

REVIEWER NOTES:

1. THERE WILL BE A 4 WEEK CLOSURE PERIOD, WITH OFF SITE DETOUR.
2. PROJECT IS TO BE CONSTRUCTED USING ABC METHODS: NEXT D BEAMS SUPPORTED ON PRECAST INTEGRAL ABUTMENTS WITH STEEL H-PILES.

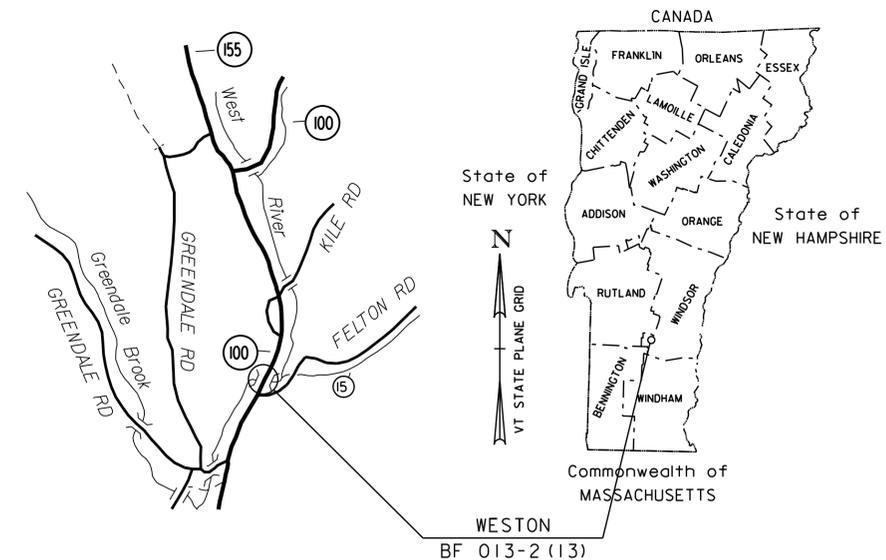
STATE OF VERMONT AGENCY OF TRANSPORTATION



PROPOSED IMPROVEMENT BRIDGE PROJECT

TOWN OF WESTON
COUNTY OF WINDSOR

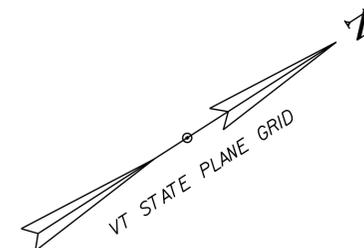
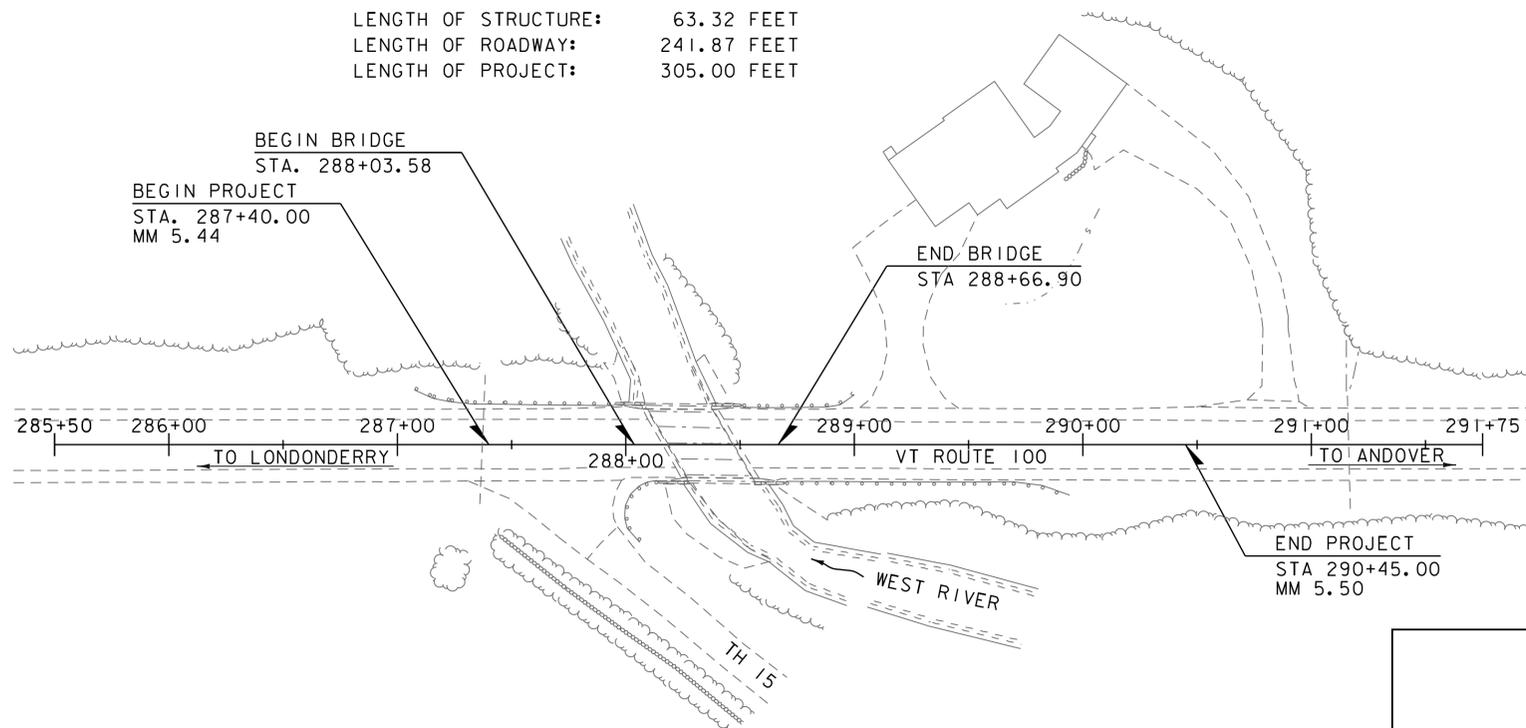
VT ROUTE 100 (RURAL MINOR ARTERIAL) , BRIDGE NO 98



PROJECT LOCATION: LOCATED IN THE COUNTY OF WINDSOR, IN THE TOWN OF WESTON, ON VT ROUTE 100; BRIDGE NO. 98 OVER THE WEST RIVER; APPROXIMATELY 1.1 MILES SOUTH OF THE INTERSECTION OF VT ROUTE 100 AND VT ROUTE 155

PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE REMOVAL AND REPLACEMENT OF BRIDGE NO. 98 ON THE EXISTING ALIGNMENT, WITH ASSOCIATED ROADWAY AND CHANNEL WORK.

LENGTH OF STRUCTURE: 63.32 FEET
 LENGTH OF ROADWAY: 241.87 FEET
 LENGTH OF PROJECT: 305.00 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.

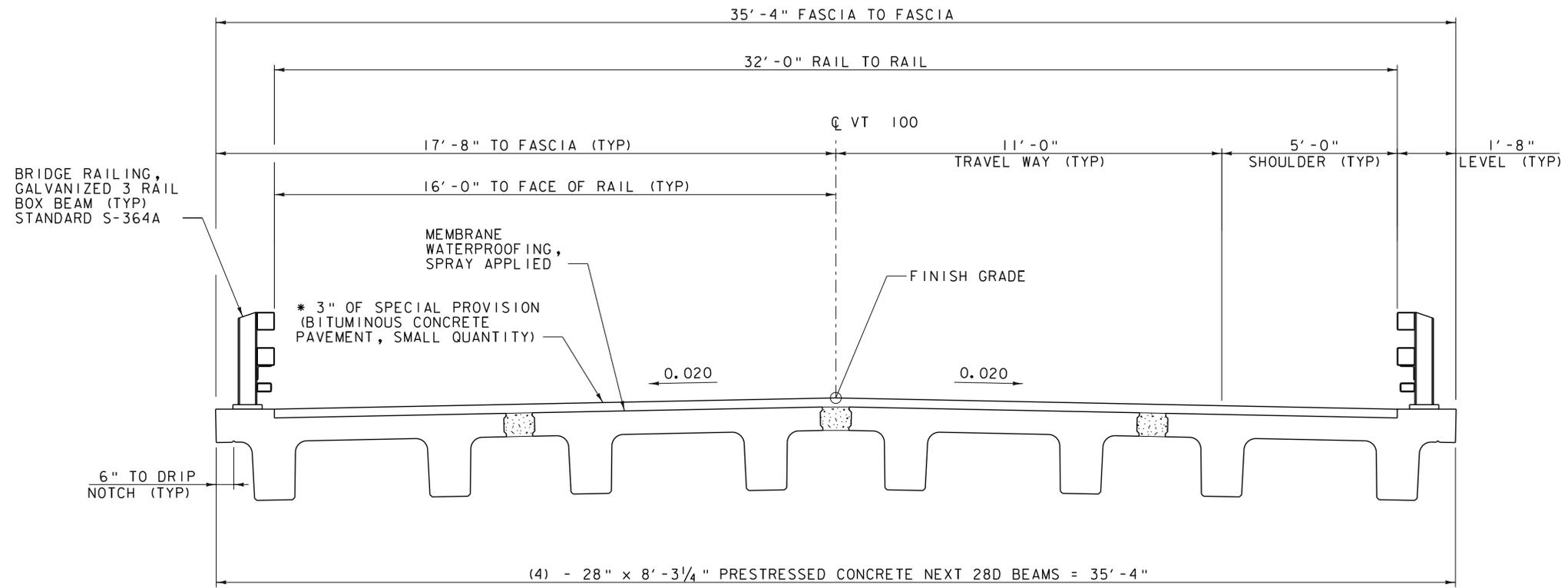
PRELIMINARY PLANS
FEBRUARY 2015

QUALITY ASSURANCE PROGRAM : LEVEL 2	
SURVEYED BY :	R. GILMAN
SURVEYED DATE :	05/15/2013
DATUM	
VERTICAL	NAVD88
HORIZONTAL	NAD 83 (2011)

SCALE 1" = 40'-0"
 40 0 40



CHIEF ENGINEER OF THE HIGHWAY DIVISION	
APPROVED _____	DATE _____
PROJECT MANAGER : JENNIFER M. V. FITCH, PE	
PROJECT NAME :	WESTON
PROJECT NUMBER :	BF 013-2 (13)
SHEET 1 OF 41 SHEETS	



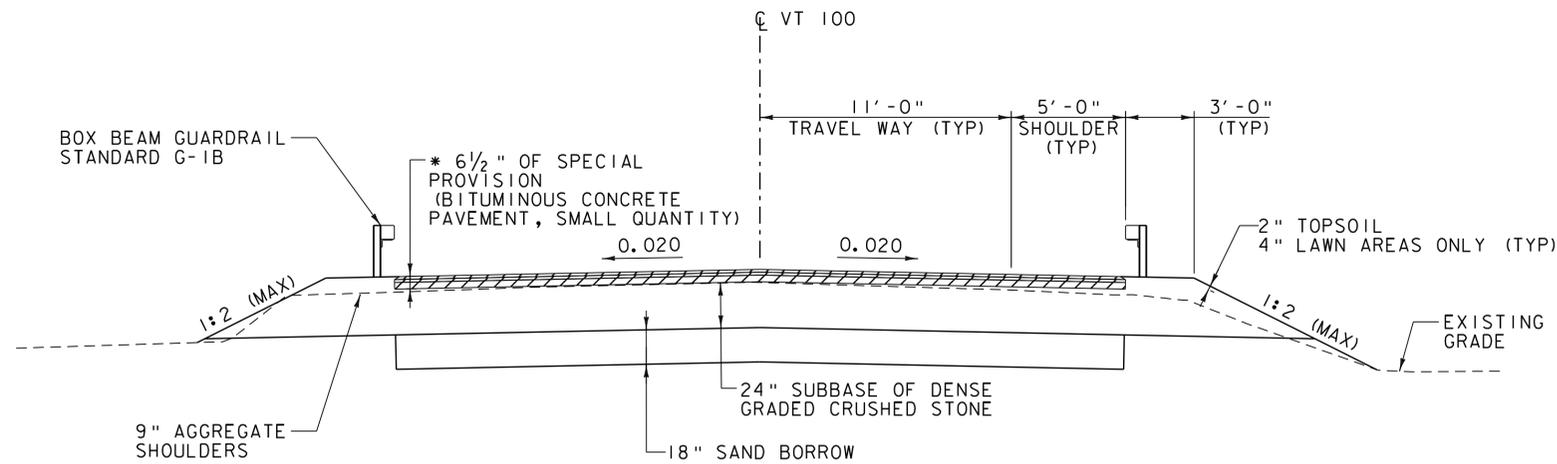
* - (2) - 1 1/2" LIFTS OF TYPE IVS

TYPICAL BRIDGE SECTION

SCALE 1/2" = 1'-0"

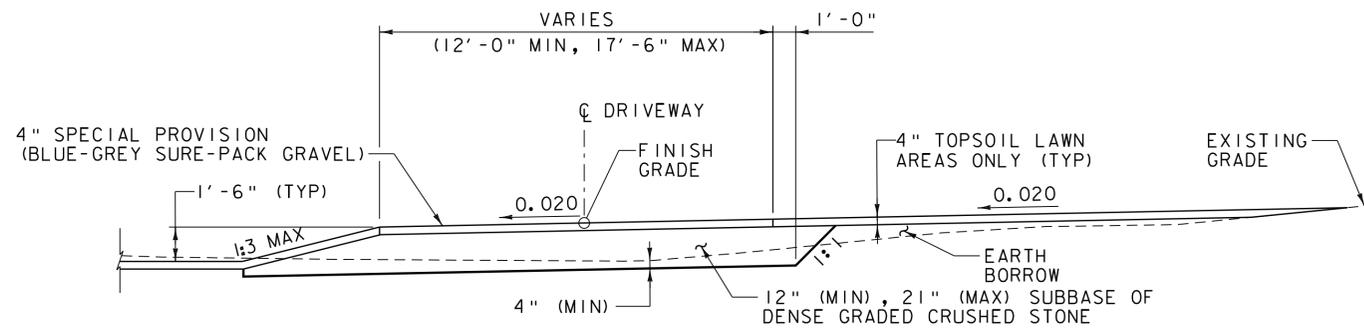


PROJECT NAME: WESTON	PLOT DATE: 2/2/2015
PROJECT NUMBER: BF 013-2(13)	DRAWN BY: J.J. WESTCOTT
FILE NAME: z13b076typ.dgn	CHECKED BY: S.E. BURBANK
PROJECT LEADER: S.E. BURBANK	SHEET 3 OF 41
DESIGNED BY: J.J. WESTCOTT	TYPICAL BRIDGE SECTION

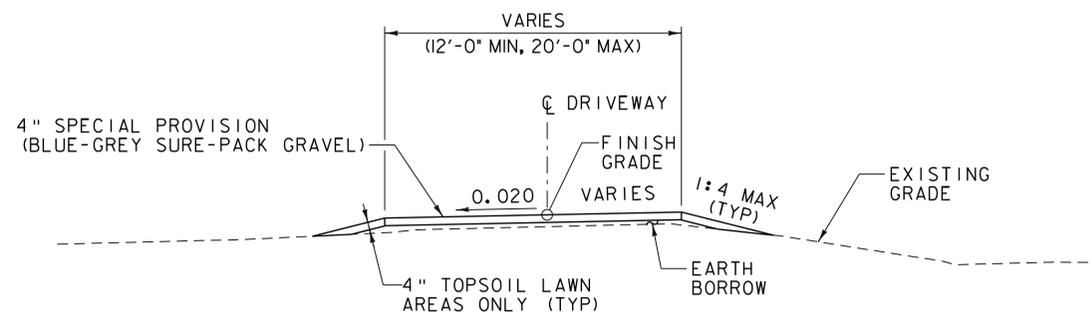


* (2) - 1 1/2" LIFTS OF TYPE IVS OVER
 (1) - 3 1/2" LIFT OF TYPE IIS

VT 100 TYPICAL ROADWAY SECTION
 SCALE 1/4" = 1'-0"



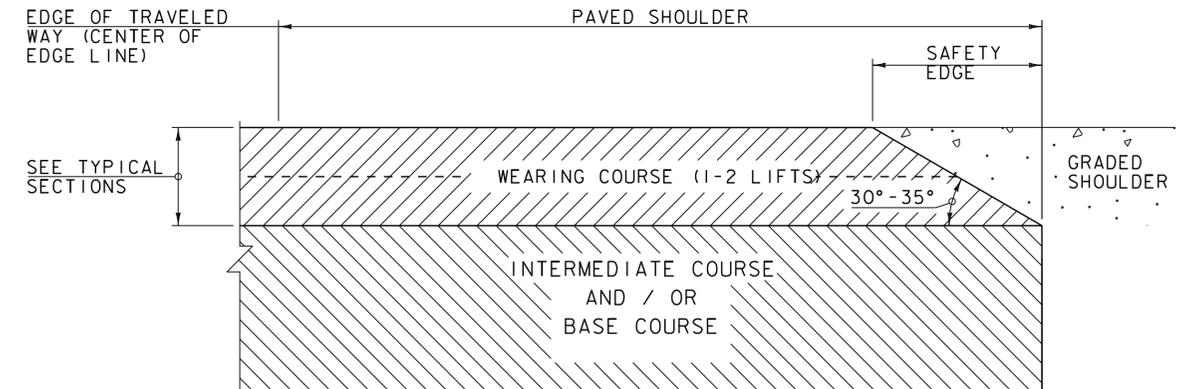
STA. 10+13 - 11+74 DRIVEWAY TYPICAL SECTION
 SCALE 1/4" = 1'-0"



STA. 1+16 - 2+22 DRIVEWAY TYPICAL SECTION
 SCALE 1/4" = 1'-0"

MATERIAL TOLERANCES
 (IF USED ON PROJECT)

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



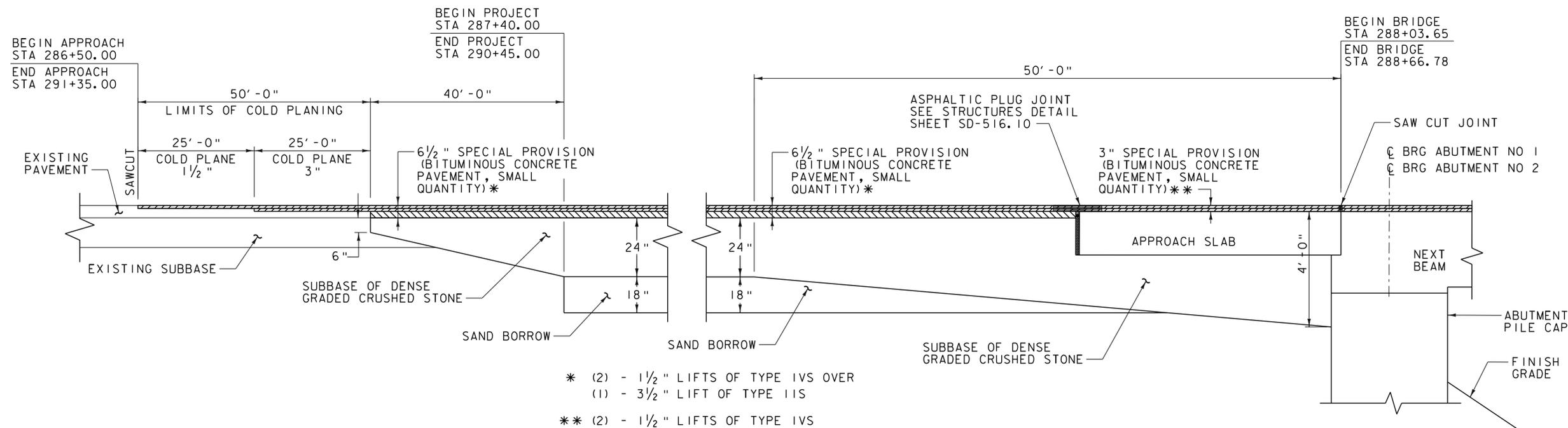
SAFETY EDGE DETAIL
 NOT TO SCALE

1. LEVELING COURSE MAY INCLUDE THE "SAFETY EDGE" AT THE CONTRACTOR'S CHOICE.
2. THE EDGE OF PAVEMENT SHALL BE FORMED IN SUCH A WAY THAT THE BITUMINOUS CONCRETE PAVEMENT IS EXTRUDED OR COMPRESSED TO FORM THE 30 TO 35 DEGREE ANGLE. DEVICES THAT SIMPLY STRIKE-OFF THE MIX WITHOUT PROVIDING ANY COMPACTIVE EFFORT WILL NOT BE ALLOWED.
3. THE PAVED SHOULDER EXTENDS FROM THE EDGE OF TRAVELED WAY TO THE EDGE OF THE WEARING COURSE, INCLUDING THE "SAFETY EDGE".



PROJECT NAME: WESTON
 PROJECT NUMBER: BF 013-2(13)
 FILE NAME: z13b076typ.dgn
 PROJECT LEADER: S.E.BURBANK
 DESIGNED BY: J.J. WESTCOTT
 TYPICAL SECTIONS

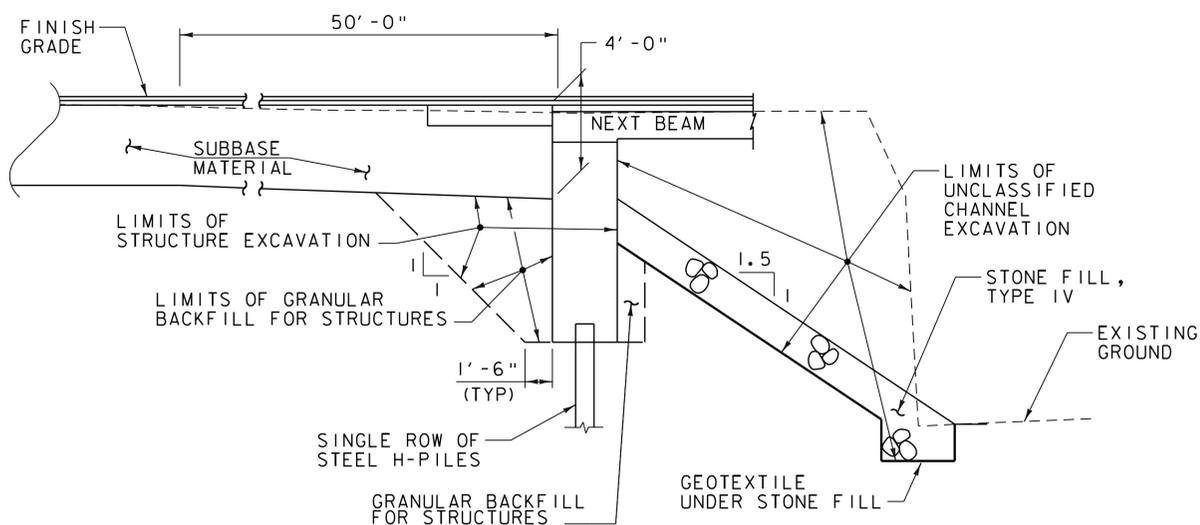
PLOT DATE: 2/2/2015
 DRAWN BY: J.J. WESTCOTT
 CHECKED BY: S.E. BURBANK
 SHEET 4 OF 41



- * (2) - 1 1/2" LIFTS OF TYPE IVS OVER
(1) - 3 1/2" LIFT OF TYPE IIS
- ** (2) - 1 1/2" LIFTS OF TYPE IVS

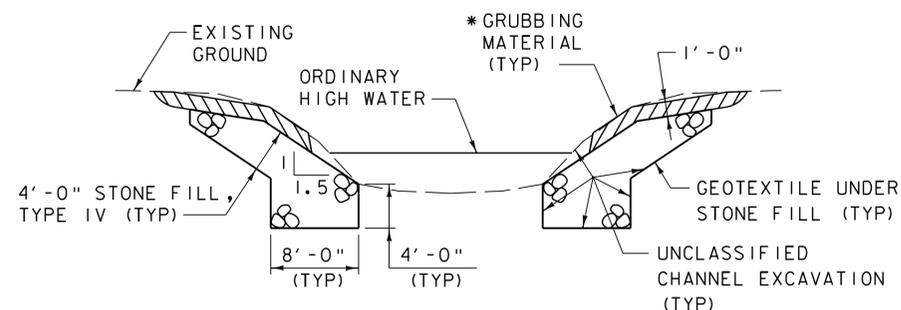
NOTE: EMULSIFIED ASPHALT IS TO BE APPLIED AT A RATE OF 0.040 GAL/SY BETWEEN ALL LIFTS OF BITUMINOUS CONCRETE PAVEMENT AND ON THE EXISTING PAVEMENT AND THE APPROACH SLAB PRIOR TO PLACING THE FIRST LIFT, AS DIRECTED BY THE ENGINEER.

APPROACH SECTION
NOT TO SCALE



NOTE: ACTUAL STRUCTURE EXCAVATION LIMITS SHALL BE DETERMINED BY THE CONTRACTOR. HOWEVER, ONLY THE EXCAVATION BETWEEN THE LIMITS SHOWN FOR STRUCTURE EXCAVATION WILL BE PAID FOR UNDER ITEM 204.25, "STRUCTURE EXCAVATION". EXCAVATION OUTSIDE OF THESE LIMITS OR OUTSIDE THE UNCLASSIFIED CHANNEL EXCAVATION WILL BE AT THE EXPENSE OF THE CONTRACTOR. EXCAVATION OF EXISTING ABUTMENTS SHALL BE PAID FOR UNDER ITEM 529.20, "PARTIAL REMOVAL OF STRUCTURE".

ABUTMENT EARTHWORK SECTION
NOT TO SCALE



TYPICAL CHANNEL SECTION
NOT TO SCALE

*GRUBBING MATERIAL SHALL NOT BE PLACED ON THE STONE FILL IN THE AREA UNDER THE BRIDGE. WHENEVER CHANNEL SLOPE INTERSECTS ROADWAY SUBBASE, GRUBBING MATERIAL SHALL BEGIN AT THE BOTTOM OF SUBBASE.

PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(13)

FILE NAME: z13b076typ.dgn
PROJECT LEADER: S.E.BURBANK
DESIGNED BY: J.J. WESTCOTT
APPROACH AND TYPICAL EARTHWORK SECTION SHEET 5 OF 41

PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK



GPS CONTROL POINTS

__ HVCTRL #1 __

WEST AZ MK

NORTH = 300963.067
EAST = 1565731.875
ELEV. = 1441.280

GENERAL LOCATION, WESTON, VT.
TO REACH FROM THE INTERSECTION OF VT ROUTES 100 AND 155, GO SOUTH ALONG VT ROUTE 100 FOR 0.9 MI (1.4 KM) TO A FIELD DRIVE ON THE LEFT LEADING TO A HOUSE LOCATED PAST A WOODEN BRIDGE AND THE SITE OF THE MARK ON THE LEFT.
THE MARK IS SET 3 CM (1 INCH) BELOW GROUND SURFACE IN THE TOP OF A FENO STYLE MONUMENT. IT IS 24.5 M (80.4 FT) SOUTHEAST OF AND ABOUT 2.0 M (6.6 FT) LOWER THAN THE CENTERLINE OF VT ROUTE 100, 6.0 M (19.7 FT) WEST-SOUTHWEST OF THE CENTERLINE OF THE FIELD DRIVE, 18.6 M (61.0 FT) EAST OF POLE NO 6/162/338, 16.5 M (54.1 FT) EAST-NORTHEAST OF A GUY ANCHOR AND 29.0 M (95.1 FT) NORTHWEST OF THE CENTER OF THE WOODEN BRIDGE ALONG THE FIELD DRIVE.

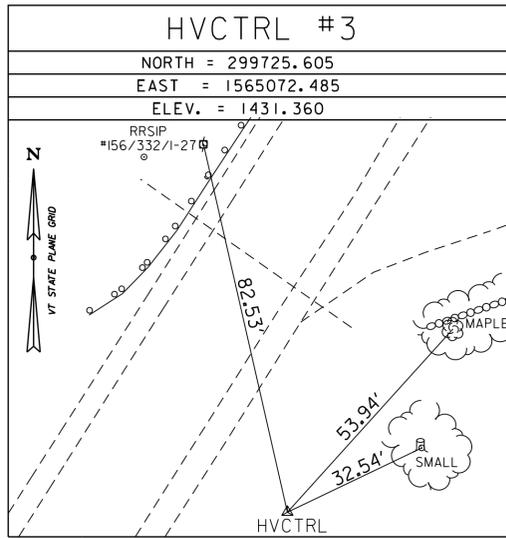
__ HVCTRL #2 __

WEST

NORTH = 299849.204
EAST = 1565089.519
ELEV. = 1432.239

GENERAL LOCATION, WESTON, VT.
TO REACH FROM THE INTERSECTION OF VT ROUTES 100 AND 155 IN WESTON, GO SOUTH ALONG VT ROUTE 100 FOR 1.1 MI (1.8 KM) TO THE SITE OF THE MARK ON THE RIGHT SET IN THE WEST END OF THE NORTHWEST CORNER OF BRIDGE NO 98 OVER THE WEST RIVER.
IT IS 4.8 M (15.7 FT) NORTH OF THE CENTERLINE OF VT ROUTE 100, 15 CM (6 INCHES) SOUTH OF THE NORTH EDGE OF THE BRIDGE, 25 CM (10 INCHES) NORTH OF THE SOUTH FACE OF THE GRANITE CURB.

TRAVERSE TIES



NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

ALIGNMENT TIES

NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

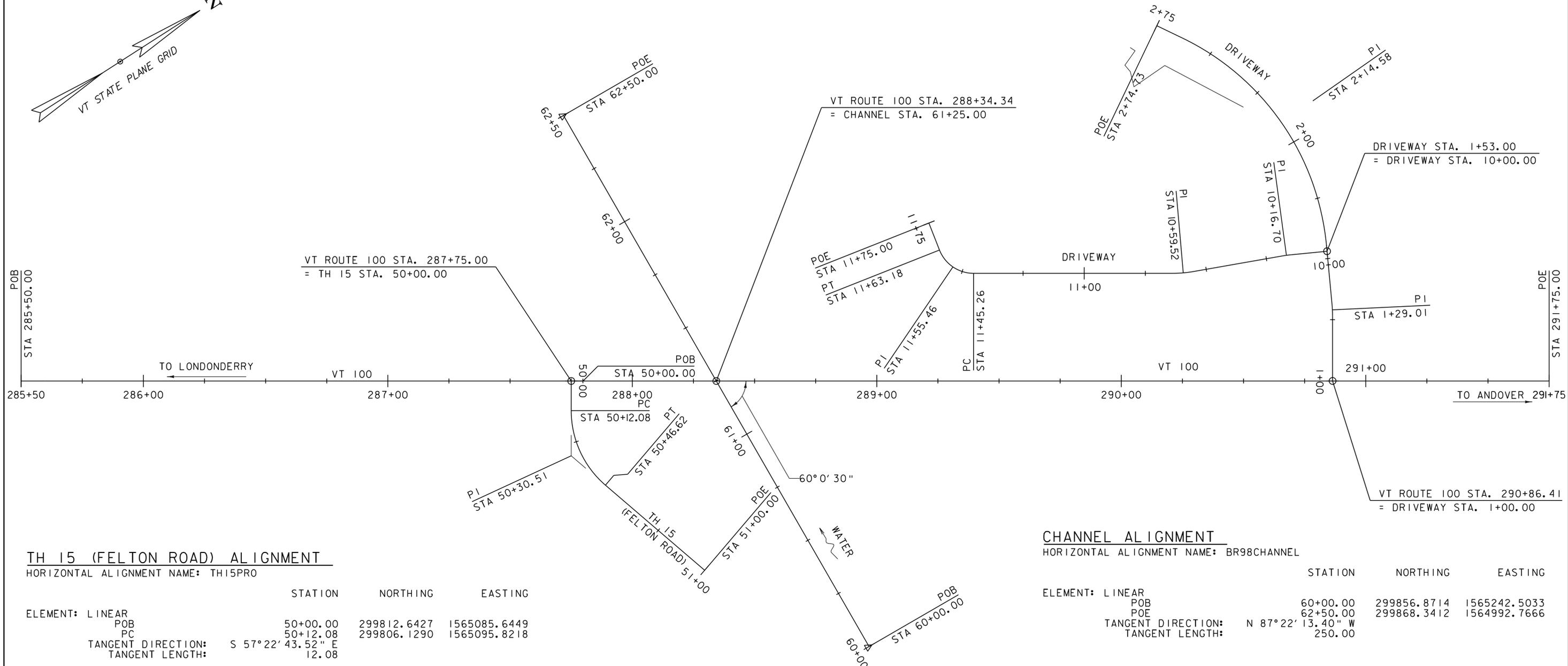
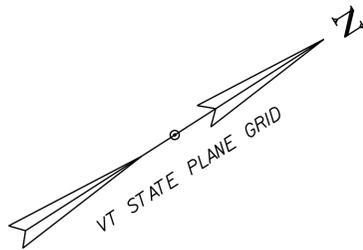
NORTH =
EAST =
ELEV. =

NORTH =
EAST =
ELEV. =

DATUM
VERTICAL NAVD 88
HORIZONTAL NAD 83(2011)
ADJUSTMENT COMPASS



PROJECT NAME: WESTON	PLOT DATE: 2/2/2015
PROJECT NUMBER: BF 013-2(13)	DRAWN BY: J.J. WESTCOTT
FILE NAME: z13b0761.dgn	CHECKED BY: S.E. BURBANK
PROJECT LEADER: S.E. BURBANK	SHEET 7 OF 41
DESIGNED BY: J.J. WESTCOTT	
TIE SHEET	



TH 15 (FELTON ROAD) ALIGNMENT

HORIZONTAL ALIGNMENT NAME: TH15PRO

	STATION	NORTHING	EASTING
ELEMENT: LINEAR			
POB	50+00.00	299812.6427	1565085.6449
PC	50+12.08	299806.1290	1565095.8218
TANGENT DIRECTION:	S 57°22' 43.52" E		
TANGENT LENGTH:	12.08		
ELEMENT: CIRCULAR			
PC	50+12.08	299806.1290	1565095.8218
PI	50+30.51	299796.1945	1565111.3433
PT	50+46.62	299801.5367	1565128.9806
RADIUS:	40.00		
DELTA:	49°28' 20.79" LEFT		
DEGREE OF CURVATURE (ARC):	143°14' 22.02"		
LENGTH:	34.54		
TANGENT:	18.43		
CHORD:	33.48		
MIDDLE ORDINATE:	3.67		
EXTERNAL:	4.04		
ELEMENT: LINEAR			
PT	50+46.62	299801.5367	1565128.9806
POE	51+00.00	299817.0106	1565180.0674
TANGENT DIRECTION:	N 73°08' 55.69" E		
TANGENT LENGTH:	53.38		

CHANNEL ALIGNMENT

HORIZONTAL ALIGNMENT NAME: BR98CHANNEL

	STATION	NORTHING	EASTING
ELEMENT: LINEAR			
POB	60+00.00	299856.8714	1565242.5033
POE	62+50.00	299868.3412	1564992.7666
TANGENT DIRECTION:	N 87°22' 13.40" W		
TANGENT LENGTH:	250.00		

VT ROUTE 100 ALIGNMENT

HORIZONTAL ALIGNMENT NAME: VT100PROP

	STATION	NORTHING	EASTING
ELEMENT: LINEAR			
POB	285+50.00	299623.1359	1564964.3512
POE	291+75.00	300149.5437	1565301.2782
TANGENT DIRECTION:	N 32°37' 16.48" E		
TANGENT LENGTH:	625.00		

NOTE: SEE NEXT SHEET FOR DRIVEWAY ALIGNMENT INFORMATION.

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83(2011)
ADJUSTMENT	COMPASS

PROJECT NAME:	WESTON
PROJECT NUMBER:	BF 013-2(13)
FILE NAME:	z13b076align.dgn
PROJECT LEADER:	S.E. BURBANK
DESIGNED BY:	J.J. WESTCOTT
ROADWAY ALIGNMENT LAYOUT SHEET (1 OF 2)	SHEET 8 OF 41
PLOT DATE:	2/2/2015
DRAWN BY:	J.J. WESTCOTT
CHECKED BY:	S.E. BURBANK



DRIVEWAY STA. 1+00 - 2+75

HORIZONTAL ALIGNMENT NAME: MAINDRIVE

	STATION	NORTHING	EASTING
ELEMENT: LINEAR			
POB	1+00.00	300074.9296	1565253.5215
PC	1+26.65	300089.2969	1565231.0744
TANGENT DIRECTION:	N 57°22' 43.52" W		
TANGENT LENGTH:	26.65		
ELEMENT: CIRCULAR			
PC	1+26.65	300089.2969	1565231.0744
PI	1+29.01	300090.5688	1565229.0872
PT	1+31.37	300091.6479	1565226.9891
RADIUS:	50.00		
DELTA:	5°24' 11.58" LEFT		
DEGREE OF CURVATURE (ARC):	114°35' 29.61" LEFT		
LENGTH:	4.72		
TANGENT:	2.36		
CHORD:	4.71		
MIDDLE ORDINATE:	0.06		
EXTERNAL:	0.06		
ELEMENT: LINEAR			
PT (12)	1+31.37	300091.6479	1565226.9891
PC (17)	1+55.39	300102.6364	1565205.6243
TANGENT DIRECTION:	N 62°46' 55.10" W		
TANGENT LENGTH:	24.03		
ELEMENT: CIRCULAR			
PC	1+55.39	300102.6364	1565205.6243
PI	2+14.58	300129.7060	1565152.9933
CC		300009.4979	1565157.7205
PT	2+63.13	300098.5869	1565102.6506
RADIUS:	104.74		
DELTA:	58°56' 24.38" LEFT		
DEGREE OF CURVATURE (ARC):	54°42' 18.58" LEFT		
LENGTH:	107.74		
TANGENT:	59.18		
CHORD:	103.05		
MIDDLE ORDINATE:	13.55		
EXTERNAL:	15.57		
ELEMENT: LINEAR			
PT	2+63.13	300098.5869	1565102.6506
POE	2+74.73	300092.4875	1565092.7833
TANGENT DIRECTION:	S 58°16' 40.53" W		
TANGENT LENGTH:	11.60		

DRIVEWAY 10+00 - 11+75

HORIZONTAL ALIGNMENT NAME: SIDEDRIVE

	STATION	NORTHING	EASTING
ELEMENT: LINEAR			
POB	10+00.00	300101.5426	1565207.7510
PC	10+14.81	300088.3541	1565201.0190
TANGENT DIRECTION:	S 27°02' 30.13" W		
TANGENT LENGTH:	14.81		
ELEMENT: CIRCULAR			
PC	10+14.81	300088.3541	1565201.0190
PI	10+16.70	300086.6726	1565200.1607
PT	10+18.58	300084.9312	1565199.4316
RADIUS:	50.00		
DELTA:	4°19' 28.87" LEFT		
DEGREE OF CURVATURE (ARC):	114°35' 29.61" LEFT		
LENGTH:	3.77		
TANGENT:	1.89		
CHORD:	3.77		
MIDDLE ORDINATE:	0.04		
EXTERNAL:	0.04		
ELEMENT: LINEAR			
PT	10+18.58	300084.9312	1565199.4316
PC	10+55.19	300051.1627	1565185.2942
TANGENT DIRECTION:	S 22°43' 01.26" W		
TANGENT LENGTH:	36.61		
ELEMENT: CIRCULAR			
PC	10+55.19	300051.1627	1565185.2942
PI	10+59.52	300047.1665	1565183.6211
PT	10+63.83	300043.5176	1565181.2856
RADIUS:	50.00		
DELTA:	9°54' 15.22" RIGHT		
DEGREE OF CURVATURE (ARC):	114°35' 29.61" RIGHT		
LENGTH:	8.64		
TANGENT:	4.33		
CHORD:	8.63		
MIDDLE ORDINATE:	0.19		
EXTERNAL:	0.19		
ELEMENT: LINEAR			
PT	10+63.83	300043.5176	1565181.2856
PC	11+45.26	299974.9328	1565137.3880
TANGENT DIRECTION:	S 32°37' 16.48" W		
TANGENT LENGTH:	81.43		
ELEMENT: CIRCULAR			
PC	11+45.26	299974.9328	1565137.3880
PI	11+55.46	299966.3402	1565131.8883
PT	11+63.18	299968.2977	1565121.8761
RADIUS:	15.00		
DELTA:	68°26' 27.76" RIGHT		
DEGREE OF CURVATURE (ARC):	381°58' 18.71" RIGHT		
LENGTH:	17.92		
TANGENT:	10.20		
CHORD:	16.87		
MIDDLE ORDINATE:	2.60		
EXTERNAL:	3.14		
ELEMENT: LINEAR			
PT	11+63.18	299968.2977	1565121.8761
POE	11+75.00	299970.5655	1565110.2764
TANGENT DIRECTION:	N 78°56' 15.76" W		
TANGENT LENGTH:	11.82		

NOTE: SEE PREVIOUS SHEET FOR ADDITIONAL ALIGNMENT INFORMATION.

DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD 83(2011)
ADJUSTMENT	COMPASS

PROJECT NAME:	WESTON
PROJECT NUMBER:	BF 013-2(13)
FILE NAME:	z13b076align.dgn
PLOT DATE:	2/2/2015
PROJECT LEADER:	S.E. BURBANK
DRAWN BY:	J.J. WESTCOTT
DESIGNED BY:	J.J. WESTCOTT
CHECKED BY:	S.E. BURBANK
ROADWAY ALIGNMENT LAYOUT SHEET (2 OF 2) SHEET	9 OF 41



BRIDGE RAILING, GALVANIZED STEEL S-364A - 3 RAIL GUARDRAIL
 STA. 287+95.77 - 288+62.77, LT
 STA. 288+07.66 - 288+74.67, RT

BOX BEAM GUARDRAIL
 STA. 287+06.76 - 287+63.76, LT
 STA. 51+09.11 - 50+52.11, RT
 STA. 288+94.77 - 289+51.77, LT
 STA. 289+06.67 - 289+63.67, RT

MANUFACTURED TERMINAL SECTION
 STA. 286+92.76 - 287+06.76, LT
 STA. 51+23.12 - 51+09.11, RT
 STA. 289+51.77 - 289+65.78, LT
 STA. 289+63.67 - 289+77.67, RT

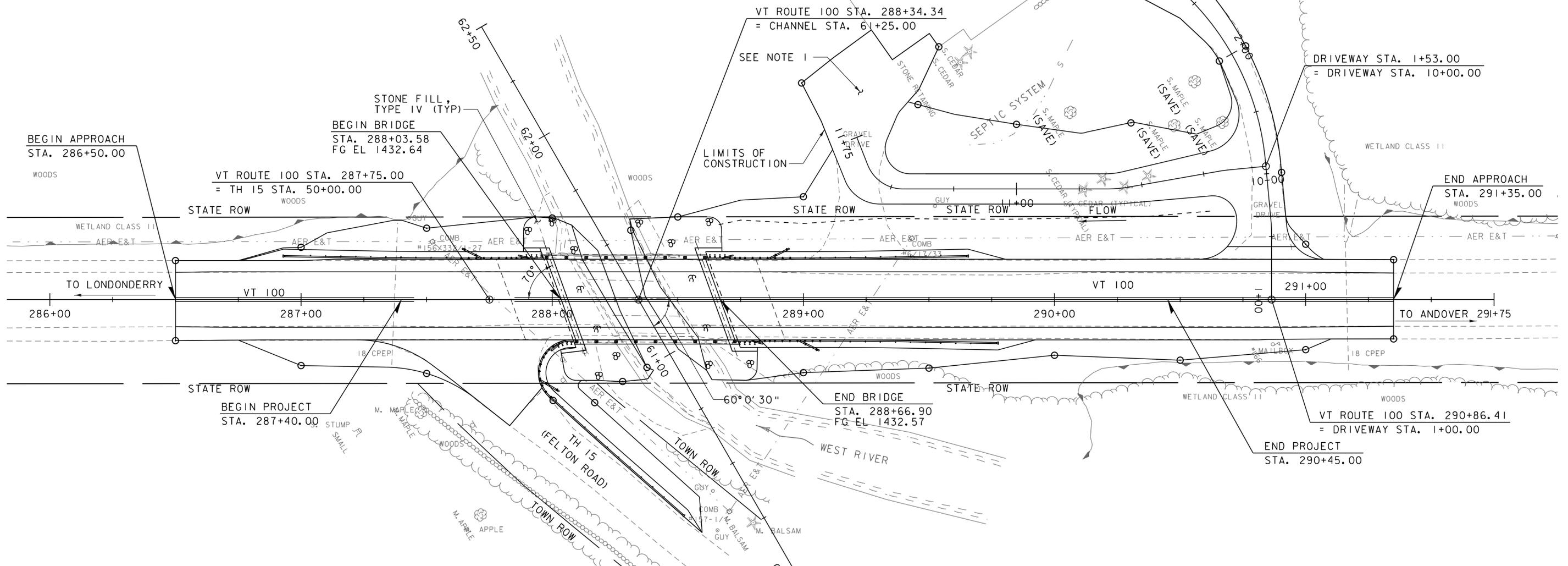
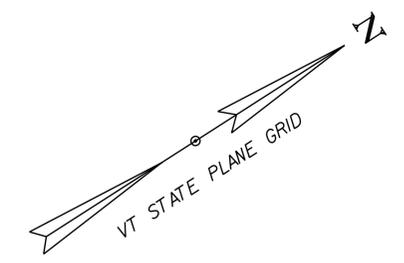
REMOVAL AND DISPOSAL OF GUARDRAIL
 STA. 102+40 - 102+56, LT
 STA. 102+66 - 102+77, RT
 STA. 103+40 - 103+52, LT
 STA. 103+63 - 104+79, RT

GUARDRAIL APPROACH SECTION, 3 RAIL BOX BEAM
 STA. 287+63.76 - 287+95.77, LT
 STA. 287+94.51 - 288+07.66, RT
 STA. 288+62.77 - 288+94.77, LT
 STA. 288+74.67 - 289+63.67, RT

STONE FILL, TYPE IV
 STA. 287+88.64 - 288+25.11, LT
 STA. 288+04.05 - 288+42.89, RT
 STA. 288+28.40 - 288+66.44, LT
 STA. 288+46.56 - 288+81.79, RT

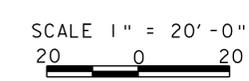
COLD PLANING, BITUMINOUS PAVEMENT
 STA. 286+50 - 287+00, LT & RT
 STA. 50+16.01 - 50+26.31, LT & RT (TH 15)
 STA. 290+85 - 291+35, LT & RT

RELOCATE MAILBOX SINGLE SUPPORT
 STA. 290+86, RT

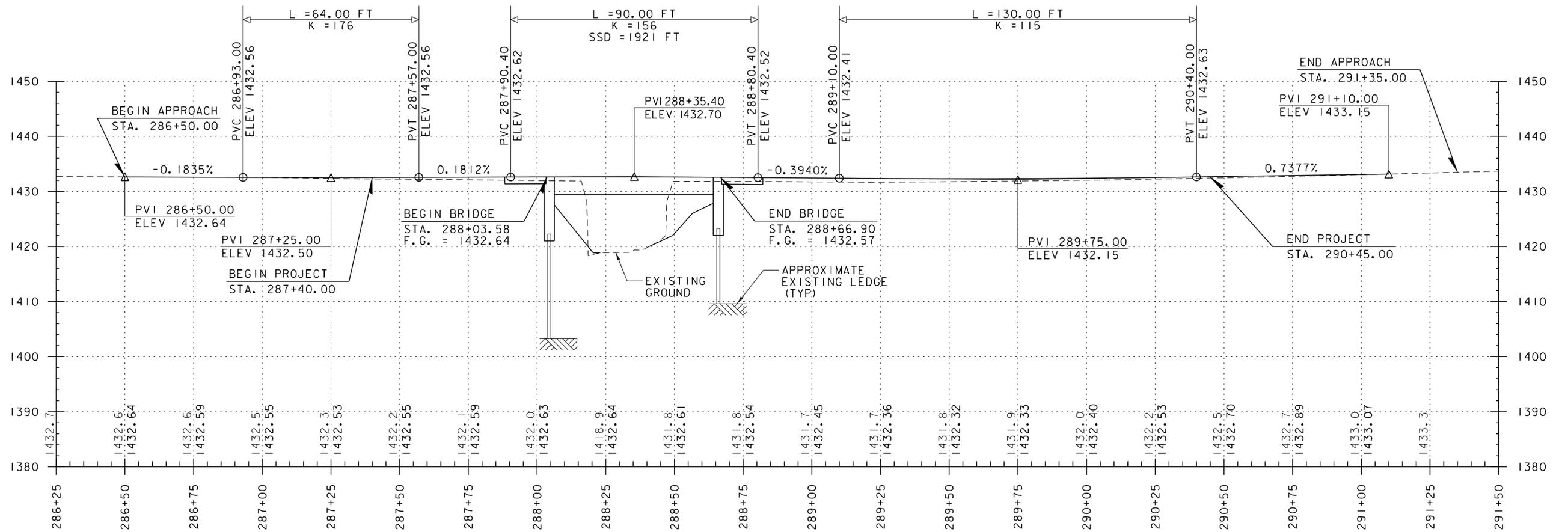


EXISTING BRIDGE DATA
 SINGLE SPAN CAST-IN-PLACE
 CONCRETE DECK ON ROLLED BEAMS
 STRUCTURE LENGTH = 34'
 DECK WIDTH OUT TO OUT = 35.3'
 BRIDGE WIDTH CURB TO CURB = 30.5'

- NOTE:**
1. REMOVE AND REPLACE TOP 4" OF EXISTING DRIVEWAY SURFACE WITH 4" OF SPECIAL PROVISION (BLUE-GREY SURE-PACK GRAVEL) ".
 2. CONTRACTOR TO COORDINATE WITH PROPERTY OWNER ALL CONSTRUCTION ACTIVITIES WITHIN OWNER'S PROPERTY.



PROJECT NAME: WESTON	PLOT DATE: 2/2/2015
PROJECT NUMBER: BF 013-2(13)	DRAWN BY: J.J. WESTCOTT
FILE NAME: z13b076bdr_nul.dgn	CHECKED BY: S.E. BURBANK
PROJECT LEADER: S.E. BURBANK	SHEET 10 OF 41
DESIGNED BY: J.J. WESTCOTT	
LAYOUT SHEET	



VT 100 PROFILE
 SCALE 1" = 20' HORIZONTAL
 1" = 10' VERTICAL

THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT.

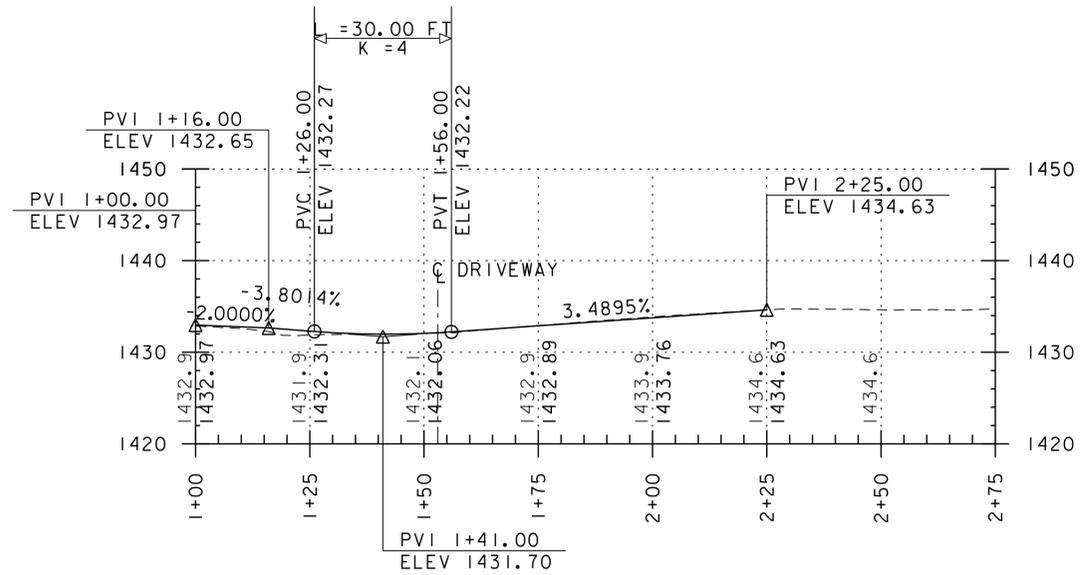
THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.

PROJECT NAME: WESTON
 PROJECT NUMBER: BF 013-2(13)

FILE NAME: z13b076pro.dgn
 PROJECT LEADER: S.E. BURBANK
 DESIGNED BY: J.J. WESTCOTT
 ROADWAY PROFILE

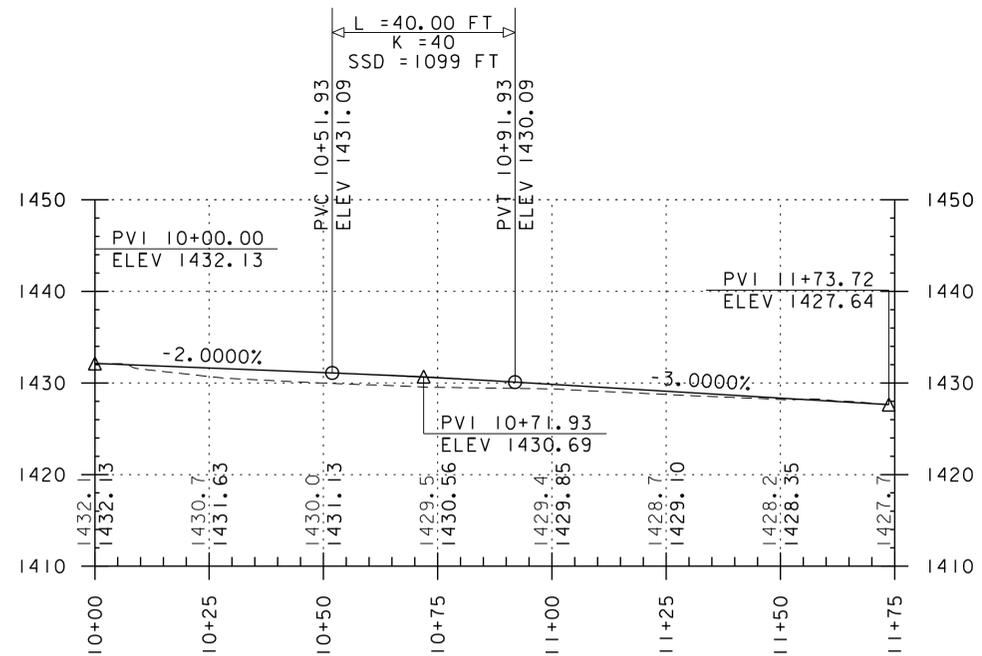
PLOT DATE: 2/2/2015
 DRAWN BY: J.J. WESTCOTT
 CHECKED BY: S.E. BURBANK
 SHEET 11 OF 41





DRIVEWAY STA. 1+00 TO 2+75

SCALE 1" = 20' HORIZONTAL
1" = 10' VERTICAL



DRIVEWAY STA. 10+00 TO 11+75

SCALE 1" = 20' HORIZONTAL
1" = 10' VERTICAL

THE GRADES SHOWN TO THE NEAREST TENTH ARE THE ORIGINAL GROUND ELEVATIONS ALONG THE PROPOSED ALIGNMENT.

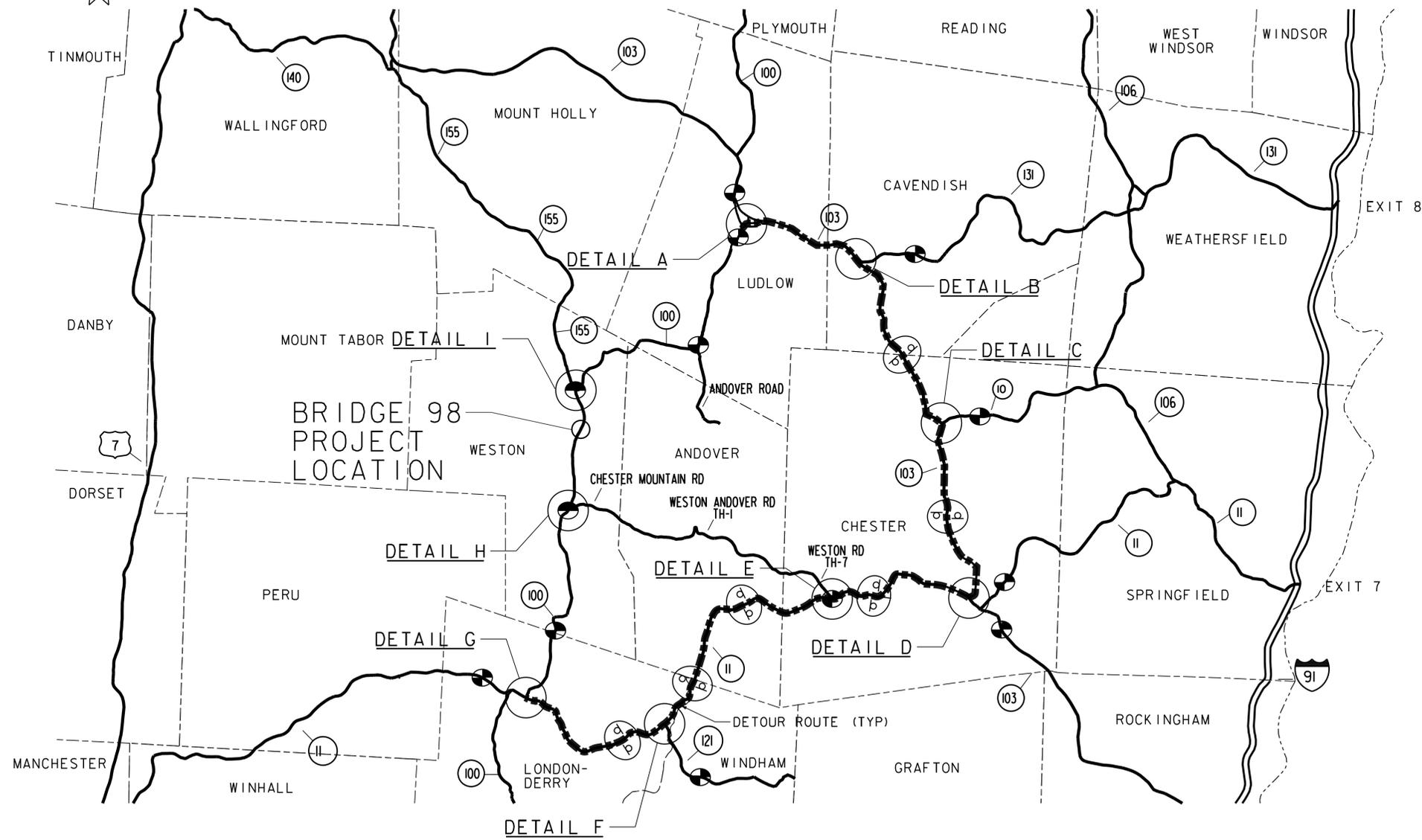
THE GRADES SHOWN TO THE NEAREST HUNDREDTH ARE THE FINISH GRADES ALONG THE PROPOSED ALIGNMENT.



PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(13)

FILE NAME: z13b076pro.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
DRIVEWAY PROFILES

PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 12 OF 41



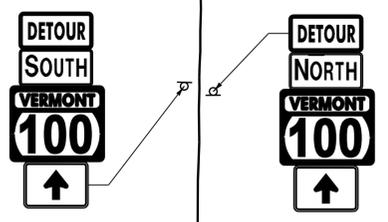
REGIONAL TRAFFIC DETOUR

TRAFFIC CONTROL NOTES:

1. SEE TRAFFIC CONTROL PLAN 2-5 FOR ADDITIONAL NOTES.
2. INSTALL CONFIRMATORY ROUTE MARKERS ALONG THE DETOUR ROUTE AT LOCATIONS AS INDICATED ON THIS PLAN.
3. WHEN EXISTING ROUTE MARKER ASSEMBLIES ARE LOCATED AT THE INTERSECTIONS OR ALONG THE DETOUR ROUTE, THE DETOUR ROUTE MARKER ASSEMBLIES SHALL BE INSTALLED ADJACENT TO THE EXISTING ROUTE MARKER ASSEMBLIES AND THE ROUTE MARKER SHALL BE COVERED IF ASSEMBLIES CONFLICTS WITH DETOUR ROUTE MARKER ASSEMBLIES.
4. WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED STUB SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
5. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PLACED OFF THE EDGE OF THE ROADWAY, OUTSIDE THE CLEAR ZONE, BUT SHALL BE VISIBLE FROM THE ROADWAY. ANY VEGETATION THAT INTERFERES WITH VISIBILITY OF THE PCMS SHALL BE REMOVED. REMOVAL OF THE VEGETATION SHALL BE INCIDENTAL TO ITEM 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN". WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
6. THE PCMS SHALL BE USED IN ACCORDANCE WITH SECTION 6F.60 OF THE MUTCD.
7. SEE TRAFFIC CONTROL PLANS 2-3 FOR A-E DETAILS.

LEGEND

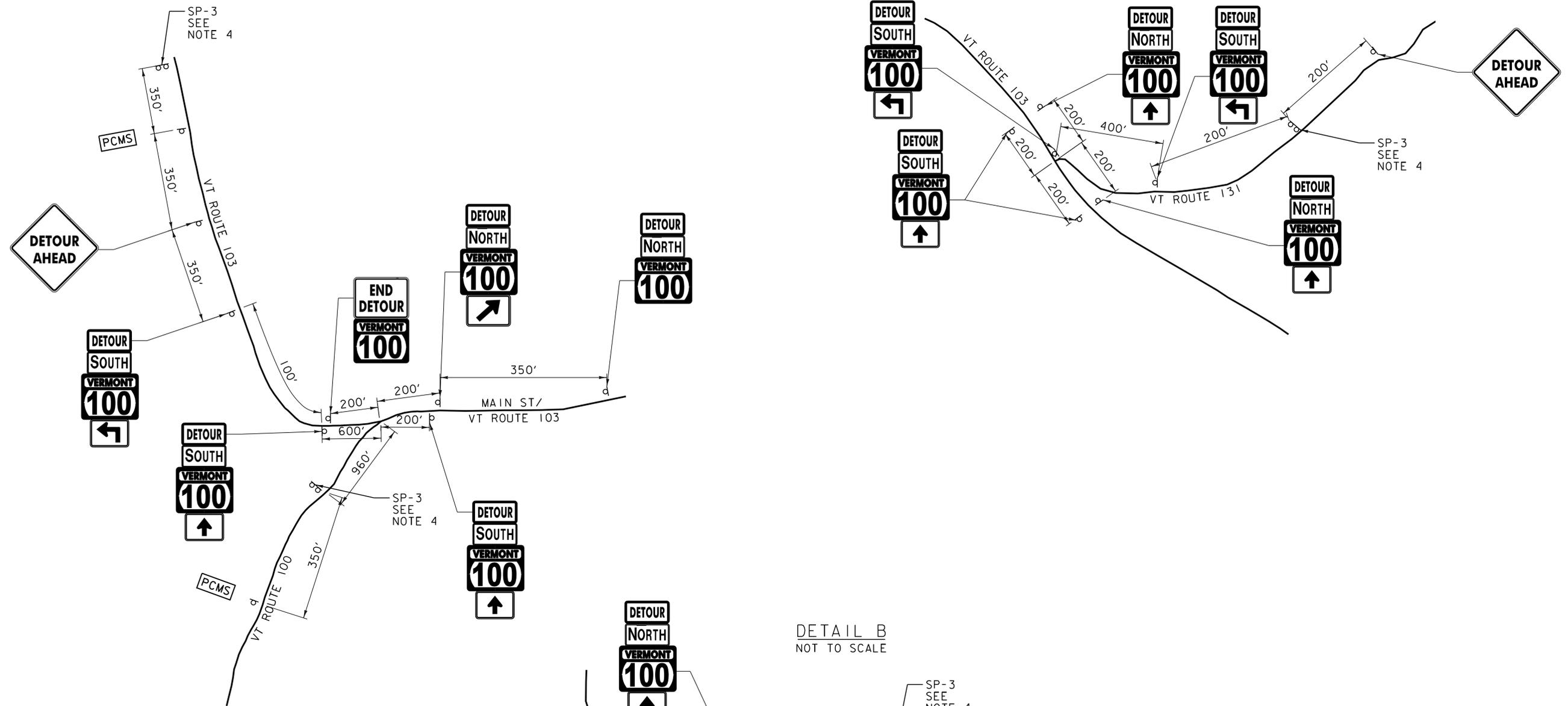
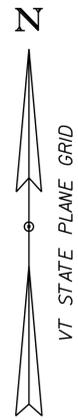
-  CONFIRMATORY ROUTE MARKER ASSEMBLY (SEE NOTE 2 AND 3 ABOVE).
-  ROAD CLOSED / XX MILES AHEAD/ NO THRU TRAFFIC (SP-1 & SP-2 SIGNS SEE SHEETS 14-18 FOR SIGN DIMENSIONS AND LOCATION).
-  CLOSURE STATIC SIGN (SP-3) NOTIFICATION SEE SHEETS 14-18 FOR SIGN DETAIL AND LOCATIONS.



CONFIRMATORY ROUTE MARKER ASSEMBLY
NOT TO SCALE

PROJECT NAME: WESTON	
PROJECT NUMBER: BF 013-2(13)	
FILE NAME: z13b076detour.dgn	PLOT DATE: 2/2/2015
PROJECT LEADER: S.E. BURBANK	DRAWN BY: J.J. WESTCOTT
DESIGNED BY: J.J. WESTCOTT	CHECKED BY: S.E. BURBANK
TRAFFIC CONTROL PLAN (1 OF 6)	SHEET 13 OF 41





DETAIL A
NOT TO SCALE

DETAIL B
NOT TO SCALE

DETAIL C
NOT TO SCALE

LEGEND

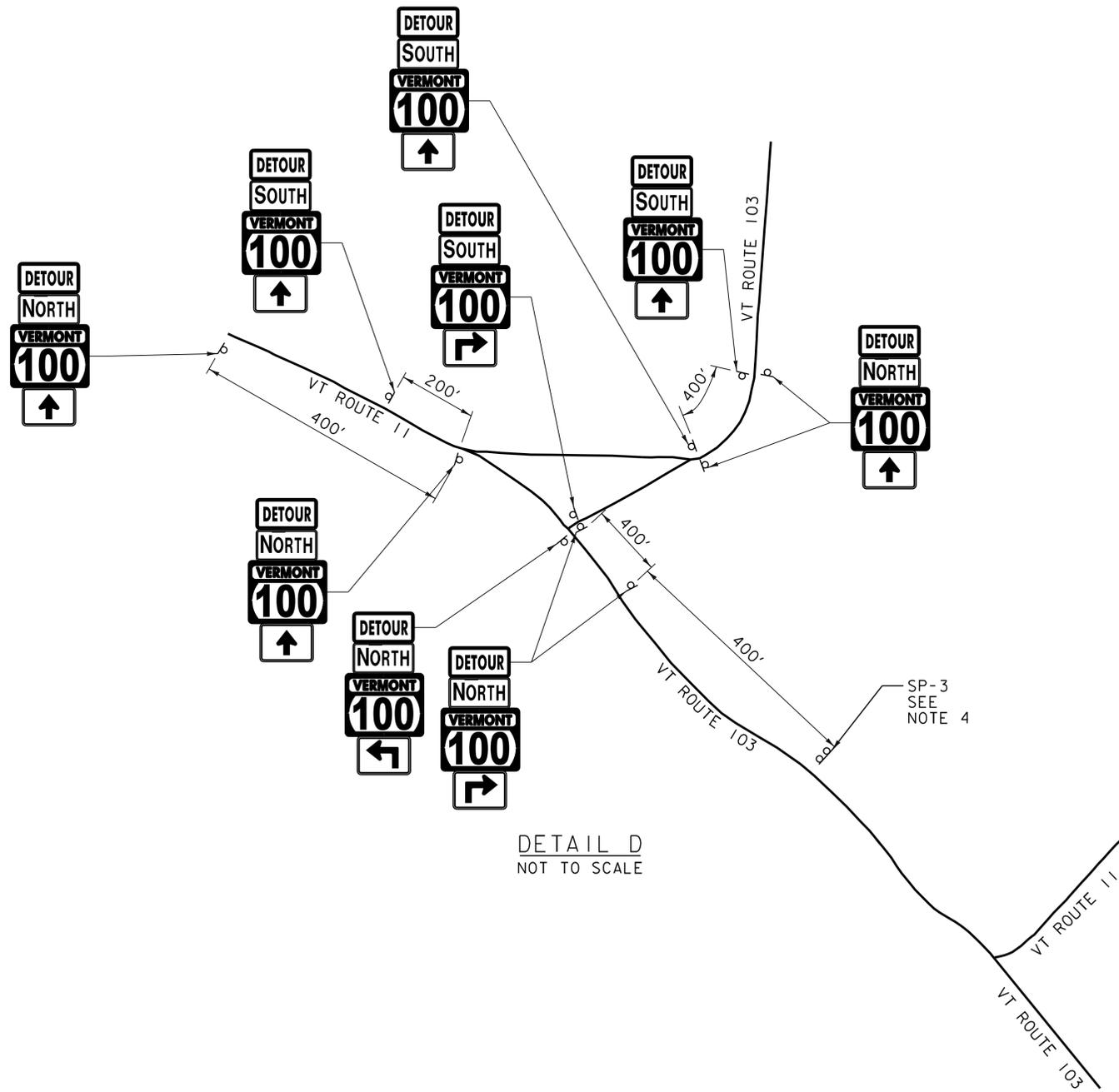
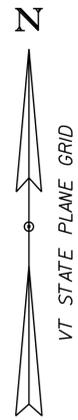
PCMS PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:

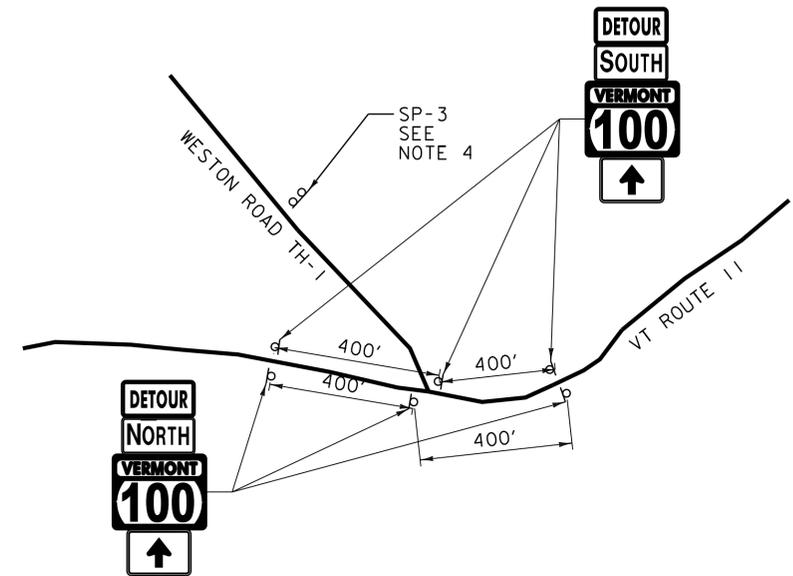
1. SEE TRAFFIC CONTROL PLAN (5 OF 5) FOR PCMS MESSAGES.
2. WHEN EXISTING ROUTE MARKER ASSEMBLIES ARE LOCATED AT THE INTERSECTIONS OR ALONG THE DETOUR ROUTE, THE DETOUR ROUTE MARKER ASSEMBLIES SHALL BE INSTALLED ADJACENT TO THE EXISTING ROUTE MARKER ASSEMBLIES.
3. ALL DISTANCES ARE APPROXIMATE AND MAY VARY IN THE FIELD.
4. CLOSURE STATIC SIGN (SP-3) NOTIFICATION SEE SHEET 18 FOR SIGN DETAIL.

PROJECT NAME:	WESTON
PROJECT NUMBER:	BF 013-2(13)
FILE NAME:	z13b076detour.dts.dgn
PROJECT LEADER:	S.E. BURBANK
DESIGNED BY:	J.J. WESTCOTT
TRAFFIC CONTROL PLAN (2 OF 6)	
PLOT DATE:	2/2/2015
DRAWN BY:	J.J. WESTCOTT
CHECKED BY:	S.E. BURBANK
SHEET	14 OF 41





DETAIL D
NOT TO SCALE



DETAIL E
NOT TO SCALE

LEGEND

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:

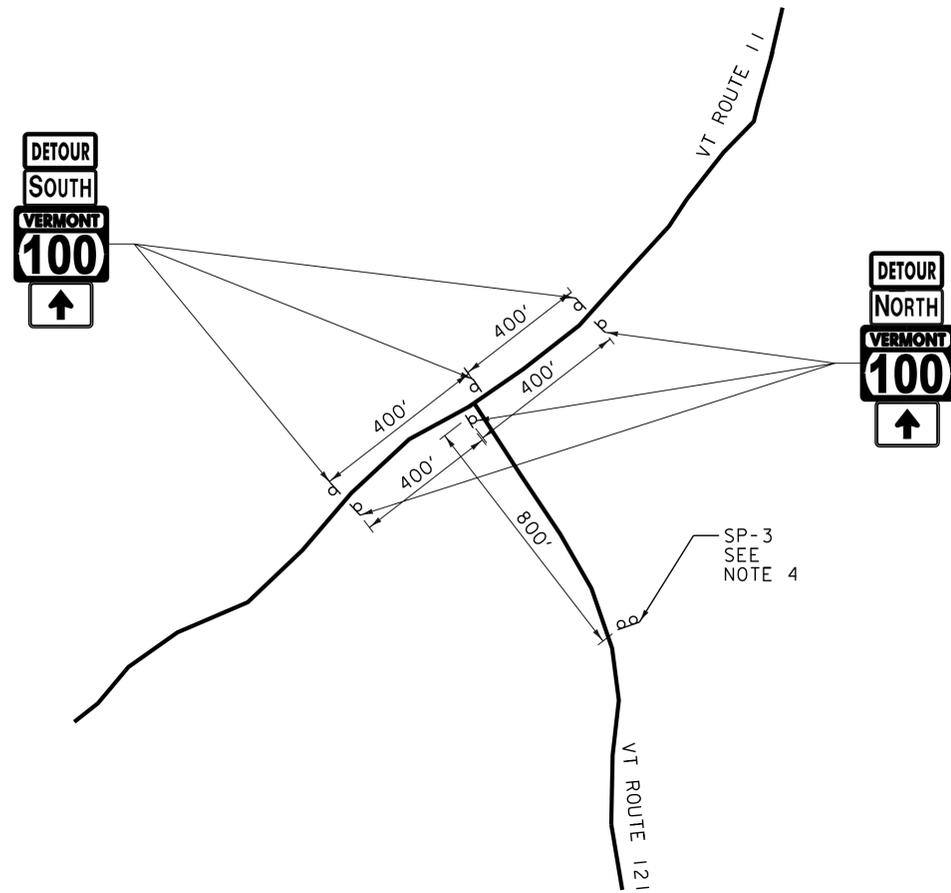
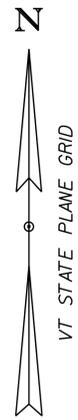
1. SEE TRAFFIC CONTROL PLAN (5 OF 5) FOR PCMS MESSAGES.
2. WHEN EXISTING ROUTE MARKER ASSEMBLIES ARE LOCATED AT THE INTERSECTIONS OR ALONG THE DETOUR ROUTE, THE DETOUR ROUTE MARKER ASSEMBLIES SHALL BE INSTALLED ADJACENT TO THE EXISTING ROUTE MARKER ASSEMBLIES.
3. ALL DISTANCES ARE APPROXIMATE AND MAY VARY IN THE FIELD.
4. CLOSURE STATIC SIGN (SP-3) NOTIFICATION SEE SHEET 18 FOR SIGN DETAIL.

PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(13)

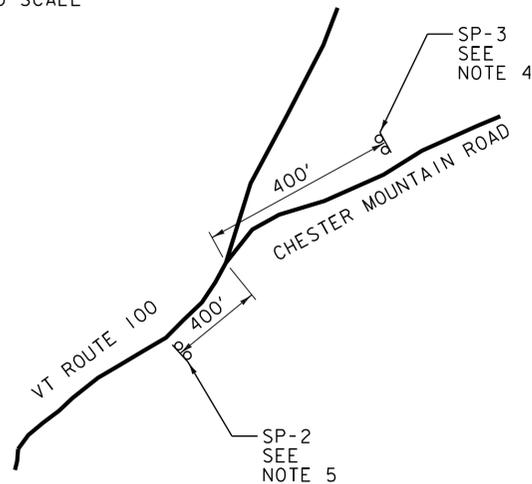
FILE NAME: z13b076detour.dts.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
TRAFFIC CONTROL PLAN (3 OF 6)

PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 15 OF 41

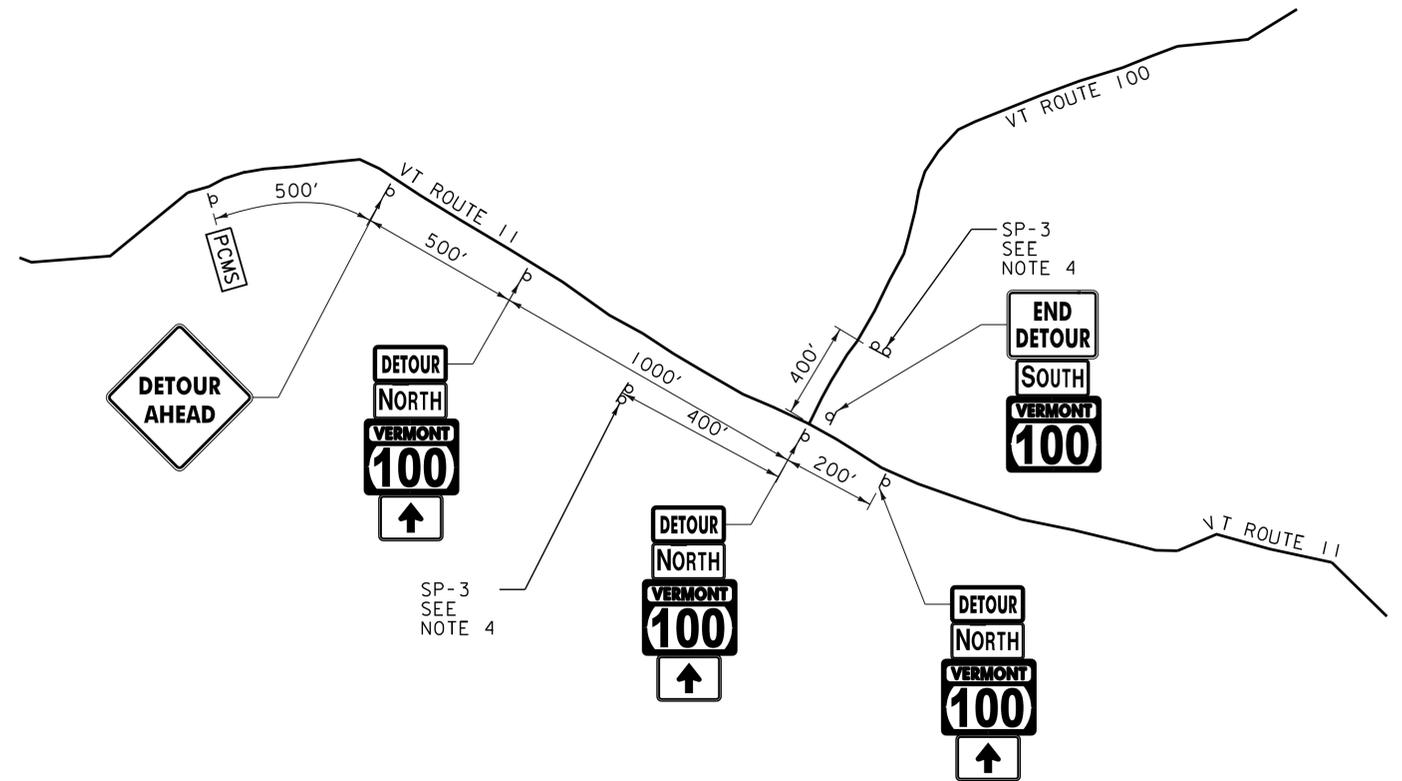




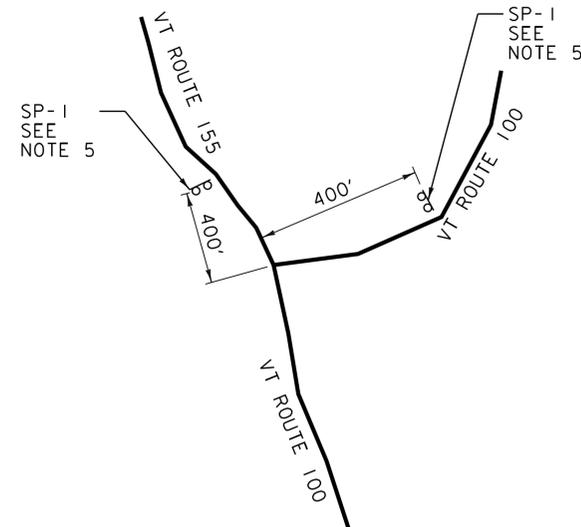
DETAIL F
NOT TO SCALE



DETAIL H
NOT TO SCALE



DETAIL G
NOT TO SCALE



DETAIL I
NOT TO SCALE

LEGEND

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:

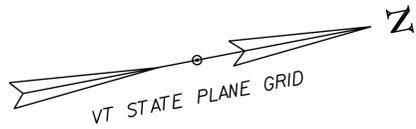
1. SEE TRAFFIC CONTROL PLAN (5 OF 5) FOR PCMS MESSAGES.
2. WHEN EXISTING ROUTE MARKER ASSEMBLIES ARE LOCATED AT THE INTERSECTIONS OR ALONG THE DETOUR ROUTE, THE DETOUR ROUTE MARKER ASSEMBLIES SHALL BE INSTALLED ADJACENT TO THE EXISTING ROUTE MARKER ASSEMBLIES.
3. ALL DISTANCES ARE APPROXIMATE AND MAY VARY IN THE FIELD.
4. CLOSURE STATIC SIGN (SP-3) NOTIFICATION SEE SHEET 18 FOR SIGN DETAIL.
5. ROAD CLOSED/ XX MILES AHEAD/ NO THRU TRAFFIC (SP-1 & SP-2 SIGNS) SEE SHEETS 14-18 FOR SIGN DIMENSIONS AND LOCATIONS

PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(13)

FILE NAME: z13b076detour.dts.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
TRAFFIC CONTROL PLAN (4 OF 6)

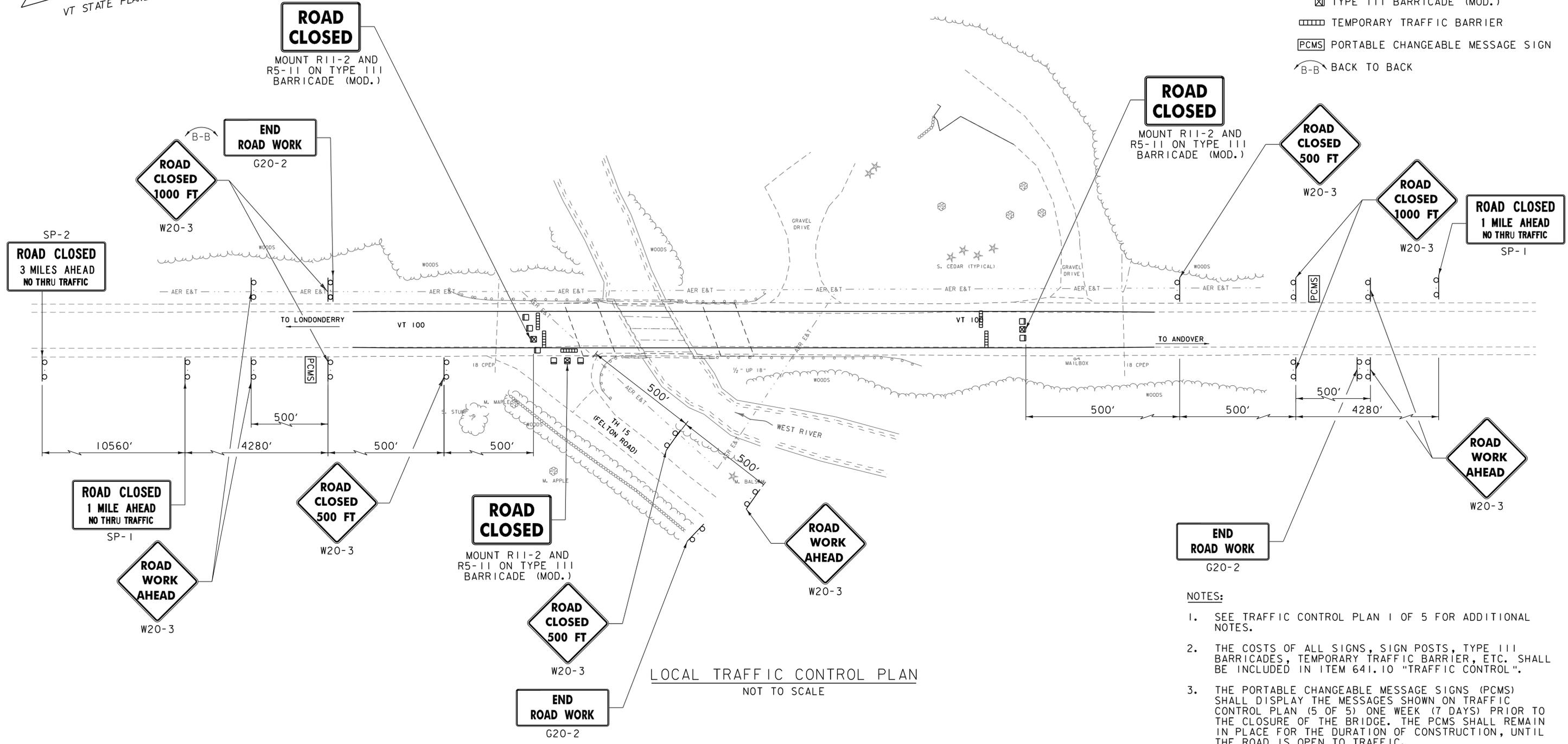
PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 16 OF 41





LEGEND

- TYPE III BARRICADE
- ⊠ TYPE III BARRICADE (MOD.)
- ▤ TEMPORARY TRAFFIC BARRIER
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- ↔ B-B BACK TO BACK



LOCAL TRAFFIC CONTROL PLAN
NOT TO SCALE

NOTES:

1. SEE TRAFFIC CONTROL PLAN 1 OF 5 FOR ADDITIONAL NOTES.
2. THE COSTS OF ALL SIGNS, SIGN POSTS, TYPE III BARRICADES, TEMPORARY TRAFFIC BARRIER, ETC. SHALL BE INCLUDED IN ITEM 641.10 "TRAFFIC CONTROL".
3. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL DISPLAY THE MESSAGES SHOWN ON TRAFFIC CONTROL PLAN (5 OF 5) ONE WEEK (7 DAYS) PRIOR TO THE CLOSURE OF THE BRIDGE. THE PCMS SHALL REMAIN IN PLACE FOR THE DURATION OF CONSTRUCTION, UNTIL THE ROAD IS OPEN TO TRAFFIC.
4. THE NUMBER OF TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL ROADWAY CLOSURE REQUIREMENTS.
5. SEE THE PROJECT SPECIAL PROVISIONS FOR ALLOWABLE BRIDGE CLOSURE PERIOD.

PROJECT NAME:	WESTON
PROJECT NUMBER:	BF 013-2(13)
FILE NAME:	z13b076+cp.dgn
PROJECT LEADER:	M.A. COLGAN
DESIGNED BY:	J.J. WESTCOTT
TRAFFIC CONTROL PLAN (4 OF 5)	
PLOT DATE:	2/2/2015
DRAWN BY:	J.J. WESTCOTT
CHECKED BY:	S.E. BURBANK
SHEET	17 OF 41



IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	NUMBER OF SIGNS REQ'D	REMARKS	COLOR
	WIDTH (IN)	HEIGHT (IN)				
M1-5	30	24		43*	SEE NOTE 2	VTRANS STD E-136B
M3-1	24	12		20*	SEE NOTE 2	VTRANS STD E-136B
M3-3	24	12		19*	SEE NOTE 2	VTRANS STD E-136B
G20-2	36	18		3	MOUNT ON ONE POST	LEGEND BLACK BACKGROUND ORANGE **
M4-8	24	12		37*	MOUNT ABOVE THE M3-1 OR M3-3	LEGEND BLACK BACKGROUND ORANGE **
M4-8A	24	18		2	MOUNT ON ONE POST	LEGEND BLACK BACKGROUND ORANGE **
M5-1L	21	15		3	MOUNT BELOW THE MI-5	LEGEND BLACK BACKGROUND ORANGE***
M5-1R	21	15		3	MOUNT BELOW THE MI-5	LEGEND BLACK BACKGROUND ORANGE***
M5-2R	21	15		0	MOUNT BELOW THE MI-5	LEGEND BLACK BACKGROUND ORANGE***
M6-1L	21	15		0	MOUNT BELOW THE MI-5	LEGEND BLACK BACKGROUND ORANGE***
M6-2L	21	15		0	MOUNT BELOW THE MI-5	LEGEND BLACK BACKGROUND ORANGE***
M6-2R	21	15		1	MOUNT BELOW THE MI-5	LEGEND BLACK BACKGROUND ORANGE***
M6-3	21	15		32*	MOUNT BELOW THE MI-5	LEGEND BLACK BACKGROUND ORANGE***

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	NUMBER OF SIGNS REQ'D	REMARKS	COLOR
	WIDTH (IN)	HEIGHT (IN)				
R11-2	48	30		3	MOUNT ON TYPE III BARRICADE (MOD.)	LEGEND BLACK BACKGROUND WHITE ***
SP-1	60	30		2	MOUNT ON TWO POSTS	LEGEND BLACK BACKGROUND WHITE ***
SP-2	60	30		1	MOUNT ON TWO POSTS	LEGEND BLACK BACKGROUND WHITE ***
W20-2	48	48		2	MOUNT ON TWO POSTS	LEGEND BLACK BACKGROUND ORANGE **
W20-3	48	48		4	MOUNT ON TWO POSTS	LEGEND BLACK BACKGROUND ORANGE **
W20-3	48	48		2	MOUNT ON TWO POSTS	LEGEND BLACK BACKGROUND ORANGE **
W20-3	48	48		5	MOUNT ON TWO POSTS	LEGEND BLACK BACKGROUND ORANGE **
SP-3	42	66		10	MOUNT ON TWO POSTS	LEGEND BLACK BACKGROUND ORANGE **

NOTES:

- THE COSTS OF ALL DETOUR SIGNS AND REQUIRED SIGN POSTS SHALL BE INCLUDED IN ITEM 641.10, "TRAFFIC CONTROL".
- THE M1-5, M3-1, AND THE M3-3 SIGNS SHALL BECOME PROPERTY OF THE STATE AFTER THEY ARE REMOVED FROM THE DETOUR. THE CONTRACTOR SHALL DELIVER THE SIGNS TO THE STATE GARAGE IN THE TOWN OF WESTON. ALL COSTS ASSOCIATED WITH PROVIDING SIGNS TO THE STATE SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
- ONE WEEK PRIOR (7 DAYS) TO CONSTRUCTION ON THE BRIDGE, PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES 1 AND 2 WILL BE DISPLAYED AT THE BRIDGE AND PCMS MESSAGES 3, 4, AND 5 WILL BE DISPLAYED REGIONALLY.
- DURING THE BRIDGE CLOSURE, PCMS SHALL READ MESSAGES 6 AND 7 REGIONALLY.

MESSAGES FOR PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) - AT BRIDGE

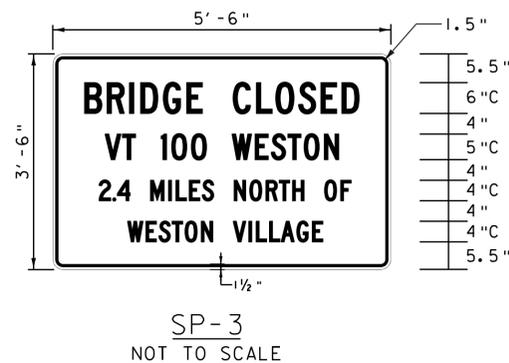
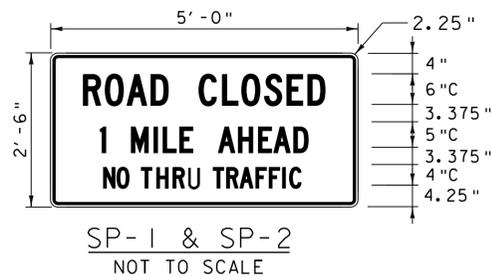
ONE WEEK PRIOR		
MESSAGE 1	MESSAGE 2	
(ROUTE) *** VT 100	MMMM DD	(DATE) **
BRIDGE	TO	
CLOSED	MMMM DD	(DATE) **

MESSAGES FOR PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) - REGIONAL DETOUR

ONE WEEK PRIOR		
MESSAGE 3	MESSAGE 4	MESSAGE 5
(ROUTE) *** VT 100	NORTH OF	MMMM DD
BRIDGE	WESTON	TO
CLOSED	VILLAGE	MMMM DD

DURING BRIDGE CLOSURE	
MESSAGE 6	MESSAGE 7
(ROUTE) *** VT 100	NORTH OF
BRIDGE	WESTON
CLOSED	VILLAGE

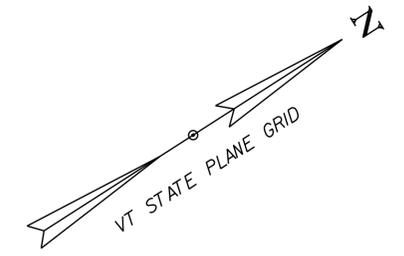
- ** - MONTH SHALL BE SPELLED OUT - JUNE 10 NOT 06/10
 *** - ROUTE VT 103 SHALL SPECIFY W (WEST) OR E (EAST) AS APPROPRIATE FOR THE DETOUR.



* = NUMBER OF SIGNS REQ'D ASSUMING APPROXIMATELY 3 LOCATIONS OF CONFIRMATORY ROUTE MARKER ASSEMBLY DETAIL
 ** = SIGN BACKGROUND SHALL BE RETROREFLECTIVE FLUORESCENT
 *** = SIGN BACKGROUNDS SHALL BE RETOREFLECTIVE

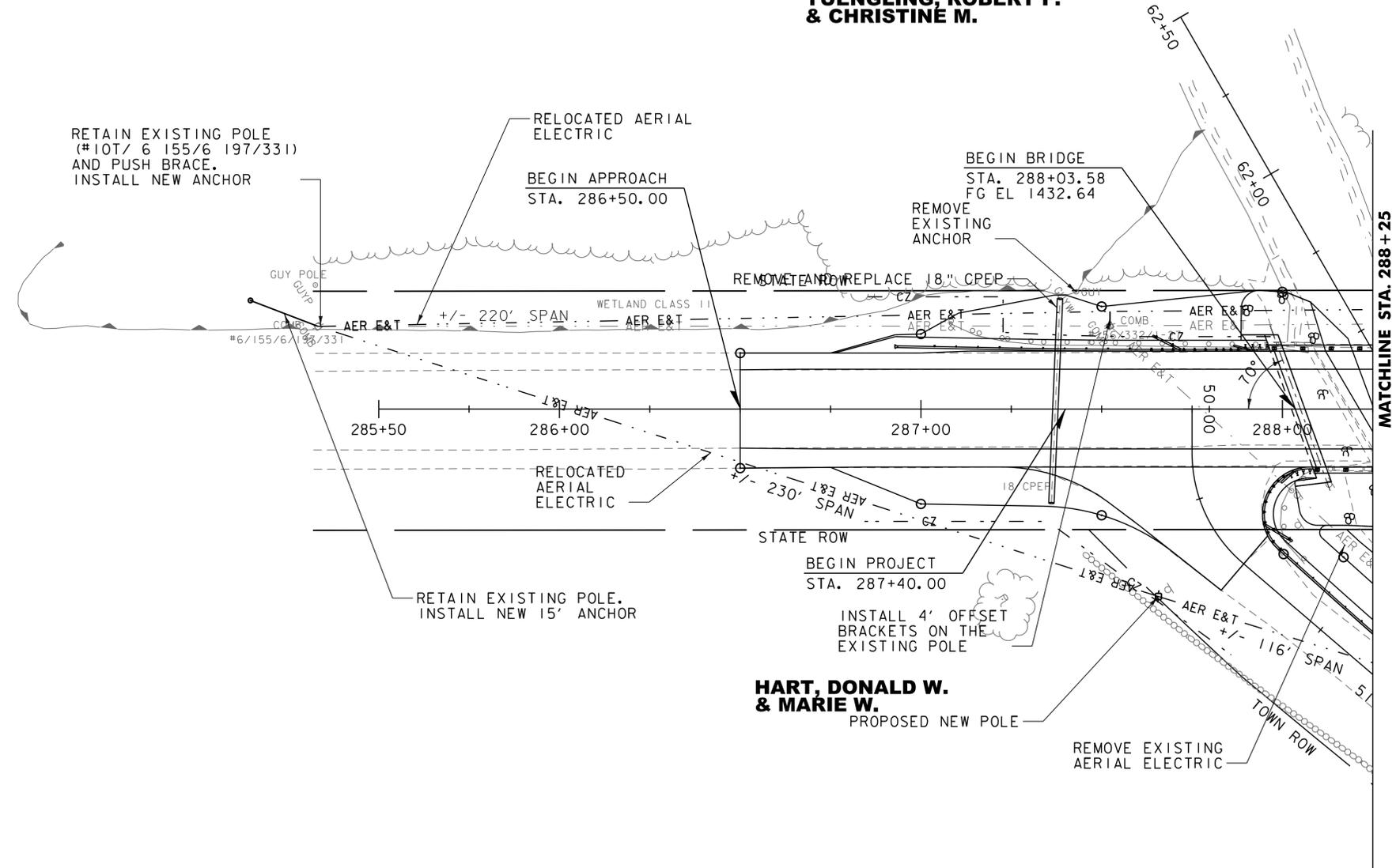
PROJECT NAME: WESTON	PLOT DATE: 2/2/2015
PROJECT NUMBER: BF 013-2(13)	DRAWN BY: J.J. WESTCOTT
FILE NAME: z13b076detour.dts.dgn	CHECKED BY: S.E. BURBANK
PROJECT LEADER: S.E. BURBANK	TRAFFIC CONTROL PLAN (6 OF 6)
DESIGNED BY: J.J. WESTCOTT	SHEET 18 OF 41



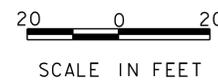


18" CPEP
STA. 287+37, LT & RT

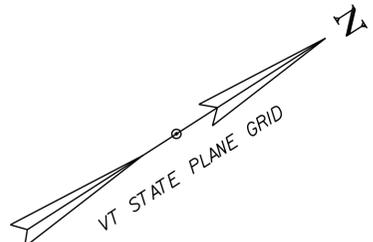
**YUENGLING, ROBERT F.
& CHRISTINE M.**



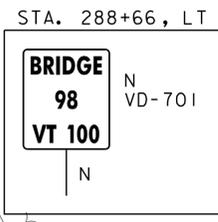
**HART, DONALD W.
& MARIE W.**



PROJECT NAME:	WESTON	PLOT DATE:	2/2/2015
PROJECT NUMBER:	BF 013-2(13)	DRAWN BY:	J.J. WESTCOTT
FILE NAME:	z13b076bdr_utility_reloc.dgn	CHECKED BY:	S.E. BURBANK
PROJECT LEADER:	S.E. BURBANK	UTILITY LAYOUT SHEET (1 OF 2)	SHEET 19 OF 41



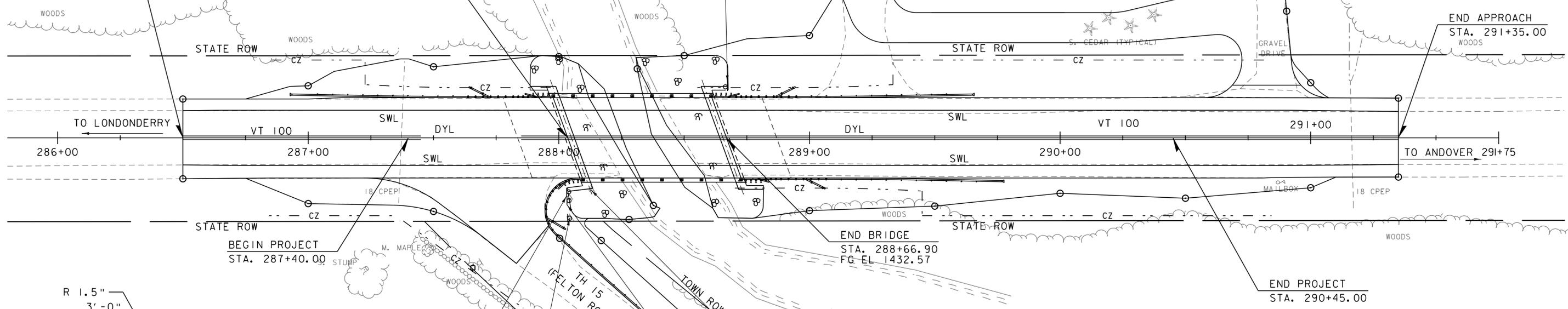
- 4 INCH YELLOW LINE**
 STA. 286+50 - 287+45, LT & RT
 STA. 287+85 - 291+35, LT & RT
- 4 INCH WHITE LINE**
 STA. 286+50 - 291+35, LT
 STA. 286+50 - 287+22, RT
 STA. 288+02 - 291+35, RT
- TRAFFIC SIGNS, TYPE A**
- | |
|-----------------|
| STA. 288+04, RT |
| STA. 288+04, RT |
| STA. 288+04, RT |
| STA. 288+66, LT |
- REMOVING SIGNS**
- | |
|-----------------|
| STA. 288+04, RT |
| STA. 288+04, RT |
| STA. 288+13, RT |
- SALVAGE SIGNS**
- | |
|-----------------|
| STA. 288+04, RT |
|-----------------|



BEGIN BRIDGE
 STA. 288+03.58
 FG EL 1432.64

BEGIN APPROACH
 STA. 286+50.00

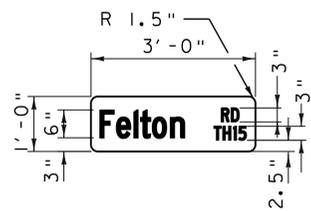
END APPROACH
 STA. 291+35.00



BEGIN PROJECT
 STA. 287+40.00

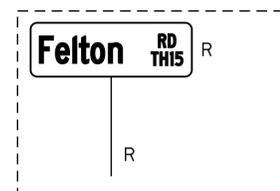
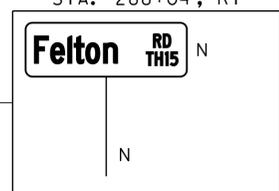
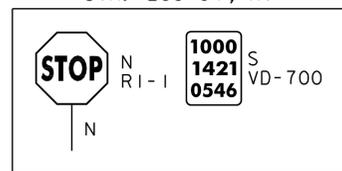
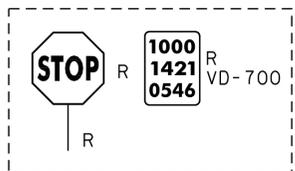
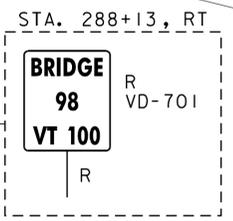
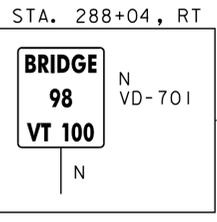
END BRIDGE
 STA. 288+66.90
 FG EL 1432.57

END PROJECT
 STA. 290+45.00



FELTON ROAD SIGN
 NOT TO SCALE

*STREET SIGN LEGEND
 TEXT 6" x 3" C SIGN.
 BACKGROUND SHALL BE
 GREEN WITH WHITE
 LETTERING.



- SIGNING LEGEND**
- N = NEW
 - RET = RETAIN
 - R = REMOVE
 - S = SALVAGE

- STRIPING LEGEND**
- DYL = DOUBLE YELLOW LINE
 - SWL = SINGLE WHITE LINE



PROJECT NAME: WESTON	PLOT DATE: 2/2/2015
PROJECT NUMBER: BF 013-2(13)	DRAWN BY: J.J. WESTCOTT
FILE NAME: z13b076+sl.dgn	CHECKED BY: S.E. BURBANK
PROJECT LEADER: S.E. BURBANK	SHEET 21 OF 41
DESIGNED BY: J.J. WESTCOTT	
TRAFFIC SIGNS & LINE STRIPING SHEET	



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

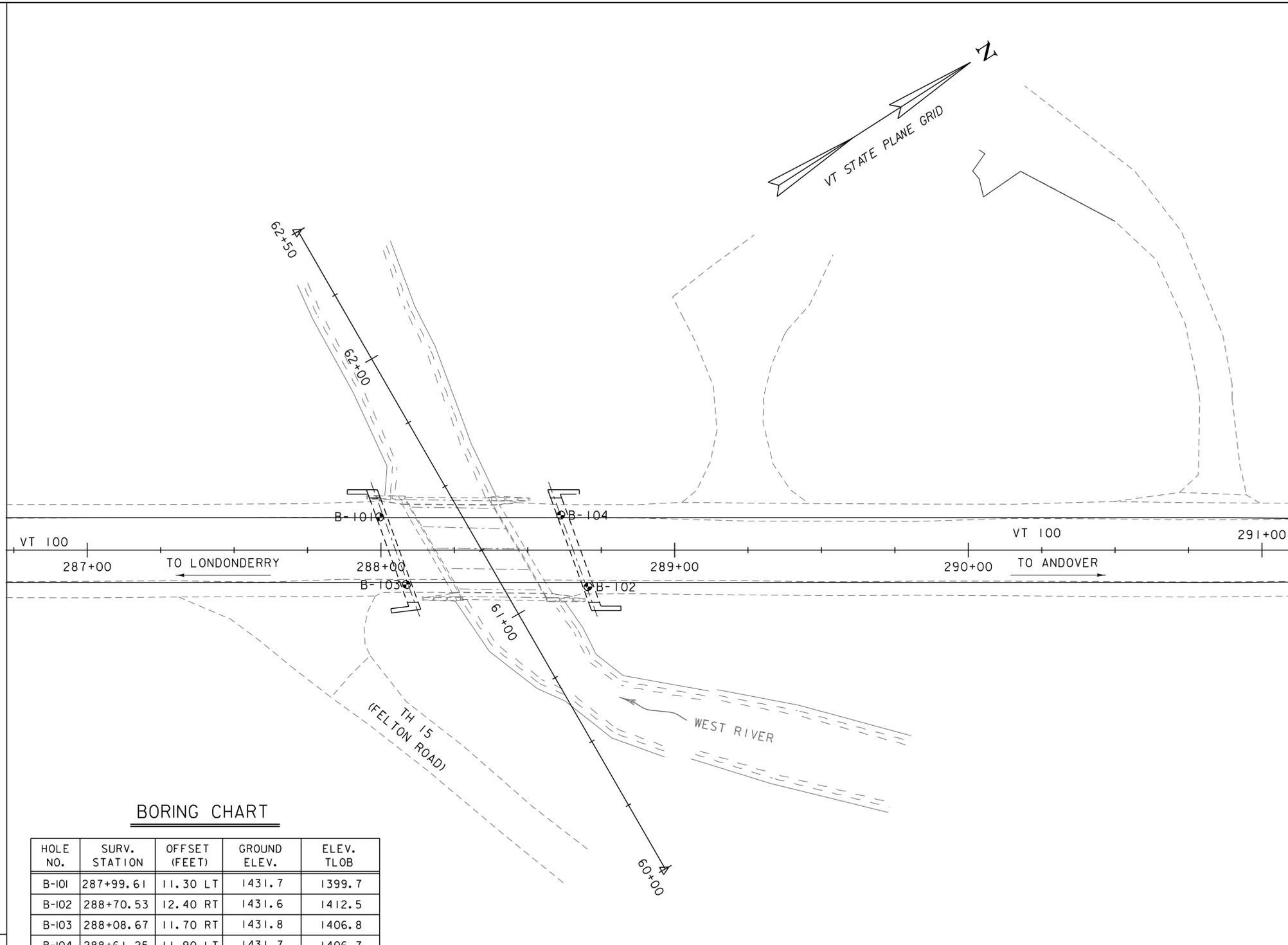
- ▼ Water Elevation
- ⊕ Standard Penetration Boring
- ⊗ Auger Boring
- ⊙ Rod Sounding
- S Sample
- N Standard Penetration Test
Blow Count Per Foot For:
2" O.D. Sampler
1 3/8" I.D. Sampler
Hammer Weight Of 140 Lbs.
Hammer Fall Of 30"
- VS Field Vane Shear Test
- US Undisturbed Soil Sample
- B Blast
- DC Diamond Core
- MD Mud Drill
- WA Wash Ahead
- HSA Hollow Stem Auger
- AX Core Size 1 1/8"
- BX Core Size 1 3/8"
- NX Core Size 2 1/8"
- M Double Tube Core Barrel Used
- LL Liquid Limit
- PL Plastic Limit
- PI Plasticity Index
- NP Non Plastic
- w Moisture Content (Dry Wgt. Basis)
- D Dry
- M Moist
- MTW Moist To Wet
- W Wet
- Sat Saturated
- Bo Boulder
- Gr Gravel
- Sa Sand
- Si Silt
- Cl Clay
- HP Hardpan
- Le Ledge
- NLTD No Ledge To Depth
- CNPF Can Not Penetrate Further
- TLOB Top of Ledge Or Boulder
- NR No Recovery
- Rec. Recovery
- %Rec. Percent Recovery
- ROD Rock Quality Designation
- CBR California Bearing Ratio
- < Less Than
- > Greater Than
- R Refusal (N > 100)
- VTSPG NAD83 - See Note 7

COLOR

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

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 > 0.0029" (#200 sieve).
- SLT - Soil < 0.0029" (#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.



BORING CHART

HOLE NO.	SURV. STATION	OFFSET (FEET)	GROUND ELEV.	ELEV. TLOB
B-101	287+99.61	11.30 LT	1431.7	1399.7
B-102	288+70.53	12.40 RT	1431.6	1412.5
B-103	288+08.67	11.70 RT	1431.8	1406.8
B-104	288+61.25	11.90 LT	1431.7	1406.7

GENERAL NOTES

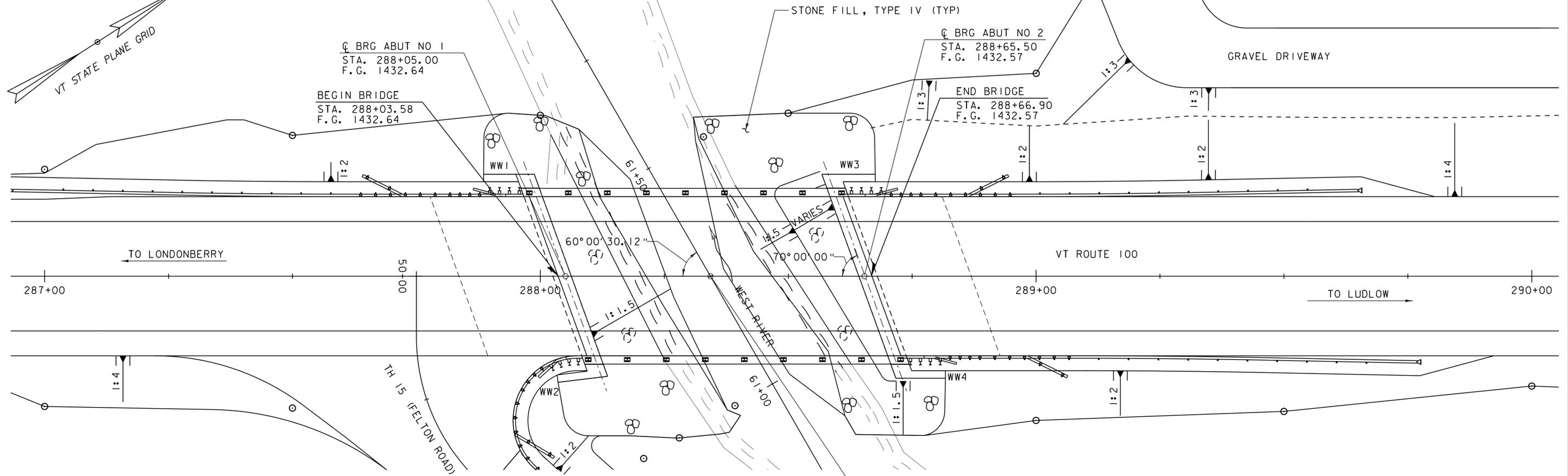
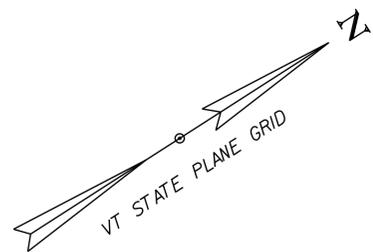
- The subsurface explorations shown herein were made in June, 2014 by the Agency.
- Soil and rock classifications, properties and descriptions are based on engineering interpretation from available subsurface information by the Agency and may not necessarily reflect actual variations in subsurface conditions 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.



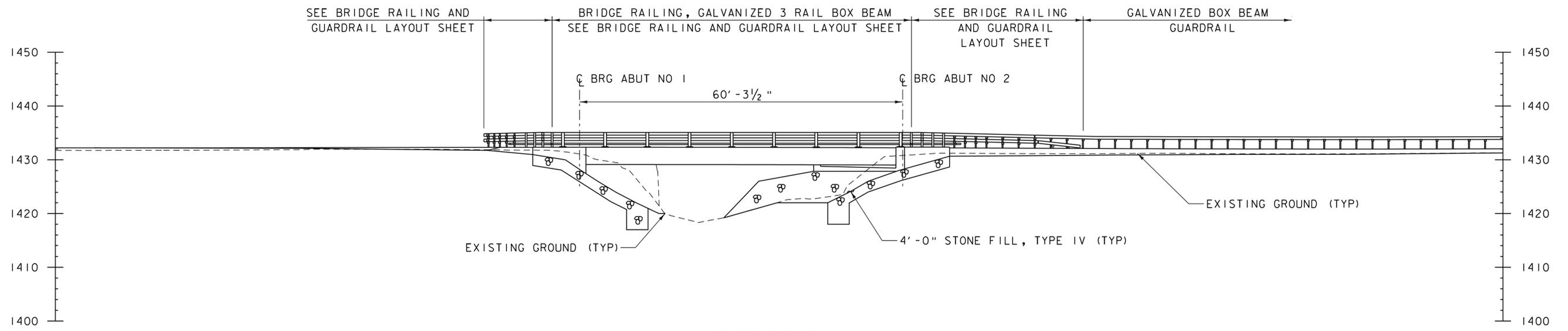
PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(13)

FILE NAME: z13b076bor.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
BORING INFORMATION SHEET

PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 23 OF 41



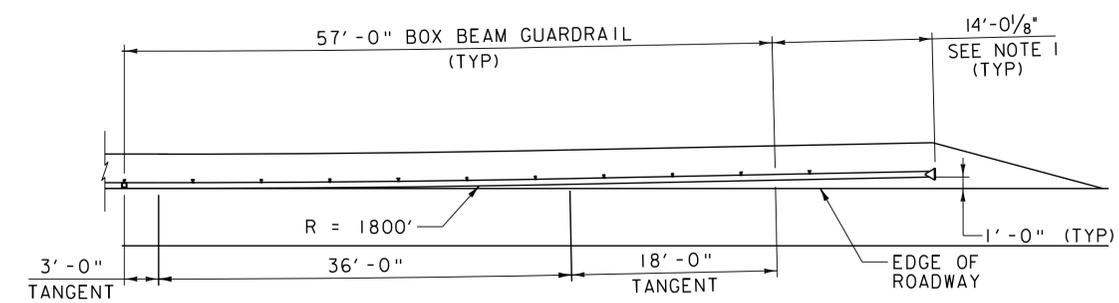
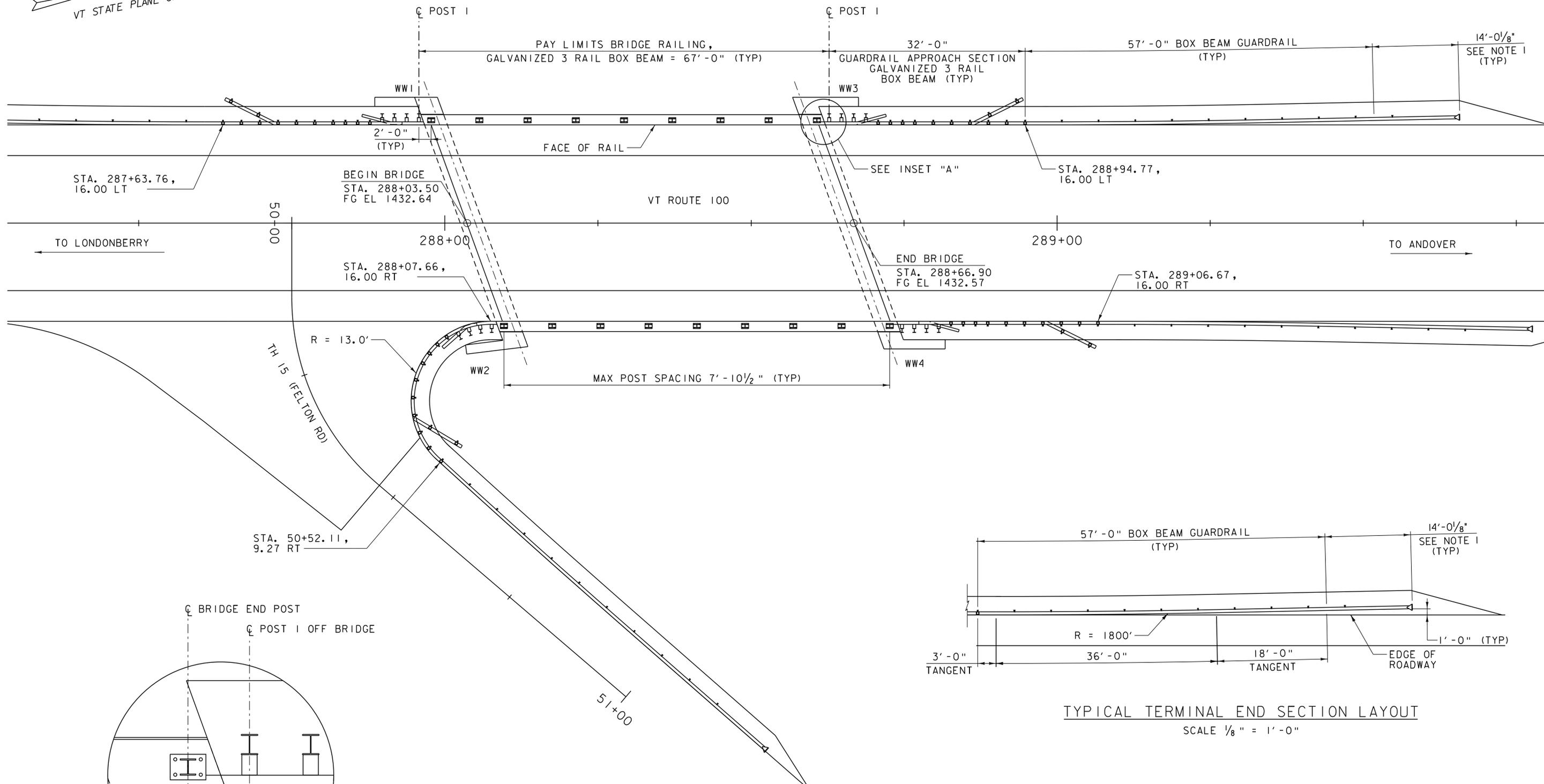
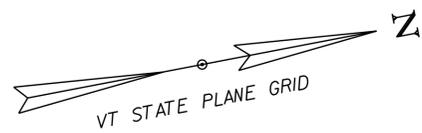
PLAN
SCALE 1" = 10'-0"
VT ROUTE 100 STA. 288+34.34 =
= CHANNEL STA. 61+25.00



ELEVATION
SCALE 1" = 10'-0"

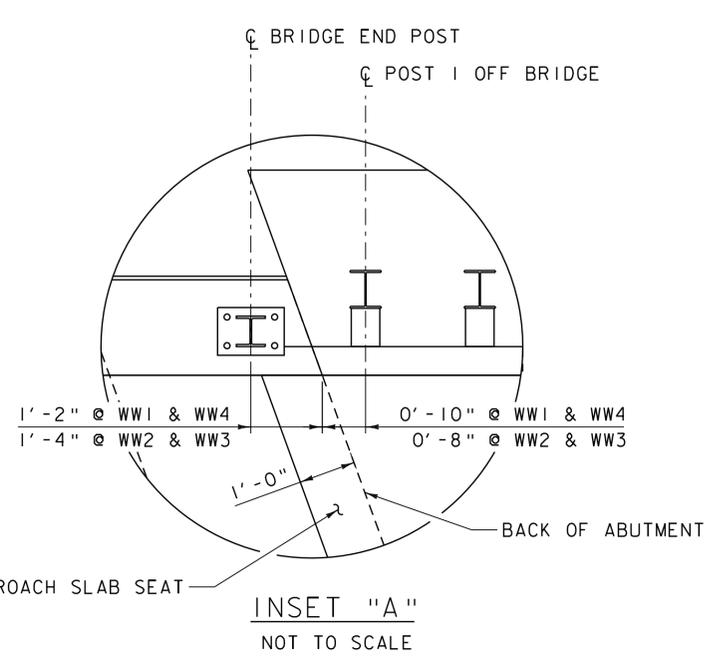
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PROJECT NUMBER: BF 013-2(13)	
FILE NAME: z13b076pe.dgn	PLOT DATE: 2/2/2015
PROJECT LEADER: S.E. BURBANK	DRAWN BY: J.J. WESTCOTT
DESIGNED BY: J.J. WESTCOTT	CHECKED BY: S.E. BURBANK
PLAN AND ELEVATION	SHEET 26 OF 41





TYPICAL TERMINAL END SECTION LAYOUT
SCALE 1/8" = 1'-0"

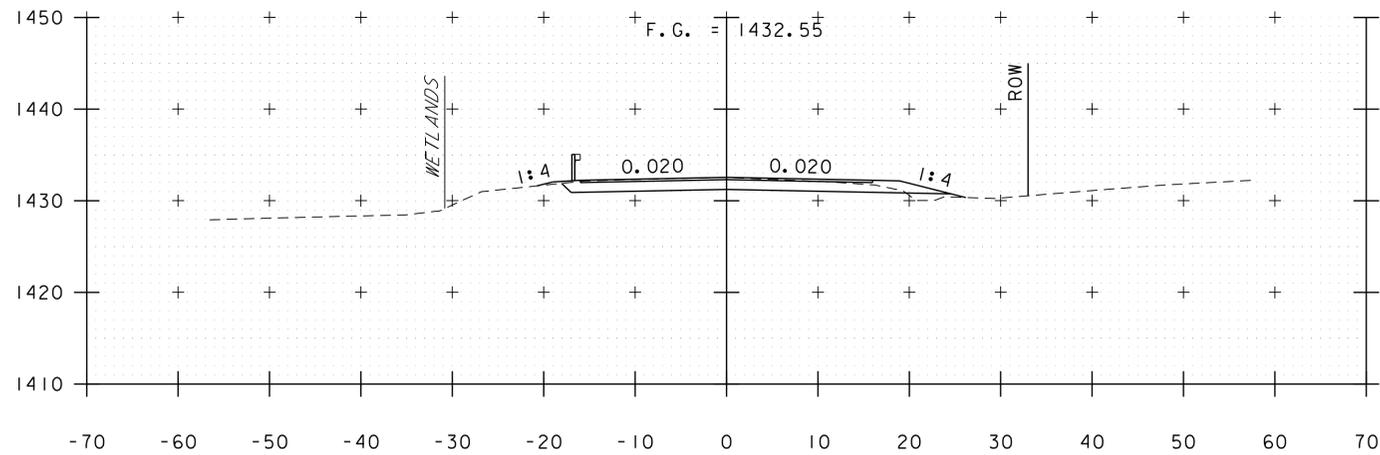
- NOTE:
1. 14'-0 1/8" MANUFACTURED TERMINAL TANGENTIAL SECTION.
 2. SEE STANDARDS G-1B, S-364A, S-364B, AND S-364C FOR FURTHER DETAILS.



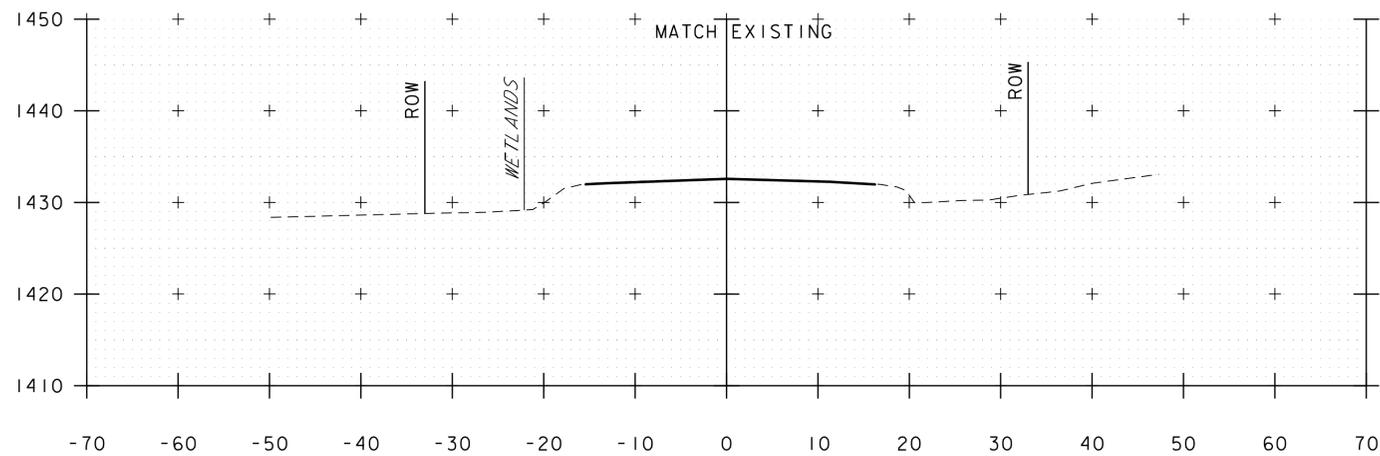
BRIDGE RAIL LAYOUT
SCALE 1/8" = 1'-0"



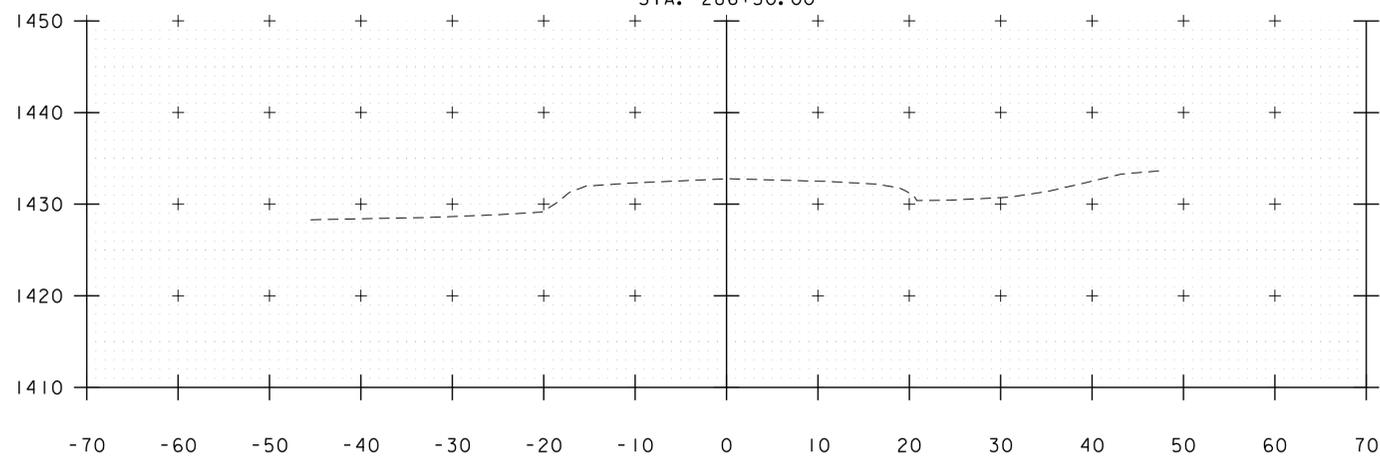
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PROJECT NUMBER: BF 013-2(13)	PROJECT LEADER: S.E. BURBANK	DRAWN BY: J.J. WESTCOTT
	DESIGNED BY: J.J. WESTCOTT	CHECKED BY: S.E. BURBANK
	BRIDGE RAILING AND GUARDRAIL LAYOUT	SHEET 27 OF 41



287+00

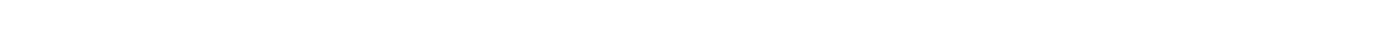


286+50



288+50

286+00



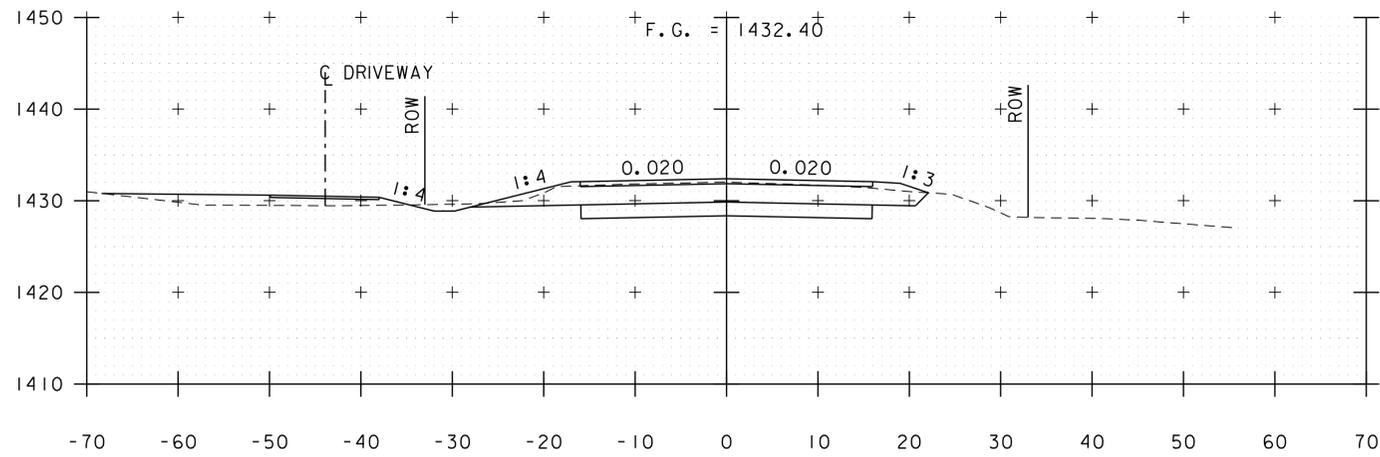
287+50

ROADWAY CROSS SECTIONS
STA. 286+00 - 288+50

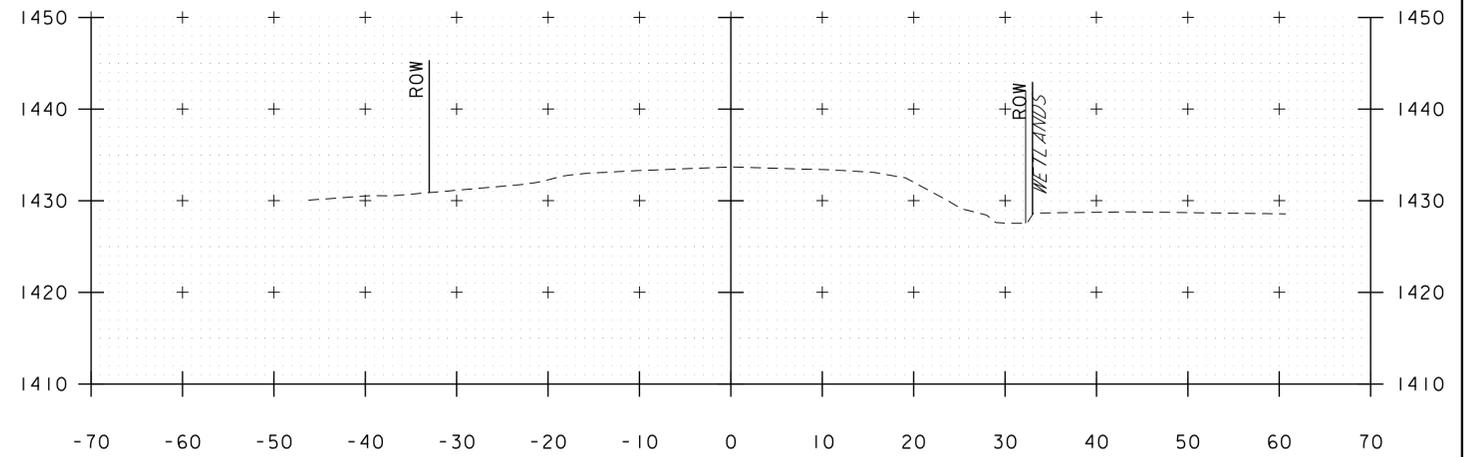


PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(13)
FILE NAME: z13b076xsl.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
ROADWAY CROSS SECTIONS (1 OF 2)

PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 28 OF 41

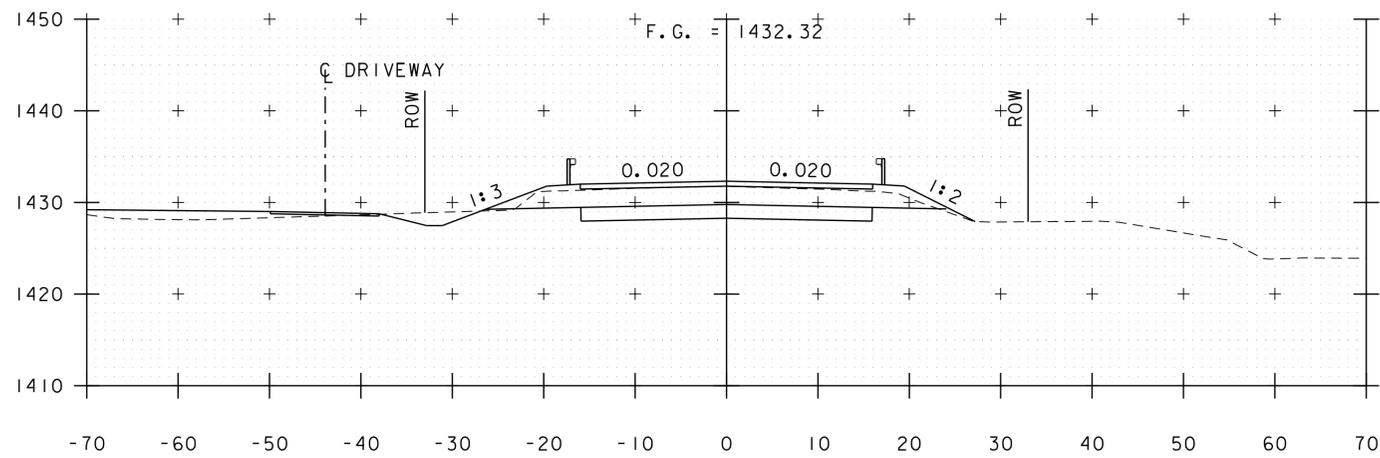


290+00

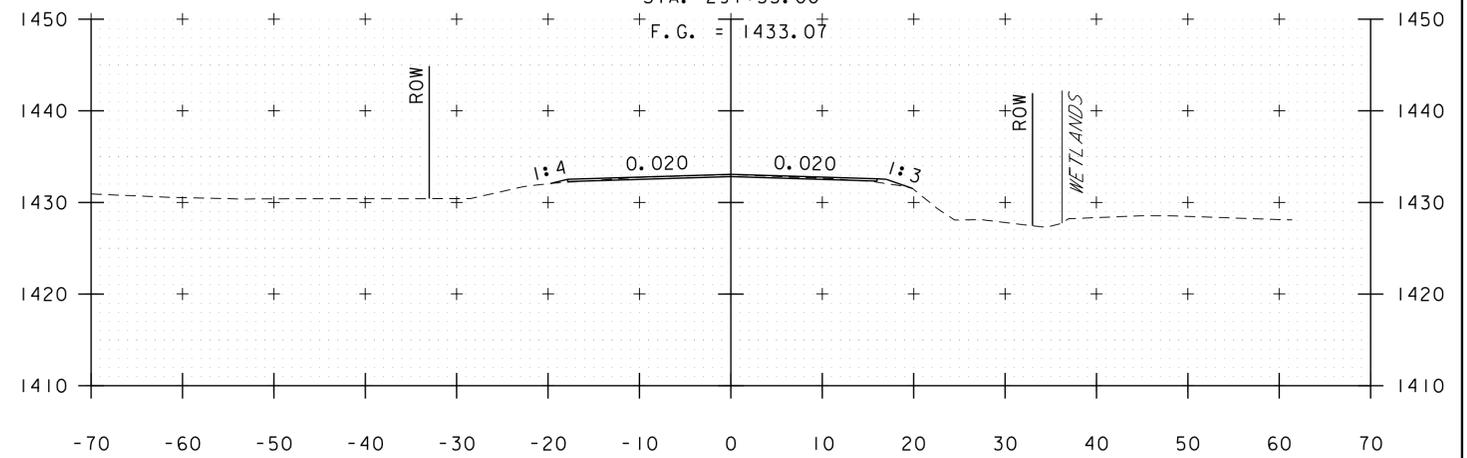


291+50

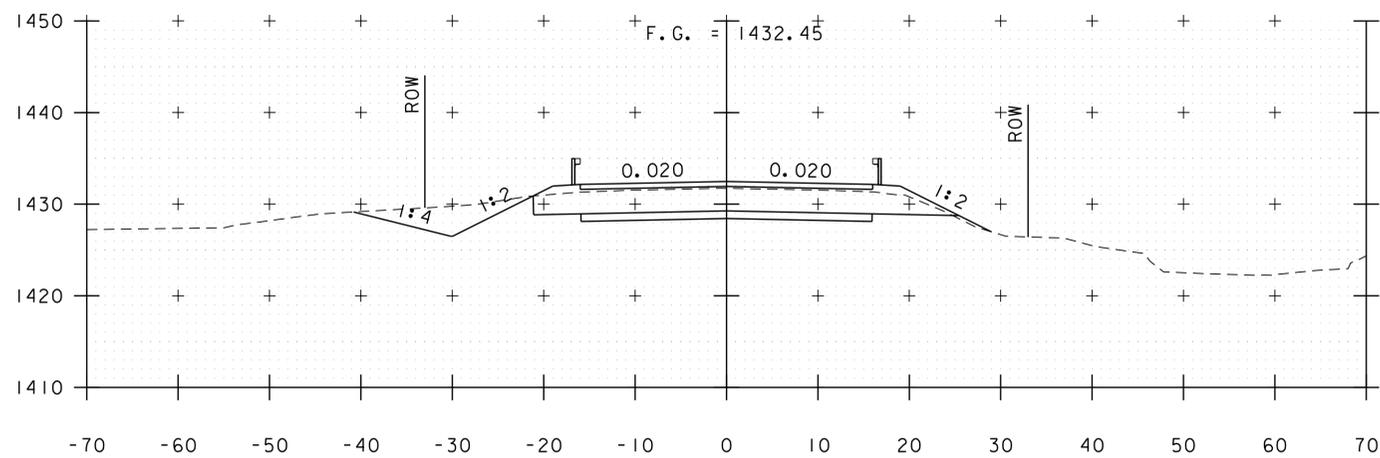
END APPROACH
STA. 291+35.00



289+50

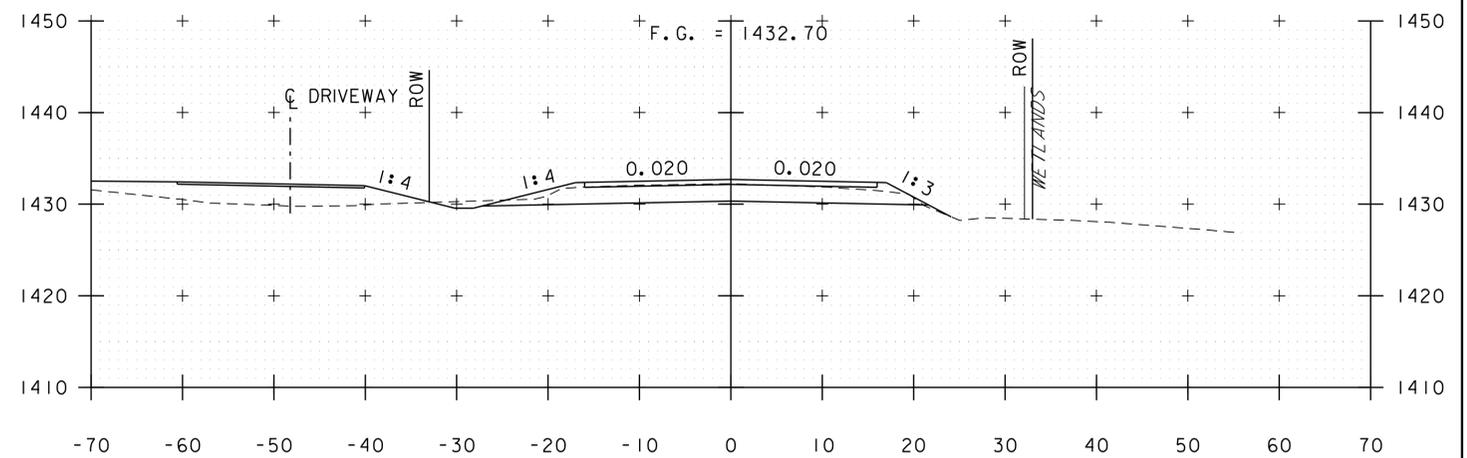


291+00



289+00

END BRIDGE
STA. 288+66.78



290+50

END PROJECT
STA. 290+45.00

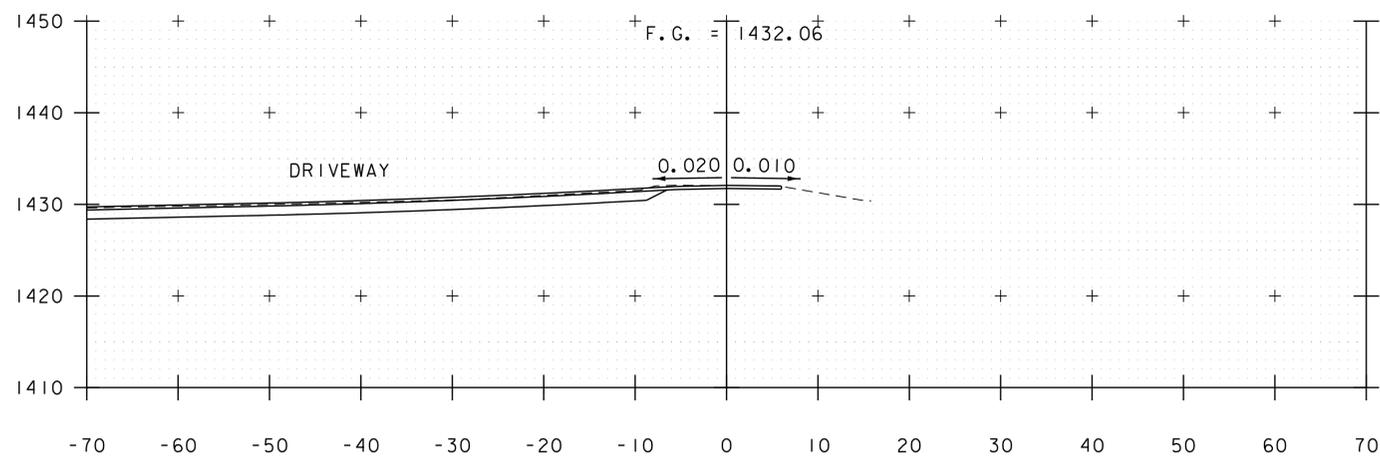
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STA. 289+00 - 291+50



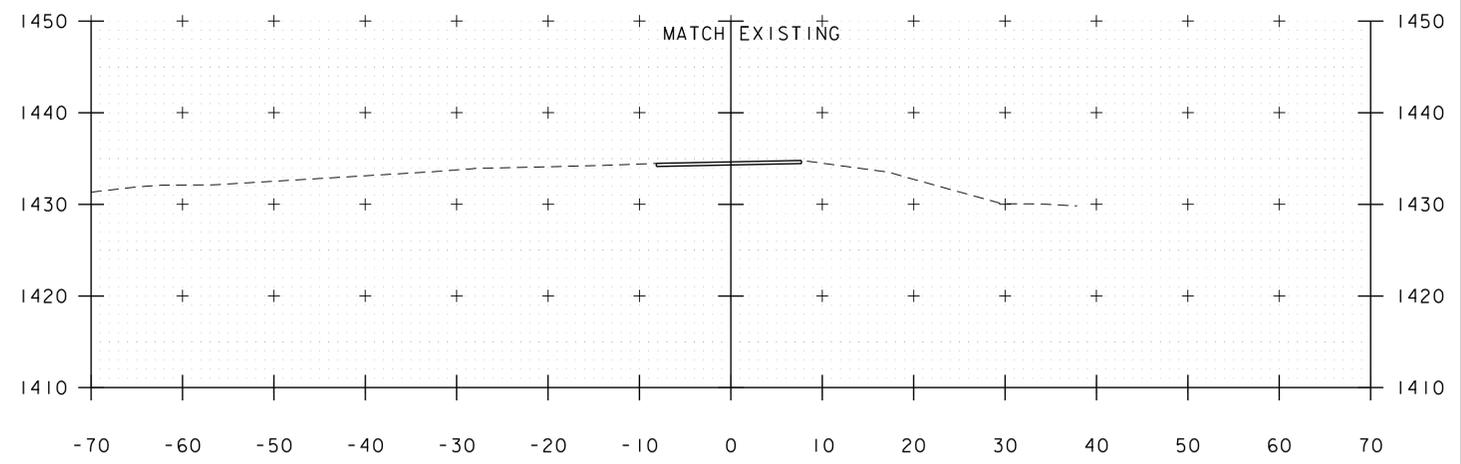
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PROJECT NUMBER: BF 013-2(13)

FILE NAME: z13b076xsl.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
ROADWAY CROSS SECTIONS (2 OF 2)

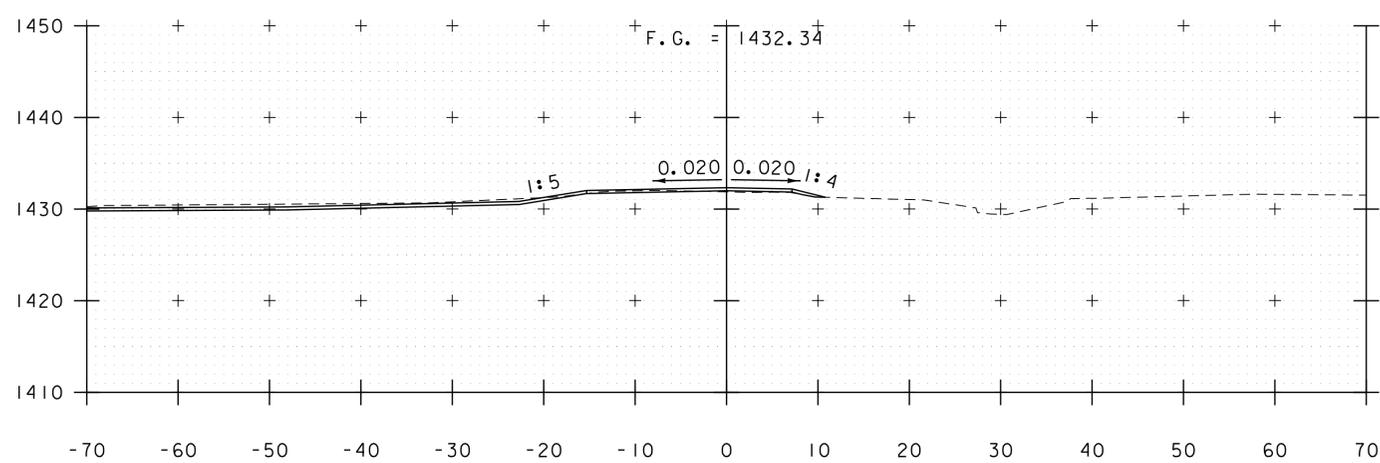
PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 29 OF 41



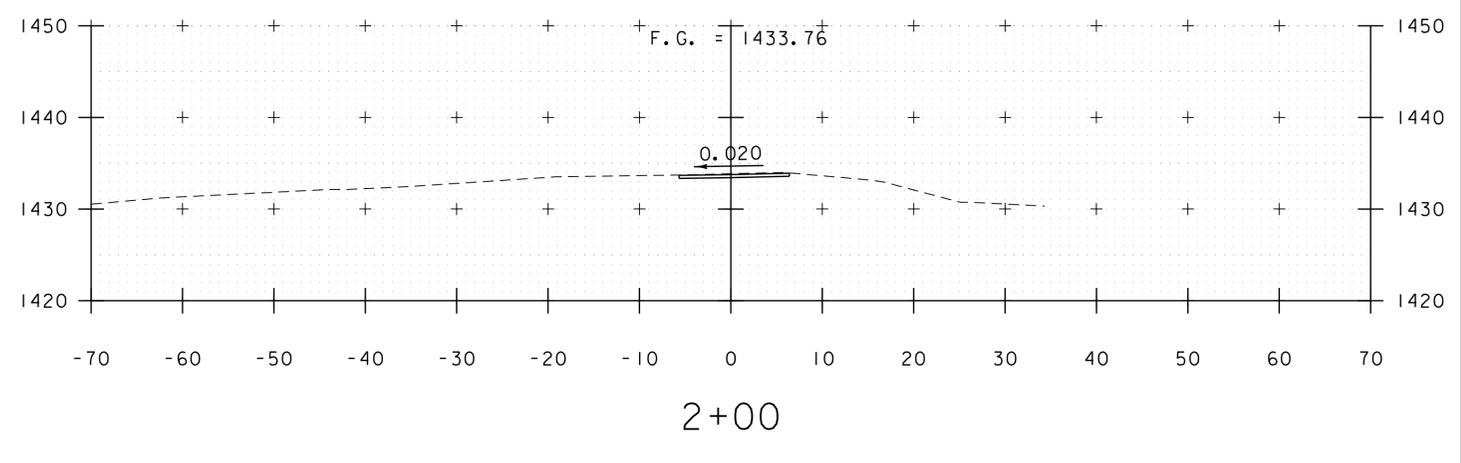
1+50



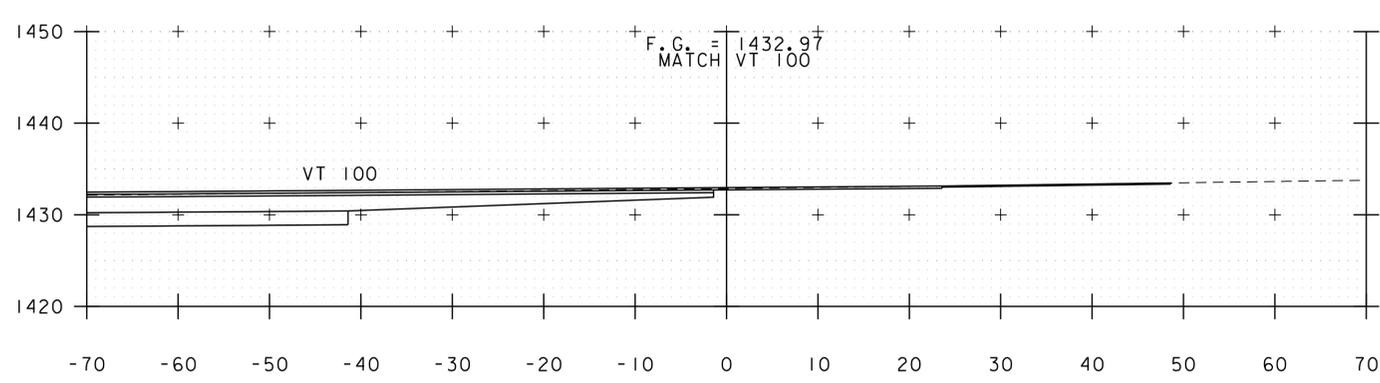
2+25



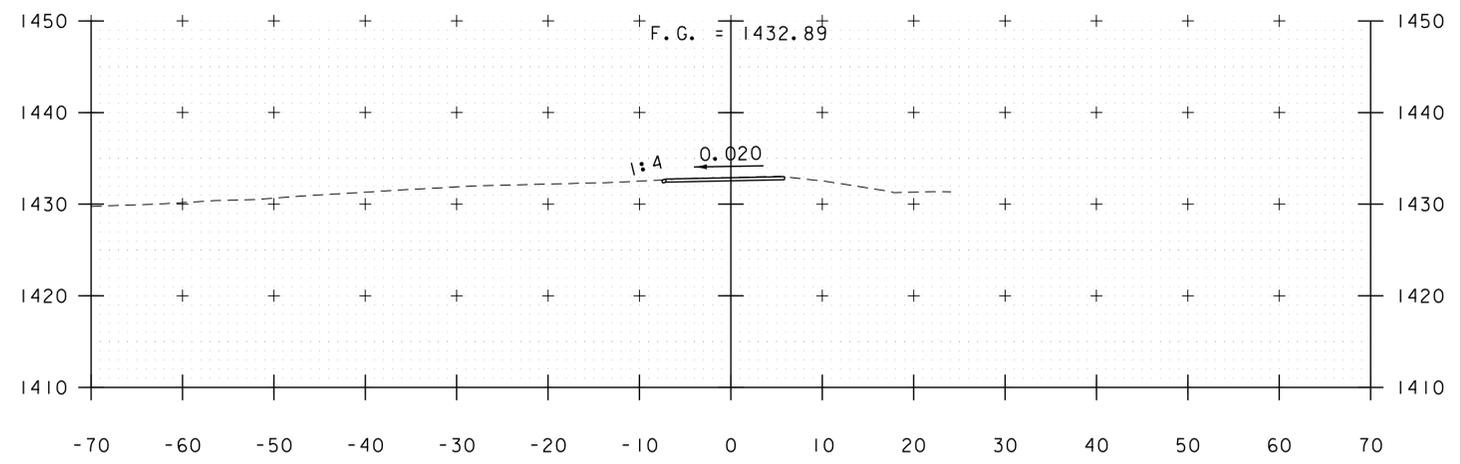
1+25



2+00



1+00

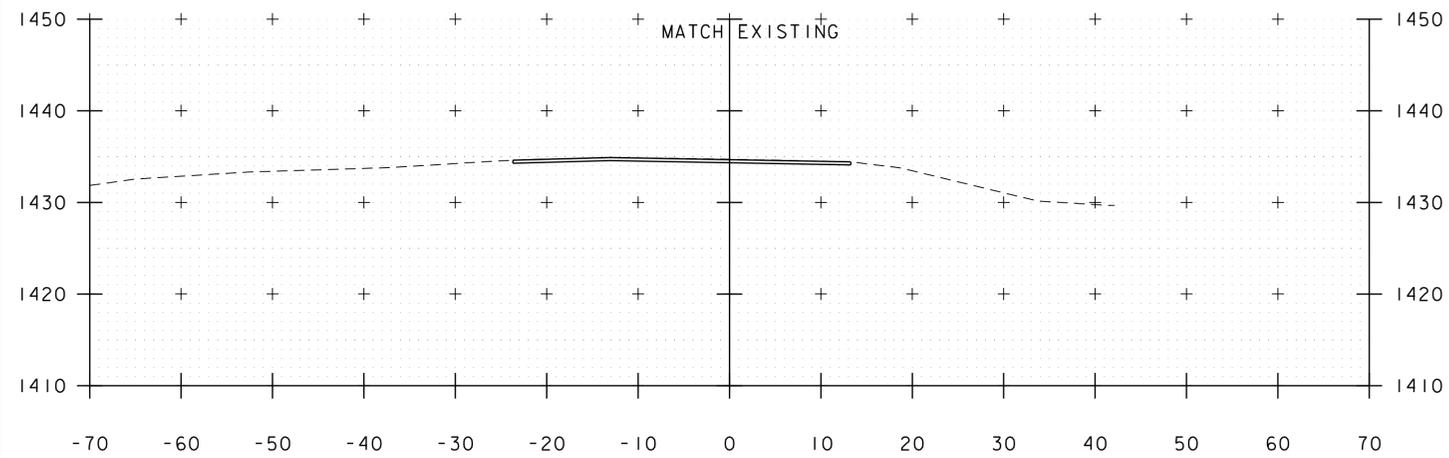


1+75

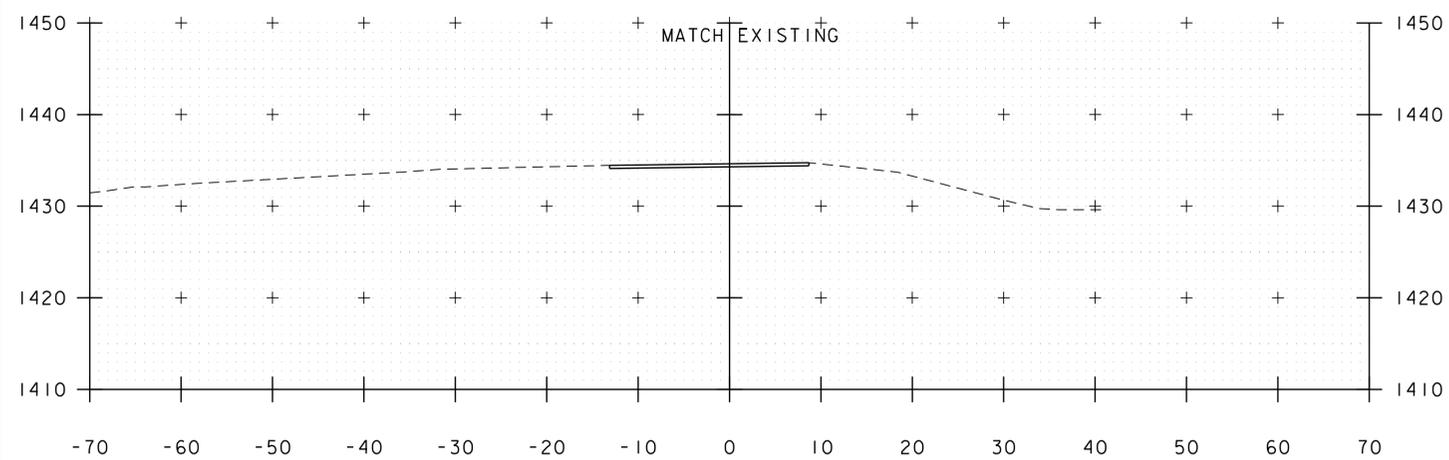
DRIVEWAY CROSS SECTIONS
STA. 1+00 TO 2+25



PROJECT NAME: WESTON	PLOT DATE: 2/2/2015
PROJECT NUMBER: BF 013-2(13)	DRAWN BY: E.F. LAWES
FILE NAME: z13b076xsl.dgn	CHECKED BY: S.E. BURBANK
PROJECT LEADER: S.E. BURBANK	SHEET 30 OF 41
DESIGNED BY: E.F. LAWES	
DRIVEWAY CROSS SECTIONS (1 OF 4)	



2+75

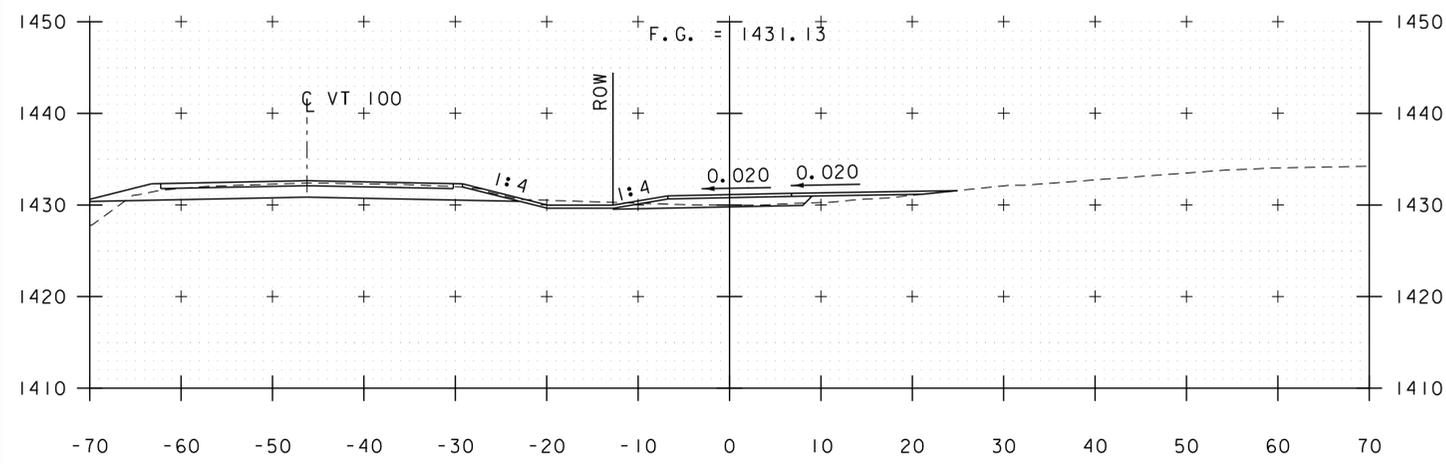


2+50

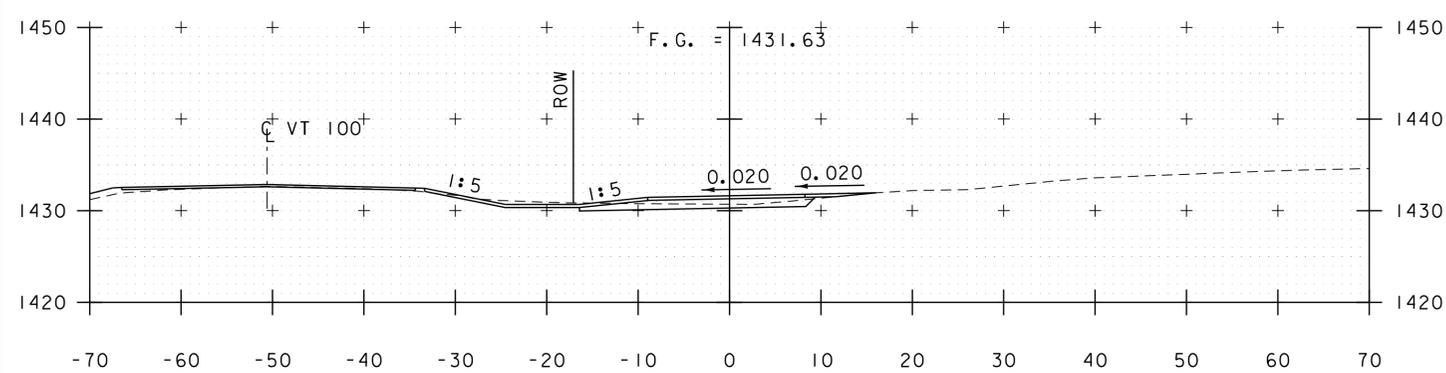
DRIVEWAY CROSS SECTIONS
STA. 2+50 TO 2+75



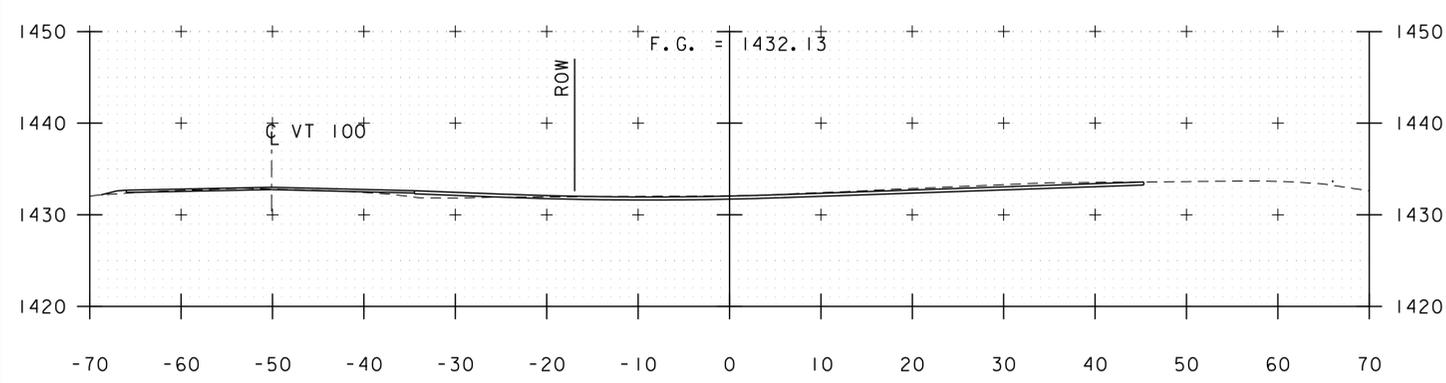
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PROJECT NUMBER: BF 013-2(13)	DRAWN BY: E.F. LAWES
FILE NAME: z13b076xsl.dgn	CHECKED BY: S.E. BURBANK
PROJECT LEADER: S.E. BURBANK	SHEET 31 OF 41
DESIGNED BY: E.F. LAWES	
DRIVEWAY CROSS SECTIONS (2 OF 4)	



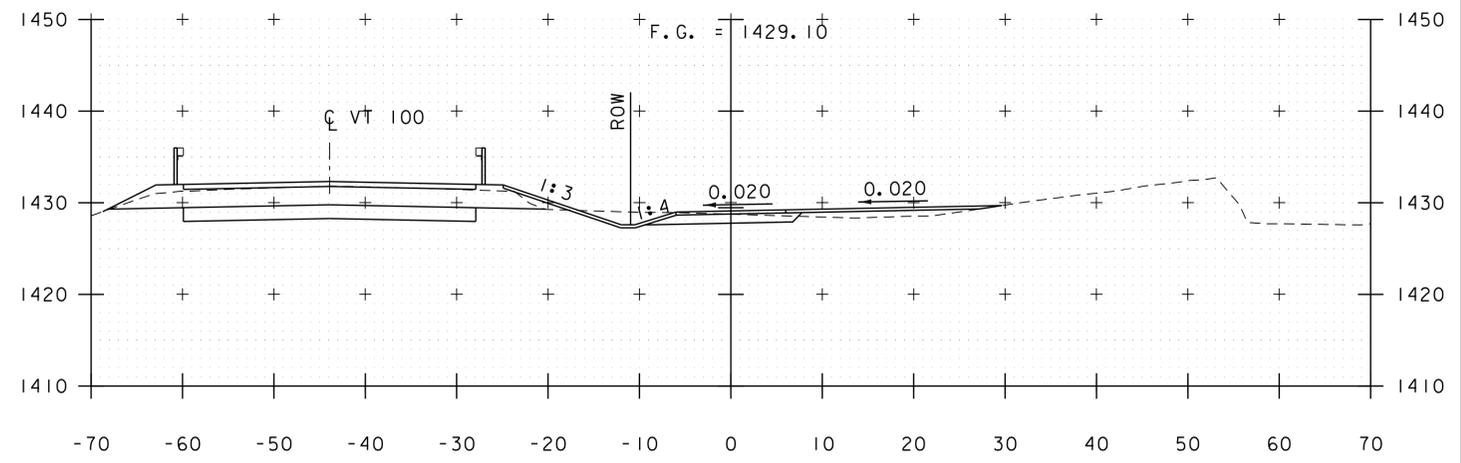
10+50



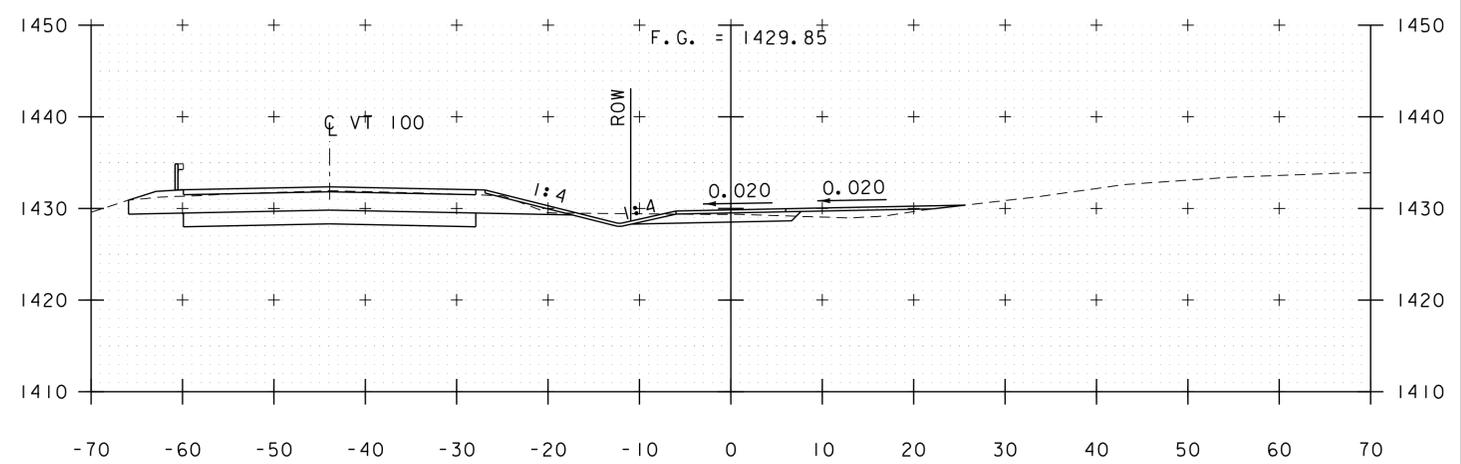
10+25



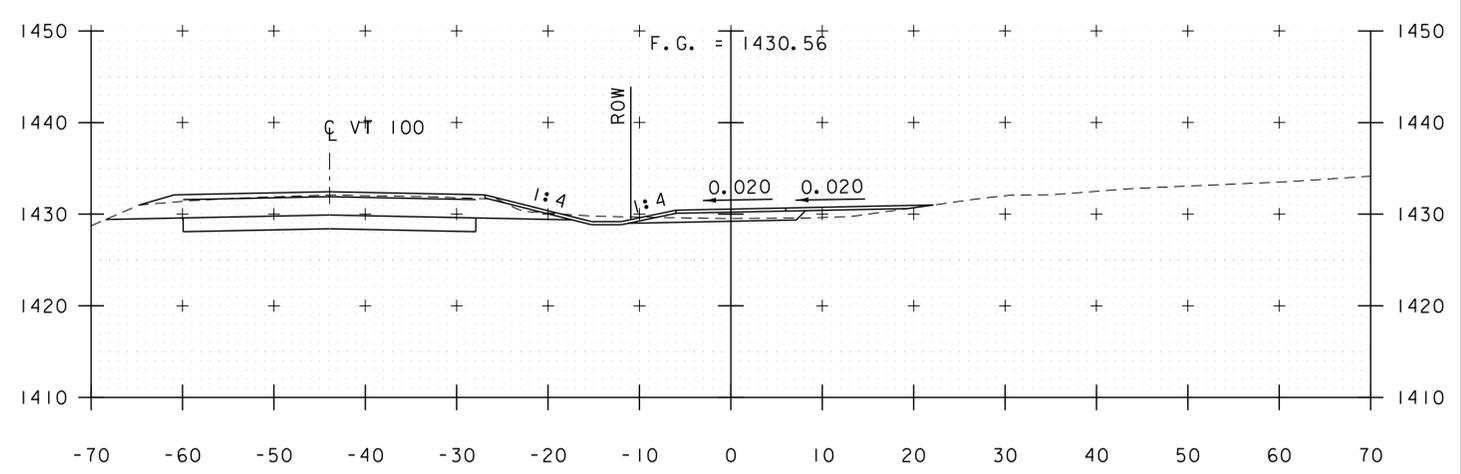
10+00



11+25



11+00

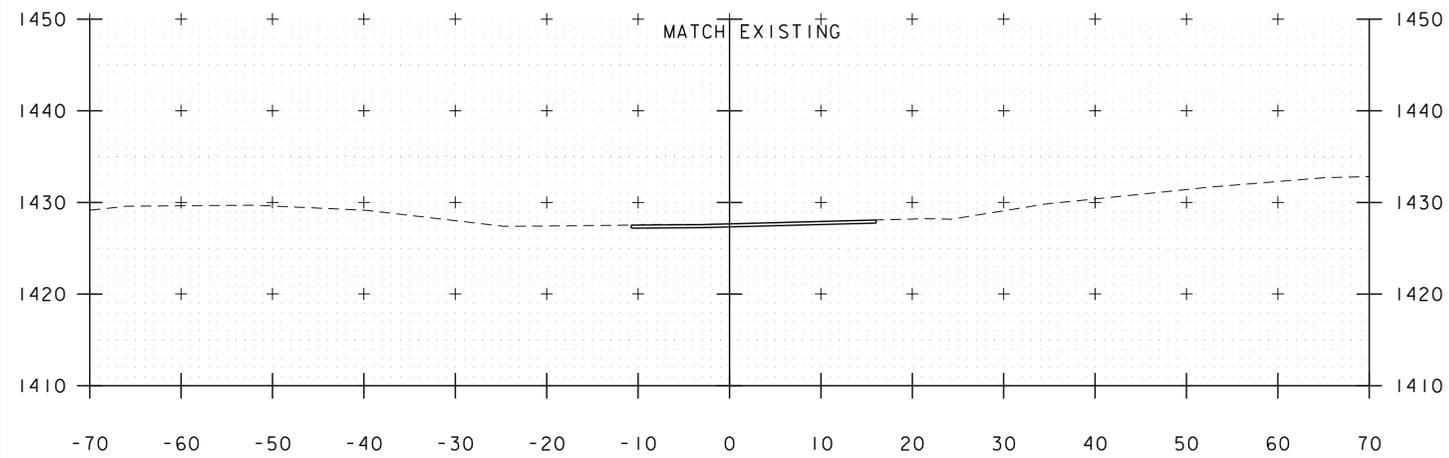


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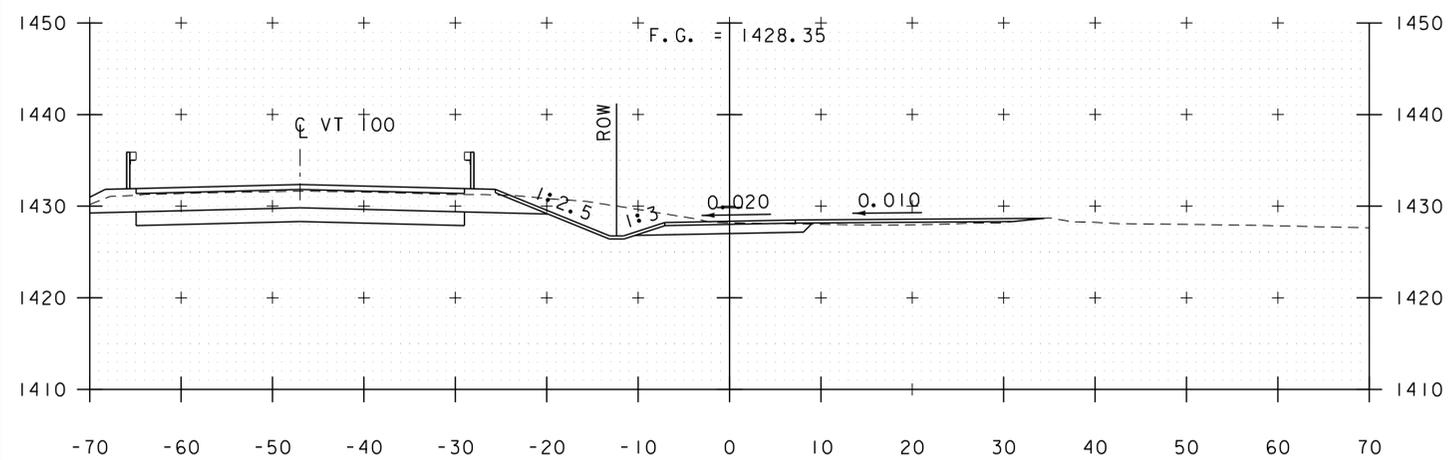
DRIVEWAY CROSS SECTIONS
STA. 10+00 TO 11+25



PROJECT NAME: WESTON	PLOT DATE: 2/2/2015
PROJECT NUMBER: BF 013-2(13)	DRAWN BY: E.F. LAWES
FILE NAME: z13b076xsl.dgn	CHECKED BY: S.E. BURBANK
PROJECT LEADER: S.E. BURBANK	SHEET 32 OF 41
DESIGNED BY: E.F. LAWES	
DRIVEWAY CROSS SECTIONS (3 OF 4)	



11+75

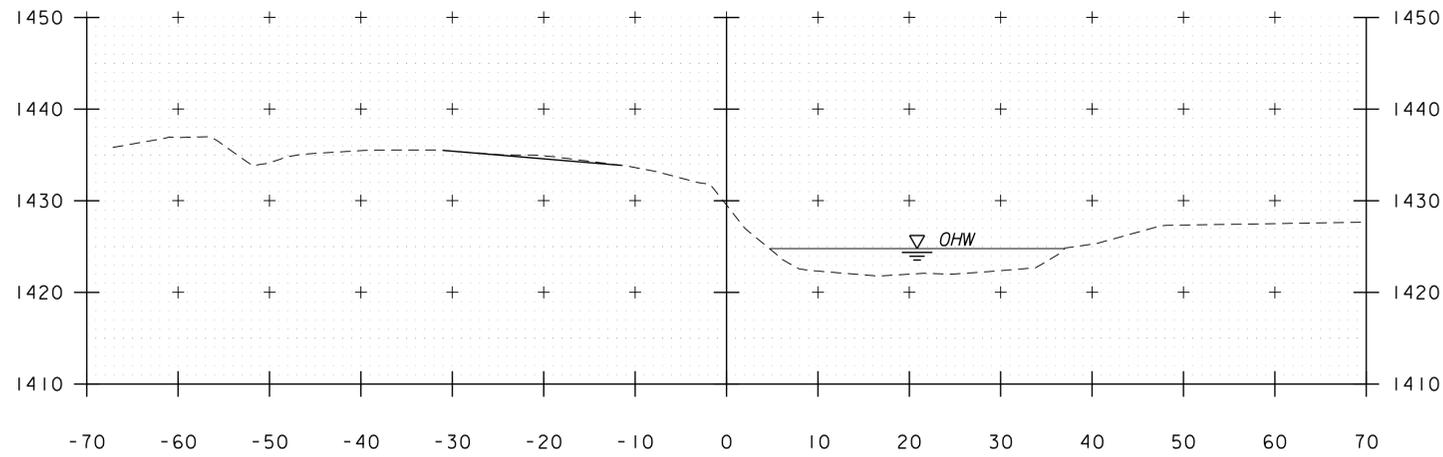


11+50

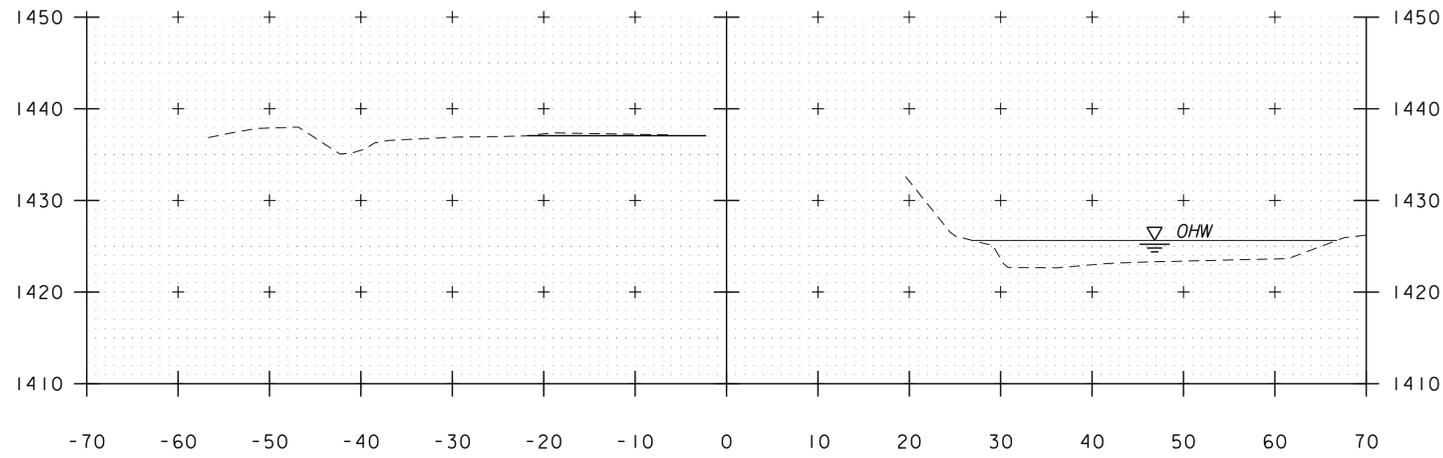
DRIVEWAY CROSS SECTIONS
STA. 11+50 TO 11+75



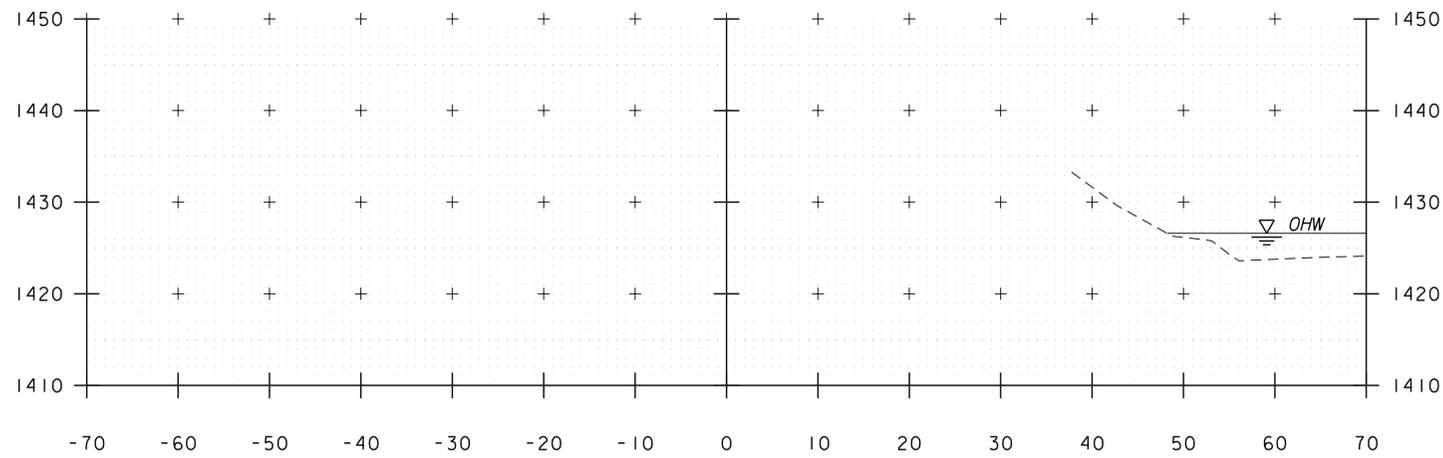
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DESIGNED BY: E.F. LAWES	CHECKED BY: S.E. BURBANK
DRIVEWAY CROSS SECTIONS (4 OF 4)	SHEET 33 OF 41



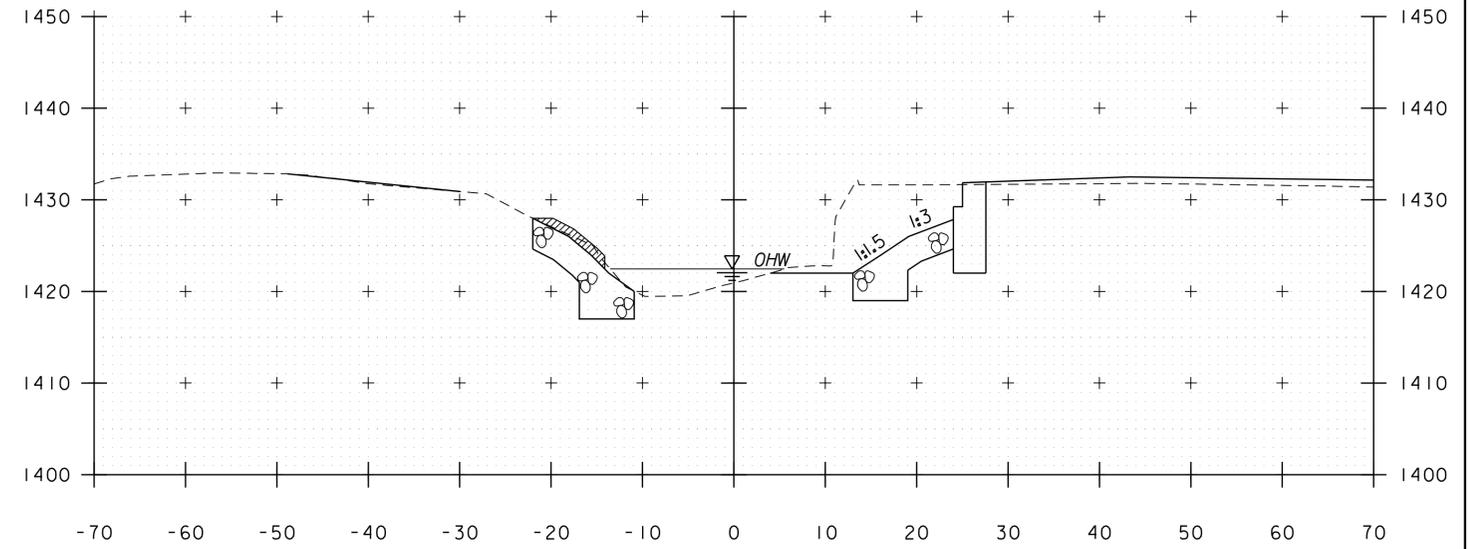
60+50



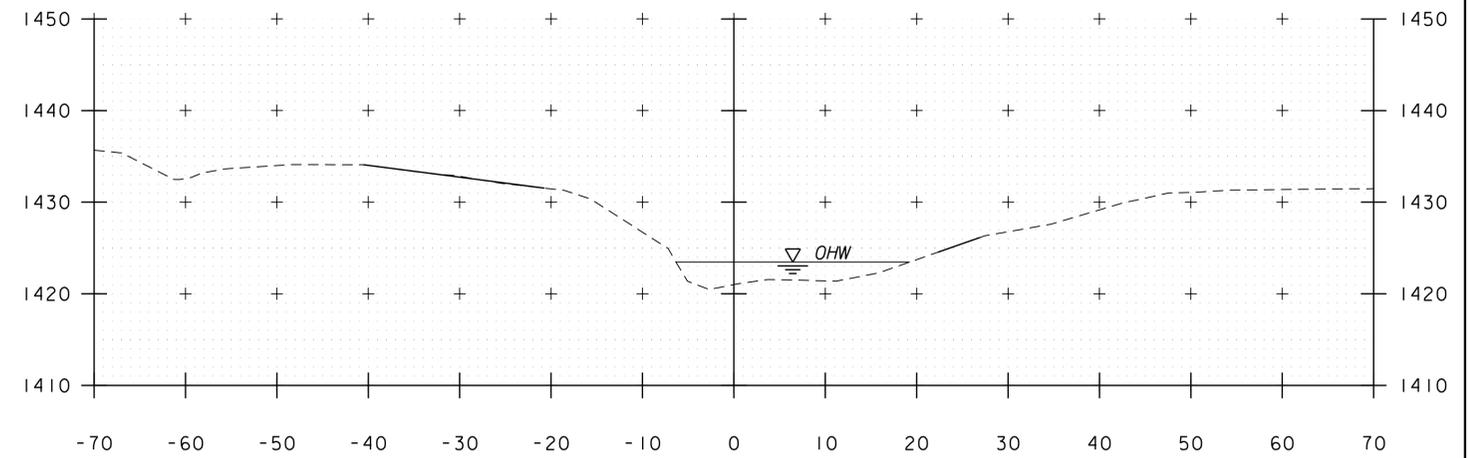
60+25



60+00



61+00

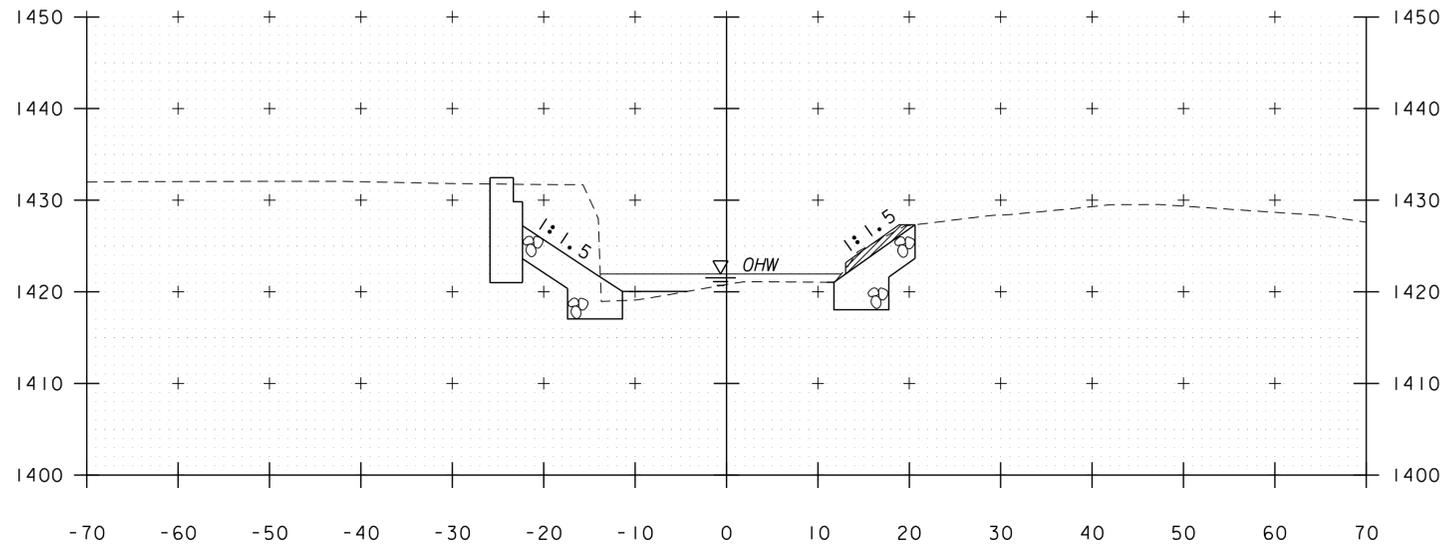


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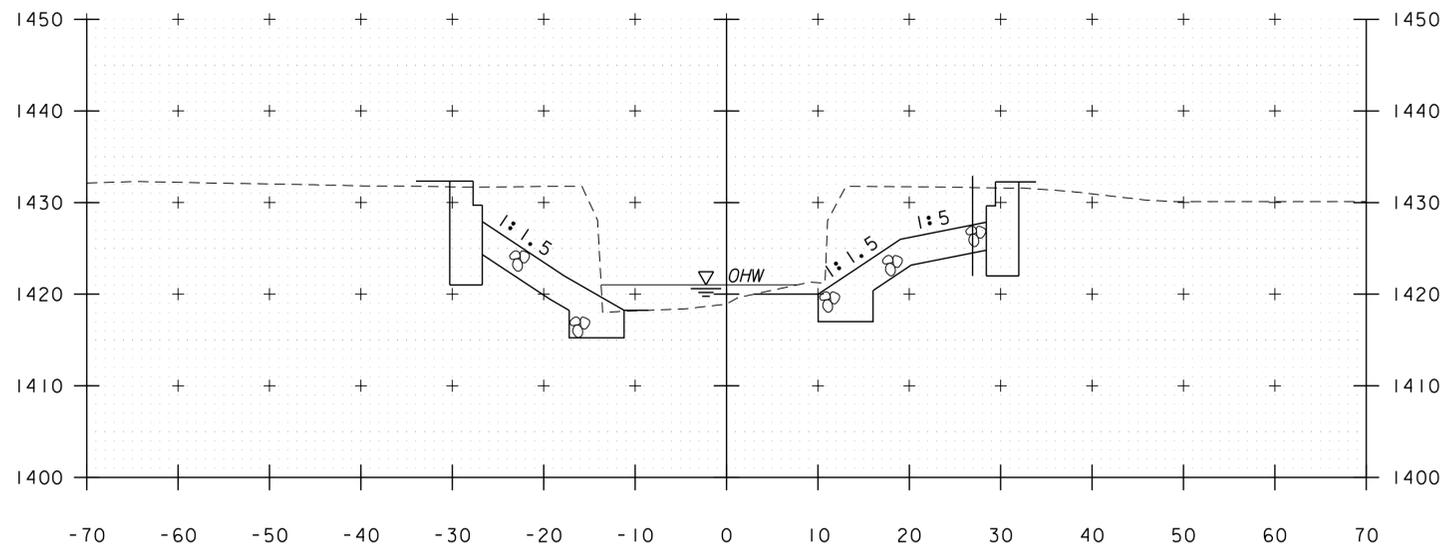
CHANNEL CROSS SECTIONS
STA. 60+00 - 61+00



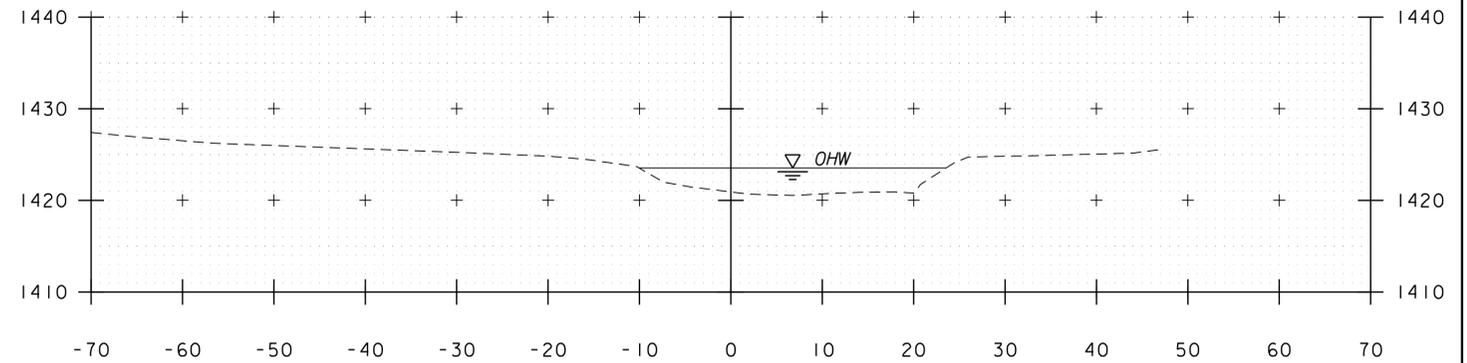
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PROJECT NUMBER: BR 013-2(13)	DRAWN BY: J.J. WESTCOTT
FILE NAME: z13b076xsl.dgn	DESIGNED BY: J.J. WESTCOTT
PROJECT LEADER: S.E. BURBANK	CHECKED BY: S.E. BURBANK
CHANNEL CROSS SECTIONS (1 OF 2)	SHEET 34 OF 41



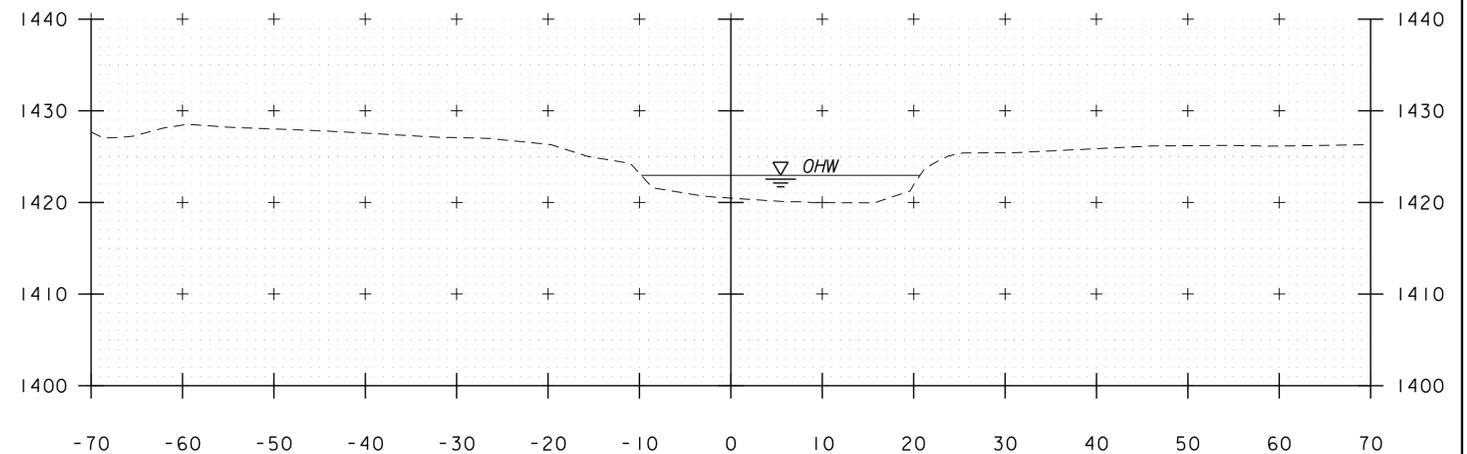
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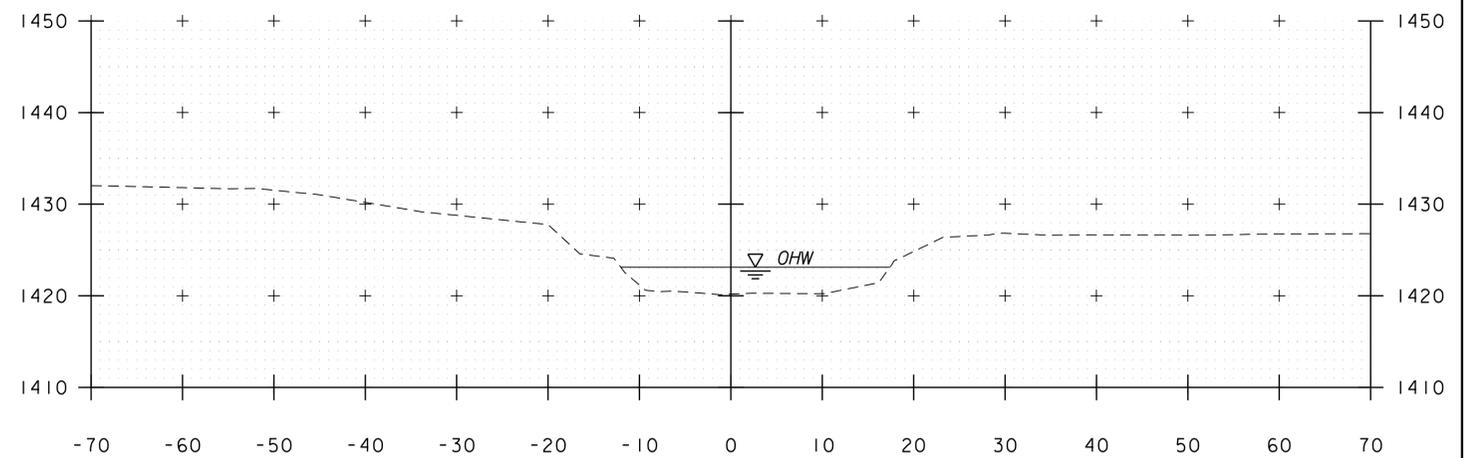
61+25



62+25



62+00



61+75

CHANNEL CROSS SECTIONS
STA. 61+25 - 62+25



PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(13)

FILE NAME: z13b076xsl.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
CHANNEL CROSS SECTIONS (2 OF 2)

PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 35 OF 41

EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

THIS PROJECT INVOLVES THE REMOVAL AND REPLACEMENT OF THE EXISTING ROLLED STEEL BEAM SUPERSTRUCTURE AND CONCRETE SUBSTRUCTURE OF BRIDGE NO. 98 WITH RELATED APPROACH AND CHANNEL WORK. DURING CONSTRUCTION, TRAFFIC WILL BE DETOURED ON AN OFF-SITE DETOUR. THIS PROJECT IS LOCATED ON VT 100, A HEAVILY TRAVELED ROAD, WHERE VT 100 CROSSES THE WEST RIVER, IN THE TOWN OF WESTON. THE EXISTING BRIDGE IS APPROXIMATELY 36 FEET LONG AND HAS A 35'-4" WIDE CONCRETE DECK. THE EXISTING SUBSTRUCTURE CONSISTS OF CONCRETE ABUTMENTS AND WINGWALLS.

THE BRIDGE REPLACEMENT INCLUDES THE REMOVAL OF THE EXISTING STRUCTURE IN ITS ENTIRETY AND THE CONSTRUCTION OF A NEW 63 FOOT SINGLE SPAN BRIDGE WITH PRECAST PRESTRESSED CONCRETE NEXT BEAMS TO CREATE A NEW BRIDGE WIDTH OF 35'-4". NEW INTEGRAL CONCRETE ABUTMENTS, EACH ON A SINGLE ROW OF PILES, AND WINGWALLS WILL BE PRECAST. ASSOCIATED ROADWAY APPROACH WORK INCLUDES BRIDGE APPROACH SLABS AND NEW GUARDRAIL. ONCE THE BRIDGE IS COMPLETED, THE DETOUR SIGNS WILL BE REMOVED AND THE AREA WILL BE RESTORED TO THE PREVIOUS CONDITIONS.

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 0.95 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 RELATIVELY FLAT, WITH A STEEP SLOPE DOWN TO THE WEST RIVER. VT ROUTE 100 AND TH 15 ARE WITHIN THE PROJECT SITE.

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

THE WEST RIVER IS THE ONLY STREAM FEATURE ON THE PROJECT SITE. THE RIVER RUNS EAST TO WEST BENEATH VT 100 IN WESTON, VERMONT. THE OHW LEVEL IS APPROXIMATELY 50-FEET WIDE WITH AN AVERAGE DEPTH OF THREE FEET. THE AREAS ON EITHER SIDE OF THE RIVER ARE DEVELOPED. THE STREAM SUBSTRATE GENERALLY CONSISTS OF BOULDERS AND COBBLES. THE WEST RIVER WILL REQUIRE COVERAGE AS A CATEGORY 2 ACTIVITY UNDER THE DEPARTMENT OF THE ARMY VERMONT GENERAL PERMIT. THERE ARE CLASS II WETLANDS WITHIN THE IMMEDIATE AREA OF THE PROJECT. THE WETLANDS ARE ALL SHRUB/FORESTED WETLANDS AND HAVE HIGH FUNCTION VALUES SUCH AS FLOOD STORAGE, WILDLIFE HABITAT AND EROSION CONTROL.

1.2.3 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF TRIMMED GRASS AND A FEW TREES. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY REPLACEMENT OF THE EXISTING BRIDGE. UPON PROJECT COMPLETION, THE CHANNEL WILL BE ARMORED WITH STONE FILL TYPE IV AS SPECIFIED ON THE PLANS. DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES.

1.2.4 SOILS

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE FOR THE COUNTY OF WINDSOR, VERMONT. SOILS ON THE PROJECT SITE ARE PODUNK FINE SANDY LOAM, 0% TO 3% SLOPES, "K FACTOR" = 0.32, CONSIDERED MODERATELY ERODIBLE; AND COLTON FINE SANDY LOAM, 3% TO 8% SLOPES, "K FACTOR" = 0.17 CONSIDERED LOW EROSION POTENTIAL.

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:

0.0-0.23 = LOW EROSION POTENTIAL
0.24-0.36 = MODERATE EROSION POTENTIAL
0.37 AND HIGHER = HIGH EROSION POTENTIAL

1.2.5 SENSITIVE RESOURCE AREAS

CRITICAL HABITATS: NO
HISTORICAL OR ARCHEOLOGICAL AREAS: NO
PRIME AGRICULTURAL LAND: NO
THREATENED AND ENDANGERED SPECIES: NO
WATER RESOURCE: WEST RIVER
WETLANDS: YES, THERE ARE CLASS II WETLANDS ALONG THE SHOULDERS OF VT 100.

1.3 RISK EVALUATION

THIS PROJECT DOES NOT FALL UNDER THE JURISDICTION OF GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES. SHOULD CHANGES PRIOR TO OR DURING CONSTRUCTION RESULT IN ONE OR MORE ACRES OF EARTH DISTURBANCE OR SHOULD THE PROJECT BECOME PART OF A LARGER PLAN OF DEVELOPMENT, 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.

1.4.2 LIMIT DISTURBANCE AREA

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

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

1.4.3 SITE ENTRANCE/EXIT STABILIZATION

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

STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AS PROPOSED ON THE EPSC PLAN AND ANYWHERE EQUIPMENT WILL BE GOING FROM AREAS OF EXPOSED SOILS TO PAVED SURFACES.

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.

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 FOR THIS PROJECT.

1.4.7 CONSTRUCT PERMANENT CONTROLS

PERMANENT EROSION CONTROL STRUCTURES ARE NOT ANTICIPATED FOR THIS PROJECT.

1.4.8 STABILIZE EXPOSED SOILS DURING CONSTRUCTION

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

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS. BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SOILS.

1.4.9 WINTER STABILIZATION

VARIOUS MEASURES SPECIFIC TO WINTER MAY BE NECESSARY SHOULD THE PROJECT EXTEND INTO WINTER (OCTOBER 15 THROUGH APRIL 15). REFER TO THE LOW RISK SITE HANDBOOK FOR GUIDANCE.

1.4.10 STABILIZE SOIL AT FINAL GRADE

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

SEED, MULCH, FERTILIZER AND LIME SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED INSTEAD OF MULCH.

1.4.11 DE-WATERING ACTIVITIES

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

TREATMENT OF DEWATERING COFFERDAM IS NOT ANTICIPATED.

1.4.12 INSPECT YOUR SITE

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

1.5 SEQUENCE AND STAGING

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

1.5.1 CONSTRUCTION SEQUENCE

1.5.2 OFF-SITE ACTIVITIES

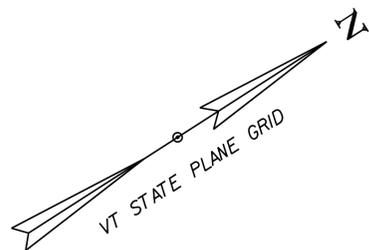
IN ADDITION TO THE CONTRACTOR CHECKLIST ANY ACTIVITIES OUTSIDE THE CONSTRUCTION LIMITS SHALL FOLLOW SPECIFICATION 105.25- 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(I3)

FILE NAME: z13b076eroNarrative.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
EPSC NARRATIVE

PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 36 OF 41





SOIL CLASSIFICATION
 PODUNK FINE SANDY LOAM,
 OCCASIONALLY FLOODED
 0%-3% SLOPES
 MODERATE EROSION POTENTIAL
 K = 0.32

**YUENGLING, ROBERT F.
 & CHRISTINE M.**

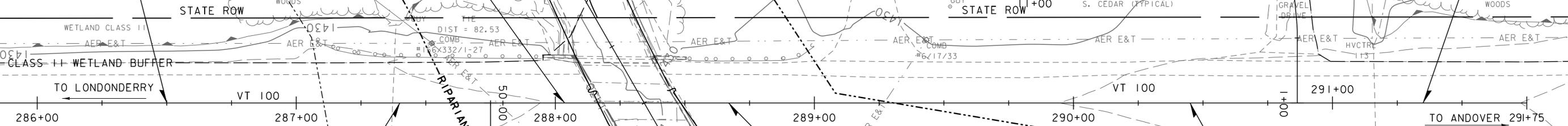
BENCHMARK
 RAILROAD SPIKE IN POLE
 ELEV = 1431.77

PROCTOR, BEVERLEY J.

BEGIN APPROACH
 STA. 286+50.00

BEGIN BRIDGE
 STA. 288+03.58
 FG EL 1432.64

END APPROACH
 STA. 291+35.00



**HART, DONALD W.
 & MARIE W.**

SOIL CLASSIFICATION
 COLTON FINE SANDY LOAM
 3%-8% SLOPES
 LOW EROSION POTENTIAL
 K = 0.17

**PROBST JR., FREDERICK J
 & PROBST, JENNIFER L.**

BENSON, JAMES M.

BEGIN PROJECT
 STA. 287+40.00

END BRIDGE
 STA. 288+66.90
 FG EL 1432.57

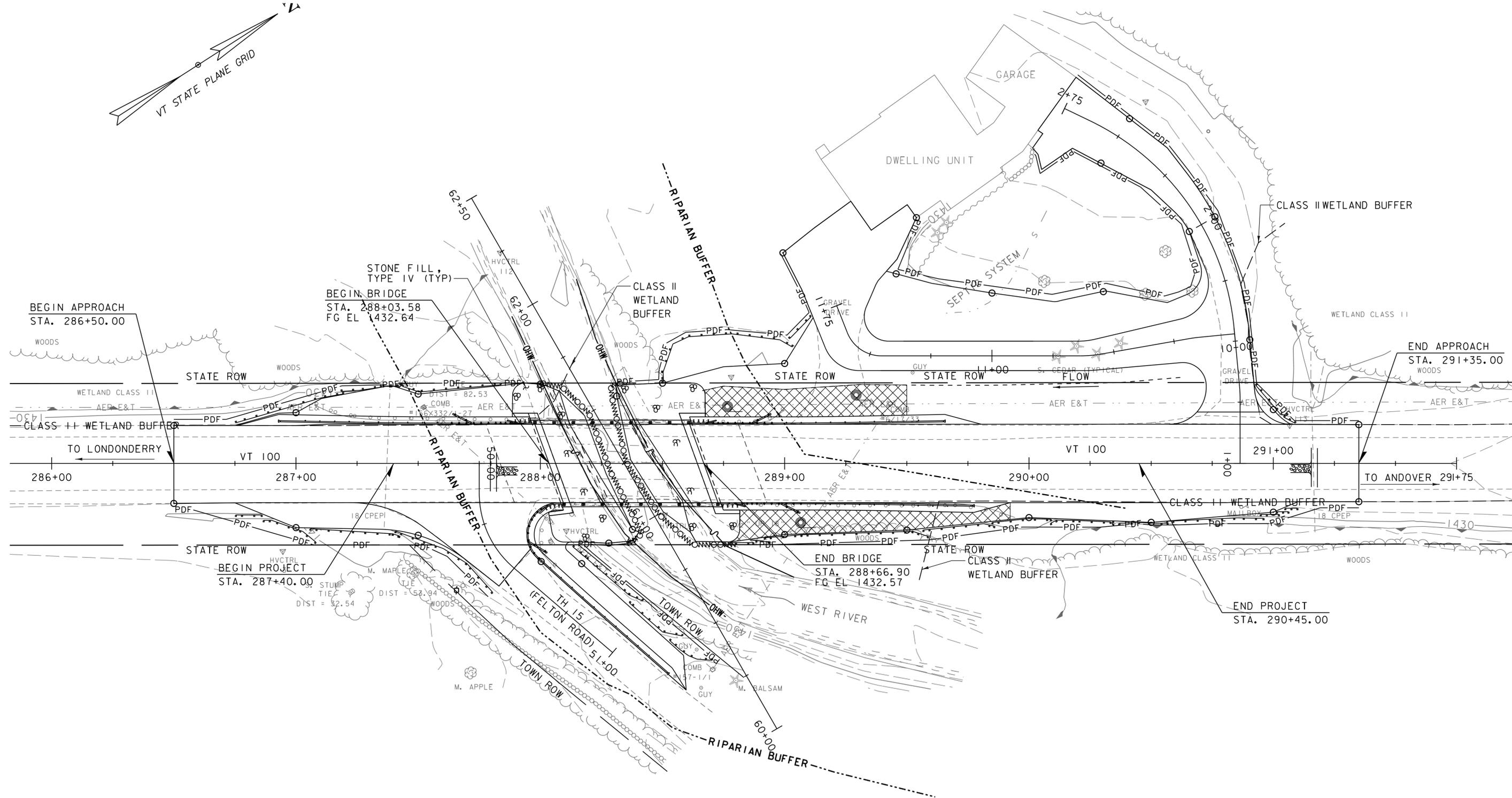
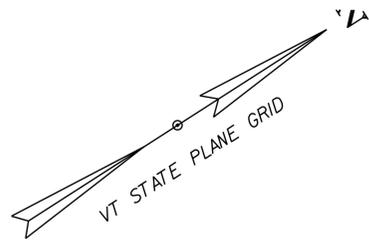
END PROJECT
 STA. 290+45.00



PROJECT NAME: WESTON
 PROJECT NUMBER: BF 013-2(13)

FILE NAME: z13b076bdr_ero.dgn
 PROJECT LEADER: S.E. BURBANK
 DESIGNED BY: J.J. WESTCOTT
 EPSC EXISTING CONDITIONS SHEET

PLOT DATE: 2/2/2015
 DRAWN BY: J.J. WESTCOTT
 CHECKED BY: S.E. BURBANK
 SHEET 37 OF 41



BEGIN APPROACH
STA. 286+50.00

BEGIN BRIDGE
STA. 288+03.58
FG EL. 1432.64

END APPROACH
STA. 291+35.00

BEGIN PROJECT
STA. 287+40.00

END BRIDGE
STA. 288+66.90
FG EL. 1432.57

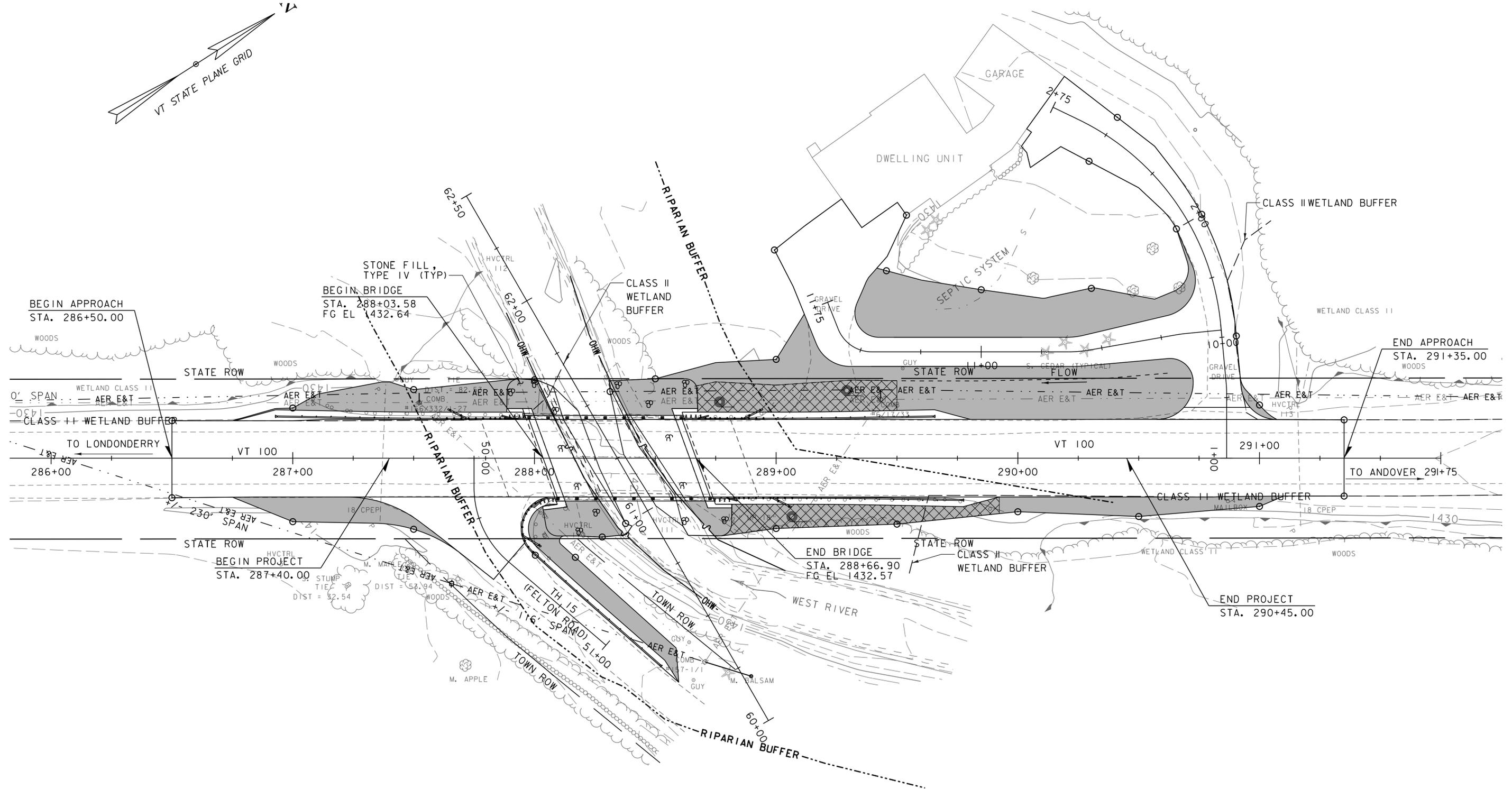
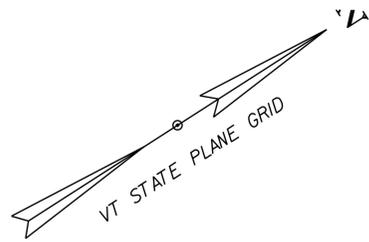
END PROJECT
STA. 290+45.00



PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(13)

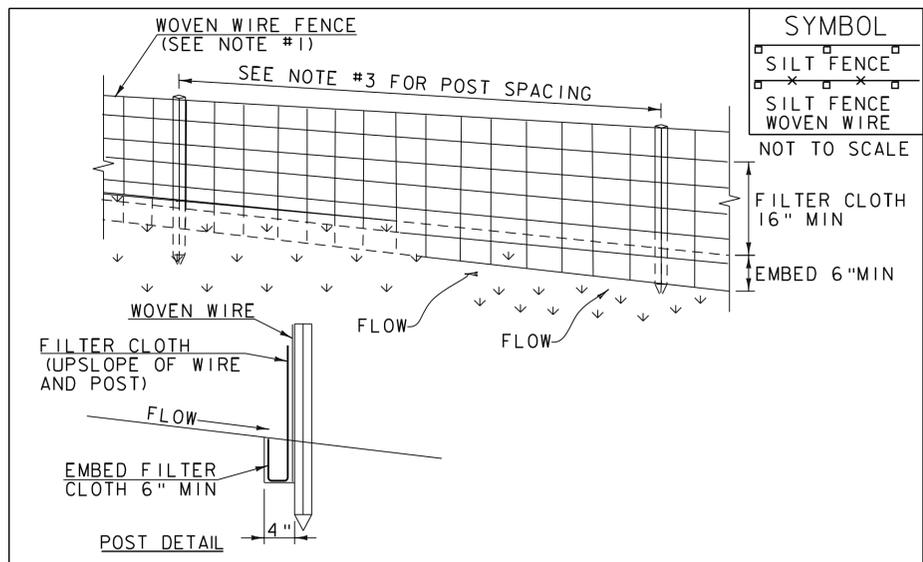
FILE NAME: z13b076bdr_ero.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
EPSC CONSTRUCTION CONDITIONS SHEET

PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 38 OF 41



PROJECT NAME: WESTON	
PROJECT NUMBER: BF 013-2(13)	
FILE NAME: z13b076bdr_ero.dgn	PLOT DATE: 2/2/2015
PROJECT LEADER: S.E. BURBANK	DRAWN BY: J.J. WESTCOTT
DESIGNED BY: J.J. WESTCOTT	CHECKED BY: S.E. BURBANK
EPSC FINAL CONDITIONS SHEET	SHEET 39 OF 41





CONSTRUCTION SPECIFICATIONS

1. 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.
2. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFL100X, STABILINKA T140N OR APPROVED EQUIVALENT.
3. 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'.
4. 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.
5. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6" AND FOLDED.
6. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.

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

SILT FENCE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006-" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

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

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

VAOT LOW GROW/FINE FESCUE MIX						
WEIGHT	LBS/AC		NAME	LATIN NAME	GERM	PURITY
	BROADCAST	HYDROSEED				
38%	57	95	CREeping RED FESCUE	FESTUCA RUBRA VAR. RUBRA	90%	98%
29%	43.5	72.5	HARD FESCUE	FESTUCA LONGIFOLIA	85%	95%
15%	22.5	37.5	CHEWINGS FESCUE	FESTUCA RUBRA VAR. COMMUTATA	87%	95%
15%	22.5	37.5	ANNUAL RYEGRASS	LOLIUM MULTIFLORUM	90%	95%
3%	4.5	7.5	INERTS			
100%	150	250				

VAOT RURAL AREA MIX						
WEIGHT	LBS/AC		NAME	LATIN NAME	GERM	PURITY
	BROADCAST	HYDROSEED				
37.5%	22.5	45	CREeping RED FESCUE	FESTUCA RUBRA VAR. RUBRA	85%	98%
37.5%	22.5	45	TALL FESCUE	FESTUCA ARUNDINACEA	90%	95%
5.0%	3	6	RED TOP	AGROSTIS GIGANTEA	90%	95%
15.0%	9	18	WHITE FIELD CLOVER	TRIFOLIUM REPENS	85%	98%
5.0%	3	6	ANNUAL RYE GRASS	LOLIUM MULTIFLORUM	85%	95%
100%	60	120				

GENERAL AMENDMENT GUIDANCE

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

CONSTRUCTION GUIDANCE

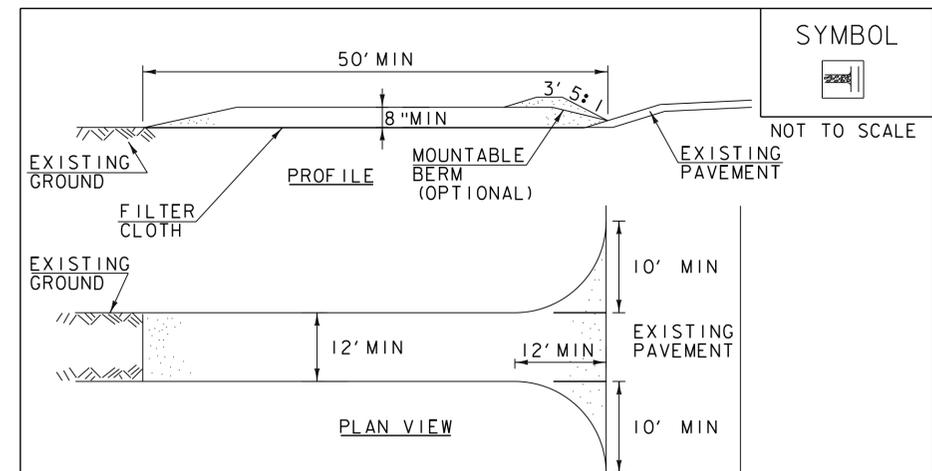
1. SEED MIX: THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER ON WHICH SEED MIX TO USE.
2. SEED MIX: USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
3. ALL SEED MIXTURES: SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEED.
4. FERTILIZER AND LIMESTONE: SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER.
5. 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.
6. HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEED PROPOSED FOR USE WILL ULTIMATELY DICTATE THE AMOUNTS AND TYPES OF SOIL AMENDMENTS TO BE APPLIED.
7. 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 12, 2015	WHF



CONSTRUCTION SPECIFICATIONS

1. STONE SIZE- USE 1-4" STONE, RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH- NOT LESS THAN 50' (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30' MINIMUM LENGTH APPLIES).
3. THICKNESS- NOT LESS THAN 8".
4. WIDTH- 12' MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24' IF SINGLE ENTRANCE TO SITE.
5. GEOTEXTILE MUST BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE.
6. SURFACE WATER- ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE- THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY, ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED ACCORDING TO PERMIT REQUIREMENTS.

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

STABILIZED CONSTRUCTION ENTRANCE

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006-" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR VEHICLE TRACKING PAD (PAY ITEM 653.35) OR AS SPECIFIED IN THE CONTRACT.

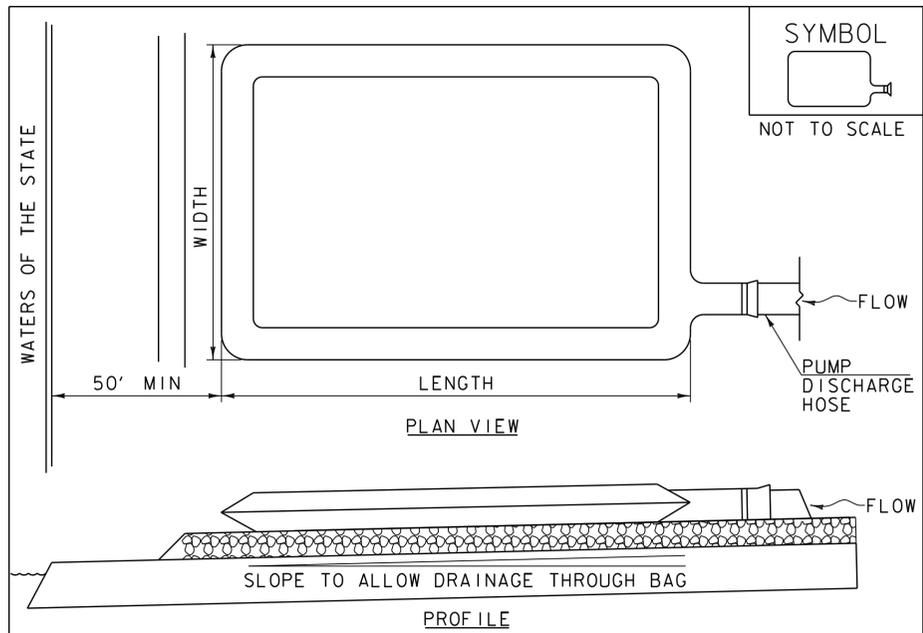
REVISIONS	
MARCH 24, 2008	WHF
JANUARY 13, 2009	WHF

PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(13)

FILE NAME: z13b076details_ero.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
EROSION CONTROL DETAILS (1 OF 2)

PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 40 OF 41





CONSTRUCTION SPECIFICATIONS

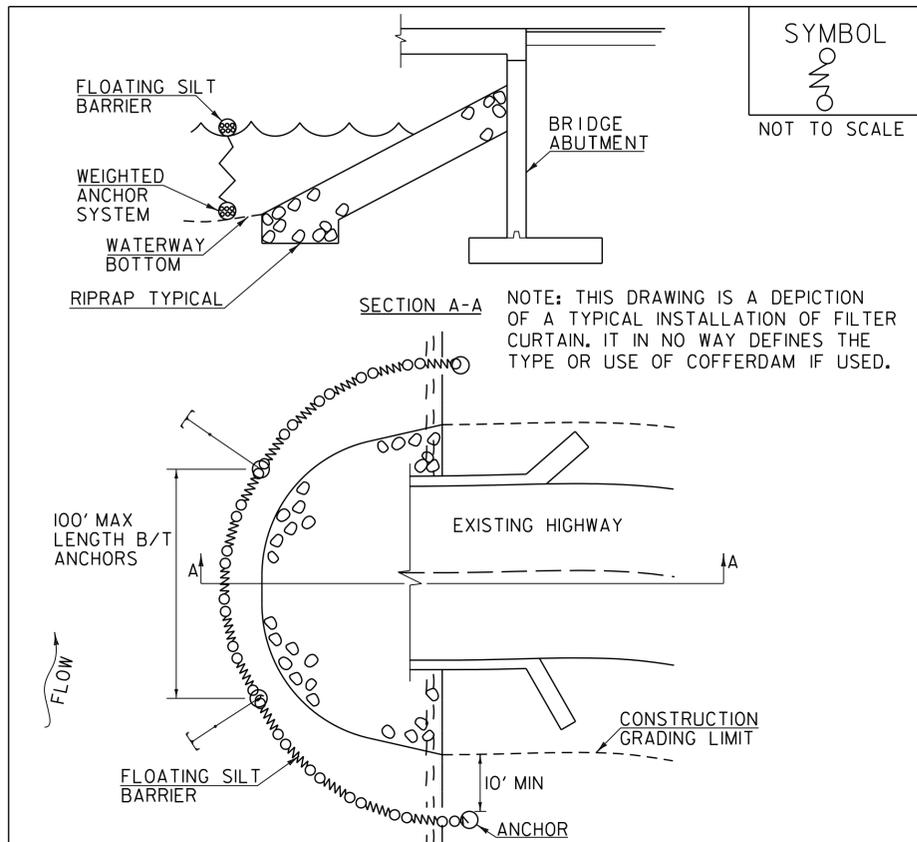
1. THE PRIMARY PURPOSE OF FILTER BAG IS TO RETAIN SILT, SAND, AND FINES DURING DEWATERING OPERATIONS.
2. FILTER BAGS SHALL BE INSTALLED ON A VEGETATED SLOPE GRADED TO ALLOW INCOMING WATER TO FLOW THROUGH THE BAG.
3. FILTER BAGS MAY ALSO BE PLACED ON COARSE AGGREGATE, STONE, OR HAYBALES TO INCREASE FILTRATION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

FILTER BAG

NOTES:
REFER TO "THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL -2006-" FROM THE VT AGENCY OF NATURAL RESOURCES FOR ADDITIONAL GUIDANCE.

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 653 FOR FILTER BAG (PAY ITEM 653.45) AND AS SPECIFIED IN THE CONTRACT.

REVISIONS	
MARCH 24, 2008	WHF
JANUARY 13, 2009	WHF



CONSTRUCTION SPECIFICATIONS

1. FILTER CURTAIN SHALL NOT BE PLACED ACROSS A FLOWING WATERWAY, OR IN A WATERWAY WITH STREAM VELOCITIES GREATER THAN 1.5 FEET/SECOND.
2. MAXIMUM 100' LENGTH BETWEEN ANCHORS.
3. LAST SECTION SHALL TERMINATE A MINIMUM OF 10' BEYOND LIMIT OF DISTURBANCE.
4. THE WEIGHTED ANCHOR SYSTEM SHALL BE A TYPE WHICH ALLOWS THE CURTAIN TO CONFORM TO THE BOTTOM OF THE WATERWAY.
5. THE CURTAIN SHALL BE REMOVED BY SLOWLY PULLING TOWARD THE SHORE MINIMIZING THE ESCAPE OF SEDIMENTS INTO WATERWAY.

FILTER CURTAIN

THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 649 FOR GEOTEXTILE FOR FILTER CURTAIN (PAY ITEM 649.6).

REVISIONS	
APRIL 1, 2008	WHF
JANUARY 13, 2009	WHF
SEPTEMBER 4, 2009	WHF



PROJECT NAME: WESTON
PROJECT NUMBER: BF 013-2(13)

FILE NAME: z13b076details_ero.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: J.J. WESTCOTT
EROSION CONTROL DETAILS (2 OF 2)

PLOT DATE: 2/2/2015
DRAWN BY: J.J. WESTCOTT
CHECKED BY: S.E. BURBANK
SHEET 41 OF 41