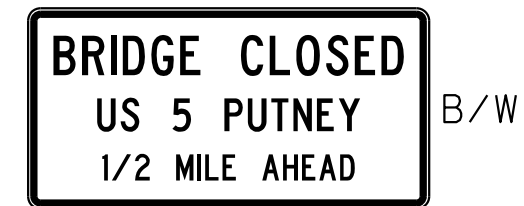
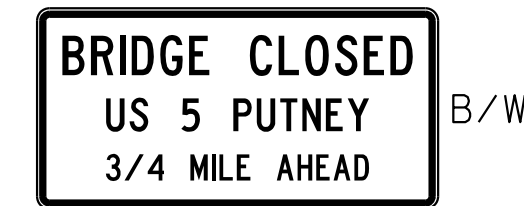
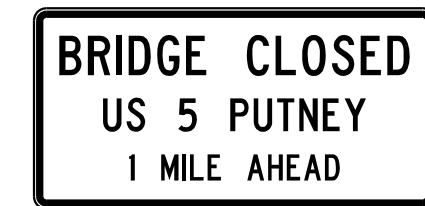
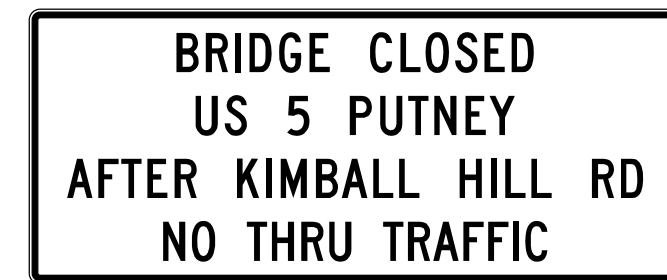
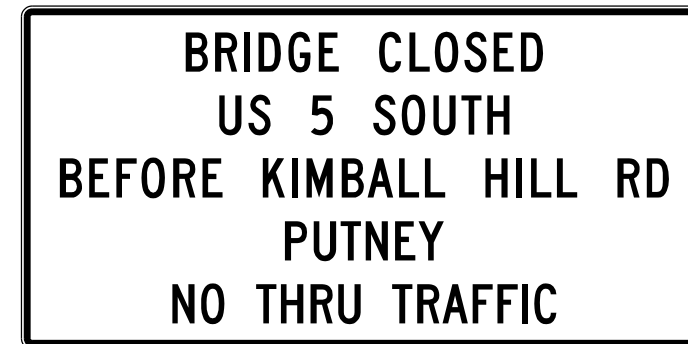
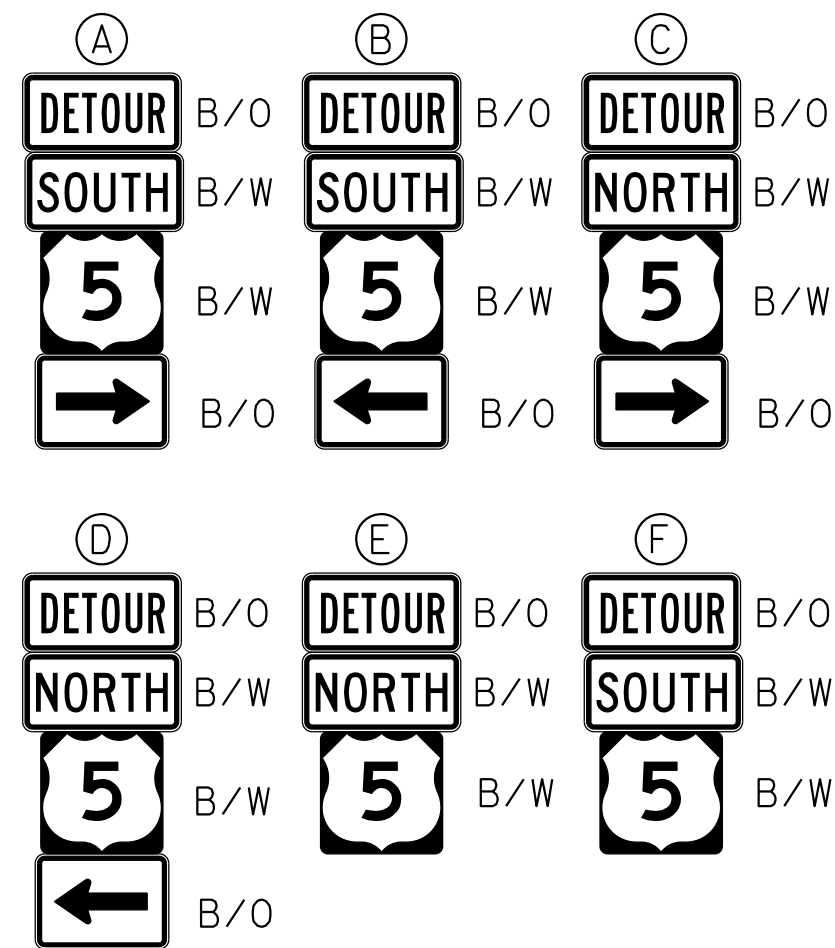


PROJECT NAME: PUTNEY	
PROJECT NUMBER: STP DECK(38)	
FILE NAME: z15bl05pro-15.dgn	PLOT DATE: 4/5/2018
PROJECT LEADER: J. BYATT	DRAWN BY: S. FORTIER
DESIGNED BY: S. FORTIER	CHECKED BY: L. GREER
PROFILE SHEET	SHEET 10 OF 22



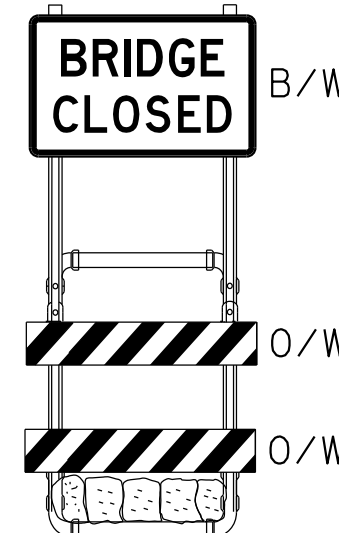
**TRAFFIC CONTROL NOTES**

1. TRAFFIC WILL BE MAINTAINED ON A REGIONAL DETOUR VIA INTERSTATE 91 AND US ROUTE 5 BETWEEN DUMMERSTON, PUTNEY AND WESTMINSTER.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DETOUR AND CONSTRUCTION SIGNING. THE EXACT LOCATION WILL BE COORDINATED WITH THE ENGINEER AND SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD AND ITS LATEST REVISIONS.
3. TRAFFIC CONTROL WARNING SIGNS SHALL BE PROVIDED PER STANDARD T-1 AND THE LATEST EDITION OF THE MUTCD AND ITS LATEST REVISIONS. ADDITIONAL PROJECT CONSTRUCTION SIGNS SHALL BE INSTALLED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. ALL ON AND OFF PROJECT SIGNS AND BARRICADES AS REQUIRED FOR THE DETOUR WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND WILL BE PAID FOR UNDER THE ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE). ALL SIGNS AND BARRICADES SHALL BE INSPECTED DAILY AND REPAIRED AS NECESSARY. ALL SIGNS AND BARRICADES SHALL BE CLEARED OF DUST AND DEBRIS WEEKLY.
4. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PLACED AT THE APPROXIMATE LOCATIONS SHOWN ON THE PLANS OR WHERE DIRECTED BY THE ENGINEER. TWO PCMS SHALL BE PLACED AT THE PROJECT LOCATION 14 DAYS PRIOR TO THE START OF CONSTRUCTION. MESSAGE TO SAY "US 5 DETOUR AHEAD (DATE) - (DATE)", TO WARN OF THE IMPENDING DETOUR. THESE PCMS SHALL THEN BE REMOVED AND DEPLOYED TO THE LOCATIONS SHOWN ONCE CONSTRUCTION HAS BEGUN. PAYMENT FOR THESE SIGNS, INCLUDING ANY RELOCATING REQUIRED, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.15 PORTABLE CHANGEABLE MESSAGE SIGN.
5. THE ROUTE MARKERS USED FOR THE DETOUR AS SHOWN ON THE PLANS SHALL FOLLOW STANDARDS E-127 AND THE MUTCD AND ITS LATEST REVISIONS. THESE SIGNS SHALL BE REMOVED AT THE END OF THE CONSTRUCTION PERIOD. THESE SIGNS AND THEIR REMOVAL WILL BE PAID FOR UNDER ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
6. INSTALLATION OF DETOUR SIGNS SHALL NOT BLOCK ANY EXISTING TRAFFIC CONTROL SIGN ASSEMBLIES AND SHALL MODIFY OR BE PLACED ADJACENT TO EXISTING SIGN ASSEMBLIES WHEN POSSIBLE. THE CONTRACTOR SHALL MAINTAIN AT LEAST 200 FEET BETWEEN SIGN ASSEMBLIES WHENEVER POSSIBLE. DETOUR SIGNS SHALL NOT INTERFERE OR OBSTRUCT THE VIEW OF STOPPING OR CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
7. ACCESS TO ALL EXISTING DRIVES AND SIDE ROADS SHALL BE MAINTAINED AT ALL TIMES DURING ALL PHASES OF CONSTRUCTION.
8. EXISTING SIGNS THAT ARE IN CONFLICT WITH THE TRAFFIC FLOW OF THE DETOUR SHALL BE REMOVED OR COVERED BY THE CONTRACTOR. ALL SIGNS REMOVED OR COVERED SHALL BE REPLACED WHEN THE TRAFFIC CONTROL PLAN IS DISASSEMBLED. ADHESIVE PRODUCTS THAT LEAVE RESIDUE COMPROMISING REFLECTIVITY IS DISCOURAGED FOR COVERING SIGNS. ANY DAMAGE TO EXISTING SIGNS DURING REMOVAL, REPLACING, OR COVERING SHALL BE PAID FOR BY THE CONTRACTOR. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
9. CONTACT DIG-SAFE AT LEAST 48 HOURS PRIOR TO BREAKING GROUND TO INSTALL ANY SIGN POSTS.
10. TEMPORARY TRAFFIC BARRIER WILL BE PAID FOR UNDER ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE) AND SHALL BE USED FOR THE CLOSURE OF THE BRIDGE. CONTRACTOR SHALL INSTALL BARRIER AS NECESSARY TO PREVENT THE TRAVELLING PUBLIC FROM ENTERING THE CONSTRUCTION SITE.
11. PROJECT APPROACH SIGNING SHALL BE IN PLACE BEFORE ANY WORK BEGINS.
12. THE DEPARTMENT OF MOTOR VEHICLES SHALL BE NOTIFIED PRIOR TO THE BRIDGE CLOSURE IN ORDER TO REROUTE POSSIBLE SUPERLOADS.



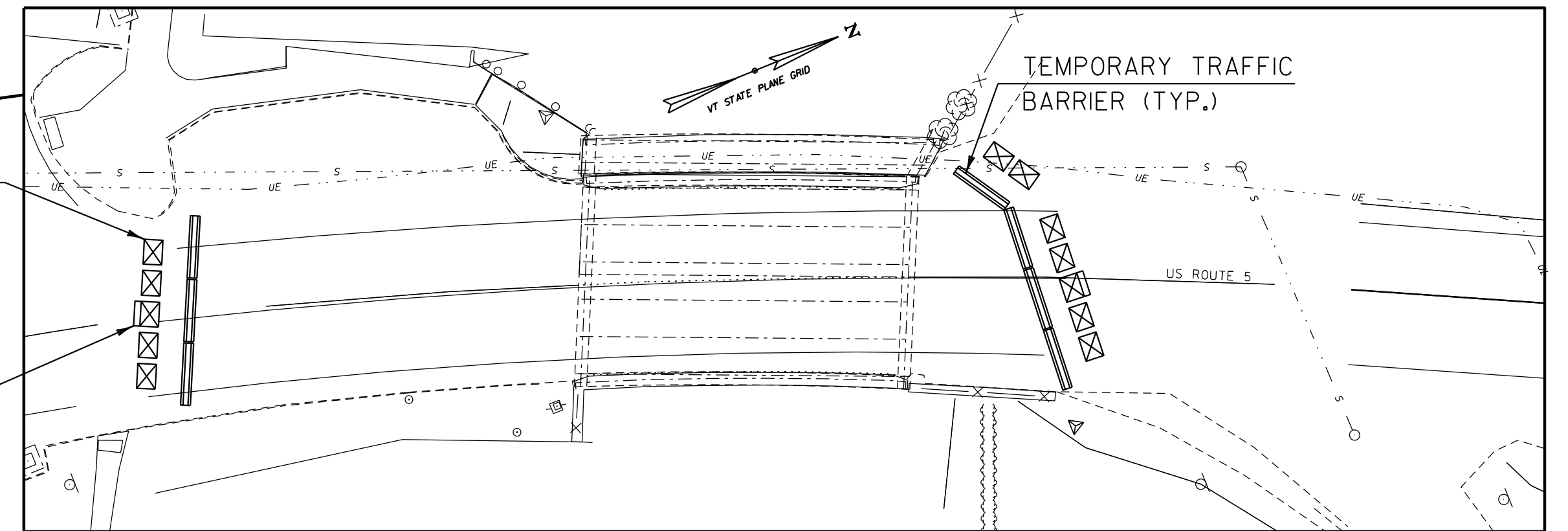
PUTNEY STP DECK(38) BRIDGE CLOSURE

R11-2b B/W SIGN MOUNTED ON TYPE III BARRICADE (MODIFIED)



TYPE III BARRICADE (TYP.)

TYPE III BARRICADE (MOD.)(TYP.)



NOTE: CONTRACTOR TO COORDINATE WITH PROPERTY OWNERS ON WATER STREET IF BARRIER PLACEMENT TO ACCOMMODATE CRANE PLACEMENT CONFLICTS WITH TRUCK ACCESS TO AND FROM WATER STREET.

**DETAIL A**  
0 20 40  
(SCALE IN FEET)

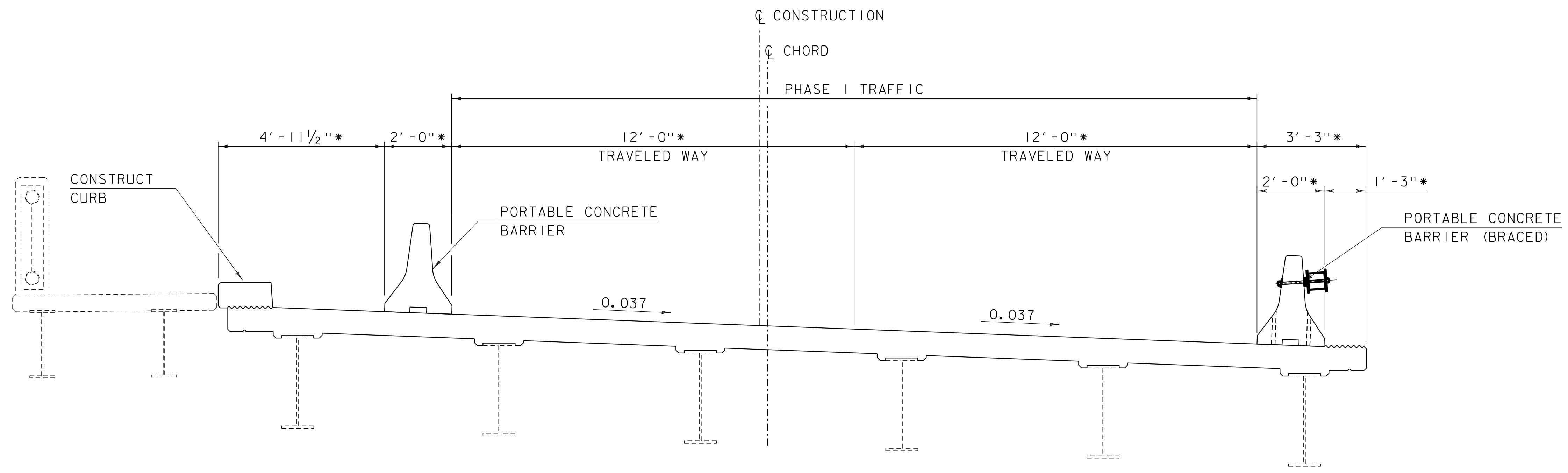
PROJECT NAME:	PUTNEY
PROJECT NUMBER:	STP DECK(38)
FILE NAME:	z15b105+tps1gn1-15.dgn
PROJECT LEADER:	J. BYATT
DESIGNED BY:	S. FORTIER
REGIONAL DETOUR SHEET I	
PLOT DATE:	4/5/2018
DRAWN BY:	M. G. SMITH
CHECKED BY:	L. GREER
SHEET	II OF 22





**NOTES:**

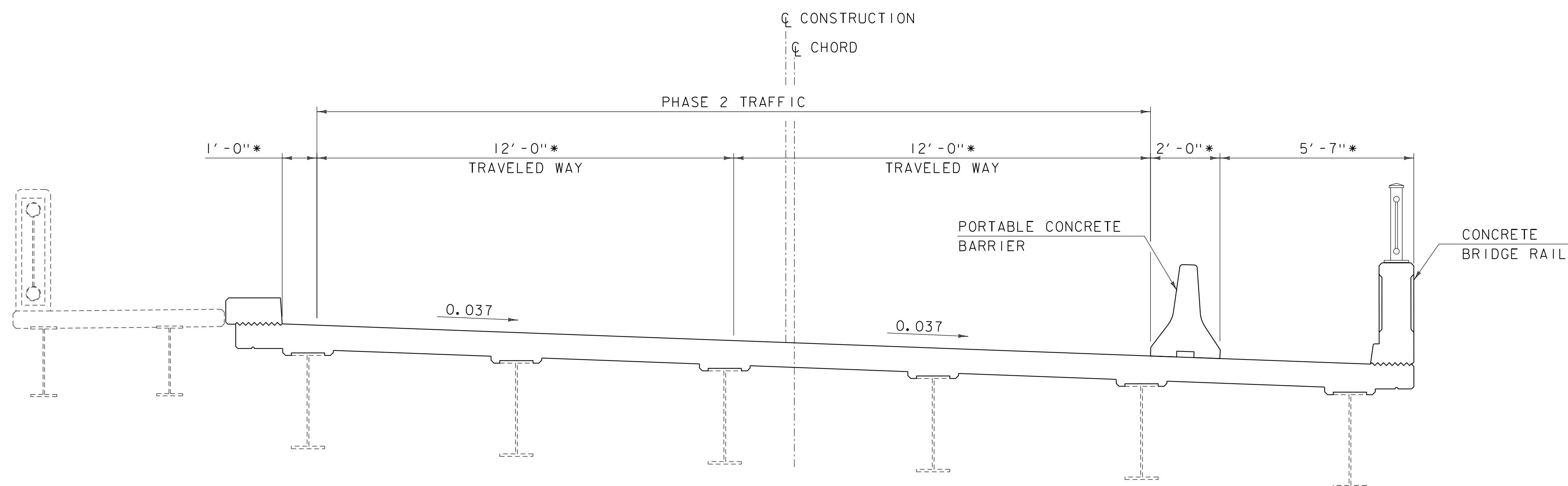
1. PHASING REQUIRED TO CONSTRUCT BRIDGE CURB AND RAIL AFTER BRIDGE CLOSURE PERIOD.
2. DAYTIME LANE CLOSURES WILL BE PERMITTED DURING PHASED CONSTRUCTION.



**PHASE 1**

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

\* RADIAL DIMENSION



**PHASE 2**

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

\* RADIAL DIMENSION

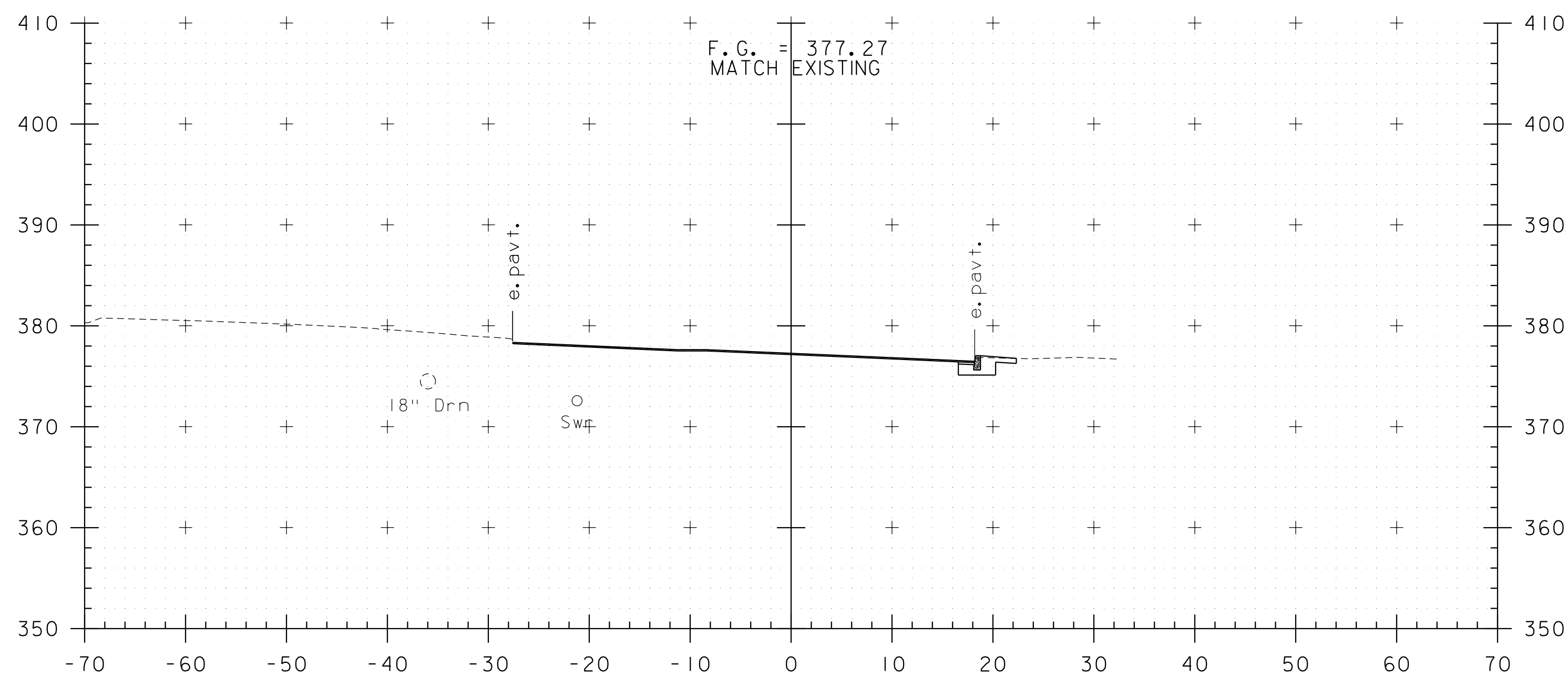
CLD\_15-0223 MODEL: Sheet03



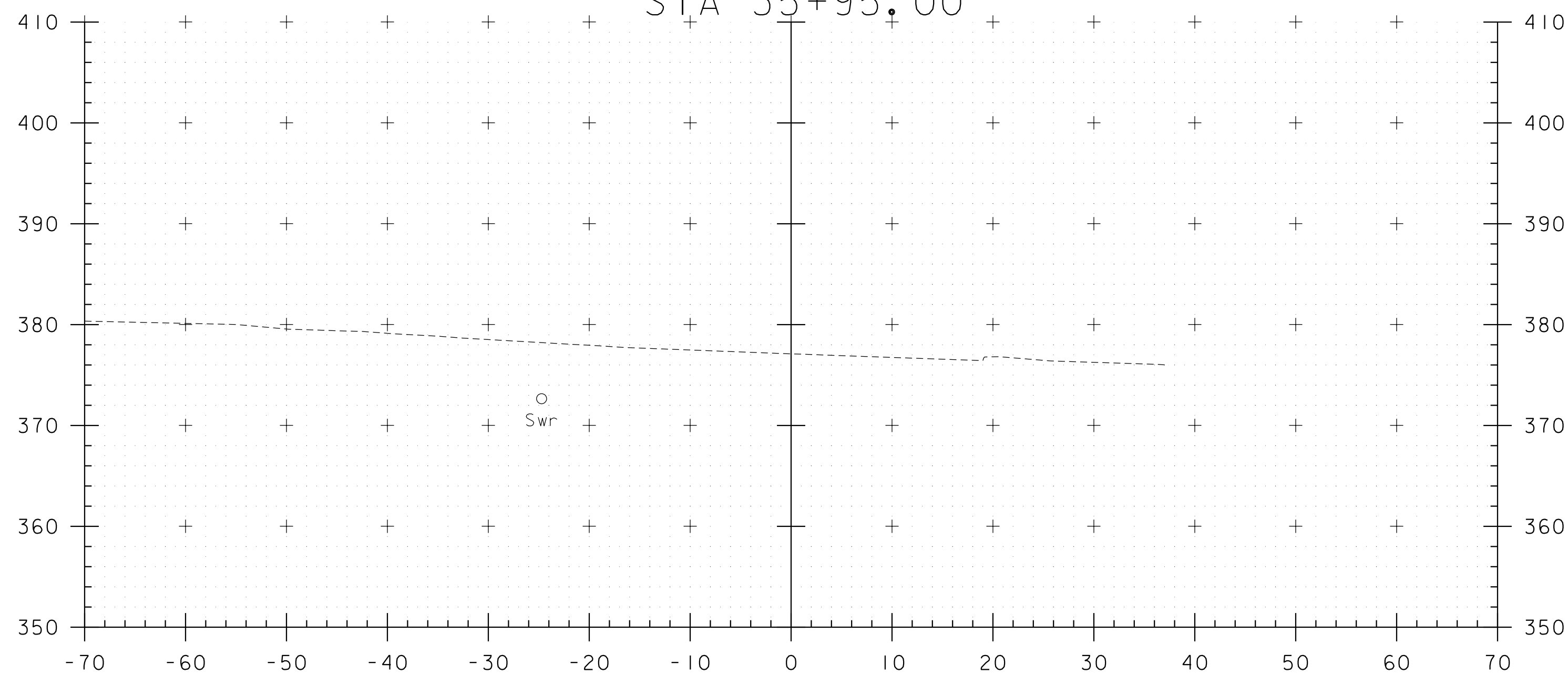
PROJECT NAME: PUTNEY  
PROJECT NUMBER: STP DECK(38)

FILE NAME: z15bl05sup-15.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: J. FRENCH  
PHASING SECTIONS SHEET

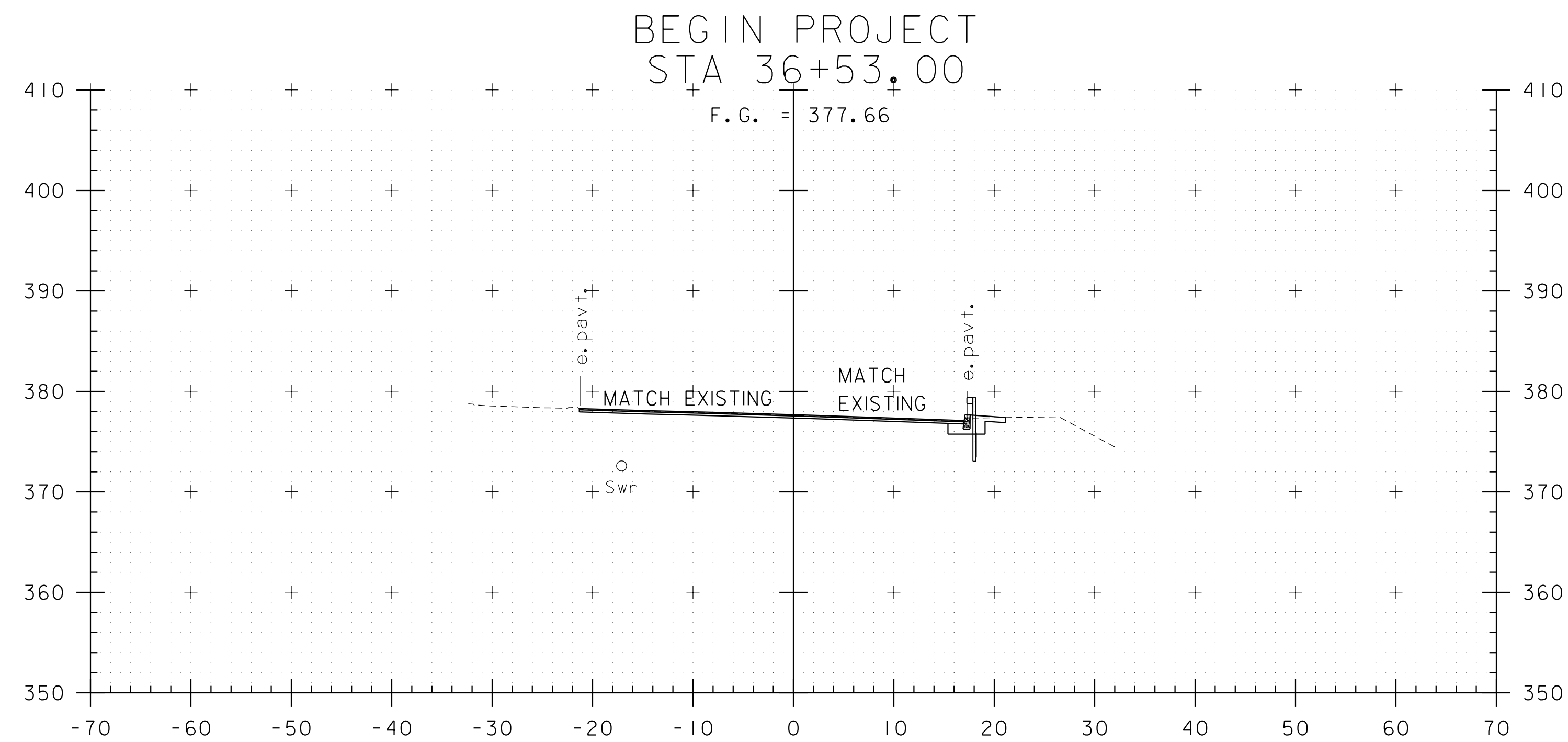
PLOT DATE: 4/5/2018  
DRAWN BY: M. SMITH  
CHECKED BY: J. BYATT  
SHEET 13 OF 22



36+00  
 BEGIN APPROACH  
 STA 35+95.00

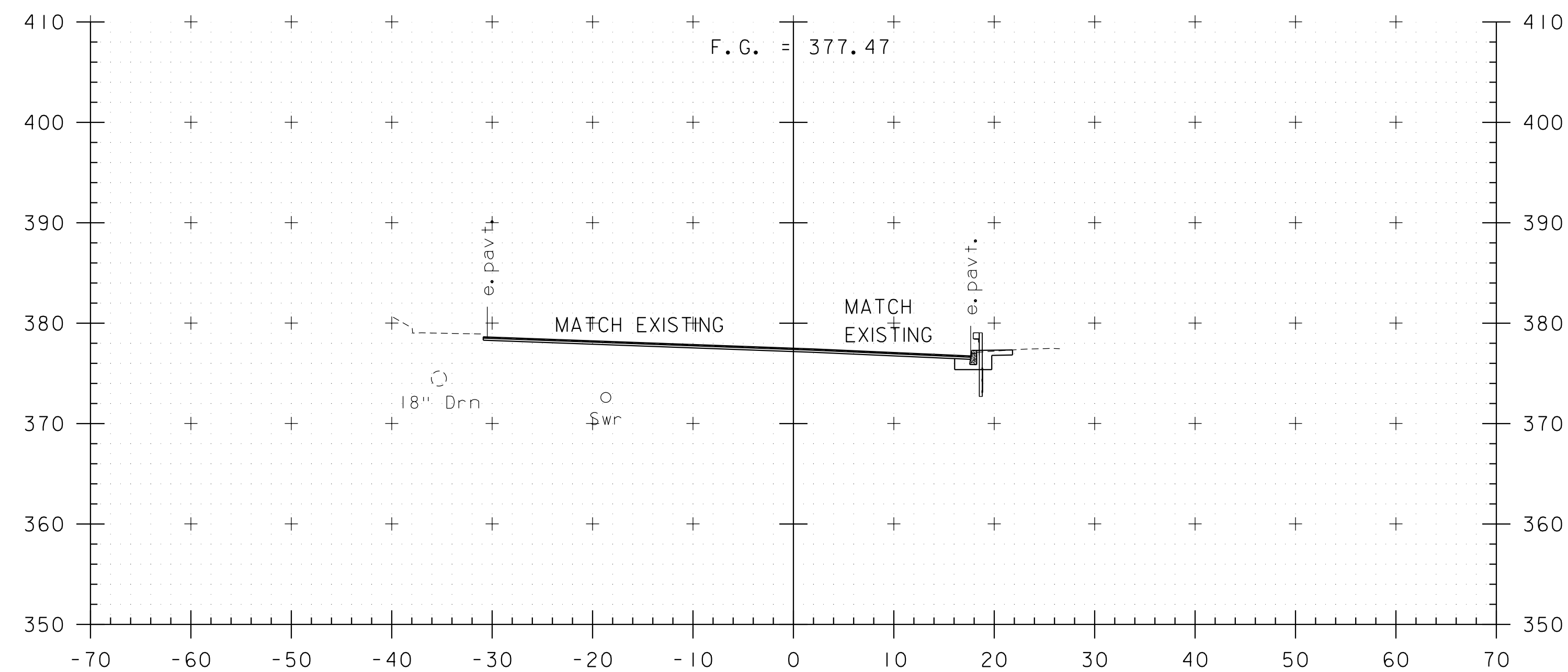


35+75



BEGIN PROJECT  
 STA 36+53.00

36+50



36+25

NOTE:  
 EXISTING UTILITIES ELEVATIONS ARE APPROXIMATE

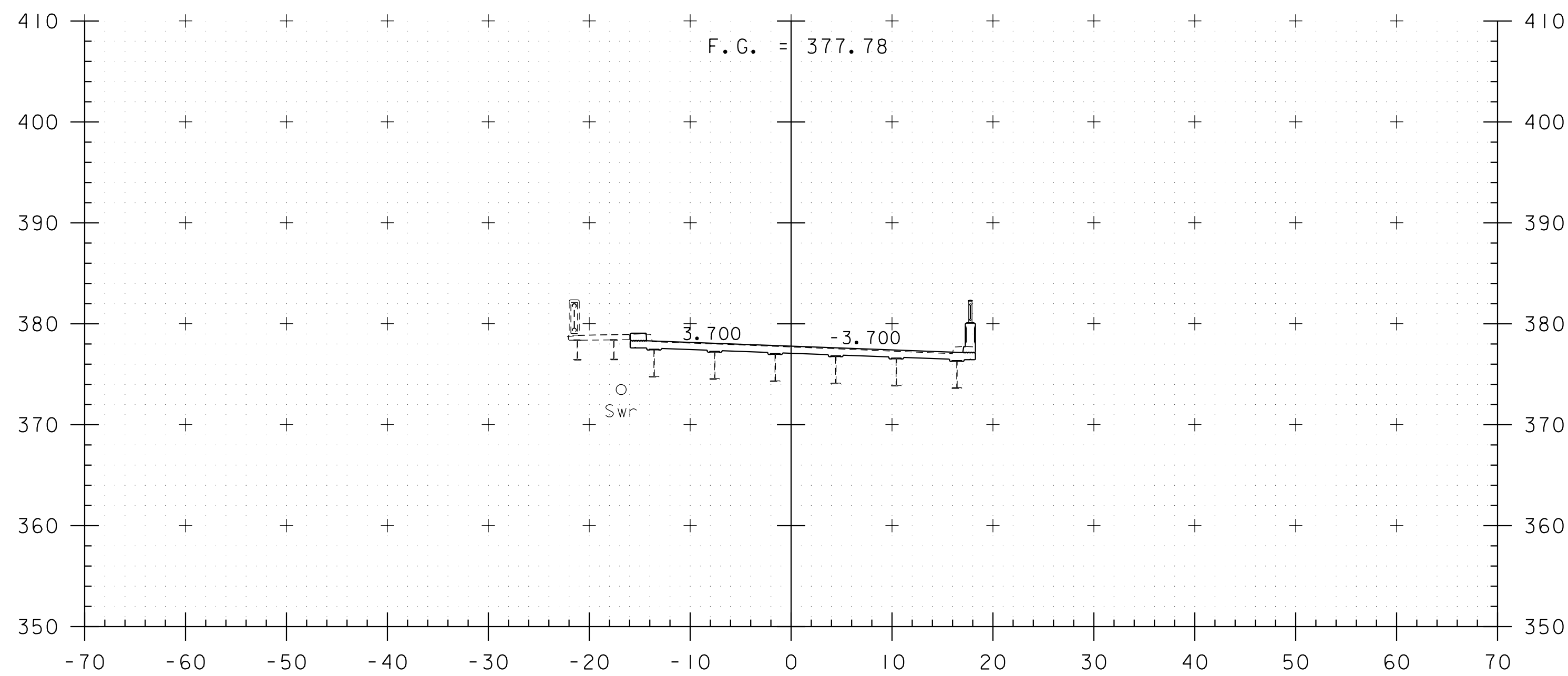
STA. 35+75 TO STA. 36+50



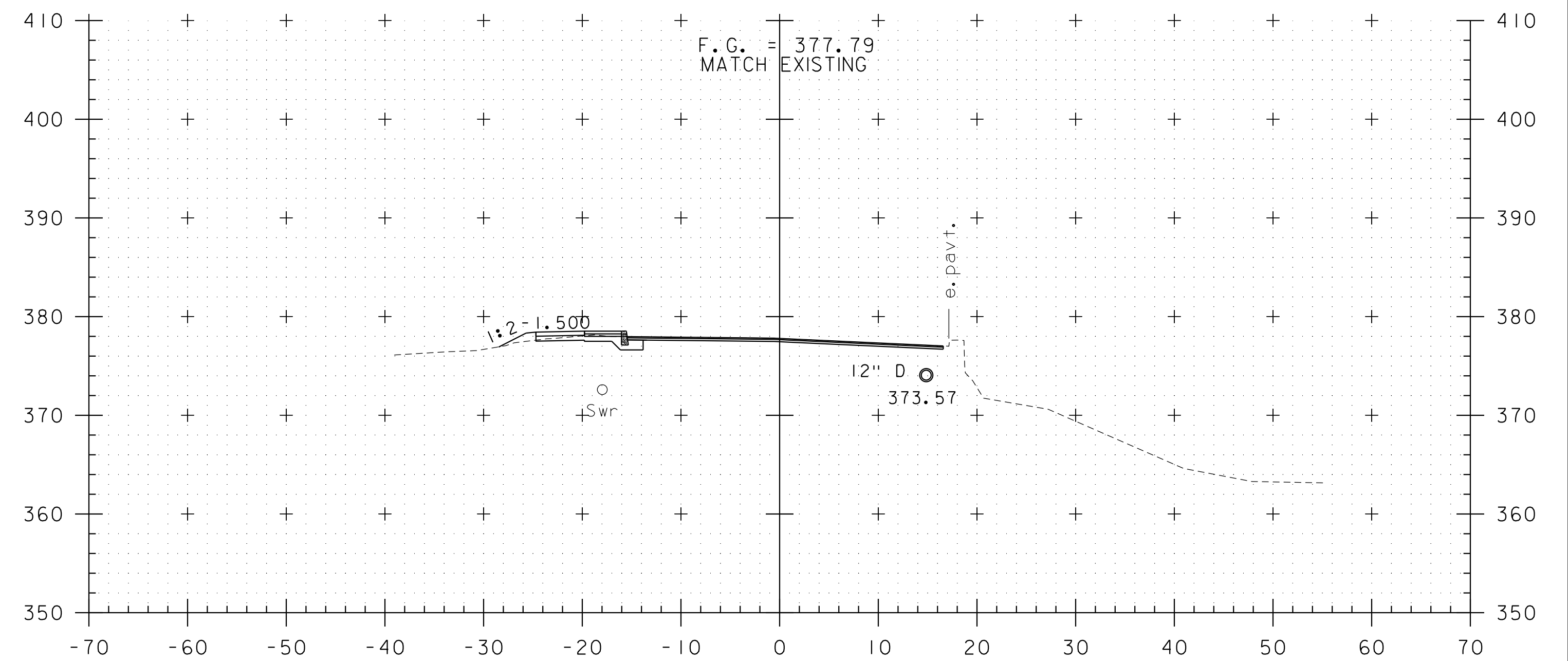
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 PROJECT NUMBER: STP DECK(38)

FILE NAME: z15b105xs-15.dgn  
 PROJECT LEADER: J. BYATT  
 DESIGNED BY: S. FORTIER  
 US 5 CROSS SECTIONS I

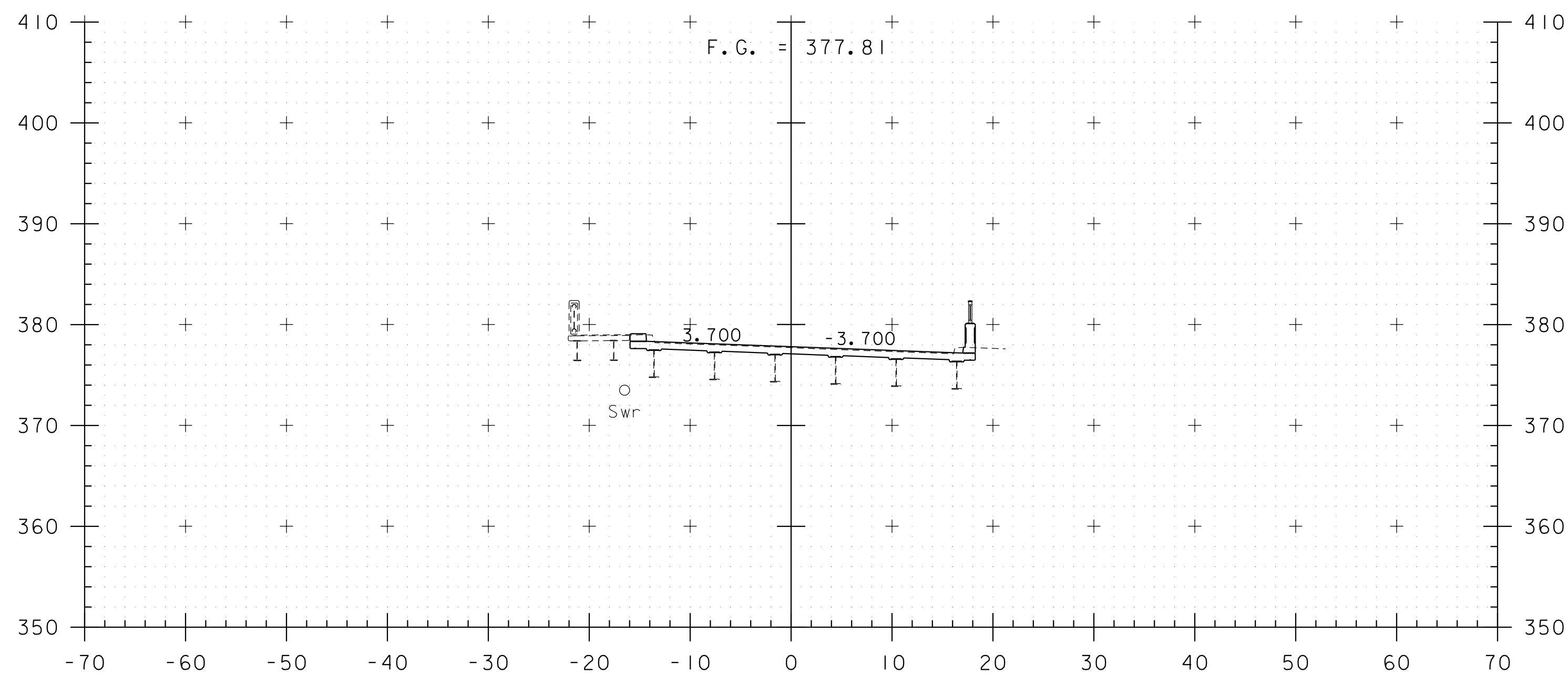
PLOT DATE: 4/5/2018  
 DRAWN BY: M.G. SMITH  
 CHECKED BY: L. GREER  
 SHEET 14 OF 22



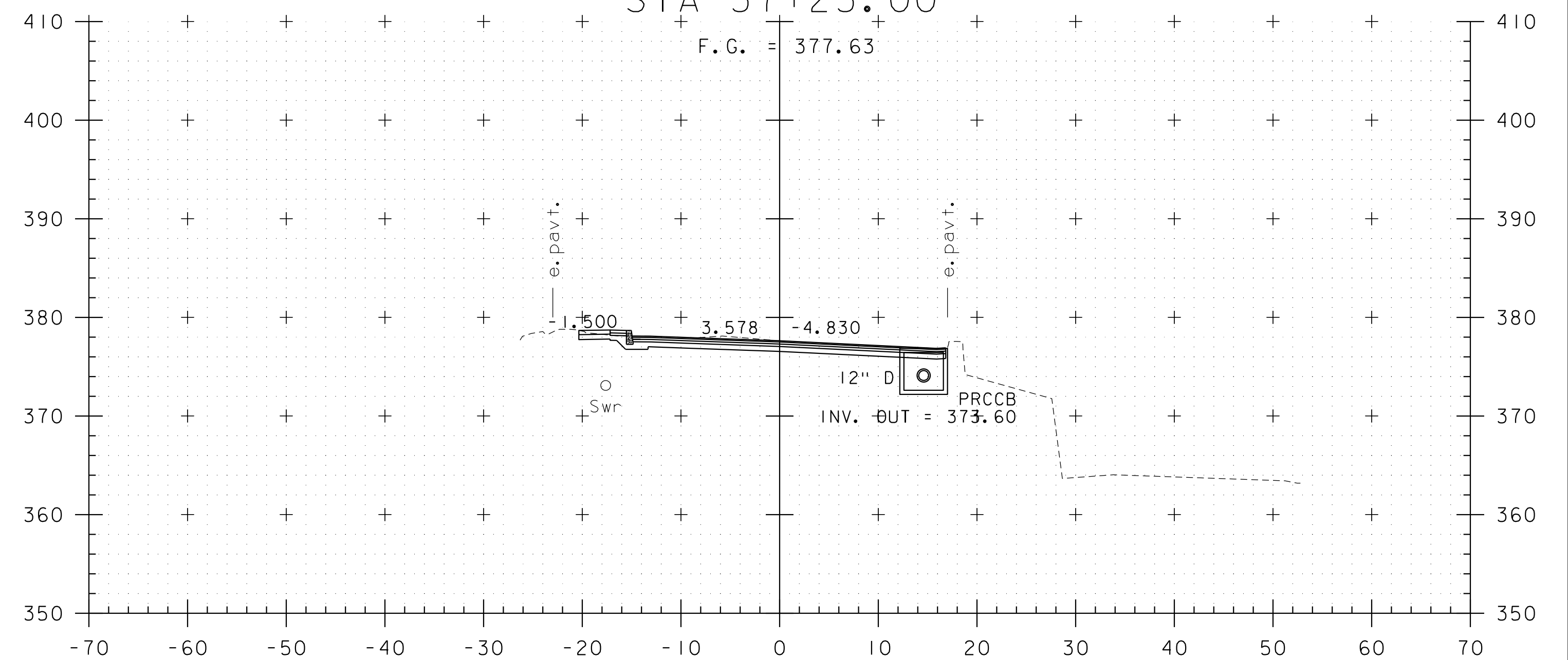
37+00



37+25  
END PROJECT  
STA 37+23.00



36+75  
BEGIN BRIDGE  
STA 36+61.00



37+18  
END BRIDGE  
STA 37+15.00

NOTE:  
EXISTING UTILITIES ELEVATIONS ARE APPROXIMATE

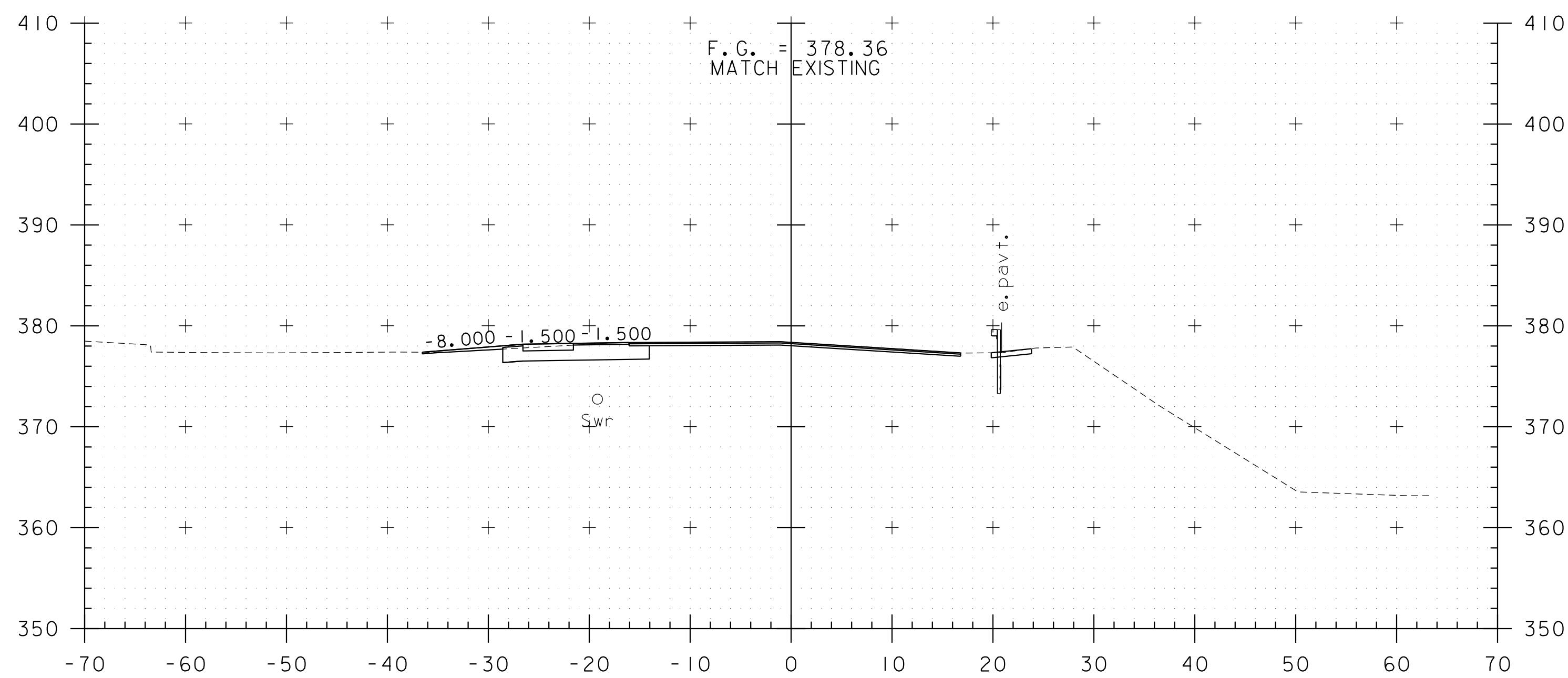
STA. 36+75 TO STA. 37+25



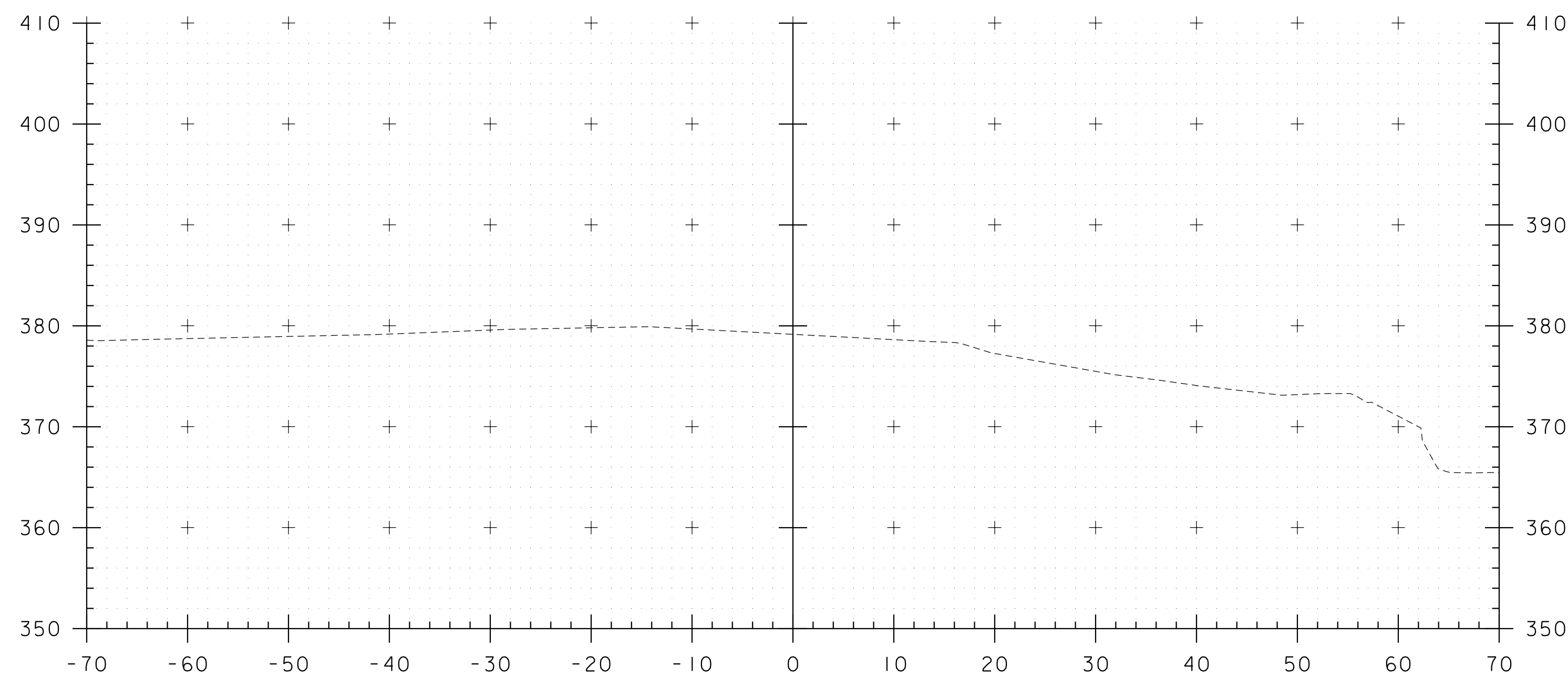
PROJECT NAME: PUTNEY  
PROJECT NUMBER: STP DECK(38)

FILE NAME: z15b105xs-15.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: S. FORTIER  
US 5 CROSS SECTIONS 2

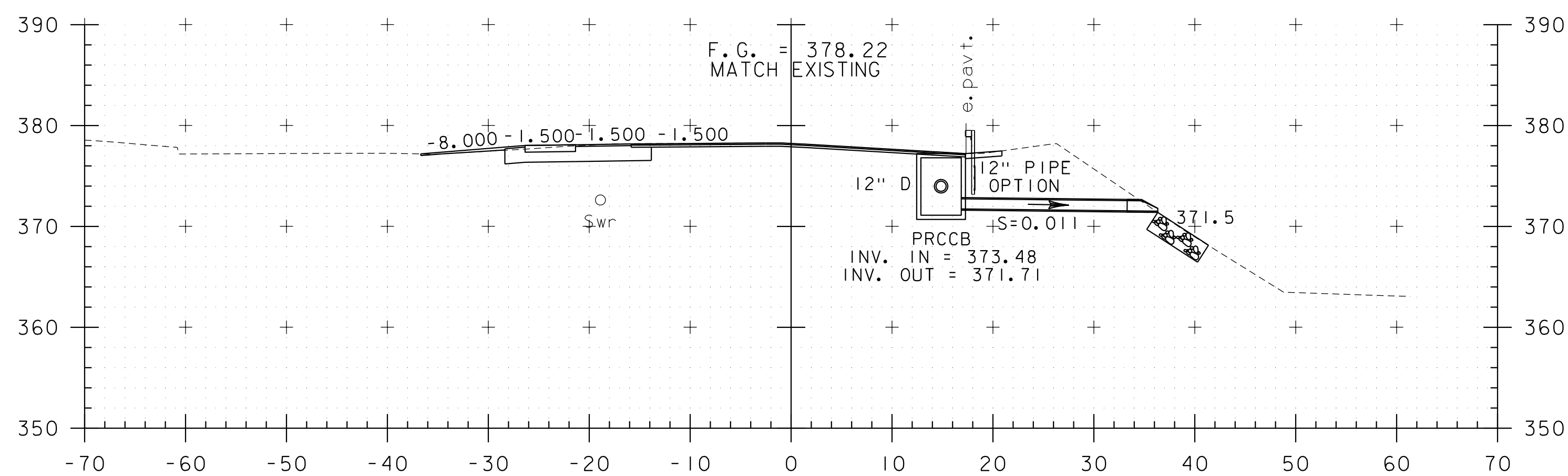
PLOT DATE: 4/5/2018  
DRAWN BY: M.G. SMITH  
CHECKED BY: L. GREER  
SHEET 15 OF 22



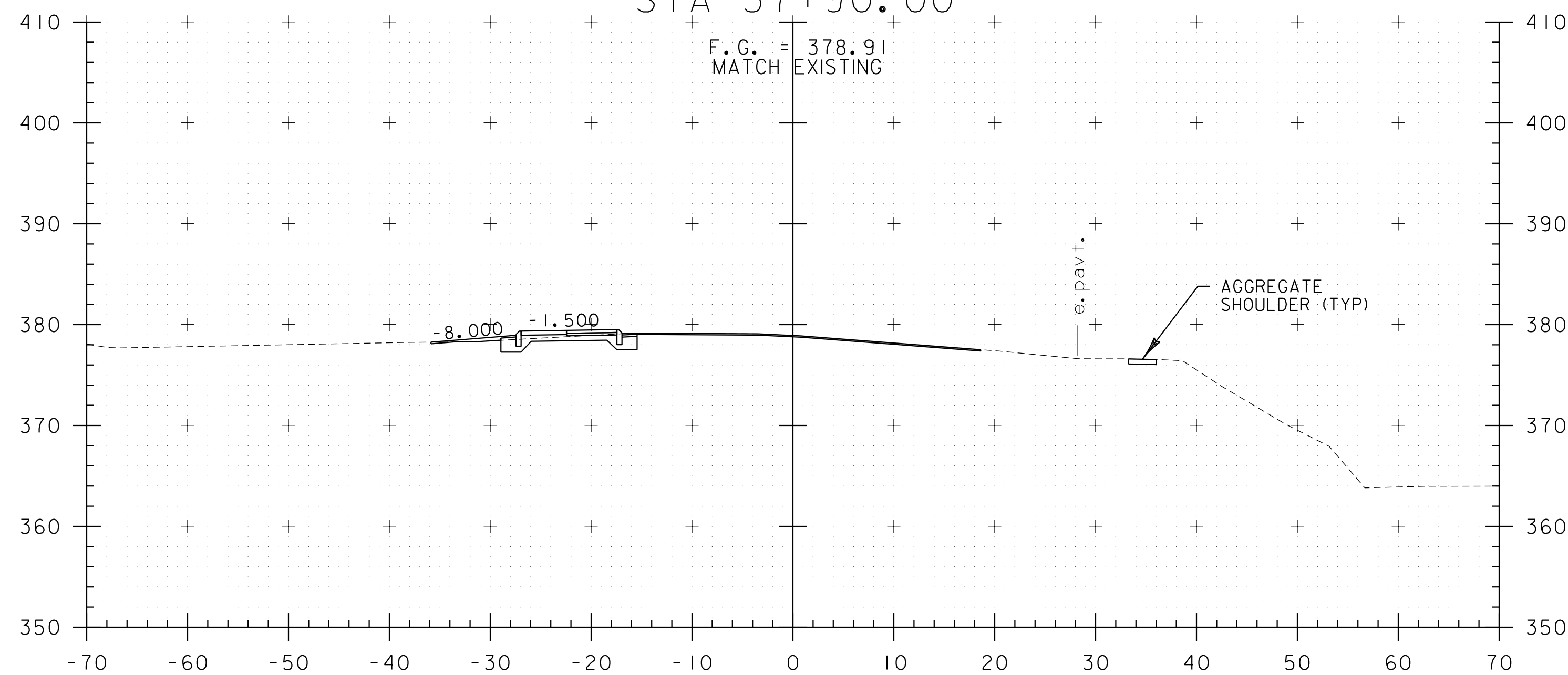
37+50



38+00  
END APPROACH  
STA 37+90.00



37+44



37+75

NOTE:  
EXISTING UTILITIES ELEVATIONS ARE APPROXIMATE

STA. 37+44 TO STA. 38+00



PROJECT NAME: PUTNEY  
PROJECT NUMBER: STP DECK(38)

FILE NAME: z15b105xs-15.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: S. FORTIER  
US 5 CROSS SECTIONS 3

PLOT DATE: 4/5/2018  
DRAWN BY: M.G. SMITH  
CHECKED BY: L. GREER  
SHEET 16 OF 22



**EPSC PLAN NARRATIVE**

**1.1 PROJECT DESCRIPTION**

THIS PROJECT INVOLVES THE DECK REPLACEMENT OF BRIDGE 15 OVER SACKETTS BROOK. BRIDGE 15 IS LOCATED ON MAIN STREET /US ROUTE 5 IN THE TOWN OF PUTNEY, APPROXIMATELY 0.7 MILES NORTH OF THE DUMMERSTON/PUTNEY TOWN LINE AND INTERSTATE 91.

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 0.06 ACRES.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST ONE CONSTRUCTION SEASON.

**1.2 SITE INVENTORY**

**1.2.1 TOPOGRAPHY**

THE TOPOGRAPHY OF THE AREA IS DEVELOPED LAND. A GENERAL STORE IS ON THE SOUTHWEST CORNER OF THE BRIDGE, WITH PARKING SPOTS WITHIN THE PROJECT LIMITS. NORTHWEST OF THE BRIDGE IS A PAVED, OPEN ACCESS PARKING AREA IN FRONT OF A COMMERCIAL BUILDING. EAST OF THE BRIDGE ARE PAPER MILL BUILDINGS, LOCATED ALONG SACKETTS BROOK. THE INTERSECTION WITH WATER STEEET, AN UNPAVED STREET ON A STEEP SLOPE DOWN TO THE PAPER MILL, IS ALSO WITHIN THE PROJECT LIMITS ON THE NORTHEAST CORNER.

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

SACKETTS BROOK IS LOCATED IN THE PROJECT AREA AND OUTLETS TO THE CONNECTICUT RIVER APPROXIMATELY 4,500 FEET SOUTH OF THE BRIDGE. A DAM IS LOCATED APPROXIMATELY 30 FEET WEST OF THE BRIDGE. THE STREAM IS CHARACTERIZED LOCALLY AS STRAIGHT. THE STREAM BED MAINLY CONSISTS OF LEDGE. THE DRAINAGE AREA IS 15.3 SQUARE MILES.

CLOSED DRAINAGE SYSTEMS ON EITHER SIDE OF THE BRIDGE OUTLET BELOW THE BRIDGE OR IMMEDIATELY NORTH OF THE BRIDGE.

**1.2.3 VEGETATION**

THE VEGETATION IN THE PROJECT AREA CONSISTS OF TREES AND BRUSH ALONG THE RIVER. THE REST OF THE PROJECT CONSISTS MAINLY OF DEVELOPED LAND.

**1.2.4 SOILS**

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE FOR WINDHAM COUNTY, VERMONT. SOILS ON THE PROJECT SITE ARE: WINDSOR LOAMY SAND, 3 TO 8 PERCENT SLOPES, "K FACTOR" = UNKNOWN, MARKEY MUCK, "K FACTOR" = UNKNOWN.

**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: UNKNOWN AT THIS TIME  
 HISTORICAL OR ARCHEOLOGICAL AREAS: UNKNOWN AT THIS TIME  
 PRIME AGRICULTURAL LAND: UNKNOWN AT THIS TIME  
 THREATENED AND ENDANGERED SPECIES: UNKNOWN AT THIS TIME  
 WATER RESOURCE: SACKETTS BROOK  
 WETLANDS: UNKNOWN AT THIS TIME

**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 CONTRACTOR'S 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.

FILTER CURTAINS ARE NOT ANTICIPATED TO BE NEEDED AS DESIGNED.

**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. THEREFORE IT IS NOT ANTICIPATED THAT DIVERSION MEASURES WILL BE NECESSARY.

**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.

STONE CHECK DAMS ARE NOT ANTICIPATED TO BE NEEDED AS DESIGNED.

**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.

WINTER STABILIZATION IS NOT ANTICIPATED TO BE NEEDED AS DESIGNED.

**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 CONTROL MATTING IS NOT ANTICIPATED TO BE NEEDED AS DESIGNED.

**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.

DEWATERING ACTIVITIES ARE NOT ANTICIPATED TO BE NEEDED AS DESIGNED.

**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 SUBSECTIONS 105.25- 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

**1.5.3 UPDATES**

PROJECT NAME: PUTNEY  
 PROJECT NUMBER: STP DECK(38)

FILE NAME: z15bl05bdrerodet-15.dgn PLOT DATE: 4/5/2018  
 PROJECT LEADER: J. BYATT DRAWN BY: M. SMITH  
 DESIGNED BY: S. FORTIER CHECKED BY: L. GREER  
 EPSC NARRATIVE SHEET 17 OF 22



FUSS & O'NEILL



SOIL INFORMATION:  
 WINDSOR LOAMY FINE SAND, 3 TO 8% SLOPES  
 K = UNKNOWN, NOT HIGHLY ERODIBLE  
 HYDROLOGIC SOIL GROUP: A

SOIL INFORMATION:  
 MARKEY MUCK  
 K = UNKNOWN, POOR  
 HYDROLOGIC SOIL GROUP: A/D

SOIL INFORMATION:  
 WINDSOR LOAMY FINE SAND, 3 TO 8% SLOPES  
 K = UNKNOWN, NOT HIGHLY ERODIBLE  
 HYDROLOGIC SOIL GROUP: A

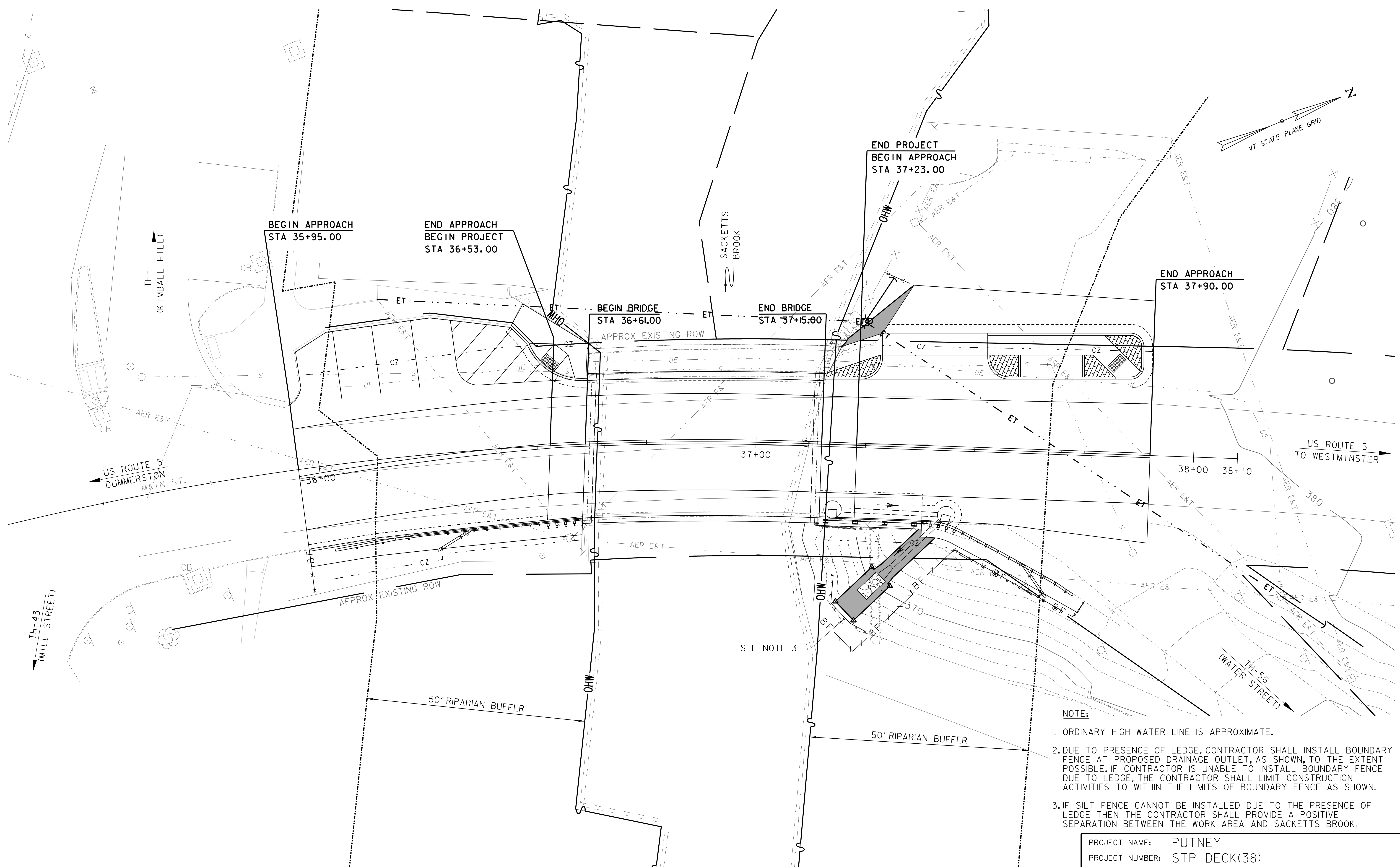
SOIL INFORMATION:  
 WINDSOR LOAMY FINE SAND, 3 TO 8% SLOPES  
 K = UNKNOWN, NOT HIGHLY ERODIBLE  
 HYDROLOGIC SOIL GROUP: A

SOIL INFORMATION:  
 WINDSOR LOAMY FINE SAND, 3 TO 8% SLOPES  
 K = UNKNOWN, NOT HIGHLY ERODIBLE  
 HYDROLOGIC SOIL GROUP: A

NOTE:  
 ORDINARY HIGH WATER LINE IS APPROXIMATE.

PROJECT NAME:	PUTNEY
PROJECT NUMBER:	STP DECK(38)
FILE NAME:	z15bl05bdreroex-15.dgn
PROJECT LEADER:	J. BYATT
DESIGNED BY:	S. FORTIER
EPSC EXISTING PLAN SHEET	
PLOT DATE:	4/5/2018
DRAWN BY:	M. SMITH
CHECKED BY:	L. GREER
SHEET	18 OF 22



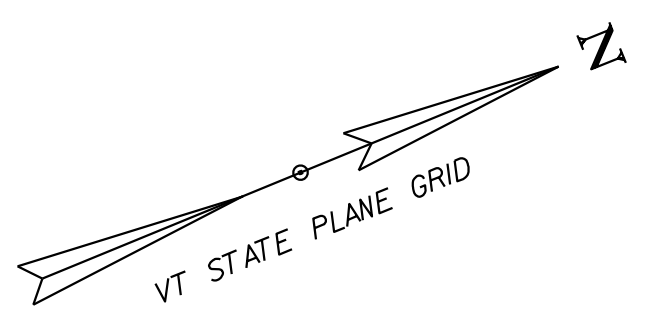
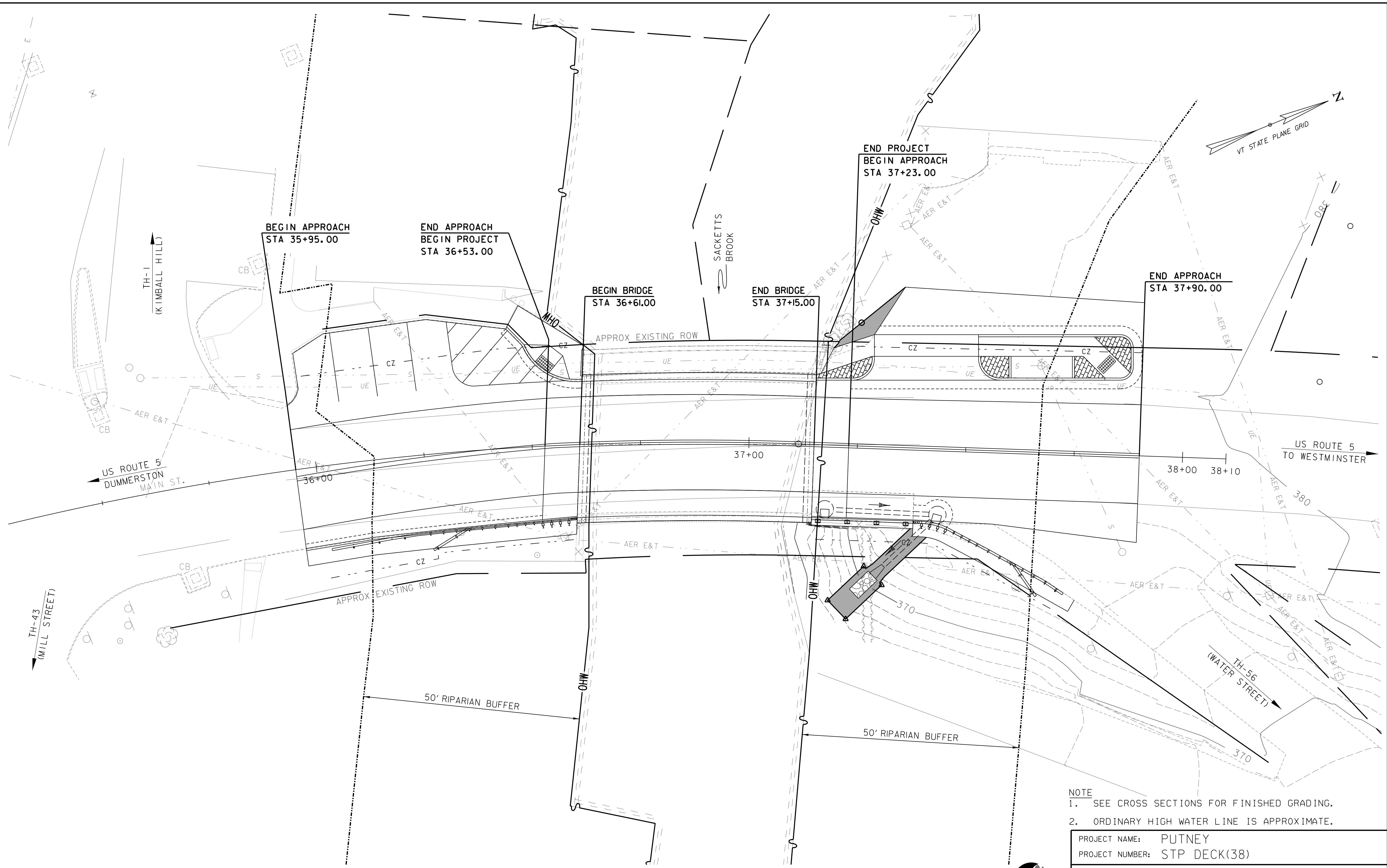


- NOTE:**
1. ORDINARY HIGH WATER LINE IS APPROXIMATE.
  2. DUE TO PRESENCE OF LEDGE, CONTRACTOR SHALL INSTALL BOUNDARY FENCE AT PROPOSED DRAINAGE OUTLET, AS SHOWN, TO THE EXTENT POSSIBLE. IF CONTRACTOR IS UNABLE TO INSTALL BOUNDARY FENCE DUE TO LEDGE, THE CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO WITHIN THE LIMITS OF BOUNDARY FENCE AS SHOWN.
  3. IF SILT FENCE CANNOT BE INSTALLED DUE TO THE PRESENCE OF LEDGE THEN THE CONTRACTOR SHALL PROVIDE A POSITIVE SEPARATION BETWEEN THE WORK AREA AND SACKETTS BROOK.

PROJECT NAME:	PUTNEY
PROJECT NUMBER:	STP DECK(38)
FILE NAME:	z15bl05bdrerocn-15.dgn
PROJECT LEADER:	J. BYATT
DESIGNED BY:	S. FORTIER
EPSC CONSTRUCTION PLAN SHEET	
PLOT DATE:	4/5/2018
DRAWN BY:	M. SMITH
CHECKED BY:	L. GREER
SHEET	19 OF 22

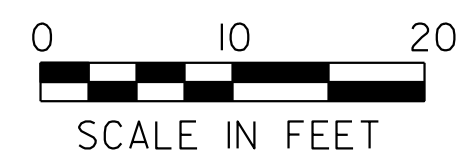


FUSSELL & O'NEILL



- NOTE**
1. SEE CROSS SECTIONS FOR FINISHED GRADING.
  2. ORDINARY HIGH WATER LINE IS APPROXIMATE.

PROJECT NAME:	PUTNEY
PROJECT NUMBER:	STP DECK(38)
FILE NAME:	z15bl05bdrerofl-15.dgn
PROJECT LEADER:	J. BYATT
DESIGNED BY:	S. FORTIER
EPSC FINAL PLAN SHEET	
PLOT DATE:	4/5/2018
DRAWN BY:	M. SMITH
CHECKED BY:	L. GREER
SHEET	20 OF 22



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**

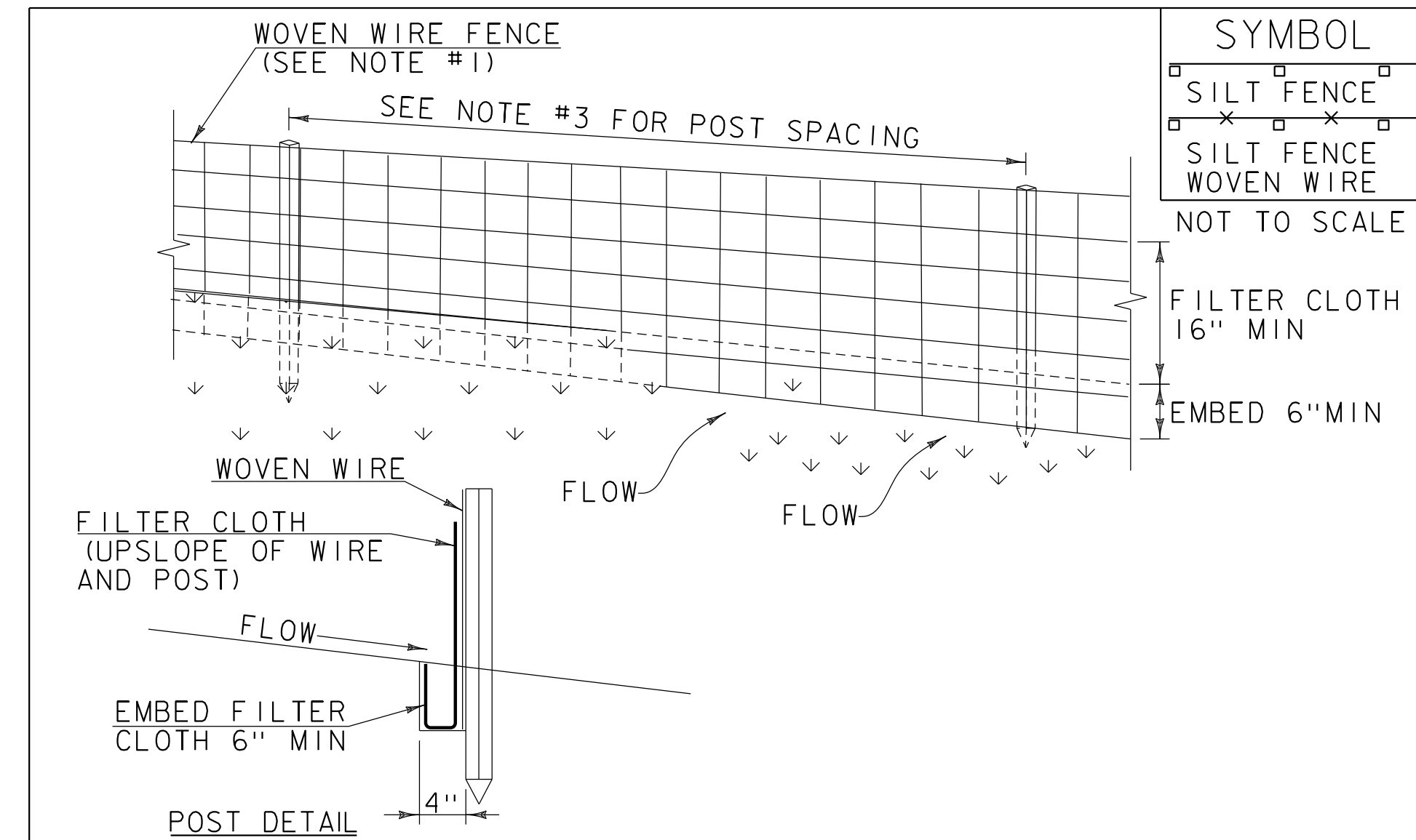
- SEED MIX: THE URBAN AREA MIX SHALL NOT BE USED IN WETLANDS OR ANY WATERS OF THE STATE OF VERMONT.
- SEED MIX: USE ONLY AS INDICATED IN THE PLANS.
- SEED MIX: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
- FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES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



**CONSTRUCTION SPECIFICATIONS**

- 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.

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

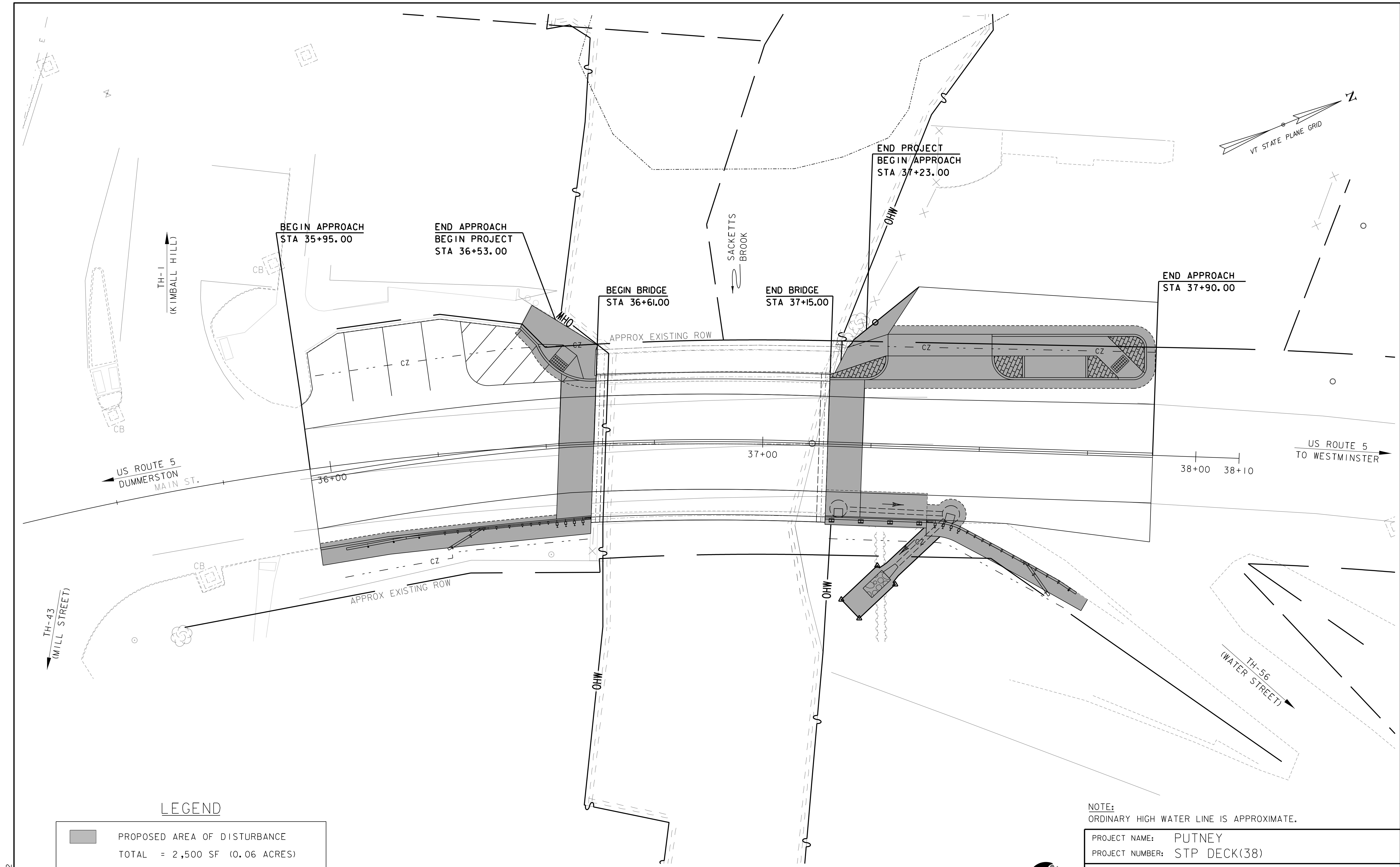
THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 649 AND AS SHOWN IN THE PLANS FOR GEOTEXTILE FOR SILT FENCE (PAY ITEM 649.51) OR GEOTEXTILE FOR SILT FENCE, WOVEN WIRE REINFORCED (PAY ITEM 649.515).

PROJECT NAME: PUTNEY  
PROJECT NUMBER: STP DECK(38)

FILE NAME: z15bl05bdrerodet-15.dgn  
PROJECT LEADER: J. BYATT  
DESIGNED BY: S. FORTIER  
EPSC DETAIL SHEET

PLOT DATE: 4/5/2018  
DRAWN BY: M. SMITH  
CHECKED BY: L. GREER  
SHEET 21 OF 22



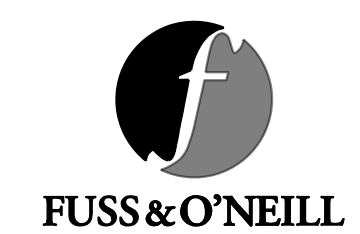
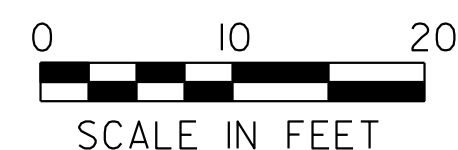


**LEGEND**

PROPOSED AREA OF DISTURBANCE  
 TOTAL = 2,500 SF (0.06 ACRES)

**NOTE:**  
 ORDINARY HIGH WATER LINE IS APPROXIMATE.

PROJECT NAME:	PUTNEY	PLOT DATE:	4/5/2018
PROJECT NUMBER:	STP DECK(38)	DRAWN BY:	M. G. SMITH
FILE NAME:	z15bl05bdrrear th-15.dgn	DESIGNED BY:	S. FORTIER
PROJECT LEADER:	J. BYATT	CHECKED BY:	L. GREER
EARTH DISTURBANCE SHEET		SHEET	22 OF 22



CLD 16-0272