

REVIEWER NOTES:

1. THE INTENT OF THIS PROJECT IS TO REPLACE THE EXISTING HISTORIC PONY TRUSS BRIDGE WITH A NEW PONY TRUSS BRIDGE WITH AN INCREASED WIDTH TO ACCOMMODATE TWO LANES OF TRAFFIC AND A SIDEWALK.
2. THE BRIDGE IS CURRENTLY CLOSED AND WILL REMAIN CLOSED TO TRAFFIC DURING CONSTRUCTION. A DETOUR ROUTE UTILIZING EXISTING ROADWAYS WILL BE PROVIDED.
3. PEDESTRIAN TRAFFIC CURRENTLY UTILIZES EXISTING PEDESTRIAN BEACONS TO TRAVERSE THE ONE LANE BRIDGE. THESE BEACONS WILL NOT BE RESTORED BECAUSE A SIDEWALK WILL BE PROVIDED ON THE BRIDGE.
4. ADDITIONAL ROW WILL BE REQUIRED.
5. THE PROPOSED ABUTMENT FOUNDATIONS WILL BE CAST-IN-PLACE CONCRETE SPREAD FOOTINGS FOUNDED ON LEDGE.
6. STOP SIGNS ARE CURRENTLY UTILIZED ON BOTH SIDES OF THE BRIDGE AND AT RIVER STREET. THE PROPOSED INTERSECTION AT RIVER STREET WILL BE A THREE-WAY STOP AND THE STOP SIGN NORTH OF THE BRIDGE WILL BE ELIMINATED.

STATE OF VERMONT
AGENCY OF TRANSPORTATION

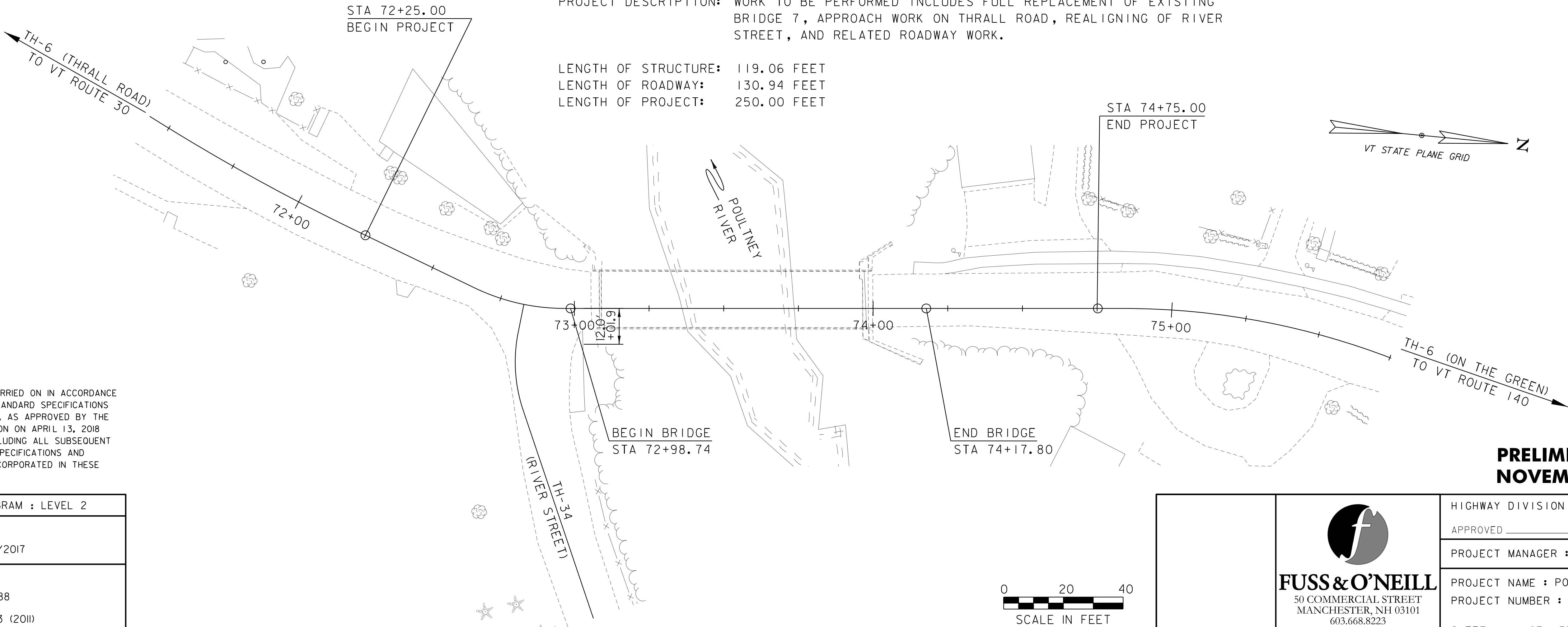
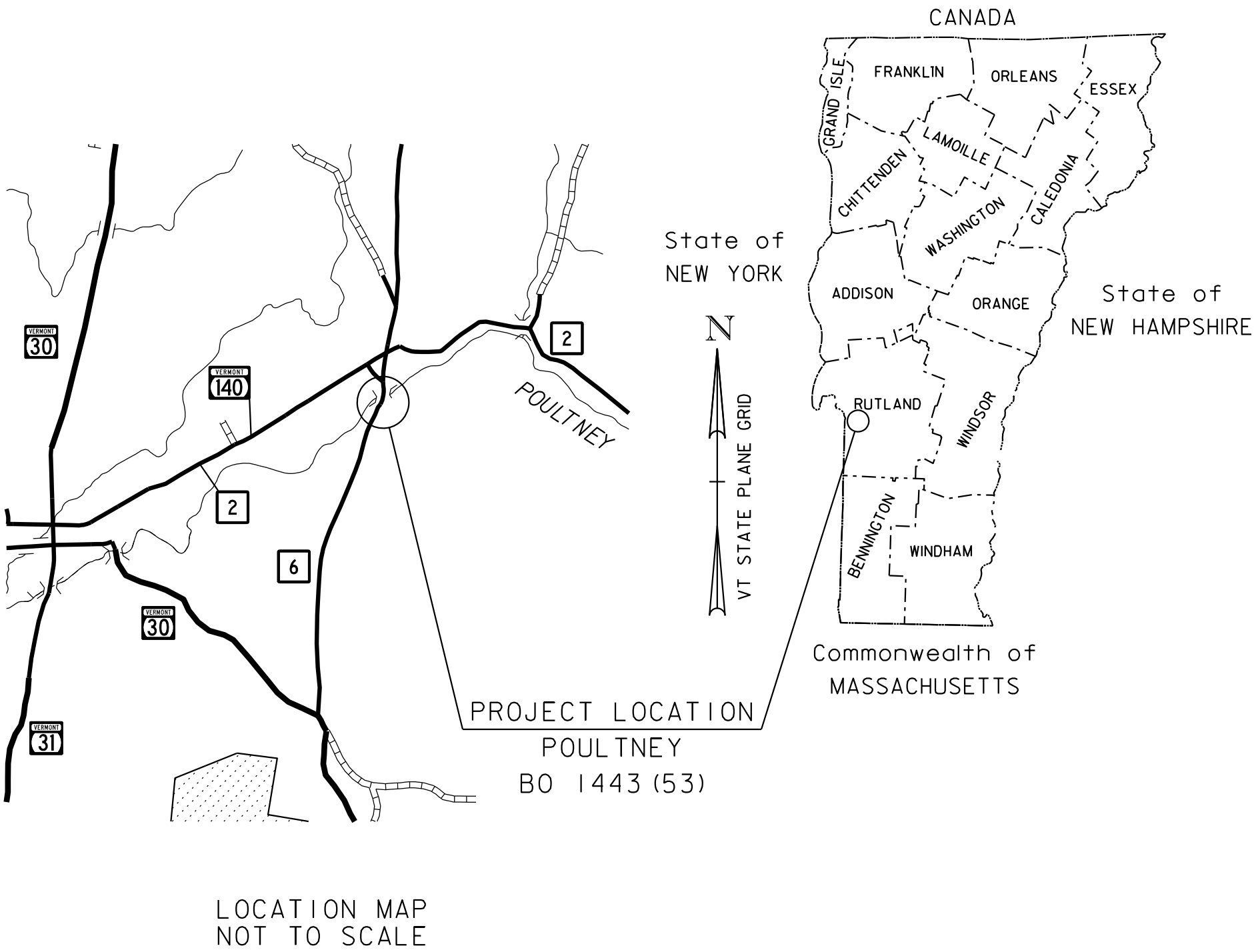


PROPOSED IMPROVEMENT
BRIDGE PROJECT
TOWN OF POULTNEY
COUNTY OF RUTLAND
TOWN HIGHWAY 6 (CLASS 2) - BRIDGE NO.7

PROJECT LOCATION: BEGINNING IN THE TOWN OF POULTNEY 60 FEET SOUTH OF THE INTERSECTION OF TH-6 (THRALL ROAD) AND TH-34 (RIVER STREET), APPROXIMATELY 1.37 MILES NORTH OF THE INTERSECTION OF TH-6 AND VT ROUTE 30, AND EXTENDING 250 FEET NORTH TO THE END.

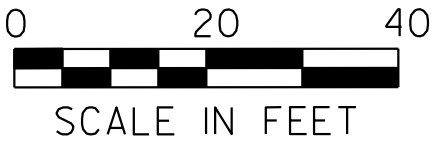
PROJECT DESCRIPTION: WORK TO BE PERFORMED INCLUDES FULL REPLACEMENT OF EXISTING BRIDGE 7, APPROACH WORK ON THRALL ROAD, REALIGNING OF RIVER STREET, AND RELATED ROADWAY WORK.

LENGTH OF STRUCTURE: 119.06 FEET
LENGTH OF ROADWAY: 130.94 FEET
LENGTH OF PROJECT: 250.00 FEET



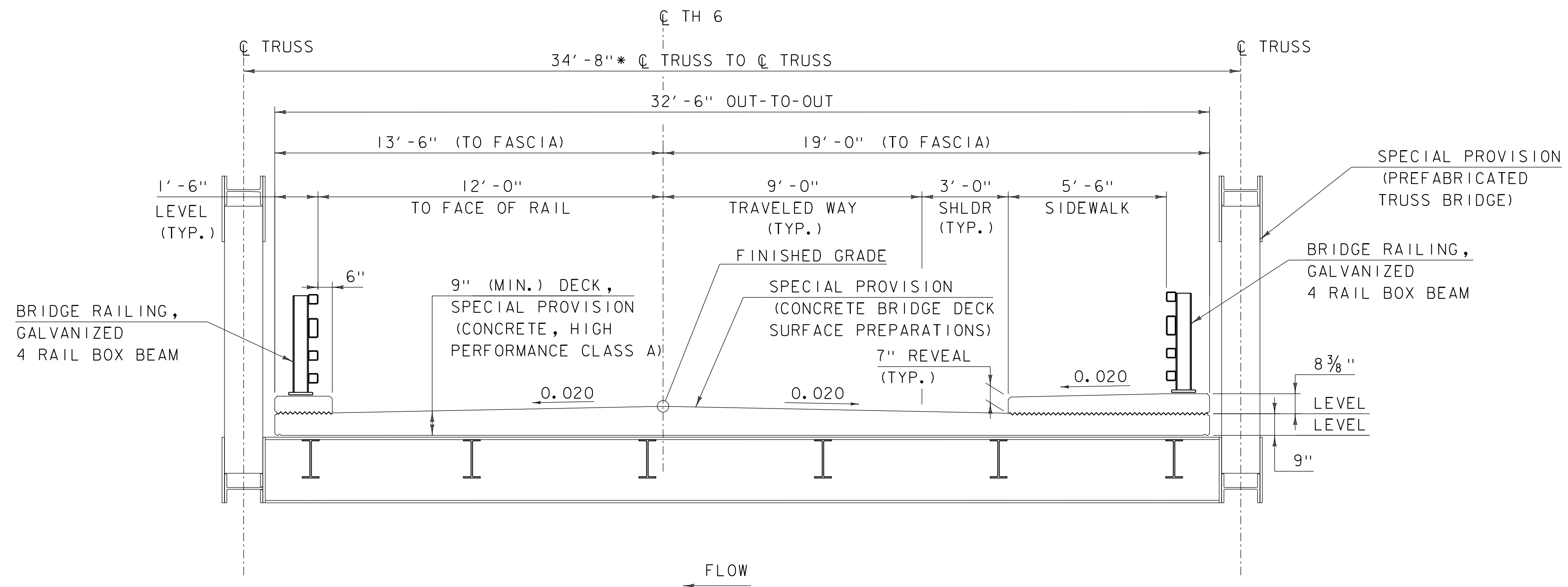
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2018, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON APRIL 13, 2018 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 2	
SURVEYED BY : VTRANS	
SURVEYED DATE : 10/25/2017	
DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (2011)



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

HIGHWAY DIVISION, CHIEF ENGINEER	
APPROVED _____	DATE _____
PROJECT MANAGER : MAHENDRA THILLIYAR, P.E.	
PROJECT NAME : POULTNEY	
PROJECT NUMBER : BO 1443 (53)	
SHEET 1 OF 33 SHEETS	



TYPICAL BRIDGE SECTION

SCALE: $\frac{3}{8}" = 1' - 0"$

* ASSUMED DIMENSION FOR DESIGN.
ACTUAL WIDTH TO BE DETERMINED
BY THE CONTRACTOR.



PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

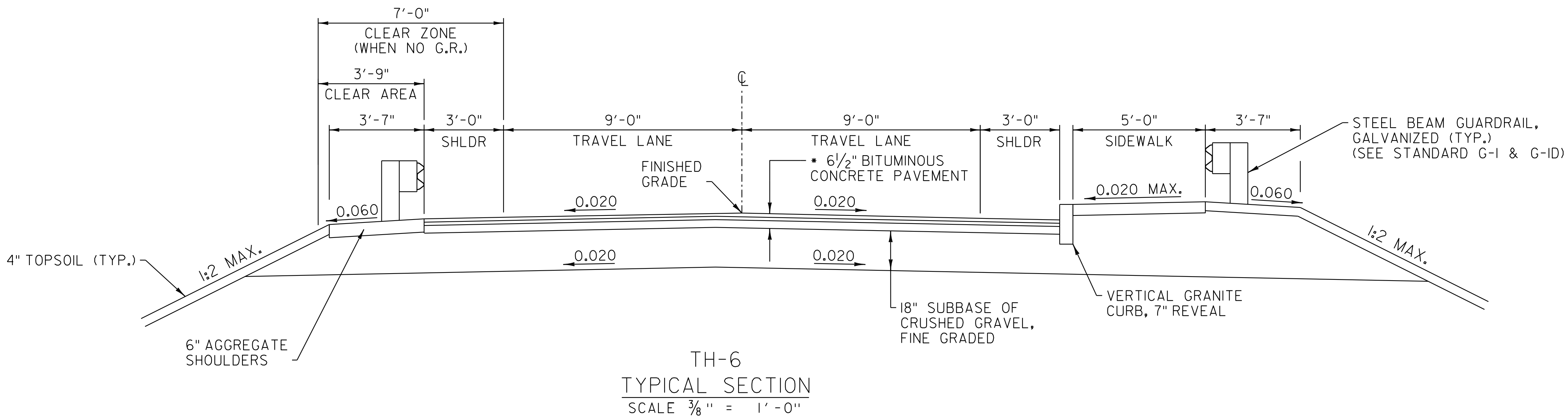
FILE NAME: z16j180sup.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: K. CARME
TYPICAL BRIDGE SECTION SHEET

PLOT DATE: 11/23/2020
DRAWN BY: M. SMITH
CHECKED BY: S. BEAUMONT
SHEET 3 OF 33

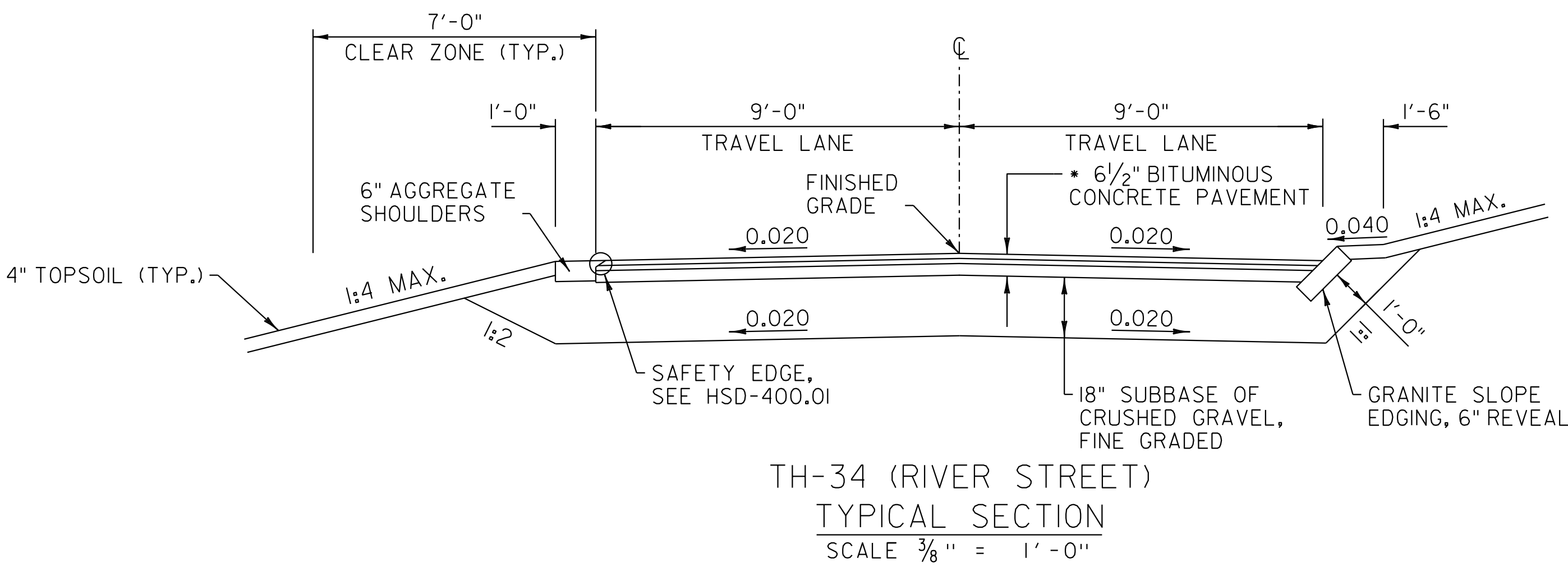
MATERIAL TOLERANCES

(IF USED ON PROJECT)

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



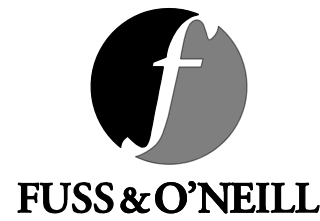
- * 1 1/2" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) (TYPE IVS), OVER
- 1 1/2" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) (TYPE IVS), OVER
- 3 1/2" SPECIAL PROVISION (BITUMINOUS CONCRETE PAVEMENT, SMALL QUANTITY) (TYPE IIS)

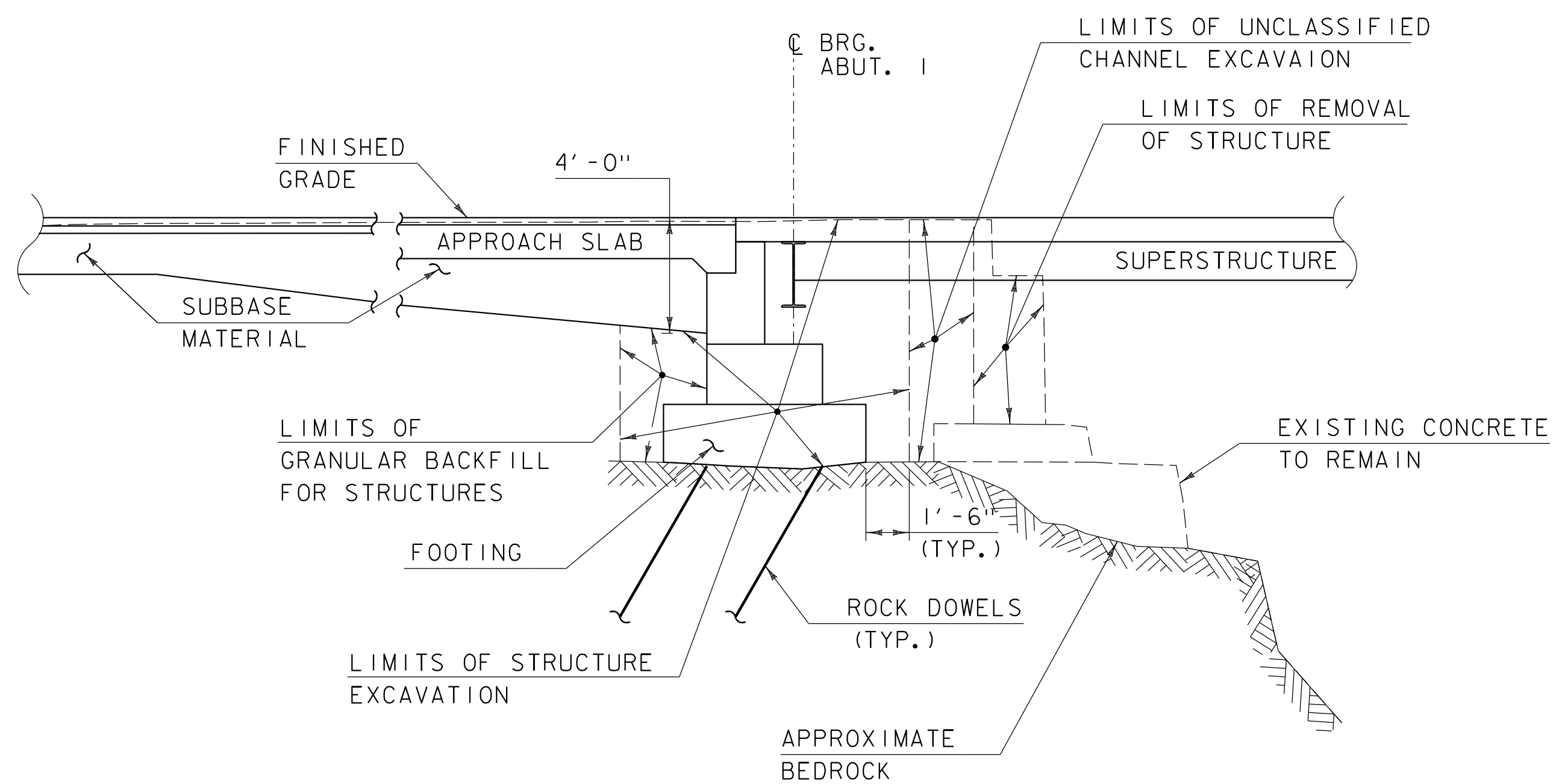


PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: I6J180/sl6J180+typical.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
TYPICAL ROADWAY SECTIONS SHEET

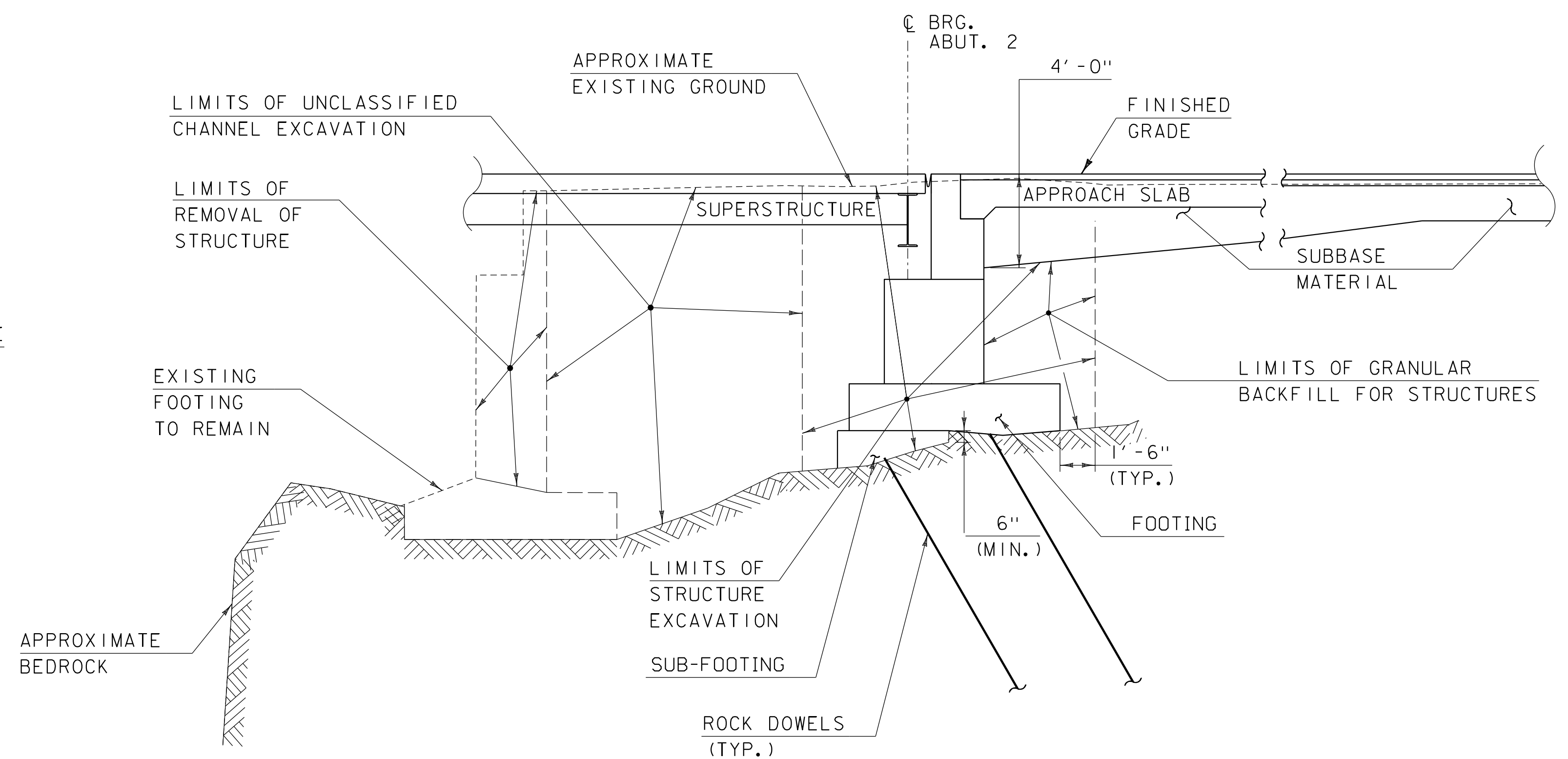
PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 4 OF 33





TYPICAL ABUTMENT 1 EARTHWORK SECTION

NOT TO SCALE



TYPICAL ABUTMENT 2 EARTHWORK SECTION

NOT TO SCALE

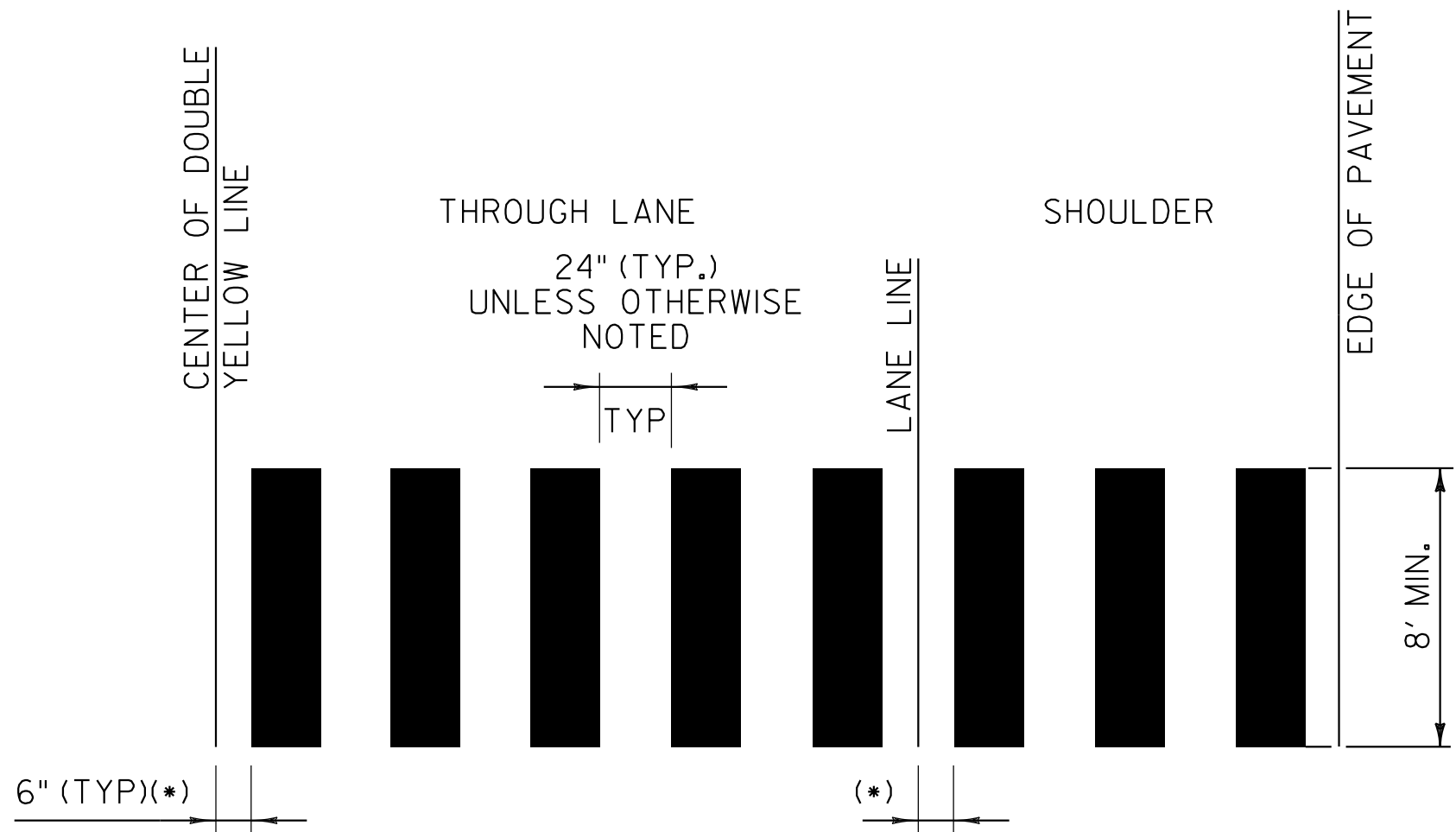


FUSS & O'NEILL

PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

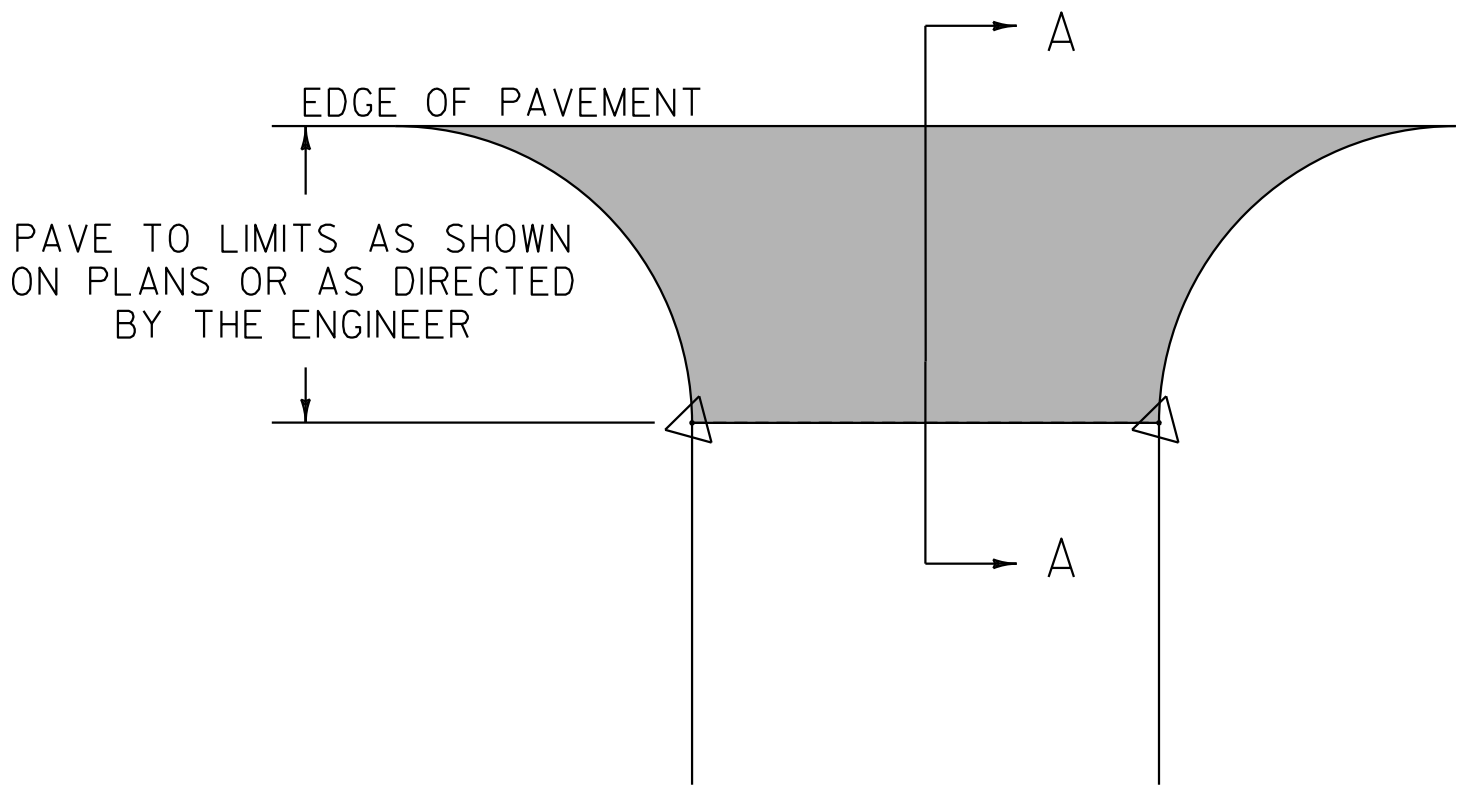
FILE NAME: z16j180sub.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: K. CARME
TYPICAL EARTHWORK SECTIONS SHEET

PLOT DATE: 11/23/2020
DRAWN BY: M. SMITH
CHECKED BY: S. BEAUMONT
SHEET 5 OF 33

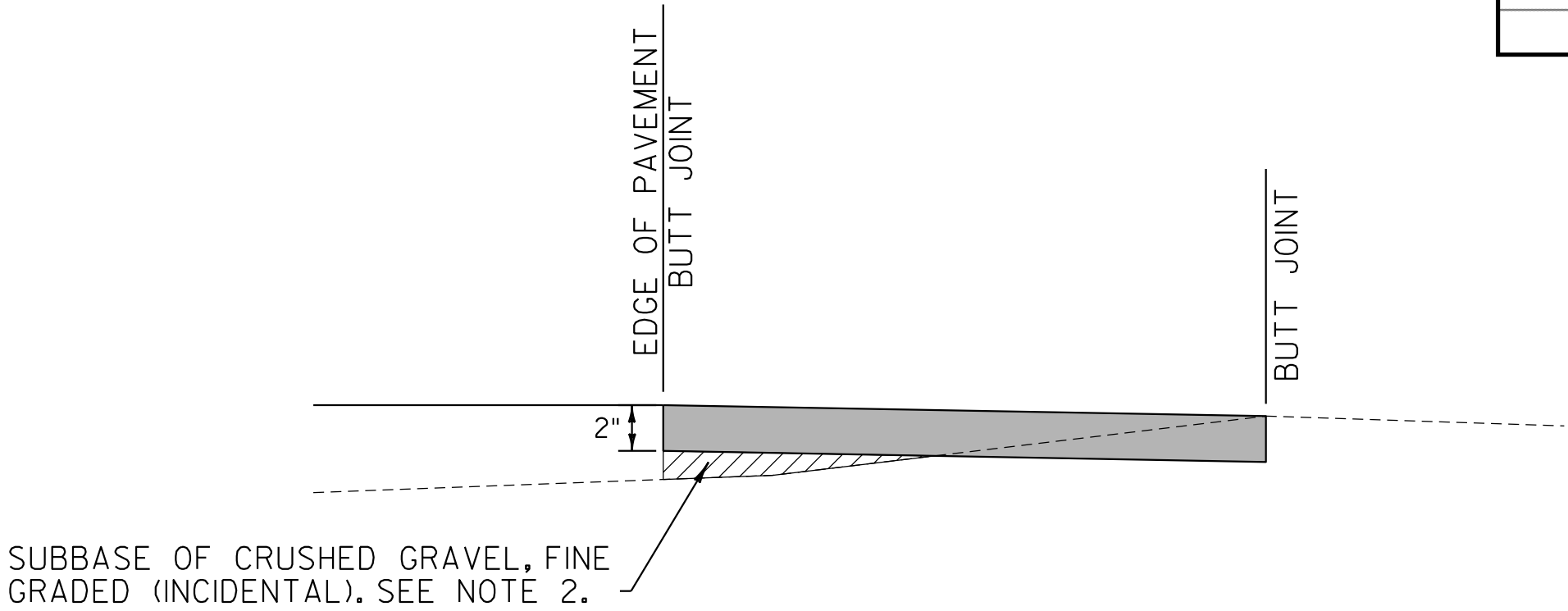


1. THIS DETAIL IS CONFIGURED FOR AN 11 FOOT LANE.
2. MARK LIGHT STRING LINE ON PAVEMENT ACROSS ROADWAY (CURB TO CURB).
3. ESTABLISH THE CENTER LINE OF THE ROADWAY (DOUBLE YELLOW LINE OR LANE LINE).
4. BLOCKS ARE PARALLEL TO THE CENTERLINE (DOUBLE YELLOW LINE OR LANE LINE) (OFFSET BLOCKS VERTICALLY TO ACHIEVE REQUIRED SKEW).
5. ALWAYS START MEASURING FROM THE CENTERLINE OR LANE LINE RIGHT, WITH THE FLOW OF TRAFFIC.
6. PAINTED BLOCKS ARE 24 INCHES (TYPICAL).
- (*)7. ADJUST SPACING (12 INCHES-24 INCHES) TO AVOID WHEEL PATHS

BLOCK PATTERN CROSSWALK DETAIL



LOCATION OF DRIVES			
STATION	POSITION	QUANTITY ITEM 406.38 (SY)	REMARKS
74+51	LT	49	
75+00	RT	28	
	TOTAL	77	



SECTION A - A

NOTES

1. PAVEMENT THICKNESS SHALL BE 2.0 INCHES.
2. THE COST OF PLACING SUBBASE MATERIAL, CLEANING EXISTING PAVED SURFACES, INCLUDING POWER EQUIPMENT, AND FOR FILLING JOINTS, CRACKS AND HOLES AT LEAST 24 HOURS BEFORE PAVING, WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 406.38, HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES.
3. EXCAVATION NEEDED TO ACHIEVE PROPER DRIVE SLOPES WILL NOT BE PAID DIRECTLY BUT WILL BE CONSIDERED INCIDENTAL TO ITEM 406.38, HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES.

LEGEND

ITEM 406.38, HAND-PLACED BITUMINOUS CONCRETE MATERIAL, DRIVES

DRIVEWAY RECONSTRUCTION DETAIL

PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180frm.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
PROJECT DETAILS SHEET

PLOT DATE: 11/23/2020
DRAWN BY: A. VOMACKA
CHECKED BY: D. MUNRO
SHEET 6 OF 33



FUSS&O'NEILL

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
	BF	BARRIER FENCE
	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
	PDF	PROJECT DEMARCATION FENCE
	R&RES	REMOVE & RESET
	R&REP	REMOVE & REPLACE
	R.T.& I.	RIGHT, TITLE, AND INTEREST
	SR	SLOPE RIGHT
	UE	UTILITY EASEMENT
	(P)	PERMANENT EASEMENT
	(T)	TEMPORARY EASEMENT
■	BNDNS	BOUND SET
▣	BNDNS	BOUND TO BE SET
◎	IPNF	IRON PIN FOUND
●	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 VALVE
⊕	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
CB	CHORD BEARING

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+TELEPHONE
— 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+TELEPHONE
— · · —	· · · · ·	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 LINE	TOWN BOUNDARY LINE
▬ — ▬	COUNTY LINE	COUNTY BOUNDARY LINE
▬ — ▬	STATE 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 — L — P — 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 — ▬		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: POULTNEY	
PROJECT NUMBER: BO 1443(53)	
FILE NAME: z16j180legend.dgn	PLOT DATE: 11/23/2020
PROJECT LEADER: J. FRENCH	DRAWN BY: S. GOODWIN
DESIGNED BY: E. MALONEY	CHECKED BY: D. MUNRO
CONVENTIONAL SYMBOLGY LEGEND SHEET	SHEET 7 OF 33

PRIMARY CONTROL

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EAST = 1450418.4800
ELEV = 479.6900

GENERAL LOCATION POULTNEY VT.

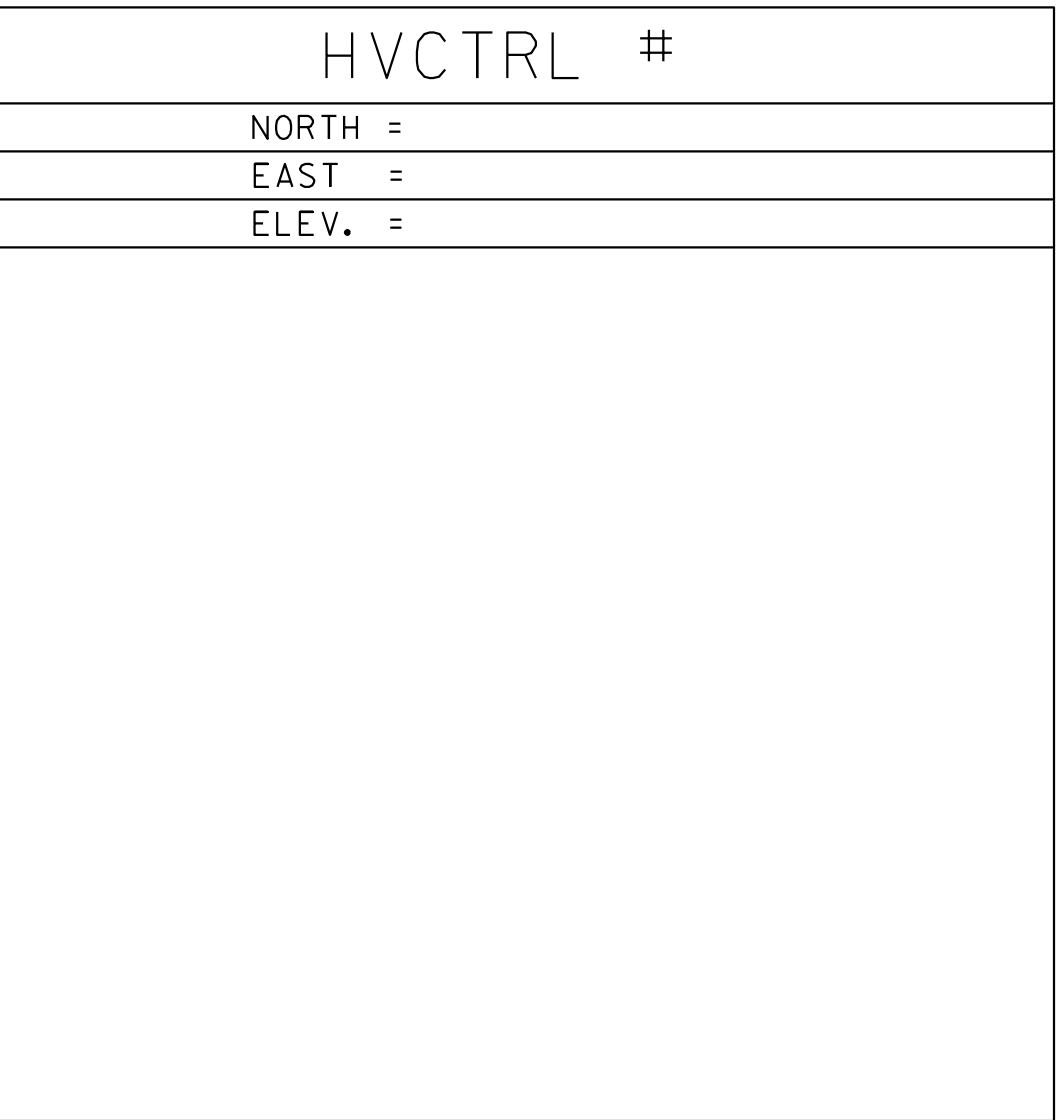
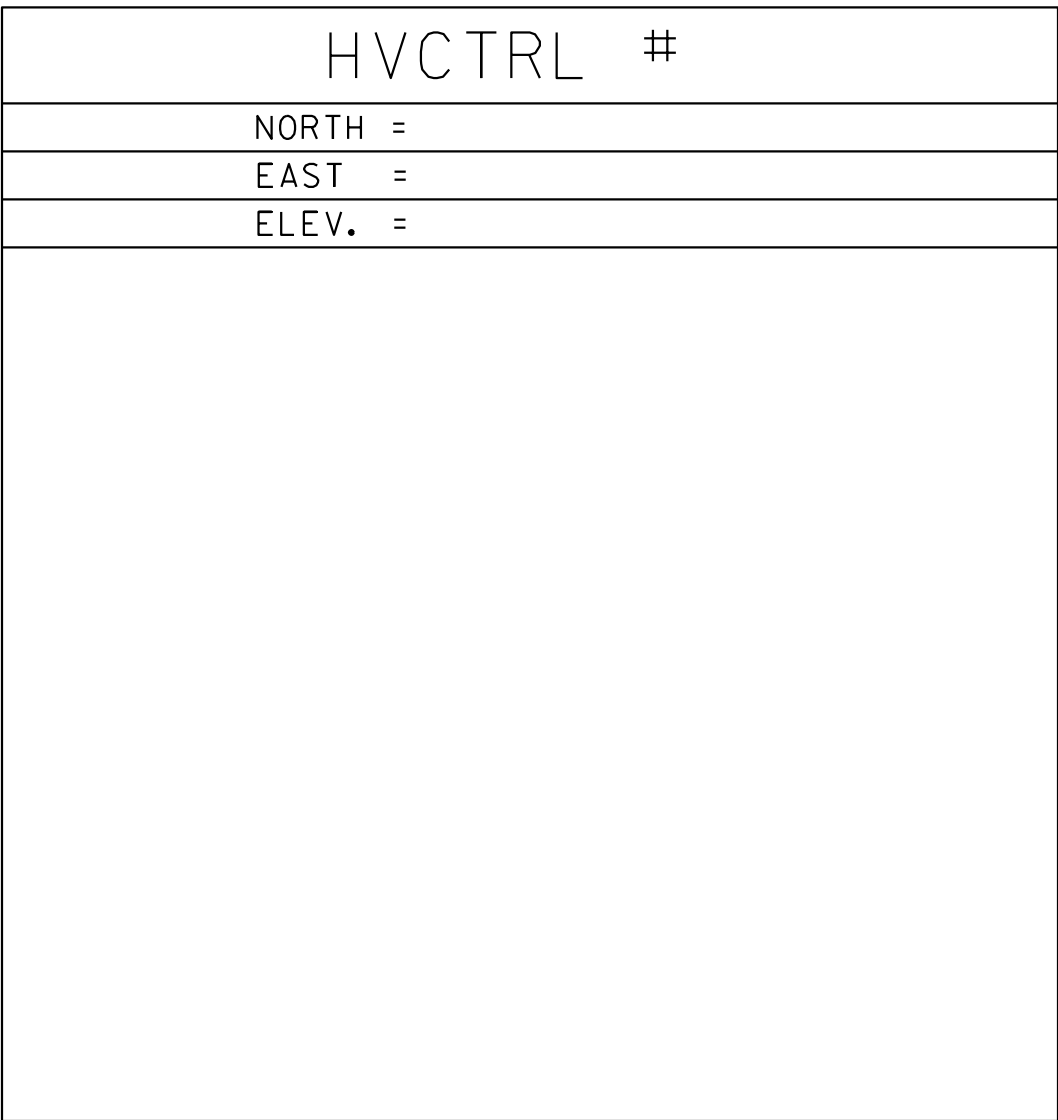
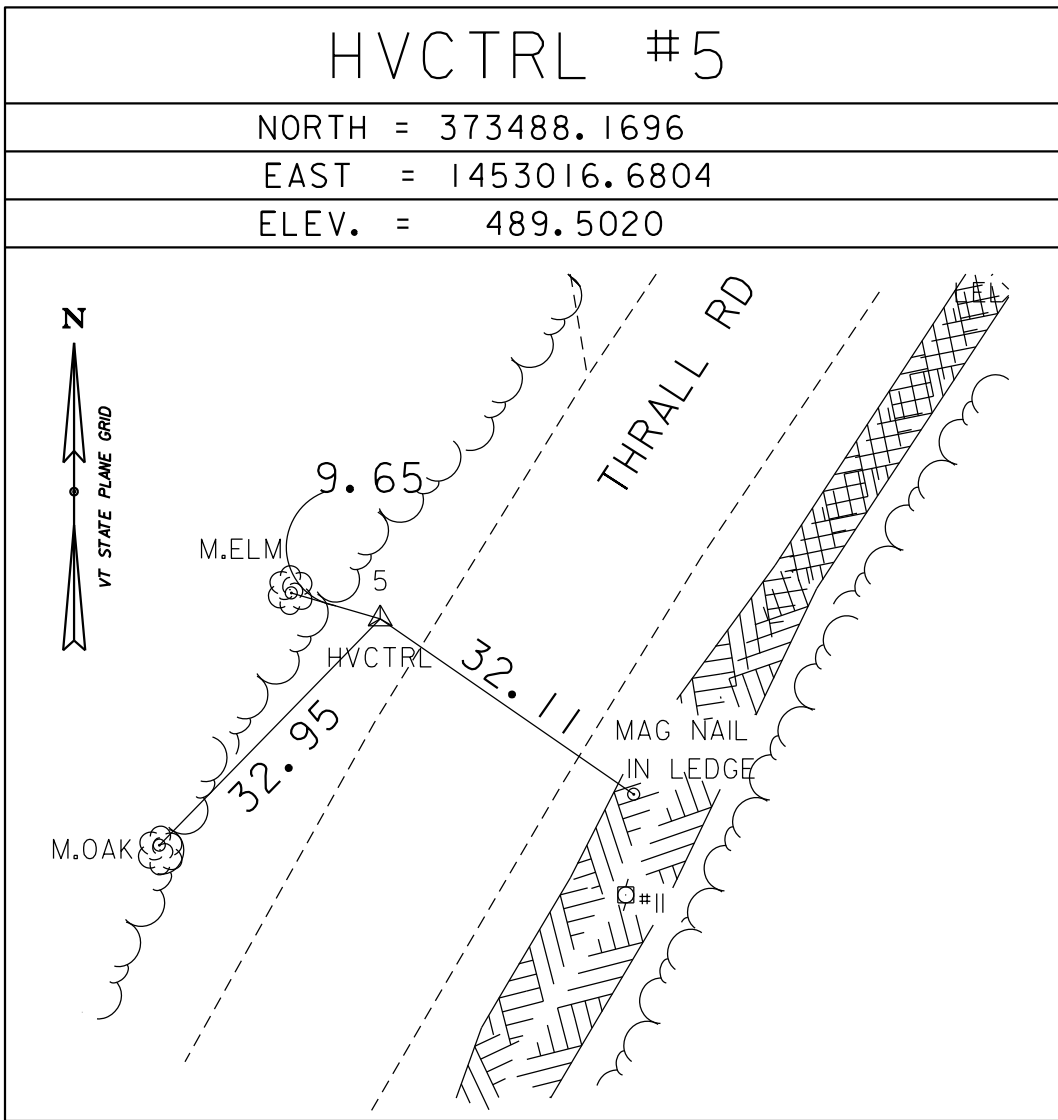
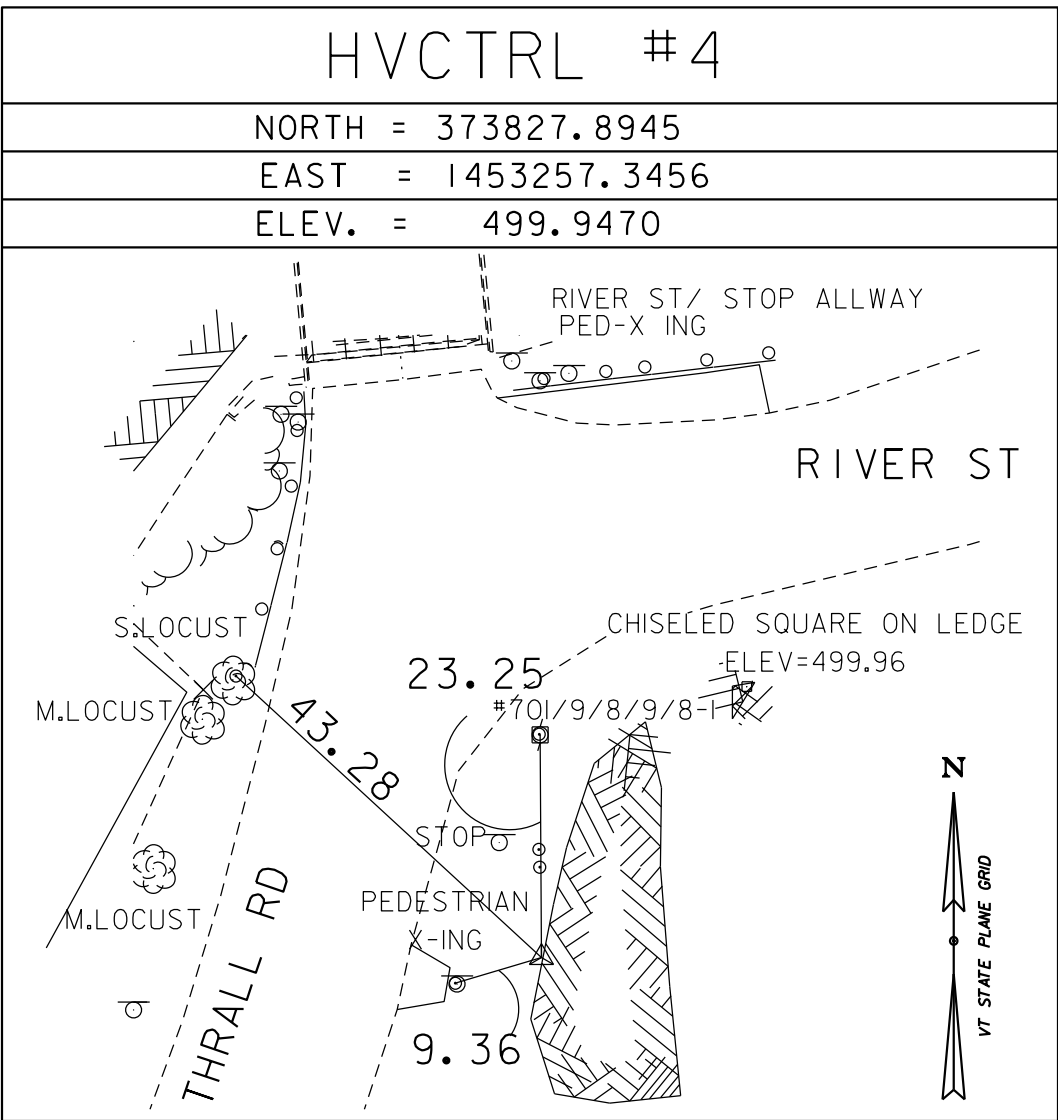
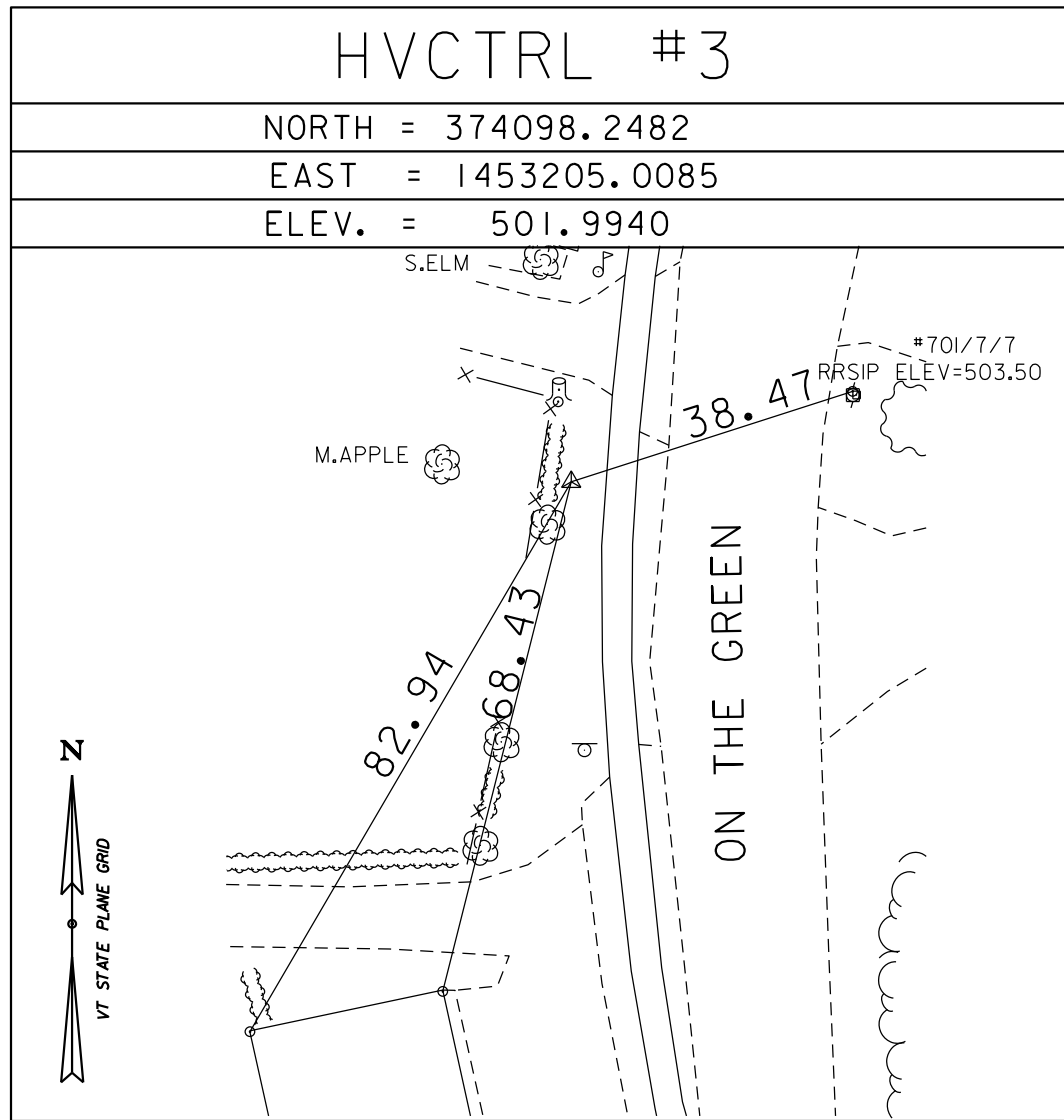
THE MARK IS SET 5 CM BELOW GROUND SURFACE IN THE TOP OF A FENO STYLE MONUMENT. IT IS 7.5 M NORTH OF AND 0.1 M LOWER THAN THE CENTERLINE OF VT ROUTE 140, 0.5 M NORTH OF THE NORTH EDGE OF A CONCRETE SIDEWALK, 5.9 M SOUTH-SOUTHWEST OF THE SECOND MOST EASTERLY SAPLING IN A ROW, 7.2 M SOUTH-SOUTHEAST OF THE THIRD MOST EASTERLY SAPLING IN THE ROW, 15.2 M NORTHWEST OF AND ACROSS THE ROAD FROM POLE NO 30 WITH LUMEN AND TRANSFORMER AND 25.5 M EAST OF THE EAST END OF A WOODEN FENCE.

HVCTRL #2
ON THE GREEN
NORTH =374844.8000
EAST = 1453392.1500
ELEV = 510.0200

GENERAL LOCATION POULTNEY VT.

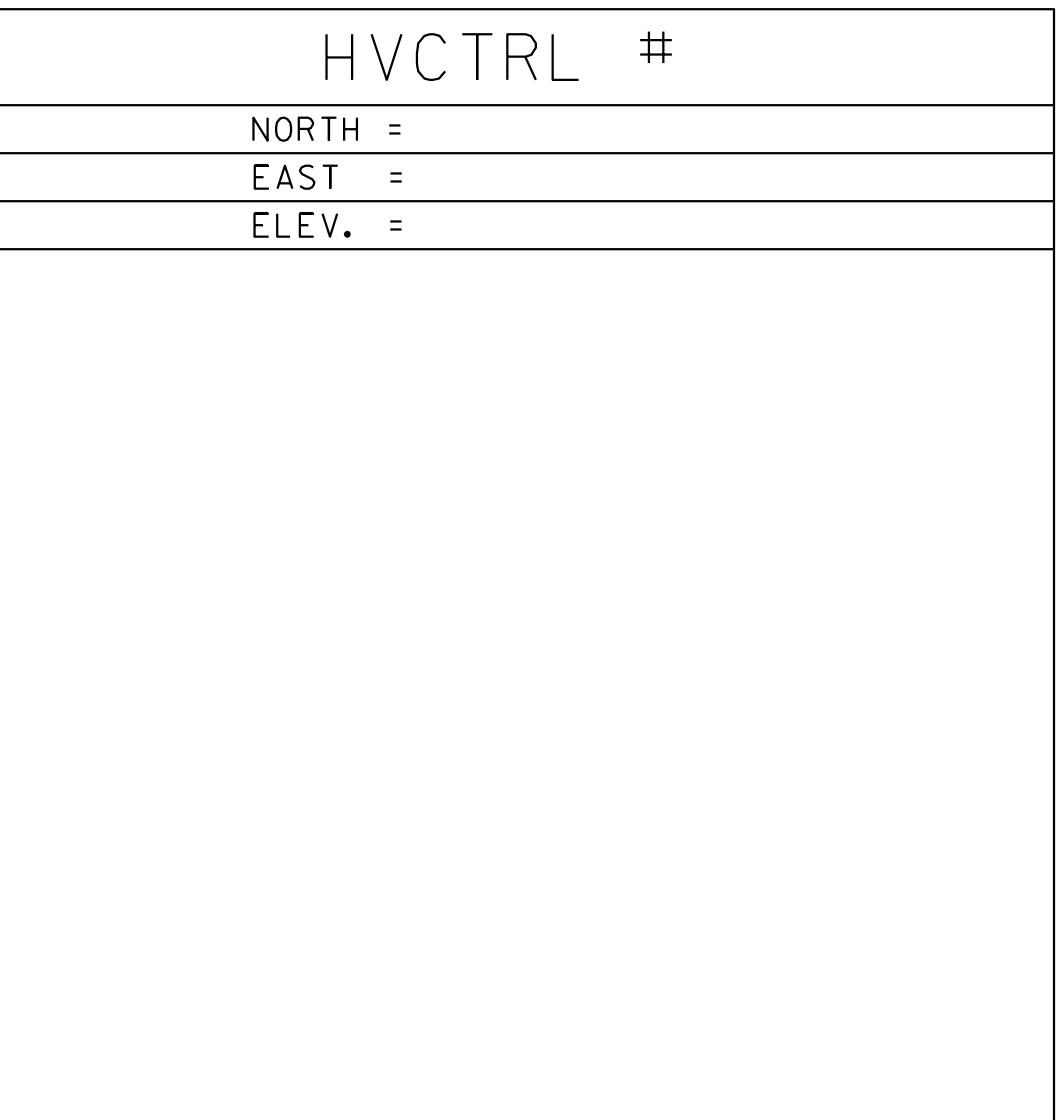
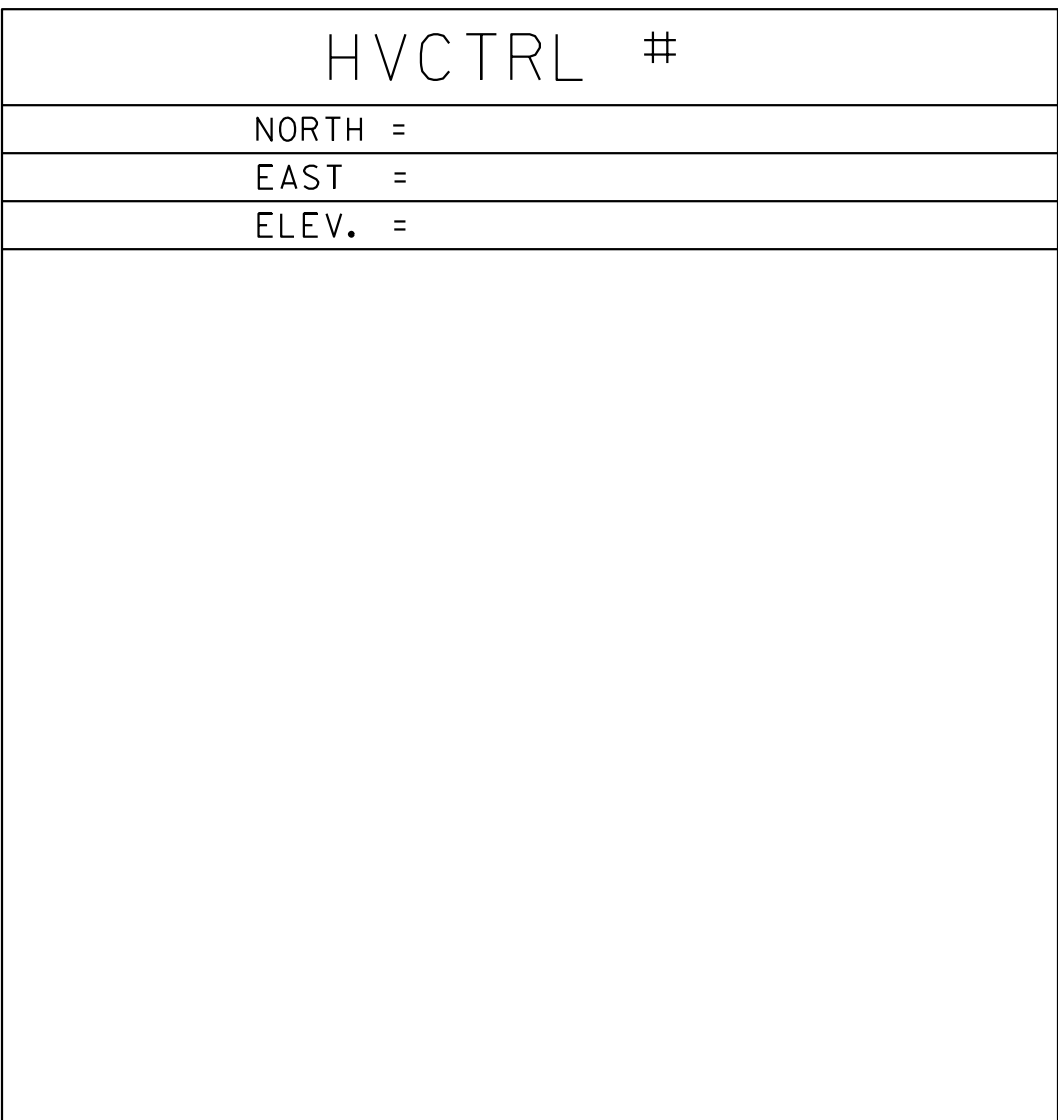
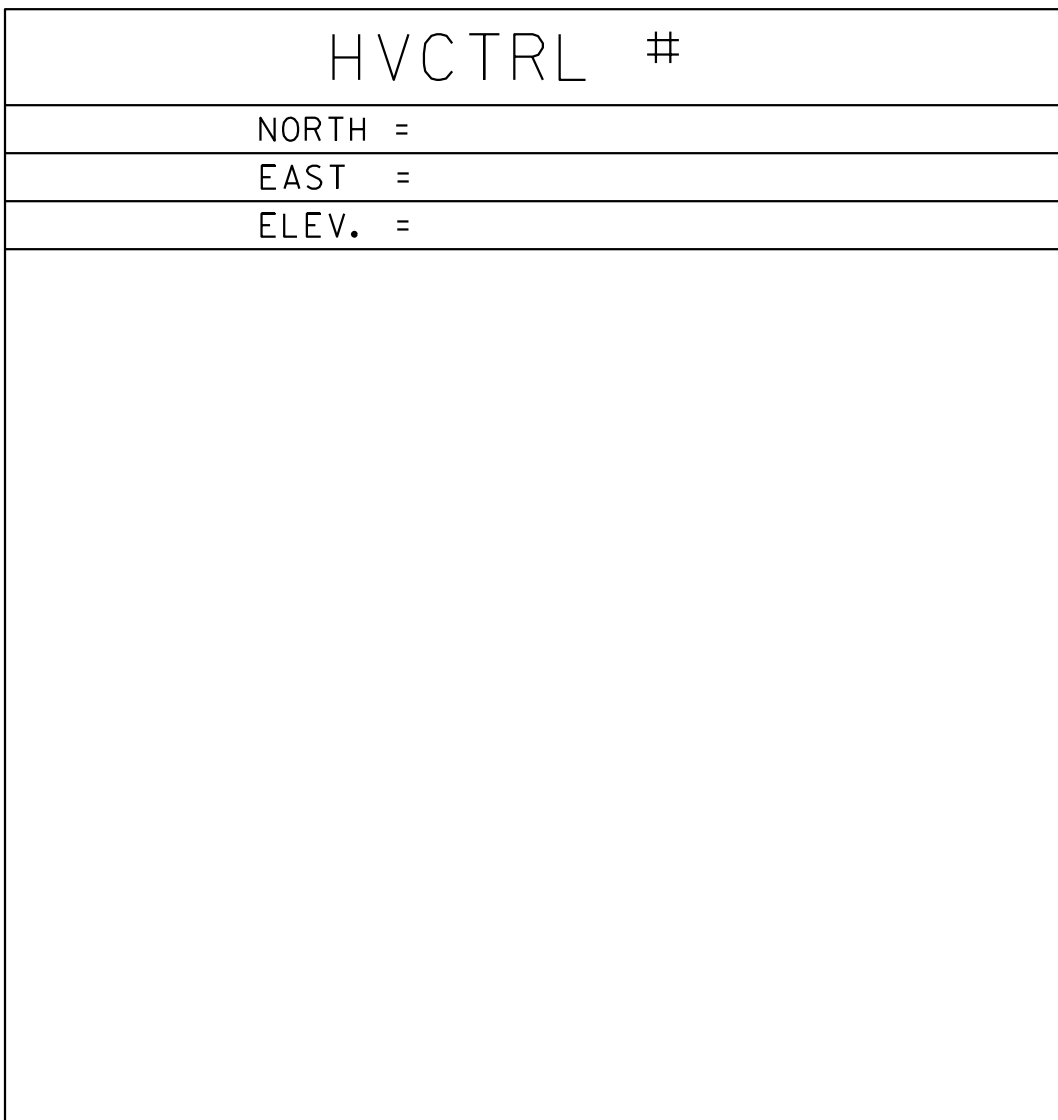
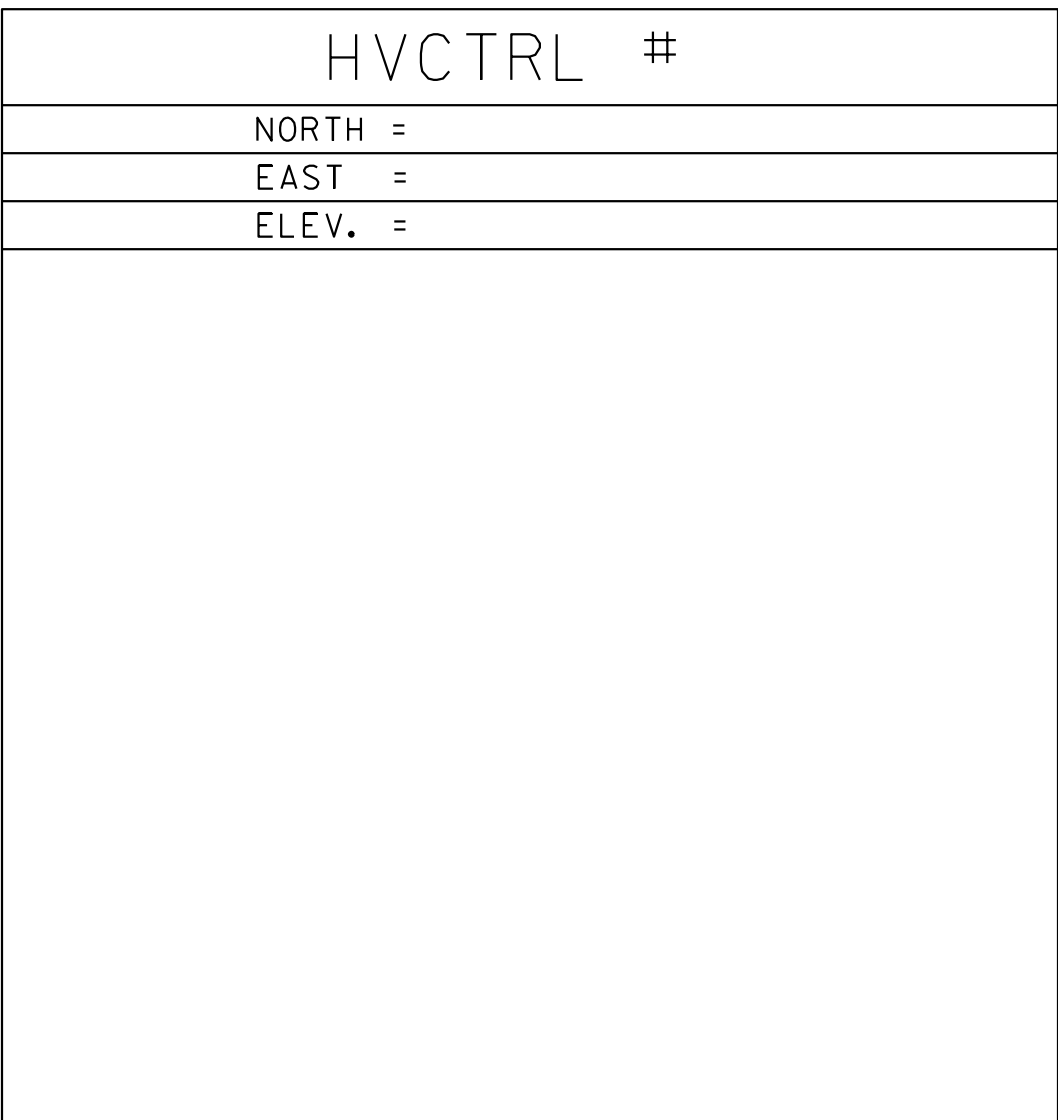
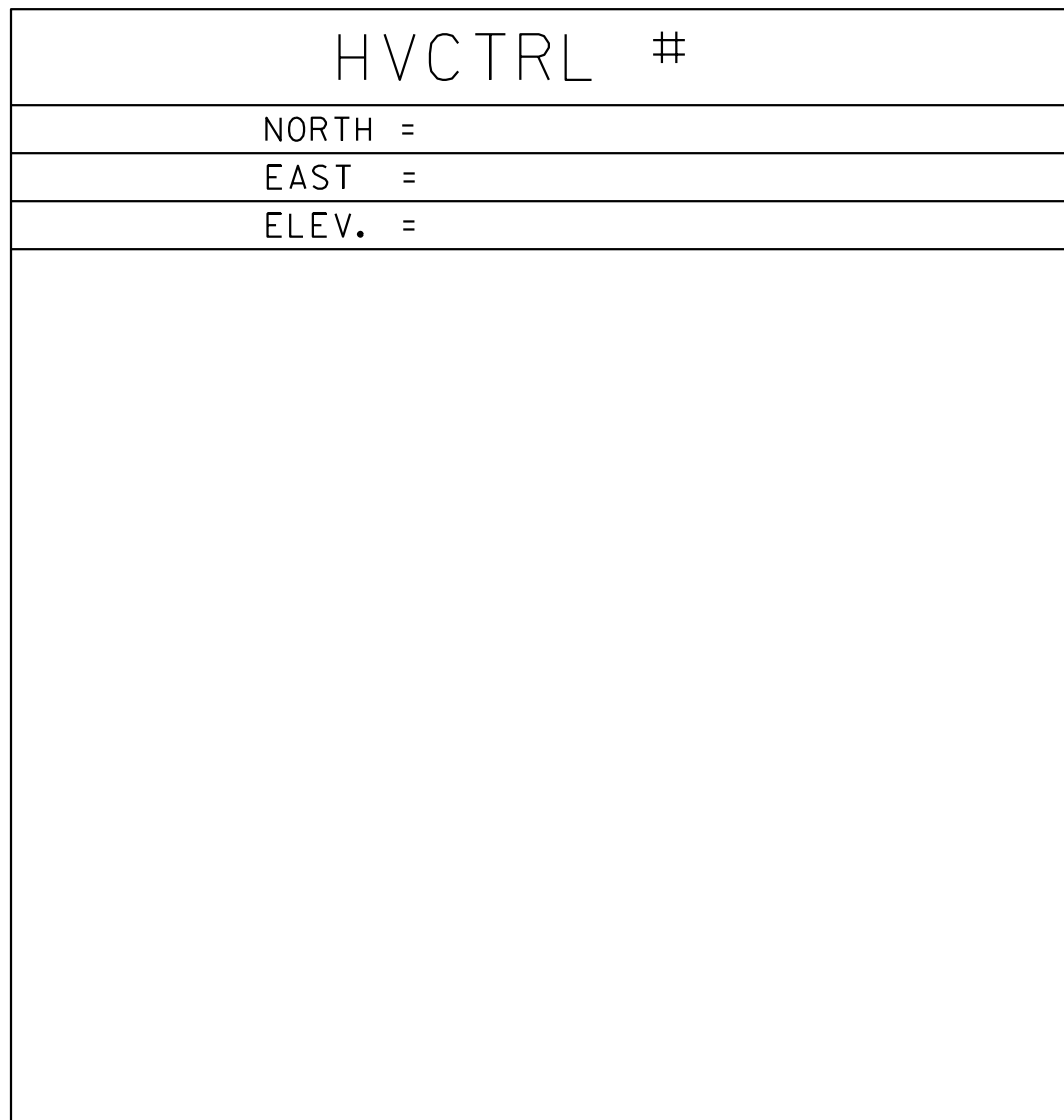
THE MARK IS SET 5 CM BELOW GROUND SURFACE IN THE TOP OF A FENO STYLE MONUMENT IN A SMALL GRASS TRIANGLE NORTH OF THE EAST POULTNEY GREEN. IT IS 6.4 M SOUTHWEST OF THE CENTERLINE OF VT ROUTE 140, 2.3 M NORTH OF THE NORTH EDGE OF PAVEMENT OF THE ROAD PASSING SOUTH OF THE TRIANGLE, 18.0 M SOUTH OF AND ACROSS THE ROAD FROM POLE NO 7/78/78 WITH TRANSFORMER, 5.7 M EAST OF A STOP SIGN AND 15.0 M SOUTHWEST OF AND ACROSS THE ROAD FROM A WELCOME TO POULTNEY (ESTABLISHED 1761) SIGN.

SECONDARY CONTROL



MAIN TRAVERSE COMPLETED BY R. GILMAN B. HERRING & H. MCGOWAN ON 10/25/2017

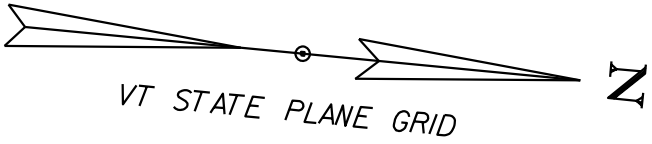
SECONDARY CONTROL



DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD83(2011)
ADJUSTMENT	COMPASS

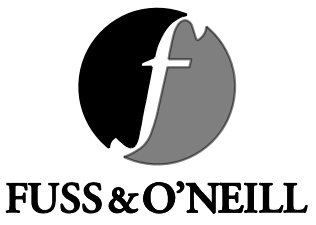
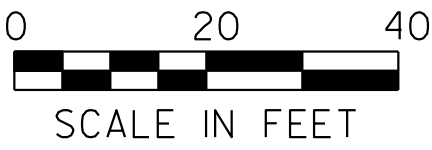
PROJECT NAME:	POULTNEY
PROJECT NUMBER:	BO 1443(53)
FILE NAME: X16J180	PLOT DATE: 11/23/2020
PROJECT LEADER: N.WARK	DRAWN BY: H.MCGOWAN
DESIGNED BY: VTRANS	CHECKED BY: L.MACCORMACK
TIE SHEET	SHEET 8 OF 33

SOIL INFORMATION:
TEEL SILT LOAM
K = 0.6,
HYDROLOGIC SOIL GROUP: B/D



SOIL INFORMATION:
WARWICK-QUONSET COMPLEX
K = 2.0,
HYDROLOGIC SOIL GROUP: A

SOIL INFORMATION:
WARWICK-QUONSET COMPLEX
K = 2.0,
HYDROLOGIC SOIL GROUP: A



PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180bdrer0ex.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
EPSC EXISTING SITE PLAN

PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 9 OF 33

VERTICAL GRANITE CURB
10+45.0 LT - 73+00.9 RT
72+52.7 LT - 72+96.6 LT
74+15.8 LT - 74+82.0 LT
74+19.9 RT - 74+82.0 RT

GRANITE SLOPE EDGING
72+44.2 RT - 10+54.2 RT

CONSTRUCT DRIVES
74+50.0 LT (37.0 FT WIDE, PAVED)
75+00.0 RT (18.0 FT WIDE, PAVED)

PORTLAND CEMENT
CONCRETE SIDEWALK, 5 INCH
10+45.0 LT - 73+00.9 RT
74+19.9 RT - 74+82.0 RT
74+77.4 LT - 75+00.0 LT

DETECTABLE WARNING SURFACE (DWS)
10+43.5 LT
74+79.6 RT
74+79.9 LT

REMOVE AND RESET MAILBOX, SINGLE SUPPORT
74+26.0 LT

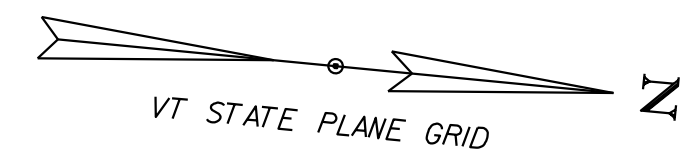
REMOVAL OF EXISTING FENCE
10+65.6 - 10+89.2 LT

REMOVAL AND DISPOSAL OF GUARDRAIL
10+44.6 - 73+02.7 RT
72+70.2 - 73+05.3 LT
74+00.2 - 74+19.6 LT
74+00.5 - 41+32.2 RT

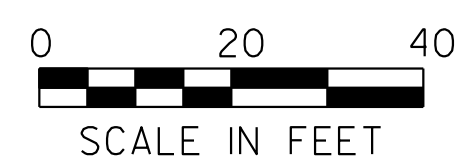
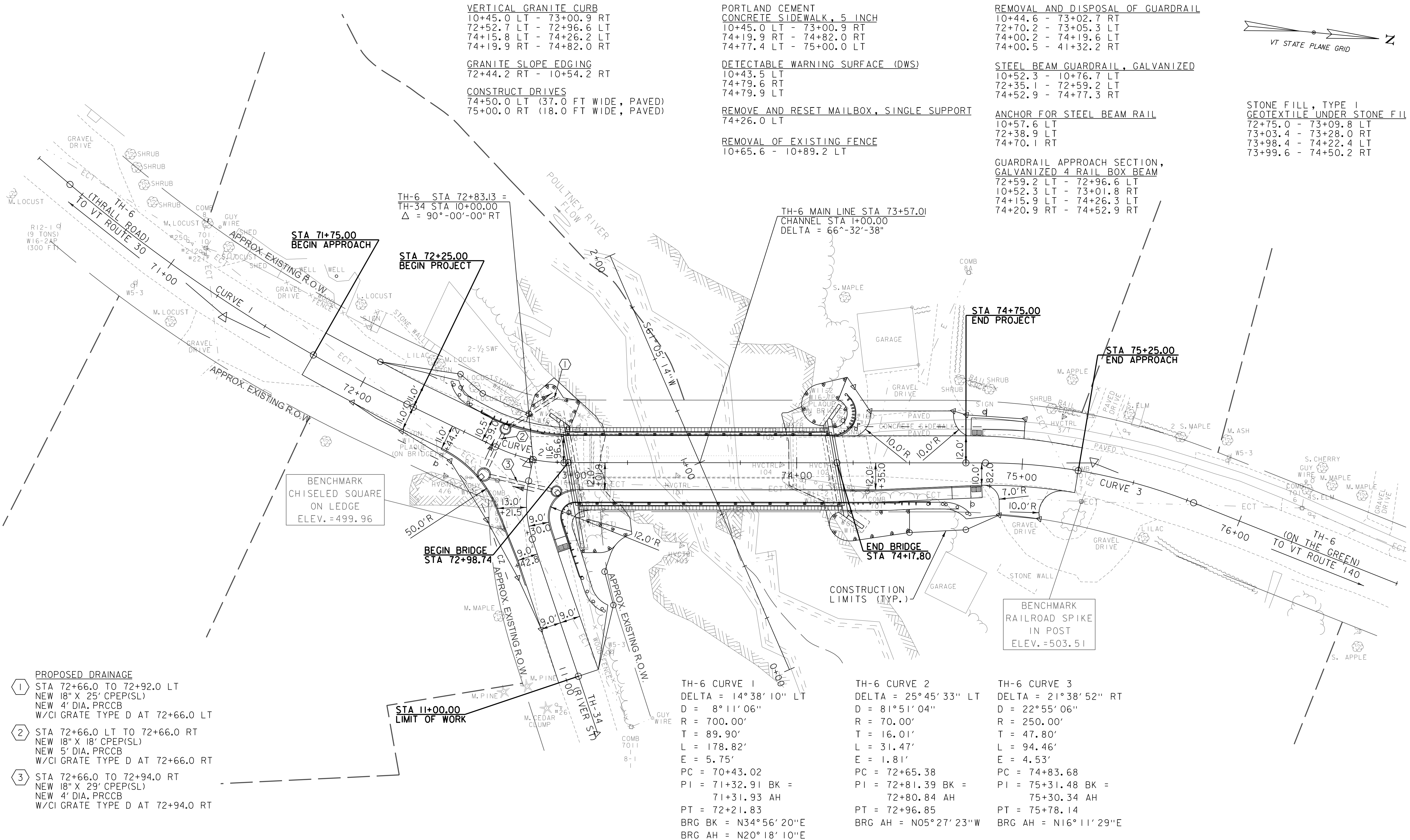
STEEL BEAM GUARDRAIL, GALVANIZED
10+52.3 - 10+76.7 LT
72+35.1 - 72+59.2 LT
74+52.9 - 74+77.3 RT

ANCHOR FOR STEEL BEAM RAIL
10+57.6 LT
72+38.9 LT
74+70.1 RT

GUARDRAIL APPROACH SECTION,
GALVANIZED 4 RAIL BOX BEAM
72+59.2 LT - 72+96.6 LT
10+52.3 LT - 73+01.8 RT
74+15.9 LT - 74+26.3 LT
74+20.9 RT - 74+52.9 RT



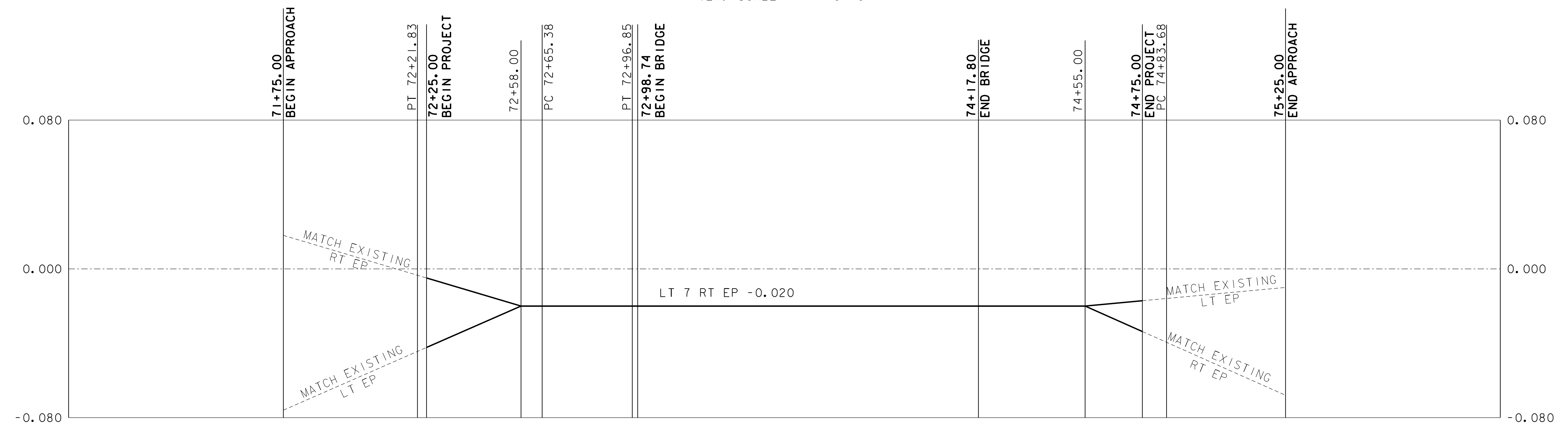
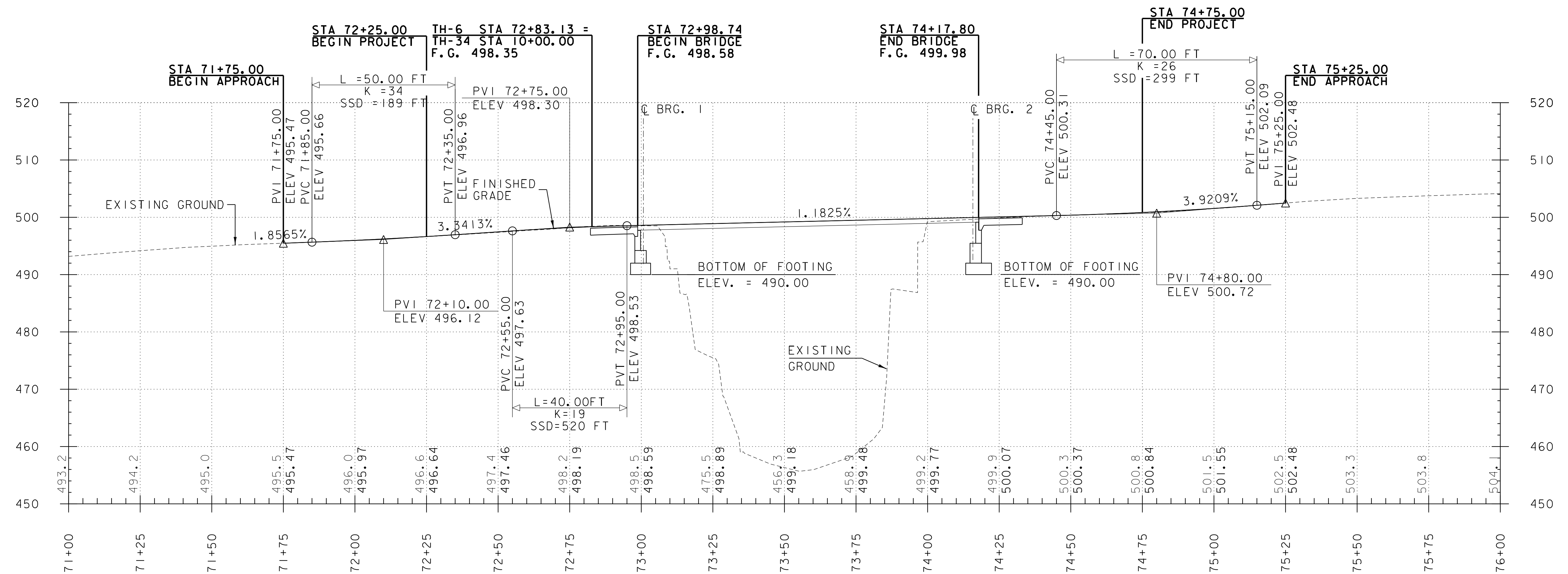
STONE FILL, TYPE I
GEOTEXTILE UNDER STONE FILL
72+75.0 - 73+09.8 LT
73+03.4 - 73+28.0 RT
73+98.4 - 74+22.4 LT
73+99.6 - 74+50.2 RT



PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180bdrn.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
LAYOUT SHEET

PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 10 OF 33



THE ELEVATIONS SHOWN TO THE NEAREST TENTH ARE FOR EXISTING GROUND ALONG THE CENTERLINE.

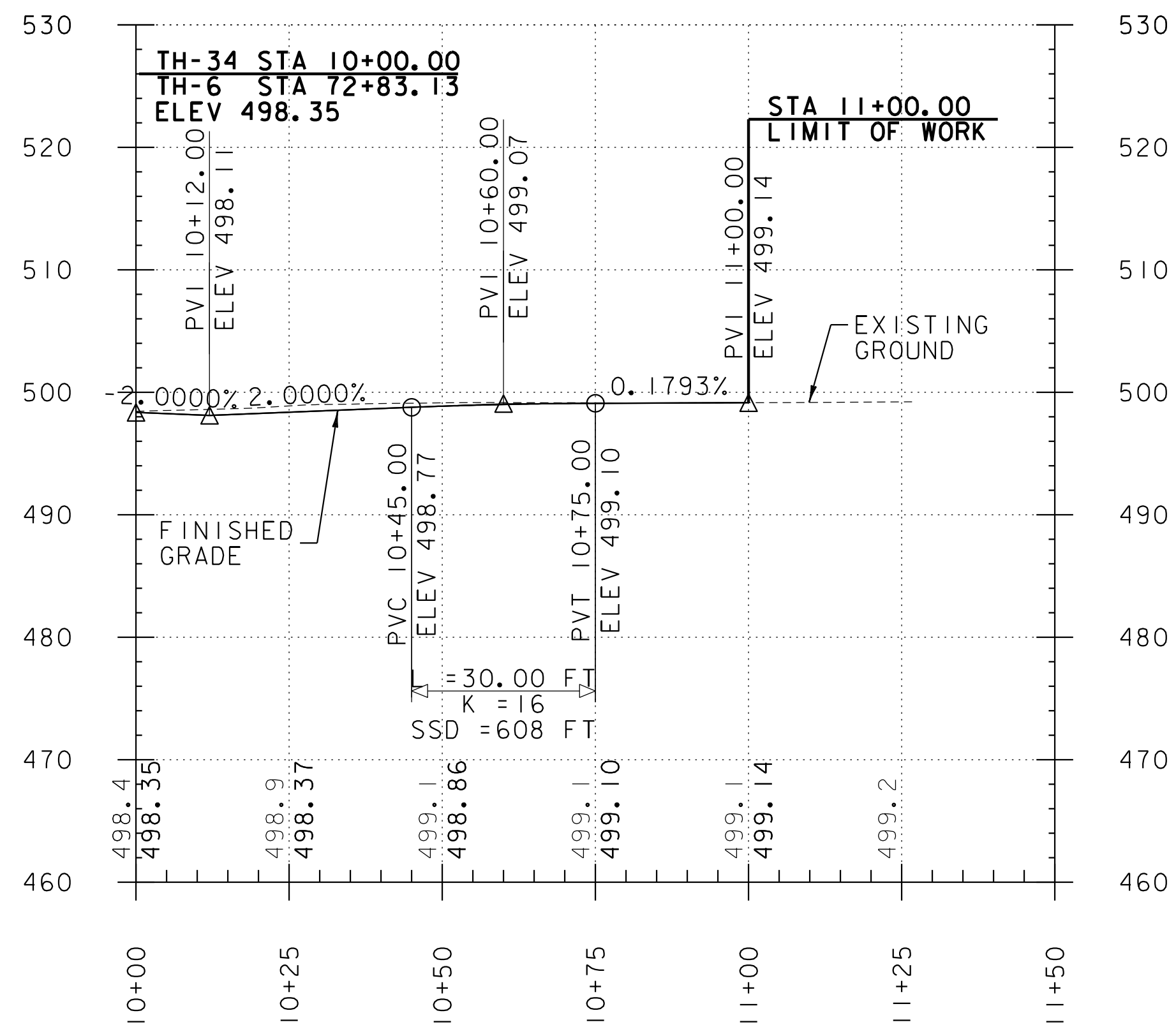
THE ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH ARE FOR THE PROPOSED FINISHED GRADE ALONG THE CENTERLINE.



PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

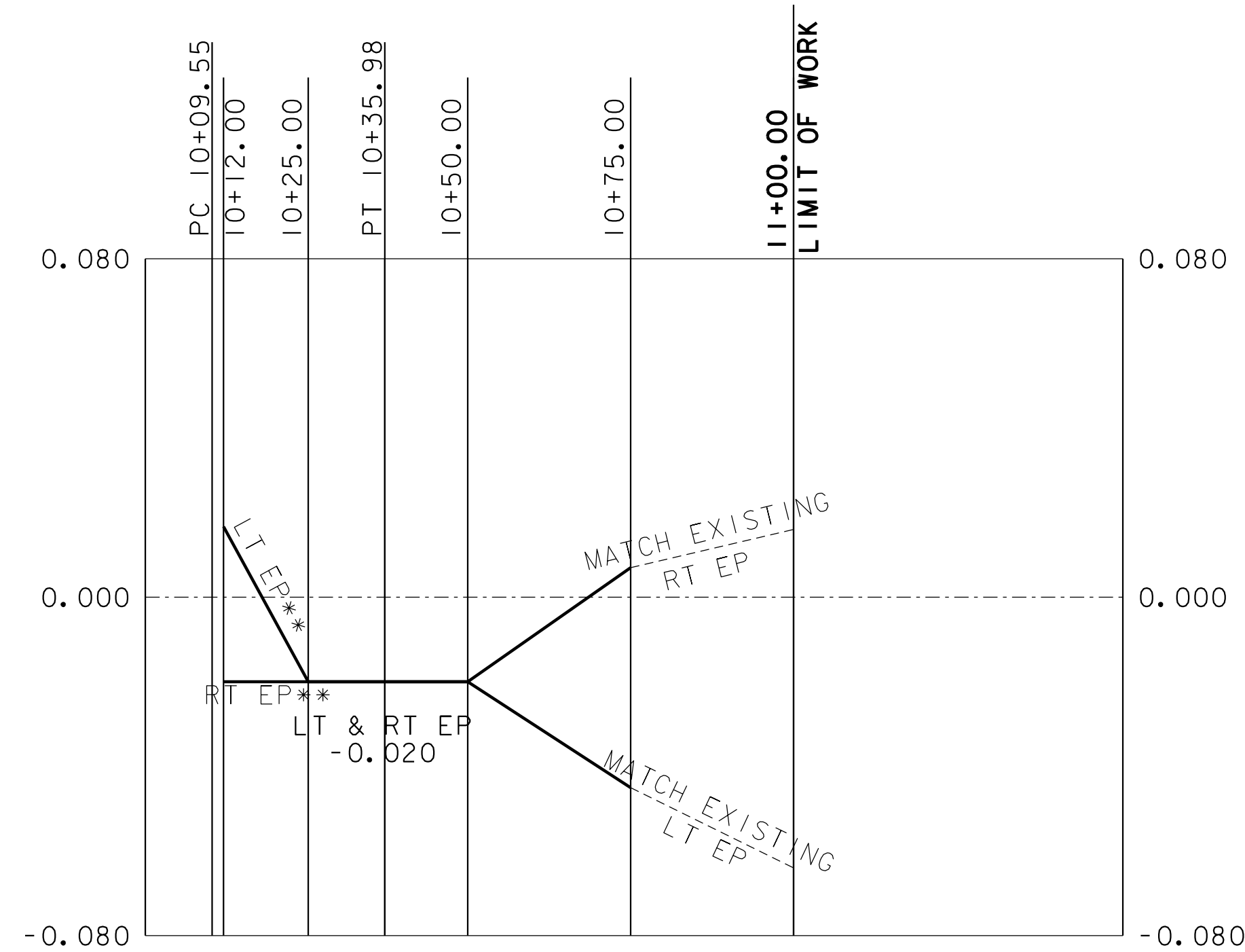
FILE NAME: z16j180profile.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
TH-6 PROFILE AND BANKING DIAGRAM SHEET

PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 11 OF 33



TH-34 (RIVER STREET) PROFILE

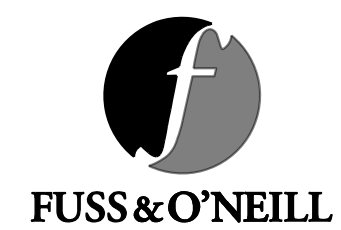
HOR. SCALE 1" = 20'-0"
VER. SCALE 1" = 10'-0"



TH-34 (RIVER STREET) BANKING DIAGRAM

THE ELEVATIONS SHOWN TO THE NEAREST TENTH ARE FOR EXISTING GROUND ALONG THE CENTERLINE.

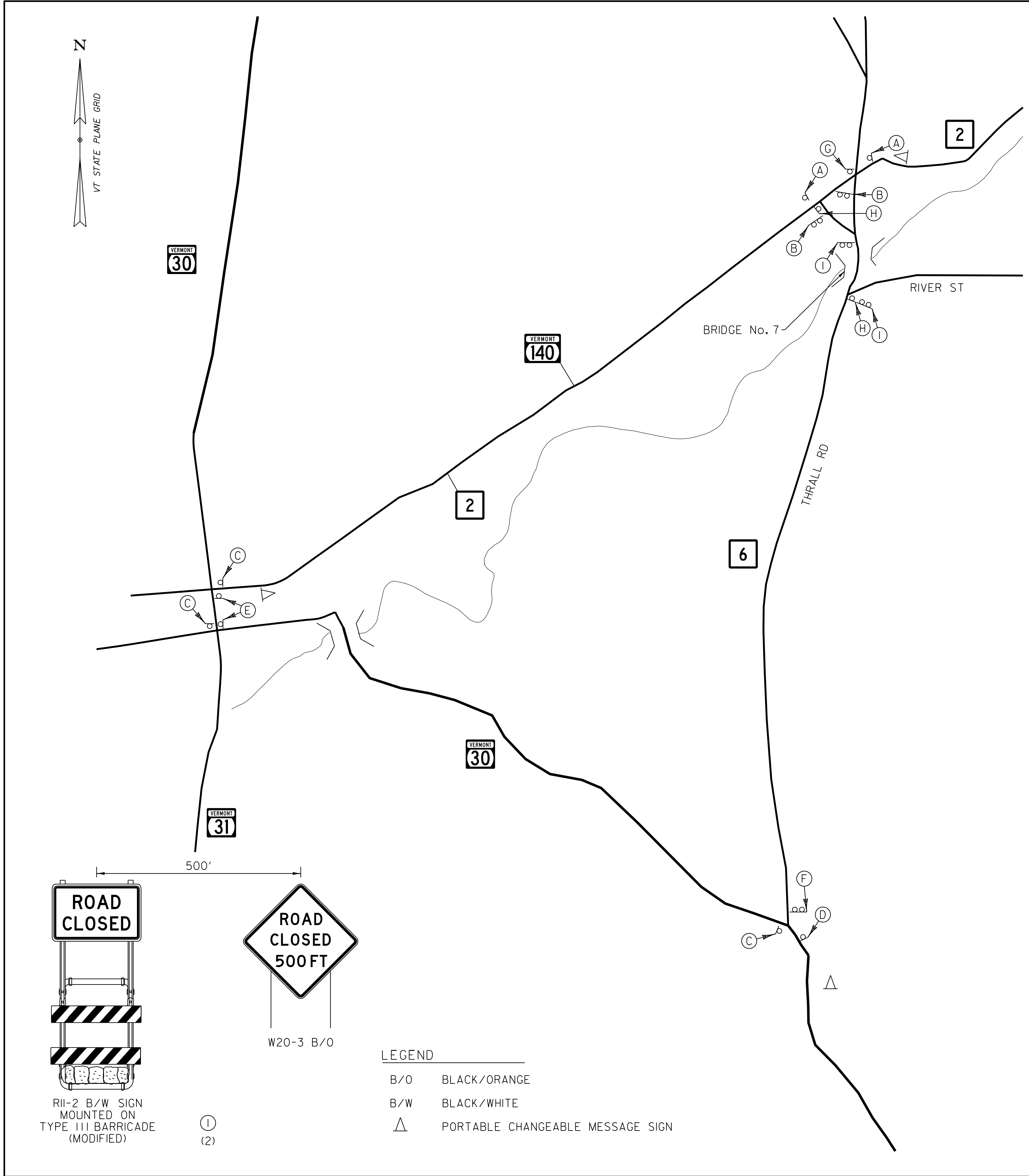
THE ELEVATIONS SHOWN TO THE NEAREST HUNDREDTH ARE FOR THE PROPOSED FINISHED GRADE ALONG THE CENTERLINE.



FUSS & O'NEILL

PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180profile.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
TH-34 PROFILE AND BANKING DIAGRAM SHEET SHEET 12 OF 33



Ⓐ (2) DETOUR Thrall Rd River Rd ↑ B/O B/O B/O	Ⓑ (2) BRIDGE CLOSED 1000 FEET AHEAD NO THRU TRAFFIC B/W	Ⓒ (3) DETOUR Thrall Rd River Rd ← B/O B/O B/O
Ⓓ (1) DETOUR E. Poultney ↗ B/O B/O B/O	Ⓔ (2) DETOUR E. Poultney → B/O B/O B/O	Ⓕ (1) BRIDGE CLOSED 1 MILE AHEAD NO THRU TRAFFIC B/W
Ⓖ (1) DETOUR Thrall Rd River Rd → B/O B/O B/O	Ⓗ (2) END DETOUR B/O	

TRAFFIC CONTROL NOTES

- THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR ACCEPTANCE BY THE PROJECT MANAGER PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 64I.II, "TRAFFIC CONTROL, ALL-INCLUSIVE". THE TRAFFIC CONTROL PLAN SHALL BE IN COMPLIANCE WITH VTRANS STANDARDS AND THE LATEST EDITION OF THE MUTCD. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DETOUR AND CONSTRUCTION SIGNING. THE EXACT LOCATIONS FOR SIGN INSTALLATIONS WILL BE COORDINATED WITH THE ENGINEER AND SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD.
- TRAFFIC CONTROL WARNING SIGNS SHALL BE PROVIDED PER STANDARDS T-1AND T-10 AND THE LATEST EDITION OF THE MUTCD. 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 SHALL BE PAID FOR UNDER THE ITEM 64I.II, "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.
- ACCESS TO ALL EXISTING DRIVES AND SIDE ROADS SHALL BE MAINTAINED AT ALL TIMES DURING ALL PHASES OF CONSTRUCTION.
- 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.
- 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 OR UNCOVERED WHEN THE TRAFFIC CONTROL PLAN IS DISASSEMBLED. PAYMENT FOR THIS WORK WILL BE INCIDENTAL TO ITEM 64I.II, "TRAFFIC CONTROL, ALL-INCLUSIVE".
- CONTACT DIG-SAFE AT LEAST 48 HOURS PRIOR TO BREAKING GROUND TO INSTALL ANY SIGN POSTS.
- TEMPORARY TRAFFIC BARRIER WILL BE PAID FOR UNDER ITEM 64I.II, "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.
- THE ESTIMATED NUMBER OF EACH SIGN PACKAGE REQUIRED IS REPRESENTED BY THE NUMBER UNDERNEATH EACH LETTER DESIGNATOR AND TOTALED ON THE DETOUR SIGN SUMMARY SHEET.
- ESTIMATED HOURS FOR ITEM 630.I0, "UNIFORMED TRAFFIC OFFICERS" AND ITEM 630.I5, "FLAGGERS" HAVE BEEN INCLUDED IN THE CONTRACT FOR THE INSTALLATION/REMOVAL OF DETOUR SIGNING AND FOR TEMPORARY ACCESS OF CONSTRUCTION VEHICLES INTO AND OUT OF THE BRIDGE CLOSURE AREA.

PROJECT NAME: POULTNEY
PROJECT NUMBER: B0 1443(53)

FILE NAME: z16j180bdrdtr.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: N. LEMAY
DETOUR PLAN SHEET

PLOT DATE: 11/23/2020
DRAWN BY: N. LEMAY
CHECKED BY: S. LEONARDO
SHEET 13 OF 33



DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)
71+75 TO 72+45 RT (SOLID)
71+75 TO 74+75 LT (SOLID)
73+04 TO 74+75 RT (SOLID)
74+85 TO 74+25 LT (SOLID)
74+85 TO 74+25 RT (SOLID)

DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)
71+75 TO 72+45 LT & RT (DOUBLE SOLID)
73+05 TO 74+75 LT & RT (DOUBLE SOLID)
74+85 TO 75+25 LT & RT (DOUBLE SOLID)

DURABLE CROSSWALK MARKING (OPTION BID ITEM)
74+79 LT TO RT

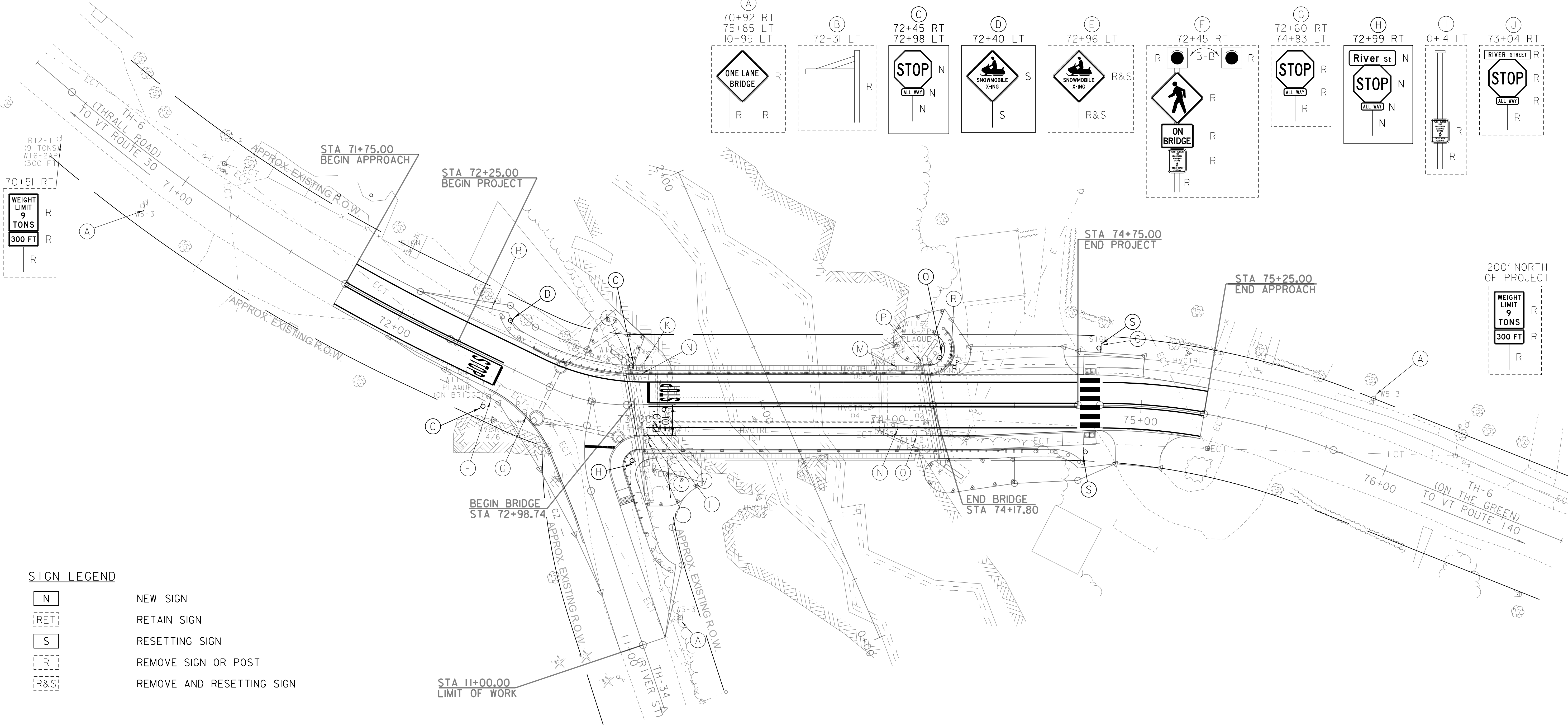
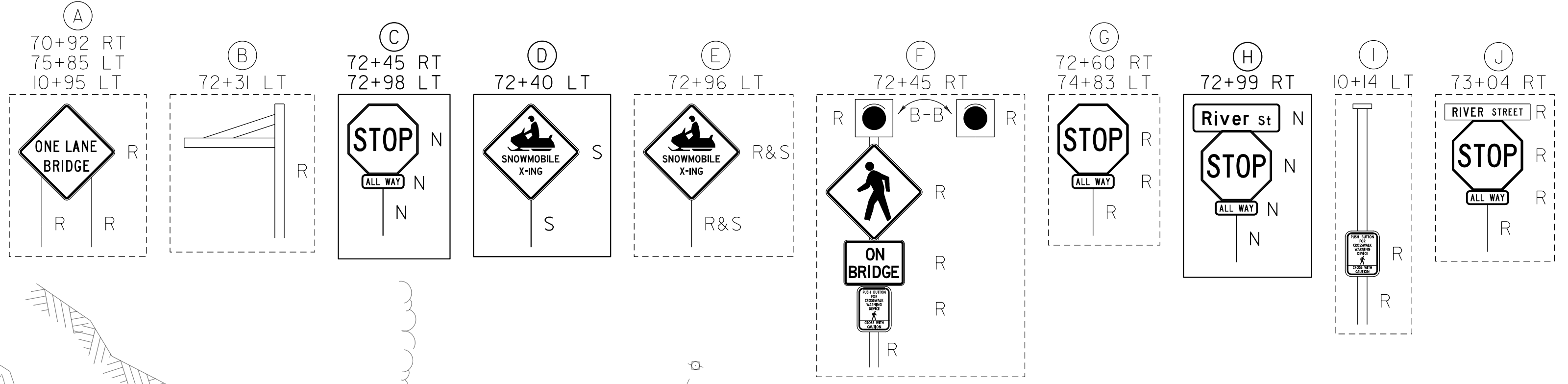
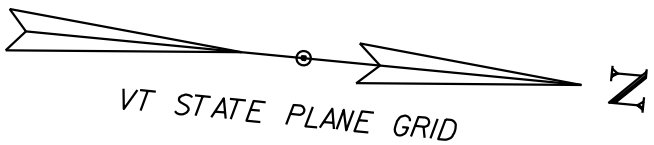
DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
72+45 RT (8.3')
73+05 LT (8.3')
10+18 LT (11.8')

TEMPORARY LETTER OR SYMBOL, PAINT
DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
72+37 RT (STOP)
73+14 LT (STOP)

REMOVING SIGNS
AS SHOWN - 33

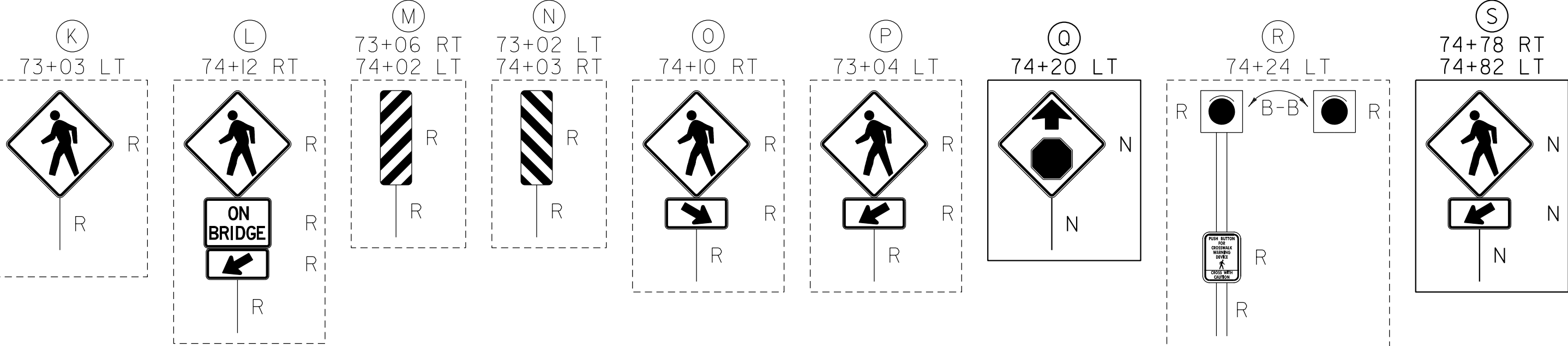
RESETTING SIGNS
AS SHOWN - 1

SETTING SALVAGED POSTS
AS SHOWN - 1

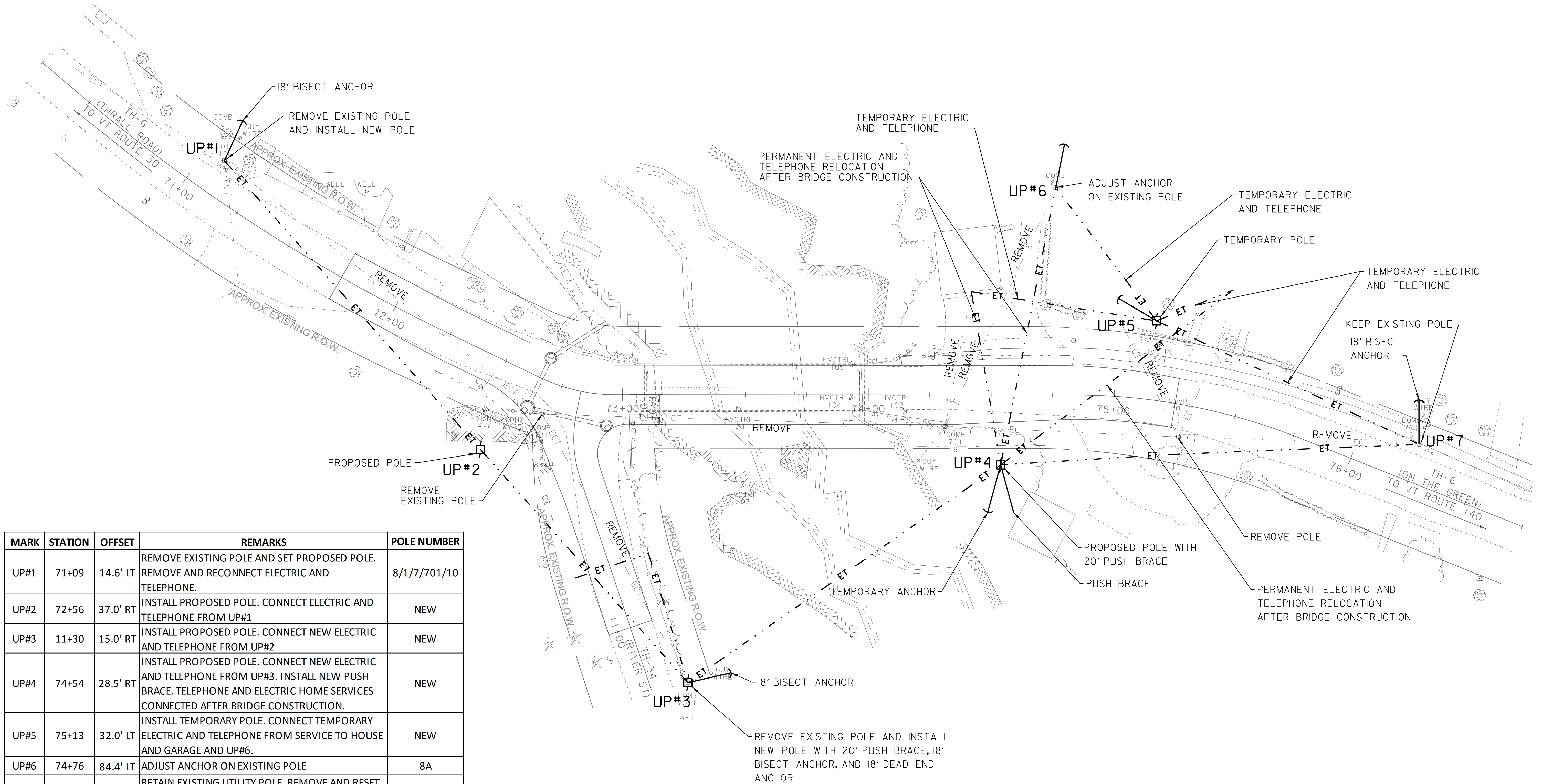
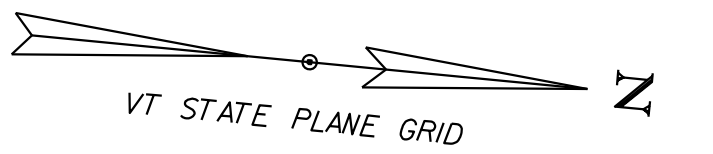


SIGN LEGEND

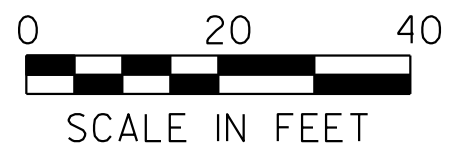
- NEW SIGN
- RETAIN SIGN
- RESETTING SIGN
- REMOVE SIGN OR POST
- REMOVE AND RESETTING SIGN



PROJECT NAME:	POULTNEY	FILE NAME:	z16j180bdr+s.dgn	PLOT DATE:	11/23/2020
PROJECT NUMBER:	BO 1443(53)	PROJECT LEADER:	J. FRENCH	DRAWN BY:	S. GOODWIN
		DESIGNED BY:	E. MALONEY	CHECKED BY:	D. MUNRO
		SIGNING AND PAVEMENT MARKING SHEET		SHEET	14 OF 33



MARK	STATION	OFFSET	REMARKS	POLE NUMBER
UP#1	71+09	14.6' LT	REMOVE EXISTING POLE AND SET PROPOSED POLE. REMOVE AND RECONNECT ELECTRIC AND TELEPHONE.	8/1/7/701/10
UP#2	72+56	37.0' RT	INSTALL PROPOSED POLE. CONNECT ELECTRIC AND TELEPHONE FROM UP#1	NEW
UP#3	11+30	15.0' RT	INSTALL PROPOSED POLE. CONNECT NEW ELECTRIC AND TELEPHONE FROM UP#2	NEW
UP#4	74+54	28.5' RT	INSTALL PROPOSED POLE. CONNECT NEW ELECTRIC AND TELEPHONE FROM UP#3. INSTALL NEW PUSH BRACE. TELEPHONE AND ELECTRIC HOME SERVICES CONNECTED AFTER BRIDGE CONSTRUCTION.	NEW
UP#5	75+13	32.0' LT	INSTALL TEMPORARY POLE. CONNECT TEMPORARY ELECTRIC AND TELEPHONE FROM SERVICE TO HOUSE AND GARAGE AND UP#6.	NEW
UP#6	74+76	84.4' LT	ADJUST ANCHOR ON EXISTING POLE	8A
UP#7	76+24	15.6' LT	RETAIN EXISTING UTILITY POLE. REMOVE AND RESET ELECTRIC AND TELEPHONE LINE. INSTALL BISECT ANCHOR. CONNECT ELECTRIC AND TELEPHONE FROM UP#5.	701/6



AERIAL UTILITY RELOCATION TO BE PERFORMED BY OTHERS.

PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180bdruty.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
UTILITY RELOCATION SHEET

PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 15 OF 33



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.O.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

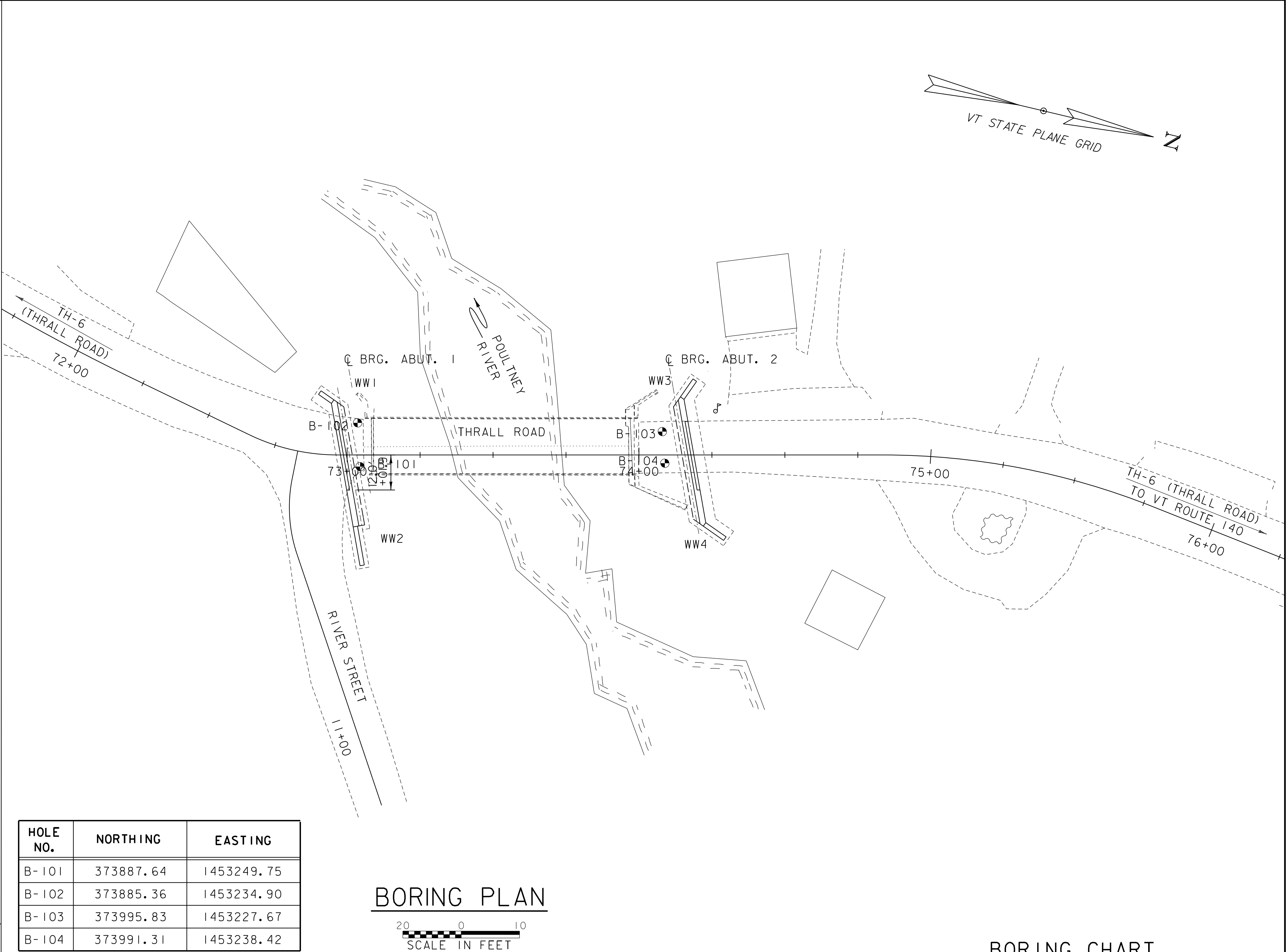
CORRELATION GUIDE OF "N" TO DENSITY/CONSISTENCY

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
S	Sample
N	Standard Penetration Test
	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 5/8"
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'y	Gray	wh	White
gn	Green	yel	Yellow
lt	Light	mltc	Multicolored
or	Orange		



BORING PLAN

BORING CHART

HOLE NO.	NORTHING	EASTING
B-101	373887.64	1453249.75
B-102	373885.36	1453234.90
B-103	373995.83	1453227.67
B-104	373991.31	1453238.42

GENERAL NOTES

- The subsurface explorations shown herein were made between XX/XX/XX and XX/XX/XX 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.

DEFINITIONS (AASHTO)

- BEDROCK (LEDGE)** - Rock in its native location of indefinite thickness.
- BOULDER** - A rock fragment with an average dimension > 12 inches.
- COBBLE** - Rock fragments with an average dimension between 3 and 12 inches.
- GRAVEL** - Rounded particles of rock < 3" and > 0.075" (#10 sieve).
- SAND** - Particles of rock < 0.075" (#10 sieve) and > 0.0025" (#200 sieve).
- SILT** - Soil < 0.0025" (#200 sieve), non or slightly plastic and exhibits no strength when air-dried.
- CLAY** - Fine grained soil, exhibits plasticity when moist and considerable strength when air-dried.
- VARVED** - Alternate layers of silt and clay.
- HARDPAN** - Extremely dense soil, cemented layer, not softened when wet.
- MUCK** - Soft organic soil (containing > 10% organic material).
- MOISTURE CONTENT** - Weight of water divided by dry weight of soil.
- FLOWING SAND** - Granular soil so saturated (loose) that it flows into drill casing during extraction of wash rod.
- STRIKE** - Angle from magnetic north to line of intersection of bed with a horizontal plane.
- DIP** - Inclination of bed with a horizontal plane.

HOLE NO.	SURV. STATION	OFFSET	GROUND ELEV.	ELEV. TLOB
B-101	73+04	4 RT	498	491
B-102	73+03	11 LT	498	490
B-103	74+08	8 LT	499	491
B-104	74+09	3 RT	499	491

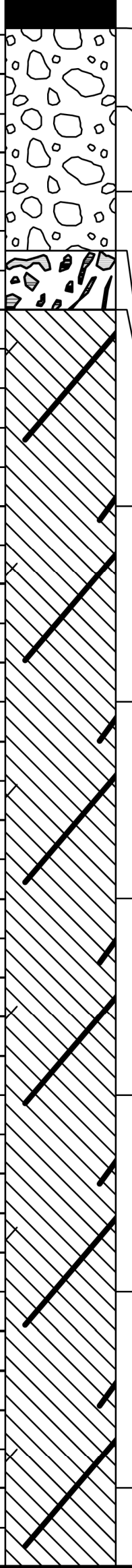
PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180boring.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: K. CARME
BORING LAYOUT SHEET

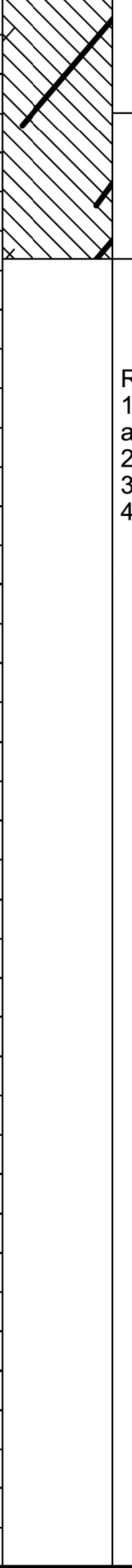
PLOT DATE: 11/23/2020
DRAWN BY: M. SMITH
CHECKED BY: S. BEAUMONT
SHEET 16 OF 33

3BORING LOG 04.0190389.28 VTRANS POULTNEY BO 1443(53).GPJ VERMONT AOT.GDT 10/8/20

3BORING LOG 04.0190389.28 VTRANS POULTNEY BO 1443(53).GPJ VERMONT AOT.GDT 10/8/20

		STATE OF VERMONT AGENCY OF TRANSPORTATION CONSTRUCTION AND MATERIALS BUREAU CENTRAL LABORATORY		BORING LOG		Boring No.: B-102					
				Bridge No. 7 Replacement Project Poultney BO 1443(53) Poultney, Vermont		Page No.: 1 of 2					
						Pin No.: 16J180					
						Checked By: J. Baron					
Boring Crew: B. Raiche (NEBC), M. Murphy (GZA)				Casing Sampler		Groundwater Observations					
Date Started: 6/11/20 Date Finished: 6/12/20				Type: WASH BORE SS		Date Depth Notes					
VTSPG NAD83: N 373885.36 ft E 1453234.90 ft				I.D.: 4 in 2 in		06/12/20 15.4 Stab. time = 5 min					
Station: 73+03 Offset: 11 LT				Hammer Wt: 300 lb. 140 lb.		06/15/20 27.5 Stab. time = 3 days					
Ground Elevation: 498.0 ft				Hammer Fall: 24 in. 30 in.							
				Hammer/Rod Type: Auto/AWJ							
				Rig: MOBILE B29 TRUCK C _E = 1.3							
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	
5		0.0 ft - 0.83 ft, ASPHALT				9-8-4-4 (12)					
		Visual Description, (Modified Burmister), S-1 (0.8-2.8'): Medium dense, brown, fine to coarse SAND, little Gravel, trace Silt (A-1-a), Rec. = 1.0 ft, SAND									
		2.83 ft - 5.0 ft, SAND									
		Visual Description, (Modified Burmister), S-2 (5.0-6.5'): Top 4 inches: Very dense, gray, fine to coarse SAND, little Gravel, trace Silt (A-1-a).					4-3-50/6" (REF)				
		Middle 3 inches: Orange-brown, fine to medium SAND, little Silt (A-1-b)., Rec. = 0.92 ft, SAND									
		6.5 ft - 8.0 ft, WEATHERED ROCK	C-1	100 (8)	4	Top of Bedrock @ 8.0 ft					
		8.0 ft - 13.0 ft, Medium, slightly to moderately weathered, red-purple to blue-gray, aphanitic, SLATE. Joints are extremely close to very close, high angle to vertical, rough, undulating to stepped, discolored to decomposed, and tight to open.			4						
		13.0 ft - 18.0 ft, Medium, slightly to moderately weathered, blue-gray, aphanitic, SLATE. Joints are very close to close, horizontal to high angle, rough to smooth, planar to stepped, discolored to decomposed, and tight to open.	C-2	87 (55)	5						
		18.0 ft - 23.0 ft, Medium, slightly to moderately weathered, blue-gray, aphanitic, SLATE with quartzite intrusions. Joints are extremely close to close, moderately dipping to high angle, rough to smooth, planar to stepped, discolored to decomposed, and tight to open.	C-3	90 (37)	3						
		23.0 ft - 28.0 ft, Medium, slightly to moderately weathered, blue-gray to white, aphanitic, SLATE with quartzite intrusions. Joints are extremely close to close, moderately dipping to high angle, rough to smooth, planar to stepped, discolored to decomposed, and tight to open.	C-4	100 (43)	2						
25		28.0 ft - 33.0 ft, Medium, slightly to moderately weathered, blue-gray, aphanitic, SLATE. Joints are extremely close to close, moderately dipping to vertical, rough to smooth, planar to stepped, discolored to decomposed, and tight to moderately wide.	C-5	90 (17)	3						
		33.0 ft - 38.0 ft, Medium, slightly to moderately weathered, blue-gray to white, aphanitic, SLATE with quartzite intrusions. Joints are very close to close, horizontal to vertical, rough, undulating to stepped, discolored to decomposed, and tight to moderately wide.	C-6	98 (47)	3						
		38.0 ft - 43.0 ft, Medium, slightly to moderately weathered, blue-gray to white, aphanitic, SLATE with quartzite intrusions. Joints are very close to close, horizontal to vertical, rough, undulating to stepped, discolored to decomposed, and tight to moderately wide.	C-7	88 (19)	2						
		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 _E 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.									

BORING LOG 04.0190389.28 VTRANS POULTNEY BO 1443(53).GPJ VERMONT AOT.GDT 10/8/20

		STATE OF VERMONT AGENCY OF TRANSPORTATION CONSTRUCTION AND MATERIALS BUREAU CENTRAL LABORATORY		BORING LOG		Boring No.: B-102					
				Bridge No. 7 Replacement Project Poultney BO 1443(53) Poultney, Vermont		Page No.: 2 of 2					
						Pin No.: 16J180					
						Checked By: J. Baron					
Boring Crew: B. Raiche (NEBC), M. Murphy (GZA)				Casing Sampler		Groundwater Observations					
Date Started: 6/11/20 Date Finished: 6/12/20				Type: WASH BORE SS		Date Depth Notes					
VTSPG NAD83: N 373885.36 ft E 1453234.90 ft				I.D.: 4 in 2 in		06/12/20 15.4 Stab. time = 5 min					
Station: 73+03 Offset: 11 LT				Hammer Wt: 300 lb. 140 lb.		06/15/20 27.5 Stab. time = 3 days					
Ground Elevation: 498.0 ft				Hammer Fall: 24 in. 30 in.							
				Hammer/Rod Type: Auto/AWJ							
				Rig: MOBILE B29 TRUCK C _E = 1.3							
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)	Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	
45		discolored to decomposed, and tight to moderately wide.									
		43.0 ft - 46.7 ft, Medium, slightly to moderately weathered, blue-gray to white, aphanitic, SLATE with quartzite intrusions. Joints are very close to close, horizontal to vertical, rough, undulating to stepped, discolored to decomposed, and tight to moderately wide.	C-8	55 (13)	5						
		Hole stopped @ 46.7 ft									
		Remarks:									
		1. Top of weathered bedrock encountered at approximately 6.5 feet below ground surface. Advanced roller bit to approximately 8 feet below ground surface and began coring.									
		2. Lost drill water (approx. 1/2 tub) at approximately 42 feet below ground surface.									
		3. Core barrel jammed at approximately 46.7 feet below ground surface. Drilling terminated.									
		4. Bedrock testing completed on C-2 (14.5-15.4 ft.) sample, UCS = 1,312 psi, unit weight = 171.4 pcf.									
		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 _E 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.											

BORING LOG 04.0190389.28 VTRANS POULTNEY BO 1443(53).GPJ VERMONT AOT.GDT 10/8/20

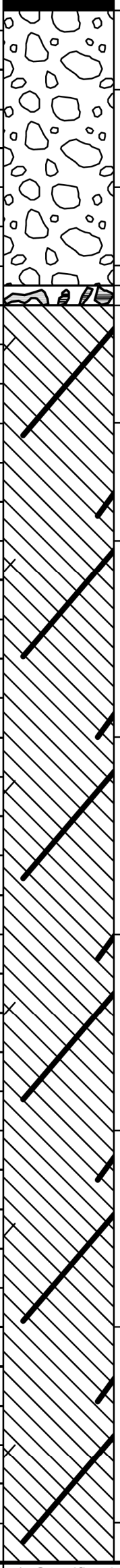
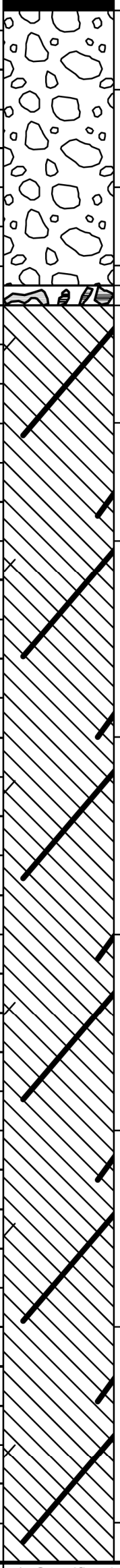
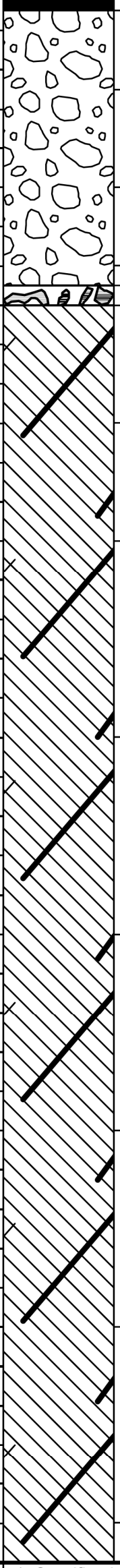
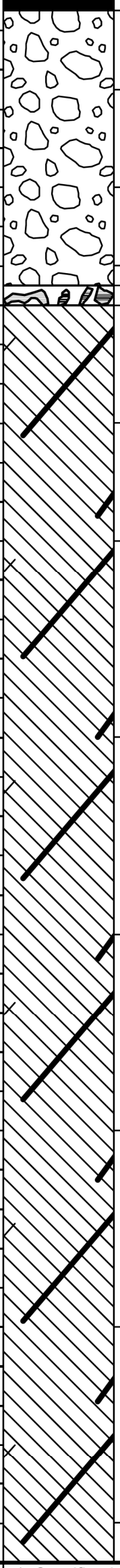
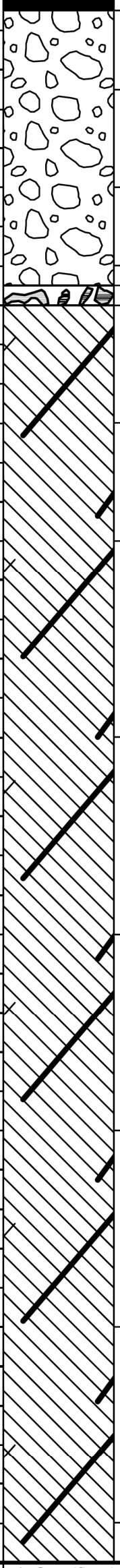


PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

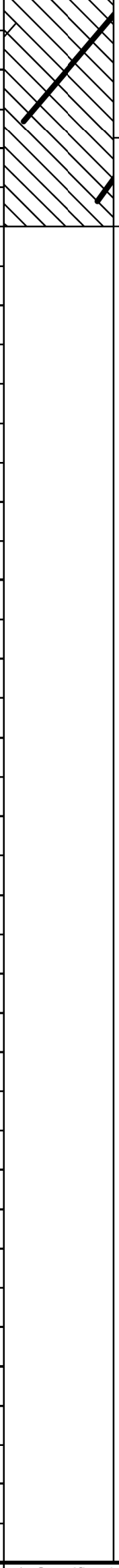
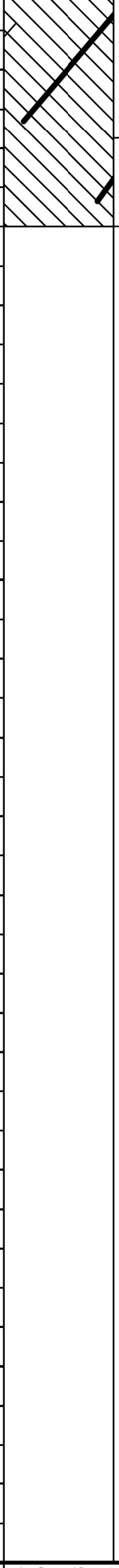
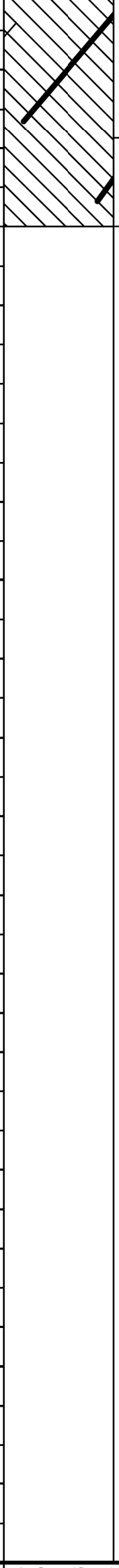
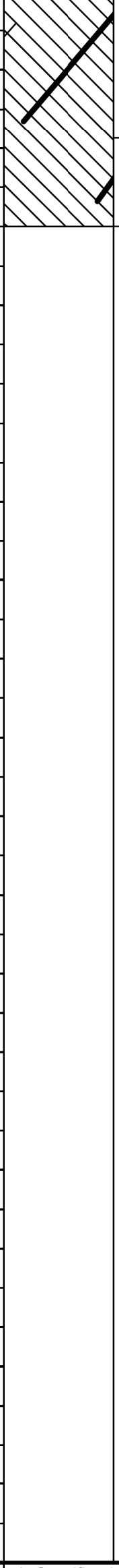
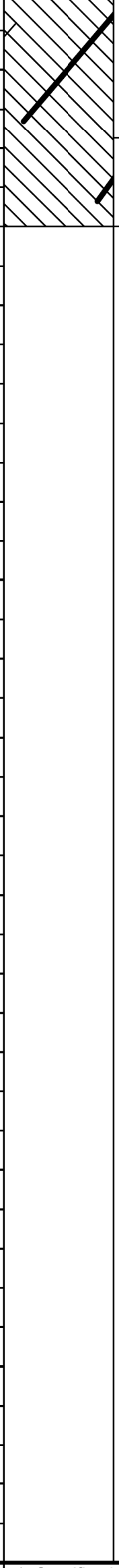
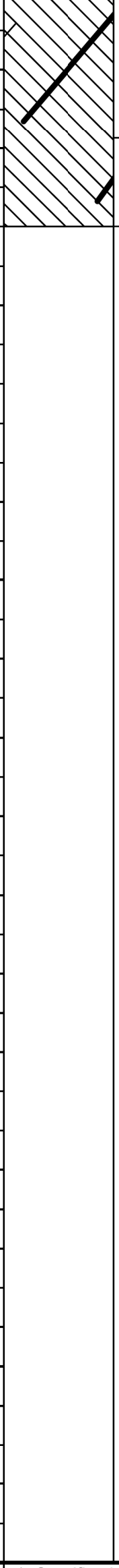
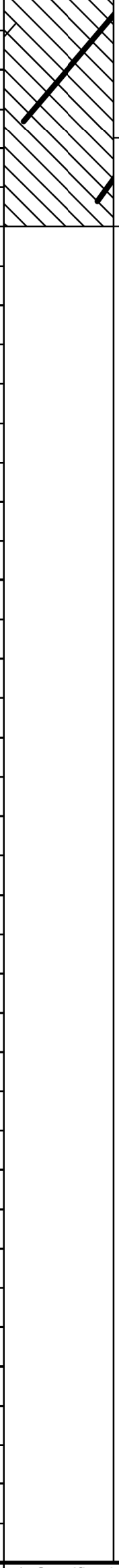
FILE NAME: z16j180boring.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: K. CARME
BORING LOGS SHEET 2
PLOT DATE: 11/23/2020
DRAWN BY: M. SMITH
CHECKED BY: S. BEAUMONT
SHEET 18 OF 33

PROBING LOG 04 0190389 28 VTRANS POLI TNEY BO 1443(53) GPJ VERMONT AOT GDT 10/8/20

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		STATE OF VERMONT AGENCY OF TRANSPORTATION CONSTRUCTION AND MATERIALS BUREAU CENTRAL LABORATORY		BORING LOG		Boring No.: B-104						
				Bridge No. 7 Replacement Project Poultney BO 1443(53) Poultney, Vermont		Page No.: 1 of 2 Pin No.: 16J180 Checked By: J. Baron						
Boring Crew: B. Raiche (NEBC), M. Murphy (GZA)		Casing Sampler		Groundwater Observations								
Date Started: 6/08/20 Date Finished: 6/08/20		Type: WASH BORE SS		Date		Depth (ft)		Notes				
VTSPG NAD83: N 373991.31 ft E 1453238.42 ft		I.D.: 4 in 2 in		06/08/20		19.5		Stab. time = 10 min				
Station: 74+09 Offset: 3 RT		Hammer Wt: 300 lb. 140 lb.		06/09/20		20.2		Stab. time = 15 hrs				
Ground Elevation: 499.0 ft		Hammer Fall: 24 in. 30 in.		06/15/20		28.8		Stab. time = 7 days				
		Hammer/Rod Type: Auto/AWJ										
		Rig: MOBILE B29 TRUCK C _E = 1.3										
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %	
5		0.0 ft - 0.5 ft, ASPHALT					6-4-4-8 (8)					
		Visual Description, (Modified Burmister), S-1 (0.5-2.5'): Loose, brown, fine to coarse SAND, trace Gravel, trace Silt (A-1-a), Rec. = 1.42 ft, SAND										
		2.5 ft - 5.0 ft, SAND										
		Visual Description, (Modified Burmister), S-2 (5.0-7.0'): No recovery. Gravel wash in split spoon, Rec. = 0.0 ft, SAND					4-5-4-5 (9)					
		7.0 ft - 7.5 ft, SAND										
		7.5 ft - 8.0 ft, WEATHERED ROCK		C-1	67 (11)	4	Top of Bedrock @ 8.0 ft					
		8.0 ft - 11.0 ft, Medium, slightly to moderately weathered, blue-gray, aphanitic to fine-grained, SLATE. Joints are very close to close, high angle, rough to smooth, planar to undulating, discolored to decomposed, and tight to open.		C-2	97 (63)	6						
		11.0 ft - 14.0 ft, Medium, slightly to moderately weathered, blue-gray, aphanitic to fine-grained, SLATE. Joints are extremely close to moderately close, high angle, rough to smooth, planar, discolored, and tight to partially open.				7						
		14.0 ft - 19.0 ft, Medium, slightly to moderately weathered, blue-gray, aphanitic to fine-grained, SLATE. Joints are extremely close to moderately close, high angle, rough to smooth, planar to undulating, discolored to decomposed, and tight to open.		C-3	67 (19)	9						
						10						
20		19.0 ft - 24.0 ft, Medium, slightly to moderately weathered, blue-gray to red-purple, aphanitic to fine-grained, SLATE. Joints are extremely close to moderately close, high angle, rough to smooth, planar to undulating, discolored to decomposed, and tight to open.		C-4	78 (33)	6						
						5						
						3						
						2						
						4						
25		24.0 ft - 29.0 ft, Medium, slightly to moderately weathered, red-purple, aphanitic to medium-grained, SLATE. Joints are extremely close to very close, high angle to vertical, rough to smooth, planar to stepped, discolored to decomposed, and tight to open.		C-5	82 (7)	5						
						3						
						2						
						9						
						6						
30		29.0 ft - 34.0 ft, Medium, fresh to moderately weathered, red-purple, aphanitic to fine-grained, SLATE. Joints are extremely close to moderately close, high angle, rough to smooth, planar to undulating, discolored to decomposed, and tight to open.		C-6	92 (78)	5						
						3						
						3						
						4						
						6						
35		34.0 ft - 39.0 ft, Medium, fresh to moderately weathered, red-purple, aphanitic to fine-grained, SLATE. Joints are extremely close to close, low angle to high angle, rough to smooth, planar to stepped, discolored to decomposed, and tight to open.		C-7	88 (49)	2						
						3						
						2						
						4						
						6						
		39.0 ft - 43.75 ft, Medium, fresh to moderately weathered,		C-8	100	2						
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 _e 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.												

BORING LOG 04.0190389.28 VTRANS POULTNEY BO 1443(53).GPJ VERMONT AOT.GDT 10/8/20

		STATE OF VERMONT AGENCY OF TRANSPORTATION CONSTRUCTION AND MATERIALS BUREAU CENTRAL LABORATORY		BORING LOG		Boring No.: B-104					
				Bridge No. 7 Replacement Project Poultney BO 1443(53) Poultney, Vermont		Page No.: 2 of 2 Pin No.: 16J180 Checked By: J. Baron					
Boring Crew: B. Raiche (NEBC), M. Murphy (GZA)		Casing Sampler		Groundwater Observations							
Date Started: 6/08/20 Date Finished: 6/08/20		Type: WASH BORE SS		Date		Depth (ft)		Notes			
VTSPG NAD83: N 373991.31 ft E 1453238.42 ft		I.D.: 4 in 2 in		06/08/20		19.5		Stab. time = 10 min			
Station: 74+09 Offset: 3 RT		Hammer Wt: 300 lb. 140 lb.		06/09/20		20.2		Stab. time = 15 hrs			
Ground Elevation: 499.0 ft		Hammer Fall: 24 in. 30 in.		06/15/20		28.8		Stab. time = 7 days			
		Hammer/Rod Type: Auto/AWJ									
		Rig: MOBILE B29 TRUCK C _E = 1.3									
Depth (ft)	Strata (1)	CLASSIFICATION OF MATERIALS (Description)		Run (Dip deg.)	Core Rec. % (RQD %)	Drill Rate minutes/ft	Blows/6" (N Value)	Moisture Content %	Gravel %	Sand %	Fines %
45		red-purple, aphanitic to fine-grained, SLATE. Joints are extremely close to close, low angle to high angle, rough to smooth, planar to stepped, discolored to decomposed, and tight to open.			(70)	3					
						3					
						3					
						4					
		43.75 ft - 46.0 ft, Medium, fresh to moderately weathered, red-purple, aphanitic to fine-grained, SLATE. Joints are extremely close to moderately close, low angle to high angle, rough to smooth, planar to undulating, discolored to decomposed, and tight to open.		C-9	100 (86)	5					
						6					
50		Hole stopped @ 46.0 ft									
55		Remarks: 1. Top of weathered bedrock encountered at approximately 7.5 feet below ground surface. Advanced roller bit to approximately 8 feet below ground surface and began coring. 2. Core barrel jammed at approximately 11 feet below ground surface. 3. Core barrel jammed at approximately 43.75 feet below ground surface. 4. Bedrock testing completed on C-2 (11.4-12.5 ft.) sample, UCS = 507 psi, unit weight = 168.0 pcf. 5. Bedrock testing completed on C-4 (14.4-15.2 ft.) sample, UCS = 426 psi, unit weight = 167.0 pcf.									
60											
65											
70											
75											
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 _e 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.											

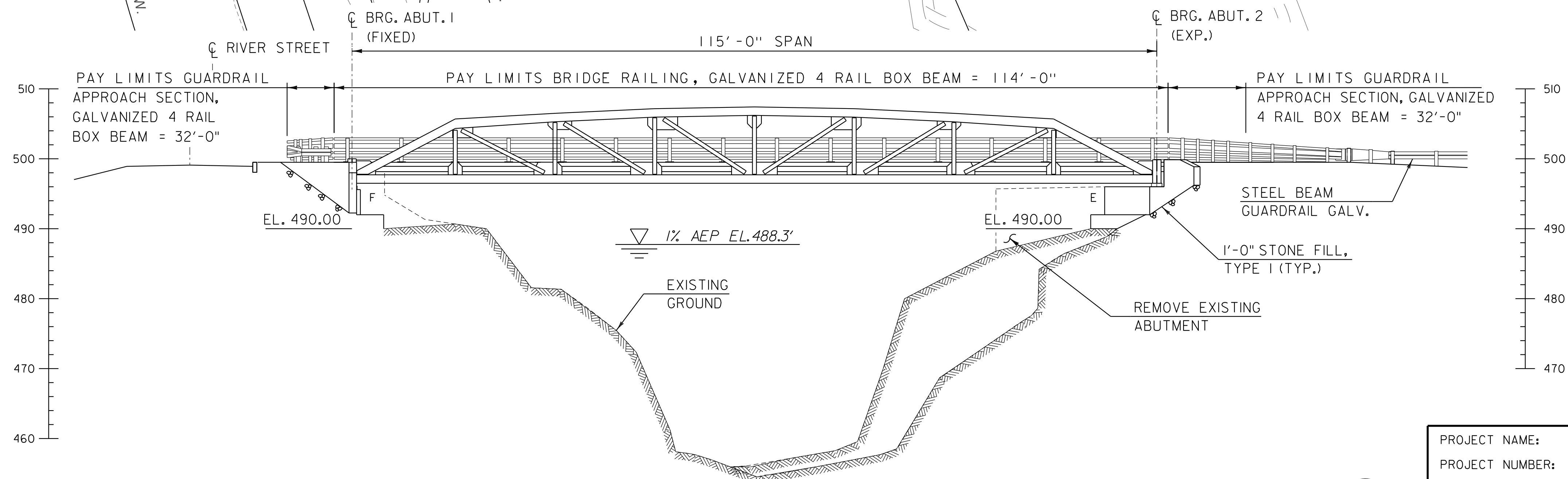
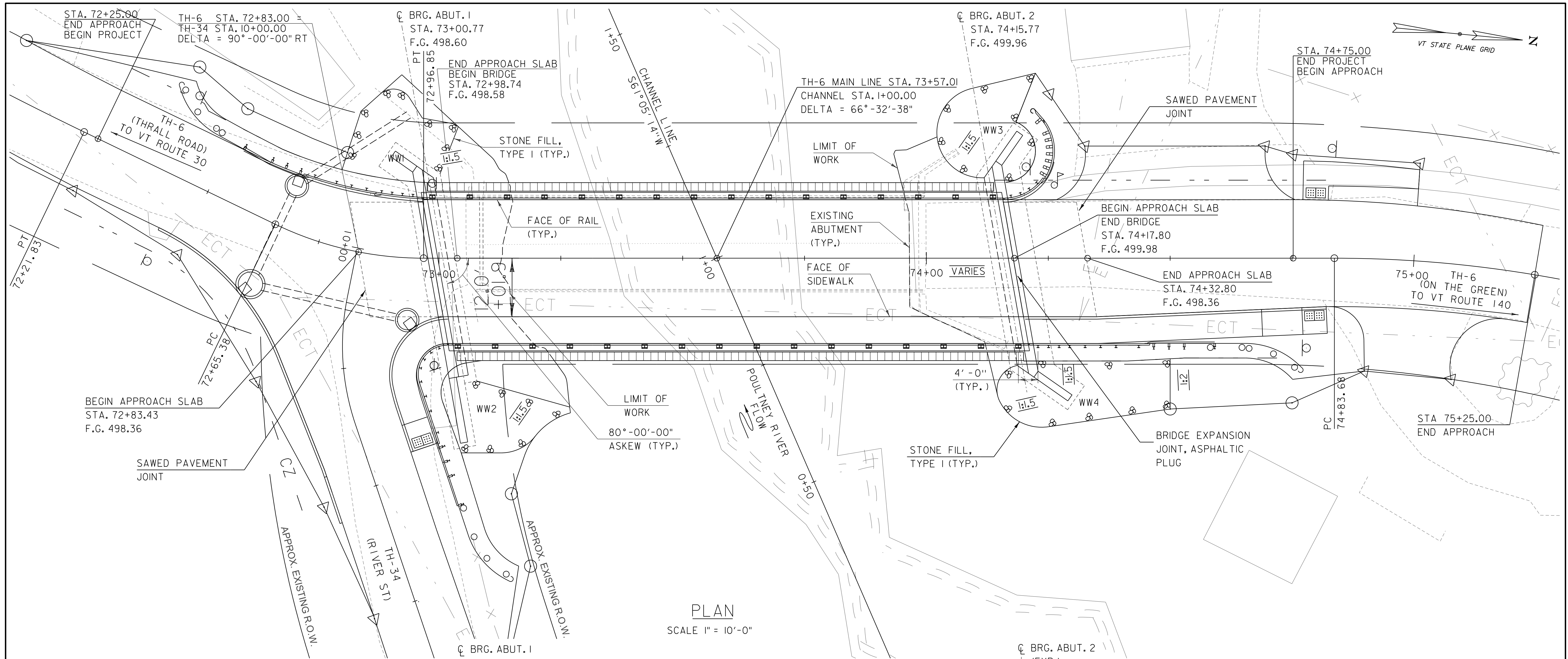
BORING LOG 04.0190389.28 VTRANS POULTNEY BO 1443(53).GPJ VERMONT AOT.GDT 10/8/20

PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180boring.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: K. CARME
BORING LOGS SHEET 3

PLOT DATE: 11/23/2020
DRAWN BY: M. SMITH
CHECKED BY: S. BEAUMONT
SHEET 20 OF 33

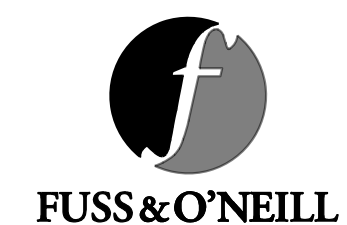


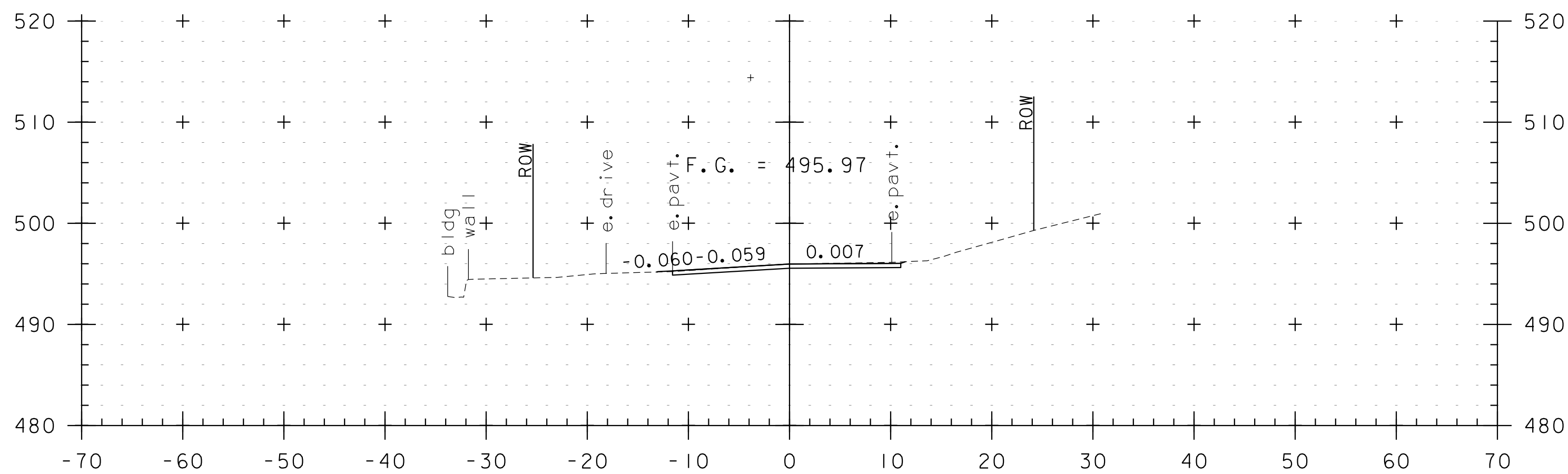


PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

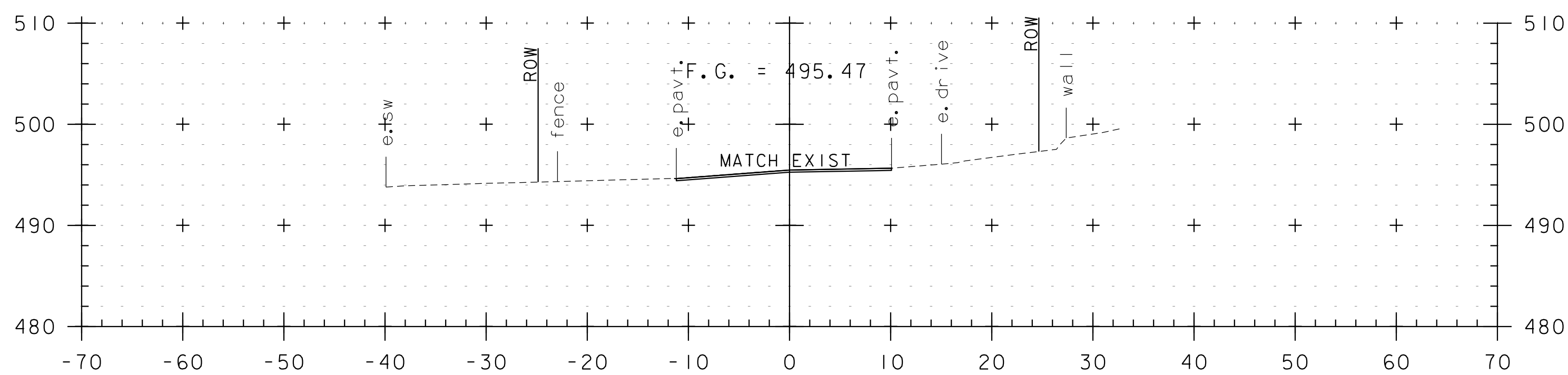
FILE NAME: z16j180pe.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: K. CARME
PLAN AND ELEVATION SHEET

PLOT DATE: 11/23/2020
DRAWN BY: M. SMITH
CHECKED BY: S. BEAUMONT
SHEET 21 OF 33

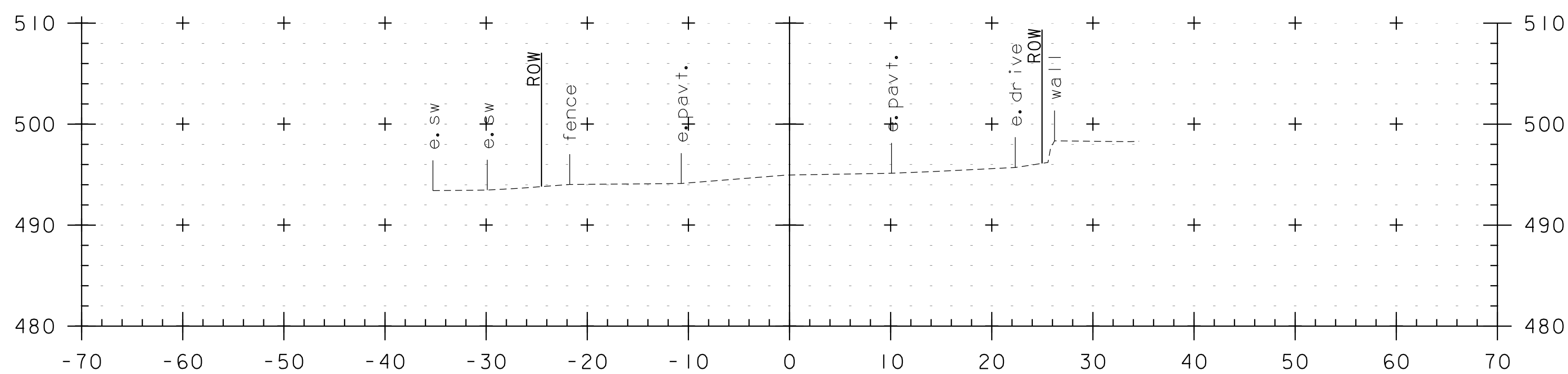




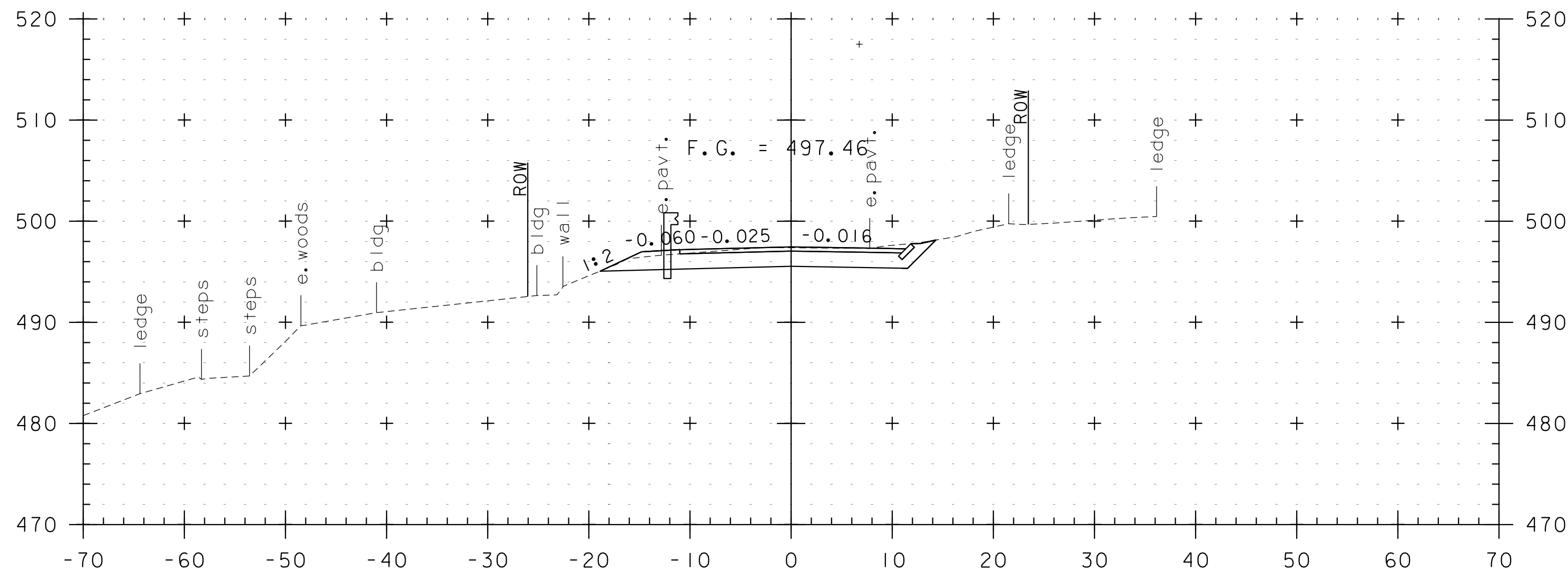
72+00



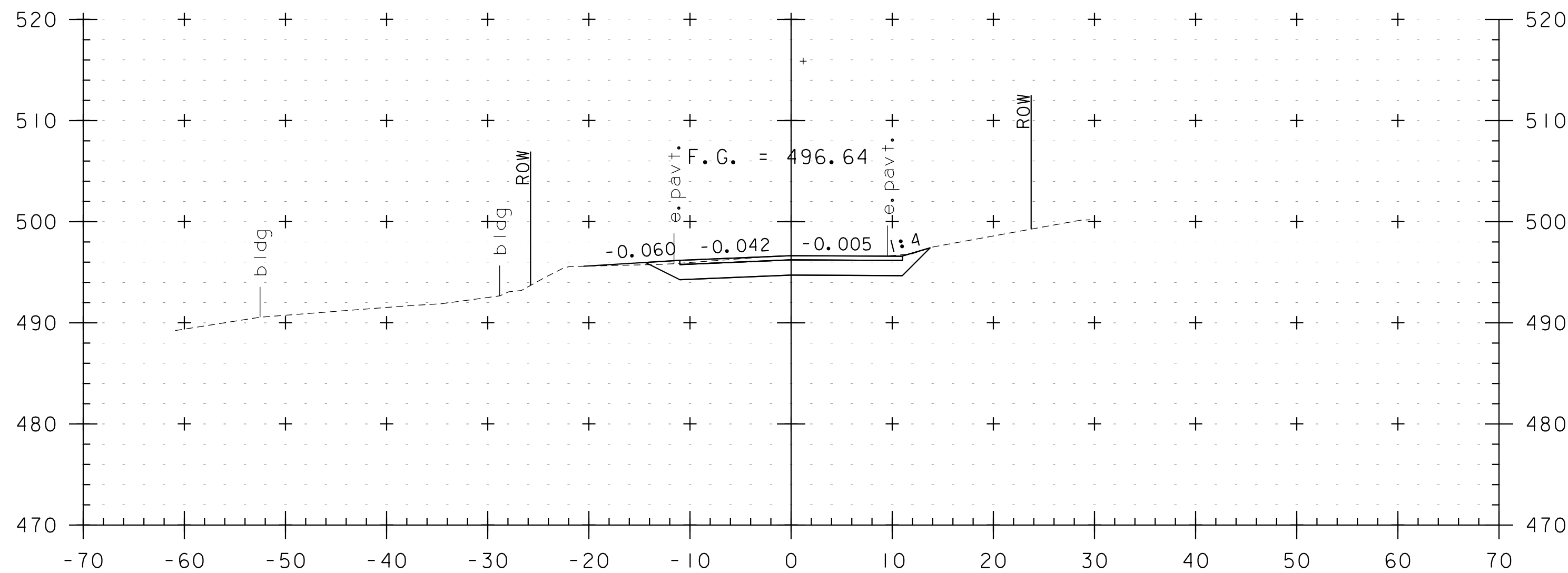
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BEGIN APPROACH



71+50

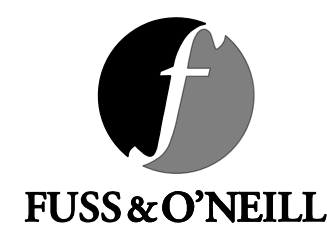


72+50



72+25
BEGIN PROJECT

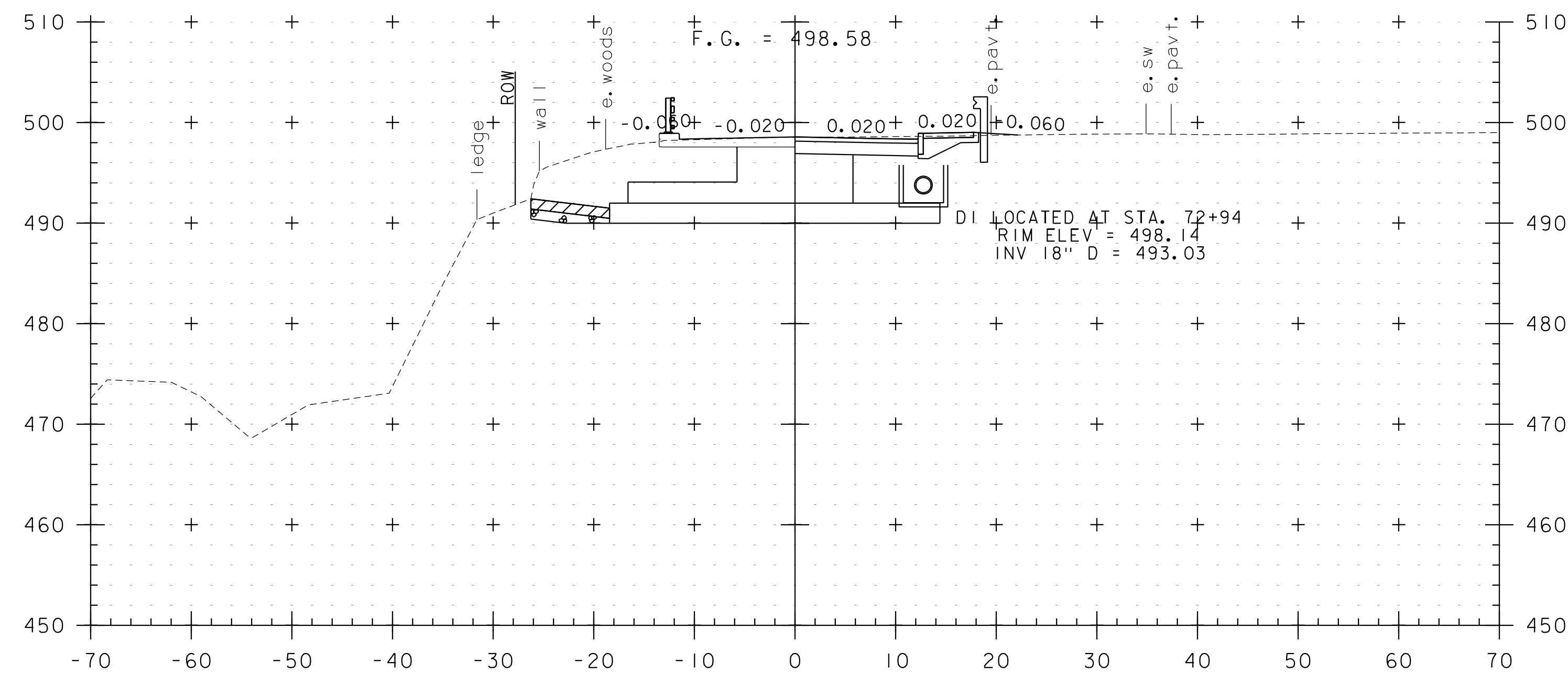
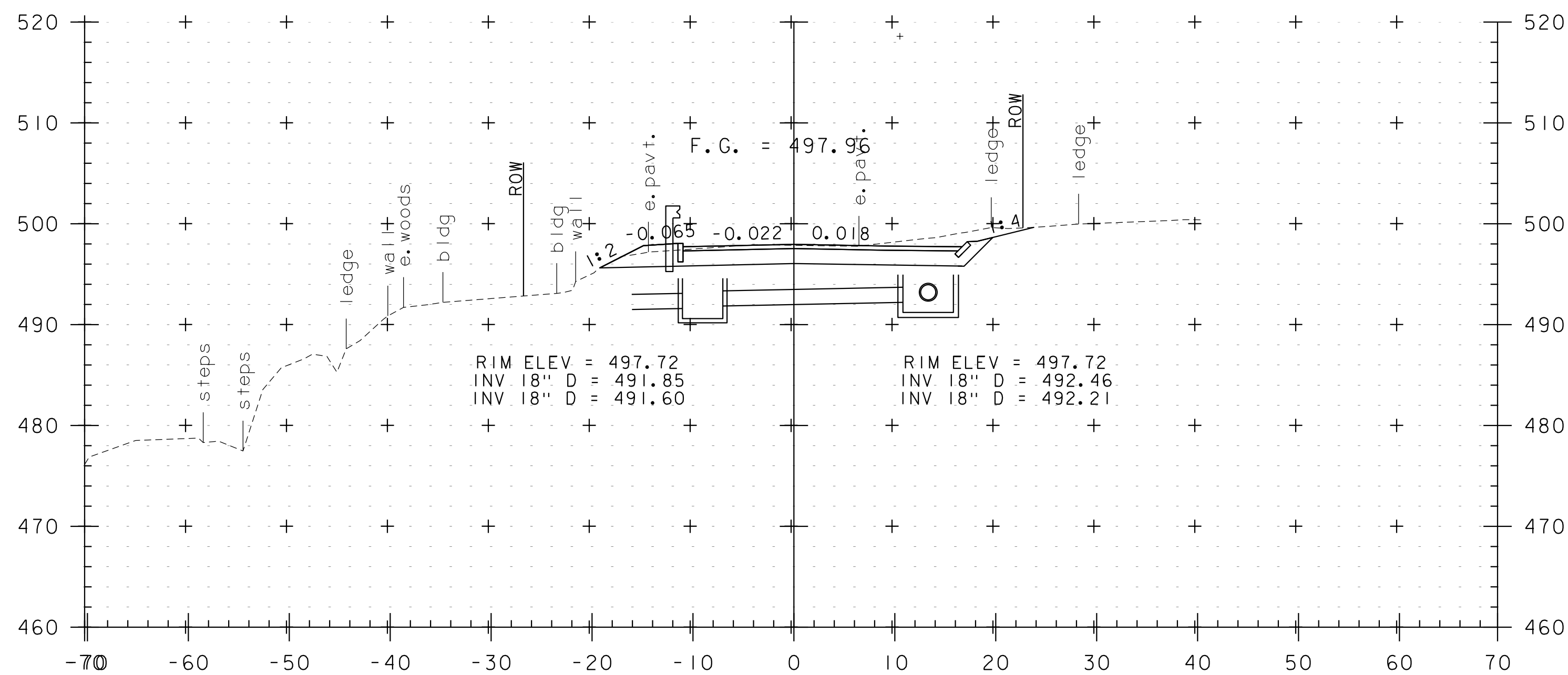
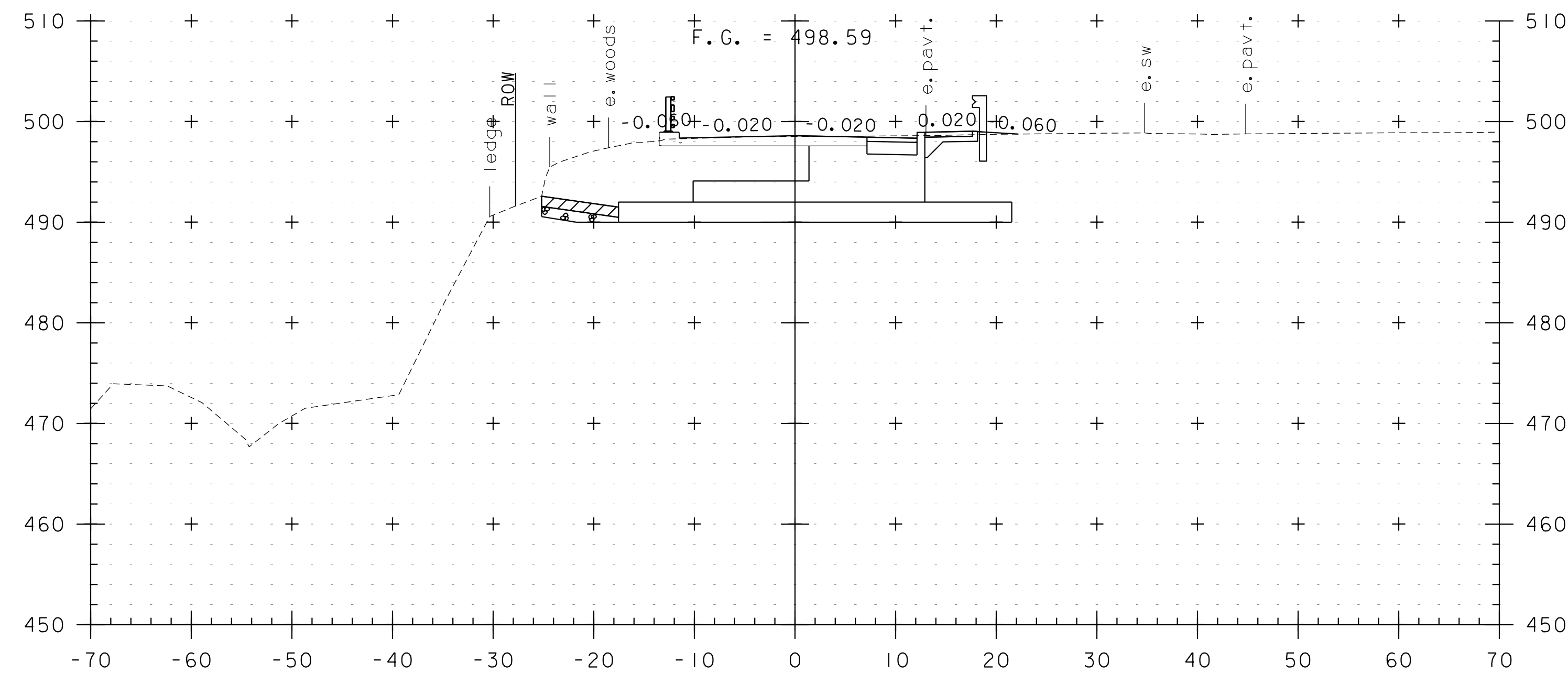
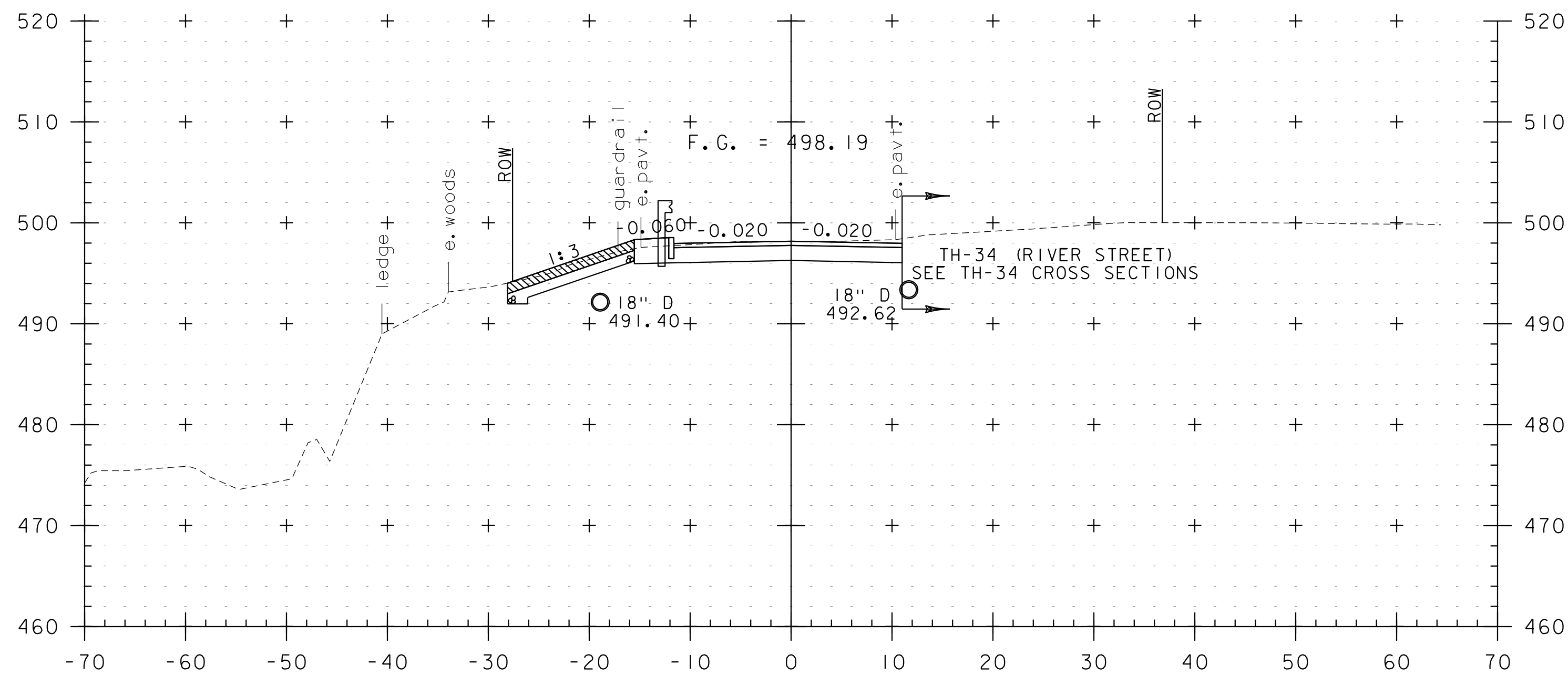
STA. 71+50 TO STA. 72+50



PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180xs.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
TH-6 CROSS SECTIONS SHEET 1

PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 22 OF 33



BEGIN BRIDGE

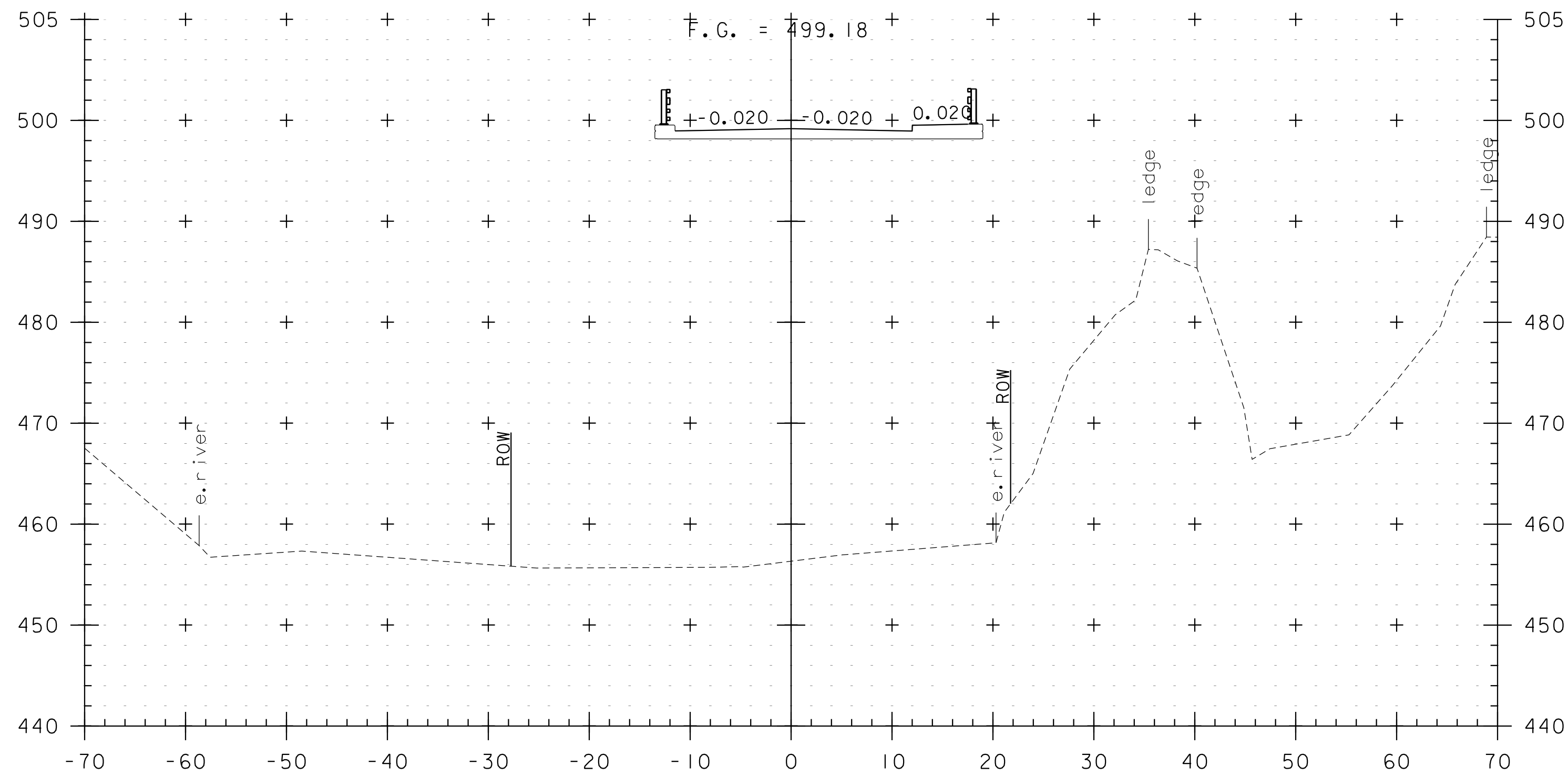
STA. 72+66 TO STA. 73+00



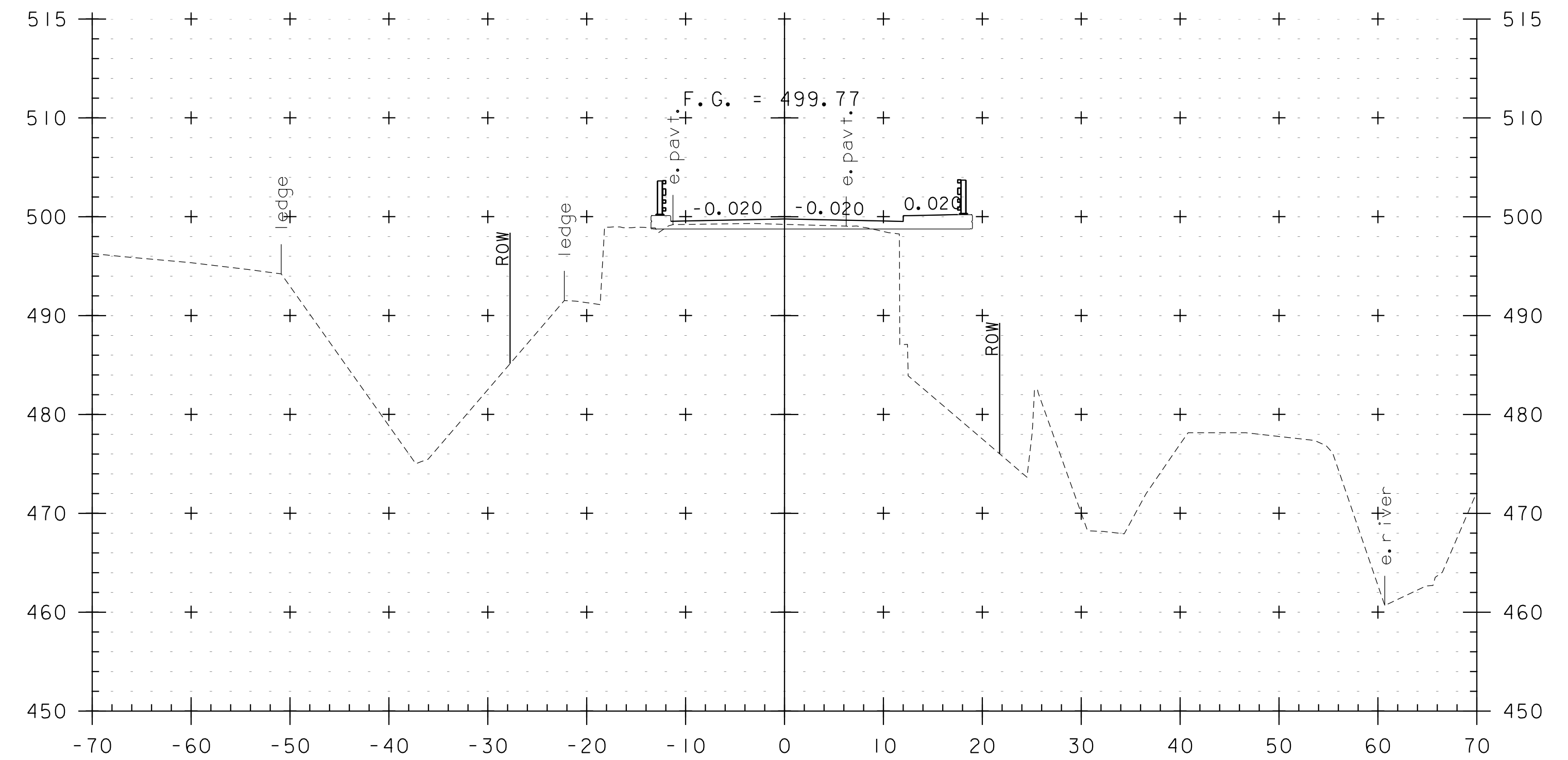
PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180xs.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
TH-6 CROSS SECTIONS SHEET 2

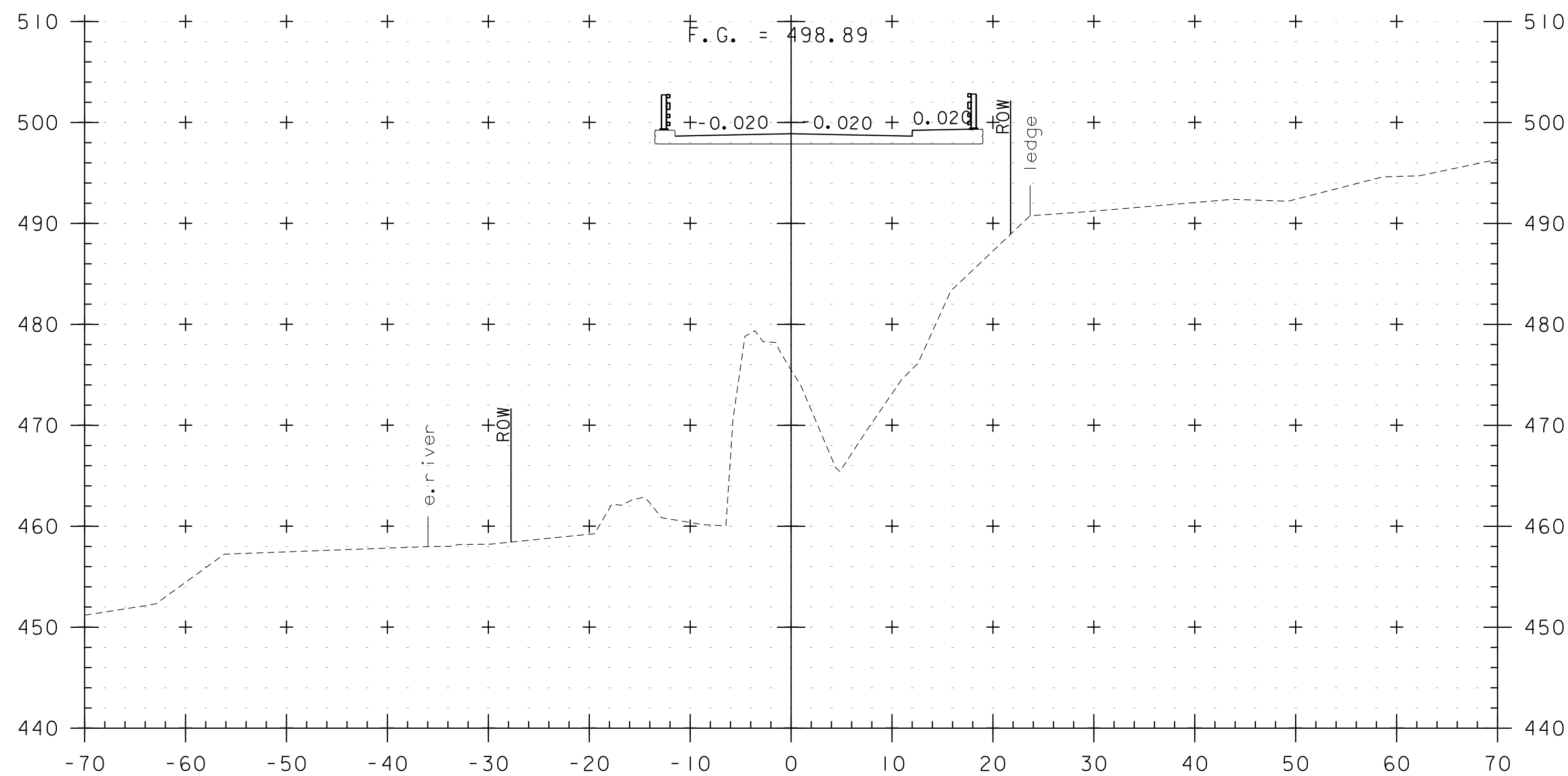
PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 23 OF 33



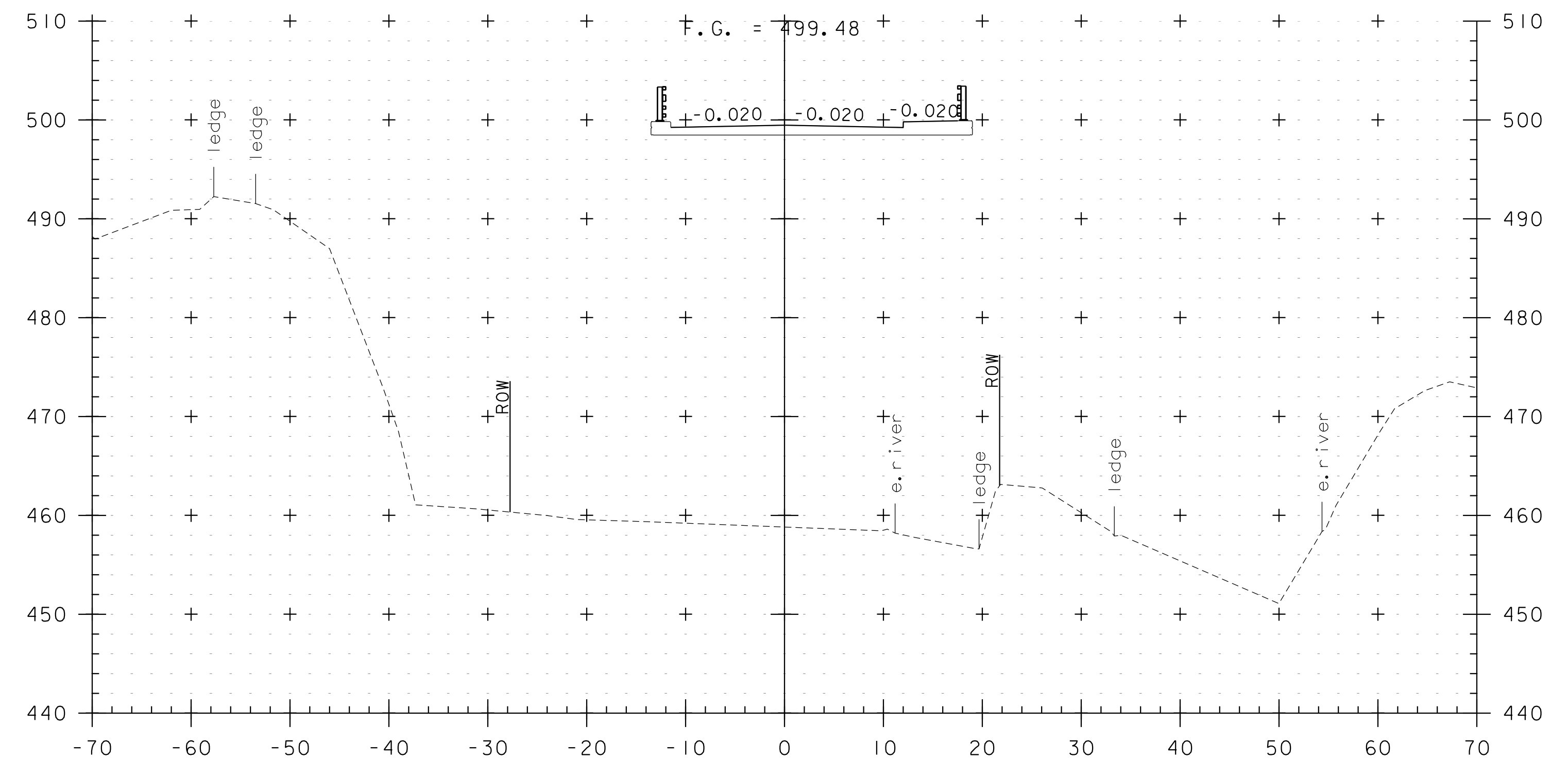
73+50



74+00

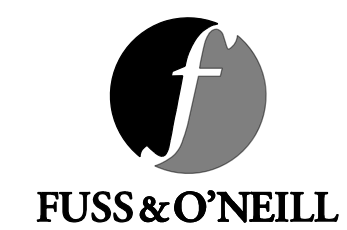


73+25



73+75

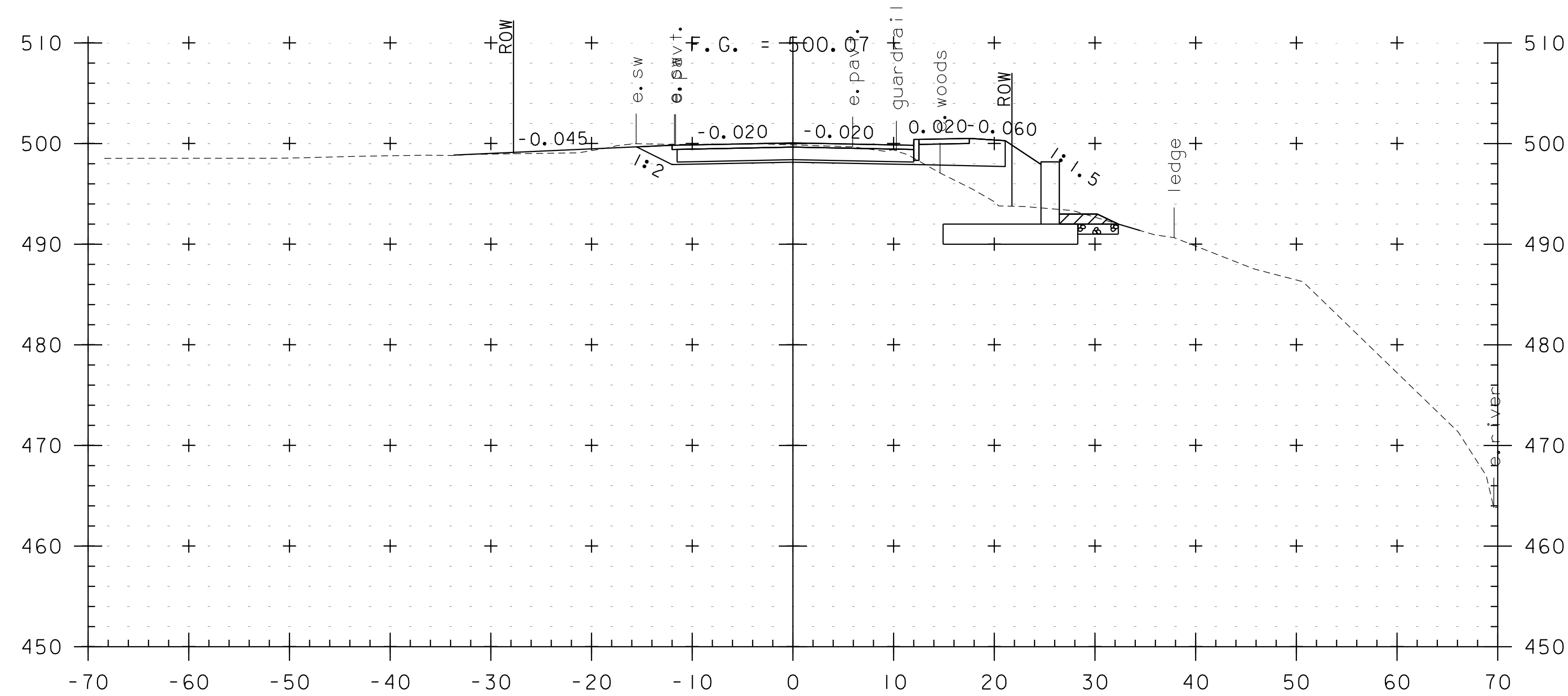
STA. 73+25 TO STA. 74+00



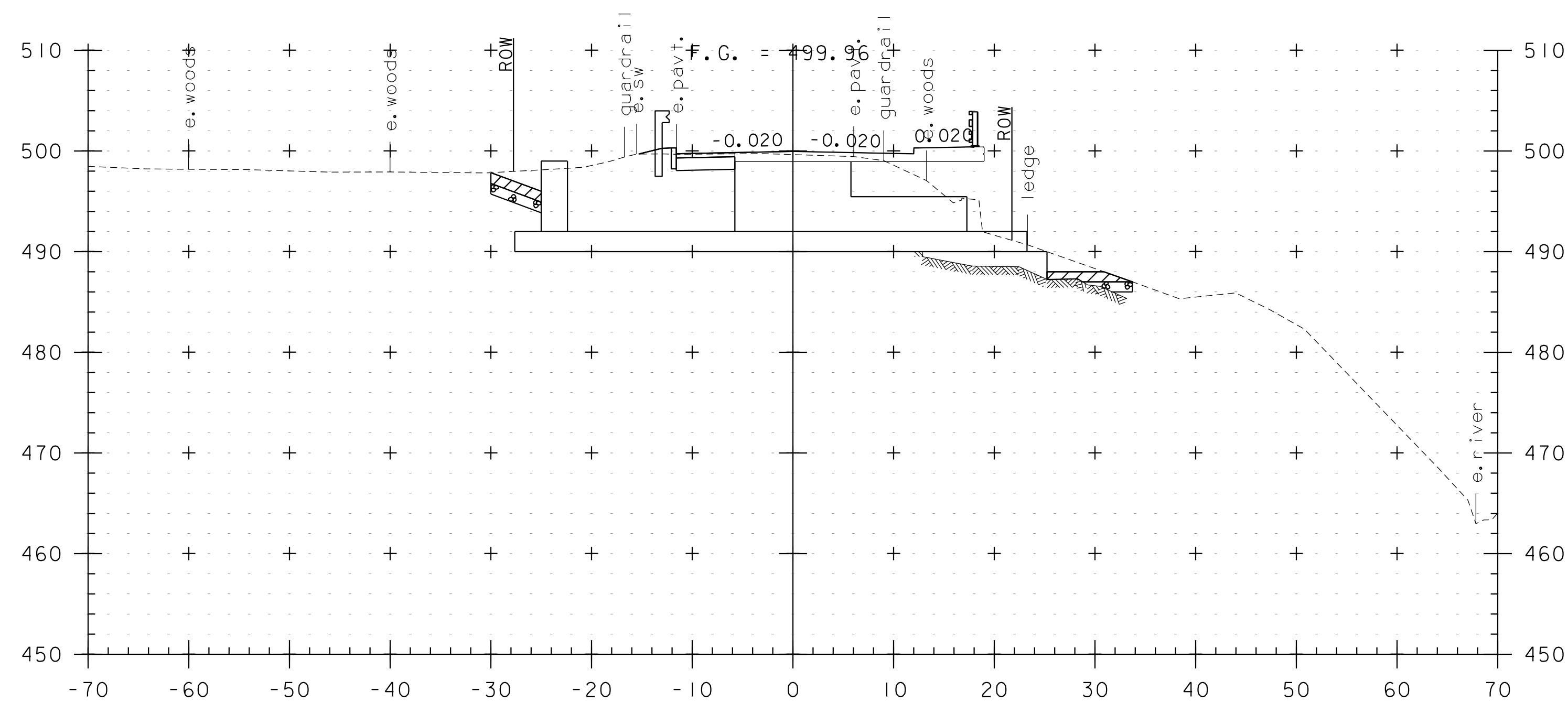
PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180xs.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
TH-6 CROSS SECTIONS SHEET 3

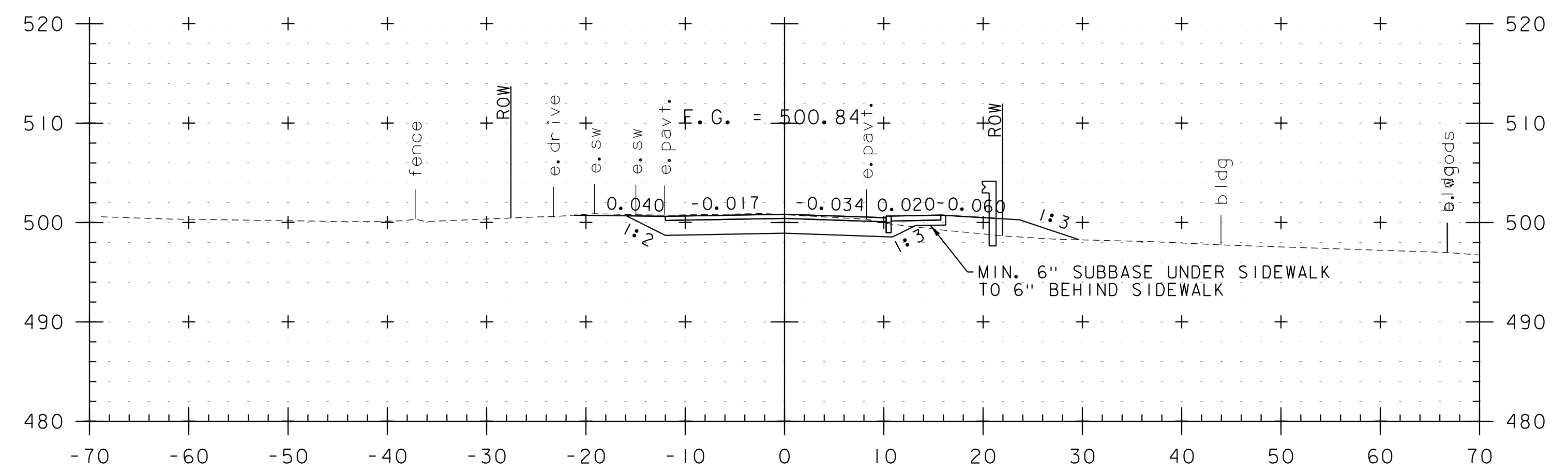
PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 24 OF 33



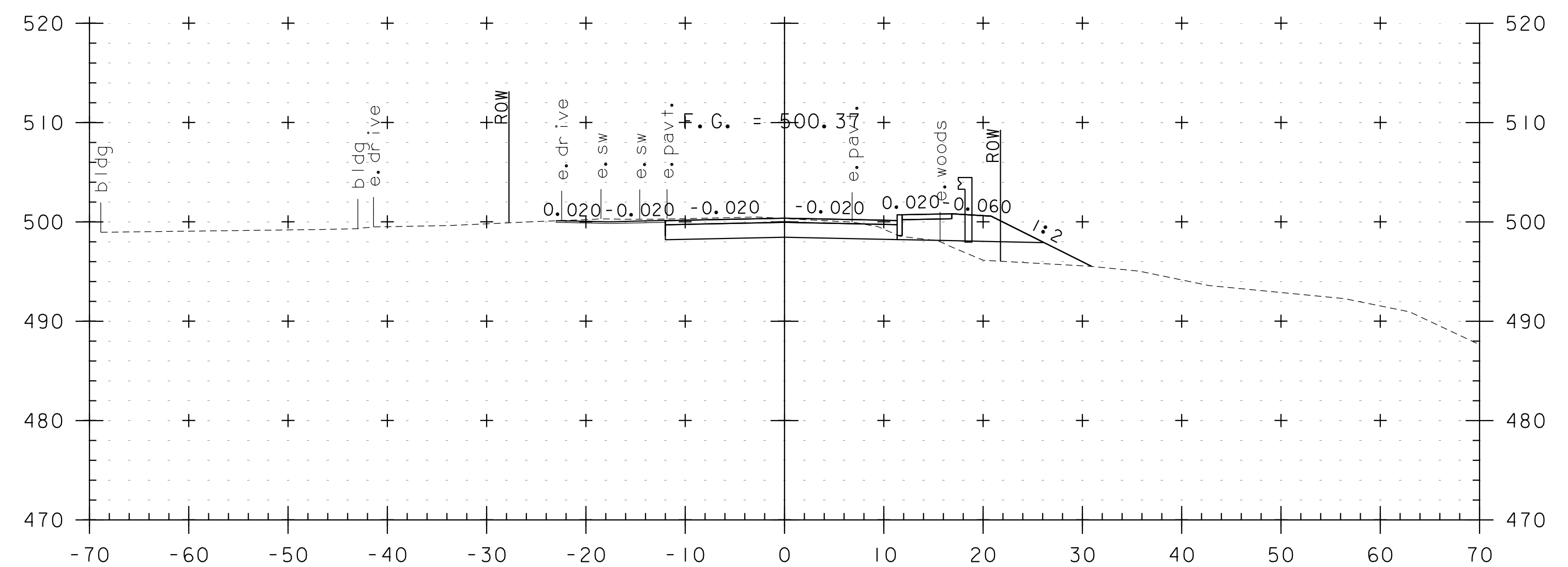
74+25



74+18
END BRIDGE



74+75



74+50
DRIVE LT

STA. 74+16 TO STA. 74+75

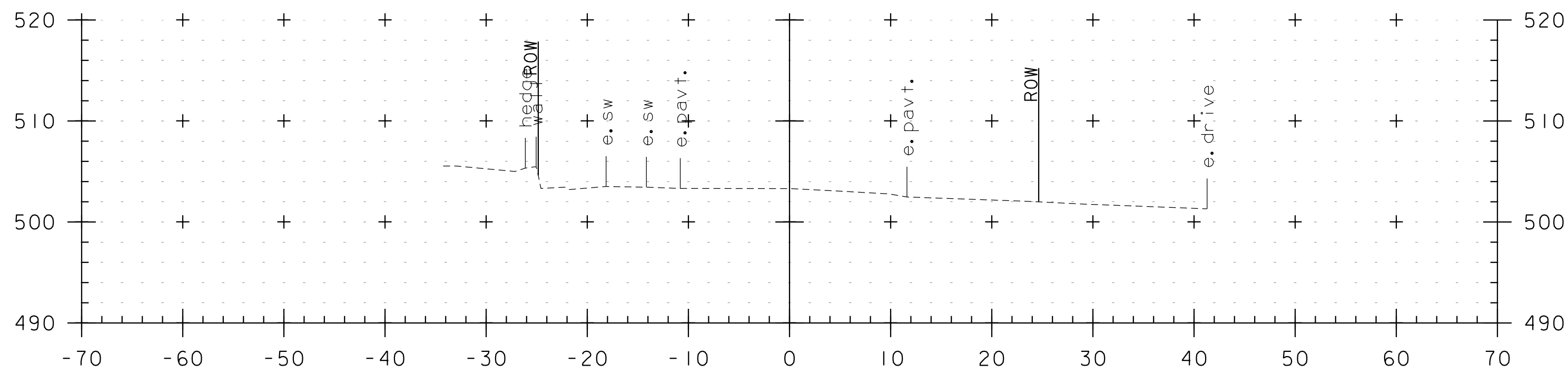


FUSS & O'NEILL

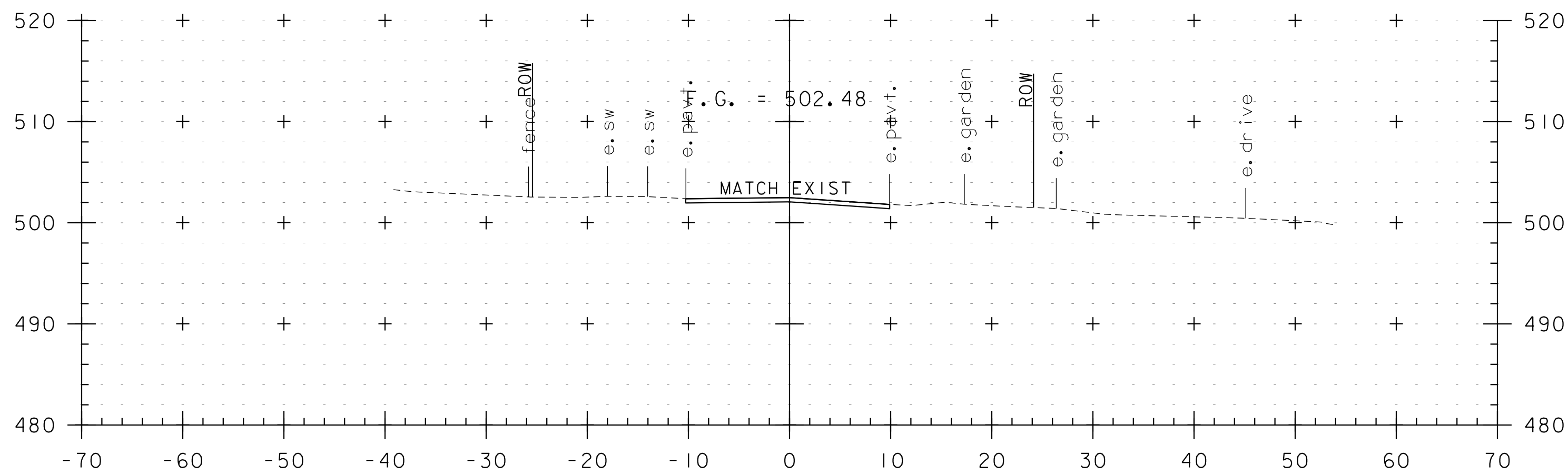
PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180xs.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
TH-6 CROSS SECTIONS SHEET 4

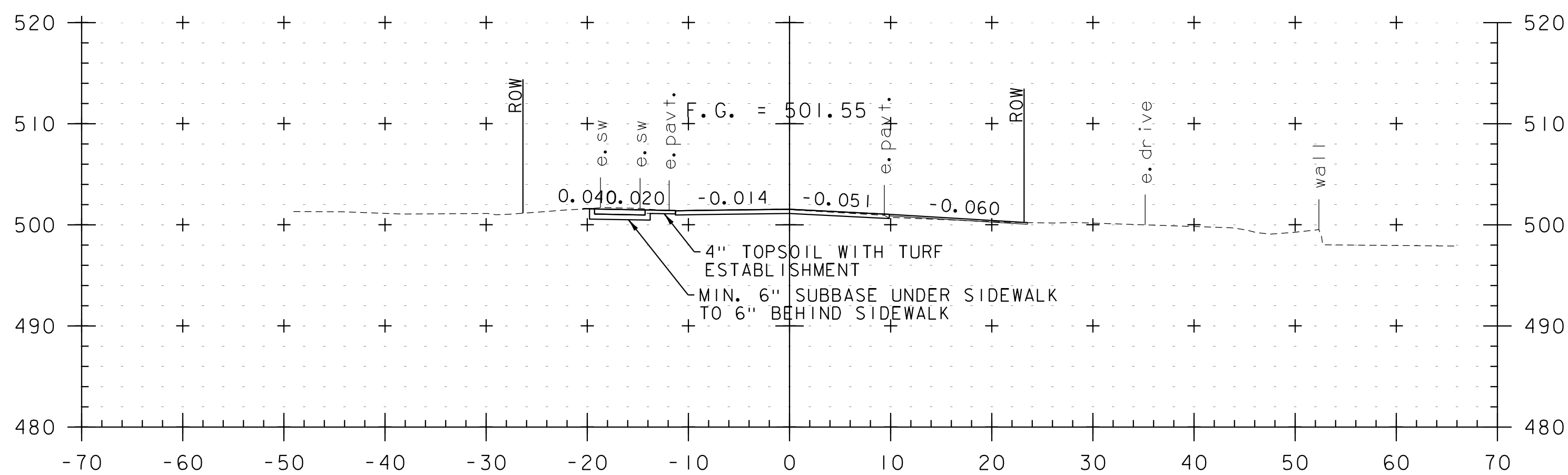
PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 25 OF 33



75+50

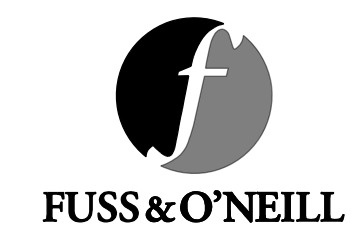


75+25
END APPROACH



75+00
DRIVE RT

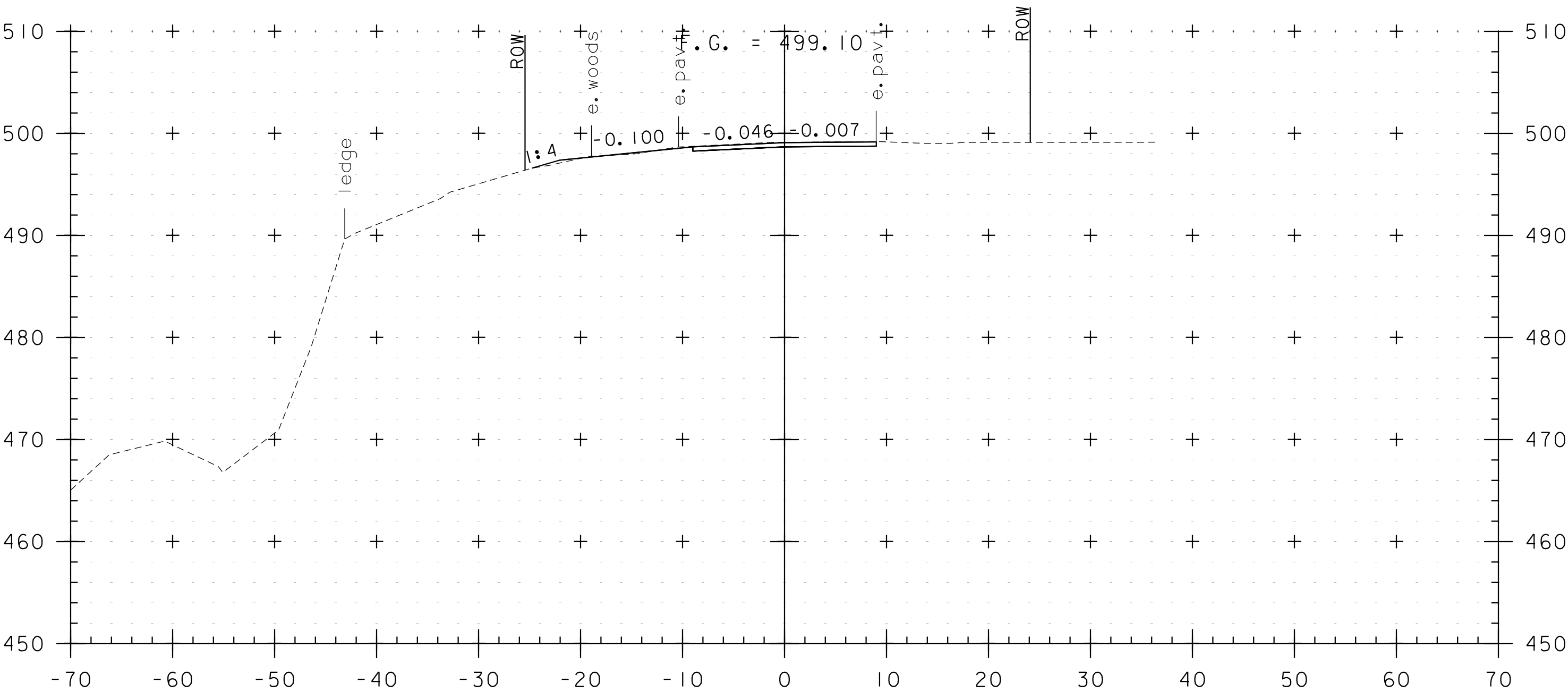
STA. 75+00 TO STA. 75+50



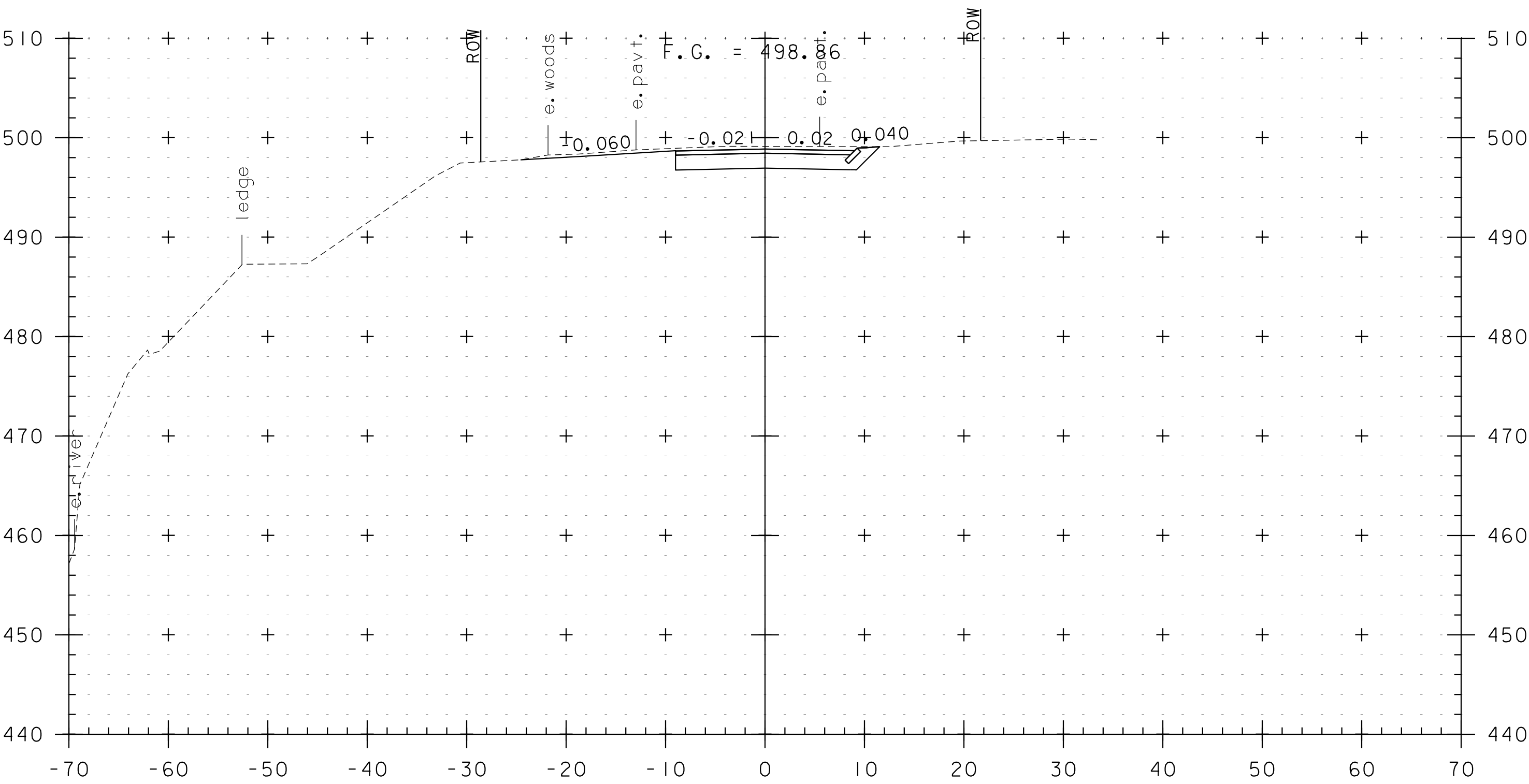
PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180xs.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
TH-6 CROSS SECTIONS SHEET 5

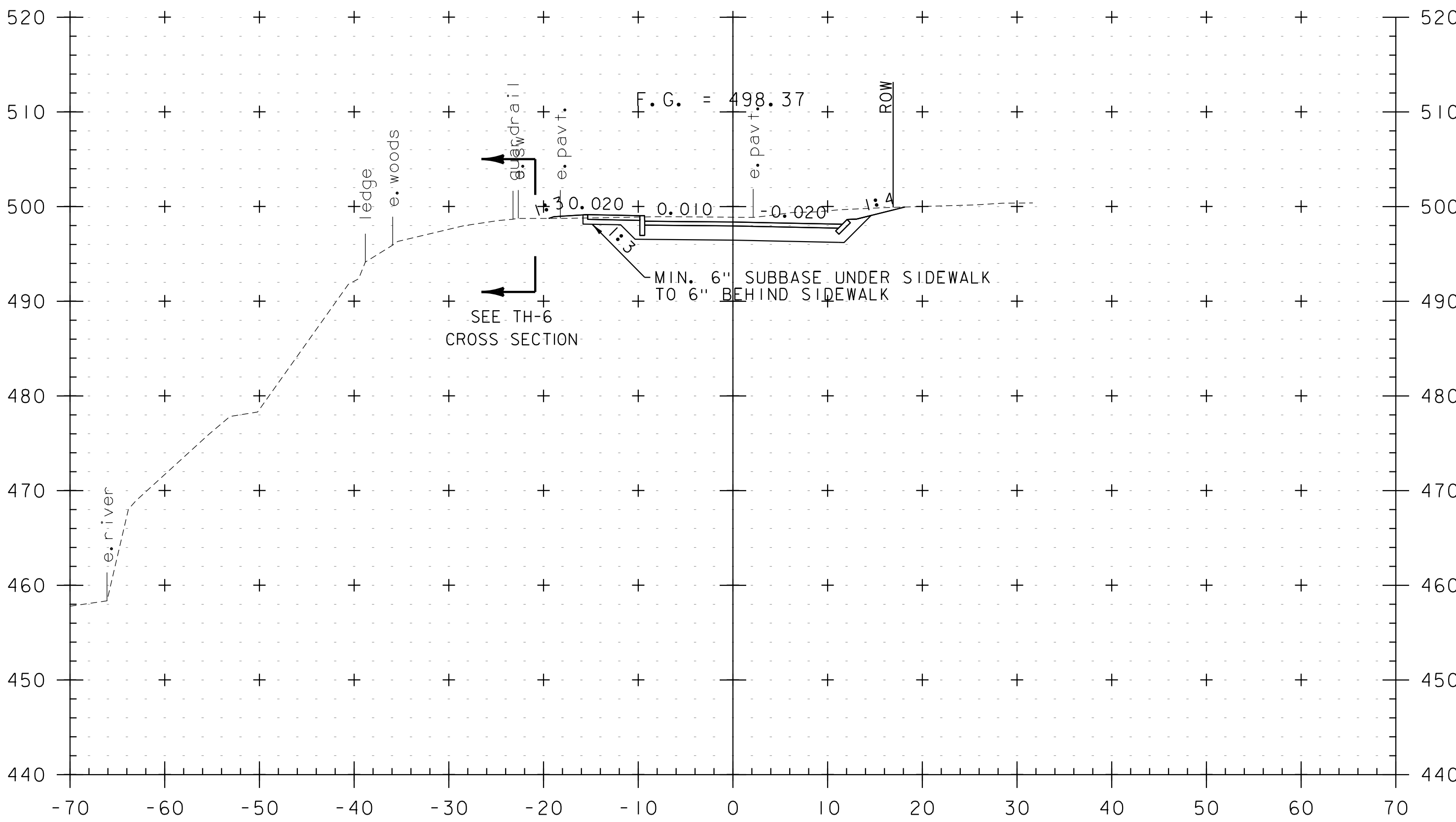
PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 26 OF 33



10+75



10+50



10+25

STA. 10+25 TO STA. 10+75

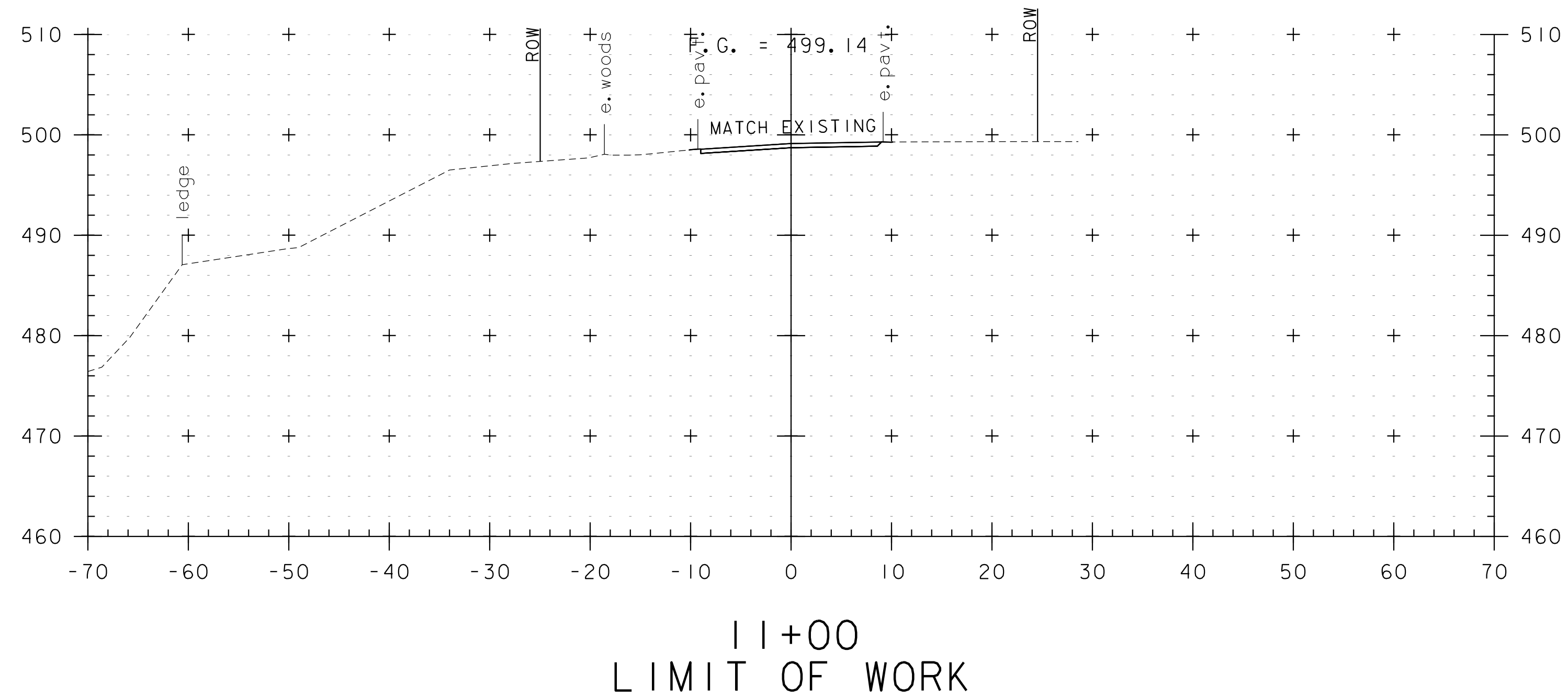
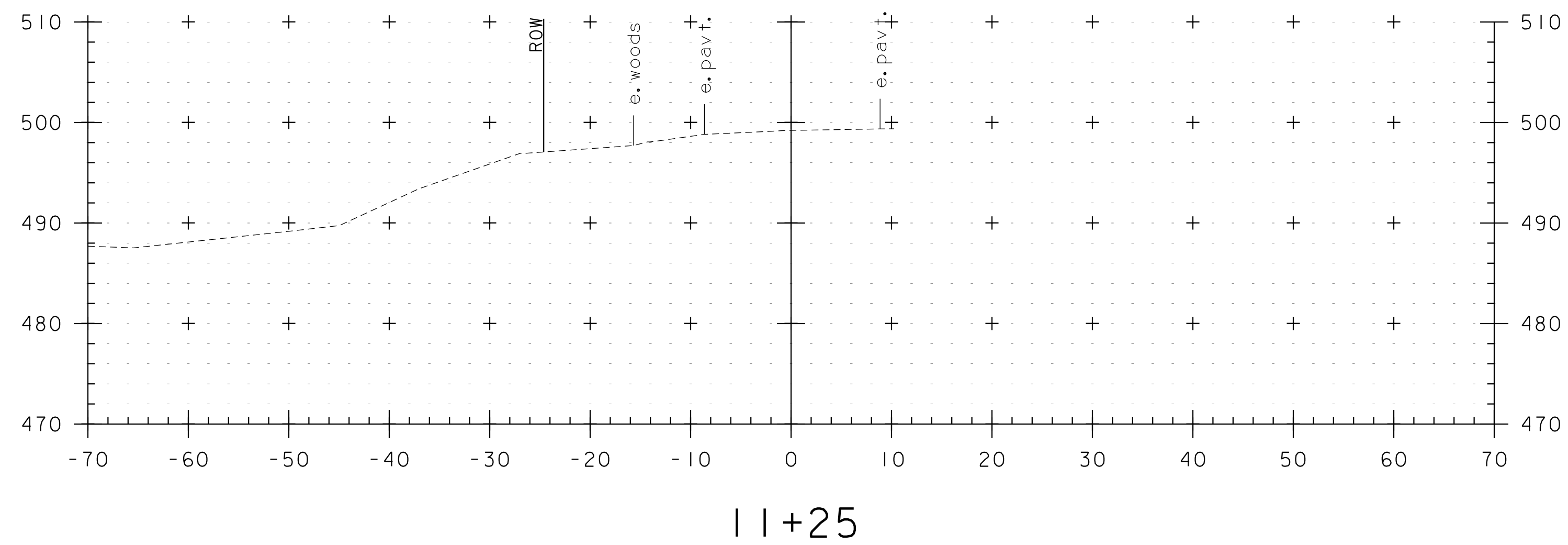


FUSS & O'NEILL

PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180xs.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
TH-34 CROSS SECTIONS SHEET 1

PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 27 OF 33



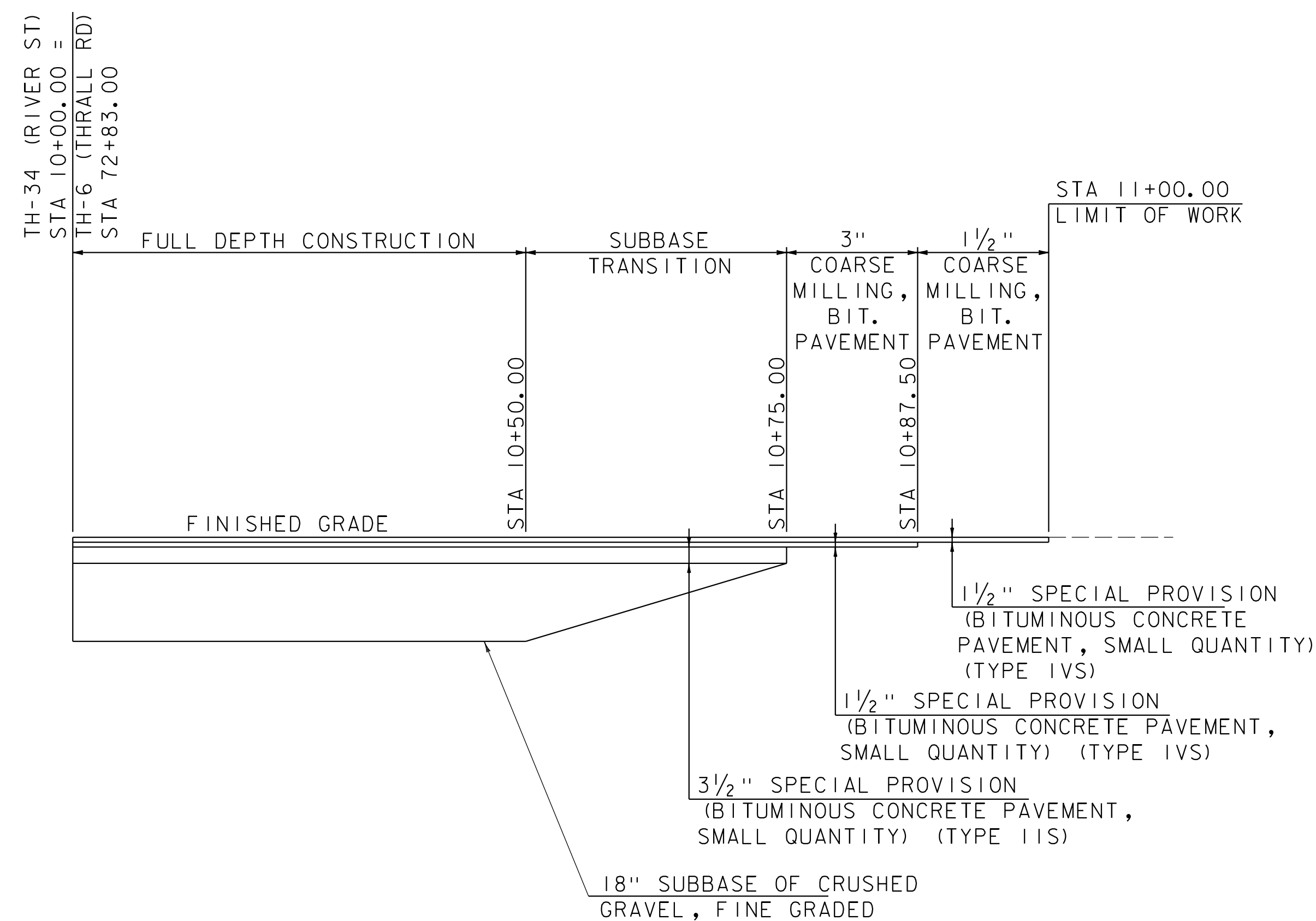
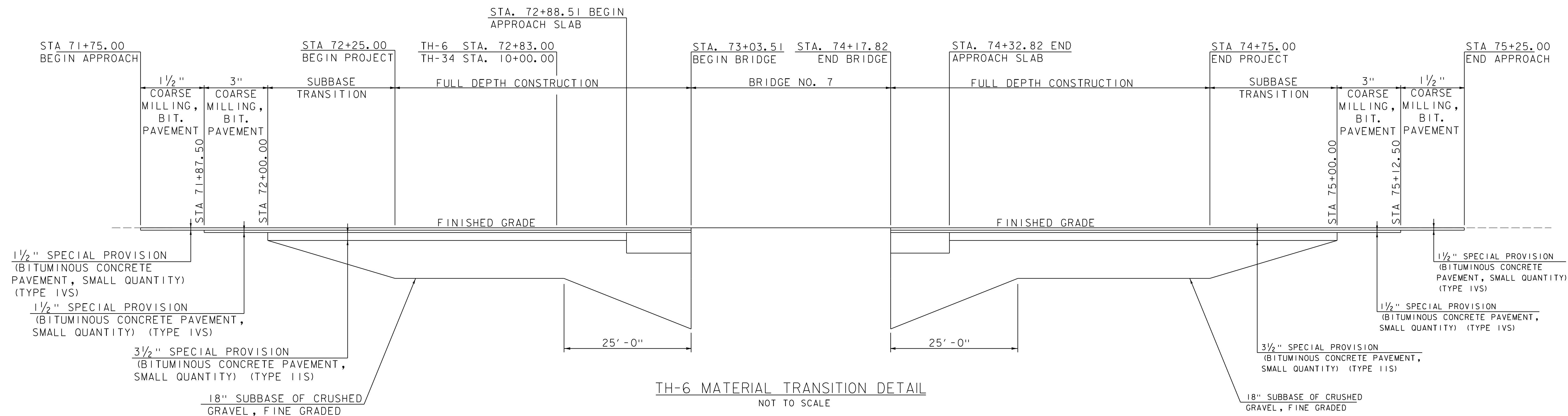
STA. 11+00 TO STA. 11+25



PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180xs.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
TH-34 CROSS SECTIONS SHEET 2

PLOT DATE: 11/23/2020
DRAWN BY: S. GOODWIN
CHECKED BY: D. MUNRO
SHEET 28 OF 33

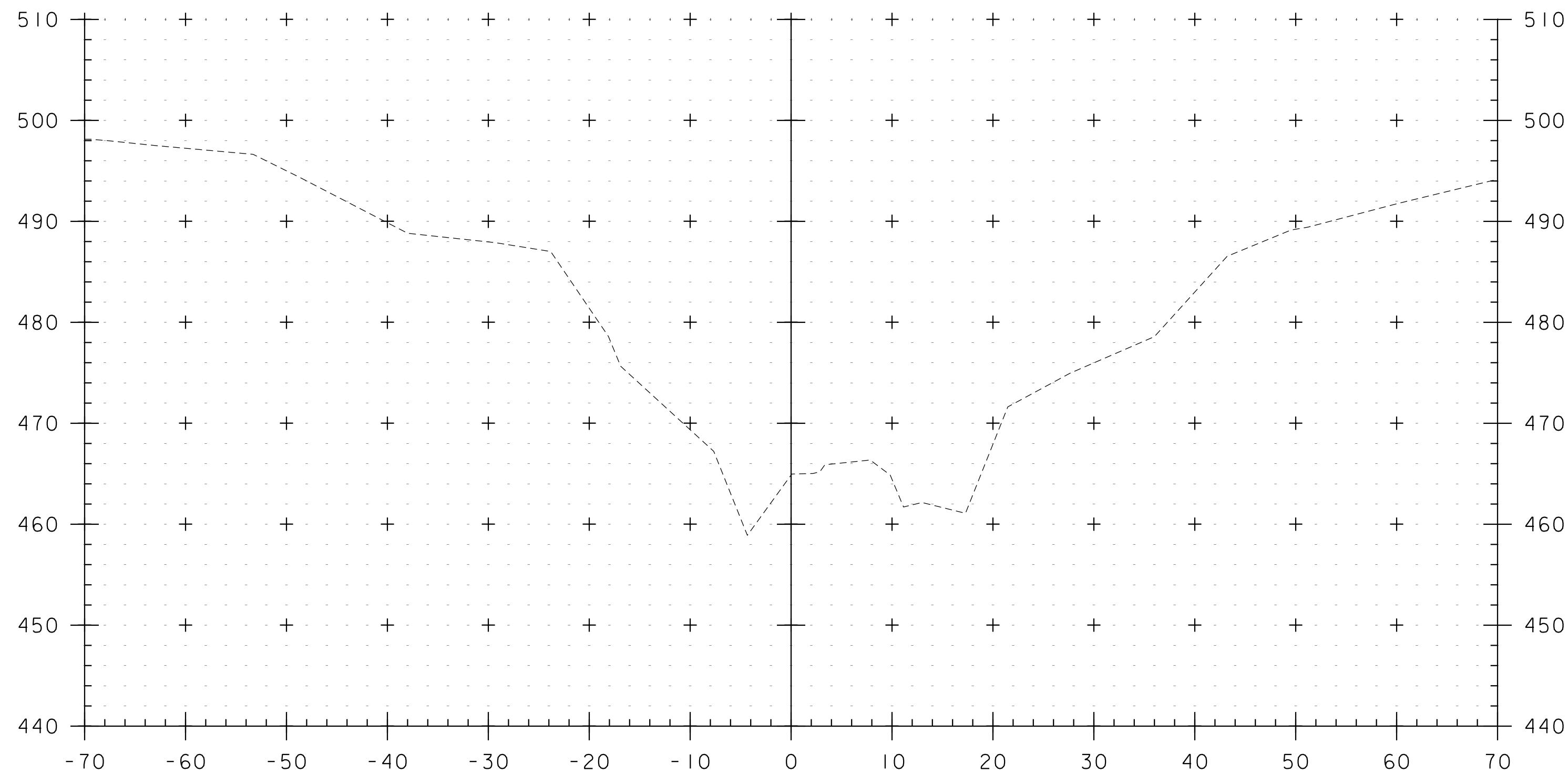


FUSS & O'NEILL

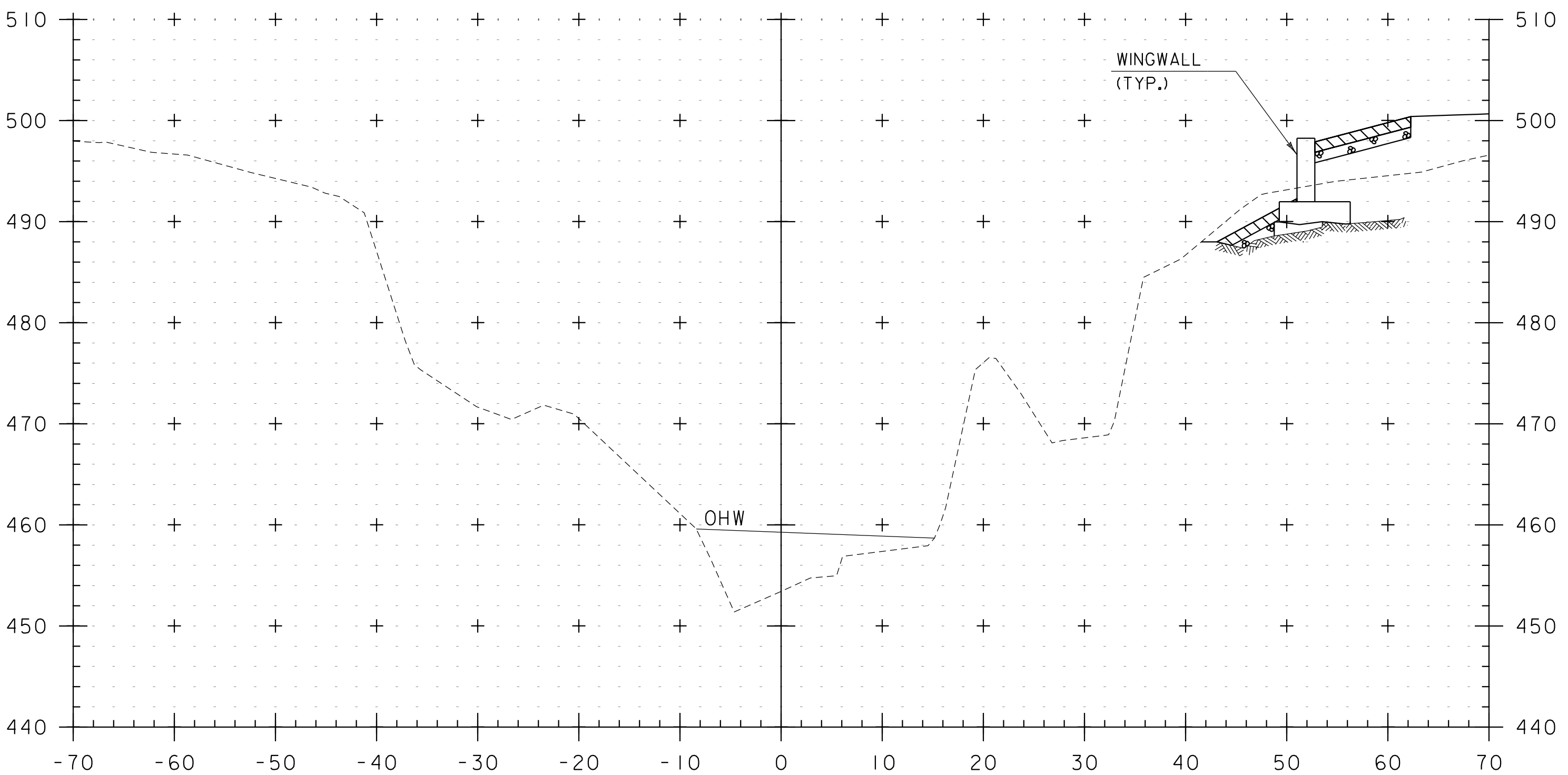
PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180frm.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: E. MALONEY
MATERIAL TRANSITION DETAILS

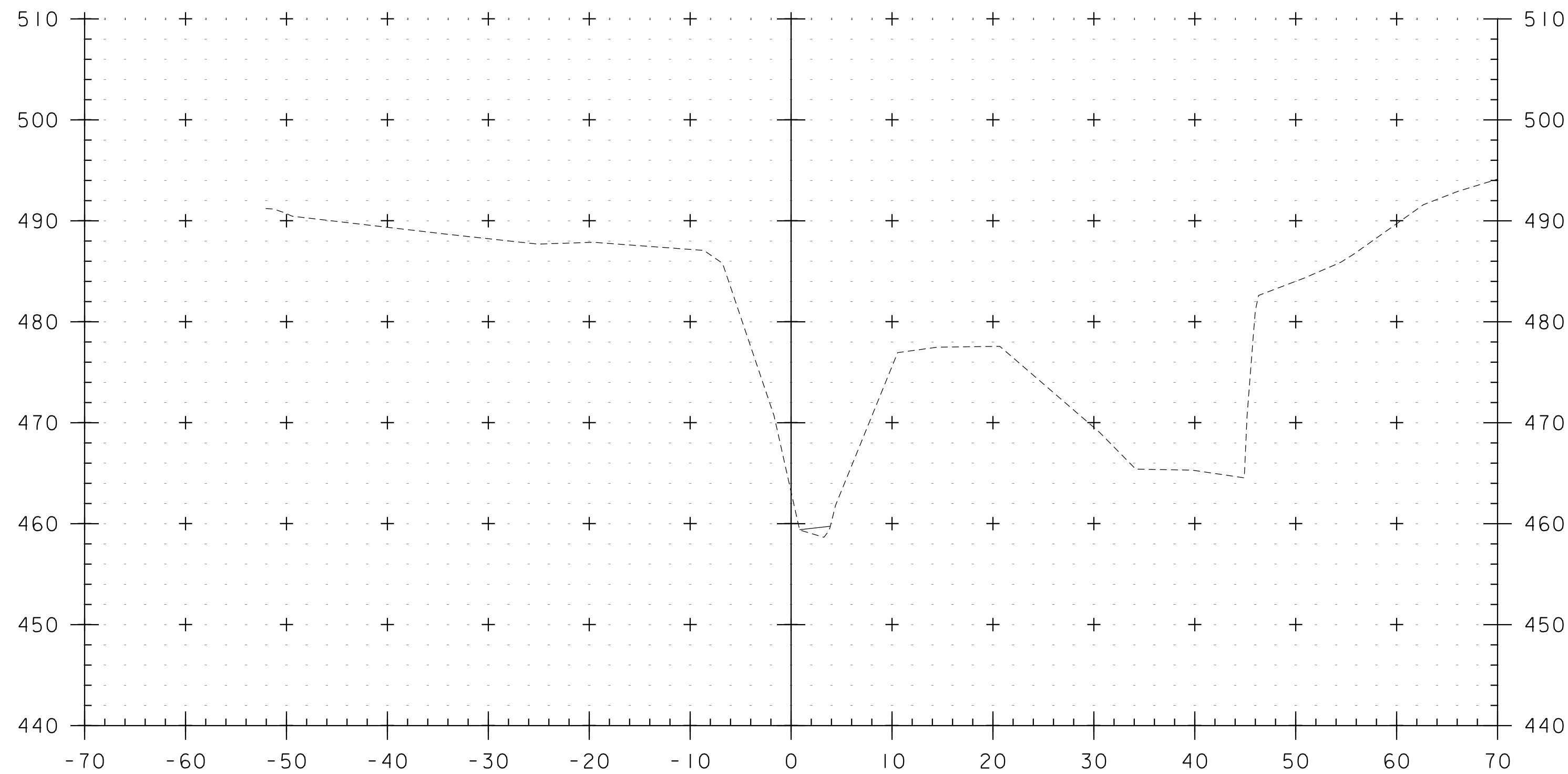
PLOT DATE: 11/23/2020
DRAWN BY: A. VOMACKA
CHECKED BY: D. MUNRO
SHEET 29 OF 33



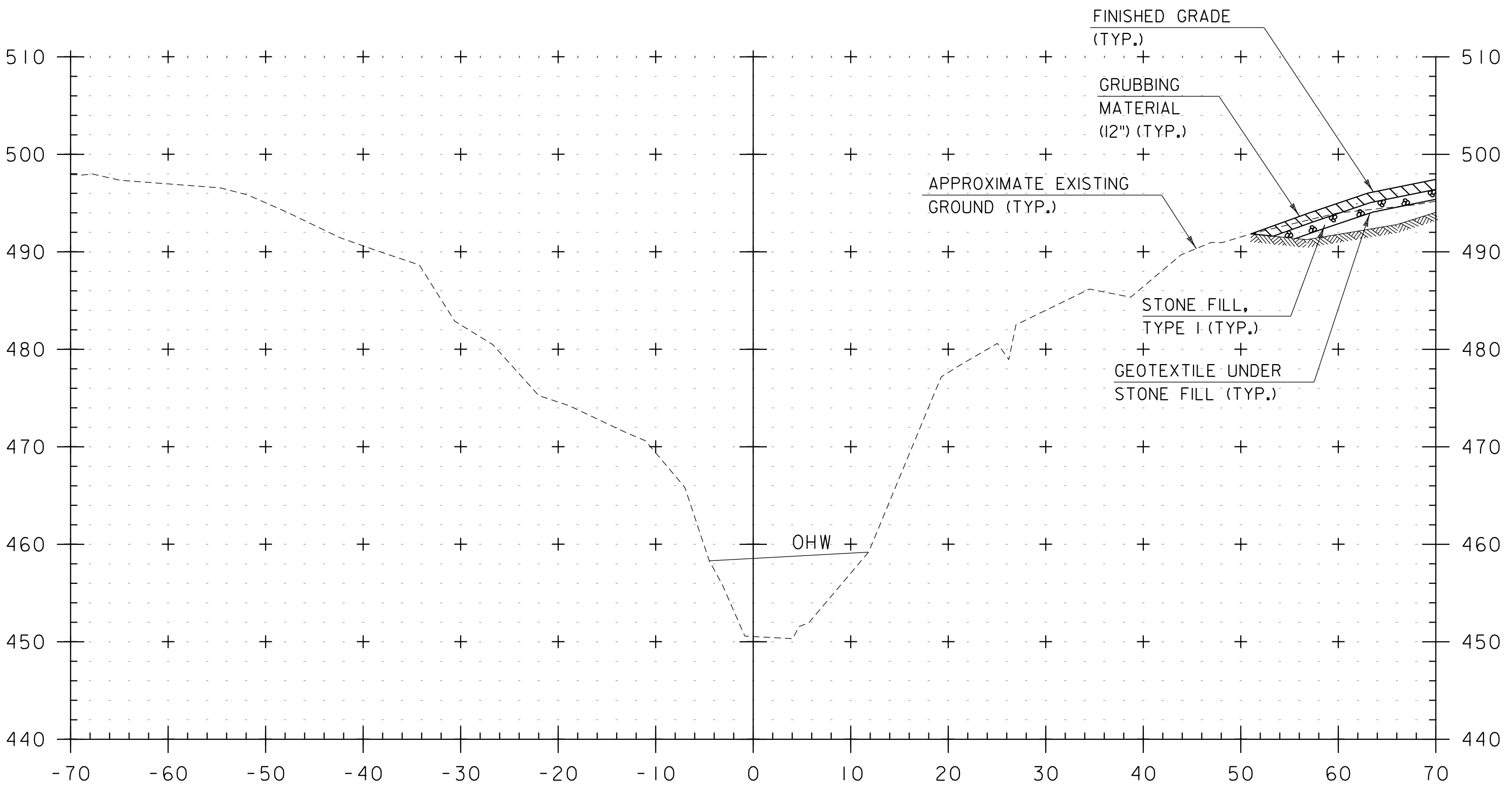
0+25



0+50



0+00



0+40

STA. 0+35 RT
BEGIN UNCLASSIFIED CHANNEL EXCAVATION
BEGIN GEOTEXTILE UNDER STONE FILL
BEGIN STONE FILL, TYPE I
BEGIN GRUBBING MATERIAL (12")

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

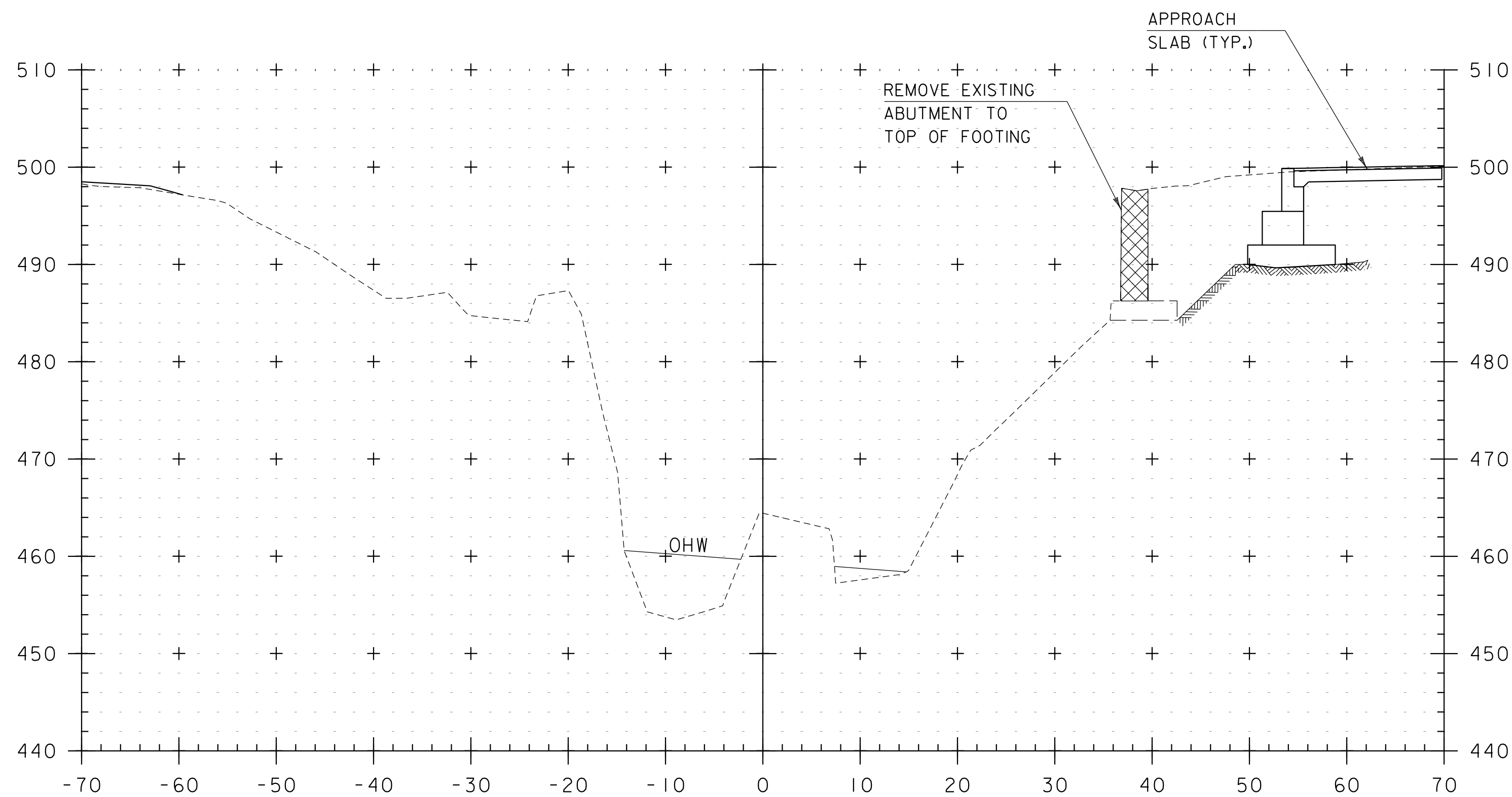
STA. 0+00 TO STA. 0+50



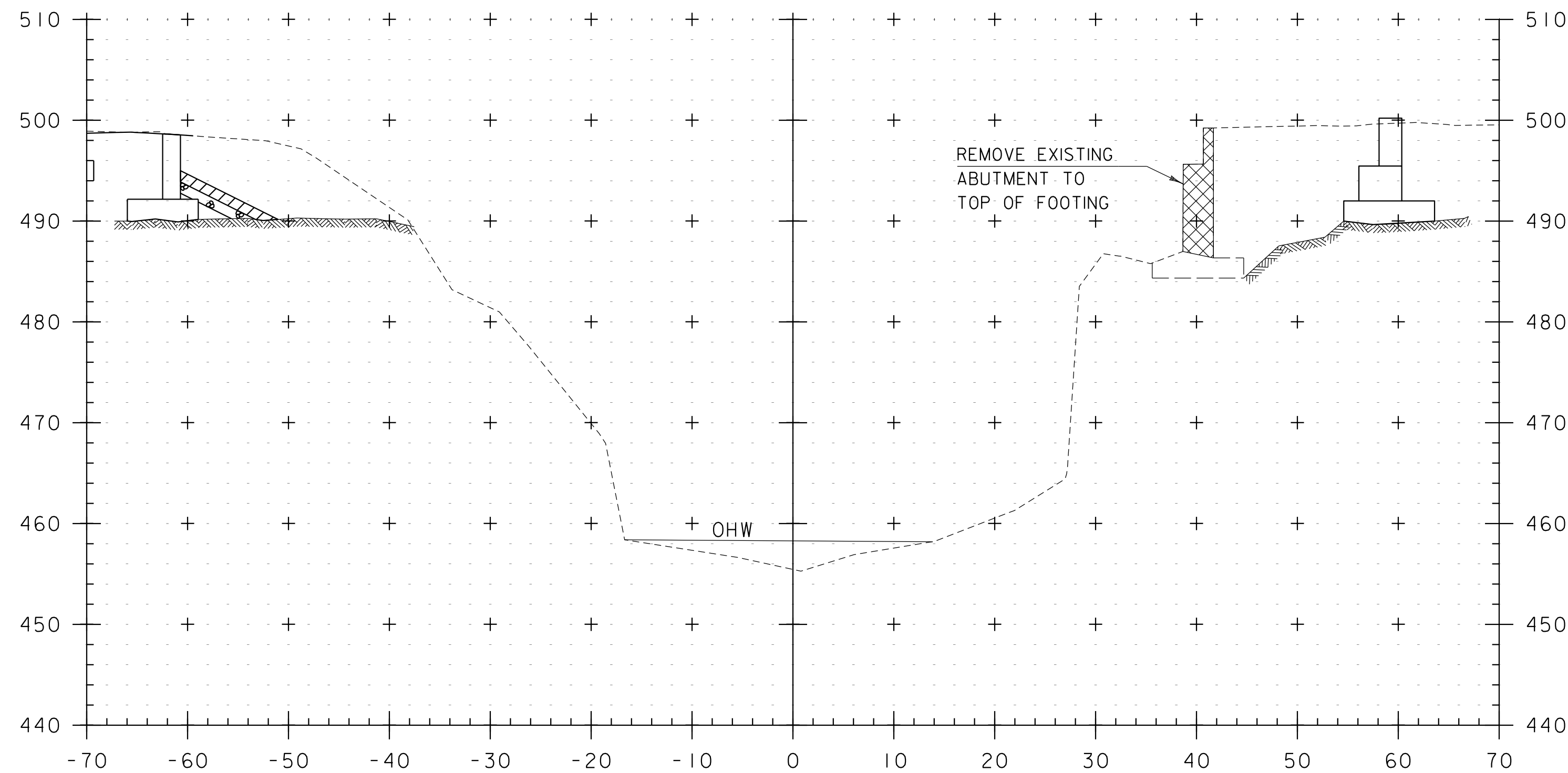
PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180xs-channel.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: K. CARME
CHANNEL CROSS SECTIONS SHEET 1

PLOT DATE: 11/23/2020
DRAWN BY: M. SMITH
CHECKED BY: S. BEAUMONT
SHEET 30 OF 33

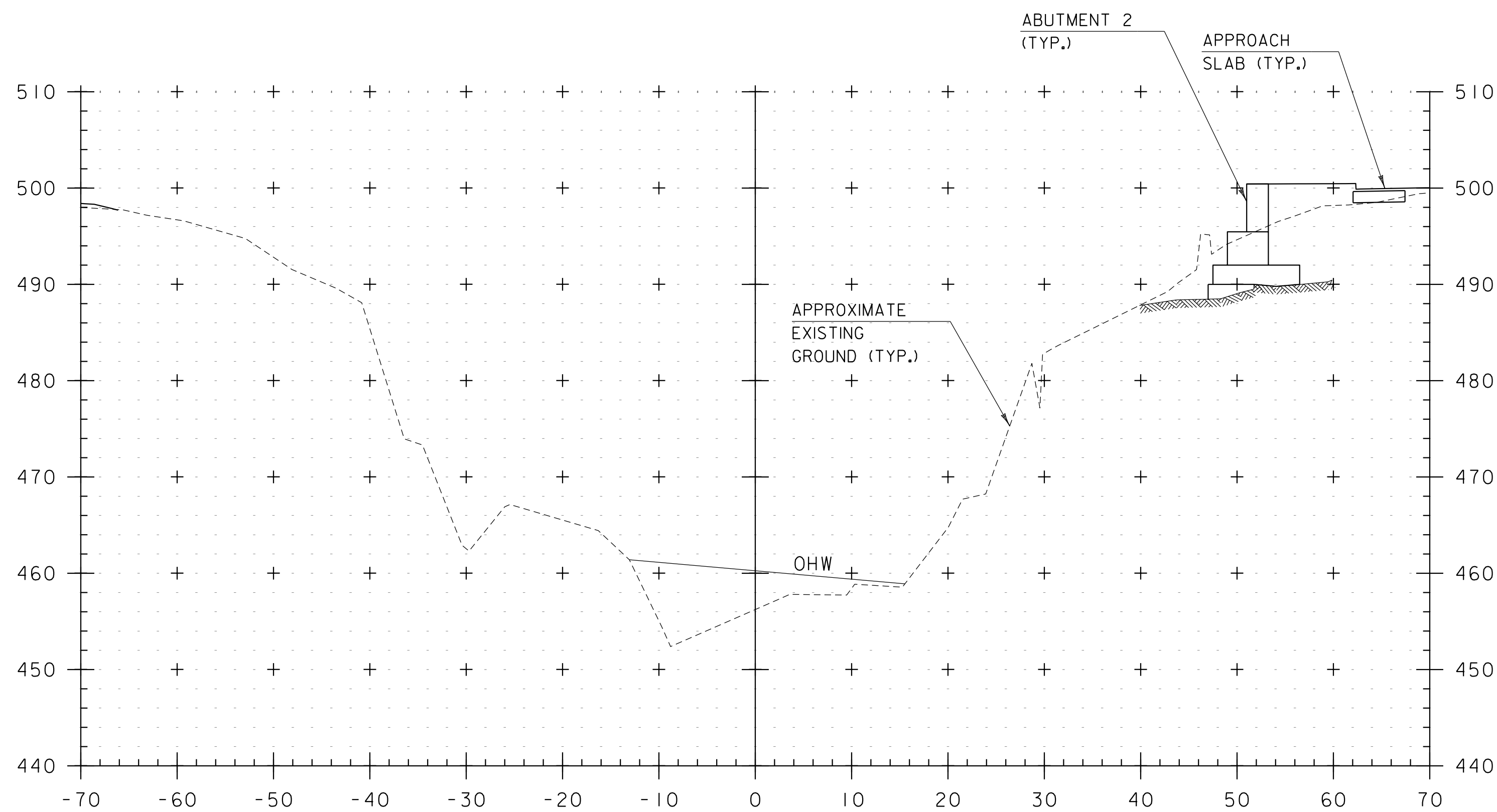


0+70



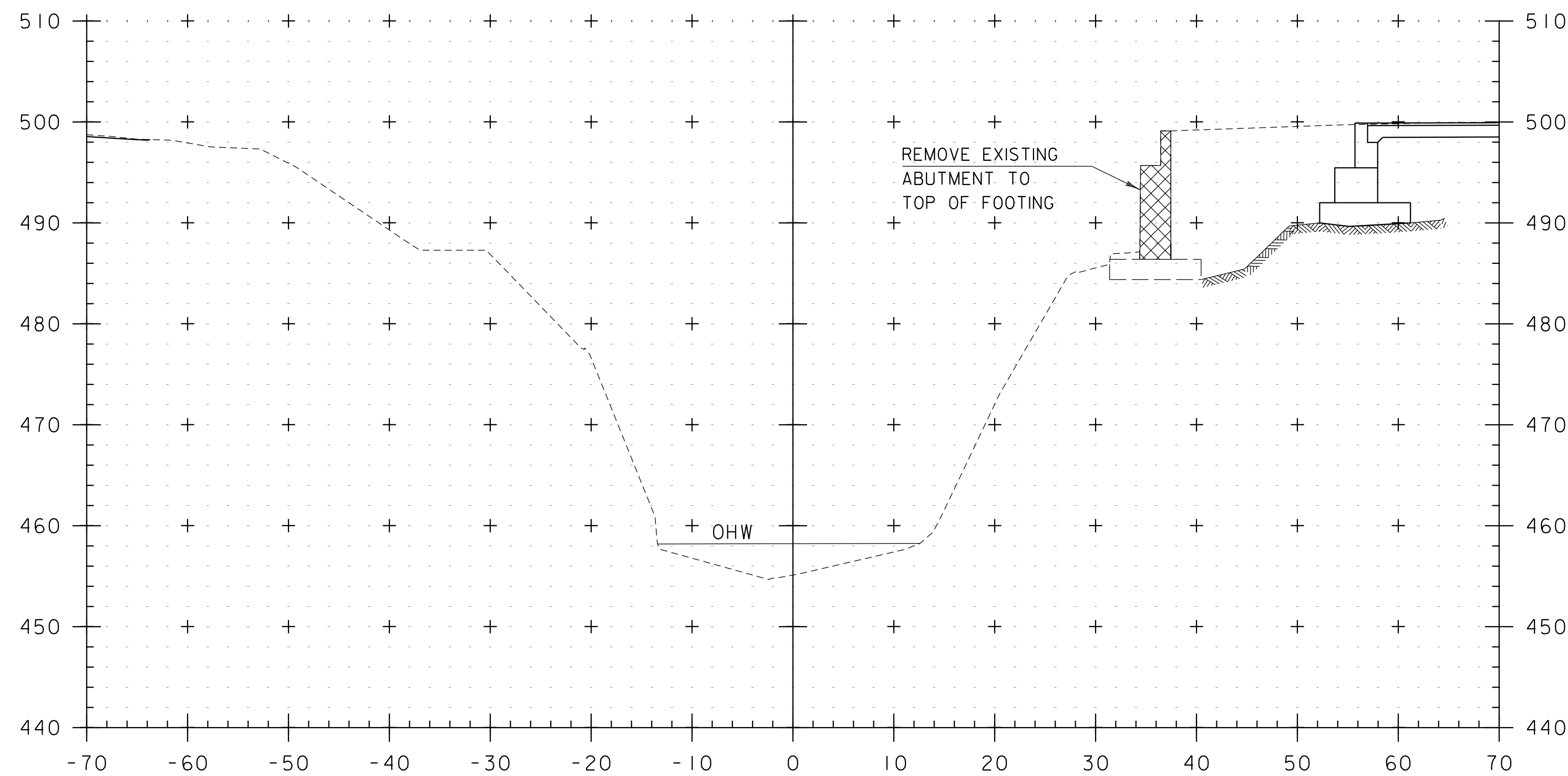
0+90

STA. 0+82 LT
BEGIN UNCLASSIFIED CHANNEL EXCAVATION
BEGIN GEOTEXTILE UNDER STONE FILL
BEGIN STONE FILL, TYPE I
BEGIN GRUBBING MATERIAL (12")



0+60

STA. 0+55 RT
END GEOTEXTILE UNDER STONE FILL
END STONE FILL, TYPE I
END GRUBBING MATERIAL (12")



0+80

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

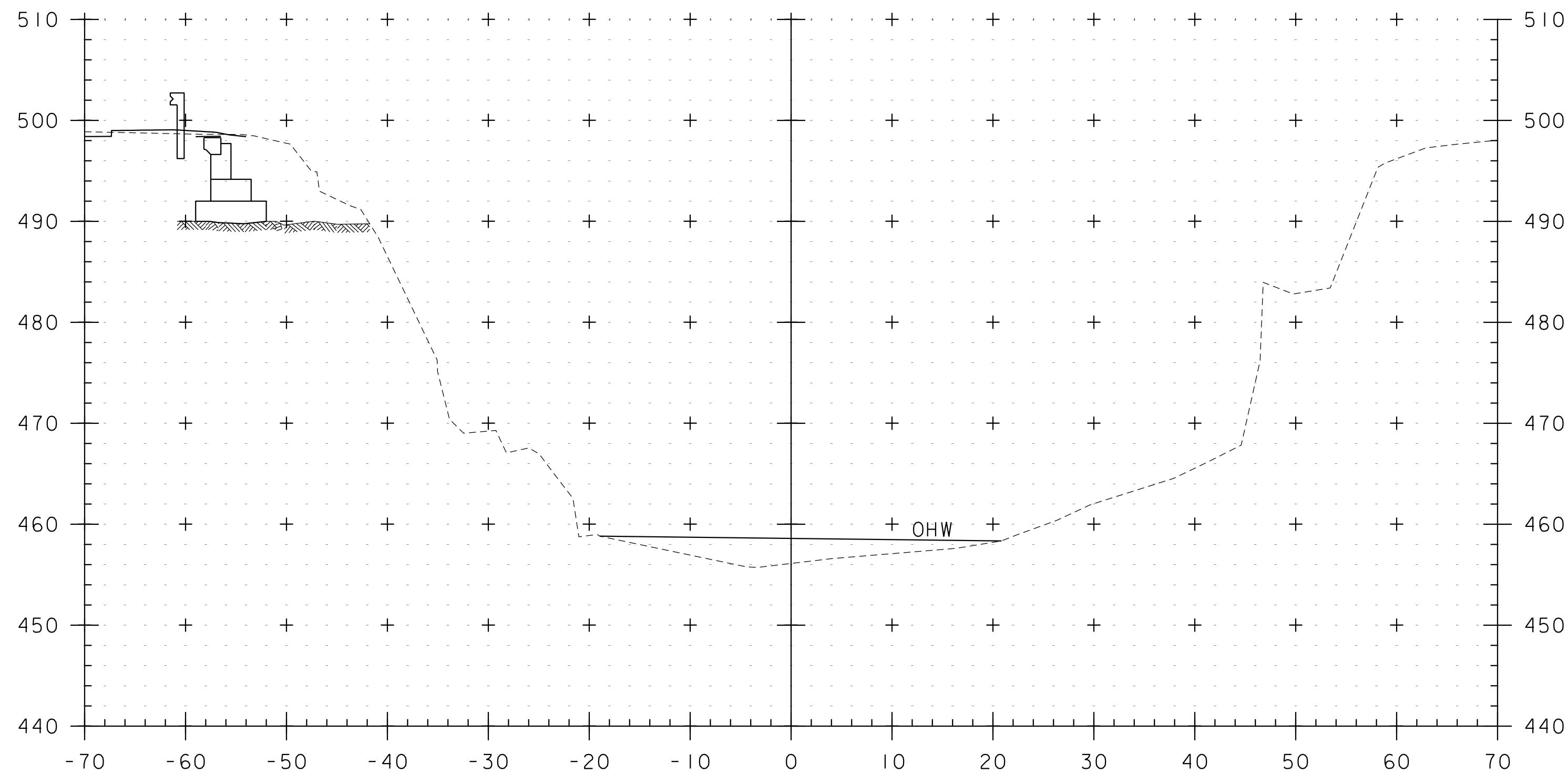
STA. 0+60 TO STA. 0+90



PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)

FILE NAME: z16j180xs-channel.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: K. CARME
CHANNEL CROSS SECTIONS SHEET 2

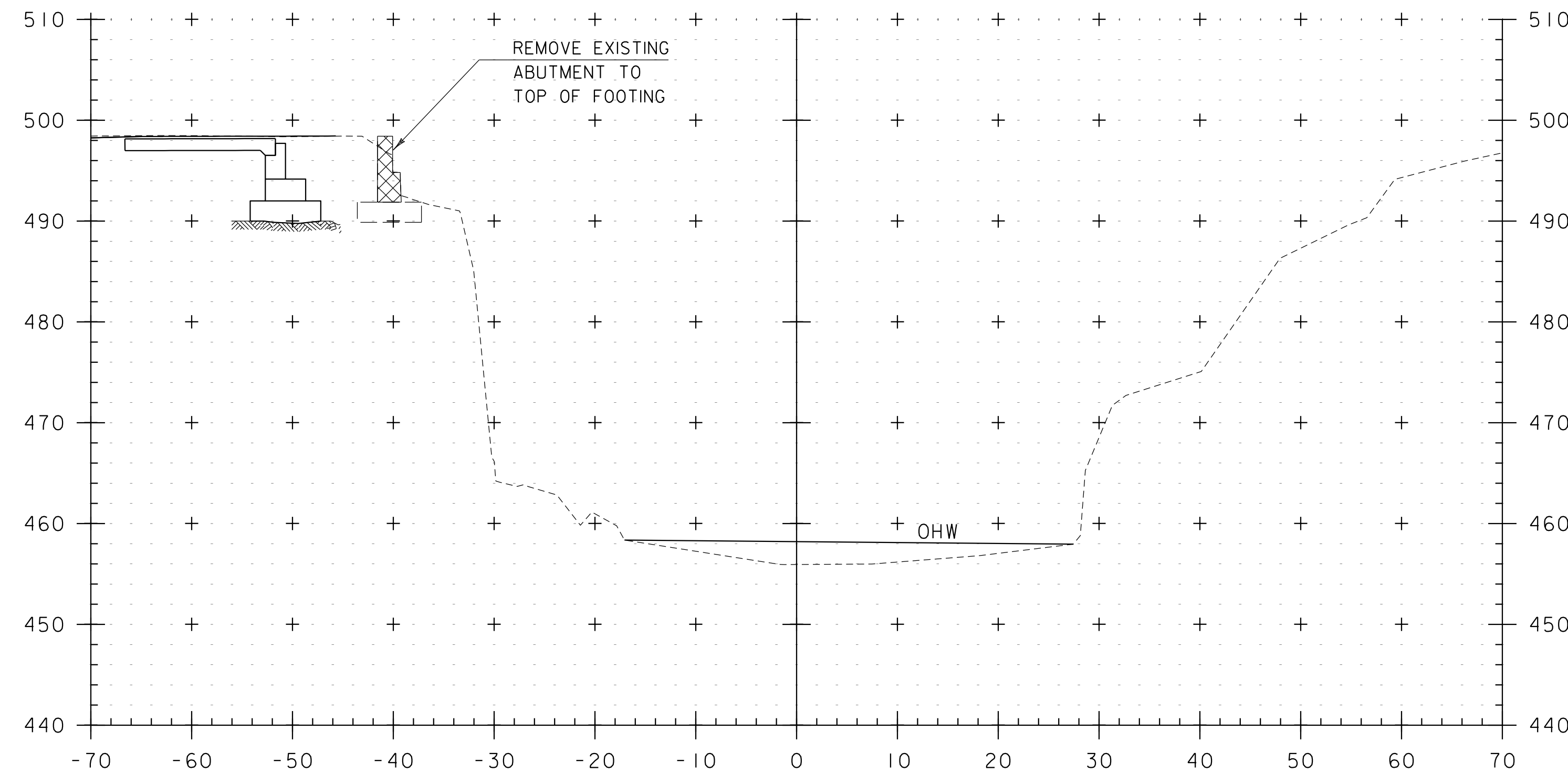
PLOT DATE: 11/23/2020
DRAWN BY: M. SMITH
CHECKED BY: S. BEAUMONT
SHEET 31 OF 33



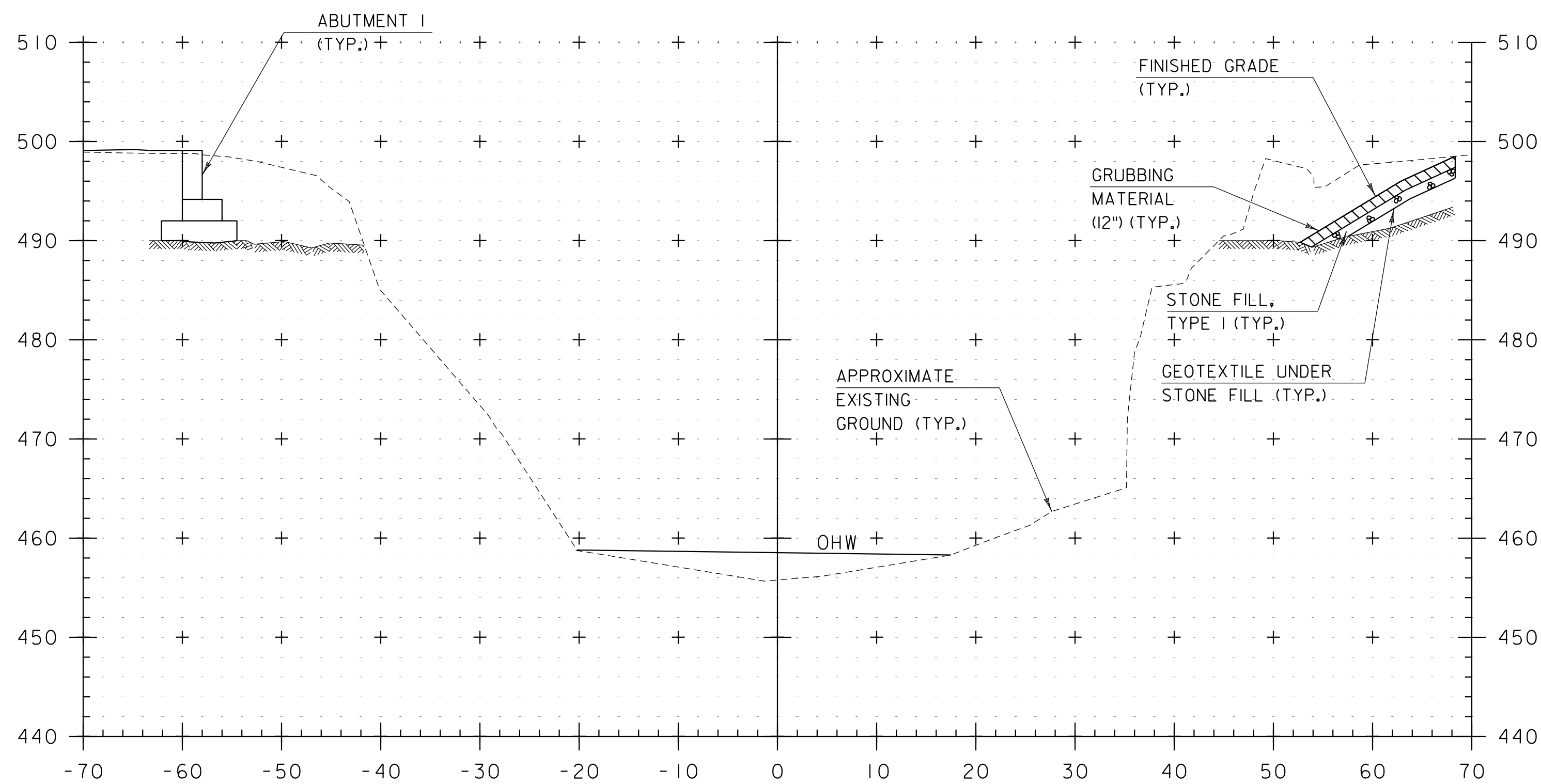
STA. 0+97 LT
END GEOTEXTILE UNDER STONE FILL
END STONE FILL, TYPE I
END GRUBBING MATERIAL (12")

I+10

STA. 1+12 RT
END UNCLASSIFIED CHANNEL EXCAVATION
END GEOTEXTILE UNDER STONE FILL
END STONE FILL, TYPE I
END GRUBBING MATERIAL (12")

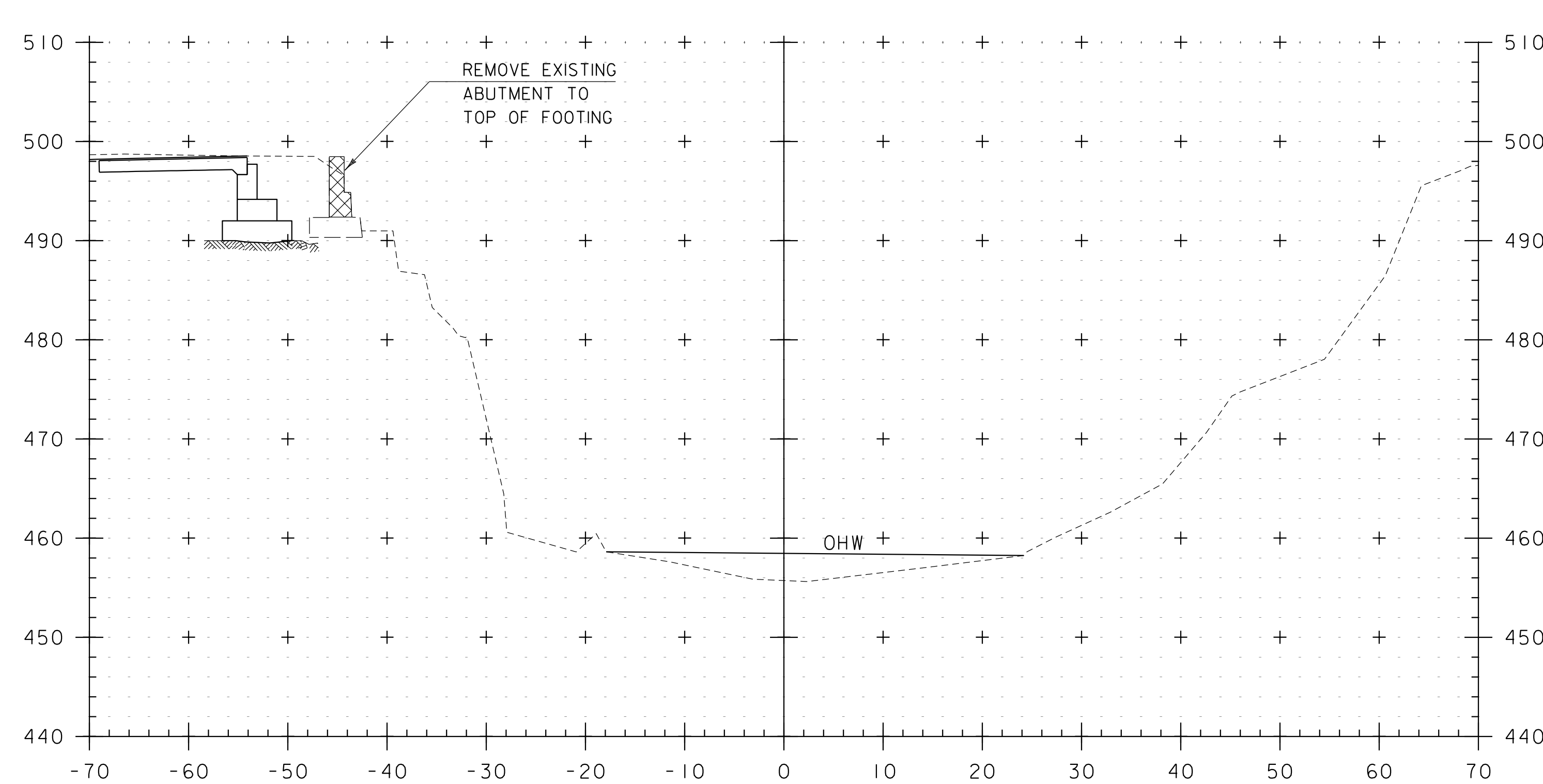


I+30



I+00

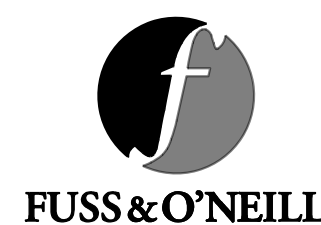
STA. 0+94 RT
BEGIN GEOTEXTILE UNDER STONE FILL
BEGIN STONE FILL, TYPE I
BEGIN GRUBBING MATERIAL (12")



I+20

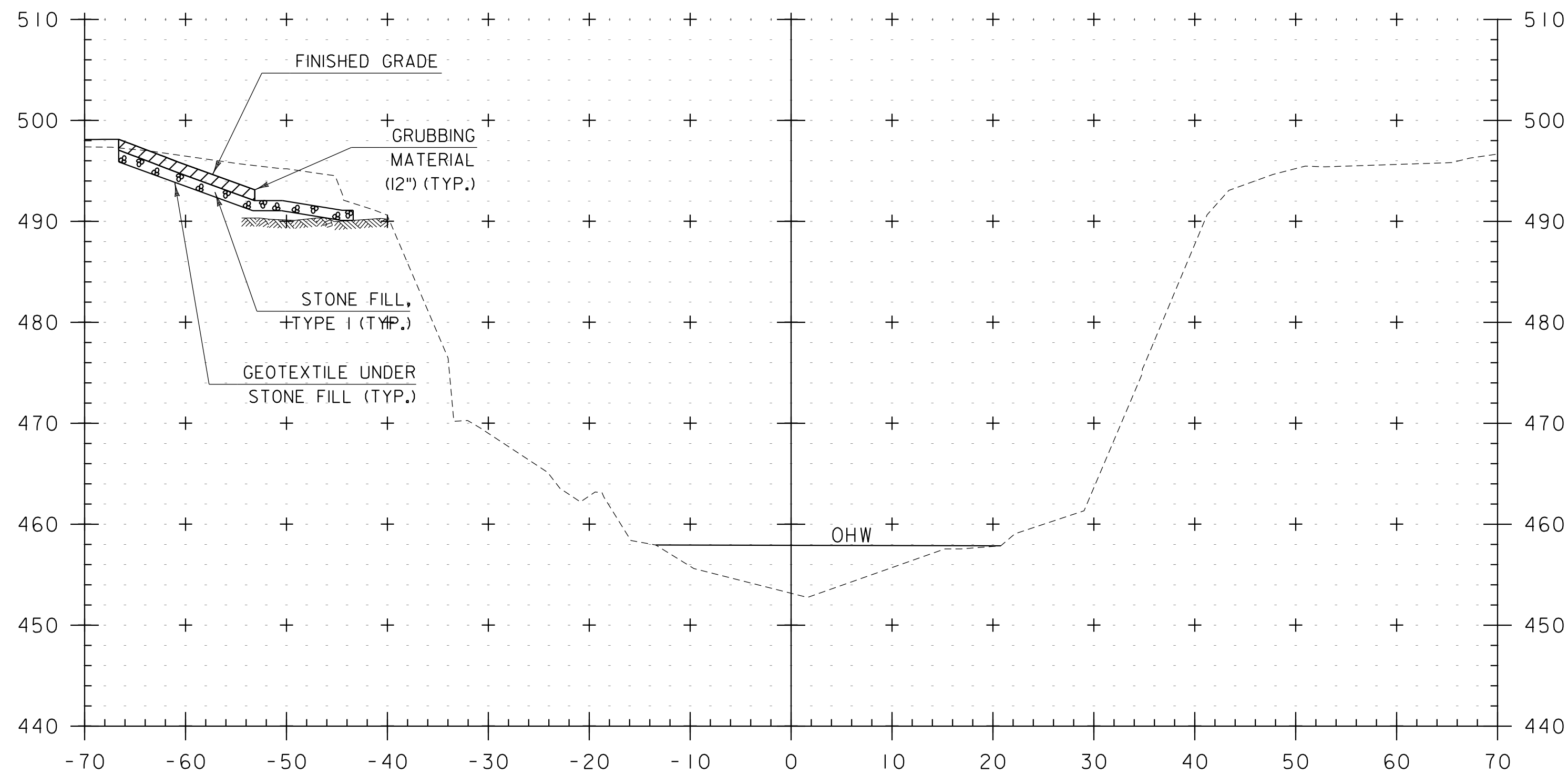
SCALE 1" = 10'-0"
10 0 10

STA. 1+00 TO STA. 1+30

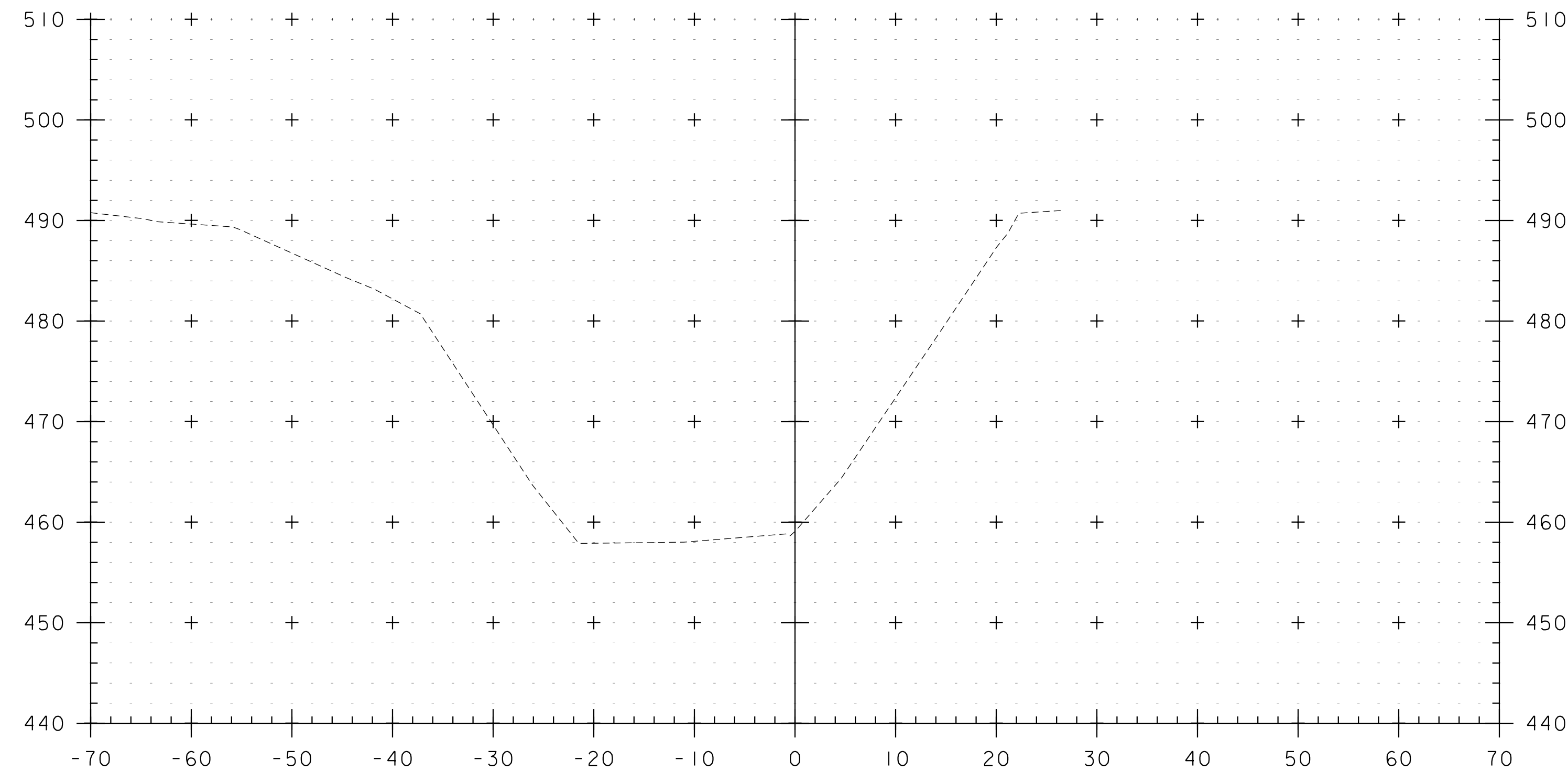


PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)
FILE NAME: z16j180xs-channel.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: K. CARME
CHANNEL CROSS SECTIONS SHEET 3

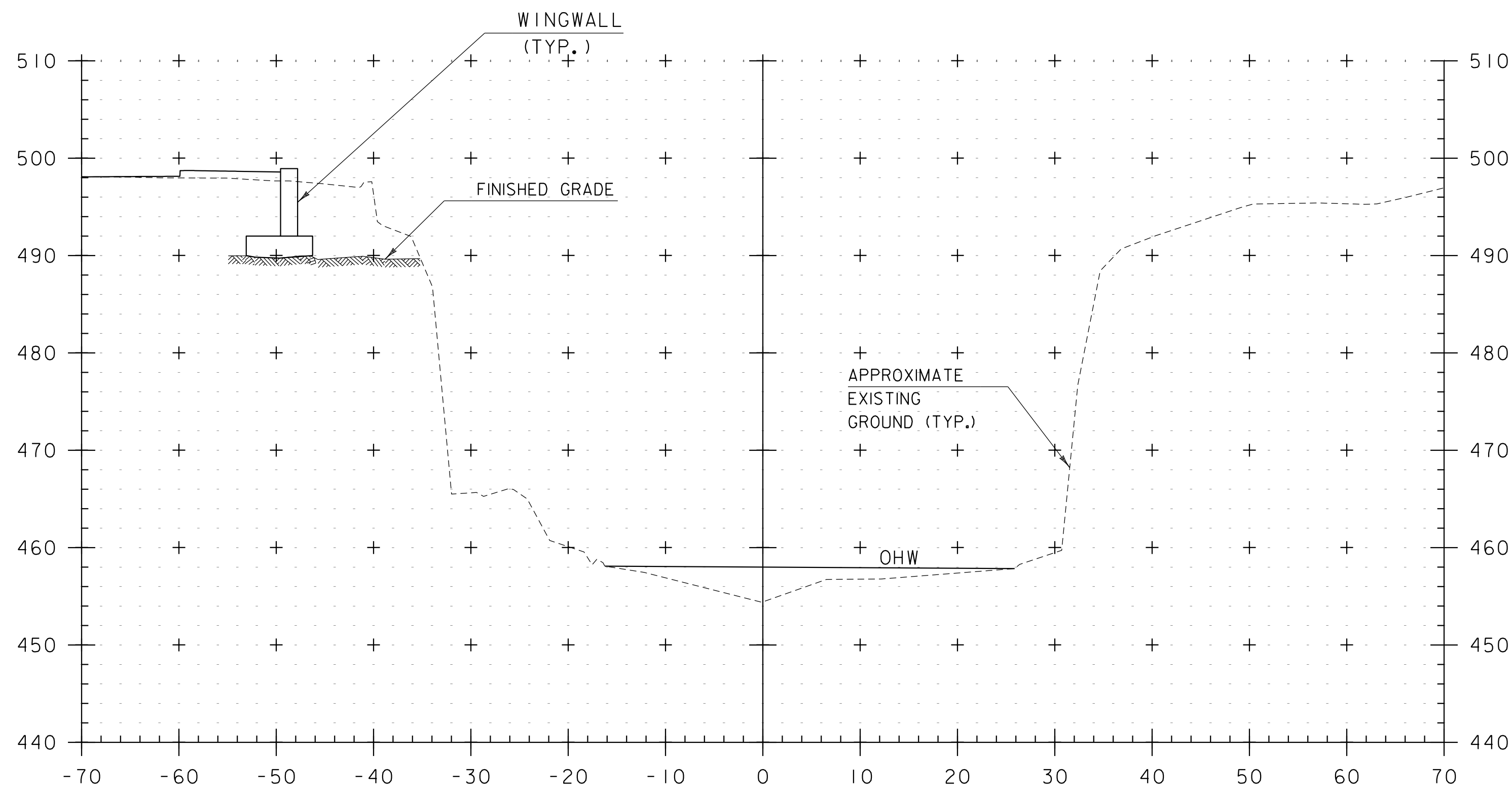
PLOT DATE: 11/23/2020
DRAWN BY: M. SMITH
CHECKED BY: S. BEAUMONT
SHEET 32 OF 33



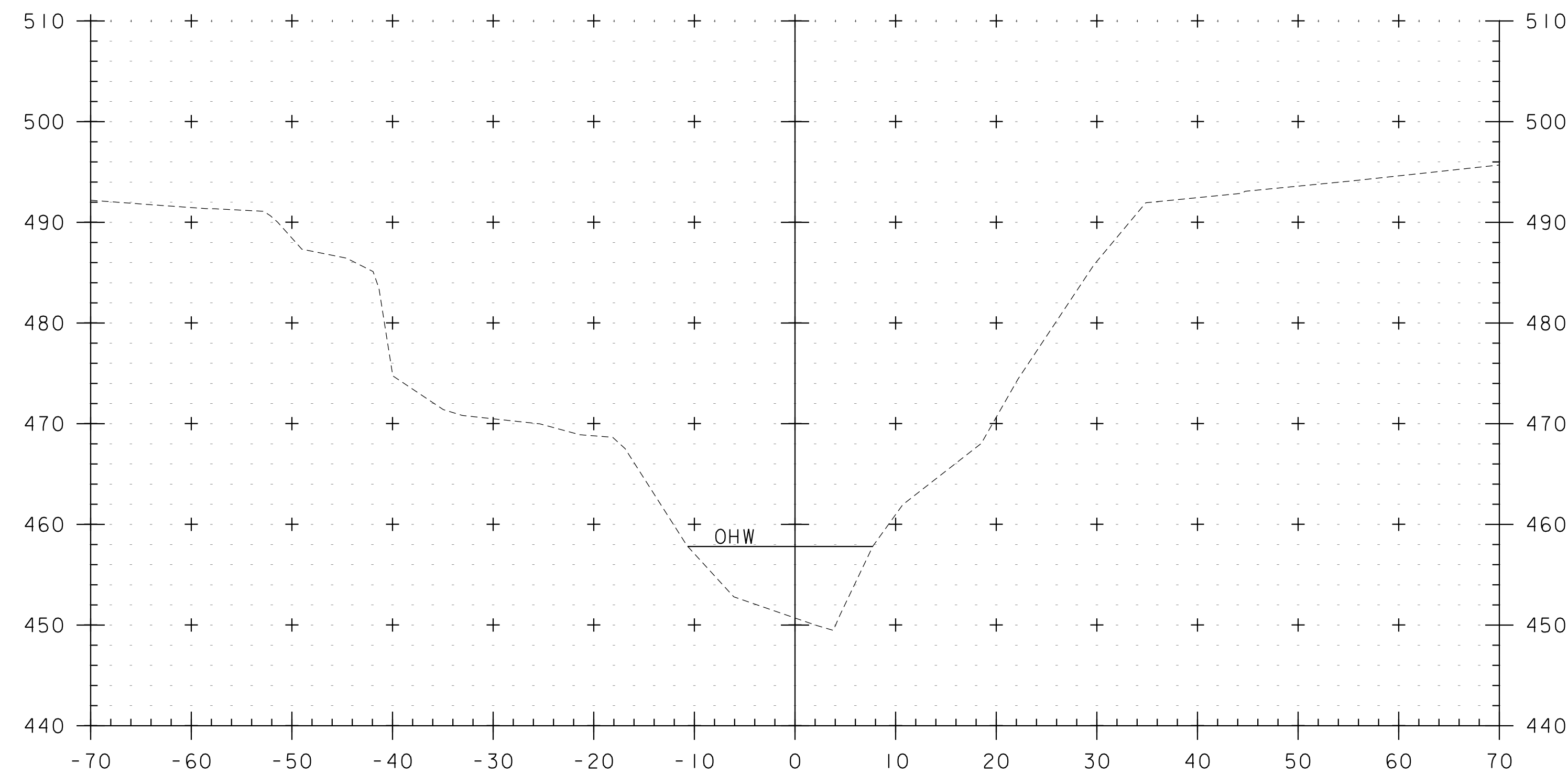
1+50



2+00



1+40



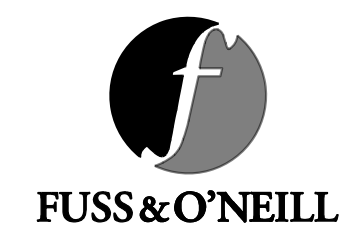
1+75

STA. 1+39 RT
BEGIN GEOTEXTILE UNDER STONE FILL
BEGIN STONE FILL, TYPE I
BEGIN GRUBBING MATERIAL (12")

STA. 1+58 LT
END UNCLASSIFIED CHANNEL EXCAVATION
END GEOTEXTILE UNDER STONE FILL
END STONE FILL, TYPE I
END GRUBBING MATERIAL (12")

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

STA. 1+40 TO STA. 2+00



PROJECT NAME: POULTNEY
PROJECT NUMBER: BO 1443(53)
FILE NAME: z16j180xs-channel.dgn
PROJECT LEADER: J. FRENCH
DESIGNED BY: K. CARME
CHANNEL CROSS SECTIONS SHEET 4

PLOT DATE: 11/23/2020
DRAWN BY: M. SMITH
CHECKED BY: S. BEAUMONT
SHEET 33 OF 33